

SC-4

LA MS

03 SEP 26 to 29 OCT 26



Federal Aviation
Administration

TM

U.S. Terminal Procedures Publication

South Central (SC) Vol 4 of 5

Effective: 0901Z

03 SEP 2026

to: 0901Z

29 OCT 2026

Consult the Change Notice
(CN) effective 01 OCT 2026 for
revised Instrument Procedure
Charts for this volume



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Request for the creation or revisions to Airport Diagrams should be in accordance with
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INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

TERMS/LANDING MINIMA DATA

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

DA

Visibility
(RVR 100's of feet)

Aircraft Approach Category

HAT

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

MDA

HAA

Visibility in Statute Miles

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All weather minimums in parentheses not applicable to Civil Pilots.

Military Pilots refer to appropriate regulations.

COPTER MINIMA ONLY

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

Copter Approach Direction

Height of MDA/DA Above Landing Area (HAL)

No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE
HEIGHT ABOVE AIRPORT IN FEET

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

AIRCRAFT APPROACH CATEGORIES

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

MANEUVERING TABLE

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

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

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

Comparable Values of RVR and Visibility

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

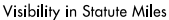
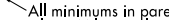
RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1200	¼	2200	½	3200*	¾	5000*	1
1600*	¼	2400*	½	3500	¾	5500	1
1800	½	2600	½	4000*	¾	6000*	1¼
2000	½	3000	¾	4500*	¾		

*Values repeated from 14 CFR 91.175 and shall be used for takeoff or landing minima.

If a visibility adjustment is required for a procedure with an RVR value, the RVR value should first be converted to visibility using this table. The visibility should then be increased by the adjustment value, and then may be converted back to the highest RVR value associated with that visibility. For example, if a procedure with 2000 RVR requires a ¼ mile adjustment, first convert 2000 RVR to ½ SM. Adding ¼ SM results in ¾ SM, which may then be converted to 3500 RVR.

RADAR MINIMA

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

Radar Minima:  Visibility in Statute Miles  All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

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

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

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

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GENERAL INFORMATION

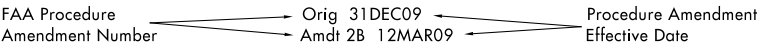
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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



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

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. In the event ATC radar must be available for a specific portion(s) of the procedure, the portion(s) will be specified in the pilot briefing strip with the statement "RADAR required".
- Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).
- Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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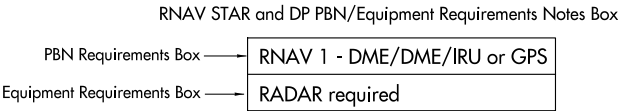
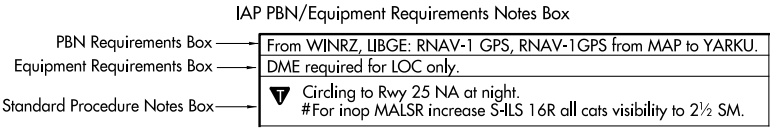
GENERAL INFO

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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



PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g.,  

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

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

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

ABBREVIATIONS

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

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IFR	Instrument Flight Rules	MSL	Mean Sea Level
ILS	Instrument Landing System	MSPEC	Management Specification
IM	Inner Marker	MUNI	Municipal
INC	Incorporated	N/A	Not Applicable
Inop	Inoperative	NA	Not Authorized
INT	Intersection	NAAS	Naval Auxiliary Air Station
INTCNTL	Intercontinental	NAF	Naval Air Facility
INTL	International	NALF	Naval Auxiliary Landing Field
JNGB	Joint National Guard Base	NAS	Naval Air Station
JRB	Joint Reserve Base	NDB	Nondirectional Radio Beacon
K	Knots	NM	Nautical Mile
KIAS	Knots Indicated Airspeed	NOLF	Naval Outlying Field
LAAS	Local Area Augmentation System	NoPT	No Procedure Turn
LDA	Localizer Type Directional Aid	NOTAM	Notice to Airmen
Ldg	Landing	NS	Naval Station
LIRL	Low Intensity Runway Lights	NTL	National
LNAV	Lateral Navigation	ODALS	Omnidirectional Approach Lighting System
LOA	Letter of Agreement/Authorization	ODP	Obstacle Departure Procedures
LOC	Localizer	OM	Outer Marker
LOM	Locator Outer Marker	OPSPEC	Operations Specification
LP	Localizer Performance	PAR	Precision Approach Radar
LPV	Localizer Performance with Vertical Guidance	PCL	Pilot Controlled Lighting
LR	Lead Radial	PDC	Pre-Departure Clearance
LRRS	Long Range RADAR Station	PRM	Precision Runway Monitor
MAA	Maximum Authorized Altitude	Pvt	Private
MALS	Medium Intensity Approach Lighting System	R	Radial
MALSF	Medium Approach Lighting System with Sequenced Flashers	RA	Radio Altimeter setting height
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights	RAIL	Runway Alignment Indicator Lights
MAP	Missed Approach Point	RCLS	Runway Centerline Light System
MCAF	Marine Corps Air Facility	REIL	Runway End Identifier Lights
MCALF	Marine Corps Auxiliary Landing Field	RF	Radius to Fix
MCAS	Marine Corps Air Station	RGNL	Regional
MCB	Marine Corps Base	RLLS	Runway Lead-in Light System
MCOLF	Marine Corps Outlying Field	RNAV	Area Navigation
MDA	Minimum Descent Altitude	RNP	Required Navigation Performance
MEA	Minimum Enroute Altitude	RPI	Runway Point of Interception
MEML	Memorial	RVR	Runway Visual Range
METRO	Metropolitan	RWY	Runway
MIRL	Medium Intensity Runway Lights	S	Straight-in
MM	Middle Marker	SALS	Simplified Short Approach Lighting System
MOCA	Minimum Obstruction Clearance Altitude	SALSF	Short Approach Lighting System with Sequenced Flashing Lights
MRA	Minimum Reception Altitude	SFB	Space Force Base

ABBREVIATIONS

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SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Simplified Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Lighting System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL/RCLS	Touchdown Zone Lights and Runway Centerline Lighting Systems
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force
USCG	United States Coast Guard
USMC	United States Marine Corps
USN	United States Navy
USSF	United States Space Force
VASI	Visual Approach Slope Indicator
VCOA	Visual Climb Over Airport
VDA	Vertical Descent Angle
VDP	Visual Descent Point
VFR	Visual Flight Rules
VGf	Visual Guidance Fix
VGSI	Visual Glide Slope Indicator
VNAV	Vertical Navigation
VOR	Very High Frequency Omni-Directional Range
VORTAC	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS	Wide Area Augmentation System
WP/WPT	Waypoint

ABBREVIATIONS

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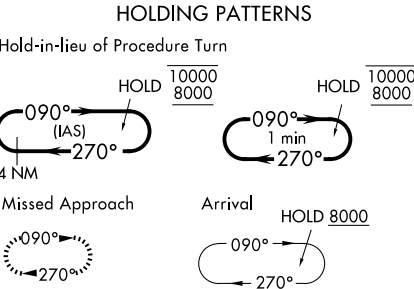
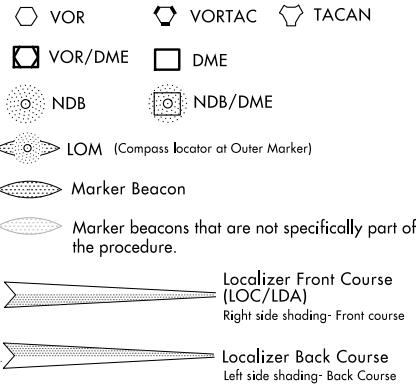
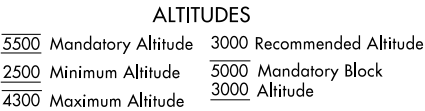
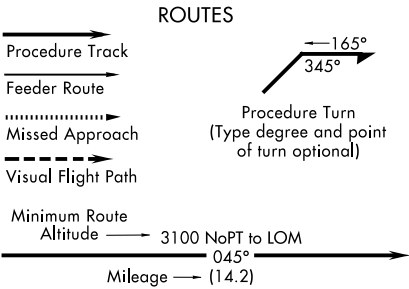
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

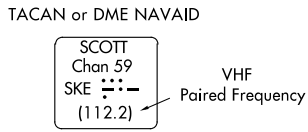
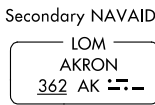
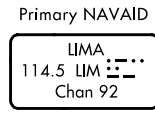
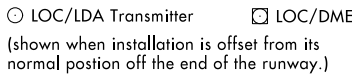
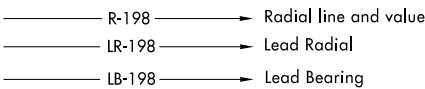
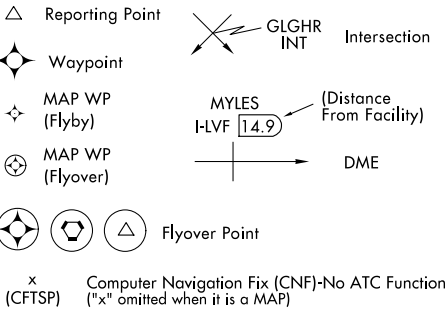
PLANVIEW SYMBOLS



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

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

FIXES/ATC REPORTING REQUIREMENTS

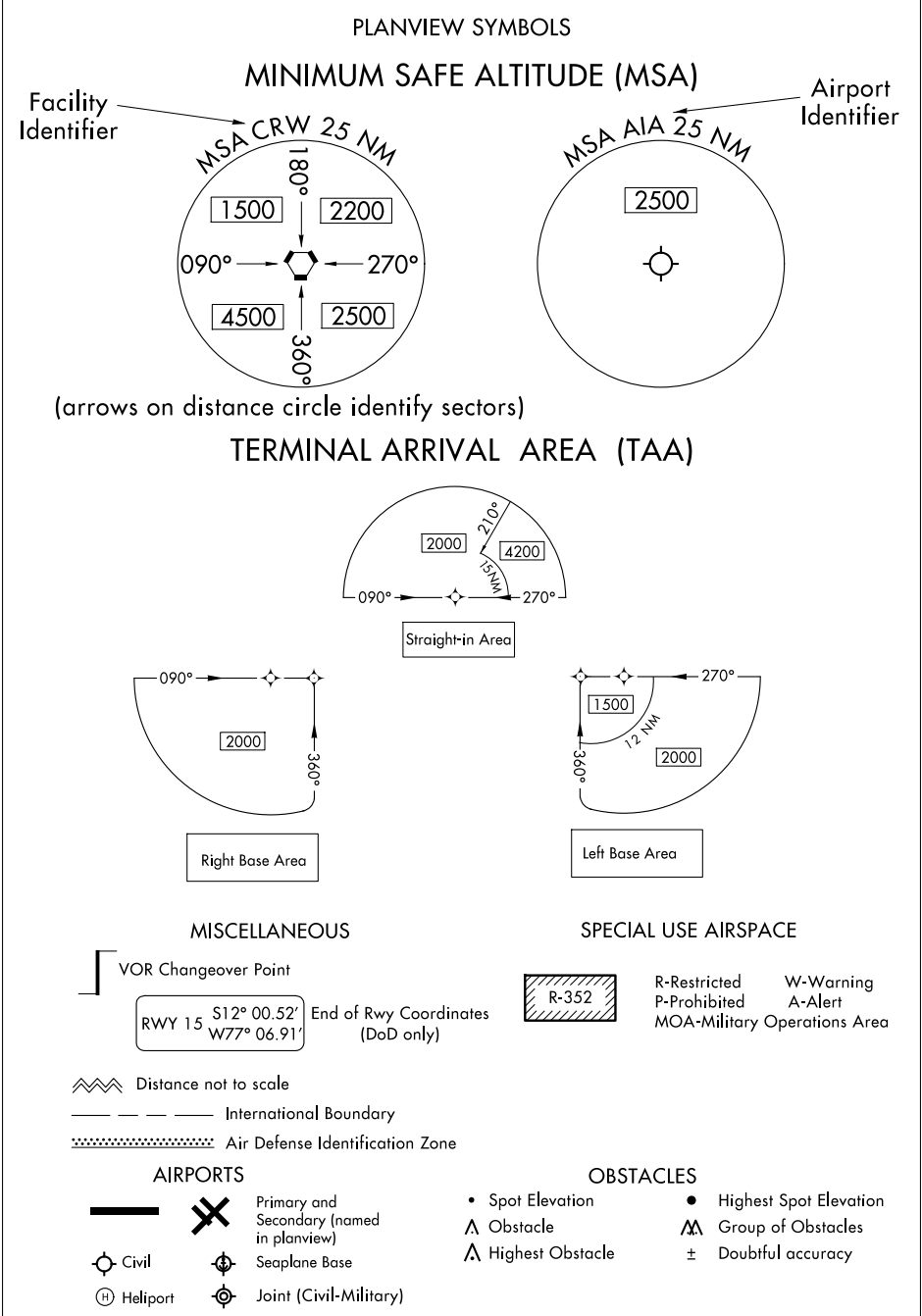


LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

23110



LEGEND

23110

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

26246

PROFILE VIEW

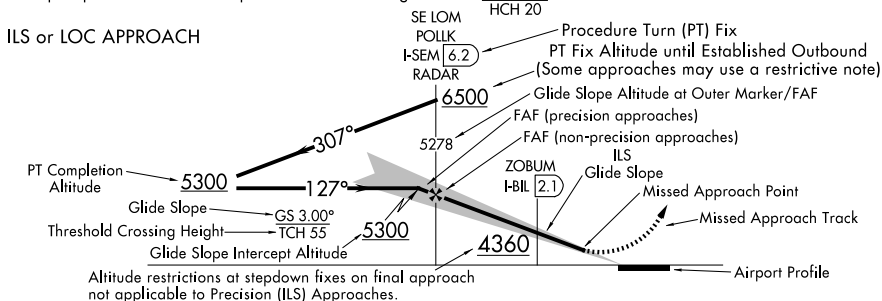
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

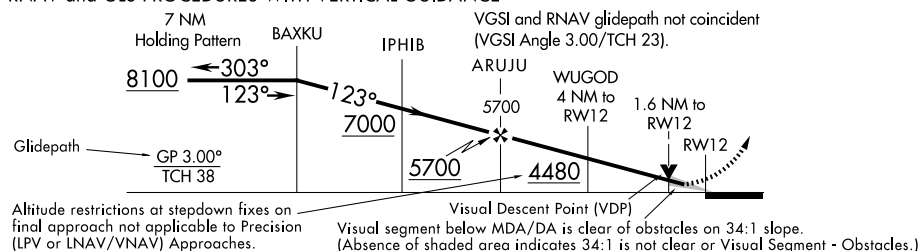
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

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

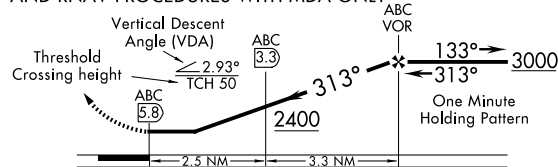
ILS or LOC APPROACH



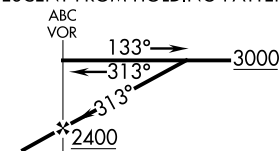
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



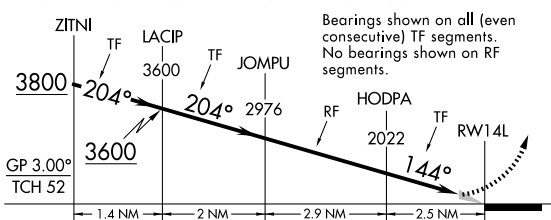
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

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

PROFILE SYMBOLS

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

LEGEND

26246

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

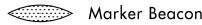
23334

RADIO AIDS TO NAVIGATION

Compulsory:



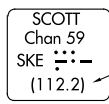
Non-Compulsory:

LOM
(Compass Locator
at outer marker)

Marker Beacon

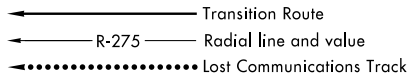


Localizer Front Course

Localizer Back Course
(Shading on left)(T) indicates frequency
protection rangeUnderline indicates
no voice transmitted
on this frequencyTACAN or DME
NAVAID BoxVHF Paired
Frequency(Y) TACAN must be placed
in "Y" mode to receive
distance information

ROUTES

MAA FL200 Maximum Authorized Altitude
4500 MEA-Minimum Enroute Altitude
*3500 MOCA-Minimum Obstruction Clearance Altitude
270° Arrival Route
(65) Mileage between Radio Aids, Reporting Points,
and Route Breaks



V12 J80 Airway/Jet Route Identification

Holding
PatternLost Comm
Holding
Pattern

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

SPECIAL USE AIRSPACE



R-Restricted

P-Prohibited

MOA-Military Operations Area

W-Warning

A-Alert

ALTITUDES

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



Block Altitude

Altitude change at other
than Radio Aids to
Navigation

FIXES/ATC REPORTING REQUIREMENTS

→ Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage) [75] → DME Mileage (when not obvious)

Waypoint
(Compulsory)Waypoint
(Non-Compulsory)

Flyover Point

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

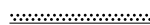
AIRPORTS

Joint
(Civil-Military)Airports not served by the procedure
shown in screened colorJoint
(Civil-Military)

MISCELLANEOUS



Changeover Point



Air Defense Identification Zone

N

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

Ldg KLAS and KHND

Ldg Rws 16L/C/R

Terminus
identifier

LEGEND

23334

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

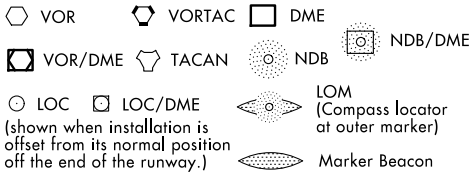
26190

RADIO AIDS TO NAVIGATION

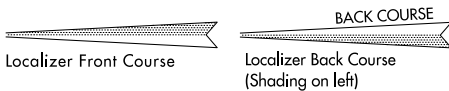
Compulsory:



Non-Compulsory:



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

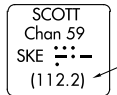


(T) indicates frequency protection range



Underline indicates no voice transmitted on this frequency

TACAN or DME NAVIAID Box



VHF Paired Frequency

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

FIXES/ATC REPORTING REQUIREMENTS

→ | Unnamed DME fix

▲ Reporting Point (Compulsory)

△ Reporting Point (Non-Compulsory)

→ Obvious DME (DME mileage matches route mileage) (75) → DME Mileage (when not obvious)

Waypoint (Compulsory) Waypoint (Non-Compulsory)

Flyover Point

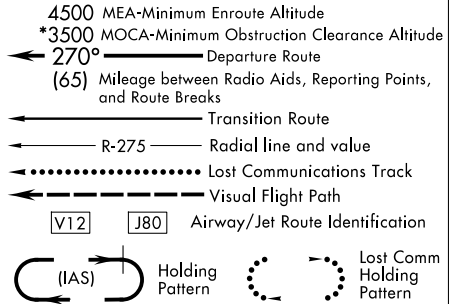
x Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



▼ Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES



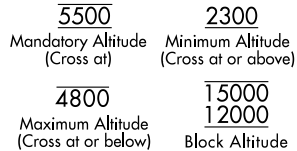
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



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

ALTITUDES



TOP ALTITUDE: 5000

Top altitude restriction

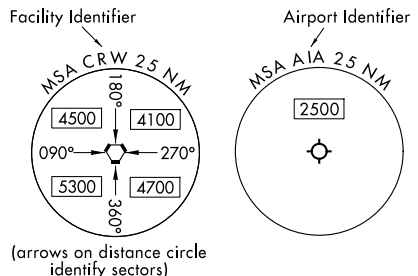
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

LEGEND

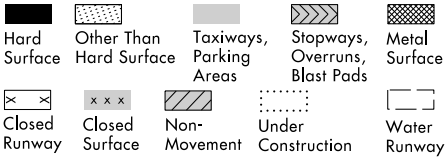
26190

LEGEND

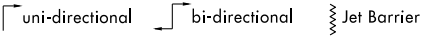
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

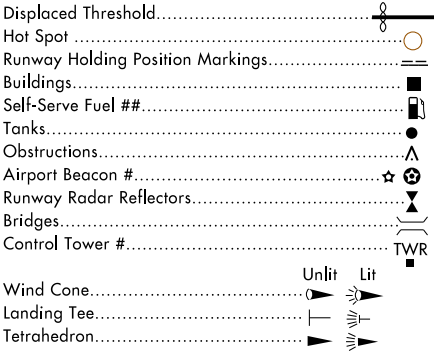


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM (EMAS)

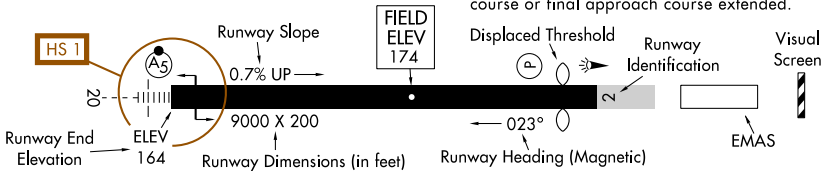
REFERENCE FEATURES



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

See appropriate Chart Supplement for information.

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



SCOPE

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

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

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

Runway TDZ elevation.....TDZE 123

Runway Slope..... 0.3% Down.....0.8% UP
(shown when rounded runway slope is $\geq 0.3\%$)

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

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

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

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

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

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

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

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

LEGEND

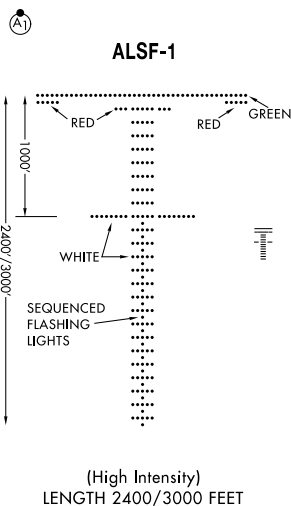
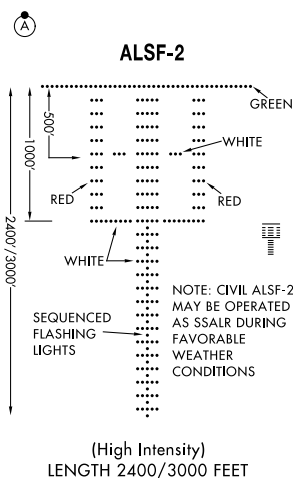
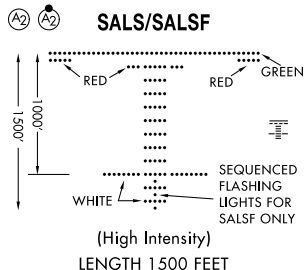
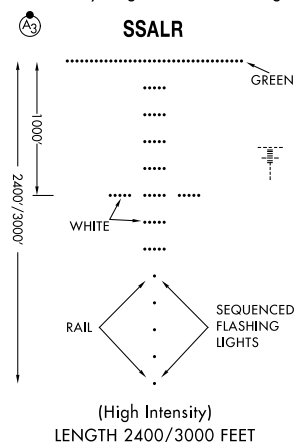
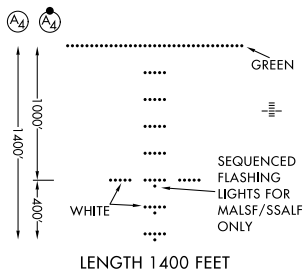
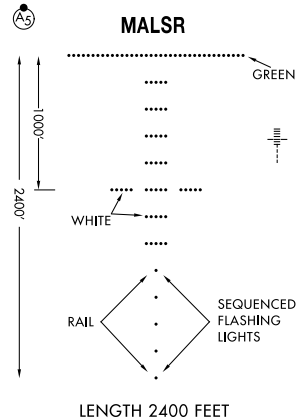
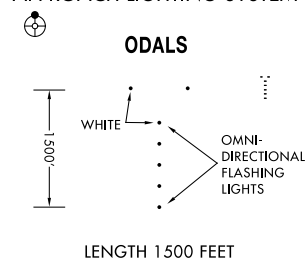
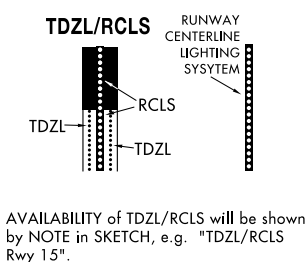
LEGEND

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

25331

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., (A2), (A3), etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (A2) indicates Pilot Controlled Lighting (PCL).

CATEGORY I
APPROACH LIGHTING SYSTEMCATEGORY II
APPROACH LIGHTING SYSTEMSHORT APPROACH
LIGHTING SYSTEMSIMPLIFIED SHORT
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsMEDIUM INTENSITY (MALS and
MALSF) OR SIMPLIFIED SHORT
(SSALS and SSALF)
APPROACH LIGHTING SYSTEMSMEDIUM INTENSITY
APPROACH LIGHTING SYSTEM
with Runway Alignment Indicator LightsOMNIDIRECTIONAL
APPROACH LIGHTING SYSTEMRUNWAY TOUCHDOWN ZONE
LIGHTS AND RUNWAY
CENTERLINE LIGHTING SYSTEMS

LEGEND

25331

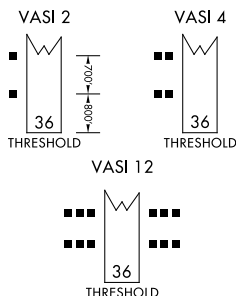
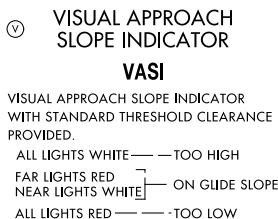
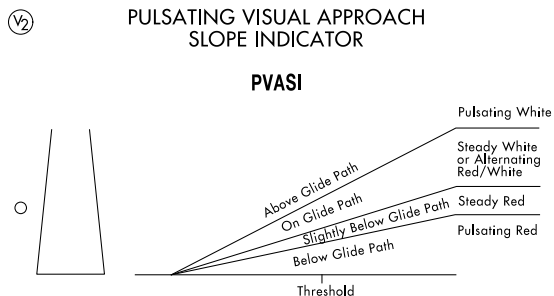
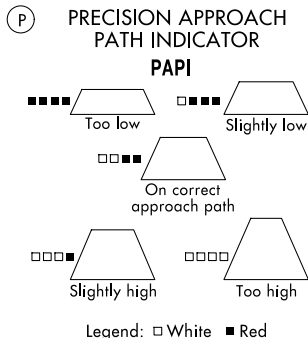
LEGEND

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

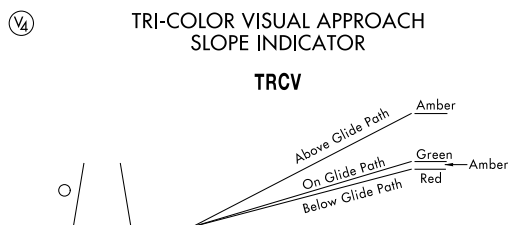
22195

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

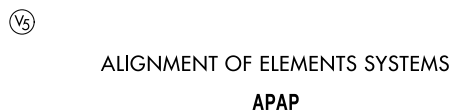
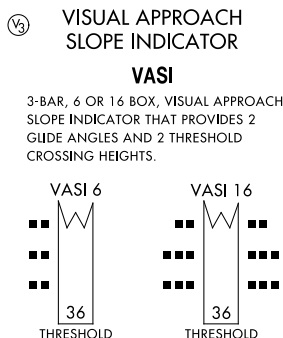
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).



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



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



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

LEGEND

22195

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES

25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS RATE OF CLIMB TABLE (ft per min)												
The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.												
ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES

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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

SUPPLEMENTAL TABLES

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

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

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

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PROB

SECT PG

NAME

PROB

SECT PG

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEML(IYA)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

IAPSRNAV (GPS) RWY 161

RNAV (GPS) RWY 342

LOC RWY 163

ABERDEEN/AMORY, MS

MONROE COUNTY(M40)

TAKEOFF MINIMUMSL

IAPSRNAV (GPS) RWY 184

RNAV (GPS) RWY 365

ACADIANA RGNL

--SEE NEW IBERIA, LA

ALEXANDRIA, LA

ALEXANDRIA INTL(AEX)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

IAPSILS OR LOC RWY 146

RNAV (GPS) RWY 147

RNAV (GPS) RWY 188

RNAV (GPS) RWY 329

RNAV (GPS) RWY 3610

VOR RWY 1411

AIRPORT DIAGRAM12

ESLER RGNL(ESF)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

IAPSILS OR LOC/DME RWY 2713

RNAV (GPS) RWY 0914

RNAV (GPS) RWY 2715

ALLEN PARISH

--SEE OAKDALE, LA

BARKSDALE AFB(KBAD)

BOSSIER CITY, LA

RADAR MINIMUMSN

IAPSILS OR LOC W RWY 3316

ILS OR LOC Y RWY 1517

ILS OR LOC Z RWY 1518

VOR/DME Y RWY 3319

TACAN Y RWY 1520

TACAN Y RWY 3321

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BASTROP, LA

MOREHOUSE MEML(BQP)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

IAPSRNAV (GPS) RWY 1623

RNAV (GPS) RWY 3424

BATESVILLE, MS

PANOLA COUNTY(PMU)

TAKEOFF MINIMUMSL

IAPSRNAV (GPS) RWY 0125

RNAV (GPS) RWY 1926

BATON ROUGE, LA

BATON ROUGE METRO, RYAN FLD(BTR)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

HOT SPOTP

IAPSILS OR LOC RWY 1327

ILS OR LOC/DME RWY 22R28

ILS RWY 22R (SA CAT I - II)29

RNAV (GPS) RWY 04L30

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BAY ST LOUIS, MS

STENNIS INTL(HSA)

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RNAV (GPS) RWY 1838

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NDB RWY 1840

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--SEE DE RIDDER, LA

BILOXI, MS

--SEE KEESLER AFB

BOGALUSA, LA

GEORGE R CARR MEML AIR FLD(BXA)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

IAPSRNAV (GPS) RWY 1842

RNAV (GPS) RWY 3643

LOC RWY 1844

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN(8M1)

TAKEOFF MINIMUMSL

IAPSRNAV (GPS) RWY 1545

RNAV (GPS) RWY 3346

BOSSIER CITY, LA

--SEE BARKSDALE AFB

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY(1R7)

TAKEOFF MINIMUMSL

ALTERNATE MINIMUMSM

IAPSRNAV (GPS) RWY 2347

BRUCE CAMPBELL FLD

--SEE MADISON, MS

BUNKIE, LA

BUNKIE MUNI(2R6)

TAKEOFF MINIMUMSL

IAPSRNAV (GPS) RWY 1848

RNAV (GPS) RWY 3649

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---SEE LEXINGTON, MS			GOLDEN TRIANGLE RGNL(GTR)		
			ALTERNATE MINIMUMS	M	
C E 'RUSTY' WILLIAMS			IAPS ILS OR LOC RWY 18	74	
---SEE MANSFIELD, LA			ILS OR LOC RWY 36	75	
			RNAV (GPS) RWY 18	76	
CHENNAULT INTL			RNAV (GPS) RWY 36	77	
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ALTERNATE MINIMUMS	M		COPIAH COUNTY		
IAPS RNAV (GPS) RWY 18	50		---SEE CRYSTAL SPRINGS, MS		
RNAV (GPS) RWY 36	51				
			CORINTH, MS		
CLEVELAND, MS			ROSCOE TURNER(CRX)		
CLEVELAND MUNI(RNV)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS ILS OR LOC RWY 18	79	
IAPS RNAV (GPS) RWY 18	52		RNAV (GPS) RWY 18	80	
RNAV (GPS) RWY 36	53		RNAV (GPS) RWY 36	81	
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			COUSHATTA, LA		
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TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 18	82	
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IAPS RNAV (GPS) RWY 05	55		CRYSTAL SPRINGS, MS		
RNAV (GPS) RWY 23	56		COPIAH COUNTY(M11)		
			TAKEOFF MINIMUMS	L	
COLUMBUS, MS			IAPS RNAV (GPS) RWY 18	83	
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IAPS RNAV (GPS) RWY 18	57		DAVID G JOYCE		
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			DE QUINCY, LA		
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IAPS ILS OR LOC Y RWY 13C	60				
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			RNAV (GPS) RWY 36	90	

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TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 16	91		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 34	92		IAPS ILS OR LOC RWY 18	106	
			RNAV (GPS) RWY 05	107	
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GEORGE M BRYAN			GULFPORT-BILOXI INTL(GPT)		
---SEE STARKVILLE, MS			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
GEORGE R CARR MEML AIR FLD			RADAR MINIMUMS	N	
---SEE BOGALUSA, LA			IAPS ILS Z OR LOC Z RWY 14	116	
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ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
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			HART		
			---SEE MANY, LA		

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HATTIESBURG BOBBY L CHAIN MUNI(HBG)			HAWKINS FLD(HKS)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) Y RWY 13	134		IAPS ILS OR LOC RWY 16	154	
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TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
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IAPS ILS OR LOC RWY 18	142		JOE WILLIAMS NOLF(KNJW)		
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IFR TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

Civil Airports and Selected Military Airports

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

The FAA redefined the initial climb area (ICA) criteria used to evaluate and identify the obstacles that penetrate the 40:1 OCS. The takeoff obstacle notes are published in a different manner and an additional minimums option is added for the departure. To ensure the pilot knows which evaluation was accomplished, the charting will be different by bolding certain headers and runway information to indicate the new ICA criteria has been used as indicated in (1) and (2) below. Until the FAA can amend all departures, the legacy obstacle notes will still be published.

(1) For textual departures, the headers Takeoff Minimums, Departure Procedure, and Takeoff Obstacle Notes will be bolded and underlined. The specific runway entries under each header will continue to be bolded.

(2) For graphic departure procedures, the headers Takeoff Minimums and Takeoff Obstacle Notes will be bolded and continue to be underlined. The specific runway entries for these headers will be bolded. In the Departure Route Description section of the graphic departure, the heading will be bolded and underlined, and the runway information will be bolded.

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

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

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

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

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

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

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA MEML (IYA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25AUG11 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees and poles beginning 1' from DER, 36' left of centerline, up to 98' AGL/112' MSL.

Trees and poles beginning 32' from DER, 14' right of centerline, up to 81' AGL/95' MSL.

Rwy 34, trees beginning 121' from DER, 275' right of centerline, up to 15' AGL/29' MSL.

Trees and pole beginning 1110' from DER, 625' left of centerline, up to 80' AGL/95' MSL.

Transmission tower 4414' from DER, 724' left of centerline, 114' AGL/129' MSL.

ABERDEEN/AMORY, MS

MONROE COUNTY (M40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, pole 460' from DER, 365' left of centerline, 25' AGL/254' MSL.

Trees beginning 7' from DER, 61' left of centerline, up to 100' AGL/310' MSL.

Trees beginning 839' from DER, 83' right of centerline, up to 116' AGL/316' MSL.

Rwy 36, trees beginning 241' from DER, 490' left of centerline, up to 83' AGL/303' MSL.

Trees beginning 27' from DER, 426' right of centerline, up to 92' AGL/312' MSL.

Tree 3078' from DER, 276' right of centerline, 81' AGL/301' MSL.



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ALEXANDRIA, LA

ALEXANDRIA INTL (AEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 03SEP26 (26246) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14 : obstacles 35' and below. Crossing DER 1' above DER elev clears low, close-in obstacles.

Rwy 18 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 35' above DER elev clears low, close-in obstacles.

Rwy 32 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 26' above DER elev clears low, close-in obstacles.

Rwy 36 Low, Close-in Obstacles: trees, tower 1000' from DER extending to 3/4 NM from DER, left, right, and crossing centerline, up to 211' MSL, 128' above DER. Crossing DER 57' above DER elev clears low, close-in obstacles.

ESLER RGNL (ESF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, multiple trees beginning 697' from DER, 612' right of centerline, up to 83' AGL/153' MSL.

Antenna 2236' from DER, 912' left of centerline, 78' AGL/158' MSL.

Rwy 14, trees 928' from DER, 606' left of centerline, 90' AGL/160' MSL.

Trees 2003' from DER, 141' left of centerline, 98' AGL/168' MSL.

Multiple trees beginning 941' from DER, 257' right of centerline, up to 121' AGL/231' MSL.

Rwy 27, light 38' from DER, 148' right of centerline, 8' AGL/98' MSL.

Pole 650' from DER, 649' right of centerline, 39' AGL/129' MSL.

Trees 3290' from DER, 984' right of centerline, 121' AGL/211' MSL.

Rwy 32, rising terrain from 197' from DER through 1886' from DER, up to 0' AGL/165' MSL.

Multiple trees and fence beginning 1959' from DER, 8' left of centerline, up to 123' AGL/236' MSL.

Antenna 148' from DER, 417' left of centerline, 15' AGL/125' MSL.

Trees 1862' from DER, 200' right of centerline, 79' AGL/219' MSL.

BASTROP, LA

MOREHOUSE MEML (BQP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 14NOV13 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 1033' from DER, 591' right of centerline, up to 90' AGL/247' MSL.

Trees beginning 152' from DER, 402' left of centerline, up to 90' AGL/256' MSL.

Rwy 34, tree 394' right of DER, 53' AGL/218' MSL.

Trees beginning 2627' from DER, 119' left of centerline, up to 123' AGL/248' MSL.

Power lines 1700' from DER, 70' AGL/214' MSL.

BATESVILLE, MS

PANOLA COUNTY (PMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 08SEP22 (22251) (FAA)

DEPARTURE PROCEDURE:

Rwy 1, climb heading 011° to 800 before proceeding on course.

Rwy 19, climb heading 191° to 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 72' from DER, 157' left of centerline, up to 80' AGL/283' MSL.

Trees beginning 129' from DER, 214' right of centerline, up to 100' AGL/305' MSL.

Rwy 19, poles, vehicle on road, NAVAID beginning 49' from DER, 257' left of centerline, up to 33' AGL/252' MSL.

Trees beginning 478' from DER, 539' left of centerline, up to 299' MSL.

Poles beginning 606' from DER, 503' right of centerline, up to 34' AGL/252' MSL.

Trees beginning 665' from DER, 654' left of centerline, up to 344' MSL.

Pole 698' from DER, 507' right of centerline, 34' AGL/253' MSL.

Pole 762' from DER, 690' right of centerline, 34' AGL/254' MSL.

Tree 945' from DER, 363' right of centerline, 258' MSL.

Tree 1072' from DER, 215' right of centerline, 264' MSL.

Tree 1146' from DER, 615' left of centerline, 347' MSL.

Trees, terrain, poles beginning 1217' from DER, 19' left of centerline, up to 349' MSL.

Tree 1363' from DER, 170' right of centerline, 269' MSL.

Trees beginning 1683' from DER, 471' right of centerline, up to 293' MSL.

Trees, building, poles beginning 1881' from DER, 68' right of centerline, up to 325' MSL.

Tree 2121' from DER, 506' right of centerline, 343' MSL.

Trees, vehicle on road beginning 2216' from DER, 12' right of centerline, up to 345' MSL.

Trees beginning 4119' from DER, 194' right of centerline, up to 347' MSL.

Trees beginning 4315' from DER, 172' right of centerline, up to 348' MSL.

Trees beginning 4491' from DER, 3' right of centerline, up to 360' MSL.

Trees beginning 4659' from DER, 39' left of centerline, up to 357' MSL.

Trees beginning 4777' from DER, 340' left of centerline, up to 358' MSL.

Trees beginning 4935' from DER, 325' right of centerline, up to 367' MSL.



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BATON ROUGE, LA

BATON ROUGE METRO, RYAN FLD (BTR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 17SEP15 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 22R, 300-2¼ or std. w/min. climb of 229' per NM to 500.

DEPARTURE PROCEDURE:

Rwy 22L, climb heading 220° to 2000 before proceeding on course.

Rwy 22R, climb heading 220° to 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4L, vehicles on roadway 210' from DER, 482' right of centerline, 15' AGL/79' MSL.

Poles 631' from DER, 469' left of centerline, 23' AGL/92' MSL.

Trees beginning 1180' from DER, 153' left of centerline, up to 75' AGL/144' MSL.

Trees beginning 1380' from DER, 7' right of centerline, up to 79' AGL/148' MSL.

Transmission tower 2516' from DER, 897' left of centerline, 80' AGL/149' MSL.

Rwy 4R, vehicles on roadway 5' from DER, 392' right of centerline, up to 15' AGL/84' MSL.

Trees beginning 207' from DER, 128' right of centerline, up to 85' AGL/153' MSL.

Rwy 13, pole 300' from DER, 549' left of centerline, 22' AGL/91' MSL.

Vehicles on roadway 342' from DER, left and right of centerline, up to 15' AGL/84' MSL.

Antenna on building 479' from DER, 247' right of centerline, 22' AGL/91' MSL.

Sign 968' from DER, 741' right of centerline, 31' AGL/100' MSL.

Trees beginning 1395' from DER, 114' left of centerline, up to 97' AGL/166' MSL.

Trees beginning 1807' from DER, 203' right of centerline, up to 95' AGL/164' MSL.

Water tank 1631' from DER, 903' left of centerline, 50' AGL/117' MSL.

Rwy 22L, trees beginning 2140' from DER, 52' left of centerline, up to 90' AGL/156' MSL.

Tree 2371' from DER, 60' right of centerline, 69' AGL/135' MSL.

Sign 3507' from DER, 284' left of centerline, 77' AGL/163' MSL.

Rwy 22R, poles beginning 431' from DER, 81' right of centerline, up to 55' AGL/120' MSL.

Building 503' from DER, 481' right of centerline, 14' AGL/79' MSL.

Poles beginning 1063' from DER, 77' left of centerline, up to 93' AGL/158' MSL.

Trees beginning 1210' from DER, 352' left of centerline, up to 103' AGL/168' MSL.

Trees beginning 444' from DER, 108' right of centerline, up to 89' AGL/154' MSL.

Stacks beginning 9852' from DER, 2390' left of centerline, up to 311' AGL/366' MSL.

Rwy 31, fence 191' from DER, 468' right of centerline, 7' AGL/73' MSL.

Trees beginning 814' from DER, 120' right of centerline, up to 37' AGL/103' MSL.

Trees beginning 1076' from DER, 310' left of centerline, up to 70' AGL/136' MSL.

Poles 1353' from DER, 287' right of centerline, up to 57' AGL/123' MSL.

Tank 1862' from DER, 868' right of centerline, 53' AGL/119' MSL.

Poles beginning 2507' from DER, 274' left of centerline, up to 76' AGL/142' MSL.

BOGALUSA, LA

GEORGE R CARR MEML AIR FLD (BXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 17APR25 (25107) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 500-3 or std w/min climb of 254'/NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 1273' from DER, 726' right of centerline, 183' MSL.

Tree 1464' from DER, 333' left of centerline, 173' MSL.

Tree 2026' from DER, 350' left of centerline, 198' MSL.

Tree 2197' from DER, 359' right of centerline, 185' MSL.

Tree 2455' from DER, 710' left of centerline, 203' MSL.

Tank 2734' from DER, 1047' left of centerline, 159' AGL/262' MSL.

Tree 2756' from DER, 1173' right of centerline, 200' MSL.

Rwy 36, building 12' from DER, 306' right of centerline, 15' AGL/130' MSL.

Tree 486' from DER, 459' left of centerline, 215' MSL.

Tree 648' from DER, 673' left of centerline, 217' MSL.

BOONEVILLE/BALDWYN, MS

BOONEVILLE/BALDWYN (8M1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 1250' from DER, 100' right of centerline, 100' AGL/465' MSL.

Trees 3847' from DER, 127' left of centerline, 100' AGL/519' MSL.

Rwy 33, road and vehicle 8' from DER, 188' right of centerline, 15' AGL/394' MSL.

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BROOKHAVEN, MS

BROOKHAVEN-LINCOLN COUNTY (1R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20APR23 (23110) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree, vehicle on road, pole, building beginning 23' from DER, 243' left of centerline, up to 524' MSL.
 Tree 42' from DER, 360' right of centerline, 531' MSL.
 Tree, pole, building beginning 141' from DER, 194' left of centerline, up to 548' MSL.
 Tree 191' from DER, 477' right of centerline, 536' MSL.
 Tree, vehicle on road, building, pole beginning 239' from DER, 26' left of centerline, up to 568' MSL.
 Tree, pole, building beginning 340' from DER, 17' right of centerline, up to 546' MSL.
 Tree, pole, tower beginning 904' from DER, 120' right of centerline, up to 561' MSL.
 Tree 1271' from DER, 558' right of centerline, 562' MSL.
 Tree, pole beginning 1293' from DER, 283' right of centerline, up to 570' MSL.
 Trees beginning 1537' from DER, 375' right of centerline, up to 574' MSL.
 Trees beginning 1830' from DER, 307' left of centerline, up to 569' MSL.
 Trees beginning 1868' from DER, 382' right of centerline, up to 580' MSL.
 Trees beginning 1970' from DER, 86' left of centerline, up to 585' MSL.
 Trees beginning 2093' from DER, 27' right of centerline, up to 584' MSL.
 Trees beginning 2498' from DER, 18' right of centerline, up to 586' MSL.
 Trees beginning 2734' from DER, 134' left of centerline, up to 586' MSL.
 Trees beginning 2924' from DER, 101' left of centerline, up to 587' MSL.
Rwy 23, tree, pole beginning 11' from DER, 40' right of centerline, up to 561' MSL.
 Tree, pole beginning 126' from DER, 20' left of centerline, up to 557' MSL.
 Tree, pole beginning 881' from DER, 10' left of centerline, up to 558' MSL.
 Tree 1088' from DER, 543' left of centerline, 567' MSL.
 Tree, pole beginning 1094' from DER, 137' left of centerline, up to 583' MSL.
 Tree, pole beginning 1253' from DER, 47' left of centerline, up to 586' MSL.
 Pole, transmission line, tree beginning 2336' from DER, 39' right of centerline, up to 580' MSL.

BUNKIE, LA

BUNKIE MUNI (2R6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 1404' from DER, 506' right of centerline, 50' AGL/109' MSL.
 Vehicle on road 481' from DER, 28' right of centerline, 15' AGL/74' MSL.

CLARKSDALE, MS

FLETCHER FLD (CKM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 476' from DER, 495' right of centerline 168' AGL/215' MSL.
 Vehicle 995' from DER, 502' left of centerline, 165' AGL/190' MSL.
 Trees beginning 5619' from DER, 630' left of centerline, 158' AGL/273' MSL.
Rwy 36, trees beginning 2258' from DER, 220' left of centerline, 100' AGL/274' MSL.

CLEVELAND, MS

CLEVELAND MUNI (RVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03APR14 (14093) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 178° to 600 before turning eastbound.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and poles beginning 797' from DER, 29' left and right of centerline, up to 40' AGL/180' MSL.
Rwy 36, poles beginning 1318' from DER, 66' left of centerline, up to 37' AGL/177' MSL.
 Tree 1418' from DER, 274' left of centerline, 39' AGL/179' MSL.

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COLUMBIA, MS

COLUMBIA/MARION COUNTY (OR0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02DEC21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA-Obstacles.

Rwy 5, 300-1½ or std. w/min. climb of 220' per NM to 500, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500 feet prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 23, sign 8' from DER, 260' left of centerline, 3' AGL/246' MSL.

Pole, trees beginning 26' from DER, 293' right of centerline, up to 26' AGL/266' MSL.

Trees, building beginning 132' from DER, 339' right of centerline, up to 299' MSL.

Poles, transmission line beginning 244' from DER, 492' left of centerline, up to 45' AGL/275' MSL.

Tree, pole beginning 317' from DER, 11' right of centerline, up to 307' MSL.

Trees beginning 433' from DER, 464' left of centerline, up to 297' MSL.

Trees beginning 540' from DER, 176' left of centerline, up to 312' MSL.

Trees beginning 1489' from DER, 22' right of centerline, up to 319' MSL.

Trees beginning 1552' from DER, 40' left of centerline, up to 313' MSL.

Trees beginning 1906' from DER, 8' left of centerline, up to 317' MSL.

Tree 1953' from DER, 173' right of centerline, 320' MSL.

Trees beginning 1980' from DER, 39' right of centerline, up to 322' MSL.

Tree 2803' from DER, 642' left of centerline, 329' MSL.

Rwy 5, tree 24' from DER, 499' right of centerline, 326' MSL.

Terrain 159' from DER, 417' left of centerline, 275' MSL.

Trees beginning 225' from DER, 208' right of centerline, up to 332' MSL.

Tree 1213' from DER, 716' right of centerline, 342' MSL.

Trees beginning 1353' from DER, 10' right of centerline, up to 346' MSL.

Trees beginning 1907' from DER, 49' left of centerline, up to 328' MSL.

Trees beginning 1934' from DER, 19' left of centerline, up to 337' MSL.

Trees beginning 2218' from DER, 179' left of centerline, up to 346' MSL.

Trees beginning 2406' from DER, 74' right of centerline, up to 361' MSL.

Trees beginning 2504' from DER, 712' left of centerline, up to 358' MSL.

Trees, transmission line, pole beginning 2507' from DER, 94' left of centerline, up to 371' MSL.

Trees beginning 3173' from DER, 532' left of centerline, up to 374' MSL.

Tree 3411' from DER, 811' left of centerline, 377' MSL.

Tree 3483' from DER, 519' left of centerline, 380' MSL.

Tree 3578' from DER, 1000' left of centerline, 383' MSL.

Tree 3674' from DER, 1133' left of centerline, 384' MSL.

Trees beginning 3797' from DER, 70' right of centerline, up to 392' MSL.

COLUMBUS, MS

COLUMBUS-LOWNDES COUNTY (UBS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1 or std. w/ min. climb of 350' per NM to 500.

Rwy 36, 500-3 or std. w/ min. climb of 280' per NM to 900.

DEPARTURE PROCEDURE:

Rwys 18, 36, climb runway heading to 600 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 36, tower 2.5 NM from DER, 3441' left of centerline, 492' AGL/657' MSL.

COLUMBUS AFB (KCBM)

COLUMBUS, MS

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03SEP26 (26246) (USAF)

TAKEOFF MINIMUMS:

Rwy 13C, std w/ min climb of 212'/NM to 500' or 300-1¼. Alternatively, with std takeoff mins and a std 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

Rwy 13R, std w/ min climb of 210'/NM to 500' or 300-1½. Alternatively, with std takeoff mins and a std 200' /NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 13C, terrain 1 NM from DER, left of centerline, 376' MSL.

Rwy 13L, obstacles 35' and below. Crossing DER 1' above DER elev clears low close in obstacles.

Rwy 13R, obstacles 35' and below. Crossing DER 1' above DER elev clears low close in obstacles.

Terrain 1 NM from DER extending to 1.2 NM right of centerline, up to 382' MSL, 178' above DER. Crossing 8' above DER elev clears takeoff minimums obstacles.

Rwy 31C, trees 2250' from DER, 769' right of centerline, 74' AGL/251' MSL.

Rwy 31L, C-5 parked on stub 8 2147' from DER, 490' left of centerline, 66' AGL/240' MSL.

T1 ramp moc 548' from DER, 169' left of centerline, 14' AGL/204' MSL.

T1 ramp moc 550' from DER, 268' right of centerline, 14' AGL/205' MSL.

Rwy 31R, T1 ramp moc 83' from DER, 472' left of centerline, 14' AGL/197' MSL.

Trees 2124' from DER, 1104' right of centerline, 74' AGL/251' MSL.



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**CORINTH, MS****ROSCOE TURNER (CRX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 14FEB08 (08045) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 18**, vehicle on road 207' from DER, 481' right of centerline, 15' AGL/446' MSL.

Trees 305' from DER, 451' left of centerline, up to 71' AGL/500' MSL.

Trees 633' from DER, 505' right of centerline, up to 79' AGL/520' MSL.

Rwy 36, trees 1099' from DER, 766' right of centerline, up to 86' AGL/480' MSL.

Trees 1645' from DER, 751' left of centerline, up to 86' AGL/480' MSL.

COUSHATTA, LA**THE RED RIVER (0R7)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 18**, trees beginning 43' from DER, 237' left of centerline, up to 225' MSL.

NAVAID, pole, tree beginning 113' from DER, 257' right of centerline, up to 56' AGL/215' MSL.

Tree 626' from DER, 383' right of centerline, 241' MSL.

Trees beginning 631' from DER, 490' right of centerline, up to 245' MSL.

Trees, pole beginning 816' from DER, 46' right of centerline, up to 251' MSL.

Tree 1280' from DER, 714' left of centerline, 228' MSL.

Trees beginning 1431' from DER, 628' left of centerline, up to 231' MSL.

Trees beginning 1607' from DER, 119' left of centerline, up to 235' MSL.

Trees beginning 1882' from DER, 765' left of centerline, up to 239' MSL.

Trees beginning 1985' from DER, 135' left of centerline, up to 240' MSL.

Trees beginning 2132' from DER, 297' left of centerline, up to 259' MSL.

Tree 2167' from DER, 148' right of centerline, 256' MSL.

Trees beginning 2175' from DER, 170' right of centerline, up to 257' MSL.

Trees beginning 2279' from DER, 140' left of centerline, up to 265' MSL.

Trees beginning 2290' from DER, 2' right of centerline, up to 263' MSL.

Trees beginning 3611' from DER, 277' left of centerline, up to 268' MSL.

Rwy 36, NAVAID 39' from DER, 110' right of centerline, 2' AGL/179' MSL.

NAVAID 40' from DER, 111' left of centerline, 3' AGL/180' MSL.

Tree 100' from DER, 452' left of centerline, 194' MSL.

Trees, terrain beginning 134' from DER, 231' right of centerline, up to 213' MSL.

Trees beginning 153' from DER, 250' left of centerline, up to 250' MSL.

Trees beginning 742' from DER, 83' right of centerline, up to 283' MSL.

Trees beginning 1523' from DER, 135' left of centerline, up to 261' MSL.

Tree 3492' from DER, 823' left of centerline, 277' MSL.

Tree 3634' from DER, 1134' left of centerline, 282' MSL.

Tree 3724' from DER, 933' left of centerline, 287' MSL.

Trees beginning 3868' from DER, 641' left of centerline, up to 299' MSL.

CRYSTAL SPRINGS, MS**COPIAH COUNTY (M11)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 01JAN19 (19003) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 18**, tree 57' from DER, 506' left of centerline, 407' MSL.

Tree 569' from DER, 491' left of centerline, 425' MSL.

Trees beginning 645' from DER, 588' left of centerline, up to 433' MSL.

Trees beginning 1020' from DER, 191' left of centerline, up to 443' MSL.

Trees beginning 1474' from DER, 209' left of centerline, up to 92' AGL/446' MSL.

Trees beginning 1524' from DER, 156' left of centerline, up to 453' MSL.

Tree 1861' from DER, 839' right of centerline, 446' MSL.

Trees beginning 1909' from DER, 169' left of centerline, up to 101' AGL/456' MSL.

Trees beginning 1936' from DER, 183' left of centerline, up to 107' AGL/461' MSL.

Tree 2148' from DER, 542' right of centerline, 450' MSL.

Tree 2197' from DER, 411' right of centerline, 458' MSL.

Tree 2705' from DER, 1057' left of centerline, 470' MSL.

Tree 2993' from DER, 71' left of centerline, 95' AGL/471' MSL.

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CRYSTAL SPRINGS, MS (CON'T)

COPIAH COUNTY (M11) (CON'T)

Rwy 36, trees beginning 58' from DER, 499' right of centerline, up to 77' AGL/480' MSL.
 Trees beginning 350' from DER, 492' right of centerline, up to 487' MSL.
 Pole 350' from DER, 587' left of centerline, 462' MSL.
 Trees beginning 516' from DER, 508' right of centerline, up to 492' MSL.
 Trees beginning 730' from DER, 539' right of centerline, up to 495' MSL.
 Pole, vehicles on traverse way beginning 779' from DER, 517' left of centerline, up to 474' MSL.
 Trees beginning 845' from DER, 481' right of centerline, up to 510' MSL.
 Tree 1014' from DER, 567' right of centerline, 511' MSL.
 Trees beginning 1070' from DER, 474' right of centerline, up to 512' MSL.
 Tree 1133' from DER, 555' right of centerline, 516' MSL.
 Trees beginning 1180' from DER, 440' right of centerline, up to 521' MSL.
 Tree 1247' from DER, 717' left of centerline, 509' MSL.
 Trees beginning 1325' from DER, 9' right of centerline, up to 527' MSL.
 Trees beginning 1341' from DER, 5' left of centerline, up to 527' MSL.
 Tree 1473' from DER, 294' right of centerline, 90' AGL/528' MSL.
 Trees beginning 1481' from DER, 14' right of centerline, up to 89' AGL/529' MSL.
 Trees beginning 1528' from DER, 1' right of centerline, up to 87' AGL/530' MSL.
 Trees beginning 1554' from DER, on centerline, up to 88' AGL/532' MSL.
 Trees beginning 1579' from DER, 1' left of centerline, up to 535' MSL.
 Trees beginning 1935' from DER, 25' left of centerline, up to 538' MSL.
 Trees beginning 1960' from DER, 4' left of centerline, up to 541' MSL.
 Trees beginning 2326' from DER, 9' right of centerline, up to 533' MSL.
 Trees beginning 2409' from DER, 116' right of centerline, up to 535' MSL.
 Trees beginning 2530' from DER, 44' right of centerline, up to 538' MSL.
 Trees beginning 3960' from DER, 60' right of centerline, up to 95' AGL/541' MSL.
 Trees beginning 4262' from DER, 49' left of centerline, up to 95' AGL/543' MSL.
 Trees beginning 4357' from DER, 33' left of centerline, up to 95' AGL/551' MSL.

DE QUINCY, LA

DE QUINCY INDUSTRIAL AIRPARK (5R8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-2 or std. w/min. climb of 280' per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 26' from DER, 362' right of centerline, up to 20' AGL/98' MSL.
 Trees beginning 1016' from DER, 679' right of centerline up to 70' AGL/145' MSL.
 Trees beginning 1833' from DER, 574' right of centerline, up to 81' AGL/150' MSL.
 Trees 2251' from DER, 206' right of centerline, up to 75' AGL/138' MSL.
 Trees beginning 2277' from DER, 280' left of centerline, up to 82' AGL/145' MSL.
 Trees 992' from DER, 590' left of centerline, up to 85' AGL/164' MSL.
 Pole 815' from DER 708' left of centerline 37' AGL/115' MSL.
 Trees 486' from DER, 538' left of centerline, up to 55' AGL/128' MSL.
Rwy 34, sign 15' from DER, 214' left of centerline, 8' AGL/81' MSL.
 NAVAIDS beginning 29' from DER, 110' left of centerline up to 5' AGL/75' MSL.
 Trees beginning 81' from DER, 341' right of centerline, up to 8' AGL/81' MSL.
 Pole 138' from DER, 483' right of centerline, 41' AGL/109' MSL.
 Trees beginning 256' from DER, 521' left of centerline up to 75' AGL/157' MSL.
 Telephone line 1377' from DER, 293' left of centerline, 40' AGL/119' MSL.
 Telephone line 1376' from DER, 294' right of centerline, 39' AGL/117' MSL.
 Trees beginning 1431' from DER, 491' right of centerline, up to 74' AGL/136' MSL.

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**DE RIDDER, LA****BEAUREGARD RGNL (DRI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:**Rwy 32**, 300-2¼ or std. w/min. climb of 215' per NM to 600.**TAKEOFF OBSTACLE NOTES:****Rwy 14**, vehicle on road 707' from DER, 613' left of centerline, 15' AGL/224' MSL.

Trees beginning 1307' from DER, 566' right of centerline, up to 100' AGL/299' MSL.

Trees beginning 1765' from DER, 40' right of centerline, up to 100' AGL/309' MSL.

Rwy 18, trees beginning 52' from DER, 222' left of centerline, up to 220' MSL.

Tree 151' from DER, 271' right of centerline, 100' AGL/208' MSL.

Trees beginning 580' from DER, 353' right of centerline, up to 263' MSL.

Rwy 32, vegetation 129' from DER, 162' left of centerline, 203' MSL.

Vegetation 164' from DER, 227' left of centerline, 205' MSL.

Tree, vegetation beginning 251' from DER, 16' left of centerline, up to 248' MSL.

Tree 298' from DER, 189' right of centerline, 216' MSL.

Trees beginning 610' from DER, 141' left of centerline, up to 100' AGL/299' MSL.

Trees beginning 722' from DER, 203' right of centerline, up to 100' AGL/309' MSL.

Tower 1.7 NM from DER, 1400' right of centerline, 275' AGL/479' MSL.

Rwy 36, trees beginning 556' from DER, 351' right of centerline, up to 266' MSL.

Pole 563' from DER, 352' left of centerline, 36' AGL/238' MSL.

Trees beginning 634' from DER, 369' left of centerline, up to 285' MSL.

Trees beginning 650' from DER, 1' left of centerline, up to 295' MSL.

Tree 659' from DER, 558' right of centerline, 270' MSL.

Trees beginning 710' from DER, 465' right of centerline, up to 273' MSL.

Trees beginning 2033' from DER, 140' right of centerline, up to 284' MSL.

Tree 2234' from DER, 372' right of centerline, 290' MSL.

Tree 2304' from DER, 313' right of centerline, 291' MSL.

Trees beginning 2372' from DER, 73' right of centerline, up to 299' MSL.

Trees beginning 2615' from DER, 219' left of centerline, up to 298' MSL.

Trees beginning 2784' from DER, 184' left of centerline, up to 299' MSL.

Tree 3607' from DER, 540' left of centerline, 305' MSL.

Tree 4277' from DER, 473' left of centerline, 313' MSL.

DREW, MS**RULEVILLE-DREW (M37)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG 11MAR10 (10070) (FAA)

TAKEOFF OBSTACLE NOTES:**Rwy 18**, trees beginning 215' from DER, 521' left of centerline, up to 100' AGL/229' MSL.**Rwy 36**, trees beginning 3438' from DER, 225' left of centerline, up to 100' AGL/234' MSL.**EUNICE, LA****EUNICE (4R7)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:**Rwy 16**, std w/min climb of 280'/NM to 2400, or 1300-3 for VCOA.**Rwy 34**, std w/min climb of 220'/NM to 2400, or 1300-3 for VCOA.**VCOA:****All runways**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Eunice airport at or above 1200 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 16**, trees beginning abeam DER, 288' right of centerline, up to 100' AGL/139' MSL.

Trees beginning abeam DER, 214' left of centerline, up to 100' AGL/144' MSL.

Trees beginning 844' from DER, 185' right of centerline, up to 100' AGL/144' MSL.

Tree 1149' from DER, 257' left of centerline, 100' AGL/139' MSL.

Tree 1343' from DER, 553' left of centerline, 100' AGL/144' MSL.

Trees beginning 1769' from DER, on and left of centerline, up to 100' AGL/144' MSL.

Trees beginning 1776' from DER, on and right of centerline, up to 100' AGL/144' MSL.

Rwy 34, trees, vehicle on road beginning abeam DER, 310' left of centerline, up to 100' AGL/139' MSL.

Trees beginning abeam DER, 212' right of centerline, up to 100' AGL/139' MSL.

Trees, buildings beginning 704' from DER, 201' left of centerline, up to 100' AGL/139' MSL.

Trees, buildings beginning 1097' from DER, on and left of centerline, up to 100' AGL/139' MSL.

Trees beginning 1138' from DER, on and right of centerline, up to 100' AGL/139' MSL.

Trees beginning 1674' from DER, 29' left of centerline, up to 100' AGL/139' MSL.

Trees beginning 3031' from DER, 488' right of centerline, up to 100' AGL/144' MSL.



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GALLIANO, LA

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 1258' from DER, 661' left of centerline, up to 45' AGL/56' MSL.

Multiple trees beginning 127' from DER, 275' right of centerline, up to 45' AGL/53' MSL.

Rwy 36, tree 14' from DER, 454' right of centerline, up to 35' AGL/45' MSL.

Multiple trees beginning 1391' from DER, 449' right of centerline, up to 55' AGL/86' MSL.

Multiple trees beginning 2288' from DER, 291' left of centerline, up to 55' AGL/97' MSL.

GONZALES, LA

LOUISIANA RGNL (REG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, vehicle 25' from DER, 103' left of centerline, 7' AGL/18' MSL.

Vehicle 42' from DER, 119' left of centerline, 9' AGL/20' MSL.

Tree 115' from DER, 380' left of centerline, 45' MSL.

Tree 131' from DER, 379' right of centerline, 49' MSL.

Tree 360' from DER, 515' right of centerline, 61' MSL.

Tree 380' from DER, 477' left of centerline, 76' MSL.

Trees beginning 836' from DER, 270' right of centerline, up to 115' MSL.

Rwy 35, Rwy lt 5' from DER, 22' right of centerline, 1' AGL/13' MSL.

Rwy lt 6' from DER, 27' left of centerline, 1' AGL/14' MSL.

Tree 190' from DER, 379' left of centerline, 26' MSL.

Tree 197' from DER, 378' right of centerline, 38' MSL.

Trees beginning 679' from DER, 463' left of centerline, up to 76' MSL.

Trees beginning 691' from DER, 402' right of centerline, up to 77' MSL.

Trees beginning 779' from DER, 395' right of centerline, up to 80' MSL.

Trees beginning 863' from DER, 392' right of centerline, up to 81' MSL.

Trees beginning 869' from DER, 436' left of centerline, up to 113' MSL.

Tree 1008' from DER, 393' right of centerline, 84' MSL.

Trees beginning 1031' from DER, 30' right of centerline, up to 110' MSL.

Trees beginning 1720' from DER, 31' left of centerline, up to 116' MSL.

Tree 2808' from DER, 71' right of centerline, 111' MSL.

Trees beginning 2866' from DER, 4' right of centerline, up to 114' MSL.

Trees beginning 3654' from DER, 26' left of centerline, up to 120' MSL.

Tree 3816' from DER, 420' left of centerline, 125' MSL.

GREENVILLE, MS

GREENVILLE MID-DELTA (GLH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25JAN24 (24025) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18L, tree 3503' from DER, 858' right of centerline, 219' MSL.

Tree 3995' from DER, 1065' left of centerline, 236' MSL.

Rwy 18R, tree 1207' from DER, 540' right of centerline, 206' MSL.

Tree 3503' from DER, 704' left of centerline, 219' MSL.

Tree 3871' from DER, 501' right of centerline, 237' MSL.

GREENWOOD, MS

GREENWOOD-LEFLORE (GWO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 255' per NM to 1000, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, for climb in visual conditions, cross Greenwood-Leflore airport at or above 1000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 95' from DER, 6' left of centerline, up to 49' AGL/240' MSL.

Trees beginning 765' from DER, 42' right of centerline, up to 84' AGL/180' MSL.

Trees beginning 2812' from DER, left and right of centerline, up to 99' AGL/259' MSL.

Trees beginning 1.2 NM from DER, 1608' right of centerline, up to 123' AGL/392' MSL.

Rwy 23, bushes beginning 137' from DER, 219' left of centerline, up to 24' AGL/ 160' MSL.

Bushes and trees beginning 233' from DER, 20' right of centerline, up to 82' AGL/251' MSL.

Trees beginning 1031' from DER, 14' left of centerline, up to 112' AGL/252' MSL.

Rwy 36, sign 25' from DER, 242' right of centerline, 3' AGL/148' MSL.

Trees beginning 743' from DER, 91' left of centerline, up to 95' AGL/257' MSL.

Trees beginning 1037' from DER, 662' right of centerline, up to 45' AGL/242' MSL.



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GRENADA, MS

GRENADA MUNI (GNF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 300-1 or std. w/ min. climb of 240' per NM to 500, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 051° to 700 before turning left.

Rwy 22, climb heading 231° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 320' from DER, 10' left of centerline, up to 100' AGL/299' MSL.

Trees beginning 630' from DER, 650' left of centerline, up to 100' AGL/300' MSL.

Road and vehicles beginning 45' from DER, from 292' left of centerline to 320' right of centerline, up to 15' AGL/215' MSL.

Rwy 13, trees beginning 28' from DER, 60' right of centerline, up to 100' AGL/296' MSL.

Trees beginning 1110' from DER, 11' left of centerline, up to 100' AGL/293' MSL.

Rwy 22, trees beginning 940' from DER, 617' right of centerline, up to 100' AGL/290' MSL.

Pole and trees 874' from DER, 382' left of centerline, 100' AGL/290' MSL.

Rwy 31, vehicle on road 2' from DER, 188' right of centerline, 15' AGL/222' MSL.

Pole 4749' from DER, 1284' left of centerline, 110' AGL/330' MSL.

Trees beginning 192' from DER, 482' right of centerline, up to 100' AGL/359' MSL.

Trees beginning 2442' from DER, 575' left of centerline, up to 100' AGL/361' MSL.

GULFPORT, MS

GULFPORT-BILOXI INTL (GPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 07OCT21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 500-3 or std. w/min. climb of 292' per NM to 300.

DEPARTURE PROCEDURE:

Rwy 36, climb on heading 013° to 700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 1029' from DER, 741' right of centerline, 57' MSL.

Trees beginning 1438' from DER, 732' left of centerline, up to 93' MSL.

Trees beginning 1908' from DER, 459' left of centerline, up to 98' MSL.

Pole 3354' from DER, 1067' right of centerline, 85' AGL/115' MSL.

Tree 3430' from DER, 1028' left of centerline, 108' MSL.

Trees beginning 3445' from DER, 1278' left of centerline, up to 110' MSL.

Rwy 18, terrain 2' from DER, 479' right of centerline, 27' MSL.

Tree 731' from DER, 321' right of centerline, 48' MSL.

Trees beginning 928' from DER, 268' right of centerline, up to 60' MSL.

Trees beginning 1274' from DER, 540' right of centerline, up to 64' MSL.

Tree 1373' from DER, 207' left of centerline, 71' MSL.

Trees beginning 1485' from DER, 32' right of centerline, up to 72' MSL.

Tree 1745' from DER, 87' left of centerline, 76' MSL.

Tree 1948' from DER, 1017' right of centerline, 84' MSL.

Pole 2509' from DER, 773' right of centerline, 89' MSL.

Trees beginning 2670' from DER, 376' right of centerline, up to 97' MSL.

Tower 5412' from DER, 1579' left of centerline, 139' AGL/172' MSL.

Rwy 32, tree 1272' from DER, 833' left of centerline, 60' MSL.

Pole 1294' from DER, 835' right of centerline, 56' MSL.

Trees beginning 1405' from DER, 819' left of centerline, up to 85' MSL.

Trees beginning 1586' from DER, 796' right of centerline, up to 98' MSL.

Tree 1903' from DER, 894' left of centerline, 88' MSL.

Tree 1907' from DER, 922' left of centerline, 92' MSL.

Tree 3063' from DER, 1021' left of centerline, 99' MSL.

Rwy 36, fence 1' from DER, 472' left of centerline, 6' AGL/25' MSL.

Vehicle on road 302' from DER, 568' right of centerline, 36' MSL.

Vehicle on road 325' from DER, 543' left of centerline, 33' MSL.

Vehicle on road 429' from DER, 633' right of centerline, 35' MSL.

Pole 553' from DER, 623' left of centerline, 46' MSL.

Building 592' from DER, 713' right of centerline, 44' MSL.

Tree 1337' from DER, 1005' right of centerline, 65' MSL.

Tree 1473' from DER, 705' right of centerline, 66' MSL.

Tree 1530' from DER, 486' left of centerline, 65' MSL.

Trees beginning 1619' from DER, 566' right of centerline, up to 88' MSL.

Trees beginning 1667' from DER, 651' left of centerline, up to 85' MSL.

Tree 1760' from DER, 1049' right of centerline, 67' MSL.

Trees beginning 1970' from DER, 231' left of centerline, up to 103' MSL.

Tree 2776' from DER, 330' right of centerline, 81' AGL/94' MSL.

Trees beginning 2784' from DER, 350' right of centerline, up to 85' AGL/97' MSL.

Tower 2.4 NM from DER, 4248' left of centerline, 406' AGL/457' MSL.

Tower 2.4 NM from DER, 4050' left of centerline, 406' AGL/457' MSL.

Tower 2.5 NM from DER, 3969' left of centerline, 406' AGL/457' MSL.



26246





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HAMMOND, LA

HAMMOND NORTHSHORE RGNL (HDC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climb heading 312° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 1260' from DER, 125' left of centerline, up to 119' AGL/163' MSL.

Trees beginning 1314' from DER, 186' right of centerline, up to 124' AGL/168' MSL.

Rwy 18, antenna on building 844' from DER, 239' right of centerline, 22' AGL/66' MSL.

Obstruction light on pole 1020' from DER, 141' right of centerline, 23' AGL/67' MSL.

Trees beginning 1556' from DER, 430' left of centerline, up to 92' AGL/136' MSL.

Trees beginning 1747' from DER, 64' right of centerline, up to 110' AGL/149' MSL.

Rwy 31, trees beginning 216' from DER, 13' left of centerline, up to 109' AGL/158' MSL.

Trees beginning 566' from DER, 386' right of centerline, up to 100' AGL/154' MSL.

Rwy 36, tree 3072' from DER, 879' left of centerline, 73' AGL/127' MSL.

Tree 3585' from DER, 1407' right of centerline, 102' AGL/151' MSL.

HATTIESBURG, MS

HATTIESBURG BOBBY L CHAIN MUNI (HBG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1¼ or std w/min climb of 220'/NM to 400.

DEPARTURE PROCEDURE:

Rwy 31, climb on heading 312° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, tree 1184' from DER, 814' left of centerline, 205' MSL.

Tree 1290' from DER, 592' left of centerline, 213' MSL.

Trees beginning 1327' from DER, 605' left of centerline, up to 223' MSL.

Trees beginning 1580' from DER, 453' left of centerline, up to 235' MSL.

Trees beginning 1843' from DER, 606' left of centerline, up to 237' MSL.

Trees beginning 1934' from DER, 109' left of centerline, up to 244' MSL.

Trees beginning 2024' from DER, 150' right of centerline, up to 203' MSL.

Trees beginning 2199' from DER, 49' right of centerline, up to 205' MSL.

Trees beginning 2332' from DER, 26' left of centerline, up to 245' MSL.

Trees beginning 2356' from DER, 525' right of centerline, up to 218' MSL.

Trees beginning 3019' from DER, 192' left of centerline, up to 251' MSL.

Trees beginning 3101' from DER, 87' right of centerline, up to 225' MSL.

Tree 3255' from DER, 582' right of centerline, 229' MSL.

Tree 3470' from DER, 291' right of centerline, 232' MSL.

Trees 1 NM from DER, 2037' right of centerline, 100' AGL/304' MSL.

Rwy 31, trees beginning 494' from DER, 183' left of centerline, up to 180' MSL.

Pole 861' from DER, 300' left of centerline, 30' AGL/186' MSL.

Trees beginning 1171' from DER, 220' left of centerline, up to 238' MSL.

Tree 1412' from DER, 744' right of centerline, 234' MSL.

HATTIESBURG-LAUREL, MS

HATTIESBURG/LAUREL RGNL (PIB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 06DEC18 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwys 18, 36, climb runway heading to 1000 before turning east.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 50' from DER, 275' right of centerline, 304' MSL.

Tree 194' from DER, 325' right of centerline, 318' MSL.

Trees beginning 346' from DER, 467' left of centerline, up to 329' MSL.

Tree 531' from DER, 466' left of centerline, 331' MSL.

Tree 1019' from DER, 579' right of centerline, 331' MSL.

Trees beginning 1051' from DER, 264' right of centerline, up to 340' MSL.

Tree 1134' from DER, 465' left of centerline, 332' MSL.

Trees beginning 1172' from DER, 371' right of centerline, up to 343' MSL.

Tree 1438' from DER, 536' left of centerline, 342' MSL.

Rwy 36, tree 515' from DER, 551' right of centerline, 326' MSL.

Trees beginning 760' from DER, 639' right of centerline, up to 329' MSL.

Tree 1579' from DER, 660' left of centerline, 345' MSL.

Tree 1840' from DER, 923' left of centerline, 369' MSL.



26246





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HOLLY SPRINGS, MS

HOLLY SPRINGS-MARSHALL COUNTY (M41)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 06MAR14 (14065) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and vertical structure beginning 1' from DER, 249' right of centerline, up to 76' AGL/627' MSL.

Trees beginning 182' from DER, 390' left of centerline, up to 85' AGL/636' MSL.

Trees and vertical structure beginning 637' from DER, 20' right of centerline, up to 91' AGL/642' MSL.

Trees beginning 701' from DER, 63' left of centerline, up to 96' AGL/647' MSL.

Rwy 36, trees beginning 22' from DER, 283' left of centerline, up to 66' AGL/582' MSL.

Pole and trees beginning 501' from DER, 376' right of centerline, up to 56' AGL/572' MSL.

HOUMA, LA

HOUMA-TERREBONNE (HUM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02JUL09 (09183) (FAA)

DEPARTURE PROCEDURE:

Rwy 30, climb heading 304° to 600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees and equipment building beginning 86' from DER, 254' left of centerline, up to 40' AGL/44' MSL. Ground and tree beginning 220' from DER, 202' right of centerline, up to 29' AGL/33' MSL.

Rwy 18, trees and poles beginning 923' from DER, 238' left of centerline, up to 100' AGL/109' MSL.

Trees beginning 249' from DER, 345' right of centerline, up to 60' AGL/64' MSL.

Rwy 30, trees beginning 802' from DER, 93' left of centerline, up to 60' AGL/64' MSL.

Poles and road beginning 527' from DER, 427' right of centerline, up to 38' AGL/42' MSL.

Rwy 36, antenna 1589' from DER, 882' left of centerline, 63' AGL/72' MSL.

Trees beginning 2894' from DER, 971' right of centerline, up to 100' AGL/109' MSL.

INDIANOLA, MS

INDIANOLA MUNI (IDL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23SEP10 (10266) (FAA)

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 1800 before turning East.

Rwy 36, climb heading 360° to 800 before turning East.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 383' from DER, 75' left of centerline, up to 81' AGL/201' MSL.

Trees beginning 385' from DER, 165' right of centerline, up to 90' AGL/210' MSL.

Rwy 36, fence 37' from DER, 400' left of centerline, 6' AGL/129' MSL.

Trees beginning 898' from DER, 684' right of centerline, up to 100' AGL/224' MSL.

Trees beginning 1086' from DER, 576' left of centerline, up to 100' AGL/224' MSL.

IUKA, MS

SEGARS FLD (15M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14JUL22 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree, terrain beginning 5' from DER, 282' right of centerline, up to 682' MSL.

Electrical system, fence, trees beginning 35' from DER, 487' left of centerline, up to 33' AGL/671' MSL.

Trees, terrain beginning 175' from DER, 133' right of centerline, up to 691' MSL.

Tree 1310' from DER, 598' left of centerline, 700' MSL.

Trees beginning 1312' from DER, 160' left of centerline, up to 703' MSL.

Trees beginning 1414' from DER, 7' right of centerline, up to 697' MSL.

Trees beginning 1512' from DER, 137' right of centerline, up to 698' MSL.

Tree 1513' from DER, 547' left of centerline, 707' MSL.

Trees beginning 1555' from DER, 149' left of centerline, up to 708' MSL.

Tree 1575' from DER, 429' left of centerline, 709' MSL.

Trees beginning 1622' from DER, 47' left of centerline, up to 721' MSL.

Trees beginning 1667' from DER, 38' right of centerline, up to 709' MSL.

Trees beginning 1961' from DER, 43' left of centerline, up to 729' MSL.

Rwy 19, vegetation 7' from DER, 133' right of centerline, 621' MSL.

Trees, pole beginning 77' from DER, 38' right of centerline, up to 683' MSL.

Terrain 90' from DER, 121' left of centerline, 623' MSL.

Tree 123' from DER, 240' left of centerline, 676' MSL.

Trees beginning 129' from DER, 378' left of centerline, up to 701' MSL.

Trees beginning 271' from DER, 373' left of centerline, up to 703' MSL.

Trees, pole beginning 787' from DER, 19' left of centerline, up to 709' MSL.



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JACKSON, MS

HAWKINS FLD (HKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 20JUN19 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 300-1¼ or std. w/min. climb of 235' per NM to 600, alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

Rwy 16, std. w/min. climb of 300' per NM to 2000.

DEPARTURE PROCEDURE:

Rwy 11, climb heading 115° to 900 before proceeding on course.

Rwy 16, climb heading 159° to 1400 before turning right.

Rwy 29, climb heading 295° to 1400 before turning left.

Rwy 34, climb heading 339° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees beginning 1141' from DER, 33' right of centerline, up to 100' AGL/374' MSL.

Trees beginning 460' from DER, 155' left of centerline, up to 100' AGL/406' MSL.

Tower 5514' from DER, 1566' left of centerline, 164' AGL/483' MSL.

Rwy 16, trees beginning 1023' from DER, 373' right of centerline, up to 100' AGL/438' MSL.

Trees beginning 588' from DER, 27' left of centerline, up to 100' AGL/449' MSL.

Rwy 29, hangar, 481' from DER, 357' right of centerline, 13' AGL/332' MSL.

Light, 880' from DER, 255' left of centerline, 10' AGL/339' MSL.

Antenna on hangar, 1065' from DER, 595' right of centerline, 40' AGL/362' MSL.

Trees beginning 698' from DER, 186' left of centerline, up to 100' AGL/426' MSL.

Rwy 34, terrain 50' from DER, 316' right of centerline, 345' MSL.

Trees, 2700' from DER, 884' left of centerline, up to 100' AGL/410' MSL.

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF MINIMUMS:

Rwy 16R, 200-1¼ or std. w/min. climb of 227' per NM to 600.

TAKEOFF OBSTACLE NOTES:

Rwy 16L, trees beginning 1130' from DER, 722' left of centerline, up to 68' AGL/408' MSL.

Trees, beginning 1231' from DER, 321' left of centerline, up to 81' AGL/421' MSL.

Trees beginning 2323' from DER, 158' left of centerline, up to 123' AGL/459' MSL.

Tree 3159' from DER, 169' right of centerline, 108' AGL/435' MSL.

Rwy 16R, trees beginning 1411' from DER, 766' left of centerline, up to 65' AGL/405' MSL.

Tree 3824' from DER, 1210' left of centerline, 86' AGL/426' MSL.

Trees 5211' from DER, 1882' left of centerline, up to 85' AGL/482' MSL.

Trees beginning 2648' from DER, 537' right of centerline, up to 95' AGL/425' MSL.

Rwy 34L, trees beginning 2165' from DER, left and right of centerline, up to 120' AGL/402' MSL.

Rwy 34R, trees beginning 3117' from DER, 953' left of centerline, up to 108' AGL/396' MSL.

Trees beginning 2273' from DER, 1002' right of centerline, up to 93' AGL/374' MSL.

JENNINGS, LA

JENNINGS (3R7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-1 or std. w/ min. climb of 400' per NM to 300.

Rwys 17, 35, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicles on road 112' from DER, 479' left of centerline, 37' MSL.

Pole 1294' from DER, 177' left of centerline, 43' AGL/65' MSL.

Pole 1458' from DER, 349' left of centerline, 42' AGL/74' MSL.

Pole 1659' from DER, 316' left of centerline, 42' AGL/78' MSL.

Pole 2065' from DER, 241' left of centerline, 41' AGL/85' MSL.

Pole 2278' from DER, 204' left of centerline, 44' AGL/88' MSL.

Rwy 13, tree, pole beginning 689' from DER, 261' left of centerline, up to 71' MSL.

Power lines beginning 1182' from DER, 34' right of centerline, up to 81' AGL/106' MSL.

Power lines, tree beginning 1403' from DER, 20' left of centerline, up to 90' AGL/116' MSL.

Tree 2027' from DER, 490' left of centerline, 126' MSL.

Trees 2102' from DER, 362' left of centerline, 141' MSL.

Tank 3491' from DER, 1087' left of centerline, 172' AGL/197' MSL.

Tree 3495' from DER, 1154' right of centerline, 119' MSL.

Rwy 26, tree 185' from DER, 416' right of centerline, 26' MSL.

Tree 1090' from DER, 65' right of centerline, 56' MSL.

Tree 1137' from DER, 407' left of centerline, 47' MSL.

Tree 1558' from DER, 722' right of centerline, 66' MSL.

Rwy 31, fence 104' from DER, 395' right of centerline, 7' AGL/21' MSL.

Tree 353' from DER, 381' left of centerline, 56' MSL.

Tree, sign beginning 448' from DER, 215' left of centerline, up to 62' MSL.



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**JONESBORO, LA****JONESBORO (F88)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 14MAY26 (26134) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 18, trees beginning 10' from DER, 414' right of centerline, up to 59' AGL/300' MSL.
 Fence 292' from DER, 569' left of centerline, 13' AGL/273' MSL.
 Trees beginning 344' from DER, 401' left of centerline, up to 58' AGL/315' MSL.
 Tree 1774' from DER, 909' right of centerline, 84' AGL/309' MSL.
Rwy 36, pole, building beginning 8' from DER, 370' right of centerline, up to 25' AGL/268' MSL.
 Trees beginning 29' from DER, 401' left of centerline, up to 51' AGL/277' MSL.
 Trees beginning 344' from DER, 410' right of centerline, up to 40' AGL/277' MSL.
 Trees beginning 643' from DER, 213' right of centerline, up to 104' AGL/326' MSL.
 Trees beginning 1031' from DER, 410' left of centerline, up to 91' AGL/299' MSL.
 Trees beginning 2193' from DER, 26' left of centerline, up to 92' AGL/334' MSL.
 Tree 2272' from DER, 451' right of centerline, 90' AGL/338' MSL.
 Trees beginning 2292' from DER, 681' right of centerline, up to 96' AGL/348' MSL.
 Trees beginning 2318' from DER, 36' right of centerline, up to 100' AGL/352' MSL.
 Trees beginning 2449' from DER, 179' right of centerline, up to 103' AGL/356' MSL.
 Tree 2901' from DER, 1130' right of centerline, 108' AGL/358' MSL.

KEESLER AFB (KBIX)**BILOXI, MS****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 10AUG23 (23222) (USAF)****TAKEOFF OBSTACLE NOTES:**

Rwy 4, trees 1625' from DER, 726' right of centerline, 51' AGL/62' MSL.
 Trees 1977' from DER, 728' right of centerline, 65' AGL/76' MSL.
Rwy 22, trees 1794' from DER, 660' left of centerline, 49' AGL/68' MSL.
 Trees 1927' from DER, 709' right of centerline, 71' AGL/101' MSL.
 Pylons-street light 1193' from DER, 443' right of centerline, 30' AGL/61' MSL.
 Trees 2704' from DER, 728' right of centerline, 70' AGL/96' MSL.
 Trees 1904' from DER, 668' right of centerline, 71' AGL/101' MSL.

KOSCIUSKO, MS**KOSCIUSKO-ATTALA COUNTY (OSX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 12MAY05 (05132) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 14, trees 1054' from DER, 503' left of centerline, 100' AGL/559' MSL.
 Trees 1172' from DER, 555' right of centerline, 100' AGL/559' MSL.
 Terrain 18' from DER, 91' right of centerline, 473' MSL.
 Terrain 68' from DER, 485' right of centerline, 473' MSL.
Rwy 32, trees 1676' from DER, 288' right of centerline, 100' AGL/619' MSL.
 Trees 1341' from DER, 231' left of centerline, 100' AGL/609' MSL.
 Terrain 129' from DER, 139' right of centerline, 502' MSL.
 Terrain 182' from DER, 532' right of centerline, 493' MSL.
 Terrain 352' from DER, 344' right of centerline, 496' MSL.
 Terrain 79' from DER, 254' left of centerline, 486' MSL.
 Terrain 525' from DER, 156' right of centerline, 496' MSL.
 Terrain 302' from DER, 49' left of centerline, 489' MSL.

LAFAYETTE, LA**LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2B 07AUG25 (25219) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 4L, trees beginning 3' from DER, 12' left of centerline, up to 100' AGL/140' MSL.
 Trees, wind indicator, antenna, tower beginning 97' from DER, 2' right of centerline, up to 100' AGL/137' MSL.
 Trees beginning 2789' from DER, 536' left of centerline, up to 100' AGL/143' MSL.
 Pole, trees, fence beginning 2982' from DER, 331' left of centerline, up to 124' AGL/164' MSL.
Rwy 4R, light pole 4' from DER, 55' right of centerline, 2' AGL/34' MSL.
 Light pole 5' from DER, 54' left of centerline, 2' AGL/34' MSL.
 Pole, trees beginning 912' from DER, 230' left of centerline, up to 34' AGL/71' MSL.
 Tree 1667' from DER, 936' right of centerline, 75' MSL.
 Tree 1839' from DER, 881' right of centerline, 88' MSL.
 Trees beginning 2078' from DER, 973' right of centerline, up to 108' MSL.
 Tree 2227' from DER, 921' left of centerline, 92' MSL.

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LAFAYETTE, LA (CON'T)

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT) (CON'T)

Rwy 11, light pole 9' from DER, 54' left of centerline, 3' AGL/37' MSL.
 Light pole 9' from DER, 53' right of centerline, 3' AGL/37' MSL.
 Tree 367' from DER, 594' left of centerline, 72' MSL.
 Trees beginning 460' from DER, 449' left of centerline, up to 75' MSL.
 Tree 492' from DER, 563' right of centerline, 76' MSL.
 Trees beginning 544' from DER, 35' right of centerline, up to 79' MSL.
 Trees beginning 718' from DER, 86' left of centerline, up to 76' MSL.
 Trees beginning 852' from DER, 156' left of centerline, up to 78' MSL.
 Trees beginning 1109' from DER, 20' left of centerline, up to 80' MSL.
 Trees beginning 1208' from DER, 475' right of centerline, up to 86' MSL.
 Trees beginning 1209' from DER, 125' left of centerline, up to 82' MSL.
 Tree 1575' from DER, 900' right of centerline, 91' MSL.
Rwy 22L, light pole 39' from DER, 115' left of centerline, 4' AGL/41' MSL.
 Light pole 40' from DER, 114' right of centerline, 5' AGL/42' MSL.
 Vehicle on road 637' from DER, 622' right of centerline, 55' MSL.
 Vehicle on road 875' from DER, 629' right of centerline, 63' MSL.
 Pole 899' from DER, 704' right of centerline, 40' AGL/77' MSL.
 Pole 1285' from DER, 77' left of centerline, 38' AGL/74' MSL.
 Trees, poles, transmission line beginning 1358' from DER, 37' right of centerline, up to 96' MSL.
 Pole 1479' from DER, 66' left of centerline, 44' AGL/79' MSL.
 Poles beginning 1484' from DER, 63' left of centerline, up to 85' MSL.
 Transmission line 1628' from DER, 388' left of centerline, 53' AGL/87' MSL.
 Pole, tree beginning 1770' from DER, 703' left of centerline, up to 57' AGL/91' MSL.
 Trees beginning 1936' from DER, 1' right of centerline, up to 127' MSL.
 Trees beginning 2085' from DER, 313' left of centerline, up to 93' MSL.
 Tree 2478' from DER, 2' left of centerline, 107' MSL.
 Trees beginning 2543' from DER, 45' left of centerline, up to 116' MSL.
 Trees beginning 2809' from DER, 145' left of centerline, up to 119' MSL.
Rwy 22R, light poles beginning 10' from DER, 16' right of centerline, up to 2' AGL/42' MSL.
 Light poles 10' from DER, 17' left of centerline, 2' AGL/42' MSL.
 Trees, pole beginning 51' from DER, 99' left of centerline, up to 100' AGL/140' MSL.
 Trees, poles, wind indicators, building beginning 145' from DER, 22' right of centerline, up to 100' AGL/140' MSL.
 Tower 2544' from DER, 26' left of centerline, 104' AGL/142' MSL.
 Towers, antenna, trees beginning 2916' from DER, 236' right of centerline, up to 124' AGL/157' MSL.
Rwy 29, light pole 10' from DER, 53' right of centerline, 1' AGL/38' MSL.
 Light pole 11' from DER, 53' left of centerline, 2' AGL/38' MSL.
 Vehicle on road, light pole beginning 13' from DER, 148' right of centerline, up to 48' MSL.
 Poles beginning 63' from DER, 307' right of centerline, up to 23' AGL/56' MSL.
 Poles beginning 171' from DER, 282' right of centerline, up to 34' AGL/66' MSL.
 Poles, trees beginning 446' from DER, 32' right of centerline, up to 48' AGL/77' MSL.
 Tower, trees, poles beginning 926' from DER, 6' left of centerline, up to 72' AGL/104' MSL.
 Poles beginning 1616' from DER, 432' right of centerline, up to 69' AGL/85' MSL.
 Pole 2249' from DER, 423' right of centerline, 70' AGL/95' MSL.
 Poles beginning 2591' from DER, 70' right of centerline, up to 74' AGL/105' MSL.
 Tree 2650' from DER, 336' left of centerline, 105' MSL.
 Pole 2735' from DER, 80' left of centerline, 75' AGL/106' MSL.
 Tree 2783' from DER, 335' right of centerline, 109' MSL.
 Tree 2853' from DER, 257' right of centerline, 115' MSL.
 Tree 2893' from DER, 87' left of centerline, 112' MSL.
 Tree 3155' from DER, 287' left of centerline, 117' MSL.
 Tree 3173' from DER, 310' left of centerline, 118' MSL.
 Tree 3487' from DER, 984' left of centerline, 135' MSL.
 Tree 3500' from DER, 1018' left of centerline, 144' MSL.
 Latticework on building, tower beginning 3527' from DER, 267' right of centerline, up to 94' AGL/133' MSL.
 Tower 3806' from DER, 1013' left of centerline, 110' AGL/150' MSL.
 Tower 3872' from DER, 1220' right of centerline, 130' AGL/165' MSL.

LAKE CHARLES, LA

CHENNAULT INTL (CWF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03JUN10 (10154) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1¼ or std. w/min. climb of 205' per NM to 300. Alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1200' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 1114' from DER, 670' left of centerline, up to 51' AGL/70' MSL.
 Trees beginning 1261' from DER, 380' right of centerline, up to 62' AGL/81' MSL.

Rwy 33, tanks 5977' from DER, 1577' right of centerline, 156' AGL/170' MSL.
 Trees beginning 1763' from DER, 685' left of centerline, up to 71' AGL/85' MSL.
 Trees beginning 1202' from DER, 399' right of centerline, up to 52' AGL/71' MSL.



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LAKE CHARLES, LA (CON'T)

LAKE CHARLES RGNL (LCH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, antenna 38' from DER, 396' right of centerline, 8' AGL/23' MSL.

Vehicle on road 457' from DER, 605' left of centerline, up to 15' AGL/34' MSL.

Wire on pole 647' from DER, 530' left of centerline, 30' AGL/50' MSL.

Transmission pole 707' from DER, 602' right of centerline, 42' AGL/57' MSL.

Vehicle on road 710' from DER, 428' left of centerline, 15' AGL/33' MSL.

Transmission pole 767' from DER, 531' left of centerline, 31' AGL/46' MSL.

Transmission pole 825' from DER, 454' right of centerline, 32' AGL/47' MSL.

Pole 862' from DER, 485' right of centerline, 18' AGL/38' MSL.

Wire on pole 863' from DER, 485' right of centerline, 34' AGL/49' MSL.

Rwy 23, multiple trees beginning 19' from DER, left and right of centerline, up to 73' AGL/87' MSL.

Pole 1112' from DER, 130' left of centerline, 14' AGL/50' MSL.

Poles beginning 631' from DER, 283' right of centerline, up to 22' AGL/44' MSL.

Rwy 33, tree 1225' from DER, 622' left of centerline, 34' AGL/44' MSL.

LAUREL, MS

HESLER/NOBLE FLD (LUL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 300-1¼ or std w/min climb of 220'/NM to 500 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 13, pole 1107' from DER, 725' right of centerline, 41' AGL/265' MSL.

Trees, pole beginning 2211' from DER, 311' left of centerline, up to 303' MSL.

Tree 2852' from DER, 290' left of centerline, 307' MSL.

Tree 2863' from DER, 411' left of centerline, 308' MSL.

Rwy 31, tree 61' from DER, 338' right of centerline, 245' MSL.

Tree 110' from DER, 251' right of centerline, 252' MSL.

Tree 1828' from DER, 647' left of centerline, 291' MSL.

Tree 2166' from DER, 451' right of centerline, 286' MSL.

Tree 5793' from DER, 1931' left of centerline, 100' AGL/383' MSL.

LEESVILLE, LA

LEESVILLE (L39)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 26' from DER, 78' left of centerline, 100' AGL/359' MSL.

Trees beginning 12' from DER, 210' right of centerline, up to 100' AGL/389' MSL.

Rwy 36, trees beginning 262' from DER, 396' left of centerline, 47' AGL/336' MSL.

Trees beginning 180' from DER, 130' right of centerline, up to 58' AGL/347' MSL.

LEXINGTON, MS

C. A. MOORE (19M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09JUN83 (83160) (FAA)

DEPARTURE PROCEDURE:

Rwy 19, climb runway heading to 1000 before turning.

LOUISVILLE, MS

LOUISVILLE/WINSTON COUNTY (LMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/min. climb of 295' per NM to 1100, or 1000-3 for VCOA.

VCOA:

Rwy 17, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Louisville/ Winston county airport at or above 1300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees, poles beginning 13' from DER, 5' left of centerline, up to 104' AGL/655' MSL.

Trees, buildings beginning 108' from DER, on and right of centerline, up to 607' MSL.

Trees beginning 1235' from DER, 376' right of centerline, up to 623' MSL.

Tree 1389' from DER, 728' right of centerline, 636' MSL.

Trees beginning 1445' from DER, 306' right of centerline, up to 644' MSL.

Trees beginning 1733' from DER, 290' right of centerline, up to 656' MSL.

Trees beginning 1894' from DER, 88' right of centerline, up to 658' MSL.

CON'T



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LOUISVILLE, MS (CON'T)

LOUISVILLE/WINSTON COUNTY (LMS) (CON'T)

Rwy 17 (CON'T), trees beginning 2092' from DER, 69' left of centerline, up to 658' MSL.
 Trees beginning 2165' from DER, 4' right of centerline, up to 664' MSL.
 Trees beginning 2228' from DER, 50' left of centerline, up to 661' MSL.
 Trees beginning 2400' from DER, 6' left of centerline, up to 672' MSL.
 Tree 3966' from DER, 792' right of centerline, 106' AGL/676' MSL.
 Tank, tower beginning 4774' from DER, 1578' left of centerline, up to 154' AGL/701' MSL.
 Tower 1.7 NM from DER, 2221' left of centerline, 407' AGL/951' MSL.
Rwy 35, trees beginning 16' from DER, 383' left of centerline, up to 87' AGL/604' MSL.
 Trees beginning 42' from DER, 352' right of centerline, up to 582' MSL.
 Tree 300' from DER, 413' right of centerline, 603' MSL.
 Trees beginning 427' from DER, 383' left of centerline, up to 613' MSL.
 Trees beginning 427' from DER, 387' right of centerline, up to 626' MSL.
 Trees beginning 603' from DER, 360' left of centerline, up to 618' MSL.
 Trees beginning 896' from DER, 378' left of centerline, up to 619' MSL.
 Trees beginning 1070' from DER, 477' left of centerline, up to 621' MSL.
 Trees beginning 1191' from DER, 413' left of centerline, up to 630' MSL.
 Trees beginning 1475' from DER, 648' left of centerline, up to 645' MSL.
 Trees beginning 1685' from DER, on and left of centerline, up to 652' MSL.
 Trees beginning 2026' from DER, 693' right of centerline, up to 629' MSL.
 Trees beginning 2214' from DER, 457' right of centerline, up to 634' MSL.
 Trees beginning 2292' from DER, 7' right of centerline, up to 636' MSL.
 Trees beginning 2305' from DER, 4' left of centerline, up to 111' AGL/659' MSL.

MADISON, MS

BRUCE CAMPBELL FLD (MBO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-2 or std. w/min. climb of 267' per NM to 700, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees 524' from DER, 464' right of centerline, 100' AGL/399' MSL.
Rwy 35, house 1324' from DER, 619' left of centerline, 20' AGL/349' MSL.
 Vehicle on road 2178' from DER, 389' left of centerline, up to 17' AGL/350' MSL.

MAGEE, MS

MAGEE MUNI (17M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning abeam DER, 201' left of centerline, up to 100' AGL/649' MSL.
 Trees beginning abeam DER, 205' right of centerline, up to 100' AGL/649' MSL.
 Trees 562' from DER, 577' right of centerline, up to 100' AGL/659' MSL.
 Trees beginning 1217' from DER, left and right of centerline, up to 100' AGL/659' MSL.
Rwy 36, trees beginning abeam DER, 165' right of centerline, up to 100' AGL/659' MSL.
 Vehicle on road 411' from DER, 423' left of centerline, up to 15' AGL/565' MSL.
 Trees 621' from DER, 343' left of centerline, up to 100' AGL/659' MSL.
 Trees 1160' from DER, 447' right of centerline, up to 100' AGL/659' MSL.

MAKS AAF (FORT POLK) (KPOE)

FORT POLK, LA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07SEP23 (25303) (USA)

TAKEOFF MINIMUMS:

Rwy 16, 300-1 or std w/min climb of 270'/NM to 700.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 2284' from DER, 1004' left of centerline, up to 364' MSL.
 Trees beginning 3223' from DER, 1193' right of centerline, up to 365' MSL.
 Tree 4597' from DER, 137' left of centerline, 429' MSL.
 Tree 3905' from DER, 706' right of centerline, 401' MSL.
 Tree 3384' from DER, 1100' right of centerline, 392' MSL.
 Tree 3962' from DER, 882' left of centerline, 387' MSL.
 Pole 4151' from DER, 203' left of centerline, 382' MSL.
 Tree 3524' from DER, 963' left of centerline, 379' MSL.
 Tree 3304' from DER, 1079' right of centerline, 375' MSL.
 Tree 1739' from DER, 874' right of centerline, 369' MSL.
 Twr 2213' from DER, 535' left of centerline, 43' AGL/335' MSL.
 Windsock 100' from DER, 460' right of centerline, 300' MSL.
 Terrain 50' from DER, 480' right of centerline, 282' MSL.
 Tree 4657' from DER, 404' right of centerline, 435' MSL.

CON'T



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MAKS AAF (FORT POLK) (KPOE) (CON'T) FORT POLK, LA (CON'T)

Rwy 34, trees beginning 2305' from DER, 470' left of centerline, up to 80' AGL/402' MSL.
Trees beginning 2866' from DER, 1193' right of centerline, up to 449' MSL.
Tree 1874' from DER, 885' right of centerline, 416' MSL.
Tree 2831' from DER, 154' right of centerline 411' MSL.
Tree 2076' from DER, 980' left of centerline, 410' MSL.
Tree 1424' from DER, 753' right of centerline, 393' MSL.
Tree 1771' from DER, 35' left of centerline, 377' MSL.
Tree 433' from DER, 513' right of centerline, 365' MSL.
Terrain 415' from DER, 611' left of centerline, 345' MSL.
Terrain at DER, 500' left of centerline, 333' MSL.

MANSFIELD, LA

C E 'RUSTY' WILLIAMS (3F3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, vehicles on road 62' from DER, 343' left of centerline, 340' MSL.
Vehicles on road 187' from DER, 356' left of centerline, 341' MSL.
Vehicles on road 309' from DER, 367' left of centerline, 342' MSL.
Vehicles on road 425' from DER, 375' left of centerline, 344' MSL.
Pole, tree, vehicles on road beginning 479' from DER, 280' left of centerline, up to 29' AGL/356' MSL.
Poles, vehicles on road beginning 650' from DER, 13' left of centerline, up to 55' AGL/382' MSL.
Vehicles on road 798' from DER, 72' right of centerline, 348' MSL.
Vehicles on road 810' from DER, 224' right of centerline, 350' MSL.
Vehicles on road, tree beginning 825' from DER, 216' right of centerline, up to 351' MSL.
Trees beginning 980' from DER, 205' left of centerline, up to 388' MSL.
Trees, pole beginning 1056' from DER, 73' left of centerline, up to 421' MSL.
Trees beginning 1102' from DER, 467' right of centerline, up to 408' MSL.
Trees beginning 1296' from DER, 52' right of centerline, up to 414' MSL.
Trees beginning 2098' from DER, 96' left of centerline, up to 430' MSL.
Trees beginning 2105' from DER, 138' right of centerline, up to 423' MSL.
Trees beginning 2414' from DER, 23' right of centerline, up to 437' MSL.
Tree 3375' from DER, 1025' left of centerline, 437' MSL.
Rwy 36, vehicles on road, utility building beginning 5' from DER, 124' right of centerline, up to 329' MSL.
Trees beginning 29' from DER, 395' left of centerline, up to 372' MSL.
Trees beginning 116' from DER, 256' right of centerline, up to 372' MSL.
Trees beginning 159' from DER, 265' left of centerline, up to 377' MSL.
Trees beginning 330' from DER, 278' left of centerline, up to 381' MSL.
Trees beginning 2082' from DER, 233' left of centerline, up to 387' MSL.
Tree 2363' from DER, 1126' right of centerline, 384' MSL.
Tree 2621' from DER, 1114' right of centerline, 398' MSL.
Trees beginning 2670' from DER, 213' left of centerline, up to 395' MSL.
Tree 2802' from DER, 1232' right of centerline, 409' MSL.
Trees beginning 2889' from DER, 1057' right of centerline, up to 414' MSL.
Trees beginning 3455' from DER, 375' left of centerline, up to 410' MSL.

MANY, LA

HART (3R4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03JUL08 (08185) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, 600-3 or std. with a min. climb of 250' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 117° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1' from DER, 594' left to 598' right of centerline, up to 100' AGL/385' MSL.
Power line/poles beginning 1198' from DER, 309' right of centerline, up to 58' AGL/354' MSL.
Rwy 30, trees beginning 74' from DER, 781' left to 509' right of centerline, up to 100' AGL/391' MSL.
Power line/pole 484' from DER, 318' right of centerline, 62' AGL/358' MSL.

MARKS, MS

SELFS (MMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on road beginning 3' from DER, 210' left of centerline, up to 15' AGL/161' MSL.
Vehicles on road, building, and poles beginning 51' from DER, 4' right of centerline, up to 38' AGL/195' MSL.
Trees beginning 1171' from DER, 32' left of centerline, up to 110' AGL/265' MSL.
Trees beginning 1071' from DER, 4' right of centerline, up to 110' AGL/265' MSL.
Rwy 20, trees beginning 44' from DER, 389' right of centerline, up to 85' AGL/238' MSL.
Trees 3684' from DER, 550' right of centerline, up to 106' AGL/263' MSL.



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MARKSVILLE, LA

MARKSVILLE MUNI (MKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20OCT11 (11293) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, light pole 61' from DER, 459' right of centerline, 5' AGL/84' MSL.
Power pole 287' from DER, 315' right of centerline, 35' AGL/111' MSL.
Water tower 3870' from DER, 1134' left of centerline, 148' AGL/217' MSL.
Tree 1504' from DER, 374' left of centerline, 88' AGL/164' MSL.
Trees beginning 465' from DER, 148' right of centerline, up to 110' AGL/183' MSL.
Rwy 22, trees beginning 248' from DER, 373' left of centerline, up to 100' AGL/173' MSL.
Trees beginning 2571' from DER, 1008' right of centerline, up to 100' AGL/166' MSL.

MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24MAY18 (22195) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, tree 516' from DER, 603' left of centerline, 405' MSL.
Tree 610' from DER, 653' right of centerline, 430' MSL.
Tree 653' from DER, 590' left of centerline, 441' MSL.
Trees beginning 819' from DER, 519' right of centerline, up to 438' MSL.
Tree 1180' from DER, 770' left of centerline, 462' MSL.
Trees beginning 1265' from DER, 561' left of centerline, up to 467' MSL.
Trees beginning 1496' from DER, 394' right of centerline, up to 458' MSL.
Trees beginning 1575' from DER, 392' left of centerline, up to 470' MSL.
Tree 2734' from DER, 565' right of centerline, 459' MSL.
Tree 2838' from DER, 421' right of centerline, 460' MSL.
Tree 2883' from DER, 921' right of centerline, 465' MSL.
Trees beginning 2940' from DER, 500' right of centerline, up to 467' MSL.
Trees beginning 3291' from DER, 443' left of centerline, up to 475' MSL.
Rwy 34, tree 69' from DER, 271' left of centerline, 444' MSL.
Trees beginning 164' from DER, 307' left of centerline, up to 454' MSL.
Trees beginning 193' from DER, 493' left of centerline, up to 459' MSL.
Trees beginning 667' from DER, 568' left of centerline, up to 471' MSL.
Tree 717' from DER, 593' right of centerline, 455' MSL.
Tree 889' from DER, 630' right of centerline, 465' MSL.
Tree, pole beginning 957' from DER, 693' left of centerline, up to 493' MSL.
Tree 1128' from DER, 684' right of centerline, 470' MSL.
Trees beginning 1258' from DER, 657' right of centerline, up to 478' MSL.
Trees beginning 1821' from DER, 643' right of centerline, up to 487' MSL.
Trees beginning 2745' from DER, 690' right of centerline, up to 491' MSL.
Tree 3017' from DER, 753' right of centerline, 501' MSL.
Trees beginning 3021' from DER, 929' right of centerline, up to 507' MSL.

MERIDIAN, MS

KEY FLD (MEI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-1% or std w/min climb of 290'/NM to 600.

DEPARTURE PROCEDURE:

Rwy 4, climb on heading 046° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 1, building, tree beginning 177' from DER, 425' right of centerline, up to 13' AGL/310' MSL.
Pole 533' from DER, 448' left of centerline, 18' AGL/318' MSL.
Tree 804' from DER, 628' left of centerline, 338' MSL.
Tree, vehicles on road beginning 925' from DER, 421' left of centerline, up to 370' MSL.
Trees, pole, tower beginning 1345' from DER, 411' left of centerline, up to 384' MSL.
Trees beginning 1480' from DER, 503' left of centerline, up to 388' MSL.
Trees beginning 1498' from DER, 105' left of centerline, up to 393' MSL.
Smokestack 2146' from DER, 317' right of centerline, 45' AGL/350' MSL.
Trees beginning 2200' from DER, 122' left of centerline, up to 394' MSL.
Tanks beginning 2227' from DER, 262' right of centerline, up to 58' AGL/362' MSL.
Trees beginning 2380' from DER, 150' left of centerline, up to 395' MSL.
Trees, tank beginning 2424' from DER, on centerline, up to 399' MSL.
Trees beginning 2624' from DER, 90' left of centerline, up to 401' MSL.
Trees beginning 2744' from DER, 21' left of centerline, up to 404' MSL.
Trees beginning 3067' from DER, 3' right of centerline, up to 414' MSL.
Tree 3431' from DER, 209' left of centerline, 409' MSL.
Trees beginning 3449' from DER, 15' left of centerline, up to 412' MSL.

CONT



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MERIDIAN, MS (CON'T) **KEY FLD (MEI) (CON'T)**

Rwy 4, pole, vehicles on road beginning 144' from DER, 375' right of centerline, up to 38' AGL/334' MSL.
 Fences beginning 180' from DER, 250' left of centerline, up to 8' AGL/305' MSL.
 Building 257' from DER, 310' left of centerline, 17' AGL/314' MSL.
 Pole, building beginning 284' from DER, 345' left of centerline, up to 23' AGL/319' MSL.
 Poles, vehicles on road, tree beginning 334' from DER, 278' right of centerline, up to 39' AGL/335' MSL.
 Tank 411' from DER, 390' left of centerline, 29' AGL/327' MSL.
 Poles beginning 444' from DER, 253' left of centerline, up to 32' AGL/330' MSL.
 Poles beginning 634' from DER, 292' left of centerline, up to 33' AGL/331' MSL.
 Tree 662' from DER, 608' right of centerline, 343' MSL.
 Trees, vehicles on road beginning 678' from DER, 327' right of centerline, up to 348' MSL.
 Pole 838' from DER, 654' left of centerline, 33' AGL/332' MSL.
 Trees, vehicles on road beginning 896' from DER, 262' right of centerline, up to 373' MSL.
 Trees beginning 1107' from DER, 33' right of centerline, up to 385' MSL.
 Pole 1414' from DER, 32' left of centerline, 37' AGL/336' MSL.
 Tree 1857' from DER, 324' left of centerline, 348' MSL.
 Tree 2042' from DER, 613' left of centerline, 366' MSL.
 Trees beginning 2078' from DER, 65' left of centerline, up to 388' MSL.
 Trees beginning 2565' from DER, 14' right of centerline, up to 386' MSL.
 Trees beginning 2680' from DER, 24' left of centerline, up to 391' MSL.
Rwy 19, tower 481' from DER, 570' left of centerline, 32' AGL/312' MSL.
 Tree 1079' from DER, 626' left of centerline, 318' MSL.
 Tree 1137' from DER, 717' left of centerline, 328' MSL.
 Tree 1217' from DER, 592' left of centerline, 329' MSL.
 Trees beginning 1330' from DER, 771' right of centerline, up to 371' MSL.
 Tree 1355' from DER, 546' left of centerline, 335' MSL.
 Trees beginning 1364' from DER, 466' left of centerline, up to 350' MSL.
 Trees beginning 1689' from DER, 313' left of centerline, up to 376' MSL.
 Tree 1893' from DER, 935' right of centerline, 380' MSL.
 Trees beginning 1963' from DER, 40' right of centerline, up to 394' MSL.
 Trees beginning 2661' from DER, 38' left of centerline, up to 395' MSL.
 Trees beginning 3745' from DER, 3' left of centerline, up to 400' MSL.
 Trees beginning 3803' from DER, 69' right of centerline, up to 396' MSL.
Rwy 22, trees beginning 1250' from DER, 723' right of centerline, up to 330' MSL.
 Tree 1417' from DER, 775' right of centerline, 372' MSL trees beginning 1428' from DER, 588' right of centerline, up to 377' MSL.
 Trees beginning 1528' from DER, 503' right of centerline, up to 379' MSL.
 Trees beginning 1620' from DER, 2' right of centerline, up to 384' MSL.
 Trees beginning 2350' from DER, 23' left of centerline, up to 373' MSL.
 Trees beginning 2617' from DER, 29' left of centerline, up to 376' MSL.
 Trees beginning 2741' from DER, 144' left of centerline, up to 387' MSL.
 Trees beginning 3332' from DER, 1169' right of centerline, up to 395' MSL.
 Trees beginning 3468' from DER, 412' left of centerline, up to 393' MSL.
 Trees beginning 3839' from DER, 606' left of centerline, up to 404' MSL.
 Tree 4201' from DER, 1359' right of centerline, 424' MSL.
 Trees beginning 4287' from DER, 319' right of centerline, up to 427' MSL.
 Trees beginning 4370' from DER, 1166' right of centerline, up to 436' MSL.
 Trees beginning 4450' from DER, 41' right of centerline, up to 449' MSL.
 Tree 4941' from DER, 483' left of centerline, 415' MSL.
 Tree 5294' from DER, 137' left of centerline, 427' MSL.
 Trees beginning 5567' from DER, 1356' right of centerline, up to 454' MSL.
 Trees beginning 5649' from DER, 1274' right of centerline, up to 478' MSL.
 Trees beginning 5704' from DER, 1235' right of centerline, up to 491' MSL.
 Tree 1 NM from DER, 907' left of centerline, 457' MSL.
 Trees beginning 1 NM from DER, 1238' right of centerline, up to 493' MSL.
 Trees beginning 1.1 NM from DER, 1620' right of centerline, up to 499' MSL.
 Trees beginning 1.2 NM from DER, 715' right of centerline, up to 520' MSL.
 Tree 1.3 NM from DER, 2263' right of centerline, 496' MSL.



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MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MS

DIVERSE VECTOR AREA (RADAR VECTORS)

ORIG 27NOV25 (25331) (USN)

Rwy 1R, hdgs as assigned by ATC; requires min climb of 251'/NM to 720.

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 27NOV25 (25331) (USN)

TAKEOFF MINIMUMS:

Rwy 1R, std w/min climb of 251'/NM to 720 or 300-1½.

TAKEOFF OBSTACLE NOTES:

Rwy 1R, terrain 0' from DER, 500' right of cntrln, 329' MSL.

Terrain 563' from DER, 651' left of cntrln, 344' MSL.

Terrain 564' from DER, 651' left of cntrln, 344' MSL.

Terrain 614' from DER, 617' left of cntrln, 344' MSL.

Terrain 626' from DER, 668' left of cntrln, 345' MSL.

Terrain 627' from DER, 668' left of cntrln, 345' MSL.

Trees 2709' from DER, 1137' left of cntrln, 399' MSL.

Trees 3148' from DER, 953' left of cntrln, 399' MSL.

Trees 1.1 NM from DER, 2315' left of cntrln, 499' MSL.

Rwy 10, terrain 0' from DER, 500' right of cntrln, 306' MSL.

Rwy 19L, bldg 1363' from DER, 253' left of cntrln, 20' AGL, 304' MSL.

Rwy 19R, terrain 0' from DER, 500' right of cntrln, 257' MSL.

MINDEN, LA

MINDEN (MNE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 2' from DER, 134' left of centerline, up to 116' AGL/383' MSL.

Trees beginning 791' from DER, 68' right of centerline, up to 104' AGL/383' MSL.

Rwy 19, trees beginning 232' from DER, 46' left of centerline, up to 103' AGL/352' MSL.

Trees beginning 192' from DER, 12' right of centerline, up to 116' AGL/365' MSL.

Poles beginning 1234' from DER, 226' right of centerline, up to 69' AGL/318' MSL.

MONROE, LA

MONROE RGNL (MLU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 02DEC21 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb on heading 222° to 900 before turning west.

Rwy 32, climb on heading 317° to 900 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 4, lighting 6' from DER, 5' right of centerline, 2' AGL/76' MSL.

Sign 29' from DER, 248' left of centerline, 3' AGL/77' MSL.

Tree 1010' from DER, 711' left of centerline, 104' MSL.

Trees beginning 1568' from DER, 768' right of centerline, up to 154' MSL.

Trees beginning 2287' from DER, 911' right of centerline, up to 160' MSL.

Trees beginning 2421' from DER, 804' right of centerline, up to 162' MSL.

Tree 3361' from DER, 1144' left of centerline, 166' MSL.

Trees beginning 3488' from DER, 1047' left of centerline, up to 183' MSL.

Rwy 14, tree 905' from DER, 722' left of centerline, 117' MSL.

Trees beginning 950' from DER, 509' left of centerline, up to 120' MSL.

Trees beginning 1007' from DER, 59' left of centerline, up to 128' MSL.

Trees beginning 1188' from DER, 79' right of centerline, up to 107' MSL.

Trees beginning 1215' from DER, 150' right of centerline, up to 110' MSL.

Tree 1264' from DER, 281' right of centerline, 114' MSL.

Trees, poles beginning 1284' from DER, 227' right of centerline, up to 138' MSL.

Trees beginning 1682' from DER, 737' left of centerline, up to 139' MSL.

Trees beginning 2214' from DER, 962' left of centerline, up to 154' MSL.

Trees, towers, antenna beginning 2771' from DER, 539' left of centerline, up to 184' MSL.

Rwy 22, lighting 5' from DER, 5' left of centerline, 1' AGL/77' MSL.

Sign 31' from DER, 342' right of centerline, 3' AGL/77' MSL.

Sign 102' from DER, 459' right of centerline, 10' AGL/83' MSL.

Tree 1273' from DER, 809' left of centerline, 114' MSL.

Tree 1990' from DER, 718' left of centerline, 131' MSL.

Tree 2160' from DER, 742' left of centerline, 134' MSL.

Trees beginning 2273' from DER, 212' left of centerline, up to 137' MSL.

Tree 2418' from DER, 180' left of centerline, 139' MSL.

Trees beginning 2429' from DER, 245' left of centerline, up to 140' MSL.

Tree 2594' from DER, 508' left of centerline, 145' MSL.

Tree 2616' from DER, 1052' right of centerline, 170' MSL.

CONT



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**MONROE, LA (CON'T)****MONROE RGNL (MLU) (CON'T)**

Rwy 32, terrain 7' from DER, 63' right of centerline, 79' MSL.
 Lighting 27' from DER, 120' right of centerline, 3' AGL/82' MSL.
 Sign 28' from DER, 439' left of centerline, 3' AGL/81' MSL.
 Lighting, sign beginning 30' from DER, 119' left of centerline, up to 3' AGL/82' MSL.
 Pole 385' from DER, 489' left of centerline, 20' AGL/97' MSL.
 Tree 934' from DER, 659' left of centerline, 109' MSL.
 Trees beginning 1010' from DER, 514' left of centerline, up to 114' MSL.
 Tree 1073' from DER, 735' left of centerline, 116' MSL.
 Tree 1328' from DER, 773' left of centerline, 119' MSL.
 Tree 1581' from DER, 448' left of centerline, 133' MSL.
 Pole, trees beginning 1582' from DER, 261' left of centerline, up to 69' AGL/145' MSL.
 Trees beginning 1607' from DER, 322' right of centerline, up to 138' MSL.
 Tree 1630' from DER, 643' right of centerline, 140' MSL.
 Trees beginning 1681' from DER, 100' left of centerline, up to 153' MSL.
 Trees beginning 1708' from DER, 295' right of centerline, up to 158' MSL.
 Trees, poles beginning 1713' from DER, 126' left of centerline, up to 158' MSL.
 Trees beginning 1877' from DER, 156' right of centerline, up to 166' MSL.
 Tree 2031' from DER, 283' right of centerline, 171' MSL.
 Trees, pole beginning 2042' from DER, 34' right of centerline, up to 176' MSL.
 Trees, pole beginning 2098' from DER, 12' left of centerline, up to 169' MSL.
 Trees beginning 2347' from DER, 10' left of centerline, up to 179' MSL.
 Trees beginning 3970' from DER, 678' right of centerline, up to 182' MSL.

NATCHEZ, MS**HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 20APR23 (23110) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 14, trees beginning 16' from DER, 309' right of centerline, up to 326' MSL.
 Trees beginning 239' from DER, 250' right of centerline, up to 343' MSL.
 Trees beginning 1180' from DER, 526' left of centerline, up to 364' MSL.
 Trees beginning 1445' from DER, 86' left of centerline, up to 380' MSL.
 Trees beginning 2332' from DER, 123' right of centerline, up to 344' MSL.
 Tree 3624' from DER, 1390' right of centerline, 363' MSL.
Rwy 18, tree 30' from DER, 467' left of centerline, 54' AGL/306' MSL.
 Trees beginning 112' from DER, 364' left of centerline, up to 323' MSL.
 Trees beginning 131' from DER, 445' right of centerline, up to 285' MSL.
 Trees beginning 164' from DER, 427' right of centerline, up to 337' MSL.
 Trees beginning 663' from DER, on centerline, up to 338' MSL.
 Trees beginning 969' from DER, 50' left of centerline, up to 332' MSL.
 Trees beginning 1149' from DER, on centerline, up to 346' MSL.
 Trees beginning 2175' from DER, 168' right of centerline, up to 339' MSL.
 Trees beginning 2258' from DER, 149' right of centerline, up to 350' MSL.
 Tree 2523' from DER, 1044' right of centerline, 365' MSL.
 Trees beginning 2543' from DER, 19' right of centerline, up to 374' MSL.
 Trees beginning 3100' from DER, 10' right of centerline, up to 385' MSL.
 Trees beginning 3134' from DER, 20' left of centerline, up to 347' MSL.
 Trees beginning 3400' from DER, 835' left of centerline, up to 350' MSL.
 Tree 3442' from DER, 1044' left of centerline, 355' MSL.
 Trees beginning 3487' from DER, 727' left of centerline, up to 356' MSL.
 Trees beginning 3569' from DER, 59' left of centerline, up to 359' MSL.
 Trees beginning 3669' from DER, 761' left of centerline, up to 360' MSL.
 Trees beginning 3823' from DER, 482' left of centerline, up to 365' MSL.
 Trees beginning 3908' from DER, 161' left of centerline, up to 374' MSL.
 Tree 4008' from DER, 218' left of centerline, 384' MSL.
 Trees beginning 4047' from DER, 220' left of centerline, up to 386' MSL.
 Trees beginning 4107' from DER, 14' left of centerline, up to 388' MSL.
Rwy 32, light poles 2' from DER, 4' right of centerline, 2' AGL/263' MSL.
 Tree 428' from DER, 542' left of centerline, 301' MSL.
 Tree 656' from DER, 615' right of centerline, 338' MSL.
 Tree 701' from DER, 648' left of centerline, 325' MSL.
 Trees beginning 764' from DER, 524' right of centerline, up to 342' MSL.
 Tree 901' from DER, 695' left of centerline, 336' MSL.
 Trees beginning 1187' from DER, 736' left of centerline, up to 346' MSL.
 Trees beginning 1482' from DER, 504' right of centerline, up to 349' MSL.
 Tree, pole beginning 1531' from DER, 789' left of centerline, up to 351' MSL.
 Trees beginning 1625' from DER, 204' right of centerline, up to 352' MSL.
 Trees beginning 1867' from DER, 50' left of centerline, up to 360' MSL.
 Trees beginning 3197' from DER, 314' right of centerline, up to 355' MSL.
 Trees beginning 3268' from DER, 694' left of centerline, up to 364' MSL.
 Trees beginning 3332' from DER, 85' left of centerline, up to 366' MSL.
 Trees beginning 3835' from DER, 1223' left of centerline, up to 374' MSL.

CON'T

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NATCHEZ, MS (CON'T)

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HEZ) (CON'T)

Rwy 36, fence beginning 36' from DER, 409' right of centerline, up to 274' MSL.

Fence 235' from DER, 394' right of centerline, 276' MSL.

Tree 422' from DER, 603' right of centerline, 337' MSL.

Trees beginning 473' from DER, 464' right of centerline, up to 338' MSL.

Trees beginning 692' from DER, 1' left of centerline, up to 347' MSL.

Trees beginning 783' from DER, 140' right of centerline, up to 342' MSL.

Trees beginning 1236' from DER, 256' right of centerline, up to 348' MSL.

Trees beginning 1376' from DER, 128' right of centerline, up to 357' MSL.

NATCHITOCHES, LA

NATCHITOCHES RGNL (IER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 02OCT25 (25275) (FAA)

TAKEOFF MINIMUMS:

Rwy 25, 300-1¼ or std w/min climb of 307'/NM to 600.

Rwy 35, std w/min climb of 213'/NM to 900, or 1000-3 for VCOA.

VCOA:

Rwy 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Natchitoches

Rgnl airport at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, building 90' from DER, 445' right of centerline, 16' AGL/127' MSL.

Transmission line 284' from DER, 358' right of centerline, 32' AGL/142' MSL.

Tree 2572' from DER, 1021' right of centerline, 204' MSL.

Rwy 25, trees 5453' from DER, 1819' right of centerline, 100' AGL/255' MSL.

Trees 5705' from DER, 1880' right of centerline, 100' AGL/268' MSL.

Trees 5957' from DER, 1941' right of centerline, 100' AGL/271' MSL.

Trees 1 NM from DER, 2002' right of centerline, 100' AGL/284' MSL.

Trees beginning 1.1 NM from DER, 2123' right of centerline, up to 100' AGL/297' MSL.

Tower 1.2 NM from DER, 2427' right of centerline, 128' AGL/351' MSL.

Tower 1.4 NM from DER, 1014' right of centerline, 205' AGL/385' MSL.

Rwy 35, tree 1006' from DER, 312' right of centerline, 154' MSL.

Pole 1974' from DER, 418' right of centerline, 66' AGL/180' MSL.

Trees beginning 2318' from DER, 598' right of centerline, up to 188' MSL.

Pole 3432' from DER, 1390' left of centerline, 95' AGL/205' MSL.

Trees beginning 4690' from DER, 1755' right of centerline, up to 100' AGL/242' MSL.

NEW ALBANY, MS

NEW ALBANY/UNION COUNTY (M72)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, std. w/min. climb of 245' per NM to 900, or 500-2¼ w/ min. climb of 207' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1500' prior to DER, or 800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, for climb in visual conditions: cross New Albany/Union County airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 146' from DER, 158' left of centerline, up to 100' AGL/519' MSL.

Multiple trees beginning 387' from DER, 565' right of centerline, up to 100' AGL/499' MSL.

Rwy 36, multiple trees beginning 467' from DER, 524' left of centerline, up to 100' AGL/499' MSL.

Multiple trees beginning 2000' from DER, on centerline, up to 100' AGL/546' MSL.

NEW IBERIA, LA

ACADIANA RGNL (ARA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

Rwys 17W, 35W, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 17, tree 41' from DER, 497' right of centerline, 12' AGL/32' MSL.



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NEW ORLEANS, LA

LAKEFRONT (NEW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 18R, 400-2% or std. w/min. climb of 220' per NM to 600, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

DEPARTURE PROCEDURE:

Rwy 9, climb on heading 087° to 1400 before turning right.

Rwy 18L, climb on heading 177° to 1400 before turning left.

Rwy 18R, climb on heading 177° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, building 79' from DER, 419' right of centerline, 52' MSL.

Buildings, and vehicles on road beginning 287' from DER, 162' left of centerline, up to 48' MSL.

Poles beginning 804' from DER, 199' left of centerline, up to 43' AGL/51' MSL.

Trees beginning 1824' from DER, 232' right of centerline, up to 71' MSL.

Tree 2220' from DER, 167' right of centerline, 73' MSL.

Pole 2491' from DER, 254' left of centerline, 67' AGL/72' MSL.

Rwy 18L, NAVAIDs beginning 273' from DER, 340' left of centerline, up to 35' AGL/37' MSL.

Tower, and building beginning 334' from DER, 418' left of centerline, up to 40' AGL/42' MSL.

Buildings, tree, tower, and poles beginning 1451' from DER, 522' left of centerline, up to 93' AGL/98' MSL.

Building 2035' from DER, 35' right of centerline, 62' MSL.

Rwy 18R, building, and NAVAIDs beginning 51' from DER, 49' left of centerline, up to 22' AGL/26' MSL.

NAVAID 106' from DER, on centerline, 19' MSL.

Trees, vehicles on road, and poles beginning 150' from DER, 182' left of centerline, up to 45' MSL.

Vehicles on road 296' from DER, 1' right of centerline, 22' MSL.

Vehicles on road 474' from DER, on centerline, 35' MSL.

Pole, sign, and tree beginning 484' from DER, 114' right of centerline, up to 43' AGL/47' MSL.

Pole 709' from DER, 524' right of centerline, 47' AGL/48' MSL.

Poles beginning 747' from DER, 420' right of centerline, up to 51' AGL/51' MSL.

Elevators beginning 1512' from DER, 573' right of centerline, up to 80' AGL/85' MSL.

Building 1711' from DER, 839' right of centerline, 87' AGL/92' MSL.

Towers, and pole beginning 2817' from DER, 83' left of centerline, up to 101' AGL/101' MSL.

Poles, and transmission line beginning 3235' from DER, 64' right of centerline, up to 106' AGL/111' MSL.

Transmission line 2.3 NM from DER, 3385' left of centerline, 385' AGL/388' MSL.

Rwy 27, boats 300' from DER, left to right of centerline, up to 50' MSL.

Fence 278' from DER, 67' right of centerline, 15' AGL/15' MSL.

Fence 278' from DER, 64' left of centerline, 10' AGL/14' MSL.

Rwy 36L, bridge 51' from DER, 6' right of centerline, 7' AGL/10' MSL.

Rwy 36R, boats 350' from DER, left to right of centerline, up to 50' MSL.

Vegetation 16' from DER, 488' right of centerline, 11' MSL.

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, multiple vehicles on roads beginning 3' from DER, 437' right of centerline, up to 26' AGL/28' MSL.

Multiple trees beginning 493' from DER, 542' right of centerline, up to 38' AGL/40' MSL.

Multiple poles beginning 831' from DER, 583' left of centerline, up to 34' AGL/36' MSL.

Multiple signs beginning 906' from DER, 235' right of centerline, up to 49' AGL/51' MSL.

Multiple buildings beginning 1369' from DER, 679' right of centerline, up to 48' AGL/50' MSL.

Multiple trees beginning 1555' from DER, 574' left of centerline, up to 45' AGL/47' MSL.

Antenna 1888' from DER, 692' right of centerline, 49' AGL/51' MSL.

Obstruction light 1822' from DER, 834' right of centerline, 64' AGL/66' MSL.

Crane 2412' from DER, 487' left of centerline, 81' AGL/83' MSL.

Rwy 11, obstruction light 623' from DER, 620' right of centerline, 21' AGL/25' MSL.

Pole 936' from DER, 663' right of centerline, 25' AGL/29' MSL.

Multiple trees beginning 1051' from DER, 37' left of centerline, up to 96' AGL/100' MSL.

Multiple trees beginning 1919' from DER, 157' right of centerline, up to 81' AGL/85' MSL.

Rwy 20, vehicle on road 201' from DER, 458' left of centerline, 29' AGL/30' MSL.

Sign 708' from DER, 688' left of centerline, 38' AGL/39' MSL.

Rod on building 664' from DER, 249' left of centerline, 23' AGL/24' MSL.

Pole 1124' from DER, 635' left of centerline, 31' AGL/32' MSL.

Multiple poles beginning 1358' from DER, 420' right of centerline, up to 46' AGL/47' MSL.

Tree 2057' from DER, 881' left of centerline, 67' AGL/68' MSL.

Multiple trees beginning 2604' from DER, 622' right of centerline, up to 85' AGL/86' MSL.

Ship 4166' from DER, on centerline, 152' AGL/153' MSL.

Rwy 29, tree 1265' from DER, 748' left of centerline, 58' AGL/59' MSL.

Multiple trees beginning 1541' from DER, 550' right of centerline, up to 65' AGL/66' MSL.



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NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

NEW ORLEANS, LA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 20MAR25 (25079) (USN)

TAKEOFF MINIMUMS:

Rwy 14, std w/min climb of 275'/NM to 400' or 300-1¼.**Rwy 32**, std w/min climb of 292'/NM to 400'.

DEPARTURE PROCEDURE:

Rwy 4, diverse departures authorized 045° CW 224°. Right turn to departure heading only.**Rwy 22**, diverse departures authorized 045° CW 314°.**Rwy 32**, climb on heading between 141° CW to 300°. Left turn to departure heading only.

TAKEOFF OBSTACLE NOTES:

Rwy 4, terrain 0' from DER, 500' left of centerline, 3' MSL.**Rwy 14**, terrain 0' from DER, 500' left of centerline, 3' MSL.

Tank 3450' from DER, 1424' left of centerline, 74' AGL/92' MSL.

Cruise ship 1 NM from DER, 57' right of centerline, 213' MSL.

Rwy 22, terrain 0' from DER, 500' left of centerline, 3' MSL.**Rwy 32**, terrain 0' from DER, 287' right of centerline, 3' MSL.

Terrain 0' from DER, 500' left of centerline, 3' MSL.

Glideslope 1395' from DER, 64' left of centerline, 40' MSL.

NEW ROADS, LA

FALSE RIVER RGNL (HZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 36, fence 97' from DER, 248' right of centerline, 5' AGL/44' MSL.

Pole 1263' from DER, 215' left of centerline, 45' AGL/84' MSL.

Trees beginning 1268' from DER, 127' right of centerline, up to 110' AGL/159' MSL.

Trees beginning 2436' from DER, 26' left of centerline, up to 127' AGL/176' MSL.

Rwy 18, road beginning 86' from DER, 398' right of centerline, up to 15' AGL/49' MSL.

Fence 220' from DER, 362' right of centerline, 6' AGL/39' MSL.

OAKDALE, LA

ALLEN PARISH (ACP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees 400' from DER, 260' left of centerline, 30' AGL/134' MSL.**Rwy 36**, trees 1300' from DER, on centerline, 50' AGL/159' MSL.

OKOLONA, MS

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 24JUL14 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 47' from DER, 456' left of centerline, 69' AGL/390' MSL.

Tree 423' from DER, 602' right of centerline, 85' AGL/396' MSL.

Transmission line towers and trees, beginning 962' from DER, left and right of centerline, up to 79' AGL/402' MSL.

Rwy 36, trees beginning 288' from DER, 529' right of centerline, up to 70' AGL/371' MSL.

Trees beginning 771' from DER, left and right of centerline, up to 85' AGL/376' MSL.

Trees beginning 1585' from DER, 34' right of centerline, up to 81' AGL/402' MSL.

Trees beginning 3010' from DER, 1173' right of centerline, up to 106' AGL/427' MSL.

OLIVE BRANCH, MS

OLIVE BRANCH/TAYLOR FLD (OLV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12DEC13 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, ground beginning 164' from DER, 385' right of centerline, 401' MSL.

Trees beginning 191' from DER, 395' left of centerline, up to 23' AGL/413' MSL.

Trees beginning 1212' from DER, left and right of centerline, up to 100' AGL/480' MSL.

Trees beginning 3028' from DER, 123' left of centerline, up to 93' AGL/483' MSL.

Trees beginning 4193' from DER, left and right of centerline, up to 100' AGL/519' MSL.

Rwy 36, trees beginning 1224' from DER, left and right of centerline, up to 100' AGL/509' MSL.

Trees beginning 2763' from DER, left and right of centerline, up to 100' AGL/479' MSL.



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OPELOUSAS, LA

ST LANDRY PARISH (OPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 1A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1¼ or std w/min climb of 265'/NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees, fence, building, traverse ways, poles beginning 75' from DER, 1' left of centerline, up to 78' AGL/151' MSL.

Trees beginning 576' from DER, on centerline, up to 34' AGL/106' MSL.

Tree 677' from DER, 83' right of centerline, 35' AGL/107' MSL.

Trees beginning 704' from DER, 103' right of centerline, up to 45' AGL/117' MSL.

Trees beginning 805' from DER, 192' right of centerline, up to 126' MSL.

Trees beginning 858' from DER, 100' right of centerline, up to 58' AGL/130' MSL.

Trees beginning 924' from DER, 39' right of centerline, up to 61' AGL/133' MSL.

Trees beginning 935' from DER, 45' right of centerline, up to 61' AGL/134' MSL.

Trees beginning 945' from DER, on centerline, up to 64' AGL/136' MSL.

Trees, poles beginning 1170' from DER, 3' right of centerline, up to 64' AGL/137' MSL.

Tree, poles beginning 1175' from DER, 15' left of centerline, up to 79' AGL/152' MSL.

Tree 1359' from DER, 366' right of centerline, 143' MSL.

Trees, poles beginning 1360' from DER, 14' right of centerline, up to 166' MSL.

Trees beginning 3024' from DER, 456' left of centerline, up to 156' MSL.

Tree 3152' from DER, 768' left of centerline, 158' MSL.

Rwy 18, tree 64' from DER, 459' right of centerline, 108' MSL.

Tree 92' from DER, 503' right of centerline, 135' MSL.

Trees, traverse way beginning 165' from DER, 2' right of centerline, up to 77' AGL/144' MSL.

Trees, traverse ways beginning 220' from DER, 20' left of centerline, up to 107' MSL.

Trees beginning 366' from DER, 184' left of centerline, up to 108' MSL.

Tree 425' from DER, 417' left of centerline, 111' MSL.

Tree 751' from DER, 381' left of centerline, 117' MSL.

Trees beginning 809' from DER, 434' left of centerline, up to 118' MSL.

Tree 875' from DER, 577' left of centerline, 124' MSL.

Trees beginning 911' from DER, on centerline, up to 149' MSL.

Trees beginning 924' from DER, 24' left of centerline, up to 136' MSL.

Trees beginning 1059' from DER, 1' left of centerline, up to 142' MSL.

Trees beginning 1717' from DER, 570' left of centerline, up to 143' MSL.

Trees beginning 1739' from DER, 497' left of centerline, up to 161' MSL.

Trees beginning 1791' from DER, 394' right of centerline, up to 152' MSL.

Trees, poles beginning 1796' from DER, 5' left of centerline, up to 168' MSL.

Trees beginning 1939' from DER, 173' right of centerline, up to 154' MSL.

Trees beginning 2053' from DER, 16' right of centerline, up to 158' MSL.

Trees beginning 2139' from DER, 11' right of centerline, up to 162' MSL.

Trees, pole beginning 2270' from DER, on centerline, up to 96' AGL/164' MSL.

Trees, poles beginning 2428' from DER, 66' right of centerline, up to 96' AGL/165' MSL.

Trees, poles beginning 3190' from DER, 103' left of centerline, up to 179' MSL.

Transmission line 3523' from DER, 1153' right of centerline, 98' AGL/169' MSL.

Tree 4096' from DER, 590' right of centerline, 110' AGL/181' MSL.

Tree 4181' from DER, 591' right of centerline, 112' AGL/183' MSL.

Rwy 24, trees beginning 42' from DER, 264' right of centerline, up to 134' MSL.

Tree 92' from DER, 507' left of centerline, 137' MSL.

Trees, traverse ways, poles, building beginning 132' from DER, 14' right of centerline, up to 138' MSL.

Trees, poles beginning 140' from DER, 74' left of centerline, up to 73' AGL/141' MSL.

Trees, poles, transmission lines beginning 637' from DER, 6' left of centerline, up to 84' AGL/153' MSL.

Trees beginning 767' from DER, 113' right of centerline, up to 73' AGL/139' MSL.

Trees, poles, antenna, building beginning 854' from DER, 16' right of centerline, up to 82' AGL/147' MSL.

Rwy 36, tree, fences beginning 17' from DER, 498' right of centerline, up to 48' AGL/117' MSL.

Tree 355' from DER, 567' right of centerline, 142' MSL.

Tree 474' from DER, 569' right of centerline, 148' MSL.

Tree 685' from DER, 617' right of centerline, 149' MSL.

Trees, pole beginning 829' from DER, 16' right of centerline, up to 159' MSL.

Trees beginning 955' from DER, 35' left of centerline, up to 48' AGL/116' MSL.

Trees beginning 982' from DER, 42' left of centerline, up to 128' MSL.

Trees beginning 1014' from DER, 12' left of centerline, up to 139' MSL.

Trees beginning 1933' from DER, 105' left of centerline, up to 141' MSL.

Trees beginning 2074' from DER, 164' left of centerline, up to 149' MSL.

Trees beginning 2275' from DER, 551' left of centerline, up to 152' MSL.

Trees beginning 2480' from DER, 496' left of centerline, up to 153' MSL.

Tree 3299' from DER, 475' left of centerline, 157' MSL.

SC-4, 03 SEP 2026 to 29 OCT 2026



26246



SC-4



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OXFORD, MS

UNIVERSITY-OXFORD (UOX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 13NOV14 (14317) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 300-1½ or std. w/min. climb of 472' per NM to 800.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 092° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 58' from DER, 237' right of centerline, up to 79' AGL/622' MSL.

Trees beginning 140' from DER, 404' left of centerline, up to 84' AGL/555' MSL.

Trees, tower and obstruction light antenna beginning 3729' from DER, left and right of centerline, up to 147' AGL/672' MSL.

Rwy 27, tree 39' from DER, 494' right of centerline, up to 74' AGL/434' MSL.

Trees beginning 602' from DER, 572' right of centerline, up to 94' AGL/474' MSL.

PASCAGOULA, MS

TRENT LOTT INTL (PQL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1600' prior to DER.

Rwy 35, std. w/min. climb of 217' per NM to 1000 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 35, for climb in visual conditions: cross Trent Lott Intl Airport at or above 800' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 1622' from DER, 46' left of centerline, up to 64' AGL/71' MSL.

Tree 2298' from DER, 77' right of centerline, 71' AGL/80' MSL.

Transmission tower 3912' from DER, 1412' left of centerline, 112' AGL/121' MSL.

Sign 5417' from DER, 1141' right of centerline, 159' AGL/170' MSL.

Rwy 35, tree 2997' from DER, 1162' right of centerline, 79' AGL/93' MSL.

PATTERSON, LA

HARRY P WILLIAMS MEML (PTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1B 20JUN19 (22139) (FAA)

TAKEOFF MINIMUMS:

Rwys 4W, 22W, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence 84' from DER, 303' left of centerline, 8' AGL/14' MSL.

Trees beginning 1876' from DER, 935' left of centerline, up to 76' AGL/85' MSL.

Rwy 24, fence 2' from DER, 443' left of centerline, 4' AGL/11' MSL.

Fence 197' from DER, 252' right of centerline, 7' AGL/14' MSL.

Obstruction light on DME 490' from DER, 255' right of centerline, 21' AGL/28' MSL.

Trees and pole beginning 772' from DER, 256' right of centerline, up to 97' AGL/102' MSL.

PHILADELPHIA, MS

PHILADELPHIA MUNI (MPE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 35' from DER, 58' left of centerline and 276' right of centerline, up to 100' AGL/585' MSL.

Trees beginning 184' from DER, 370' right of centerline, up to 75' AGL/494' MSL.

Trees beginning 2500' from DER, 51' right of centerline 136' AGL/535' MSL.

PICAYUNE, MS

PICAYUNE MUNI (MJD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

DEPARTURE PROCEDURE:

Rwy 36, climb heading 359° to 800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees and bushes beginning 76' from DER, 18' left of centerline, up to 20' AGL/69' MSL.

Trees and bushes beginning 211' from DER, 182' right of centerline, up to 28' AGL/77' MSL.

Rwy 36, pole, trees, and bushes beginning 969' from DER, 183' left of centerline, up to 94' AGL/144' MSL.

Pole, bush, and trees beginning 63' from DER, 74' right of centerline, up to 97' AGL/143' MSL.



26246



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POPLARVILLE, MS

POPLARVILLE/PEARL RIVER COUNTY (M13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 34, 400-1% or std. w/min. climb of 405' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 504' from DER, 530' left of centerline, up to 100' AGL/399' MSL.

Trees beginning 745' from DER, crossing centerline, up to 100' AGL/389' MSL.

Trees beginning 1239' from DER, 450' right of centerline, up to 100' AGL/419' MSL.

Rwy 34, trees beginning 104' from DER, 469' right of centerline, up to 100' AGL/419' MSL.

Trees beginning 436' from DER, 467' left of centerline, up to 100' AGL/409' MSL.

Trees beginning 2720' from DER, 1166' right of centerline, up to 100' AGL/429' MSL.

Tower 1.3 NM from DER, 2414' right of centerline, 335' AGL/665' MSL.

PRENTISS, MS

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25SEP08 (08269) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, poles and trees beginning 168' from DER, 256' left of centerline, up to 85' AGL/544' MSL.

Trees beginning 231' from DER, 264' right of centerline, up to 72' AGL/511' MSL.

Rwy 30, vehicle on road and trees beginning 91' from DER, 110' left of centerline, up to 64' AGL/513' MSL.

Trees beginning 673' from DER, 360' right of centerline, up to 81' AGL/530' MSL.

RAYMOND, MS

JOHN BELL WILLIAMS (JVW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climb via heading 124° to 2600 before proceeding on course.

Rwy 30, climb via heading 304° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 1' from DER, 132' right of centerline, up to 100' AGL/379' MSL.

Trees beginning 1753' from DER, 788' left of centerline, up to 100' AGL/359' MSL.

Rwy 30, pole 1522' from DER, 533' right of centerline, 57' AGL/ 287' MSL.

Trees beginning 593' from DER, 426' right of centerline, up to 100' AGL/339' MSL.

Trees beginning 36' from DER, 163' left of centerline, up to 100' AGL/349' MSL.

RAYVILLE, LA

JOHN H HOOKS JR MEML (M79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 16MAY24 (24137) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, building 103' from DER, 364' right of centerline, 20' AGL/101' MSL.

Trees beginning 441' from DER, 395' left of centerline, up to 134' MSL.

Building 1539' from DER, 15' right of centerline, 43' AGL/129' MSL.

Tree 1874' from DER, 971' right of centerline, 146' MSL.

Trees beginning 2425' from DER, 230' left of centerline, up to 166' MSL.

Tree 2633' from DER, 263' left of centerline, 174' MSL.

Rwy 36, tree 19' from DER, 327' right of centerline, 109' MSL.

Tree 928' from DER, 356' right of centerline, 154' MSL.

Tree 1222' from DER, 388' right of centerline, 156' MSL.

Tree 1972' from DER, 303' right of centerline, 173' MSL.

Trees beginning 2233' from DER, 366' left of centerline, up to 177' MSL.

Trees beginning 2295' from DER, 736' right of centerline, up to 174' MSL.

Tree 2747' from DER, 1028' left of centerline, 178' MSL.



26246





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RESERVE, LA

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05JAN17 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1¾ or std. w/min. climb of 240' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 173° to 1400 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, bush 43' from DER, 362' right of centerline, 3' AGL/8' MSL.

Tree 131' from DER, 497' left of centerline, 22' AGL/22' MSL.

Poles beginning 1377' from DER, 109' right of centerline, up to 40' AGL/46' MSL.

Poles beginning 1482' from DER, 135' right of centerline, up to 42' AGL/46' MSL.

Transmission towers beginning 1706' from DER, 184' right of centerline, up to 118' AGL/124' MSL.

Transmission towers beginning 2156' from DER, 151' left of centerline, up to 73' AGL/78' MSL.

Transmission tower 3209' from DER, 214' right of centerline, 86' AGL/93' MSL.

Transmission tower 3293' from DER, 364' left of centerline, 92' AGL/98' MSL.

Elevator 1.44 NM from DER, 114' right of centerline, 250' AGL/266' MSL.

Rwy 35, rising terrain 14' from DER, 432' right of centerline, 7' MSL.

Rising terrain 14' from DER, 260' left of centerline, 7' MSL.

Trees beginning 424' from DER, 540' left of centerline, up to 74' AGL/78' MSL.

Trees beginning 811' from DER, 621' right of centerline, up to 82' AGL/86' MSL.

Trees beginning 1091' from DER, 44' left of centerline, up to 87' AGL/91' MSL.

Trees beginning 1142' from DER, 100' right of centerline, up to 44' AGL/48' MSL.

Trees beginning 1438' from DER, 60' left of centerline, up to 88' AGL/92' MSL.

Trees beginning 1526' from DER, 9' right of centerline, up to 92' AGL/96' MSL.

Trees beginning 2394' from DER, 40' right of centerline, up to 100' AGL/104' MSL.

Trees beginning 2698' from DER, 13' left of centerline, up to 98' AGL/102' MSL.

RIPLEY, MS

RIPLEY (25M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18JAN07 (07018) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¾ or std. w/min. climb of 233' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE:

Rwy 21, climb heading 213° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3, multiple trees beginning 774' from DER, 189' left of centerline, up to 100' AGL/569' MSL.

Multiple trees beginning 1485' from DER, 331' left of centerline, up to 100' AGL/576' MSL.

Multiple trees beginning 1.2 NM from DER, 1852' right of centerline, up to 100' AGL/689' MSL.

Multiple trees beginning 1.2 NM from DER, 9' left of centerline, up to 100' AGL/669' MSL.

Multiple trees beginning 1.4 NM from DER, 2100' right of centerline, up to 100' AGL/699' MSL.

Rwy 21, multiple trees beginning 198' from DER, 189' left of centerline, up to 100' AGL/519' MSL.

Multiple trees beginning 333' from DER, 307' right of centerline, up to 100' AGL/519' MSL.

RUSTON, LA

RUSTON RGNL (RSN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 12AUG21 (21224) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, terrain 3' from DER, 194' right of centerline, 319' MSL.

Terrain 4' from DER, 395' left of centerline, 319' MSL.

Terrain beginning 4' from DER, 79' right of centerline, up to 322' MSL.

Fence, terrain beginning 5' from DER, 56' right of centerline, up to 4' AGL/324' MSL.

Terrain beginning 10' from DER, 449' left of centerline, up to 320' MSL.

Traverse way, terrain, fence beginning 94' from DER, 6' right of centerline, up to 333' MSL.

Terrain 108' from DER, 9' left of centerline, 324' MSL.

Traverse way, terrain beginning 139' from DER, 8' right of centerline, up to 334' MSL.

Pole, terrain, traverse way beginning 181' from DER, 34' right of centerline, up to 38' AGL/346' MSL.

Trees, poles beginning 270' from DER, 28' right of centerline, up to 391' MSL.

Tree 437' from DER, 282' left of centerline, 339' MSL.

Trees beginning 574' from DER, 300' left of centerline, up to 346' MSL.

Trees beginning 649' from DER, 233' left of centerline, up to 79' AGL/354' MSL.

Trees, pole beginning 1309' from DER, 36' left of centerline, up to 107' AGL/377' MSL.

Trees beginning 1565' from DER, 730' left of centerline, up to 378' MSL.

Tree 1663' from DER, 727' left of centerline, 93' AGL/383' MSL.

Trees beginning 1782' from DER, 236' left of centerline, up to 100' AGL/398' MSL.

Trees beginning 1994' from DER, 274' right of centerline, up to 64' AGL/404' MSL.

Tree 2080' from DER, 309' left of centerline, 74' AGL/399' MSL.

Trees beginning 2117' from DER, 10' right of centerline, up to 422' MSL.

Trees beginning 2124' from DER, 22' left of centerline, up to 76' AGL/400' MSL.

CONT



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SC-4



26246

**RUSTON, LA (CON'T)****RUSTON RGNL (RSN) (CON'T)**

- Rwy 18 (CON'T)**, trees beginning 2150' from DER, 23' right of centerline, up to 97' AGL/423' MSL.
Rwy 36, terrain beginning 69' from DER, 290' right of centerline, up to 281' MSL.
 Trees beginning 101' from DER, 495' right of centerline, up to 54' AGL/320' MSL.
 Trees beginning 2211' from DER, 117' left of centerline, up to 92' AGL/337' MSL.
 Trees beginning 2220' from DER, 64' right of centerline, up to 84' AGL/332' MSL.
 Trees beginning 2294' from DER, 160' left of centerline, up to 90' AGL/338' MSL.
 Trees beginning 2298' from DER, 195' left of centerline, up to 93' AGL/341' MSL.

SHREVEPORT, LA**SHREVEPORT DOWNTOWN (DTN)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 14MAY26 (26134) (FAA)

TAKEOFF MINIMUMS:

- Rwy 23**, 300-1% or std w/min climb of 205'/NM to 500 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1100' prior to DER.
Rwy 32, std w/min climb of 215'/NM to 2700.

DEPARTURE PROCEDURE:

- Rwy 23**, climb on heading 234° to 800 before turning left.

TAKEOFF OBSTACLE NOTES:

- Rwy 5**, tree 96' from DER, 469' right of centerline, 47' AGL/214' MSL.
 Vegetation 97' from DER, 476' left of centerline, 10' AGL/178' MSL.
 Trees beginning 186' from DER, 263' right of centerline, up to 49' AGL/215' MSL.
 Trees beginning 325' from DER, 31' right of centerline, up to 56' AGL/223' MSL.
 Trees beginning 364' from DER, 8' left of centerline, up to 85' AGL/252' MSL.
 Trees beginning 429' from DER, 6' right of centerline, up to 82' AGL/249' MSL.
 Trees beginning 620' from DER, on centerline, up to 88' AGL/255' MSL.
 Trees beginning 1090' from DER, 30' left of centerline, up to 103' AGL/256' MSL.
 Trees beginning 1164' from DER, 118' left of centerline, up to 91' AGL/260' MSL.
 Trees beginning 1166' from DER, 25' left of centerline, up to 114' AGL/269' MSL.
 Trees beginning 1250' from DER, 3' left of centerline, up to 120' AGL/274' MSL.
 Trees beginning 1684' from DER, 9' right of centerline, up to 107' AGL/263' MSL.
 Trees beginning 1725' from DER, 12' right of centerline, up to 116' AGL/269' MSL.
 Trees beginning 1870' from DER, 7' right of centerline, up to 111' AGL/271' MSL.
 Tree 3481' from DER, 9' right of centerline, 100' AGL/274' MSL.
 Trees beginning 3486' from DER, 32' right of centerline, up to 106' AGL/279' MSL.
 Trees beginning 3500' from DER, 14' right of centerline, up to 121' AGL/281' MSL.
 Trees beginning 3613' from DER, 214' left of centerline, up to 114' AGL/283' MSL.
 Trees beginning 3799' from DER, 1167' left of centerline, up to 119' AGL/286' MSL.
 Tree 3906' from DER, 1258' left of centerline, 120' AGL/288' MSL.
Rwy 14, building 23' from DER, 465' right of centerline, 15' AGL/191' MSL.
 Tree 493' from DER, 371' left of centerline, 62' AGL/222' MSL.
 Tree 497' from DER, 426' left of centerline, 228' MSL.
 Trees beginning 1119' from DER, 351' left of centerline, up to 81' AGL/241' MSL.
 Trees beginning 1561' from DER, 359' right of centerline, up to 99' AGL/255' MSL.
 Trees beginning 1895' from DER, 25' right of centerline, up to 101' AGL/277' MSL.
 Trees beginning 2006' from DER, 169' right of centerline, up to 109' AGL/286' MSL.
 Trees beginning 2121' from DER, 149' left of centerline, up to 276' MSL.
 Trees beginning 2720' from DER, 66' left of centerline, up to 103' AGL/279' MSL.
 Tower 4786' from DER, 316' right of centerline, 140' AGL/311' MSL.
Rwy 23, building 187' from DER, 483' right of centerline, 24' AGL/196' MSL.
 Building 257' from DER, 396' right of centerline, 26' AGL/198' MSL.
 Pole, utility 305' from DER, 543' right of centerline, 31' AGL/202' MSL.
 Trees, poles, utility, vehicle on road, buildings beginning 337' from DER, 283' right of centerline, up to 224' MSL.
 Buildings, pole, utility beginning 478' from DER, 227' left of centerline, up to 33' AGL/204' MSL.
 Tree, poles, buildings beginning 644' from DER, 297' left of centerline, up to 34' AGL/207' MSL.
 Tree, pole, utility beginning 1048' from DER, 494' left of centerline, up to 67' AGL/237' MSL.
 Trees beginning 1074' from DER, 271' left of centerline, up to 98' AGL/266' MSL.
 Trees, pole, utility beginning 1153' from DER, 254' left of centerline, up to 98' AGL/267' MSL.
 Trees beginning 1244' from DER, 396' right of centerline, up to 73' AGL/247' MSL.
 Tree 2348' from DER, 948' right of centerline, 84' AGL/256' MSL.
 Trees beginning 3464' from DER, 1283' left of centerline, up to 105' AGL/271' MSL.
 Pole 4345' from DER, 196' right of centerline, 125' AGL/295' MSL.
 Tower 1.2 NM from DER, 1695' right of centerline, 203' AGL/363' MSL.
Rwy 32, fences beginning 12' from DER, 241' right of centerline, up to 6' AGL/180' MSL.
 Vehicle on road 72' from DER, 471' right of centerline, 191' MSL.
 Tree 284' from DER, 556' right of centerline, 94' AGL/259' MSL.
 Vehicles on roads beginning 318' from DER, 266' left of centerline, up to 193' MSL.
 Tree 374' from DER, 441' left of centerline, 206' MSL.
 Trees beginning 592' from DER, 495' left of centerline, up to 85' AGL/250' MSL.
 Tree 1077' from DER, 755' left of centerline, 96' AGL/261' MSL.
 Trees beginning 1266' from DER, 32' left of centerline, up to 262' MSL.
 Tree 2505' from DER, 760' left of centerline, 106' AGL/267' MSL.



26246



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26246



SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16JUL20 (20198) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 225' per NM to 900 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, obtain ATC approval for VOCA when requesting IFR clearance. Climb in visual conditions to cross Shreveport Rgnl airport at or above 1000 before proceeding on course

TAKEOFF OBSTACLE NOTES:

Rwy 6, pole, beginning 34' from DER, 150' left of centerline, up to 2' AGL/231' MSL.

Tree 1306' from DER, 757' left of centerline, 267' MSL.

Tree 1353' from DER, 784' left of centerline, 271' MSL.

Trees beginning 1499' from DER, 699' left of centerline, up to 290' MSL.

Tree 1499' from DER, 856' right of centerline, 66' AGL/280' MSL.

Trees beginning 1527' from DER, 21' right of centerline, up to 81' AGL/295' MSL.

Tree 1960' from DER, 848' left of centerline, 73' AGL/291' MSL.

Stack 1.2 NM from DER, 2437' left of centerline, 175' AGL/416' MSL.

Tank 1.3 NM from DER, 1984' left of centerline, 214' AGL/440' MSL.

Tower 2.5 NM from DER, 262' right of centerline, 420' AGL/661' MSL.

Rwy 14, pole 67' from DER, 4' right of centerline, 5' AGL/227' MSL.

Traverse way 193' from DER, 513' left of centerline, 228' MSL.

Pole beginning 727' from DER, 0' of centerline, up to 16' AGL/245' MSL.

Pole, NAV/aid beginning 727' from DER, 27' left of centerline, up to 16' AGL/245' MSL.

Pole 867' from DER, 579' left of centerline, 25' AGL/246' MSL.

Pole beginning 960' from DER, 0' of centerline, up to 25' AGL/252' MSL.

Trees beginning 1033' from DER, 175' left of centerline, up to 257' MSL.

Pole 1116' from DER, 333' right of centerline, 22' AGL/254' MSL.

Trees beginning 1147' from DER, 512' left of centerline, up to 266' MSL.

Pole, tree beginning 1156' from DER, 0' of centerline, up to 26' AGL/257' MSL.

Trees beginning 1315' from DER, 167' right of centerline, up to 260' MSL.

Tree 1477' from DER, 261' left of centerline, 267' MSL.

Tree 1547' from DER, 169' right of centerline, 264' MSL.

Trees beginning 1587' from DER, 368' left of centerline, up to 277' MSL.

Tree 1743' from DER, 634' left of centerline, 285' MSL.

Trees beginning 1803' from DER, 292' left of centerline, up to 288' MSL.

Tree 2136' from DER, 1070' right of centerline, 296' MSL.

Trees beginning 2143' from DER, 303' left of centerline, up to 293' MSL.

Trees beginning 2327' from DER, 317' left of centerline, up to 295' MSL.

Trees beginning 2409' from DER, 66' right of centerline, up to 316' MSL.

Tree 2570' from DER, 913' left of centerline, 297' MSL.

Tree, pole beginning 2573' from DER, 111' right of centerline, up to 329' MSL.

Trees beginning 2621' from DER, 117' left of centerline, up to 299' MSL.

Trees beginning 2809' from DER, 91' left of centerline, up to 301' MSL.

Trees beginning 2899' from DER, 89' right of centerline, up to 331' MSL.

Tree 3110' from DER, 349' left of centerline, 302' MSL.

Tree 3808' from DER, 1279' right of centerline, 336' MSL.

Trees beginning 3817' from DER, 84' right of centerline, up to 340' MSL.

Trees beginning 3968' from DER, 1172' right of centerline, up to 348' MSL.

Trees beginning 4046' from DER, 457' right of centerline, up to 359' MSL.

Trees beginning 4229' from DER, 244' right of centerline, up to 366' MSL.

Trees beginning 4354' from DER, 142' left of centerline, up to 342' MSL.

Tree 4549' from DER, 429' left of centerline, 346' MSL.

Trees beginning 4575' from DER, 298' left of centerline, up to 358' MSL.

Rwy 24, terrain 4' from DER, 194' right of centerline, 239' MSL.

Terrain 6' from DER, 335' right of centerline, 240' MSL.

Traverse way 170' from DER, 494' right of centerline, 254' MSL.

Pole, transmission line beginning 1017' from DER, 178' left of centerline, up to 47' AGL/274' MSL.

Pole beginning 1117' from DER, 13' left of centerline, up to 49' AGL/277' MSL.

Tree 2366' from DER, 945' right of centerline, 301' MSL.

Tree 2375' from DER, 974' left of centerline, 54' AGL/308' MSL.

Tree 2396' from DER, 1093' right of centerline, 308' MSL.

Trees beginning 2438' from DER, 5' left of centerline, up to 64' AGL/319' MSL.

Tree 2515' from DER, 981' right of centerline, 71' AGL/309' MSL.

Trees beginning 2586' from DER, 19' right of centerline, up to 78' AGL/317' MSL.

Trees beginning 2774' from DER, 25' left of centerline, up to 81' AGL/333' MSL.

Trees beginning 2797' from DER, 55' right of centerline, up to 320' MSL.

Trees beginning 2820' from DER, 1' right of centerline, up to 324' MSL.

Trees beginning 2843' from DER, 338' left of centerline, up to 83' AGL/354' MSL.

Trees beginning 2851' from DER, 16' left of centerline, up to 356' MSL.

Trees beginning 2873' from DER, 289' right of centerline, up to 327' MSL.

Trees beginning 2882' from DER, 19' right of centerline, up to 80' AGL/331' MSL.

Trees beginning 2941' from DER, 26' right of centerline, up to 90' AGL/339' MSL.

Trees beginning 2949' from DER, 73' left of centerline, up to 87' AGL/358' MSL.

Trees beginning 2997' from DER, 83' right of centerline, up to 343' MSL.

CON'T



26246





26246



SHREVEPORT, LA (CON'T)

SHREVEPORT RGNL (SHV) (CON'T)

Rwy 24 (CON'T), trees beginning 3067' from DER, 112' right of centerline, up to 346' MSL.

Trees beginning 3182' from DER, 37' left of centerline, up to 93' AGL/359' MSL.

Trees beginning 3229' from DER, 15' left of centerline, up to 94' AGL/360' MSL.

Tree, spire beginning 3235' from DER, 1' right of centerline, up to 359' MSL.

Trees beginning 3294' from DER, 82' left of centerline, up to 362' MSL.

Trees beginning 3306' from DER, 8' left of centerline, up to 103' AGL/365' MSL.

Trees beginning 3440' from DER, 2' left of centerline, up to 103' AGL/366' MSL.

Trees beginning 4394' from DER, 183' left of centerline, up to 103' AGL/367' MSL.

Rwy 32, tree 999' from DER, 632' right of centerline, 294' MSL.

Trees beginning 1197' from DER, 732' right of centerline, up to 299' MSL.

Sign 1945' from DER, 776' left of centerline, 44' AGL/310' MSL.

Trees beginning 2220' from DER, 591' right of centerline, up to 327' MSL.

SLIDELL, LA

SLIDELL (ASD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 126' from DER, 103' left and right of centerline, up to 100' AGL/129' MSL.

Bush 38' from DER, 422' left of centerline, 1' AGL/29' MSL.

Rwy 36, tree 89' from DER, 460' right of centerline, 22' AGL/47' MSL.

SPRINGHILL, LA

SPRINGHILL (SPH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 6' from DER, 146' left of centerline, up to 273' MSL.

Tree 816' from DER, 716' right of centerline, 67' AGL/287' MSL.

Trees beginning 1096' from DER, 293' left of centerline, up to 277' MSL.

Trees beginning 1166' from DER, 91' right of centerline, up to 291' MSL.

Trees beginning 1331' from DER, 6' right of centerline, up to 91' AGL/293' MSL.

Trees beginning 1345' from DER, 41' left of centerline, up to 280' MSL.

Trees beginning 1437' from DER, 21' left of centerline, up to 283' MSL.

Trees beginning 1552' from DER, 7' left of centerline, up to 291' MSL.

Trees beginning 1648' from DER, 2' right of centerline, up to 307' MSL.

Trees beginning 1812' from DER, 6' left of centerline, up to 297' MSL.

Trees beginning 1840' from DER, 120' left of centerline, up to 298' MSL.

Trees beginning 1854' from DER, 47' left of centerline, up to 302' MSL.

Trees beginning 1871' from DER, 141' left of centerline, up to 113' AGL/305' MSL.

Trees beginning 1972' from DER, 34' right of centerline, up to 311' MSL.

Trees beginning 2051' from DER, 8' left of centerline, up to 83' AGL/309' MSL.

Trees beginning 2333' from DER, 16' left of centerline, up to 103' AGL/318' MSL.

Trees beginning 2342' from DER, 32' right of centerline, up to 83' AGL/312' MSL.

Trees beginning 2542' from DER, 2' right of centerline, up to 98' AGL/319' MSL.

Trees beginning 2844' from DER, 267' left of centerline, up to 96' AGL/319' MSL.

Trees beginning 2938' from DER, 771' left of centerline, up to 324' MSL.

Trees beginning 3100' from DER, 676' left of centerline, up to 99' AGL/331' MSL.

Trees beginning 3257' from DER, 537' right of centerline, up to 99' AGL/336' MSL.

Rwy 36, tree 36' from DER, 115' left of centerline, 7' AGL/210' MSL.

Tree 109' from DER, 249' left of centerline, 5' AGL/211' MSL.

Terrain 191' from DER, 489' left of centerline, 212' MSL.

Terrain 408' from DER, 573' left of centerline, 217' MSL.

Trees beginning 757' from DER, 676' right of centerline, up to 82' AGL/278' MSL.

Tree 1026' from DER, 683' left of centerline, 86' AGL/292' MSL.

Trees beginning 1127' from DER, 671' right of centerline, up to 80' AGL/283' MSL.

Tree 1174' from DER, 802' left of centerline, 110' AGL/317' MSL.

Trees beginning 1212' from DER, 4' left of centerline, up to 112' AGL/319' MSL.

Trees beginning 1575' from DER, 63' right of centerline, up to 82' AGL/286' MSL.

Tree 2080' from DER, 35' right of centerline, 289' MSL.

Trees beginning 2106' from DER, 104' right of centerline, up to 292' MSL.

Trees beginning 2129' from DER, 9' right of centerline, up to 295' MSL.

Tree 2182' from DER, 322' right of centerline, 296' MSL.

Trees beginning 2210' from DER, 77' right of centerline, up to 297' MSL.

Trees beginning 2242' from DER, 113' right of centerline, up to 298' MSL.

Trees beginning 2261' from DER, 4' right of centerline, up to 301' MSL.

Trees beginning 2283' from DER, 49' right of centerline, up to 305' MSL.

Trees beginning 2487' from DER, 30' right of centerline, up to 106' AGL/310' MSL.

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



26246





26246



STARKVILLE, MS

GEORGE M BRYAN (STF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (07186) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, multiple trees beginning 52' from DER, 395' right of centerline up to 79' AGL/378' MSL.

Trees 1037' from DER, 463' left of centerline, 45' AGL/365' MSL.

Tower 5406' from DER, 402' left of centerline, 165' AGL/464' MSL.

Rwy 36, windsock and trees beginning 24' from DER, 340' right of centerline up to 110' AGL/429' MSL.

Trees 170' from DER, 323' left of centerline, 67' AGL/376' MSL.

OKITIBBEHA (M51)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, trees 117' from DER, 199' right of centerline, up to 100' AGL/359' MSL.

Trees 207' from DER, 103' left of centerline, up to 100' AGL/359' MSL.

Vehicle on road 28' from DER, on centerline, 15' AGL/265' MSL.

Rwy 19, trees beginning 76' from DER, left and right of centerline, up to 100' AGL/379' MSL.

Rwy 32, trees beginning 123' from DER, 372' left of centerline, up to 100' AGL/369' MSL.

Trees beginning 378' from DER, right and left of centerline, up to 100' AGL/369' MSL.

Rwy 1, trees beginning 242' from DER, 466' right of centerline, up to 100' AGL/359' MSL.

Trees beginning 1190' from DER, left and right of centerline, up to 100' AGL/349' MSL.

SULPHUR, LA

SOUTHLAND FLD (UXL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (21252) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, numerous trees and poles beginning 200' from DER, left and right of centerline, up to 63' AGL/72' MSL.

Tree 862' from DER, 494' right of centerline, 100' AGL/114' MSL.

Rwy 33, numerous trees and poles beginning 64' from DER, left and right of centerline, up to 38' AGL/47' MSL.

Tree 1849' from DER, 647' left of centerline, 100' AGL/114' MSL.

TALLULAH, LA

VIKSBURG TALLULAH RGNL (TVR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, fence 200' from DER, 349' right of centerline, 6' AGL/91' MSL.

Pole 1410' from DER, 512' right of centerline, 35' AGL/121' MSL.

Trees beginning 1514' from DER, 881' left of centerline, up to 114' AGL/203' MSL.

Trees 3258' from DER, 129' right of centerline, 94' AGL/179' MSL.

Rwy 36, trees beginning 2382' from DER, 73' left of centerline, up to 89' AGL/177' MSL.

THIBODAUX, LA

THIBODAUX MUNI (L83)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 1' from DER, 335' left of centerline, 10' MSL.

Vehicle on road 7' from DER, 187' left of centerline, up to 15' AGL/24' MSL.

Vehicle on road 11' from DER, 200' right of centerline, up to 15' AGL/24' MSL.

Trees 144' from DER, 412' right of centerline, up to 100' AGL/109' MSL.

Trees beginning 685' from DER, 62' right of centerline, up to 100' AGL/109' MSL.

Tower 4157' from DER, 1355' right of centerline, 122' AGL/139' MSL.

Rwy 26, trees beginning at DER, 135' left of centerline, up to 100' AGL/104' MSL.

Trees beginning at DER, 146' right of centerline, up to 100' AGL/104' MSL.

Trees and power lines beginning 2445' from DER, left and right of centerline, up to 100' AGL/104' MSL.

TUNICA, MS

TUNICA MUNI (UTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 35, tree 1211' from DER, 803' right of centerline, 70' AGL/258' MSL.



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TUPELO, MS

TUPELO RGNL (TUP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF OBSTACLE NOTES:

- Rwy 18**, runway lights 5' from DER, 4' left and right of centerline, 1' AGL/347' MSL.
Trees beginning 1202' from DER, 804' left of centerline up to 100' AGL/400' MSL.

VICKSBURG, MS

VICKSBURG MUNI (VKS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

- Rwy 1**, std. w/min. climb of 290' per NM to 800 or 900 2-1/2 for VCOA.

- Rwy 19**, 300-2 or std. w/min. climb of 425' per NM to 400.

VCOA:

- Rwy 1**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Vicksburg Muni airport at or above 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

- Rwy 1**, vegetation, fence beginning 1' from DER, 293' right of centerline, up to 12' AGL/114' MSL.

- Pole, fence beginning 146' from DER, 295' right of centerline, up to 26' AGL/128' MSL.

- Traverse way beginning 193' from DER, 9' left of centerline, up to 41' AGL/136' MSL.

- Pole, traverse way beginning 352' from DER, 218' right of centerline, up to 38' AGL/139' MSL.

- Pole 397' from DER, 315' right of centerline, 41' AGL/141' MSL.

- Tree, traverse way, pole beginning 438' from DER, 234' left of centerline, up to 59' AGL/152' MSL.

- Tree 468' from DER, 432' right of centerline, 76' AGL/175' MSL.

- Tree 683' from DER, 579' left of centerline, 81' AGL/174' MSL.

- Trees beginning 775' from DER, 239' right of centerline, up to 86' AGL/182' MSL.

- Trees beginning 905' from DER, 463' left of centerline, up to 85' AGL/176' MSL.

- Tree 1364' from DER, 45' right of centerline, 79' AGL/185' MSL.

- Tree 1365' from DER, 208' right of centerline, 80' AGL/189' MSL.

- Tree 1470' from DER, 183' left of centerline, 80' AGL/177' MSL.

- Trees beginning 1727' from DER, 76' left of centerline, up to 118' AGL/208' MSL.

- Trees beginning 1736' from DER, 5' right of centerline, up to 113' AGL/211' MSL.

- Trees beginning 2628' from DER, 119' left of centerline, up to 118' AGL/209' MSL.

- Trees beginning 2832' from DER, 153' right of centerline, up to 122' AGL/219' MSL.

- Stack 2.2 NM from DER, 2896' left of centerline, 502' AGL/592' MSL.

- Rwy 19**, fence beginning 13' from DER, 78' right of centerline, up to 30' AGL/135' MSL.

- Trees beginning 176' from DER, 237' right of centerline, up to 88' AGL/193' MSL.

- Tree 235' from DER, 177' left of centerline, 9' AGL/110' MSL.

- Trees beginning 1518' from DER, 70' left of centerline, up to 83' AGL/181' MSL.

- Trees beginning 2008' from DER, 682' left of centerline, up to 105' AGL/203' MSL.

- Trees beginning 2544' from DER, 3' left of centerline, up to 124' AGL/217' MSL.

- Trees beginning 2632' from DER, 246' right of centerline, up to 100' AGL/196' MSL.

- Trees beginning 2848' from DER, 173' right of centerline, up to 94' AGL/208' MSL.

- Tree 2898' from DER, 597' left of centerline, 120' AGL/241' MSL.

- Tree, building, pole beginning 2971' from DER, 42' left of centerline, up to 131' AGL/255' MSL.

- Tree 3317' from DER, 331' right of centerline, 85' AGL/217' MSL.

- Tree, pole beginning 3693' from DER, 251' left of centerline, up to 124' AGL/295' MSL.

- Trees beginning 3836' from DER, 625' right of centerline, up to 119' AGL/245' MSL.

- Tree 3899' from DER, 143' right of centerline, 111' AGL/252' MSL.

- Trees beginning 3950' from DER, 321' right of centerline, up to 129' AGL/264' MSL.

- Tree, traverse way beginning 4060' from DER, 28' left of centerline, up to 112' AGL/302' MSL.

- Tree, pole beginning 4219' from DER, 53' right of centerline, up to 109' AGL/283' MSL.

- Tree, pole beginning 4465' from DER, 99' left of centerline, up to 126' AGL/316' MSL.

- Tree 5091' from DER, 1507' right of centerline, 85' AGL/284' MSL.

- Trees beginning 5195' from DER, 20' right of centerline, up to 110' AGL/299' MSL.

- Trees beginning 5197' from DER, 1197' left of centerline, up to 132' AGL/326' MSL.

- Trees beginning 5747' from DER, 69' left of centerline, up to 139' AGL/329' MSL.

- Trees beginning 1 NM from DER, 570' left of centerline, up to 116' AGL/334' MSL.

- Tree 1 NM from DER, 297' right of centerline, 106' AGL/302' MSL.

- Tree, pole beginning 1 NM from DER, 1084' left of centerline, up to 118' AGL/340' MSL.

- Tree 1 NM from DER, 26' right of centerline, 121' AGL/305' MSL.

- Tree 1.1 NM from DER, 1925' right of centerline, 136' AGL/351' MSL.

- Trees beginning 1.1 NM from DER, 106' left of centerline, up to 107' AGL/355' MSL.

- Tree, building beginning 1.1 NM from DER, 287' right of centerline, up to 96' AGL/359' MSL.

- Trees beginning 1.2 NM from DER, 69' right of centerline, up to 104' AGL/365' MSL.

- Tree, tower beginning 1.2 NM from DER, 855' right of centerline, up to 116' AGL/374' MSL.

- Trees beginning 1.4 NM from DER, 1371' left of centerline, up to 107' AGL/356' MSL.

- Tree 1.6 NM from DER, 1820' left of centerline, 110' AGL/361' MSL.

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**VIDALIA, LA****CONCORDIA PARISH (0R4)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 10DEC15 (15344) (FAA)****DEPARTURE PROCEDURE:****Rwy 14**, climb heading 144° to 1100 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 14**, trees beginning 37' from DER, 244' right of centerline, up to 41' AGL/92' MSL.

Trees, buildings, and T-L tower beginning 58' from DER, 275' left of centerline, up to 83' AGL/134' MSL.

Trees beginning 1115' from DER, 236' left of centerline, up to 58' AGL/112' MSL.

T-L tower 3484' from DER, 522' right of centerline, 87' AGL/145' MSL.

Rwy 32, pole 6' from DER, 420' left of centerline, 29' AGL/81' MSL.

Trees beginning 803' from DER, 299' left of centerline, up to 31' AGL/82' MSL.

Trees beginning 844' from DER, 432' right of centerline, up to 79' AGL/130' MSL.

Trees and T-L tower beginning 2181' from DER, crossing centerline, up to 99' AGL/157' MSL.

VIVIAN, LA**VIVIAN (3F4)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 2 09APR09 (09099) (FAA)****TAKEOFF MINIMUMS:****Rwy 9**, 200-1¼ or std. w/ min. climb of 303' per NM to 600.**Rwy 27**, 300-2 or std. w/ min. climb of 203' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.**DEPARTURE PROCEDURE:****Rwy 9**, climb heading 088° to 1900 before turning left.**Rwy 27**, climb heading 268° to 1900 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, tower 2476' from DER, 803' left of centerline, 100' AGL/360' MSL.

Tank 1 NM from DER, 375' left of centerline, 162' AGL/432' MSL.

Vehicle and road, crossing southwest to northeast beginning 1271' from DER, 645' right of centerline, 15' AGL/294' MSL.

Rwy 27, vehicle and road 204' from DER, 495' right of centerline, 15' AGL/274' MSL.**WELSH, LA****WELSH (6R1)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 22APR21 (21112) (FAA)****TAKEOFF MINIMUMS:****Rwys 9, 27**, NA - Environmental.**TAKEOFF OBSTACLE NOTES:****Rwy 7**, bldg, poles beginning 404' from DER, 46' right of centerline, up to 40' MSL.

Trees beginning 534' from DER, 113' right of centerline, up to 120' MSL.

Vehicles on road 553' from DER, 3' left of centerline, 15' AGL/35' MSL.

Poles beginning 598' from DER, 188' left of centerline, up to 40' MSL.

Tree 990' from DER, 709' left of centerline, 117' MSL.

Trees beginning 1201' from DER, 629' left of centerline, up to 120' MSL.

Trees beginning 1998' from DER, 53' right of centerline, up to 123' MSL.

Rwy 25, trees, bldg, beginning 63' from DER, 86' left of centerline, up to 116' MSL.

Trees beginning 216' from DER, 211' right of centerline, up to 114' MSL.

Trees beginning 1051' from DER, 437' left of centerline, up to 117' MSL.

Trees beginning 2324' from DER, 39' right of centerline, up to 117' MSL.

Tree 3548' from DER, 616' left of centerline, 120' MSL.

Tree 3762' from DER, 144' right of centerline, 120' MSL.

WEST POINT, MS**MCCHAREN FLD (M83)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1A 06MAR14 (22195) (FAA)****TAKEOFF MINIMUMS:****Rwy 36**, 400-1¼ or std. w/min. climb of 370' per NM to 800.**TAKEOFF OBSTACLE NOTES:****Rwy 18**, numerous trees beginning 1' from DER, 250' left of centerline, up to 100' AGL/309' MSL.

Terrain beginning 146' from DER, 22' left of centerline, up to 207' MSL.

Fence 200' from DER, on centerline, up to 4' AGL/213' MSL.

Terrain 151' from DER, 232' right of centerline, 207' MSL.

Numerous trees beginning 913' from DER, 744' right of centerline, up to 100' AGL/279' MSL.

Vehicle on road 268' from DER, on centerline, 10' AGL/219' MSL.

Rwy 36, train on railroad track beginning 50' from DER, on centerline, 23' AGL/232' MSL.

Terrain 243' from DER, 262' left of centerline, 214' MSL.

Numerous trees beginning 1287' from DER, 299' left of centerline, up to 100' AGL/349' MSL.

Tree 2016' from DER, 138' right of centerline, 100' AGL/319' MSL.

Tower 1.5 NM from DER, 1399' right of centerline, 353' AGL/597' MSL.



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WIGGINS, MS

DEAN GRIFFIN MEML (M24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08SEP22 (22251) (FAA)

DEPARTURE PROCEDURE:

Rwy 17, climb on heading 175° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 22' from DER, 444' left of centerline, up to 263' MSL.

Trees beginning 41' from DER, 362' right of centerline, up to 293' MSL.

Trees beginning 292' from DER, 385' right of centerline, up to 299' MSL.

Tree 390' from DER, 467' left of centerline, 274' MSL.

Trees beginning 549' from DER, 426' left of centerline, up to 288' MSL.

Trees beginning 686' from DER, 367' left of centerline, up to 290' MSL.

Trees beginning 1222' from DER, 452' left of centerline, up to 307' MSL.

Trees beginning 1372' from DER, 335' left of centerline, up to 332' MSL.

Trees beginning 1618' from DER, 432' right of centerline, up to 300' MSL.

Tree 1708' from DER, 662' right of centerline, 302' MSL.

Rwy 35, pole 48' from DER, 453' right of centerline, 35' AGL/300' MSL.

Tree 83' from DER, 373' left of centerline, 295' MSL.

Trees beginning 126' from DER, 80' left of centerline, up to 330' MSL.

Trees beginning 175' from DER, 470' right of centerline, up to 331' MSL.

Tree 964' from DER, 445' right of centerline, 336' MSL.

Trees beginning 1017' from DER, 138' right of centerline, up to 338' MSL.

Trees beginning 1587' from DER, 12' right of centerline, up to 355' MSL.

Tree 1692' from DER, 84' left of centerline, 336' MSL.

Trees beginning 1773' from DER, 44' left of centerline, up to 339' MSL.

Trees beginning 2046' from DER, 21' left of centerline, up to 340' MSL.

WINNFIELD, LA

DAVID G. JOYCE (0R5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning 202' from DER, 330' right of centerline, 100' AGL/219' MSL.

Trees beginning 187' from DER, 256' left of centerline, 100' AGL/219' MSL.

Rwy 27, trees beginning 192' from DER, 426' right of centerline, 100' AGL/259' MSL.

Trees beginning 3440' from DER, 1392' left of centerline, 100' AGL/289' MSL.

WINONA, MS

WINONA-MONTGOMERY COUNTY (5A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 14FEB08 (08045) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 400-2% or std. w/min. climb of 215' per NM to 900. Alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

Rwy 3, Climb heading 030° to 1000 before turning west.

TAKEOFF OBSTACLE NOTES:

Rwy 21, Tower 2.1 NM from DER, 2789' right of centerline, 350' AGL/703' MSL.

YAZOO CITY, MS

YAZOO COUNTY (87I)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 684' from DER, 131' left of centerline, up to 100' AGL/202' MSL.

Trees beginning 1016' from DER, 103' right of centerline, up to 100' AGL/200' MSL.

Rwy 35, trees beginning 2616' from DER, 837' left of centerline, up to 100' AGL/200' MSL.

Trees beginning 303' from DER, 1228' right of centerline, up to 100' AGL/200' MSL.

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IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability.

⚠️NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **⚠️**NA designation are not listed in this section. **⚠️** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate. A procedure is not authorized for alternate flight planning purposes when local weather is not available.

MILITARY USERS NOTE: For IFR alternate airport and minima planning, refer to appropriate service directives.

Alternate Minima (ref: 14 CFR 91.169)

	Precision Approach	Non-Precision Approach
Standard	600-2	800-2
⚠️Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	

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

NAMEALTERNATE MINIMUMS

ABBEVILLE, LA

ABBEVILLE CHRIS CRUSTA
MEML (IYA).....RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

ALEXANDRIA, LA

ALEXANDRIA INTL (AEX).....ILS or LOC Rwy 14¹
RNAV (GPS) Rwy 14²³
RNAV (GPS) Rwy 18²³
RNAV (GPS) Rwy 32²
RNAV (GPS) Rwy 36²³
VOR Rwy 14²

¹LOC Cat D 800-2½.
²Cat D 800-2½.
³NA when local weather not available.

ESLER RGNL (ESF).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
NA when local weather not available.

BASTROP, LA

MOREHOUSE
MEML (BQP).....RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34
NA when local weather not available.

NAMEALTERNATE MINIMUMS

BATON ROUGE, LA

BATON ROUGE METRO,
RYAN FLD (BTR).....ILS or LOC Rwy 13¹²⁴
ILS or LOC/DME Rwy 22R¹²⁴
RNAV (GPS) Rwy 4L⁴
RNAV (GPS) Rwy 13⁴⁵
RNAV (GPS) Rwy 22R⁴⁵
RNAV (GPS) Rwy 31⁴⁵
VOR Rwy 4L³⁴

¹ILS Cat C 800-2, Cat D 800-2½; LOC Cat D 800-2½.
²NA when control tower closed.
³Cat C, D 800-2½.
⁴NA when local weather not available.
⁵Cat D 800-2½.

BAY ST LOUIS, MS

STENNIS INTL (HSA).....ILS Y or LOC Y Rwy 18¹
ILS Z or LOC Z Rwy 18¹
NDB Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
Cat D 800-2½, Cat E 800-2¾.
¹NA when control tower closed.

BOGALUSA, LA

GEORGE R CARR MEML AIR
FLD (BXA).....LOC Rwy 18
RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.
Cat C 800-2¼.

NAME ALTERNATE MINIMUMS

BROOKHAVEN, MS

BROOKHAVEN-LINCOLN

COUNTY (1R7).....RNAV (GPS) Rwy 23

NA when local weather not available.

CLARKSDALE, MS

FLETCHER FLD (CKM).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

CLEVELAND, MS

CLEVELAND MUNI (RNV).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

VOR-A

NA when local weather not available.

Cat C 800-2¼, Cat D 800-2½.

COLUMBIA, MS

COLUMBIA-MARION

COUNTY (0R0).....RNAV (GPS) Rwy 23

NA when local weather not available.

Cat D 800-2¼.

COLUMBUS/W POINT/

STARKVILLE, MS

GOLDEN TRIANGLE

RGNL (GTR).....ILS or LOC Rwy 18¹³

ILS or LOC Rwy 36²³

RNAV (GPS) Rwy 18⁴

RNAV (GPS) Rwy 36⁴

NA when local weather not available.

¹LOC Cat D 800-2¼, Cat E 800-2½.

²LOC Cat A, B 900-2, Cat C 900-2½, Cat D 900-2¼, Cat E 900-3.

³NA when control tower closed.

⁴Cat D 800-2¼, Cat E 800-2½.

CORINTH, MS

ROSCOE TURNER (CRX).....ILS or LOC Rwy 18¹

RNAV (GPS) Rwy 18²

RNAV (GPS) Rwy 36²

NA when local weather not available.

¹LOC Cat D 800-2¼.

²Cat D 800-2¼.

DE RIDDER, LA

BEAUREGARD

RGNL (DRI).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

Cat D 800-2½.

GALLIANO, LA

SOUTH LAFOURCHE LEONARD

MILLER JR (GAO).....RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

GONZALES, LA

LOUISIANA RGNL (REG).....RNAV (GPS) Rwy 35

Cat D 800-2¼.

GREENVILLE, MS

GREENVILLE-MID

DELTA (GLH).....ILS or LOC Rwy 18L

RNAV (GPS) Rwy 18L

RNAV (GPS) Rwy 18R

RNAV (GPS) Rwy 36L

RNAV (GPS) Rwy 36R

VOR Rwy 18R¹

NA when local weather not available.

¹Cat A, B, C, D 800-2½.

GREENWOOD, MS

GREENWOOD-

LEFLORE (GWO).....ILS or LOC Rwy 18¹

RNAV (GPS) Rwy 5²

RNAV (GPS) Rwy 18²

RNAV (GPS) Rwy 36²

VOR Rwy 5²

NA when local weather not available.

¹LOC Cat C 800-2¼, Cat D 900-3.

²Cat C 900-2½, Cat D 1000-3.

GRENADA, MS

GRENADA MUNI (GNF).....RNAV (GPS) Rwy 4

RNAV (GPS) Rwy 13

RNAV (GPS) Rwy 22

RNAV (GPS) Rwy 31

NA when local weather not available.

Cat C 800-2¼, Cat D 900-2¼.

GULFPORT, MS

GULFPORT-BILOXI

INTL (GPT).....ILS Z or LOC Z Rwy 14¹²

ILS Z or LOC Z Rwy 32³⁴⁵

RADAR-1⁶

RNAV (GPS) Rwy 14¹⁷

RNAV (GPS) Rwy 18¹⁸

RNAV (GPS) Rwy 32¹⁸

RNAV (GPS) Rwy 36¹⁸

VOR Y Rwy 14⁷

VOR Y Rwy 32¹⁸

VOR Z Rwy 32¹⁹

VOR Z or TACAN Z Rwy 14¹⁶

¹NA when local weather not available.

²LOC Cat C 800-2¼, Cat D 800-2½, Cat E, 800-2¾.

³LOC NA when control tower closed.

⁴LOC Cat D 800-2¼, Cat E 800-2½.

⁵LOC NA when local weather not available.

⁶Cat C 800-2¼, Cat D 800-2½, Cat E 800-2¾.

⁷Cat C 800-2¼, Cat D 800-2½.

⁸Cat D 800-2¼.

⁹Cat D 800-2¼, Cat E 800-2½.

NAME ALTERNATE MINIMUMS

HAMMOND, LA

HAMMOND NORTHSHORE
 RGNL (HDC).....**RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 18
 RNAV (GPS) Rwy 31
 RNAV (GPS) Rwy 36

NA when local weather not available.
 Cat D 900-2¼.

HATTIESBURG, MS

HATTIESBURG BOBBY L. CHAIN
 MUNI (HBG).....**RNAV (GPS) Y Rwy 13**
 RNAV (GPS) Z Rwy 13

NA when local weather not available.
 Cat D 800-2½.

HATTIESBURG-LAUREL, MS

HATTIESBURG/LAUREL
 RGNL (PIB).....**RNAV (GPS) Rwy 18**
 RNAV (GPS) Rwy 36

NA when local weather not available.
 Cat C 900-2¼, Cat D 900-2¼.

HOUMA, LA

HOUMA-TERREBONNE
 (HUM).....**COPTER VOR Rwy 12**
 ILS or LOC Rwy 18¹²
 RNAV (GPS) Rwy 12³
 RNAV (GPS) Rwy 18³
 RNAV (GPS) Rwy 30³
 RNAV (GPS) Rwy 36³
 VOR Rwy 30³

NA when local weather not available.

¹NA when control tower closed.

²ILS, LOC Cat C 800-2¼, Cat D 800-2½.

³Cat C 800-2¼, Cat D 800-2½.

JACKSON, MS

HAWKINS FLD (HKS).....**ILS or LOC Rwy 16¹²**
 RNAV (GPS) Rwy 16³
 RNAV (GPS) Rwy 34³

NA when local weather not available.

¹NA when control tower closed.

²ILS, LOC Cat C 800-2¼, Cat D 1000-3.

³Cat C 800-2¼, Cat D 1000-3.

NAME ALTERNATE MINIMUMS

JACKSON, MS (CON'T)

JACKSON-MEDGAR WILEY EVERS
 INTL (JAN).....**ILS or LOC Rwy 16L¹²³**
 ILS or LOC Rwy 34L¹²³
 RADAR-1⁴
 RNAV (GPS) Rwy 16L³⁵
 RNAV (GPS) Rwy 16R³⁵
 RNAV (GPS) Rwy 34L³⁵
 RNAV (GPS) Rwy 34R³⁵
 VOR/DME or TACAN Rwy 16L³⁵
 VOR/DME or TACAN Rwy 16R³⁵
 VOR/DME or TACAN Rwy 34L³⁵
 VOR/DME or TACAN Rwy 34R³⁵

¹NA when control tower closed.

²LOC Cat E 800-2½.

³NA when local weather not available.

⁴Cat E 800-2¼.

⁵Cat E 800-2½.

JENNINGS, LA

JENNINGS (3R7).....**RNAV (GPS) Rwy 8**
 RNAV (GPS) Rwy 26

NA when local weather not available.

LAFAYETTE, LA

LAFAYETTE RGNL/PAUL FOURNET
 FLD (LFT).....**ILS or LOC Rwy 4R¹**
 ILS or LOC Rwy 22L¹
 RNAV (GPS) Rwy 4R
 RNAV (GPS) Rwy 22L
 RNAV (GPS) Rwy 29
 VOR/DME Rwy 11

NA when local weather not available.

¹NA when control tower closed.

LAKE CHARLES, LA

CHENNAULT INTL (CWF).....**RNAV (GPS) Rwy 15**
 RNAV (GPS) Rwy 33

NA when local weather not available.

Cat D 800-2¼.

LAKE CHARLES

RGNL (LCH).....**ILS or LOC Rwy 15¹**
 RADAR-1²

¹NA when local weather not available.

²When control tower closed, ASR NA.

LAUREL, MS

HESLER/NOBLE
 FLD (LUL).....**RNAV (GPS) Rwy 13**
 RNAV (GPS) Rwy 31

NA when local weather not available.

Cat C 900-2¼, Cat D 900-2¼.

LOUISVILLE, MS

LOUISVILLE/WINSTON
 COUNTY (LMS).....**RNAV (GPS) Rwy 17**
 RNAV (GPS) Rwy 35

NA when local weather not available.

Cat D 800-2¼.

NAME ALTERNATE MINIMUMS

MADISON, MS

BRUCE CAMPBELL
FLD (MBO).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 17

NA when local weather not available.
Cat D 800-2¼.

MANSFIELD, LA

C E 'RUSTY'
WILLIAMS (3F3).....RNAV (GPS) Rwy 18
NA when local weather not available.

MC COMB, MS

MC COMB/PIKE COUNTY/JOHN E LEWIS
FLD (MCB).....ILS or LOC Rwy 16¹
RNAV (GPS) Rwy 16²
RNAV (GPS) Rwy 34²
VOR/DME-A²³

¹LOC Cat D 800-2½.
²Cat D 800-2½.
³NA when local weather not available.

MERIDIAN, MS

KEY FLD (MEI).....ILS or LOC Rwy 1¹²³
ILS or LOC Rwy 19¹³⁶
RNAV (GPS) Rwy 1³⁷
RNAV (GPS) Rwy 4³⁴
RNAV (GPS) Rwy 19³⁵
RNAV (GPS) Rwy 22³⁴
VOR-A⁷

¹NA when control tower closed.
²ILS Cat A, B, C 700-2, Cat D 900-2¼, Cat E, 900-3; LOC Cat D 900-2¼, Cat E 900-3.
³NA when local weather not available.
⁴Cat D 900-2¼.
⁵Cat D 900-2¼, Cat E 900-3.
⁶ILS Cat A, B 800-2, Cat C 800-2¼, Cat D 900-2¼, Cat E 900-3; LOC Cat C 800-2¼, Cat D 900-2¼, Cat E 900-3.
⁷Cat D 900-2¼, Cat E 900-3.

MINDEN, LA

MINDEN (MNE).....RNAV (GPS) Rwy 1¹
RNAV (GPS) Rwy 19¹
VOR/DME-A²

NA when local weather not available.
¹Cat C 800-2¼, Cat D 800-2½.
²Cat A, B 1300-2, Cat C, D 1300-3.

