

SE-1

KY TN

03 SEP 26 to 29 OCT 26



Federal Aviation
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TM

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Southeast (SE) Vol 1 of 4

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03 SEP 2026

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29 OCT 2026

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



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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 minimums 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
+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

TERMS/LANDING MINIMA DATA

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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 ½ mile adjustment, first convert 2000 RVR to ½ SM. Adding ½ 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

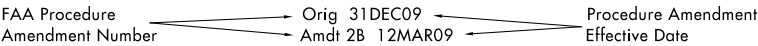
This publication is issued every 56 days and includes the following instrument flight procedures (IFPs): Standard Instrument Approach Procedures (SIAPs), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), Diverse 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

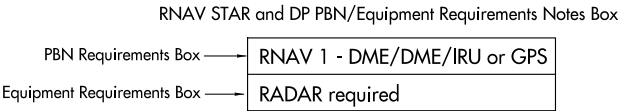
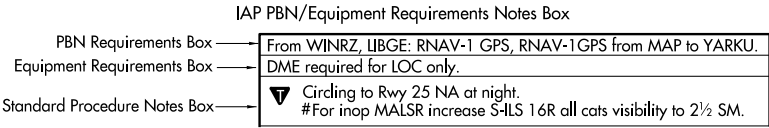
- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) and Military (DoD) SIAPs, "RADAR REQUIRED" in the planview or the pilot briefing strip of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. 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.

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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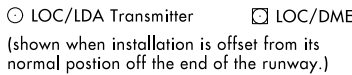
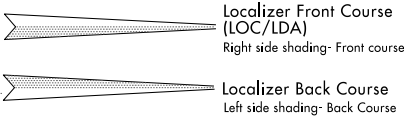
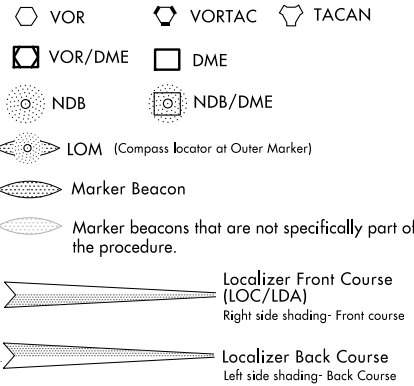
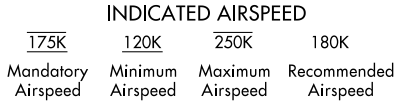
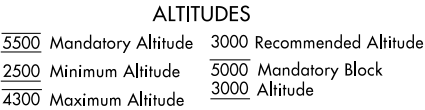
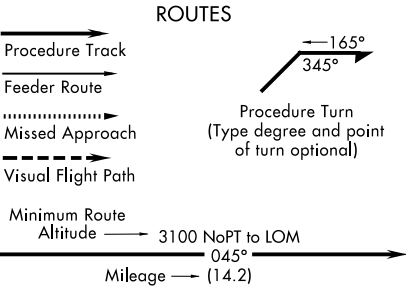
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

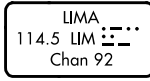
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

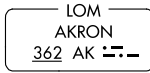
PLANVIEW SYMBOLS



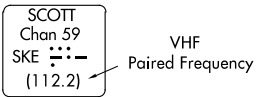
Primary NAVAID



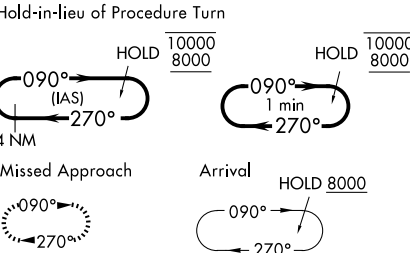
Secondary NAVAID



TACAN or DME NAVAID



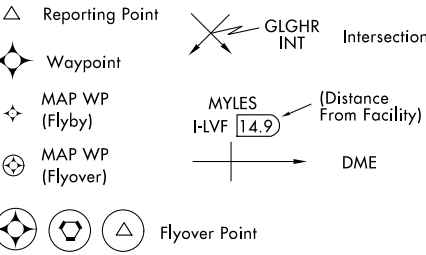
HOLDING PATTERNS



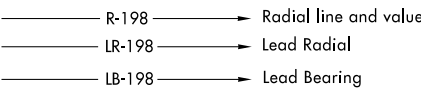
Holding pattern with maximum restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

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



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

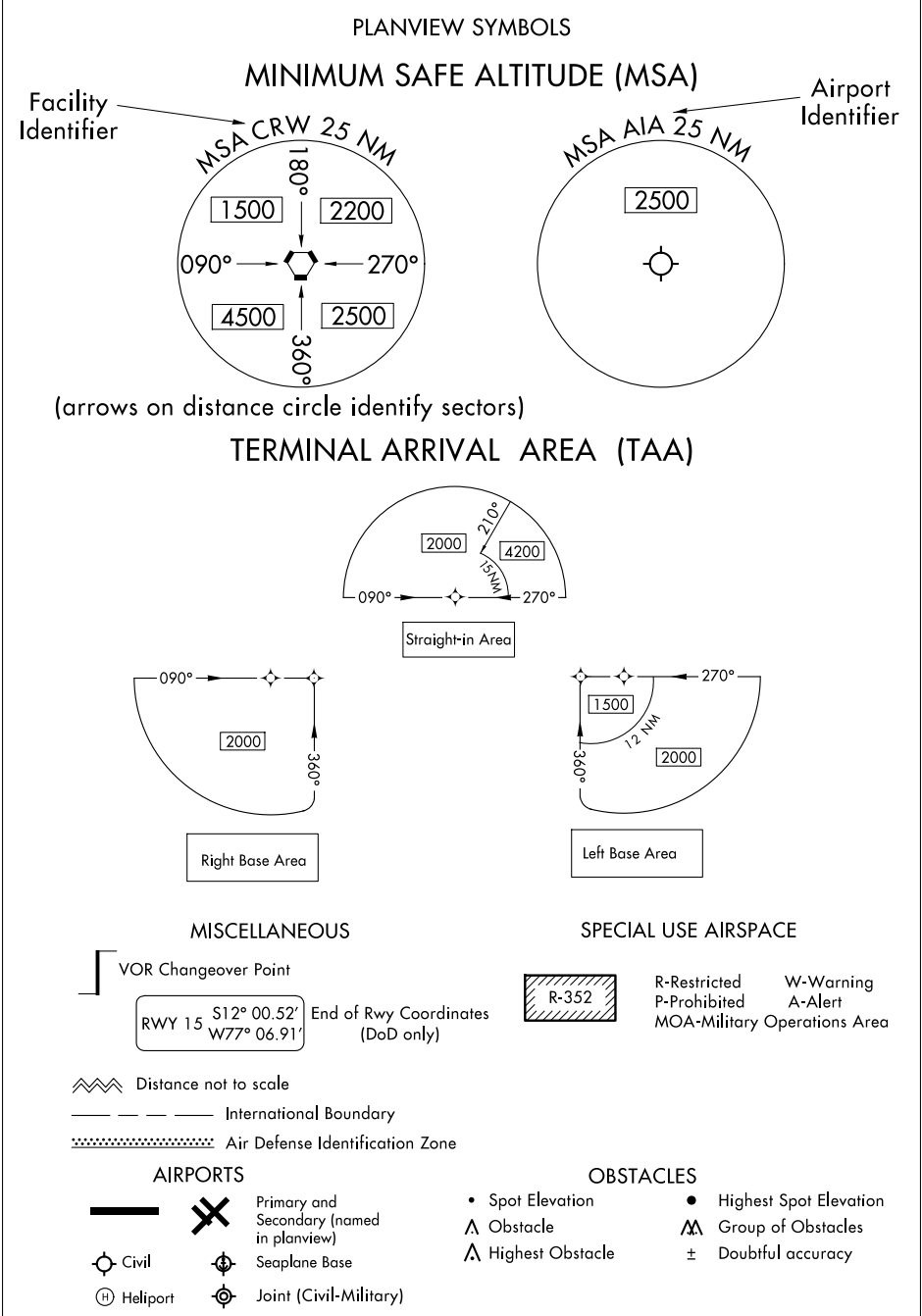


LEGEND

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

23110



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LEGEND

23110

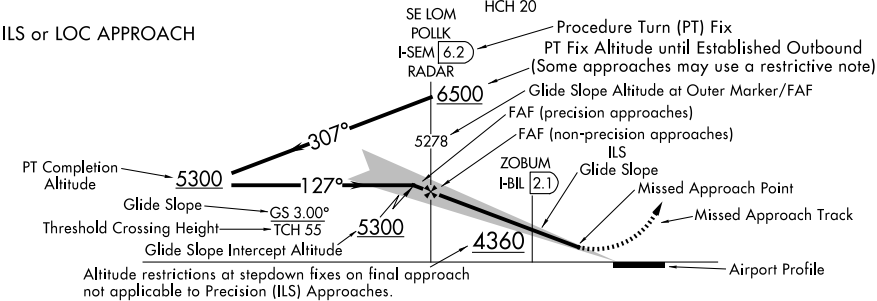
LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

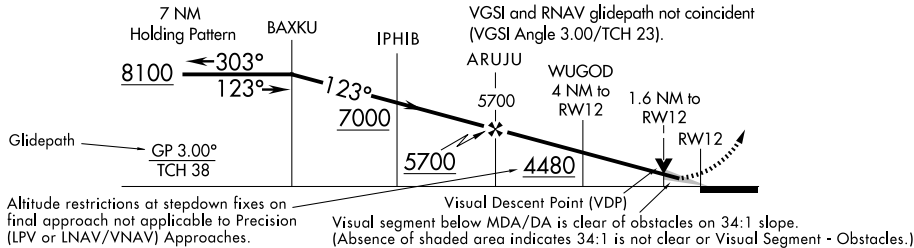
PROFILE VIEW

- Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".
- "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
 - "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
 - 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: $\angle 3.00^\circ$ TCH 55. On Copter procedures this is depicted in the following format: $\angle 7.30^\circ$ HCH 20

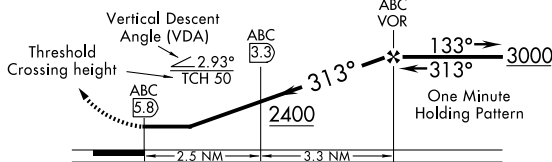
ILS or LOC APPROACH



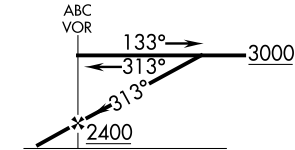
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



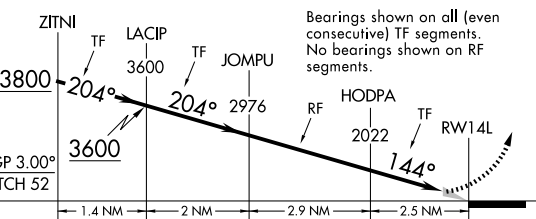
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



ALTITUDES	
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

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LEGEND

STANDARD TERMINAL ARRIVAL (STAR) CHARTS

23334

RADIO AIDS TO NAVIGATION

Compulsory:



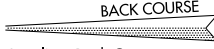
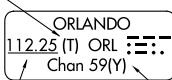
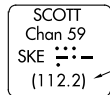
Non-Compulsory:

LOM
(Compass Locator
at outer marker)

Marker Beacon

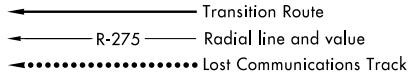


Localizer Front Course

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

INDICATED AIRSPEED

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

MISCELLANEOUS



Changeover Point



Air Defense Identification Zone

N

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

Ldg KLAS and KHND

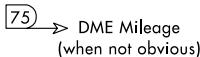
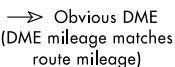
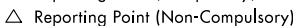
Ldg Rws 16L/C/R

Terminus
identifier

FIXES/ATC REPORTING REQUIREMENTS



Unnamed DME fix

Waypoint
(Compulsory)Waypoint
(Non-Compulsory)

Flyover Point

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

AIRPORTS



Civil



Military

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

Civil



Military

Joint
(Civil-Military)

LEGEND

23334

LEGEND

DEPARTURE PROCEDURE (DP) CHARTS

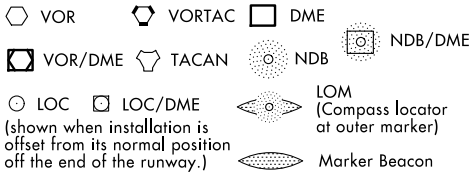
26190

RADIO AIDS TO NAVIGATION

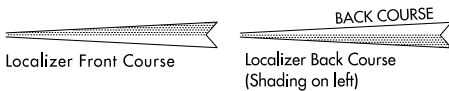
Compulsory:



Non-Compulsory:



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

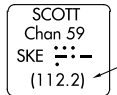


(T) indicates frequency protection range



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

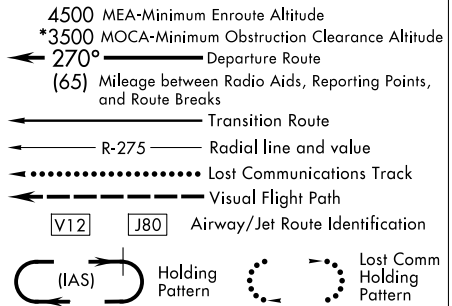
x Computer Navigation Fix (CNF) - No ATC Function

MISCELLANEOUS



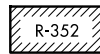
▼ Takeoff Minimums and (Obstacle) Departure Procedures entry published.

