

# NACOMATIC

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**Contact:**

Doug Ranz

248-318-0011

[NACOMATIC@hotmail.com](mailto:NACOMATIC@hotmail.com)

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INSTRUMENT APPROACH PROCEDURE CHARTS

**A** **IFR ALTERNATE AIRPORT MINIMUMS**

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

**NAME ALTERNATE MINIMUMS**

**ALABASTER, AL**

SHELBY COUNTY ..... RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 34  
VOR-A<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

**ALBANY, GA**

SOUTHWEST GA. RGNL ... ILS or LOC Rwy 4  
LOC BC Rwy 22  
NDB Rwy 4  
RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 16  
RNAV (GPS) Rwy 22  
RNAV (GPS) Rwy 34  
VOR or TACAN Rwy 16

Category D, 800-2½.

**ALBERTVILLE, AL**

ALBERTVILLE RGNL-THOMAS J  
BRUMLIK FLD ..... RNAV (GPS) Rwy 23

NA when local weather not available.

**ALMA, GA**

BACON COUNTY ..... RNAV (GPS) Rwy 15  
RNAV (GPS) Rwy 33

NA when local weather not available.

**ANNISTON, AL**

ANNISTON  
METROPOLITAN ..... ILS or LOC Rwy 5<sup>1</sup>  
NDB Rwy 5<sup>2</sup>  
RNAV (GPS) Rwy 5<sup>1</sup>  
RNAV (GPS) Rwy 23<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

<sup>2</sup>Categories A, B, 1000-2; Categories C, D, 1000-3.

<sup>3</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.

**NAME ALTERNATE MINIMUMS**

**ATHENS, GA**

ATHENS/  
BEN EPPS ..... ILS or LOC/DME Rwy 27  
RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 20  
RNAV (GPS) Rwy 27  
VOR Rwy 2  
VOR Rwy 2

NA when local weather not available.

**ATLANTA, GA**

DEKALB-PEACHTREE .. ILS or LOC Rwy 20L<sup>1</sup>  
RNAV (GPS) Rwy 20L<sup>2</sup>  
RNAV (GPS) Rwy 27<sup>2</sup>  
VOR/DME Rwy 20L<sup>2</sup>  
VOR/DME Rwy 27<sup>2</sup>

<sup>1</sup>NA when control zone not in effect.

<sup>2</sup>NA when local weather not available.

**FULTON COUNTY AIRPORT-**

BROWN FIELD ..... ILS Rwy 8<sup>1</sup>  
NDB Rwy 8<sup>2A</sup>  
RNAV (GPS) Rwy 26<sup>3A</sup>  
RNAV (GPS) Y Rwy 8<sup>3A</sup>  
VOR-A<sup>5</sup>

<sup>1</sup>ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2¾; Category D, 800-2½.

<sup>2</sup>Category C, 800-2¾; Category D, 800-2½.

<sup>3</sup>Category D, 800-2¾.

<sup>4</sup>NA when local weather not available.

<sup>5</sup>Categories A,B, 1100-2; Categories C,D, 1100-3.

**NEWNAN COWETA**

COUNTY ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32  
VOR/DME-A

NA when local weather not available.

08 APR 2010 to 06 MAY 2010



# ALTERNATE MINS



NAME ALTERNATE MINIMUMS

## ATLANTA, GA (CON'T)

PEACHTREE CITY-

FALCON FIELD ..... RNAV (GPS) Rwy 13<sup>1</sup>  
RNAV (GPS) Rwy 31

NA when local weather not available.

<sup>1</sup>Category D, 800-2½.

## AUBURN, AL

AUBURN-OPELIKA

ROBERT G PITTS ..... ILS or LOC Rwy 36  
RNAV (GPS) Rwy 36

NA when local weather not available.

## AUGUSTA, GA

AUGUSTA RGNL

AT BUSH FIELD ..... ILS or LOC Rwy 17<sup>1</sup>  
ILS or LOC Rwy 35<sup>23</sup>  
RADAR-1

NA when control tower closed.

<sup>1</sup>ILS, 700-2.

<sup>2</sup>Categories A,B,C,D, 700-2.

<sup>3</sup>NA when local weather not available.

## BAINBRIDGE, GA

DECATUR COUNTY INDUSTRIAL

AIR PARK ..... ILS or LOC Rwy 27  
RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

## BIRMINGHAM, AL

BIRMINGHAM-SHUTTLESWORTH

INTL ..... LOC Rwy 18<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>3</sup>  
RNAV (GPS) Rwy 36<sup>4</sup>

<sup>1</sup>Category D, 800-2¼.

<sup>2</sup>Categories A, B, C, 900-2; Category D, 900-2¼.

<sup>3</sup>Category E, 800-2¼.

<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

## BRUNSWICK, GA

BRUNSWICK

GOLDEN ISLES ..... ILS or LOC Rwy 7  
RNAV (GPS) Rwy 7  
RNAV (GPS) Rwy 25  
VOR/DME-B

NA when local weather not available.

## CARROLLTON, GA

WEST GEORGIA RGNL-

O V GREY FIELD ..... RNAV (GPS) Rwy 17  
RNAV (GPS) Rwy 35

NA when local weather not available.

NAME ALTERNATE MINIMUMS

## CARTERSVILLE, GA

CARTERSVILLE ..... LOC Rwy 19<sup>12</sup>  
RNAV (GPS) Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 19<sup>1</sup>  
VOR/DME-A<sup>3</sup>

NA when local weather not available.

<sup>1</sup>Category C, 900-2½; Category D, 900-2¼.

<sup>2</sup>NA when FBO closed.

<sup>3</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¼.

## CLAXTON, GA

CLAXTON-EVANS

COUNTY ..... RNAV (GPS) Rwy 9  
RNAV (GPS) Rwy 27

NA when local weather not available.

Category D, 800-2¼.

## CLAYTON, AL

CLAYTON MUNI ..... RNAV (GPS) Rwy 27  
VOR/DME Rwy 27

NA when local weather not available.

## COLUMBUS, GA

COLUMBUS

METROPOLITAN ..... ILS or LOC Rwy 6  
VOR-A

NA when control tower closed.

## CORDELE, GA

CRISP COUNTY-

CORDELE ..... NDB Rwy 10  
RNAV (GPS) Rwy 5  
RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 23  
RNAV (GPS) Rwy 28  
VOR/DME Rwy 23

NA when local weather not available.

## CULLMAN, AL

FOLSOM FIELD ..... RNAV (GPS) Rwy 2  
RNAV (GPS) Rwy 20

NA when local weather not available.

## DALTON, GA

DALTON MUNI ..... RNAV (GPS) Rwy 14  
RNAV (GPS) Rwy 32

NA when local weather not available.

## DECATUR, AL

PRYOR FIELD RGNL ..... RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36  
VOR Rwy 18<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Category C, 800-2¼; Category D, 800-2¼.



# ALTERNATE MINS



**NAME** ALTERNATE MINIMUMS  
**DOTHAN, AL**  
 DOTHAN RGNL ..... ILS or LOC Rwy 14  
    ILS or LOC Rwy 32  
    RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 32  
    VOR or TACAN-A

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

**DOUGLAS, GA**  
 DOUGLAS MUNI ..... RNAV (GPS) Rwy 4  
    RNAV (GPS) Rwy 22

NA when local weather not available.

**DUBLIN, GA**  
 W H 'BUD' BARRON ..... RNAV (GPS) Rwy 2'  
    RNAV (GPS) Rwy 20'  
    VOR-A<sup>2</sup>

NA when local weather not available.  
<sup>1</sup>Category D, 800-2½.  
<sup>2</sup>Category C, 800-2½; Category D, 800-2½.

**ELBERTON, GA**  
 ELBERT CO-  
 PATZ FIELD ..... RNAV (GPS) Rwy 10  
    RNAV (GPS) Rwy 28  
    VOR/DME Rwy 10

NA when local weather not available.

**EVERGREEN, AL**  
 MIDDLETOWN FIELD ..... RNAV (GPS) Rwy 1  
    RNAV (GPS) Rwy 10  
    RNAV (GPS) Rwy 19  
    RNAV (GPS) Rwy 28  
    VOR/DME Rwy 10

NA when local weather not available.

**FAIRHOPE, AL**  
 H L SONNY CALLAHAN .... RNAV (GPS) Rwy 1  
    RNAV (GPS) Rwy 19  
    VOR/DME-A

NA when local weather not available.

**FLORALA, AL**  
 FLORALA MUNI ..... RNAV (GPS) Rwy 22

NA when local weather not available.

**FORT STEWART (HINESVILLE), GA**  
 WRIGHT AAF (FORT STEWART)/  
 MIDCOAST RGNL ..... NDB Rwy 33R  
    RNAV (GPS) Rwy 6L  
    RNAV (GPS) Rwy 33R

NA when local weather not available.

**NAME** ALTERNATE MINIMUMS  
**GADSDEN, AL**  
 NORTHEAST  
 ALABAMA RGNL ..... RNAV (GPS) Rwy 6  
    RNAV (GPS) Rwy 18  
    RNAV (GPS) Rwy 24  
    RNAV (GPS) Rwy 36<sup>1</sup>  
    VOR Rwy 6

NA when local weather not available.  
<sup>1</sup>Categories A,B, 1100-2; Categories C,D, 1100-3.

**GAINESVILLE, GA**  
 LEE GILMER  
 MEMORIAL ..... ILS or LOC/DME Rwy 5'  
    NDB Rwy 5<sup>2</sup>  
    RNAV (GPS) Rwy 5<sup>2</sup>  
    RNAV (GPS) Rwy 23<sup>2</sup>

NA when local weather not available.  
<sup>1</sup>ILS, Categories A,B,C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.  
<sup>2</sup>Category D, 800-2½.

**GREENSBORO, GA**  
 GREENE COUNTY RGNL ..... LOC Rwy 25  
    RNAV (GPS) Rwy 7  
    RNAV (GPS) Rwy 25  
    VOR/DME-B

NA when local weather not available.

**GREENVILLE, AL**  
 MAC CRENSHAW  
 MEMORIAL ..... RNAV (GPS) Rwy 14  
    RNAV (GPS) Rwy 32

Category D, 800-2½.

**GULF SHORES, AL**  
 JACK EDWARDS ..... RNAV (GPS) Rwy 9  
    RNAV (GPS) Rwy 27

NA when local weather not available.

**HUNTSVILLE, AL**  
 HUNTSVILLE INTL-CARL T. JONES  
 FIELD ..... ILS or LOC Rwy 18L<sup>124</sup>  
    ILS or LOC Rwy 18R<sup>124</sup>  
    ILS or LOC Rwy 36L<sup>124</sup>  
    ILS or LOC Rwy 36R<sup>124</sup>  
    RADAR-1<sup>13</sup>  
    RNAV (GPS) Rwy 18L<sup>45</sup>  
    RNAV (GPS) Rwy 18R<sup>45</sup>  
    RNAV (GPS) Rwy 36L<sup>45</sup>  
    RNAV (GPS) Rwy 36R<sup>45</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Category D, 700-2; Category E, 700-2½.  
 LOC, Category E, 800-2½.  
<sup>3</sup>Category E, 800-2½.  
<sup>4</sup>NA when local weather not available.  
<sup>5</sup>Category E, 800-2½.



# ALTERNATE MINS



NAME ALTERNATE MINIMUMS

## HUNTSVILLE, AL (CON'T)

MADISON COUNTY

EXECUTIVE ..... ILS or LOC/DME Rwy 18  
RNAV (GPS) Rwy 18  
RNAV (GPS) Rwy 36<sup>1</sup>

NA when local weather not available.

<sup>1</sup>Categories A,B, 900-2; Category C,900-2½,  
Category D, 900-2¾.

## JEFFERSON, GA

JACKSON COUNTY ..... RNAV (GPS) Rwy 35  
VOR/DME Rwy 35

NA when local weather not available.

## LAGRANGE, GA

LAGRANGE-CALLAWAY ... ILS or LOC Rwy 31  
RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
VOR Rwy 13

NA when local weather not available.

## MACON, GA

MIDDLE GEORGIA

RGNL ..... ILS or LOC/DME Rwy 5<sup>12</sup>  
VOR Rwy 13<sup>3</sup>  
VOR Rwy 23<sup>4</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category E, 900-2¾,LOC,Category E,  
900-2¾.

<sup>3</sup>Category A,B, 1000-2; Category C,1000-2¾;  
Category D, 1000-3.

<sup>4</sup>Categories A,B,1300-2;Categories C,D,  
1300-3.

## MOBILE, AL

MOBILE DOWNTOWN ..... ILS or LOC Rwy 32<sup>1</sup>  
RNAV (GPS) Rwy 14<sup>2</sup>  
RNAV (GPS) Rwy 18<sup>2</sup>  
RNAV (GPS) Rwy 32<sup>2</sup>  
RNAV (GPS) Rwy 36<sup>2</sup>  
VOR Rwy 32<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

MOBILE RGNL ..... ILS or LOC Rwy 14<sup>1</sup>  
ILS or LOC Rwy 32<sup>1</sup>  
RNAV (GPS) Rwy 32<sup>1</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS

## MONTGOMERY, AL

MONTGOMERY RGNL

(DANNELLY FIELD) ..... ILS or LOC Rwy 10  
ILS or LOC Rwy 28  
NDB Rwy 10  
RNAV (GPS) Rwy 3  
RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28

NA when control tower closed.

## MOULTRIE, GA

MOULTRIE MUNI ..... RNAV (GPS) Rwy 4  
RNAV (GPS) Rwy 22

NA when local weather not available.

## ROME, GA

RICHARD B. RUSSELL ..... ILS/DME Rwy 1<sup>1</sup>  
RNAV (GPS) Rwy 1<sup>12</sup>  
RNAV (GPS) Rwy 7<sup>12</sup>  
RNAV (GPS) Rwy 19<sup>12</sup>  
RNAV (GPS) Rwy 25<sup>12</sup>  
VOR/DME Rwy 1<sup>12</sup>  
VOR/DME Rwy 19<sup>23</sup>

<sup>1</sup>Category D, 800-2¾.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category C, 800-2¾; Category D, 800-2¾.

## SAVANNAH, GA

SAVANNAH HILTON

HEAD INTL ..... ILS or LOC Rwy 1<sup>12</sup>  
ILS or LOC Rwy 10<sup>12</sup>  
RNAV (GPS) Rwy 1  
RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 19  
RNAV (GPS) Z Rwy 28  
VOR/DME-A<sup>3</sup>  
VOR/DME or TACAN Rwy 1<sup>3</sup>  
VOR/DME or TACAN Rwy 19<sup>3</sup>

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category D, 700-2.

<sup>3</sup>Category E, 900-3.

## STATESBORO, GA

STATESBORO-BULLOCH

COUNTY ..... RNAV (GPS) Rwy 32  
NA when local weather not available.  
Category D, 800-2¾.

## SWAINSBORO, GA

EMANUEL COUNTY ..... LOC/NDB Rwy 13  
NDB Rwy 13  
RNAV (GPS) Rwy 13  
RNAV (GPS) Rwy 31  
VOR/DME-A

NA when local weather not available.



# ALTERNATE MINS

E5



NAME ALTERNATE MINIMUMS

## SYLACAUGA, AL

MERKEL FIELD SYLACAUGA MUNI ..... **NDB-A<sup>1</sup>**  
**RNAV (GPS) Rwy 9<sup>23</sup>**  
**RNAV (GPS) Rwy 27<sup>23</sup>**

<sup>1</sup>Categories A,B, 1000-2; Category C, 1000-2¾; Category D, 1100-3.

<sup>2</sup>Category C, 800-2¼; Category D, 1100-3.

<sup>3</sup>NA when local weather not available.

## SYLVANIA, GA

PLANTATION AIRPARK ..... **NDB Rwy 23**  
**RNAV (GPS) Rwy 5**  
**RNAV (GPS) Rwy 23**

NA when local weather not available.

## TALLADEGA, AL

TALLADEGA MUNI ..... **RNAV (GPS) Rwy 3<sup>1</sup>**  
**RNAV (GPS) Rwy 21<sup>1</sup>**  
**VOR-A<sup>2</sup>**  
**VOR/DME Rwy 3<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

## THOMASTON, GA

THOMASTON-UPSON  
COUNTY ..... **RNAV (GPS) Rwy 12**  
**RNAV (GPS) Rwy 30**

NA when local weather not available.

## TROY, AL

TROY MUNI ..... **ILS or LOC Rwy 7<sup>1</sup>**  
**NDB Rwy 7**  
**RNAV (GPS) Rwy 7**  
**RNAV (GPS) Rwy 14**  
**RNAV (GPS) Rwy 25**  
**RNAV (GPS) Rwy 32**

NA when local weather not available.

<sup>1</sup>NA when control tower closed.

NAME ALTERNATE MINIMUMS

## TUSCALOOSA, AL

TUSCALOOSA RGNL ..... **ILS Rwy 4<sup>12</sup>**  
**RNAV (GPS) Rwy 4<sup>3</sup>**  
**RNAV (GPS) Rwy 11<sup>3</sup>**  
**RNAV(GPS) Rwy 22<sup>3</sup>**  
**RNAV (GPS) Rwy 29<sup>3</sup>**  
**VOR or TACAN Rwy 4<sup>1</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>700-2.

<sup>3</sup>NA when local weather not available.

## VALDOSTA, GA

VALDOSTA RGNL ..... **ILS or LOC Rwy 35<sup>1</sup>**  
**RNAV (GPS) Rwy 17**  
**RNAV (GPS) Rwy 35**  
**VOR Rwy 17**  
**VOR Rwy 35**

NA when local weather not available.

<sup>1</sup>ILS, LOC, Category E, 900-3.

## VIDALIA, GA

VIDALIA RGNL ..... **RNAV (GPS) Rwy 24**  
NA when local weather not available.

## WAYCROSS, GA

WAYCROSS-WARE  
COUNTY ..... **RNAV (GPS) Rwy 18**  
**RNAV (GPS) Rwy 36<sup>1</sup>**

NA when local weather not available.

<sup>1</sup>Category D, 800-2¼.

## WINDER, GA

BARROW COUNTY ..... **ILS or LOC Rwy 31**  
**NDB Rwy 31**  
**RNAV (GPS) Rwy 13**  
**RNAV (GPS) Rwy 23**  
**RNAV (GPS) Rwy 31**

NA when local weather not available.

08 APR 2010 to 06 MAY 2010



# RADAR INSTRUMENT APPROACH MINIMUMS

## AUGUSTA, GA

Amdt.8, June 10, 2006 (FAA)

ELEV 145

### AUGUSTA RGNL AT BUSH FIELD

RADAR- 126.8 270.3  

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HATH/		MDA-VIS	HATH/
ASR	17		AB	<b>660</b> /24	515 (600-½)	C	<b>660</b> /50	515 (600-1)
			D	<b>660</b> /60	515 (600-1¼)			
	35	AB	<b>700</b> /24	564 (600-½)	C	<b>700</b> /50	564 (600-1)	
		D	<b>700</b> /60	564 (600-1¼)				
CIRCLING		AB	<b>780</b> -1	635 (700-1)	C	<b>780</b> -1¼	635 (700-1¼)	
		D	<b>780</b> -2	635 (700-2)				

When control tower closed, procedure NA.

## AUGUSTA, GA

Amdt. 7B, June 08, 2006 (FAA)

ELEV 423

### DANIEL FIELD

RADAR- 126.8 270.3   NA

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HATH/		MDA-VIS	HATH/
ASR	29		AB	<b>860</b> -1	438 (500-1)	C	<b>860</b> -1¼	438 (500-1¼)
			D	<b>860</b> -1½	438 (500-1½)			
			11	AB	<b>920</b> -1	498 (500-1)	C	<b>920</b> -1¼
CIRCLING			D	<b>920</b> -1½	498 (500-1½)			
			AB	<b>920</b> -1	498 (500-1)	C	<b>920</b> -1½	498 (500-1½)
			D	<b>1020</b> -2	597 (600-2)			

When Augusta control tower not in operation, procedure not authorized.  
Tower 607 MSL 2333' north of Rwy 29.



# RADAR INSTRUMENT APPROACH MINIMUMS

**CAIRNS AAF (KOZR), AL (Fort Rucker) (Orig A 09071 USA)**

**ELEV 301**

**RADAR<sup>1</sup> - (E) (125.4 327.125 021°-120°) (133.75 270.35 121°-219°) (133.45 239.4 220°-340°)**  
 (121.1 319.25 341°-020°) NA

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR	6 <sup>2</sup>	2.7°/57/1158	ABCD	548/40	250	(300-¾)
PAR W/O GS	6 <sup>2</sup>		ABCD	620/40	322	(400-¾)
CIR	All Rwy		A	740-1	439	(500-1)
			B	780-1	479	(500-1)
			C	800-1½	499	(500-1½)
			D	860-2	559	(600-2)

<sup>1</sup>Vis reduction by copters NA. <sup>2</sup>When ALS inop, increase RVR CAT ABCD to 50 and vis to 1 mile.

**DOBBINS ARB (KMGE), GA (Marietta) (Amdt 2, 09183 USAF)**

**ELEV 1068**

**RADAR<sup>1</sup> - Ctc ATLANTA APP CON (E) 121.0 268.7**

	<u>RWY</u>	<u>GS/TCH/RPI</u>	<u>CAT</u>	<u>DH/ MDA-VIS</u>	<u>HAT/ HATh/ HAA</u>	<u>CEIL-VIS</u>
PAR <sup>2</sup>	29 <sup>3</sup>	3.0°/58/958	AB	1215/24	200	(200-½)
			CDE	1215/40	200	(200-¾)
	11 <sup>4</sup>	3.0°/48/1152	ABCDE	1461/40	393	(400-¾)
ASR	11 <sup>6</sup>		AB	1640/40	572	(600-¾)
			C	1640/50	572	(600-1)
			D	1640/60	572	(600-1¼)
			E	1640-1½	572	(600-1½)
	29 <sup>5</sup>		AB	1660/40	645	(600-¾)
			C	1660-1½	645	(600-1½)
			D	1660-1¾	645	(600-1¾)
			E	1660-2	645	(600-2)
CIR <sup>7</sup>	All Rwy		AB	1680-1	612	(700-1)
			C	1680-1¾	612	(700-1¾)
			D	1700-2	632	(700-2)
			E	1740-2½	672	(700-2½)

<sup>1</sup>Opr 1200-0400Z++. <sup>2</sup>No-NOTAM MP 1100-1530Z++ Mon-Tue. <sup>3</sup>When ALS inop, increase CAT AB RVR to 40 and vis to ¾ mile. <sup>4</sup>When ALS inop, increase RVR to 60 and vis to 1¼ miles. <sup>5</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, CAT C vis to 1¾ miles, CAT D vis to 2 miles and CAT E vis to 2¼ miles. <sup>6</sup>When ALS inop, increase CAT AB RVR to 50 and vis to 1 mile, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles, and CAT E vis to 2 miles. <sup>7</sup>CAT DE circling not authorized N of Rwy 11-29. Circle to assault strip not authorized.

# RADAR INSTRUMENT APPROACH MINIMUMS

**HUNTER AAF (KSVN), GA (Savannah) (1-Amdt 6, 2-Amdt 10 09267 USA) ELEV 41**

**RADAR - (E) 127.65 143.2 307.125 317.475**   NA Pro NA when Hunter Ctl Twr clsd.

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
<b>RADAR 1 (SAVANNAH)<sup>1 2</sup></b>						
ASR	10 <sup>3</sup>		AB	460-¾	434	(500-¾)
			C	460-1¼	434	(500-1¼)
			D	460-1½	434	(500-1½)
	28		AB	540/24	499	(600-½)
			CD	540/50	499	(600-1)
<b>CIR<sup>4</sup></b>						
	10-28		AB	540-1	499	(500-1)
			C	580-1½	539	(600-1½)
			D	600-2	559	(600-2)
<b>RADAR 2 (HUNTER)<sup>5</sup></b>						
PAR	10 <sup>6</sup>	3.0°/49/937	ABCD	226-¾	200	(200-¾)
	28	3.0°/50/842	ABCD	241/24	200	(200-½)



<sup>1</sup>Opr 1100-0500Z++. <sup>2</sup>Wx radar avbl. <sup>3</sup>For inop ALSF, increase CAT AB vis to 1 mile. Inop table does not apply to CAT C and D. <sup>4</sup>Circling NA N of Rwy 10-28 for CAT D. <sup>5</sup>Opr 1230-0400Z++ Mon-Thu; 1230-2300Z++ Fri, excl hol. <sup>6</sup>Inop table does not apply to ALSF.

## HUNTSVILLE, AL

Amdt. 9A, JUN 30, 2006 (FAA)

ELEV 629

### HUNTSVILLE INTL-CARL T. JONES FIELD

**RADAR-** 125.6 354.1  

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
ASR	36R		AB	<b>1000</b> -½	405	(500-½)	C	<b>1000</b> -¾	405	(500-¾)
			DE	<b>1000</b> -1	405	(500-1)				
	36L		ABC	<b>960</b> -½	345	(400-½)	DE	<b>960</b> -1	345	(400-1)
			DE	<b>1060</b> /24	431	(500-½)	C	<b>1060</b> /40	431	(500-¾)
	18R		AB	<b>1160</b> -½	551	(600-½)	C	<b>1160</b> -1	551	(600-1)
			D	<b>1160</b> -1¼	551	(600-1¼)	E	<b>1160</b> -1½	551	(600-1½)
18L		AB	<b>1160</b> -½	551	(600-½)	C	<b>1160</b> -1	551	(600-1)	
		D	<b>1160</b> -1¼	551	(600-1¼)	E	<b>1160</b> -1½	551	(600-1½)	
CIRCLING			AB	<b>1160</b> -1	531	(600-1)	C	<b>1160</b> -1½	531	(600-1½)
			D	<b>1240</b> -2	611	(700-2)	E	<b>1240</b> -2¼	611	(700-2¼)

Category E circling not authorized East of Rwy 18L/36R.

For inoperative ALSF-2, increase S-ASR 18R Cat E visibility to ¼ mile.

For inoperative MALSR, increase S-ASR 18L, Cat E visibility ½ mile, S-ASR 36R Cat D visibility ¼ mile, Cat E ½ mile. Inoperative table does not apply to S-ASR 36L Cat D visibility.

# RADAR INSTRUMENT APPROACH MINIMUMS

**LAWSON AAF(KLSF)**, (FORT BENNING), GA (Columbus) (Amdt2,07074USA) **ELEV232**

**RADAR<sup>1</sup>** - Ctc ATLANTA APP CON (E) (125.5 323.1 241°-360°) (126.55 353.75 001°-150°)  
(126.025 285.525 151°-240°) ▽ ▲NA When tower closed.

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>DA/ MDA-VIS</b>	<b>HAT/ HATH/ HAA</b>	<b>CEIL-VIS</b>
PAR	33	3.0°/55/1048	AB	426/24	200	(200-½)
			CD	426/40	200	(200-¾)
	15	3.0°/55/924	ABCD	426/40	200	(200-¾)
<b>RADAR 2 (ATLANTA)</b>						
ASR	33 <sup>2</sup>		A	740/40	514	(600-¾)
			B	740/50	514	(600-1)
			C	740/60	514	(600-1¼)
			D	740-1¾	514	(600-1¾)
	15		A	880/50	654	(700-1)
			B	880/60	654	(700-1¼)
			C	880-1¾	654	(700-1¾)
			D	880-2	654	(700-2)
CIR <sup>3</sup>	All Rwy		A	880-1	648	(700-1)
			B	880-1¼	648	(700-1¼)
			C	880-1¾	648	(700-1¾)
			D	880-2	648	(700-2)

<sup>1</sup>Opr 1300-2100Z++ Mon-Fri exc hol, Lawson GCA 121.05 (Secondary) 132.4 257.2 307.325. <sup>2</sup>For inop SALSF, increase CAT D vis to 2 miles. <sup>3</sup>Cir NA E of Rwy 15-33.

**MAXWELL AFB (KMXF)**, AL (Montgomery) (06271 USAF)

**ELEV 171**

**RADAR<sup>1</sup>** - 121.2 363.025S 380.225N ▽

	<b>RWY</b>	<b>GS/TCH/RPI</b>	<b>CAT</b>	<b>DA MDA-VIS</b>	<b>HAT/ HATH/ HAA</b>	<b>CEIL-VIS</b>
ASR <sup>2</sup>	15 <sup>4</sup> 33		ABCD	560/40	389	(400-¾)
			AB	800-1¼	634	(700-1¼)
			C	800-1¾	634	(700-1¾)
			D	800-2	634	(700-2)
CIR <sup>3</sup>	15		AB	680-1¼	509	(600-1¼)
			C	680-1½	509	(600-1½)
			D	740-2	569	(600-2)
	33		AB	800-1¼	629	(700-1¼)
			C	800-1¾	629	(700-1¾)
			D	800-2	629	(700-2)

<sup>1</sup>Opr 1400-0350Z++. <sup>2</sup>5 min PN rqr for practice ASR apch. <sup>3</sup>Cir not auth E of Rwy 15-33. <sup>4</sup>When ALS inop, increase CAT ABCD RVR to 60 and vis to 1¼ miles.

# RADAR INSTRUMENT APPROACH MINIMUMS

## MOBILE, AL MOBILE RGNL RADAR- 118.5 269.3

Amdt. 4A, JUL 6, 2006 (FAA)

ELEV 218

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	32		AB	<b>660</b> -½	441 (500-½)	C	<b>660</b> -¾	441 (500-¾)
			DE	<b>660</b> -1	441 (500-1)			
	14	AB	<b>640</b> /24	425 (500-½)	C	<b>640</b> /40	425 (500-¾)	
		DE	<b>640</b> /50	425 (500-1)				
CIRCLING			AB	<b>680</b> -1	461 (500-1)	C	<b>680</b> -1½	461 (500-1½)
			D	<b>780</b> -2	561 (600-2)			
			E	NA				

S-14 Category D visibility increased to RVR 6000; Category E visibility increased ½ mile for inoperative MALSRS.

For inoperative MALSRS, increase S-32 Category E visibility to 1½ miles.

## MONTGOMERY, AL MONTGOMERY RGNL (DANNELLY FIELD) RADAR- 121.2 380.225 ▽

Amdt. 8A, SEP 15, 1993 (FAA)

ELEV 221

	RWY	GS/TCH/RPI	CAT	DA/	HAT/	CAT	DA/	HAT/
				MDA-VIS	HAA CEIL-VIS		MDA-VIS	HAA CEIL-VIS
ASR	10		ABC	<b>600</b> /40	381 (400-¾)	DE	<b>600</b> /50	381 (400-1)
	28		ABC	<b>620</b> -¾	423 (400-¾)			
CIRCLING			AB	<b>680</b> -1	459 (500-1)	C	<b>680</b> -1½	459 (500-1½)
			DE	<b>780</b> -2	559 (600-2)			

Procedure NA when control tower closed.

Category E circling NA north of runway 10-28.

Category D S-28 visibility increased ¼ mile for inoperative MALSRS.

Category E S-28 visibility increased ½ mile for inoperative MALSRS.

Categories D and E S-10 visibility increased to RVR 6000 for inoperative MALSRS.

## REDSTONE AAF (KHUA), AL (Redstone Arsenal) (Amdt 1A, 09127 USA) RADAR<sup>1</sup>- (E) (125.6 354.1E) (118.05 239.0W) ▽ ▲ NA

ELEV 684

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HAA	CEIL-VIS
PAR	17 <sup>23</sup>	3.0°/32/630	ABCDE	950-1	266	(300-1)
	35	3.0°/34/626	ABCDE	955-1	298	(300-1)

<sup>1</sup>GCA opr 1400-2200Z++ Mon-Fri, exc hol. OT O/R 124.8 229.4. <sup>2</sup>When approach lights inoperative, increase CAT A, B visibility ¼ mile. <sup>3</sup>When directed by ATC, S-PAR 17 DA 1100, visibility 1½, inop table does not apply.

# RADAR INSTRUMENT APPROACH MINIMUMS

## ST MARYS, GA

Amdt 2, SEP 30, 2004 (FAA)

ELEV 24

## ST MARYS

RADAR- 127.0 ▾ ▲ NA

	RWY	GS/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	
ASR	4		A	<b>640</b> -1	617 (700-1)	B	<b>640</b> -1½	617 (700-1½)	
			C	<b>640</b> -1¾	617 (700-1¾)				
CIRCLING			AB	<b>680</b> -1¼	656 (700-1¼)	C	<b>680</b> -1¾	656 (700-1¾)	

Use Jacksonville, FL, Jacksonville Intl altimeter setting.

## TROY, AL

Amdt. 8, JAN 15, 2009 (FAA)

ELEV 398

## TROY MUNI

RADAR<sup>1</sup>- 121.1 319.25 ▾

	RWY	GS/TCH/GPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA CEIL-VIS	
PAR	7	2.9/51/1007	ABCD	<b>592</b> -¾	200 (200-¾)				
ASR	7		AB	<b>960</b> -1	568 (600-1)	C	<b>960</b> -1½	568 (600-1½)	
			D	<b>960</b> -1¾	568 (600-1¾)				
CIRCLING			AB	<b>960</b> -1	562 (600-1)	C	<b>960</b> -1½	562 (600-1½)	
			D	<b>980</b> -2	582 (600-2)				

When control tower closed, procedure not authorized. ASR utilizes PAR without glideslope.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR TAKE-OFF 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 take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

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 take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

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

NAME TAKE-OFF MINIMUMS

ADEL, GA

COOK COUNTY

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 051° to 1500 before proceeding on course.

NOTE: **Rwy 5**, multiple trees and vehicles beginning 411' from departure end of runway, 16' left of centerline, up to 100' AGL/349' MSL. Multiple trees and vehicles beginning 159' from departure end of runway, 18' right of centerline, up to 100' AGL/349' MSL. **Rwy 15**, multiple trees beginning 1801' from departure end of runway, 629' left of centerline, up to 100' AGL/339' MSL. Multiple trees beginning 932' from departure end of runway, 437' right of centerline, up to 100' AGL/339' MSL. **Rwy 23**, multiple trees beginning 503' from departure end of runway, 178' left of centerline, up to 72' AGL/321' MSL. Multiple trees beginning 1058' from departure end of runway, 74' right of centerline, up to 73' AGL/312' MSL. **Rwy 33**, multiple trees beginning 4793' from departure end of runway, 120' left of centerline, up to 100' AGL/349' MSL. Multiple trees beginning 4990' from departure end of runway, 761' right of centerline, up to 100' AGL/349' MSL.

NAME TAKE-OFF MINIMUMS

ALABASTER, AL

SHELBY COUNTY (EET)

AMDT 3 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 16**, 300-1¼ . **Rwy 34**, 300-1 w/min. climb of 310' per NM to 1500, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: Cross Shelby County Airport at or above 1400 MSL before proceeding on course.

NOTE: **Rwy 16**, rising terrain beginning 30' from DER. Trees beginning 4' from DER, 648' left to 826' right of centerline, up to 100' AGL/759' MSL. T-L towers beginning 1165' from DER, 490' left of centerline, up to 98' AGL/704' MSL. Buildings 1569' from DER, 89' left of centerline, up to 38' AGL/657' MSL. **Rwy 34**, rising terrain beginning 132' from DER. Trees beginning 240' from DER, 1498' left to 3865' right of centerline, up to 100' AGL/799' MSL. T-L towers beginning 1821' from DER, 646' right of centerline, up to 89' AGL/715' MSL. Buildings beginning 1562' from DER, 87' left of centerline up to 31' AGL/661' MSL. Buildings beginning 1863' from DER, 135' right of centerline, up to 45' AGL/668' MSL. Tower 2.08 NM from DER, 513' left of centerline, 220' AGL/919' MSL.

**ALBANY, GA****SOUTHWEST GEORGIA RGNL**

TAKE-OFF MINIMUMS: **Rwy 34**, 300-2 or std. w/ min. climb of 255' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 044° to 700 before turning left. **Rwy 34**, climb heading 344° to 700 before turning right.

NOTE: **Rwy 4**, multiple trees and tank beginning 913' from departure end of runway, 383' left of centerline, up to 127' AGL/329' MSL. Multiple trees beginning 1985' from departure end of runway, 797' right of centerline, up to 79' AGL/275' MSL. **Rwy 16**, multiple trees beginning 1044' from departure end of runway, 310' left of centerline, up to 59' AGL/253' MSL. Multiple trees beginning 1977' from departure end of runway, 81' right of centerline, up to 92' AGL/286' MSL. **Rwy 22**, tree 1461' from departure end of runway, 793' left of centerline, 81' AGL/250' MSL. Pole 1093' from departure end of runway, 731' left of centerline, 61' AGL/230' MSL. **Rwy 34**, multiple trees beginning 426' from departure end of runway, 14' left of centerline up to 82' AGL/277' MSL. Multiple trees beginning 477' from departure end of runway, 14' right of centerline, up to 58' AGL/253' MSL.

**ALBERTVILLE, AL****ALBERTVILLE RGNL/THOMAS J BRUMLIK FIELD**

NOTE: **Rwy 5**, trees beginning 18' from departure end of runway, 353' left of centerline, up to 56' AGL/1088' MSL. Trees beginning 724' from departure end of runway, 676' right of centerline, up to 60' AGL/1092' MSL. Poles beginning 12' from departure end of runway, 428' left of centerline, up to 24' AGL/1056' MSL. Terrain beginning 30' from departure end of runway, 108' left of centerline, 0' AGL/1047' MSL. Terrain 30' from departure end of runway, 58' right of centerline, 0' AGL/1050' MSL. **Rwy 23**, trees beginning 47' from departure end of runway, 469' right of centerline, up to 14' AGL/1017' MSL. Terrain 36' from departure end of runway, 346' right of centerline, 0' AGL/1004' MSL.

**ALEXANDER CITY, AL****THOMAS C. RUSSELL FIELD**

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1500 before turning on course.

**ALMA, GA****BACON COUNTY**

NOTE: **Rwy 33**, trees 2821' from departure end of runway, 247' right of centerline, 70' AGL/274' MSL.

**AMERICUS, GA****SOUTHER FIELD**

NOTE: **Rwy 5**, vehicle on road beginning 789' from departure end of runway, 647' left of centerline, up to 15' AGL/484' MSL. Trees beginning 803' from departure end of runway, 671' right of centerline, up to 100' AGL/569' MSL. **Rwy 9**, trees beginning 1566' from departure end of runway, 884' left of centerline, up to 100' AGL/569' MSL. **Rwy 23**, trees beginning 3177' from departure end of runway, 1171' right of centerline, up to 100' AGL/559' MSL. **Rwy 27**, vehicle on road beginning 486' from departure end of runway, 613' right of centerline, up to 15' AGL/484' MSL. Trees beginning 2314' from departure end of runway, 429' left of centerline, up to 100' AGL/559' MSL.

**ANDALUSIA/OPP, AL****SOUTH ALABAMA RGNL AT BILL BENTON FIELD**

NOTE: **Rwy 11**, multiple trees beginning 379' from departure end of runway, 279' left of centerline, up to 59' AGL/368' MSL. Multiple trees beginning 1478' from departure end of runway, 687' right of centerline, up to 71' AGL/380' MSL. **Rwy 29**, multiple trees beginning 93' from departure end of runway, 490' left of centerline, up to 85' AGL/394' MSL. Multiple trees beginning 40' from departure end of runway, 353' right of centerline, up to 66' AGL/375' MSL.

**ANNISTON, AL****ANNISTON METROPOLITAN (ANB)  
AMDT 6 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 5**, Climbing right turn to intercept Talladega VOR/DME R-085 outbound climb to 3000 before proceeding on course. **Rwy 23**, Climb heading 229° to 1300 then turn right direct TDG VOR/DME.

NOTE: **Rwy 5**, tree 1147' from departure end of runway, 730' left of centerline, 77' AGL/689' MSL. Sign 2269' from departure end of runway, 903' left of centerline, 100' AGL/712' MSL. Bush 493' from departure end of runway, 385' left of centerline, 33' AGL/645' MSL. Railroad 197' from departure end of runway, 435' left of centerline, 25' AGL/637' MSL. Tree 1965' from departure end of runway, 275' left of centerline, 69' AGL/681' MSL. Pole 506' from departure end of runway, 549' right of centerline, 24' AGL/636' MSL. **Rwy 23**, tree 4545' from departure end of runway, 1238' left of centerline, 717' MSL.

**ATHENS, GA**

ATHENS/BEN EPPS (AHN)

AMDT 1A 08129 (FAA)

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 021° to 2300 before turning West.

NOTE: **Rwy 2**, trees beginning 1168' from departure end of runway, 132' left of centerline, up to 90' AGL/870' MSL.

Trees beginning 1064' from departure end of runway, 18' right of centerline, up to 90' AGL/856' MSL. Light on hangar 161' from departure end of runway, 392' left of centerline, 20' AGL/819' MSL. **Rwy 9**, tree 2114' from departure end of runway, 565' left of centerline, 100' AGL/824' MSL. Tree 1021' from departure end of runway, 674' right of centerline, 121' AGL/820' MSL. **Rwy 20**, trees beginning 964' from departure end of runway, 144' left of centerline, up to 86' AGL/856' MSL. Numerous trees and bushes beginning 81' from departure end of runway, 89' right of centerline, up to 74' AGL/834' MSL. Rising terrain beginning 85' from departure end of runway, 8' right of centerline, to 335' left of centerline, 791' MSL. **Rwy 27**, trees beginning 375' from departure end of runway, 385' left of centerline, up to 110' AGL/809' MSL. Trees beginning 106' from departure end of runway, 407' right of centerline, up to 63' AGL/803' MSL. Antenna 1023' from departure end of runway, 365' left of centerline, 50' AGL/791' MSL.

**ATLANTA, GA**

COBB COUNTY-MCCOLLUM FIELD (RYY)

AMDT 2 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 9**, 200-1¼ or std. w/ min. climb of 223' per NM to 1400, or alternatively, with standard takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway. **Rwy 27**, 300-1¼.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 093° to 1900 before proceeding south. **Rwy 27**, climb heading 273° to 1600 before proceeding southeast.

NOTE: **Rwy 9**, trees 1048' from DER, 588' left of centerline, up to 99' AGL/1039' MSL. Terrain 27' from DER, 375' right of centerline, 0' AGL/1005' MSL. Trees 1.4 NM from DER, 2561' right of centerline, up to 100' AGL/1239' MSL. **Rwy 27**, multiple vehicles on roads, buildings, railroads, and trees beginning 152' from DER, 17' left of centerline, up to 100' AGL/1179' MSL. Multiple vehicles on roads, buildings, railroads, and trees beginning 262' from DER, 6' right of centerline, up to 100' AGL/1159' MSL. Trees 1.4 NM from DER, 2670' left of centerline, up to 100' AGL/1259' MSL.

**ATLANTA, GA (CON'T)**

DEKALB-PEACHTREE (PDK)

AMDT 1 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 2L**, 200-1½ or standard w/ min. climb of 270' per NM to 1300. **Rwy 2R**, 200-1 or std. w/ min. climb of 322' per NM to 1200. **Rwy 20R**, std. w/ min. climb of 316' per NM to 2400 or 1400-3 for climb in visual conditions. **Rwy 34**, std. w/ min. climb of 264' per NM to 1800 or 1400-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 088° to 1700 before proceeding on course. **Rwy 16**, climb heading 159° to 2000 before proceeding on course. **Rwy 20L**, climb heading 150° to 3100 before proceeding on course. **Rwy 20R**, climb heading 150° to 3100 before proceeding on course, or for climb in visual conditions, cross Dekalb-Peachtree airport at or above 2300 before proceeding on course. **Rwy 27**, climb heading 268° to 1800 before proceeding on course. **Rwy 34**, for climb in visual conditions: cross Dekalb-Peachtree airport at or above 2300 MSL before proceeding on course

NOTE: **Rwy 2L**, terrain 1' from departure end of runway, 125' right of centerline, 978' MSL. Bush 74' from departure end of runway, 254' right of centerline, 57' AGL/1009' MSL. Trees beginning 240' from departure end of runway, left and right of centerline, up to 100' AGL 1115' MSL. Windsock, antenna, tower and building beginning 563' from departure end of runway, 153' left of centerline, up to 179' AGL/1177' MSL. **Rwy 2R**, trees beginning 62' from departure end of runway, left and right of centerline, up to 100' AGL/1142' MSL. Powerline 550' from departure end of runway, 499' right of centerline, 35' AGL/1031' MSL. **Rwy 9**, vehicles beginning 370' from departure end of runway, left and right of centerline, up to 15' AGL/994' MSL. Trees beginning 52' from departure end of runway, left and right of centerline, up to 100' AGL/1119' MSL. **Rwy 16**, trees beginning 225' from departure end of runway, left and right of centerline, up to 100' AGL/1084' MSL. Tower 11' from departure end of runway, 308' left of centerline, 29' AGL/1017' MSL. Windsock and sign beginning 2' from departure end of runway, 180' right of centerline, up to 44' AGL/1002' MSL. **Rwy 20L**, trees beginning 28' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Pole, spire and sign beginning 255' from departure end of runway, 277' left of centerline up to 66' AGL/1028' MSL. **Rwy 20R**, trees beginning 25' from departure end of runway, left and right of centerline, up to 100' AGL/1069' MSL. Spire and pole beginning 1966' from departure end of runway, 94' right of centerline, up to 106' AGL/1071' MSL. Sign 1129' from departure end of runway, 778' left of centerline, 66' AGL/1028' MSL. **Rwy 27**, vehicles beginning 146' from departure end of runway, left and right of centerline, up to 15' AGL/1017' MSL. Trees beginning 150' from departure end of runway, left and right of centerline, up to 100' AGL/1107' MSL. **Rwy 34**, vehicles beginning 873' from departure end of runway, left and right of centerline, 15' AGL/1036' MSL. Trees beginning 145' from departure end of runway, left and right of centerline, up to 100' AGL/1098' MSL. Sign, building and rod on building beginning 1287' from departure end of runway, 153' right of centerline, up to 57' AGL/1075' MSL. Poles beginning 956' from departure end of runway, 282' right of centerline up to 61' AGL/1071' MSL. Poles beginning 121' from departure end of runway, 284' left of centerline, 39' AGL/1090' MSL. Hangers beginning 341' from departure end of runway, left and right of centerline, 24' AGL/1022' MSL.



## ATLANTA, GA (CON'T)

## FULTON COUNTY AIRPORT-BROWN FIELD

TAKE-OFF MINIMUMS: **Rwys 8, 9, 14**, 400-1. **Rwy 32**, 700-3 or std. with a min. climb of 290' per NM to 1600.

**Rwys 26, 27**, 500-1 or std. with a min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE: **Rwys 8, 9**, left turn, climb via heading 060° to 3100 before proceeding on course.

**Rwy 14**, climb runway heading to 1400 at min. climb of 220' per NM before proceeding on course.

**Rwys 26, 27, 32**, climb runway heading to 1400 before turning.

Departure procedure not required for aircraft with minimum climb of 300' per NM to 3100 or when weather is 1300-2 or better.

## ATLANTA, GA (CON'T)

## HARTSFIELD-JACKSON ATLANTA INTL

TAKE-OFF MINIMUMS: **Rwy 8R**, 300-1 or std. with a min. climb of 247' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 9L**, 300-1½ or std. with a min. climb of 234' per NM to 1200 or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 8R**, climb heading 092° to 1500 before turning right. **Rwy 9L**, climb heading 092° to 1500 before turning left.

NOTE: **Rwy 8L**, multiple trees beginning 930' from departure end of runway, 533' left of centerline up to 58' AGL/1048' MSL. Building 2705' from departure end of runway, 1061' left of centerline, 72' AGL/1068' MSL. **Rwy 8R**, Antenna on tower 4816' from departure end of runway, 1637' right of centerline, 153' AGL/1148' MSL. Tower 4804' from departure end of runway, 1666' right of centerline, 148' AGL/1145' MSL. Stack on building 1734' from departure end of runway, 945' left of centerline, 47' AGL/1043' MSL. **Rwy 9L**, rod on pole 5306' from departure end of runway, 1731' left of centerline, 187' AGL/1137' MSL. Bush 101' from departure end of runway, 453' left of centerline, 3' AGL/981' MSL. **Rwy 10**, tower 4223' from departure end of runway, 400' left of centerline, 216' AGL/1135' MSL. Antenna on tower 4240' from departure end of runway, 407' left of centerline, 217' AGL/1134' MSL. Pole 59' from departure end of runway, 467' right of centerline, 51' AGL/1016' MSL. Pole 198' from departure end of runway, 520' right of centerline, 43' AGL/1011' MSL. **Rwy 26L**, tree 1370' from departure end of runway, 186' left of centerline, 53' AGL/1060' MSL. Tree 2832' from departure end of runway, 564' left of centerline, 50' AGL/1097' MSL. Rod on building 1249' from departure end of runway, 752' left of centerline, 52' AGL/1059' MSL. Building 1138' from departure end of runway, 636' left of centerline, 43' AGL/1057' MSL. **Rwy 26R**, multiple trees beginning 1786' from departure end of runway, 110' right of centerline, up to 83' AGL/1135' MSL. Multiple trees beginning 1988' from departure end of runway, 143' left of centerline, up to 100' AGL/1112' MSL. Pole 3196' from departure end of runway, 997' right of centerline, 49' AGL/1101' MSL. Antenna on tower 3382' from departure end of runway, 1024' right of centerline, 76' AGL/1128' MSL. Antenna 3814' from departure end of runway, 1069' right of centerline, 69' AGL/1121' MSL. **Rwy 27L**, hopper 3936' from departure end of runway, 1255' right of centerline, 96' AGL/1131' MSL. **Rwy 27R**, tree 4396' from departure end of runway, 1005' right of centerline, 92' AGL/1137' MSL. Antenna on hopper 3568' from departure end of runway, 862' right of centerline, 68' AGL/1113' MSL. Light pole 1012' from departure end of runway, 729' right of centerline, 28' AGL/1046' MSL. Multiple hoppers beginning 3680' from departure end of runway, 201' right of centerline up to 96' AGL/1131' MSL. Elevator 4001' from departure end of runway, 207' right of centerline, 103' AGL/1125' MSL. **Rwy 28**, catenary 2001' from departure end of runway, 771' left of centerline, 60' AGL/1051' MSL.

**ATLANTA, GA (CONT.)****NEWMAN-COWETA COUNTY**

DEPARTURE PROCEDURE: **Rwy 32**, climbing left turn via heading 270° to 2100 before proceeding on course.

NOTE: **Rwy 32**, tree 1684' from departure end of runway, 784' right of centerline 100' AGL/1119' MSL.

**PEACHTREE CITY-FALCON FIELD**

TAKE-OFF MINIMUMS: **Rwy 13**, 200-1.

**ATMORE, AL****ATMORE MUNI**

NOTE: **Rwy 18**, vehicle on road 400' from departure end of runway, on centerline, 15' AGL/292' MSL.

**AUBURN, AL****AUBURN-OPELIKA ROBERT G. PITTS**

NOTE: **Rwy 18**, multiple trees beginning 1128' from departure end of runway, 559' right of centerline, up to 73' AGL/793' MSL, tree 1127' from departure end of runway, 464' left of centerline, 59' AGL/769' MSL. **Rwy 29**, multiple trees beginning 202' from departure end of runway, 51' left of centerline, up to 81' AGL/860' MSL. Multiple trees beginning 231' from departure end of runway, 9' right of centerline, up to 82' AGL/841' MSL. **Rwy 36**, multiple trees beginning 223' from departure end of runway, 21' left of centerline, up to 88' AGL/848' MSL. Multiple trees beginning 87' from departure end of runway, 44' right of centerline, up to 106' AGL/865' MSL.

**AUGUSTA, GA****AUGUSTA RGNL AT BUSH FIELD (AGS)****AMDT 13 09071 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, std. w/ min. climb of 392' per NM to 2600 or 1700 - 2½ for climb in visual conditions. **Rwy 26**, 300-1¾ or std. w/ min. climb of 323' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 8**, for climb in visual conditions: cross Augusta Regional at Bush Field airport at or above 1700 MSL before proceeding on course. **Rwy 17**, climb heading 172° to 900 before turning east. **Rwy 26**, climb heading 262° to 1000 before turning east. **Rwy 35**, climb heading 352° to 1300 before turning east.

NOTE: **Rwy 8**, numerous trees beginning 560' from DER, 67' left of centerline, up to 80' AGL/209' MSL. Numerous trees beginning 821' from DER, 124' right of centerline, up to 80' AGL/209' MSL. **Rwy 17**, numerous trees beginning 746' from DER, 616' left of centerline, up to 72' AGL/203' MSL. Numerous trees beginning 1700' from DER, 759' right of centerline, up to 82' AGL/216' MSL. **Rwy 26**, numerous trees beginning 993' from DER, 295' left of centerline, up to 85' AGL/219' MSL. Light pole and numerous trees beginning 1016' from DER, 286' right of centerline, up to 71' AGL/205' MSL. Tree 4983' from DER, 1396' left of centerline, 100' AGL/ 329' MSL. Tree 1.4 NM from DER, 169' right of centerline, 112' AGL/361' MSL.

**AUGUSTA, GA (CON'T)****DANIEL FIELD (DNL)****AMDT 5 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. w/ min climb of 385' per NM to 800. **Rwy 23**, 600-3 or std. w/ min. climb of 350' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 23**, climb heading 214° to 1300 before turning west. **Rwy 29**, climb heading 288° to 1000 before turning south.

NOTES: **Rwy 5**, rising terrain beginning 143' from departure end of runway, 260' right of centerline, 430' MSL. Building 315' from departure end of runway, 350' right of centerline, 50' AGL/479' MSL. Numerous trees beginning 992' from departure end of runway, 12' right of centerline, up to 100' AGL/569' MSL. Road and vehicle 348' from departure end of runway, on centerline, 17' AGL/446' MSL. Terrain beginning 178' from departure end of runway, 134' left of centerline up to 466' MSL. Building 392' from departure end of runway, 207' left of centerline, 50' AGL/489' MSL. Numerous trees beginning 636' from departure end of runway, 12' left of centerline, up to 100' AGL/579' MSL. **Rwy 11**, hangar 7' from departure end of runway, 493' right of centerline, 50' AGL/479' MSL. road and vehicle 253' from departure end of runway, on centerline, 17' AGL/446' MSL. Numerous trees beginning 449' from departure end of runway, 138' right of centerline, up to 100' AGL/529' MSL. Building 2232' from departure end of runway, 480' right of centerline, 106' AGL/509' MSL. Terrain beginning 80' from departure end of runway, 146' left of centerline, up to 430' MSL. Building 251' from departure end of runway, 531' left of centerline, 50' AGL/479' MSL. Building 483' from departure end of runway, 286' left of centerline, 50' AGL/479' MSL. Numerous trees beginning 564' from departure end of runway, 145' left of centerline, up to 100' AGL/529' MSL. **Rwy 23**, tower 2.4 NM from departure end of runway, 3437' right of centerline, 600' AGL/965' MSL. Numerous trees beginning 164' from departure end of runway, 10' left of centerline, up to 100' AGL/459' MSL. Numerous trees beginning 5' from departure end of runway, 113' right of centerline, up to 100' AGL/459' MSL. Building 279' from departure end of runway, 114' right of centerline, 50' AGL/409' MSL. **Rwy 29**, numerous trees beginning 7' from departure end of runway, 117' left of centerline up to 100' AGL/539' MSL. Building 31' from departure end of runway, 140' left of centerline, 50' AGL/459' MSL. Road and vehicle 4' from departure end of runway, 229' right of centerline, 17' AGL/446' MSL. Numerous trees beginning 31' from departure end of runway, 3' right of centerline, up to 100' AGL/539' MSL. Building 1480' from departure end of runway, 793' right of centerline, 50' AGL/489' MSL.

**BAINBRIDGE, GA**

DECATUR COUNTY INDUSTRIAL AIR PARK  
(BGE)

ORIG 09211 (FAA)

NOTE: **Rwy 14**, trees beginning 938' from DER, 238' right of centerline, up to 100' AGL/249' MSL. **Rwy 27**, trees beginning 1050' from DER, 52' right of centerline, up to 100' AGL/196' MSL. Tree 1527' from DER, 63' left of centerline, 100' AGL/192' MSL.

**BAXLEY, GA**

BAXLEY MUNI (BHC)

ORIG 07354 (FAA)

DEPARTURE PROCEDURE: **Rwy 26**, climb heading 259° to 800 before turning north.

NOTE: **Rwy 8**, trees beginning 14' from departure end of runway, 149' left of centerline up to 70' AGL/285' MSL. Trees beginning 749' from departure end of runway, 465' right of centerline, up to 97' AGL/278' MSL. Poles, beginning 764' from departure end of runway, 393' right of centerline, up to 24' AGL/234' MSL. **Rwy 26**, trees beginning 41' from departure end of runway, 287' left of centerline up to 88' AGL/295' MSL. Trees beginning 228' from departure end of runway, 31' right of centerline up to 80' AGL/285' MSL.

**BAY MINETTE, AL**

BAY MINETTE MUNI

NOTE: **Rwy 8**, brush 115' from departure end of runway, 80' left of centerline, 5' AGL/253' MSL. **Rwy 26**, trees 1190' from departure end of runway, on centerline, 35' AGL/242' MSL. Brush 135' from departure end of runway, 91' left of centerline, 5' AGL/212' MSL. Tree 5494' from departure end of runway, 84' right of centerline, 100' AGL/348' MSL.

**BESSEMER, AL**

BESSEMER

NOTE: **Rwy 5**, numerous trees beginning 147' from departure end of runway, 33' left of centerline, up to 100' AGL/859' MSL. Numerous trees beginning 36' from departure end of runway, 8' right of centerline, up to 100' AGL/769' MSL. **Rwy 23**, terrain beginning 33' from departure end of runway, 102' left of centerline, up to 709' MSL. Tree 74' from departure end of runway, 163' right of centerline, 50' AGL/714' MSL. Tree 175' from departure end of runway, 439' left of centerline, 11' AGL/710' MSL.

**BIRMINGHAM, AL**

BIRMINGHAM-SHUTTLESWORTH INTL

TAKE-OFF MINIMUMS: **Rwy 6**, 800-6 or std. with a min. climb of 360' per NM to 1700. Air Carrier reductions not authorized. **Rwy 18**, 800-4 or std. with a min. climb of 340' per NM to 1700. **Rwy 36**, 800-2.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 1700 before turning on course. **Rwy 18**, climb runway heading to 2100 before turning on course.

**Rwy 24**, climb runway heading to 2100 before turning on course. **Rwy 36**, climb runway heading to 1700 before turning on course.

**BLAKELY, GA**

EARLY COUNTY (BIJ)

ORIG 08045 (FAA)

NOTE: **Rwy 5**, trees beginning 12' from departure end of runway, 214' left of centerline, up to 100' AGL/319' MSL. Trees beginning 17' from departure end of runway, 122' right of centerline, up to 100' AGL/329' MSL. Vehicles on roadway, beginning 416' from departure end of runway, left and right of centerline, up to 17' AGL/236' MSL. Trains on railroad tracks beginning 883' from departure end of runway, 684' left of centerline, up to 23' AGL/242' MSL. **Rwy 23**, trees beginning at departure end of runway, 2924' right of centerline, up to 100' AGL/319' MSL. Trees beginning 417' from departure end of runway, left and right of centerline, up to 100' AGL/319' MSL. Vehicles on roadway, 537' from departure end of runway, 628' right of centerline, up to 17' AGL/236' MSL. Buildings 1418' from departure end of runway, 203' left of centerline, up to 50' AGL/269' MSL.

**BREWTON, AL**

BREWTON MUNI (12J)

AMDT 2 10070 (FAA)

TAKE-OFF MINIMUMS: **Rwys 18, 36**, NA-Closed Indef. NOTE: **Rwy 6**, trees 141' from DER, 33' left of centerline, 25' AGL/121' MSL. **Rwy 12**, trees 199' from DER, 495' right of centerline, 57' AGL/156' MSL. Vehicle on road, 1906' from DER, 456' right of centerline, 15' AGL/156' MSL. **Rwy 24**, trees 380' from DER, 135' left of centerline, 25' AGL, 127' MSL. **Rwy 30**, trees 92' from DER, 391' right of centerline, 46' AGL/126' MSL. Trees, 2654' from DER, 1129' left of centerline, 91' AGL/161' MSL.

**BRUNSWICK, GA**

BRUNSWICK GOLDEN ISLES

NOTE: **Rwy 7**, tree 1380' from departure end of runway, 840' right of centerline, 38' AGL/57' MSL. **Rwy 25**, multiple trees beginning 1259' from departure end of runway, 688' right of centerline, up to 50' AGL/74' MSL.

MALCOLM-MCKINNON

TAKE-OFF MINIMUMS: **Rwys 4, 16, 22, 34**, 400-1. DEPARTURE PROCEDURE: **Rwy 22**, climb runway heading to 400 before turning west.

**BUTLER, AL**

BUTLER-CHOCTAW COUNTY

NOTE: **Rwy 11**, multiple trees beginning 511' from departure end of runway, 3' right of centerline, up to 100' AGL/229' MSL. Multiple trees beginning 560' from departure end of runway, 191' left of centerline, up to 100' AGL/229' MSL. **Rwy 29**, multiple trees beginning 831' from departure end of runway, 361' right of centerline, up to 100' AGL/209' MSL. Multiple trees beginning 387' from departure end of runway, 333' left of centerline, up to 100' AGL/219' MSL.

**BUTLER, GA**

BUTLER MUNI

NOTE: **Rwy 18**, numerous trees beginning 268' from departure end of runway, 500' left of centerline, up to 100' AGL/759' MSL. Pylon 58' from departure end of runway, 449' left of centerline, 59' AGL/688' MSL. Numerous trees beginning 746' from departure end of runway, 420' right of centerline, up to 100' AGL/759' MSL.

**CAIRNS AAF (KOZR)**

FORT RUCKER, AL . . . . . ORIG, 09127

**Rwy 6, 24, 18, 36, and Helipads C, G, A, D1, D2:**  
Standard. All other helipads, NA.

DEPARTURE PROCEDURE: **Helipad C:** Climb heading 178° to 1000 before proceeding on course.

**Helipad G:** Climb heading 178° to 1000 before proceeding on course.

TAKE-OFF OBSTACLES: **Rwy 6:** Trees 483' from DER, 616' left of centerline 75' AGL/344' MSL. Trees 738' from DER, 641' right of centerline, 75' AGL/344' MSL. Trees 1,777' from DER, 825' left of centerline, 75' AGL/354' MSL. **Rwy 24:** Trees 266' from DER, 538' right of centerline, 75' AGL/354' MSL. Trees 2,501' from DER, 914' right of centerline, 75' AGL/375' MSL. Reflector 149' from DER, 149' right of centerline, 13' AGL/309' MSL. Reflector 149' from DER, 150' left of centerline, 13' AGL/309' MSL. Telephone poles beginning 1,068' from DER, 303' left of centerline, up to 23' AGL/332' MSL. **Rwy 18:** Trees 525' from DER, 578' left of centerline, 75' AGL/364' MSL. **Rwy 36:** Trees 1,199' from DER, 783' right of centerline, 75' AGL/384' MSL. Trees 3,149' from DER, 1,104' right of centerline, 75' AGL/394' MSL.

**CALHOUN, GA**

TOM B. DAVID FIELD

TAKE-OFF MINIMUMS: **Rwy 17,** 500-3 or std. with a min. climb of 251' per NM to 1300. **Rwy 35,** 500-2½ or std. with a min. climb of 264' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 17,** climb via heading 170° to 2000 before turning. **Rwy 35,** climb via heading 350° to 2000 before turning.

NOTE: **Rwy 17,** tree 12,771' from departure end of runway, 6143' left of centerline, 100' AGL/1119' MSL.

**Rwy 35,** two towers 12,928' from departure end of runway, 587' right of centerline, 100' AGL/1008' MSL.

**CAMILLA, GA**

CAMILLA-MITCHELL COUNTY (CXU)

AMDT 1 08213 (FAA)

DEPARTURE PROCEDURE: **Rwy 8,** climb heading 081° to 1100 before turning right.

NOTE: **Rwy 8,** trees beginning 44' from departure end of runway, 470' left of centerline, up to 100' AGL/284' MSL. Trees beginning 876' from departure end of runway, 404' right of centerline, up to 100' AGL/274' MSL. **Rwy 26,** vehicle on road beginning 53' from departure end of runway, left and right of centerline, up to 15' AGL/186' MSL. Trees beginning 218' from departure end of runway, 413' left of centerline, up to 100' AGL/269' MSL. Trees beginning 1758' from departure end of runway, 548' right of centerline, up to 100' AGL/269' MSL.

**CANON, GA**

FRANKLIN COUNTY (18A)

ORIG 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 8,** 400-2¼ or std. w/ min. climb of 217' per NM to 1400. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 8,** trees beginning 142' from departure end of runway, 9' right of centerline, up to 110' AGL/1006' MSL. Trees beginning 469' from departure end of runway, 43' left of centerline, up to 114' AGL/1004' MSL. **Rwy 26,** trees beginning 134' from departure end of runway, 301' right of centerline, up to 57' AGL/885' MSL. Trees beginning 514' from departure end of runway, 26' left of centerline, up to 73' AGL/902' MSL.

**CANTON, GA**

CHEROKEE COUNTY (47A)

AMDT 1 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4,** std. w/ min. climb of 300' per NM to 4000, or 1500-3 for climb in visual conditions. **Rwy 22,** 300-1 or std. w/ min. climb of 236' per NM to 1500. Alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

DEPARTURE PROCEDURE: **Rwy 4,** for climb in visual conditions: cross Cherokee County Airport at or above 2600 MSL before proceeding on course. **Rwy 22,** climb heading 226° to 2500 before turning right.

NOTE: **Rwy 4,** trees beginning 56' from departure end of runway, 163' left of centerline, up to 100' AGL/1779' MSL. Trees beginning 497' from departure end of runway, 72' right of centerline, up to 100' AGL/1839' MSL. **Rwy 22,** trees beginning 163' from departure end of runway, 336' right of centerline, up to 100' AGL/1359' MSL. Trees beginning 141' from departure end of runway, 45' left of centerline, up to 100' AGL/1211' MSL.

**CARROLLTON, GA**

WEST GEORGIA RGNL-O V GRAY FIELD

(CTJ)

ORIG 09127 (FAA)

TAKE-OFF MINIMUMS: **Rwy 35,** 300-1 or std. w/ min. climb of 276' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 35,** climb heading 348° to 1800 before turning east.

NOTE: **Rwy 17,** trees beginning 261' from DER, 433' right of centerline, up to 100' AGL/1219' MSL. Trees beginning 301' from DER, 449' left of centerline, up to 100' AGL/1199' MSL. **Rwy 35,** trees beginning 123' from DER, 3' left of centerline, up to 100' AGL/1283' MSL. Trees beginning 1189' from DER, 127' right of centerline, up to 100' AGL/1283' MSL. Vehicle on road 2489' from DER, 477' left of centerline, 17' AGL/1235' MSL.

**CARTERSVILLE, GA****CARTERSVILLE**

TAKE-OFF MINIMUMS: **Rwy 1**, 1,500-2¼ or std. w/ min. climb of 361' per NM to 1300. **Rwy 19**, 400-2½ or std. w/ min. climb of 600' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 007° to 2300 before proceeding on course. **Rwy 19**, climb heading 187° to 1300 before turning westbound.

NOTE: **Rwy 1**, trees beginning 24' from departure end of runway, 236' left of centerline, up to 74' AGL/798' MSL. Brush 199' from departure end of runway, 160' right of centerline, 26' AGL/756' MSL. Tree 1253' from departure end of runway, 641' right of centerline, 69' AGL/808' MSL. Trees beginning 8789' from departure end of runway, 2511' right of centerline, up to 100' AGL/1199' MSL. **Rwy 19**, terrain 194' from departure end of runway, 466' left of centerline, 0' AGL/775' MSL. Trees beginning 2357' from departure end of runway, 44' left of centerline, up to 80' AGL/1079' MSL. Trees beginning 2312' from departure end of runway, 119' right of centerline, up to 80' AGL/1019' MSL.

**CEDARTOWN, GA****POLK COUNTY AIRPORT - CORNELIUS****MOORE FIELD (4A4)****ORIG 09099 (FAA)**

NOTE: **Rwy 9**, trees beginning 0' from DER, 340' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 200' from DER, 204' left of centerline, up to 100' AGL/1059' MSL. **Rwy 27**, trees beginning 0' from DER, 310' right of centerline, up to 100' AGL/1059' MSL. Trees beginning 279' from DER, 414' left of centerline, up to 100' AGL/1059' MSL. Powerline 1407' from DER, 643' right of centerline, 65' AGL/1012' MSL.

**CENTRE, AL****CENTRE MUNI**

DEPARTURE PROCEDURE: **Rwy 27**, climb on runway heading to 1500 before turning left.

**CENTRE-PIEDMONT CHEROKEE COUNTY****RGNL (PYP)****ORIG 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 7**, Climb heading 067° to 1400 before turning South. **Rwy 25**, Climb heading 247° to 2500 before turning South.

NOTE: **Rwy 7**, multiple trees beginning 1481' from departure end of runway, 456' right of centerline up to 100' AGL/709' MSL. Multiple trees beginning 2273' from departure end of runway, 434' left of centerline up to 100' AGL/689' MSL. **Rwy 25**, multiple trees beginning 2780' from departure end of runway, 245' right of centerline up to 100' AGL/689' MSL. Tree 3093' from departure end of runway, 516' left of centerline 100' AGL/679' MSL.

**CENTREVILLE, AL****BIBB COUNTY (0A8)****ORIG 07354 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 10**, 300-1¼ or std. w/ min. climb of 330' per NM to 600. **Rwy 28**, 300-2 or std. w/ min. climb of 300' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 097° to 1000 before turning left.

NOTE: **Rwy 10**, brush 430' from departure end of runway, 42' right of centerline, 48' AGL/268' MSL. Trees beginning 4800' from departure end of runway, 1397' left of centerline, up to 100' AGL/479' MSL. **Rwy 28**, trees beginning at departure end of runway, 239' left of centerline, up to 100' AGL/339' MSL. Trees beginning at departure end of runway, 309' right of centerline, up to 100' AGL/499' MSL.

**CLANTON, AL****GRAGG-WADE FIELD**

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1. **Rwy 26**, 200-1 or std. with a min. climb of 250' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 8, 26**, climb runway heading to 1000 before turning on course.

**CLAXTON, GA****CLAXTON-EVANS COUNTY (CWV)****ORIG 08269 (FAA)**

NOTE: **Rwy 9**, trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/199' MSL. **Rwy 27**, trees beginning at departure end of runway, left and right of centerline, up to 100' AGL/229' MSL. Vehicles on highway beginning 236' from departure end of runway, left and right of centerline, up to 17' AGL/136' MSL.

**CLAYTON, AL****CLAYTON MUNI**

TAKE-OFF MINIMUMS: **Rwy 9**, 400-1 or std. with a min. climb of 350' per NM to 1000. **Rwy 27**, 400-1 or std. with a min. climb of 300' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

**COCHRAN, GA**

COCHRAN (48A)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, 300-1¾ or std. w/ min. climb of 316' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 049° to 1700 before turning left. **Rwy 11**, climb heading 107° to 1200 before turning left. **Rwy 23**, climb heading 229° to 900 before proceeding on course. **Rwy 29**, climb heading 287° to 900 before turning right.

NOTE: **Rwy 5**, trees beginning 10' from DER, left and right of centerline, up to 100' AGL/419' MSL. **Rwy 11**, mobile sprinklers, 166' from DER, 331' right of centerline, up to 24' AGL/345' MSL. Trees beginning 979' from DER, 753' left of centerline, up to 100' AGL/409' MSL. Trees beginning 1118' from DER, 678' right of centerline, up to 100' AGL/395' MSL. **Rwy 23**, road beginning 196' from DER, 541' left of centerline, 15' AGL/344' MSL. Trees beginning 746' from DER, 302' left of centerline, up to 100' AGL/499' MSL. Trees beginning 1061' from DER, 473' right of centerline, up to 100' AGL/539' MSL. **Rwy 29**, ground and trees beginning 42' from DER, 480' right of centerline, up to 100' AGL/464' MSL. Trees beginning 212' from DER, 367' left of centerline, up to 100' AGL/442' MSL.

**COLUMBUS, GA**

COLUMBUS METROPOLITAN

TAKE-OFF MINIMUMS: **Rwy 24**, 1100-2 or std. with a min. climb of 220' per NM to 1800. **Rwy 31**, 300-2, or std. with a min. climb of 300' per NM to 700.

DEPARTURE PROCEDURE: **Rwy 6**, climb via heading 056° to 1400 before turning southbound. **Rwy 13**, climb via heading 070° to 1900 before turning southbound. **Rwy 24**, climb via heading 280° to 1900 before turning southeastbound. **Rwy 31**, climb via heading 307° to 1400 before turning southbound.

NOTE: **Rwy 6**, multiple trees beginning 2130' from departure end of runway, 6' left of centerline, up to 100' AGL/405' MSL. Multiple trees beginning 748' from departure end of runway, 1' right of centerline, up to 100' AGL/501' MSL. Spike 5091' from departure end of runway, 1282' left of centerline, 90' AGL/532' MSL. Building 636' from departure end of runway, 245' left of centerline, 10' AGL/417' MSL. **Rwy 13**, antenna 4.2 NM from departure end of runway, 5975' right of centerline, 1318' AGL/1703' MSL. Tower 4.2 NM from departure end of runway, 5893' right of centerline, 1315' AGL/1700' MSL. Tower 4.3 NM from departure end of runway, 3635' right of centerline, 1146' AGL/1514' MSL. Antenna 4.3 NM from departure end of runway, 3637' right of centerline, 1143' AGL/1511' MSL. Flag pole 1143' from departure end of runway, 533' right of centerline, 75' AGL/433' MSL, tree 396' from departure end of runway, 233' left of centerline, 32' AGL/391' MSL. Tree 1957' from departure end of runway, 182' right of centerline, 55' AGL/428' MSL. Bush 101' from departure end of runway, 55' right of centerline, 9' AGL/378' MSL. Multiple light beginning 276' from departure end of runway, 292' right of centerline, up to 40' AGL/380' MSL. **Rwy 24**, multiple towers beginning 6.2 NM from departure end of runway, 1.2 NM right of centerline, up to 784' AGL/1398' MSL. Tree 2709' from departure end of runway, 1121' right of centerline, 70' AGL/479' MSL. Tree 2663' from departure end of runway, 1043' right of centerline, 85' AGL/475' MSL. Tree 2906' from departure end of runway, 534' left of centerline, 54' AGL/454' MSL. Tree 3183' from departure end of runway, 990' left of centerline, 58' AGL/458' MSL. **Rwy 31**, multiple trees beginning 1328' from departure end of runway, 146' right of centerline, up to 159' AGL/528' MSL. Antenna 4863' from departure end of runway, 230' right of centerline, 32' AGL/552' MSL. Sign 1601' from departure end of runway, 274' left of centerline, 48' AGL/463' MSL. Tower 1.2 NM from departure end of runway, 63' left of centerline, 183' AGL/598' MSL. Antenna 5201' from departure end of runway, 1096' left of centerline, 72' AGL/551' MSL. Pole 277' from departure end of runway, 384' right of centerline, 47' AGL/427' MSL. Pole 617' from departure end of runway, 174' left of centerline, 50' AGL/421' MSL. Bush 319' from departure end of runway, 99' left of centerline, 38' AGL/408' MSL. Pole 529' from departure end of runway, 33' left of centerline, 43' AGL/413' MSL.



**CORDELE, GA****CRISP COUNTY-CORDELE**

NOTE: **Rwy 5**, multiple trees beginning 120' from departure end of runway, 201' left of centerline, up to 100' AGL/391' MSL. Multiple trees beginning 364' from departure end of runway, 235' right of centerline, up to 100' AGL/412' MSL. **Rwy 10**, multiple trees beginning 21' from departure end of runway, 376' left of centerline, up to 100' AGL/409' MSL. Multiple trees beginning 627' from departure end of runway, 254' right of centerline, up to 100' AGL/426' MSL. Pole 822' from departure end of runway, 258' left of centerline, 21' AGL/343' MSL. Pole 1023' from departure end of runway, 335' left of centerline, 31' AGL/341' MSL. Vehicle on road 434' from departure end of runway, 405' right of centerline, 16' AGL/326' MSL. Vent on building 741' from departure end of runway, 339' right of centerline, 21' AGL/331' MSL. **Rwy 23**, multiple trees beginning 162' from departure end of runway, 248' left of centerline, up to 100' AGL/382' MSL. Multiple trees beginning 340' from departure end of runway, 342' right of centerline, up to 100' AGL/391' MSL. **Rwy 28**, multiple trees beginning 1235' from departure end of runway, 107' left of centerline, up to 100' AGL/388' MSL. Multiple trees beginning 101' from departure end of runway, 277' right of centerline, up to 100' AGL/400' MSL.

**CORNELIA, GA****HABERSHAM COUNTY (AJR)****AMDT 3 10042 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 6**, 400-2 or std. with a min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 2300 before proceeding on course. **Rwy 24**, climb heading 239° to 1900 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 68' from DER, 5' left of centerline, up to 100' AGL/1558' MSL. Trees beginning 149' from DER, 103' right of centerline, up to 100' AGL/1575' MSL. Building 1510' from DER, 55' right of centerline, 68' AGL/1502' MSL. Light pole 2009' from DER, 564' left of centerline, 49' AGL/1513' MSL. Light pole 2092' from DER, 724' left of centerline, 49' AGL/1513' MSL. Building 2530' from DER, 557' left of centerline, 58' AGL/1531' MSL. Utility tank 4279' from DER, 736' right of centerline, 123' AGL/1606' MSL. Tower 7440' from DER, 291' right of centerline, 127' AGL/1656' MSL. Tank 1.6 NM from DER, 2448' right of centerline, 96' AGL/1746' MSL. **Rwy 24**, terrain beginning 465' from DER, 17' left of centerline, up to 1435' MSL. Trees beginning 517' from DER, 36' right of centerline, up to 100' AGL/1491' MSL. Buildings beginning 676' from DER, 140' right of centerline, up to 34' AGL/1429' MSL. Trees beginning 744' from DER, 6' left of centerline, up to 100' AGL/1507' MSL. Utility tanks beginning 818' from DER, 116' left of centerline, up to 30' AGL/1435' MSL. Buildings beginning 1180' from DER, 133' left of centerline, up to 58' AGL/1459' MSL. Poles beginning 1655' from DER, 497' left of centerline, up to 38' AGL/1465' MSL.

**COURTLAND, AL****LAWRENCE COUNTY (9A4)****ORIG 09099 (FAA)**

NOTE: **Rwy 31**, trees 4244' from DER, 888' right of centerline, 100' AGL/699' MSL.

**COVINGTON, GA****COVINGTON MUNI (9A1)****AMDT 1 08325 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1 or std. w/ min. climb of 259' per NM to 1100.

NOTE: **Rwy 10**, terrain 18' from departure end of runway, 485' left of centerline, 817' MSL. Power pole 987' from departure end of runway, 107' right of centerline, 25' AGL/844' MSL. Trees beginning 1399' from departure end of runway, 300' left of centerline, up to 70' AGL/875' MSL. Tree 3902' from departure end of runway, 1535' right of centerline, 73' AGL/844' MSL. **Rwy 28**, trees beginning 1065' from departure end of runway, 34' left of centerline, up to 116' AGL/894' MSL. Trees beginning 1286' from departure end of runway, 435' right of centerline, up to 109' AGL/888' MSL. Water tower 5029' from departure end of runway, 1579' left of centerline, 162' AGL/961' MSL.

**CULLMAN, AL****FOLSOM FIELD**

TAKE-OFF MINIMUMS: **Rwy 2**, 400-1. **Rwy 20**, 300-1.

DEPARTURE PROCEDURE: **Rwys 2, 20**, climb runway heading to 1500 before turning on course.

**DALLAS, GA****PAULDING COUNTY RGNL (PUJ)****ORIG 09071 (FAA)**

NOTE: **Rwy 13**, trees beginning 14' from DER, left and right of centerline, up to 100' AGL/1339' MSL. **Rwy 31**, trees beginning 490' from DER, left and right of centerline, up to 100' AGL/1399' MSL.

**DALTON, GA****DALTON MUNI**

DEPARTURE PROCEDURE: **Rwy 14**, climb on heading between 112° clockwise to 320° from departure end of runway, or minimum climb of 406' per NM to 5400 for all other courses. **Rwy 32**, climb on heading between 336° clockwise to 026° from departure end of runway, or minimum climb of 380' per NM to 5400 for all other courses.

NOTE: **Rwy 32**, numerous trees beginning 674' from departure end of runway, 515' right of centerline, up to 65' AGL/807' MSL. Scrub, building, and numerous trees beginning 5' from departure end of runway, 273' left of centerline, up to 72' AGL/834' MSL.

**DAWSON, GA****DAWSON MUNI**

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 600.

**DECATUR, AL****PRYOR FIELD RGNL**

NOTE: **Rwy 18**, multiple trees beginning 461' from departure end of runway, 179' right of centerline, up to 100' AGL/697' MSL. **Rwy 36**, tree 2582' from departure end of runway, 791' right of centerline, 100' AGL/685' MSL.

**DEMOPOLIS, AL**

DEMOPOLIS MUNI (DYA)

AMDT 1 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 22**, 300-1 or std. w/ min. climb of 370' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, trees beginning at DER, 196' left and 151' right of centerline up to 100' AGL/209' MSL. **Rwy 22**, trees beginning 295' from DER, 245' right of centerline up to 100' AGL/209' MSL. Stack 4902' from DER, 1717' right of centerline, 180' AGL/273' MSL. Watertank 5607' from DER, 1066' right of centerline, 148' AGL/243' MSL. Stack 4875' from DER, 2209' right of centerline, 295' AGL/391' MSL.

**DOBBINS ARB (KMGE)**

MARIETTA, GA . . . . . AMDT 3, 09183

**Rwy 29**, 900-3\*

\* Or standard with minimum climb of 290/NM to 2300.

TAKE-OFF OBSTACLES: **Rwy 29**: 1255' MSL trees, 2300' to 5300' from departure end of rwy, extending 1600' left to 1700' right of centerline. 1130' MSL power pole, 2405' from departure end of rwy, 1066' left of centerline. 1138' MSL power pole, 2471' from departure end of rwy, 1139' right of centerline. 1140' MSL light pole, 2511' from departure end of rwy, 1162' right of centerline. 1143' MSL light pole, 2688' from departure end of rwy, 1139' right of centerline. 1165' MSL antenna, 3029' from departure end of rwy, 1034' left of centerline. 1165' MSL power pole, 3728' from departure end of rwy, 204' left of centerline. **Rwy 11**: 1020' MSL power pole, 1081' from departure end of rwy, 711' left of centerline. 1022' MSL tree, 1094' from departure end of rwy, 786' right of centerline. 1024' MSL power pole, 1163' from departure end of rwy, 785' left of centerline. 1023' MSL tree, 1170' from departure end of rwy, 752' right of centerline. 1025' MSL power pole, 1278' from departure end of rwy, 567' left of centerline. 1038' MSL trees, 1313' to 1457' from departure end of rwy, extending 657' to 706' right of centerline. 1048' MSL trees, 1614' from departure end of rwy, 925' left of centerline. 1097' MSL trees, 2600' to 2700' from departure end of rwy, extending 900' to 1200' right of centerline. 1088' MSL trees, 3300' from departure end of rwy, 295' right of centerline. 1141' MSL trees, 4150' to 4950' from departure end of rwy, extending 1050' to 1700' left of centerline. 1112' MSL power pole, 4469' from departure end of rwy, 1616' right of centerline. 1170' MSL tree, 5905' from departure end of rwy, 718' right of centerline. 1147' MSL tree, 6136' from departure end of rwy, 297' left of centerline.

**DONALSONVILLE, GA**

DONALSONVILLE MUNI (17J)

ORIG 09239 (FAA)

NOTE: **Rwy 18**, trees beginning 565' from DER, 107' right of centerline, up to 100' AGL/239' MSL. Vehicle on road, 608' from DER, on centerline, 15' AGL/154' MSL. **Rwy 36**, trees beginning 857' from DER, 326' right of centerline, up to 100' AGL/259' MSL. Trees beginning 1916' from DER, 974' left of centerline, up to 100' AGL/249' MSL.

**DOTHAN, AL**

DOTHAN RGNL (DHN)

ORIG 08101 (FAA)

NOTE: **Rwy 18**, trees beginning 2047' from departure end of runway, 54' right of centerline, up to 75' AGL/457' MSL. **Rwy 32**, trees beginning 418' from departure end of runway, 575' left of centerline, up to 59' AGL/430' MSL. REILS beginning 43' from departure end of runway, 150' left and 137' right of centerline, up to 3' AGL/402' MSL. **Rwy 36**, trees beginning 628' from departure end of runway, 362' right of centerline, up to 45' AGL/424' MSL.

**DOUGLAS, GA**

DOUGLAS MUNI

TAKE-OFF MINIMUMS: **Rwy 4**, 600-2 or std. with a min. climb of 230' per NM to 1000.

NOTE: **Rwy 4**, tower 3.13 NM from departure end of runway, 2080' right of centerline, 560' AGL/792' MSL.

**DUBLIN, GA**

W. H. "BUD" BARRON

NOTE: **Rwy 2**, trees beginning 2028' from departure end of runway, 810' left of centerline, up to 100' AGL/419' MSL. Interstate with vehicle 754' from departure end of runway, 88' right of centerline, 17' AGL/326' MSL. **Rwy 20**, trees beginning 2766' from departure end of runway, 839' right of centerline, up to 100' AGL/419' MSL. Road with vehicle 850' from departure end of runway, 91' left of centerline, 15' AGL/285' MSL. **Rwy 14**, trees beginning 1904' from departure end of runway, 167' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1764' from departure end of runway, 67' left of centerline, up to 100' AGL/399' MSL. **Rwy 32**, trees beginning 1034' from departure end of runway, 193' right of centerline, up to 100' AGL/409' MSL. Trees beginning 1052' from departure end of runway, 220' left of centerline, up to 100' AGL/489' MSL.

**EASTMAN, GA**

HEART OF GEORGIA RGNL

NOTE: **Rwy 2**, trees 2272' from departure end of runway, 106' right of centerline, 100' AGL/429' MSL. Trees 2833' from departure end of runway, 505' right of centerline, 100' AGL/439' MSL. Trees 3332' from departure end of runway, 1130' right of centerline, 100' AGL/449' MSL. **Rwy 20**, trees 802' from departure end of runway, 510' left of centerline, 100' AGL/379' MSL. Trees 1081' from departure end of runway, 126' right of centerline, 100' AGL/369' MSL.

**ELBERTON, GA**

ELBERT COUNTY-PATZ FIELD (27A)

ORIG 08325 (FAA)

NOTE: **Rwy 10**, tree 1100' from departure end of runway, 349' right of centerline, 68' AGL/648' MSL. Tree 1800' from departure end of runway, 68' left of centerline, 100' AGL/679' MSL. **Rwy 28**, tree 2699' from departure end of runway, 300' left of centerline, 100' AGL/719' MSL. Tree 200' from departure end of runway, 200' right of centerline, 100' AGL/650' MSL. Terrain beginning 66' from departure end of runway, 222' right of centerline, up to 627' MSL.



**ENTERPRISE, AL**

ENTERPRISE MUNI (EDN)  
ORIG 09239 (FAA)

NOTE: **Rwy 5**, trees beginning 260' from DER, 50' left of centerline, up to 100' AGL/469' MSL. Tree 122' from DER, 177' right of centerline, 100' AGL/459' MSL.

**Rwy 23**, trees beginning 8' from DER, 203' right of centerline, up to 44' AGL/386' MSL. Trees beginning 10' from DER, 336' left of centerline, up to 28' AGL/370' MSL.

**EUFAULA, AL**

WEEDON FIELD

DEPARTURE PROCEDURE: **Rwys 18, 36**, climb runway heading to 1000 before turning westbound.

**EVERGREEN, AL**

MIDDLETON FIELD (GZH)  
AMDT 1 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 300-1¼ or std. w/ min. climb of 260' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 19**, climb heading 183° to 800 before turning left.

NOTE: **Rwy 1**, trees and terrain beginning 231' from departure end of runway, 116' right of centerline, up to 100' AGL/399' MSL. Trees and terrain beginning 183' from departure end of runway, 53' left of centerline, up to 100' AGL/399' MSL. **Rwy 10**, trees and terrain beginning 41' from departure end of runway, 21' 1' right of centerline, up to 100' AGL/359' MSL. Trees and terrain beginning 197' from departure end of runway, 3' left of centerline, up to 100' AGL/369' MSL. **Rwy 19**, trees and terrain beginning 42' from departure end of runway, 6' right of centerline, up to 100' AGL/419' MSL. Trees and terrain beginning 18' from departure end of runway, 22' left of centerline, up to 100' AGL/469' MSL. **Rwy 28**, tree and terrain beginning 6' from departure end of runway, 126' right of centerline, up to 100' AGL/449' MSL, trees and terrain beginning 55' from departure end of runway, 58' left of centerline, up to 100' AGL/489' MSL.

**FAIRHOPE, AL**

H L SONNY CALLAHAN

NOTE: **Rwy 1**, brush beginning 122' from departure end of runway, left of centerline up to 10' AGL/99' MSL. **Rwy 19**, brush beginning 23' from departure end of runway, left and right of centerline up to 10' AGL/99' MSL.

**FAYETTE, AL**

RICHARD ARTHUR FIELD (M95)  
AMDT 1 08045 (FAA)

NOTE: **Rwy 18**, 300-1¼ or std. w/ min. climb of 349' per NM to 700. **Rwy 36**, 300-1 or std. w/ min. climb of 306' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 183° to 1200 before proceeding on course.

NOTE: **Rwy 18**, terrain beginning at departure end of runway, 142' right of centerline, up to 335' MSL. Multiple trees beginning 230' from departure end of runway, 28' right of centerline, up to 100' AGL/435' MSL. Multiple trees beginning 40' from departure end of runway, 102' left of centerline, up to 93' AGL/418' MSL. Tower 1.0 NM from departure end of runway, 1395' right of centerline, 224' AGL/549' MSL. **Rwy 36**, tower 39' from departure end of runway, 341' left of centerline, 40' AGL/399' MSL. Multiple trees beginning 390' from departure end of runway, 14' right of centerline, up to 109' AGL/478' MSL. Multiple trees beginning 414' from departure end of runway, 67' left of centerline, up to 100' AGL/519' MSL. Multiple buildings beginning 244' from departure end of runway, 320' left of centerline, up to 21' AGL/391' MSL. Building 281' from departure end of runway, 289' right of centerline, 24' AGL/374' MSL. Multiple poles beginning 230' from departure end of runway, 203' left of centerline, up to 72' AGL/462' MSL. Multiple poles beginning 67' from departure end of runway, 210' right of centerline, up to 47' AGL/406' MSL. Vehicles on road 55' from departure end of runway, 232' right of centerline, up to 15' AGL/370' MSL.

**FITZGERALD, GA**

FITZGERALD MUNI

TAKE-OFF MINIMUMS: **Rwy 1**, 500-1.

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 900 before turning right.

**FLORALA, AL**

FLORALA MUNI (0J4)  
ORIG 09183 (FAA)

NOTE: **Rwy 4**, trees beginning 14' from DER, 200' right of centerline, up to 100' AGL/419' MSL. Trees beginning 470' from DER, 54' left of centerline, up to 100' AGL/429' MSL. Vehicles on roadway beginning 417' from DER, left and right of centerline, up to 15' AGL/344' MSL. **Rwy 22**, trees beginning 16' from DER, 275' right of centerline, up to 100' AGL/409' MSL. Vehicles on roadway beginning 30' from DER, 298' right of centerline, up to 17' AGL/326' MSL. Trees beginning 340' from DER, 230' left of centerline, up to 100' AGL/379' MSL. Trees beginning 1164' from DER, left and right of centerline, up to 100' AGL/369' MSL.

**FOLEY, AL**

FOLEY MUNI (5R4)  
AMDT 1 09239 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 240' per NM to 2800, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions, cross Foley Muni airport at or above 1100 before proceeding on course.

NOTE: **Rwy 18**, fence 52' from DER, 341' right of centerline, 12' AGL/77' MSL. Trees beginning 81' from DER, 339' left of centerline, up to 81' AGL/146' MSL. Vehicles on roadway 444' from DER, left and right of centerline, up to 15' AGL/106' MSL. Tree 1173' from DER, 558' right of centerline, 86' AGL/151' MSL. Trees beginning 1815' from DER, left and right of centerline, up to 112' AGL/177' MSL. **Rwy 36**, trees beginning 68' from DER, 360' left of centerline, up to 94' AGL/159' MSL. Trees beginning 77' from DER, 365' right of centerline, up to 97' AGL/162' MSL. Trees beginning 1126' from DER, left and right of centerline, up to 97' AGL/157' MSL. Vehicles on roadway 1176' from DER, left and right of centerline, up to 15' AGL/98' MSL. Pole 1216' from DER, 408' right of centerline, 35' AGL/95' MSL. Pole 1357' from DER, 112' left of centerline, 36' AGL/101' MSL. Pole 1513' from DER, 183' left of centerline, 39' AGL/104' MSL.

**FORT PAYNE, AL**

ISBELL FIELD

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. with a min. climb of 375' per NM to 1500. **Rwy 22**, 600-3 or std. with a min. climb of 265' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 4, 22**, climb runway heading to 2000 before turning on course.

**FORT STEWART (HINESVILLE), GA**

WRIGHT AAF (FORT STEWART)/MIDCOAST  
RGNL (LHW)

ORIG 09183 (FAA)

TAKE-OFF MINIMUMS: **Rwys 6R, 15R, 24L, 33L**, NA-Obstacles.

NOTE: **Rwy 6L**, trees beginning 191' from DER, 207' left of centerline, up to 100' AGL/139' MSL. Trees beginning 27' from DER, 292' right of centerline, up to 100' AGL/149' MSL. **Rwy 15L**, trees beginning 201' from DER, 84' left of centerline, up to 100' AGL/129' MSL. Trees 249' from DER, 171' right of centerline, 100' AGL/139' MSL. **Rwy 24R**, trees beginning 80' from DER, 48' left of centerline, up to 100' AGL/159' MSL. Trees beginning 145' from DER, 317' right of centerline, up to 100' AGL/159' MSL. **Rwy 33R**, trees beginning 104' from DER, 101' left of centerline, up to 100' AGL/179' MSL. Trees beginning 68' from DER, 32' right of centerline, up to 100' AGL/159' MSL.

**GADSDEN, AL**

NORTHEAST ALABAMA RGNL (GAD)  
AMDT 3 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 18**, std. w/ min climb of 340' per NM to 1700 or 1300-2½ for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 290' per NM to 2200 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 061° to 1300 before proceeding on course. **Rwy 18**, for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course. **Rwy 24**, climb heading 241° to 2000 before proceeding on course. **Rwy 36**, climb heading 360° to 2200 before proceeding on course or for climb in visual conditions cross Northeast Alabama Rgnl Airport at or above 1700 before proceeding on course.

NOTE: **Rwy 6**, trees beginning 260' from departure end of runway, 286' right of centerline, up to 68' AGL/607' MSL. Trees beginning 899' from departure end of runway, 124' left of centerline, up to 100' AGL/639' MSL. **Rwy 18**, trees beginning 362' from departure end of runway, 15' left of centerline, up to 100' AGL/664' MSL. Trees beginning 1471' from departure end of runway, 220' right of centerline, up to 100' AGL/679' MSL. **Rwy 24**, trees beginning 1437' from departure end of runway, 820' left of centerline, up to 100' AGL/659' MSL. Trees beginning 2020' from departure end of runway, 897' right of centerline, up to 100' AGL/659' MSL. **Rwy 36**, trees beginning 102' from departure end of runway, 261' right of centerline, up to 100' AGL/659' MSL. Trees beginning 303' from departure end of runway, 70' left of centerline, up to 100' AGL/639' MSL. Tower 6045' from departure end of runway, 1155' right of centerline, 160' AGL/705' MSL.

**GAINESVILLE, GA**

LEE GILMER MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1¼ or std. w/ min. climb of 311' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 5**, climb heading 055° to 2100 before proceeding on course. **Rwy 11**, climb heading 110° to 1900 before turning north. **Rwy 23**, climb heading 224° to 2700 before turning south.

NOTE: **Rwy 5**, multiple trees beginning 662' from departure end of runway, 78' right of centerline, up to 93' AGL/1330' MSL. Multiple trees and pole beginning 301' from departure end of runway, on centerline, up to 137' AGL/1361' MSL. Chimney 2298' from departure end of runway, 618' left of centerline, 131' AGL/1349' MSL. Building 73' from departure end of runway, 356' right of centerline, 18' AGL/1252' MSL. Tower 6415' from departure end of runway, 404' left of centerline, 206' AGL/1426' MSL. Tower 6538' from departure end of runway, 486' left of centerline, 214' AGL/1428' MSL. **Rwy 11**, trees 770' from departure end of runway, on centerline, 60' AGL/1317' MSL. **Rwy 23**, multiple trees beginning 443' from departure end of runway, 220' right of centerline, up to 98' AGL/1319' MSL. Trees 415' from departure end of runway, 304' left of centerline, 86' AGL/1291' MSL. **Rwy 29**, trees 1256' from departure end of runway, on centerline, 52' AGL/1306' MSL.

**GREENSBORO, GA**

GREENE COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 25**, 400-2 or std. with a min. climb of 380' per NM to 1000.

**GREENVILLE, AL**

**MAC CRENSHAW MEMORIAL**

DEPARTURE PROCEDURE: **Rwy 14**, climb via heading 142° to 900 before proceeding on course. **Rwy 32**, climb via heading 322° to 900 before proceeding on course.

NOTE: **Rwy 14**, tower 2934' from departure end of runway, 565' right of centerline, 104' AGL/528' MSL, tree 1400' from departure end of runway, on centerline, 60' AGL/485' MSL.

**GRIFFIN, GA**

**GRIFFIN-SPALDING COUNTY**

DEPARTURE PROCEDURE: **Rwy 32**, climb runway heading to 1200 before turning left.

**GULF SHORES, AL**

**JACK EDWARDS**

NOTE: **Rwy 17**, multiple trees beginning 1300' from departure end of runway, on centerline, up to 55' AGL/67' MSL. **Rwy 27**, multiple trees beginning 837' from departure end of runway, 66' left of centerline, up to 99' AGL/103' MSL. Multiple trees beginning 829' from departure end of runway, 14' right of centerline, up to 99' AGL/103' MSL. Multiple light poles beginning 1243' from departure end of runway, 14' right of centerline, up to 46' AGL/50' MSL. Light pole beginning 1403' from departure end of runway, 137' left of centerline, up to 47' AGL/51' MSL. **Rwy 35**, multiple trees beginning 1650' from departure end of runway, on centerline, up to 50' AGL/67' MSL.

**GUNTERSVILLE, AL**

**GUNTERSVILLE MUNI-JOE STARNES FIELD**

TAKE-OFF MINIMUMS: **Rwy 3**, std. w/min. climb of 334' per NM to 2500 or 1100-2½ for climb in visual conditions. **Rwy 21**, std. w/min. climb of 496' per NM to 2500, or 300-1½ w/min. climb of 274' per NM to 1600, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 027° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course. **Rwy 21**, climb heading 207° to 2500 before proceeding on course or for climb in visual conditions cross Guntersville Muni-Joe Starnes Field Airport at or above 1600 before proceeding on course.

NOTE: **Rwy 3**, multiple trees beginning 2299' from departure end of runway, 27' left of centerline, up to 100' AGL/1399' MSL. Tower 1.6 NM from departure end of runway, 2465' left of centerline, 208' AGL/851' MSL. **Rwy 21**, multiple trees beginning 151' from departure end of runway, 362' left of centerline, up to 100' AGL/759' MSL. Multiple trees beginning 3613' from departure end of runway, 152' right of centerline, up to 100' AGL/ 859' MSL.

**HALEYVILLE, AL**

**POSEY FIELD**

TAKE-OFF MINIMUMS: **Rwys 18,36**, 200-1.

**HAMILTON, AL**

**MARION COUNTY-RANKIN FITE**

TAKE-OFF MINIMUMS: **Rwy 18**, 400-1. **Rwy 36**, 500-1.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 1500 before making turn.

**HAMPTON, GA**

**CLAYTON COUNTY-TARA FIELD**

NOTE: **Rwy 6**, trees beginning 1357' from departure end of runway, 368' left of centerline, up to 70' AGL/969' MSL. Road 1276' from departure end of runway, 136' left of centerline, 15' AGL/914' MSL. **Rwy 24**, trees beginning 452' from departure end of runway, 2' left of centerline, up to 70' AGL/909' MSL.

**HANCHEY AHP (KHEY)**

**FORT RUCKER, AL . . . . . ORIG, 08325**

**Rwy 17, 35** standard.  
**All Helipads** NA - ATC.  
DEPARTURE PROCEDURE: **Rwy 17**: Climb hdg 182° to 800 before proceeding on course. **Rwy 35**: Climb hdg 002° to 800 before proceeding on course.

**HARTSELLE, AL**

**HARTSELLE-MORGAN COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 36**, 500-2½ or std. with a min. climb of 260' per NM to 1200.  
NOTE: **Rwy 18**, trees abeam departure end of runway, 300' left of centerline, up to 100' AGL/739' MSL. Multiple buildings 150' from departure end of runway, 432' left of centerline, up to 40' AGL/679' MSL. Multiple trees 265' from departure end of runway, 133' right of centerline, up to 100' AGL/699' MSL. **Rwy 36**, trees 3089' from departure end of runway, 426' left of centerline, 100' AGL/ 779' MSL. Trees 1139' from departure end of runway, 98' right of centerline, 45' AGL/673' MSL. Tower 1.85 NM from departure end of runway, 2953' left of centerline, 249' AGL/928' MSL. Multiple buildings beginning 755' from departure end of runway, 775' right of centerline, up to 40' AGL/689' MSL. Tower 2.15 NM from departure end of runway, 295' left of centerline, 303' AGL/990' MSL.

**HAZLEHURST, GA**

**HAZLEHURST (AZE)**

**ORIG 08157 (FAA)**

NOTE: **Rwy 14**, trees beginning 813' from departure end of runway, 328' left of centerline, up to 100' AGL/369' MSL. **Rwy 32**, trees beginning 46' from departure end of runway, 200' left of centerline, up to 100' AGL/299' MSL. Trees 1356' from departure end of runway 574' right of centerline, up to 100' AGL/309' MSL.

**HEADLAND, AL**

**HEADLAND MUNI**

NOTE: **Rwy 9**, trees 275' from departure end of runway, 90' left of centerline, 15' AGL/369' MSL. **Rwy 27**, road and vehicle 625' from departure end of runway, 500' right of centerline, 17' AGL/376' MSL.

**HUNTER AAF (KSVN) AMDT 2 03191**

**SAVANNAH, GA**

. . . . . Rwy 28, 300-1\*

\* Or standard with minimum climb of 340/NM to 400.  
Rwy 28, climbing left turn hdg 230° to 1700 before proceeding on course.

**HUNTSVILLE, AL**

**HUNTSVILLE INTL-CARL T. JONES FIELD**

DEPARTURE PROCEDURE: **Rwys 36L/R**, climb runway heading to 800 before turning.

## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## HUNTSVILLE, AL (CON'T)

MADISON COUNTY EXECUTIVE/TOM SHARP  
JR. FIELD

TAKE-OFF MINIMUMS: **Rwy 36**, 200-1½ or std. with a min. climb of 260' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climbing left turn heading 360° to 1500 before turning on course. **Rwy 36**, climb runway heading to 1500 before turning on course.

NOTE: **Rwy 36**, tree line 6250' from departure end of runway, on centerline, 75' AGL/934' MSL.

## JASPER, AL

WALKER COUNTY-BEVILL FIELD

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning south.

## JASPER, GA

PICKENS COUNTY

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1 or std. w/ min. climb of 255' per NM to 1800, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end.

DEPARTURE PROCEDURE: **Rwy 16**, climb heading 163° to 3000 before turning. **Rwy 34**, climb heading 343° to 3100 before turning.

NOTE: **Rwy 16**, numerous trees beginning 44' from departure end of runway, 338' left of centerline, up to 65' AGL/1565' MSL. Trees 127' from departure end of runway, 398' right of centerline, up to 61' AGL/1581' MSL. **Rwy 34**, pole and numerous trees beginning 141' from departure end of runway, 25' right of centerline, up to 112' AGL/1611' MSL. Numerous trees beginning 394' from departure end of runway, 37' left of centerline, up to 79' AGL/1654' MSL.

## JEFFERSON, GA

JACKSON COUNTY (19A)

AMDT 2 09295 (FAA)

DEPARTURE PROCEDURE: **Rwy 17**, climb heading 168° to 2500 before turning. **Rwy 35**, climb heading 348° to 2500 before turning.

NOTE: **Rwy 17**, scrub and trees beginning 61' from DER, 67' right of centerline up to 117' AGL/997' MSL. Pylons and trees beginning 190' from DER, 167' left of centerline, up to 99' AGL/999' MSL. **Rwy 35**, trees beginning 0' from DER, 171' right and 297' left of centerline up to 100' AGL/1019' MSL.

## JEKYLL ISLAND, GA

JEKYLL ISLAND (09J)

ORIG 08045 (FAA)

NOTE: **Rwy 18**, Vehicle on road beginning 9' from departure end of runway, 411' left of centerline, up to 15' AGL/42' MSL. Trees 200' from departure end of runway, 159' left of centerline, 50' AGL/61' MSL.

## JESUP, GA

JESUP-WAYNE COUNTY (JES)

ORIG 09295 (FAA)

NOTE: **Rwy 11**, trees beginning 52' from DER, 497' left of centerline, up to 100' AGL/154' MSL. Trees beginning 312' from DER, 294' right of centerline, up to 100' AGL/154' MSL. **Rwy 29**, trees beginning 1811' from DER, 181' left of centerline, up to 100' AGL/188' MSL. Trees beginning 24' from DER, 98' right of centerline, up to 100' AGL/190' MSL.

## LAFAYETTE, GA

BARWICK LAFAYETTE (9A5)

AMDT 1 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 20**, 500-3 or std. w/ min. climb of 465' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 022° to 2200 before proceeding on course. **Rwy 20**, climb heading 202° to 2300 before proceeding on course.

NOTE: **Rwy 2**, train on track 39' from departure end of runway, 241' left of centerline, 23' AGL/809' MSL.

Building 418' from departure end of runway, 191' left of centerline, 40' AGL/849' MSL. Trees beginning 4420' from departure end of runway, 1171' left of centerline, up to 100' AGL/919' MSL. Trees beginning 5609' from departure end of runway, 372' right of centerline, up to 100' AGL/919' MSL. **Rwy 20**, train on track 46' from departure end of runway, 323' right of centerline, 23' AGL/809' MSL. Buildings beginning 1602' from departure end of runway, 907' right of centerline, up to 25' AGL/825' MSL. Vehicle on road 1021' from departure end of runway, 104' left of centerline, 15' AGL/802' MSL. Train on track 762' from departure end of runway, on centerline, 23' AGL/803' MSL.

## LAGRANGE, GA

LAGRANGE-CALLAWAY

TAKE-OFF MINIMUMS: **Rwys 13, 31**, 300-1.

## LANETT, AL

LANETT MUNI

TAKE-OFF MINIMUMS: **Rwy 8**, 300-1 or std. with a min. climb of 500' per NM to 900.

## LAWRENCEVILLE, GA

GWINNETT COUNTY-BRISCOE FIELD

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 380' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 7**, climb runway heading to 1400 before turning left.

## LAWSON AAF, (KLSF)

FORT BENNING (COLUMBUS), GA . . .  
07158

**Rwy 15**, Standard  
**Rwy 33**, 400-2\*

\*Or standard with minimum climb of 300'/NM to 1000. **Rwy 15**, climb via heading 150° to 2000 before turning left. **Rwy 33**, Climb via heading 330° to 1000 before turning right.

TAKE-OFF OBSTACLES:

NOTE: **Rwy 15**, trees 1800 feet from DER, 162 feet left of centerline, 54 feet AGL/280 feet MSL.

NOTE: **Rwy 33**, tree 1.86 NM from DER, 3462 feet left of centerline, 100 feet AGL/569 feet MSL.

**LOWE AHP (KLOR)**

FORT RUCKER, AL. . . . . ORIG, 09211

**Helipad 6L, 24R, 18R, ECHO, BRAVO** standard.**All other helipads NA.**

DEPARTURE PROCEDURE: **Helipad 6L:** Climb hdg 063° to 700 before proceeding on course. **Helipad 24R:** Climb hdg 243° to 700 before proceeding on course. **Helipad 18R:** Hover at 274' MSL/30' AGL, then climb hdg 183° to 700 before proceeding on course. **Helipad ECHO:** Climb hdg 125° to 700 before proceeding on course. **Helipad BRAVO:** Hover at 318' MSL/35' AGL, then climb hdg 183° to 700 before proceeding on course.

**MACON, GA****MACON DOWNTOWN**TAKE-OFF MINIMUMS: **Rwy 15,** 500-1 or std. with a min. climb of 470' per NM to 1000.DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 1100 before turning north. **Rwy 15,** climb runway heading to 1400 before turning south.**MIDDLE GEORGIA RGNL (MCN)****AMDT 3 10070 (FAA)**TAKE-OFF MINIMUMS: **Rwy 5,** std. w/ min. climb of 210' per NM to 1500, or 1000-2½ for climb in visual conditions.DEPARTURE PROCEDURE: **Rwy 5,** for climb in visual conditions cross Middle Georgia Rgnl airport at or above 1200 before proceeding on course.NOTE: **Rwy 5,** trees and poles beginning 40' from DER, 59' left of centerline, up to 86' AGL/436' MSL. Trees, towers, and aircraft equipment beginning 112' from DER, 8' right of centerline, up to 82' AGL/432' MSL.**Rwy 13,** trees beginning 280' from DER, 279' left of centerline, up to 89' AGL/429' MSL. Trees beginning 2153' from DER, 136' right of centerline, up to 81' AGL/411' MSL. **Rwy 23,** trees beginning 69' from DER, left and right of centerline, up to 113' AGL/383' MSL.**Rwy 31,** trees beginning 636' from DER, 209' right of centerline, up to 98' AGL/398' MSL. Trees beginning 925' from DER, 54' left of centerline, up to 90' AGL/440' MSL.**MAXWELL AFB (KMXF)**

MONTGOMERY, AL . . . . . AMDT 3, 09183

**Rwy 15,** 200-1¼

With minimum climb of 280 ft/NM to 1400.\*

\* Or standard with minimum climb of 330 ft/NM to 1400.

TAKE-OFF OBSTACLES: **Rwy 15:** Tree Canopy 1943' from DER, 682' right of centerline, 67' AGL/233' MSL. Tree Canopy 2121' from DER, 1062' left of centerline, 76' AGL/236' MSL. Pylon 4607' from DER, 2118' left of centerline, 39' AGL/225' MSL. Pylon 4588' from DER, 1798' left of centerline, 79' AGL/264' MSL.**MCRAE, GA**

TELFAIR-WHEELER (MQW)

ORIG 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 21,** climb via heading 206° to 700 before proceeding on course.NOTE: **Rwy 3,** trees beginning abeam departure end of runway, 189' left of centerline, up to 100' AGL/289' MSL. Powerline left and right of centerline, beginning abeam departure end of runway, 404' left of centerline, up to 79' AGL/313' MSL. Trees beginning abeam departure end of runway, 222' right of centerline, up to 100' AGL/289' MSL. Vehicles on road abeam departure end of runway, 313' right of centerline, 15' AGL/204' MSL. **Rwy 21,** vehicles on road abeam departure end of runway, 301' left of centerline 15' AGL/224' MSL. Trees beginning 1683' from departure end of runway, 164' left of centerline, up to 100' AGL/309' MSL. Vehicles on road 124' from departure end of runway, 524' right of centerline, 15' AGL/224' MSL. Trees beginning 229' from departure end of runway, 530' right of centerline, up to 100' AGL/309' MSL. Vehicles on road 622' from departure end of runway, 222' right of centerline, 15' AGL/234' MSL. Trees beginning 929' from departure end of runway, on centerline, up to 100' AGL/329' MSL.**METTER, GA**

METTER MUNI (MHP)

ORIG 08157 (FAA)

NOTE: **Rwy 10,** vehicles on interstate, abeam departure end of runway, 315' left of centerline, up to 17' AGL/216' MSL. Trees beginning 1506' from departure end of runway, 866' left of centerline, up to 100' AGL/289' MSL. Trees beginning 2349' from departure end of runway, 613' right of centerline, up to 100' AGL/289' MSL. **Rwy 28,** trees beginning abeam departure end of runway, left and right of centerline, up to 100' AGL/289' MSL. Vehicles on interstate, abeam departure end of runway, 295' right of centerline, up to 17' AGL/196' MSL.**MILLEDGEVILLE, GA**

BALDWIN COUNTY

DEPARTURE PROCEDURE: **Rwy 10,** climb runway heading to 700 before turning. **Rwy 28,** climb runway heading to 1400 before turning right.**MILLEN, GA**

MILLEN

NOTE: **Rwy 17,** trees 1600' from departure end of runway, on centerline, 92' AGL/315' MSL. **Rwy 35,** trees 250' from departure end of runway, 50' right of centerline, 70' AGL/308' MSL.

**MOBILE, AL**

**MOBILE DOWNTOWN (BFM)**

**AMDT 1 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 14**, 400-2¼ or std. w/min. climb of 244' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 36**, climb heading 001° to 900 before turning right.

NOTE: **Rwy 18**, trees beginning 1453' from DER, 54' right of centerline, up to 100' AGL/129' MSL. Trees beginning 2646' from DER, 120' left of centerline, up to 73' AGL/102' MSL. **Rwy 32**, sign 2780' from DER, 1041' left of centerline, 109' AGL/119' MSL, trees beginning 847' from DER, 35' right of centerline, up to 100' AGL/109' MSL, trees beginning 1089' from DER, 19' left of centerline, up to 100' AGL/107' MSL. **Rwy 36**, poles beginning 1231' from DER, 319' right of centerline, up to 49' AGL/69' MSL, trees beginning 467' from DER, 325' right of centerline, up to 55' AGL/84' MSL.

**MOBILE RGNL (MOB)**

**AMDT 1 08101 (FAA)**

NOTE: **Rwy 14**, tree 1758' from departure end of runway, 886' right of centerline, 79' AGL/270' MSL. Tree 1987' from departure end of runway, 856' left of centerline, 73' AGL/277' MSL. Tree 2102' from departure end of runway, 861' right of centerline, 78' AGL/269' MSL. Tree 2131' from departure end of runway, left of centerline, 76' AGL/280' MSL. **Rwy 18**, multiple trees beginning 1597' from departure end of runway, 15' left of centerline, up to 69' AGL/273' MSL. Multiple trees beginning 1671' from departure end of runway, 207' right of centerline, up to 87' AGL/278' MSL. **Rwy 36**, multiple trees beginning 1083' from departure end of runway, 210' right of centerline, up to 84' AGL/301' MSL. Multiple trees beginning 532' from departure end of runway, 43' left of centerline, up to 73' AGL/287' MSL.

**MONROE, GA**

**MONROE-WALTON COUNTY (D73)**

**AMDT 1 08101 (FAA)**

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 1700 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 587' from departure end of runway, 469' left of centerline, up to 100' AGL/939' MSL. Trees beginning 1003' from departure end of runway, 104' right of centerline, up to 100' AGL/929' MSL. **Rwy 21**, trees beginning 878' from departure end of runway, 388' left of centerline, up to 100' AGL/989' MSL. Trees beginning 988' from departure end of runway, 694' right of centerline, up to 100' AGL/999' MSL.

**MONROEVILLE, AL**

**MONROE COUNTY (MVC)**

**ORIG 07354 (FAA)**

NOTE: Trees beginning 1085' from departure end of runway, 274' left of centerline, up to 100' AGL/529' MSL. Trees beginning 488' from departure end of runway, 291' right of centerline, up to 100' AGL/529' MSL. **Rwy 21**, vehicle on road 750' from departure end of runway, 661' right of centerline, 15' AGL/434' MSL. Trees abeam departure end of runway, 376' right of centerline, up to 56' AGL/475' MSL. Trees beginning 219' from departure end of runway, 224' left of centerline, up to 56' AGL/474' MSL.

**MONTEZUMA, GA**

**DR. C. P. SAVAGE SR.**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1.

NOTE: **Rwy 18**, power line 1050' from departure end of runway, on centerline, 38' AGL/376' MSL. **Rwy 36**, trees 1212' from departure end of runway, 400' right of centerline, 92' AGL/428' MSL. Tower 3284' from departure end of runway, 1325' right of centerline, 201' AGL/600' MSL.

**MONTGOMERY, AL**

**MONTGOMERY RGNL**

**(DANNELLY FIELD)**

TAKE-OFF MINIMUMS: **Rwy 21**, 400-1 or std. with a min. climb of 350' per NM to 400.

**MOODY AFB (KVAD)**

**VALDOSTA, GA. . . . . AMDT 1, 08129**

DEPARTURE PROCEDURE: **Rwy 36L**, Cross DER at or above 3' AGL/233' MSL. **Rwy 36R**, Cross DER at or above 1' AGL/234' MSL.

TAKE-OFF OBSTACLES: **Rwy 18R**, Aircraft on Twy A, 72' from DER, 465' left of centerline, 38' AGL/253' MSL. **Rwy 36L**, Tree 6121' from DER, 541' right of centerline, 120' AGL/386' MSL. Aircraft on Twy L, 283' from DER, 451' left of centerline, 38' AGL/269' MSL. **Rwy 36R**, Tree 6103' from DER, 147' left of centerline, 120' AGL/386' MSL.

**MOULTRIE, GA**

**MOULTRIE MUNI**

TAKE-OFF MINIMUMS: **Rwy 34**, 300-1, or std. with a min. climb of 370' per NM to 500.

**MUSCLE SHOALS, AL**

**NORTHWEST ALABAMA RGNL (MSL)**

**ORIG 10014 (FAA)**

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 181° to 1400 before turning right.

NOTE: **Rwy 11**, train 1436' from DER, 697' left of centerline, 23' AGL/662' MSL. Tree 2285' from DER, 1090' left of centerline, 100' AGL/659' MSL. **Rwy 18**, trees beginning 43' from DER, 323' right of centerline, up to 100' AGL/600' MSL. Rising terrain beginning 279' from DER, 167' right of centerline, up to 575' MSL. Tree 92' from DER, 306' left of centerline, 100' AGL/568' MSL. Rising terrain beginning 262' from DER, 69' left of centerline, up to 555' MSL. **Rwy 29**, trees beginning 2728' from DER, 322' right of centerline, up to 100' AGL/627' MSL. Trees beginning 938' from DER, 184' left of centerline, up to 100' AGL/627' MSL. **Rwy 36**, trees beginning 250' from DER, 43' right of centerline, up to 100' AGL/584' MSL. Trees beginning 695' from DER, 128' left of centerline, up to 100' AGL/639' MSL. Pole 582' from DER, 319' left of centerline, 35' AGL/574' MSL.

**OZARK, AL**

**BLACKWELL FIELD**

TAKE-OFF MINIMUMS: **Rwy 30**, 500-1

DEPARTURE PROCEDURE: **Rwy 30**, climb on runway heading to 1000 before turning northbound.



**PELL CITY, AL**

ST CLAIR COUNTY (PLR)

AMDT 2 09351 (FAA)

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. w/ min. climb of 312' per NM to 800.

DEPARTURE PROCEDURE: **Rwy 21**, climb heading 205° to 1000 before turning east.

NOTE: **Rwy 3**, multiple trees and beginning 60' from DER, 311' left of centerline, up to 100' AGL/567' MSL. Multiple trees beginning 221' from DER, 34' right of centerline, up to 100' AGL/572' MSL. Windsock 221' from DER, 549' right of centerline, 9' AGL/505' MSL. **Rwy 21**, multiple trees beginning 328' from DER, 260' left of centerline, up to 100' AGL/679' MSL. Multiple trees beginning 498' from DER, 193' right of centerline, up to 100' AGL/592' MSL. Multiple poles beginning 230' from DER, 473' left of centerline, up to 25' AGL/544' MSL. Vehicle on road 103' from DER, left to right of centerline, up to 15' AGL/502' MSL. Building 1029' from DER, 516' left of centerline, 13' AGL/532' MSL.

**PERRY, GA**

PERRY-HOUSTON COUNTY (PXE)

ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 36**, std. w/ min. climb of 230' per NM to 1200 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 36**, for climb in visual conditions: cross Perry-Houston County Airport at or above 1200 MSL before proceeding on course.

NOTE: **Rwy 18**, vehicles on roadway beginning 30' from departure end of runway, 389' right of centerline, up to 15' AGL/414' MSL. Trees and pylons beginning 133' from departure end of runway, 317' right of centerline, up to 72' AGL/461' MSL. Trees beginning 1127' from departure end of runway, 152' left of centerline, up to 100' AGL/519' MSL. **Rwy 36**, trees left and right of centerline beginning 2806' from departure end of runway, up to 100' AGL/529' MSL.

**PINE MOUNTAIN, GA**

HARRIS COUNTY

TAKE-OFF MINIMUMS: **Rwy 9**, 600-1.

DEPARTURE PROCEDURE: **Rwy 9**, left turn, climb to 2500 on 360° heading before proceeding on course.

**PLAINS, GA**

PETERSON FIELD (7A9)

ORIG 09267 (FAA)

NOTE: **Rwy 18**, trees beginning 80' from DER, left and right of centerline, up to 100' AGL/629' MSL. Road and vehicle 47' from DER, 14' left of centerline, up to 15' AGL/539' MSL. **Rwy 36**, trees beginning 49' from DER, 136' right of centerline, up to 100' AGL/639' MSL. Trees beginning 1670' from DER, 535' left of centerline, up to 100' AGL/619' MSL.

**PRATTVILLE, AL**

PRATTVILLE-GROUBY FIELD

TAKE-OFF MINIMUMS: **Rwy 27**, 400-1 or std. with a min. climb of 600' per NM to 1000.

DEPARTURE PROCEDURE: **Rwys 9, 27**, climb runway heading to 1000 before turning.

**REDSTONE AAF (KHUA)**

REDSTONE ARSENAL, AL . . . . . 09043

**Rwy 17**, 500-3\*  
**Rwy 35**\*\*

\* Or standard with minimum climb rate of 240/NM to 1500.  
\*\* Standard with a minimum climb rate of 240/NM to 1500.

DEPARTURE PROCEDURE: **Rwy 17**, climb rwy hdg to 1700 before proceeding on course. **Rwy 35**, climb rwy hdg to 1900 before proceeding on course. Cross DER at or above 22'.

TAKE-OFF OBSTACLES: **Rwy 17**: Multiple buildings beginning 2.4 NM from DER, 3805' left of centerline, up to 482' AGL/1092' MSL.

**REFORM, AL**

NORTH PICKINS

TAKE-OFF MINIMUMS: **Rwy 19**, 500-1 or std. with a min. climb of 420' per NM to 800.

NOTE: **Rwy 19**, tower 1.23 miles south of approach end of runway 1, 450' AGL/690' MSL.

**REIDSVILLE, GA**

SWINTON SMITH FLD AT REIDSVILLE MUNI

DEPARTURE PROCEDURE: **Rwy 11**, climb on runway heading to 700 before turning left.

**ROME, GA**

RICHARD B. RUSSELL

TAKE-OFF MINIMUMS: **Rwy 1**, standard with minimum climb of 365' per NM to 2100, or 1500 - 2½ for climb in visual conditions. **Rwy 25**, standard with minimum climb of 430' per NM to 1900, or 1500 - 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 1, 25**, for climb in visual conditions cross Richard B. Russell airport at or above 2,000 MSL before proceeding on course. **Rwy 7**, climb heading 072° to 1400 before proceeding on course. **Rwy 19**, climb heading 187° to 1400 before proceeding on course.

NOTE: **Rwy 1**, tree 1,557' from departure end of runway, 490' left of centerline, 42' AGL/671' MSL. Numerous trees beginning 4,577' from departure end of runway, 250' left of centerline, up to 93' AGL/762' MSL. Tree 3,650' from departure end of runway, 423' right of centerline, 78' AGL/727' MSL. **Rwy 7**, numerous trees beginning 103' from departure end of runway, 267' right of centerline, up to 70' AGL/689' MSL. Numerous trees beginning 38' from departure end of runway, 110' left of centerline, up to 72' AGL/609' MSL. Numerous trees beginning 929' from departure end of runway, 133' right of centerline, up to 76' AGL/685' MSL. Tree 2,145' from departure end of runway, 63' right of centerline, 78' AGL/687' MSL. Numerous trees beginning 1,716' from departure end of runway, 265' left of centerline, 92' AGL/691' MSL. **Rwy 19**, bush 91' from departure end of runway, 290' right of centerline, 3' AGL/642' MSL. Terrain 301' from departure end of runway, 342' right of centerline, 646' MSL. Tree 556' from departure end of runway, 602' right of centerline, 67' AGL/716' MSL. Tree 904' from departure end of runway, 134' left of centerline, 38' AGL/657' MSL. Tree 775' from departure end of runway, 501' left of centerline, 53' AGL/672' MSL. Tree 3,025' from departure end of runway, 57' right of centerline, 88' AGL/717' MSL. Tree 2,980' from departure end of runway, 70' left of centerline 86' AGL/715' MSL. Numerous trees beginning 2,867' from departure end of runway, 569' left of centerline, up to 94' AGL/723' MSL. **Rwy 25**, bush 300' from departure end of runway, 328' right of centerline, 10' AGL/659' MSL. Numerous trees beginning 622' from departure end of runway, 252' right of centerline, up to 76' AGL/725' MSL. Road 528' from departure end of runway, 9' left of centerline, 663' AGL. Numerous trees beginning 547' from departure end of runway, 164' left of centerline, up to 86' AGL/735' MSL. Tree 1,428' from departure end of runway, 27' left of centerline, 83' AGL/712' MSL. Tree 1,571' from departure end of runway, 35' right of centerline, 80' AGL/709' MSL. Tree 2,344' from departure end of runway, 243' right of centerline, 97' AGL/726' MSL.

**RUSSELLVILLE, AL**

RUSSELLVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 20**, std. w/a min. climb of 451' per NM to 1500, or 400-2 w/a min. climb of 321' per NM to 1600, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 018° to 1400 before proceeding on course. **Rwy 20**, climb heading 198° to 1300 before proceeding on course, or for climb in visual conditions: cross Russellville Muni airport at or above 1600 before proceeding on course.

NOTE: **Rwy 2**, trees beginning 592' from departure end of runway, 200' right of centerline, up to 100' AGL/839' MSL. Trees beginning 3598' from departure end of runway, 283' left of centerline, up to 100' AGL/839' MSL. **Rwy 20**, trees beginning 1228' from departure end of runway, 51' left of centerline, up to 100' AGL/1159' MSL. Trees beginning 1993' from departure end of runway, 380' right of centerline, up to 100' AGL/1159' MSL.

**ST ELMO, AL**

ST ELMO (2R5)

ORIG 08045 (FAA)

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 059° to 800 before proceeding on course.

NOTE: **Rwy 6**, trees 1499' from departure end of runway, on centerline, 45' AGL/174' MSL. **Rwy 24**, tree 1730' from departure end of runway, 716' left of centerline, 100' AGL/229' MSL. Trees 1076' from departure end of runway, on centerline, 34' AGL/164' MSL.

**ST MARYS, GA**

ST MARYS

TAKE-OFF MINIMUMS: **Rwy 13**, 300-1½ or std. with a min. climb of 341' per NM to 400. **Rwy 4**, NA-Restricted airspace.

DEPARTURE PROCEDURE: **Rwy 31**, climbing right turn via heading 320° to 2300 before proceeding northwestbound.

NOTE: **Rwy 13**, trees 761' from departure end of runway, 33' AGL/55' MSL. Stack 6235' from departure end of runway, 855' right of centerline, 275' AGL/287' MSL. **Rwy 22**, trees 578' from departure end of runway, 63' AGL/86' MSL. **Rwy 31**, trees 1399' from departure end of runway, 60' AGL/84' MSL.

**SANDERSVILLE, GA**

KAOLIN FIELD

TAKE-OFF MINIMUMS: **Rwy 12**, 500-3 or std. with a min. climb of 280' per NM to 1100.

NOTE: **Rwy 12**, tower 2.21 NM from departure end of runway, 1.02 NM right of centerline, 405' AGL/875' MSL.

**SAVANNAH, GA**

SAVANNAH/HILTON HEAD INTL (SAV)

AMD T 6 09183 (FAA)

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 600 before proceeding southwest. **Rwy 10**, climb heading 097° to 700 before proceeding southwest. **Rwy 19**, climb heading 186° to 1300 before turning right. **Rwy 28**, climb heading 277° to 1600 before turning left.

NOTE: **Rwy 1**, fence and antennas beginning 94' from DER, 416' right of centerline, up to 17' AGL/63' MSL. **Rwy 10**, trees beginning 199' from DER, 521' right of centerline, up to 90' AGL/114' MSL. **Rwy 19**, trees beginning 1504' from DER, 782' left of centerline up to 64' AGL/78' MSL. Trees beginning 864' from DER, 665' right of centerline, up to 57' AGL/71' MSL. **Rwy 28**, pole 937' from DER, 650' left of centerline, 33' AGL/47' MSL. Trees 1297' from DER, 772' right of centerline, up to 77' AGL/91' MSL.



## TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## SCOTTSBORO, AL

SCOTTSBORO MUNI-WORD FIELD (4A6)  
ORIG 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, std. w/min. climb of 290' per NM to 1800 or 1400-2½ for climb in visual conditions. **Rwy 22**, std. w/min. climb of 400' per NM to 1800 or 1400-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 040° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course. **Rwy 22**, climb heading 220° to 1800 before proceeding on course or for climb in visual conditions: cross Scottsboro Muni-Word Field at or above 1900 MSL before proceeding on course.

NOTE: **Rwy 4**, trees beginning 0' from departure end of runway, 290' left of centerline, up to 100' AGL/749' MSL. **Rwy 22**, trees beginning 0' from departure end of runway, 311' right of centerline, up to 100' AGL/779' MSL. Trees beginning 441' from departure end of runway, 319' left of centerline, up to 100' AGL/899' MSL.

## SELMA, AL

CRAIG FIELD

NOTE: **Rwy 15**, trees beginning 2440' from departure end of runway, 231' right of centerline, up to 73' AGL/232' MSL. Trees beginning 1687' from departure end of runway, 568' left of centerline, up to 61' AGL/220' MSL. **Rwy 33**, tree 1416' from departure end of runway, 607' right of centerline, 62' AGL/211' MSL. Trees beginning 885' from departure end of runway, 439' left of centerline, up to 68' AGL/207' MSL.

## SWAINSBORO, GA

EMANUEL COUNTY (SBO)  
AMDT 1 07354 (FAA)

NOTE: **Rwy 13**, multiple poles and trees beginning 110' from departure end of runway, 53' left of centerline, up to 99' AGL/388' MSL. Multiple poles and trees beginning 861' from departure end of runway, 45' right of centerline, up to 75' AGL/394' MSL. **Rwy 31**, multiple trees beginning 3390' from departure end of runway, 29' left of centerline, up to 100' AGL/419' MSL. Multiple trees beginning 206' from departure end of runway, 210' right of centerline, up to 45' AGL/354' MSL.

## SYLACAUGA, AL

MERKEL FIELD - SYLACAUGA MUNI

TAKE-OFF MINIMUMS: **Rwy 27**, 300-2.  
DEPARTURE PROCEDURE: **Rwy 27**, climb runway heading to 1500, then climb on course.

## SYLVANIA, GA

PLANTATION AIRPARK (JYL)  
ORIG 09043 (FAA)

NOTE: **Rwy 5**, trees and bushes beginning 1651' from departure end of runway, 203' left of centerline, up to 100' AGL/259' MSL. Trees beginning 1' from departure end of runway, 115' right of centerline, up to 100' AGL/289' MSL. **Rwy 15**, trees beginning 617' from departure end of runway, 660' left of centerline, up to 100' AGL/279' MSL. Trees beginning 1022' from departure end of runway, 640' right of centerline, up to 100' AGL/269' MSL. **Rwy 23**, trees beginning 15' from departure end of runway, 314' left of centerline, up to 100' AGL/269' MSL. Trees beginning 23' from departure end of runway, 364' right of centerline, up to 100' AGL/279' MSL. Vehicle on road 225' from departure end of runway, 87' right of centerline, 15' AGL/198' MSL.

**Rwy 33**, trees beginning 1289' from departure end of runway, 461' left of centerline, up to 100' AGL/269' MSL. Trees beginning 107' from departure end of runway, 368' right of centerline, up to 100' MSL/279' MSL.