NAME ALTERNATE MINIMUMS

MONROE, LA

MONROE RGNL (MLU).....ILS or LOC Rwy 4¹²³
ILS or LOC Rwy 22¹²³
RADAR-1²⁴
RNAV (GPS) Rwy 4¹⁴
RNAV (GPS) Rwy 14⁴
RNAV (GPS) Rwy 22¹⁴
RNAV (GPS) Rwy 32¹⁴
VOR/DME Rwy 4⁴
VOR Rwy 22⁴
VOR Rwy 32¹⁴

¹NA when local weather not available.
²NA when control tower closed.
³LOC Cat D 1100-3.
⁴Cat D 1100-3.

NATCHEZ, MS

HARDY-ANDERS FLD/NATCHEZ-ADAMS
COUNTY (HEZ).....ILS or LOC Rwy 14¹²
RNAV (GPS) Rwy 14³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 32³
RNAV (GPS) Rwy 36³

NA when local weather not available.
¹NA when FBO closed.
²LOC Cat C 800-2¼, Cat D 1000-3.
³Cat C 800-2¼, Cat D 1000-3.

NATCHITOCHES, LA

NATCHITOCHES
RGNL (IER).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

NEW IBERIA, LA

ACADIANA RGNL (ARA).....ILS or LOC Rwy 35¹²
RNAV (GPS) Rwy 35³
VOR or TACAN Rwy 17⁴
VOR Rwy 35⁴

¹NA when LFT APP CON closed.
²LOC Cat E 900-3.
³NA when local weather not available.
⁴Cat E 900-3.

NEW ORLEANS, LA

LAKEFRONT (NEW).....ILS or LOC Rwy 18R¹²
RNAV (GPS) Rwy 18R³
RNAV (GPS) Rwy 36L³
VOR/DME Rwy 36L³

NA when local weather not available.
¹NA when control tower closed.
²LOC Cat D 900-2¼.
³Cat D 900-2¼.

NEW ROADS, LA

FALSE RIVER
RGNL (HZR).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

NAME ALTERNATE MINIMUMS

OAKDALE, LA

ALLEN PARISH (ACP).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

OLIVE BRANCH, MS

OLIVE BRANCH/
TAYLOR FLD (OLV).....ILS or LOC Rwy 18¹²
LOC Rwy 36²³
RNAV (GPS) Rwy 18³
RNAV (GPS) Rwy 36³

NA when local weather not available.

¹ILS Cat A, B, C 700-2, Cat D 800-2½; LOC Cat D 800-2½.

²NA when control tower closed.

³Cat D 800-2½.

OXFORD, MS

UNIVERSITY-
OXFORD (UOX).....RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27

NA when local weather not available.

Cat C 1000-2¼, Cat D 1000-3.

PASCAGOULA, MS

TRENT LOTT INTL (PQL).....ILS or LOC Rwy 17¹
RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

¹ILS, LOC Cat A, B 900-2, Cat C 900-2¾, Cat D 900-3.

PATTERSON, LA

HARRY P WILLIAMS
MEML (PTN).....RNAV (GPS) Rwy 6
RNAV (GPS) Rwy 24

NA when local weather not available.

PHILADELPHIA, MS

PHILADELPHIA
MUNI (MPE).....RNAV (GPS) Rwy 18¹
RNAV (GPS) Rwy 36²

¹Cat C 900-2½, Cat D 900-2¾.

²Cat A, B 800-2¼, Cat C 900-2½, Cat D 900-2¾.

PICAYUNE, MS

PICAYUNE
MUNI (MJD).....RNAV (GPS) Y Rwy 18
RNAV (GPS) Z Rwy 18¹
RNAV (GPS) Rwy 36¹
VOR-A

NA when local weather not available.

¹Cat D 1000-3.

NAME ALTERNATE MINIMUMS

RAYMOND, MS

JOHN BELL
WILLIAMS (JVW).....ILS or LOC Rwy 12¹
RNAV (GPS) Rwy 12²
RNAV (GPS) Rwy 30²

NA when local weather not available

¹ILS Cat C 800-2, Cat D 800-2¼; LOC Cat D 800-2¼.

²Cat D 800-2¼.

RESERVE, LA

PORT OF SOUTH LOUISIANA EXEC
RGNL (APS).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35
VOR Rwy 35

NA when local weather not available.

Cat C 900-2½.

RUSTON, LA

RUSTON RGNL (RSN).....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

NA when local weather not available.

SHREVEPORT, LA

SHREVEPORT
DOWNTOWN (DTN).....LOC Rwy 14¹²³
RNAV (GPS) Rwy 5¹
RNAV (GPS) Rwy 14¹³
RNAV (GPS) Rwy 23¹
RNAV (GPS) Rwy 32³

¹NA when local weather not available.

²NA when control tower closed.

³Cat C 1000-2¾, Cat D 1000-3.

SHREVEPORT

RGNL (SHV).....ILS or LOC Rwy 14¹
ILS or LOC Rwy 32²
LOC Rwy 6³
RADAR-1³
RNAV (GPS) Rwy 6⁴
RNAV (GPS) Rwy 14⁴
RNAV (GPS) Rwy 24⁴
RNAV (GPS) Rwy 32⁴

¹LOC Cat D 900-2¾, Cat E 900-3.

²LOC Cat D 900-2¾.

³Cat D 900-2¾, Cat E 900-3.

⁴Cat D 900-2¾.

SLIDELL, LA

SLIDELL (ASD).....RNAV (GPS) Rwy 36
NA when local weather not available.

STARKVILLE, MS

GEORGE M BRYAN (STF)....RNAV (GPS) Rwy 18
RNAV (GPS) Rwy 36

Cat D 800-2¼.

NA when local weather not available.

NAME

ALTERNATE MINIMUMS

NAME

ALTERNATE MINIMUMS

SULPHUR, LA

SOUTHLAND FLD (UXL).....LOC Rwy 15

RNAV (GPS) Rwy 15

RNAV (GPS) Rwy 33

NA when local weather not available.

TALLULAH, LA

VICKSBURG TALLULAH

RGNL (TVR).....ILS or LOC Rwy 36

RNAV (GPS) Rwy 18

RNAV (GPS) Rwy 36

NA when local weather not available.

TUNICA, MS

TUNICA MUNI (UTA).....ILS or LOC Rwy 35

RNAV (GPS) Rwy 17

RNAV (GPS) Rwy 35

NA when local weather not available.

TUPELO, MS

TUPELO RGNL (TUP).....ILS Y or LOC Y Rwy 36¹²

ILS Z or LOC Z Rwy 36³⁵

RNAV (GPS) Rwy 18⁴⁶

RNAV (GPS) Rwy 36⁴⁵

VOR Rwy 18⁴⁵

¹ILS NA when local weather not available.

²ILS Cat D 800-2½; LOC NA.

³LOC Cat D 800-2½.

⁴Cat D 800-2½.

⁵NA when local weather not available.

VICKSBURG, MS

VICKSBURG MUNI (VKS).....RNAV (GPS) Rwy 1¹

RNAV (GPS) Rwy 19²

¹Cat D 800-2½.

²Cat C 800-2¼, Cat D 800-2½.

VIDALIA, LA

CONCORDIA

PARISH (0R4).....RNAV (GPS) Rwy 14

NA when local weather not available.

Cat C 1000-2¾.

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RADAR INSTRUMENT APPROACH MINIMUMS

BARKSDALE AFB (KBAD), LA (Bossier City) (Amdt 5, 15176 USAF)

ELEV 165

RADAR¹ - (E) 118.6 119.9 125.1 335.55 350.2

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR ²	15		AB	640/24	477	(500-½)
			CDE	640/50	477	(500-1)
	33		AB	640/24	479	(500-½)
			CDE	640/50	479	(500-1)
C CIR ³	ALL RWY		ABC	NOT AUTHORIZED		
			D	760-2	595	(600-2)
			E	780-2¼	615	(700-2¼)

¹Opr 1200-0500Z++.

²When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1½ miles.

³Circling not authorized W of Rwy.

GULFPORT, MS

Amdt 7A, 21MAR24 (24081) (FAA)

ELEV 28

GULFPORT-BILOXI INTL (GPT)

RADAR-1 127.5 254.25 

ASR	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
	32		ABCDE	440/40	413	(500-¾)				
CIRCLING	14	ALL RWY	AB	560/24	533	(600-½)	CDE	560/55	533	(600-1¼)
			A	560-1	532	(600-1)	B	640-1	612	(700-1)
			C	820-2¼	792	(800-2¼)	D	820-2½	792	(800-2½)
			E	820-2¾	792	(800-2¾)				

When control tower closed, ASR NA.

For inoperative ALS, increase ASR S-14 CAT E to 1½ SM; and ASR S-32 A/B visibility to RVR 5500, and CAT C/D/E to RVR 6000.

Rwy 32 helicopter visibility reduction below RVR 4000 not authorized.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

JACKSON, MS

Amdt 12A, 22APR21 (21112) (FAA)

ELEV 346

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RADAR-1 123.9 317.7 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	16L		AB	740/24	428	(400-½)	CDE	740/40	428	(400-¾)
	16R		AB	740-1	420	(400-1)	CDE	740-1½	420	(400-1½)
	34L		AB	820/40	491	(500-¾)	CDE	820/50	491	(500-1)
	34R		AB	840/55	494	(500-1¼)	CDE	840-1¾	494	(500-1¾)
CIRCLING	ALL RWY		A	880-1	534	(600-1)	B	900-1	554	(600-1)
			C	900-1½	554	(600-1½)	D	960-2	614	(700-2)
			E	1040-2½	694	(700-2½)				

When control tower closed, procedure NA.
CAT E Circling not authorized southwest of runway 16R-34L.
Rwy 16L: For inoperative ALSF-2, increase Cat E visibility to RVR 6000.
Rwy 34L: For inoperative MALSR, increase Cat A/B visibility to RVR 5000, Cat C/D/E to 1¾.
Rwy 16R, 34R: Helicopter visibility reduction below ¾ SM not authorized.

JOE WILLIAMS NOLF (KNJW)

Moscow, MS Amdt 5 15MAY25 (25135) (USN)

ELEV 539

RADAR - (E) 134.1 266.8 300.4 310.8 322.0 325.2 328.4 346.0 363.6

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR ¹	32		CD	1500-3	961	(1000-3)
CIR ¹	All Rwy		CD	1500-3	961	(1000-3)

¹Procedure NA at night.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

26162

N3

RADAR INSTRUMENT APPROACH MINIMUMS

LAKE CHARLES, LA

Amdt 1B, 31MAY12 (14149) (FAA)

ELEV 17

CHENNAULT INTL (CWF)

RADAR- 1 119.8 282.3 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
				AB	580-1	564 (600-1)		CDE	580-1½	564 (600-1½)
ASR	33		AB	620-¾	606	(700-¾)	CDE	620-1½	564	(700-1½)
CIRCLING	ALL RWY		AB	640-1	623	(700-1)	C	640-1¾	623	(700-1¾)
			D	640-2	623	(700-2)	E	880-3	863	(900-3)

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase all MDA 20 feet.
For inoperative MALS, increase ASR 15 CATs A/B visibility to 1 and CATs C/D/E to 1¼.
Rwy 15: visibility reduction by helicopters NA.
Procedure not available when Lake Charles approach control closed.

LAKE CHARLES, LA

Amdt 5D, 05NOV20 (20310) (FAA)

ELEV 15

LAKE CHARLES RGNL(LCH)

RADAR-1 119.35 353.75 

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HAA	CEIL-VIS
				ABC	380-¾	369 (400-¾)		D	380-1¼	369 (400-1¼)
ASR	33		ABC	380-1	366	(400-1)	D	380-1¼	366	(400-1¼)
	5		AB	440/24	428	(500-½)	C	440/40	428	(500-¾)
	15		D	440/50	428	(500-1)				
	23		AB	440-1	425	(500-1)	CD	440-1¼	425	(500-1¼)
CIRCLING	ALL RWY		A	440-1	425	(500-1)	B	480-1	465	(500-1)
			C	580-1½	565	(600-1½)	D	680-2	665	(700-2)

When control tower closed, ASR NA.

MAKS AAF (FORT POLK) (KPOE)

Fort Polk, LA RADAR 1 Amdt 5 RADAR 2 Amdt 1 (26162) (USA)

ELEV 330

RADAR - (E) 123.7 261.3  NA Opr 1400-0600Z++ exc hol.

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
				ABCD	670-¾	349 (400-¾)
PAR ¹²³⁴	34	3.0°/42/799	ABCD			
ASR	34 ²³⁵		ABCD	760-¾	439	(500-¾)
	16		AB	800-1¼	472	(500-1¼)
			CD	800-1½	472	(500-1½)
CIR	All Rwy		AB	880-1¼	550	(600-1¼)
			C	880-1½	550	(600-1½)
			D	940-2	610	(700-2)

¹Rwy 34 VGSI and PAR glidepath not coincident.
²Rwy 34 helicopter vis reduction below ¾ mile not authorized.
³When control tower closed, increase vis to 1 mile.
⁴When ALS inop, increase vis to 1 mile.
⁵When ALS inop, increase vis to 1¼ miles.

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS

26162

N3

SC-4

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RADAR INSTRUMENT APPROACH MINIMUMS

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Meridian, MS Amdt 7 27NOV25 (25331) (USN)

RADAR - (E) 134.1 235.625 236.825 244.875 256.875 266.8 310.8 323.225 328.4



ELEV 316

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATh/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR ¹	19L	3.0°/50/1127	ABCDE	416 -½	100	(100-½)
	1L ²	3.0°/50/1081	ABCDE	453 -½	200	(200-½)
	1R	3.0°/50/1132	ABCDE	470 -¾	200	(200-¾)
	19R	3.0°/50/1144	ABCDE	494 -¾	200	(200-¾)
ASR ¹	28 ³		ABCDE	680 -1	376	(400-1)
	1R ⁴		AB	700 -1	430	(400-1)
			CDE	700 -1¼	430	(400-1¼)
	1L ^{5 6}		AB	760 -½	507	(500-½)
			CDE	760 -1	507	(500-1)
	19L ^{5 7}		AB	780 -½	464	(500-½)
			CDE	780 -1	464	(500-1)
	19R ⁸		AB	720 -1	426	(500-1)
			CDE	720 -1¼	426	(500-1¼)
	10 ⁹		AB	740 -1	436	(500-1)
CIR ¹⁰	All Rwy		CDE	740 -1¼	436	(500-1¼)
			A	820 -1	504	(600-1)
			B	840 -1	524	(600-1)
			C	840 -1½	524	(600-1½)
			D	880 -2	564	(600-2)
			E	1080 -2¾	764	(800-2¾)

¹No-NOTAM MP sked: PAR and DASR 11 1300-1700Z++ Tue. PAR and ASR apch not avbl dur this time.

²When ALS inop, increase vis to ¾ mile.

³Step Down at 2 NM from thld, 980 min.

⁴Step Down at 3 NM from thld, 880 min.

⁵When ALS inop, increase CAT AB vis to 1 mile, CAT CDE to 1¾ miles.

⁶Step Down at 2.5 NM from thld, 1040 min.

⁷Step Down at 3 NM from thld, 860 min.

⁸Step Down at 2 NM from thld, 800 min.

⁹Step Down at 3 NM from thld, 980 min.

¹¹CIR restriction: CAT B remain within 1.5 NM, CAT C remain within 1.7 NM, CAT D remain within 2.3 NM, CAT E remain within 4.5 NM.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

MONROE, LA

Amdt 7B, 08OCT20 (20282) (FAA)

ELEV 79

MONROE RGNL (MLU)

RADAR- 1 118.15 290.475 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HAA</u>	<u>CEIL-VIS</u>
ASR	4 22		AB AB	560/40 560-¾	484 485	(500-¾) (500-¾)	CD CD	560/50 560-1	484 485	(500-1) (500-1)
CIRCLING	ALL RWY		AB D	580-1¼ 1160-3	501 1081	(600-1¼) (1100-3)	C	740-1¾	661	(700-1¼)

When control tower closed, ASR NA.

Circling Rwy 14 NA at night.

For inop ALS: increase S-4 Cat A/B visibility to RVR 5500, Cat C/D visibility to 1 ¾ SM. Increase S-22 Cat A/B visibility to 1 SM and Cat C/D visibility to 1 ¾ SM.

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

New Orleans, LA Orig 19FEB26 (26050) (USN)

ELEV 2

RADAR¹ - (E) 125.95 126.55 225.5 254.4 269.025 288.25 299.2 353.65 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/</u> <u>MDA-VIS</u>	<u>HAT/</u> <u>HATH/</u> <u>HAA</u>	<u>CEIL-VIS</u>
PAR	4 ²	3.0°/52/981	ABCDE	98-¼	100	(100-¼)
	22 ²	3.0°/48/947	ABCDE	107-¼	107	(200-¼)
ASR	4 ^{3 4}		AB	600-½	602	(600-½)
			CDE	600-1½	602	(600-1½)
	22 ^{3 4 5}		AB	600-½	600	(600-½)
			CDE	600-1¼	600	(600-1¼)
	32 ^{3 6 7}		AB	580-¾	578	(600-¾)
			CDE	580-1½	578	(600-1½)
CIR ³	Rwy 04/22/32		AB	640-1	638	(700-1)
			C	640-1¾	638	(700-1¾)
			D	660-2	658	(700-2)
			E	680-2½	678	(700-2½)

¹No-NOTAM preventive maint Mon 1300-1800Z++.

²When ALS inop, increase vis to ½ mile.

³CAT E circling not authorized NW of Rwy 4-22.

⁴When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

⁵Step Down Fix at 3 NM from thld, 1000 min.

⁶When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.

⁷Rwy 32 helicopter vis reduction below ¾ mile not authorized.

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

RADAR INSTRUMENT APPROACH MINIMUMS

SHREVEPORT, LA

Amdt 6A, 05NOV20 (20310) (FAA)

ELEV 258

SHREVEPORT RGNL (SHV)

RADAR- 1 119.9 335.55 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HAA</u>	<u>CEIL-VIS</u>
ASR	32		AB	720/40	498	(500-¾)
			CDE	720/50	498	(500-1)
	14		AB	800/40	542	(600-¾)
			CDE	800/60	542	(600-1¼)
	6		AB	800-1¼	562	(600-1¼)
			CDE	800-1½	562	(600-1½)
CIRCLING	ALL RWY	AB	800-1¼	542	(600-1¼)	
		C	980-2	722	(800-2)	
		D	1100-2¾	842	(900-2¾)	
		E	1100-3	842	(900-3)	

Rwy 6, 32 helicopter visibility reduction below ¾ SM NA.
For inoperative ALS, increase S-14 Cat E visibility to 1% SM and S-32 Cat C/D/E visibility to 1% SM.
When control tower closed, ASR NA.

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RADAR INSTRUMENT APPROACH MINIMUMS

15344

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

THERE ARE NO LAND AND HOLD
SHORT OPERATIONS (LAHSO)
FOR LOUISIANA AND MISSISSIPPI

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

15344

26134

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
BATON ROUGE, LA BATON ROUGE METRO, RYAN FLD (BTR)	HS 1	Complex int Twy A, Twy B, Twy D and Twy K W of Rwy 13-31 and Rwy 04L-22R.
COLUMBUS, MS COLUMBUS AFB (CBM)	HS 1	Maintain vigilance numerous twys in area of Rwy 13R.
	HS 2	Rwy incursion risk for Rwy 13R/31L, Twy M.
	HS 3	Rwy incursion risk for Rwy 13R/31L, Twy J, Twy E.
HOUMA, LA HOUMA-TERREBONNE (HUM)	HS 1	Twy H, Twy E, Twy B at Rwy 18-36 & Rwy 12-30.
	HS 2	Remain alert due to numerous helicopter operations
LAFAYETTE, LA LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)	HS 1	Rwy incursion risk. Rwy 11-29, Rwy 04L-22R, Twy B, F, and J. Complex geometry due to converging Rwy and Twys.
	HS 2	Risk of surface incident. Twys F, J, H, and K. Complex geometry due to converging Twys.
NEW ORLEANS, LA LAKEFRONT (NEW)	HS 1	Twy F south of Rwy 09-27.
	HS 2	Twy F at Apch end Rwy 27.
	HS 3	Twy B at Rwy 36L.
NEW ORLEANS, LA LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)	HS 1	Limited wingtip clearance on Twy G near Concourse Bravo due to acft pushbacks. Maint vigilance exiting Rwy 11/29 on Twy G8 and when taxing on Twy G. High Traffic area.
	HS 2	Rwy 11 green painted overrun mistaken for Twy E.
	HS 3	Rwy 11-29 and Twy G6.

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

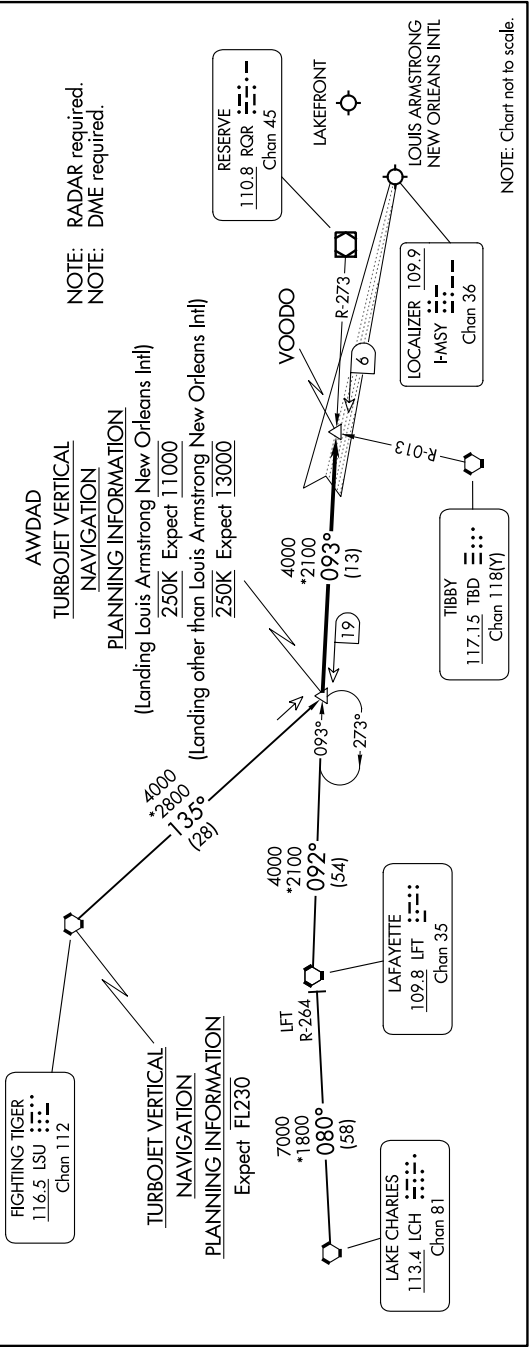
26134

NEW ORLEANS APP CON
125.5 350.35
MSY D-ATIS
127.55
NEW ATIS
124.9

ARRIVAL ROUTE DESCRIPTION

FIGHTING TIGER TRANSITION (LSU.AWDAD1): From over LSU VORTAC on LSU R-135 to AWDAD INT.
LAFAYETTE TRANSITION (LFT.AWDAD1): From over LFT VOTRAC on LFT R-092 and RQR R-273 to AWDAD INT.
LAKE CHARLES TRANSITION (LCH.AWDAD1): From over LCH VORTAC on LCH R-080 and LFT R-264 to LFT VORTAC then on LFT R-092 and RQR R-273 to AWDAD INT.

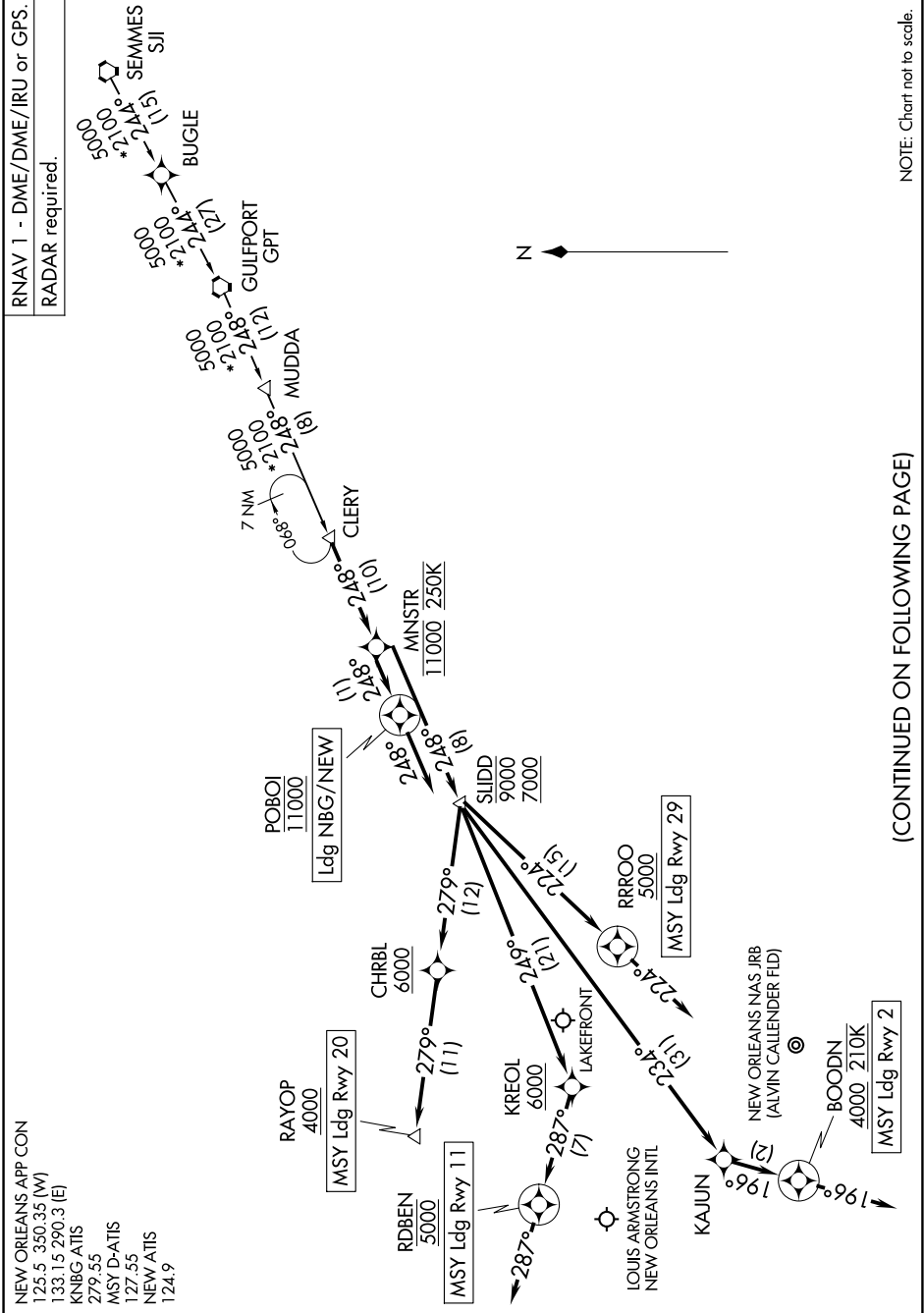
From over AWDAD INT on RQR VOR/DME R-273 to VOODO INT.
LANDING KMSY RWY 11: Intercept H-MSY localizer and expect clearance for ILS RWY 11 approach.
LANDING OTHER: Expect vectors to final approach course.



MNSTR TWO ARRIVAL (RNAV)

NEW ORLEANS, LOUISIANA

SC-4, 03 SEP 2026 to 29 OCT 2026



MNSTR TWO ARRIVAL (RNAV)

NEW ORLEANS, LOUISIANA

SC-4, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

GULFPORT TRANSITION (GPT.MNSTR2)
SEMME'S TRANSITION (SJI.MNSTR2)

MSY: From CLERY on track 248° to cross MNSTR at 11000 and at 250K, then on track 248° to cross SLIDD between 7000 and 9000.

LANDING MSY RUNWAY 2: From SLIDD on track 234° to KAJUN, then on track 196° to cross BOODN at or above 4000 and at 210K, then on track 196°. Expect RADAR vectors to final approach course.

LANDING MSY RUNWAY 11: From SLIDD on track 249° to cross KREOL at or above 6000, then on track 287° to cross RDBEN at 5000, then on track 287°. Expect RADAR vectors to final approach course.

LANDING MSY RUNWAY 20: From SLIDD on track 279° to cross CHRBL at or above 6000, then on track 279° to cross RAYOP at or above 4000. Expect LOC or RNAV RWY 20 approach.

LANDING MSY RUNWAY 29: From SLIDD on track 224° to cross RRROO at or above 5000, then on track 224°. Expect RADAR vectors to final approach course.

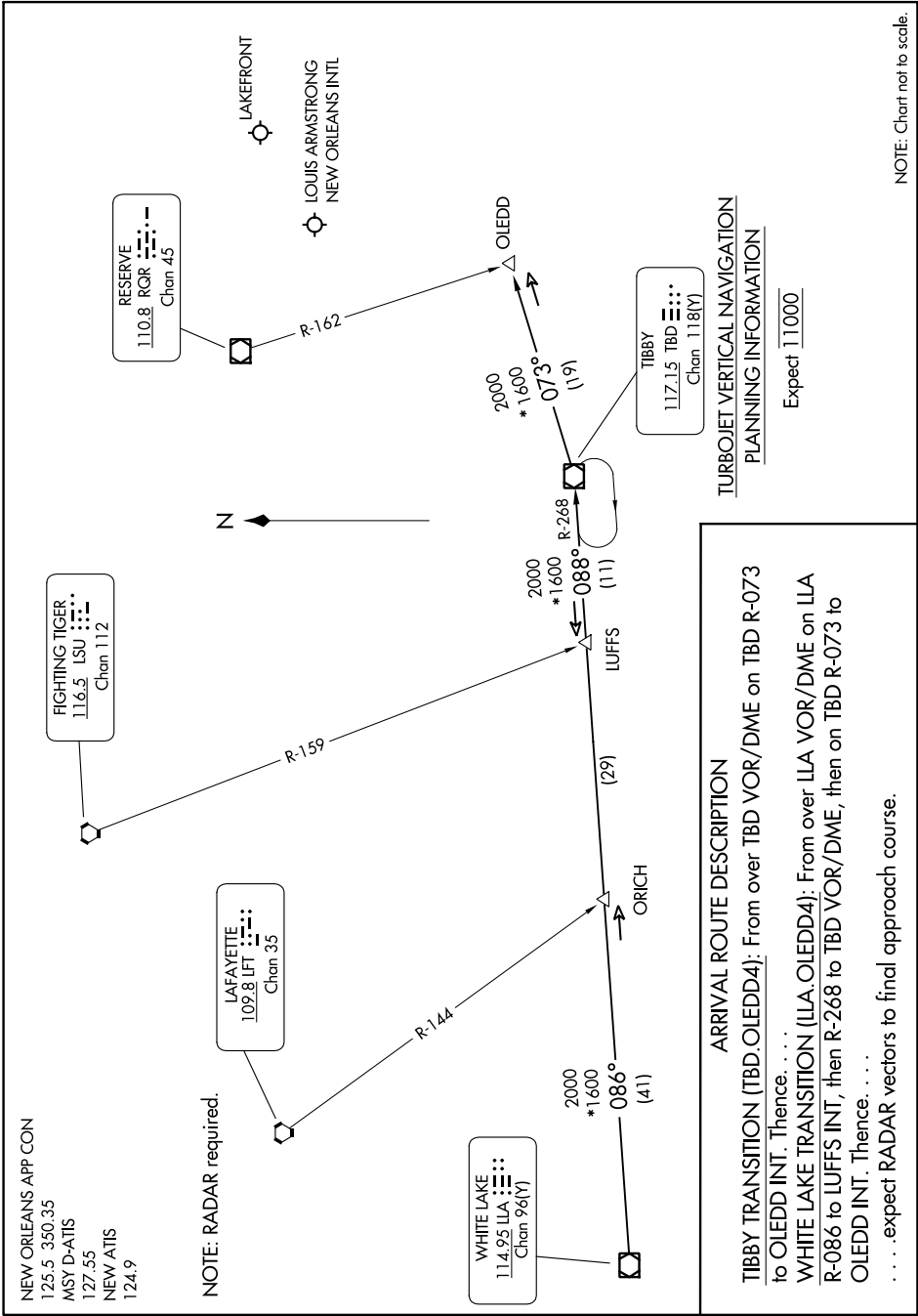
LANDING NEW/NBG: From CLERY on track 248° to cross MNSTR at 11000 and at 250K, then on track 248° to cross POBOI at 11000, then on track 248°. Expect RADAR vectors to final approach course.

(OLEDD.OLEDD4) 26246
OLEDD FOUR ARRIVAL

AL-609 (FAA)

NEW ORLEANS, LOUISIANA

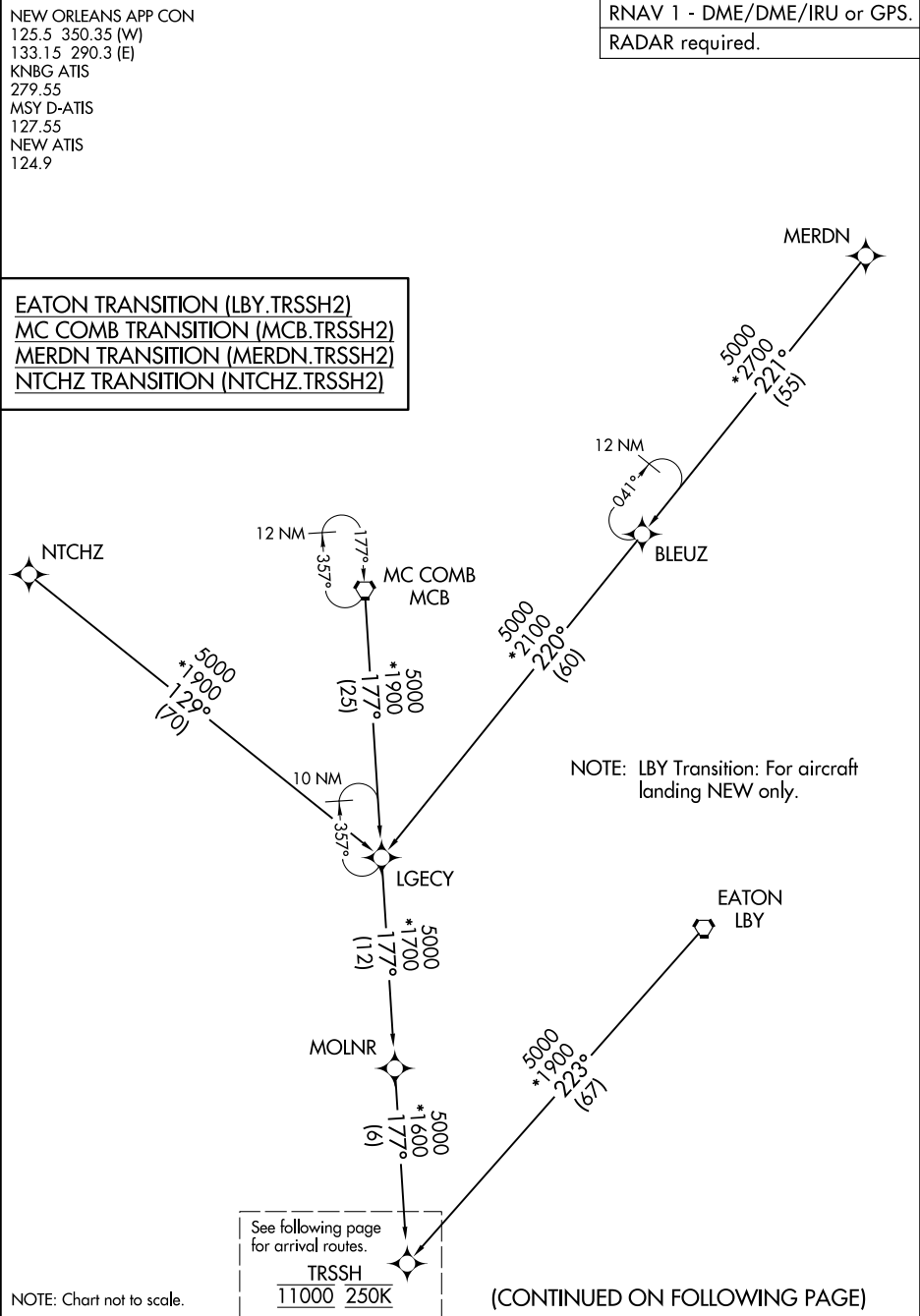
SC-4, 03 SEP 2026 to 29 OCT 2026

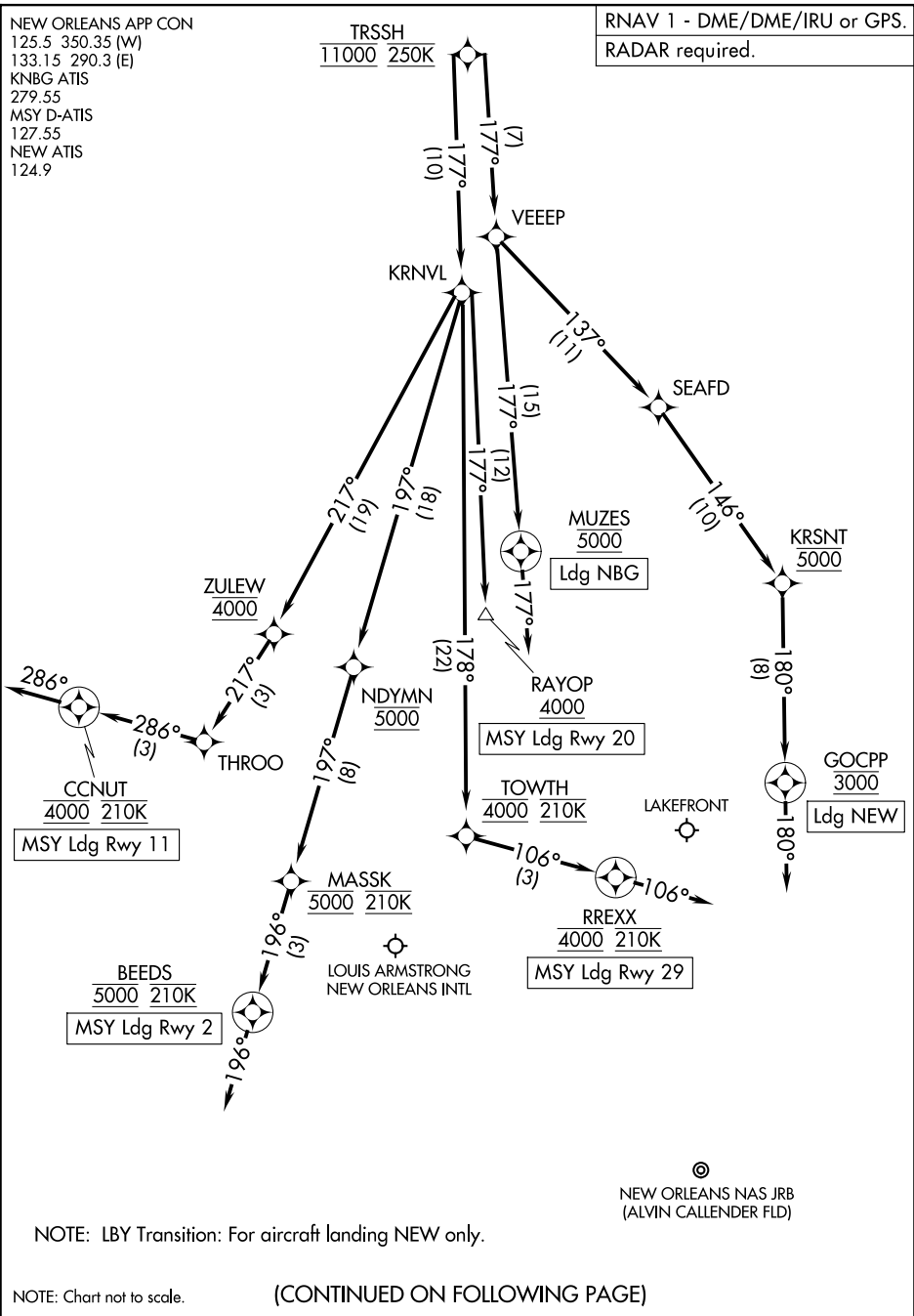


OLEDD FOUR ARRIVAL
(OLEDD.OLEDD4) 10NOV16

NEW ORLEANS, LOUISIANA

SC-4, 03 SEP 2026 to 29 OCT 2026





ARRIVAL ROUTE DESCRIPTION

MSY: From TRSSH on track 177° to KRNVL.

LANDING MSY RUNWAY 2: From KRNVL on track 197° to cross NDYMN at 5000, then on track 197° to cross MASSK at 5000 and at 210K, then on track 196° to cross BEEDS at 5000 and at 210K, then on track 196°. Expect RADAR vectors to final approach course.

LANDING MSY RUNWAY 11: From KRNVL on track 217° to cross ZULEW at 4000, then on track 217° to THROO, then on track 286° to cross CCNUT at 4000 and at 210K, then on track 286°. Expect RADAR vectors to final approach course.

LANDING MSY RUNWAY 20: From KRNVL on track 177° to cross RAYOP at or above 4000. Expect LOC or RNAV RWY 20 approach.

LANDING MSY RUNWAY 29: From KRNVL on track 178° to cross TOWTH at 4000 and at 210K, then on track 106° to cross RREXX at 4000 and at 210K, then on track 106°. Expect RADAR vectors to final approach course.

LANDING NBG: From TRSSH on track 177° to VEEEP, then on track 177° to cross MUZES at 5000, then on track 177°. Expect RADAR vectors to final approach course.

LANDING NEW: From TRSSH on track 177° to VEEEP, then on track 137° to SEAFD, then on track 146° to cross KRSNT at 5000, then on track 180° to cross GOCPP at 3000, then on track 180°. Expect RADAR vectors to final approach course.

INTENTIONALLY
LEFT
BLANK

WAAS CH 78023 W16A	APP CRS 157°	Rwy Ldg TDZE 16 Apt Elev 16
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RNAV (GPS) RWY 16

ABBEVILLE CHRIS CRUSTA MEML (IYA)

RNP APCH.

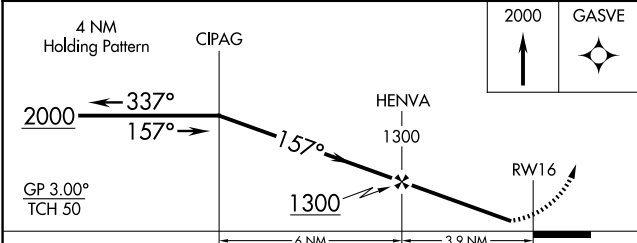
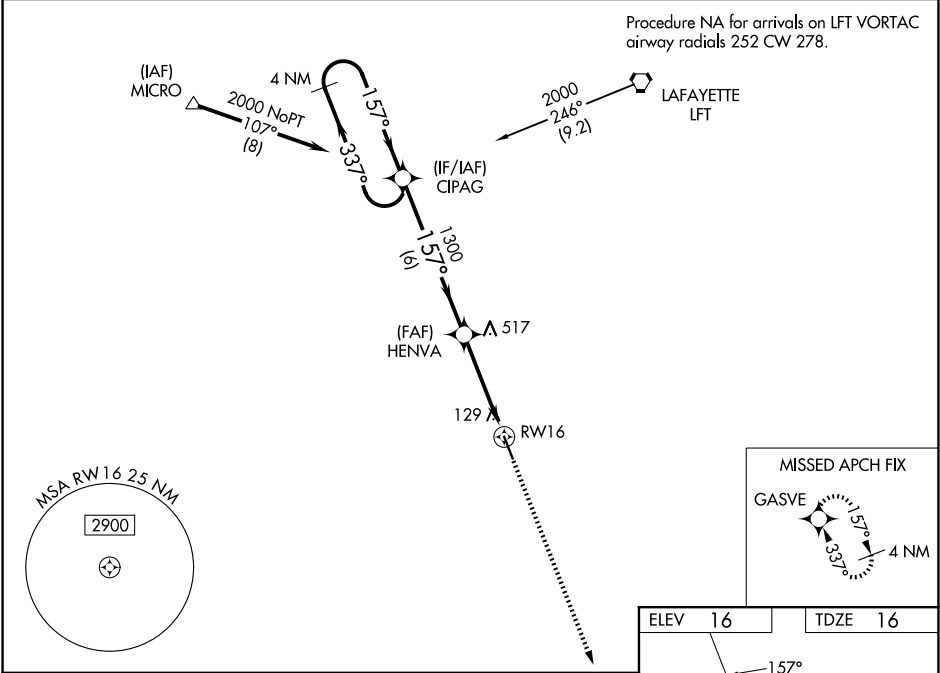
▼

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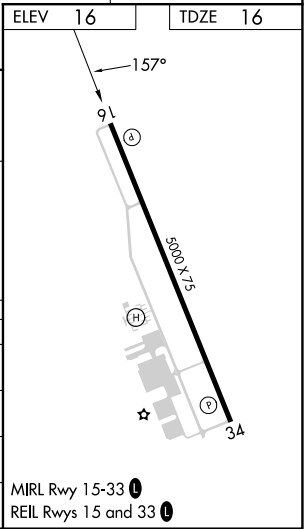
Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet.

MISSED APPROACH:
Climb to 2000 direct GASVE and hold.

AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	266-1	250 (300-1)		NA
LNAV/VNAV DA	279-1	263 (300-1)		NA
LNAV MDA	380-1	364 (400-1)		NA
CIRCLING	520-1 504 (600-1)	600-1 584 (600-1)	700-2 684 (700-2)	NA



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

ABBEVILLE, LOUISIANA

AL-5541 (FAA)

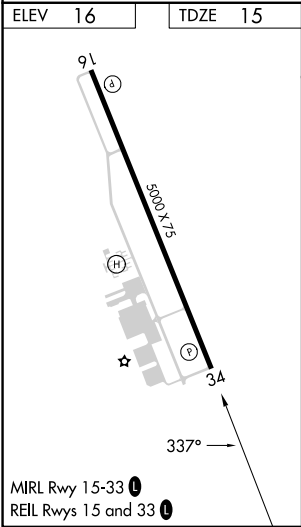
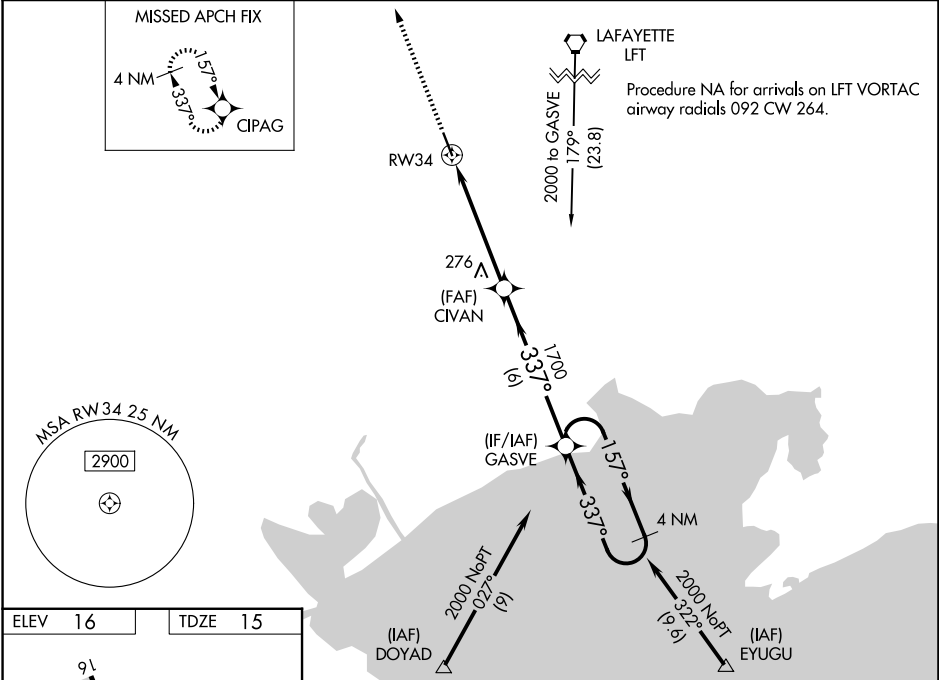
26078

WAAS CH 45823 W34A	APP CRS 337°	Rwy Ldg TDZE 15 Apt Elev 16	5000
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RNAV (GPS) RWY 34
ABBEVILLE CHRIS CRUSTA MEML (IYA)

RNP APCH.	Baro-VNAV NA when using New Iberia altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use New Iberia altimeter setting and increase all DA 27 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ SM.	MISSED APPROACH: Climb to 2000 direct CIPAG and hold.
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AWOS-3PT 118.875	LAFAYETTE APP CON ★ 121.1 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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2000	CIPAG	GASVE 4 NM Holding Pattern			
CIVAN 1700		157° → 2000		← 337°	
RW34		1700		GP 3.00° TCH 50	
5.1 NM		6 NM			
CATEGORY	A	B	C	D	
LPV DA	298-1 283 (300-1)		NA		
LNAV/VNAV DA	320-1 305 (400-1)		NA		
LNAV MDA	580-1	565 (600-1)	580-1½ 565 (600-1½)	NA	
CIRCLING	580-1 564 (600-1)	600-1 584 (600-1)	700-2 684 (700-2)	NA	

ABBEVILLE, LOUISIANA
Amdt 1B 08OCT20

29°59'N-92°05'W

ABBEVILLE CHRIS CRUSTA MEML (IYA)
RNAV (GPS) RWY 34

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

ABERDEEN/AMORY, MISSISSIPPI

AL-5655 (FAA)

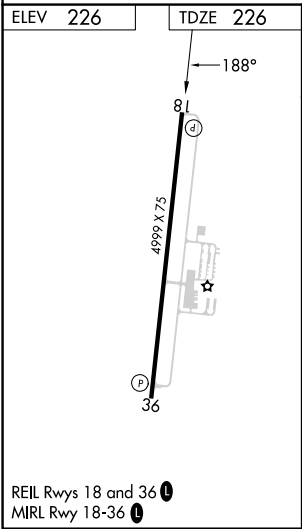
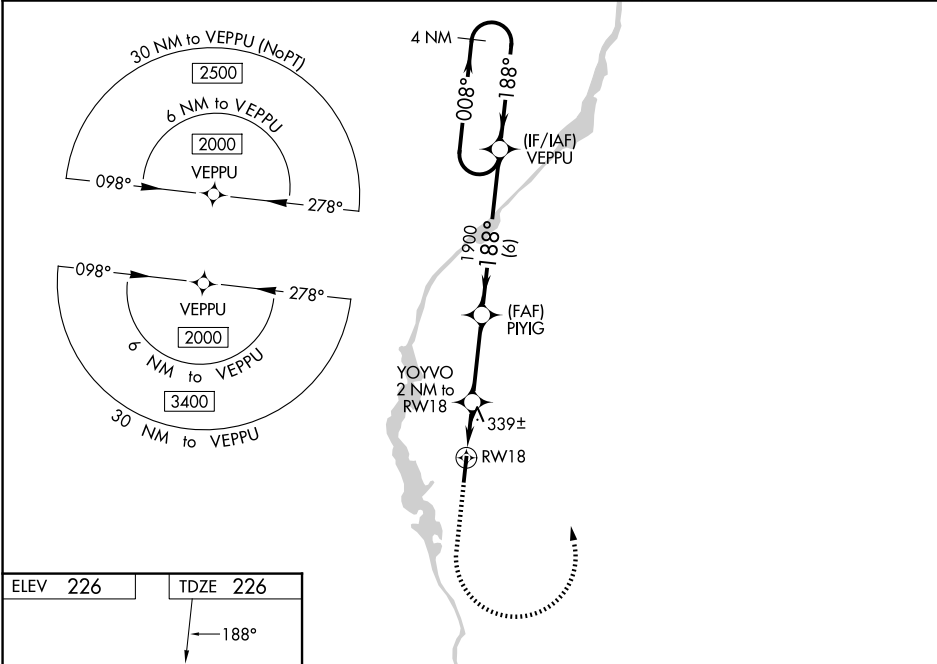
26078

WAAS CH 56604 W18A	APP CRS 188°	Rwy Ldg TDZE 226 Apt Elev 226
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RNAV (GPS) RWY 18
MONROE COUNTY (M40)

RNP APCH.  For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 direct VEPPU and hold.
--	--

AWOS-3P 118.475	COLUMBUS APP CON ★ 126.075 239.25	UNICOM 122.8 (CTAF) 0
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ELEV 226	TDZE 226	800 2000 VEPPU VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).			
*LNAV only.		YOYVO 2 NM to RW18	PIYIG 1900	VEPPU	4 NM Holding Pattern
*1.1 NM to RW18		*900	1900	2000	GP 3.00° TCH 40
1.1 NM 0.9		3.1 NM	6 NM		
CATEGORY	A	B	C	D	
LPV DA	476-3/4		250 (300-3/4)		
LNAV/VNAV DA	504-7/8		278 (300-7/8)		
LNAV MDA	600-1		374 (400-1)		
CIRCLING	660-1 434 (500-1)	680-1 454 (500-1)	820-1 1/2 594 (600-1 1/2)	860-2 634 (700-2)	

ABERDEEN/AMORY, MISSISSIPPI
Amdt 2 24MAY18

33°52'N-88°29'W

MONROE COUNTY (M40)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70414 W36A	APP CRS 008°	Rwy Ldg 4999 TDZE 226 Apt Elev 226
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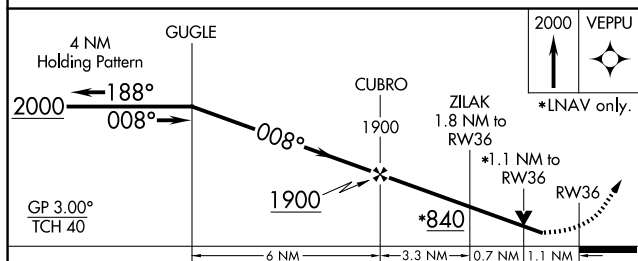
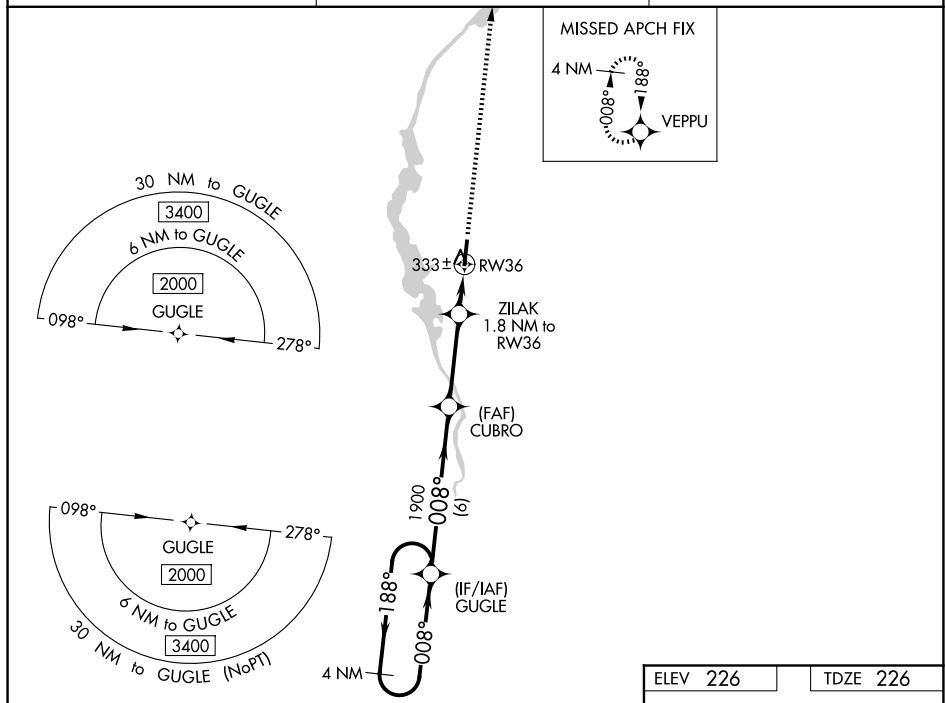
RNAV (GPS) RWY 36
MONROE COUNTY (M40)

RNP APCH.

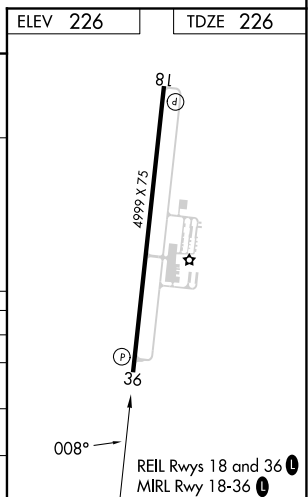
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 2000 direct VEPPU and hold.

AWOS-3P 118.475	COLUMBUS APP CON * 126.075 239.25	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		506-7 $\frac{7}{8}$	280 (300-7 $\frac{7}{8}$)	
RNAV/ VNAV DA		624-1 $\frac{1}{8}$	398 (400-1 $\frac{1}{8}$)	
RNAV MDA		600-1	374 (400-1)	
CIRCLING	660-1 434 (500-1)	680-1 454 (500-1)	820-1 $\frac{1}{2}$ 594 (600-1 $\frac{1}{2}$)	860-2 634 (700-2)



RNAV (GPS) RWY 36

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

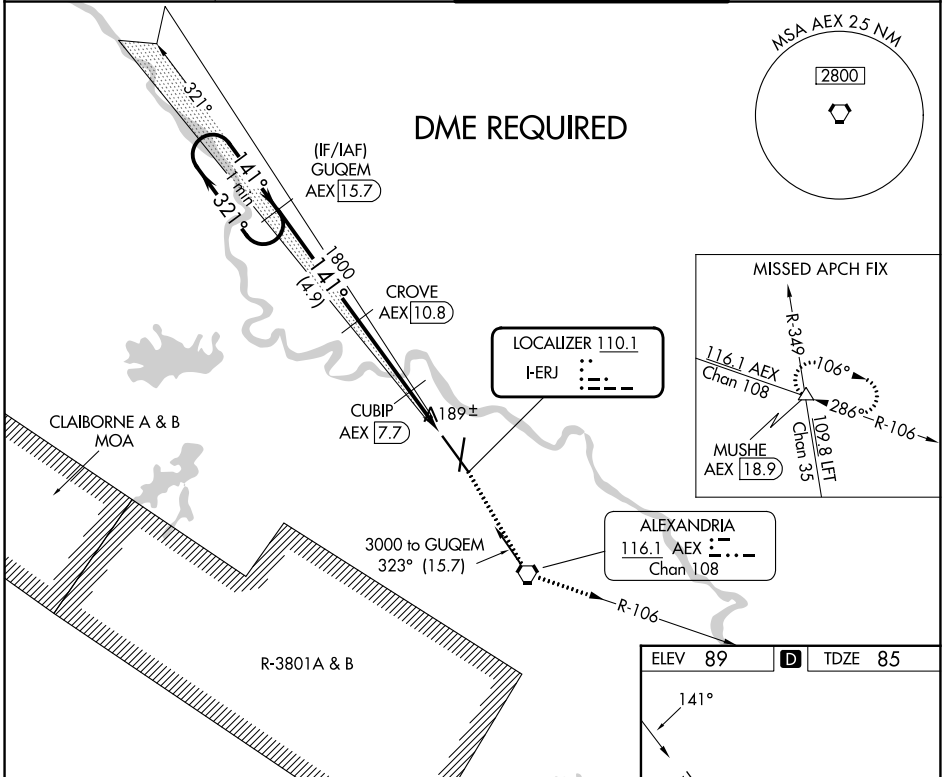
26190

LOC I-ERJ 110.1	APP CRS 141°	Rwy Ldg 9352 TDZE 85 Apt Elev 89
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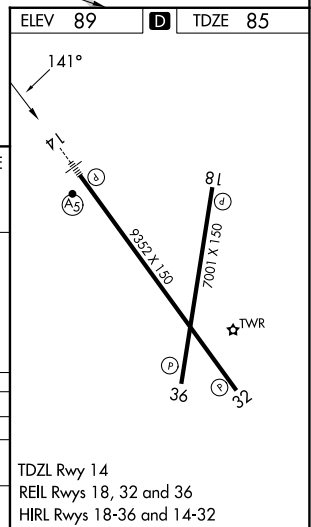
ILS or LOC RWY 14 ALEXANDRIA INTL (AEX)

▼ DME from AEX VORTAC. Simultaneous reception of I-ERJ and AEX DME required. When R-3801 B active, RADAR and DME required. ▲ DME required. For inop ALS, increase S-ILS 14 all Cats visibility to RVR 4500 and S-LOC 14 Cats C/D visibility to RVR 5500.	MALSR 	MISSED APPROACH: Climb to 4000 direct AEX VORTAC and on AEX VORTAC R-106 to MUSHE INT/18.9 DME and hold.
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ASOS 123.975	MAKS APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0
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One Minute Holding Pattern	GUDEM AEX 15.7	4000	AEX	AEX R-106	MUSHE
3000	←321°	→141°			
GS 3.00° TCH 56					
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).					
	4.9 NM	3.1 NM	2 NM		
CATEGORY	A	B	C	D	
S-ILS 14	346/24	261 (300-½)			
S-LOC 14	460/24	375 (400-½)	460/35 375 (400-¾)	460/40 375 (400-¾)	
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-1¾ 611 (700-1¾)	860-2½ 771 (800-2½)	



ALEXANDRIA, LOUISIANA

Amdt 1D 09JUL26

31°20'N-92°33'W

ALEXANDRIA INTL (AEX) **ILS or LOC RWY 14**

SC-4, 03 SEP 2026 to 29 OCT 2026

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

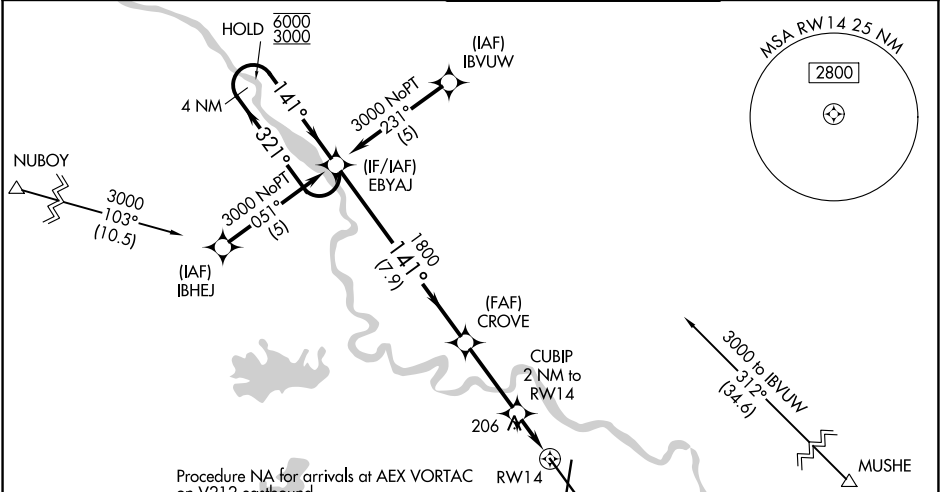
26190

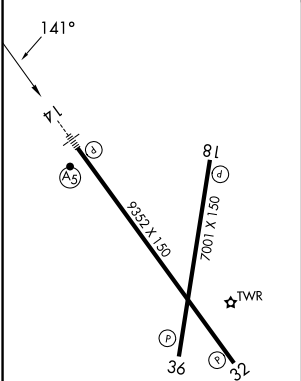
WAAS CH 56417 W14A	APP CRS 141°	Rwy Ldg 9352 TDZE 85 Apt Elev 88
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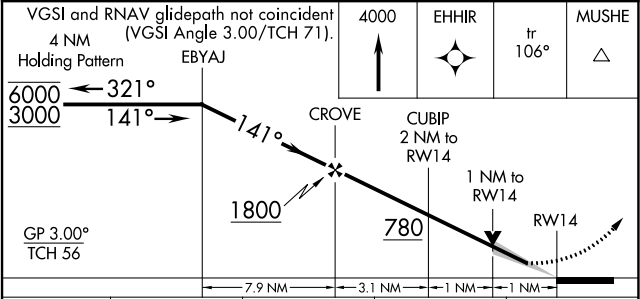
RNAV (GPS) RWY 14
ALEXANDRIA INTL (AEX)

RNP APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 4000 direct EHHIR and on track 106° to MUSHE and hold.
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ASOS 123.975	MAKS APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0
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ELEV 88	D	TDZE 85
		

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71). 4 NM Holding Pattern EBYAJ		4000	EHHIR	tr 106°	MUSHE
GP 3.00° TCH 56					
CATEGORY	A	B	C	D	
LPV DA	346/24		261 (300-1/2)		
LNAV/VNAV DA	488/50		403 (400-1)		
LNAV MDA	480/24	395 (400-1/2)	480/35 395 (400-5/8)	480/50 395 (400-1)	
CIRCLING	540-1 452 (500-1)	560-1 472 (500-1)	700-13/4 612 (700-13/4)	860-2 1/2 772 (800-2 1/2)	

ALEXANDRIA, LOUISIANA
Amdt 1D 09JUL26

31°20'N-92°33'W

RNAV (GPS) RWY 14

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

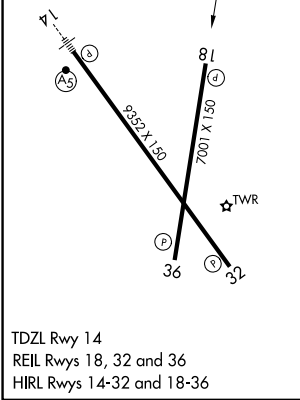
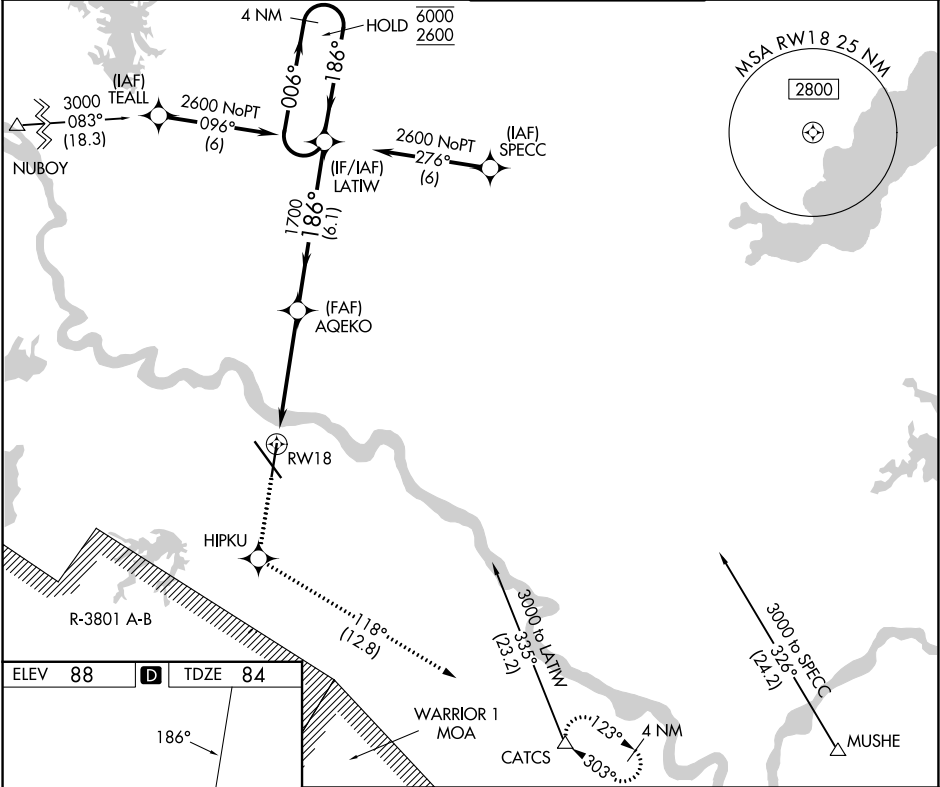
26246

WAAS CH 61200 W18A	APP CRS 186°	Rwy Ldg 7001 TDZE 84 Apt Elev 88
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RNAV (GPS) RWY 18
ALEXANDRIA INTL (AEX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct HIPKU and on track 118° to CATCS and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Rwy 18 helicopter visibility reduction below ¾ SM NA. RADAR required when R-3801 A-B in use.	

ASOS 123.975	MAKS APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0
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3000	HIPKU	tr 118°	CATCS	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).	4 NM Holding Pattern
1.3 NM to RWY 18	1700	186°	1700	000°	6000
1.3	3.3 NM	6.1 NM			2600
GP 3.20°					TCH 60
CATEGORY	A	B	C	D	
LPV DA		395-7 ⁸	311 (400-7 ⁸)		
LNAV/VNAV DA		539-1 ³ ₈	455 (500-1 ³ ₈)		
LNAV MDA	560-1	476 (500-1)	560-1 ³ ₈	476 (500-1 ³ ₈)	
CIRCLING	560-1	472 (500-1)	700-1 ³ ₄	860-2 ¹ ₂	
			612 (700-1 ³ ₄)	772 (800-2 ¹ ₂)	

ALEXANDRIA, LOUISIANA
Amdt 2 03SEP26

31°20'N-92°33'W

ALEXANDRIA INTL (AEX)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

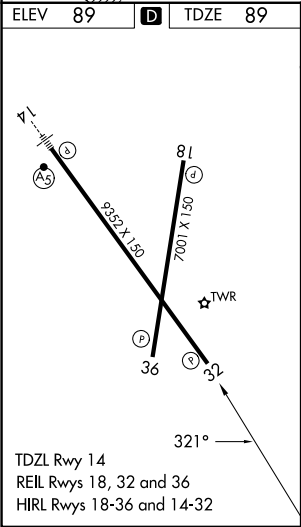
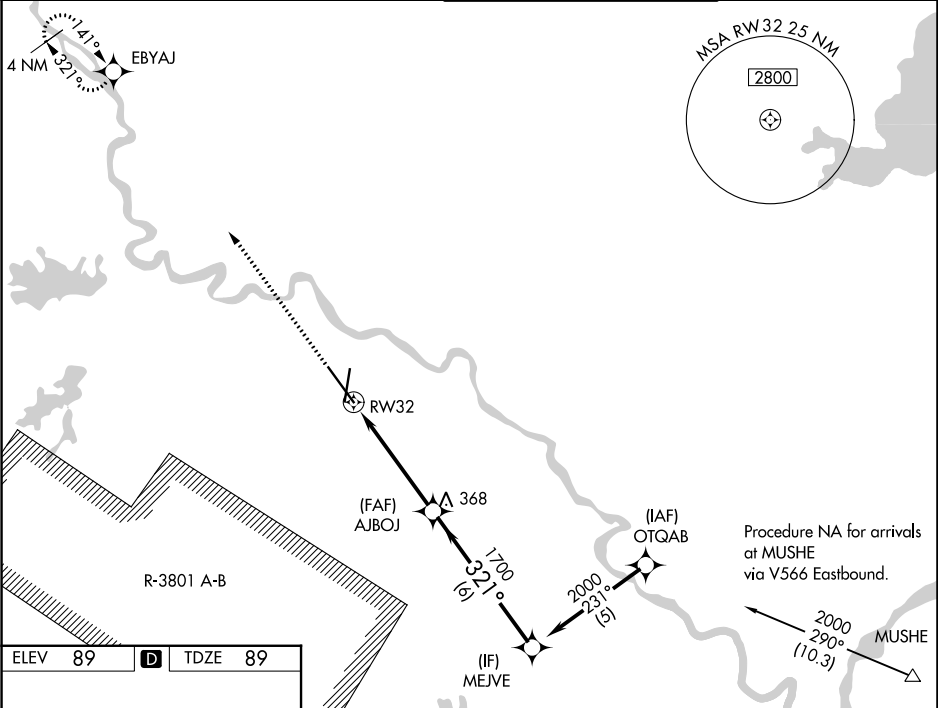
WAAS CH 50110 W32A	APP CRS 321°	Rwy Ldg 9352 TDZE 89 Apt Elev 89
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RNAV (GPS) RWY 32

ALEXANDRIA INTL (AEX)

RNP APCH-GPS.	MISSED APPROACH: Climb to 3000 direct EBYAJ WP and hold.
▼ Rwy 32 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA below -15°C. ▲ When R-3801A-B active, RADAR required.	

ASOS 123.975	MAKS APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0
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3000	EBYAJ	VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 80).		Procedure Turn NA
1.2 NM to RW32	AJBOJ	MEJVE	2000	GP 3.00° TCH 55
1.2 NM	3.6 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA		340/50	251 (300-1)	
LNAV/VNAV DA		460/60	371 (400-1¼)	
LNAV MDA	520/55	431 (500-1)	520-1¼ 431 (500-1¼)	520-1½ 431 (500-1½)
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-1¾ 611 (700-1¾)	860-2½ 771 (800-2½)

ALEXANDRIA, LOUISIANA

AL-13 (FAA)

26246

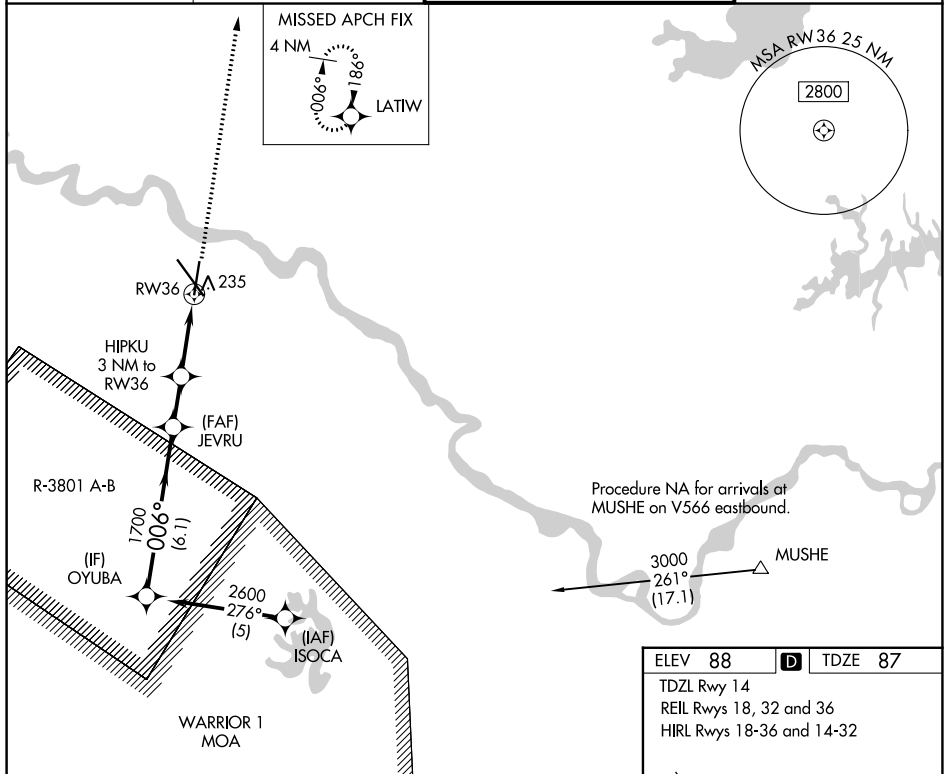
APP CRS	Rwy Ldg	7001
006°	TDZE	87
	Apt Elev	88

RNAV (GPS) RWY 36

ALEXANDRIA INTL (AEX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2600 direct LATIW and hold.
▼ Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. ▲ Procedure NA when R-3801 A-B in use.	

ASOS 123.975	MAKS APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0
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OYUBA 2600

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

JEVRU 1700

HIPKU 3 NM to RW36

1.1 NM to RW36

3.00° TCH 55

2600 LATIW

006°

6.1 NM

1.8 NM

2 NM

1.1 NM

CATEGORY	A	B	C	D
RNAV MDA	500-1	413 (500-1)	500-1 $\frac{1}{8}$	413 (500-1 $\frac{1}{8}$)
CIRCLING	540-1 452 (500-1)	560-1 472 (500-1)	700-1 $\frac{3}{4}$ 612 (700-1 $\frac{3}{4}$)	860-2 $\frac{1}{2}$ 772 (800-2 $\frac{1}{2}$)

OYUBA 2600

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 77).

JEVRU 1700

HIPKU 3 NM to RW36

1.1 NM to RW36

3.00° TCH 55

2600 LATIW

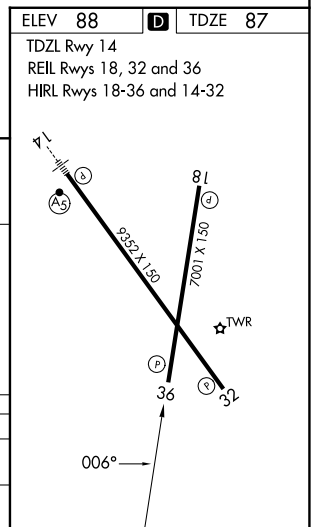
006°

6.1 NM

1.8 NM

2 NM

1.1 NM



ALEXANDRIA, LOUISIANA

Orig-D 11AUG22

31°20'N-92°33'W

RNAV (GPS) RWY 36

ALEXANDRIA INTL (AEX)

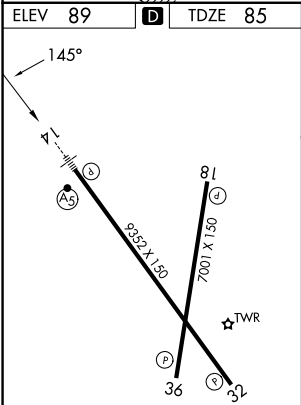
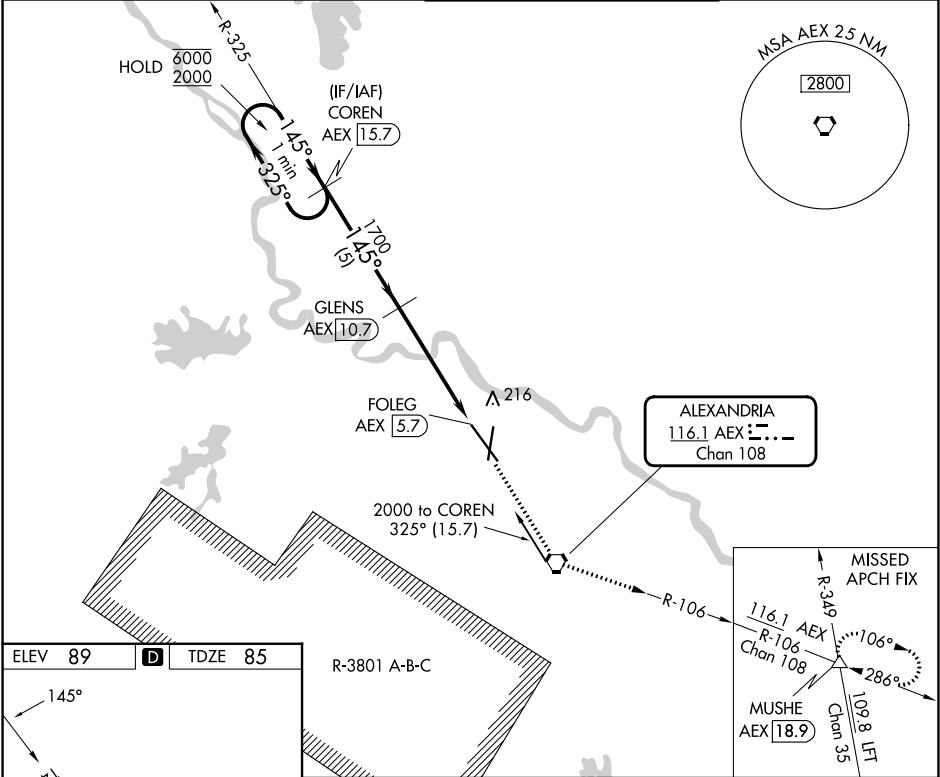
SC-4, 03 SEP 2026 to 29 OCT 2026

VORTAC AEX	APP CRS	Rwy Ldg	9352
116.1	145°	TDZE	85
Chan 108		Apt Elev	89

VOR RWY 14
ALEXANDRIA INTL (AEX)

DME required.	MALSR	MISSED APPROACH: Climb to 4000 direct AEX VORTAC, then on AEX VORTAC R-106 to MUSHE INT and hold.
▼ When R-3801B active, RADAR required.		
▲ Rwy 14 helicopter visibility reduction below ¾ SM NA.		

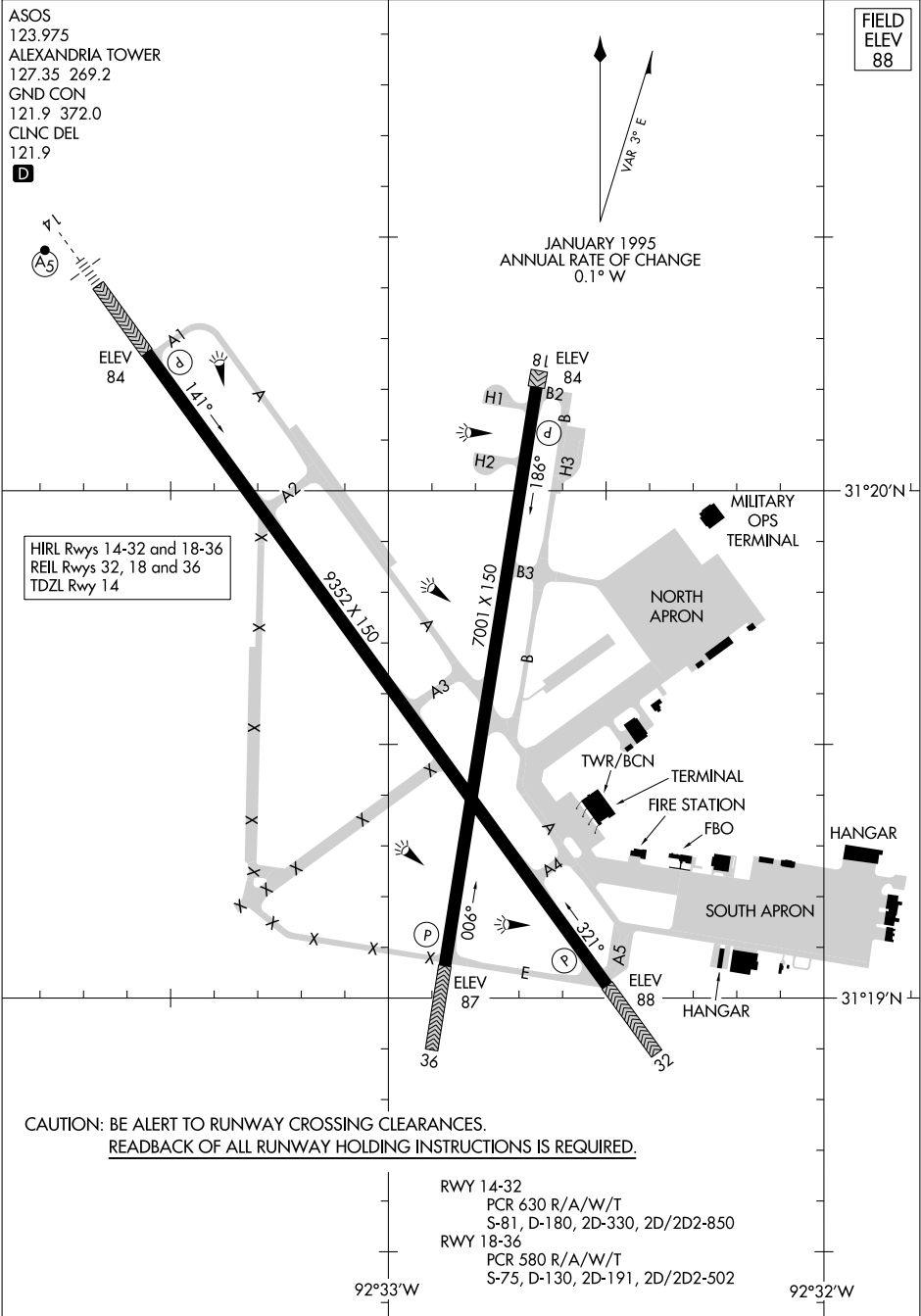
ASOS 123.975	MAKS APP CON 125.4 254.8	ALEXANDRIA TOWER 127.35 (CTAF) 269.2	GND CON 121.9 372.0
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VGS and descent angles not coincident (VGS Angle 3.00/TCH 71).		4000	AEX	AEX R-106	MUSHE
One Minute Holding Pattern					
COREN AEX 15.7					
GLENS AEX 10.7					
FOLEG AEX 5.7					
AEX 6.7					
TCH 55					
5 NM					
4 NM					
1 NM					
CATEGORY	A	B	C	D	
S-14	500/40	415 (500-¾)		500/55	
CIRCLING	540-1 451 (500-1)	560-1 471 (500-1)	700-1¾ 611 (700-1¾)	860-2½ 771 (800-2½)	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

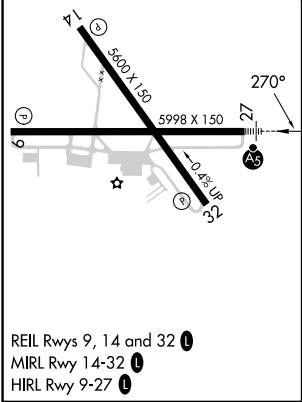
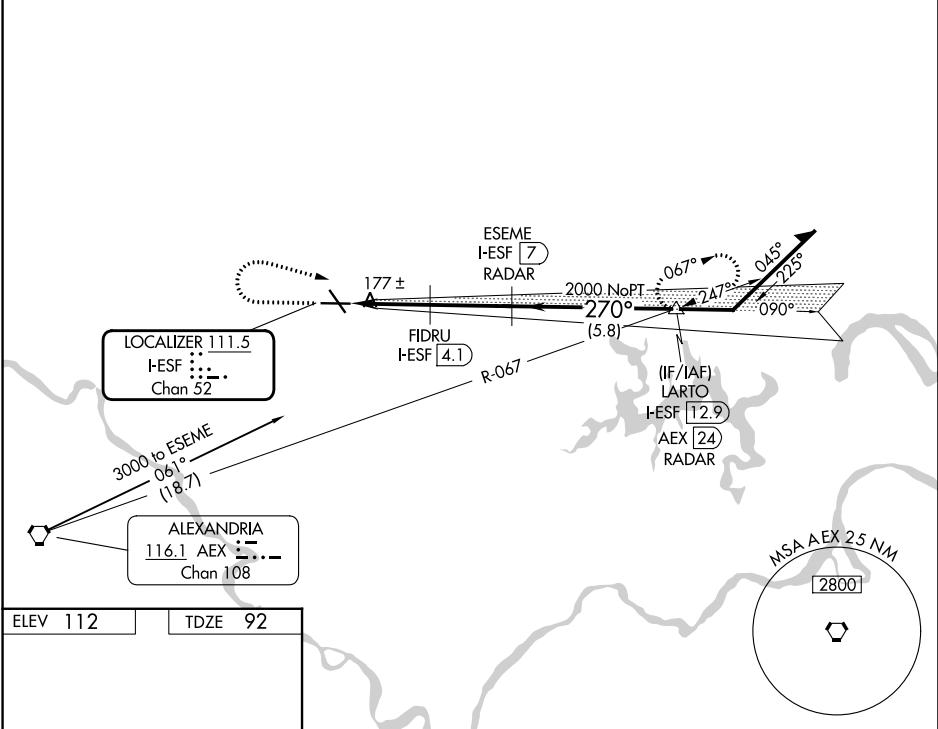
LOC I-ESF 111.5 Chan 52	APP CRS 270°	Rwy Ldg 5998 TDZE 92 Apt Elev 112
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ILS or LOC/DME RWY 27

ESLER RGNL (E/SF')

RADAR or DME required.	MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 120° and on AEX VORTAC R-067 to LARTO/AEX 24.1 DME/RADAR and hold.
▼ ▲NA Circling Rwy 14, 32 NA at night. VDP NA with Alexandria Intl altimeter setting. When local altimeter not received, use Alexandria Intl altimeter setting and increase DA to 327 feet; increase all MDA to 40 feet and Circling visibility Cat D ¼ SM. For inop MALSR, increase S-LOC 27 Cat C/D visibility to 1 SM.		

ASOS 119.425	MAKS APP CON 125.4 254.8	UNICOM 122.8 (CTAF) 0
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1500	3000	AEX R-067	LARTO AEX 24.1 RADAR	ESEME I-ESF 7 RADAR	Remain within 10 NM
*LOC only.					
CATEGORY A B C D					
S-ILS 27 292-1/2 200 (200-1/2)					
S-LOC 27 440-1/2 348 (400-1/2) 440-5/8 348 (400-5/8)					
CIRCLING 600-1 488 (500-1) 740-13/4 628 (700-13/4) 760-2 648 (700-2)					

ALEXANDRIA, LOUISIANA

AL-5021 (FAA)

26246

WAAS CH 77617 W09A	APP CRS 090°	Rwy Ldg TDZE 96 Apt Elev 112
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RNAV (GPS) RWY 9

ESLR RGNL (E/SF')

RNP APCH-GPS.

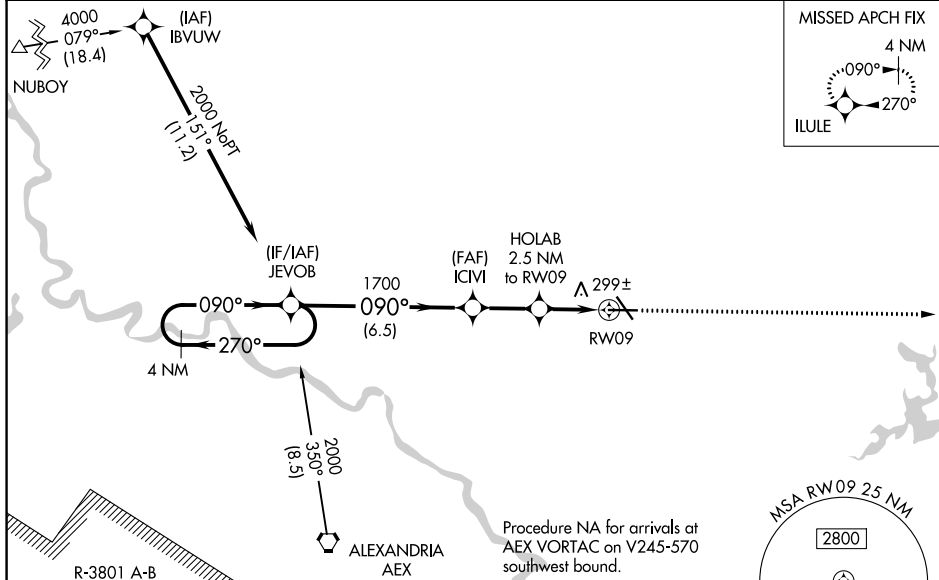
▼ Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 331 feet; increase LNAV/VNAV DA to 644 feet and all visibility ¼ SM; increase all MDAs 40 feet and Circling visibility Cat D ¼.

MISSED APPROACH: Climb to 3000 direct ILULE and hold.

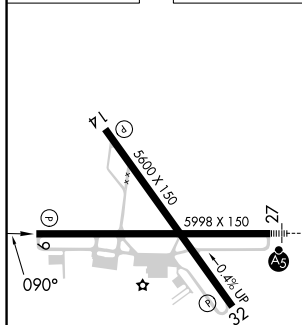
ASOS
119.425

MAKS APP CON
125.4 254.8

UNICOM
122.8 (CTAF) 0



ELEV **112** TDZE **96**



4 NM Holding Pattern

JEVOB

ICVI

HOLAB 2.5 NM to RWY09

RWY09

GP 3.00° TCH 53

R-3801 A-B

3000

ILUE

*LNAV only.

2000 ← 270°

090° →

090°

1700

*940

6.5 NM

2.4 NM

1.2 NM

1.3 NM

CATEGORY	A	B	C	D
LPV DA		296- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	
LNAV/VNAV DA		609- $\frac{1}{8}$	513 (500- $\frac{1}{8}$)	
LNAV MDA	560-1	464 (500-1)	560- $\frac{1}{8}$	464 (500- $\frac{1}{8}$)
CIRCLING	600-1	488 (500-1)	740- $\frac{1}{4}$ 628 (700- $\frac{1}{4}$)	760-2 648 (700-2)

REIL Rwy 9, 14 and 32 **0**
MIRL Rwy 14-32 **0**
HIRL Rwy 9-27 **0**

ALEXANDRIA, LOUISIANA

Amdt 2B 15JUL21

31°24'N-92°18'W

ESLR RGNL (E/SF')

RNAV (GPS) RWY 9

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61103 W27A	APP CRS 270°	Rwy Ldg TDZE 92 Apt Elev 112
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RNAV (GPS) RWY 27

ESLER RGNL (E/SF')

RNP APCH-GPS.

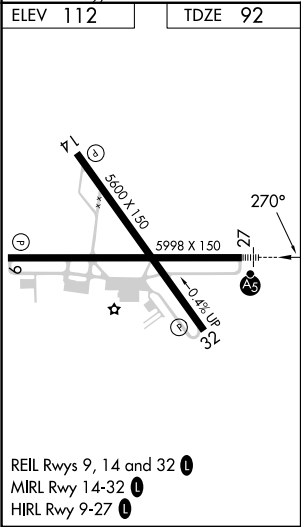
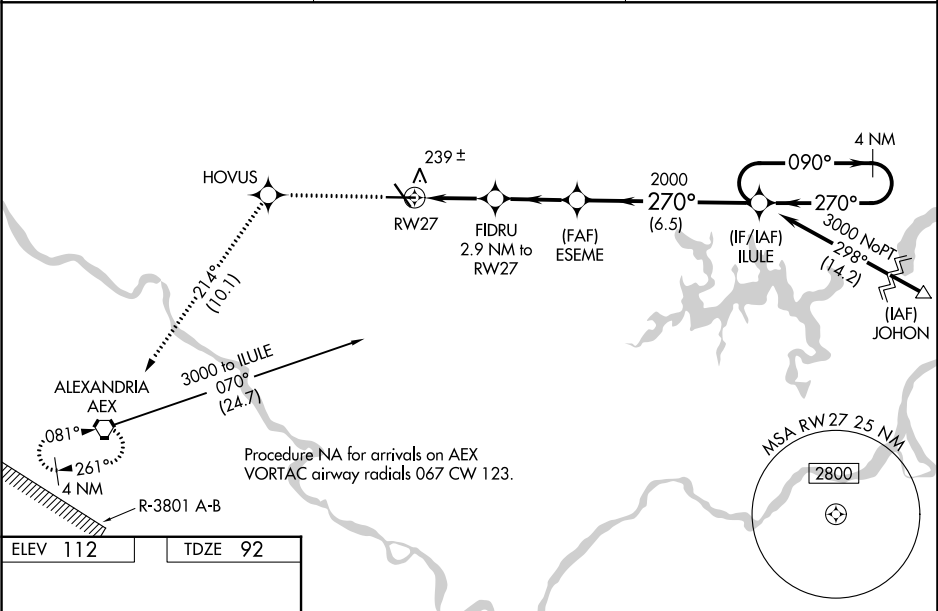
⚠

Circling Rwy 14, 32 NA at night. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase LPV DA to 327 feet; increase LNAV/VNAV DA to 457 feet and all visibility ⅓ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ⅓ SM and Circling visibility Cat D ¼ SM. For inop MALSR increase LNAV/VNAV all Cats visibility to 1 mile and LNAV Cat C/D visibility to 1⅓. For inop MALSR, when using Alexandria Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1 SM.

MALSR

MISSED APPROACH:
Climb to 3000 direct HOVUS and on track 214° to AEX VORTAC and hold.

ASOS 119.425	MAKS APP CON 125.4 254.8	UNICOM 122.8 (CTAF) 0
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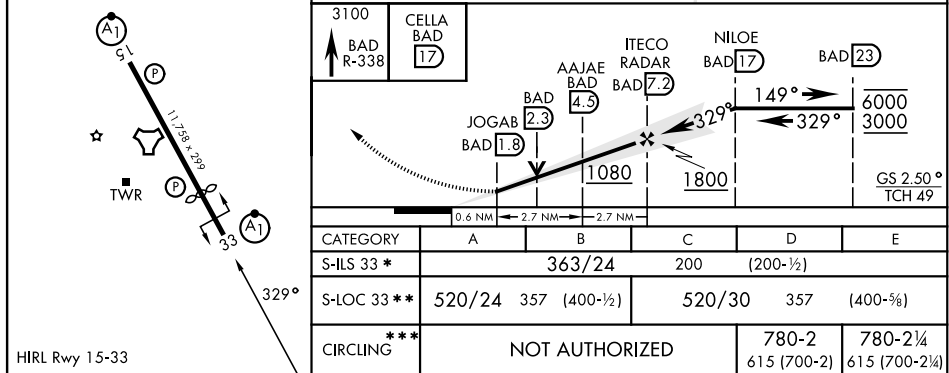
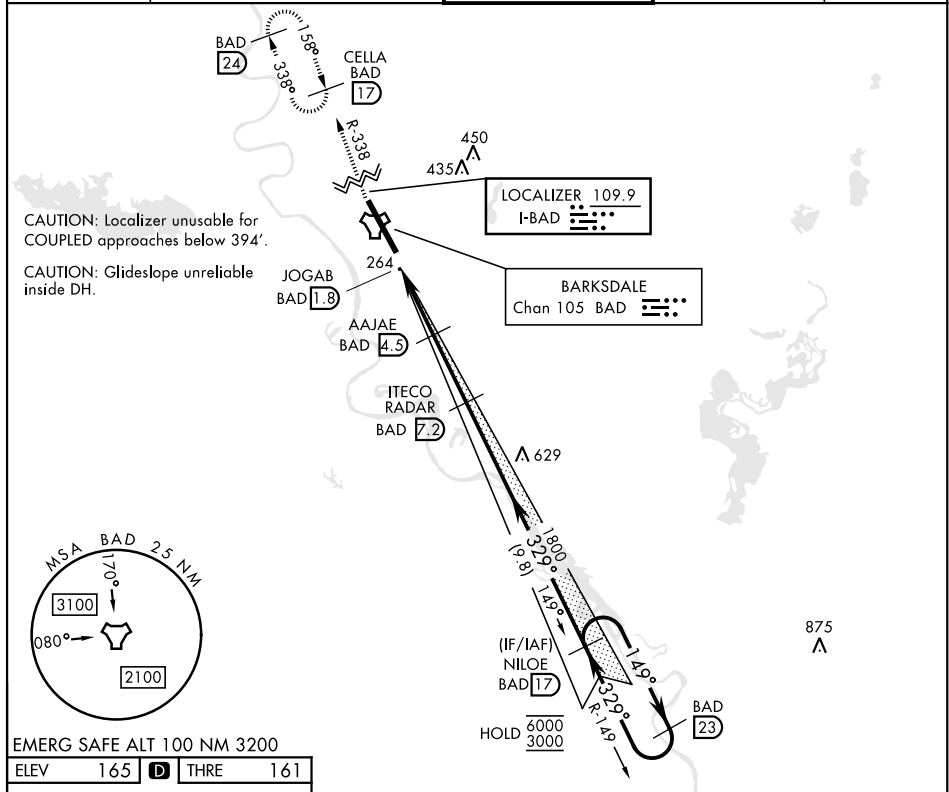
3000	HOVUS	tr 214°	AEX	4 NM Holding Pattern
*LNAV only.				
FIDRU 2.9 NM to RW27				
ESEME 2000				
ILULE 3000				
GP 3.00° TCH 59				
1.1 NM				
1.8 NM				
2.9 NM				
6.5 NM				
CATEGORY	A	B	C	D
LPV DA	292-½		200 (200-½)	
LNAV/VNAV DA	422-½		330 (400-½)	
LNAV MDA	500-½	408 (400-½)	500-¾	408 (400-¾)
CIRCLING	600-1	488 (500-1)	740-1¾ 628 (700-1¾)	760-2 648 (700-2)

BOSSIER CITY, LOUISIANA

ILS or LOC W RWY 33

LOC I-BAD 109.9	APCH CRS 329°	Rwy Idg 8946 THRE 161 Arpt Elev 165	[USAF]	BARKSDALE AFB (KBAD)
RNAV or RADAR required			ALSF-1 	MISSED APPROACH: Climb to 3100 on BAD TACAN R-338 to CELLA and hold.
* When ALS inop, increase RVR to 40 and vis to $\frac{3}{4}$ mile. ** When ALS inop, increase RVR to 55, vis to 1 mile.				
*** Circling not authorized W of Rwy.				

ATIS 307.025	SHREVEPORT APP CON 320°-152° 123.75 360.725 153°-319° 119.9 335.55	TOWER ★ 128.25 278.3	GND CON 121.8 253.5	ASR
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BOSSIER CITY, LOUISIANA

32°30'N-93°40'W

BARKSDALE AFB (KBAD)

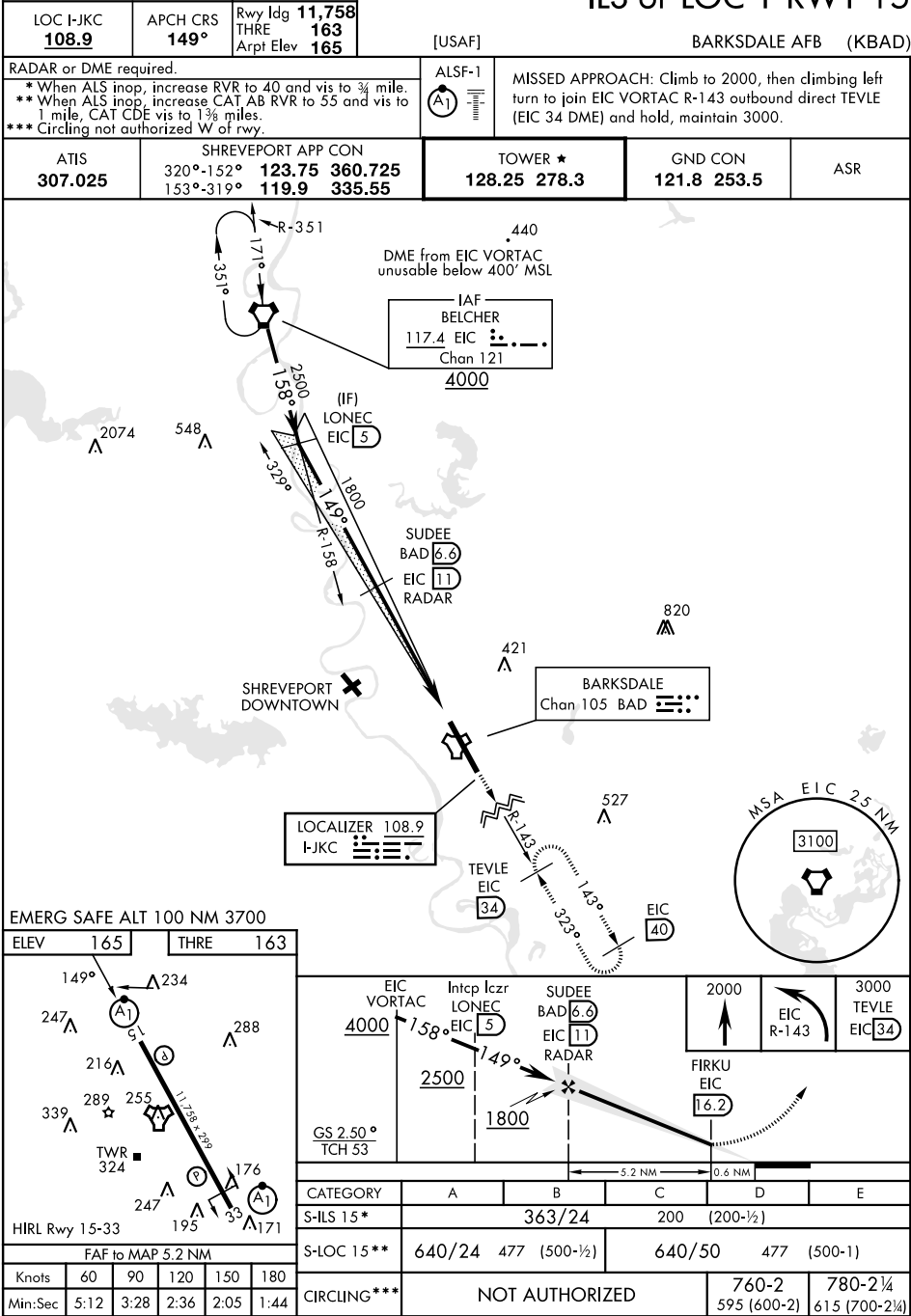
Amdt 6 25DEC25

ILS or LOC W RWY 33

SC-4, 03 SEP 2026 to 29 OCT 2026

BOSSIER CITY, LOUISIANA

ILS or LOC Y RWY 15



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

BOSSIER CITY, LOUISIANA

32°30'N-93°40'W

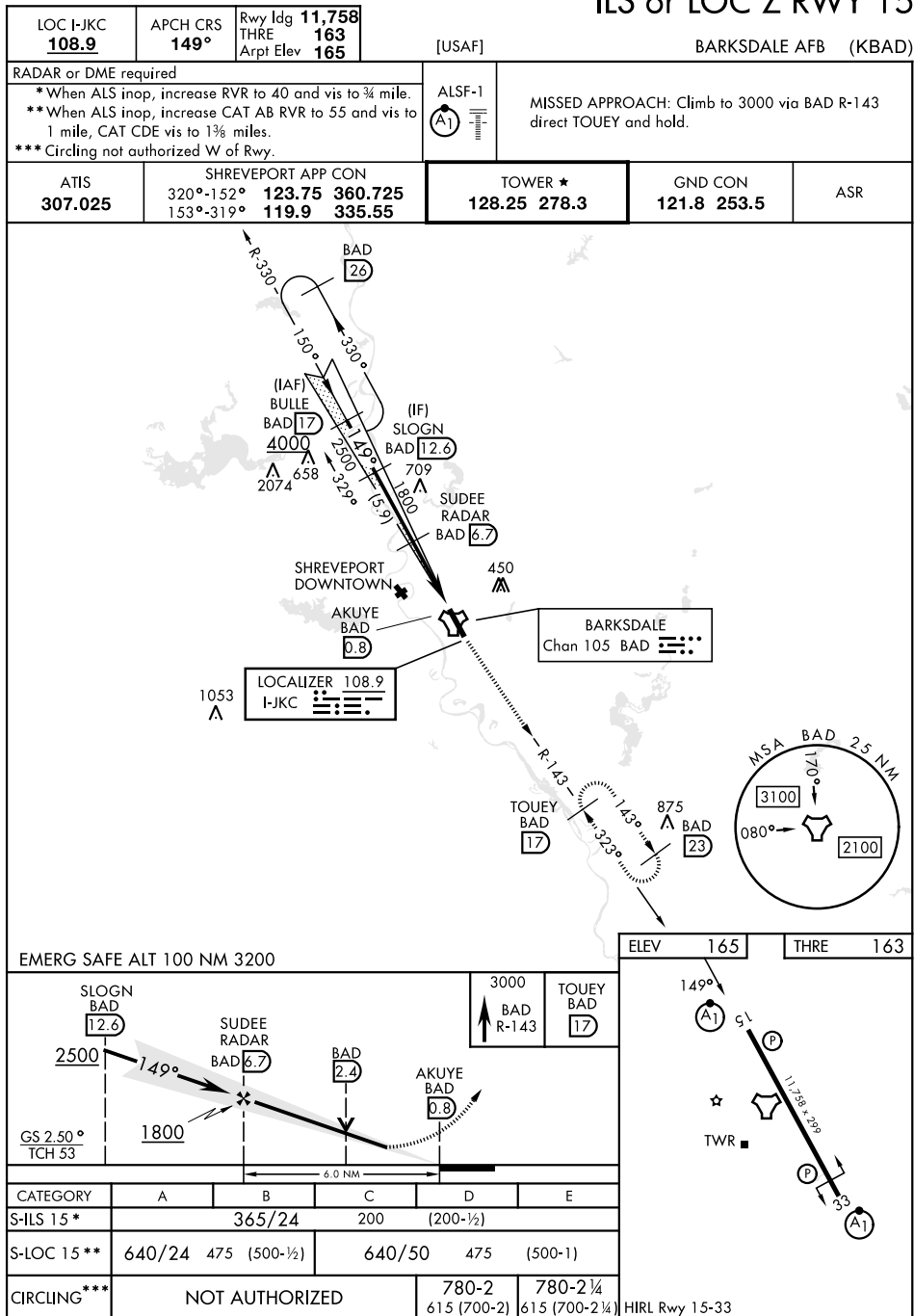
BARKSDALE AFB (KBAD)

Amtd 6 25JUN15

ILS or LOC Y RWY 15

BOSSIER CITY, LOUISIANA

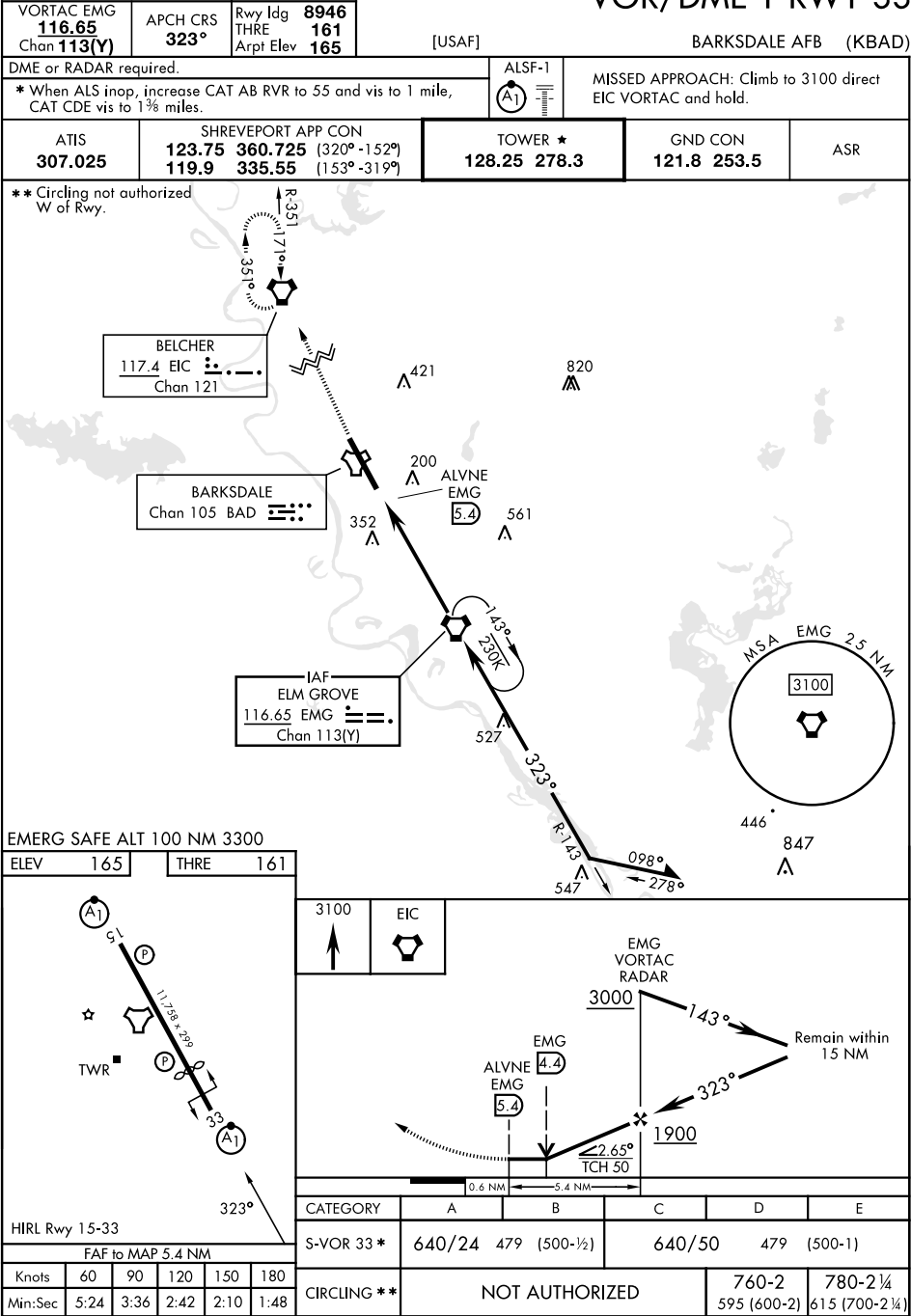
ILS or LOC Z RWY 15



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME Y RWY 33



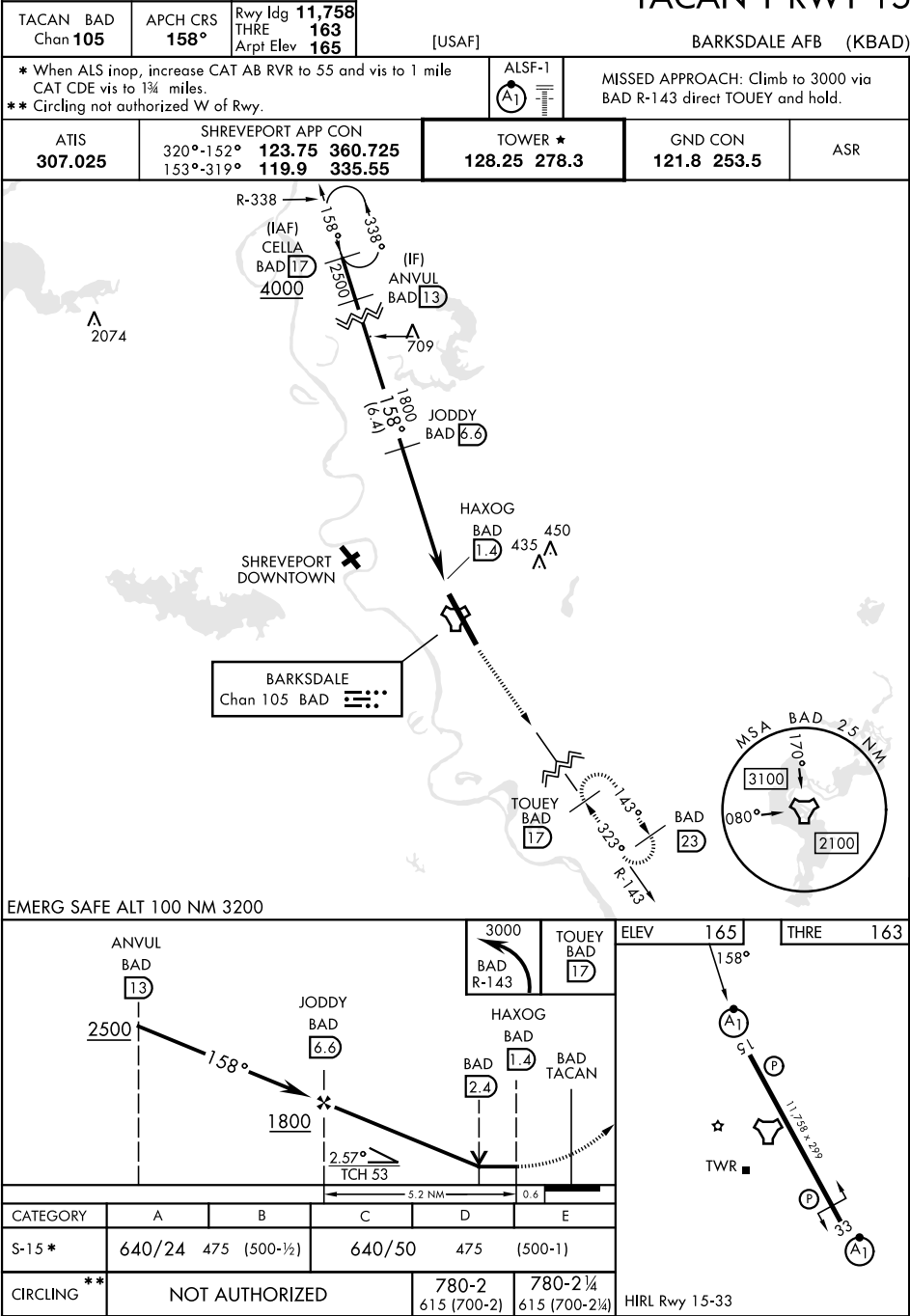
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME Y RWY 33

BOSSIER CITY, LOUISIANA

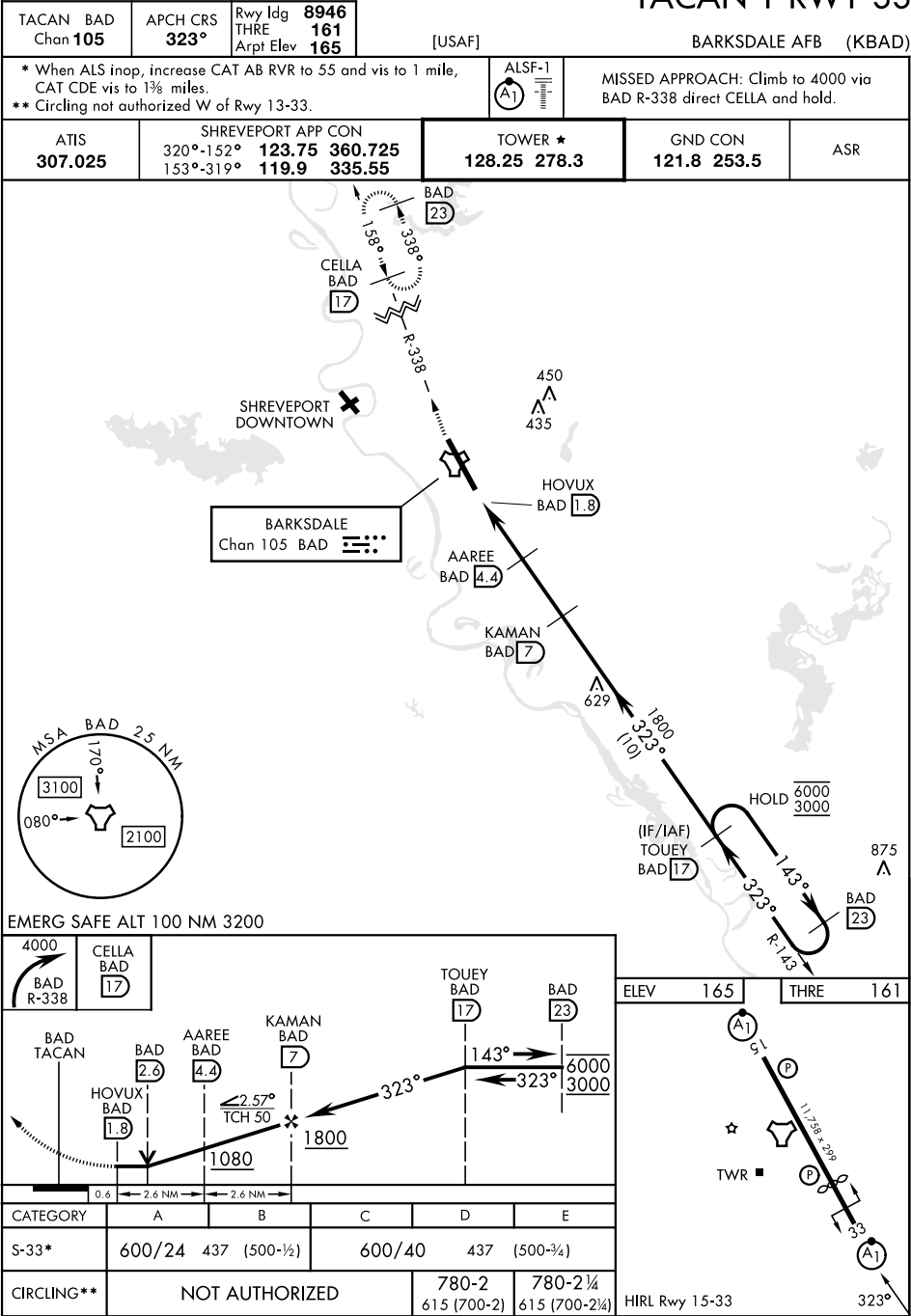
TACAN Y RWY 15

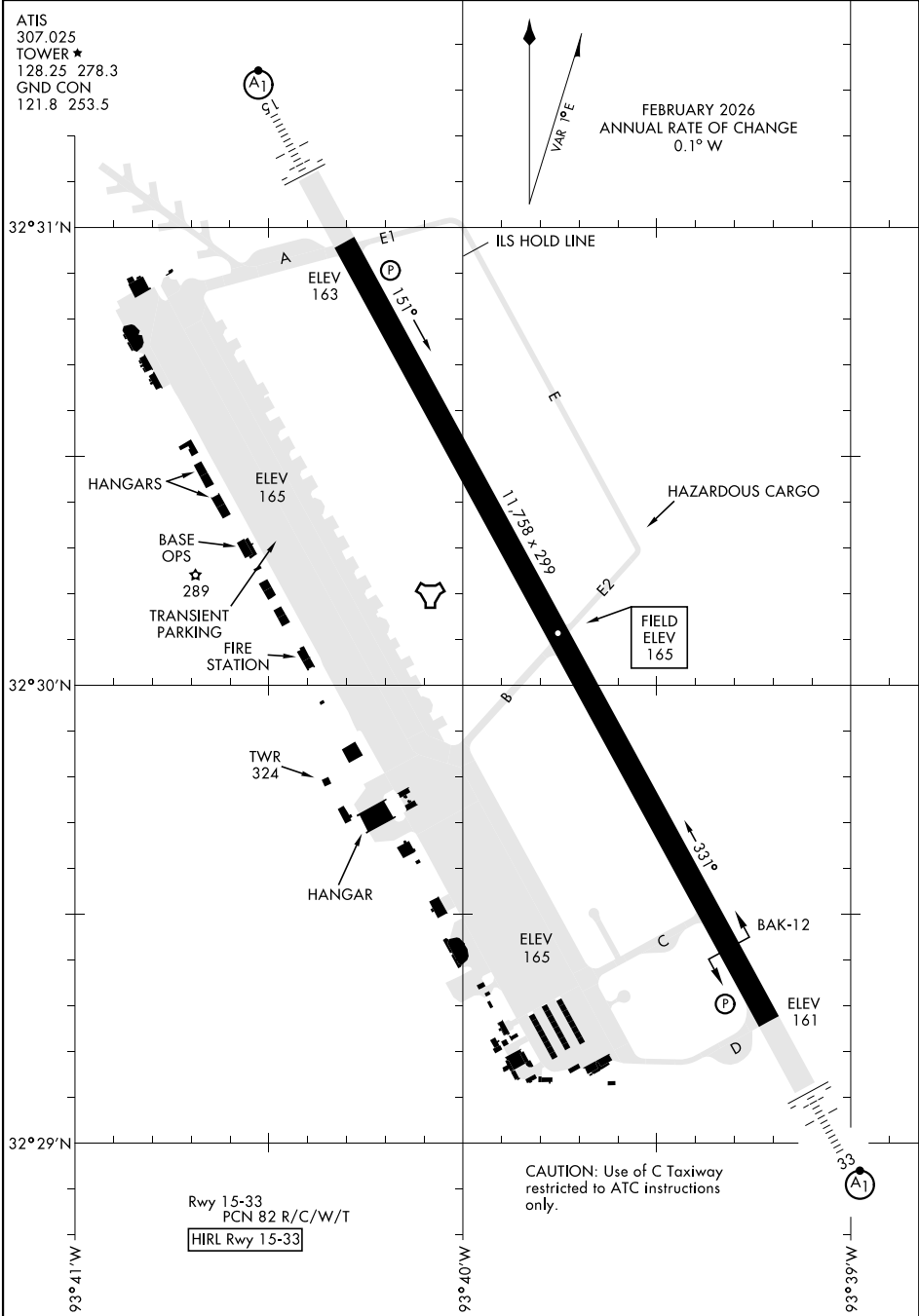


SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

TACAN Y RWY 33





SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58307 W16A	APP CRS 161°	Rwy Ldg 4002 TDZE 168 Apt Elev 168
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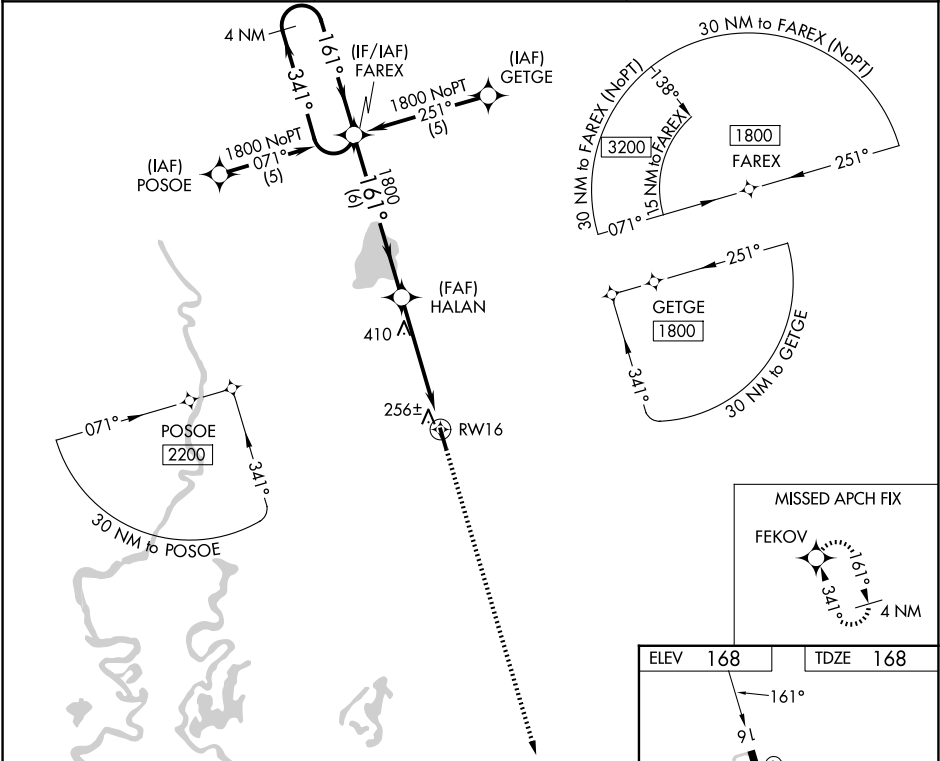
RNAV (GPS) RWY 16

MOREHOUSE MEML (BQP)

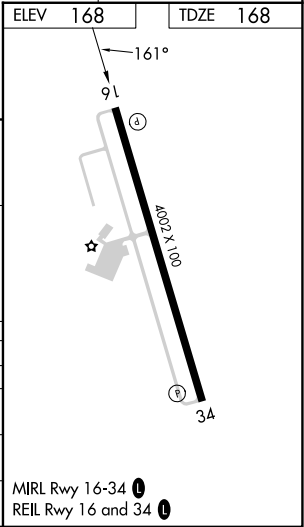
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Monroe altimeter setting and increase LPV DA to 550, LNAV/VNAV DA to 577 and all MDA 60 feet; increase LNAV Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM. Baro-VNAV NA when using Monroe altimeter setting. VDP NA when using Monroe altimeter setting.

MISSED APPROACH:
Climb to 1800 direct
FEKOV and hold.

AWOS-3PT 118.375	MONROE APP CON ★ 126.9 307.9	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		FAREX	HALAN	1800	FEKOV
1800 ← 341°		161° →	1800	*1.6 NM to RW16	*LNAV only.
GP 3.00° TCH 50		6 NM	3.3 NM	1.6 NM	
CATEGORY	A	B	C	D	
LPV DA	499-1¼	331 (400-1¼)		NA	
LNAV/VNAV DA	526-1¼	358 (400-1¼)		NA	
LNAV MDA	720-1	552 (600-1)	720-1⅝ 552 (600-1⅝)	NA	
CIRCLING	720-1 552 (600-1)	780-1 612 (700-1)	820-1¾ 652 (700-1¾)	NA	

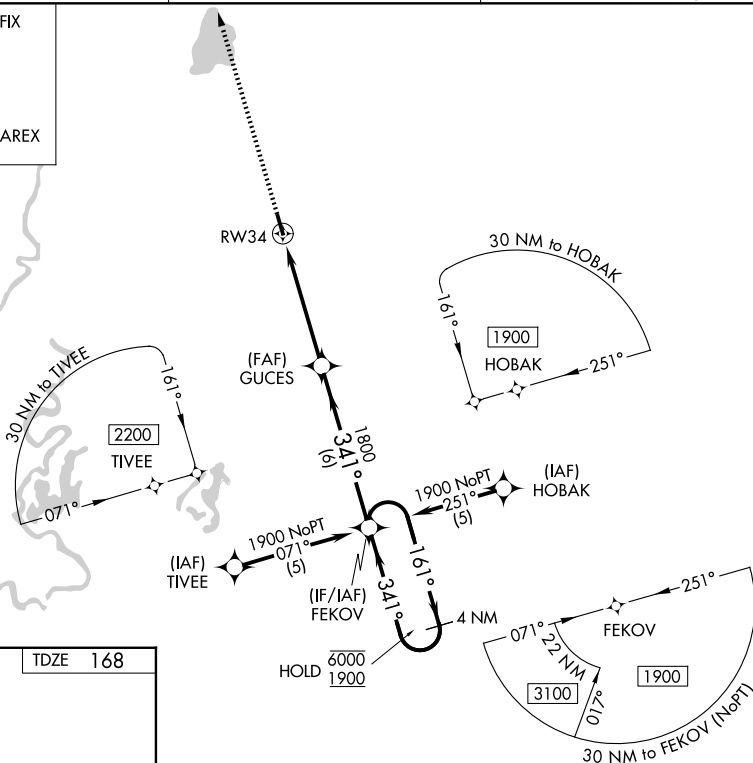


RNAV (GPS) RWY 34

MOREHOUSE MEML (BQP)

MISSED APPROACH:
Climb to 1800 direct
FAREX and hold.

UNICOM
122.8 (CTAF) **L**



MOREHOUSE MEML (BQP)

RNAV (GPS) RWY 34

SC-4, 03 SEP 2026 to 29 OCT 2026

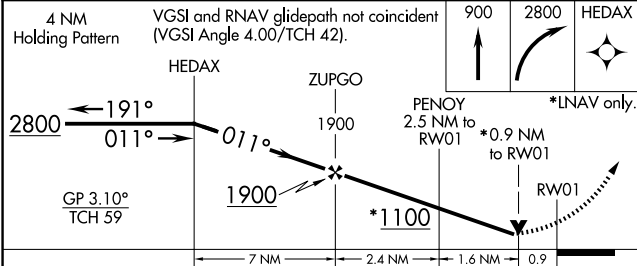
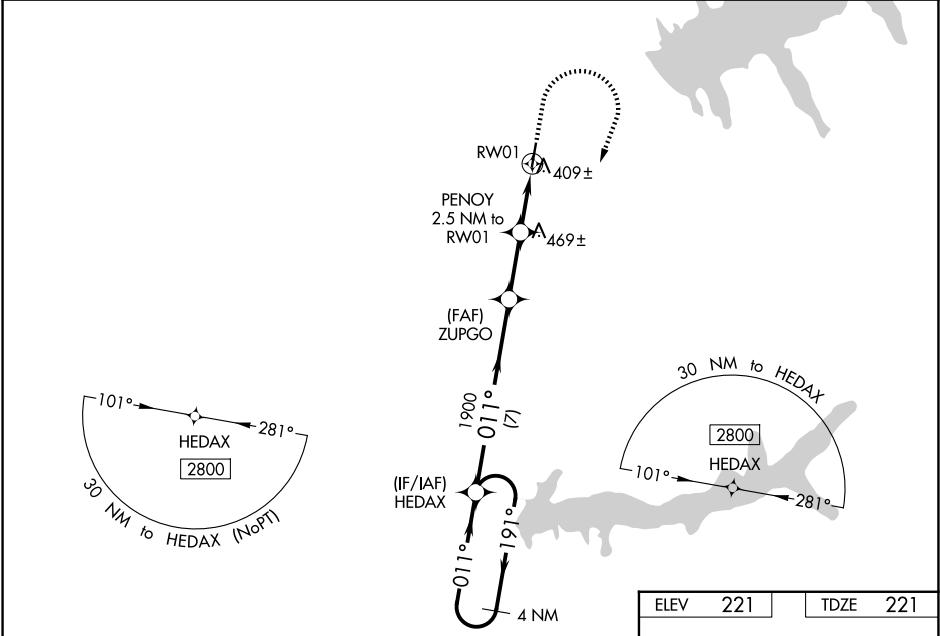
WAAS CH 58134 W01A	APP CRS 011°	Rwy Ldg 4412 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 1
PANOLA COUNTY (PMU)

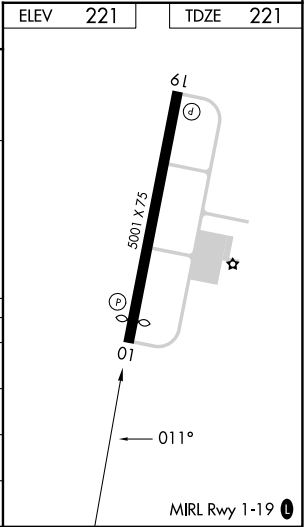
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (115°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using University-Oxford altimeter setting.
When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 688, LNAV/VNAV DA to 729 and MDA 80 feet, increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C, D visibility ½ mile, and Circling Cats B, C visibility ¼ mile.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 900 then climbing right turn to 2800 direct HEDAX and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	614-1¼		393 (400-1¼)	
LNAV/VNAV DA	661-1⅜		440 (500-1⅜)	
LNAV MDA	660-1	439 (500-1)	660-1¼	439 (500-1¼)
CIRCLING	740-1 519 (600-1)	1000-1 779 (800-1)	1000-2¼ 779 (800-2¼)	1120-3 899 (900-3)



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

BATESVILLE, MISSISSIPPI

AL-9738 (FAA)

26022

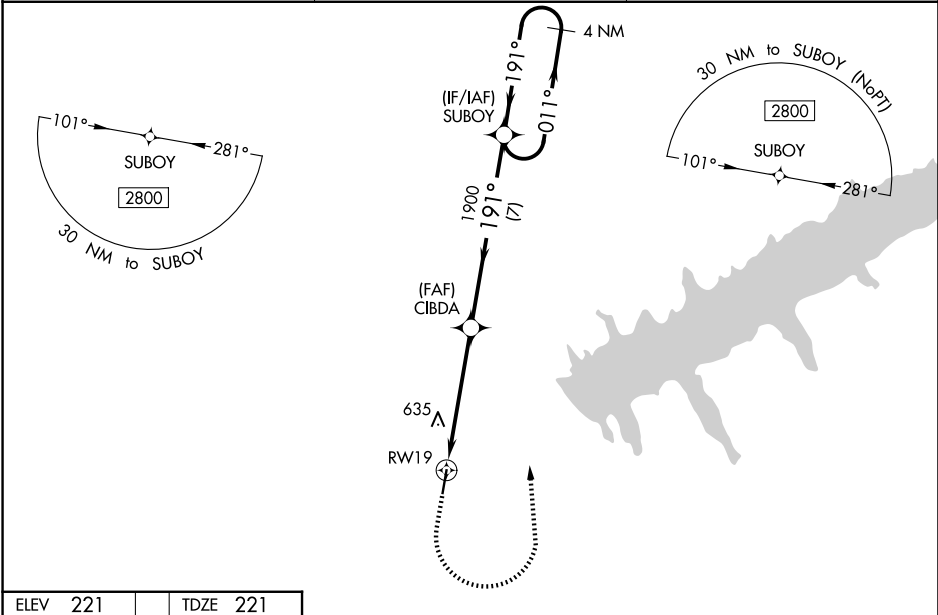
WAAS CH 72834 W19A	APP CRS 191°	Rwy Ldg 5001 TDZE 221 Apt Elev 221
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RNAV (GPS) RWY 19
PANOLA COUNTY (PMU)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
▲ NA DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Oxford altimeter setting.
When local altimeter setting not received, use Oxford altimeter setting and increase LPV DA to 571, LNAV/VNAV DA to 1116 and all MDA 80 feet, increase LPV all Cats visibility ⅜ mile, LNAV/VNAV all Cats visibility ½ mile, LNAV Cat B visibility ¼ mile, LNAV Cats C, D visibility ½ mile, and Circling Cats B, C visibility ¼ mile. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 1100 then climbing left turn to 2800 direct SUBOY and hold.

AWOS-3PT 118.225	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF) 0
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ELEV 221	TDZE 221
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191° →

61

5001 X 75

01

MIRL Rwy 1-19 0

1100 2800 SUBOY

VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 45).

*LNAV only.

1.6 3.6 NM 7 NM

RW19 CIBDA 1900

SUBOY 011° → 2800

← 191°

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	500-7/8 279 (300-7/8)			
LNAV/VNAV DA	1045-3 824 (900-3)			
LNAV MDA	940-1 719 (800-2)		940-2 719 (800-2)	
CIRCLING	940-1 719 (800-1)	1000-1 779 (800-1)	1000-2¼ 779 (800-2¼)	1120-3 899 (900-3)

BATESVILLE, MISSISSIPPI
Amdt 1A 26APR18

34°22'N-89°54'W

PANOLA COUNTY (PMU)
RNAV (GPS) RWY 19

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-BTR	APP CRS	Rwy Ldg
110.3	133°	5720
Chan 40		TDZE 67
		Apt Elev 70

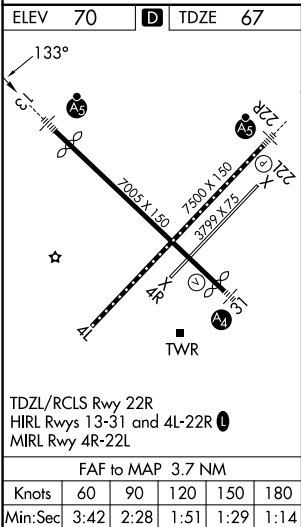
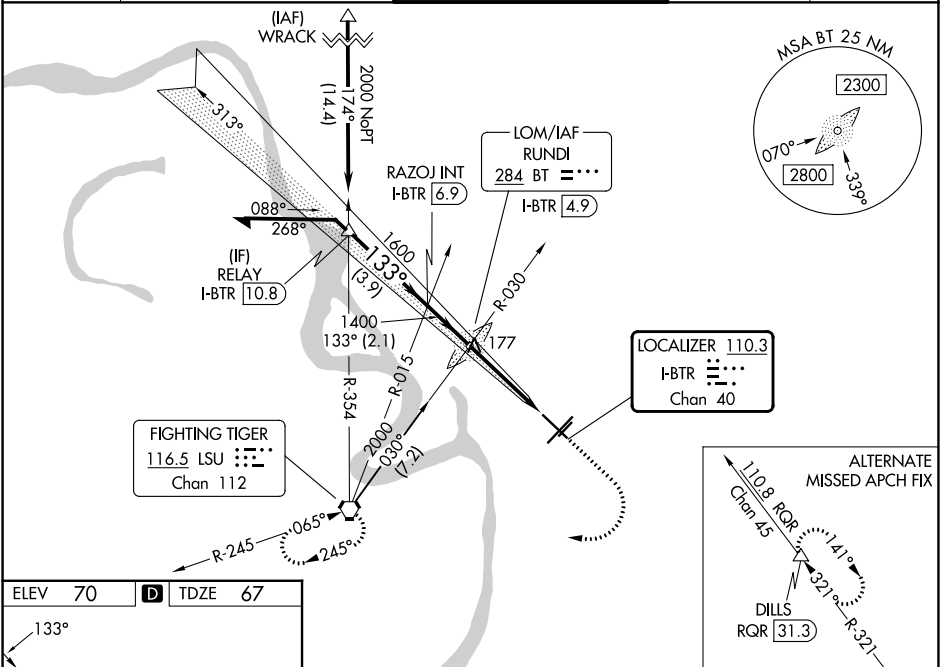
ILS or LOC RWY 13
BATON ROUGE METRO, RYAN FLD (BTR)

T For inop MALSR when using Hammond altimeter setting, increase S-ILS 13 all Cats visibility to ¾ mile, and S-LOC 13 visibility to 1¾ mile. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, increase S-LOC 13 Cats C and D visibility ¼ mile, increase Circling Cats C and D visibility ¼ mile. For inop MALSR, increase S-LOC 13 Cats C and D to 1¾ mile.



MISSED APPROACH:
Climb to 700 then climbing right turn to 2000 direct LSU VORTAC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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RUNDI LOM/INT I-BTR 4.9				
Remain within 10 NM				
313°				
2000				
1600				
133°				
1400				
GS 3.00° TCH 57				
2.1 NM 2.7 NM 1 NM				
CATEGORY	A	B	C	D
S-ILS 13	267-½ 200 (200-½)			
S-LOC 13	480-½	413 (500-½)	480-¾	413 (500-¾)
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

BATON ROUGE, LOUISIANA

AL-40 (FAA)

26190

LOC/DME I-CLZ	APP CRS	Rwy Ldg	7500
108.7	223°	TDZE	70
Chan 24		Apt Elev	70

ILS or LOC/DME RWY 22R

BATON ROUGE METRO, RYAN FLD (BTR)

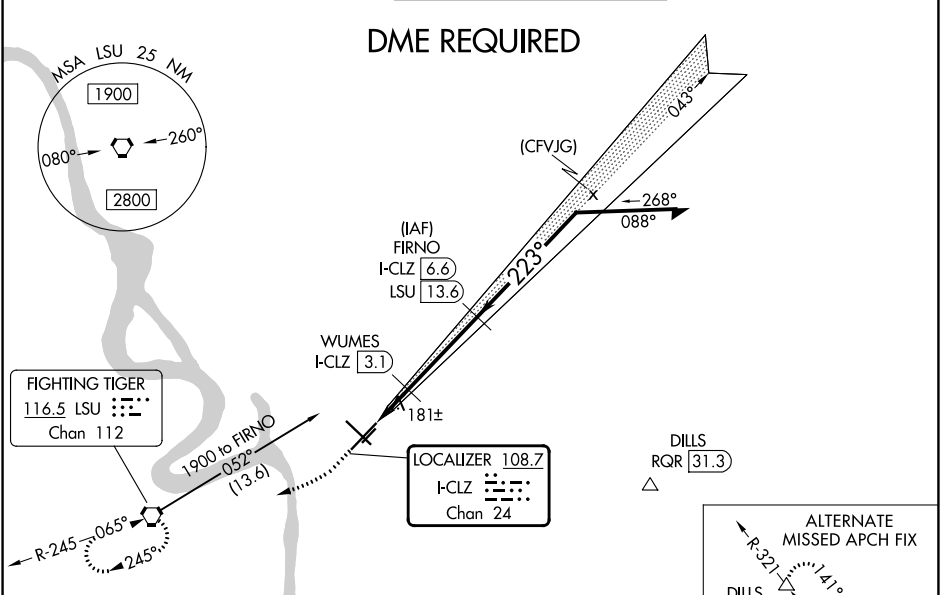
⚠ When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase S-ILS 22R all Cats visibility to RVR 2200; increase S-LOC 22R Cat C/D visibility to RVR 5000. For inop MALSRS when using Hammond altimeter setting, increase S-ILS 22R all Cats visibility to RVR 4500, and S-LOC 22R Cat C/D visibility to 1½ mile. For inop MALSRS, increase S-LOC 22R Cat C/D visibility to RVR 5500. VDP NA with Hammond altimeter setting.

MALSRS

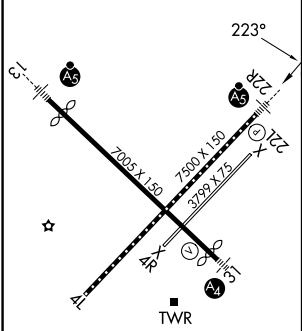
A5

MISSED APPROACH:
Climb to 600 then climbing right turn to 2000 direct LSU VORTAC and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	UNICOM
125.2	120.3 278.3	118.45 (CTAF) 0 257.8	121.9	122.95



ELEV 70	D	TDZE 70
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TDZL/RCLS Rwy 22R
HIRL Rwy 13-31 and 4L-22R
MIRL Rwy 4R-22L

600	2000	LSU		
↑	↗	⬡		
*LOC only.				
CATEGORY	A	B	C	D
S-ILS 22R	270/18		200 (200-½)	
S-LOC 22R	440/24	370 (400-½)	440/35	370 (400-¾)
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

BATON ROUGE, LOUISIANA
Amdt 12A 04FEB16

BATON ROUGE METRO, RYAN FLD (BTR)
30°32'N-91°09'W
ILS or LOC/DME RWY 22R

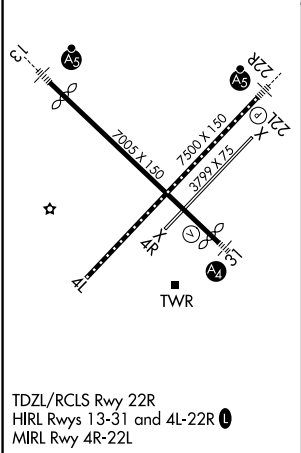
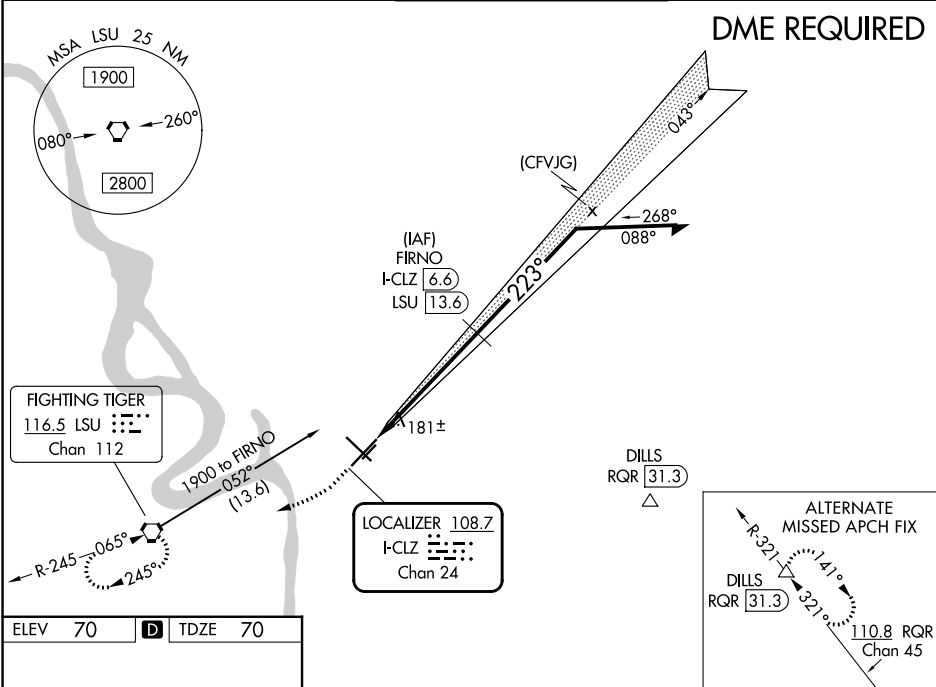
SC-4, 03 SEP 2026 to 29 OCT 2026

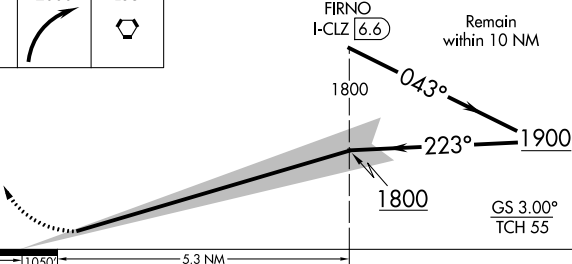
SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-CLZ 108.7 Chan 24	APP CRS 223°	Rwy Ldg 7500 TDZE 70 Apt Elev 70
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ILS RWY 22R (SA CAT I & II)
BATON ROUGE METRO, RYAN FLD (BTR)

⚠ SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. SA CAT I/II: Procedure NA when tower closed.		MALSR 	MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct LSU VORTAC and hold.	
ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95



600 ↑	2000 	LSU 		
				
CATEGORY	A	B	C	D
S-ILS 22R	SA CAT I	RA 163/14	150 DA 220	
S-ILS 22R	SA CAT II	RA 106/12	100 DA 170	
SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

BATON ROUGE, LOUISIANA

AL-40 (FAA)

26190

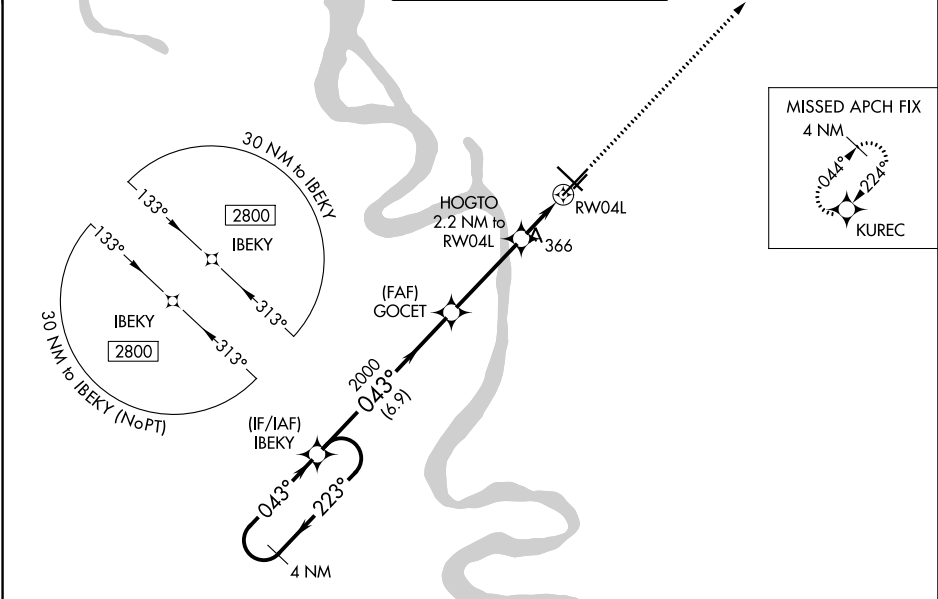
WAAS CH 81825 W04A	APP CRS 043°	Rwy Ldg 7500 TDZE 69 Apt Elev 70
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RNAV (GPS) RWY 4L
BATON ROUGE METRO, RYAN FLD (BTR)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet; increase LPV visibility ¼ mile all Cats, LNAV/VNAV visibility ½ mile all Cats and LNAV Cat C/D visibility ¼ mile, Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2300 direct KUREC and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 70 **D** **TDZE 69**

4 NM Holding Pattern
IBEKY
2800 ← 223°
043° →
GP 3.00°
TCH 55

IBEKY
2000
043°
2000

GOCET
2000
043°
2000

HOGTO
2.2 NM to RWY 04L
*1.6 NM to RWY 04L
RWY 04L

***820**
*LNNAV only.

2300
KUREC

2800
223°
043°
GP 3.00°
TCH 55

6.9 NM
3.7 NM
0.6 NM
1.6 NM

CATEGORY	A	B	C	D
LPV DA	345-7/8 276 (300-7/8)			
LNNAV/VNAV DA	656-2 587 (600-2)			
LNNAV MDA	620-1 551 (600-1)	620-15/8 551 (600-15/8)		
CIRCLING	620-1 550 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2 1/2 770 (800-2 1/2)

TDZL/RCLS Rwy 22R
HIRL Rwy 13-31 and 4L-22R
MIRL Rwy 4R-22L

BATON ROUGE, LOUISIANA
Amdt 3 20AUG15

30°32'N-91°09'W

BATON ROUGE METRO, RYAN FLD (BTR)
RNAV (GPS) RWY 4L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 72817 W13A	APP CRS 133°	Rwy Ldg 5720 TDZE 67 Apt Elev 70
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RNAV (GPS) RWY 13

BATON ROUGE METRO, RYAN FLD (BTR)

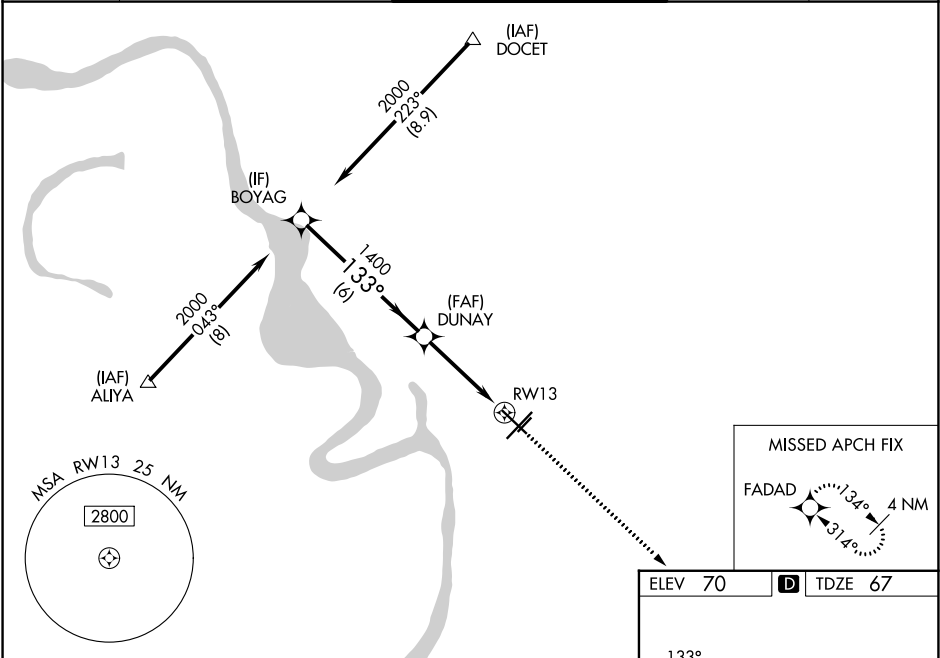
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and all MDA 100 feet, and increase LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cats C and D visibility ⅓ mile. For inop MALS when using Hammond altimeter setting, increase LPV all Cats visibility to ⅓ mile, LNAV Cat C and D visibility to 1⅓ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting.

MALS

MISSED APPROACH: Climb to 2300 direct FADAD and hold.

ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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BOYAG		DUNAY		2300 ↑		FADAD ✦	
2000		1400		*1.3 NM to RW13		*LNAV only.	
GP 3.00° TCH 57		1400		RW13			
6 NM		2.7 NM		1.3			
CATEGORY	A	B	C	D			
LPV DA	267-½		200 (200-½)				
LNAV/ VNAV DA	465-⅞		398 (400-⅞)				
LNAV MDA	540-½	473 (500-½)	540-1	473 (500-1)			
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)			
					TDZL/RCLS Rwy 22R HIRL Rwy 13-31 and 4L-22R MIRL Rwy 4R-22L		

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

BATON ROUGE, LOUISIANA

AL-40 (FAA)

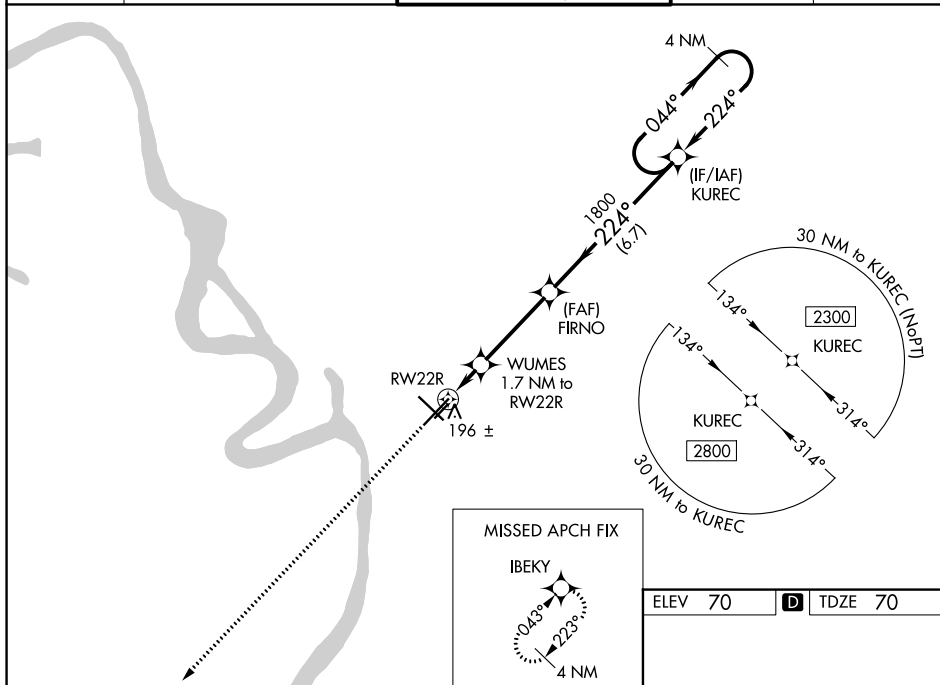
26190

WAAS CH 86225 W22A	APP CRS 224°	Rwy Ldg 7500 TDZE 70 Apt Elev 70
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RNAV (GPS) RWY 22R

BATON ROUGE METRO, RYAN FLD (BTR)

Baro-VNAV NA when using Hammond altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Hammond altimeter setting. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet, and all MDA 100 feet; increase LNAV/VNAV all Cats visibility 3/8 mile, LNAV Cat C/D visibility to RVR 5000, and Circling Cat C/D visibility 1/4 mile. For inop MALS when using Hammond altimeter setting, increase LPV all Cats visibility to RVR 4500, and LNAV C/D visibility to 1 1/8 mile.			MALS	MISSED APPROACH: Climb to 2800 direct IBEKY and hold.
ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95



2800 IBEKY		ELEV 70 D TDZE 70	
*LNAV only.		4 NM Holding Pattern	
WUMES 1.7 NM to RW22R		KUREC 2300	
FIRNO 1800		GP 3.00° TCH 55	
RW22R 1.1 NM to WUMES		224° 044°	
1.1 0.6 3.6 NM 6.7 NM		224° 224°	
CATEGORY	A	B	C
LPV DA		270/18	200 (200-1/2)
LNAV/VNAV DA		486/45	416 (500-7/8)
LNAV MDA	460/24	390 (400-1/2)	460/35 390 (400-3/8)
CIRCLING	560-1 490 (500-1)	660-1 590 (600-1)	780-2 710 (800-2)
			840-2 1/2 770 (800-2 1/2)

BATON ROUGE, LOUISIANA

Amdt 3A 17AUG17

30°32'N-91°09'W

BATON ROUGE METRO, RYAN FLD (BTR)

RNAV (GPS) RWY 22R

TDZL/RCLS Rwy 22R
HIRL Rwy 13-31 and 4L-22R
MIRL Rwy 4R-22L

SC-4, 03 SEP 2026 to 29 OCT 2026

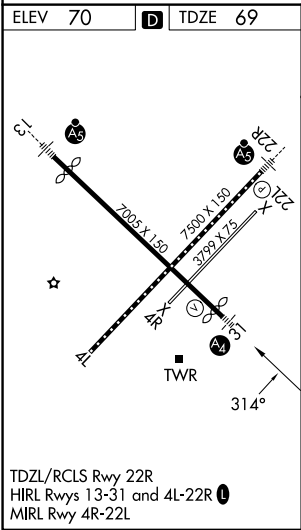
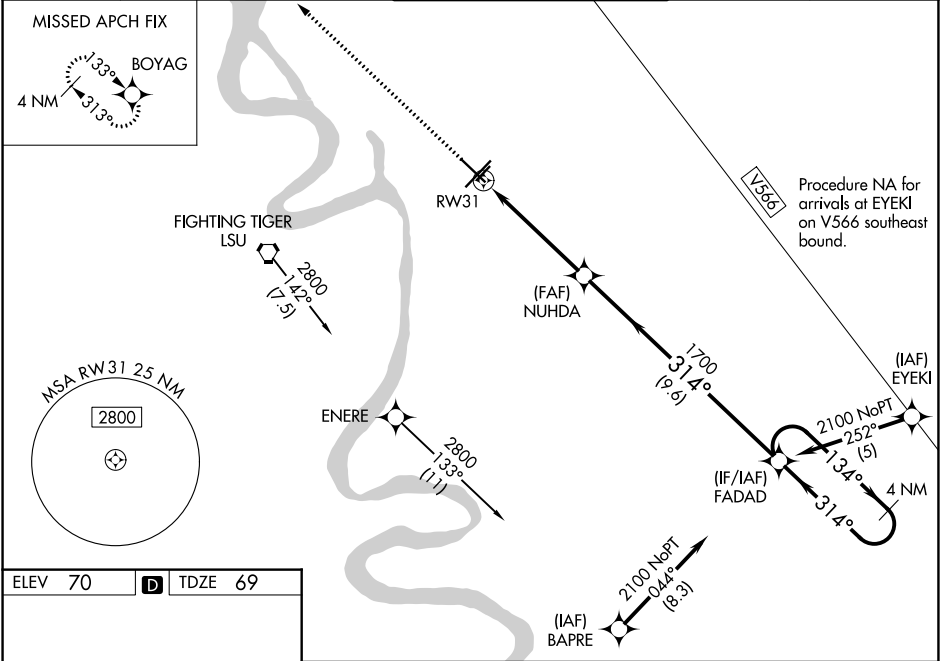
WAAS CH 90125 W31A	APP CRS 314°	Rwy Ldg 6094 TDZE 69 Apt Elev 70
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RNAV (GPS) RWY 31

BATON ROUGE METRO, RYAN FLD (BTR)

RNP APCH. ▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). For inop MALS, increase LNAV Cat C/D visibility to 1¾ mile. When local altimeter setting not received, use Hammond altimeter setting and increase all DA 91 feet and MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility ¾ mile, LNAV Cats C and D visibility ¾ mile, and Circling Cat C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Hammond altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA.		MALS 	MISSED APPROACH: Climb to 2000 direct BOYAG and hold.
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ATIS 125.2	BATON ROUGE APP CON ★ 120.3 278.3	RYAN TOWER ★ 118.45 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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2000 BOYAG		FADAD		4 NM Holding Pattern	
*LNAV only.		*1.3 NM to RW31			
1.3		3.7 NM		9.6 NM	
CATEGORY		A		B	
LPV DA		366-¾		297 (300-¾)	
LNAV/VNAV DA		446-¾		377 (400-¾)	
LNAV MDA		520-¾ 451 (500-¾)		520-1 451 (500-1)	
CIRCLING		560-1 490 (500-1)		660-1 590 (600-1)	
		780-2 710 (800-2)		840-2½ 770 (800-2½)	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

BATON ROUGE, LOUISIANA

AL-40 (FAA)

26190

VORTAC LSU	APP CRS	Rwy Ldg
116.5	066°	7500
Chan 112		TDZE 69
		Apt Elev 70

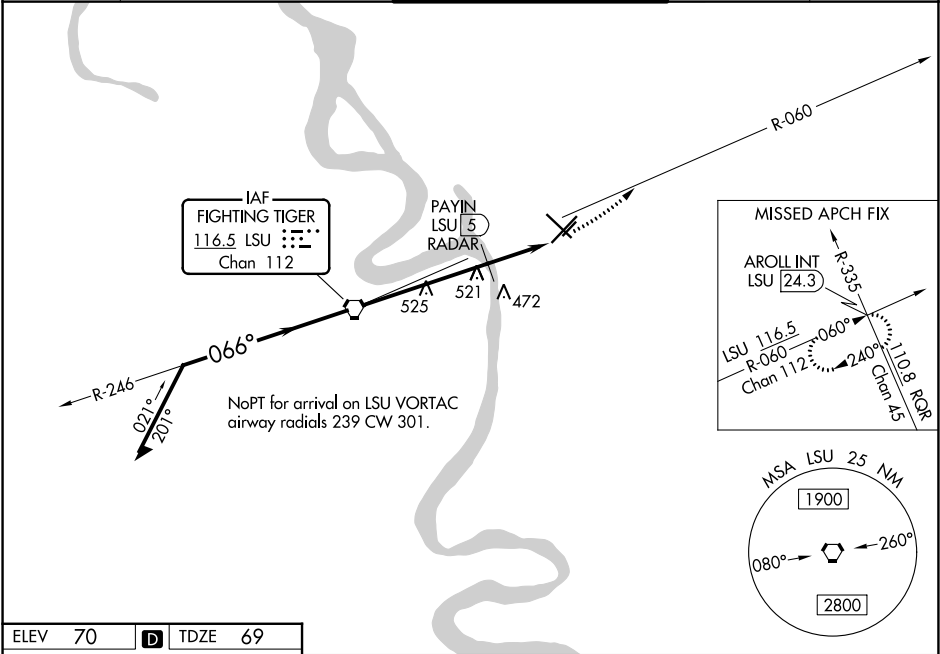
VOR RWY 4L

BATON ROUGE METRO, RYAN FLD (BTR)

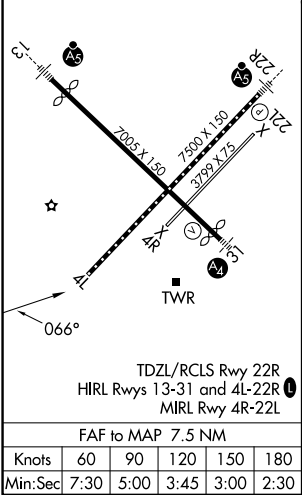
⚠ Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hammond altimeter setting and increase all MDA 100 feet, increase S-4L Cat A and Circling Cat A and Cat C visibility ¼ mile and Circling Cat D visibility ½ mile, PAYIN Fix Minimums: increase S-4L Cats C/D and Circling Cats C/D visibility ¼ mile. VDP NA when using Hammond altimeter setting.

MISSED APPROACH: Climb to 2500 on LSU VORTAC R-060 to AROLL INT/LSU 24.3 DME and hold.

ATIS	BATON ROUGE APP CON ★	RYAN TOWER ★	GND CON	UNICOM
125.2	120.3 278.3	118.45 (CTAF) 0 257.8	121.9	122.95



ELEV 70	D	TDZE 69
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BATON ROUGE, LOUISIANA
Amdt 18A 15OCT15

Remain within 10 NM				
LSU VORTAC				
2500 246° 066° 2500				
*960 when using Hammond altimeter setting.				
PAYIN LSU 5 RADAR				
LSU 5.8 LSU 7.5				
*860				
5 NM 0.8 1.6				
CATEGORY	A	B	C	D
S-4L	860-1 791 (800-1)	860-1¼ 791 (800-1¼)	860-2½	791 (800-2½)
CIRCLING	860-1 790 (800-1)	860-1¼ 790 (800-1¼)	860-2½	790 (800-2½)
PAYIN FIX MINIMUMS				
S-4L	640-1	571 (600-1)	640-1½	571 (600-1½)
CIRCLING	640-1 570 (600-1)	660-1 590 (600-1)	780-2 710 (800-2)	840-2½ 770 (800-2½)

BATON ROUGE METRO, RYAN FLD (BTR)

VOR RWY 4L

30°32'N-91°09'W

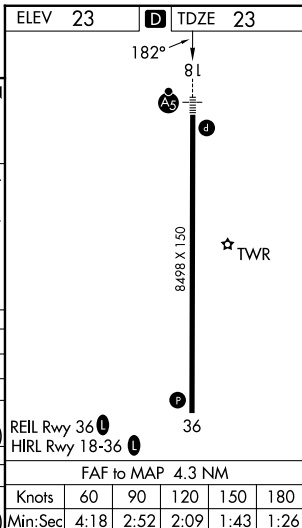
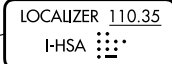
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

ILS Y or LOC Y RWY 18
STENNIS INTL (HSA)

MISSED APPROACH:
Climb to 700 then
climbing left turn to
2000 on heading
360° and on GPT
VORTAC R-298 to
STENN and hold.

GPS REQUIRED



SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-HSA	APP CRS	Rwy Ldg
110.35	182°	8498
		TDZE
		23
		Apt Elev
		23

ILS Z or LOC Z RWY 18

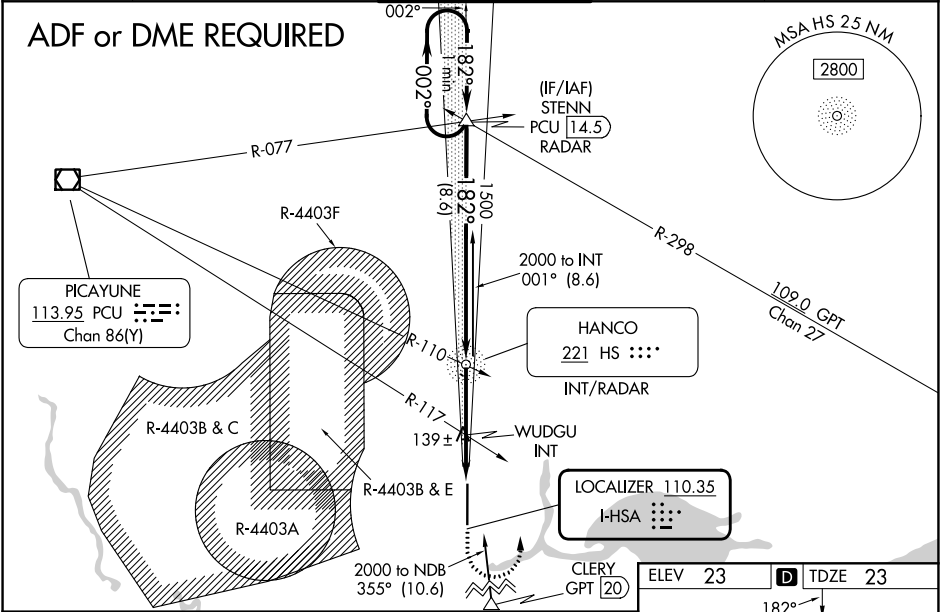
STENNIS INTL (HSA)

⚠ Circling NA for Cat E W of Rwy 18-36. ADF or DME required. When local altimeter setting not recieved, use Gulfport altimeter setting: increase DA to 270 feet; increase all MDA 60 feet and S-LOC 18 Cats C/D/E visibility ¼ mile, Circling Cat C visibility ½ mile and Cats D/E visibility ¼ mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility ¼ mile, and Circling Cats D/E ¼ mile. For inop MALSR, increase S-ILS 18 Cat E visibility to ¾ mile, and S-LOC 18 Cats C/D/E visibility to 1 ½ mile. WUDGU FIX minimums: increase S-LOC 18 Cats C/D/E visibility to 1 mile. For inop MALSR when using Gulfport altimeter setting, increase S-ILS 18 Cat E visibility to ¾ mile and S-LOC Cat E visibility to 1 ½ mile. WUDGU FIX minimums: increase S-LOC 18 Cat E visibility to 1 ¼ mile.

MALSR

MISSED APPROACH:
Climb to 700 then climbing left turn to 2000 on heading 010° and on PCU VOR/DME R-077 to STENN INT and hold.

AWOS-3PT	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	127.15 (CTAF) 0 229.4	121.725 229.4	122.95



One Minute Holding Pattern

STENN PCU 14.5 RADAR

HS NDB INT/RADAR

WUDGU INT

700

2000

hdg 010°

PCU R-077

STENN

*LOC only.

*580 when using Gulfport altimeter setting.

2000 ← 002° 182° →

GS 3.00° TCH 56

1460

1500

*520

8.6 NM

2.5 NM

1.8 NM

CATEGORY

A	B	C	D	E
---	---	---	---	---

S-ILS 18	223-1/2 200 (200-1/2)			
S-LOC 18	520-1/2	497 (500-1/2)	520-1	497 (500-1)
CIRCLING	520-1	497 (500-1)	520-1 1/2 497 (500-1 1/2)	820-2 1/2 797 (800-2 1/2) 820-2 3/4 797 (800-2 3/4)

WUDGU FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)

S-LOC 18	400-1/2	377 (400-1/2)	400-5/8	377 (400-5/8)
CIRCLING	480-1	457 (500-1)	520-1 1/2 497 (500-1 1/2)	820-2 1/2 797 (800-2 1/2) 820-2 3/4 797 (800-2 3/4)

REIL Rwy 36

HIRL Rwy 18-36

FAF to MAP 4.3 NM

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

ELEV 23

TDZE 23

182°

81

051 X 8478

TWR

BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

26190

WAAS CH 58224 W18A	APP CRS 182°	Rwy Ldg TDZE 23 Apt Elev 23	8498
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RNAV (GPS) RWY 18

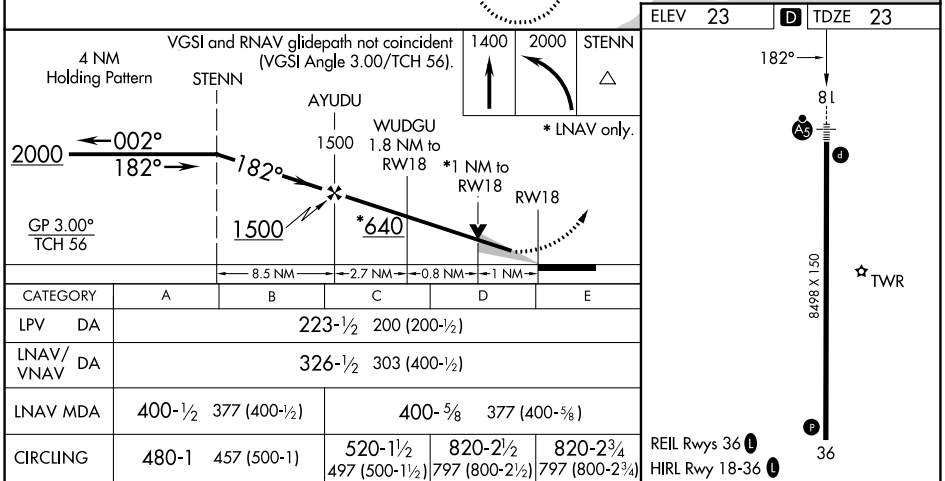
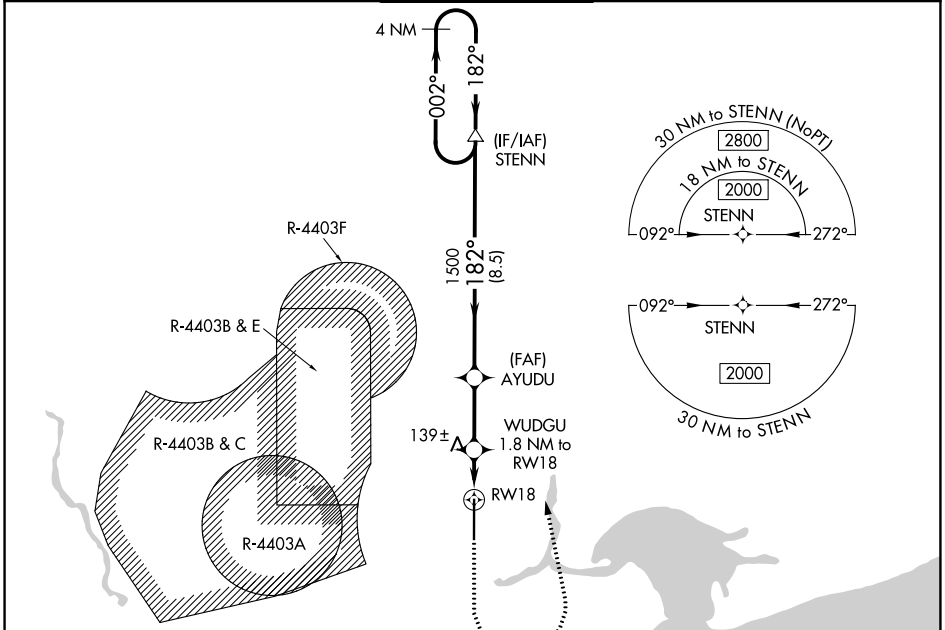
STENNIS INTL (HSA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E west of Rwy 18-36. Baro-VNAV and VDP NA when using Gulfport altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Gulfport altimeter setting: increase LPV DA to 247 feet; increase LNAV/VNAV DA to 373 feet; increase all MDA 60 feet and LNAV Cats C/D/E visibility $\frac{1}{8}$ mile, and Circling Cats D/E visibility $\frac{1}{4}$ mile. For inop MALSRL, increase LNAV Cats C/D/E visibility to 1 mile. For inop MALSRL when using Gulfport altimeter setting, increase LNAV Cat E visibility to $1\frac{1}{4}$ mile.



MISSED APPROACH:
Climb to 1400, then
climbing left turn to
2000 direct STENN
and hold.

AWOS-3PT 118.375	GULFPORT APP CON* 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	STENNIS TOWER* 127.15 (CTAF) 0 229.4	GND CON 121.725 229.4	UNICOM 122.95
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BAY ST. LOUIS, MISSISSIPPI

Amtd 2 26MAY16

30°22'N-89°27'W

RNAV (GPS) RWY 18

STENNIS INTL (HSA)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 63109 W36A	APP CRS 002°	Rwy Ldg 8498 TDZE 15 Apt Elev 23
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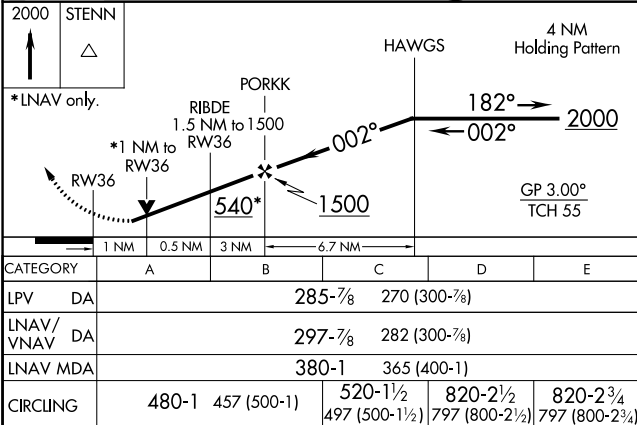
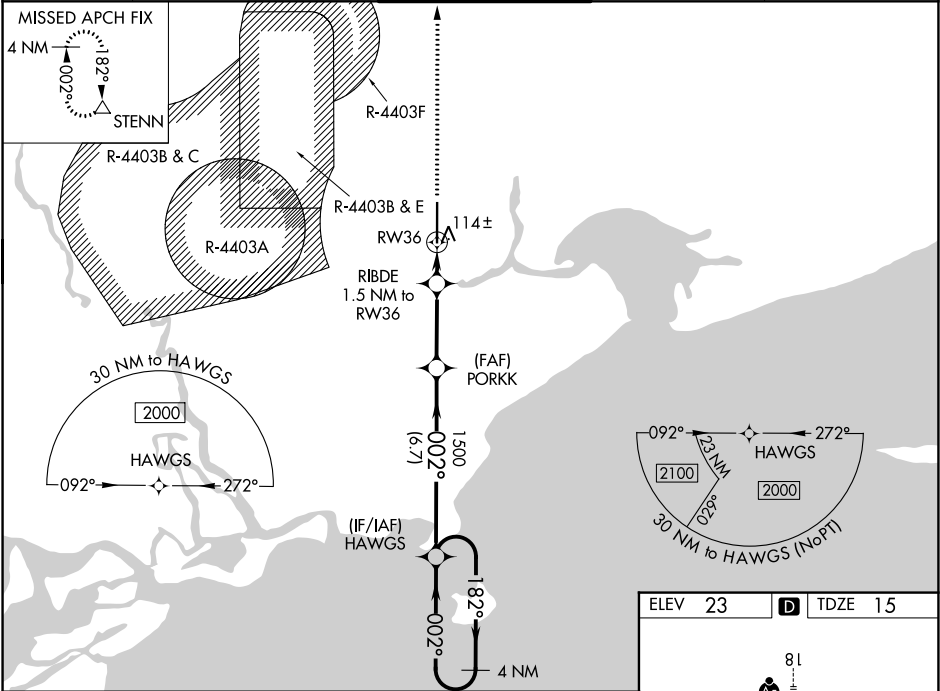
RNAV (GPS) RWY 36

STENNIS INTL (HSA)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA for Cat E West of Rwy 18-36. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Gulfport altimeter setting. When local altimeter setting not received, use Gulfport altimeter setting and increase LPV DA to 332 feet and LNAV/VNAV DA to 344 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cats C/D/E and Circling Cats D/E visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct STENN and hold.

AWOS-3PT 118.375	GULFPORT APP CON ★ 124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	STENNIS TOWER ★ 127.15 (CTAF) 0 229.4	GND CON 121.725 229.4	UNICOM 122.95
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BAY ST. LOUIS, MISSISSIPPI

AL-5860 (FAA)

26246

NDB HS	APP CRS	Rwy Ldg	8498
221	181°	TDZE	23
		Apt Elev	23

NDB RWY 18

STENNIS INTL (HSA)

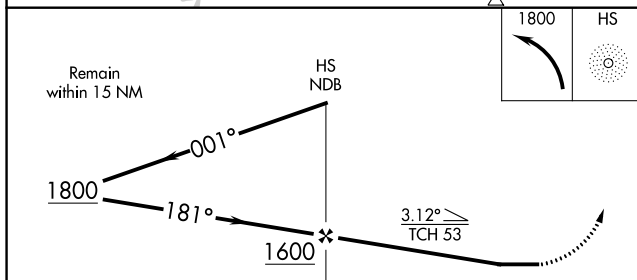
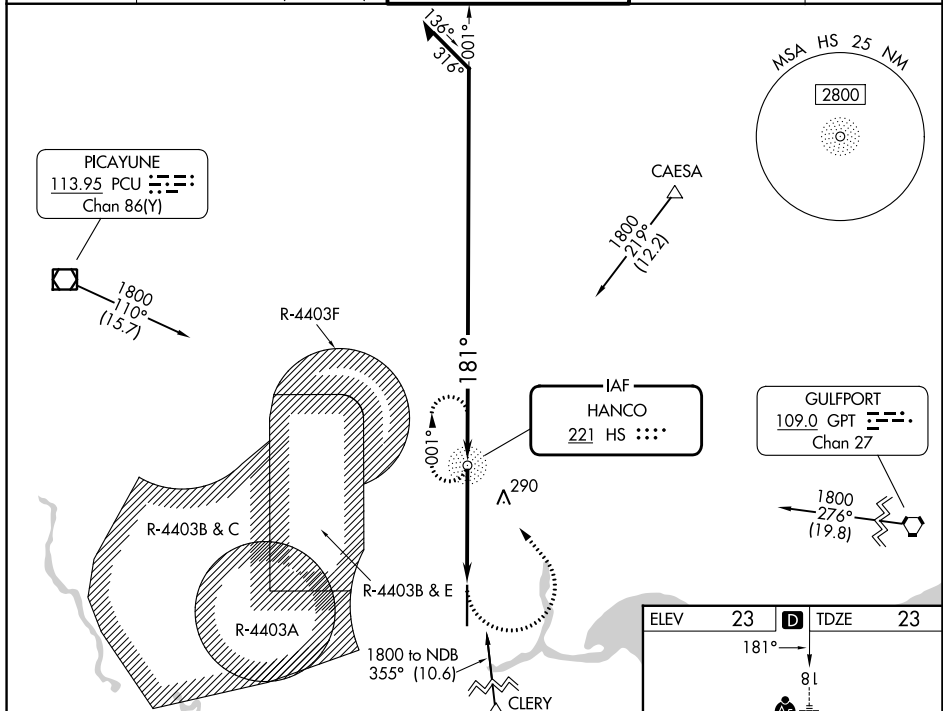
Procedure NA when R4403B and R4403E are active. Circling NA for Cat E west of Rwy 18-36.
⚠ When local altimeter setting not received use Gulfport altimeter setting and increase all MDAs 60 feet and increase S-18 Cat C/D/E and Circling Cat C visibility ½ SM and Circling Cat D/E visibility ¼ SM. For inop ALS when using Gulfport altimeter setting, increase Cat C/D/E visibility to 1 ¾ SM. For inop ALS when using Gulfport altimeter setting, increase Cat C/D/E visibility to 1 ¾ SM.

MALS



MISSED APPROACH:
Climbing left turn to 1800 direct HS NDB and hold.

AWOS-3PT	GULFPORT APP CON★	STENNIS TOWER★	GND CON	UNICOM
118.375	124.6 354.1 (130°-309°) 127.5 254.25 (310°-129°)	127.15 (CTAF) 0 229.4	121.725 229.4	122.95



			4.3 NM			REIL Rwy 36  HIRL Rwy 18-36  36					
CATEGORY	A	B	C	D	E	FAF to MAP 4.3 NM					
S-18	600-¾	577 (600-¾)	600-1¼ 577 (600-1¼)								
CIRCLING	600-1	577 (600-1)	600-1⅝	820-2½	820-2¾	Knots	60	90	120	150	180
			577 (600-1⅝)	797 (800-2½)	797 (800-2¾)	Min:Sec	4:18	2:52	2:09	1:43	1:26

BAY ST. LOUIS, MISSISSIPPI

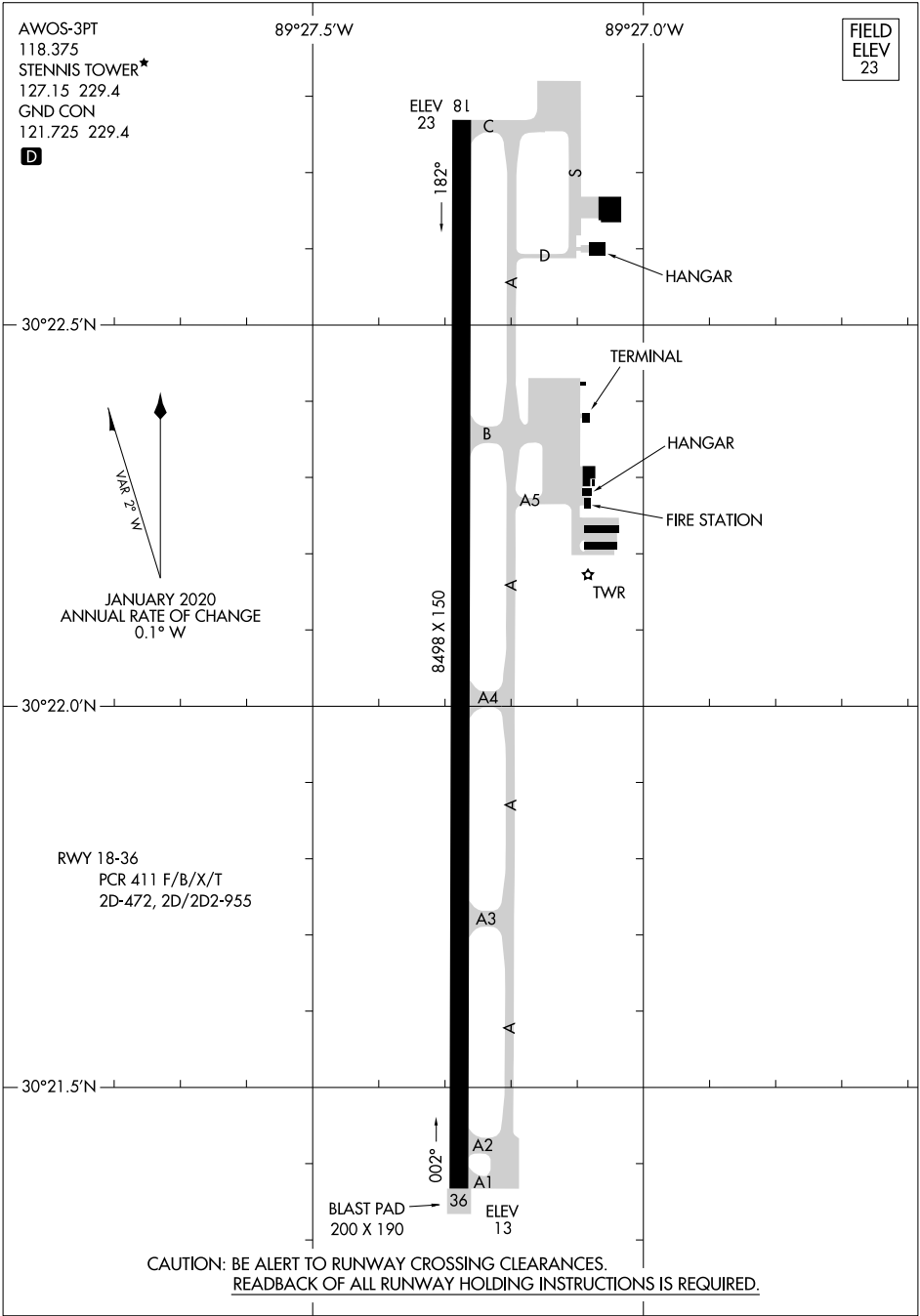
Amtd 2B 20JUN19

30°22'N-89°27'W

STENNIS INTL (HSA)

NDB RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026



WAAS CH 72613 W18A	APP CRS 183°	Rwy Idg 5002 TDZE 119 Apt Elev 119
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RNAV (GPS) RWY 18

GEORGE R CARR MEML AIR FLD (BXA)

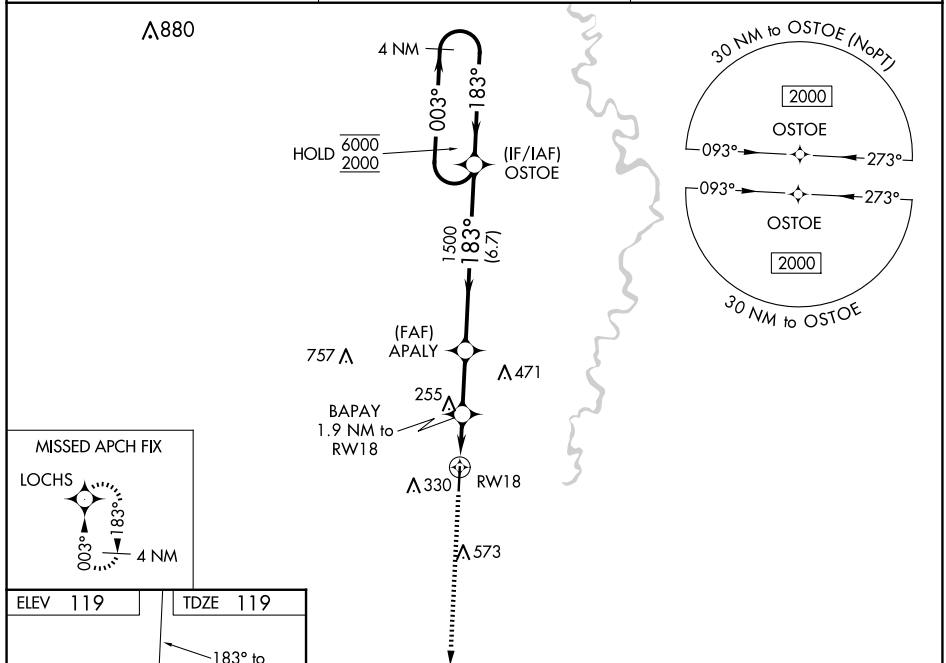
RNP APCH.



For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct LOCHS and hold.

AWOS-3PT 118.025	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 119

TDZE 119

183° to RW18

81

5002 X 100

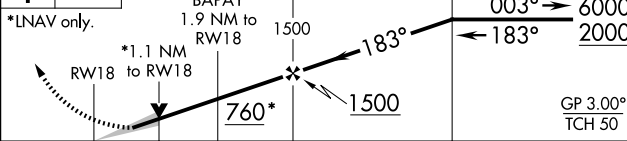
D

P

36

REIL Rwy 18 and 36

MIRL Rwy 18-36

2000		LOCHS		4 NM Holding Pattern	
					
*LNAV only.					
					
CATEGORY		A		B	C
LPV	DA	387-1 268 (300-1)			NA
LNAV/ VNAV	DA	554-1 ^{3⁄8} 435 (500-1 ^{3⁄8})			NA
LNAV MDA		520-1 401 (500-1)		520-1 ^{1⁄8} 401 (500-1 ^{1⁄8})	
CIRCLING		620-1 501 (600-1)	720-1 601 (700-1)	880-2 ^{1⁄4} 761 (800-2 ^{1⁄4})	

BOGALUSA, LOUISIANA
Amdt 1D 15JUL21

GEORGE R CARR MEML AIR FLD (BXA)

30°49'N-89°52'W

RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

BOGALUSA, LOUISIANA

AL-6397 (FAA)

26246

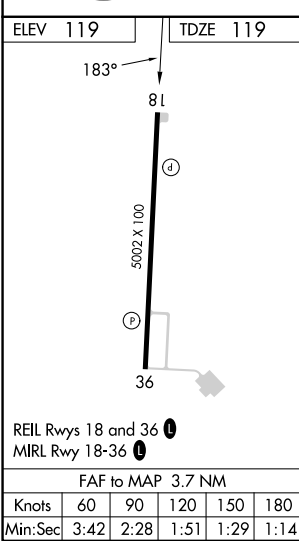
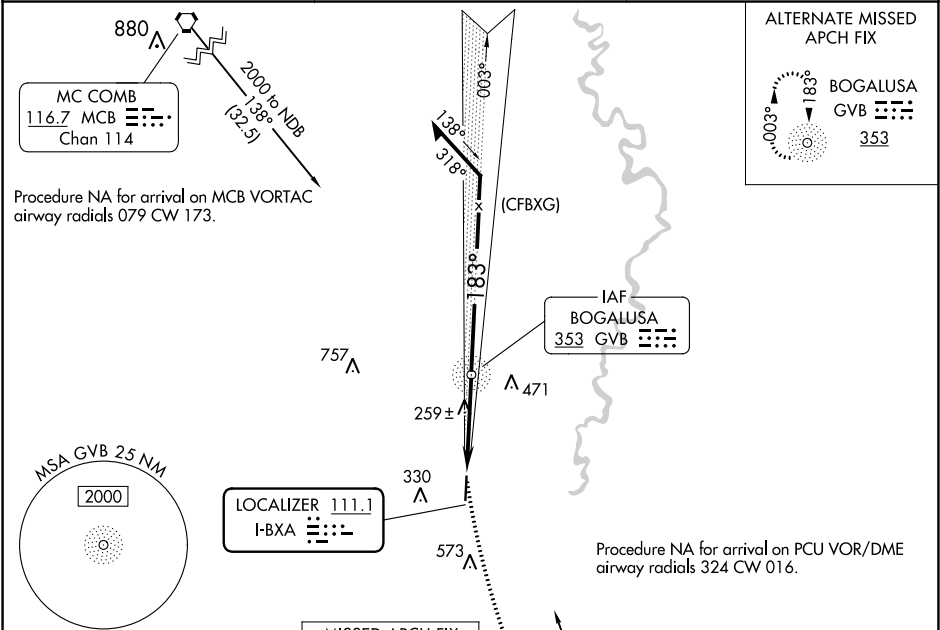
LOC I-BXA 111.1	APP CRS 183°	Rwy Ldg TDZE 119 Apt Elev 119
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LOC RWY 18

GEORGE R CARR MEML AIR FLD (BXA)

ADF required ▼ ▲	MISSED APPROACH: Climbing left turn to 2000 direct PCU VOR/DME and hold.
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AWOS-3PT 118.025	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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BOGALUSA, LOUISIANA
Amdt 3C 15JUL21

30°49'N-89°52'W

GEORGE R CARR MEML AIR FLD (BXA)
LOC RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

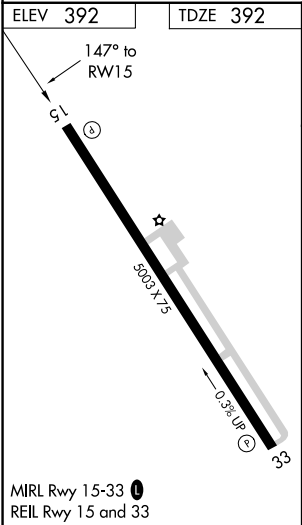
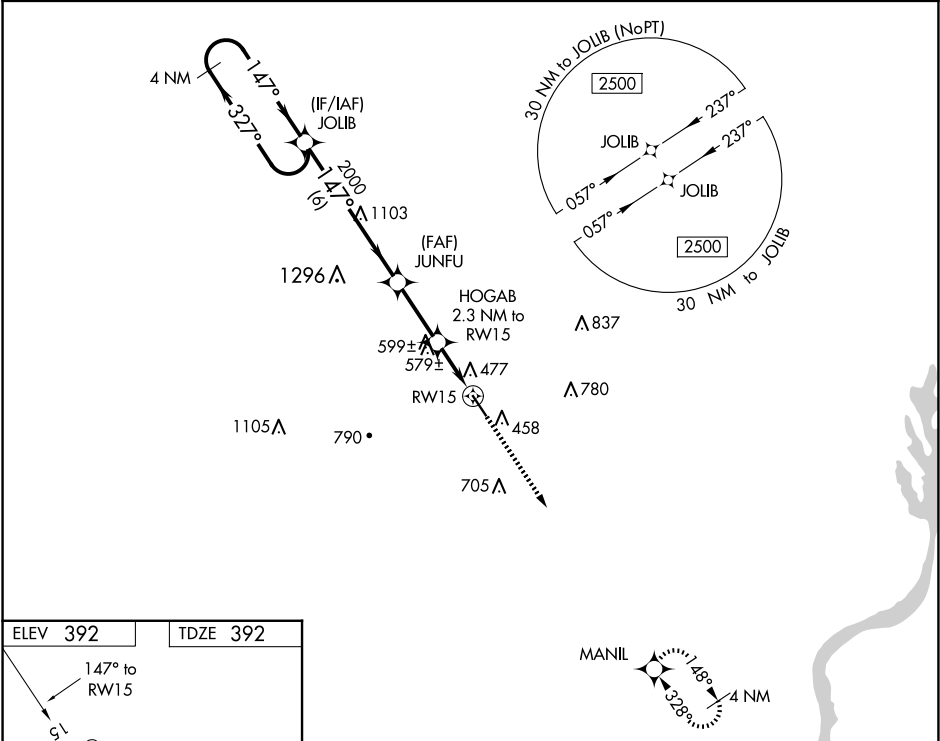
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49234 W15A	APP CRS 147°	Rwy Idg TDZE Apt Elev	5003 392 392
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RNAV (GPS) RWY 15

BOONEVILLE/BALDWIN (8M1)

RNP APCH.		MISSED APPROACH: Climb to 2500 direct MANIL and hold.
 NA	Baro-VNAV NA. Use Corinth altimeter setting, when not received use Tupelo altimeter setting and increase all DA 4 feet, and all MDA 20 feet. Rwy 15 helicopter visibility reduction below 3/4 SM NA.	
CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).				2500	MANIL
4 NM Holding Pattern					
JOLIB				*LNNAV only.	
2500				RW15	
GP 3.00° TCH 55					
JUNFU					
HOGAB					
2.3 NM to RW15					
*1160					
6 NM					
2.6 NM					
2.3 NM					
CATEGORY	A	B	C	D	
LPV DA	777-1¼ 385 (400-1¼)				
LNNAV/VNAV DA	842-1½ 450 (500-1½)				
LNNAV MDA	880-1 488 (500-1)		880-1¾ 488 (500-1¾)		

BOONEVILLE/BALDWIN, MISSISSIPPI

AL-6948 (FAA)

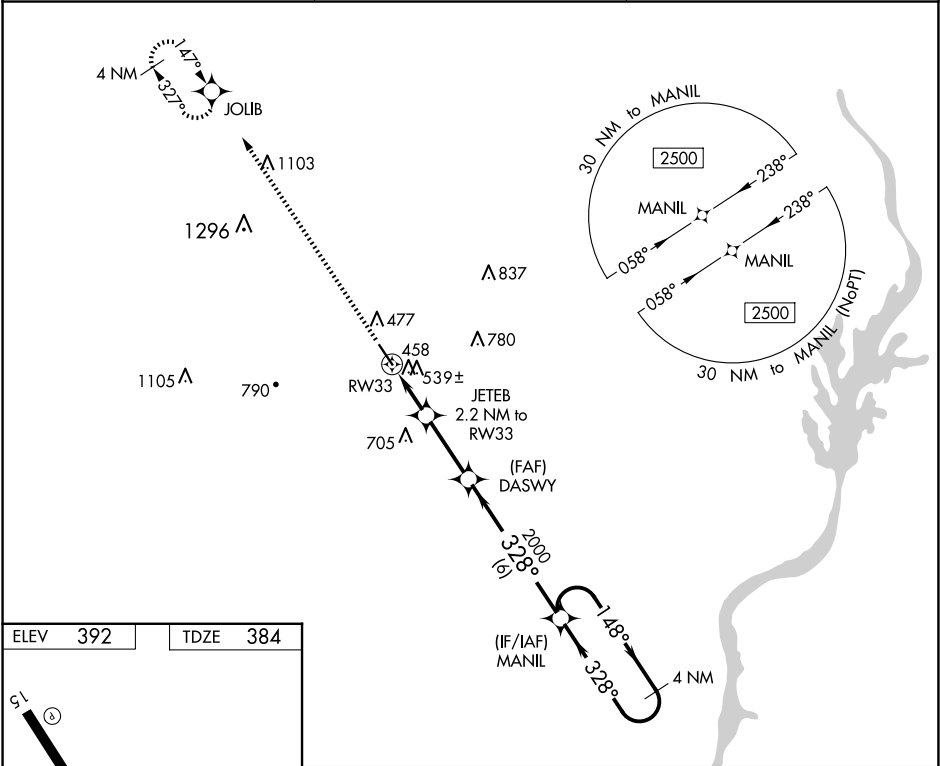
19283

WAAS CH 87134 W33A	APP CRS 328°	Rwy Idg TDZE Apt Elev	5003 384 392
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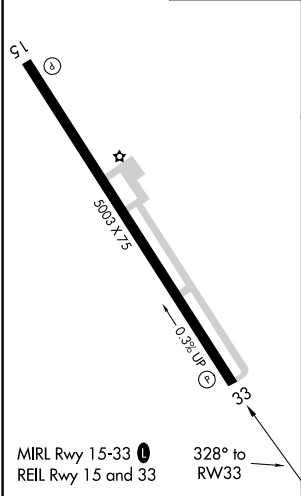
RNAV (GPS) RWY 33
BOONEVILLE/BALDWIN (8M1)

RNP APCH.	Baro-VNAV NA. Use Corinth altimeter setting, when not received, use Tupelo altimeter setting. Rwy 33 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2500 direct JOLIB and hold.
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CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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ELEV 392	TDZE 384
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2500	JOLIB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40).	MANIL	4 NM Holding Pattern
*LNAV only.		JETEB 2.2 NM to RWY 33	DASWY 2000	148° 2500
		1120*	328° 2000	GP 3.00° TCH 50
		2.2 NM	2.8 NM	6 NM
CATEGORY	A	B	C	D
LPV DA		688-1	304 (300-1)	
LNAV/VNAV DA		783-1 3/8	399 (400-1 3/8)	
LNAV MDA	860-1	476 (500-1)	860-1 3/8	476 (500-1 3/8)

BOONEVILLE/BALDWIN, MISSISSIPPI
Amdt 1B 15AUG19

34°36'N-88°39'W

RNAV (GPS) RWY 33

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
229°

Rwy Idg
TDZE
488

Apt Elev
492

RNAV (GPS) RWY 23

BROOKHAVEN-LINCOLN COUNTY (1R7)

RNP APCH - GPS.