ROUTES



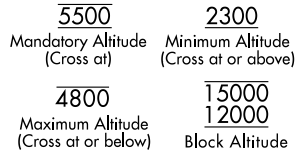
Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE



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

ALTITUDES



TOP ALTITUDE: 5000

Top altitude restriction

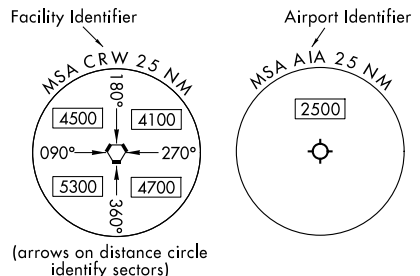
INDICATED AIRSPEED



AIRPORTS



MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

LEGEND

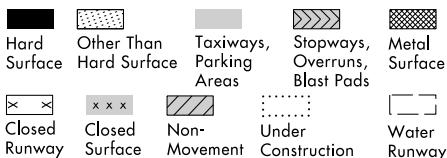
26190

LEGEND

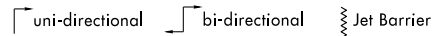
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

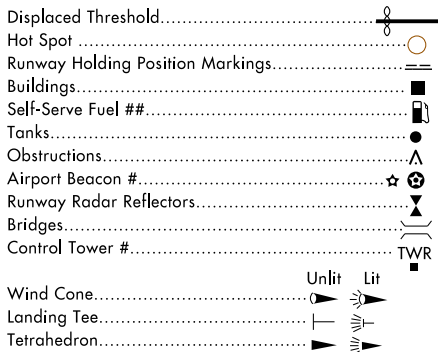


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



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

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..... $\leftarrow$ 0.3% Down.....0.8% UP $\rightarrow$
(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.

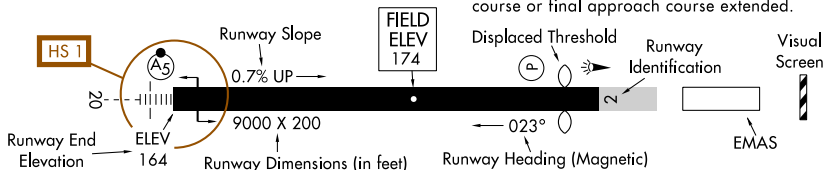
Positional accuracy within $\pm$ 600 feet unless otherwise noted on the chart.

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.



SCOPE

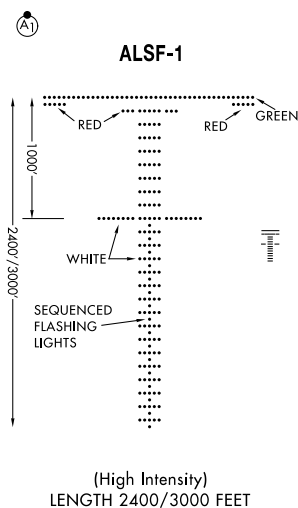
Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

LEGEND

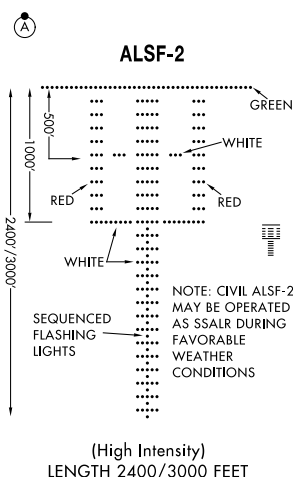
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., $\textcircled{A_2}$, $\textcircled{V}$, etc.

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

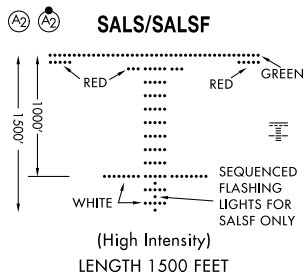
CATEGORY I APPROACH LIGHTING SYSTEM



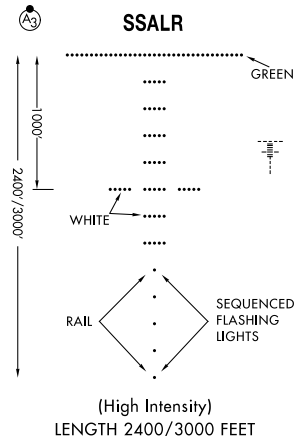
CATEGORY II
APPROACH LIGHTING SYSTEM



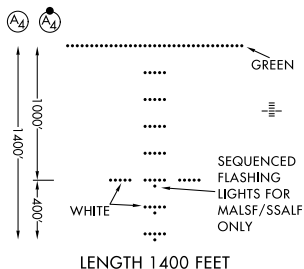
SHORT APPROACH LIGHTING SYSTEM



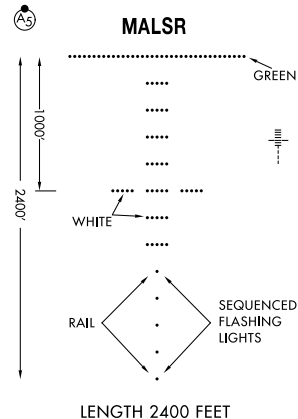
SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM with Runway Alignment Indicator Lights



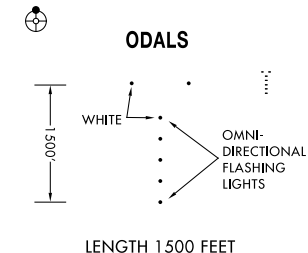
MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**)
APPROACH LIGHTING SYSTEMS



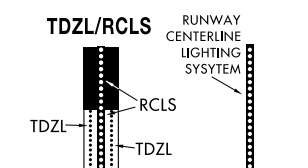
**MEDIUM INTENSITY
APPROACH LIGHTING SYSTEM**
with Runway Alignment Indicator Lights



OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM



RUNWAY TOUCHDOWN ZONE LIGHTS AND RUNWAY CENTERLINE LIGHTING SYSTEMS



AVAILABILITY of TDZL/RCLS will be shown by NOTE in SKETCH, e.g. "TDZL/RCLS Rwy 15".

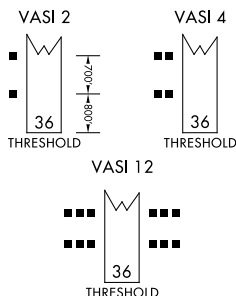
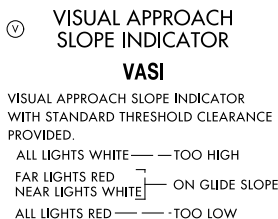
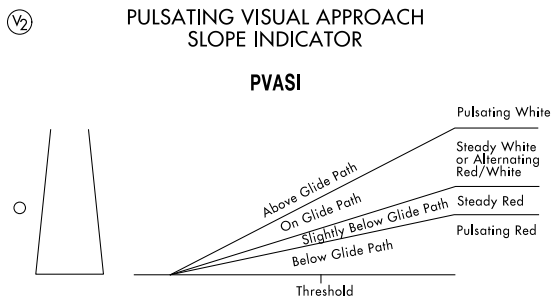
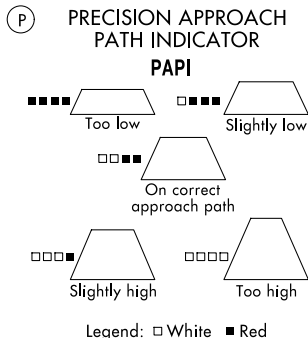
LEGEND

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

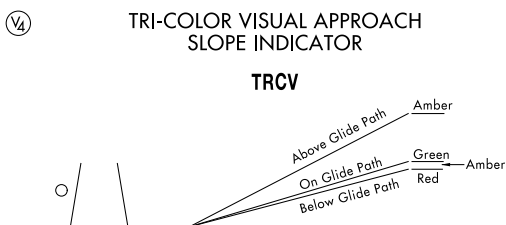
22195

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

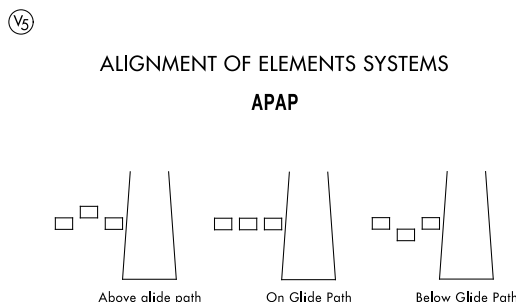
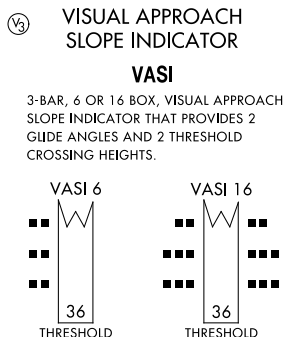
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).



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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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

SUPPLEMENTAL TABLES

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
------	------	---------	------	------	---------

ABERNATHY FLD
---SEE PULASKI, TN

ADDINGTON FLD
---SEE ELIZABETHTOWN, KY

ARNOLD AFB(KAYX)
TULLAHOMA, TN

IAPS	RNAV (GPS) RWY 03	1
	RNAV (GPS) RWY 21	2
AIRPORT DIAGRAM		3

ASHLAND, KY
ASHLAND RGNL(DWU)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 10	4
RNAV (GPS) RWY 28	5

ATHENS, TN
MCMINN COUNTY(MMI)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 02	6
RNAV (GPS) RWY 20	7

BARDSTOWN, KY
SAMUELS FLD(BRY)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 03	8
RNAV (GPS) RWY 21	9

BARKLEY RGNL
---SEE PADUCAH, KY

BEECH RIVER RGNL
---SEE LEXINGTON-PARSONS. TN

BENTON COUNTY
---SEE CAMDEN, TN

BIG SANDY RGNL
---SEE PRESTONSBURG, KY

BLUE GRASS
---SEE LEXINGTON, KY

BOLIVAR, TN
WILLIAM L WHITEHURST FLD(M08)

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 01	10
RNAV (GPS) RWY 19	11

BOMAR FLD/SHELBYVILLE MUNI
---SEE SHELBYVILLE. TN

BOWLING GREEN, KY
BOWLING GREEN-WARREN COUNTY RGNL(BWG)

TAKEOFF MINIMUMS	12
ALTERNATE MINIMUMS	12
IAPS ILS Y OR LOC Y RWY 03	12
ILS Z OR LOC Z RWY 03	13
RNAV (GPS) RWY 03	14
RNAV (GPS) RWY 21	15
NDB RWY 03	16

BOWMAN FLD
---SEE LOUISVILLE, KY

BRECKINRIDGE COUNTY
---SEE HARDINSBURG, KY

BRISTOL/JOHNSON/KINGSPORT, TN
TRI-CITIES(TRI)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS ILS OR LOC RWY 05	17
..... ILS OR LOC RWY 23	18
..... ILS RWY 23 (SA CAT I)	19
..... ILS RWY 23 (CAT II)	20
..... RNAV (GPS) RWY 05	21
..... RNAV (GPS) RWY 09	22
..... RNAV (GPS) RWY 23	23
..... RNAV (GPS) RWY 27	24
AIRPORT DIAGRAM	25
DPS TRICITIES THREE (OBSTACLE)	26
..... KINGS TWO	28

CALVERT CITY, KY
KENTUCKY DAM STATE PARK(M34)

TAKEOFF MINIMUMS	L
IAPs RNAV (GPS) RWY 28	30

CAMDEN, TN
BENTON COUNTY(0M4)

TAKEOFF MINIMUMS	L
IAPS RNAV (GPS) RWY 04	31
RNAV (GPS) RWY 22	32

CAMPBELL AAF(KHOP)
FORT CAMPBELL, KY

RADAR MINIMUMS	N
IAPS ILS OR LOC Y RWY 23	33
RNAV (GPS) RWY 18	34
RNAV (GPS) RWY 23	35
TACAN RWY 23	36
AIRPORT DIAGRAM	37

CAMPBELLSVILLE, KY
TAYLOR COUNTY(AAS)