## TALLADEGA, AL

TALLADEGA MUNI (ASN)

AMDT 1 09071 (FAA)

DEPARTURE PROCEDURE: **Rwy 3**, climb heading 035° to 2100 before proceeding on course. **Rwy 21**, climb heading 230° to 1900 before proceeding on course.

NOTE: **Rwy 3**, trees beginning 419' from DER, 49' right of centerline, up to 53' AGL/612' MSL. Poles beginning 934' from DER, 524' right of centerline, up to 29' AGL/568' MSL. Trees beginning 1247' from DER, 386' left of centerline, up to 65' AGL/604' MSL. Building 1350' from DER, 371' left of centerline, 26' AGL/565' MSL. Trees beginning 1841' from DER, 49' right of centerline, up to 68' AGL/607' MSL. Building 2980' from DER, 468' left of centerline, 44' AGL/603' MSL. **Rwy 21**, trees beginning 7' from DER, 289' left of centerline, up to 63' AGL/582' MSL. Trees beginning 14' from DER, beginning 286' right of centerline, up to 81' AGL/600' MSL. Vehicle on road 750' from DER, 692' right of centerline, 15' AGL/534' MSL. Pole 1244' from DER, 423' right of centerline, 31' AGL/550' MSL. Pole 1687' from DER, 701' right of centerline, 65' AGL/584' MSL. Trees beginning 1801' from DER, beginning 430' left of centerline, up to 63' AGL/582' MSL.

## THOMASTON, GA

THOMASTON-UPSON COUNTY (OPN)

AMDT 2 09295 (FAA)

TAKE-OFF MINIMUMS: **Rwy 30**, std. w/a min. climb of 268' per NM to 1800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 30**, for climb in visual conditions: cross Thomaston-Upson County airport at or above 1700 before proceeding on course.

NOTE: **Rwy 30**, trees beginning 802' from DER, 444' right of centerline, up to 108' AGL/867' MSL. Power transmission lines 1625' from DER left to right of centerline 123' AGL/863' MSL. **Rwy 12**, trees beginning 2885' from DER, 510' left of centerline, up to 104' AGL/894' MSL.

**THOMASVILLE, GA**

## THOMASVILLE RGNL

TAKE-OFF MINIMUMS: **Rwy 4**, trees beginning 928' from departure end of runway, 594' left of centerline, 64' AGL/284' MSL. Numerous trees beginning 2205' from departure end of runway, 769' right of centerline, up to 85' AGL/355' MSL. **Rwy 22**, terrain 96' from departure end of runway, 462' right of centerline, 244' MSL. Building 132' from departure end of runway, 497' from centerline, up to 17' AGL/253' MSL. **Rwy 32**, trees beginning 4364' from departure end of runway, 558' right of centerline, up to 100' AGL/379' MSL.

**THOMSON, GA**

## THOMSON-MCDUFFIE COUNTY (HQU)

## ORIG 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 28**, 200-1¼ or std. w/ min. climb of 240' per NM to 700, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1800' prior to departure end of runway.

NOTE: **Rwy 10**, numerous trees beginning abeam departure end of runway, 31' left of centerline, up to 100' AGL/599' MSL. Building 934' from departure end of runway, 19' left of centerline, 50' AGL/549' MSL. Numerous trees beginning 377' from departure end of runway, 94' right of centerline, up to 100' AGL/599' MSL. **Rwy 28**, tree 5,715' from departure end of runway, 553' left of centerline, 100' AGL/619' MSL. Numerous trees beginning 32' from departure end of runway, 216' right of centerline, up to 100' AGL/579' MSL. Numerous trees beginning 8' from departure end of runway, 53' left of centerline, up to 100' AGL/629' MSL.

**TIFTON, GA**

## HENRY TIFT MYERS

TAKE-OFF MINIMUMS: **Rwy 33**, 400-2 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 28**, climb runway heading to 1200 before turning northbound.

NOTE: **Rwy 10**, tree, 192' from departure end of runway, 276' right of centerline, 70' AGL/382' MSL. Tree, 872' from departure end of runway, 296' left of centerline, 70' AGL/390' MSL. **Rwy 21**, tank, 3200' from departure end of runway, 670' left of centerline, 173' AGL/523' MSL. **Rwy 33**, tree, 384' from departure end of runway, 526' right of centerline, 90' AGL/411' MSL. Tree, 391' from departure end of runway, 405' right of centerline, 85' AGL/403' MSL.

**TOCCOA, GA**

## TOCCOA RG LETOURNEAU FIELD

TAKE-OFF MINIMUMS: **Rwy 2**, std. w/ min. climb of 430' per NM to 2600 or 1600-3 for climb in visual conditions.

**Rwy 27**, std. w/ min. climb of 478' per NM to 2500 or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 2, 27**, for climb in visual conditions: cross Toccoa RG Letourneau Field Airport at or above 2600 MSL before proceeding on course. **Rwy 9**, climb heading 093° to 2000 before turning on course. **Rwy 20**, climb heading 206° to 2200 before turning on course.

NOTE: **Rwy 2**, tree 142' from departure end of runway, 458' right of centerline, 57' AGL/1032' MSL, scattered trees 71' from departure end of runway, 271' right of centerline, 57' AGL/989' MSL. **Rwy 9**, terrain 99' from departure end of runway, 177' right of centerline, 975' MSL, terrain 108' from departure end of runway, 126' left of centerline, 955' MSL. **Rwy 20**, pylon 376' from departure end of runway, 520' left of centerline, 23' AGL/1008' MSL. Multiple trees 589' from departure end of runway, 196' right of centerline, up to 66' AGL/1120' MSL, multiple trees 553' from departure end of runway, 62' left of centerline, up to 89' AGL/1107' MSL. **Rwy 27**, WLET 1420 1.1 NM from departure end of runway, 1818' left of centerline, 354' AGL/1364' MSL.

**TROY, AL**

## TROY MUNI

TAKE-OFF MINIMUMS: **Rwy 7, 14, 25, 32**, 300-2 or std. with a min. climb of 280' per NM to 3200.

DEPARTURE PROCEDURE: **Rwys 7, 14, 25**, climb runway heading to 1200 before turning on course.

**Rwy 32**, climbing right turn heading 360° to 2500 before turning on course.

NOTE: **Rwy 7**, numerous trees 728' left of departure end of runway 447' MSL. Hanger 517' right of departure end of runway 404' MSL. **Rwy 14**, numerous trees 400' left of departure end of runway 440' MSL and 515' right of departure end of runway 437' MSL. **Rwy 25**, numerous trees 541' left of departure end of runway 477' MSL and 624' left of departure end of runway 459' MSL. **Rwy 32**, numerous trees 325' left of departure end of runway 413' MSL and 692' left of departure end of runway 425' MSL.

**TUSCALOOSA, AL**

TUSCALOOSA RGNL (TCL)  
AMDT 2 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2 or std. w/ min. climb of 203' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to departure end of runway. **Rwy 11**, 400-2½ or std. w/ a min. climb of 217' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway. **Rwy 29**, 300-2¼ or std. w/ a min. climb of 207' per NM to 600, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.

NOTE: **Rwy 4**, trees beginning 1621' from departure end of runway, 702' left of centerline, up to 70' AGL/409' MSL. Trees beginning 1061' from departure end of runway, 117' right of centerline, up to 76' AGL/225' MSL. **Rwy 11**, trees beginning 576' from departure end of runway, 566' left of centerline, up to 58' AGL/197' MSL. Trees beginning 717' from departure end of runway, 480' right of centerline, up to 90' AGL/249' MSL, tower 2 NM from departure end of runway, 1178' left of centerline, 239' AGL/494' MSL. **Rwy 22**, trees beginning 423' from departure end of runway, 587' left of centerline, up to 63' AGL/203' MSL. Tree 1419' from departure end of runway, 506' right of centerline, 54' AGL/195' MSL. **Rwy 29**, light pole 684' from departure end of runway, 384' left of centerline 61' AGL/213' MSL. Trees beginning 839' from departure end of runway, 169' left of centerline up to 100' AGL/449' MSL. Trees beginning 381' from departure end of runway, 229' right of centerline, up to 89' AGL/258' MSL. Railroad 623' from departure end of runway, 157' right of centerline, 25' AGL/190' MSL. Vehicle on road 413' from departure end of runway, 136' right of centerline, 17' AGL/181' MSL.

**TUSKEGEE, AL**

MOTON FIELD MUNI (06A)  
ORIG 09099 (FAA)

NOTE: **Rwy 13**, trees beginning 5' from DER, 295' right of centerline, up to 100' AGL/389' MSL. Trees beginning 6' from DER, 304' left of centerline, up to 100' AGL/359' MSL. **Rwy 31**, trees beginning 12' from DER, 219' right of centerline, up to 100' AGL/359' MSL. Vehicle 464' from DER, 601' left of centerline, up to 15' AGL/284' MSL. Trees beginning 929' from DER, 568' left of centerline, up to 100' AGL/369' MSL.

**VALDOSTA, GA**

VALDOSTA RGNL

TAKE-OFF MINIMUMS: **Rwy 31**, std. w/ min. climb of 220' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 31**, for climb in visual conditions: cross Valdosta Rgnl Airport at or above 1000 MSL before proceeding on course.

NOTE: **Rwy 4**, multiple trees beginning 1295' from departure end of runway, 227' right of centerline, up to 78' AGL/267' MSL. Multiple trees beginning 1524' from departure end of runway, 92' left of centerline, up to 95' AGL/274' MSL. **Rwy 13**, tree 1803' from departure end of runway, 44' right of centerline, 78' AGL/267' MSL. Tree 1316' from departure end of runway, 199' left of centerline, 67' AGL/266' MSL. **Rwy 17**, multiple trees beginning 2020' from departure end of runway, 111' left of centerline, up to 65' AGL/274' MSL. **Rwy 22**, railroad and multiple trees beginning 75' from departure end of runway, 159' right of centerline, up to 60' AGL/259' MSL. Bush and multiple trees beginning 70' from departure end of runway, 77' left of centerline, up to 39' AGL/238' MSL. **Rwy 31**, multiple trees beginning 465' from departure end of runway, 277' right of centerline, up to 71' AGL/270' MSL. Multiple trees beginning 600' from departure end of runway, 2' left of centerline, up to 70' AGL/279' MSL. **Rwy 35**, multiple trees beginning 1654' from departure end of runway, 246' right of centerline, up to 75' AGL/254' MSL. Multiple trees beginning 1669' from departure end of runway, 134' left of centerline, up to 88' AGL/267' MSL.

**VERNON, AL**

LAMAR COUNTY

TAKE-OFF MINIMUMS: **Rwy 34**, 500-1.

**VIDALIA, GA**

VIDALIA RGNL (VDI)  
AMDT 1 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1½ or std. w/ min. climb of 251' per NM to 500, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2200' prior to departure end of runway.

NOTE: **Rwy 6**, trees beginning 324' from departure end of runway, 573' left of centerline, up to 48' AGL/307' MSL. **Rwy 13**, vehicles on roadway abeam departure end of runway, 350' right of centerline, 15' AGL/294' MSL. Trees beginning abeam departure end of runway, 400' right of centerline, up to 100' AGL/379' MSL. Trees beginning abeam departure end of runway, 350' left of centerline, up to 100' AGL/379' MSL. Trees beginning 847' from departure end of runway, on centerline, up to 100' AGL/369' MSL. **Rwy 24**, trees beginning 74' from departure end of runway, 520' left of centerline, up to 100' AGL/379' MSL. Trees beginning 8' from departure end of runway, 286' right of centerline, up to 100' AGL/379' MSL. **Rwy 31**, tank 5440' from departure end of runway, 1110' right of centerline, 155' AGL/443' MSL. Trees beginning abeam departure end of runway, 334' left of centerline, up to 100' AGL/369' MSL. Trees beginning 77' from departure end of runway, 364' right of centerline, up to 100' AGL/379' MSL.

**WASHINGTON, GA**

## WASHINGTON-WILKES COUNTY

TAKE-OFF MINIMUMS: **Rwy 31**, 300-1 or std. with a min. climb of 270' per NM to 900.

**WAYCROSS, GA**

## WAYCROSS-WARE COUNTY

NOTE: **Rwy 5**, numerous trees beginning 399' from departure end of runway, 300' left of centerline, up to 20' AGL/157' MSL. **Rwy 23**, numerous trees beginning 839' from departure end of runway, on centerline, up to 32' AGL/173' MSL. **Rwy 31**, numerous trees beginning 200' from departure end of runway, on centerline, up to 20' AGL/159' MSL. **Rwy 36**, numerous trees beginning 603' from departure end of runway, 312' left of centerline, up to 52' AGL/192' MSL.

**WAYNESBORO, GA**

## BURKE COUNTY

NOTE: **Rwy 8**, trees beginning 485' from departure end of runway, 129' left of centerline, up to 100' AGL/440' MSL. Trees beginning 2228' from departure end of runway, 82' right of centerline, up to 100' AGL/409' MSL. **Rwy 26**, trees beginning 3053' from departure end of runway, 800' left of centerline, up to 100' AGL/439' MSL. Trees beginning 3843' from departure end of runway, 416' right of centerline, up to 100' AGL/429' MSL.

**WINDER, GA**

## BARROW COUNTY (WDR)

## AMDT 1 10098 (FAA)

TAKE-OFF MINIMUMS: **Rwy 23**, std. w/ min. climb of 210' per NM to 3100 or 900-2½ for climb in visual conditions. **Rwy 31**, 300-1½ or std. w/ min. climb of 205' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

DEPARTURE PROCEDURE: **Rwy 23**, for climb in visual conditions: Cross Barrow County Airport at or above 1700' MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 6' from DER, 41' left of centerline, up to 48' AGL/982' MSL. Multiple trees beginning 43' from DER, 24' right of centerline, up to 74' AGL/973' MSL. **Rwy 13**, multiple trees/poles/signs beginning 835' from DER, 16' left of centerline, up to 74' AGL/983' MSL. Multiple trees/poles beginning 82' from DER, 8' right of centerline, up to 59' AGL/968' MSL. **Rwy 23**, multiple trees beginning 31' from DER, 344' left of centerline, up to 100' AGL/1041' MSL. Multiple trees beginning 487' from DER, 279' right of centerline, up to 100' AGL/1059' MSL. **Rwy 31**, multiple trees beginning 493' from DER, 30' left of centerline, up to 100' AGL/1139' MSL. Multiple trees beginning 63' from DER, 19' right of centerline, up to 57' AGL/1000' MSL. Localizer antenna 295' from DER, on centerline 8' AGL/943' MSL. Tree 7804' from DER, 1990' left of centerline, 100' AGL/1139' MSL.

# RNAV (GPS) RWY 16

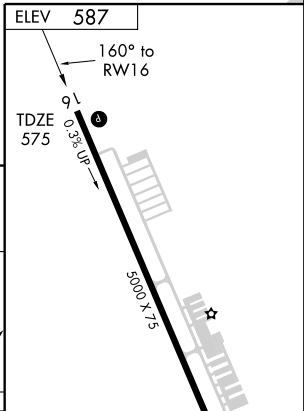
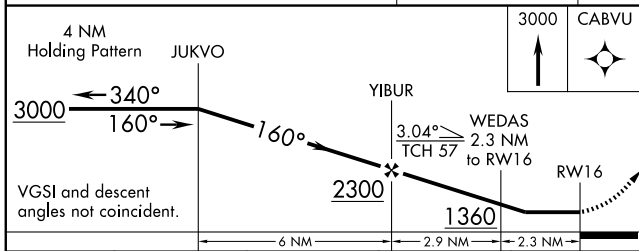
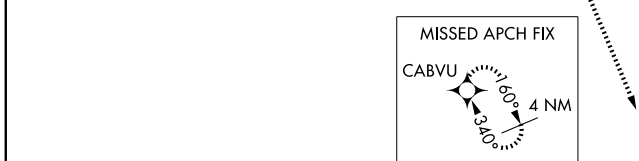
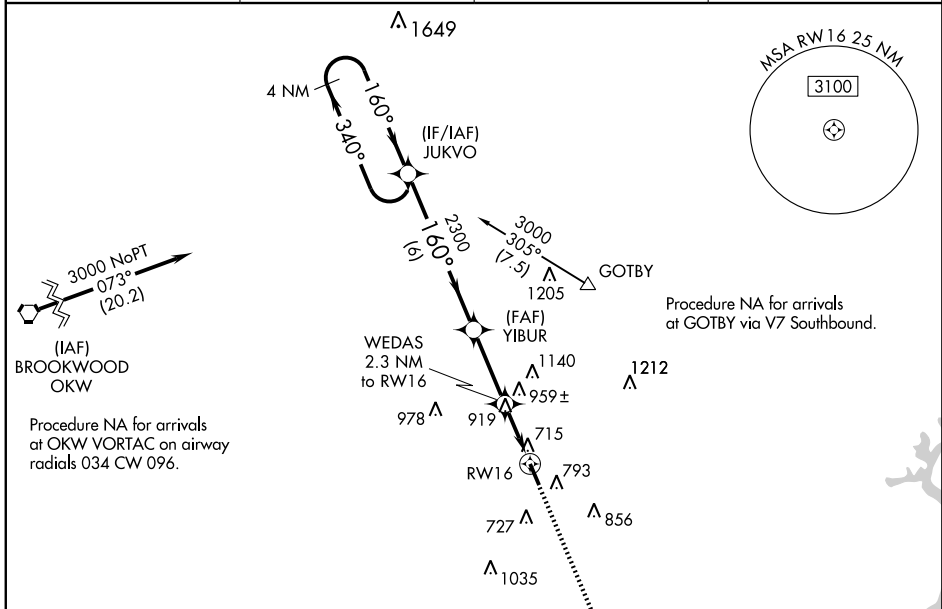
ALABASTER / SHELBY COUNTY (EET)

APP CRS	Rwy Idg	<b>5000</b>
<b>160°</b>	TDZE	<b>575</b>
	Apt Elev	<b>587</b>

- ▼ Straight-in minimums NA at night.
- ▲ DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- ▲ When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct CABVU and hold.

ASOS <b>134.325</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	GCO <b>121.725</b>	UNICOM <b>122.7</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
LNAV MDA	1220-1	645 (700-1)	1220-1¾ 645 (700-1¾)	1220-2 645 (700-2)
CIRCLING	1220-1	633 (700-1)	1220-1¾ 633 (700-1¾)	1220-2 633 (700-2)

MIRL Rwy 16-34 **1**  
REIL Rws 16 and 34 **1**

# RNAV (GPS) RWY 34

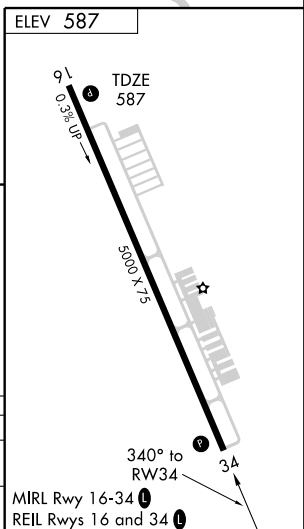
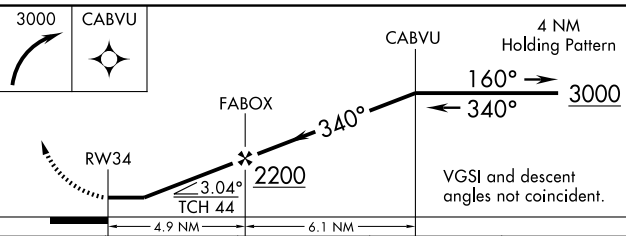
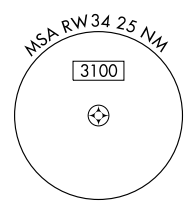
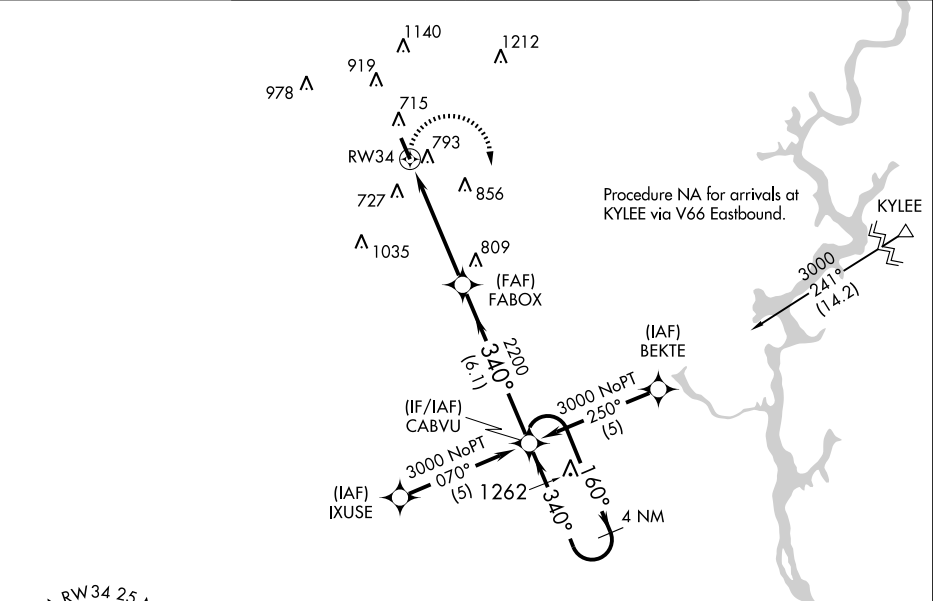
ALABASTER / SHELBY COUNTY (EET)

APP CRS	Rwy Idg	5000
340°	TDZE	587
	Apt Elev	587

**▼** DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA.  
 When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climbing right turn to 3000 direct CABVU and hold.

ASOS <b>134.325</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNVA MDA	1060-1 473 (500-1)		1060-1¼ 473 (500-1¼)	1060-1½ 473 (500-1½)
CIRCLING	1120-1 533 (600-1)		1120-1½ 533 (600-1½)	1220-2 633 (700-2)

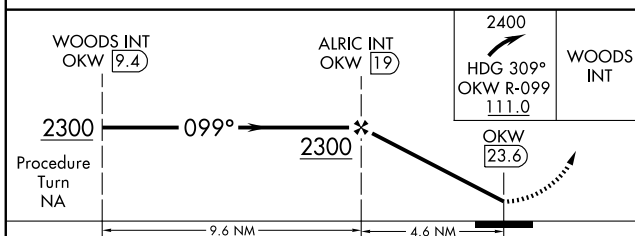
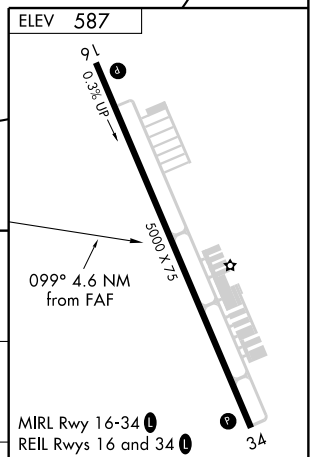
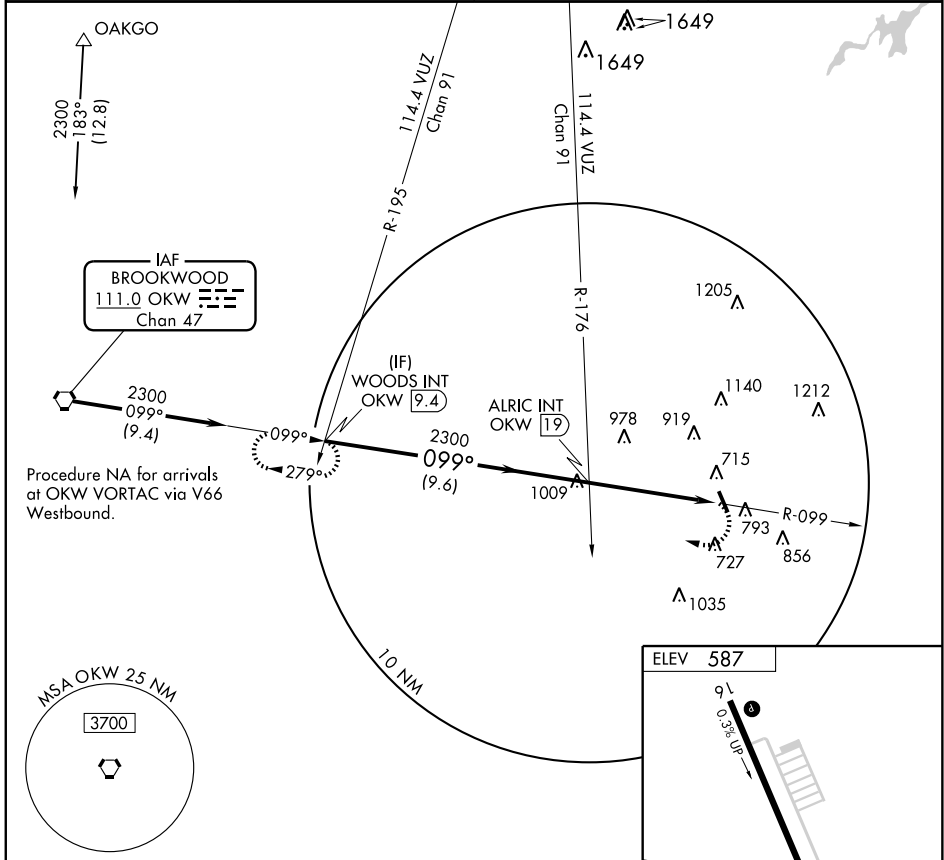
SE-4, 08 APR 2010 to 06 MAY 2010

VORTAC OKW <b>111.0</b> Chan <b>47</b>	APP CRS <b>099°</b>	Rwy Idg TDZE Apt Elev <b>587</b>	N/A N/A
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**⚠** When local altimeter setting not received, use Birmingham altimeter setting and increase all MDA 80 feet; increase Circling Cat C and D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 2400 via heading 309° and OKW VORTAC R-099 to WOODS INT/9.4 DME and hold.

ASOS <b>134.325</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	GCO <b>121.725</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D	FAF to MAP 4.6 NM					
CIRCLING	1300-1 713 (800-1)	1300-1¼ 713 (800-1¼)	1300-2 713 (800-2)	1300-2¼ 713 (800-2¼)	Knots	60	90	120	150	180
					Min:Sec	4:36	3:04	2:18	1:50	1:32

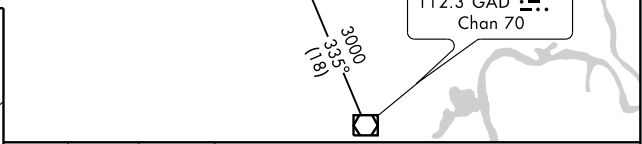
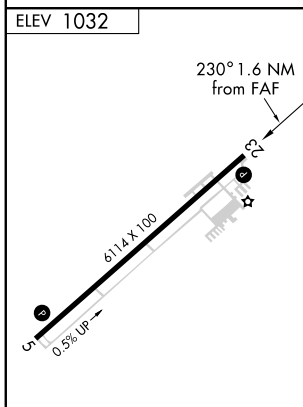
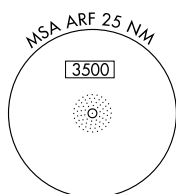
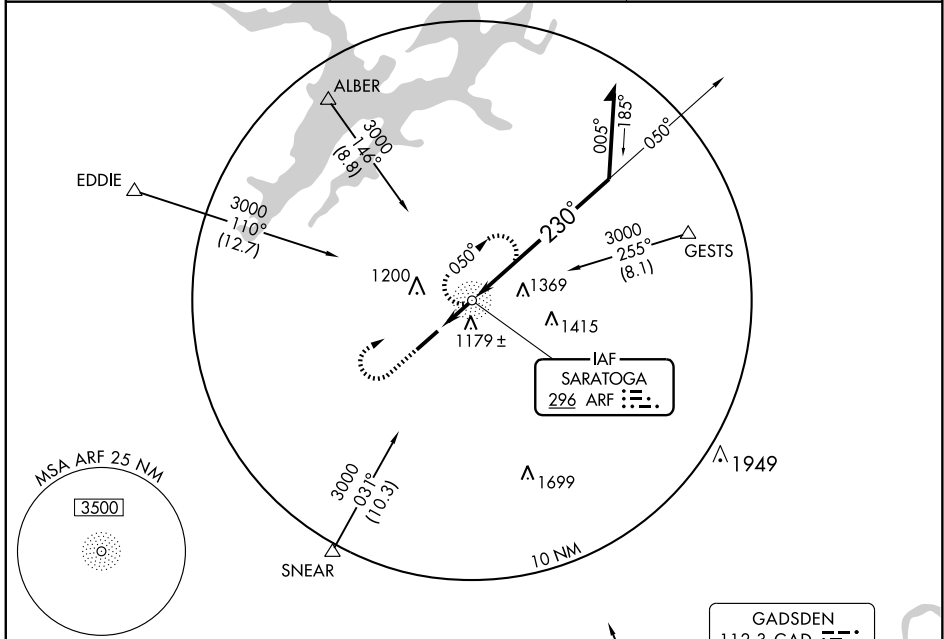
SE-4, 08 APR 2010 to 06 MAY 2010

NDB ARF <b>296</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>1032</b>
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ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)


 When local altimeter setting not received, use Huntsville Intl altimeter setting.
 
 MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct ARF NDB and hold.

AWOS-3 <b>119.575</b>	BIRMINGHAM APP CON <b>132.15 285.45</b>	UNICOM <b>123.0 (CTAF) 0</b>
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ELEV 1032

REIL Rwy 23 

MIRL Rwy 5-23 

FAF to MAP 1.6 NM

Knots	60	90	120	150	180
Min:Sec	1:36	1:04	0:48	0:38	0:32

2000	3000	ARF 296	NDB	Remain within 10 NM
↑		↪	↪ 050°	↪ 3000
		↪	↪ 230°	↪ 1900
1.6 NM				

CATEGORY	A	B	C	D
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)



# RNAV (GPS) RWY 5

ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

APP CRS	Rwy Idg	<b>6114</b>
<b>050°</b>	TDZE	<b>1015</b>
	Apt Elev	<b>1032</b>

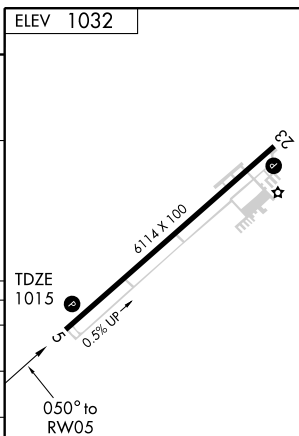
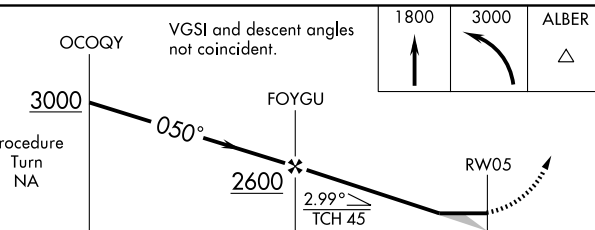
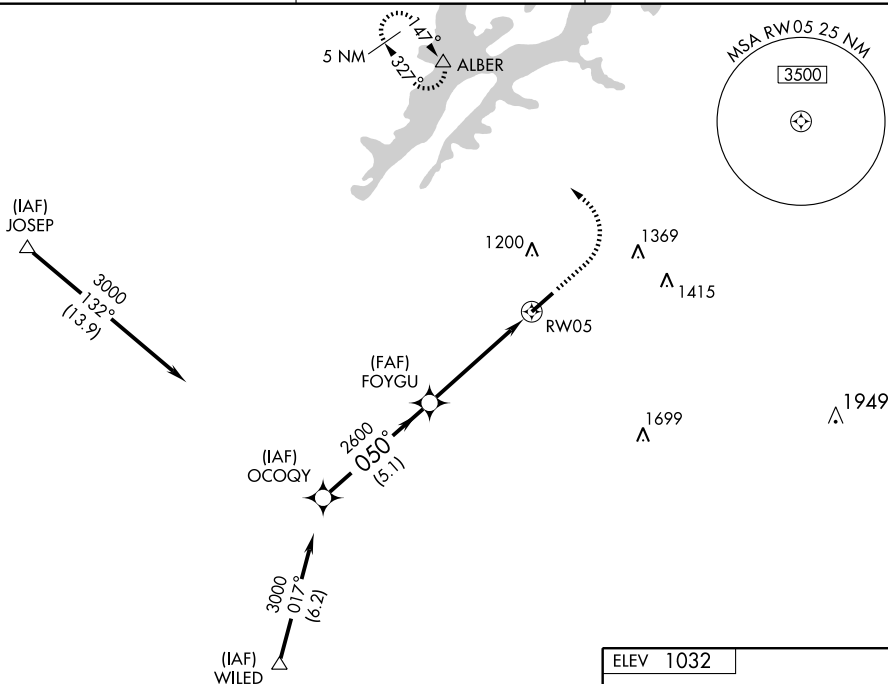
Obtain local altimeter setting on CTAF; when not received use Huntsville Intl altimeter setting.  
 NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct ALBER WP and hold.

AWOS-3  
**119.575**

BIRMINGHAM APP CON  
**132.15 285.45**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
LNAV MDA	1420-1	405 (400-1)	1420-1¼	405 (400-1¼)
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)
HUNTSVILLE INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	1560-1	545 (600-1)	1560-1½ 545 (600-1½)	1560-1¾ 545 (600-1¾)
CIRCLING	1620-1 588 (600-1)	1640-1 608 (700-1)	1640-1¾ 608 (700-1¾)	1640-2 608 (700-2)

REIL Rwy 23  
MIRL Rwy 5-23

# RNAV (GPS) RWY 23

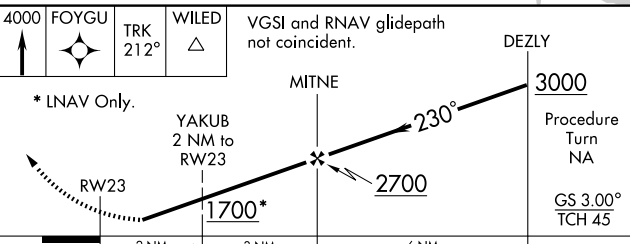
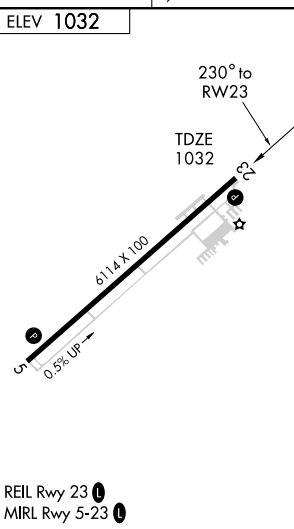
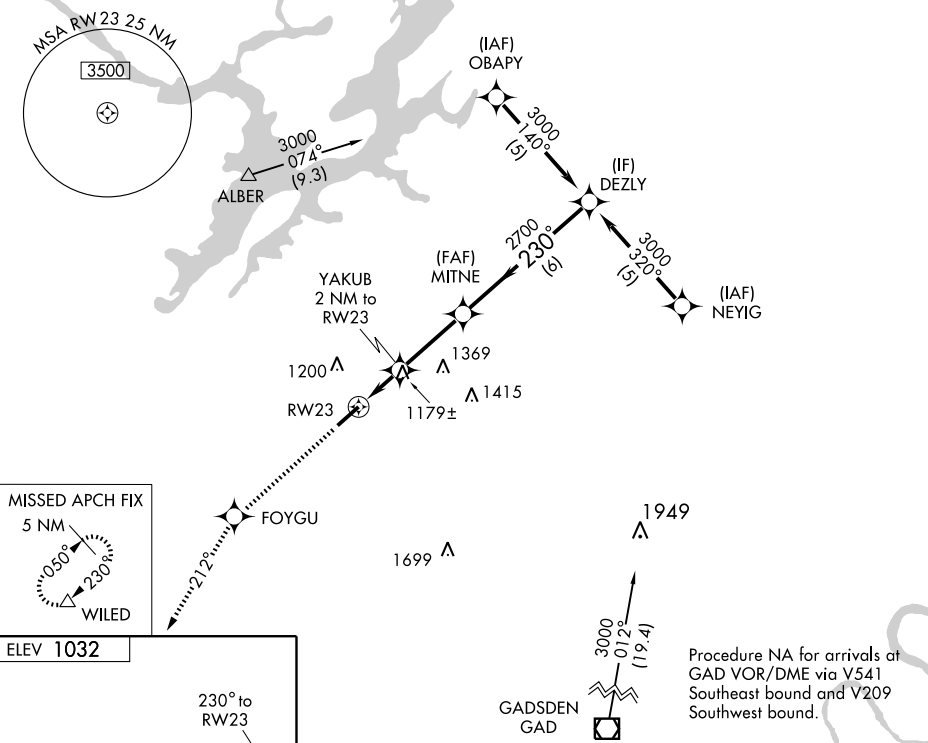
ALBERTVILLE/ALBERTVILLE RGNL-THOMAS J BRUMLIK FIELD (8A0)

WAAS CH <b>96604</b> <b>W23A</b>	APP CRS <b>230°</b>	Rwy Idg TDZE Apt Elev	<b>6114</b> <b>1032</b> <b>1032</b>
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**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 140 feet.

MISSED APPROACH: Climb to 4000 direct FOYGU and via 212° track to WILED and hold.

AWOS-3 <b>119.575</b>	BIRMINGHAM APP CON <b>132.15 285.45</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1331-1 299 (300-1)			
LNAV MDA	1440-1 408 (500-1)		1440-1¼ 408 (500-1¼)	
CIRCLING	1480-1 448 (500-1)	1500-1 468 (500-1)	1500-1½ 468 (500-1½)	1600-2 568 (600-2)

REIL Rwy 23 **0**  
MIRL Rwy 5-23 **0**

# NDB or GPS-A

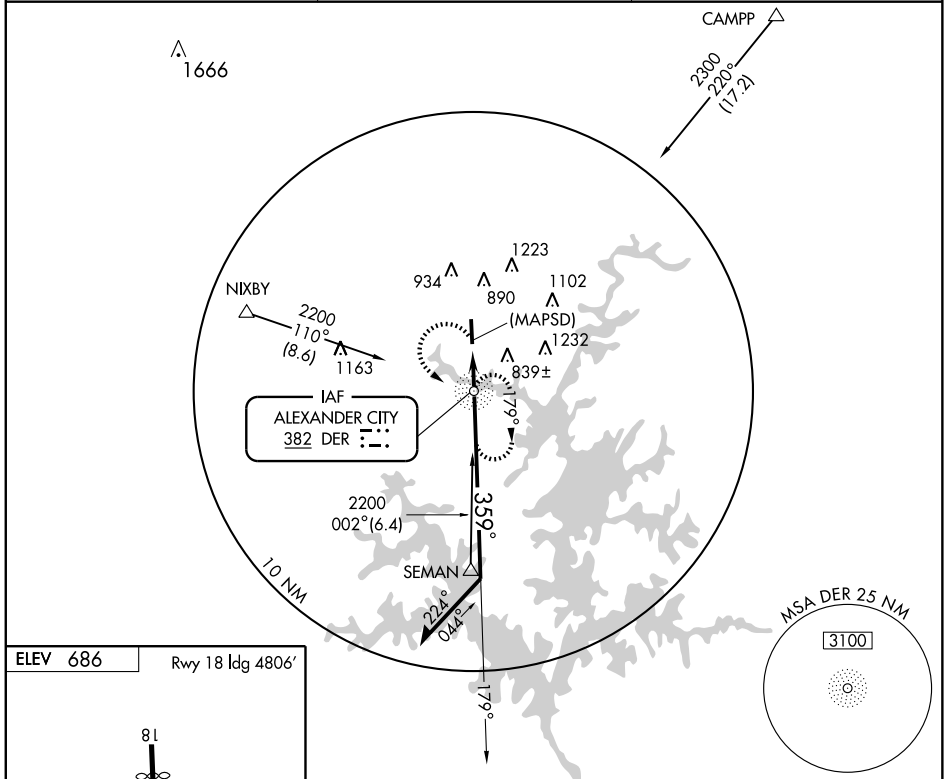
ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

NDB DER <b>382</b>	APP CRS <b>359°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>686</b>
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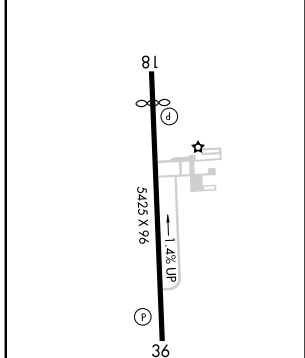
**▽** Obtain local altimeter setting on CTAF: if not received, use Montgomery altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2200 direct DER NDB and hold.

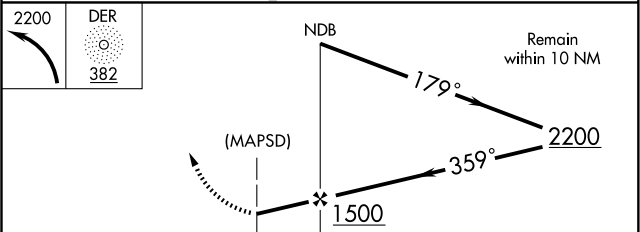
AWOS-3 <b>118.325</b>	MONTGOMERY APP CON ★ <b>121.2 380.225</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV <b>686</b>	Rwy 18 Idg 4806'
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REIL Rwy 36	MIRL Rwy 18-36
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CATEGORY	A	B	C	D
CIRCLING	1180-1 494 (500-1)	1200-1 514 (600-1)	1200-1½ 514 (600-1½)	NA

MONTGOMERY ALTIMETER SETTING MINIMUMS				
CIRCLING	1360-1 674 (700-1)	1400-1 714 (800-1)	1400-2 714 (800-2)	NA

# RNAV (GPS) RWY 36

ALEXANDER CITY/ THOMAS C. RUSSELL FIELD (ALX)

APP CRS	Rwy Idg	<b>5425</b>
<b>359°</b>	TDZE	<b>666</b>
	Apt Elev	<b>686</b>

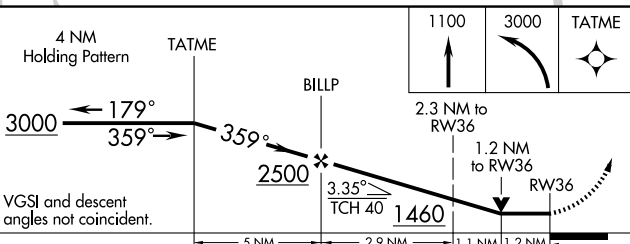
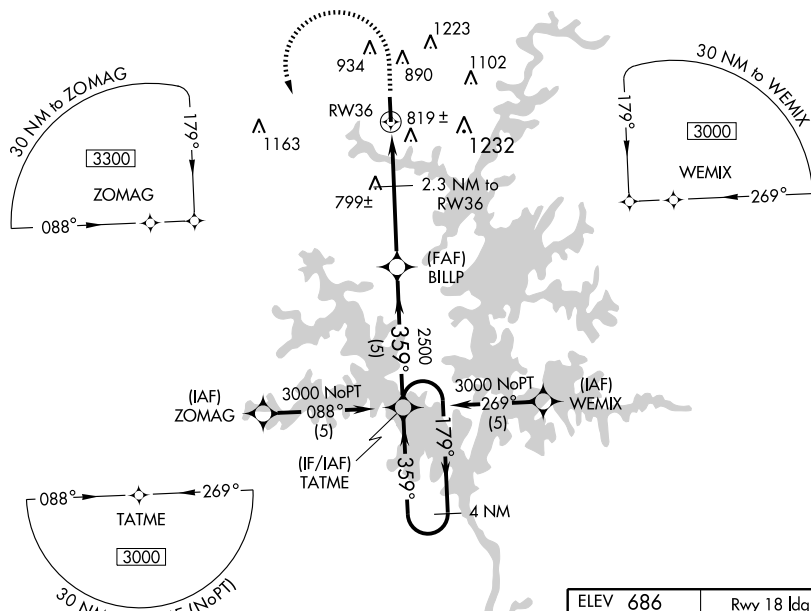
**▼** When local altimeter setting not received, use Montgomery altimeter setting.  
**▲ NA** VDP NA with Montgomery altimeter setting.  
 GPS or RNP-0.3 Required.  
 DME/DME-0.3 NA.

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 direct TATME WP and hold.

AWOS-3  
**118.325**

MONTGOMERY APP CON ★  
**121.2 380.225**

UNICOM  
**122.7 (CTAF) ①**



ELEV 686	Rwy 18 Idg 4806'
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REIL Rwy 36  
 MIRL Rwy 18-36 ①

CATEGORY	A	B	C	D
LNAV MDA	1040-1 374 (400-1)			NA
CIRCLING	1180-1 494 (500-1)	1240-1 554 (600-1)	1240-1½ 554 (600-1½)	NA
<b>MONTGOMERY ALTIMETER SETTING MINIMUMS</b>				
LNAV MDA	1240-1 574 (600-1)	1240-1½ 574 (600-1½)	1440-2¼ 754 (800-2¼)	NA
CIRCLING	1360-1 674 (700-1)	1440-1¼ 754 (800-1¼)	1440-2¼ 754 (800-2¼)	NA

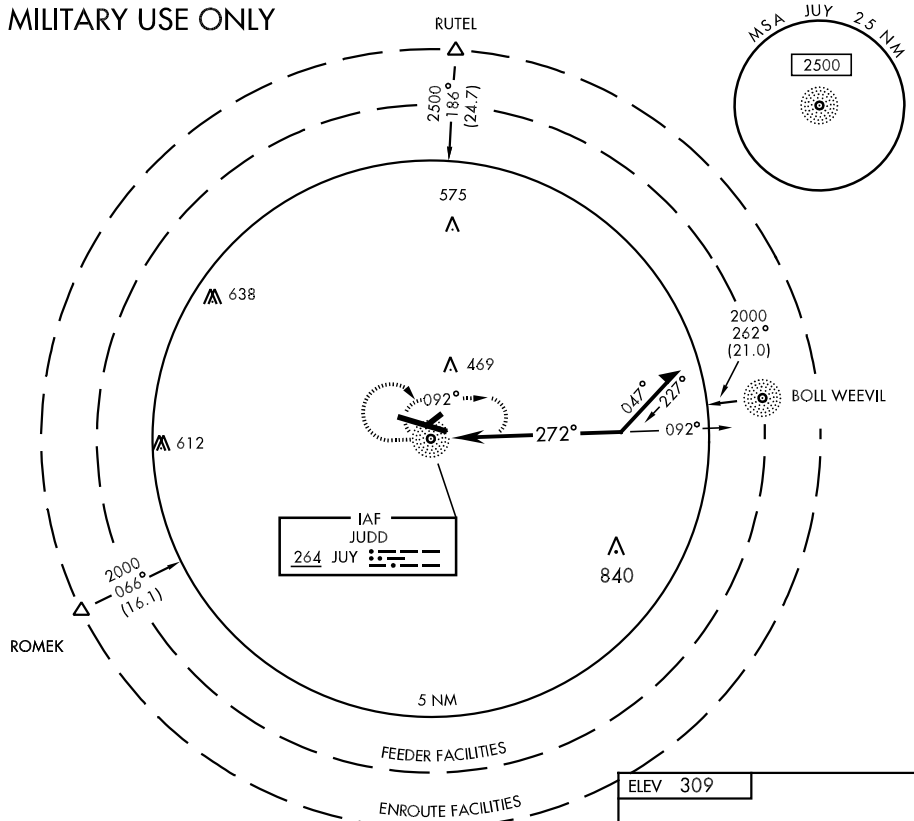
NDB JULY <b>264</b>	APCH CRS <b>272°</b>	Rwy Idg TDZE Arprt Elev <b>5001</b> <b>309</b> <b>309</b>	AL-6524 [USA] SOUTH ALABAMA RGNL AT BILL BENTON FLD (79J)
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**▲** NA (When tower closed).  
 \* If local altimeter setting not received, use Cairns AAF altimeter setting and increase all MDAs 100 feet.

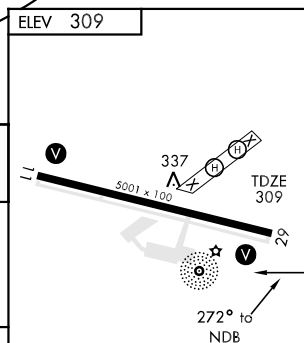
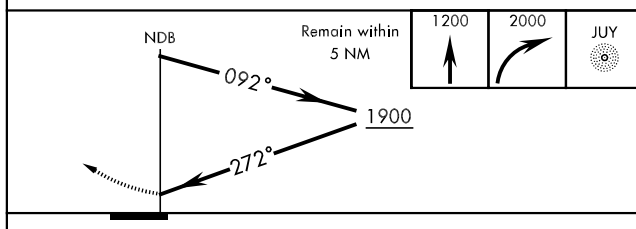
MISSED APPROACH: Climb to 1200, then climbing right turn to 2000 direct JULY NDB and hold.

CAIRNS APP CON <b>133.45 239.4</b>	ANDALUSIA-OPP TOWER ★ <b>119.55 0*</b> (CTAF) <b>317.75</b>	GND CON <b>121.9 273.45</b>	UNICOM <b>122.8</b>
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**MILITARY USE ONLY**



SE-4, 08 APR 2010 to 06 MAY 2010



CATEGORY	COPTER
S-29 *	780-1/2 471 (500-1/2)

MIRL Rwy 11-29 **0\***

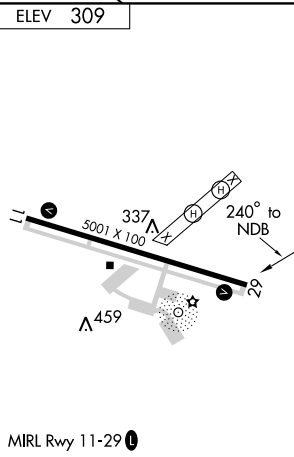
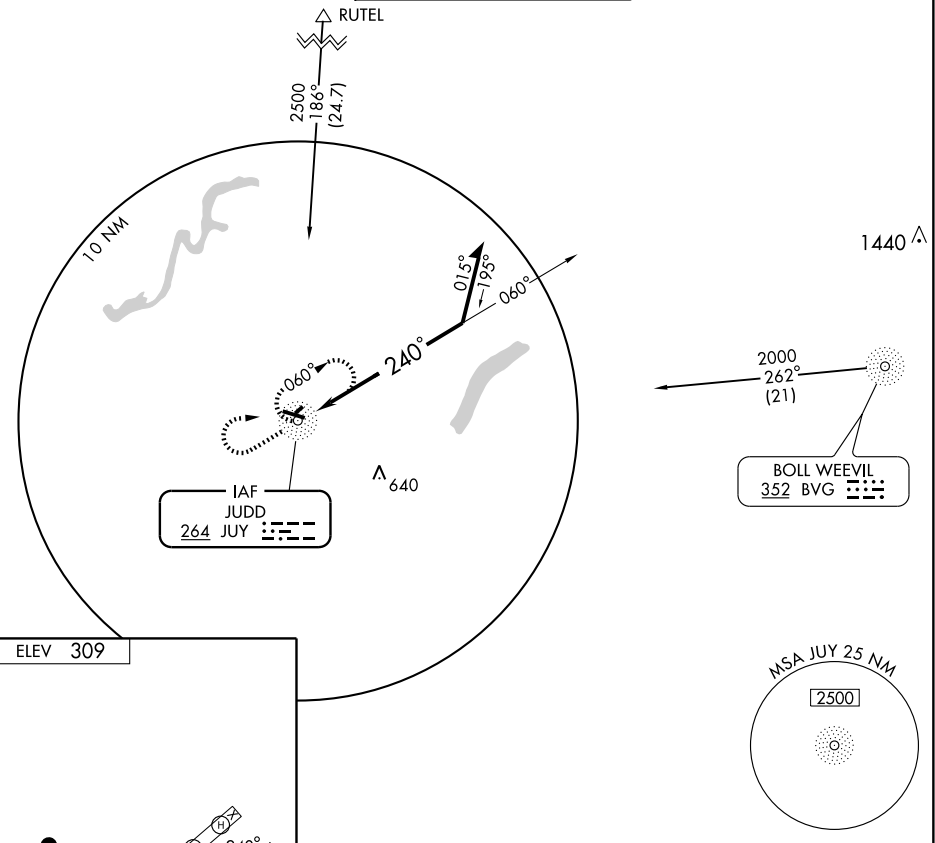
NDB JUY <b>264</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev N/A N/A <b>309</b>
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ANDALUSIA/OPP/  
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

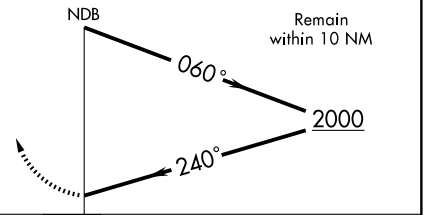
▼ If local altimeter setting not received, use Cairns  
 ▲ NA AAF altimeter setting and increase all MDA's 100 feet.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct JUY NDB and hold.

ASOS <b>134.875</b>	CAIRNS APP CON ★ <b>133.45 239.4</b>	ANDALUSIA-OPP TOWER ★ <b>119.55 (CTAF) 317.75</b>	GND CON <b>121.9 273.45</b>	UNICOM <b>122.8</b>
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1500	2000	JUY 264
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Knots	60	90	120	150	180	CATEGORY	A	B	C	D
	Min:Sec					CIRCLING	880-1	571 (600-1)	880-1½ 571 (600-1½)	880-2 571 (600-2)



# RNAV (GPS) RWY 29

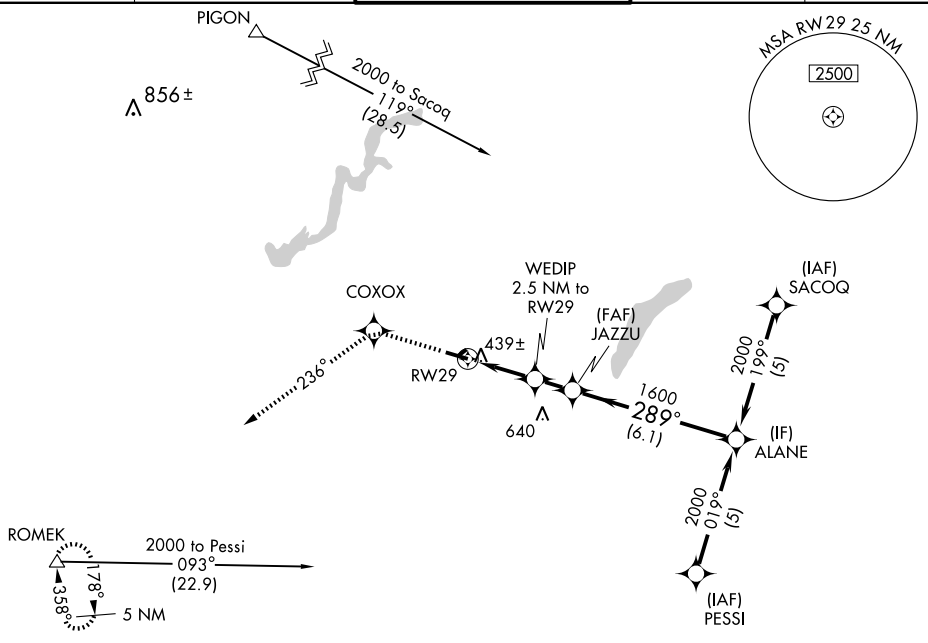
ANDALUSIA/OPP/  
SOUTH ALABAMA RGNL AT BILL BENTON FIELD (79J)

WAAS	APP CRS	Rwy Idg	5001
CH 60929	289°	TDZE	308
W29A		Apt Elev	310

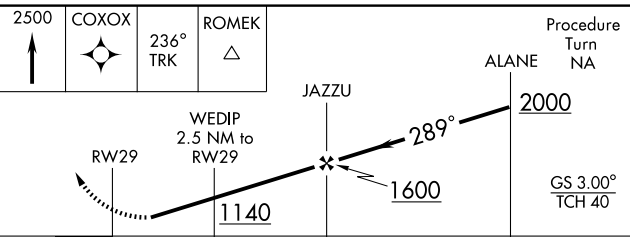
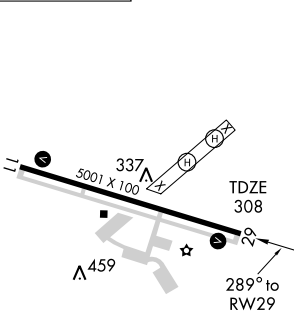
**▼** DME/DME RNP-0.3 NA. If local altimeter setting not received, use Cairns AAF altimeter setting and increase DA to 712 feet and increase all MDAs 100 feet.  
**▲** NA Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 2500 direct COXOX and via 236° track to ROMEK and hold.

ASOS <b>134.875</b>	CAIRNS APP CON ★ <b>133.45 239.4</b>	ANDALUSIA-OPP TOWER ★ <b>119.55 (CTAF) 317.75</b>	GND CON <b>121.9 273.45</b>	UNICOM <b>122.8</b>
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ELEV 310



CATEGORY	A	B	C	D
LPV DA	630-1¼ 322 (400-1¼)			
LNVA MDA	720-1 412 (500-1)		720-1¼ 412 (500-1¼)	
CIRCLING	780-1 470 (500-1)		780-1½ 860-2 470 (500-1½) 550 (600-2)	

MIRL Rwy 11-29




# ILS or LOC RWY 5

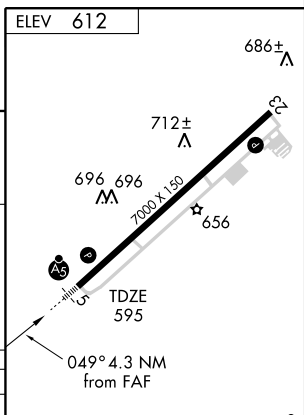
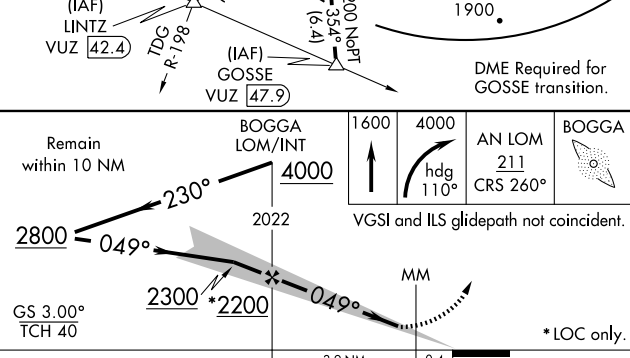
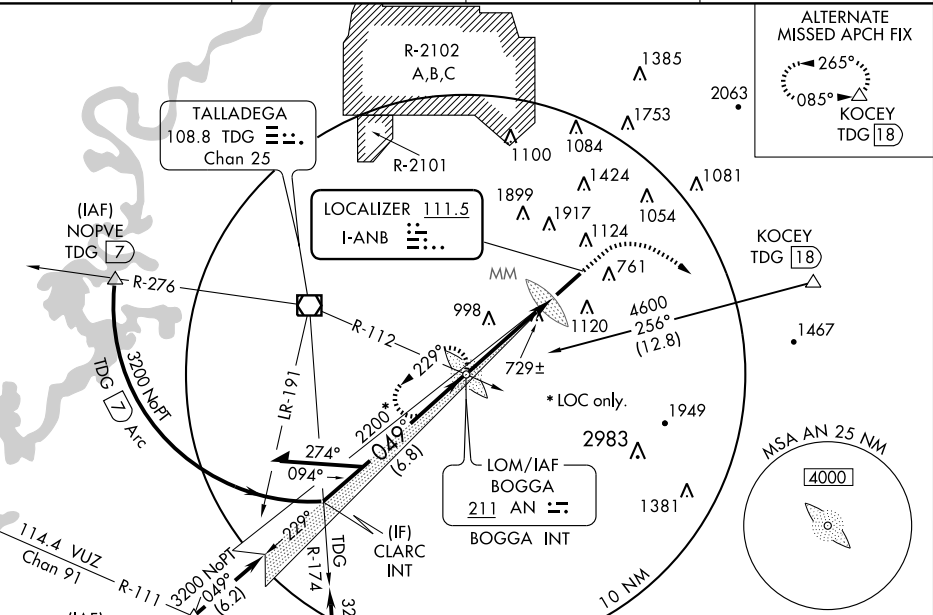
## ANNISTON METROPOLITAN (ANB)

LOC I-ANB <b>111.5</b>	APP CRS <b>049°</b>	Rwy Idg <b>7000</b>	TDZE <b>595</b>
		Apt Elev <b>612</b>	

**▼** For inoperative MALSRS when using Talladega altimeter setting, increase S-ILS 5 all Cats visibility to 1/4. Circling NA north of Rwy 5-23. ADF Required. When local altimeter setting not received, use Talladega altimeter setting and increase DA to 943 and increase all MDA 40 feet, increase S-ILS 5 all Cats and Circling Cat A, C, and D visibility 1/4 mile. For inoperative MALSRS increase S-ILS 5 all Cats visibility to 1.

**MALSRS**  
  
**MISSED APPROACH:** Climb to 1600 then climbing right turn to 4000 via heading 110° then via AN LOM 260° course to BOGGA LOM/INT and hold.

ASOS <b>119.675</b>	BIRMINGHAM APP CON <b>125.45 381.5</b>	CTAF <b>123.6</b>	UNICOM <b>123.0</b>
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CATEGORY	A	B	C	D
S-ILS 5	909-1/2 314 (300-1/2)			
S-LOC 5	1120-1/2	525 (600-1/2)	1120-1 525 (600-1)	1120-1 1/4 525 (600-1 1/4)
CIRCLING	1480-1 868 (900-1)	1480-1 1/4 868 (900-1 1/4)	1480-2 1/2 868 (900-2 1/2)	1480-2 3/4 868 (900-2 3/4)

REIL Rwy 23	HIRL Rwy 5-23				
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

SE-4, 08 APR 2010 to 06 MAY 2010

## NDB RWY 5

ANNISTON METROPOLITAN (ANB)

LOM AN <u>211</u>	APP CRS <u>050°</u>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>595</b> <b>612</b>
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**▼** Circling NA North of Rwy 5-23.  
**▲** When local altimeter setting not received, use Talladeaga altimeter setting and increase all MDA 40 feet.  
 For inoperative MALS, increase S-5 Cat A visibility to 1¼ and Cat B to 1½ mile.

MALS



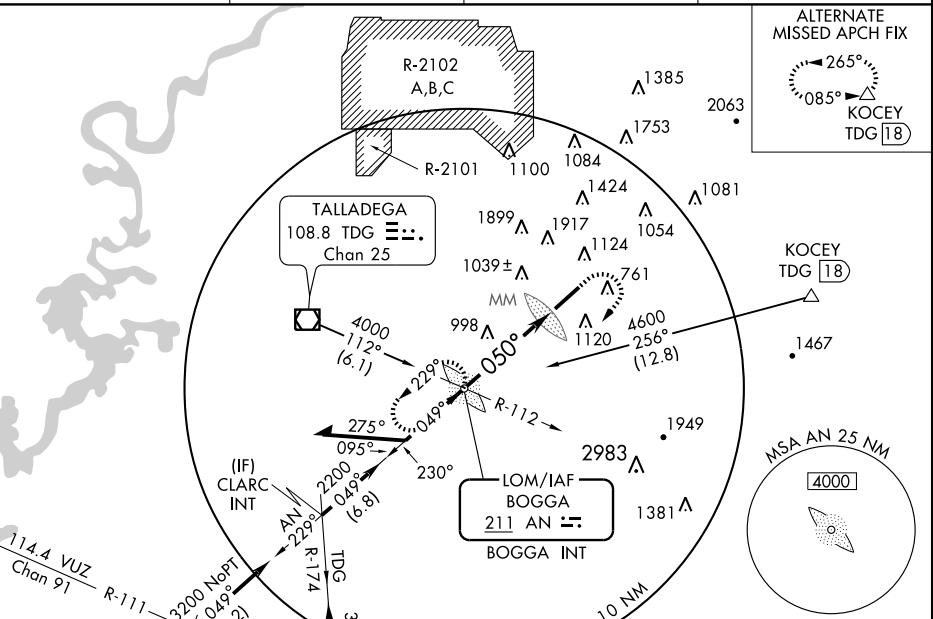
MISSED APPROACH: Climbing right turn to 4000 via heading 096° and 260° course to BOGGA LOM and hold.

ASOS  
**119.675**

BIRMINGHAM APP CON  
**125.45 381.5**

CTAF  
**123.6**

UNICOM  
**123.0**

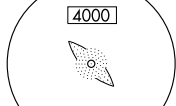


ALTERNATE  
MISSED APCH FIX

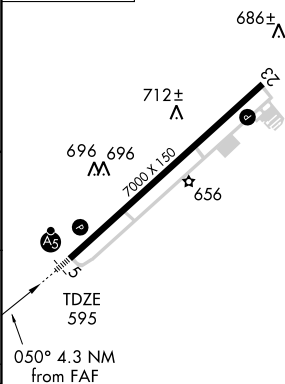


KOCEY  
TDG **18**

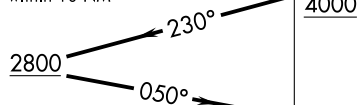
MSA AN 25 NM



ELEV 612



Remain  
within 10 NM



VGSI and descent  
angles not coincident.

2200

TCH 40

4.3 NM

CATEGORY	A	B	C	D
S-5	1600-¾ 1005 (1000-¾)	1600-1 1005 (1000-1)	1600-2½ 1005 (1000-2½)	1600-2¾ 1005 (1000-2¾)
CIRCLING	1600-1¼ 988 (1000-1¼)	1600-1½ 988 (1000-1½)	1600-3	988 (1000-3)

REIL Rwy 23  
HIRL Rwy 5-23

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

# RNAV (GPS) RWY 5

## ANNISTON METROPOLITAN (ANB)

WAAS CH <b>78106</b> W05A	APP CRS <b>049°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>595</b> <b>612</b>
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**⚠** Circling NA North of Rwy 5/23. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Talladega altimeter setting and increase all DAs 34 feet and all MDAs 40 feet and increase circling Cat A, C, and D visibility ¼ mile. For inoperative MALSR increase LPV visibility all Cats to 1¼, increase LNAV Cat A visibility to 1 mile.



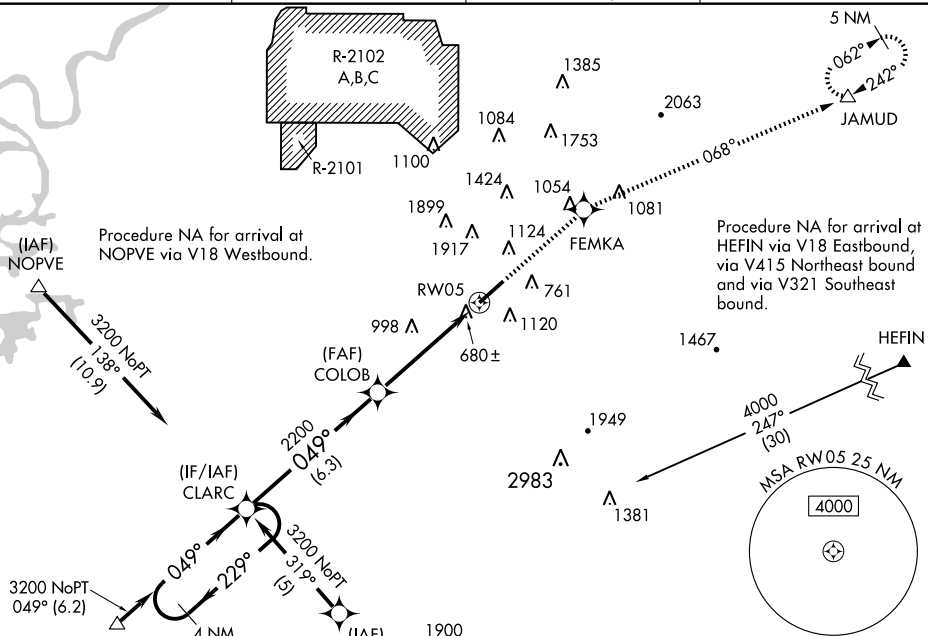
**MISSED APPROACH:** Climb to 4000 direct FEMKA and via 068° track to JAMUD and hold.

ASOS  
**119.675**

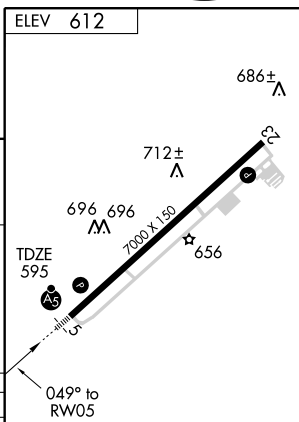
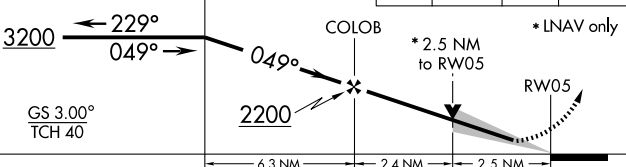
BIRMINGHAM APP CON  
**125.45 381.5**

CTAF  
**123.60**

UNICOM  
**123.0**



4000	FEMKA	trk 068°	JAMUD
↑	⬠	↔	△



CATEGORY	A	B	C	D
LPV DA	918-¾ 323 (400-¾)			
LNAV MDA	1420-¾	825 (900-¾)	1420-2	1420-2 ¼
			825 (900-2)	825 (900-2 ¼)
CIRCLING	1480-1	1480-1 ¼	1480-2 ½	1480-2 ¾
	868 (900-1)	868 (900-1 ¼)	868 (900-2 ½)	868 (900-2 ¾)

REIL Rwy 23  
HIRL Rwy 5-23

# RNAV (GPS) RWY 23

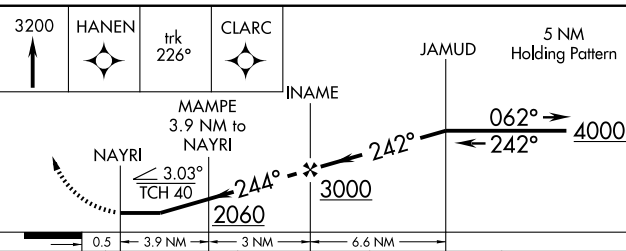
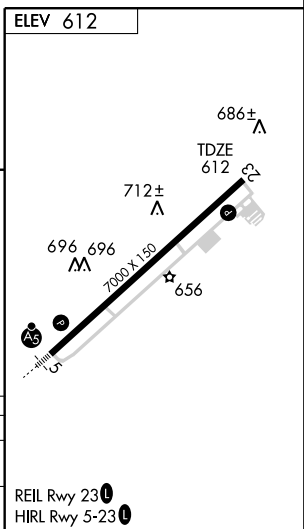
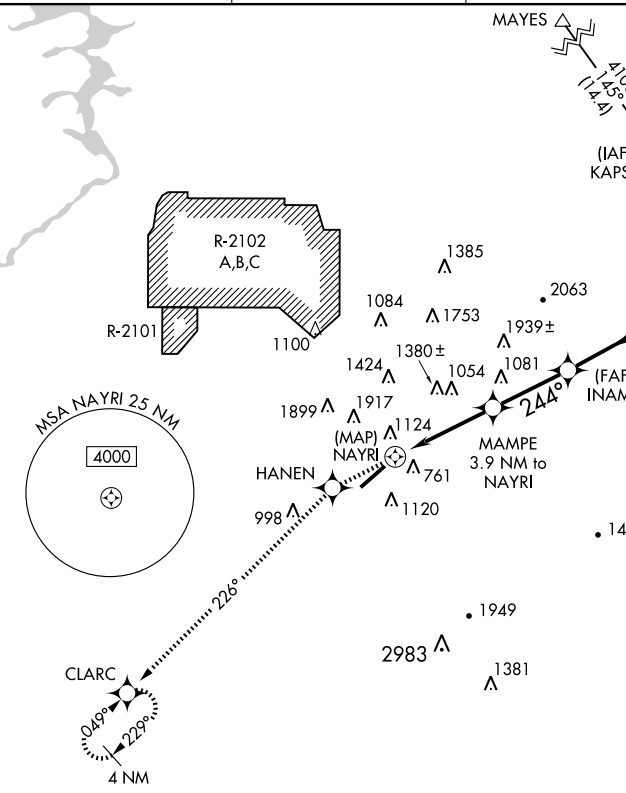
ANNISTON METROPOLITAN (ANB)

APP CRS <b>244°</b>	Rwy Idg TDZE Apt Elev	<b>7000</b> <b>612</b> <b>612</b>
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**⚠** Circling NA North of Rwy 5-23.  
DME/DME RNP-0.3 NA.  
**⚠** Visibility reduction by helicopters NA.  
When local altimeter setting not received, use Talladega altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 3200 direct HANEN and via 226° track to CLARC and hold.

ASOS <b>119.675</b>	BIRMINGHAM APP CON <b>125.45 381.5</b>	CTAF <b>123.6</b>	UNICOM <b>123.0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3	1088 (1100-3)
CIRCLING	1700-1¼ 1088 (1100-1¼)	1700-1½ 1088 (1100-1½)	1700-3	1088 (1100-3)

REIL Rwy 23  
HIRL Rwy 5-23

# RNAV (GPS) RWY 18

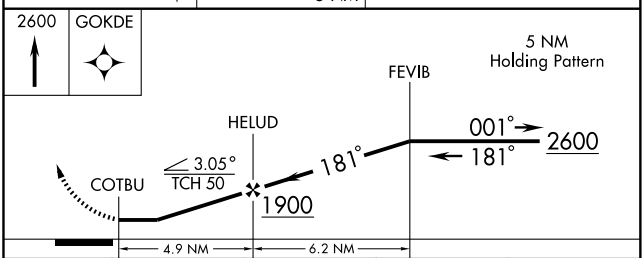
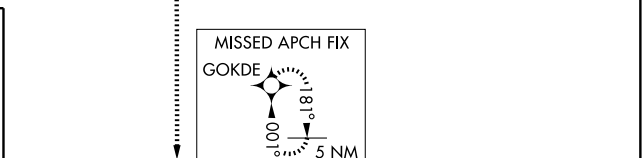
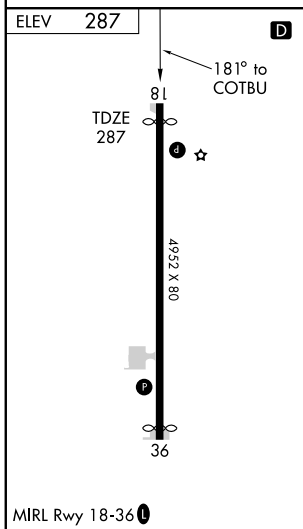
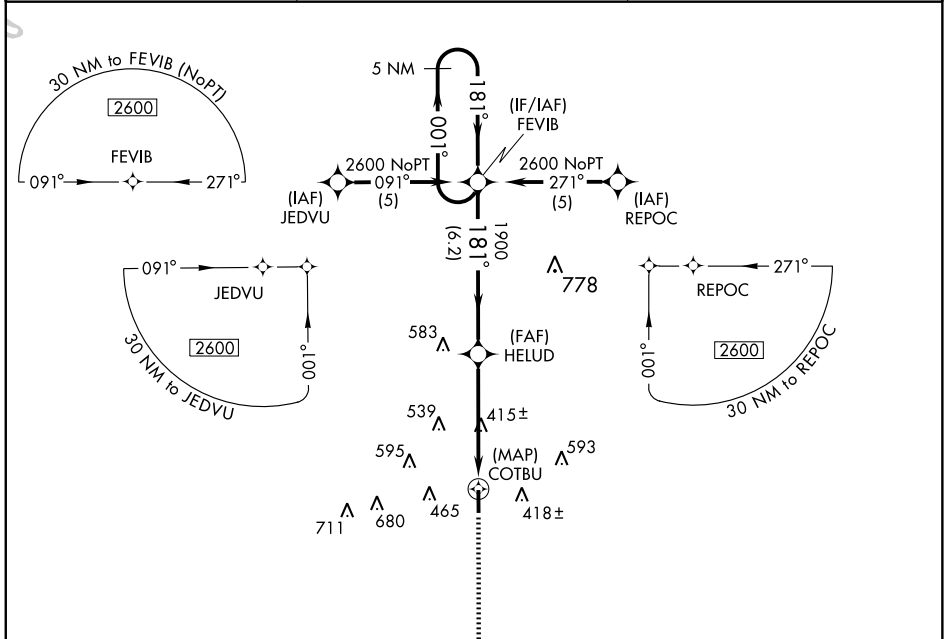
ATMORE MUNI (ØR1)

APP CRS	Rwy Idg	<b>4506</b>
<b>181°</b>	TDZE	<b>287</b>
	Apt Elev	<b>287</b>

**NA** DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

**MISSED APPROACH:** Climb to 2600 direct GOKDE and hold.

EVERGREEN ASOS <b>133.425</b>	PENSACOLA APP CON <b>126.85 291.625</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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CATEGORY	A	B	C	D
LNAV MDA	760-1	473 (500-1)	760-1¼ 473 (500-1¼)	NA
CIRCLING	900-1	613 (700-1)	900-1¾ 613 (700-1¾)	NA

MIRL Rwy 18-36 Ø

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 36

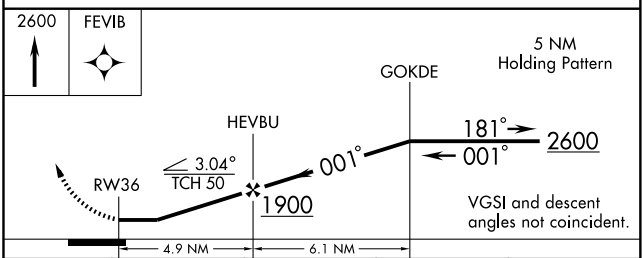
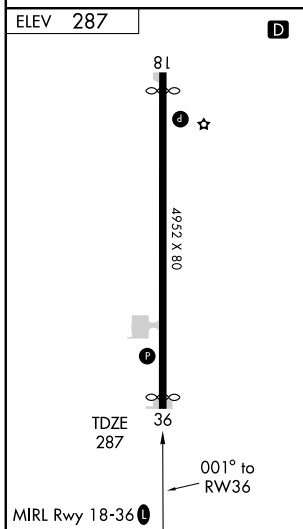
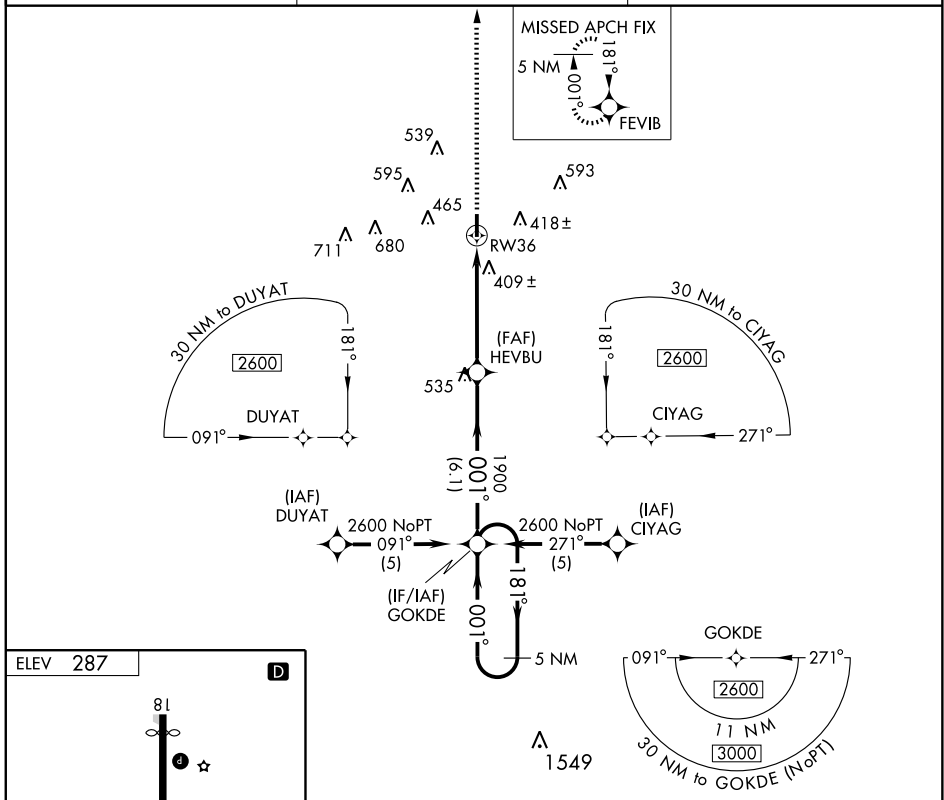
ATMORE MUNI (ØR1)

APP CRS	Rwy Idg	<b>4506</b>
<b>001°</b>	TDZE	<b>287</b>
	Apt Elev	<b>287</b>

**NA** DME/DME RNP-0.3 NA. Use Evergreen altimeter setting; if not received, use Pensacola Rgnl altimeter setting and increase all MDAs 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct FEVIB and hold.

EVERGREEN ASOS <b>133.425</b>	PENSACOLA APP CON <b>126.85 291.625</b>	UNICOM <b>122.8 (CTAF) Ø</b>
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CATEGORY	A	B	C	D
LNNAV MDA	740-1	453 (500-1)	740-1¼ 453 (500-1¼)	NA
CIRCLING	900-1	613 (700-1)	900-1¾ 613 (700-1¾)	NA

# ILS or LOC RWY 36

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

LOC I-AUO <b>110.1</b>	APP CRS <b>004°</b>	Rwy Idg TDZE Apt Elev	<b>5264</b> <b>759</b> <b>777</b>
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MALSF



MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct CSG VORTAC and hold.



When local altimeter setting not received, use Columbus, GA altimeter setting and increase DA to 1072 feet and visibility 1/2 mile all Cats, increase all MDAs 120 feet and S-LOC 36 visibility Cat. C 1/2 mile and Cat. D 1/4 mile.

AWOS-3 <b>132.575</b>	ATLANTA APP CON * <b>125.5 323.1</b>	ATLANTA CLNC DEL <b>118.7</b>	UNICOM <b>123.0</b> (CTAF)
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TUSKEGEE  
117.3 TGE   
Chan 120

R-235  
055°  
235°

ALTERNATE  
MISSED APCH FIX

LOCALIZER 110.1  
I-AUO

COLUMBUS  
117.1 CSG   
Chan 118

R-280-100°  
280°

MISSED APCH FIX

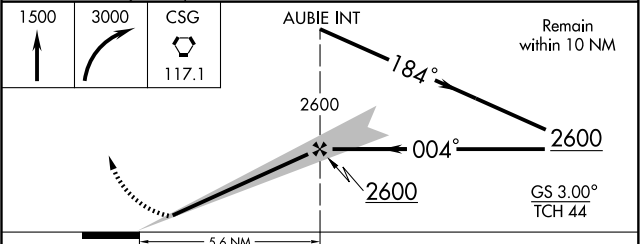
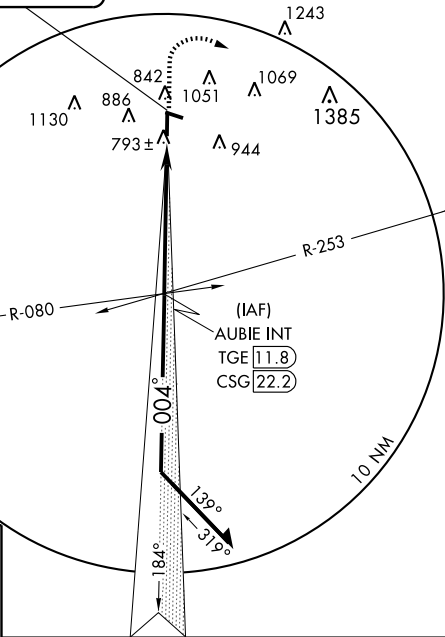
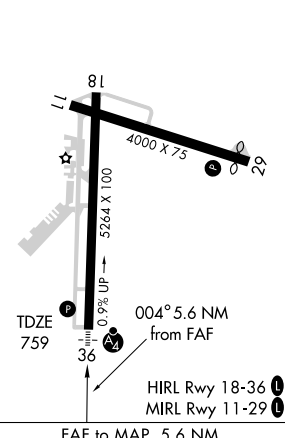
TUSKEGEE  
117.3 TGE   
Chan 120

2600  
080°  
(11.8)

COLUMBUS  
117.1 CSG   
Chan 118

MSA TGE 2.5 NM  
**2900**

ELEV 777	Rwy 29 Idg 3703'
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CATEGORY	A	B	C	D
S-ILS 36	959-3/4 200 (200-3/4)			
S-LOC 36	1120-3/4 361 (400-3/4)			1120-1/4 361 (400-1/4)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1 1/2 583 (600-1 1/2)	1360-2 583 (600-2)

# RNAV (GPS) RWY 11

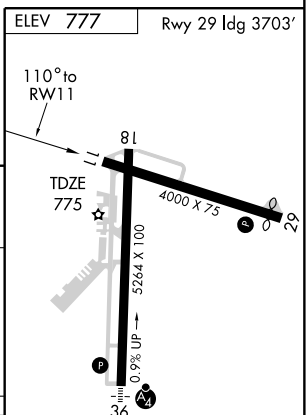
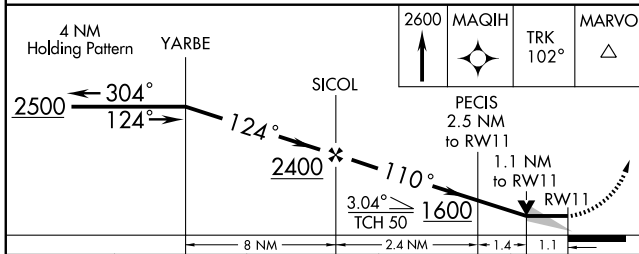
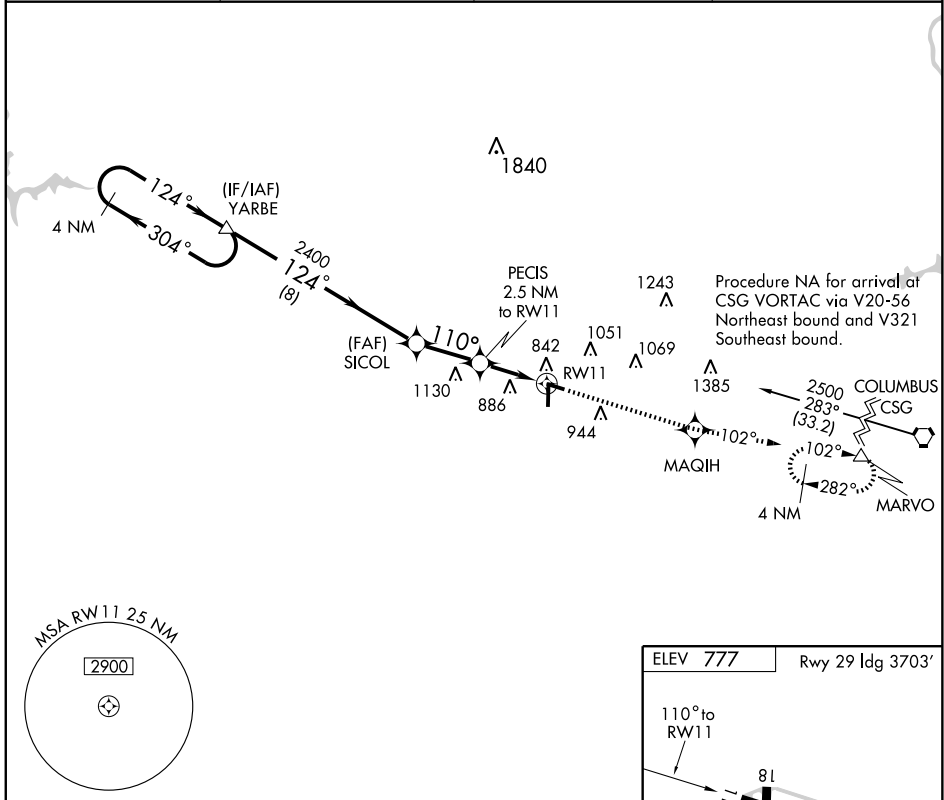
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

APP CRS	Rwy Idg	<b>4000</b>
<b>110°</b>	TDZE	<b>775</b>
	Apt Elev	<b>777</b>

▼ Straight-in minimums NA at night, circling to Rwy 11 and 18 NA at night.  
DME/DME RNP -0.3 NA

MISSED APPROACH: Climb to 2600 direct MAQIH and via 102° track to MARVO and hold.

AWOS-3 <b>132.575</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	ATLANTA CLNC DEL <b>118.7</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNVA MDA	1180-1	405 (500-1)	1180-1¼	405 (500-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

HIRL Rwy 18-36 **0**  
MIRL Rwy 11-29 **0**



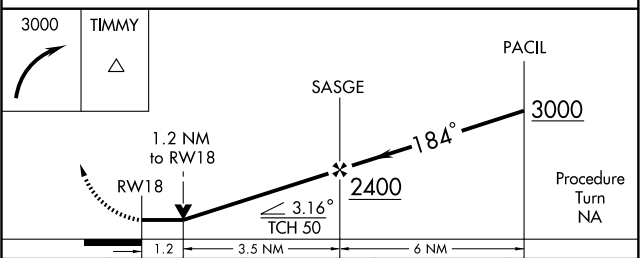
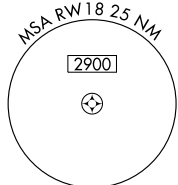
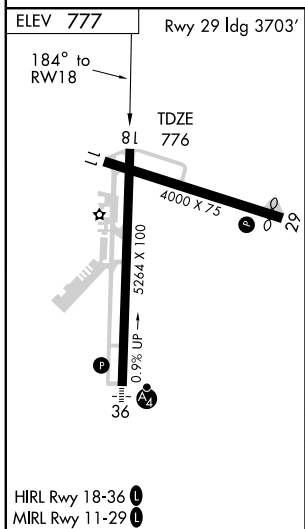
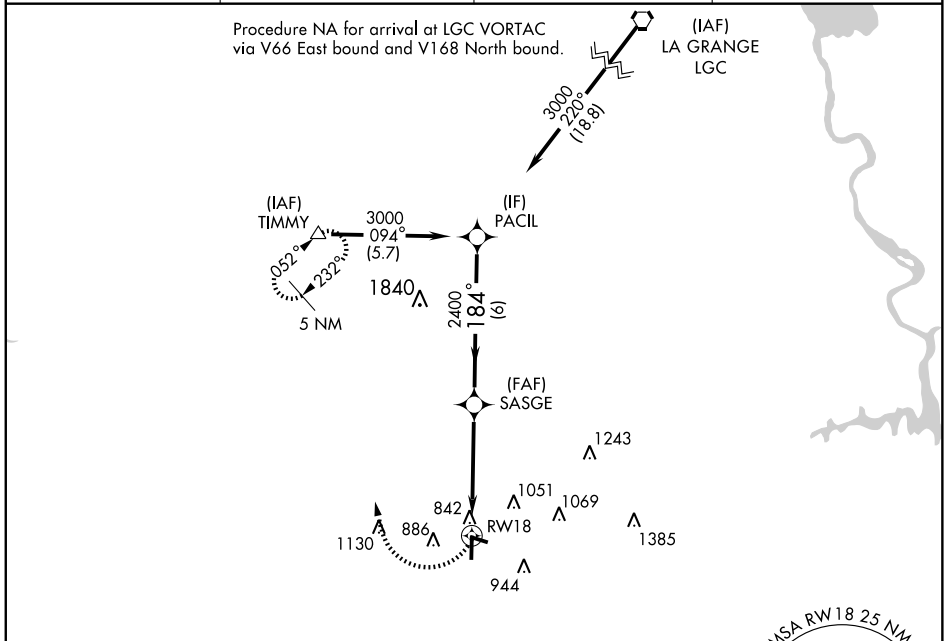
# RNAV (GPS) RWY 18

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

APP CRS	Rwy Idg	<b>5264</b>
<b>184°</b>	TDZE	<b>776</b>
	Apt Elev	<b>777</b>

Straight-in/circling Rwy 18 Procedure NA at night, circling to Rwy 11 NA at night. DME/DME RNP-0.3 NA	MISSED APPROACH: Climbing right turn to 3000 direct TIMMY and hold.
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AWOS-3 <b>132.575</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	ATLANTA CLNC DEL <b>118.7</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1240-1	464 (500-1)	1240-1¼ 464 (500-1¼)	1240-1½ 464 (500-1½)
CIRCLING	1240-1	463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

# RNAV (GPS) RWY 29

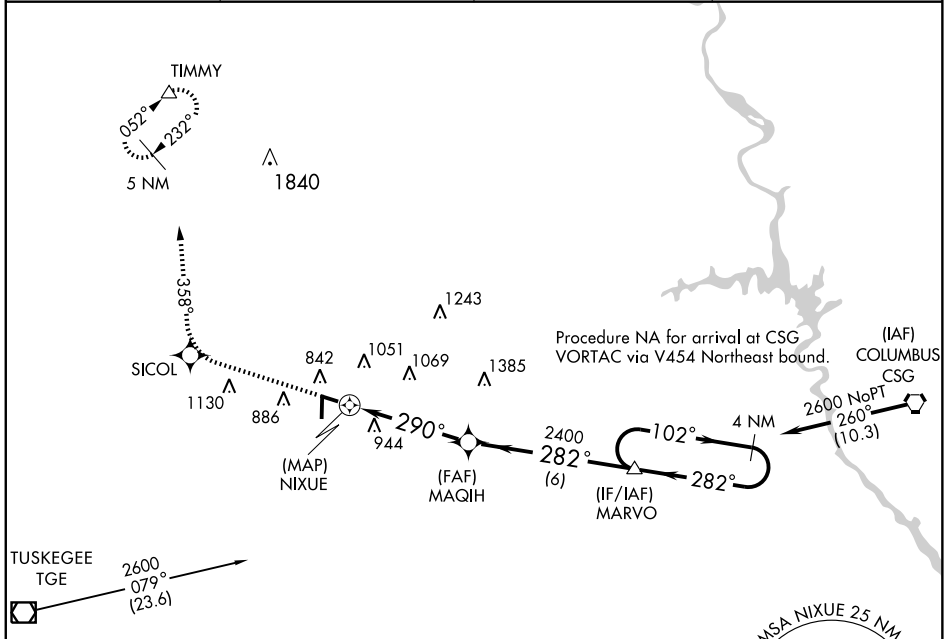
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

APP CRS	Rwy Idg	<b>3703</b>
<b>290°</b>	TDZE	<b>772</b>
	Apt Elev	<b>777</b>

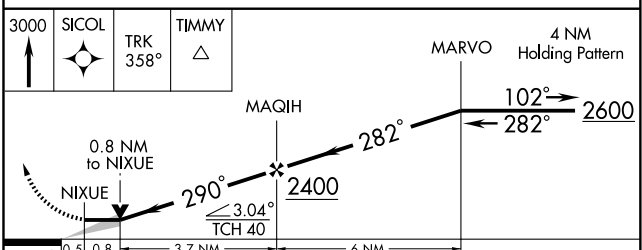
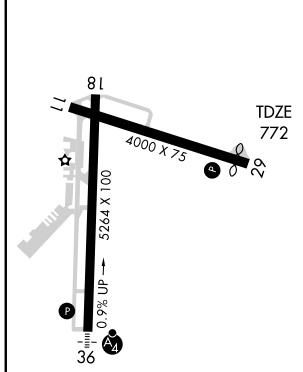
**▼** Circling to Rwy 11 and 18 NA at night.  
DME/DME RNP-0.3 NA

**MISSED APPROACH:** Climb to 3000 direct SICOL and via 358° track to TIMMY and hold.

AWOS-3 <b>132.575</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	ATLANTA CLNC DEL <b>118.7</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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ELEV 777 Rwy 29 Idg 3703'



CATEGORY	A	B	C	D
LNNAV MDA	1200-1	428 (500-1)	1200-1¼ 428 (500-1¼)	1200-1½ 428 (500-1½)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)


HIRL Rwy 18-36 **0**  
MIRL Rwy 11-29 **0**

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 36

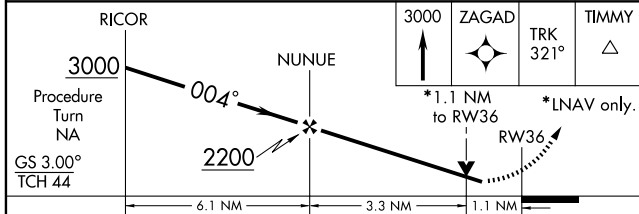
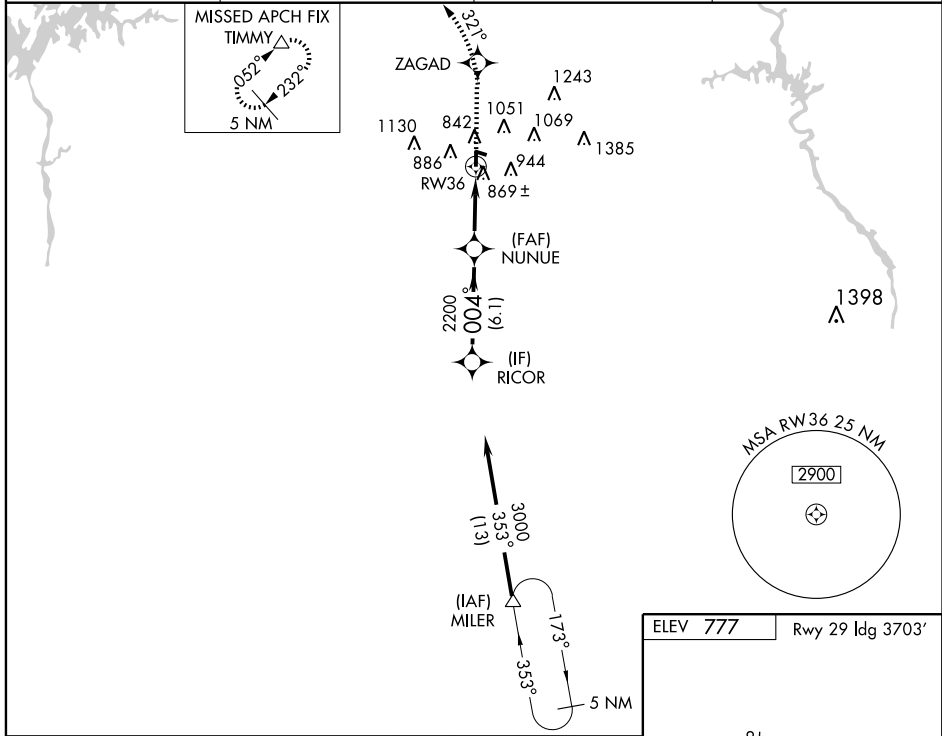
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

WAAS CH <b>58304</b> W36A	APP CRS <b>004°</b>	Rwy Idg TDZE <b>5264</b> <b>759</b> Apt Elev <b>777</b>
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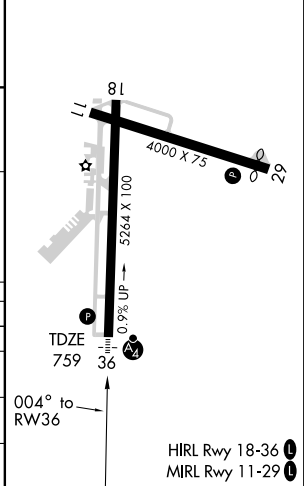
**MALSF**  
  
**MISSED APPROACH:**  
 Climb to 3000 direct ZAGAD and via 321° track to TIMMY and hold.

**▼**  
**▲**  
 Circling to Rwy 11 and 18 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV NA when using Columbus Metropolitan altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). VDP NA when using Columbus Metropolitan altimeter setting. If local altimeter setting not received, use Columbus Metropolitan altimeter setting and increase LPV DA to 1122 feet, LNAV/VNAV DA to 1254 feet; increase all MDAs 120 feet.

AWOS-3 <b>132.575</b>	ATLANTA APP CON * <b>125.5 323.1</b>	ATLANTA CLNC DEL <b>118.7</b>	UNICOM <b>123.0 (CTAF)</b> 
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ELEV <b>777</b>	Rwy 29 Idg 3703'
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CATEGORY	A	B	C	D
LPV DA	1009-1 250 (300-1)			
LNAV/VNAV DA	1141-1½ 382 (400-1½)			
LNAV MDA	1120-¾ 361 (400-¾)			1120-1¼ 361 (400-1¼)
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

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HIRL Rwy 18-36   
 MIRL Rwy 11-29 

# VOR/DME-A

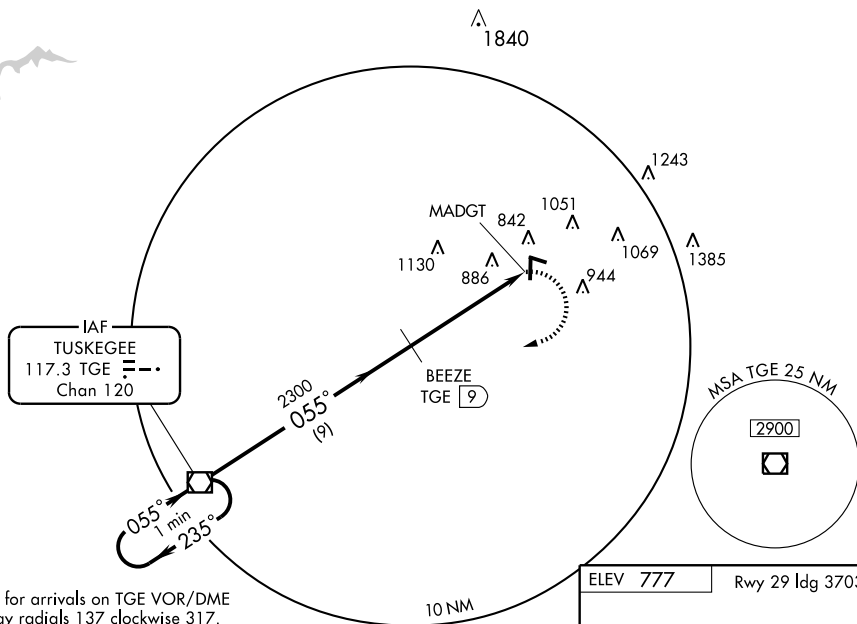
AUBURN-OPELIKA ROBERT G. PITTS (AUO)

VOR/DME TGE <b>117.3</b> Chan <b>120</b>	APP CRS <b>055°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>777</b>
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▼  
▲ NA

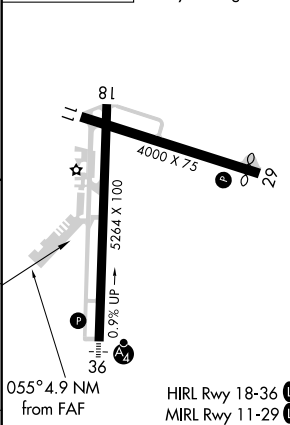
MISSED APPROACH: Climbing right turn to 2300 via TGE R-055 to TGE VOR/DME and hold.

AWOS-3 <b>132.575</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	ATLANTA CLNC DEL <b>118.7</b>	UNICOM <b>123.0 (CTAF) 0</b>
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NoPT for arrivals on TGE VOR/DME  
Airway radials 137 clockwise 317.

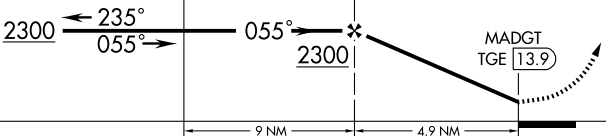
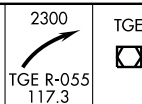
ELEV 777 Rwy 29 Idg 3703'



One Minute Holding Pattern

VOR/DME

BEEZE TGE 9



CATEGORY	A	B	C	D	Knots	60	90	120	150	180
CIRCLING	1220-1 443 (500-1)	1240-1 463 (500-1)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)	Min:Sec					

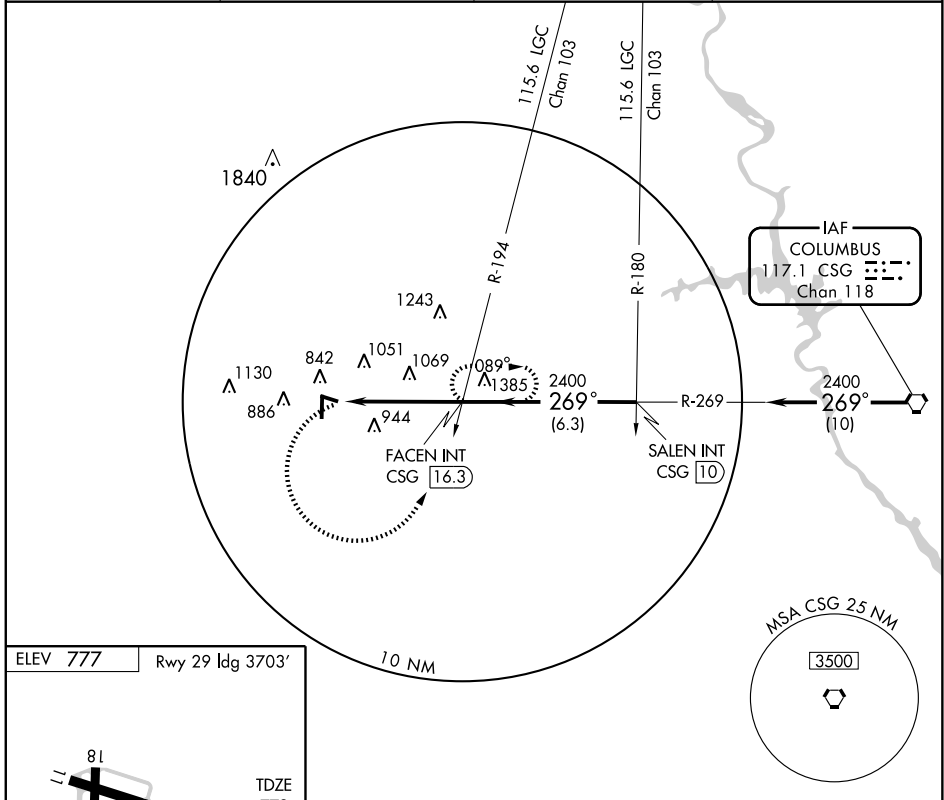
# VOR RWY 29

AUBURN-OPELIKA ROBERT G. PITTS (AUO)

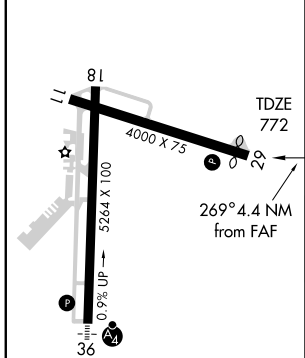
VORTAC CSG <b>117.1</b> Chan <b>118</b>	APP CRS <b>269°</b>	Rwy Idg TDZE Apt Elev	<b>3703</b> <b>772</b> <b>777</b>
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MISSED APPROACH: Climbing left turn to 2400 via CSG R-269 to FACEN Int/CSG 16.3 DME and hold.

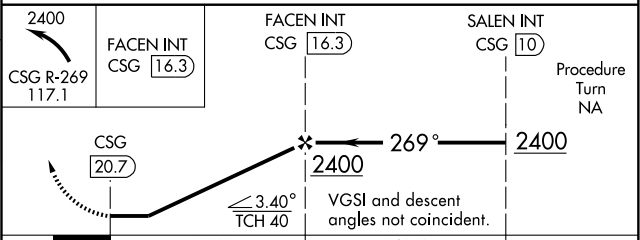
AWOS-3 <b>132.575</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	ATLANTA CLNC DEL <b>118.7</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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ELEV <b>777</b>	Rwy 29 Idg <b>3703'</b>
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HIRL Rwy 18-36 <b>0</b>	MIRL Rwy 11-29 <b>0</b>				
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-29	1320-1 548 (600-1)	1320-1¼ 548 (600-1¼)	1320-1½ 548 (600-1½)	1320-1¾ 548 (600-1¾)
CIRCLING	1320-1 543 (600-1)	1320-1¼ 543 (600-1¼)	1360-1½ 583 (600-1½)	1360-2 583 (600-2)

# RNAV (GPS) RWY 8

BAY MINETTE MUNI (1R8)

APP CRS	Rwy Idg	<b>5497</b>
<b>086°</b>	TDZE	<b>239</b>
	Apt Elev	<b>248</b>

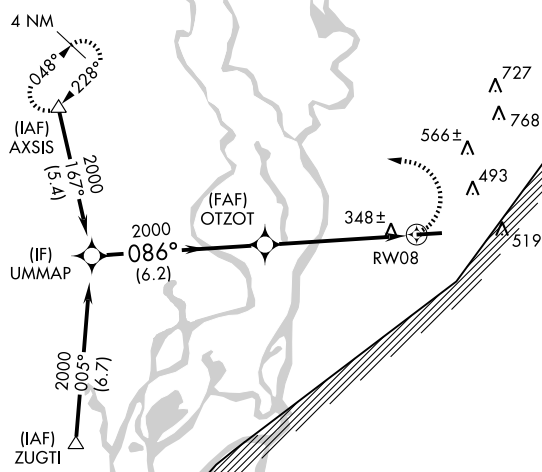
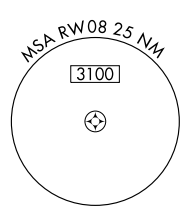
**MISSED APPROACH:** Climbing left turn to 2000 direct AXISIS and hold.

**NA** Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

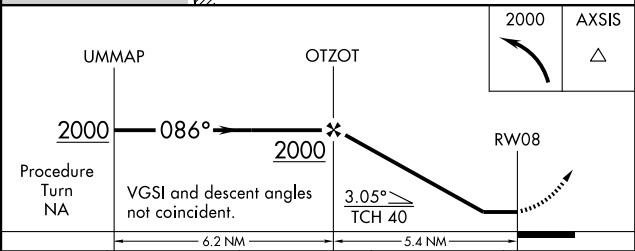
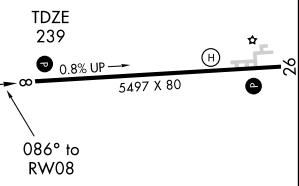
MOBILE RGNL ATIS  
**124.75**

MOBILE APP CON ★  
**118.5 269.3**

UNICOM  
**122.8 (CTAF)**



ELEV 248



CATEGORY	A	B	C	D
LNAV MDA	660-1	421 (500-1)	660-1¼ 421 (500-1¼)	NA
CIRCLING	740-1	492 (500-1)	740-1½ 492 (500-1½)	NA

REIL Rwy 8  
MIRL Rwy 8-26

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 26

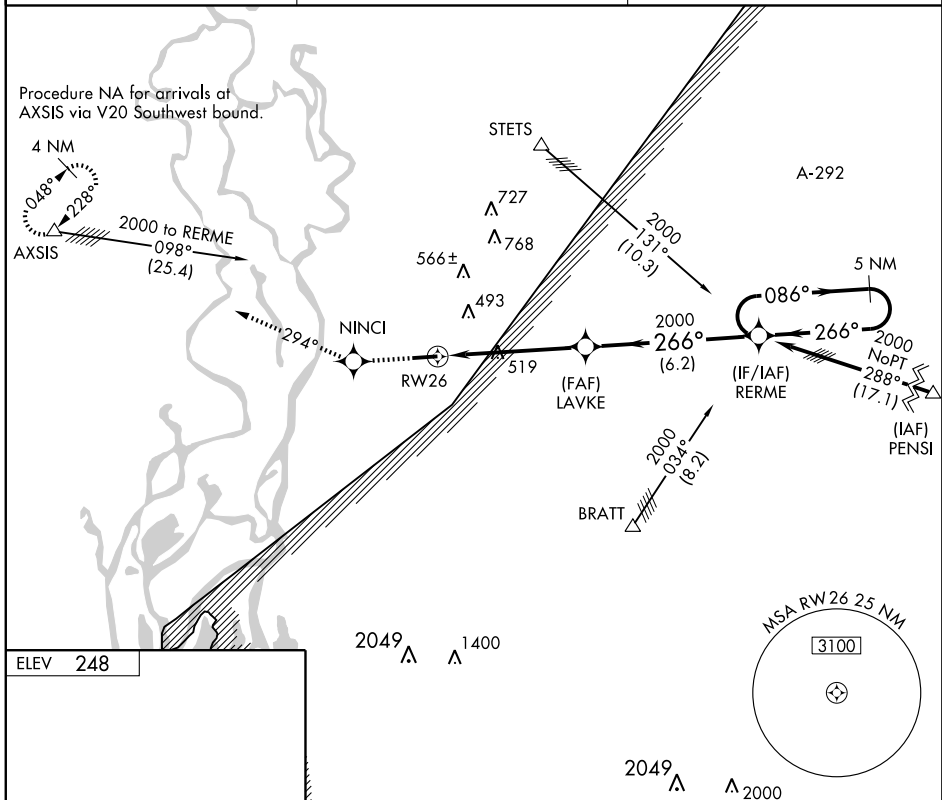
BAY MINETTE MUNI (1R8)

APP CRS	Rwy Idg	<b>5497</b>
<b>266°</b>	TDZE	<b>248</b>
	Apt Elev	<b>248</b>

**NA** Straight-in minimums NA at night. Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct NINCI then via 294° track to AXISIS and hold.

MOBILE RGNL ATIS <b>124.75</b>	MOBILE APP CON * <b>118.5 269.3</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 248

The profile view shows the vertical path of the approach:

- TDZE:** 248 ft.
- 0.8% UP:** Initial climb gradient.
- 5497 X 80:** MSL (Mean Sea Level) elevation.
- 266° to RW26:** Track angle to the runway.
- 3.05° TCH 40:** Final descent gradient and threshold crossing height.
- 5.3 NM:** Distance from RW26 to LAVKE.
- 6.2 NM:** Distance from LAVKE to RERME.
- 5 NM Holding Pattern:** Pattern around RERME.

2000	NINCI	294° track	AXSIS	LAVKE	RERME	5 NM Holding Pattern
				2000	266°	086°
					266°	2000

CATEGORY	A	B	C	D
LNAV MDA	880-1	632 (700-1)	880-1 <sup>3</sup> / <sub>4</sub> 632 (700-1 <sup>3</sup> / <sub>4</sub> )	NA
CIRCLING	880-1	632 (700-1)	880-1 <sup>3</sup> / <sub>4</sub> 632 (700-1 <sup>3</sup> / <sub>4</sub> )	NA

REIL Rwy 8  
MIRL Rwy 8-26

SE-4, 08 APR 2010 to 06 MAY 2010

# VOR RWY 8

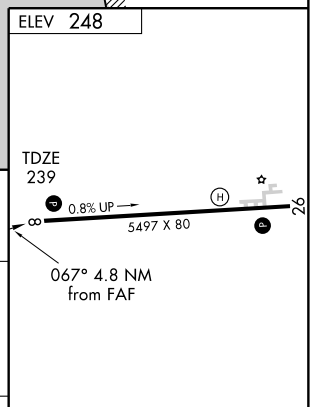
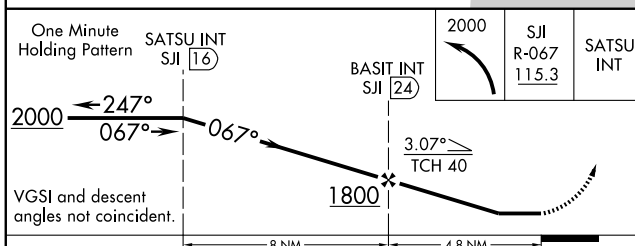
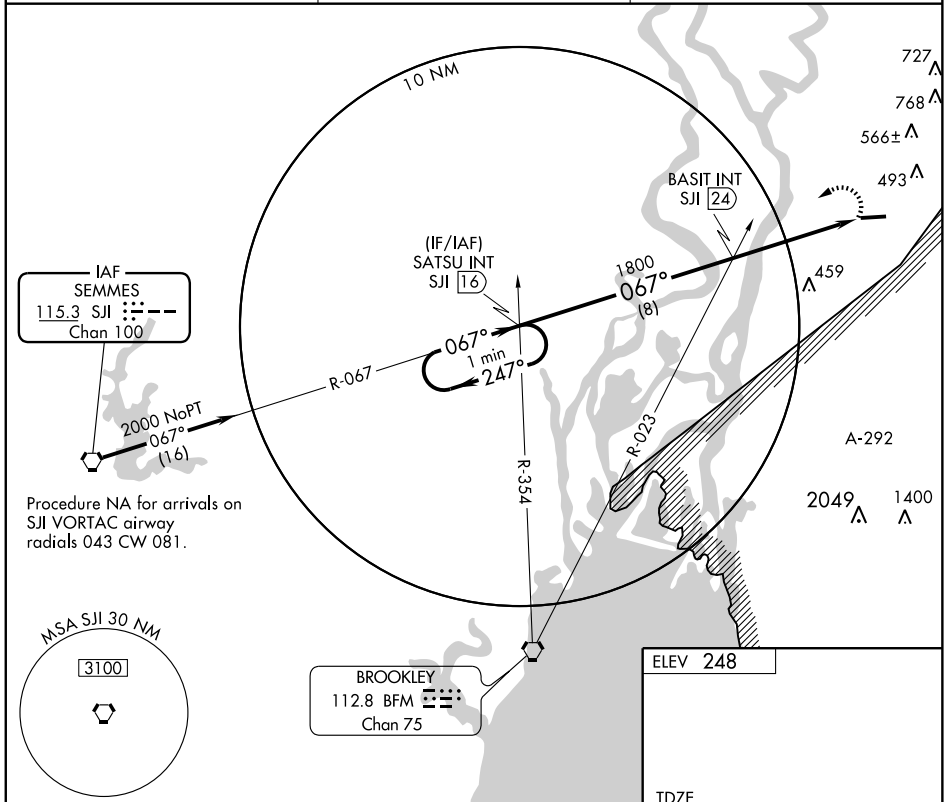
BAY MINETTE MUNI (1R8)

VORTAC SJI	APP CRS	Rwy Idg	5497
115.3	067°	TDZE	239
Chan 100		Apt Elev	248

MISSED APPROACH: Climbing left turn to 2000 via SJI VORTAC R-067 to SATSU Int/16 DME and hold.

Use Mobile Rgnl altimeter setting; if not received, use Mobile Downtown altimeter setting and increase all MDAs 20 feet. Visibility reduction by helicopters NA.

MOBILE RGNL ATIS <b>124.75</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-8	820-1 581 (600-1)	820-1¼ 581 (600-1¼)	820-1½ 581 (600-1½)	NA
CIRCLING	820-1 572 (600-1)	820-1¼ 572 (600-1¼)	820-1½ 572 (600-1½)	NA

REIL Rwy 8	MIRL Rwy 8-26				
FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4, 08 APR 2010 to 06 MAY 2010



# GPS RWY 23

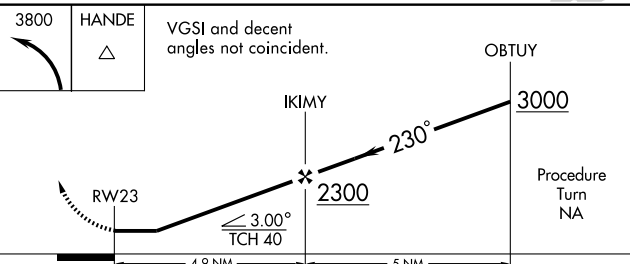
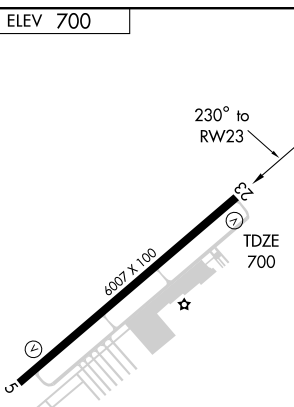
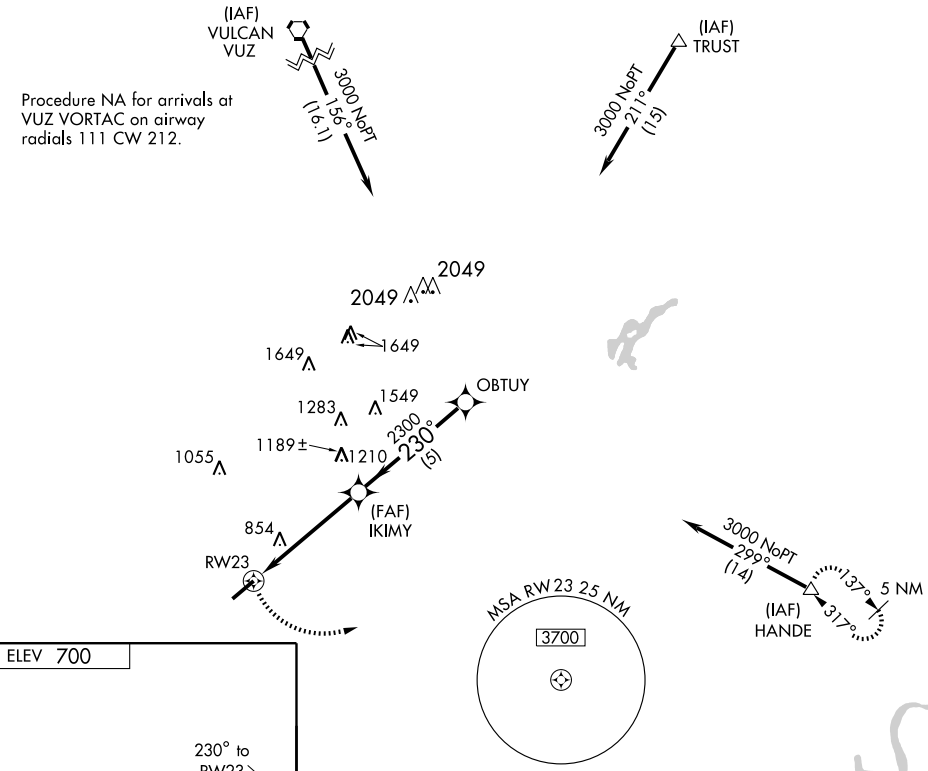
BESSEMER (EKY)

APP CRS	Rwy Idg	<b>6007</b>
<b>230°</b>	TDZE	<b>700</b>
	Apt Elev	<b>700</b>

**NA** When local altimeter setting not received, use Alabaster altimeter setting and increase all MDA 60 feet and visibility Cat. C ¼ mile. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing left turn to 3800 direct HANDE and hold.

AWOS-3 <b>118.825</b>	BIRMINGHAM APP CON <b>124.9</b>	CLNC DEL <b>123.75</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-23	1260-1	560 (600-1)	1260-1½ 560 (600-1½)	NA
CIRCLING	1260-1	560 (600-1)	1260-1½ 560 (600-1½)	NA

MIRL Rwy 5-23 **0**  
REIL Rwy 5 and 23

SE-4. 08 APR 2010 to 06 MAY 2010

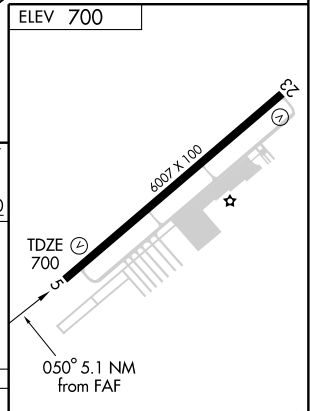
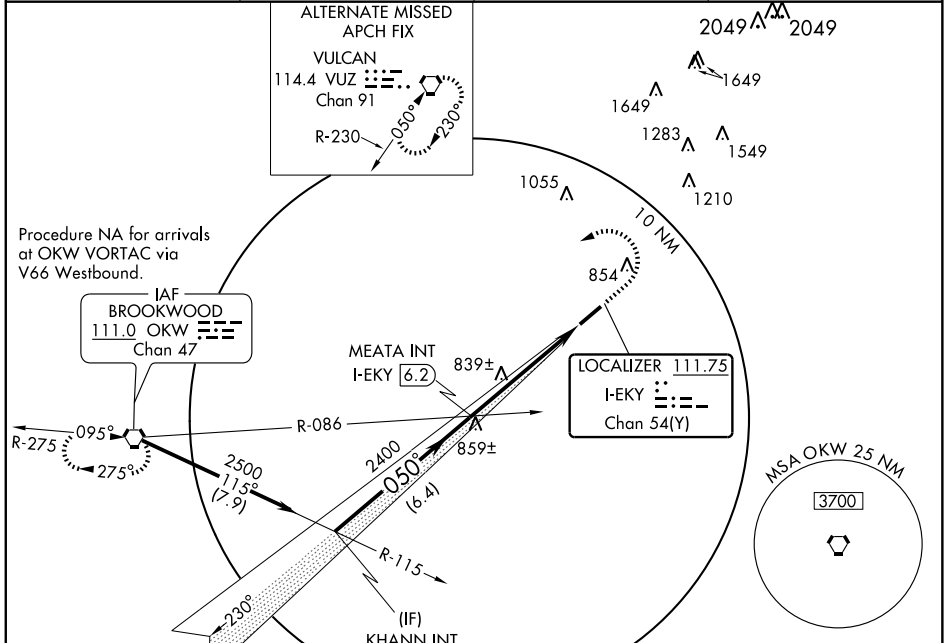
# ILS or LOC RWY 5 BESSEMER (EKY)

LOC/DME I-EKY <b>111.75</b> Chan <b>54 (Y)</b>	APP CRS <b>050°</b>	Rwy Idg TDZE Apt Elev	<b>6007</b> <b>700</b> <b>700</b>
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**MISSED APPROACH:** Climb to 1200, then climbing left turn to 3000 direct OKW VORTAC and hold.

**NA**  
When local altimeter setting not received, use Alabaster altimeter setting and increase DA to 941 feet. Increase all MDA 60 feet and S-LOC 5 visibility Cat. C and D 1/4 mile.

AWOS-3 <b>118.825</b>	BIRMINGHAM APP CON <b>124.9</b>	CLNC DEL <b>123.75</b>	UNICOM <b>123.0 (CTAF)</b>
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1200	3000	OKW
↑	↪	⬡
		111.0

CATEGORY	A	B	C	D
S-ILS 5		900-3/4	200 (200-3/4)	
S-LOC 5	1100-1	400 (400-1)		1100-1 1/4 400 (400-1 1/4)
CIRCLING	1200-1	500 (500-1)	1220-1 1/2 520 (600-1 1/2)	1260-2 560 (600-2)

MIRL Rwy 5-23  
REIL Rwys 5 and 23

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-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 5 BESSEMER (EKY)

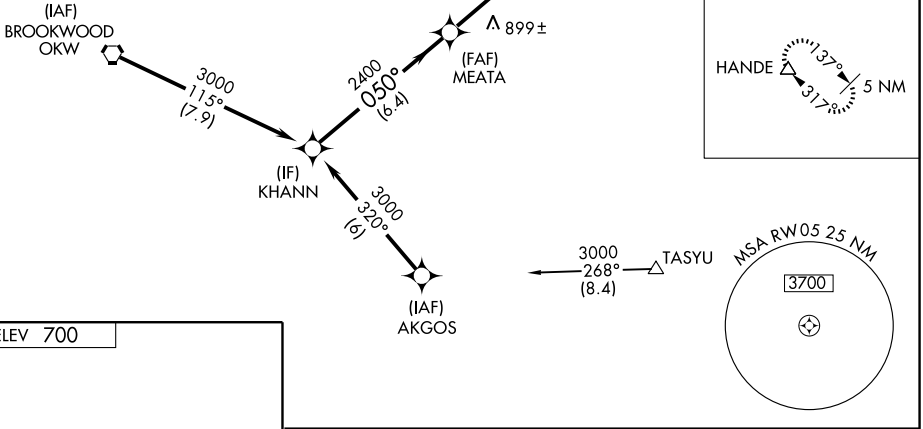
WAAS Chan <b>65999</b> <b>W05A</b>	APP CRS <b>050°</b>	Rwy Idg TDZE Apt Elev	<b>6007</b> <b>700</b> <b>700</b>
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Baro-VNAV NA when using Alabaster altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Alabaster altimeter setting and increase LPV DA to 991 feet and all visibilities ¼ mile; LNAV/VNAV DA to 1260 feet and all visibilities ¼ mile; increase all MDA 60 feet and LNAV visibility Cats. C and D ¼ mile.

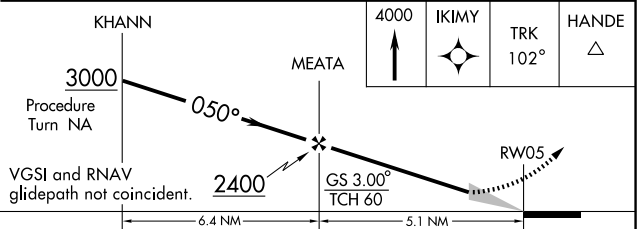
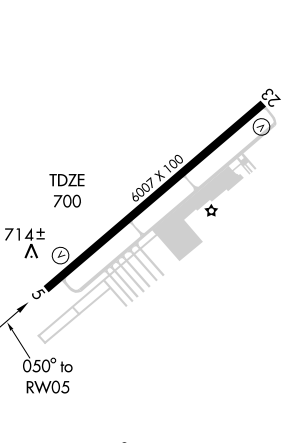
MISSED APPROACH: Climb to 4000 direct IKIMY and via 102° track to HANDE and hold.

AWOS-3 <b>118.825</b>	BIRMINGHAM APP CON <b>124.9</b>	CLNC DEL <b>123.75</b>	UNICOM <b>123.0 (CTAF)</b>
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Procedure NA for arrivals at OKW VORTAC via V66 Westbound.



ELEV 700



CATEGORY	A	B	C	D
LPV DA	950-3/4		250 (300-3/4)	
LNAV/VNAV DA	1219-1 3/4		519 (600-1 3/4)	
LNAV MDA	1160-1	460 (500-1)	1160-1 1/4 460 (500-1 1/4)	1160-1 1/2 460 (500-1 1/2)
CIRCLING	1200-1	500 (500-1)	1220-1 1/2 520 (600-1 1/2)	1260-2 560 (600-2)

MIRL Rwy 5-23  
REIL Rwy 5 and 23

SE-4, 08 APR 2010 to 06 MAY 2010

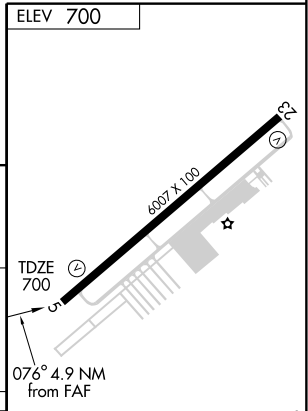
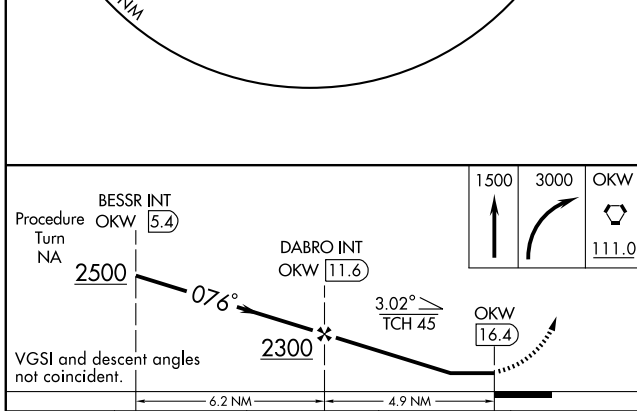
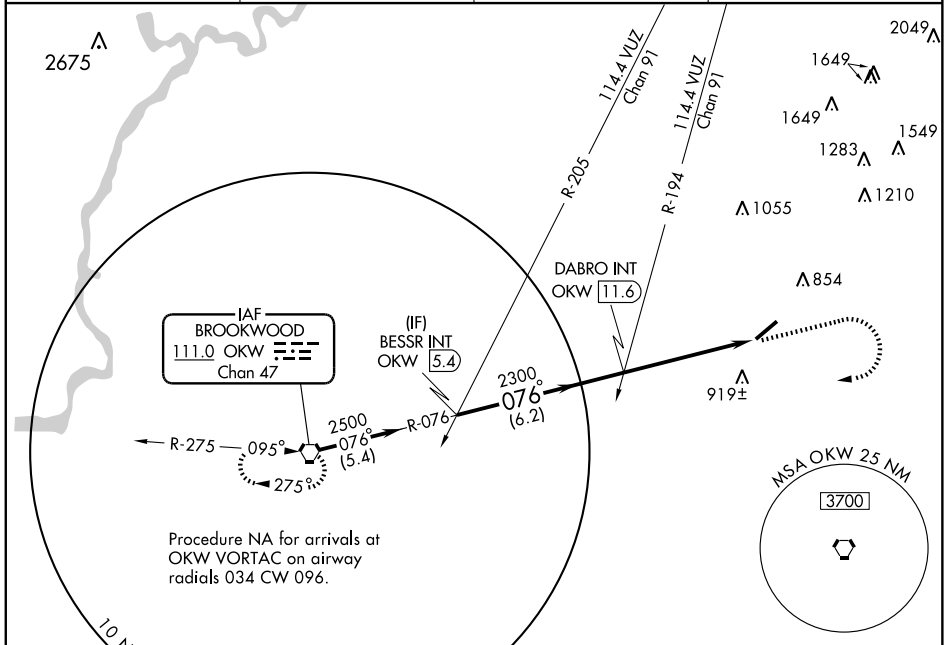
# VOR RWY 5 BESSEMER (EKY)

VORTAC OKW <b>111.0</b> Chan 47	APP CRS <b>076°</b>	Rwy Idg TDZE Apt Elev	<b>6007</b> <b>700</b> <b>700</b>
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**NA** Inoperative table does not apply. If local altimeter setting not received, use Alabaster altimeter setting and increase all MDAs 60 feet.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 3000 direct OKW VORTAC and hold.