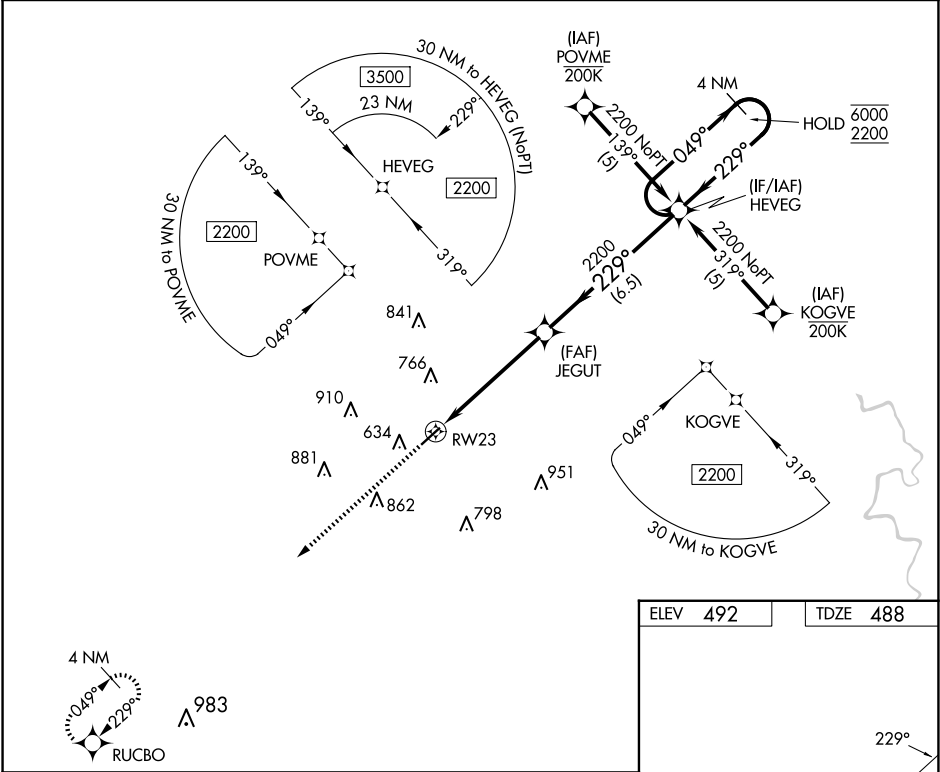
▼

▲

Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use McComb altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct RUCBO and hold.

AWOS-3T 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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2000
↑

RUCBO

RW23

JEGUT

HEVEG

4 NM Holding Pattern

2200

229°

049°

6000

2200

5.3 NM

6.5 NM

CATEGORY	A	B	C	D
LNAV MDA	900-1	412 (500-1)	900-1½ 412 (500-1½)	NA
CIRCLING	940-1 448 (500-1)	1080-1 588 (600-1)	1220-2 728 (800-2)	NA

MIRL Rwy 5-23 0

BUNKIE, LOUISIANA

AL-6010 (FAA)

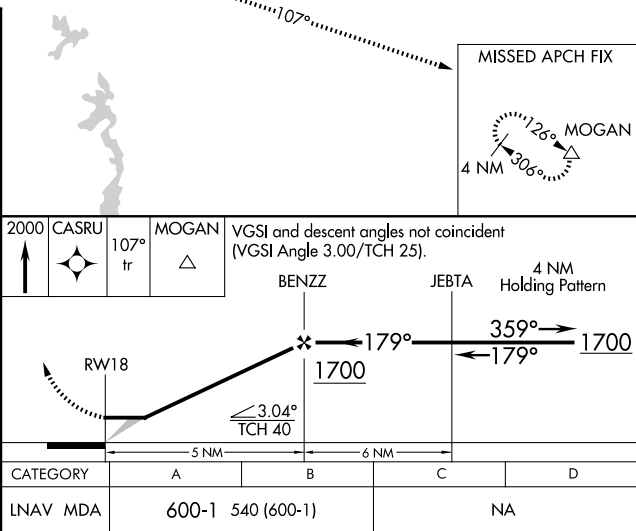
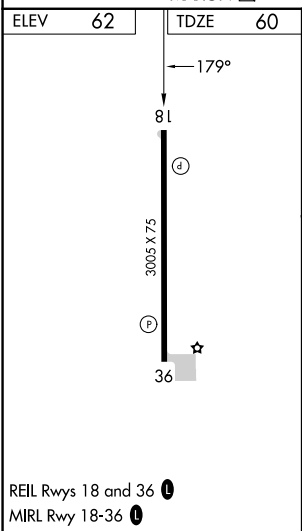
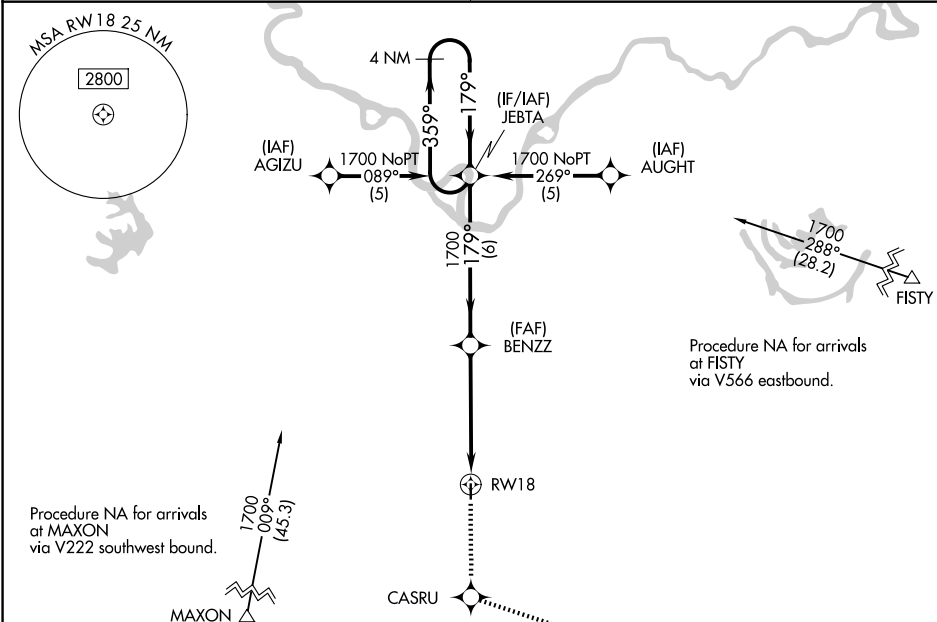
26078

APP CRS	Rwy Ldg	3005
179°	TDZE	60
	Apt Elev	62

RNAV (GPS) RWY 18

BUNKIE MUNI (2R6)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct CASRU and via 107° track to MOGAN and hold.
▼ ▲NA Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.	
MAKS APP CON 125.4 302.2	CTAF 122.9 



BUNKIE, LOUISIANA
Orig-A 18JUL19

30°57'N-92°14'W

BUNKIE MUNI (2R6)

RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

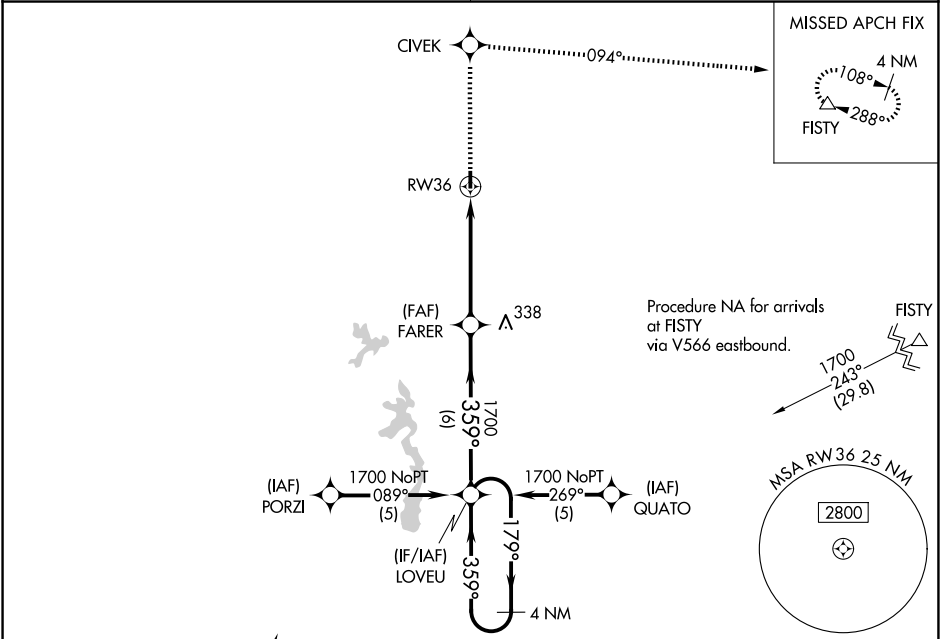
APP CRS	Rwy Ldg	3005
359°	TDZE	60
	Apt Elev	62

RNAV (GPS) RWY 36

BUNKIE MUNI (2R6)

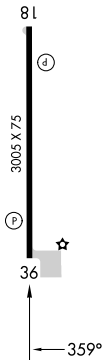
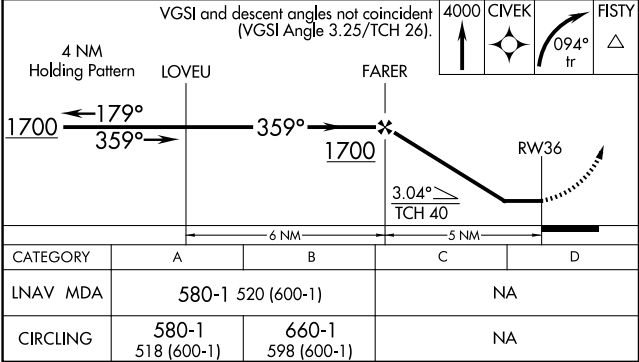
NA DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Alexandria Intl altimeter setting; when not received, use Esler Rgnl altimeter setting.	MISSED APPROACH: Climb to 4000 direct CIVEK and right turn via 094° track to FISTY and hold.
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MAKS APP CON 125.4 302.2	CTAF 122.9 0
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ELEV 62	TDZE 60
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REIL Rwy 18 and 36 0
MIRL Rwy 18-36 0



CLARKSDALE, MISSISSIPPI

AL-5734 (FAA)

26078

WAAS CH 72619 W18A	APP CRS 183°	Rwy Ldg TDZE 173 Apt Elev 173
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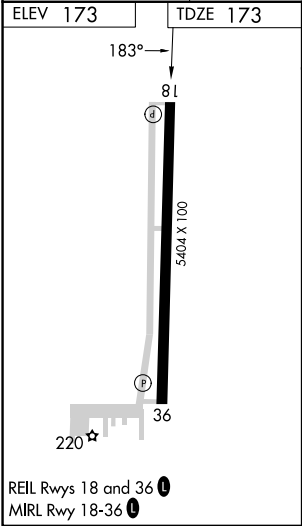
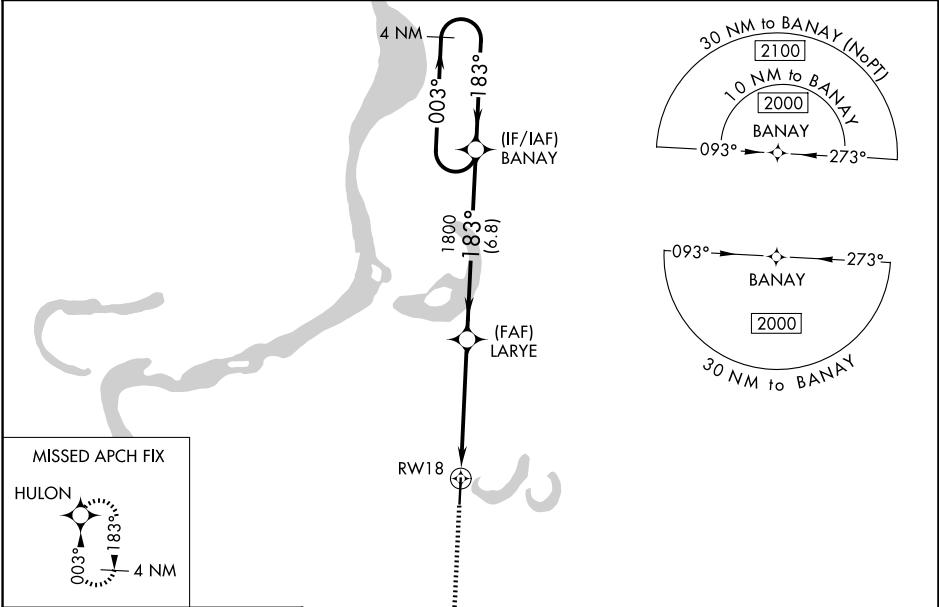
RNAV (GPS) RWY 18
FLETCHER FLD (CKM)

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Tunica altimeter setting. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 483 feet, LNAV/VNAV DA to 647 feet and all MDA 60 feet; increase LPV all Cts visibility 1/8 SM, LNAV/VNAV all Cts visibility 1/4 SM, and LNAV Cat C/D visibility 1/8 SM. Circling Rwy 36 NA at night.

MISSED APPROACH:
Climb to 2000 direct
HULON and hold.

AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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2000 ↑ HULON		4 NM Holding Pattern LARYE 1800 BANAY 1800 1.4 NM to RW18 RW18 1.4 NM 3.6 NM 6.8 NM 183° 183° 003° 183° 2000 GP 3.00° TCH 40			
CATEGORY	A	B	C	D	
LPV DA	423-7⁄8 250 (300-7⁄8)				
LNAV/VNAV DA	587-13⁄8 414 (500-13⁄8)				
LNAV MDA	640-1	467 (500-1)	640-13⁄8	467 (500-13⁄8)	
CIRCLING	740-1	567 (600-1)	780-13⁄4 607 (700-13⁄4)	780-2 607 (700-2)	

CLARKSDALE, MISSISSIPPI
Amdt 2A 11JUL24

34°18'N-90°31'W

FLETCHER FLD (CKM)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS	APP CRS	Rwy Ldg	5404
CH 40120	003°	TDZE	173
W36A		Apt Elev	173

RNAV (GPS) RWY 36

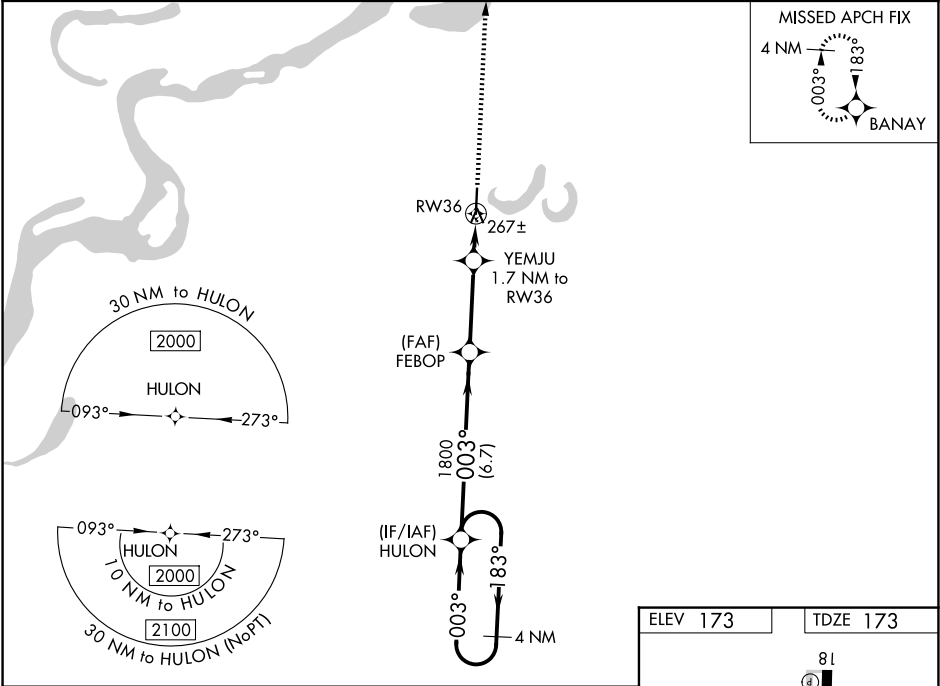
FLETCHER FLD (CKM)

RNP APCH-GPS.

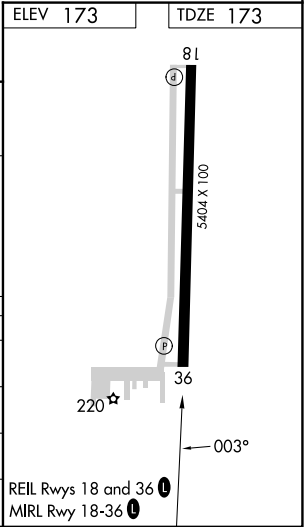
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Tunica altimeter setting: increase LPV DA to 537 feet, LNAV/VNAV DA to 508 feet and all MDA 60 feet; increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ½ SM, and LNAV Cat C/D visibility ½ SM. Baro-VNAV NA with Tunica altimeter setting. Straight-in/Circling Rwy 36 NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 2000 direct BANAY and hold.

AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		HULON		FEBOP		YEMJU 1.7 NM to RW36		2000 ↑		BANAY ✦	
2000		←183° 003°→		003°		1800		740		RW36	
GP 3.00° TCH 45				6.7 NM		3.3 NM		1.7			
CATEGORY		A		B		C		D			
LPV DA		477-1		304 (400-1)							
LNAV/VNAV DA		448-1		275 (300-1)							
LNAV MDA		520-1		347 (400-1)							
CIRCLING		740-1 567 (600-1)		780-1¾ 607 (700-1¾)		780-2 607 (700-2)					



WAAS CH 58322 W18A	APP CRS 178°	Rwy Ldg 5005 TDZE 140 Apt Elev 140
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RNAV (GPS) RWY 18
CLEVELAND MUNI (RNV)

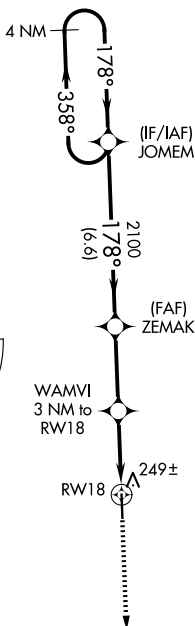
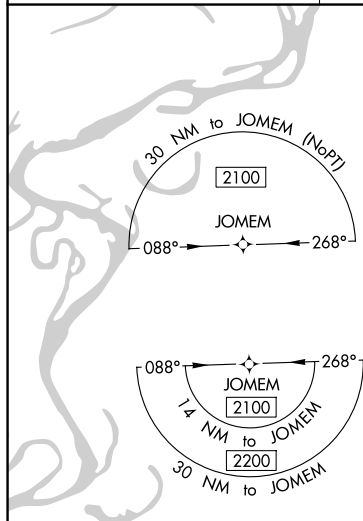
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility $\frac{1}{8}$ mile, increase LNAV/VNAV all Cats visibility $\frac{1}{4}$ mile. Baro-VNAV and VDP NA when using Greenville altimeter setting. Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2100 direct
EWOPD and hold.

AWOS-3PT
124.175

MEMPHIS CENTER
135.875 269.35

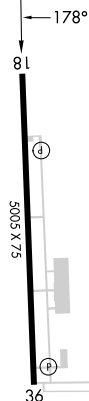
UNICOM
122.725 (CTAF) 



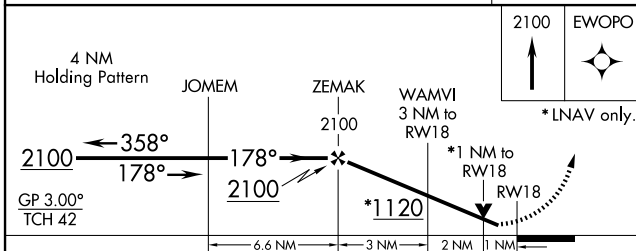
MISSED APCH FIX
EWOPO



ELEV	140		TDZE	140
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MIRL Rwy 18-36 **L**

REIL Rwy 18 and 36 L



CATEGORY	A	B	C	D
LPV DA	390-7 $\frac{1}{8}$ 250 (300-7 $\frac{1}{8}$)			
LNAV/ VNAV DA	549-1 $\frac{1}{8}$ 409 (500-1 $\frac{1}{8}$)			
LNAV MDA	500-1 360 (400-1)			
CIRCLING	600-1	460 (500-1)	900-2 $\frac{1}{4}$ 760 (800-2 $\frac{1}{4}$)	900-2 $\frac{1}{2}$ 760 (800-2 $\frac{1}{2}$)

CLEVELAND, MISSISSIPPI

Amdt 1A 22JUN17

33°46'N-90°45'W

CLEVELAND MUNI (RNV)

RNAV (GPS) RWY 18

WAAS CH 86823 W36A	APP CRS 358°	Rwy Ldg TDZE 140 Apt Elev 140
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RNAV (GPS) RWY 36

CLEVELAND MUNI (RNV)

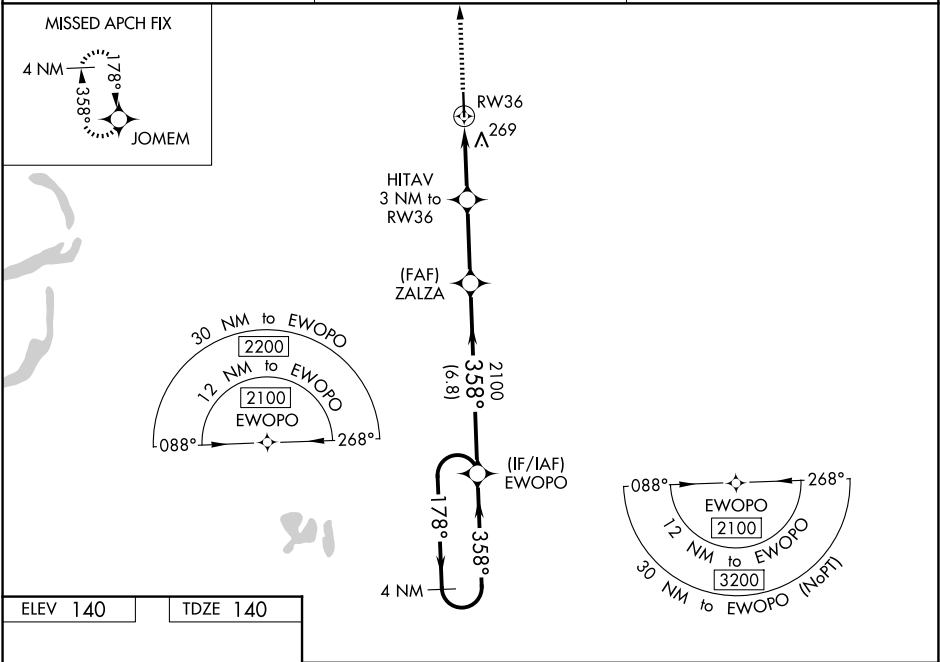
⚠

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greenville altimeter setting. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 438, LNAV/VNAV DA to 597, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ¼ mile, and LNAV/VNAV all Cats visibility ⅓ mile. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2100 direct JOMEM and hold.

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 0
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2100 JOMEM				
VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 46).				
HITAV 3 NM to RW36				
ZALZA 2100				
EWOP 4 NM Holding Pattern				
*LNAV only.				
*1.1 NM to RW36				
1140*				
358° 178° 2100				
GP 3.00° TCH 54				
CATEGORY	A	B	C	D
LPV DA	390-3/4 250 (300-3/4)			
LNAV/VNAV DA	549-1 3/8 409 (500-1 3/8)			
LNAV MDA	520-1 380 (400-1)			
CIRCLING	600-1	460 (500-1)	900-2 1/4 760 (800-2 1/4)	900-2 1/2 760 (800-2 1/2)

CLEVELAND, MISSISSIPPI

AL-5921 (FAA)

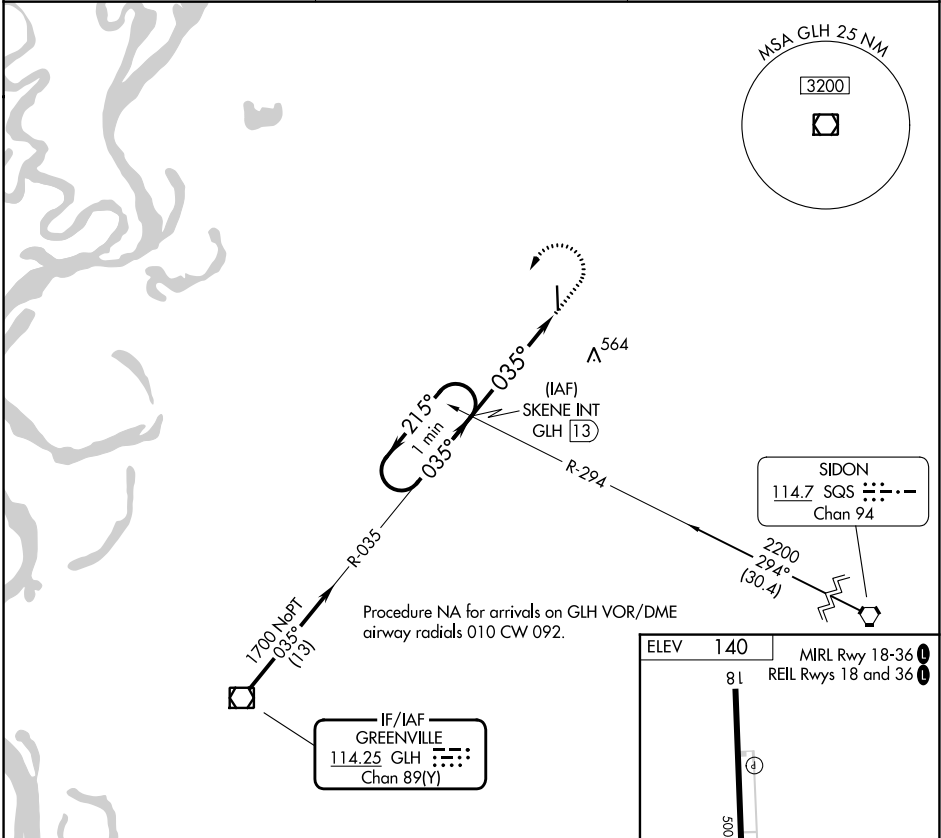
26246

VOR/DME GLH 114.25 Chan 89 (Y)	APP CRS 035°	Rwy Ldg TDZE Apt Elev 140	N/A N/A 140
--	------------------------	---	--

VOR-A
CLEVELAND MUNI (RNV)

⚠ When local altimeter setting not received, use Greenville altimeter setting and increase all MDA 60 feet.	MISSED APPROACH: Climb to 1000 then climbing left turn to 1700 on GLH VOR/DME R-035 to SKENE INT/GLH 13 DME and hold.
--	---

AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	UNICOM 122.725 (CTAF) 0
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One Minute Holding Pattern 1700 ← 215° 035° → SKENE INT GLH 13 1000 ↑ 1700 ↘ GLH R-035 SKENE INT GLH 13 GLH 17.9 035° 4.9 NM					5 X 75 36 035°						
CATEGORY	A		B	C	D	FAF to MAP 4.9 NM					
CIRCLING	880-1	740 (800-1)	900-2¼ 760 (800-2¼)	900-2½ 760 (800-2½)		Knots	60	90	120	150	180
						Min:Sec	4:54	3:16	2:27	1:58	1:38

CLEVELAND, MISSISSIPPI

Amdt 9A 29MAY14

33°46'N-90°45'W

CLEVELAND MUNI (RNV)

VOR-A

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 81836 W05A	APP CRS 054°	Rwy Ldg TDZE 255 Apt Elev 270
--	------------------------	---

RNAV (GPS) RWY 5

COLUMBIA/MARION COUNTY (ØRØ)

RNP APCH - GPS.

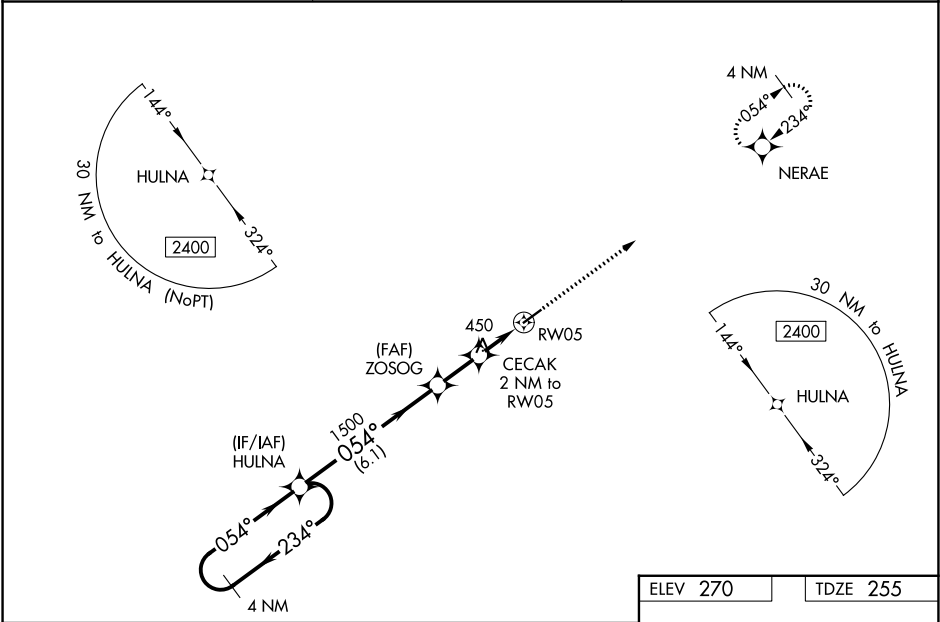
▼

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
When local altimeter setting not received, use Hattiesburgh/Laurel Rgnl altimeter setting and increase all DA 66 feet and all MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats and Circling Cat C visibilities ¼ mile, increase Circling Cat D visibility ½ mile, increase LNAV Cat C and D visibility ¾ mile. VDP and Baro-VNAV NA when using Hattiesburgh/Laurel Rgnl altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2400 direct
NERAE and hold.

AWOS-3PT 120.675	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF)Ø
----------------------------	--------------------------------------	--------------------------------



ELEV 270		TDZE 255	
4 NM Holding Pattern		2400 NERAE	
2400 ← 234° 054° →		*NAV only.	
GP 3.00° TCH 40		1500	
6.1 NM		1.8 NM	
CATEGORY	A	B	C
LPV DA	505-7 ⁵ / ₈		250 (300-7 ⁵ / ₈)
LNAV/VNAV DA	743-1 ⁵ / ₈		488 (500-1 ⁵ / ₈)
LNAV MDA	760-1	505 (500-1)	760-1 ³ / ₈ 505 (500-1 ³ / ₈)
CIRCLING	760-1 490 (500-1)	820-1 550 (600-1)	920-1 ³ / ₄ 650 (700-1 ³ / ₄)
		0.5 NM	1.5 NM
		RW05	
		*1.5 NM to RW05	
		2400 NERAE	
		5500 X 100	
		0.5% UP	
		054°	
		REIL Rwy 5 and 23Ø	
		MIRL Rwy 5-23 Ø	

COLUMBIA, MISSISSIPPI

AL-6418 (FAA)

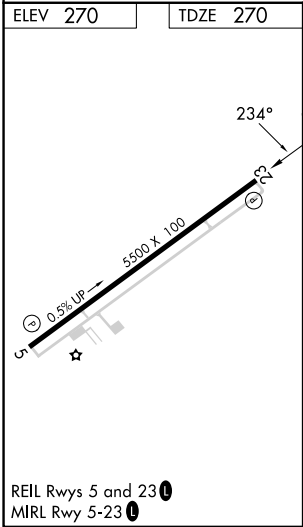
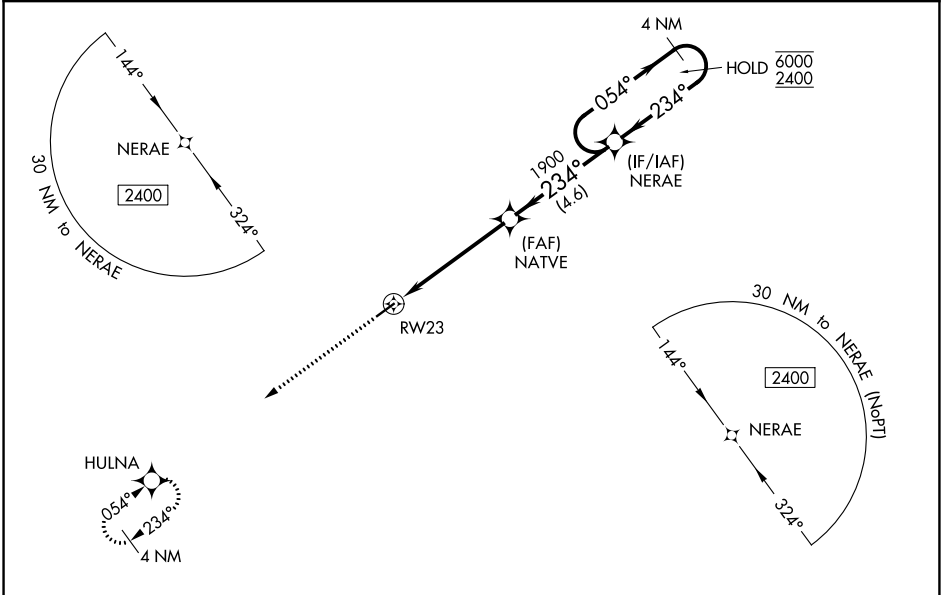
26190

WAAS CH 56236 W23A	APP CRS 234°	Rwy Ldg TDZE Apt Elev	5500 270 270
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RNAV (GPS) RWY 23
COLUMBIA/MARION COUNTY (ØRØ)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 direct HULNA and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA.		

AWOS-3PT 120.675	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) Ø
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ELEV 270		TDZE 270	
2400 HULNA		4 NM Holding Pattern	
RWY 23		NERAE	
1.7 NM to RWY 23		1900	
1.7 NM		3.3 NM	
1.7 NM		4.6 NM	
CATEGORY	A	B	C
LPV DA	588-7/8	318 (400-7/8)	
LNAV/VNAV DA	761-13/8	491 (500-13/8)	
LNAV MDA	860-1	590 (600-1)	860-13/4 590 (600-13/4)
CIRCLING	860-1	590 (600-1)	920-13/4 980-21/4 650 (700-13/4) 710 (800-21/4)

COLUMBIA, MISSISSIPPI
Amdt 2A 10AUG23

31°18'N-89°49'W

COLUMBIA/MARION COUNTY (ØRØ)
RNAV (GPS) RWY 23

SC-4, 03 SEP 2026 to 29 OCT 2026

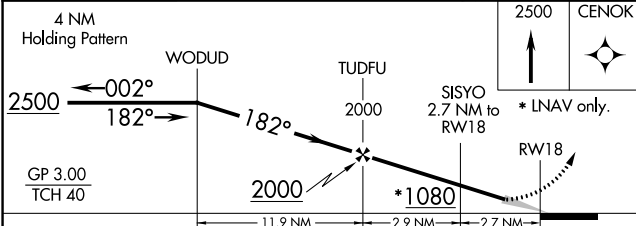
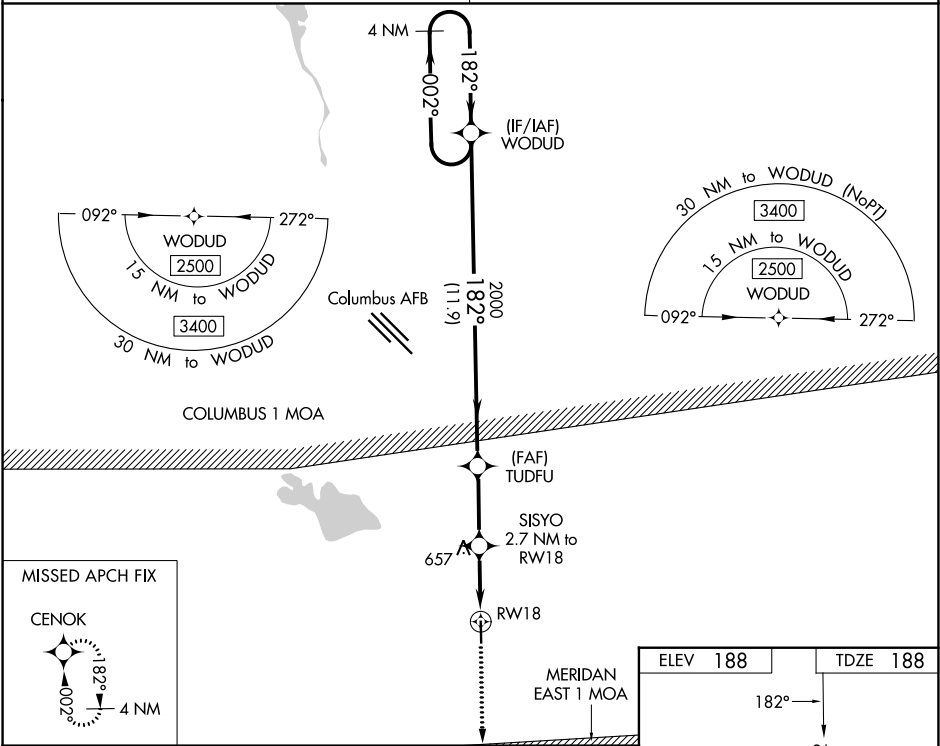
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50540 W18A	APP CRS 182°	Rwy Ldg TDZE Apt Elev 4503 188 188
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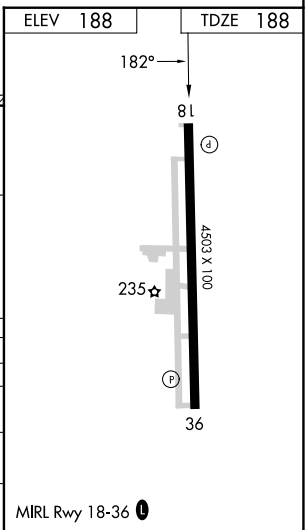
RNAV (GPS) RWY 18
COLUMBUS-LOWNDES COUNTY (UBS)

NA DME/DME RNP-0.3 NA. Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all DA 5 feet and all MDA 20 feet. Baro-VNAV NA.	MISSED APPROACH: Climb to 2500 direct CENOK and hold.
--	--

COLUMBUS APP CON * 135.6 323.275	UNICOM 122.8 (CTAF) 0
---	--



CATEGORY	A	B	C	D
LPV DA		469-1	281 (300-1)	
RNAV/VNAV DA		1107-4	919 (1000-4)	
RNAV MDA	1000-1 812 (900-1)	1000-1¼ 812 (900-1¼)	1000-2½	812 (900-2½)
CIRCLING	1000-1¼ 812 (900-1¼)		1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

AL-5006 (FAA)

26190

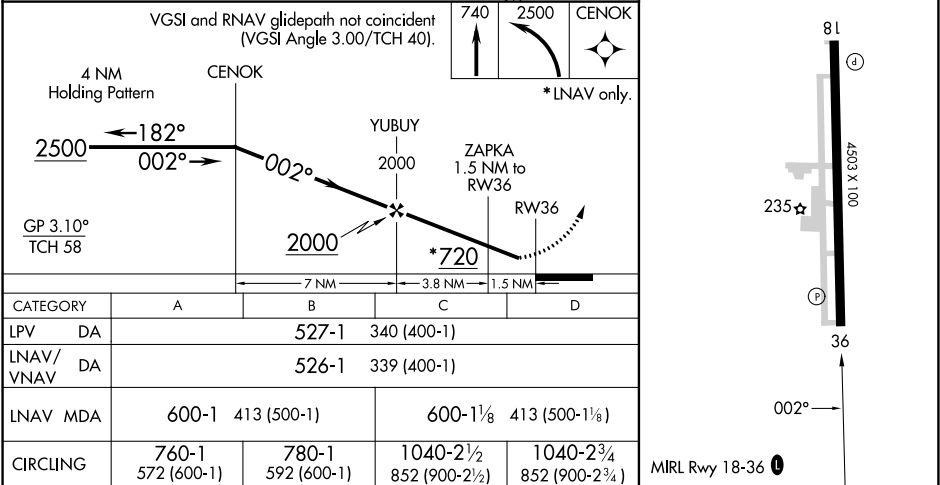
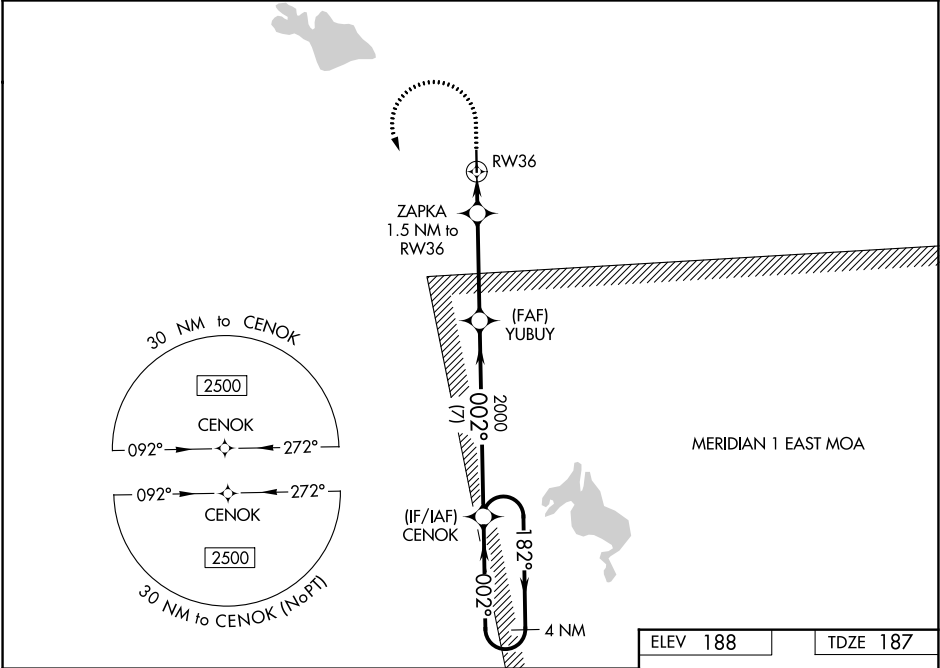
WAAS CH 61340 W36A	APP CRS 002°	Rwy Ldg TDZE 187 Apt Elev 188
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RNAV (GPS) RWY 36

COLUMBUS-LOWNDES COUNTY (UBS)

RNP APCH.	MISSED APPROACH: Climb to 740 then climbing left turn to 2500 direct CENOK and hold.
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COLUMBUS APP CON ★ 135.6 323.275	UNICOM 122.8 (CTAF) 0
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COLUMBUS, MISSISSIPPI
Amdt 1A 08NOV18

33°28'N-88°23'W

COLUMBUS-LOWNDES COUNTY (UBS)

RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

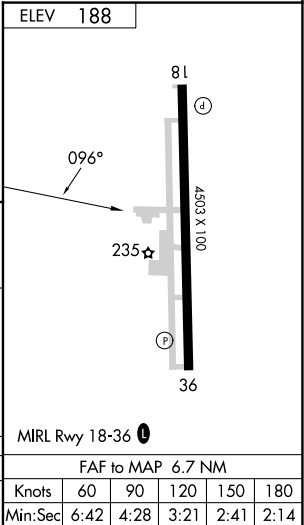
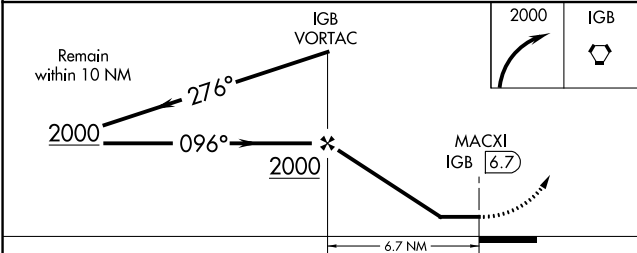
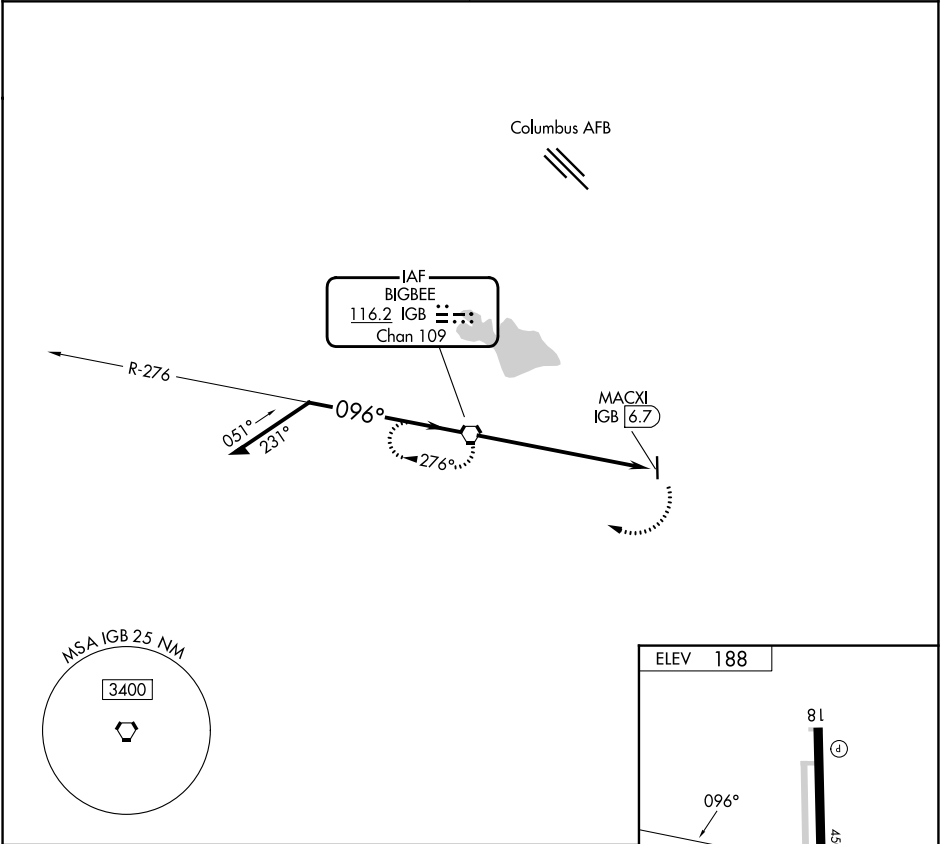
VORTAC IGB	APP CRS	Rwy Ldg	N/A
116.2	096°	TDZE	N/A
Chan 109		Apt Elev	188

VOR-A

COLUMBUS-LOWNDES COUNTY (UBS)

▼ ▲ NA Use Columbus AFB altimeter setting; when not received, use Golden Triangle Rgnl altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climbing right turn to 2000 direct IGB VORTAC and hold.
---	--

COLUMBUS APP CON ★ 135.6 323.275	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D	FAF to MAP 6.7 NM					
CIRCLING	780-1	592 (600-1)	1040-2½ 852 (900-2½)	1040-2¾ 852 (900-2¾)	Knots	60	90	120	150	180
					Min:Sec	6:42	4:28	3:21	2:41	2:14

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

ILS or LOC Y RWY 13C

LOC I-CBM	APCH CRS	13C	13L
109.3	135°	Rwy Idg 12,004	8001
		TDZE 196	194
		Arpt Elev 218	218

[USAF]

COLUMBUS AFB (KCBM)

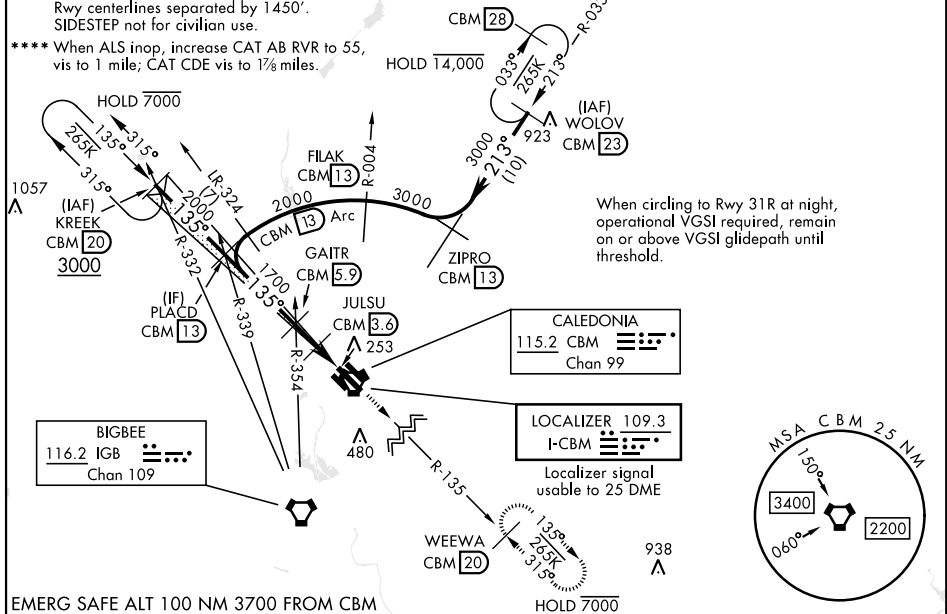
- ▼ * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to $\frac{1}{2}$ miles.



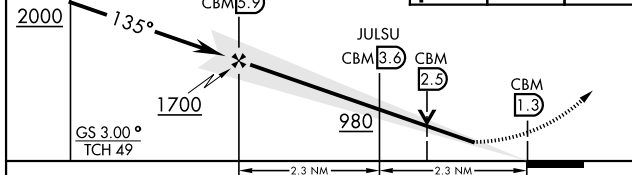
MISSED APPROACH: Climb heading 135° to intercept the CBM VORTAC R-135 outbound to WEEWA (CBM R-135/20) and hold. Maintain 4000

ATIS ★	APP CON ★	TOWER ★	GND CON ★
115.2 273.5	126.075 239.25 (N) 134.55 350.3 (SE) 135.6 323.275 (SW)	126.65 379.925	121.9 275.8

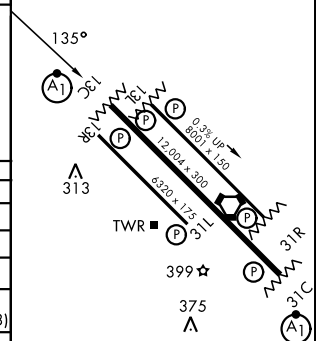
*** CAUTION:
 Rwy centerlines separated by 1450'.
 SIDESTEP not for civilian use.
 **** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to $\frac{1}{2}$ miles.



PLACD IGB R-339 CBM 13	GAITR IGB R-354 CBM 5.9	JULSU CBM 3.6	CBM 2.5	CBM 1.3	WEEWA R-135 CBM 20	ELEV 218	TDZE 13C 196 TDZE 13L 194
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CATEGORY	A	B	C	D	E
S-ILS 13C *		396/24	200	(200- $\frac{1}{2}$)	
S-LOC 13C **	640/24	444 (500- $\frac{1}{2}$)	640/45	444 (500- $\frac{3}{8}$)	
SIDESTEP RWY 13L ***	640/55	446 (500-1)	640/1 $\frac{3}{8}$	446 (500-1 $\frac{3}{8}$)	
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1 $\frac{1}{2}$ 522 (600- $\frac{1}{2}$)	880-2 662 (700-2)	1240-3 1022 (1100-3)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 13C ****	840/24	644 (700- $\frac{1}{2}$)	840-1 $\frac{3}{8}$	644 (700-1 $\frac{3}{8}$)	
SIDESTEP*** RWY 13L	840/55	646 (700-1)	840-1 $\frac{7}{8}$	646 (700-1 $\frac{7}{8}$)	
CIRCLING	840-1	622 (700-1)	840-1 $\frac{7}{8}$ 622 (700- $\frac{7}{8}$)	880-2 662 (700-2)	1240-3 1022 (1100-3)



HIRL Rwy 13C-31C, 13L-31R					
MIRL Rwy 13R-31L					
FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

COLUMBUS, MISSISSIPPI

33°39'N-88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 19MAY22

ILS or LOC Y RWY 13C

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

COLUMBUS, MISSISSIPPI		31C	31R
LOC I-TBB	APCH CRS	Rwy Idg 12,004	8001
<u>108.7</u>	315°	TDZE 213	218
		Arpt Elev 218	218

[USAF]

COLUMBUS AFB (KCBM)

ILS or LOC Y RWY 31C

- ▼** * When ALS inop, increase RVR to 40, vis to $\frac{3}{4}$ mile.
****** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile:
 CAT CDE vis to 1 $\frac{1}{4}$ miles.
† When ALS inop, increase CAT AB RVR to 55, vis to 1 mile:
 CAT CDE vis to 1 $\frac{1}{2}$ miles.

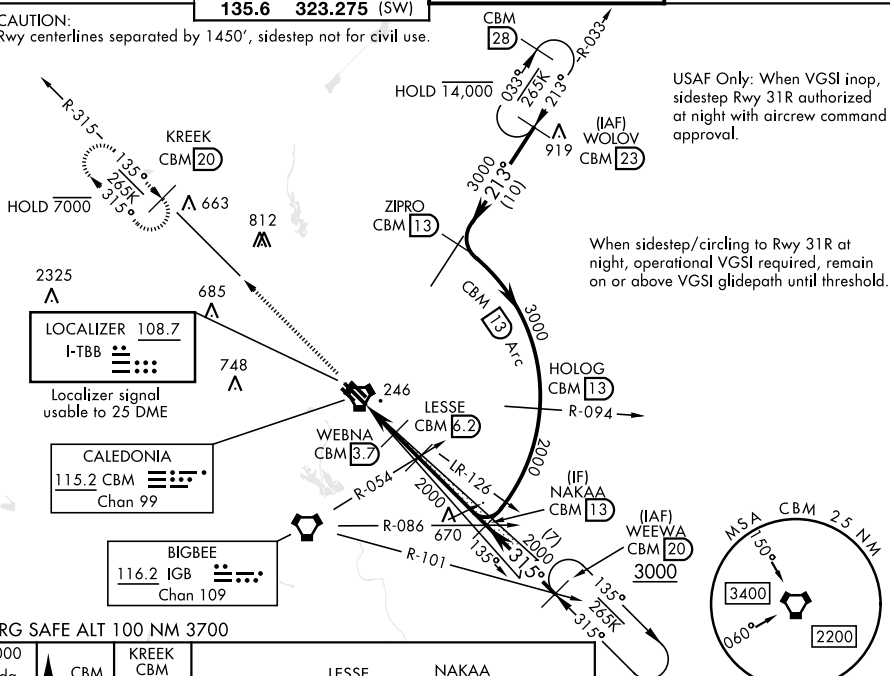
ALSF-1

MISSED APPROACH: Climb heading 315° to intercept the VOR/TAC CBM R-315 outbound to KREEK (CBM R-315/20) and hold. Maintain 4000.

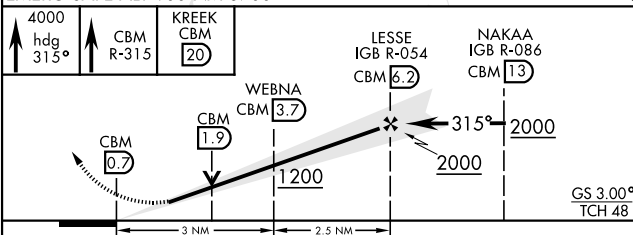
ATIS ★ 115.2 273.5	APP CON ★ 126.075 239.25 (N) 134.55 350.3 (SE) 135.6 323.275 (SW)	TOWER ★ 126.65 379.925	GND CON ★ 121.9 275.8
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*** CAUTION:

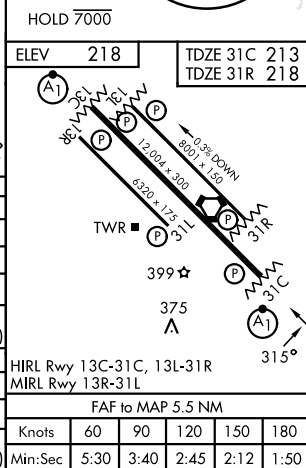
Rwy centerlines separated by 1450', sidestep not for civil use.



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-ILS 31C *	413/24		200	(200-½)	
S-LOC 31C **	640/24	427 (500-½)	640/40	427	(500-¾)
SIDESTEP RWY 31R ***	640/55	422 (500-1)	640-1 ¼	422	(500-1¼)
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1 ½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022(1100-3)
LOCAL ALTIMETER, WITHOUT LAST STEPDOWN FIX					
S-LOC 31C †	720/24	507 (600-½)	720/55	507	(600-1)
SIDESTEP*** RWY 31R	760/55	542 (600-1)	760-1½	542	(600-1½)
CIRCLING	760-1	542 (600-1)	760-1½ 542 (600-1½)	880-2 662 (700-2)	1240-3 1022(1100-3)



COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

ILS or LOC Y RWY 31C

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13C

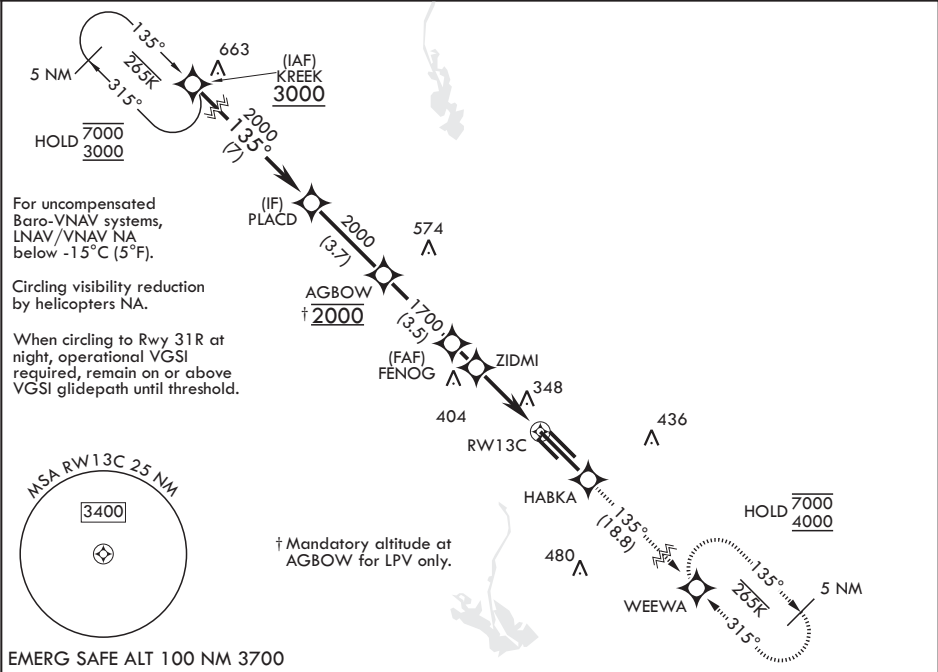
WAAS CH 53183 W13A	APCH CRS 135°	Rwy ldg TDZE Arpt Elev	12,004 196 218
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(USAF)

COLUMBUS AFB (KCBM)

RNP APCH-GPS	ALSF-1	MISSED APPROACH: Climb to 4000 direct HABKA, direct track to WEEWA and hold as published.
▼ * When ALS inop increase RVR to 40, vis to ¾ mile. ** When ALS inop, increase vis to 1 3/8 miles. *** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.	A1	

ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8
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KREEK 3000 135°	PLACD 2000	AGBOW †2000	FENOG 1700	ZIDMI 1260	RW13C 1.4 NM to RW13C	WEEWA ELEV 218	TDZE 196
GP 3.00° TCH 49							
CATEGORY	A	B	C	D	E		
LPV DA*		396/24	200		(200-½)		
LNAV/VNAV DA**		666/50	470		(500-1)		
LNAV MDA***	680/24	484 (500-½)	680/50	484	(500-1)		
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)		
						HIRL Rwy 13C-31C and 13L-31R MIRL Rwy 13R-31L	

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amtdr 4 07SEP23

RNAV (GPS) RWY 13C

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 13L

APCH CRS	Rwy Idg	8001
135°	TDZE	194
	Arpt Elev	218

(USAF)

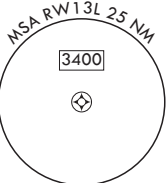
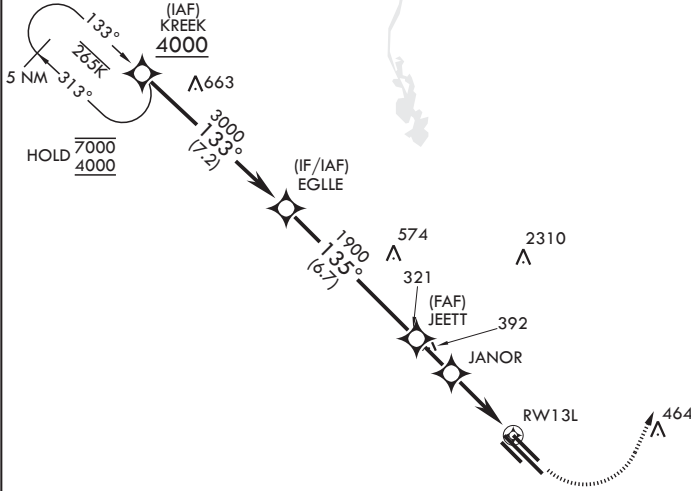
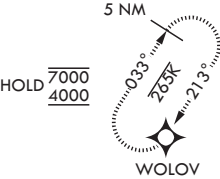
COLUMBUS AFB (KCBM)

RNP APCH-GPS	MISSED APPROACH: Climb to 800 then climbing left turn to 4000 direct WOLOV and hold.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8
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When Circling to Rwy 31R at Night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Circling Visibility Reduction by Helicopters NA.



EMERG SAFE ALT 100 NM 3700

EGLLE

3000

135°

JEETT

1900

1300

JANOR

1.3 NM to RWY 13L

RWY 13L

1.8 NM

3.2 NM

3.15° ≥ TCH 39

800

4000

WOLOV

ELEV 218

TDZE 194

135°

8001 × 150

12004 × 300

6520 × 175

311

TWR

BCN 399

CATEGORY	A	B	C	D	E
LNVA MDA	660/55 466 (500-1)	660-1½ 466 (500-1½)	660-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

MIRL Rwy 13R-31L

HIRL Rwy 13C-31C and 13L-31R

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 21APR22

RNAV (GPS) RWY 13L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31C

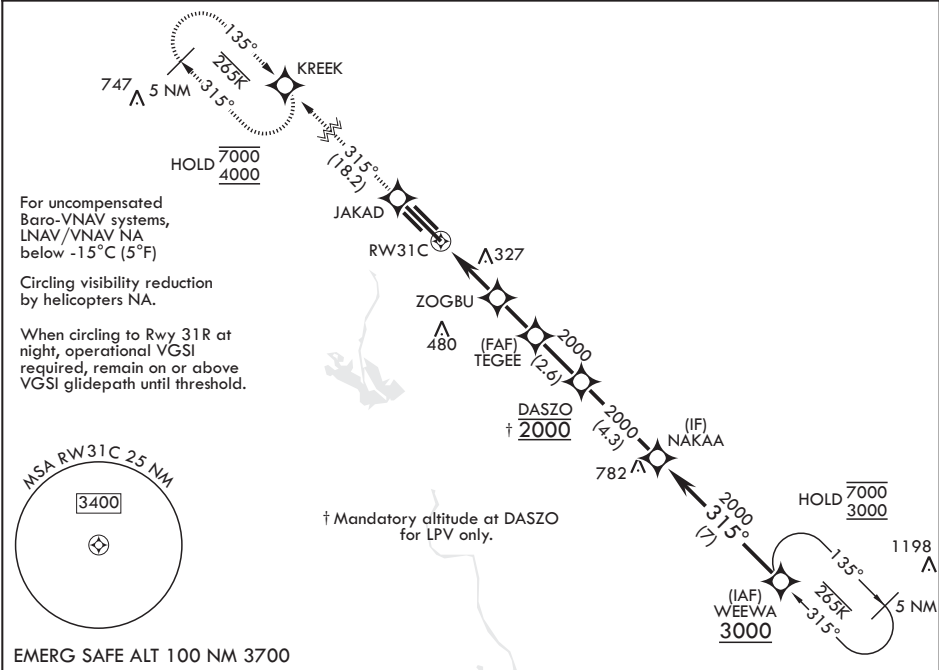
WAAS CH 89580 W31A	APCH CRS 315°	Rwy ldg TDZE Arpt Elev	12,004 213 218
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(USAF)

COLUMBUS AFB (KCBM)

RNP APCH-GPS	ALSIF-1	MISSED APPROACH: Climb to 4000 direct JAKAD, direct KREEK and hold.
* When ALS inop increase RVR to 40, vis to 3/4 mile. ** When ALS inop, increase vis to 1 3/8 miles. *** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/4 miles.		

ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8
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4000	JAKAD	tr 315°	KREEK	ELEV 218	TDZE 213
TEGEE DASZO NAKAA 1.8 NM to ZOGBU 1280 2000 GP 3.00° TCH 48 3.2 NM 2.2 NM					
CATEGORY	A	B	C	D	E
LPV DA*	413/24		200	(200-½)	
LNAV/VNAV DA**	671/45		458	(500-¾)	
LNAV MDA***	840/24	627 (700-½)	840-1¾	627	(700-1¾)
CIRCLING	840-1	622 (700-1)	880-2	1240-3	
			622 (700-1¾)	1022 (700-2)	1100-3

Diagram showing the final approach segment with altitudes and distances.

TEGEE DASZO NAKAA

1.8 NM to ZOGBU

1280

2000

GP 3.00°

TCH 48

3.2 NM 2.2 NM

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amtdr 4 07SEP23

RNAV (GPS) RWY 31C

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

RNAV (GPS) RWY 31R

APCH CRS	Rwy Idg	8001
315°	TDZE	218
	Arpt Elev	218

(USAF)

COLUMBUS AFB (KCBM)

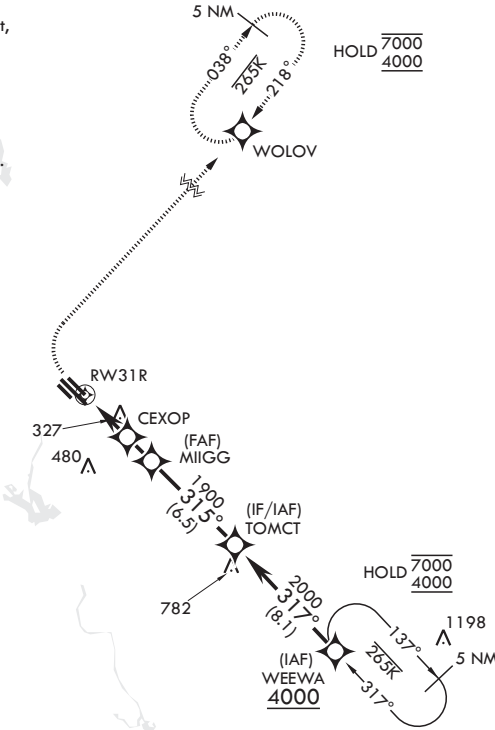
RNP APCH-GPS	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct WOLOV and hold.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8
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Straight-in Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

USAF Only: When VGSI inop, straight-in Rwy 31R authorized at night with aircrew command approval. LNAV visibility reduction by helicopters NA.

A
747



EMERG SAFE ALT 100 NM 3700

800	4000	WOLOV	WEEWA	ELEV 218	TDZE 218
↑	↗	⊙	↘		
CATEGORY	A	B	C	D	E
LNAV MDA	660/55	442 (500-1)	660-1½	442 (500-1½)	
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)
HIRL Rwy 13C-31C and 13L-31R MIRL Rwy 13R-31L					

COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 2 21APR22

RNAV (GPS) RWY 31R

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

RNAV (GPS) E

APCH CRS 090°	Rwy Idg TDZE Arpt Elev	N/A N/A 218
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(USAF)

COLUMBUS AFB (KCBM)

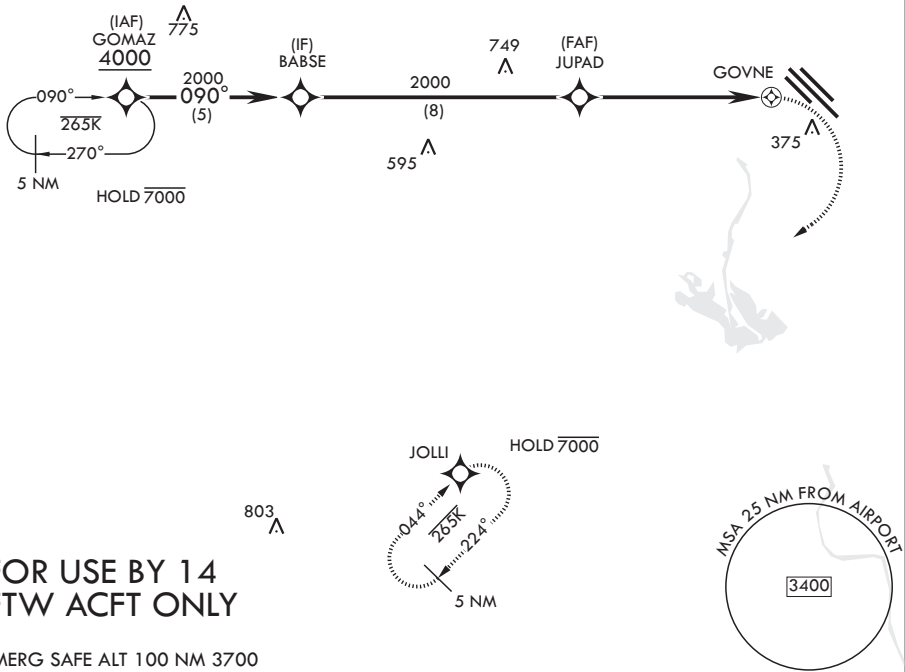
RNP APCH-GPS	MISSED APPROACH: Climbing right turn to 3000 direct JOLLI and hold or as directed by ATC.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8
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Circling visibility reduction by helicopters NA.

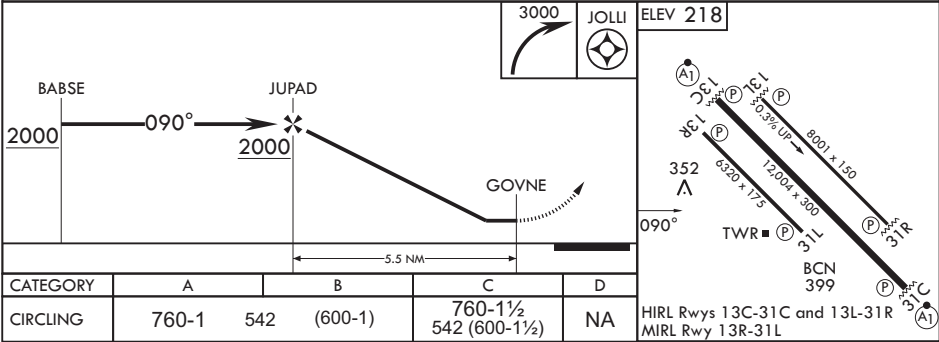
When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

775



FOR USE BY 14
FTW ACFT ONLY

EMERG SAFE ALT 100 NM 3700



COLUMBUS, MISSISSIPPI

33°39'N - 88°27'W

COLUMBUS AFB (KCBM)

Amdt 4 21APR22

RNAV (GPS) E

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) F

APCH CRS	Rwy Idg	N/A
359°	TDZE	N/A
	Arprt Elev	218

(USAF)

COLUMBUS AFB (KCBM)

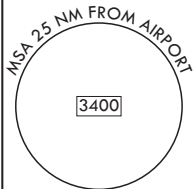
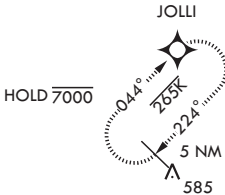
RNP APCH-GPS	MISSED APPROACH: Climbing left turn to 3000 direct JOLLI and hold.
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ATIS★ 115.2 273.5	APP CON★ 126.075 239.25 N 134.55 350.3 SE 135.6 323.275 SW	TOWER★ 126.65 379.925	GND CON★ 121.9 275.8
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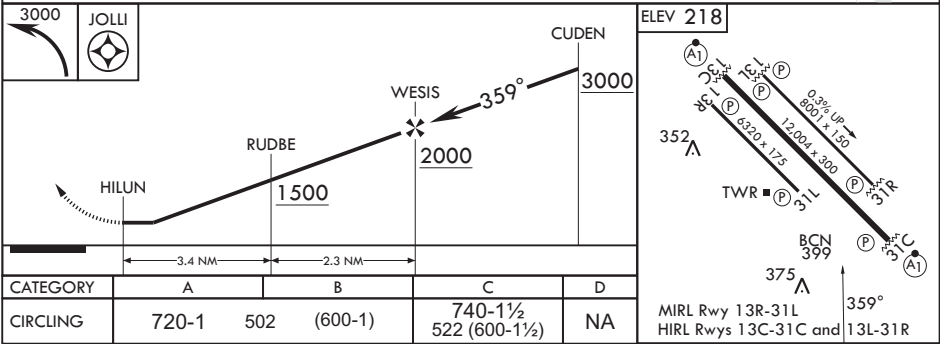
When Circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Circling visibility reduction by helicopters NA.

FOR USE BY 14
FTW ACFT ONLY



EMERG SAFE ALT 100 NM 3700



RNAV (GPS) F

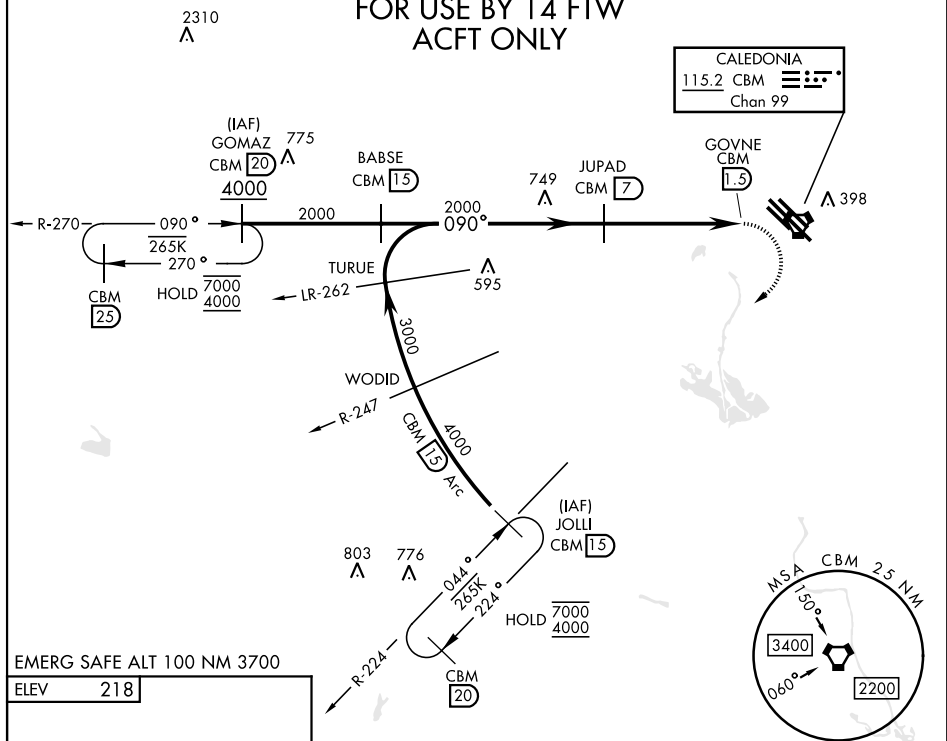
VOR/DME A

COLUMBUS AFB (KCBM)

MISSED APPROACH: Climbing right turn to intercept the CBM R-224 outbound to JOLI (CBM R-224/15) and hold. Maintain 3000.

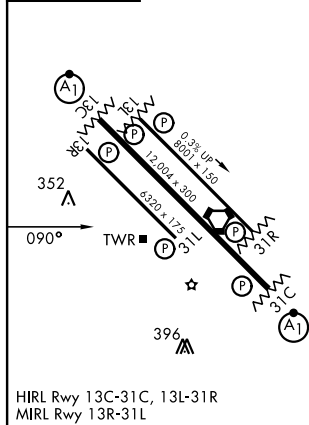
ATIS ★ 115.2 273.5	APP CON ★ 126.075 239.25 (N) 134.55 350.3 (SE) 135.6 323.275 (SW)	TOWER ★ 126.65 379.925	GND CON ★ 121.9 275.8
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FOR USE BY 14 FTW
ACFT ONLY

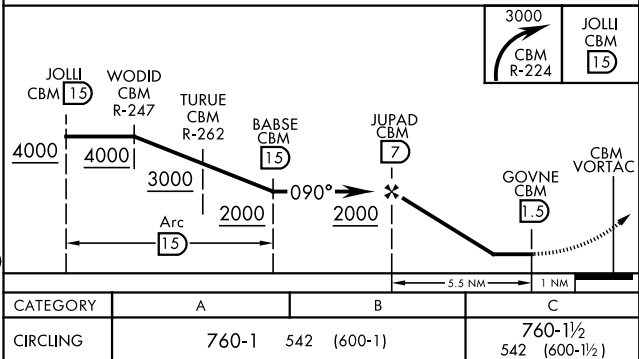


EMERG SAFE ALT 100 NM 3700

ELEV	218
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HIRL Rwy 13C-31C, 13L-31R
MIRL Rwy 13R-31L



COLUMBUS AFB (KCBM)

Amdt 6 21APR22

VOR/DME A

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

VOR/DME C

VORTAC CBM 115.2 Chan 99	APCH CRS 060°	Rwy Idg N/A TDZE N/A Arpt Elev 218
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[USAF]

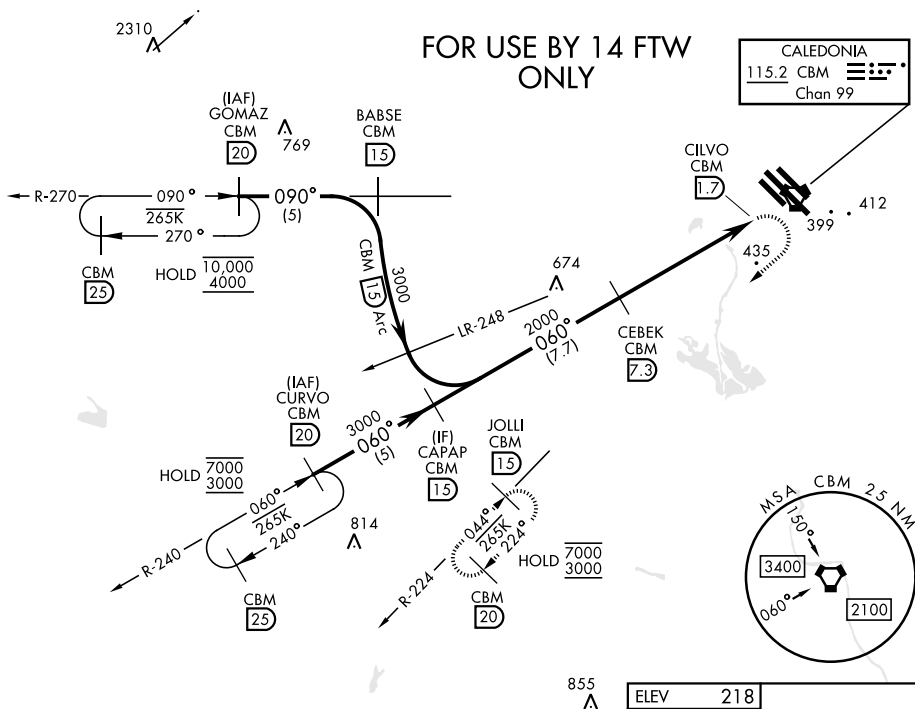
COLUMBUS AFB (KCBM)

RADAR required

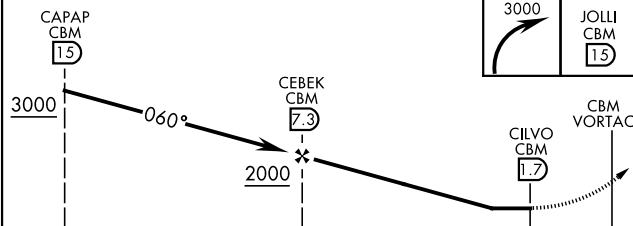
T When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.
Rwy 31R helicopter visibility reduction below 1 mile not authorized.

MISSED APPROACH: Climbing right turn to 3000 direct JOLLI (CBM R-224/15 DME) and hold.

ATIS ★	APP CON ★	TOWER ★	GND CON ★
115.2 273.5	126.075 239.25 (N) 134.55 350.3 (SE) 135.6 323.275 (SW)	126.65 379.925	121.9 275.8



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C
CIRCLING	800-1½	582	(600-1½)

HIRL Rwy 13C-31C, 13L-31R
MIRL Rwy 13R-31L

COLUMBUS, M|SS|SS|PP|

33° 39'N-88° 27'W

COLUMBUS AFB (KCBM)

Orig 15MAY25

VOR/DME C

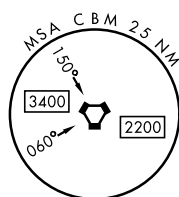
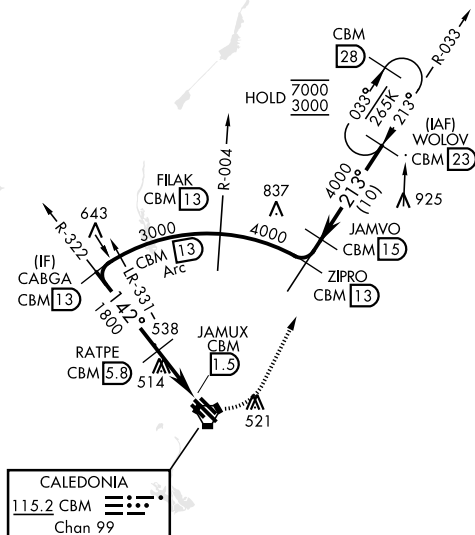
TACAN RWY 13L

COLUMBUS AFB (KCBM)

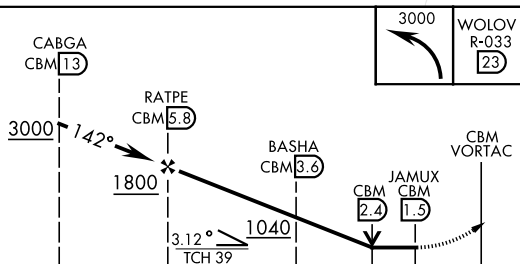
T When circling to Rwy 31R at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing left turn to WOLOV and hold as published. Maintain 3000.

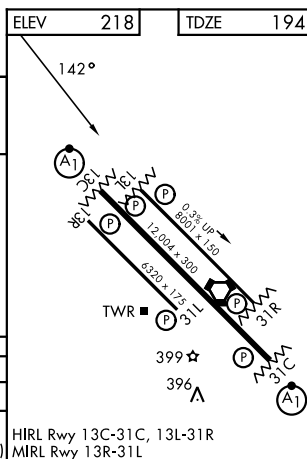
ATIS ★ 115.2 273.5	APP CON ★ 126.075 239.25 (N) 134.55 350.3 (SE) 135.6 32.275 (SW)	TOWER ★ 126.65 379.925	GND CON ★ 121.9 275.8



EMERG SAFE ALT 100 NM 3700



CATEGORY	A	B	C	D	E
S-13L	660/55 466 (500-1)		660-13%	466	(500-1%)
CIRCLING	700-1 482 (500-1)	720-1 502 (600-1)	740-1½ 522 (600-1½)	880-2 662 (700-2)	1240-3 1022 (1100-3)



COLUMBUS AFB (KCBM)

Amdt 1 21APR22

TACAN RWY 13L

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS, MISSISSIPPI

TACAN RWY 31R

VORTAC CBM 115.2 Chan 99	APCH CRS 302°	Rwy Idg TDZE Arpt Elev 8001 218 218
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[USAF]

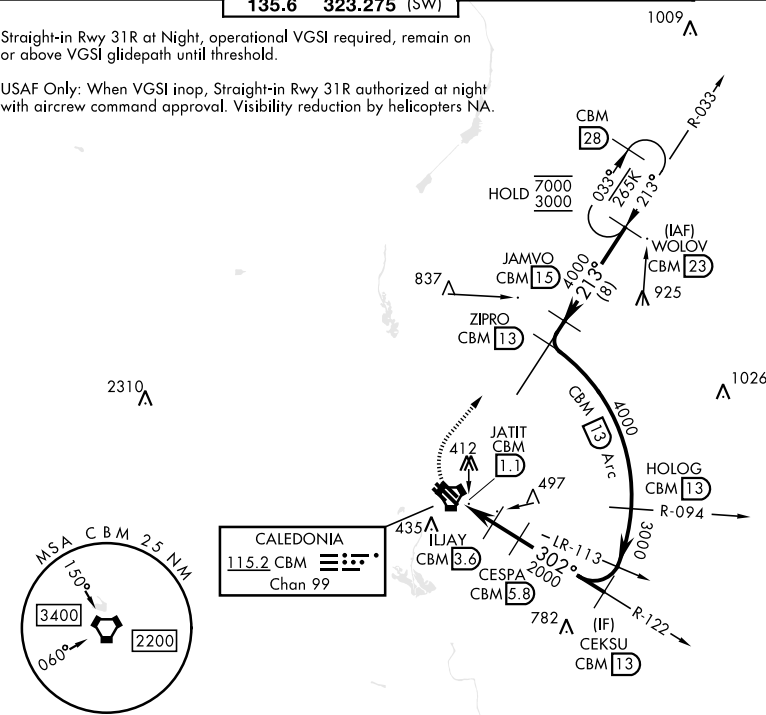
COLUMBUS AFB (KCBM)

▼ Missed approach requires use of RNAV or ATC RADAR monitoring.	MISSED APPROACH: Climbing right turn to WOLOV and hold as published. Maintain 3000.
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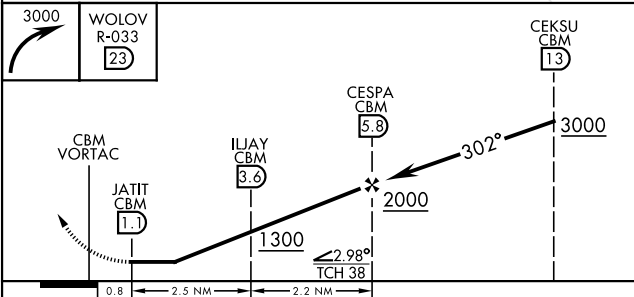
ATIS ★ 115.2 273.5	APP CON ★ 126.075 239.25 (N) 134.55 350.3 (SE) 135.6 323.275 (SW)	TOWER ★ 126.65 379.925	GND CON ★ 121.9 275.8
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Straight-in Rwy 31R at Night, operational VGSI required, remain on or above VGSI glidepath until threshold.

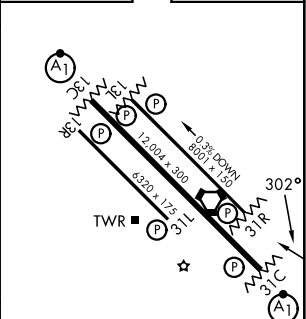
USAF Only: When VGSI inop, Straight-in Rwy 31R authorized at night with aircrew command approval. Visibility reduction by helicopters NA.



EMERG SAFE ALT 100 NM 3700



ELEV	218	TDZE	218
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CATEGORY	A	B	C	D	E
S-31R	760/55 542 (600-1)		760-1 5/8 542 (600-1 1/2)		
CIRCLING	760-1 542 (600-1)		760-1 5/8 542 (600-1 1/2)	880-2 662 (700-2)	1240-3 1022 (1100-3)

MIRL Rwy 13R-31L
HIRL Rwy 13C-31C, 13L-31R

COLUMBUS, MISSISSIPPI

33° 39' N-88° 27' W

COLUMBUS AFB (KCBM)

Amdt 2 14MAY26

TACAN RWY 31R

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

26162

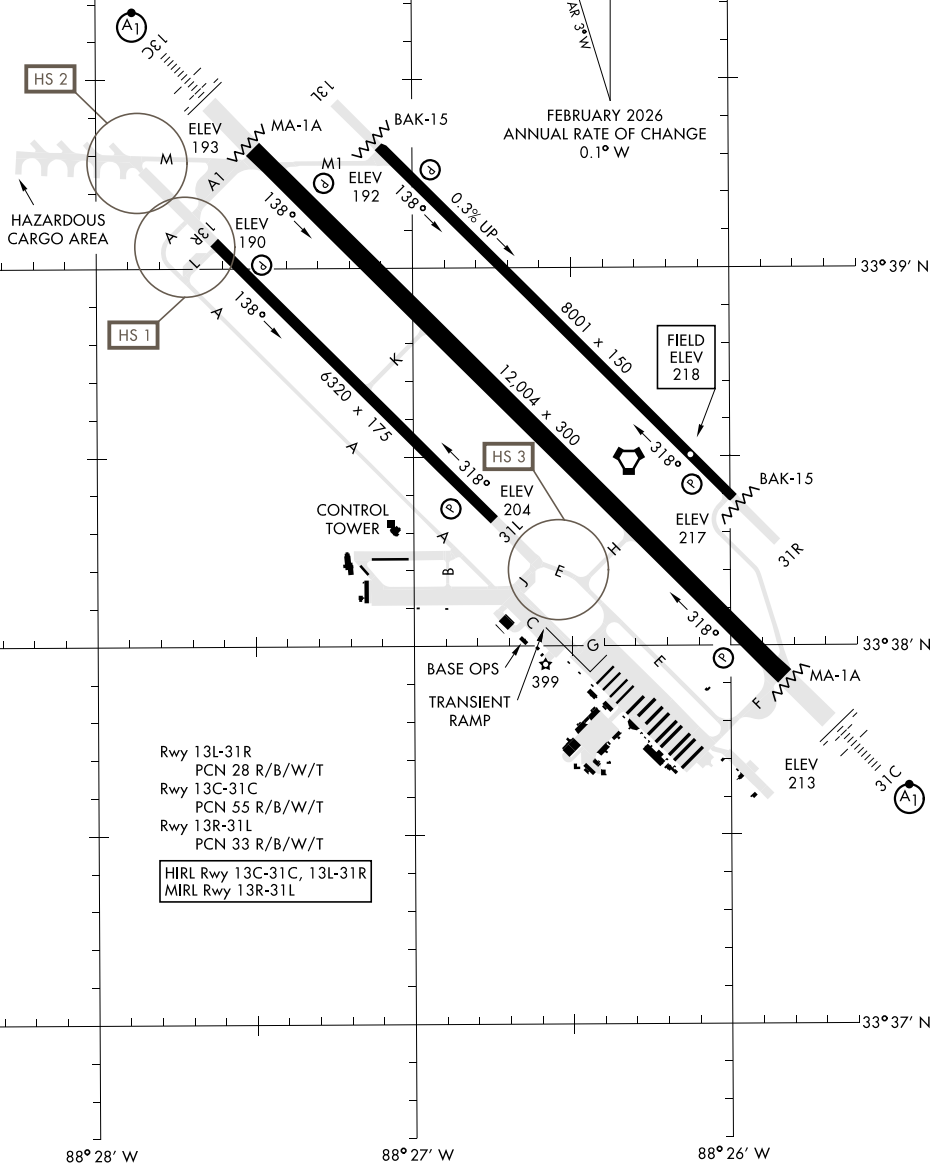
AIRPORT DIAGRAM

[USAF]

COLUMBUS AFB (KCBM)

COLUMBUS, MISSISSIPPI

ATIS ★
115.2 273.5
CLNC DEL ★
269.55
GND CON ★
121.9 275.8
TOWER ★
126.65 379.925

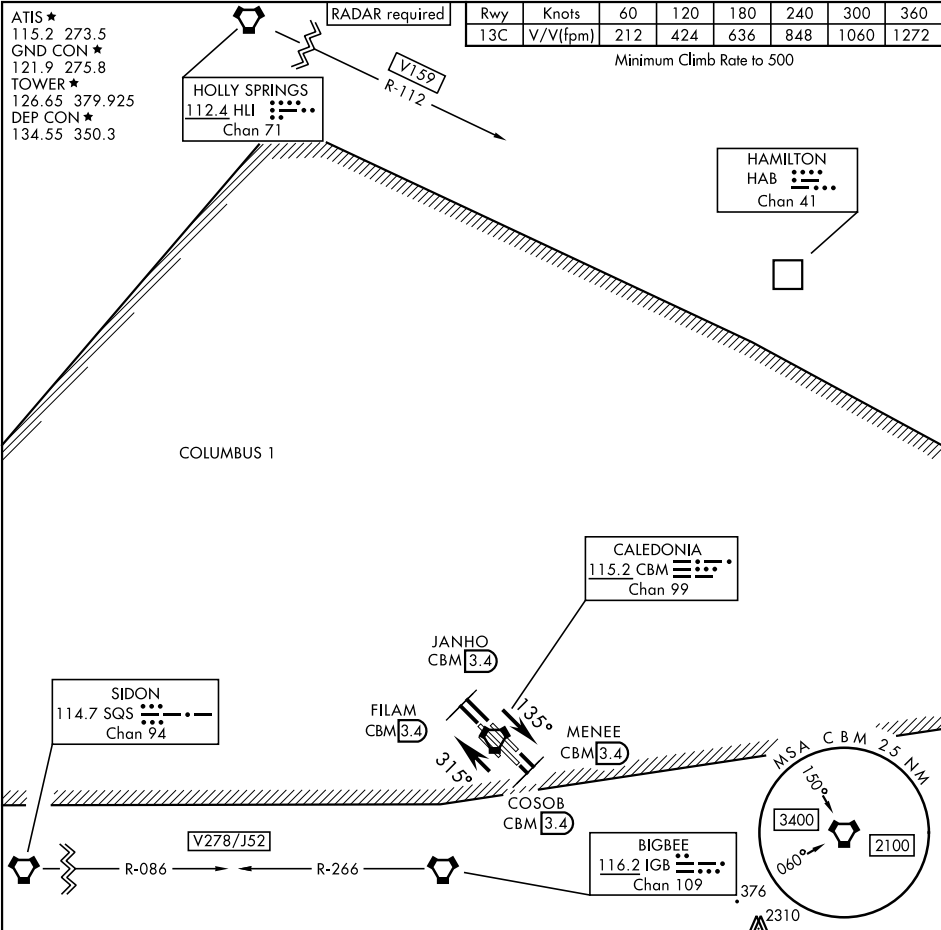


AIRPORT DIAGRAM

COLUMBUS, MISSISSIPPI
COLUMBUS AFB (KCBM)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

NOTE: Rwy 13/31C departure will be towards a raised MA-1A barrier approximately 110' into the overrun and 4' high.

TAKEOFF RWY 13C: Climb on heading 135° to intercept CBM VORTAC R-138, direct COSOB (CBM R-138/3.4 DME), then via ATC instructions.

TAKEOFF RWY 13L: Climb on heading 135° to intercept CBM VORTAC R-132, direct MENEE (CBM R-132/3.4 DME), then via ATC instructions.

TAKEOFF RWY 31C: Climb on heading 315° to intercept CBM VORTAC R-312, direct FILAM (CBM R-312/3.4 DME), then via ATC instructions.

TAKEOFF RWY 31R: Climb heading 315° to intercept CBM VORTAC R-318, direct JANHO (CBM R-318/3.4 DME), then via ATC instructions.

LOC I-GTR	APP CRS	Rwy Ldg
110.7	182°	8003
	TDZE	264
	Apt Elev	264

ILS or LOC RWY 18
GOLDEN TRIANGLE RGNL (GTR)

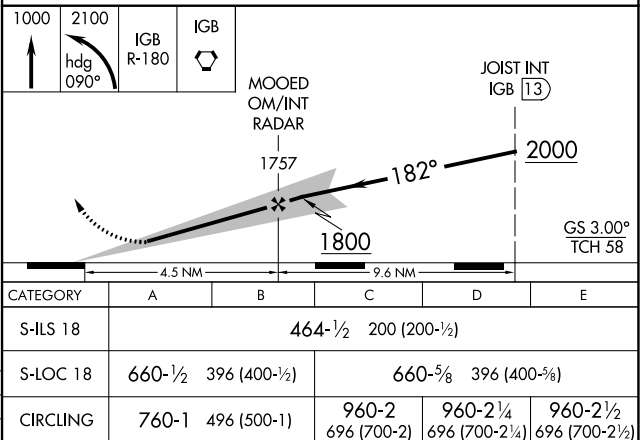
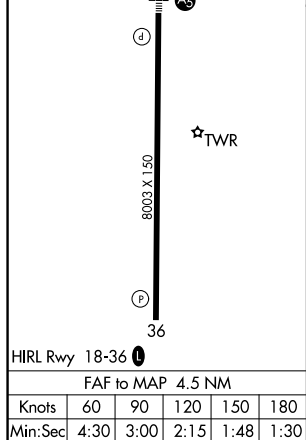
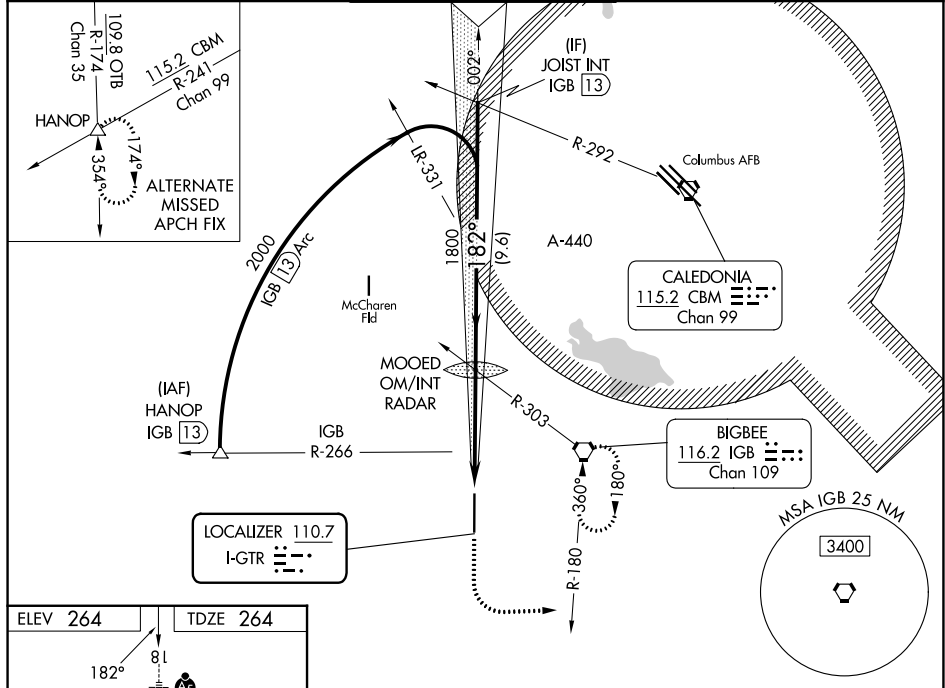
A

For inop ALS, increase S-ILS 18 Cat E visibility to ¾ SM, S-LOC 18 Cat E visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2100 on heading 090° and on IGB VORTAC R-180 to IGB VORTAC and hold, continue climb-in-hold to 2100.

ATIS 126.375	COLUMBUS APP CON★ 135.6 323.275	GOLDEN TRIANGLE TOWER★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	UNICOM 122.95
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI

AL-5855 (FAA)

26190

WAAS CH 63203 W18A	APP CRS 182°	Rwy Ldg TDZE 264 Apt Elev 264	8003
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RNAV (GPS) RWY 18
GOLDEN TRIANGLE RGNL (GTR)

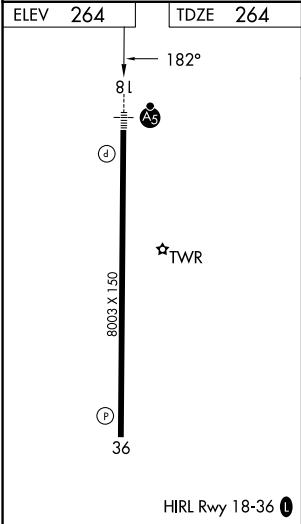
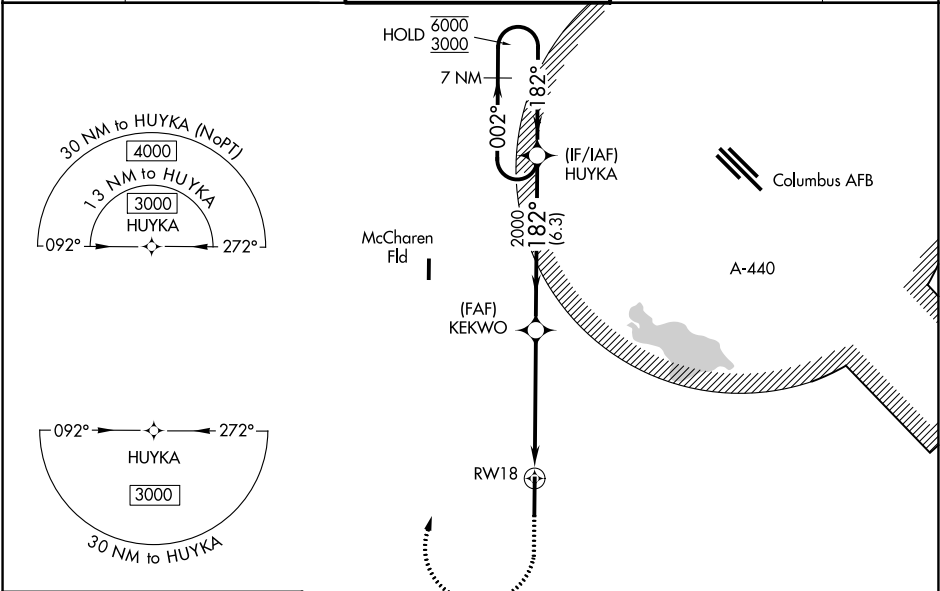
RNP APCH - GPS.

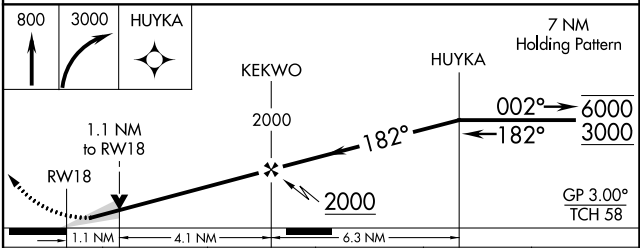
A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV Cat E to 1¾ SM, and LNAV Cat C/D/E to 1¾ SM.



MISSED APPROACH:
Climb to 800 then climbing right turn to 3000 direct HUYKA and hold, continue climb-in-hold to 3000.

ATIS 126.375	COLUMBUS APP CON★ 135.6 323.275	GOLDEN TRIANGLE TOWER★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	UNICOM 122.95
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800	3000	HUYKA					
↑	↷	✦					
							
CATEGORY	A	B	C	D	E		
LPV DA	464-½		200 (200-½)				
LNAV/VNAV DA	710-¾		446 (500-¾)				
LNAV MDA	680-½	416 (500-½)	680-¾		416 (500-¾)		
CIRCLING	760-1	496 (500-1)	960-2 696 (700-2)	960-2¼ 696 (700-2¼)	960-2½ 696 (700-2½)		

COLUMBUS/W POINT/STARKVILLE, MISSISSIPPI

Amdt 2A 03NOV22

33°27'N-88°35'W

GOLDEN TRIANGLE RGNL (GTR)

RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99600 W36A	APP CRS 002°	Rwy Ldg 8003 TDZE 261 Apt Elev 264
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RNAV (GPS) RWY 36

GOLDEN TRIANGLE RGNL (GTR)

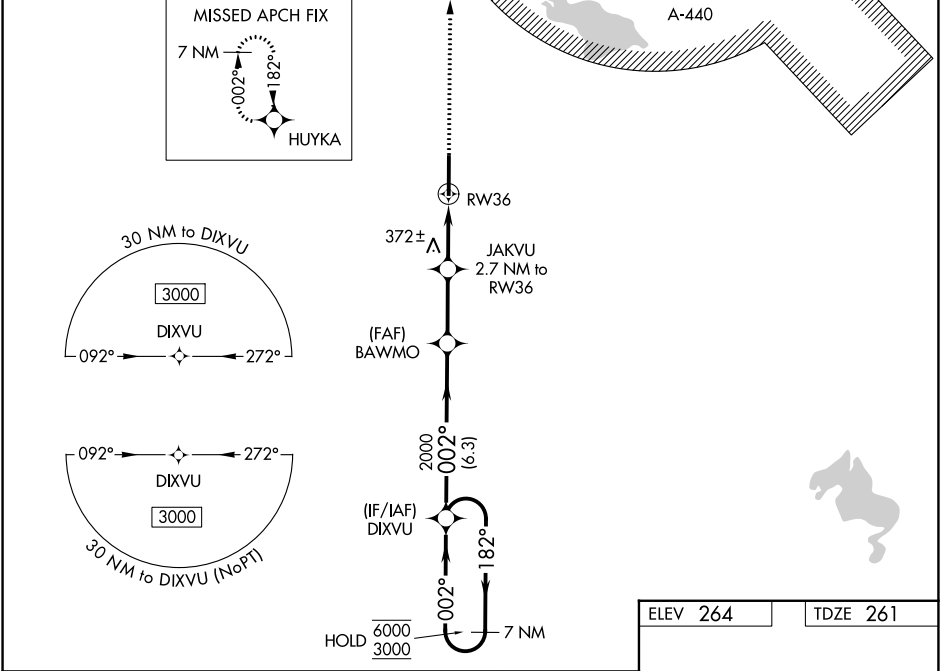
RNP APCH.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Columbus AFB altimeter setting: increase LPV DA to 500 feet, LNAV/VNAV DA to 593 feet and LNAV/VNAV visibility 1/8 SM; increase all MDAs 40 feet. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

MISSED APPROACH:
Climb to 3000 direct HUYKA and hold.

ATIS 126.375	COLUMBUS APP CON★ 135.6 323.275	GOLDEN TRIANGLE TOWER★ 118.2 (CTAF) 0 298.875	GND CON 135.375 322.475	UNICOM 122.95
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7 NM Holding Pattern

DIXVU

BAWMO

JAKVU 2.7 NM to RW36

*1 NM to RW36

RW36

GP 3.00° TCH 42

6000 ← 182°

3000 → 002°

002°

2000

*1140

6.3 NM

2.7 NM

1.7 NM

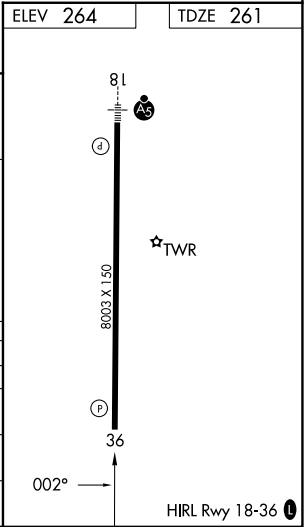
1 NM

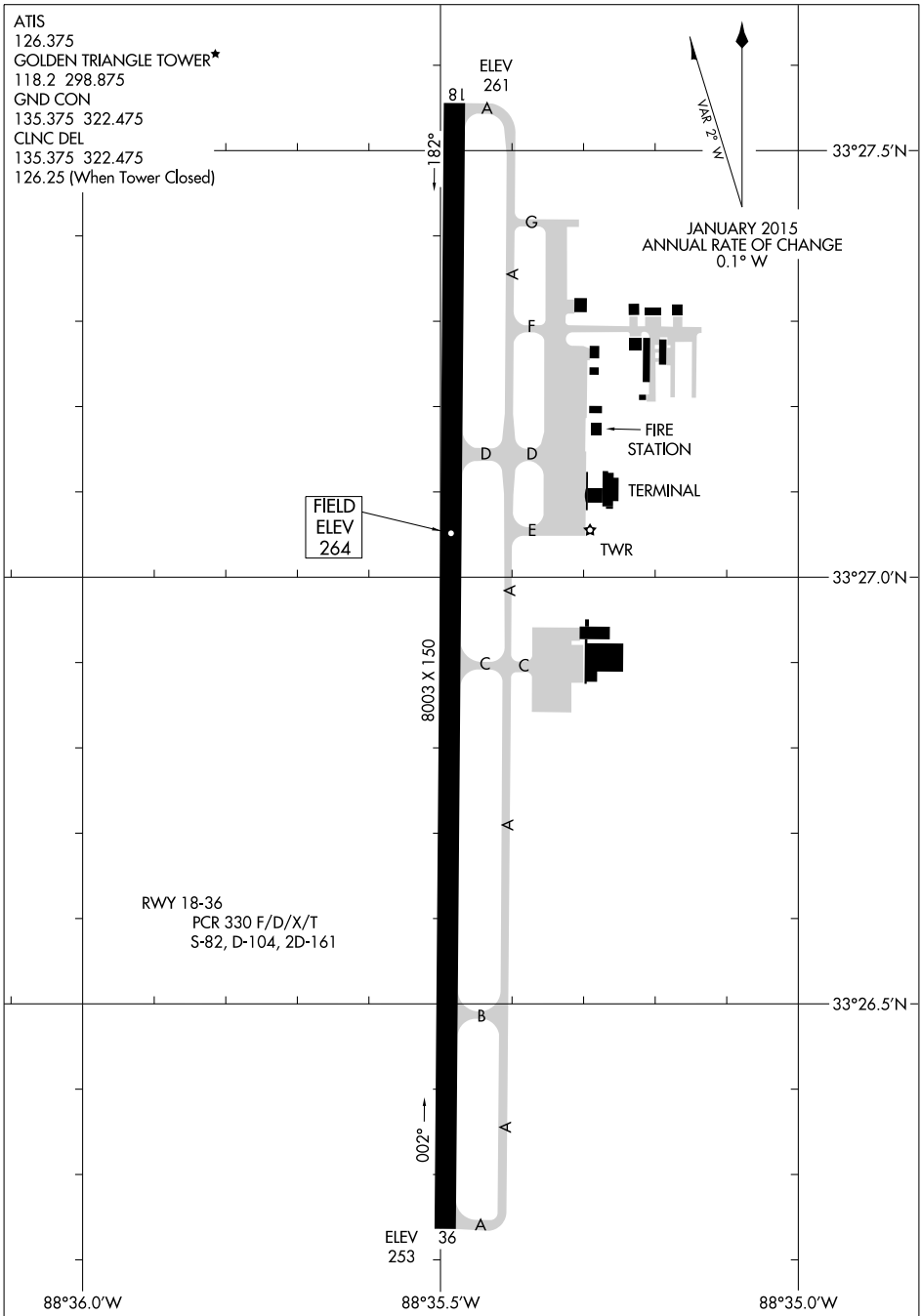
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

3000 HUYKA

*LNAV only.

CATEGORY	A	B	C	D	E
LPV DA	461-3/4 200 (200-3/4)				
LNAV/VNAV DA	554-7/8 293 (300-7/8)				
LNAV MDA	640-1 379 (400-1)	640-1 1/8 379 (400-1 1/8)			
CIRCLING	760-1 496 (500-1)	960-2 696 (700-2)	960-2 1/4 696 (700-2 1/4)	960-2 1/2 696 (700-2 1/2)	



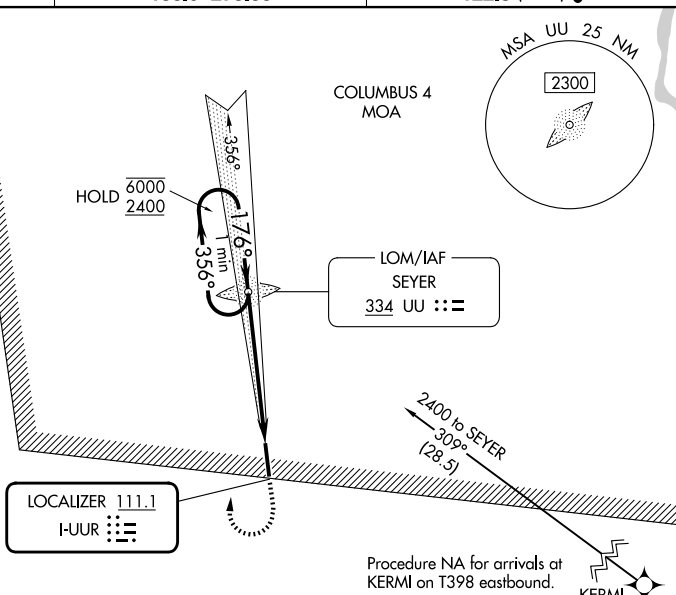


SC-4, 03 SEP 2026 to 29 OCT 2026

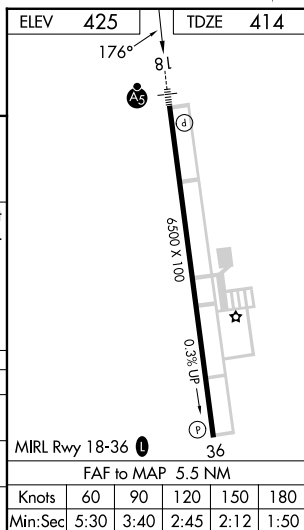
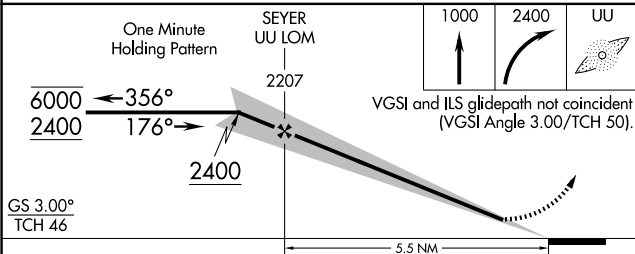
SC-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 18
ROSCOE TURNER (CRX)

MISSED APPROACH: Climb to 1000 then climbing right turn to 2400 direct UU LOM and hold, continue climb-in-hold to 2400.

UNICOM
122.8 (CTAF) **L**

Procedure NA for arrivals at KERMI on T398 eastbound.



ILS or LOC RWY 18

CORINTH, MISSISSIPPI

AL-5867 (FAA)

26078

WAAS CH 72806 W18A	APP CRS 176°	Rwy Ldg TDZE Apt Elev	6500 414 425
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RNAV (GPS) RWY 18

ROSCOE TURNER (CRX)

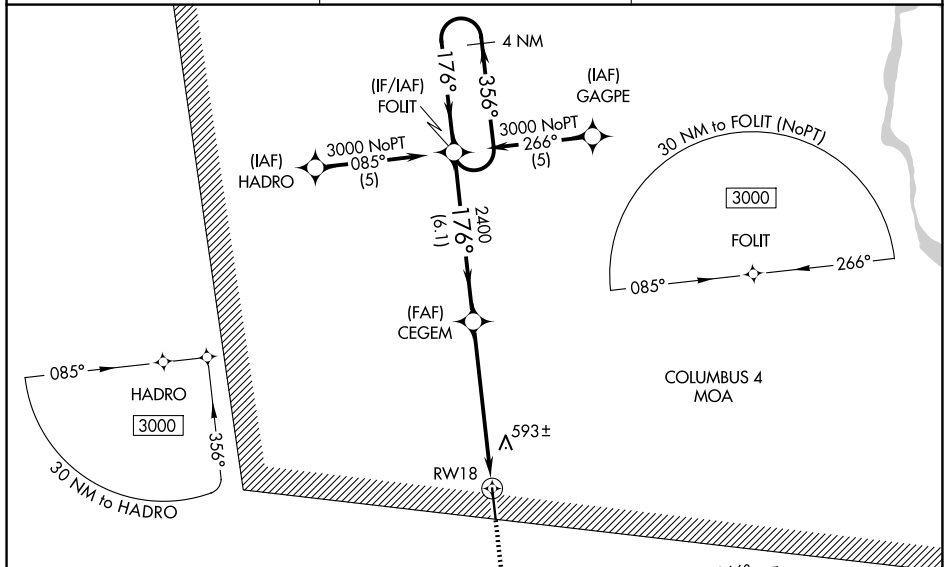
RNP APCH-GPS.

Baro-VNAV NA when using Selmer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. VDP NA when using Selmer altimeter setting. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 682 feet, increase LNAV/VNAV DA to 812 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D ¾ SM and Circling visibility Cats C and D ½ SM. For inop ALS when using Selmer altimeter setting, increase LPV all Cats visibility to ¾ SM and LNAV visibility Cats C and D to 1 ¼ SM.

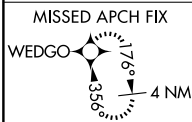
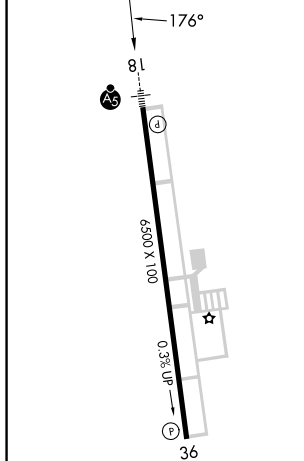


MISSED APPROACH:
Climb to 3000 direct
WEDGO and hold.

AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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ELEV 425	TDZE 414
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4 NM Holding Pattern	3000	356°	176°	176°	2400	1.5 NM to RWY 18	3000	WEDGO
GP 3.00°	TCH 46							
		6.1 NM	4.5 NM	1.5 NM				
CATEGORY	A	B	C	D				
LPV DA		614-½	200 (200-½)					
LNAV/VNAV DA		744-½	330 (400-½)					
LNAV MDA	940-½	526 (600-½)	940-1	526 (600-1)				
CIRCLING	940-1	515 (600-1)	1100-2	735 (800-2¼)				

CORINTH, MISSISSIPPI

Amdt 1B 29DEC22

34°55'N-88°36'W

ROSCOE TURNER (CRX)

RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH 48832
W36A

APP CRS
356°

Rwy Ldg
TDZE 425
Apt Elev 425

RNAV (GPS) RWY 36

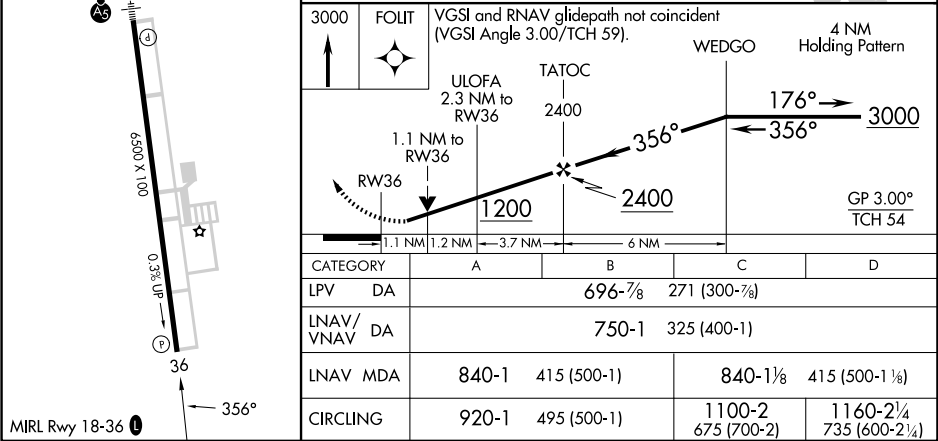
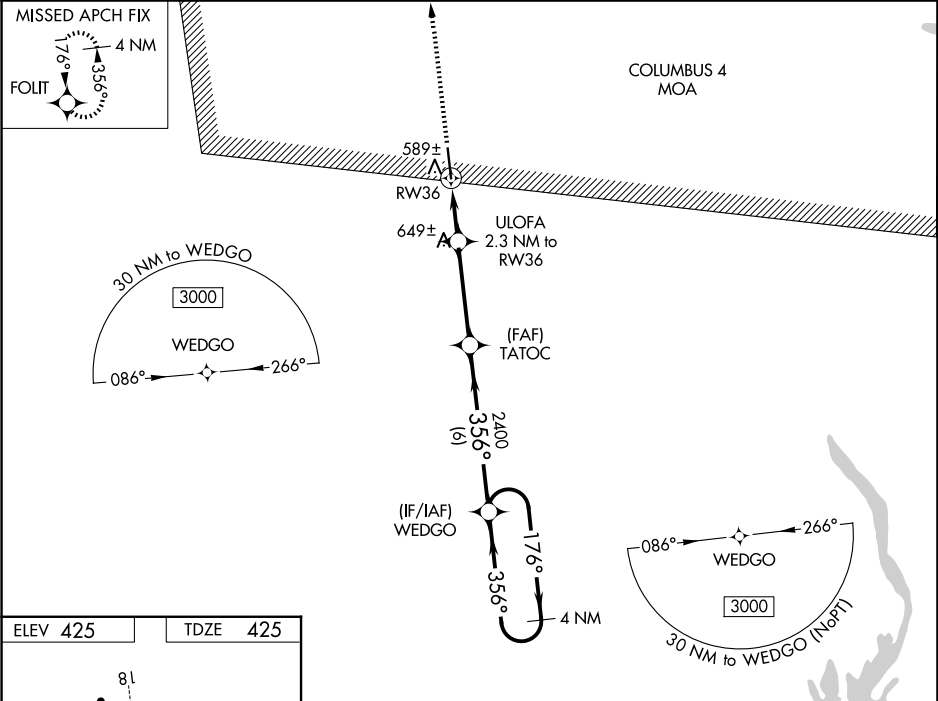
ROSCOE TURNER (CRX)

RNP APCH-GPS.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Selmer altimeter setting and increase LPV DA to 764 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 818 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cats C and D ¼ SM, and Circling visibility Cats C and D ½ SM. Baro-VNAV and VDP NA when using Selmer altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct FOLIT and hold.

AWOS-3PT 118.675	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF) 0
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COUSHATTA, LOUISIANA

AL-10410 (FAA)

26190

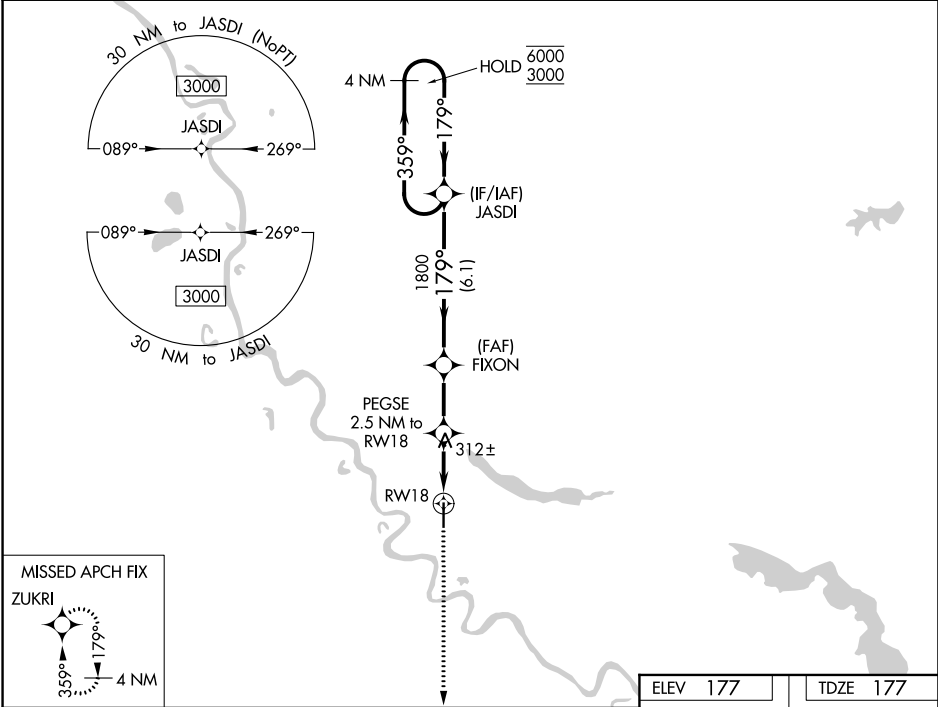
WAAS CH 93842 W18A	APP CRS 179°	Rwy Ldg TDZE 177 Apt Elev 177
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RNAV (GPS) RWY 18

THE RED RIVER (ØR7)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ZUKRI and hold, continue climb in hold to 3000.
▼ Rwy 18 helicopter visibility reduction below ¼ SM NA. Baro-VNAV NA. ▲ NA Use Natchitoches altimeter setting. Procedure NA at night.	

IER AWOS-3 119.025	MAKS APP CON 132.05 254.8	CTAF 122.9 0
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4 NM Holding Pattern		JASDI	3000	ZUKRI
6000 ← 359°		FIXON	1800	*LNAV only.
3000 → 179°		PEGSE 2.5 NM to RW18	1800	
GP 3.00° TCH 50		1800	*1020	
		6.1 NM	2.4 NM	2.5 NM
CATEGORY	A	B	C	D
LPV DA	478-1 301 (400-1)			
LNAV/VNAV DA	632-1⅜ 455 (500-1⅜)			
LNAV MDA	620-1	443 (500-1)	620-1⅜	443 (500-1⅜)
CIRCLING	660-1	483 (500-1)	920-2¼ 743 (800-2¼)	940-2½ 763 (800-2½)

ELEV 177

TDZE 177

179°

81

5002 X 74

36

MIRL Rwy 18-36

REIL Rwy 18 and 36

COUSHATTA, LOUISIANA

Orig-A 17APR25

31°59'N-93°18'W

THE RED RIVER (ØR7)

RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

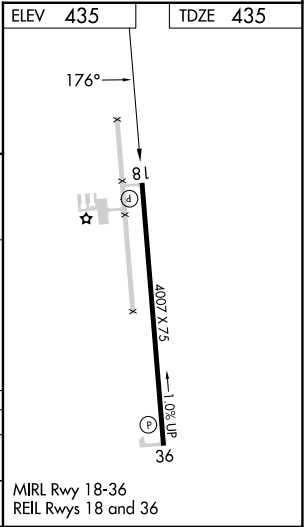
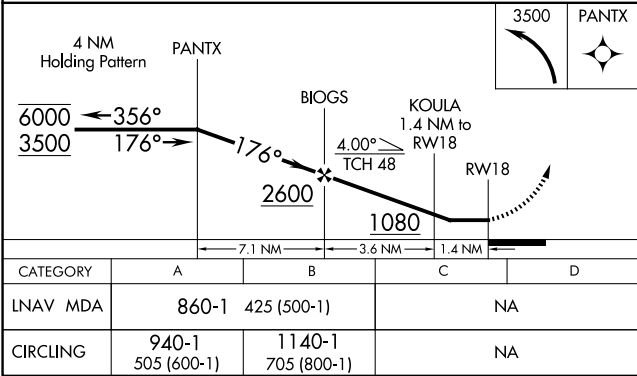
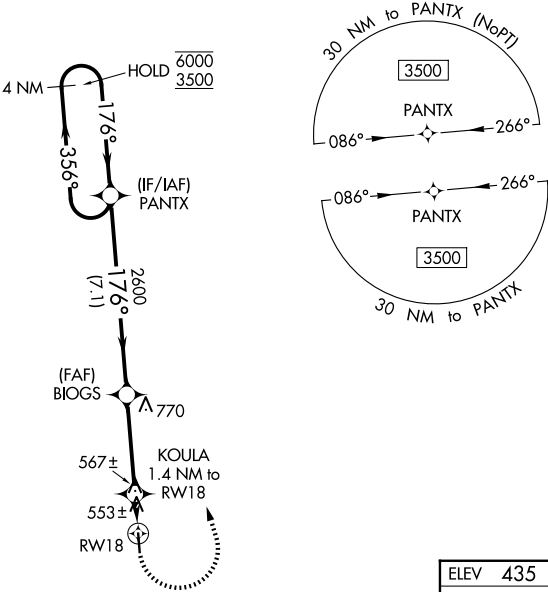
SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4007
176°	TDZE	435
	Apt Elev	435

RNAV (GPS) RWY 18

COPIAH COUNTY (M11)

RNP APCH.		MISSED APPROACH: Climbing left turn to 3500 direct PANTX and hold, continue climb-in-hold to 3500.
▼ ▲ NA	Rwy 18 helicopter visibility reduction below 1 SM NA. Use Brookhaven altimeter setting, when not received, use Hawkins Fld altimeter setting and increase all MDA 40 feet. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.	
1R7 AWOS-3P 118.125	MEMPHIS CENTER 132.5 259.1	CTAF 122.9



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

CRYSTAL SPRINGS, MISSISSIPPI

AL-11437 (FAA)

26022

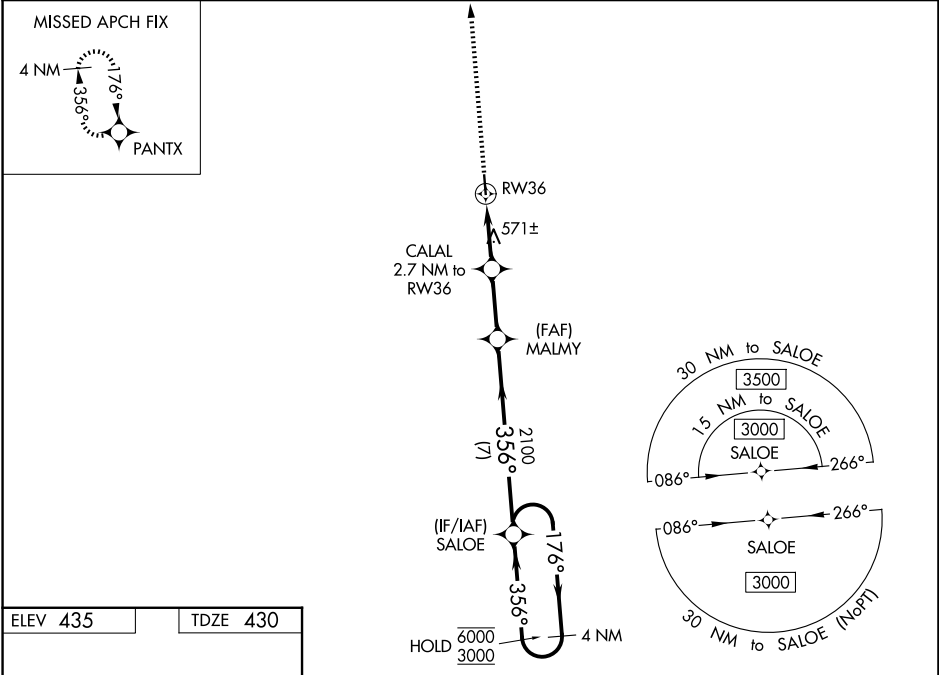
WAAS CH 53542 W36A	APP CRS 356°	Rwy Ldg 4007 TDZE 430 Apt Elev 435
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RNAV (GPS) RWY 36

COPIAH COUNTY (M11)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3500 direct PANTX and hold, continue climb-in-hold to 3500.
 NA	Circling Rwy 18 NA at night. Rwy 36 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Brookhaven altimeter setting; when not received, use Hawkins Fld altimeter setting and increase LPV DA to 756; increase LNAV/VNAV DA to 906; increase all MDAs 40 feet and Circling visibility Cats C and D 1/4 SM.	

1R7 AWOS-3P 118.125	MEMPHIS CENTER 132.5 259.1	CTAF 122.9
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MRL Rwy 18-36
REIL Rwys 18 and 36

3500 PANTX

RW36

CALAL 2.7 NM to RW36

MALMY 2100

1300

2.7 NM 2.5 NM 7 NM

SALOE

4 NM Holding Pattern

176° → 6000
← 356° 3000

GP 3.00°
TCH 44

CATEGORY	A	B	C	D
LPV DA	730-1 300 (300-1)			
LNAV/VNAV DA	880-1 $\frac{3}{8}$ 450 (500-1 $\frac{3}{8}$)			
LNAV MDA	880-1	450 (500-1)	880-1 $\frac{3}{8}$	450 (500-1 $\frac{3}{8}$)
CIRCLING	940-1 505 (600-1)	1140-1 705 (800-1)	1280-2 $\frac{1}{2}$ 845 (900-2 $\frac{1}{2}$)	1280-2 $\frac{3}{4}$ 845 (900-2 $\frac{3}{4}$)

CRYSTAL SPRINGS, MISSISSIPPI

Orig-A 10AUG23

31°54'N-90°22'W

COPIAH COUNTY (M11)

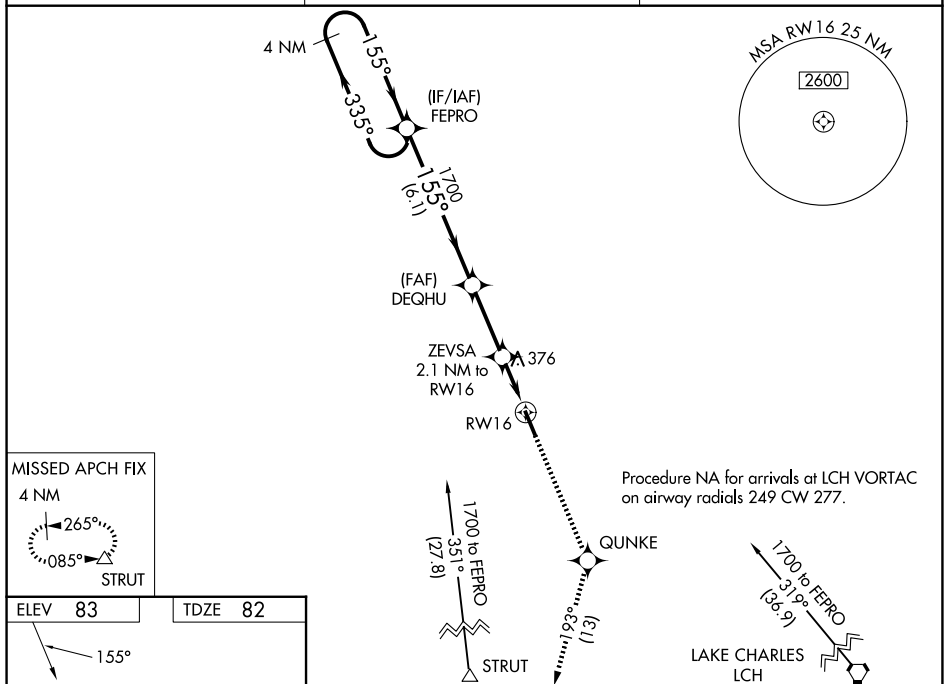
RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 16
DE QUINCY INDUSTRIAL AIRPARK (5R8)

MISSED APPROACH: Climb to 2000 direct QUNKE and on track 193° to STRUT and hold.

UNICOM
122.8 (CTAF) **L**

MISSED APCH FIX
4 NM
265°
085°
STRUT

Diagram illustrating the layout of the runway and the location of the REIL (Runway End Identifier Lights) and MIRL (Medium Intensity Runway Lights) systems.

The diagram shows a runway segment with a bearing of 155°. The runway is labeled with "9L" at the top and "34" at the bottom. The distance between the REIL and MIRL systems is marked as "6997 x 715". The REIL system is located at the top of the runway, and the MIRL system is located at the bottom. The diagram also shows a "TDZE 82" marker and a "142" marker.

4 NM Holding Pattern		FEPRO		DEQHU 1700		2000 ↑	QUNKE ✦	tr 193° 	STRUT △
1700 ← 335° 155° →		155° →		1700 		ZEVS A 2.1 NM to RW16 *800		*LNAV only 	
GP 3.00° TCH 50		6.1 NM		2.8 NM		2.1 NM			
CATEGORY		A		B		C		D	
LPV	DA	365-1		283 (300-1)				NA	
LNAV/ VNAV	DA	799-2½		717 (800-2½)				NA	
LNAV	MDA	700-1		618 (700-1)		700-1¾ 618 (700-1¾)		NA	
CIRCLING		700-1 617 (700-1)		740-1 657 (700-1)		740-1¾ 657 (700-1¾)		NA	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 34
DE QUINCY INDUSTRIAL AIRPARK (5R8)

MISSED APPROACH: Climb to 1700 direct FEPRO and hold.

UNICOM
122.8 (CTAF) **L**

MSA RW 34 25 NM

2600

Procedure NA for arrival on LCH VORTAC
airway radials 234 CW 277.

(IAF) STRUT

ELEV 83

TDZE 83

REIL Rwy 16 and 34 **L**
MIRL Rwy 16-34 **L**

RW34

CIXET
2 NM to RW34

*1.3 NM to RW34

*760

QUNKE
1700

HATGU

335°

1700

GP 3.00°
TCH 50

CATEGORY	A	B	C	D
LPV DA	339-3/4	256 (300-3/4)		NA
LNAV/VNAV DA	333-3/4	250 (300-3/4)		NA
LNAV MDA	540-1	457 (500-1)	540-1 3/8 457 (500-1 3/8)	NA
CIRCLING	540-1 457 (500-1)	740-1 657 (700-1)	740-1 3/4 657 (700-1 3/4)	NA

DE QUINCY, LOUISIANA
Amdt 2 05MAR15

30°26'N-93°28'W

DE QUINCY INDUSTRIAL AIRPARK (5R8)
RNAV (GPS) RWY 34

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5494
175°	TDZE	202
	Apt Elev	202

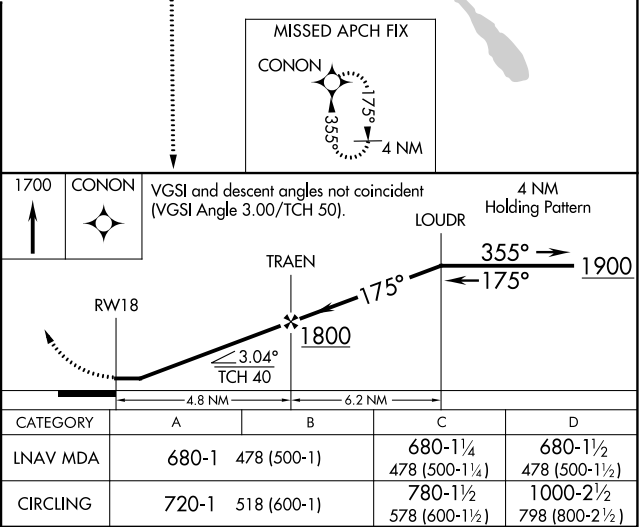
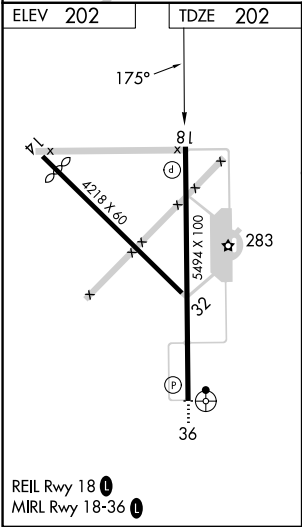
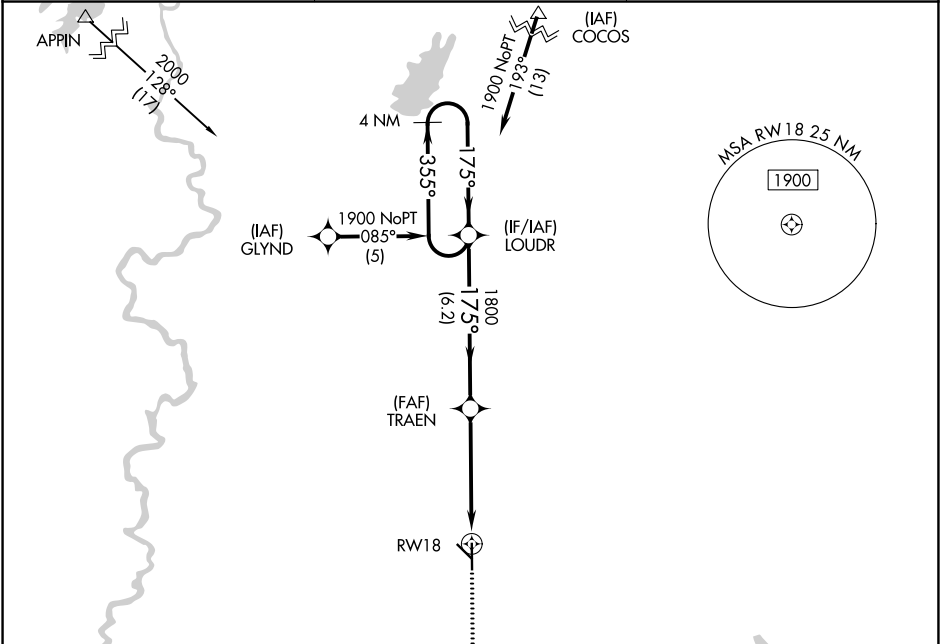
RNAV (GPS) RWY 18

BEAUREGARD RGNL (DRI)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fort Polk altimeter setting and increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D ¼ SM.

MISSED APPROACH: Climb to 1700 direct CONON and hold.

AWOS-3PT 118.225	MAKS APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 0
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APP CRS	Rwy Ldg	5494
355°	TDZE	197
	Apt Elev	202

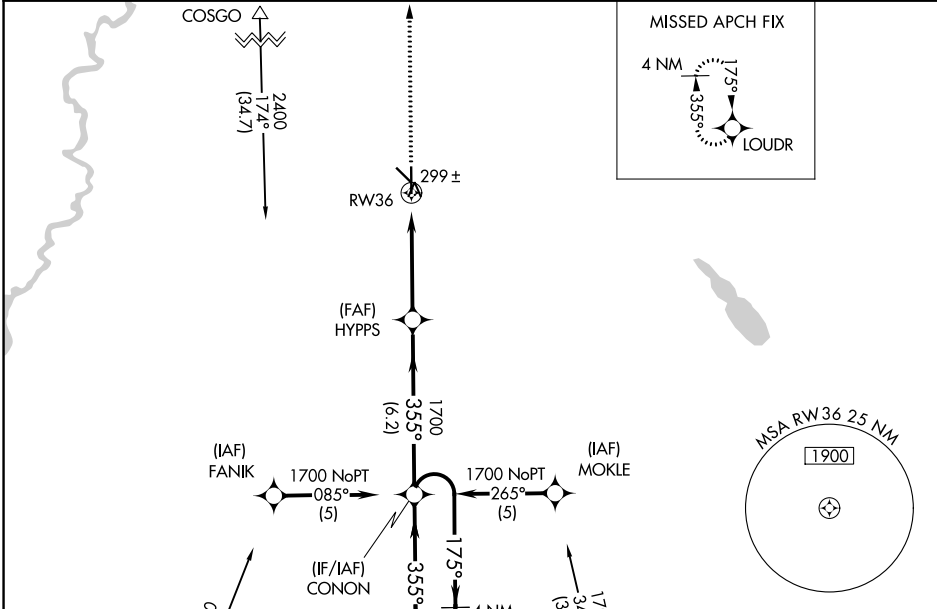
RNAV (GPS) RWY 36
BEAUREGARD RGNL (DRI)

⚠ Inoperative table does not apply. 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 Fort Polk altimeter setting and increase LNAV/LNAV DA to 622 feet and visibility all Cats ¼ SM; increase all MDAs 60 feet and visibility LNAV Cats C/D and Circling Cats C/D ¼ SM.

ODALS

MISSED APPROACH:
Climb to 1900 direct LOUDR and hold.

AWOS-3PT 118.225	MAKS APP CON 123.7 261.3	UNICOM 122.8 (CTAF) 0
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ELEV 202 **TDZE 197**

1900 **LOUDR**

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

HYPPS **CONON**

1700 **174°** **1700**

355° **355°**

GP 3.00°
TCH 40

CATEGORY	A	B	C	D
LNAV/VNAV DA	569-1¼ 372 (400-1¼)			
LNAV MDA	660-1 463 (500-1)	660-1¼ 463 (500-1¼)	660-1½ 463 (500-1½)	
CIRCLING	720-1 518 (600-1)	780-1½ 578 (600-1½)	1000-2½ 798 (800-2½)	

REIL Rwy 18 0
MIRL Rwy 18-36 0

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	3000
180°	TDZE	137
	Apt Elev	137

RNAV (GPS) RWY 18
RULEVILLE-DREW (M37)

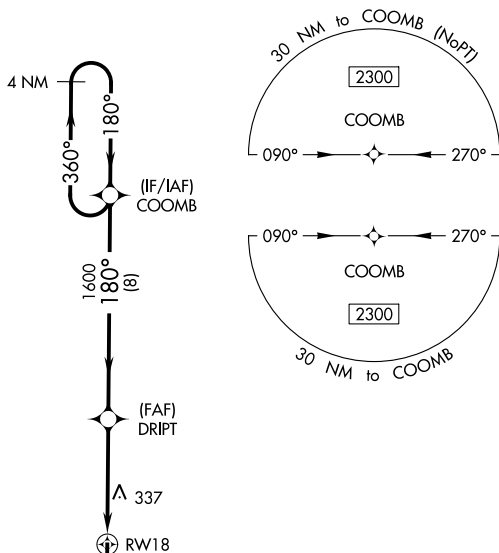
RNP APCH - GPS.

T Use RNV altimeter setting; when not received, use GWO altimeter setting and increase
A NA all MDAs 60 feet and LNAV visibility Cat C $\frac{1}{8}$ SM and Circling visibility Cat C $\frac{1}{4}$ SM.
 Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

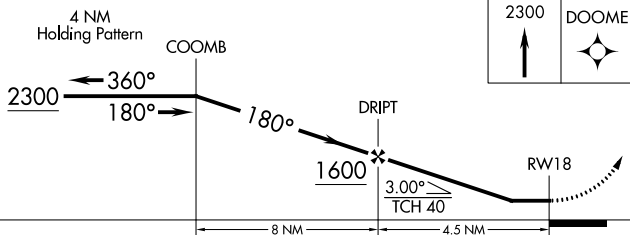
MISSED APPROACH: Climb to 2300 direct DOOME and hold.

RNV AWOS-3PT
124.175

MEMPHIS CENTER
135.875 269.35

CTAF
122.9 **L**

MISSED APCH FIX



CATEGORY	A	B	C	D
LNAV MDA	680-1	543 (600-1)	680-1 $\frac{5}{8}$ 543 (600-1 $\frac{3}{4}$)	NA
CIRCLING	680-1 543 (600-1)	720-1 583 (600-1)	780-1 $\frac{3}{4}$ 643 (700-1 $\frac{3}{4}$)	NA

MIRL Rwy 18-36 **L**

DREW, MISSISSIPPI

AL-5859 (FAA)

26246

APP CRS 360°	Rwy Ldg	3000
	TDZE	137
	Apt Elev	137

RNAV (GPS) RWY 36

RULEVILLE-DREW (M37)

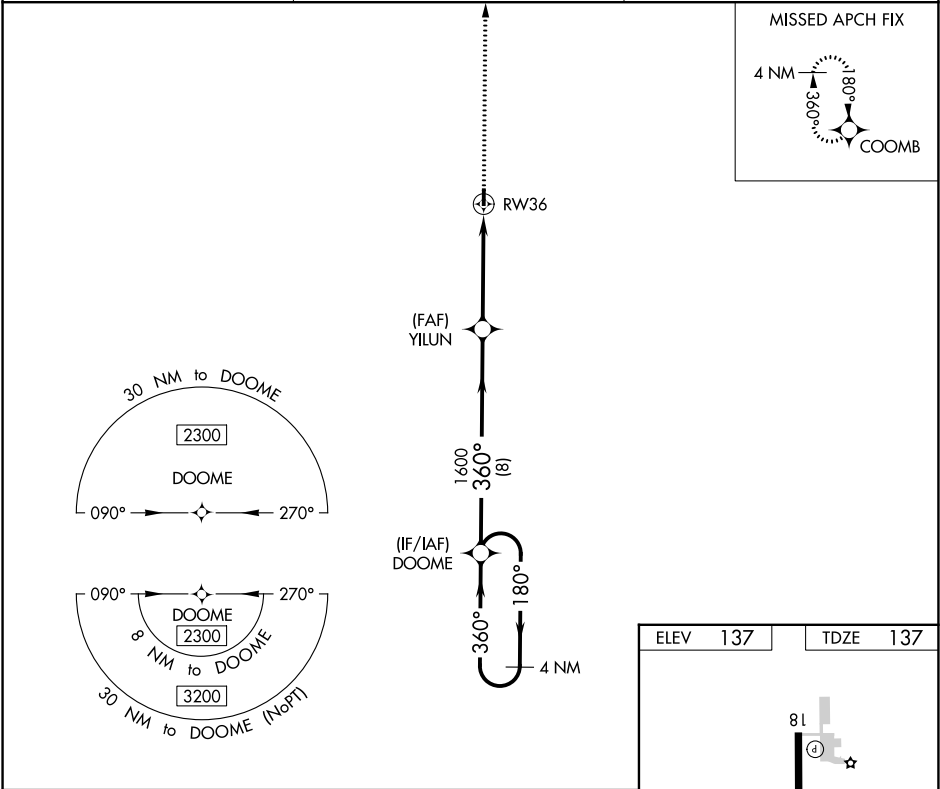
▽

▲ NA

DME/DME RNP-0.3 NA. Use Cleveland altimeter setting; when not received, use Greenwood altimeter setting and increase all MDA 40 feet; increase LNAV Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct COOMB and hold.

RNV AWOS-3PT 124.175	MEMPHIS CENTER 135.875 269.35	CTAF 122.9 0
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4 NM Holding Pattern

DOOME

2300

180°

360°

YILUN

1600

3.00° TCH 40

RW36

8 NM

4.5 NM

2300

COOMB

CATEGORY	A	B	C	D
LNAV MDA	620-1	483 (500-1)	620-1 3/8 483 (500-1 3/8)	NA
CIRCLING	620-1 483 (500-1)	720-1 583 (600-1)	780-1 3/4 643 (700-1 3/4)	NA

ELEV 137

TDZE 137

81

36

360°

MIRL Rwy 18-36 0

DREW, MISSISSIPPI
Orig 04FEB16

33°47'N-90°32'W

RULEVILLE-DREW (M37)

RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

EUNICE, LOUISIANA

AL-5524 (FAA)

21112

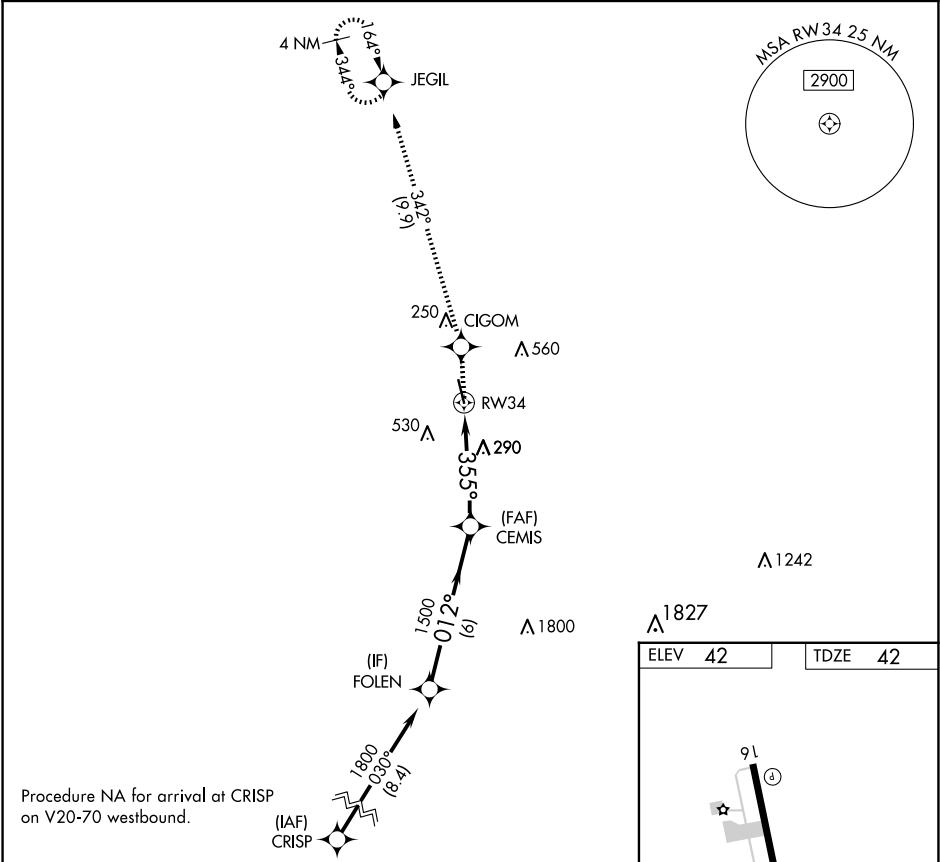
APP CRS 355°	Rwy Idg 5001
	TDZE 42
	Apt Elev 42

RNAV (GPS) RWY 34

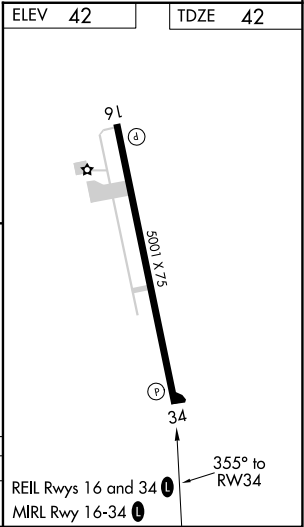
EUNICE (4R7)

RNP APCH.	MISSED APPROACH: Climb to 1700 direct CIGOM and on 342° track to JEGIL and hold.
▼ Procedure NA at night. Rwy 34 helicopter visibility reduction below 1 SM NA. Use Lafayette Rgnl/Paul Fournet Fld altimeter setting.	

LFT ASOS 134.05	LAFAYETTE APP CON ★ 128.7 268.7	GCO 135.075	UNICOM 122.8 (CTAF) 0
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1700	CIGOM	JEGIL	Visual Segment - Obstacles.	FOLEN
↑	✱	342° tr	✱	
			CEMIS	
				1800
				012°
				1500
				355°
				RW34
				4.4 NM
				6 NM
CATEGORY	A	B	C	D
LNAV MDA	660-1	618 (700-1)	660-1¾ 618 (700-1¾)	NA



EUNICE, LOUISIANA
Orig-B 18JUL19

30°28'N-92°25'W

EUNICE (4R7)

RNAV (GPS) RWY 34

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 36
SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 on heading 050° and TBD VOR/DME R-101 to GOING INT/LEV 21 DME and hold.

GALLIANO, LOUISIANA SOUTH LAFOURCHE LEONARD MILLER JR (GAO)
 Amdt 2A 14MAY26 29°26'N-90°16'W ILS or LOC RWY 36
 93

GALLIANO, LOUISIANA

AL-9049 (FAA)

26078

WAAS CH 61308 W18A	APP CRS 179°	Rwy Ldg 6500 TDZE 0 Apt Elev 0
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RNAV (GPS) RWY 18

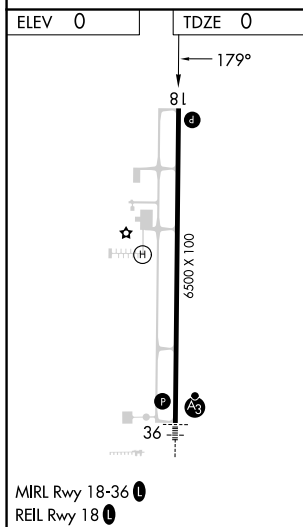
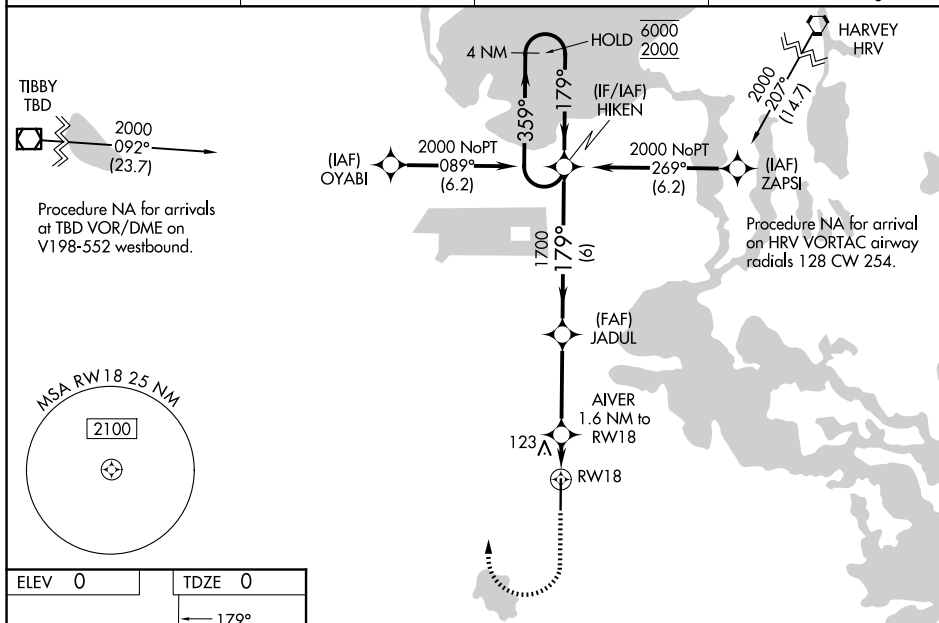
SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O)

RNP APCH - GPS.

⚠ Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C . When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 396 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 361 feet, visibility Cats A and B $\frac{1}{4}$ SM and Cats C and D $\frac{1}{2}$ SM; increase all MDAs 80 feet and LNAV visibility Cats C and D $\frac{3}{4}$ SM and Circling visibility Cats C and D $\frac{1}{4}$ SM. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

MISSED APPROACH:
Climb to 520 then climbing right turn to 2000 direct HIKEN and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 120.85 256.9	CINC DEL 120.85	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	319-1 319 (400-1)			
LNAV/VNAV DA	284- $\frac{7}{8}$	284 (300- $\frac{7}{8}$)	284-1	284 (300-1)
LNAV MDA	380-1	380 (400-1)	380- $1\frac{3}{4}$ 380 (400- $1\frac{3}{4}$)	380-2 380 (400-2)
CIRCLING	440-1 440 (500-1)	560-1 560 (600-1)	640- $1\frac{3}{4}$ 640 (700- $1\frac{3}{4}$)	640-2 640 (700-2)

GALLIANO, LOUISIANA

Amdt 2C 25JAN24

SOUTH LAFOURCHE LEONARD MILLER JR (G.A.O)

29°26'N-90°16'W

RNAV (GPS) RWY 18

WAAS CH 69608 W36A	APP CRS 359°	Rwy Ldg 6500 TDZE -2 Apt Elev 0
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RNAV (GPS) RWY 36

SOUTH LAFOURCHE LEONARD MILLER JR (GAO)

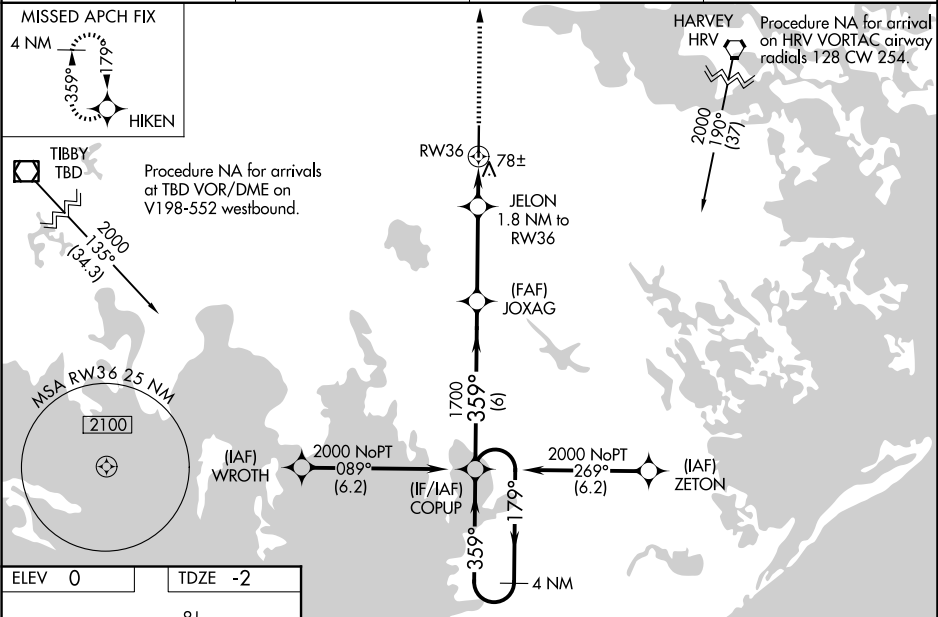
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cat C and D visibility to 1 SM. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 275 feet, LNAV/VNAV DA to 325 feet and all MDA 80 feet and increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C and D visibility ½ SM and Circling Cat C and D visibility ½ SM. For inop ALS, when using Louis Armstrong New Orleans Intl altimeter setting, increase LPV and LNAV/VNAV all Cats visibility ¾ SM. Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.

SSALR

MISSED APPROACH:
Climb to 2000 direct
HIKEN and hold.

AWOS-3PT 118.175	NEW ORLEANS APP CON 120.85 256.9	CLNC DEL 120.85	UNICOM 123.0 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	198-½ 200 (200-½)			
LNAV/VNAV DA	248-½ 250 (300-½)			
LNAV MDA	340-½ 342 (400-½)	340-⅝ 342 (400-⅝)		
CIRCLING	440-1 440 (500-1)	560-1 560 (600-1)	640-1¾ 640 (700-1¾)	640-2 640 (700-2)

WAAS CH 45940 W35A	APP CRS 349°	Rwy Ldg TDZE 14 Apt Elev 14	5003
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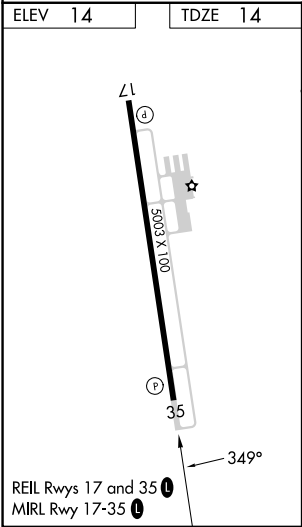
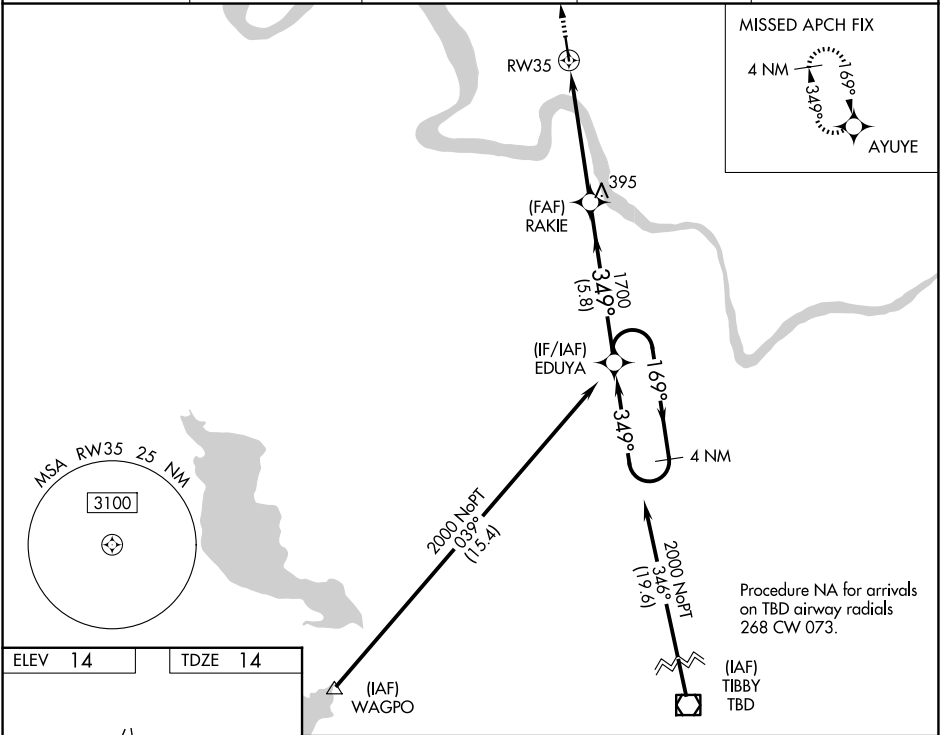
RNAV (GPS) RWY 35
LOUISIANA RGNL (REG)

⚠

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.

MISSED APPROACH: Climb to 2000 direct AYUYE and hold.

AWOS-3PT 121.175	BTR ASOS 125.2	BATON ROUGE APP CON★ 133.225 278.3	GCO 135.075	UNICOM 123.0 (CTAF) ①
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2000

↑

AYUYE

EDUYA

4 NM Holding Pattern

169° → 2000

← 349°

*LNAV only.

*1.4 NM to RW35

RW35

RAKIE 1700

1700

349°

GP 3.00° TCH 50

1.4 NM

3.7 NM

5.8 NM

CATEGORY	A		B		C		D	
LPV DA			264-¾		250 (300-¾)			
LNAV/VNAV DA			417-1⅓		403 (500-1⅓)			
LNAV MDA	500-1	486 (500-1)			500-1⅓	486 (500-1⅓)		
CIRCLING	500-1 486 (500-1)	520-1 506 (600-1)			700-2 686 (700-2)	700-2¼ 686 (700-2¼)		

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

GONZALES, LOUISIANA

AL-9076 (FAA)

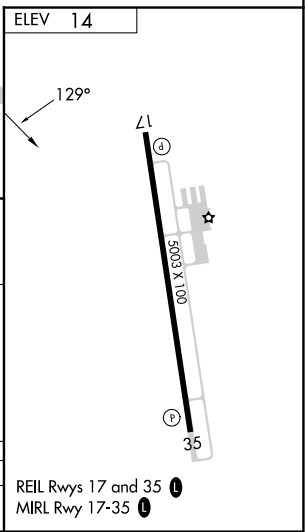
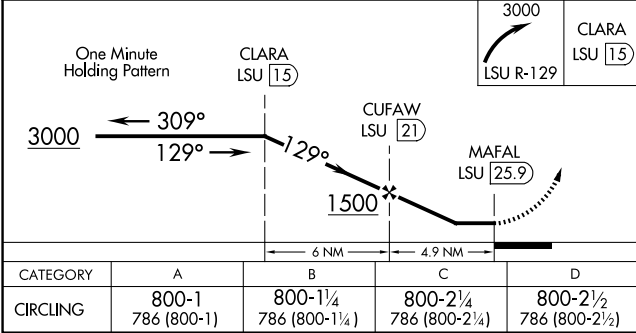
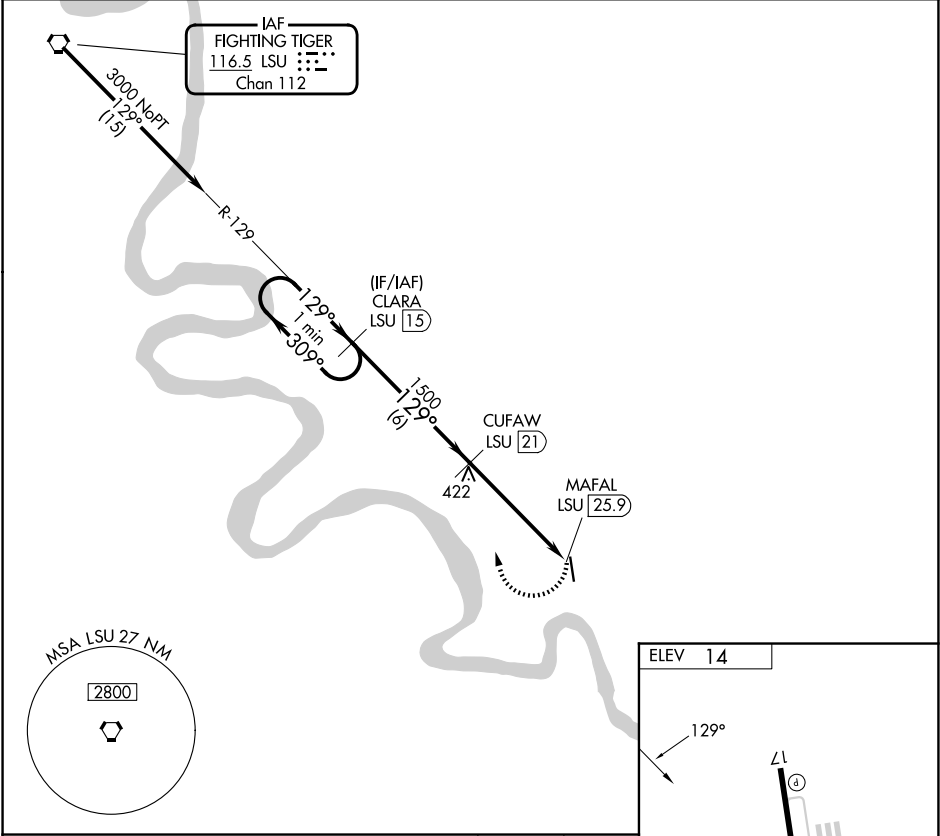
26078

VORTAC LSU 116.5 Chan 112	APP CRS 129°	Rwy Ldg TDZE Apt Elev	N/A N/A 14
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VOR-A
LOUISIANA RGNL (REG)

NA	DME required. Use Baton Rouge altimeter setting.	MISSED APPROACH: Climbing right turn to 3000 on LSU VORTAC R-129 to CLARA/1.5 DME and hold.
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AWOS-3PT 121.175	BTR ASOS 125.2	BATON ROUGE APP CON ★ 133.225 278.3	GCO 135.075	UNICOM 123.0 (CTAF) 0
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GONZALES, LOUISIANA
Amdt 2C 10SEP20

30°10'N-90°56'W

LOUISIANA RGNL (REG)
VOR-A

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-GLH 109.1	APP CRS 181°	Rwy Ldg TDZE Apt Elev
		7981 129 131

ILS or LOC RWY 18L
GREENVILLE MID-DELTA (GLH)

⚠ Inop table does not apply to S-ILS 18L all Cats and S-LOC 18L Cats A and B. For inop ALS, increase S-LOC 18L Cat C and D visibility to 1½ SM.

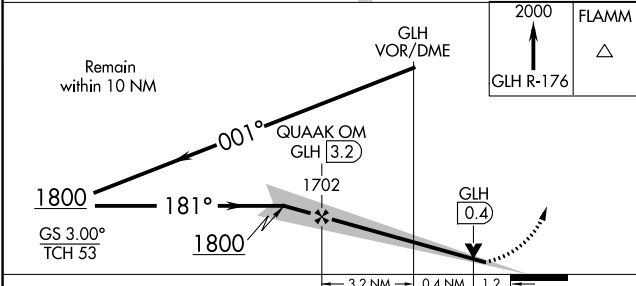
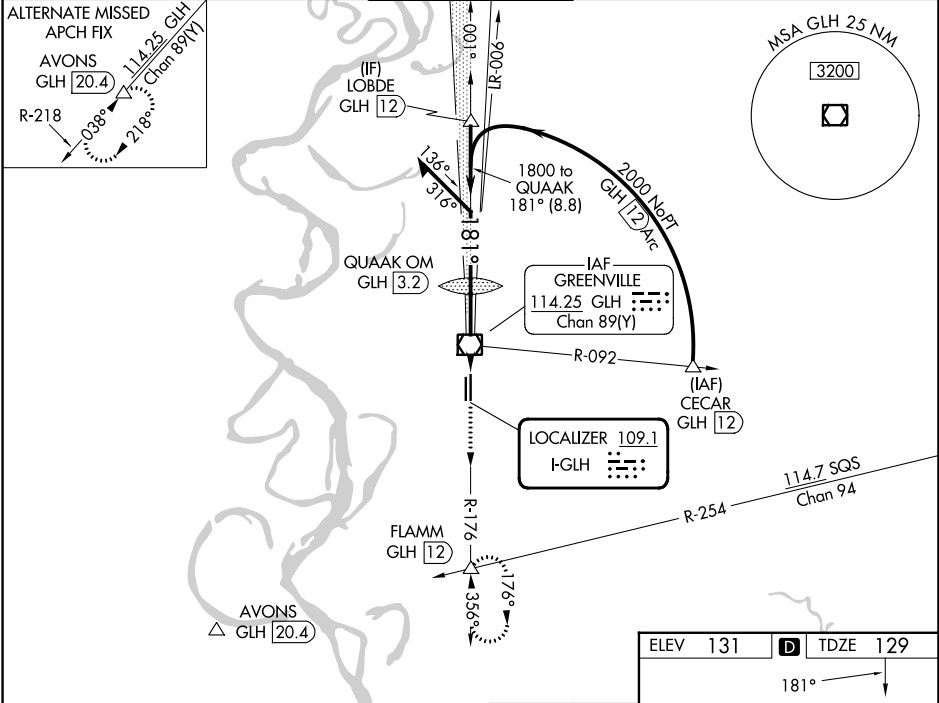
⚠

MALSR

AG

MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/GLH 12 DME and hold.

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 18L		329/50	200 (200-1)	
S-LOC 18L		580/50	451 (500-1)	
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	800-2 669 (700-2)

ELEV 131 **D** TDZE 129

181°

18L

181

7019 X 150

8001 X 150

36L 36R

REIL Rwy 36R

MIRL Rwy 18R-36L

HIRL Rwy 18L-36R

FAF to MAP 4.8 NM

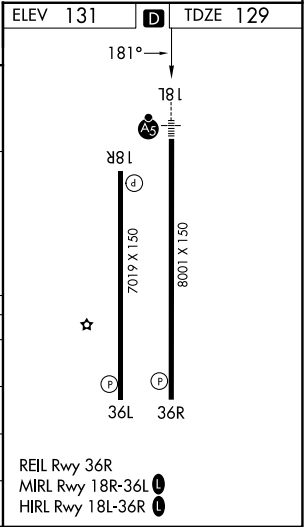
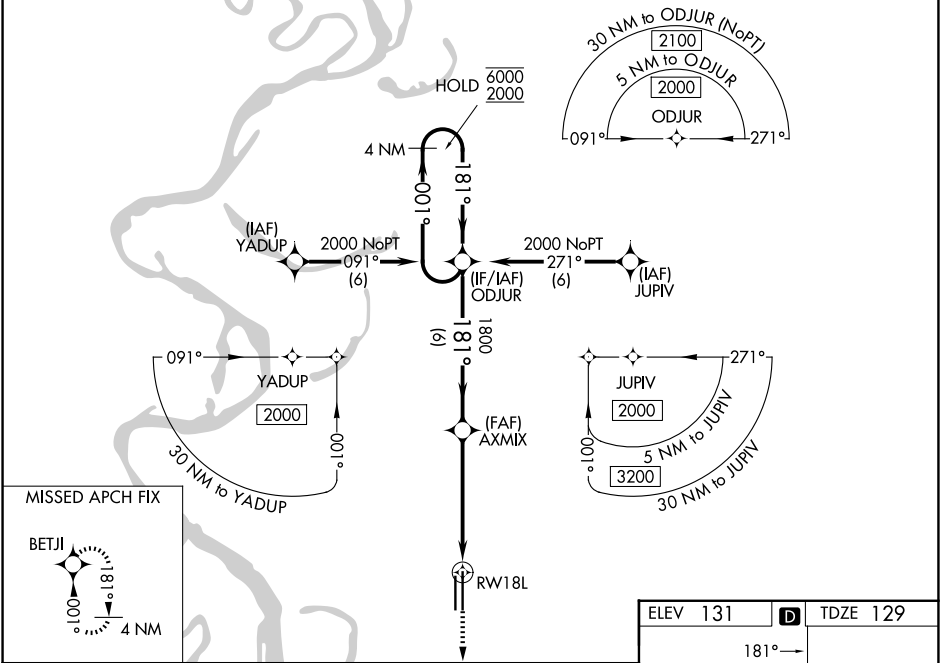
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

WAAS CH 97411 W18A	APP CRS 181°	Rwy Ldg 7981 TDZE 129 Apt Elev 131
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RNAV (GPS) RWY 18L

GREENVILLE MID-DELTA (GLH)

RNP APCH - GPS.			MALSR 	MISSED APPROACH: Climb to 2000 direct BETJI and hold.	
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Inop table does not apply to LPV all Cats and LNAV Cat A and B. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cats C and D visibility to 1% SM.					
ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95	

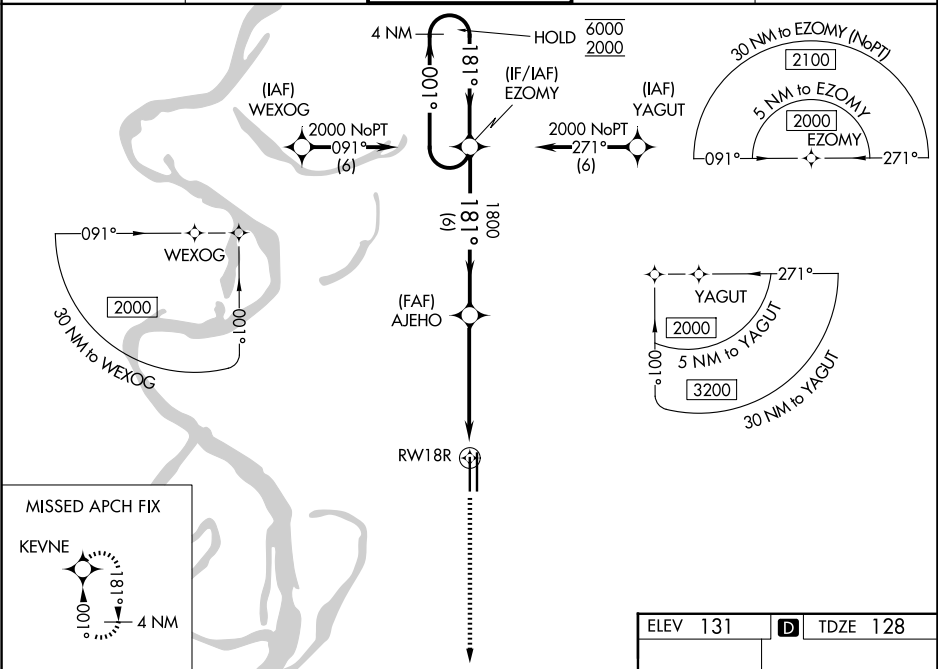


WAAS CH 70411 W18B	APP CRS 181°	Rwy Ldg 7019 TDZE 128 Apt Elev 131
--	------------------------	---

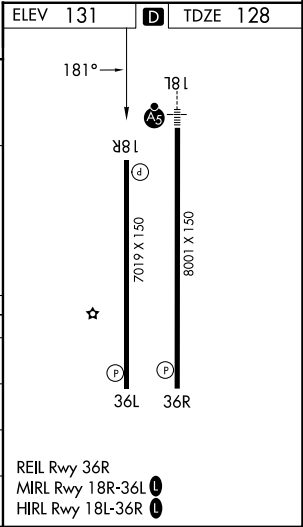
RNAV (GPS) RWY 18R
GREENVILLE MID-DELTA (GLH)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct KEVNE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.	

ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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4 NM Holding Pattern		EZOMY		AJEHO		RW18R	
6000 2000		181°		1800		1.3 NM to RW18R	
GP 3.00° TCH 50		181°		1800		RW18R	
6 NM		3.8 NM		1.3 NM			
CATEGORY	A	B	C	D			
LPV DA	328-1		200 (200-1)				
LNAV/VNAV DA	523-1½		395 (400-1½)				
LNAV MDA	580-1	452 (500-1)	580-1½	452 (500-1½)			
CIRCLING	600-1	469 (500-1)	600-1½	800-2			



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, MISSISSIPPI

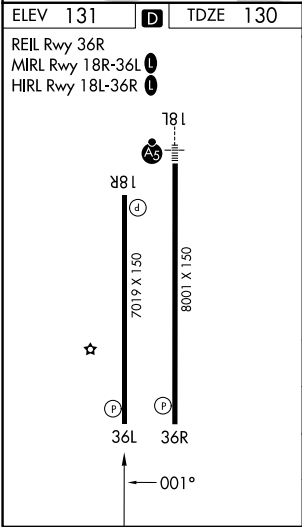
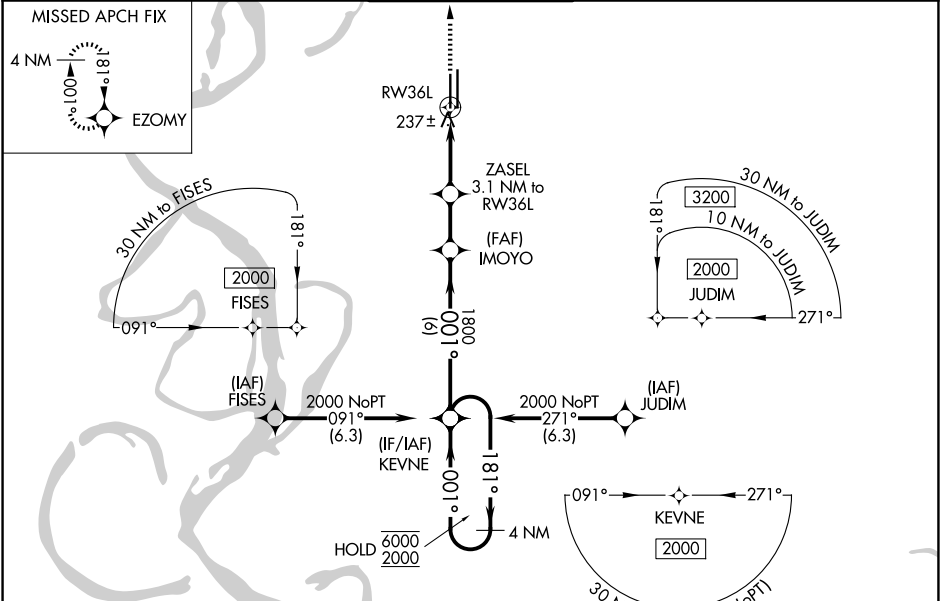
AL-572 (FAA)

26022

WAAS CH 77611 W36A	APP CRS 001°	Rwy Ldg 7019 TDZE 130 Apt Elev 131
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RNAV (GPS) RWY 36L
GREENVILLE MID-DELTA (GLH)

RNP APCH - GPS.				MISSED APPROACH: Climb to 2000 direct EZOMY and hold.
ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	
UNICOM 122.95				



		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).		
2000 ↑ EZOMY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).		
4 NM Holding Pattern		KEYNE		
181° → 6000 ← 001° 2000		IMOYO 1800		
GP 3.00° TCH 40		1160 1800		
1 NM 2.1 NM 2 NM 6 NM		001°		
CATEGORY	A	B	C	D
LPV DA	454-1 324 (400-1)			
LNAV/ VNAV DA	405-1 275 (300-1)			
LNAV MDA	500-1 370 (400-1)			
CIRCLING	600-1	469 (500-1)	600-1½ 469 (500-1½)	800-2 669 (700-2)

GREENVILLE, MISSISSIPPI

Amdt 1 25JAN24

33°29'N-90°59'W

GREENVILLE MID-DELTA (GLH)
RNAV (GPS) RWY 36L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

GREENVILLE, MISSISSIPPI

AL-572 (FAA)

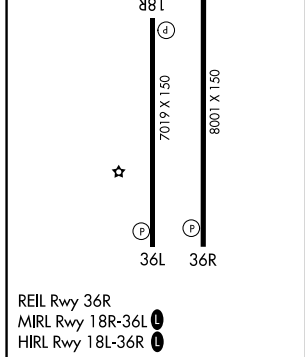
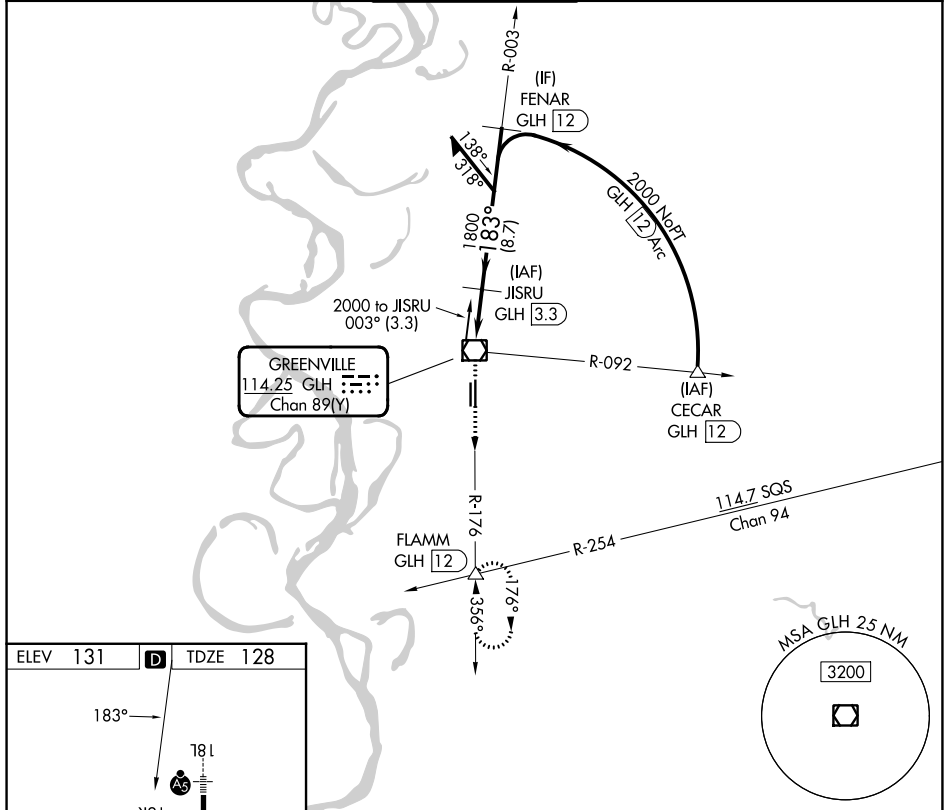
26246

VOR/DME GLH 114.25 Chan 89 (Y)	APP CRS 183°	Rwy Ldg 7019 TDZE 128 Apt Elev 131
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VOR RWY 18R
GREENVILLE MID-DELTA (GLH)

DME required.	MISSED APPROACH: Climb to 2000 on GLH VOR/DME R-176 to FLAMM INT/GLH 12 DME and hold.
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ASOS 125.525	MEMPHIS CENTER 135.875 269.35	GREENVILLE TOWER ★ 119.0 (CTAF) 0 256.9	GND CON 121.8 256.9	UNICOM 122.95
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2000 GLH R-176	FLAMM △			
CATEGORY	A	B	C	D
S-18R	580-2½ 452 (500-2½)			
CIRCLING	600-2½ 469 (500-2½)			800-2½ 669 (700-2½)

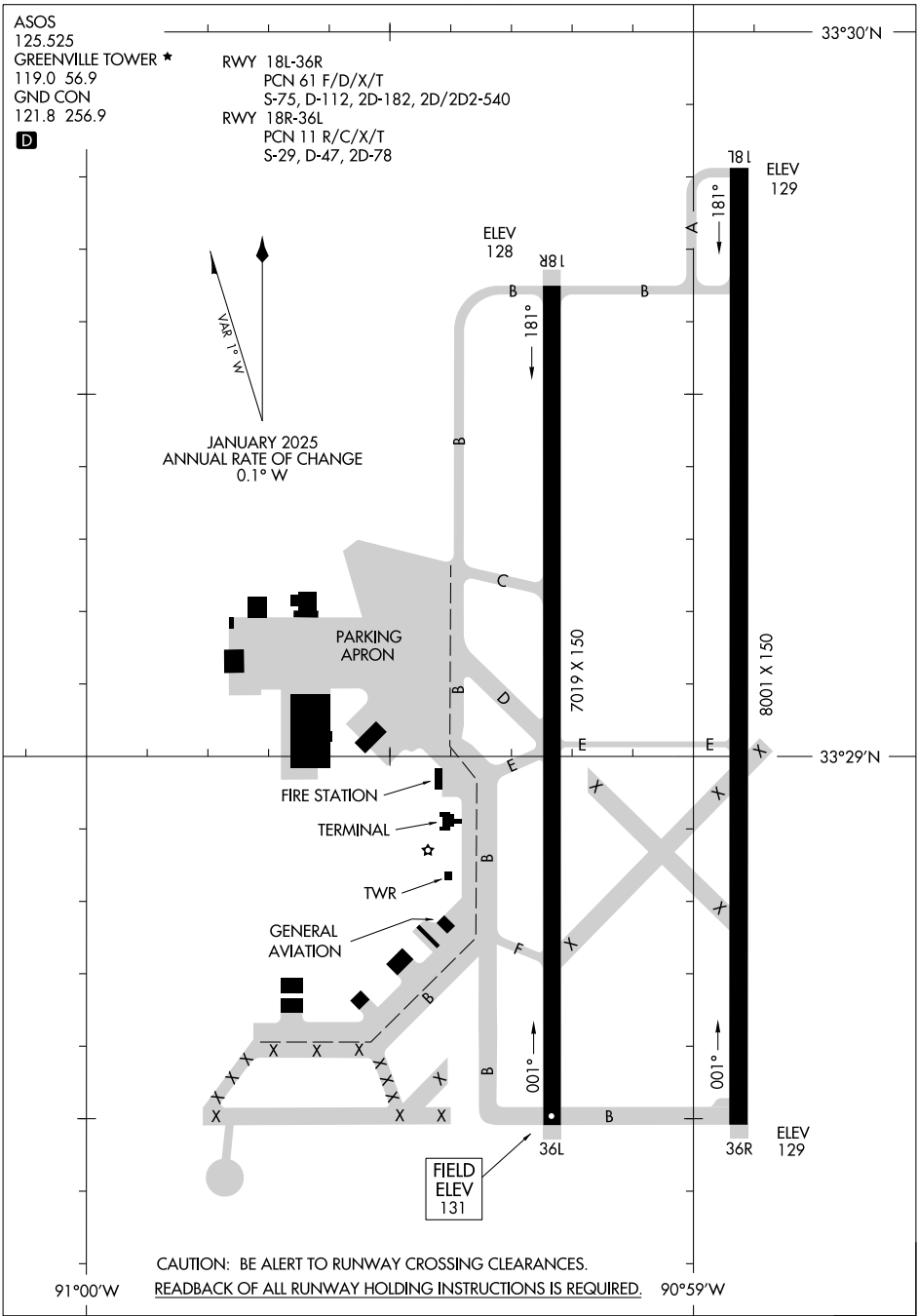
GREENVILLE, MISSISSIPPI
Amdt 1 25JAN24

33°29'N-90°59'W

GREENVILLE MID-DELTA (GLH)
VOR RWY 18R

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



GREENWOOD, MISSISSIPPI

AL-181 (FAA)

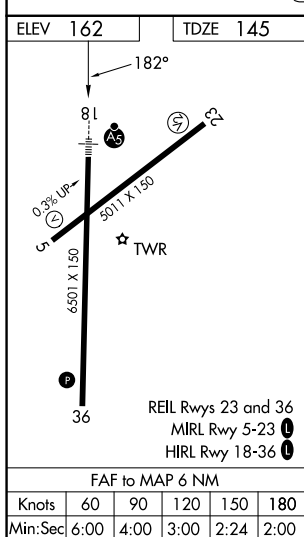
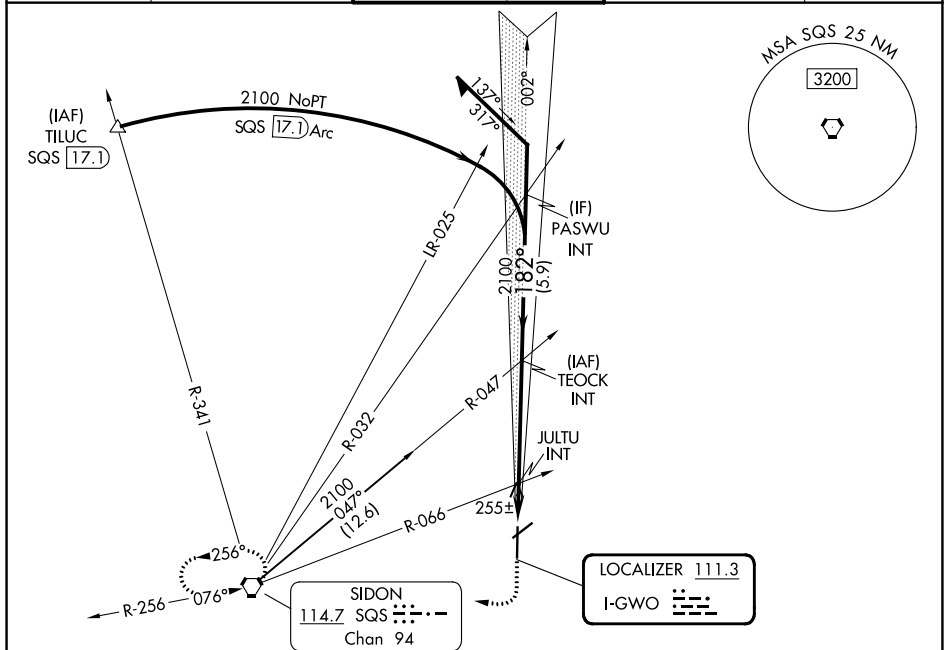
26246

LOC I-GWO 111.3	APP CRS 182°	Rwy Ldg TDZE Apt Elev	6501 145 162
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ILS or LOC RWY 18

GREENWOOD-LEFLORE (GWO)

⚠ Rwy 18 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5, 23 NA at night. For inop ALS, increase S-ILS 18 all Cats ¾ SM, and S-LOC 18 Cat A/B visibility to 1 SM.			MALSR	
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1000	2500	SQS	TEOCK INT	Remain within 10 NM
			2100	002°
JULTU INT		700	182°	2100
1.6 NM		4.4 NM	GS 3.00°	TCH 54
CATEGORY	A	B	C	D
S-ILS 18	464-¾ 319 (400-¾)			
S-LOC 18	520-¾ 375 (400-¾)			
CIRCLING	720-1 558 (600-1)	760-1 598 (600-1)	940-2¾ 778 (800-2¾)	1020-3 858 (900-3)

GREENWOOD, MISSISSIPPI
Amdt 9 16MAY24

33°30'N-90°05'W

GREENWOOD-LEFLORE (GWO)
ILS or LOC RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

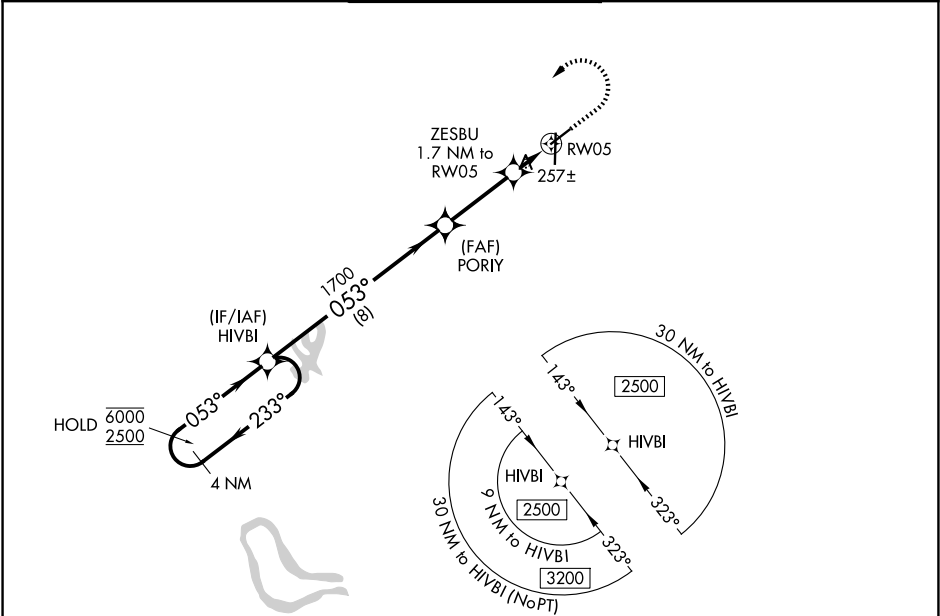
WAAS CH 69526 W05A	APP CRS 053°	Rwy Ldg TDZE 149 Apt Elev 162
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RNAV (GPS) RWY 5

GREENWOOD-LEFLORE (GWO)

RNP APCH - GPS.	MISSED APPROACH: Climb to 600 then climbing left turn to 2500 direct HIVBI and hold.
Rwy 5 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase all MDAs 120 feet and visibility LP Cat C/D ¾ SM, LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. Straight-in Rwy 5 NA at night.	