TAKEOFF MINIMUMS	L
ALTERNATE MINIMUMS	M
IAPS RNAV (GPS) RWY 05	38
RNAV (GPS) RWY 23	39

CAPITAL CITY
---SEE FRANKFORT, KY

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
CENTERVILLE, TN			COPPERHILL, TN		
CENTERVILLE MUNI(GHM)			MARTIN CAMPBELL FLD(1A3)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
STARS ALLN ONE (RNAV)		Z1	IAPS RNAV (GPS) RWY 02		59
			RNAV (GPS) RWY 20		60
IAPS RNAV (GPS) RWY 02		40			
RNAV (GPS) RWY 20		41			
CENTRAL KENTUCKY RGNL			COVINGTON, KY		
---SEE RICHMOND, KY			CININNATI/NORTHERN KENTUCKY INTL(CVG)		
CHARLES W BAKER			TAKEOFF MINIMUMS		L
---SEE MILLINGTON, TN			HOT SPOT		P
CHATTANOOGA, TN			STARS ... CEGRM EIGHT (RNAV)		Z4
LOVELL FLD(CHA)			GAVNN EIGHT (RNAV)		Z16
TAKEOFF MINIMUMS		L	JAKIE SEVEN (RNAV)		Z20
ALTERNATE MINIMUMS		M	SARGO FIVE (RNAV)		Z41
IAPS ILS OR LOC RWY 02		42	TIGRR FOUR (RNAV)		Z45
ILS OR LOC RWY 20		43	IAPS ILS OR LOC RWY 09		61
ILS RWY 20 (CAT II)		44	ILS OR LOC RWY 18C		62
RNAV (GPS) RWY 02		45	ILS OR LOC RWY 18L		63
RNAV (GPS) RWY 15		46	ILS OR LOC RWY 18R		64
RNAV (GPS) RWY 20		47	ILS OR LOC RWY 27		65
RNAV (GPS) RWY 33		48	ILS OR LOC RWY 36C		66
AIRPORT DIAGRAM		49	ILS OR LOC RWY 36L		67
DPS CHATTANOOGA NINE		50	ILS OR LOC RWY 36R		68
			ILS RWY 18C (SA CAT I - II)		69
CINCINNATI/NORTHERN KENTUCKY INTL			ILS RWY 27 (SA CAT I - II)		70
---SEE COVINGTON, KY			ILS RWY 18R (CAT II)		71
CLARKSVILLE, TN			ILS RWY 36L (CAT II)		72
OUTLAW FLD(CKV)			ILS RWY 36C (CAT II - III)		73
TAKEOFF MINIMUMS		L	ILS RWY 36R (CAT II - III)		74
ALTERNATE MINIMUMS		M	RNAV (RNP) Z RWY 09		75
IAPS RNAV (GPS) RWY 17		51	RNAV (RNP) Z RWY 18C		76
RNAV (GPS) RWY 35		52	RNAV (RNP) Z RWY 18L		77
LOC RWY 35		53	RNAV (RNP) Z RWY 18R		78
VOR RWY 35		54	RNAV (RNP) Z RWY 27		79
			RNAV (RNP) Z RWY 36C		80
CLARKSVILLE, TN			RNAV (RNP) Z RWY 36L		81
---SEE SABRE AAF (FORT CAMPBELL)			RNAV (RNP) Z RWY 36R		82
CLEVELAND, TN			RNAV (GPS) Y RWY 09		83
CLEVELAND RGNL JETPORT(RZR)			RNAV (GPS) Y RWY 18C		84
TAKEOFF MINIMUMS		L	RNAV (GPS) Y RWY 18L		85
ALTERNATE MINIMUMS		M	RNAV (GPS) Y RWY 18R		86
IAPS RNAV (GPS) RWY 03		55	RNAV (GPS) Y RWY 27		87
RNAV (GPS) RWY 21		56	RNAV (GPS) Y RWY 36C		88
			RNAV (GPS) Y RWY 36L		89
COLONEL TOMMY C STINER AIRFIELD			RNAV (GPS) Y RWY 36R		90
---SEE JACKSBORO, TN			AIRPORT DIAGRAM		91
COLUMBIA/MOUNT PLEASANT, TN			DPS BNGL FIVE (RNAV)		92
MAURY COUNTY RGNL(MRC)			CHCLL SIX (RNAV)		94
TAKEOFF MINIMUMS		L	CININNATI EIGHT		96
ALTERNATE MINIMUMS		M	GIPLE SEVEN (RNAV)		97
STARS JNING ONE (RNAV)		Z26	HAGOL FIVE (RNAV)		99
PREDs ONE (RNAV)		Z38	JBNCH SIX (RNAV)		101
IAPS RNAV (GPS) RWY 06		57	KENLN SIX (RNAV)		103
RNAV (GPS) RWY 24		58	LOVEY EIGHT (RNAV)		105
			ROCKT FOUR (RNAV)		107
			SILKS SIX (RNAV)		109
COLUMBIA/MOUNT PLEASANT, TN			COVINGTON, TN		
MAURY COUNTY RGNL(MRC)			COVINGTON MUNI(M04)		
TAKEOFF MINIMUMS		L	TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M	ALTERNATE MINIMUMS		M
STARS JNING ONE (RNAV)		Z26	IAPS RNAV (GPS) RWY 01		111
PREDs ONE (RNAV)		Z38	RNAV (GPS) RWY 19		112
IAPS RNAV (GPS) RWY 06		57			
RNAV (GPS) RWY 24		58			

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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
CROSSVILLE, TN			ELLINGTON		
CROSSVILLE MEML-WHITSON FLD(CSV)			--SEE LEWISBURG, TN		
TAKEOFF MINIMUMS	L		EVERETT-STEWART RGNL		
ALTERNATE MINIMUMS	M		--SEE UNION CITY, TN		
IAPS ILS Y OR LOC Y RWY 26	113		FALMOUTH, KY		
ILS Z OR LOC Z RWY 26	114		GENE SNYDER(K62)		
RNAV (GPS) RWY 08	115		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 26	116		IAPS RNAV (GPS) RWY 21	132	
			VOR-A	133	
CYNTHIANA, KY			FAYETTE COUNTY		
CYNTHIANA-HARRISON COUNTY(018)			--SEE SOMERVILLE, TN		
TAKEOFF MINIMUMS	L		FAYETTEVILLE, TN		
IAPS RNAV (GPS) RWY 11	117		FAYETTEVILLE MUNI(FYM)		
RNAV (GPS) RWY 29	118		TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
DANVILLE, KY			IAPS RNAV (GPS) RWY 02	134	
STUART POWELL FLD(DVK)			RNAV (GPS) RWY 20	135	
TAKEOFF MINIMUMS	L		VOR/DME RWY 02	136	
ALTERNATE MINIMUMS	M		FLEMINGSBURG, KY		
IAPS RNAV (GPS) RWY 13	119		FLEMING-MASON(FGX)		
RNAV (GPS) RWY 31	120		TAKEOFF MINIMUMS	L	
LOC RWY 31	121		ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 07	137	
DAYTON, TN			RNAV (GPS) RWY 25	138	
MARK ANTON(2A0)			VOR/DME-A	139	
TAKEOFF MINIMUMS	L		FORT CAMPBELL, KY		
IAPS RNAV (GPS) RWY 03	122		--SEE CAMPBELL AAF		
RNAV (GPS) RWY 21	123		FORT KNOX, KY		
			--SEE GODMAN AAF		
DICKSON, TN			FRANKFORT, KY		
DICKSON MUNI(M02)			CAPITAL CITY(FFT)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
STARS ALLN ONE (RNAV)	Z1		ALTERNATE MINIMUMS	M	
JNING ONE (RNAV)	Z26		IAPS RNAV (GPS) RWY 07	140	
KOMBS ONE (RNAV)	Z27		RNAV (GPS) RWY 25	141	
PREDS ONE (RNAV)	Z38		LOC RWY 25	142	
IAPS RNAV (GPS) RWY 17	124		VOR RWY 25	143	
			FREDERICK W SMITH INTL/MEMPHIS		
DOUGLAS HUNTER FLD			--SEE MEMPHIS, TN		
--SEE PORTLAND, TN			FULTON, KY		
DYERSBURG, TN			FULTON(1M7)		
DYERSBURG RGNL(DYR)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 09	144	
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 04	125				
RNAV (GPS) RWY 22	126				
ELIZABETHTON, TN					
WILLIAM B GREENE JR RGNL(0A9)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 06	127				
ELIZABETHTOWN, KY					
ADDINGTON FLD(EKX)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS ILS OR LOC RWY 05	128				
RNAV (GPS) RWY 05	129				
RNAV (GPS) RWY 23	130				
VOR-A	131				

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
GALLATIN, TN			GREENVILLE, KY		
MUSIC CITY EXEC(XNX)			MUHLBERG COUNTY(M21)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 06	162	
STARS ALLN ONE (RNAV)	Z1		RNAV (GPS) RWY 24	163	
JNNG ONE (RNAV)	Z26				
KOMBS ONE (RNAV)	Z27				
PREDs ONE (RNAV)	Z38				
IAPS RNAV (GPS) RWY 17	145				
RNAV (GPS) RWY 35	146				
VOR-A	147				
GALLATIN COUNTY			HANCOCK COUNTY/RON LEWIS FLD		
---SEE SPARTA, KY			---SEE LEWISPORT, KY		
GATLINBURG-PIGEON FORGE			HARDINBURG, KY		
---SEE SEVIERVILLE, TN			BRECKINRIDGE COUNTY(I93)		
GENE SNYDER			TAKEOFF MINIMUMS	L	
---SEE FALMOUTH, KY			IAPS RNAV (GPS) RWY 10	164	
GENERAL DEWITT SPAIN			RNAV (GPS) RWY 28	165	
---SEE MEMPHIS, TN					
GEORGETOWN, KY			HARLAN, KY		
GEORGETOWN-SCOTT COUNTY RGNL(27K)			TUCKER-GUTHRIE MEML(I35)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 03	148		IAPS RNAV (GPS)-A	166	
RNAV (GPS) Y RWY 21	149				
RNAV (GPS) Z RWY 21	150				
GIBSON COUNTY			HARTFORD, KY		
---SEE TRENTON, TN			OHIO COUNTY(JQD)		
GLASGOW, KY			TAKEOFF MINIMUMS	L	
GLASGOW MUNI(GLW)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 03	167	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 21	168	
IAPS RNAV (GPS) RWY 08	151				
RNAV (GPS) RWY 26	152				
GODMAN AAF(KFTK)			HAWKINS COUNTY		
FORT KNOX, KY			---SEE ROGERSVILLE, TN		
TAKEOFF MINIMUMS	L		HAZARD, KY		
IAPS ILS OR LOC/DME RWY 18	153		WENDELL H FORD(CPF)		
RNAV (GPS) RWY 15	154		TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 18	155		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 36	156		IAPS RNAV (GPS) RWY 14	169	
VOR/DME RWY 15	157		RNAV (GPS) RWY 32	170	
VOR/DME RWY 18	158		LOC RWY 14	171	
VOR/DME RWY 36	159				
AIRPORT DIAGRAM	160		HENDERSON, KY		
GREENEVILLE, TN			HENDERSON CITY-COUNTY(EHR)		
GREENEVILLE MUNI(GCY)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 09	172	
IAPS RNAV (GPS) RWY 05	161		RNAV (GPS) RWY 27	173	
			HENRY COUNTY		
			---SEE PARIS, TN		
			HOHENWALD, TN		
			PAUL BRIDGES FLD(0M3)		
			TAKEOFF MINIMUMS	L	
			IAPS RNAV (GPS) RWY 02	174	
			HOPKINSVILLE, KY		
			HOPKINSVILLE-CHRISTIAN COUNTY(HVC)		
			TAKEOFF MINIMUMS	L	
			IAPS RNAV (GPS) RWY 08	175	
			RNAV (GPS) RWY 26	176	