AWOS-3 <b>118.825</b>	BIRMINGHAM APP CON <b>124.9</b>	CLNC DEL <b>123.75</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
S-5	1180-1 480 (500-1)		1180-1½ 480 (500-1½)	1180-1½ 480 (500-1½)
CIRCLING	1200-1 500 (500-1)		1220-1½ 520 (600-1½)	1260-2 560 (600-2)

MIRL Rwy 5-23 **1**

REIL Rwys 5 and 23

FAF to MAP 4.9 NM					
Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38



# BIRMINGHAM THREE DEPARTURE

SL-50 (FAA)

BIRMINGHAM, ALABAMA

CLNC DEL  
 125.675 305.2  
 GND CON  
 121.7 348.6  
 DEP CON  
 127.675 338.2 (231°-049°)  
 123.8 256.8 (050°-230°)

NASHVILLE  
 114.1 BNA   
 Chan 88  
 N36°08.22'-W86°41.09'  
 L-16, H-6-9

MUSCLE SHOALS  
 116.5 MSL   
 Chan 112  
 N34°42.41'-W87°29.49'  
 L-18

ROCKET  
 112.2 RQZ   
 Chan 59  
 N34°47.83'-W86°38.03'  
 L-18

CHOO CHOO  
 115.8 GQO   
 Chan 105  
 N34°57.68'-W85°09.20'  
 L-25, H-9-12

MEMPHIS  
 117.5 MEM   
 Chan 122  
 N35°00.91'-W89°58.99'  
 L-18, H-6

HAMILTON  
 110.4 HAB   
 Chan 41  
 N34°11.93'-W88°00.70'  
 L-18

GADSDEN  
 112.3 GAD   
 Chan 70  
 N33°58.58'-W86°05.01'  
 L-18, H-6-9-12

DECATUR  
 112.8 DCU   
 Chan 75  
 N34°38.90'-W86°56.37'  
 L-18

ROME  
 115.4 RMG   
 Chan 101  
 N34°09.75'-W85°07.17'  
 L-18, H-9-12

BIGBEE  
 116.2 IGB   
 Chan 109  
 N33°29.13'-W88°30.82'  
 L-18, H-6

VULCAN  
 114.4 VUZ   
 Chan 91  
 N33°40.21'-W86°53.99'  
 L-18, H-6-9

ATLANTA  
 116.9 ATL   
 Chan 116  
 N33°37.74'-W84°26.10'  
 L-18, H-9-12

CRIMSON  
 117.8 LDK   
 Chan 125  
 N33°15.53'-W87°32.21'  
 L-18

BROOKWOOD  
 111.0 OKW   
 Chan 47  
 N33°14.37'-W87°15.00'  
 L-18

LAGRANGE  
 115.6 LGC   
 Chan 103  
 N33°02.95'-W85°12.37'  
 L-18, H-9-12

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

SEMMES  
 115.3 SJI   
 Chan 100  
 N30°43.56'-W88°21.56'  
 L-22, H-6

MONTGOMERY  
 112.1 MGM   
 Chan 58  
 N32°13.34'-W86°19.18'  
 L-18, H-6-9

TUSKEGEE  
 117.3 TGE   
 Chan 120  
 N32°29.09'-W85°40.16'  
 L-18

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Maintain runway heading for departure vectors. Expect radar vectors to join filed route.  
 Maintain 5000' or assigned lower altitude. Expect further clearance to filed altitude  
 ten minutes after departure.

SE-4 - 08 APR 2010 to 06 MAY 2010



# ILS or LOC RWY 6

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

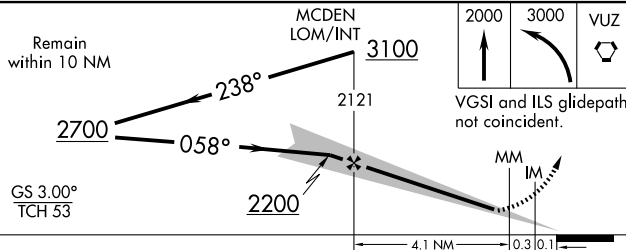
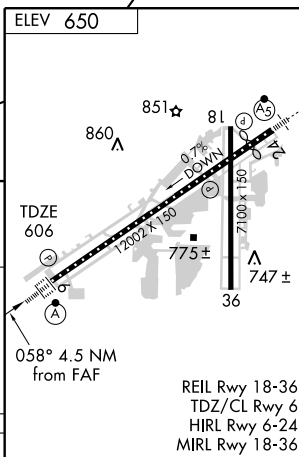
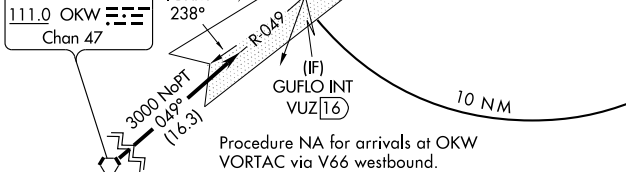
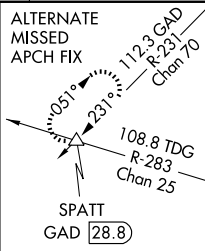
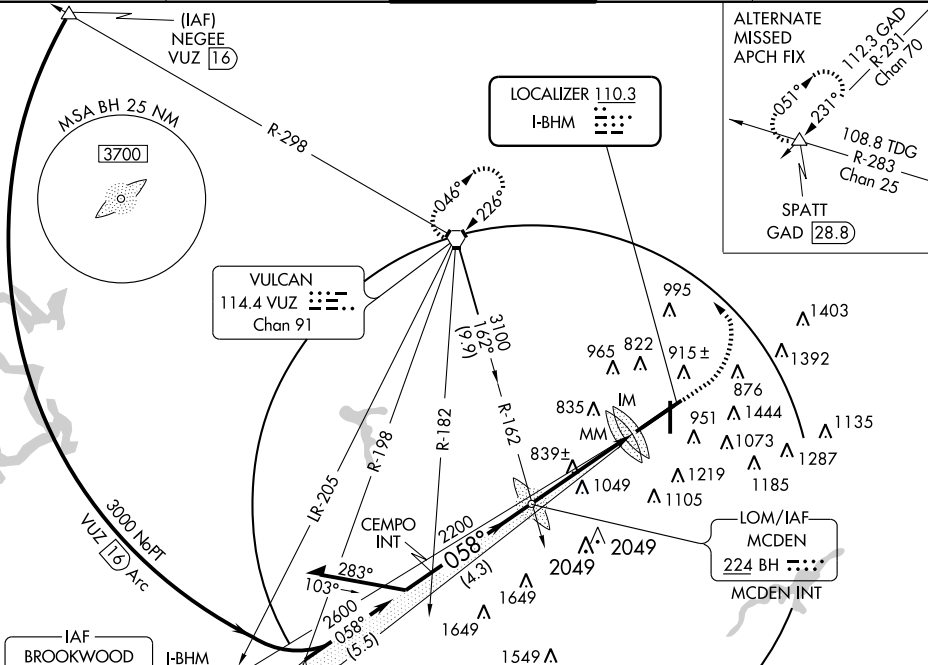
LOC I-BHM <b>110.3</b>	APP CRS <b>058°</b>	Rwy Idg <b>12002</b>
		TDZE <b>606</b>
		Apt Elev <b>650</b>

For inoperative ALSF, increase S-ILS 6 Cat E visibility to RVR 4000 and S-LOC 6 Cat E visibility to 1 $\frac{1}{4}$ . Cat E procedure turn NA.

ALSF-2

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	BIRMINGHAM TOWER <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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CATEGORY	A	B	C	D	E
S-ILS 6	806/18 200 (200- $\frac{1}{2}$ )				
S-LOC 6	1120/24	514 (500- $\frac{1}{2}$ )	1120/50 514 (500-1)	1120/60	514 (500- $\frac{1}{4}$ )

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

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LOC I-BHM <b>110.3</b>	APP CRS <b>058°</b>	Rwy ldg TDZE Apt Elev	<b>12002</b> <b>606</b> <b>650</b>
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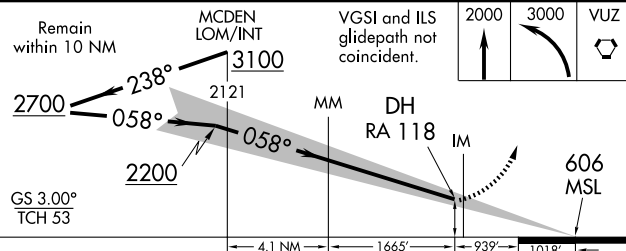
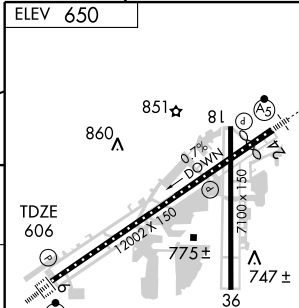
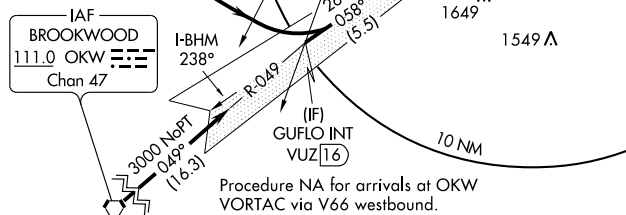
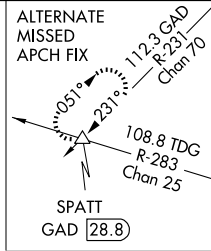
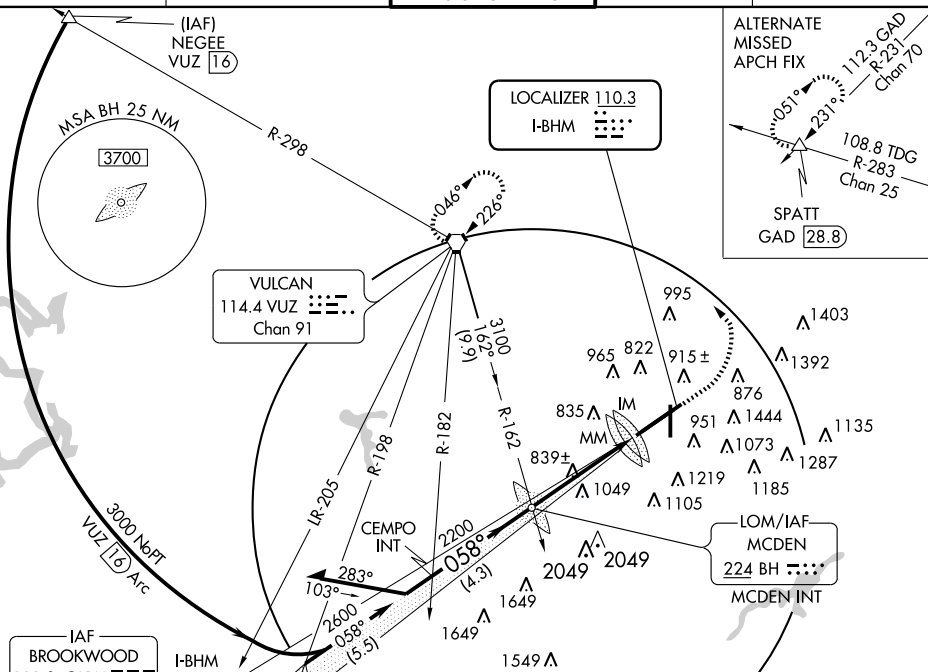
# ILS RWY 6 (CAT II)

BIRMINGHAM-SHUTTLESWORTH INTL (BHM)



MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct VUZ VORTAC and hold.

ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	<b>BIRMINGHAM TOWER</b> <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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CATEGORY	A	B	C	D
S-ILS 6	RA 118/12 100 DA 706			

## CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

REIL Rwy 18-36  
 TDZ/CL Rwy 6  
 HIRL Rwy 6-24  
 MIRL Rwy 18-36

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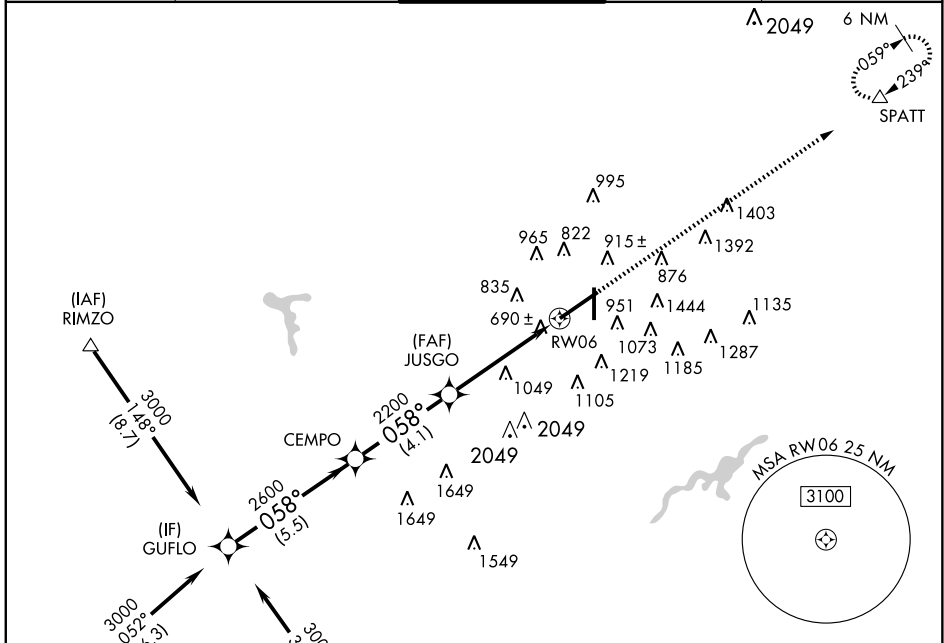
WAAS CH <b>82014</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>12002</b> <b>606</b> <b>650</b>
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# RNAV (GPS) RWY 6

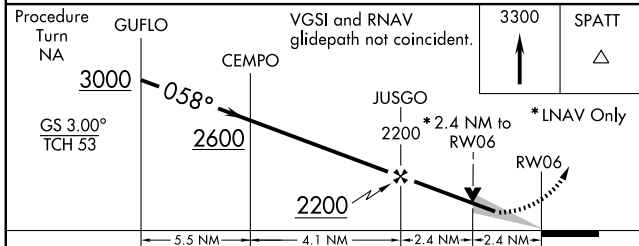
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

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.	ALSF-2 	MISSED APPROACH: Climb to 3300 direct SPATT and hold.
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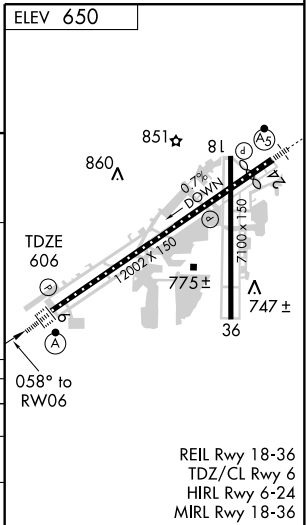
ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	<b>BIRMINGHAM TOWER</b> <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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Procedure NA for arrivals at HEENA via V115 southbound.



CATEGORY	A	B	C	D
LPV DA		806/24	200 (200-½)	
LNAV/VNAV DA		1120/60	514 (500-1¼)	
LNAV MDA	1440/24 834 (800-½)	1440/40 834 (800-¾)	1440-2 834 (800-2)	1440-2¼ 834 (800-2¼)



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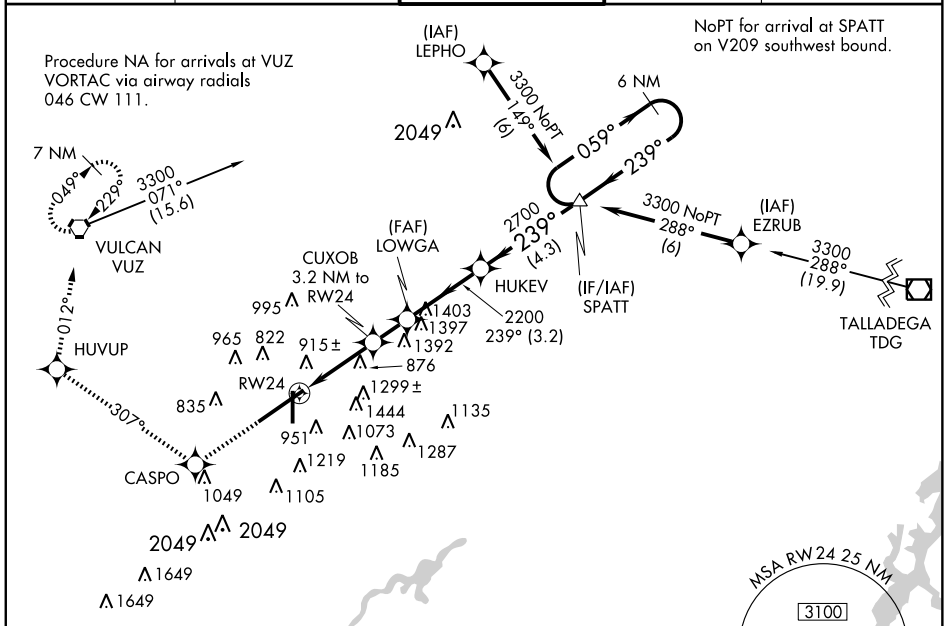
WAAS CH <b>53605</b> <b>W24A</b>	APP CRS <b>239°</b>	Rwy Idg <b>10802</b> TDZE <b>650</b> Apt Elev <b>650</b>
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# RNAV (GPS) RWY 24

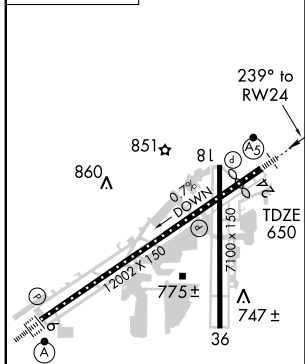
BIRMINGHAM-SHUTTLESWORTH INTL (BHM)

<p>DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For inoperative MALSRL increase LPV all Cats visibility to 1¼, LNAV Cat A/B visibility to 1 and Cat E visibility to 2¼.</p>	<p>MALSRL</p>	<p>MISSED APPROACH: Climb to 3000 direct CASPO and via track 307° to HUVUP then via track 012° to VUZ VORTAC and hold.</p>
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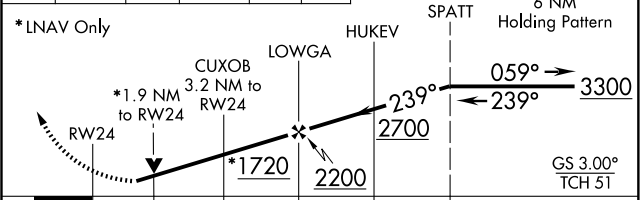
ATIS <b>119.4 270.1</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	BIRMINGHAM TOWER <b>119.9 317.725</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>125.675 305.2</b>
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ELEV 650
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3000	CASPO	HUVUP	VUZ	VGSI and RNAV glidepath not coincident.
↑				
	trk 307°	trk 012°		



CATEGORY	A	B	C	D	E
LPV DA	971/40 321 (400-¾)				
LNAV MDA	1320/40	670 (700-¾)	1320/60 670 (700-1¼)	1320-1½ 670 (700-1½)	1320-1¾ 670 (700-1¾)

REIL Rwy 18-36  
TDZ/CL Rwy 6  
HIRL Rwy 6-24  
MIRL Rwy 18-36



# RNAV (GPS) RWY 6

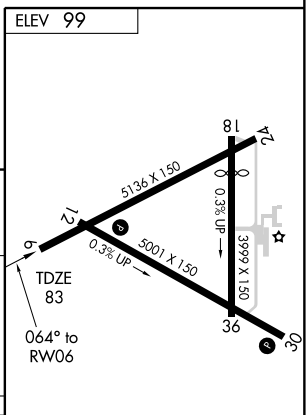
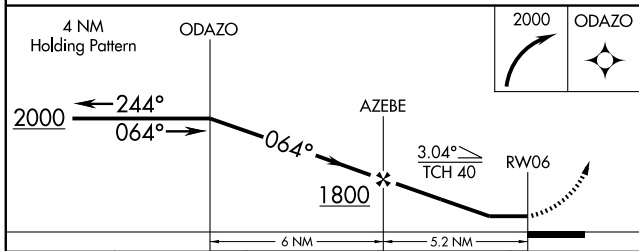
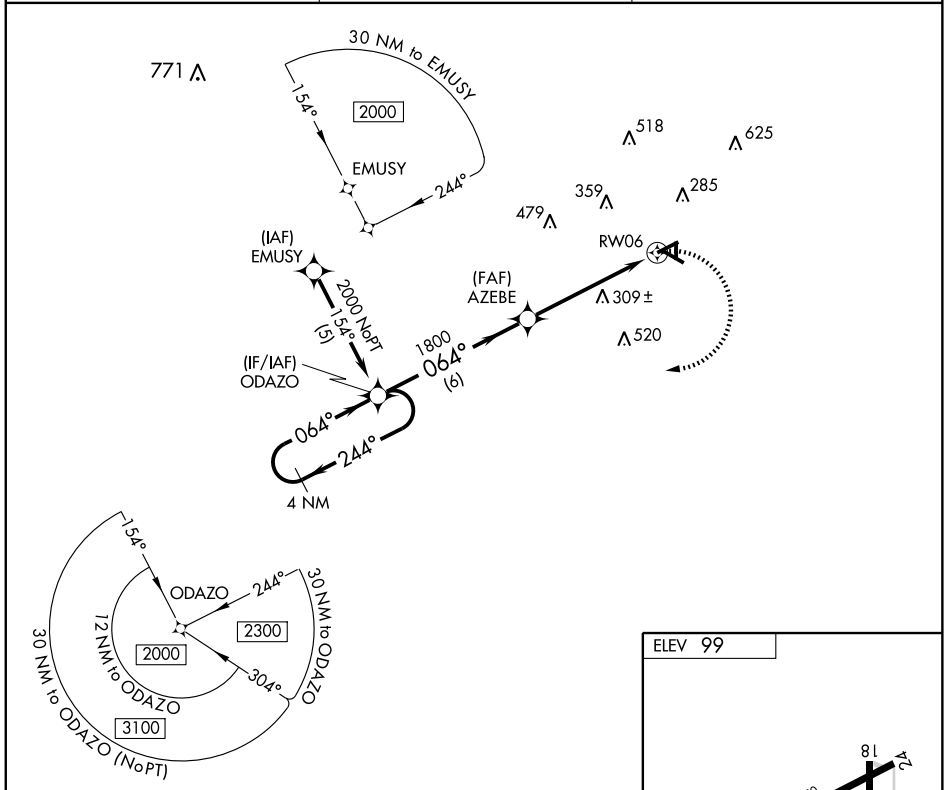
BREWTON MUNI (12J)

APP CRS <b>064°</b>	Rwy Idg <b>5136</b>
	TDZE <b>83</b>
	Apt Elev <b>99</b>

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV Cats C and D and Circling Cats C and D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 2000 direct ODAZO and hold

AWOS-3 <b>119.325</b>	JACKSONVILLE CENTER <b>120.2 346.4</b>	UNICOM <b>122.725 (CTAF)</b> <b>1</b>
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CATEGORY	A	B	C	D
LNAV MDA	560-1	477 (500-1)	560-1¼ 477 (500-1¼)	560-1½ 477 (500-1½)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30 **1**

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# RNAV (GPS) RWY 12

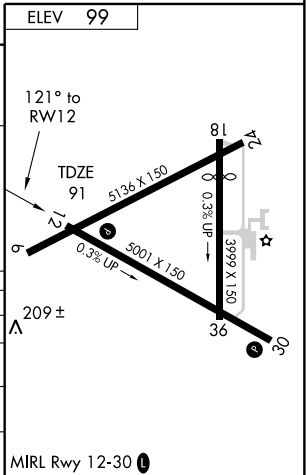
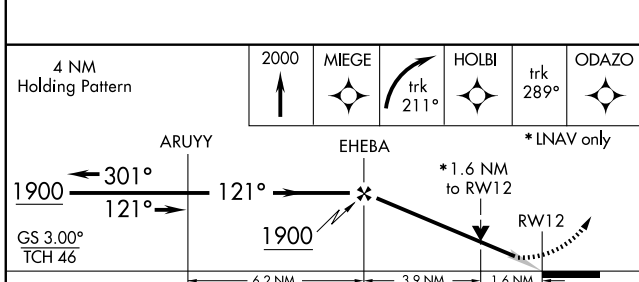
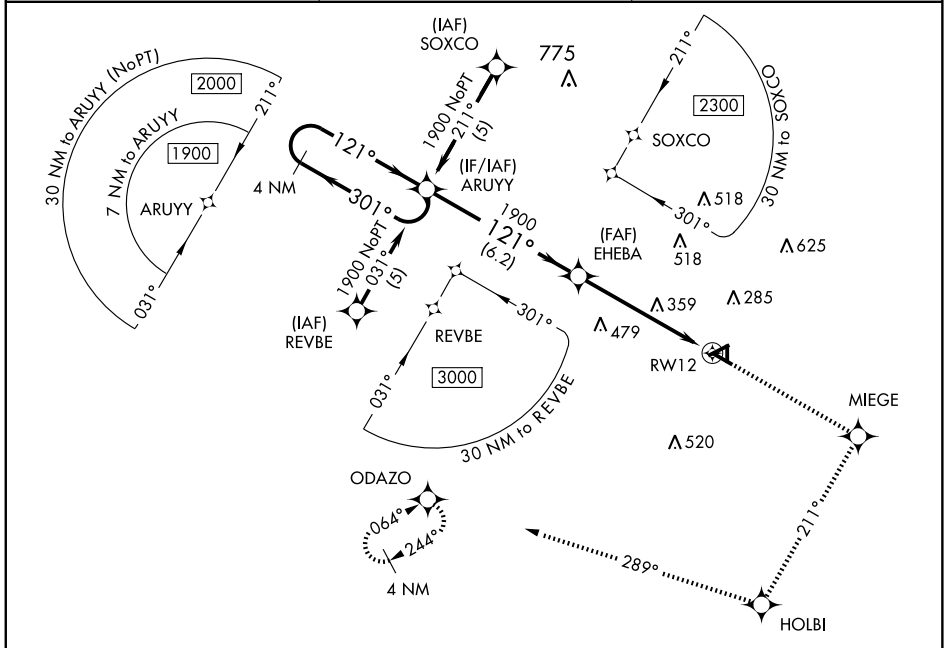
BREWTON MUNI (12J)

WAAS CH <b>53416</b> <b>W12A</b>	APP CRS <b>121°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>91</b> <b>99</b>
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**NA** Baro-VNAV NA when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pensacola altimeter setting and increase all DA 84 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ½ mile. VDP NA when using Pensacola altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct MIEGE and right turn via track 211° to HOLBI and via track 289° to ODAZO and hold.

AWOS-3 <b>119.325</b>	JACKSONVILLE CENTER <b>120.2 346.4</b>	UNICOM <b>122.725 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA		341-1	250 (300-1)	
LNAV/VNAV DA		479-1½	388 (400-1½)	
LNAV MDA	640-1	549 (600-1)	640-1½ 549 (600-1½)	640-1¾ 549 (600-1¾)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)

MIRL Rwy 12-30

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# RNAV (GPS) RWY 24

BREWTON MUNI (12J)

APP CRS	Rwy Idg	<b>5136</b>
<b>244°</b>	TDZE	<b>83</b>
	Apt Elev	<b>99</b>

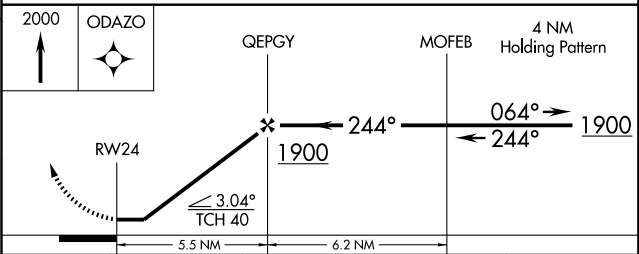
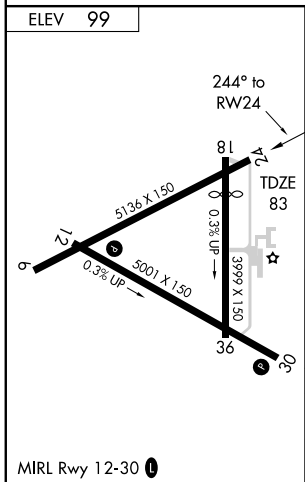
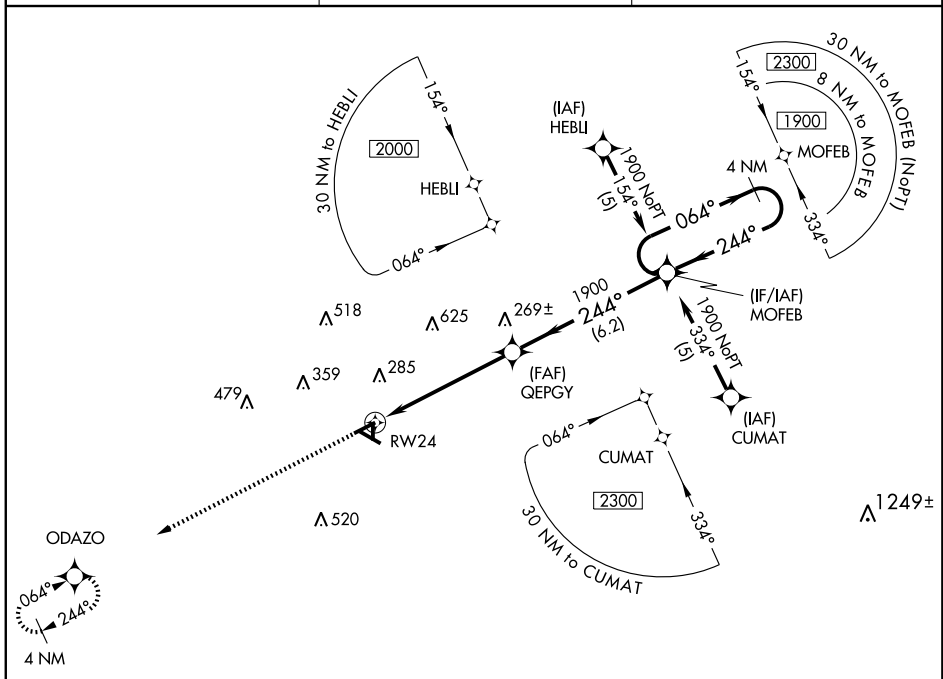
**DME/DME RNP-0.3 NA.** Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet; increase LNAV and Circling Cats C and D visibility 1/2 mile. Procedure NA at night.

**MISSED APPROACH:** Climb to 2000 direct ODAZO and hold.

AWOS-3  
**119.325**

JACKSONVILLE CENTER  
**120.2 346.4**

UNICOM  
**122.725 (CTAF)**



CATEGORY	A	B	C	D
LNAV MDA	520-1	437 (500-1)	520-1 1/4 437 (500-1 1/4)	520-1 1/2 437 (500-1 1/2)
CIRCLING	660-1	561 (600-1)	660-1 1/2 561 (600-1 1/2)	700-2 601 (700-2)

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WAAS CH <b>56316</b> W30A	APP CRS <b>301°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>99</b> <b>99</b>
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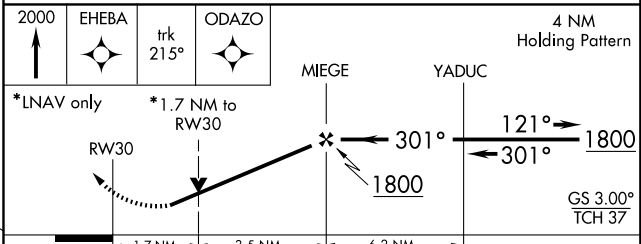
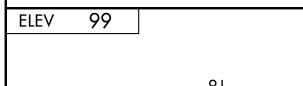
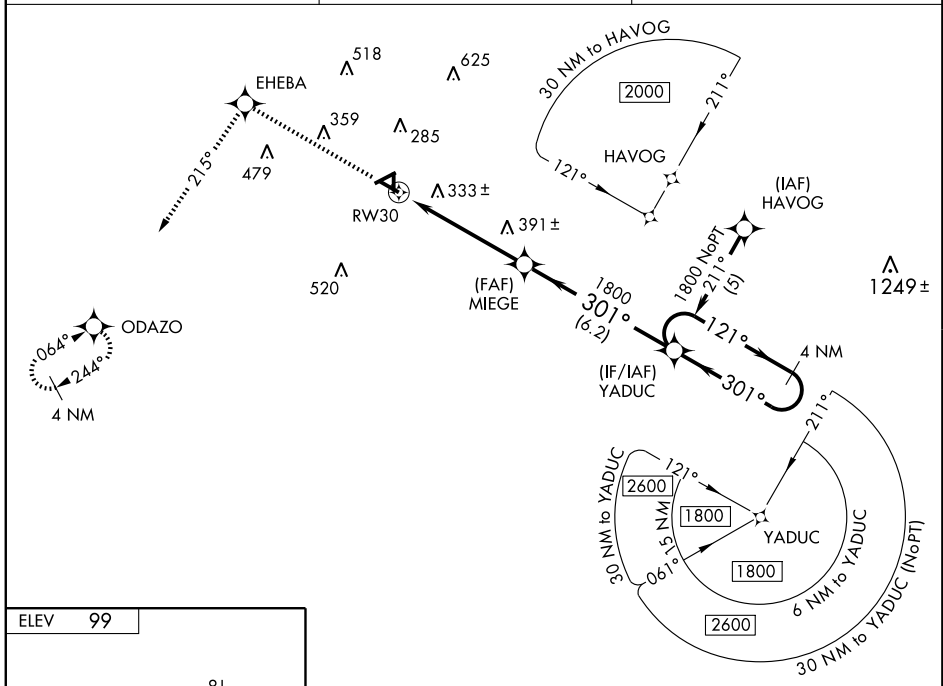
# RNAV (GPS) RWY 30

BREWTON MUNI (12J)

**Baro-VNAV NA** when using Pensacola altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).  
**DME/DME RNP-0.3 NA.** Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all DA 84 feet and all MDA 100 feet, increase LPV all Cats, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. VDP NA when using Pensacola altimeter setting.

**MISSED APPROACH:** Climb to 2000 direct EHEBA and via track 215° to ODAZO and hold.

AWOS-3 <b>119.325</b>	JACKSONVILLE CENTER <b>120.2 346.4</b>	UNICOM <b>122.725 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA		527-1½	428 (500-1½)	
LNAV/ VNAV DA		703-2¼	604 (700-2¼)	
LNAV MDA	660-1	561 (600-1)	660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)
CIRCLING	660-1	561 (600-1)	660-1½ 561 (600-1½)	700-2 601 (700-2)

VORTAC CEW <b>115.9</b> Chan <b>106</b>	APP CRS <b>300°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>99</b> <b>99</b>
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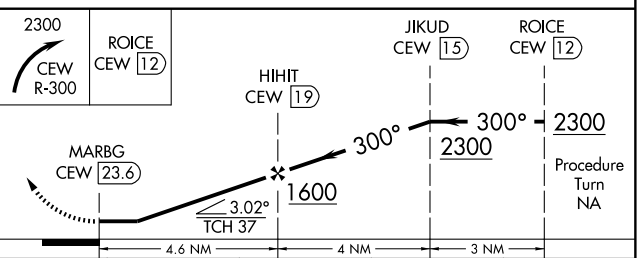
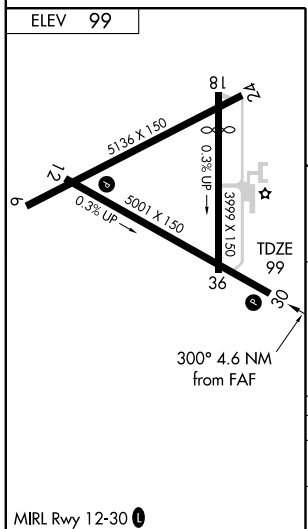
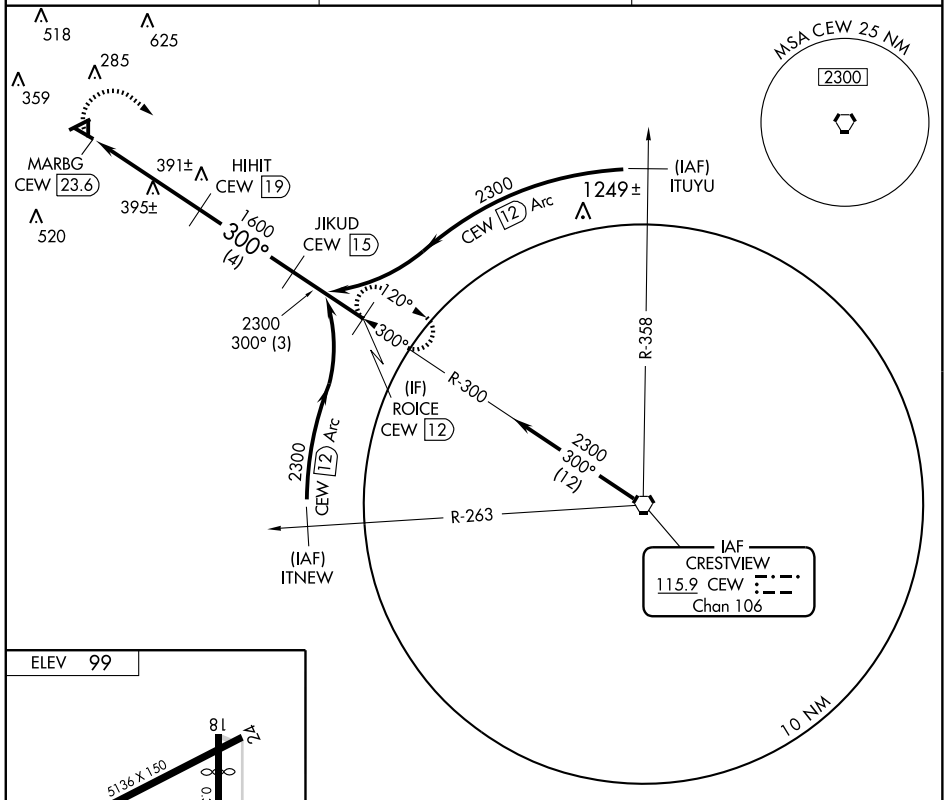
# VOR/DME RWY 30

BREWTON MUNI (12J)

Visibility reduction by helicopters NA. When local altimeter setting not received use Pensacola altimeter setting and increase all MDA 100 feet, increase S-30 and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 2300 via CEW VORTAC R-300 to ROICE/CEW 12 DME and hold.

AWOS-3 <b>119.325</b>	JACKSONVILLE CENTER <b>120.2 346.4</b>	UNICOM <b>122.725</b> (CTAF)
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CATEGORY	A	B	C	D
S-30	660-1 561 (600-1)	660-1¼ 561 (600-1¼)	660-1½ 561 (600-1½)	660-1¾ 561 (600-1¾)
CIRCLING	660-1 561 (600-1)	660-1¼ 561 (600-1¼)	660-1½ 561 (600-1½)	700-2 601 (700-2)

# RNAV (GPS) RWY 11

BUTLER-CHOCTAW COUNTY (09A)

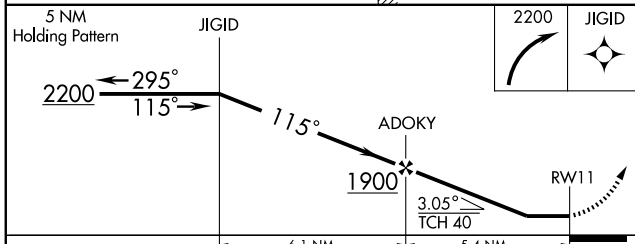
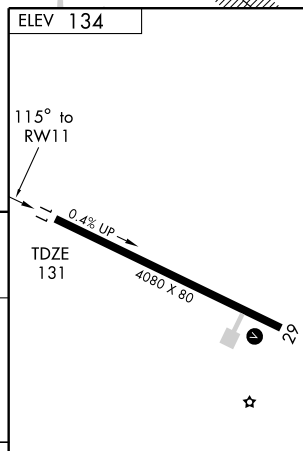
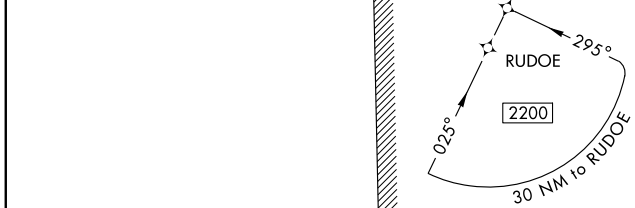
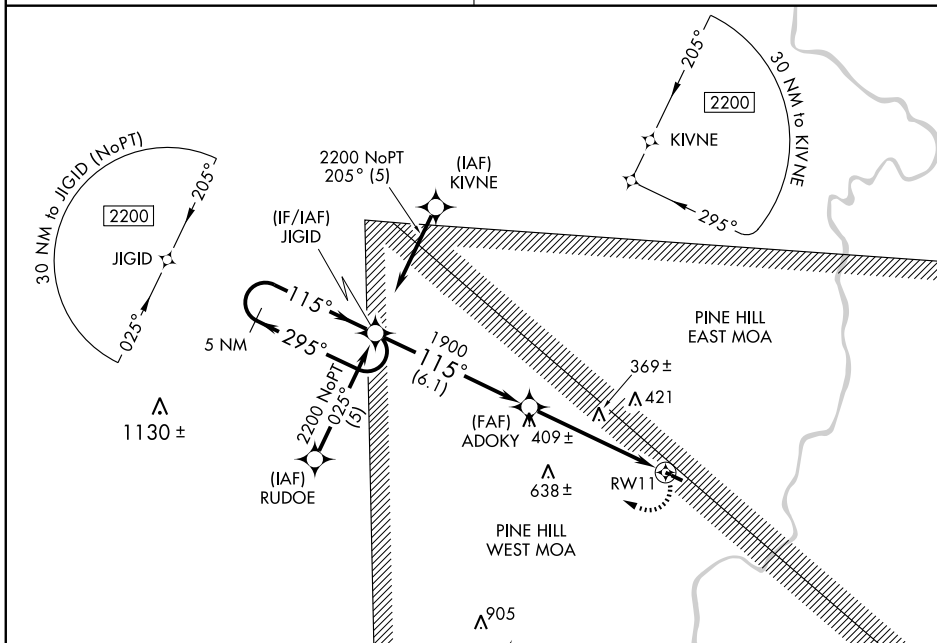
APP CRS	Rwy Idg	4080
115°	TDZE	131
	Apt Elev	134

▼ Use Meridian, MS altimeter setting. Procedure NA at night.  
 ▲ NA Visibility reduction by helicopters NA. Circling not authorized.  
 DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2200 direct JIGID and hold.

MERIDIAN APP CON★  
**119.2 374.9**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	740-1	609 (700-1)	740-1 3/4 609 (700-1 3/4)	NA

ELEV 134  
 TDZE 131  
 0.4% UP  
 4080 X 80  
 MIRL Rwy 11-29 0

# RNAV (GPS) RWY 29

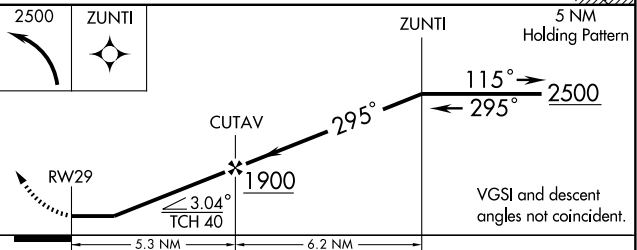
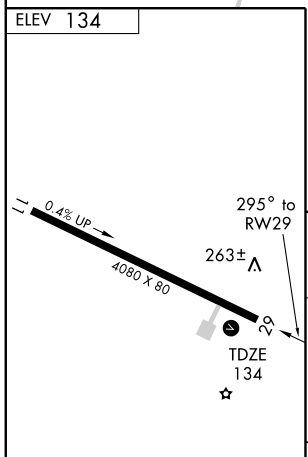
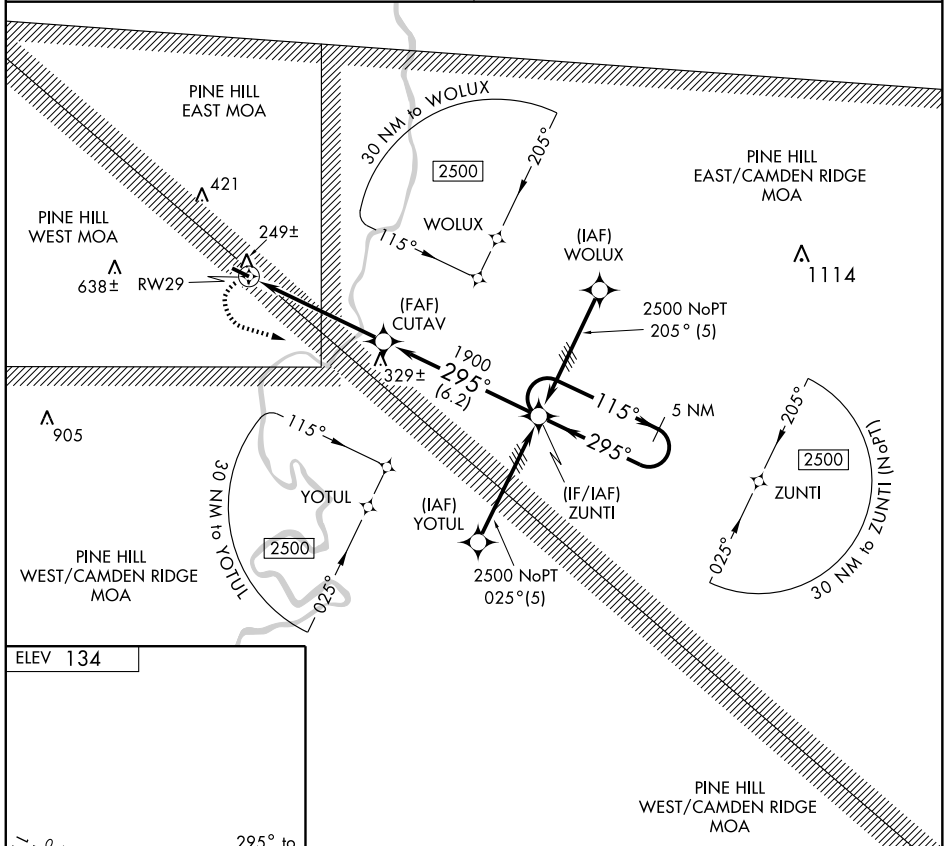
BUTLER-CHOCTAW COUNTY (09A)

APP CRS	Rwy Idg	<b>4080</b>
<b>295°</b>	TDZE	<b>134</b>
	Apt Elev	<b>134</b>

**▼** Use Meridian, MS altimeter setting. Procedure NA at night.  
**▲ NA** Visibility reduction by helicopters NA. Circling not authorized.  
 DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 2500 direct ZUNTI and hold.

<b>MERIDIAN APP CON*</b>	<b>UNICOM</b>
<b>119.2 374.9</b>	<b>122.8 (CTAF) 0</b>



CATEGORY	A	B	C	D
LNNAV MDA	620-1	486 (500-1)	620-1¼ 486 (500-1¼)	NA

# VOR/DME or GPS RWY 27

CENTRE MUNI (C22)

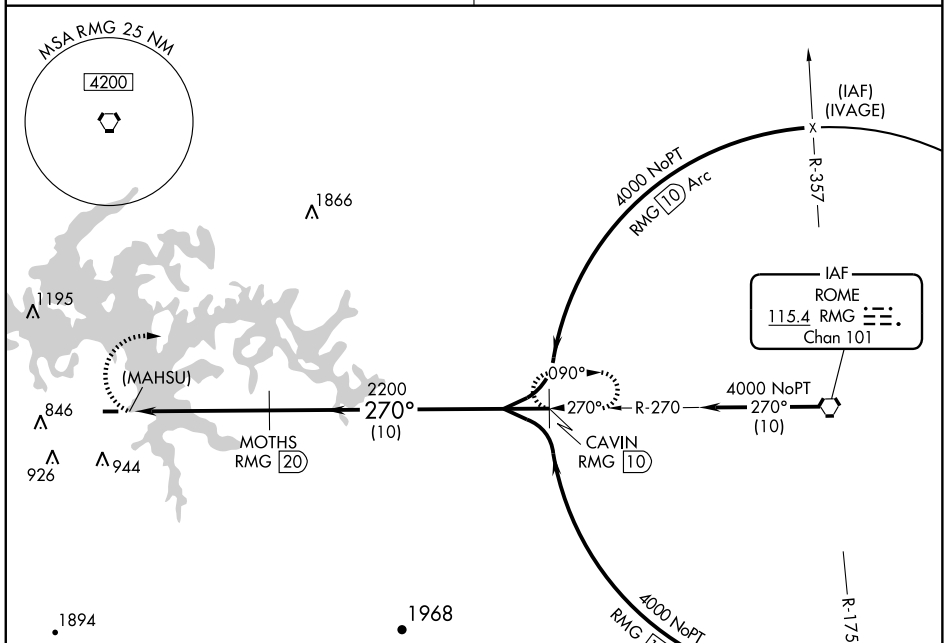
VORTAC RMG <b>115.4</b> Chan <b>101</b>	APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev <b>3401</b> <b>619</b> <b>619</b>
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**NA** Use Anniston, AL altimeter setting.

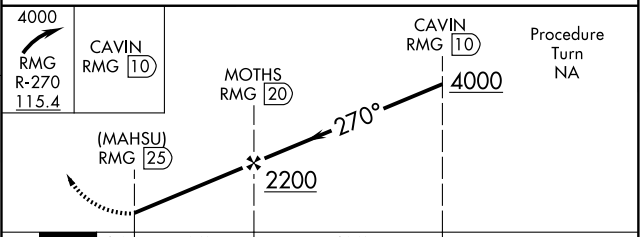
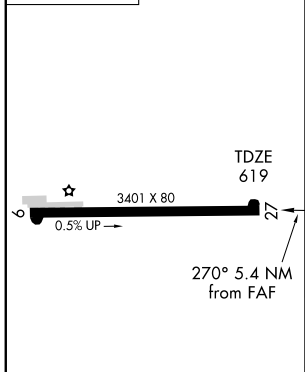
ATLANTA CENTER  
**133.8 353.7**

MISSED APPROACH: Climbing right turn to 4000 to CAVIN  
10 DME Fix via R-270 RMG VORTAC and hold.

CTAF  
**122.9**



ELEV 619



CATEGORY	A	B	C	D
S-27	1360-1 741 (800-1)	1360-1¼ 741 (800-1¼)	1360-1½ 741 (800-1½)	1360-1¾ 741 (800-1¾)
CIRCLING	1360-1 741 (800-1)	1400-1¼ 781 (800-1¼)	1400-1½ 781 (800-1½)	1400-2 781 (800-2)

LIRL Rwy 9-27

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 7

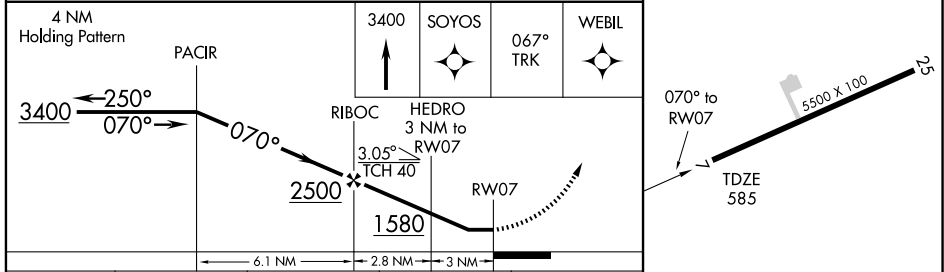
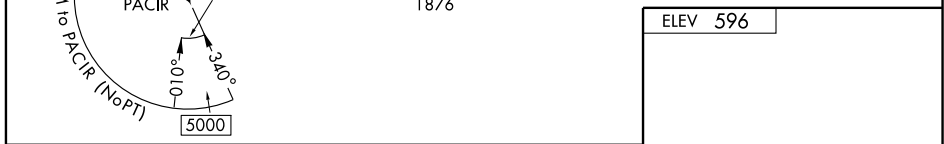
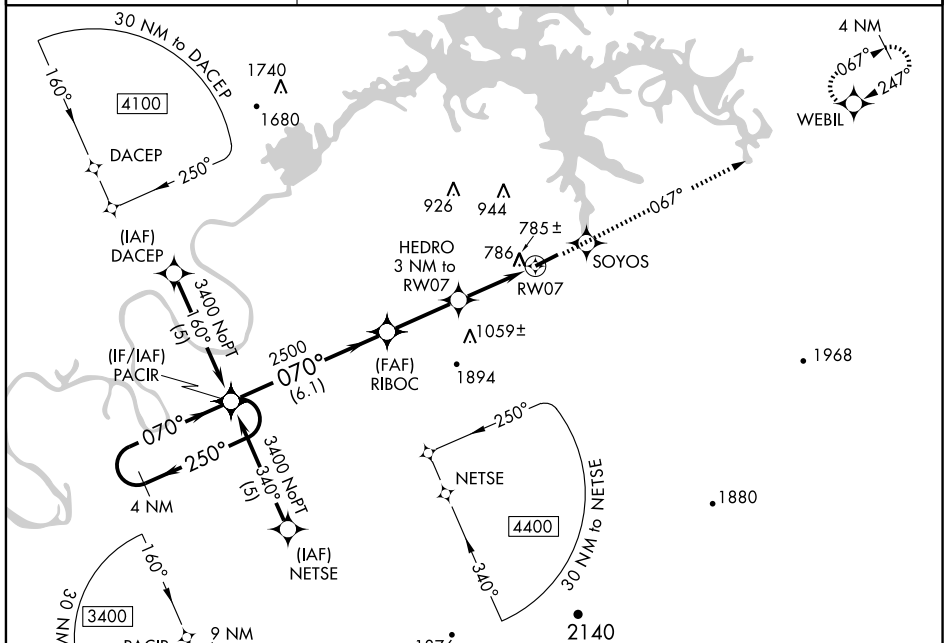
CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

APP CRS	Rwy Idg	<b>5500</b>
<b>070°</b>	TDZE	<b>585</b>
	Apt Elev	<b>596</b>

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 3400 direct SOYOS and via 067° track to WEBIL and hold.

GADSDEN AWOS-3 <b>127.825</b>	ATLANTA APP CON <b>133.8 353.7</b>	CTAF <b>122.90</b>
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CATEGORY	A	B	C	D
LNAV MDA	1100-1 515 (600-1)		1100-1½ 515 (600-½)	1100-1¾ 515 (600-¾)
CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-½)	1160-2 564 (600-2)

SE-4.08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 25

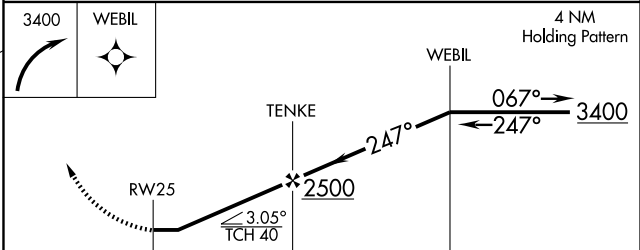
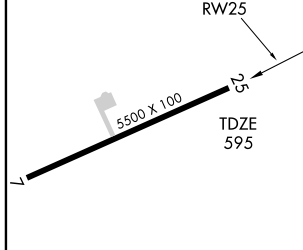
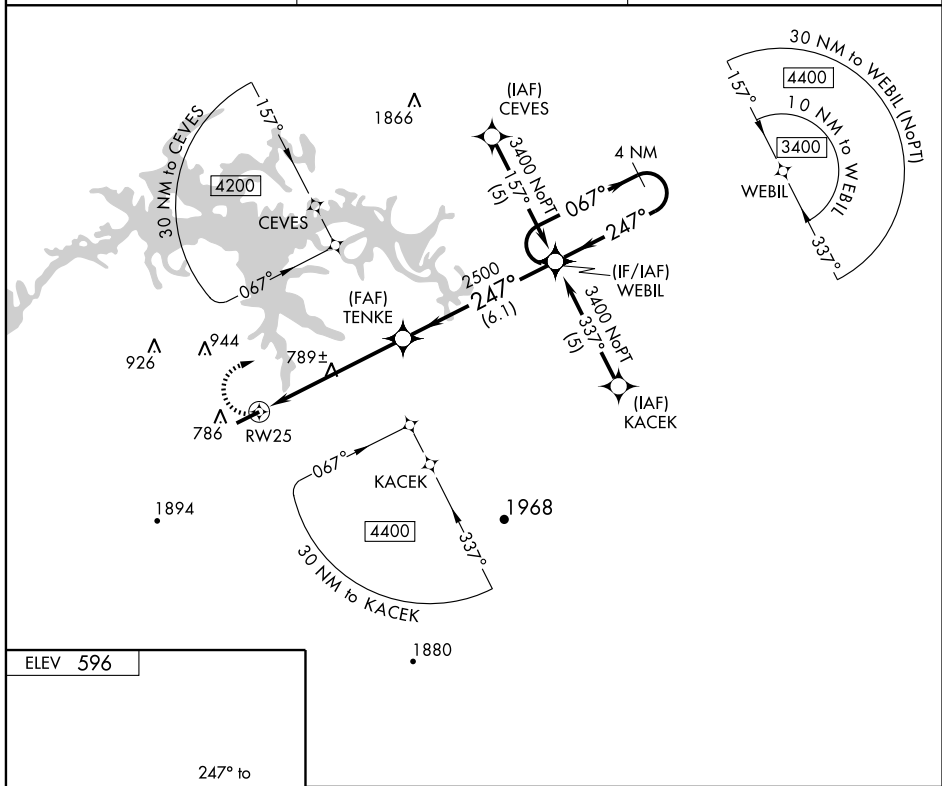
CENTRE-PIEDMONT CHEROKEE COUNTY RGNL (PYP)

APP CRS	Rwy Idg	<b>5500</b>
<b>247°</b>	TDZE	<b>595</b>
	Apt Elev	<b>596</b>

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Gadsden altimeter setting; when not received use Anniston altimeter setting and increase all MDAs 20 feet.

**MISSED APPROACH:** Climbing right turn to 3400 direct WEBIL and hold.

GADSDEN AWOS-3 <b>127.825</b>	ATLANTA APP CON <b>133.8 353.7</b>	CTAF <b>122.9</b>
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MIRL Rwy 7-25	CATEGORY	A	B	C	D
	RNAV MDA	1120-1 525 (600-1)		1120-1½ 525 (600-1½)	1120-1¾ 525 (600-1¾)
	CIRCLING	1160-1 564 (600-1)		1160-1½ 564 (600-1½)	1160-2 564 (600-2)



# RNAV (GPS) RWY 10

CENTREVILLE / BIBB COUNTY (ØA8)

APP CRS	Rwy Idg	<b>4206</b>
<b>097°</b>	TDZE	<b>240</b>
	Apt Elev	<b>251</b>

**MISSED APPROACH:**  
Climb to 3000 direct CAMUV and hold.

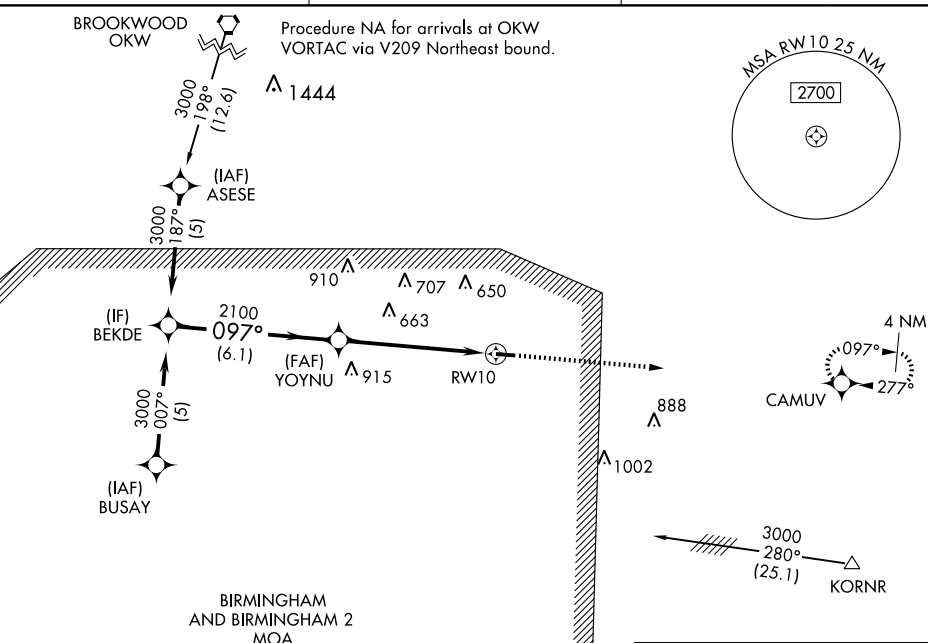
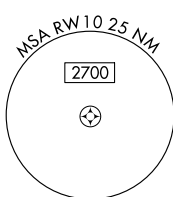
TUSCALOOSA ASOS  
**132.825**

ATLANTA CENTER  
**132.25 297.4**

UNICOM  
**122.8 (CTAF)**

BROOKWOOD OKW

Procedure NA for arrivals at OKW VORTAC via V209 Northeast bound.

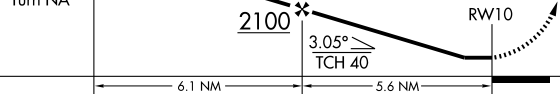
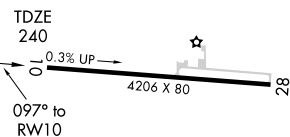
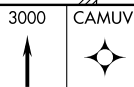


BIRMINGHAM AND BIRMINGHAM 2 MOA

ELEV 251

BEKDE  
3000  
Procedure Turn NA

VGSI and descent angles not coincident.



CATEGORY	A	B	C	D
LNAV MDA	960-1	720 (800-1)	960-2 720 (800-2)	NA
CIRCLING	1000-1 749 (800-1)	1060-1¼ 809 (900-1¼)	1060-2¼ 809 (900-2¼)	NA

MIRL Rwy 10-28

APP CRS	Rwy Idg	<b>4206</b>
<b>277°</b>	TDZE	<b>251</b>
	Apt Elev	<b>251</b>

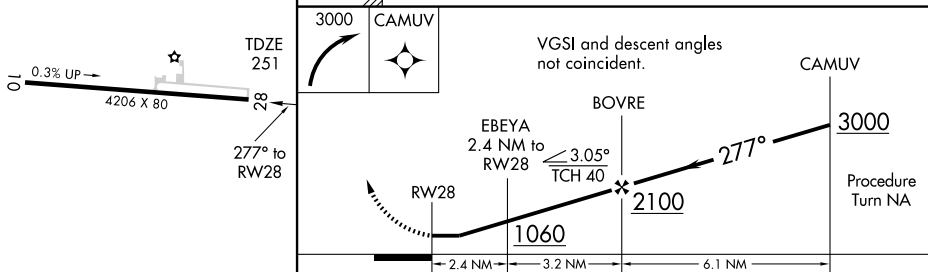
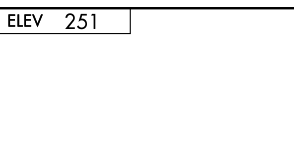
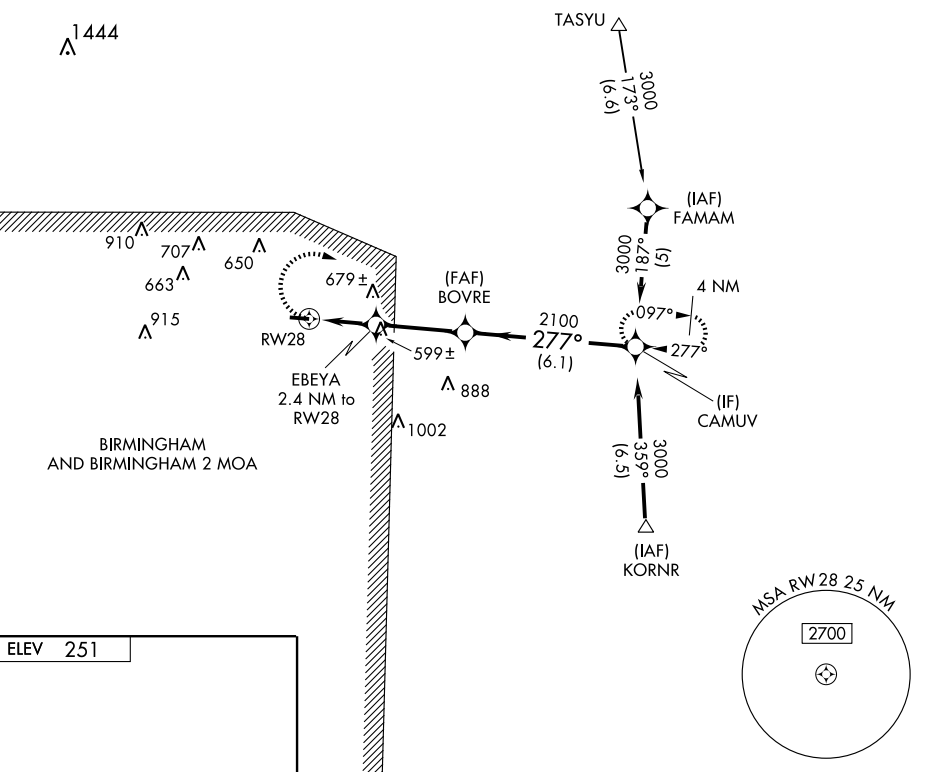
# RNAV (GPS) RWY 28

CENTREVILLE / BIBB COUNTY (FAA)

**NA** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Use Tuscaloosa altimeter setting; when not received, use Alabaster altimeter setting and increase all MDAs 20 feet and circling visibility Cat. C ¼ mile.

**MISSED APPROACH:**  
Climbing right turn to 3000 direct CAMUV and hold.

TUSCALOOSA ASOS <b>132.825</b>	ATLANTA CENTER <b>132.25 297.4</b>	UNICOM <b>122.8</b> (CTAF)
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CATEGORY	A	B	C	D
LNAV MDA	920-1	669 (700-1)	920-1¾ 669 (700-1¾)	NA
CIRCLING	1000-1 749 (800-1)	1060-1¼ 809 (900-1¼)	1060-2¼ 809 (900-2¼)	NA

MIRL Rwy 10-28

SE-4, 08 APR 2010 to 06 MAY 2010

NDB GGY <b>338</b>	APP CRS <b>269°</b>	Rwy Idg TDZE Apt Elev	<b>4008</b> <b>585</b> <b>585</b>
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# NDB or GPS RWY 26

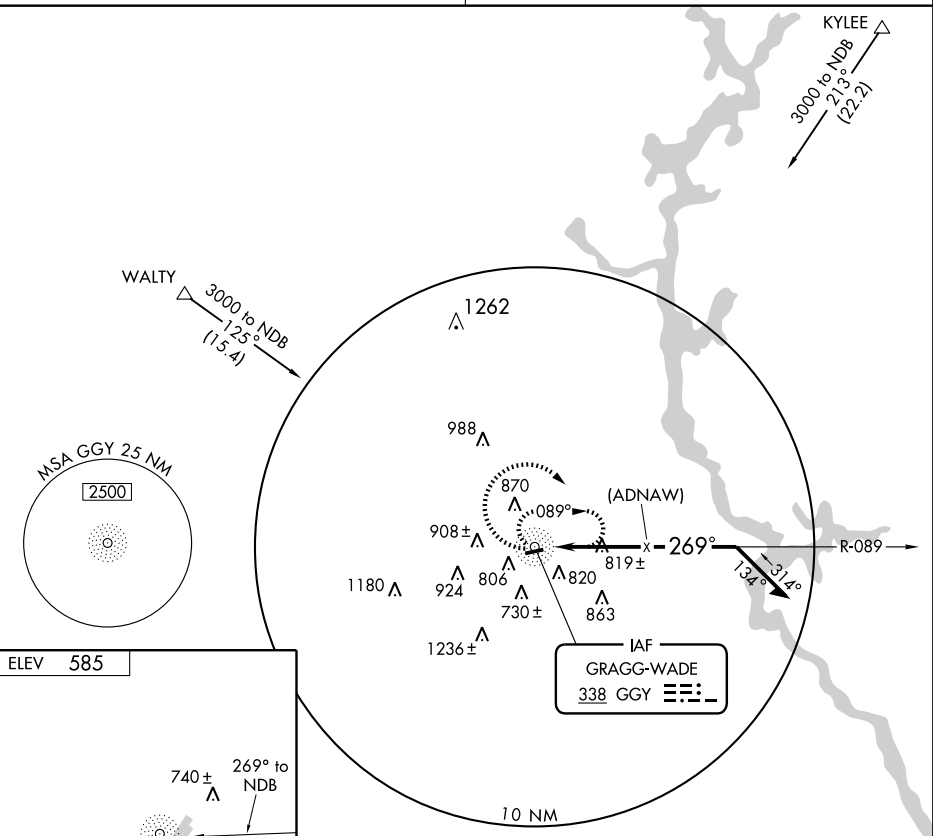
CLANTON/ GRAGG-WADE FIELD (Ø2A)

**▼**  
**▲** NA Use Montgomery altimeter setting.

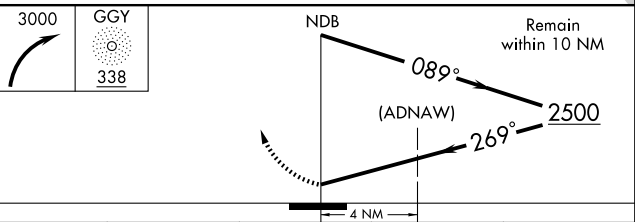
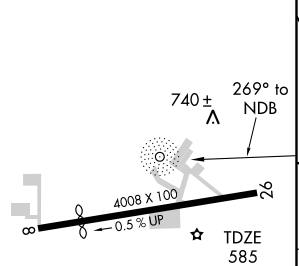
MISSED APPROACH: Climbing right turn to 3000 in GGY NDB holding pattern.

MONTGOMERY APP CON ★  
**121.2 380.225**

UNICOM  
**122.8 (CTAF)**



ELEV **585**



CATEGORY	A	B	C	D
S-26	1320-1	735 (800-1)	1320-2 735 (800-2)	NA
CIRCLING	1320-1	735 (800-1)	1320-2 735 (800-2)	NA

MIRL Rwy 8-26

# RNAV (GPS) RWY 27

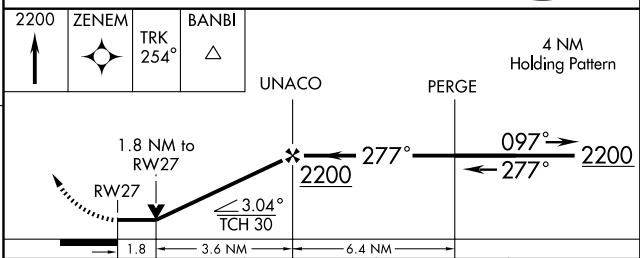
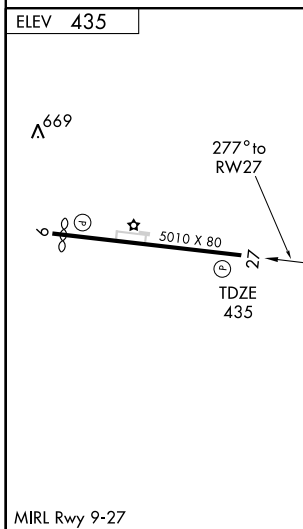
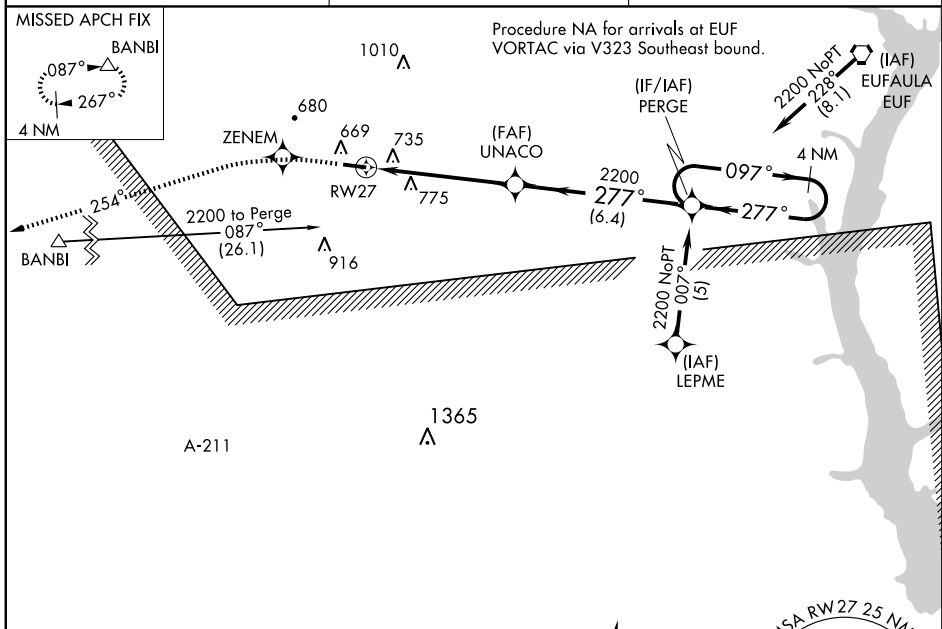
CLAYTON MUNI (11A)

APP CRS	Rwy Idg	<b>5010</b>
<b>277°</b>	TDZE	<b>435</b>
	Apt Elev	<b>435</b>

**▼** When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, LNAV Cat. C and D visibility  $\frac{1}{4}$ , circling Cat. B visibility  $\frac{1}{4}$  and Cat. C and D visibility  $\frac{1}{2}$ . Visibility reduction by helicopters NA. Circling NA south of Runway 9-27. VDP NA when using Dothan altimeter setting. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2200 direct ZENEM and via 254° track to BANBI and hold.

AWOS-3 <b>118.775</b>	CAIRNS APP CON ★ <b>121.1 319.25</b>	CTAF <b>122.9</b>
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CATEGORY	A	B	C	D
LNAV MDA	1040-1	605 (700-1)	1040-1 $\frac{3}{4}$ 605 (700-1 $\frac{3}{4}$ )	1040-2 605 (700-2)
CIRCLING	1100-1	665 (700-1)	1100-1 $\frac{3}{4}$ 665 (700-1 $\frac{3}{4}$ )	1100-2 665 (700-2)

MIRL Rwy 9-27

# VOR/DME RWY 27

CLAYTON MUNI (11A)

VORTAC EUF <b>109.2</b> Chan <b>29</b>	APP CRS <b>255°</b>	Rwy Idg TDZE Apt Elev	<b>5010</b> <b>435</b> <b>435</b>
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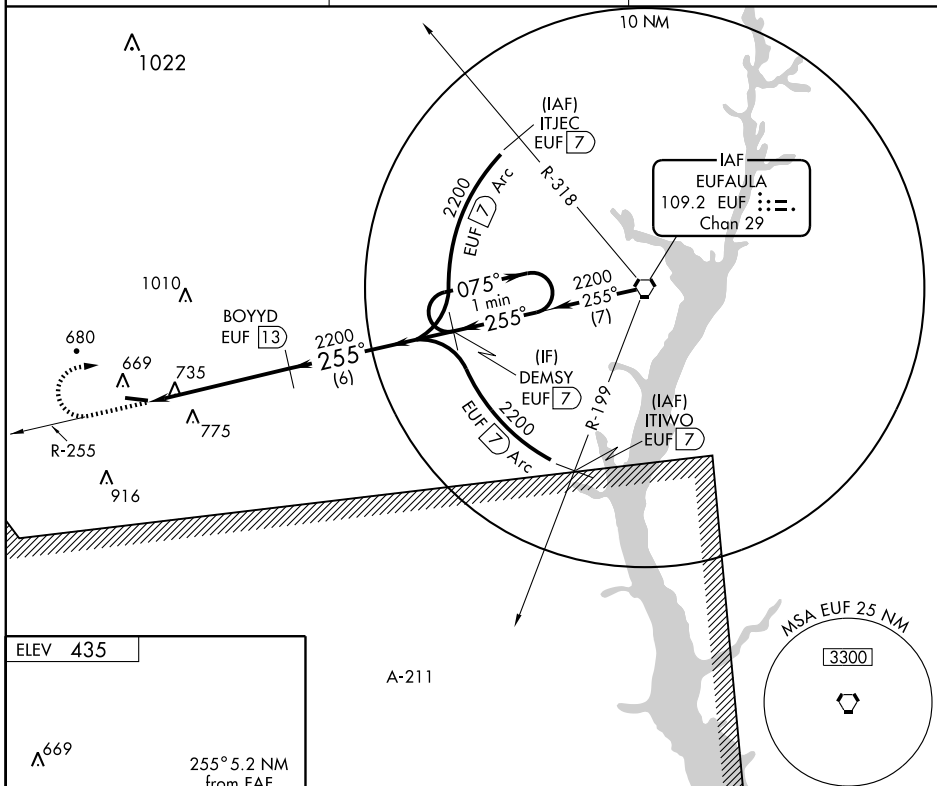
When local altimeter setting not received, use Dothan altimeter setting and increase all MDAs 100 feet, S-27 Cat C and D visibility ¼, circling Cat B visibility ¼ and Cat C and D ½. Visibility reduction by helicopters NA. Circling NA south of Runway 9/27.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 via EUF VORTAC R-255 to DEMSY/EUF 7 DME and hold.

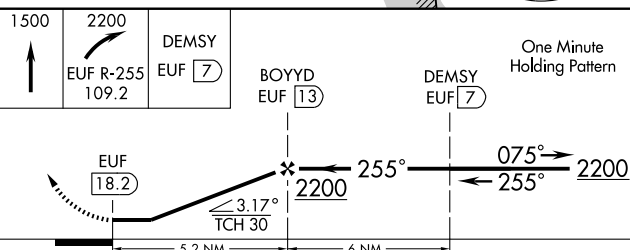
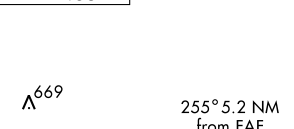
AWOS-3  
**118.775**

CAIRNS APP CON \*  
**121.1 319.25**

CTAF  
**122.9**



ELEV 435



CATEGORY	A	B	C	D
S-27	1040-1	605 (700-1)	1040-1¾ 605 (700-1¾)	1040-2 605 (700-2)
CIRCLING	1100-1	665 (700-1)	1100-1¾ 665 (700-1¾)	1100-2 665 (700-2)

MIRL Rwy 9-27



# RNAV (GPS) RWY 31

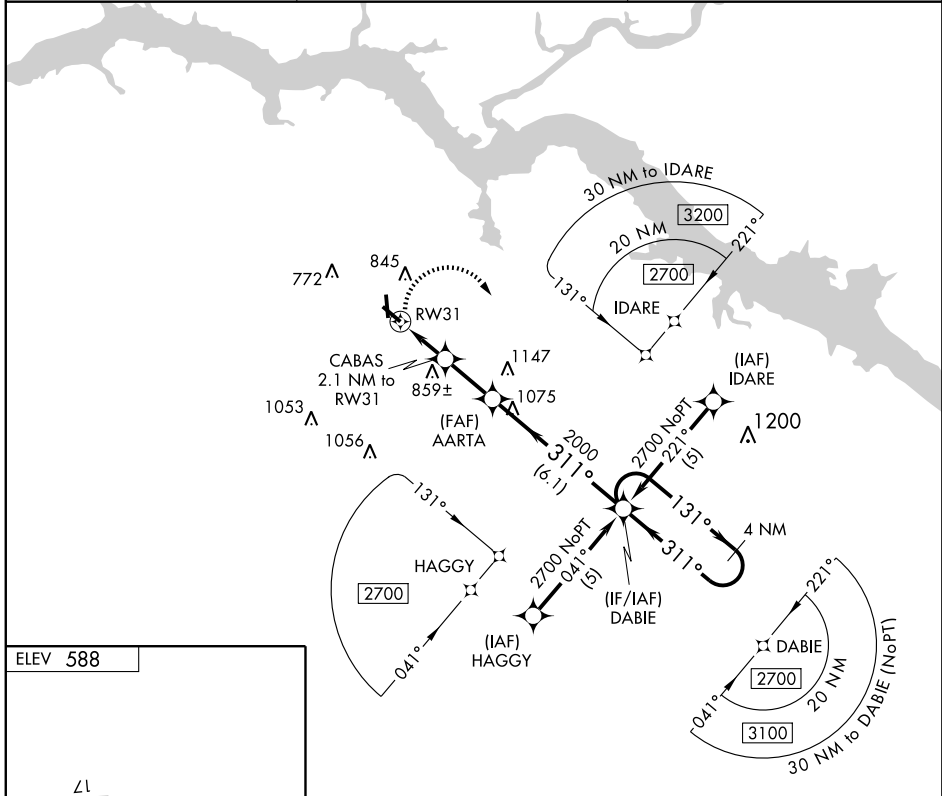
COURTLAND/LAWRENCE COUNTY (9A4)

APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>579</b> <b>588</b>
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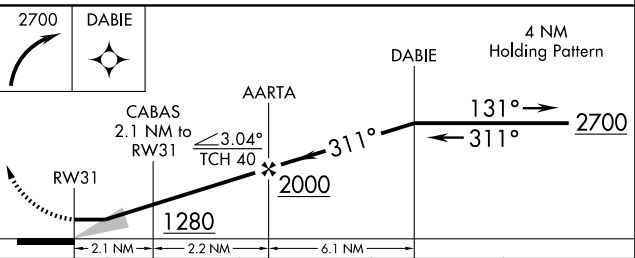
**NA** DME/DME RNP-0.3 NA. Use Muscle Shoals altimeter setting, when not received use Huntsville Intl-Carl T Jones altimeter setting and increase all MDA 40 feet and increase LNAV Cat. C and D and Circling Cat. D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 2700 direct DABIE and hold.

MUSCLE SHOALS ASOS <b>119.425</b>	HUNTSVILLE APP CON ★ <b>118.05 239.0</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 588



CATEGORY	A	B	C	D
LNAV MDA	1160-1	581 (600-1)	1160-1½ 581 (600-1½)	1160-1¾ 581 (600-1¾)
CIRCLING	1200-1 612 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

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# VOR RWY 13

COURTLAND/LAWRENCE COUNTY (9A4)

VORTAC MSL <b>116.5</b> Chan <b>112</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>581</b> <b>588</b>
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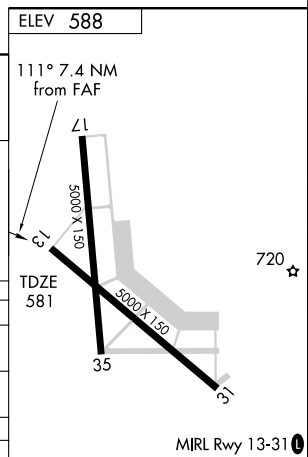
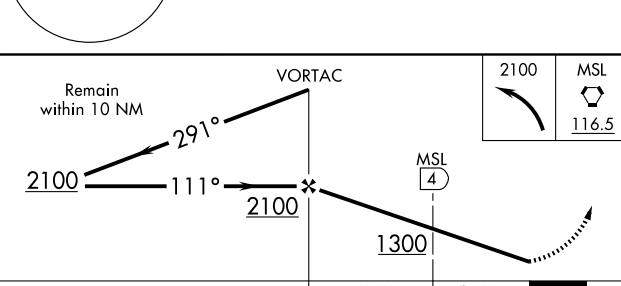
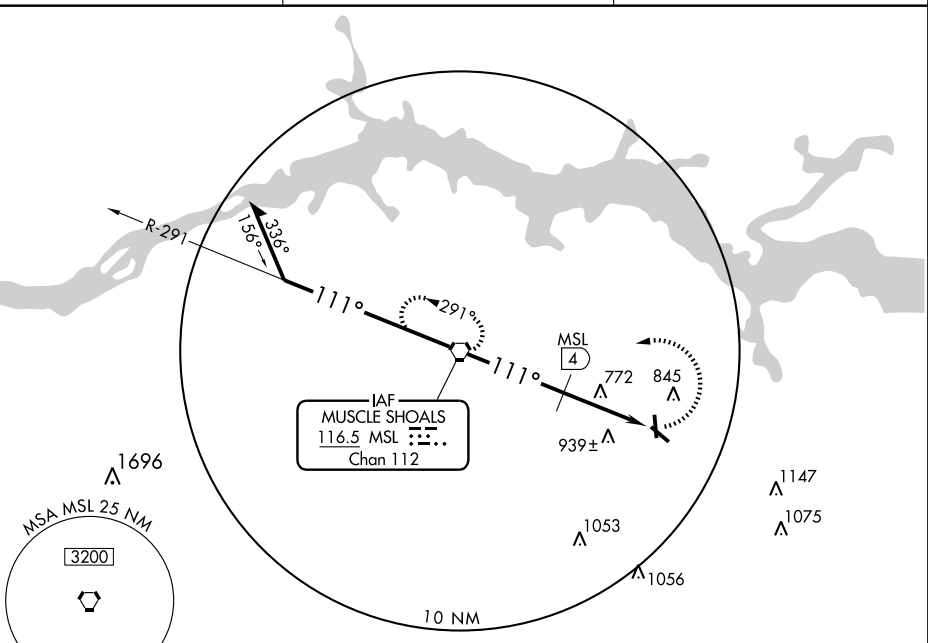
**▼** Use Muscle Shoals altimeter setting; when not received use  
**▲ NA** Huntsville altimeter setting and increase all MDAs 40 feet.

MISSED APPROACH: Climbing left turn to 2100 direct to MSL VORTAC and hold.

MUSCLE SHOALS ASOS  
**119.425**

HUNTSVILLE APP CON ★  
**118.05 239.0**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
S-13	1300-1	719 (800-1)	1300-2 719 (800-2)	1300-2¼ 719 (800-2¼)
CIRCLING	1300-1	712 (800-1)	1300-2 712 (800-2)	1300-2¼ 712 (800-2¼)
DME MINIMUMS				
S-13	1240-1	659 (700-1)	1240-1¾ 659 (700-1¾)	1240-2 659 (700-2)
CIRCLING	1240-1 652 (700-1)	1280-1 692 (700-1)	1280-2 692 (700-2)	1300-2¼ 712 (800-2¼)

FAF to MAP 7.4 NM					
Knots	60	90	120	150	180
Min:Sec	7:24	4:56	3:42	2:58	2:28

MIRL Rwy 13-31 0



# RNAV (GPS) RWY 2

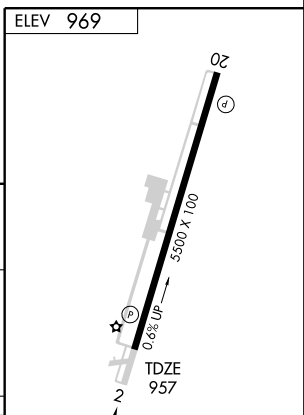
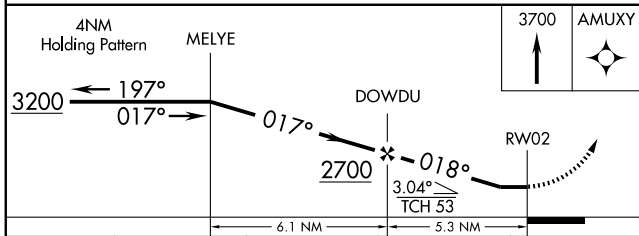
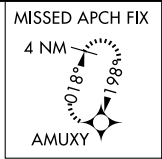
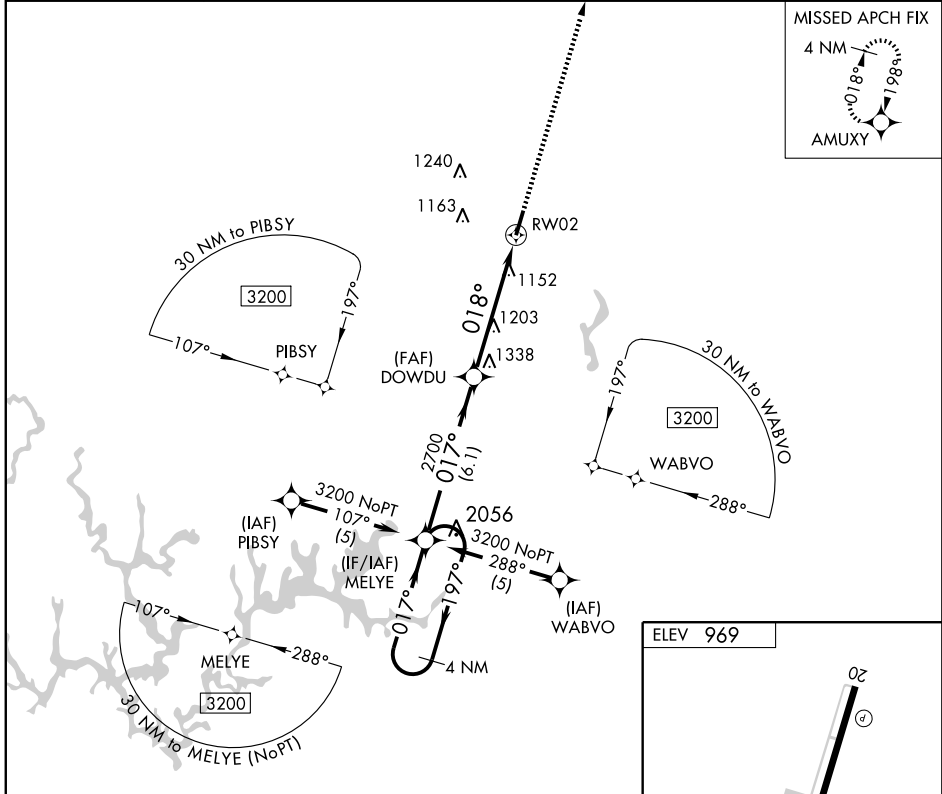
CULLMAN / FOLSOM FIELD (3A1)

APP CRS	Rwy Idg	<b>5500</b>
<b>018°</b>	TDZE	<b>957</b>
	Apt Elev	<b>969</b>

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**⚠** When local altimeter setting not received, use Huntsville altimeter setting and increase all MDA 100 feet, LNAV Cat C visibility ¼ mile, Cat D visibility ½ mile, and Circling Cat C visibility ¼ mile. When VGS1 Inop, Straight-in/Circling Rwy 2 procedure NA at night.

**MISSED APPROACH:**  
 Climb to 3700 direct AMUXY and hold.

AWOS-3 <b>124.175</b>	HUNTSVILLE APP CON * <b>118.05 239.0</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1460-1	503 (500-1)	1460-1½	503 (500-1½)
CIRCLING	1500-1	531 (600-1)	1500-1½	1520-2
			531 (600-1½)	551 (600-2)

REIL Rwy 2 and 20  
 MRL Rwy 2-20 0

# RNAV (GPS) RWY 20

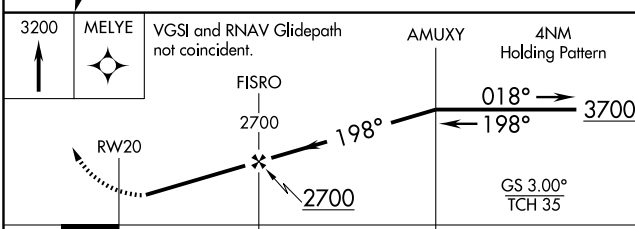
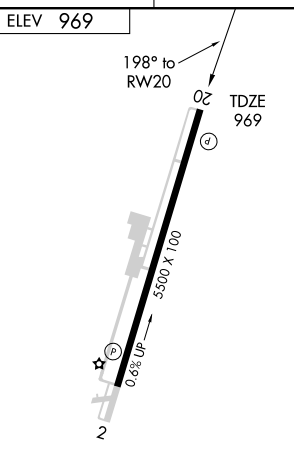
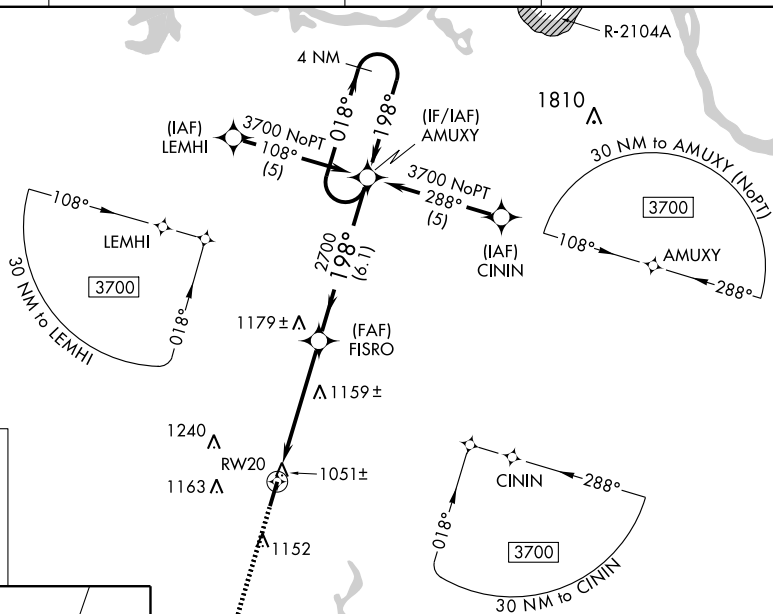
CULLMAN / FOLSOM FIELD (3A1)

WAAS CH <b>50514</b> <b>W20A</b>	APP CRS <b>198°</b>	Rwy Idg TDZE Apt Elev	<b>5500</b> <b>969</b> <b>969</b>
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**MISSED APPROACH:**  
Climb to 3200 direct  
MELYE and hold.

When VGSI Inop, Circling Rwy 20 NA at night. 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 Huntsville altimeter setting and increase all DA/MDA 100 feet, LPV and LNAV/VNAV all Cats visibility ½ mile, and LNAV Cat C, D and Circling Cat C visibility ¼ mile. Baro-VNAV NA when using Huntsville altimeter setting.

AWOS-3 <b>124.175</b>	HUNTSVILLE APP CON * <b>118.05 239.0</b>	GCO <b>121.725</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	1255-1 286 (300-1)			
LNAV/VNAV DA	1340-1¼ 371 (400-1¼)			
LNAV MDA	1420-1	451 (500-1)	1420-1¼ 451 (500-1¼)	1420-1½ 451 (500-1½)
CIRCLING	1500-1	531 (600-1)	1500-1½ 531 (600-1½)	1520-2 551 (600-2)

REIL Rwy 2 and 20  
MIRL Rwy 2-20 0

# RNAV (GPS) RWY 18

DECATUR/PRYOR FIELD RGNL (DCU)

WAAS CH <b>82200</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy Idg TDZE <b>6107</b> <b>592</b> Apt Elev <b>592</b>
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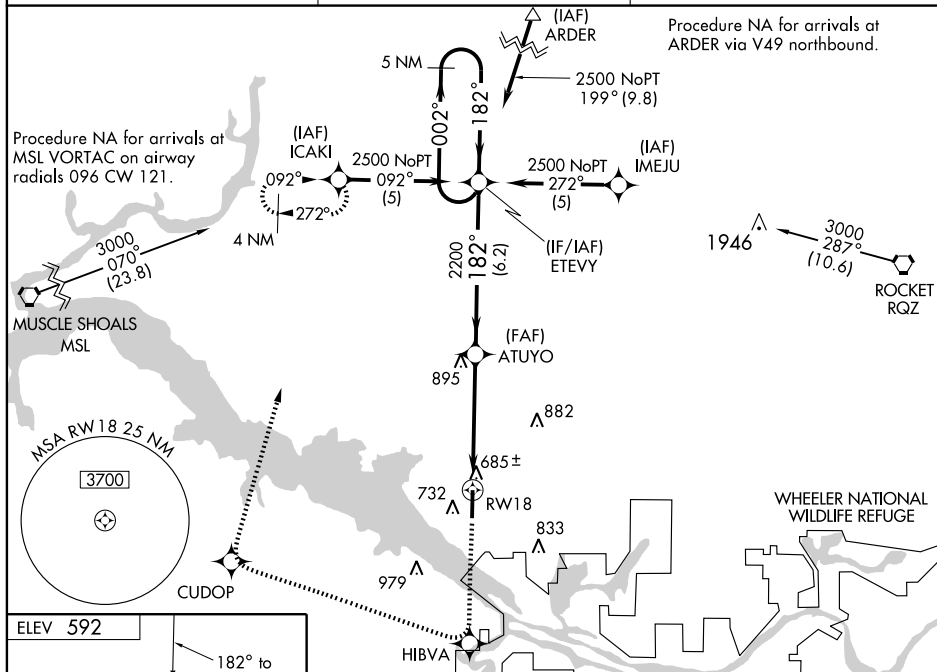
**MISSED APPROACH:**  
Climb to 3000 direct HIBVA and right turn via 290° track to CUDOP and via 017° to ICAKI and hold.

DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Huntsville-Carl T. Jones Field altimeter setting. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 867, LNAV/VNAV DA to 967, and increase all MDAs 40 feet. For inoperative MALSR, increase LPV all Cats. visibility to 1. Baro-VNAV NA below -16°C (4°F).

ASOS  
**118.375**

HUNTSVILLE APP CON\*  
**118.05 239.0**

UNICOM  
**123.075 (CTAF) 0**

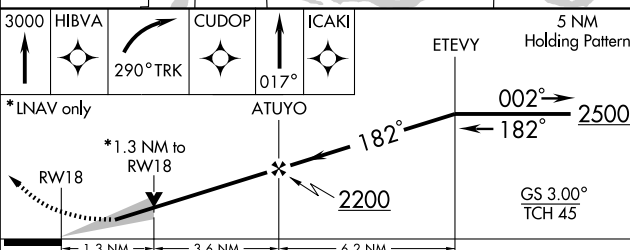
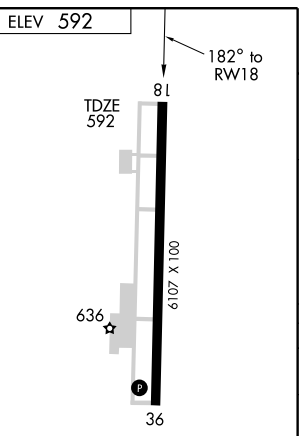
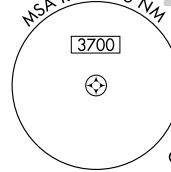


Procedure NA for arrivals at MSL VORTAC on airway radials 096 CW 121.

Procedure NA for arrivals at ARDER via V49 northbound.

MUSCLE SHOALS MSL

ROCKET RQZ



CATEGORY	A	B	C	D
LPV DA		842-½	250 (300-½)	
LNAV/VNAV DA		942-¾	350 (400-¾)	
LNAV MDA	1040-½	448 (500-½)	1040-¾ 448 (500-¾)	1040-1 448 (500-1)
CIRCLING	1040-1¼ 448 (500-1¼)	1060-1¼ 468 (500-1¼)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)

HIRL Rwy 18-36  
REIL Rwy 18 and 36

# RNAV (GPS) RWY 36

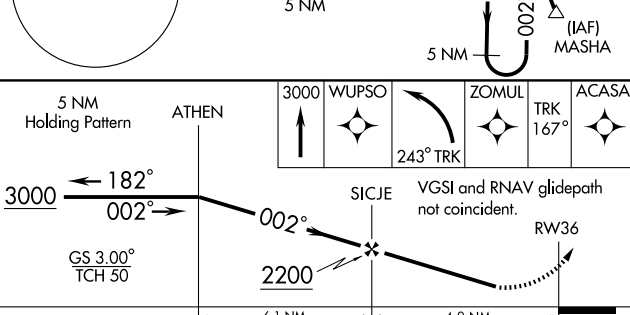
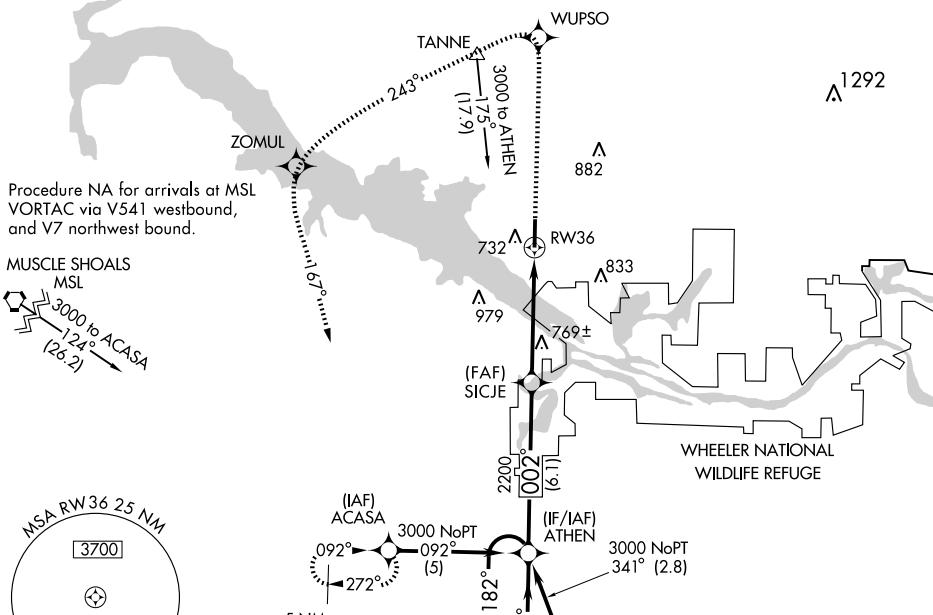
DECATUR/ PRYOR FIELD RGNL (DCU)

WAAS CH <b>90204</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy ldg TDZE Apt Elev	<b>6107</b> <b>588</b> <b>592</b>
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**MISSED APPROACH:** Climb to 3000 direct WUPSO and left turn via 243° track to ZOMUL and via 167° track to ACASA and hold.

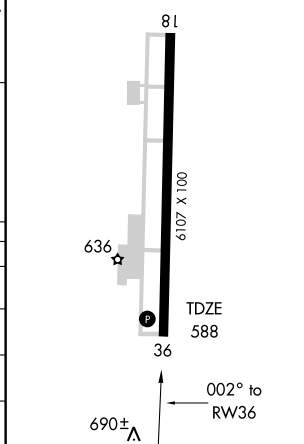
Baro-VNAV NA when using Huntsville Intl-Carl T. Jones Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. If local altimeter setting not received, use Huntsville Intl-Carl T. Jones Field altimeter setting and increase LPV DA to 930, LNAV/VNAV DA to 985, and increase all MDAs 40 feet.

ASOS <b>118.375</b>	HUNTSVILLE APP CON ★ <b>118.05 239.0</b>	UNICOM <b>123.075 (CTAF) ①</b>
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ELEV 592
HIRL Rwy 18-36 ①
REIL Rwy 18 and 36 ①

CATEGORY	A	B	C	D
LPV DA	905-1		317 (400-1)	
LNAV/VNAV DA	960-1¼		372 (400-1¼)	
LNAV MDA	1020-1	432 (500-1)	1020-1¼ 432 (500-1¼)	1020-1½ 432 (500-1½)
CIRCLING	1040-1 448 (500-1)	1060-1 468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)





# VOR RWY 36

DECATUR/ PRYOR FIELD RGNL (DCU)

VOR/DME DCU <b>112.8</b> Chan 75	APP CRS <b>019°</b>	Rwy ldg TDZE <b>588</b> Apt Elev <b>592</b>
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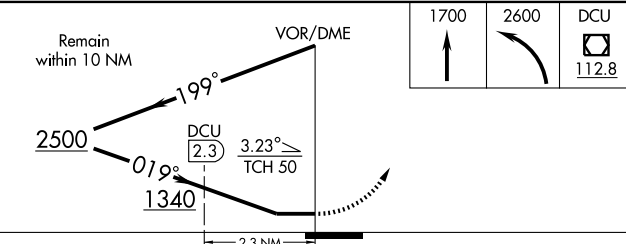
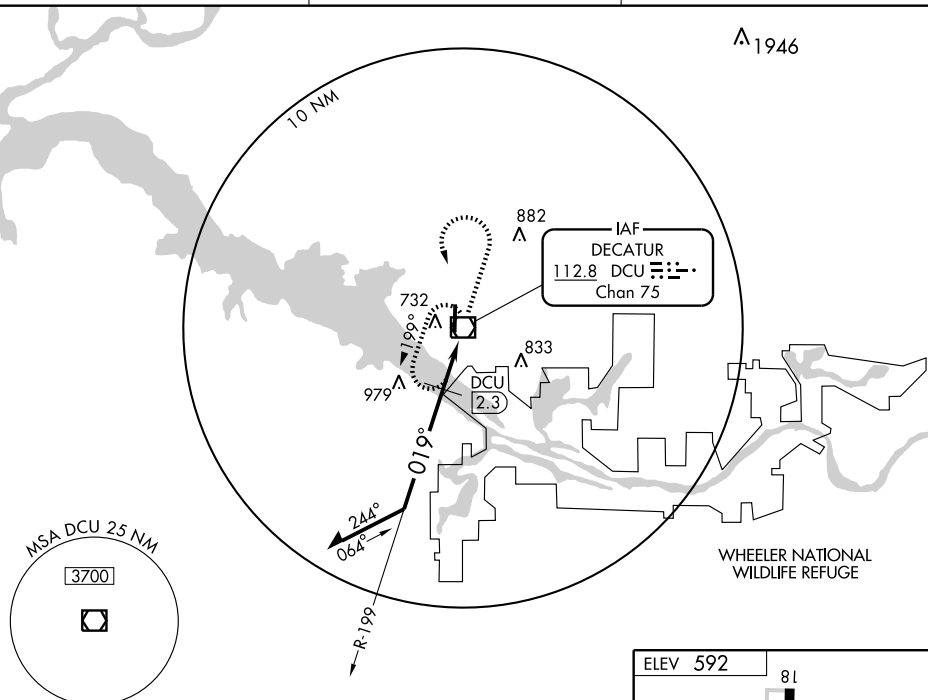


MISSED APPROACH: Climb to 1700 then climbing left turn to 2600 direct DCU VOR/DME and hold.

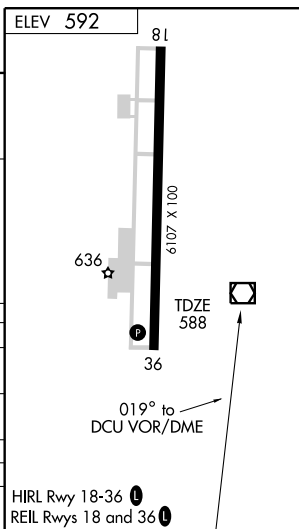
ASOS  
**118.375**

HUNTSVILLE APP CON ★  
**118.05 239.0**

UNICOM  
**123.075 (CTAF) 1**



CATEGORY	A	B	C	D
S-36	1340-1 752 (800-1)	1340-1¼ 752 (800-1¼)	1340-2¼ 752 (800-2¼)	1340-2½ 752 (800-2½)
CIRCLING	1340-1 748 (800-1)	1340-1¼ 748 (800-1¼)	1340-2¼ 748 (800-2¼)	1340-2½ 748 (800-2½)
DME MINIMUMS				
S-36	1000-1	412 (500-1)	1000-1¼	412 (500-1¼)
CIRCLING	1060-1	468 (500-1)	1060-1½ 468 (500-1½)	1160-2 568 (600-2)



NDB RZO <b>391</b>	APP CRS <b>049°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>113</b> <b>113</b>
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# NDB RWY 4

DEMOPOLIS MUNI (DYA)

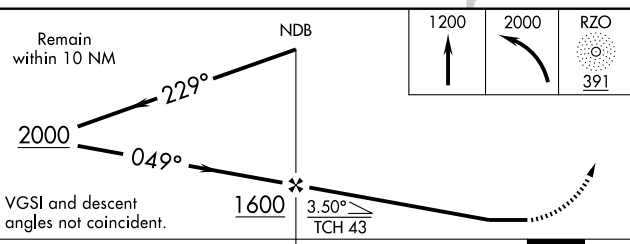
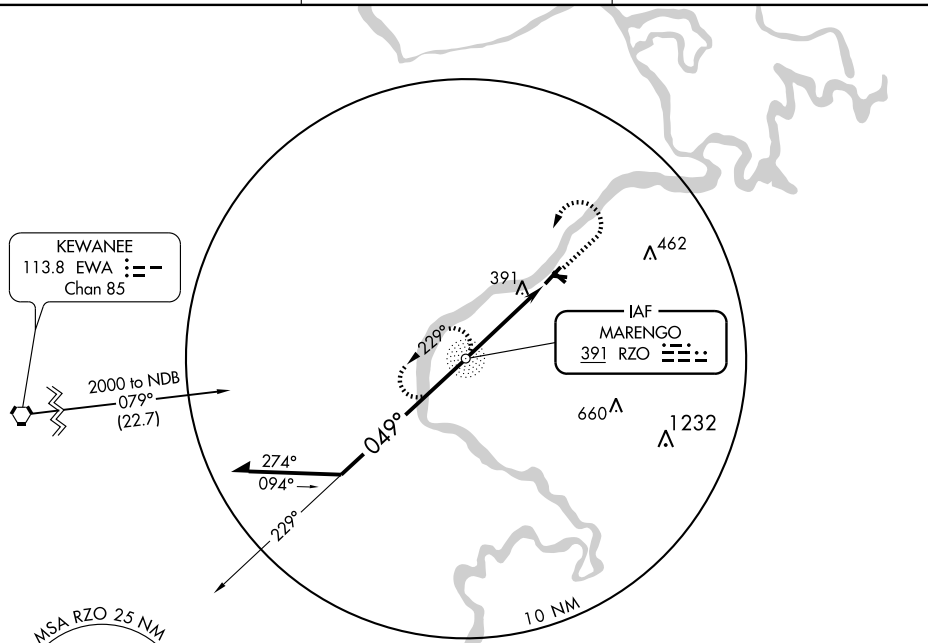
Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase S-4 and Circling Cat. B visibility ¼ mile. Increase Cats. C/D visibility ½ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct RZO NDB and hold.

AWOS-3  
**119.475**

MERIDIAN APP CON ★  
**119.2 374.9**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-4	760-1 647 (700-1)		760-1¼ 647 (700-1¼)	760-2 647 (700-2)
CIRCLING	760-1 647 (700-1)		760-1¼ 647 (700-1¼)	760-2 647 (700-2)

ELEV 113

MIRL Rwy 4-22 0

	60	90	120	150	180
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

FAF to MAP 3.9 NM

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 4

DEMOPOLIS MUNI (DYA)

APP CRS	Rwy Idg	5000
045°	TDZE	113
	Apt Elev	113

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C/D visibility ½ mile. Increase Circling visibility Cat. B ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

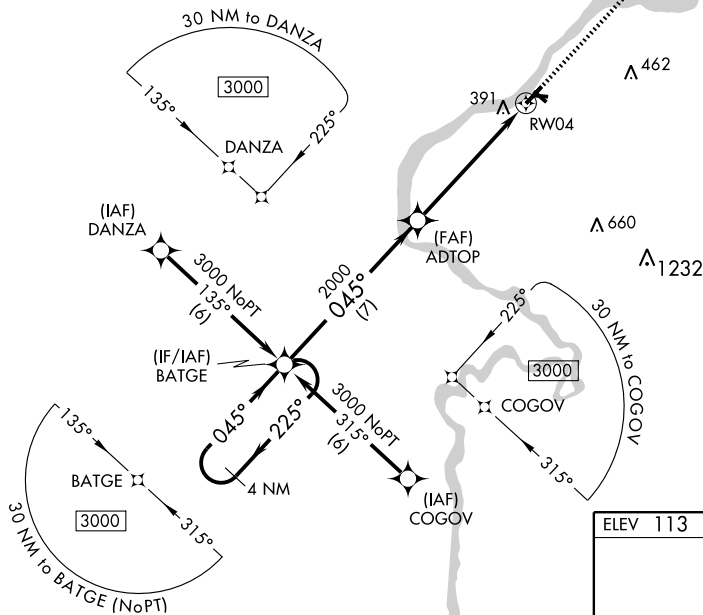
**MISSED APPROACH:**  
Climb to 3000 direct CUBNO and hold.

AWOS-3  
**119.475**

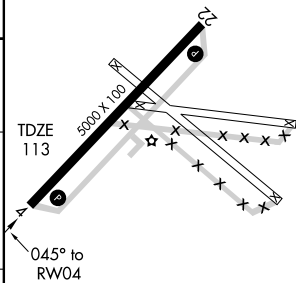
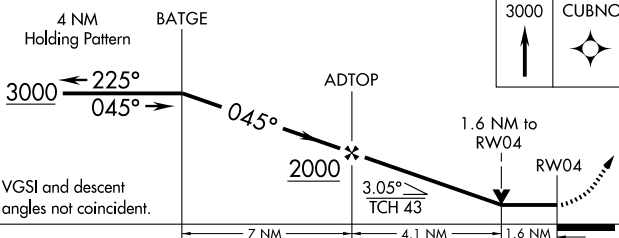
MERIDIAN APP CON\*  
**119.2 374.9**

UNICOM  
**122.8 (CTAF)**

MISSED APCH FIX



ELEV 113



CATEGORY	A	B	C	D
LNAV MDA	700-1	587 (600-1)	700-1½ 587 (600-1½)	700-1¾ 587 (600-1¾)
CIRCLING	760-1	647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)

MIRL Rwy 4-22



# RNAV (GPS) RWY 22

DEMOPOLIS MUNI (DYA)

APP CRS	Rwy Idg	5000
225°	TDZE	110
	Apt Elev	113

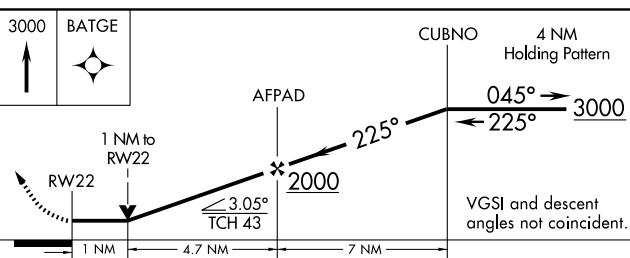
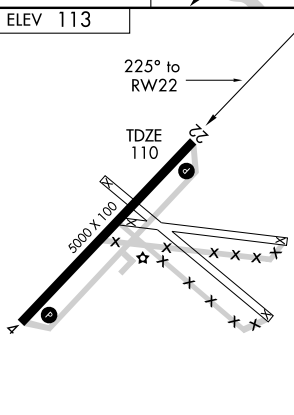
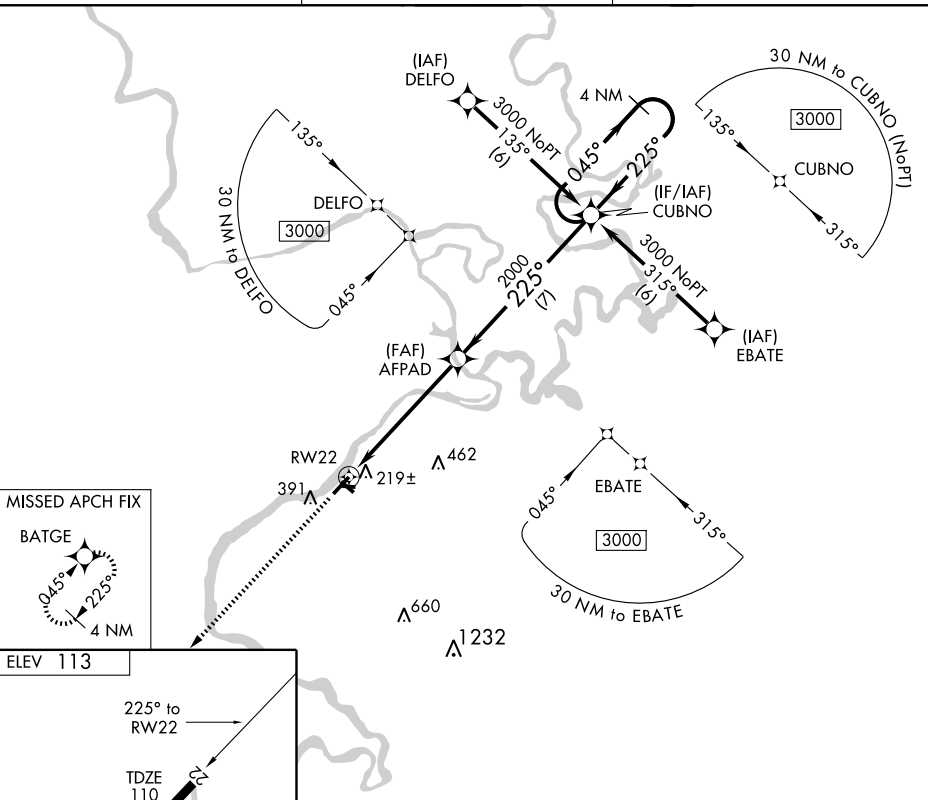
**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meridian altimeter setting and increase all MDA 140 feet. Increase LNAV Cat. C visibility ½ mile, Cat. D ¼ mile. Increase Circling Cat. B visibility ¼ mile, Cat. C/D ½ mile. VDP NA when using Meridian altimeter setting.

**MISSED APPROACH:**  
Climb to 3000 direct BATGE and hold.

AWOS-3  
**119.475**

MERIDIAN APP CON\*  
**119.2 374.9**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	480-1	370 (400-1)		480-1¼ 370 (400-1¼)
CIRCLING	760-1	647 (700-1)	760-1¾ 647 (700-1¾)	760-2 647 (700-2)

MIRL Rwy 4-22 0

SE-4, 08 APR 2010 to 06 MAY 2010

# AIRPORT DIAGRAM

AL-123 (FAA)

DOTHAN RGNL (DHN)  
DOTHAN, ALABAMA

ATIS  
135.72  
DOTHAN TOWER ★  
118.4 257.6  
GND CON  
121.7 348.6

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

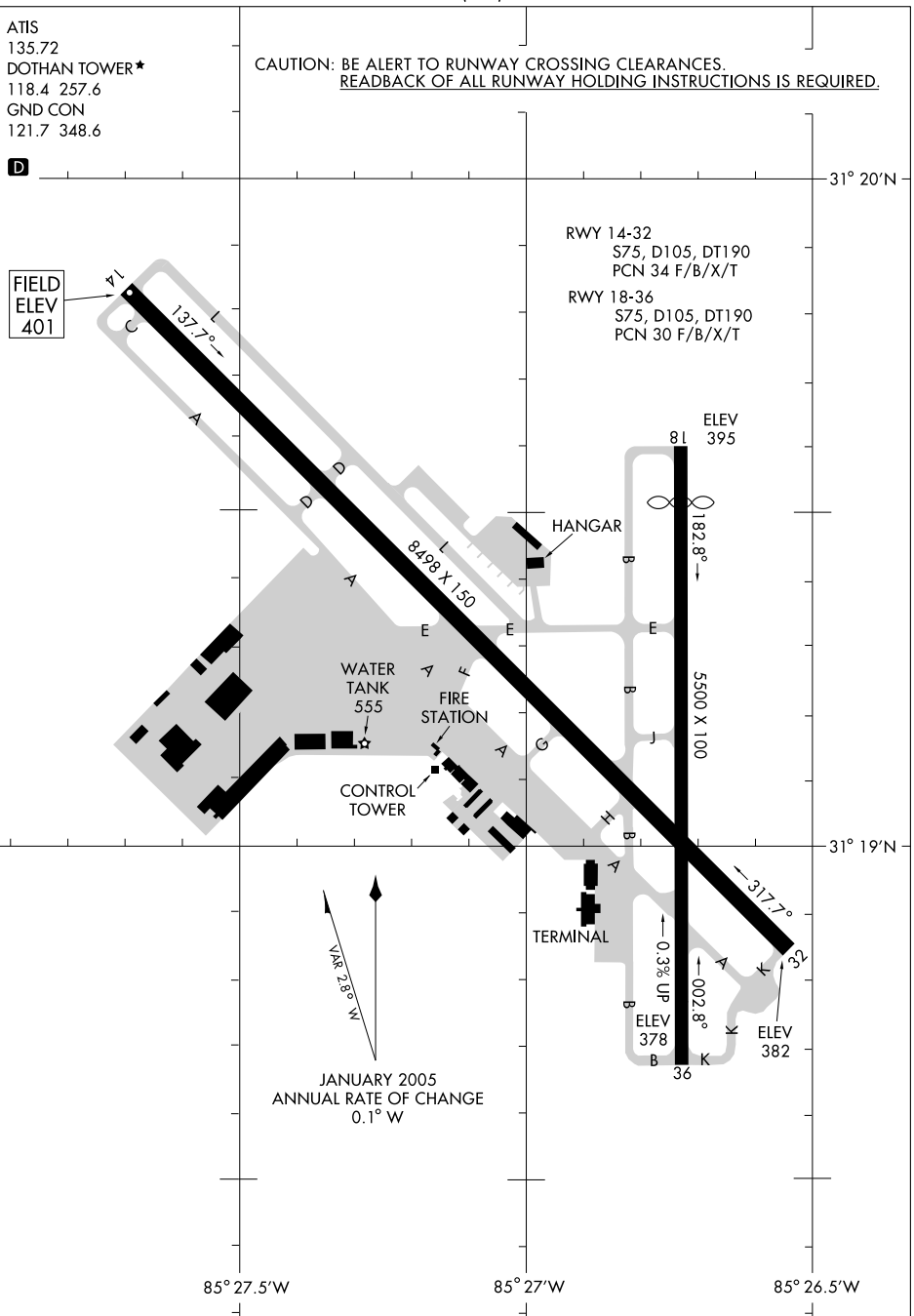
D

31° 20'N

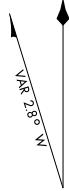
FIELD  
ELEV  
401

RWY 14-32  
S75, D105, DT190  
PCN 34 F/B/X/T

RWY 18-36  
S75, D105, DT190  
PCN 30 F/B/X/T



31° 19'N



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

85° 27.5'W

85° 27'W

85° 26.5'W

SE-4, 08 APR 2010 to 06 MAY 2010

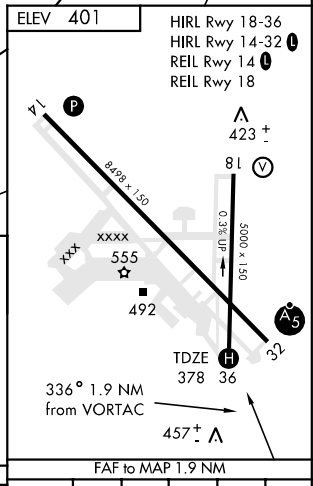
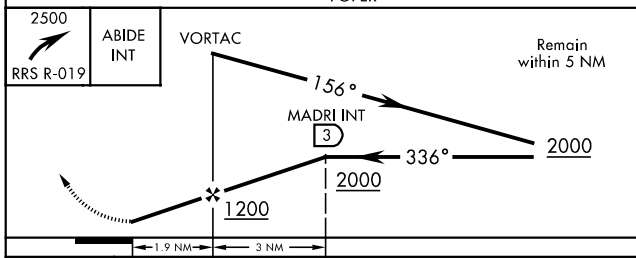
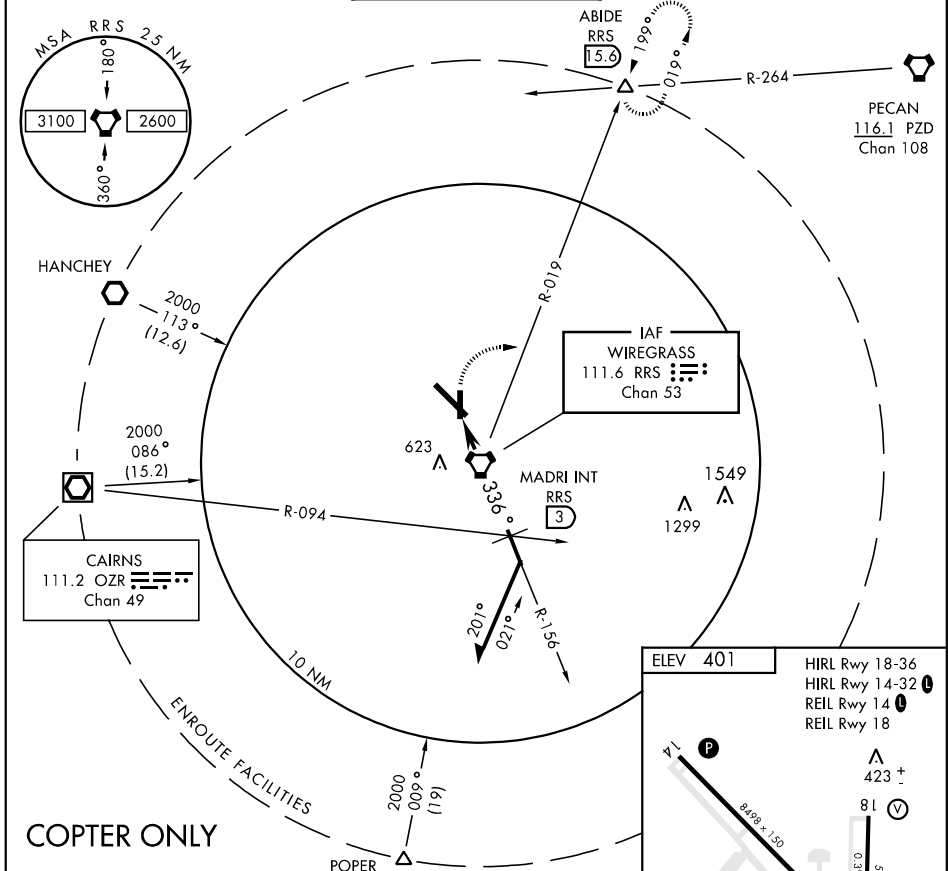
VORTAC RRS <b>111.6</b> Chan <b>53</b>	APCH CRS <b>336°</b>	Rwy ldg TDZE Arprt Elev <b>NA</b> <b>378</b> <b>401</b>
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AL-123 [USA]

When control tower closed, obtain local altimeter setting on CTAF; when not received use Cairns altimeter setting and increase all MDAs 40 feet.  
▲ NA when FSS closed.

MISSED APPROACH: Climbing right turn to 2500 via RRS R-019 to ABIDE INT and hold; or when directed by ATC, climbing left turn to 2000 heading 240° within 10 NM.

ATIS <b>135.72</b>	CAIRNS APP CON <b>125.4 327.125</b>	DOTHAN TOWER ★ <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	COPTER
H-336°	740-½ 362 (400-½)

Knots	45	60	75	90	105
Min:Sec	2:32	1:54	1:32	1:16	1:06

SE-4, 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 14

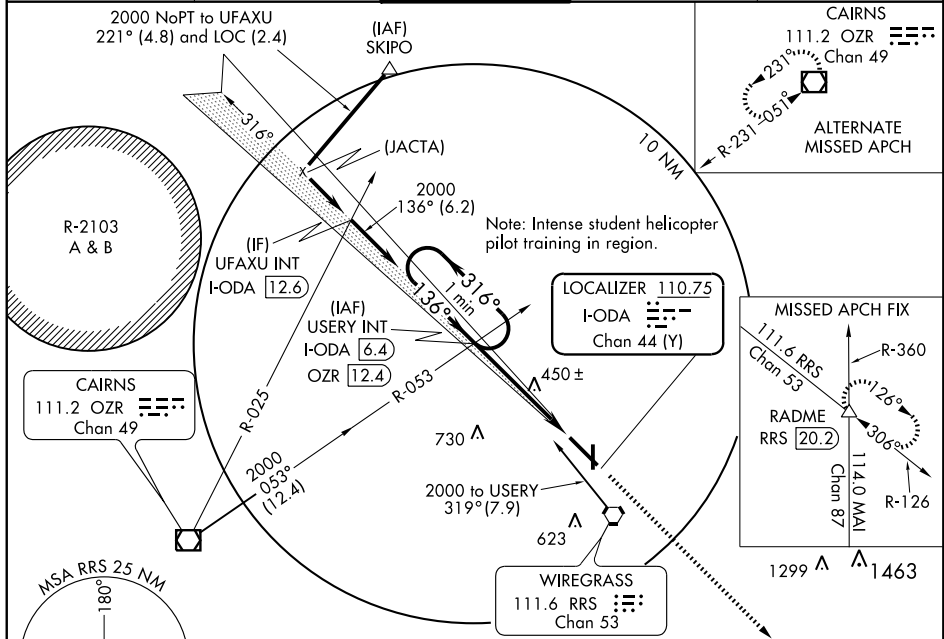
DOTHAN REGIONAL (DHN)

LOC/DME I-ODA <b>110.75</b> Chan <b>44 (Y)</b>	APP CRS <b>136°</b>	Rwy Idg TDZE Apt Elev <b>8498</b> <b>400</b> <b>400</b>
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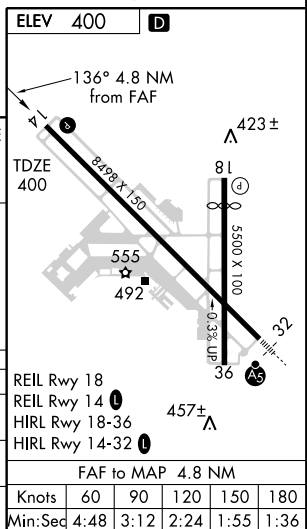
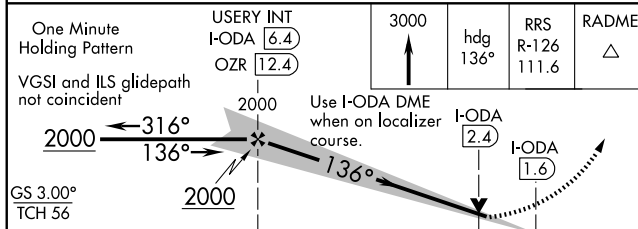
**VDP NA** when using Cairns altimeter setting.  
**▲** When local altimeter setting not received, use Cairns altimeter setting and increase DA to 646, all MDAs 60 feet, and S-LOC 14 visibility Cat D ½ mile.