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	UNICOM 122.95
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Visual Segment - Obstacles.		600	2500	HIVBI
4 NM Holding Pattern		6000	2500	233°
HIVBI		053°	1700	PORIY
ZESBU 1.7 NM to RW05		700	RW05	
8 NM		3.1 NM	1.7 NM	
CATEGORY	A	B	C	D
LP MDA	520-1 371 (400-1)			
LNAV MDA	540-1	391 (400-1)	540-1½	391 (400-1½)
CIRCLING	760-1	598 (600-1)	1000-2½	1120-3
			838 (900-2½)	958 (1000-3)

ELEV 162	TDZE 149
81	AS
0.5% Up	5011 X 150
5	TWR
6501 X 150	
36	
REIL Rwy 23 and 36	
MIRL Rwy 5-23	
HIRL Rwy 18-36	

GREENWOOD, MISSISSIPPI

AL-181 (FAA)

25331

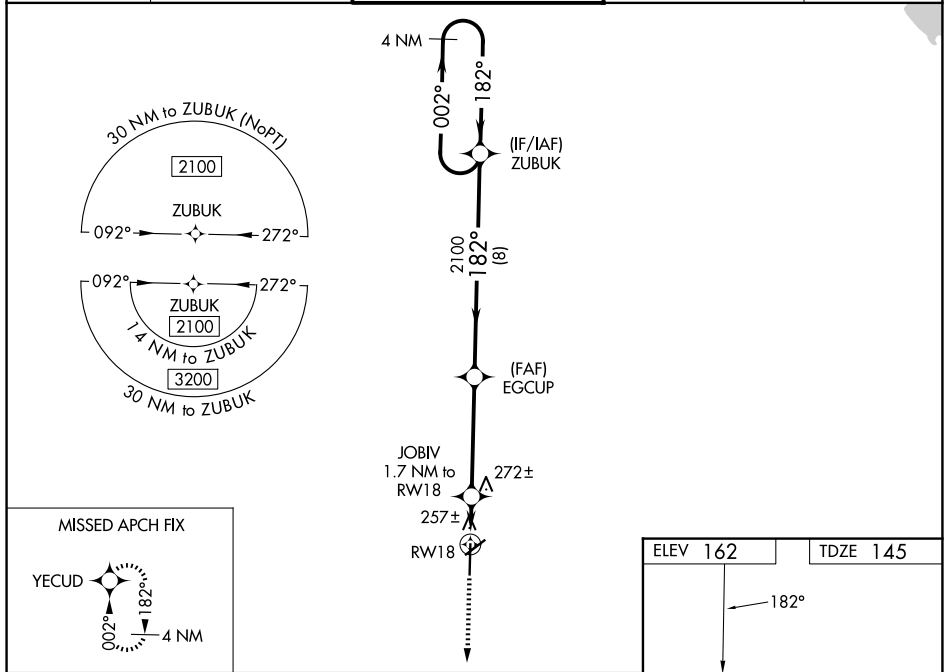
WAAS CH 50199 W18A	APP CRS 182°	Rwy Ldg TDZE Apt Elev	6501 145 162
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RNAV (GPS) RWY 18

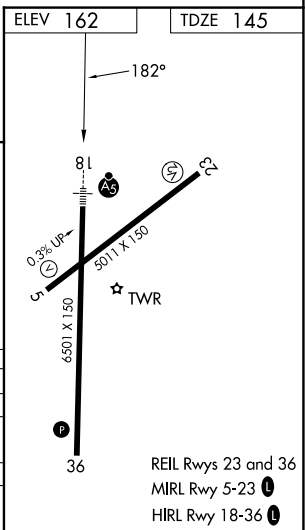
GREENWOOD-LEFLORE (GWO)

RNP APCH-GPS.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C. Baro-VNAV and VDP NA when using Greenville altimeter setting. For inop ALS when using Greenville altimeter setting, increase LPV all Cats visibility to 1½ SM, and LNAV/VNAV all Cats to 1¾ SM, and LNAV Cat A/B to 1 SM, and Cat C/D to 1¾ SM. When local altimeter setting not received, use Greenville altimeter setting: increase LPV DA to 580 feet and visibility ¾ SM, LNAV/VNAV DA to 675 feet and visibility ¾ SM; increase all MDAS 120 feet and visibility LNAV Cat C/D ¼ SM and Circling Cat C ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV all Cats to 1 SM. Rwy 18 helicopter visibility reduction below ¾ SM NA. Circling Rwy 5, 23 NA at night.	MALSR 	MISSED APPROACH: Climb to 2100 direct YECUD and hold.
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ASOS 119,975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	UNICOM 122.95
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2100	YECUD	JOBIV 1.7 NM to RW18	EGCUP 2100	ZUBUK	4 NM Holding Pattern
1 NM to RW18	720	182°	2100	002°	2100
1 NM	0.7 NM	4.3 NM	8 NM		
CATEGORY	A	B	C	D	
LPV DA		471-¾	326 (400-¾)		
LNAV/VNAV DA		566-1	421 (500-1)		
LNAV MDA		520-¾	375 (400-¾)		
CIRCLING	760-1	598 (700-1)	1000-2½ 838 (900-2½)	1120-3 958 (1000-3)	



GREENWOOD, MISSISSIPPI
Amdt 2C 29DEC22

33°30'N-90°05'W

GREENWOOD-LEFLORE (GWO)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69631 W36A	APP CRS 002°	Rwy Ldg 6501 TDZE 142 Apt Elev 162
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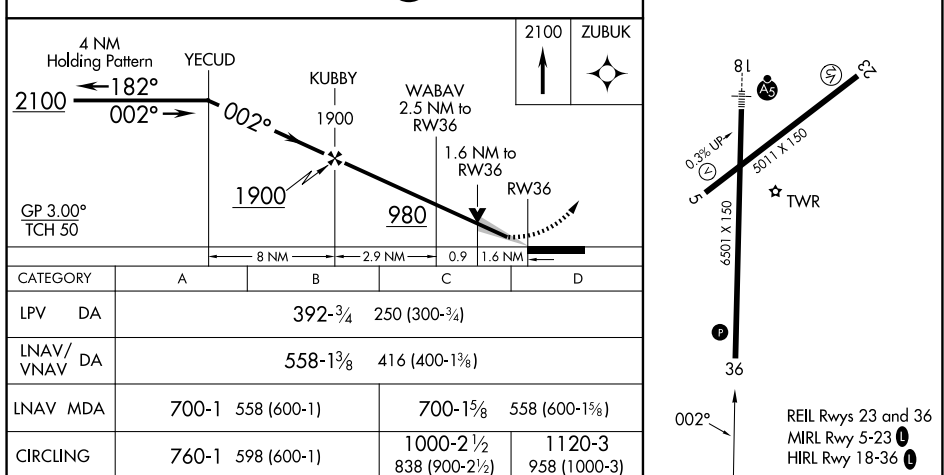
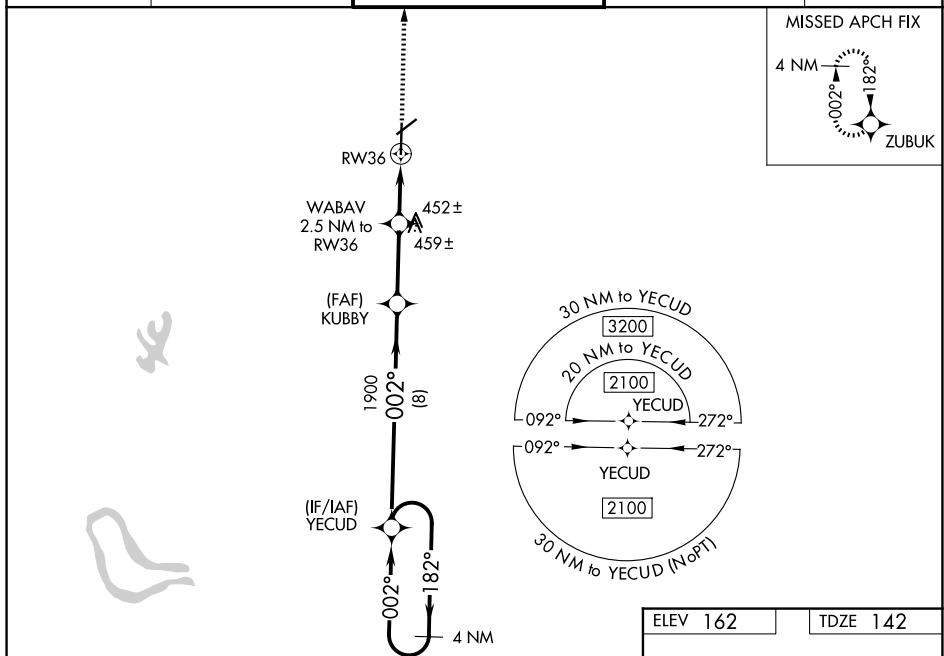
RNAV (GPS) RWY 36
GREENWOOD-LEFLORE (GWO)

RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -22°C or above 54°C.
VDP and Baro-VNAV NA when using Greenville altimeter setting. Circling Rwy 5, 23 NA
at night. When local altimeter setting not received, use Greenville altimeter setting: increase
LPV DA to 501 feet and visibility $\frac{1}{2}$ SM, LNAV/VNAV DA to 667 feet and visibility $\frac{3}{8}$ SM;
increase all MDAs 120 feet and visibility LNAV Cat C/D $\frac{1}{4}$ SM and Circling Cat C $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 2100 direct
ZUBUK and hold.

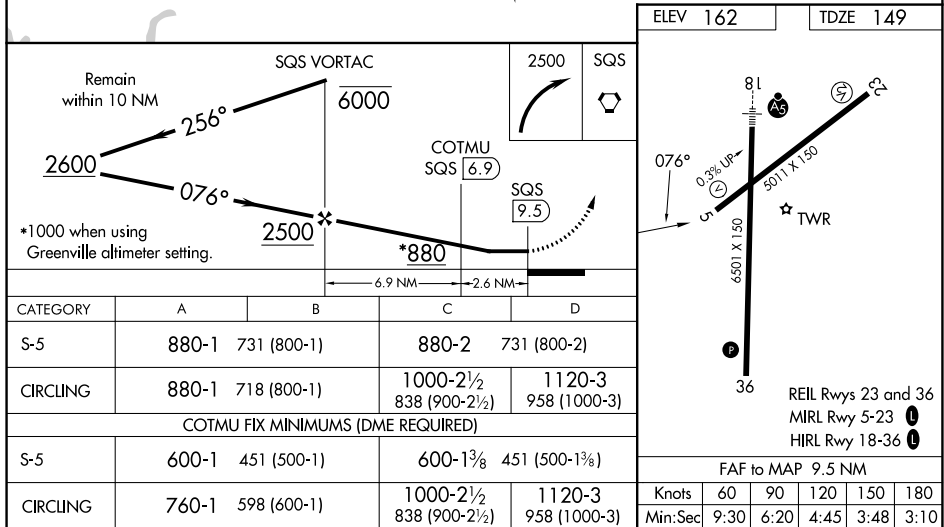
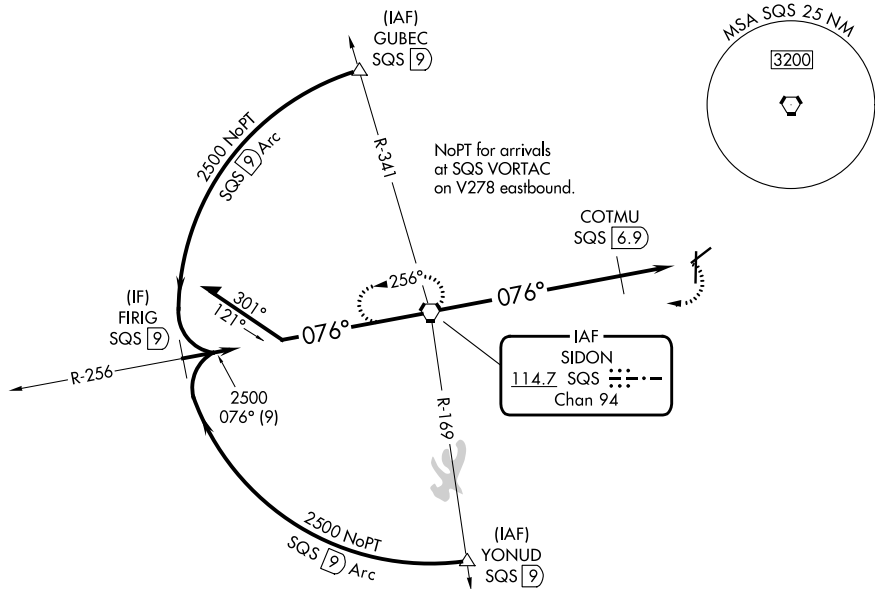
ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	UNICOM 122.95
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VOR RWY 5
GREENWOOD-LEFLORE (GWO)

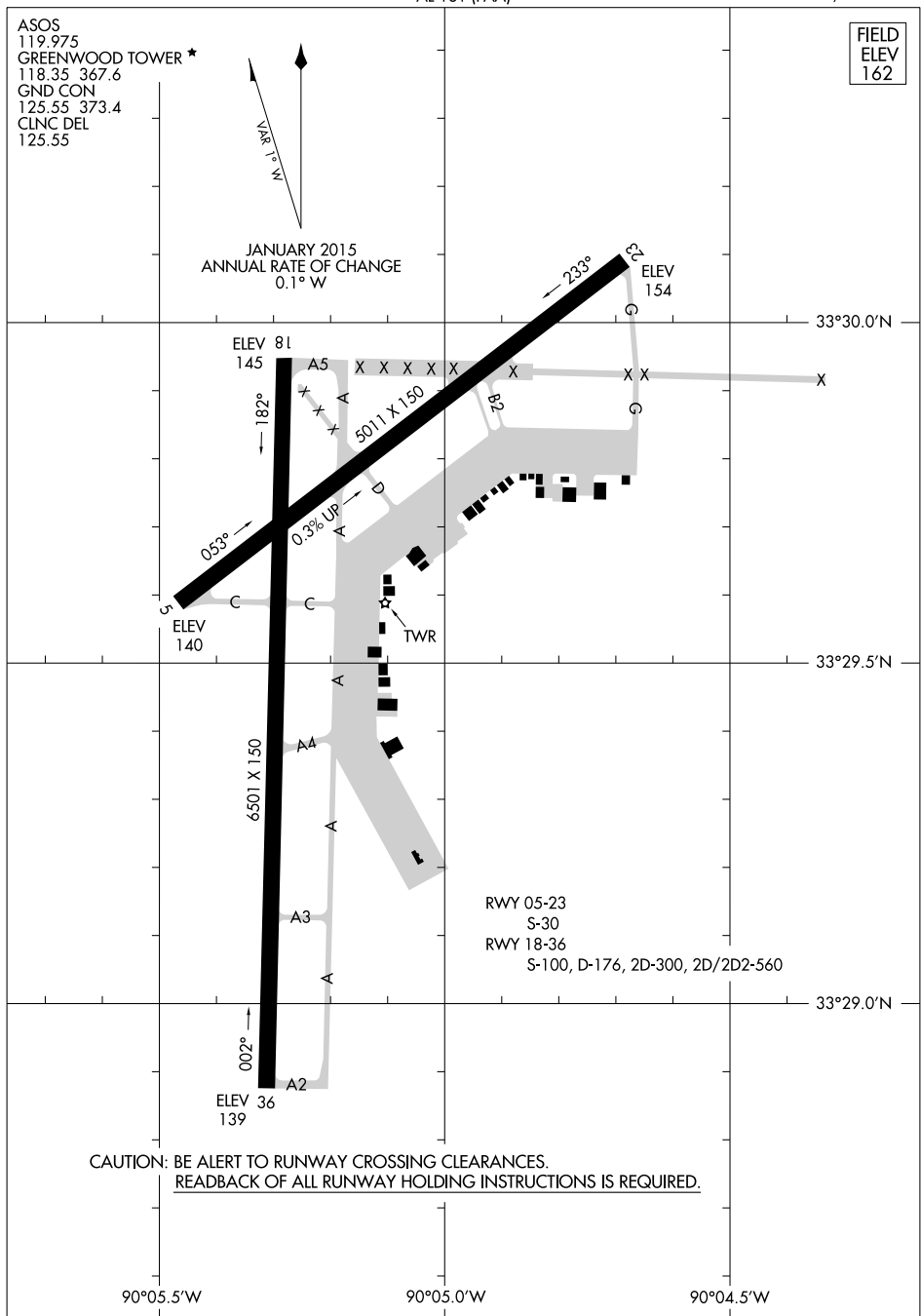
MISSED APPROACH:
Climbing right turn to
2500 direct SQS
VORTAC and hold.

ASOS 119.975	MEMPHIS CENTER 132.5 259.1	GREENWOOD TOWER ★ 118.35 (CTAF) 0 367.6	GND CON 125.55 373.4	UNICOM 122.95
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

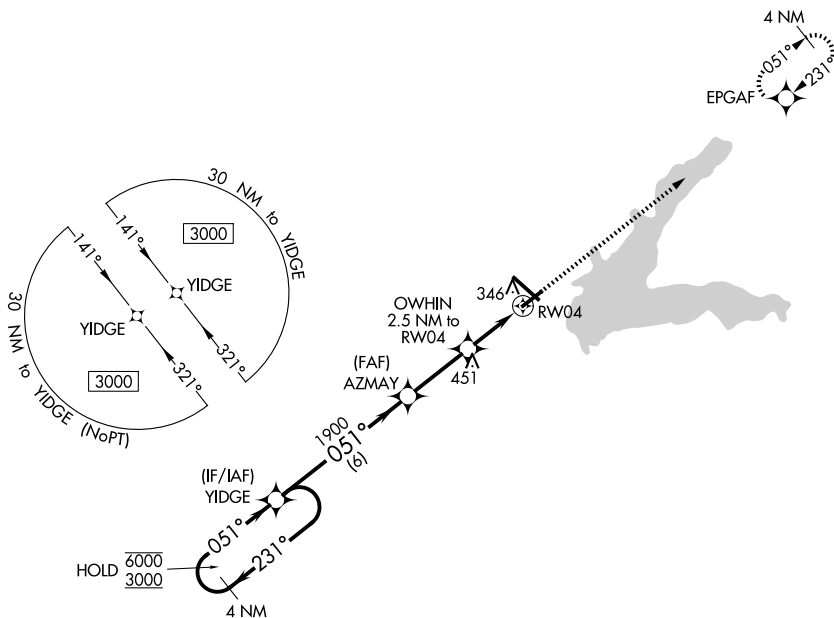


Rwy Ldg	4998
TDZE	197
Apt Elev	208

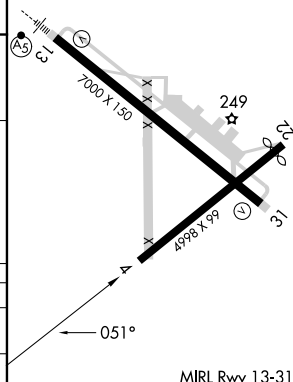
GRENADA MUNI (GNF)

**T
A** Rwy 4 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 4 NA at night, Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM.

MISSED APPROACH: Climb to 3000 direct EPGAF and hold.

UNICOM
122.8 (CTAF)

ELEV 208		TDZE 197
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MIRL Rwy 13-31

4 NM Holding Pattern

YDGE

Visual Segment - Obstacles.

3000

EPGAR

6000

3000

← 231°

051° →

AZMAY

051°

1900

OWHIN

2.5 NM to RW04

RW04

1020

CATEGORY	A	B	C	D
LNAV MDA	680-1	483 (500-1)	680-1 ³ / ₈	483 (500-1 ³ / ₈)
CIRCLING	1000-1	792 (800-1)	1000-2 ³ / ₄ 792 (800-2 ³ / ₄)	1060-2 ³ / ₄ 852 (900-2 ³ / ₄)

GRENADA MUNI (GNF)
RNAV (GPS) RWY 4

WAAS CH 97328 W13A	APP CRS 131°	Rwy Ldg TDZE Apt Elev	7000 208 208
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RNAV (GPS) RWY 13

GRENADA MUNI (GNTF)

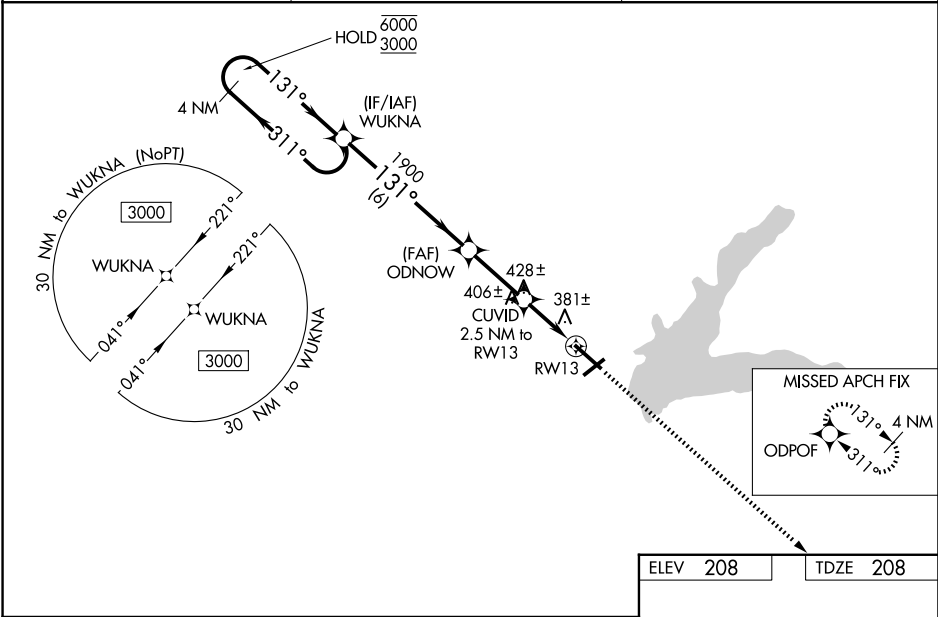
RNP APCH.

For uncompensated Baro-VNAV systems, procedure NA below -9°C or above 54°C. Baro-VNAV and VDP NA when using Greenwood altimeter setting. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C/D visibility to 1½ SM. When local altimeter setting not received, use Greenwood altimeter setting: Increase all DAs 65 feet; increase all MDAs 80 feet and visibility LNAV Cats C and D and Circling all Cats ¼ SM. For inop ALS when using Greenwood altimeter setting, increase LPV all Cats visibility to ¾ SM and LNAV/VNAV all Cats visibility to 1½ SM. Circling Rwy 4, 22 NA at night.

MALSR

MISSED APPROACH: Climb to 3000 direct ODPOF and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern WUKNA

6000 ← 311°

3000 → 131°

GP 3.00° TCH 55

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

ODNOW 1900

CUVID 2.5 NM to RW13

*1.3 NM to RW13

*1040

6 NM 2.6 NM 1.2 NM 1.3 NM

3000 ODPOF

*LNAV only.

131°

7000 X 130

249

4998 X 99

31

CATEGORY	A	B	C	D
LPV DA		453-1½	245 (300-1½)	
LNAV/VNAV DA		666-1½	458 (500-1½)	
LNAV MDA	680-½	472 (500-½)	680-1	472 (500-1)
CIRCLING	1000-1	792 (800-1)	1000-2¼	1060-2¾
			792 (800-2¼)	852 (900-2¾)

MIRL Rwy 13-31

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

GRENADA, MISSISSIPPI

AL-6569 (FAA)

26078

APP CRS	Rwy Ldg	4726
231°	TDZE	201
	Apt Elev	208

RNAV (GPS) RWY 22

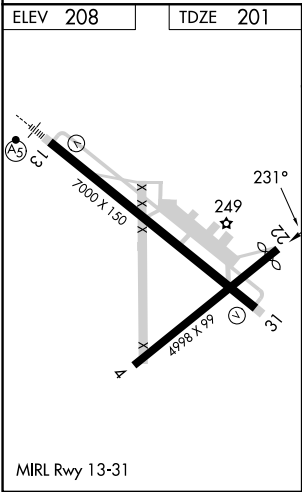
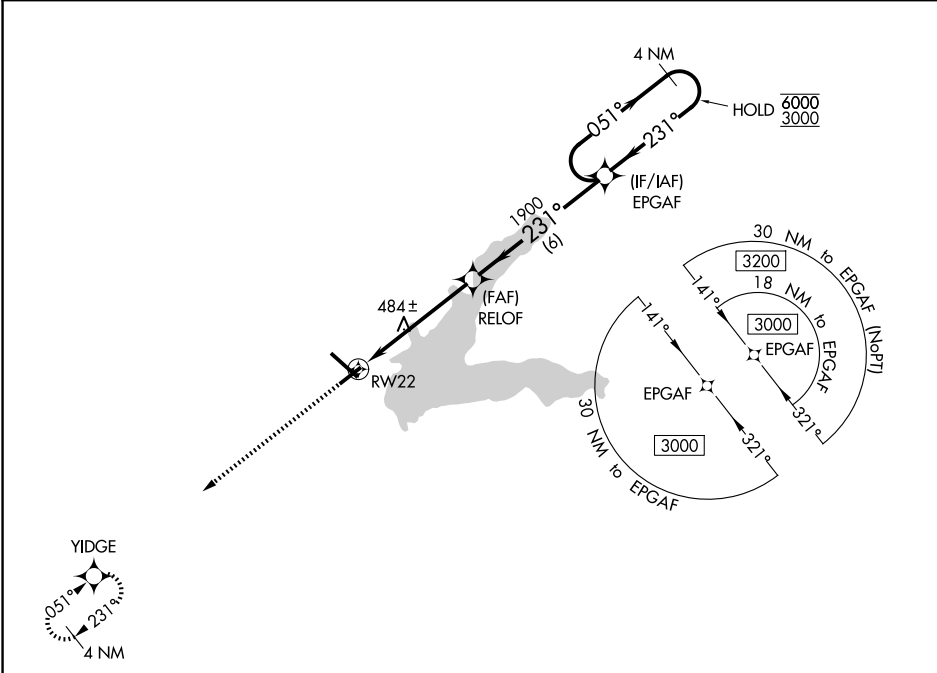
GRENADA MUNI (GNTF)

RNP APCH.

V Rwy 22 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 22 NA at night, Circling Rwy 4, 22 NA at night. When local altimeter setting not received, use Greenwood altimeter setting: increase all MDAs 80 feet and visibility LNAV Cots C and D and Circling all Cots ¼ SM.

MISSED APPROACH: Climb to 3000 direct YIDGE and hold.

AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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3000

YIDGE

Visual Segment - Obstacles.

4 NM

Holding Pattern

EPGAF

RELOF

231°

051°

231°

6000

3000

RW22

1900

5.2 NM

6 NM

CATEGORY	A	B	C	D
LNAV MDA	740-1	539 (600-1)	740-1½	539 (600-1½)
CIRCLING	1000-1	792 (800-1)	1000-2¼ 792 (800-2¼)	1060-2¾ 852 (900-2¾)

GRENADA, MISSISSIPPI

Amdt 1D 05NOV20

33°50'N-89°48'W

GRENADA MUNI (GNTF)

RNAV (GPS) RWY 22

SC-4, 03 SEP 2026 to 29 OCT 2026

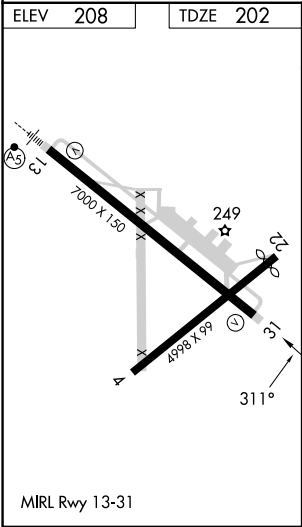
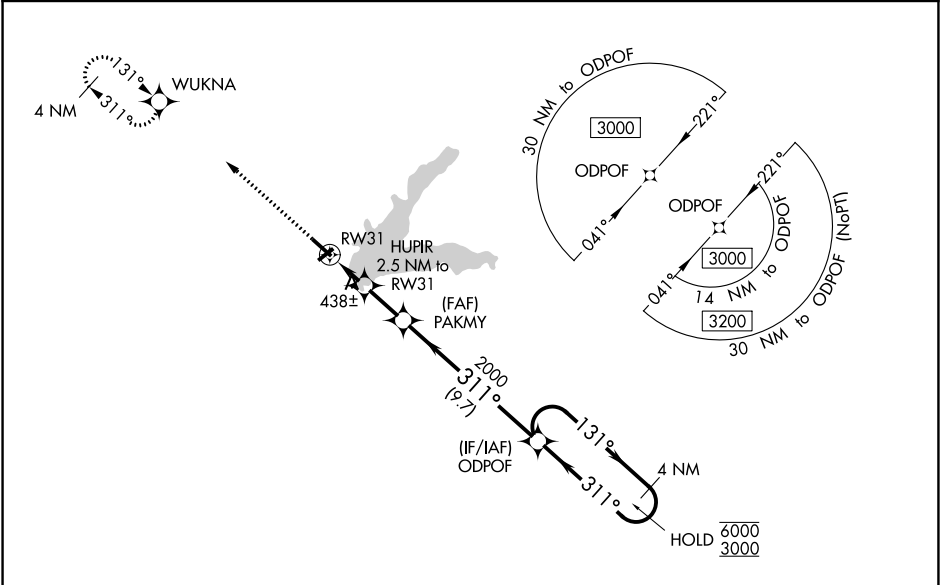
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40029 W31A	APP CRS 311°	Rwy Ldg 7000 TDZE 202 Apt Elev 208
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RNAV (GPS) RWY 31
GRENADA MUNI (GNTF)

RNP APCH - GPS. ▼ ▲ Baro-VNAV and VDP NA when using GWO altimeter setting. Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 46°C. When local altimeter setting not received, use GWO altimeter setting: increase LPV DA to 577 feet; increase LNAV/VNAV DA to 743 feet and all visibilities ½ SM; increase all MDAs 80 feet and LNAV visibility Cats C/D ¾ SM and Circling visibility all Cats ½ SM. Circling Rwy 4, 22, NA at night.	MISSED APPROACH: Climb to 3000 direct WUKNA and hold.
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AWOS-3PT 118.025	MEMPHIS CENTER 128.5 279.55	UNICOM 122.8 (CTAF)
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ELEV 208	TDZE 202
3000	WUKNA
HUPIR 2.5 NM to RW31	PAKMY 2000
1.5 NM to RW31	ODPOF 4 NM Holding Pattern
1.5 NM 1 NM 2.8 NM 9.7 NM	131° 311° 131° 311°
1080 2000	6000 3000
GP 3.10°	TCH 59
CATEGORY	A B C D
LPV DA	513-1 311 (400-1)
LNAV/VNAV DA	679-1½ 477 (500-1½)
LNAV MDA	720-1 518 (600-1) 720-1¾ 518 (600-1¾)
CIRCLING	1000-1 792 (800-1) 1000-2¼ 792 (800-2¼) 1060-2¾ 852 (900-2¾)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

GULFPORT, MISSISSIPPI

AL-576 (FAA)

26246

LOC I-GPT 110.9	APP CRS 137°	Rwy Ldg 9002 TDZE 27 Apt Elev 28
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ILS Z or LOC Z RWY 14

GULFPORT-BILOXI INTL (GPT)

⚠ For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1½ SM.
ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

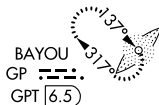
AS

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

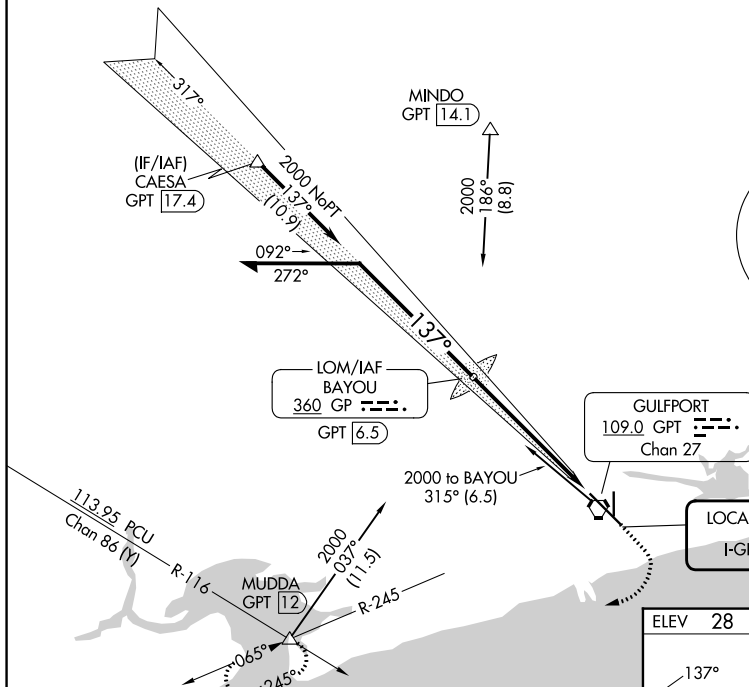
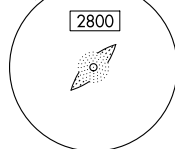
ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Procedure NA for arrivals at CAESA on V552 westbound.

ALTERNATE MISSED
APCH FIX



MSA GP 25 NM



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 73).

Remain within 15 NM

2000 137°

1985

2000 137°

GS 3.00° TCH 50

4.4 NM 1.5 NM

500 2000 MUDDA

GPT 6.5

GPT 2.1

*LOC only.

ELEV 28	TDZE 27
HIRL Rwy 14-32 0	
MIRL Rwy 18-36 0	
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

CATEGORY	A	B	C	D	E
S-ILS 14**	227/24 200 (200-½)				
S-LOC 14	560/24	533 (600-½)	560/55 533 (600-1)		
CIRCLING	560-1 532 (600-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)	820-2¾ 792 (800-2¾)

GULFPORT, MISSISSIPPI

Amdt 15A 31DEC20

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

ILS Z or LOC Z RWY 14

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-UXI 108.3	APP CRS 317°	Rwy Ldg TDZE Apt Elev 9002 27 28
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ILS Z or LOC Z RWY 32
GULFPORT-BILOXI INTL (GPT')

DME or RADAR required, except DME required when control tower closed.

▼

▲

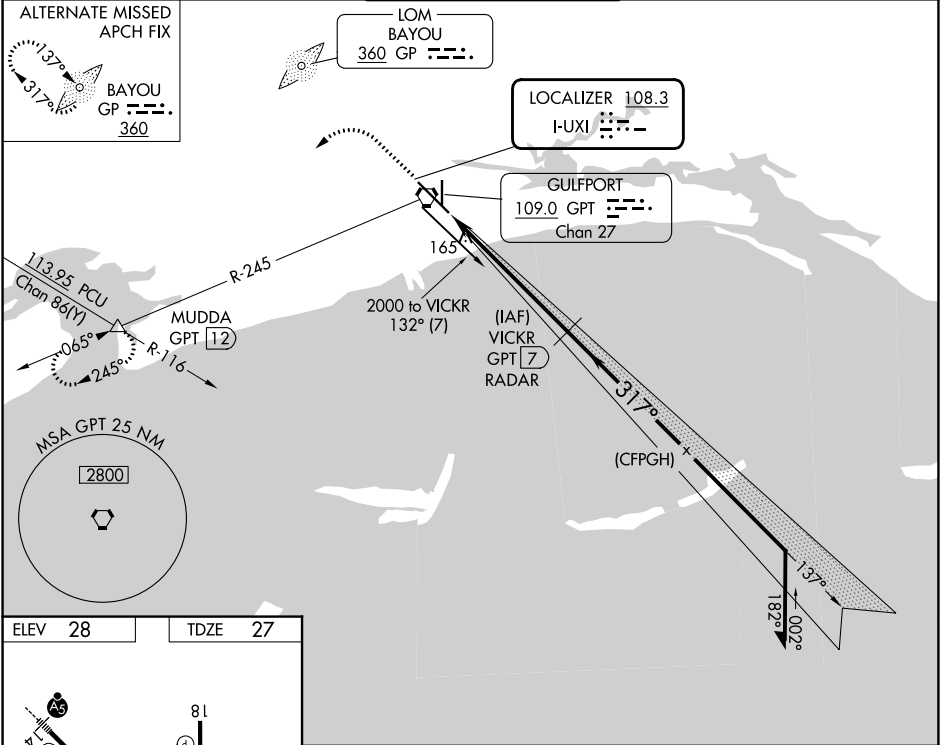
ASR

Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 32. DME from GPT VORTAC. Simultaneous reception of I-UXI and GPT DME required. For inop ALS, increase S-LOC 32 all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/GPT 12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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ELEV 28 TDZE 27

HIRL Rwy 14-32
MIRL Rwy 18-36

FAF to MAP 6 NM

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

500 2000 GPT R-245 MUDDA VICKR GPT 7 RADAR

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

GS unusable when control tower closed. Only localizer minimums authorized during this period.

500 2000 317° 2000 317° 2000

GS 3.00° TCH 55

CATEGORY	A	B	C	D	E
S-ILS 32	277/40 250 (300-¾)				
S-LOC 32	380/40 353 (400-¾)				
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)	760-2½ 732 (800-2½)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

GULFPORT, MISSISSIPPI

AL-576 (FAA)

26246

LOC I-GPT 110.9	APP CRS 137°	Rwy Ldg 9002 TDZE 27 Apt Elev 28
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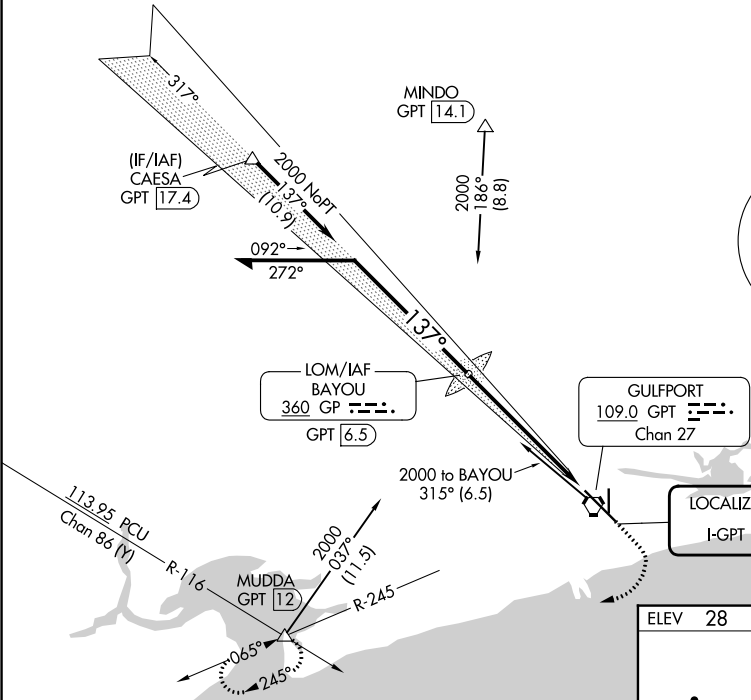
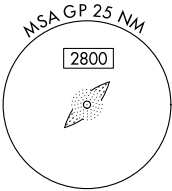
ILS Z RWY 14 (SA CAT II)
GULFPORT-BILOXI INTL (GPT)

ASR Reduced lighting: requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when tower closed.	MALSR 	MISSED APPROACH: Climb to 500 then climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.
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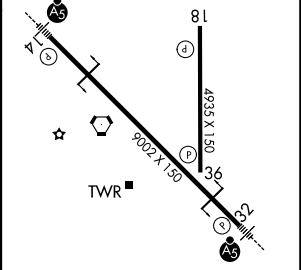
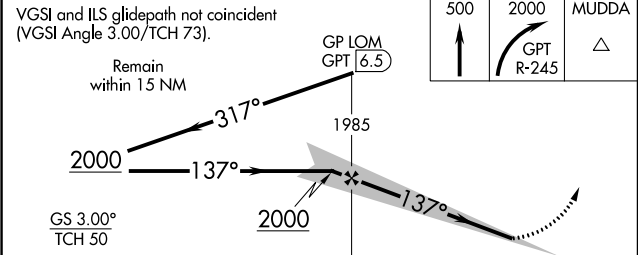
ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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Procedure NA for arrivals at CAESA on V552 westbound.

ALTERNATE MISSED
APCH FIX



ELEV 28	TDZE 27
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CATEGORY	A	B	C	D
S-ILS 14	CAT II RA 113/12 100 DA 127			

**SA CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

HIRL Rwy 14-32 0
MIRL Rwy 18-36 0

GULFPORT, MISSISSIPPI
Amdt 15A 31DEC20

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)
ILS Z RWY 14 (SA CAT II)

SC-4, 03 SEP 2026 to 29 OCT 2026

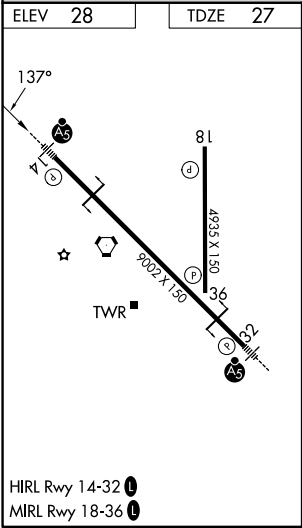
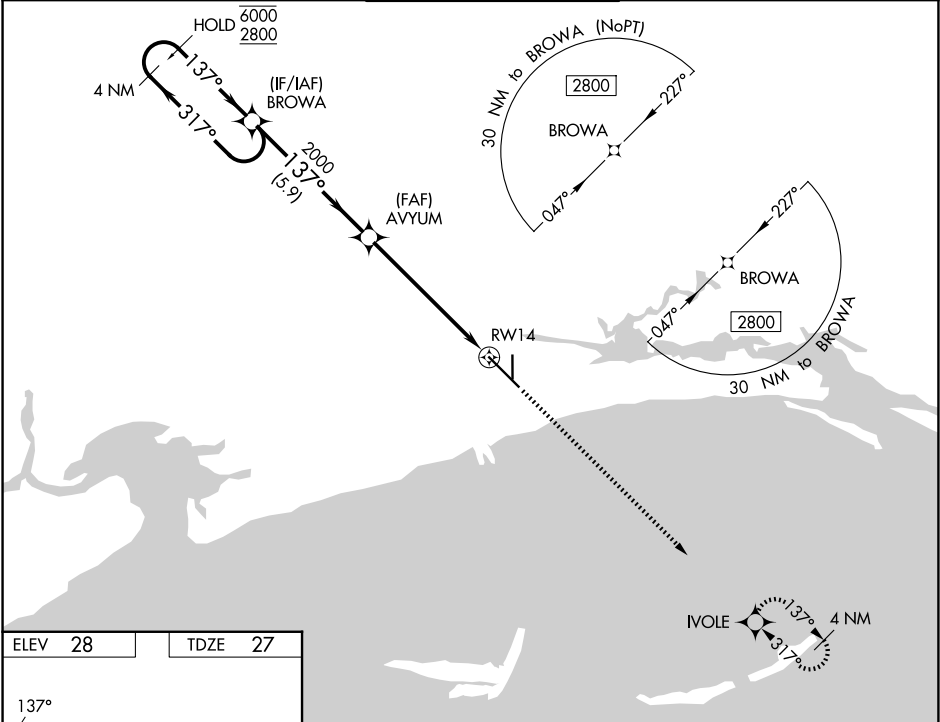
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 97301 W14A	APP CRS 137°	Rwy Ldg TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 14
GULFPORT-BILOXI INTL (GPT)

RNP APCH. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. ASR **RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR ⚠	MISSED APPROACH: Climb to 2800 direct IVOLE and hold.
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ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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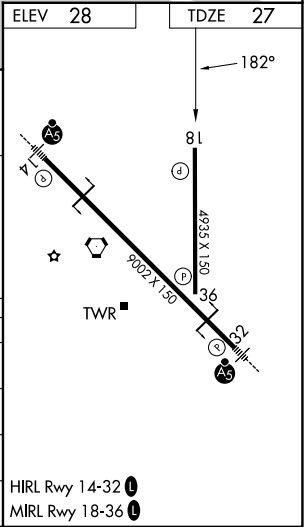
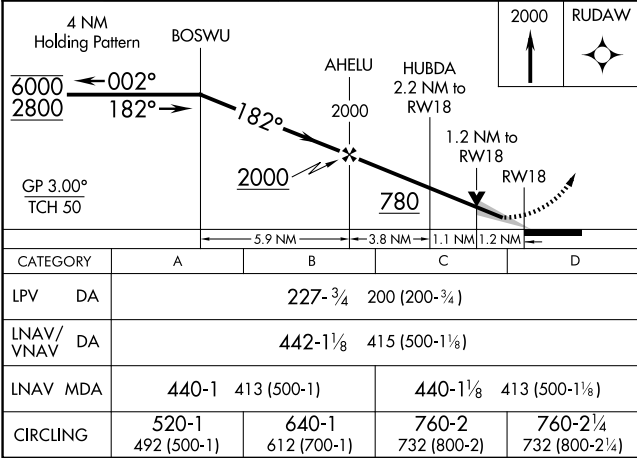
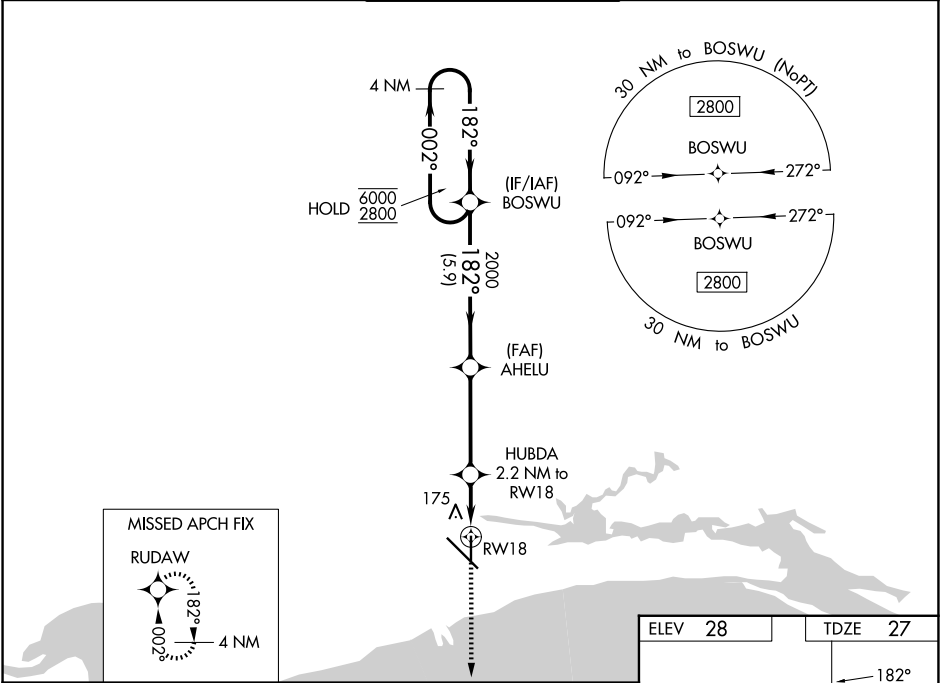


4 NM Holding Pattern				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).	2800	IVOLE
BROWA				AVYUM	*LNAV only.	
6000 ← 317° 2800 137° →				2000	*1.5 NM to RW14	RW14
GP 3.00° TCH 50				5.9 NM	4.6 NM	1.5 NM
CATEGORY	A	B	C	D		
LPV DA**		227/24	200 (200-½)			
LNAV/VNAV DA		404/35	377 (400-⅝)			
LNAV MDA	580/24	553 (600-½)	580/60	553 (600-1¼)		
CIRCLING	580-1 552 (600-1)	640-1 612 (700-1)	820-2¼ 792 (800-2¼)	820-2½ 792 (800-2½)		

WAAS CH 69512 W18A	APP CRS 182°	Rwy Ldg 4935 TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 18
GULFPORT-BILOXI INTL (GPT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct RUDAW and hold.		
ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

GULFPORT, MISSISSIPPI

AL-576 (FAA)

25275

WAAS CH 56207 W32A	APP CRS 317°	Rwy Ldg 9002 TDZE 27 Apt Elev 28
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RNAV (GPS) RWY 32
GULFPORT-BILOXI INTL (GPT)

RNP APCH-GPS.

T Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does
A not apply to LPV. For uncompensated Baro-VNAV systems, LNAV/VNAV NA
 ASR below -3°C or above 54°C. For inop ALS, increase LNAV Cat A/B visibility
 to RVR 5500, and Cat C/D to RVR 6000.

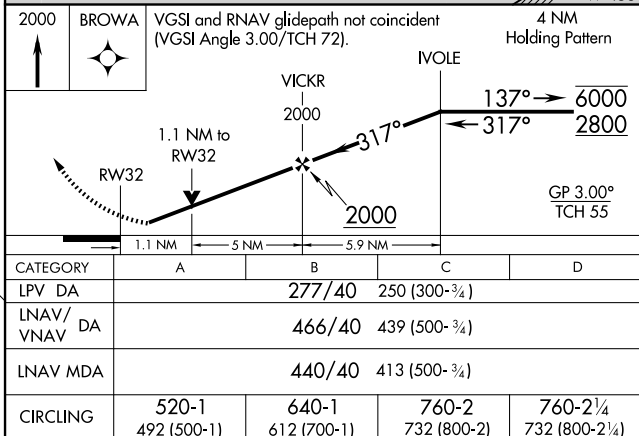
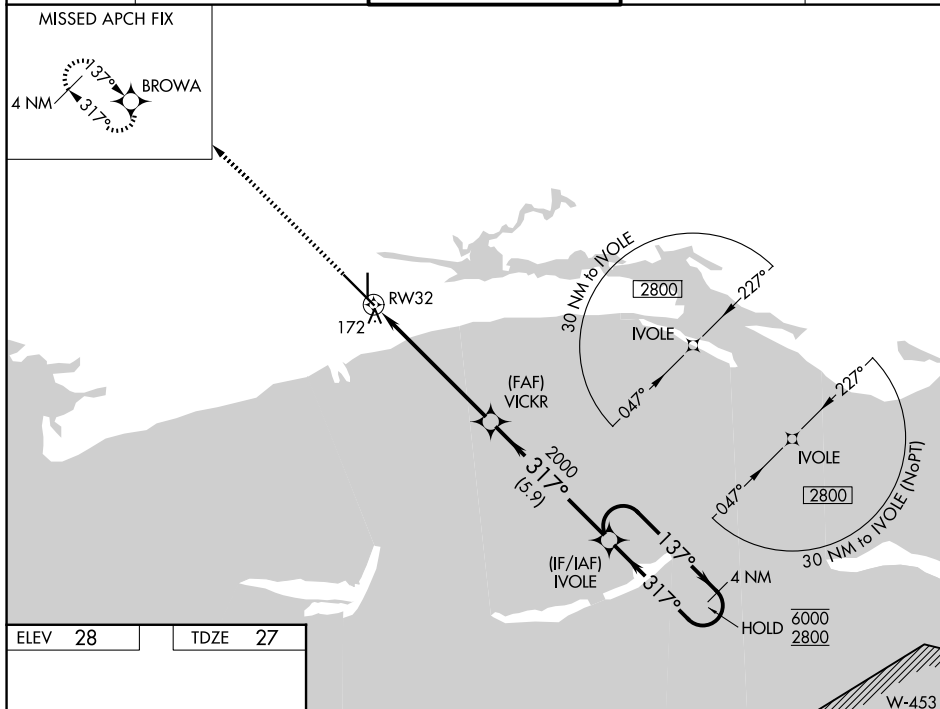
MALSR



MISSED APPROACH:
Climb to 2000 direct
BROWA and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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MISSED APCH FIX



GULFPORT, MISSISSIPPI
Amdt 2A 07OCT21

30°24'N-89°04'W

121

GULFPORT-BILOXI INTL (GPT)
RNAV (GPS) RWY 32

SC-4, 03 SEP 2026 to 29 OCT 2026

GULFPORT, MISSISSIPPI

AL-576 (FAA)

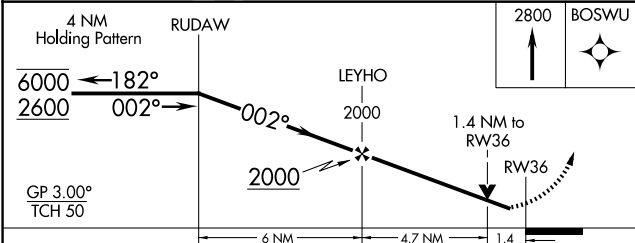
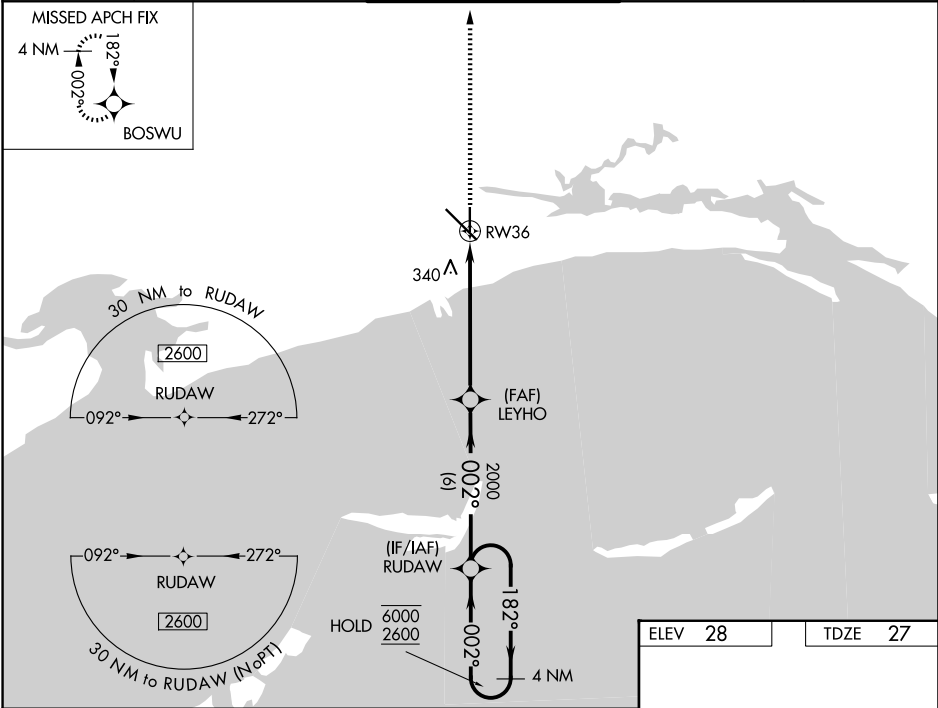
25275

WAAS CH 42812 W36A	APP CRS 002°	Rwy Ldg 4935 TDZE 27 Apt Elev 28
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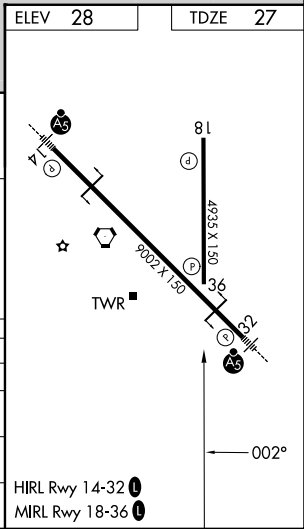
RNAV (GPS) RWY 36
GULFPORT-BILOXI INTL (GPT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2800 direct BOSWU and hold.
▼ ▲ ASR	Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.	

ATIS 119.45	GULFPORT APP CON * 127.5 254.25	GULFPORT TOWER * 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA		277-¾	250 (300-¾)	
LNAV/VNAV DA		520-1⅓	493 (500-1⅓)	
LNAV MDA	520-1	493 (500-1)	520-1⅓	493 (500-1⅓)
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)



GULFPORT, MISSISSIPPI
Amdt 2B 07OCT21

30°24'N-89°04'W

RNAV (GPS) RWY 36
GULFPORT-BILOXI INTL (GPT)

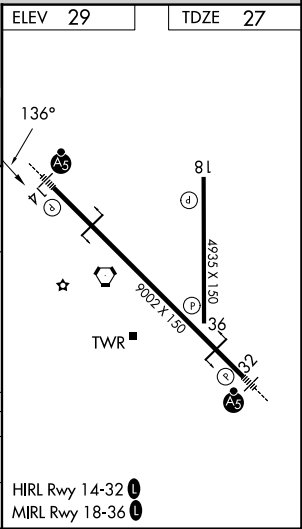
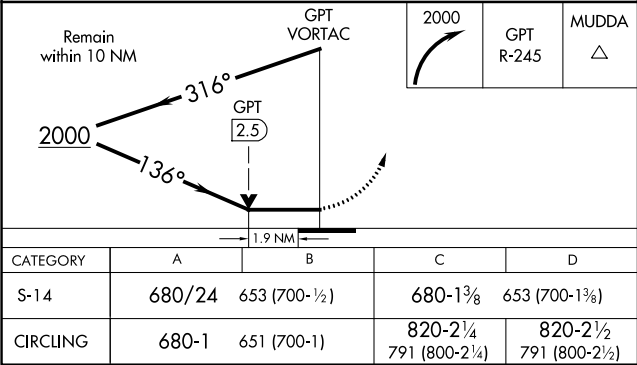
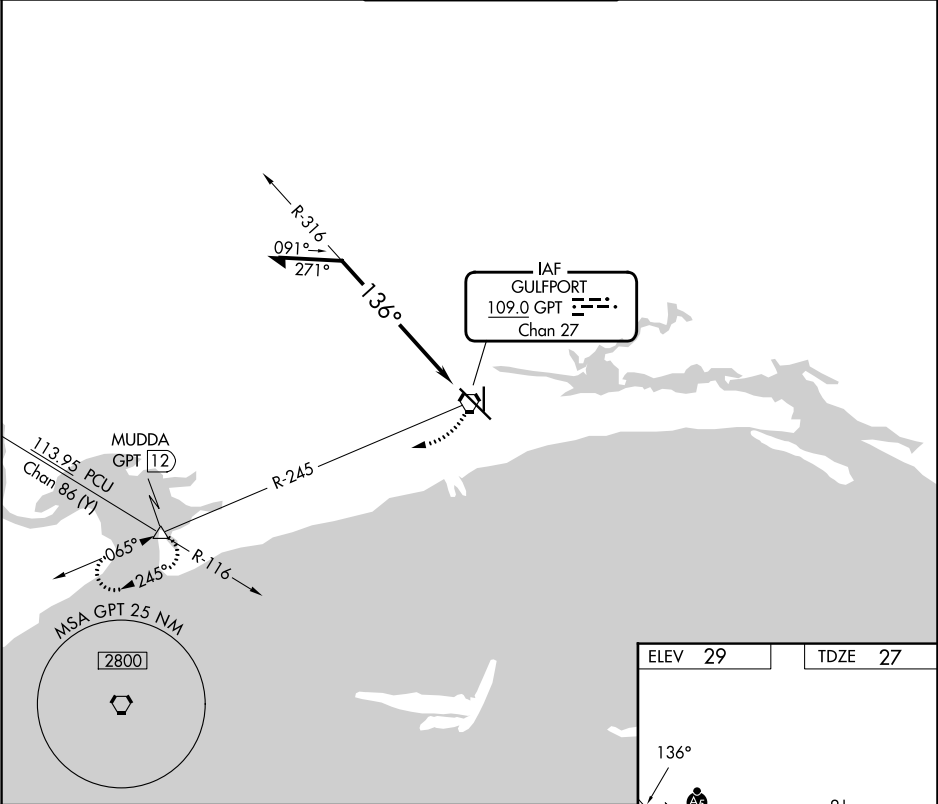
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

VORTAC	GPT	Rwy Ldg	9002
109.0	APP CRS	TDZE	27
Chan 27	136°	Apt Elev	29

VOR Y RWY 14
GULFPORT-BILOXI INTL (GPT)

ASR		MALSR	MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.	
ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

GULFPORT, MISSISSIPPI

AL-576 (FAA)

26246

VORTAC GPT	APP CRS	Rwy Ldg	9002
109.0	308°	TDZE	27
Chan 27		Apt Elev	28

VOR Y RWY 32
GULFPORT-BILOXI INTL (GPT)

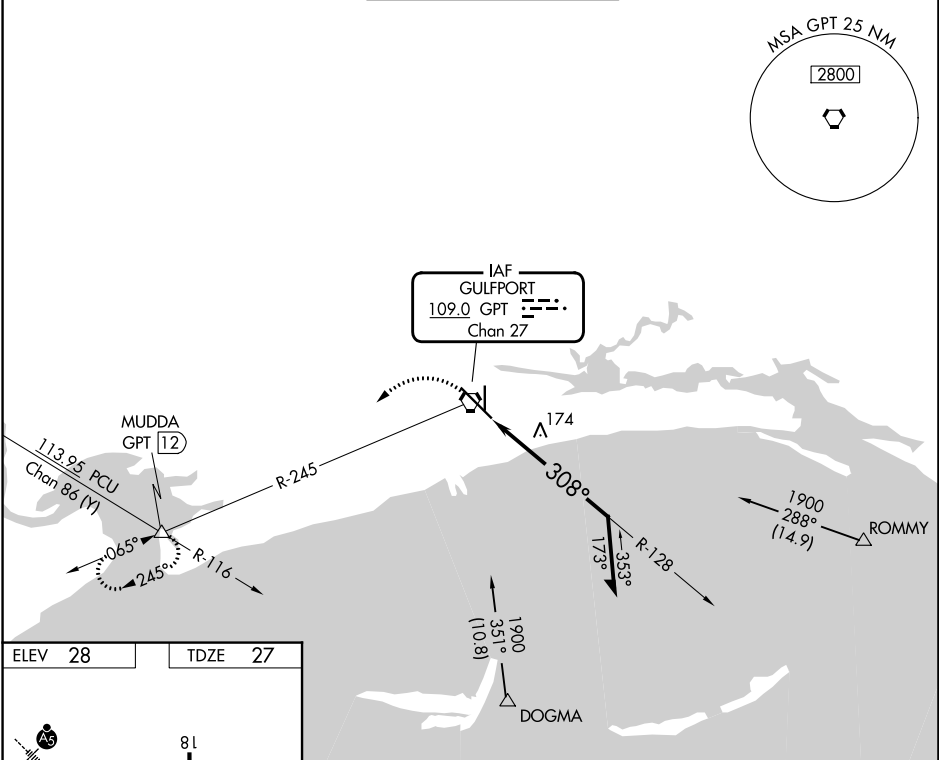
ASR

Rwy 32 helicopter visibility reduction below RVR 4000 NA.
For inop ALS, increase S-32 Cat A/B visibility to RVR 5500.

MALSR

MISSED APPROACH: Climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ATIS 119.45	GULFPORT APP CON ★ 127.5 254.25	GULFPORT TOWER ★ 123.7 (CTAF) 0 339.8	GND CON 120.4 348.6	UNICOM 122.95
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2000

GPT R-245

MUDDA

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 72).

GPT VORTAC

128°

308°

1900

1.2 NM

Remain within 10 NM

CATEGORY	A	B	C	D
S-32	480/40 453 (500-¾)		480/45 453 (500-¾)	
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2¼ 732 (800-2¼)

GULFPORT, MISSISSIPPI
Amdt 21D 07OCT21

30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)
VOR Y RWY 32

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

26246

VOR Z RWY 32
GULFPORT-BILOXI INTL (GPT)

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.



MSAGPT 25 NM
2800

GULFPORT
109.0 GPT
Chan 27

(IAF) MUDDA
GPT 12

113.95 PCU
Chan 86 (Y)

065°
245°

R-245

R-116

CULAY
GPT 0.9

(IAF) HOTIP
GPT 6

1700 to HOTIP
127° (6)

(IF) COSNA
GPT 12

1700
GPT 12 Arc

172°
352°

R-127

(IAF) NESFE
GPT 12
5000

R-061

5000
GPT 12 Arc

R-091

THUGS
GPT 12

ELEV 28 **TDZE 27**

81

W-453

700 ↑	2000 	GPT R-245	MUDDA △	HOTIP GPT 6	Remain within 15 NM
CULY GPT 0.9 GPT 2 HOTIP GPT 6 127° 307° 1700 ≤ 3.04° TCH 47 VGS I and descent angles not coincident (VGS I Angle 3.00/TCH 72).					
CATEGORY	A	B	C	D	E
S-32	440/40 413 [500-¾]				
CIRCLING	520-1 492 (500-1)	640-1 612 (700-1)	760-2 732 (800-2)	760-2½ 732 (800-2¼)	760-2½ 732 (800-2½)

GULFPORT-BILOXI INTL (GPT)
VOR Z RWY 32

125

SC-4, 03 SEP 2026 to 29 OCT 2026

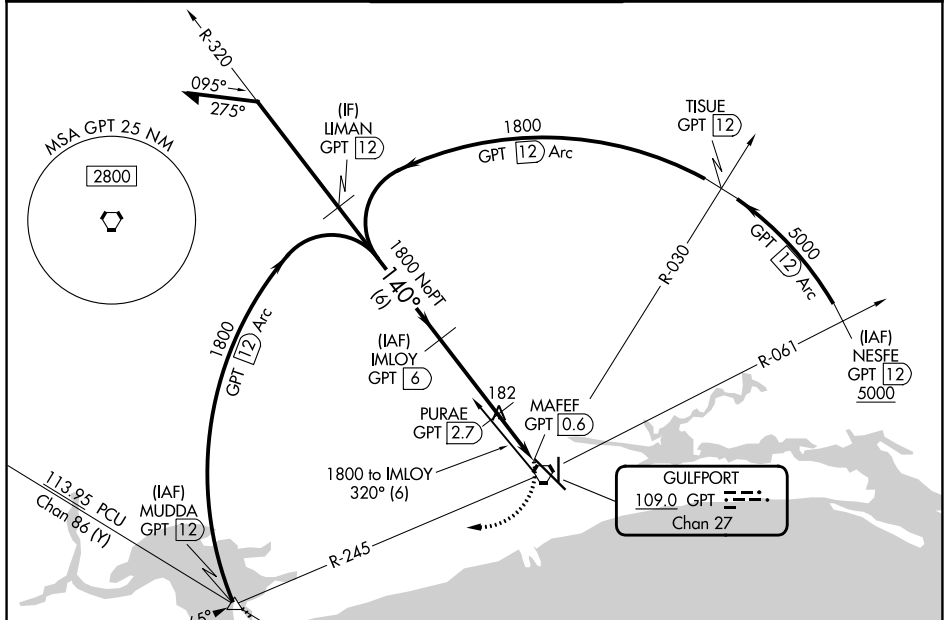
VOR Z or TACAN Z RWY 14
GULFPORT-BILOXI INTL (GPT)

MISSED APPROACH: Climbing right turn to 2000 on GPT VORTAC R-245 to MUDDA INT/12 DME and hold.

ASR

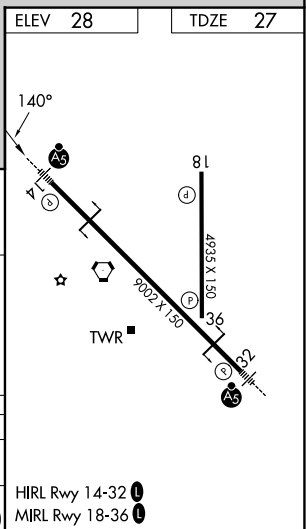
UNICOM

122.95



SC-4, 03 SEP 2026 to 29 OCT 2026

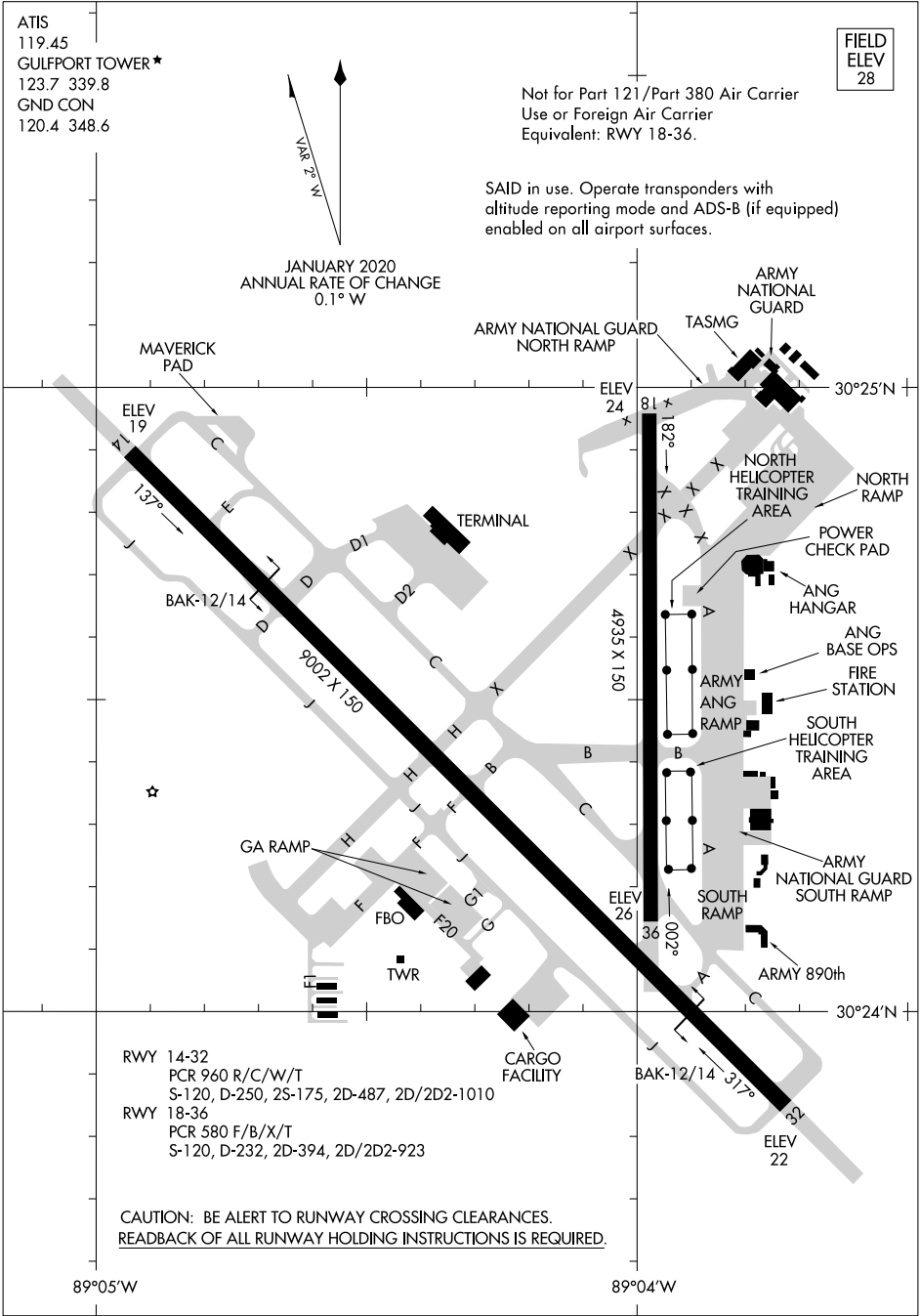
SC-4, 03 SEP 2026 to 29 OCT 2026



30°24'N-89°04'W

GULFPORT-BILOXI INTL (GPT)

VOR Z or TACAN Z RWY 14



ILS or LOC RWY 18
HAMMOND NORTHSORE RGNL (HDC)

HAMMOND NORTHSORE RGNL (HDC)
ILS or LOC RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

HAMMOND, LOUISIANA

AL-6035 (FAA)

26078

WAAS CH 45818 W18A	APP CRS 180°	Rwy Ldg 5001 TDZE 44 Apt Elev 46
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RNAV (GPS) RWY 18
HAMMOND NORTHSHORE RGNL (HDC)

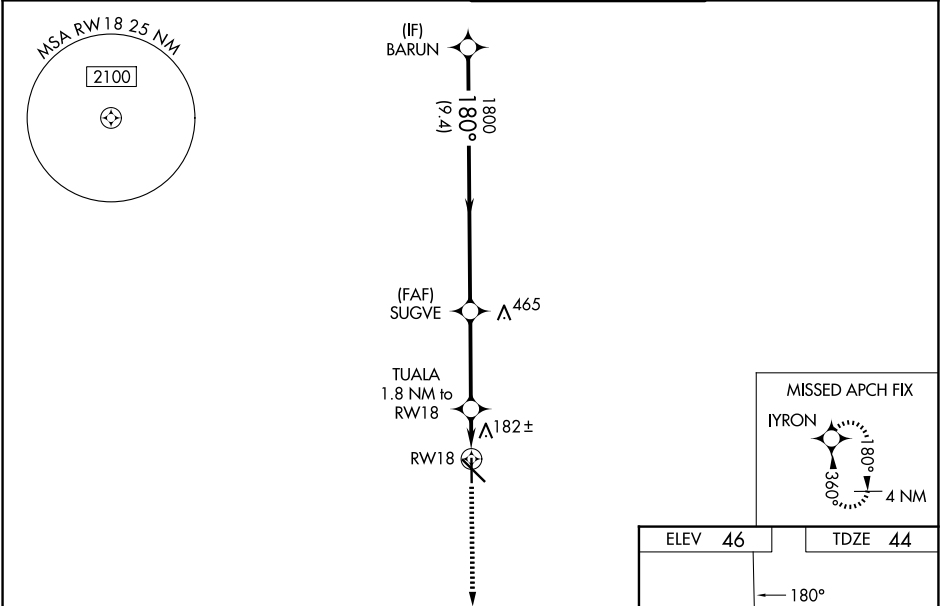
RNP APCH - GPS.

⚠ Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 339 feet; increase LNAV/VNAV DA to 555 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ½ SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter increase LPV all Cats visibility to ¾ SM; LNAV/VNAV all Cats visibility to 1¾ SM and LNAV Cats C/D visibility to 1¾ SM. For inop ALS increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cat C/D visibility to 1¼ SM.

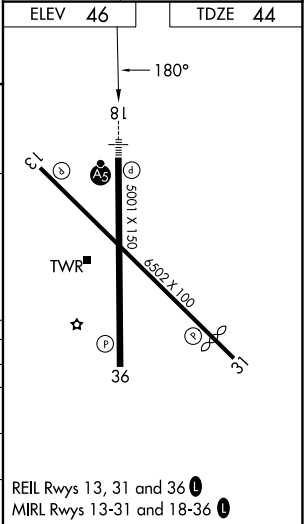
MALSRL

MISSED APPROACH:
Climb to 2200 direct IYRON and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85
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BARUN SUGVE TUALA 1.8 NM to RWY 18 2200 IYRON				
1800 1800 1800 660 1.1 NM to RWY 18 RWY 18				
GP 3.00° TCH 52				
9.4 NM 3.5 NM 0.7 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	250-½		206 (300-½)	
LNAV/VNAV DA	466-¾		422 (500-¾)	
LNAV MDA	460-½	416 (500-½)	460-¾	416 (500-¾)
CIRCLING	500-1	454 (500-1)	620-1½ 574 (600-1½)	920-2¾ 874 (900-2¾)



HAMMOND, LOUISIANA
Amdt 1B 03NOV22

30°31'N-90°25'W

HAMMOND NORTHSHORE RGNL (HDC)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

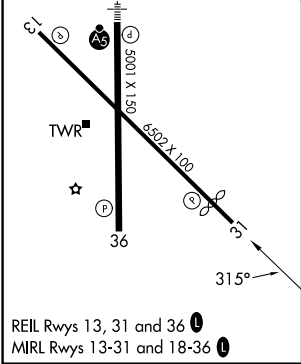
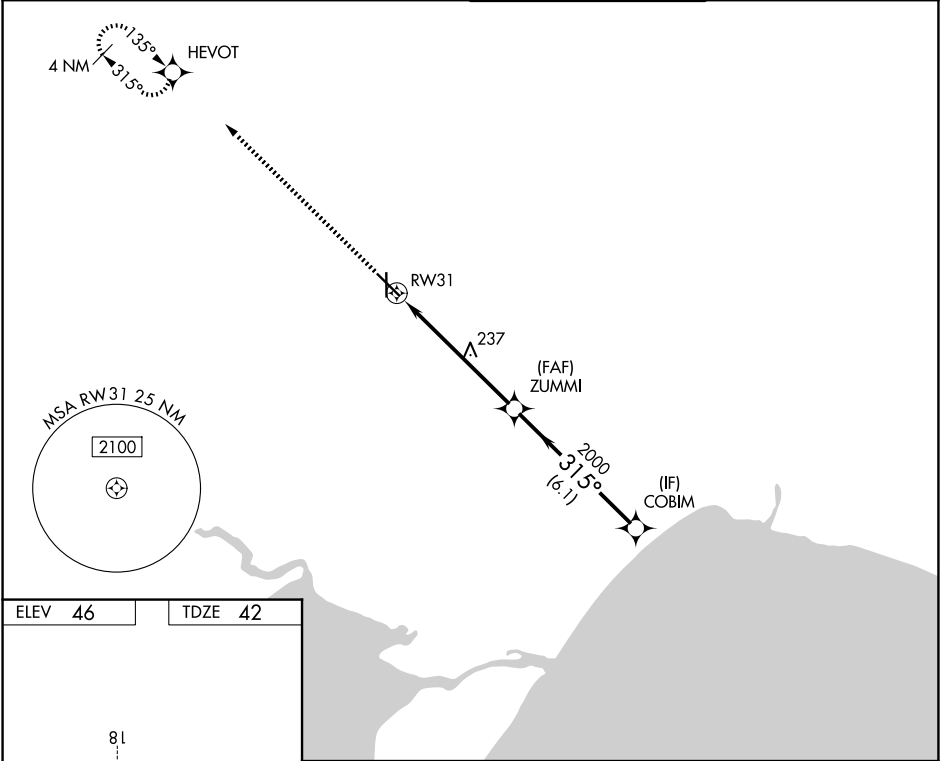
SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5812
315°	TDZE	42
	Apt Elev	46

RNAV (GPS) RWY 31
HAMMOND NORTHSORE RGNL (HDC)

RNP APCH - GPS.	⚠ Rwy 31 helicopter visibility reduction below ¾ SM NA. VDP NA when using Louis Armstrong New Orleans Intl altimeter setting. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDAs 100 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ½ SM.	MISSED APPROACH: Climb to 2000 direct HEVOT and hold.
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ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85
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2000	HEVOT				
					
					
CATEGORY		A	B	C	D
LNAV MDA		500-1	458 (500-1)	500-1 $\frac{3}{8}$	458 (500-1 $\frac{3}{8}$)
CIRCLING		500-1	454 (500-1)	620-1 $\frac{1}{2}$ 574 (600-1 $\frac{1}{2}$)	920-2 $\frac{3}{4}$ 874 (900-2 $\frac{3}{4}$)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

HAMMOND, LOUISIANA

AL-6035 (FAA)

26078

WAAS CH 42718 W36A	APP CRS 360°	Rwy Ldg TDZE Apt Elev	5001 42 46
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RNAV (GPS) RWY 36

HAMMOND NORTHSORE RGNL (HDC)

RNP APCH - GPS.

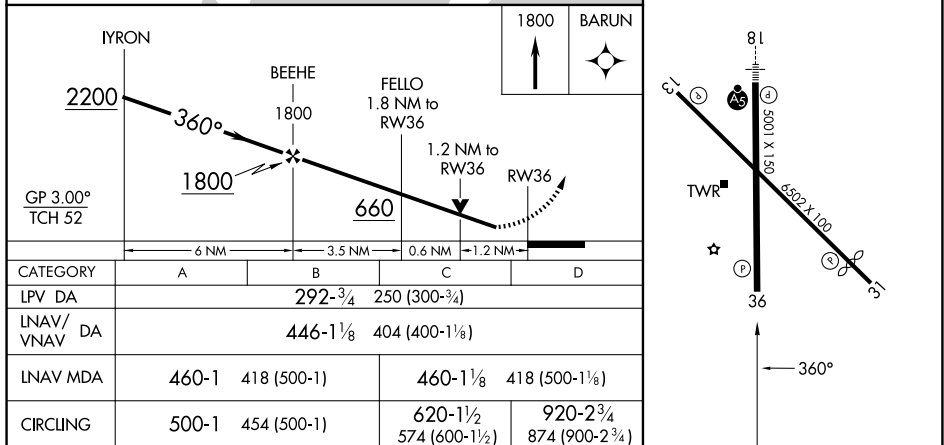
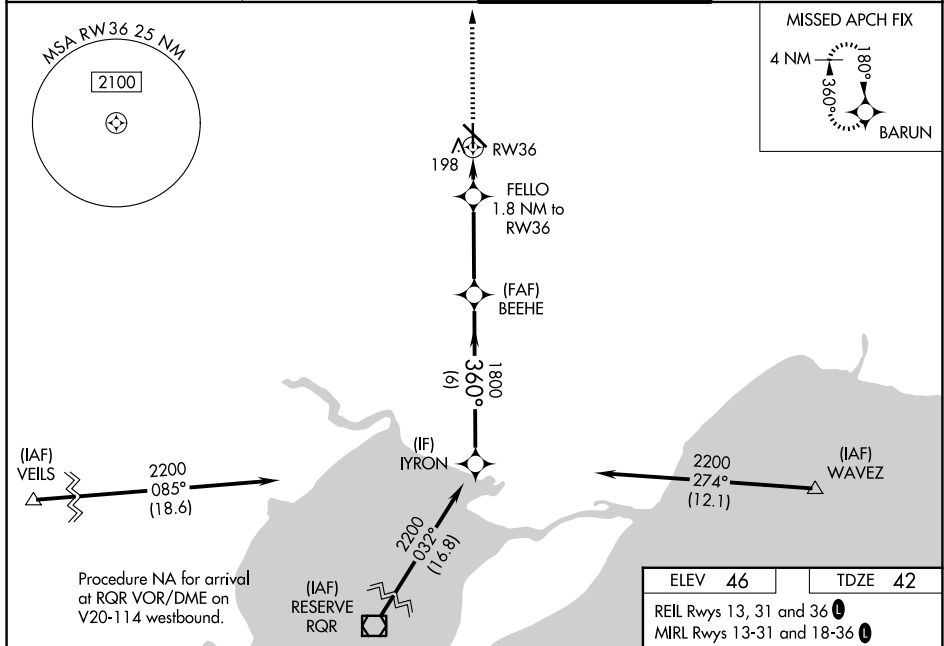
▼

▲

Baro-VNAV and VDP NA when using Louis Armstrong New Orleans Intl altimeter setting.
Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase LPV DA to 374 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 528 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D $\frac{1}{4}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 1800 direct BARUN and hold.

ATIS 118.325	NEW ORLEANS APP CON 119.3 350.35	HAMMOND TOWER ★ 120.575 (CTAF) 0	GND CON 119.85
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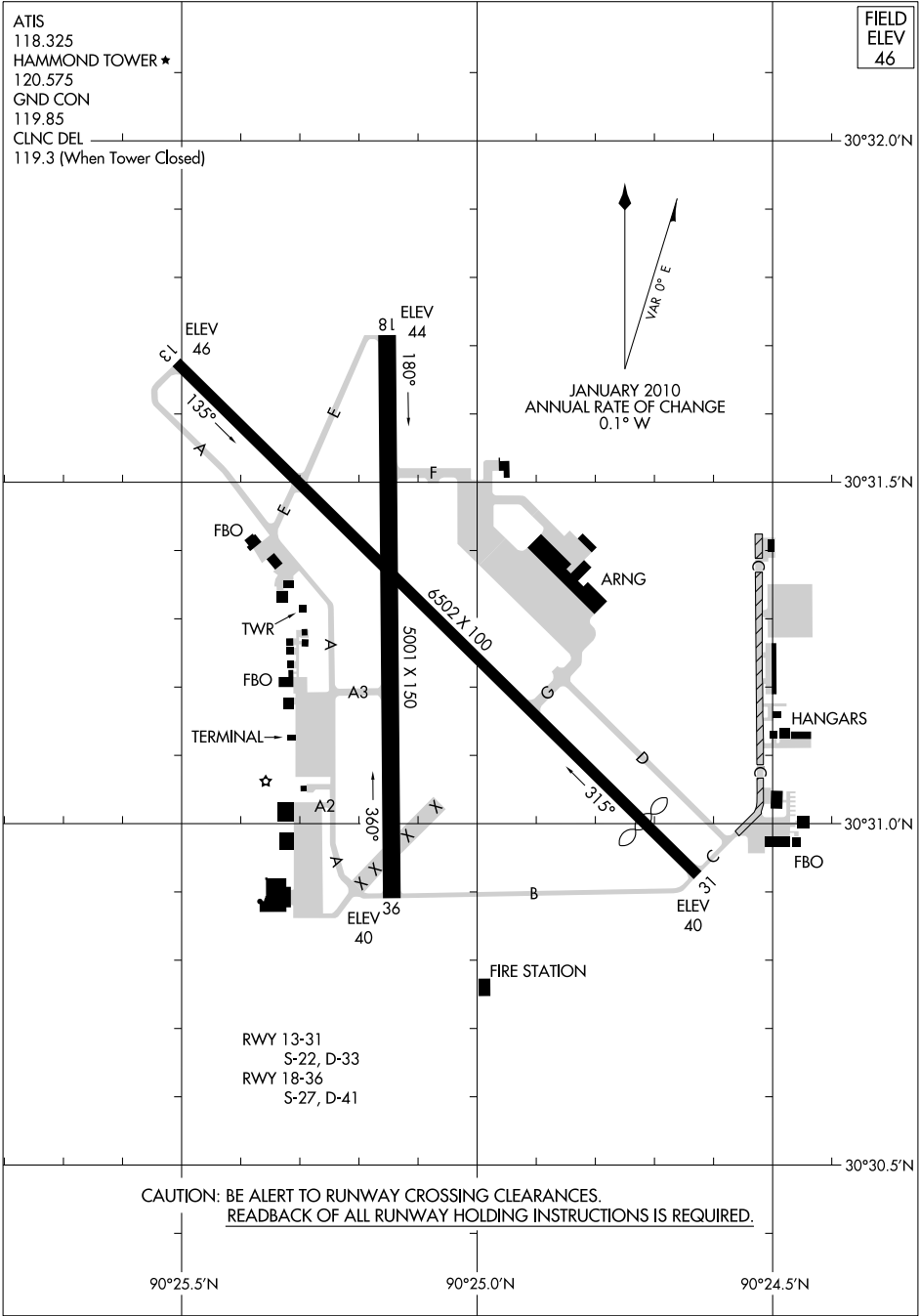


HAMMOND, LOUISIANA
Orig-B 03NOV22

30°31'N-90°25'W

RNAV (GPS) RWY 36

HAMMOND NORTHSORE RGNL (HDC)



HATTIESBURG, MISSISSIPPI

AL-853 (FAA)

26190

WAAS CH 86720 W13B	APP CRS 132°	Rwy Ldg TDZE 151 Apt Elev 151	5098
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RNAV (GPS) Y RWY 13

HATTIESBURG BOBBY L CHAIN MUNI (HBG)

RNP APCH - GPS.

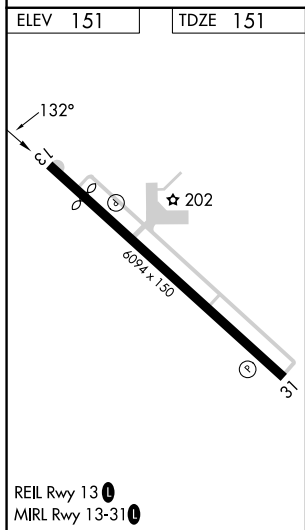
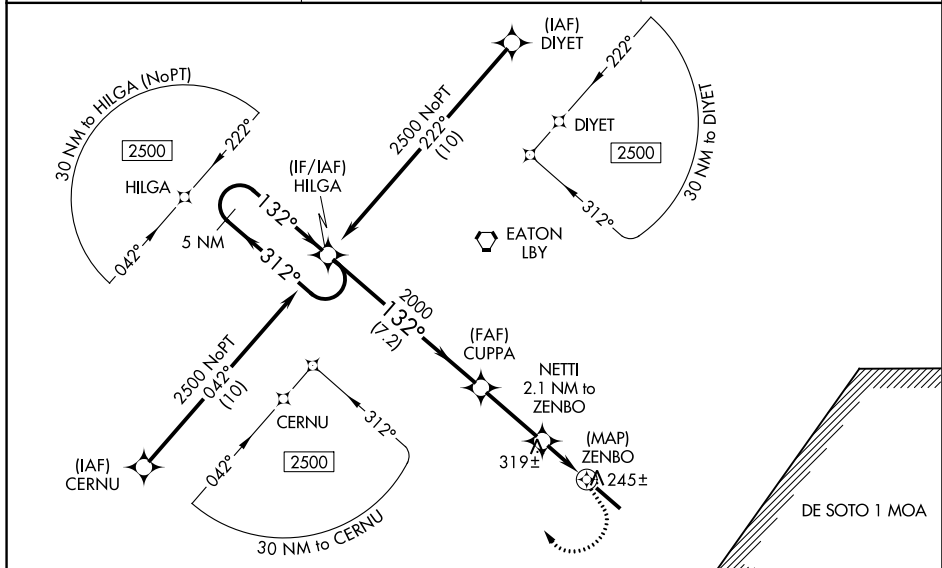
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.
- ▲ When local altimeter setting not received, use PIB altimeter setting and increase LPV DA to 493 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 576 feet and all visibilities ¼ SM. Increase all MDAs 60 feet and LNAV visibility Cat C/D ⅓ SM, and Circling visibility Cat C ¼ SM. Baro-VNAV and VDP NA when using PIB altimeter setting.

MISSED APPROACH: Climbing right turn to 2500 direct HILGA and hold.

ASOS
135.425

HOUSTON CENTER
126.8 327.8

UNICOM
122.8 (CTAF) 0



Uncontrolled helicopter and military airlift aircraft in vicinity of Hagler AAF and Shelby Auxiliary 1 Airfield.

HAGLER AAF

SHELBY AUXILIARY 1 AIRFIELD
R4401 A-B

5 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).		2500	HILGA
HILGA		CUPPA		NETTI	2.1 NM to ZENBO
2500		132°		2000	1.2 NM to RWY13
GP 3.00° TCH 40		1080		ZENBO	
7.2 NM		2.9 NM	1.6 NM	0.5	0.7
CATEGORY	A	B	C	D	
LPV DA	442-1		291 (300-1)		
LNAV/VNAV DA	525-1		374 (400-1)		
LNAV MDA	580-1	429 (500-1)	580-1¼	429 (500-1¼)	
CIRCLING	680-1	720-1	860-2	900-2½	
	529 (600-1)	569 (600-1)	709 (800-2)	749 (800-2½)	

HATTIESBURG, MISSISSIPPI
Amdt 2D 02OCT25

31°16'N-89°15'W

HATTIESBURG BOBBY L CHAIN MUNI (HBG)
RNAV (GPS) Y RWY 13

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86403 W13A	APP CRS 132°	Rwy Ldg TDZE 151 Apt Elev 151	5098
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RNAV (GPS) Z RWY 13

HATTIESBURG BOBBY L CHAIN MUNI (HBG)

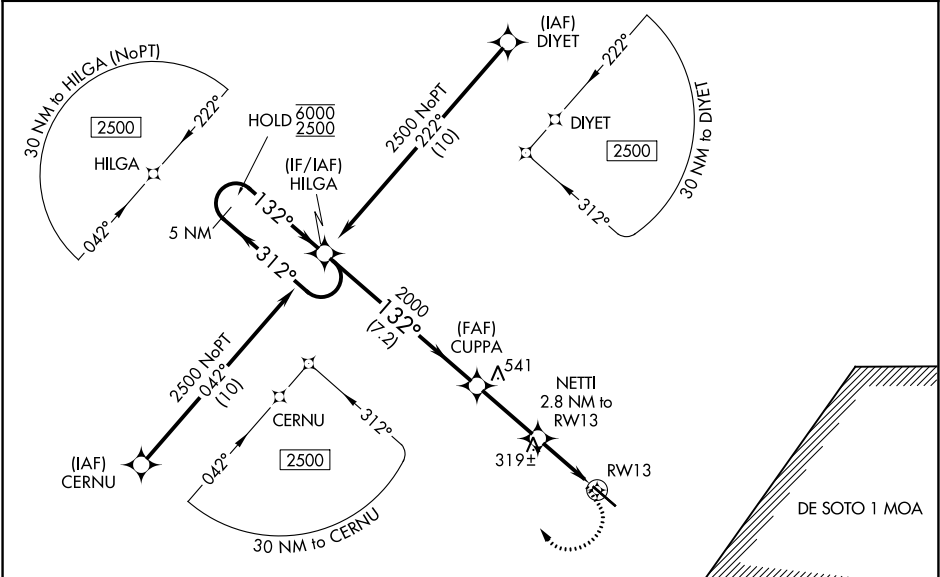
RNP APCH - GPS.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.
Cat D aircraft require ATC approval when R-4401 is active.

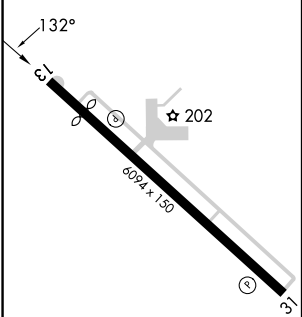
MISSED APPROACH:
Climb to 600 then climbing
right turn to 2500 direct
HILGA and hold.

ASOS 135.425	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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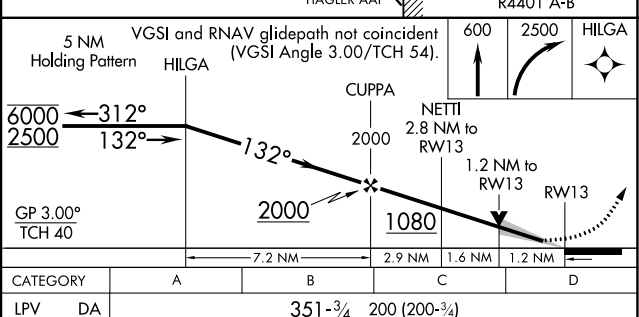
ELEV 151

TDZE 151



REIL Rwy 13 
MIRL Rwy 13-31 

Uncontrolled helicopter and military
airlift aircraft in vicinity of Hagler AAF
and Shelby Auxiliary 1 Airfield.



CATEGORY	A	B	C	D
LPV DA	351-3/4 200 (200-3/4)			
LNAV/VNAV DA	536-1 385 (400-1 1/8)			
LNAV MDA	580-1 429 (500-1)	580-1 429 (500-1 1/4)		
CIRCLING	680-1 529 (600-1)	720-1 569 (600-1)	860-2 709 (800-2)	900-2 749 (800-2 1/2)

(LBY2.LBY) 24025

EATON TWO DEPARTURE

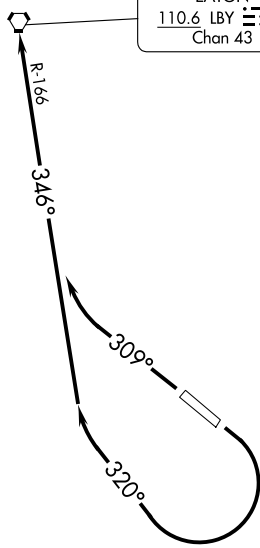
136
AL-853 (FAA)

HATTIESBURG BOBBY L CHAIN MUNI (HBG)
HATTIESBURG, MISSISSIPPI

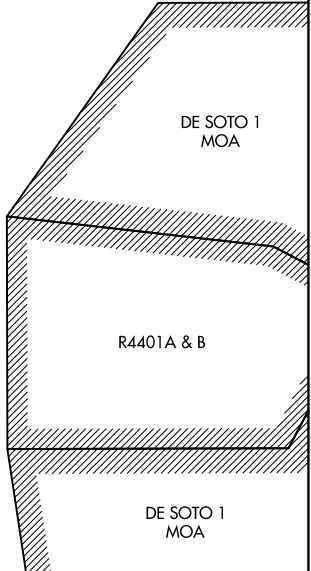
ASOS 135.425
HOUSTON CENTER
126.8 327.8
CTAF 122.8

TOP ALTITUDE:
3000

EATON
110.6 LBV 
Chan 43



TAKEOFF MINIMUMS:
Rwy 13: ATC climb of 300' per NM to 600.
Rwy 13: Do not exceed 230K until established on heading 320°.
Rwy 31: Standard.



NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climbing right turn heading 320° and LBV VORTAC R-166 to LBV VORTAC. Thence. . . .
TAKEOFF RUNWAY 31: Climb heading 309° and LBV VORTAC R-166 to LBV VORTAC. Thence. . . .
... maintain 3000 or ATC assigned altitude. Expect clearance to filed altitude 10 minutes after departure.

EATON TWO DEPARTURE
(LBY2.LBY) 21JUL16

HATTIESBURG, MISSISSIPPI
HATTIESBURG BOBBY L CHAIN MUNI (HBG)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-PIB <u>109.5</u>	APP CRS 181°	Rwy Ldg 6503 TDZE 298 Apt Elev 298
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ILS or LOC RWY 18
HATTIESBURG/LAUREL RGNL (PIB)

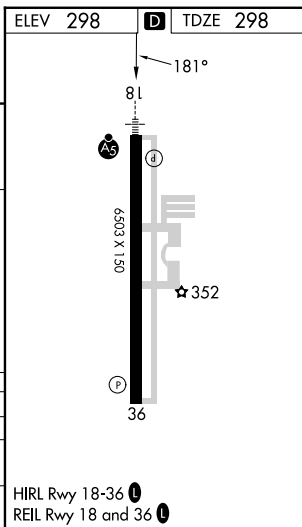
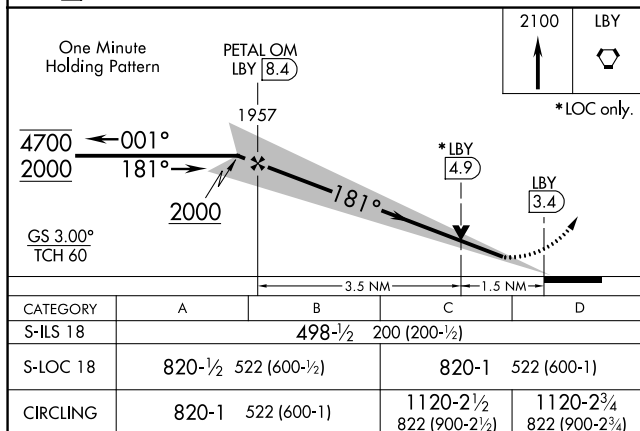
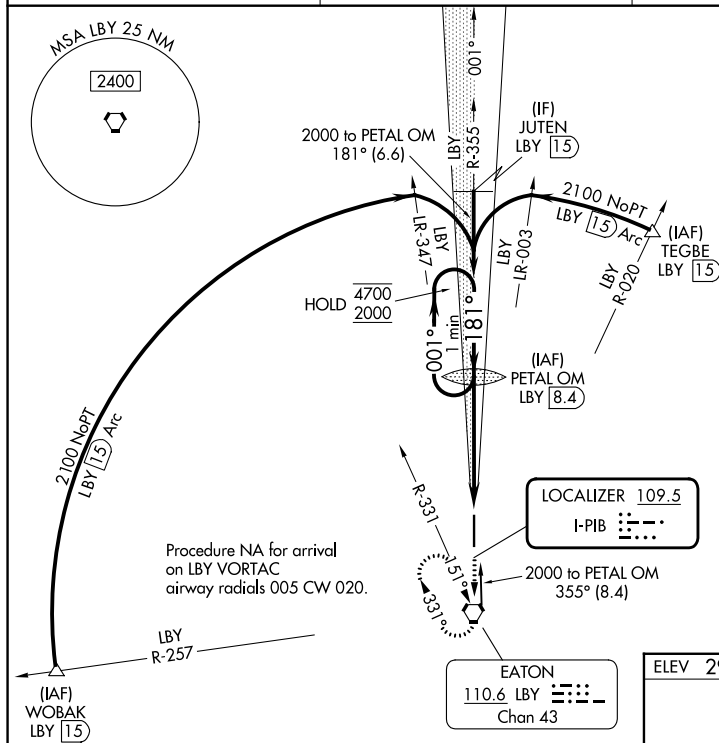
DME required.



MALSR

MISSED APPROACH: Climb to 2100 direct LBY VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3PT 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 123.0 (CTAF) 0
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HATTIESBURG-LAUREL, MISSISSIPPI

AL-6134 (FAA)

26190

WAAS CH 49201 W18A	APP CRS 181°	Rwy Ldg 6503 TDZE 298 Apt Elev 298
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RNAV (GPS) RWY 18

HATTIESBURG/LAUREL RGNL (PIB)

RNP APCH-GPS.

T

A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MALSR

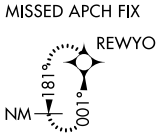
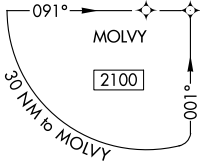
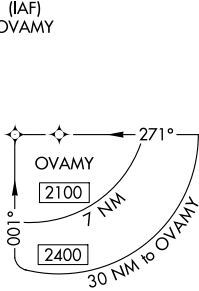
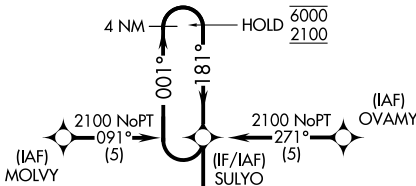
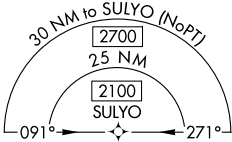


MISSED APPROACH:
Climb to 2000 direct
REWYO and hold.

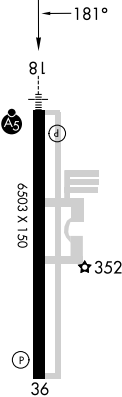
AWOS-3PT
128.325

HOUSTON CENTER
126.8 327.8

UNICOM
123.0 (CTAF) 1



ELEV **298** **D** TDZE **298**



HIRL Rwy 18-36 1
REIL Rwy 18 and 36 1

4 NM Holding Pattern				SULYO				MOWLI				2000				1.4 NM to RWY 18				RWY 18			
6000 ← 001°				2100 → 181°				181°				2000				1.4 NM to RWY 18				RWY 18			
GP 3.00°				TCH 60				6.1 NM				3.7 NM				1.4							
CATEGORY				A				B				C				D							
LPV DA				498-1/2				200 (200-1/2)															
LNAV/VNAV DA				691-5/8				393 (400-3/8)															
LNAV MDA				820-1/2				522 (600-1/2)				820-1				522 (600-1)							
CIRCLING				820-1				522 (600-1)				1120-2 1/2				822 (900-2 1/2)				1120-2 3/4			

HATTIESBURG-LAUREL, MISSISSIPPI
Amdt 1A 07OCT21

31°28'N-89°20'W

HATTIESBURG/LAUREL RGNL (PIB)

RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93901 W36A	APP CRS 001°	Rwy Ldg TDZE 296 Apt Elev 298
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RNAV (GPS) RWY 36

HATTIESBURG/LAUREL RGNL (PIB)

RNP APCH - GPS.

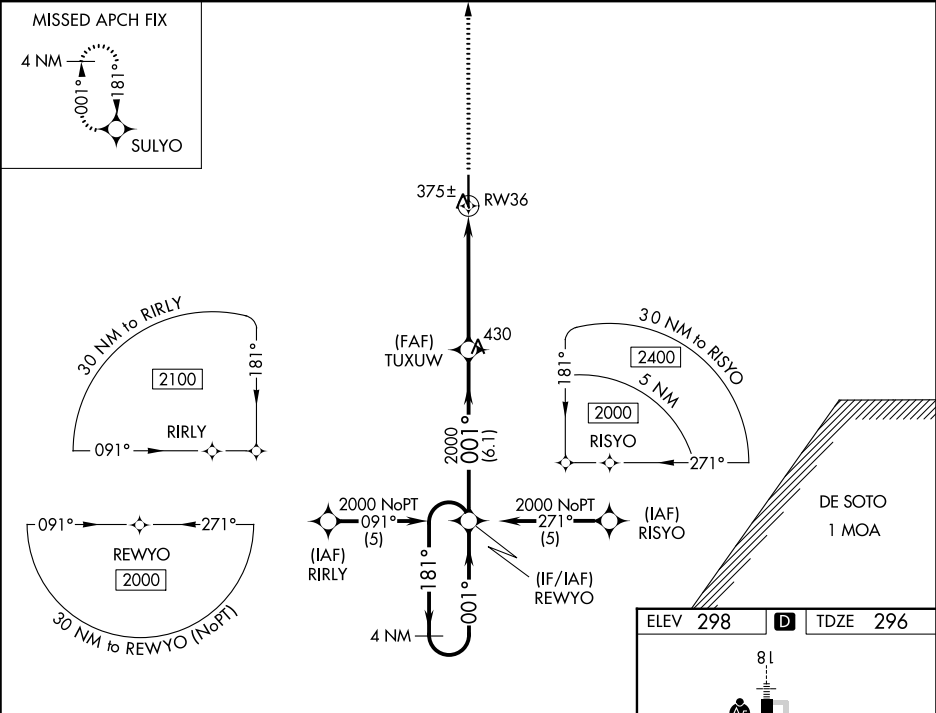
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Rwy 36 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use HGB altimeter setting: increase LPV DA to 597 feet; increase LNAV/VNAV DA to 676 feet; increase all MDAs 60 feet and LNAV visibility Cat C ¼ SM, LNAV visibility Cat D ½ SM, and Circling visibility Cat C/D ¼ SM. Baro-VNAV and VDP NA when using HGB altimeter setting.

MISSED APPROACH:
Climb to 2100 direct
SULYO and hold.

AWOS-3PT 128.325	HOUSTON CENTER 126.8 327.8	UNICOM 123.0 (CTAF) 0
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2100	SULYO	TUXUW	REWYO	4 NM Holding Pattern
1.1 NM to RW36				
GP 3.00° TCH 45				
CATEGORY	A	B	C	D
LPV DA	546-1 250 (300-1)			
LNAV/VNAV DA	625-1¼ 329 (400-1¼)			
LNAV MDA	700-1 404 (500-1)	700-1½ 404 (500-1½)	700-1¼ 404 (500-1¼)	
CIRCLING	760-1 462 (500-1)	800-1 502 (600-1)	1120-2½ 822 (900-2½)	1120-2¾ 822 (900-2¾)

ELEV 298

D

TDZE 296

HIRL Rwy 18-36 0
REIL Rwy 18 and 36 0

HOLLY SPRINGS, MISSISSIPPI

AL-6093 (FAA)

26078

WAAS CH 58338 W18A	APP CRS 181°	Rwy Ldg 3202 TDZE 548 Apt Elev 551
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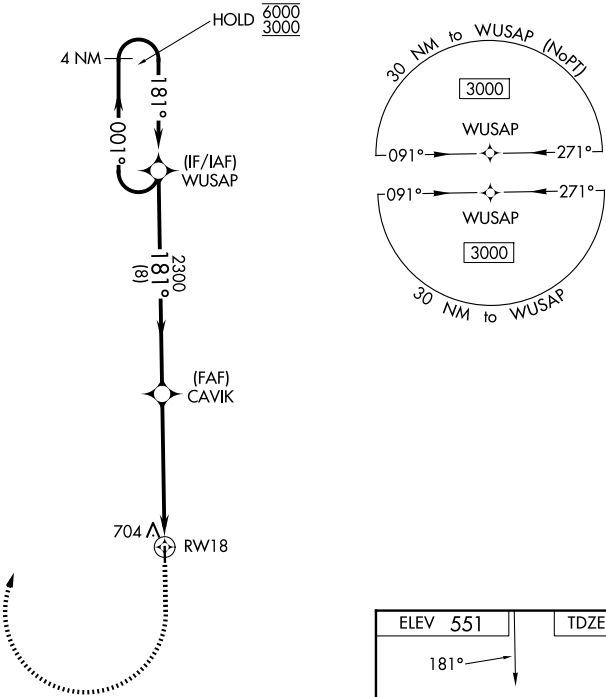
RNAV (GPS) RWY 18
HOLLY SPRINGS-MARSHALL COUNTY (M41)

RNP APCH-GPS.

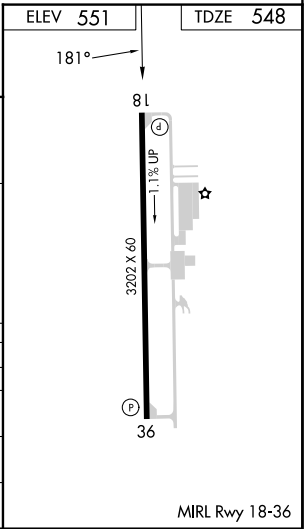
▼ Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Baro-VNAV NA. Use Olive Branch altimeter setting; when not received, use Oxford altimeter setting and increase LPV DA to 870, and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 957 and all MDAs 20 feet.

MISSED APPROACH:
Climb to 1060 then climbing right turn to 3000 direct WUSAP and hold.

OLV AWOS-3 119.925	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern WUSAP				
VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 86).				
GP 3.00° TCH 40				
8 NM 5.5 NM				
CATEGORY	A	B	C	D
LPV DA	858-1 $\frac{1}{8}$	310 (400-1 $\frac{1}{8}$)		NA
LNAV/VNAV DA	945-1 $\frac{1}{2}$	397 (400-1 $\frac{1}{2}$)		NA
LNAV MDA	1020-1	472 (500-1)	1020-1 $\frac{3}{8}$ 472 (500-1 $\frac{3}{8}$)	NA
CIRCLING	1080-1 529 (600-1)	1100-1 549 (600-1)	1260-2 709 (800-2)	NA



HOLLY SPRINGS, MISSISSIPPI
Orig-B 11AUG22

34°48'N-89°31'W

HOLLY SPRINGS-MARSHALL COUNTY (M41)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RNP APCH-GPS.

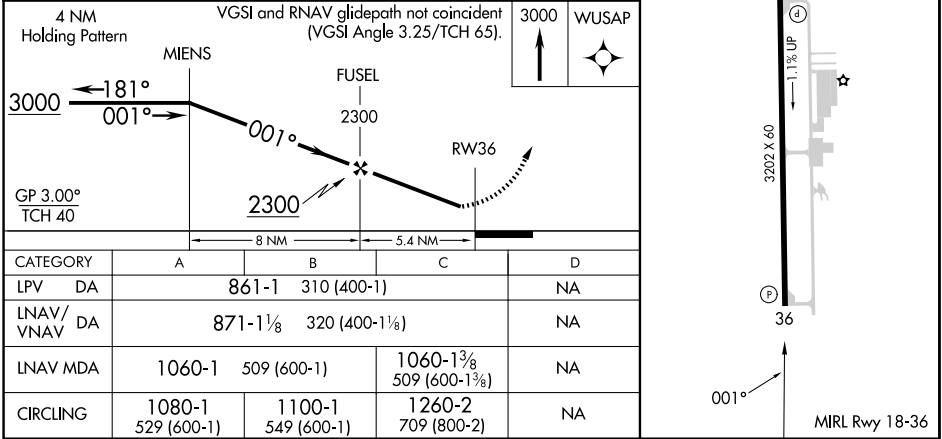
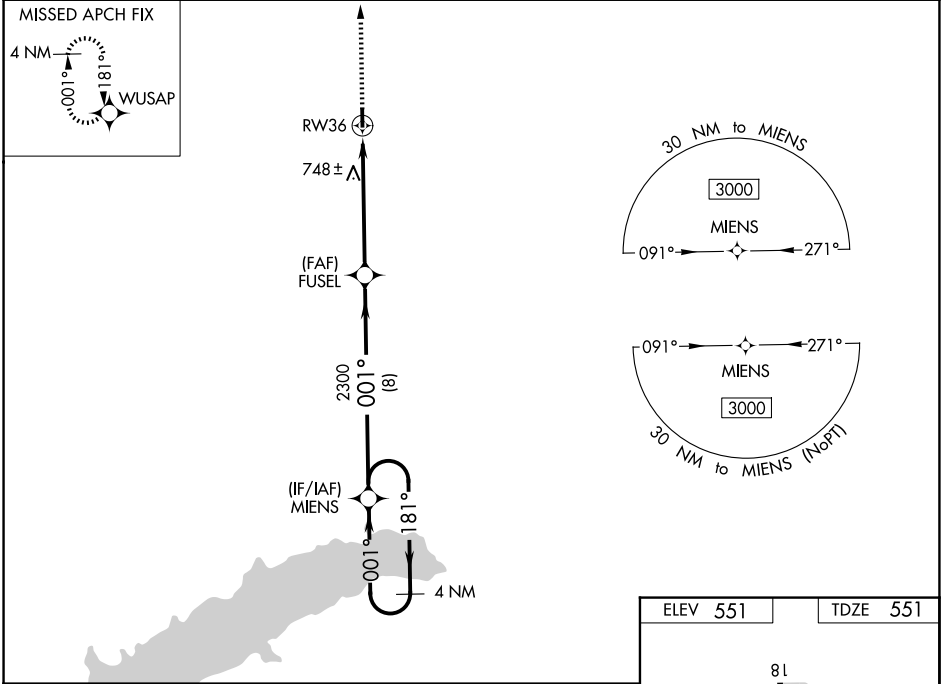
▼

NA

Baro-VNAV NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.
Use Olive Branch altimeter setting; when not received, use Oxford
altimeter setting and increase LPV DA to 873, LNAV/VNAV DA to 883
and all MDA 20 feet; increase LPV all Cats and LNAV Cat C visibility $\frac{1}{8}$ mile.

MISSED APPROACH: Climb to
3000 direct WUSAP and hold.

OLV AWOS-3 119.925	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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HOUMA, LOUISIANA

AL-5037 (FAA)

26246

LOC I-HUM	APP CRS	Rwy Ldg
108.5	179°	6143
	TDZE	8
	Apt Elev	9

ILS or LOC RWY 18

HOUMA-TERREBONNE (HUM)

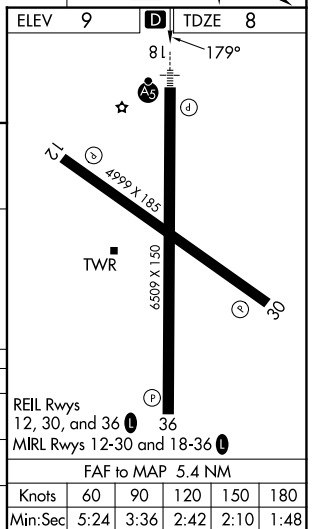
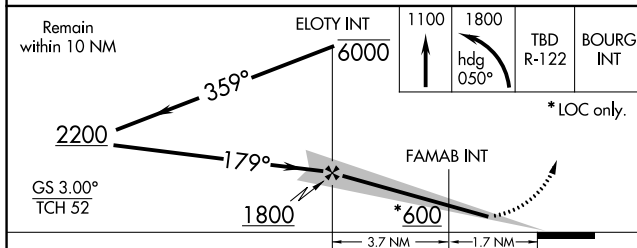
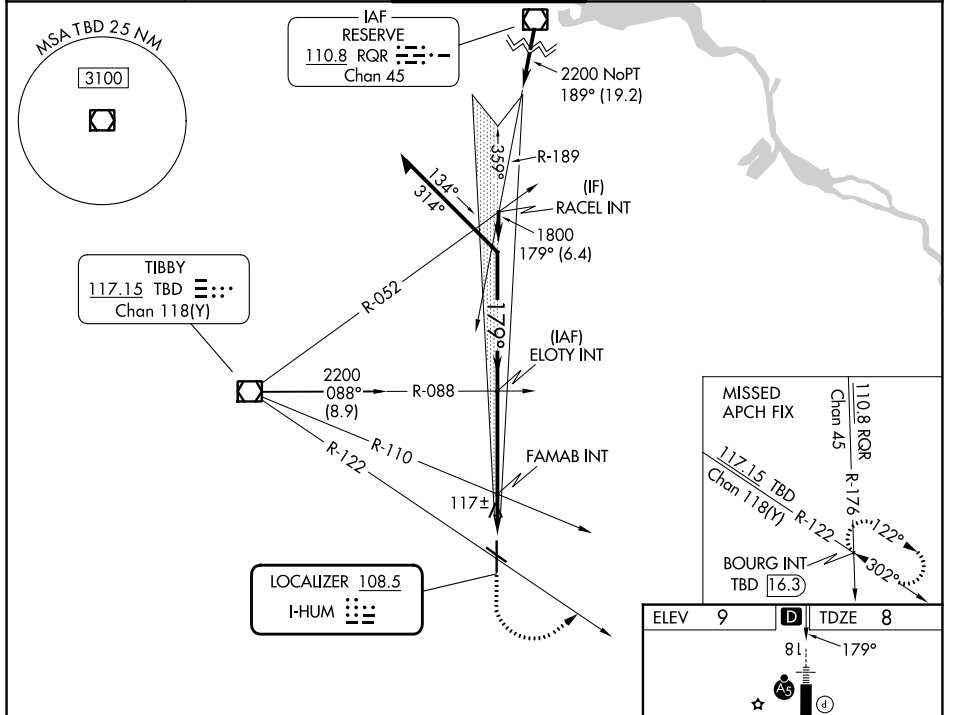
⚠ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase DA to 285 feet; increase all MDA 80 feet and S-LOC 18 Cat C/D visibility ¼ SM and Circling Cat C/D visibility ¼ SM. For inop ALS increase S-LOC 18 Cat C/D visibility to 1 SM. For inop ALS when using Louis Armstrong New Orleans Intl altimeter setting increase S-ILS 18 all Cats visibility ⅓ SM.

MALSR



MISSED APPROACH: Climb to 1100 then climbing left turn to 1800 on heading 050° and TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	UNICOM 122.95
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HOUMA, LOUISIANA

Amdt 5 27APR17

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)

ILS or LOC RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56313 W12A	APP CRS 124°	Rwy Ldg TDZE 8 Apt Elev 9
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RNAV (GPS) RWY 12

HOUMA-TERREBONNE (HUM)

RNP APCH - GPS.

▼

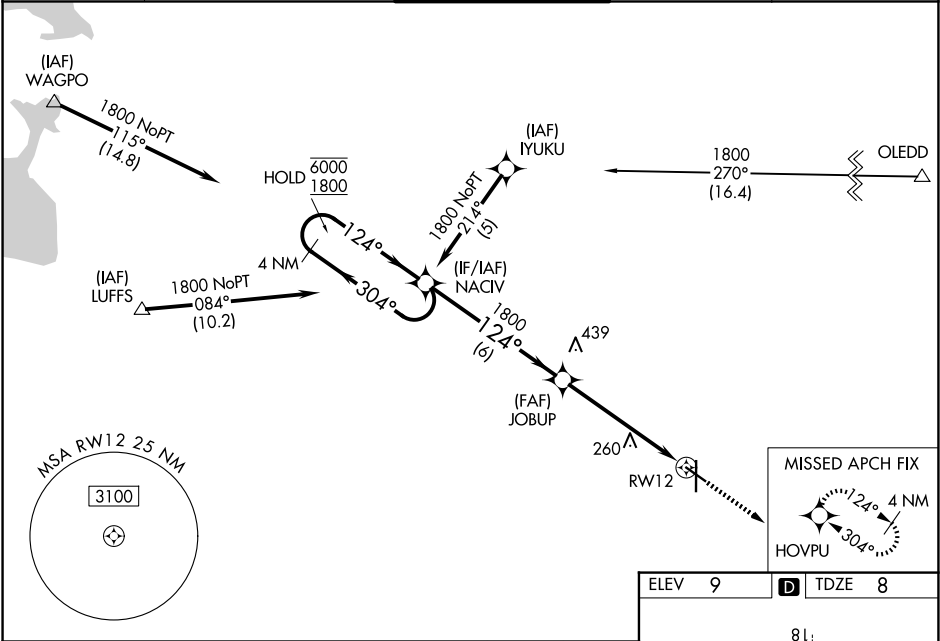
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

⚠

Rwy 12 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using MSY altimeter setting. When local altimeter setting not received, use MSY altimeter setting and increase LPV DA to 370 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 567 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat B/C/D ¼ SM, and Circling visibility Cat B/C/D ¼ SM.

MISSED APPROACH:
Climb to 1800 direct
HOVPU and hold.

ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	UNICOM 122.95
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4 NM Holding Pattern

NACIV

JOBUP

6000
1800

← 304°
124° →

GP 3.00°
TCH 45

1800

2 NM to RW12

RW12

1800

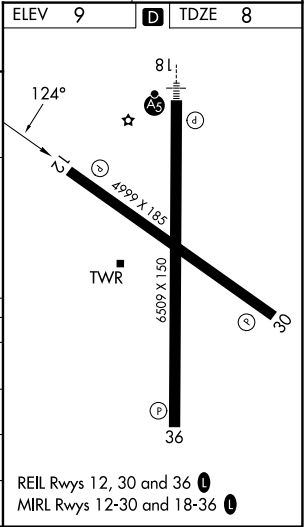
HOVPU

6 NM

3.4 NM

2 NM

CATEGORY	A	B	C	D
LPV DA	293-7 ⁸ / ₁₆	285 (300-7 ⁸ / ₁₆)		
LNAV/VNAV DA	490-1 ³ / ₈	482 (500-1 ³ / ₈)		
LNAV MDA	680-1	672 (700-1)	680-1 ⁷ / ₈	672 (700-1 ⁷ / ₈)
CIRCLING	680-1	671 (700-1)	760-2 ¹ / ₄ 751 (800-2 ¹ / ₄)	760-2 ¹ / ₂ 751 (800-2 ¹ / ₂)



HOUMA, LOUISIANA

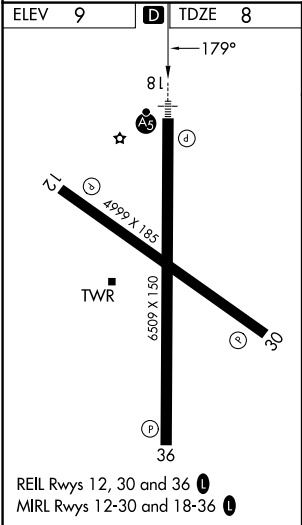
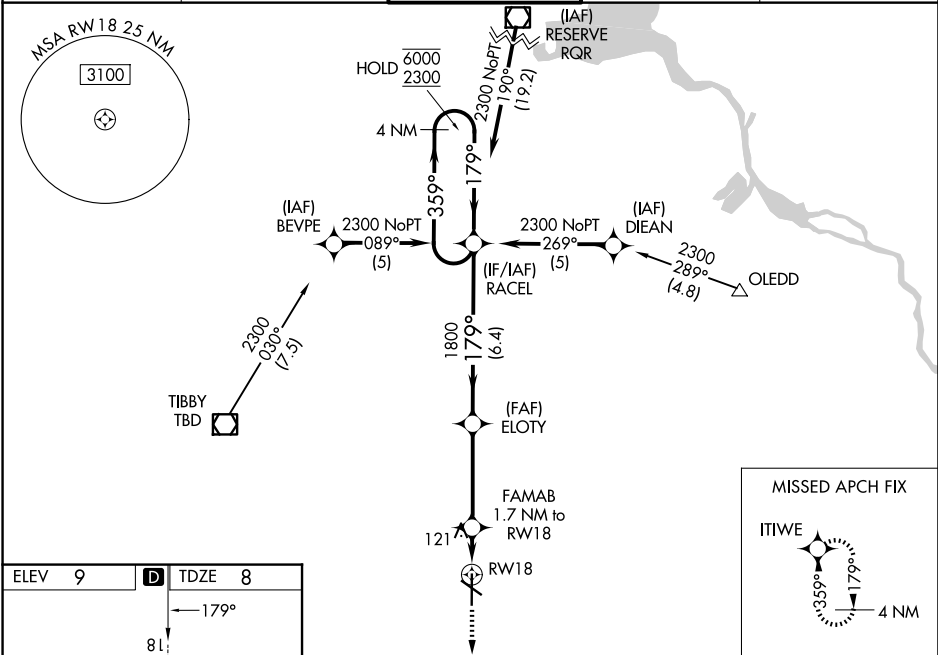
AL-5037 (FAA)

26134

WAAS CH 99413 W18A	APP CRS 179°	Rwy Ldg 6143 TDZE 8 Apt Elev 9
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RNAV (GPS) RWY 18
HOUMA-TERREBONNE (HUM)

RNP APCH - GPS.				MALSR 	MISSED APPROACH: Climb to 1900 direct ITIWE and hold.
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using MSY altimeter setting. When local altimeter setting not received, use MSY altimeter setting and increase LPV DA to 286 feet; increase LNAV/VNAV DA to 517 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.					
ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER★ 125.3 (CTAF) 0 346.3	GND CON 123.875	UNICOM 122.95	



1900 ↑ ITIWE		RACEL 4 NM Holding Pattern			
FAMAB 1.7 NM to RW18		ELOTY 1800		359° → 6000 ← 179° 2300	
1.2 NM to RW18		179°		GP 3.00° TCH 52	
RW18 1.2 NM		0.5		3.7 NM	
600		1800		6.4 NM	
CATEGORY	A		B	C	D
LPV DA	209-½		201 (200-½)		
LNAV/VNAV DA	440-½	432 (500-½)		440-¾	432 (500-¾)
LNAV MDA	440-½	432 (500-½)		440-¾	432 (500-¾)
CIRCLING	480-1	471 (500-1)		760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)

HOUMA, LOUISIANA
Orig-C 14MAY26

29°34'N-90°40'W

HOUMA-TERREBONNE (HUM)
RNAV (GPS) RWY 18

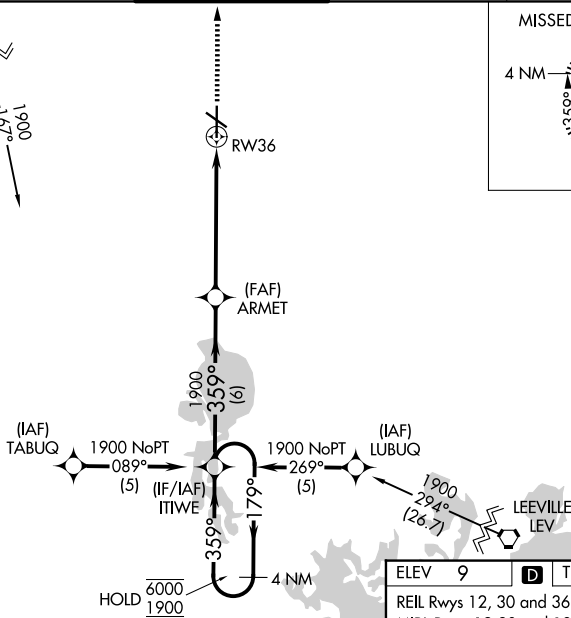
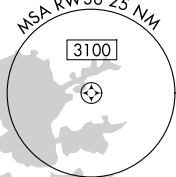
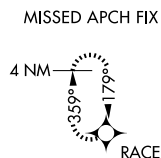
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

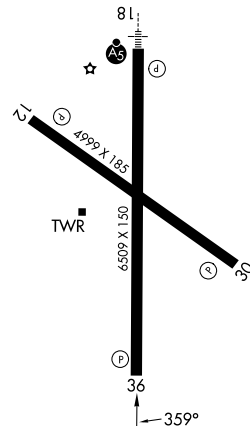
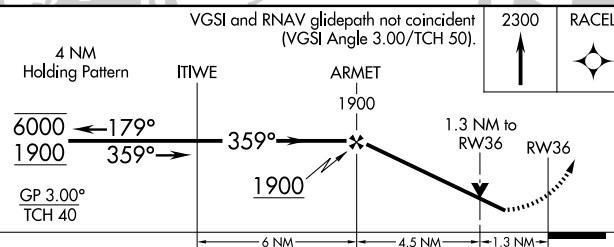
RNAV (GPS) RWY 36

HOUMA-TERREBONNE (HUM)

MISSED APPROACH:
Climb to 2300 direct
RACEL and hold.

UNICOM
122.95

REIL Rwys 12, 30 and 36 **L**
MIRL Rwys 12-30 and 18-36 **L**



CATEGORY	A	B	C	D
LPV DA	331-1	323 (400-1)		
LNAV/ VNAV DA	441-1¼	433 (500-1¼)		
LNAV MDA	460-1	452 (500-1)	460-1⅔	452 (500-1⅔)
CIRCLING	480-1	471 (500-1)	760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)

HOUMA-TERREBONNE (HUM)
RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME	TBD	APP CRS	Rwy Ldg	4999
117.15		302°	TDZE	9
Chan 118 (Y)			Apt Elev	9

VOR RWY 30

HOUMA-TERREBONNE (HUM)

DME required.

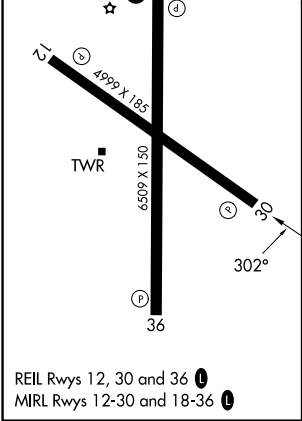
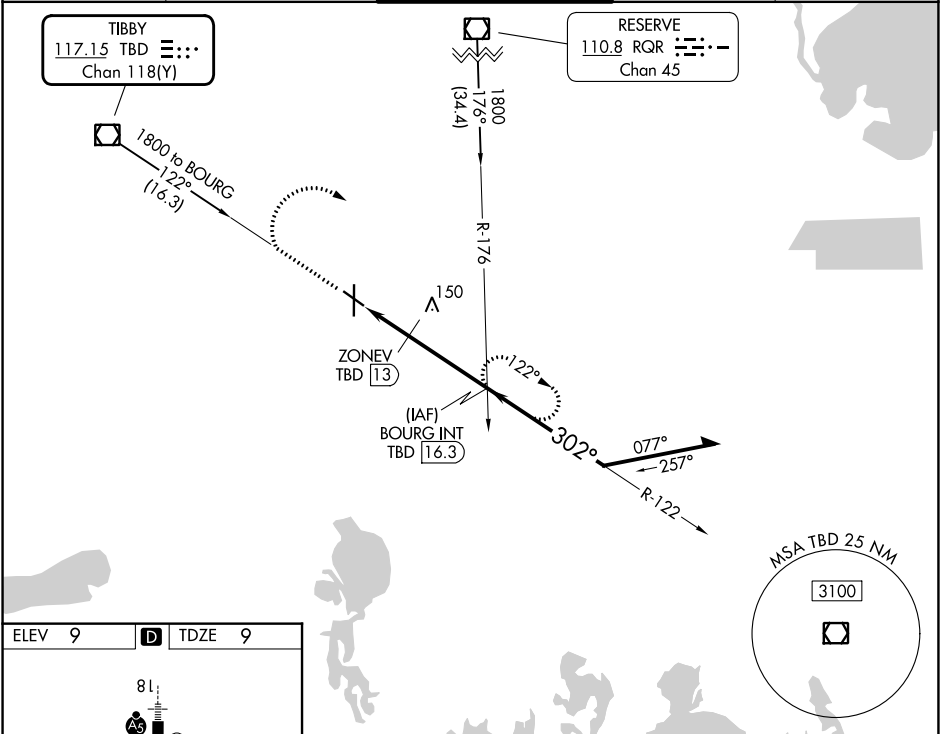
▼

Rwy 30 helicopter visibility reduction below ¾ SM NA. VDP NA when using MSY altimeter setting. When local altimeter setting not received, use MSY altimeter setting and increase all MDAs 80 feet, and S-30 and Circling visibility Cats C/D ¼ SM.

MISSED APPROACH:

Climb to 1100 then climbing right turn to 1800 on TBD VOR/DME R-122 to BOURG INT/TBD 16.3 DME and hold, continue climb-in-hold to 1800.

ATIS	NEW ORLEANS APP CON	HOUMA TOWER★	GND CON	UNICOM
120.25	118.9 350.35	125.3 (CTAF) 346.3	123.875	122.95



1100	1800	BOURG INT	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 39).	
	TBD R-122		BOURG INT TBD 16.3	Remain within 10 NM
		ZONEV TBD 13		
		TBD 12.1		
		TBD 11		
		700		
		1.1 0.9 3.3 NM		
CATEGORY	A	B	C	D
S-30	400-1	391 (400-1)	400-1½	391 (400-1½)
CIRCLING	480-1	471 (500-1)	760-2¼ 751 (800-2¼)	760-2½ 751 (800-2½)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

HOUMA, LOUISIANA

AL-5037 (FAA)

26246

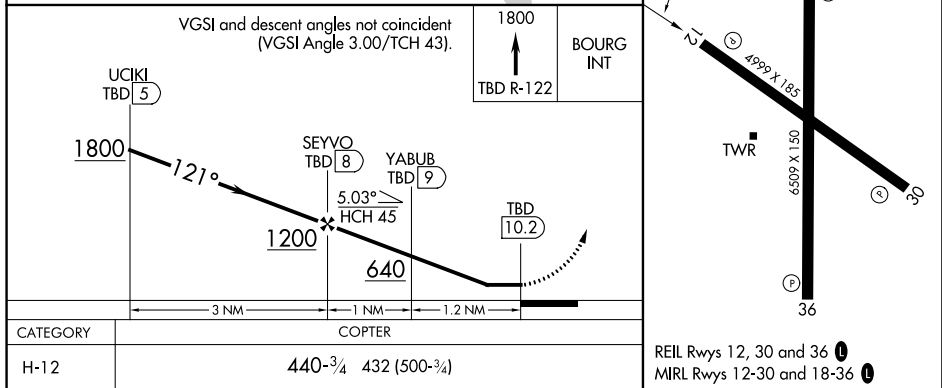
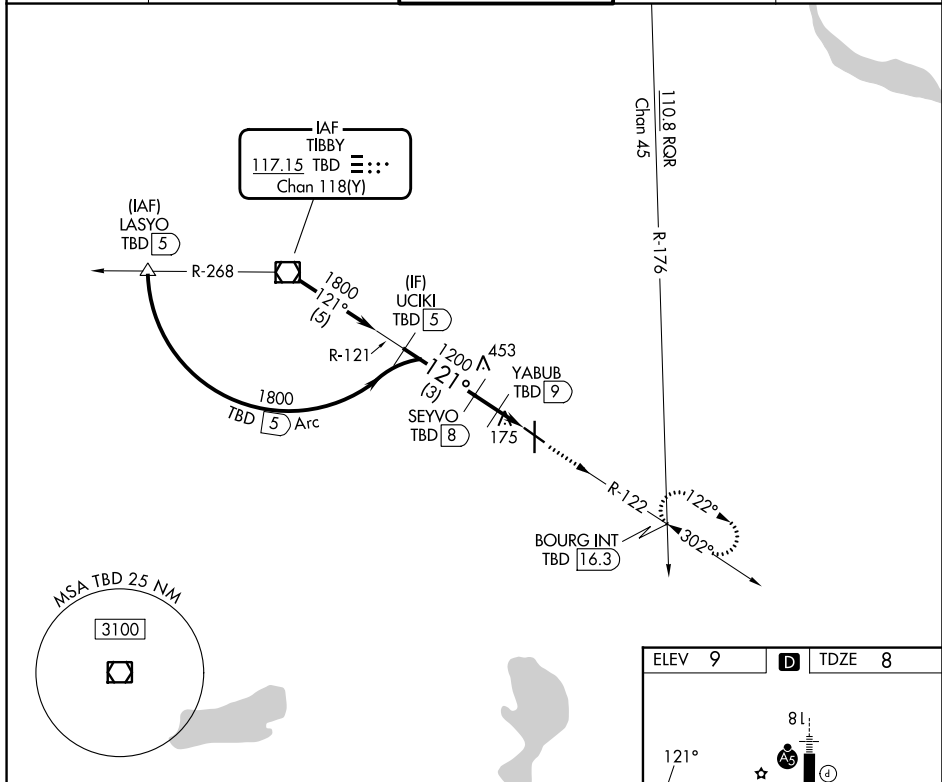
VOR/DME TBD 117.15 Chan 118 (Y)	APP CRS 121°	Rwy Ldg 4843 TDZE 8 Apt Elev 9
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COPTER VOR RWY 12

HOUMA-TERREBONNE (HUM)

DME required. When local altimeter setting not received, use MSY altimeter setting and increase MDA 80 feet.	MISSED APPROACH: Climb to 1800 on TBD VOR/DME R-122 to BOURG INT/16.3 DME and hold, continue climb-in-hold to 1800.
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ATIS 120.25	NEW ORLEANS APP CON 118.9 350.35	HOUMA TOWER ★ 125.3 (CTAF) 0 346.3	GND CON 123.875	UNICOM 122.95
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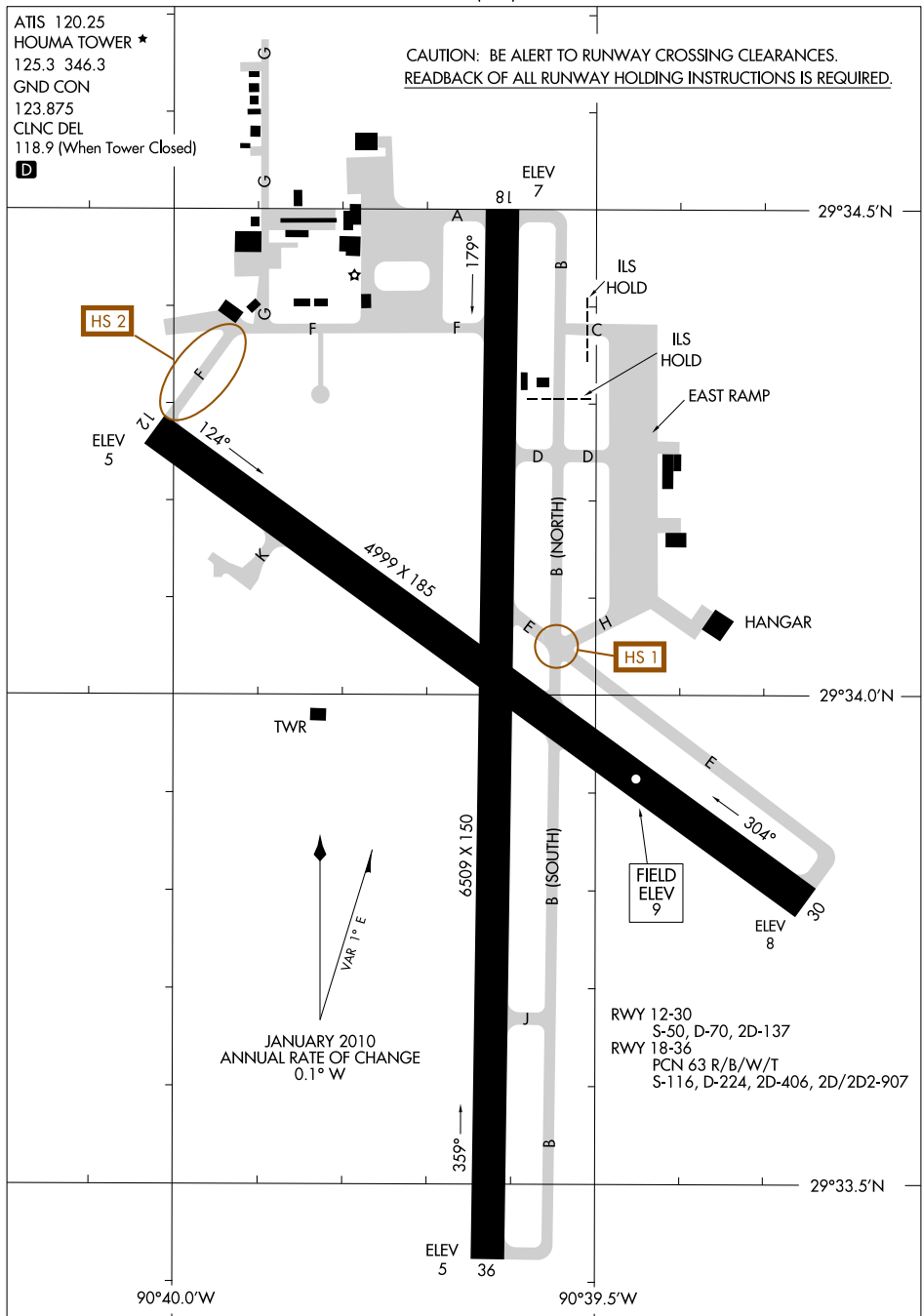


AIRPORT DIAGRAM

AL-5037 (FAA)

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

D



AIRPORT DIAGRAM

HOUMA, LOUISIANA
HOUMA-TERREBONNE (HUM)

26190

149

SC-4, 03 SEP 2026 to 29 OCT 2026

INDIANOLA, MISSISSIPPI

AL-5685 (FAA)

21224

APP CRS	Rwy Idg	7004
180°	TDZE	126
	Apt Elev	126

RNAV (GPS) RWY 18

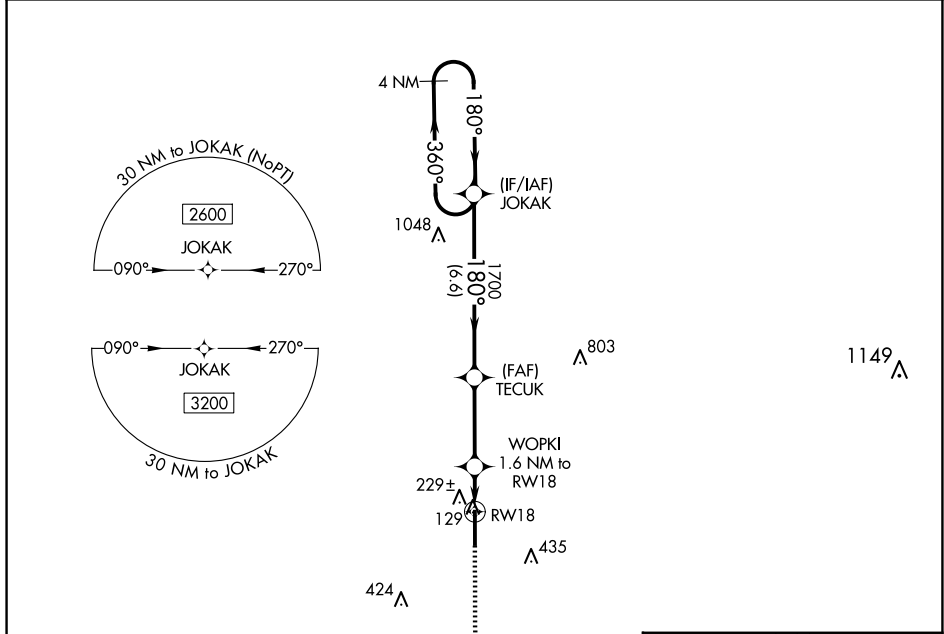
INDIANOLA MUNI (IDL)

▽
ΔNA

DME/DME RNP-0.3 NA. Rwy 18 helicopter visibility reduction below 1 SM NA. Straight-in/Circling to Rwy 18 NA at night. Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase all MDA 40 feet, increase LNAV Cat C/D visibility 1/8 SM and Circling Cat C/D visibility 1/4 SM.

MISSED APPROACH: Climb to 2500 direct WUPUK and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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MISSED APCH FIX

WUPUK

180°

360°

4 NM

4 NM Holding Pattern	JOKAK	2500 WUPUK
2600	TECUK	1700
360°	WOPKI 1.6 NM to RW18	680
180°	3.04 NM TCH 45	660
180°	6.6 NM	3.2 NM
180°	1.6 NM	

ELEV 126

TDZE 126

180° to RW18

81

7004 X 150

36

CATEGORY	A	B	C	D
LNAV MDA	520-1	394 (400-1)	520-1 1/8	394 (400-1 1/8)
CIRCLING	580-1 454 (500-1)	600-1 474 (500-1)	840-2 714 (800-2)	840-2 1/4 714 (800-2 1/4)

MIRL Rwy 18-36 0

INDIANOLA, MISSISSIPPI
Amdt 2B 12AUG21

33°29'N-90°40'W

INDIANOLA MUNI (IDL)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

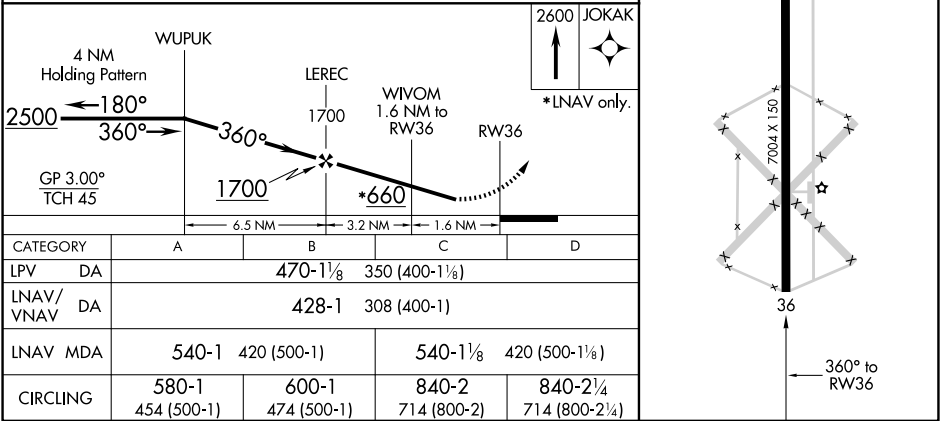
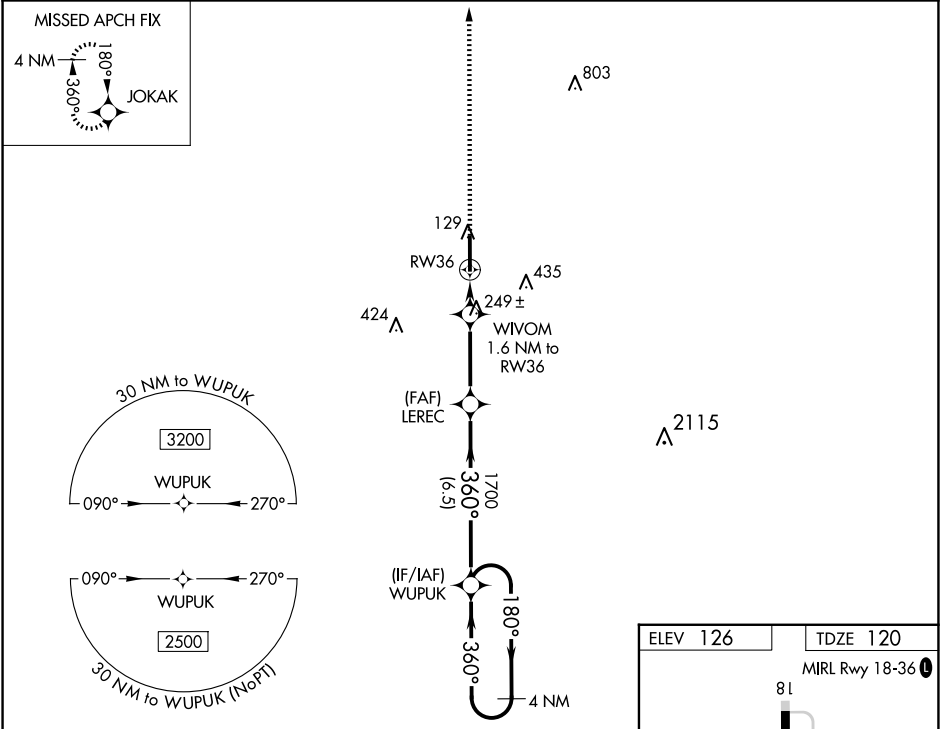
▼

▲NA

Night landing: Rwy 18 NA. Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Greenville altimeter setting, when not received, use Greenwood altimeter setting and increase LPV DA to 507 and all Cats visibility $\frac{1}{8}$ SM, increase LNAV/VNAV DA to 465 and all Cats visibility $\frac{1}{8}$ SM, increase all MDA 40 feet, increase LNAV Cat C/D and Circling Cat C/D visibility $\frac{1}{4}$ SM.

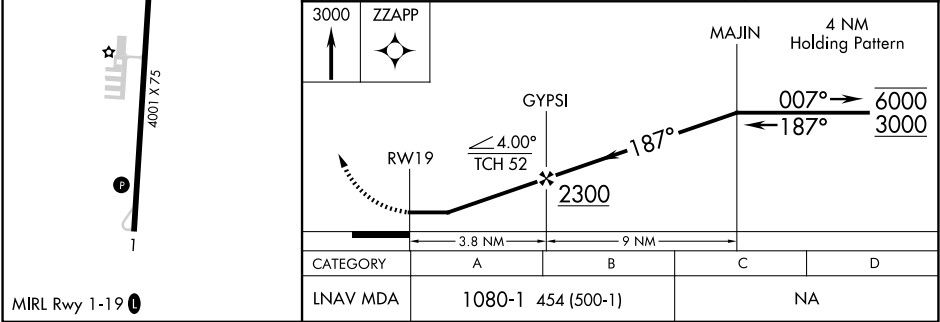
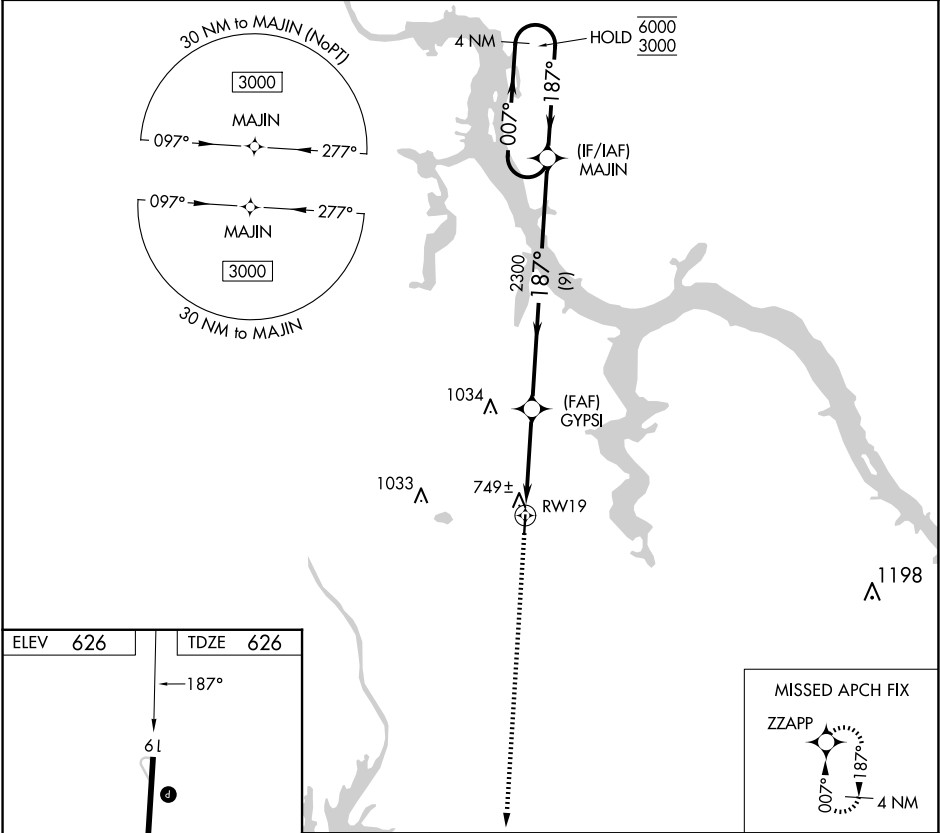
MISSED APPROACH: Climb to 2600 direct JOKAK and hold.

GLH ASOS 125.525	MEMPHIS CENTER 135.875 269.35	UNICOM 122.8 (CTAF) 0
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RNP APCH-GPS.		MISSED APPROACH: Climb to 3000 direct ZZAPP and hold.
	Procedure NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA. Use Musde Shoals altimeter setting.	

AWOS-3PT 119.250	MSL ASOS 119.425	MEMPHIS CENTER 124.35 318.1	CTAF 122.9
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JACKSON, MISSISSIPPI

AL-206 (FAA)

25219

LOC I-JHF 111.7	APP CRS 159°	Rwy Ldg TDZE Apt Elev 5387 341 341
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ILS or LOC RWY 16 HAWKINS FLD (HKS)

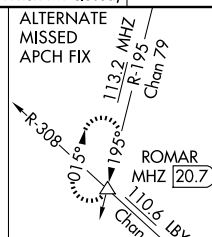
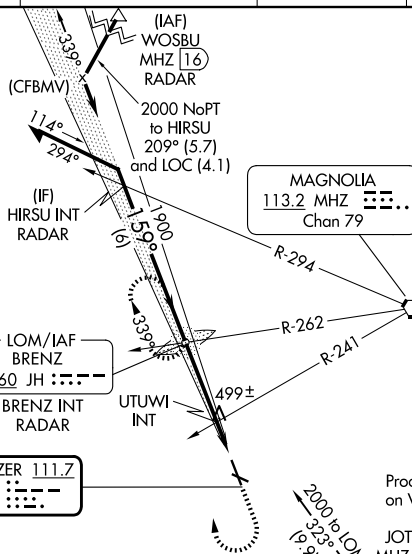
⚠ When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting, increase all DA 19 feet and all MDA 20 feet, increase Circling Cat C visibility ¼ mile and UTUWI fix Circling Cat C visibility ¼ mile. For inop MALS, increase S-LOC 16 Cats C/D visibility ¾, increase UTUWI fix S-LOC 16 Cats C/D visibility ¾. For inop MALS when using Jackson-Medgar Wiley Evers Intl altimeter setting increase S-LOC Cats C/D visibility ¾. Glideslope unusable when control tower closed, only localizer minimums authorized during this period. ADF required.

MALS
Ⓜ

MISSED APPROACH:
Climb to 2000 then
climbing right turn to
3500 direct BRENZ
LOM and hold.

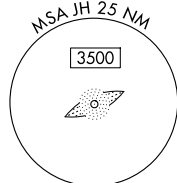
ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
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Procedure NA for arrivals at WOSBU
on V74 northwest bound.

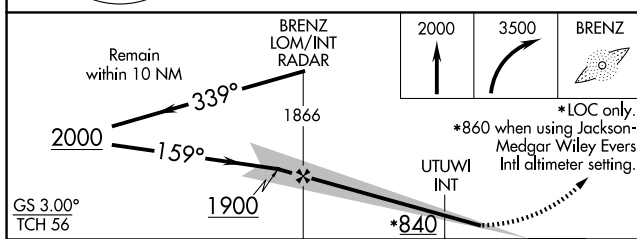


Procedure NA for arrivals at JOTEK
on V9 south bound.

JOTEK
MHZ [9.5]
RADAR



LOCALIZER 111.7
I-JHF



CATEGORY	A	B	C	D
S-ILS 16		541-½	200 (200-½)	
S-LOC 16	840-½	499 (500-½)	840-1	499 (500-1)
CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)
UTUWI FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 16	760-½	419 (500-½)	760-¾	419 (500-¾)
CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2¼ 799 (800-2¼)	1320-3 979 (1000-3)

ELEV 341	TDZE 341
159°	159°
91	91
5387 X 150	5387 X 150
0.3% UP	0.3% UP
3431 X 150	3431 X 150
0.3% UP	0.3% UP
TWR	TWR
REIL Rwy 34	REIL Rwy 34
HIRL Rwy 16-34	HIRL Rwy 16-34
MIRL Rwy 11-29	MIRL Rwy 11-29
FAF to MAP 4.6 NM	
Knots	60 90 120 150 180
Min:Sec	4:36 3:04 2:18 1:50 1:32

JACKSON, MISSISSIPPI

Amdt 6A 11DEC14

32°20'N-90°13'W

HAWKINS FLD (HKS)

ILS or LOC RWY 16

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50316 W16A	APP CRS 159°	Rwy Ldg 5387 TDZE 341 Apt Elev 341
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RNAV (GPS) RWY 16

HAWKINS FLD (HKS)

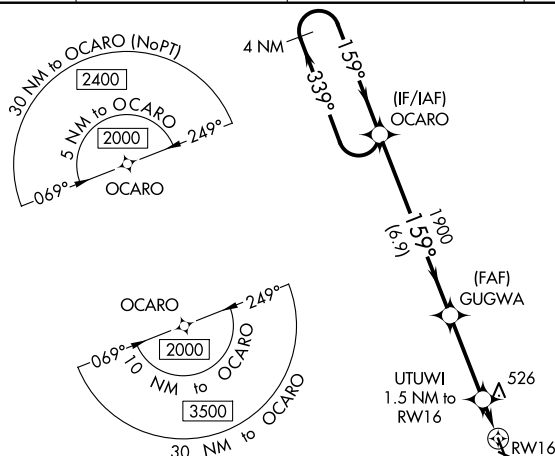
⚠ Baro-VNAV NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ½ mile and Circling Cat C ¼ mile. For inop MALSR when using Jackson-Medgar Wiley Evers Intl altimeter setting increase LNAV/VNAV all Cts to 1 ½.

MALS

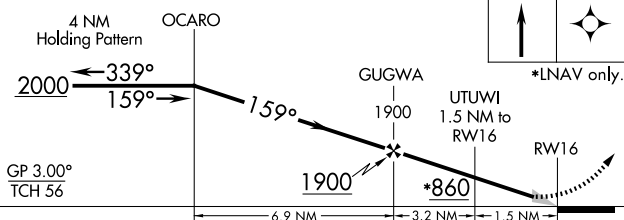


MISSED APPROACH:
Climb to 2000 direct
JLHO and hold.

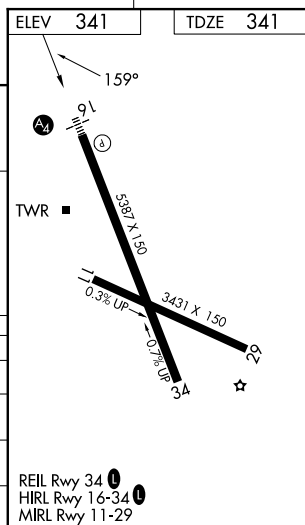
ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
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MISSED APCH FIX



CATEGORY	A	B	C	D
LPV DA		542-1/2	201 (300-1/2)	
LNAV/ VNAV DA		677-5/8	336 (400-5/8)	
LNAV MDA	780-1/2	439 (500-1/2)	780-3/4	439 (500-3/4)
CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2 1/4 799 (800-2 1/4)	1320-3 979 (1000-3)



RNAV (GPS) RWY 16

JACKSON, MISSISSIPPI

AL-206 (FAA)

25219

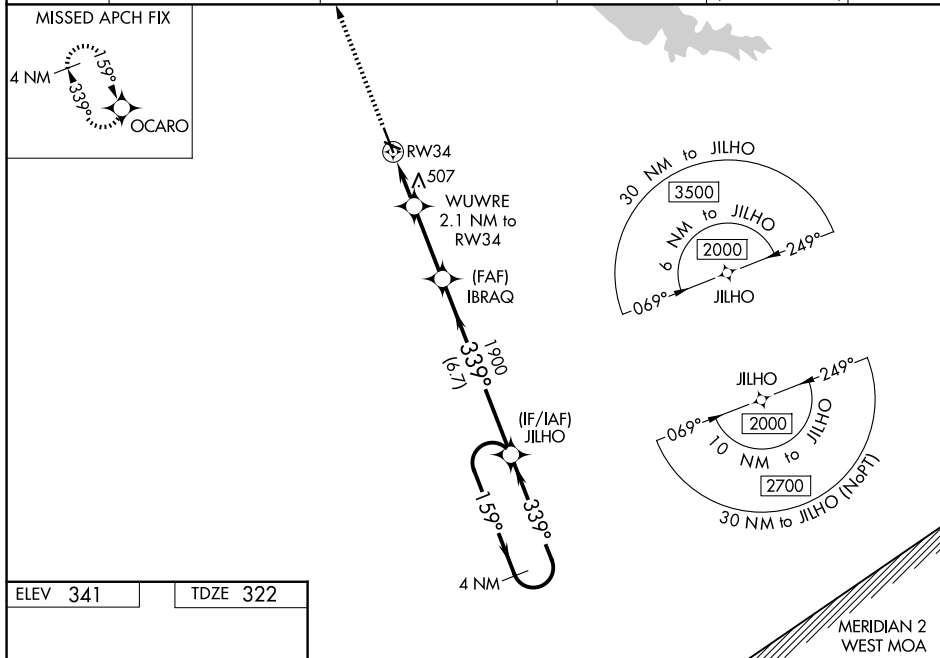
WAAS CH 56416 W34A	APP CRS 339°	Rwy Ldg TDZE 322 Apt Elev 341
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RNAV (GPS) RWY 34

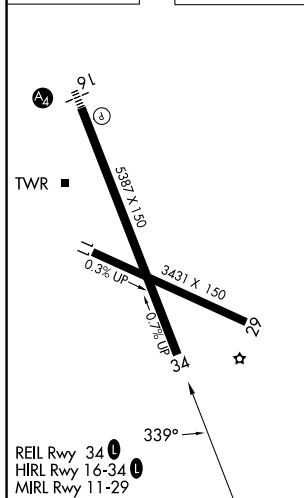
HAWKINS FLD (HKS)

⚠	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 19 feet and all MDA 20 feet. Increase LPV and LNAV/VNAV all Cts visibility ½ mile and Circling Cat C visibility ¼ mile. Rwy 34 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct OCARO and hold.
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ASOS 120.625	JACKSON APP CON ★ 123.9 319.2	HAWKINS TOWER ★ 119.65 (CTAF) 0 257.8	GND CON 121.9 239.0	CLNC DEL 121.9 (When twr closed)	UNICOM 122.95
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ELEV 341	TDZE 322
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2000	OCARO	IBRAQ	JILHO	4 NM Holding Pattern
*LNAV only.	WUWRE 2.1 NM to RW34	1900	339°	159°
1.3 NM to RW34	1000	1900	339°	2000
1.3 NM	0.8	2.8 NM	6.7 NM	
CATEGORY	A	B	C	D
LPV DA	588-7/8 266 (300-7/8)			
LNAV/VNAV DA	670-1 348 (400-1 1/8)			
LNAV MDA	760-1	438 (500-1)	760-1 3/8	438 (500-1 3/8)
CIRCLING	860-1 519 (600-1)	880-1 539 (600-1)	1140-2 1/4 799 (800-2 1/4)	1320-3 979 (1000-3)

JACKSON, MISSISSIPPI

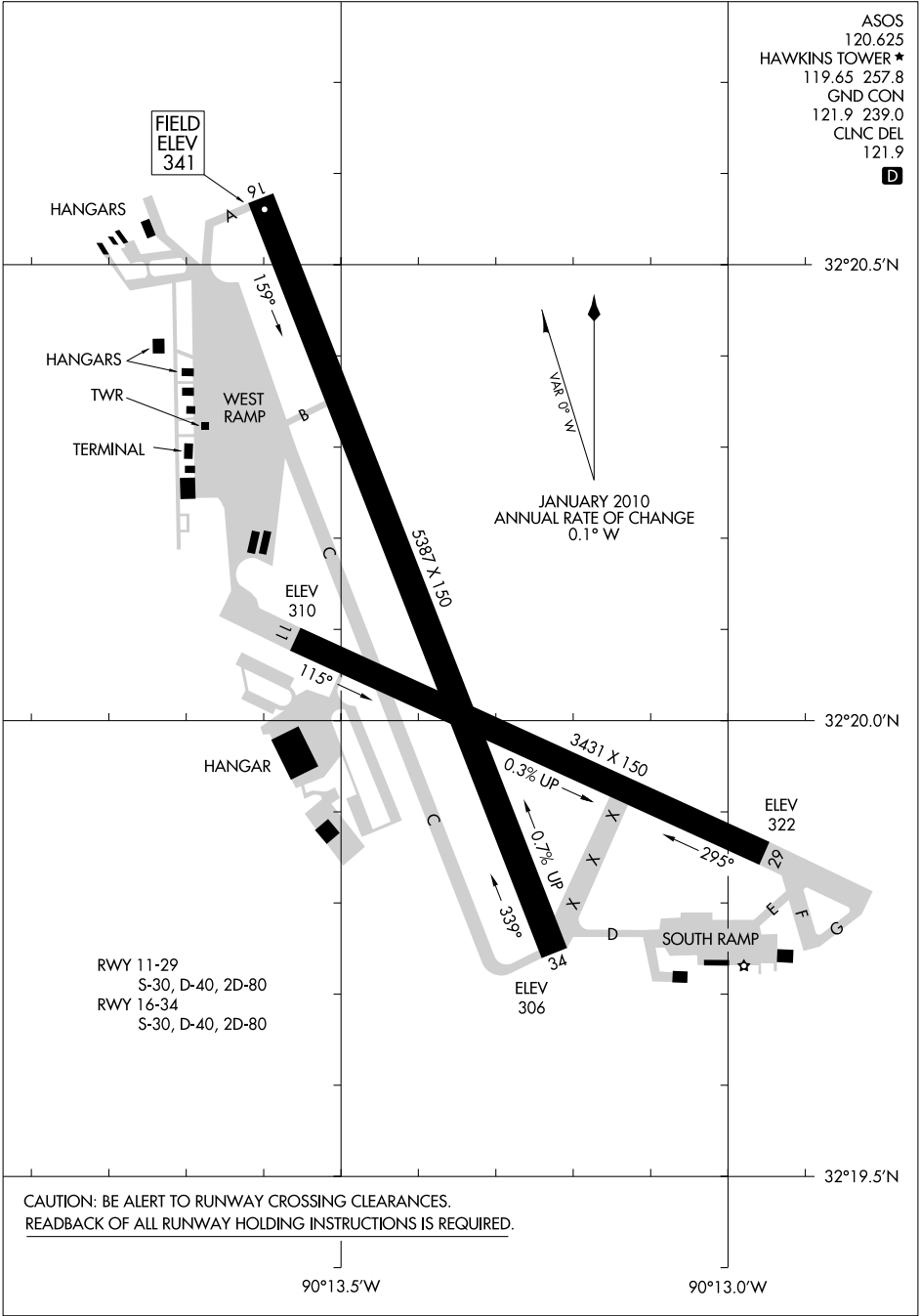
Amdt 2A 25MAY17

32°20'N-90°13'W

HAWKINS FLD (HKS)

RNAV (GPS) RWY 34

SC-4, 03 SEP 2026 to 29 OCT 2026



SC-4, 03 SEP 2026 to 29 OCT 2026

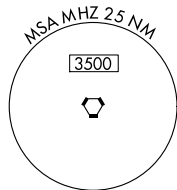
SC-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

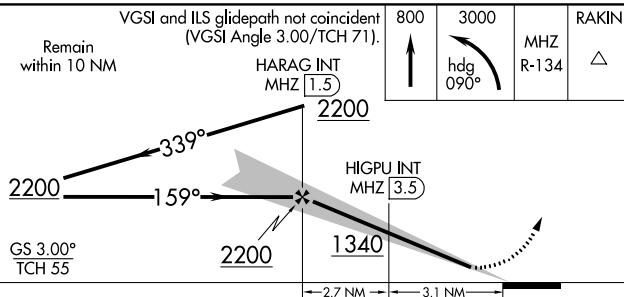
ALSF-2




MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.

121.05

Remain within 10 NM



CATEGORY

S. 115 161

F 106 14

CIRCLING

JACKSON M

ndt 9 121

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
W ILS or LOC RWY 16L

ILS or LOC RWY 16L

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-FRL <u>109.3</u>	APP CRS 339°	Rwy Ldg 8500 TDZE 329 Apt Elev 346
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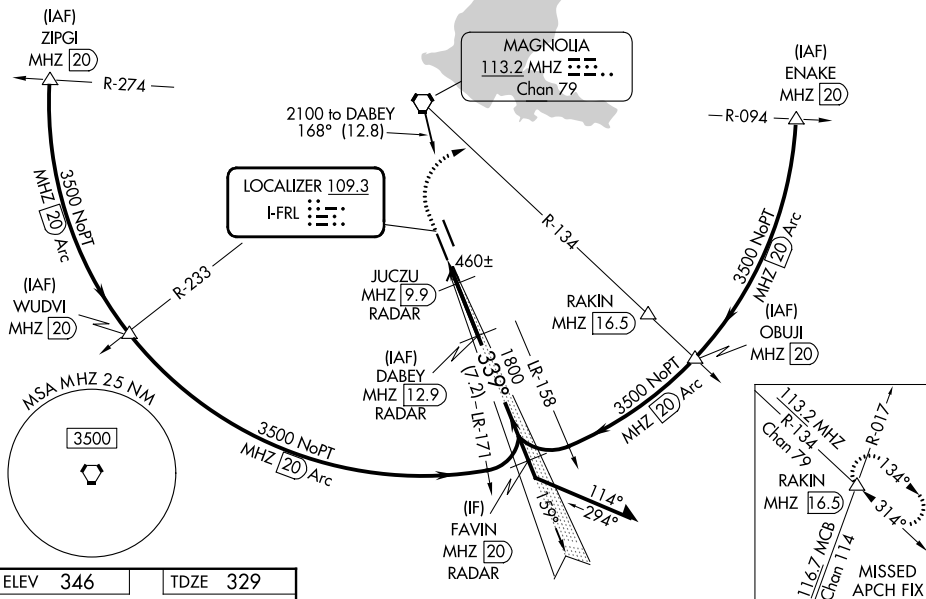
▼ Circling NA for Cat E southwest of Rwy 16R-34L. Rwy 34L helicopter visibility reduction below RVR 4000 NA. When local altimeter setting not received, use HKS altimeter setting and increase all S-ILS 34L DA to 548 feet increase MDAs 20 feet. For Inop ALS, increase S-ILS 34L Cat E visibility to RVR 4000, increase S-LOC 34L Cat A/B visibility to RVR 5500 and Cat C/D/E to 1½ SM. Procedure turn NA for Cat E.

▲ * 860 when using HKS altimeter setting.

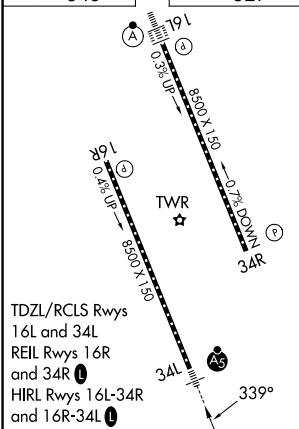
ASR # DME from MHZ VORTAC.



MISSED APPROACH:
Climb to 1200 then
climbing right turn to
3000 on heading 070°
and MHZ VORTAC
R-134 to RAKIN INT/
MHZ 16.5 DME and
hold, continue
climb-in-hold to 3000.

UNICOM
122.95

ELEV 346		TDZE 329
----------	--	----------



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

1200 ↑	3000 hdg 070°	MHZ R-134	RAKIN △	DABEY MHZ 12.9 RADAR				

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

32°19'N-90°05'W

ILS or LOC RWY 34L

JACKSON, MISSISSIPPI

AL-5132 (FAA)

26246

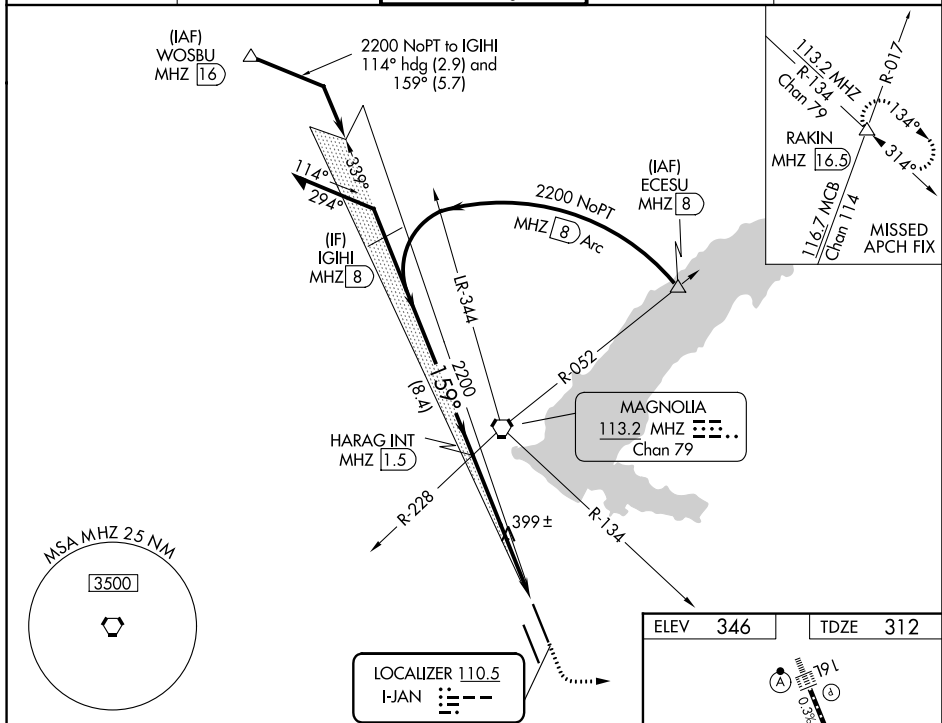
LOC I-JAN 110.5	APP CRS 159°	Rwy Ldg 8500
	TDZE 312	
	Apt Elev 346	

ILS RWY 16L (SA CAT I)

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

⚠ When control tower closed, procedure NA. ⚠ When local altimeter setting not received, procedure NA. ASR Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DA.	ALSF-2 (A)	MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHZ VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.
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ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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Remain within 10 NM HARAG INT MHZ 1.5 2200 339° 159° GS 3.00° TCH 55 2200 5.8 NM 1051'	800 3000 hdg 090° MHZ R-134 RAKIN	ELEV 346 TDZE 312 191 0.3% UP 8500 X 150 0.7% DOWN 34R 34L TWR AS
CATEGORY A B C D	RA 169/14 150 DA 462	TDZL/RCLS Rws 16L and 34L REIL Rws 16R and 34R HIRL Rws 16L-34R and 16R-34L

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

JACKSON, MISSISSIPPI

Amdt 9 12JUN25

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

32°19'N-90°05'W

ILS RWY 16L (SA CAT I)

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-JAN <u>110.5</u>	APP CRS 159°	Rwy Ldg 8500 TDZE 312 Apt Elev 346
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ILS RWY 16L (CAT II & III)
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

T
A

ASR

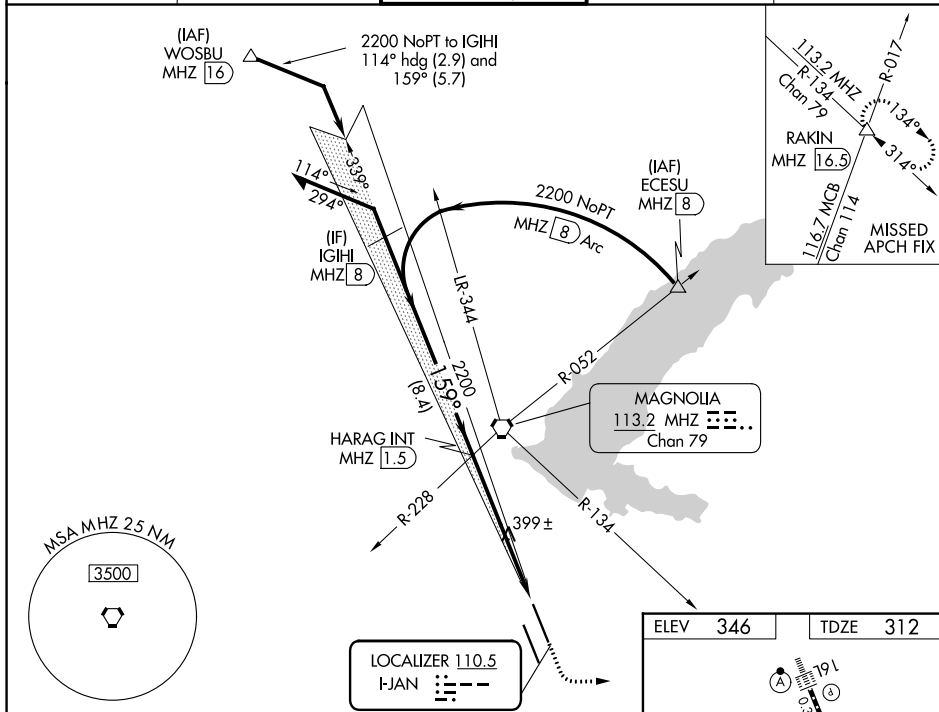
When control tower closed, procedure NA.
When local altimeter setting not received, procedure NA.

ALSF-2



MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 090° and on MHz VORTAC R-134 to RAKIN INT/16.5 DME and hold, continue climb-in-hold to 3000.

ATIS 121.05	JACKSON APP CON★ 123.9 317.7	JACKSON TOWER★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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Remain within 10 NM

HARAG INT
MHZ 1.5

2200

339°

159°

2200

GS 3.00°
TCH 55

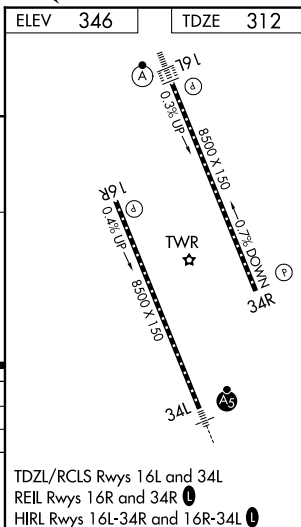
2200

800 ↑	3000 hdg 090°	MHZ R-134	RAKIN △
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VGSB and ILS glidepath not coincident
(VGSB Angle 3.00/TCH 71).

		5.8 NM		1051'	
CATEGORY	A	B	C	D	
S-ILS 16L	CAT II RA 119/12 100 DA 412				
S-ILS 16L	CAT III RVR 07				

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



JACKSON, MISSISSIPPI

AL-5132 (FAA)

26190

WAAS CH 72911 W16A	APP CRS 159°	Rwy Ldg 8500 TDZE 312 Apt Elev 346
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RNAV (GPS) RWY 16L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

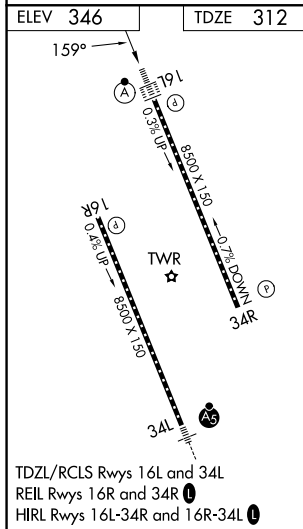
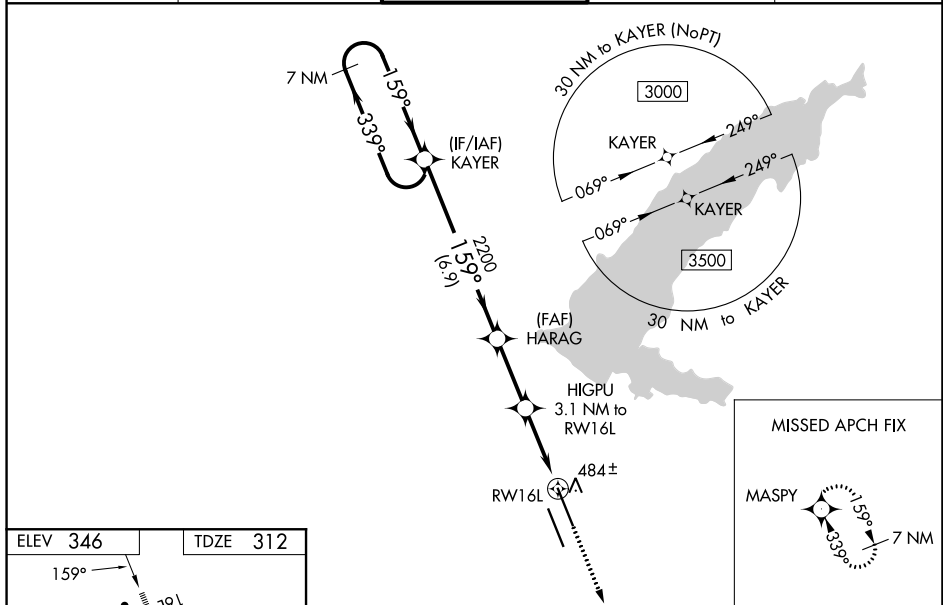
RNP APCH.

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.
▲ Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase ASR LNAV/VNAV all Cats visibility to RVR 3400 and LNAV Cats C/D/E visibility to RVR 5000. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. For inop ALS, increase LPV Cat E visibility to RVR 4000, LNAV/VNAV Cat E visibility to RVR 5500, and LNAV Cat E visibility to 1½ SM. For inop ALS when using Hawkins Fld 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 SM.

ALSIF-2

MISSED APPROACH:
Climb to 3000 direct
MASPY and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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7 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).		3000	MASPY
KAYER		HARAG		HIGPU	
3000 ← 339°		2200 ← 159°		3.1 NM to RW16L	
GP 3.00° TCH 55		*1340		*1.2 NM to RW16L	
		6.9 NM		2.7 NM	1.9 NM
CATEGORY	A	B	C	D	E
LPV DA	512/18 200 (200-½)				
LNAV/VNAV DA	652/31 340 (400-¾)				
LNAV MDA	760/24 448 (500-½)		760/45 448 (500-¾)		
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI
Amdt 2C 22APR21

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
32°19'N-90°05'W
RNAV (GPS) RWY 16L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49211 W16B	APP CRS 159°	Rwy Ldg 8500 TDZE 320 Apt Elev 346
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RNAV (GPS) RWY 16R
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling
A NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld
ASR altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats
and LNAV Cat C/D/E visibility $\frac{1}{8}$ SM. Rwy 16R helicopter visibility reduction below $\frac{3}{4}$ SM NA.
VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting.

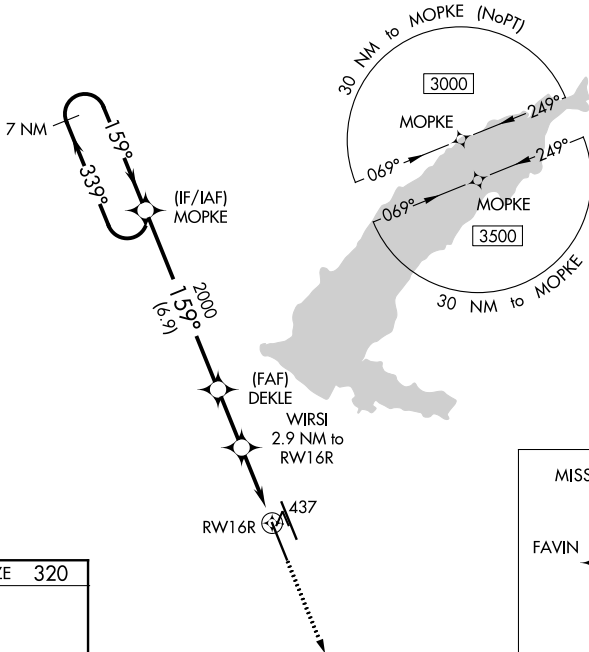
MISSED APPROACH:
Climb to 3000 direct
FAVIN and hold.

ATIS
121.05

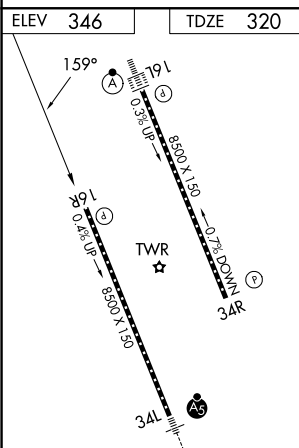
JACKSON APP CON★
123.9 317.7

JACKSON TOWER ★
120.9 (CTAF) **L** 352.0

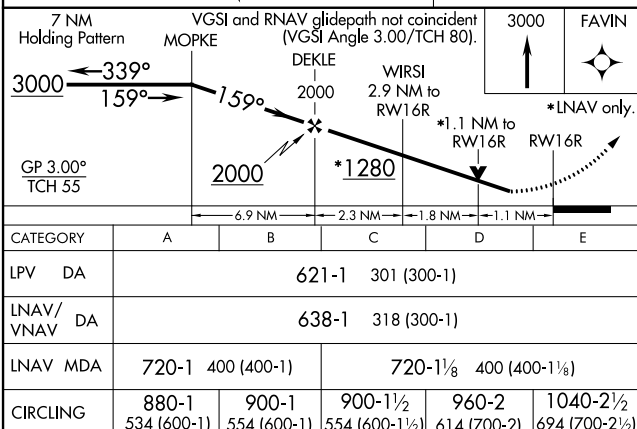
GND CON
121.7 348.6

UNICOM
122.95

MISSED APCH FIX



TDZL/RCLS Rwys 16L and 34L
REIL Rwys 16R and 34R **(L)**
HIRL Rwys 16L-34R and 16R-34L **(L)**



RNAV (GPS) RWY 16R

JACKSON, MISSISSIPPI

AL-5132 (FAA)

26190

WAAS CH 61301 W34A	APP CRS 339°	Rwy Ldg TDZE 329 Apt Elev 346
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RNAV (GPS) RWY 34L

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

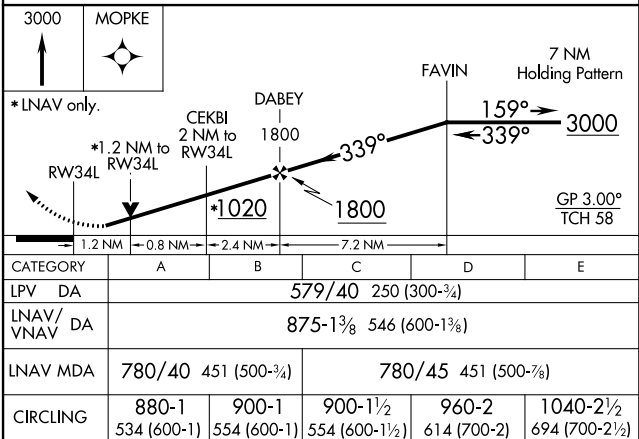
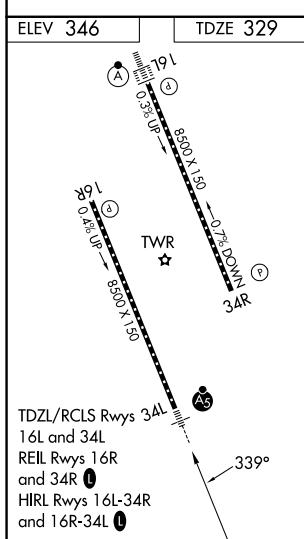
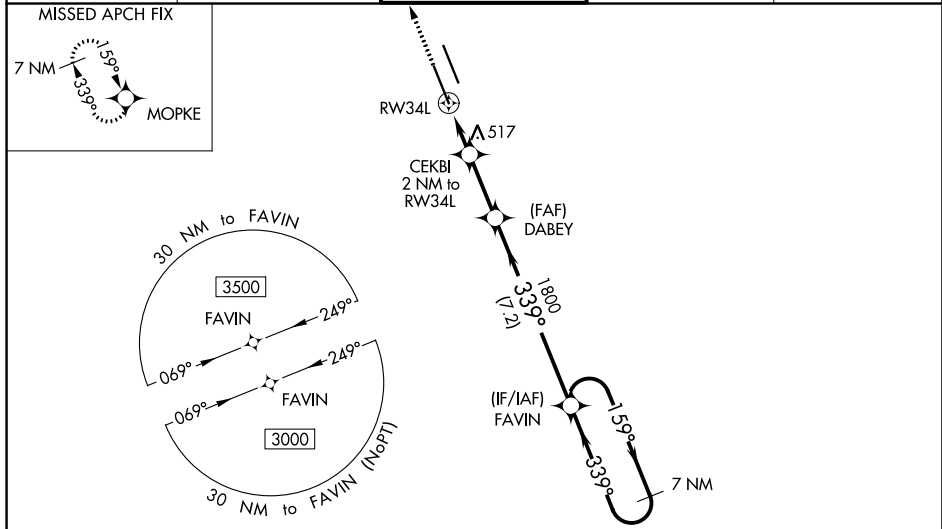
RNP APCH

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C.
▲ Circling NA for Cat E southwest of Rwy 16R-34L. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D/E visibility to RVR 5000. For inop ALS, increase LNAV/VNAV Cat E visibility to 1½ SM and LNAV Cat E visibility to 1½ SM. For inop ALS when using Hawkins Fld altimeter setting, increase LPV Cat E visibility to RVR 4500, LNAV/VNAV Cat E visibility to 1½ SM, and LNAV Cat E visibility to 1½ SM. Inop table does not apply to LPV. Rwy 34L helicopter visibility reduction below RVR 4000 NA.



MISSED APPROACH:
Climb to 3000 direct
MOPKE and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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JACKSON, MISSISSIPPI
Amdt 3C 22APR21

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
32°19'N-90°05'W
RNAV (GPS) RWY 34L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **45811**
W34B

APP CRS
339°

Rwy Ldg
TDZE **346**
Apt Elev **346**

RNAV (GPS) RWY 34R

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

RNP APCH.

▼

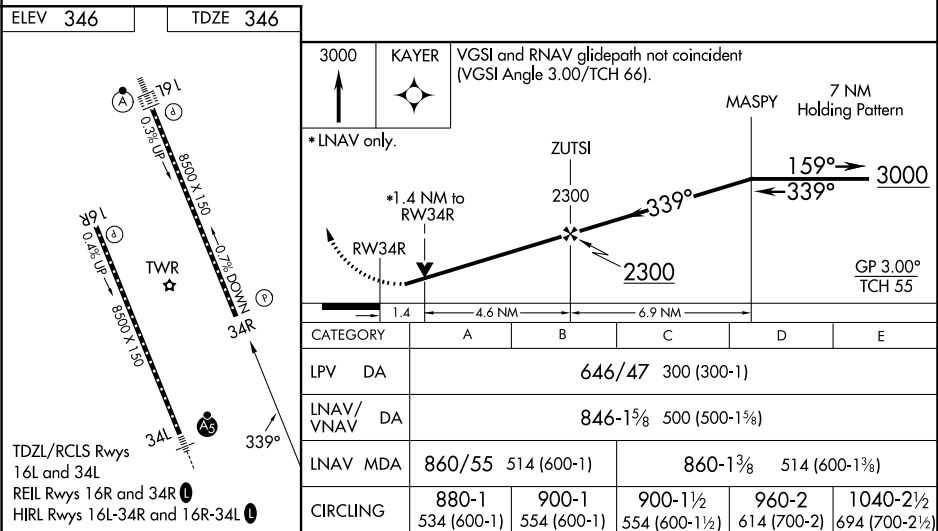
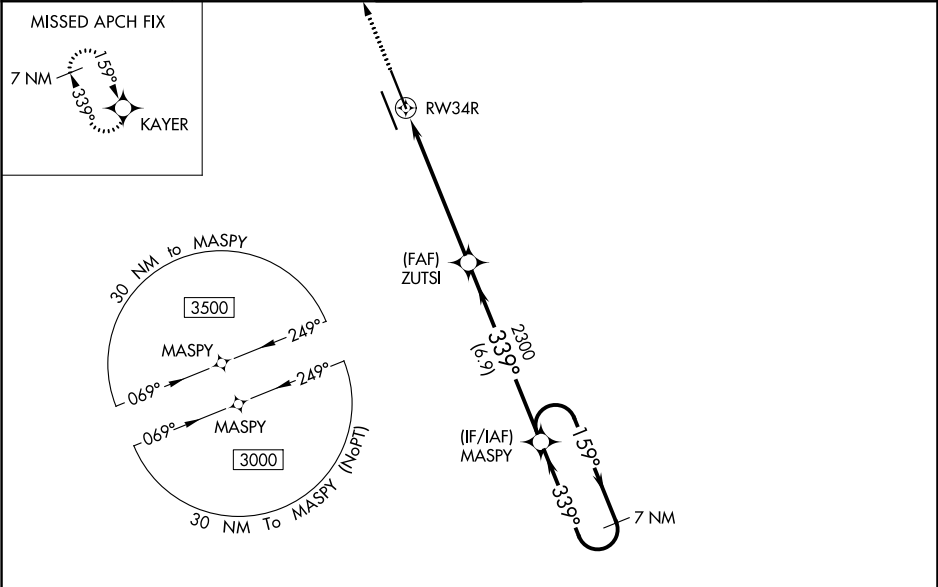
⚠

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Circling NA for Cat E southwest of Rwy 16R-34L. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all DA 19 feet and all MDA 20 feet, increase LPV all Cats visibility to RVR 5100, LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C/D/E visibility to 1½ SM. VDP and Baro-VNAV NA when using Hawkins Fld altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct KAYER and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME or TACAN RWY 16L
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

R-355

355°

1 min

(IF/IAF)
HIKIG
MHZ [8]

175°

2500

2500 to HIKIG
355° (8)

MAGNOLIA
113.2 MHz
Chan 79

171°

R-094

(IAF)
NOYIG
MHZ [8]

2500 NoPT
MHZ [8] Arc

R-134

RAKIN
MHZ [16.5]

116.7 MCB
R-017
Chan 114

134°

314°

MSA MHZ 25 NM

3500

ELEV 346

TDZE 312

171°

A

B

0.3% Up

800'

CATEGORY	A	B	C	D	E
S-16L	860/40	548 (600-¾)	860/60 548 (600-¼)		
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

0°05' W JACKSON-MEDGAR WILEY EVERS INTL (JAN)
VOR/DME or TACAN RWY 16L

MHZ VORTAC
113.2
Chan **79**

APP CRS
175°

Rwy Ldg **8500**
TDZE **320**
Apt Elev **346**

VOR/DME or TACAN RWY 16R
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

▼

ASR

VDP NA with Hawkins Fld altimeter setting. When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all MDA 20 feet; increase S-16R Cats C/D/E visibility ½ mile. Circling NA for Cat E SW of Rwy 16R-34L. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 on heading 103° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON★ 123.9 317.7	JACKSON TOWER★ 120.9 (CTAF) 352.0	GND CON 121.7 348.6	UNICOM 122.95
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ELEV **346** TDZE **320**

TDZL/RCLS Rwys 16L and 34L
REIL Rwys 16R and 34R
HIRL Rwys 16L-34R and 16R-34L

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 80).