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NAME	PROC	SECT PG	NAME	PROC	SECT PG
HUMBOLDT, TN			KENTUCKY DAM STATE PARK		
HUMBOLDT MUNI(M53)			---SEE CALVERT CITY, KY		
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 04	177				
RNAV (GPS) RWY 22	178				
HUMPHREYS COUNTY			KNOXVILLE, TN		
---SEE WAVERLY, TN			KNOXVILLE DOWNTOWN ISLAND(DKX)		
			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 26	193	
			LOC RWY 26	194	
			VOR-B	195	
HUNTINGDON, TN			MC GHEE TYSON(TYS)		
SGT LEE RUSSELL CARROLL COUNTY(HZD)			TAKEOFF MINIMUMS	L	
TAKEOFF MINIMUMS	L		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 01	179		HOT SPOT	P	
RNAV (GPS) RWY 19	180		IAPS ILS OR LOC RWY 05L	196	
			ILS OR LOC RWY 23L	197	
			ILS OR LOC RWY 23R	198	
			ILS RWY 23R (SA CAT I)	199	
			ILS RWY 23R (CAT II)	200	
			RNAV (GPS) RWY 05L	201	
			RNAV (GPS) RWY 05R	202	
			RNAV (GPS) RWY 23L	203	
			RNAV (GPS) RWY 23R	204	
			VOR RWY 23L	205	
			VOR RWY 23R	206	
			AIRPORT DIAGRAM	207	
			DPS KNOXVILLE SEVEN	208	
JACKSBORO, TN			KYLE-OAKLEY FLD		
COLONEL TOMMY C STINER AIRFIELD(JAU)			---SEE MURRAY, KY		
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 23	181				
JACKSON, KY			LAFAYETTE, TN		
JULIAN CARROLL(JKL)			LAFAYETTE MUNI(3M7)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		STARS ... ALLN ONE (RNAV)	Z1	
IAPS RNAV (GPS) RWY 01	182		JNING ONE (RNAV)	Z26	
			KOMBS ONE (RNAV)	Z27	
			PREDS ONE (RNAV)	Z38	
			IAPS RNAV (GPS) RWY 01	209	
			RNAV (GPS) RWY 19	210	
JACKSON, TN			LAKE CUMBERLAND RGNL		
JACKSON RGNL(MKL)			---SEE SOMERSET, KY		
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS ILS OR LOC RWY 02	183				
RNAV (GPS) RWY 02	184				
RNAV (GPS) RWY 20	185				
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JAMESTOWN, KY			LAWRENCEBURG, TN		
RUSSELL COUNTY(K24)			LAWRENCEBURG-LAWRENCE COUNTY(2M2)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 17	188		IAPS RNAV (GPS) RWY 17	211	
RNAV (GPS) RWY 35	189		RNAV (GPS) RWY 35	212	
JAMESTOWN, TN			LEBANON, TN		
JAMESTOWN MUNI(2A1)			LEBANON MUNI(M54)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS)-B	190		ALTERNATE MINIMUMS	M	
RNAV (GPS)-C	191		STARS ... ALLN ONE (RNAV)	Z1	
JASPER, TN			JNING ONE (RNAV)	Z26	
MARION COUNTY/BROWN FLD(APT)			KOMBS ONE (RNAV)	Z27	
TAKEOFF MINIMUMS	L		PREDS ONE (RNAV)	Z38	
IAPS RNAV (GPS) RWY 04	192		IAPS RNAV (GPS) RWY 01	213	
			RNAV (GPS) RWY 19	214	
JOHN C TUNE			LEBANON SPRINGFIELD/GEORGE HOERTER FLD		
---SEE NASHVILLE, TN			---SEE SPRINGFIELD, KY		
JOHNSON COUNTY					
---SEE MOUNTAIN CITY, TN					
JULIAN CARROLL					
---SEE JACKSON, KY					

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TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 02	215		ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 20	216		HOT SPOT	P	
LEWISBURG, TN			STARS JMONY TWO (RNAV)	223	
ELLINGTON(LUG)			LEDDL ONE (RNAV)	229	
TAKEOFF MINIMUMS	L		MBELL FIVE (RNAV)	233	
STARS JNING ONE (RNAV)	Z26		IAPS RNAV (GPS) RWY 24	236	
PREDS ONE (RNAV)	Z38		RNAV (GPS) RWY 33	237	
IAPS RNAV (GPS) RWY 02	217		AIRPORT DIAGRAM		
RNAV (GPS) RWY 20	218		LOUISVILLE MUHAMMAD ALI INTL(SDF)		
LEWISPORT, KY			TAKEOFF MINIMUMS	L	
HANCOCK COUNTY/RON LEWIS FLD(KY8)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		HOT SPOT	P	
ALTERNATE MINIMUMS	M		STARS DLAMP EIGHT (RNAV)	Z13	
IAPS RNAV (GPS) RWY 05	219		JMONY TWO (RNAV)	223	
RNAV (GPS) RWY 23	220		LEDDL ONE (RNAV)	229	
LEXINGTON, KY			MBELL FIVE (RNAV)	233	
BLUE GRASS(LEX)			IAPS ILS OR LOC RWY 17L	239	
TAKEOFF MINIMUMS	L		ILS OR LOC RWY 17R	240	
ALTERNATE MINIMUMS	M		ILS OR LOC RWY 35L	241	
HOT SPOT	P		ILS OR LOC RWY 35R	242	
IAPS ILS OR LOC RWY 04	221		ILS RWY 35L (SA CAT I)	243	
ILS OR LOC RWY 22	222		ILS RWY 35R (SA CAT I)	244	
RNAV (GPS) RWY 04	223		ILS RWY 35L (CAT II - III)	245	
RNAV (GPS) RWY 09	224		ILS RWY 35R (CAT II - III)	246	
RNAV (GPS) RWY 22	225		RNAV (RNP) Z RWY 17L	247	
RNAV (GPS) RWY 27	226		RNAV (RNP) Z RWY 17R	248	
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BEECH RIVER RGNL(PVE)			RNAV (GPS) Y RWY 17L	252	
TAKEOFF MINIMUMS	L		RNAV (GPS) Y RWY 17R	253	
ALTERNATE MINIMUMS	M		RNAV (GPS) Y RWY 29	254	
IAPS RNAV (GPS) RWY 01	229		RNAV (GPS) Y RWY 35L	255	
RNAV (GPS) RWY 19	230		RNAV (GPS) Y RWY 35R	256	
LIVINGSTON, TN			LOC RWY 29	257	
LIVINGSTON MUNI(8A3)			AIRPORT DIAGRAM		
TAKEOFF MINIMUMS	L		DPS EEVAA ONE (RNAV)	259	
ALTERNATE MINIMUMS	M		GTGON ONE (RNAV)	261	
IAPS RNAV (GPS) RWY 03	231		HIDEY ONE (RNAV)	263	
RNAV (GPS) RWY 21	232		LLIZY ONE (RNAV)	265	
LONDON, KY			LOKRD ONE (RNAV)	267	
LONDON/CORBIN/MAGEE(LOZ)			RHSE ONE (RNAV)	269	
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ALTERNATE MINIMUMS	M		LOVELL FLD		
IAPS ILS OR LOC RWY 06	233		--SEE CHATTANOOGA, TN		
RNAV (GPS) RWY 06	234		MADISONVILLE, KY		
RNAV (GPS) RWY 24	235		MADISONVILLE RGNL(2I0)		
MADISONVILLE, TN			TAKEOFF MINIMUMS	L	
MONROE COUNTY(MNV)			ALTERNATE MINIMUMS	M	
TAKEOFF MINIMUMS	L		IAPS RNAV (GPS) RWY 05	273	
ALTERNATE MINIMUMS	M		RNAV (GPS) RWY 23	274	
IAPS RNAV (GPS) RWY 05	275		MADISONVILLE, TN		
RNAV (GPS) RWY 23	276		MONROE COUNTY(MNV)		
			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
			IAPS RNAV (GPS) RWY 05	275	
			RNAV (GPS) RWY 23	276	

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MARION-CRITTENDEN COUNTY JAMES C
JOHNSON RGNL(GDA)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 07277
RNAV (GPS) RWY 25278

MARION COUNTY/BROWN FLD
---SEE JASPER, TN

MARK ANTON
---SEE DAYTON, TN

MARTIN CAMPBELL FLD
---SEE COPPERHILL, TN

MAURY COUNTY RGNL
---SEE COLUMBIA/MOUNT PLEASANT, TN

MAYFIELD, KY
MAYFIELD GRAVES COUNTY(M25)
TAKEOFF MINIMUMSL
ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 19279
RNAV (GPS) Y RWY 01280
RNAV (GPS) Z RWY 01281

MC CREARY COUNTY
---SEE PINE KNOT, KY

MC GHEE TYSON
---SEE KNOXVILLE, TN

MC MINNVILLE, TN
WARREN COUNTY MEML(RNC)
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ALTERNATE MINIMUMSM
IAPS RNAV (GPS) RWY 05282
RNAV (GPS) RWY 23283

MCMINN COUNTY
---SEE ATHENS, TN

MEMPHIS, TN

MEMPHIS, TN
FREDERICK W SMITH INTL/MEMPHIS(MEM)
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ALTERNATE MINIMUMS M
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HOT SPOT P
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ILS OR LOC RWY 18L 286
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RNAV (RNP) Y RWY 18R 299
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IAPS RNAV (GPS) RWY 17 348

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TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS)-A		349			
MILLINGTON, TN			MURFREESBORO, TN		
CHARLES W BAKER(2M8)			MURFREESBORO MUNI(MBT)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS RNAV (GPS) RWY 18		350	STARS ALLN ONE (RNAV)	Z1	
RNAV (GPS) RWY 36		351	JNING ONE (RNAV)	Z26	
			KOMBS ONE (RNAV)	Z27	
			PREDS ONE (RNAV)	Z38	
			IAPS RNAV (GPS) RWY 18		367
			RNAV (GPS) RWY 36		368
MILLINGTON/MEMPHIS(NQA)					
TAKEOFF MINIMUMS	L		MURRAY, KY		
ALTERNATE MINIMUMS	M		KYLE-OAKLEY FLD(CEY)		
IAPS ILS OR LOC RWY 22		352	TAKEOFF MINIMUMS	L	
RNAV (GPS) RWY 04		353	ALTERNATE MINIMUMS	M	
RNAV (GPS) RWY 22		354	IAPS RNAV (GPS) RWY 05		369
VOR OR TACAN RWY 22		355	RNAV (GPS) RWY 23		370
AIRPORT DIAGRAM		356			
MONROE COUNTY			MUSIC CITY EXEC		
---SEE MADISONVILLE, TN			---SEE GALLATIN, TN		
MONTICELLO, KY					
WAYNE COUNTY(EKQ)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 03		357			
RNAV (GPS) RWY 21		358			
MOORE-MURRELL					
---SEE MORRISTOWN, TN					
MOREHEAD, KY					
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS					
RGNL(SYM)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 02		359			
RNAV (GPS) RWY 20		360			
MORRISTOWN, TN					
MOORE-MURRELL(MOR)					
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS RNAV (GPS) RWY 05		361			
RNAV (GPS) RWY 23		362			
MOUNT STERLING, KY					
MOUNT STERLING/MONTGOMERY COUNTY(IOB)					
TAKEOFF MINIMUMS	L				
IAPS RNAV (GPS) RWY 03		363			
RNAV (GPS) RWY 21		364			
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JOHNSON COUNTY(6A4)					
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IAPS RNAV (GPS) RWY 07		365			
RNAV (GPS) RWY 25		366			

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NASHVILLE, TN			OUTLAW FLD		
JOHN C TUNE(JWN)			---SEE CLARKSVILLE, TN		
TAKEOFF MINIMUMS		L	OWENSBORO, KY		
STARS	ALLLN ONE (RNAV)	Z1	OWENSBORO/DAVIESS COUNTY RGNL(OWB)		
	JNING ONE (RNAV)	Z26	TAKEOFF MINIMUMS		L
	KOMBS ONE (RNAV)	Z27	ALTERNATE MINIMUMS		M
	PREDS ONE (RNAV)	Z38	HOT SPOT		P
IAPS	ILS OR LOC RWY 20	371	IAPS	ILS OR LOC RWY 36	424
	RNAV (GPS) RWY 02	372		RNAV (GPS) RWY 06	425
	RNAV (GPS) RWY 20	373		RNAV (GPS) RWY 18	426
AIRPORT DIAGRAM		374		RNAV (GPS) RWY 24	427
DPS	JOHN TUNE ONE	375		RNAV (GPS) RWY 36	428
NASHVILLE INTL(BNA)				VOR RWY 06	429
TAKEOFF MINIMUMS		L		VOR RWY 18	430
ALTERNATE MINIMUMS		M		VOR RWY 36	431
HOT SPOT		P	AIRPORT DIAGRAM		432
STARS	CHSNE THREE (RNAV)	Z7	PADUCAH, KY		
	PASLY FIVE (RNAV)	Z36	BARKLEY RGNL(PAH)		
	RYYMN FOUR (RNAV)	Z39	TAKEOFF MINIMUMS		L
	SWFFT THREE (RNAV)	Z43	ALTERNATE MINIMUMS		M
IAPS	ILS OR LOC RWY 02C	376	HOT SPOT		P
	ILS OR LOC RWY 02L	377	IAPS	ILS OR LOC RWY 05	433
	ILS OR LOC RWY 02R	378		RNAV (GPS) RWY 05	434
	ILS OR LOC RWY 20L	379		RNAV (GPS) RWY 14	435
	ILS OR LOC RWY 20R	380		RNAV (GPS) RWY 23	436
	ILS OR LOC RWY 31	381		RNAV (GPS) RWY 32	437
	ILS RWY 02L (SA CAT I)	382		VOR RWY 23	438
	ILS RWY 02R (SA CAT I)	383		VOR RWY 05	439
	ILS RWY 02L (CAT II - III)	384	AIRPORT DIAGRAM		440
	ILS RWY 02R (CAT II - III)	385	PARIS, TN		
	RNAV (RNP) Z RWY 02C	386	HENRY COUNTY(PHT)		
	RNAV (RNP) Z RWY 02L	387	TAKEOFF MINIMUMS		L
	RNAV (RNP) Z RWY 02R	388	ALTERNATE MINIMUMS		M
	RNAV (RNP) Z RWY 20L	389	IAPS	RNAV (GPS) RWY 02	441
	RNAV (RNP) Z RWY 20R	390		RNAV (GPS) RWY 20	442
	RNAV (RNP) Z RWY 31	391	PAUL BRIDGES FLD		
	RNAV (GPS) RWY 13	392	---SEE HOHENWALD, TN		
	RNAV (GPS) RWY 20C	393	PIKE COUNTY/HATCHER FLD		
	RNAV (GPS) Y RWY 02C	394	---SEE PIKEVILLE, KY		
	RNAV (GPS) Y RWY 02L	395	PIKEVILLE, KY		
	RNAV (GPS) Y RWY 02R	396	PIKE COUNTY/HATCHER FLD(PBX)		
	RNAV (GPS) Y RWY 20L	397	TAKEOFF MINIMUMS		L
	RNAV (GPS) Y RWY 20R	398	ALTERNATE MINIMUMS		M
	RNAV (GPS) Y RWY 31	399	IAPS	ILS OR LOC RWY 27	443
AIRPORT DIAGRAM		400		RNAV (GPS) RWY 09	444
DPS	CHADM FIVE (RNAV)	401		RNAV (GPS) RWY 27	445
	DANLS FIVE (RNAV)	403	PINE KNOT, KY		
	DRURY FIVE (RNAV)	405	MC CREARY COUNTY(18I)		
	FLAME FIVE (RNAV)	407	TAKEOFF MINIMUMS		L
	GDOGG FOUR (RNAV)	409	IAPS	RNAV (GPS) RWY 04	446
	KRSTA FOUR (RNAV)	411		RNAV (GPS) RWY 22	447
	NASHVILLE SEVEN	413	OHIO COUNTY		
	PARDN FIVE (RNAV)	415	---SEE HARTFORD, KY		
	TAZMO FIVE (RNAV)	417	ONEIDA, TN		
	TIPPN FIVE (RNAV)	419	SCOTT MUNI(SCX)		
TAKEOFF MINIMUMS			TAKEOFF MINIMUMS		L
IAPS	RNAV (GPS) RWY 05	421	IAPS	RNAV (GPS) RWY 05	421
	RNAV (GPS) RWY 23	422		RNAV (GPS) RWY 23	422
	VOR/DME-A	423		VOR/DME-A	423