**MISSED APPROACH:** Climb to 3000 via heading 136° and via RRS VORTAC R-126 to RADME INT/RRS 20.2 DME and hold.

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



CATEGORY	A	B	C	D
S-ILS 14		600-¾	200 (200-¾)	
S-LOC 14		700-1	300 (300-1)	
CIRCLING	860-1	460 (500-1)	860-1½ 460 (500-1½)	980-2 580 (600-2)

# ILS or LOC RWY 32

DOTHAN RGNL (DHN)

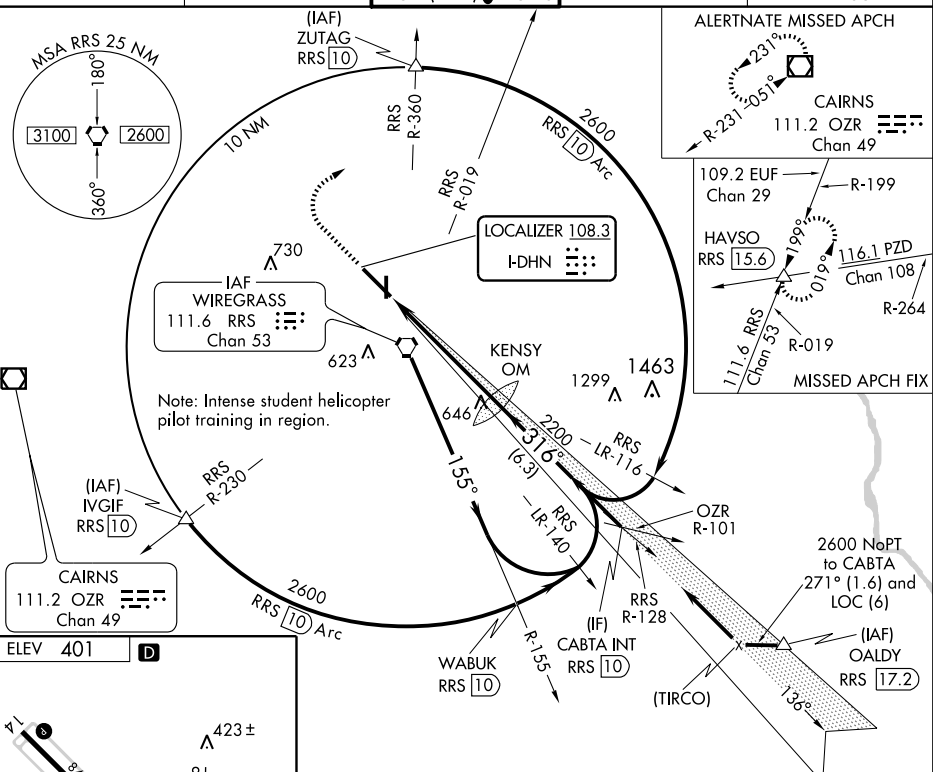
LOC I-DHN <b>108.3</b>	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>8498</b> <b>381</b> <b>401</b>
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**⚠** When local altimeter setting not received, use Cairns altimeter setting and increase DA to 627 and all MDAs 60 feet and increase visibility Cats C/D ¼ mile. \* S-ILS 32 RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

**MISSED APPROACH:** Climb to 1000 via hdg 316° then climbing right turn to 3000 via RRS VORTAC R-019 to HAVSO INT and hold.

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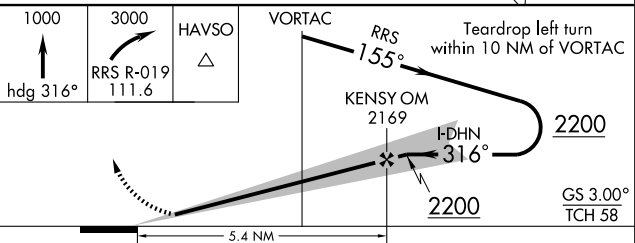
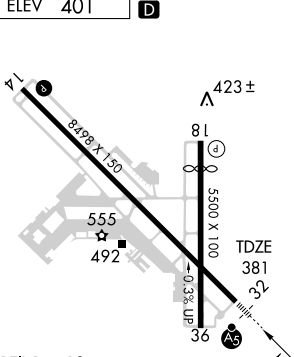


ELEV 401 **D**

CAIRNS 111.2 OZR Chan 49

WIREGRASS 111.6 RRS Chan 53

LOCALIZER 108.3 I-DHN



FAF to MAP 5.4 NM

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

CATEGORY	A	B	C	D
S-ILS 32	* 581/24 200 (200-½)			
S-LOC 32	960/24	579 (600-½)	960/50 579 (600-1)	960/60 579 (600-1¼)
CIRCLING	960-1	560 (600-1)	960-1½ 560 (600-1½)	980-2 580 (600-2)

# RNAV (GPS) RWY 14

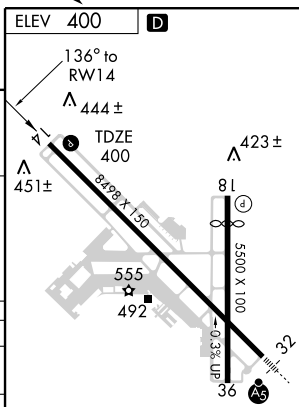
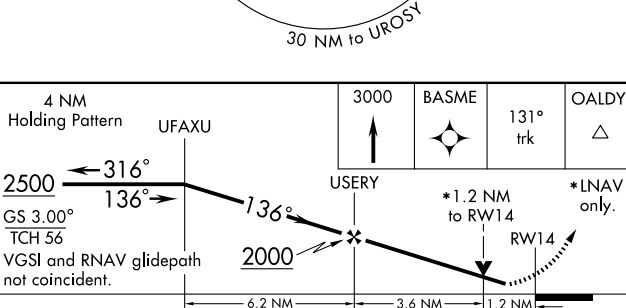
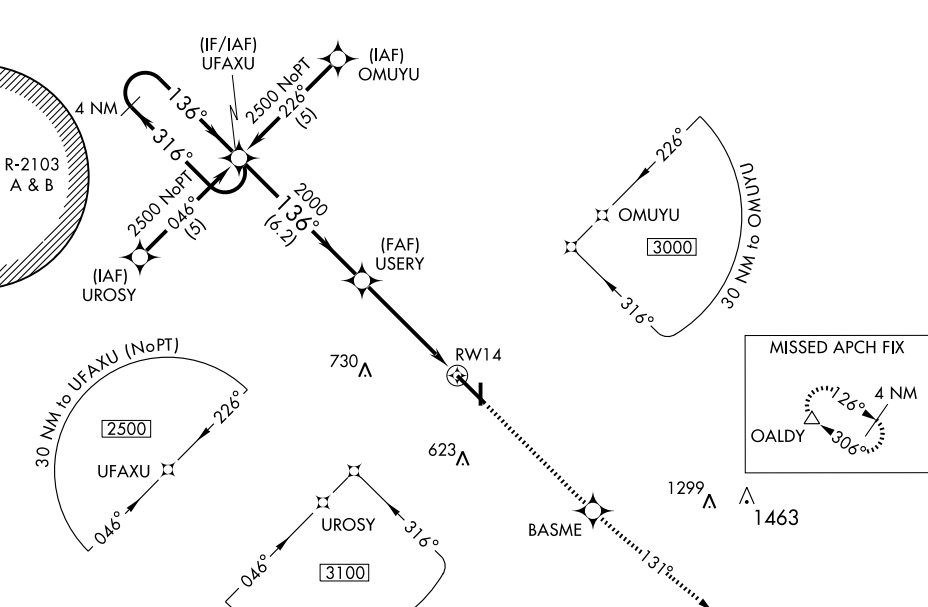
DOTHAN RGNL (DHN)

WAAS CH <b>86504</b> <b>W14A</b>	APP CRS <b>136°</b>	Rwy Idg <b>8498</b> TDZE <b>400</b> Apt Elev <b>400</b>
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**▽** For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). VDP NA when using Cairns altimeter setting. Baro-VNAV NA when using Cairns altimeter setting. When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 696, LNAV/VNAV DA to 830, all MDAs 60 feet and increase LPV, LNAV/VNAV all Cats and LNAV Cat C ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct BASME and via 131° track to OALDY and hold.

ATIS <b>135.72</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	DOTHAN TOWER ★ <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		650-¾	250 (300-¾)	
LNAV/VNAV DA		784-1¼	384 (400-1¼)	
LNAV MDA		760-1	360 (400-1)	760-1¼ 360 (400-1¼)
CIRCLING	860-1	460 (500-1)	860-1½ 460 (500-1½)	980-2 580 (600-2)

REIL Rwy 18  
REIL Rwy 14  
HIRL Rwy 18-36  
HIRL Rwy 14-32

# RNAV (GPS) RWY 18

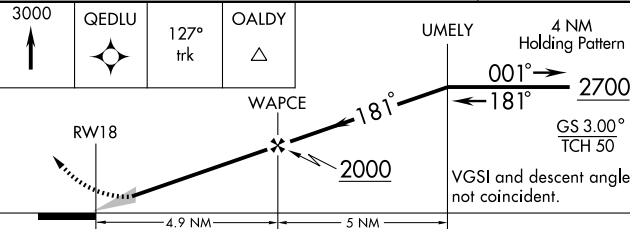
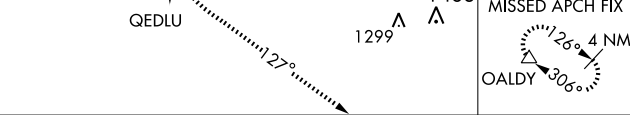
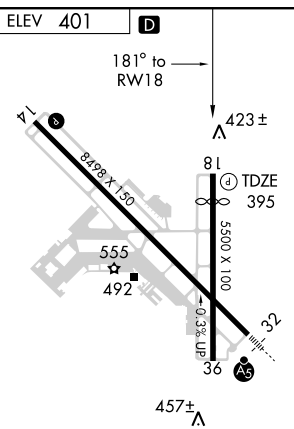
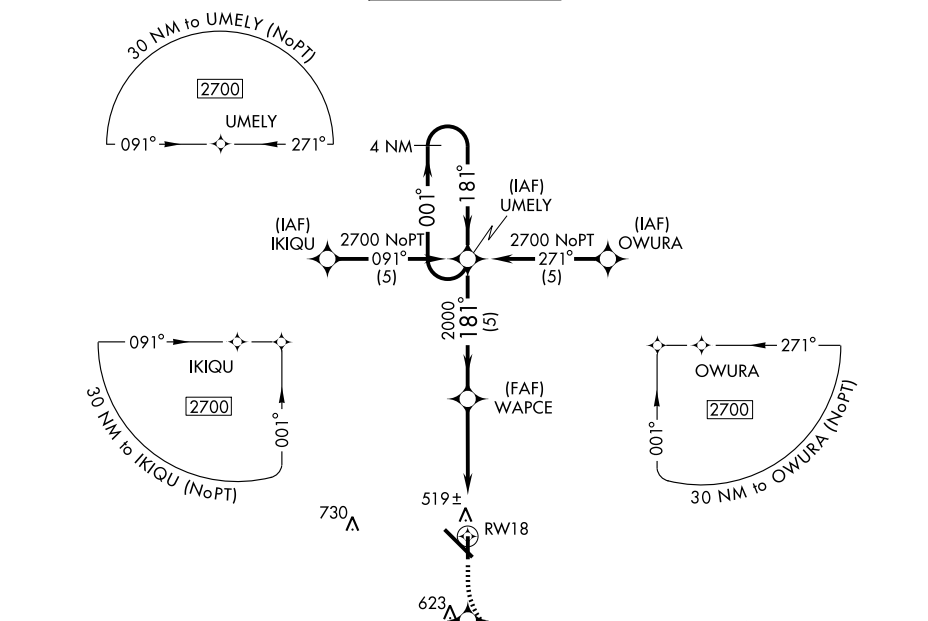
DOTHAN RGNL (DHN)

APP CRS	Rwy Idg	<b>5000</b>
<b>181°</b>	TDZE	<b>395</b>
	Apt Elev	<b>401</b>

**NA** When local altimeter setting not received, use Cairns altimeter setting and increase LNAV/VNAV DA to 746; All MDA 60 feet, and increase LNAV/VNAV all Cats and LNAV Cat D visibilities ¼ mile. DME/DME RNP-0.3 NA. Baro-VNAV NA below -16°C (4°F). Baro-VNAV NA when using Cairns altimeter setting.

**MISSED APPROACH:** Climb to 3000 direct QEDLU and via 127° track to OALDY and hold.

ATIS	CAIRNS APP CON *	DOTHAN TOWER *	GND CON	UNICOM
<b>135.72</b>	<b>125.4 327.125</b>	<b>118.4 (CTAF) 0 257.6</b>	<b>121.7 348.6</b>	<b>122.95</b>



CATEGORY	A	B	C	D
GLS (PA)	NA			
LNAV/VNAV DA	700-1		305 (300-1)	
LNAV MDA	800-1	405 (400-1)	800-1½	405 (400-1½)
CIRCLING	860-1	459 (500-1)	860-1½	980-2 459 (500-1½)

REIL Rwy 18  
REIL Rwy 14  
HIRL Rwy 18-36  
HIRL Rwy 14-32

# RNAV (GPS) RWY 32

DOTHAN RGNL (DHN)

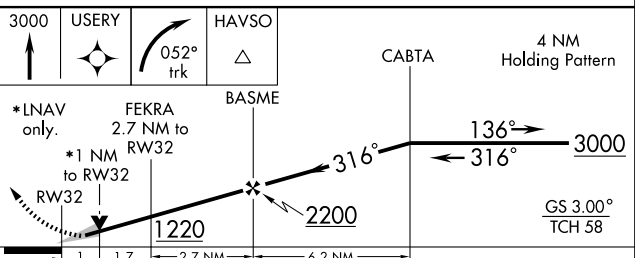
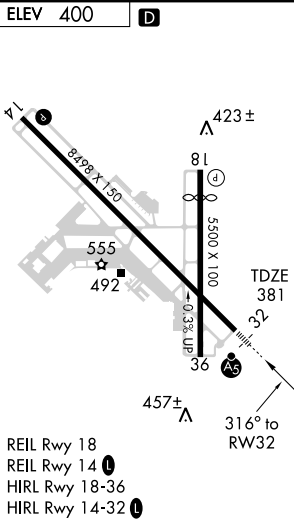
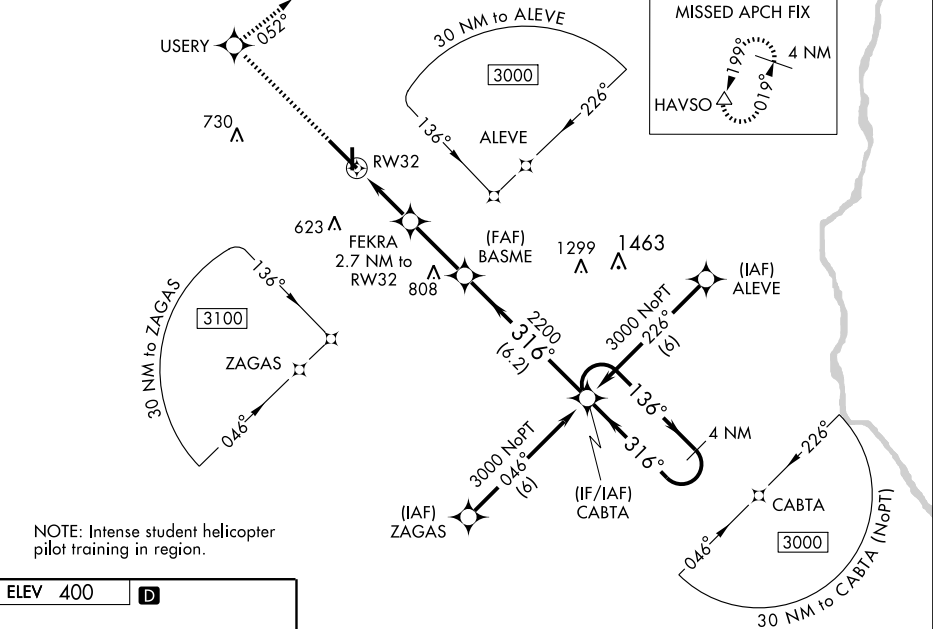
WAAS CH <b>93704</b> <b>W32A</b>	APP CRS <b>316°</b>	Rwy Idg TDZE Apt Elev	<b>8498</b> <b>381</b> <b>400</b>
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**⚠** For inoperative MALS, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Cairns altimeter setting and increase LPV DA to 677, LNAV/VNAV DA to 753, all MDAs 60 feet and increase visibility LNAV/VNAV all Cats and LNAV Cat C ¼ mile. When using Cairns altimeter setting increase LPV all Cats visibility ½ mile. Baro-VNAV NA when using Cairns altimeter setting. VDP NA when using Cairns altimeter setting.

**MALS**

**MISSED APPROACH:** Climb to 3000 direct USERY and right turn via 052° track to HAVSO and hold.

ATIS <b>135.72</b>	CAIRNS APP CON* <b>125.4 327.125</b>	DOTHAN TOWER* <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	631/24 250 (300-½)			
LNAV/VNAV DA	707/24	326 (400-½)	707/40 326 (400-¾)	
LNAV MDA	760/24	379 (400-½)	760/50 379 (400-1)	
CIRCLING	860-1	460 (500-1)	860-1½ 460 (500-1½)	980-2 580 (600-2)





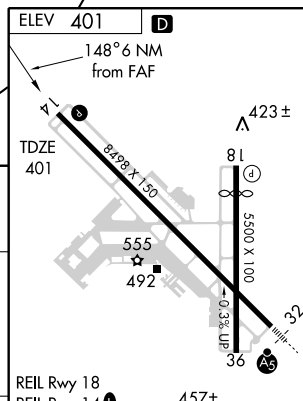
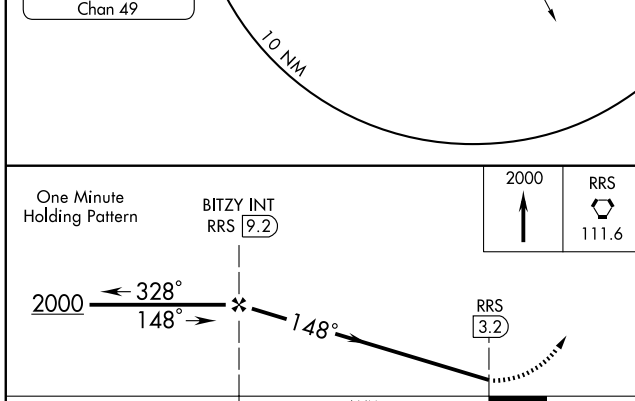
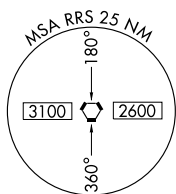
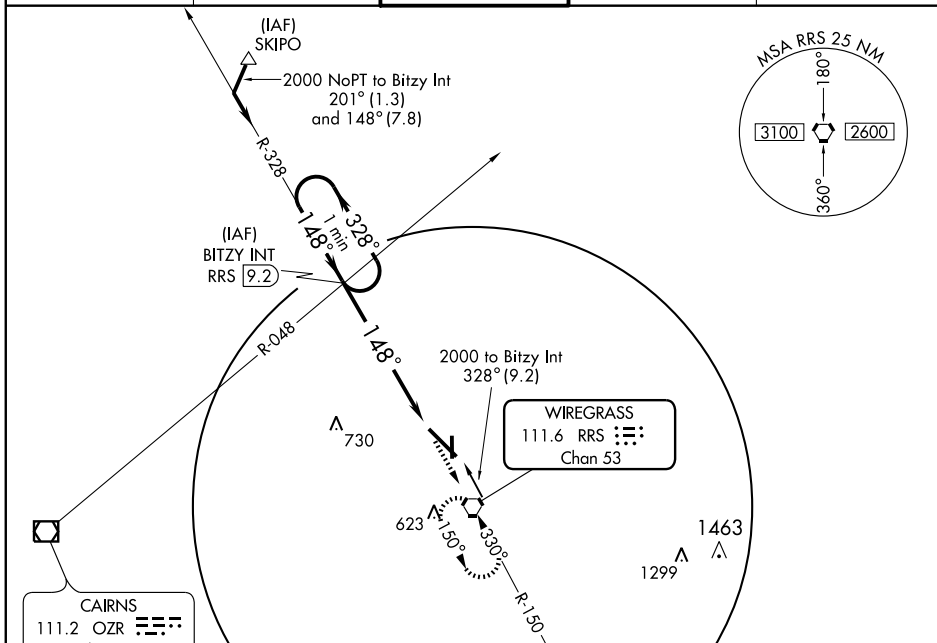
# VOR RWY 14

DOTHAN RGNL (DHN)

VORTAC RRS	APP CRS	Rwy Idg	8498
111.6	148°	TDZE	401
Chan 53		Apt Elev	401

MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS <b>135.72</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	DOTHAN TOWER ★ <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-14	820-1	419 (500-1)	820-1¼	419 (500-1¼)
CIRCLING	860-1	459 (500-1)	860-1½ 459 (500-1½)	980-2 579 (600-2)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

SE-4, 08 APR 2010 to 06 MAY 2010

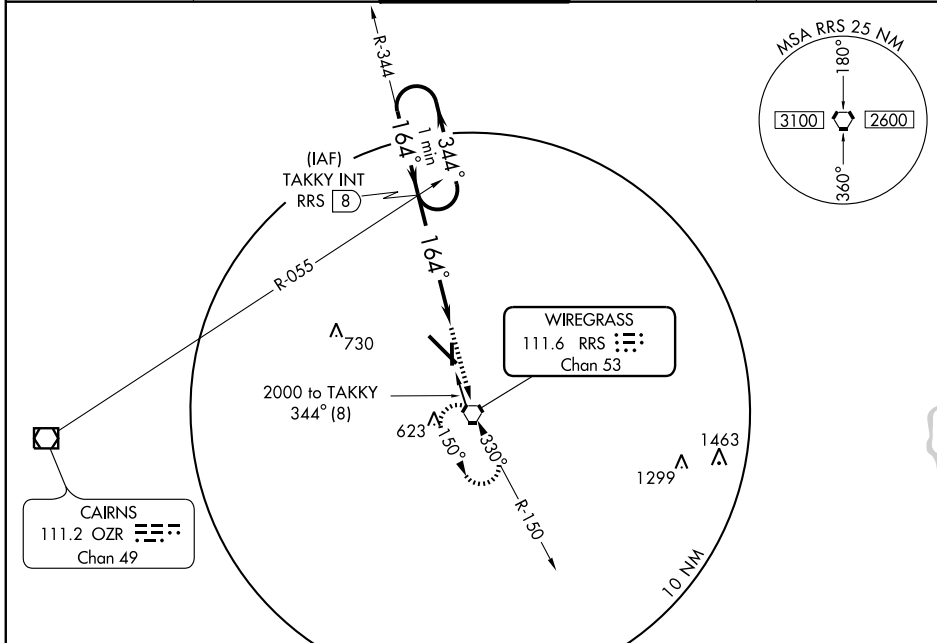
# VOR RWY 18

DOTHAN RGNL (DHN)

VORTAC RRS <b>111.6</b> Chan 53	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>395</b> <b>401</b>
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MISSED APPROACH: Climb to 2000 direct RRS VORTAC and hold.

ATIS <b>135.72</b>	CAIRNS APP CON ★ <b>125.4 327.125</b>	DOTHAN TOWER ★ <b>118.4 (CTAF) 0 257.6</b>	GND CON <b>121.7 348.6</b>	UNICOM <b>122.95</b>
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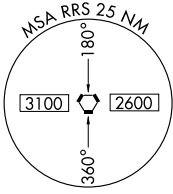
CAIRNS  
111.2 OZR  
Chan 49

WIREGRASS  
111.6 RRS  
Chan 53

2000 to TAKKY  
344° (8)

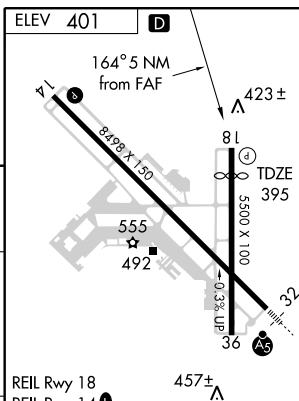
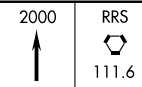
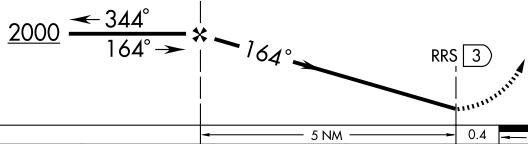
1299  
1463

10 NM



One Minute  
Holding Pattern

TAKKY INT  
RRS 8



REIL Rwy 18  
REIL Rwy 14  
HIRL Rwy 18-36  
HIRL Rwy 14-32

FAF to MAP 5 NM

CATEGORY	A	B	C	D
S-18	820-1	425 (500-1)	820-1¼	425 (500-1¼)
CIRCLING	860-1	459 (500-1)	860-1½	980-2 459 (500-1½) 579 (600-2)

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

# RNAV (GPS) RWY 5

ENTERPRISE MUNI (EDN)

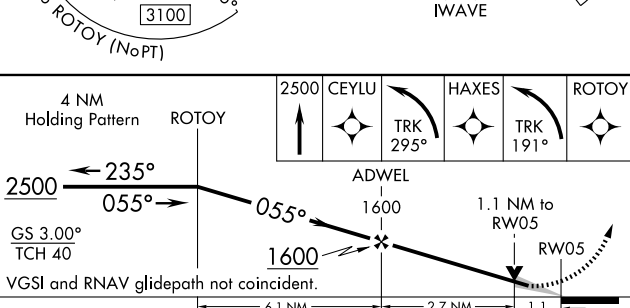
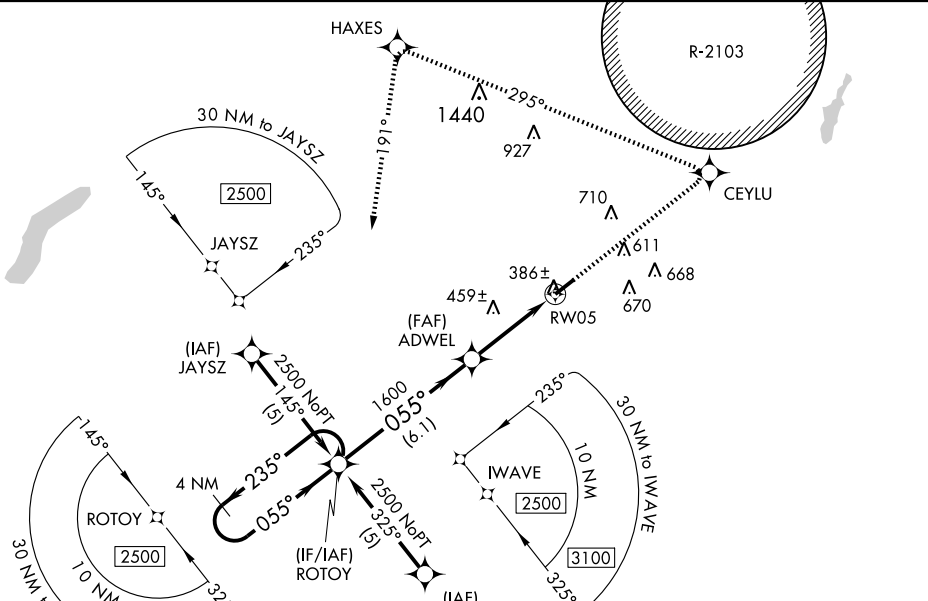
WAAS CH <b>72614</b> <b>W05A</b>	APP CRS <b>055°</b>	Rwy Idg TDZE Apt Elev	<b>5080</b> <b>360</b> <b>361</b>
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Baro-VNAV NA when using Cairns AAF (Fort Rucker) altimeter setting.  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Obtain local altimeter setting on CTAF, when not received, use Cairns AAF (Fort Rucker) altimeter setting and increase LPV DA to 642 feet, LNAV/VNAV DA to 688 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile.

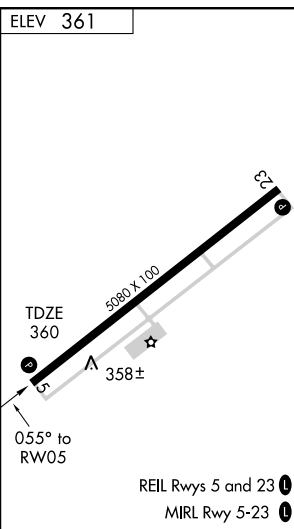
MISSED APPROACH: Climb to 2500 direct CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.

CAIRNS APP CON ★  
**133.45 239.4**

UNICOM  
**122.8(CTAF)**



CATEGORY	A	B	C	D
LPV DA		610-1 250 (300-1)		NA
LNAV/VNAV DA		656-1 296 (300-1)		NA
LNAV MDA		720-1 360 (400-1)		NA
CIRCLING	820-1 459 (500-1)		820-1½ 459 (500-1½)	NA



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REIL Rwy 5 and 23  
MIRL Rwy 5-23

VOR EDN **116.6** APP CRS **065°** Rwy Idg **5080**  
 TDZE **360**  
 Apt Elev **361**

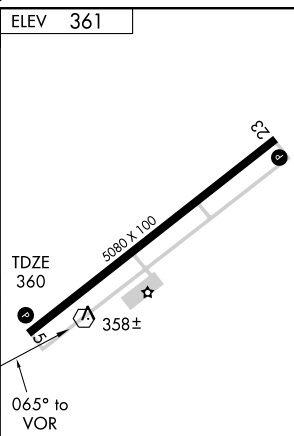
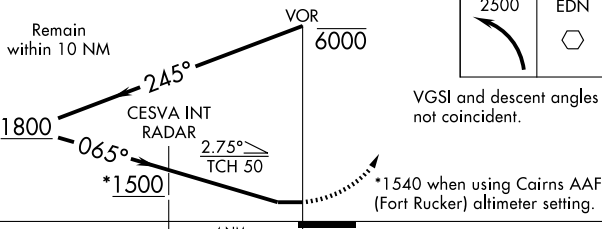
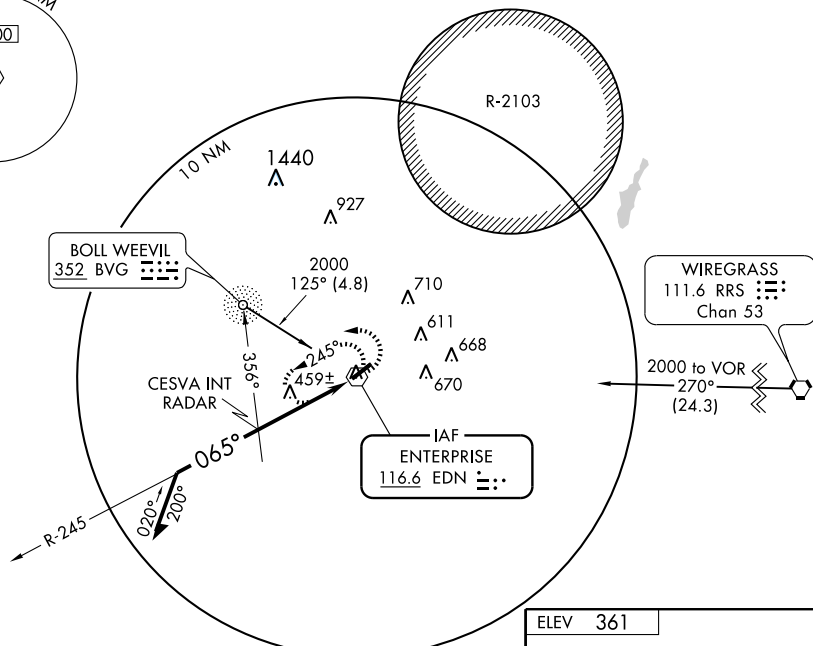
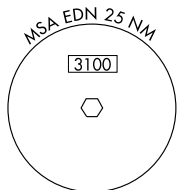
**VOR RWY 5**  
 ENTERPRISE MUNI (EDN)

ADF or RADAR Required. Obtain local altimeter setting on CTAF; when not received, use Cairns AAF (Fort Rucker) altimeter setting and increase all MDA 40 feet.

MISSED APPROACH:  
 Climbing left turn to 2500 in EDN VOR holding pattern.

CAIRNS APP CON \*  
**133.45 239.4**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-5	1500-1¼ 1140 (1200-1¼)	1500-1½ 1140 (1200-1½)	1500-3 1140 (1200-3)	NA
CIRCLING	1500-1¼ 1139 (1200-1¼)	1500-1½ 1139 (1200-1½)	1500-3 1139 (1200-3)	NA
CESVA INT/RADAR MINIMUMS				
S-5	780-1	420 (500-1)	780-1¼ 420 (500-1¼)	NA
CIRCLING	820-1	459 (500-1)	820-1½ 459 (500-1½)	NA

REIL Rwy 5 and 23  
 MIRL Rwy 5-23

SE-4, 08 APR 2010 TO 06 MAY 2010

# RNAV (GPS) RWY 18

EUFALA/WEEDON FIELD (EUF)

APP CRS	Rwy Idg	<b>5000</b>
<b>184°</b>	TDZE	<b>285</b>
	Apt Elev	<b>285</b>

Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet, and Circling Cat. C and D visibility ¼ mile. DME/DME RNP-0.3 NA.

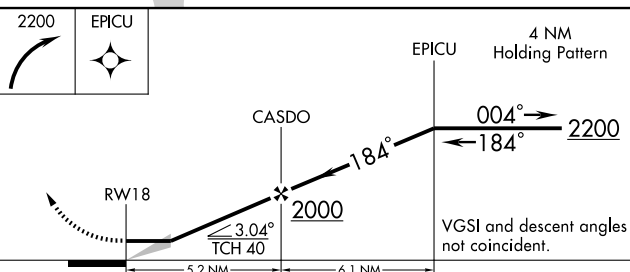
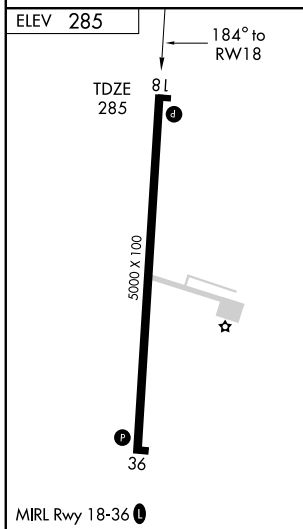
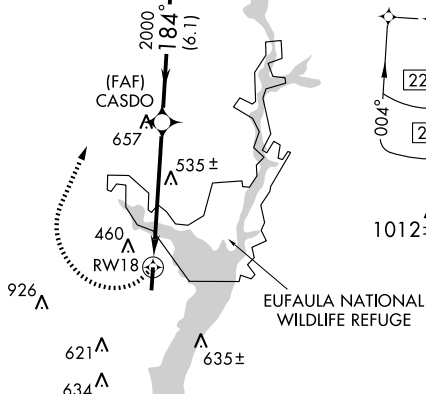
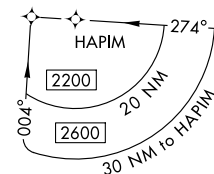
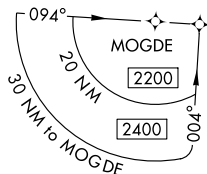
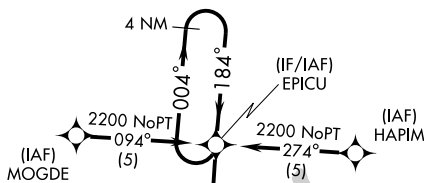
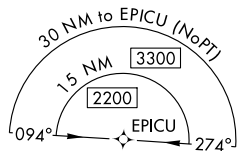
MISSED APPROACH: Climbing right turn to 2200 direct EPICU and hold.

CLAYTON AWOS-3  
**118.775**

ATLANTA APP CON ★  
**125.5 323.1**

CLNC DEL  
**134.25 339.8**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	900-1 615 (700-1)		900-1¾ 615 (700-1¾)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)		920-1¾ 635 (700-1¾)	920-2 635 (700-2)

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 36

EUFALA/WEEDON FIELD (EUF)

APP CRS	Rwy Idg	<b>5000</b>
<b>004°</b>	TDZE	<b>285</b>
	Apt Elev	<b>285</b>

**▼** Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet. DME/DME RNP-0.3 NA.

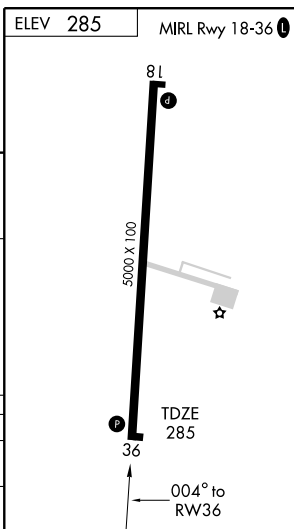
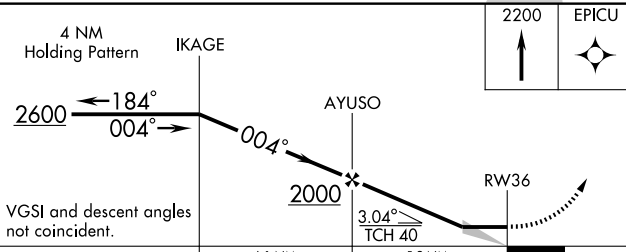
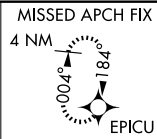
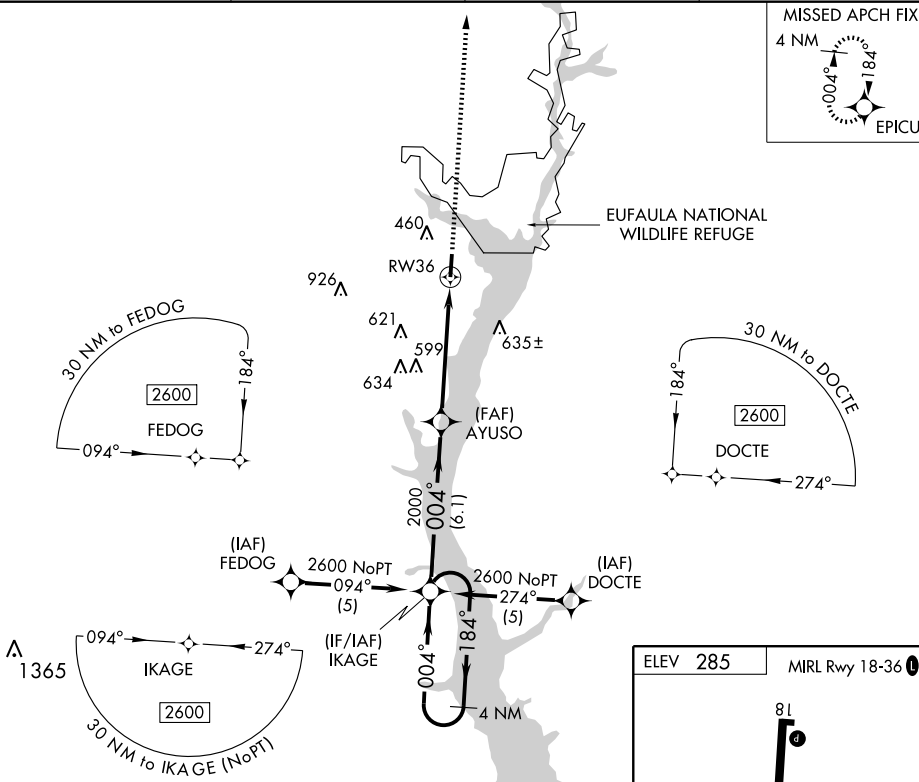
**MISSED APPROACH:** Climb to 2200 direct EPICU and hold.

CLAYTON AWOS-3  
**118.775**

ATLANTA APP CON ★  
**125.5 323.1**

CLNC DEL  
**134.25 339.8**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	960-1	675 (700-1)	960-2 675 (700-2)	960-2 1/4 675 (700-2 1/4)
CIRCLING	960-1	675 (700-1)	960-2 675 (700-2)	960-2 1/4 675 (700-2 1/4)

# VOR/DME RWY 36

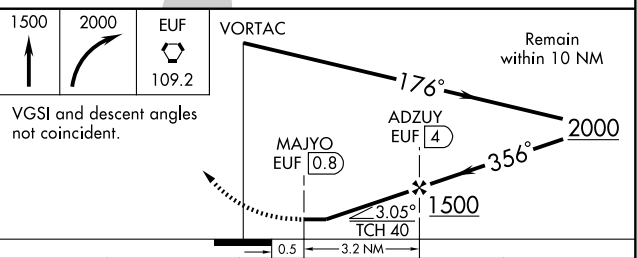
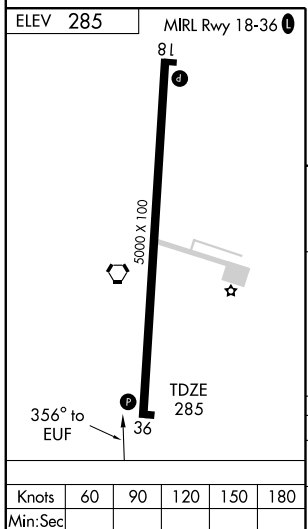
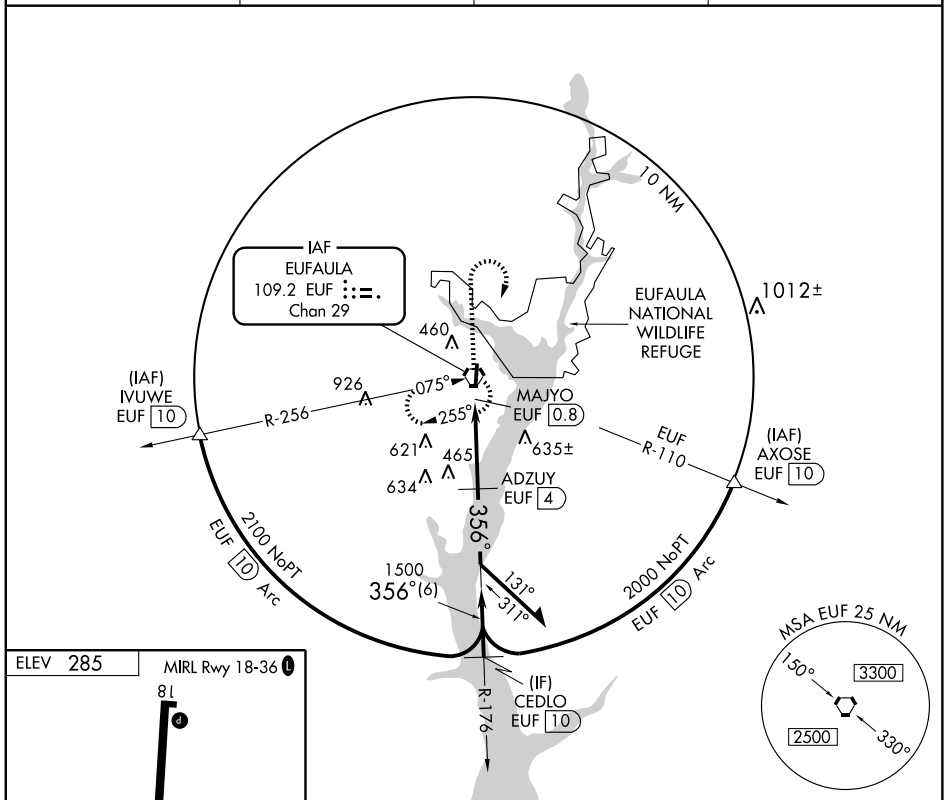
EUFAULA/ WEEDON FIELD (EUF<sup>o</sup>)

VORTAC EUF <b>109.2</b> Chan 29	APP CRS <b>356°</b>	Rwy Idg 285	5000 TDZE 285 Apt Elev
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**NA** Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and S-36 Cat. C and D visibility ¼ mile.

**MISSED APPROACH:** Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3 <b>118.775</b>	ATLANTA APP CON ★ <b>125.5 323.1</b>	CLNC DEL <b>134.25 339.8</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
S-36	780-1	495 (500-1)	780-1¼ 495 (500-1¼)	780-1½ 495 (500-1½)
CIRCLING	920-1	635 (700-1)	920-1¾ 635 (700-1¾)	920-2 635 (700-2)

Knots	60	90	120	150	180
Min:Sec					



# VOR RWY 18

EUFAULA/ WEEDON FIELD (EUF)

VORTAC EUF <b>109.2</b> Chan 29	APP CRS <b>187°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>285</b> <b>285</b>
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Use Clayton altimeter setting; when not received, use Columbus, GA altimeter setting and increase all MDAs 40 feet and AFENY Fix Minimums Circling Cat. C and D visibility ¼ mile.

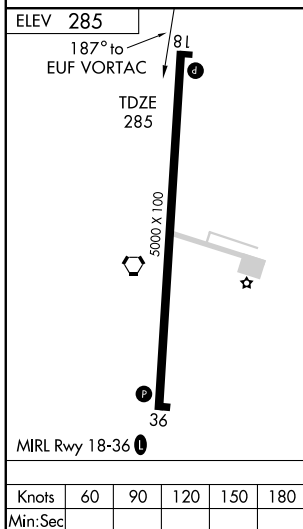
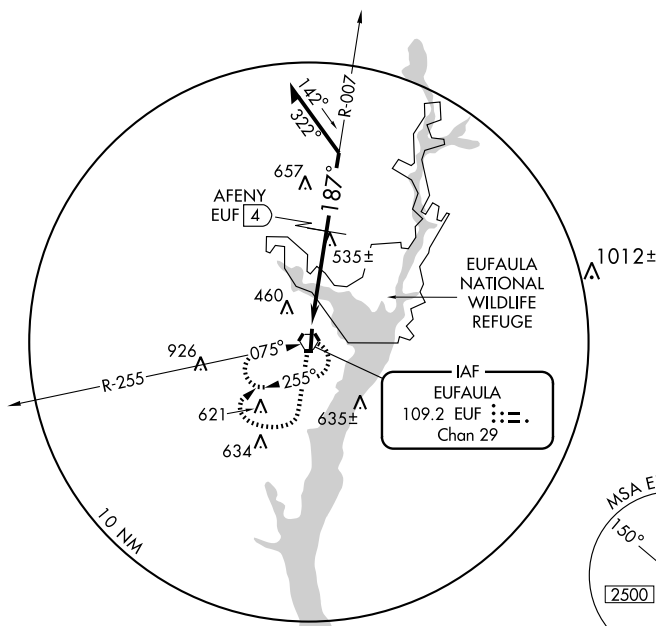
MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct EUF VORTAC and hold.

CLAYTON AWOS-3  
**118.775**

ATLANTA APP CON \*  
**125.5 323.1**

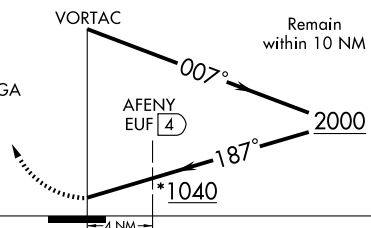
CLNC DEL  
**134.25 339.8**

UNICOM  
**122.8 (CTAF) 0**



1500	2000	EUF
↑	↷	109.2

\*1080 when using Columbus, GA altimeter setting.



CATEGORY	A	B	C	D
S-18	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
CIRCLING	1040-1 755 (800-1)	1040-1¼ 755 (800-1¼)	1040-2¼ 755 (800-2¼)	1040-2½ 755 (800-2½)
AFENY FIX MINIMUMS				
S-18	900-1 615 (700-1)	900-1¾ 615 (700-1¾)	900-2 615 (700-2)	900-2 615 (700-2)
CIRCLING	920-1 635 (700-1)	920-1¾ 635 (700-1¾)	920-2 635 (700-2)	920-2 635 (700-2)

# RNAV (GPS) RWY 1

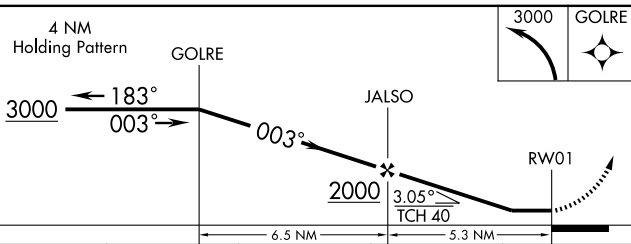
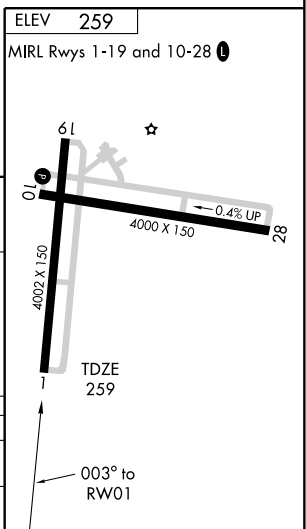
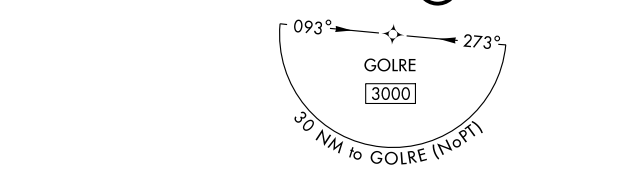
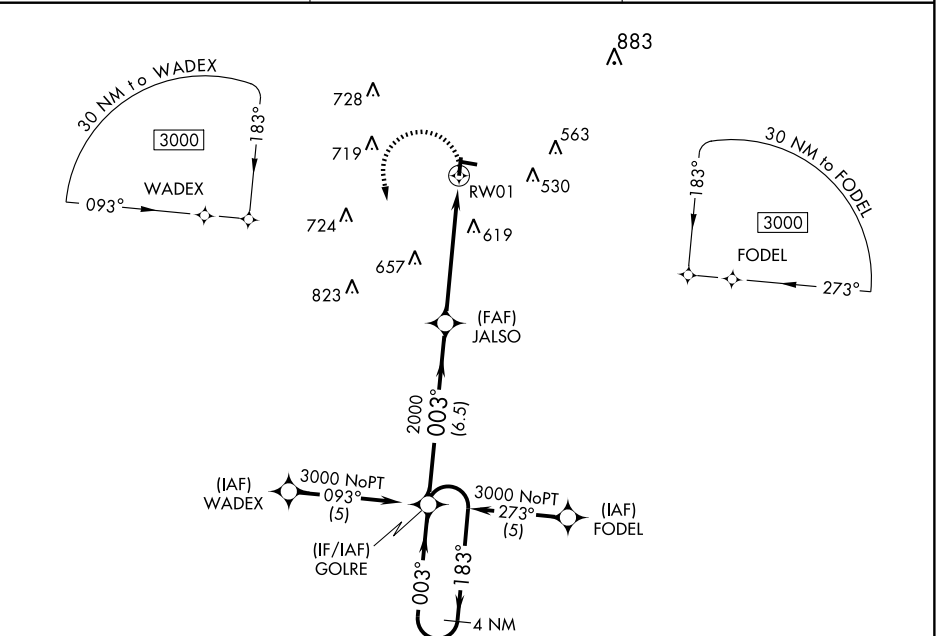
EVERGREEN/ MIDDLETON FIELD (GZH)

APP CRS	Rwy Idg	<b>4002</b>
<b>003°</b>	TDZE	<b>259</b>
	Apt Elev	<b>259</b>

**▼** Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

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

ASOS <b>133.425</b>	JACKSONVILLE CENTER <b>120.2 346.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	880-1	621 (700-1)	880-1¾ 621 (700-1¾)	880-2 621 (700-2)
CIRCLING	920-1	661 (700-1)	920-1¾ 661 (700-1¾)	920-2 661 (700-2)

# RNAV (GPS) RWY 10

EVERGREEN/ MIDDLETON FIELD (GZH)

APP CRS	Rwy Idg	4000
097°	TDZE	259
	Apt Elev	259

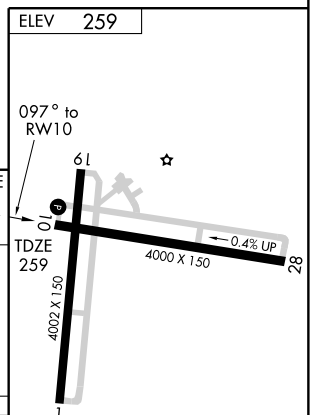
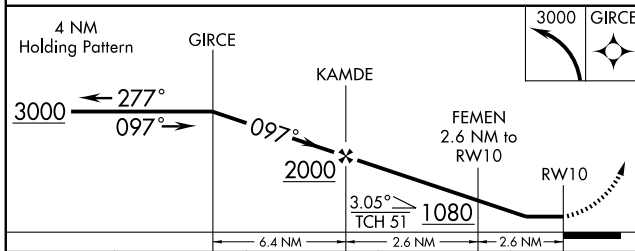
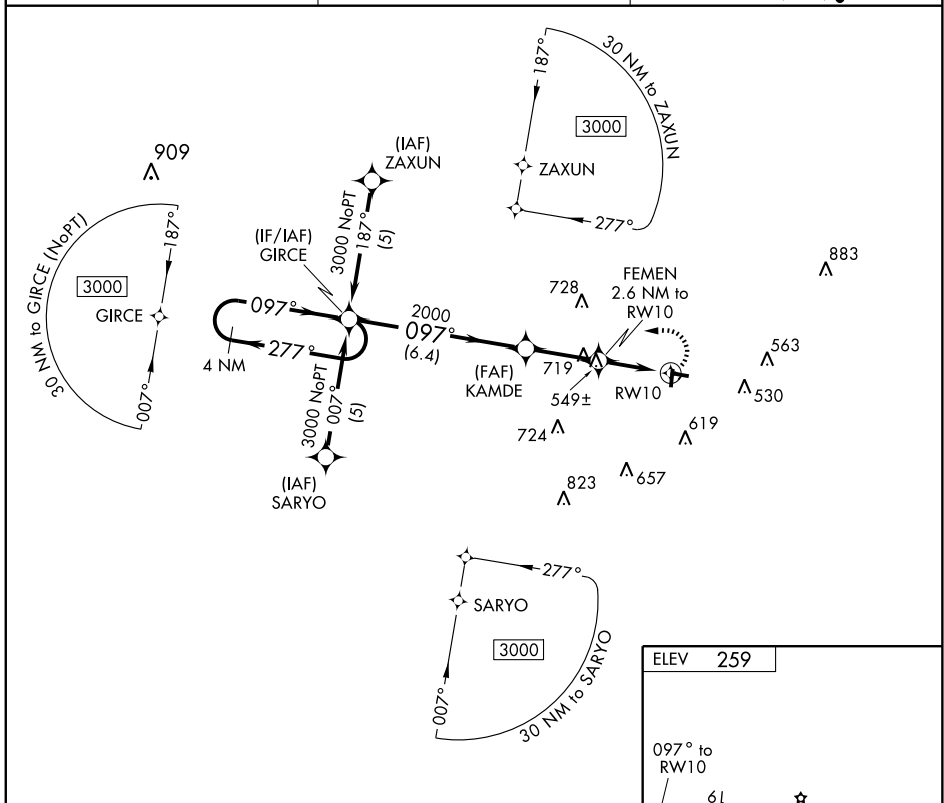
**MISSED APPROACH:**  
Climbing left turn to 3000  
direct GIRCE and hold.

When VGSi inoperative, procedure NA at night. DME/DME RNP-0.3 NA.  
Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ and Cat. D ½ mile.

ASOS  
**133.425**

JACKSONVILLE CENTER  
**120.2 346.4**

UNICOM  
**122.7 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	800-1	541 (600-1)	800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwy 1-19 and 10-28 0

# RNAV (GPS) RWY 19

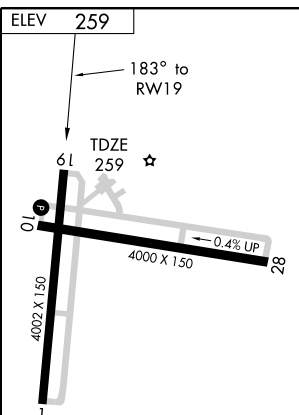
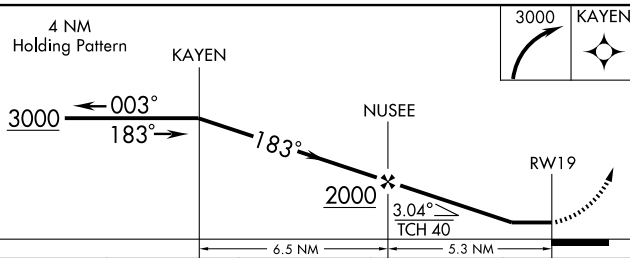
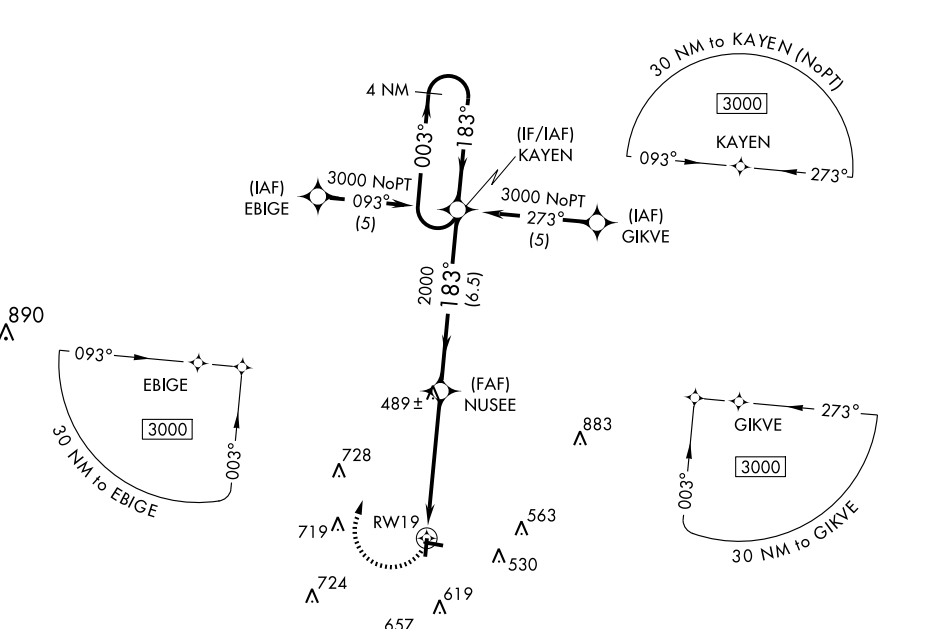
EVERGREEN/ MIDDLETON FIELD (GZH)

APP CRS	Rwy Idg	<b>4002</b>
<b>183°</b>	TDZE	<b>259</b>
	Apt Elev	<b>259</b>

**▼** Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
**▲** When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ½ mile, Circling Cat. C ¼ and Cat. D ½ mile.

**MISSED APPROACH:**  
 Climbing right turn to 3000 direct KAYEN and hold.

ASOS <b>133.425</b>	JACKSONVILLE CENTER <b>120.2 346.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	740-1	481 (500-1)	740-1¼ 481 (500-1¼)	740-1½ 481 (500-1½)
CIRCLING	800-1	541 (600-1)	800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwy 1-19 and 10-28 0

# RNAV (GPS) RWY 28

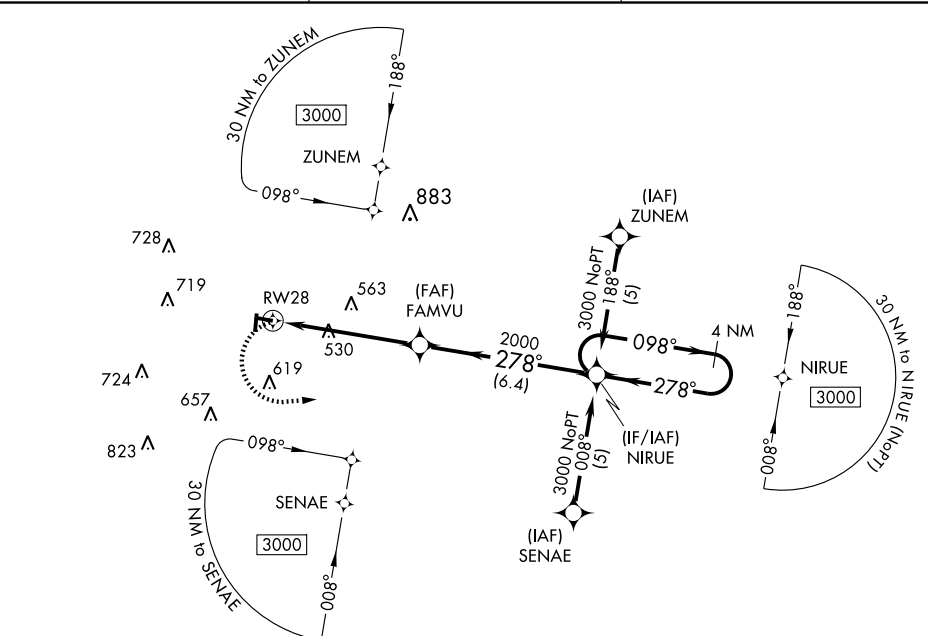
EVERGREEN/MIDDLETON FIELD (GZH)

APP CRS	Rwy Idg	<b>4000</b>
<b>278°</b>	TDZE	<b>258</b>
	Apt Elev	<b>259</b>

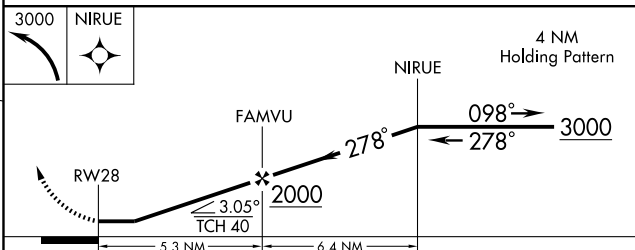
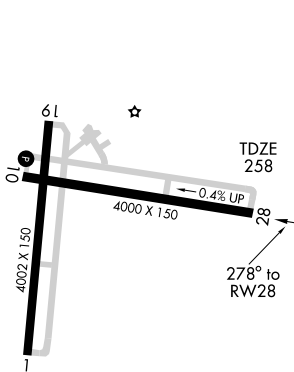
▼ Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
 ▲ When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, LNAV visibility Cat. C/D ¼ mile, Circling Cat. C ¼ mile and Cat. D ½ mile.

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

ASOS <b>133.425</b>	JACKSONVILLE CENTER <b>120.2 346.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
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ELEV 259



CATEGORY	A	B	C	D
LNAV MDA	800-1 542 (600-1)		800-1½ 542 (600-1½)	800-1¾ 542 (600-1¾)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwy 1-19 and 10-28 0

# VOR/DME RWY 10

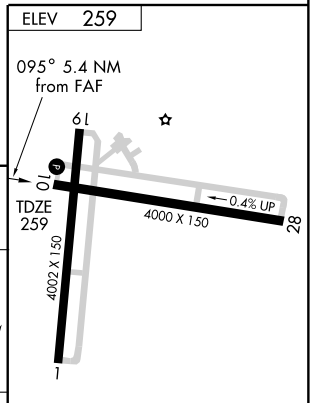
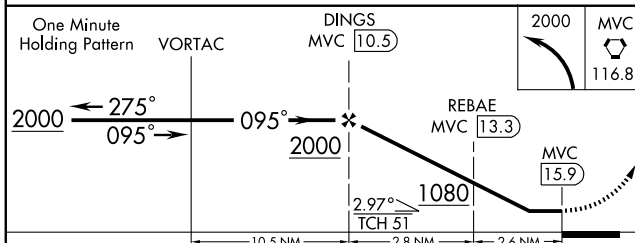
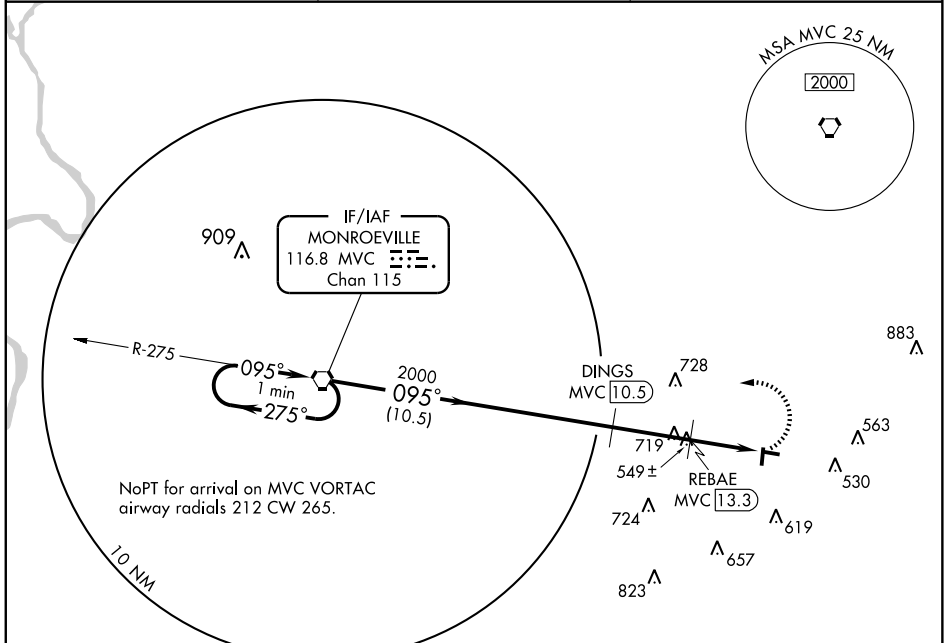
EVERGREEN/ MIDDLETON FIELD (GZH)

VORTAC MVC <b>116.8</b> Chan <b>115</b>	APP CRS <b>095°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>259</b> <b>259</b>
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MISSED APPROACH: Climbing left turn to 2000 direct MVC VORTAC and hold.

When VGSI inoperative, procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use South Alabama Rgnl altimeter setting and increase all MDAs 100 feet, 5-10 visibility Cat. C/D ¼ mile, Circling visibility Cat. C ¼ and Cat. D ½ mile.

ASOS <b>133.425</b>	JACKSONVILLE CENTER <b>120.2 346.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-10	800-1 541 (600-1)		800-1½ 541 (600-1½)	800-1¾ 541 (600-1¾)
CIRCLING	800-1 541 (600-1)		800-1½ 541 (600-1½)	920-2 661 (700-2)

MIRL Rwy 1-19 and 10-28 0

Knots	60	90	120	150	180
Min:Sec					

# RNAV (GPS) RWY 1

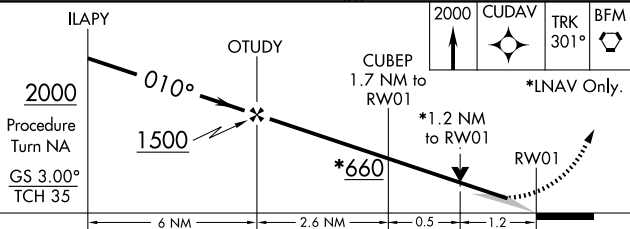
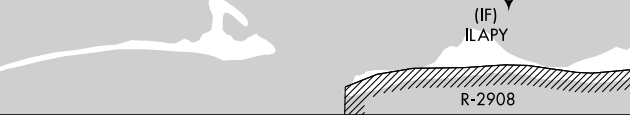
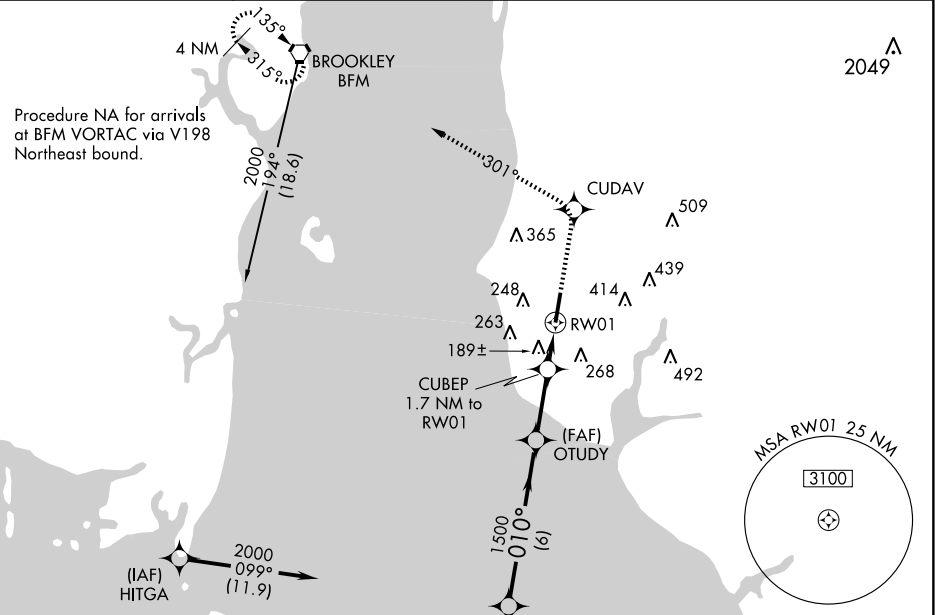
FAIRHOPE/ H L SONNY CALLAHAN (4R4)

WAAS CH <b>93513</b> <b>W01A</b>	APP CRS <b>010°</b>	Rwy Idg TDZE Apt Elev	<b>6604</b> <b>87</b> <b>91</b>
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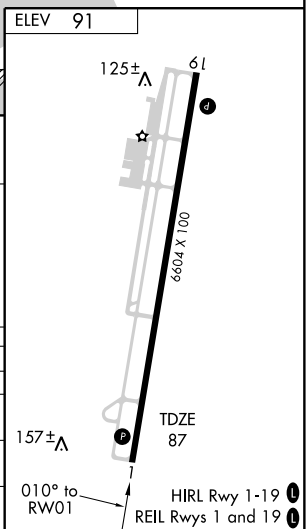
**MISSED APPROACH:**  
Climb to 2000 direct CUDAV and via track 301° to BFM VORTAC and hold.

**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile  
**▲** Downtown altimeter setting and increase LPV DA 42 feet, LNAV/VNAV DA 132 feet, and all MDA 60 feet, increase LNAV/VNAV all Cats visibility ½ mile, increase LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting.

AWOS-3 <b>118.425</b>	MOBILE DOWNTOWN ASOS <b>135.575</b>	MOBILE APP CON * <b>118.5 269.3</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	337-1		250 (300-1)	
LNAV/VNAV DA	427-1¼		340 (400-1¼)	
LNAV MDA	500-1	413 (500-1)	500-1¼	413 (500-1¼)
CIRCLING	560-1	469 (500-1)	620-1½ 529 (600-1½)	660-2 569 (600-2)



# RNAV (GPS) RWY 19

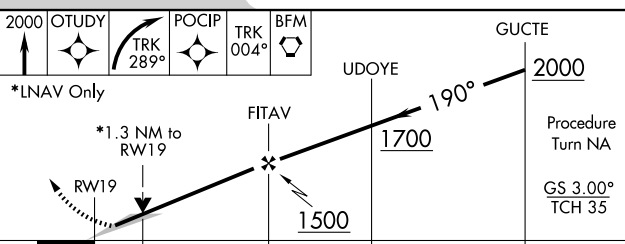
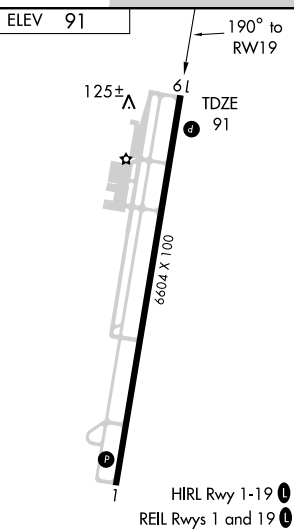
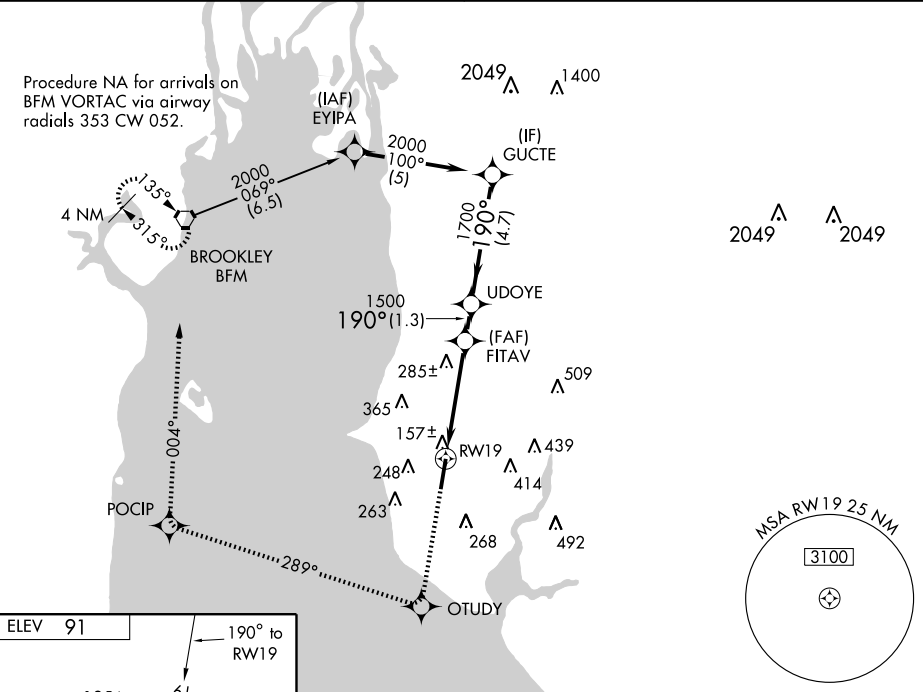
FAIRHOPE / H L SONNY CALLAHAN (4R4)

WAAS CH <b>99313</b> <b>W19A</b>	APP CRS <b>190°</b>	Rwy Idg TDZE Apt Elev	<b>6604</b> <b>91</b> <b>91</b>
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**▼** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mobile Downtown altimeter setting. When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all DA 42 feet and all MDA 60 feet, increase LPV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.

**MISSED APPROACH:**  
Climb to 2000 direct OTUDY and right turn via track 289° to POCIP and via track 004° to BFM VORTAC and hold.

AWOS-3 <b>118.425</b>	MOBILE DOWNTOWN ASOS <b>135.575</b>	MOBILE APP CON * <b>118.5 269.3</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	373-1 282 (300-1)			
LNAV/VNAV DA	429-1¼ 338 (400-1¼)			
LNAV MDA	540-1	449 (500-1)	540-1¼ 449 (500-1¼)	540-1½ 449 (500-1½)
CIRCLING	560-1	469 (500-1)	620-1½ 529 (600-1½)	660-2 569 (600-2)

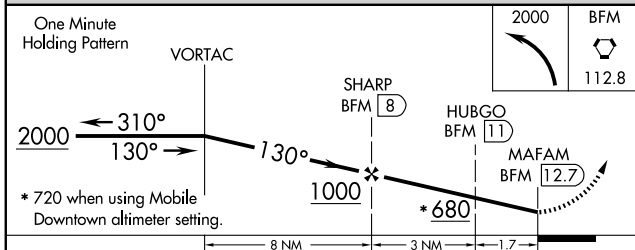
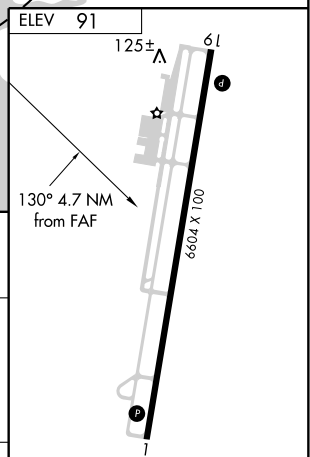
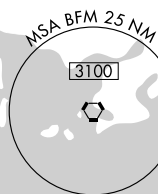
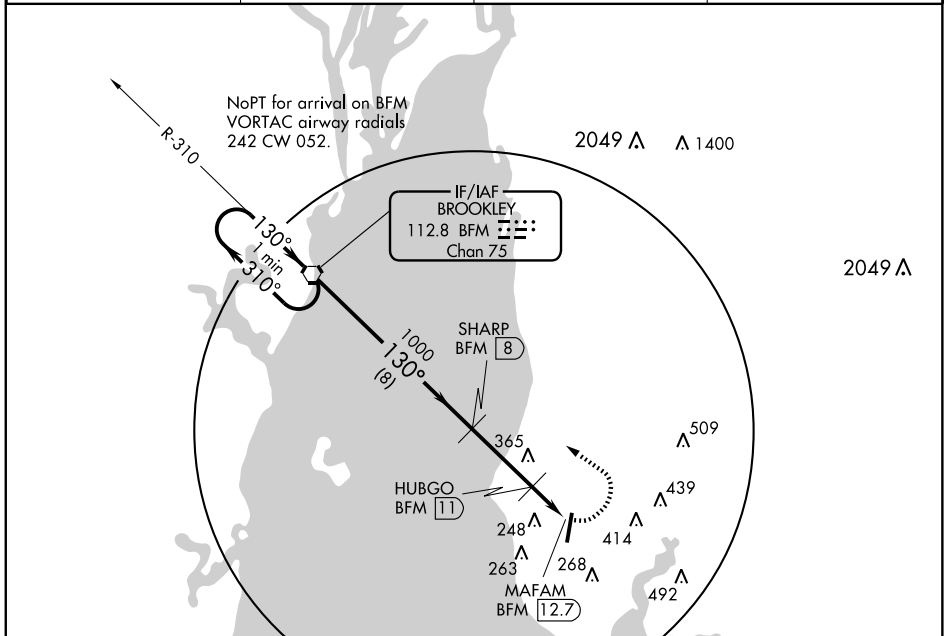


VORTAC BFM <b>112.8</b> Chan <b>75</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>91</b>
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**▼** When local altimeter setting not received, use Mobile Downtown altimeter setting and increase all Cats MDA 40 feet.

**▲** MISSED APPROACH: Climbing left turn to 2000 direct BFM VORTAC and hold.

AWOS-3 <b>118.425</b>	MOBILE DOWNTOWN ASOS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	UNICOM <b>123.0 (CTAF) 0</b>
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CATEGORY	A	B	C	D	HIRL Rwy 1-19 0 REIL Rws 1 and 19 0
CIRCLING	560-1	469 (500-1)	620-1½ 529 (600-1½)	660-2 569 (600-2)	

NDB FDF <b>204</b>	APP CRS <b>171°</b>	Rwy Idg TDZE Apt Elev	<b>5008</b> <b>357</b> <b>357</b>
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# NDB RWY 18

FAYETTE/ RICHARD ARTHUR FIELD (M95)

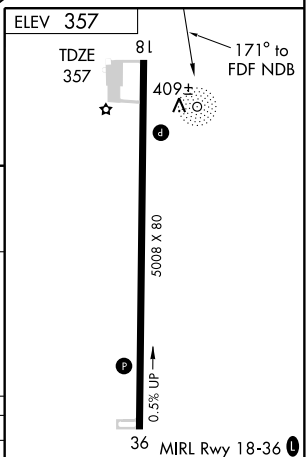
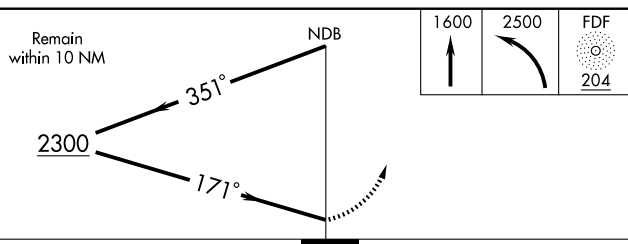
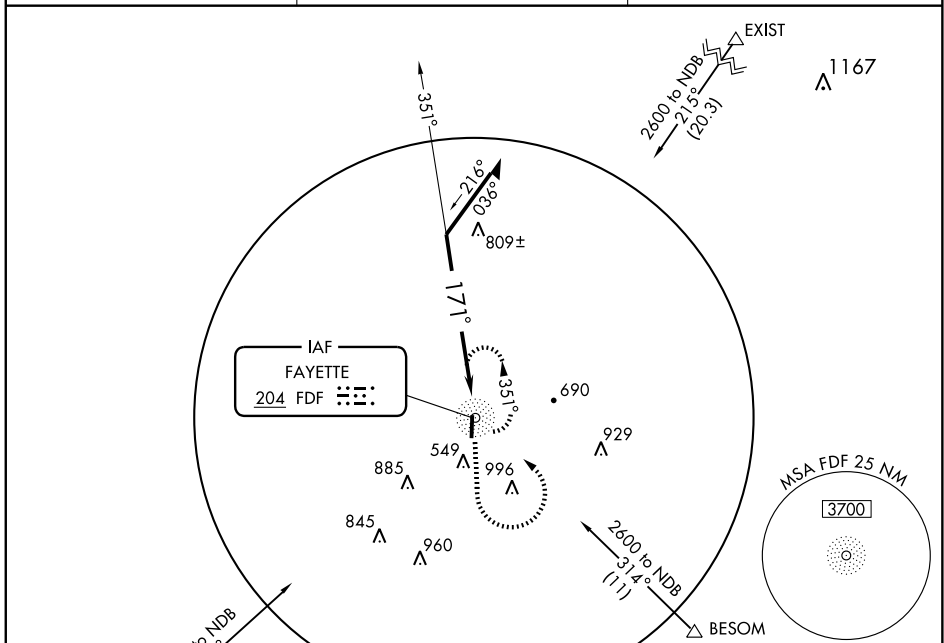
**▼** Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet.  
**▲ NA** Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climb to 1600 then climbing left turn to 2500 direct FDF NDB and hold.

WALKER COUNTY-BEVILL FIELD  
AWOS-3  
**119.225**

COLUMBUS APP CON ★  
**126.075 239.25**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
S-18	1240-1¼ 883 (900-1¼)	1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)	1240-3 883 (900-3)
CIRCLING	1240-1¼ 883 (900-1¼)	1240-2¾ 883 (900-2¾)	1240-3 883 (900-3)	1240-3 883 (900-3)

Knots	60	90	120	150	180
Min:Sec					

# RNAV (GPS) RWY 18

FAYETTE/ RICHARD ARTHUR FIELD (M95)

APP CRS	Rwy Idg	<b>5008</b>
<b>183°</b>	TDZE	<b>357</b>
	Apt Elev	<b>357</b>

Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and LNAV visibility Cats C/D ¼ mile and circling Cat. D ½ mile.  
 Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

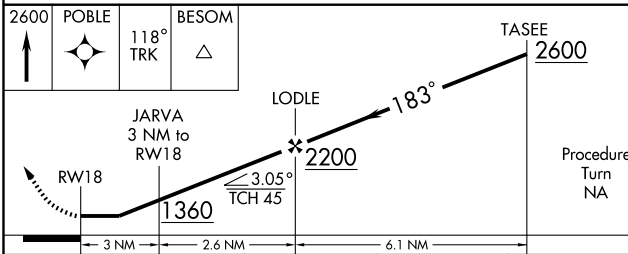
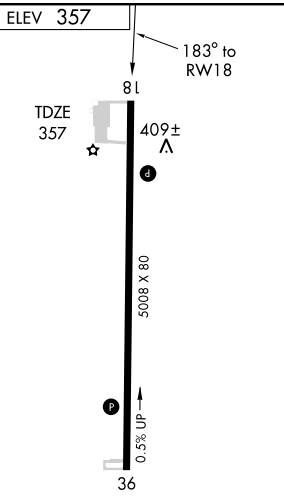
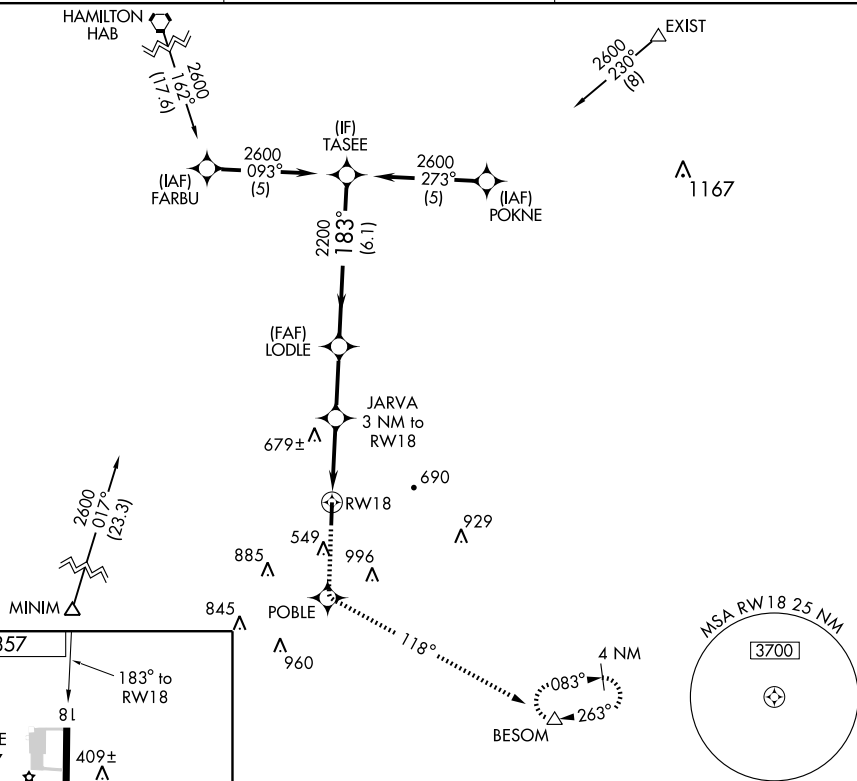
MISSED APPROACH: Climb to 2600 direct POBLE and via 118° track to BESOM and hold.

▼  
 ▲ NA

WALKER COUNTY-BEVILL FIELD  
 AWOS-3  
**119.225**

COLUMBUS APP CON ★  
**126.075 239.25**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	1020-1	663 (700-1)	1020-1¾ 663 (700-1¾)	1020-2 663 (700-2)
CIRCLING	1020-1 663 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)

MIRL Rwy 18-36 0

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 36

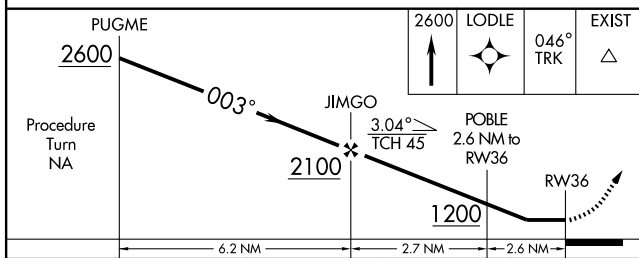
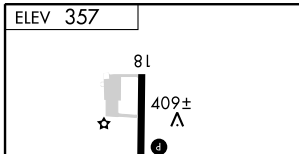
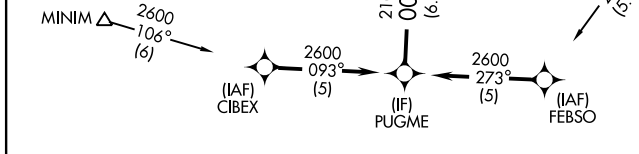
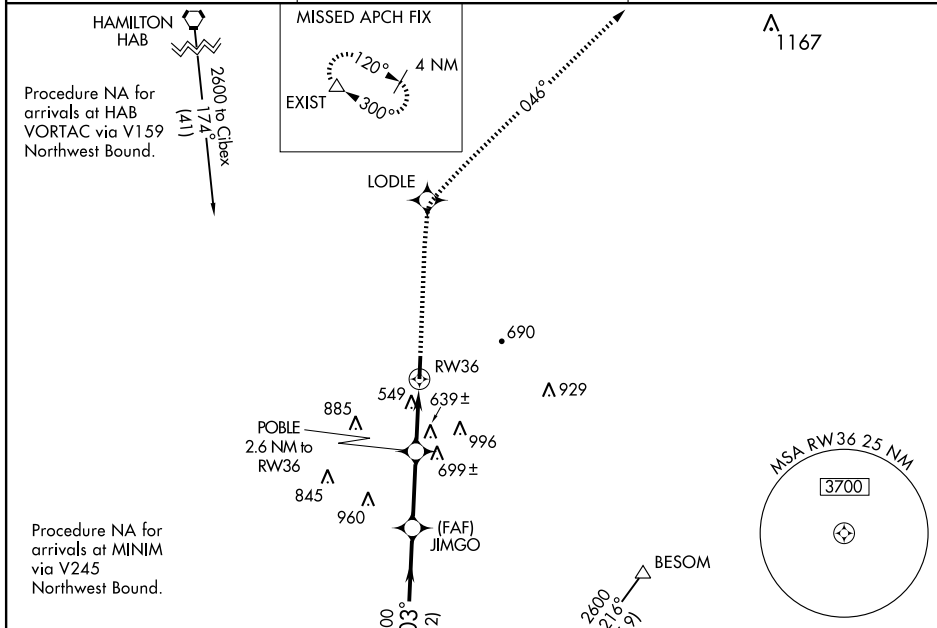
FAYETTE/ RICHARD ARTHUR FIELD (M95)

APP CRS <b>003°</b>	Rwy Idg <b>5008</b>
	TDZE <b>346</b>
	Apt Elev <b>357</b>

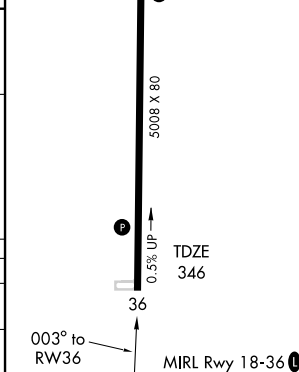
**MISSED APPROACH:** Climb to 2600 direct LODLE and via 046° track to EXIST and hold.

Use Walker County-Bevill Field altimeter setting; when not received, use Tuscaloosa altimeter setting and increase all MDAs 20 feet and circling Cat. D visibility ¼ mile. Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA.

WALKER COUNTY-BEVILL FIELD AWOS-3 <b>119.225</b>	COLUMBUS APP CON ★ <b>126.075 239.25</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNNAV MDA	980-1	634 (700-1)	980-1¾ 634 (700-1¾)	980-2 634 (700-2)
CIRCLING	1000-1 643 (700-1)	1040-1 683 (700-1)	1040-2 683 (700-2)	1080-2¼ 723 (800-2¼)



APP CRS	Rwy Idg	<b>3197</b>
<b>220°</b>	TDZE	<b>314</b>
	Apt Elev	<b>314</b>

# RNAV (GPS) RWY 22

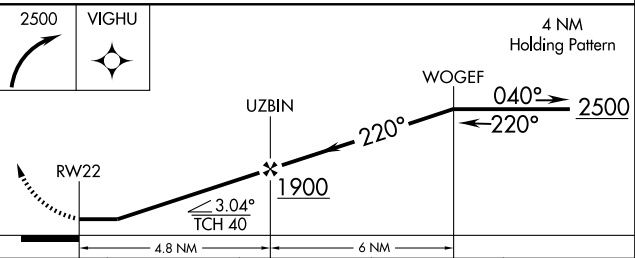
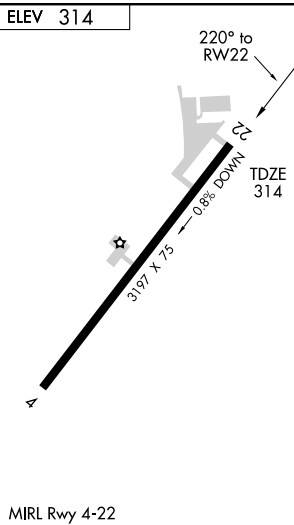
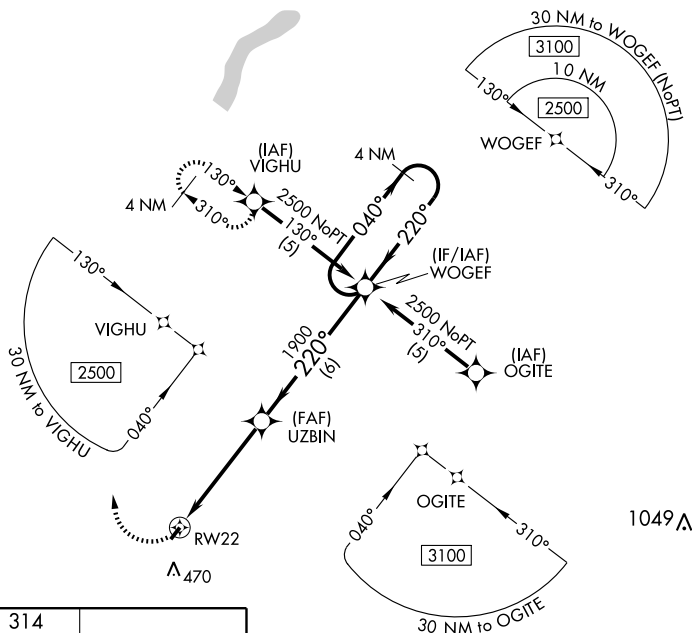
FLORALA MUNI (ØJ4)

**▼** Circling NA at night. DME/DME RNP-0.3 NA.  
**▲** Visibility reduction by helicopters NA. When local altimeter setting not received, use Crestview altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2500 direct VIGHU and hold.

CAIRNS APP CON  
**133.45 239.4**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
LNNAV MDA	820-1	506 (600-1)	820-1½ 506 (600-1½)	NA
CIRCLING	820-1	506 (600-1)	820-1½ 506 (600-1½)	NA

SE-4. 08 APR 2010 to 06 MAY 2010

# NDB RWY 18

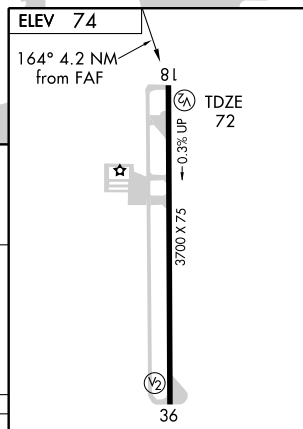
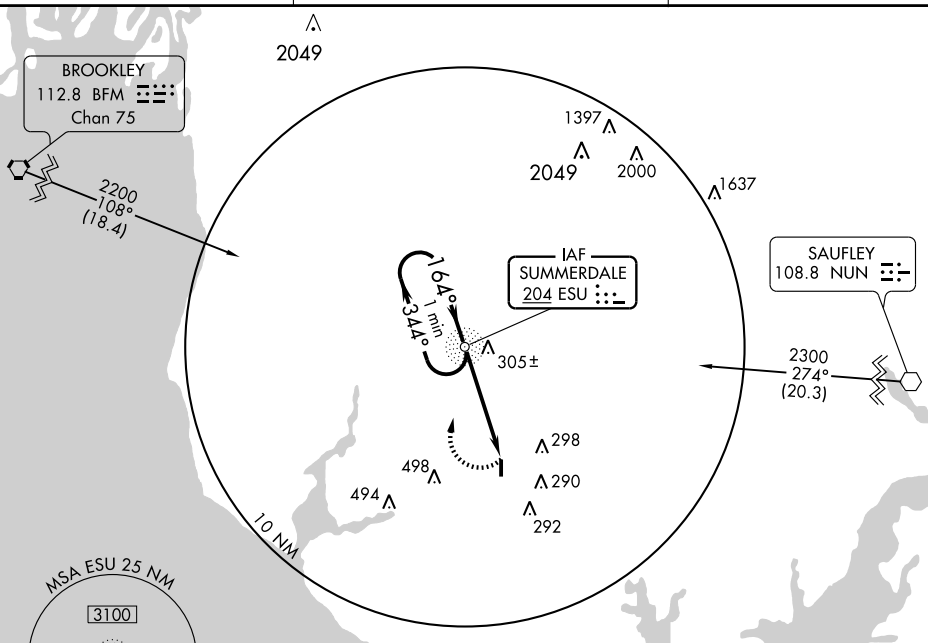
FOLEY MUNI (5R4)

NDB ESU <b>204</b>	APP CRS <b>164°</b>	Rwy Idg TDZE Apt Elev	<b>3700</b> <b>72</b> <b>74</b>
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**NA** Visibility reduction by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all MDA 20 feet and visibilities Cat C and D ¼ mile.

**MISSED APPROACH:** Climbing right turn to 2000 direct ESU NDB and hold.

FAIRHOPE AWOS-3 <b>118.425</b>	PENSACOLA APP CON <b>118.6 380.6</b>	UNICOM <b>123.05 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-18	800-1	728 (800-1)	800-2 728 (800-2)	NA
CIRCLING	800-1	726 (800-1)	800-2 726 (800-2)	NA

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

SE-4, 08 APR 2010 to 06 MAY 2010

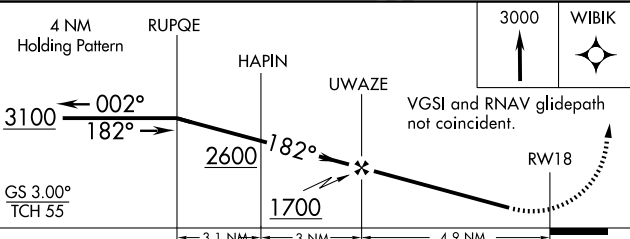
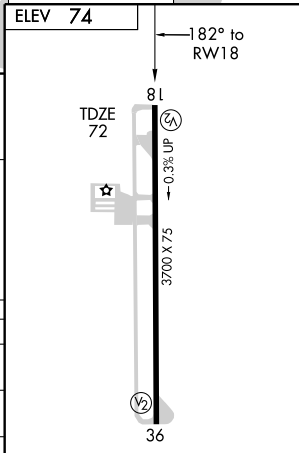
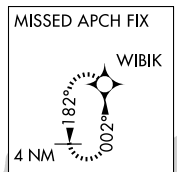
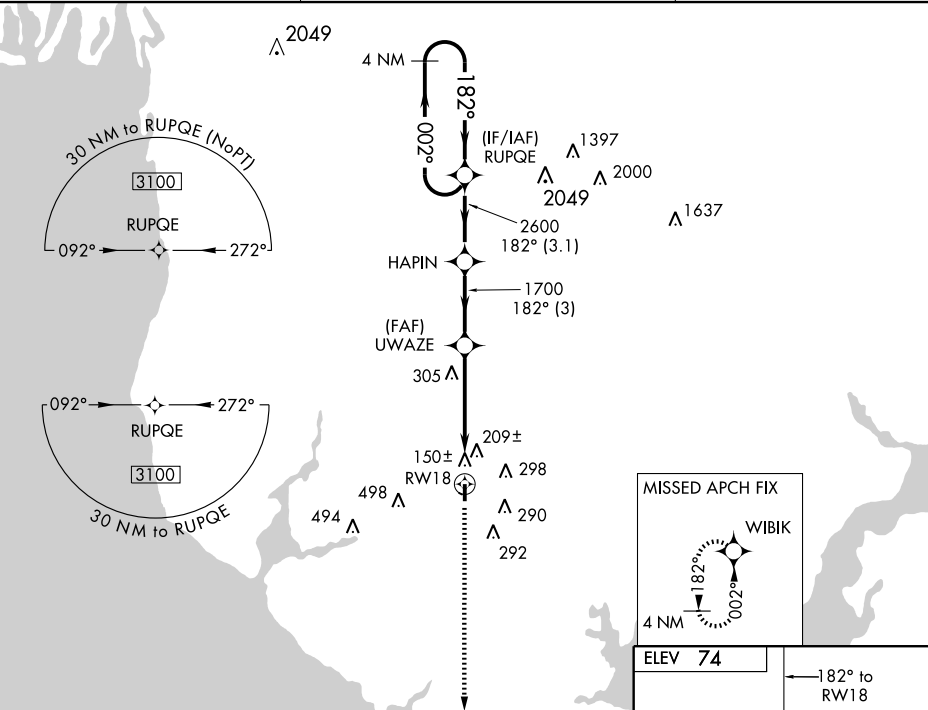
# RNAV (GPS) RWY 18

FOLEY MUNI (5R4)

WAAS CH <b>45516</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy ldg TDZE Apt Elev	<b>3700</b> <b>72</b> <b>74</b>
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Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. MISSED APPROACH: Climb to 3000 direct WIBIK and hold, continue climb-in-hold to 3000.  
 Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

FAIRHOPE AWOS-3 <b>118.425</b>	PENSACOLA APP CON <b>118.6 380.6</b>	UNICOM <b>123.05 (CTAF)</b>
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CATEGORY	A	B	C	D
LPV DA	447-1¼ 375 (400-1¼)			NA
LNAV/ VNAV DA	596-1¾ 524 (600-1¾)			NA
LNAV MDA	580-1 508 (600-1)	580-1½ 508 (600-1½)		NA
CIRCLING	680-1 606 (700-1)	720-1¾ 646 (700-1¾)		NA

SE-4, 08 APR 2010 TO 06 MAY 2010

# RNAV (GPS) RWY 36

FOLEY MUNI (5R4)

WAAS CH <b>93515</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy ldg TDZE Apt Elev	<b>3700</b> <b>74</b> <b>74</b>
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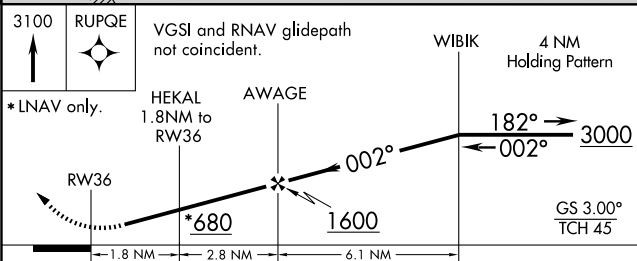
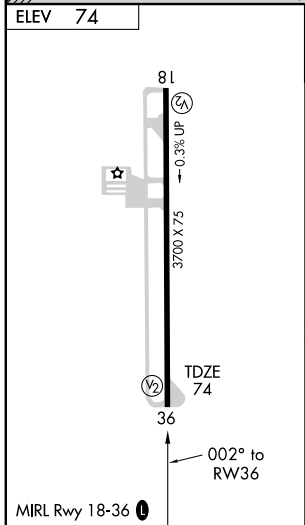
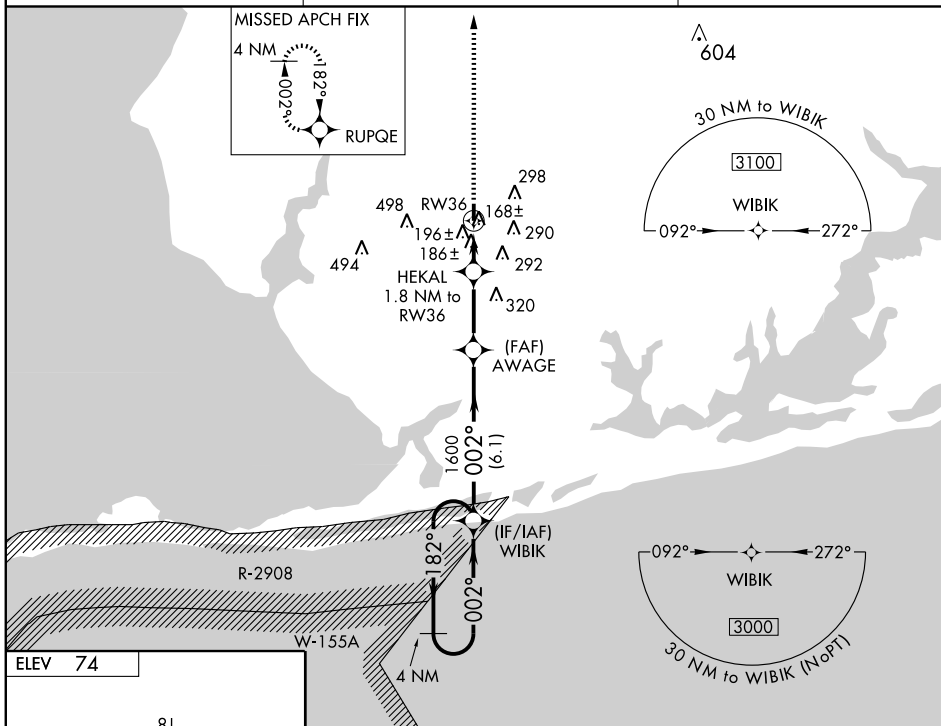
**NA** Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reductions by helicopters NA. Use Fairhope altimeter setting. When not received, use Gulf Shores altimeter setting and increase all DA 4 feet and all MDA 20 feet.

**MISSED APPROACH:** Climb to 3100 direct RUPQE and hold, continue climb-in-hold to 3100.

FAIRHOPE AWOS-3  
**118.425**

PENSACOLA APP CON  
**118.6 380.6**

UNICOM  
**123.05 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	456-1¼ 382 (400-1¼)			NA
LNAV/VNAV DA	622-2 548 (600-1)			NA
LNAV MDA	640-1	566 (600-1)	640-1½ 566 (600-1½)	NA
CIRCLING	680-1	606 (700-1)	720-1¾ 646 (700-1¾)	NA



# GPS RWY 4

FORT PAYNE/ISBELL FIELD (4A,9)

APP CRS	Rwy Idg	<b>5001</b>
<b>041°</b>	TDZE	<b>877</b>
	Apt Elev	<b>877</b>

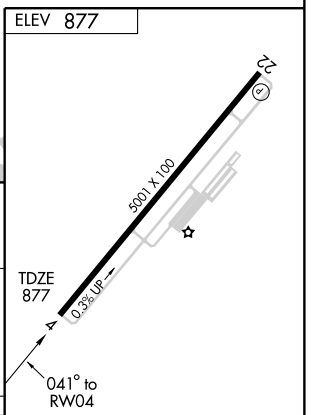
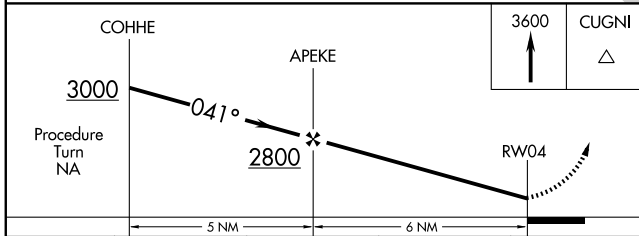
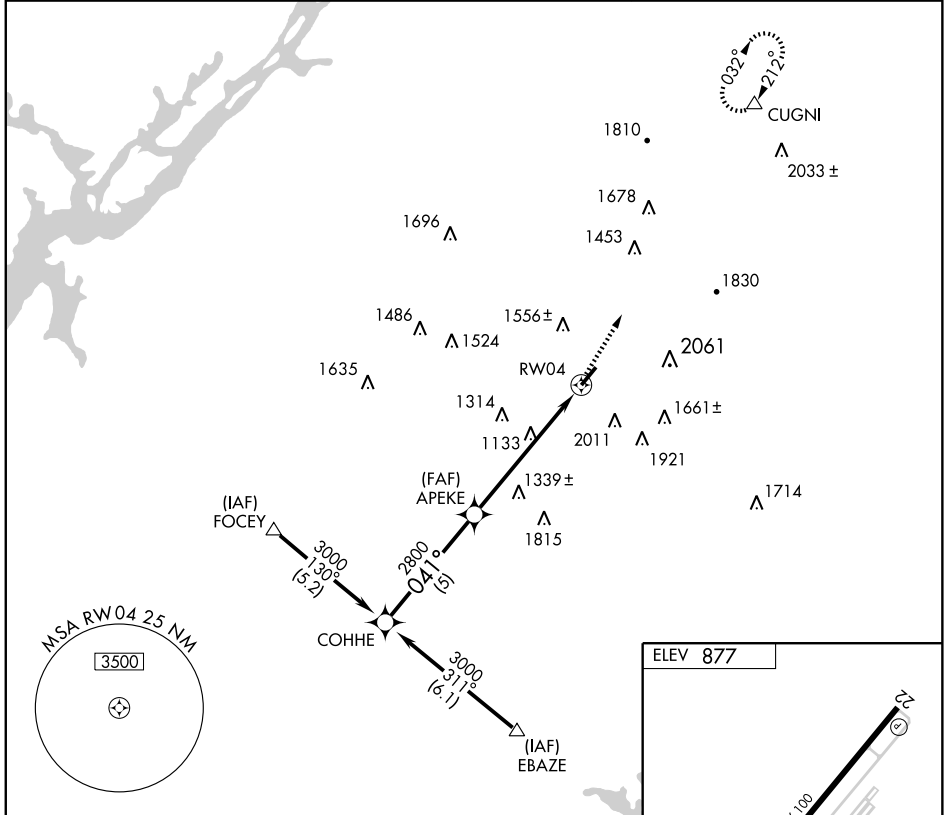
**NA** Circling not authorized southeast of Rwy 4-22.

**MISSED APPROACH:** Climb to 3600 direct CUGNI WP and hold.

**AWOS-3**  
**119.025**

**ATLANTA CENTER**  
**133.8 353.7**

**UNICOM**  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-4	1800-1¼ 923 (1000-1¼)		1800-2¾ 923 (1000-2¾)	1800-3 923 (1000-3)
CIRCLING	1800-1¼ 923 (1000-1¼)		1860-3 983 (1000-3)	2060-3 1183 (1200-3)

MIRL Rwy 4-22  
REIL Rwy 4-22

SE-4, 08 APR 2010 to 06 MAY 2010



# NDB or GPS-A

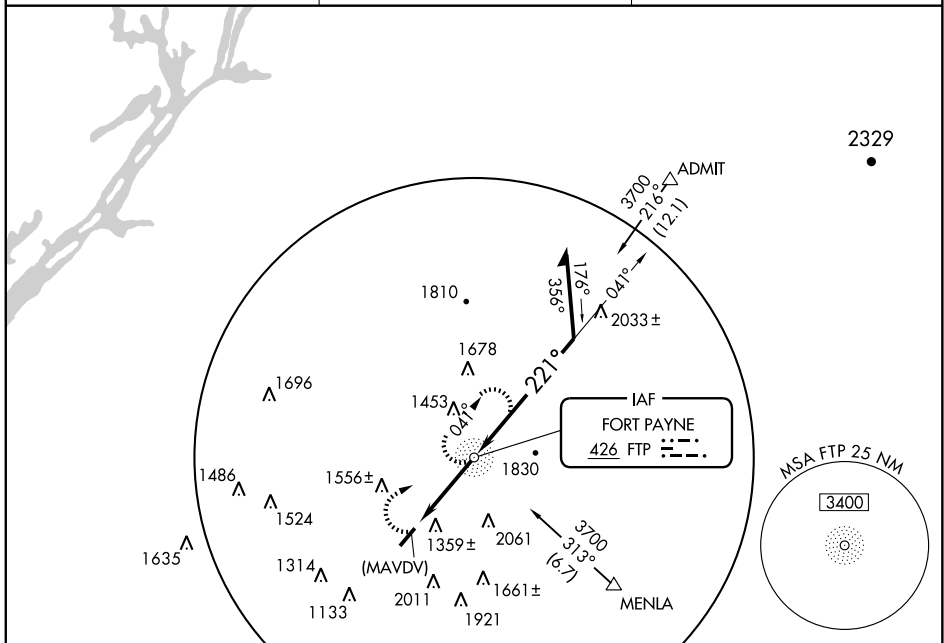
FORT PAYNE/ ISBELL FIELD (4A,9)

NDB FTP <b>426</b>	APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>877</b>
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**▼** If local altimeter setting not received procedure not authorized.  
**▲ NA** Circling NA southeast of runway 4-22.

MISSED APPROACH: Climbing right turn to 3800 direct to FTP NDB and hold.

AWOS-3 <b>119.025</b>	ATLANTA CENTER <b>133.8 353.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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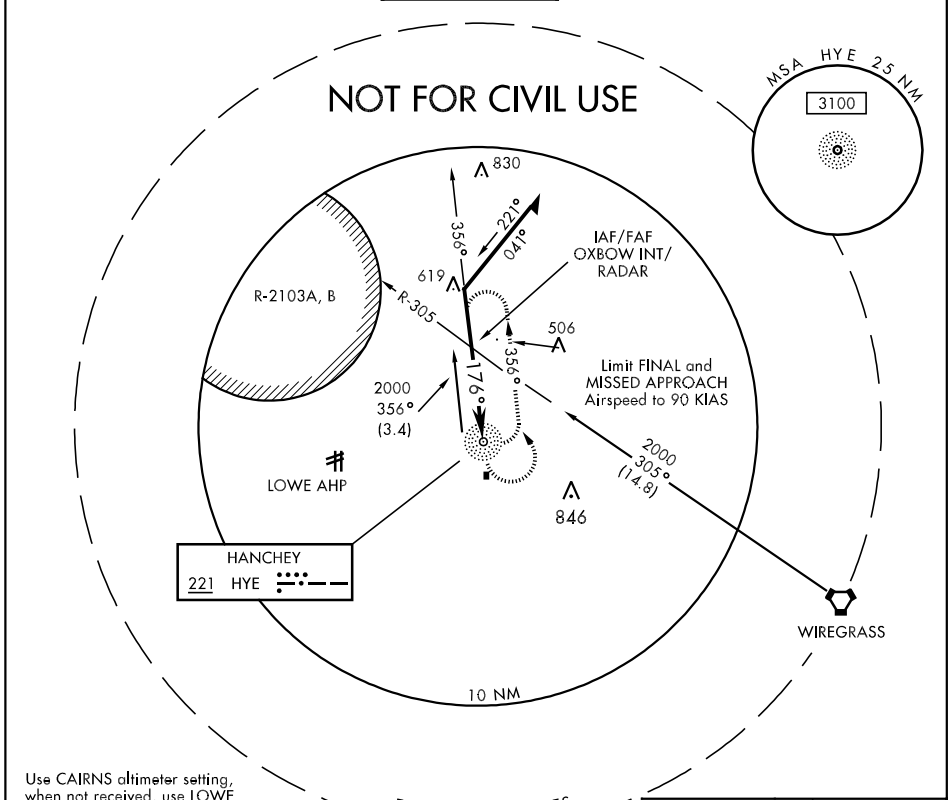
SE-4, 08 APR 2010 to 06 MAY 2010

NDB HYE <b>221</b>	APCH CRS <b>176°</b>	Rwy Idg TDZE Arprt Elev <b>467</b> <b>318</b> <b>318</b>
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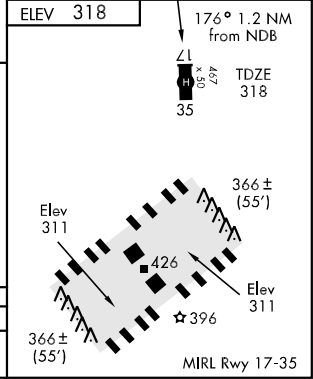
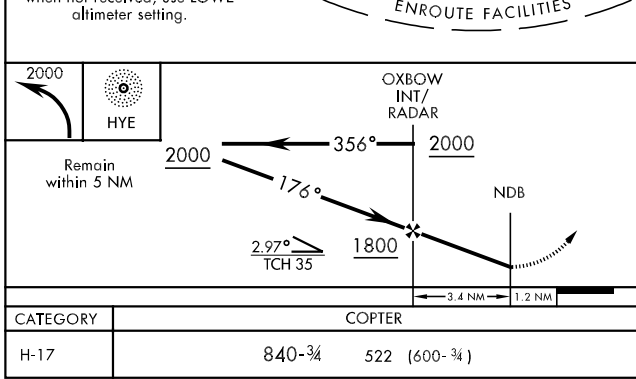
AL-5183 [USA]

**▽** MISSED APPROACH: Climbing left turn to 2000 in HYE NDB holding pattern.

ATIS ★ <b>141.375</b>	LOWE ASOS <b>118.225</b>	CAIRNS APP CON <b>125.4 327.125</b>	HANCHEY TOWER ★ <b>141.8 387.85</b>	GND CON <b>149.6 225.575</b>	CAIRNS CLNC DEL <b>118.075 380.1</b>
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Use CAIRNS altimeter setting, when not received, use LOWE altimeter setting.



SE-4, 08 APR 2010 to 06 MAY 2010

APCH CRS <b>176°</b>	Rwy Idg TDZE Arprt Elev	<b>467</b> <b>318</b> <b>318</b>
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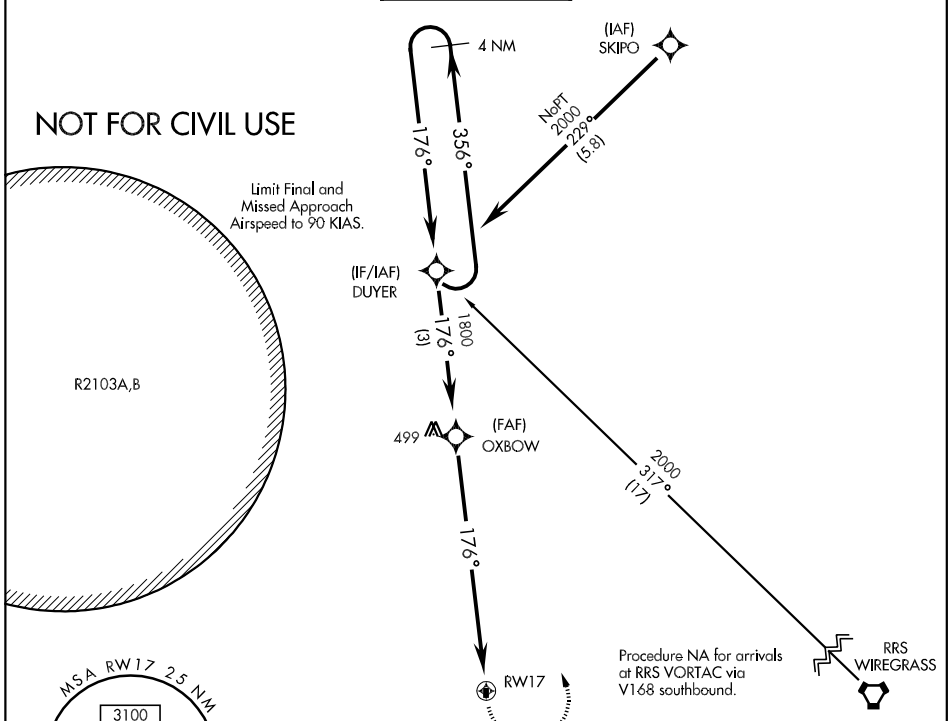
AL-5183 [USA]

HANCHEY AHP (STRIP) (KHEY)

**▼** DME/DME RNP-0.3 NA.  
Use CAIRNS altimeter setting, when not received, use LOWE altimeter setting.

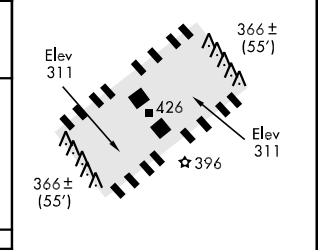
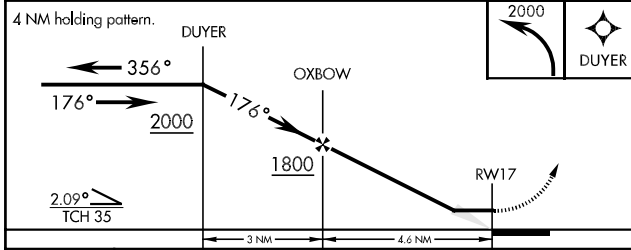
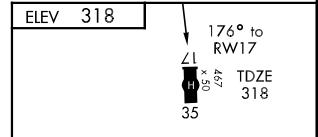
MISSED APPROACH: Climbing left turn to 2000 direct DUYER and hold.

ATIS <b>141.375</b>	LOWE ASOS <b>118.225</b>	CAIRNS APP CON <b>125.4 327.125</b>	HANCHEY TOWER ★ <b>141.8 387.85</b>	GND CON <b>149.6 225.575</b>	CAIRNS CLNC DEL <b>118.075 380.1</b>
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SE-4, 08 APR 2010 to 06 MAY 2010

Procedure NA for arrivals at RRS VORTAC via V168 southbound.



CATEGORY	COPTER	
LNAV MDA	780-½	462 (500-½)

MIRL Rwy 17-35

NDB LOR <b>269</b>	APCH CRS <b>066°</b>	Rwy Idg TDZE Arprt Elev <b>N/A</b> <b>N/A</b> <b>294</b>
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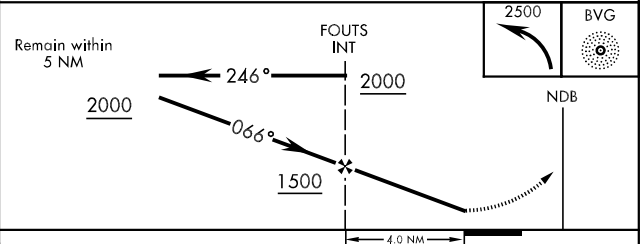
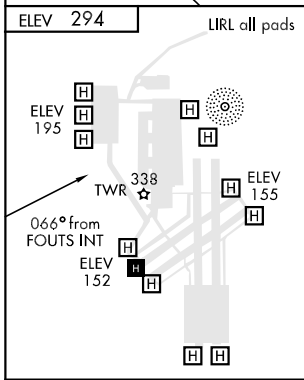
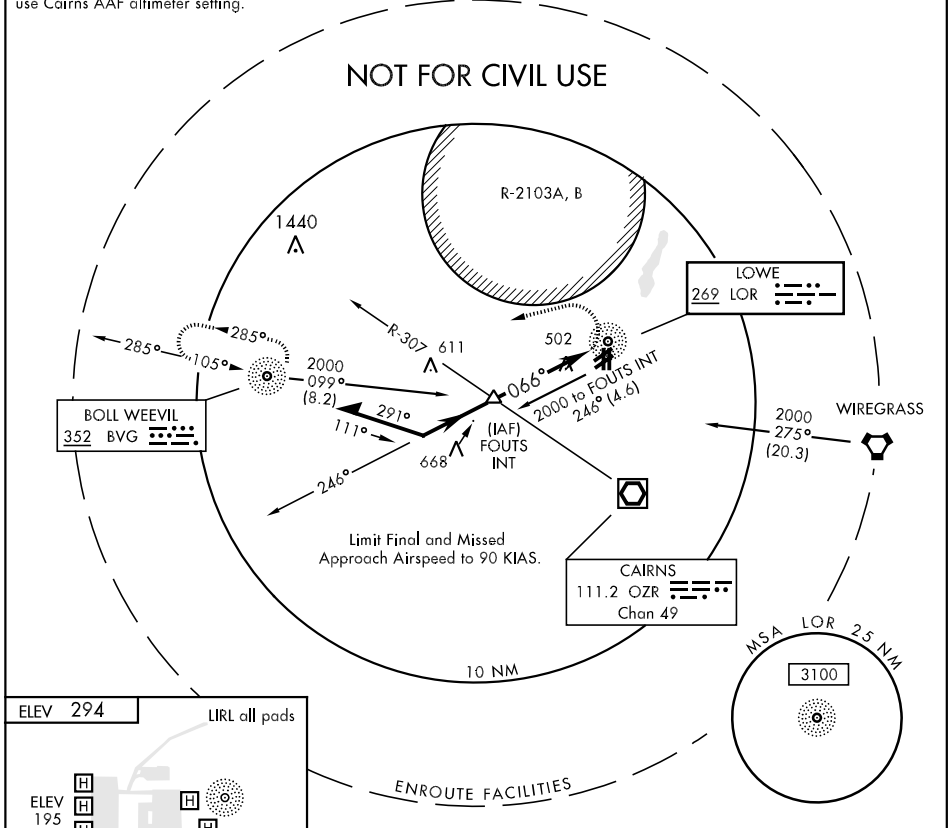
AL-5176 [USA]

LOWE AHP (KLOR)

**▼** MISSED APPROACH: Climbing left turn to 2500 direct BVG NDB and hold.

ATIS <b>361.1</b>	ASOS <b>118.225</b>	CAIRNS APP CON <b>133.45 239.4</b>	LOWE TOWER ★ <b>141.3 289.15</b>	GND CON <b>357.15</b>
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When local altimeter setting not received, use Cairns AAF altimeter setting.



FAF to MAP 4.0 NM					
Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER	
H-066°	820-¾	579 (600-¾)

SE-4, 08 APR 2010 to 06 MAY 2010

APCH CRS <b>069°</b>	Rwy Idg TDZE Arpt Elev	N/A N/A <b>294</b>
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AL-5176 [USA]

LOWE AHP (KLOR)

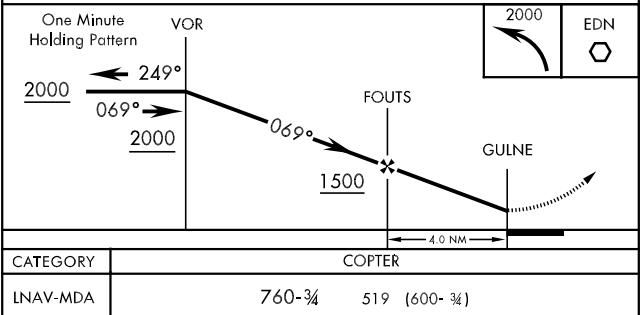
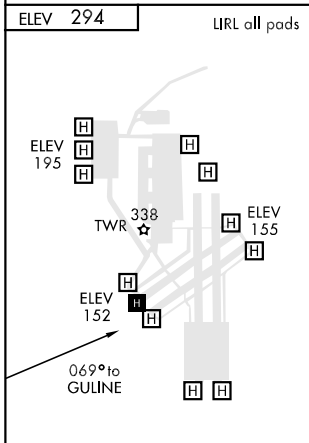
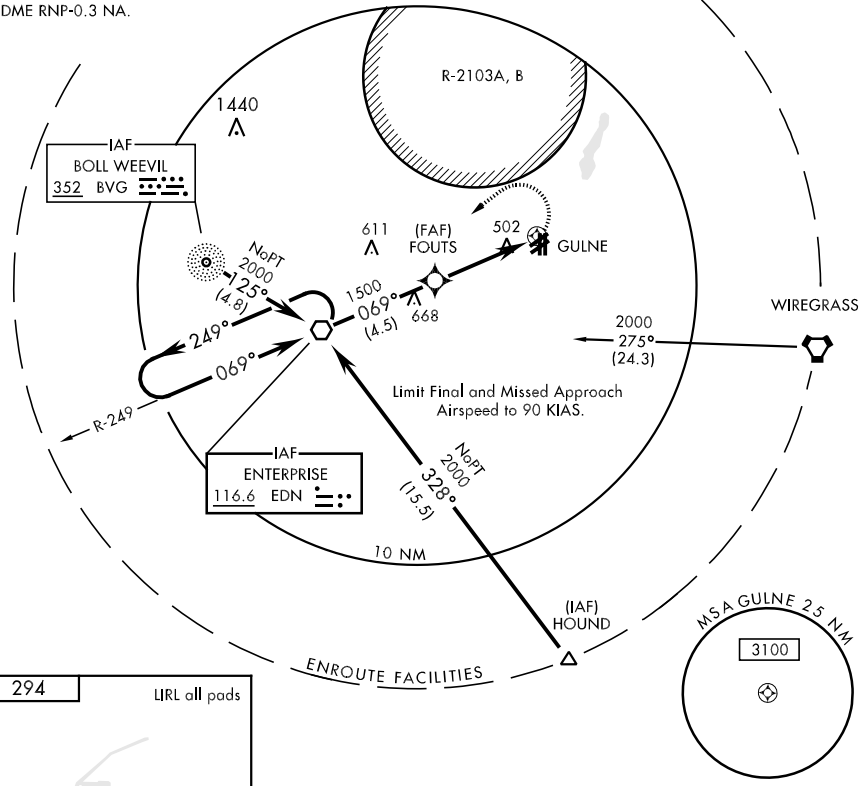
▼ MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

ATIS <b>361.1</b>	ASOS <b>118.225</b>	CAIRNS APP CON <b>133.45 239.4</b>	LOWE TOWER ★ <b>141.3 289.15</b>	GND CON <b>357.15</b>
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When local altimeter setting not received, use Cairns AAF altimeter setting.

NOT FOR CIVIL USE.

DME/DME RNP-0.3 NA.



SE-4, 08 APR 2010 to 06 MAY 2010

VOR EDN  
**116.6**

APCH CRS  
**069°**

Rwy Idg  
TDZE  
Arprt Elev  
**N/A**  
**294**

AL-5176 [USA]

LOWE AHP (KLOR)

MISSED APPROACH: Climbing left turn to 2000 direct to EDN VOR and hold.

ATIS  
**361.1**

ASOS  
**118.225**

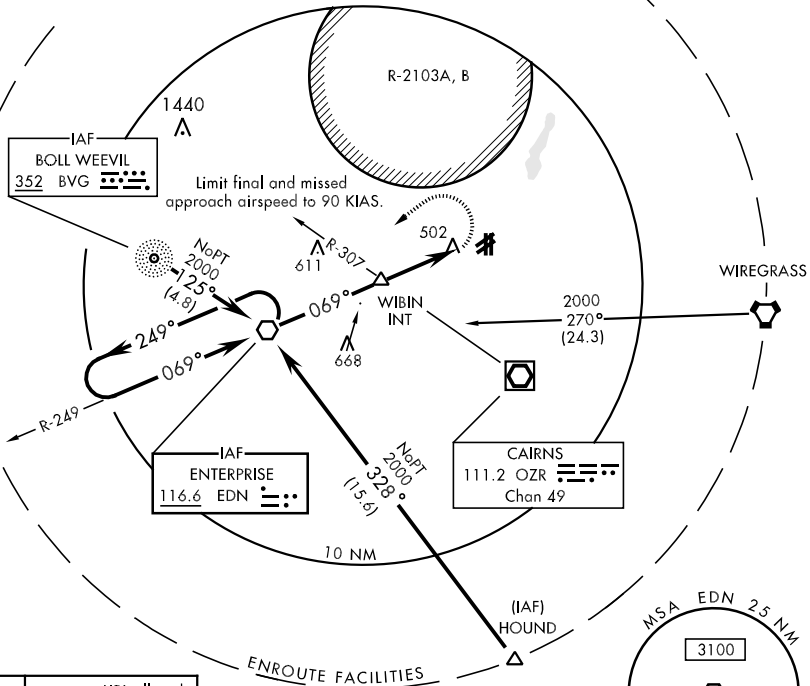
CAIRNS APP CON  
**133.45 239.4**

LOWE TOWER ★  
**141.3 289.15**

GND CON  
**357.15**

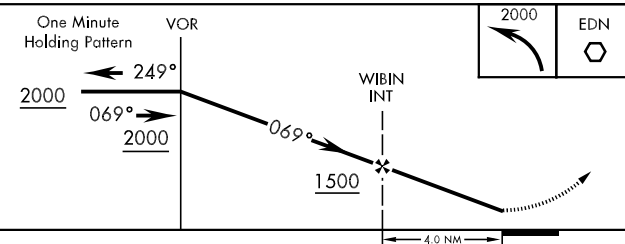
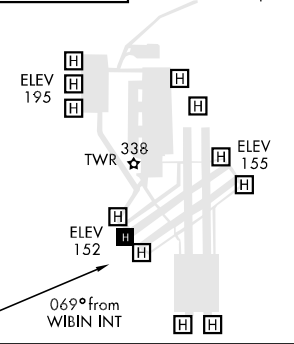
When local altimeter setting not received,  
use Cairns AAF altimeter setting.