One Minute Holding Pattern

Diagram showing holding patterns for HIKIG MHZ 8, MHZ VORTAC, and RAKIN MHZ 16.5 with various altitudes and distances.

CATEGORY	A	B	C	D	E
S-16R	880-1	560 (600-1)	880-1½	560 (600-1½)	
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1½ 554 (600-1½)	960-2 614 (700-2)	1040-2½ 694 (700-2½)

JACKSON, MISSISSIPPI
Orig-B 22APR21

32°19'N-90°05'W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
VOR/DME or TACAN RWY 16R
167

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

JACKSON, MISSISSIPPI

AL-5132 (FAA)

26190

VORTAC MHZ	APP CRS	Rwy Ldg	8500
113.2	352°	TDZE	329
Chan 79		Apt Elev	346

VOR/DME or TACAN RWY 34L

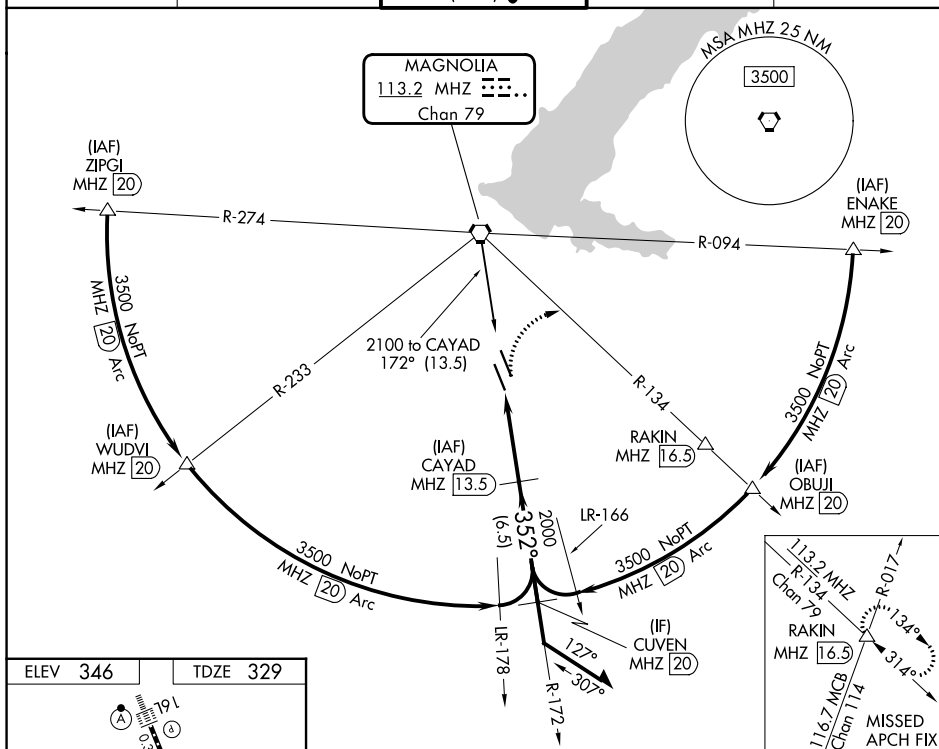
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

⚠ When local altimeter setting not received, use Hawkins Fld altimeter setting and increase all MDA 20 feet; increase S-34L Cats C/D/E visibility $\frac{1}{8}$ mile. Circling NA for Cat E southwest of Rwy 16R-34L. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

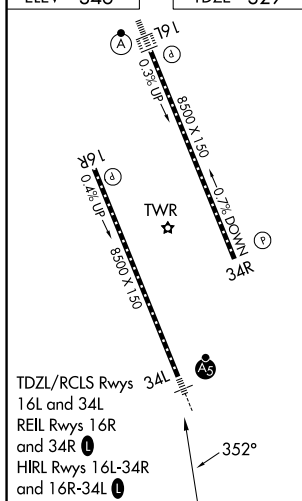


MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/ MHZ 16.5 DME and hold.

ATIS 121.05	JACKSON APP CON ★ 123.9 317.7	JACKSON TOWER ★ 120.9 (CTAF) 0 352.0	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 346	TDZE 329
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3000	MHZ R-134	RAKIN	△	CAYAD	MHZ 13.5	Remain within 15 NM
hdg 120°						
	MHZ 8.5	MHZ 9.9				
	1.4	3.6 NM				
CATEGORY	A	B	C	D	E	
S-34L	840/55	511 (500-1)	840-1 $\frac{3}{8}$	511 (500-1 $\frac{3}{8}$)		
CIRCLING	880-1 534 (600-1)	900-1 554 (600-1)	900-1 $\frac{1}{2}$ 554 (600-1 $\frac{1}{2}$)	960-2 614 (700-2)	1040-2 $\frac{1}{2}$ 694 (700-2 $\frac{1}{2}$)	

JACKSON, MISSISSIPPI

Orig-B 22APR21

32°19'N-90°05'W

JACKSON-MEDGAR WILEY EVERS INTL (JAN)

VOR/DME or TACAN RWY 34L

SC-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME or TACAN RWY 34R
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

MISSED APPROACH: Climbing right turn to 3000 on heading 120° and MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME and hold.

MAGNOLIA
113.2 MHz
Chan 79

MSA MHZ 25 NM
3500

(IAF) ZIPKI MHZ 120
R-274

(IAF) ENAKE MHZ 120
R-094

2100 to ZIKET 169° (12.8)

(IAF) WUDVI MHZ 120
R-233

3500 NoPT Arc
MHZ 120

(IAF) ZIKET MHZ 12.8

LR-163

3500 NoPT Arc
MHZ 120

LR-175

LR-169

(IF) HUXAP MHZ 120

124°
304°

349°
1721

2000

3500 NoPT Arc
MHZ 120

(IAF) OBUJI MHZ 120
R-134

3500 NoPT Arc
MHZ 120

113.2 MHz
Chan 79
R-017
134°
314°
116.7 MCB
Chan 114
MISSED APCH FIX

ELEV 346 TDZE 346

191

VOR/DME or TACAN RWY 34R

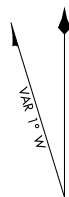
26246

AIRPORT DIAGRAM

JACKSON-MEDGAR WILEY EVERS INTL (JAN)
JACKSON, MISSISSIPPI

AL-5132 (FAA)

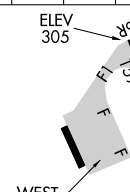
ATIS
121.05
JACKSON TOWER ★
120.9 352.0
GND CON
121.7 348.6



JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

SAID in use. Operate transponders with
altitude reporting mode and ADS-B (if equipped)
enabled on all airport surfaces.

NWS



WEST CARGO



FIRE STATION

HOT CARGO AREA

HOLD AREA

TERMINAL

TWR/BCN

SOUTH CARGO

FBO

FSDO

HANGARS

GENERAL AVIATION

RWY 16L-34R
PCR 605 F/C/X/T
S-120, D-221, 2D-326
RWY 16R-34L
PCR 816 F/D/X/T
S-120, D-250, 2D-340

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

90°05' W

90°04' W

AIRPORT DIAGRAM

26246

JACKSON, MISSISSIPPI
JACKSON-MEDGAR WILEY EVERS INTL (JAN)

SC-4, 03 SEP 2026 to 29 OCT 2026

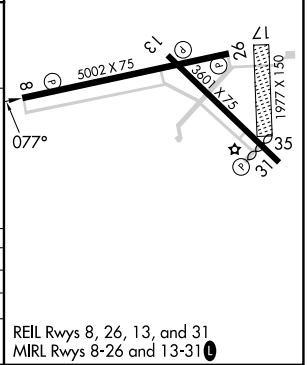
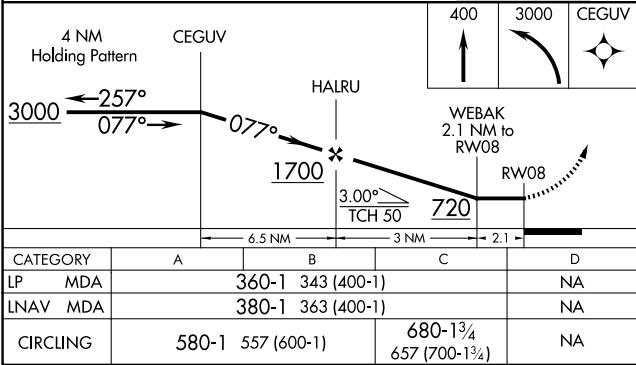
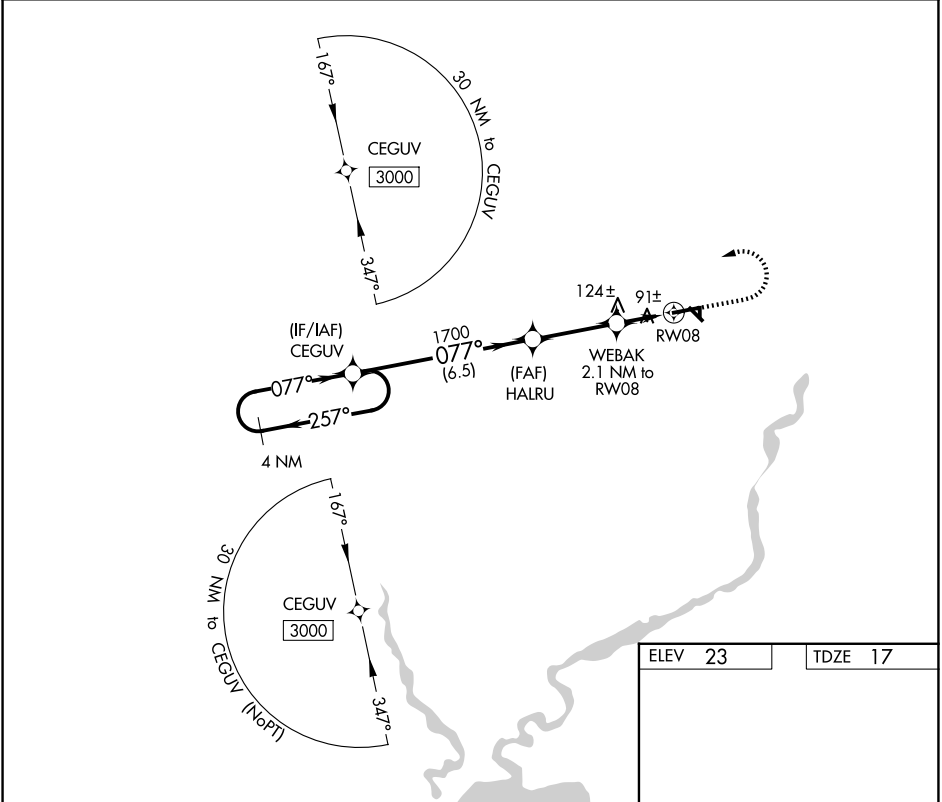
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90436 W08A	APP CRS 077°	Rwy Ldg 5002 TDZE 17 Apt Elev 23
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RNAV (GPS) RWY 8
JENNINGS (3R7)

▼ DME/DME RNP-0.3 NA. Night landing: Rwy 08, 31 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all MDA 80 ft, LP Cat C visibility ¼ mile, LNAV Cat C visibility ⅜ mile, and Circling Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 400 then climbing left turn to 3000 direct CEGUV and hold.
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AWOS-3PT 121.150	LAKE CHARLES APP CON★ 119.8 282.3	UNICOM 122.8 (CTAF) ①
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

JENNINGS, LOUISIANA

AL-5716 (FAA)

26078

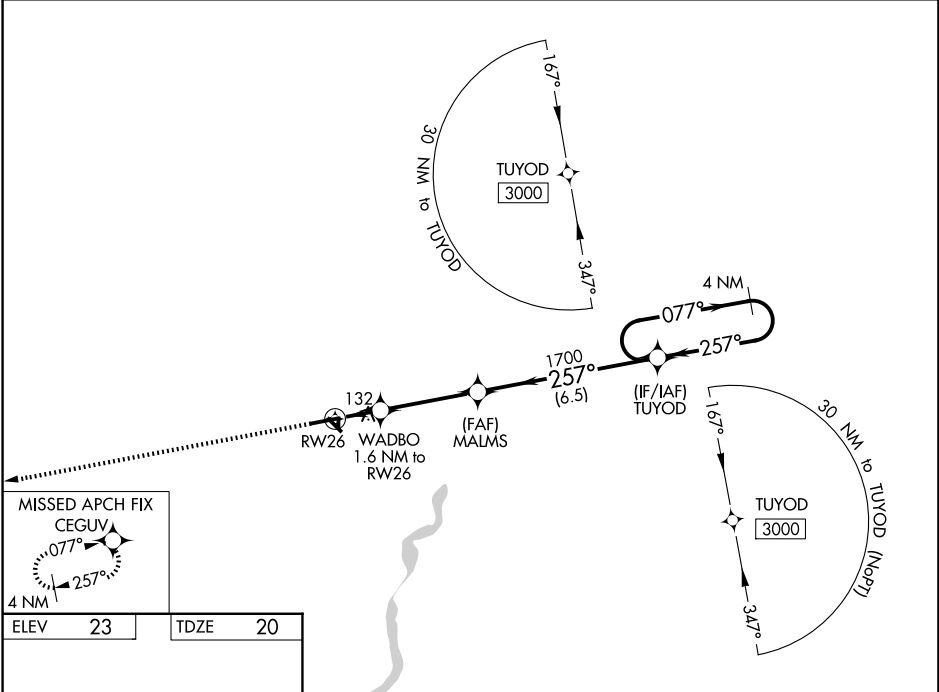
WAAS CH 90236 W26A	APP CRS 257°	Rwy Ldg TDZE Apt Elev	5002 20 23
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RNAV (GPS) RWY 26
JENNINGS (3R7)

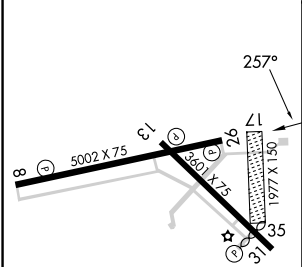
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.
▲ Night landing: Rwy 8, 31 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting: Increase all DA 69 ft and all MDA 80 ft; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, increase LNAV/Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 3000 direct CEGUV and hold.

AWOS-3PT 121.150	LAKE CHARLES APP CON ★ 119.8 282.3	UNICOM 122.8 (CTAF) ①
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ELEV 23	TDZE 20
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3000 CEGUV		TUYOD		4 NM Holding Pattern
*LNAV only.		WADBO 1.6 NM to RW26		MALMS 1700
RW26		*1 NM to RW26		257°
1 NM		0.6 NM	3.5 NM	6.5 NM
CATEGORY	A	B	C	D
LPV DA	290-7/8 270 (300-7/8)		NA	
LNAV/VNAV DA	300-7/8 280 (300-7/8)		NA	
LNAV MDA	400-1 380 (400-1)		NA	
CIRCLING	580-1 557 (600-1)		680-13/4 657 (700-13/4)	NA

REIL Rwy 8, 26, 13, and 31
MIRL Rwy 8-26 and 13-31 ①

JENNINGS, LOUISIANA
Orig-A 23JUN16

30°15'N-92°40'W

JENNINGS (3R7)
RNAV (GPS) RWY 26

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86728 W18A	APP CRS 178°	Rwy Idg 3204 TDZE 255 Apt Elev 256
--	------------------------	---

RNAV (GPS) RWY 18

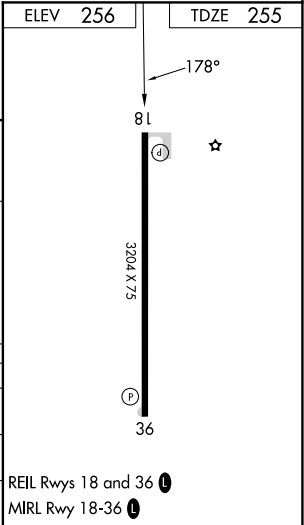
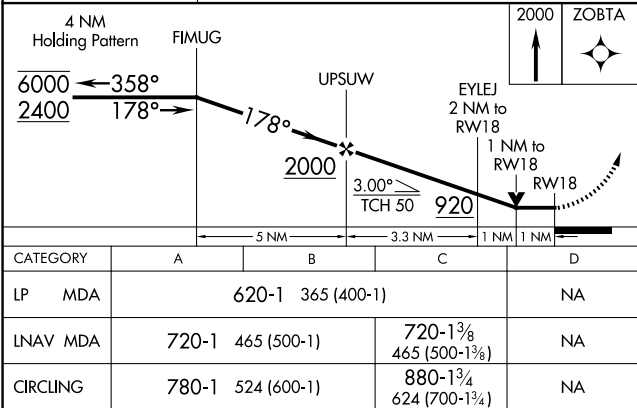
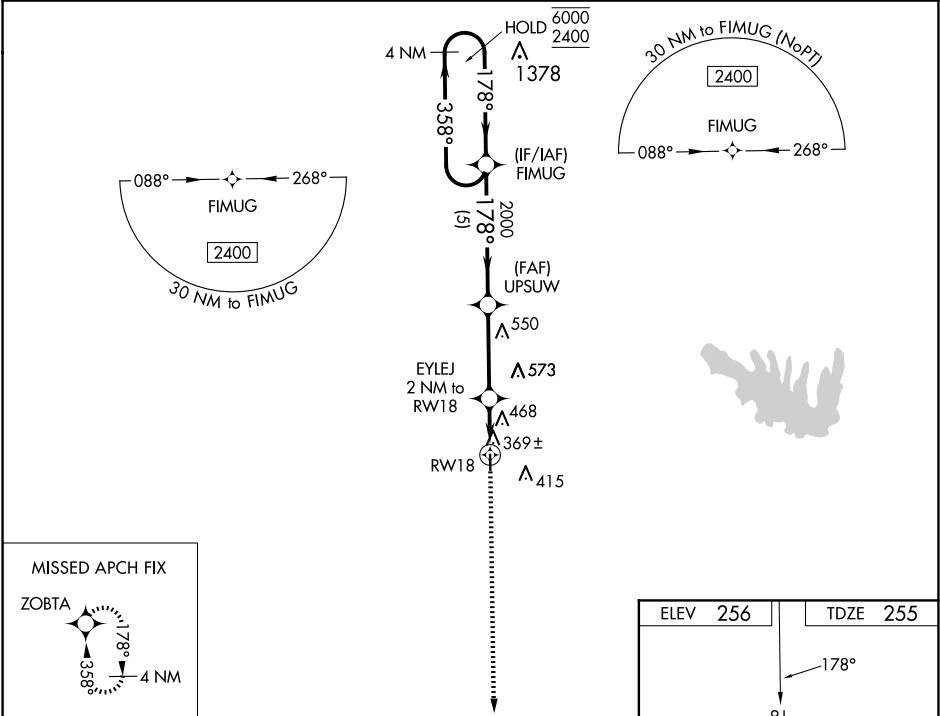
JONESBORO (F88)

RNP APCH - GPS.

Rwy 18 helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received, use Ruston altimeter setting and increase all MDAs 60 feet, and LNAV visibility Cat C ½ SM, LP visibility Cat C ¼ SM, and Circling visibility Cat C ¼ SM. VDP NA when using Ruston altimeter setting.

MISSED APPROACH:
Climb to 2000 direct ZOBTA and hold.

MONROE APP CON ★ 126.9 307.9	CTAF 122.9 0
--	------------------------



RNAV (GPS) RWY 36
JONESBORO (F88)

MISSED APPROACH: Climb to 2400 direct FIMUG and hold.

CTAF
122.9 **L**

30 NM to ZOBTA

3100

13 NM to ZOBTA

2000

ZOBTA

088° 268°

ELEV 256 TDZE 256

81

3204 X 75

36

358°

REIL Rwy 18 and 36

MIRL Rwy 18-36

Diagram illustrating the DNA construct used in the study. The construct is a linear DNA molecule with several key features:

- A 752 bp segment at the top.
- A 573 bp segment.
- A 389± bp segment.
- A 369± bp segment.
- A 415 bp segment.
- Flanked by two 2000 bp segments.
- Labels include: RW36, CIGED 1.5 NM to RW36, (FAF) PUYOC, (s), 2000, 358, (IF/IAF) ZOBTA, 358, HOLD, 6000, 2000, 178°, and 4 NM.

Diagram illustrating the ZOBTA (Zero Obstacle Bearing Time Area) area. The arc spans from 088° to 268°. The depth is marked as 2000 and 3100. The distance from the ZOBTA area to the 13 NM mark is indicated as 13 NM to ZOBTA.

JONESBORO (F88)
RNAV (GPS) RWY 36

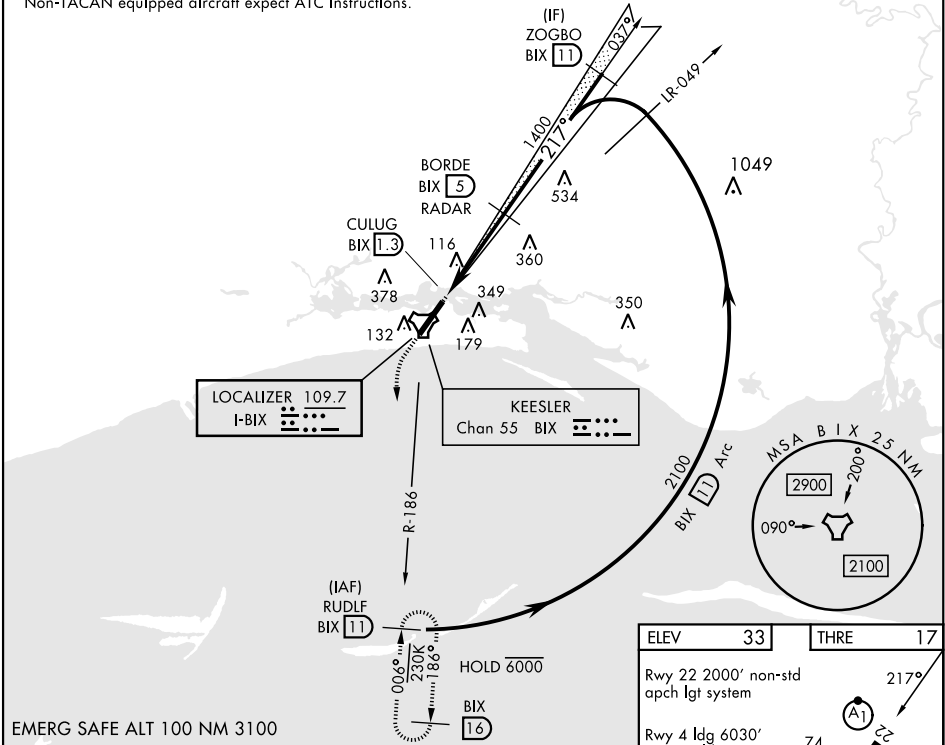
BILOXI, MISSISSIPPI

ILS or LOC RWY 22

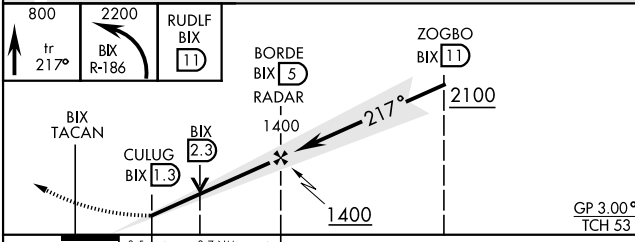
LOC I-BIX 109.7	APCH CRS 217°	Rwy ldg THRE 17 Arpt Elev 33	[USAF]	KEESLER AFB (KBIX)
RADAR or DME required			ALSIF-1 	† MISSED APPROACH: Climb to 800 tracking 217°, upon reaching 800 turn left to intercept BIX TACAN R-186 climbing to 2200 to 11 DME (RUDLF) and hold.
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 1/2 miles.				
ATIS★ 281.55	GULFPORT APP CON★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	TOWER★ 120.75 269.075	GND CON★ 121.8 275.8	CLNC DEL 121.8 275.8

• 272

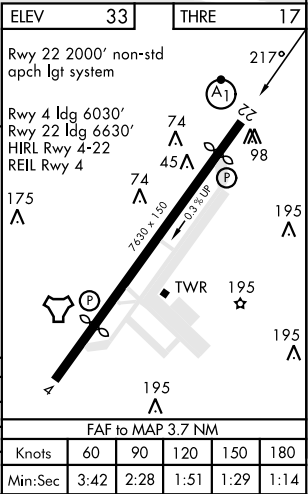
† Missed approach requires use of RNAV or ATC RADAR monitoring.
Non-TACAN equipped aircraft expect ATC instructions.



EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
S-ILS 22	217/40	200	(200-3/4)	
S-LOC 22*	540-1 523 (600-3/4)	540-1 523 (600-1 1/4)		
CIRCLING	580-1 547 (600-1)	660-1 627 (700-1)	680-1 647 (700-1 3/4)	680-2 647 (700-2)



BILOXI, MISSISSIPPI

30°25'N-88°55'W

KEESLER AFB (KBIX)

Amtd 2 03NOV22

ILS or LOC RWY 22

SC-4, 03 SEP 2026 to 29 OCT 2026

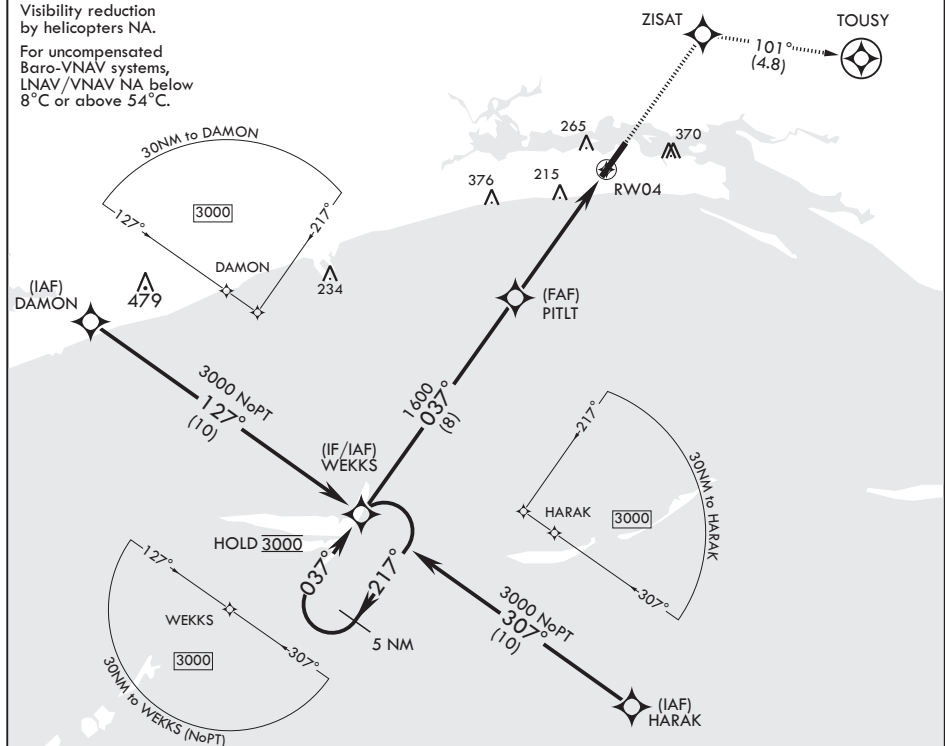
SC-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 4

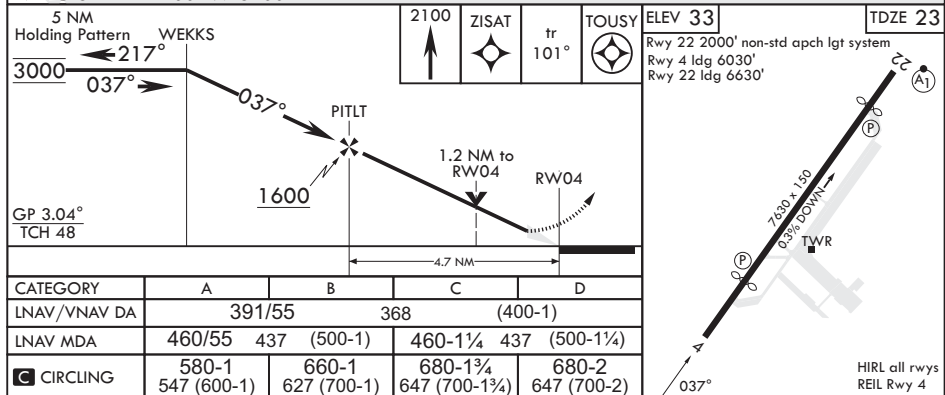
KEESLER AFB (KBIX)

MISSED APPROACH: Climb to 2100 direct ZISAT and track 101° to TOUSY. Expect ATC instructions.

Visibility reduction
by helicopters NA.
For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
8°C or above 54°C.



EMERG SAFE ALT 100 NM 3100



30°25'N - 88°55'W

KEESLER AFB (KBIX)

Amdt 2 07SEP23

RNAV (GPS) RWY 4

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

BILOXI, MISSISSIPPI

RNAV (GPS) RWY 22

APCH CRS 217°	Rwy Idg THRE Arpt Elev	6630 17 33
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- (USAF)

KEESLER AFB (KBIX)

RNP APCH

T * When ALS inop, increase vis to 1 3/8 miles.
 ** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2200 direct CEDPO and track 175° to WAPGA. Expect ATC instructions.

ATIS★
281.55

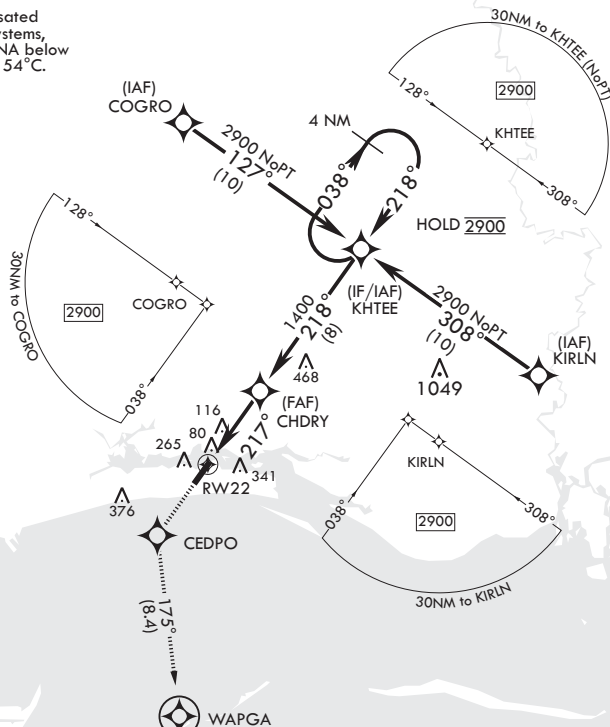
GULFPORT APP CON/DEP CON★
124.6 354.1 130° - 309°
127.5 254.25 310° - 129°

TOWER★
120.75 269.075

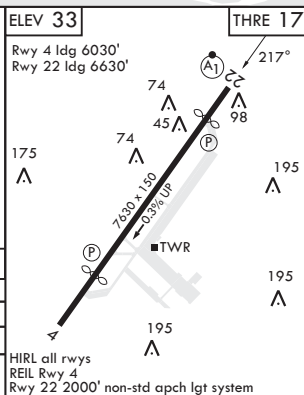
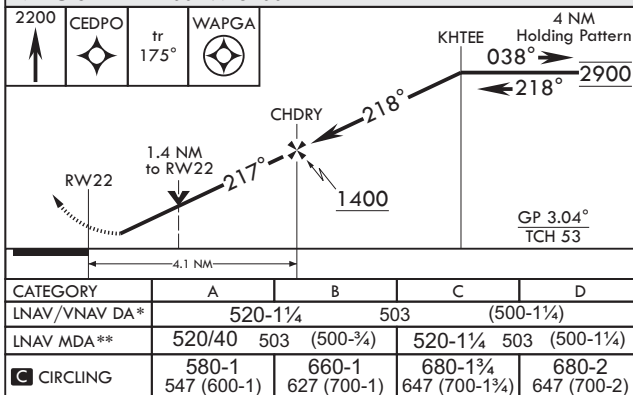
GND CON★
121.8 275.8

CLNC DEL
121.8 275.8

For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
8°C or above 54°C.



EMERG SAFE ALT 100 NM 3100



BILOXI, MISSISSIPPI

30°25'N - 88°55'W

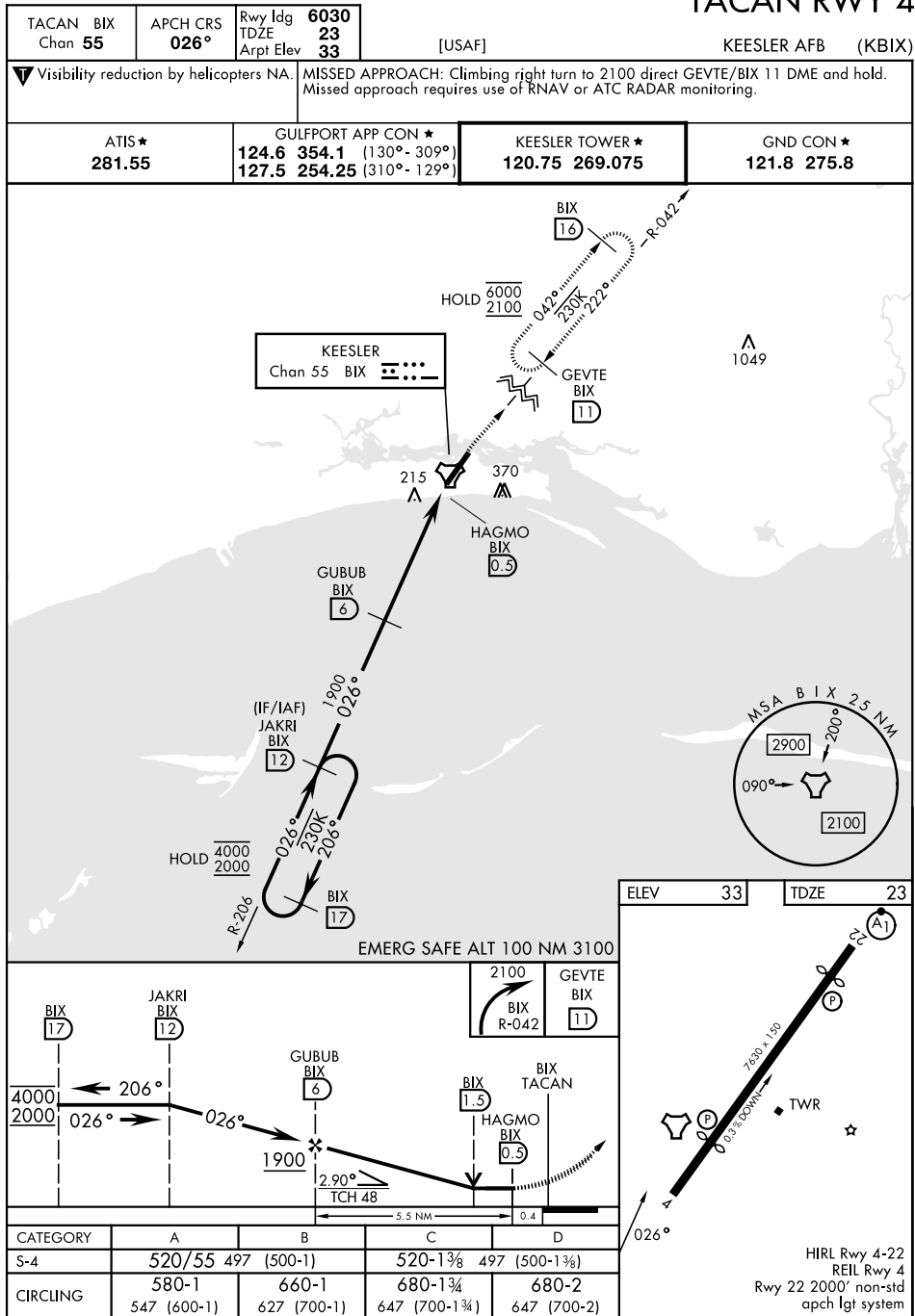
KEESLER AFB (KBIX)

RNAV (GPS) RWY 22

Amdt 2 21APR22

BILOXI, MISSISSIPPI

TACAN RWY 4



BILOXI, MISSISSIPPI

30° 25' N-88° 55' W

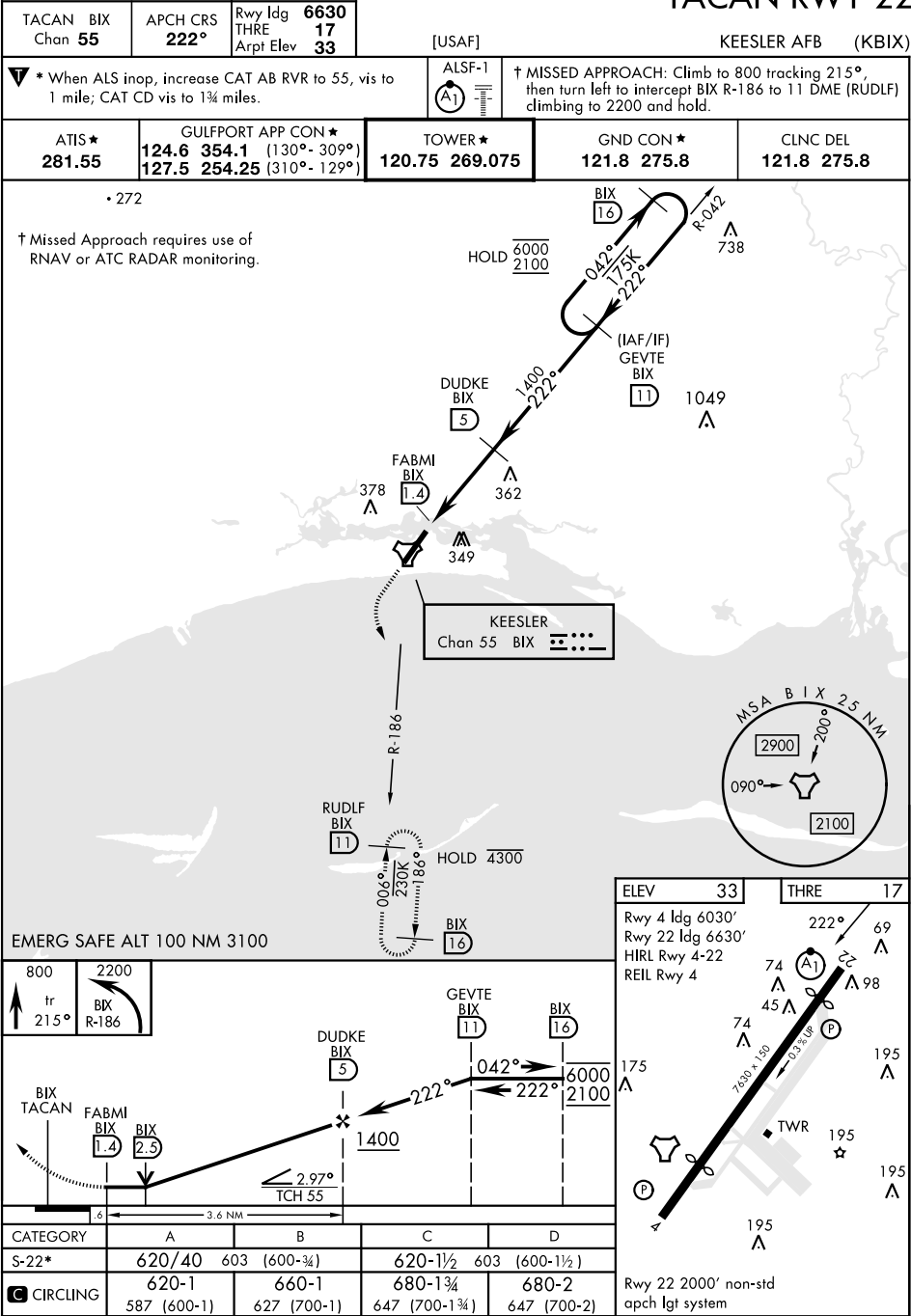
KEESLER AFB (KBIX)

Amtd 2 27NOV25

TACAN RWY 4

SC-4, 03 SEP 2026 to 29 OCT 2026

TACAN RWY 22



BILOXI, MISSISSIPPI

TACAN-A

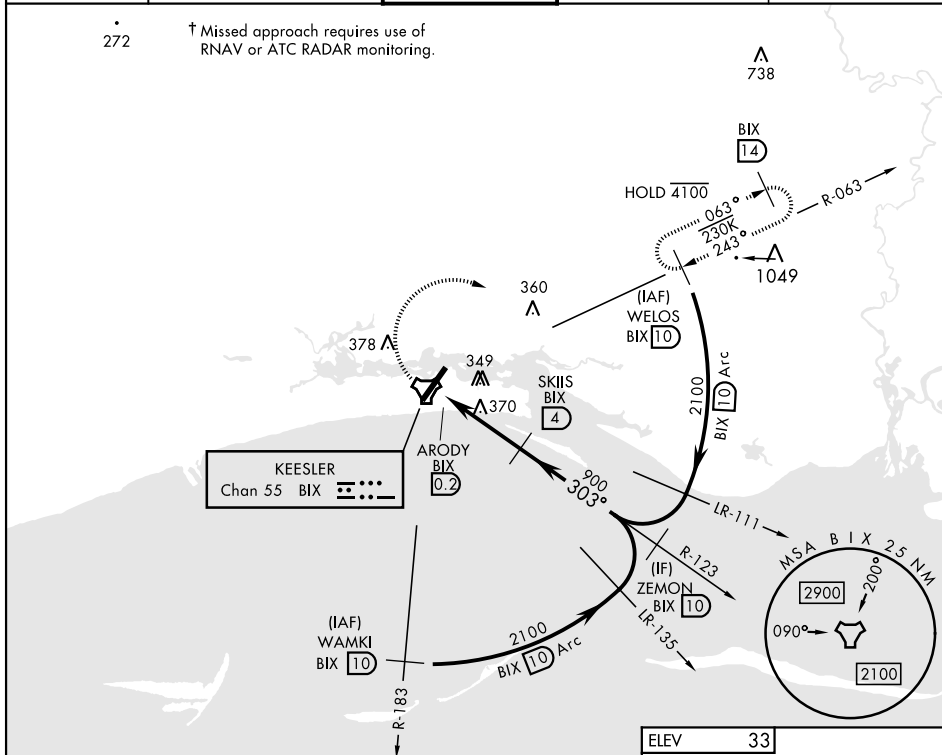
TACAN BIX Chan 55	APCH CRS 303°	Rwy Idg THRE Arpt Elev N/A N/A 33
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[USAF]

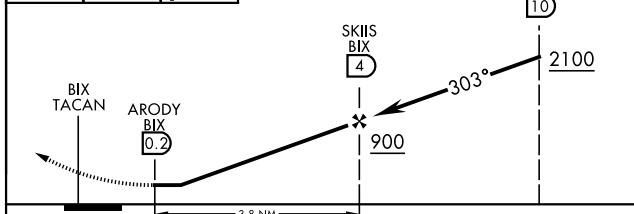
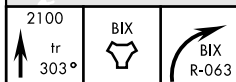
KEESLER AFB (KBIX)

† MISSED APPROACH: Climb tracking 303° to BIX TACAN then right turn to intercept BIX R-063 climbing to 2100 to 10 DME (WELOS) and hold.
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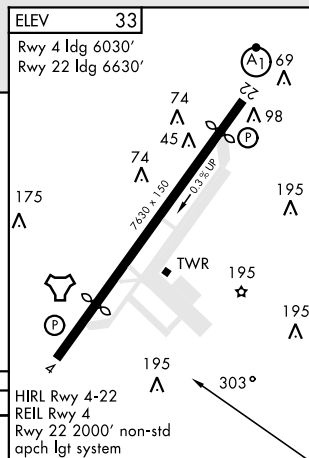
ATIS ★ 281.55	GULFPORT APP CON ★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	TOWER ★ 120.75 269.075	GND CON ★ 121.8 275.8	CLNC DEL 121.8 275.8
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EMERG SAFE ALT 100 NM 3100



CATEGORY	A	B	C	D
620-1	660-1	680-1 3/4	680-2	
587 (600-1)	627 (700-1)	647 (700-1 3/4)	647 (700-2)	



BILOXI, MISSISSIPPI

30°25'N-88°55'W

KEESLER AFB (KBIX)

Amdt 3 25MAR21

TACAN-A

VORTAC GPT 109.0 Chgn 27	APCH CRS 266°	Rwy Idg N/A TDZE N/A Arpt Elev 33
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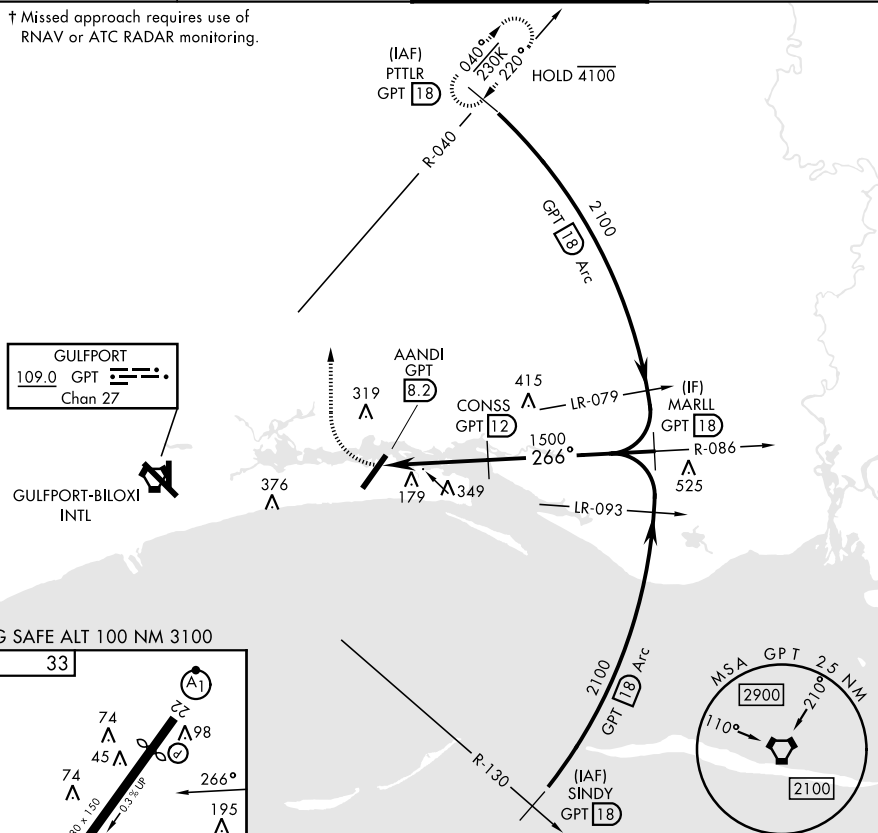
[USAF]

KEESLER AFB (KBIX)

† MISSED APPROACH: Climbing right turn to 2300 intcp GPT VORTAC R-040 to PTLR (R-040/18 DME) and hold.

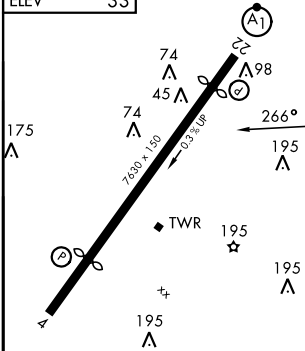
ATIS ★ 281.55	GULFPORT APP CON ★ 124.6 354.1 (130°- 309°) 127.5 254.25 (310°- 129°)	TOWER ★ 120.75 269.075	GND CON ★ 121.8 275.8
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† Missed approach requires use of RNAV or ATC RADAR monitoring.



EMERG SAFE ALT 100 NM 3100

ELEV	33
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HIRL Rwy 4-22

REIL Rwy 4

Rwy 22 2000' non-std apch lgt system

FAF to MAP 3.8 NM					
Knots	60	90	120	150	180
Min:Sec	3:48	2:32	1:54	1:31	1:16

The diagram illustrates the 2300 GPT structure. It shows a sequence of GPTs: 2300, intcp GPT R-040, PTLR GPT 18, AANDI GPT 8.2, CONSS GPT 12, and MARLL GPT 18. A line connects AANDI GPT 8.2 to MARLL GPT 18, with a 26.6° angle and a 1500 unit distance. A 3.8 NM distance is indicated between AANDI GPT 8.2 and CONSS GPT 12. The diagram is divided into four categories: A (620-1, 587 (600-1)), B (660-1, 627 (700-1)), C (680-1 3/4, 647 (700-1 3/4)), and D (680-2, 647 (700-2)).

CATEGORY	A	B	C	D
CIRCLING	620-1 587 (600-1)	660-1 627 (700-1)	680-1 3/4 647 (700-1 3/4)	680-2 647 (700-2)

B|LOX|, M|SS|SS|PP|

30° 25' N-88° 55' W

KEESLER AFB (KBIX)

TACAN-B

Amdt 3 03NOV22

SC-4, 03 SEP 2026 to 29 OCT 2026

25163

AIRPORT DIAGRAM

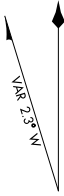
[USAF]

KEESLER AFB (KBIX)

BILOXI, MISSISSIPPI

ATIS 281.55 ★
TOWER ★
120.75 269.075
GND CON ★
121.8 275.8
CLNC DEL
121.8 275.8

JUNE 2025
ANNUAL RATE OF CHANGE
0.1 ° W



30° 25' N

HOT BRAKES
HAZARDOUS
CARGO

0.3% UP

7630 x 150

TRANS ALERT

BASE OPS

CONTROL TOWER

FIRE STATION

195

BACKLINE

RAMP 3

NO HELICOPTER
OPERATIONS
ON RAMP 3

HOT BRAKES

FIELD
ELEV
33

30° 24' N

Rwy 4-22
PCN 32 F/B/W/T

Rwy 4 ldg 6030'
Rwy 22 ldg 6630'

88° 56' W

88° 55' W

AIRPORT DIAGRAM

BILOXI, MISSISSIPPI

KEESLER AFB (KBIX)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
137°

Rwy Idg **5009**
TDZE **494**
Apt Elev **494**

RNAV (GPS) RWY 14
KOSCIUSKO-ATTALA COUNTY (OSX)

RNP APCH - GPS.

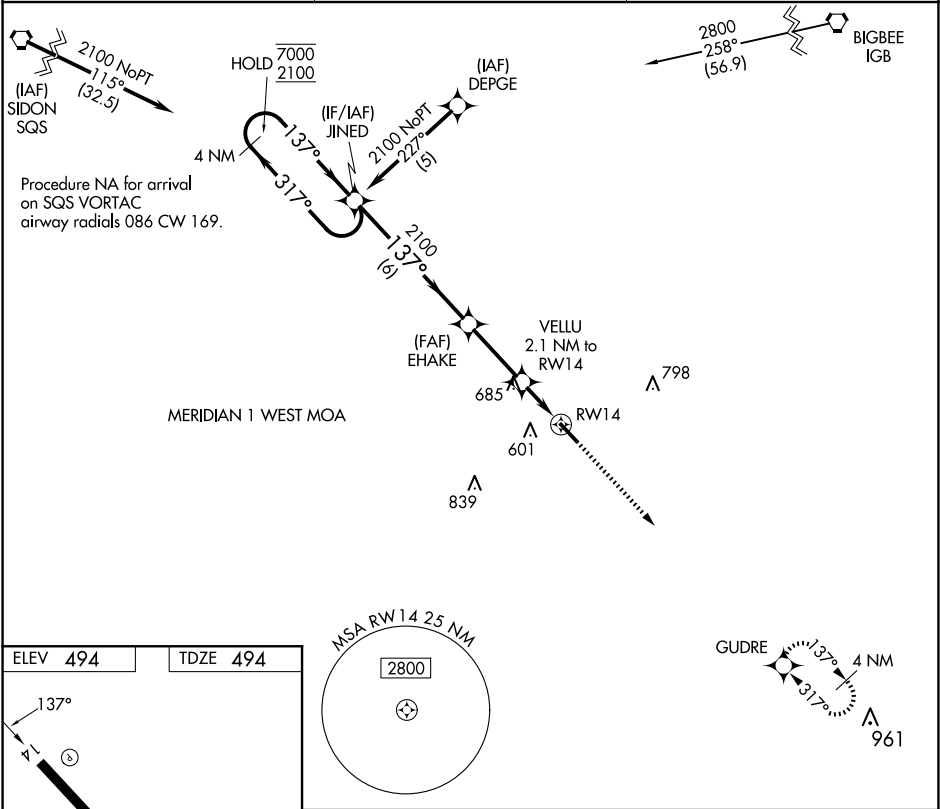
▼

NA

Rwy 14 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 80 feet, increase visibility LNAV Cat C ¼ SM and Circling Cat C ¾ SM.

MISSED APPROACH: Climb to 2200 direct GUDRE and hold.

MPE AWOS-3P 118.725	MEMPHIS CENTER 132.75 263.0	CTAF 122.9
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ELEV **494**

TDZE **494**

137°

5009 x 75

521

0.5% UP

4 NM Holding Pattern

JINED

EHAKE

VELLU 2.1 NM to RW14

RW14

Visual Segment - Obstacles.

2200

GUDRE

7000

2100

317°

137°

2100

1180

6 NM

2.8 NM

2.1 NM

CATEGORY	A	B	C	D
LNAV MDA	1020-1	526 (600-1)	1020-1½ 526 (600-1½)	NA
CIRCLING	1020-1	526 (600-1)	1160-1¾ 666 (700-1¾)	NA

MIRL Rwy 14-32

APP CRS	Rwy Idg	5009
317°	TDZE	480
	Apt Elev	494

RNAV (GPS) RWY 32

KOSCIUSKO-ATTALA COUNTY (OSX)

RNP APCH - GPS.

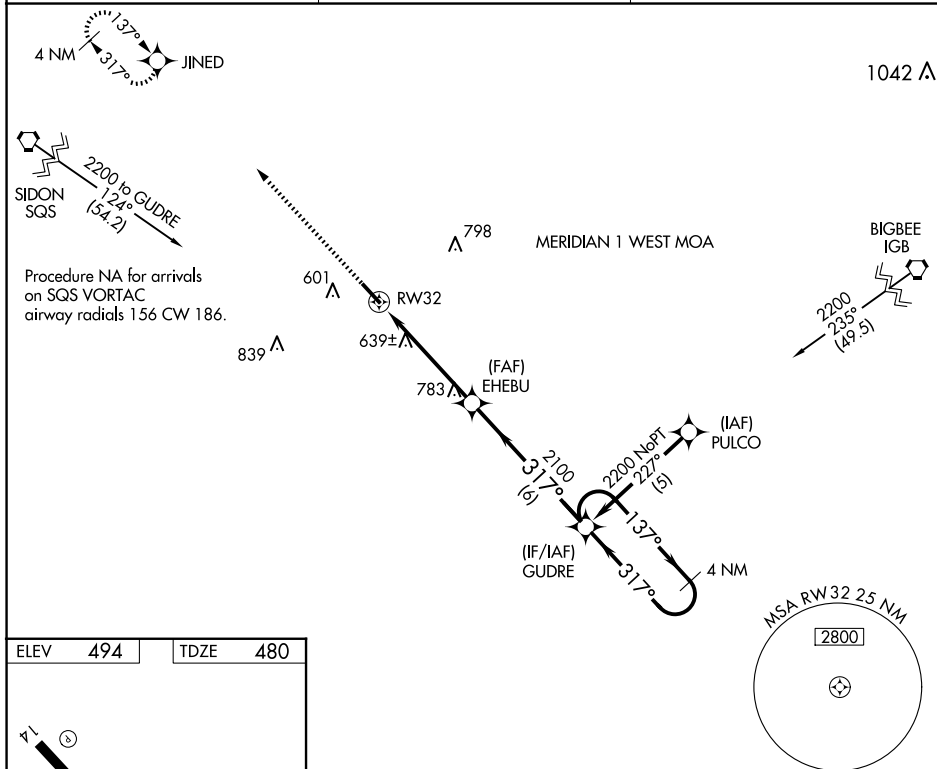
NA Rwy 32 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Philadelphia altimeter setting; when not received, use Greenwood altimeter setting and increase all MDAs 80 feet, increase visibility LNAV Cat C $\frac{3}{8}$ SM and Circling Cat C $\frac{3}{4}$ SM.

MISSED APPROACH: Climb to 2100 direct JINED and hold.

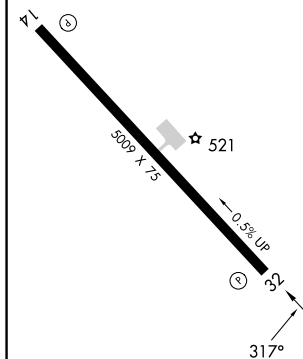
MPE AWOS-3P
118.725

MEMPHIS CENTER
132.75 263.0

CTAF
122.9 **L**



ELEV	494	TDZE	480
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MIRL Rwy 14-32 **L**

KOSCIUSKO, MISSISSIPPI

Orig-C 06OCT22

33°05'N-89°33'W

KOSCIUSKO-ATTALA COUNTY (OSX)

RNAV (GPS) RWY 32

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-TYN	APP CRS	Rwy Ldg
110.9	036°	8000
Chan 46	TDZE	39
	Apt Elev	41

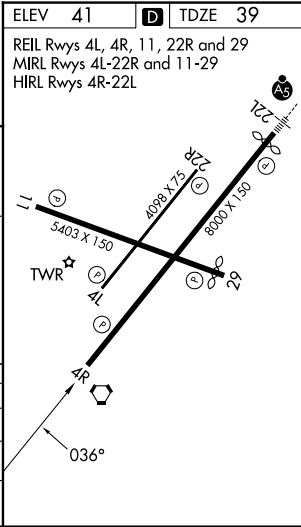
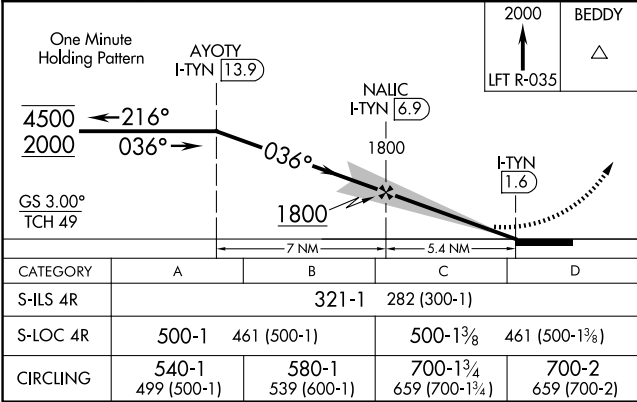
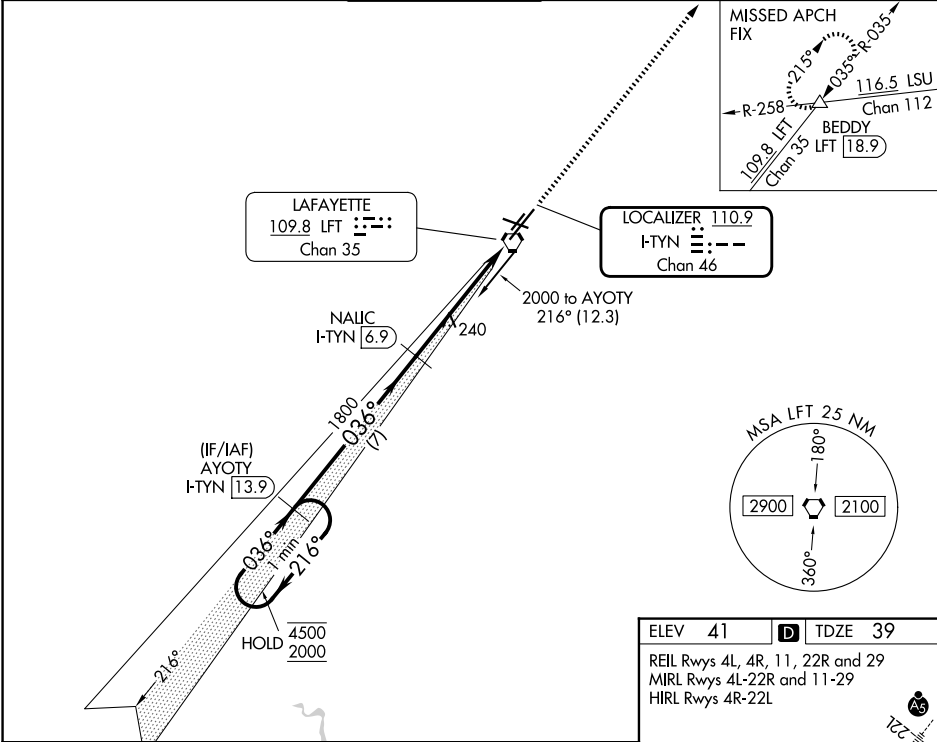
ILS or LOC RWY 4R
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

DME required for procedure entry and for LOC only.

▼ Rwy 4R helicopter visibility reduction below 1 SM NA. Circling to Rwy 4L, 11, and 22R NA at night. Rwy 4R Straight-in and Circling minimums NA at night. When local altimeter setting not received, use ARA altimeter setting and increase S-ILS 4R DA to 350 feet, increase all MDAs 40 feet and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2000 on LFT VORTAC R-035 to BEDDY INT/LFT 18.9 DME and hold.

ATIS	LAFAYETTE APP CON★	LAFAYETTE TOWER★	GND CON	UNICOM
134.05	121.1 363.0	118.5 (CTAF) 0 257.8	121.8	122.95



LAFAYETTE, LOUISIANA

AL-865 (FAA)

26078

LOC/DME I-LFT 109.5 Chan 32	APP CRS 216°	Rwy Ldg 7659 TDZE 37 Apt Elev 41
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ILS or LOC RWY 22L

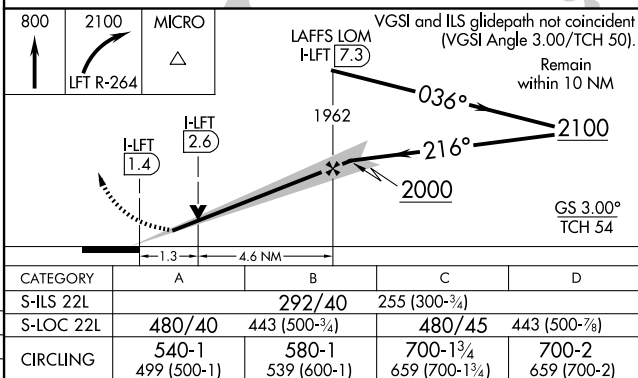
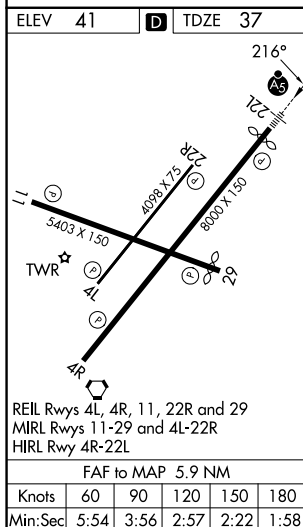
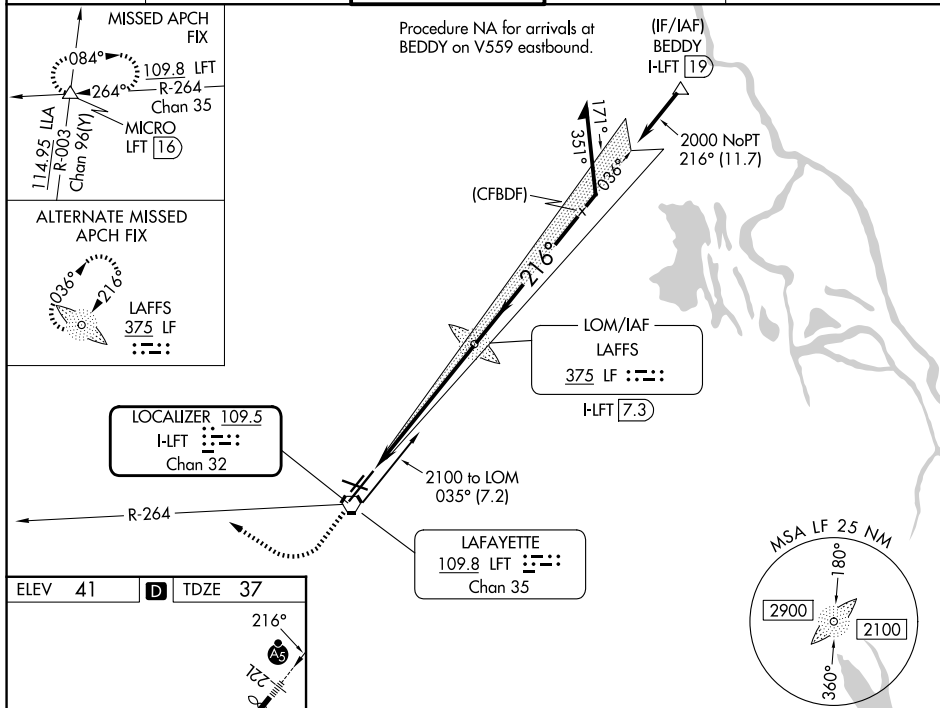
LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)

⚠ Circling Rwy 11, 4R, 4L, and 22R NA at night. Rwy 22L helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 22L all Cats. When local altimeter setting not received, use ARA altimeter setting and increase S-ILS 22L DA to 316 feet, increase all MDAs 40 feet and S-LOC 22L visibility Cat C/D to RVR 5000 and Circling visibility Cat C/D ¼ SM. VDP NA when using ARA altimeter setting. For inop ALS, increase S-LOC 22L Cat A and B visibility to RVR 5500.



MISSED APPROACH:
Climb to 800 then climbing right turn to 2100 on LFT VORTAC R-264 to MICRO INT/ LFT 16 DME and hold.

ATIS 134.05	LAFAYETTE APP CON★ 121.1 363.0	LAFAYETTE TOWER★ 118.5 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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LAFAYETTE, LOUISIANA

Amdt 5F 19MAR26

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)

30°12'N-91°59'W

ILS or LOC RWY 22L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

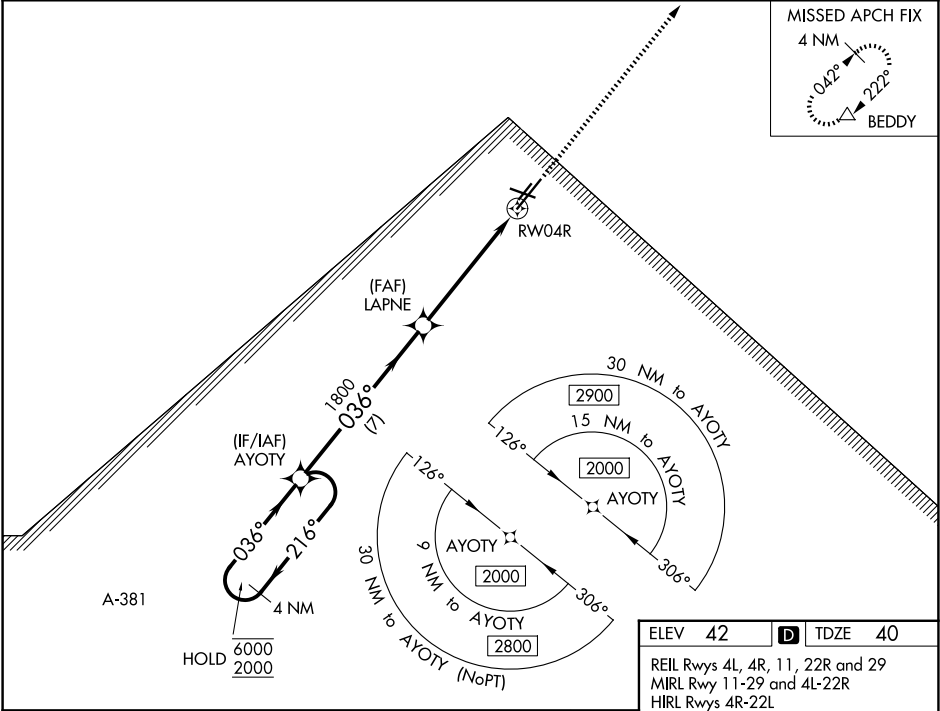
WAAS CH 45903 W04A	APP CRS 036°	Rwy Ldg 8000 TDZE 40 Apt Elev 42
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RNAV (GPS) RWY 4R

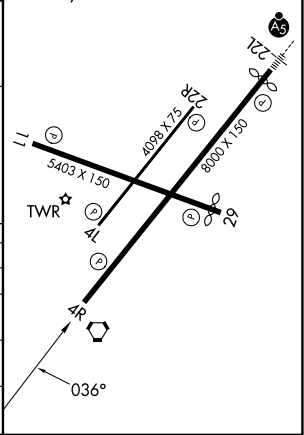
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct BEDDY and hold.
Rwy 4R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C.	

ATIS 134.05	LAFAYETTE APP CON ★ 121.1 363.0	LAFAYETTE TOWER ★ 118.5 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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4 NM Holding Pattern		AYOTY		2000		BEDDY	
6000 ← 216°		036° →		036°		* 1.3 NM to RWY 04R	
GP 3.00°		TCH 49		1800		* LNAV only.	
7 NM		4.1 NM		1.3			
CATEGORY	A	B	C	D			
LPV DA	317-7/8		277 (300-7/8)				
LNAV/VNAV DA	440-1 1/8		400 (400-1 1/8)				
LNAV MDA	500-1	460 (500-1)	500-1 3/8	460 (500-1 3/8)			
CIRCLING	500-1	580-1	700-1 3/4	700-2			
	458 (500-1)	538 (600-1)	658 (700-1 3/4)	658 (700-2)			



LAFAYETTE, LOUISIANA

AL-865 (FAA)

26078

WAAS CH 50503 W22A	APP CRS 216°	Rwy Ldg 7659 TDZE 37 Apt Elev 41
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RNAV (GPS) RWY 22L

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)

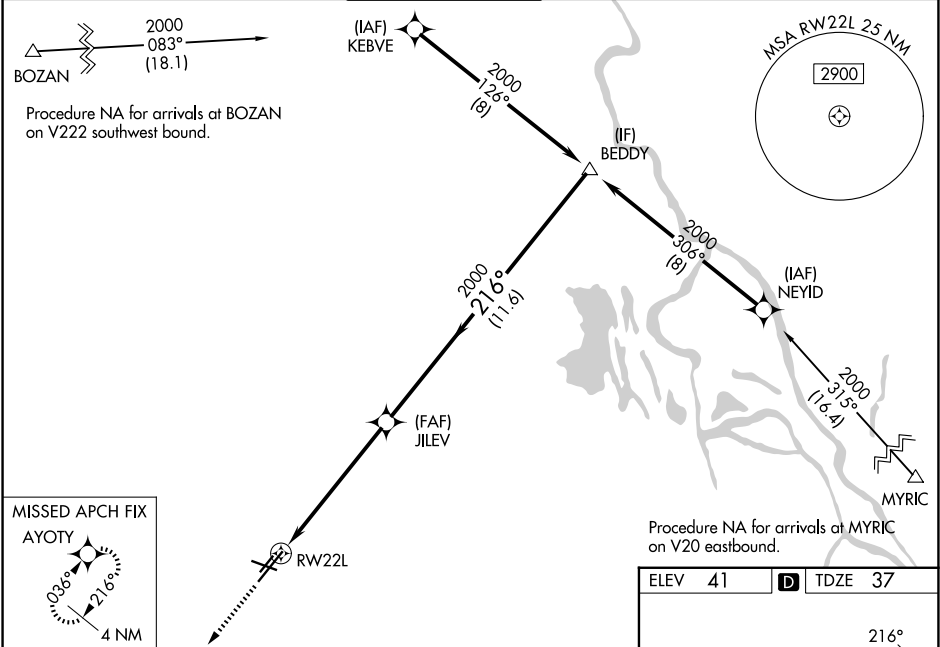
RNP APCH - GPS.

Baro-VNAV and VDP NA when using ARA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Rwy 22L helicopter visibility reduction below RVR 4000 NA. Circling Rwy 4L, 4R, 22R, and 11 NA at night. Inop table does not apply to LPV all Cats. When local altimeter setting not received, use ARA altimeter setting and increase LPV DA to 316 feet, increase LNAV/VNAV DA to 377 feet, increase all MDAs 40 feet and LNAV visibility Cat C/D to RVR 5000 and Circling visibility Cat C/D ¼ SM. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats A and B visibility to RVR 5500.

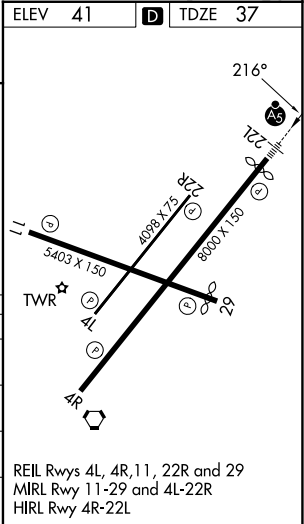
MALSR

MISSED APPROACH:
Climb to 2000 direct
AYOTY and hold.

ATIS 134.05	LAFAYETTE APP CON★ 121.1 363.0	LAFAYETTE TOWER★ 118.5 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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2000	AYOTY	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).			
					



LAFAYETTE, LOUISIANA
Amdt 1E 19MAR26

LAFAYETTE RGNL/PAUL FOURNET FLD (L.F'T)
30°12'N-91°59'W
RNAV (GPS) RWY 22L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45703 W29A	APP CRS 287°	Rwy Ldg 5155 TDZE 41 Apt Elev 41
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RNAV (GPS) RWY 29

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

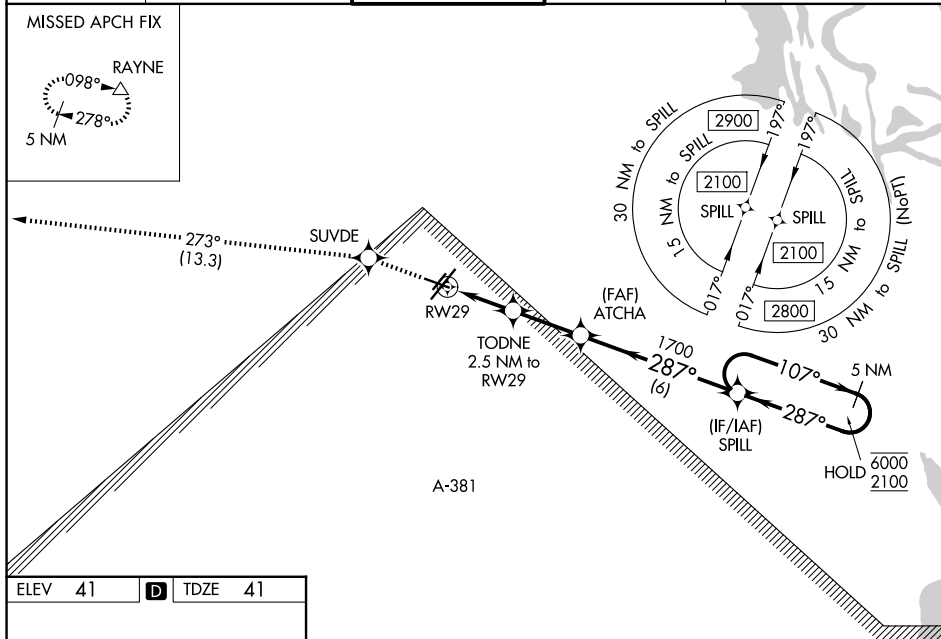
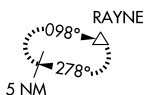
RNP APCH - GPS.

▼ Rwy 29 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C or above 54°C. Circling Rwy 11, 4R, 4L, and 22R NA at night. **▲** Baro-VNAV and VDP NA when using ARA altimeter setting. When local altimeter setting not received, use ARA altimeter setting and increase LPV DA to 320 feet and all visibilities $\frac{1}{2}$ SM. Increase LNAV/VNAV DA to 320 feet and visibilities $\frac{1}{2}$ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D $\frac{1}{2}$ SM, and Circling visibility Cat C/D $\frac{1}{2}$ SM.

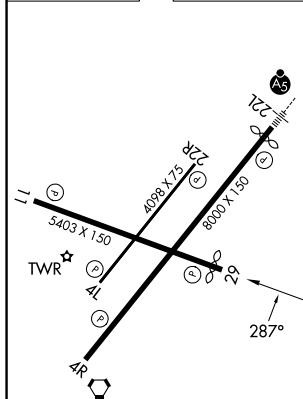
MISSED APPROACH: Climb to 2800 direct SUVDE and on track 273° to RAYNE and hold.

ATIS 134.05	LAFAYETTE APP CON★ 121.1 363.0	LAFAYETTE TOWER★ 118.5 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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MISSED APCH FIX



ELEV 41	D	TDZE 41
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REIL Rwys 4L, 4R, 11, 22R and 29
MIRL Rwy 11-29 and 4L-22R
HIRL Rwy 4R-22L

LAFAYETTE, LOUISIANA

Amdt 1A 19MAR26

LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)

30°12'N-91°59'W

RNAV (GPS) RWY 29

LAFAYETTE, LOUISIANA

AL-865 (FAA)

25275

VORTAC LFT	APP CRS	Rwy Ldg
109.8	137°	5403
Chan 35		TDZE 42
		Apt Elev 42

VOR/DME RWY 11

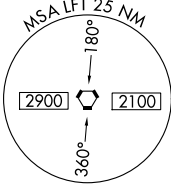
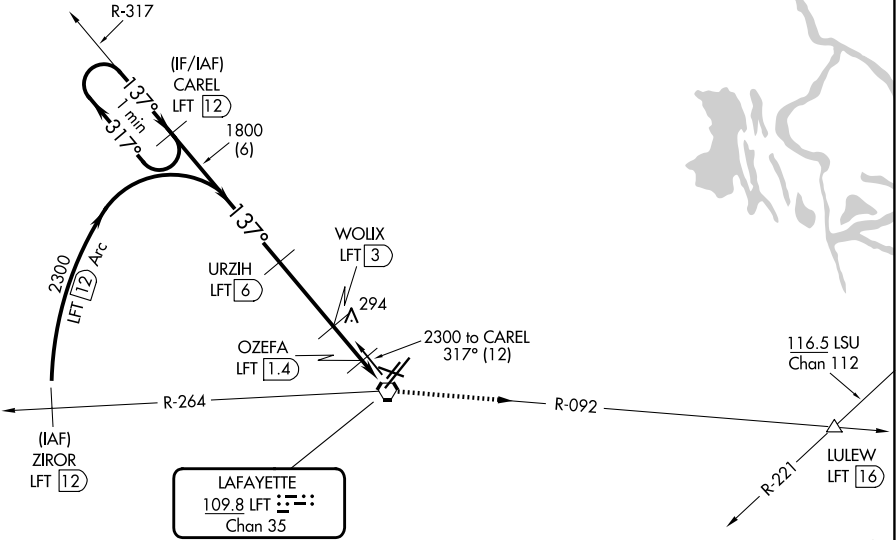
LAFAYETTE RGNL/PAUL FOURNET FLD (LFT)



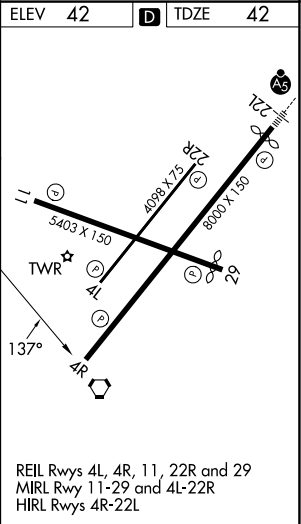
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Acadiana Rgnl altimeter setting and increase all MDAs 40 feet, increase Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 2100 to LFT VORTAC and on LFT VORTAC R-092 to LULEW/LFT 16 DME.

ATIS 134.05	LAFAYETTE APP CON ★ 121.1 363.0	LAFAYETTE TOWER ★ 118.5 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95
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One Minute Holding Pattern		CAREL LFT 12	2100 LFT	LFT R-092	LULEW
2300 ← 317°		137° →	1800	3.11° TCH 50	800
VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).		URZIH LFT 6	WOLIX LFT 3	OZEFA LFT 1.4	
		6 NM	3 NM	1.6 NM	
CATEGORY	A	B	C	D	
S-11	660-1	618 (700-1)	660-1¼ 618 (700-1¼)	660-2 618 (700-2)	
CIRCLING	660-1	618 (700-1)	700-1¼ 658 (700-1¼)	700-2 658 (700-2)	



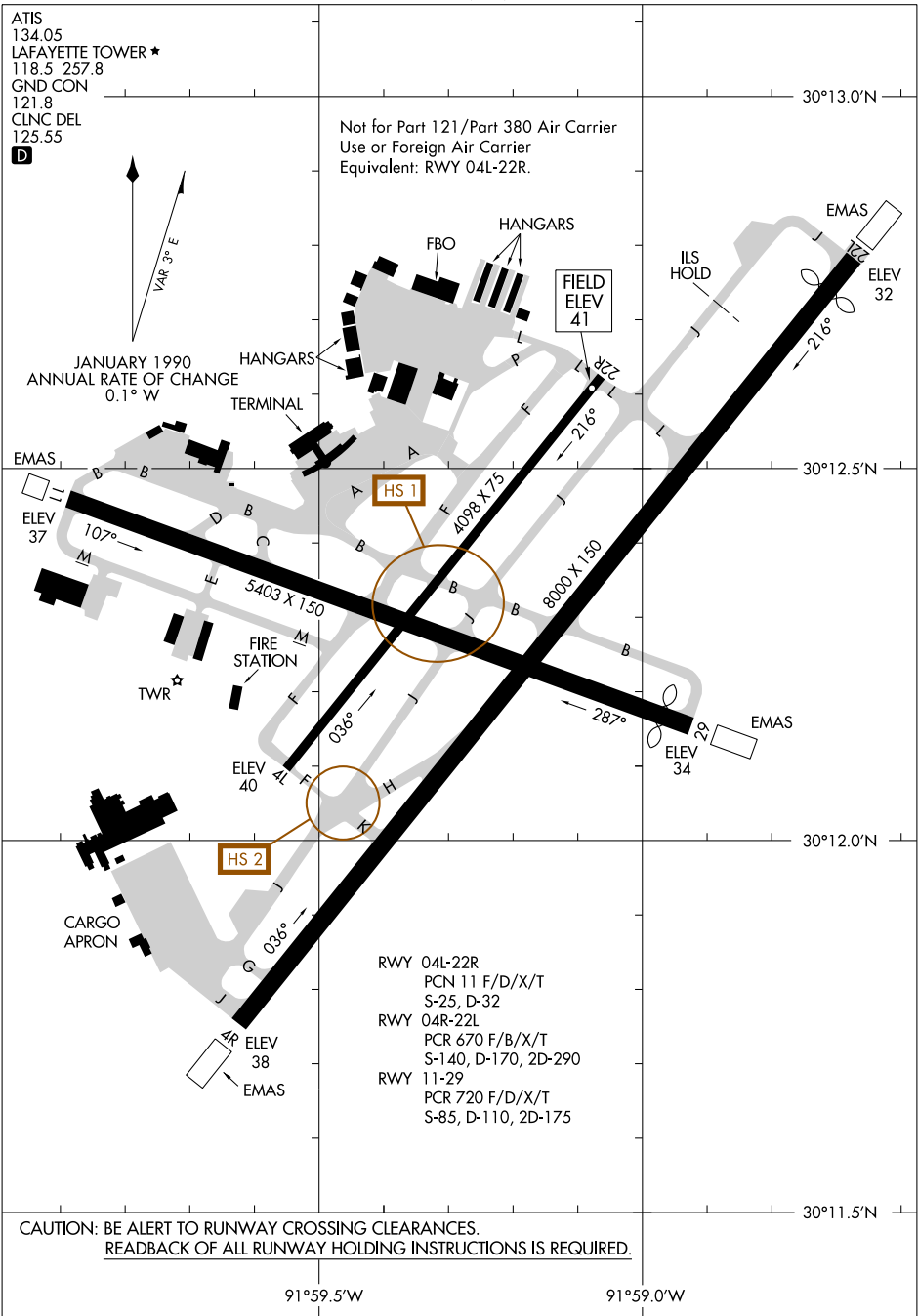
LAFAYETTE, LOUISIANA
Amdt 1G 23APR20

30°12'N-91°59'W

VOR/DME RWY 11

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



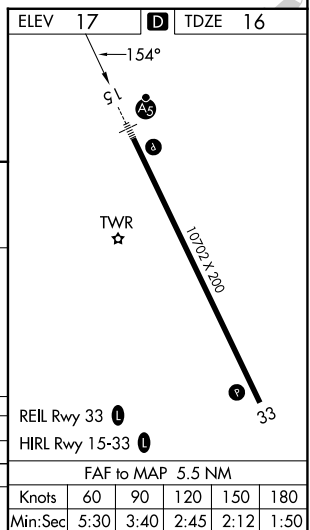
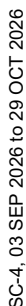
ILS or LOC RWY 15
CHENNAULT INTL (CWF)

MISSED APPROACH:
Climb to 2000 direct
LCH VORTAC and
hold, continue
climb-in-hold to 2000.



ALTERNATE MISSED
APCH FIX

Procedure turn not authorized
for Cat E aircraft.

CHENNAULT INTL (CWF)
ILS or LOC RWY 15

WAAS CH 45502 W15A	APP CRS 154°	Rwy Ldg 10702 TDZE 16 Apt Elev 17
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RNAV (GPS) RWY 15

CHENNAULT INTL (CWF')

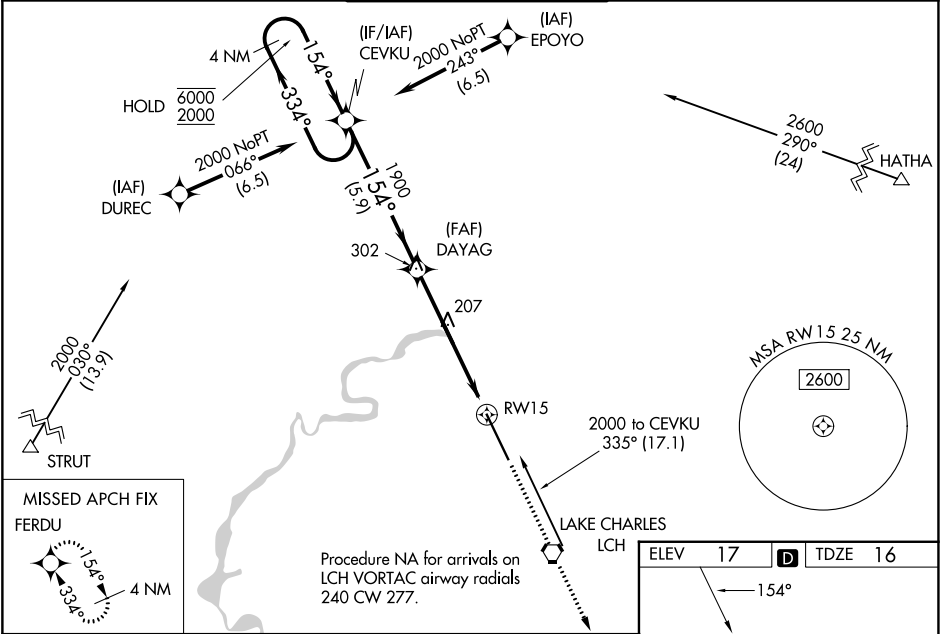
RNP APCH - GPS

Baro-VNAV and VDP NA when using LCH altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C. When local altimeter setting not received, use LCH altimeter setting: increase LPV DA to 233 feet; increase LNAV/VNAV DA to 524 feet; increase all MDAs 20 feet and LNAV visibility Cats C/D ½ SM and Circling visibility Cat D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM.

MALSRA5

MISSED APPROACH:
Climb to 2000 direct FERDU and hold.

ATIS 120.0	LAKE CHARLES APP CON* 119.8 282.3	CHENNAULT TOWER* 124.2 (CTAF) 0 290.4	GND CON 121.65 275.8	UNICOM 122.95
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4 NM Holding Pattern

CEVKU

DAYAG

2000 FERDU

GP 3.00° TCH 55

1900

1.2 NM to RWY 15

5.9 NM

4.6 NM

1.2 NM

CATEGORY	A	B	C	D
LPV DA		216-½	200 (200-½)	
LNAV/VNAV DA		507-1	491 (500-1)	
LNAV MDA	460-½	444 (500-½)	460-⅞	444 (500-⅞)
CIRCLING	640-1	623 (700-1)	640-1¾ 623 (700-1¾)	740-2¼ 723 (800-2¼)

ELEV 17 D TDZE 16

154°

GL

A5

TWR

10702 X-200

33

REIL Rwy 33 0

HIRL Rwy 15-33 0

LAKE CHARLES, LOUISIANA

AL-5111 (FAA)

25219

WAAS	APP CRS	Rwy Ldg	10702
CH 65817	334°	TDZE	17
W33A		Apt Elev	17

RNAV (GPS) RWY 33

CHENNAULT INTL (CWF')

RNP APCH - GPS.

▼

Baro-VNAV and VDP NA when using Lake Charles Rgnl altimeter setting.

⚠

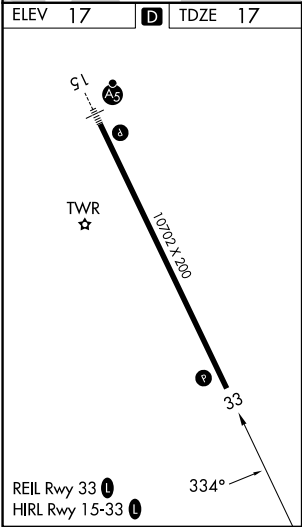
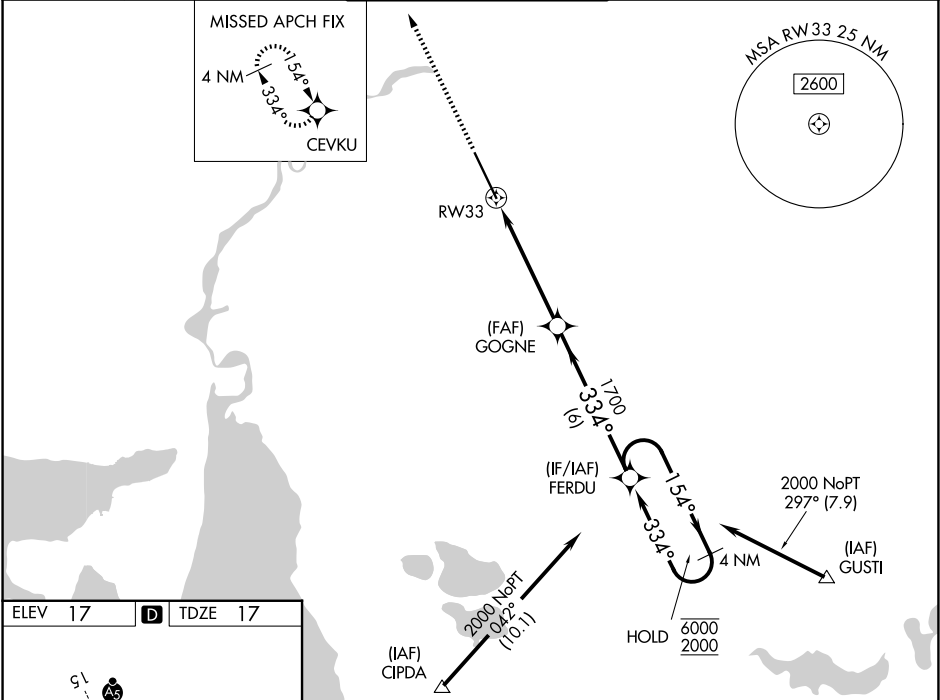
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ASR

When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 233 feet; increase LNAV/VNAV DA to 510 feet and all visibilities ½ SM. Increase all MDAs 20 feet and LNAV visibility Cat C/D ½ SM.

MISSED APPROACH: Climb to 2000 direct CEVKU and hold.

ATIS	LAKE CHARLES APP CON ★	CHENNAULT TOWER ★	GND CON	UNICOM
120.0	119.8 282.3	124.2 (CTAF) 0 290.4	121.65 275.8	122.95



2000	CEVKU			
		GOGNE	FERDU	4 NM Holding Pattern
	1.6 NM to RW33	1700	154°	6000
		334°	← 334°	2000
		1700		GP 3.00°
				TCH 53
	1.6	3.5 NM	6 NM	
CATEGORY	A	B	C	D
LPV DA		217-¾	200 (200-¾)	
LNAV/VNAV DA		494-1¾	477 (500-1¾)	
LNAV MDA	580-1	563 (600-1)	580-1½	563 (600-1½)
CIRCLING	640-1	623 (700-1)	640-1¾	740-2¼
			623 (700-1¾)	723 (800-2¼)

LAKE CHARLES, LOUISIANA
Amdt 1B 29DEC22

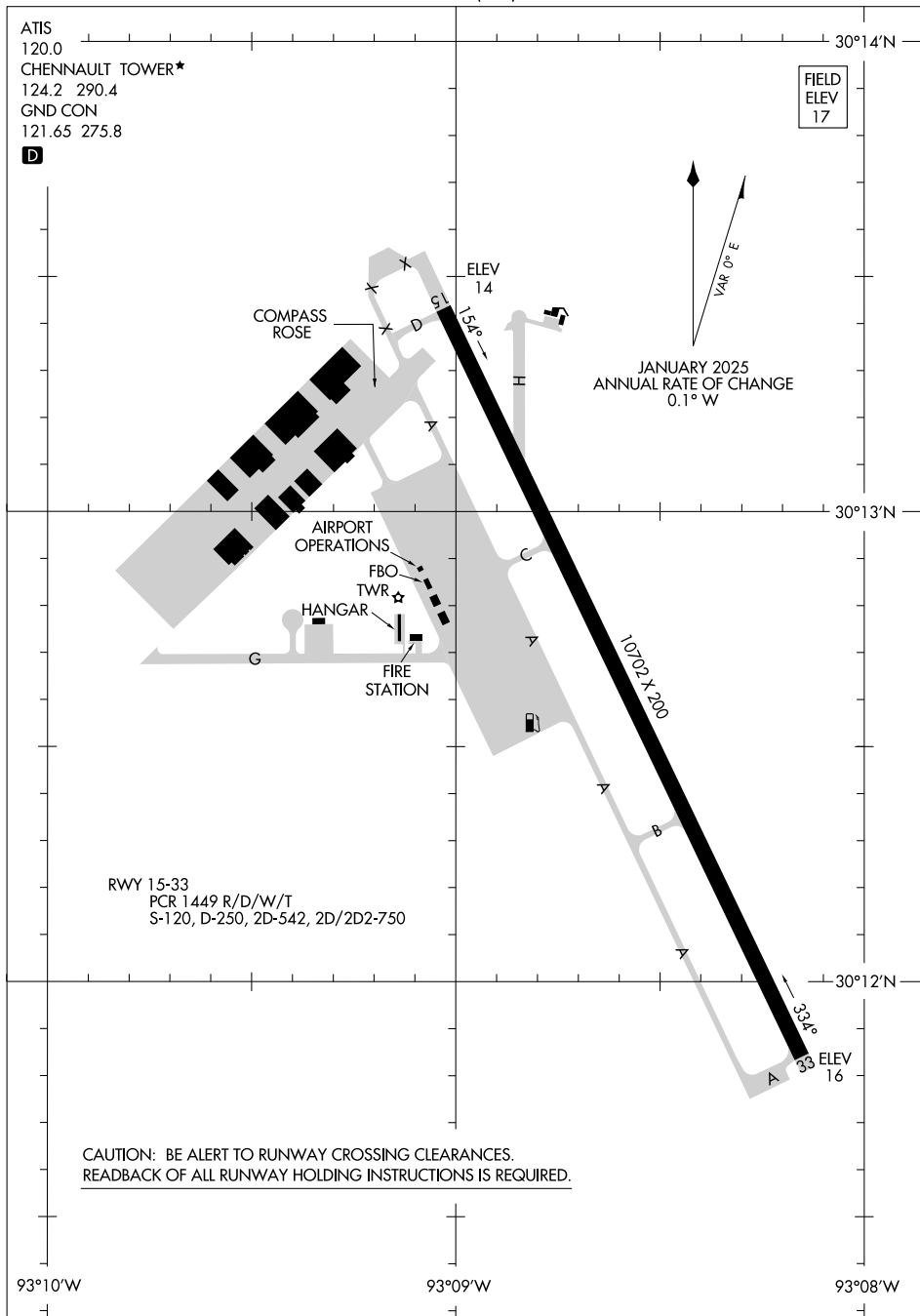
30°13'N-93°09'W

CHENNAULT INTL (CWF')

RNAV (GPS) RWY 33

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



AIRPORT DIAGRAM

LAKE CHARLES, LOUISIANA
CHENNAULT INTL (CWF)

SC-4, 03 SEP 2026 to 29 OCT 2026

LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

25275

LOC/DME I-LCH	APP CRS	Rwy Ldg
109.1	152°	6500
Chan 28		TDZE 12
		Apt Elev 15

ILS or LOC RWY 15

LAKE CHARLES RGNL (LCH)

⚠ For inop ALS, increase S-LOC 15 Cats C and D visibility to 1½ mile.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

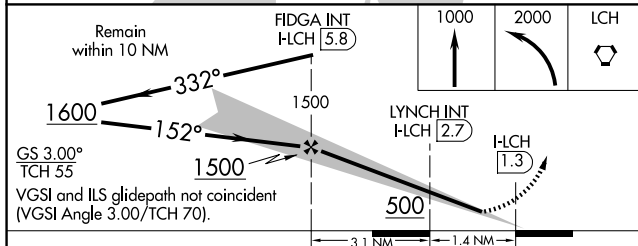
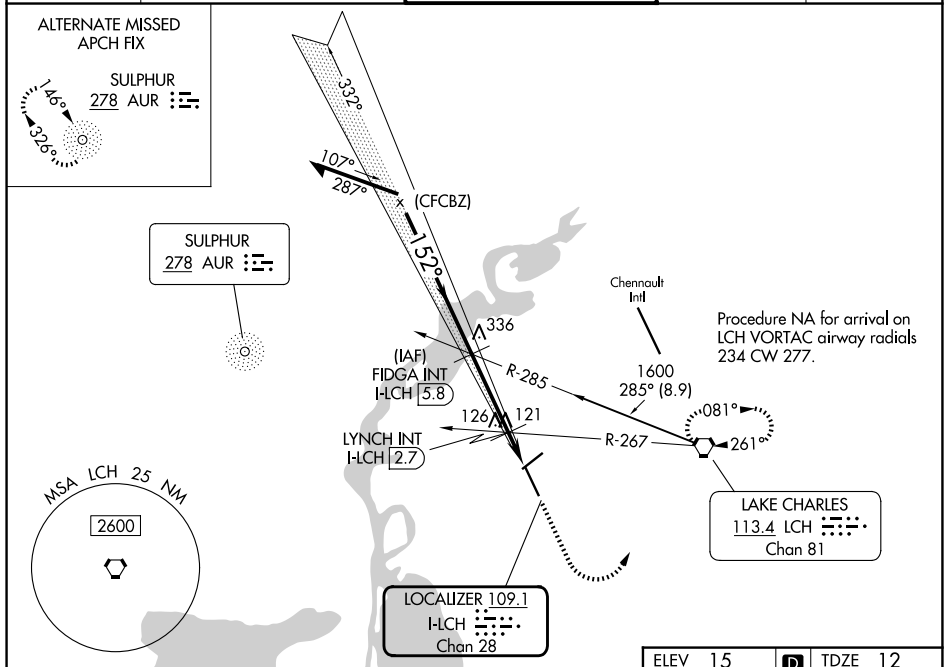
ASR

MALSR

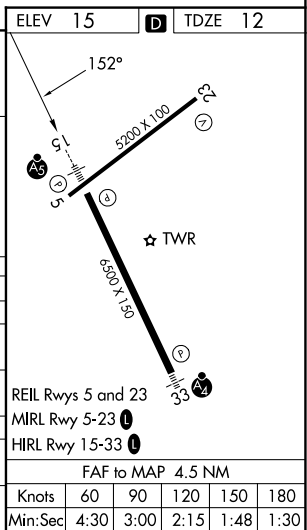
A5

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct LCH VORTAC and hold, continue climb-in-hold to 2000.

ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 15*	212/24 200 (200-½)			
S-LOC 15	500/24	488 (500-½)	500/50	488 (500-1)
CIRCLING	500-1	485 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)
LYNCH FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 15	440/24	428 (500-½)	440/40	428 (500-¾)
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)



LAKE CHARLES, LOUISIANA
Amdt 23A 08SEP22

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)

ILS or LOC RWY 15

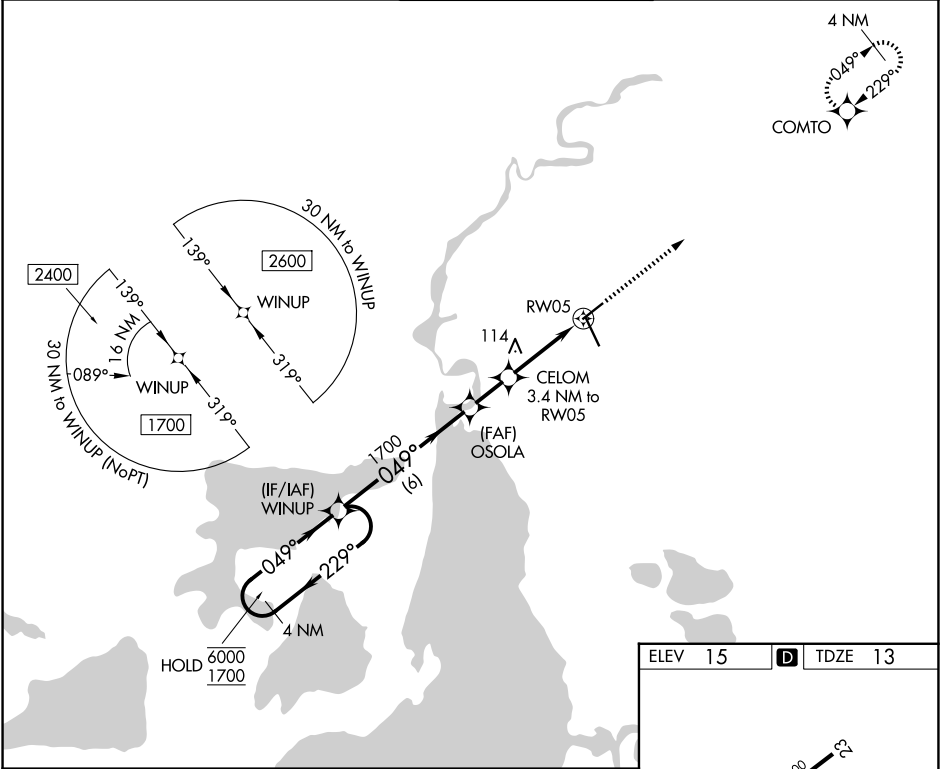
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

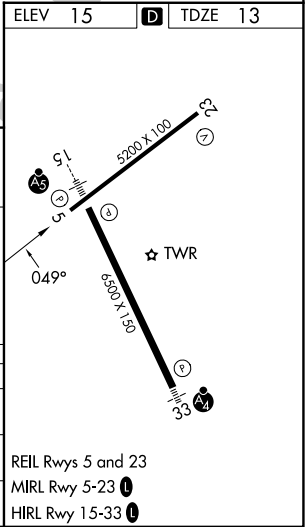
WAAS CH 69440 W05A	APP CRS 049°	Rwy Ldg TDZE 13 Apt Elev 15
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RNAV (GPS) RWY 5
LAKE CHARLES RGNL (LCH)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1900 direct COMTO and hold.		
ASR Rwy 5 helicopter visibility reduction below ¾ SM NA.				
ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 0 257.8	GND CON 121.8	UNICOM 122.95



4 NM Holding Pattern		WINUP	OSOLA	CELOM 3.4 NM to RW05	1900	COMTO
6000 ← 229°		049° → 1700	3.00° TCH 49°	0.9 NM to RW05		
		6 NM	1.8 NM	2.5 NM	0.9	
CATEGORY	A	B	C	D		
LP MDA	360-1		347 (400-1)			
LNAV MDA	380-1		367 (400-1)			
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)		



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

25275

WAAS CH 65629 W15A	APP CRS 152°	Rwy Ldg 6500 TDZE 11 Apt Elev 15
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RNAV (GPS) RWY 15
LAKE CHARLES RGNL (LCH)

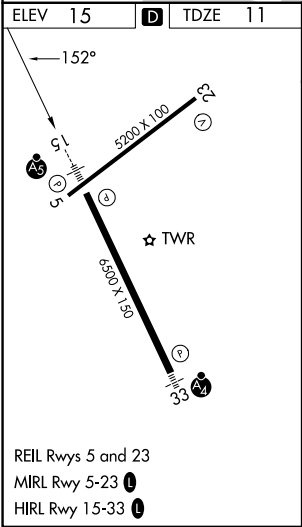
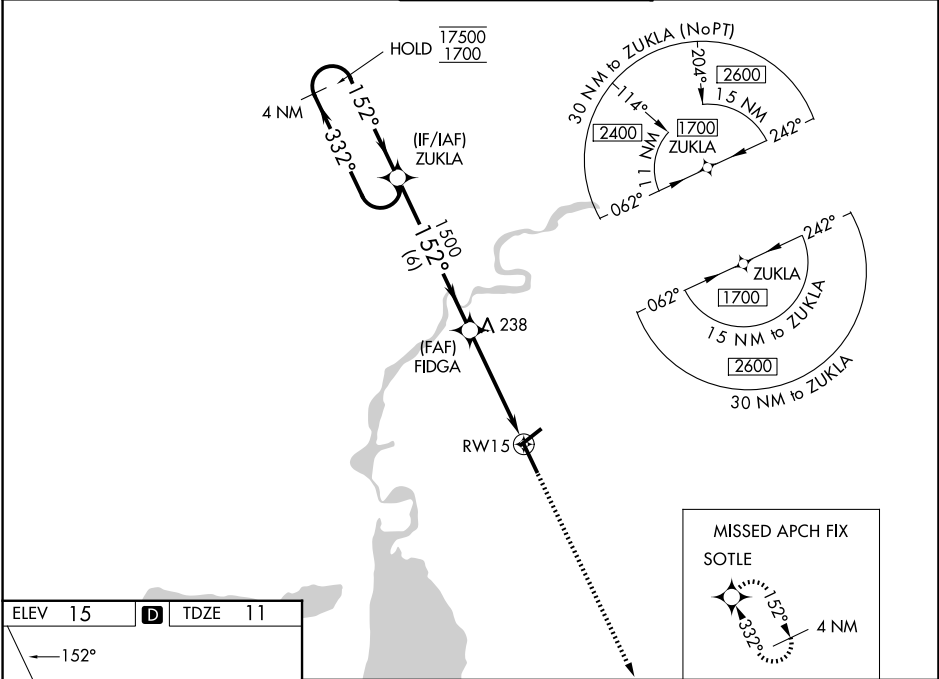
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C. or above 43°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to 1 3/8 SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA.



MISSED APPROACH:
Climb to 1900 direct
SOTLE and hold.

ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).		1900	SOTLE
ZUKLA		FIDGA		RWY 15	
17500 1700		1500		1.3 NM to RWY 15	
GP 3.00° TCH 55		1500		6 NM	
332°		152°		3.2 NM	
152°		1500		1.3	
CATEGORY	A	B	C	D	
LPV DA *	211/24		200 (200-1/2)		
LNAV/VNAV DA	300/24		289 (300-1/2)		
LNAV MDA	500/24		500/50		489 (500-1)
CIRCLING	500-1		580-1 1/2		680-2
	485 (500-1)		565 (600-1 1/2)		665 (700-2)

LAKE CHARLES, LOUISIANA
Amdt 1D 12JUN25

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)
RNAV (GPS) RWY 15

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

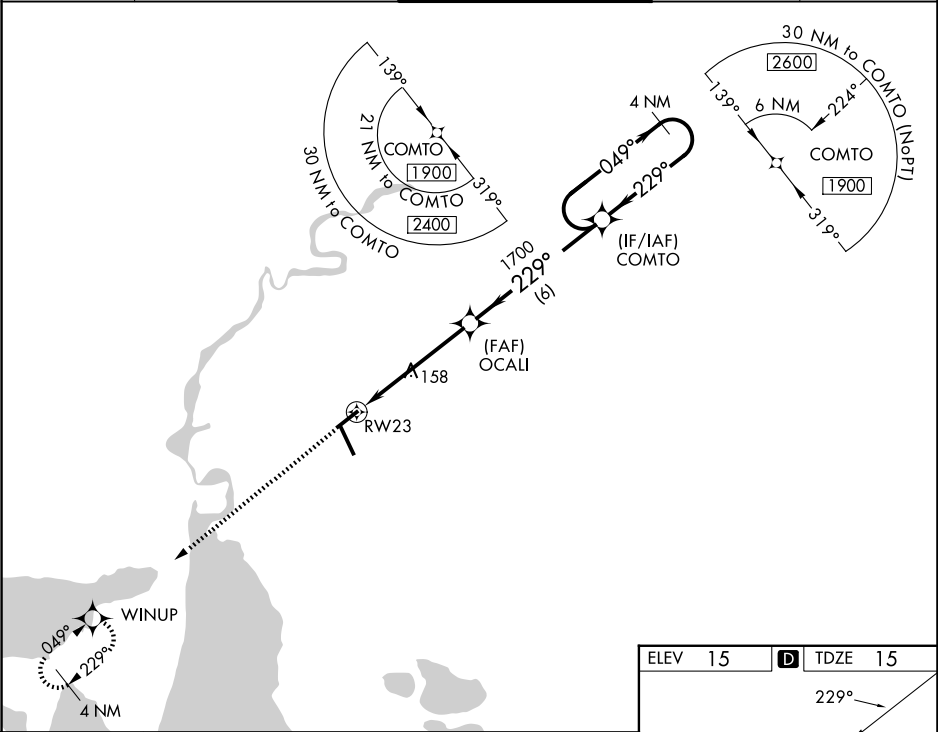
WAAS CH 61041 W23A	APP CRS 229°	Rwy Ldg TDZE Apt Elev	5200 15 15
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RNAV (GPS) RWY 23

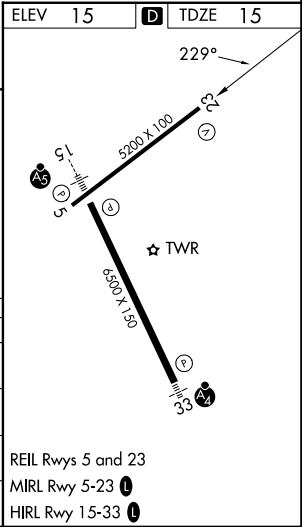
LAKE CHARLES RGNL (LCH)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1700 direct WINUP and hold.
ASR For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -2°C or above 54°C. Rwy 23 helicopter visibility reduction below ¾ SM NA.	

ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95
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1700	WINUP	OCALI	COMTO	4 NM Holding Pattern
1.1 NM to RWY23	1.1	4 NM	6 NM	
1700	1700	1900	1900	GP 3.00° TCH 47
CATEGORY	A	B	C	D
LPV DA	265-¾		250 (300-¾)	
LNAV/VNAV DA	301-⅞		286 (300-⅞)	
LNAV MDA	420-1 405 (500-1)		420-1½ 405 (500-1½)	
CIRCLING	440-1 425 (500-1)		580-1½ 665 (700-2)	



LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

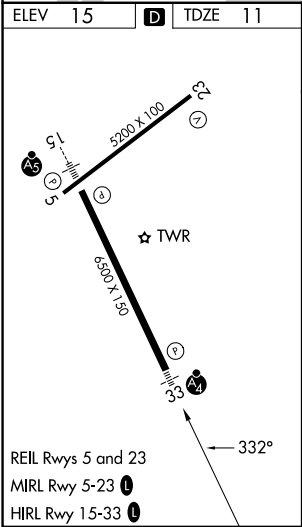
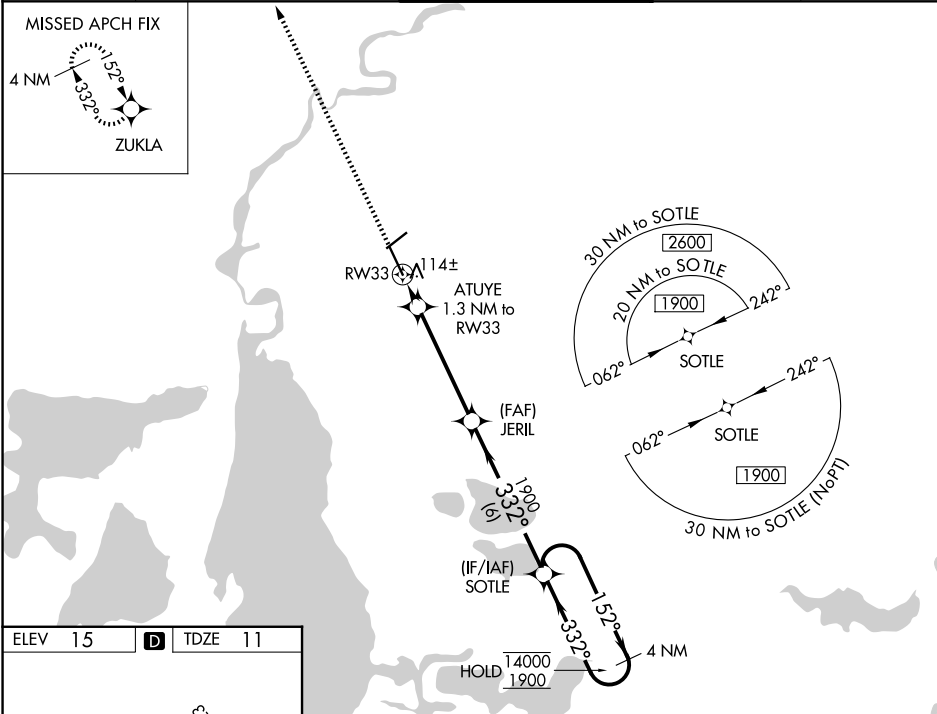
25275

WAAS CH 56215 W33A	APP CRS 332°	Rwy Ldg TDZE Apt Elev	6500 11 15
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RNAV (GPS) RWY 33
LAKE CHARLES RGNL (LCH)

RNP APCH - GPS.	MALSF	MISSED APPROACH: Climb to 1700 direct ZUKLA and hold.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 43°C. Inop table does not apply to LPV all Cats. For inop ALS, increase ASR LNAV/VNAV all Cats visibility to ½ SM.		

ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95
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1700	ZUKLA	JERIL 1900	SOTLE	4 NM Holding Pattern
ATUYE 1.3 NM to RW33	1900	332°	152°	14000 1900 GP 3.00° TCH 50
RW33 1.3 NM	4.5 NM	6 NM		
CATEGORY	A	B	C	D
LPV DA		211-¾	200 (200-¾)	
LNAV/VNAV DA		296-¾	285 (300-¾)	
LNAV MDA		380-¾	369 (400-¾)	
CIRCLING	440-1 425 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)

LAKE CHARLES, LOUISIANA
Amdt 2D 12JUN25

30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)
RNAV (GPS) RWY 33

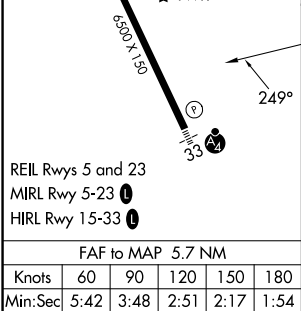
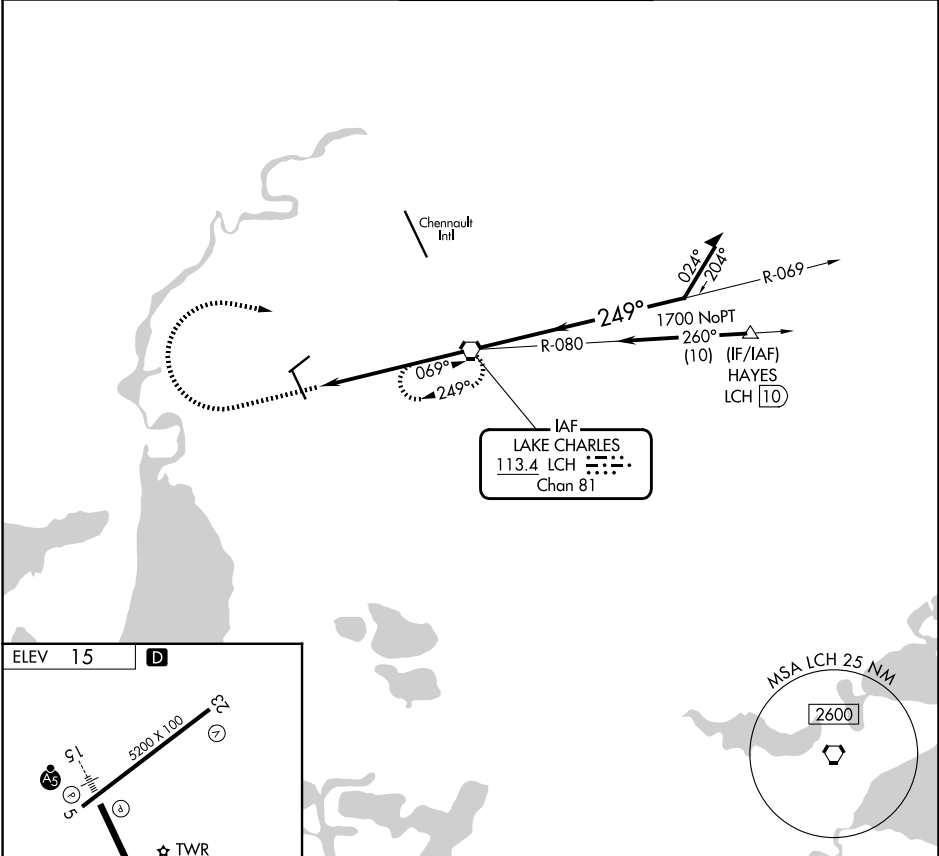
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

VORTAC LCH 113.4 Chan 81	APP CRS 249°	Rwy Ldg TDZE Apt Elev N/A 15
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VOR-A
LAKE CHARLES RGNL (LCH)

ASR		MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct LCH VORTAC and hold, continue climb-in-hold 3000.		
ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95



1700	3000	LCH	LCH VORTAC		Remain within 10 NM
LCH 5.7		1700	069°	249°	1700
5.7 NM					
FAF to MAP 5.7 NM					
CATEGORY	A	B	C	D	
CIRCLING	460-1 445 (500-1)	480-1 465 (500-1)	580-1½ 565 (600-1½)	680-2 665 (700-2)	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LAKE CHARLES, LOUISIANA

AL-5083 (FAA)

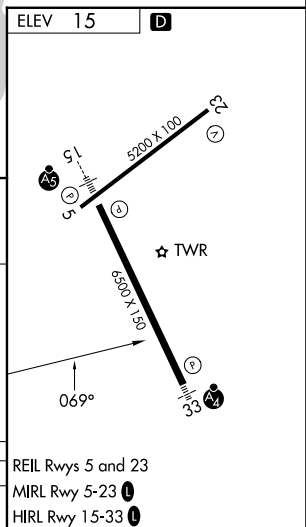
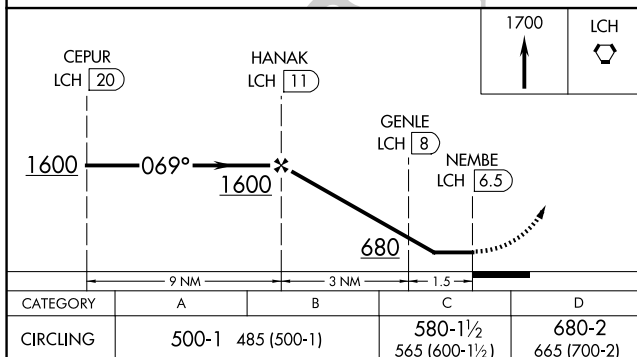
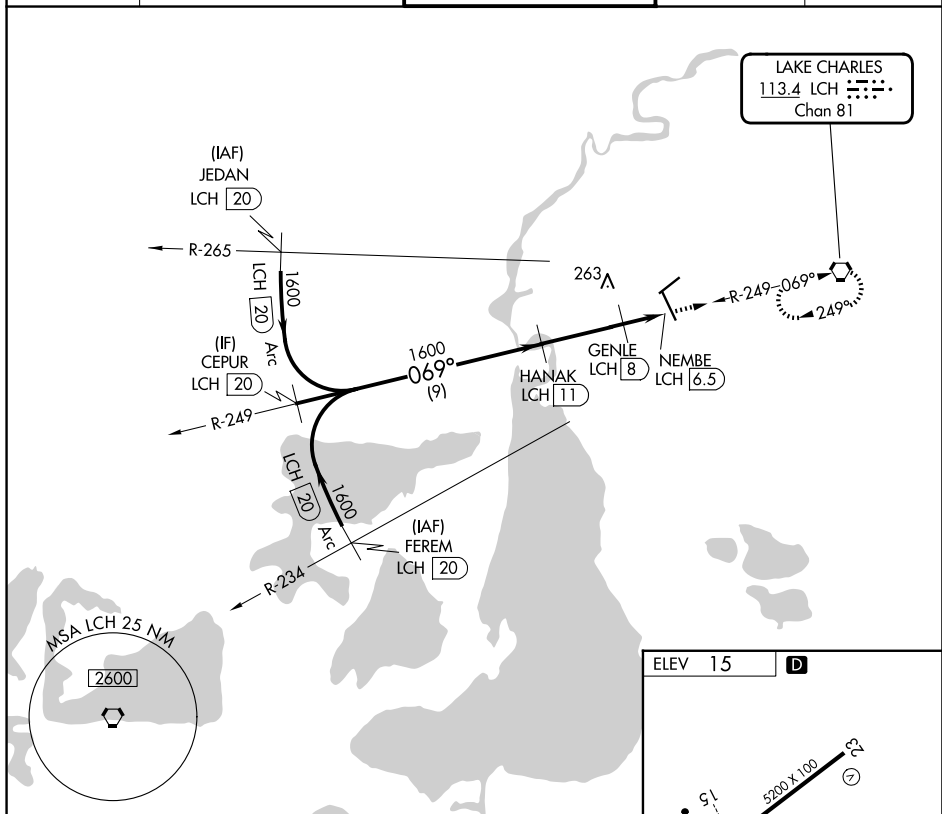
25275

VORTAC LCH 113.4 Chan 81	APP CRS 069°	Rwy Idg TDZE Apt Elev N/A N/A 15
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VOR-B

LAKE CHARLES RGNL (LCH)

DME required.		MISSED APPROACH: Climb to 1700 direct LCH VORTAC and hold.		
ATIS 118.75	LAKE CHARLES APP CON★ 119.35 353.75	LAKE CHARLES TOWER★ 120.7 (CTAF) 257.8	GND CON 121.8	UNICOM 122.95



LAKE CHARLES, LOUISIANA

Amdt 9 25JAN24

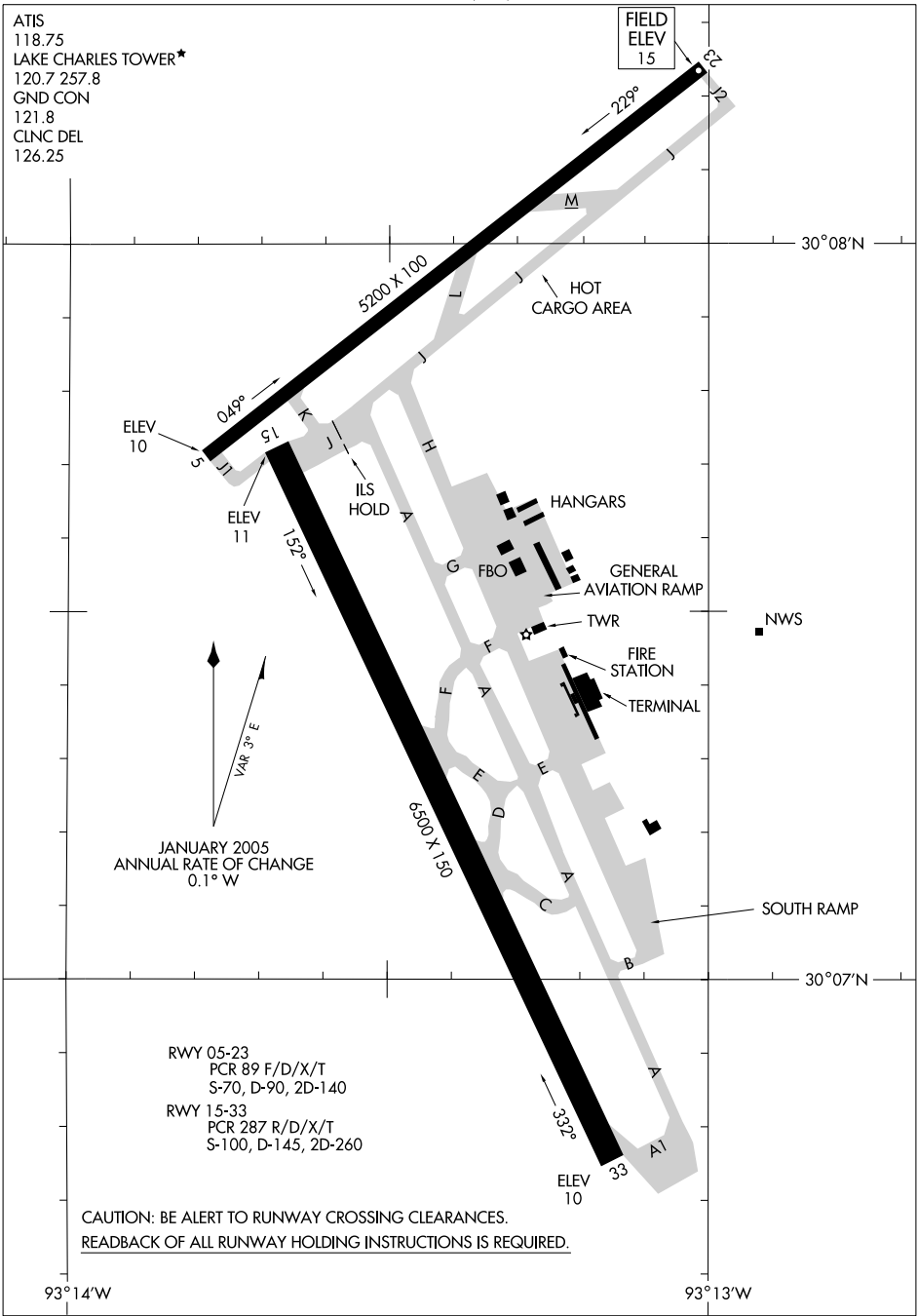
30°08'N-93°13'W

LAKE CHARLES RGNL (LCH)

VOR-B

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



LAUREL, MISSISSIPPI

AL-5185 (FAA)

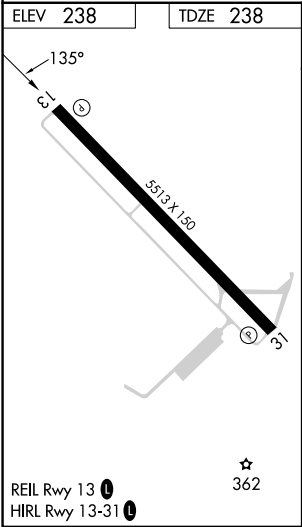
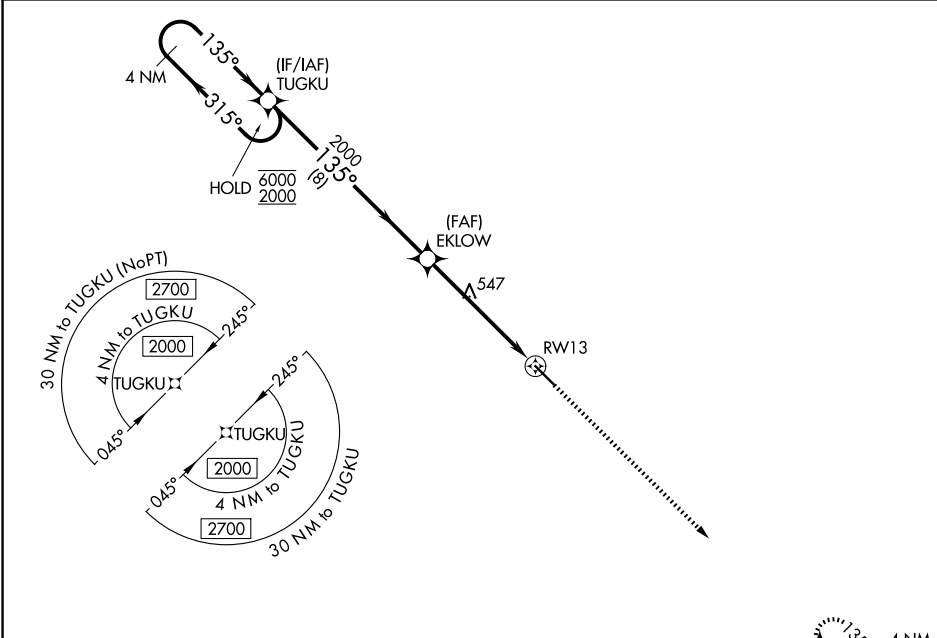
25275

WAAS CH 45704 W13A	APP CRS 135°	Rwy Ldg TDZE 238 Apt Elev 238
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RNAV (GPS) RWY 13
HESLER/NOBLE FLD (LUL)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV ▲ NA below -15°C or above 54°C.	MISSED APPROACH: Climb to 2000 direct IPAXE and hold.
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AWOS-3PT 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern				2000	IPAXE
TUGKU				EKLOW	
6000 ← 315°				2000	1.7 NM to RWY13
2000 ← 135°				2000	
GP 3.00°					
TCH 40					
8 NM				3.8 NM	1.7 NM
CATEGORY	A	B	C	D	
LPV DA	488-1 250 (300-1)				
LNAV/VNAV DA	759-1¾ 521 (600-1¾)				
LNAV MDA	800-1	562 (600-1)	800-1½ 562 (600-1½)	800-2 562 (600-2)	
CIRCLING	800-1	562 (600-1)	1040-2¼ 802 (900-2¼)	1060-2¾ 822 (900-2¾)	

LAUREL, MISSISSIPPI
Amdt 1D 02OCT25

31°40'N-89°10'W

HESLER/NOBLE FLD (LUL)
RNAV (GPS) RWY 13

SC-4, 03 SEP 2026 to 29 OCT 2026

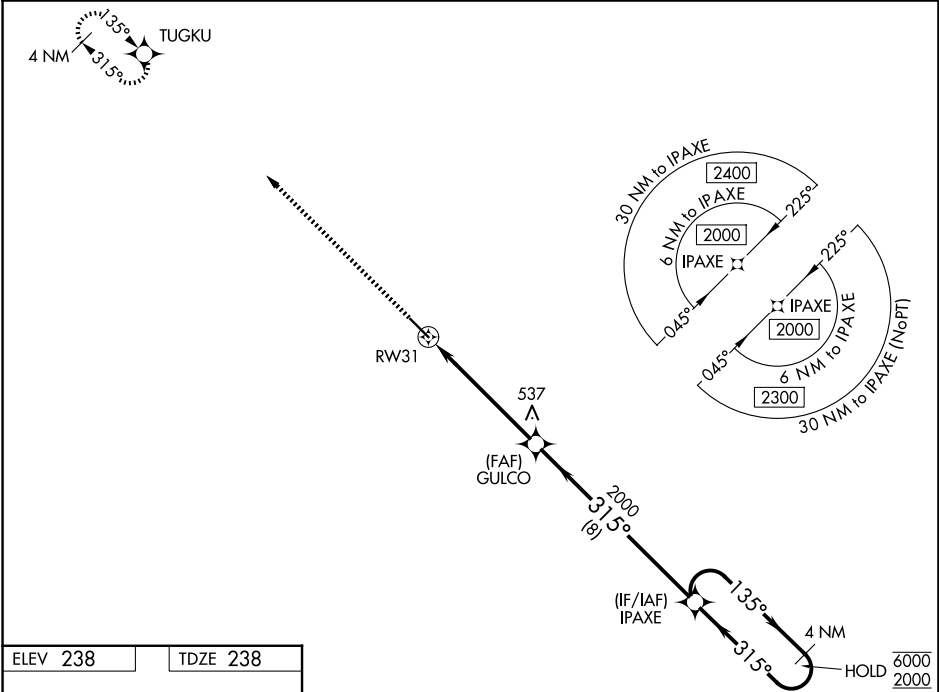
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86404 W31A	APP CRS 315°	Rwy Ldg TDZE 238 Apt Elev 238
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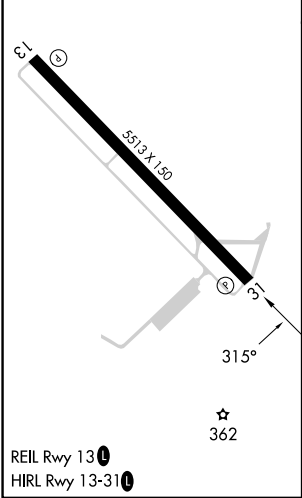
RNAV (GPS) RWY 31
HESLER/NOBLE FLD (LUL)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. ▲	MISSED APPROACH: Climb to 2000 direct TUGKU and hold.
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AWOS-3PT 119.275	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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ELEV 238	TDZE 238
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2000	TUGKU				
		GULCO	IPAXE		4 NM Holding Pattern
		2000	2000	6000	2000
		1.8 NM to RW31	315°	135°	GP 3.00°
		1.8 NM	3.7 NM	8 NM	TCH 40
CATEGORY	A	B	C	D	
LPV DA		524-1	286 (300-1)		
LNAV/VNAV DA		554-1	316 (400-1)		
LNAV MDA	840-1	602 (700-1)	840-1¾	602 (700-1¾)	
CIRCLING	840-1	602 (700-1)	1040-2¼ 802 (900-2¼)	1060-2¾ 822 (900-2¾)	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LEESVILLE, LOUISIANA

AL-9048 (FAA)

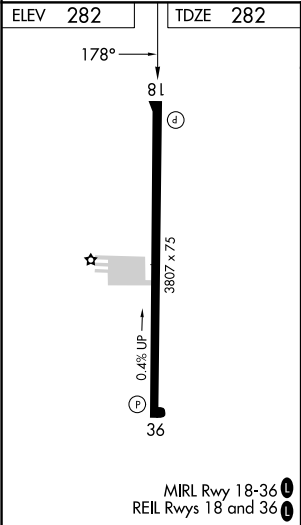
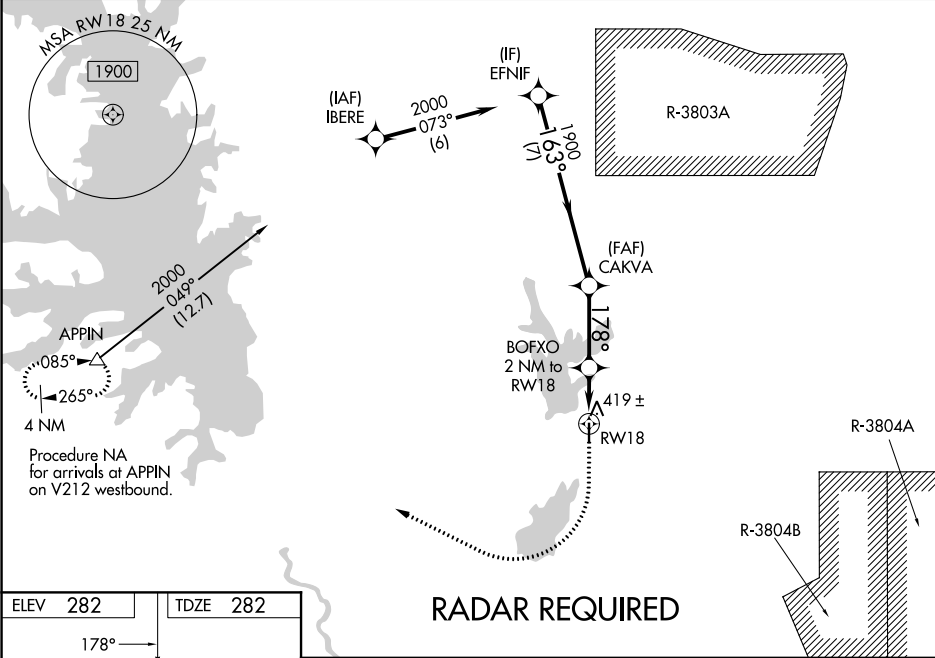
26190

WAAS CH 77725 W18A	APP CRS 178°	Rwy Ldg TDZE Apt Elev	3807 282 282
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RNAV (GPS) RWY 18
LEESVILLE (L39)

⚠ NA When VGSI inop, Circling Rwy 36 NA at night. Baro-VNAV NA. When VGSI inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Fort Polk altimeter setting; when not received, use De Ridder altimeter setting and increase all DA 26 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C visibility 1/8 SM, and Circling Cat C visibility 1/4 SM.	MISSED APPROACH: Climb to 800 then climbing right turn to 4000 direct APPIN and hold.
--	--

KPOE ATIS 134.85 282.2	MAKS APP CON 123.7 261.3	UNICOM 122.8 (CTAF) ①
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	800	4000	APPIN	
	↑	↷	△	
*LNAV only.				
	BOFXO 2 NM to RW18	CAKVA	EFNIF	
				2000
				GP 3.00° TCH 50
	2 NM	2.9 NM	7 NM	
CATEGORY	A	B	C	D
LPV DA	564-1	282 (300-1)		NA
LNAV/VNAV DA	622-1 1/8	340 (400-1 1/8)		NA
LNAV MDA	720-1	438 (500-1)	720-1 1/4 438 (500-1 1/4)	NA
CIRCLING	760-1 478 (500-1)	800-1 518 (600-1)	1000-2 718 (800-2)	NA

LEESVILLE, LOUISIANA

Orig-B 19MAY22

31°10'N-93°21'W

LEESVILLE (L39)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LEXINGTON, MISSISSIPPI

AL-6752 (FAA)

26246

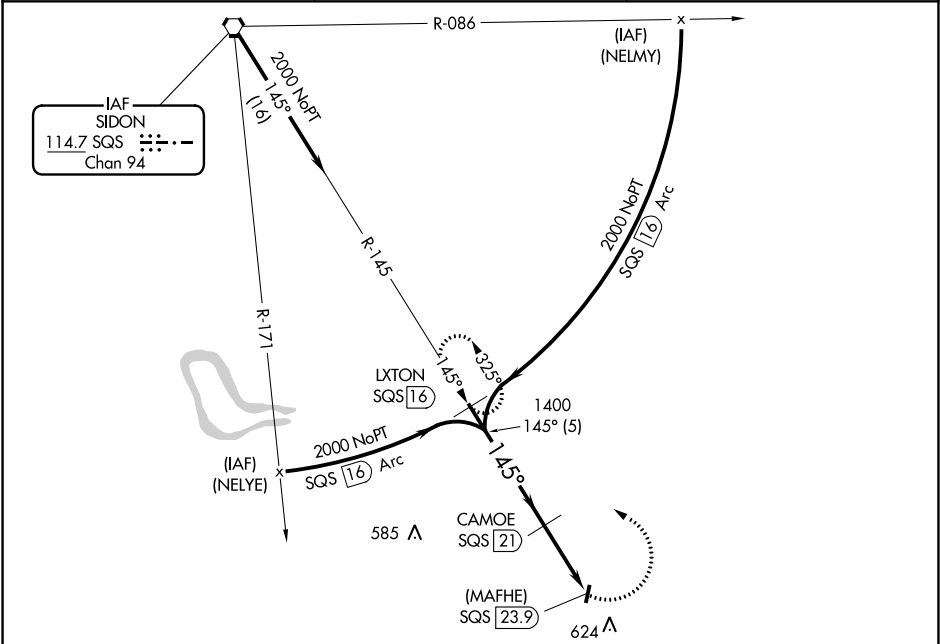
VORTAC SQS	APP CRS	Rwy Ldg	N/A
114.7	145°	TDZE	N/A
Chan 94		Apt Elev	340

VOR/DME or GPS-A

C A MOORE (19M)

▼ Use Greenwood altimeter setting. ▲ NA Procedure NA at night. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing left turn to 2000 on SQS R-145 to LXTON 16 DME and hold.
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GWO ASQS 119.975	MEMPHIS CENTER 132.5 259.1	CTAF 122.9
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Procedure Turn NA	LXTON SQS 16		CAMOE SQS 21		MAFHE SQS 23.9		LXTON SQS 16	
	2000		1400		1400		2000	
CATEGORY	A		B		C		D	
CIRCLING	920-1 580 (600-1)		960-1¼ 620 (700-1¼)		1020-2 680 (700-2)		NA	

MIRL Rwy 1-19

LEXINGTON, MISSISSIPPI
Orig-C 04NOV21

33°08'N-90°02'W

VOR/DME or GPS-A

C A MOORE (19M)

SC-4, 03 SEP 2026 to 29 OCT 2026

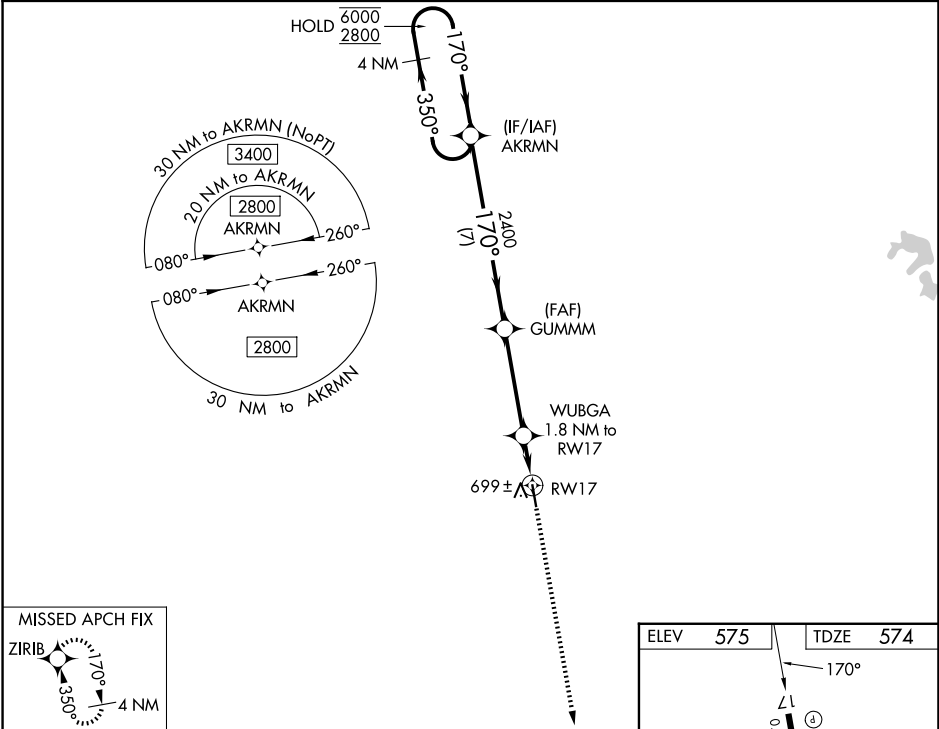
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70336 W17A	APP CRS 170°	Rwy Ldg TDZE 574 Apt Elev 575	4669
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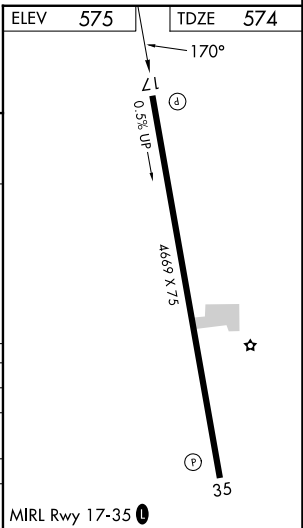
RNAV (GPS) RWY 17
LOUISVILLE/WINSTON COUNTY (LMS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2800 direct ZIRIB and hold.
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AWOS-3PT 118.325	MEMPHIS CENTER 132.75 263.0	UNICOM 122.7 (CTAF) 0
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.25/TCH 48).				
4 NM Holding Pattern				
GP 3.00° TCH 45				
7 NM 3.9 NM 0.8 NM 1.1 NM				
CATEGORY	A	B	C	D
LPV DA	824-1		250 (300-1)	
RNAV/ VNAV DA	880-1		306 (400-1)	
RNAV MDA	960-1	386 (400-1)	960-1½	386 (400-1½)
CIRCLING	1020-1 445 (500-1)	1260-1 685 (700-1)	1260-2 685 (700-2)	1260-2¼ 685 (700-2¼)



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

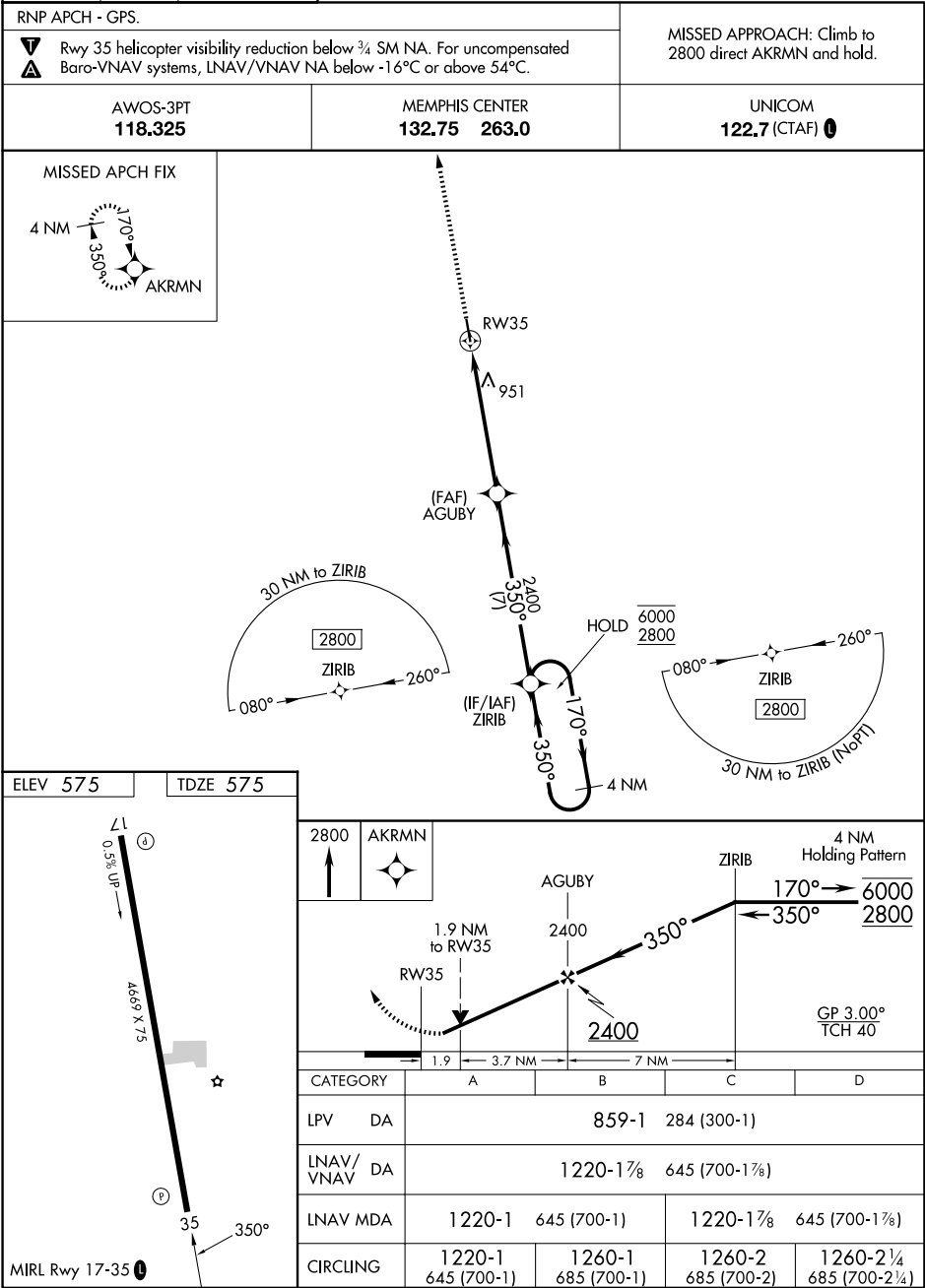
LOUISVILLE, MISSISSIPPI

AL-5868 (FAA)

26078

WAAS CH 53335 W35A	APP CRS 350°	Rwy Ldg TDZE 575 Apt Elev 575	4669
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RNAV (GPS) RWY 35
LOUISVILLE/WINSTON COUNTY (LMS)



LOUISVILLE, MISSISSIPPI
Amdt 3 29DEC22

33°09'N-89°04'W

LOUISVILLE/WINSTON COUNTY (LMS)
RNAV (GPS) RWY 35

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69231 W17A	APP CRS 174°	Rwy Ldg 4444 TDZE 325 Apt Elev 325
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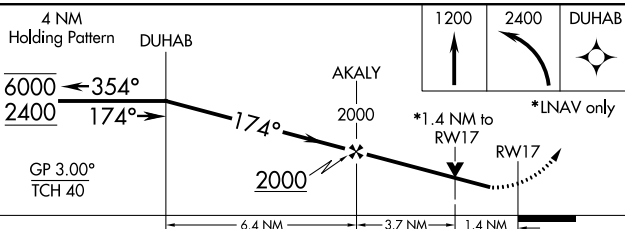
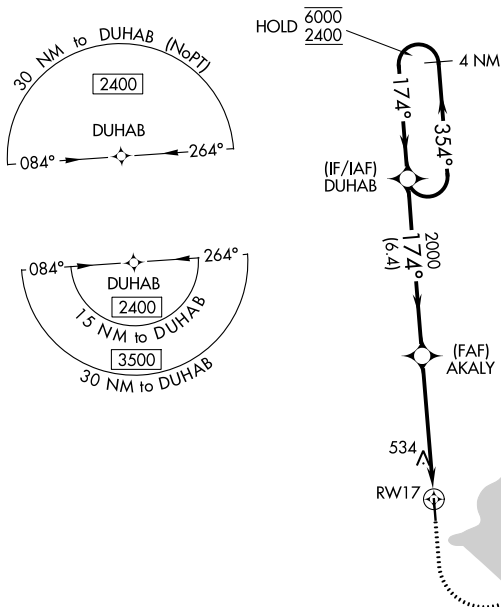
RNAV (GPS) RWY 17

RNP APCH.

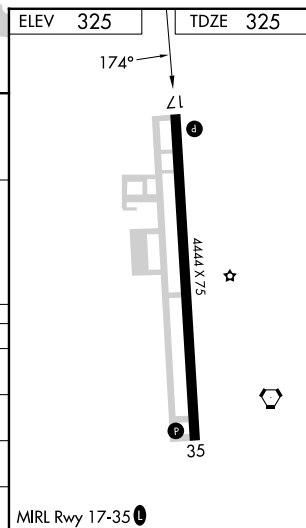
- Baro-VNAV and VDP NA when using Jackson-Medgar Wiley Evers Intl altimeter setting.**
Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all DA 21 feet and all MDA 40 feet, and increase LNAV/VNAV visibility $\frac{1}{8}$ SM, and Circling Cats C/D visibility $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2400 direct DUHAB and hold.

AWOS-3PT 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) ①
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CATEGORY		A	B	C	D
LPV	DA	600-7 $\frac{1}{2}$ 275 (300-7 $\frac{1}{2}$)			
LNAV/ VNAV	DA	832-1 $\frac{3}{8}$ 507 (600-1 $\frac{3}{8}$)			
LNAV	MDA	800-1 475 (500-1)		800-1 $\frac{3}{8}$ 475 (500-1 $\frac{3}{8}$)	
CIRCLING		820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)



MADISON, MISSISSIPPI

AL-5164 (FAA)

26190

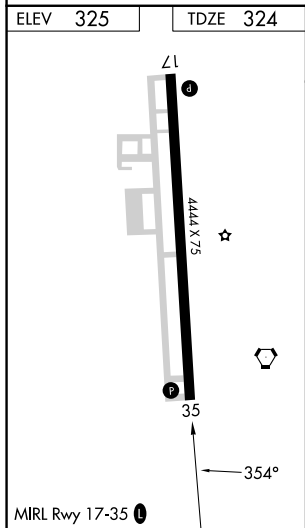
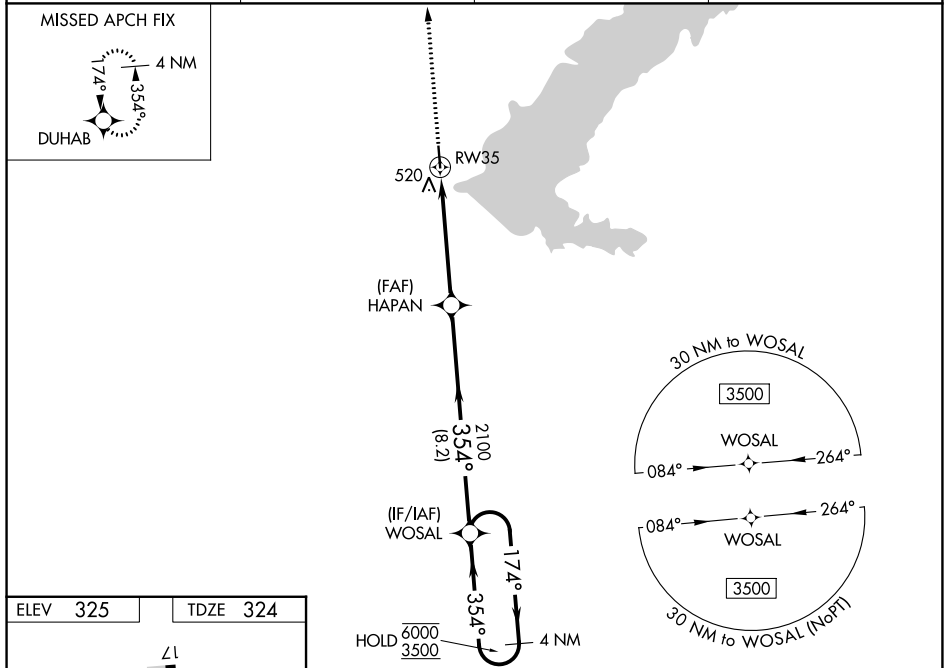
WAAS CH 72631 W35A	APP CRS 354°	Rwy Ldg TDZE 324 Apt Elev 325
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RNAV (GPS) RWY 35

BRUCE CAMPBELL FLD (MBO)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 direct DUHAB and hold.
	Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3PT 119.125	JACKSON APP CON ★ 123.9 317.7	CLNC DEL 125.9	UNICOM 122.8 (CTAF) 0
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2400	DUHAB	VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 54).		4 NM
		HAPAN		WOSAL Holding Pattern
		1 NM to RW35	2100	174° → 6000 ← 354° 3500
		1 NM	4 NM	8.2 NM
CATEGORY	A	B	C	D
LPV DA	643-7/8 319 (400-7/8)			
LNAV/VNAV DA	760-1 4/4 436 (500-1 4/4)			
LNAV MDA	780-1	456 (500-1)	780-1 3/8	456 (500-1 3/8)
CIRCLING	820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2 1/4 715 (800-2 1/4)

MADISON, MISSISSIPPI
Amdt 1A 05OCT23

32°26'N-90°06'W

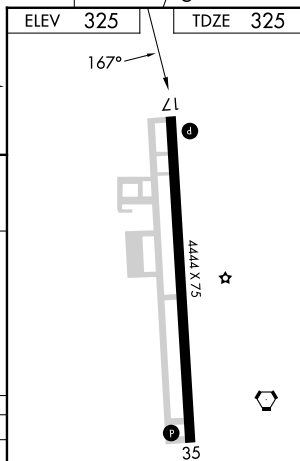
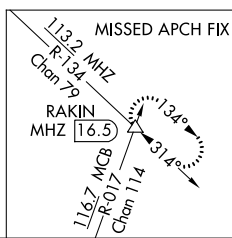
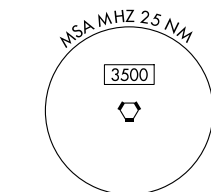
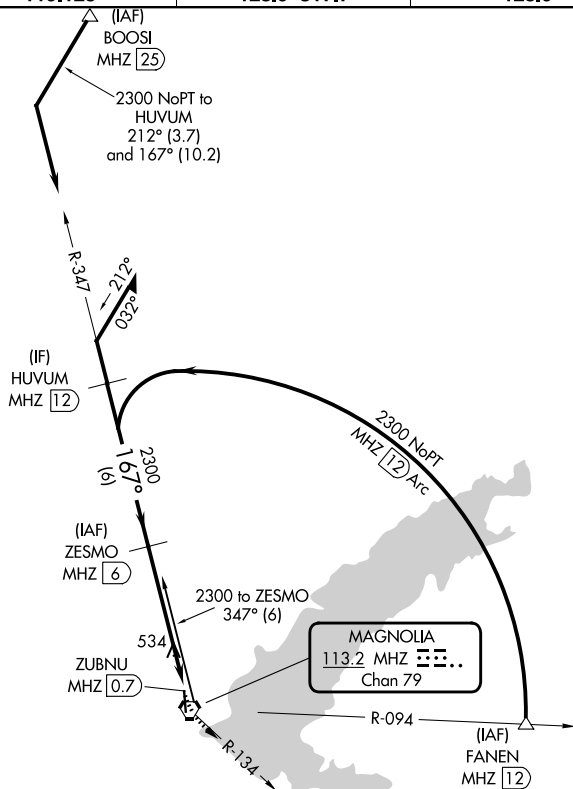
BRUCE CAMPBELL FLD (MBO)

RNAV (GPS) RWY 35

VOR RWY 17
BRUCE CAMPBELL FLD (MBO)

T Rwy 17 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Jackson-Medgar Wiley Evers Intl altimeter setting and increase all MDA 40 feet, and Circling Cats C/D $\frac{1}{4}$ SM. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

MISSED APPROACH: Climbing left turn to 3000 on MHZ VORTAC R-134 to RAKIN INT/MHZ 16.5 DME.

UNICOM
122.8 (CTAF) **L**

Remain
within 10 NM

VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 38).

3000 MHZ R-134	RAKIN △
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CATEGORY	A	B	C	D
S-17	800-1	475 (500-1)	800-1 $\frac{3}{8}$	475 (500-1 $\frac{3}{8}$)
CIRCLING	820-1 495 (500-1)	840-1 515 (600-1)	1040-2 715 (800-2)	1040-2 $\frac{1}{4}$ 715 (800-2 $\frac{1}{4}$)

MIRL Rwy 17-35 **L**

MAGEE, MISSISSIPPI

AL-9829 (FAA)

26022

WAAS CH 62835 W18A	APP CRS 180°	Rwy Ldg 3103 TDZE 555 Apt Elev 555
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RNAV (GPS) RWY 18

MAGEE MUNI (17M)

▼ Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night.
▲ NA Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

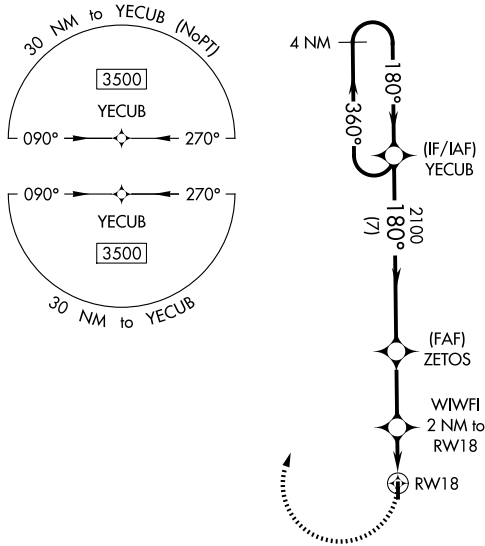
MISSED APPROACH: Climbing right turn to 3500 direct YECUB and hold.

1R7 AWOS-3P
118.125

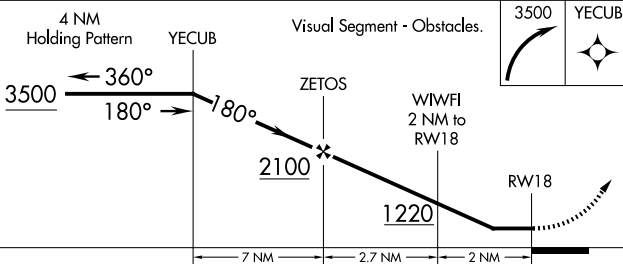
JAN ASOS
121.05

MEMPHIS CENTER
125.975 307.275

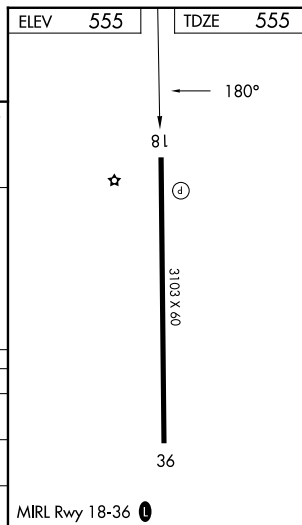
UNICOM
122.8 (CTAF) 0



ELEV **555** TDZE **555**



CATEGORY	A	B	C	D
LP MDA	1060-1	505 (600-1)	1060-1 $\frac{3}{8}$ 505 (600-1 $\frac{3}{8}$)	NA
LNAV MDA	1080-1	525 (600-1)	1080-1 $\frac{1}{2}$ 525 (600-1 $\frac{1}{2}$)	NA
CIRCLING	1080-1 525 (600-1)	1160-1 605 (700-1)	1260-2 705 (800-2)	NA



MAGEE, MISSISSIPPI

Orig-A 25MAY17

31°52'N-89°48'W

MAGEE MUNI (17M)

RNAV (GPS) RWY 18

WAAS CH 69235 W36A	APP CRS 360°	Rwy Ldg 3103 TDZE 555 Apt Elev 555
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RNAV (GPS) RWY 36

MAGEE MUNI (17M)

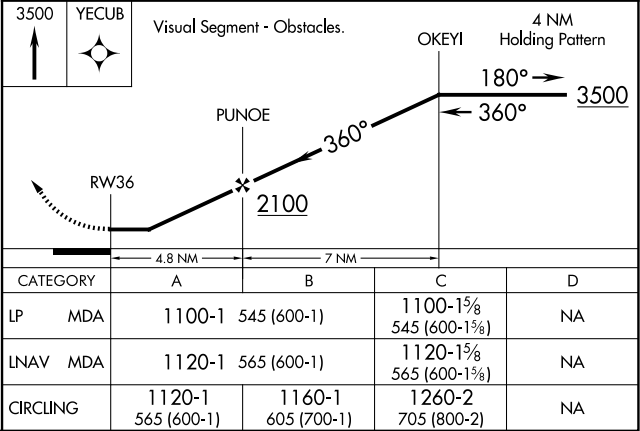
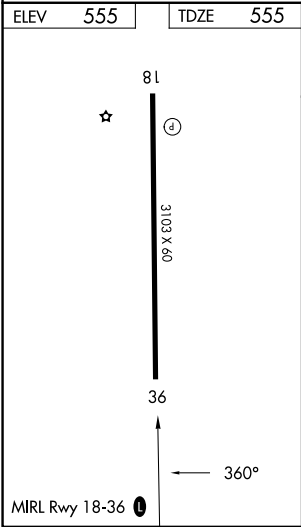
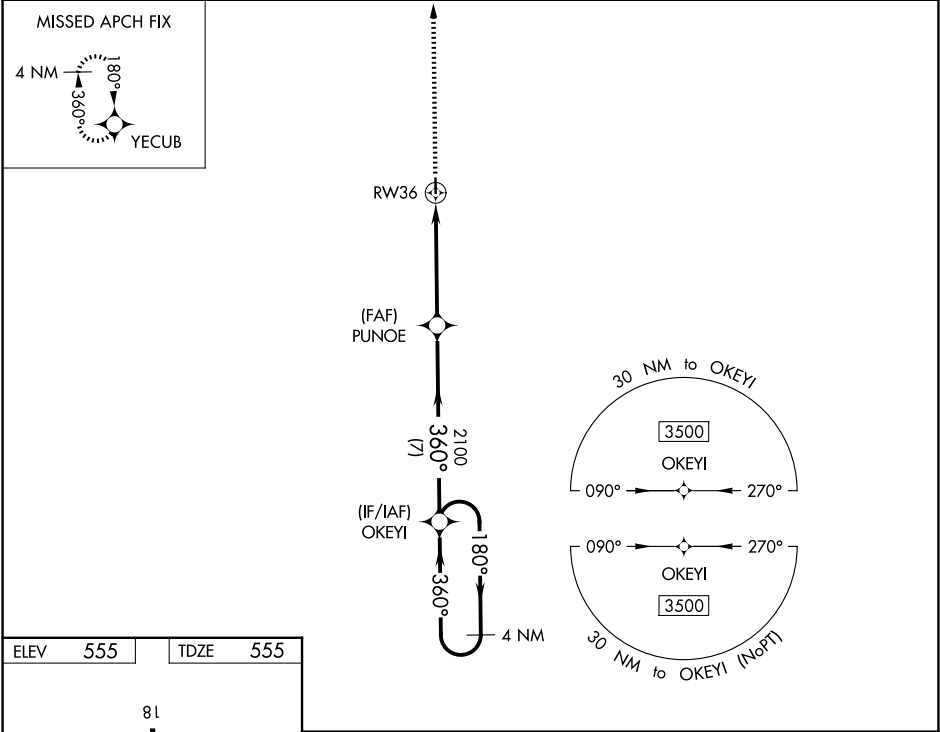
▼

NA

Use Brookhaven altimeter setting; when not received, use Jackson-Medgar Wiley Evers Intl altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 18, 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct YECUB and hold.

1R7 AWOS-3P 118.125	JAN ASOS 121.05	MEMPHIS CENTER 125.975 307.275	UNICOM 122.8 (CTAF) 0
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

FORT POLK, LOUISIANA

RNAV (GPS) RWY 16

WAAS CH 99069 W16A	APCH CRS 158°	Rwy Idg TDZE 328 Arpt Elev 330
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[USA]

MAKS AAF (FORT POLK) (KPOE)

RNP APCH - GPS

RADAR required for arrivals at CATVO.

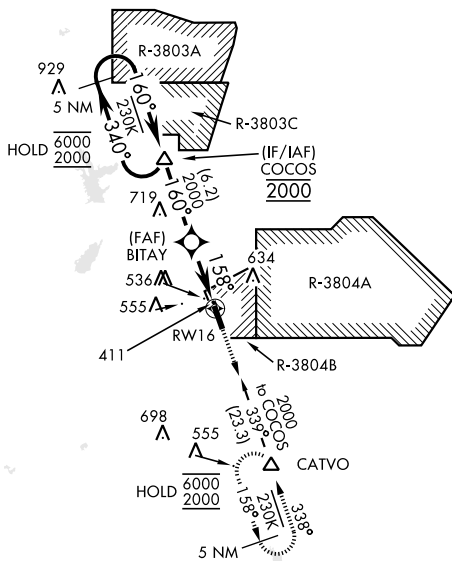
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C or above 54°C.
When control tower is closed, increase vis to 1 mile.

MISSED APPROACH: Climb to 2000 direct CATVO and hold.

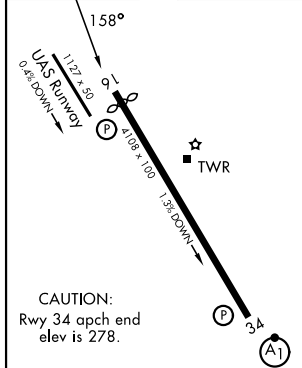
ATIS 134.85 282.2	APP CON 123.7 261.3	TOWER 41.5 119.0 (CTAF) 257.75	GND CON 121.8 239.25	ASR/PAR
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NoPT for arrival at COCOS on V212 eastbound.

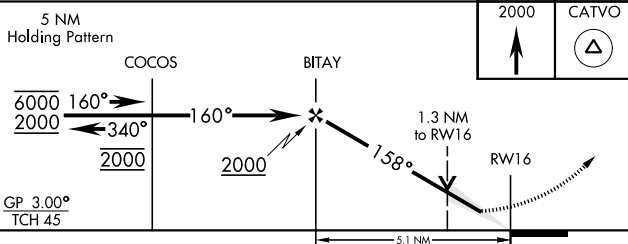
When R-3803C is active, procedure entry from COCOS not authorized. Expect RADAR vectors to final.



ELEV 330	TDZE 328
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HIRL Rwy 16-34
REIL Rwy 16-34



CATEGORY	A	B	C	D
LPV DA	611-7/8	283	(300-7/8)	
LNAV/VNAV DA	800-1 3/8	472	(500-1 3/8)	
LNAV MDA	800-1	472 (500-1)	800-1 3/8 472 (500-1 3/8)	
CIRCLING	880-1	550 (600-1)	880-1 1/2 550 (600-1 1/2)	940-2 610 (700-2)

FORT POLK, LOUISIANA

31° 03' N-93° 11' W

MAKS AAF (FORT POLK) (KPOE)

Amdt 3 15MAY25

RNAV (GPS) RWY 16

RNAV (GPS) RWY 34

WAAS
CH **88848**
W34A

APCH CRS
338°

Rwy Idg
TDZE **321**
Arprt Elev **330**

[USA]

MAKS AAF (FORT POLK) (KPOE)

RNP APCH - GPS

RADAR required for arrivals at CATVO.

▼ *When ALS inop, increase vis to 1 mile.
**When ALS inop, increase vis to 7⁄8 mile.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.
When control tower is closed, increase vis to 1 mile.

ALS-F-1

ATIS
134.85 282.2

APP CON
123.7 261.3

TOWER
41.5 119.0 (CTAF)
257.75

GND CON
121.8 239.25

ASR/PAR

R-3803A

R-3803C

R-3804A

R-3804B

929
Λ

5 NM

6000
2000

HOLD

6000
2000

338°

2000

719
Λ

536

555

463

435

698
Λ

555

338°

2000

158°

338°

5 NM

HOLD

6000
2000

When R-3803C active, missed approach holding (COCOS) not authorized. Expect RADAR vectors.

BITAY

634

RW34

(FAF) BIYAL

(IF/IAF) CATVO

2000

MSA RW 34 2.5 NM

2000

ELEV 330

TDZE 321

2000

BITAY

COCOS

1.4 NM to RW34

BIYAL

CATVO

5 NM Holding Pattern

158°

338°

6000

2000

GP 3.00°

TCH 45

CATEGORY	A	B	C	D
LPV DA *	668-¾	347	(400-¾)	
LNAV/VNAV DA**	594-¾ 273 (300-¾)	605-¾ 284 (300-¾)	613-¾ 292 (300-¾)	624-¾ 303 (300-¾)
LNAV MDA***	760-¾	439	(500-¾)	
CIRCLING	880-1 550 (600-1)		880-1½ 550 (600-1½)	940-2 610 (700-2)

U.S. Runway
1122-80
0-6410

☆ TWR

1.08 x 100

1.36 UP

CAUTION:
Rwy 34 apch end
elev is 278.

HIRL Rwy 16-34
REIL Rwy 16 and 34

34

338°

A1

31° 03' N-93° 11' W

MAKS AAF (FORT POLK) (KPOE)

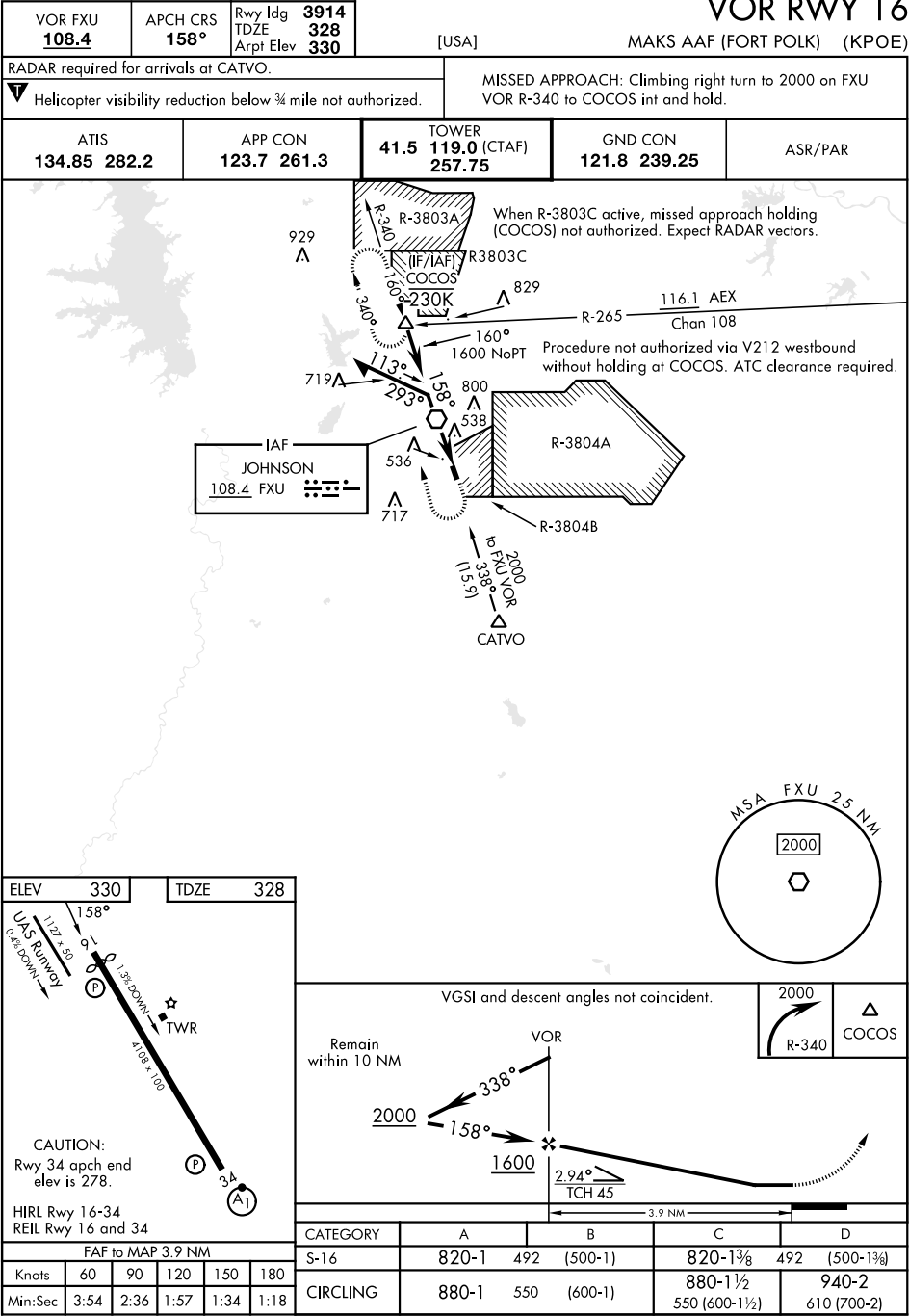
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

217

FORT POLK, LOUISIANA

VOR RWY 16



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

FORT POLK, LOUISIANA

[USA]

ATIS
 134.85 282.2
 TOWER
 41.5 119.0 (CTAF) 257.75
 GND CON
 121.8 239.25
 CLNC DEL
 121.8 239.25

FIELD
ELEV
330

FEBRUARY 2026
ANNUAL RATE OF CHANGE
0.1°W

-31°03'N

-31°02'N

93°12'W

93°11'W

AIRPORT DIAGRAM

FORT POLK, LOUISIANA

MAKS AAF (FORT POLK) (KPOE)

219

SC-4, 03 SEP 2026 to 29 OCT 2026

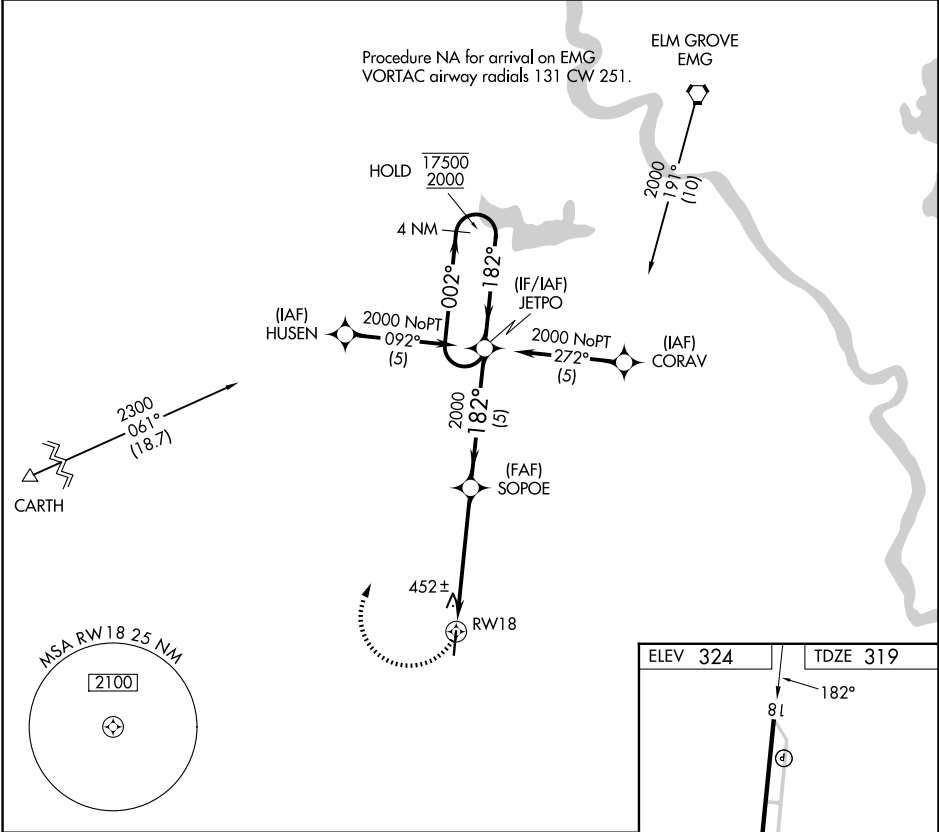
APP CRS	Rwy Ldg	5005
182°	TDZE	319
	Apt Elev	324

RNAV (GPS) RWY 18

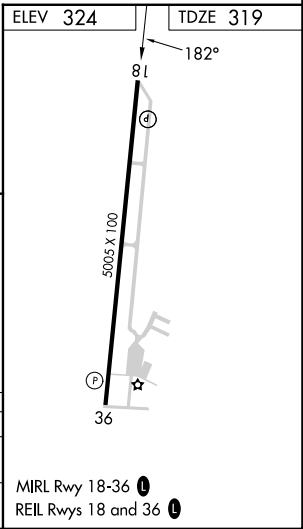
C E 'RUSTY' WILLIAMS (3F'3)

RNP APCH - GPS.	MISSED APPROACH: Climbing right turn to 2000 direct JETPO and hold.
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use SHV altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM and Circling visibility Cat C ½ SM.	

AWOS-3PT 119.125	SHREVEPORT APP CON ★ 119.9 335.55	UNICOM 122.8 (CTAF) 0
---------------------	--------------------------------------	--------------------------



2000	JETPO	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		
		SOPOE	JETPO	4 NM Holding Pattern
RW18		182°	002°	17500
		2000	182°	2000
		≤3.00°		
		TCH 45		
		5.2 NM	5 NM	
CATEGORY	A	B	C	D
LNAV MDA	780-1	461 (500-1)	780-1⅓ 461 (500-1⅓)	NA
CIRCLING	880-1	556 (600-1)	920-1½ 596 (600-1½)	NA



SC-4, 03 SEP 2026 to 29 OCT 2026

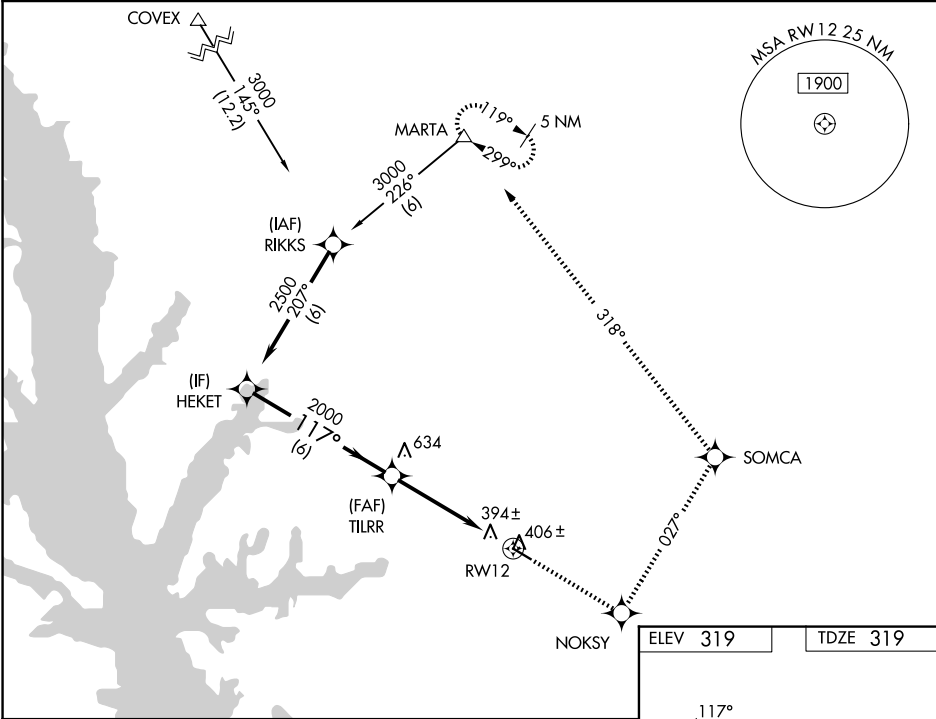
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78015 W12A	APP CRS 117°	Rwy Ldg 4402 TDZE 319 Apt Elev 319
--	------------------------	---

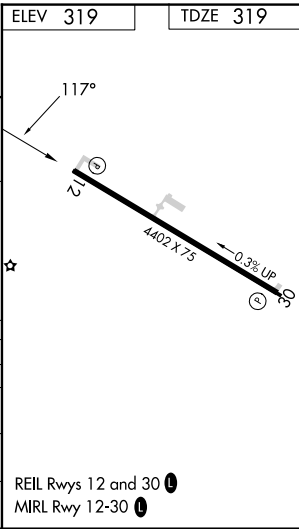
RNAV (GPS) RWY 12
HART (3R4)

RNP APCH. ▼ ▲ NA	Baro-VNAV NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting; increase LPV DA to 715 feet, LNAV/VNAV DA to 767 feet, and all MDA 20 feet, and increase LPV visibility all Cats ¼ SM.	MISSED APPROACH: Climb to 4500 direct NOKSY and left turn via track 027° to SOMCA and left turn via track 318° to MARTA and hold.
------------------------	--	---

MAKS APP CON 123.7 261.3	GCO 135.075	UNICOM 122.8 (CTAF) 0
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Procedure Turn NA	HEKET	4500 ↑ NOKSY ✱ tr 027° ↷ SOMCA ✱ tr 318° ↷ MARTA △			
CATEGORY	A	B	C	D	
LPV DA	713-1¼	394 (400-1¼)		NA	
LNAV/ VNAV DA	765-1½	446 (500-1½)		NA	
LNAV MDA	820-1 501 (600-1)	820-1½ 501 (600-1½)		NA	
CIRCLING	940-1 621 (700-1)	1280-3 961 (1000-3)		NA	



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

MANY, LOUISIANA

AL-6220 (FAA)

26078

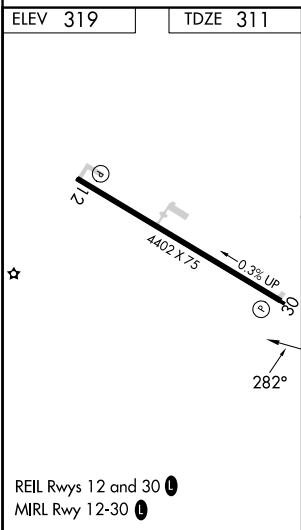
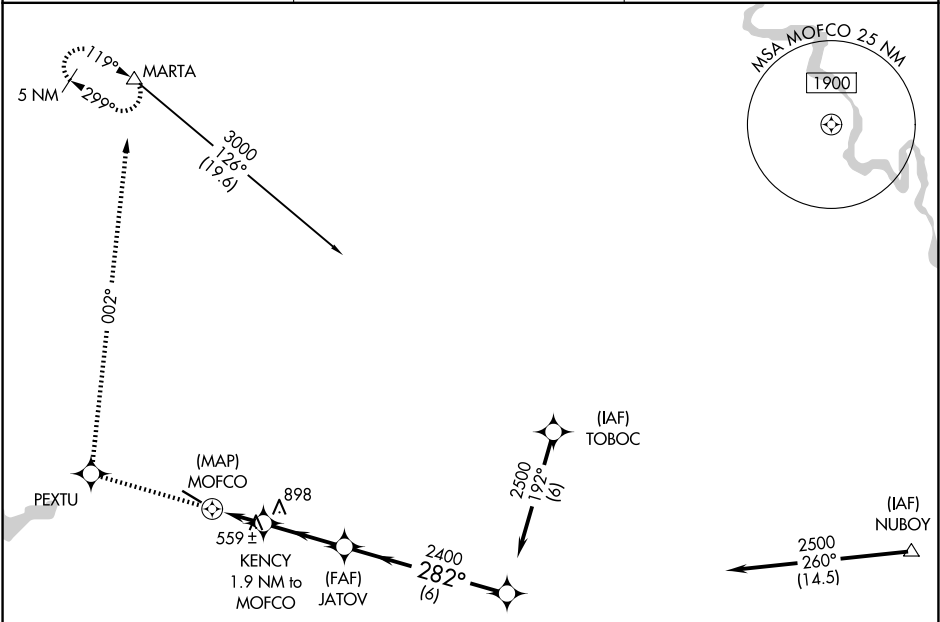
APP CRS	Rwy Ldg	4402
282°	TDZE	311
	Apt Elev	319

RNAV (GPS) RWY 30

HART (3R4)

RNP APCH.	MISSED APPROACH: Climb to 4500 direct PEXTU and right turn via track 002° to MARTA and hold, continue climb in hold to 4500.
▼ NA	Rwy 30 helicopter visibility reduction below ¾ SM NA. Use Fort Polk altimeter setting; when not received, use Natchitoches altimeter setting and increase all MDA 20 feet.

MAKS APP CON 123.7 261.3	GCO 135.075	UNICOM 122.8 (CTAF) 0
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4500	PEXTU	MARTA	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 56).	OXIDE
	tr 002°			
	KENCY 1.9 NM to MOFCO	JATOV		2500
	MOFCO	2400		Procedure Turn NA
	1260			
	0.5	1.9 NM	3 NM	6 NM
CATEGORY	A	B	C	D
LNAV MDA	900-1	589 (600-1)	900-1¾ 589 (600-1¾)	NA

MANY, LOUISIANA
Orig-B 18JUL19

31°33'N-93°29'W

RNAV (GPS) RWY 30

HART (3R4)

SC-4, 03 SEP 2026 to 29 OCT 2026

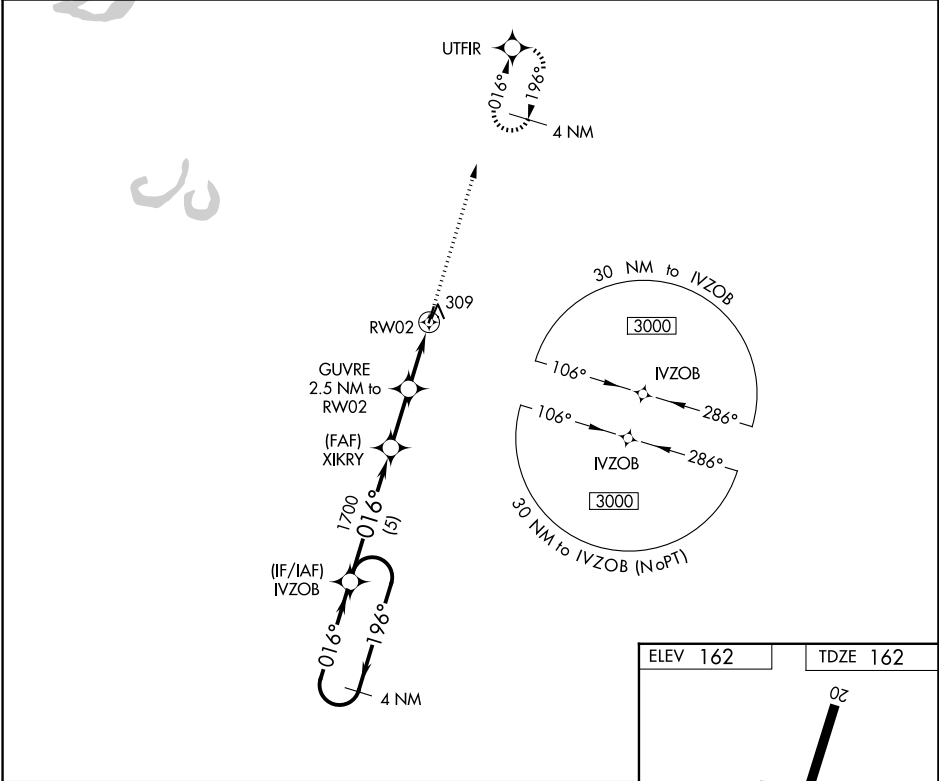
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99734 W02A	APP CRS 016°	Rwy Ldg 3346 TDZE 162 Apt Elev 162
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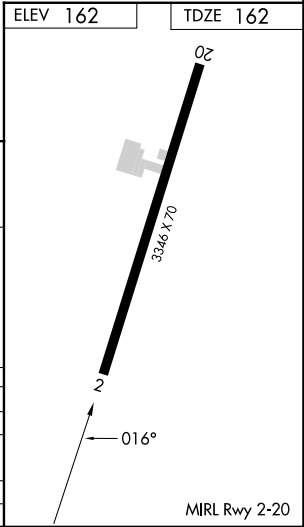
RNAV (GPS) RWY 2
SELF5 (MMS)

 NA	Circling to Rwy 20 NA at night. Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Clarksdale altimeter setting; when not received, use Tunica altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats visibility to 1½ mile and LNAV/VNAV all Cats visibility to 1½ mile.	MISSED APPROACH: Climb to 3000 direct UTFIR and hold, continue climb-in-hold to 3000.
---	--	---

CKM AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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4 NM Holding Pattern IVZOB				
3000 ← 196° 016° → 016°				
GP 3.00° TCH 40				
1700 XIKRY 1700 GUVRE 2.5 NM to RW02 RW02				
5 NM 2.2 NM 2.5 NM				
CATEGORY	A	B	C	D
LPV DA	441-1	279 (300-1)		NA
LNAV/VNAV DA	608-1½	446 (500-1½)		NA
LNAV MDA	600-1	438 (500-1)		NA
CIRCLING	680-1	518 (600-1)		NA



MARKS, MISSISSIPPI

AL-5691 (FAA)

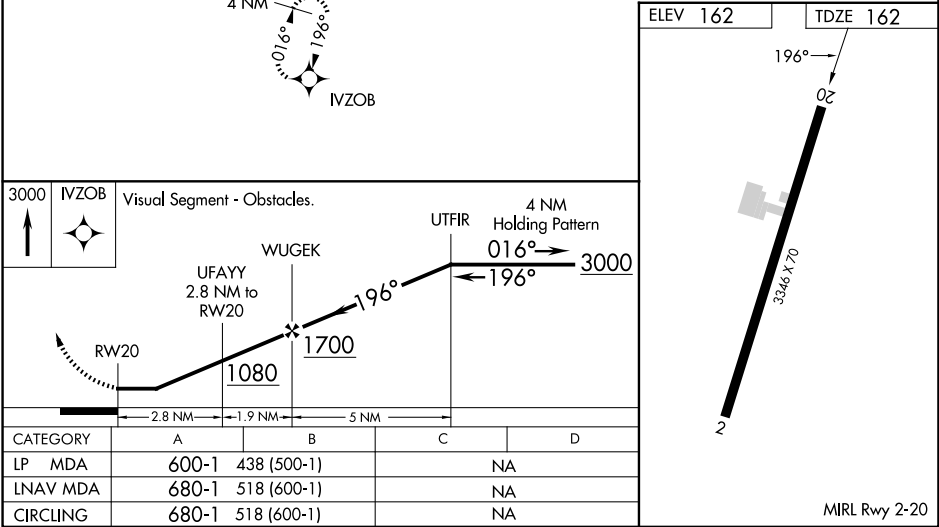
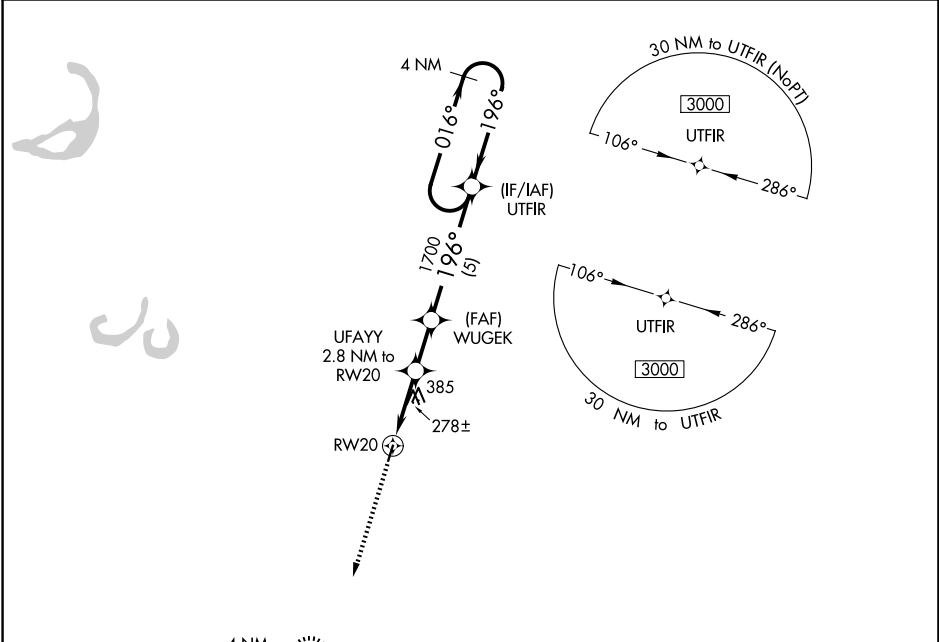
26078

WAAS CH 69634 W20A	APP CRS 196°	Rwy Ldg 3346 TDZE 162 Apt Elev 162
--	------------------------	---

RNAV (GPS) RWY 20
SELF5 (MMS)

▽ DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Clarksdale altimeter setting, when not received, use Tunica altimeter setting and increase all MDA 40 feet. Rwy 20 Straight-in and Circling minimums NA at night. Δ NA	MISSED APPROACH: Climb to 3000 direct IVZOB and hold, continue climb-in-hold to 3000.
---	---

CKM AWOS-3 120.675	MEMPHIS CENTER 135.3 335.8	CTAF 122.9
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MARKS, MISSISSIPPI
Amdt 1B 12OCT17

34°14'N-90°17'W

SELF5 (MMS)
RNAV (GPS) RWY 20

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

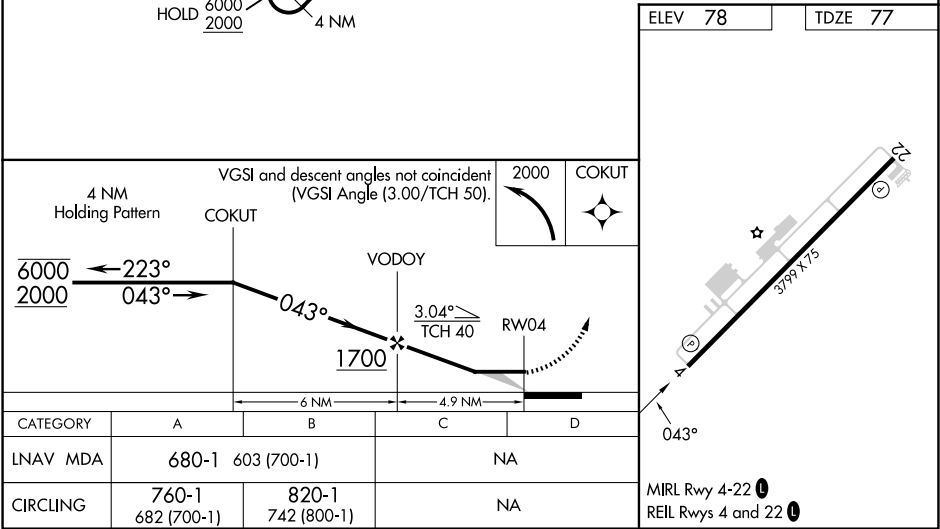
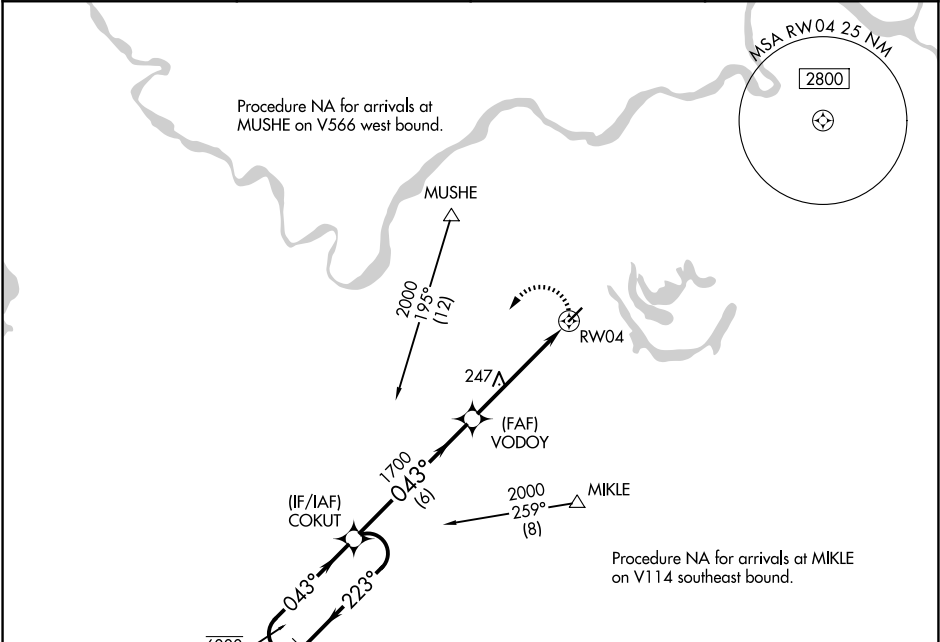
APP CRS	Rwy Ldg	3799
043°	TDZE	77
	Apt Elev	78

RNAV (GPS) RWY 4

MARKSVILLE MUNI (MKV)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn to 2000 direct COKUT and hold.
▼ NA Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting. When not received, use Alexandria Intl. Rwy 4 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 124.175	ESF ASOS 119.425	MAKS APP CON 125.4 302.2	CTAF 122.9 0
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VORTAC AEX 116.1 Chan 108	APP CRS 110°	Rwy Ldg N/A TDZE N/A Apt Elev 79
---	------------------------	---

VOR-A
MARKSVILLE MUNI (MKV)

T	Circling Rwy 22 NA at night. Use Esler Rgnl altimeter setting.
A NA	When not received, use Alexandria Intl altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 on AEX VORTAC R-106 to MUSHE INT/AEX 18.9 DME and hold, continue climb-in-hold to 4000.