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DOUGLAS HUNTER FLD(1M5)			RUSSELLVILLE-LOGAN COUNTY(4M7)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS	RNAV (GPS) RWY 07	466
STARS	ALLN ONE (RNAV)	Z1	RNAV (GPS) RWY 25	467	
	JNING ONE (RNAV)	Z26			
	KOMBS ONE (RNAV)	Z27			
	PREDS ONE (RNAV)	Z38			
IAPS	RNAV (GPS) RWY 01	448			
	RNAV (GPS) RWY 19	449			
PRESTONSBURG, KY			SABRE AAF (FORT CAMPBELL)(KEOD)		
BIG SANDY RGNL(SJS)			CLARKSVILLE, TN		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		RADAR MINIMUMS	N	
IAPS	RNAV (GPS) RWY 03	450	IAPS	RNAV (GPS) X RWY 05	468
	RNAV (GPS) RWY 21	451		RNAV (GPS) X RWY 23	469
				COPTER RNAV (GPS) Y RWY 05	470
				COPTER RNAV (GPS) Y RWY 23	471
			AIRPORT DIAGRAM	472	
PRINCETON, KY			SAMUELS FLD		
PRINCETON-CALDWELL COUNTY(2M0)			---SEE BARDSTOWN, KY		
TAKEOFF MINIMUMS	L				
IAPS	RNAV (GPS) RWY 05	452			
	RNAV (GPS) RWY 23	453			
PULASKI, TN			SAVANNAH, TN		
ABERNATHY FLD(GZS)			SAVANNAH-HARDIN COUNTY(SNH)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS	RNAV (GPS) RWY 16	454	IAPS	RNAV (GPS) RWY 01	473
	RNAV (GPS) RWY 34	455		RNAV (GPS) RWY 19	474
	VOR RWY 34	456			
RICHMOND, KY			SCOTT MUNI		
CENTRAL KENTUCKY RGNL(RGA)			---SEE ONEIDA, TN		
TAKEOFF MINIMUMS	L				
ALTERNATE MINIMUMS	M				
IAPS	RNAV (GPS) RWY 18	457			
	RNAV (GPS) RWY 36	458			
	VOR RWY 18	459			
AIRPORT DIAGRAM	460				
ROBERT SIBLEY			SELMER, TN		
---SEE SELMER, TN			ROBERT SIBLEY(SZY)		
			TAKEOFF MINIMUMS	L	
			IAPS	RNAV (GPS) RWY 17	475
				RNAV (GPS) RWY 35	476
ROCKWOOD, TN			SEVIERVILLE, TN		
ROCKWOOD MUNI(RKW)			GATLINBURG-PIGEON FORGE(GKT)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		ALTERNATE MINIMUMS	M	
IAPS	RNAV (GPS) RWY 04	461	IAPS	RNAV (GPS) RWY 10	477
	RNAV (GPS) RWY 22	462		VOR/DME RWY 10	478
	VOR/DME RWY 22	463			
ROGERSVILLE, TN			SGT LEE RUSSELL CARROLL COUNTY		
HAWKINS COUNTY(RVN)			---SEE HUNTINGDON, TN		
TAKEOFF MINIMUMS	L				
IAPS	RNAV (GPS) RWY 07	464			
	RNAV (GPS) RWY 25	465			
RUSSELL COUNTY			SHELBYVILLE, TN		
---SEE JAMESTOWN, KY			BOMAR FLD/SHELBYVILLE MUNI(SYI)		
			TAKEOFF MINIMUMS	L	
			ALTERNATE MINIMUMS	M	
			STARS	ALLN ONE (RNAV)	Z1
				JNING ONE (RNAV)	Z26
				KOMBS ONE (RNAV)	Z27
				PREDS ONE (RNAV)	Z38
			IAPS	RNAV (GPS) RWY 18	479
				RNAV (GPS) Y RWY 36	480
				RNAV (GPS) Z RWY 36	481
				VOR/DME RWY 18	482
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SMITHVILLE MUNI(0A3)			SPRINGFIELD ROBERTSON COUNTY(M91)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
IAPS RNAV (GPS) RWY 06	485		STARS ALLN ONE (RNAV)	Z1	
RNAV (GPS) RWY 24	486		JNING ONE (RNAV)	Z26	
			KOMBS ONE (RNAV)	Z27	
			PREDS ONE (RNAV)	Z38	
			IAPS RNAV (GPS) RWY 04	506	
			RNAV (GPS) RWY 22	507	
			LOC RWY 04	508	
SMYRNA, TN			STUART POWELL FLD		
SMYRNA(MQY)			--SEE DANVILLE, KY		
TAKEOFF MINIMUMS	L		STURGIS, KY		
ALTERNATE MINIMUMS	M		STURGIS MUNI(TWT)		
LAHSO	O		TAKEOFF MINIMUMS	L	
HOT SPOT	P		IAPS RNAV (GPS) RWY 01	509	
STARS ALLN ONE (RNAV)	Z1		RNAV (GPS) RWY 19	510	
JNING ONE (RNAV)	Z26				
KOMBS ONE (RNAV)	Z27		TAYLOR COUNTY		
PREDS ONE (RNAV)	Z38		--SEE CAMPBELLSVILLE, KY		
IAPS ILS OR LOC RWY 32	487		TAZEWELL, TN		
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SOMERVILLE, TN			TRENTON, TN		
FAYETTE COUNTY(FYE)			GIBSON COUNTY(TGC)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
ALTERNATE MINIMUMS	M		IAPS RNAV (GPS) RWY 01	514	
IAPS RNAV (GPS) RWY 01	496		RNAV (GPS) RWY 19	515	
RNAV (GPS) RWY 19	497				
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GALLATIN COUNTY(8GK)			--SEE BRISTOL/JOHNSON/KINGSPORT, TN		
TAKEOFF MINIMUMS	L		TUCKER-GUTHRIE MEML		
IAPS RNAV (GPS) RWY 06	498		--SEE HARLAN, KY		
RNAV (GPS) RWY 24	499				
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UPPER CUMBERLAND RGNL(SRB)			TULLAHOMA RGNL/WM NORTHERN FLD(THA)		
TAKEOFF MINIMUMS	L		TAKEOFF MINIMUMS	L	
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IAPS ILS OR LOC RWY 04	500		IAPS RNAV (GPS) RWY 06	516	
RNAV (GPS) RWY 04	501		RNAV (GPS) RWY 18	517	
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SPRINGFIELD, KY			TULLAHOMA, TN		
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FLD(6I2)					
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INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	NAME	PROC	SECT PG
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UNION CITY, TN

EVERETT-STEWART RGNL(UCY)

TAKEOFF MINIMUMS	L
IAPS	ILS OR LOC RWY 01520
	RNAV (GPS) RWY 01521
	RNAV (GPS) RWY 19522

UPPER CUMBERLAND RGNL

---SEE SPARTA, TN

WARREN COUNTY MEML

---SEE MC MINNVILLE, TN

WAVERLY, TN

HUMPHREYS COUNTY(0M5)

TAKEOFF MINIMUMS	L
IAPS	RNAV (GPS) RWY 03523
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WAYNE COUNTY

---SEE MONTICELLO, KY

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---SEE HAZARD, KY

WILLIAM B GREENE JR RGNL

---SEE ELIZABETHTON, TN

WILLIAM L WHITEHURST FLD

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	RNAV (GPS) RWY 20526
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WINCHESTER MUNI(BGF)

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IAPS	RNAV (GPS) RWY 36528
	RNAV (GPS) Y RWY 18529
	RNAV (GPS) Z RWY 18530



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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.

ASHLAND, KY

ASHLAND RGNL (DWU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10OCT19 (19283) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 500-234 w/min. climb of 240' per NM to 1200 or std. w/min. climb of 395' per NM to 1100 or 1200-3 for VCOA.

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on road 4' from DER, 134' right of centerline, 552' MSL.

Tree 169' from DER, 215' right of centerline, 58' AGL/575' MSL.

Trees beginning 233' from DER, 65' left of centerline, up to 41' AGL/569' MSL.

Tree, building, vehicles on road beginning 366' from DER, 450' right of centerline, up to 70' AGL/605' MSL.

Trees, buildings, electrical system, transmission line, poles beginning 479' from DER, 155' right of centerline, up to 74' AGL/608' MSL.

Tree 870' from DER, 95' left of centerline, 51' AGL/573' MSL.

Trees, poles, electrical systems, transmission lines beginning 925' from DER, 44' right of centerline, up to 622' MSL.

Trees beginning 1750' from DER, 500' right of centerline, up to 86' AGL/628' MSL.

Trees beginning 2568' from DER, 991' left of centerline, up to 106' AGL/635' MSL.

Tree 3316' from DER, 1345' left of centerline, 106' AGL/647' MSL.

Tree, electrical systems beginning 1.1 NM from DER, 1621' left of centerline, up to 80' AGL/867' MSL.

CONT



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ASHLAND, KY (CON'T)

ASHLAND RGNL (DWU) (CON'T)

Rwy 10 (CON'T), tree, electrical system beginning 1.3 NM from DER, 1370' left of centerline, up to 73' AGL/935' MSL.
 Tree, electrical system beginning 1.3 NM from DER, 358' left of centerline, up to 78' AGL/954' MSL.
 Tower 2.3 NM from DER, 16' right of centerline, 121' AGL/984' MSL.
 Antenna, trees beginning 2.3 NM from DER, 19' right of centerline, up to 150' AGL/1011' MSL.
 Tower 2.3 NM from DER, 263' right of centerline, 199' AGL/1024' MSL.
 Antenna 2.3 NM from DER, 263' right of centerline, 196' AGL/1026' MSL.
Rwy 28, trees beginning 80' from DER, 194' left of centerline, up to 81' AGL/606' MSL.
 Tree 387' from DER, 134' right of centerline, 37' AGL/558' MSL.
 Trees beginning 954' from DER, 215' left of centerline, up to 621' MSL.
 Trees beginning 976' from DER, 3' left of centerline, up to 115' AGL/633' MSL.
 Trees beginning 1224' from DER, 24' right of centerline, up to 585' MSL.
 Tree 1364' from DER, 73' right of centerline, 61' AGL/588' MSL.
 Trees beginning 1387' from DER, 26' right of centerline, up to 69' AGL/591' MSL.
 Trees beginning 1421' from DER, 69' right of centerline, up to 69' AGL/597' MSL.
 Trees beginning 1823' from DER, 18' right of centerline, up to 69' AGL/601' MSL.
 Tree 2192' from DER, 24' right of centerline, 82' AGL/602' MSL.

ATHENS, TN

MCMINN COUNTY (MMI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 400-2¼ or std. w/ min. climb of 400' per NM to 1200 or 1800-3 for VCOA.
Rwy 20, 300-1½ or std. w/ min. climb of 285' per NM to 3900 or 1800-3 for VCOA.

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



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BARDSTOWN, KY

SAMUELS FLD (BRY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29MAR18 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

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

BOLIVAR, TN

WILLIAM L WHITEHURST FLD (M08)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 01DEC77 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 200-1.