**NOT FOR CIVIL USE**



SE-4, 08 APR 2010 to 06 MAY 2010

ELEV 294 URL all pads



FAF to MAP 4.0 NM

Knots	45	60	75	90	105
Min:Sec	5:20	4:00	3:12	2:40	2:17

CATEGORY	COPTER	
H-069°	760-¾	519 (600-¾)



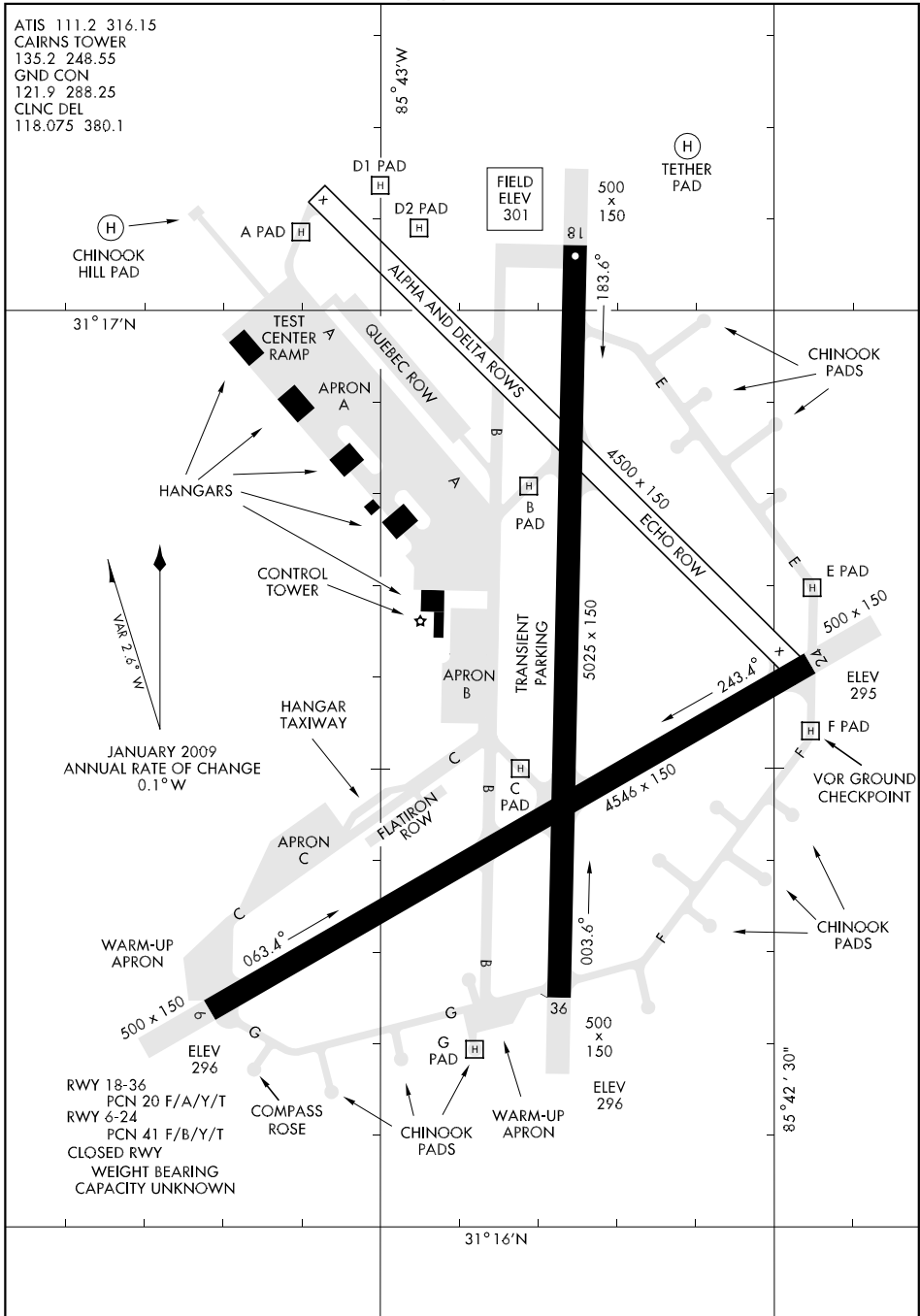
# AIRPORT DIAGRAM

[USA] AFD-577

FORT RUCKER, ALABAMA

ATIS 111.2 316.15  
CAIRNS TOWER  
135.2 248.55  
GND CON  
121.9 288.25  
CLNC DEL  
118.075 380.1

SE-4, 08 APR 2010 to 06 MAY 2010



# AIRPORT DIAGRAM

FORT RUCKER, ALABAMA

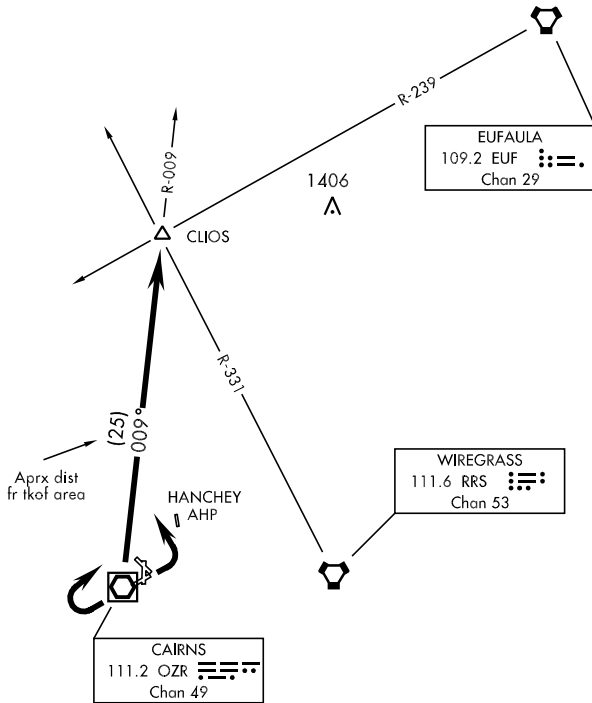
# CLIOS-TWO DEPARTURE (CLIOS2•CLIOS)

CAIRNS VOR (OZR)  
FORT RUCKER, ALABAMA

ATIS 111.2 316.15  
CLNC DEL  
118.075 380.1  
GND CON  
121.9 288.25  
CAIRNS TOWER ★  
135.2 (CTAF) 248.55  
DEP CON  
121.1 319.25  
JACKSONVILLE CENTER  
120.2 346.4

SL-577 [USA]

## RADAR REQUIRED



SE-4 08 APR 2010 to 06 MAY 2010

### DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 330° ....

TAKE-OFF RWY 24: Climbing right turn heading 050° ....

TAKE-OFF RWY 36: Climb on heading 350° ....

TAKE-OFF PAD D1: Climb on heading 350° ....

TAKE-OFF PAD D2: Climb on heading 350° ....

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

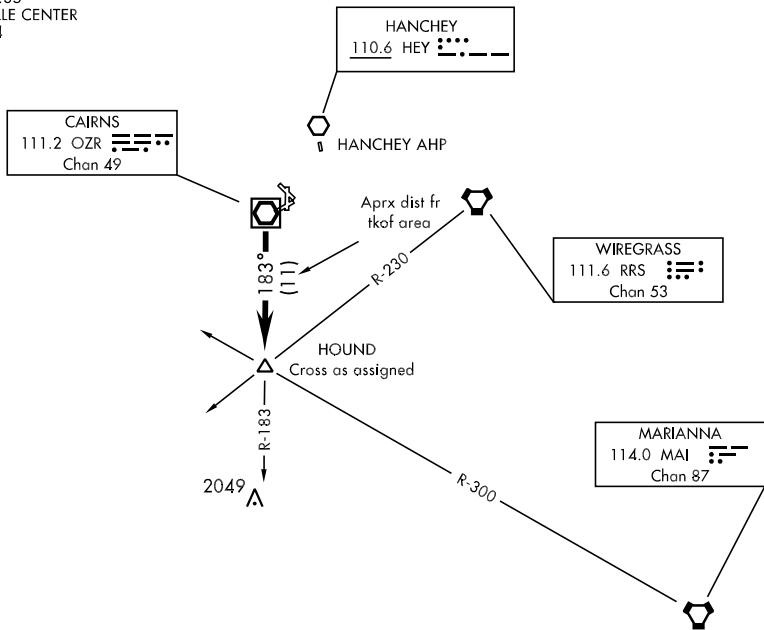
.... Intercept OZR VOR/DME R-009 to CLIOS INT.

# HOUND-TWO DEPARTURE (HOUND2•HOUND)

CAIRNS VOR (OZR)  
FORT RUCKER, ALABAMA

ATIS 111.2 316.15  
CLNC DEL  
118.075 380.1  
GND CON  
121.9 288.25  
CAIRNS TOWER ★  
135.2 (CTAF) 248.55  
DEP CON  
133.75 270.35  
JACKSONVILLE CENTER  
120.2 346.4

SL-577 [USA]



SE-4 08 APR 2010 to 06 MAY 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205° ....

TAKE-OFF RWY 24: Climbing left turn heading 120° ....

TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205° ....

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... intercept OZR VOR/DME R-183 to HOUND INT.

LOC I-OZR  
**109.7**  
 Chan **34**

APCH CRS  
**064°**

Rwy Idg **4546**  
 TDZE **298**  
 Arprt Elev **301**

AL-577 [USA]

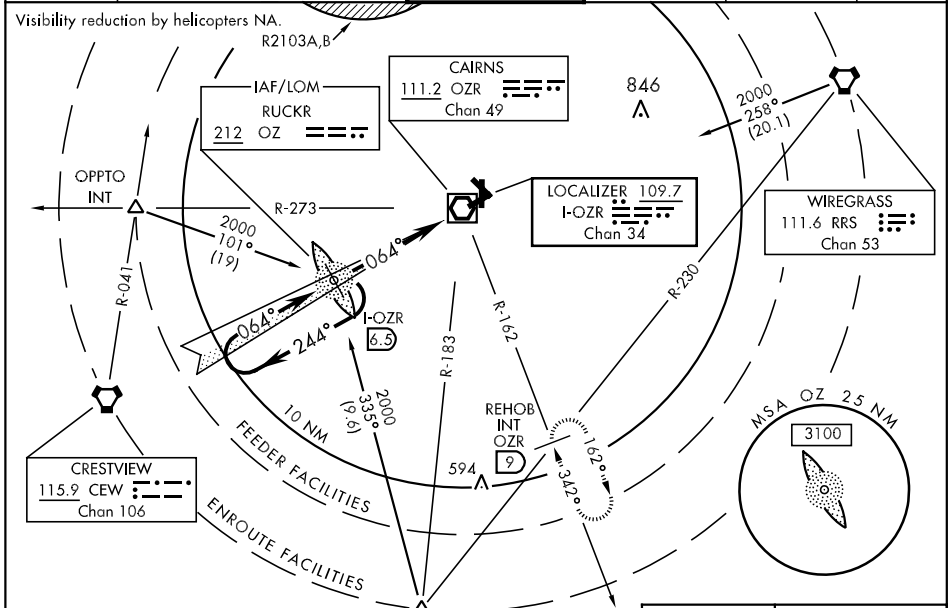
CAIRNS AAF (KOZR)

▼ \* When ALS inop, increase CAT ABC RVR to 5000 and vis to 1 mile, and CAT D RVR to 6000 and vis to 1¼ miles.

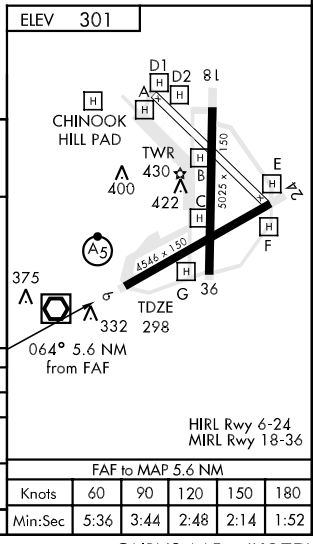
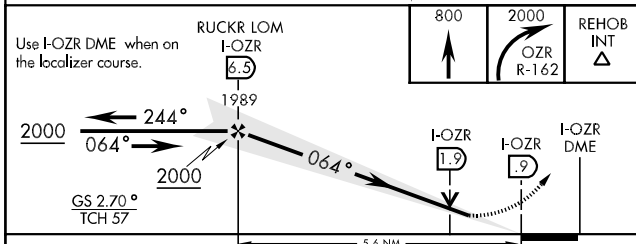


MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT (OZR 9 DME) and hold; or when directed by ATC, climb to 800 then climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS <b>111.2</b> <b>316.15</b>	CAIRNS APP CON 021°-120° <b>125.4 327.125</b> 121°-219° <b>133.75 270.35</b> 220°-340° <b>133.45 239.4</b> 341°-020° <b>121.1 319.25</b>	CAIRNS TOWER * <b>135.2 (CTAF)</b> <b>248.55</b>	GND CON <b>121.9</b> <b>288.25</b>	CLNC DEL <b>118.075</b> <b>380.1</b>	PAR
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ADF OR DME REQUIRED



CATEGORY	A	B	C	D
S-ILS 6		548/40	250 (300-¾)	
S-LOC 6 *		640/40	342 (400-¾)	
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)
S-PAR 6		548/50	250 (300-1)	GS 2.7°

SE-4, 08 APR 2010 to 06 MAY 2010

NDB OZR <b>212</b>	APCH CRS <b>064°</b>	Rwy Idg TDZE Arprt Elev	<b>4546</b> <b>298</b> <b>301</b>
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AL-577 [USA]

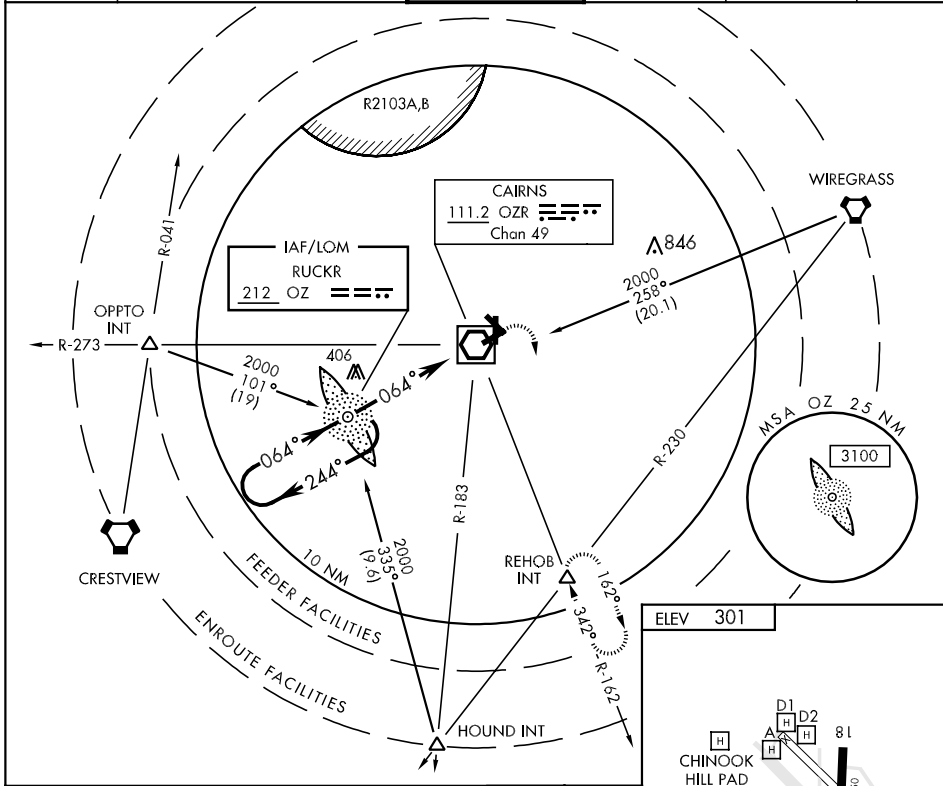
CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.  
\* When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1 1/4 miles.

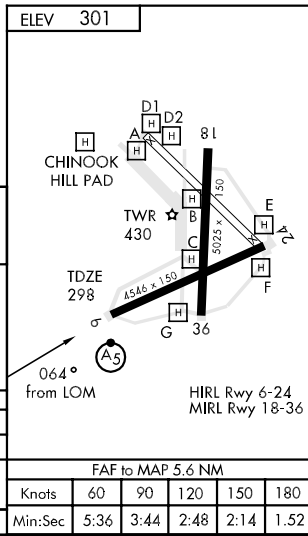
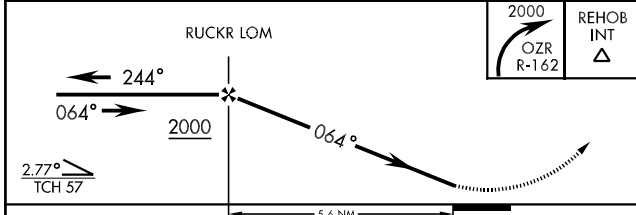


MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS <b>111.2</b> <b>316.15</b>	CAIRNS APP CON 021°-120° <b>125.4</b> <b>327.125</b> 121°-219° <b>133.75</b> <b>270.35</b> 220°-340° <b>133.45</b> <b>239.4</b> 341°-020° <b>121.1</b> <b>319.25</b>	CAIRNS TOWER ★ <b>135.2</b> (CTAF) <b>248.55</b>	GND CON <b>121.9</b> <b>288.25</b>	CLNC DEL <b>118.075</b> <b>380.1</b>	PAR
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SE-4, 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D
S-6 *		720/40	422 (500-34)	
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1 1/2 499 (500-1 1/2)	860-2 559 (600-2)
S-PAR 6	548/50	250	(300-1) GS 2.7°	

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

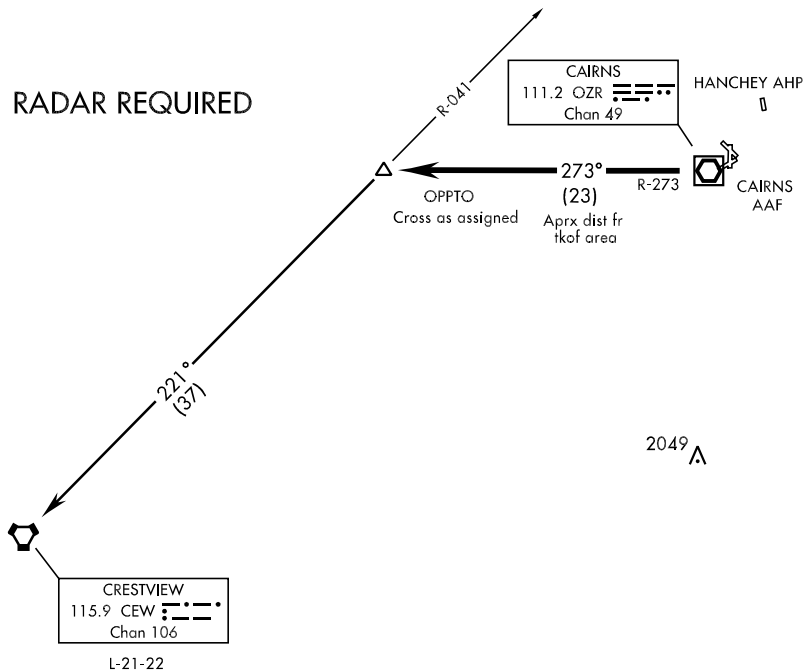
# OPPTO-TWO DEPARTURE (OPPTO2•OPPTO)

CAIRNS VOR (OZR)  
FORT RUCKER, ALABAMA

ATIS 111.2 316.15  
CLNC DEL  
118.075 380.1  
GND CON  
121.9 288.25  
CAIRNS TOWER ★  
135.2 (CTAF) 248.55  
DEP CON  
133.45 239.4  
JACKSONVILLE CENTER  
120.2 346.4

SL-577 [USA]

**RADAR REQUIRED**



SE-4 08 APR 2010 to 06 MAY 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climbing left turn heading 270° ....

TAKE-OFF RWY 18: Climbing right turn heading 205° ....

TAKE-OFF RWY 24: Climbing right turn heading 300° ....

TAKE-OFF RWY 36: Climbing left turn heading 270° ....

TAKE-OFF PAD A: Climb heading 310° ....

TAKE-OFF PAD D2: Climb heading 360° ....

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

Expect Radar vector to intercept OZR VOR/DME R-273 to OPPTO INT. Thence via Transition.

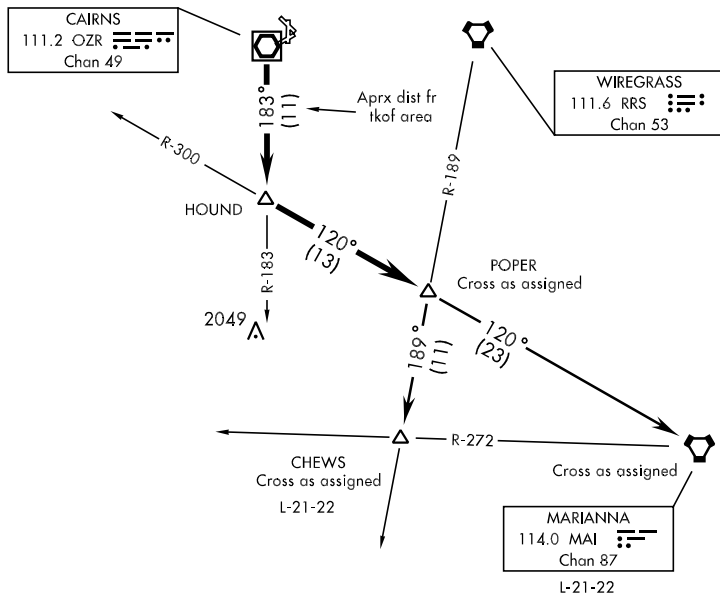
CRESTVIEW TRANSITION: (OPPTO2 • CEW) Turn left via CEW R-041 to CEW VORTAC.

# POPER-ONE DEPARTURE (POPER1•POPER)

CAIRNS VORTAC (OZR)  
FORT RUCKER, ALABAMA

ATIS 111.2 316.15  
CLNC DEL  
118.075 380.1  
GND CON  
121.9 288.25  
CAIRNS TOWER ★  
135.2 (CTAF) 248.55  
DEP CON  
133.75 270.35  
JACKSONVILLE CENTER  
120.2 346.4

SL-577 [USA]



SE-4, 08 APR 2010 to 06 MAY 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6, 18 or 36: Climbing right turn heading 205° ....

TAKE-OFF RWY 24: Climbing left turn heading 120° ....

TAKE-OFF PAD C OR G: Climb heading 178° to 1000, then right turn heading 205° ....

.... to intercept OZR VOR/DME R-183 to HOUND INT, and via MAI VORTAC R-300 to POPER INT. Thence via assigned Transition. Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

CHEWS TRANSITION: (POPER 1•CHEWS) Proceed via RRS VORTAC R-189 to CHEWS INT.

MARIANNA TRANSITION: (POPER 1•MAI) Proceed via MAI R-300 to MAI VORTAC.

APCH CRS <b>064°</b>	Rwy Idg TDZE Arprt Elev	<b>4546</b> <b>298</b> <b>301</b>
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AL-577 [USA]

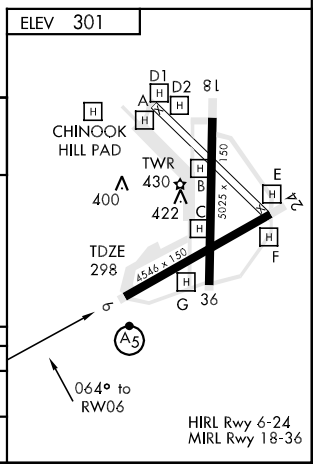
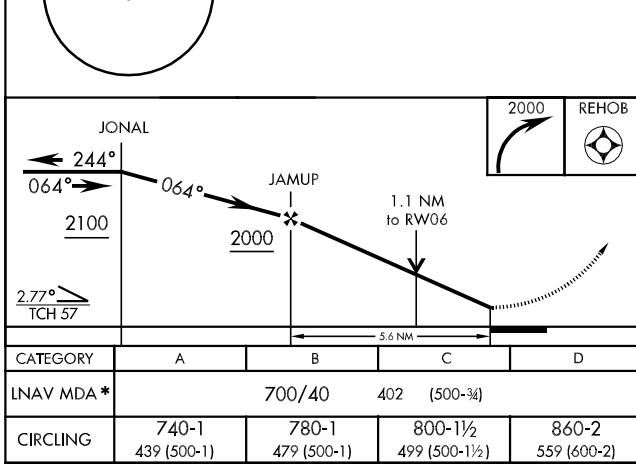
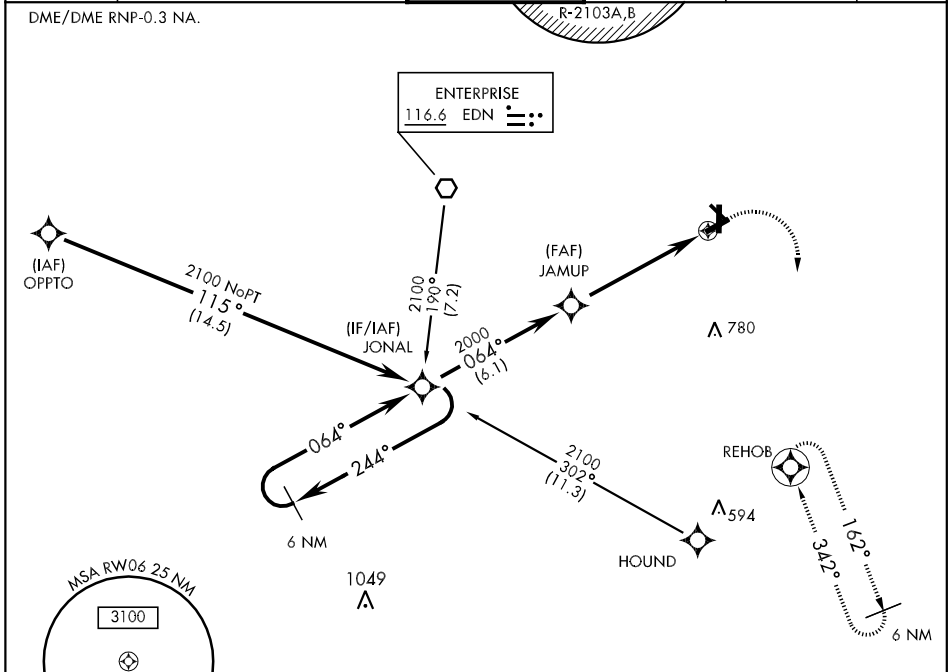
CAIRNS AAF (KOZR)

▼ Visibility reduction by helicopters NA.  
\* When ALS inop, increase CAT AB RVR to 5000 and vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.



MISSED APPROACH: Climbing right turn to 2000 direct REHOB and hold.

ATIS <b>111.2</b> <b>316.15</b>	CAIRNS APP CON 021°-120° <b>125.4 327.125</b> 121°-219° <b>133.75 270.35</b> 220°-340° <b>133.45 239.4</b> 341°-020° <b>121.1 319.25</b>	CAIRNS TOWER ★ <b>135.2</b> (CTAF) <b>248.55</b>	GND CON <b>121.9</b> <b>288.25</b>	CLNC DEL <b>118.075</b> <b>380.1</b>	PAR
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SE-4, 08 APR 2010 to 06 MAY 2010



WAAS CH <b>63110</b> <b>W36A</b>	APCH CRS <b>004°</b>	Rwy Idg TDZE Arpt Elev	<b>5025</b> <b>298</b> <b>301</b>
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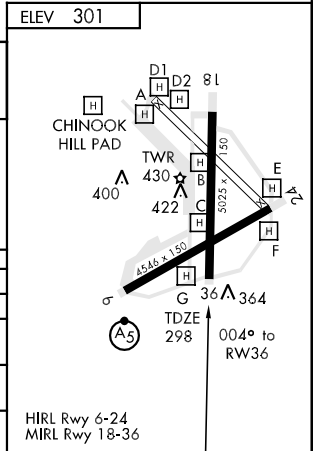
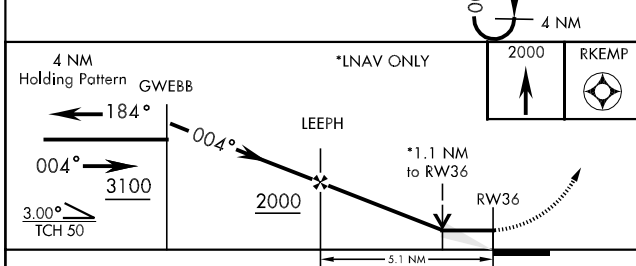
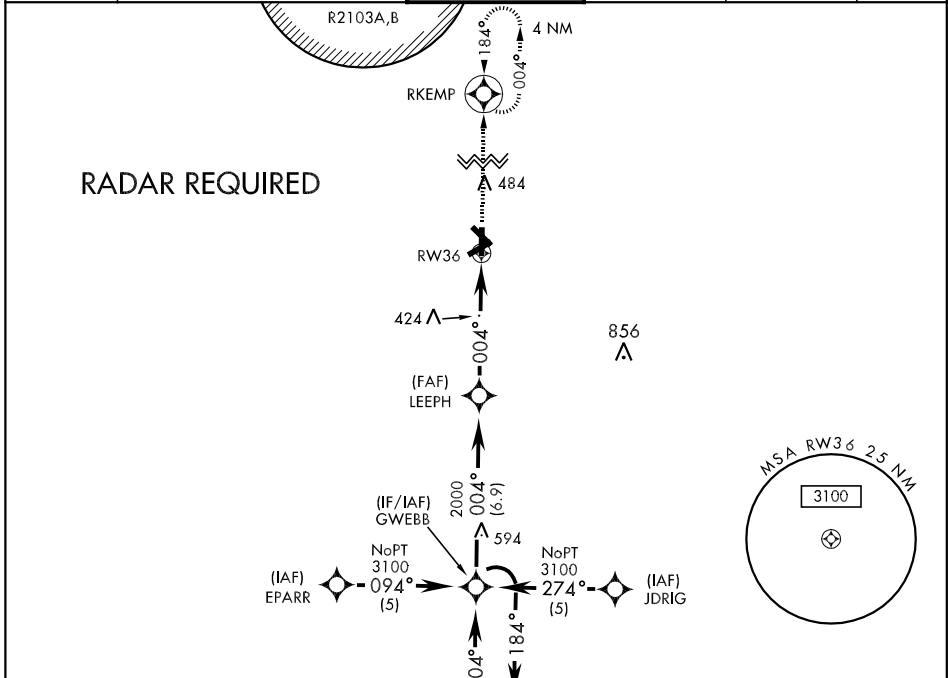
AL-577 [USA]

CAIRNS AAF (KOZR)

▼ DME/DME RNP-0.3 NA.  
For uncompensated BARO-VNAV systems, LNAV/VNAV NA  
below -15C (5F) or above 48C (118F).

MISSED APPROACH: Climb to 2000 direct RKEMP and hold.

ATIS <b>111.2</b> <b>316.15</b>	CAIRNS APP CON 021°-120° <b>125.4 327.125</b> 121°-219° <b>133.75 270.35</b> 220°-340° <b>133.45 239.4</b> 341°-020° <b>121.1 319.25</b>	CAIRNS TOWER ★ <b>135.2</b> (CTAF) <b>248.55</b>	GND CON <b>121.9</b> <b>288.25</b>	CLNC DEL <b>118.075</b> <b>380.1</b>	PAR
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CATEGORY	A	B	C	D
LPV DA		565-1	267 (300-1)	
LNAV/VNAV DA		634-1¼	336 (400-1¼)	
LNAV MDA	680-1	382 (400-1)		680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

SE-4, 08 APR 2010 to 06 MAY 2010

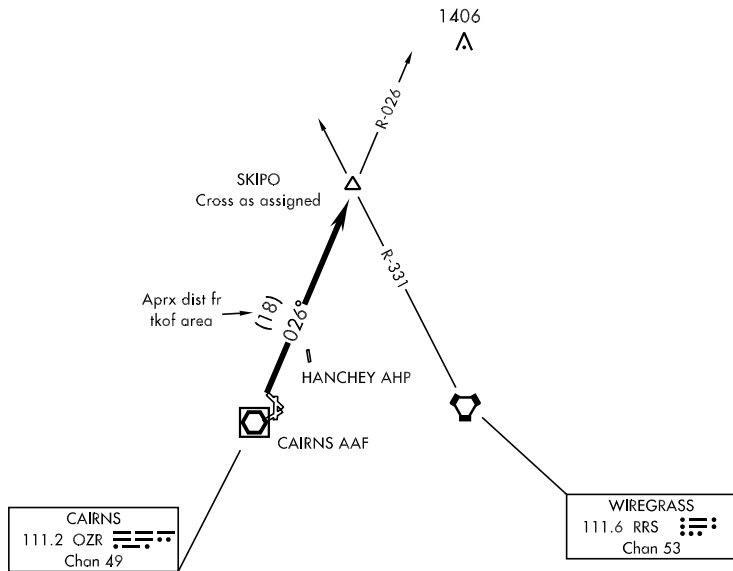
# SKIPO-TWO DEPARTURE (SKIPO2•SKIPO)

CAIRNS AAF (OZR)  
FORT RUCKER, ALABAMA

ATIS 111.2 316.15  
CLNC DEL  
118.075 380.1  
GND CON  
121.9 288.25  
CAIRNS TOWER ★  
135.2 (CTAF) 248.55  
DEP CON  
125.4 327.125  
JACKSONVILLE CENTER  
120.2 346.4

SL-577 [USA]

## RADAR REQUIRED



SE-4, 08 APR 2010 to 06 MAY 2010

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6 or RWY 18: Climbing left turn heading 360° ....

TAKE-OFF RWY 24: Climbing right turn heading 050° ....

TAKE-OFF RWY 36: Climb heading 360° ....

TAKE-OFF PAD D1: Climb heading 015° ....

TAKE-OFF PAD D2: Climb heading 360° ....

Maintain 2000, expect clearance to requested altitude/flight level ten (10) minutes after departure.

.... Intercept OZR VOR/DME R-026 to SKIPO INT.

VOR/DME OZR <b>111.2</b> Chan <b>49</b>	APCH CRS <b>056°</b>	Rwy Idg TDZE <b>298</b> Arprt Elev <b>301</b>	<b>4546</b>
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AL-577 [USA]

CAIRNS AAF (KOZR)

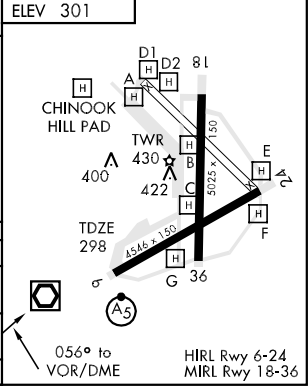
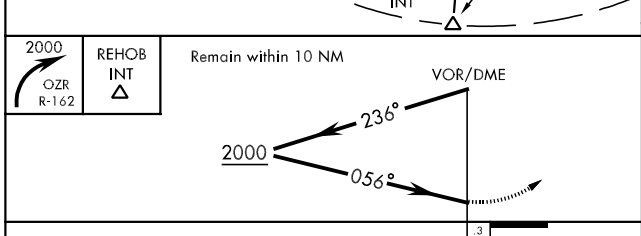
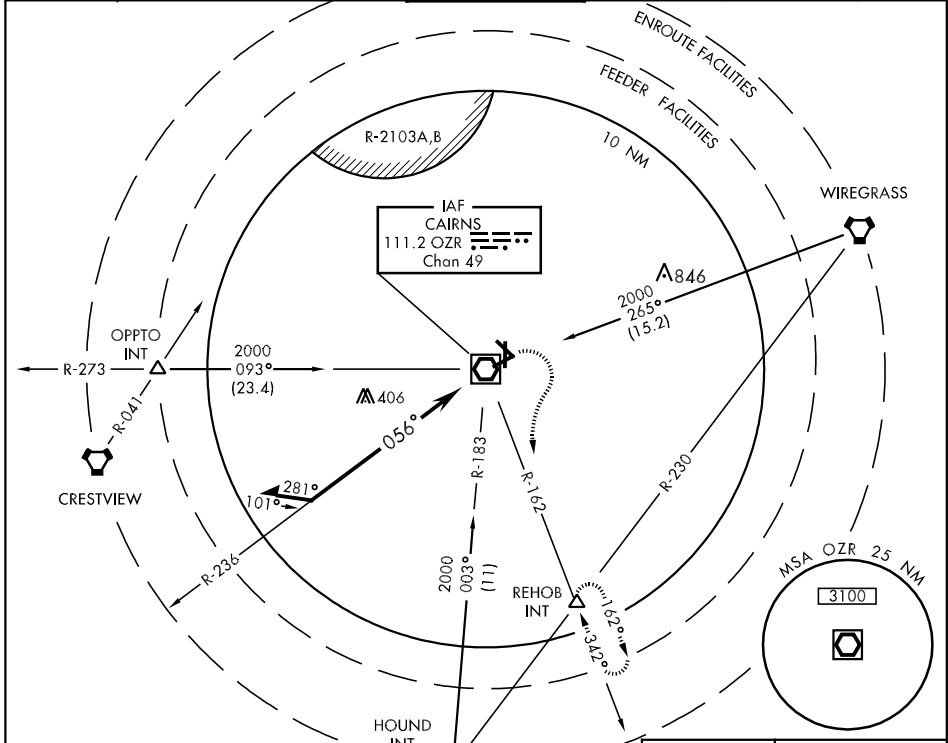
Visibility reduction by helicopters NA.  
\* When ALS inop, increase CAT AB RVR to 5000, vis to 1 mile, CAT CD RVR to 6000 and vis to 1¼ miles.



MISSED APPROACH: Climbing right turn to 2000 via OZR VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climbing left turn to 2000 heading 290° within 10 NM (RADAR required).

ATIS <b>111.2</b> <b>316.15</b>	CAIRNS APP CON 021°-120° <b>125.4</b> <b>327.125</b> 121°-219° <b>133.75</b> <b>270.35</b> 220°-340° <b>133.45</b> <b>239.4</b> 341°-020° <b>121.1</b> <b>319.25</b>	CAIRNS TOWER ★ <b>135.2</b> (CTAF) <b>248.55</b>	GND CON <b>121.9</b> <b>288.25</b>	CLNC DEL <b>118.075</b> <b>380.1</b>	PAR
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SE-4, 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D
S-6 *		720/40	422 (500-34)	
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)
S-PAR 6	548/50	250	(300-1) GS 2.7°	

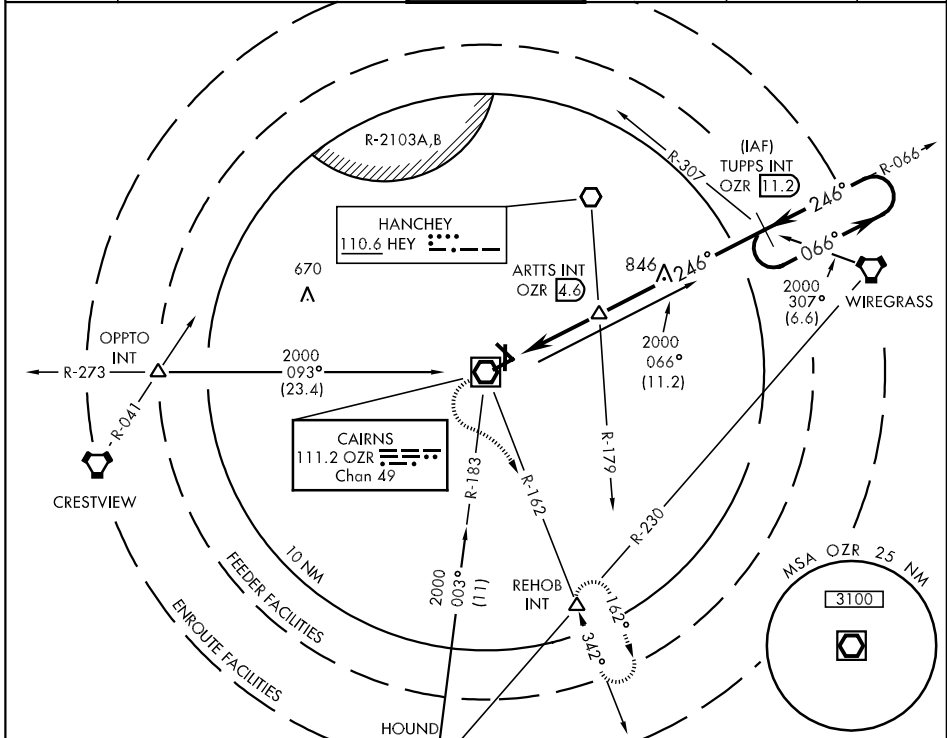
VOR/DME OZR <b>111.2</b> Chan <b>49</b>	APCH CRS <b>246°</b>	Rwy Idg TDZE Arprt Elev <b>4546</b> <b>298</b> <b>301</b>
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AL-577 [USA]

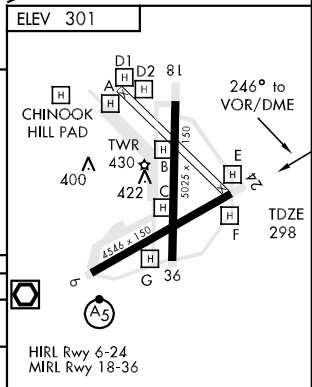
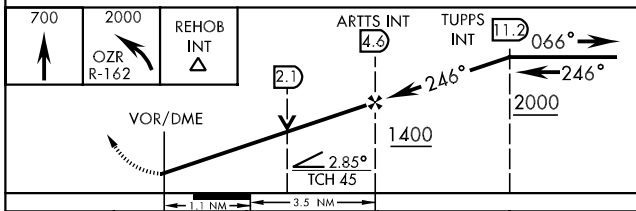
CAIRNS AAF (KOZR)

▼ MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via OZR  
VOR/DME R-162 to REHOB INT and hold; or when directed by ATC, climb to  
700 then climbing right turn heading 290° to 2000 within 10 NM (RADAR required).

ATIS <b>111.2</b> <b>316.15</b>	CAIRNS APP CON 021°-120° <b>125.4</b> <b>327.125</b> 121°-219° <b>133.75</b> <b>270.35</b> 220°-340° <b>133.45</b> <b>239.4</b> 341°-020° <b>121.1</b> <b>319.25</b>	CAIRNS TOWER ★ <b>135.2</b> (CTAF) <b>248.55</b>	GND CON <b>121.9</b> <b>288.25</b>	CLNC DEL <b>118.075</b> <b>380.1</b>	PAR
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SE-4, 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D
S-24	680-1	382	(400-1)	680-1¼ 382 (400-1¼)
CIRCLING	740-1 439 (500-1)	780-1 479 (500-1)	800-1½ 499 (500-1½)	860-2 559 (600-2)

# RNAV (GPS) RWY 6

GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

WAAS CH <b>65706</b> W06A	APP CRS <b>061°</b>	Rwy Idg TDZE Apt Elev	<b>6802</b> <b>569</b> <b>569</b>
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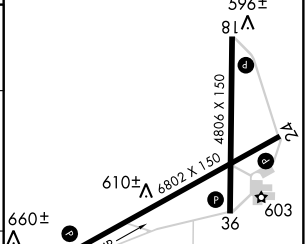
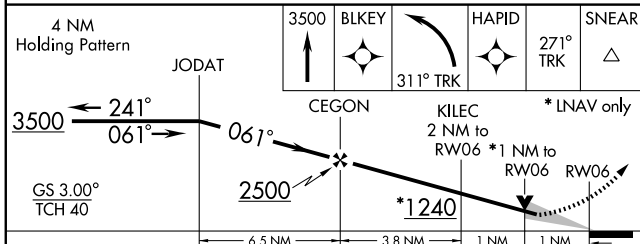
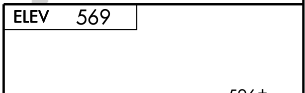
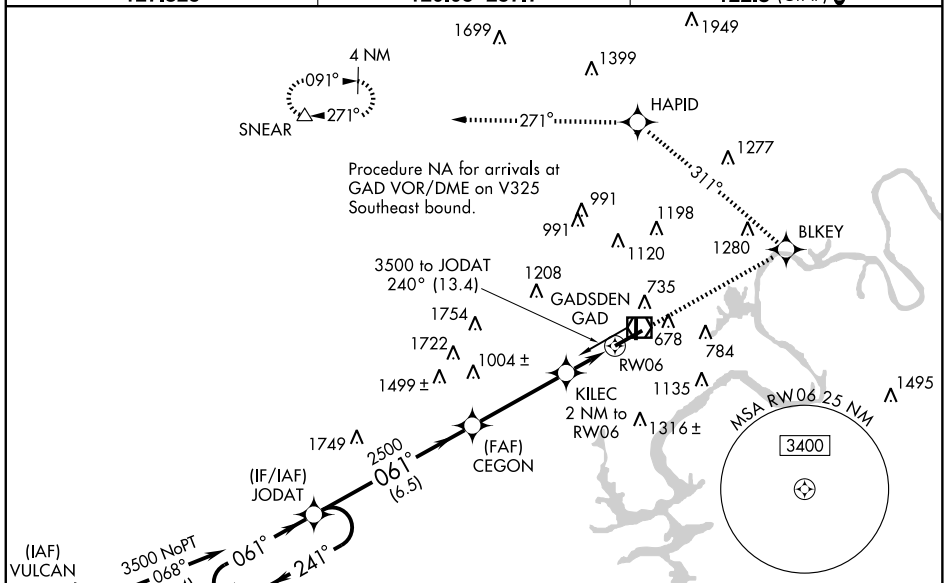
▼ Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 941, LNAV/VNAV DA to 996 and all MDAs 80 feet; increase LPV and LNAV/VNAV visibility ¼ all Cats, LNAV Cat. C & D visibility ¼, and Circling Cat. C visibility ¼. VDP NA when using Anniston altimeter setting.

▲ MISSED APPROACH: Climb to 3500 direct BLKEY and left turn via 311° track to HAPID and 271° track to SNEAR and hold.

AWOS-3  
**127.825**

BIRMINGHAM APP CON  
**120.05 257.7**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
LPV DA	875-1		306 (400-1)	
LNAV/ VNAV DA	930-1¼		361 (400-1¼)	
LNAV MDA	940-1		371 (400-1)	
			940-1¼ 371 (400-1¼)	
CIRCLING	1100-1 531 (600-1)		1100-1½ 531 (600-1½)	
			1120-2 551 (600-2)	

HIRL Rwy 6-24  
 REIL Rws 6, 24, 18 and 36



# RNAV (GPS) RWY 24

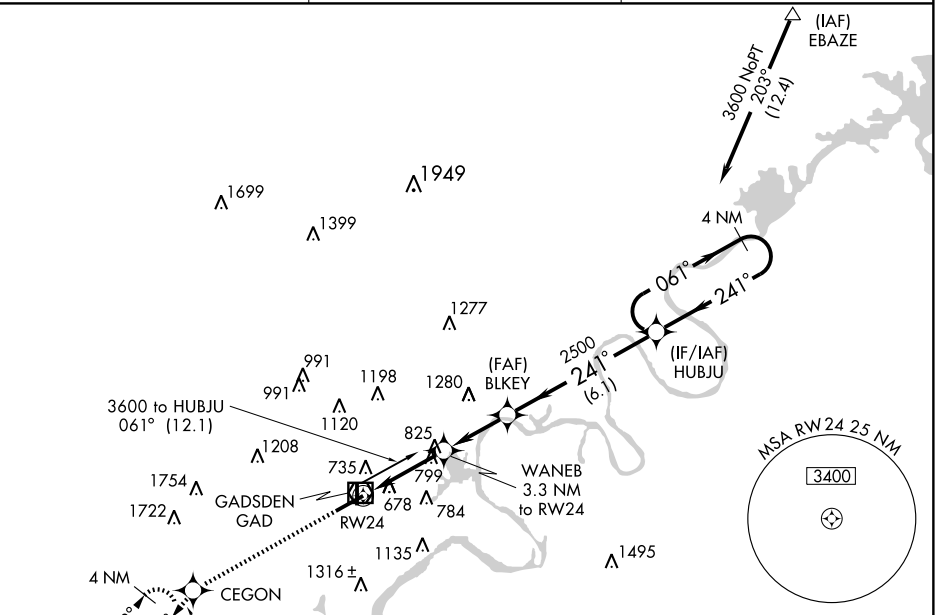
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

WAAS CH <b>65905</b> <b>W24A</b>	APP CRS <b>241°</b>	Rwy Idg TDZE <b>560</b> Apt Elev <b>569</b>	<b>6802</b>
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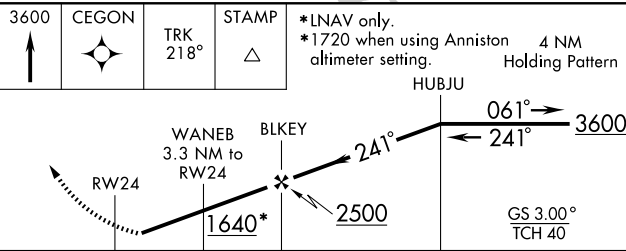
- ▼ Circling to Rwy 18/36 NA at night. Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
- ▲ When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 918, LNAV/VNAV DA to 1145, and all MDAs 80 feet; increase LPV all Cats, LNAV Cat. C and D, and Circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 3600 direct CEGON and via 218° track to STAMP and hold, continue climb-in-hold to 3600.

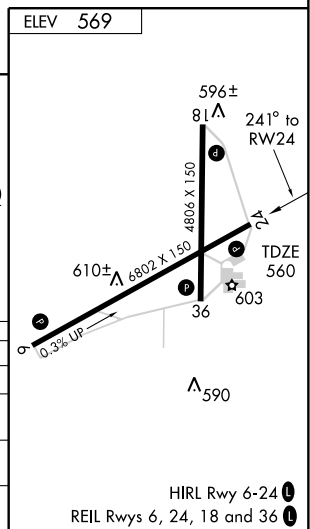
AWOS-3 <b>127.825</b>	BIRMINGHAM APP CON <b>120.05 257.7</b>	UNICOM <b>122.8 (CTAF) ☺</b>
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3600 ↑	CEGON ✦	TRK 218°	STAMP △	*LNAV only. *1720 when using Anniston altimeter setting. 4 NM Holding Pattern
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CATEGORY	A	B	C	D
LPV DA	852-1 292 (300-1)			
LNAV/VNAV DA	1079-2 519 (600-2)			
LNAV MDA	1060-1 500 (500-1)	1060-1½ 500 (500-1½)	1060-1½ 500 (500-1½)	
CIRCLING	1100-1 531 (600-1)	1100-1½ 531 (600-1½)	1120-2 551 (600-2)	



HIRL Rwy 6-24  
REIL Rwy 6, 24, 18 and 36

# RNAV (GPS) RWY 36

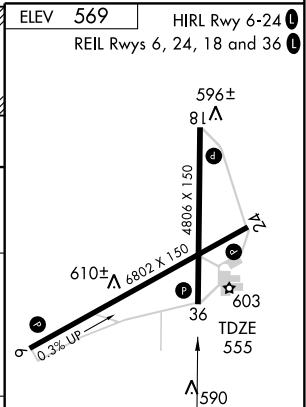
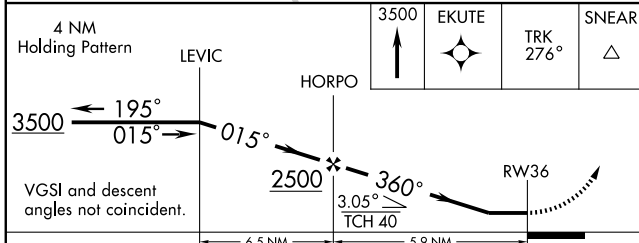
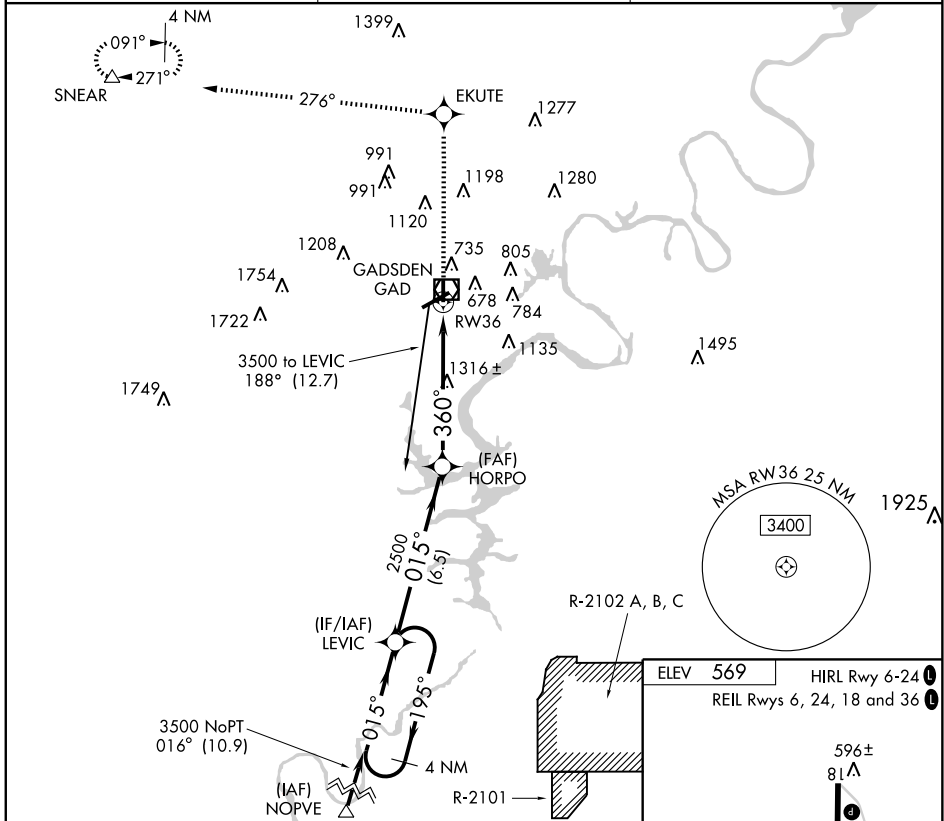
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

APP CRS	Rwy Idg	<b>4806</b>
<b>360°</b>	TDZE	<b>555</b>
	Apt Elev	<b>569</b>

▼ Straight-in minimums NA at night. Circling to Rwy 18/36 NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climb to 3500 direct EKUTE and via 276° track to SNEAR and hold.

AWOS-3 <b>127.825</b>	BIRMINGHAM APP CON <b>120.05 257.7</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1580-1¼ 1025 (1100-1¼)	1580-1½ 1025 (1100-1½)	1580-3	1025 (1100-3)
CIRCLING	1580-1¼ 1011 (1100-1¼)	1580-1½ 1011 (1100-1½)	1580-3	1011 (1100-3)



# VOR RWY 6

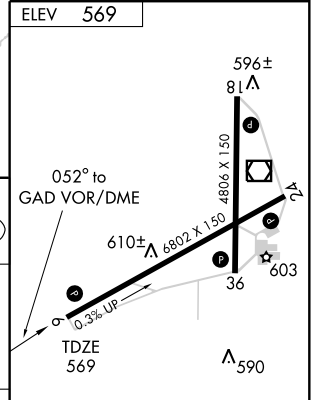
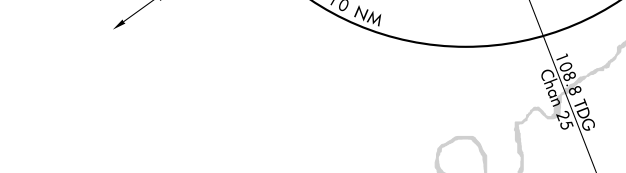
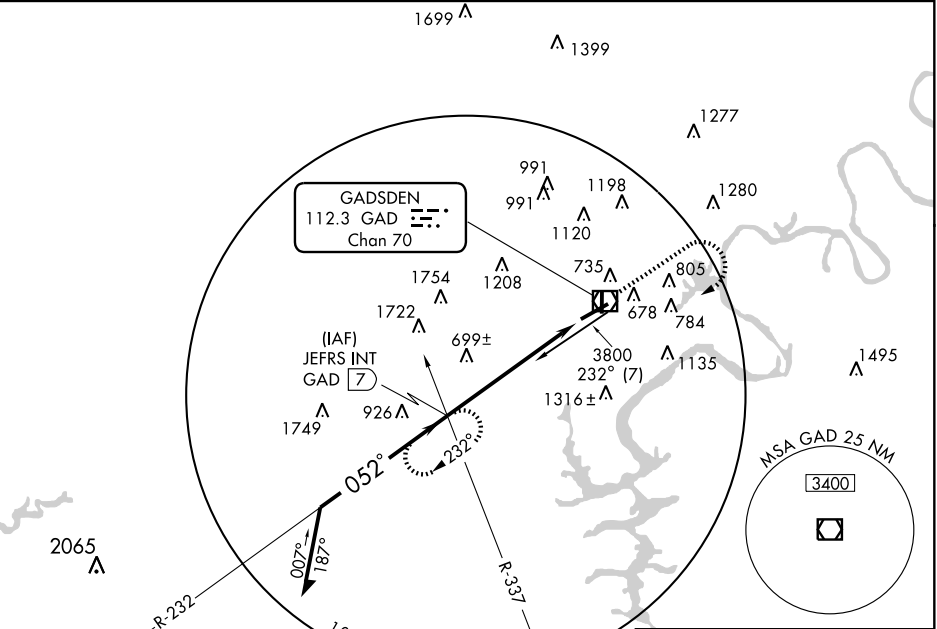
GADSDEN/ NORTHEAST ALABAMA RGNL (GAD)

VOR/DME GAD <b>112.3</b> Chan 70	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev <b>6802</b> <b>569</b> <b>569</b>
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**▼** Circling to Rwy 18/36 NA at night. When local altimeter setting not received, use Anniston altimeter setting and increase all MDAs 80 feet; increase S-6 Cat. C and D visibility  $\frac{1}{4}$  mile. VDP NA when using Anniston altimeter setting.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 3500 via GAD VOR/DME R-232 to JEFRS Int/7 DME and hold, continue climb-in-hold to 3500.

AWOS-3 <b>127.825</b>	BIRMINGHAM APP CON <b>120.05 257.7</b>	UNICOM <b>122.8 (CTAF)</b>
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Remain within 10 NM	JEFRS INT GAD (7)	2000	3500	JEFRS GAD (7)
3100	232°	GAD (2.2)	GAD R-232 112.3	
052°	2500	GAD (1.1)		
	3.02° TCH 40			
	4.8 NM	1.1		

CATEGORY	A	B	C	D
S-6	960-1	391 (400-1)		960-1 $\frac{1}{4}$ 391 (400-1 $\frac{1}{4}$ )
CIRCLING	1100-1	531 (600-1)	1100-1 $\frac{1}{2}$ 531 (600-1 $\frac{1}{2}$ )	1120-2 551 (600-2)

HIRL Rwy 6-24					
REIL Rws 6, 24, 18 and 36					
FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

# RNAV (GPS) RWY 14

GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

APP CRS	Rwy Idg	<b>5200</b>
<b>142°</b>	TDZE	<b>451</b>
	Apt Elev	<b>451</b>

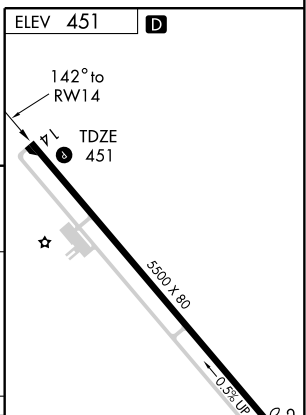
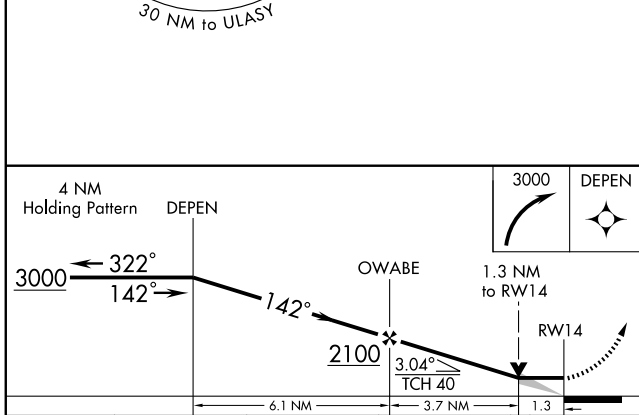
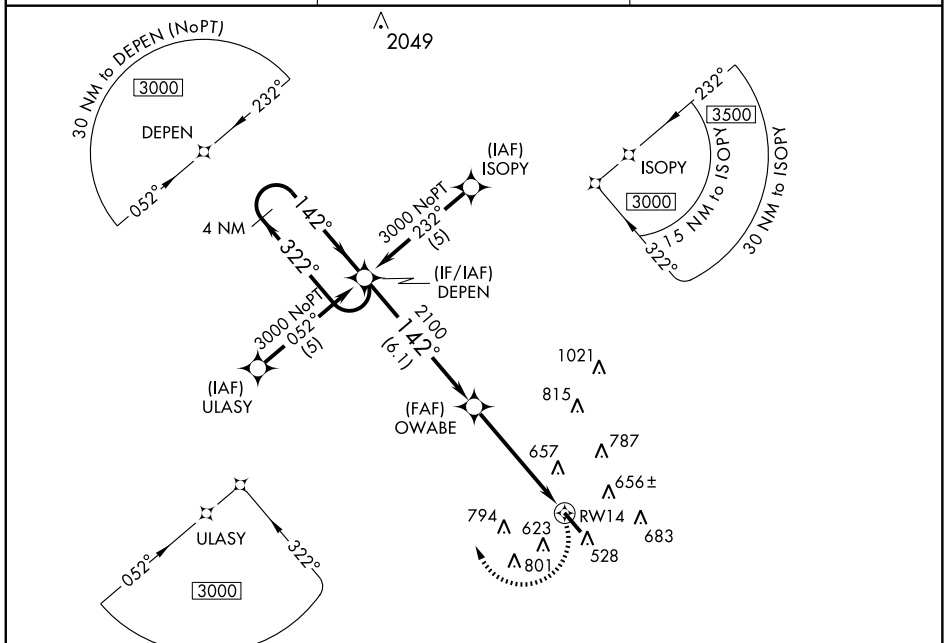
**▼**  
**▲** DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 3000 direct DEPEN and hold.

ASOS  
**120.0**

ATLANTA CENTER  
**120.55 270.25**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
INAV MDA	900-1 449 (500-1)		900-1¼ 449 (500-1¼)	900-1½ 449 (500-1½)
CIRCLING	900-1 449 (500-1)	960-1 509 (600-1)	960-1½ 509 (600-1½)	1140-2¼ 689 (700-2¼)

MIRL Rwy 14-32 0

REIL Rwys 14 and 32 0

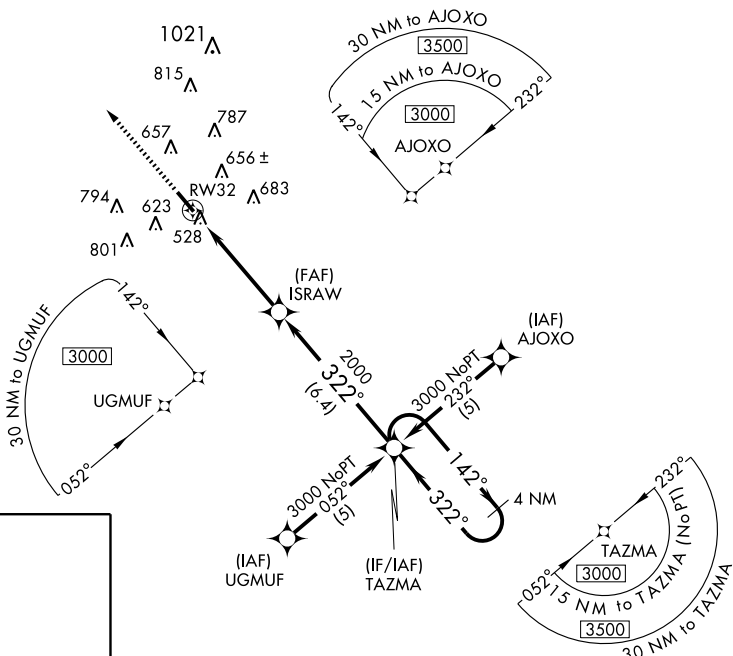
# RNAV (GPS) RWY 32

GREENVILLE/ MAC CRENSHAW MEMORIAL (PRN)

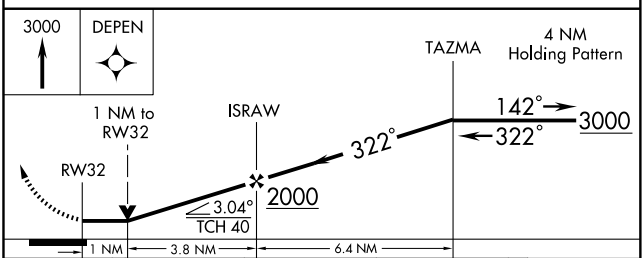
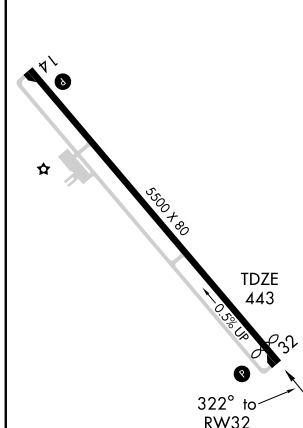
APP CRS	Rwy Idg	5200
322°	TDZE	443
	Apt Elev	451

	DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 3000 direct DEPEN and hold.
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ASOS <b>120.0</b>	ATLANTA CENTER <b>120.55 270.25</b>	UNICOM <b>122.8(CTAF) 0</b>
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ELEV 451	<b>D</b>
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CATEGORY	A	B	C	D
LNNAV MDA	780-1 337 (400-1)			
CIRCLING	840-1	960-1	960-1½	1140-2¼
	389 (400-1)	509 (600-1)	509 (600-1½)	689 (700-2¼)

SE-4. 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 27

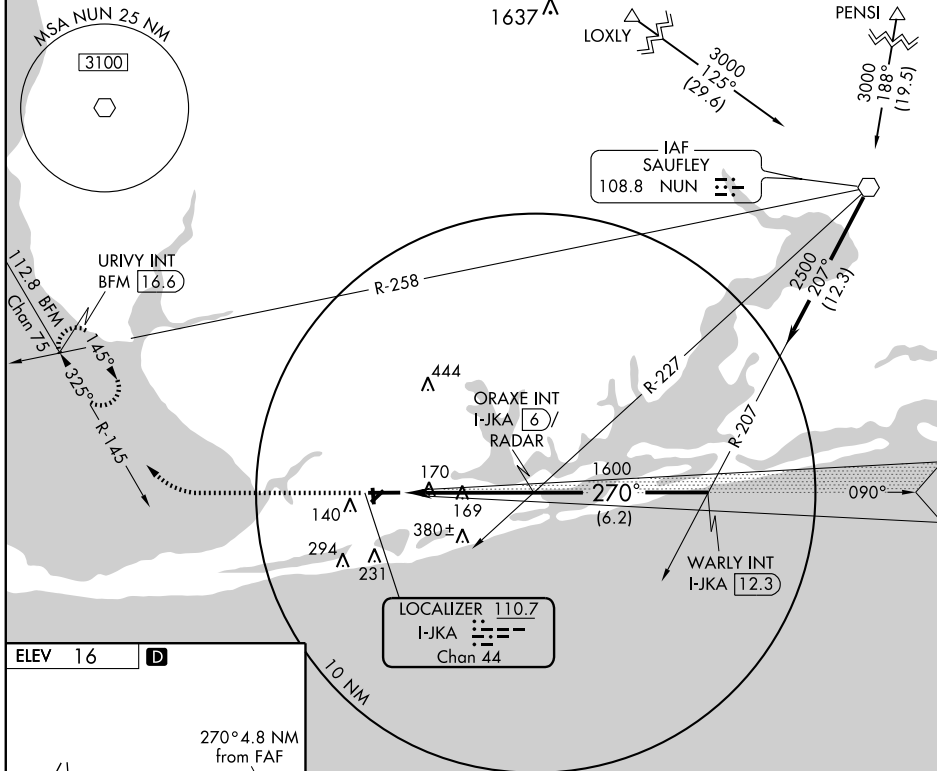
GULF SHORES/JACK EDWARDS (JKA)

LOC/DME I-JKA <b>110.7</b> Chan 44	APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>16</b> <b>16</b>
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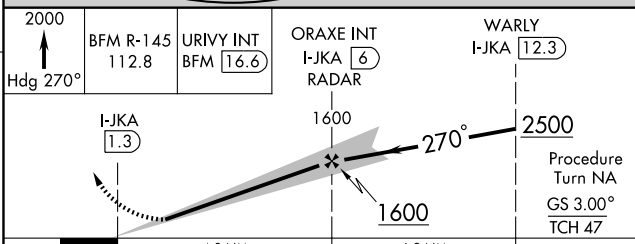
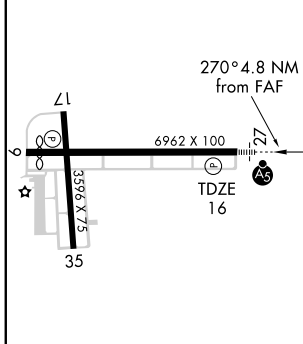


MISSED APPROACH: Climb to 2000 via 270° heading and BFM VORTAC R-145 to URIVY Int/BFM 16.6 DME and hold.

AWOS-3 <b>134.525</b>	PENSACOLA APP CON <b>120.05 376.8</b>	CLNC DEL <b>124.55</b>	UNICOM <b>122.7</b> (CTAF) <b>0</b>
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ELEV 16	<b>D</b>
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MIRL Rwy 17-35  
HIRL Rwy 9-27 **0**

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 27 DH	216-1/2 200 (200-1/2)			
S-LOC 27 MDA	540-1/2	524 (600-1/2)	540-1 524 (600-1)	540-1 1/4 524 (600-1 1/4)
CIRCLING	540-1	524 (600-1)	540-1 1/2 524 (600-1 1/2)	580-2 564 (600-2)

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 9

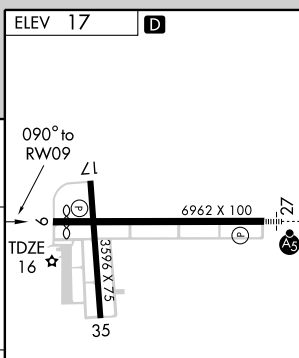
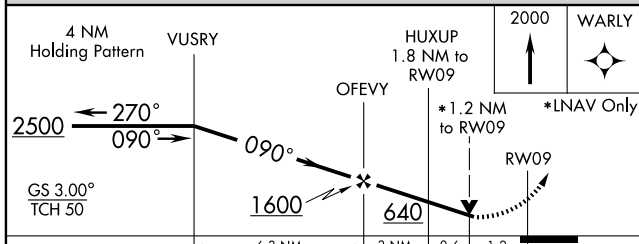
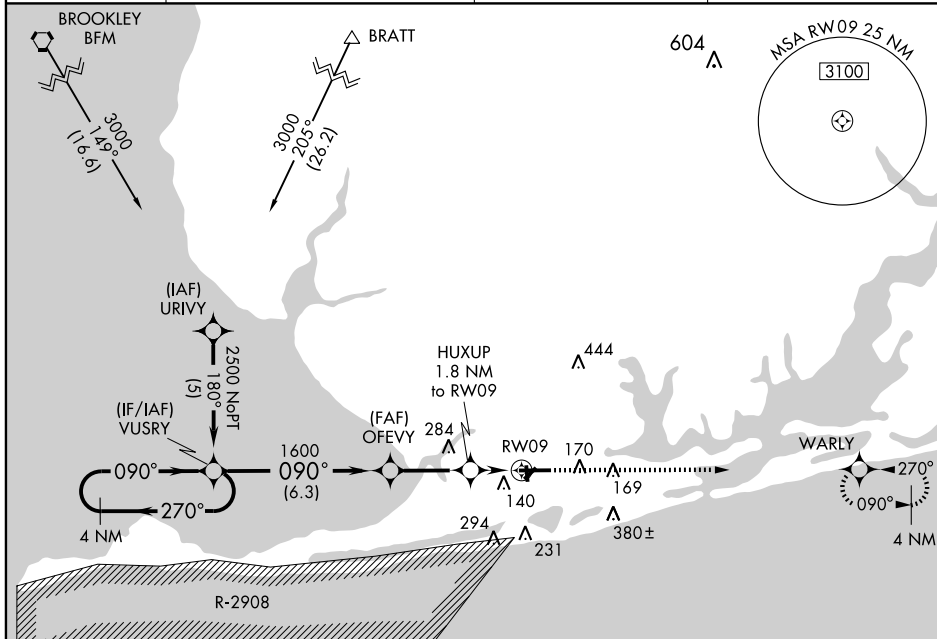
GULF SHORES/JACK EDWARDS (JKA)

WAAS CH <b>86503</b> <b>W09A</b>	APP CRS <b>090°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>16</b> <b>17</b>
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**MISSED APPROACH:**  
Climb to 2000 direct  
WARLY and hold.

**▲** If local altimeter setting not received, use Pensacola Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP and Baro-VNAV NA when using Pensacola Rgnl, FL altimeter setting.

AWOS-3 <b>134.525</b>	PENSACOLA APP CON <b>120.05 376.8</b>	CLNC DEL <b>124.55</b>	UNICOM <b>122.7 (CTAF) 1</b>
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CATEGORY	A	B	C	D
LPV DA		354-1¼	338 (400-1¼)	
LNAV/VNAV DA		476-1½	460 (500-1½)	
LNAV MDA	440-1	424 (500-1)	440-1¼	424 (500-1¼)
CIRCLING	480-1	463 (500-1)	480-1½	580-2
			463 (500-1½)	563 (600-2)

MIRL Rwy 17-35  
HIRL Rwy 9-27 **1**

# RNAV (GPS) RWY 27

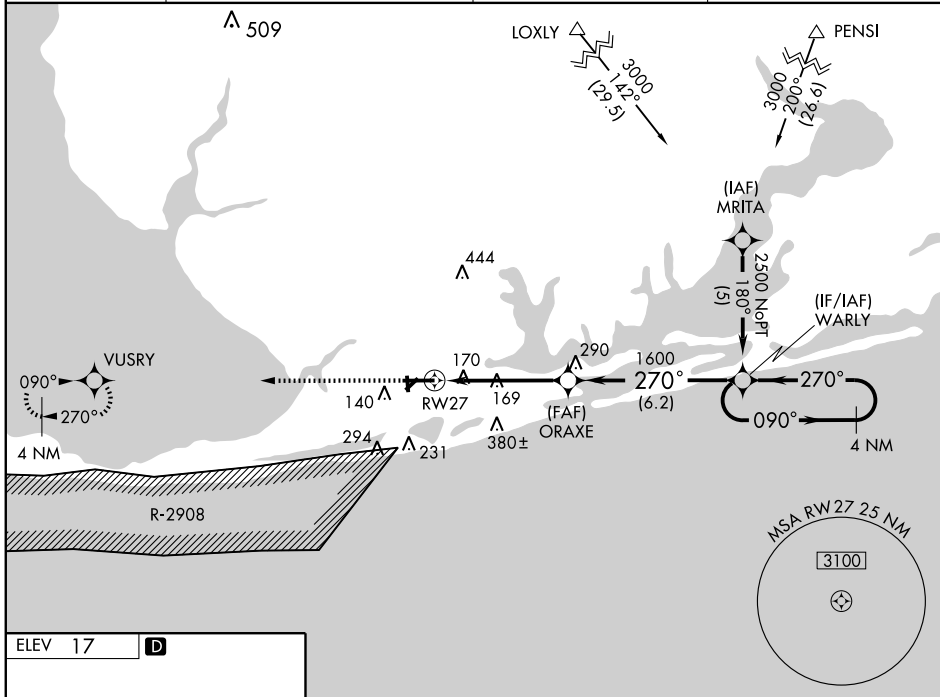
GULF SHORES/JACK EDWARDS (JKA)

WAAS CH <b>99503</b> <b>W27A</b>	APP CRS <b>270°</b>	Rwy Idg TDZE Apt Elev	<b>6500</b> <b>17</b> <b>17</b>
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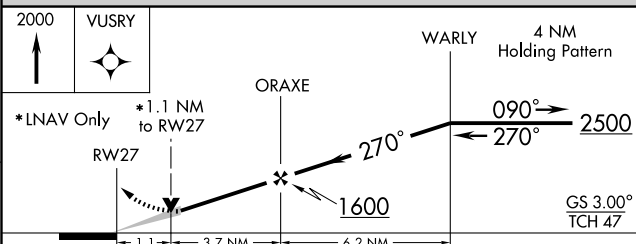
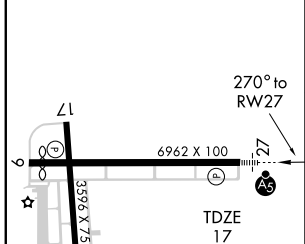
**▲** If local altimeter setting not received, use Pensacola Rgnl, FL altimeter setting and increase all DAs/MDAs 80 feet. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Pensacola Rgnl, FL altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). For inoperative MALS, increase LPV all Cnts visibility to 1½ and LNAV Cat D visibility to 1¼.

**MALS**  
**AS**  
MISSED APPROACH:  
Climb to 2000 direct  
VUSRY and hold.

AWOS-3 <b>134.525</b>	PENSACOLA APP CON <b>120.05 376.8</b>	CLNC DEL <b>124.55</b>	UNICOM <b>122.7 (CTAF)</b>
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ELEV 17	<b>D</b>
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CATEGORY	A	B	C	D
LPV DA	448-1		431 (500-1)	
LNAV/VNAV DA	480-1¼		463 (500-1¼)	
LNAV MDA	420-½	403 (500-½)	420-¾ 403 (500-¾)	420-1 403 (500-1)
CIRCLING	480-1	463 (500-1)	480-½ 463 (500-½)	580-2 563 (600-2)

MIRL Rwy 17-35  
HIRL Rwy 9-27

VORTAC BFM <b>112.8</b> Chan <b>75</b>	APP CRS <b>130°</b>	Rwy ldg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>16</b>
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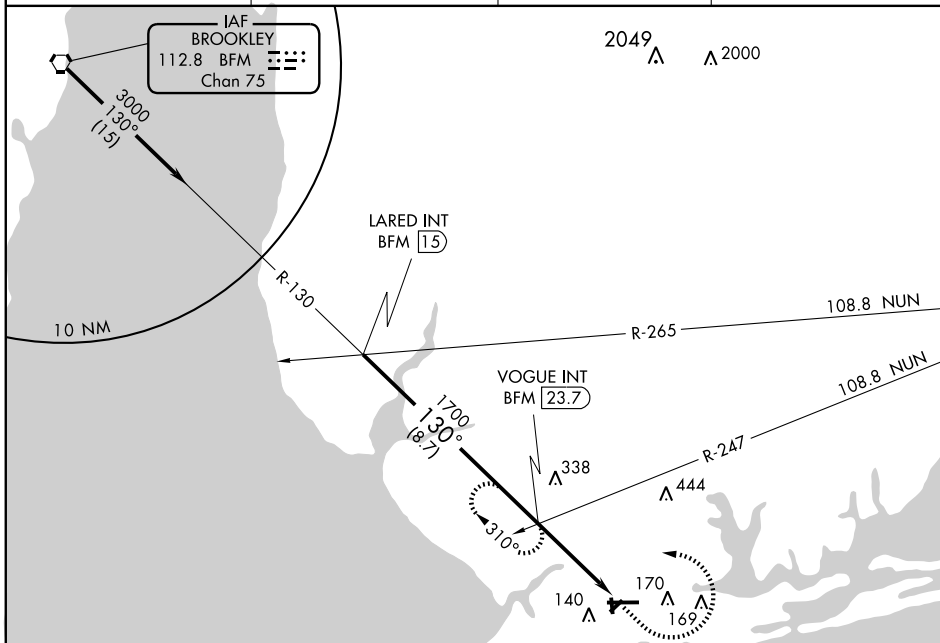
MISSED APPROACH: Climb to 1000, then climbing left turn to 2000 via BFM R-130 to VOGUE Int/23.7 DME and hold.

AWOS-3  
**134.525**

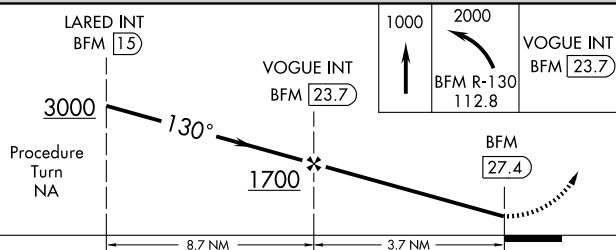
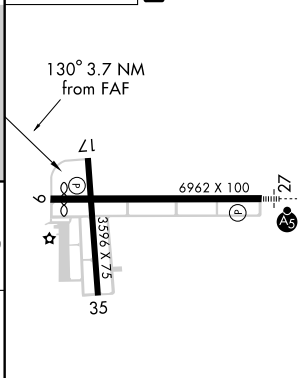
PENSACOLA APP CON  
**120.05 376.8**

CLNC DEL  
**124.55**

UNICOM  
**122.7 (CTAF)**



ELEV 16 **D**



CATEGORY	FAF to MAP 3.7 NM			
	A	B	C	D
CIRCLING	520-1 504 (600-1)	520-1¼ 504 (600-1¼)	520-1½ 504 (600-1½)	580-2 564 (600-2)
	Knots 60	90	120	150
	Min:Sec 3:42	2:28	1:51	1:29
			1:14	

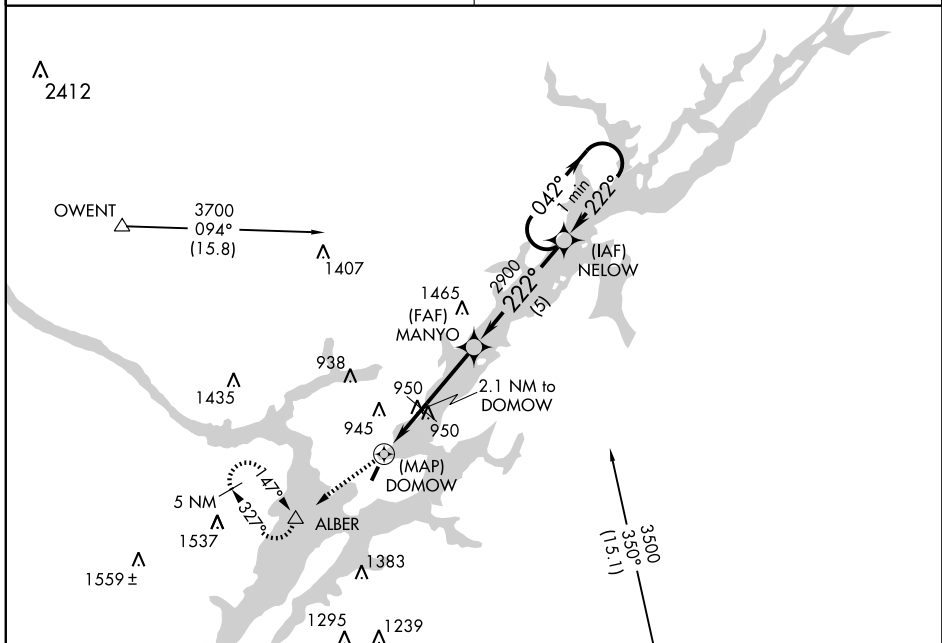
APP CRS <b>222°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>613</b>
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**⚠** Procedure not authorized at night.  
**⚠ NA** Use Huntsville Intl. altimeter setting.  
 Circling not authorized southeast of Rws 3 and 21.

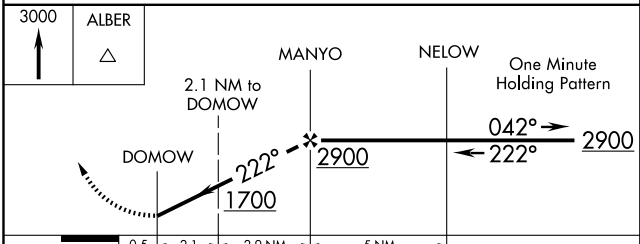
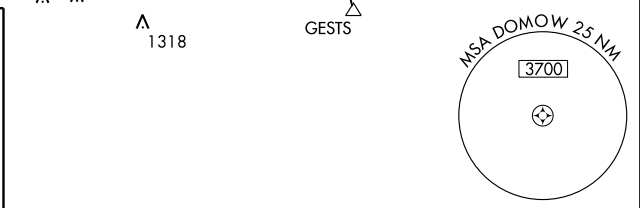
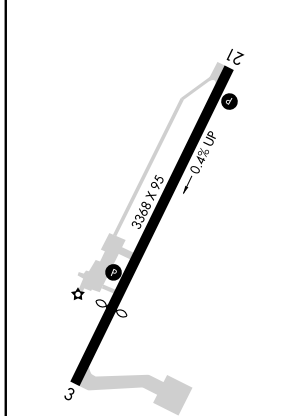
MISSED APPROACH: Climb to 3000  
 direct ALBER WP and hold.

HUNTSVILLE APP CON ★  
**125.6 354.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 613



MIRL Rwy 3-21 0	CATEGORY	A	B	C	D
	CIRCLING	1540-1¼	927 (1000-1¼)	1540-2¾ 927 (1000-2¾)	NA



APP CRS	Rwy Idg	<b>5008</b>
<b>003°</b>	TDZE	<b>918</b>
	Apt Elev	<b>930</b>

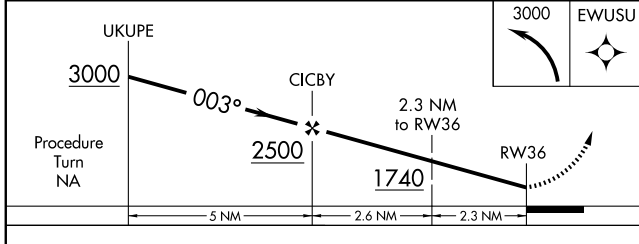
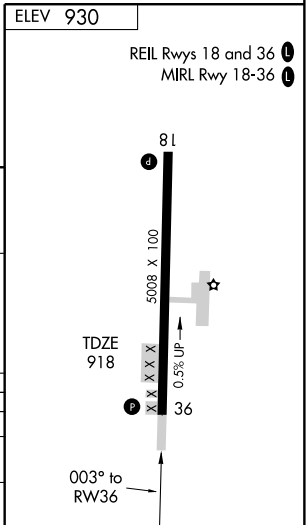
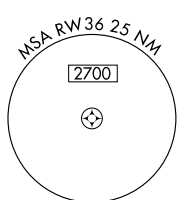
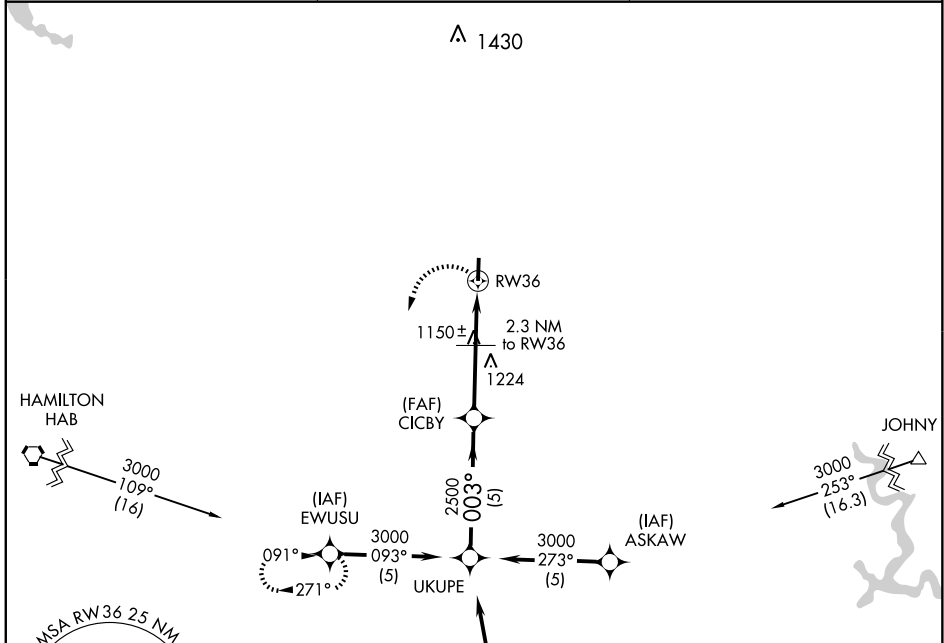
# GPS RWY 36

HALEYVILLE / POSEY FIELD (1M4)

**NA** Use Muscle Shoals altimeter setting.

**MISSED APPROACH:** Climbing left turn to 3000 direct EWUSU WP and hold.

ASOS <b>119.525</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>122.8 (CTAF) 1</b>
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CATEGORY	A	B	C	D
S-36	1520-1	602 (600-1)		NA
CIRCLING	1540-1	610 (700-1)		NA

# VOR/DME or GPS-A

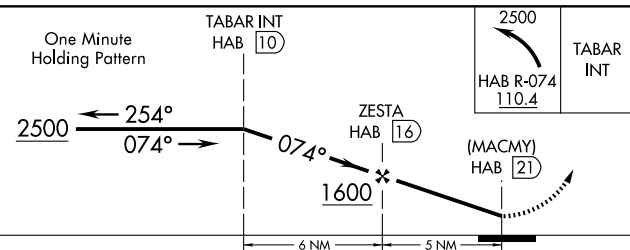
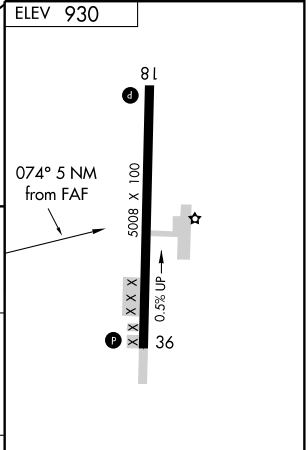
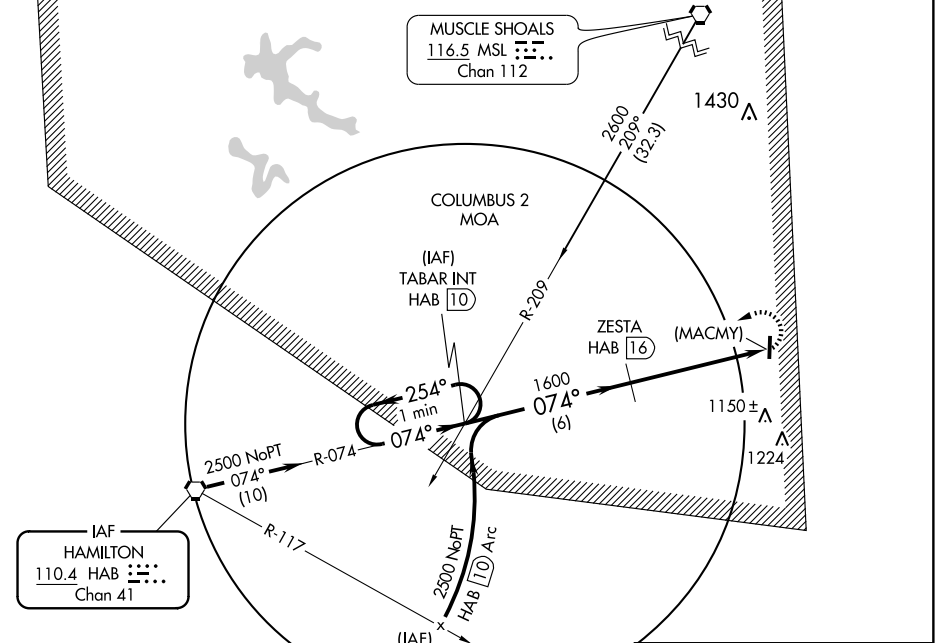
HALEYVILLE / POSEY FIELD (1M4)

VORTAC HAB <b>110.4</b> Chah 41	APP CRS <b>074°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>930</b>
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Use Muscle Shoals altimeter setting; when not received, use Huntsville altimeter setting and increase all MDAs 40 feet and visibility Cat. C and D ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 via HAB R-074 to TABAR Int/10 DME and hold.

ASOS <b>119.525</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
CIRCLING	1520-1 595 (600-1)	1520-1¼ 595 (600-1¼)	1520-1½ 595 (600-1½)	1580-2 655 (700-2)

REIL Rwys 18 and 36  
MIRL Rwy 18-36

SE-4, 08 APR 2010 to 06 MAY 2010

# VOR/DME or GPS RWY 18

HALEYVILLE / POSEY FIELD (1M4)

VORTAC MSL <b>116.5</b> Chan 112	APP CRS <b>190°</b>	Rwy Idg TDZE Apt Elev	<b>5008</b> <b>930</b> <b>930</b>
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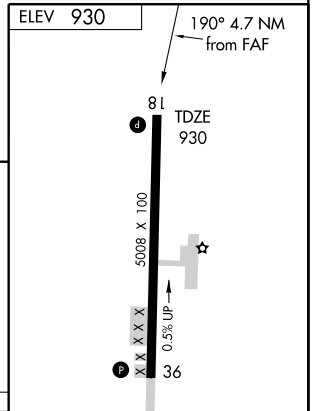
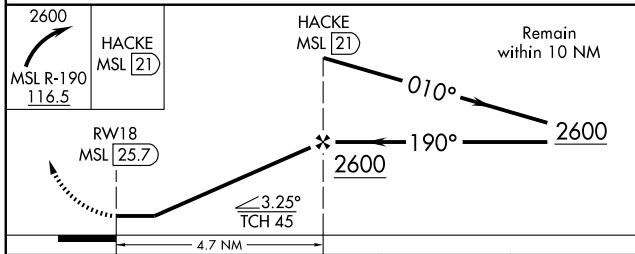
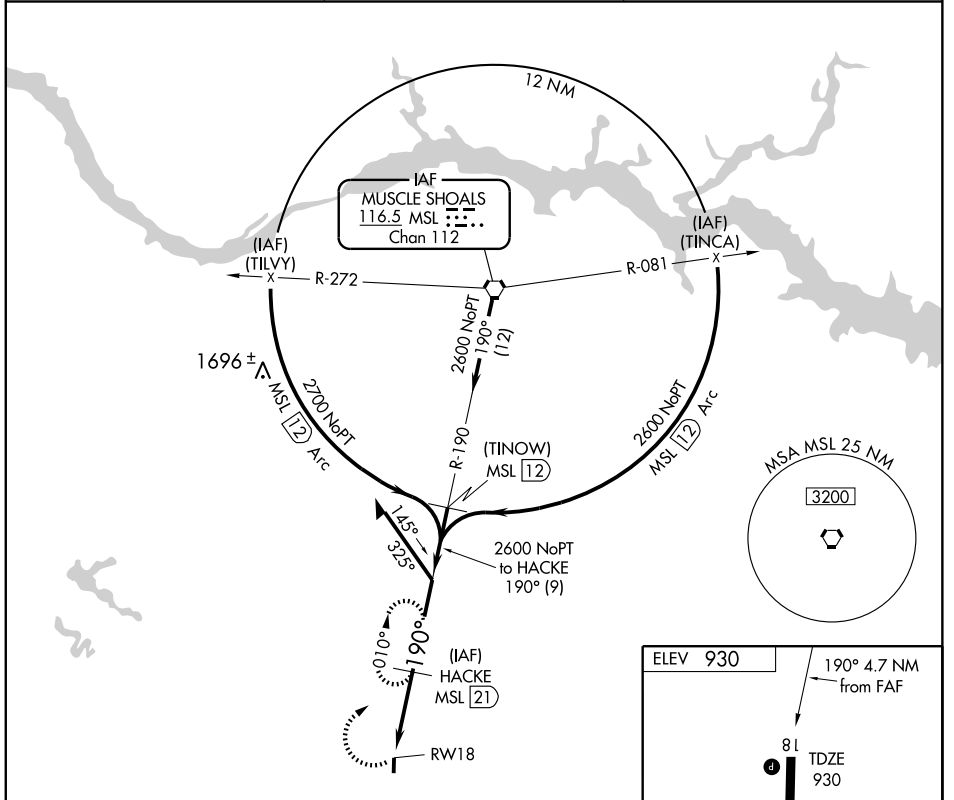
Use Muscle Shoals altimeter setting.

MISSED APPROACH: Climbing right turn to 2600 via MSL R-190 to HACKE MSL 21 DME and hold.

ASOS  
**119.525**

MEMPHIS CENTER  
**120.8 307.0**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-18	1520-1 590 (600-1)	1520-1¼ 590 (600-1¼)	1520-1½ 590 (600-1½)	NA
CIRCLING	1540-1 610 (700-1)	1540-1¼ 610 (700-1¼)	1540-1¾ 610 (700-1¾)	NA

REIL Rwy 18 and 36  
MIRL Rwy 18-36

APP CRS	Rwy Idg	<b>5495</b>
<b>181°</b>	TDZE	<b>436</b>
	Apt Elev	<b>436</b>

# RNAV (GPS) RWY 18

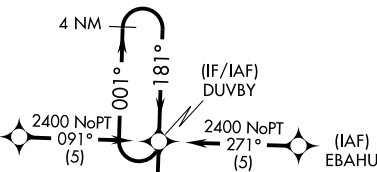
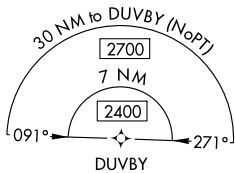
HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

**NA**  
 DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF. When not received, use Tupelo altimeter setting and increase all MDA 120 feet, increase LNAV MDA visibility Cat B ¼ mile, Cat C, D ½ mile and circling visibility Cats A, D ¼ mile, Cat C ½ mile.

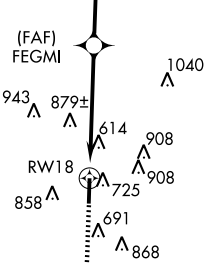
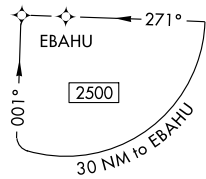
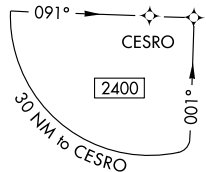
**MISSED APPROACH:**  
 Climb to 2400 direct DEPST and hold.

MEMPHIS CENTER  
**127.1 269.4**

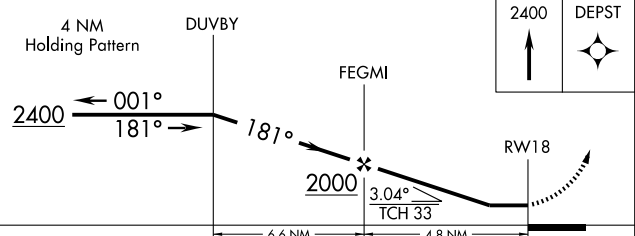
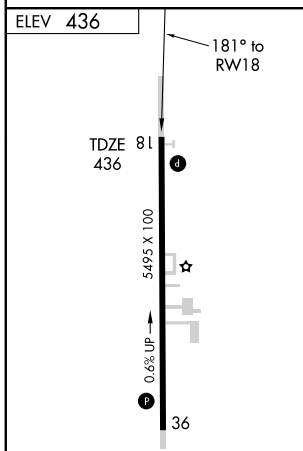
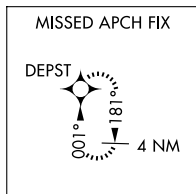
UNICOM  
**122.8 (CTAF)**



1340  
 ▲



1091  
 ▲



CATEGORY	A	B	C	D
LNAV MDA	1140-1	704 (800-1)	1140-2 704 (800-2)	1140-2½ 704 (800-2½)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2 784 (800-2½)	1260-2¾ 824 (900-2¾)

REIL Rwy 18-36  
 MIRL Rwy 18-36

# RNAV (GPS) RWY 36

HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

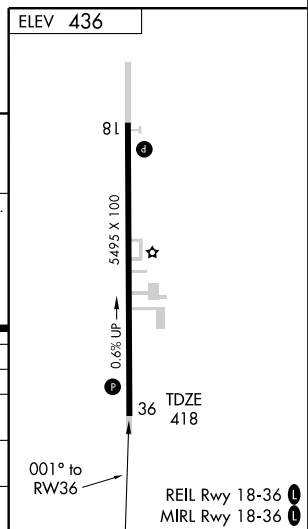
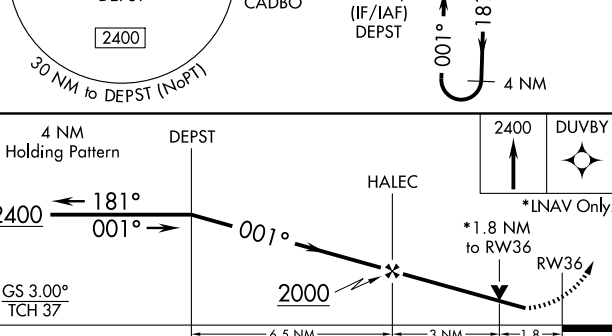
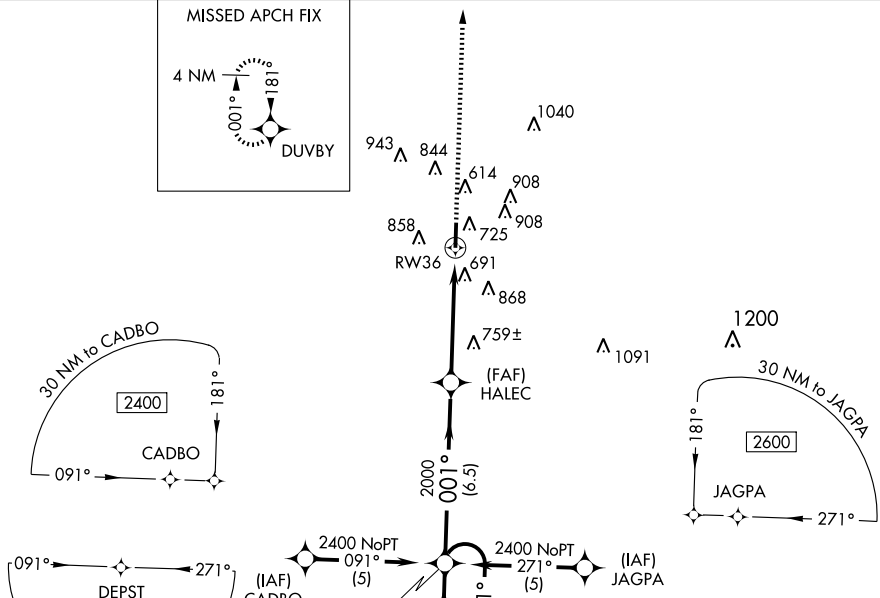
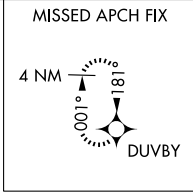
WAAS CH <b>42712</b> <b>W36A</b>	APP CRS <b>001°</b>	Rwy Idg TDZE Apt Elev	<b>5495</b> <b>418</b> <b>436</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Tupelo altimeter setting and increase DA 104 feet and all MDA 120 feet, increase visibility LPV all Cats and LNAV Cats C, D ¼ mile, Circling Cats A, D ¼ mile, and Cat C ½ mile. LNAV/VNAV NA when using Tupelo altimeter setting. VDP NA when using Tupelo altimeter setting.

**MISSED APPROACH:**  
Climb to 2400 direct DUVBY and hold.

MEMPHIS CENTER  
**127.1 269.4**

UNICOM  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LPV DA	723-1¼ 305 (300-1¼)			
LNAV/VNAV DA	1219-3 801 (800-3)			
LNAV MDA	1020-1	602 (600-1)	1020-1¾ 602 (600-1¾)	1020-2 602 (600-2)
CIRCLING	1220-1 784 (800-1)	1220-1¼ 784 (800-1¼)	1220-2¼ 784 (800-2¼)	1260-2¾ 824 (900-2¾)

SE-4, 08 APR 2010 TO 06 MAY 2010

REIL Rwy 18-36  
MIRL Rwy 18-36

# VOR or GPS RWY 18

HAMILTON / MARION COUNTY-RANKIN FITE (HAB)

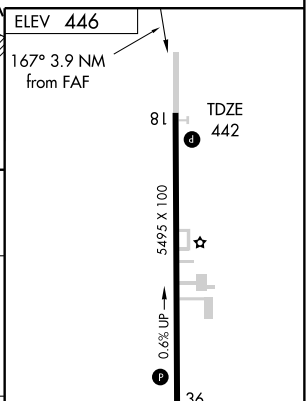
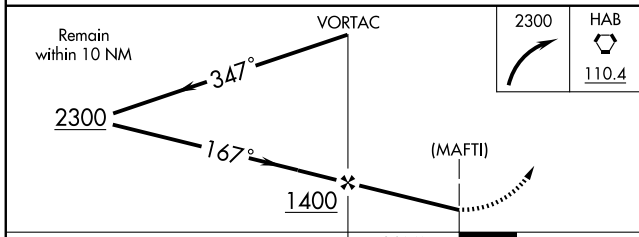
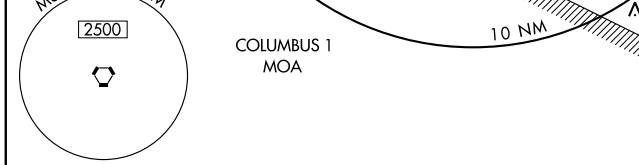
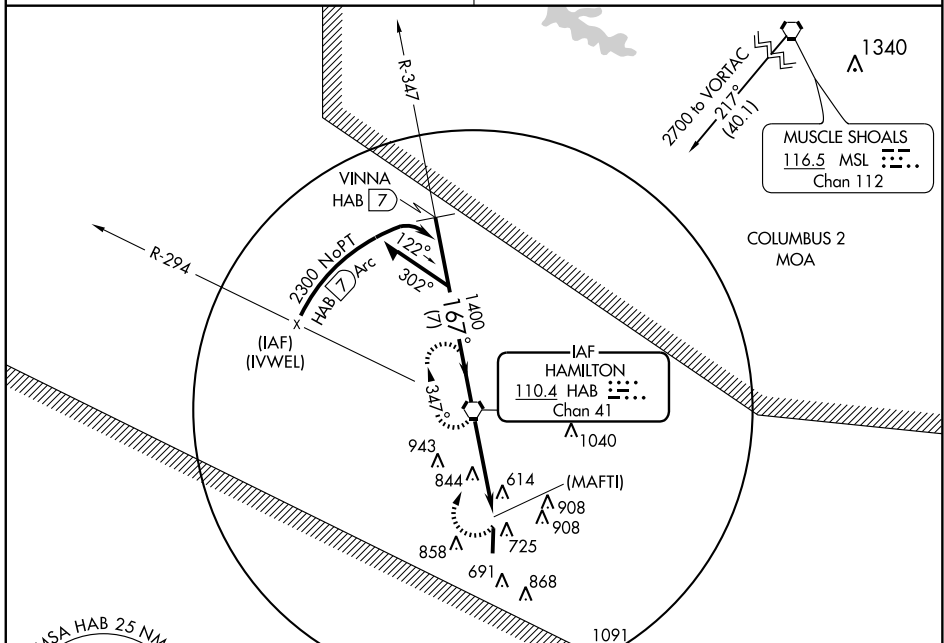
VORTAC HAB <b>110.4</b> Chan <b>41</b>	APP CRS <b>167°</b>	Rwy Idg TDZE Apt Elev	<b>5495</b> <b>442</b> <b>446</b>
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**NA** Use Columbus AFB altimeter setting.

MISSED APPROACH: Climbing right turn to 2300 direct HAB VORTAC and hold.

MEMPHIS CENTER  
**127.1 269.4**

UNICOM  
**122.8 (CTAF)**



CATEGORY	A	B	C	D
S-18	1300-1 858 (900-1)	1300-1¼ 858 (900-1¼)	1300-2½ 858 (900-2½)	1300-2¾ 858 (900-2¾)
CIRCLING	1340-1¼	894 (900-1¼)	1340-2¾ 894 (900-2¾)	1440-3 994 (1000-3)

REIL Rwy 18-36  
MIRL Rwy 18-36

		FAF to MAP 3.9 NM				
	Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18	

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 18

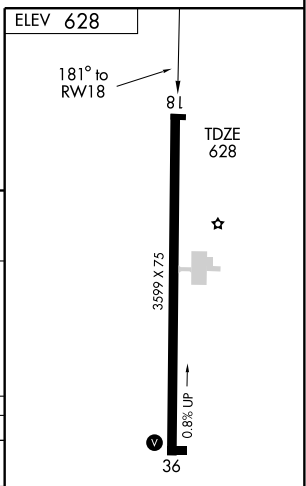
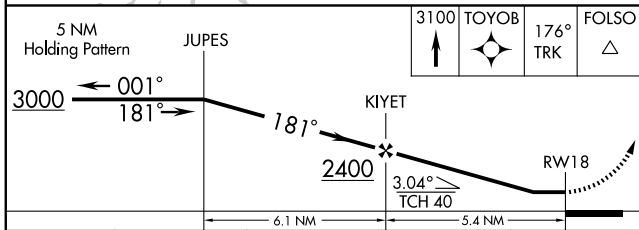
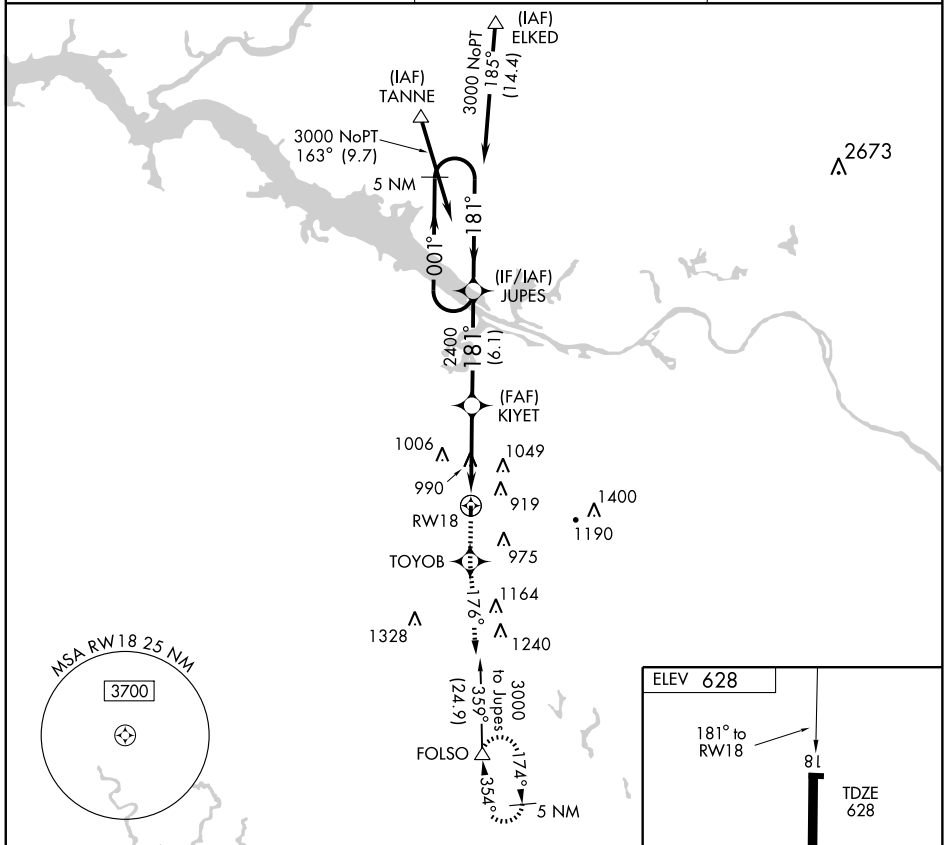
HARTSELLE-MORGAN COUNTY RGNL (5M $\emptyset$ )

APP CRS	Rwy Idg	<b>3599</b>
<b>181°</b>	TDZE	<b>628</b>
	Apt Elev	<b>628</b>

MISSED APPROACH: Climb to 3100 direct TOYOB and via 176° track to FOLSO and hold.

**▼** Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet.  
**▲ NA** DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>118.05 239.0</b>	UNICOM <b>122.8 (CTAF) <math>\emptyset</math></b>
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CATEGORY	A	B	C	D
LNAV MDA	1340-1	712 (800-1)	1340-2 712 (800-2)	NA
CIRCLING	1340-1	712 (800-1)	1340-2 712 (800-2)	NA

MIRL Rwy 18- 36  $\emptyset$

# RNAV (GPS) RWY 36

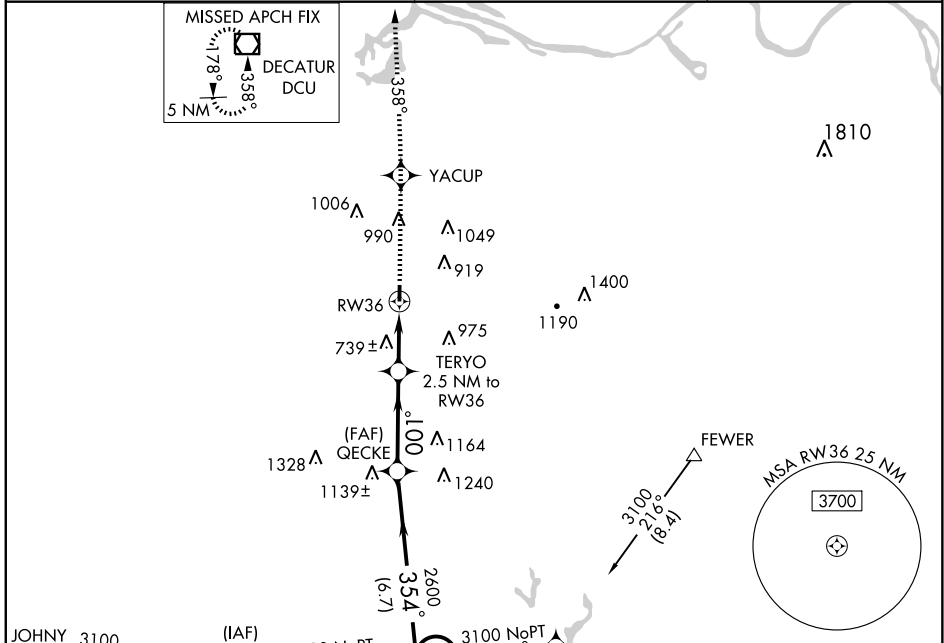
HARTSELLE-MORGAN COUNTY RGNL (5M0)

APP CRS	Rwy Idg	<b>3599</b>
<b>001°</b>	TDZE	<b>599</b>
	Apt Elev	<b>628</b>

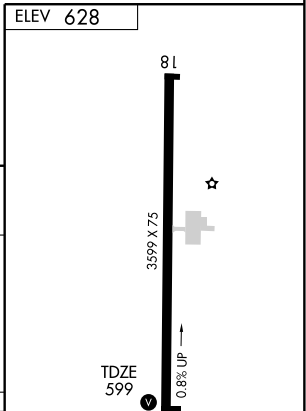
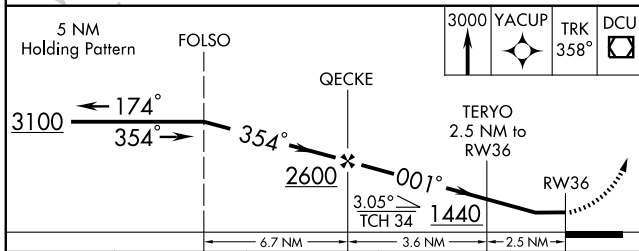
**▼** Use Huntsville Intl-Carl T. Jones Field altimeter setting; if not received, use Cullman altimeter setting and increase all MDAs 40 feet. When VGSI Inop, procedure NA at night.  
**▲ NA** DME/DME RNP-0.3 NA. Visibility reduction by Helicopters NA.

**MISSED APPROACH:** Climb to 3000 direct YACUP and via 358° track to DCU VOR/DME and hold.

HUNTSVILLE INTL - CARL T. JONES FIELD ATIS	HUNTSVILLE APP CON ★	UNICOM
<b>121.25</b>	<b>118.05 239.0</b>	<b>122.8 (CTAF) 0</b>



NoPT for arrival at FOLSO on V49 northbound.



CATEGORY	A	B	C	D
LNAV MDA	1040-1	441 (500-1)	1040-1½ 441 (500-1½)	NA
CIRCLING	1140-1 512 (600-1)	1160-1 532 (600-1)	1180-1½ 552 (600-1½)	NA

MIRL Rwy 18-36 0



# RNAV (GPS) RWY 9

HEADLAND MUNI (ØJ6)

APP CRS	Rwy Idg	<b>5002</b>
<b>094°</b>	TDZE	<b>355</b>
	Apt Elev	<b>356</b>

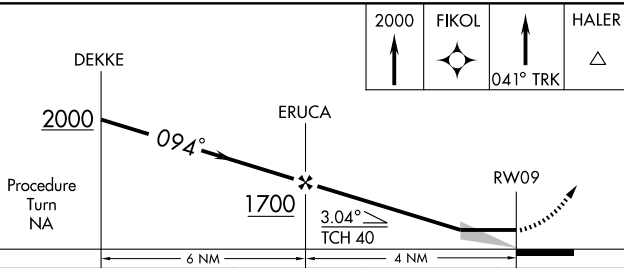
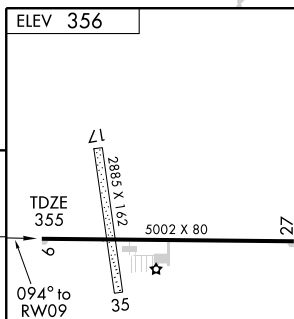
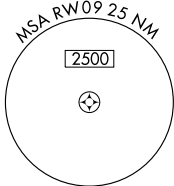
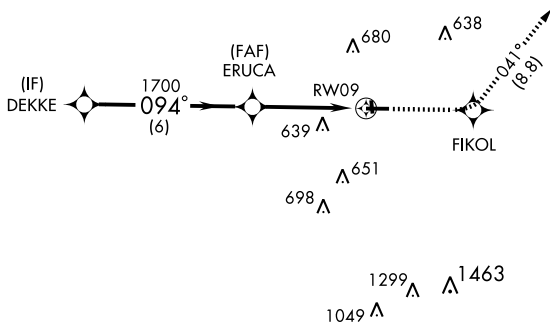
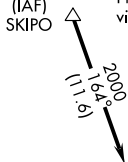
Use Dothan altimeter setting.  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.  
Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct FIKOL and via 041° track to HALER and hold.

CAIRNS APP CON ★  
**125.4**

CTAF  
**122.90**

(IAF) SKIPO Procedure NA for arrival at SKIPO via V7-521 Northwest bound.



CATEGORY	A	B	C	D
LNAV MDA	980-1	625 (700-1)	980-1¾ 625 (700-1¾)	NA
CIRCLING	980-1	624 (700-1)	980-1¾ 624 (700-1¾)	NA

# RNAV (GPS) RWY 27

HEADLAND MUNI (ØJ6)

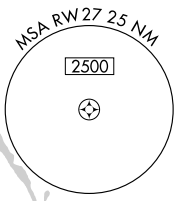
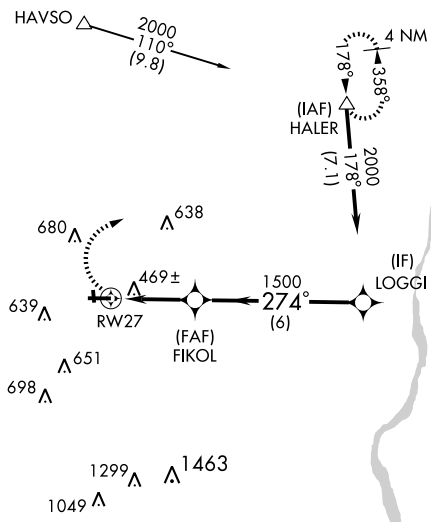
APP CRS	Rwy Idg	<b>5002</b>
<b>274°</b>	TDZE	<b>355</b>
	Apt Elev	<b>356</b>

Use Dothan altimeter setting.  
DME/DME RNP-0.3 NA.  
Procedure NA at night.

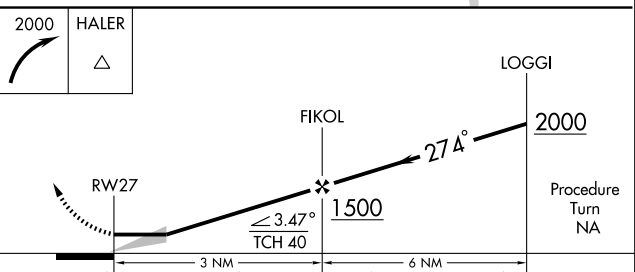
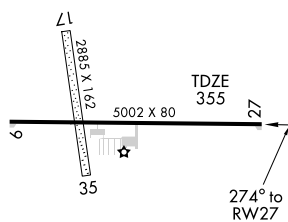
MISSED APPROACH: Climbing right  
turn to 2000 direct HALER and hold.

CAIRNS APP CON ★  
**125.4**

CTAF  
**122.90**



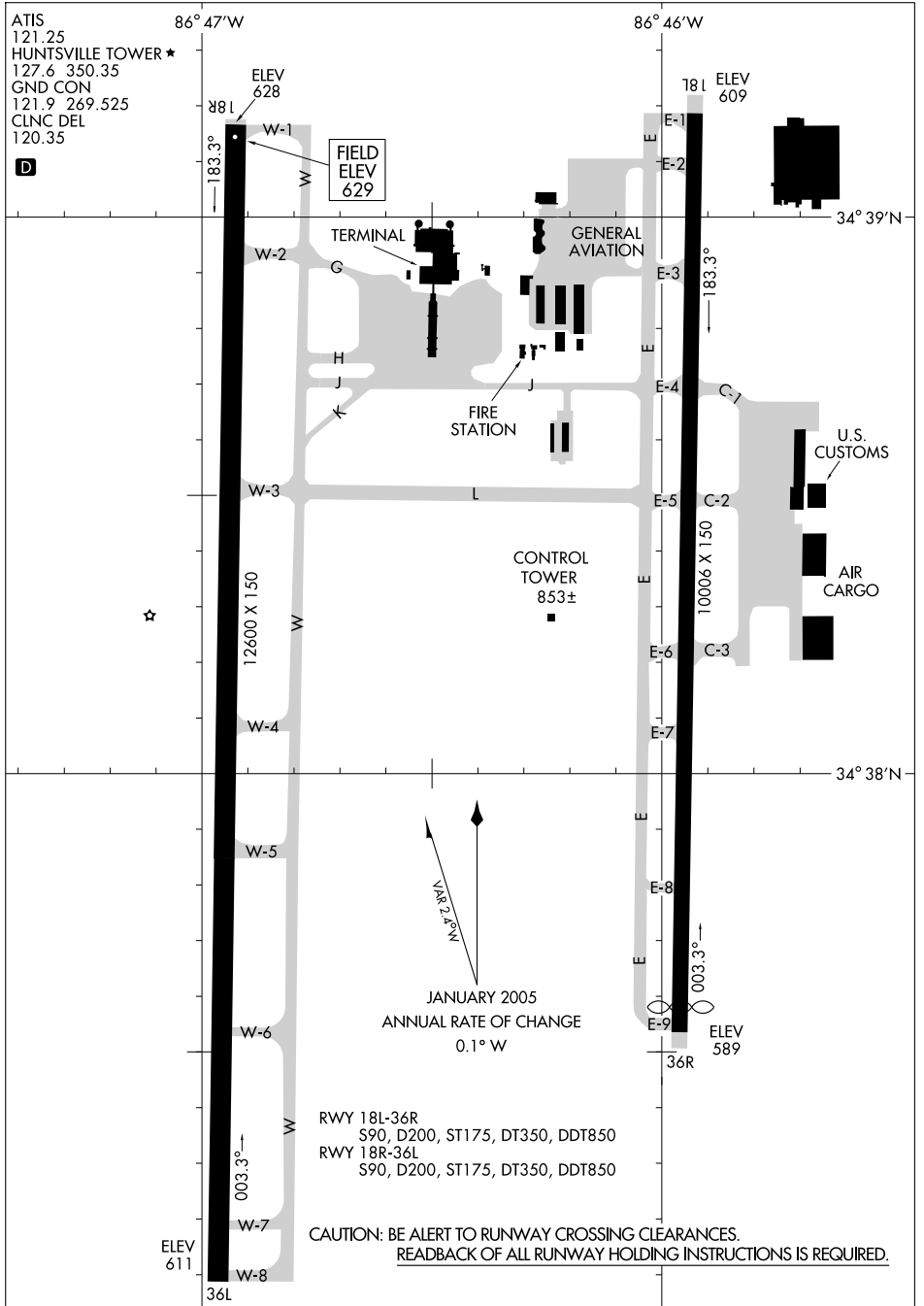
ELEV 356



CATEGORY	A	B	C	D
LNNAV MDA	860-1	505 (600-1)	860-1½ 505 (600-1½)	NA
CIRCLING	860-1	504 (600-1)	860-1½ 504 (600-1½)	NA

# AIRPORT DIAGRAM

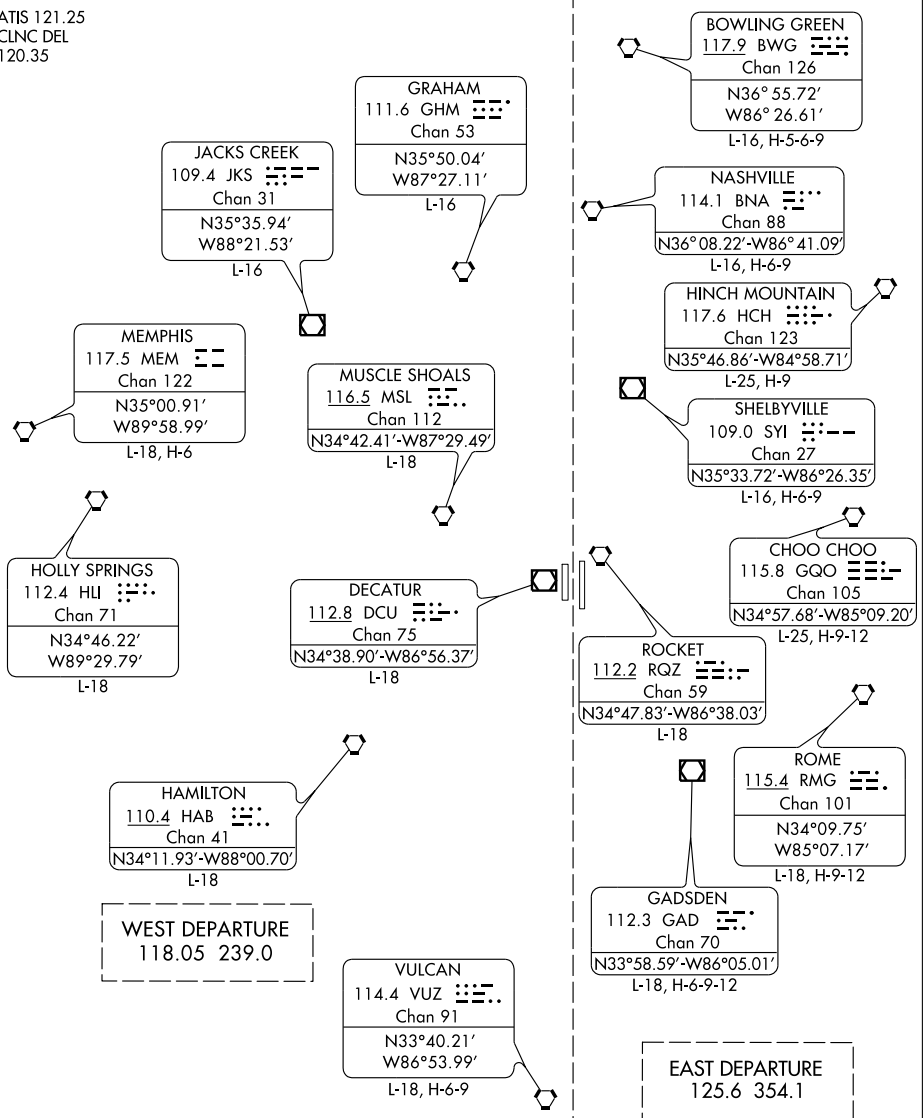
HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)  
HUNTSVILLE, ALABAMA  
AL-5488 (FAA)



SE-4, 08 APR 2010 to 06 MAY 2010

## HUNTSVILLE ONE DEPARTURE

ATIS 121.25  
CLNC DEL  
120.35



NOTE: Use frequency depicted within the sector where fix/NAVAID for your route is located.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route. Maintain 5,000 feet or assigned lower altitude. Expect clearance to requested filed altitude/flight level ten minutes after departure.



# ILS or LOC RWY 18R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

LOC I-HSV <b>109.3</b>	APP CRS <b>182°</b>	Rwy Idg <b>12600</b> TDZE <b>629</b> Apt Elev <b>629</b>
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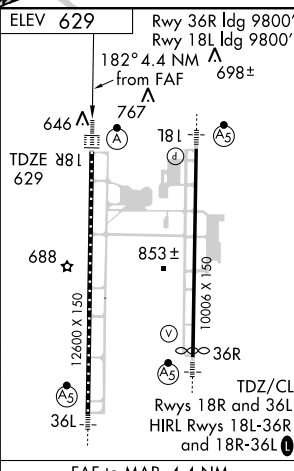
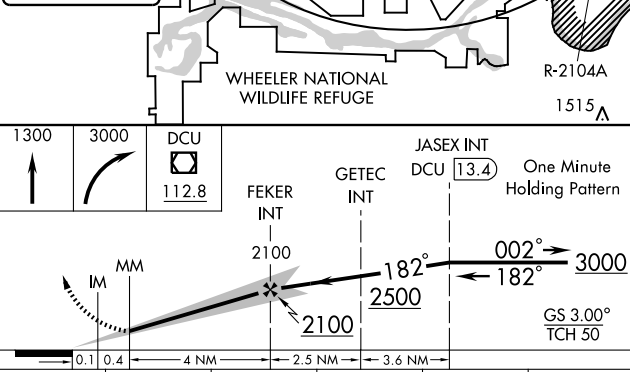
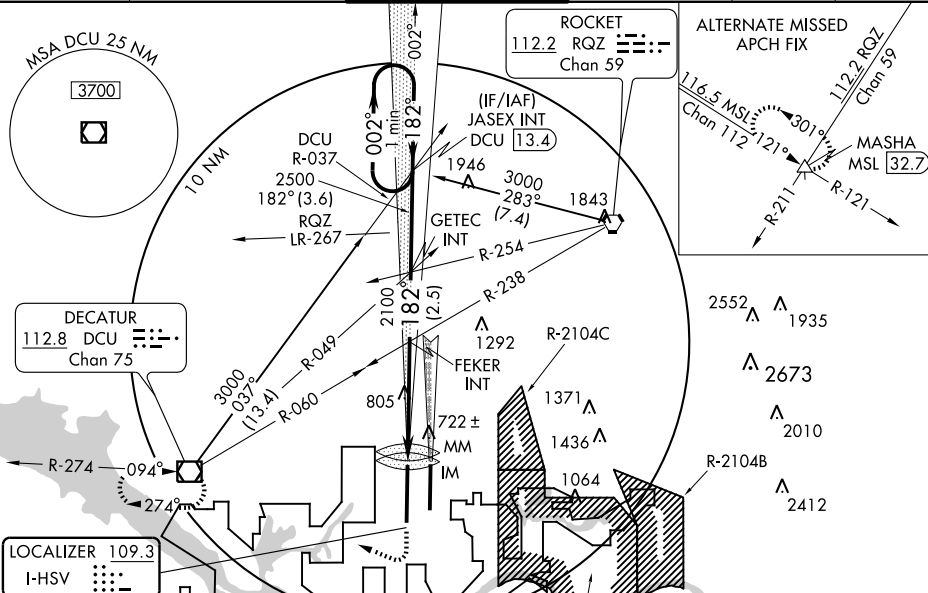
ALSF-2



MISSED APPROACH:  
Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

For inoperative ALSF-2, increase S-ILS 18R Cat. E visibility to RVR 4000 and S-LOC 18R Cat. E visibility to 1½ miles, when using Decatur altimeter setting increase S-ILS 18R Cat. E visibility to RVR 4000, and S-LOC 18R Cat. E visibility to 1¾. Circling NA for Cat. E east of Rwy 18L-36R. When local altimeter setting not received, use Decatur altimeter setting and increase S-ILS 18R DA to 854 and all MDA 40 feet, and increase S-LOC 18R Cat. E visibility to RVR 6000. Cat II and III minimums NA.

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6(CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E	Knots	Min:Sec
S-ILS 18R	829/18 200 (200-½)				829/24 200 (200-½)	60	4:24
S-LOC 18R	1060/24 431 (500-½)	1060/40 431 (500-¾)	1060/50	431 (500-1)	90	2:56	
CIRCLING	1160-1 531 (600-1)	1160-1½	1240-2	1240-2¼	120	2:12	
		531 (600-1½)	611 (700-2)	611 (700-2¼)	150	1:46	
						180	1:28

SE-4. 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

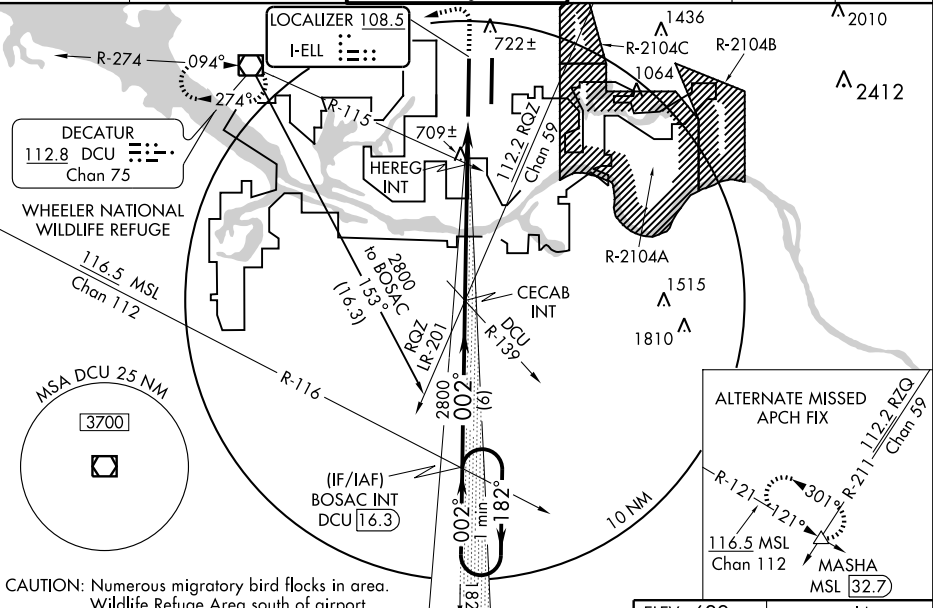
LOC I-ELL <b>108.5</b>	APP CRS <b>002°</b>	Rwy Idg <b>12600</b> TDZE <b>615</b> Apt Elev <b>629</b>
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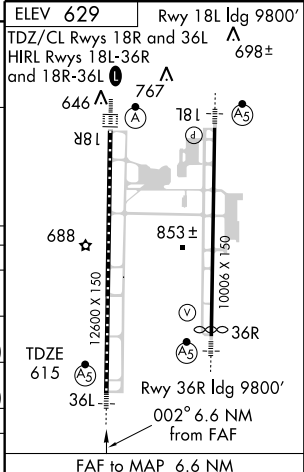
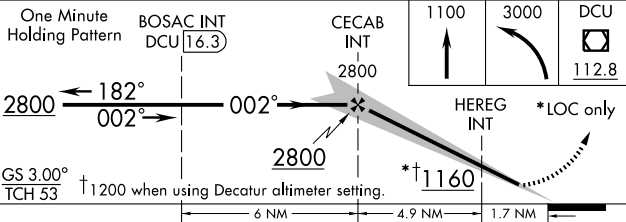
**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3000 direct DCU VOR/DME and hold, continue climb-in-hold to 3000.