AWOS-3PT
124,175

ESF ASOS
119.425

MAKS APP CON
125.4 302.2

CTAF
122.9 **L**

Procedure NA for arrival on AEX VORTAC
airway radials 067 CW 123.

MSA AEX 25 NM

2800

IAF
ALEXANDRIA
16.1 AEX :
Chan 108

MUSHE
AFY 180

CEVNA
AEX 10

HODEL
AFX 20

ECAGA
AEX 24.1

Chan 35

ELEV 79

110°

CEVNA
AEX 10

HODEL
AEX 20

4000
AEX
-106

△

2000

ECAGA
AEX 24.1

CATEGORY

A

B

--	--

Year	2000	2001	2002	2003
...	...	...	...	...

760-1

820-1¼

--	--

NA

MIRL Rwy 4-22 **L**
REIL Rwys 4 and 22 **L**

MARKSVILLE, LOUISIANA

Amdt 4A 25FEB21

31°06'N-92°04'W

MARKSVILLE MUNI (MKV)

VOR-A

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-MCB 109.1	APP CRS 157°	Rwy Ldg TDZE Apt Elev 5000 413 413
---------------------------	------------------------	--

ILS or LOC RWY 16

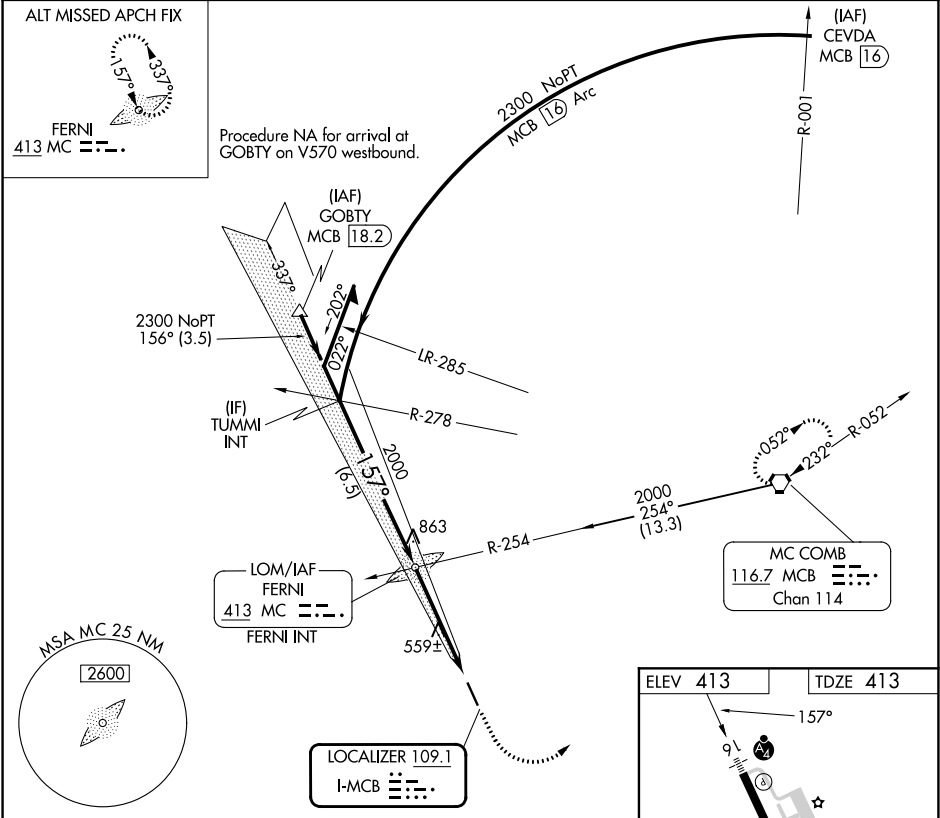
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

⚠ Inop table does not apply to S-ILS 16 all Cats and S-LOC 16 Cats C and D.

MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct MCB VORTAC and hold.

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
------------------------	--------------------------------------	----------------------------------



Remain within 10 NM

2000 337° 157°

GS 3.00° TCH 43

2000

1927

ILS unusable from 0.5 NM inbound.

4.6 NM

CATEGORY	A	B	C	D
S-ILS 16	632-3/4 219 (300-3/4)			
S-LOC 16	820-3/4	407 (500-3/4)	820-1/4	407 (500-1/4)
CIRCLING	880-1	467 (500-1)	940-1 527 (600-1 1/2)	1160-2 747 (800-2 1/2)

ELEV 413 TDZE 413

157°

91

500 X 100

0.95 UP

34

MIRL Rwy 16-34

FAF to MAP 4.1 NM

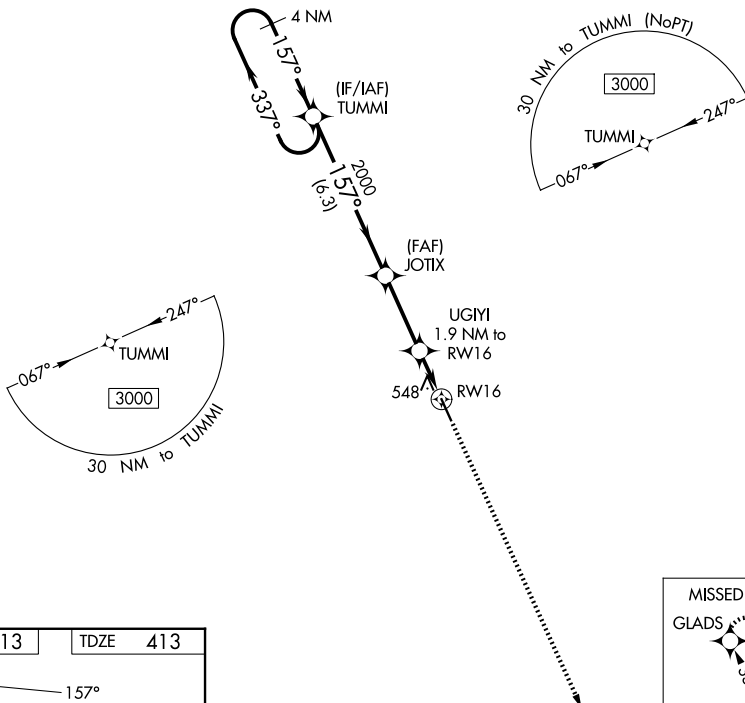
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

SC-4, 03 SEP 2026 to 29 OCT 2026

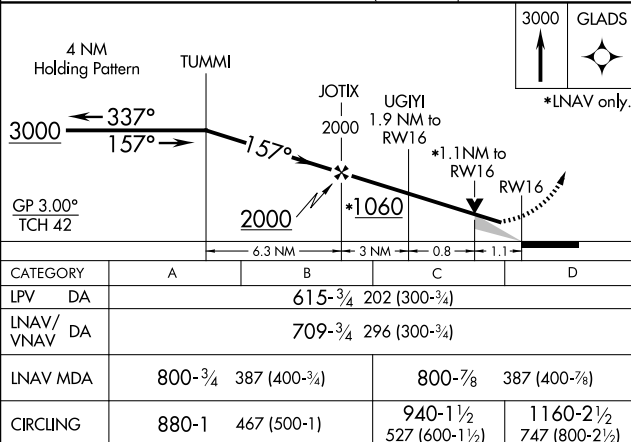
SC-4, 03 SEP 2026 to 29 OCT 2026

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

MISSED APPROACH:
Climb to 3000 direct
GLADS and hold.

UNICOM
123.05 (CTAF) **L**

A diagram of a cable-stayed bridge. A thick black line represents the bridge deck, sloping upwards from left to right. A thin black line represents a stay cable, extending from the deck upwards and to the left. The angle between the deck and the cable is labeled 157° . On the cable, there is a small circle with a dot inside, labeled '9'. On the deck, there is a small circle with a dot inside, labeled '6'. To the right of the deck, there is a grey rectangular structure with a star on top. Below the deck, the text '5000 X 100' is written.

MIRL Rwy 16-34 **L**

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

31°11'N-90°28'W

RNAV (GPS) RWY 16

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77808 W34A	APP CRS 337°	Rwy Ldg TDZE 406 Apt Elev 413
--	------------------------	---

RNAV (GPS) RWY 34

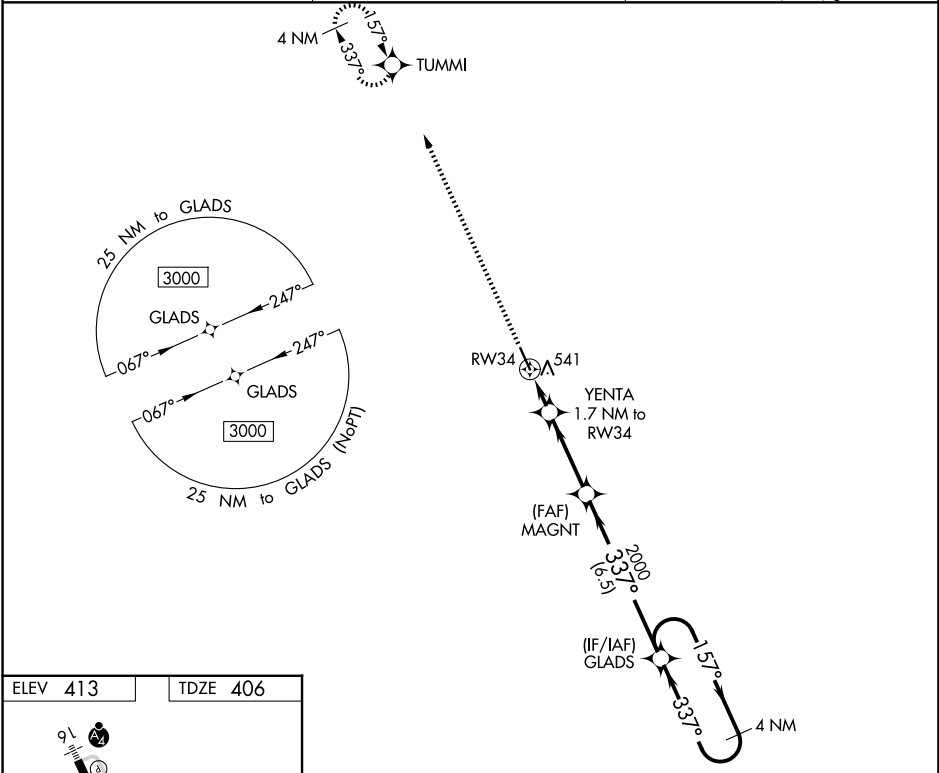
MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

RNP APCH.

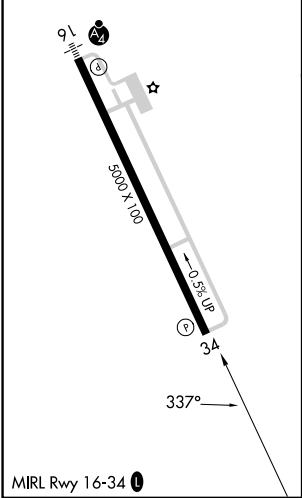
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -4°C (25°F)
or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct TUMMI and hold.

ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
------------------------	--------------------------------------	----------------------------------



ELEV 413	TDZE 406
-----------------	-----------------



3000	TUMMI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		4 NM
		GLADS		Holding Pattern
*LNAV only	YENTA 1.7 NM to RW34	MAGNT	2000	157°
	*1.2 NM to RW34		2000	337°
	RW34		980*	337°
	1.2 NM	0.5	3.2 NM	6.5 NM
CATEGORY	A	B	C	D
LPV DA		606-3/4	200 (200-3/4)	
LNAV/VNAV DA		739-1	333 (400-1)	
LNAV MDA	800-1	394 (400-1)	800-1 1/8	394 (400-1 1/8)
CIRCLING	880-1	467 (500-1)	940-1 1/2 527 (600-1 1/2)	1160-2 1/2 747 (800-2 1/2)

MCCOMB, MISSISSIPPI

AL-5753 (FAA)

26246

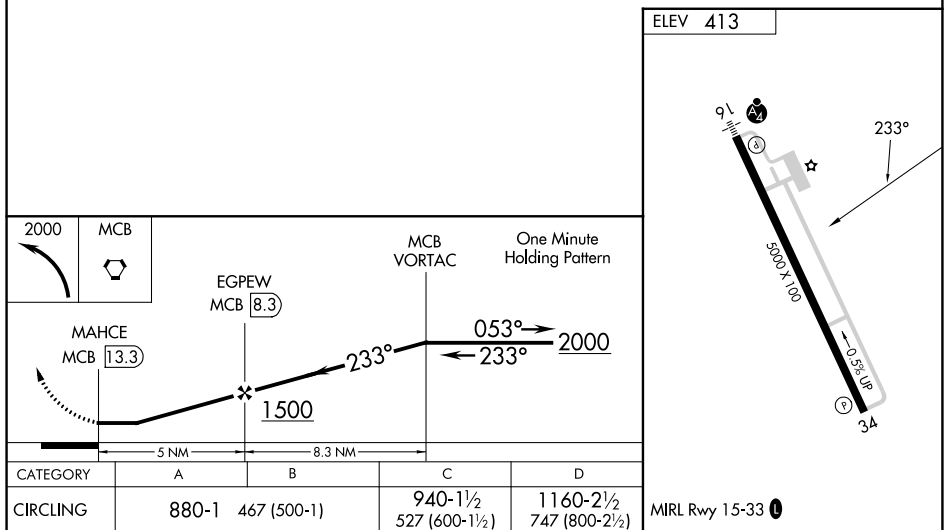
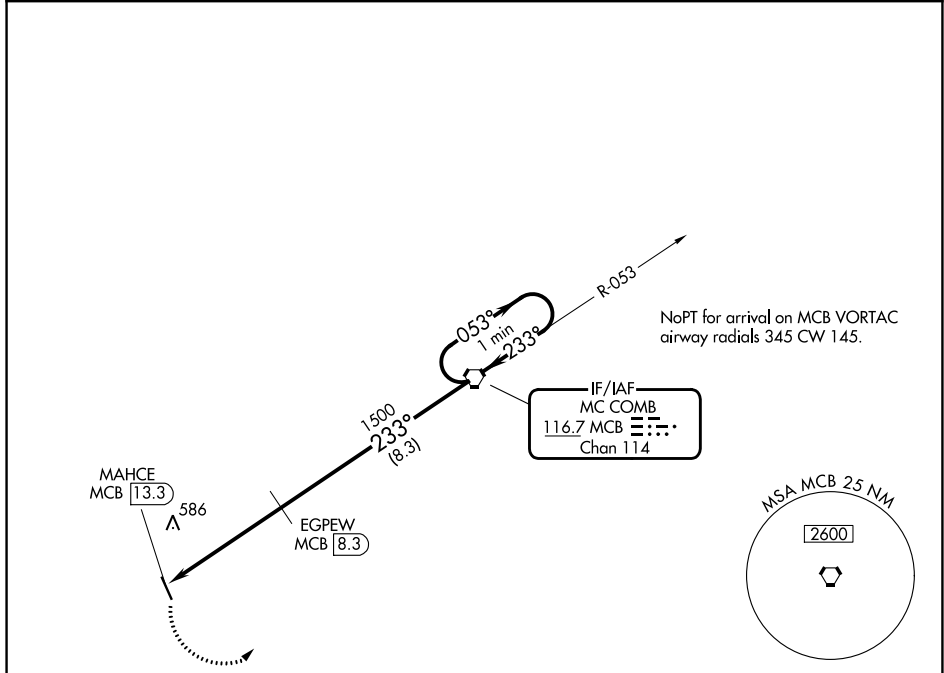
VORTAC MCB 116.7 Chan 114	APP CRS 233°	Rwy Ldg TDZE Apt Elev N/A N/A 413
---	------------------------	---

VOR/DME-A

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

 When local altimeter setting not received, use Natchez altimeter setting and increase MDA 140 feet and Cat C and D visibility ¼ mile.	MISSED APPROACH: Climbing left turn to 2000 direct MCB VORTAC and hold
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ASOS 119.025	HOUSTON CENTER 126.8 327.8	UNICOM 123.05 (CTAF) 0
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MCCOMB, MISSISSIPPI

Amdt 8A 08OCT20

MC COMB/PIKE COUNTY/JOHN E LEWIS FLD (MCB)

31°11'N - 90°28'W

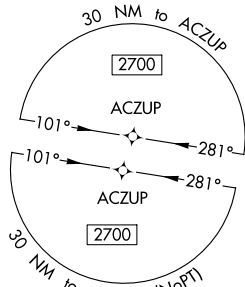
VOR/DME-A

SC-4, 03 SEP 2026 to 29 OCT 2026

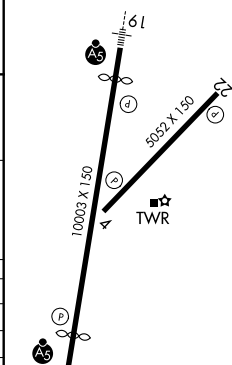
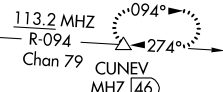
ILS or LOC RWY 1
KEY FLD (MEI)

MALSr

MISSED APPROACH:
Climb to 1100 then
climbing left turn
to 3000 on MEI
VORTAC R-216 to
PAULD INT/MEI 13.3
DME and hold.

UNICOM

ALTERNATE MISSED APCH FIX

MIRL Rwy 4-22 **L**

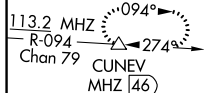
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

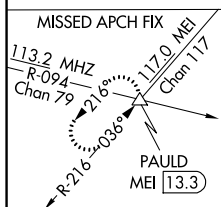
ILS or LOC RWY 19
KEY FLD (MET)

MISSED APPROACH:
Climb to 1000 then
climbing right turn to
3000 on heading 250°
and MEI VORTAC
R-216 to PAULD
INT/MEI 13.3 DME
and hold.

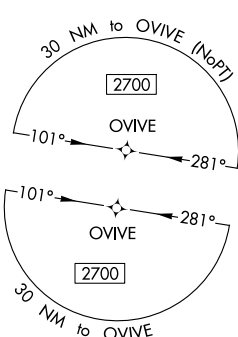
ALTERNATE MISSED
APCH FIX



DME REQUIRED



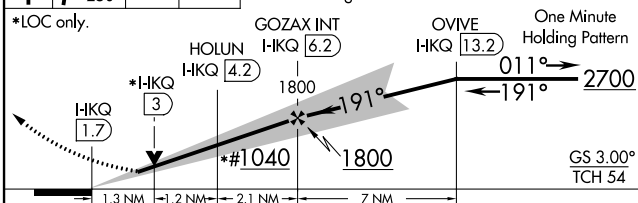
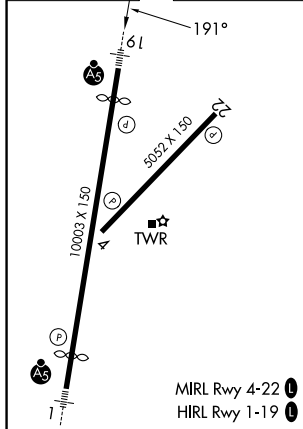
MERIDIAN
117.0 MEI ::
Chan 117



GPS REQUIRED
FOR TERMINAL
ARRIVAL AREA

LOCALIZER 111.35
I-KQ
Chan 50 (Y)

1000 ↑	3000 hdg 250°	MEI R-216	PAULD △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69). #1180 when using Hattiesburg/Laurel Rgnl altimeter setting.
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CATEGORY	A	B	C	D	E
S-ILS 19		633/40	340 (400-¾)		
S-LOC 19	1040/40	747 (800-¾)	1040-1¾	747 (800-1¾)	
CIRCLING	1040-1	1040-1¼	1040-2¼	1120-2¾	1120-3
	742 (800-1)	742 (800-1¼)	742 (800-2¼)	822 (900-2¾)	822 (900-3)
HOLUN FIX MINIMUMS					
S-LOC 19	780/40	487 (500-¾)	780/50	487 (500-1)	
CIRCLING	860-1	880-1	960-1¾	1120-2¾	1120-3
	562 (600-1)	582 (600-1)	662 (700-1¾)	822 (900-2¾)	822 (900-3)

ILS or LOC RWY 19

WAAS CH 86500 W01A	APP CRS 011°	Rwy Ldg TDZE 289 Apt Elev 298
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RNAV (GPS) RWY 1

KEY FLD (MEI)

▼
▲

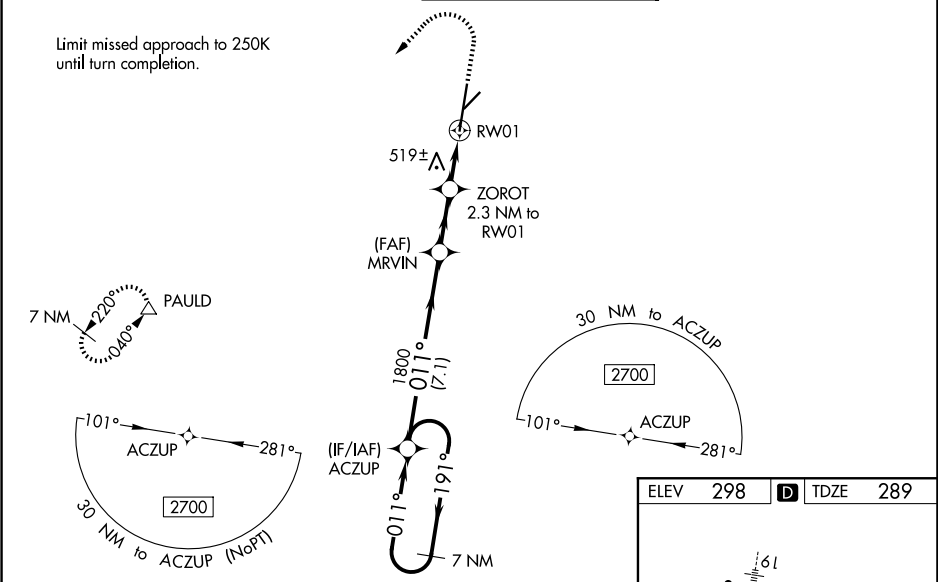
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA.
When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, LPV all Cats visibility to RVR 3100, LNAV/VNAV all Cats and LNAV Cats C, D, and E visibilities to 1¾ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. For inop MALSR increase LPV Cat E to RVR 4000, LNAV/VNAV Cat E visibility to RVR 6000, and LNAV Cat E visibility to 1¾ mile. For inop MALSR when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV all Cats visibility to RVR 5000, LNAV/VNAV Cat E visibility to 1¾ mile, and LNAV Cat E visibility to 1¾ mile. VDP and Baro-VNAV NA when using Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Hattiesburg/Laurel Rgnl altimeter setting.

MALSR

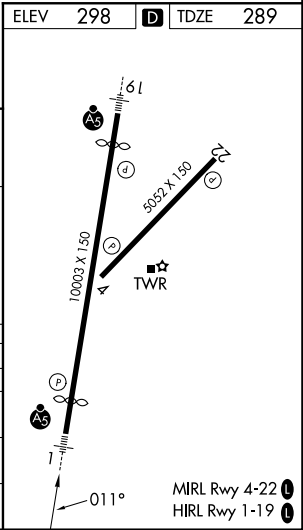
MISSED APPROACH:

Climb to 800 then climbing left turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON★ 120.5 269.325	KEY TOWER★ 133.975 (CTAF) 257.8	GND CON 121.9 348.6	UNICOM 122.95
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7 NM Holding Pattern		ACZUP		MRVIN		ZOROT		PAULD	
2700		191°		011°		1800		800	
GP 3.00°		TCH 55		7.1 NM		2.3 NM		0.9 NM	
CATEGORY		A		B		C		D	
LPV DA **				489/24		200 (200-½)			
LNAV/VNAV DA				709/47		420 (500-1)			
LNAV MDA		780/24		491 (500-½)		780/50		491 (500-1)	
CIRCLING		860-1		880-1		960-1¾		1120-2¾	
		562 (600-1)		582 (600-1)		662 (700-1¾)		822 (900-2¾)	



RNAV (GPS) RWY 1

MERIDIAN, MISSISSIPPI

AL-254 (FAA)

25275

WAAS CH 42533 W04A	APP CRS 046°	Rwy Ldg TDZE Apt Elev	5052 295 298
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RNAV (GPS) RWY 4

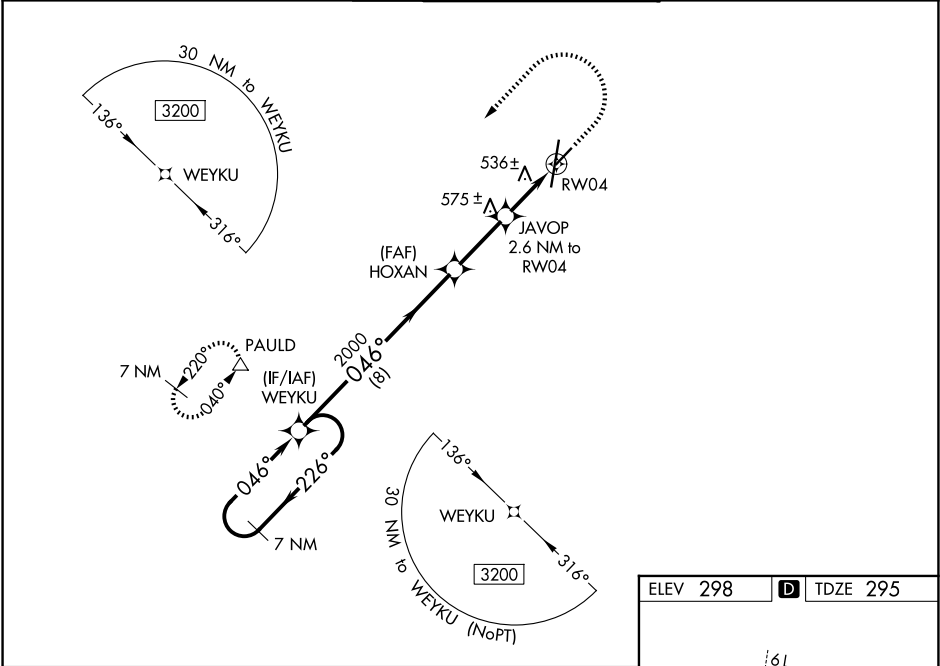
KEY FLD (MEI)

⚠

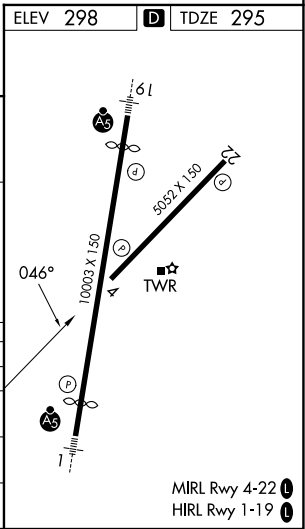
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet; increase LPV and LNAV/VNAV all Cats visibilities ½ mile, LNAV Cats C/D visibility ½ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA with Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

MISSED APPROACH:
Climb to 1300 then climbing left turn to 3000 direct PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON★ 120.5 269.325	KEY TOWER★ 133.975 (CTAF) 0 257.8	GND CON 121.9 348.6	UNICOM 122.95
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7 NM Holding Pattern WYKU		1300 3000 PAULD	
3200 ← 226° 046° →		*LNAV only.	
GP 3.00° TCH 45		*1.4 NM to RWY04	
8 NM 2.6 NM 1.2 NM 1.4 NM		RWY04	
CATEGORY	A	B	C
LPV DA	576-7⁄8		281 (300-7⁄8)
LNAV/VNAV DA	849-1⁄8		554 (600-1⁄8)
LNAV MDA	800-1 505 (600-1)		800-1 3⁄8 505 (600-1 3⁄8)
CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1 3⁄4 662 (700-1 3⁄4) 1120-2 3⁄4 822 (900-2 3⁄4)



MERIDIAN, MISSISSIPPI
Amtd 1b 17APR25

32°20'N-088°45'W

KEY FLD (MEI)

RNAV (GPS) RWY 4

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61003 W19A	APP CRS 191°	Rwy Ldg TDZE 293 Apt Elev 298	9013
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RNAV (GPS) RWY 19

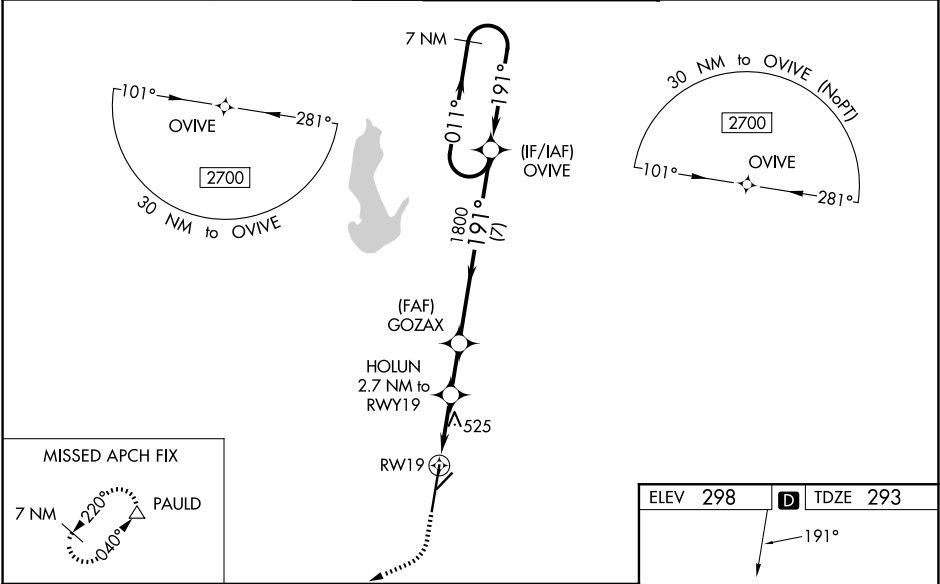
KEY FLD (MEI)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). Circling NA southeast of Rwy 1 and 22. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hattiesburg/Laurel Rgnl altimeter setting and increase all DA 138 feet and all MDA 140 feet, increase LPV all Cats visibility to 1¼ mile, LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C, D, and E visibility to 1¾ mile, and Circling Cat C visibility ½ mile and Cat D visibility ¾ mile. For inop MALSR increase LPV Cat E to RVR 5500, LNAV/VNAV Cat E visibility to 1½ mile, and LNAV Cat E visibility to 1¾ mile. For inop MALSR when using Hattiesburg/Laurel Rgnl altimeter setting, increase LPV Cat E visibility to 1¾ mile, LNAV/VNAV Cat E visibility to 1¾ mile and LNAV Cat E visibility to 1¾ mile. Helicopter visibility reduction below RVR 4000 NA. Baro-VNAV and VDP NA when using Hattiesburg/Laurel Rgnl altimeter setting. Night landing: Rwy 22 NA.

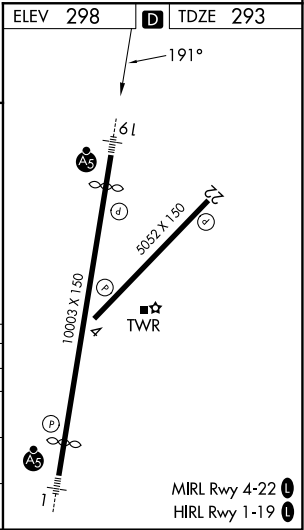
MALSR

MISSED APPROACH:
Climb to 900 then
climbing right turn
to 3000 direct
PAULD and hold.

ATIS 126.475 291.675	MERIDIAN APP CON★ 120.5 269.325	KEY TOWER★ 133.975 (CTAF) 257.8	GND CON 121.9 348.6	UNICOM 122.95
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900	3000	PAULD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).			7 NM Holding Pattern
*LNAV only.	HOLUN 2.7 NM to RWY19	GOZAX 1800	191°	011°	2700	GP 3.00° TCH 54
	*1.4 NM to RWY19	*1200	1800			
	1.4 NM	1.3 NM	1.9 NM	7 NM		
CATEGORY	A	B	C	D	E	
LPV DA	651/40		358 (400-¾)			
LNAV/VNAV DA	745/53		452 (500-1)			
LNAV MDA	780/40	487 (500-¾)	780/50		487 (500-1)	
CIRCLING	860-1 562 (600-1)	880-1 582 (600-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)	1120-3 822 (900-3)	



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

MERIDIAN, MISSISSIPPI

AL-254 (FAA)

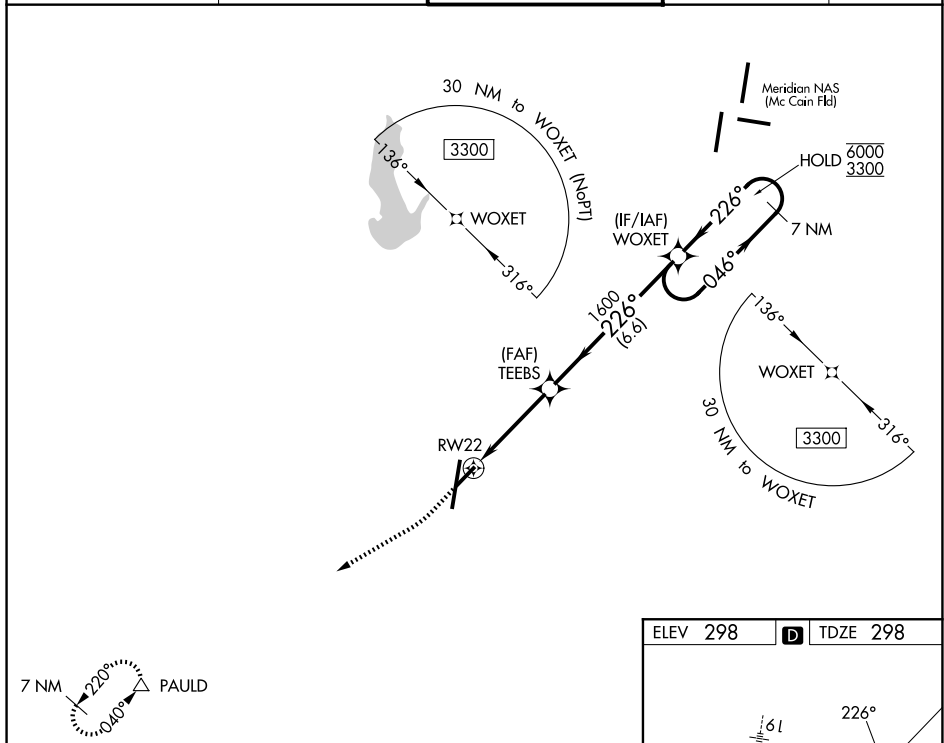
25275

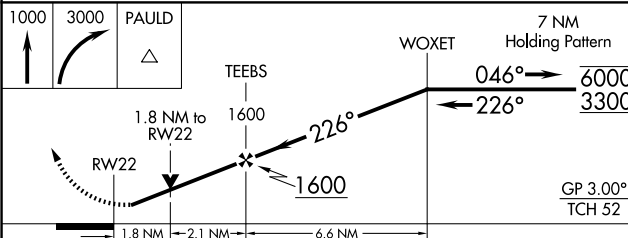
WAAS CH 48833 W22A	APP CRS 226°	Rwy Ldg 5052 TDZE 298 Apt Elev 298
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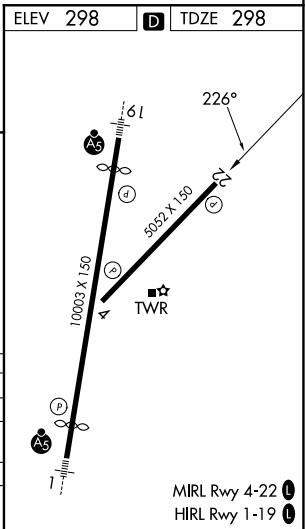
RNAV (GPS) RWY 22

KEY FLD (MEI)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct PAULD and hold.	
▼ Rwy 22 helicopter visibility reduction below ¾ SM NA. ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. ▲ Circling NA east of Rwy 1 and southeast of Rwy 22.	ATIS 126.475 291.675	MERIDIAN APP CON★ 120.5 269.325	KEY TOWER★ 133.975 (CTAF) 257.8
		GND CON 121.9 348.6	UNICOM 122.95



1000	3000	PAULD			
↑	↗	△			
					
CATEGORY		A	B	C	D
LPV	DA	592-7/8		294 (300-7/8)	
LNAV/VNAV	DA	825-1½		527 (600-1½)	
LNAV	MDA	920-1	622 (700-1)	920-1¾	622 (700-1¾)
CIRCLING		920-1	622 (700-1)	960-1¾ 662 (700-1¾)	1120-2¾ 822 (900-2¾)



MERIDIAN, MISSISSIPPI
Amdt 2 16MAY24

32°20'N-88°45'W

RNAV (GPS) RWY 22

KEY FLD (MEI)

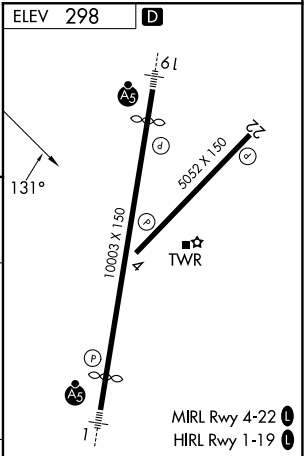
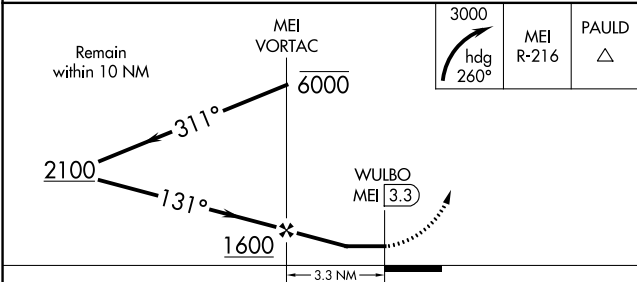
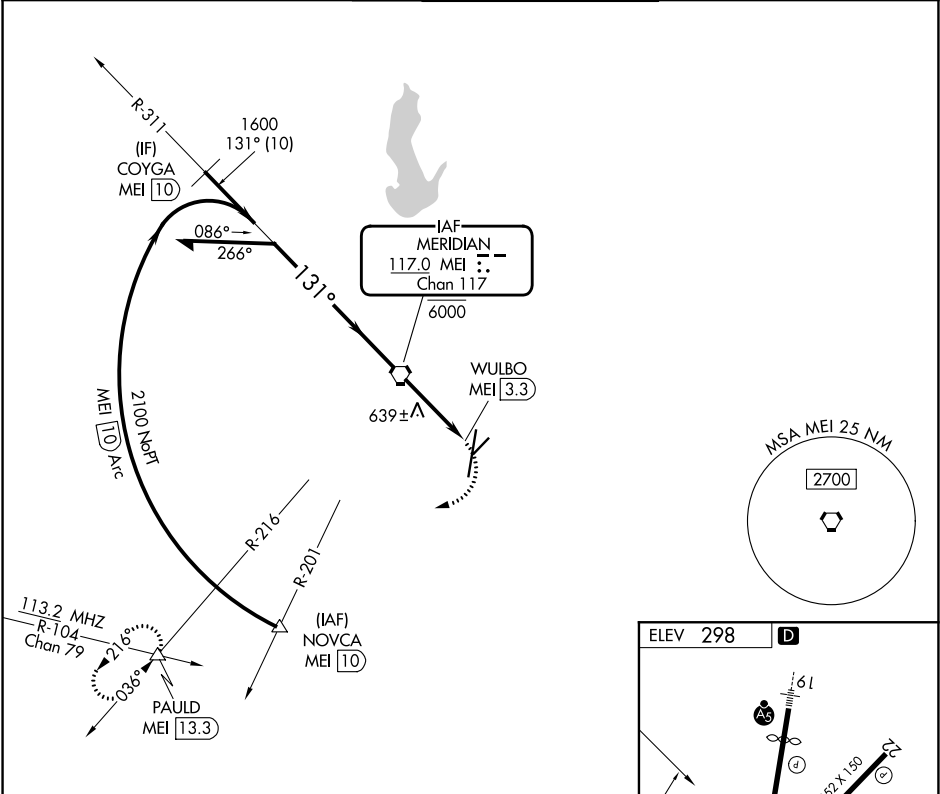
SC-4, 03 SEP 2026 to 29 OCT 2026

VORTAC MEI 117.0 Chan 117	APP CRS 131°	Rwy Ldg TDZE Apt Elev	N/A N/A 298
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VOR-A
KEY FLD (MEI)

⚠ Circling NA east of Rwy 1 and southeast of Rwy 22. ⚠ Procedure turn NA for Cat E.	MISSED APPROACH: Climbing right turn to 3000 on heading 260° and MEI VORTAC R-216 to PAULD INT/MEI VORTAC 13.3 DME and hold.
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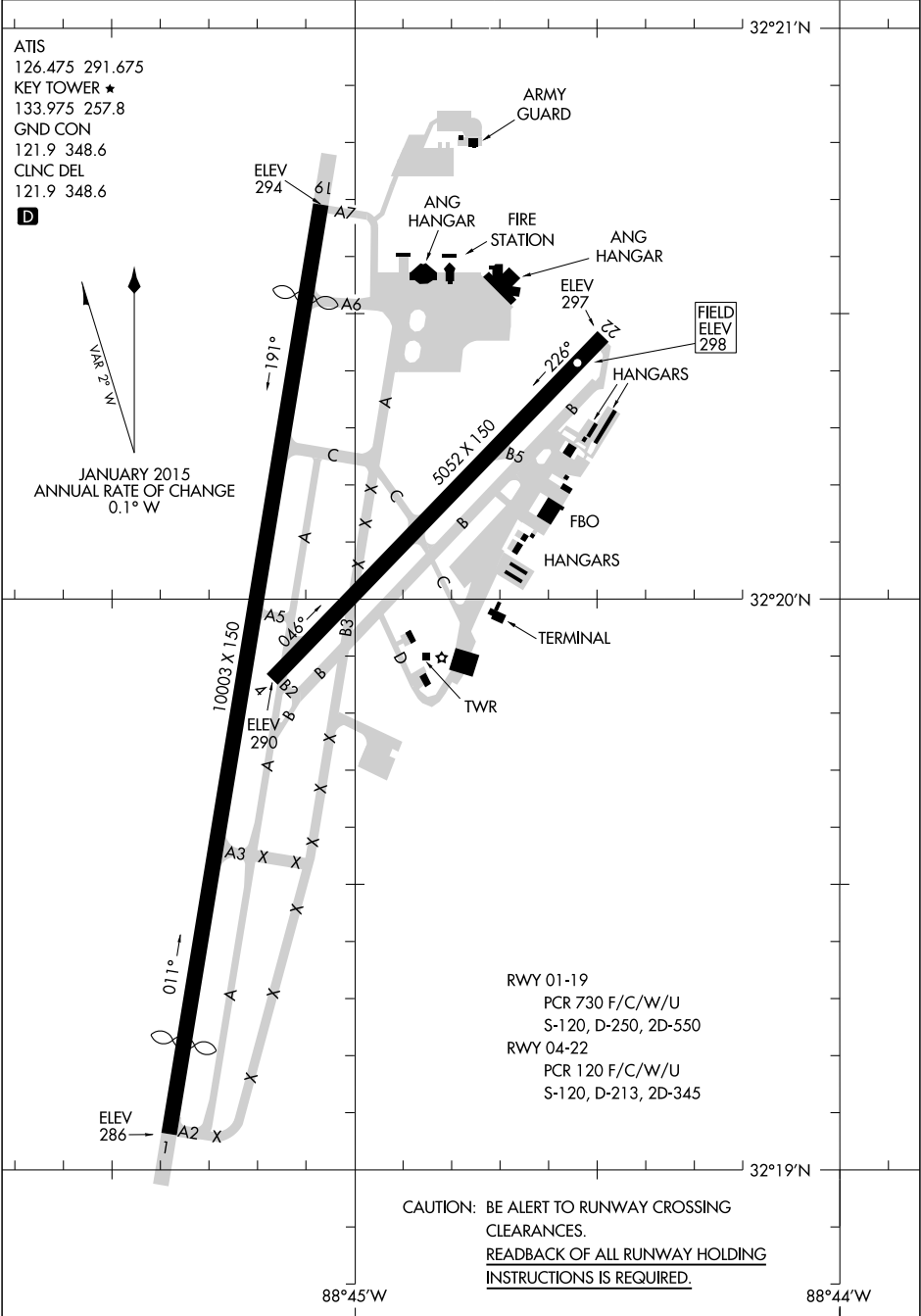
ATIS 126.475 291.675	MERIDIAN APP CON★ 120.5 269.325	KEY TOWER★ 133.975 (CTAF) 257.8	GND CON 121.9 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D	E	FAF to MAP 3.3 NM					
CIRCLING	900-1	602 (700-1)	960-1¾	1120-2¾	1120-3	Knots	60	90	120	150	180
			662 (700-1¾)	822 (900-2¾)	822 (900-3)	Min:Sec	3:18	2:12	1:39	1:19	1:06

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

ILS W or LOC/DME W RWY 19L

[USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

TACAN and RADAR required.

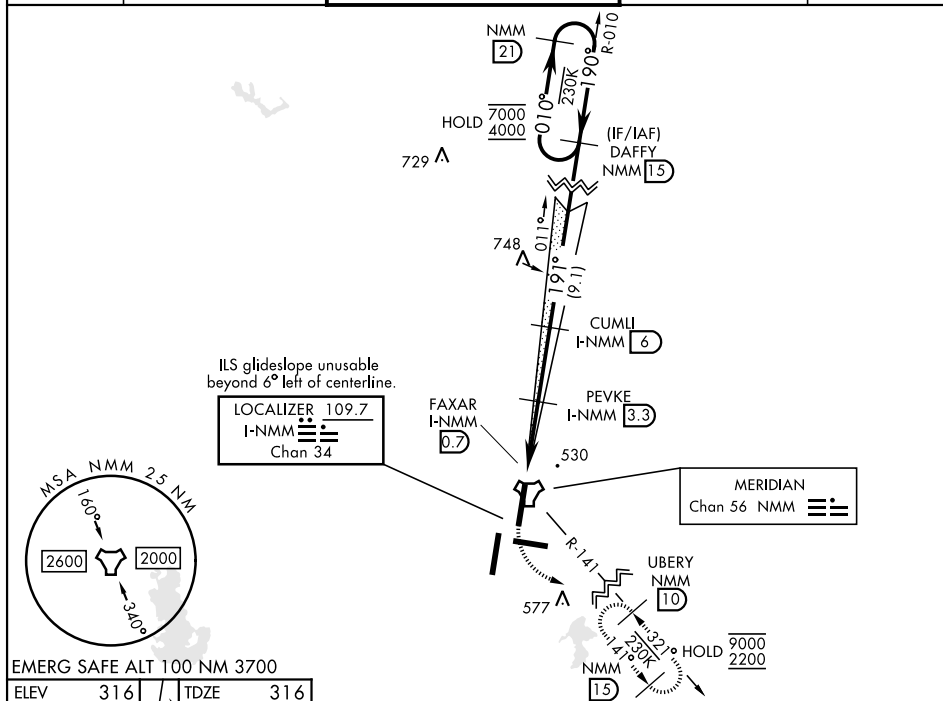
V*When ALS inop, increase vis to $\frac{3}{4}$ mile.
******When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to $1\frac{1}{4}$ miles.
******* Circling CAT B remain within 1.5 NM, CAT C within 1.7 NM, CAT D within 2.3 NM, CAT E within 4.5 NM.

MALSR

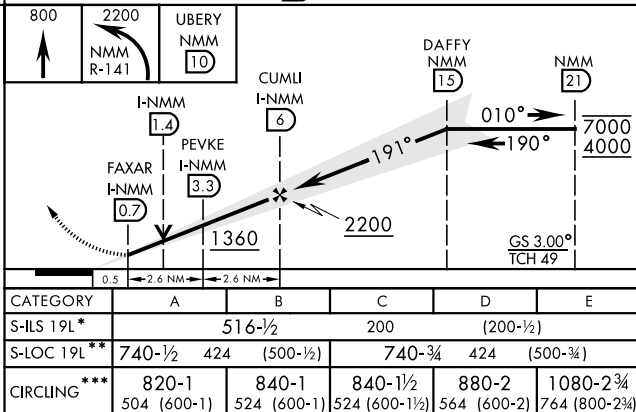
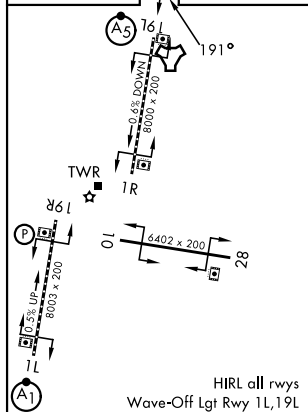
MISSED APPROACH: Climb to 800, then climbing left turn to 2200 to intercept NMM TACAN R-141 to UBERY and hold.

ATIS★ 290.525	APP CON 120.5 269.325 (S) 379.275 (N) 120.95 276.4 (W) 121.275 348.7 (E)	MC CAIN TOWER ★ 126.2 340.2 (01L, 19L, 28) 126.2 360.2 (01R, 19R, 10)	MC CAIN GND CON 336.4	ASR/PAR
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EMERG SAFE ALT 100 NM 3700

ELEV	316	/	TDZE	316
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MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

ILS W or LOC/DME W RWY 19L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

MERIDIAN, MISSISSIPPI

LOC/DME I-NMM 109.7 Chan 34	APCH CRS 191°	Rwy Idg 8000 TDZE 316 Arpt Elev 316
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[USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

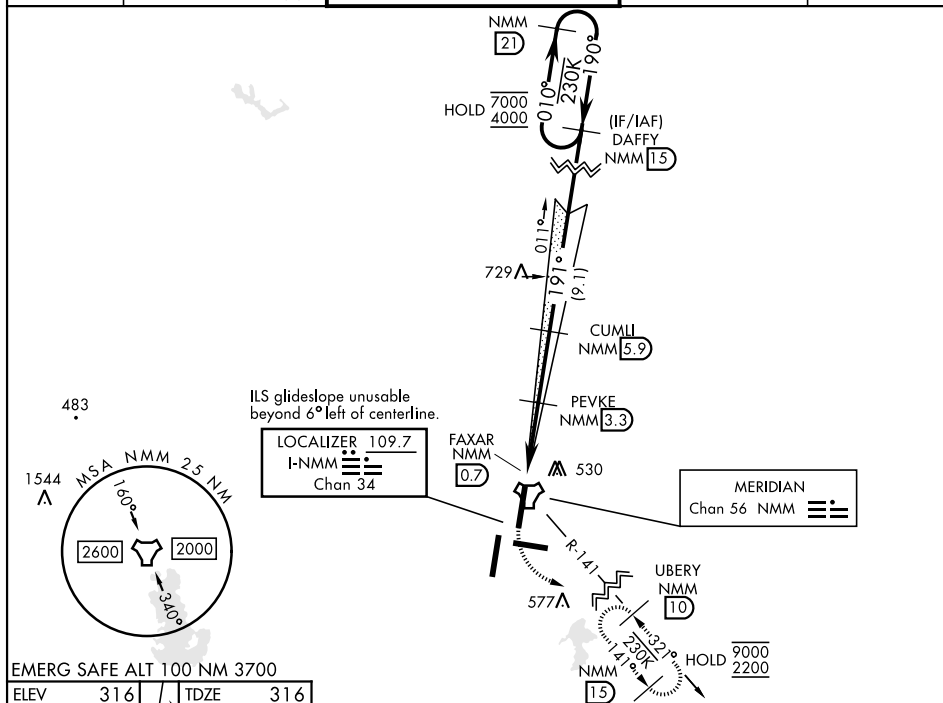
TACAN and RADAR required.

▼ *When ALS inop, increase vis to $\frac{3}{4}$ mile.
 **When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to $1\frac{1}{4}$ miles.
 *** Circling CAT B remain within 1.5 NM, CAT C within 1.7 NM, CAT D within 2.3 NM, CAT E within 4.5 NM.

MALSR
A5

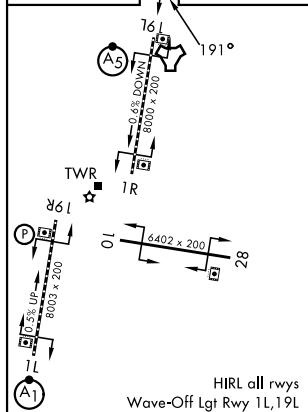
MISSED APPROACH: Climb to 800, then climbing left turn to 2200 to intercept NMM R-141 to UBERY and hold.

ATIS ★ 290.525	APP CON	MC CAIN TOWER ★	MC CAIN GND CON 336.4	ASR/PAR
	120.5 269.325 (S)	126.2 340.2 (01L, 19L, 28)		
	379.275 (N)	126.2 360.2 (01R, 19R, 10)		
	120.95 276.4 (W)			
	121.275 348.7 (E)			



EMERG SAFE ALT 100 NM 3700

ELEV	316	/	TDZE	316
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CATEGORY	A	B	C	D	E
S-ILS 191 *	516-½		200	(200-½)	
S-LOC 191 **	740-½	424	(500-½)	740-¾	424 (500-¾)
CIRCLING ***	820-1 504 (600-1)	840-1 524 (600-1)	840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (600-2¾)

MERIDIAN, MISSISSIPPI

32°33'N-88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amdt 1 22JAN26

ILS Y or LOC/DME Y RWY 19L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 19L

MERIDIAN NAS (MC CAIN FLD) (KNMM)

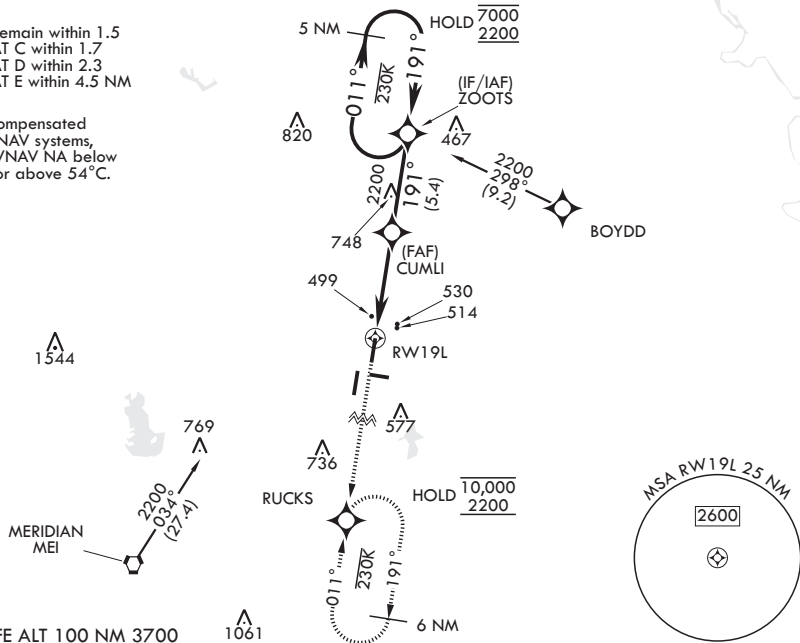
MISSED APPROACH: Climb to 2200 direct RUCKS and hold.

T * When ALS inop, increase vis to 3/4 mile.
 ** When ALS inop, increase vis to 1 3/8 miles.
 *** When ALS inop, increase CAT AB vis to 1 mile,
 increase CAT CDE vis to 1 1/2 miles.

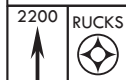
ATIS★ 290.525	APP CON 120.5 269.325 S 379.275 N 120.95 276.4 W 121.275 348.7 E	MC CAIN TOWER★ 126.2 340.2 RWY 01L, 19L AND 28 126.2 360.2 RWY 01R, 19R AND 10	MC CAIN GND CON 336.4	ASR/PAR
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**** CAT B remain within 1.5
NM, CAT C within 1.7
NM, CAT D within 2.3
NM, CAT E within 4.5 NM

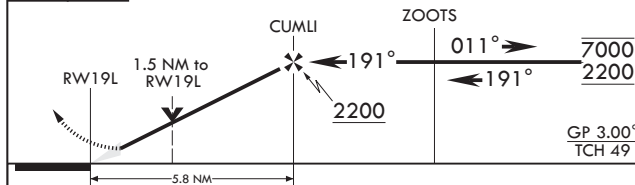
For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below
-15°C or above 54°C.



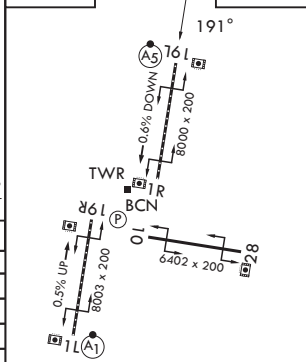
EMERG SAFE ALT 100 NM 3700



5 NM holding pattern



CATEGORY	A	B	C	D	E
LPV DA*	516-½		200	(200-½)	
LNAV/VNAV DA**	836-1		520	(600-1)	
LNAB MDA***	840-½	524 (600-½)	840-1	524	(600-1)
CIRCLING****	840-1	524 (600-1)	840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)



HIRL all rwys
Wave-Off Lights Rwy 1L and 19L

MERIDIAN NAS (MC CAIN FLD) (KNMM)

Amdt 5 27NOV25

RNAV (GPS) RWY 19L

TACAN X RWY 19L

TACAN NMM Chan 56	APCH CRS 181°	Rwy Idg 8000 TDZE 316 Arpt Elev 316
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[USN]

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

RADAR required

T *When ALS inop, increase CAT AB vis to 1 miles;
CAT CD vis to $1\frac{3}{8}$ miles.

**Circling CAT B remain within 1.5 NM,
CAT C within 1.7 NM, CAT D within 2.3 NM.

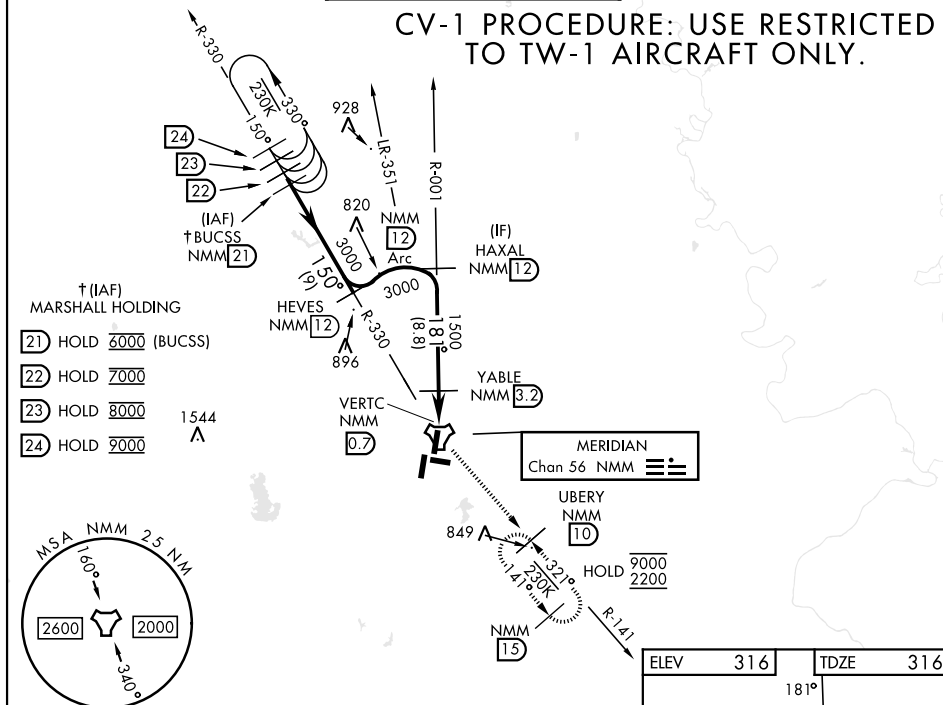
MALSR



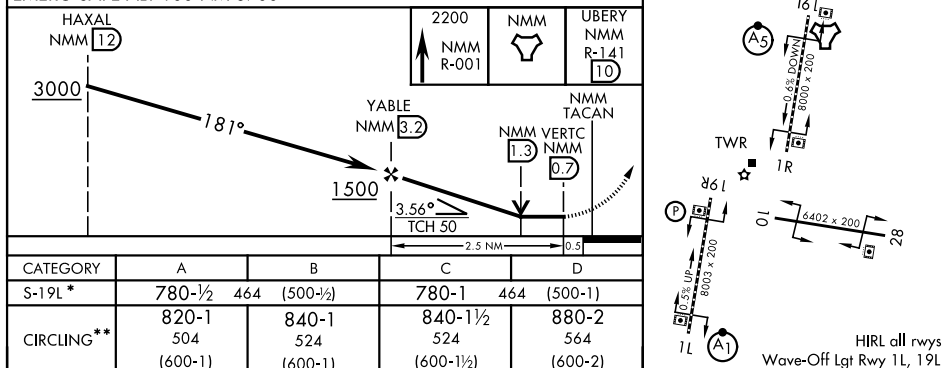
MISSED APPROACH: Climb to 2200 direct NMM TACAN then turn left NMM R-141 direct UBERY and hold.

ATIS ★ 290.525	APP CON 120.5 269.325 (S) 379.275 (N) 120.95 276.4 (W) 121.275 348.7 (E)	MC CAIN TOWER ★ 126.2 340.2 Rwy 01L, 19L, and 28 126.2 360.2 Rwy 01R, 19R, and 10	MC CAIN GND CON 336.4	ASR/PAR
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CV-1 PROCEDURE: USE RESTRICTED
TO TW-1 AIRCRAFT ONLY.



EMERG SAFE ALT 100 NM 3700



MERIDIAN, MISSISSIPPI

32°33'N -88°33'W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Orig 22JAN26

TACAN X RWY 19L

TACAN Y RWY 1L

TACAN NMM Chan 56	APCH CRS 025°	Rwy ldg 8003 TDZE 254 Arpt Elev 316	[USN]
RADAR required			ALSIF-1
▼ * When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1½ miles. ** Circling CAT B remain within 1.5 NM, CAT C within 1.7 NM, CAT D within 2.3 NM, CAT E within 4.5 NM.			MISSED APPROACH: Climb to 2200 direct NMM TACAN then right turn via NMM R-051 to ROBNY and hold.

APP CON ATIS ★ 290.525	MC CAIN TOWER ★ 126.2 340.2 Rwy 01L, 19L, and 28 126.2 360.2 Rwy 01R, 19R, and 10	MC CAIN GND CON 336.4	ASR/PAR
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The final apch course is 224°
from rwy centerline at
3000' from thld.

722

EMERG SAFE ALT 100 NM 3700

ELEV 316	TDZE 254	
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12,000 4000	JODOK NMM 20 2500 1500 1040 3.02° TCH 50	JARMA NMM 10 1500 1040 3.02° TCH 50	JOLGI NMM 7 1500 1040 3.02° TCH 50	WASIS NMM 5.5 1500 1040 3.02° TCH 50	AGLEY NMM 3.9 1500 1040 3.02° TCH 50	NMM TACAN 1500 1040 3.02° TCH 50
2200	NMM	NMM	NMM	NMM	NMM	NMM
R-051	R-051	R-051	R-051	R-051	R-051	R-051

CATEGORY	A	B	C	D	E
S-1L *	760-½	507 (500-½)	760-1	507 (500-1)	
CIRCLING **	820-1 504 (600-1)	840-1 524 (600-1)	840-1½ 524 (600-1½)	880-2 564 (600-2)	1080-2¾ 764 (800-2¾)

HIRL all rwy
Wave-Off Lgt Rwy 1L, 19L

32°33' N -88°33' W

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

Amdt 4 22JAN26

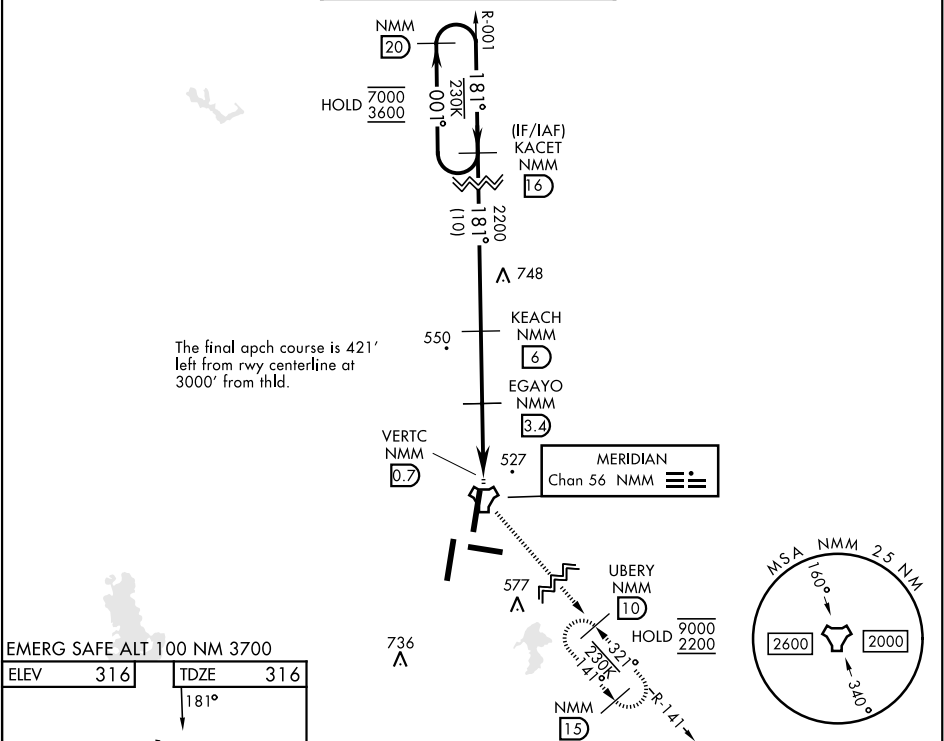
TACAN Y RWY 1L

SC-4, 03 SEP 2026 to 29 OCT 2026

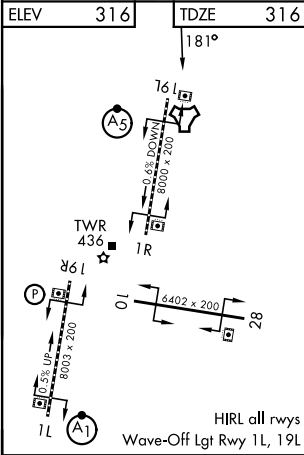
SC-4, 03 SEP 2026 to 29 OCT 2026

TACAN Y RWY 19L

TACAN NMM Chan 56	APCH CRS 181°	Rwy Idg TDZE 316 Arpt Elev 316	[USN]	MERIDIAN NAS (MC CAIN FIELD) (KNMM)
RADAR required				MALS R A5
*When ALS inop, increase CAT AB vis to 1 mile; CDE vis to 1½ miles. **Circling CAT B remain within 1.5 NM, CAT C within 1.7 NM, CAT D within 2.3 NM, CAT E within 4.5 NM.				MISSED APPROACH: Climb to 2200 direct NMM TACAN then turn left NMM R-141 direct UBERY and hold.
ATIS ★ 290.525	APP CON 120.5 269.325 (S) 379.275 (N) 120.95 276.4 (W) 121.275 348.7 (E)	MC CAIN TOWER ★ 126.2 340.2 Rwy 01L, 19L, and 28 126.2 360.2 Rwy 01R, 19R, and 10	MC CAIN GND CON 336.4	ASR/PAR



EMERG SAFE ALT 100 NM 3700



NMM 20		KACET NMM 16		2200		NMM		NMM R-141		UBERY NMM 10	
7000 3600		001°		181°		181°		2200		EGAYO NMM 3.4	
						1360		VERTC NMM 0.7		NMM TACAN	
						2.97°					
						TCH 50					
						2.7 NM		2.7 NM		0.5	
CATEGORY		A		B		C		D		E	
S-19L *		780 ½		464 (500-½)		780-1		464 (500-1)			
CIRCLING **		820-1 504 (600-1)		840-1 524 (600-1)		840-1½ 524 (600-1½)		880-2 564 (600-2)		1080-2¾ 764 (800-2¾)	

TACAN Y RWY 19L

AIRPORT DIAGRAM

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

MERIDIAN, MISSISSIPPI

[USN]

ATIS★290.525
MC CAIN TOWER★
126.2 340.2 (Rwy 01L, 19L, and 28)
126.2 360.2 (Rwy 01R, 19R, and 10)
MC CAIN GND CON
336.4
CLNC DEL
301.0

AUGUST 2025
ANNUAL RATE OF CHANGE
0.1° W

442
A

Rwy 1L-19R
PCN 65 R/C/W/T
Rwy 1R-19L
PCN 71 R/B/W/T
Rwy 10-28
PCN 29 R/C/W/T

HIRL all rwys
Wave-Off Lights Rwy 1L, 19L

AIRPORT DIAGRAM

MERIDIAN, MISSISSIPPI

MERIDIAN NAS (MC CAIN FIELD) (KNMM)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
012°

Rwy Ldg
TDZE
278

Apt Elev
278

RNAV (GPS) RWY 1

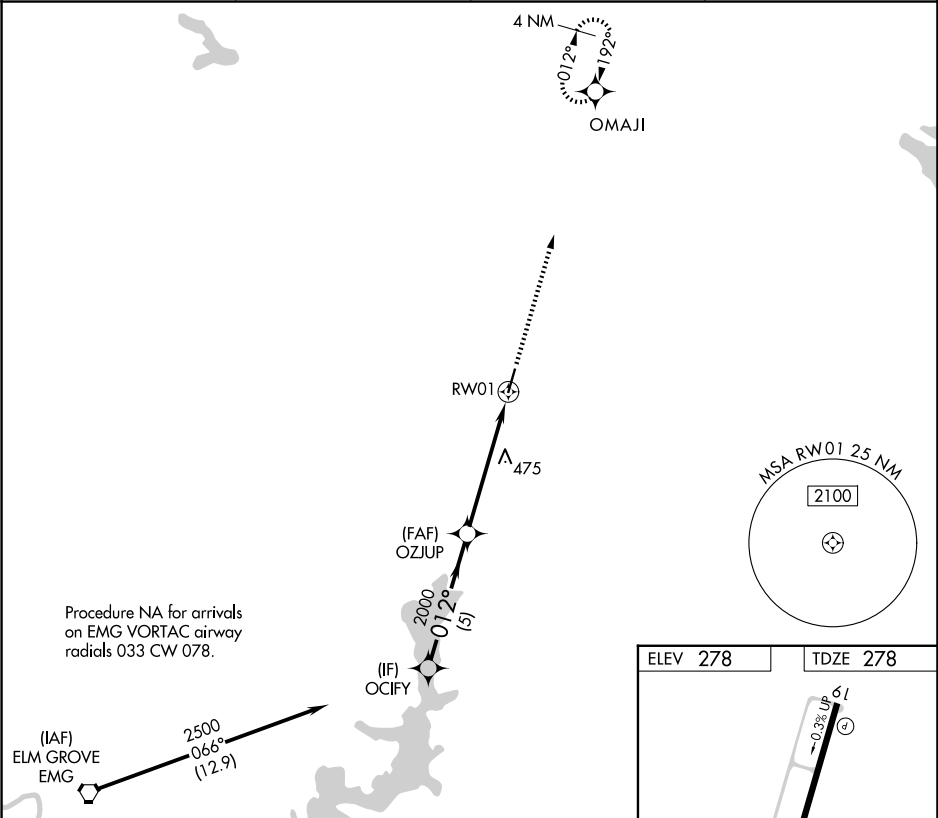
MINDEN (MNE)

⚠

When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Barksdale AFB altimeter setting; increase all MDA 80 feet, increase LNAV visibility Cats C/D ¾ SM and Circling visibility Cats C/D ½ SM.

MISSED APPROACH:
Climb to 2500 direct OMAJI and hold.

AWOS-3PT 119.325	SHREVEPORT APP CON 123.75 360.725	GCO 135.075	UNICOM 122.8 (CTAF) 1
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OCIFY

2500

Procedure Turn NA

VGSI and descent angle not coincident (VGSI Angle 3.15/TCH 53).

2500

OMAJI

OZJUP

2000

3.00° TCH 40

RW01

5 NM

5.3 NM

CATEGORY	A	B	C	D
LNAV MDA	780-1	502 (600-1)	780-1¾	502 (600-1¾)
CIRCLING	780-1 502 (600-1)	820-1 542 (600-1)	1060-2¼ 782 (800-2¼)	1060-2½ 782 (800-2½)

012°

066°

012°

033° UP

5004 X 75

380

MIRL Rwy 1-19 1

REIL Rwy 1 and 19

APP CRS 192°	Rwy Ldg TDZE Apt Elev	5004 269 278
------------------------	-----------------------------	---

RNAV (GPS) RWY 19
MINDEN (MNE)

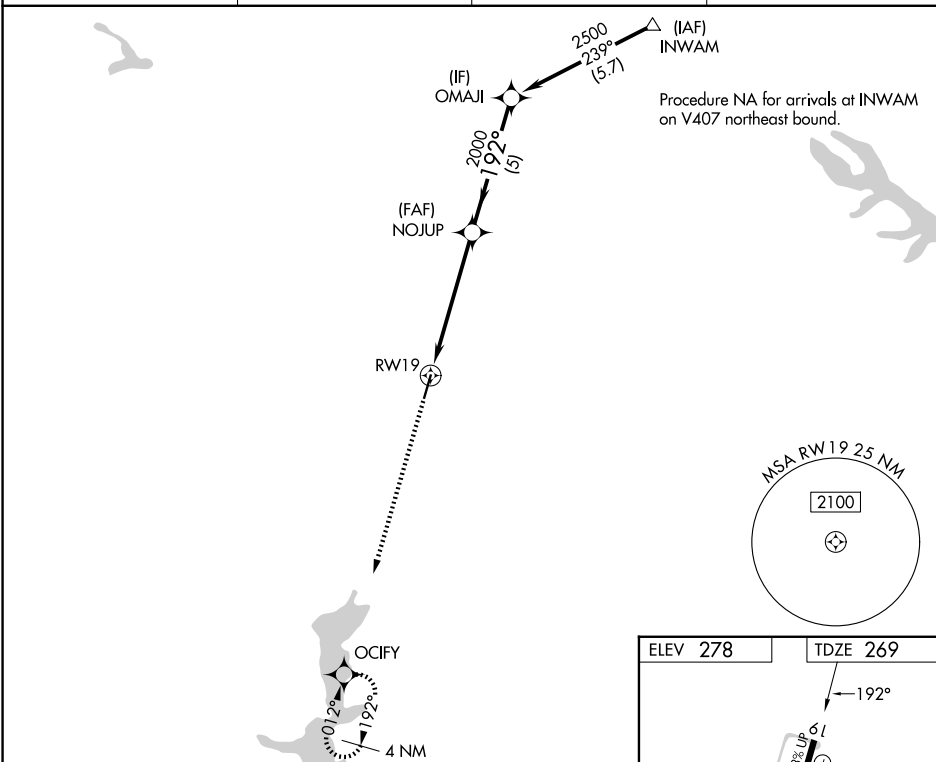
T Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter
A setting not received, use Barksdale AFB altimeter setting; increase all
 MDAs 80 feet: increase visibility LNAV Cats C/D $\frac{1}{8}$ SM and Circling Cats C/D $\frac{1}{8}$ SM.

MISSED APPROACH:
Climb to 2500 direct
OCIFY and hold.

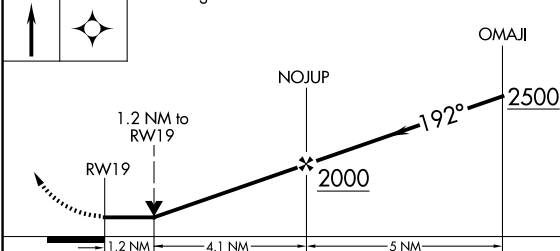
AWOS-3PT
119.325

SHREVEPORT APP CON
123.75 360.725

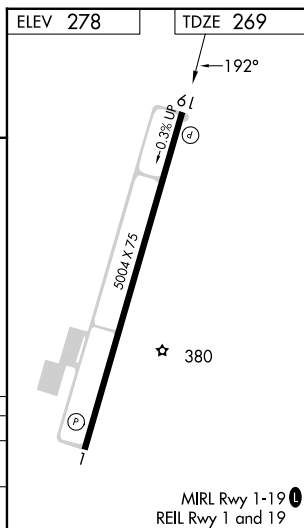
GCO
135.075

UNICOM
122.8 (CTAF) **L**

2500	OCIFY	Visual Segment - Obstacles
------	-------	----------------------------



CATEGORY	A	B	C	D
LNAV MDA	820-1	551 (600-1)	820-1 $\frac{5}{8}$	551 (600-1 $\frac{5}{8}$)
CIRCLING	820-1	542 (600-1)	1060-2 $\frac{1}{4}$ 782 (800-2 $\frac{1}{4}$)	1060-2 $\frac{1}{2}$ 782 (800-2 $\frac{1}{2}$)



Orig-C 07OCT21

32°39'N-93°18'W

MINDEN (MNE)

RNAV (GPS) RWY 19

SC-4, 03 SEP 2026 to 29 OCT 2026

MONROE, LOUISIANA

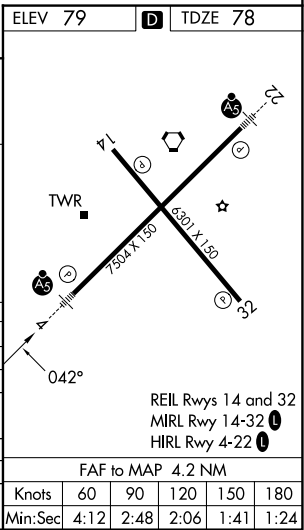
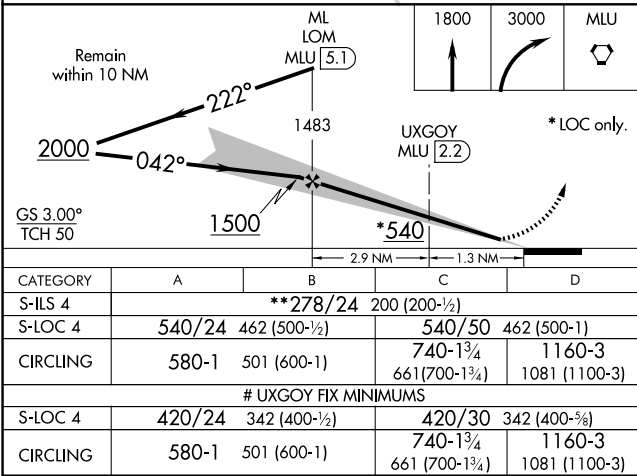
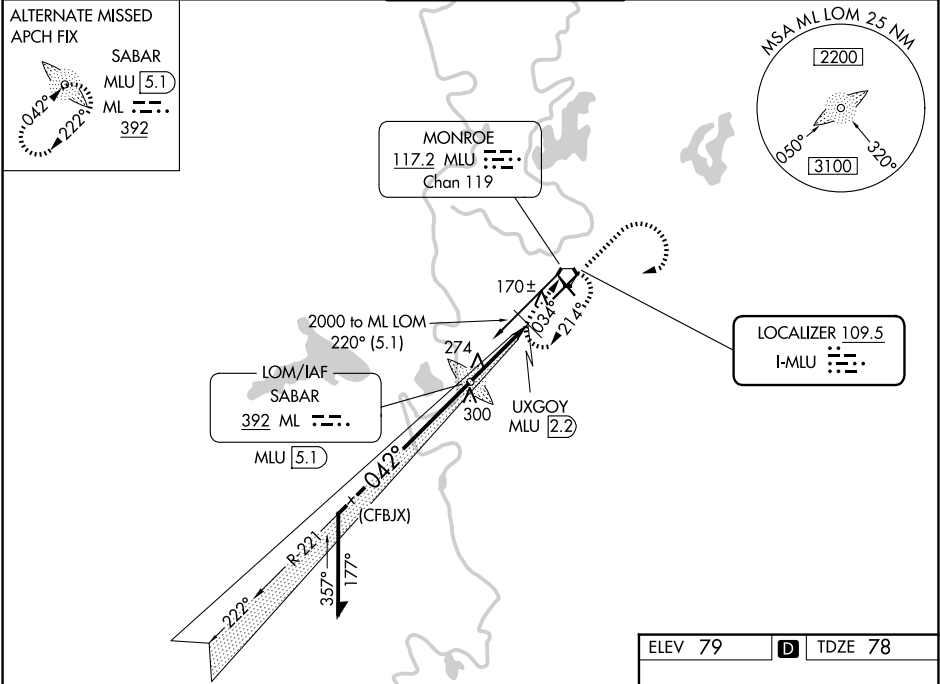
AL-270 (FAA)

25331

LOC I-MLU 109.5	APP CRS 042°	Rwy Ldg 7504 TDZE 78 Apt Elev 79
---------------------------	------------------------	---

ILS or LOC RWY 4
MONROE RGNL (MLU)

ADF or DME required for procedure entry.			MALSR AS	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold.
Circling Rwy 14 NA at night. For inop ALS, increase S-LOC 4 Cat C/D visibility to 1½ SM. UXGOY FIX MINIMUMS: For inop ALS, increase S-LOC 4 Cat C/D visibility to RVR 5500. ASR **RVR 1800 authorized with the use of FD or AP or HUD to DA. # DME from MLU VORTAC.				
ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9(CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95



MONROE, LOUISIANA
Amdt 23C 08OCT20

32°31'N-92°02'W

MONROE RGNL (MLU)
ILS or LOC RWY 4

SC-4, 03 SEP 2026 to 29 OCT 2026

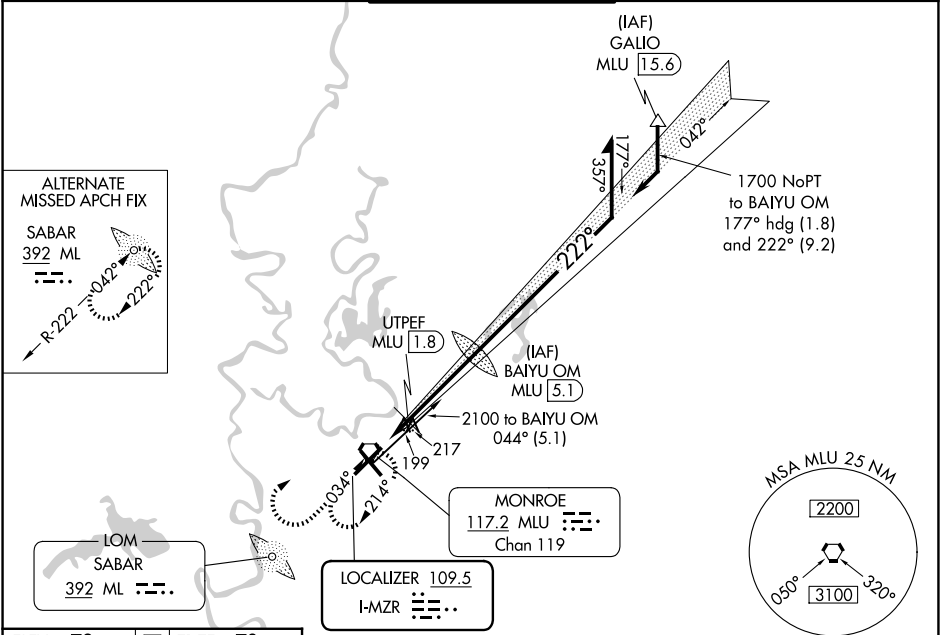
SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-MZR 109.5	APP CRS 222°	Rwy Ldg 7504 TDZE 78 Apt Elev 79
---------------------------	------------------------	---

ILS or LOC RWY 22
MONROE RGNL (MLU)

DME or RADAR required for procedure entry.		MALSR 	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.
Circling Rwy 14 NA at night. For inop ALS, increase S-LOC 22 Cat C/D visibility to 1½ SM. # DME from MLU VORTAC.			

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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ELEV 79	D	TDZE 78
REIL Rws 14 and 32 MIRL Rwy 14-32 HIRL Rwy 4-22		
FAF to MAP 4.8 NM		
Knots	60	90 120 150 180
Min:Sec	4:48	3:12 2:24 1:55 1:36

1800 3000 MLU		BAIYU OM MLU 5.1		VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 50).	
*LOC only.		UTPEF MLU 1.8		Remain within 10 NM	
1.4 NM		3.4 NM		GS 3.00° TCH 54	
CATEGORY	A	B	C	D	
S-ILS 22	278-½ 200 (200-½)				
S-LOC 22	560-½	482 (500-½)	560-1	482 (500-1)	
CIRCLING	580-1	501 (600-1)	740-¾ 661 (700-¾)	1160-3 1081 (1100-3)	
# UTPEF FIX MINIMUMS					
S-LOC 22	500-½	422 (500-½)	500-¾	422 (500-¾)	
CIRCLING	580-1	501 (600-1)	740-¾ 661 (700-¾)	1160-3 1081 (1100-3)	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

MONROE, LOUISIANA

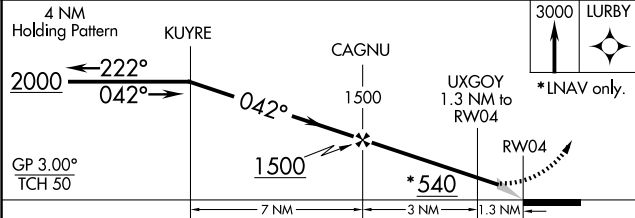
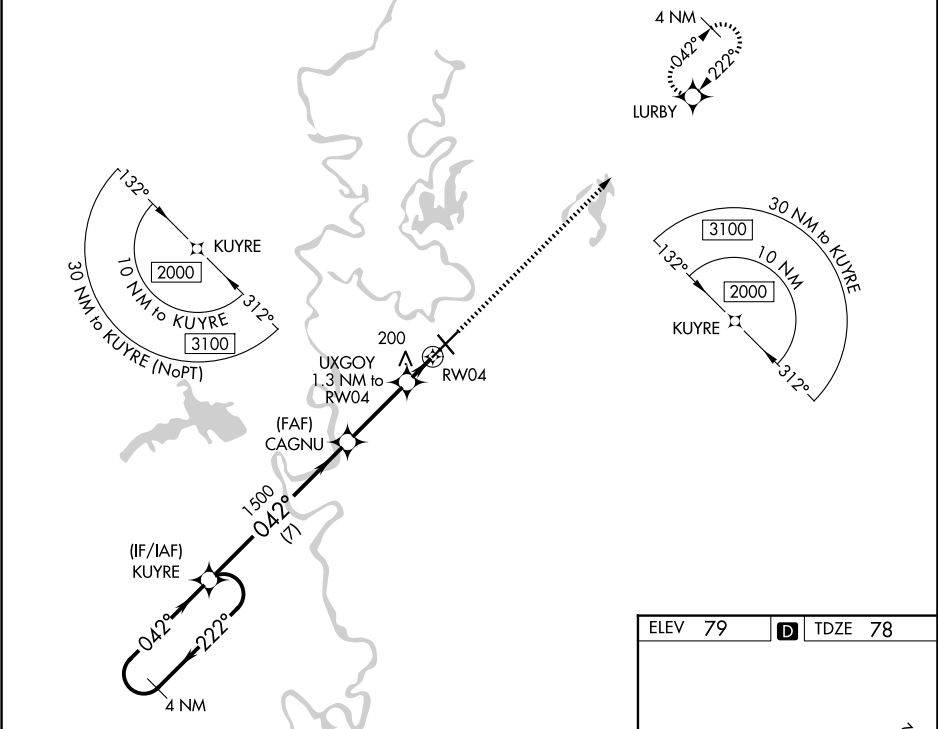
AL-270 (FAA)

25331

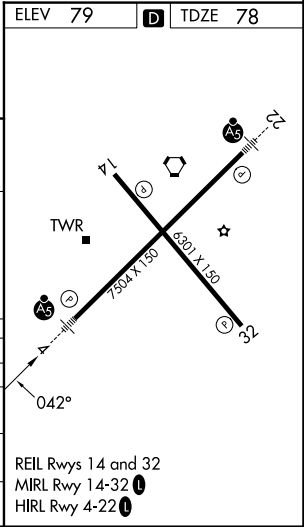
WAAS CH 56410 W04A	APP CRS 042°	Rwy Ldg 7504 TDZE 78 Apt Elev 79
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RNAV (GPS) RWY 4
MONROE RGNL (MLU)

RNP APCH. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. Circling ASR Rwy 14 NA at night. ** RVR 1800 authorized with use of FD or AP or HUD to DA.			MALSR A5 MISSED APPROACH: Climb to 3000 direct LURBY and hold.
ATIS 125.05	MONROE APP CON★ 118.15 290.475	MONROE TOWER★ 118.9 (CTAF) 0 257.8	GND CON 121.9
			UNICOM 122.95



CATEGORY	A	B	C	D
LPV DA **		278/24	200 (200-½)	
LNAV/VNAV DA		383/24	305 (400-½)	
LNAV MDA	460/24	382 (400-½)	460/35	382 (400-¾)
CIRCLING	580-1	501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)



MONROE, LOUISIANA
Amdt 1C 08OCT20

32°31'N-92°02'W

MONROE RGNL (MLU)
RNAV (GPS) RWY 4

SC-4, 03 SEP 2026 to 29 OCT 2026

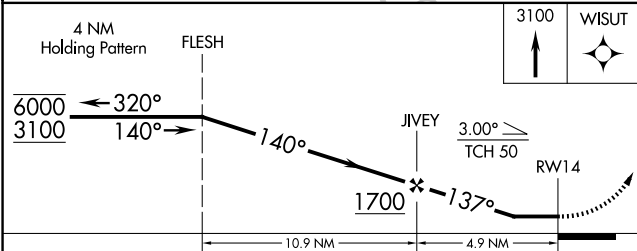
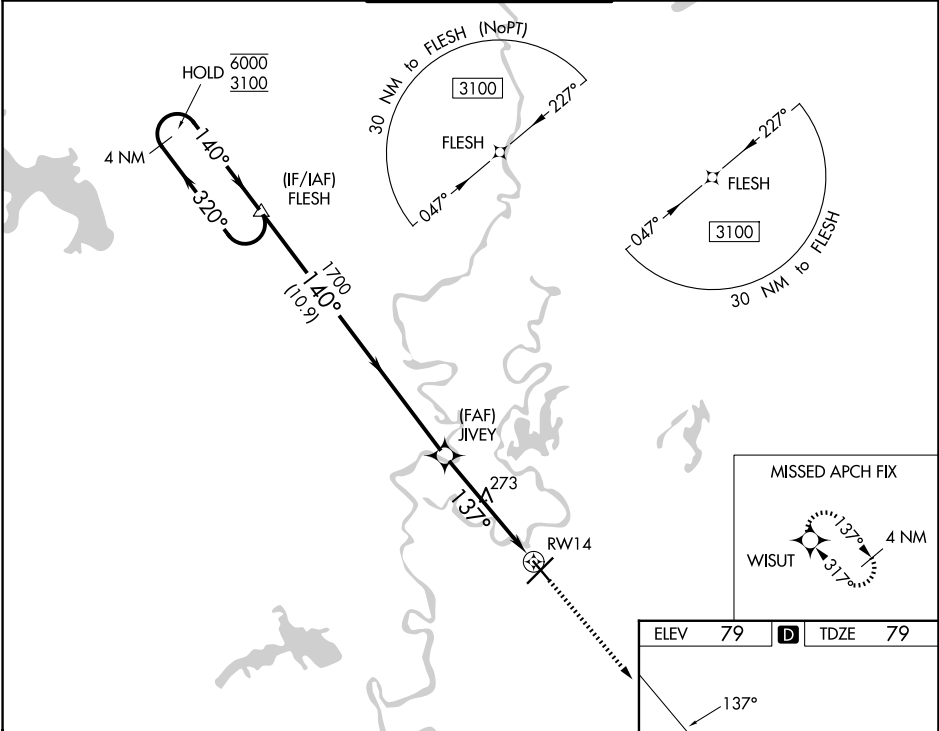
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90542 W14A	APP CRS 137°	Rwy Ldg TDZE 79 Apt Elev 79
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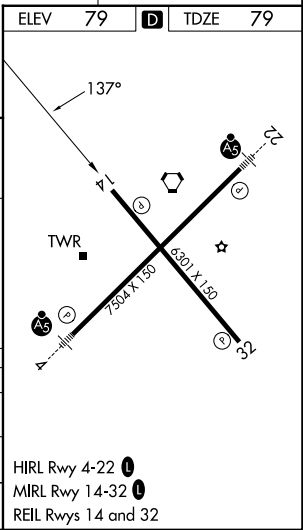
RNAV (GPS) RWY 14
MONROE RGNL (MLU)

RNP APCH. ⚠ ⚠ ASR	Rwy 14 helicopter visibility reduction below 1 SM NA. Straight-In and Circling Rwy 14 NA at night.	MISSED APPROACH: Climb to 3100 direct WISUT and hold. Continue climb-in-hold to 3100.
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ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LP MDA	580-1	501 (600-1)	580-1 $\frac{3}{8}$	501 (600-1 $\frac{3}{8}$)
LNAV MDA	580-1	501 (600-1)	580-1 $\frac{3}{8}$	501 (600-1 $\frac{3}{8}$)
CIRCLING	580-1 501 (600-1)	620-1 541 (600-1)	740-1 $\frac{3}{4}$ 661 (700-1 $\frac{3}{4}$)	1160-3 1081 (1100-3)

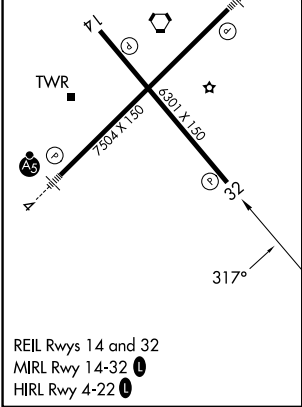
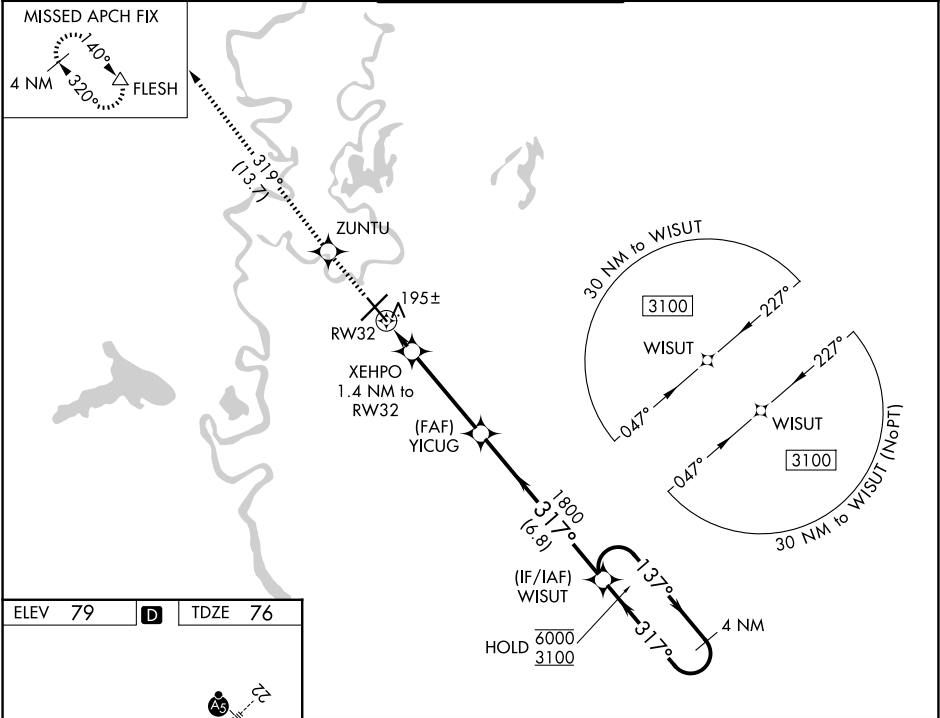


WAAS CH 56428 W32A	APP CRS 317°	Rwy Ldg TDZE 76 Apt Elev 79
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RNAV (GPS) RWY 32
MONROE RGNL (MLU)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct ZUNTU and on track 319° to FLESH and hold.
▼ ASR	Rwy 32 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. Circling Rwy 14 NA at night.	

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 257.8	GND CON 121.9	UNICOM 122.95
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3000	ZUNTU	fr 319°	FLESH	YICUG	WISUT	4 NM Holding Pattern
				1800	137°	6000 3100
				580	317°	GP 3.00° TCH 53
				1800		
				1.4 NM	3.8 NM	6.8 NM
CATEGORY	A	B	C	D		
LPV DA		326-1	250 (300-1)			
LNNAV/VNAV DA		356-1	280 (300-1)			
LNNAV MDA	460-1	384 (400-1)	460-1½ 384 (400-1½)			
CIRCLING	540-1 461 (500-1)	580-1 501 (600-1)	740-1¾ 661 (700-1¾)	1160-3 1081 (1100-3)		

MONROE, LOUISIANA

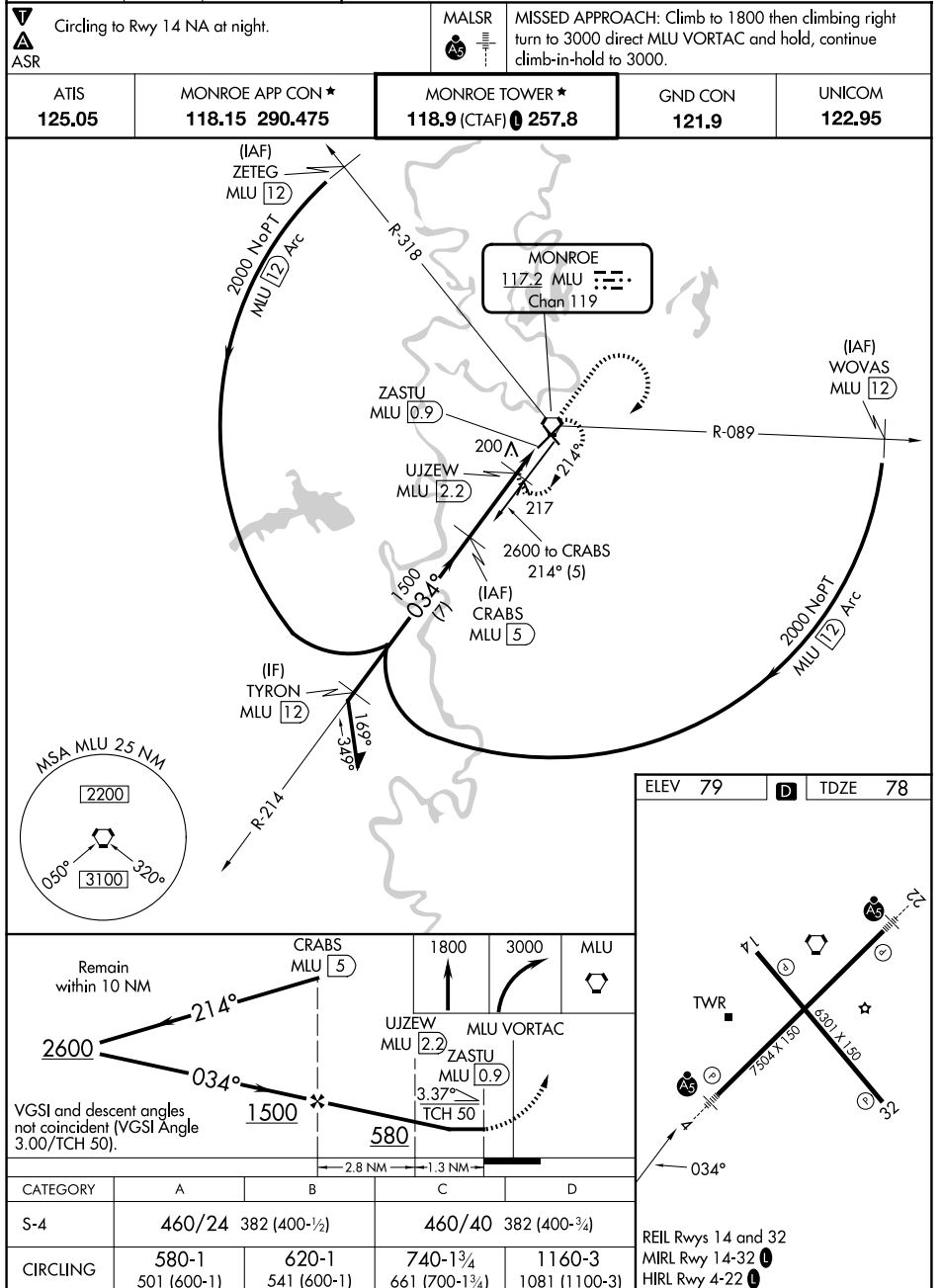
AL-270 (FAA)

25331

VORTAC MLU	Rwy Ldg	7504
117.2	APP CRS	034°
Chan 119	TDZE	78
	Apt Elev	79

VOR/DME RWY 4

MONROE RGNL (MLU)



MONROE, LOUISIANA

Amtd 3A 16OCT14

32°31'N-92°02'W

MONROE RGNL (MLU)

VOR/DME RWY 4

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

VOR RWY 22
MONROE RGNL (MLU)

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.

TWR

7500 X 150

6300 X 150

REIL Rwys 14 and 32
MIRL Rwy 14-32
HIRL Rwy 4-22

MONROE, LOUISIANA

AL-270 (FAA)

26134

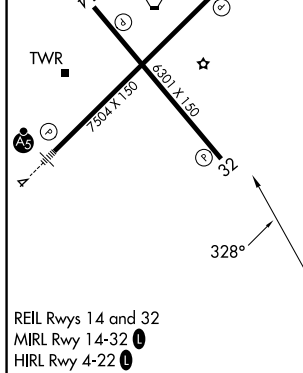
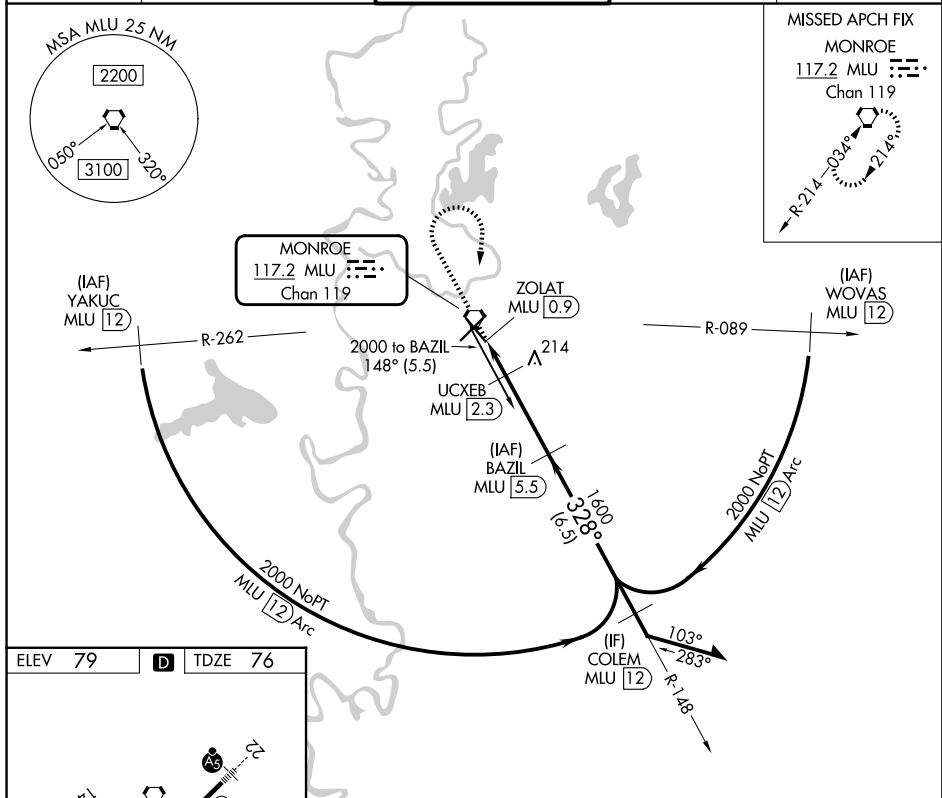
VORTAC MLU	APP CRS	Rwy Ldg	6301
117.2	328°	TDZE	76
Chan 119		Apt Elev	79

VOR RWY 32

MONROE RGNL (MLU)

DME required.	MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct MLU VORTAC and hold, continue climb-in-hold to 3000.
ASR Rwy 32 helicopter visibility reduction below ¾ SM NA. Circling Rwy 14 NA at night.	

ATIS 125.05	MONROE APP CON ★ 118.15 290.475	MONROE TOWER ★ 118.9 (CTAF) 0 257.8	GND CON 121.9	UNICOM 122.95
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1800	3000	MLU				
↑	↷	⬡				
			BAZIL MLU 5.5		Remain within 10 NM	
			148°		2000	
			328°		1600	
			3.00°			
			TCH 53			
			580			
			0.1		1.4 NM	
			3.2 NM			
CATEGORY	A		B		C	D
S-32	520-1 444 (500-1)				520-1 ³ / ₈	444 (500-1 ³ / ₈)
CIRCLING	540-1 461 (500-1)		580-1 501 (600-1)		740-1 ³ / ₄ 661 (700-1 ³ / ₄)	1160-3 1081 (1100-3)

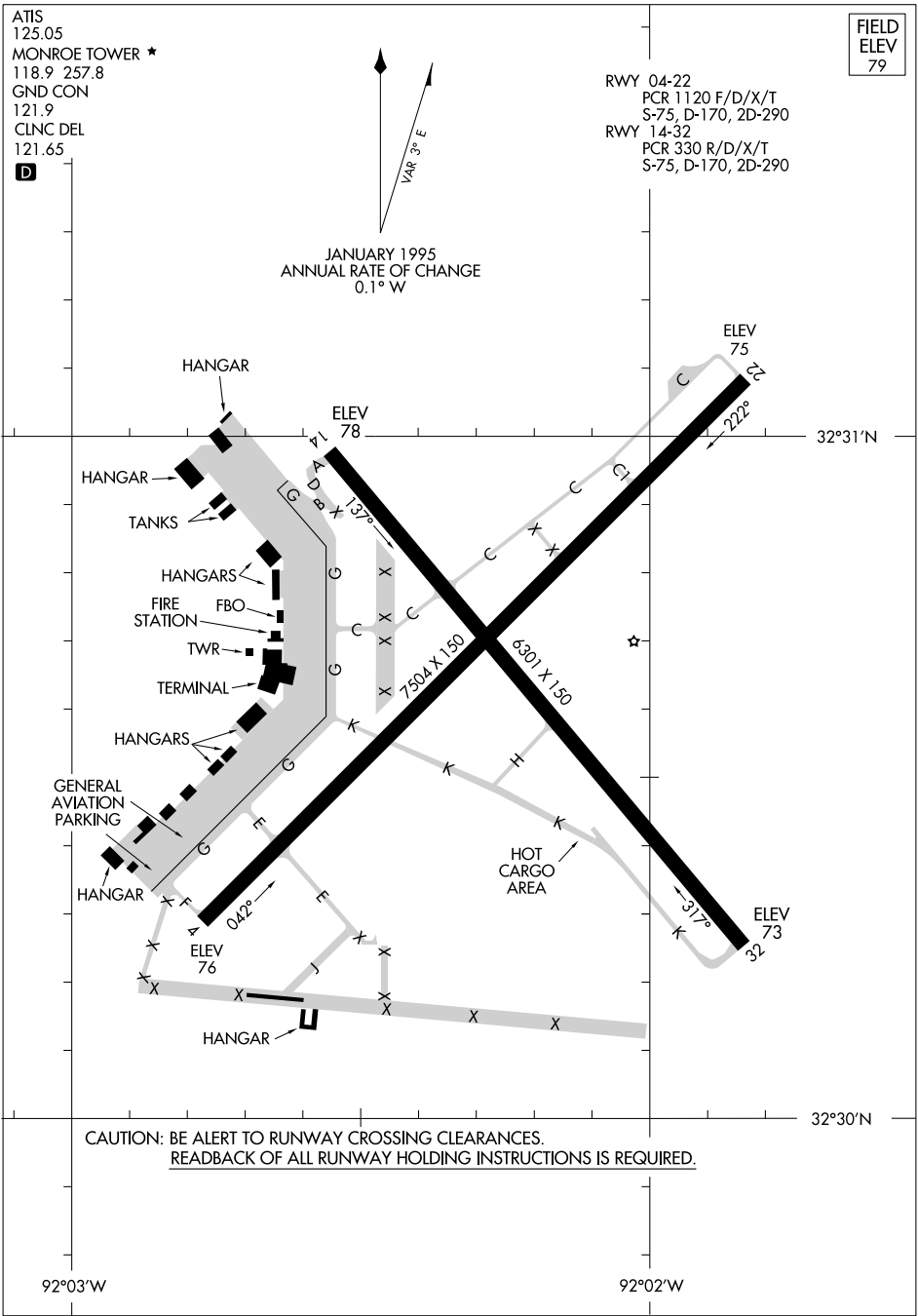
MONROE, LOUISIANA
Amdt 5B 14MAY26

32°31'N-92°02'W

MONROE RGNL (MLU)
VOR RWY 32

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



ILS or LOC RWY 14

SC-4, 03 SEP 2026 to 29 OCT 2026

RNP APCH - GPS.

T

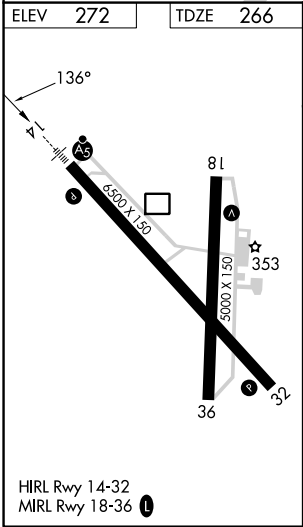
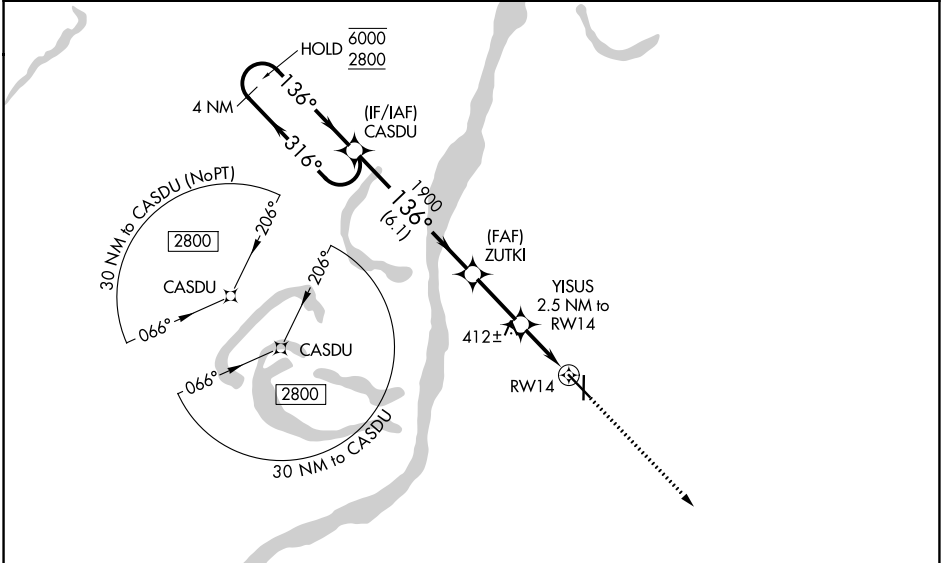
A

Circling Rwy 36 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C or above 54° C. For inop ALS, increase LNAV Cats C and D visibility to 1½ SM. Inop table does not apply to LPV, LNAV/VNAV, and LNAV Cats A and B.

MALSR

MISSED APPROACH: Climb to 2800 direct WEGRA and hold.

AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern 6000 ← 316° 2800 → 136° GP 3.00° TCH 54					WEGRA 2800 WEGRA				
CASDU					ZUTKI				
1900					1100				
6.1 NM					2.5 NM				
1.4 NM					1.1 NM				
CATEGORY	A	B	C	D					
LPV DA	575-1				309 (400-1)				
LNAV/VNAV DA	560-1				294 (300-1)				
LNAV MDA	680-1				414 (500-1)				
CIRCLING	740-1	820-1	1020-2¼	1220-3					
	468 (500-1)	548 (600-1)	748 (800-2¼)	948 (1000-3)					

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

26190

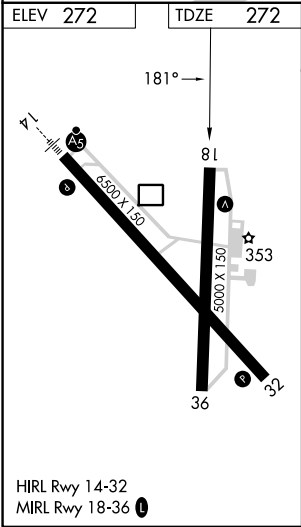
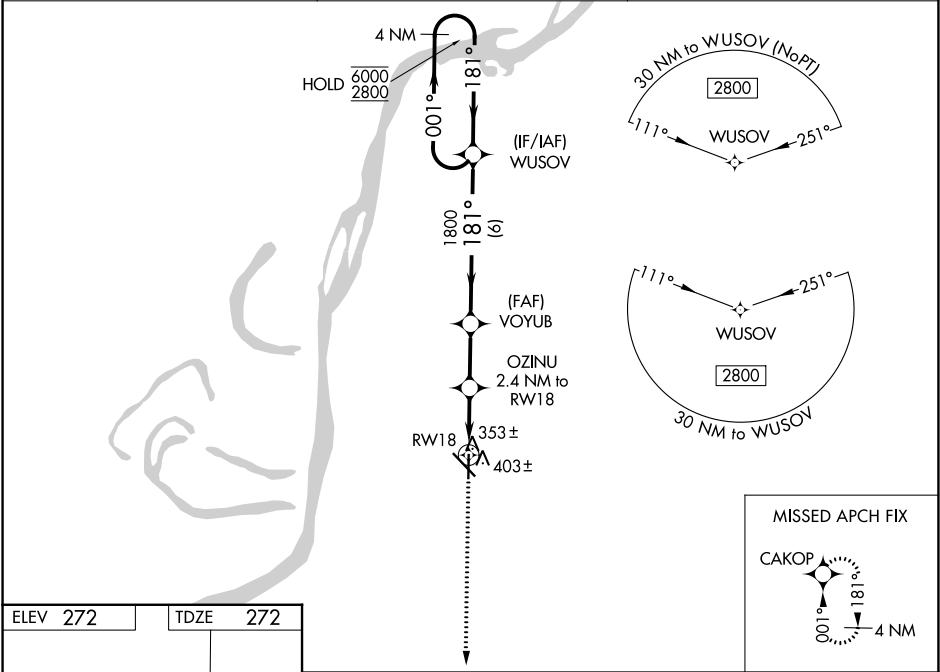
WAAS CH 45734 W18A	APP CRS 181°	Rwy Ldg 5000 TDZE 272 Apt Elev 272
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RNAV (GPS) RWY 18

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH.	MISSED APPROACH: Climb to 2800 direct CAKOP and hold.
Circling Rwy 36 NA at night. Rwy 18 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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2800 ↑	CAKOP 	Visual Segment - Obstacles.		4 NM Holding Pattern		
CATEGORY		A		B	C	D
LP	MDA	620-1 348 (400-1)				
LNAV	MDA	660-1 388 (400-1)		660-1½ 388 (400-1½)		
CIRCLING		740-1 468 (500-1)	820-1 548 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)	

NATCHEZ, MISSISSIPPI
Amdt 1C 11AUG22

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)
31°37'N-91°18'W
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **90334**
W32A

APP CRS
316°

Rwy Ldg **6500**
TDZE **272**
Apt Elev **272**

RNAV (GPS) RWY 32

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH - GPS.

▼

▲

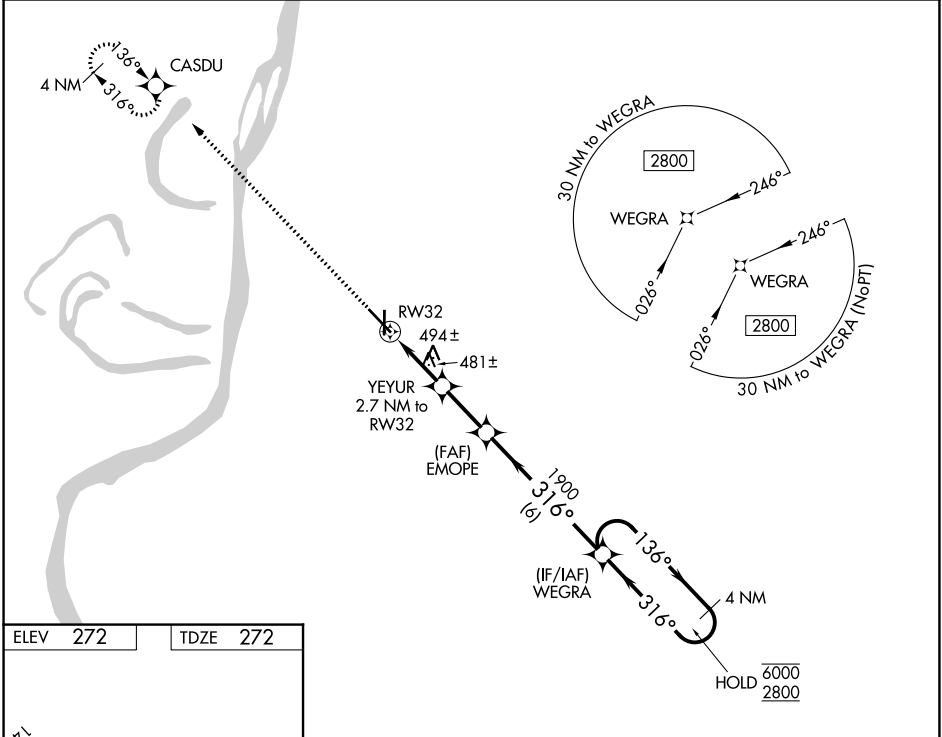
Circling Rwy 36 NA at night.
Rwy 32 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2800 direct CASDU and hold.

AWOS-3PT
124.675

HOUSTON CENTER
120.975 299.6

UNICOM
122.8 (CTAF) 0



ELEV 272 TDZE 272

Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LP MDA	740-1 468 (500-1)		740-1⅓ 468 (500-1⅓)	
LP MDA	800-1 528 (600-1)		800-1½ 528 (600-1½)	
CIRCLING	800-1 528 (600-1)	820-1 548 (600-1)	1020-2¼ 748 (800-2¼)	1220-3 948 (1000-3)

NATCHEZ, MISSISSIPPI

AL-967 (FAA)

26190

WAAS CH 77734 W36A	APP CRS 001°	Rwy Ldg TDZE Apt Elev	5000 272 272
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RNAV (GPS) RWY 36
HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)

RNP APCH

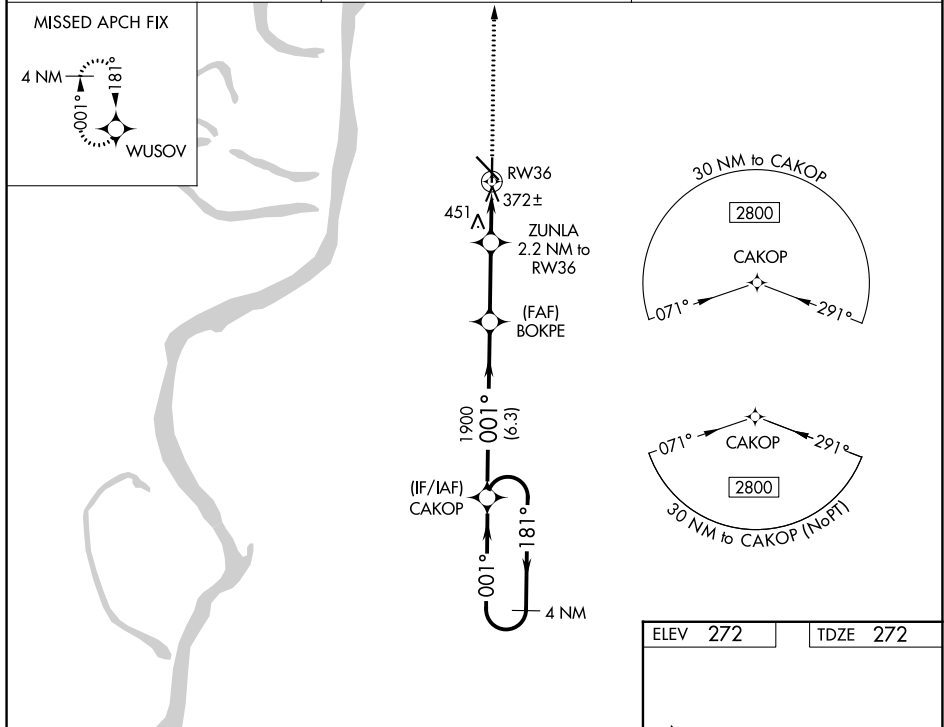
▼

▲

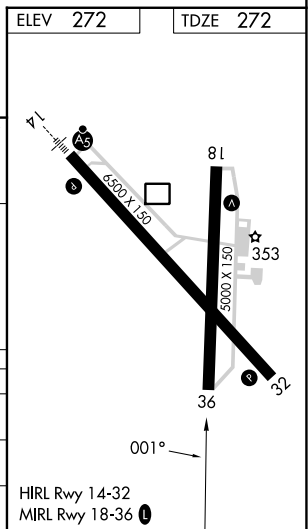
When local altimeter setting not received, use Vicksburg Tallulah Rgnl altimeter setting and increase all MDAs 140 feet; increase LP and LNAV Cats C/D visibility 3/8 SM. Increase Circling Cats C visibility 1/2 SM. Rwy 36 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 36 NA at night, Circling Rwy 36 NA at night.

MISSED APPROACH: Climb to 2800 direct WUSOV and hold.

AWOS-3PT 124.675	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		Visual Segment - Obstacles.		2800	WUSOV
2800 ← 181°		001° →		001°	
CAKOP		BOKPE		ZUNLA	2.2 NM to RW36
1900		1000		RW36	
6.3 NM		2.8 NM		2.2 NM	
CATEGORY	A	B	C	D	
LP MDA	660-1	388 (400-1)	660-1 1/8	388 (400-1 1/8)	
LNAV MDA	720-1	448 (500-1)	720-1 3/8	448 (500-1 3/8)	
CIRCLING	740-1 468 (500-1)	820-1 548 (600-1)	1020-2 1/4 748 (800-2 1/4)	1220-3 948 (1000-3)	



NATCHEZ, MISSISSIPPI
Amdt 1D 11AUG22

HARDY-ANDERS FLD/NATCHEZ-ADAMS COUNTY (HE/Z)
31°37'N-91°18'W
RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77810 W17A	APP CRS 162°	Rwy Ldg 5003 TDZE 117 Apt Elev 121
--	------------------------	---

RNAV (GPS) RWY 17
NATCHITOCES RGNL (IER)

RNP APCH.

⚠ For uncompensated baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase LPV DA to 458 feet and visibility all Cats 3/4 SM; increase LNAV/VNAV DA to 749 feet and visibility all Cats 3/4 SM; increase all MDA 100 feet and LNAV Cat C visibility 3/4 SM and Circling Cat C visibility 1/2 SM. Baro-VNAV and VDP NA when using Alexandria Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct SABVE and hold.

AWOS-3 119,025	MAKS APP CON 125.4 302.2	GCO 135,075	UNICOM 122.8 (CTAF) 0
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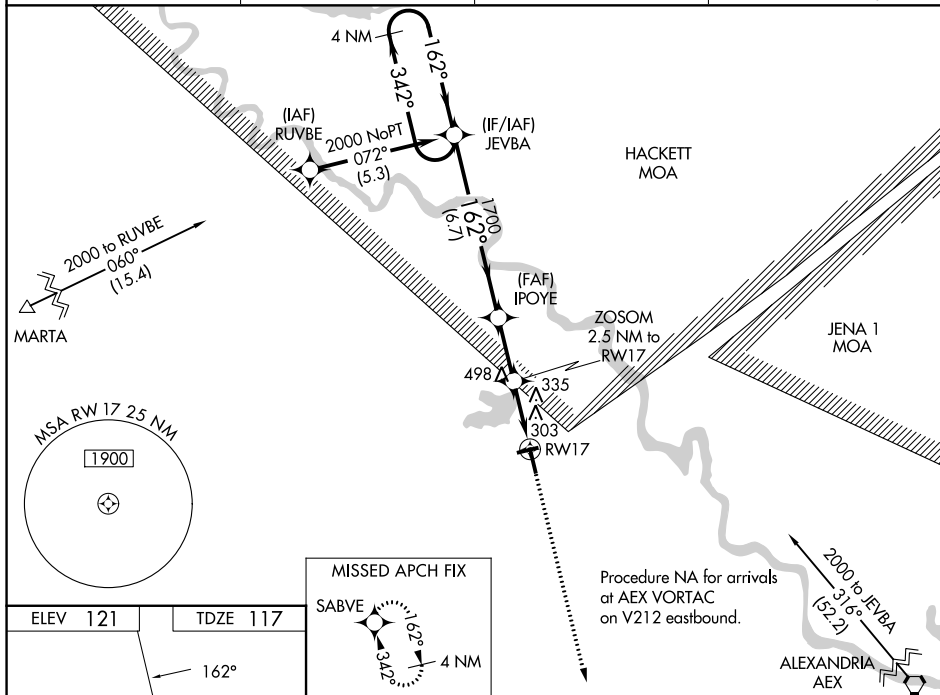


Diagram of the MIRA 17-35 instrument approach chart. The chart shows a 4 NM Holding Pattern at 2000 feet, a glidepath of 3.00° TCH 45, and various navigation aids including L1, L2, and L3. The chart also includes a table of approach data for LPV, LNAV/VNAV, LNAV, and CIRCLING.

CATEGORY	A	B	C	D
LPV DA	367- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		NA
LNAV/VNAV DA	658-1 $\frac{7}{8}$	541 (600-1 $\frac{7}{8}$)		NA
LNAV MDA	620-1	503 (500-1)	620-1 $\frac{3}{8}$ 503 (500-1 $\frac{3}{8}$)	NA
CIRCLING	800-1	679 (700-1)	860-2 739 (800-2)	NA

NATCHITOCHES, LOUISIANA

AL-5912 (FAA)

26190

WAAS CH 86510 W35A	APP CRS 342°	Rwy Ldg 5003 TDZE 121 Apt Elev 121
--	------------------------	---

RNAV (GPS) RWY 35

NATCHITOCHES RGNL (I.E.R.)

RNP APCH.

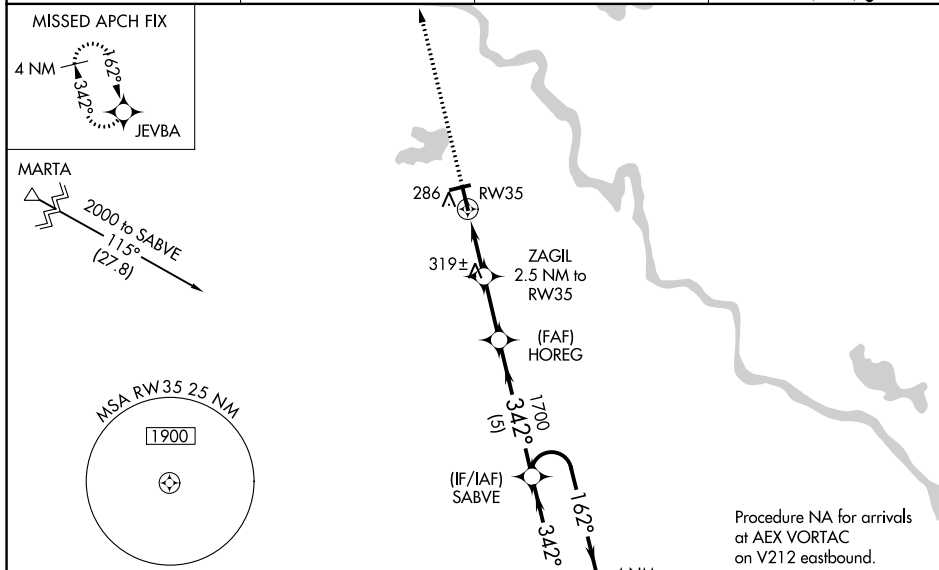
▼ Inop table does not apply to LPV all Cats, and LNAV Cats A and B. Baro-VNAV NA when using Alexandria Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase LPV DA to 462 feet; increase LNAV/VNAV DA to 577 feet and visibility all Cats $\frac{1}{4}$ SM; increase all MDA 100 feet and LNAV Cat C visibility $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{2}$ SM. For inoperative ODALS, increase LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile.

ODALS

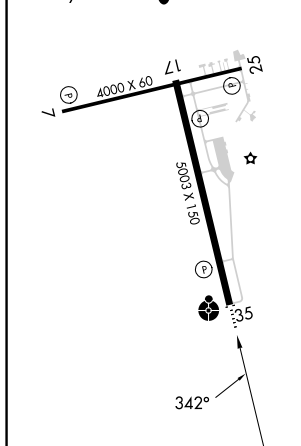


MISSED APPROACH:
Climb to 2000 direct JEVBA and hold.

AWOS-3 119.025	MAKS APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 121	TDZE 121
MIRL Rwy 7-25 and 17-35	REIL Rwy 7 and 17



2000	JEVBA	HOREG	SABVE	4 NM Holding Pattern
*LNAV only.	ZAGIL 2.5 NM to RW35	1700	162°	2000
	940*	1700	342°	GP 3.00° TCH 43
	2.5 NM	2.3 NM	5 NM	
CATEGORY	A	B	C	D
LPV DA	371-1	250 (300-1)		NA
LNAV/VNAV DA	486-1½	365 (400-1½)		NA
LNAV MDA	580-1	459 (500-1)	580-1½ 459 (500-1½)	NA
CIRCLING	680-1 559 (600-1)	740-1 619 (700-1)	860-2 739 (800-2)	NA

NATCHITOCHES, LOUISIANA

Amdt 1B 15JUL21

31°44'N-93°06'W

NATCHITOCHES RGNL (I.E.R.)

RNAV (GPS) RWY 35

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-HER 110.5	APP CRS 342°	Rwy Ldg TDZE Apt Elev 5003 121 121	LOC RWY 35 NATCHITOCHES RGNL (I-ER)
---------------------------	------------------------	--	--

⚠

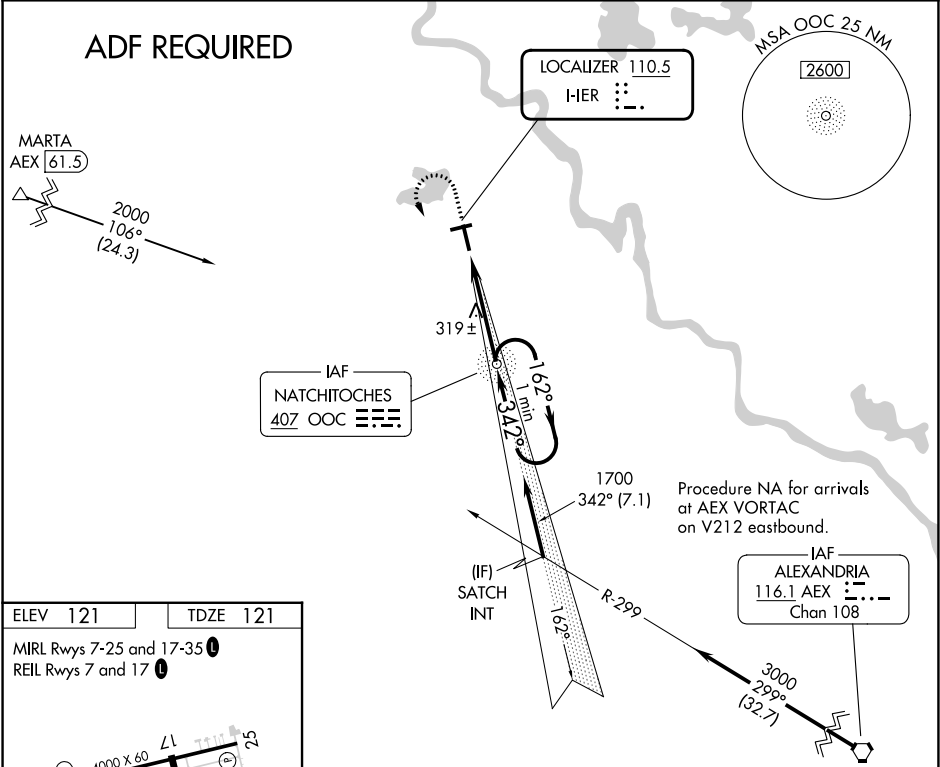
NA

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDA 100 feet and S-35 Cat C visibility ¼ SM and Circling Cat C visibility ½ SM. For inop ODALS when using Alexandria Intl altimeter setting, increase S-35 Cat C visibility ⅓ mile. Inop table does not apply to S-35 Cat A/B. ADF required.

ODALS

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.

AWOS-3 119.025	MAKS APP CON 125.4 302.2	GCO 135.075	UNICOM 122.8 (CTAF) 0
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NATCHITOCHES, LOUISIANA

AL-5912 (FAA)

26190

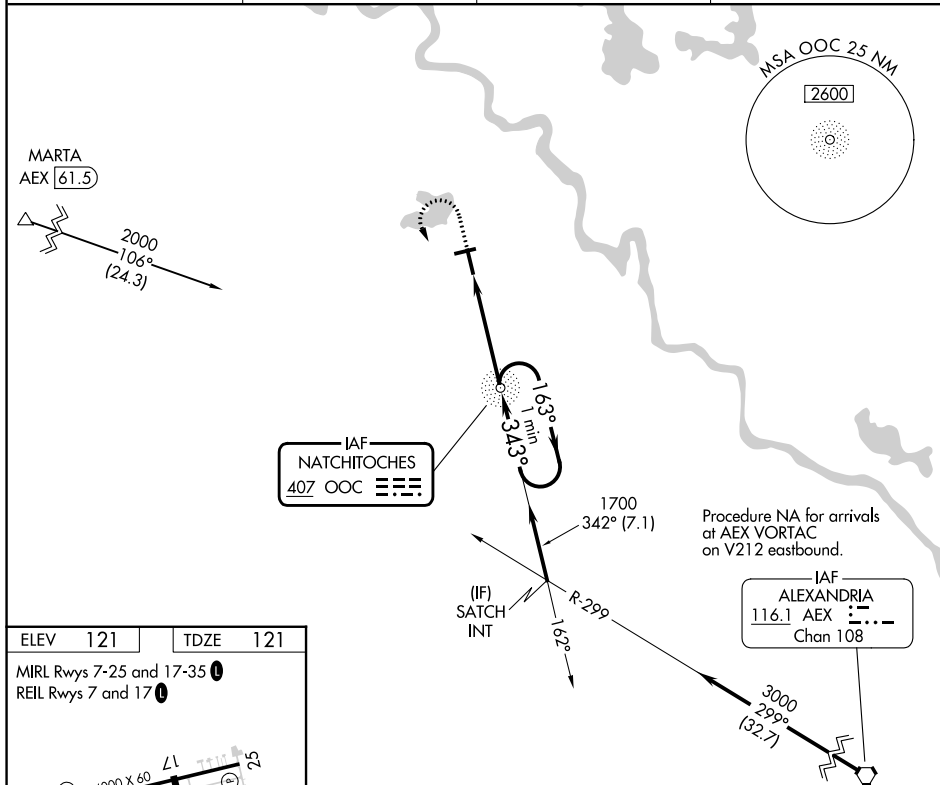
NDB OOC 407	APP CRS 343°	Rwy Ldg TDZE Apt Elev	5003 121 121
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NDB RWY 35

NATCHITOCHES RGNL (I.E.R)

NA Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: Increase all MDA 100 feet and S-35 Cat C visibility $\frac{1}{8}$ SM and Circling Cat C visibility $\frac{1}{2}$ SM. For inoperative ODALS increase S-35 Cat C visibility $\frac{1}{8}$ mile. Inoperative table does not apply to S-35 Cat A/B.	ODALS	MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct OOC NDB and hold.
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AWOS-3 119,025	MAKS APP CON 125.4 302.2	GCO 135,075	UNICOM 122.8 (CTAF)
--------------------------	------------------------------------	-----------------------	-------------------------------



ELEV 121	TDZE 121
MIRL Rwy 7-25 and 17-35	REIL Rwy 7 and 17
FAF to MAP 4.2 NM	
Knots	60 90 120 150 180
Min:Sec	4:12 2:48 2:06 1:41 1:24

1000 ↑	2000 ↷	OOO 	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).	
One Minute Holding Pattern OOO NDB				
CATEGORY	A	B	C	D
S-35	720-1	599 (600-1)	720-1½ 599 (600-1½)	NA
CIRCLING	720-1 599 (600-1)	740-1 619 (700-1)	860-2 739 (800-2)	NA

NATCHITOCHES, LOUISIANA

Amdt 6B 15JUL21

31°44'N-93°06'W

NATCHITOCHES RGNL (I.E.R)

NDB RWY 35

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
177°

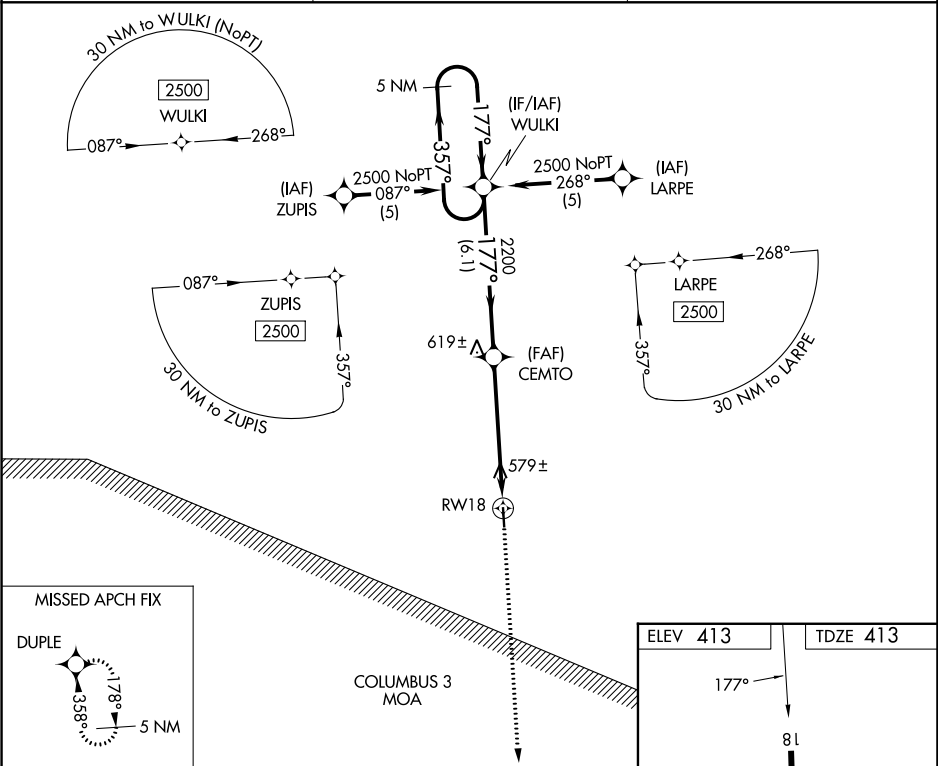
Rwy Ldg
TDZE
413

Apt Elev
413

RNAV (GPS) RWY 18

NEW ALBANY/UNION COUNTY (M72)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct DUPLE and hold.
TUP ASOS 133.525	MEMPHIS CENTER 135.9 273.55	UNICOM 122.8 (CTAF)



5 NM Holding Pattern

WULKI

2500

357°

177°

177°

CEMTO

2200

3.04°

TCH 40

RW18

6.1 NM

5.4 NM

2500

DUPLE

CATEGORY	A	B	C	D
RNAV MDA	900-1	487 (500-1)	900-1 1/8 487 (500-1 1/8)	NA
CIRCLING	940-1	527 (600-1)	1140-2 727 (800-2)	NA

ELEV 413

TDZE 413

177°

81

3903 X 75

36

MIRL Rwy 18-36

APP CRS	Rwy Ldg	3903
357°	TDZE	413
	Apt Elev	413

RNAV (GPS) RWY 36
NEW ALBANY/UNION COUNTY (M72)

RNP APCH - GPS.

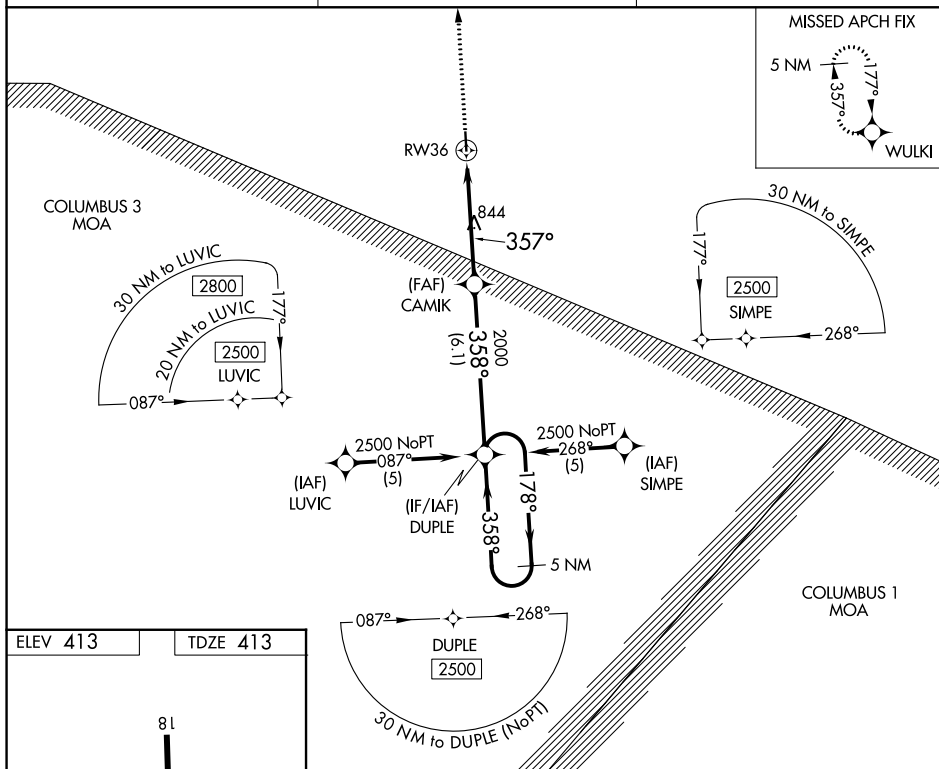
T Use TUP altimeter setting; when not received, use UOX altimeter setting and increase all MDAs 20 feet and Circling visibility Cat A ¼ SM. Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500
direct WULKI and hold.

TUP ASOS
133,525

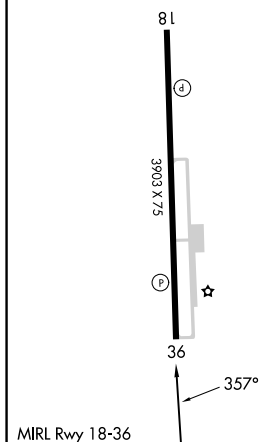
MEMPHIS CENTER
135.9 273.55

UNICOM
122.8 (CTAF)

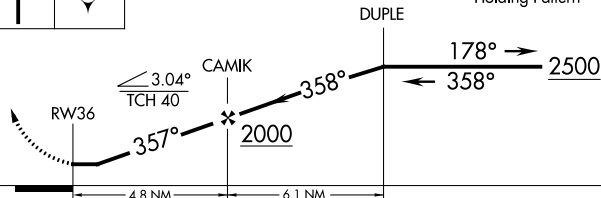


ELEV 413

TDZE 413



5 NM
Holding Pattern



CATEGORY	A	B	C	D
LNAV MDA	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2½ 807 (900-2½)	NA
CIRCLING	1220-1 807 (900-1)	1220-1¼ 807 (900-1¼)	1220-2½ 807 (900-2½)	NA

NEW ALBANY, MISSISSIPPI
Orig-A 03SEP26

34°33'N-89°01'W

NEW ALBANY/UNION COUNTY (M72)
RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 35
ACADIANA RGNL (ARA)

MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 080° and LFT R-114 to CLYNT INT/LFT 18.8 DME and hold.

LAFAYETTE
109.8 LFT
Chan 35

Procedure NA for arrival on LFT VORTAC
airway radials 092 CW 114.

LOCALIZER 108.9
I-ARA
Chan 26

3000 b PLYI
(24-4A) 5.6°

119±
A 139
UXYAP
I-ARA 4

324
A
ISUCE
I-ARA 6.7

1700
348°
(8)

(IF/IAF)

LULEW 27.7

116.9 ISU
Chan 112

R-114

R-211

CLYNT
LFT 18.8

294°
114°

MSA LFT 25 NM

180°
360°

2900 2100

AIERNATE MISSED

Diagram illustrating the HIRL Rwy 17-35. The diagram shows a perspective view of a runway with a length of 8002 x 200 feet. The runway is oriented at a heading of 348° and an elevation of 35°. Key features include a TWR (Tower) and a star symbol at the end of the runway, and a distance marker of 35 feet from the end of the runway.

800 ↑	2000 hdg 080°	LFT R-114	CLYNT △	ISUCE I-ARA 6.7	PILYI I-ARA 14.7	One Minute Holding Pattern
*LOC only.				1700	168° → 4500 ← 348° 2000	
I-ARA 1.6	*I-ARA 2.6	UXYAP I-ARA 4	480*	348°	1700	GS 3.00° TCH 51
1 NM		1.4 NM		2.7 NM		8 NM
CATEGORY	A		B	C	D	E
S-ILS 35			221-½ 200 (200-½)			
S-LOC 35	440-½ 419 (500-½)		440-¾ 419 (500-¾)			
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)	900-3 876 (900-3)	

NEW IBERIA, LOUISIANA

AL-5040 (FAA)

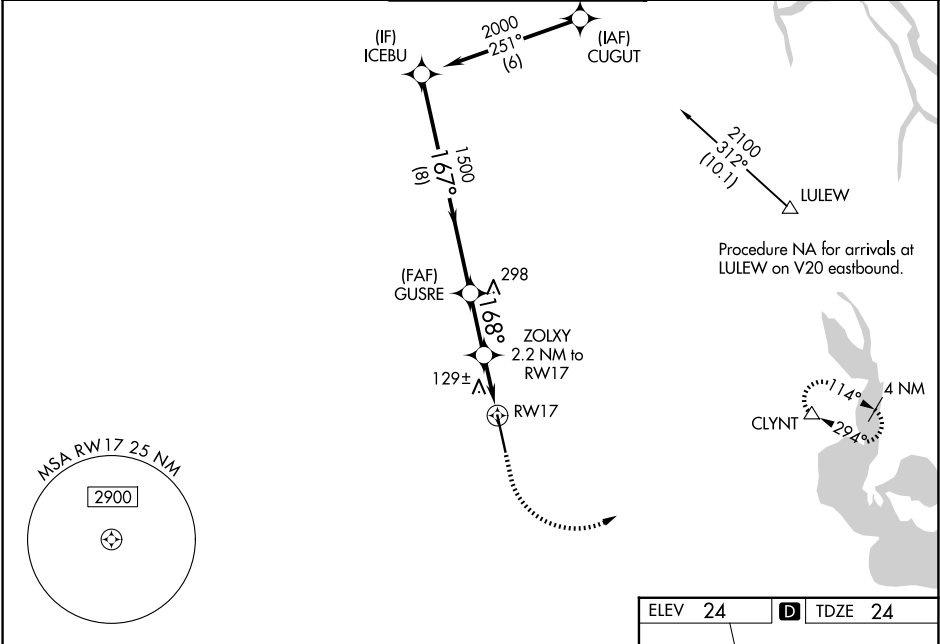
26022

WAAS CH 82501 W17A	APP CRS 168°	Rwy Ldg 8002 TDZE 24 Apt Elev 24
--	------------------------	---

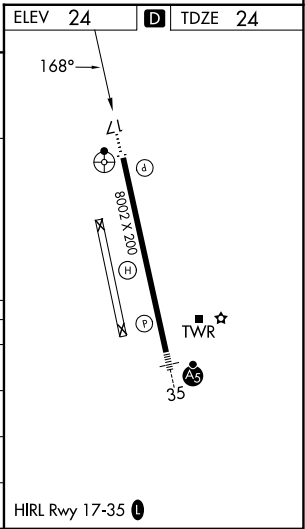
RNAV (GPS) RWY 17
ACADIANA RGNL (ARA)

RNP APCH. ▼ Circling NA to Rwys 17W and 35W. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM and LNAV Cats C/D visibility to 1 SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C.	ODALS 	MISSED APPROACH: Climb to 480 then climbing left turn to 2000 direct CLYNT and hold.
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ASOS 133.325	LAFAYETTE APP CON★ 121.1 268.7	ACADIANA TOWER★ 125.0 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
------------------------	--	--	-------------------------	-------------------------



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).				
CATEGORY	A	B	C	D
LPV DA		274-¾	250 (300-¾)	
LNAV/VNAV DA		420-1½	396 (400-1½)	
LNAV MDA	380-¾	356 (400-¾)	380-⅞	356 (400-⅞)
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)



NEW IBERIA, LOUISIANA
Amdt 1B 15AUG19

30°02'N-91°53'W

ACADIANA RGNL (ARA)
RNAV (GPS) RWY 17

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **40301**
W35A

APP CRS
348°

Rwy Ldg **8002**
TDZE **21**
Apt Elev **24**

RNAV (GPS) RWY 35

ACADIANA RGNL (A.R.A.)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -3°C or above 54°C. Circling NA to Rwy's 17W and 35W. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM and LNAV Cats C and D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 440 then climbing right turn to 2000 direct LULEW and hold.

ASOS
133.325

LAFAYETTE APP CON★
121.1 268.7

ACADIANA TOWER★
125.0 (CTAF) 0 239.3

GND CON
121.7

UNICOM
122.95

MSA RW35 25 NM

2900

RW35

126

WOKDO
2.2 NM to RW35

(FAF) ISUCE

1700

348°

(8)

(IF/IAF) PILYI

168°

348°

4 NM

HOLD 6000 2000

2000 NoPT 072° (6)

(IAF) HUBUM

2000 NoPT 307° (14.8)

(IAF) ORICH

WHITE LAKE LLA

2000 073° (23.9)

MISSED APCH FIX

LULEW

272°

092°

4 NM

440 2000 LULEW

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).

4 NM Holding Pattern

PILYI

ISUCE

WOKDO 2.2 NM to RW35

1.2 NM to RW35

RW35

1700

348°

168°

6000 2000

GP 3.00° TCH 52

760

1700

1.2 NM 1 NM 2.9 NM 8 NM

CATEGORY	A	B	C	D
LPV DA	221-½ 200 (200-½)			
LNAV/ VNAV DA	303-½ 282 (300-½)			
LNAV MDA	440-½ 419 (500-½)	440-¾ 419 (500-¾)		
CIRCLING	440-1 416 (500-1)	480-1 456 (500-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)

L1

8002 X 200

TWR

35

348°

HIRL Rwy 17-35

Seaway Rwy 17W-35W

NEW IBERIA, LOUISIANA

Acmd 1B 19MAR26

30°02'N-91°53'W

ACADIANA RGNL (A.R.A.)

RNAV (GPS) RWY 35

273

VOR RWY 35
ACADIANA RGNL (ARA)

ASOS 133.325	LAFAYETTE APP CON★ 121.1 268.7	ACADIANA TOWER★ 125.0 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95
-----------------	-----------------------------------	---	------------------	------------------

LAFAYETTE
109.8 LFT
Chan 35

3000
148°
(17)

WAJRE
LFT 11.6

328°

230

148°
1 min

328°

357

(IAF)
MACAN
LFT 17

R-114

R-211

CLYNT
LFT 18.8

116.5 SU
Chan 112

294°
114°

MSA LFT 25 NM
2900

EV	24	D	TDZE	21
----	----	---	------	----

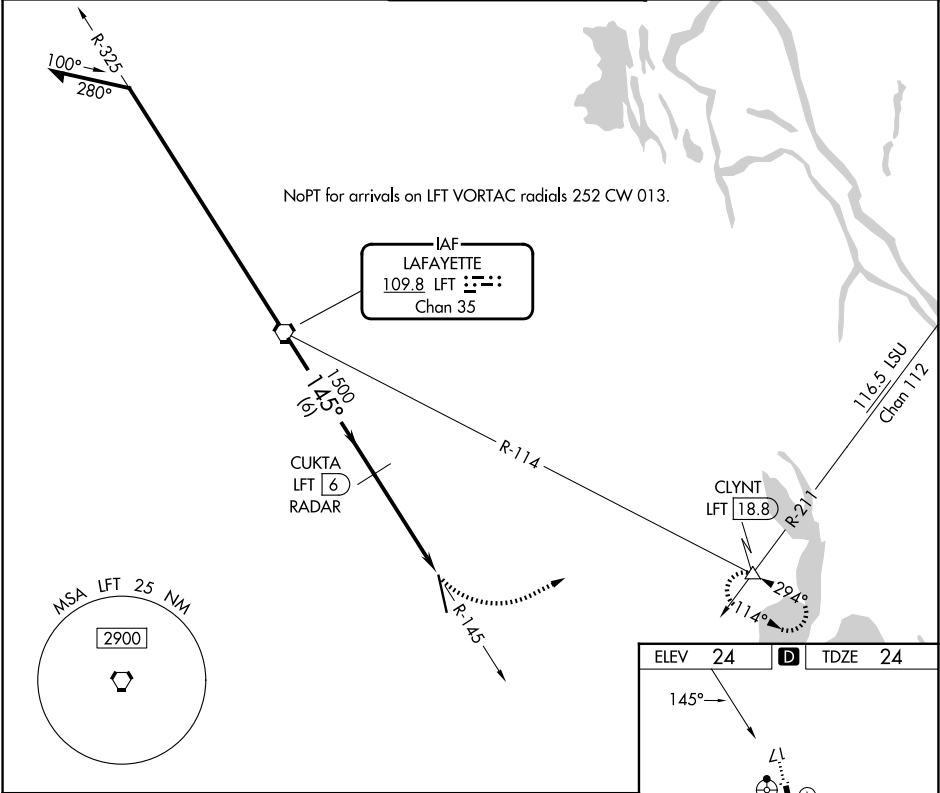
2000  hdg 080°	LFT R-114	CLYNT △				
CATEGORY	A	B	C	D	E	
S-35	540-½	519 (600-½)	540-1⅜ 519 (600-1⅜)			
CIRCLING	540-1	516 (600-1)	600-1½ 576 (600-1½)	680-2 656 (700-2)	900-3 876 (900-3)	

SC-4, 03 SEP 2026 to 29 OCT 2026

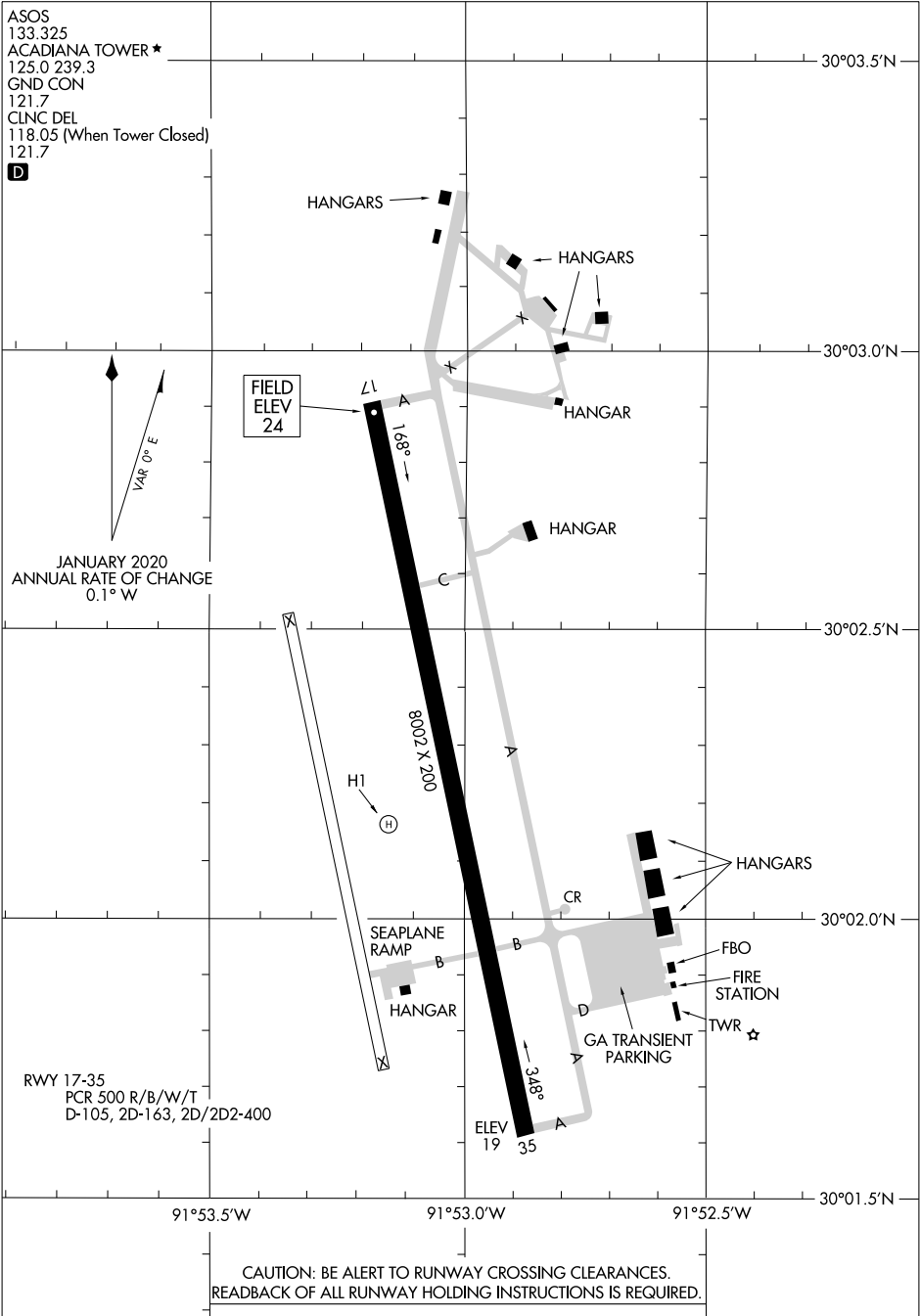
VORTAC LFT	APP CRS	Rwy Ldg	8002
109.8	145°	TDZE	24
Chan 35		Apt Elev	24

VOR or TACAN RWY 17
ACADIANA RGNL (A.R.A.)

⚠ Circling NA to Rwy's 17W and 35W. DME or RADAR required. For inop ALS, increase S-17 Cat E visibility to 1½ mile.		ODALS 	MISSED APPROACH: Climbing left turn to 2000 on heading 060° and LFT VORTAC R-114 to CLYNT INT/18.8 DME and hold.	
ASOS 133.325	LAFAYETTE APP CON★ 121.1 268.7	ACADIANA TOWER ★ 125.0 (CTAF) 0 239.3	GND CON 121.7	UNICOM 122.95



Remain within 15 NM LFT VORTAC 3000 325° 145° 3000 145° 1500 3.12° TCH 51 6 NM 3 NM 1.3 2000 hdg 060° LFT R-114 CLYNT △ CUKTA LFT 6 RADAR LFT 9 LFT 10.3					
CATEGORY	A	B	C	D	E
S-17	500-3/4	476 (500-3/4)	500-1 1/4 476 (500-1 1/4)		
CIRCLING	500-1	476 (500-1)	600-1 1/2 576 (600-1 1/2)	680-2 656 (700-2)	900-3 876 (900-3)



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-NEW	APP CRS	Rwy Ldg	5510
111.3	177°	TDZE	8
Chan 50		Apt Elev	8

ILS or LOC RWY 18R

LAKEFRONT (NEW)

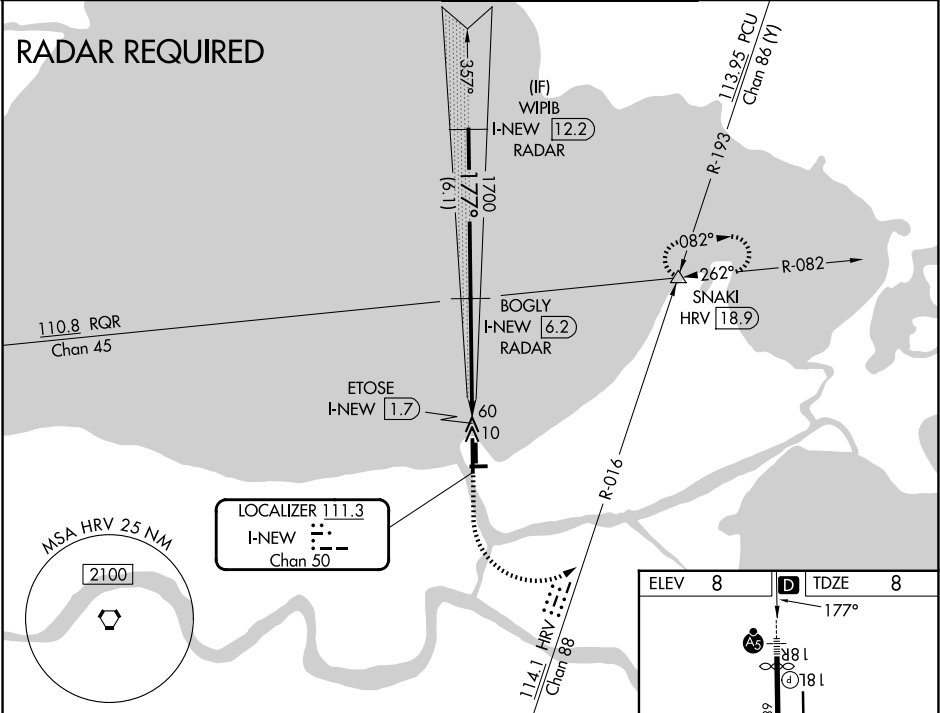
⚠

Inop table does not apply to S-ILS 18R. For inop MALSR when using Louis Armstrong New Orleans Intl altimeter setting, increase S-LOC 18R Cats A-C visibility to 1 mile. For inop MALSR, increase S-LOC 18R all Cats visibility to 1 mile. DME or RADAR required. Visibility reduction by helicopters NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase Circling Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on HRV VORTAC R-016 to SNAKI INT and hold.

ATIS 124.9	NEW ORLEANS APP CON 133.15 290.3 (N) 123.85 256.9 (S)	LAKEFRONT TOWER ★ 118.95 (CTAF) 0	GND CON 121.7 335.575
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WPIB I-NEW 12.2 RADAR

BOGLY I-NEW 6.2 RADAR

ETOSE I-NEW 1.7

500

2100

HRV R-016

SNAKI

Procedure Turn NA

1700

177°

GS 3.00° TCH 48

6.1 NM

4.5 NM

0.6

CATEGORY	A	B	C	D
S-ILS 18R	258-3/4 250 (300-3/4)			
S-LOC 18R	320-3/4 312 (400-3/4)			
CIRCLING	480-1 472 (500-1)	520-1 512 (600-1)	700-2 692 (700-2)	820-2 3/4 812 (900-2 3/4)

ELEV 8

TDZE 8

177°

MIRL Rwy 18R-36L

MIRL Rwys 9-27 and 18L-36R

REIL Rwys 9, 18L, 36L and 36R

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

WAAS CH 61302 W18A	APP CRS 177°	Rwy Ldg 5510 TDZE 8 Apt Elev 8
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RNAV (GPS) RWY 18R

LAKEFRONT (NEW)

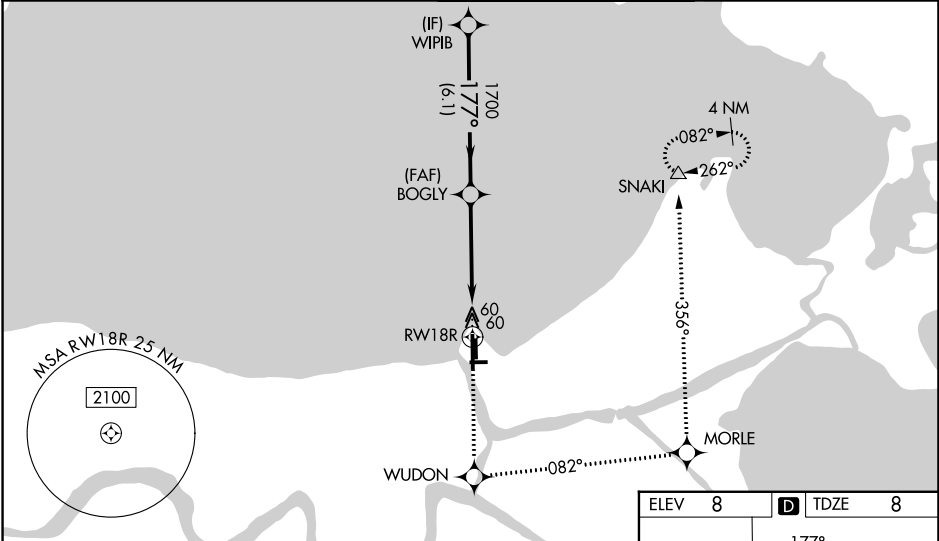
RNP APCH - GPS.

Inoperative table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 18R helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received; use MSY altimeter setting: increase LPV DA to 291 feet; increase LNAV/VNAV to 554 feet; increase all MDAs 40 feet and LNAV visibility Cat C ¼ SM, Baro-VNAV and VDP NA when using MSY altimeter setting. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 ¾ SM, LNAV Cats A/B to 1 SM, and LNAV Cats C/D to 1 ¾ SM.

MALSR

MISSED APPROACH:
Climb to 2100 direct WUDON and left turn on track 082° to MORLE and on track 356° to SNAKI and hold.

ATIS 124.9	NEW ORLEANS APP CON 133.15 290.3 (N) 123.85 256.9 (S)	LAKEFRONT TOWER ★ 118.95 (CTAF) 0	GND CON 121.7 335.575
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Procedure Turn NA	2100 WUDON tr 082° MORLE tr 356° SNAKI				
CATEGORY	A	B	C	D	
LPV DA	258-¾		250 (300-¾)		
LNAV/ VNAV DA	521-1¼		513 (600-1¼)		
LNAV MDA	640-¾ 632 (700-¾)		640-1 ¾ 632 (700-1 ¾)	640-1 ½ 632 (700-1 ½)	
CIRCLING	640-1 632 (700-1)		700-2 692 (700-2)	820-2 ¾ 812 (900-2¾)	

ELEV 8

D

TDZE 8

MIRL Rwy 18R-36L
MIRL Rwy 9-27 and 18L-36R
REIL Rwy 9, 18L, 36L and 36R

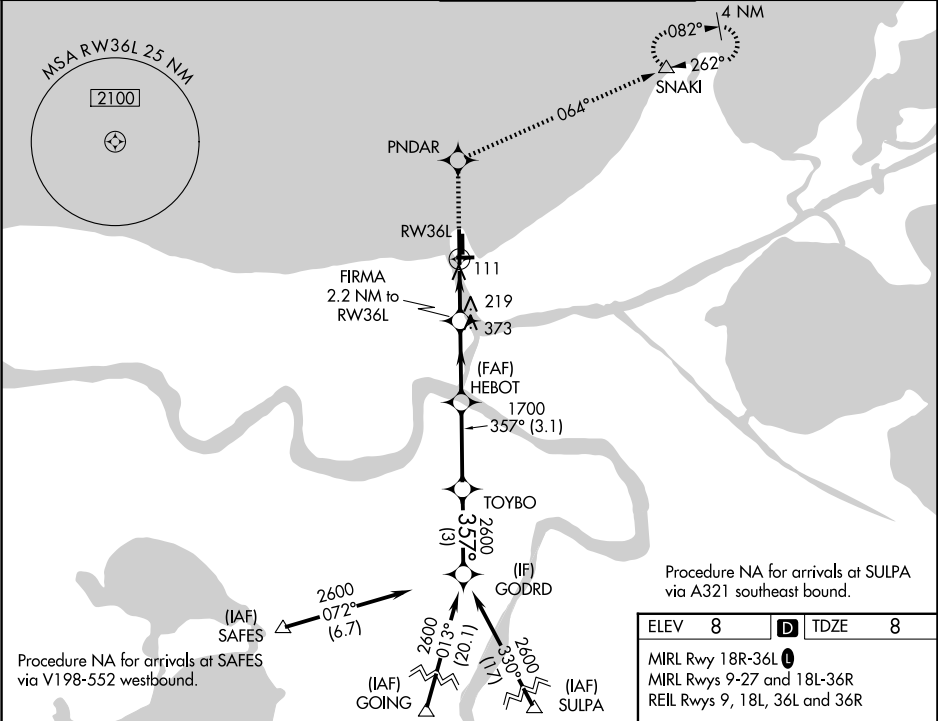
WAAS CH 86913 W36A	APP CRS 357°	Rwy Ldg 5135 TDZE 8 Apt Elev 8
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RNAV (GPS) RWY 36L

LAKEFRONT (NEW)

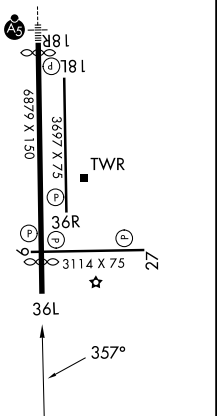
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting: increase LPV DA to 369 feet, LNAV/VNAV DA to 460 feet and all visibilities ½ mile; increase all MDA 40 feet and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Louis Armstrong New Orleans Intl altimeter setting.	MISSED APPROACH: Climb to 2100 direct PNDAR and via track 064° to SNAKI and hold.
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ATIS 124.9	NEW ORLEANS APP CON 133.15 290.3 (N) 123.85 256.9 (S)	LAKEFRONT TOWER ★ 118.95 (CTAF) 0	GND CON 121.7 335.575
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ELEV 8	D TDZE 8
MIRL Rwy 18R-36L L MIRL Rwy 9-27 and 18L-36R REIL Rwy 9, 18L, 36L and 36R	

2100	PNDAR	tr 064°	SNAKI	Procedure Turn NA
*LNAV only.				
FIRMA 2.2 NM to RW36L				
HEBOT				
TOYBO				
GODRD				
GP 3.00° TCH 50				
RW36L				
1.7 NM, 0.5 NM, 2.9 NM, 3.1 NM, 3 NM				
CATEGORY	A	B	C	D
LPV DA	340-1 332 (400-1)			
LNAV/VNAV DA	431-1 423 (500-1)			
LNAV MDA	600-1 592 (600-1)		600-1 592 (600-1)	
CIRCLING	600-1 592 (600-1)		700-2 812 (900-2)	



NEW ORLEANS, LOUISIANA

AL-288 (FAA)

25331

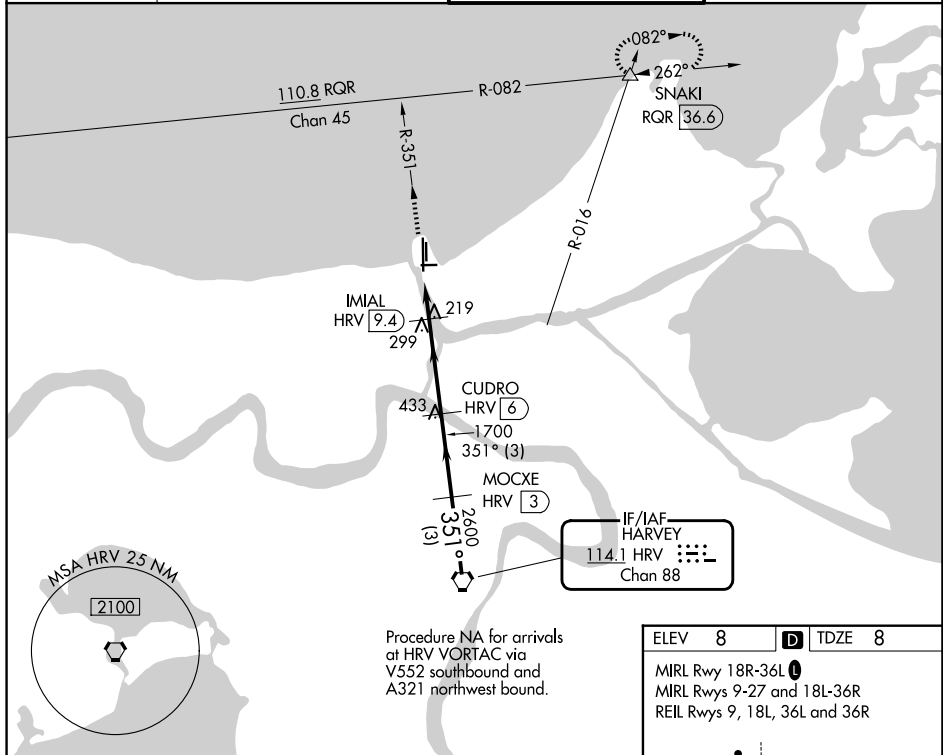
VORTAC	HRV	Rwy Ldg	5135
114.1	APP CRS	TDZE	8
Chan 88	351°	Apt Elev	8

VOR/DME RWY 36L

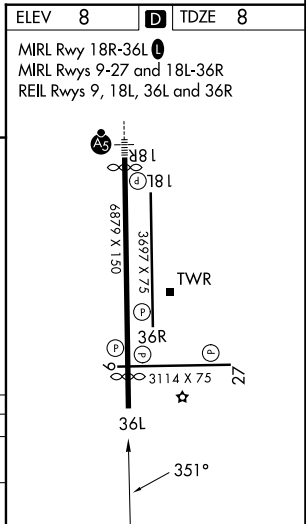
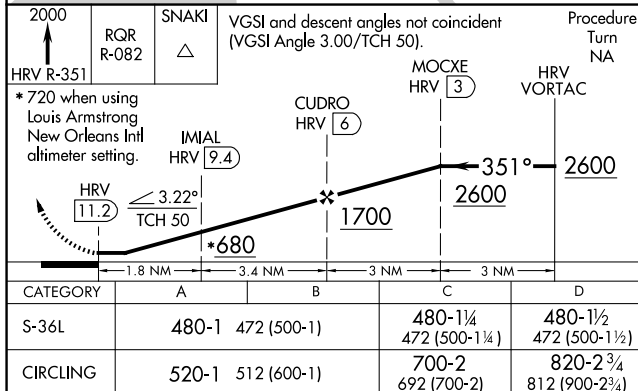
LAKEFRONT (NEW)

▼ Visibility reduction by helicopters NA. ▲ When local altimeter setting not received, use Louis Armstrong New Orleans Intl altimeter setting and increase all MDA 40 feet and increase S-36L Cat C/D and Circling Cat D visibilities ¼ mile.	MISSED APPROACH: Climb to 2000 via HRV R-351 and RQR R-082 to SNAKI INT/RQR 36.6 DME and hold.
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ATIS 124.9	NEW ORLEANS APP CON 133.15 290.3 (N) 123.85 256.9 (S)	LAKEFRONT TOWER ★ 118.95 (CTAF) 0	GND CON 121.7 335.575
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Procedure NA for arrivals at HRV VORTAC via V552 southbound and A321 northwest bound.



NEW ORLEANS, LOUISIANA

Amtd 9A 17JUN21

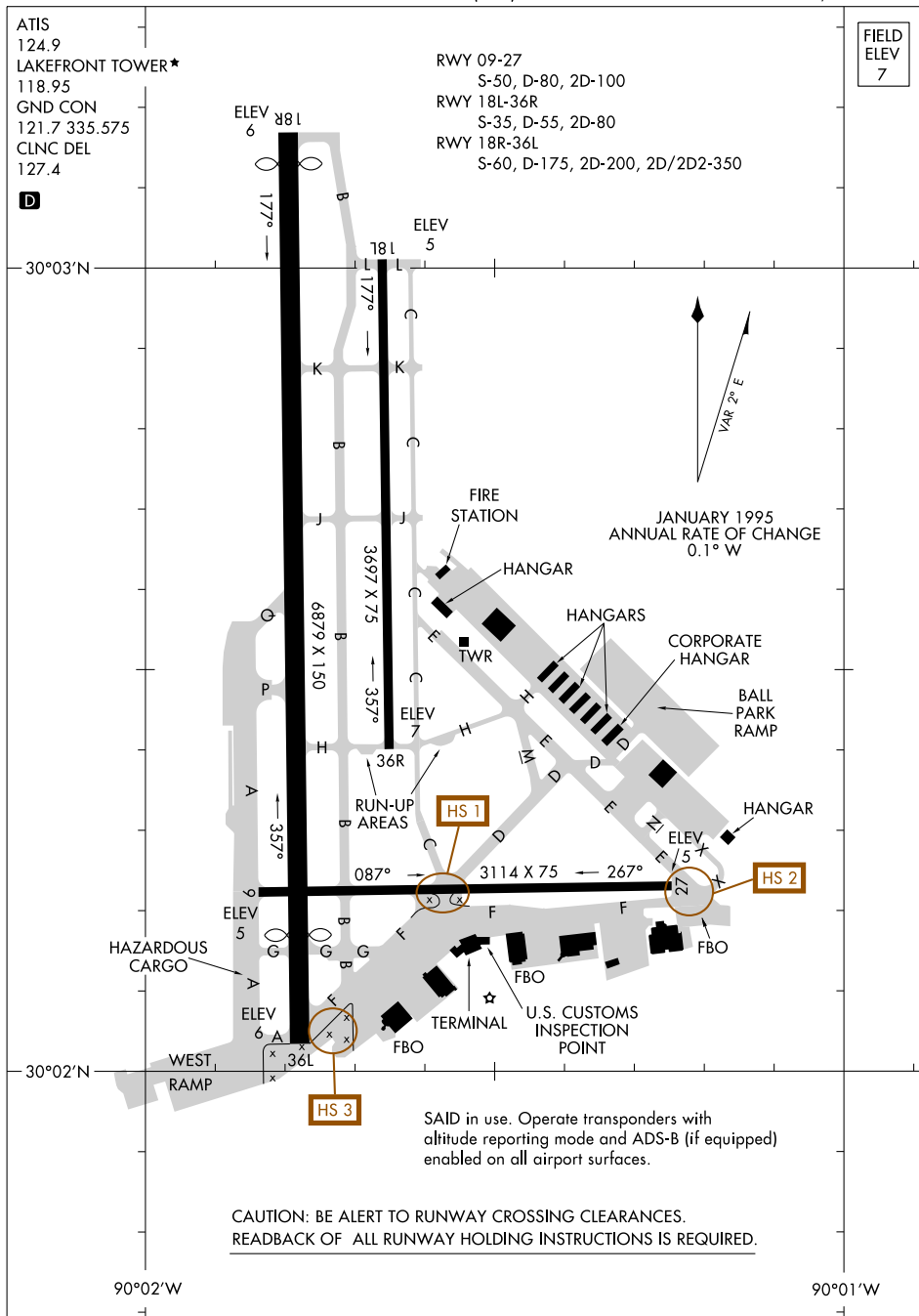
30°03'N-90°02'W

LAKEFRONT (NEW)

VOR/DME RWY 36L

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



AIRPORT DIAGRAM

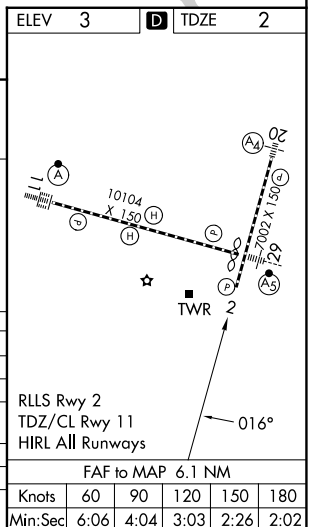
NEW ORLEANS, LOUISIANA
LAKEFRONT (NEW)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 2
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W ILS or LOC RWY 2

SC-4, 03 SEP 2026 to 29 OCT 2026

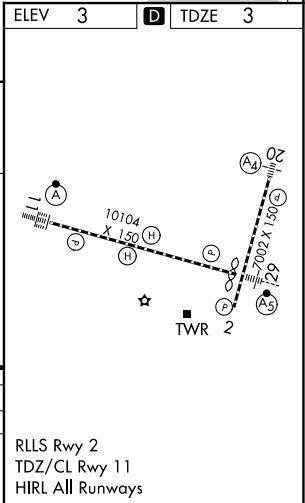
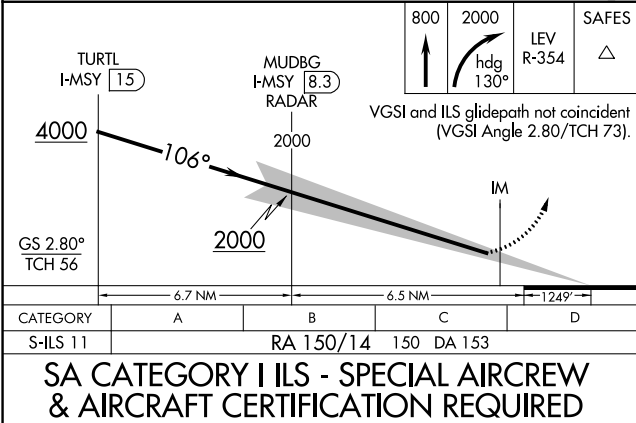
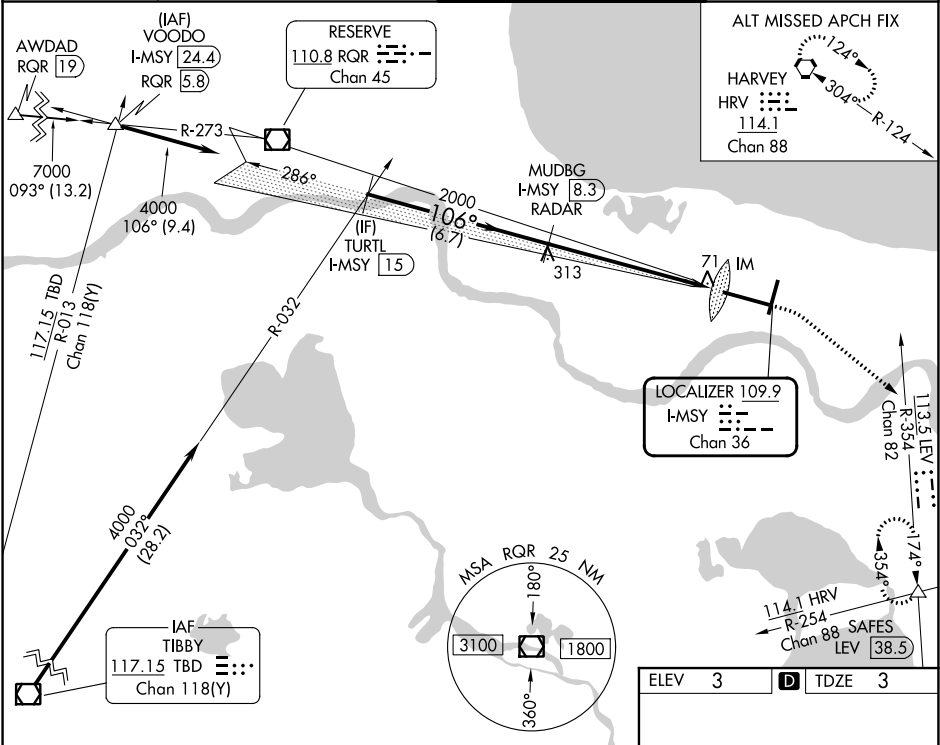
LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Ldg 9800 TDZE 3 Apt Elev 3
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ILS RWY 11 (SA CAT I)

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RADAR or DME required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.	ALS-F-2 	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.
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D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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LOC/DME I-MSY 109.9 Chan 36	APP CRS 106°	Rwy Ldg 9800 TDZE 3 Apt Elev 3
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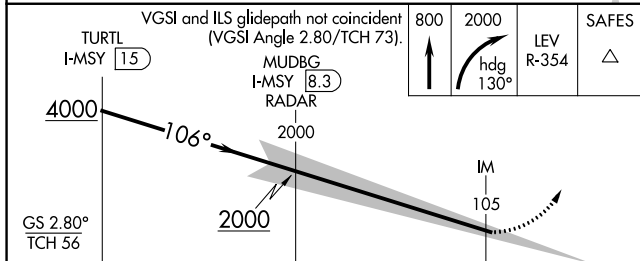
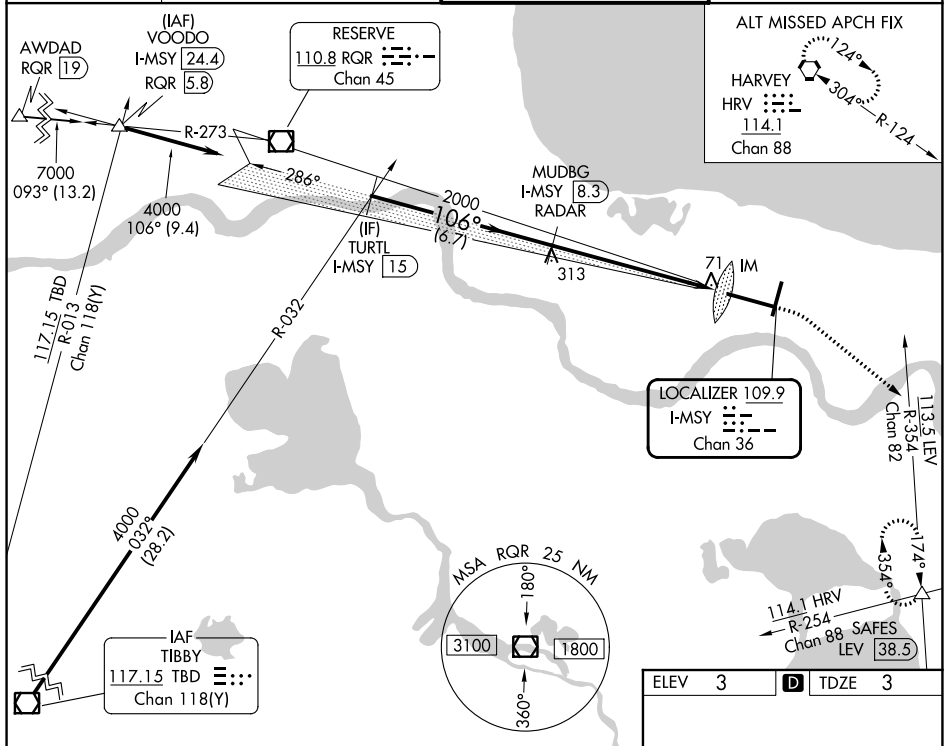
ILS RWY 11 (CAT II & III)

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RADAR or DME required. 	ALSF-2
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MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.

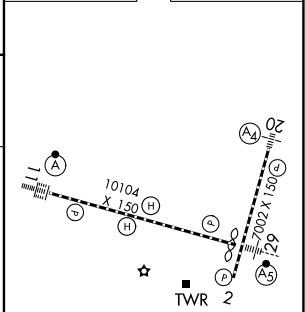
D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 133.15 290.3 (W) (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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CATEGORY	A	B	C	D
S-ILS 11		CAT II	RA 100/12 100 DA 103	
S-ILS 11		CAT III	RVR 06	

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

ELEV 3	TDZE 3
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RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

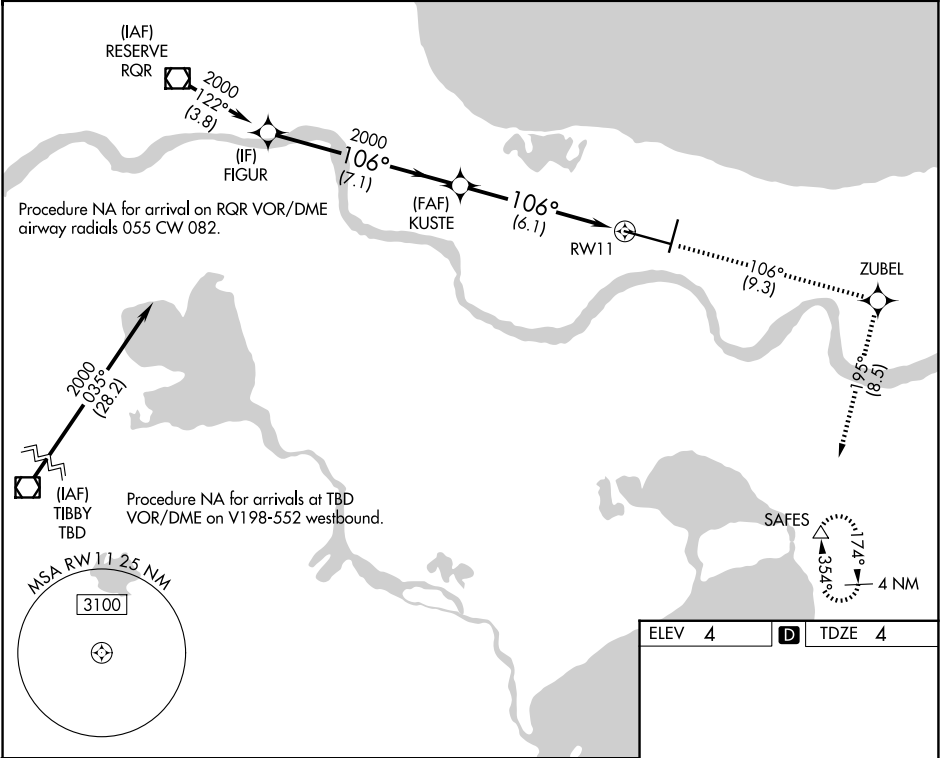
APP CRS	Rwy Ldg	9800
106°	TDZE	4
	Apt Elev	4

RNAV (RNP) Z RWY 11

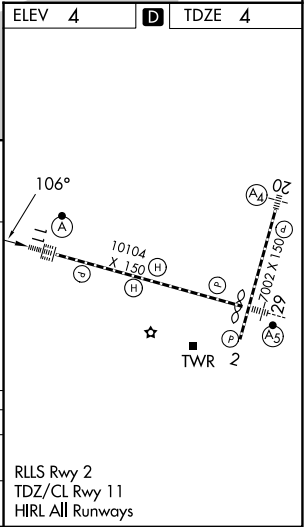
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP AR APCH - GPS.	ALSF-2	MISSED APPROACH: Climb to 2000 on track 106° to ZUBEL and on track 195° to SAFES and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.		

D-ATIS	NEW ORLEANS APP CON	NEW ORLEANS TOWER	GND CON
127.55	125.5 350.35 133.15 290.3	119.5 254.3	121.9 273.525
	(W) (E)		



VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 73).		2000 ↑	tr 106°	ZUBEL ✦	tr 195°	SAFES △
CATEGORY	A	B	C	D		
RNP 0.30 DA	367/35 363 (400-5%)					
AUTHORIZATION REQUIRED						
RLS Rwy 2 TDZ/CL Rwy 11 HIRL All Runways						



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

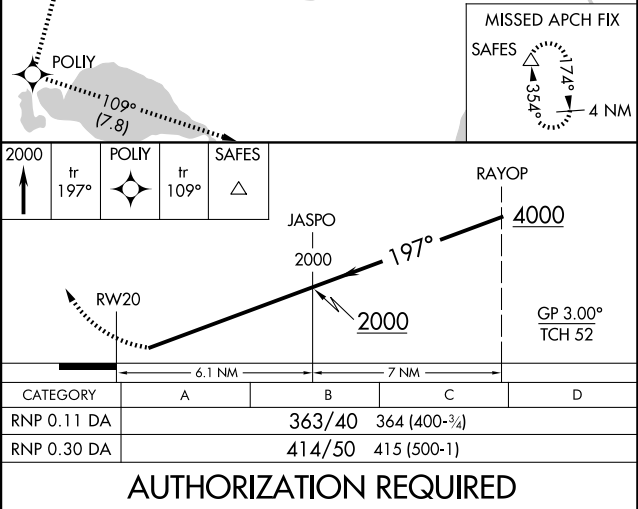
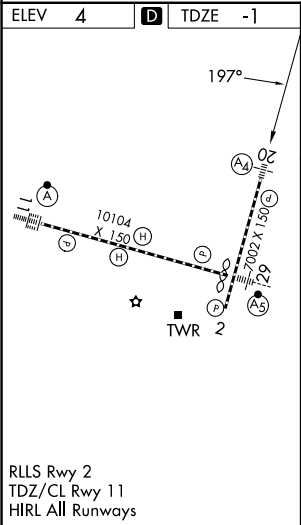
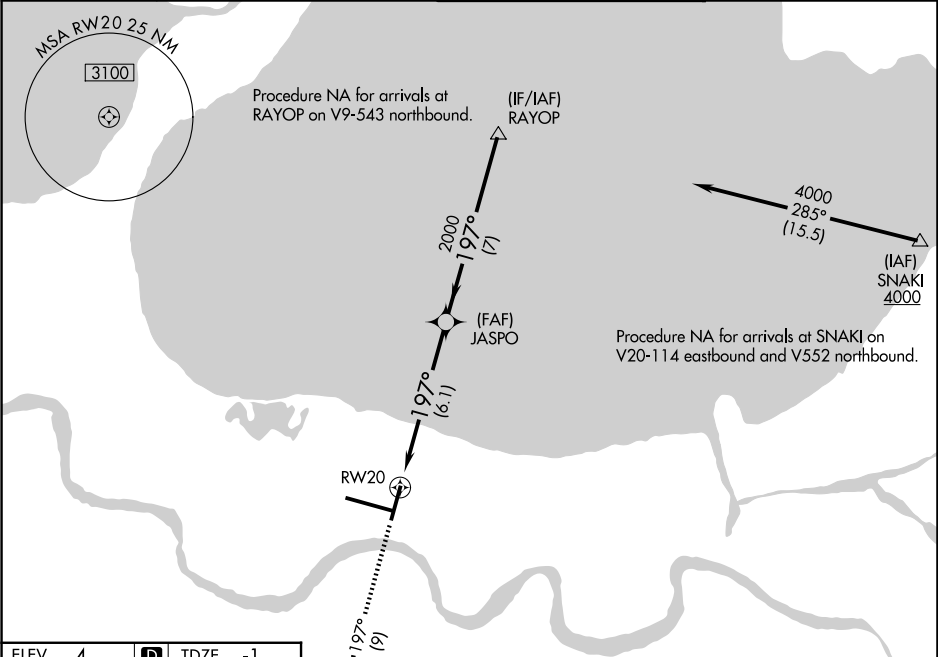
25303

APP CRS	Rwy Ldg	6948
197°	TDZE	-1
	Apt Elev	4

RNAV (RNP) Z RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP AR APCH - GPS.	MALS (A4)	MISSED APPROACH: Climb to 2000 on track 197° to POLIY and track 109° to SAFES and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -1°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.		