Rwy 19, 300-1.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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



26246



SE-1



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BRISTOL/JOHNSON/KINGSPORT, TN

TRI-CITIES (TRI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 09NOV17 (17313) (FAA)

DEPARTURE PROCEDURE: Use TRICITIES DEPARTURE.

CALVERT CITY, KY

KENTUCKY DAM STATE PARK (M34)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30NOV23 (23334) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 600-2% or std w/min climb of 332'/NM to 1100.**Rwy 28**, 300-1% or std w/min climb of 241'/NM to 600.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, pole 123' from DER, 527' right of centerline, 377' MSL.

Trees, catenary wires beginning 189' from DER, 349' right of centerline, up to 409' MSL.

Trees beginning 211' from DER, 283' right of centerline, up to 411' MSL.

Trees beginning 281' from DER, 377' right of centerline, up to 430' MSL.

Trees beginning 456' from DER, 212' right of centerline, up to 446' MSL.

Tree 468' from DER, 30' left of centerline, 26' AGL/364' MSL.

Trees, poles beginning 646' from DER, 118' left of centerline, up to 428' MSL.

Trees beginning 765' from DER, 464' right of centerline, up to 447' MSL.

Tree 886' from DER, 539' right of centerline, 449' MSL.

Trees beginning 915' from DER, 29' right of centerline, up to 452' MSL.

Trees beginning 1483' from DER, 542' left of centerline, up to 444' MSL.

Tree 1827' from DER, 444' left of centerline, 449' MSL.

Trees beginning 1859' from DER, 324' left of centerline, up to 114' AGL/451' MSL.

Trees beginning 1900' from DER, 253' left of centerline, up to 454' MSL.

Tree, pole beginning 2067' from DER, 1' left of centerline, up to 467' MSL.

Trees beginning 2453' from DER, 114' right of centerline, up to 456' MSL.

Trees beginning 2532' from DER, 26' right of centerline, up to 460' MSL.

Trees beginning 2558' from DER, 122' right of centerline, up to 465' MSL.

Trees beginning 2630' from DER, 29' right of centerline, up to 471' MSL.

Trees beginning 2745' from DER, 11' right of centerline, up to 474' MSL.

Antennas, towers beginning 2 NM from DER, 1831' left of centerline, up to 401' AGL/875' MSL.

Rwy 28, trees, terrain beginning 64' from DER, 346' right of centerline, up to 400' MSL.

Traverse way, terrain beginning 159' from DER, 494' left of centerline, up to 357' MSL.

Trees beginning 219' from DER, 393' right of centerline, up to 402' MSL.

Trees, poles beginning 446' from DER, 20' right of centerline, up to 404' MSL.

Trees beginning 1064' from DER, 626' left of centerline, up to 402' MSL.

Trees beginning 1214' from DER, 558' left of centerline, up to 415' MSL.

Trees beginning 1356' from DER, 56' left of centerline, up to 420' MSL.

Trees, pole beginning 1824' from DER, 14' right of centerline, up to 405' MSL.

Tree 2041' from DER, 941' right of centerline, 415' MSL.

Tree 2109' from DER, 804' right of centerline, 422' MSL.

Trees, pole beginning 2172' from DER, 645' right of centerline, up to 436' MSL.

Trees, transmission line beginning 2327' from DER, 720' right of centerline, up to 101' AGL/438' MSL.

Trees beginning 2452' from DER, 827' right of centerline, up to 447' MSL.

Trees beginning 3006' from DER, 699' right of centerline, up to 453' MSL.

Tree 3189' from DER, 922' left of centerline, 432' MSL.

Tree 4771' from DER, 998' left of centerline, 78' AGL/471' MSL.

Tree 5421' from DER, 1537' left of centerline, 512' MSL.

Trees beginning 5496' from DER, 1555' left of centerline, up to 514' MSL.

Tree, transmission line beginning 5647' from DER, 1462' left of centerline, up to 511' MSL.

CAMDEN, TN

BENTON COUNTY (0M4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-1% or std w/min climb of 260'/NM to 700 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 507' from DER, 307' right of centerline, 37' AGL/487' MSL.

Trees beginning 539' from DER, 345' right of centerline, up to 56' AGL/498' MSL.

Transmission lines, poles beginning 951' from DER, 325' left of centerline, up to 40' AGL/501' MSL.

Trees beginning 1067' from DER, 440' left of centerline, up to 61' AGL/523' MSL.

Trees beginning 1200' from DER, 257' left of centerline, up to 74' AGL/529' MSL.

Tree 1431' from DER, 24' right of centerline, 66' AGL/507' MSL.

Trees beginning 1527' from DER, 57' left of centerline, up to 111' AGL/547' MSL.

Trees beginning 1666' from DER, 313' right of centerline, up to 87' AGL/533' MSL.

CON'T



26246





26246



CAMDEN, TN (CON'T)

BENTON COUNTY (OM4) (CON'T)

Rwy 4 (CON'T), trees beginning 1786' from DER, 42' right of centerline, up to 107' AGL/545' MSL.

Rwy 22, trees 104' from DER, 211' left of centerline, 100' AGL/563' MSL.

Trees 136' from DER, 366' right of centerline, 100' AGL/570' MSL.

Trees beginning 244' from DER, 9' left of centerline, up to 100' AGL/566' MSL.

Trees beginning 277' from DER, 20' right of centerline, up to 100' AGL/573' MSL.

Trees 4046' from DER, 1449' left of centerline, 100' AGL/580' MSL.

Trees 4295' from DER, 1622' left of centerline, 100' AGL/596' MSL.

Trees beginning 4436' from DER, 639' left of centerline, up to 100' AGL/606' MSL.

Trees beginning 4749' from DER, 234' left of centerline, up to 100' AGL/612' MSL.

Trees beginning 4998' from DER, 407' left of centerline, up to 100' AGL/622' MSL.

Trees beginning 5324' from DER, 580' left of centerline, up to 100' AGL/625' MSL.

Trees 1.1 NM from DER, 2370' left of centerline, 100' AGL/652' MSL.

Trees beginning 1.2 NM from DER, 2311' left of centerline, up to 100' AGL/684' MSL.

CAMPBELLSVILLE, KY

TAYLOR COUNTY (AAS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/min. climb of 260' per NM to 2000 or 1000-2½ for VCOA.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Taylor County

Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, building, trees beginning 56' from DER, 398' left of centerline, up to 25' AGL/945' MSL.

Fence 208' from DER, 267' right of centerline, 9' AGL/933' MSL.

Fence 724' from DER, 329' right of centerline, 6' AGL/939' MSL.

Transmission line, poles beginning 1467' from DER, 877' right of centerline, up to 26' AGL/968' MSL.

Trees beginning 1856' from DER, 168' right of centerline, up to 81' AGL/1002' MSL.

Poles, transmission line, trees beginning 1935' from DER, 668' left of centerline, up to 36' AGL/980' MSL.

Transmission line, poles, trees beginning 2133' from DER, 258' left of centerline, up to 39' AGL/981' MSL.

Trees beginning 2248' from DER, 464' left of centerline, up to 83' AGL/1005' MSL.

Trees beginning 3256' from DER, 856' right of centerline, up to 91' AGL/1031' MSL.

Tree 3956' from DER, 1143' left of centerline, 89' AGL/1025' MSL.

Rwy 23, vehicles on roadway beginning 3' from DER, 427' left of centerline, up to 13' AGL/882' MSL.

Vehicles on roadway 4' from DER, 346' right of centerline, 16' AGL/883' MSL.

Transmission line, poles beginning 81' from DER, 400' right of centerline, up to 29' AGL/894' MSL.

Tree 573' from DER, 591' left of centerline, 49' AGL/909' MSL.

Tree 669' from DER, 575' left of centerline, 60' AGL/920' MSL.

Building 1094' from DER, 156' right of centerline, 39' AGL/899' MSL.

Trees, elevator beginning 1145' from DER, 248' right of centerline, up to 65' AGL/926' MSL.

Tree 2732' from DER, 738' left of centerline, 69' AGL/949' MSL.

Tree 3722' from DER, 1197' left of centerline, 112' AGL/978' MSL.

Tree 4854' from DER, 1708' left of centerline, 100' AGL/999' MSL.

CENTERVILLE, TN

CENTERVILLE MUNI (GHM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10DEC15 (15344) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road 8' from DER, 156' left of centerline, 17' AGL/770' MSL, up sloping ground 131' from DER, 383' left of centerline, up to 785 MSL.

Building 1375' from DER, 621' right of centerline, 25' AGL/815' MSL.

Building 440' from DER, 528' left of centerline, 25' AGL/810' MSL.

Trees beginning 47' from DER, 433' right of centerline, up to 60' AGL/821' MSL.

Trees beginning 451' from DER, 346' right of centerline, up to 76' AGL/839' MSL.

Trees beginning 716' from DER, 328' right of centerline, up to 81' AGL/860' MSL.

Trees beginning 726' from DER, 540' right of centerline, up to 67' AGL/860' MSL.

Trees beginning 745' from DER, 413' left of centerline, up to 62' AGL/862' MSL.

Trees beginning 1174' from DER, 577' right of centerline, up to 85' AGL/875' MSL.

Trees beginning 1438' from DER, 844' right of centerline, up to 87' AGL/887' MSL.

Trees beginning 1955' from DER, 869' right of centerline, up to 93' AGL/893' MSL.

Trees beginning 861' from DER, left and right of centerline, up to 43' AGL/856' MSL.

Power poles beginning 1390' from DER, 61' right of centerline, 28' AGL/808' MSL.

Rwy 20, power pole 37' from DER, 453' left of centerline, 35' AGL/793' MSL.

Trees beginning 103' from DER, 508' left of centerline, up to 54' AGL/820' MSL.

Vehicle on road 442' from DER, 56' right of centerline, 17' AGL/777' MSL.

Vehicle on road 467' from DER, 127' left of centerline, 17' AGL/779' MSL.

Power pole 436' from DER, 286' left of centerline, 50' AGL/811' MSL.

Trees beginning 398' from DER, 402' left of centerline, up to 73' AGL/849' MSL.

Trees beginning 524' from DER, 522' right of centerline, up to 70' AGL/833' MSL.

CON'T



26246



SE-1

SE-1, 03 SEP 2026 to 29 OCT 2026

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26246

**CENTERVILLE, TN (CON'T)****CENTERVILLE MUNI (GHM) (CON'T)**

Rwy 20 (CON'T), trees beginning 583' from DER, 321' right of centerline, up to 62' AGL/827' MSL.
 Trees beginning 608' from DER, 193' right of centerline, up to 57' AGL/818' MSL.
 Trees beginning 678' from DER, 567' right of centerline, up to 76' AGL/840' MSL.
 Tree beginning 694' from DER, 602' right of centerline, up to 86' AGL/850' MSL.
 Trees beginning 468' from DER, left and right of centerline, up to 44' AGL/839' MSL.

CHATTANOOGA, TN**LOVELL FLD (CHA)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 12 03JAN19 (21168) (FAA)

TAKEOFF MINIMUMS:**Rwy 15**, 300-2¼ or std. w/min. climb of 375' per NM to 1100.**Rwy 33**, 500-3 or std. w/min. climb of 330' per NM to 1300.**DEPARTURE PROCEDURE:****Rwy 2**, climb heading 022° to 2400 before turning.**Rwy 15**, climb heading 150° to 1400 before turning.**Rwy 20**, climb heading 202° to 2200 before turning.**Rwy 33**, climbing right turn heading 020° to 2600 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 2**, vegetation 279' from DER, 555' left of centerline, 676' MSL.

Vehicles on road 812' from DER, 644' right of centerline, 695' MSL.

Tree 869' from DER, 600' left of centerline, 720' MSL.

Tree 918' from DER, 623' right of centerline, 718' MSL.

Trees beginning 938' from DER, 503' right of centerline, up to 733' MSL.

Trees beginning 968' from DER, 646' left of centerline, up to 731' MSL.

Trees beginning 1075' from DER, 520' left of centerline, up to 94' AGL/748' MSL.

Tree 2045' from DER, 915' right of centerline, 742' MSL.

Trees beginning 2054' from DER, 203' right of centerline, up to 748' MSL.

Rwy 15, pole and tank beginning 61' from DER, 410' right of centerline, up to 32' AGL/705' MSL.

Tank 164' from DER, 489' left of centerline, 687' MSL.

Poles beginning 241' from DER, 287' right of centerline, up to 713' MSL.

Tree and vehicles on road beginning 351' from DER, 181' right of centerline, up to 733' MSL.

Pole and vehicles on road beginning 376' from DER, 5' left of centerline, up to 690' MSL.

Terrain, vehicles on road, and trees beginning 424' from DER, 40' right of centerline, up to 764' MSL.

Tree and vehicles on road beginning 578' from DER, 43' left of centerline, up to 717' MSL.

Pole and trees beginning 630' from DER, 68' left of centerline, up to 739' MSL.

Tree 745' from DER, 618' right of centerline, 771' MSL.

Transmission line, vehicles on road, poles, and trees beginning 826' from DER, 14' right of centerline, up to 774' MSL.