**ASR** For inoperative MALSR, increase S-ILS 36L Cat. E visibility to RVR 4000, S-LOC 36L Cat. E visibility to 2 miles. HEREG fix minimums S-LOC 36L increase Cat. E visibility to RVR 6000. When local altimeter setting not received, use Decatur altimeter setting and increase DA to 840 and all MDA 40 feet. For inoperative MALSR when using Decatur altimeter setting increase S-ILS 36L Cat. E visibility to RVR 4000, S-LOC 36L Cat. E visibility to 2 miles, HEREG fix minimums: S-LOC 36L increase Cat. E visibility to RVR 6000. Circling NA for Cat. E east of Rwy 18L-36R.

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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**CAUTION:** Numerous migratory bird flocks in area. Wildlife Refuge Area south of airport.



CATEGORY	A	B	C	D	E
S-ILS 36L	815/18		200 (200-1/2)		815/24 200 (200-1/2)
S-LOC 36L	1160/24	545 (600-1/2)	1160/50 545 (600-1)	1160/60 545 (600-1 1/4)	1160-1 1/2 545 (600-1 1/2)
CIRCLING	1160-1	531 (600-1)	1160-1 1/2 531 (600-1 1/2)	1240-2 611 (700-2)	1240-2 1/4 611 (700-2 1/4)
<b>HEREG FIX MINIMUMS</b>					
S-LOC 36L	960/24		345 (400-1/2)		960/40
CIRCLING	1160-1	531 (600-1)	1160-1 1/2 531 (600-1 1/2)	1240-2 611 (700-2)	1240-2 1/4 611 (700-2 1/4)

Rwy 18L Idg 9800'	ELEV 629	Rwy 36R Idg 9800'
TDZ/CL Rwys 18R and 36L	698±	002° 6.6 NM from FAF
HIRL Rwys 18L-36R and 18R-36L	767	FAF to MAP 6.6 NM
	646	
	881	
	688	
	853±	
	10006 x 150	
	36R	
TDZE 615		
36L		





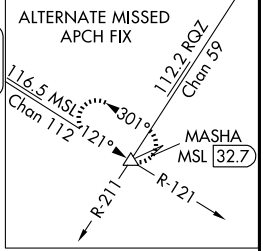
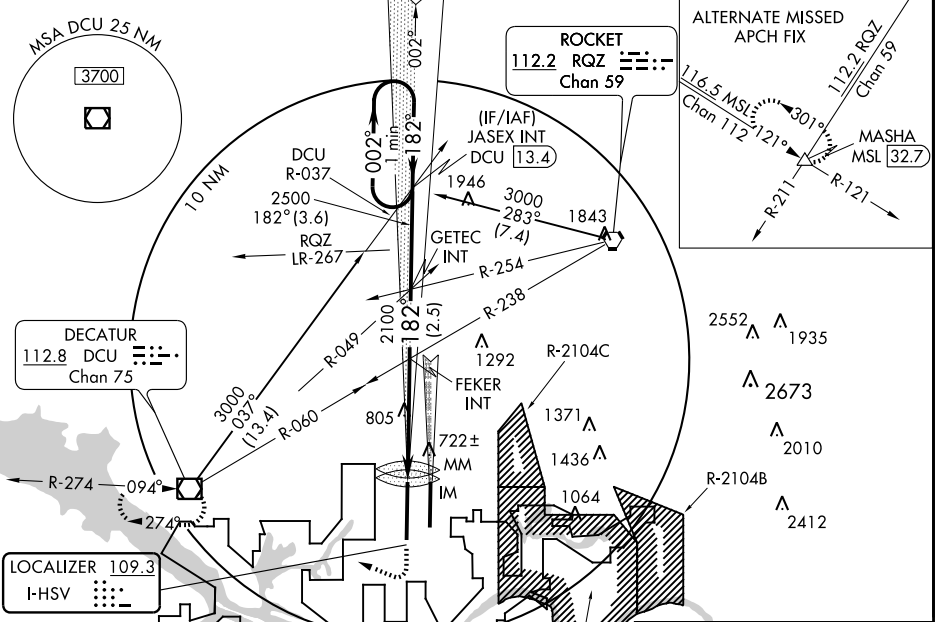
LOC I-HSV <b>109.3</b>	APP CRS <b>182°</b>	Rwy Idg TDZE Apt Elev	<b>12600</b> <b>629</b> <b>629</b>
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# ILS RWY 18R (CAT II)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

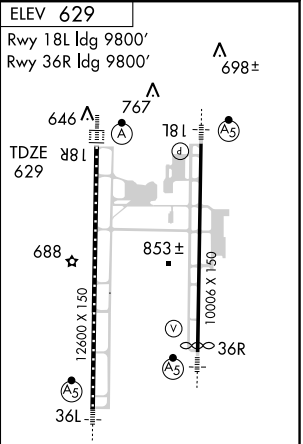
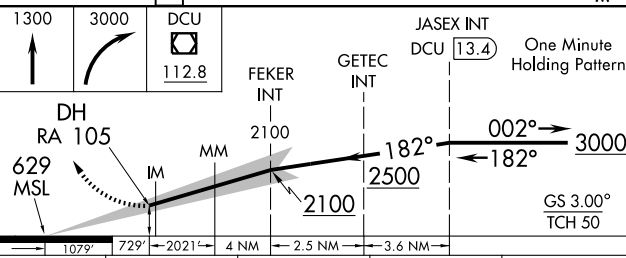
<p>ASR</p>	<p>Cat II minimums NA when Control Tower closed.</p>	<p>ALSF-2</p>	<p>MISSED APPROACH: Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.</p>		
		<p>ATIS <b>121.25</b></p>		<p>HUNTSVILLE APP CON ★ <b>125.6 354.1</b></p>	<p>HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 350.35</b></p>

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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DECATUR  
112.8 DCU Chan 75

LOCALIZER 109.3  
I-HSV



CATEGORY	A	B	C	D
S-ILS 18R	RA 105/12 100 DA 729			

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 18R and 36L  
HIRL Rwy 18L-36R and 18R-36L

SE-4, 08 APR 2010 to 06 MAY 2010

LOC I-HSV <b>109.3</b>	APP CRS <b>182°</b>	Rwy ldg TDZE Apt Elev	<b>12600</b> <b>629</b> <b>629</b>
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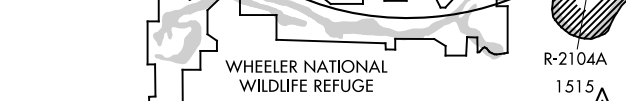
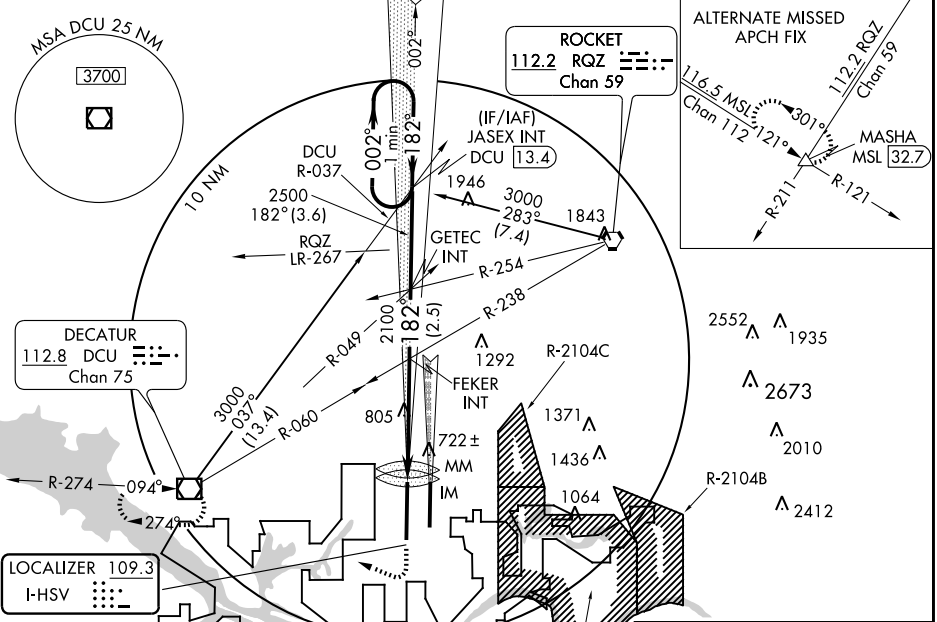
# ILS RWY 18R (CAT III)

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

**ASR**  
Cat III minimums NA when Control Tower closed.

ALSF-2  
**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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629 MSL	729	829	2100	2500	3000
IM	MM	FEKER INT	GETEC INT	JASEX INT	DCU
1079'	859'	1891'	4 NM	2.5 NM	3.6 NM
CATEGORY	A	B	C	D	
S-ILS 18R		CAT IIIa	RVR 07		
S-ILS 18R		CAT IIIb	RVR 06		
S-ILS 18R		CAT IIIc	NA		

**CATEGORY III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwy 18R and 36L  
HIRL Rwy 18L-36R and 18R-36L

SE-4, 08 APR 2010 to 06 MAY 2010

WAAS CH <b>72906</b> <b>W18A</b>	APP CRS <b>182°</b>	Rwy ldg <b>9800</b> TDZE <b>609</b> Apt Elev <b>629</b>
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# RNAV (GPS) RWY 18L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

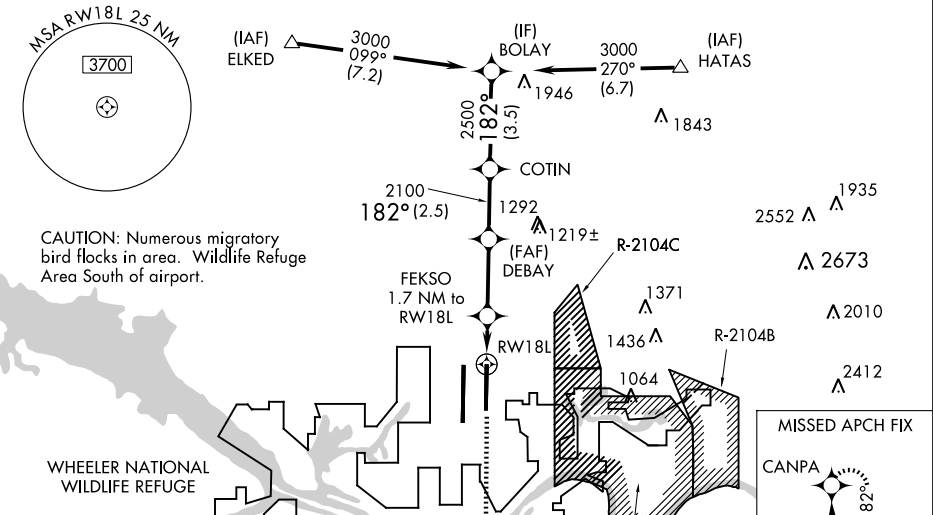
**ASR**

For inoperative MALSRS, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1½. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 834, LNAV/VNAV DA to 1042 and all MDAs 40 feet. VDP NA when using Decatur altimeter setting. For inoperative MALSRS when using Decatur altimeter setting, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1½.



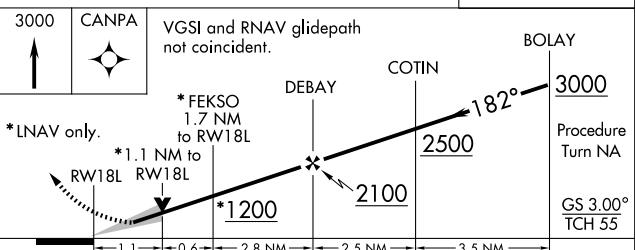
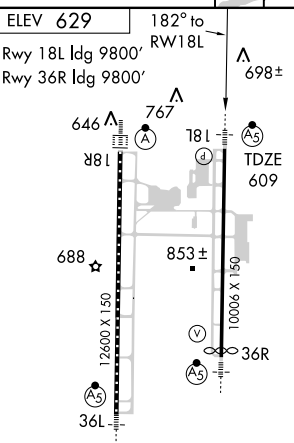
**MISSED APPROACH:**  
Climb to 3000 direct CANPA and hold.

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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**CAUTION:** Numerous migratory bird flocks in area. Wildlife Refuge Area South of airport.

WHEELER NATIONAL WILDLIFE REFUGE



CATEGORY	A	B	C	D	E
LPV DA	809/24 200 (200-½)				
LNAV/VNAV DA	1017/50 408 (400-1)				
LNAV MDA	1040/24 431 (500-½)	1040/40 431 (500-¾)	1040/50 431 (500-1)		
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)	

TDZ/CL Rwy 18R and 36L  
HIRL Rwy 18L-36R and 18R-36L

# RNAV (GPS) RWY 18R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

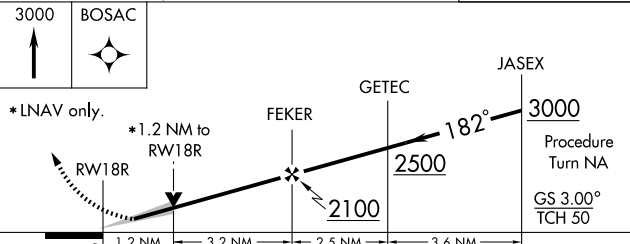
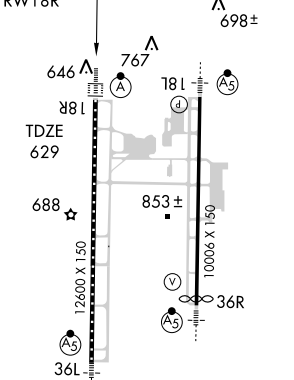
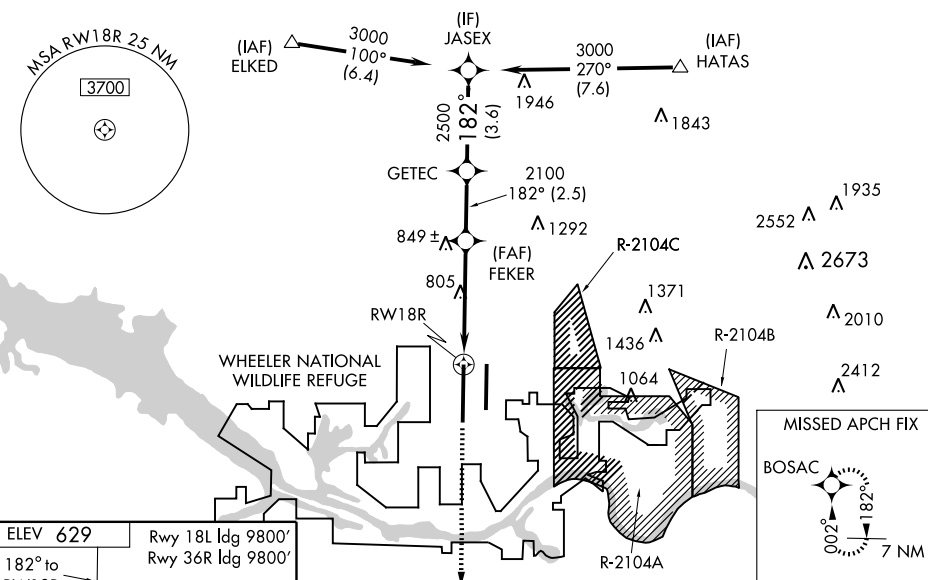
WAAS CH <b>58206</b> <b>W18B</b>	APP CRS <b>182°</b>	Rwy ldg <b>12600</b> TDZE <b>629</b> Apt Elev <b>629</b>
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For inoperative ALSF-2, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. E visibility to 1½, when using Decatur altimeter setting, increase LNAV/VNAV Cat. E visibility to 1½ and LNAV Cat. E visibility to 1¾. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. DME/DME RNP-0.3 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). When local altimeter setting not received, use Decatur altimeter setting and increase visibility to RVR 5000 and LNAV Cat. E visibility to RVR 6000. VDP NA when using Decatur altimeter setting.



MISSED APPROACH: Climb to 3000 direct BOSAC WP and hold.

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
LPV DA	829/24 200 (200-½)				
LNAV/VNAV DA	1017/40 388 (400-¾)				
LNAV MDA	1060/24 431 (500-½)	1060/40 431 (500-¾)	1060/50 431 (500-1)		
CIRCLING	1160-1 531 (600-1)	1160-1½ 531 (600-1½)	1240-2 611 (700-2)	1240-2¼ 611 (700-2¼)	

TDZ/CL Rwy 18R and 36L  
HIRL Rwy 18L-36R and 18R-36L

WAAS CH <b>82606</b> <b>W36A</b>	APP CRS <b>002°</b>	Rwy Idg <b>12600</b> TDZE <b>615</b> Apt Elev <b>629</b>
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# RNAV (GPS) RWY 36L

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

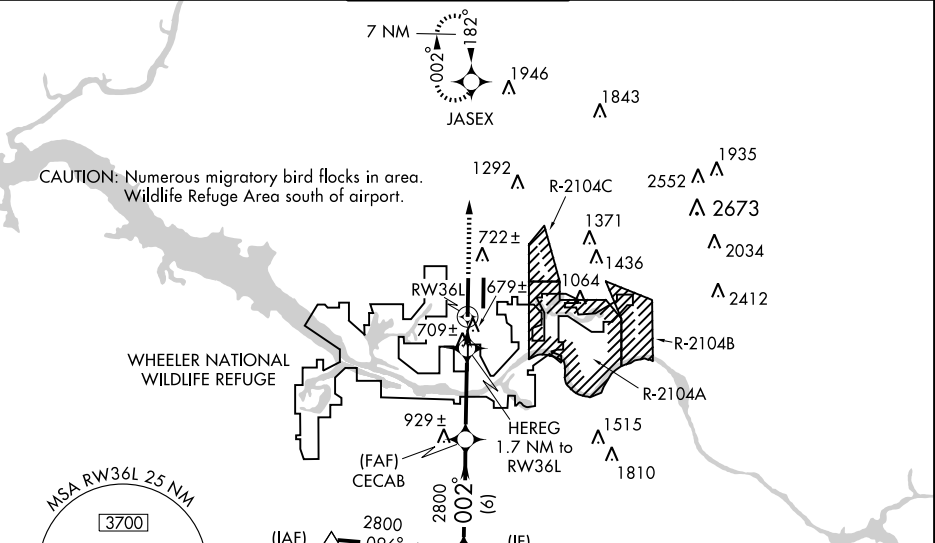
For inoperative MALS, increase LNAV Cat. D and E visibility to RVR 6000, LPV Cat. E visibility to RVR 4000, and LNAV/VNAV Cat. E visibility to RVR 6000. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R.

**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above ASR 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 840, LNAV/VNAV DA to 994 and all MDA 40 feet. VDP NA when using Decatur altimeter setting.

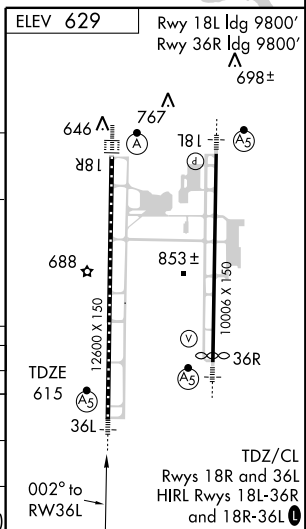
**MALS**

**MISSED APPROACH:**  
Climb to 3000 direct JASEX and hold.

ATIS <b>121.25</b>	HUNTSVILLE APP CON * <b>125.6 354.1</b>	HUNTSVILLE TOWER * <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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BOSAC	CECAB		HEREG 1.7 NM to RW36L		JASEX 3000	
2800	002°		*1200		*LNAV only.	
GS 3.00° TCH 53	2800		*0.9 NM to RW36L		RW36L	
	6 NM		4.9 NM		0.8 NM	
CATEGORY	A	B	C	D	E	
LPV DA	815/24			200 (200-½)		
LNAV/VNAV DA	969/40			354 (400-¾)		
LNAV MDA	960/24		345 (400-½)		960/50 345 (400-1)	
CIRCLING	1160-1 531 (600-1)		1160-1½ 531 (600-1½)		1240-2 611 (700-2) 1240-2¼ 611 (700-2¼)	



# RNAV (GPS) RWY 36R

HUNTSVILLE INTL-CARL T. JONES FIELD (HSV)

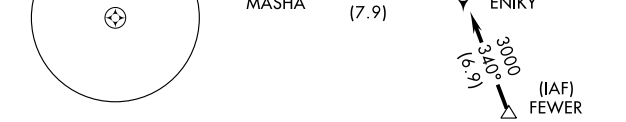
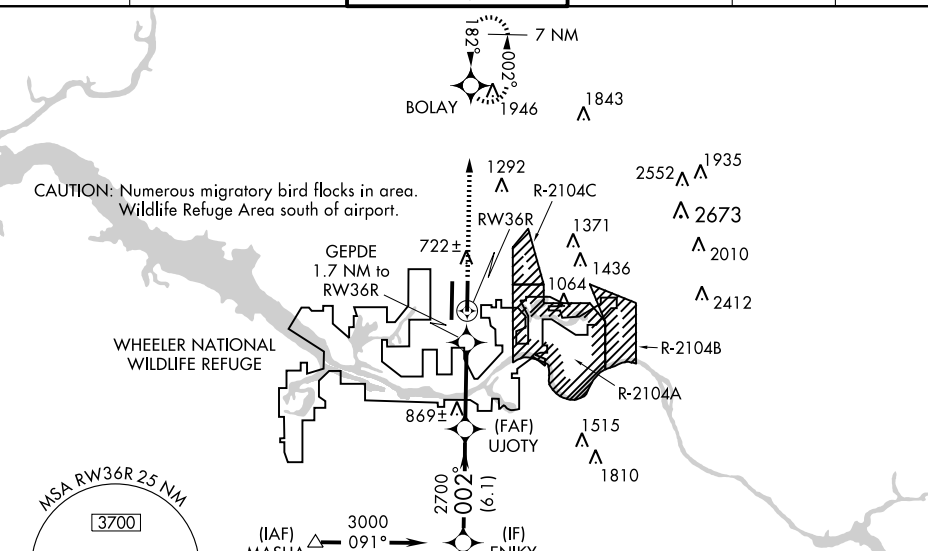
WAAS CH <b>86606</b> <b>W36B</b>	APP CRS <b>002°</b>	Rwy Idg TDZE Apt Elev	<b>9800</b> <b>595</b> <b>629</b>
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**MISSED APPROACH:**  
Climb to 3000 direct BOLAY and hold.

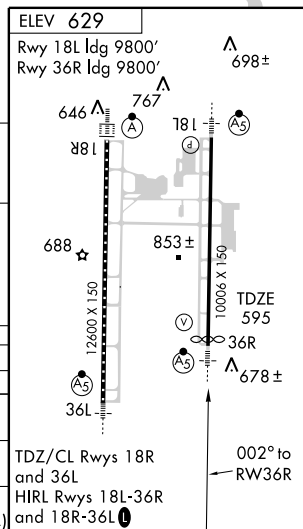
For inoperative MALSR when using Decatur altimeter setting, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000, and LNAV Cat. E visibility to 1½ mile. For inoperative MALSR, increase LPV Cat. E visibility to RVR 4000, LNAV/VNAV Cat. E visibility to RVR 6000 and LNAV Cat. E visibility to 1½ mile. Baro-VNAV NA when using Decatur altimeter setting. Circling NA for Cat. E east of Rwy 18L-36R. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Decatur altimeter setting and increase LPV DA to 821, LNAV/VNAV DA to 958 and MDA 40 feet, and LNAV Cat. E visibility to RVR 6000.

ATIS <b>121.25</b>	HUNTSVILLE APP CON * <b>125.6 354.1</b>	HUNTSVILLE TOWER * <b>127.6 (CTAF) 350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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ENIKY	VGS1 and RNAV glidepath not coincident.			
3000	UJOTY	RW36R		BOLAY
Procedure Turn NA				
GS 3.00°				
TCH 55				

CATEGORY	A	B	C	D	E
LPV DA	796/24		201 (200-½)		
LNAV/VNAV DA	933/40		338 (400-¾)		
LNAV MDA	1040/24	445 (500-½)	1040/40 445 (500-¾)	1040/50	445 (500-1)
CIRCLING	1160-1	531 (600-1)	1160-1½ 531 (600-1½)	1240-2	1240-2¼ 611 (700-2)

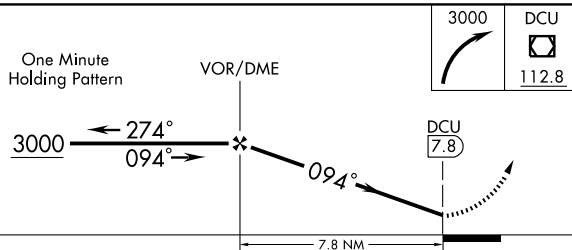
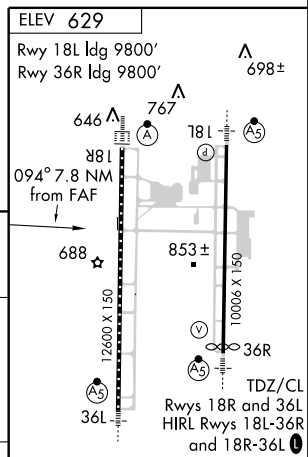
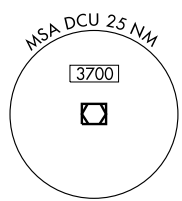
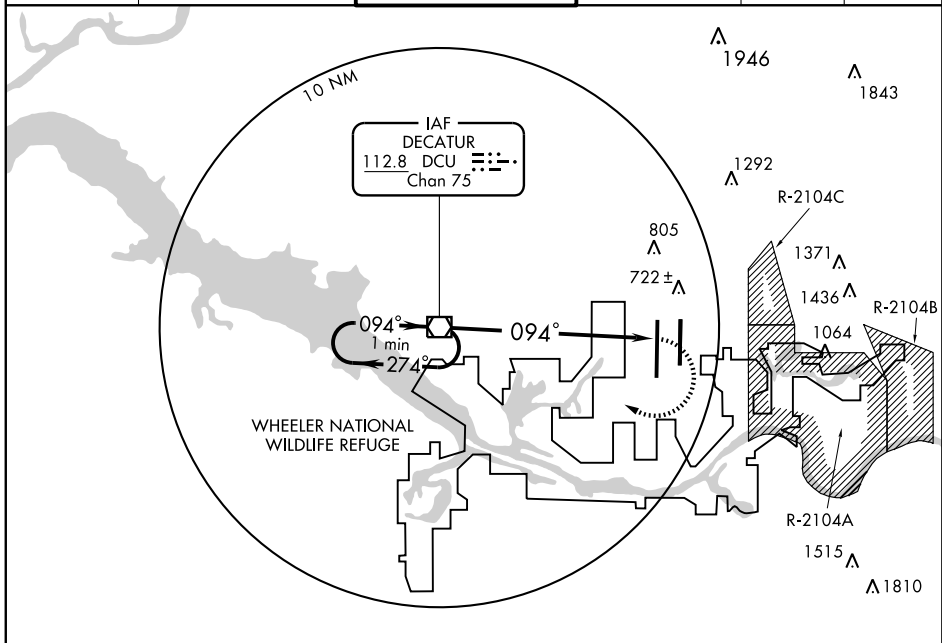


VOR/DME DCU <b>112.8</b> Chan <b>75</b>	APP CRS <b>094°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>629</b>
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**CAUTION:** Numerous migratory bird flocks in area.  
ASR Wildlife Refuge Area south of airport.

**MISSED APPROACH:** Climbing right turn to 3000 direct DCU VOR/DME and hold.

ATIS <b>121.25</b>	HUNTSVILLE APP CON ★ <b>125.6 354.1</b>	HUNTSVILLE TOWER ★ <b>127.6</b> (CTAF) <b>350.35</b>	GND CON <b>121.9 269.525</b>	CLNC DEL <b>120.35</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	FAF to MAP 7.8 NM					
CIRCLING	1180-1	551 (600-1)	1180-1½ 551 (600-1½)	1240-2 611 (700-2)	Knots	60	90	120	150	180
					Min:Sec	7:48	5:12	3:54	3:07	2:36

LOC/DME I-MDQ <b>109.75</b> Chan <b>34</b> (Y)	APP CRS <b>183°</b>	Rwy Idg <b>5008</b> TDZE <b>740</b> Apt Elev <b>756</b>
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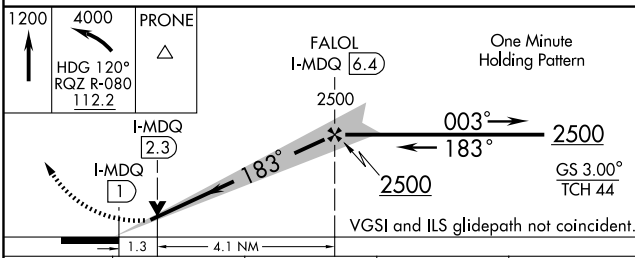
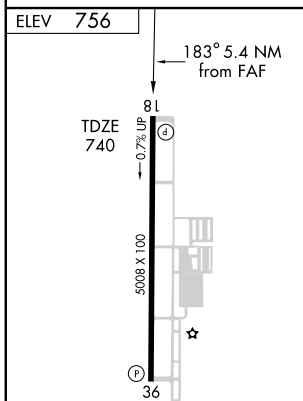
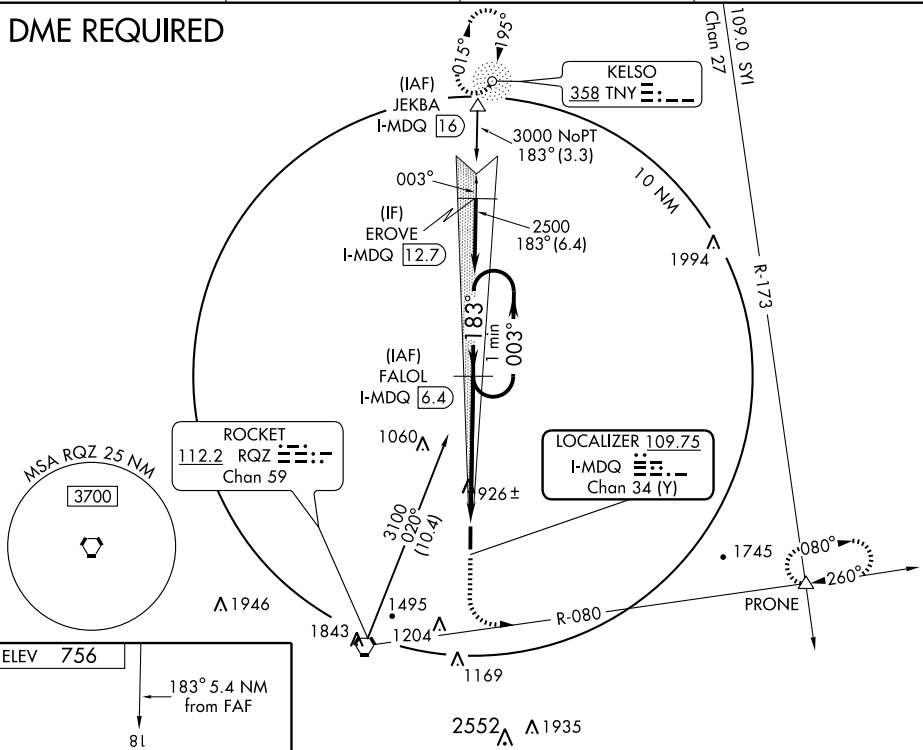
HUNTSVILLE/  
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ) **ILS or LOC/DME RWY 18**

**▲** If local altimeter setting not received, use Huntsville Intl altimeter setting and increase DA to 998 feet; increase all MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting.

**MISSED APPROACH:** Climb to 1200 then climbing left turn to 4000 via heading 120° and RQZ VORTAC R-080 to PRONE Int and hold, continue climb-in-hold to 4000.

AWOS-3 <b>120.0</b>	HUNTSVILLE APP CON * <b>125.6 354.1</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>	GCO <b>121.725</b>
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**DME REQUIRED**



CATEGORY	A	B	C	D
S-ILS 18	940- <sup>3</sup> / <sub>4</sub> 200 (200- <sup>3</sup> / <sub>4</sub> )			
S-LOC 18	1180-1	440 (500-1)	1180-1½ 440 (500-1½)	1180-1½ 440 (500-1½)
CIRCLING	1260-1	504 (600-1)	1260-1½ 504 (600-1½)	1320-2 564 (600-2)

MIRL Rwy 18-36 **▲**  
REIL Rws 18 and 36 **▲**



WAAS CH <b>86501</b> <b>W18A</b>	APP CRS <b>183°</b>	Rwy Idg TDZE Apt Elev	<b>5008</b> <b>740</b> <b>756</b>
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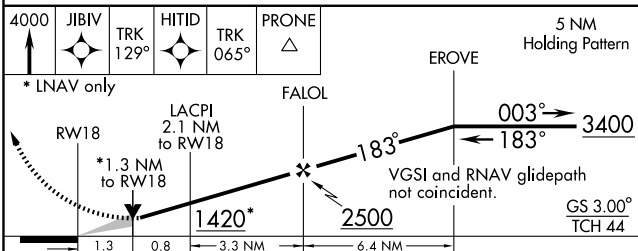
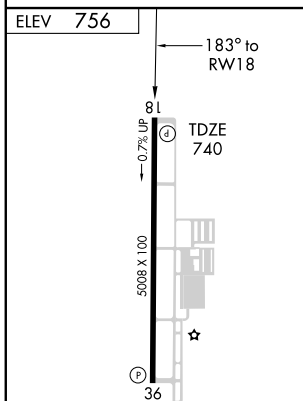
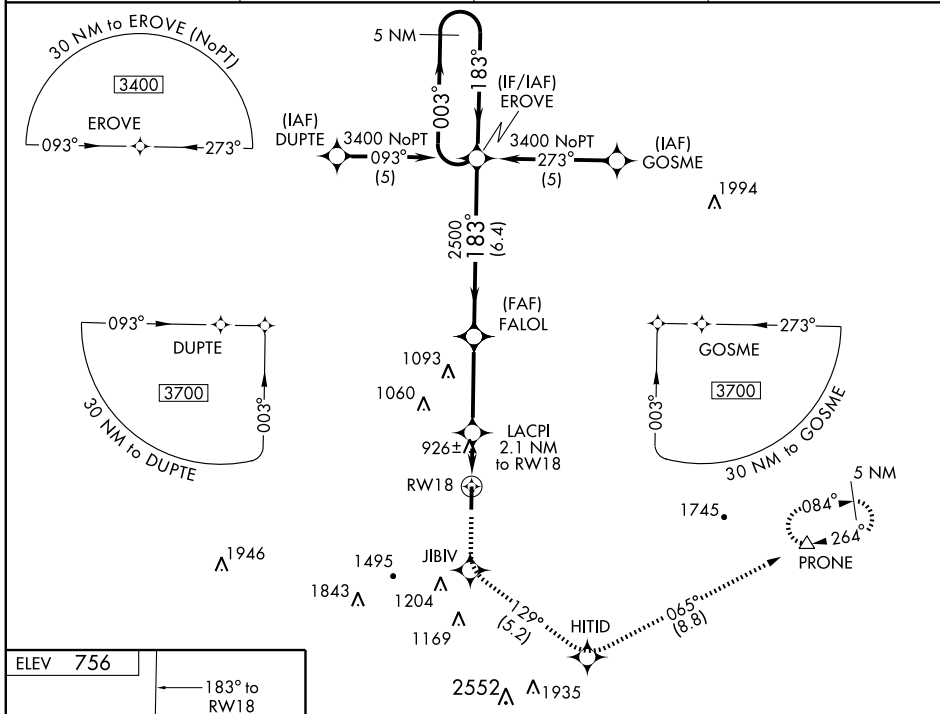
HUNTSVILLE/  
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

# RNAV (GPS) RWY 18

**▽** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA.  
**▲** Baro-VNAV and VDP NA with Huntsville Intl altimeter setting.

**MISSED APPROACH:** Climb to 4000 direct JIBIV and via 129° track to HITID and via 065° track to PRONE and hold.

AWOS-3 <b>120.0</b>	HUNTSVILLE APP CON* <b>125.6 354.1</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>	GCO <b>121.725</b>
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CATEGORY	A	B	C	D
LPV DA	1212-1 <sup>3</sup> / <sub>4</sub>		472 (500-1 <sup>3</sup> / <sub>4</sub> )	
LNAV/VNAV DA	1236-1 <sup>3</sup> / <sub>4</sub>		496 (500-1 <sup>3</sup> / <sub>4</sub> )	
LNAV MDA	1180-1 440 (500-1)		1180-1 <sup>1</sup> / <sub>4</sub> 440 (500-1 <sup>1</sup> / <sub>4</sub> )	1180-1 <sup>1</sup> / <sub>2</sub> 440 (500-1 <sup>1</sup> / <sub>2</sub> )
CIRCLING	1260-1 <sup>3</sup> / <sub>4</sub> 504 (600-1 <sup>3</sup> / <sub>4</sub> )			1320-2 564 (600-2)

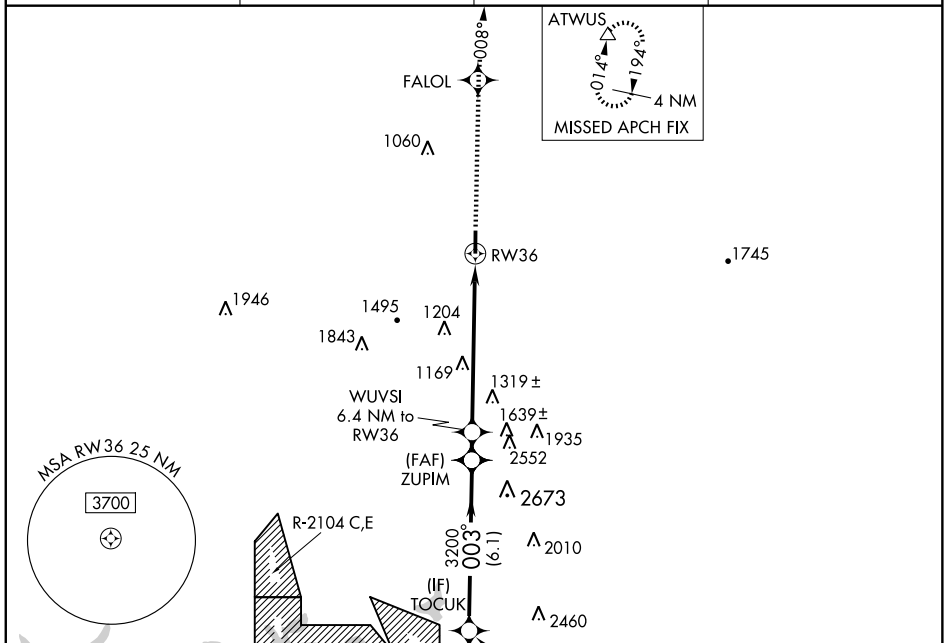
WAAS CH <b>53702</b> <b>W36A</b>	APP CRS <b>003°</b>	Rwy Idg TDZE <b>756</b> Apt Elev <b>756</b>	<b>5008</b> <b>756</b> <b>756</b>
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HUNTSVILLE/  
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ) **RNAV (GPS) RWY 36**

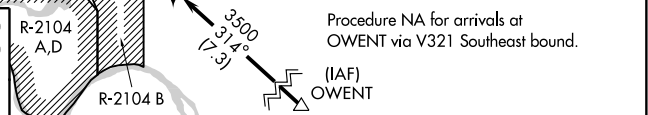
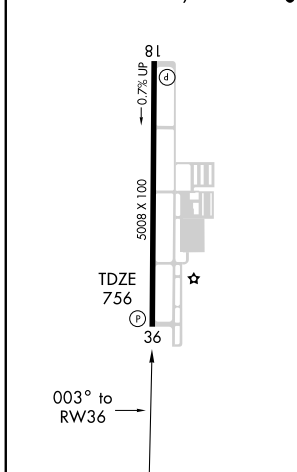
**⚠** If local altimeter setting not received, use Huntsville Intl altimeter setting and increase all DA/MDAs 60 feet. VDP NA when using Huntsville Intl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct  
FALOL and via 008° track to ATWUS and hold.

AWOS-3 <b>120.0</b>	HUNTSVILLE APP CON* <b>125.6 354.1</b>	UNICOM <b>123.0 (CTAF) 0</b>	GCO <b>121.725</b>
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ELEV <b>756</b>	MIRL Rwy 18-36 <b>0</b>
	REIL Rws 18 and 36 <b>0</b>



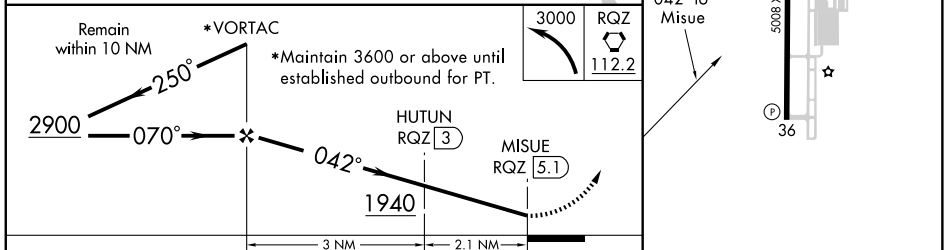
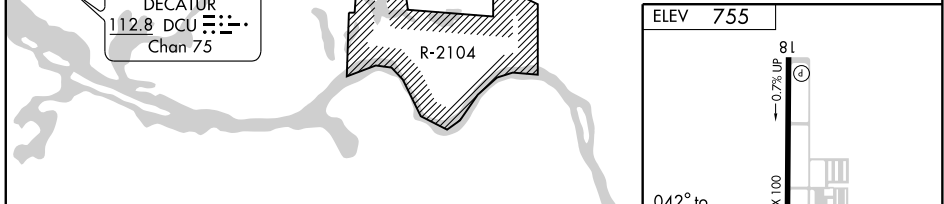
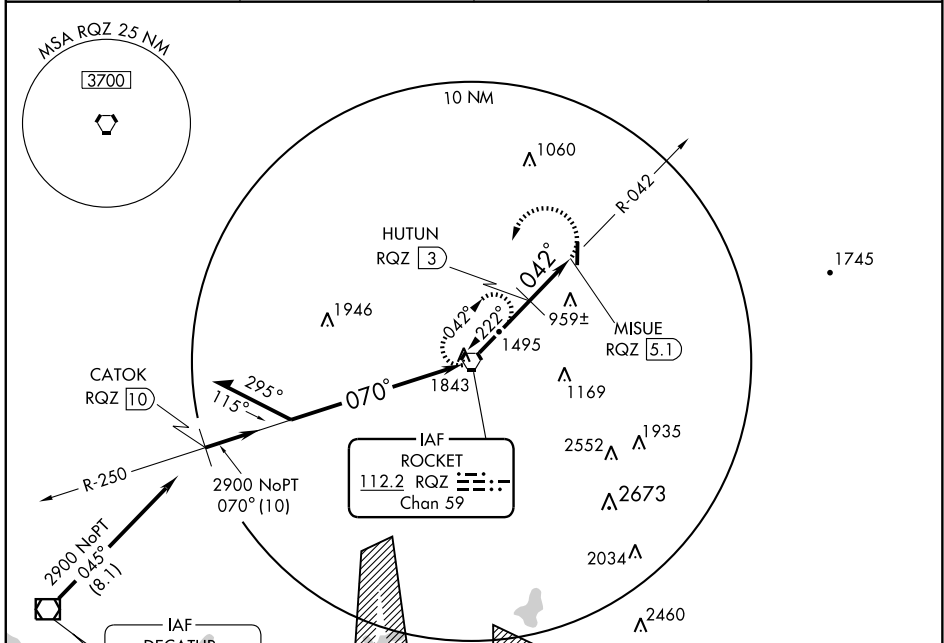
3000 FALOL	TRK 008°	ATWUS	VGSI and descent angles not coincident.	TOCUK
* LNAV Only		WUVSI 6.4 NM to RW36	ZUPIM	3500
RW36		* 2.5 NM to RW36	2860*	Procedure Turn NA
2.5 NM		3.9 NM	1 NM	GS 3.00°
			6.1 NM	TCH 40

CATEGORY	A	B	C	D
LPV DA	1006-1 250 (300-1)			
LNAV MDA	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)
CIRCLING	1600-1 844 (900-1)	1600-1¼ 844 (900-1¼)	1600-2½ 844 (900-2½)	1600-2¾ 844 (900-2¾)

VORTAC RQZ <b>112.2</b> Chan <b>59</b>	APP CRS <b>042°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>755</b>
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HUNTSVILLE/  
MADISON COUNTY EXECUTIVE/TOM SHARP JR FIELD (MDQ)

<p>▼ ▲ NA</p>		<p>MISSED APPROACH: Climbing left turn to 3000 direct RQZ VORTAC and hold.</p>	
AWOS-3 <b>120.0</b>	HUNTSVILLE APP CON* <b>125.6 354.1</b>	UNICOM <b>123.0</b> (CTAF) <b>0</b>	GCO <b>121.725</b>



CATEGORY	A	B	C	D
CIRCLING	1320-1	565 (600-1)	1320-1½ 565 (600-½)	1340-2 585 (600-2)

MIRL Rwy 18-36  
REIL Rws 18 and 36

SE-4, 08 APR 2010 to 06 MAY 2010

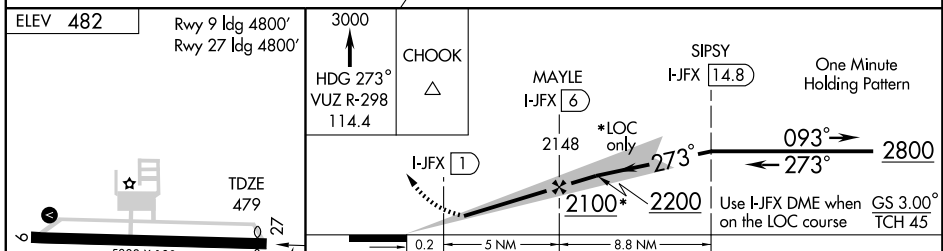
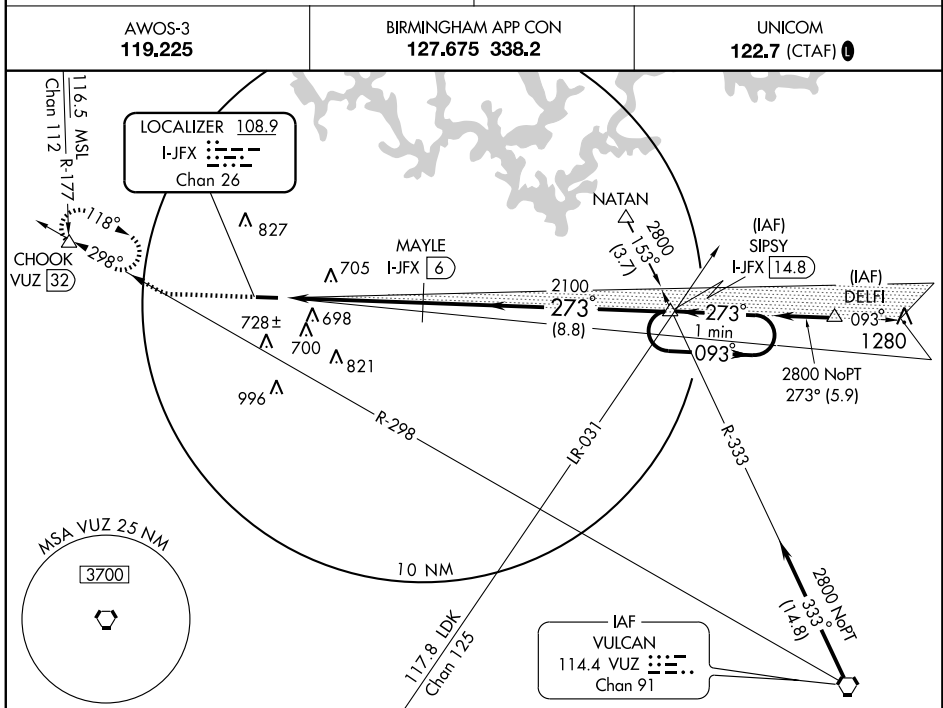
# ILS/DME RWY 27

JASPER/ WALKER COUNTY-BEVILL FIELD (JFX)

LOC/DME I-JFX <b>108.9</b> Chan 26	APP CRS <b>273°</b>	Rwy ldg <b>4800</b> TDZE <b>479</b> Apt Elev <b>482</b>
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**▽** When local altimeter setting not received, use Birmingham altimeter setting.

**MISSED APPROACH:** Climb to 3000 via heading 273° and VUZ R-298 to CHOOK Int and hold.



CATEGORY	A	B	C	D
S-ILS 27	679-3/4 200 (200-3/4)			NA
S-LOC 27	940-1	461 (500-1)	940-1 1/4 461 (500-1 1/4)	NA
CIRCLING	1000-1	518 (600-1)	1000-1 1/2 518 (600-1 1/2)	NA
<b>BIRMINGHAM ALTIMETER SETTING</b>				
S-ILS 27	902-1 1/2 423 (500-1 1/2)			NA
S-LOC 27	1160-1	681 (700-1)	1160-2 681 (700-2)	NA
CIRCLING	1240-1 1/2	758 (800-1 1/2)	1240-2 1/4 758 (800-2 1/4)	NA

MIRL Rwy 9-27 **1**  
REIL Rwy 9 and 27 **1**

SE-4, 08 APR 2010 to 06 MAY 2010

# VOR/DME or GPS-A

JASPER/ WALKER COUNTY-BEVILL FIELD (JF X)

VORTAC VUZ <b>114.4</b> Chan <b>91</b>	APP CRS <b>302°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>482</b>
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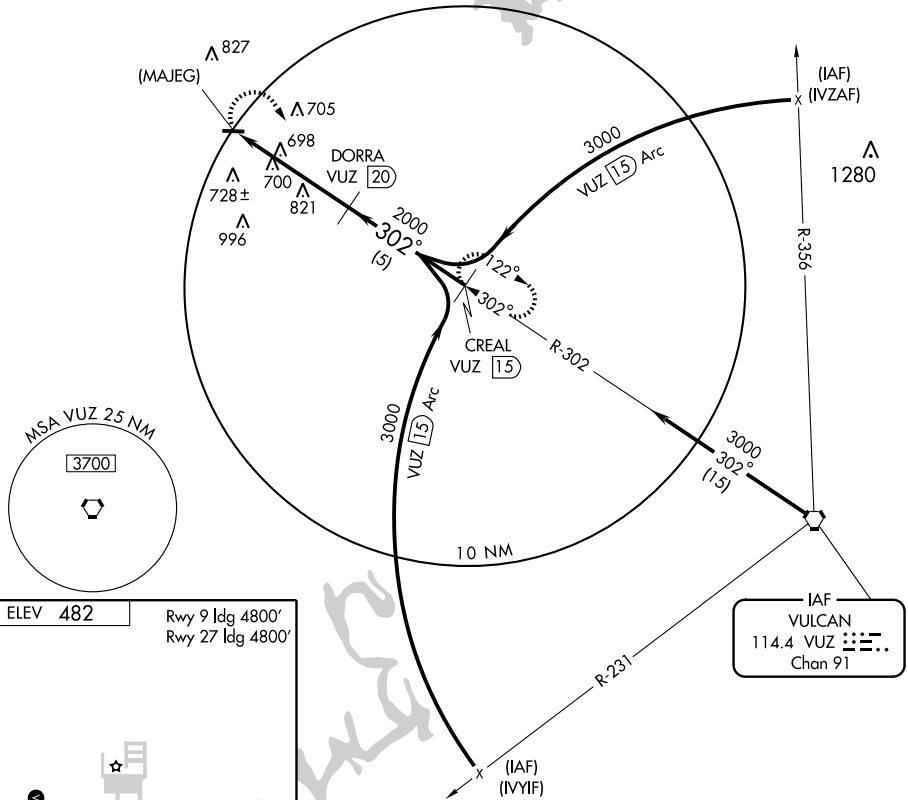
**MISSED APPROACH:** Climbing right turn to 3000 via VUZ R-302 to CREAL 15 DME and hold.

When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 160 feet. **ACTIVATE MIRL Rwy 9-27 and VASI Rws 9 and 27-CTAF.**

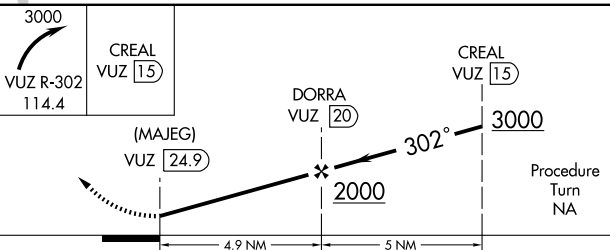
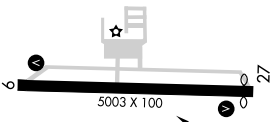
AWOS-3  
**119.225**

BIRMINGHAM APP CON  
**127.675 338.2**

UNICOM  
**122.7 (CTAF)**



ELEV **482**  
Rwy 9 Idg 4800'  
Rwy 27 Idg 4800'



MIRL Rwy 9-27  
REIL Rws 9 and 27

CATEGORY	A	B	C	D
CIRCLING	1160-1 680 (700-1)	1160-1¼ 680 (700-1¼)	1160-2 680 (700-2)	1160-2¼ 680 (700-2¼)

# VOR/DME or GPS-A

LANETT MUNI (7A3)

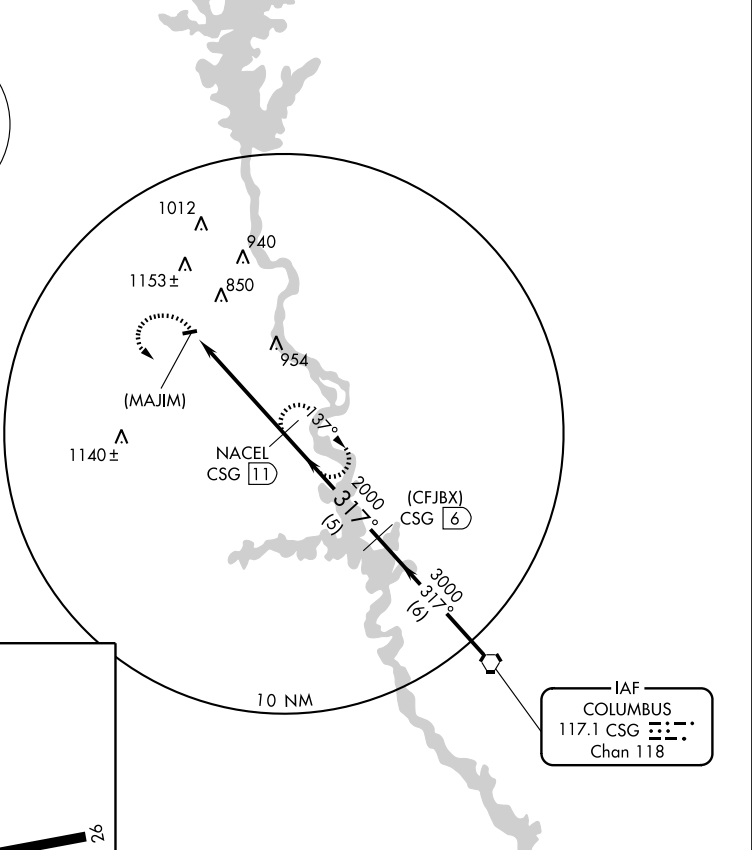
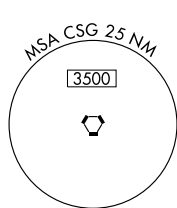
VORTAC CSG <b>117.1</b> Chan <b>118</b>	APP CRS <b>317°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>624</b>
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Use Columbus altimeter setting.  
ACTIVATE MIRL Rwy 8-26-CTAF.

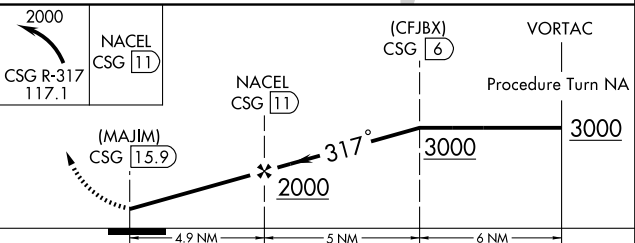
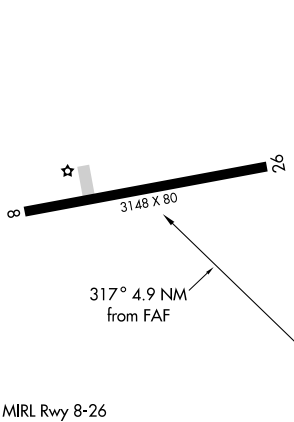
MISSED APPROACH: Climbing left turn to 2000  
via CSG R-317 to NACEL 11 DME and hold.

ATLANTA APP CON ★  
**125.5 323.1**

UNICOM  
**122.8** (CTAF)



ELEV 624



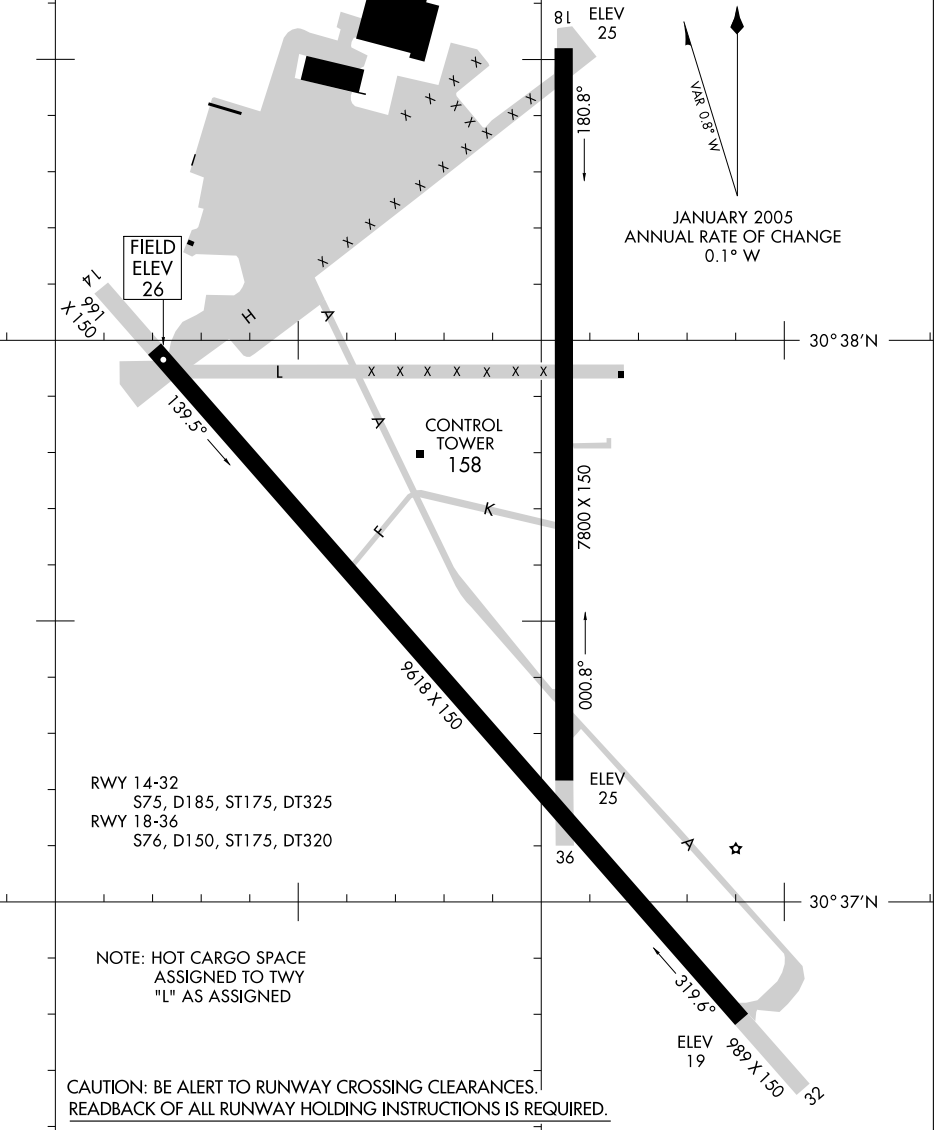
Knots	60	90	120	150	180	CATEGORY	A	B	C	D
Min:Sec						CIRCLING	1240-1	617 (700-1)	1240-1¾ 617 (700-1¾)	NA

# AIRPORT DIAGRAM

AL-268 (FAA)

MOBILE BOWLING GREEN (BGM)  
MOBILE, ALABAMA

ATIS  
135.575  
DOWNTOWN TOWER ★  
118.8 251.1  
GND CON  
121.7 239.3



NOTE: HOT CARGO SPACE  
ASSIGNED TO TWY  
"L" AS ASSIGNED

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

SE-4, 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 32

MOBILE DOWNTOWN (B.F.M.)

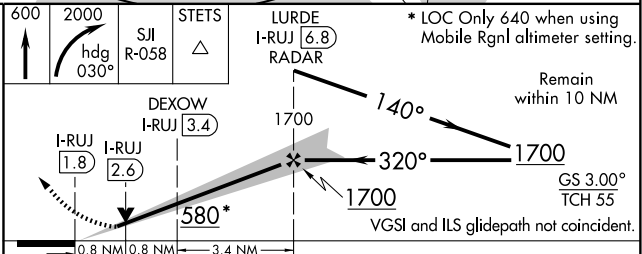
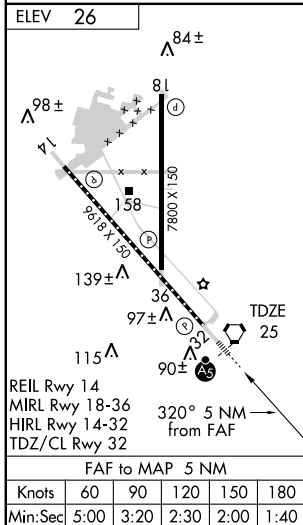
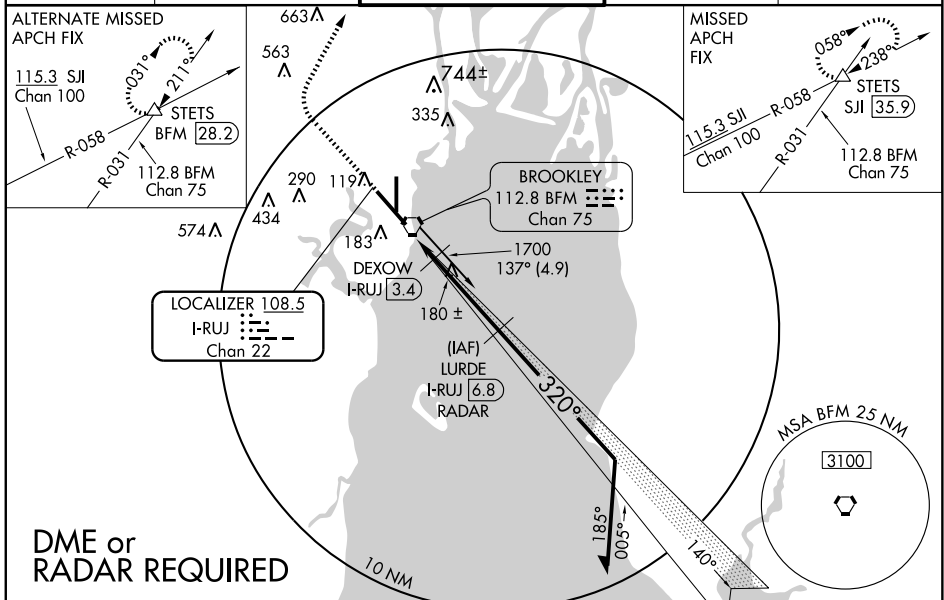
LOC/DME I-RUJ <b>108.5</b> Chan <b>22</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev	<b>9618</b> <b>25</b> <b>26</b>
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**⚠ DME or Radar Required.** When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet. For inoperative MALS, increase ILS all Cats visibility to RVR 4000, DEXOW fix minimums LOC Cat D to RVR 5000. For inoperative MALS when using Mobile Rgnl altimeter setting increase ILS all Cats visibility to RVR 4000.

**MALS**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 2000 via heading 030° and SJ1 R-058 to STETS INT/SJ1 35.9 DME and hold.

<b>ATIS</b> <b>135.575</b>	<b>MOBILE APP CON *</b> <b>118.5 269.3</b>	<b>DOWNTOWN TOWER *</b> <b>118.8 (CTAF) 251.1</b>	<b>GND CON</b> <b>121.7 239.3</b>	<b>UNICOM</b> <b>122.95</b>
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CATEGORY	A	B	C	D
S-ILS 32	225/18 200 (200-1/2)			
S-LOC 32	580/24	555 (600-1/2)	580/50 555 (600-1)	580/60 555 (600-1 1/4)
CIRCLING	580-1	554 (600-1)	580-1 1/2 554 (600-1 1/2)	580-2 554 (600-2)
<b>DEXOW FIX MINIMUMS</b>				
S-LOC 32	360/24 335 (400-1/2)		360/40 335 (400-3/4)	
CIRCLING	520-1	494 (500-1)	520-1 1/2 494 (500-1 1/2)	580-2 554 (600-2)



# RNAV (GPS) RWY 14

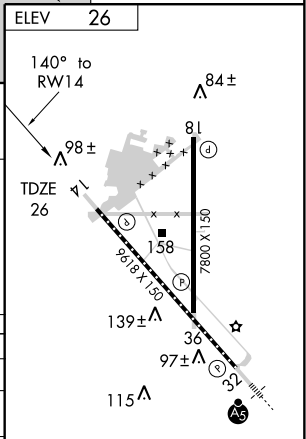
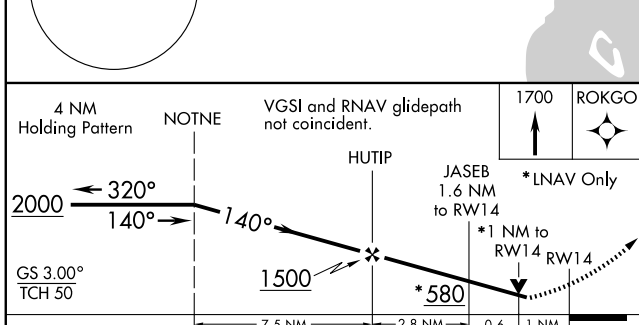
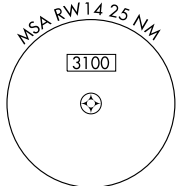
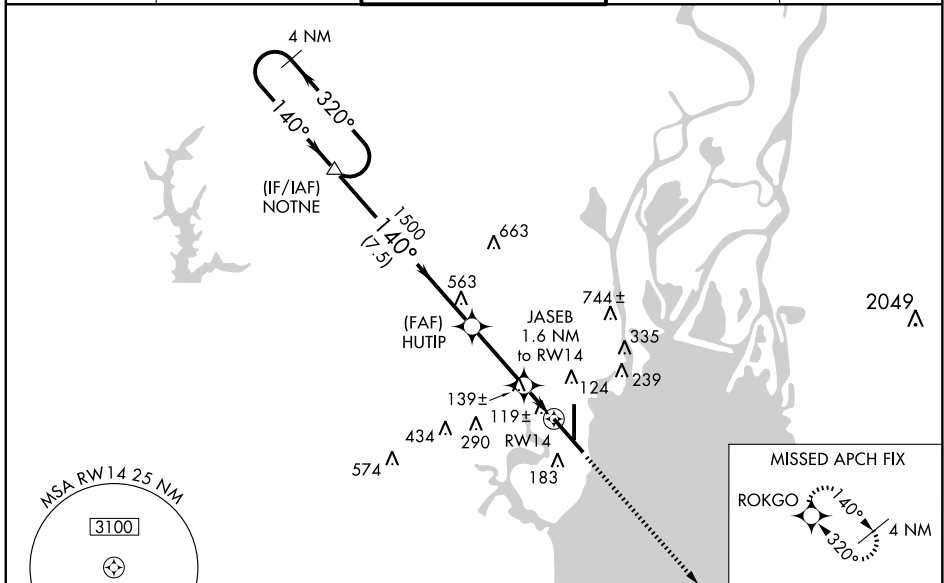
MOBILE DOWNTOWN (BFM)

WAAS CH <b>50411</b> <b>W14A</b>	APP CRS <b>140°</b>	Rwy Idg <b>9618</b> TDZE <b>26</b> Apt Elev <b>26</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV all Cats., LNAV/VNAV all Cats., LNAV Cats. C and D and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1700 direct ROKGO and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	DOWNTOWN TOWER ★ <b>118.8 (CTAF) 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	343-1 317 (400-1)			
LNAV/VNAV DA	396-1¼ 370 (400-1¼)			
LNAV MDA	400-1 374 (400-1)			400-1¼ 374 (400-1¼)
CIRCLING	680-1 654 (700-1)		680-1¾ 654 (700-1¾)	680-2 654 (700-2)

REIL Rwy 14  
MIRL Rwy 18-36  
HIRL Rwy 14-32  
TDZ/CL Rwy 32

# RNAV (GPS) RWY 18

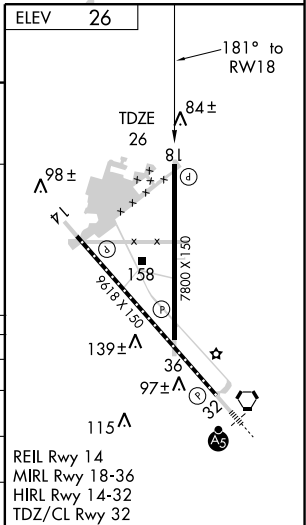
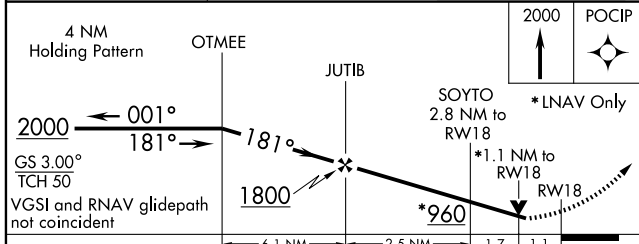
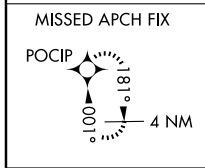
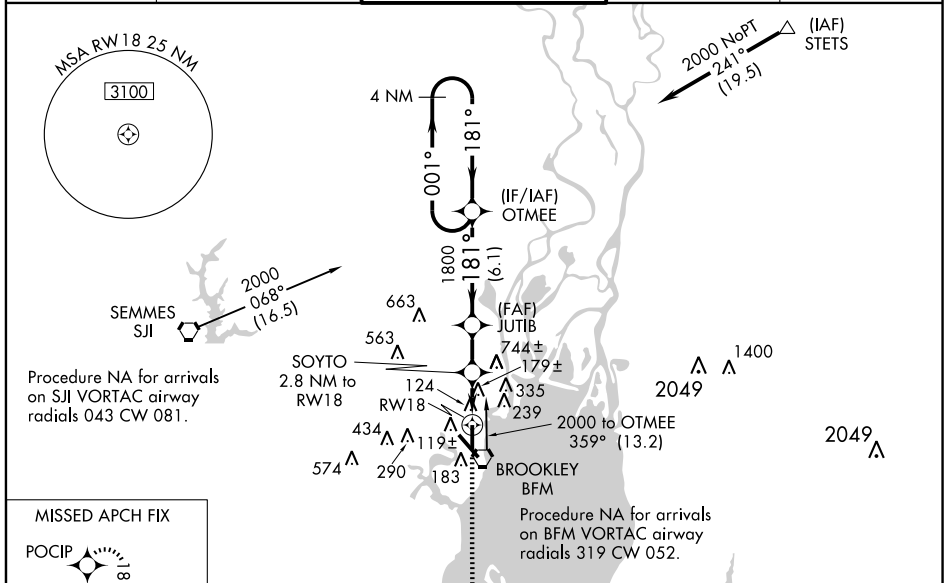
MOBILE DOWNTOWN (BFM)

WAAS CH <b>97611</b> <b>W18A</b>	APP CRS <b>181°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>26</b> <b>26</b>
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Straight-in minimums NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats., LNAV Cat. D, and Circling Cats. C and D visibility ¼ mile.

MISSED APPROACH:  
Climb to 2000 direct  
POCIP and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	DOWNTOWN TOWER ★ <b>118.8 (CTAF) 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		351-1	325 (400-1)	
LNAV/VNAV DA		397-1¼	371 (400-1¼)	
LNAV MDA	440-1	414 (500-1)	440-1¼	414 (500-1¼)
CIRCLING	680-1	654 (700-1)	680-1¾ 654 (700-1¾)	680-2 654 (700-2)

# RNAV (GPS) RWY 32

MOBILE DOWNTOWN (BFM)

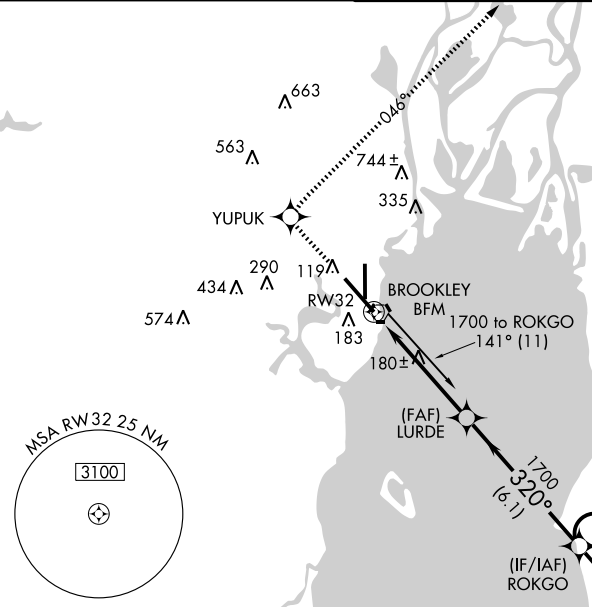
WAAS CH <b>70304</b> <b>W32A</b>	APP CRS <b>320°</b>	Rwy Idg TDZE Apt Elev	<b>9618</b> <b>25</b> <b>26</b>
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**⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LNAV Cat C visibility to RVR 5000, Cat D to RVR 6000. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

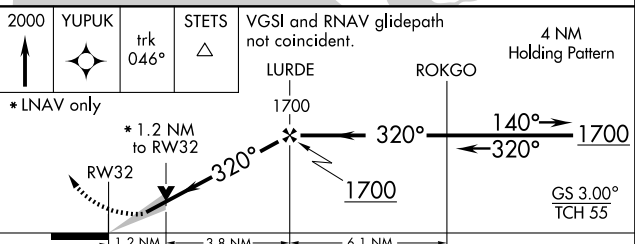
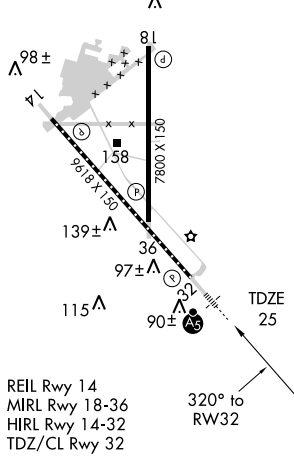


**MISSED APPROACH:** Climb to 2000 direct YUPUK and via track 046° to STETS and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	DOWNTOWN TOWER ★ <b>118.8 (CTAF) 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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ELEV	26
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CATEGORY	A	B	C	D
LPV DA	225/24		200 (200-½)	
LNAV/VNAV DA	368/40		343 (400-¾)	
LNAV MDA	480/24	455 (500-½)	480/40 455 (500-¾)	480/50 455 (500-1)
CIRCLING	520-1	494 (500-1)	520-1½ 494 (500-1½)	580-2 554 (600-2)

REIL Rwy 14  
MIRL Rwy 18-36  
HIRL Rwy 14-32  
TDZ/CL Rwy 32

# RNAV (GPS) RWY 36

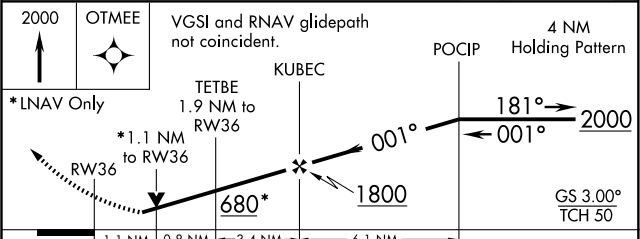
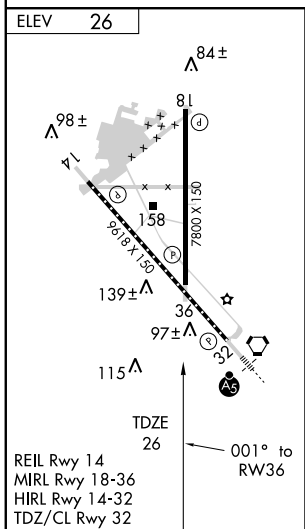
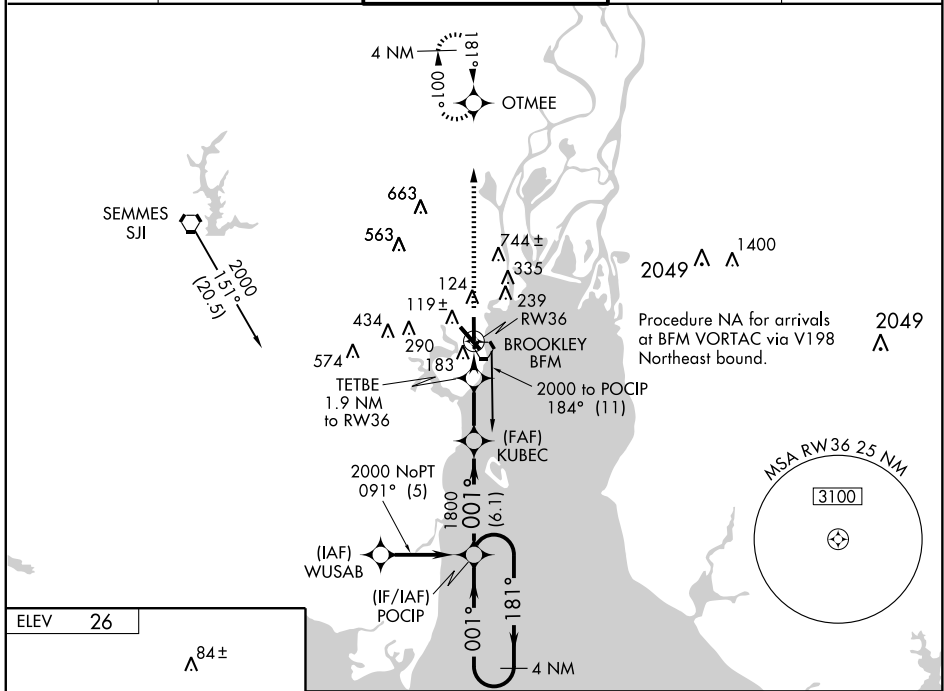
MOBILE DOWNTOWN (BFM)

WAAS CH <b>56511</b> <b>W36A</b>	APP CRS <b>001°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>26</b> <b>26</b>
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For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all DA 50 feet and all MDA 60 feet, increase LPV, LNAV/VNAV all Cats., LNAV Cat. D and Circling Cats. C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Mobile Rgnl altimeter setting.

**MISSED APPROACH:**  
Climb to 2000 direct OTMEE and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	DOWNTOWN TOWER ★ <b>118.8 (CTAF) 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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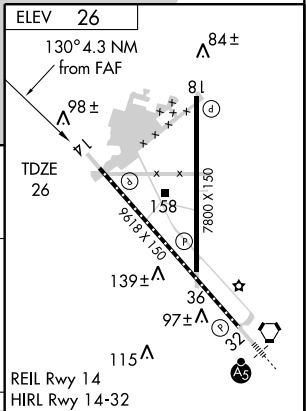
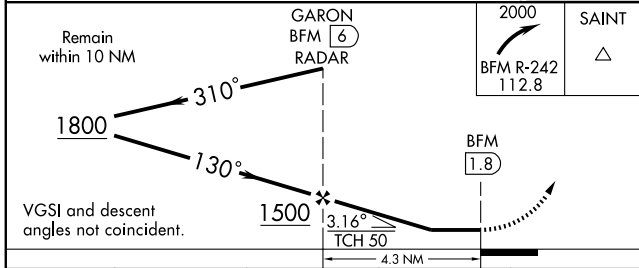
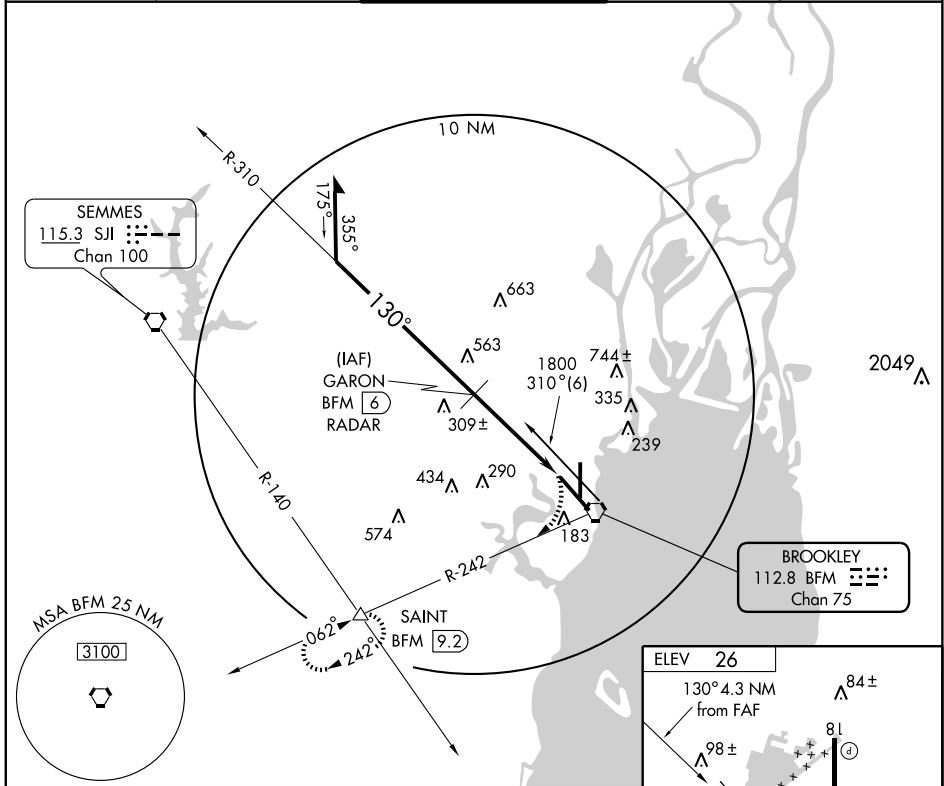
CATEGORY	A	B	C	D
LPV DA		340-1	314 (400-1)	
LNAV/VNAV DA		586-2	560 (600-2)	
LNAV MDA	440-1	414 (500-1)	440-1¼	414 (500-1¼)
CIRCLING	680-1	654 (700-1)	680-1¾ 654 (700-1¾)	680-2 654 (700-2)

# VOR RWY 14

MOBILE DOWNTOWN (BFM)

VORTAC BFM <b>112.8</b> Chan <b>75</b>	APP CRS <b>130°</b>	Rwy Idg TDZE Apt Elev	<b>9618</b> <b>26</b> <b>26</b>
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RADAR or DME Required.		MISSED APPROACH: Climbing right turn to 2000 via BFM R-242 to SAINT INT/9.2 DME and hold.		
ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	DOWNTOWN TOWER ★ <b>118.8 (CTAF) 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>



CATEGORY	A	B	C	D
S-14	540-1 514 (600-1)	540-1½ 514 (600-1½)	540-1¾ 514 (600-1¾)	540-2 514 (600-2)
CIRCLING	540-1 514 (600-1)	540-1½ 514 (600-1½)	540-2 514 (600-2)	540-2 514 (600-2)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

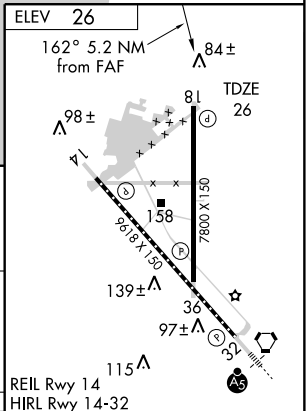
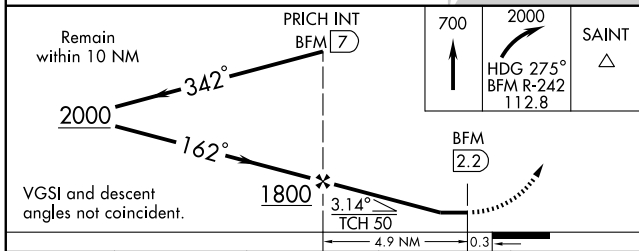
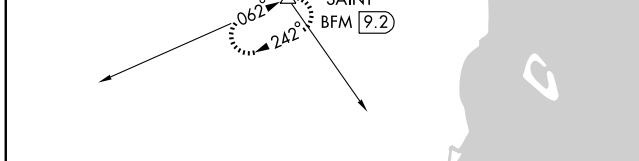
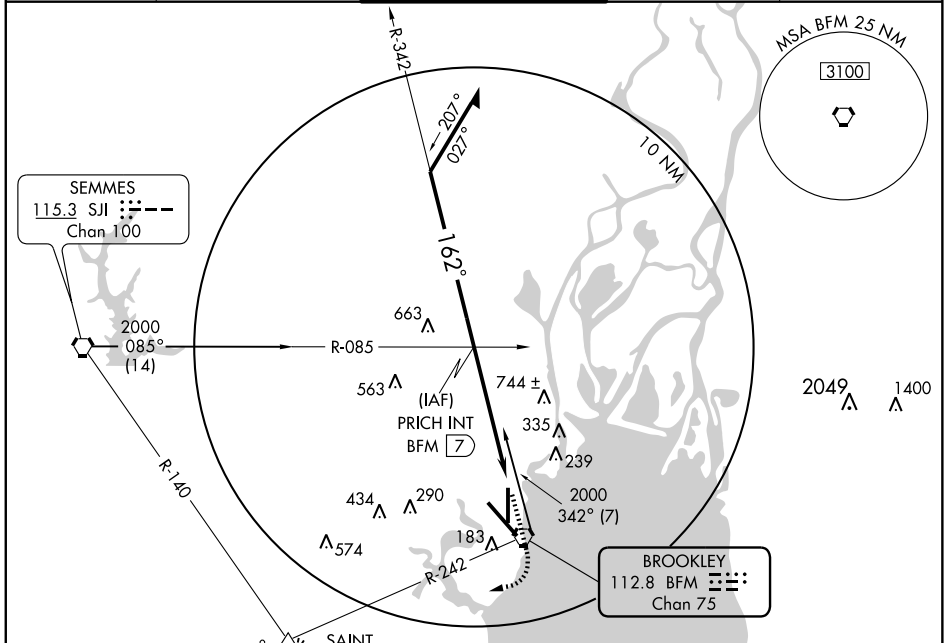
# VOR RWY 18

MOBILE DOWNTOWN (BFM)

VORTAC BFM <b>112.8</b> Chan <b>75</b>	APP CRS <b>162°</b>	Rwy Idg TDZE Apt Elev	<b>7800</b> <b>26</b> <b>26</b>
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MISSED APPROACH: Climb to 700 then climbing right turn to 2000 via heading 275° and BFM R-242 to SAINT INT/9.2 DME and hold.

ATIS <b>135.575</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	DOWNTOWN TOWER ★ <b>118.8 (CTAF) 251.1</b>	GND CON <b>121.7 239.3</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-18	540-1	514 (600-1)	540-1½ 514 (600-½)	540-1¾ 514 (600-¼)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-½)	580-2 554 (600-2)

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

# VOR RWY 32

MOBILE DOWNTOWN (B/FM)

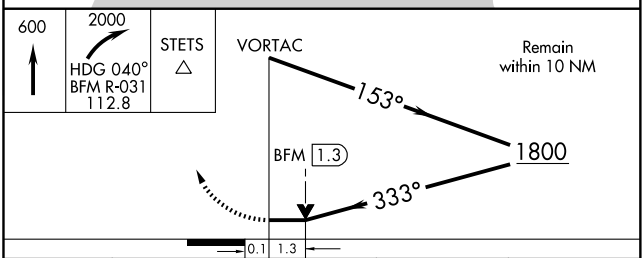
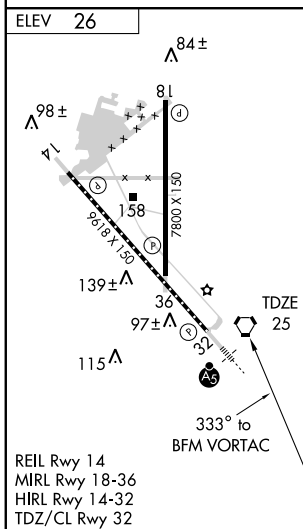
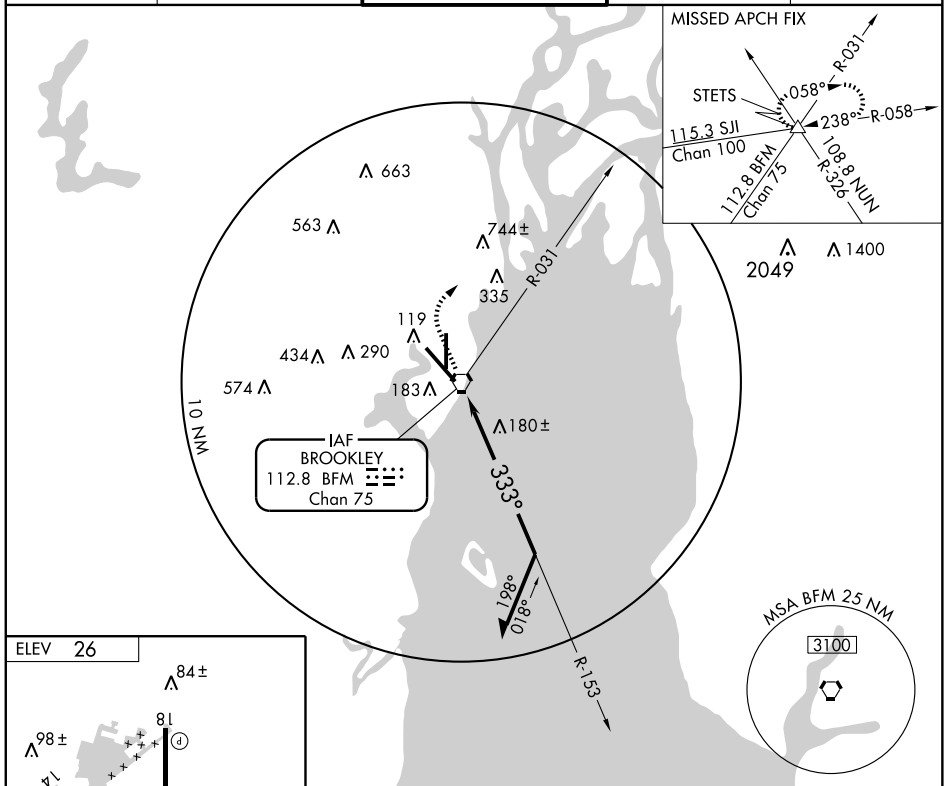
VORTAC BFM <b>112.8</b> Chan <b>75</b>	APP CRS <b>333°</b>	Rwy Idg TDZE Apt Elev	<b>9618</b> <b>25</b> <b>26</b>
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**⚠** When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase all MDA 60 feet.  
When using local altimeter setting or Mobile Rgnl altimeter setting, inoperative table does not apply to Cat D.

**MALSR**

**MISSED APPROACH:** Climb to 600 then climbing right turn to 2000 via heading 040° and BFM VORTAC R-031 to STETS INTand hold.

<b>ATIS</b> <b>135.575</b>	<b>MOBILE APP CON *</b> <b>118.5 269.3</b>	<b>DOWNTOWN TOWER *</b> <b>118.8 (CTAF) 251.1</b>	<b>GND CON</b> <b>121.7 239.3</b>	<b>UNICOM</b> <b>122.95</b>
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CATEGORY	A	B	C	D
S-32	540/24	515 (600-½)	540/50 515 (600-1)	540-1¼ 515 (600-1¼)
CIRCLING	540-1	514 (600-1)	540-1½ 514 (600-1½)	580-2 554 (600-2)

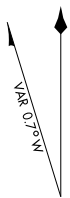
# AIRPORT DIAGRAM

AL-267 (FAA)

MOBILE RGNL (MOB)  
MOBILE, ALABAMA

ATIS  
124.75 257.85  
MOBILE TOWER ★  
118.3 239.0  
GND CON  
121.9 348.6  
CLNC DEL  
119.85

ARMY NATIONAL  
GUARD



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W

ELEV  
213

30° 42' N

USCG

FIELD  
ELEV  
218

ELEV  
216

CONTROL  
TOWER  
348

ARFF

30° 41' N

RWY 14-32  
S75, D162, ST175, DT270, DDT550  
RWY 18-36  
S47, D60, DT96

TERMINAL BUILDING

ELEV  
213

ELEV  
212

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

88° 15' W

88° 14' W

SE-4, 08 APR 2010 to 06 MAY 2010



# ILS or LOC RWY 14

MOBILE RGNL (MOB)

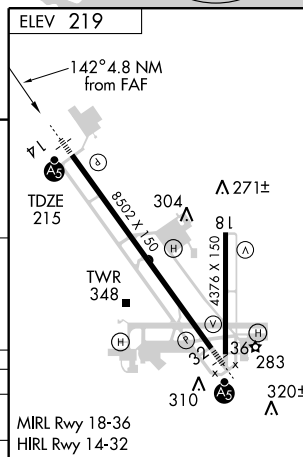
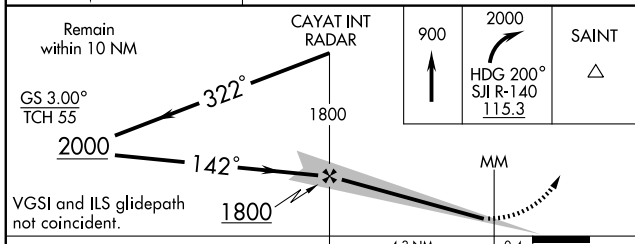
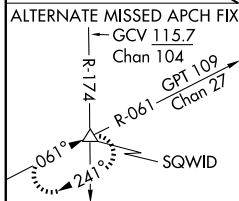
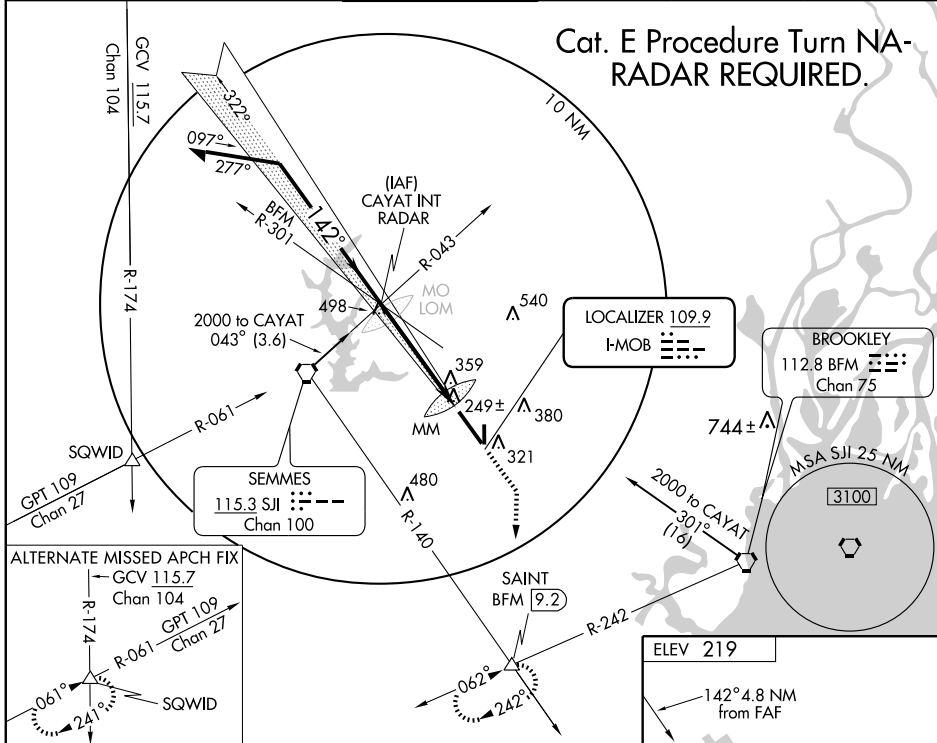
LOC I-MOB <b>109.9</b>	APP CRS <b>142°</b>	Rwy Idg <b>8502</b>
		TDZE <b>215</b>
		Apt Elev <b>219</b>

**▲** For inoperative MALSR, increase S-ILS 14 Cat. E visibility to RVR 4000, and S-LOC 14 Cat. E visibility to RVR 6000. \*Cats A/B/C/D RVR 1800 authorized with the use of FD or AP or HUD to DA.



**MISSED APPROACH:** Climb to 900, then climbing right turn to 2000 via heading 200° and SJI VORTAC R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS <b>124.75 257.85</b>	MOBILE APP CON * <b>118.5 269.3</b>	MOBILE TOWER * <b>118.3(CTAF) 0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	E
S-ILS 14	*415/24 200 (200-1/2)				
S-LOC 14	540/24 325 (400-1/2)		540/40 325 (400-3/4)		
CIRCLING	680-1 461 (500-1)	680-1 1/2 461 (500-1 1/2)	780-2 561 (600-2)	NA	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-4\_08 APR 2010 to 06 MAY 2010



# NDB RWY 14

MOBILE RGNL (MOB)

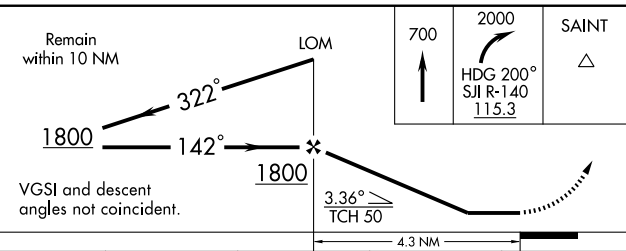
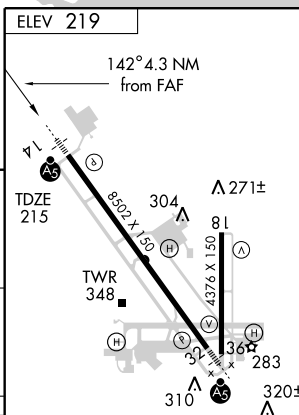
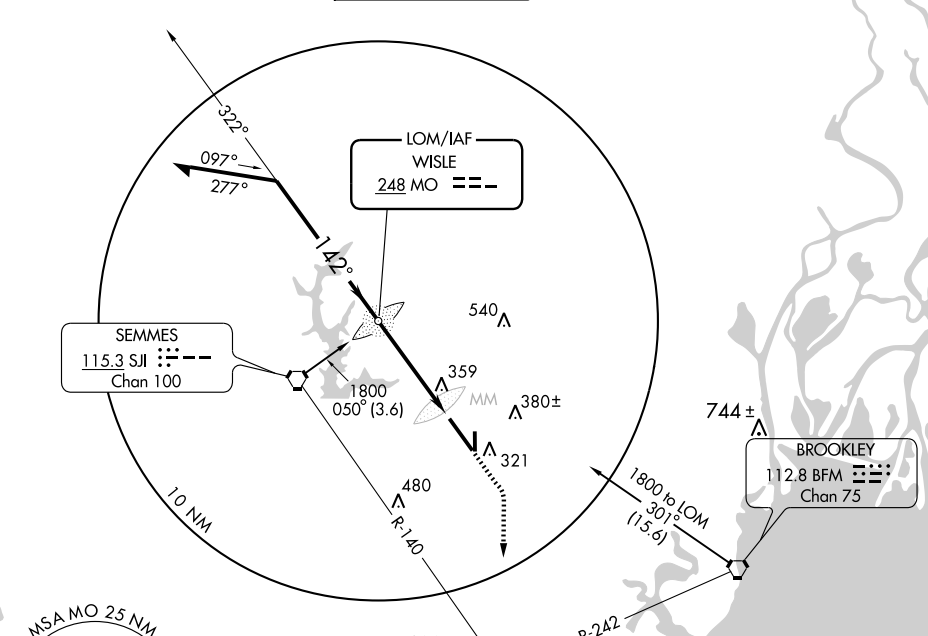
LOM MO <b>248</b>	APP CRS <b>142°</b>	Rwy Idg TDZE Apt Elev	<b>8502</b> <b>215</b> <b>219</b>
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ASR



MISSED APPROACH: Climb to 700, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int.

ATIS <b>124.75 257.85</b>	MOBILE APP CON ★ <b>118.5 269.3</b>	MOBILE TOWER ★ <b>118.3 (CTAF) 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
S-14	680/40	465 (500-¾)		680/60 465 (500-1¼)
CIRCLING	680-1	461 (500-1)	680-1½ 461 (500-1½)	780-2 561 (600-2)

MIRL Rwy 18-36					
HIRL Rwy 14-32					
FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

# RNAV (GPS) RWY 14

MOBILE RGNL (MOB)

WAAS CH <b>97506</b> <b>W14A</b>	APP CRS <b>142°</b>	Rwy Idg TDZE <b>215</b> Apt Elev <b>219</b>	<b>8502</b>
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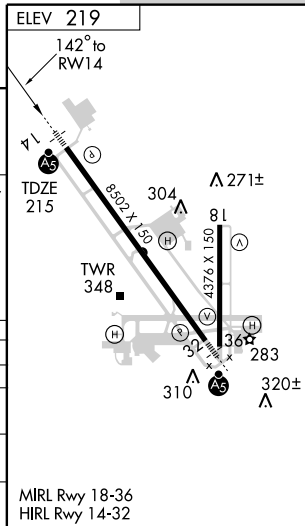
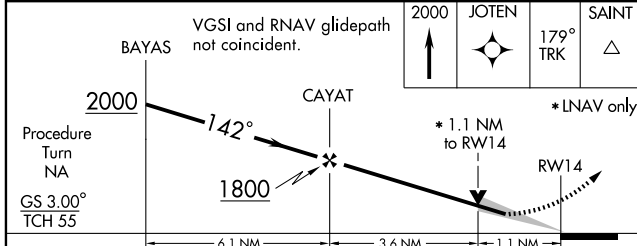
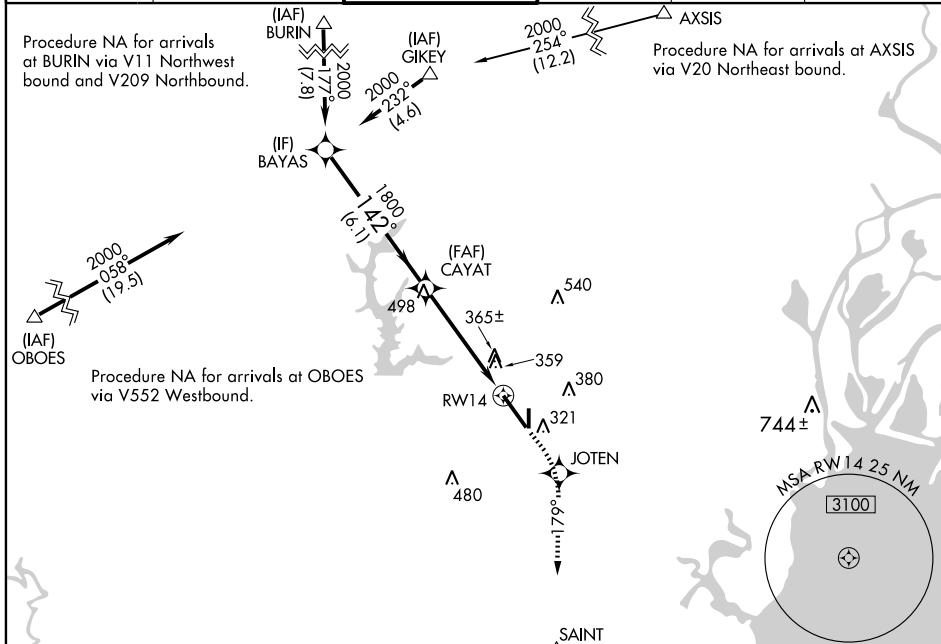
For inoperative MALS/R, increase LNAV Cat. D visibility to RVR 6000.  
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F)  
ASR or above 48°C (118°F). DME/DME RNP-0.3 NA.

MALS/R



MISSED APPROACH: Climb to 2000 direct JOTEN and via 179° track to SAINT and hold.

ATIS <b>124.75 257.85</b>	MOBILE APP CON * <b>118.5 269.3</b>	MOBILE TOWER * <b>118.3 (CTAF) 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA		465/24	250 (300-½)	
LNAV/VNAV DA		650/50	435 (500-1)	
LNAV MDA	620/24	405 (500-½)	620/40 405 (500-¾)	620/50 405 (500-1)
CIRCLING	680-1	461 (500-1)	680-1½ 461 (500-1½)	780-2 561 (600-2)

MIRL Rwy 18-36  
HIRL Rwy 14-32

# RNAV (GPS) RWY 18

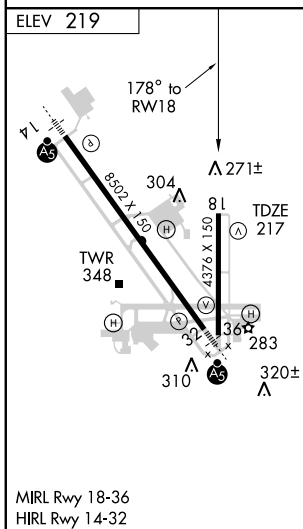
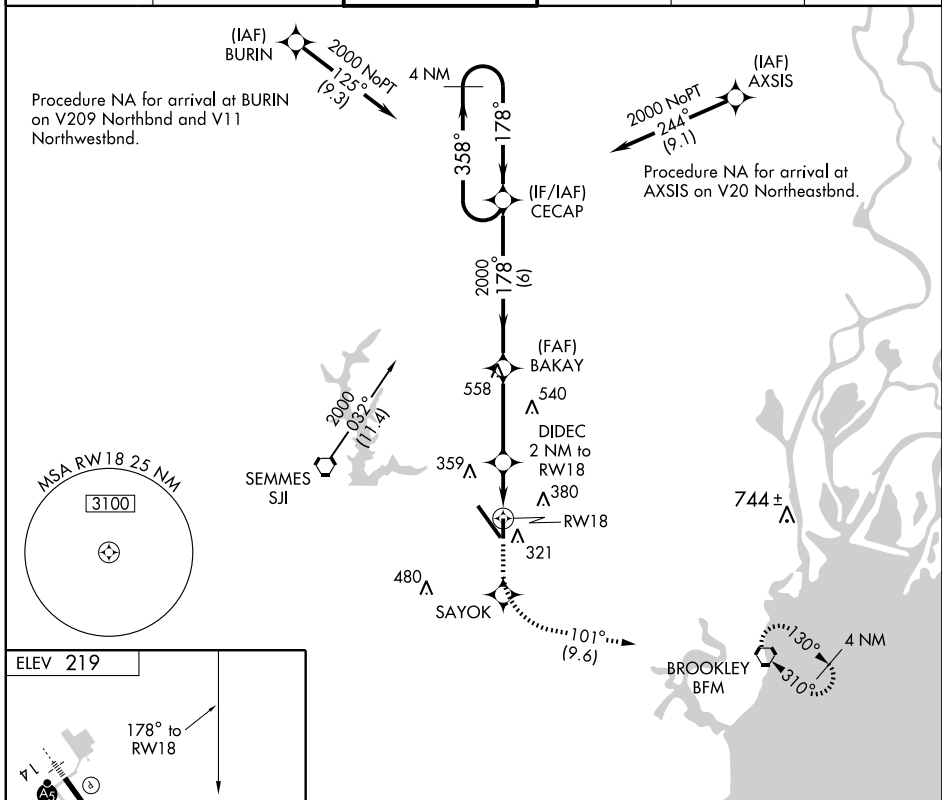
MOBILE RGNL (MOB)

APP CRS	Rwy Idg	<b>4376</b>
<b>178°</b>	TDZE	<b>217</b>
	Apt Elev	<b>219</b>

**NA** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA.  
 When VGSI inop, straight-in/circling Rwy 18 NA at night.

**MISSED APPROACH:** Climb to 2000 direct SAYOK WP and left turn via 101° track to BFM VORTAC and hold.

ATIS	MOBILE APP CON *	MOBILE TOWER *	GND CON	CLNC DEL	UNICOM
<b>124.75 257.85</b>	<b>118.5 269.3</b>	<b>118.3 (CTAF) 239.0</b>	<b>121.9 348.6</b>	<b>119.85</b>	<b>122.95</b>



4 NM Holding Pattern	2000	SAYOK	101° TRK	BFM
	CECAP	BAKAY	DIDEK 2 NM to RW18	RW18
VGSI and descent angles not coincident.	358°	178°	3.04° TCH 45	900
CATEGORY	A	B	C	D
LNAV MDA	640-1	423 (500-1)	640-1¼	423 (500-1¼)
CIRCLING	680-1	461 (500-1)	680-1½	780-2 461 (500-1½) 561 (600-2)

WAAS CH <b>69306</b> <b>W32A</b>	APP CRS <b>322°</b>	Rwy Idg TDZE <b>219</b> Apt Elev <b>219</b>
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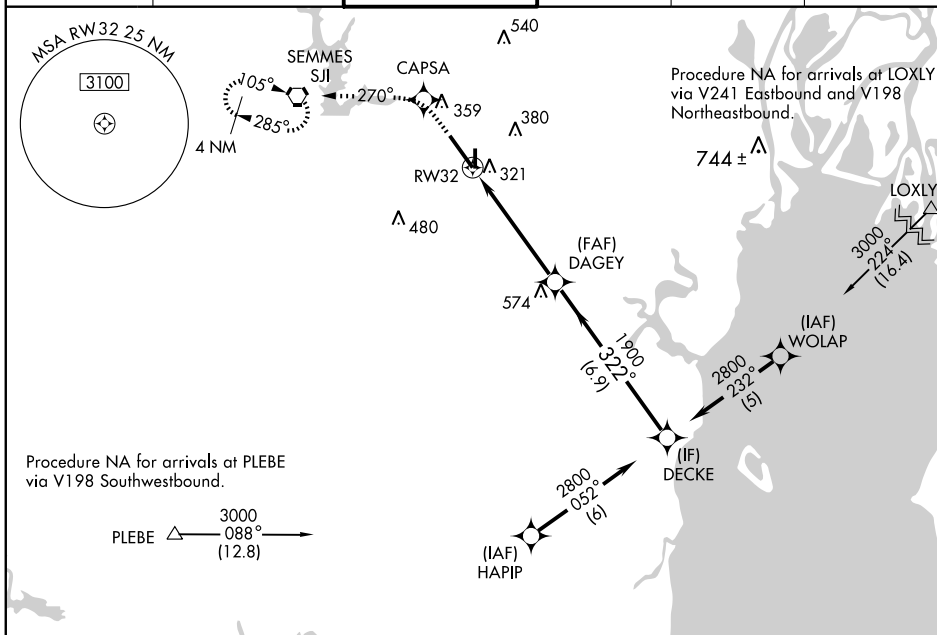
# RNAV (GPS) RWY 32

MOBILE RGNL (MOB)

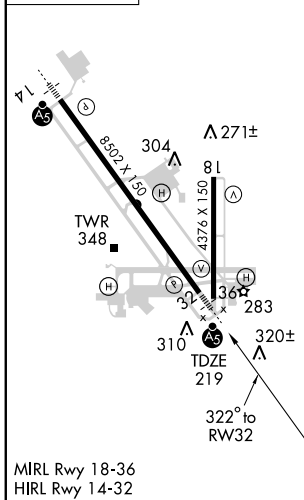
**⚠** DME/DME RNP-0.3 NA. Circling Rwy 18 NA at night. For inoperative MALSRL, increase LPV all Cats. visibility to 1 and LNAV Cat. D visibility to 1 1/4. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below ASR -1.5°C (5°F) or above 48°C (118°F).

**MALSRL**  
**AS**  
MISSED APPROACH: Climb to 2000 direct CAPSA and via 270° track to SJI VORTAC and hold.

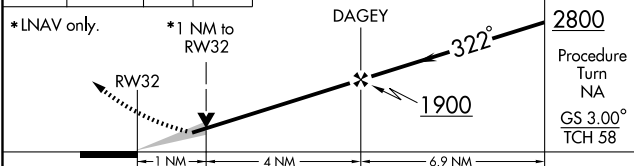
ATIS <b>124.75 257.85</b>	MOBILE APP CON * <b>118.5 269.3</b>	MOBILE TOWER * <b>118.3 (CTAF) 0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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ELEV 219



2000	CAPSA	270° TRK	SJI	VGSI and RNAV glidepath not coincident.
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CATEGORY	A	B	C	D
LPV DA	510/24 291 (300-1/2)			
LNAV/VNAV DA	586/40 367 (400-3/4)			
LNAV MDA	580/24 361 (400-1/2)		580/50 361 (400-1)	
CIRCLING	680-1 461 (500-1)		680-1 1/2 461 (500-1 1/2) 780-2 561 (600-2)	

## RNAV (GPS) RWY 36

MOBILE RGNL (MOB)

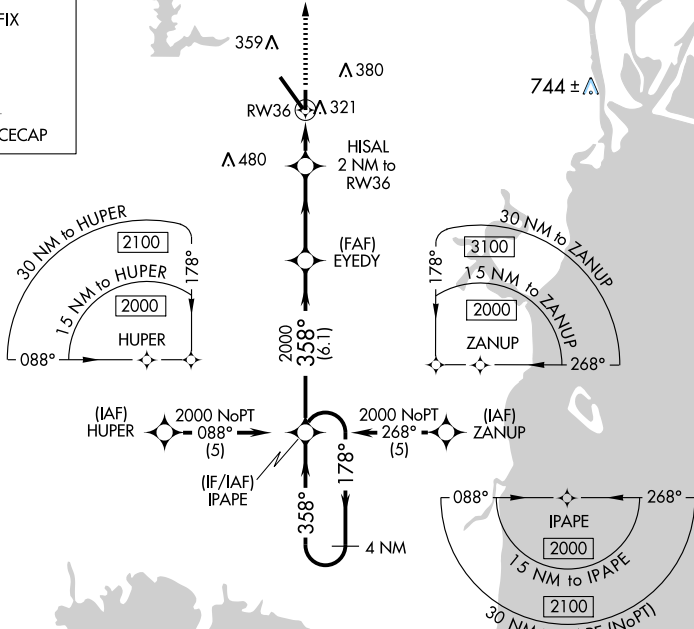
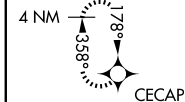
WAAS CH <b>50215</b> <b>W36A</b>	APP CRS <b>358°</b>	Rwy Idg TDZE Apt Elev	<b>4376</b> <b>216</b> <b>219</b>
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**ASR** Circling to Rwy 18 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

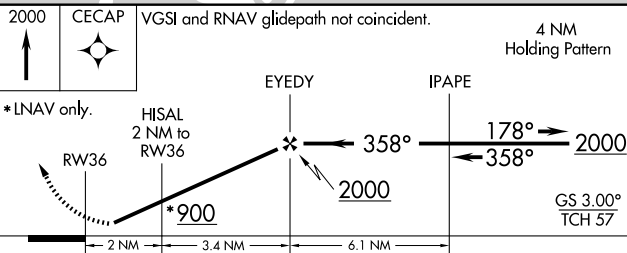
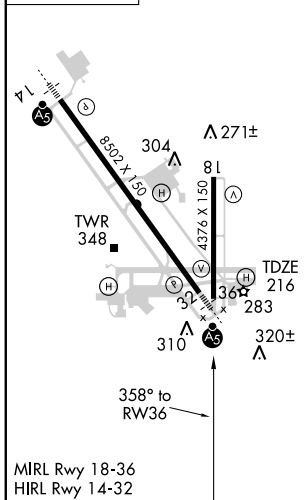
MISSED APPROACH: Climb to 2000 direct CECAP and hold.

ATIS <b>124.75 257.85</b>	MOBILE APP CON * <b>118.5 269.3</b>	MOBILE TOWER * <b>118.3 (CTAF) 0 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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MISSED APCH FIX



ELEV 219



CATEGORY	A	B	C	D
LPV DA	515-1 299 (300-1)			
LNAV/ VNAV DA	571-1¼ 355 (400-1¼)			
LNAV MDA	600-1 384 (400-1)		600-1¼ 384 (400-1¼)	
CIRCLING	680-1 461 (500-1)		680-1½ 780-2 461 (500-1½) 561 (600-2)	

# VOR or TACAN-A

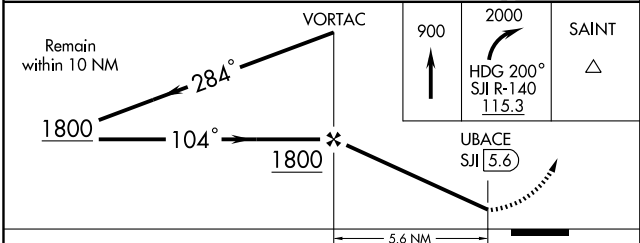
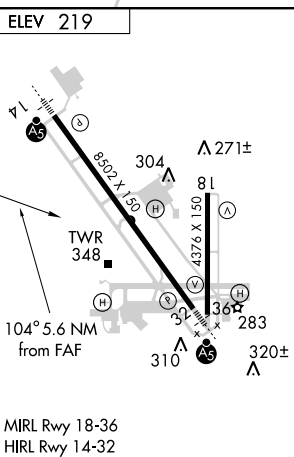
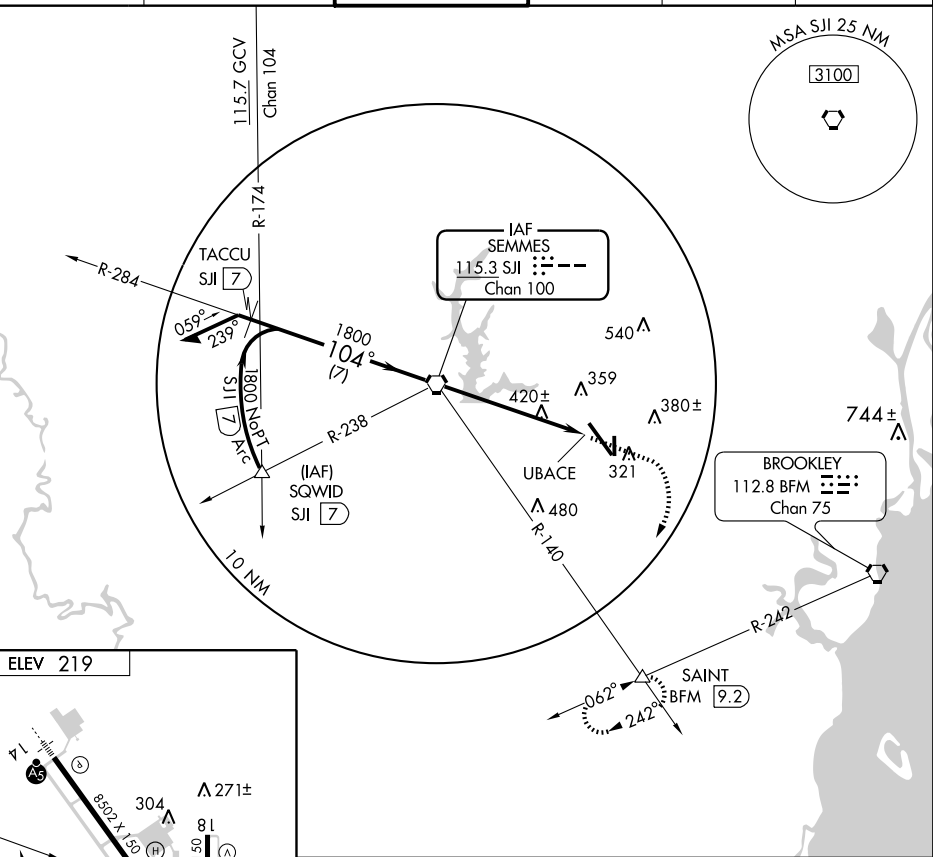
MOBILE RGNL (MOB)

VORTAC SJI <b>115.3</b> Chan <b>100</b>	APP CRS <b>104°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>219</b>
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ASR Circling to Rwy 18 NA at night.

MISSED APPROACH: Climb to 900, then climbing right turn to 2000 via heading 200° and SJI R-140 to SAINT Int/BFM 9.2 DME and hold.

ATIS <b>124.75 257.85</b>	MOBILE APP CON * <b>118.5 269.3</b>	MOBILE TOWER * <b>118.3 (CTAF) 239.0</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>119.85</b>	UNICOM <b>122.95</b>
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	FAF to MAP 5.6 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	680-1	461 (500-1)	680-1½ 461 (500-1½)	780-2 561 (600-2)
Min:Sec	5:36	3:44	2:48	2:14	1:52					

SE-4, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 3

MONROEVILLE / MONROE COUNTY (MVC)

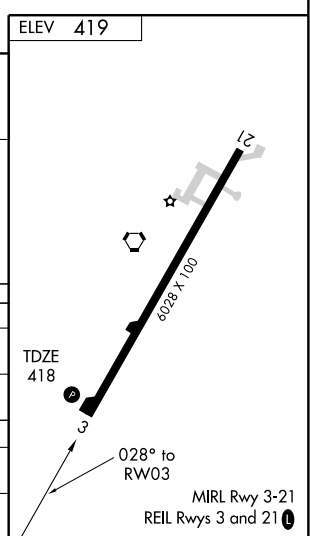
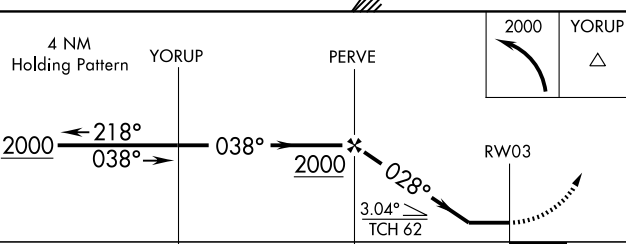
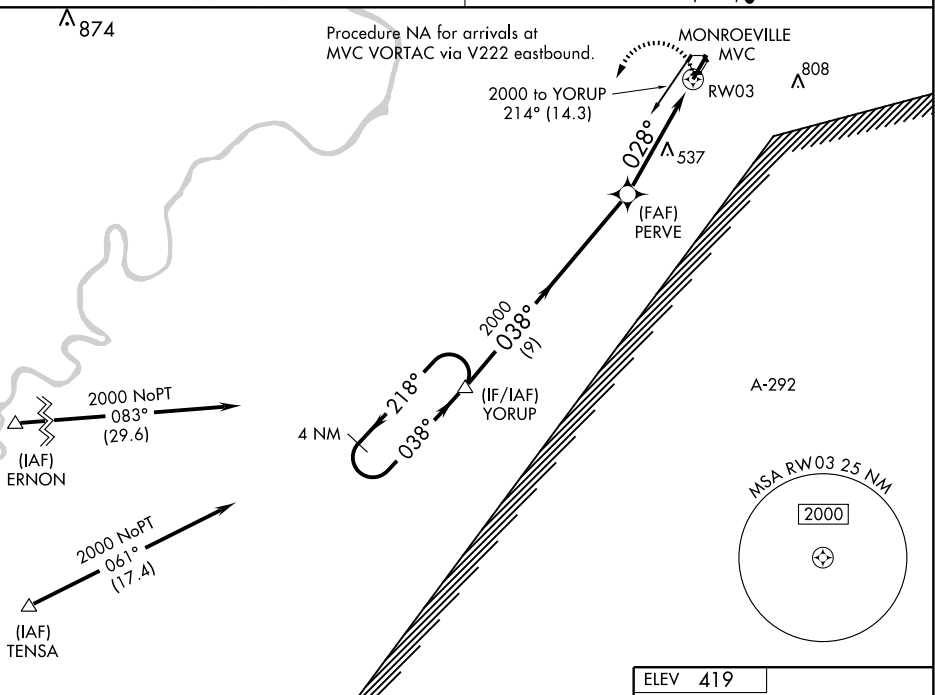
APP CRS **028°**  
 Rwy Idg **6028**  
 TDZE **418**  
 Apt Elev **419**

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 direct YORUP and hold.

ATLANTA CENTER  
**118.55 267.9**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
RNAV MDA	840-1	422 (500-1)	840-1¼	422 (500-1¼)
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
RNAV MDA	900-1	482 (500-1)	900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1	481 (500-1)	980-1½ 561 (600-1½)	1020-2 601 (700-2)

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APP CRS **208°**  
 Rwy Idg **6028**  
 TDZE **419**  
 Apt Elev **419**

# RNAV (GPS) RWY 21

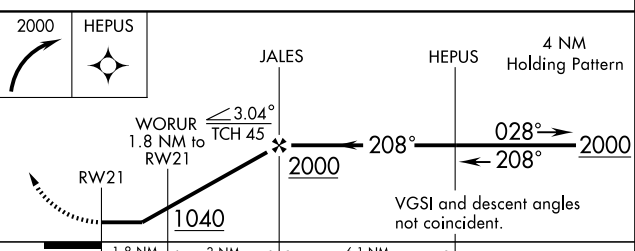
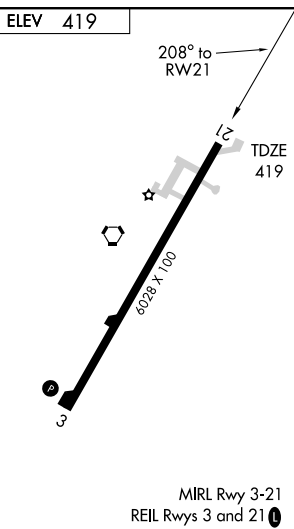
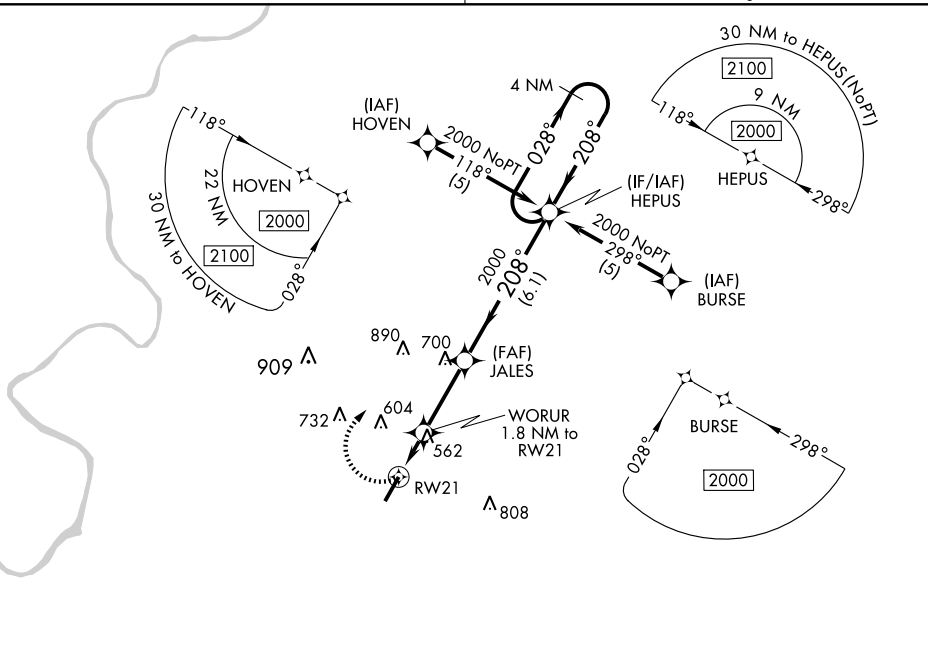
MONROEVILLE/MONROE COUNTY(MVC)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Middleton Field altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct HEPUS and hold.

ATLANTA CENTER  
**118.55 267.9**

UNICOM  
**123.0 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV/MDA	880-1 461 (500-1)		880-1 $\frac{1}{4}$ 461 (500-1 $\frac{1}{4}$ )	880-1 $\frac{1}{2}$ 461 (500-1 $\frac{1}{2}$ )
CIRCLING	880-1 461 (500-1)		920-1 $\frac{1}{2}$ 501 (600-1 $\frac{1}{2}$ )	980-2 561 (600-2)
MIDDLETON FIELD ALTIMETER SETTING MINIMUMS				
LNAV/MDA	940-1 521 (600-1)		940-1 $\frac{1}{2}$ 521 (600-1 $\frac{1}{2}$ )	940-1 $\frac{3}{4}$ 521 (600-1 $\frac{3}{4}$ )
CIRCLING	940-1 521 (600-1)		980-1 $\frac{1}{2}$ 561 (600-1 $\frac{1}{2}$ )	1020-2 601 (700-2)

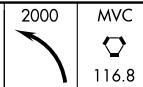
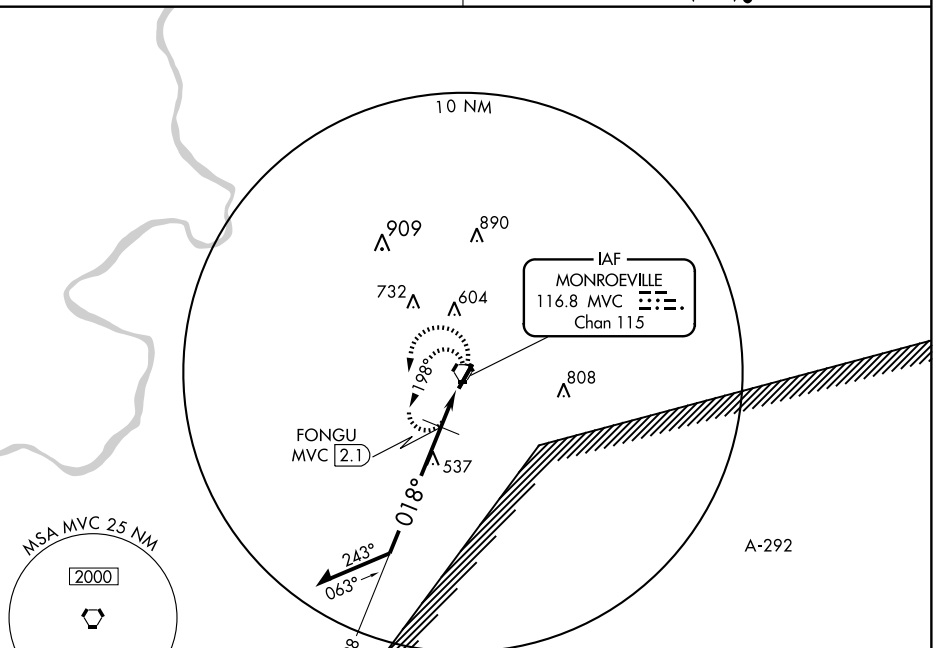
VORTAC MVC <b>116.8</b> Chan <b>115</b>	APP CRS <b>018°</b>	Rwy Idg TDZE <b>418</b> Apt Elev <b>419</b>	<b>6028</b> <b>418</b> <b>419</b>
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MISSED APPROACH: Climbing left turn to 2000 in MVC VORTAC holding pattern.

Obtain local altimeter setting on CTAF, when not received, use Middleton Field altimeter setting and increase all MDAs 60 feet and S-3 visibility Cats C and D ¼ mile, and FONGU fix minimums increase S-3 visibility Cat D ¼ mile. Visibility reduction by helicopters NA.

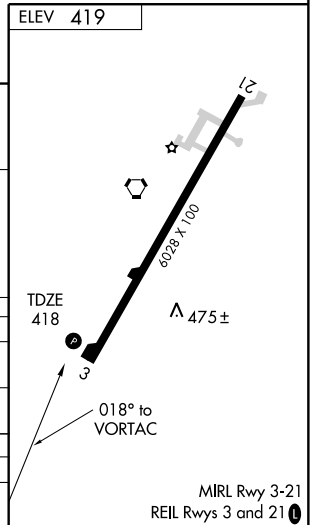
ATLANTA CENTER  
**118.55 267.9**

UNICOM  
**123.0 (CTAF)**



\*960 when using Middleton Field altimeter setting.