D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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NEW ORLEANS, LOUISIANA
Amdt 1A 07OCT21

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
RNAV (RNP) Z RWY 20

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	9800
287°	TDZE	2
	Apt Elev	4

RNAV (RNP) Z RWY 29
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

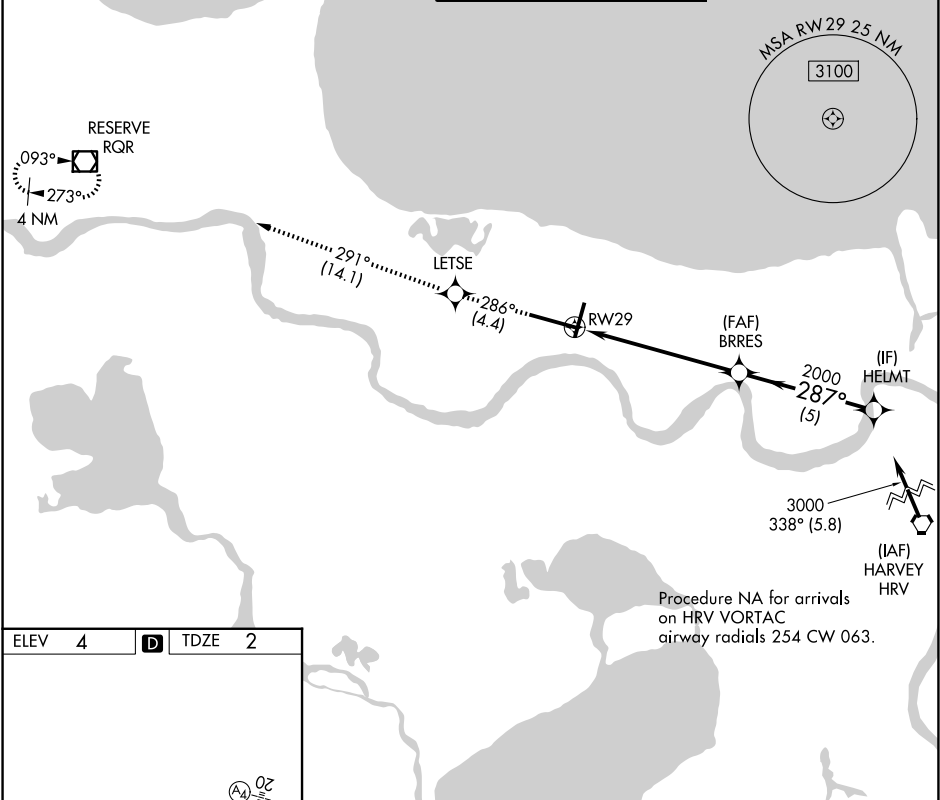
▼

For uncompensated Baro-VNAV systems, procedure NA below -1°C (31°F) or above 54°C (130°F). GPS Required.

MALSR

MISSED APPROACH: Climb to 3000 on track 286° to LETSE and on track 291° to RQR VOR/DME and hold.

D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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ELEV 4	D	TDZE 2
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RLLS Rwy 2
TDZ/CL Rwy 11
HIRL All Runways

3000	↑	tr 286°	LETSE	tr 291°	RQR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).
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CATEGORY	A	B	C	D
RNP 0.30 DA	382/40 380 (400-3/4)			

AUTHORIZATION REQUIRED

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

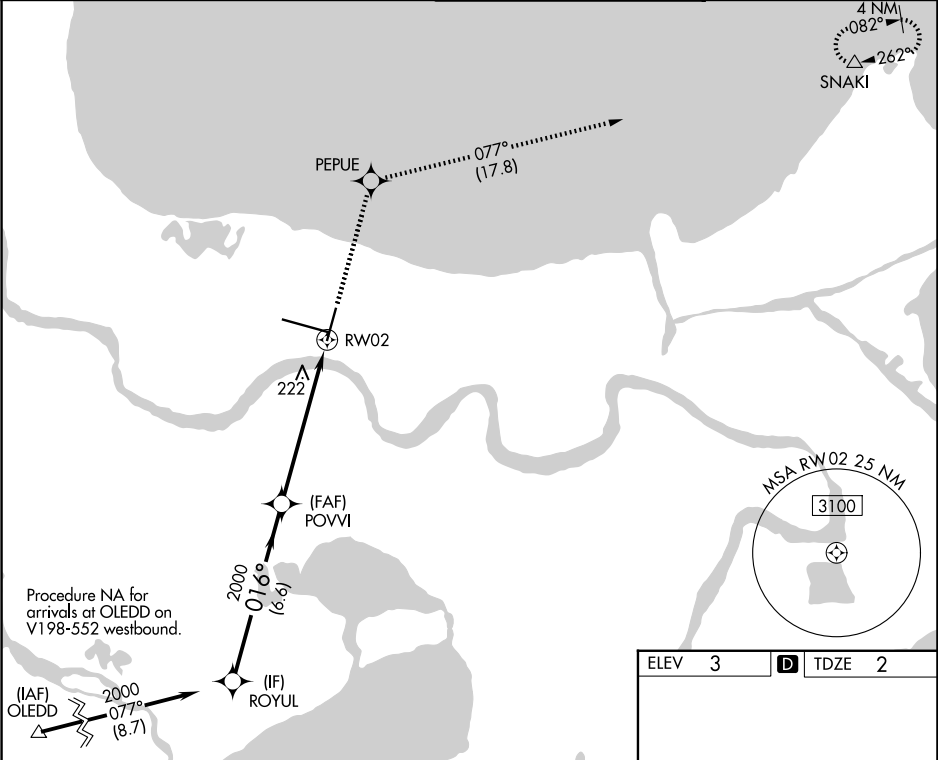
25303

WAAS CH 49220 W02A	APP CRS 016°	Rwy Ldg 7002 TDZE 2 Apt Elev 3
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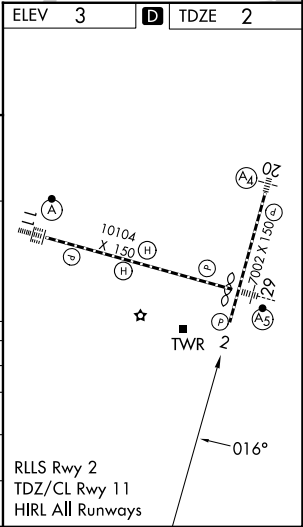
RNAV (GPS) RWY 2
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct PEPUE and on track 077° to SNAKI and hold.
▼ Rwy 2 helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 0°C or above 54°C.	

D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).			
ROYUL	POVVI	PEPUE	SNAKI
2000	2000	3000	tr 077°
GP 3.00° TCH 56	2000	1.3 NM to RWY 2	
6.6 NM 4.8 NM 1.3 NM			
CATEGORY	A	B	C
LPV DA	398/60		396 (400-1¼)
LNAV/VNAV DA	379/55		377 (400-1)
LNAV MDA	480/55	478 (500-1)	480-1⅜ 478 (500-1⅜)
CIRCLING	520-1 517 (600-1)	540-1 537 (600-1)	580-1½ 577 (600-½) 580-2 577 (600-2)



NEW ORLEANS, LOUISIANA
Amdt 3A 30OCT25

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
RNAV (GPS) RWY 2

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61319 W11A	APP CRS 106°	Rwy Ldg TDZE Apt Elev	9800 3 3
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RNAV (GPS) Y RWY 11

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

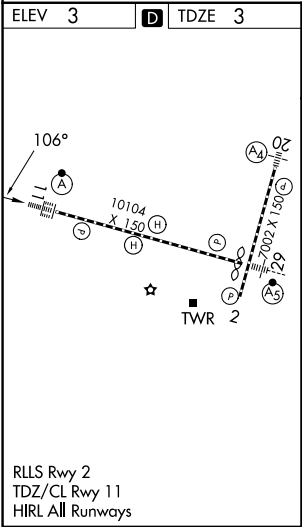
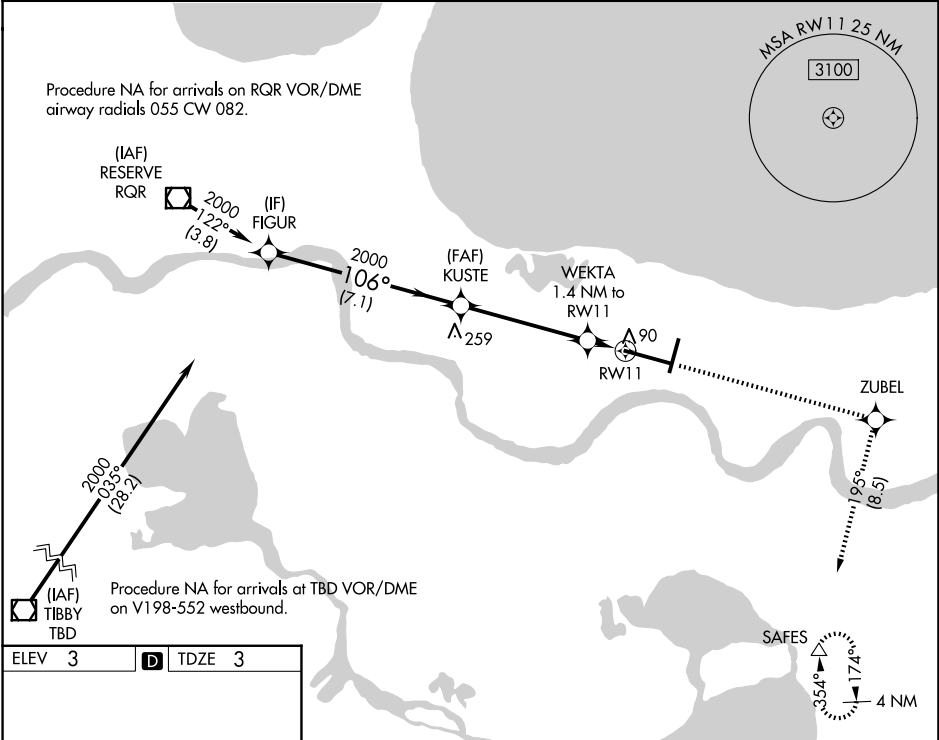
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000.



MISSED APPROACH: Climb to 2000 direct ZUBEL and on track 195° to SAFES and hold.

D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 73).				2000	ZUBEL	SAFES
FIGUR				KUSTE		
2000				2000	WEKTA 1.4 NM to RW11	RW11
GP 3.00° TCH 55				7.1 NM	4.7 NM	1.4 NM
CATEGORY	A	B	C	D		
LPV DA	203/18		200 (200-½)			
LNAV/VNAV DA	253/24		250 (300-½)			
LNAV MDA	340/24		337 (400-½)		340/26 337 (400-½)	
CIRCLING	520-1 517 (600-1)	540-1 537 (600-1)	580-1½ 577 (600-½)	580-2 577 (600-2)		

NEW ORLEANS, LOUISIANA

AL-609 (FAA)

25303

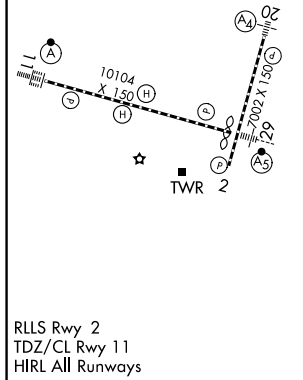
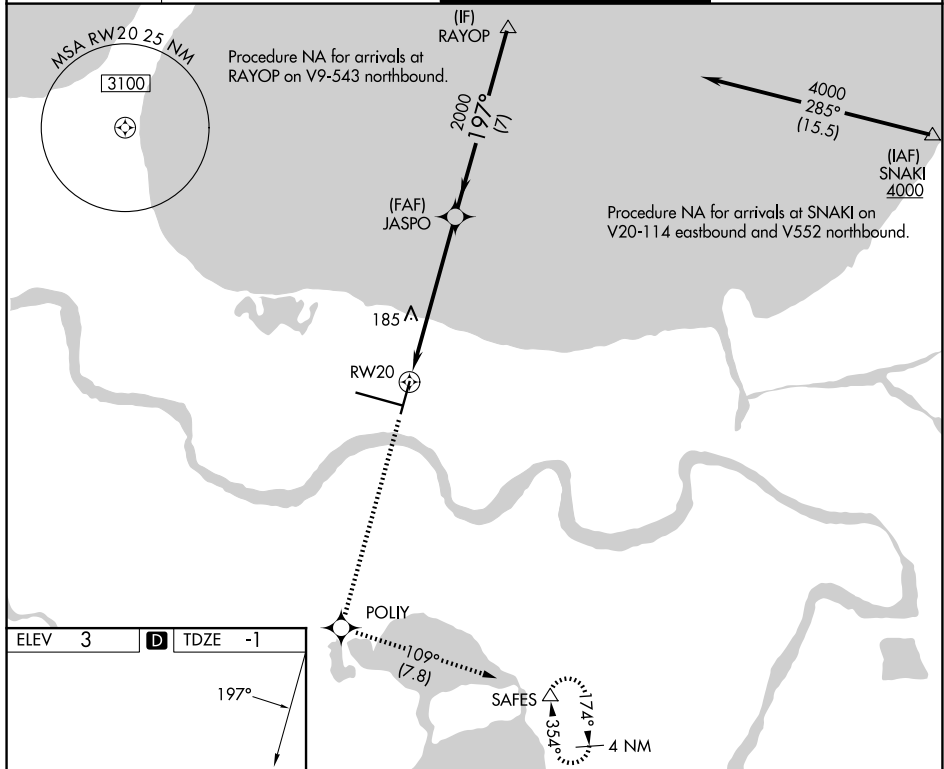
WAAS CH 40007 W20A	APP CRS 197°	Rwy Ldg 6948 TDZE -1 Apt Elev 3
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RNAV (GPS) Y RWY 20

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP APCH - GPS. ▼ Rwy 20 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.	MALS (A4)	MISSED APPROACH: Climb to 2000 direct POLIY and on track 109° to SAFES and hold.
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D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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2000	POLIY	tr 109°	SAFES	RAYOP
1.3 NM to RWY 20				
JASPO 2000				
4000				
GP 3.00° TCH 52				
1.3 NM 4.8 NM 7 NM				
CATEGORY	A	B	C	D
LPV DA	249/40		250 (300-¾)	
LNAV/VNAV DA	325/40		326 (400-¾)	
LNAV MDA	460/40	461 (500-¾)	460/55	461 (500-1)
CIRCLING	520-1 517 (600-1)	540-1 537 (600-1)	580-1½ 577 (600-1½)	580-2 577 (600-2)

NEW ORLEANS, LOUISIANA
Amdt 3B 30OCT25

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
30°00'N-90°16'W
RNAV (GPS) Y RWY 20

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

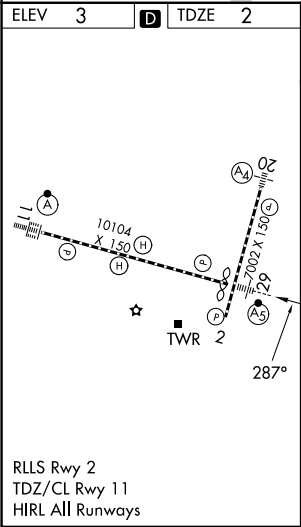
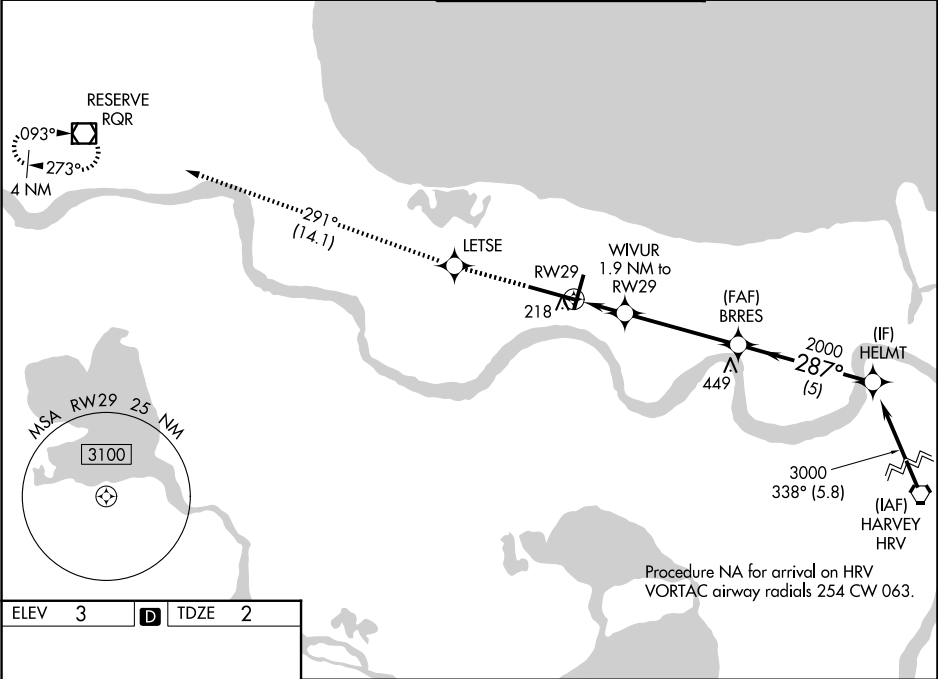
WAAS CH 49006 W29A	APP CRS 287°	Rwy Ldg TDZE Apt Elev	9800 2 3
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RNAV (GPS) Y RWY 29

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV Cat C/D visibility to 1½ SM. * RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 3000 direct LETSE and on track 291° to RQR VOR/DME and hold.
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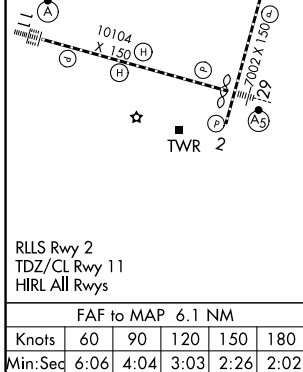
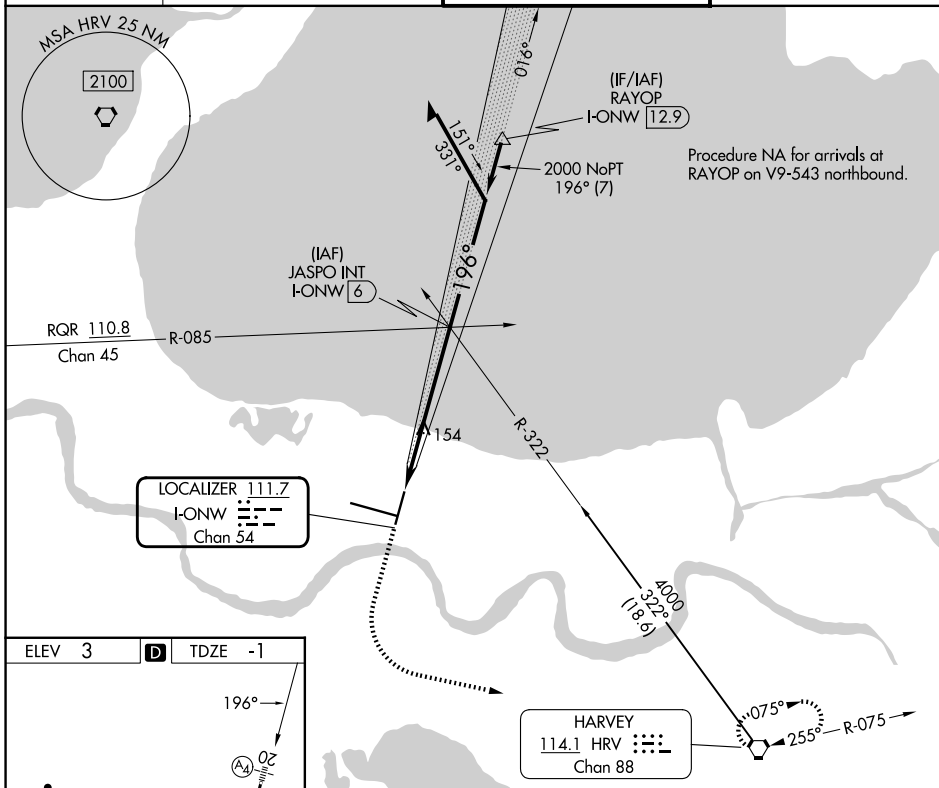
D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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3000	LETSE	tr 291°	RQR	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 68).
GP 3.00° TCH 53				
CATEGORY	A	B	C	D
LPV DA *	202/24		200 (200-½)	
LNAV/VNAV DA	380/35		378 (400-¾)	
LNAV MDA	480/24	478 (500-½)	480/50	478 (500-1)
CIRCLING	520-1 517 (600-1)	540-1 537 (600-1)	580-1½ 577 (600-1½)	580-2 577 (600-2)

LOC RWY 20
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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CATEGORY	A	B	C	D
S-20	420/40	421 (500-¾)	420/50	421 (500-1)
CIRCLING	520-1 517 (600-1)	540-1 537 (600-1)	580-1½ 577 (600-1½)	580-2 577 (600-2)

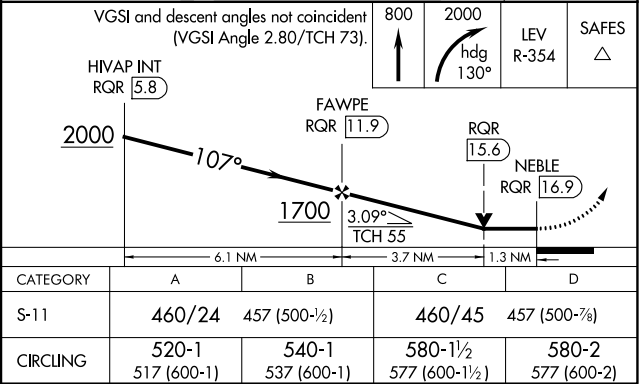
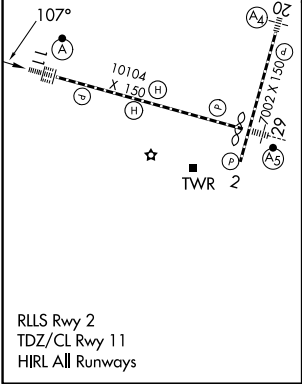
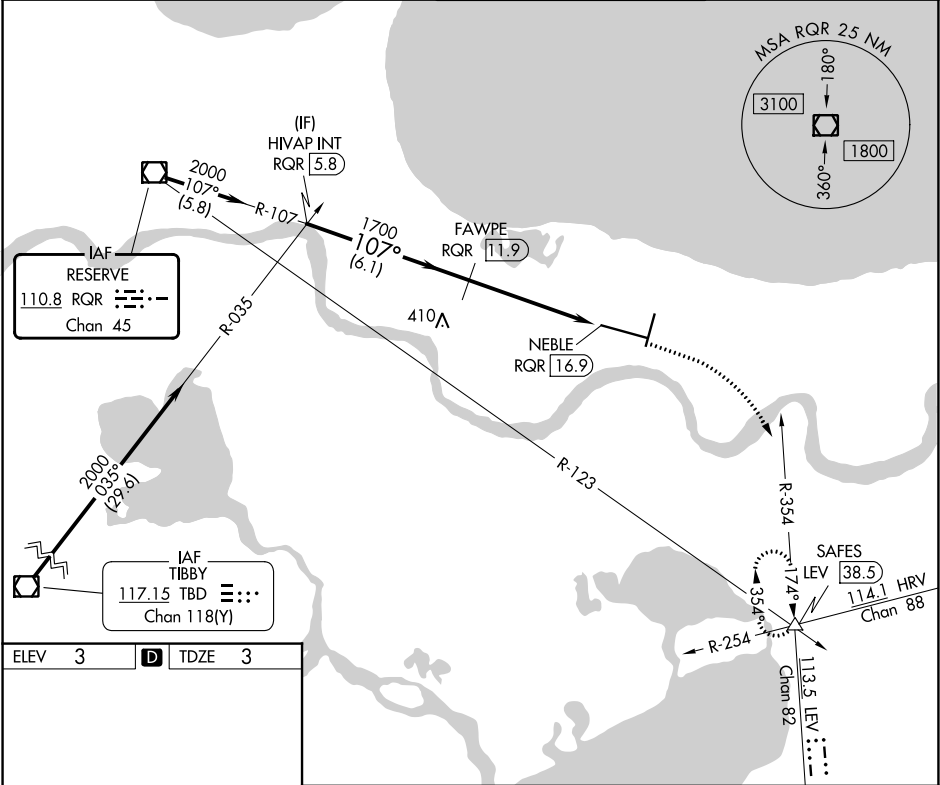
VOR/DME RQR	APP CRS	Rwy Ldg	9800
110.8	107°	TDZE	3
Chan 45		Apt Elev	3

VOR/DME RWY 11

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

ALSIF-2	MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on heading 130° and on LEV VORTAC R-354 to SAFES INT/LEV 38.5 DME and hold.
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D-ATIS 127.55	NEW ORLEANS APP CON 125.5 350.35 (W) 133.15 290.3 (E)	NEW ORLEANS TOWER 119.5 254.3	GND CON 121.9 273.525
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)
AL-609 (FAA)
NEW ORLEANS, LOUISIANA

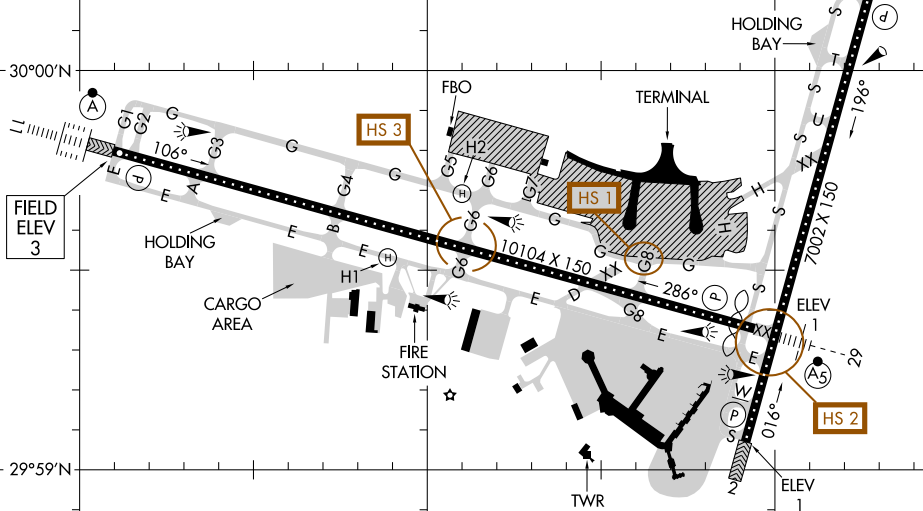
D-ATIS
127.55
NEW ORLEANS TOWER
119.5 254.3
GND CON
121.9 273.525
CLNC DEL
120.925
CPDLC
PDC



90°17'W

RWY 02-20
PCR 600 R/D/W/T
S-75, D-180, 2D-380
RWY 11-29
PCR 1190 R/B/W/T
S-120, D-250, 2D-550, 2D/2D2-1120

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W



ASSC in use. Operate transponders with
altitude reporting mode and ADS-B (if equipped)
enabled on all airport surfaces.

HIRL Rwy 11-29 and 2-20
TDZL/RCLS Rwy 11
RLS Rwy 2

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

AIRPORT DIAGRAM
26190

NEW ORLEANS, LOUISIANA
LOUIS ARMSTRONG NEW ORLEANS INTL (MSY)

SC-4, 03 SEP 2026 to 29 OCT 2026

ILS or LOC/DME RWY 4

LOC I-NBG 109.5	APCH CRS 044°	Rwy ldg 10,000 TDZE Arpt Elev -2
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[USN]

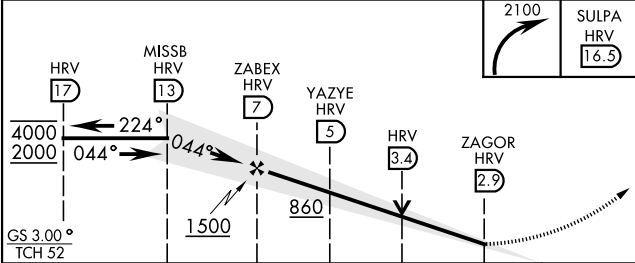
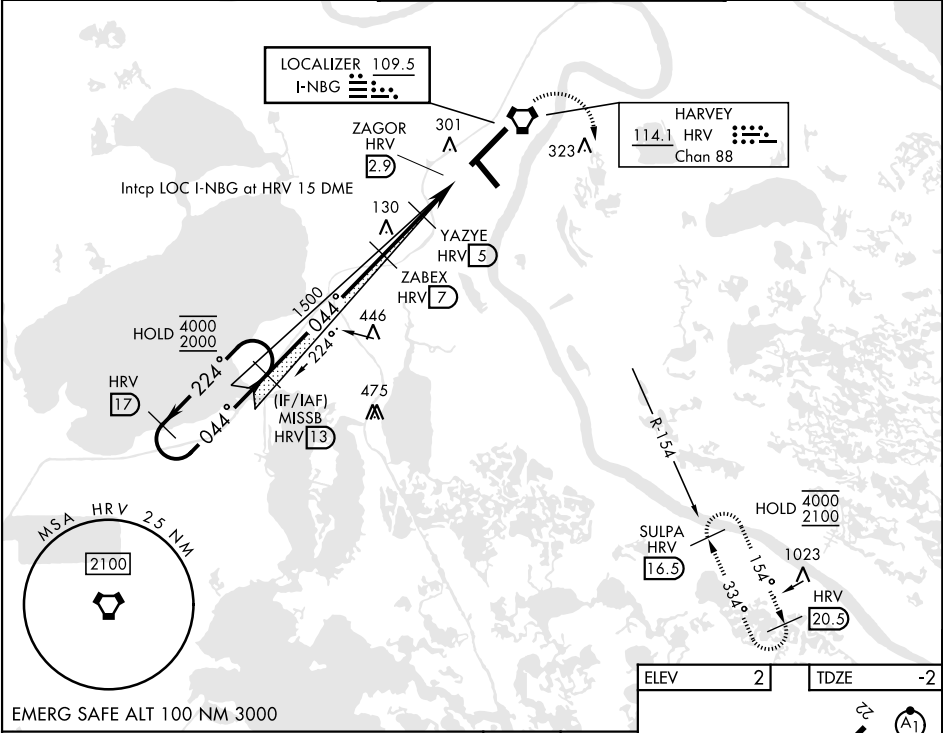
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

- * When ALS inop, increase vis to ¾ mile.
- ** When ALS inop, increase CAT AB vis to 1 mile;
CAT CDE vis to 1½ miles.
- *** Circling not authorized for CAT E NW of Rwy 4-22.



MISSED APPROACH: Climbing right turn to 2100
direct SULPA and hold.

ATIS★ 279.55	APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 0 123.8 340.2 (CTAF)	GND CON 121.6 270.35	ASR/ PAR
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CATEGORY	A	B	C	D	E
S-ILS 4 *	198-½	200	(200-½)		
S-LOC 4 **	380-½ 382 (400-½)	380-⅝ 382 (400-⅝)			
CIRCLING ***	640-1 638 (700-1)	640-1¾ 638 (700-1¾)	660-2 658 (700-2)	680-2½ 678 (700-2½)	

ELEV	2	TDZE	-2
HIRL Rwy 04-22 HIRL Rwy 14-32 REIL all rws			
FAF to MAP 4.1 NM			
Knots	60	90	120 150 180
Min:Sec	4:06	2:44	2:03 1:38 1:22

ILS or LOC/DME RWY 4

NEW ORLEANS, LOUISIANA

APCH CRS	Rwy Idg	10,000
044°	TDZE	-2
	Arpt Elev	2

(USN)

NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNAV (GPS) RWY 4

RNP APCH-GPS

T * When ALS inop, increase vis to 1 1/8 miles.
** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2100 direct BIBLY and hold.

ATIS★
279.55

APP CON/DEP CON
123.85 256.9

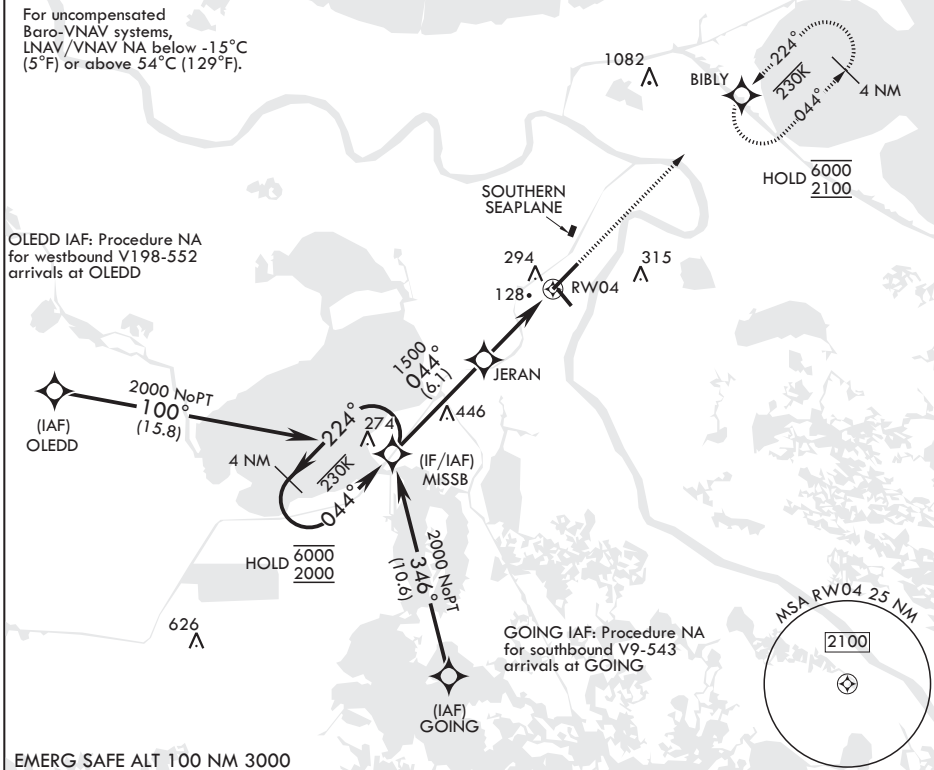
NAVY NEW ORLEANS TOWER ★
123.8 0 ★ 340.2 (CTAF)

GND CON
121.6 270.3

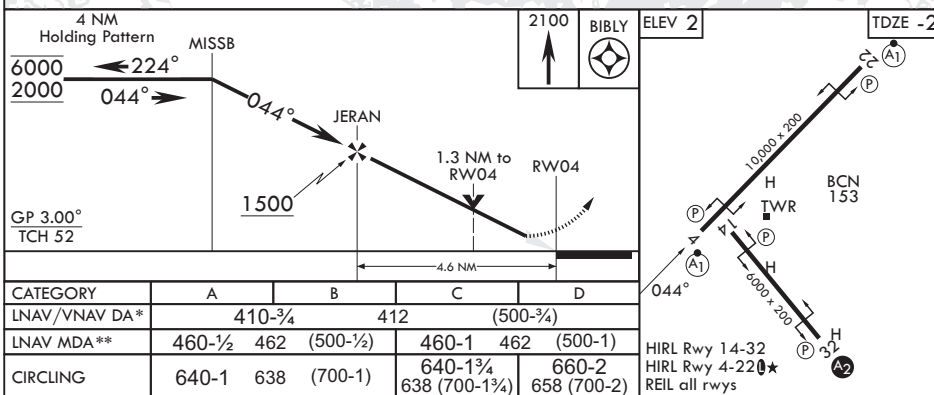
ASR/PAR

For uncompensated
Baro-VNAV systems,
LNAV/VNAV NA below -15°C
(5°F) or above 54°C (129°F).

OLEDD IAF: Procedure NA
for westbound V198-552
arrivals at OLEDD



EMERG SAFE ALT 100 NM 3000



NEW ORLEANS, LOUISIANA

29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amdt 6 20MAR25

RNAV (GPS) RWY 4

SC-4, 03 SEP 2026 to 29 OCT 2026

NEW ORLEANS, LOUISIANA

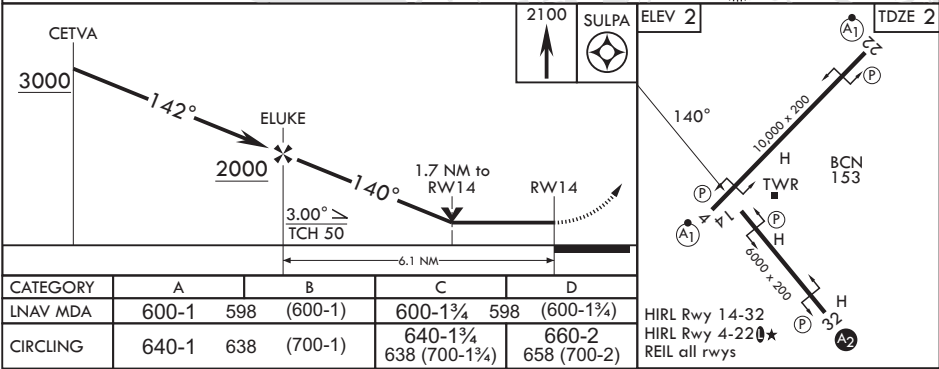
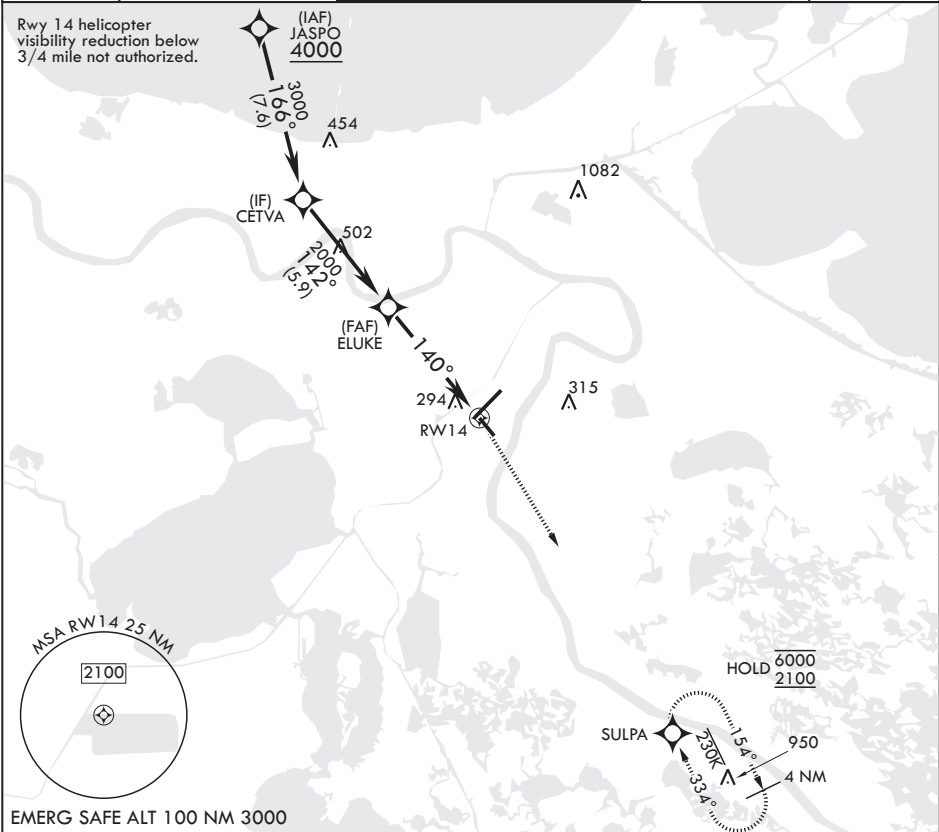
RNAV (GPS) RWY 14

APCH CRS	Rwy Idg	6000
140°	TDZE	2
	Arpt Elev	2

(USN)
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNP APCH-GPS	MISSED APPROACH: Climbing right turn to 2100 direct SULPA and hold.
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ATIS★ 279.55	APP CON/DEP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 123.8 0 340.2 (CTAF)	GND CON 121.6 270.35	ASR/PAR
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NEW ORLEANS, LOUISIANA 29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amtdt 3 10JUL25

RNAV (GPS) RWY 14

NEW ORLEANS, LOUISIANA

WAAS CH 60141 W22A	APCH CRS 224°	Rwy ldg TDZE Arpt Elev	10,000 0 2
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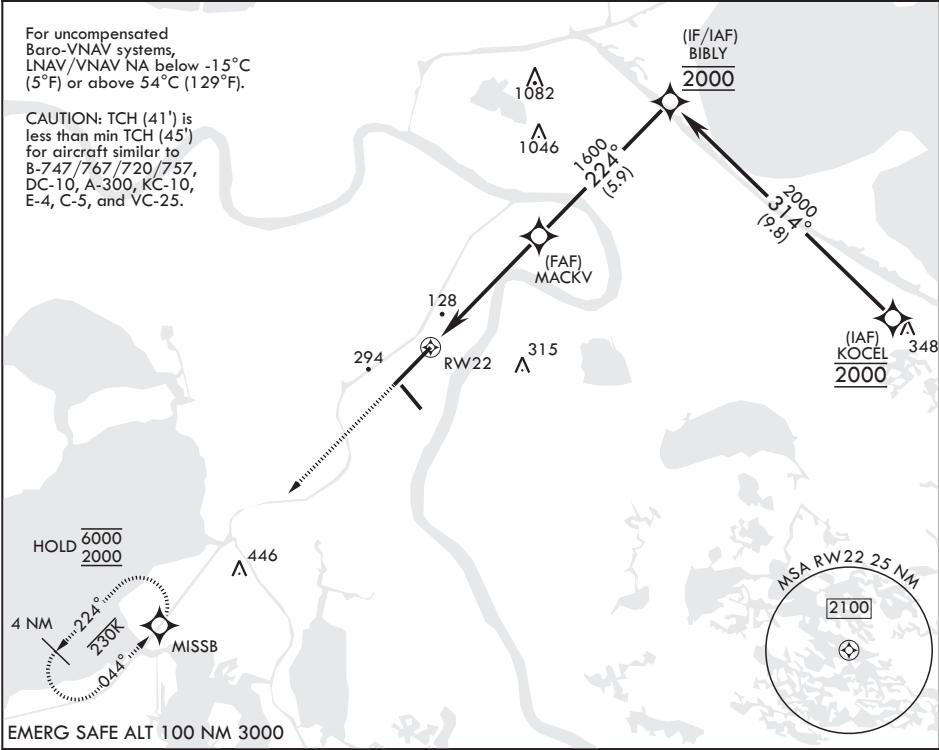
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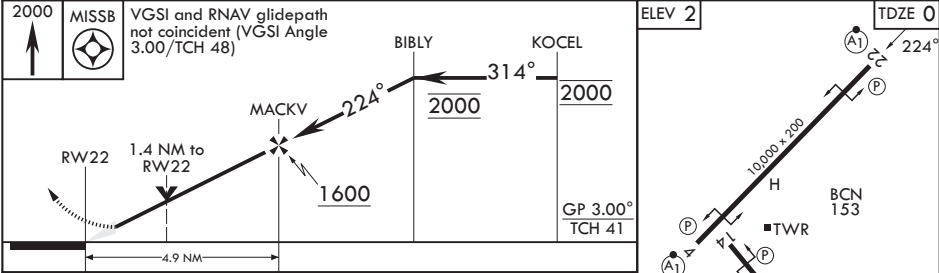
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

RNAV (GPS) RWY 22

RNP APCH-GPS	ALSF-1 	MISSED APPROACH: Climbing left turn to 2000 direct MISSB and hold.
* When ALS inop, increase vis to 3/4 mile. ** When ALS inop, increase vis to 1 1/8 miles. *** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 3/8 miles.		

ATIS★ 279.55	APP CON/DEP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 123.8 0★ 340.2 (CTAF)	GND CON 121.6 270.35	ASR/PAR
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	MISSB	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48)	BIBLY	KOCEL	ELEV 2	TDZE 0
						
CATEGORY	A	B	C	D		
LPV DA*	200-½	200	(200-½)			
LNAV/VNAV DA**	409-¾	409	(500-¾)			
LNAV MDA***	480-½	480 (500-½)	480-1	480 (500-1)		
CIRCLING	640-1	638 (700-1)	640-1¼ 638 (700-1¼)	660-2 658 (700-2)	HIRL Rwy 14-32 HIRL Rwy 4-220★ REIL all rws	

NEW ORLEANS, LOUISIANA

29°50'N - 90°02'W NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD) (KNBG)

Amtrd 4 20MAR25

RNAV (GPS) RWY 22

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

NEW ORLEANS, LOUISIANA

VOR/DME or TACAN Z RWY 4

VORTAC HRV 114.1 Chan 88	APCH CRS 046°	Rwy Idg TDZE Arpt Elev 10,000 -2 2
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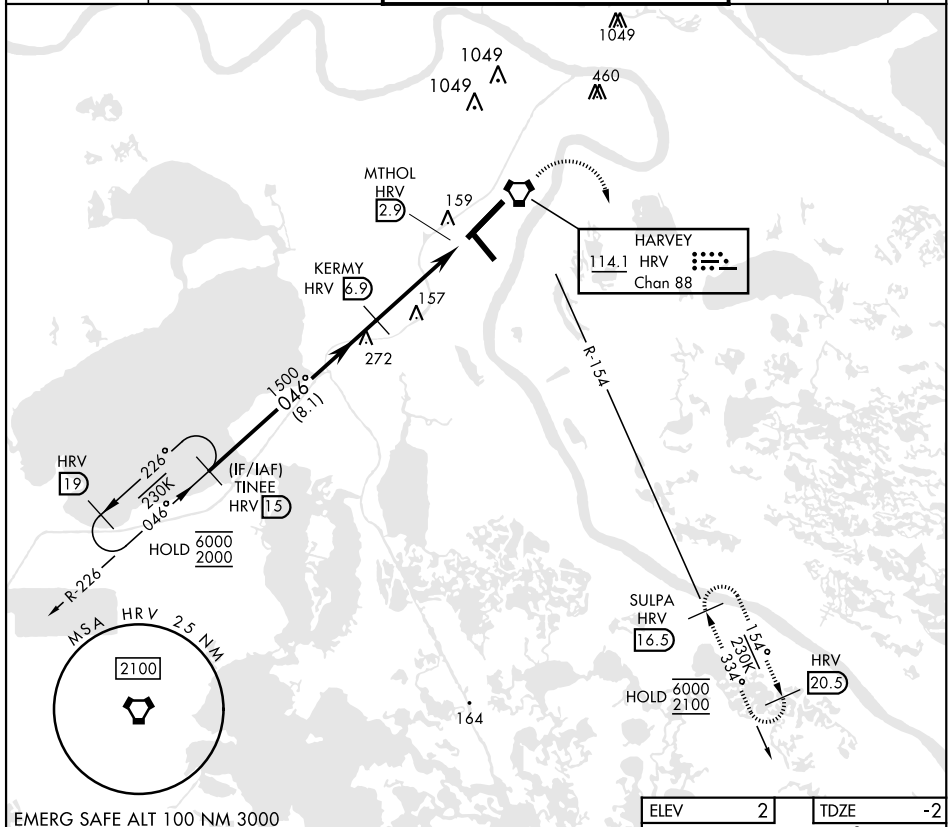
[USN]

NEW ORLEANS NAS JRB

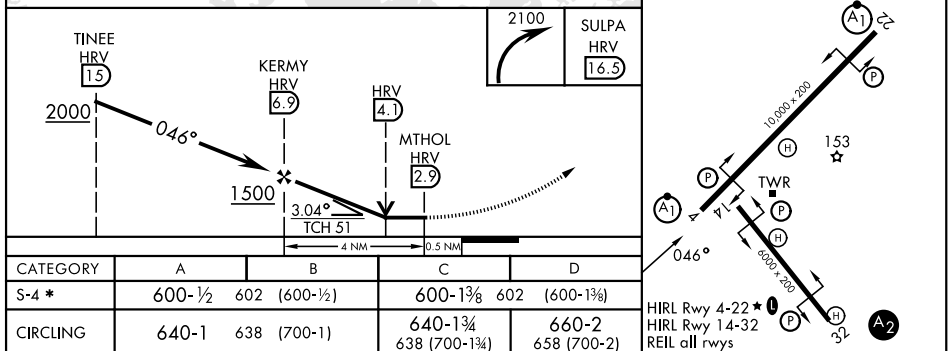
(ALVIN CALLENDER FLD) (KNBG)

	* When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1½ miles.	MISSED APPROACH: Climbing right turn to 2100 direct SULPA and hold.
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ATIS★ 279.55	APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 0 123.8 340.2 (CTAF)	GND CON 121.6 270.35	ASR/ PAR
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EMERG SAFE ALT 100 NM 3000



NEW ORLEANS, LOUISIANA

29° 50' N-90° 02' W

NEW ORLEANS NAS JRB (KNBG)

(ALVIN CALLENDER FLD)

VOR/DME or TACAN Z RWY 4

Amdt 1 04SEP25

SC-4, 03 SEP 2026 to 29 OCT 2026

NEW ORLEANS, LOUISIANA

VOR/DME or TACAN Z RWY 22

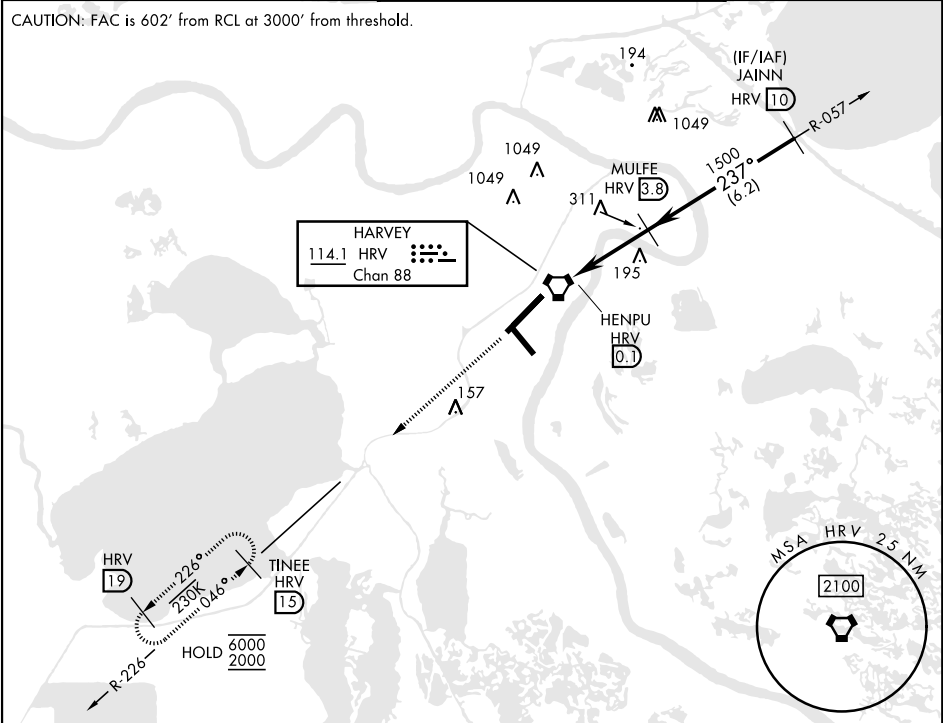
VORTAC HRV 114.1 Chan 88	APCH CRS 237°	Rwy Idg 10,000 TDZE 0 Arpt Elev 2
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[USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

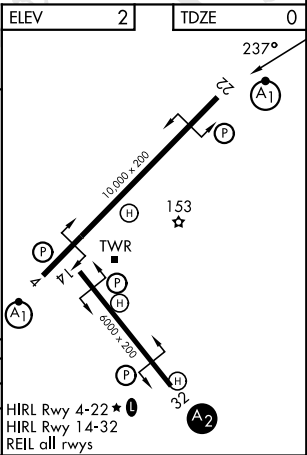
▼ * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.		ALS F-1 	MISSED APPROACH: Climb to 2000 on HVR R-226 to TINEE and hold.	
ATIS★ 279.55	APP CON 123.85 256.9	NAVY NEW ORLEANS TOWER★ 0 123.8 340.2 (CTAF)		GND CON 121.6 270.35
ASR/ PAR				

CAUTION: FAC is 602' from RCL at 3000' from threshold.



EMERG SAFE ALT 100 NM 3000

2000 ↑ HRV R-226	TINEE HRV 15	JAINN HRV 10		
HENPU HRV 0.1	MULFE HRV 3.8	2000		
HRV VORTAC	HRV 0.6	237°		
0.9	3.7 NM	1500		
3.00° TCH 48				
CATEGORY	A	B	C	D
S-22 *	480-5/8	480 (500-5/8)	480-1	480 (500-1)
CIRCLING	640-1	638 (700-1)	640-1 3/4 638 (700-1 3/4)	660-2 658 (700-2)



NEW ORLEANS, LOUISIANA

29°50'N-90°02'W

NEW ORLEANS NAS JRB (KNBG)
(ALVIN CALLENDER FLD)

VOR/DME or TACAN Z RWY 22

Amtd 1 04SEP25

WAAS CH 86942 W18A	APP CRS 184°	Rwy Ldg TDZE 39 Apt Elev 39
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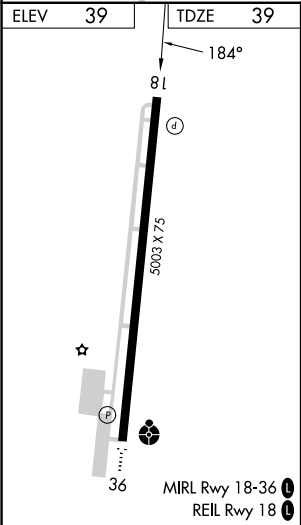
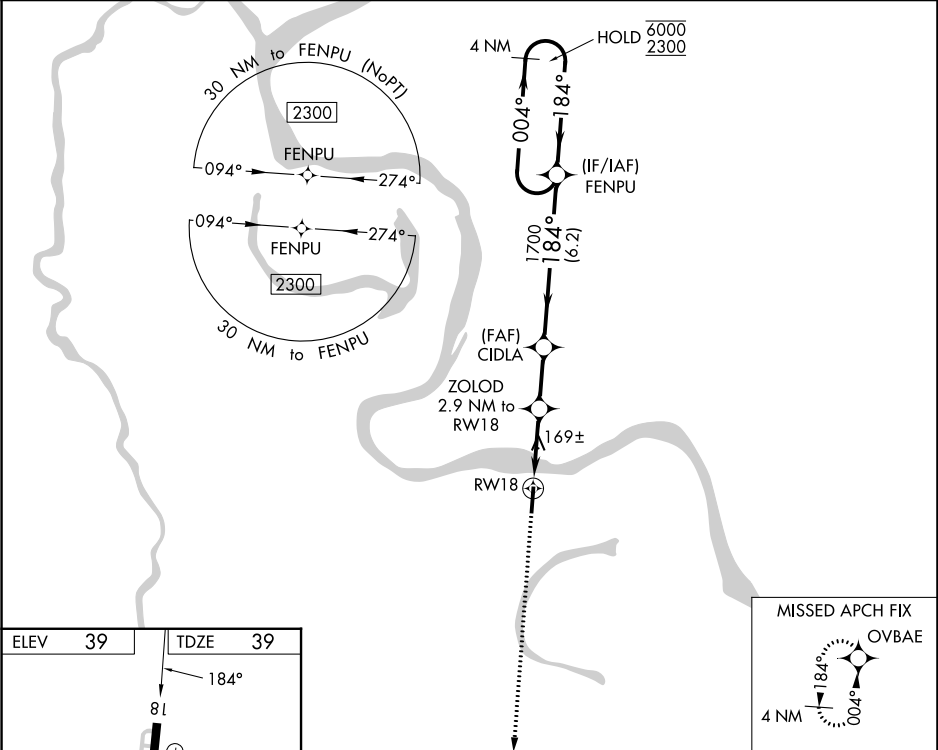
RNAV (GPS) RWY 18
FALSE RIVER RGNL (HZR)

RNP APCH - GPS.

▼ Rwy 18 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using BTR altimeter setting. When local altimeter setting not received, use BTR altimeter setting: increase LPV DA to 398 feet and all visibilities 1/8 SM; increase LNAV/VNAV DA to 368 feet and all visibilities 1/8 SM; increase all MDAs 60 feet and LNAV visibility Cats C and D, and Circling visibility Cat C 1/4 SM.

MISSED APPROACH: Climb to 2100 direct OVBAE and hold.

AWOS-3PT 121.250	BATON ROUGE APP CON★ 120.3 278.3	UNICOM 122.8 (CTAF) 0
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2100

↑

OVBAE

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 50).

4 NM

Holding Pattern

004°

→

6000

←

184°

2300

GP 3.00°

TCH 50

1 NM to RW18

1 NM

1.8 NM

2.9 NM to RW18

2.2 NM

1000

6.2 NM

1700

1700

184°

1700

1700

1700

184°

1700

1700

CATEGORY	A		B	C	D
LPV DA			347-7/8	308 (400-7/8)	
LNAV/VNAV DA			317-7/8	278 (300-7/8)	
LNAV MDA	420-1	381 (400-1)	420-1 1/8	381 (400-1 1/8)	
CIRCLING	480-1 441 (500-1)	520-1 481 (500-1)	600-1 1/2 561 (600-1 1/2)	600-2 561 (600-2)	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

NEW ROADS, LOUISIANA

AL-6238 (FAA)

26190

WAAS CH 42607 W36A	APP CRS 004°	Rwy Ldg 5003 TDZE 36 Apt Elev 39
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RNAV (GPS) RWY 36

FALSE RIVER RGNL (HZR)

RNP APCH - GPS.

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using BTR altimeter setting. When local altimeter setting not received, use BTR altimeter setting: increase LPV DA to 337 feet; increase LNAV/VNAV DA to 463 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 60 feet and LNAV visibility Cats C and D $\frac{1}{8}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM.

ODALS



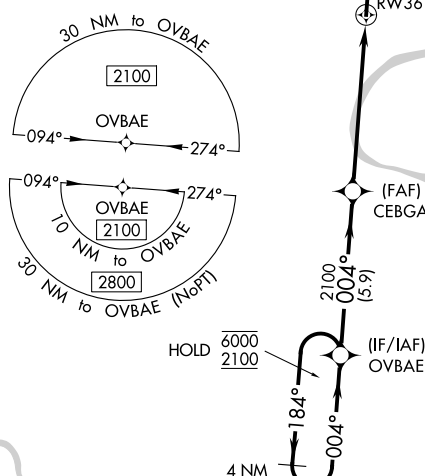
MISSED APPROACH:
Climb to 2300 direct
FENPU and hold.

AWOS-3PT
121.250

BATON ROUGE APP CON★
120.3 278.3

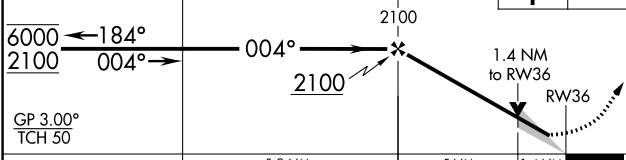
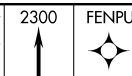
UNICOM
122.8 (CTAF) 0

MISSED APCH FIX

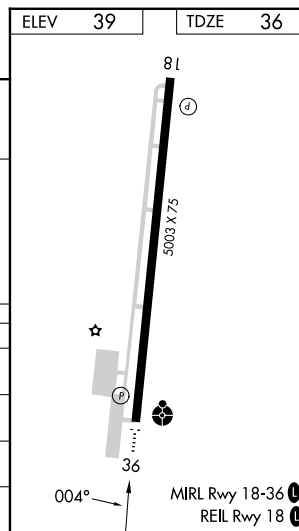


4 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 50).



CATEGORY	A	B	C	D
LPV DA		286- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		412-1	376 (400-1)	
LNAV MDA	520- $\frac{3}{4}$	484 (500- $\frac{3}{4}$)	520-1 $\frac{1}{4}$	484 (500-1 $\frac{1}{4}$)
CIRCLING	520-1	481 (500-1)	600-1 $\frac{1}{2}$ 561 (600-1 $\frac{1}{2}$)	600-2 561 (600-2)



NEW ROADS, LOUISIANA
Amdt 1A 09JUL26

30°43'N-91°29'W

RNAV (GPS) RWY 36

FALSE RIVER RGNL (HZR)

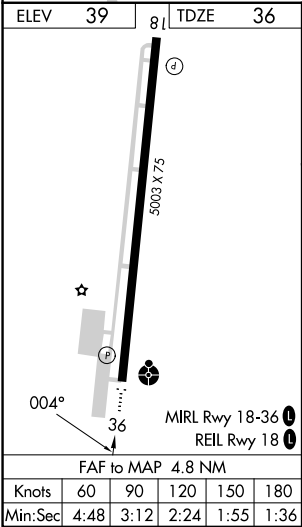
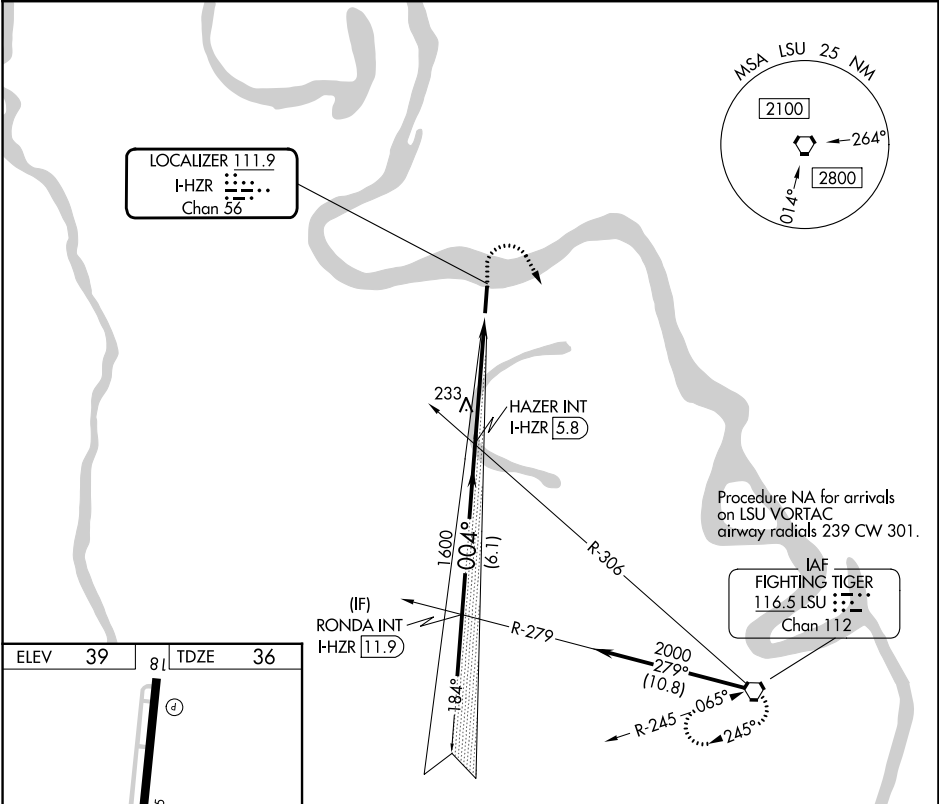
SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-HZR	APP CRS	Rwy Ldg	5003
111.9	004°	TDZE	36
Chan 56		Apt Elev	39

LOC RWY 36
FALSE RIVER RGNL (HZR)

When local altimeter setting not received, use Baton Rouge altimeter setting and increase all MDA 60 feet; increase S-36 Cat C/D visibility to 1½ SM and Circling Cat C to 1¾ SM.	ODALS 	MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct LSU VORTAC and hold.
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AWOS-3PT 121.250	BATON ROUGE APP CON★ 120.3 278.3	UNICOM 122.8 (CTAF) 0
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	RONDA INT I-HZR 11.9	HAZER INT I-HZR 5.8	I-HZR 2.3	700	2000	LSU
	2000	1600				
	6.1 NM		3.5 NM	1.3		
CATEGORY	A		B	C	D	
S-36	500-¾ 464 (500-¾)		500-1¼ 464 (500-1¼)			
CIRCLING	500-1 461 (500-1)	520-1 481 (500-1)	600-1½ 561 (600-1½)	600-2 561 (600-2)		

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

OAKDALE, LOUISIANA

AL-9133 (FAA)

26190

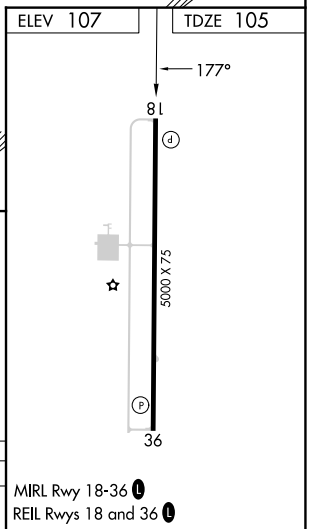
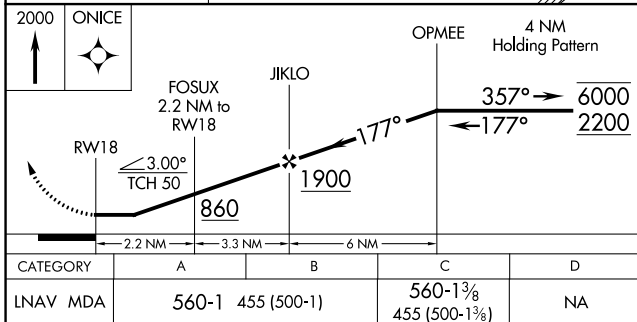
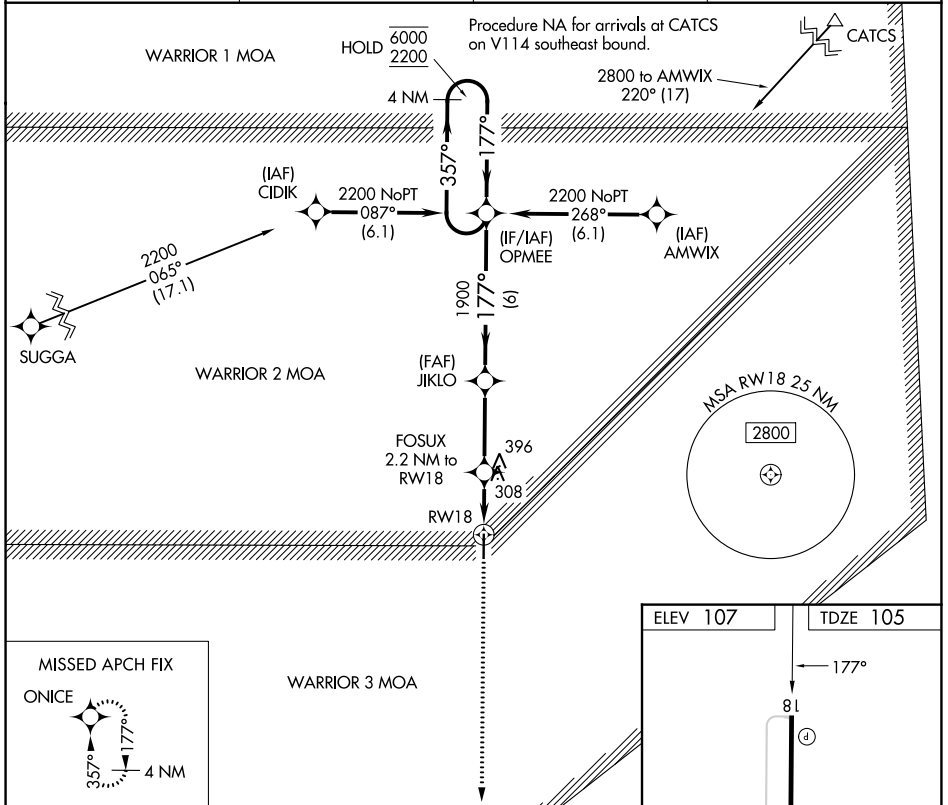
APP CRS 177°	Rwy Ldg	5000
	TDZE	105
	Apt Elev	107

RNAV (GPS) RWY 18

ALLEN PARISH (ACP)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2000 direct ONICE and hold.
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Alexandria Intl altimeter setting: increase all MDAs 100 feet and visibility LNAV Cat C ¼ SM.		

AWOS-3PT 118.275	MAKS APP CON 123.7 261.3	GCO 135.075	UNICOM 122.8 (CTAF) ①
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OAKDALE, LOUISIANA
Amdt 1 24MAR22

30°45'N-92°41'W

ALLEN PARISH (ACP)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

RNP APCH - GPS.

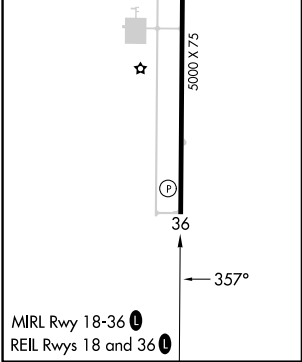
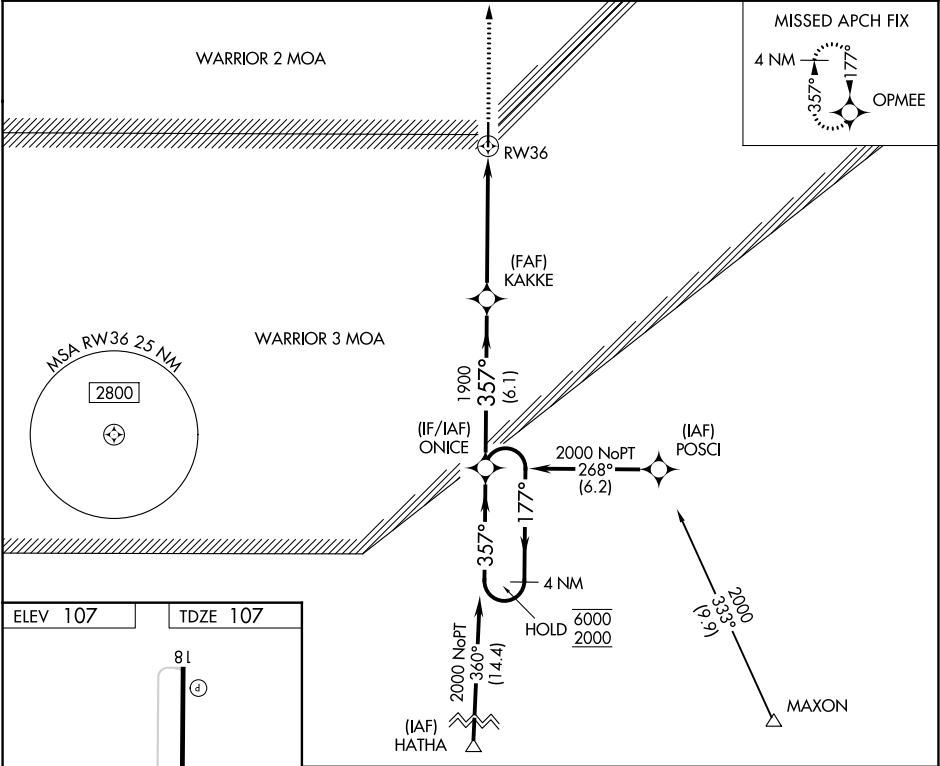
T

A

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. When local alimeter setting not received, use Alexandria Intl alimeter setting: increase all MDAs 100 feet and visibility LNAV Cat C ¼ SM and Circling Cat C ½ SM.

MISSED APPROACH: Climb to 2200 direct OPMEE and hold.

AWOS-3PT 118.275	MAKS APP CON 123.7 261.3	GCO 135.075	UNICOM 122.8 (CTAF) 1
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4 NM Holding Pattern		ONICE	2200	OPMEE
6000		177°	KAKKE	
2000		357°	3.00° TCH 51	
		357°	RW36	
		1900		
		6.1 NM	5.5 NM	
CATEGORY	A	B	C	D
LNAV MDA	540-1	433 (500-1)	540-1¼ 433 (500-1¼)	NA
CIRCLING	560-1 453 (500-1)	700-1 593 (600-1)	760-1¾ 653 (700-1¾)	NA

OKOLONA, MISSISSIPPI

AL-6780 (FAA)

26078

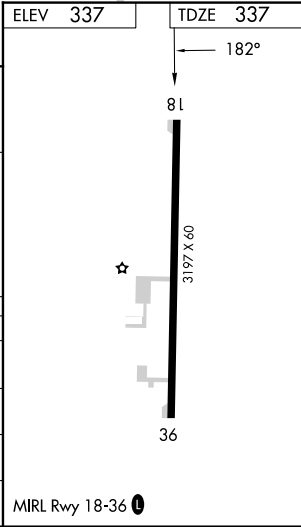
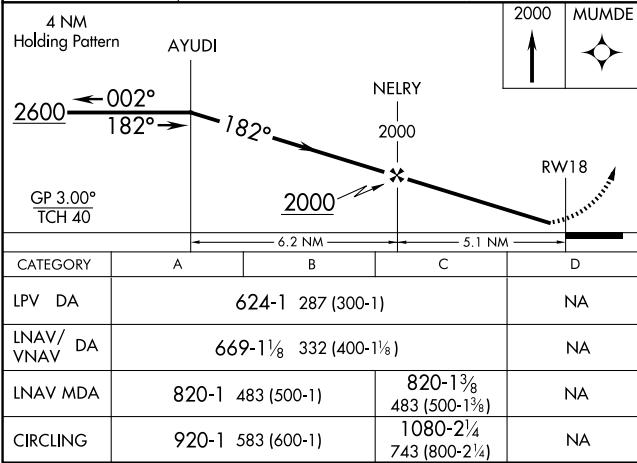
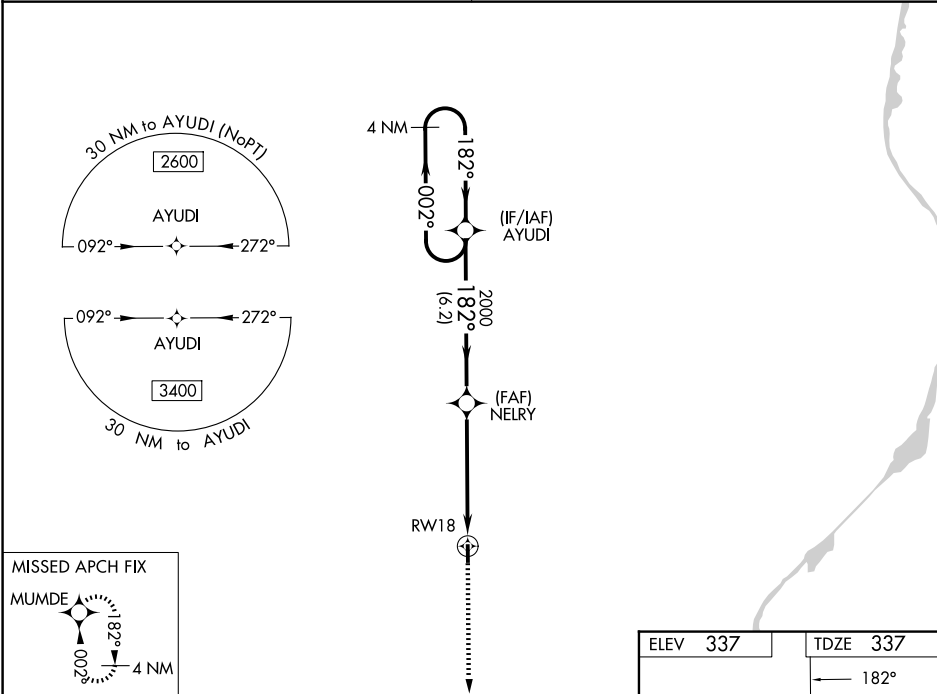
WAAS CH 53535 W18A	APP CRS 182°	Rwy Ldg 3197 TDZE 337 Apt Elev 337
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RNAV (GPS) RWY 18

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

⚠ NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cat C visibility 1/2 mile. Rwy 18 helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2000 direct MUMDE and hold.
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COLUMBUS APP CON ★ 126.075 229.15	CTAF 122.9 0
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OKOLONA, MISSISSIPPI

Amdt 1A 15SEP16

34°01'N-88°44'W

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS

CH **99535**

W36A

APP CRS

002°

Rwy Ldg

3197

TDZE

337

Apt Elev

337

RNAV (GPS) RWY 36

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Tupelo altimeter setting; when not received, use Columbus Air Force Base altimeter setting and increase all DA 41 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C visibility ¼ mile.

Rwy 36 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:

Climb to 2600 direct

AYUDI and hold.

COLUMBUS APP CON ★

126.075 229.15

CTAF

122.9 0

MISSED APCH FIX

4 NM

182°

002°

AYUDI

ELEV **337**

TDZE **337**

MIRL Rwy 18-36 0

81

3197 X 60

36

002°

2600 AYUDI		IXXEW 2000		MUMDE 4 NM Holding Pattern	
RW36		2000		182° 2000	
4.6 NM		6.7 NM		GP 3.30° TCH 55	
CATEGORY	A	B	C	D	
LPV DA	624-1 287 (300-1)			NA	
LNAV/VNAV DA	732-1½ 395 (400-1½)			NA	
LNAV MDA	860-1	523 (600-1)	860-1½ 523 (600-1½)	NA	
CIRCLING	920-1	583 (600-1)	1080-2¼ 743 (800-2¼)	NA	

OKOLONA, MISSISSIPPI

Amtd 1A 15SEP16

34°01'N-88°44'W

OKOLONA MUNI/RICHARD STOVALL FLD (5A4)

RNAV (GPS) RWY 36

311

OLIVE BRANCH, MISSISSIPPI

AL-5883 (FAA)

26022

LOC/DME I-OLV 109.3 Chan 30	APP CRS 181°	Rwy Ldg TDZE Apt Elev	6000 402 402
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ILS or LOC RWY 18

OLIVE BRANCH/TAYLOR FLD (OLV)

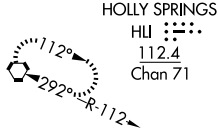
⚠ When local altimeter setting not received, use Frederick W Smith Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet, increase S-LOC 18 Cats C and D visibility $\frac{1}{8}$ mile and Circling Cats C and D visibility $\frac{1}{4}$ mile; increase WIMUB fix minimums Circling Cats C and D visibility $\frac{1}{4}$ mile.



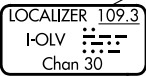
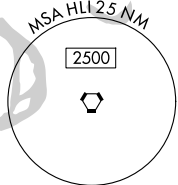
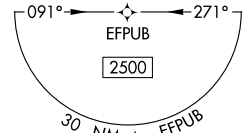
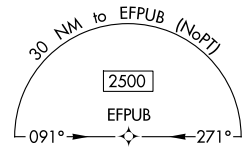
MISSED APPROACH: Climb to 1100 then climbing left turn to 2500 on heading 074° and on MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	UNICOM 122.95
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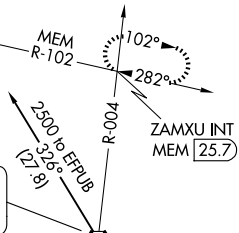
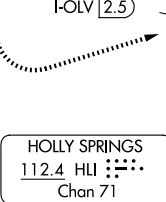
ALTERNATE MISSED APCH FIX



GPS REQUIRED FOR TAA



MEM R-045 and HLI R-326 may be used to locate EFPUB intersection.



ELEV 402	TDZE 402
181°	81
AS	6000 X 100
TWR ★	36
HIRL Rwy 18-36	REIL Rwy 36
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

One Minute or 4 NM Holding Pattern	EFPUB INT I-OLV 11.9 RADAR	NUXAH INT I-OLV 6 RADAR	1100 ↑ 2500 hdg 074°	MEM R-102	ZAMXU INT
2500 ← 001° 181° → 181°		2000	WIMUB INT I-OLV 2.5	*LOC only	
*900 when using Frederick W Smith Intl altimeter setting.			I-OLV 1.1		
GP 3.00° TCH 51		2000	*860		
	5.9 NM		3.5 NM	1.4 NM	
CATEGORY	A	B	C	D	
S-ILS 18	602-½ 200 (200-½)				
S-LOC 18	860-½ 458 (500-½)				
CIRCLING	1060-1 658 (700-1)				
WIMUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)					
S-LOC 18	760-½ 358 (400-½)				
CIRCLING	1060-1 658 (700-1)				
	1060-1¼ 658 (700-1¼)				
	1200-2½ 798 (800-2½)				

OLIVE BRANCH, MISSISSIPPI

Amdt 3A 25MAY17

34°59'N-89°47'W

OLIVE BRANCH/TAYLOR FLD (OLV)

ILS or LOC RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61199 W18A	APP CRS 181°	Rwy Ldg TDZE Apt Elev	6000 402 402
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RNAV (GPS) RWY 18

OLIVE BRANCH/TAYLOR FLD (OLV)

⚠

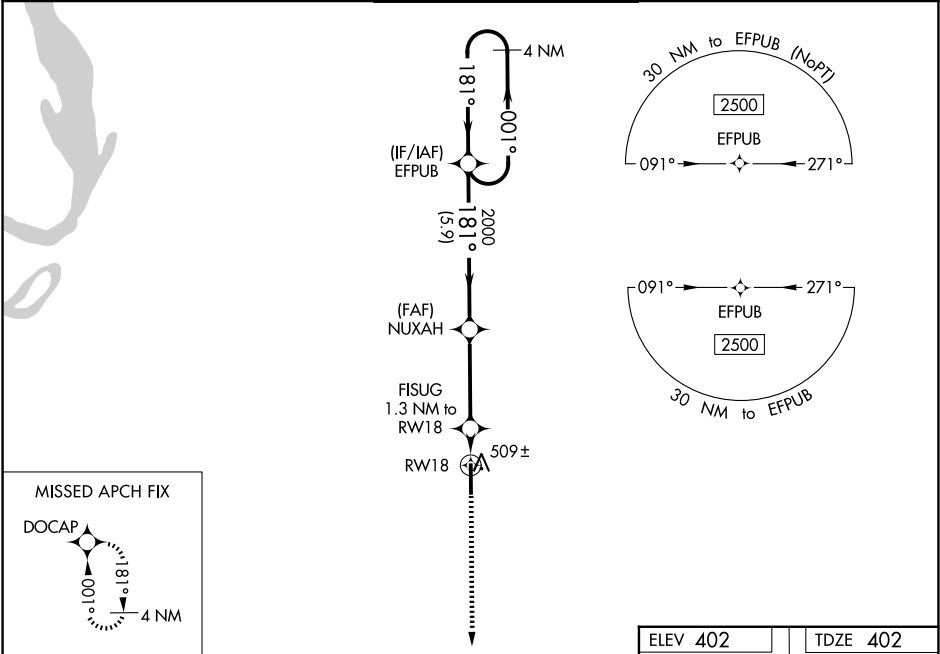
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Frederick W Smith Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility 1⁄8 mile and Circling Cats C and D visibility 1⁄4 mile.

MALSR

MISSED APPROACH:

Climb to 2000 direct
DOCAP and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	UNICOM 122.95
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4 NM Holding Pattern EFPUB 2500 ← 001° 181° → GP 3.00° TCH 51				2000 DOCAP * LNAV only FISUG 1.3 NM to RW18 RW18					
2000 181° 2000 5.9 NM 3.6 NM 1.3 NM *860				181° AS 81 6000 X 100 TWR 36					
CATEGORY		A		B		C		D	
LPV DA		602-1/2		200 (200-1/2)					
LNAV/VNAV DA		691-1/2		289 (300-1/2)					
LNAV MDA		760-1/2 358 (400-1/2)		760-5/8 358 (400-5/8)					
CIRCLING		1060-1 658 (700-1)		1060-1 3/4 658 (700-1 3/4)		1200-2 1/2 798 (800-2 1/2)		HIRL Rwy 18-36 REIL Rwy 36	

OLIVE BRANCH, MISSISSIPPI

AL-5883 (FAA)

26022

WAAS CH 86735 W36A	APP CRS 001°	Rwy Ldg TDZE 401 Apt Elev 402
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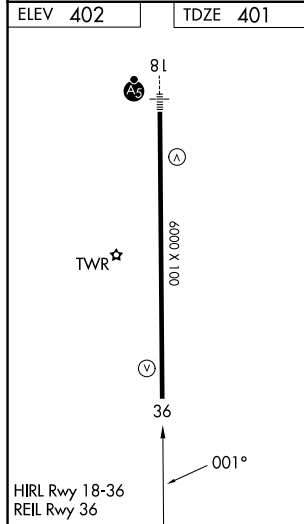
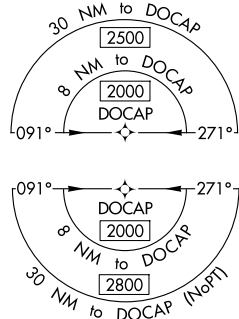
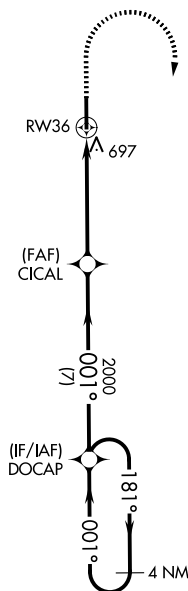
RNAV (GPS) RWY 36

OLIVE BRANCH/TAYLOR FLD (OLV)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Frederick W Smith Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C and D and Circling Cats C and D visibility ¼ mile. VDP and Baro-VNAV NA with Frederick W Smith Intl altimeter setting. Rwy 36 helicopter visibility reduction below ¾ SM NA.

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

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER ★ 125.275 (CTAF) 0	GND CON 121.2	UNICOM 122.95
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1500	2000	DOCAP	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 31).			
*LNAV only		*1.8 NM to RW36	CICAL	DOCAP	4 NM Holding Pattern	
RW36		1.8 NM	3.1 NM	7 NM	181°	2000
					001°	GP 3.00° TCH 45
CATEGORY	A	B	C	D		
LPV DA	709-1		308 (400-1)			
LNAV/VNAV DA	915-1¾		514 (600-1¾)			
LNAV MDA	1000-1	599 (600-1)	1000-1¾	599 (600-1¾)		
CIRCLING	1060-1	658 (700-1)	1060-1¾	1200-2½	798 (800-2½)	

OLIVE BRANCH, MISSISSIPPI
Amdt 1A 25MAY17

34°59'N-89°47'W

OLIVE BRANCH/TAYLOR FLD (OLV)

RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-EVO
111.55
Chan **52** (Y)

APP CRS
001°

Rwy Ldg
TDZE **401**
Apt Elev **402**

LOC RWY 36

OLIVE BRANCH/TAYLOR FLD (OLV)

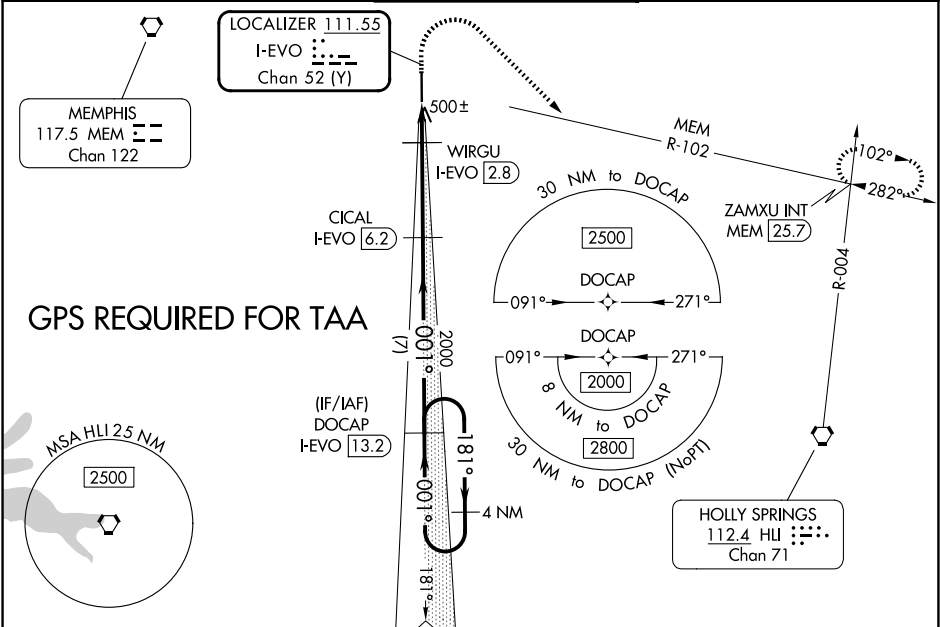
▼

▲

When local altimeter setting not received, use Frederick W Smith Intl altimeter setting and increase all MDA 40 feet; increase S-LOC 36 Cats C and D visibility 1/8 mile and Circling Cats C and D visibility 1/4 mile. Rwy 36 helicopter visibility reduction below 3/4 SM NA. DME required.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 on heading 134° and MEM VORTAC R-102 to ZAMXU INT/MEM 25.7 DME and hold.

ATIS 119.925	MEMPHIS APP CON 125.8 338.3	OLIVE BRANCH TOWER★ 125.275 (CTAF) 0	GND CON 121.2	UNICOM 122.95
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ELEV 402

TDZE 401

81

6000 X 100

TWR★

36

001°

HIRL Rwy 18-36

REIL Rwy 36

1100

2500

MEM R-102

ZAMXU INT

CICAL I-EVO (6.2)

DOCAP I-EVO (13.2)

WIRGU I-EVO (2.8)

I-EVO (1.3)

860*

2000

181°

001°

2000

4 NM Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

* 900 when using Frederick W Smith Intl altimeter setting.

CATEGORY	A	B	C	D
S-36	760-1	359 (400-1)		
CIRCLING	1060-1	658 (700-1)	1060-1¾ 658 (700-1¾)	1200-2½ 798 (800-2½)

AIRPORT DIAGRAM

AL-5883 (FAA)

OLIVE BRANCH/TAYLOR FLD (OLV)
OLIVE BRANCH, MISSISSIPPI

ATIS
119.925
OLIVE BRANCH/TAYLOR FLD TOWER★
125.275
GND CON
121.2
CLNC DEL
121.2
121.3 (When tower closed)

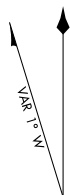
FIELD
ELEV
402

34°59.0'N

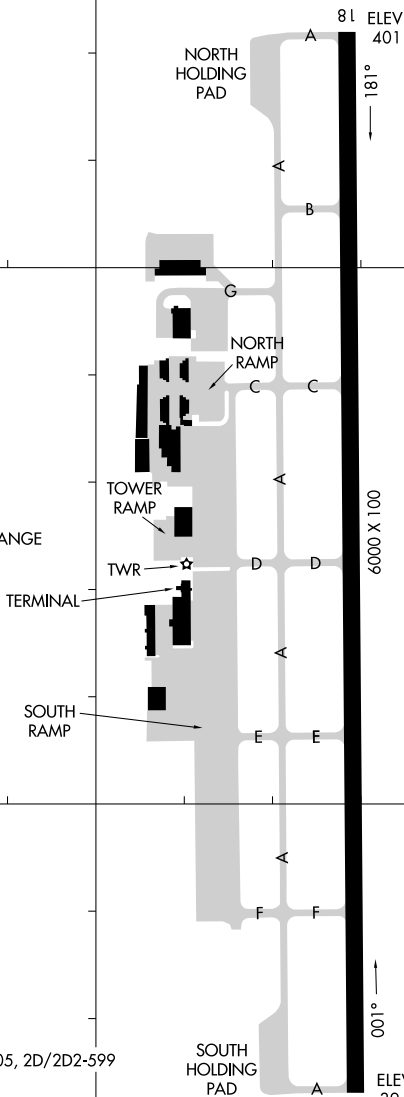
34°58.5'N

89°47.5'W

89°47.0'W



JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W



RWY 18-36
PCR 459 F/D/X/T
S-110, D-151, 2D-205, 2D/2D2-599

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

FIRE
STATION

AIRPORT DIAGRAM

26134

OLIVE BRANCH, MISSISSIPPI
OLIVE BRANCH/TAYLOR FLD (OLV)

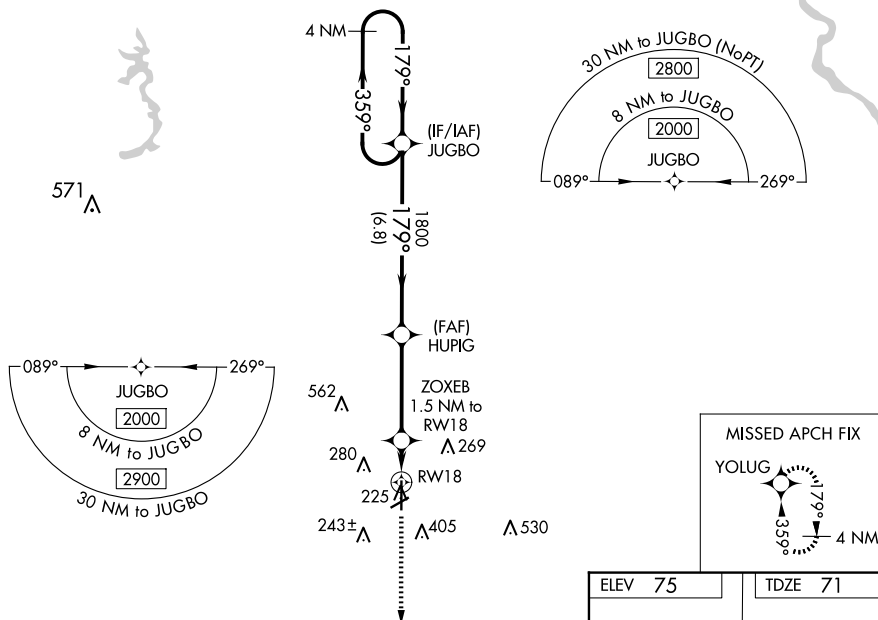
WAAS CH 86229 W18A	APP CRS 179°	Rwy Idg TDZE Apt Elev	5849 71 75
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RNAV (GPS) RWY 18
ST LANDRY PARISH (OPL)

NA Bara-VNAV NA when using Lafayette altimeter setting. For uncompensated Bara-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When VGSi inop, Straight-in/Circling Rwy 18 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Circling to Rwy 6/24 NA at night. When local altimeter setting not received, use Lafayette altimeter setting: Increase LPV DA to 377 feet, LNAV/VNAV DA to 442 feet, and visibility LNAV/VNAV all Cats ¼ SM; increase all MDA 60 feet and visibility LNAV Cat C and D and Circling Cat C and D ¼ SM.

MISSED APPROACH: Climb to 2300 direct YOLUG and hold.

AWOS-3PT 118.775	LAFAYETTE APP CON★ 128.7 268.7	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 58).

2300 YOLUG

2000 ← 359° 179° →

JUGBO

HUIG 1800

ZOXEB 1.5 NM to RW18

RW18

GP 3.00° TCH 52

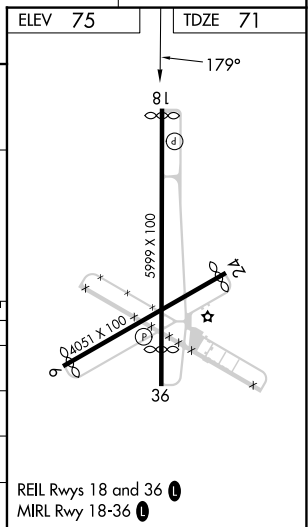
1800

*600

*RNAV only.

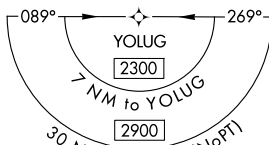
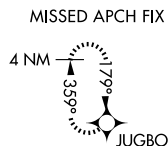
6.8 NM 3.8 NM 1.5 NM

CATEGORY	A	B	C	D
LPV DA	321-1 250 (300-1)			
LNAV/VNAV DA	386-1 315 (400-1)			
LNAV MDA	480-1 409 (500-1)		480-1½ 409 (500-1½)	
CIRCLING	780-1 705 (800-1)		780-2 705 (800-2)	920-2¾ 845 (900-2¾)

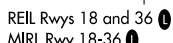


RNAV (GPS) RWY 36

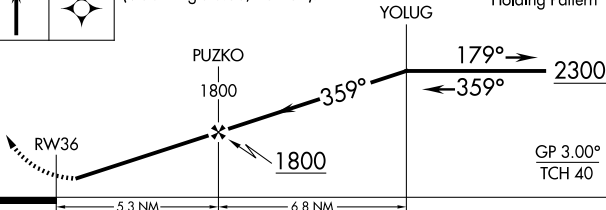
MISSED APPROACH: Climb to 2000 direct JUGBO and hold.

UNICOM
123.0 (CTAF) 

TDZE 74



4 NM
Holding Pattern



CATEGORY	A	B	C	D
LPV DA	351-1 277 (300-1)			
LNAV/VNAV DA	693-2 ¹ / ₄ 619 (700-2 ¹ / ₄)			
LNAV MDA	620-1	546 (600-1)	620-1 ⁵ / ₈	546 (600-1 ⁵ / ₈)
CIRCLING	780-1	705 (800-1)	780-2 705 (800-2)	920-2 ³ / ₄ 845 (900-2 ³ / ₄)

ST LANDRY PARISH (OPL)
RNAV (GPS) RWY 36

WAAS CH 77800 W09A	APP CRS 092°	Rwy Ldg TDZE 418 Apt Elev 452
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RNAV (GPS) RWY 9

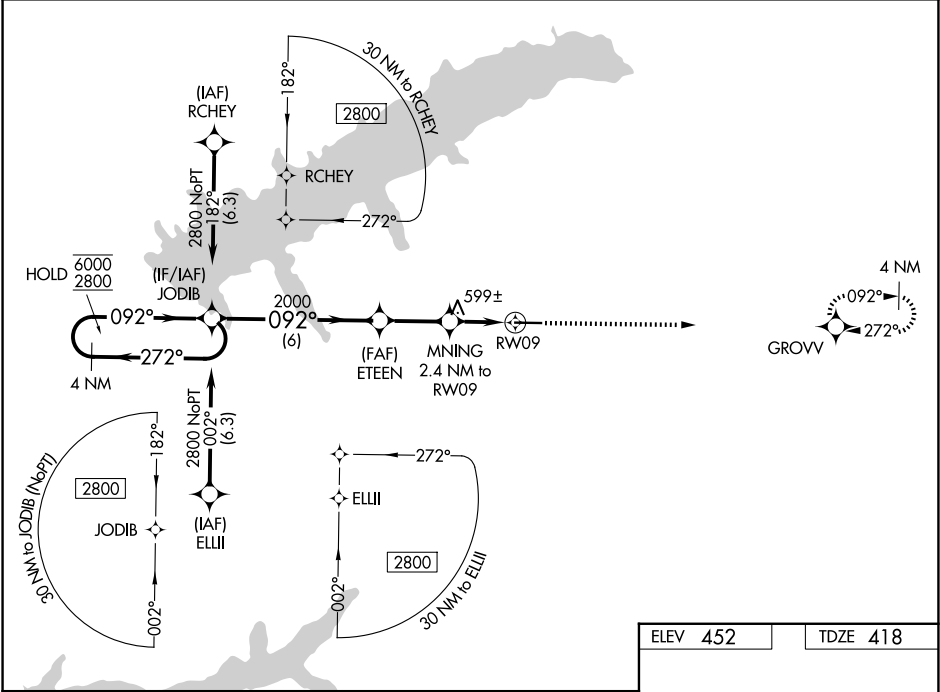
UNIVERSITY-OXFORD (UOX)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2800 direct GROVV and hold.

AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		JODIB	ETEEN	MINING	RW09
6000 2800		2000	2000	2.4 NM to RW09	1.3 NM to RW09
GP 3.00° TCH 40		2000	1200		
		6 NM	2.5 NM	1.1 NM	1.3 NM
CATEGORY	A	B	C	D	
LPV DA	618-¾ 200 (200-¾)				
LNNAV/VNAV DA	940-½ 522 (500-½)	940-1½ 522 (500-1½)			
LNNAV MDA	860-1	442 (500-1)	860-1¾	442 (500-1¾)	
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2¾ 928 (1000-2¾)	1380-3 928 (1000-3)	

ELEV 452 TDZE 418

2800 GROVV

0.7% UP 5600 X 100

092° 457

MIRL Rwy 9-27 0
REIL Rwy 9 and 27 0

RNAV (GPS) RWY 27
UNIVERSITY-OXFORD (UOX)

MISSED APPROACH: Climb to 2800 direct JODIB and hold.

123.0 (CTAF) **L**UNIVERSITY-OXFORD (UOX)
RNAV (GPS) RWY 27

LOC I-UVD 111.7	APP CRS 092°	Rwy Ldg TDZE Apt Elev 5600 418 452
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LOC Y RWY 9

UNIVERSITY-OXFORD (UOX)

GPS required. When local altimeter setting not received, use Olive Branch altimeter setting and increase all MDA 100 feet; increase S-LOC Cats C, D visibility 3/8 mile, and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct JODIB INT and hold.

AWOS-3PT 132.725	MEMPHIS CENTER 128.5 279.55	GCO 135.075	UNICOM 123.0 (CTAF) 0
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GPS REQUIRED

4 NM Holding Pattern

JODIB INT

TUNNG INT/LOM

1800

3.20° TCH 40

6.9 NM

4 NM

ELEV 452

TDZE 418

092°

0.7% UP

5600 X 100

457

27

MRL Rwy 9-27 **0**

REIL Rwys 9 and 27 **0**

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-LOC 9	920-1	502 (500-1)	920-1 ³ / ₈	502 (500-1 ³ / ₈)
CIRCLING	980-1 528 (600-1)	1060-1 608 (700-1)	1380-2 ³ / ₄ 928 (1000-2 ³ / ₄)	1380-3 928 (1000-3)

OXFORD, MISSISSIPPI

Orig 13NOV14

34°23'N-89°32'W

321

UNIVERSITY-OXFORD (UOX)

LOC Y RWY 9

LOC Z RWY 9
UNIVERSITY-OXFORD (UOX)

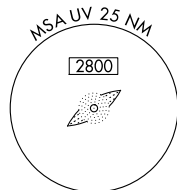
MISSED APPROACH: Climb to 1100 then climbing left turn to 2800 direct TUNNG LOM/INT and hold, continue climb-in-hold to 2800.

UNICOM
123.0 (CTAF) **L**

HOLLY SPRINGS
112.4 HU 
Chan 71

LOCALIZER 111.7
I-UVD 

LOM/IAF
TUNNG
426 UV ::-



ELEV 452 TDZE 418

092°

0.7% UP

5600 X 100

457

9 27

MIRL Rwy 9-27

REIL Rwy 9 and 27

FAF to MAP 4 NM

Knots	60	90	120	150	180
Min:Sec	4:00	2:40	2:00	1:36	1:20

UNIVERSITY-OXFORD (UOX)

34°23'N-89°32'W

LOC Z RWY 9

LOC/DME I-PQL	APP CRS	Rwy Ldg
110.1	168°	6501
Chan 38		TDZE 17
		Apt Elev 17

ILS or LOC RWY 17

TRENT LOTT INTL (PQL)

⚠

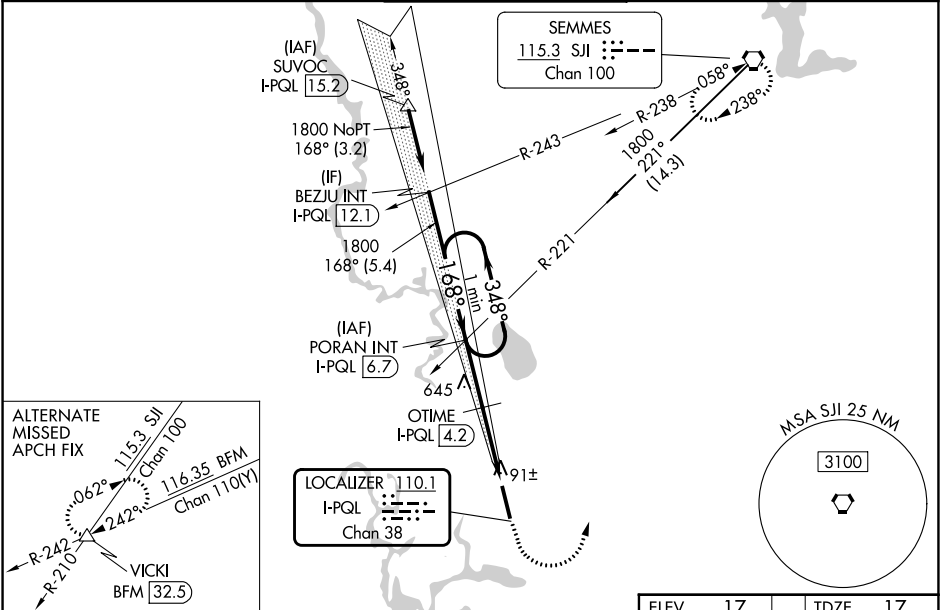
When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase DA to 292 feet; increase all MDA 80 feet and S-LOC 17 visibility Cat B ¼ SM, increase Circling visibility Cats B and C ¼ SM. OTIME Fix Minimums, increase S-LOC 17 visibility Cats C and D ½ SM and Circling Cats C and D ½ SM. For inop ALS when using Mobile Rgnl altimeter setting increase S-ILS all Cats visibility to ¾ SM.

MALSR



MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct SJI VORTAC and hold.

ATIS	MOBILE APP CON★	TRENT LOTT TOWER★	GND CON	UNICOM
135.175	121.0 307.1	118.575 (CTAF) 0	121.725	122.8



ELEV 17		TDZE 17	
One Minute Holding Pattern		#980 when using Mobile Rgnl altimeter setting.	
1800 ← 348°		→ 168°	
GS 3.00° TCH 50		#900	
2.5 NM		2.1 NM	
0.9 NM			
CATEGORY	A	B	D
S-ILS 17	217-½ 200 (200-½)		
S-LOC 17	900-¾ 883 (900-¾)	900-2 883 (900-2)	
CIRCLING	900-1¼ 883 (900-1¼)	900-2¾ 883 (900-2¾)	900-3 883 (900-3)
OTIME FIX MINIMUMS			
S-LOC 17	360-½ 343 (400-½)	360-⅝ 343 (400-⅝)	
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1¾ 663 (700-1¾)
			680-2 663 (700-2)

TWR

6501 X 150

17

35

MRL Rwy 17-35 0

168°

AS

LI

900

2000

SJI

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

PASCAGOULA, MISSISSIPPI

AL-5404 (FAA)

26190

WAAS CH 58204 W17A	APP CRS 168°	Rwy Ldg 6501 TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 17

TRENT LOTT INTL (PQL)

RNP APCH - GPS.

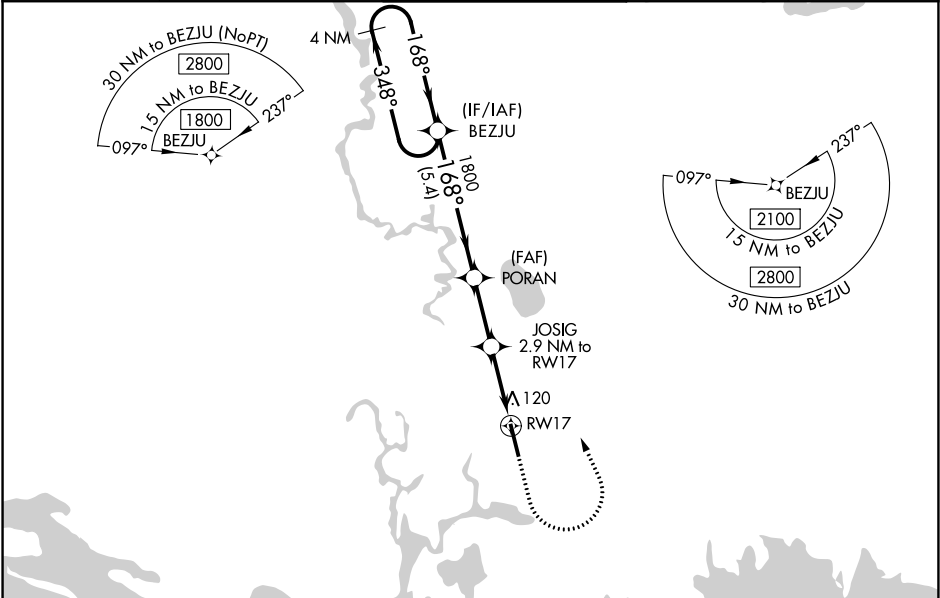
- ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

▲ When local altimeter setting not received, use Mobile Rgnl altimeter setting; increase LPV DA to 292 feet and LNAV/VNAV DA to 357 feet; increase LNAV/VNAV all visibilities 1/8 SM. Increase all MDA 80 feet and LNAV Cat C/D visibility 1/4 SM and Circling Cat C/D visibility 1/2 SM. Baro-VNAV and VDP NA with Mobile Rgnl altimeter setting. For inop ALS when using Mobile Rgnl altimeter setting increase LPV all Cats visibility to 7/8 SM.

MALSR

MISSED APPROACH:
Climb to 800 then
climbing left turn to
1800 direct BEZJU
and hold.

ATIS 135.175	MOBILE APP CON★ 121.0 307.1	TRENT LOTT TOWER★ 118.575 (CTAF) 0	GND CON 121.725	UNICOM 122.8
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ELEV 17		TDZE 17	
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4 NM Holding Pattern	BEZJU	PORAN	JOSIG 2.9 NM to RW17	1 NM to RW17	RW17
1800 ← 348°	1800	1800	980		
168° →	168°	168°			
GP 3.00°					
TCH 50					
	5.4 NM	2.5 NM	1.9 NM	1 NM	

CATEGORY	A	B	C	D
LPV DA	217-1/2 200 (200-1/2)			
LNAV/VNAV DA	282-1/2 265 (300-1/2)			
LNAV MDA	380-1/2	363 (400-1/2)	380-5/8	363 (400-5/8)
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1 3/4 663 (700-1 3/4)	680-2 663 (700-2)

TWR

6501 X 150

MIRL Rwy 17-35 0

PASCAGOULA, MISSISSIPPI
Amdt 2A 29DEC22

30°28'N-88°32'W

TRENT LOTT INTL (PQL)

RNAV (GPS) RWY 17

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

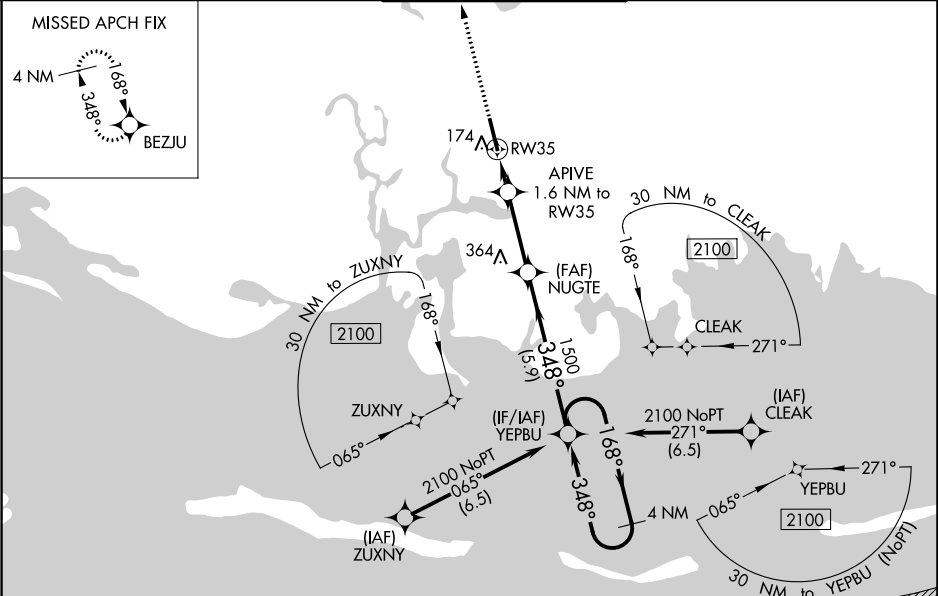
WAAS CH 72904 W35A	APP CRS 348°	Rwy Ldg TDZE 17 Apt Elev 17
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RNAV (GPS) RWY 35
TRENT LOTT INTL (PQL)

⚠ Baro-VNAV NA when using Mobile Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mobile Rgnl altimeter setting and increase LPV DA to 342 feet, LNAV/VNAV DA to 422 feet, and all MDA 80 feet; increase LPV and LNAV/VNAV visibility ¼ mile all Cots. Increase LNAV visibility Cots C/D ½ mile and Circling visibility Cots C/D ½ mile.

MISSED APPROACH: Climb to 1800 direct BEZJU and hold.

ATIS 135.175	MOBILE APP CON★ 121.0 307.1	TRENT LOTT TOWER★ 118.575 (CTAF) 0	GND CON 121.725	UNICOM 122.8
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ELEV 17	TDZE 17
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MIRL Rwy 17-35

1800	BEZJU	NUGTE	YEPBU	4 NM Holding Pattern
*LNAV only.	APIVE 1.6 NM to RW35	1500	168°	2100
RW35	*560	1500	348°	GP 3.00° TCH 40
1.6 NM		2.9 NM		5.9 NM
CATEGORY	A	B	C	D
LPV DA	267-7/8 250 (300-7/8)			
LNAV/VNAV DA	347-1 330 (400-1)			
LNAV MDA	440-1 423 (500-1)		440-1 423 (500-1)	
CIRCLING	480-1 463 (500-1)	680-1 663 (700-1)	680-1 663 (700-1)	680-2 663 (700-2)

RNAV (GPS) RWY 35

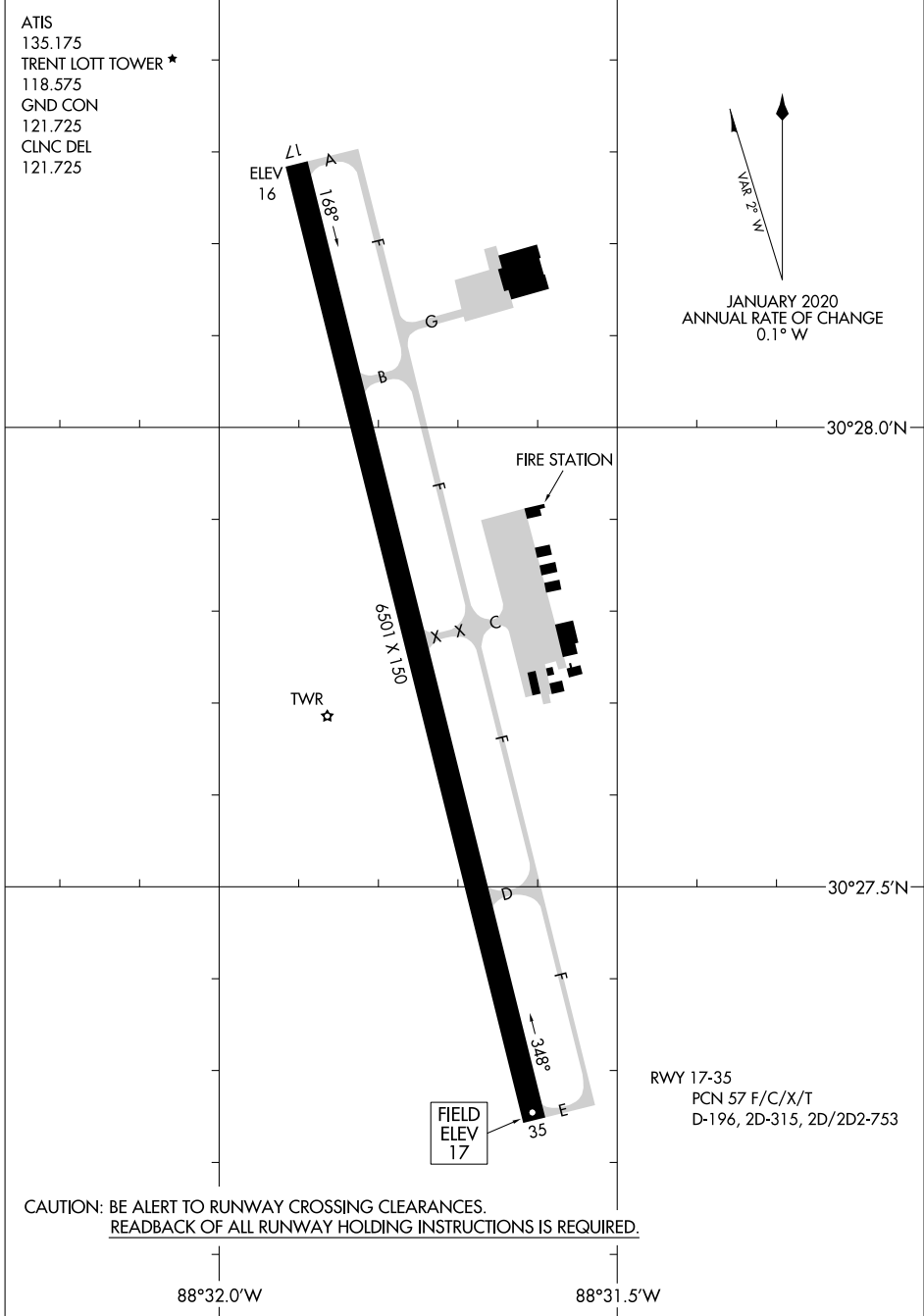
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

26134
AIRPORT DIAGRAM

AL-5404 (FAA)

TRENT LOTT INTL (PQL)
PASCAGOULA, MISSISSIPPI



SC-4, 03 SEP 2026 to 29 OCT 2026

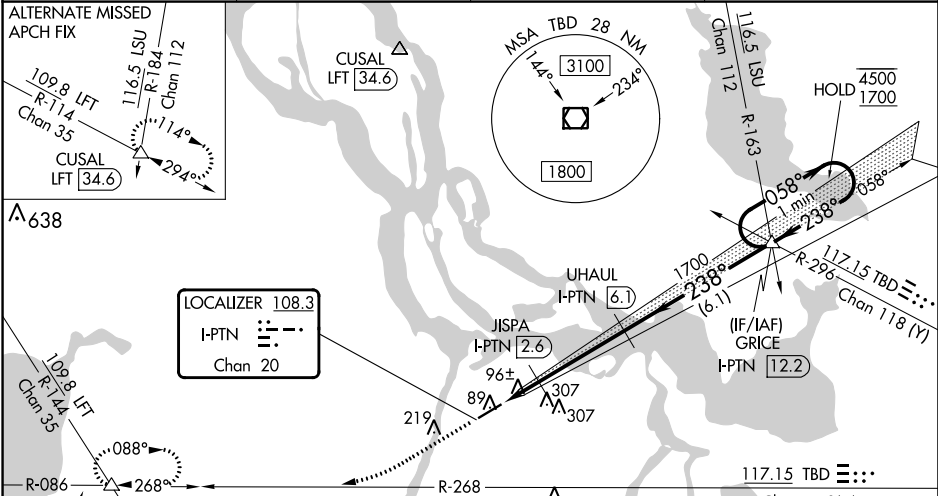
SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-PTN 108.3 Chan 20	APP CRS 238°	Rwy Ldg TDZE Apt Elev 5399 9 9
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ILS or LOC RWY 24
HARRY P WILLIAMS MEML (PTN)

DME required.	MALSR	MISSED APPROACH: Climb to 2000 on heading 238° and TBD VOR/DME R-268 to ORICH INT/ TBD 40.2 DME and hold.
NA Circling NA to Rwy 4W and 22W. For inop ALS, increase S-LOC 24 Cat C visibility to 1 SM.		

AWOS-3PT 134.575	NEW ORLEANS APP CON 124.3 350.35	CLNC DEL 124.3	UNICOM 122.8 (CTAF)
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ELEV 9	TDZE 9	One Minute Holding Pattern			
		TBD R-268	ORICH	UHAUL I-PTN [6.1]	GRICE I-PTN [12.2]
*LOC only		JISPA I-PTN [2.6]	238° 058° 4500 1700		
I-PTN [1] *I-PTN [1.9]		*I-PTN [2.6]	1700		
1 NM 0.7 NM 3.5 NM 6.1 NM					GS 3.00° TCH 50
CATEGORY	A	B	C	D	
S-ILS 24	209-1/2 200 (200-1/2)				NA
S-LOC 24	360-1/2	351 (400-1/2)	360-5/8 351 (400-5/8)	NA	
CIRCLING	520-1 511 (600-1)	660-1 651 (700-1)	660-1 3/4 651 (700-1 3/4)	NA	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS 058°	Rwy Idg TDZE Apt Elev	5005 9 9
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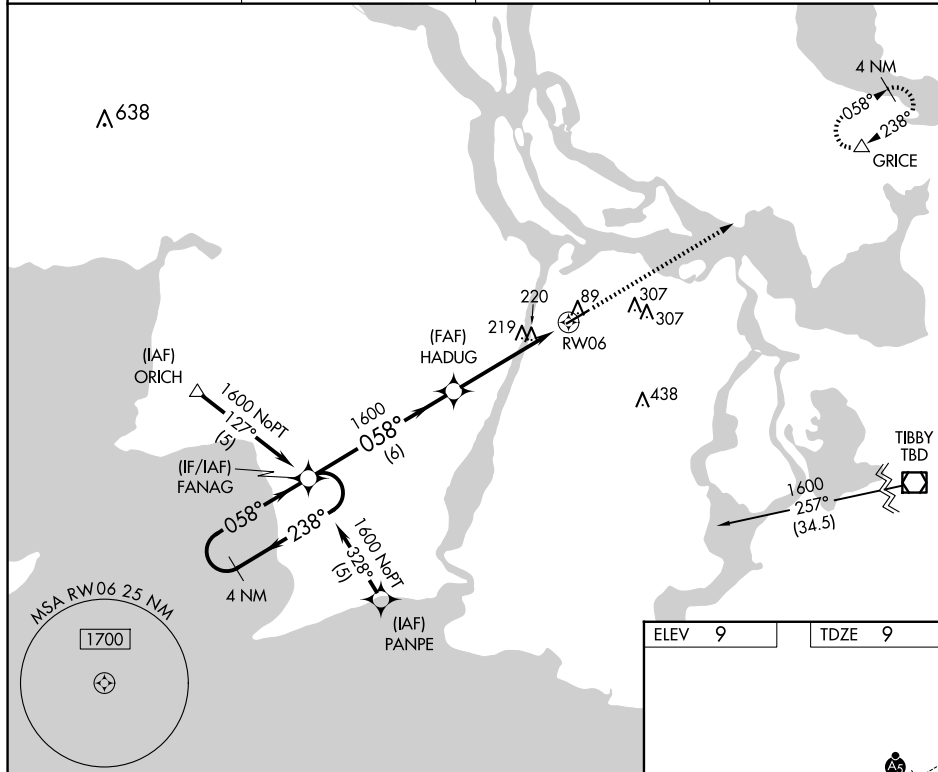
RNAV (GPS) RWY 6
HARRY P WILLIAMS MEML (PTN)

T Circling NA to Rwy 4W and 22W. Rwy 6 helicopter visibility reduction below 1 SM NA.
A When local altimeter setting not received, use New Iberia altimeter setting and increase all MDA 100 feet; increase LNAV Cat C visibility $\frac{1}{4}$ SM and Circling Cat C visibility $\frac{1}{2}$ SM. When VGS1 inop, Straight-in/Circling Rwy 6 procedure NA at night.

MISSED APPROACH: Climb to 1700 direct GRICE and hold.

AWOS-3PT
134.575

NEW ORLEANS APP CON
124.3 350.35

CLNC DEL
124.3UNICOM
122.8 (CTAF) **L**

CA RW06 25 N.

FIFV 9

 TDZF | 9 |

4 NM	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).	1700	GRICE
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4 NM
Holding Pattern

CATEGORY	A	B	C	D
NAV MDA	540-1	531 (600-1)	540-1½ 531 (600-1½)	NA
CIRCLING	540-1 531 (600-1)	660-1 651 (700-1)	660-1¼ 651 (700-1¼)	NA

REIL Rwy 6
MRL Rwy 6-24

058° to RW06

5399 X 150

4500 X 100

A5

Orig-D 22APR21

29°43'N-91°20'W

HARRY P WILLIAMS MEML (PTN)
RNAV (GPS) RWY 6

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40320 W24A	APP CRS 238°	Rwy Idg TDZE Apt Elev	5399 9 9
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RNAV (GPS) RWY 24
HARRY P WILLIAMS MEML (PTN)

RNP APCH.

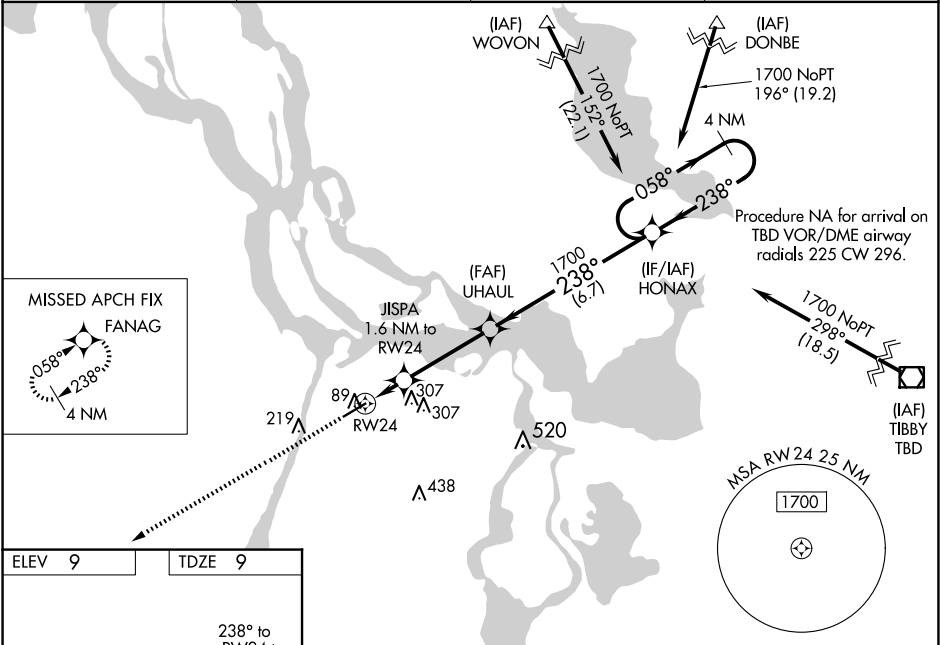
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
▲ Circling NA to Rwy 4W and 22W. Baro-VNAV and VDP NA when using New Iberia altimeter setting. When local altimeter setting not received, use New Iberia altimeter setting: increase LPV DA to 291 feet; increase LNAV/VNAV DA to 341 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and LNAV Cat C visibility ½ SM and Circling Cat C visibility ½ SM. For inop MALSR, increase LNAV Cat C visibility to 1 mile. For inop MALSR, when using New Iberia altimeter setting, increase LPV all Cats visibility to ¾ mile, LNAV/VNAV all Cats visibility to 1 ½ mile, and LNAV Cat C visibility to 1 ¾ mile. When VGSI inop, Circling Rwy 6 NA at night.

MALSR

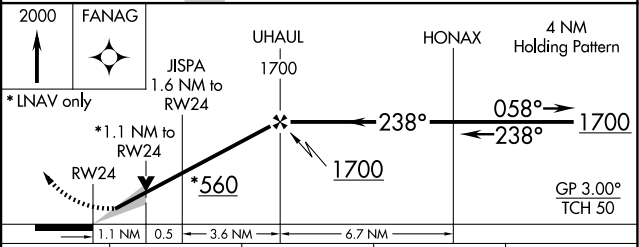
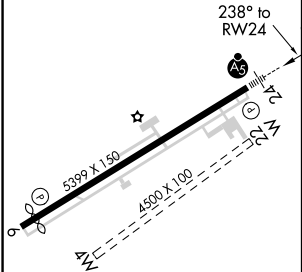


MISSED APPROACH:
Climb to 2000 direct
FANAG and hold.

AWOS-3PT 134.575	NEW ORLEANS APP CON 124.3 350.35	CLNC DEL 124.3	UNICOM 122.8 (CTAF)
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ELEV 9	TDZE 9
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CATEGORY	A	B	C	D
LPV DA	209-½	200 (200-½)		NA
LNAV/ VNAV DA	259-½	250 (300-½)		NA
LNAV MDA	400-½	391 (400-½)	400-5/8 391 (400-5/8)	NA
CIRCLING	520-1 511 (600-1)	660-1 651 (700-1)	660-1¾ 651 (700-1¾)	NA

PHILADELPHIA, MISSISSIPPI

AL-6960 (FAA)

26246

WAAS CH 78115 W18A	APP CRS 185°	Rwy Ldg TDZE Apt Elev	5001 454 458
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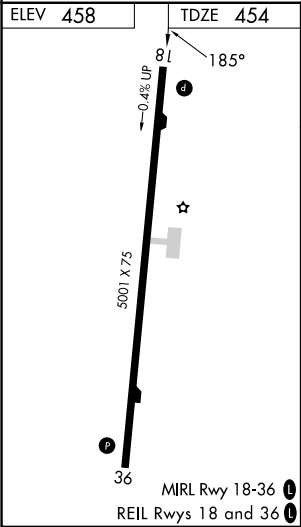
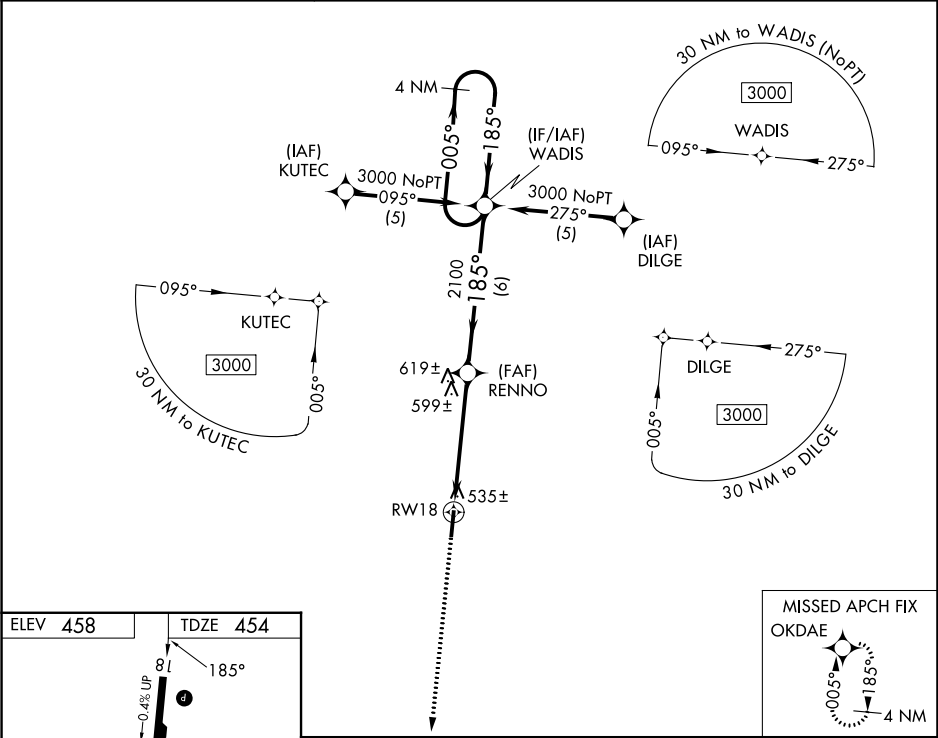
RNAV (GPS) RWY 18
PHILADELPHIA MUNI (MPPE)

⚠ 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 Key Fld altimeter setting and increase all DA 101 feet and all MDA 120 feet and increase LPV all Cats, LNAV Cat C and Circling Cats C and D visibility ¼ mile, increase LNAV/VNAV all Cats, LNAV Cat D visibility ½ mile. Baro-VNAV and VDP NA when using Key Fld altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
OKDAE and hold.

AWOS-3P 118.725	MEMPHIS CENTER 132.75 263.0	UNICOM 123.0 (CTAF) 0
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3000	OKDAE	RENNO	WADIS	4 NM Holding Pattern
*LNAV only.	*1.5 NM to RW18	2100	005° → 3000	← 185°
GP 3.00° TCH 47				
CATEGORY	A	B	C	D
LPV DA	774-1¼ 320 (400-1¼)			
LNAV/VNAV DA	850-1½ 396 (400-1½)			
LNAV MDA	960-1 506 (600-1)		960-1½ 506 (600-1½)	
CIRCLING	1060-1 602 (700-1)		1280-2½ 822 (900-2½) 1280-2¾ 822 (900-2¾)	

PHILADELPHIA, MISSISSIPPI
Amdt 1A 24MAR22

32°48'N-89°08'W

PHILADELPHIA MUNI (MPPE)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **48915**
W36A

APP CRS
005°

Rwy Ldg
TDZE **458**
Apt Elev **458**

RNAV (GPS) RWY 36

PHILADELPHIA MUNI (MPF)

RNP APCH - GPS.

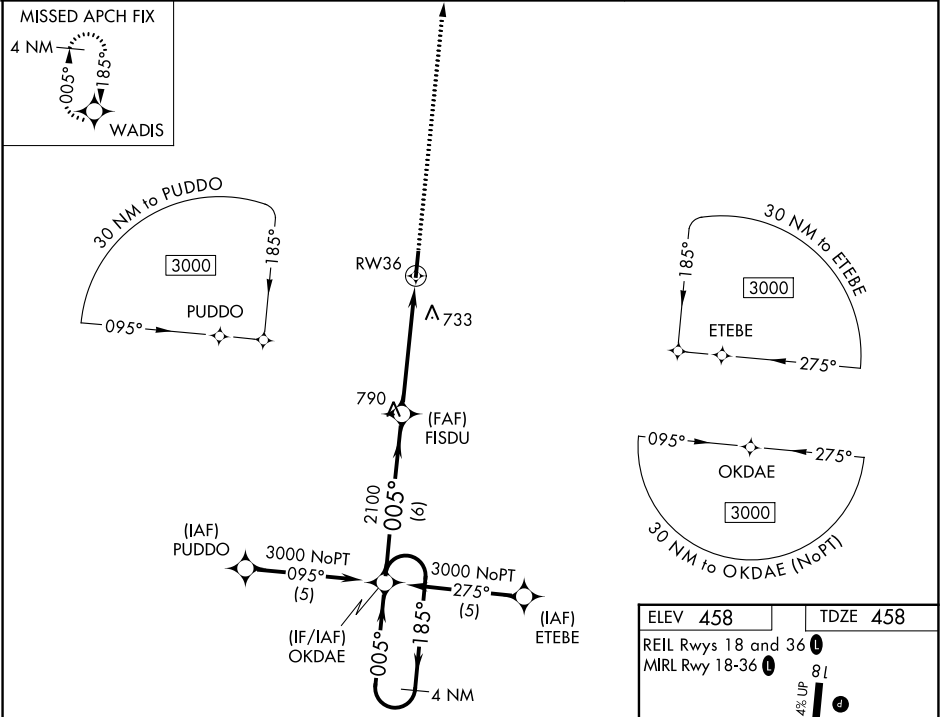
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Rwy 36 helicopter visibility reduction below ¼ NA. When local altimeter setting not received, use MEI altimeter setting; increase LPV DA to 940 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1142 feet; increase all MDAs 120 feet and LNAV visibility Cats C/D ¼ SM and Circling visibility Cats C/D ¼ SM. Baro-VNAV and VDP NA when using MEI altimeter setting.

MISSED APPROACH:
Climb to 3000 direct WADIS and hold.

AWOS-3P 118.725	MEMPHIS CENTER 132.75 263.0	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern

OKDAE

3000

185°

005°

GP 3.00°

TCH 42

FISDU

2100

1.7 NM to RW36

RW36

3000

WADIS

6 NM

3.3 NM

1.7

CATEGORY	A	B	C	D
LPV DA		838-1¼	380 (400-1¼)	
LNAV/VNAV DA		1040-2¼	582 (600-2¼)	
LNAV MDA	1040-1	582 (600-1)	1040-1¾	582 (600-1¾)
CIRCLING	1060-1	602 (700-1)	1280-2½ 822 (900-2½)	1280-2¾ 822 (900-2¾)

ELEV 458

TDZE 458

REIL Rwy 18 and 36

MIRL Rwy 18-36

81

0.4% Up

500' x 75'

36

005°

PICAYUNE, MISSISSIPPI

AL-9504 (FAA)

26022

WAAS CH 42909 W36A	APP CRS 359°	Rwy Ldg TDZE 54 Apt Elev 55
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RNAV (GPS) RWY 36

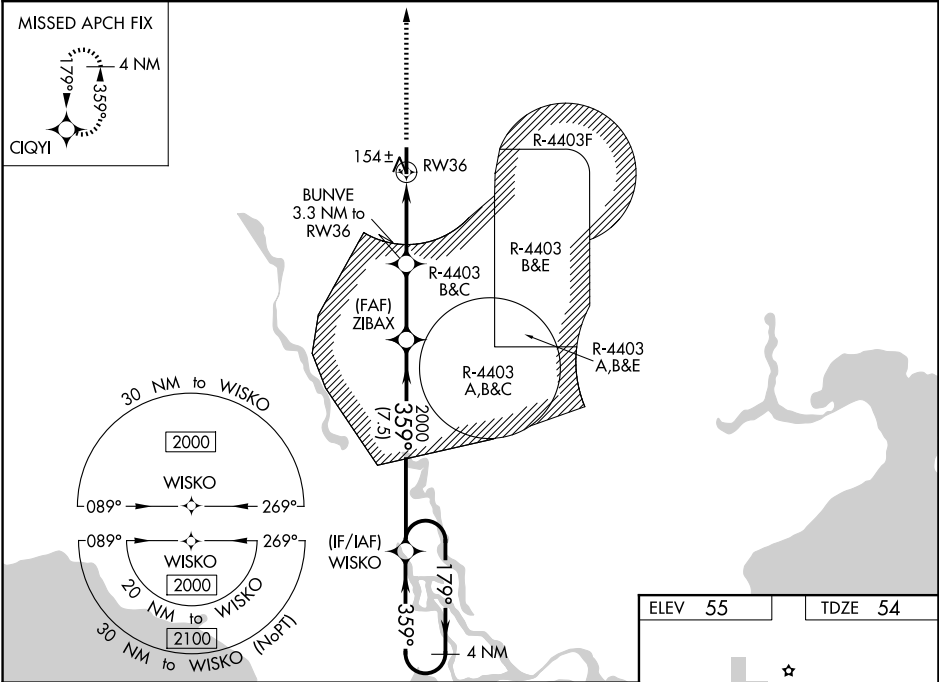
PICAYUNE MUNI (MJD)

⚠

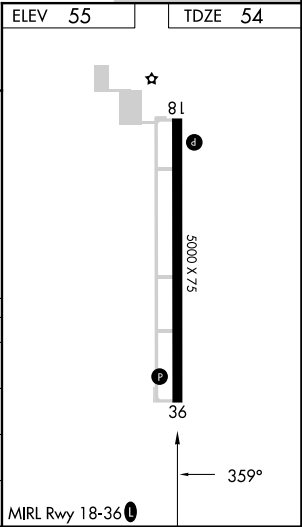
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-4403 A, B, C, or E is active. When local altimeter setting not received, use Stennis Intl altimeter setting: increase LPV DA to 338 and all Cats visibility ½ mile; increase LNAV/VNAV DA to 374 and all Cats visibility ½ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ½ mile, and Circling Cat C visibility ¼ mile.

MISSED APPROACH:
Climb to 1800 direct CIQYI and hold.

AWOS-3PT 119.075	GULFPORT APP CON ★ 124.6 354.1	UNICOM 122.8 (CTAF) 0
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1800	CIQYI				
*LNAV only.					
CATEGORY	A	B	C	D	
LPV DA	304-7/8		250 (300-7/8)		
LNAV/ VNAV DA	340-1		286 (300-1)		
LNAV MDA	420-1		366 (400-1)		
CIRCLING	480-1 425 (500-1)	580-1 525 (600-1)	700-1¾ 645 (700-1¾)	960-3 905 (1000-3)	



WAAS CH 42938 W18A	APP CRS 179°	Rwy Ldg 5000 TDZE 55 Apt Elev 55
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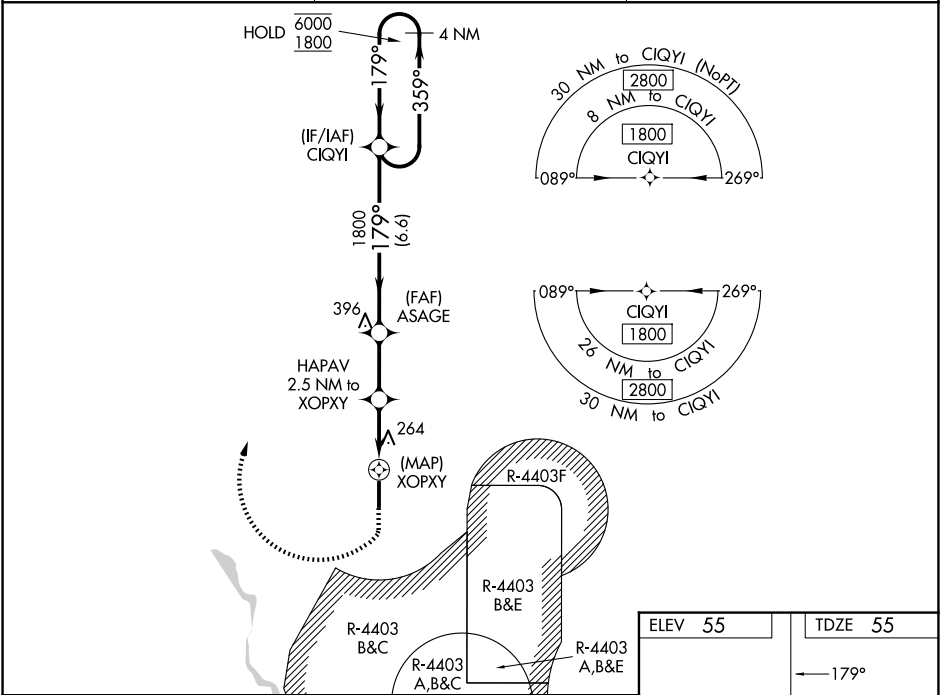
RNAV (GPS) Y RWY 18
PICAYUNE MUNI (MJD)

RNP APCH.

⚠ Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 5°C. When local altimeter setting not received, use Stennis Intl altimeter setting: increase LPV DA to 377 and visibility all Cats ½ mile; increase LNAV/VNAV DA to 621 and visibility all Cats ½ mile; increase all MDA 40 feet. Procedure NA when R-4403 B/C/E is active.

MISSED APPROACH: (Do not exceed 185K) Climb to 560 then climbing right turn to 1800 direct CIQYI and hold.

AWOS-3PT 119.075	GULFPORT APP CON ★ 124.6 354.1	UNICOM 122.8 (CTAF) ①
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4 NM Holding Pattern

GP 3.00° TCH 36

ASAGE HAPAV 2.5 NM to XOPXY

560 1800 CIQYI

*1.3 NM to XOPXY

*1040

*LNAV only.

XOPXY

6.6 NM 2.4 NM 1.2 NM 1.3 NM 0.5

CATEGORY	A	B	C	D
LPV DA	343-1		288 (300-1)	
LNAV/VNAV DA	587-1⅞		532 (600-1⅞)	
LNAV MDA	520-1	465 (500-1)	520-1⅜	465 (500-1⅜)
CIRCLING	520-1 465 (500-1)	580-1 525 (600-1)	NA	

MIRL Rwy 18-36 ①

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

PICAYUNE, MISSISSIPPI

AL-9504 (FAA)

26022

WAAS CH 99310 W18B	APP CRS 179°	Rwy Ldg TDZE 55 Apt Elev 55
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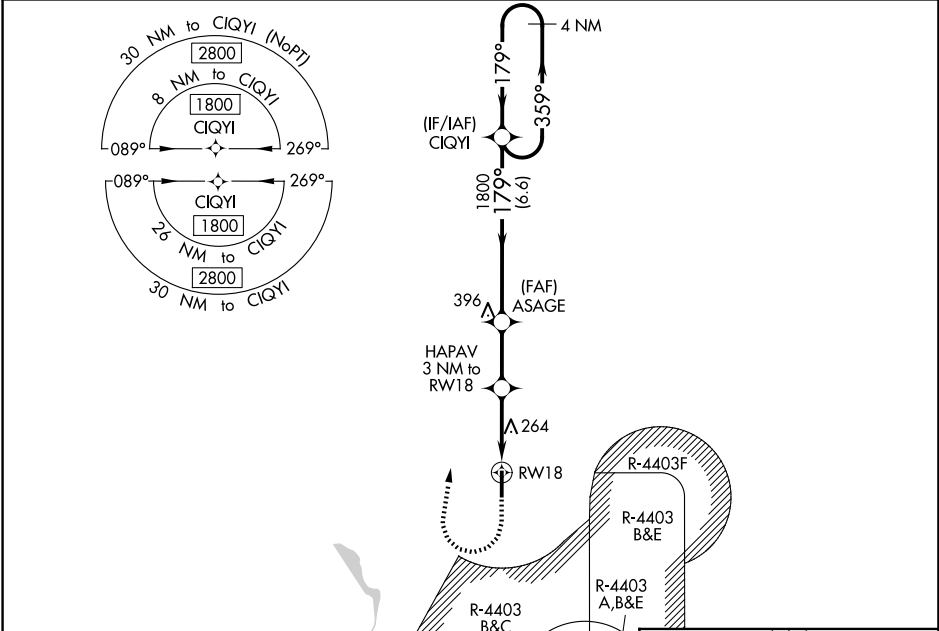
RNAV (GPS) Z RWY 18

PICAYUNE MUNI (MJD)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Stennis Intl altimeter setting. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 3/4 SM NA. Procedure NA when R-4403 B, C, or E is active.
When local altimeter setting not received, used Stennis Intl altimeter setting: increase LPV DA to 377 and visibility all Cats 1/8 mile; increase LNAV/VNAV DA to 621 and visibility all Cats 1/8 mile; increase all MDA 40 feet and Circling Cat C visibility 1/4 mile.

MISSED APPROACH:
Climb to 1200, then climbing right turn to 1800 direct CIQYI and hold.

AWOS-3PT 119.075	GULFPORT APP CON★ 124.6 354.1	UNICOM 122.8 (CTAF) 0
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		ELEV 55		TDZE 55	
		179°			
		81			
		5000 x 75			
		36			
		MIRL Rwy 18-36 ①			

		4 NM Holding Pattern		CIQYI	ASAGE	1800	HAPAV 3 NM to RW18	1200	1800	CIQYI
1800		←359°		179°→		1800		↑	↷	✳
GP 3.00° TCH 36								*1.3 NM to RW18		*LNAV only.
		6.6 NM		2.4 NM		1.7 NM		1.3 NM		
CATEGORY		A	B	C	D					
LPV	DA	343-1 288 (300-1)								
LNAV/VNAV	DA	587-1⅞ 532 (600-1⅞)								
LNAV	MDA	520-1	465 (500-1)	520-1⅜	465 (500-1⅜)					
CIRCLING		520-1 465 (500-1)	580-1 525 (600-1)	700-1¾ 645 (700-1¾)	960-3 905 (1000-3)					

PICAYUNE, MISSISSIPPI

Amtd 2 23JUN16

30°29'N-89°39'W

PICAYUNE MUNI (MJD)

RNAV (GPS) Z RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

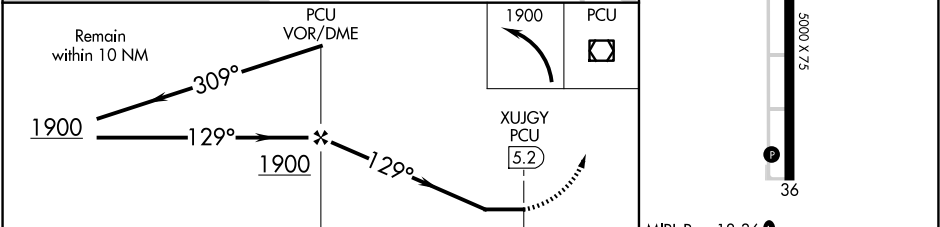
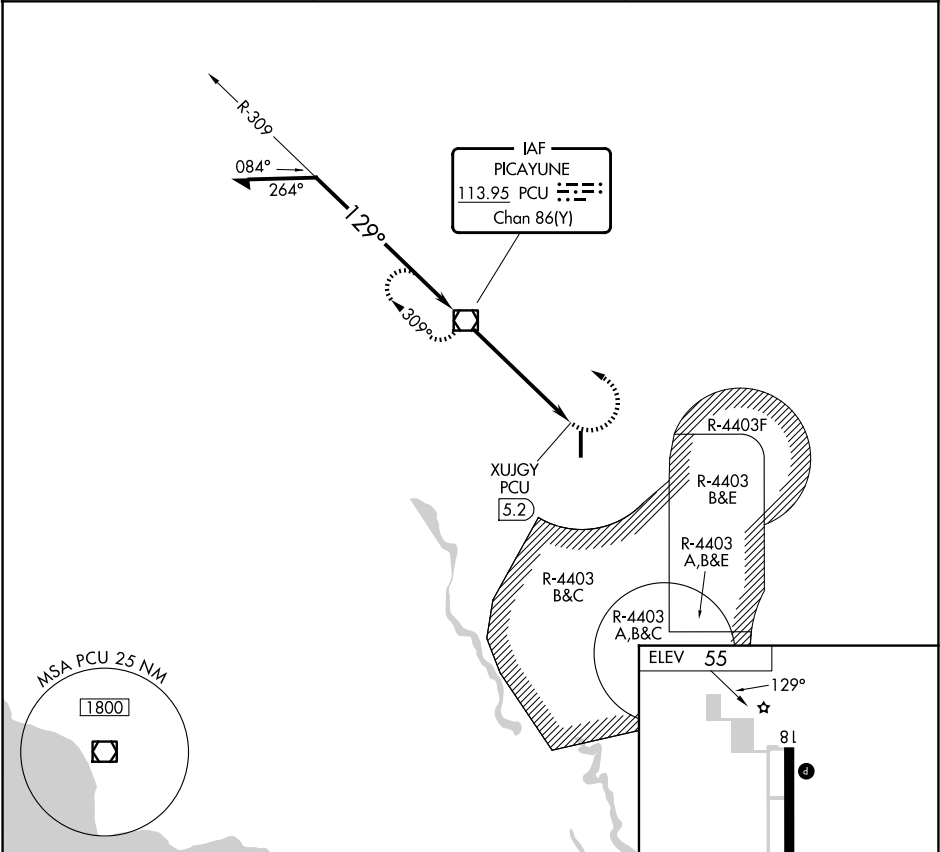
SC-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME PCU	APP CRS	Rwy Ldg	N/A
113.95	129°	TDZE	N/A
Chan 86 (Y)		Apt Elev	55

VOR-A
PICAYUNE MUNI (MJD)

 When local altimeter setting not received, use Stennis Intl altimeter setting and increase all MDA 40 feet.	MISSED APPROACH: Climbing left turn to 1900 direct PCU VOR/DME and hold.
--	--

AWOS-3PT 119.075	GULFPORT APP CON★ 124.6 354.1	UNICOM 122.8 (CTAF) 0
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					5.2 NM		0.5		MIRL Rwy 18-36		
CATEGORY	A	B	C	D	FAF to MAP 5.2 NM						
CIRCLING	540-1	580-1	NA			Knots	60	90	120	150	180
	485 (500-1)	525 (600-1)				Min:Sec	5:12	3:28	2:36	2:05	1:44

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

POPLARVILLE, MISSISSIPPI

AL-11024 (FAA)

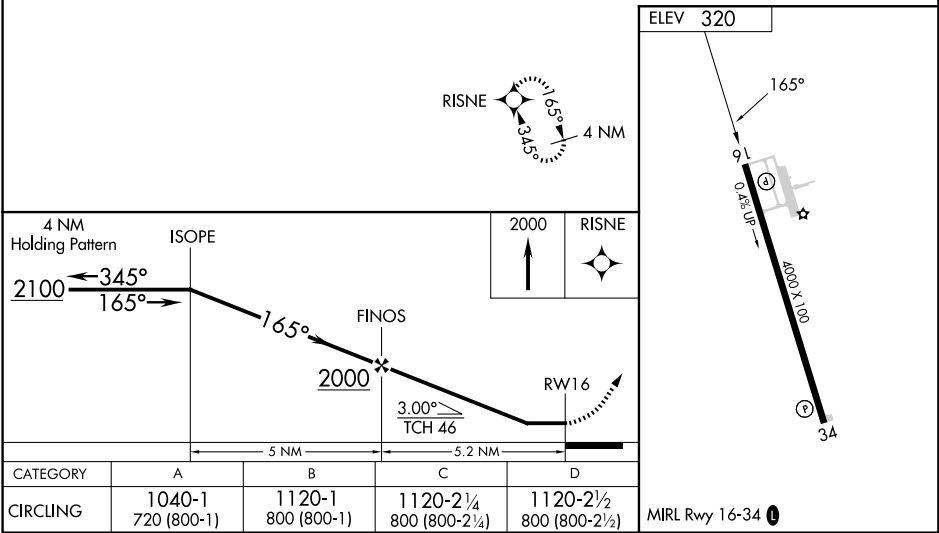
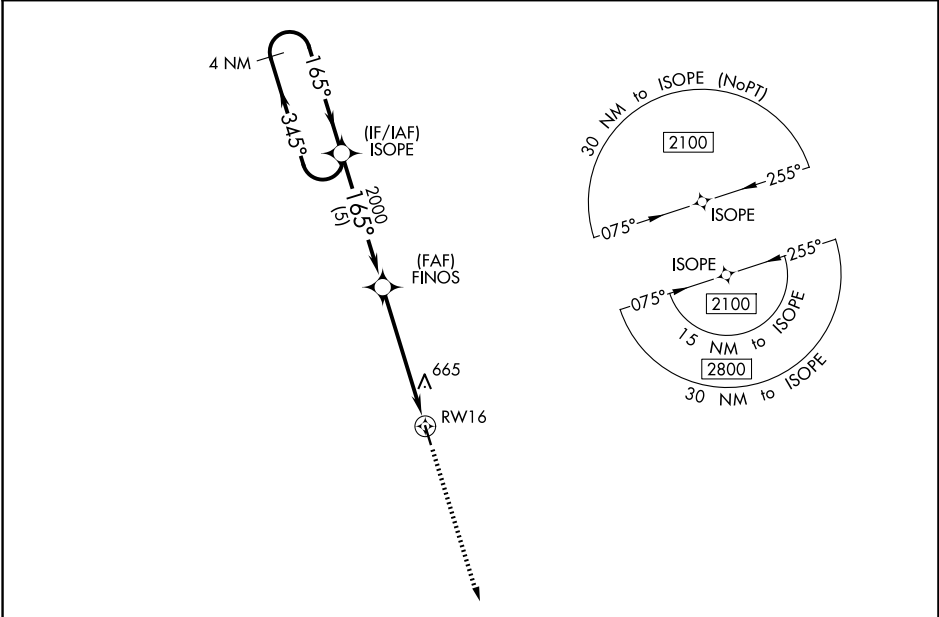
26022

APP CRS	Rwy Ldg	N/A
165°	TDZE	N/A
	Apt Elev	320

RNAV (GPS)-A
POPLARVILLE/PEARL RIVER COUNTY (M13)

▽ DME/DME RNP-0.3 NA. Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night. △ NA	MISSED APPROACH: Climb to 2000 direct RISNE and hold.
---	--

BXA AWOS-3PT 118.025	GULFPORT APP CON ★ 124.6 354.1	CTAF 122.9 0
--------------------------------	--	------------------------



POPLARVILLE, MISSISSIPPI
Orig 10DEC15

30°47'N-89°30'W

POPLARVILLE/PEARL RIVER COUNTY (M13)
RNAV (GPS)-A

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
345°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
320

RNAV (GPS)-B

POPLARVILLE/PEARL RIVER COUNTY (M13)

RNP APCH-GPS.

▼
▲ NA

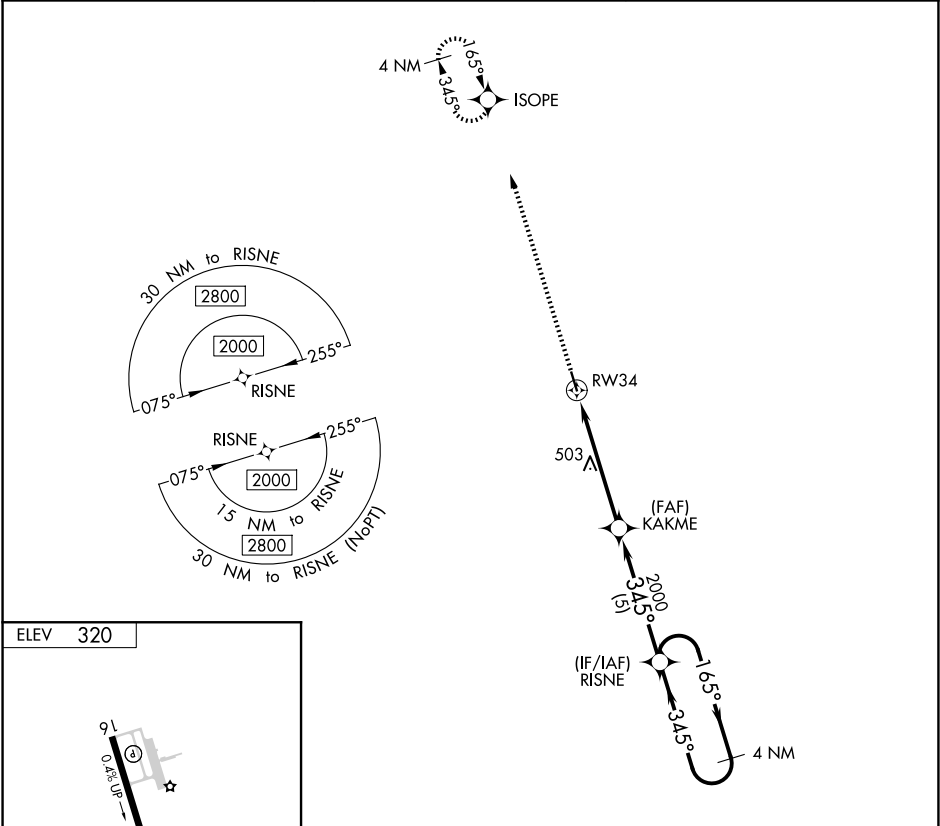
Use Bogalusa altimeter setting; when not received, use Hattiesburg altimeter setting and increase all MDA 40 feet and increase Circling Cat B/C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2100 direct ISOPE and hold.

BXA AWOS-3PT
118.025

GULFPORT APP CON ★
124.6 354.1

CTAF
122.9 0



ELEV 320

2100 ISOPE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 41).

KAKME

RISNE

4 NM Holding Pattern

2000

345°

165°

345°

2000

RW34

3.00° TCH 37

5.2 NM

5 NM

CATEGORY	A	B	C	D
CIRCLING	880-1 560 (600-1)	1120-1 800 (800-1)	1120-2¼ 800 (800-2¼)	1120-2½ 800 (800-2½)

PRENTISS, MISSISSIPPI

AL-6873 (FAA)

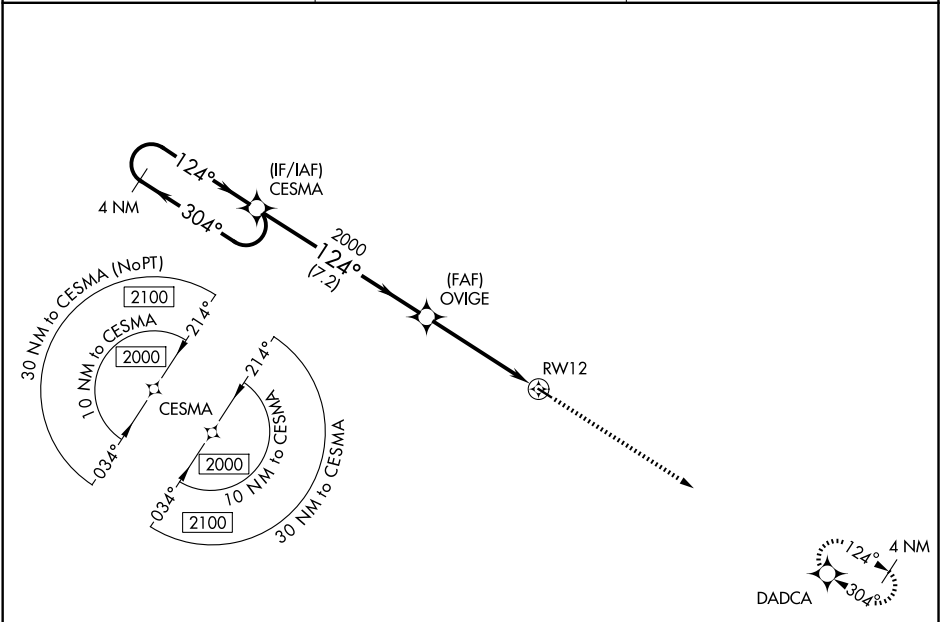
WAAS CH 90408 W12A	APP CRS 124°	Rwy Ldg 3197 TDZE 455 Apt Elev 455
--	------------------------	---

RNAV (GPS) RWY 12

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

RNP APCH.	Baro-VNAV NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet and increase LPV and LNAV/VNAV all Cats visibility $\frac{1}{8}$ mile. Rwy 12 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 2000 direct DADCA and hold.
-----------	--	--

1R7 AWOS-3P 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) ①
-------------------------------	--------------------------------------	---------------------------------



				ELEV 455		TDZE 455	
VGSI and RNAV glidepath not coincident (VGSI Angle 2.75/TCH 45).				2000 ↑ DADCA ✦			
4 NM Holding Pattern CESMA OVIGE 2000 2000 RW12 GP 3.00° TCH 30 7.2 NM 4.8 NM				124° 124° 304° 124° 3197 X 60 30			
CATEGORY	A		B		C		D
LPV DA	770-1⅛		315 (400-1⅛)		NA		
LNAV/VNAV DA	959-1¾		504 (600-1¾)		NA		
LNAV MDA	1020-1		565 (600-1)		NA		
CIRCLING	1080-1		625 (700-1)		NA		
				MIRL Rwy 12-30 ①			

PRENTISS, MISSISSIPPI
Amdt 1B 06DEC18

PRENTISS-JEFFERSON DAVIS COUNTY (M43)

31°36'N-89°54'W

RNAV (GPS) RWY 12

SC-4, 03 SEP 2026 to 29 OCT 2026

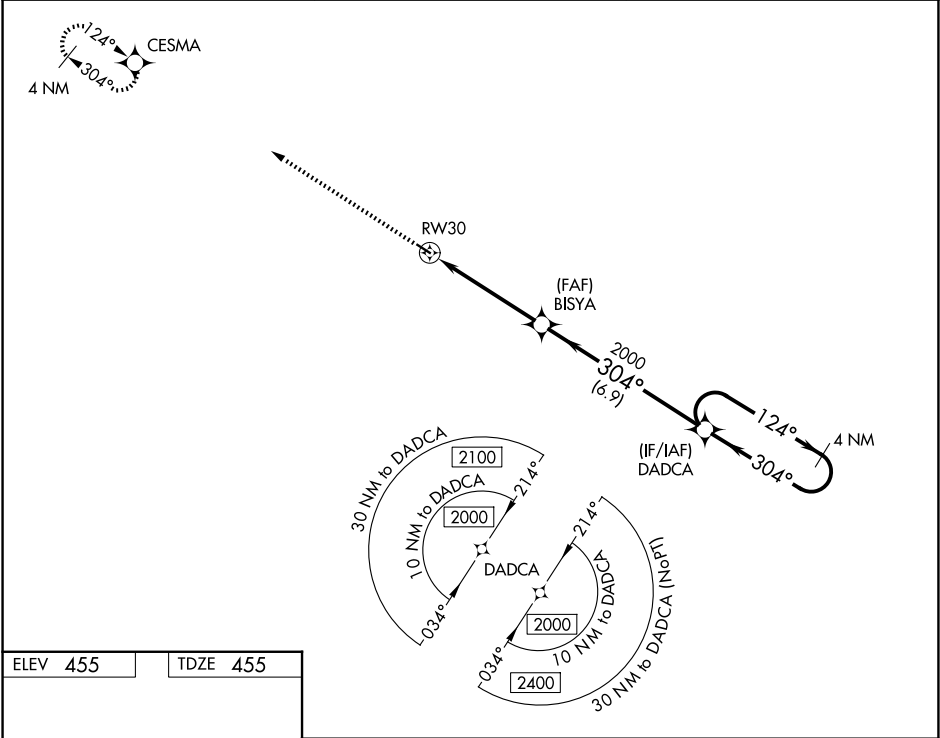
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61208 W30A	APP CRS 304°	Rwy Ldg 3197 TDZE 455 Apt Elev 455
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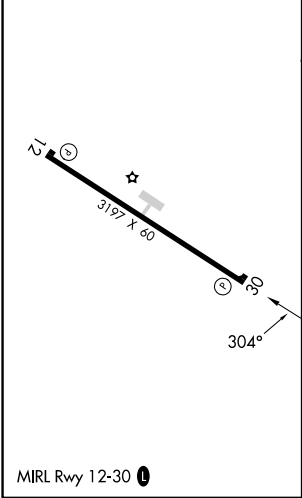
RNAV (GPS) RWY 30
PRENTISS-JEFFERSON DAVIS COUNTY (M43)

 NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Brookhaven altimeter setting; when not received, use Hattiesburg/Laurel altimeter setting and increase all DA 27 feet and all MDA 40 feet. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 2000 direct CESMA and hold.
---------------	---	--

1R7 AWOS-3P 118.125	HOUSTON CENTER 126.8 327.8	UNICOM 122.8 (CTAF) 0
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ELEV 455	TDZE 455
-----------------	-----------------



2000

↑

CESMA

VGSI and RNAV glidepath not coincident
(VGSI Angle 2.75/TCH 45).

BISYA

2000

DADCA

4 NM
Holding Pattern

RW30

304°

124° →

← 304°

2000

GP 3.00°

TCH 30

4.8 NM

6.9 NM

CATEGORY	A	B	C	D
LPV DA	770-1⅛	315 (400-1⅛)		NA
RNAV/VNAV DA	797-1¼	342 (400-1¼)		NA
RNAV MDA	980-1	525 (600-1)		NA
CIRCLING	1020-1 565 (600-1)	1080-1 625 (700-1)		NA

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RAYMOND, MISSISSIPPI

AL-6778 (FAA)

26078

LOC/DME I-JVW 108.55 Chan 22(Y)	APP CRS 124°	Rwy Ldg 5499 TDZE 241 Apt Elev 247
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ILS or LOC RWY 12

JOHN BELL WILLIAMS (JVW)

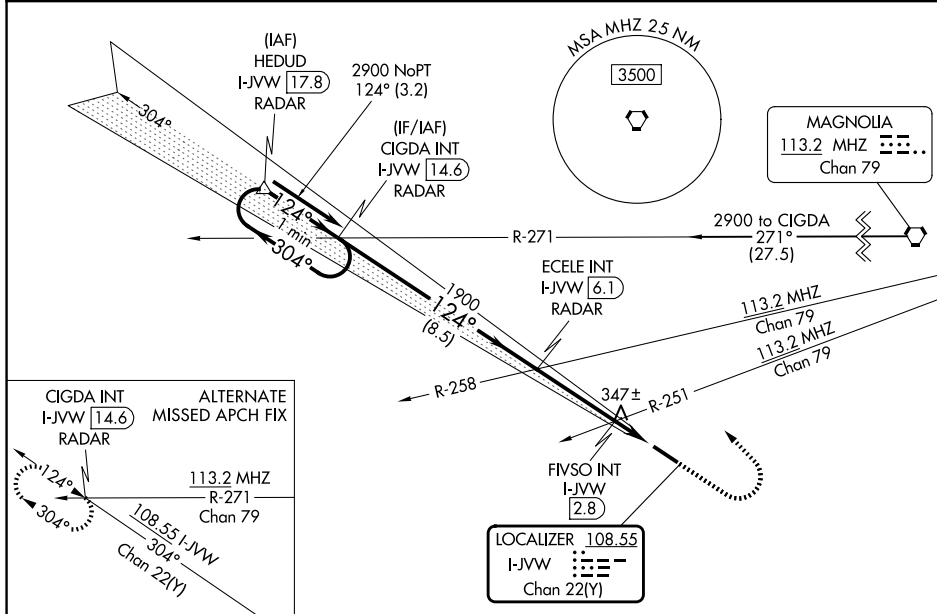
▼ VDP NA with Hawkins Fld altimeter setting. Circling NA for Cat D southwest of Rwy 12-30.
▲ When local altimeter setting not received, use Hawkins Fld altimeter setting: increase all DA 36 feet, all MDA 40 feet, S-LOC 12 Cat C and D visibilities $\frac{1}{4}$ mile, and Circling Cat C and D visibilities $\frac{1}{4}$ mile, increase FVSO fix minimums S-LOC 12 Cat C and D visibilities $\frac{1}{4}$ mile and Circling Cat C and D visibilities $\frac{1}{4}$ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 on heading 316° and on MHz VORTAC R-271 to CIGDA INT/I-JVW 14.6 DME and hold.

AWOS-3PT
118.675

JACKSON APP CON ★
125.25 319.2

UNICOM
123.0 (CTAF) ①



One Minute Holding Pattern		CIGDA INT I-JVW 14.6 RADAR		ECELE INT I-JVW 6.1 RADAR		800 ↑		2900 hdg 316°		MHZ R-271		CIGDA INT		ELEV 247		TDZE 241	
2900 ← 304° 124° →		124°		1900		FVSO INT I-JVW 2.8		*800 when using Hawkins Fld altimeter setting.		*LOC only							

RAYMOND, MISSISSIPPI

Amdt 1C 15SEP16

32°18'N-90°25'W

ILS or LOC RWY 12

JOHN BELL WILLIAMS (JVW)

SC-4, 03 SEP 2026 to 29 OCT 2026

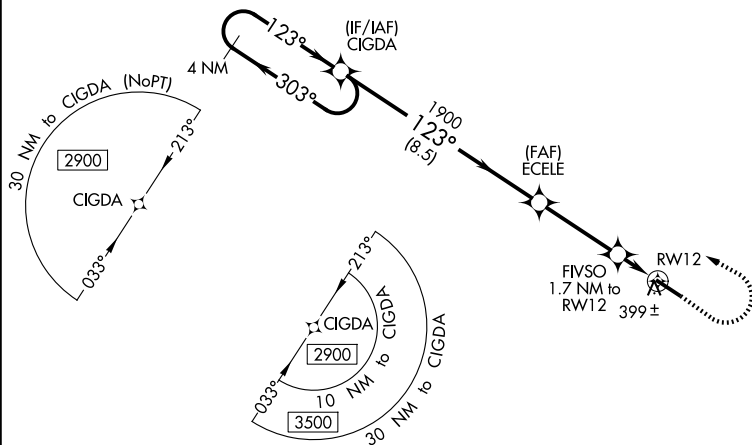
WAAS CH 50205 W12A	APP CRS 123°	Rwy Ldg 5499 TDZE 241 Apt Elev 247
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RNAV (GPS) RWY 12
JOHN BELL WILLIAMS (JVW)

- T** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Circling NA for Cat D southwest of Rwy 12-30. Baro-VNAV and VDP NA when using Hawkins Fld altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Hawkins Fld altimeter setting: increase all DA 36 feet, all MDA 40 feet, all LNAV/VNAV visibilities ½ mile, LNAV Cat C and D visibilities ¼ mile, and Circling Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 2900 direct CIGDA and hold.

AWOS-3PT 118.675	JACKSON APP CON★ 125.25 319.2	UNICOM 123.0 (CTAF) 0
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ELEV 247

TDZE 241

123°

5499 x 100

12-30

12-30

☆

MIRL Rwy 12-30 **L**

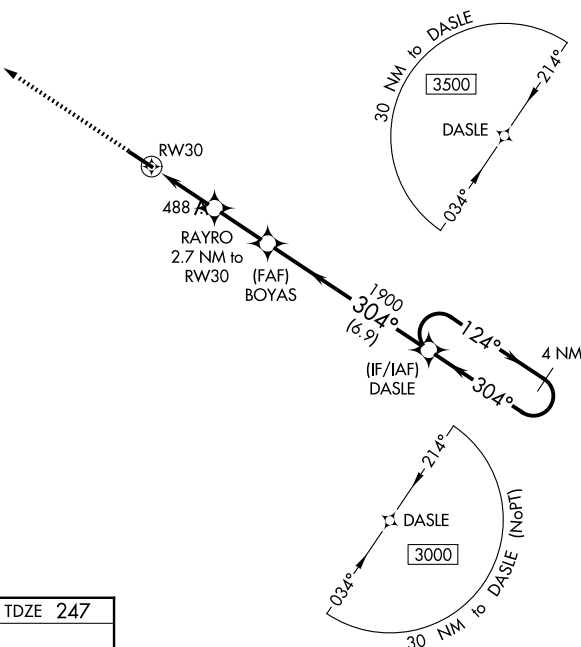
REIL Rwy 12 and 30 **L**

CATEGORY	A	B	C	D
LPV DA	441- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)		
RNAV/ VNAV DA	662- $1\frac{3}{8}$	421 (500- $1\frac{3}{8}$)		
RNAV MDA	660-1	419 (500-1)	660- $1\frac{1}{8}$	419 (500- $1\frac{1}{8}$)
CIRCLING	800-1	553 (600-1)	980-2 733 (800-2)	980-2 $\frac{1}{4}$ 733 (800-2 $\frac{1}{4}$)

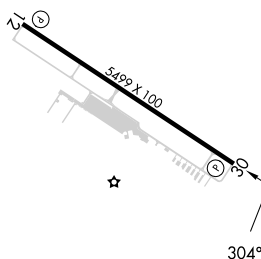
RNAV (GPS) RWY 30
JOHN BELL WILLIAMS (JVW)

MISSED APPROACH:
Climb to 2900 direct
CIGDA and hold.

UNICOM
123.0 (CTAF) **L**



TDZE 247



MIRL Rwy 12-30 **L**
REIL Rwy 12 and 30 **L**

2900		CIGDA		VGS1 and RNAV glidepath not coincident (VGS1 Angle 4.00/TCH 50).			
* LNAV only		* 1 NM to RW30		RAYRO 2.7 NM BOYAS 1900 DASLE 4 NM Holding Pattern 124° → ← 304° 3000 GP 3.03° TCH 53			
CATEGORY		A		B		C	D
LPV DA		513-7 ⁸		266 (300-7 ⁸)			
LNAV/VNAV DA		699-1 ¹ / ₂		452 (500-1 ¹ / ₂)			
LNAV MDA		740-1	493 (500-1)	740-1 ³ / ₈		493 (500-1 ³ / ₈)	
CIRCLING		740-1 493 (500-1)	760-1 513 (600-1)	980-2 733 (800-2)		980-2 ¹ / ₄ 733 (800-2 ¹ / ₄)	

JOHN BELL WILLIAMS (JVW)
RNAV (GPS) RWY 30

SC-4, 03 SEP 2026 to 29 OCT 2026

RAYVILLE, LOUISIANA

AL-6352 (FAA)

26190

WAAS CH 78111 W36A	APP CRS 360°	Rwy Ldg 3707 TDZE 83 Apt Elev 83
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RNAV (GPS) RWY 36

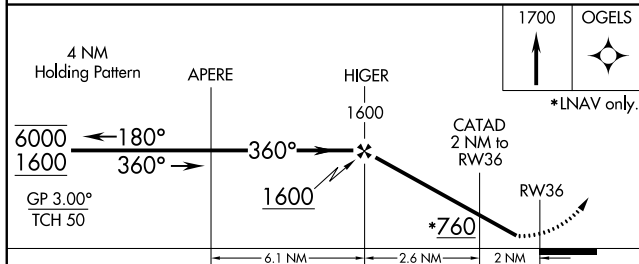
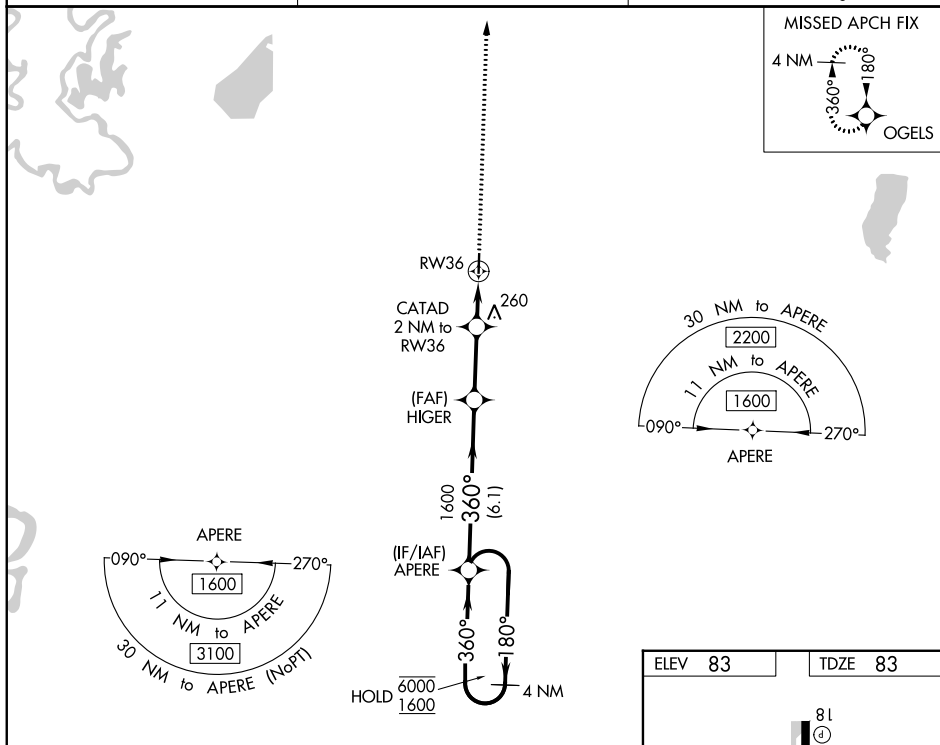
JOHN H HOOKS JR MEML (M79)

RNP APCH.

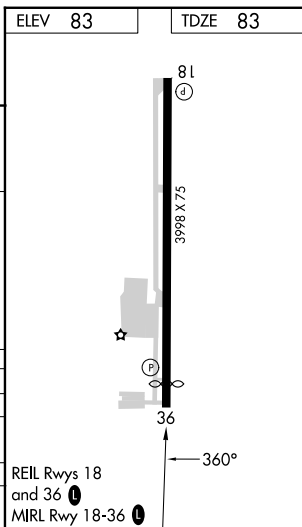
▼ Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Use Monroe altimeter setting; when not received use Bastrop altimeter setting and increase all DA/MDA 20 feet and increase LNAV/VNAV all Cats visibility $\frac{1}{8}$ SM. Baro-VNAV NA.

MISSED APPROACH:
Climb to 1700 direct
OGELS and hold.

MLU ASOS 125.05	MONROE APP CON ★ 126.9	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	424-1	341 (400-1)	NA	NA
LNAV/VNAV DA	516-1½	433 (500-1½)	NA	NA
LNAV MDA	540-1	457 (500-1)	NA	NA
CIRCLING	600-1	517 (600-1)	NA	NA



RAYVILLE, LOUISIANA

Amdt 2B 25APR19

32°29'N-91°46'W

JOHN H HOOKS JR MEML (M79)

RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
173°

Rwy Ldg
TDZE
Apt Elev
4405
6
7

RNAV (GPS) RWY 17

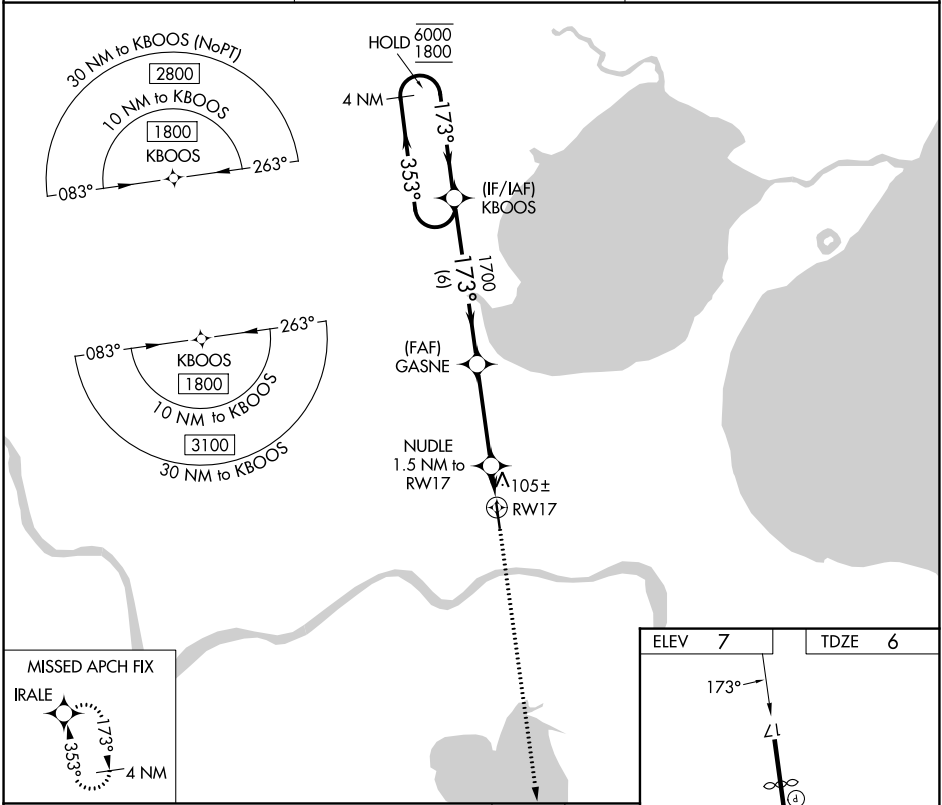
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

RNP APCH - GPS.

Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct IRALE and hold.

AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

KBOOS

GASNE

NUDLE 1.5 NM to RW17

RW17

6000

1800

353°

173°

173°

3.00°

TCH 50

1700

520

6 NM

3.7 NM

1.5 NM

2000

IRALE

CATEGORY	A	B	C	D
LNAV MDA	400-1 394 (400-1)		400-1½ 394 (400-1½)	NA
CIRCLING	700-1 693 (700-1)		840-2½ 833 (900-2½)	NA

ELEV 7 TDZE 6

173°

L1

5.51 X 7.5

35

REIL Rwy 17 and 35 0

MIRL Rwy 17-35 0

RESERVE, LOUISIANA

WAAS CH 87111 W35A	APP CRS 353°	Rwy Ldg 5151 TDZE 7 Apt Elev 7
--	------------------------	---

RNAV (GPS) RWY 35

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

RNP APCH - GPS.



Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1800 direct KBOOS and hold.

AWOS-3PT

125.45

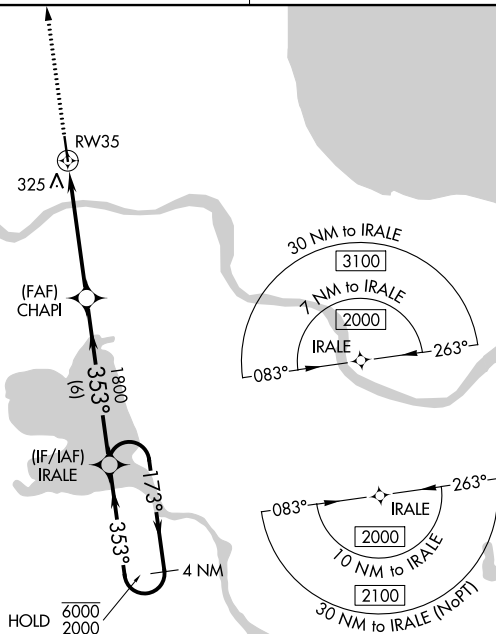
NEW ORLEANS APP CON

125.5 350.35

UNICOM

122.7 (CTAF) **L**

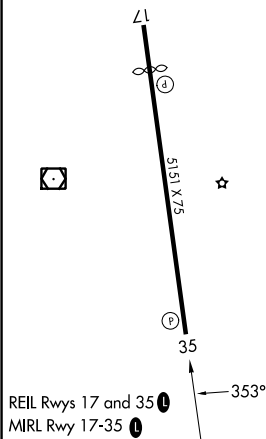
MISSED APCH FIX



ELEV 7

7

TDZE 7

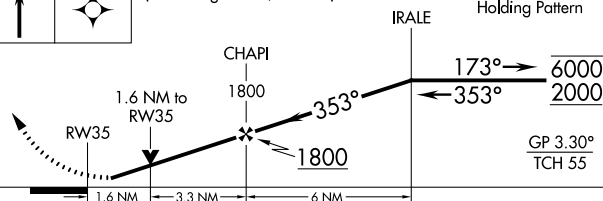
7

1800



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 50).

4 NM
Holding Pattern



CATEGORY		A	B	C	D
LPV	DA	276-7 $\frac{7}{8}$ 269 (300-7 $\frac{7}{8}$)			NA
LNAV/ VNAV	DA	576-1 $\frac{5}{8}$ 569 (600-1 $\frac{5}{8}$)			NA
LNAV	MDA	580-1 573 (600-1)		580-1 $\frac{5}{8}$ 573 (600-1 $\frac{5}{8}$)	NA
CIRCLING		700-1 693 (700-1)		840-2 $\frac{1}{2}$ 833 (900-2 $\frac{1}{2}$)	NA

RESERVE, LOUISIANA

Amdt 1B 21MAR24

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

30°05'N-90°35'W

RNAV (GPS) RWY 35

SC-4, 03 SEP 2026 to 29 OCT 2026

VOR/DME RQR	APP CRS	Rwy Ldg
110.8	335°	5151
Chan 45		TDZE 7
		Apt Elev 7

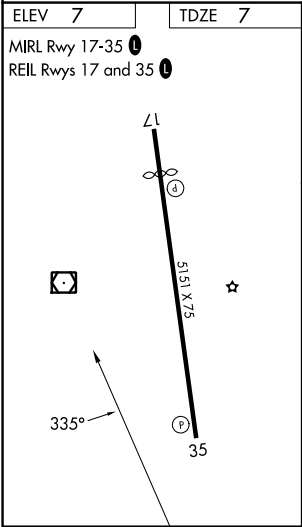
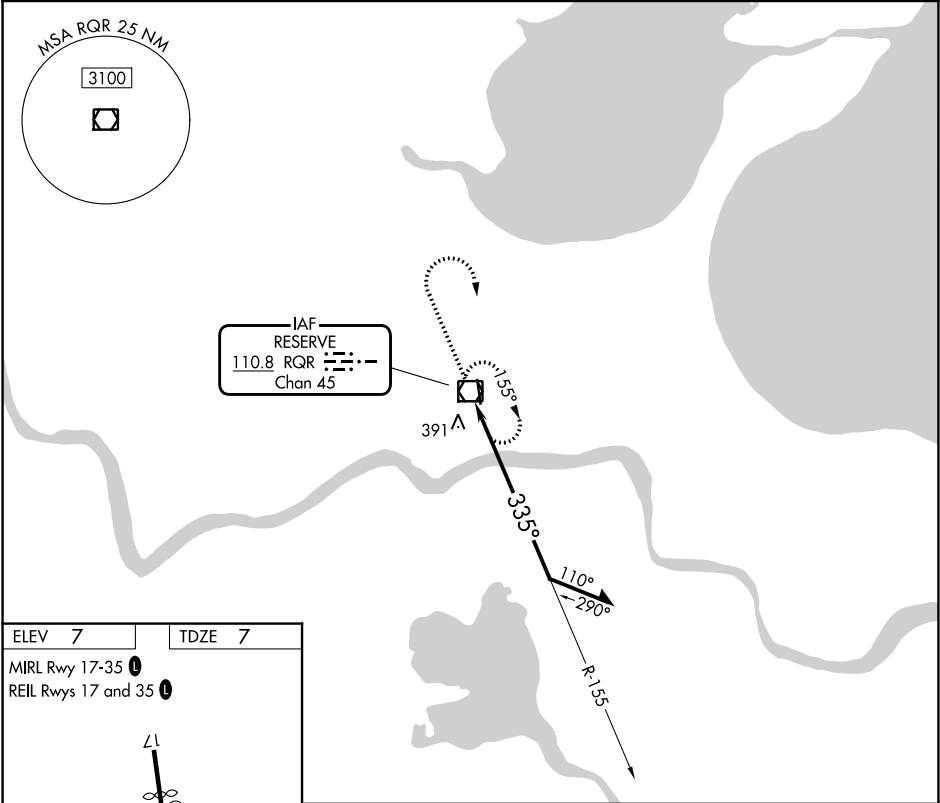
VOR RWY 35

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct RQR VOR/DME and hold.

AWOS-3PT 125.45	NEW ORLEANS APP CON 125.5 350.35	UNICOM 122.7 (CTAF) 0
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1500	2000	RQR	RQR VOR/DME 155° 2000 335° RQR 2.5 2 NM Remain within 10 NM		
CATEGORY	A	B	C	D	
S-35	700-1	693 (700-1)	700-2 693 (700-2)	NA	
CIRCLING	700-1	693 (700-1)	840-2½ 833 (900-2½)	NA	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

PORT OF SOUTH LOUISIANA EXEC RGNL (APS)
AL-9134 (FAA)
RESERVE, LOUISIANA

AWOS-3PT
125.45
CTAF/UNICOM 122.7

90°35.0'W

ELEV 3
Z1

A8

A7

173°

A6

A5

(d)

30°05.5'N

JANUARY 2020
ANNUAL RATE OF CHANGE
0.1° W

5151 X 75

A4

A3

TERMINAL

A2

A1

35

353°

(P)

FIELD

ELEV 7

30°05.0'N

MIRL Rwy 17-35
REIL Rws 17 and 35

AIRPORT DIAGRAM

RESERVE, LOUISIANA
PORT OF SOUTH LOUISIANA EXEC RGNL (APS)

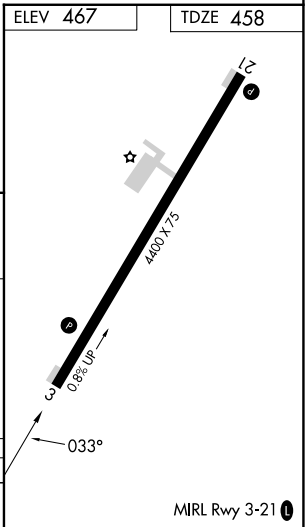
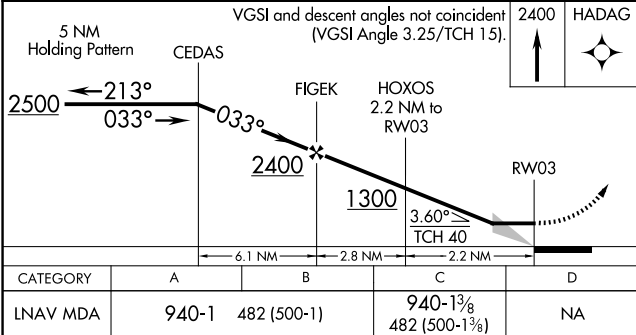
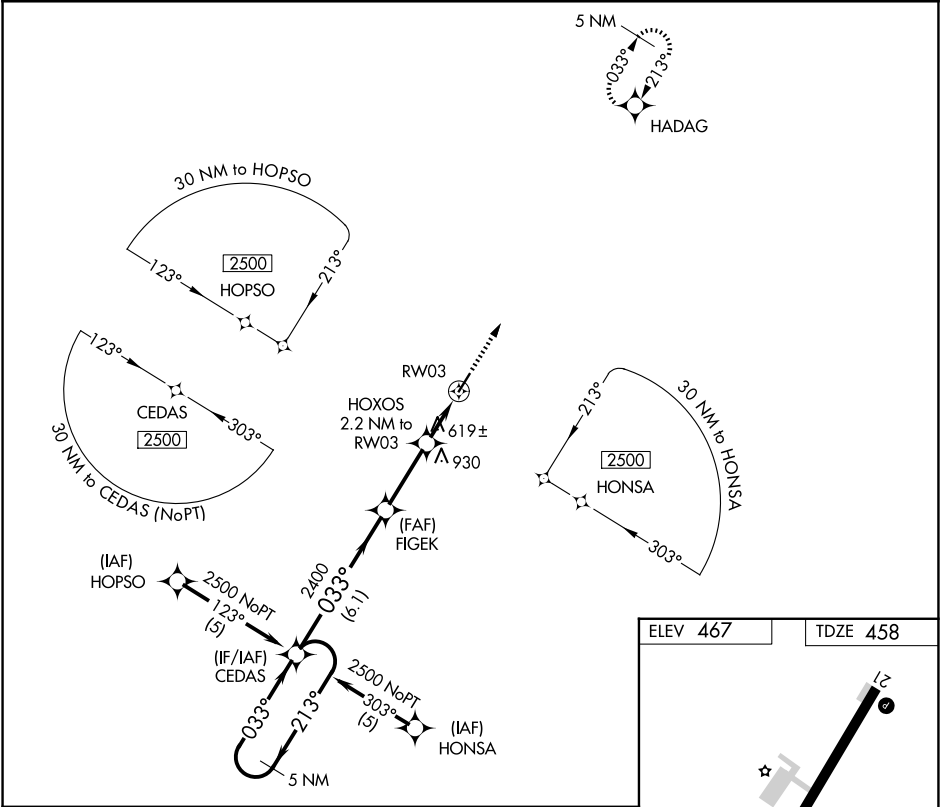
APP CRS	Rwy Ldg	4400
033°	TDZE	458
	Apt Elev	467

RNAV (GPS) RWY 3

RIPLEY (25M)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2400 direct HADAG and hold.
▼ ▲ NA	Use CRX altimeter setting; when not received, use TUP altimeter setting and increase all MDAs 40 feet and visibility Cat C ½ SM. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.	

CRX AWOS-3PT 118.675	MEMPHIS CENTER 135.9 260.6	UNICOM 122.8 (CTAF) 0
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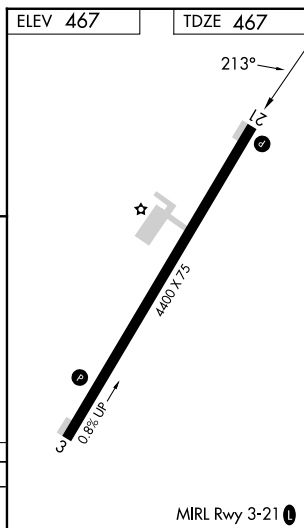
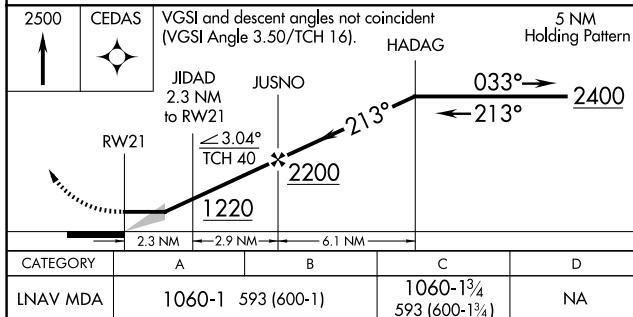
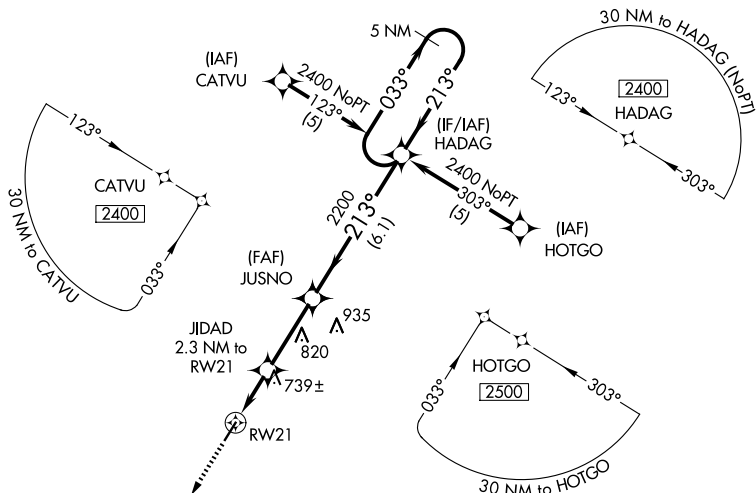


SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 21
RIPLEY (25M)

MISSED APPROACH: Climb to 2500 direct CEDAS and hold.

UNICOM
122.8 (CTAF) **L**

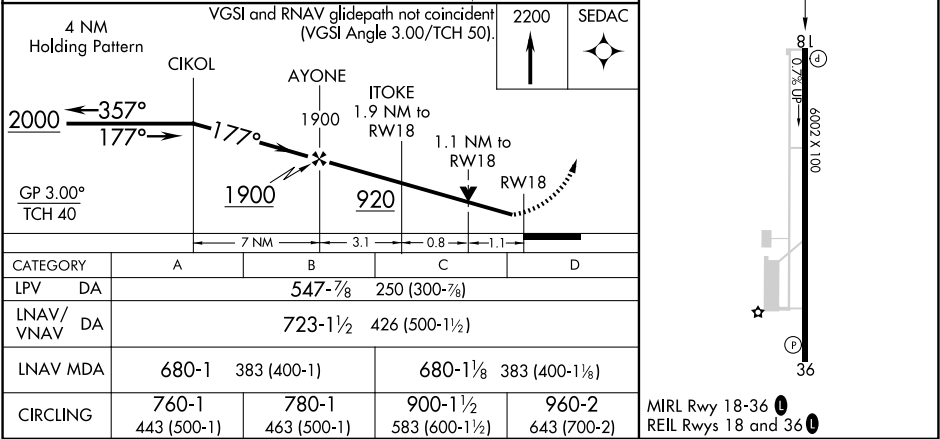
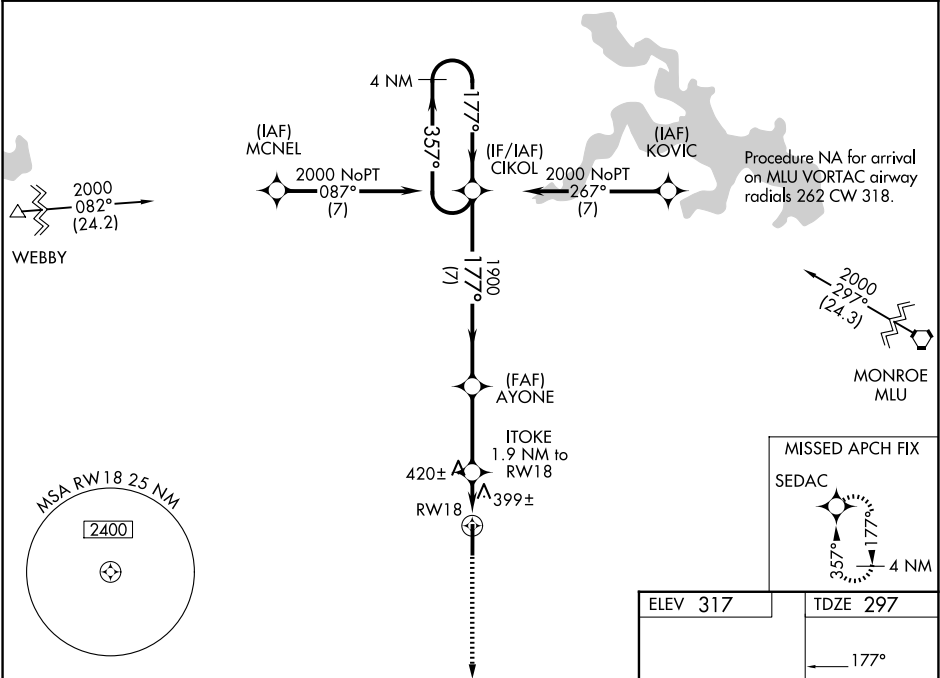
SC-4, 03 SEP 2026 to 29 OCT 2026

▼
▲

Baro-VNAV NA when using Monroe altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. Rwy 18 helicopter visibility reduction below 3/4 SM NA. VDP NA with Monroe altimeter setting. When local altimeter setting not received, use Monroe altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats visibility 1/4 SM, and Circling Cat C and D visibility 1/2 SM.