Trees beginning 1052' from DER, 401' left of centerline, up to 755' MSL.

Pole and trees beginning 1164' from DER, 211' left of centerline, up to 758' MSL.

Pole and trees beginning 1256' from DER, 33' left of centerline, up to 764' MSL.

Trees beginning 1542' from DER, 7' left of centerline, up to 91' AGL/765' MSL.

Trees beginning 1905' from DER, 102' left of centerline, up to 766' MSL.

Signs, poles, and trees beginning 2634' from DER, 2' left of centerline, up to 770' MSL.

Pole 3005' from DER, 899' right of centerline, 798' MSL.

Pole and trees beginning 3009' from DER, 12' right of centerline, up to 130' AGL/809' MSL.

Trees beginning 3179' from DER, 836' left of centerline, up to 772' MSL.

Tree 3439' from DER, 1408' left of centerline, 781' MSL.

Trees beginning 3485' from DER, 908' left of centerline, up to 786' MSL.

Trees beginning 3572' from DER, 770' left of centerline, up to 790' MSL.

Tree 3764' from DER, 1357' left of centerline, 797' MSL.

Trees beginning 3768' from DER, 172' left of centerline, up to 810' MSL.

Trees beginning 3997' from DER, 37' left of centerline, up to 815' MSL.

Trees beginning 4268' from DER, 1446' left of centerline, up to 832' MSL.

Trees beginning 4393' from DER, 213' left of centerline, up to 864' MSL.

Trees beginning 4494' from DER, 1190' left of centerline, up to 865' MSL.

Trees beginning 4544' from DER, 371' left of centerline, up to 876' MSL.

Trees beginning 4633' from DER, 790' left of centerline, up to 891' MSL.

Trees beginning 4753' from DER, 1165' left of centerline, up to 892' MSL.

Trees beginning 4798' from DER, 445' left of centerline, up to 899' MSL.

Vehicles on road, poles, buildings, and trees beginning 4912' from DER, 124' left of centerline, up to 904' MSL.

Tree 5276' from DER, 207' right of centerline, 77' AGL/810' MSL.

Tree 5301' from DER, 185' right of centerline, 84' AGL/820' MSL.

Trees beginning 5338' from DER, 63' right of centerline, up to 82' AGL/826' MSL.

Pole, vehicles on road, buildings, and trees beginning 5455' from DER, 181' left of centerline, up to 925' MSL.

Building 1.0 NM from DER, 25' right of centerline, 831' MSL.

Poles and trees beginning 1.0 NM from DER, 4' left of centerline, up to 86' AGL/946' MSL.

Trees beginning 1.0 NM from DER, 410' right of centerline, up to 845' MSL.

Trees beginning 1.0 NM from DER, 487' right of centerline, up to 847' MSL.

Trees beginning 1.0 NM from DER, 315' right of centerline, up to 864' MSL.

Trees beginning 1.0 NM from DER, 113' right of centerline, up to 865' MSL.

Trees beginning 1.0 NM from DER, 315' right of centerline, up to 866' MSL.

CON'T

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CHATTANOOGA, TN (CON'T)**LOVELL FLD (CHA) (CON'T)**

Rwy 15 (CON'T), trees and poles beginning 1.0 NM from DER, 37' right of centerline, up to 869' MSL.

Trees beginning 1.1 NM from DER, 340' right of centerline, up to 877' MSL.

Tree 1.1 NM from DER, 231' right of centerline, 892' MSL.

Tree 1.1 NM from DER, 644' right of centerline, 900' MSL.

Tree 1.1 NM from DER, 440' right of centerline, 906' MSL.

Trees beginning 1.1 NM from DER, 545' right of centerline, up to 921' MSL.

Pole and trees beginning 1.1 NM from DER, 83' right of centerline, up to 936' MSL.

Trees, buildings, towers, and antennas beginning 1.1 NM from DER, 14' right of centerline, up to 88' AGL/940' MSL.

Tree 1.8 NM from DER, 1924' left of centerline, 73' AGL/957' MSL.

Rwy 20, lighting 9' from DER, 55' left of centerline, 2' AGL/682' MSL.

Tree 611' from DER, 585' left of centerline, 735' MSL.

Trees beginning 816' from DER, 698' right of centerline, up to 719' MSL.

Trees beginning 1062' from DER, 688' right of centerline, up to 736' MSL.

Tree 2714' from DER, 1047' right of centerline, 758' MSL.

Trees beginning 2724' from DER, 1156' right of centerline, up to 763' MSL.

Trees beginning 2905' from DER, 791' right of centerline, up to 771' MSL.

Trees beginning 3618' from DER, 938' right of centerline, up to 118' AGL/786' MSL.

Rwy 33, tree, vehicles on road, and trees beginning 15' from DER, 20' left of centerline, up to 68' AGL/738' MSL.

Terrain 67' from DER, 377' right of centerline, 677' MSL.

Terrain and tree beginning 151' from DER, 324' right of centerline, up to 725' MSL.

Trees beginning 263' from DER, 431' right of centerline, up to 727' MSL.

Trees beginning 411' from DER, 9' right of centerline, up to 751' MSL.

Pole and trees beginning 1682' from DER, 25' left of centerline, up to 87' AGL/746' MSL.

Trees beginning 1928' from DER, 57' left of centerline, up to 101' AGL/749' MSL.

Trees beginning 2014' from DER, 18' left of centerline, up to 93' AGL/750' MSL.

Trees beginning 2130' from DER, 195' left of centerline, up to 106' AGL/755' MSL.

Trees beginning 2136' from DER, 54' left of centerline, up to 108' AGL/759' MSL.

Trees beginning 2256' from DER, 261' right of centerline, up to 760' MSL.

Tree 2295' from DER, 588' right of centerline, 766' MSL.

Tree 2327' from DER, 464' right of centerline, 768' MSL.

Trees beginning 2364' from DER, 219' right of centerline, up to 92' AGL/777' MSL.

Tree 2403' from DER, 622' right of centerline, 782' MSL.

Tree 2411' from DER, 389' right of centerline, 784' MSL.

Tower, poles, and trees beginning 2414' from DER, 8' right of centerline, up to 790' MSL.

Tree 2999' from DER, 127' left of centerline, 62' AGL/763' MSL.

Trees beginning 3153' from DER, 1229' left of centerline, up to 769' MSL.

Trees beginning 3254' from DER, 62' left of centerline, up to 90' AGL/781' MSL.

Trees beginning 3548' from DER, 7' right of centerline, up to 85' AGL/796' MSL.

Trees beginning 3699' from DER, 30' left of centerline, up to 100' AGL/795' MSL.

Electrical system and trees beginning 3996' from DER, 8' left of centerline, up to 119' AGL/817' MSL.

Trees beginning 4842' from DER, 51' right of centerline, up to 826' MSL.

Electrical system and trees beginning 5227' from DER, 3' right of centerline, up to 86' AGL/838' MSL.

Transmission line 5583' from DER, 15' left of centerline, 90' AGL/823' MSL.

Trees beginning 5626' from DER, 31' left of centerline, up to 836' MSL.

Trees beginning 5707' from DER, 153' left of centerline, up to 840' MSL.

Trees beginning 5902' from DER, 1339' left of centerline, up to 857' MSL.

Trees beginning 1.0 NM from DER, 2' left of centerline, up to 858' MSL.

Tree 1.1 NM from DER, 292' right of centerline, 846' MSL.

Trees beginning 1.1 NM from DER, 45' right of centerline, up to 862' MSL.

Trees beginning 1.1 NM from DER, 86' right of centerline, up to 888' MSL.

Trees beginning 1.1 NM from DER, 6' right of centerline, up to 914' MSL.

Trees beginning 1.2 NM from DER, 81' left of centerline, up to 875' MSL.

Trees beginning 1.2 NM from DER, 65' left of centerline, up to 876' MSL.

Tree 1.2 NM from DER, 915' right of centerline, 918' MSL.

Trees beginning 1.2 NM from DER, 407' right of centerline, up to 920' MSL.

Tree 1.2 NM from DER, 1149' right of centerline, 923' MSL.

Trees beginning 1.2 NM from DER, 284' right of centerline, up to 926' MSL.

Trees beginning 1.2 NM from DER, 812' right of centerline, up to 929' MSL.

Tree 1.2 NM from DER, 1412' right of centerline, 931' MSL.

Trees beginning 1.2 NM from DER, 480' right of centerline, up to 932' MSL.

Trees beginning 1.2 NM from DER, 1292' right of centerline, up to 936' MSL.

Pole and trees beginning 1.2 NM from DER, 659' right of centerline, up to 90' AGL/990' MSL.

Trees beginning 1.7 NM from DER, 1629' left of centerline, up to 974' MSL.

Trees beginning 1.9 NM from DER, 2446' left of centerline, up to 1002' MSL.

Tree 1.9 NM from DER, 3461' left of centerline, 1022' MSL.

Pole and trees beginning 2.0 NM from DER, 241' left of centerline, up to 92' AGL/1099' MSL.

Tree 2.3 NM from DER, 60' right of centerline, 84' AGL/1033' MSL.

Tree 2.5 NM from DER, 1570' left of centerline, 105' AGL/1126' MSL.

Tree 2.5 NM from DER, 1088' left of centerline, 1085' MSL.

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**CLARKSVILLE, TN****OUTLAW FLD (CKV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2A 13JUN24 (24165) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1% or std w/min climb of 245'/NM to 800 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 5, transmission lines, tree, traverse way beginning 7' from DER, 121' right of centerline, up to 26' AGL/565' MSL.

Pole, transmission line beginning 90' from DER, 368' right of centerline, up to 587' MSL.

Trees beginning 136' from DER, 367' left of centerline, up to 559' MSL.

Trees beginning 161' from DER, 299' right of centerline, up to 602' MSL.

Trees beginning 248' from DER, 206' left of centerline, up to 566' MSL.

Tree 313' from DER, 522' right of centerline, 613' MSL.

Tree 355' from DER, 215' left of centerline, 569' MSL.

Trees beginning 363' from DER, 291' right of centerline, up to 619' MSL.

Tree 528' from DER, 313' left of centerline, 571' MSL.

Tree 542' from DER, 533' left of centerline, 594' MSL.

Tree 561' from DER, 524' left of centerline, 604' MSL.

Trees beginning 594' from DER, 11' left of centerline, up to 627' MSL.

Trees beginning 667' from DER, 3' right of centerline, up to 650' MSL.

Trees beginning 1657' from DER, 172' left of centerline, up to 628' MSL.

Trees beginning 1720' from DER, 94' left of centerline, up to 632' MSL.

Trees beginning 1740' from DER, 25' left of centerline, up to 644' MSL.

Trees, transmission line beginning 2542' from DER, 2' right of centerline, up to 657' MSL.

Rwy 17, tree 13' from DER, 364' right of centerline, 580' MSL.

Transmission lines 40' from DER, 501' left of centerline, 24' AGL/576' MSL.

Trees beginning 57' from DER, 440' right of centerline, up to 594' MSL.

Poles, transmission line beginning 167' from DER, 449' left of centerline, up to 39' AGL/578' MSL.

Transmission line, poles beginning 367' from DER, 333' left of centerline, up to 35' AGL/580' MSL.

Tree 591' from DER, 532' left of centerline, 68' AGL/601' MSL.

Trees beginning 627' from DER, 493' left of centerline, up to 608' MSL.

Trees, poles beginning 696' from DER, 210' left of centerline, up to 619' MSL.

Trees beginning 1567' from DER, 238' right of centerline, up to 598' MSL.

Trees beginning 2129' from DER, 271' right of centerline, up to 621' MSL.

Trees beginning 2242' from DER, 115' right of centerline, up to 622' MSL.

Rwy 23, trees beginning 1' from DER, 377' right of centerline, up to 636' MSL.

Trees, traverse ways, transmission line, pole beginning 31' from DER, 8' right of centerline, up to 639' MSL.

Trees beginning 399' from DER, 8' left of centerline, up to 561' MSL.

Trees beginning 535' from DER, 240' left of centerline, up to 590' MSL.

Trees, spires beginning 708' from DER, 165' left of centerline, up to 596' MSL.

Rwy 35, tree 4' from DER, 413' right of centerline, 43' AGL/571' MSL.

Tree 8' from DER, 463' right of centerline, 48' AGL/576' MSL.

Trees beginning 23' from DER, 341' right of centerline, up to 590' MSL.

Tree 368' from DER, 500' right of centerline, 595' MSL.

Tree 383' from DER, 588' right of centerline, 70' AGL/596' MSL.

Tree, pole, transmission line beginning 446' from DER, 226' right of centerline, up to 606' MSL.

Pole 930' from DER, 249' left of centerline, 11' AGL/562' MSL.

Pole 1180' from DER, 585' left of centerline, 33' AGL/585' MSL.

Transmission line, poles beginning 1201' from DER, 562' left of centerline, up to 37' AGL/589' MSL.

Poles, transmission line, building, tree beginning 1209' from DER, 221' left of centerline, up to 49' AGL/601' MSL.