CATEGORY	A	B	C	D
S-3	900-1	482 (500-1)	900-1¼ 482 (500-1¼)	900-1½ 482 (500-1½)
CIRCLING	900-1	481 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)
FONGU FIX MINIMUMS				
S-3	820-1	402 (500-1)	820-1¼	402 (500-1¼)
CIRCLING	840-1 421 (500-1)	880-1 461 (500-1)	920-1½ 501 (600-1½)	980-2 561 (600-2)





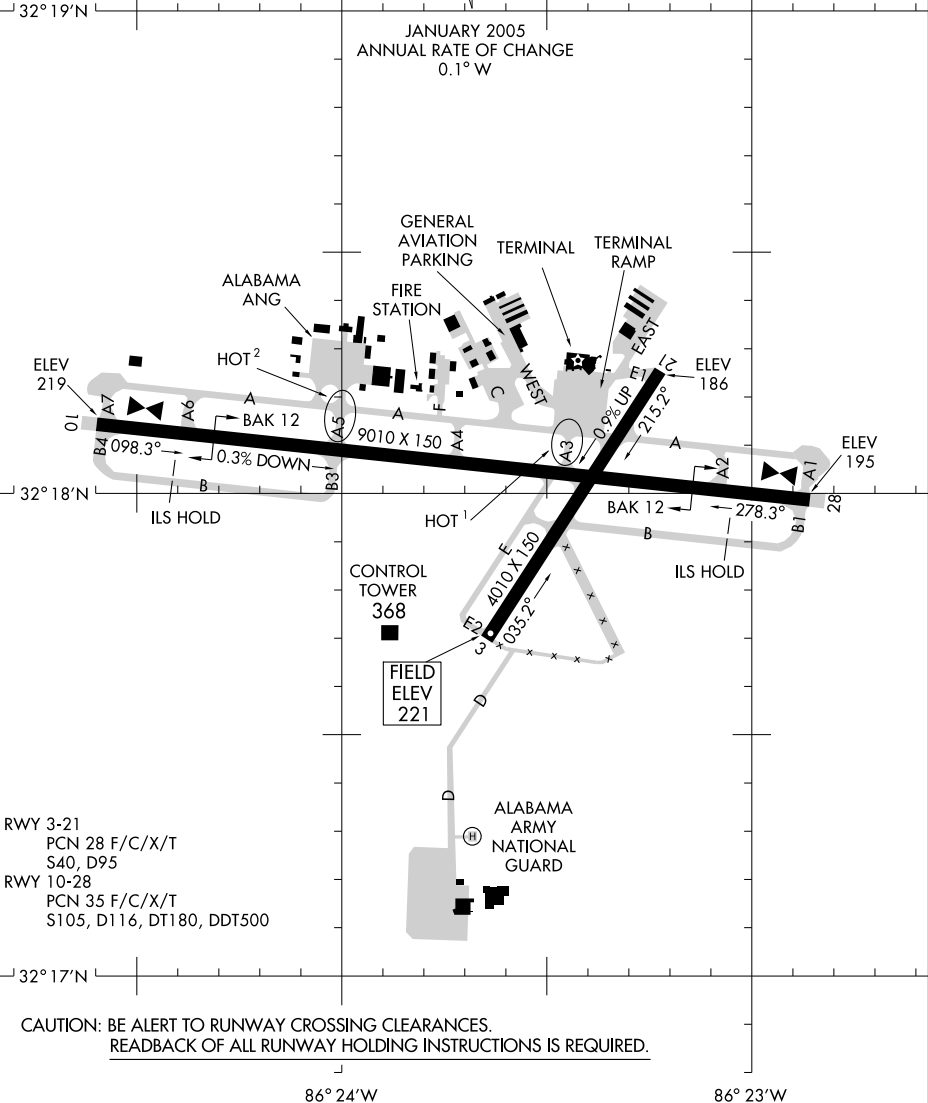
# AIRPORT DIAGRAM

AL-272 (FAA) MONTGOMERY RGNL (MGM) (DANNELLY FIELD) MONTGOMERY, ALABAMA

ATIS  
120.675  
DANNELLY TOWER ★  
119.7 360.85  
GND CON  
121.7 348.6  
CLNC DEL  
118.3 270.3



JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1° W



RWY 3-21  
PCN 28 F/C/X/T  
S40, D95

RWY 10-28  
PCN 35 F/C/X/T  
S105, D116, DT180, DDT500

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

SE-4, 08 APR 2010 to 06 MAY 2010



MGM <b>112.1</b> Chan <b>58</b>	APCH CRS <b>133°</b>	Rwy Idg TDZE Arpt Elev <b>9010</b> <b>N/A</b> <b>221</b>
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JAL-272 [USAF]

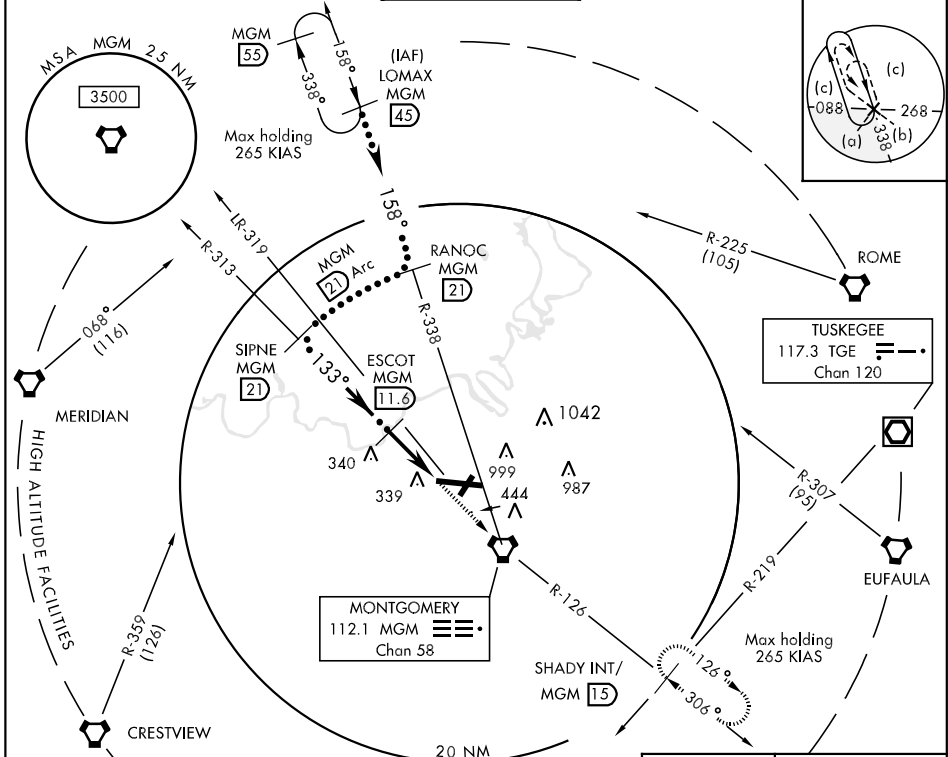
MONTGOMERY REGIONAL (DANNELLY FIELD) (KMGM)

▼ \* Circling not authorized for CAT E N of Rwy 10-28.

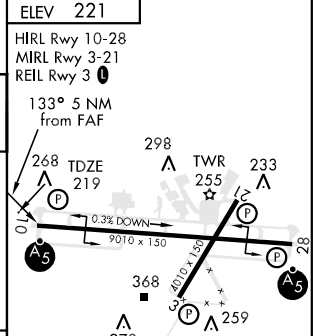
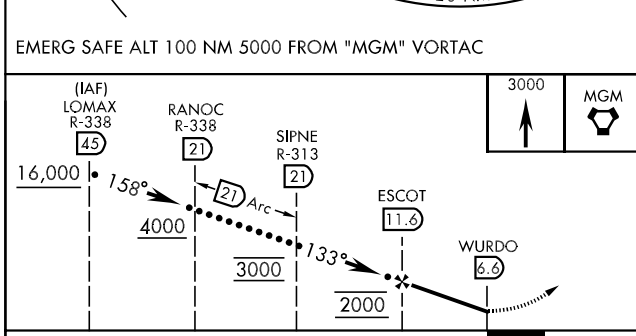


MISSED APPROACH: Climb to 3000 direct MGM VORTAC. Continue climb to 3500 via MGM R-126 to SHADY INT and hold.

ATIS ★ <b>120.675</b>	MONTGOMERY APP CON <b>121.2 380.225</b> <b>124.0 363.025</b> N S	MONTGOMERY TOWER ★ <b>119.7(CTAF) 0360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>	ASR ASOS
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SE-4, 08 APR 2010 to 06 MAY 2010



CATEGORY	C	D	E
CIRCLING *	700-1½ 479 (500-1½)	800-2	579 (600-2)

# ILS or LOC RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

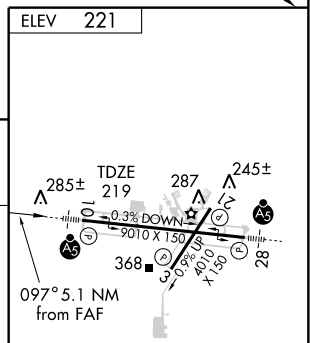
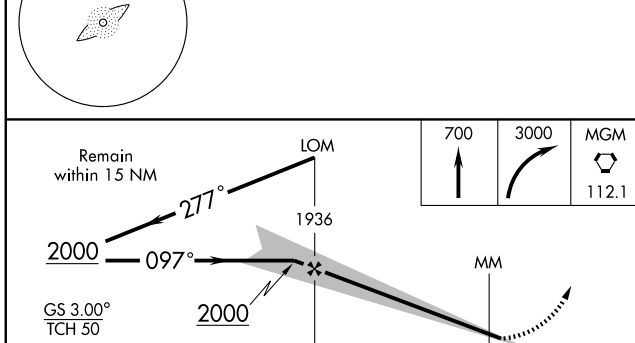
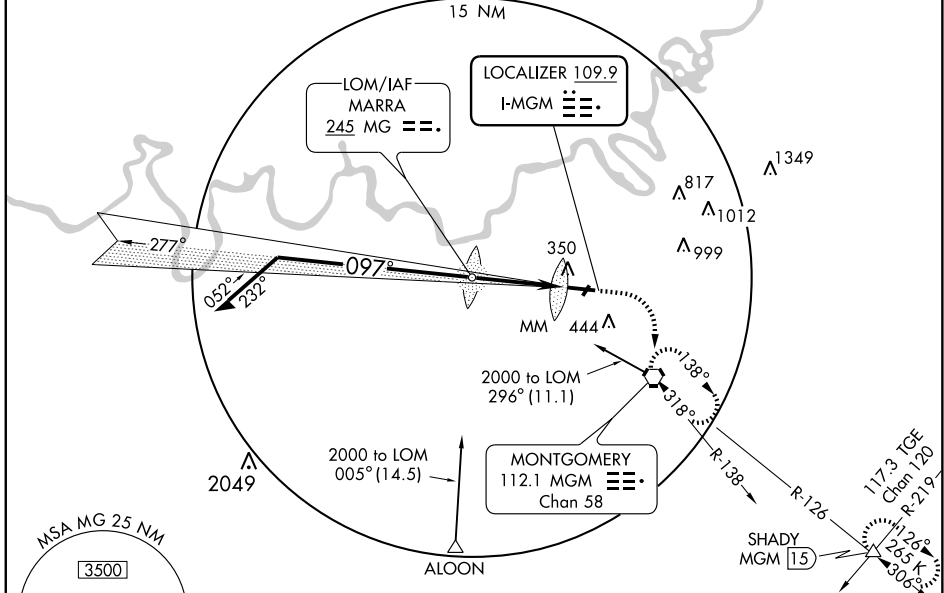
LOC I-MGM	APP CRS	Rwy Idg	9010
109.9	097°	TDZE	219
		Apt Elev	221

**⚠** Circling NA for Cat. E North of Rwy 10-28. For inoperative MALSRL, increase S-ILS-28 Cat. E visibility to RVR 4000 and S-LOC-28 Cat. E visibility to RVR 6000. \* Vis Cats. A/B/C/D  
**⚠** ASR RVR 1800 authorized with the use of FD or AP or HUD or DA.

**MALSRL** MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON *	DANNELLY TOWER *	GND CON	CLNC DEL
120.675	121.2 380.225	119.7 (CTAF) 360.85	121.7 348.6	118.3 270.3

## RADAR or ADF REQUIRED



CATEGORY	A	B	C	D	E	FAF to MAP 5.1 NM					
S-ILS 10	* 419/24 200 (200-1/2)					Knots	60	90	120	150	180
S-LOC 10	600/24 381 (400-1/2)		600/40 381 (400-3/4)			Min:Sec	5:06	3:24	2:33	2:02	1:42
CIRCLING	700-1 479 (500-1)		700-1 1/2 479 (500-1 1/2)		800-2 579 (600-2)						

REIL Rwy 3  
 MIRL Rwy 3-21  
 HIRL Rwy 10-28



# ILS or LOC RWY 28

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

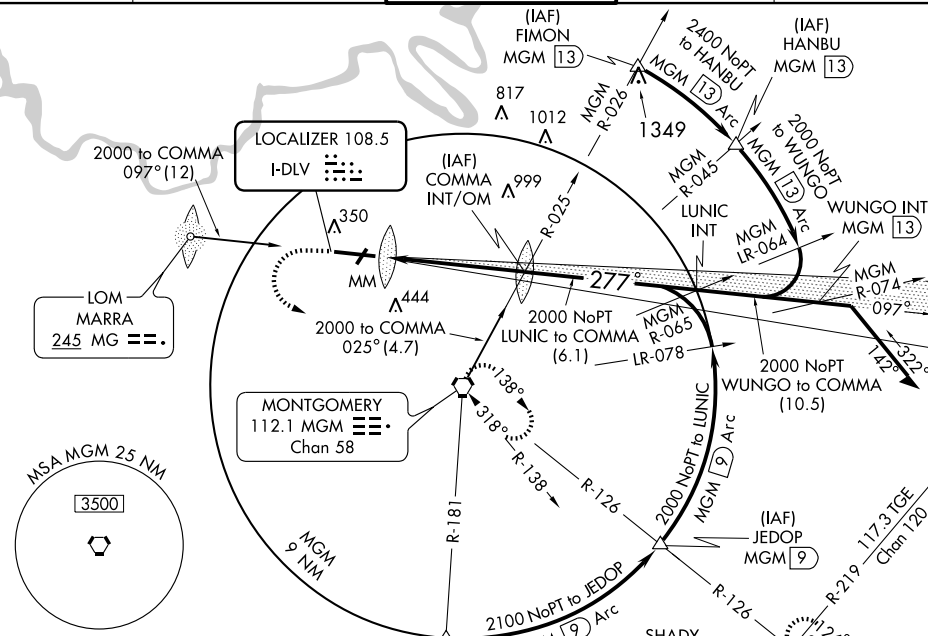
LOC I-DLV	APP CRS	Rwy Idg	<b>9010</b>
<b>108.5</b>	<b>277°</b>	TDZE	<b>197</b>
		Apt Elev	<b>221</b>

**▲** Autopilot coupled approach not authorized below 842 MSL.  
**▲** Circling NA for Cat. E north of Rwy 10-28.  
**ASR** For inoperative MALS, increase S-ILS-28 Cat. E visibility to 3/4 and S-LOC-28 Cat. E visibility to 1/2.

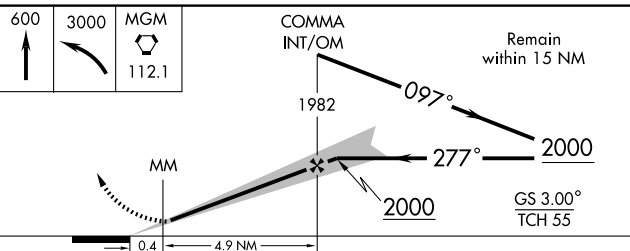
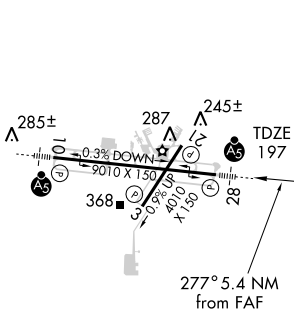


**MISSED APPROACH:** Climb to 600 then climbing left turn to 3000 direct MGM VORTAC and hold. TACAN aircraft continue climb to 3500 via MGM VORTAC R-126 to SHADY Int and hold.

ATIS	MONTGOMERY APP CON *	DANNELLY TOWER *	GND CON	CLNC DEL
<b>120.675</b>	<b>121.2 380.225</b>	<b>119.7(CTAF) 360.85</b>	<b>121.7 348.6</b>	<b>118.3 270.3</b>



ELEV	221
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REIL Rwy 3  
 MIRL Rwy 3-21  
 HIRL Rwy 10-28

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 28	397-1/2		200 (200-1/2)		
S-LOC 28	580-1/2 383 (400-1/2)		580-3/4 383 (400-3/4)		
CIRCLING	700-1 479 (500-1)		700-1 1/2 479 (500-1 1/2)		800-2 579 (600-2)

# NDB RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

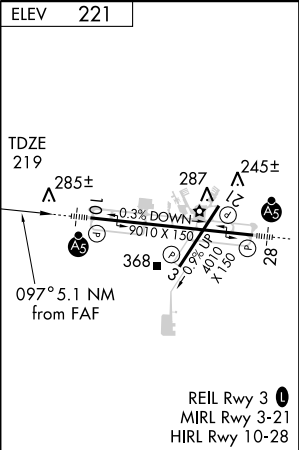
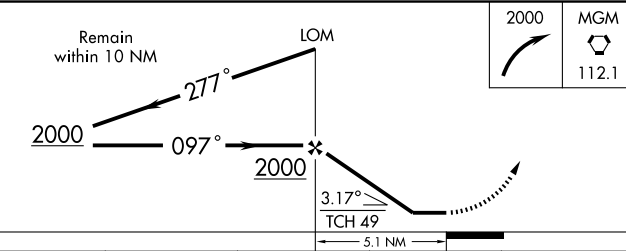
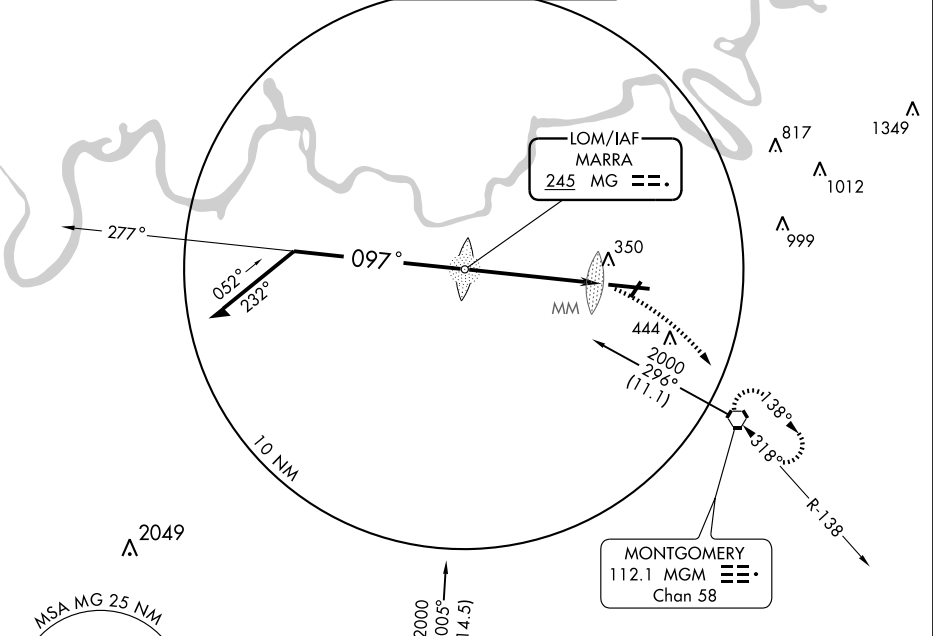
LOM MG	APP CRS	Rwy Idg	<b>9010</b>
<u>245</u>	<b>097°</b>	TDZE	<b>219</b>
		Apt Elev	<b>221</b>

ASR

MALSRL  
AS

MISSED APPROACH: Climbing right turn to 2000 direct MGM VORTAC and hold.

ATIS <b>120.675</b>	MONTGOMERY APP CON ★ <b>121.2 380.225</b>	DANNELLY TOWER ★ <b>119.7 (CTAF) 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>
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CATEGORY	A	B	C	D
S-10	700/40		481 (500-3/4)	700/60 481 (500-1/4)
CIRCLING	700-1	479 (500-1)	700-1½ 479 (500-1½)	800-2 579 (600-2)

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

REIL Rwy 3  
MIRL Rwy 3-21  
HIRL Rwy 10-28

# RNAV (GPS) RWY 3

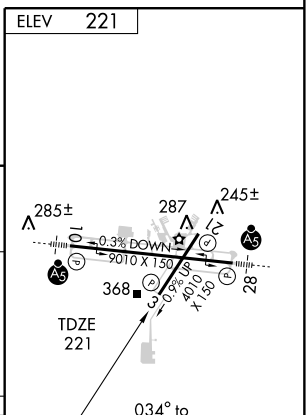
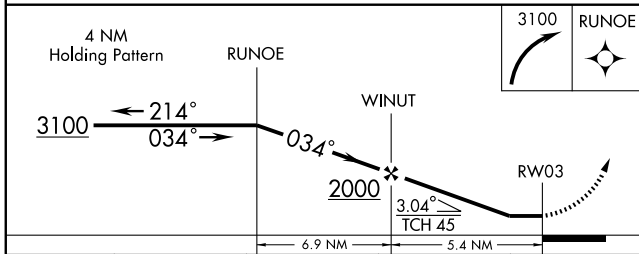
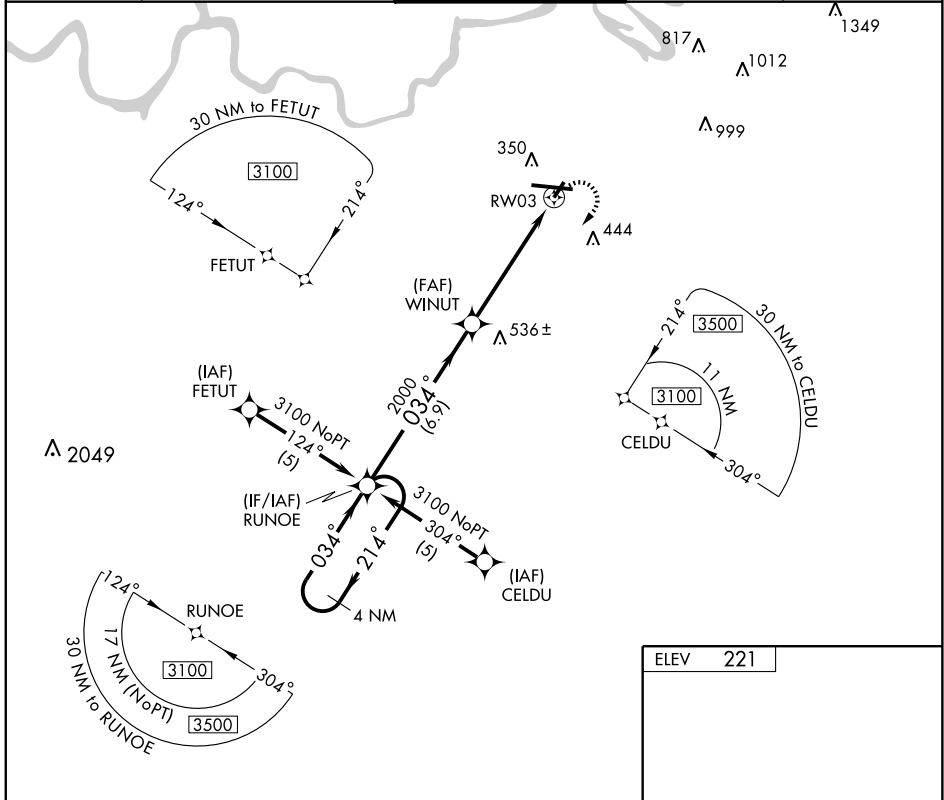
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

APP CRS <b>034°</b>	Rwy Idg TDZE Apt Elev	<b>4010</b> <b>221</b> <b>221</b>
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GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.  
Circling NGA at night to Rwy 21.

MISSED APPROACH: Climbing right turn to 3100 direct RUNOE WP and hold.

ATIS <b>120.675</b>	MONTGOMERY APP CON ★ <b>121.2 380.225</b>	DANNELLY TOWER ★ <b>119.7(CTAF) 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>
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CATEGORY	A	B	C	D
RNAV MDA	640-1	419 (500-1)	640-1¼	419 (500-1¼)
CIRCLING	700-1	479 (500-1)	700-1½	800-2
			479 (500-1½)	579 (600-2)

REIL Rwy 3

MIRL Rwy 3-21

HIRL Rwy 10-28

# RNAV (GPS) RWY 10

MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

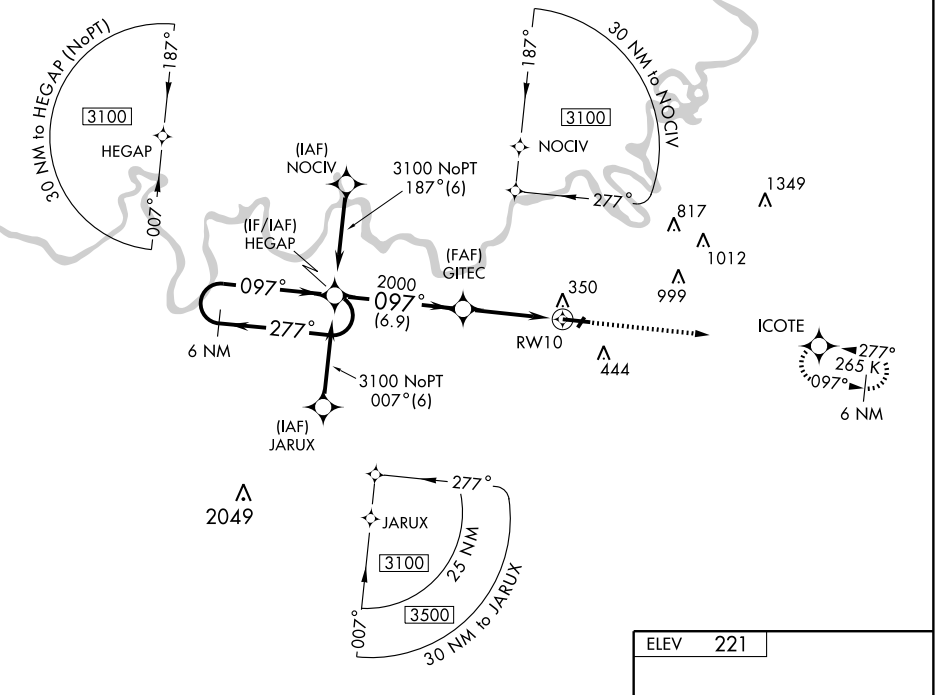
WAAS CH <b>50100</b> <b>W10A</b>	APP CRS <b>097°</b>	Rwy Idg TDZE Apt Elev	<b>9010</b> <b>219</b> <b>221</b>
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**▼** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).  
**▲** For inoperative MALSR, increase LPV Cat. E visibility to RVR 5000, LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 6000. Circling NA at night to Rwy 21.  
 ASR Circling NA for Cat. E North of Rwy 10-28.



**MISSED APPROACH:**  
Climb to 2600 direct ICOTE and hold.

ATIS <b>120.675</b>	MONTGOMERY APP CON * <b>121.2 380.225</b>	DANNELLY TOWER * <b>119.7(CTAF) 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>
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ELEV	221
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0.3% DOWN  
9010 X 1.50  
TDZE 219

097° to RWY 10

REIL Rwy 3  
MIRL Rwy 3-21  
HIRL Rwy 10-28

	6 NM Holding Pattern		* LNAV Only		2600	ICOTE
	HEGAP		GITEC		* 1 NM to RWY 10	
	← 277°		← 097°			
	3100		2000			
	GS 3.00°					
	TCH 49					
	← 277°		← 097°			
	6.9 NM		4.3 NM		1 NM	
CATEGORY	A	B	C	D	E	
LPV DA		500/24	281 (300-½)			
LNAV/VNAV DA		600/40	381 (400-¾)			
LNAV MDA	600/24	381 (400-½)		600/50	381 (400-1)	
CIRCLING	700-1¼	479 (500-1¼)	700-1½	479 (500-1½)	800-2	579 (600-2)

# RNAV (GPS) RWY 28

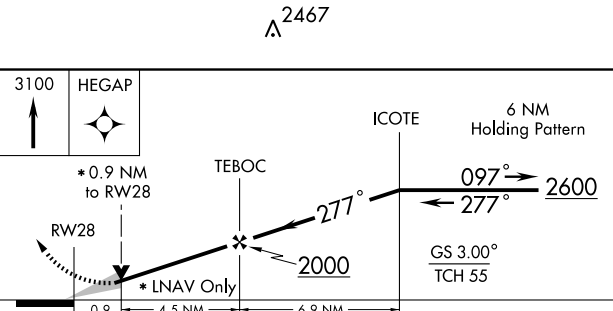
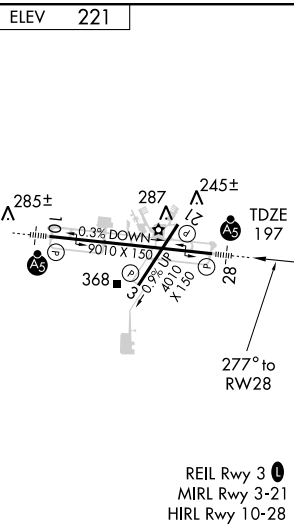
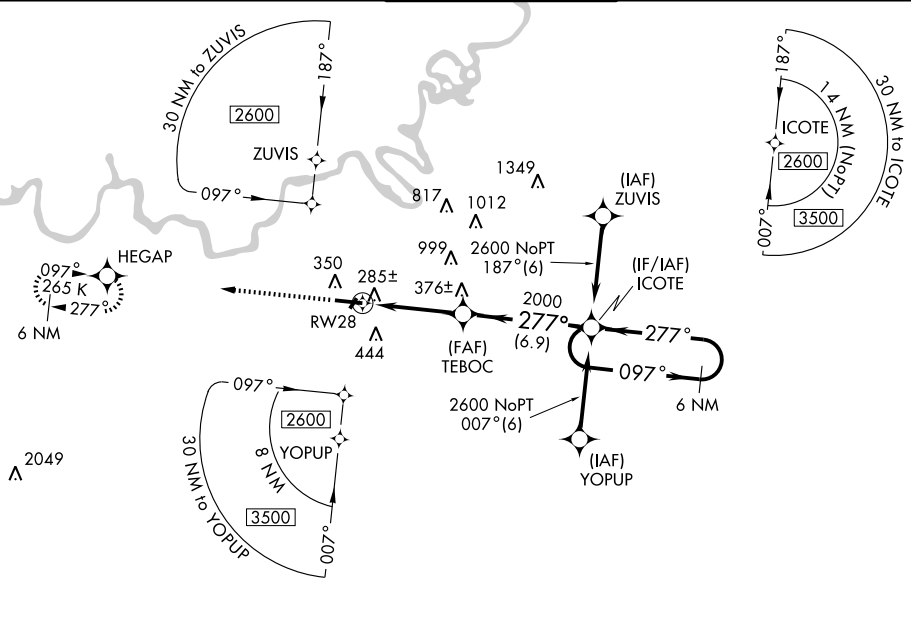
MONTGOMERY RGNL (DANNELLY FIELD) (MGM)

WAAS CH <b>56200</b> <b>W28A</b>	APP CRS <b>277°</b>	Rwy Idg TDZE Apt Elev	<b>9010</b> <b>197</b> <b>221</b>
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**T** GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15° C (5° F).  
**A** For inoperative DALSr, increase LPV Cat. E visibility to 1 and LNAV/VNAV Cat. E and LNAV Cat. D/E visibility to 1¼. Circling NA at night to Rwy 21.  
**ASR** Circling NA for Cat. E North of Rwy 10-28.

MALSr 	MISSED APPROACH: Climb to 3100 direct HEGAP and hold.
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ATIS <b>120.675</b>	MONTGOMERY APP CON * <b>121.2 380.225</b>	DANNELLY TOWER * <b>119.7(CTAF) 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>
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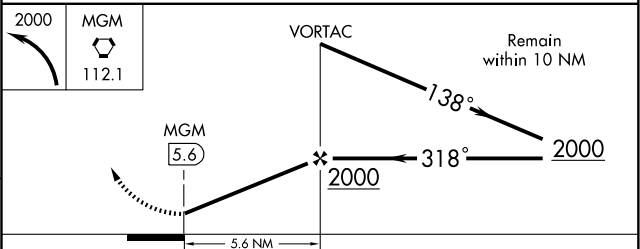
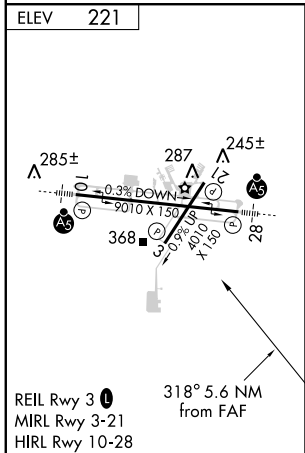
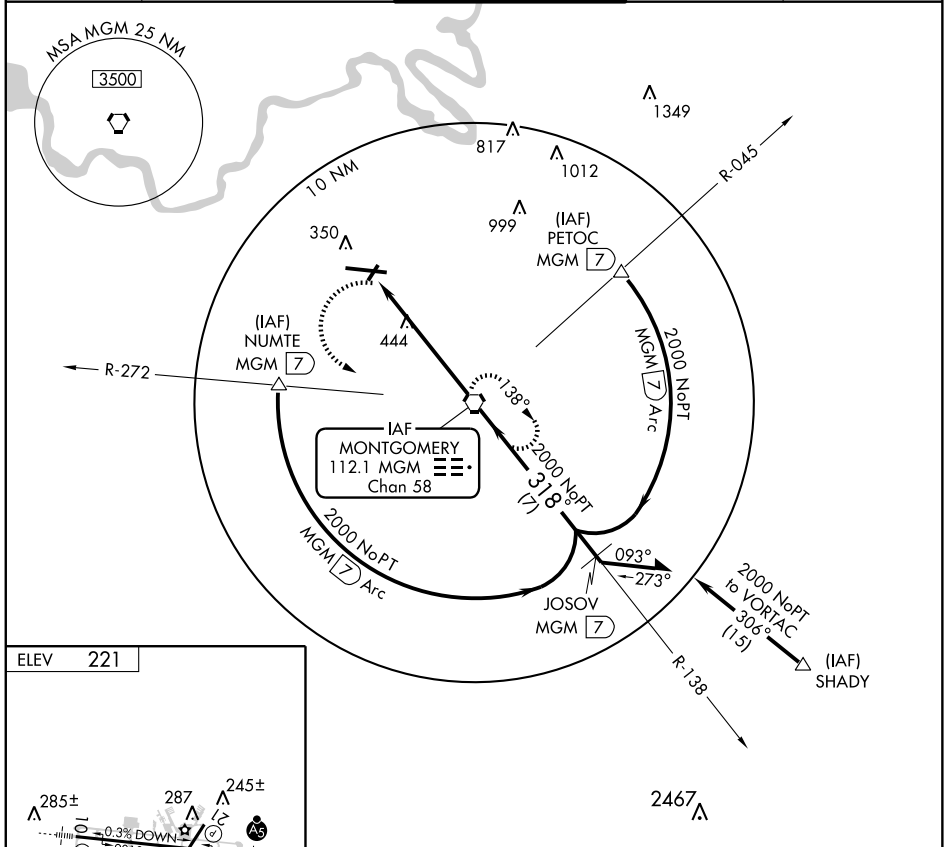
CATEGORY	A	B	C	D	E
LPV DA	500-½		303 (300-½)		
LNAV/VNAV DA	560-¾		363 (400-¾)		
LNAV MDA	580-½		383 (400-½)		580-1 383 (400-1)
CIRCLING	700-1¼ 479 (500-1¼)		700-1½ 479 (500-1½)		800-2 579 (600-2)

VORTAC MGM <b>112.1</b> Chan <b>58</b>	APP CRS <b>318°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>221</b>
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MISSED APPROACH: Climbing left turn to 2000 direct MGM VORTAC and hold.

ASR

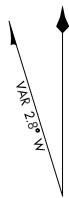
ATIS <b>120.675</b>	MONTGOMERY APP CON ★ <b>121.2 380.225</b>	DANNELLY TOWER ★ <b>119.7(CTAF) 360.85</b>	GND CON <b>121.7 348.6</b>	CLNC DEL <b>118.3 270.3</b>
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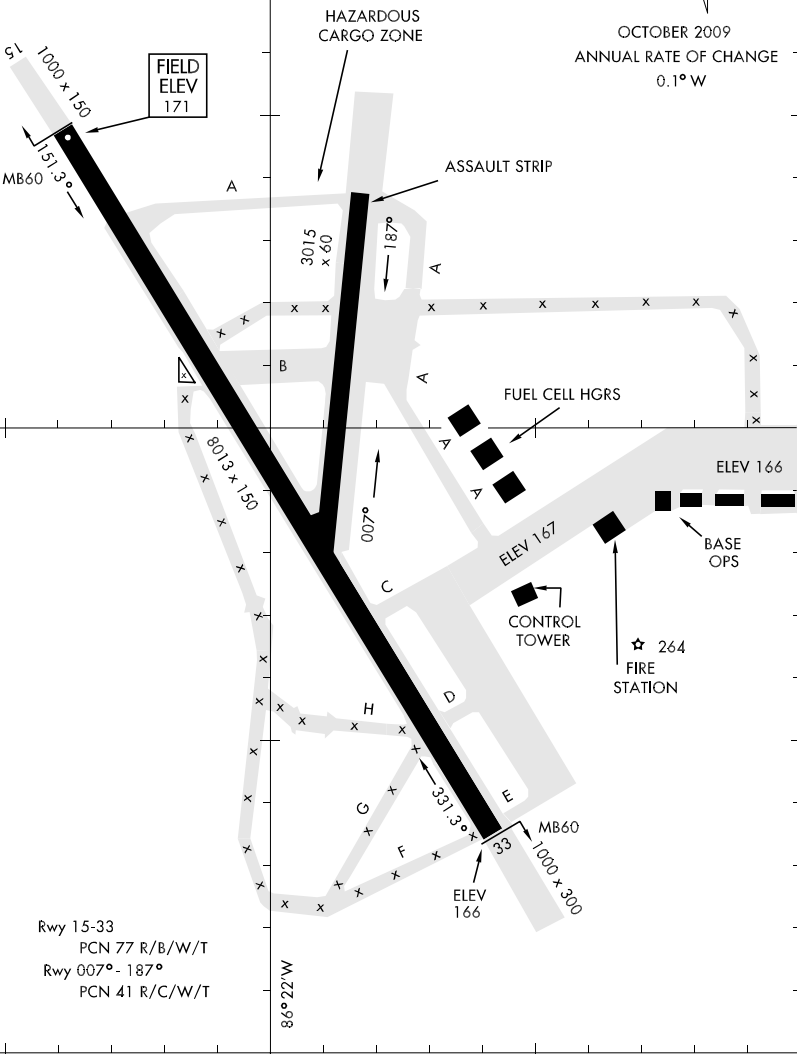
FAF to MAP 5.6 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	760-1 539 (600-1)		760-1½ 539 (600-1½)	800-2 579 (600-2)
Min:Sec	5:36	3:44	2:48	2:14	1:52					

ATIS ★  
134.7 269.9  
MAXWELL TOWER ★  
118.15 253.5  
GND CON  
127.15 289.4

32°24'N



OCTOBER 2009  
ANNUAL RATE OF CHANGE  
0.1° W



32°23'N

Rwy 15-33  
PCN 77 R/B/W/T  
Rwy 007° - 187°  
PCN 41 R/C/W/T

32°22'N

SE-4\_08 APR 2010 to 06 MAY 2010

LOC I-MXF <b>109.3</b>	APCH CRS <b>150°</b>	Rwy Idg <b>8013</b>
		TDZE <b>171</b>
		Arprt Elev <b>171</b>

AL-274 [USAF]

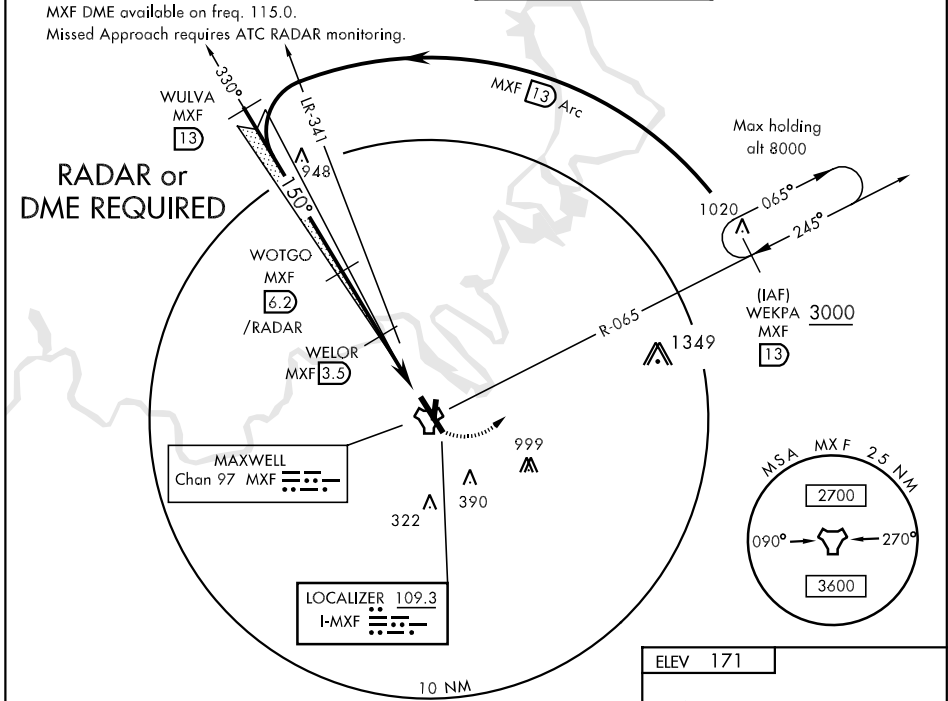
MAXWELL AFB (KMXF)

▼ \* When ALS inop, increase RVR to 40 and vis to ¾ mile.  
 \*\* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.  
 \*\*\* Circling not authorized E of Rwy 15-33.

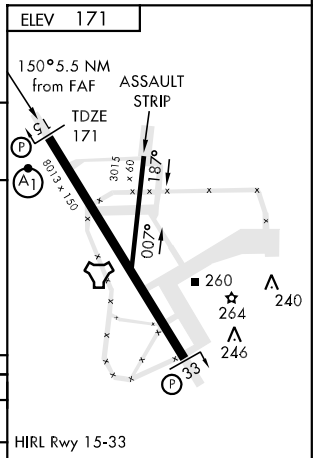
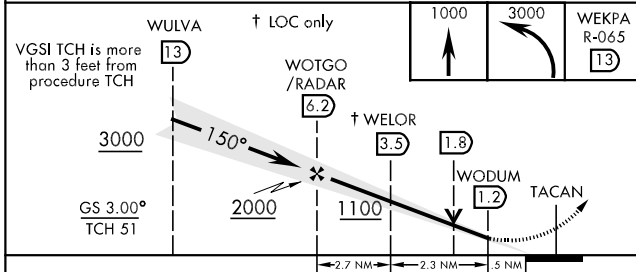


MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

ATIS * <b>134.7 269.9</b>	MONTGOMERY APP CON <b>121.2 380.225</b>	MAXWELL TOWER * <b>118.15 253.5</b>	GND CON <b>127.15 289.4</b>
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EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
S-ILS 15 *	371/24		200 (200-½)		
S-LOC 15 **	560/24	389 (400-½)	560/40	389 (400-¾)	
CIRCLING ***	680-1	509 (600-1)	680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A

HIRL Rwy 15-33

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

SE-4, 08 APR 2010 to 06 MAY 2010



TACAN MXF Chan 97	APCH CRS 158°	Rwy Idg 8013	TDZE 171	Arprt Elev 171
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AL-274 [USAF]

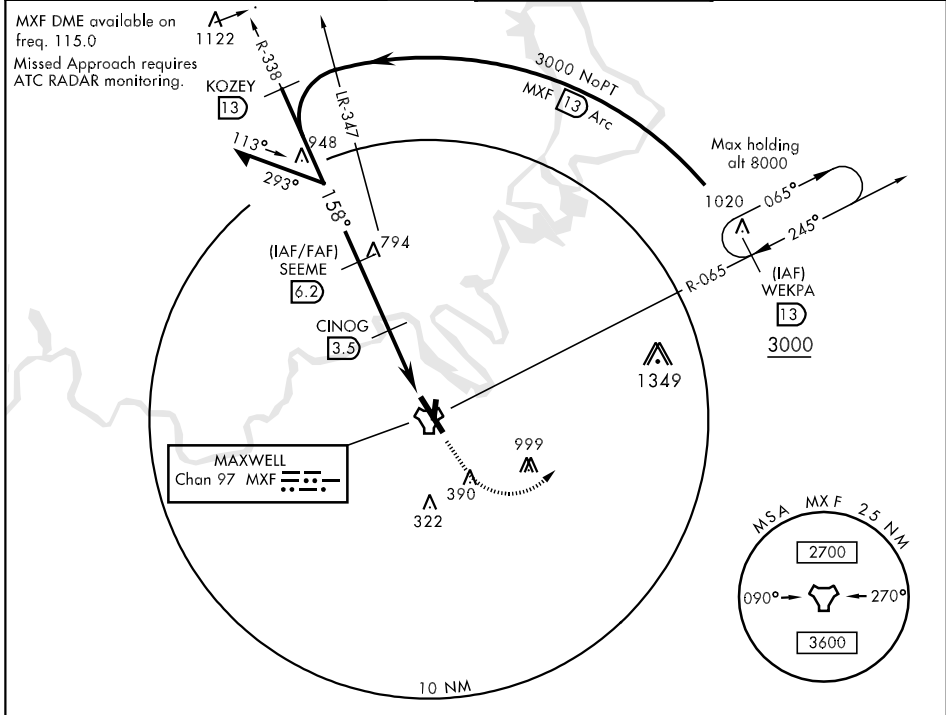
MAXWELL AFB (KMXF)

▼ \* When ALS inop, increase CAT ABC RVR to 50 and vis to 1 mile, CAT DE RVR to 60 and vis to 1¼ miles.  
\*\* Circling not authorized E of Rwy 15-33



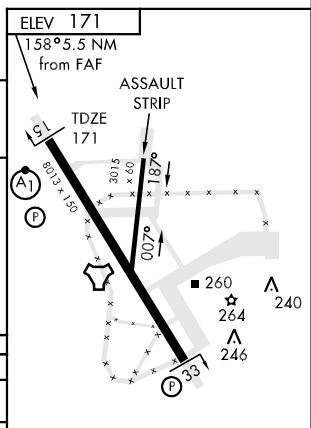
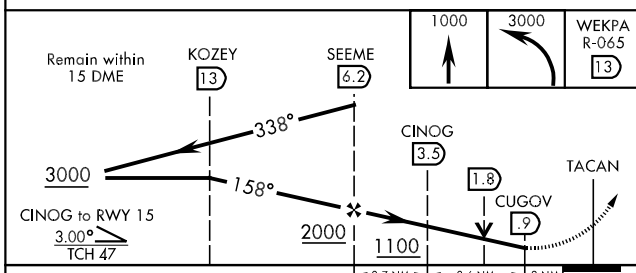
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct WEKPA and hold.

ATIS ★ 134.7 269.9	MONTGOMERY APP CON 121.2 380.225	MAXWELL TOWER ★ 118.15 253.5	GND CON 127.15 289.4
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SE-4, 08 APR 2010 to 06 MAY 2010

EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
S-15 *	560/24	389 (400-½)	560/40	389	(400-¾)
CIRCLING **	680-1	509 (600-1)	680-1½ 509 (600-1½)	740-2 569 (600-2)	N/A

TACAN MXF Chan **97** APCH CRS **323°** Rwy ldg TDZE **166** Arprt Elev **171**

AL-274 [USAF]

MAXWELL AFB (KMXF)

▼ \* Circling not authorized E of Rwy 15-33.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WEKPA and hold.

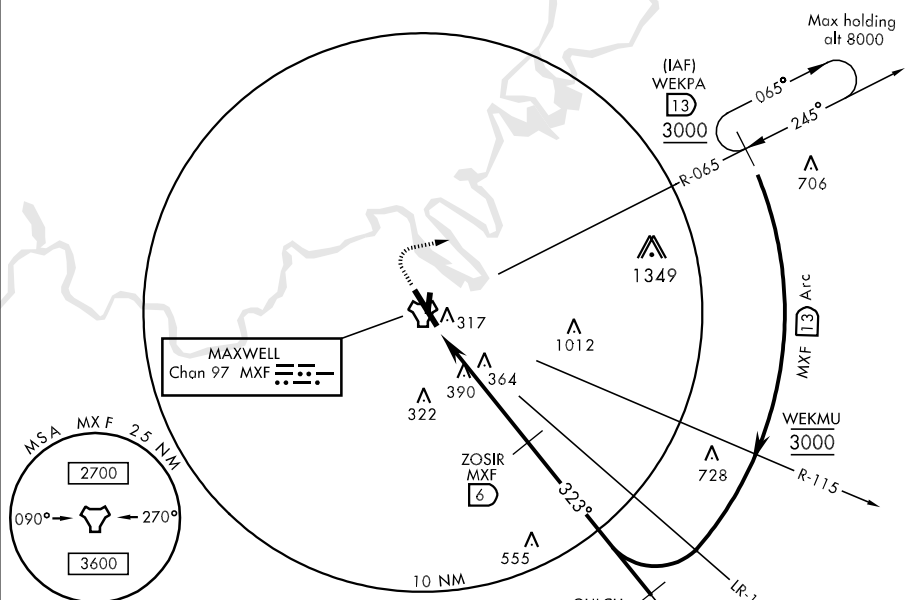
ATIS ★ **134.7 269.9**

MONTGOMERY APP CON **121.2 380.225**

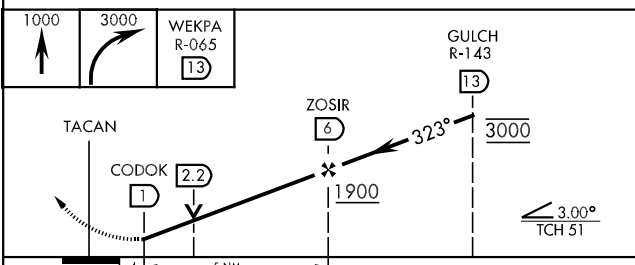
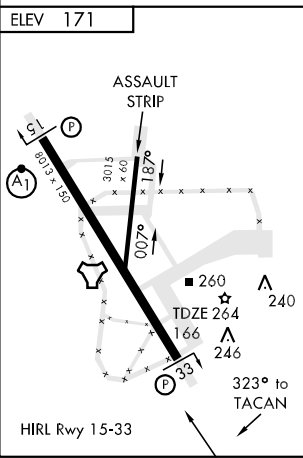
MAXWELL TOWER ★ **118.15 253.5**

GND CON **127.15 289.4**

MXF DME available on freq. 115.0.  
Missed Approach requires ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D	E
S-33	740-1	574 (600-1)	740-1½ 574 (600-1½)	740-1¾ 574 (600-1¾)	740-2 574 (600-2)
CIRCLING *	740-1	569 (600-1)	740-1½ 569 (600-1½)	740-2 569 (600-2)	N/A

SE-4, 08 APR 2010 to 06 MAY 2010

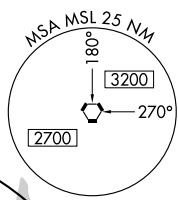
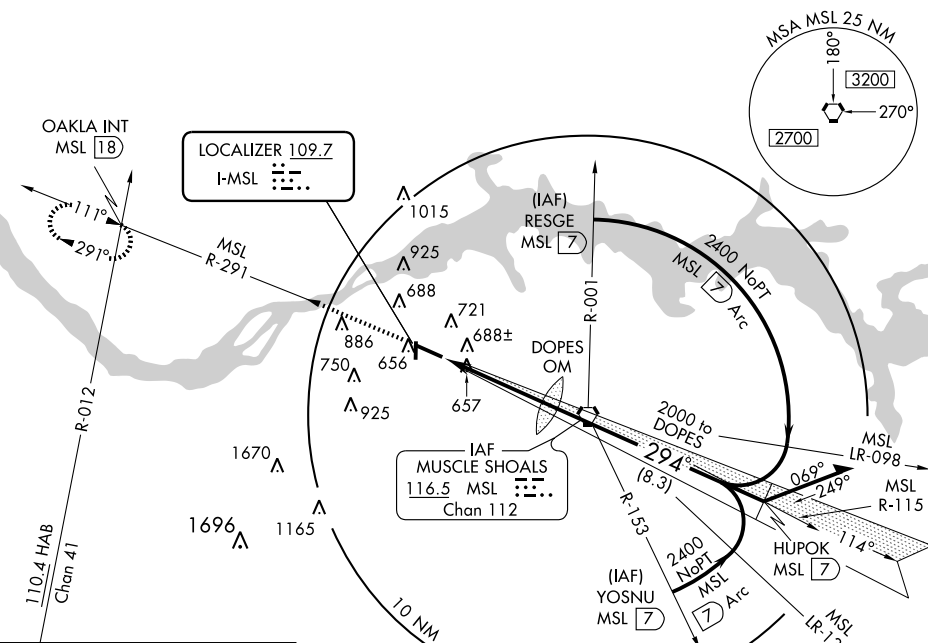
# I LS or LOC RWY 29

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

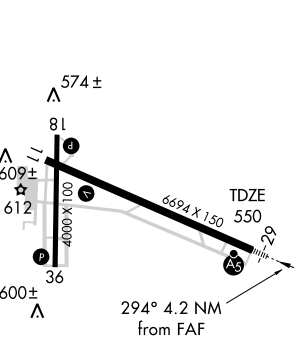
LOC I-MSL <b>109.7</b>	APP CRS <b>294°</b>	Rwy Idg 6694	TDZE 550
		Apt Elev 550	

**NA** Circling NA at night to Rwy 18. **MALS R** MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int and hold.

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>123.05</b> (CTAF) <b>Q</b>
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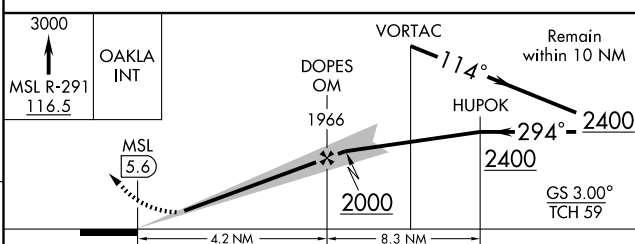
ELEV 550



REIL Rwy 11 **Q**  
MIRL Rwy 18-36 **Q**  
HIRL Rwy 11-29 **Q**

FAF to MAP 4.2 NM

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



CATEGORY	A	B	C	D
S-ILS 29	750-½ 200 (200-½)			
S-LOC 29	960-½	410 (500-½)	960-¾	410 (500-¾)
CIRCLING	1040-1	490 (500-1)	1040-1½	1100-2 490 (500-1½) 550 (600-2)

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 11

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

APP CRS <b>114°</b>	Rwy Idg TDZE Apt Elev	<b>6694</b> <b>544</b> <b>550</b>
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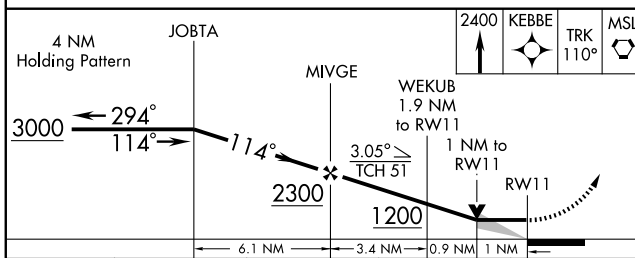
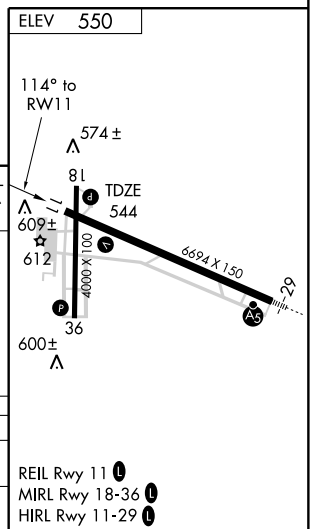
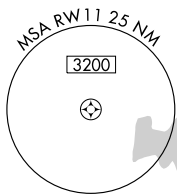
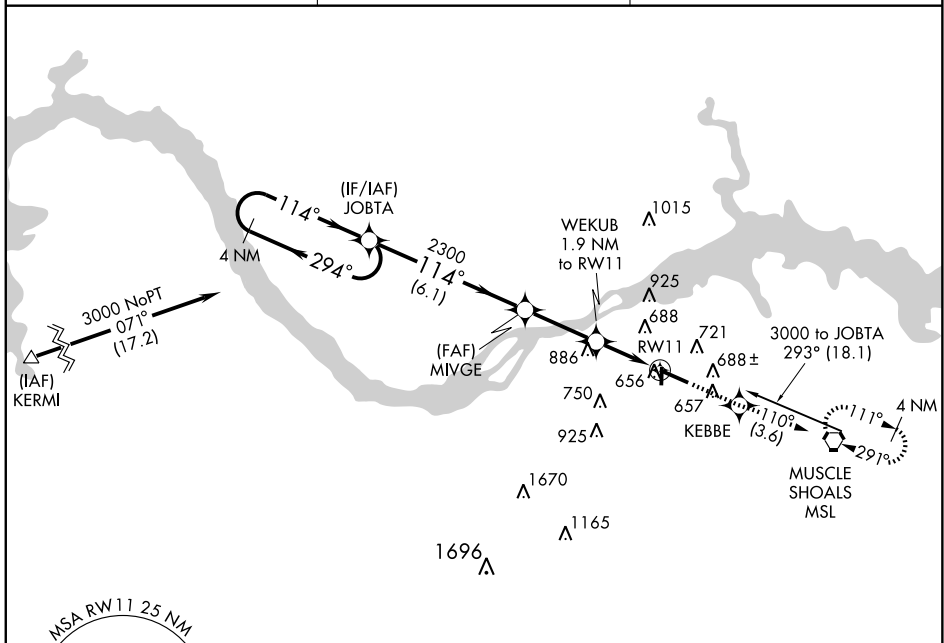
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.  
Circling NA at night to Rwy 18.

MISSED APPROACH: Climb to 2400 direct KEBBE WP and via 110° track to MSL VORTAC and hold.

ASOS  
**119.425**

MEMPHIS CENTER  
**120.8 307.0**

UNICOM  
**123.05** (CTAF) **Q**



CATEGORY	A	B	C	D
LNAV MDA	920-1 376 (400-1)			920-1¼ 376 (400-1¼)
CIRCLING	1040-1 490 (500-1)		1040-1½ 490 (500-1½)	1100-2 550 (600-2)

REIL Rwy 11 **Q**  
MIRL Rwy 18-36 **Q**  
HIRL Rwy 11-29 **Q**

# RNAV (GPS) RWY 18

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

APP CRS	Rwy Idg	<b>4000</b>
<b>181°</b>	TDZE	<b>547</b>
	Apt Elev	<b>550</b>

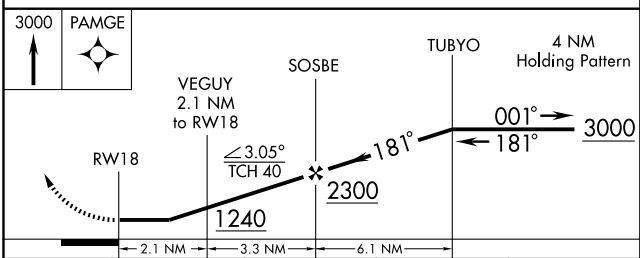
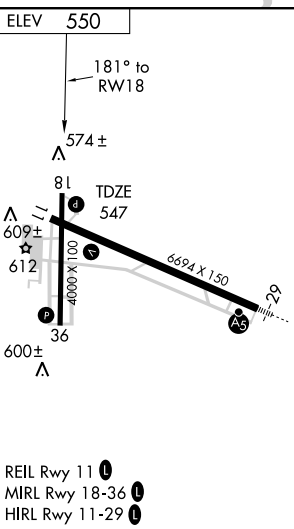
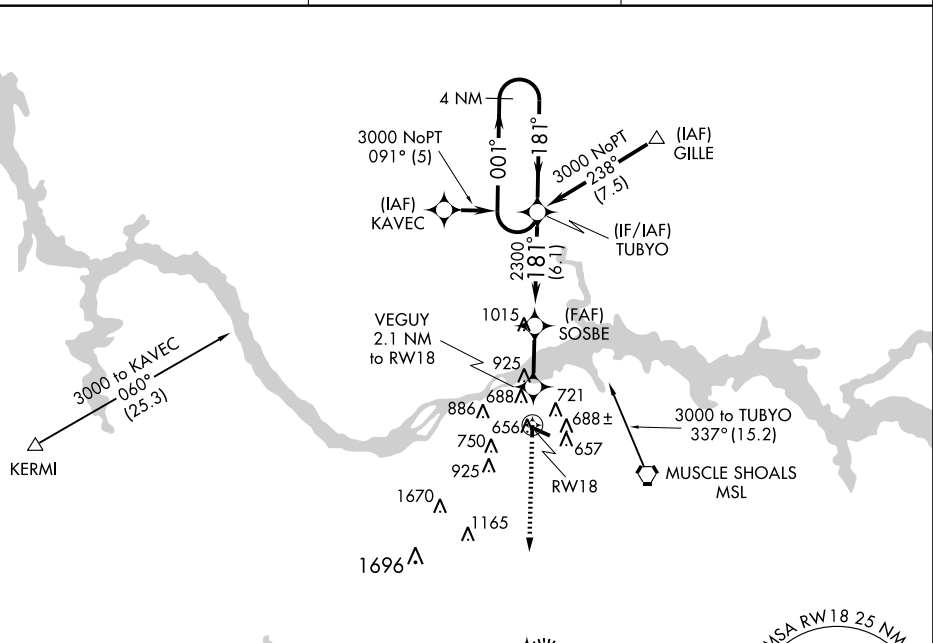
**NA** GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PAMGE WP and hold.

ASOS  
**119.425**

MEMPHIS CENTER  
**120.8 307.0**

UNICOM  
**123.05** (CTAF) **Q**



CATEGORY	A	B	C	D
LNAV MDA	940-1 393 (400-1)			940-1½ 393 (400-1½)
CIRCLING	1040-1	490 (500-1)	1040-1½ 490 (500-1½)	1100-2 550 (600-2)

REIL Rwy 11 **Q**  
MIRL Rwy 18-36 **Q**  
HIRL Rwy 11-29 **Q**

# RNAV (GPS) RWY 29


MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

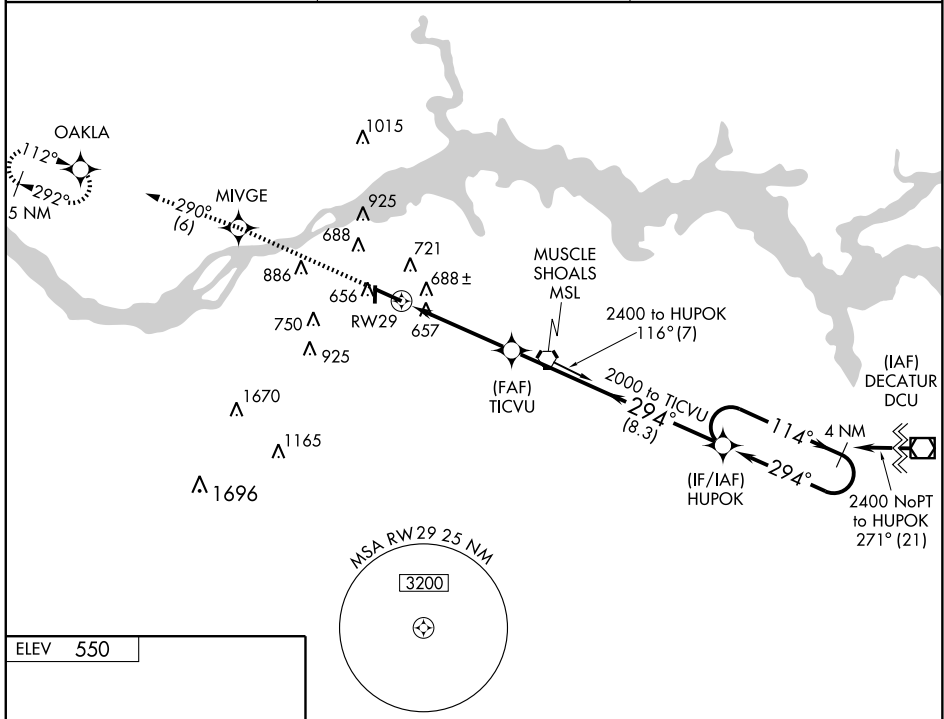
WAAS CH <b>40000</b> <b>W29A</b>	APP CRS <b>294°</b>	Rwy Idg TDZE Apt Elev	<b>6694</b> <b>550</b> <b>550</b>
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GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F). Circling NA at night to Rwy 18. For inoperative MALS, increase LNAV Cat D visibility to 1/4.

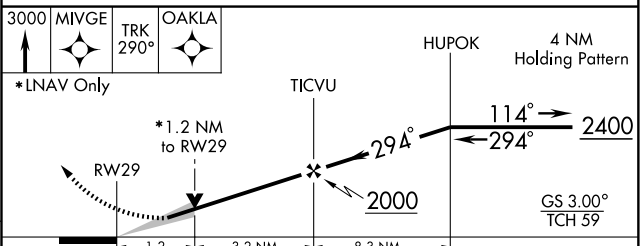
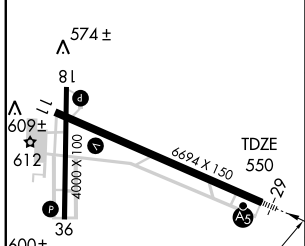
MALS  


MISSED APPROACH: Climb to 3000 direct MIVGE and via 290° track to OAKLA and hold.

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>123.05 (CTAF)</b> 
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ELEV 550
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CATEGORY	A	B	C	D
LPV DA		800-1/2	250 (300-1/2)	
LNAV/VNAV DA		980-1	430 (500-1)	
LNAV MDA	980-1/2	430 (500-1/2)	980-3/4 430 (500-3/4)	980-1 430 (500-1)
CIRCLING		1040-1 1/2	490 (500-1/2)	1100-2 550 (600-2)

REIL Rwy 11   
 MIRL Rwy 18-36   
 HIRL Rwy 11-29 

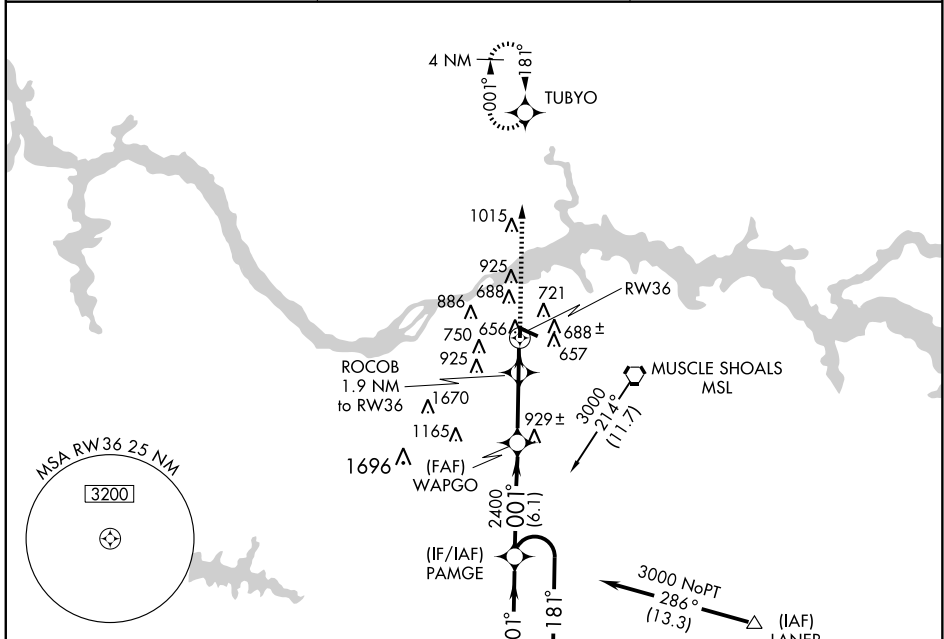
# RNAV (GPS) RWY 36

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

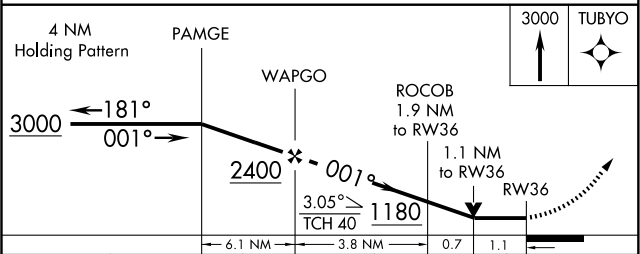
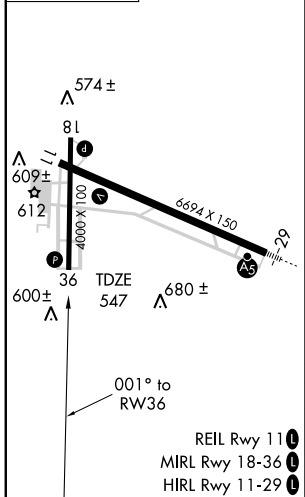
APP CRS <b>001°</b>	Rwy Idg TDZE Apt Elev	<b>4000</b> <b>547</b> <b>550</b>
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<p>▼ ▲NA</p> <p>Visibility reduction by helicopters NA. DME/DME RNP-0.3 NA. Circling NA at night to Rwy 18.</p>	<p>MISSED APPROACH: Climb to 3000 direct TUBYO WP and hold.</p>
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ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>123.05</b> (CTAF) <b>Q</b>
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ELEV 550
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CATEGORY	A	B	C	D
LNAV MDA	940-1 393 (400-1)			940-1¼ 393 (400-1¼)
CIRCLING	1040-1	490 (500-1)	1040-1½ 490 (500-1½)	1100-2 550 (600-2)

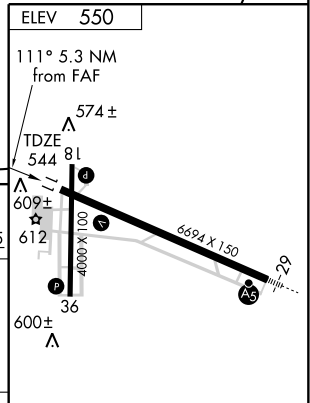
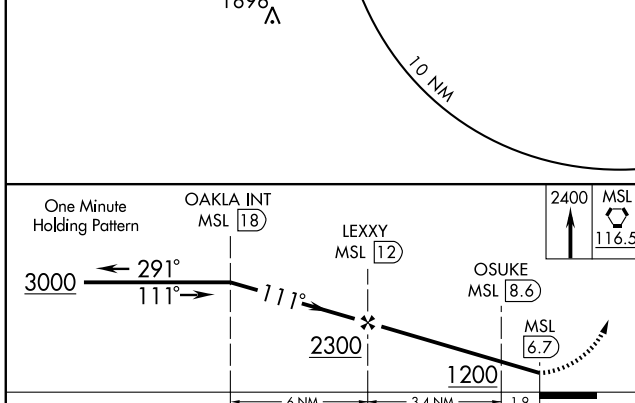
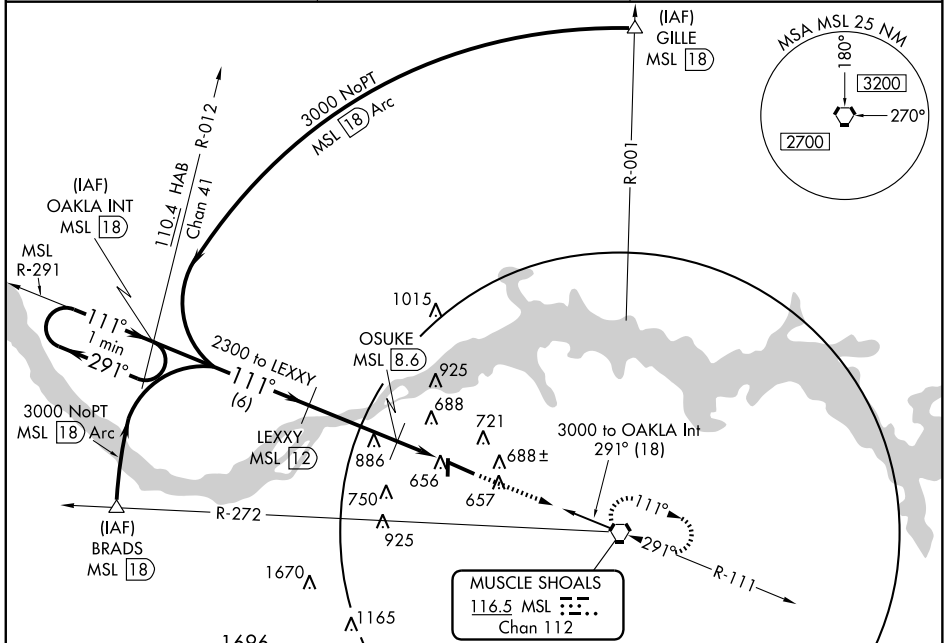
# VOR/DME RWY 11

MUSCLE SHOALS/NORTHWEST ALABAMA RGNL (MSL)

VORTAC MSL <b>116.5</b> Chan <b>112</b>	APP CRS <b>111°</b>	Rwy Idg TDZE Apt Elev <b>6694</b> <b>544</b> <b>550</b>
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**NA** Circling NA at night to Rwy 18. MISSED APPROACH: Climb to 2400 direct MSL VORTAC and hold.

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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CATEGORY	A	B	C	D
S-11	940-1	396 (400-1)		940-1¼ 396 (400-1¼)
CIRCLING	1040-1	490 (500-1)	1040-1½ 490 (500-1½)	1100-2 550 (600-2)

REIL Rwy 11 **1**  
MIRL Rwy 18-36 **1**  
HIRL Rwy 11-29 **1**



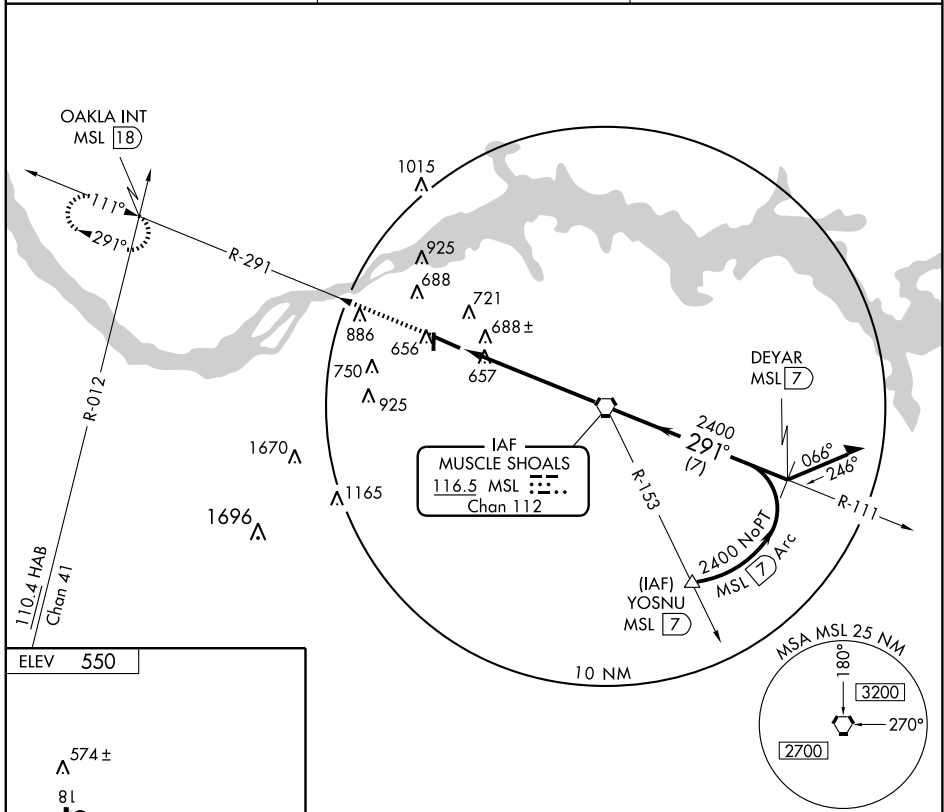
VORTAC MSL <b>116.5</b> Chan <b>112</b>	APP CRS <b>291°</b>	Rwy Idg TDZE Apt Elev	<b>6694</b> <b>550</b> <b>550</b>
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▼ For inoperative MALSRL, increase S-29 Cat. D visibility to 1¼.  
▲ NA Circling NA at night to Rwy 18.

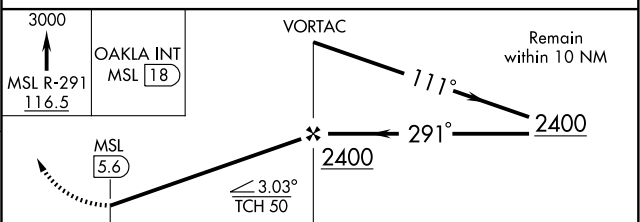
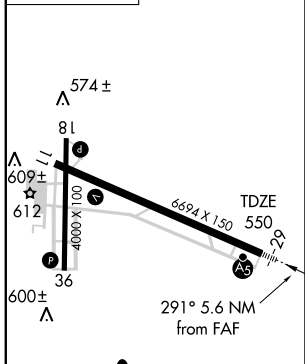


MISSED APPROACH: Climb to 3000 via MSL R-291 to OAKLA Int/MSL 18 DME and hold.

ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>123.05</b> (CTAF) <b>1</b>
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ELEV	550
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FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-29	960-½	410 (500-½)	960-¾ 410 (500-¾)	960-1 410 (500-1)
CIRCLING	1040-1	490 (500-1)	1040-1½ 490 (500-1½)	1100-2 550 (600-2)

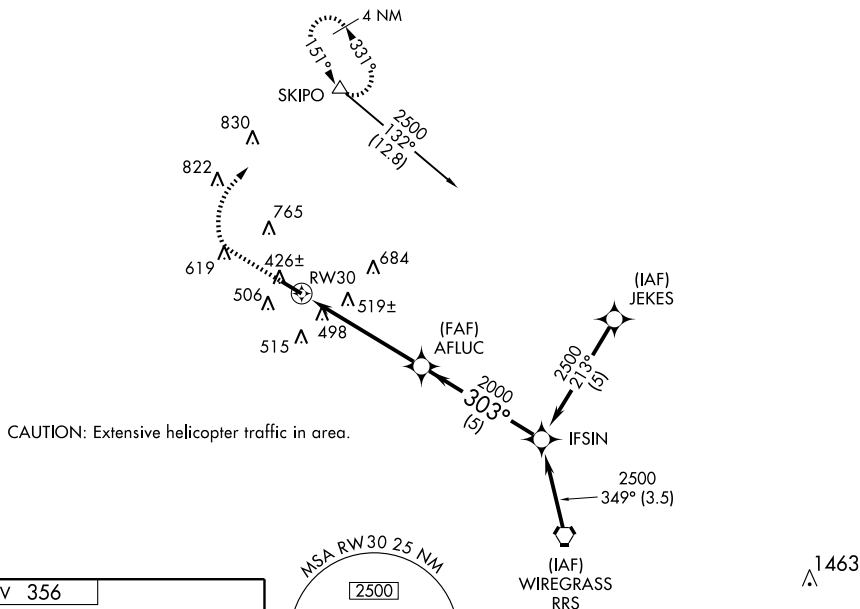
APP CRS <b>303°</b>	Rwy Idg TDZE Apt Elev	<b>5152</b> <b>353</b> <b>356</b>
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**NA** Use Cairns AAF (Fort Rucker) altimeter setting.

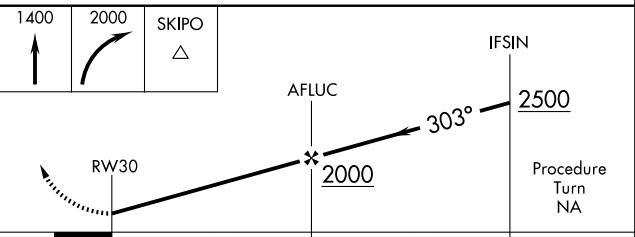
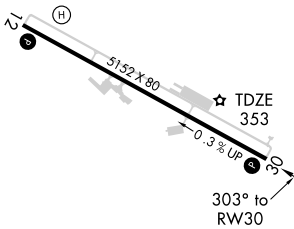
**MISSED APPROACH:** Climb to 1400 then climbing right turn to 2000 direct SKIPO WP and hold.

CAIRNS APP CON ★  
**125.4 327.125**

UNICOM  
**122.7 (CTAF)**



ELEV 356



CATEGORY	A	B	C	D
S-30	820-1 467 (500-1)		820-1¼ 467 (500-1¼)	NA
CIRCLING	940-1 584 (600-1)		960-1¾ 604 (700-1¾)	NA

REIL Rwy 12  
MIRL Rwy 12-30

SE-4, 08 APR 2010 to 06 MAY 2010

# VOR RWY 30

OZARK / BLACKWELL FIELD (71J)

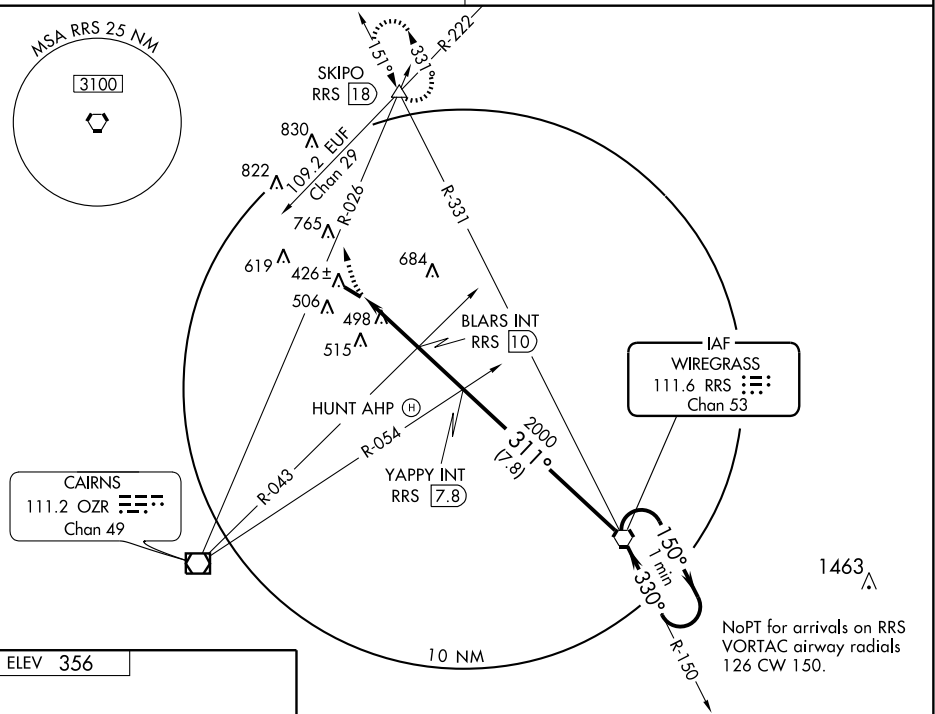
VORTAC RRS <b>111.6</b> Chan <b>53</b>	APP CRS <b>311°</b>	Rwy Idg TDZE Apt Elev	<b>5152</b> <b>354</b> <b>356</b>
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▼ Use Cairns altimeter setting.  
 ▲ NA CAUTION: Extensive helicopter traffic in area.

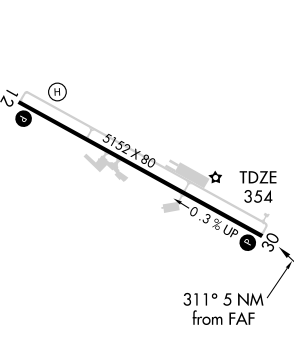
MISSED APPROACH: Climbing right turn to 2000 via OZR R-021 to SKIPO Int and hold.

CAIRNS APP CON ★  
**125.4 327.125**

UNICOM  
**122.7 (CTAF)** **0**



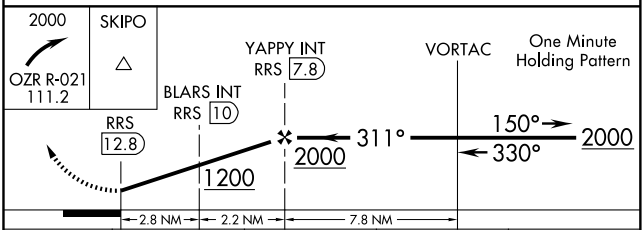
ELEV 356
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REIL Rwy 12  
MIRL Rwy 12-30 **0**

FAF to MAP 5 NM

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



CATEGORY	A	B	C	D
S-30	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
CIRCLING	1200-1 846 (900-1)	1200-1¼ 846 (900-1¼)	1200-2½ 846 (900-2½)	NA
BLARS FIX MINIMA				
S-30	800-1	446 (500-1)	800-1¼ 446 (500-1¼)	NA
CIRCLING	880-1	526 (600-1)	920-1½ 566 (600-1½)	NA

APP CRS	Rwy Idg	<b>4951</b>
<b>025°</b>	TDZE	<b>483</b>
	Apt Elev	<b>485</b>

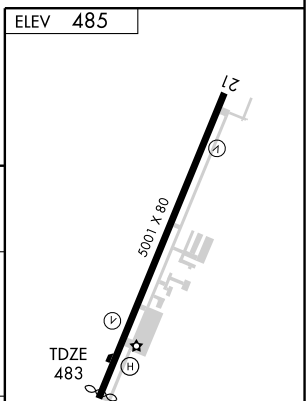
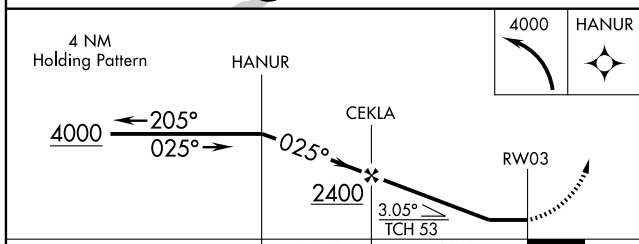
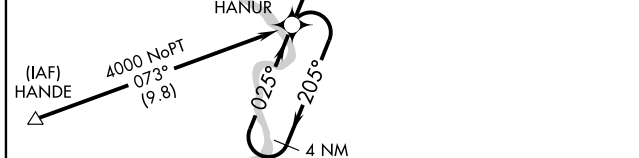
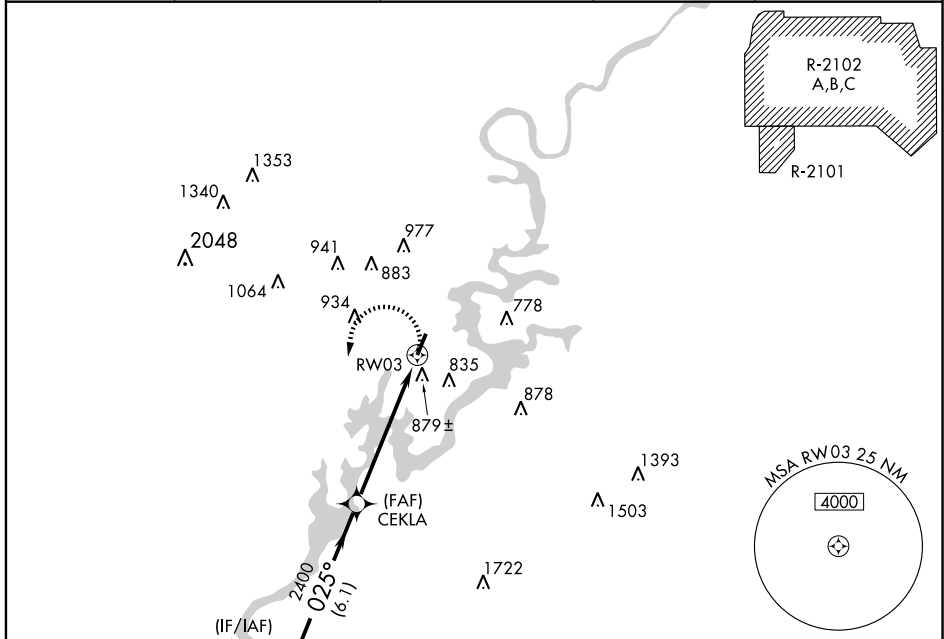
# RNAV (GPS) RWY 3

PELL CITY/ST CLAIR COUNTY (PLR)

**NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Annonin altimeter setting and increase all MDA 80 feet. Increase LNAV Cat C/D and Circling Cats B/C/D, visibility ¼ mile.

**MISSED APPROACH:** Climbing left turn to 4000 direct HANUR and hold, continue climb-in-hold to 4000.

AWOS-3 <b>119.625</b>	TALLADEGA AWOS-3 <b>118.425</b>	BIRMINGHAM APP CON <b>123.8 381.5</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b>
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CATEGORY	A	B	C	D
LNAV MDA	1140-1	657 (700-1)	1140-1¾ 657 (700-1¾)	1140-2 657 (700-2)
CIRCLING	1180-1	695 (700-1)	1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)

MRL Rwy 3-21

SE-4, 08 APR 2010 to 06 MAY 2010

WAAS CH <b>78304</b> W21A	APP CRS <b>205°</b>	Rwy Idg TDZE Apt Elev	<b>5001</b> <b>485</b> <b>485</b>
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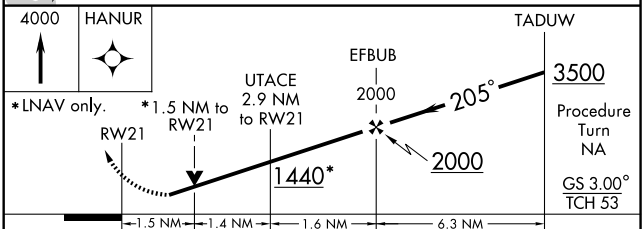
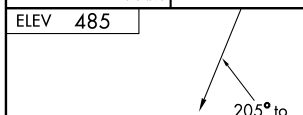
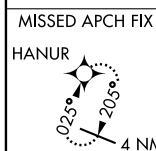
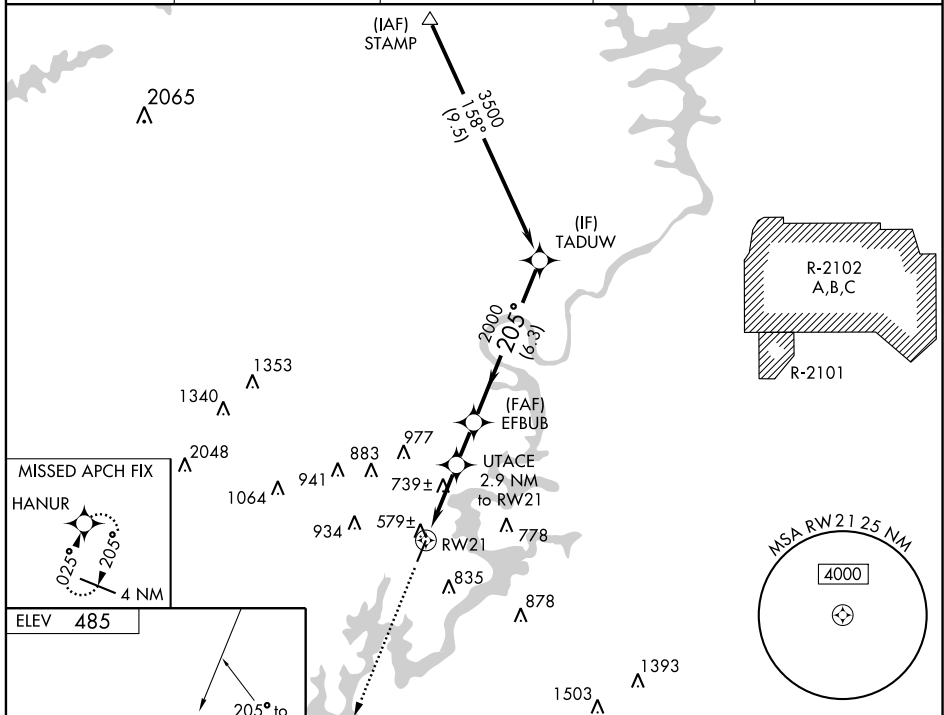
# RNAV (GPS) RWY 21

PELL CITY / ST CLAIR COUNTY (PLR)

**⚠** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV and LNAV/VNAV DA 64 feet and all MDA 80 feet. Increase LPV and LNAV/VNAV all Cats, and Circling Cats B/C/D visibility ¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). Baro-VNAV and VDP NA when using Anniston altimeter setting.

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

AWOS-3 <b>119.625</b>	TALLADEGA AWOS-3 <b>118.425</b>	BIRMINGHAM APP CON <b>123.8 381.5</b>	GCO <b>121.725</b>	UNICOM <b>123.05</b> (CTAF) <b>①</b>
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CATEGORY	A		B	C	D
LPV DA	787-1		302 (400-1)		
LNAV/VNAV DA	945-1½		460 (500-1½)		
LNAV MDA	1000-1	515 (600-1)	1000-1½ 515 (600-1½)	1000-1¾ 515 (600-1¾)	1000-1¾ 515 (600-1¾)
CIRCLING	1180-1	695 (700-1)	1180-2 695 (700-2)	1180-2¼ 695 (700-2¼)	1180-2¼ 695 (700-2¼)

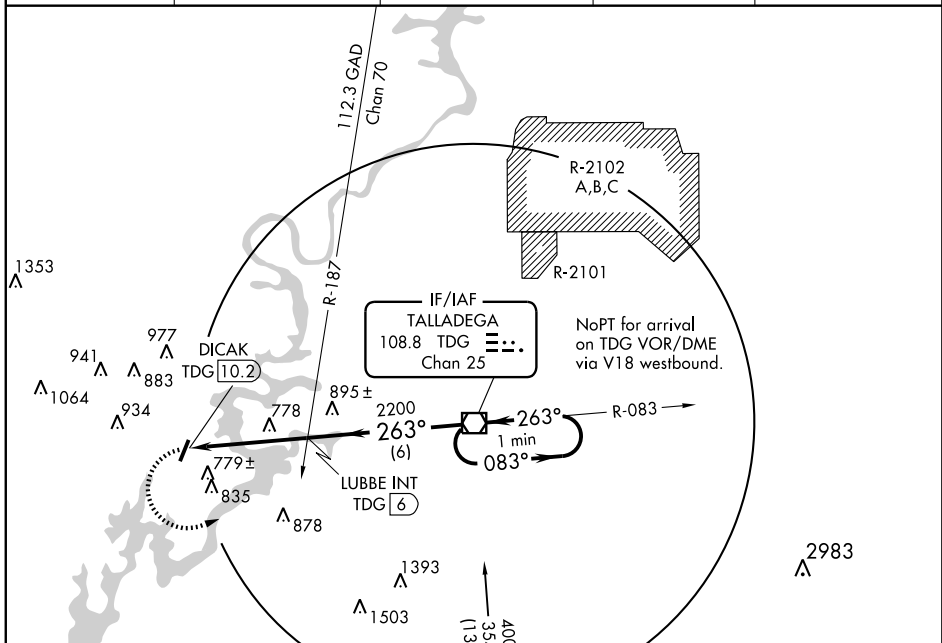
MIRL Rwy 3-21 **①**

VOR/DME TDG <b>108.8</b> Chan <b>25</b>	APP CRS <b>263°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>485</b>
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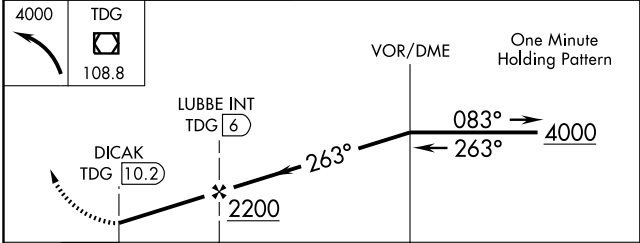
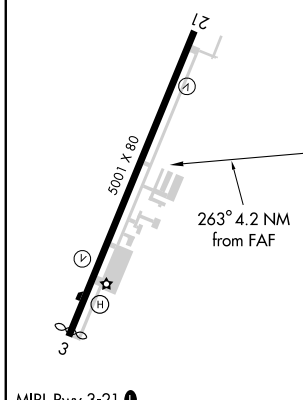
**NA** When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 80 feet, and Circling Cats B/C/D visibility ¼ mile. Dual VOR or DME Required.

**MISSED APPROACH:** Climbing left turn to 4000 direct TDG VOR/DME and hold, continue climb-in-hold to 4000.

AWOS-3 <b>119.625</b>	TALLADEGA AWOS-3 <b>118.425</b>	BIRMINGHAM APP CON <b>123.8 381.5</b>	GCO <b>121.725</b>	UNICOM <b>123.05 (CTAF)</b>
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ELEV **485**



FAF to MAP 4.2 NM					CATEGORY	A	B	C	D
Knots	60	90	120	150	180	1180-1		1180-2	1180-2¼
Min:Sec	4:12	2:48	2:06	1:41	1:24	695 (700-1)		695 (700-2)	695 (700-2¼)
CIRCLING					1180-1		695 (700-1)		695 (700-2)

# RNAV (GPS) RWY 9

PRATTVILLE-GROUBY FIELD (1A9)

APP CRS <b>089°</b>	Rwy Idg <b>5400</b>
	TDZE <b>225</b>
	Apt Elev <b>225</b>

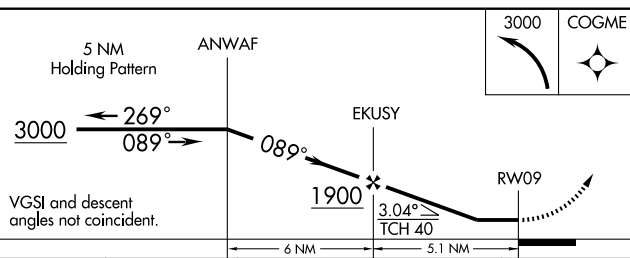
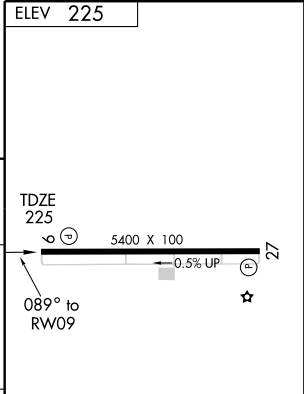
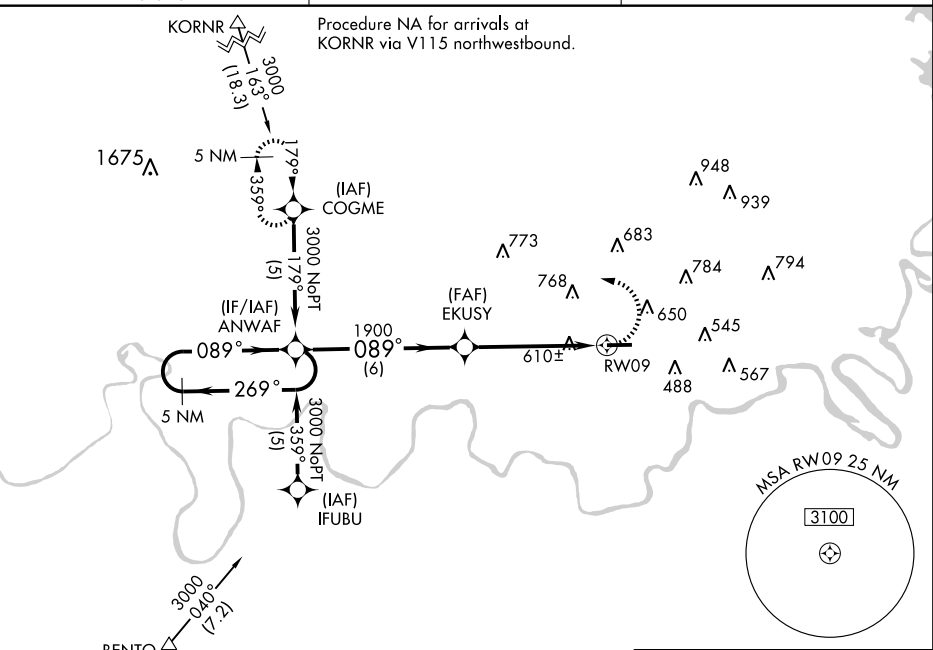
**NA** Use Montgomery altimeter setting.  
DME/DME RNP-0.3 NA.

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

**MONTGOMERY ASOS**  
**120.675**

**MONTGOMERY APP CON ★**  
**121.2 380.225**

**UNICOM**  
**122.8 (CTAF) 0**



CATEGORY	A	B	C	D
LNAV MDA	900-1	675 (700-1)	900-2 675 (700-1)	NA
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)	NA

SE-4, 08 APR 2010 to 06 MAY 2010

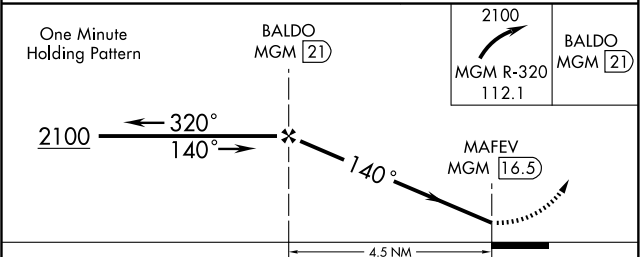
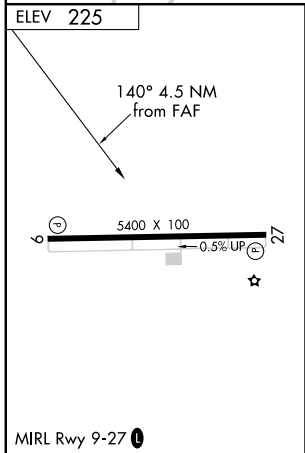
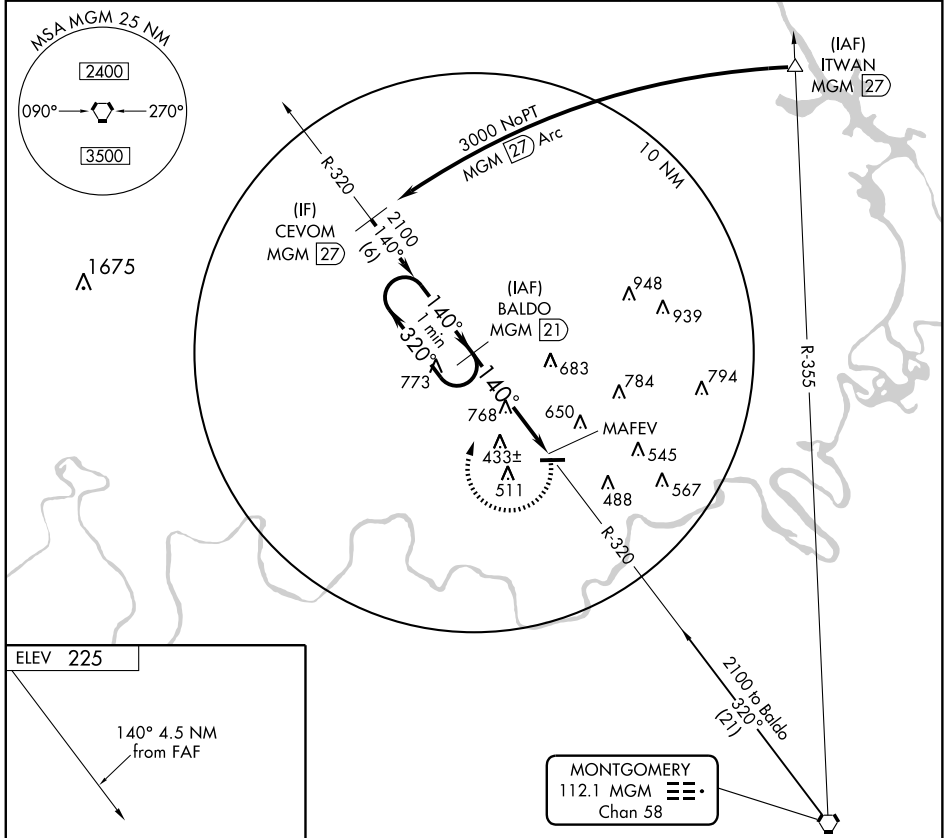
# VOR/DME-A

PRATTVILLE-GROUBY FIELD (1A9)

VORTAC MGM <b>112.1</b> Chan <b>58</b>	APP CRS <b>140°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>225</b>
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**▼** Use Montgomery altimeter setting; if not received, use Alexander City altimeter setting and increase all MDAs 140 feet.  
**▲ NA** MISSED APPROACH: Climbing right turn to 2100 via MGM VORTAC R-320 to BALDO/21 DME and hold.

MONTGOMERY ASOS <b>120.675</b>	MONTGOMERY APP CON ★ <b>121.2 380.225</b>	UNICOM <b>122.8 (CTAF) 0</b>
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MIRL Rwy 9-27 0	CATEGORY	A	B	C	D
Knots	60	90	120	150	180
Min:Sec					
CIRCLING	1060-1 835 (900-1)	1060-1¼ 835 (900-1¼)	1060-2½ 835 (900-2½)		NA



# AIRPORT DIAGRAM

AFD-703 [USA]

REDSTONE ARSENAL, ALABAMA

REDSTONE TOWER  
126.95 (CTAF) 290.275

AUGUST 2009  
ANNUAL RATE OF CHANGE  
0.1° W

FIELD  
ELEV  
685

Z1

0.4% DOWN

171.5°

VAR 2.1° W

34° 41' N

SE-4, 08 APR 2010 to 06 MAY 2010

Rwy 17-35 PCN 43 R/B/W/T

7300 x 150

HANGAR

TANK

NORTH RAMP

FUEL PITS

2

HANGAR

OPERATIONS

CONTROL TOWER  
694

HANGAR

SOUTH RAMP

R & D RAMP

R & D HANGAR

FLYING  
ACTIVITY  
RAMP

351.5°

35

ELEV  
655

86° 14' 08"

34° 40' N

# AIRPORT DIAGRAM

REDSTONE ARSENAL, ALABAMA

NDB HUA **287** APCH CRS **183°** Rwy Idg **7300**  
 TDZE **684**  
 Arprt Elev **684**

AL-703 [USA]

REDSTONE AAF (KHUA)

▲ NA \* When ALS inop, increase CAT BCD vis ¼ mile.  
 \*\* When ALS inop, increase CAT CD vis ¼ mile.  
 ▼ \*\*\* Circling not authorized E of Rwy 17-35.

SALS

MISSED APPROACH: Climbing right turn to 3000 direct RQZ VORTAC and hold.

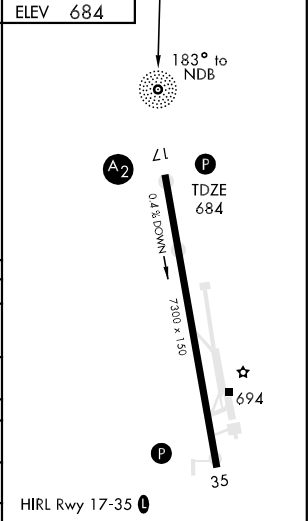
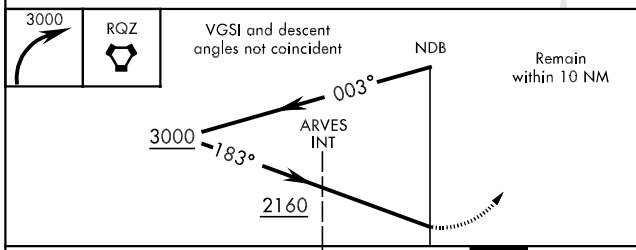
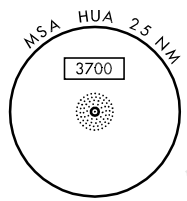
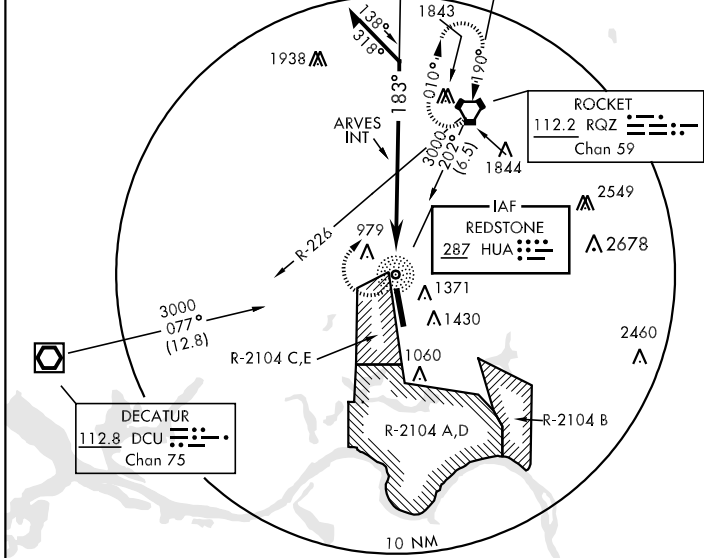
HUNTSVILLE APP CON  
**E 125.6 354.1 W 118.05 239.0**

REDSTONE TOWER ★  
**126.95 (CTAF) 0 290.275**

ASR/PAR

When local altimeter not received, use HSV INTL altimeter and increase all MDAS 20' and S-17 ARVES fix minimums CAT CD vis ¼ mile.  
 Inoperative Table does not apply.

Visibility reduction by helicopters NA.



CATEGORY	A	B	C	D
S-17*	2160-1¼	1476 (1500-1¼)	2160-2¾	1476 (1500-2¾)
CIRCLING***	2160-1¼ 1476 (1500-1¼)	2160-1½ 1476 (1500-1½)	2160-3	1476 (1500-3)
ARVES FIX MINIMUMS				
S-17**	1280-1	596 (600-1)	1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)
CIRCLING***	1280-1	596 (600-1)	1280-1½ 596 (600-1½)	1280-2 596 (600-2)
S-PAR 17	950-1	266	(300-1)	GS 3.0°

SE-4, 08 APR 2010 to 06 MAY 2010

APCH CRS **169°** Rwy Idg **7300**  
 TDZE **684**  
 Arpt Elev **684**

AL-703 [USA]

REDSTONE AAF (KHUA)

▲ NA \* When ALS inop, increase CAT CDE vis ¼ mile.  
 ▼ \*\* Circling not authorized E of Rwy 17-35.

SALS  


MISSED APPROACH: Climb to 3000 direct FASOV and hold.

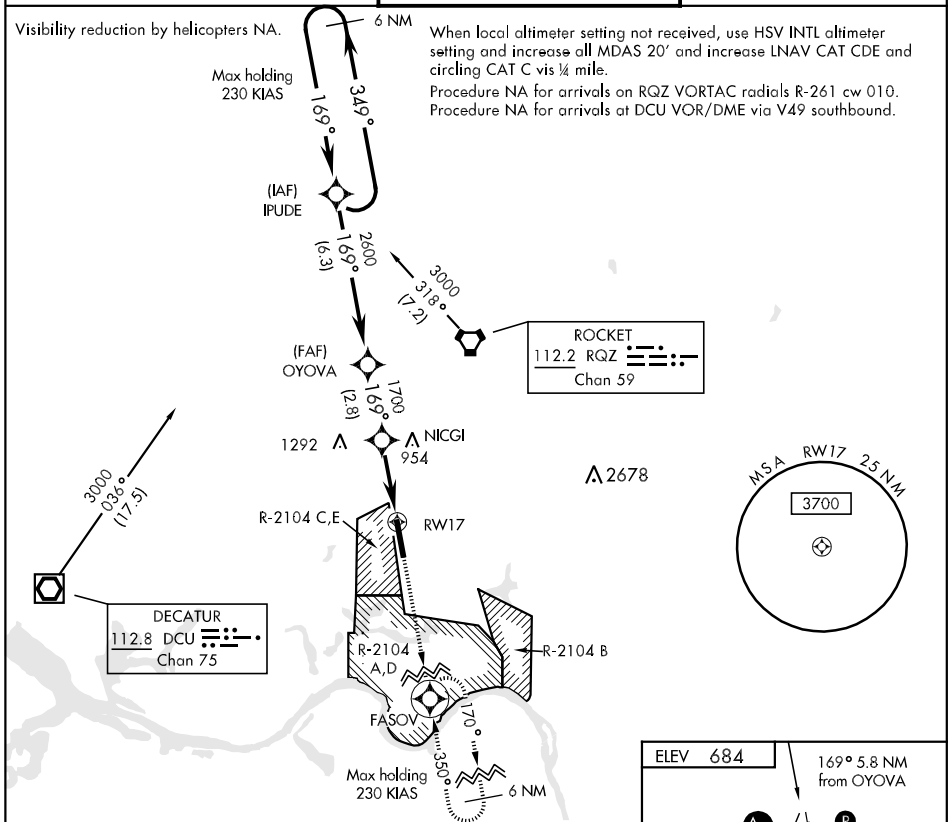
HUNTSVILLE APP CON  
**E 125.6 354.1 W 118.05 239.0**

REDSTONE TOWER \*  
**126.95 (CTAF) 0 290.275**

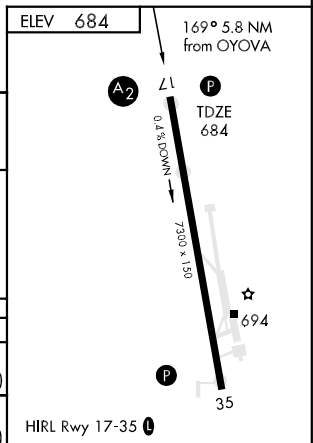
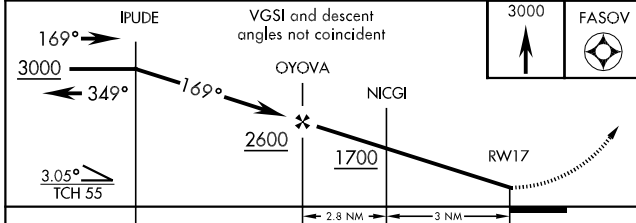
ASR/PAR

Visibility reduction by helicopters NA.

When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20' and increase LNAV CAT CDE and circling CAT C vis ¼ mile.  
 Procedure NA for arrivals on RQZ VORTAC radials R-261 cw 010.  
 Procedure NA for arrivals at DCU VOR/DME via V49 southbound.



SE-4, 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D	E
LNAV MDA *	1280-1	596 (600-1)	1280-1¼ 596 (600-1¼)	1280-1½ 596 (600-1½)	1280-1¾ 596 (600-1¾)
CIRCLING **	1280-1	596 (600-1)	1280-1½ 596 (600-1½)	1280-2 596 (600-2)	1600-3 916 (1000-3)

APCH CRS **349°** Rwy Idg **7300**  
 TDZE **657**  
 Arpt Elev **684**

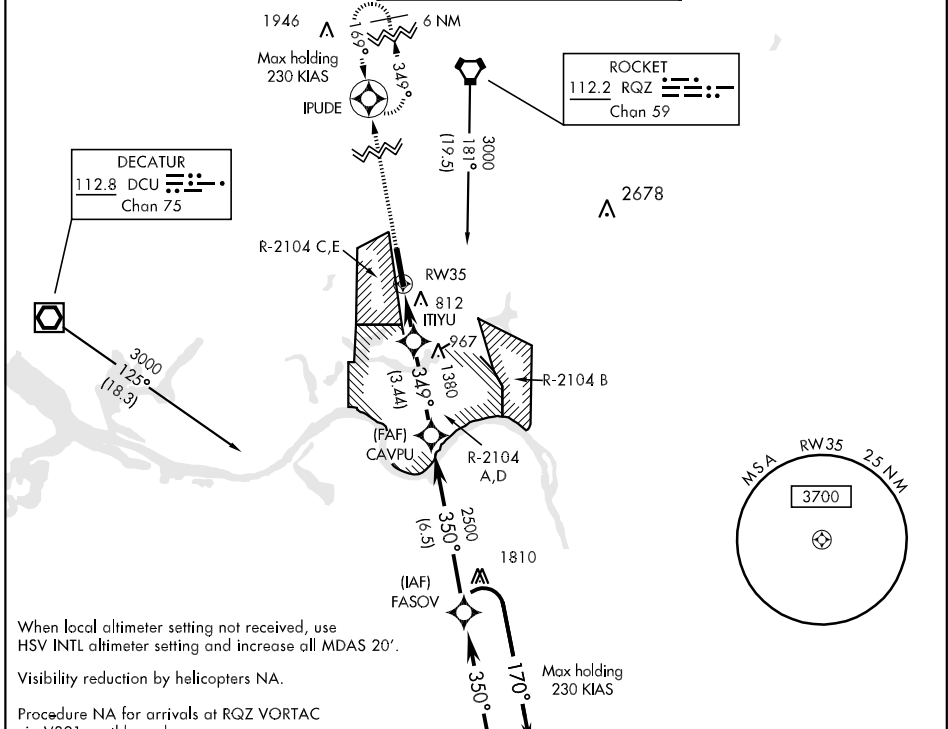
AL-703 [USA]

REDSTONE AAF (KHUA)

**▲** NA \* When ALS inop, increase CAT CDE vis ¼ mile.  
**▼** \*\* Circling not authorized E of Rwy 17-35.

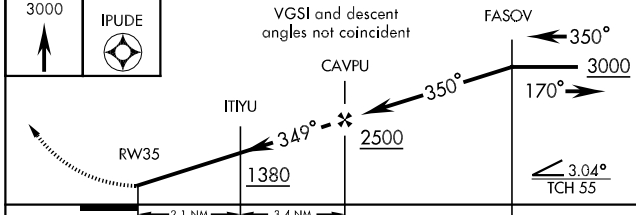
MISSED APPROACH: Climb to 3000 direct IPUDE and hold.

HUNTSVILLE APP CON **E 125.6 354.1 W 118.05 239.0** REDSTONE TOWER \* **126.95 (CTAF) 0 290.275** ASR/PAR

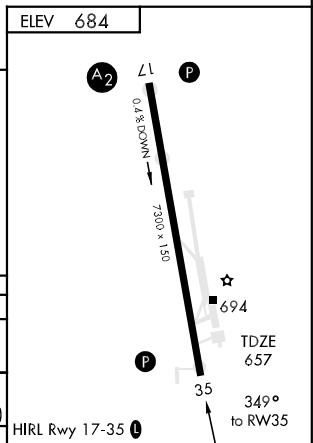


SE-4, 08 APR 2010 to 06 MAY 2010

When local altimeter setting not received, use HSV INTL altimeter setting and increase all MDAS 20'.  
 Visibility reduction by helicopters NA.  
 Procedure NA for arrivals at RQZ VORTAC via V321 northbound.  
 Procedure NA for arrivals at DCU VOR/DME via V49 northbound and V541 northwest bound.



CATEGORY	A	B	C	D	E
LNAV MDA *	1260-1	603 (600-1)	1260-1½ 603 (600-1½)	1260-1¾ 603 (600-1¾)	1260-2 603 (600-2)
CIRCLING **	1260-1	576 (600-1)	1260-1¾ 576 (600-1¾)	1280-2 596 (600-2)	1600-3 916 (1000-3)
S-PAR 35	955-1		298 (300-1)	GS 3.0°	



VORTAC RQZ **112.2**  
 Chn **59**

APCH CRS **015°**

Rwy Idg **7300**  
 TDZE **657**  
 Arpt Elev **684**

AL-703 [USA]

**VOR/DME RWY 35**  
 REDSTONE AAF (KHUA)

▲ NA \* Circling not authorized E of Rwy 17-35.  
 ▼ High terrain and 1430' twr 1.7 NM E.

MISSED APPROACH: Climb to 3000 direct RQZ  
 VORTAC and hold.

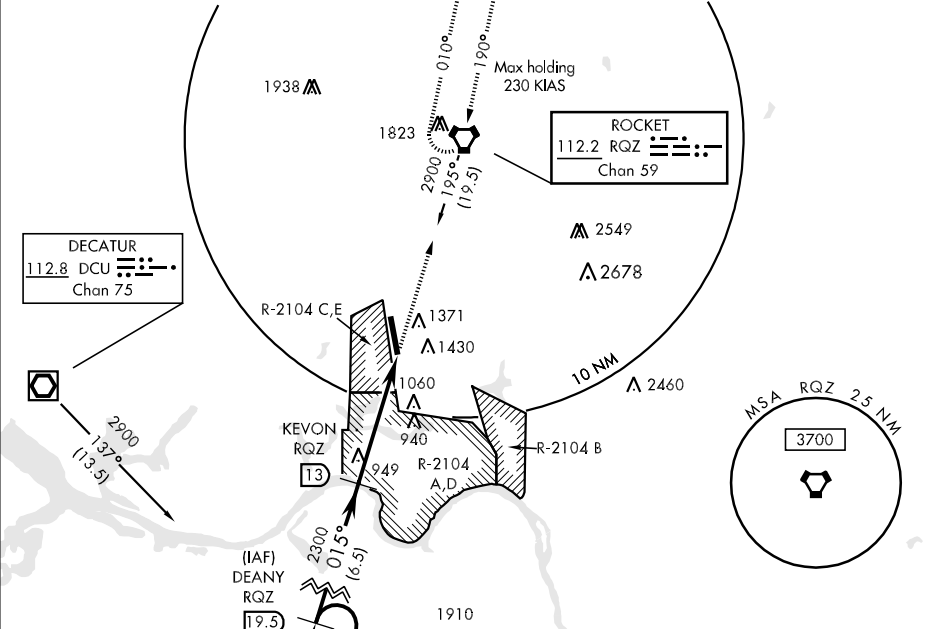
HUNTSVILLE APP CON  
**E 125.6 354.1 W 118.05 239.0**

REDSTONE TOWER ★  
**126.95 (CTAF) 0 290.275**

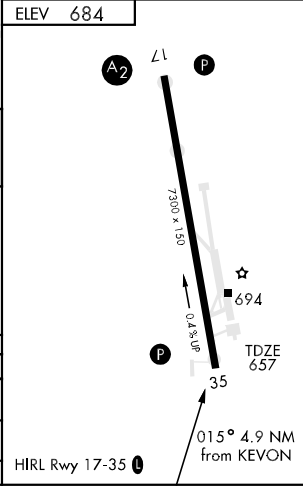
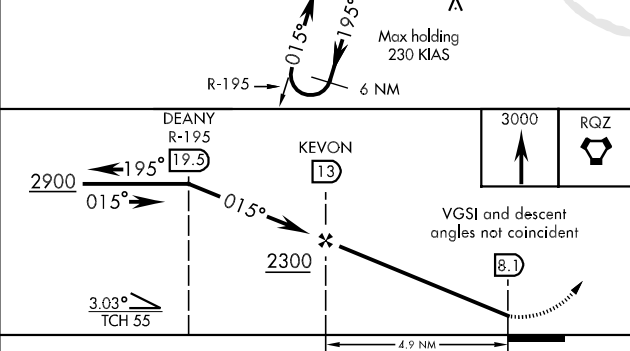
ASR/PAR

When local altimeter setting not received,  
 use HSV INTL altimeter setting and  
 increase all MDAS 20'.

Visibility reduction by helicopters NA.



SE-4, 08 APR 2010 to 06 MAY 2010



CATEGORY	A	B	C	D	E
S-35	1500-1 843 (900-1)	1500-1¼ 843 (900-1¼)	1500-2½ 843 (900-2½)	1500-2¾ 843 (900-2¾)	1500-3 843 (900-3)
CIRCLING *	1500-1 816 (900-1)	1500-1¼ 816 (900-1¼)	1500-2½ 816 (900-2½)	1500-2¾ 816 (900-2¾)	1600-3 916 (1000-3)
S-PAR 35	955-1		298 (300-1)	GS 3.0°	

# RNAV (GPS) RWY 19

REFORM/NORTH PICKENS (3M8)

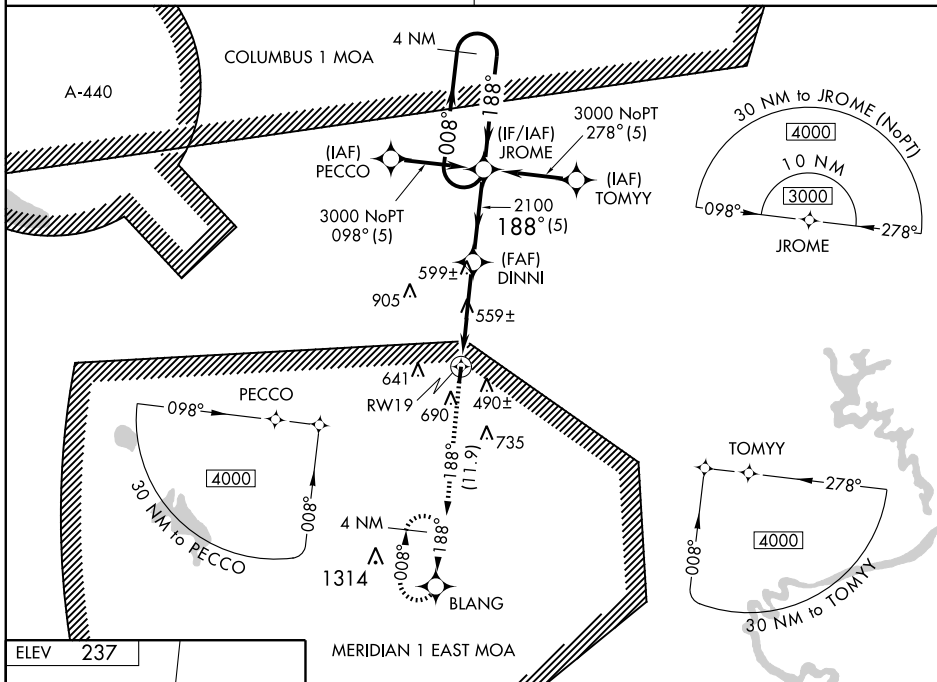
APP CRS	Rwy Idg	<b>5144</b>
<b>188°</b>	TDZE	<b>237</b>
	Apt Elev	<b>237</b>

▼ Obtain local altimeter setting on CTAF. When not received, use Tuscaloosa altimeter setting.  
 ▲ NA GPS or RNP-0.3 Required. DME/DME RNP-0.3 NA. VDP NA with Tuscaloosa altimeter setting.

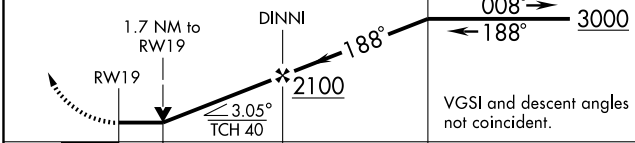
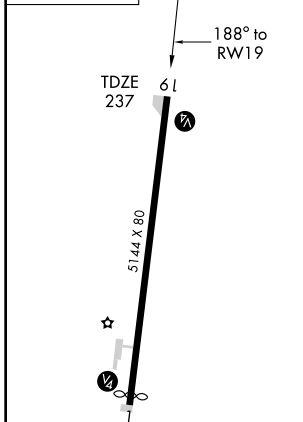
MISSED APPROACH: Climb to 4000 via 188° course to BLANG WP and hold.

COLUMBUS APP CON ★  
**135.6 323.275**

CTAF  
**122.9**



ELEV **237**



CATEGORY	A	B	C	D
LNAV MDA	820-1	583 (600-1)	820-1½ 583 (600-1½)	820-1¾ 583 (600-1¾)
CIRCLING	1000-1 763 (800-1)	1000-1¼ 763 (800-1¼)	1000-2¼ 763 (800-2¼)	1000-2½ 763 (800-2½)
TUSCALOOSA ALTIMETER SETTING MINIMUMS				
LNAV MDA	880-1	643 (700-1)	880-1¾ 643 (700-1¾)	880-2 643 (700-2)
CIRCLING	1060-1 823 (900-1)	1060-1¼ 823 (900-1¼)	1060-2½ 823 (900-2½)	1060-2¾ 823 (900-2¾)

MIRL Rwy 1-19  
 REIL Rwy 1 and 19

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 2

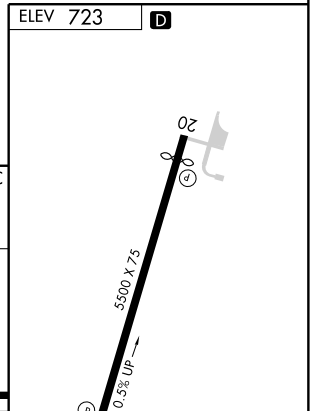
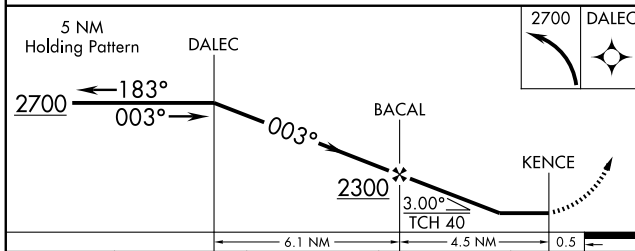
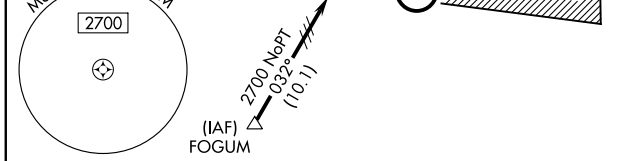
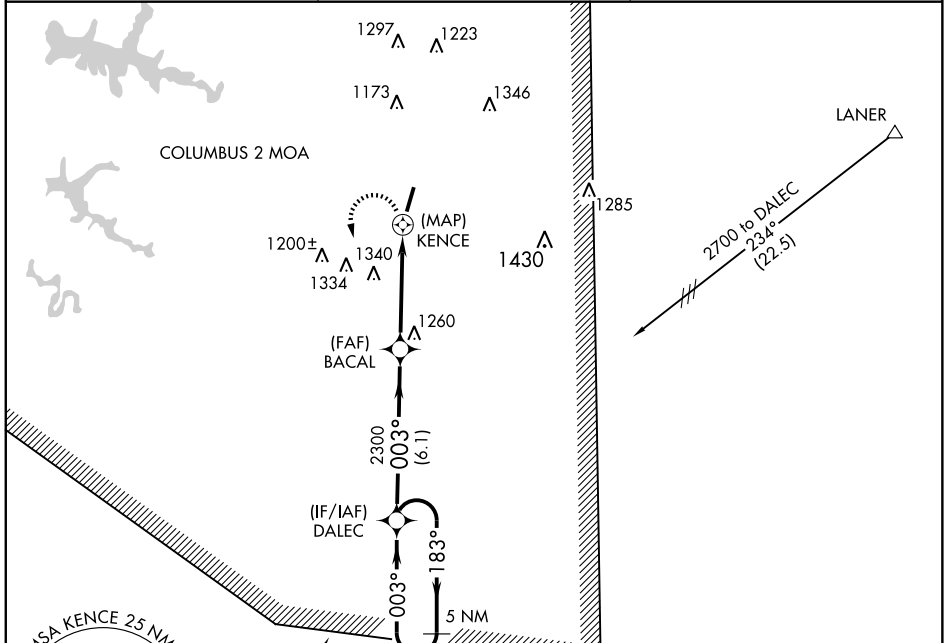
RUSSELLVILLE MUNI (M22)

APP CRS	Rwy Idg	<b>5500</b>
<b>003°</b>	TDZE	<b>721</b>
	Apt Elev	<b>723</b>

**▼** Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night.  
**▲ NA** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing left turn to 2700 direct DALEC and hold.