MISSED APPROACH:
Climb to 2200 direct
SEDAC and hold.

AWOS-3PT 119.525	MONROE APP CON * 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF) 0
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RUSTON, LOUISIANA

AL-9201 (FAA)

26022

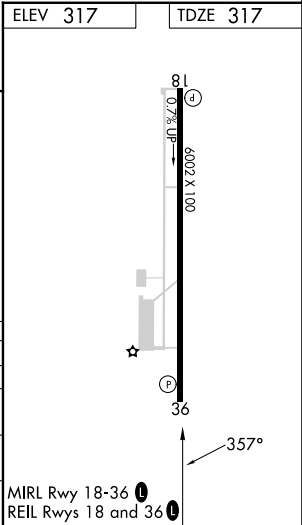
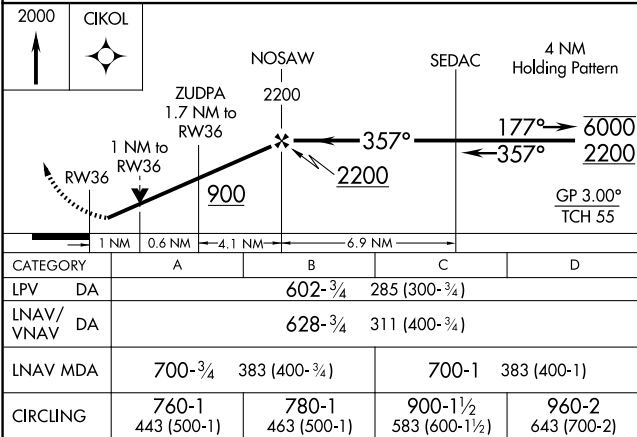
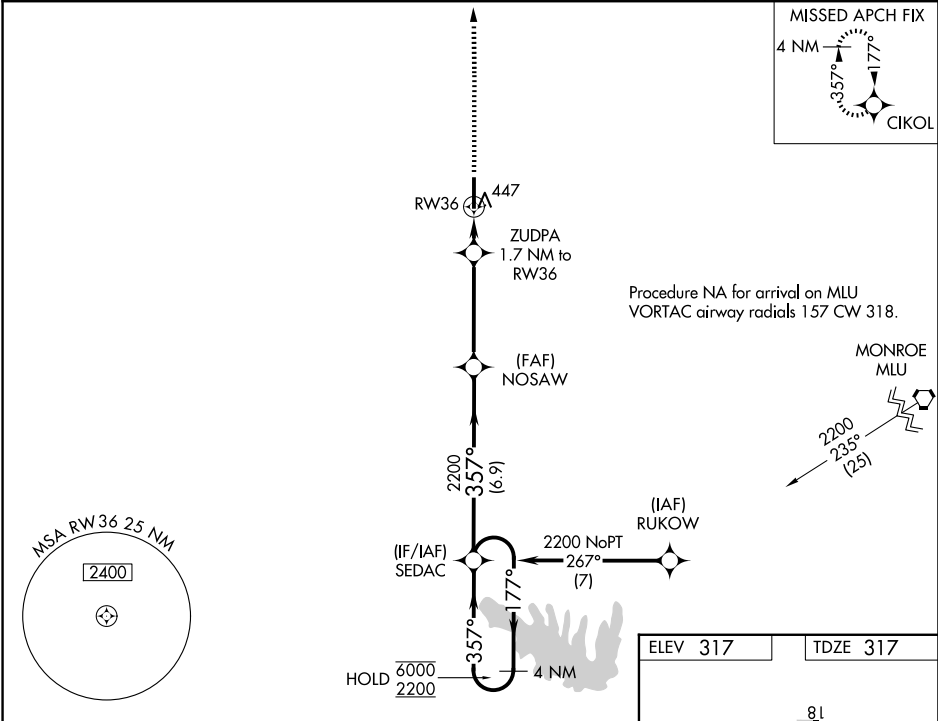
WAAS CH 86722 W36A	APP CRS 357°	Rwy Ldg TDZE Apt Elev	6002 317 317
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RNAV (GPS) RWY 36

RUSTON RGNL (RSN)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2000 direct CIKOL and hold.
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3PT 119.525	MONROE APP CON ★ 126.9 307.9	CLNC DEL 118.8	UNICOM 122.7 (CTAF) 0
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RUSTON, LOUISIANA
Amdt 2 05OCT23

32°31'N-92°35'W

RNAV (GPS) RWY 36

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

SHREVEPORT, LOUISIANA

AL-392 (FAA)

26134

WAAS CH 97399 W14A	APP CRS 139°	Rwy Ldg TDZE Apt Elev	5017 179 179
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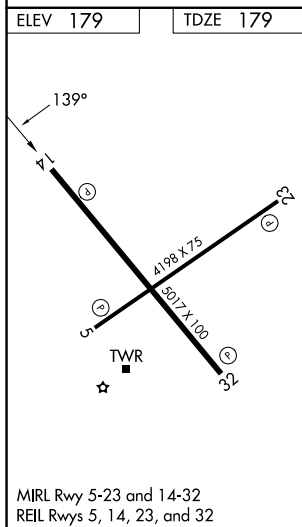
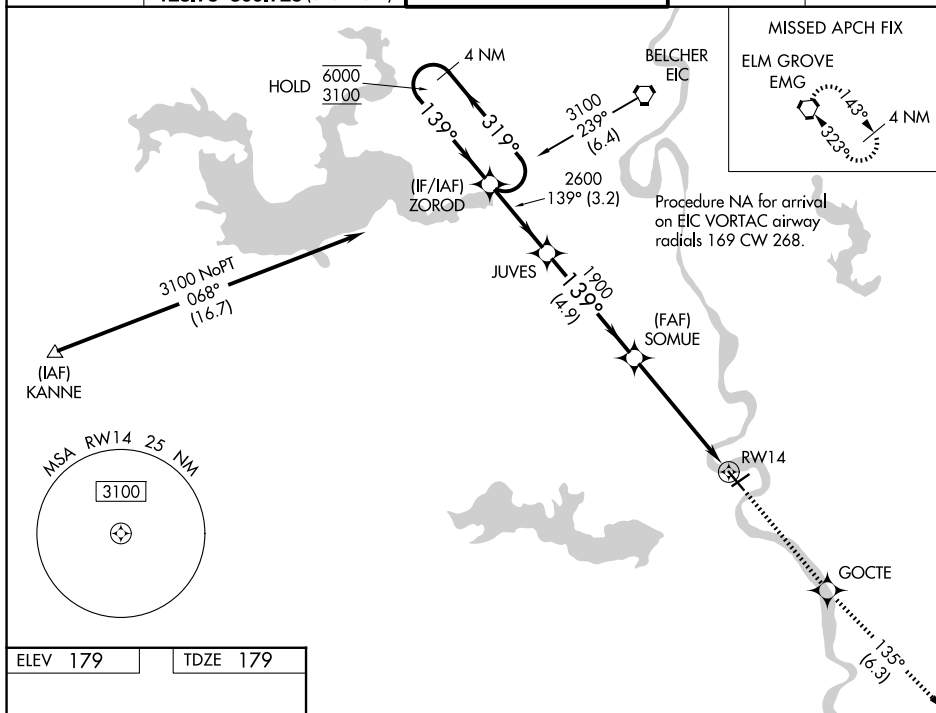
RNAV (GPS) RWY 14 **SHREVEPORT DOWNTOWN (DTN)**

RNP APCH.

⚠ Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct GOCTE and on track 135° to EMG VORTAC and hold.

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	UNICOM 122.95
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4 NM Holding Pattern		3000	GOCTE	tr 135°	EMG
ZOROD		6000	3100	319°	139°
JUVES		2600	1900	139°	139°
SOMUE		1900	1900	139°	139°
RWY 14		1900	1900	139°	139°
GP 3.00°		TCH 40			
CATEGORY		A	B	C	D
LPV DA	429- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)				
LNAV/VNAV DA	510-1 331 (400-1)				
LNAV MDA	680-1 501 (600-1) 680-1 $\frac{3}{8}$ 501 (600-1 $\frac{3}{8}$)				
CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)	1100-2 $\frac{3}{4}$ 921 (1000-2 $\frac{3}{4}$)	1100-3 921 (1000-3)	

SHREVEPORT, LOUISIANA

Amdt 1C 14JUL22

32°32'N-93°45'W

SHREVEPORT DOWNTOWN (DTN) **RNAV (GPS) RWY 14**

SC-4, 03 SEP 2026 to 29 OCT 2026

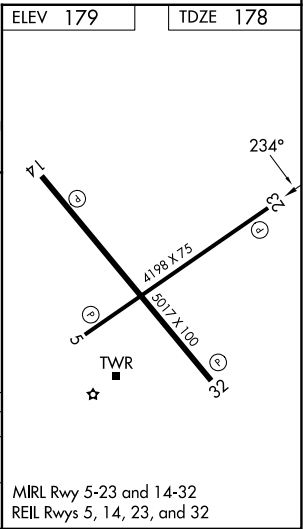
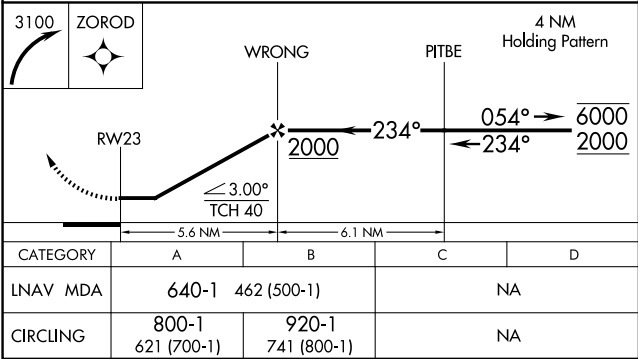
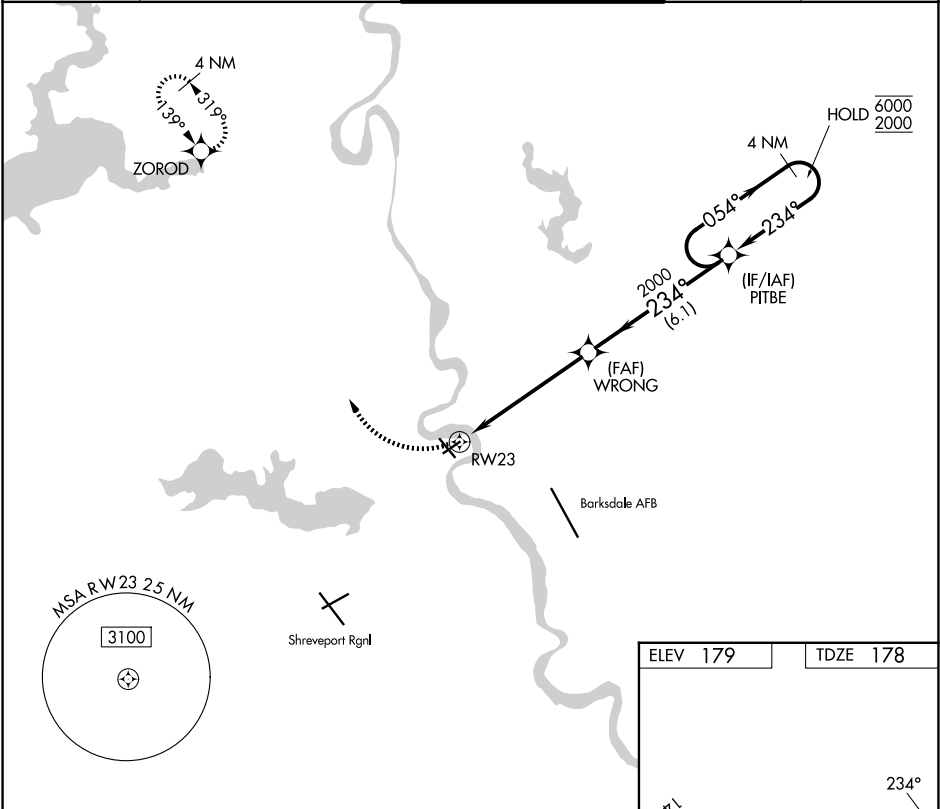
APP CRS	Rwy Ldg	4198
234°	TDZE	178
	Apt Elev	179

RNAV (GPS) RWY 23

SHREVEPORT DOWNTOWN (DTN)

RNP APCH.	MISSED APPROACH: Climbing right turn to 3100 direct ZOROD and hold.
▼ ▲ Circling Rwy 23, 32 NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA. Straight-in minimums NA at night.	

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	UNICOM 122.95
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

SHREVEPORT, LOUISIANA

AL-392 (FAA)

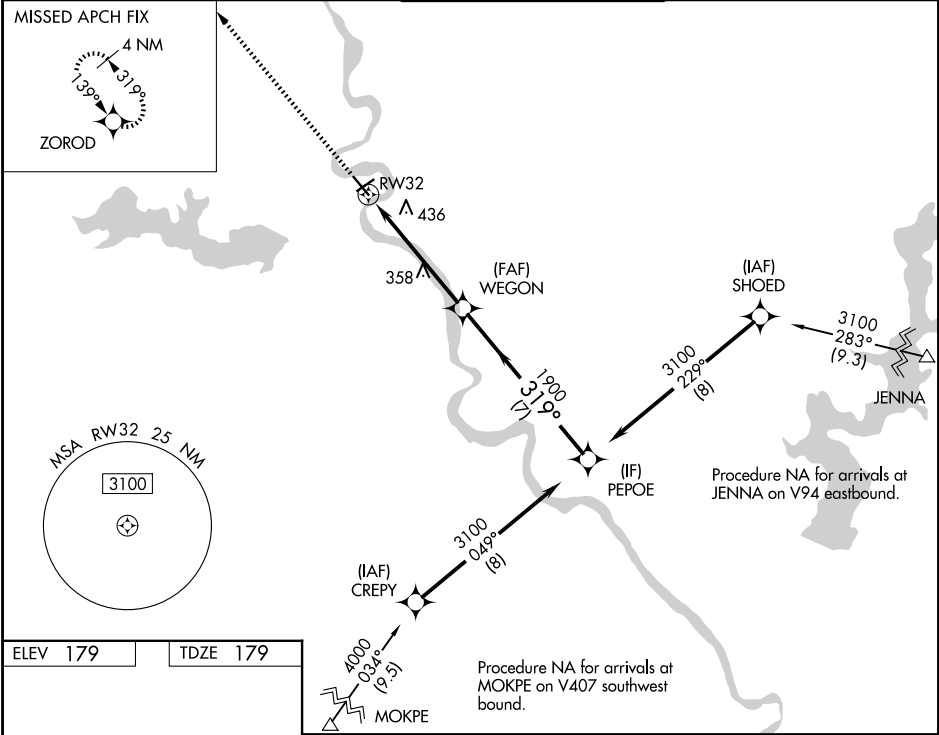
26134

WAAS CH 58140 W32A	APP CRS 319°	Rwy Ldg TDZE 179 Apt Elev 179
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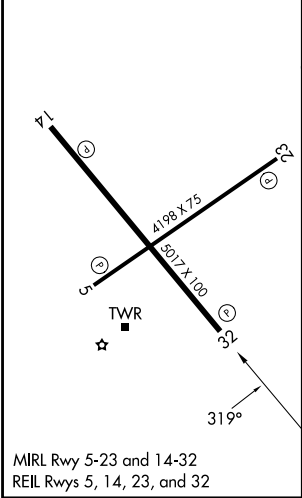
RNAV (GPS) RWY 32
SHREVEPORT DOWNTOWN (DTN)

RNP APCH.	MISSED APPROACH: Climb to 3100 direct ZOROD and hold.
▼ ▲ Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night. Circling Rwy 5, 23, 32 NA at night.	

ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	UNICOM 122.95
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ELEV 179	TDZE 179
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3100

ZOROD

Visual Segment - Obstacles.

CATEGORY	A		B	C	D
LP MDA	620-1	441 (500-1)		620-1 $\frac{3}{8}$	441 (500-1 $\frac{3}{8}$)
LNAV MDA	740-1	561 (600-1)		740-1 $\frac{5}{8}$	561 (600-1 $\frac{5}{8}$)
CIRCLING	800-1 621 (700-1)	920-1 741 (800-1)		1100-2 $\frac{3}{4}$ 921 (1000-2 $\frac{3}{4}$)	1100-3 921 (1000-3)

SHREVEPORT, LOUISIANA
Orig-A 25APR19

32°32'N-93°45'W

SHREVEPORT DOWNTOWN (DTN)
RNAV (GPS) RWY 32

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

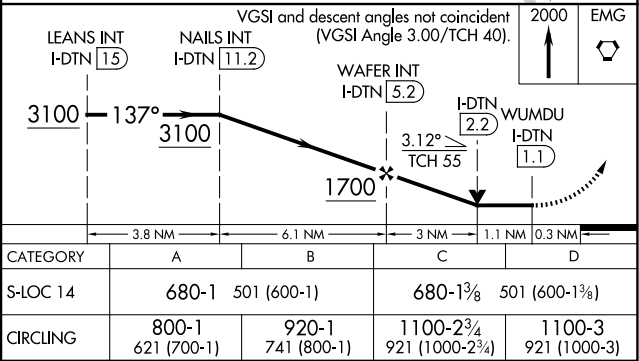
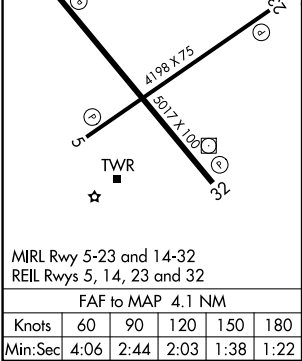
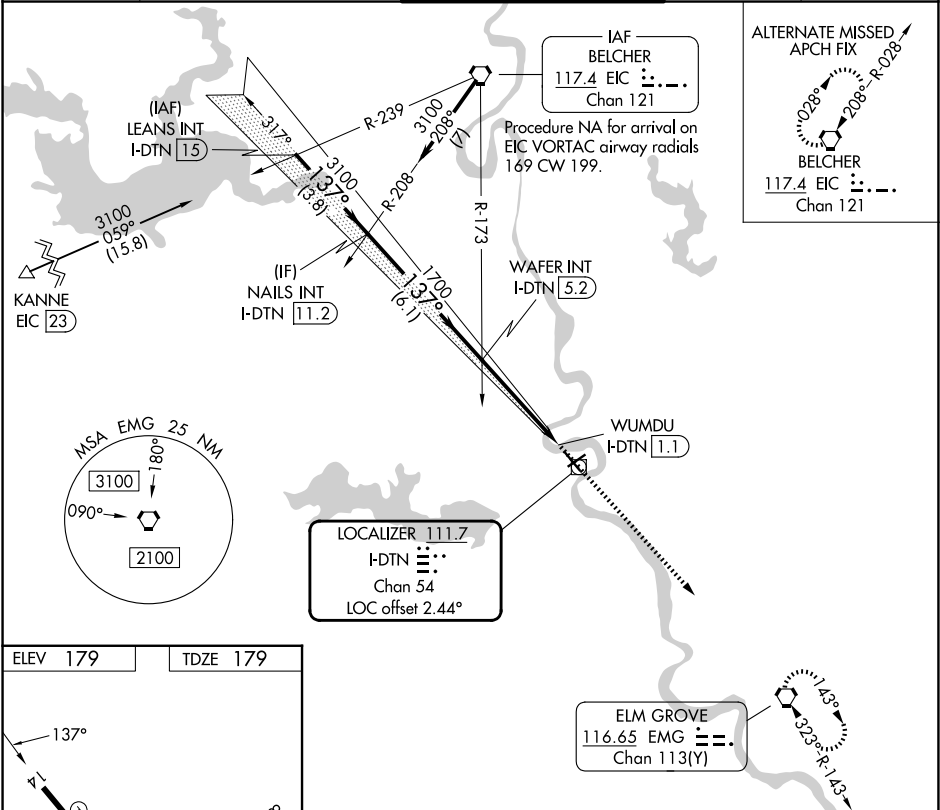
LOC/DME I-DTN 111.7 Chan 54	APP CRS 137°	Rwy Ldg TDZE Apt Elev	5017 179 179
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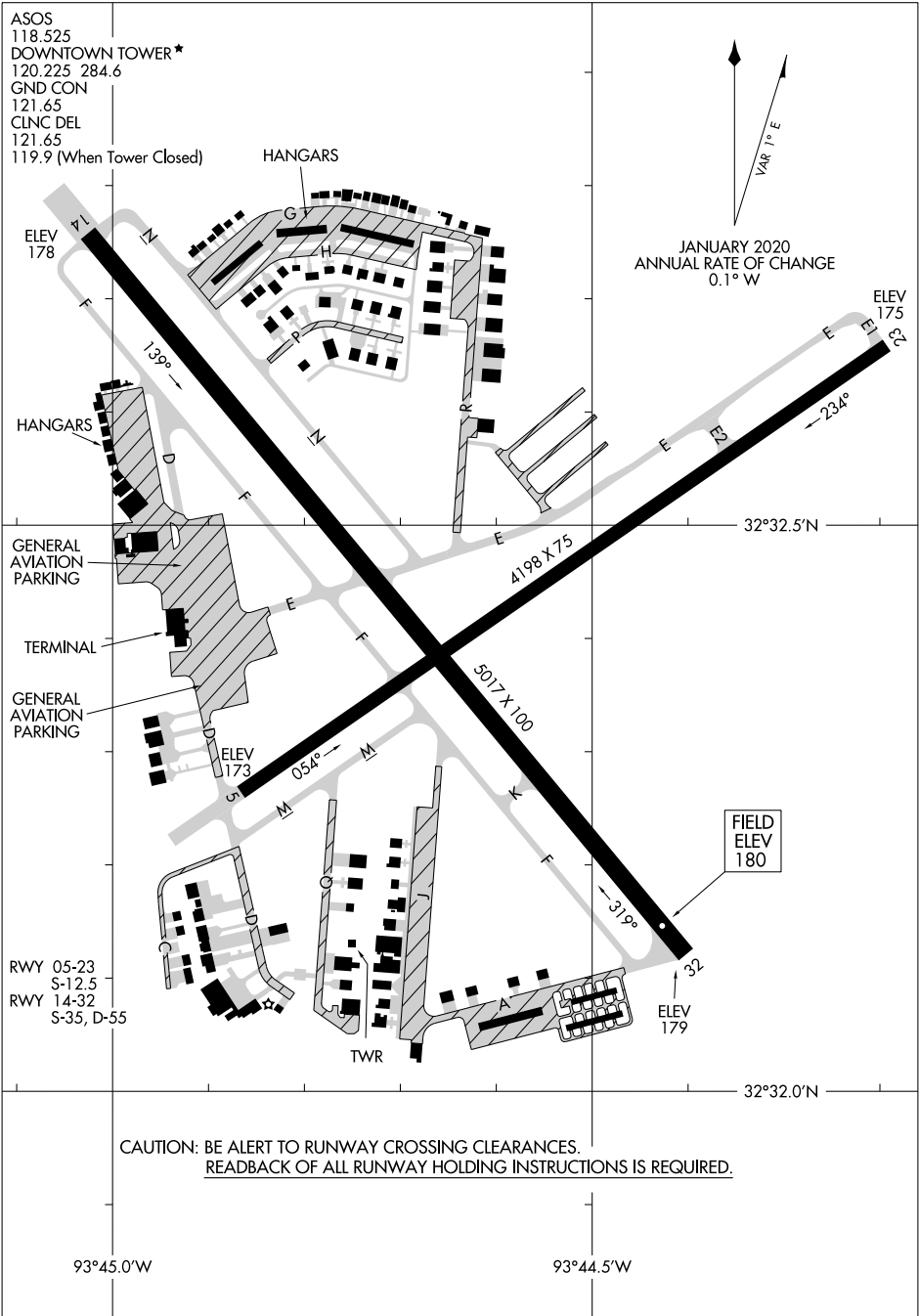
LOC RWY 14

SHREVEPORT DOWNTOWN (DTN)

 Circling Rwy 5, 23, 32 NA at night. Rwy 14 helicopter visibility reduction below ¾ SM NA.	MISSED APPROACH: Climb to 2000 direct EMG VORTAC and hold.
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ASOS 118.525	SHREVEPORT APP CON 119.9 335.55 (153°-319°) 123.75 360.725 (320°-152°)	DOWNTOWN TOWER ★ 120.225 (CTAF) 284.6	GND CON 121.65	UNICOM 122.95
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SHV 110.7 Chan 44	APP CRS 141°	Rwy Ldg TDZE 258 Apt Elev 258
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ILS or LOC RWY 14
SHREVEPORT RGNL (SHV)

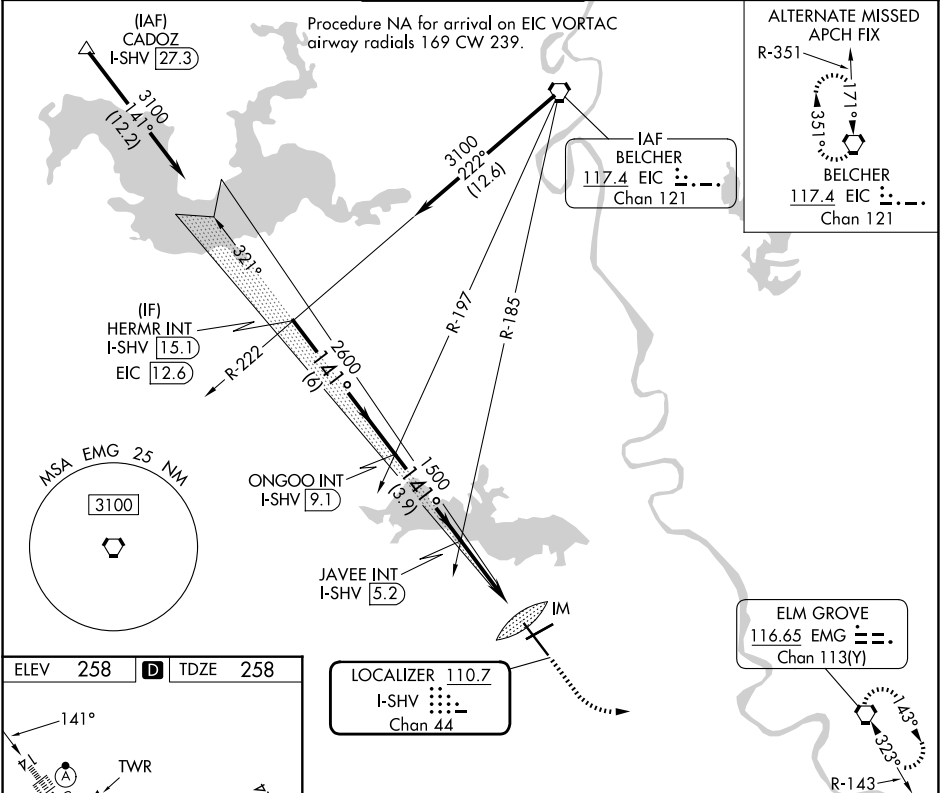
ALSF-2

ASR

For inop ALS, increase S-ILS 14 Cat E visibility to RVR 4000 and S-LOC 14 Cat E visibility to 1¼ SM.

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 258
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REIL Rws 6 and 24
TDZ/CL Rwy 14
HIRL Rwy 14-32
MIRL Rwy 6-24

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

HERMR INT I-SHV 15.1	ONGOO INT I-SHV 9.1	JAVEE INT I-SHV 5.2	*LOC only.	2000	EMG
3100	2600	1500	*I-SHV 2.7	I-SHV 1.5	IM
GS 3.00° TCH 51	6 NM	3.9 NM	2.6 NM	1.1 NM	0.1
CATEGORY	A	B	C	D	E
S-ILS 14	458/18 200 (200-½)				
S-LOC 14	680/24	422 (500-½)	680/40	422 (500-¾)	
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2¾ 842 (900-2¾)	1100-3 842 (900-3)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

SHREVEPORT, LOUISIANA

AL-884 (FAA)

25219

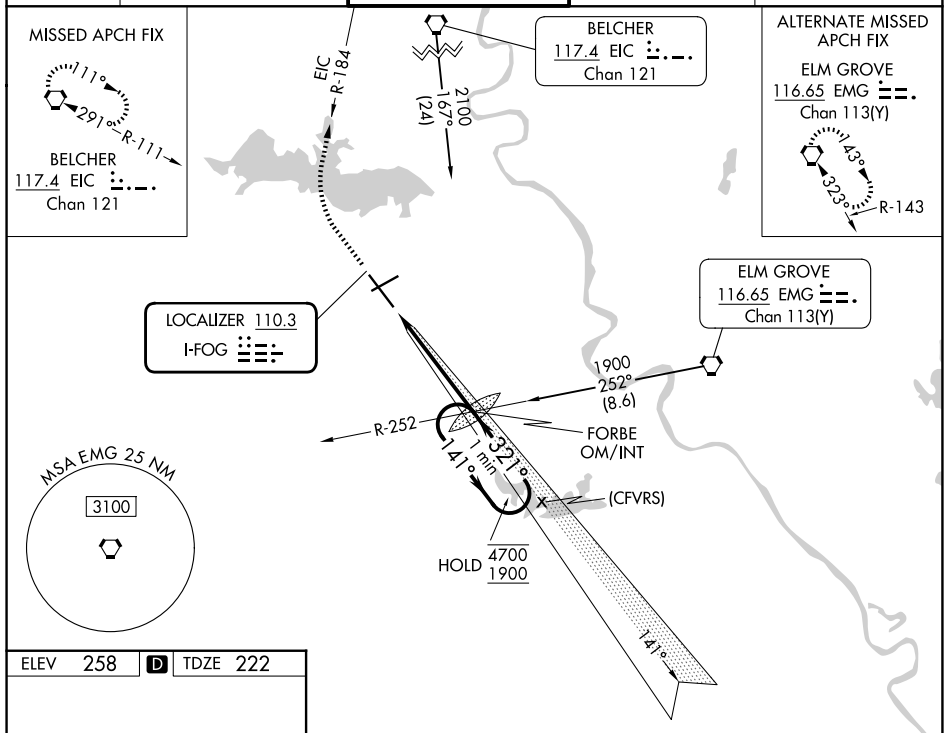
LOC I-FOG 110.3	APP CRS 321°	Rwy Ldg TDZE Apt Elev 7975 222 258
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ILS or LOC RWY 32

SHREVEPORT RGNL (SHV)

⚠ Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 32 all Cats. For inop ALS, increase S-LOC 32 Cat A and B visibility to RVR 5500 and Cat C and D visibility to 1$\frac{1}{2}$ SM.	MALSR (AS)	MISSED APPROACH: Climb to 800 then climbing right turn to 3100 on EIC VORTAC R-184 to EIC VORTAC and hold.
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ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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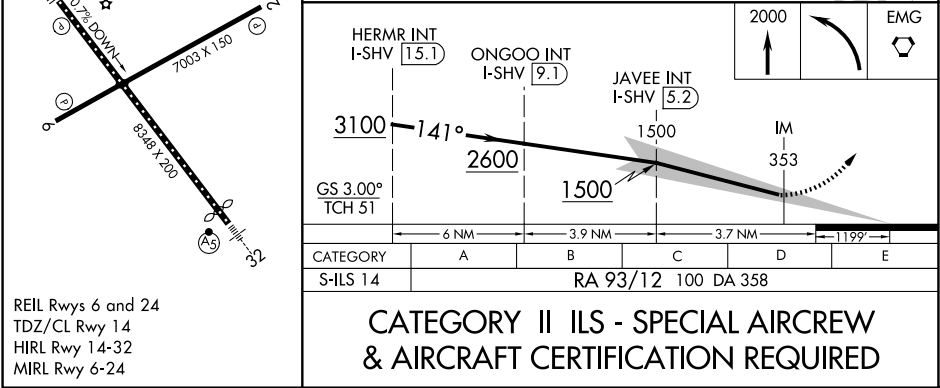
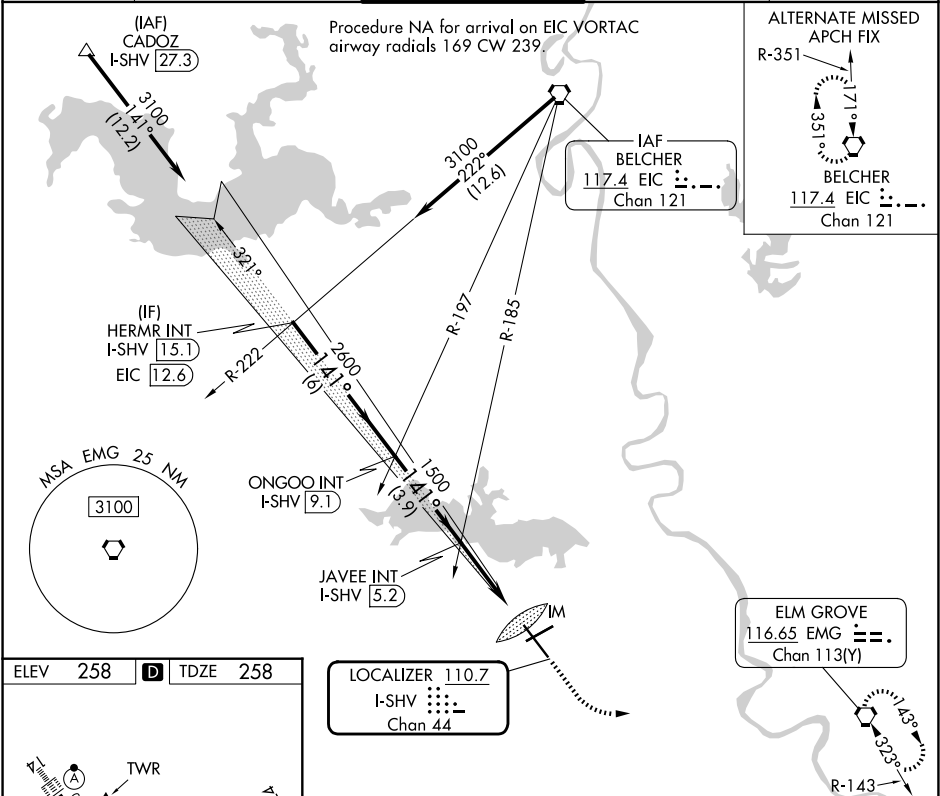


ASR

ALSF-2

MISSED APPROACH: Climb to 2000 then left turn direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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SHREVEPORT, LOUISIANA

AL-884 (FAA)

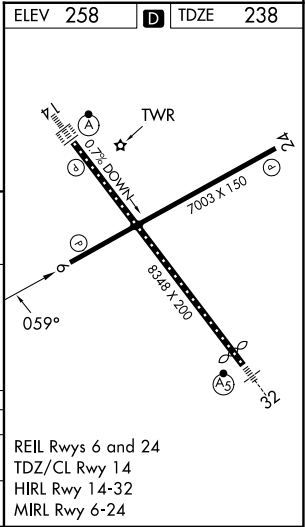
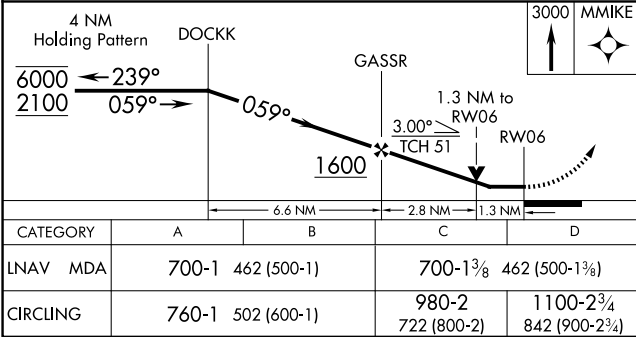
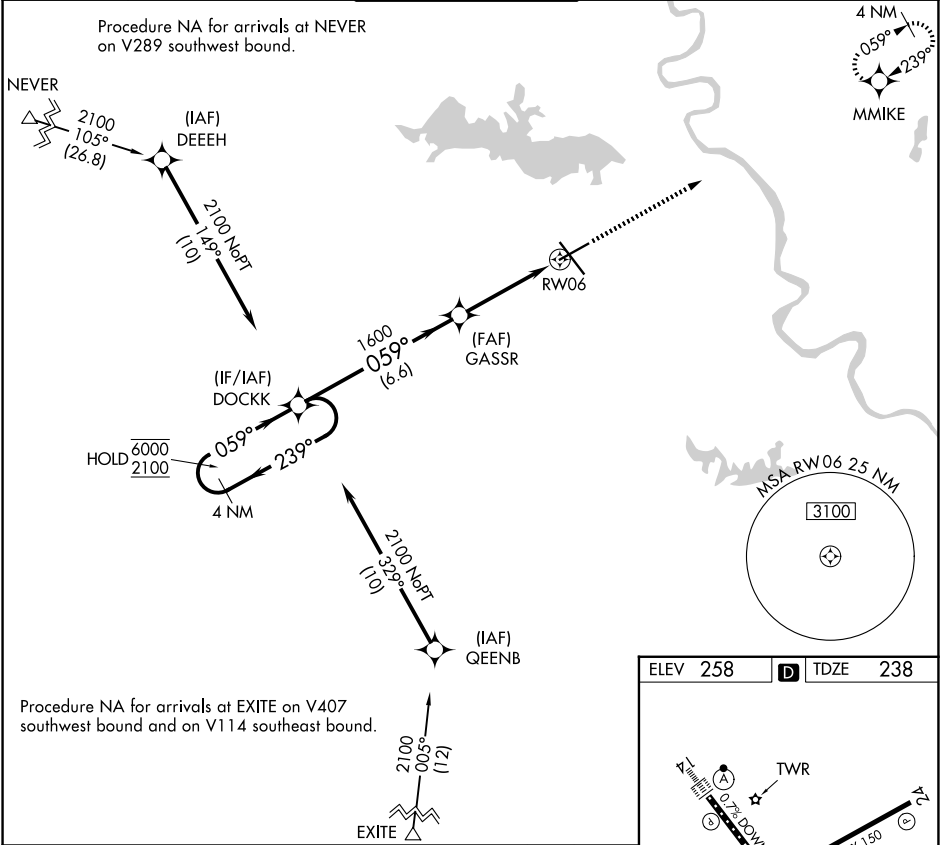
25219

APP CRS	Rwy Ldg	7003
059°	TDZE	238
	Apt Elev	258

RNAV (GPS) RWY 6
SHREVEPORT RGNL (SHV)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct MMIKE and hold.
Rwy 6 helicopter visibility reduction below 3/4 SM NA.	

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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SHREVEPORT, LOUISIANA
Amdt 4 16JUL20

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)
RNAV (GPS) RWY 6

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

SHREVEPORT, LOUISIANA

AL-884 (FAA)

25219

WAAS CH 45913 W14A	APP CRS 141°	Rwy Ldg 8118 TDZE 258 Apt Elev 258
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RNAV (GPS) RWY 14
SHREVEPORT RGNL (SHV)

RNP APCH.

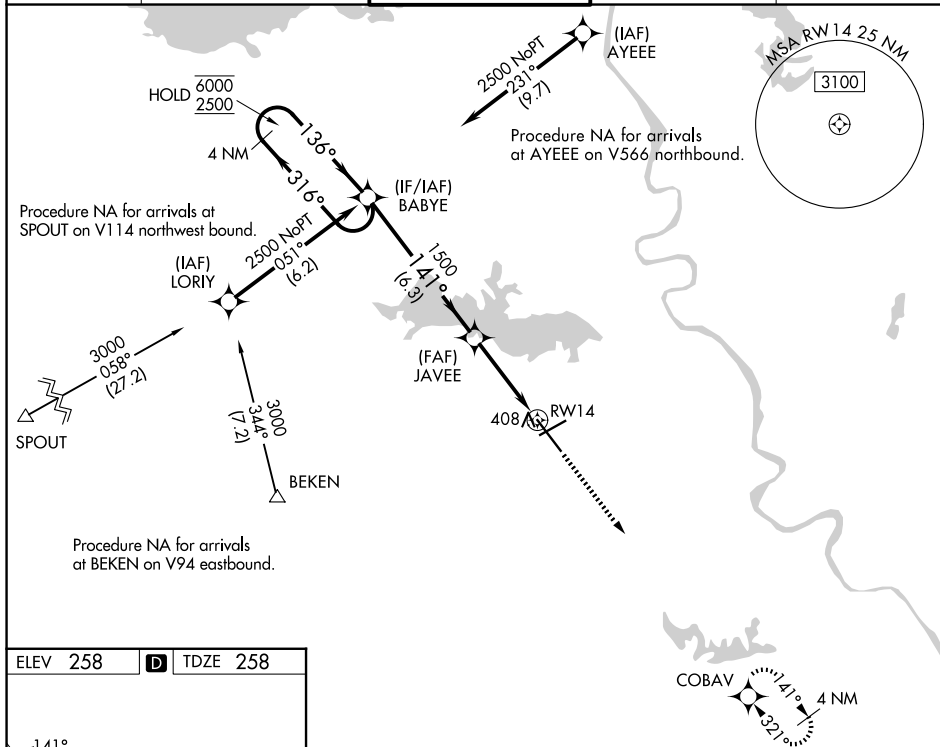


For inop ALS, increase LNAV Cat C and D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-6°C or above 54°C.



MISSED APPROACH: Climb to 3000 direct COBAV and hold, continue to climb-in-hold to 3000.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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SHREVEPORT, LOUISIANA

AL-884 (FAA)

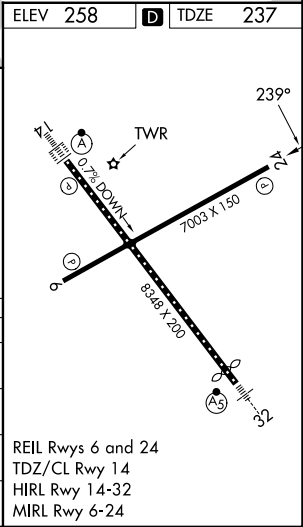
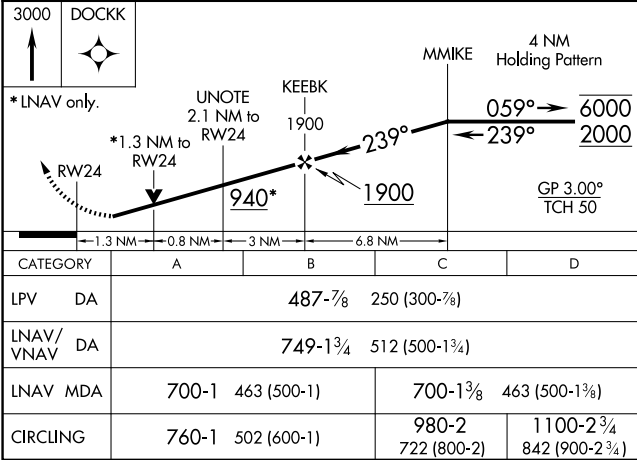
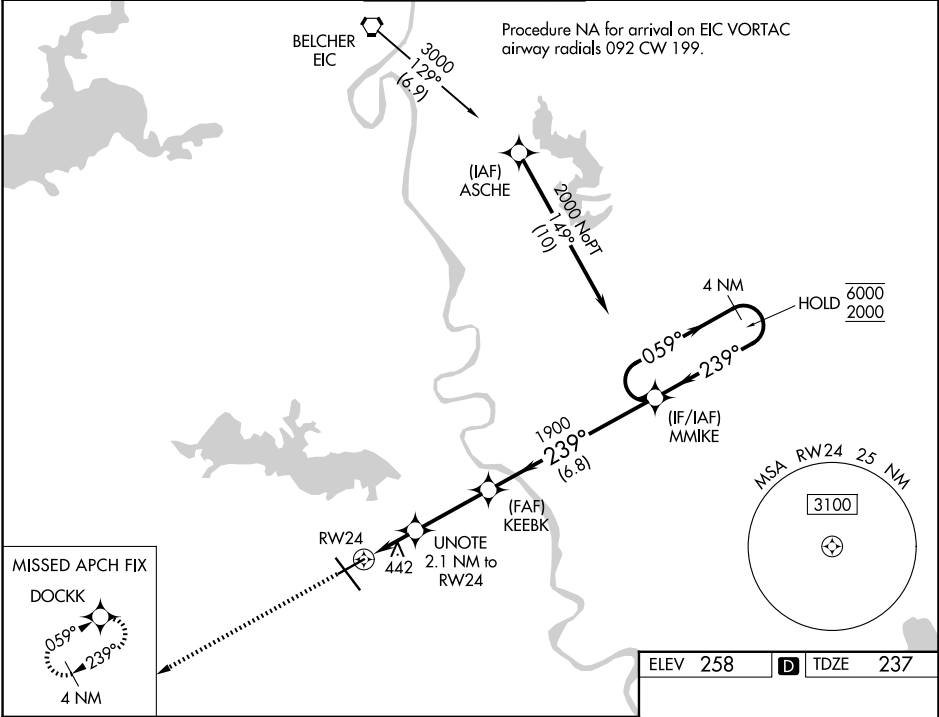
25219

WAAS CH 97638 W24A	APP CRS 239°	Rwy Ldg TDZE 237 Apt Elev 258
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RNAV (GPS) RWY 24

SHREVEPORT RGNL (SHV)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct DOCKK and hold, continue to climb-in-hold to 3000.		
⚠ Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.				
ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65



SHREVEPORT, LOUISIANA
Amdt 2C 12AUG21

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)

RNAV (GPS) RWY 24

SC-4, 03 SEP 2026 to 29 OCT 2026

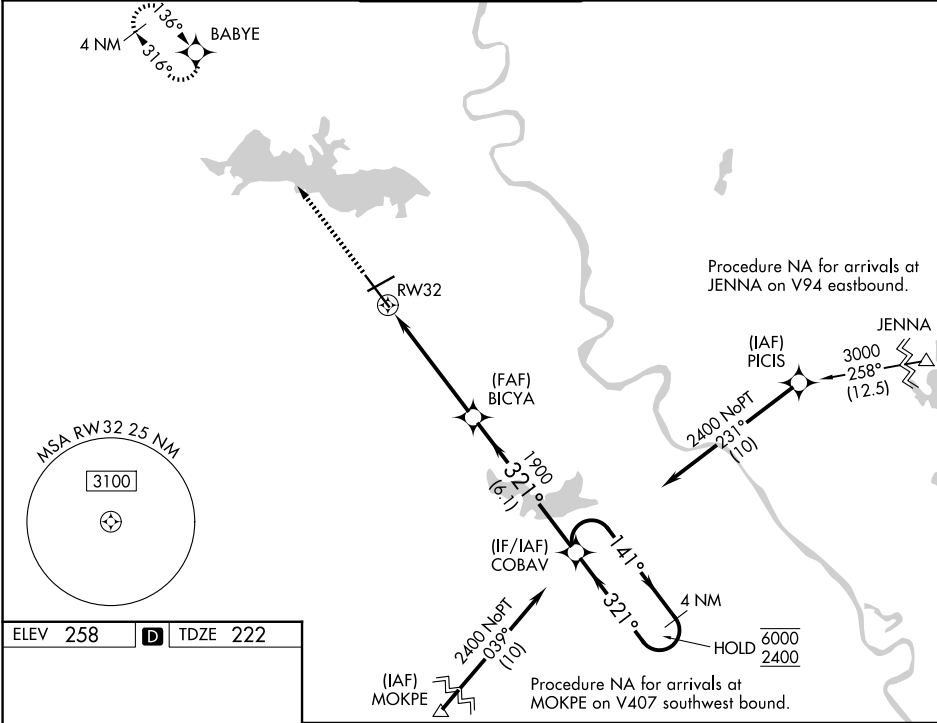
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77913 W32A	APP CRS 321°	Rwy Ldg TDZE 222 Apt Elev 258
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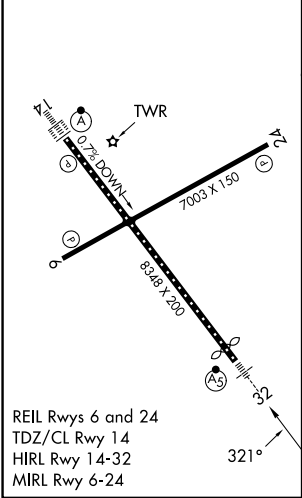
RNAV (GPS) RWY 32
SHREVEPORT RGNL (SHV)

RNP APCH. Rwy 32 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat A and B visibility to RVR 5500.	MALSR 	MISSED APPROACH: Climb to 2600 direct BABYE and hold.
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ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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ELEV 258	D	TDZE 222
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2600

↑

BABYE

✦

*LNAV only.

RW32

1.3 NM

3.8 NM

6.1 NM

BICYA 1900

COBAV

4 NM Holding Pattern

141°

321°

6000

2400

GP 3.00°

TCH 52

CATEGORY	A	B	C	D
LPV DA		422/40	200 (200-¾)	
LNAV/VNAV DA		629/40	407 (400-¾)	
LNAV MDA	680/40	458 (500-¾)	680/45	458 (500-¾)
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2¾ 842 (900-2¾)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

SHREVEPORT, LOUISIANA

AL-884 (FAA)

25219

LOC/DME I-MWP 109.1 Chan 28	APP CRS 059°	Rwy Ldg TDZE 238 Apt Elev 258
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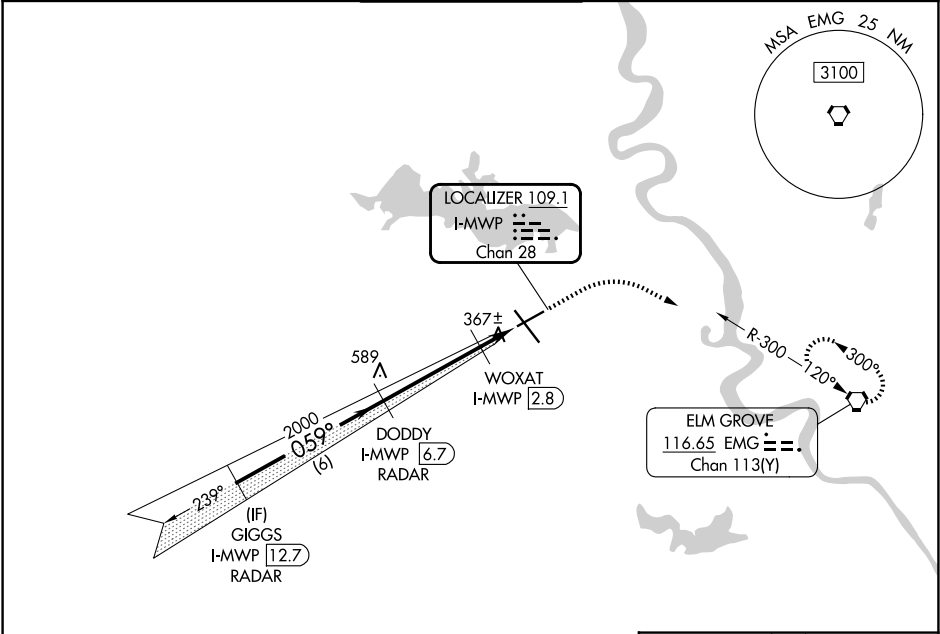
LOC RWY 6
SHREVEPORT RGNL (SHV)

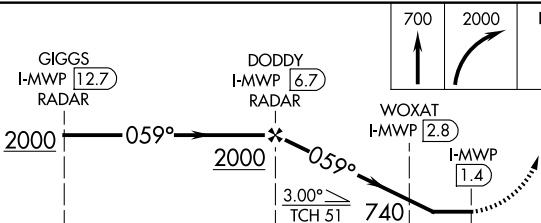
RADAR required for procedure entry. RADAR or DME required.

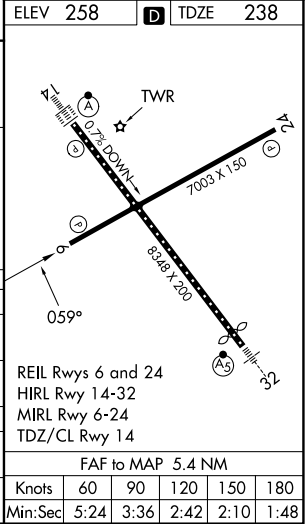
 Rwy 6 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct EMG VORTAC and hold.

ATIS 128.45	SHREVEPORT APP CON 119.9 335.55	SHREVEPORT TOWER 121.4 236.775	GND CON 121.175 236.775	CLNC DEL 124.65
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CATEGORY	A	B	C	D	E
S-LOC 6	740-1	502 (500-1)	740-1 $\frac{3}{8}$ 502 (500-1 $\frac{3}{8}$)		
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)	1100-3 842 (900-3)
WOXAT FIX MINIMUMS					
S-LOC 6	620-1	382 (400-1)	620-1 $\frac{1}{8}$ 382 (400-1 $\frac{1}{8}$)		
CIRCLING	760-1	502 (600-1)	980-2 722 (800-2)	1100-2 $\frac{3}{4}$ 842 (900-2 $\frac{3}{4}$)	1100-3 842 (900-3)



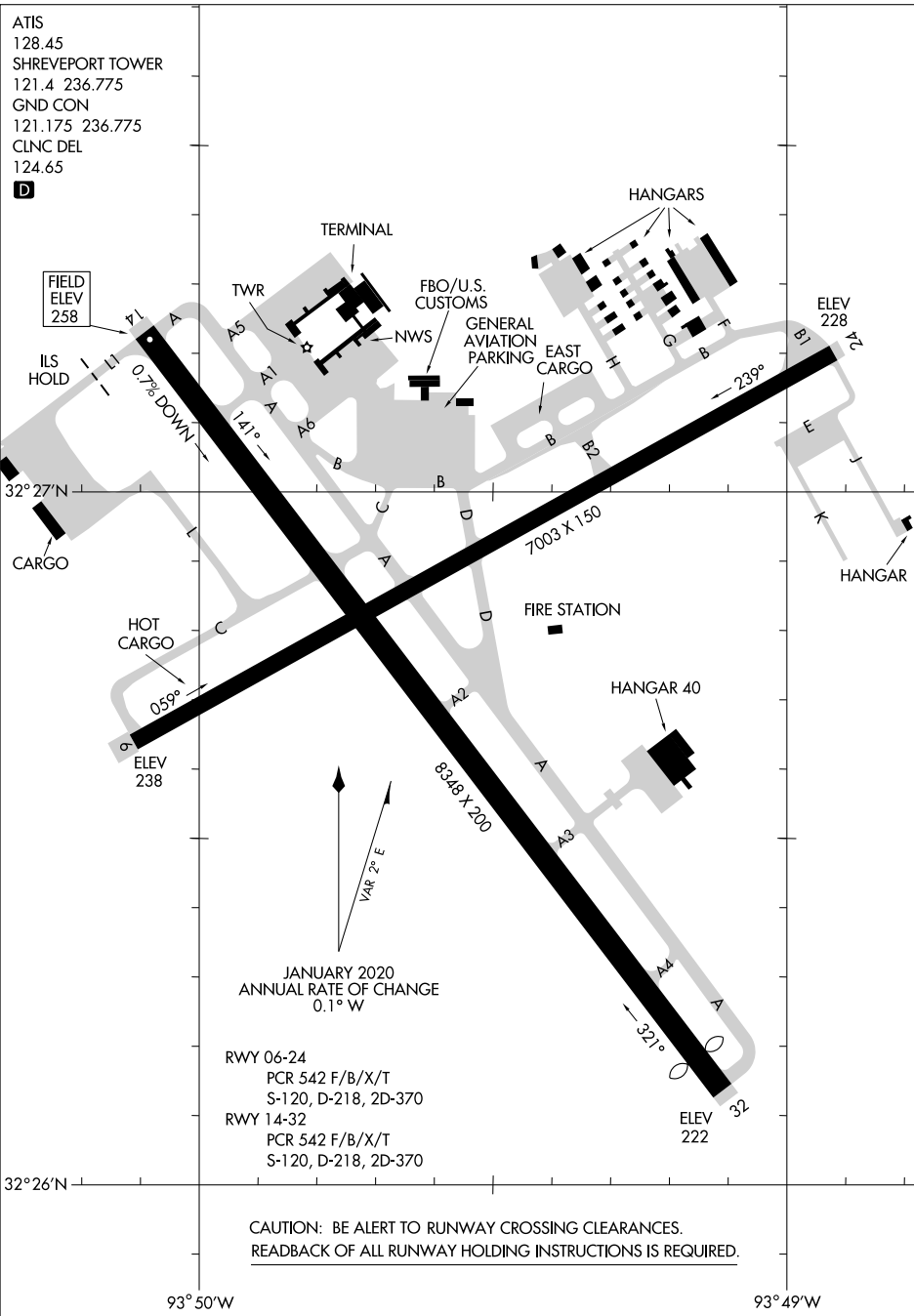
SHREVEPORT, LOUISIANA
Amdt 4 16JUL20

32°27'N-93°50'W

SHREVEPORT RGNL (SHV)
LOC RWY 6

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



SLIDELL, LOUISIANA

AL-5806 (FAA)

26078

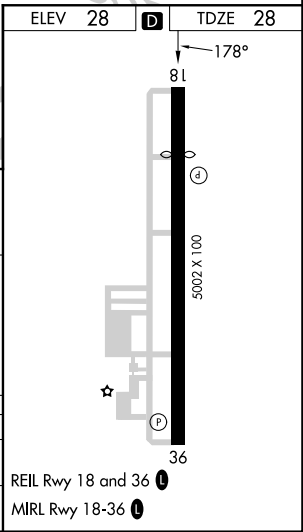
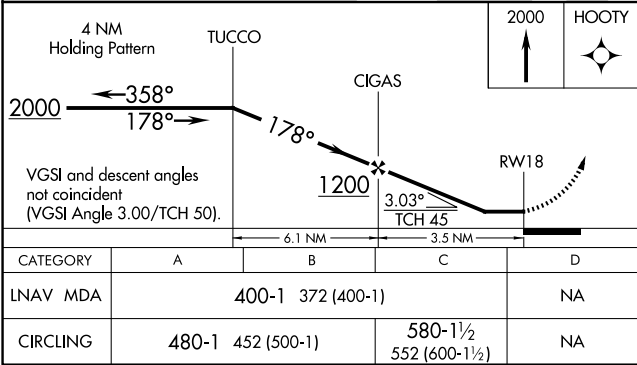
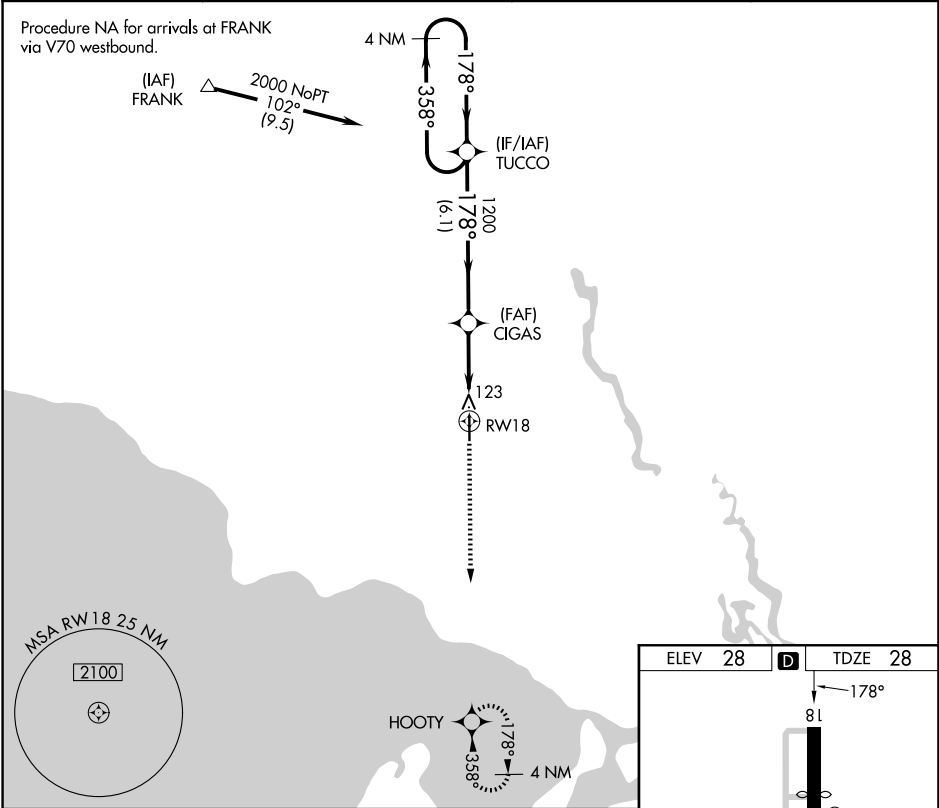
APP CRS	Rwy Ldg	4058
178°	TDZE	28
	Apt Elev	28

RNAV (GPS) RWY 18

SLIDELL (ASD)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct HOOTY and hold.
NA	Helicopter visibility reduction below 1 SM NA.

ASOS 132.475	NEW ORLEANS APP CON 133.15 290.3	UNICOM 122.8 (CTAF) 0	GCO 135.075
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SLIDELL, LOUISIANA
Orig-C 15JUL21

30°21' N-89°49' W

RNAV (GPS) RWY 18

SLIDELL (ASD)

SC-4, 03 SEP 2026 to 29 OCT 2026

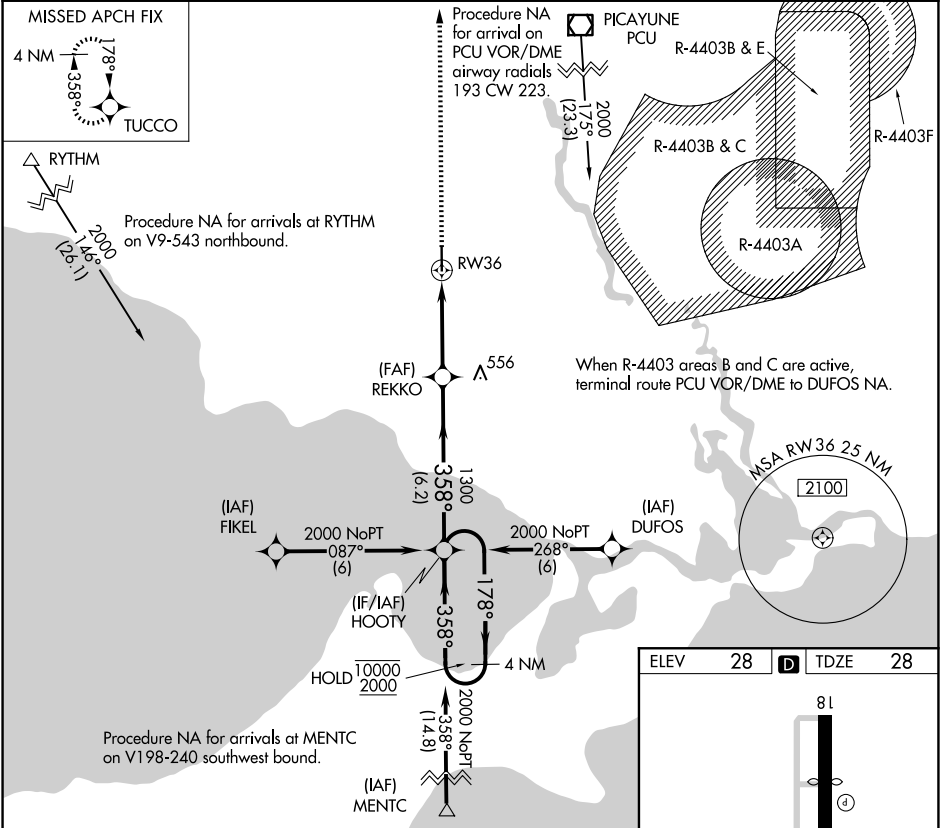
SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	5001
358°	TDZE	28
	Apt Elev	28

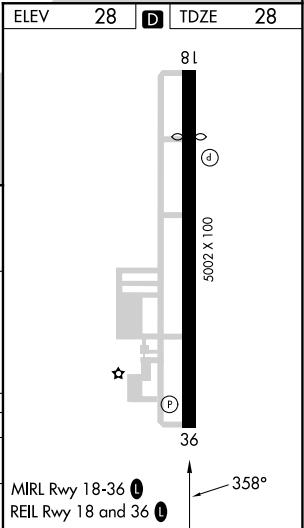
RNAV (GPS) RWY 36
SLIDELL (ASD)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct TUCCO and hold.
▼ ▲ Rwy 36 helicopter visibility reduction below ¾ SM NA.	

ASOS 132.475	NEW ORLEANS APP CON 133.15 290.3	UNICOM 122.8 (CTAF) 0	GCO 135.075
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4 NM Holding Pattern		HOOTY		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		2000 TUCCO	
10000 2000		← 178° → 358°		358°		1.2 NM to RW36	
				1300		RW36	
		6.2 NM		3.04° TCH 45		2.6 NM	
						1.2	
CATEGORY	A	B		C		D	
RNAV MDA	460-1	432 (500-1)		460-1¼ 432 (500-1¼)		NA	
CIRCLING	480-1	452 (500-1)		520-1½ 492 (500-1½)		NA	



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

SPRINGHILL, LOUISIANA

AL-6288 (FAA)

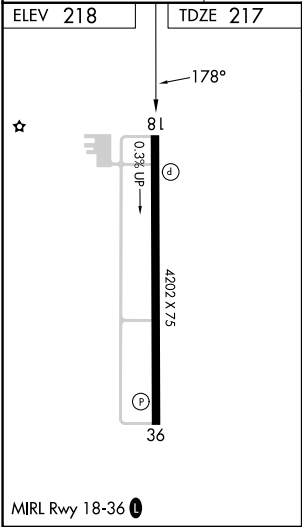
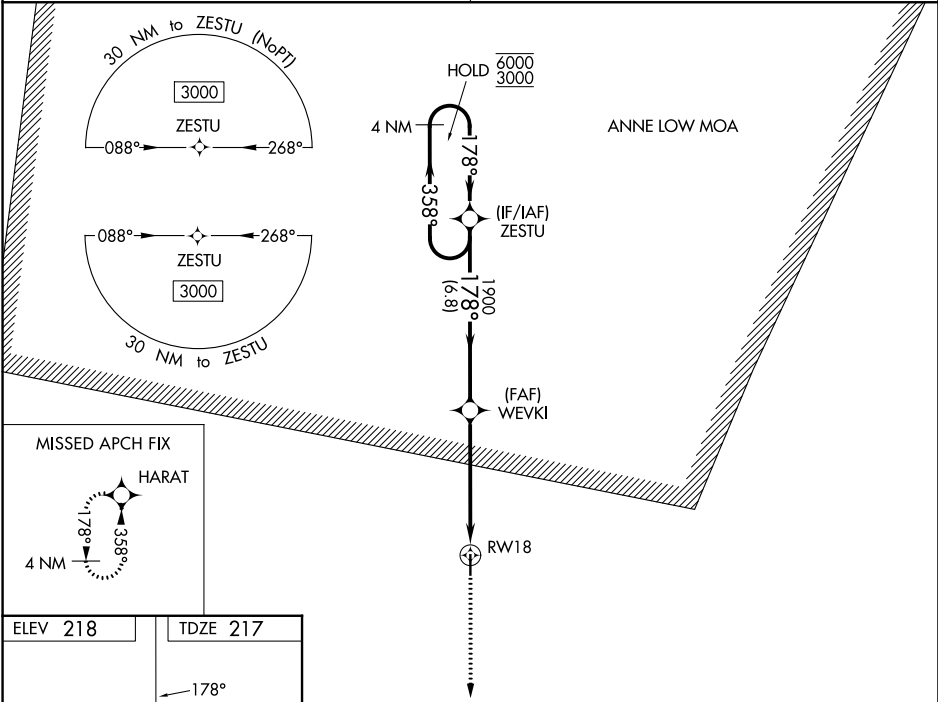
26190

WAAS CH 86541 W18A	APP CRS 178°	Rwy Ldg 4202 TDZE 217 Apt Elev 218
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RNAV (GPS) RWY 18
SPRINGHILL (SPH)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct HARAT and hold.
▼ NA Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.	

SHREVEPORT APP CON 123.75 360.725	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern	ZESTU	WEVKI	3000	HARAT
6000	358°	178°	1900	
3000	178°	178°	1900	
GP 3.00°				
TCH 49				
	6.8 NM	3.8 NM	1.4 NM	
CATEGORY	A	B	C	D
LPV DA	498-7/8	281 (300-7/8)		NA
LNAV/VNAV DA	496-7/8	279 (300-7/8)		NA
LNAV MDA	700-1	483 (500-1)	700-1 3/8 483 (500-1 3/8)	NA
CIRCLING	700-1	482 (500-1)	820-1 1/2 602 (700-1 1/2)	NA

SPRINGHILL, LOUISIANA
Orig 20JUN19

32°59'N-93°25'W

SPRINGHILL (SPH)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

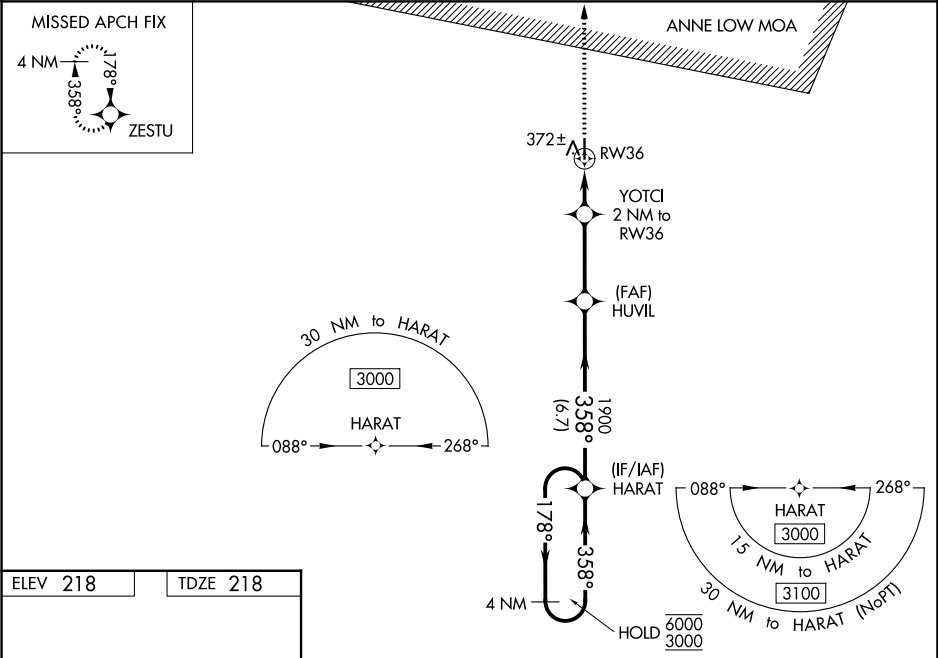
SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61024 W36A	APP CRS 358°	Rwy Ldg 4202 TDZE 218 Apt Elev 218
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RNAV (GPS) RWY 36
SPRINGHILL (SPH)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ZESTU and hold.
T NA Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 54°C.	

SHREVEPORT APP CON 123.75 360.725	UNICOM 122.8 (CTAF) 0
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STARKVILLE, MISSISSIPPI

AL-5699 (FAA)

26078

WAAS CH 50419 W18A	APP CRS 180°	Rwy Ldg TDZE 333 Apt Elev 333
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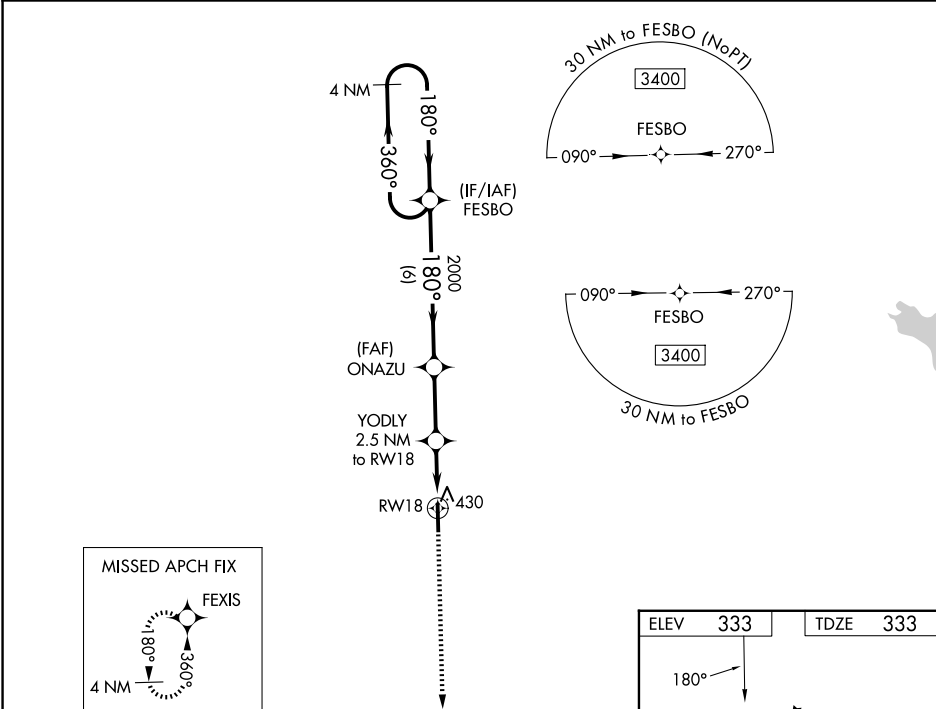
RNAV (GPS) RWY 18
GEORGE M BRYAN (STF)

RNP APCH-GPS.

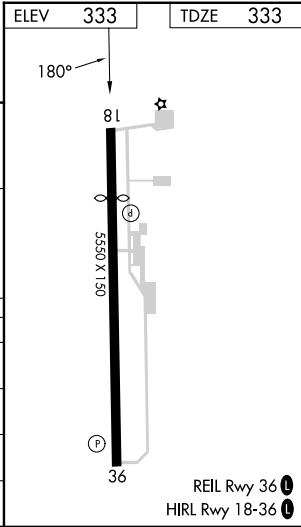
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting. Rwy 18 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 673 feet, increase LNAV/VNAV DA to 656 feet and visibilities all Cats ½ SM. Increase all MDAs 40 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 3000 direct FEXIS and hold.

AWOS-3PT 118.975	COLUMBUS APP CON ★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern		FESBO	ONAZU	YODLY 2.5 NM to RWY 18	3000	FEXIS
3400 ← 360° → 180°		180°	2000	*1 NM to RWY 18	*LNAV only.	
GP 3.00° TCH 36		2000	*1160	RWY 18		
		6 NM	2.6 NM	1.5 NM	1 NM	
CATEGORY	A	B	C	D		
LPV DA	633-1		300 (300-1)			
LNAV/VNAV DA	616-1		283 (300-1)			
LNAV MDA	680-1		347 (400-1)			
CIRCLING	920-1	587 (600-1)	920-1½ 587 (600-1½)	1020-2¼ 687 (700-2¼)		



STARKVILLE, MISSISSIPPI
Amdt 2C 06OCT22

33°26'N-88°51'W

GEORGE M BRYAN (STF)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53604 W36A	APP CRS 360°	Rwy Ldg TDZE Apt Elev	5550 326 333
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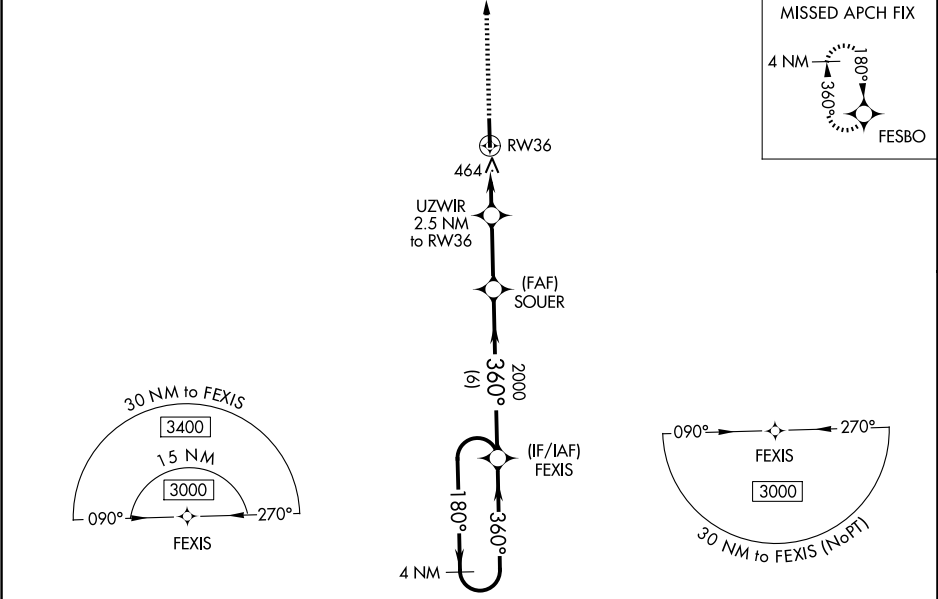
RNAV (GPS) RWY 36
GEORGE M BRYAN (STF)

RNP APCH-GPS.

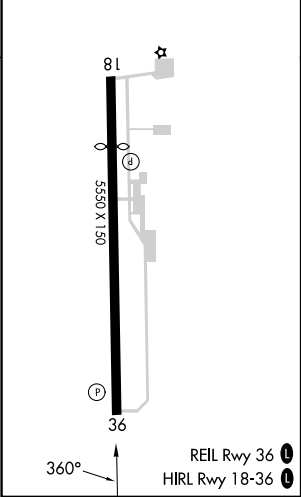
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C .
When local altimeter setting not received, use Golden Triangle Rgnl altimeter setting and increase LPV DA to 566 feet; increase LNAV/VNAV DA to 690 feet; increase all MDAs 40 feet and LNAV visibility Cat C/D ⅓ SM, and Circling visibility Cat C ¼ SM.
Baro-VNAV and VDP NA when using Golden Triangle Rgnl altimeter setting.

MISSED APPROACH: Climb to 3400 direct FESBO and hold, continue climb-in-hold to 3400.

AWOS-3PT 118.975	COLUMBUS APP CON★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 📻
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ELEV 333	TDZE 326
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3400	FESBO	UZWIR 2.5 NM to RW36	SOUER	FEXIS	4 NM Holding Pattern
*LNAV only.		*1.1 NM to RW36	*1140	2000	180° 3000 360°
		1.1 NM	1.4 NM	2.7 NM	6 NM
GP 3.00° TCH 40					
CATEGORY	A	B	C	D	
LPV DA	526-¾	200 (200-¾)			
LNAV/VNAV DA	650-1	324 (400-1)			
LNAV MDA	720-1	394 (400-1)	720-1½	394 (400-½)	
CIRCLING	920-1	587 (600-1)	920-1½ 587 (600-1½)	1020-2¼ 687 (700-2¼)	

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

STARKVILLE, MISSISSIPPI

AL-5699 (FAA)

26246

LOC/DME I-STF 109.9 Chan 36	APP CRS 360°	Rwy Ldg TDZE 326 Apt Elev 333
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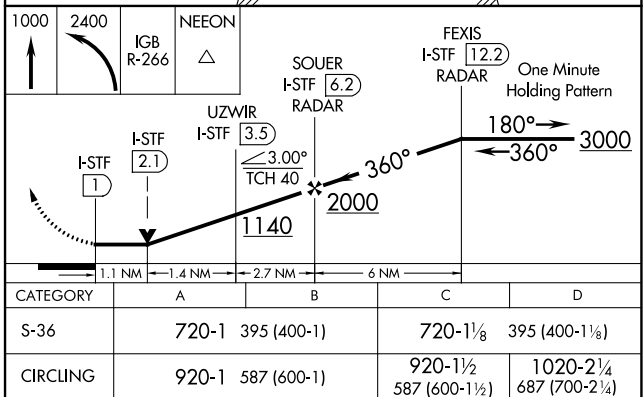
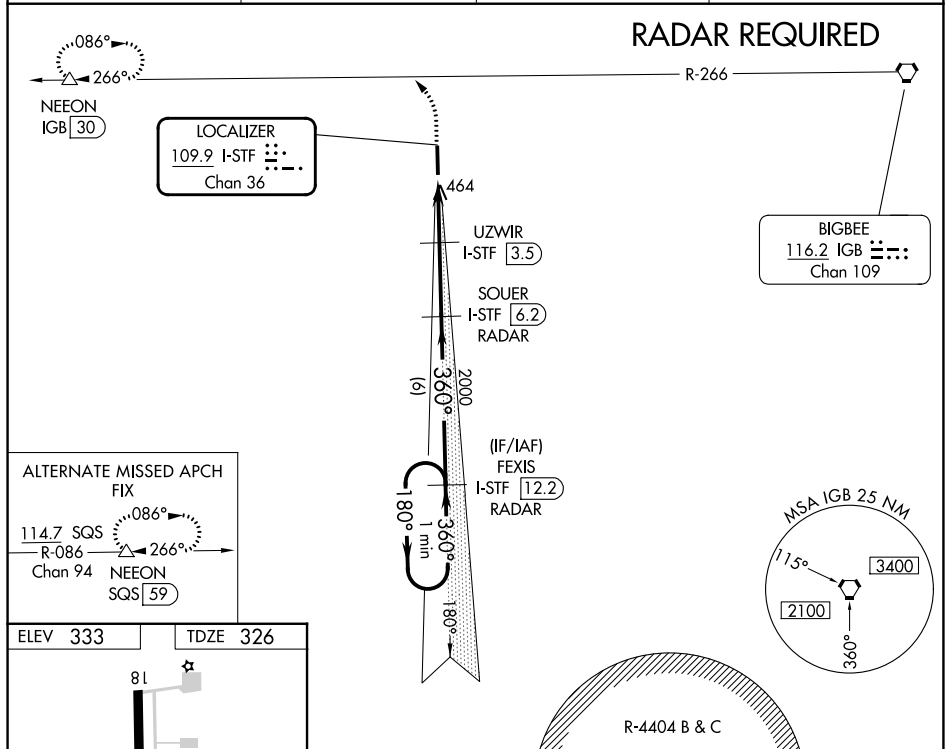
LOC/DME RWY 36

GEORGE M BRYAN (STF)

NA DME Required. When local altimeter setting not received, use Golden Triangle altimeter setting and increase all MDA 40 feet; increase S-36 Cats C/D visibility 1/8 mile and Circling Cat C visibility 1/4 mile. VDP NA when using Golden Triangle altimeter setting.

MISSED APPROACH: Climb to 1000, then climbing left turn to 2400 on IGB VORTAC R-266 to NEEON/IGB 30 DME and hold.

AWOS-3PT 118.975	COLUMBUS APP CON ★ 135.6 323.275	CLNC DEL 126.25	UNICOM 122.7 (CTAF) 0
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STARKVILLE, MISSISSIPPI
Amdt 1B 13SEP18

33°26'N-88°51'W

LOC/DME RWY 36

GEORGE M BRYAN (STF)

SC-4, 03 SEP 2026 to 29 OCT 2026

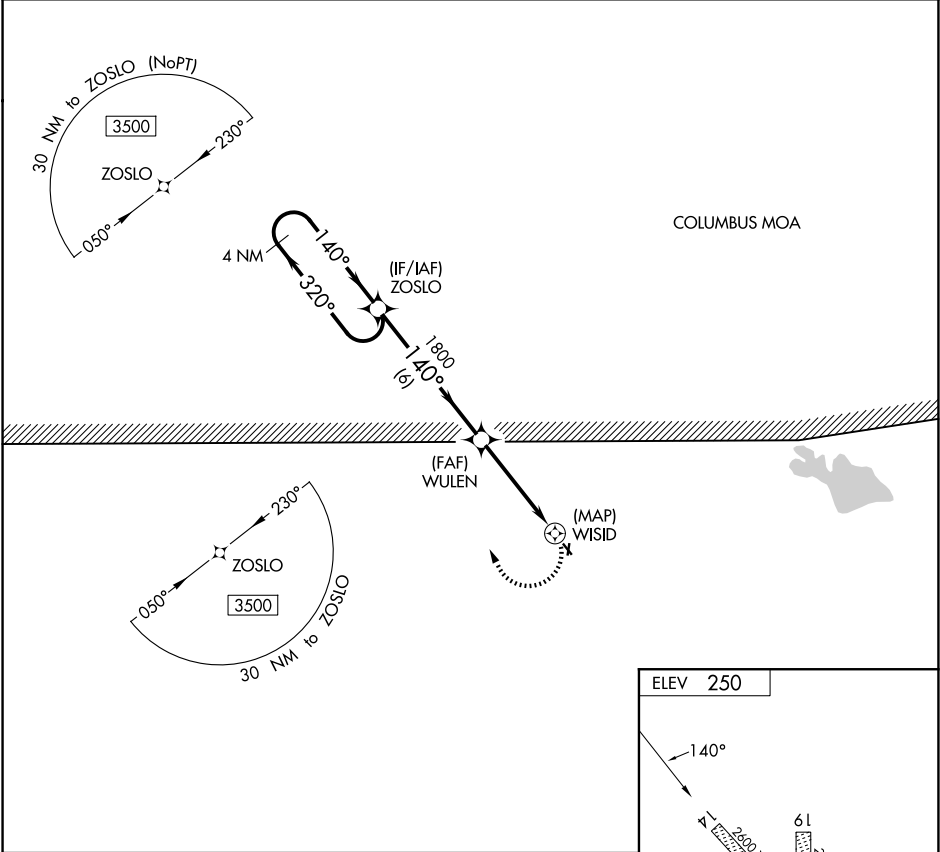
APP CRS	Rwy Ldg	N/A
140°	TDZE	N/A
	Apt Elev	250

RNAV (GPS)-A

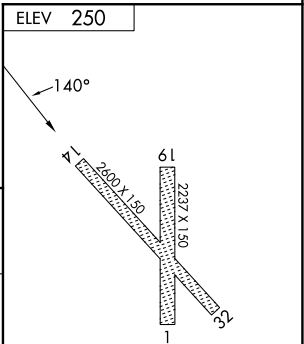
OKTIBBEHA (M51)

▼ ▲ NA	DME/DME RNP-0.3 NA. Procedure NA at night. Use Golden Triangle Rgnl altimeter setting; when not received, use George M Bryan altimeter setting and increase all MDA 20 feet.	MISSED APPROACH: Climbing right turn 3500 direct ZOSLO and hold.
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GTR AWOS-3PT 126.375	COLUMBUS APP CON ★ 135.6 323.275	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		ZOSLO	3500	ZOSLO
3500		320°	140°	1800
6 NM		4.3 NM	0.5	
CATEGORY	A	B	C	D
CIRCLING	760-1 510 (600-1)	840-1 590 (600-1)	NA	



SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

SOUTHLAND FLD (UXL)
RNAV (GPS) RWY 15

WAAS CH 99610 W33A	APP CRS 326°	Rwy Idg 5001 TDZE 10 Apt Elev 10
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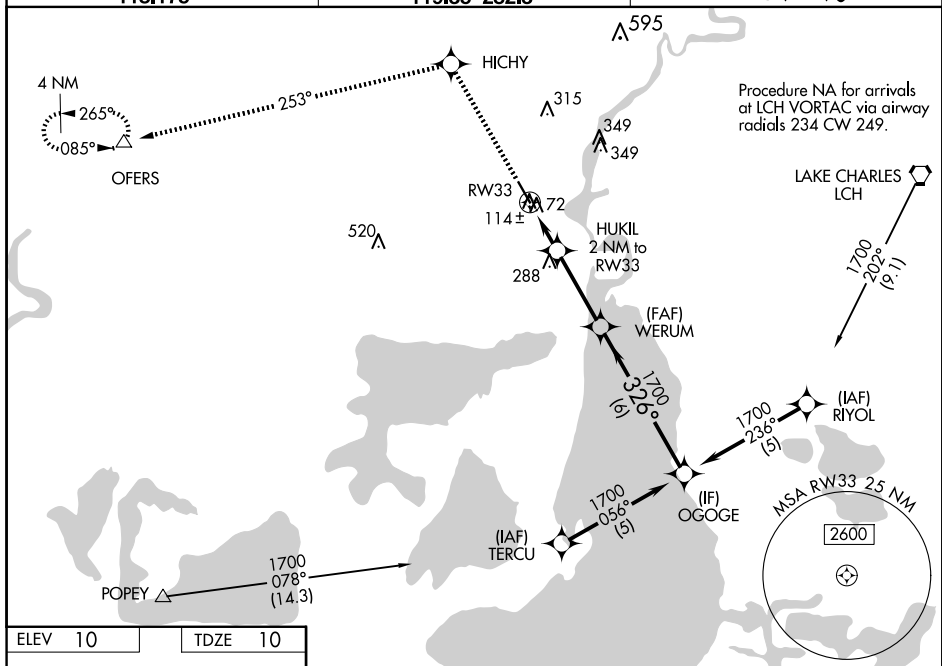
RNAV (GPS) RWY 33
SOUTHLAND FLD (UXL)

RNP APCH-GPS.

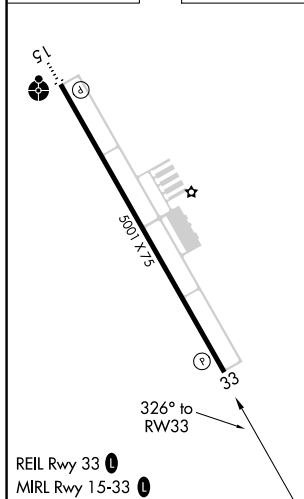
⚠ Baro-VNAV NA when using Lake Charles Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. Rwy 33 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Lake Charles Rgnl altimeter setting and increase LPV DA to 367 feet; increase LNAV/VNAV DA to 403 feet and all visibilities ¼ SM; increase all MDAs 20 feet and Circling visibility C/D ¼ SM.

MISSED APPROACH: Climb to 2500 direct HICHY and via 253° track to OFERS and hold.

AWOS-3PT 118.175	LAKE CHARLES APP CON ★ 119.35 282.3	UNICOM 122.8 (CTAF) ①
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ELEV	10		TDZE	10
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RNAV (GPS) RWY 33

LOC I-TV 109.7	APP CRS 357°	Rwy Ldg 5002 TDZE 86 Apt Elev 86
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ILS or LOC RWY 36

VICKSBURG TALLULAH RGNL (TVR)

RNP APCH - GPS required for procedure entry at BARNE.

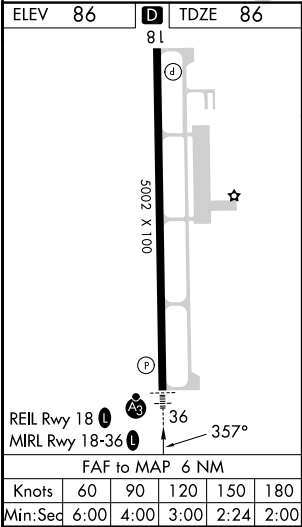
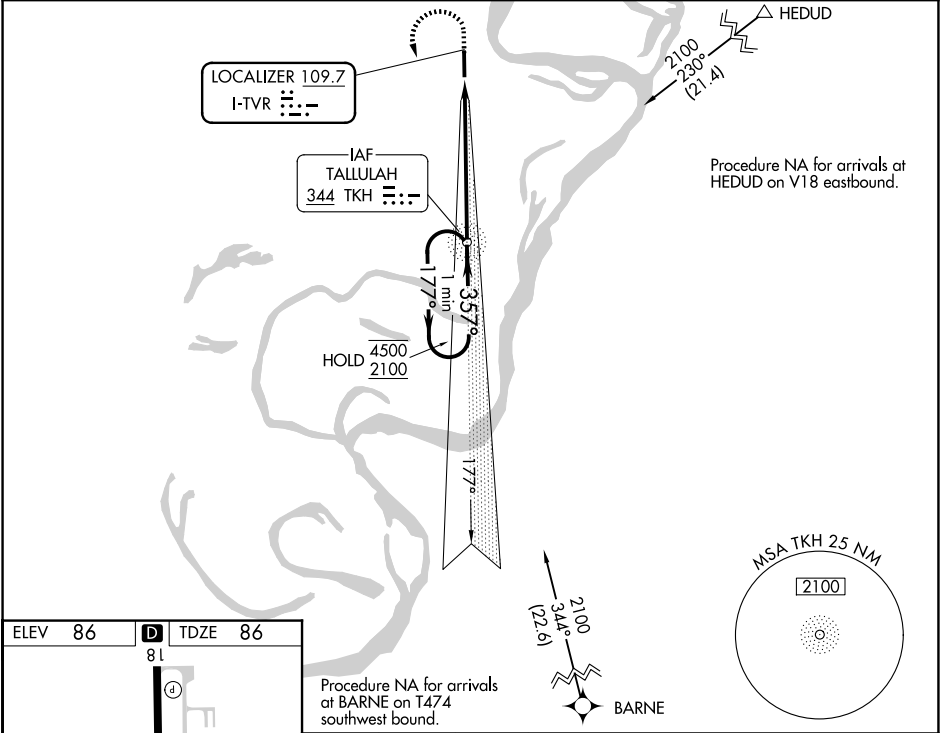
ADF required.

For inop ALS when using Vicksburg Muni, MS altimeter setting, increase S-LOC Cats C and D visibility to 1 3⁄8 SM. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting: increase S-ILS 36 DA to 309 feet; increase all MDAs 40 feet and visibility S-LOC 36 Cats C/D 1⁄8 SM and Circling Cats C/D 1⁄4 SM.

SSALR

MISSED APPROACH:
Climb to 1200 then climbing left turn to 2100 direct TKH NDB and hold.

ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF)
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1200	2100	TKH	TKH NDB	One Minute Holding Pattern
↑	↪	○	2061	177° → 4500 ↪ 2100
Procedure NA for arrivals at BARNE on T474 southwest bound.		GS 3.00° TCH 49'		
6 NM				
CATEGORY	A	B	C	D
S-ILS 36	286-1⁄2		200 (200-1⁄2)	
S-LOC 36	540-1⁄2	454 (500-1⁄2)	540-7⁄8	454 (500-7⁄8)
CIRCLING	540-1	454 (500-1)	720-1 3⁄4 634 (700-1 3⁄4)	720-2 634 (700-2)

TALLULAH, LOUISIANA

AL-9196 (FAA)

26022

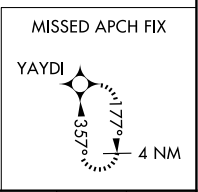
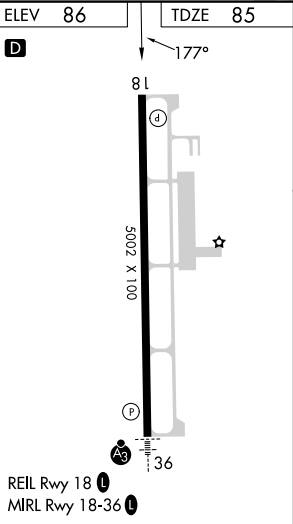
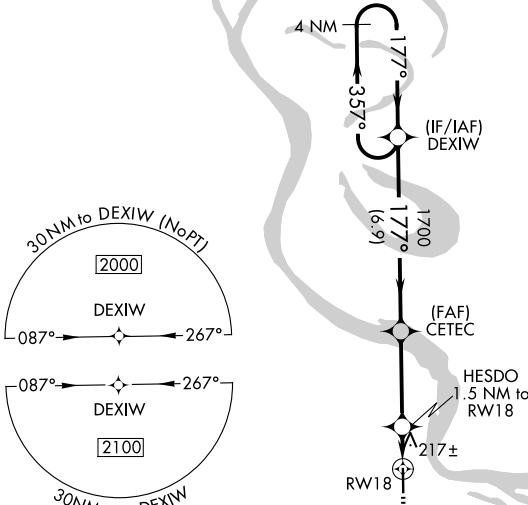
APP CRS	Rwy Ldg	5002
177°	TDZE	85
	Apt Elev	86

RNAV (GPS) RWY 18
VICKSBURG TALLULAH RGNL (TVR)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase all MDA 40 feet and visibility Cats C and D ¼ mile. Helicopter visibility reduction below ¼ SM NA.

MISSED APPROACH: Climb to 2000 direct YAYDI and hold.

ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern				DEXIW	CETEC	HESDO 1.5 NM to RWY 18	2000	YAYDI
2000 ← 357°				177° →	1700	3.00° TCH 50	600	
				6.9 NM	3.4 NM	1.5 NM		
CATEGORY	A	B	C	D				
LNAV MDA	480-1	395 (400-1)	480-1 1/8	395 (400-1 1/8)				
CIRCLING	540-1	454 (500-1)	720-1 3/4 634 (700-1 3/4)	720-2 634 (700-2)				

TALLULAH, LOUISIANA
Amdt 3 15SEP16

32°21'N-91°02'W

VICKSBURG TALLULAH RGNL (TVR)
RNAV (GPS) RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

⚠

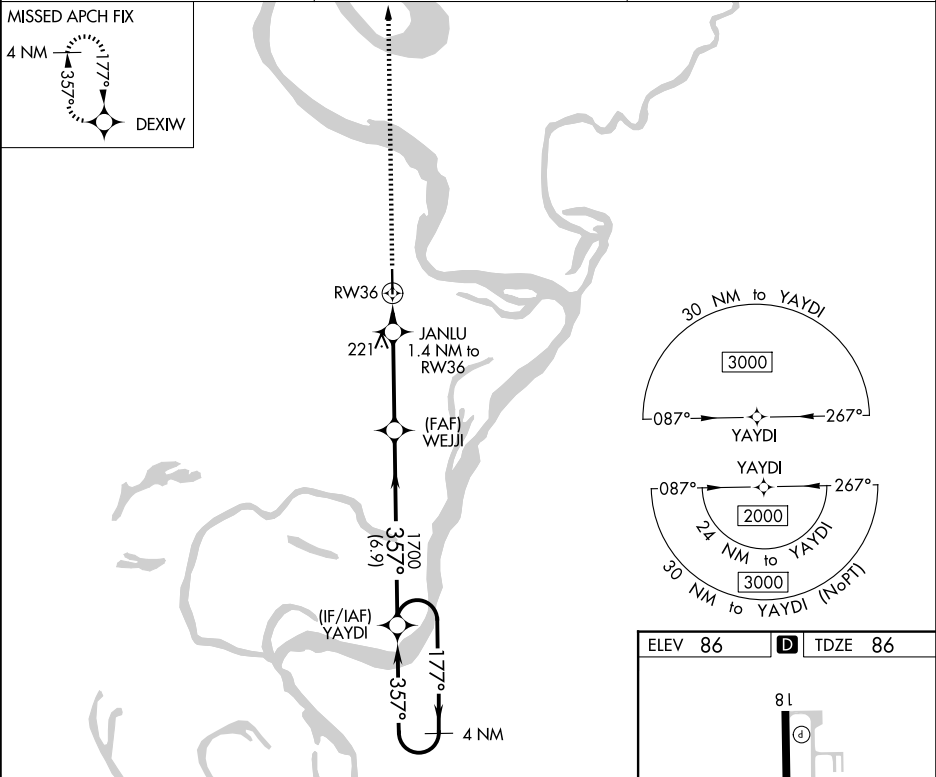
⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Vicksburg Muni, MS altimeter setting and increase LPV DA to 309 feet, LNAV/VNAV DA to 516 feet all visibilities ¼ mile; increase all MDA 40 feet and visibility Cats C/D ¼ mile. Baro-VNAV and VDP NA with Vicksburg Muni, MS altimeter setting.

SSALR

MISSED APPROACH: Climb to 2000 direct DEXIW and hold.

ASOS 118.525	MEMPHIS CENTER 132.5 259.1	UNICOM 123.0 (CTAF) 0
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2000	DEXIW	*LNAV only	4 NM Holding Pattern	4 NM
		JANLU 1.4 NM to RW36	WEJJI 1700	YAYDI 177°
	1.1 NM to RW36	580	1700	2000
1.1 NM	0.3 NM	3.5 NM	6.9 NM	GP 3.00°
CATEGORY	DA	A	B	C
LPV	DA	286-1/2	200 (200-1/2)	
LNAV/VNAV	DA	493-7/8	407 (500-7/8)	
LNAV	MDA	480-1/2	394 (400-1/2)	480-5/8 394 (400-5/8)
CIRCLING		540-1	454 (500-1)	720-1 3/4 634 (700-1 3/4) 720-2 634 (700-2)

ELEV 86

TDZE 86

THIBODAUX, LOUISIANA

AL-6136 (FAA)

24361

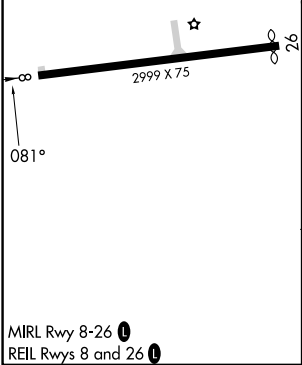
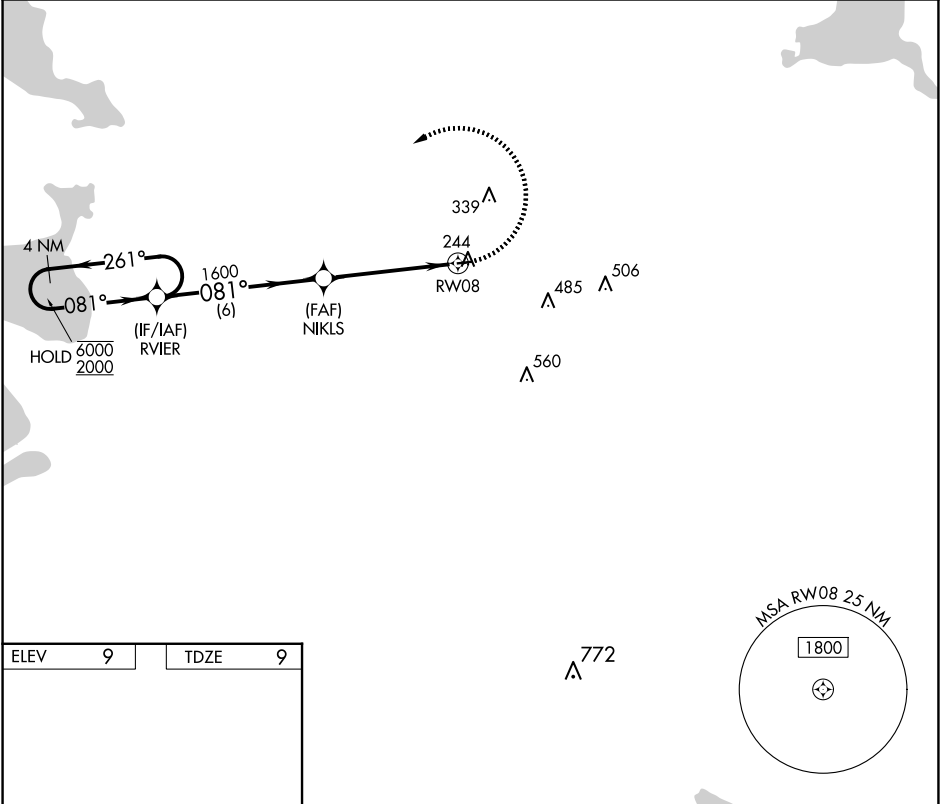
APP CRS	Rwy Idg	2999
081°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 8

THIBODAUX MUNI (L83)

RNP APCH - GPS.	MISSED APPROACH: Climbing left turn 2000 direct RVIER and hold.
▼ NA Rwy 8 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use MSY altimeter setting and increase all MDAs 80 feet.	

NEW ORLEANS APP CON 118.9 256.9	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		RVIER		2000	RVIER
6000 ← 261°		→ 081°			
		081°			
		1600			
		3.00°			
		TCH 55			
		6 NM		4.8 NM	
CATEGORY	A	B	C	D	
LNAV MDA	460-1	451 (500-1)	NA		
CIRCLING	660-1	651 (700-1)	NA		

MIRL Rwy 8-26 0
REIL Rwy 8 and 26 0

THIBODAUX, LOUISIANA
Orig 26DEC24

29°45'N-90°50'W

THIBODAUX MUNI (L83)

RNAV (GPS) RWY 8

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

LOC I-UTA 110.95 Chan 46 (Y)	APP CRS 347°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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ILS or LOC RWY 35

TUNICA MUNI (UTA)

▼

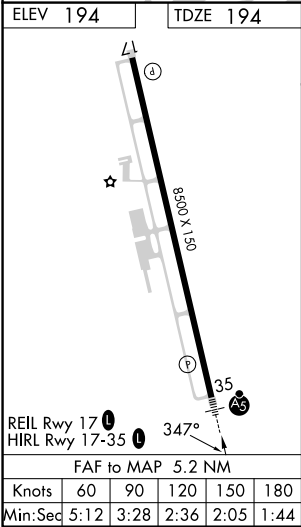
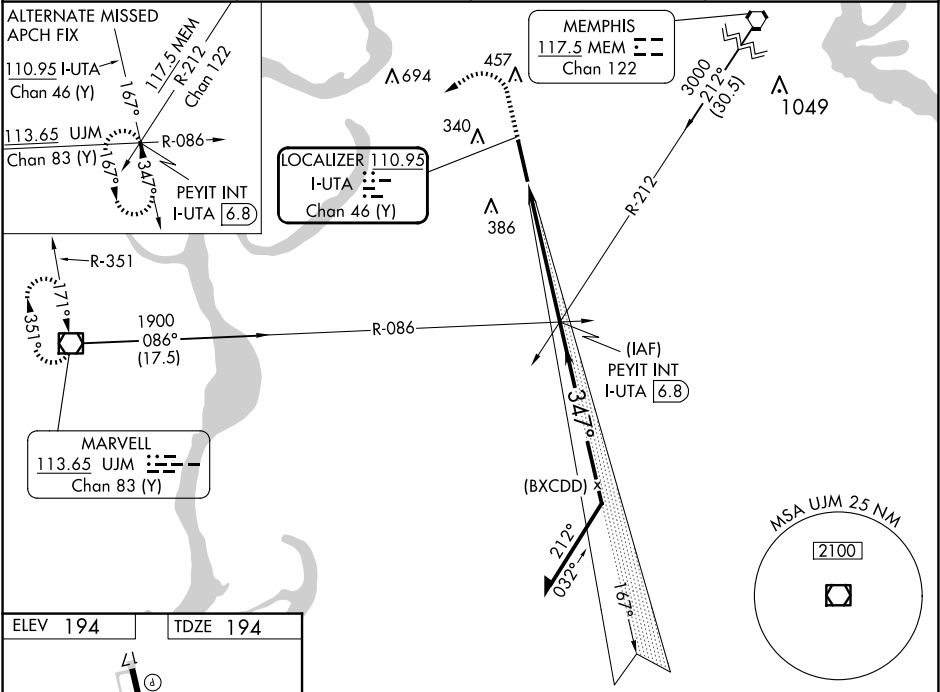
▲

VDP NA with Memphis altimeter setting. When local altimeter not received, use Memphis altimeter setting and increase S-ILS 35 DA to 480 and all MDA 100 feet, increase S-LOC 35 Cats C and D and Circling Cat C visibility ¼ mile. For inoperative MALSR when using Memphis altimeter setting increase S-ILS 35 all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 700 then climbing left turn to 1900 direct UJM VOR/DME and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF)
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700	1900	UJM	VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 47).			
*LOC only.						
CATEGORY	A	B	C	D		
S-ILS 35	394-½ 200 (200-½)					
S-LOC 35	640-½ 446 (500-½)		640-⅞ 446 (500-⅞)			
CIRCLING	680-1 486 (500-1)	740-1 546 (600-1)	760-1½ 566 (600-1½)	760-2 566 (600-2)		

TUNICA, MISSISSIPPI

AL-9521 (FAA)

24137

WAAS CH 56212 W17A	APP CRS 167°	Rwy Idg 8500 TDZE 194 Apt Elev 194
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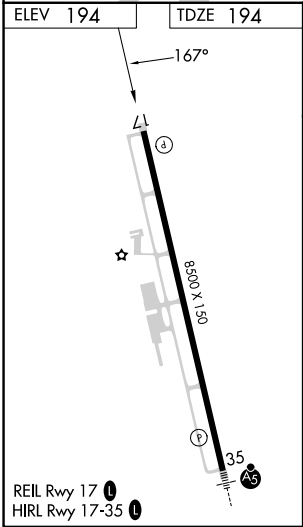
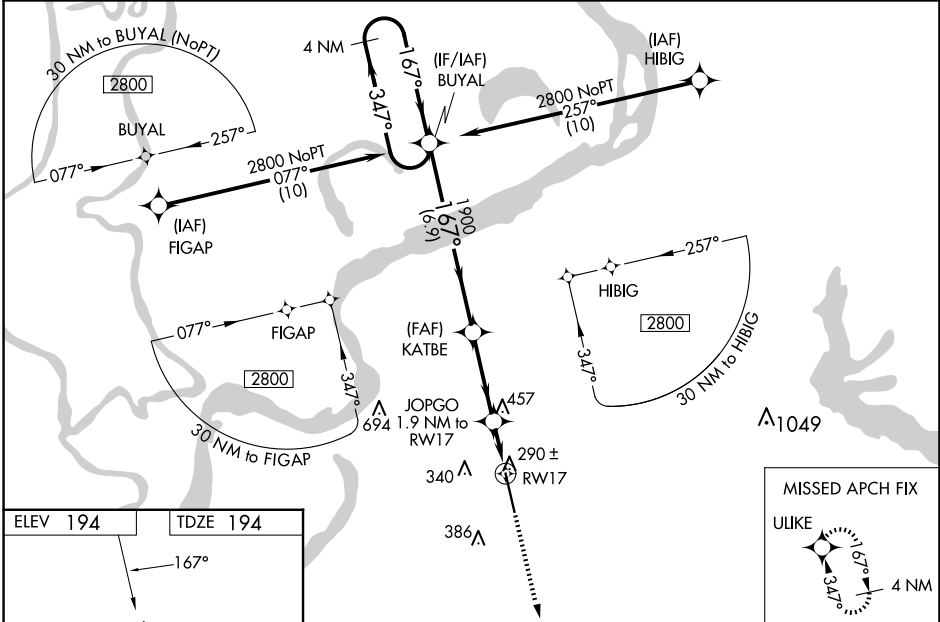
RNAV (GPS) RWY 17
TUNICA MUNI (UTA)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inop ALS, increase LNAV/VNAV visibility all Cts to ¾ SM, and LNAV Cts C, D visibility to 1¾ SM. Baro VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 557, and all MDA 100 feet, increase LNAV/VNAV visibility all Cts to 1 SM, and Circling Cat C visibility to 1¾ SM. For inop ALS when using Memphis altimeter setting, increase LPV all Cts visibility to ¾ SM, LNAV/VNAV all Cts visibility to 1 SM, LNAV Cts C/D visibility to 1¾ SM.

MISSED APPROACH:
Climb to 2800 direct
ULIKE and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		BUYAL		KATBE		JOPGO 1.9 NM to RW17		2800	ULIKE
2800		←347°		167°→		1900		*840	
GP 3.00° TCH 50		←167°		1900		*1.2 NM to RW17		RW17	
		←6.9 NM		←3.3 NM		0.7		←1.2 NM	
CATEGORY		A		B		C		D	
LPV DA		394-¾		200 (200-¾)					
LNAV/VNAV DA		471-¾		277 (300-¾)					
LNAV MDA		640-¾ 446 (500-¾)		740-1 760-1½		640-1½ 446 (500-1½)			
CIRCLING		680-1 486 (500-1)		740-1 546 (600-1)		760-1½ 566 (600-1½)		760-2 566 (600-2)	

TUNICA, MISSISSIPPI
Amdt 3B 20MAY21

34°41'N-90°21'W

TUNICA MUNI (UTA)
RNAV (GPS) RWY 17

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **60912**
W35A

APP CRS
347°

Rwy Idg
8500

TDZE
194

Apt Elev
194

RNAV (GPS) RWY 35

TUNICA MUNI (UTA)

▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to ¾ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Memphis altimeter setting. When local altimeter setting not received, use Memphis altimeter setting and increase LPV DA to 480, LNAV/VNAV DA to 530, and all MDA 100 feet; increase LNAV/VNAV visibility all Cats ½ mile, increase LNAV Cat C, D and Circling Cat C visibility ¼ mile. For inop MALSR when using Memphis altimeter setting, increase LPV all Cats visibility to ¾ mile.

MALSR

MISSED APPROACH:
Climb to 2800 direct
BUYAL and hold.

AWOS-3 118.075	MEMPHIS APP CON 119.1 291.6	CLNC DEL 118.9	UNICOM 123.0 (CTAF) 0
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MISSED APCH FIX

2800 BUYAL		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).		4 NM Holding Pattern	
*LNAV only.		*1.3 NM to RW35		167° → 2800	
RW35		PEYIT 1900		← 347° 2800	
1.3 NM		4 NM		GP 3.00° TCH 43	
6.8 NM					
CATEGORY	A	B	C	D	
LPV DA	394-½		200 (200-½)		
LNAV/VNAV DA	444-½		250 (300-½)		
LNAV MDA	640-½		446 (500-½)		640-7/8 446 (500-7/8)
CIRCLING	680-1		740-1		760-1½ 760-2
	486 (500-1)		546 (600-1)		566 (600-1½) 566 (600-2)

TUNICA, MISSISSIPPI

Amdb 2B 20MAY21

34°41'N-90°21'W

385

TUNICA MUNI (UTA)

RNAV (GPS) RWY 35

LOC/DME I-TUP <u>108.5</u> Chan 22	APP CRS 002°	Rwy Ldg 7150 TDZE 347 Apt Elev 347
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ILS Y or LOC Y RWY 36
TUPELO RGNL (TUP)

DME or ADF required for LOC only.

A When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase S-LOC 36 Cat C and D visibility $\frac{3}{8}$ SM and Circling Cat C and D visibility $\frac{1}{2}$ SM. For inop ALS when using Columbus AFB altimeter setting, increase S-ILS 36 all Cats visibility $\frac{1}{2}$ SM. VDP NA when using Columbus AFB altimeter setting. Autopilot coupled approach NA below 650 feet.

MALSR
A5

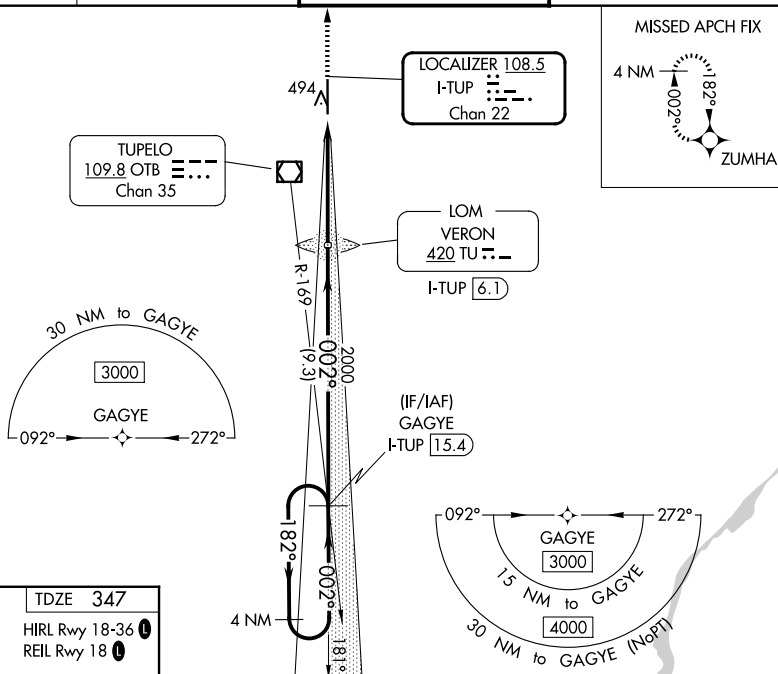
MISSED APPROACH:
Climb to 3000 direct
ZUMHA and hold.

ASOS
133.525

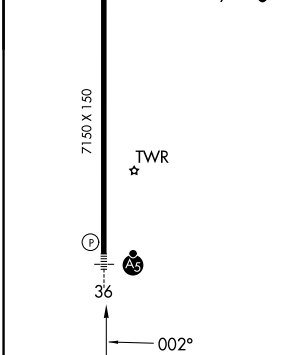
MEMPHIS CENTER
128.5 279.55

TUPELO TOWER ★
118.775 (CTAF) 254.27

GND CON
121.825 254.275



ELEV 347	TDZE 347
8L 	HIRL Rwy 18-36  REIL Rwy 18 



Orig-B 27FEB20

TUPELO RGNL (TUP)

34°16'N-88°46'W

ILS Y or LOC Y RWY 36

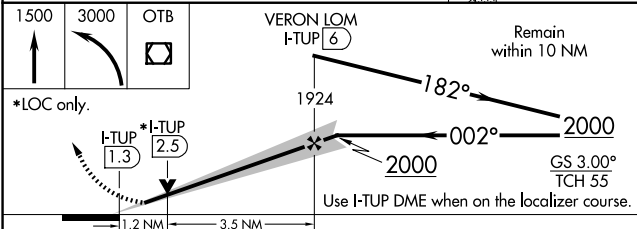
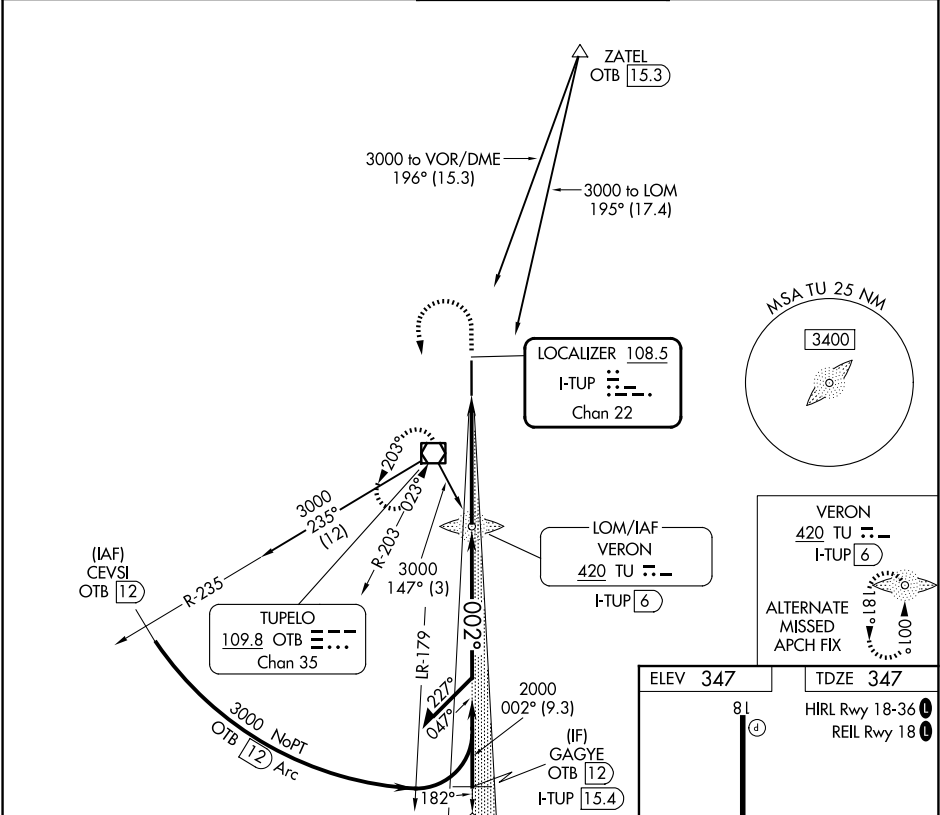
SC-4, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-TUP 108.5 Chan 22	APP CRS 002°	Rwy Ldg TDZE 347 Apt Elev 347
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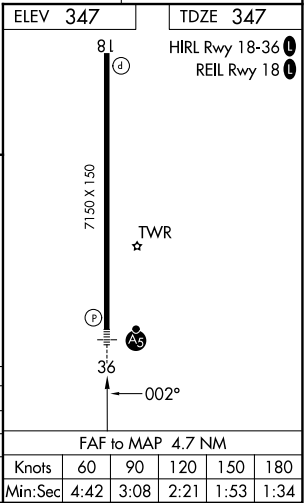
ILS Z or LOC Z RWY 36
TUPELO RGNL (TUP)

ADF or DME required. Autopilot coupled approach NA below 650.	MALSR 	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OTB VOR/DME and hold.
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ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER★ 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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CATEGORY	A	B	C	D
S-ILS 36	547-1/2		200 (200-1/2)	
S-LOC 36	800-1/2	453 (500-1/2)	800-7/8	453 (500-7/8)
CIRCLING	820-1	473 (500-1)	900-1/2 553 (600-1/2)	1140-2 1/2 793 (800-2 1/2)



WAAS CH 93712 W36A	APP CRS 002°	Rwy Ldg TDZE 346 Apt Elev 346
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RNAV (GPS) RWY 36
TUPELO RGNL (TUP)

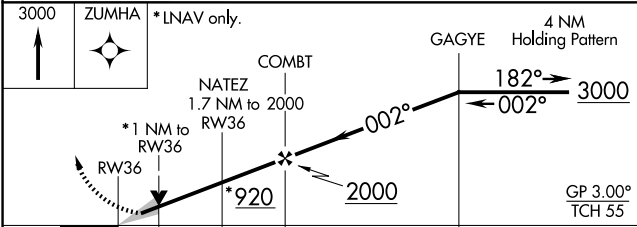
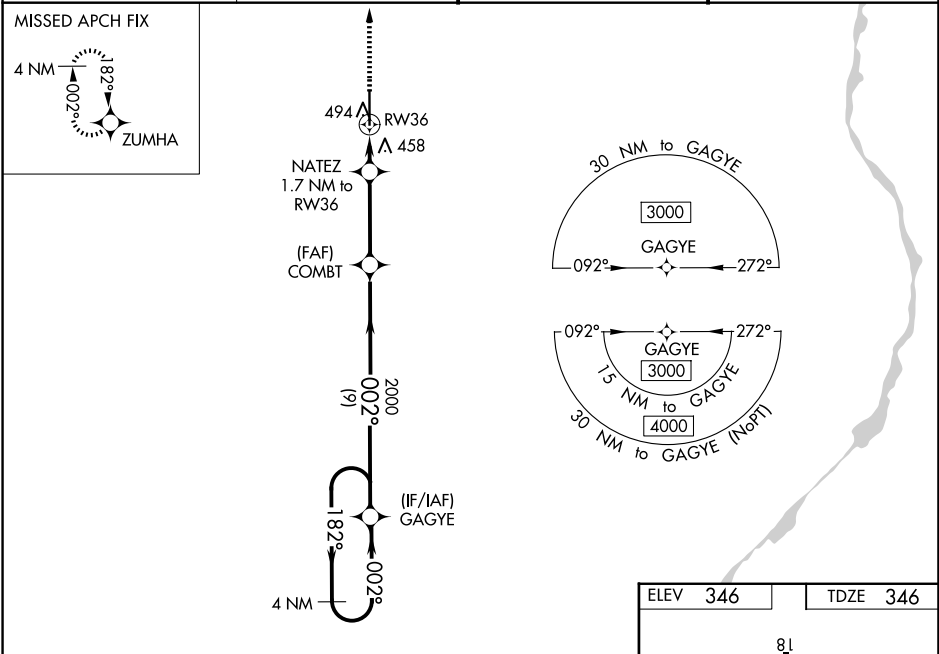
RNP APCH:

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). When local altimeter setting not received, use Columbus AFB altimeter setting and increase all DA 112 feet and all MDA 120 feet; increase LNAV/VNAV all Cats visibility ½ mile and LNAV Cats C and D ¾ mile and Circling Cats C and D ½ mile. For inop ALS when using Columbus AFB altimeter setting, increase LPV all Cats visibility ½ SM. Baro-VNAV and VDP NA when using Columbus AFB altimeter setting.

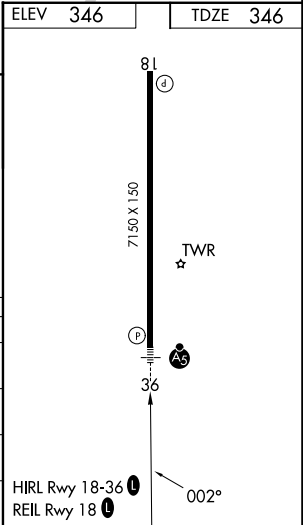


MISSED APPROACH:
Climb to 3000 direct
ZUMHA and hold.

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER * 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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CATEGORY	A	B	C	D
LPV DA	546-½	200 (200-½)		
LNAV/VNAV DA	730-¾	384 (400-¾)		
LNAV MDA	720-½ 374 (400-½)	720-⅝ 374 (400-⅝)		
CIRCLING	820-1 474 (500-1)	900-1½ 554 (600-1½)	1140-2½ 794 (800-2½)	



TUPELO, MISSISSIPPI

AL-854 (FAA)

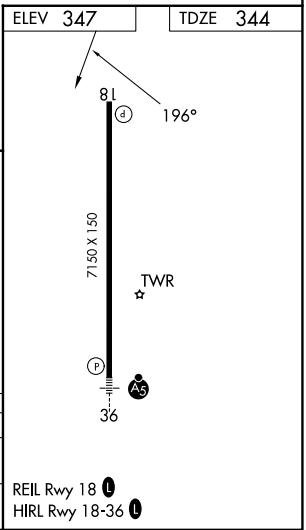
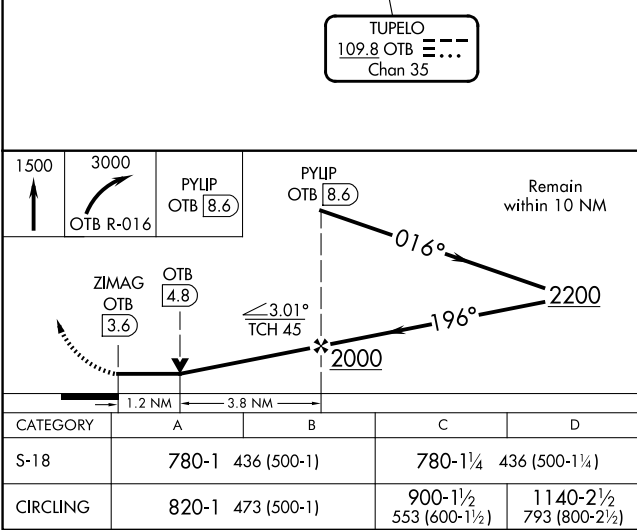
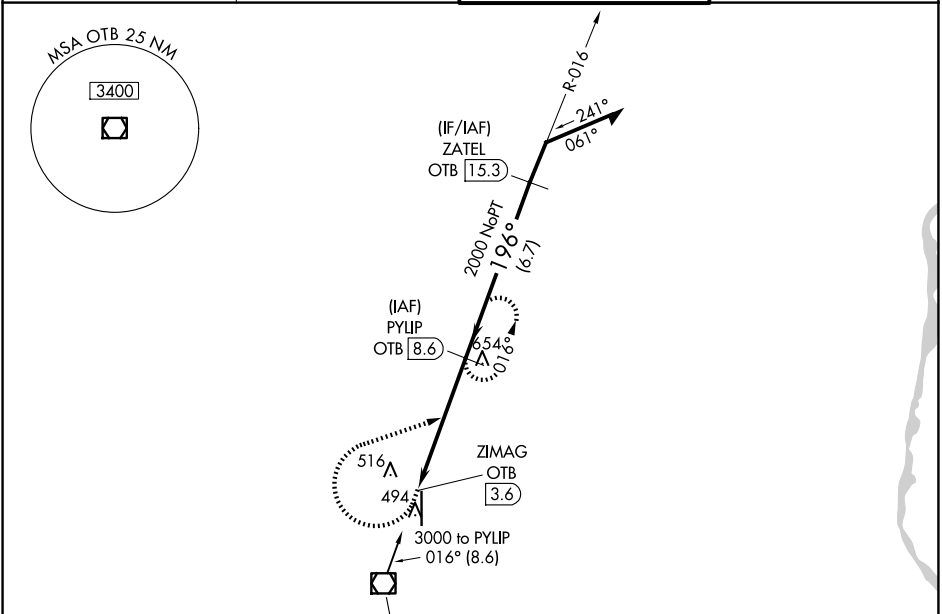
25275

VOR/DME OTB	APP CRS	Rwy Ldg	7150
109.8	196°	TDZE	344
Chan 35		Apt Elev	347

VOR RWY 18
TUPELO RGNL (TUP)

RADAR required for procedure entry. DME required.		MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on OTB VOR/DME R-016 to PYLIP/OTB 8.6 DME and hold.
T A	When local altimeter setting not received, use Columbus AFB altimeter setting and increase all MDA 120 feet. Increase S-18 Cat C/D visibility $\frac{3}{8}$ SM; increase Circling Cat C/D visibility $\frac{1}{2}$ SM. VDP NA when using Columbus AFB altimeter setting.	

ASOS 133.525	MEMPHIS CENTER 128.5 279.55	TUPELO TOWER ★ 118.775 (CTAF) 0 254.275	GND CON 121.825 254.275
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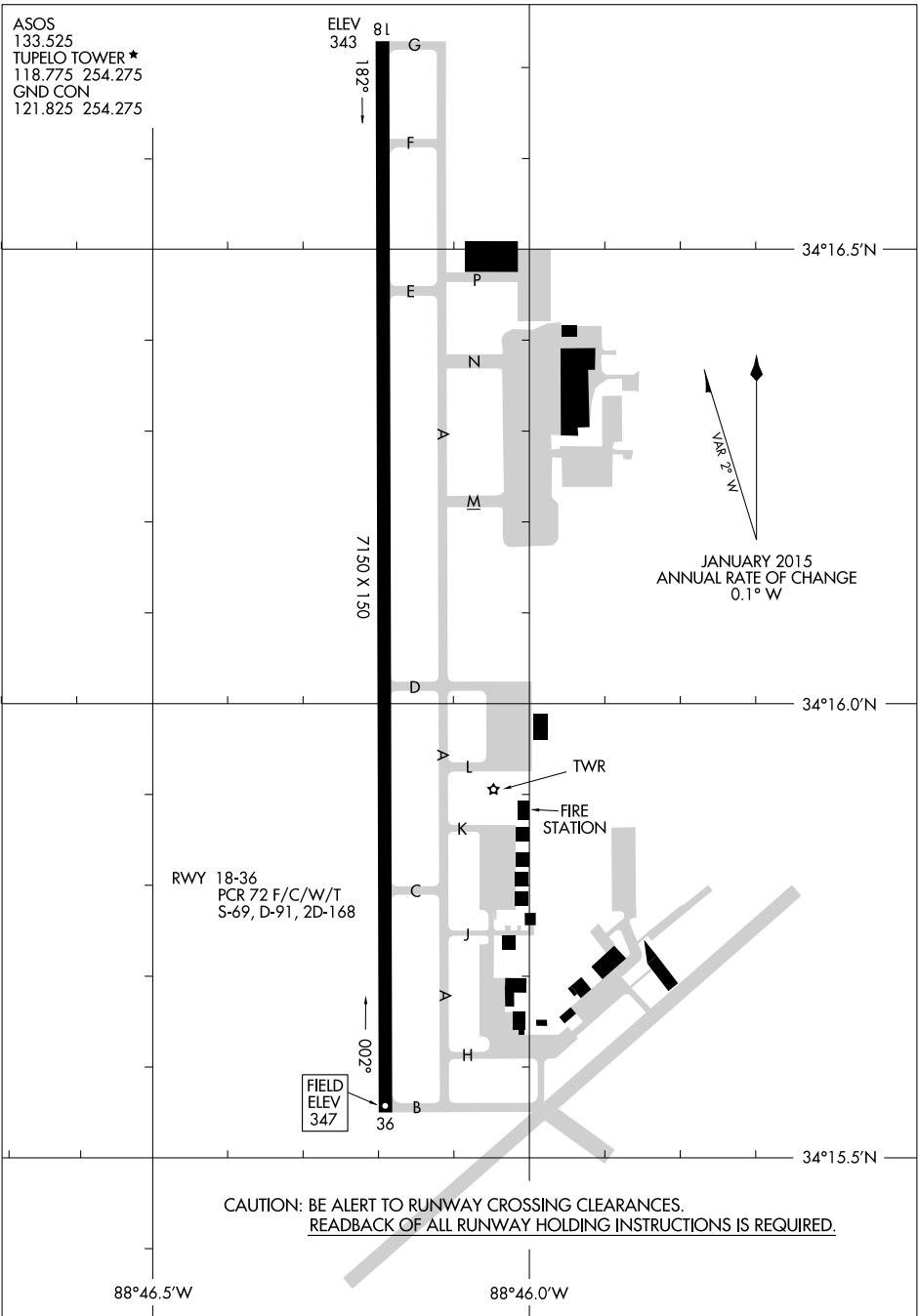
TUPELO, MISSISSIPPI
Amdt 1C 27FEB20

34°16'N-88°46'W

TUPELO RGNL (TUP)
VOR RWY 18

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026



VICKSBURG, MISSISSIPPI

AL-879 (FAA)

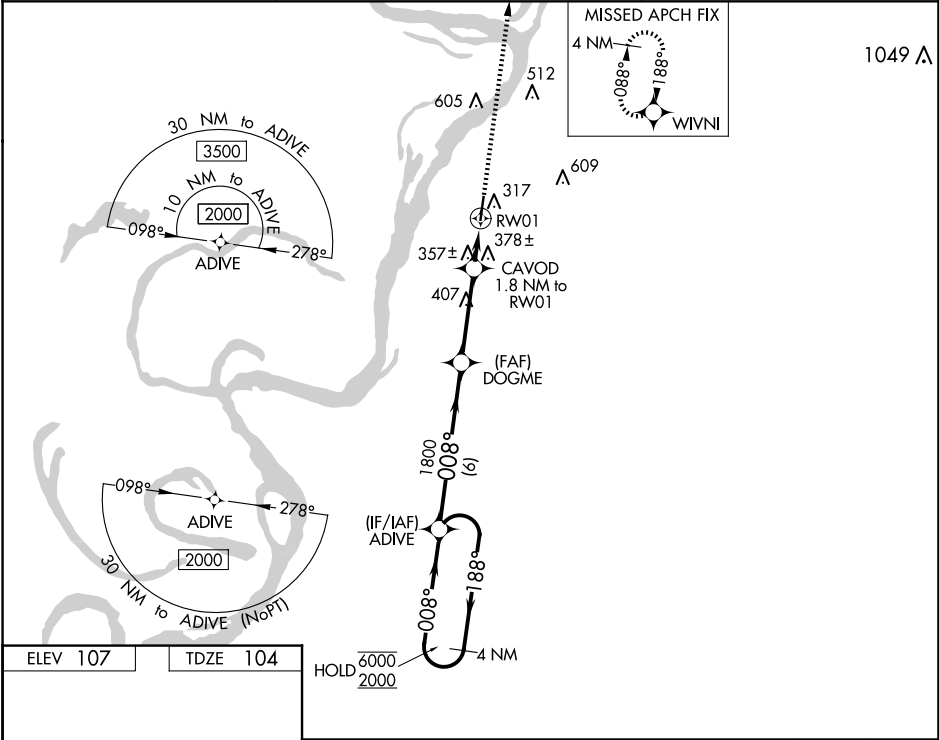
24025

WAAS CH 66030 W01A	APP CRS 008°	Rwy Idg TDZE Apt Elev	4701 104 107
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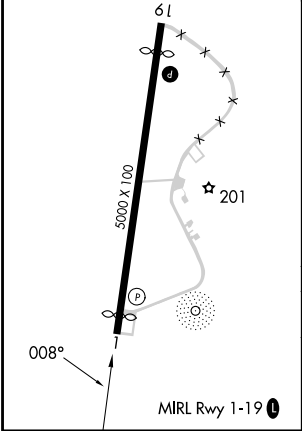
RNAV (GPS) RWY 1
VICKSBURG MUNI (VKS)

RNP APCH.	▼ Circling NA for Cat D west of Rwy 1-19. Procedure NA at night. ▲ Rwy 1 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2000 direct WIVNI and hold.
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AWOS-3 118.85	MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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ELEV 107	TDZE 104
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Visual Segment - Obstacles.				2000	WIVNI
4 NM Holding Pattern				↑	✱
6000 ← 188° → 2000					
ADIVE					
DOGME					
CAVOD 1.8 NM to RW01					
RW01					
6 NM					
3.4 NM					
1.8 NM					
CATEGORY	A	B	C	D	
LP MDA	620-1	516 (600-1)	620-1 3/8	516 (600-1 3/8)	
LNAV MDA	640-1	536 (600-1)	640-1 1/2	536 (600-1 1/2)	
CIRCLING	700-1	593 (600-1)	700-1 1/2 593 (600-1 1/2)	860-2 1/2 753 (800-2 1/2)	

VICKSBURG, MISSISSIPPI
Amdt 1B 13SEP18

32°14'N-90°56'W

RNAV (GPS) RWY 1
VICKSBURG MUNI (VKS)

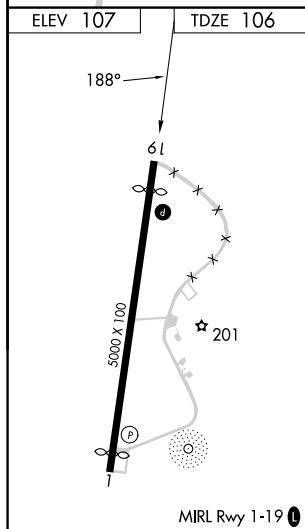
SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

24025

RNAV (GPS) RWY 19
VICKSBURG MUNI (VKS)

MISSED APPROACH: Climb to 2000 direct ADIVE and hold.

UNICOM
122.8 (CTAF) **L**

Visual Segment - Obstacles.

ADIVE

USEZU 2.4 NM to RW19

ZOKLU

WIVNI 4 NM Holding Pattern

008° → 6000
← 180° 2000

180°

900

1800

2.4 NM

2.8 NM

6 NM

CATEGORY	A	B	C	D
LP MDA	660-1	554 (600-1)	660-1½	554 (600-1½)
LNAV MDA	860-1 754 (800-1)	860-1¼ 754 (800-1¼)	860-2	754 (800-2)
CIRCLING	860-1 753 (800-1)	860-1¼ 753 (800-1¼)	860-2½ 753 (800-2½)	860-2½ 753 (800-2½)

VICKSBURG MUNI (VKS)
RNAV (GPS) RWY 19

SC-4, 03 SEP 2026 to 29 OCT 2026

VIDALIA, LOUISIANA

AL-10383 (FAA)

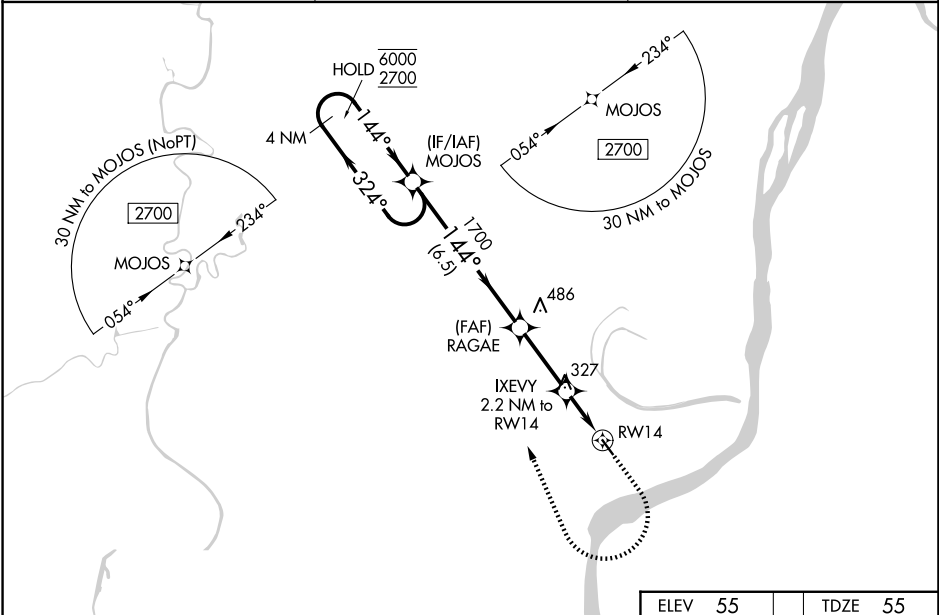
26022

WAAS CH 78337 W14A	APP CRS 144°	Rwy Ldg TDZE Apt Elev	3701 55 55
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RNAV (GPS) RWY 14
CONCORDIA PARISH (ØR4)

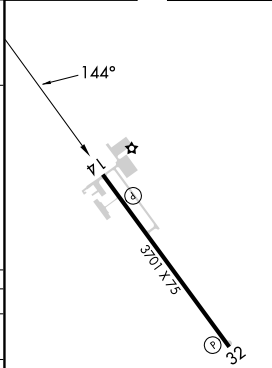
RNP APCH - GPS.	MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct MOJOS and hold.
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AWOS-3 118.2	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) Ø
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4 NM Holding Pattern		MOJOS		RAGAE		IXEVY		RWY 14	
6000 ← 324°		2700 → 144°		1700		800		1.5 NM to RWY 14	
GP 3.00°		TCH 51		6.5 NM		2.8 NM		0.7 NM	
CATEGORY		A		B		C		D	
LPV DA		352-1		297 (300-1)		NA		NA	
LNAV/VNAV DA		484-1¼		429 (500-1¼)		NA		NA	
LNAV MDA		580-1		525 (600-1)		580-1½		525 (600-1½)	
CIRCLING		680-1		625 (700-1)		960-2¾		905 (1000-2¾)	

ELEV 55	TDZE 55
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MIRL Rwy 14-32 Ø
REIL Rwys 14 and 32 Ø

VIDALIA, LOUISIANA

Amdt 1 05OCT23

31°34'N-91°30'W

CONCORDIA PARISH (ØR4)
RNAV (GPS) RWY 14

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

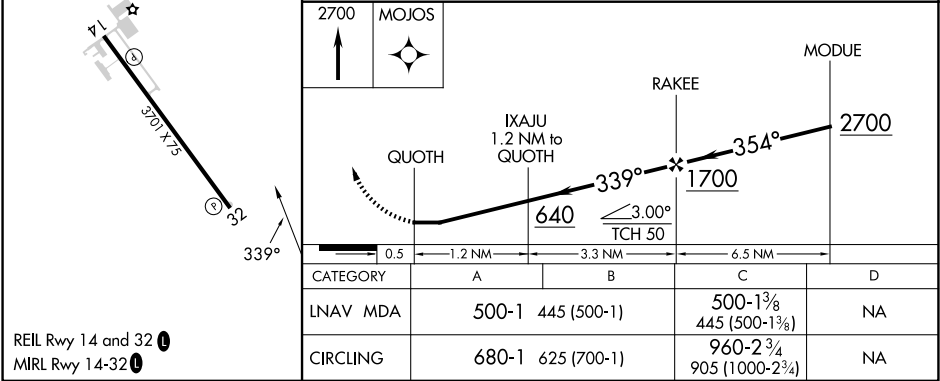
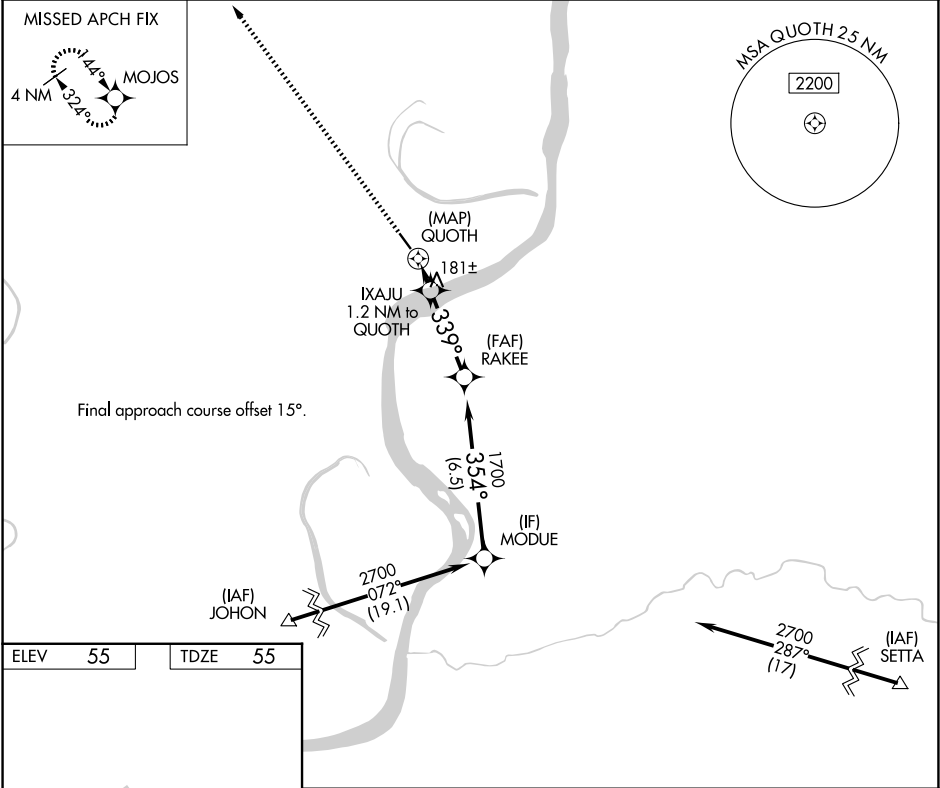
▼

NA

DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct MOJOS and hold.

AWOS-3 118.2	HOUSTON CENTER 120.975 299.6	UNICOM 122.8 (CTAF) Ø
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VIVIAN, LOUISIANA

AL-5713 (FAA)

25219

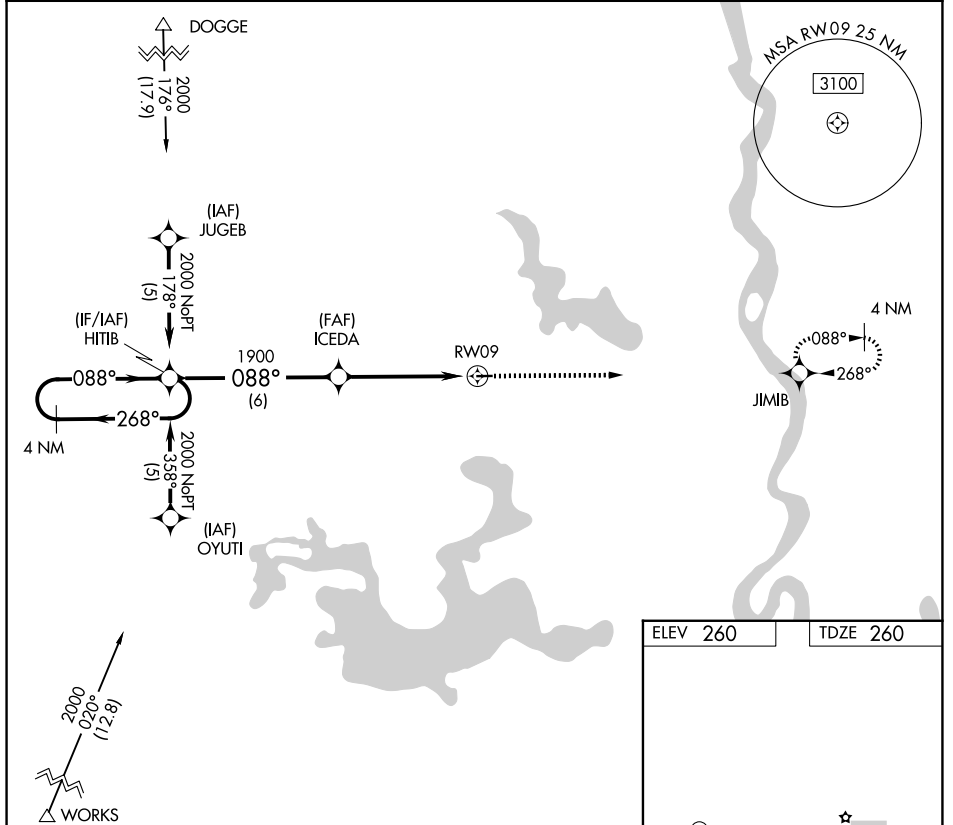
APP CRS	Rwy Ldg	2998
088°	TDZE	260
	Apt Elev	260

RNAV (GPS) RWY 9

VIVIAN (3F4)

RNP APCH.	MISSED APPROACH: Climb to 2000 direct JIMB and hold.
NA Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.	

SHREVEPORT APP CON 119.9 335.55	GCO 135.075	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern	HITIB	ICEDA	RWY 09	2000	JIMB
2000	268°	088°	088°	1900	3.04°
	088°			TCH 52	
	6 NM	5 NM			
CATEGORY	A	B	C	D	
LNAV MDA	860-1	600 (600-1)	860-1¾ 600 (600-1¾)	NA	
					MIRL Rwy 9-27 0
					REIL Rwy 9 0
					REIL Rwy 27

VIVIAN, LOUISIANA

Orig-C 18JUL19

32°52'N-94°01'W

RNAV (GPS) RWY 9

VIVIAN (3F4)

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	2998
268°	TDZE	260
	Apt Elev	260

RNAV (GPS) RWY 27
VIVIAN (3F4)

RNP APCH.

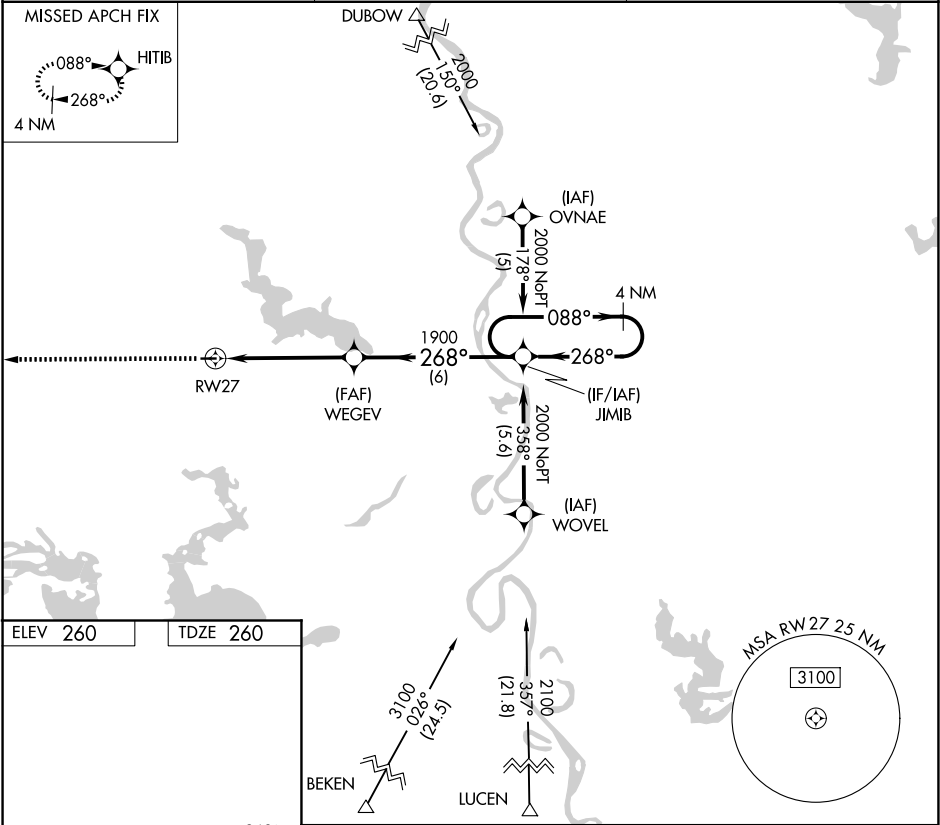
▼

▲ NA

Use Shreveport Rgnl altimeter setting; when not received, use Shreveport Downtown altimeter setting. Procedure NA at night. Rwy 27 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct HITIB and hold.

SHREVEPORT APP CON 119.9 335.55	GCO 135.075	UNICOM 122.8 (CTAF) 0
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ELEV 260	TDZE 260
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MIRL Rwy 9-27 0				
REIL Rwy 9 0				
REIL Rwy 27				
CATEGORY	A	B	C	D
LNAV MDA	860-1	600 (600-1)	860-1¾ 600 (600-1¾)	NA

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

WELSH, LOUISIANA

AL-5905 (FAA)

21224

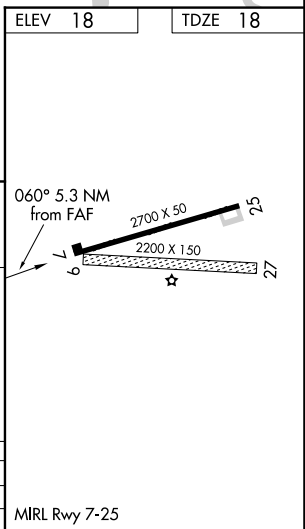
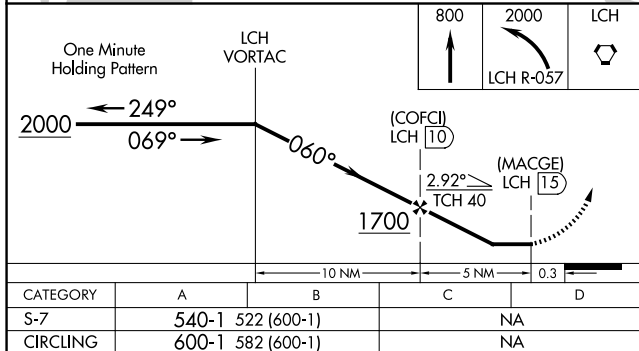
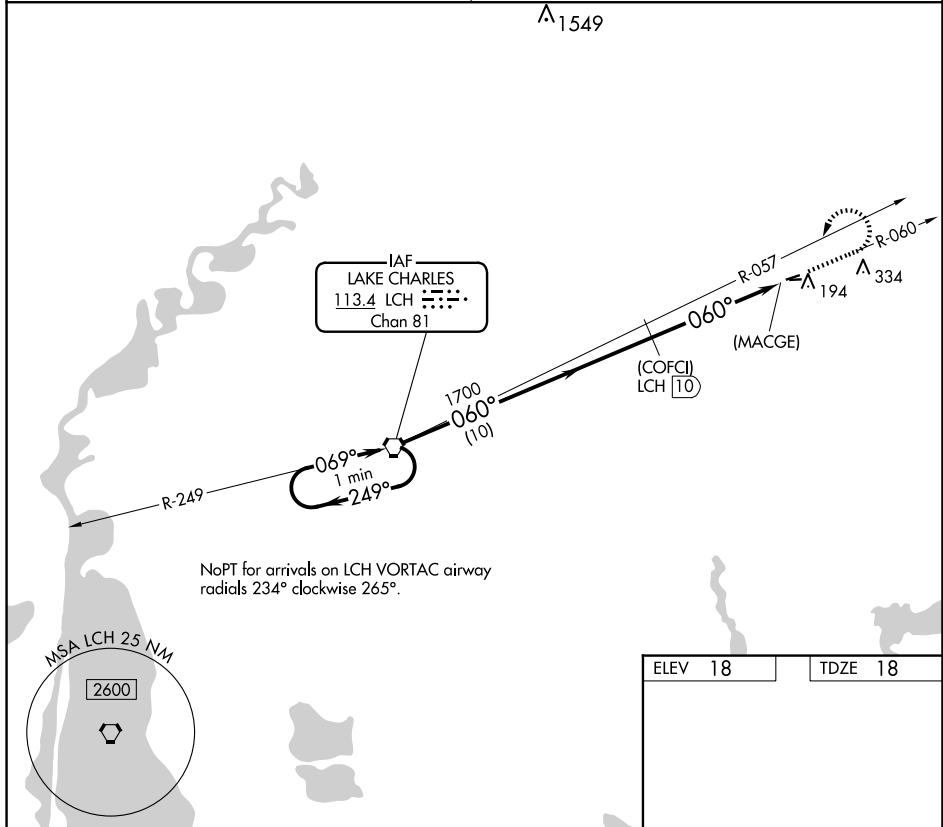
VORTAC LCH	Rwy Idg	2700
113.4	TDZE	18
Chan 81	Apt Elev	18
APP CRS		
060°		

VOR/DME or GPS RWY 7

WELSH (6R1)

Use Lake Charles altimeter setting. Procedure NA at night.	MISSED APPROACH: Climb to 800 then climbing left turn to 2000 via LCH R-057 to LCH VORTAC.
Circling NA to Rwys 9 and 27.	

LAKE CHARLES APP CON ★ 119.8 282.3	UNICOM 122.8 (CTAF)
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SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
180°

Rwy Ldg
TDZE
Apt Elev

3460
205
205

RNAV (GPS) RWY 18
MCCHAREN FLD (M83)

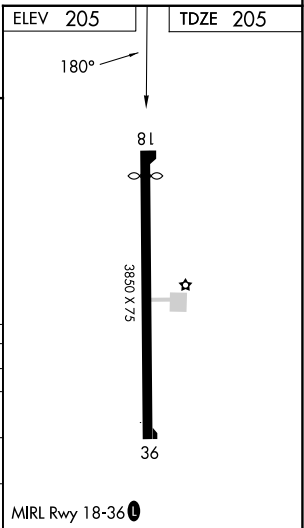
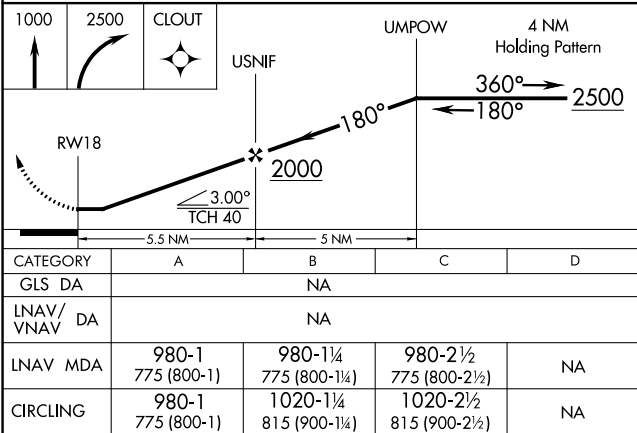
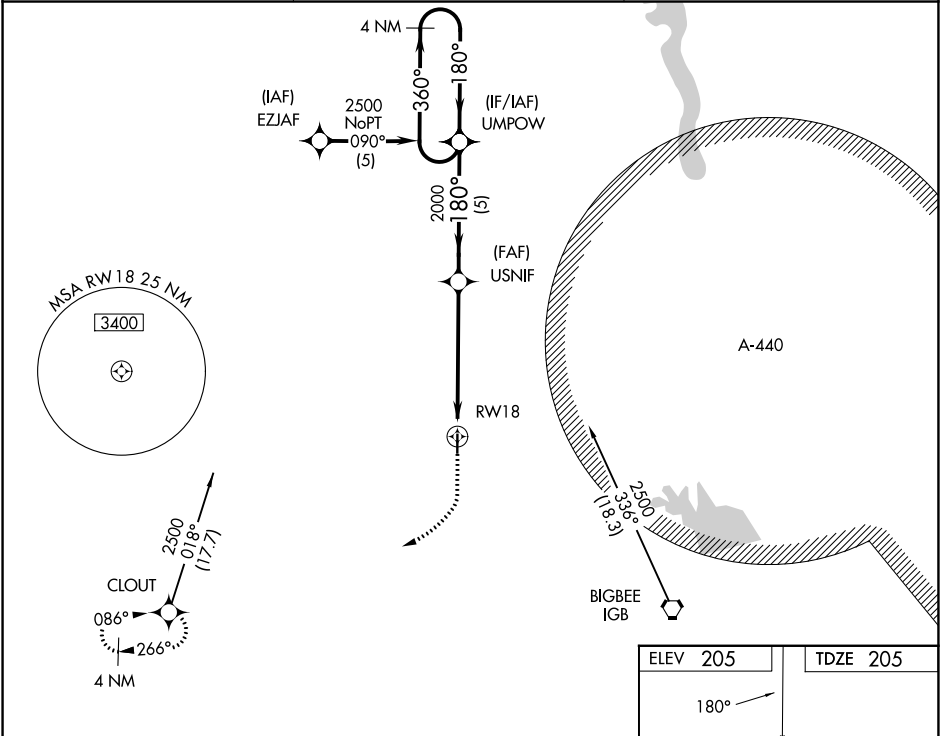
▽

NA

Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct CLOUT and hold.

GTR AWOS-3PT 126.375	COLUMBUS APP CON★ 135.6 323.275	CTAF 122.9 0
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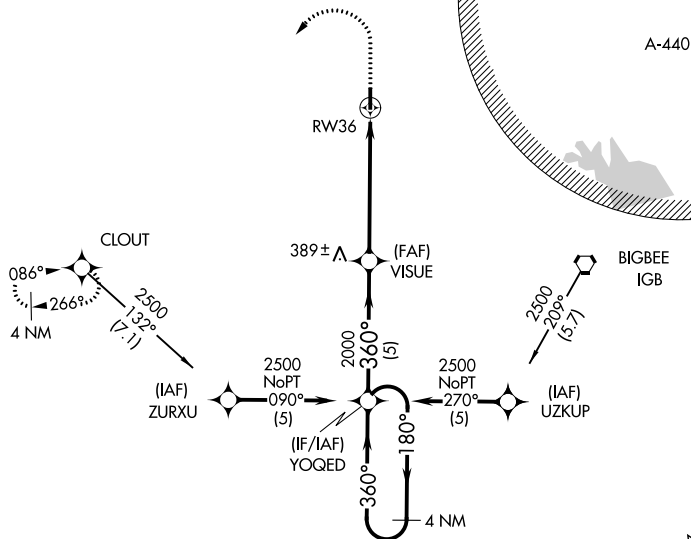
RNAV (GPS) RWY 36

MCCHAREN FLD (M83)

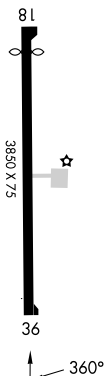
T Use GTR altimeter setting; when not received, use CBM altimeter setting. Rwy 36
A NA helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2500 direct CLOUT and hold.

COLUMBUS APP CON★
135.6 323.275

CTAF
122.9 **L**

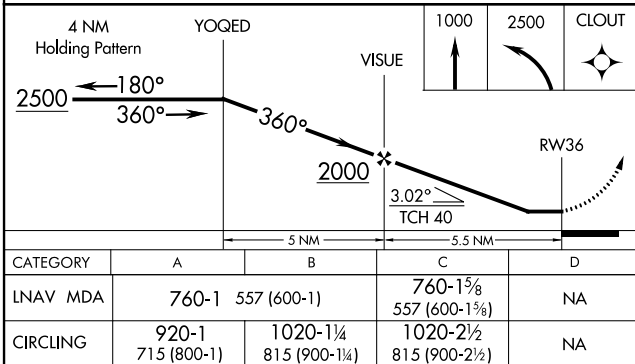
TDZE 203

MIRL Rwy 18-36 **L**

WEST POINT, MISSISSIPPI

Orig-D 03SEP26

33°35'N-88°40'W



MCCHAREN FLD (M83)

RNAV (GPS) RWY 36

VORTAC IGB
116.2
Chan **109**

APP CRS
124°

Rwy Ldg
TDZE
Apt Elev
205

N/A
N/A
205

VOR/DME-B
MCCHAREN FLD (M83)

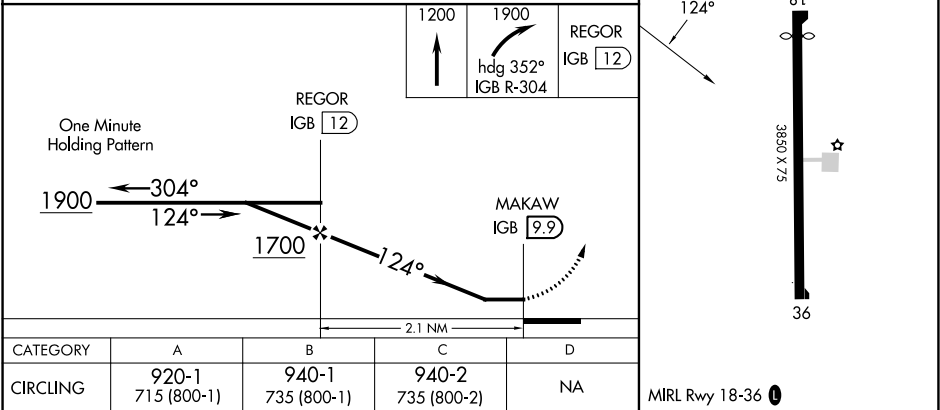
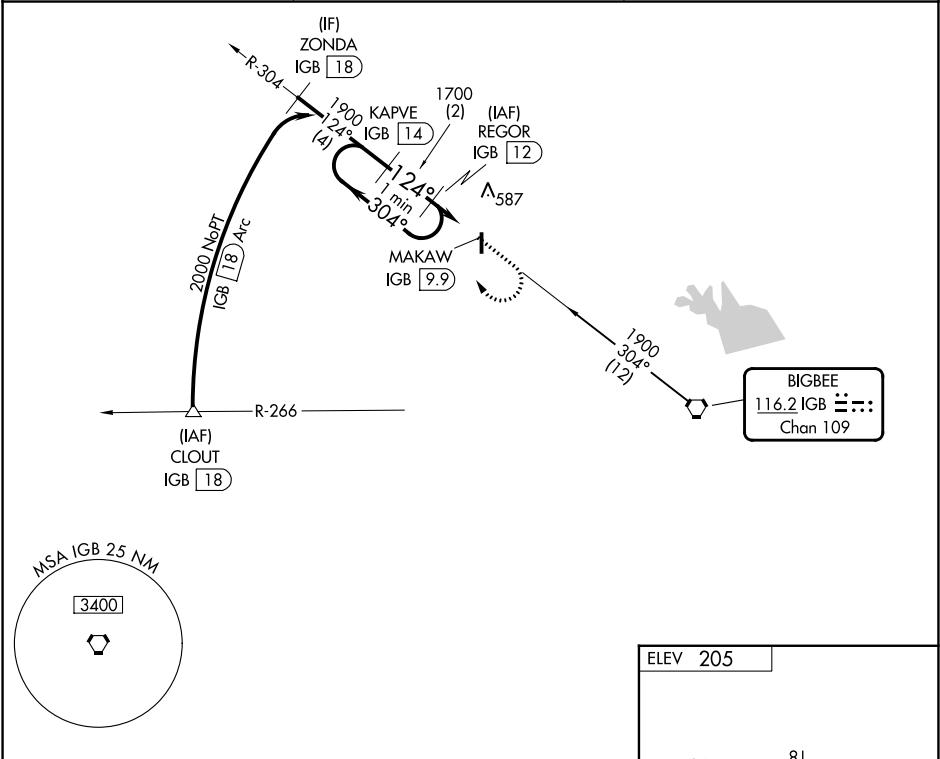
▼

▲ NA

Use Golden Triangle Rgnl altimeter setting, when not received, use Columbus AFB altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 heading 352° and via IGB R-304 to REGOR/IGB 12 DME and hold.

GTR AWOS-3PT 126.375	COLUMBUS APP CON★ 135.6 323.275	CTAF 122.9 0
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APP CRS	Rwy Ldg	3000
170°	TDZE	273
	Apt Elev	273

RNAV (GPS) RWY 17
DEAN GRIFFIN MEML (M24)

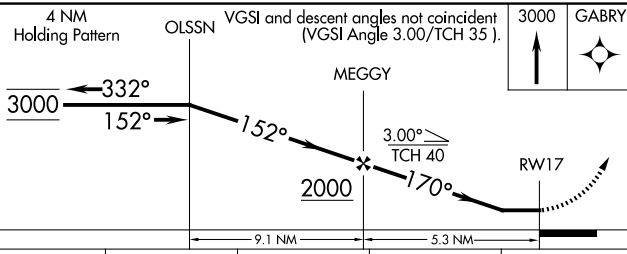
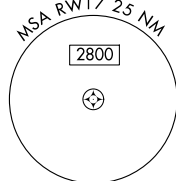
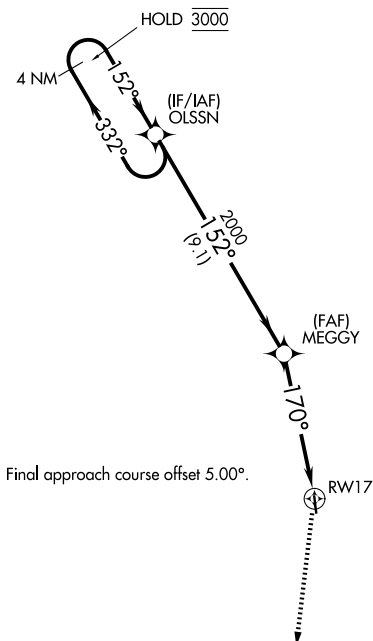
RNP APCH - GPS.

T Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A NA Use Hattiesburg Bobby L Chain Muni altimeter setting.

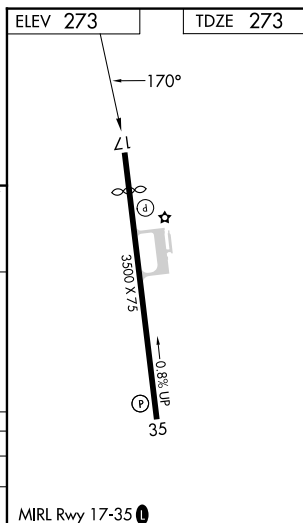
MISSED APPROACH: Climb to 3000 direct GABRY and hold, continue climb-in-hold to 3000.

HBG ASOS
135.425

GULFPORT APP CON★
127.5 254.25

UNICOM
122.8 (CTAF) **L**

CATEGORY	A	B	C	D
LNAV MDA	880-1	607 (700-1)	NA	
CIRCLING	880-1 607 (700-1)	1040-1 767 (800-1)	NA	



WIGGINS, MISSISSIPPI
Orig 08SEP22

30°51'N-89°10'W

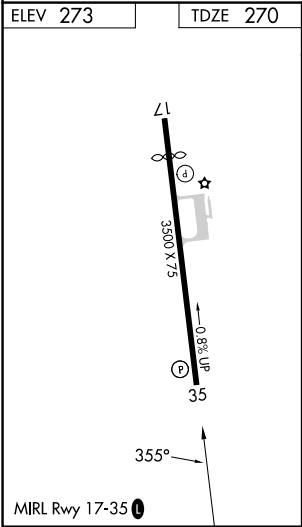
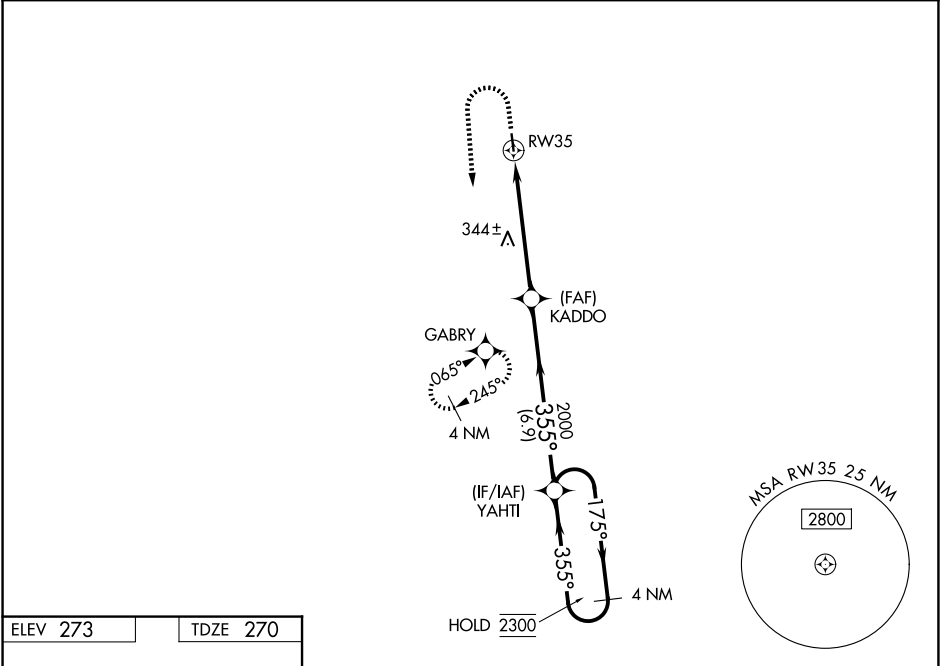
DEAN GRIFFIN MEML (M24)
RNAV (GPS) RWY 17

SC-4, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86643 W35A	APP CRS 355°	Rwy Ldg TDZE 270 Apt Elev 273
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RNAV (GPS) RWY 35
DEAN GRIFFIN MEML (M24)

RNP APCH - GPS.		MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct GABRY and hold, continue climb-in-hold to 3000.
 Rwy 35 helicopter visibility reduction below 3/4 SM NA. Use Hattiesburg Bobby L Chain Muni altimeter setting.		
HBG ASOS 135.425	GULFPORT APP CON ★ 127.5 254.25	UNICOM 122.8 (CTAF) 0



800		3000	GABRY	4 NM Holding Pattern	
					
RW35		KADDO	YAHTI	GP 3.00° TCH 50	
2000		2000	2300		
5.4 NM		6.9 NM			
CATEGORY	A	B	C	D	
LPV DA	597-1	327 (400-1)	NA		
LNAV/VNAV DA	597-1	327 (400-1)	NA		
LNAV MDA	680-1	410 (500-1)	NA		
CIRCLING	760-1 487 (500-1)	1040-1 767 (800-1)	NA		

SC-4, 03 SEP 2026 to 29 OCT 2026

SC-4, 03 SEP 2026 to 29 OCT 2026

APP CRS
267°

Rwy Ldg
TDZE
Apt Elev

3002
146
146

RNAV (GPS) RWY 27

DAVID G JOYCE (ØR5)

RNP APCH - GPS.

▼
NA

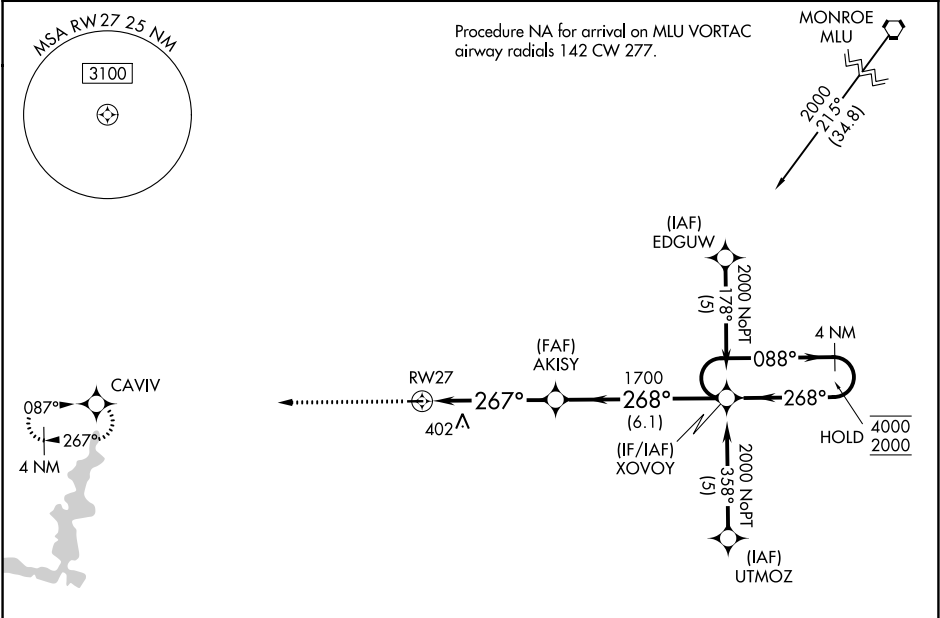
Rwy 27 helicopter visibility reduction below 1 SM NA. Use Alexandria Intl altimeter setting, when not received use Esler Rgnl altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct CAVIV and hold.

AEX ASOS
123.975

MAKS APP CON
125.4 302.2

UNICOM
122.7 (CTAF) 0



ELEV 146

TDZE 146

Procedure NA for arrival on AEX VORTAC
airway radials 293 CW 085.

2600 003° (37.6)

ALEXANDRIA AEX

CAVIV

2000

VGSI and descent angles not coincident
(VGSI Angle 3.45/TCH 62).

4 NM Holding Pattern

XOVOY

088° 4000 268° 2000

AKISY

3.04° TCH 40

267° 1700

268°

4.8 NM 6.1 NM

RW27

0.9% UP

3002 X 100

27

267°

CATEGORY	A	B	C	D
LNAV MDA	740-1 594 (600-1)		NA	

MIRL Rwy 9-27 0

REIL Rwy 9 and 27 0

WINONA, MISSISSIPPI

AL-9742 (FAA)

24361

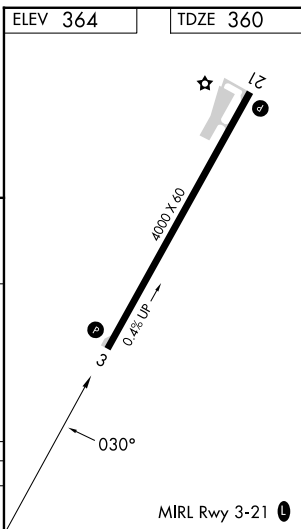
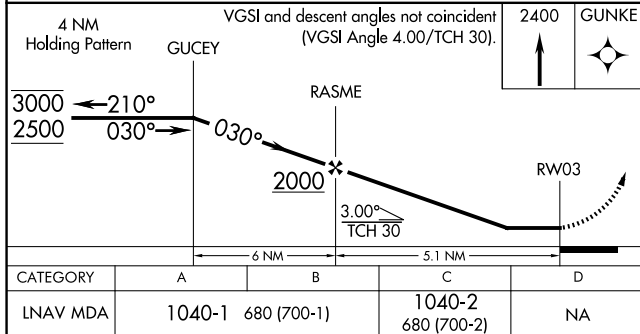
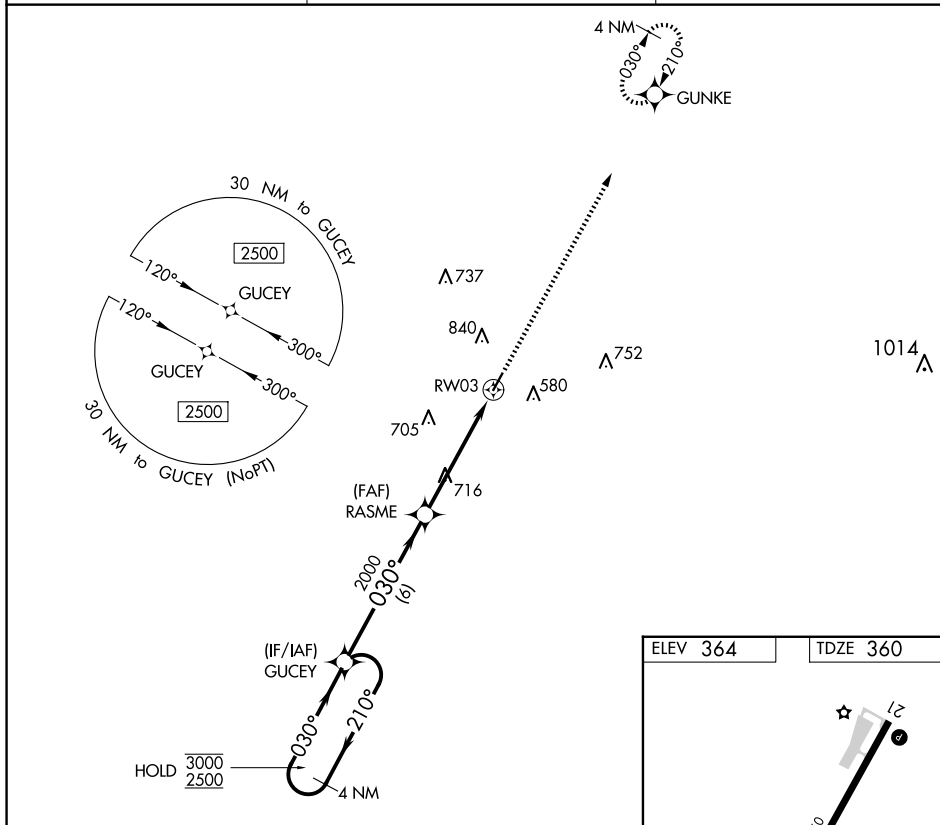
APP CRS	Rwy Idg	4000
030°	TDZE	360
	Apt Elev	364

RNAV (GPS) RWY 3

WINONA-MONTGOMERY COUNTY (5A6)

RNP APCH - GPS.	Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use GNF altimeter setting.	MISSED APPROACH: Climb to 2400 direct GUNKE and hold.
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AWOS-3PT 120.175	MEMPHIS CENTER 128.5 279.55	CTAF 122.9 0
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WINONA, MISSISSIPPI

Amdt 1C 26DEC24

WINONA-MONTGOMERY COUNTY (5A6)

33°28'N-89°44'W

RNAV (GPS) RWY 3

SC-4, 03 SEP 2026 to 29 OCT 2026

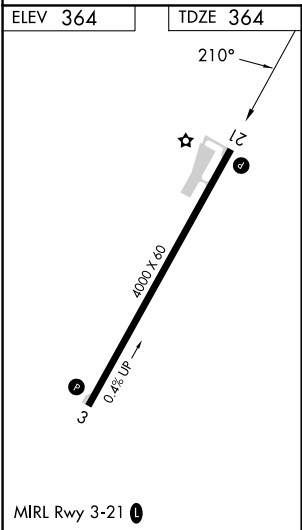
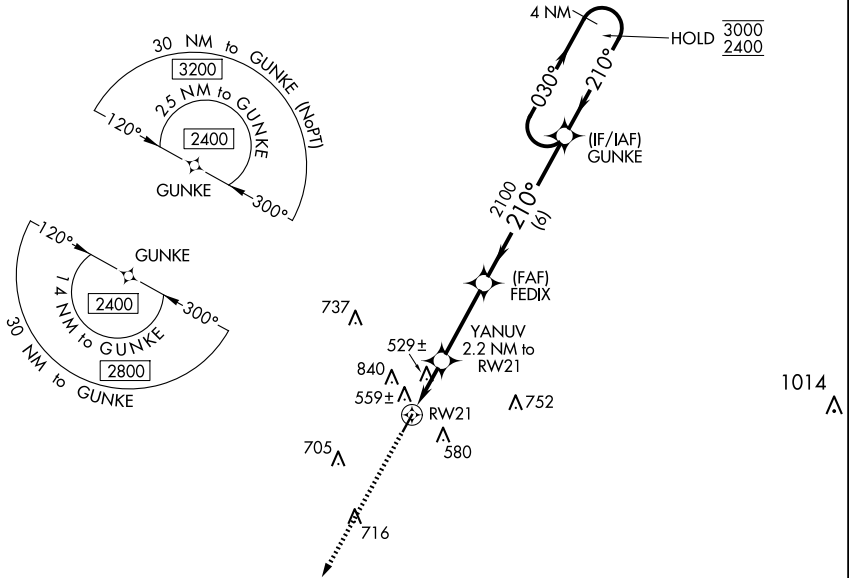
SC-4, 03 SEP 2026 to 29 OCT 2026

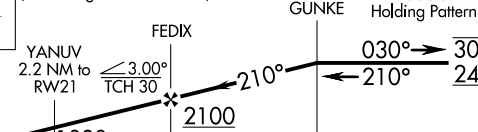
WAAS CH 53431 W21A	APP CRS 210°	Rwy Idg 4000 TDZE 364 Apt Elev 364
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RNAV (GPS) RWY 21
WINONA-MONTGOMERY COUNTY (5A6)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct GUCEY and hold.
NA Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Circling NA northwest of Rwy 3-21. When local altimeter setting not received, use GNF altimeter setting.	

AWOS-3PT 120.175	MEMPHIS CENTER 128.5 279.55	CTAF 122.9 0
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2500	GUCEY	VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 30).		4 NM Holding Pattern	
		YANUV 2.2 NM to RW21	FEDIX	GUNKE	
					
RW21		1080	2100	210°	030°
2.2 NM		3.2 NM	6 NM		
CATEGORY	A	B	C	D	
LP MDA	860-1	496 (500-1)	860-1 $\frac{3}{8}$ 496 (500-1 $\frac{3}{8}$)	NA	
LNAV MDA	900-1	536 (600-1)	900-1 $\frac{1}{2}$ 536 (600-1 $\frac{1}{2}$)	NA	
CIRCLING	960-1	596 (600-1)	1100-2 736 (800-2)	NA	

YAZOO CITY, MISSISSIPPI

AL-6977 (FAA)

23334

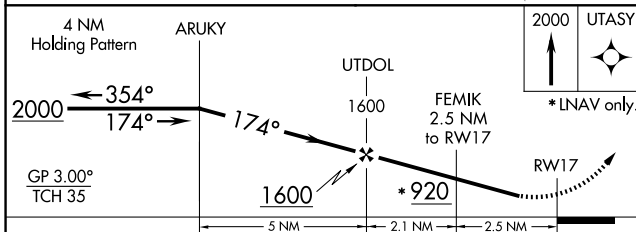
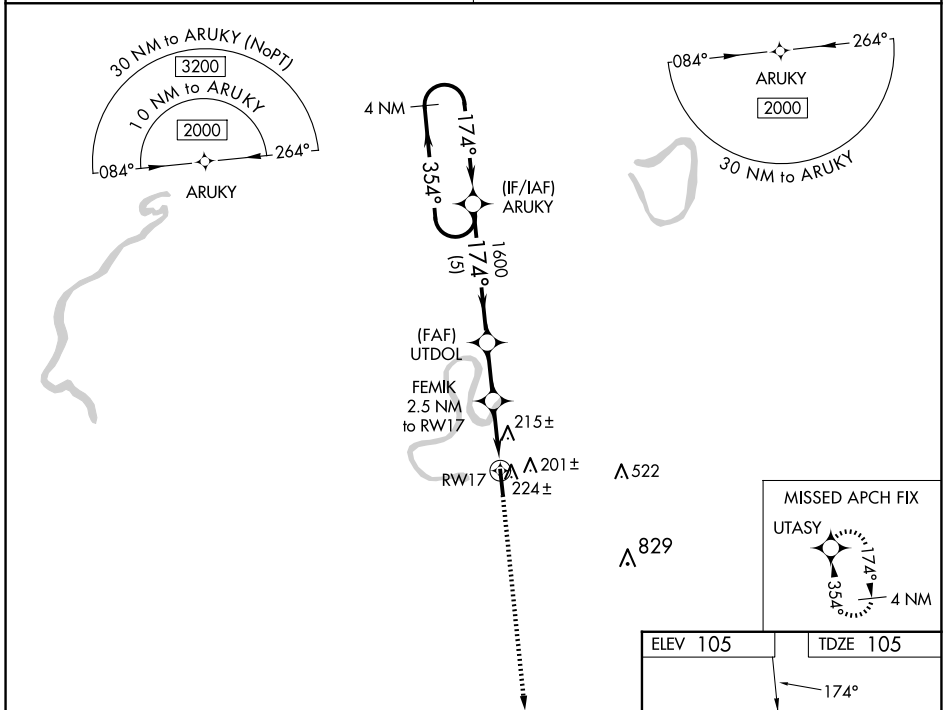
WAAS CH 48931 W17A	APP CRS 174°	Rwy Idg TDZE Apt Elev	5000 105 105
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RNAV (GPS) RWY 17

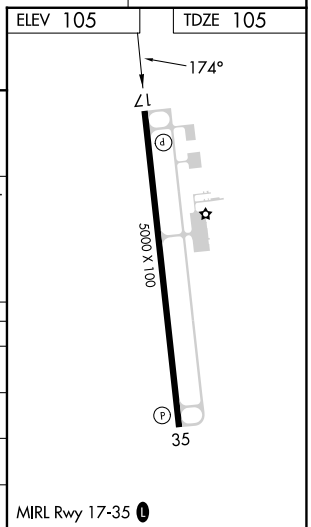
YAZOO COUNTY (87I)

▼ Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet; increase LNAV/VNAV visibility all Cats $\frac{1}{8}$ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. ▲ NA	MISSED APPROACH: Climb to 2000 direct UTASY and hold.
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MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		461-1 $\frac{1}{4}$	356 (400-1 $\frac{1}{4}$)	
LNAV/VNAV DA		622-1 $\frac{3}{4}$	517 (600-1 $\frac{3}{4}$)	
LNAV MDA	580-1	475 (500-1)	580-1 $\frac{3}{8}$	475 (500-1 $\frac{3}{8}$)
CIRCLING	640-1	535 (600-1)	640-1 $\frac{1}{2}$ 535 (600-1 $\frac{1}{2}$)	960-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$)



YAZOO CITY, MISSISSIPPI
Orig-B 24FEB22

32°53'N-90°28'W

YAZOO COUNTY (87I)
RNAV (GPS) RWY 17

SC-4, 03 SEP 2026 to 29 OCT 2026

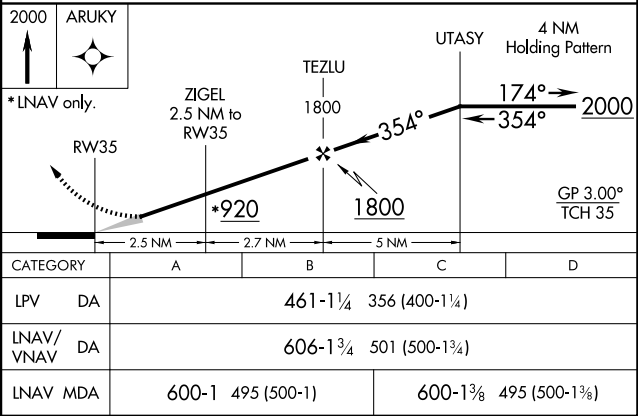
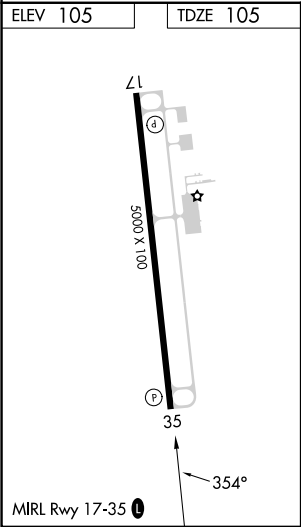
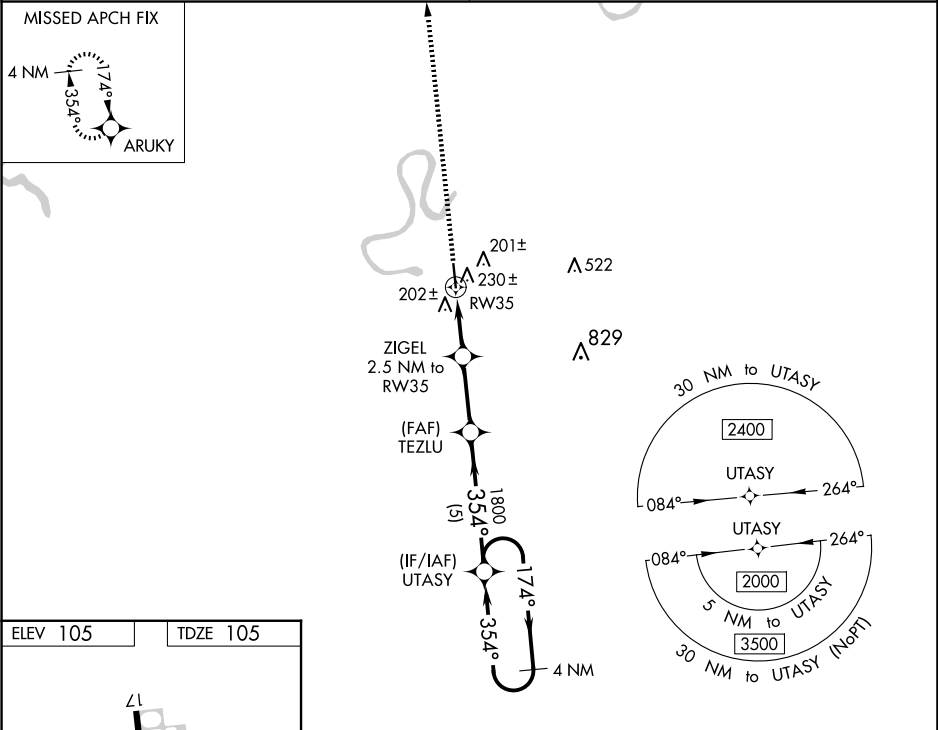
WAAS CH 99431 W35A	APP CRS 354°	Rwy Idg TDZE Apt Elev	5000 105 105
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RNAV (GPS) RWY 35

YAZOO COUNTY (87I)

RNP APCH. ▼ ▲ NA Baro-VNAV NA. Use Madison altimeter setting; when not received, use Jackson altimeter setting and increase all DA 8 feet and all MDA 20 feet.	MISSED APPROACH: Climb to 2000 direct ARUKY and hold.
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MEMPHIS CENTER 132.5 259.1	UNICOM 122.8 (CTAF) 0
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INTENTIONALLY
LEFT
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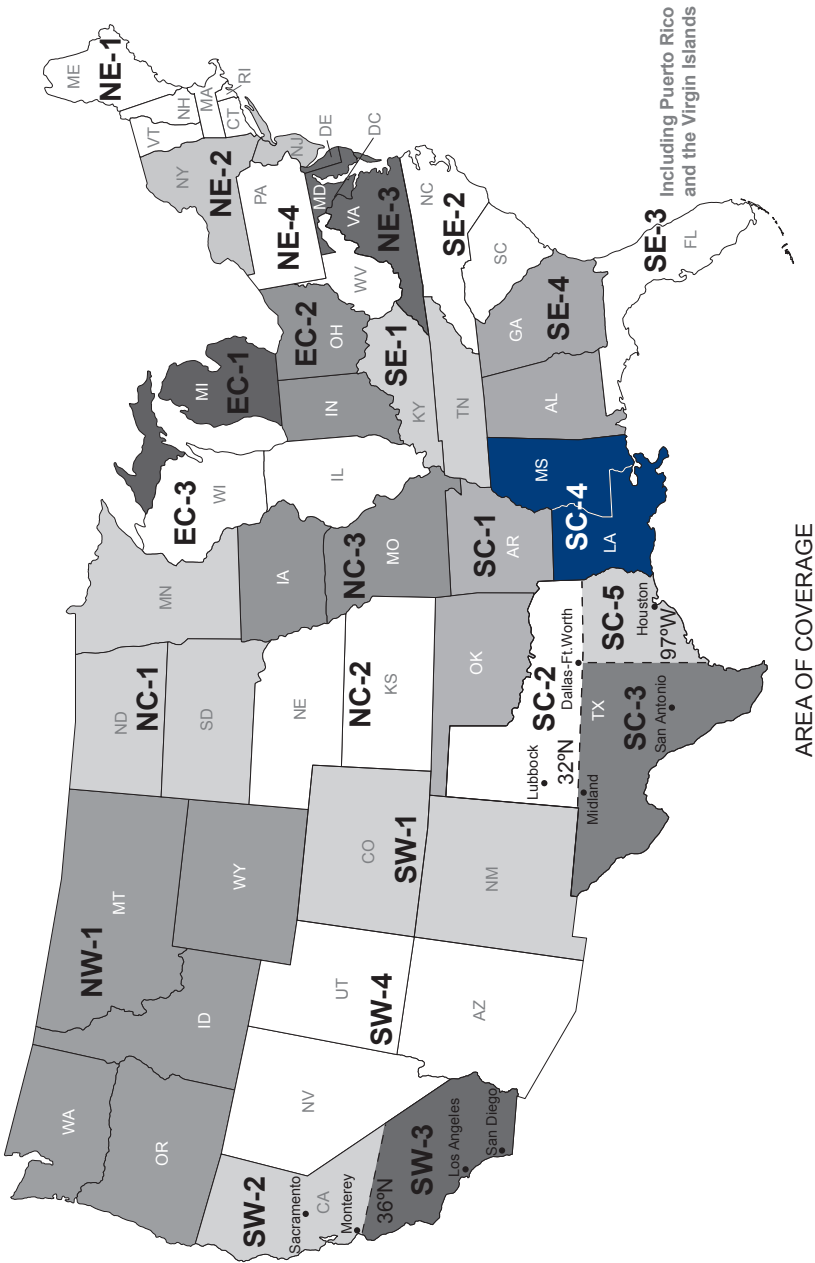
INSIDE BACK COVER

INTENTIONALLY

LEFT

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OK-10-2859

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EFF. DATE 26246