MUSCLE SHOALS ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1660-1¼ 939 (1000-1¼)		1660-2¾ 939 (1000-2¾)	1660-3 939 (1000-3)
CIRCLING	1660-1¼ 937 (1000-1¼)		1660-2¾ 937 (1000-2¾)	1660-3 937 (1000-3)

MIRL Rwy 2-20  
 REIL Rwy 2 and 20

# RNAV (GPS) RWY 20

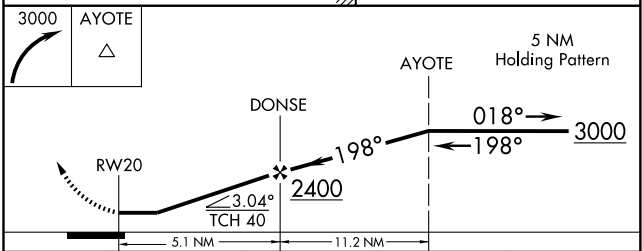
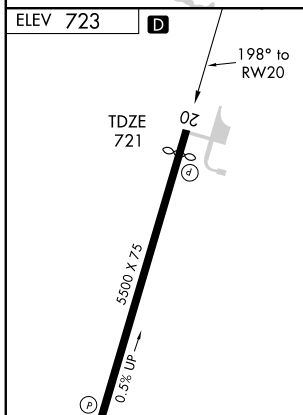
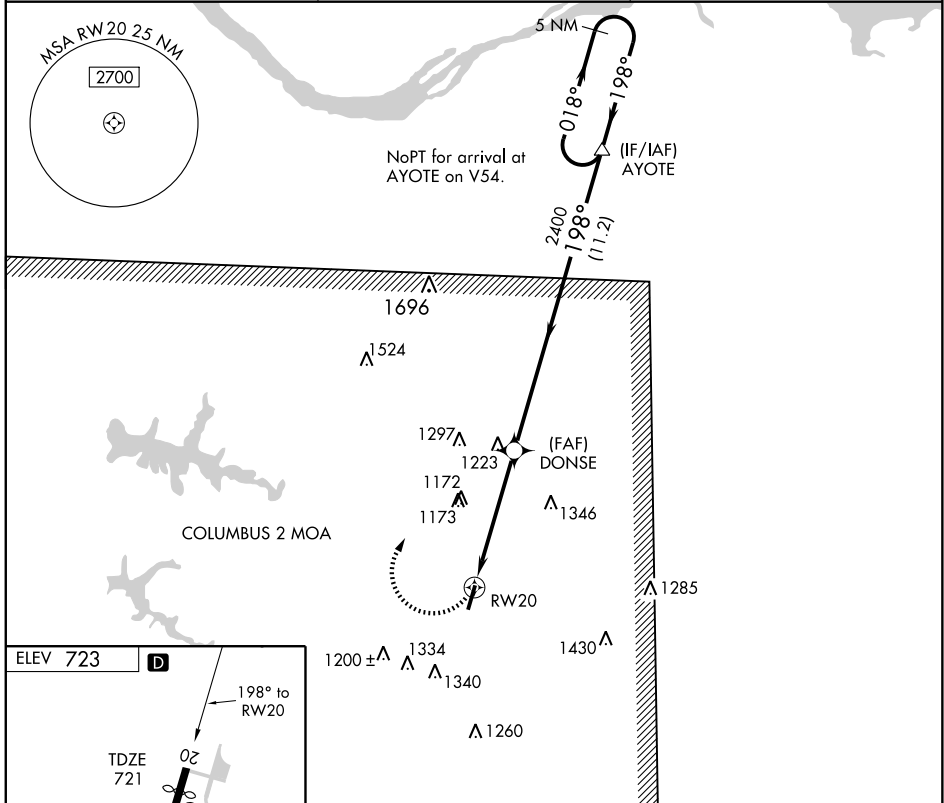
RUSSELLVILLE MUNI (M22)

APP CRS	Rwy Idg	<b>5000</b>
<b>198°</b>	TDZE	<b>721</b>
	Apt Elev	<b>723</b>

**NA** Use Muscle Shoals altimeter setting; if not received, use Decatur altimeter setting and increase all MDAs 60 feet. Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**MISSED APPROACH:** Climbing right turn to 3000 direct AYOTE and hold.

MUSCLE SHOALS ASOS <b>119.425</b>	MEMPHIS CENTER <b>120.8 307.0</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LNAV MDA	1340-1	619 (700-1)	1340-1 $\frac{3}{4}$ 619 (700-1 $\frac{3}{4}$ )	1340-2 619 (700-2)
CIRCLING	1520-1 797 (800-1)	1540-1 $\frac{1}{4}$ 817 (900-1 $\frac{1}{4}$ )	1540-2 $\frac{1}{2}$ 817 (900-2 $\frac{1}{2}$ )	1540-2 $\frac{3}{4}$ 817 (900-2 $\frac{3}{4}$ )

MIRL Rwy 2-20 **0**  
REIL Rwy 2 and 20





# RNAV (GPS) RWY 22

SCOTTSBORO MUNI-WORD FIELD (4A6)

APP CRS <b>221°</b>	Rwy Idg TDZE Apt Elev	<b>5020</b> <b>639</b> <b>650</b>
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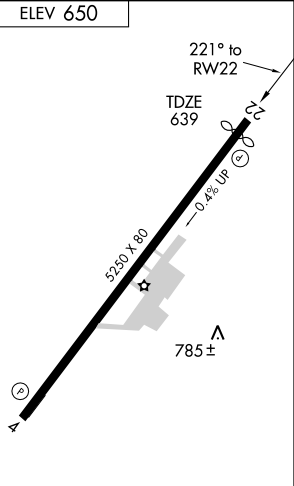
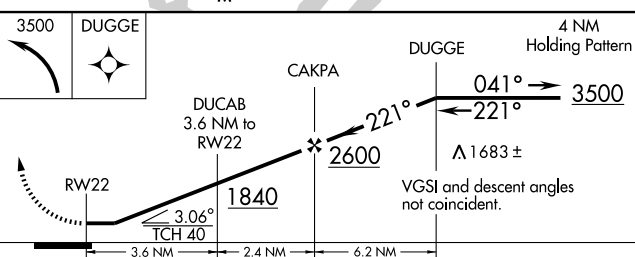
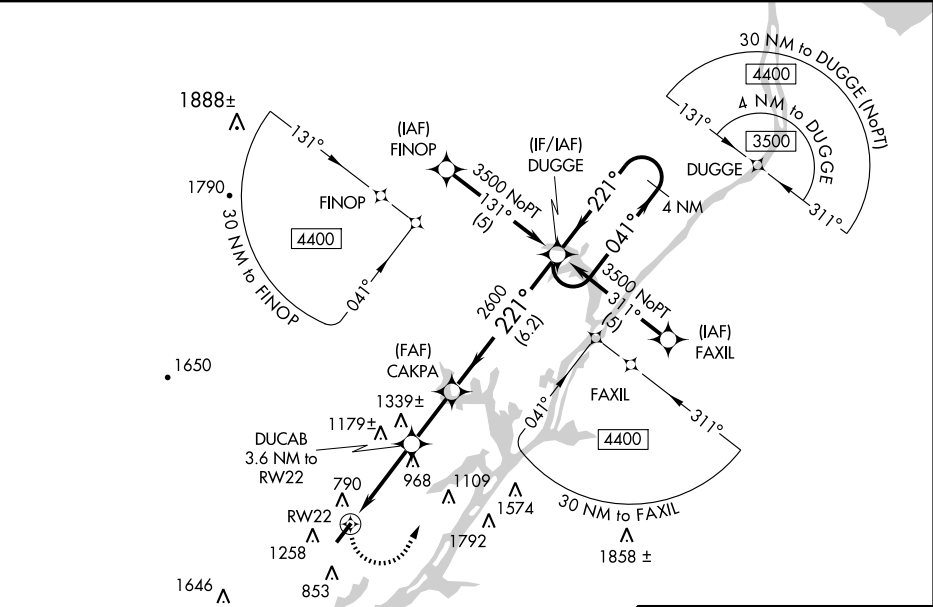
**▽**  
**△** NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received, use Fort Payne altimeter setting.

MISSED APPROACH: Climbing left turn to 3500 direct DUGGE and hold.

ATLANTA CENTER  
**133.8 353.7**

UNICOM  
**123.0 (CTAF)**



CATEGORY	A	B	C	D
RNAV MDA	1360-1	721 (800-1)	1360-2 721 (800-2)	1360-2½ 721 (800-2½)
CIRCLING	1620-1¼ 970 (1000-1¼)	1700-1½ 1050 (1100-1½)	1800-3	1150 (1200-3)
FORT PAYNE ALTIMETER SETTING MINIMUMS				
RNAV MDA	1440-1 801 (800-1)	1440-1¼ 801 (800-1¼)	1440-2¼ 801 (800-2¼)	1440-2½ 801 (800-2½)
CIRCLING	1700-1¼ 1050 (1100-1¼)	1780-1½ 1130 (1200-1½)	1880-3	1230 (1300-3)

MIRL Rwy 4-22  
REIL Rwy 4 and 22

SE-4, 08 APR 2010 to 06 MAY 2010

# ILS or LOC RWY 33

SELMA/CRAIG FIELD (SEM)

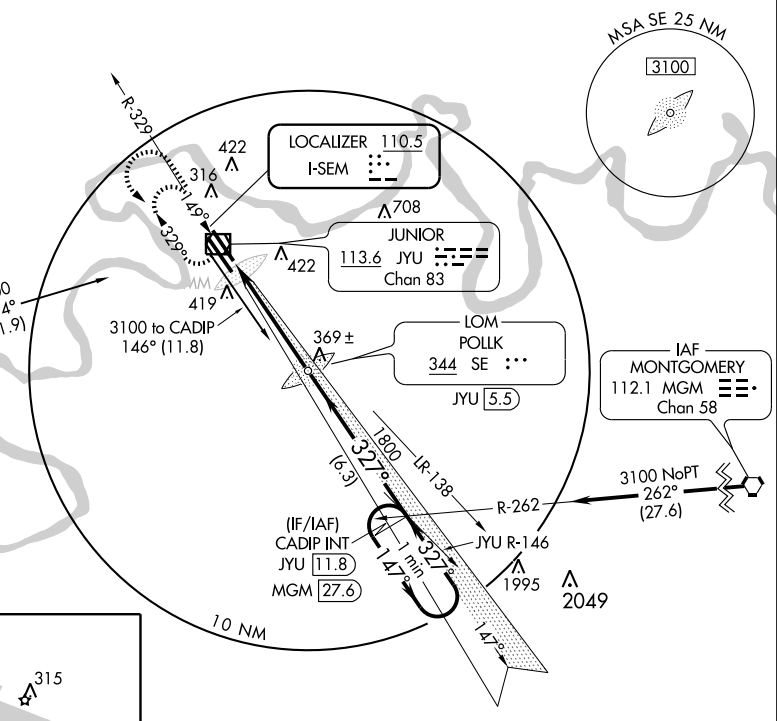
LOC I-SEM <b>110.5</b>	APP CRS <b>327°</b>	Rwy Idg <b>8002</b>
		TDZE <b>165</b>
		Apt Elev <b>166</b>

**▼** Inoperative table does not apply to S-LOC 33 Cat. C. Visibility reduction by helicopters NA.  
**▲ NA** Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase ILS DA to 592 feet: increase all MDAs 100 feet.

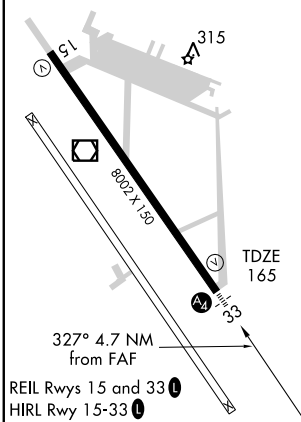
**MALS**  
**▲** MISSED APPROACH: Climb to 3100 then climbing left turn to 3100 direct JYU VOR/DME and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★  
**124.0 363.025**

UNICOM  
**122.7 (CTAF) 0**



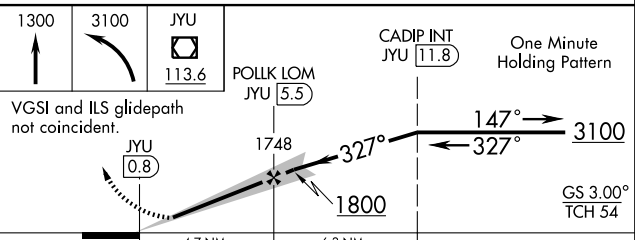
ELEV 166



REIL Rwy 15 and 33  
 HIRL Rwy 15-33

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 33	493-1 328 (400-1)			
S-LOC 33	700- <sup>3</sup> / <sub>4</sub>	535 (600- <sup>3</sup> / <sub>4</sub> )	700- <sup>1</sup> / <sub>2</sub> 535 (600- <sup>1</sup> / <sub>2</sub> )	700- <sup>1</sup> / <sub>4</sub> 535 (600- <sup>1</sup> / <sub>4</sub> )
CIRCLING	800-1	634 (700-1)	800- <sup>1</sup> / <sub>4</sub> 634 (700- <sup>1</sup> / <sub>4</sub> )	800-2 634 (700-2)

# NDB RWY 33

SELMA/CRAIG FIELD (SEM)

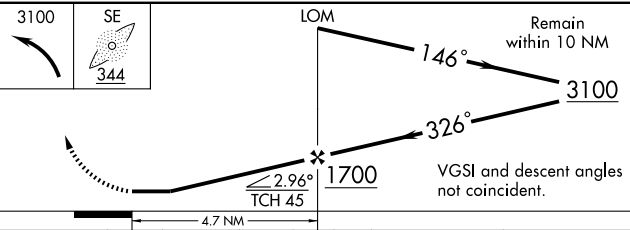
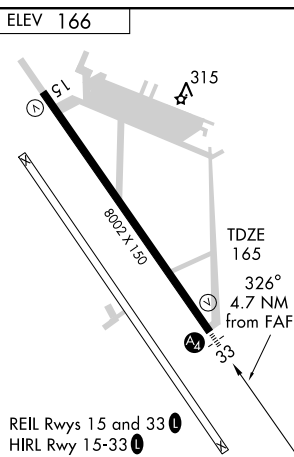
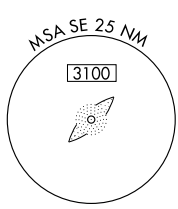
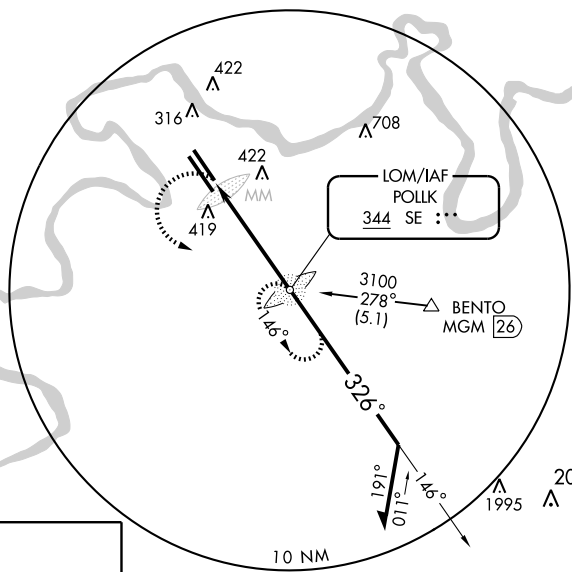
LOM SE <b>344</b>	APP CRS <b>326°</b>	Rwy Idg TDZE Apt Elev	<b>8002</b> <b>165</b> <b>166</b>
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**▼** Inoperative table does not apply to S-33 Cat. C.  
**▲ NA** Visibility reduction by helicopters NA.  
 Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

**MALS**  
 MISSED APPROACH: Climbing left turn to 3100 direct POLLK LOM and hold, continue climb-in-hold to 3100.

MONTGOMERY APP CON ★  
**124.0 363.025**

UNICOM  
**122.7 (CTAF) 0**



REIL Rwy 15 and 33 **0**  
 HIRL Rwy 15-33 **0**

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-33	800- <sup>3</sup> / <sub>4</sub> 635 (700- <sup>3</sup> / <sub>4</sub> )		800- <sup>1</sup> / <sub>4</sub> 635 (700- <sup>1</sup> / <sub>4</sub> )	800-2 635 (700-2)
CIRCLING	800-1 634 (700-1)		800- <sup>1</sup> / <sub>4</sub> 634 (700- <sup>1</sup> / <sub>4</sub> )	800-2 634 (700-2)

# RNAV (GPS) RWY 15

SELMA/ CRAIG FIELD (SEM)

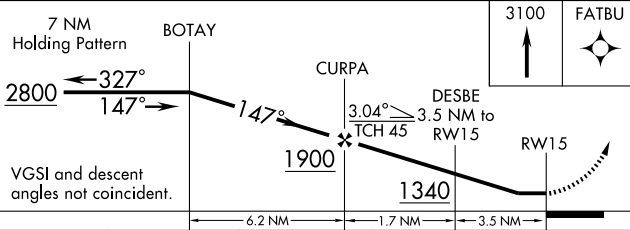
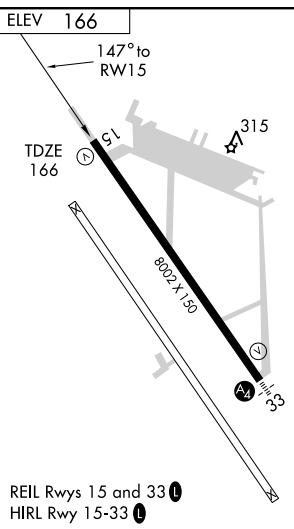
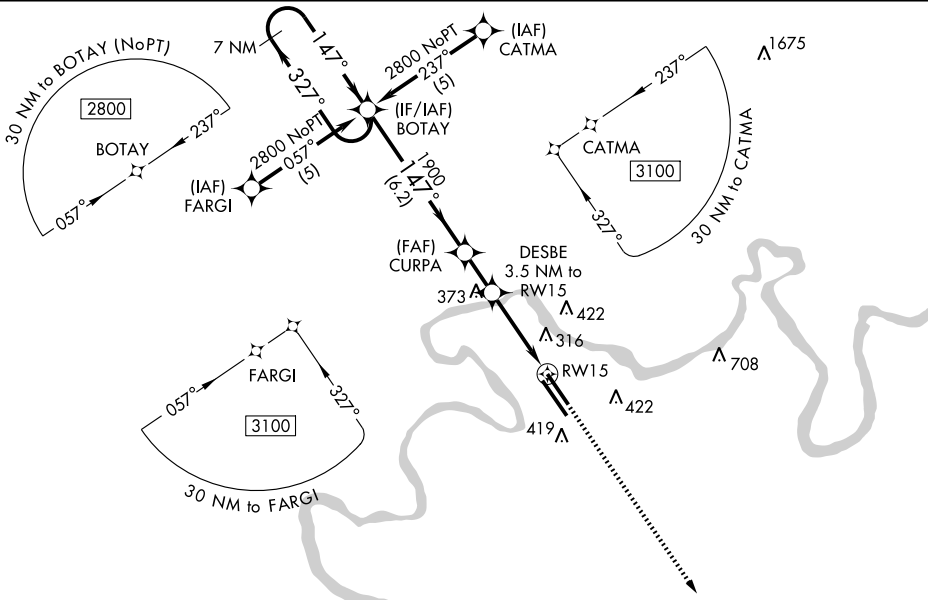
APP CRS	Rwy Idg	<b>8002</b>
<b>147°</b>	TDZE	<b>166</b>
	Apt Elev	<b>166</b>

▼ DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA.  
 ▲ NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3100 direct FATBU and hold.

MONTGOMERY APP CON ★  
**124.0 363.025**

UNICOM  
**122.7 (CTAF) ①**



CATEGORY	A	B	C	D
LNAV MDA	640-1	474 (500-1)	640-1¼ 474 (500-1¼)	640-1½ 474 (500-1½)
CIRCLING	800-1	634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)

REIL Rwy 15 and 33 ①  
 HIRL Rwy 15-33 ①

# RNAV (GPS) RWY 33

SELMA/ CRAIG FIELD (SEM)

WAAS CH <b>90205</b> <b>W33A</b>	APP CRS <b>327°</b>	Rwy Idg <b>8002</b> TDZE <b>165</b> Apt Elev <b>166</b>
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MALS

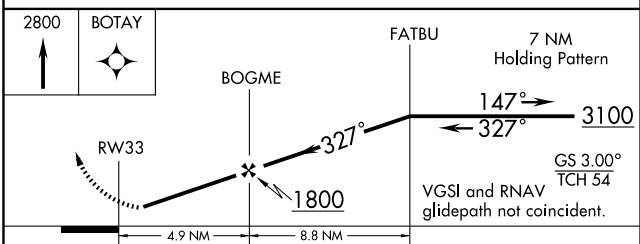
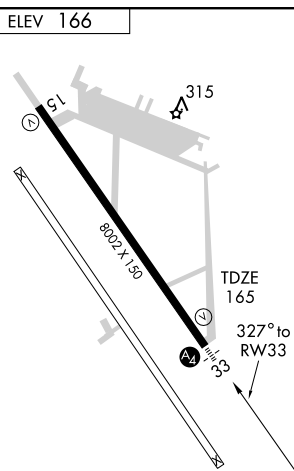
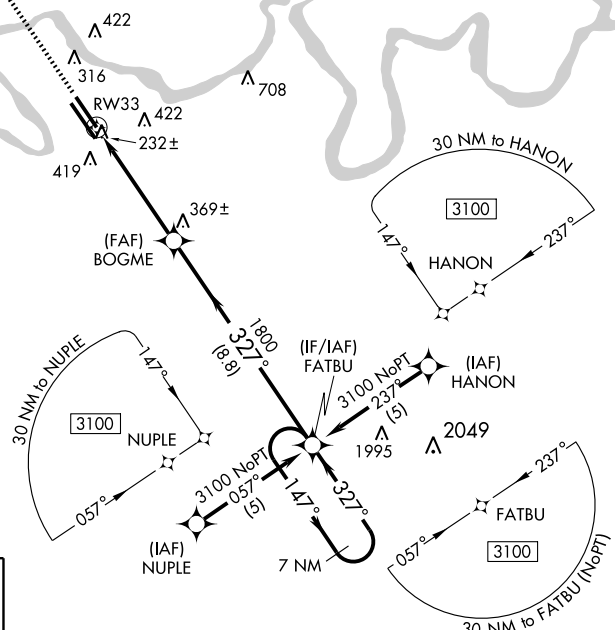
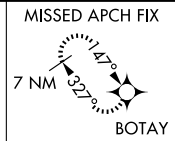


MISSED APPROACH:  
Climb to 2800 direct  
BOTAY and hold.

Inoperative table does not apply to LNAV Cat C. Baro-VNAV NA  
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.  
Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting  
and increase LPV DA to 627'; LNAV/VNAV DA to 804'; increase all MDAs 100'.

MONTGOMERY APP CON ★  
**124.0 363.025**

UNICOM  
**122.7 (CTAF) 1**



CATEGORY	A	B	C	D
LPV DA	528-1¼ 363 (400-1¼)			
LNAV/VNAV DA	705-2 540 (600-2)			
LNAV MDA	640-¾	475 (500-¾)	640-1¼ 475 (500-1¼)	640-1½ 475 (500-1½)
CIRCLING	800-1	634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)

REIL Rwy 15 and 33 1  
HIRL Rwy 15-33 1

# VOR RWY 15

SELMA/ CRAIG FIELD (SEM)

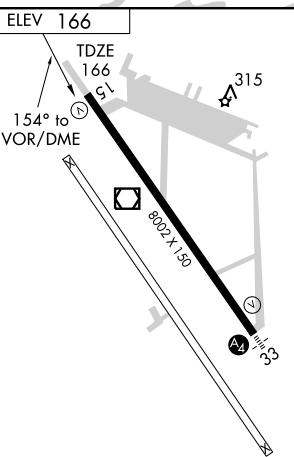
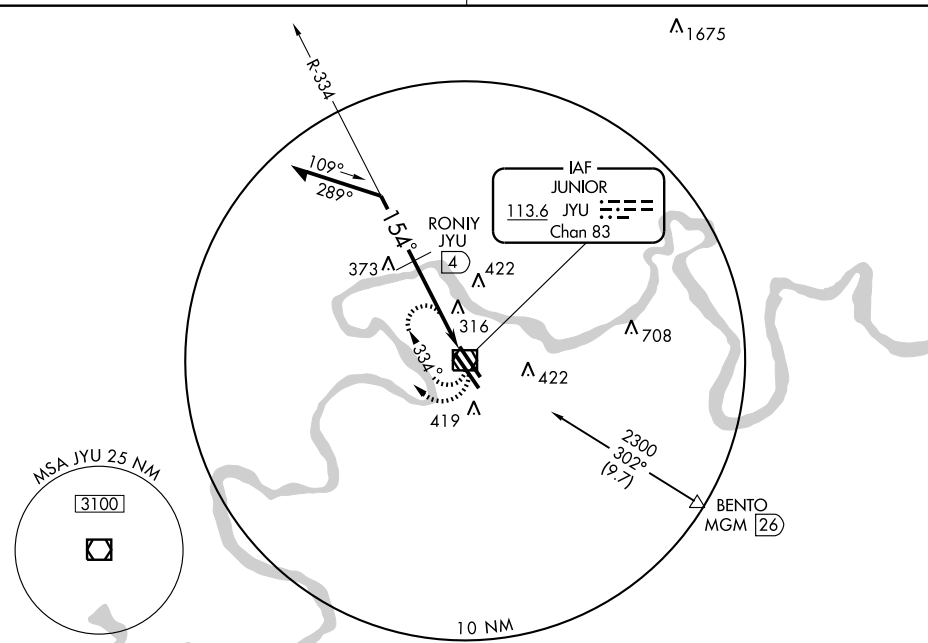
VOR/DME JYU <b>113.6</b> Chan <b>83</b>	APP CRS <b>154°</b>	Rwy Idg TDZE Apt Elev	<b>8002</b> <b>166</b> <b>166</b>
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**▼** Visibility reduction by helicopters NA.  
**▲** NA Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting and increase all MDAs 100 feet.

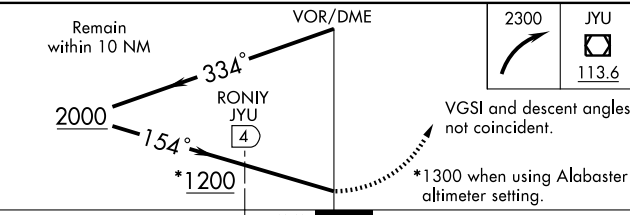
**MISSED APPROACH:** Climbing right turn to 2300 in JYU VOR/DME holding pattern, continue climb-in-hold to 2300.

MONTGOMERY APP CON ★  
**124.0 363.025**

UNICOM  
**122.7 (CTAF) ①**



REIL Rwy 15 and 33 ①  
HIRL Rwy 15-33 ①



CATEGORY	A	B	C	D
S-15	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3	1034 (1100-3)
CIRCLING	1200-1¼ 1034 (1100-1¼)	1200-1½ 1034 (1100-1½)	1200-3	1034 (1100-3)
RONIY FIX MINIMUMS				
S-15	660-1 494 (500-1)	660-1¼ 494 (500-1¼)	660-1½ 494 (500-1½)	660-1½ 494 (500-1½)
CIRCLING	800-1 634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)	800-2 634 (700-2)

# VOR RWY 33

SELMA/CRAIG FIELD (SEM)

VOR/DME JYU <b>113.6</b> Chan <b>83</b>	APP CRS <b>325°</b>	Rwy Idg TDZE Apt Elev <b>8002</b> <b>165</b> <b>166</b>
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MALS MISSED APPROACH: Climb to 2300 in JYU VOR/DME holding pattern.

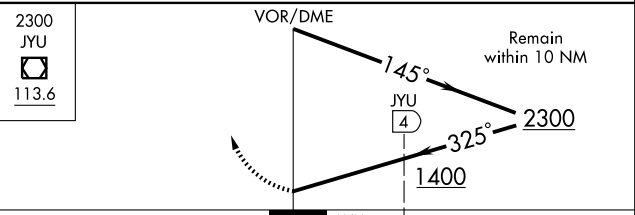
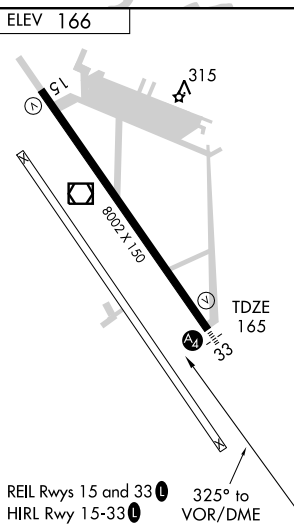
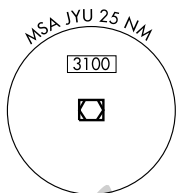
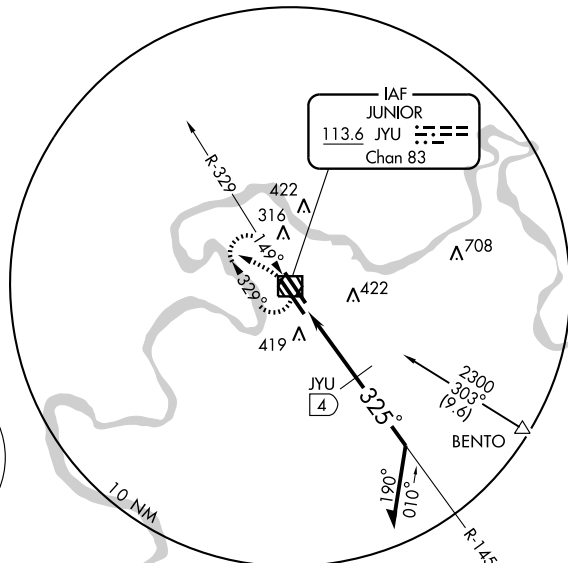
Use Montgomery altimeter setting.

**NA** VOR MINIMUMS: Inoperative table does not apply.  
DME MINIMUMS: Inoperative table does not apply to CATs C and D.

MONTGOMERY APP CON ★  
**124.0 363.025**

UNICOM  
**122.7 (CTAF) 1**

△ 1675



CATEGORY	A	B	C	D
S-33	1400-1¼ 1235 (1300-1¼)	1400-1½ 1235 (1300-1½)	1400-3	1235 (1300-3)
CIRCLING	1400-1¼ 1234 (1300-1¼)	1400-1½ 1234 (1300-1½)	1400-3	1234 (1300-3)
DME MINIMUMS				
S-33	760-¾ 595 (600-¾)	760-1½ 595 (600-1½)	760-1¾ 595 (600-1¾)	760-1¾ 595 (600-1¾)
CIRCLING	800-1 634 (700-1)	800-1¾ 634 (700-1¾)	800-2 634 (700-2)	800-2 634 (700-2)



# RNAV (GPS) RWY 6

ST. ELMO (2R5)

WAAS CH <b>69507</b> <b>W06A</b>	APP CRS <b>059°</b>	Rwy Idg TDZE <b>3998</b> 132 Apt Elev <b>132</b>
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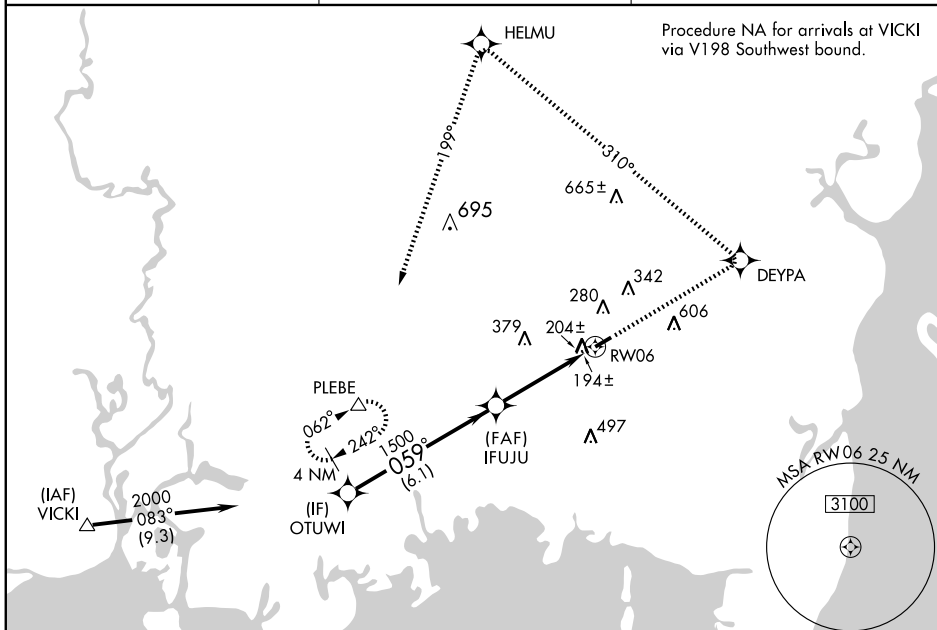
**NA** DME/DME RNP -0.3 NA. Visibility reduction by helicopters NA. Use Mobile Rgnl altimeter setting; when not received use Pascagoula altimeter setting and increase DA to 483 feet and all MDA 20 feet.

**MISSED APPROACH:** Climb to 2000 direct DEYPA and left turn via 310° track to HELMU and left turn via 199° track to PLEBE and hold.

MOBILE APP CON  
**121.0 307.1**

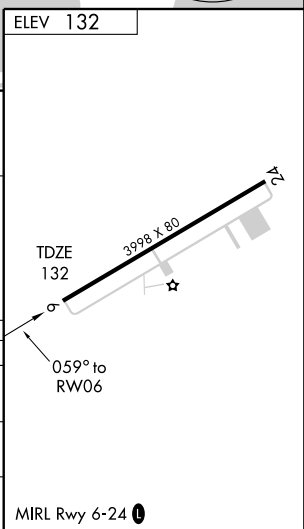
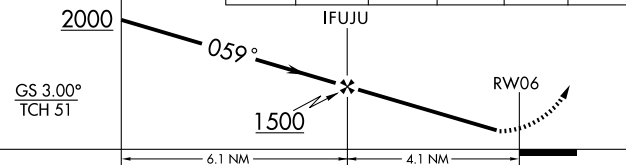
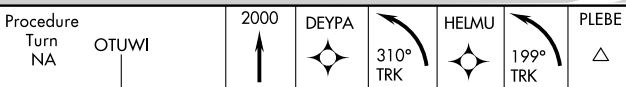
CTAF  
**122.9**

**122.75** **0**



Procedure NA for arrivals at VICKI via V198 Southwest bound.

ELEV 132



CATEGORY	A	B	C	D
LPV DA	475-1¼		343 (400-1¼)	NA
LNAV MDA	540-1	408 (500-1)		540-1¼ 408 (500-¼)
CIRCLING	620-1	488 (500-1)		700-1½ 568 (600-1½)

MIRL RWY 6-24 **0**

NDB SCD <b>284</b>	APP CRS <b>080°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>569</b>
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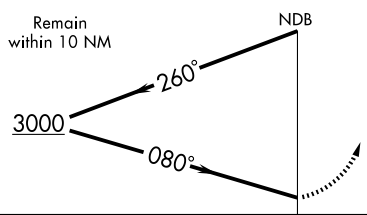
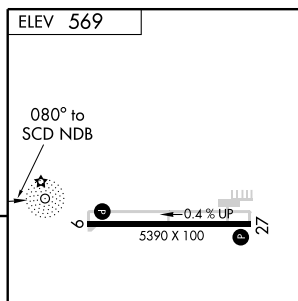
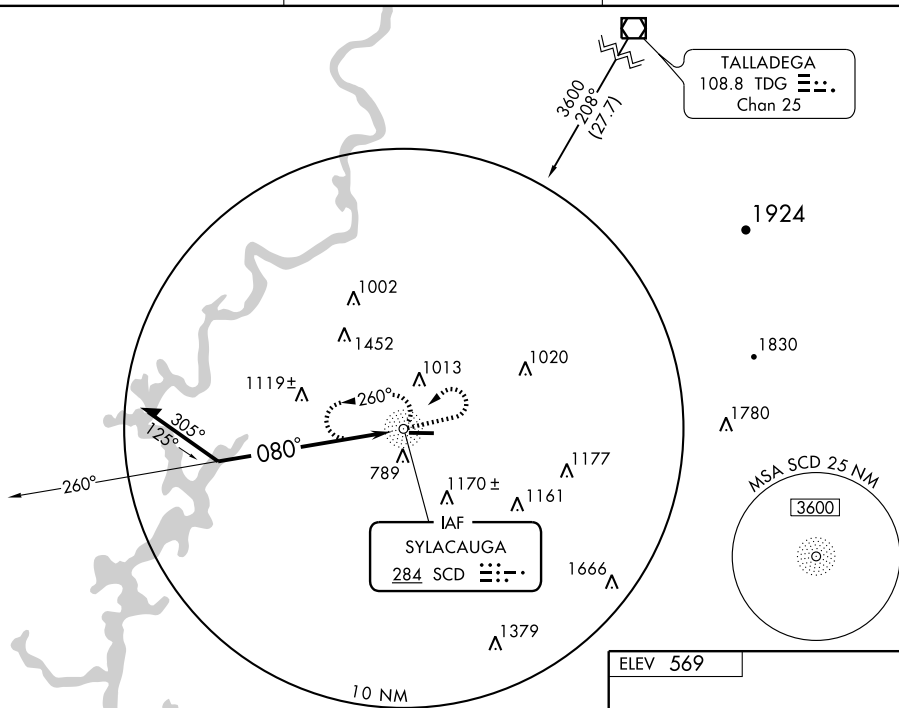
**▼**  
**▲** If local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SCD NDB and hold

AWOS-3  
**119.125**

BIRMINGHAM APP CON  
**123.8 256.8**

UNICOM  
**122.8 (CTAF) 0**



ELEV 569	2000	3000	SCD 284
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CATEGORY	A	B	C	D
CIRCLING	1480-1¼ 911 (1000-1¼)		1480-2¾ 911 (1000-2¾)	1600-3 1031 (1100-3)

MIRL Rwy 9-27  
REIL Rwys 9 and 27

WAAS CH <b>40216</b> <b>W09A</b>	APP CRS <b>094°</b>	Rwy Idg TDZE Apt Elev	<b>5390</b> <b>569</b> <b>569</b>
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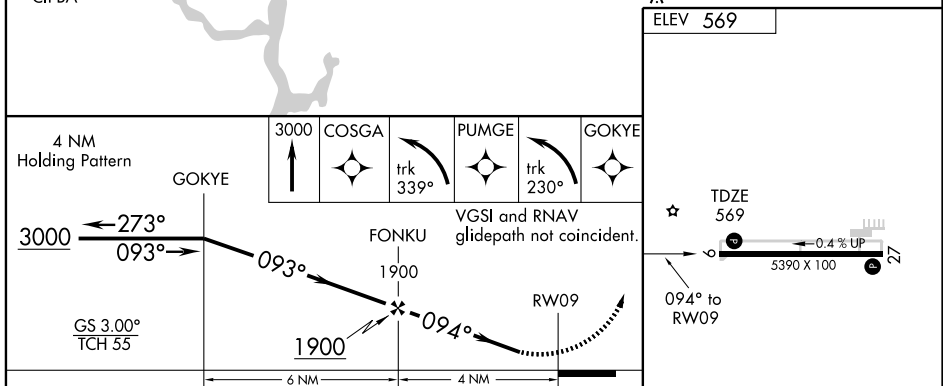
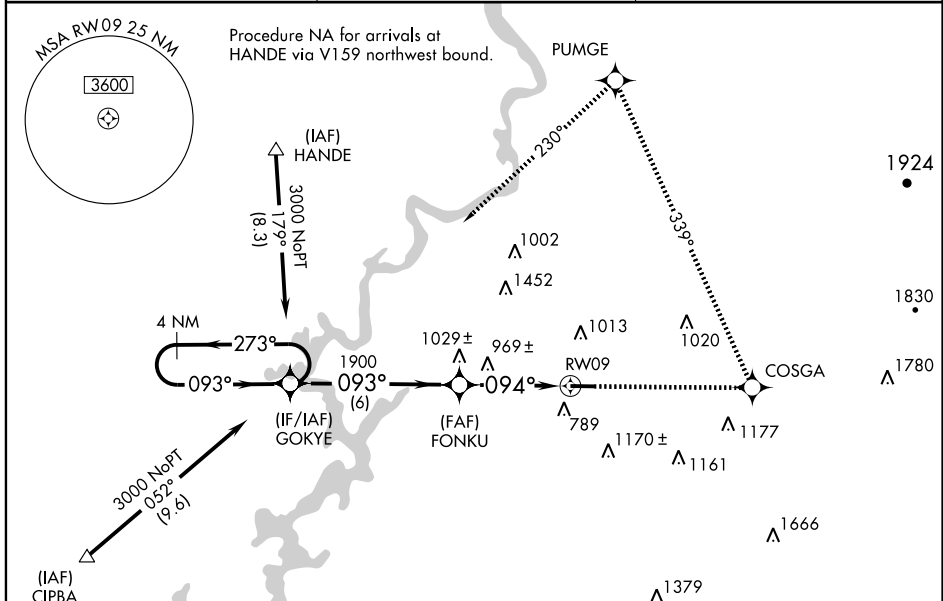
# RNAV (GPS) RWY 9

SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV DA 86 feet and all MDA 100 feet; increase LPV all Cats, LNAV Cats C and D visibility ½ mile, increase LNAV Cat B and Circling Cats B and C visibility ¼ mile.

**▲** MISSED APPROACH: Climb to 3000 direct COSGA and left turn via track 339° to PUMGE and left turn via track 230° to GOKYE and hold.

AWOS-3 <b>119.125</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	UNICOM <b>122.8</b> (CTAF) <b>0</b>
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CATEGORY	A	B	C	D
LPV DA	1027-1½		458 (500-1½)	
LNAV MDA	1220-1 651 (700-1)		1220-1¾ 651 (700-1¾)	1220-2 651 (700-2)
CIRCLING	1220-1 651 (700-1)		1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)

MIRL Rwy 9-27 **0**  
REL RWys 9 and 27 **0**

SE-4.08 APR 2010 TO 06 MAY 2010

WAAS CH <b>90216</b> <b>W27A</b>	APP CRS <b>274°</b>	Rwy Idg TDZE Apt Elev	<b>5390</b> <b>552</b> <b>569</b>
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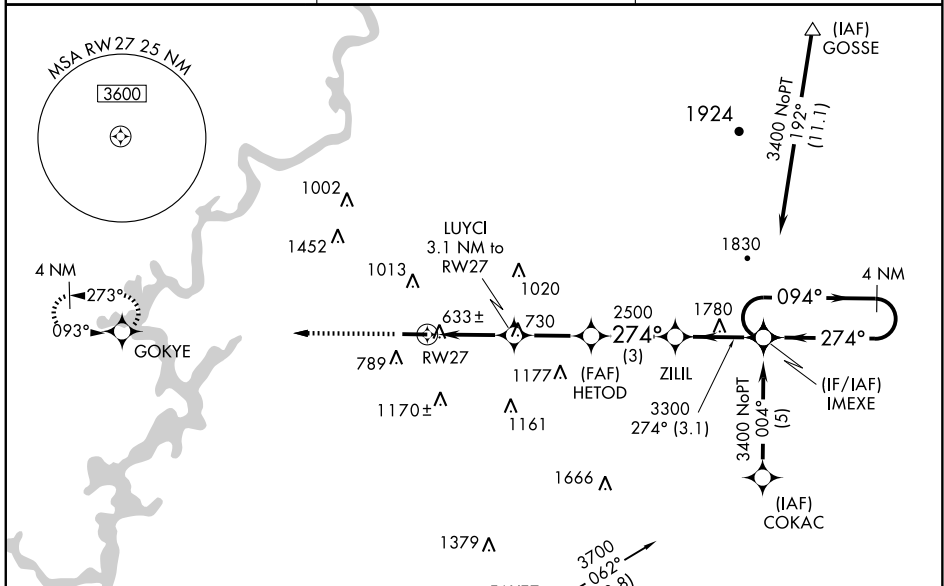
# RNAV (GPS) RWY 27

SYLACAUGA/ MERKEL FIELD SYLACAUGA MUNI (SCD)

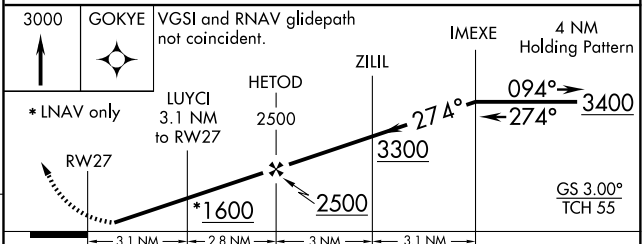
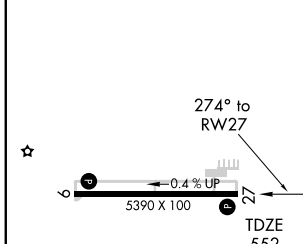
**⚠** Baro-VNAV NA when using Birmingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase all DA 86 feet and all MDA 100 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct GOKYE and hold.

AWOS-3 <b>119.125</b>	BIRMINGHAM APP CON <b>123.8 256.8</b>	UNICOM <b>122.8 (CTAF) 0</b>
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ELEV 569
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CATEGORY	A	B	C	D
LPV DA	861-1 309 (300-1)			
LNAV/VNAV DA	1201-2¼ 649 (700-2¼)			
LNAV MDA	980-1 428 (500-1)	980-1¼ 428 (500-1¼)	980-1½ 428 (500-1½)	
CIRCLING	1140-1 571 (600-1)	1320-2¼ 751 (800-2¼)	1600-3 1031 (1100-3)	

MIRL Rwy 9-27 0  
REIL Rwy 9 and 27 0

SE-4. 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 3

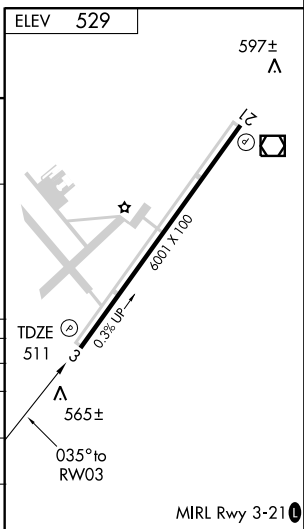
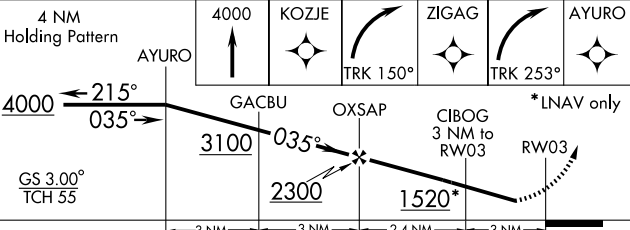
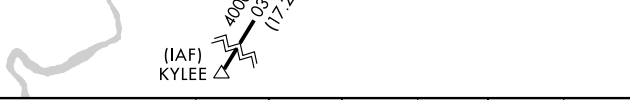
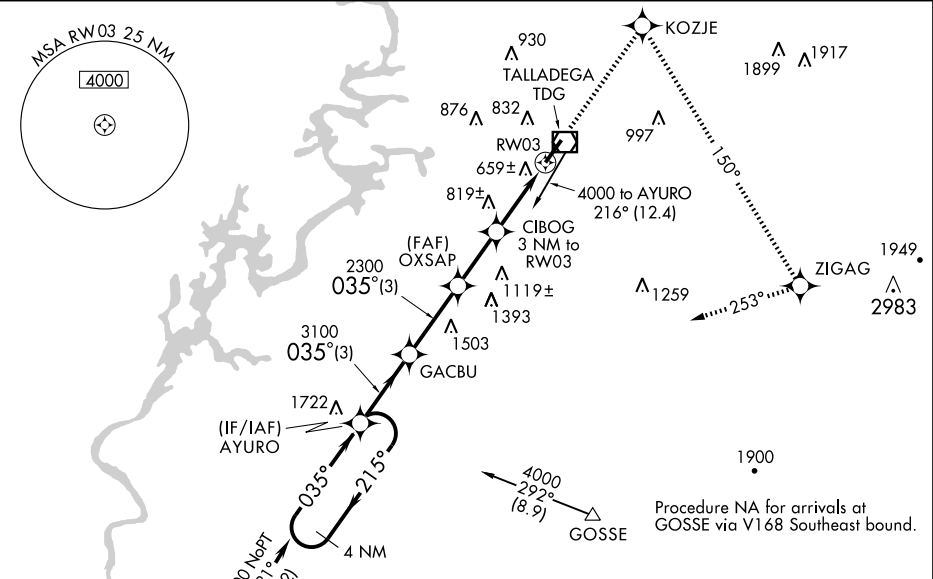
TALLADEGA MUNI (ASN)

WAAS CH <b>61008</b> W03A	APP CRS <b>035°</b>	Rwy Idg TDZE Apt Elev	<b>6001</b> <b>511</b> <b>529</b>
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Baro-VNAV NA when using Anniston altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Anniston altimeter setting and increase LPV DA to 902, LNAV/VNAV DA to 1002, and all MDA 40 feet; Increase LNAV/VNAV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct KOZJE and right turn via 150° track to ZIGAG and right turn via 253° track to AYURO and hold.

AWOS-3 <b>118.425</b>	BIRMINGHAM APP CON <b>125.45 381.5</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A		B		C		D	
LPV DA			868-1¼		357 (400-1¼)			
LNAV/VNAV DA			968-1½		457 (500-1½)			
LNAV MDA	1080-1	569 (600-1)	1080-1½	569 (600-1½)	1080-1¾	569 (600-1¾)	1080-1¾	569 (600-1¾)
CIRCLING	1160-1 631 (700-1)	1180-1 651 (700-1)	1180-1¾	651 (700-1¾)	1200-2¼	671 (700-2¼)		

# RNAV (GPS) RWY 21

TALLADEGA MUNI (ASN)

WAAS CH <b>45608</b> W21A	APP CRS <b>215°</b>	Rwy Idg TDZE Apt Elev	<b>6001</b> <b>529</b> <b>529</b>
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Baro-VNAV NA when using Annonist altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Annonist altimeter setting and increase LPV DA to 922, LNAV/VNAV DA to 1179, and all MDA 40 feet; increase LPV visibility all Cats., LNAV Cats. C/D visibility, and circling Cat. C visibility ¼ mile.

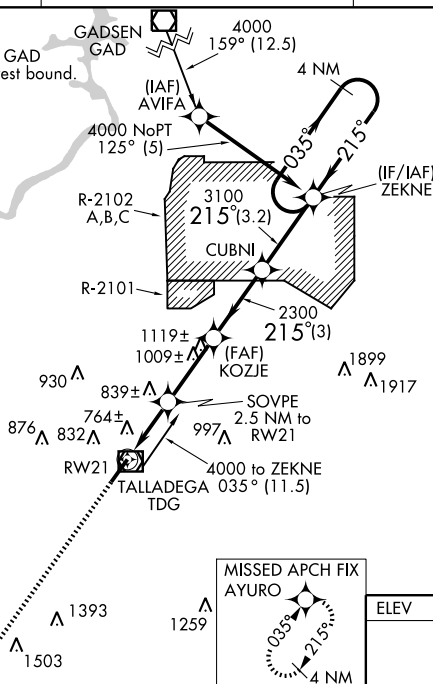
MISSED APPROACH:  
Climb to 4000 direct AYURO and hold, continue climb-in-hold to 4000.

AWOS-3  
**118.425**

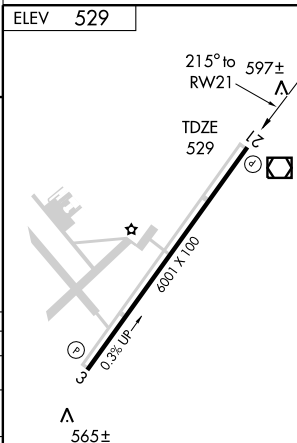
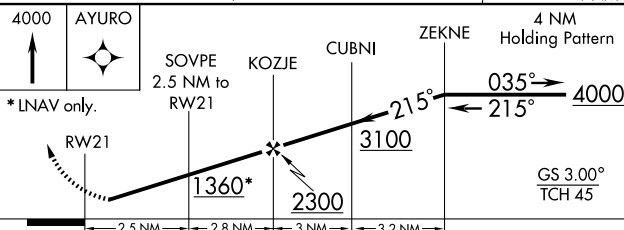
BIRMINGHAM APP CON  
**125.45 381.5**

UNICOM  
**122.8 (CTAF) 0**

Procedure NA for arrivals at GAD VOR/DME via V321 Northwest bound.



ELEV **529**



CATEGORY	A	B	C	D
LPV DA	888-1¼ 359 (400-1¼)			
LNAV/VNAV DA	1145-2¼ 616 (700-2¼)			
LNAV MDA	1100-1 571 (600-1)	1100-1½ 571 (600-1½)	1100-1¾ 571 (600-1¾)	1100-1¾ 571 (600-1¾)
CIRCLING	1160-1 631 (700-1)	1180-1 651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

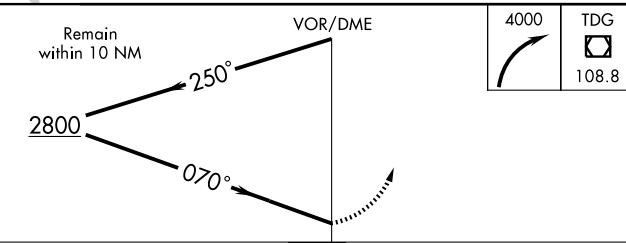
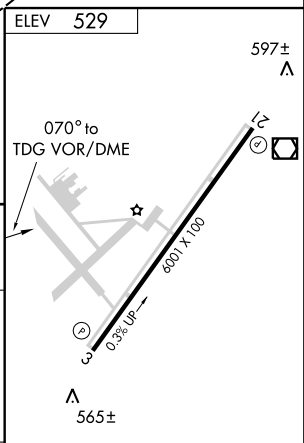
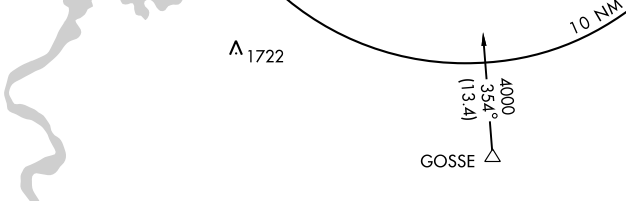
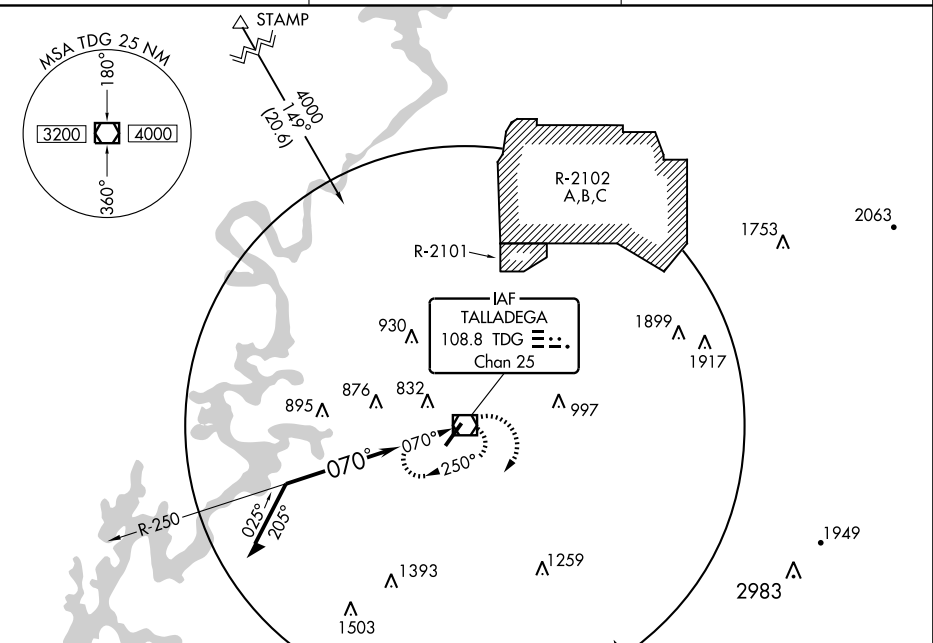
MIRL Rwy 3-21 0

VOR/DME TDG <b>108.8</b> Chan 25	APP CRS <b>070°</b>	Rwy Idg TDZE Apt Elev	N/A N/A <b>529</b>
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When local altimeter setting not received, use Anniston altimeter setting and increase all MDA 40 feet; increase circling Cats. C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 in TDG VOR/DME holding pattern.

AWOS-3 <b>118.425</b>	BIRMINGHAM APP CON <b>125.45 381.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
CIRCLING	1300-1 771 (800-1)	1300-1¼ 771 (800-1¼)	1300-2¼ 771 (800-2¼)	1300-2½ 771 (800-2½)

SE-4, 08 APR 2010 to 06 MAY 2010

# VOR/DME RWY 3

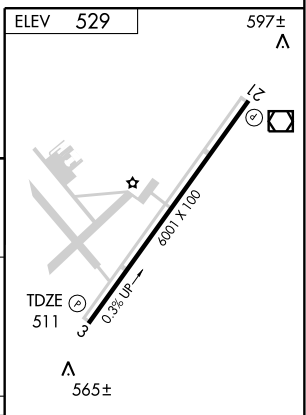
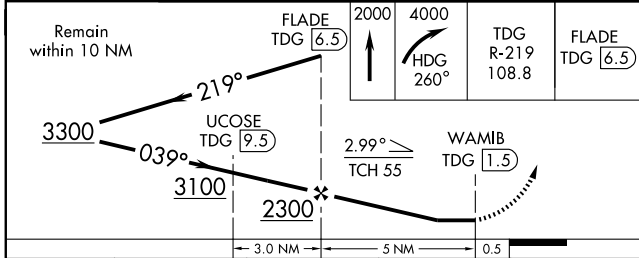
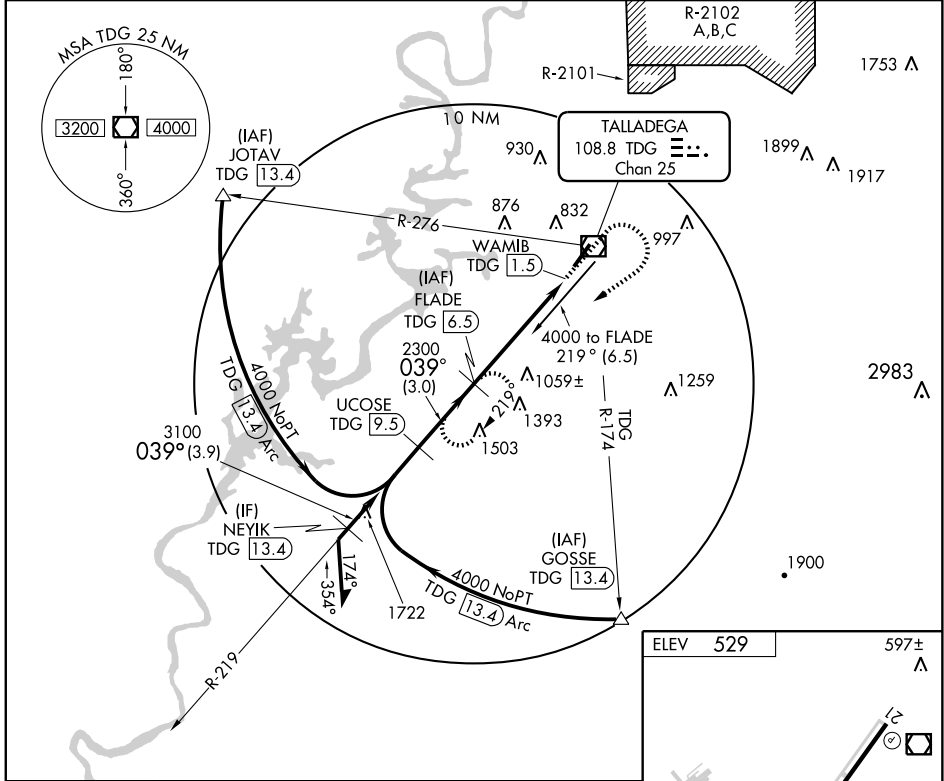
TALLADEGA MUNI (ASN)

VOR/DME TDG	APP CRS	Rwy Idg TDZE	6001
108.8	039°	Apt Elev	511
Chan 25			529

**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Annonis altimeter setting and increase all MDA 40 feet; increase S-3 Cats C/D visibility and circling Cat. C visibility ¼ mile.

**MISSED APPROACH:** Climb to 2000 then climbing right turn to 4000 via heading 260° and TDG VOR/DME R-219 to FLADE/6.5 DME and hold.

AWOS-3 <b>118.425</b>	BIRMINGHAM APP CON <b>125.45 381.5</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
S-3	1180-1	669 (700-1)	1180-1¾ 669 (700-1¾)	1180-2 669 (700-2)
CIRCLING	1180-1	651 (700-1)	1180-1¾ 651 (700-1¾)	1200-2¼ 671 (700-2¼)

SE-4, 08 APR 2010 TO 06 MAY 2010



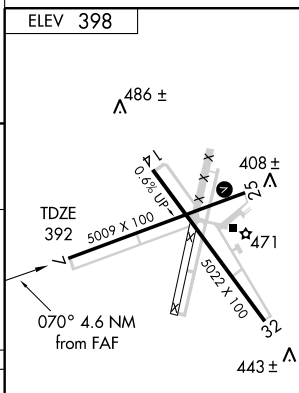
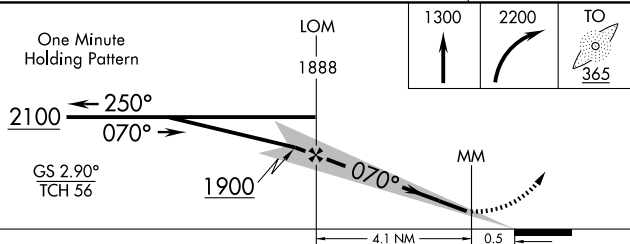
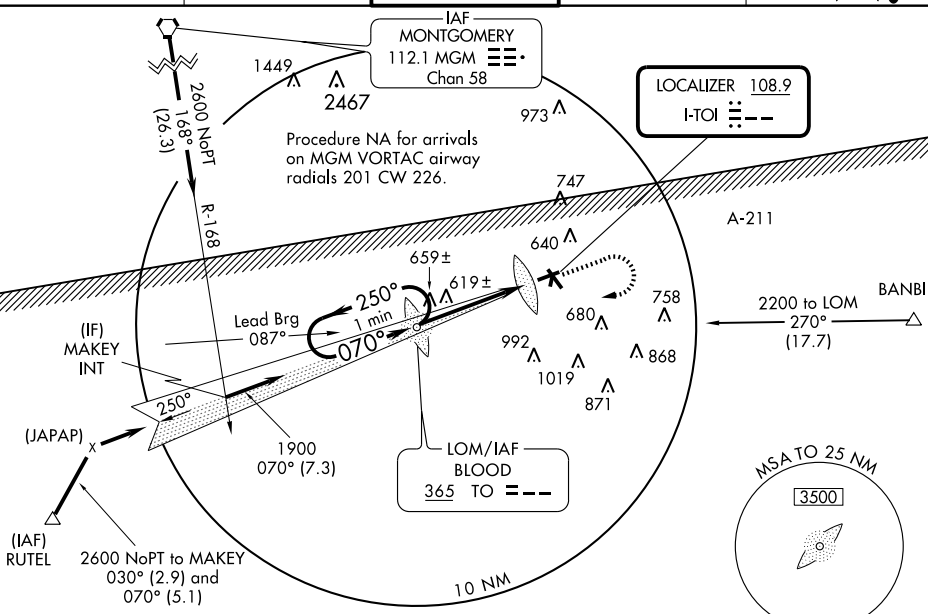
# ILS or LOC RWY 7 TROY MUNI (TOI)

LOC I-TOI <b>108.9</b>	APP CRS <b>070°</b>	Rwy Idg TDZE Apt Elev	<b>5009</b> <b>392</b> <b>398</b>
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**ADF Required.** When local altimeter setting not received, use Montgomery altimeter setting and increase S-ILS 7 DA to 698 and all MDAs 120 feet; increase S-ILS 7 visibility all Cats 1/4 mile, S-LOC 7 and Circling visibility Cats. C and D 1/4 mile.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS <b>120.925</b>	CAIRNS APP CON* <b>121.1 319.25</b>	TROY TOWER* <b>124.3 306.9</b>	GND CON <b>121.9 263.125</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-ILS 7	597-3/4 205 (200-3/4)			
S-LOC 7	880-1	488 (500-1)	880-1 1/2 488 (500-1 1/4)	880-1 1/2 488 (500-1 1/2)
CIRCLING	940-1	542 (600-1)	940-1 1/2 542 (600-1 1/2)	980-2 582 (600-2)

MIRL Rwy 14-32 0\*

MIRL Rwy 7-25 0

FAF to MAP 4.6 NM

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

SE-4, 08 APR 2010 to 06 MAY 2010

# NDB RWY 7

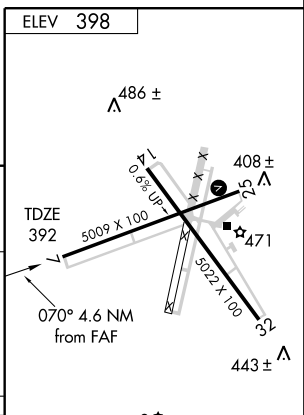
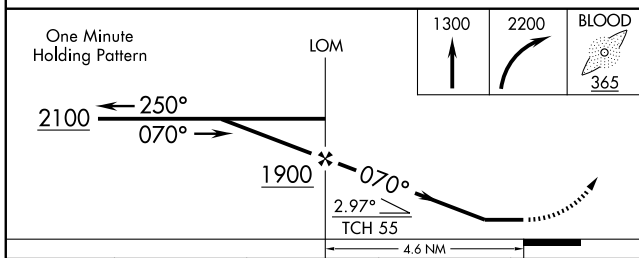
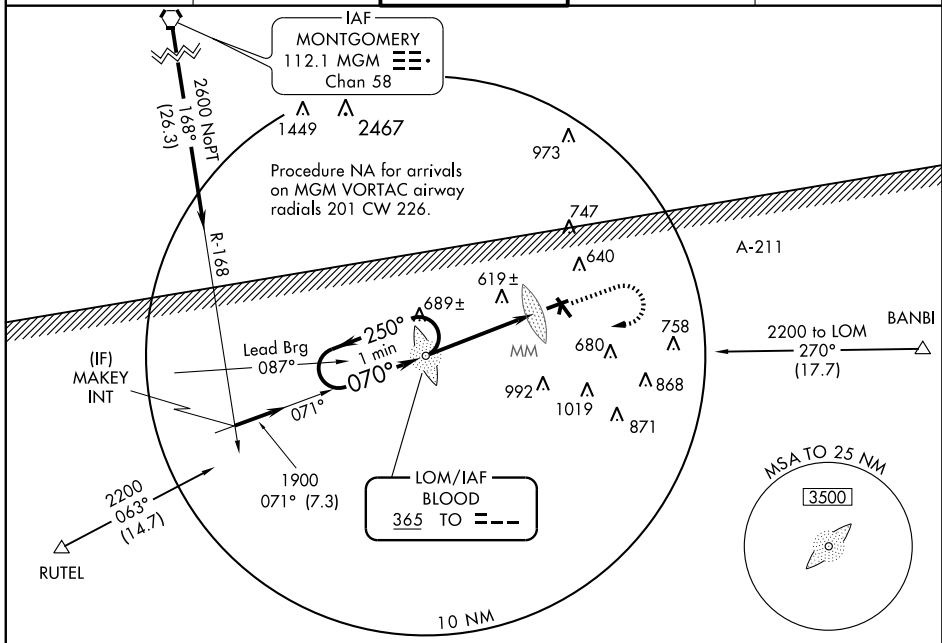
TROY MUNI (TOI)

LOM TO <b>365</b>	APP CRS <b>070°</b>	Rwy Idg TDZE Apt Elev	<b>5009</b> <b>392</b> <b>398</b>
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**ASR/PAR**  
 When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase S-7 and Circling Cats. C and D visibilities ¼ mile.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 2200 direct BLOOD LOM and hold.

ATIS <b>120.925</b>	CAIRNS APP CON* <b>121.1 319.25</b>	TROY TOWER* <b>124.3 306.9</b>	GND CON <b>121.9 263.125</b>	UNICOM <b>122.8 (CTAF)</b>
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CATEGORY	A	B	C	D
S-7	920-1 528 (600-1)		920-1½ 528 (600-1½)	920-1¾ 528 (600-1¾)
CIRCLING	940-1 542 (600-1)		940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32\*  
MIRL Rwy 7-25\*

FAF to MAP 4.6 NM

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

SE-4. 08 APR 2010 TO 06 MAY 2010



# RNAV (GPS) RWY 14

TROY MUNI (TOI)

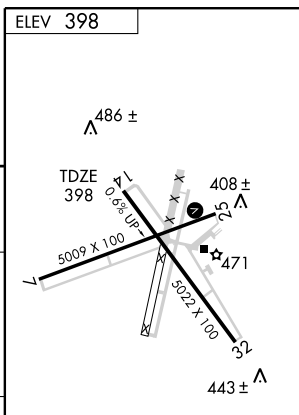
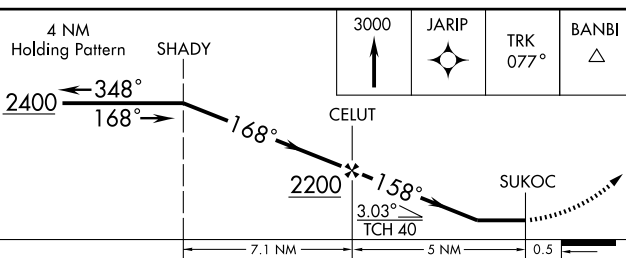
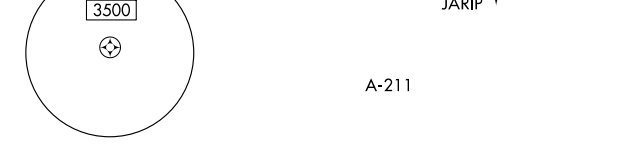
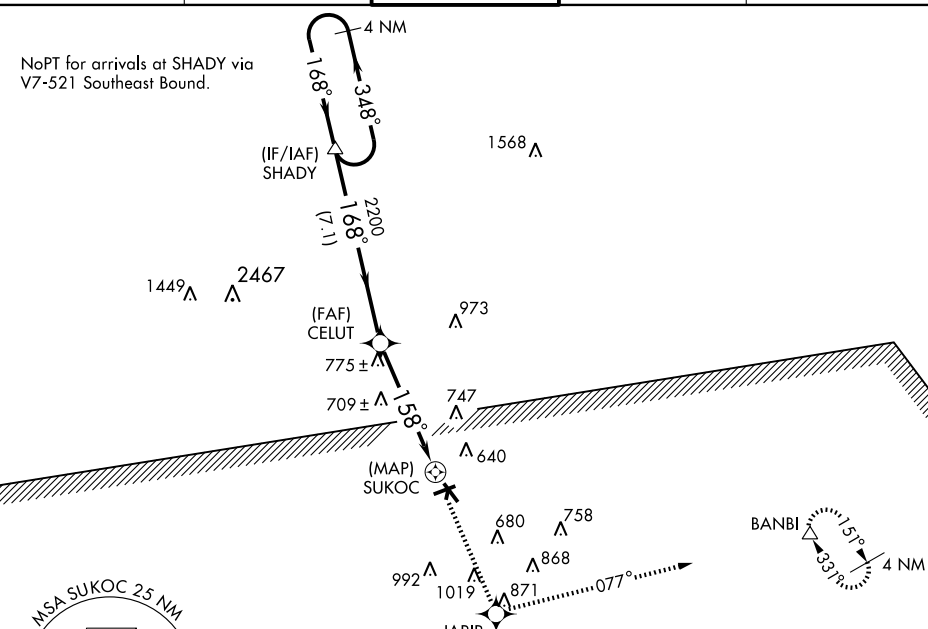
APP CRS	Rwy Idg	<b>5022</b>
<b>158°</b>	TDZE	<b>398</b>
	Apt Elev	<b>398</b>

**⚠** DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Montgomery altimeter setting and increase all MDAs 120 feet; increase LNAV visibility Cats. C and D ¼ mile, increase Circling visibility Cat. C ½ mile and Cat. D ¼ mile.

**MISSED APPROACH:** Climb to 3000 direct JARIP and via 077° track to BANBI and hold.

ATIS <b>120.925</b>	CAIRNS APP CON* <b>121.1 319.25</b>	TROY TOWER* <b>124.3 306.9</b>	GND CON <b>121.9 263.125</b>	UNICOM <b>122.8 (CTAF) 0</b>
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NoPT for arrivals at SHADY via V7-521 Southeast Bound.



CATEGORY	A	B	C	D
LNAV MDA	960-1	562 (600-1)	960-1½ 562 (600-1½)	960-1¾ 562 (600-1¾)
CIRCLING	960-1	562 (600-1)	960-1½ 562 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 **0**\*  
MIRL Rwy 7-25 **0**

# RNAV (GPS) RWY 25

TROY MUNI (TOI)

APP CRS	Rwy Idg	<b>5009</b>
<b>251°</b>	TDZE	<b>394</b>
	Apt Elev	<b>398</b>

Circling to Rwy 14 NA at night. DME/DME RNP-0.3 NA.  
 Visibility reduction by helicopters NA. When VGSI inop,  
 Straight-in/Circling Rwy 25 NA at night. When local altimeter  
 setting not received, use Montgomery altimeter setting and  
 increase all MDAs 120 feet; increase LNAV and Circling  
 visibility Cats. C and D ¼ mile.

MISSED APPROACH: Climb to 3000 direct  
 ZAXEM and left turn via 140° track to ESUNE  
 and via 063° track to BANBI and hold.

ASR/PAR

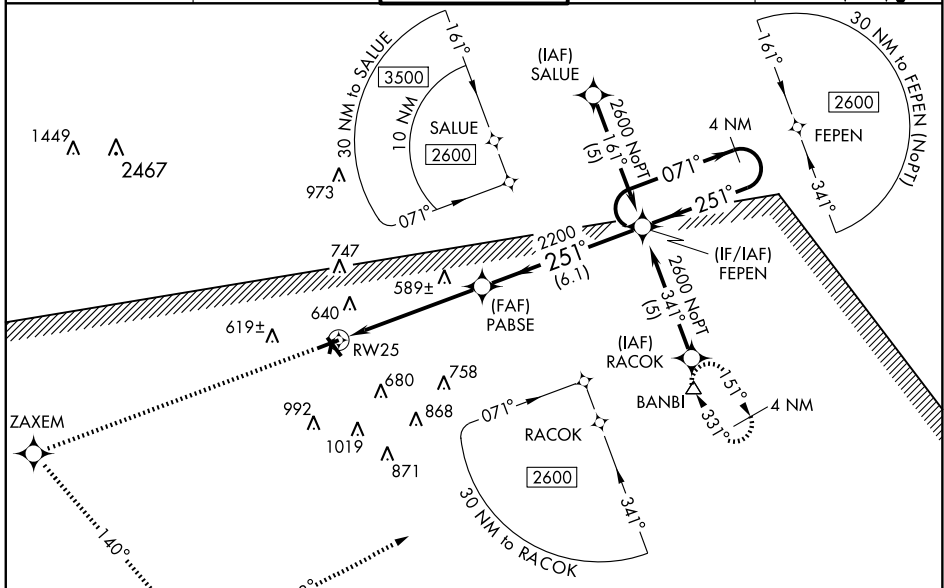
ATIS  
**120.925**

CAIRNS APP CON\*  
**121.1 319.25**

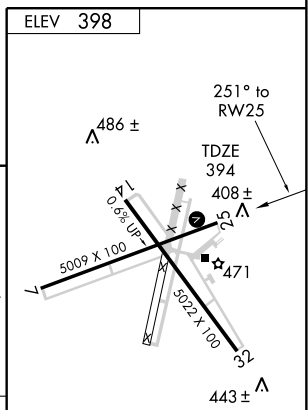
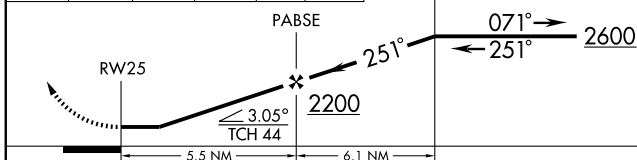
TROY TOWER\*  
**124.3 306.9**

GND CON  
**121.9 263.125**

UNICOM  
**122.8 (CTAF)**



3000	ZAXEM	ESUNE	BANBI
↑	✧	✧	△
	140° TRK	063° TRK	



CATEGORY	A	B	C	D
LNAV MDA	840-1	446 (500-1)	840-1¼ 446 (500-1¼)	840-1½ 446 (500-1½)
CIRCLING	940-1	542 (600-1)	940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 **★**  
 MIRL Rwy 7-25 **●**

# RNAV (GPS) RWY 32

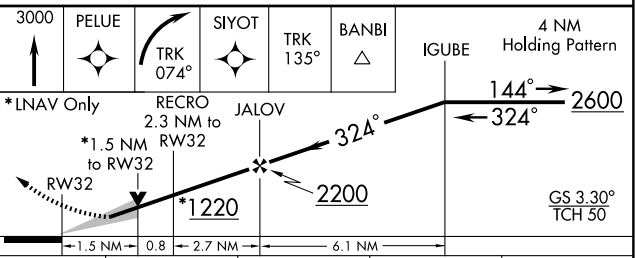
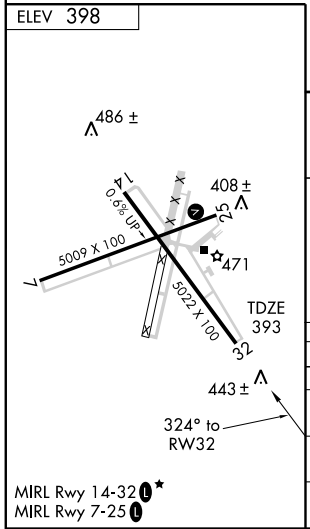
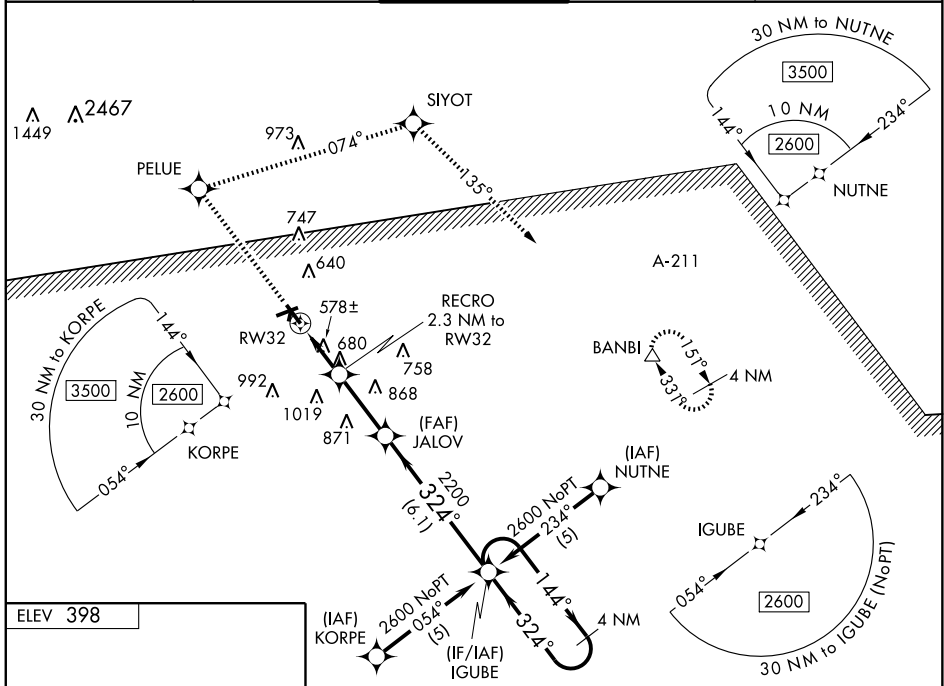
TROY MUNI (TOI)

WAAS CH <b>53506</b>	APP CRS <b>324°</b>	Rwy ldg TDZE Apt Elev	<b>5022</b> <b>393</b> <b>398</b>
<b>W32A</b>			

⚠ Circling to Rwy 14 NA at night. When VGSI inop, Circling Rwy 25 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. LNAV, VDP, and Baro-VNAV NA when using Montgomery altimeter setting. When local altimeter setting not received, use Montgomery altimeter setting and increase all DAs 101 feet, and all MDAs 120 feet; increase LPV and LNAV/VNAV all Cats. and Circling Cats. C and D visibilities ¼ mile.

⚠ MISSED APPROACH: Climb to 3000 direct PELUE and right turn via 074° track to SIYOT and via 135° track to BANBI and hold.

ATIS <b>120.925</b>	CAIRNS APP CON* <b>121.1 319.25</b>	TROY TOWER* <b>124.3 306.9</b>	GND CON <b>121.9 263.125</b>	UNICOM <b>122.8 (CTAF) 0</b>
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CATEGORY	A	B	C	D
LPV DA	645-1			252 (300-1)
LNAV/VNAV DA	879-1¾ 486 (500-1¾)			
LNAV MDA	940-1	547 (600-1)	940-1½ 547 (600-1½)	940-1¾ 547 (600-1¾)
CIRCLING	940-1	542 (600-1)	940-1½ 542 (600-1½)	980-2 582 (600-2)

MIRL Rwy 14-32 **0**\*  
MIRL Rwy 7-25 **0**

# AIRPORT DIAGRAM

AL-487 (FAA)

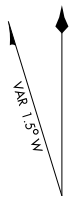
TUSCALOOSA RGNL (TCL)  
TUSCALOOSA, ALABAMA

ASOS  
 132.825  
 TUSCALOOSA TOWER\*  
 126.3 256.7  
 GND CON  
 121.8 257.95

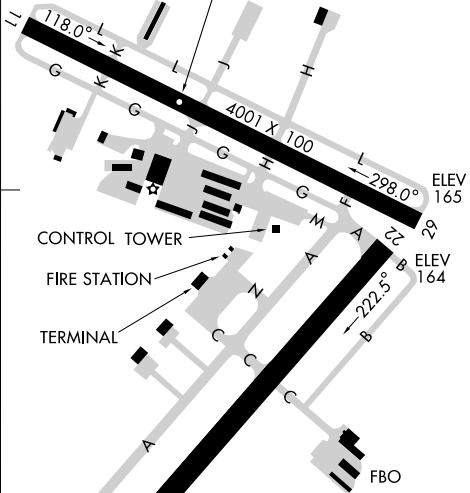
33° 14.0'N

△  
 258±

FIELD  
 ELEV  
 170



JANUARY 2005  
 ANNUAL RATE OF CHANGE  
 0.1° W



CONTROL TOWER  
 FIRE STATION  
 TERMINAL

FBO

33° 13.0'N

ELEV 153

RWY 4-22  
 S90, D133, ST169, DT200  
 RWY 11-29  
 S36, D53, DT93

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

87° 37.0'W

87° 36.0'W

SE-4. 08 APR 2010 to 06 MAY 2010

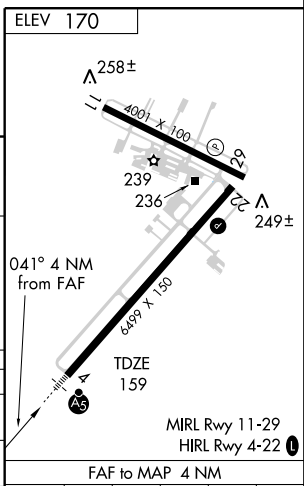
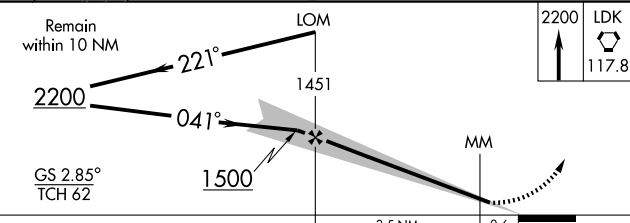
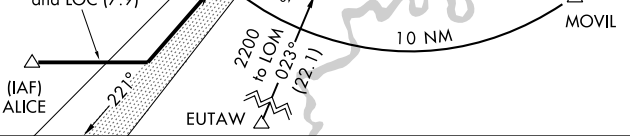
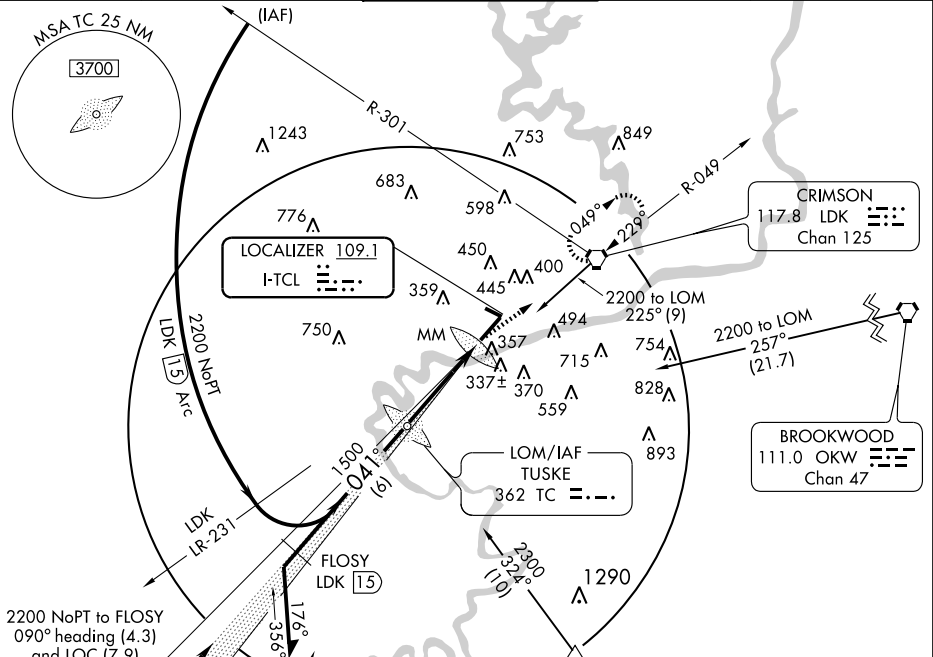
# ILS RWY 4

TUSCALOOSA RGNL (TCL)

LOC I-TCL <b>109.1</b>	APP CRS <b>041°</b>	Rwy Idg TDZE Apt Elev	<b>6499</b> <b>159</b> <b>170</b>
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For inoperative MALSR increase S-LOC 4 visibility to 1.		MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold.
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ASOS <b>132.825</b>	BIRMINGHAM APP CON <b>120.15 257.2</b>	TUSCALOOSA TOWER ★ <b>126.3 (CTAF) 256.7</b>	GND CON <b>121.8 257.95</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	ELEV 170	
S-ILS 4	359-½ 200 (200-½)				258±	
S-LOC 4	500-½ 341 (400-½)		500-¾ 341 (400-¾)		239	
CIRCLING	800-1 630 (700-1)		800-2 630 (700-2)		236	
					249±	
					401 x 100	
					6499 x 150	
					TDZE 159	
					MIRL Rwy 11-29	
					HIRL Rwy 4-22	
					FAF to MAP 4 NM	
	Knots	60	90	120	150	180
	Min:Sec	4:00	2:40	2:00	1:36	1:20

SE-4, 08 APR 2010 to 06 MAY 2010



# RNAV (GPS) RWY 4 TUSCALOOSA RGNL (TCL)

WAAS CH <b>48906</b> <b>W04A</b>	APP CRS <b>041°</b>	Rwy ldg TDZE Apt Elev	<b>6499</b> <b>159</b> <b>170</b>
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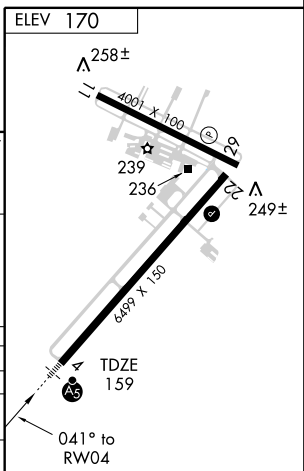
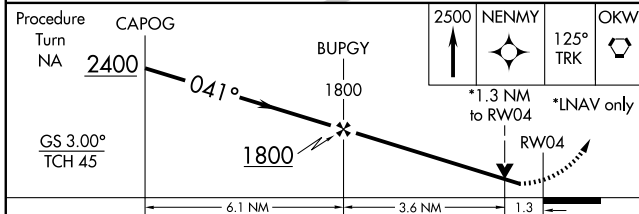
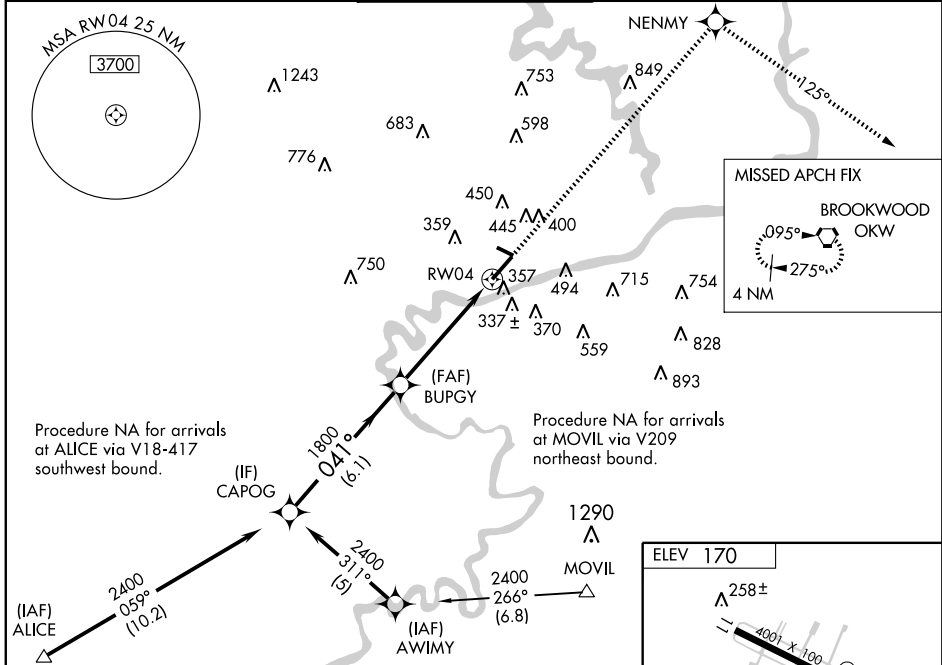
MALSR



**MISSED APPROACH:**  
Climb to 2500 direct  
NENMY then via  
125° track to OKW  
VORTAC and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (119°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Birmingham altimeter setting and increase LPV and LNAV/VNAV DA 177', all MDAs 180', LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ½ mile, Circling Cat B visibility ¼ mile, and Cats C and D visibility ½ mile. VDP and Baro-VNAV NA when using Birmingham altimeter setting. For inoperative MALSR, increase LNAV Cats A and B visibility ¼ mile. For inoperative MALSR, when using Birmingham altimeter setting; increase LPV all Cats visibility ½ mile, and LNAV Cat A and B visibility ¼ mile.

ASOS <b>132.825</b>	BIRMINGHAM APP CON <b>120.15 257.2</b>	TUSCALOOSA TOWER ★ <b>126.3 (CTAF) 0 256.7</b>	GND CON <b>121.8 257.95</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LPV DA	409-¾		250 (300-¾)	
LNAV/VNAV DA	608-1		449 (500-1)	
LNAV MDA	620-¾		461 (500-¾)	
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29  
HIRL Rwy 4-22

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 11

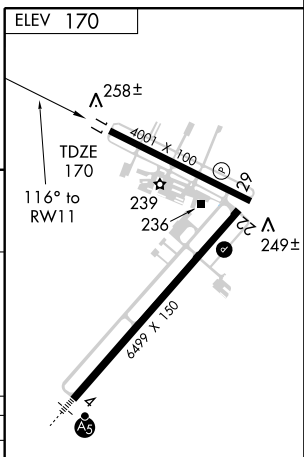
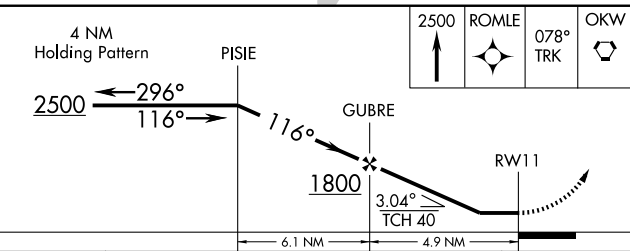
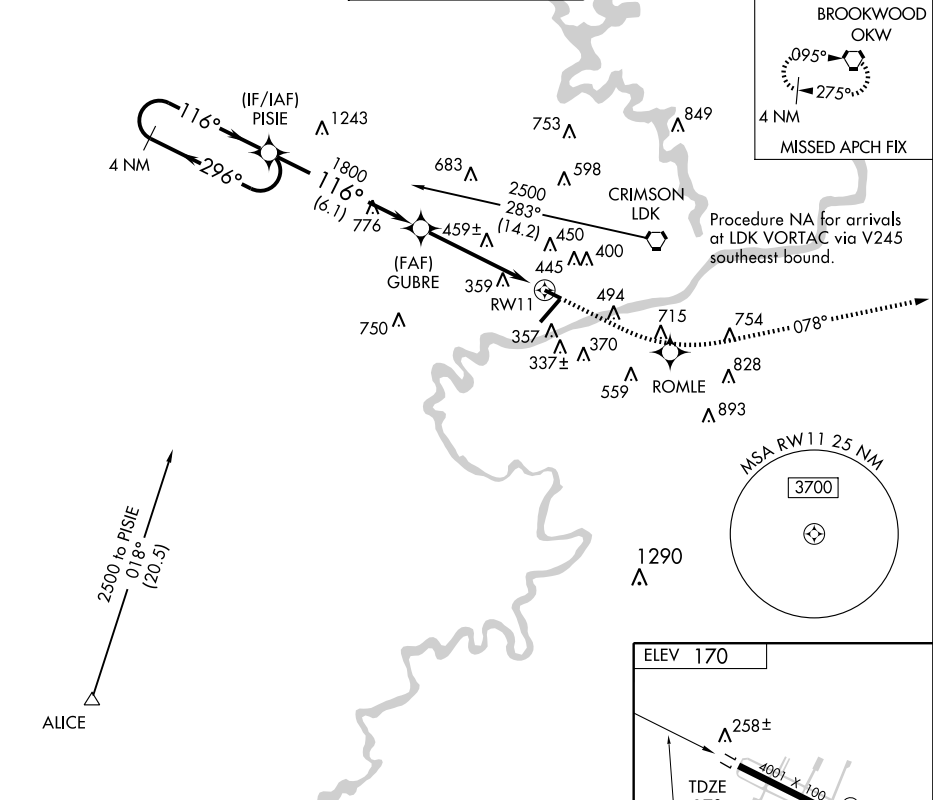
TUSCALOOSA RGNL (TCL)

APP CRS	Rwy Idg	<b>4001</b>
<b>116°</b>	TDZE	<b>170</b>
	Apt Elev	<b>170</b>

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham  
**▲** altimeter setting and increase all MDAs 180', LNAV Cat. C and D visibility ½ mile, Circling Cat. B visibility ¼ mile, Cat. C and D visibility ½ mile.

**MISSED APPROACH:** Climb to 2500 direct ROMLE then via 078° track to OKW VORTAC and hold.

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
<b>132.825</b>	<b>120.15 257.2</b>	<b>126.3 (CTAF) 0 256.7</b>	<b>121.8 257.95</b>	<b>122.95</b>



CATEGORY	A	B	C	D
LNAV MDA	720-1 550 (600-1)	720-1½ 550 (600-1½)	720-1¾ 550 (600-1¾)	720-2 550 (600-2)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

MIRL Rwy 11-29  
HIRL Rwy 4-22

# RNAV (GPS) RWY 22

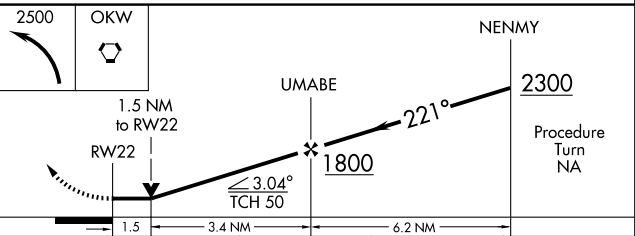
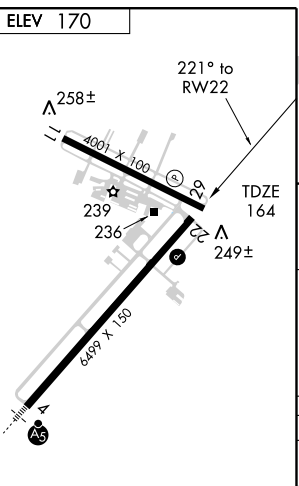
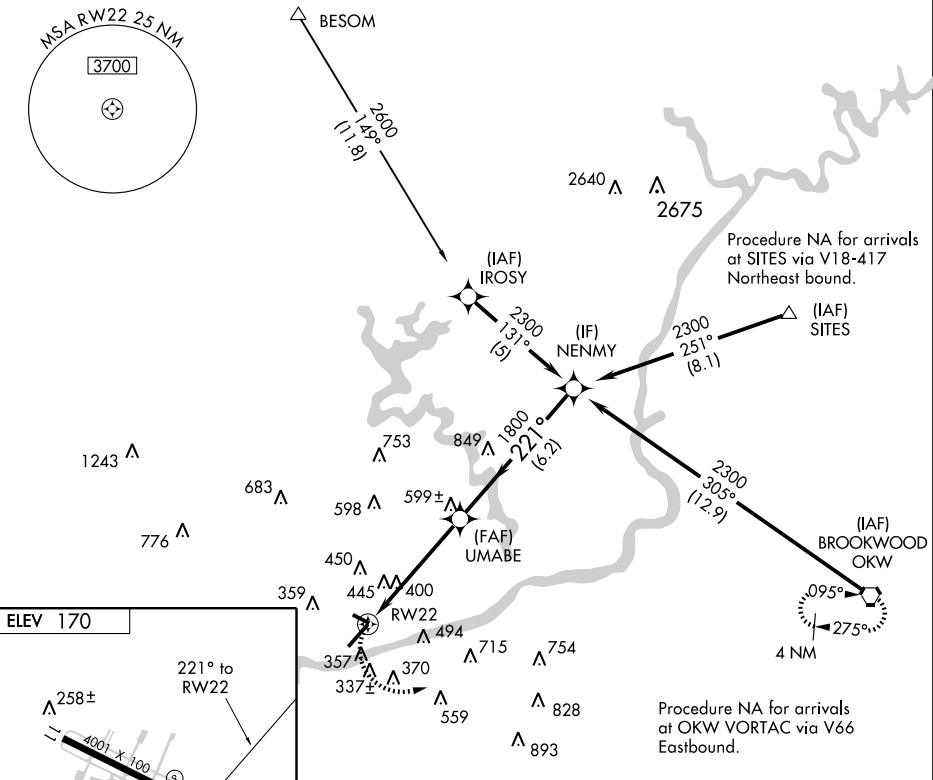
TUSCALOOSA RGNL (TCL)

APP CRS	Rwy Idg	<b>6499</b>
<b>221°</b>	TDZE	<b>164</b>
	Apt Elev	<b>170</b>

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Birmingham altimeter setting. When local altimeter setting not received, use **▲** Birmingham altimeter setting and increase all MDAs 180 feet, LNAV Cat. C and D visibility ½ mile, circling Cat. B visibility ¼ mile, Cat. C and D visibility ½ mile.

**MISSED APPROACH:** Climbing left turn to 2500 direct OKW VORTAC and hold.

ASOS <b>132.825</b>	BIRMINGHAM APP CON <b>120.15 257.2</b>	TUSCALOOSA TOWER ★ <b>126.3 (CTAF) 0 256.7</b>	GND CON <b>121.8 257.95</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D
LNAV MDA	700-1	536 (600-1)	700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	720-1 550 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

# RNAV (GPS) RWY 29

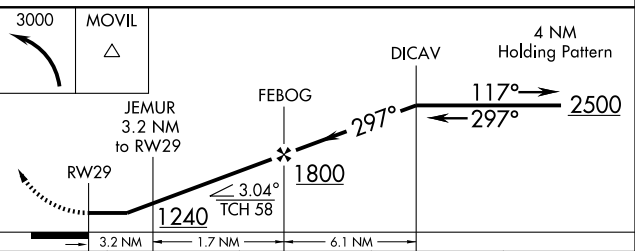
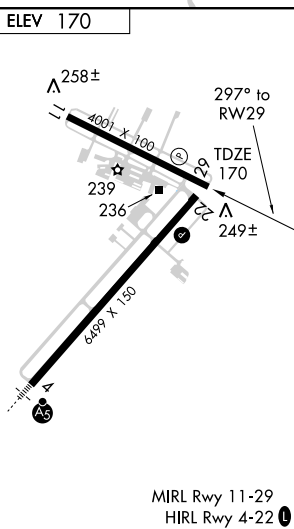
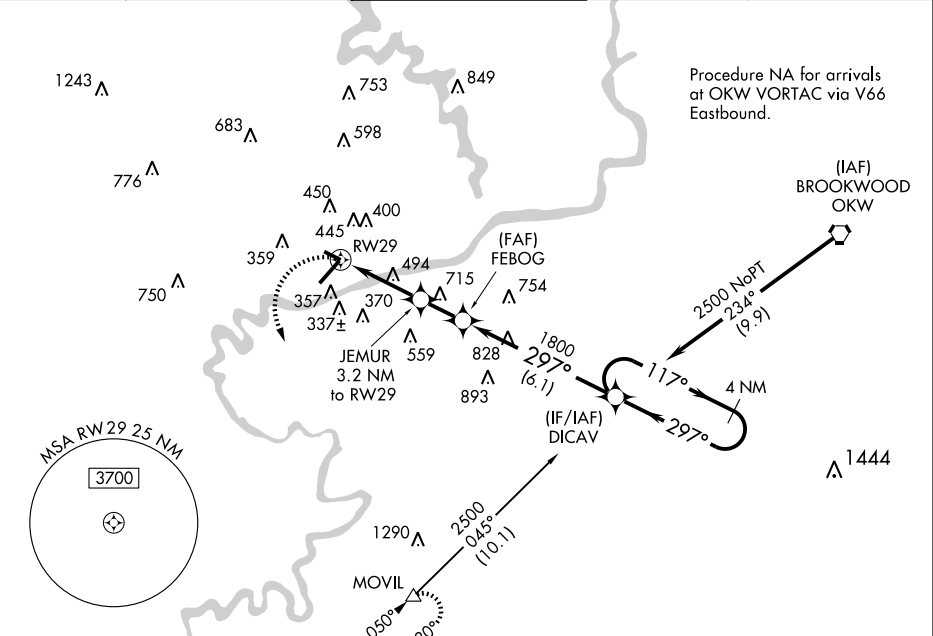
TUSCALOOSA RGNL (TCL)

APP CRS	Rwy Idg	<b>4001</b>
<b>297°</b>	TDZE	<b>170</b>
	Apt Elev	<b>170</b>

**▼** DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA at night when control tower closed. When local altimeter setting not received, use Birmingham altimeter setting and increase all MDAs 180', LNAV Cat B visibility ¼ mile, Cat C and D visibility ¾ mile, Circling Cat B visibility ¼ mile, Cat C and D visibility ½ mile.

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

ASOS	BIRMINGHAM APP CON	TUSCALOOSA TOWER ★	GND CON	UNICOM
<b>132.825</b>	<b>120.15 257.2</b>	<b>126.3 (CTAF) 0 256.7</b>	<b>121.8 257.95</b>	<b>122.95</b>



CATEGORY	A	B	C	D
LNAV MDA	760-1	590 (600-1)	760-1½ 590 (600-1½)	760-1¾ 590 (600-1¾)
CIRCLING	760-1 590 (600-1)	800-1 630 (700-1)	800-1¾ 630 (700-1¾)	800-2 630 (700-2)

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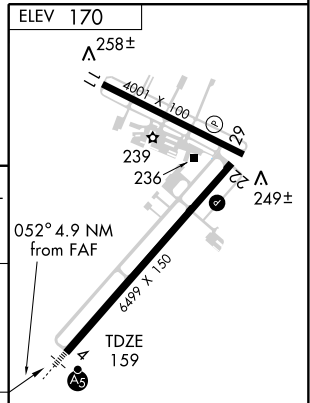
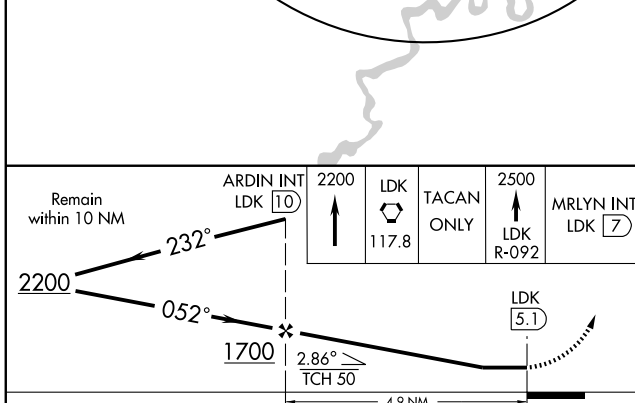
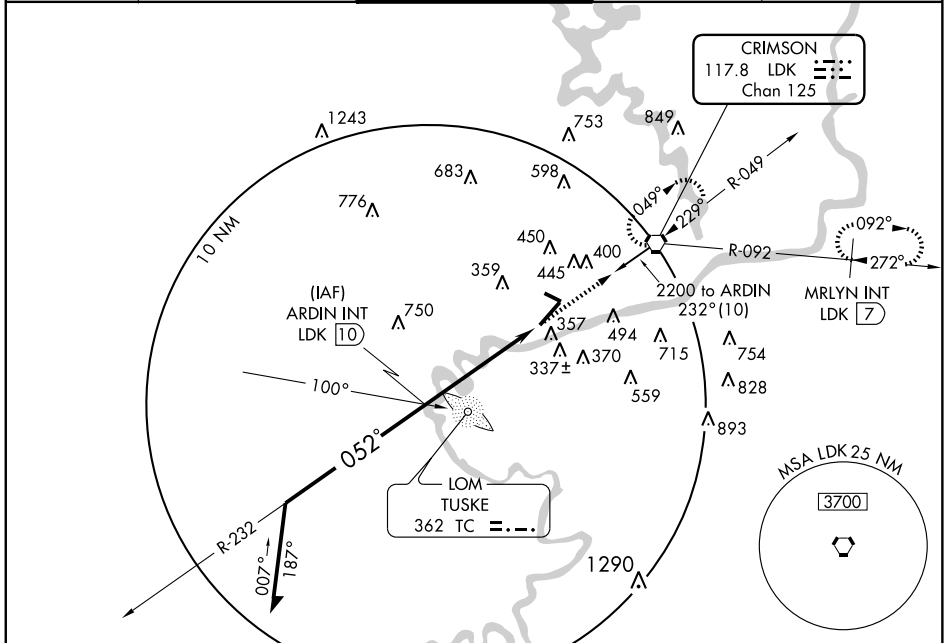
# VOR or TACAN RWY 4

TUSCALOOSA RGNL (TCL)

VORTAC LDK <b>117.8</b> Chan <b>125</b>	APP CRS <b>052°</b>	Rwy Idg TDZE Apt Elev	<b>6499</b> <b>159</b> <b>170</b>
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<p>DME OR ADF REQUIRED</p>	<p>MALSR</p>	<p>MISSED APPROACH: Climb to 2200 direct LDK VORTAC and hold. (TACAN aircraft continue to 2500 via LDK R-092 to MRLYN Int/7 DME and hold E, right turns, 272° inbound.)</p>	

ASOS <b>132.825</b>	BIRMINGHAM APP CON <b>120.15 257.2</b>	TUSCALOOSA TOWER ★ <b>126.3 (CTAF) 256.7</b>	GND CON <b>121.8 257.95</b>	UNICOM <b>122.95</b>
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CATEGORY	A	B	C	D	MRL Rwy 11-29 HIRL Rwy 4-22												
	620-½ 461 (500-½)	620-¾ 461 (500-¾)	620-1 461 (500-1)	620-1 461 (500-1)													
S-4	800-1 630 (700-1)	800-1 630 (700-1)	800-2 630 (700-2)	800-2 630 (700-2)	FAF to MAP 4.9 NM												
CIRCLING	800-1 630 (700-1)	800-1 630 (700-1)	800-2 630 (700-2)	800-2 630 (700-2)	<table border="1"> <tr> <td>Knots</td> <td>60</td> <td>90</td> <td>120</td> <td>150</td> <td>180</td> </tr> <tr> <td>Min:Sec</td> <td>4:54</td> <td>3:16</td> <td>2:27</td> <td>1:58</td> <td>1:38</td> </tr> </table>	Knots	60	90	120	150	180	Min:Sec	4:54	3:16	2:27	1:58	1:38
Knots	60	90	120	150	180												
Min:Sec	4:54	3:16	2:27	1:58	1:38												

SE-4, 08 APR 2010 to 06 MAY 2010

VORTAC LDK	APP CRS	Rwy Idg	6499
117.8	235°	TDZE	164
Chan 125		Apt Elev	170

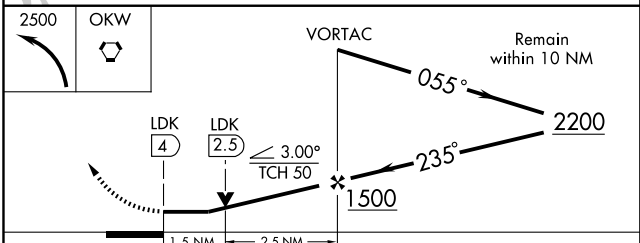
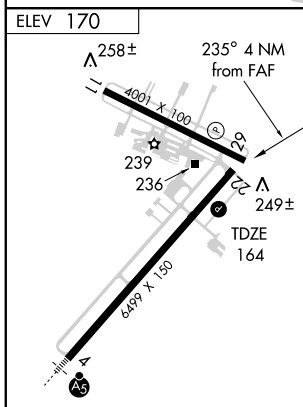
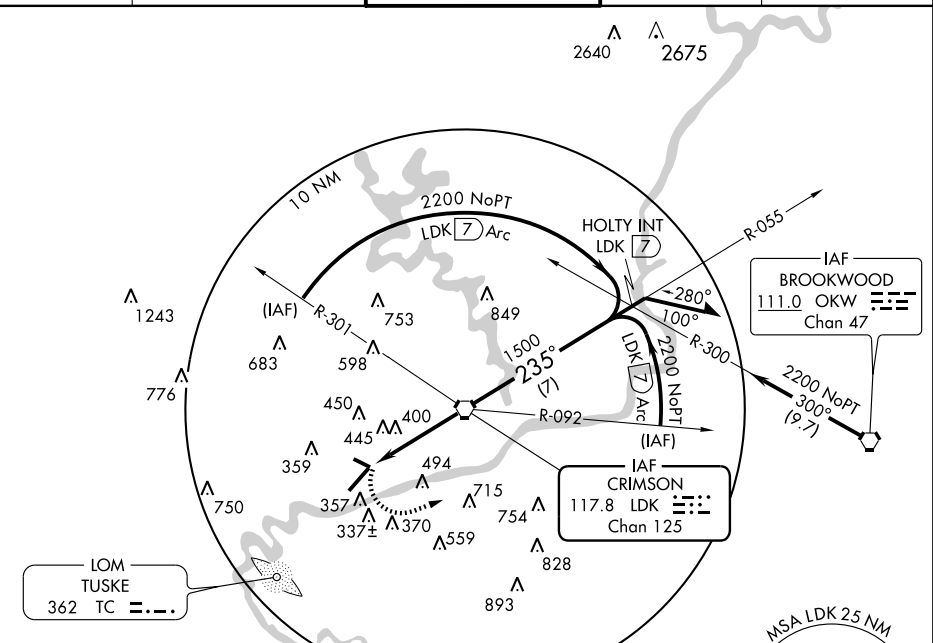
# VOR or TACAN RWY 22

TUSCALOOSA RGNL (TCL)

Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 2500 direct OKW VORTAC.

ASOS 132.825	BIRMINGHAM APP CON 120.15 257.2	TUSCALOOSA TOWER ★ 126.3 (CTAF) 256.7	GND CON 121.8 257.95	UNICOM 122.95
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	FAF to MAP 4 NM					
	Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20	

CATEGORY	A	B	C	D
S-22	700-1 536 (600-1)		700-1½ 536 (600-1½)	700-1¾ 536 (600-1¾)
CIRCLING	800-1 630 (700-1)		800-1¾ 630 (700-1¾)	800-2 630 (700-2)

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# RNAV (GPS) RWY 13

TUSKEGEE/MOTON FIELD MUNI (06A)

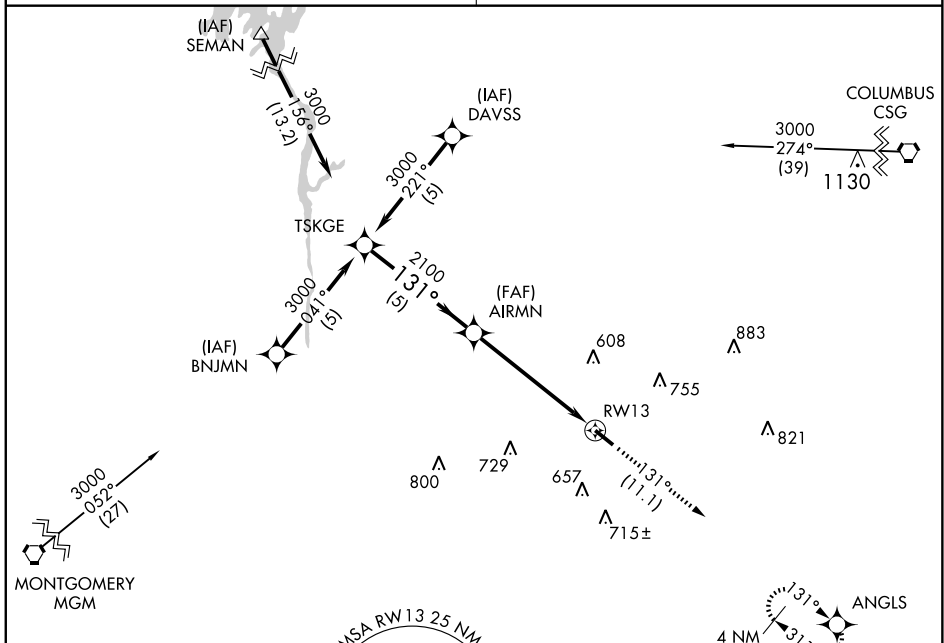
APP CRS	Rwy Idg	<b>5003</b>
<b>131°</b>	TDZE	<b>263</b>
	Apt Elev	<b>264</b>

▼  
▲ NA  
Use Montgomery altimeter setting.  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA

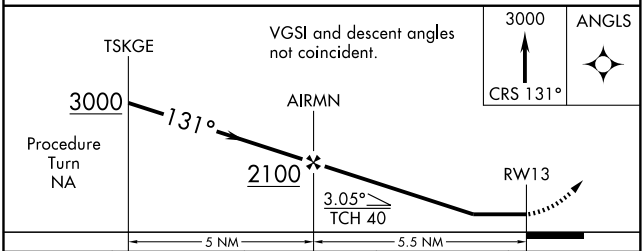
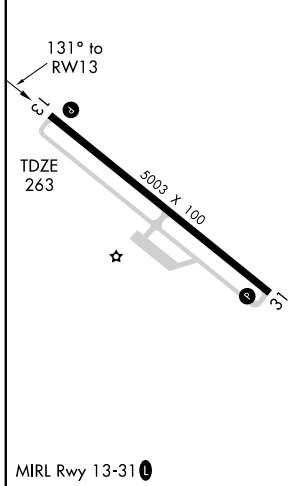
MISSED APPROACH: Climb to 3000 via 131° course to ANGLS WP and hold.

ATLANTA APP CON ★  
**125.5 323.1**

UNICOM  
**122.8 (CTAF) 0**



ELEV 264



CATEGORY	A	B	C	D
LNAV MDA	860-1 597 (600-1)		860-1½ 597 (600-1½)	860-1¾ 597 (600-1¾)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2½ 796 (800-2½)

SE-4, 08 APR 2010 to 06 MAY 2010

# RNAV (GPS) RWY 31

TUSKEGEE/MOTON FIELD MUNI (06A)

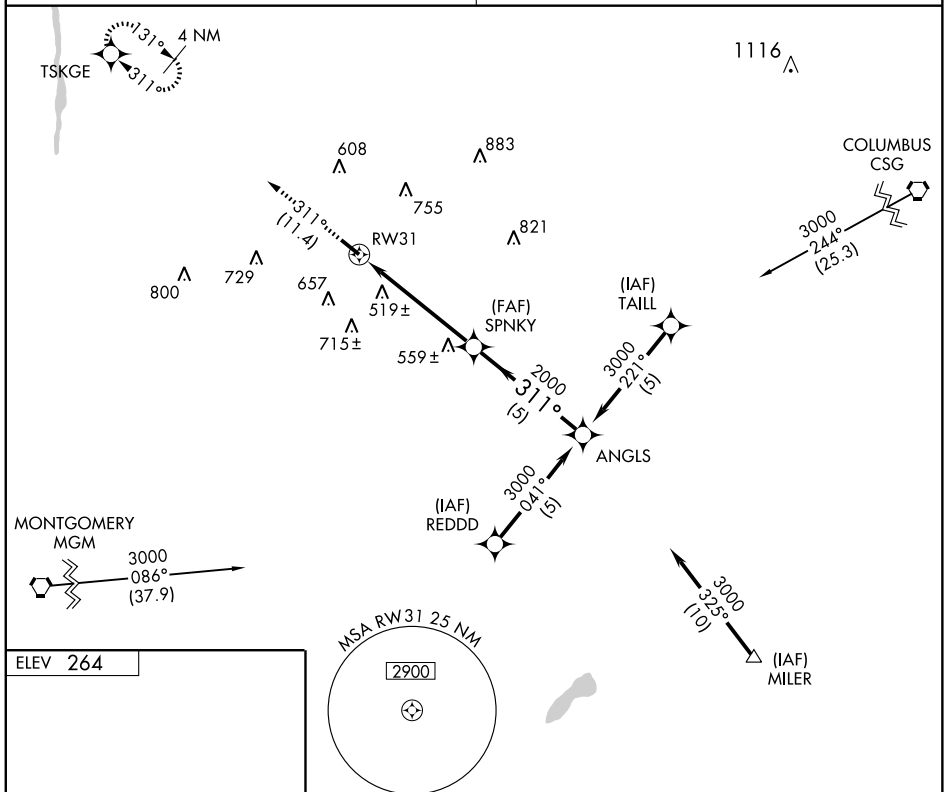
APP CRS	Rwy Idg	<b>5003</b>
<b>311°</b>	TDZE	<b>263</b>
	Apt Elev	<b>264</b>

**NA** Use Montgomery altimeter setting.  
GPS or RNP-0.3 Required.  
DME/DME RNP-0.3 NA

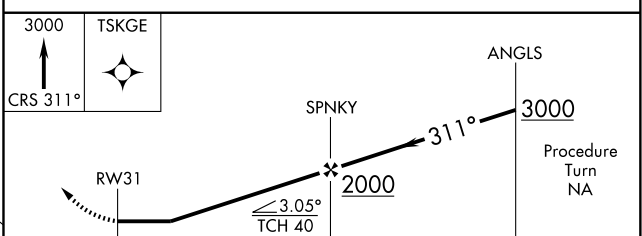
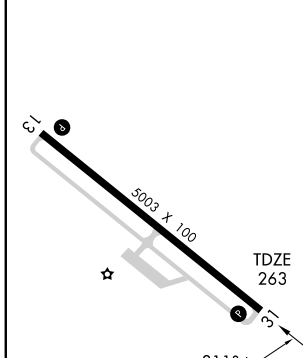
MISSED APPROACH: Climb to 3000 via 311° course to TSKGE WP and hold.

ATLANTA APP CON ★  
**125.5 323.1**

UNICOM  
**122.8 (CTAF)**



ELEV 264



CATEGORY	A	B	C	D
LNAV MDA	880-1 617 (700-1)		880-1 <sup>3</sup> / <sub>4</sub> 617 (700-1 <sup>3</sup> / <sub>4</sub> )	880-2 617 (700-2)
CIRCLING	960-1 696 (700-1)	1000-1 736 (800-1)	1000-2 736 (800-2)	1060-2 <sup>1</sup> / <sub>2</sub> 796 (800-2 <sup>1</sup> / <sub>2</sub> )

MIRL Rwy 13-31



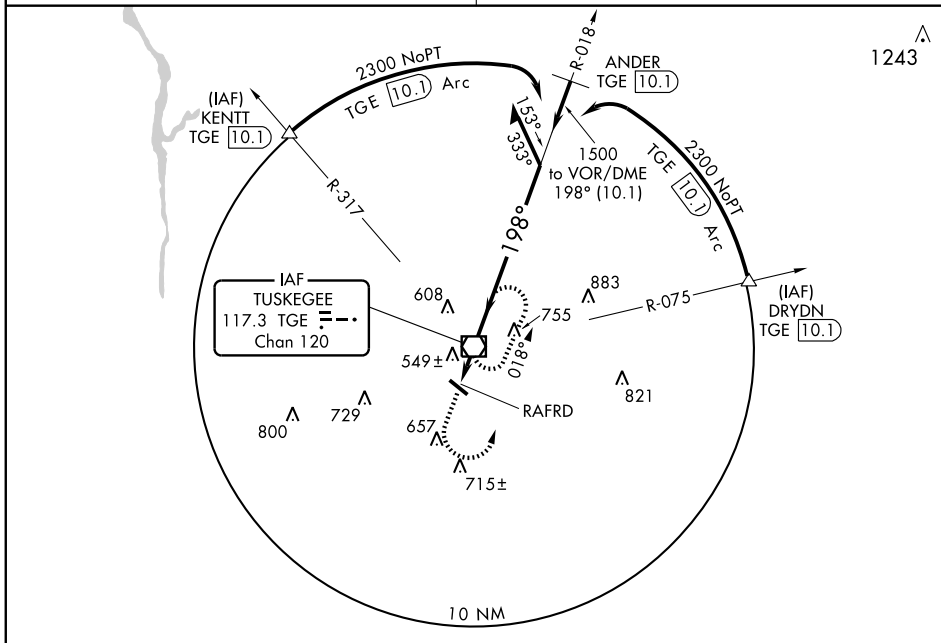
VOR/DME TGE <b>117.3</b> Chan <b>120</b>	APP CRS <b>198°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>264</b>
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▼  
▲ NA Use Montgomery altimeter setting.

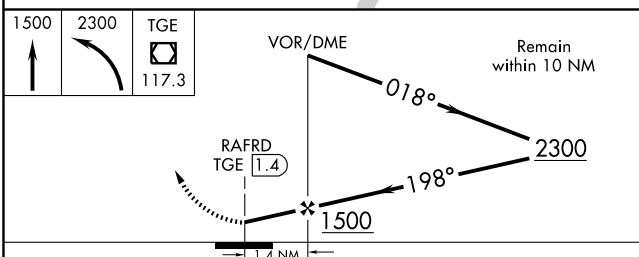
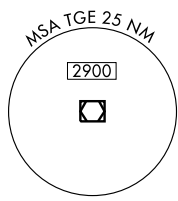
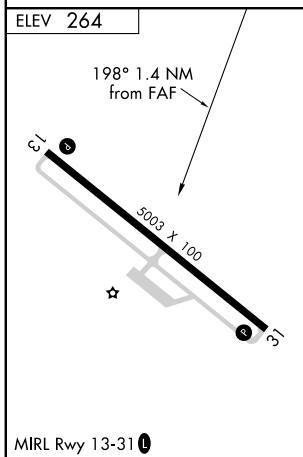
MISSED APPROACH: Climb to 1500 then climbing left turn to 2300 direct TGE VOR/DME and hold.

ATLANTA APP CON ★  
**125.5 323.1**

UNICOM  
**122.8 (CTAF)**



▲ 1243



FAF to MAP 1.4 NM

Knots	60	90	120	150	180
Min:Sec	1:24	0:56	0:42	0:34	0:28

CATEGORY	A	B	C	D
CIRCLING	1020-1 756 (800-1)	1020-1¼ 756 (800-1¼)	1020-2¼ 756 (800-2¼)	1060-2½ 796 (800-2½)

# VOR/DME or GPS-A

VERNON/LAMAR COUNTY (M55)

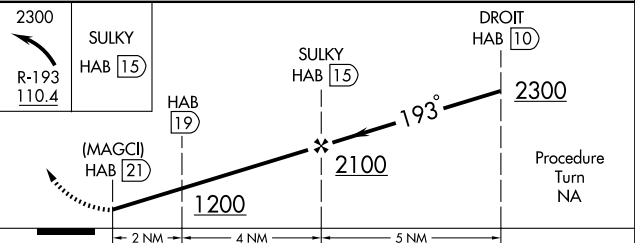
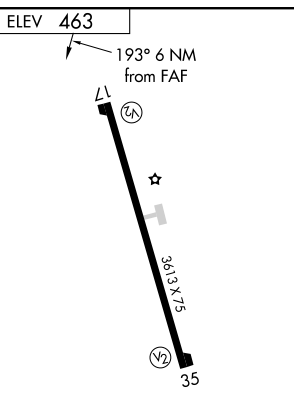
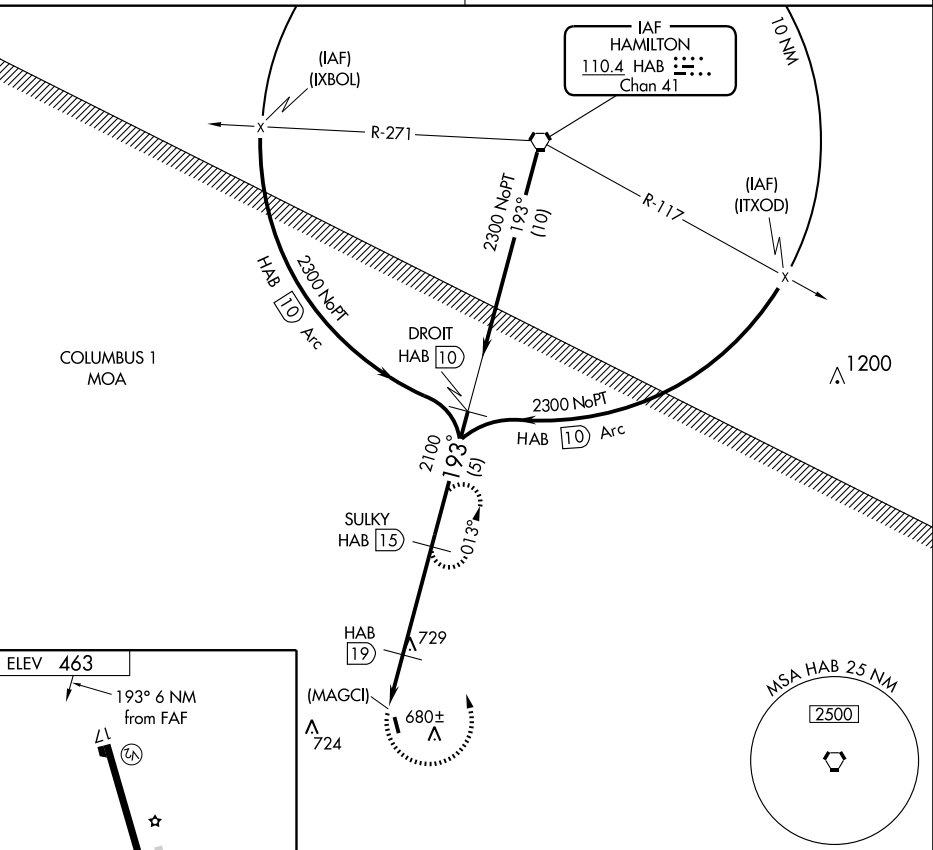
VORTAC HAB <b>110.4</b> Chan <b>41</b>	APP CRS <b>193°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>463</b>
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**NA** Use Columbus, MS approach control altimeter setting.

**MISSED APPROACH:** Climbing left turn to 2300 to intercept R-193 to SULKY 15 DME and hold.

COLUMBUS APP CON★  
**126.075 239.25**

CTAF  
**122.90**



CATEGORY	A	B	C	D
CIRCLING	1060-1 599 (600-1)	1060-1¼ 599 (600-1¼)	1060-1½ 599 (600-1½)	1060-2 599 (600-2)

MIRL Rwy 16-34 **L**

SE-4, 08 APR 2010 to 06 MAY 2010

# VOR or GPS-A

WETUMPKA MUNI (08A)

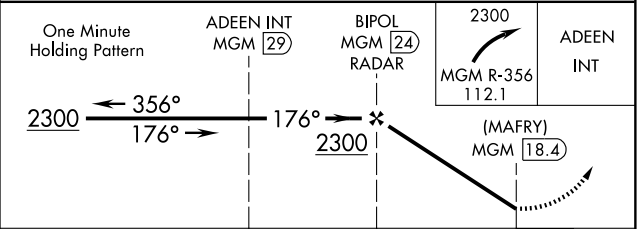
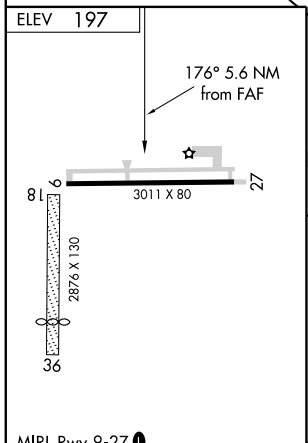
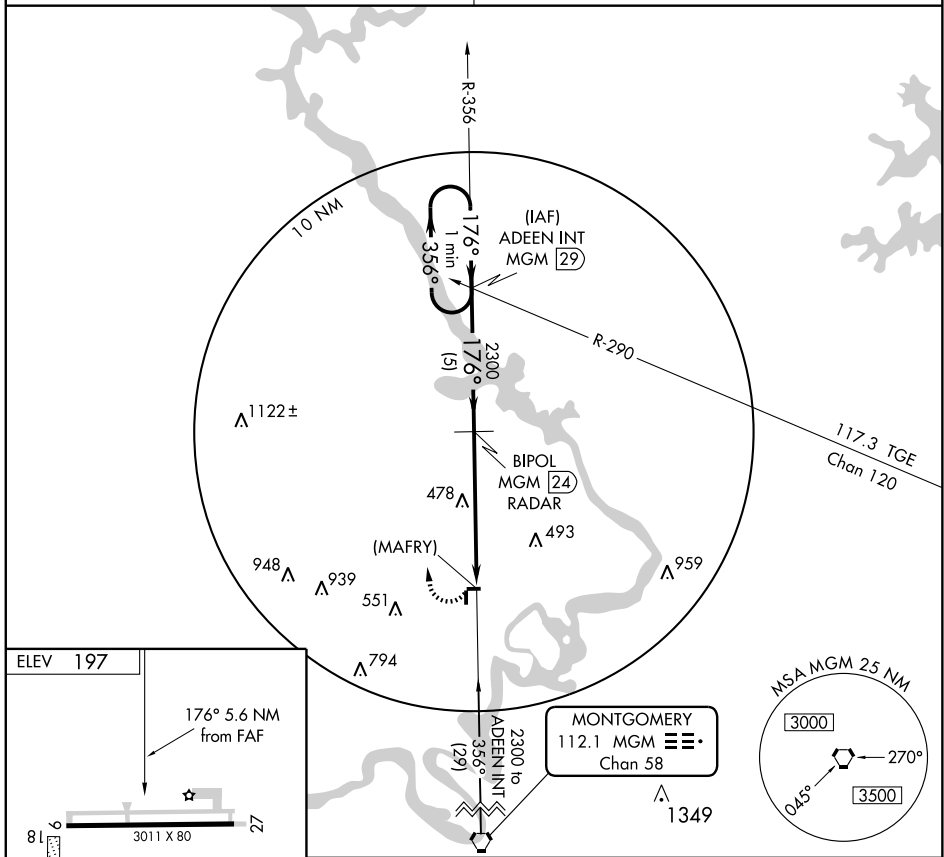
VORTAC MGM <b>112.1</b> Chan <b>58</b>	APP CRS <b>176°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>197</b>
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**▲ NA** Use Montgomery altimeter setting.  
ACTIVATE MIRL Rwy 9-27 CTAF.  
DME OR RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2300  
via MGM R-356 to ADEEN Int and hold.

MONTGOMERY APP CON ★  
**121.2 380.225**

UNICOM  
**123.05 (CTAF) 0**



FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
CIRCLING	780-1	583 (600-1)	820-1 <sup>3</sup> / <sub>4</sub> 623 (700-1 <sup>3</sup> / <sub>4</sub> )	NA