Trees beginning 1440' from DER, 728' right of centerline, up to 610' MSL.

Tree 1453' from DER, 823' right of centerline, 618' MSL.

Tree 1487' from DER, 895' right of centerline, 102' AGL/643' MSL.

Trees, pole beginning 1496' from DER, 522' left of centerline, up to 612' MSL.

Trees, poles, tanks beginning 1524' from DER, 100' right of centerline, up to 649' MSL.

Tree 1592' from DER, 557' left of centerline, 61' AGL/616' MSL.

Trees beginning 1597' from DER, 450' left of centerline, up to 626' MSL.

Trees beginning 1676' from DER, 487' left of centerline, up to 72' AGL/627' MSL.

Trees, poles, transmission line beginning 1711' from DER, 394' left of centerline, up to 636' MSL.

Trees, poles beginning 1822' from DER, 145' left of centerline, up to 639' MSL.

Trees beginning 2373' from DER, 271' left of centerline, up to 644' MSL.

Trees beginning 2728' from DER, 784' left of centerline, up to 649' MSL.

Trees beginning 2956' from DER, 148' right of centerline, up to 661' MSL.

Trees beginning 3714' from DER, 1366' left of centerline, up to 657' MSL.

Transmission line 5156' from DER, 1669' right of centerline, 137' AGL/695' MSL.

Transmission lines beginning 5165' from DER, 990' right of centerline, up to 136' AGL/693' MSL.

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CLEVELAND, TN

CLEVELAND RGNL JETPORT (RZR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1¼ or std. w/min. climb of 260' per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 034° to 2200 before turning right.**Rwy 21**, climb heading 214° to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 21, tree 3009' from DER, 676' left of centerline, 920' MSL.

Tree 1.1 NM from DER, 2087' left of centerline, 1011' MSL.

Tree 1.1 NM from DER, 2321' left of centerline, 1021' MSL.

Tower 1.1 NM from DER, 65' left of centerline, 196' AGL/1054' MSL.

Tower 1.4 NM from DER, 880' right of centerline, 225' AGL/1075' MSL.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY RGNL (MRC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 14MAY26 (26134) (FAA)

TAKEOFF MINIMUMS:

Rwys 17, 35, NA - Environmental.**Rwy 6**, 300-1¼ or std w/min climb of 305'/NM to 1100.**Rwy 24**, 400-2¼ or std w/min climb of 285'/NM to 1200.

DEPARTURE PROCEDURE:

Rwy 24, climb on heading 235° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6, transmission line towers, pole beginning 23' from DER, 354' left of centerline, up to 41' AGL/691' MSL.

Pole 233' from DER, 559' right of centerline, 32' AGL/699' MSL.

Tree 619' from DER, 658' right of centerline, 56' AGL/710' MSL.

Tree 909' from DER, 691' right of centerline, 69' AGL/719' MSL.

Trees beginning 1024' from DER, 534' right of centerline, up to 96' AGL/746' MSL.

Tree 1031' from DER, 655' left of centerline, 77' AGL/727' MSL.

Trees beginning 1121' from DER, 399' right of centerline, up to 101' AGL/751' MSL.

Trees beginning 1176' from DER, 573' left of centerline, up to 751' MSL.

Tree 2715' from DER, 920' left of centerline, 757' MSL.

Trees beginning 1.1 NM from DER, 1855' right of centerline, up to 104' AGL/954' MSL.

Trees beginning 1.2 NM from DER, 1825' right of centerline, up to 116' AGL/955' MSL.

Rwy 24, tree 11' from DER, 491' right of centerline, 25' AGL/675' MSL.

Pole 21' from DER, 487' right of centerline, 27' AGL/677' MSL.

Pole 52' from DER, 508' left of centerline, 36' AGL/679' MSL.

Pole 280' from DER, 508' left of centerline, 29' AGL/682' MSL.

Trees beginning 479' from DER, 492' right of centerline, up to 78' AGL/712' MSL.

Trees beginning 1243' from DER, 122' left of centerline, up to 107' AGL/724' MSL.

Trees beginning 1383' from DER, 56' right of centerline, up to 105' AGL/717' MSL.

Trees beginning 1451' from DER, 1' left of centerline, up to 117' AGL/748' MSL.

Trees beginning 1533' from DER, 5' right of centerline, up to 720' MSL.

Trees beginning 1592' from DER, 64' right of centerline, up to 110' AGL/726' MSL.

Trees beginning 1685' from DER, 18' right of centerline, up to 121' AGL/737' MSL.

Trees beginning 1818' from DER, 190' right of centerline, up to 739' MSL.

Trees beginning 2600' from DER, 315' left of centerline, up to 95' AGL/767' MSL.

Trees beginning 2779' from DER, 813' left of centerline, up to 120' AGL/781' MSL.

Tree 4737' from DER, 1632' left of centerline, 96' AGL/785' MSL.

Trees, towers beginning 1.6 NM from DER, 2259' right of centerline, up to 81' AGL/953' MSL.

Towers beginning 1.7 NM from DER, 1667' right of centerline, 195' AGL/1042' MSL.

COPPERHILL, TN

MARTIN CAMPBELL FLD (1A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06OCT22 (22279) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, std. w/min. climb of 440' per NM to 3000 or 2400-3 for VCOA.**Rwy 20**, std. w/min. climb of 240' per NM to 4600 or 2400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 019° to 4000 before proceeding on course.**Rwy 20**, climb on heading 199° to 3700 before proceeding on course.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Martin Campbell Fld at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 27' from DER, 8' left of centerline, up to 1817' MSL.

Trees beginning 65' from DER, 6' right of centerline, up to 1827' MSL.

Trees 1224' from DER, 661' right of centerline, 1840' MSL.

CONT



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SE-1, 03 SEP 2026 to 29 OCT 2026

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**COPPERHILL, TN (CON'T)****MARTIN CAMPBELL FLD (1A3) (CON'T)**

Rwy 2 (CON'T), trees beginning 1318' from DER, 369' right of centerline, up to 1853' MSL.
 Trees beginning 1634' from DER, 128' right of centerline, up to 1860' MSL.
 Trees beginning 1.9 NM from DER, 1461' left of centerline, up to 2119' MSL.
 Trees beginning 1.9 NM from DER, 488' left of centerline, up to 2186' MSL.
 Trees beginning 2.1 NM from DER, 5' right of centerline, up to 2301' MSL.
 Tree 2.1 NM from DER, 509' left of centerline, 2253' MSL.
 Trees beginning 2.1 NM from DER, 103' left of centerline, up to 2312' MSL.
Rwy 20, trees abeam from DER, 163' left of centerline, 1811' MSL.
 Trees beginning 4' from DER, 141' right of centerline, up to 1827' MSL.
 Trees beginning 8' from DER, 211' left of centerline, up to 1813' MSL.
 Trees 155' from DER, 494' left of centerline, 1837' MSL.
 Trees beginning 205' from DER, 175' left of centerline, up to 1842' MSL.
 Trees beginning 221' from DER, 258' right of centerline, up to 1830' MSL.

COVINGTON, KY**CINCINNATI/NORTHERN KENTUCKY INTL (CVG)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMD'T 1 08APR10 (10098) (FAA)****TAKEOFF OBSTACLE NOTES:**

Rwy 9, trees beginning 4562' from DER, 900' left of centerline, up to 94' AGL/1003' MSL.
 Trees 3385' from DER, 1117' right of centerline, up to 59' AGL/988' MSL.
Rwy 18C, trees beginning 1882' from DER, 834' left of centerline, up to 75' AGL/974' MSL.
 Trees 3473' from DER, 904' right of centerline, up to 70' AGL/929' MSL.
Rwy 18R, trees beginning 3221' from DER, 895' left of centerline, up to 85' AGL/964' MSL.
Rwy 36C, trees beginning 956' from DER, 613' right of centerline, up to 94' AGL/963' MSL.
Rwy 36R, light pole 1476' from DER, 813' left of centerline, 47' AGL/936' MSL.
 Trees 1602' from DER, 754' right of centerline, up to 59' AGL/938' MSL.

COVINGTON, TN**COVINGTON MUNI (M04)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG-A 03APR14 (14093) (FAA)****TAKEOFF OBSTACLE NOTES:**

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

CROSSVILLE, TN**CROSSVILLE MEML-WHITSON FLD (CSV)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 04SEP03 (21112) (FAA)****TAKEOFF OBSTACLE NOTES:**

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

CYNTHIANA, KY**CYNTHIANA-HARRISON COUNTY (018)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 13NOV14 (14317) (FAA)****TAKEOFF MINIMUMS:****Rwy 11**, 300-1½ or std. w/ min. climb of 510' per NM to 1000.**Rwy 29**, 300-1¼ or std. w/ min. climb of 240' per NM to 1000.**TAKEOFF OBSTACLE NOTES:**

Rwy 11, multiple trees beginning 25' from DER, 56' left of centerline, up to 108' AGL/819' MSL.
 Fence 942' from DER, 643' left of centerline, 17' AGL/767' MSL.
 Multiple trees beginning 1067' from DER, along and right of course, up to 125' AGL/908' MSL.
 Multiple trees beginning 1090' from DER, along and left of course, up to 114' AGL/900' MSL.
 Terrain beginning 1201' from DER, 1' left of centerline, up to 837' MSL.
 Multiple poles beginning 1265' from DER, 4' left of centerline, up to 67' AGL/879' MSL.
 Multiple buildings beginning 1642' from DER, 3' left of centerline, up to 19' AGL/832' MSL.
 Terrain beginning 1881' from DER, 4' right of centerline, up to 859' MSL.

CON'T

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CYNTHIANA, KY (CON'T)

CYNTHIANA-HARRISON COUNTY (018) (CON'T)

Rwy 11 (CON'T), multiple fences beginning 1907' from DER, 26' left of centerline, up to 15' AGL/838' MSL.

Multiple fences beginning 2266' from DER, 22' right of centerline, up to 13' AGL/855' MSL.

Multiple buildings beginning 2274' from DER, 7' right of centerline, up to 33' AGL/872' MSL.

Multiple poles beginning 2331' from DER, 39' right of centerline, up to 70' AGL/897' MSL.

Vehicles on road beginning 2356' from DER, left and right of centerline, up to 15' AGL/833' MSL.

Antenna 2879' from DER, 753' right of centerline, 36' AGL/856' MSL.

Rwy 29, runway end lights 11' from DER, 113' right of centerline, 3' AGL/722' MSL.

Multiple trees beginning 37' from DER, 18' right of centerline, up to 85' AGL/856' MSL.

Bushes beginning 82' from DER, 201' left of centerline, up to 11' AGL/728' MSL.

Multiple buildings beginning 217' from DER, 272' right of centerline, up to 23' AGL/757' MSL.

Railroad beginning 412' from DER, crossing left and right of centerline, up to 23' AGL/780' MSL.

Multiple trees beginning 440' from DER, 12' left of centerline, up to 111' AGL/894' MSL.

Multiple poles beginning 968' from DER, 153' left of centerline, up to 35' AGL/755' MSL.

Flag pole 1409' from DER, 798' right of centerline, 51' AGL/781' MSL.

Multiple poles beginning 1453' from DER, 73' right of centerline, up to 50' AGL/771' MSL.

Multiple buildings beginning 4754' from DER, 342' left of centerline, up to 51' AGL/851' MSL.

DANVILLE, KY

STUART POWELL FLD (DVK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29DEC22 (22363) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA-Obstacles.

Rwy 31, 500-2¼ or std. w/min. climb of 290' per NM to 1600.

DEPARTURE PROCEDURE:

Rwy 31, climb on heading 305° to 1700 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees beginning 1938' from DER, 604' left of centerline, up to 1100' MSL.

Rwy 31, tree 7' from DER, 376' left of centerline, 1073' MSL.

Tree, building beginning 185' from DER, 279' left of centerline, up to 1080' MSL.

NAVAID 459' from DER, 250' right of centerline, 17' AGL/1032' MSL.

Trees beginning 1543' from DER, 508' right of centerline, up to 1077' MSL.

Tree 2105' from DER, 115' right of centerline, 1081' MSL.

Tree 2.1 NM from DER, 2266' left of centerline, 1401' MSL.

Tree 2.1 NM from DER, 3345' left of centerline, 1399' MSL.

DAYTON, TN

MARK ANTON (2A0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25AUG11 (11237) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 300-1¼ or std. w/min. climb of 205' per NM to 1000, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 033° to 2100 before turning left.

Rwy 21, climb heading 213° to 1500 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 3, vehicles on roadway beginning 106' from DER, left and right of centerline, up to 15' AGL/736' MSL.

Fence 85' from DER, 498' right of centerline, 15' AGL/726' MSL.

Bushes and trees beginning 117' from DER, left and right of centerline, up to 100' AGL/878' MSL.

Rwy 21, rising terrain and trees beginning 9' from DER, left and right of centerline, up to 100' AGL/821' MSL.

DICKSON, TN

DICKSON MUNI (M02)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17JUN21 (21168) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 400-1½ or std. w/min. climb of 370' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 17, electrical system beginning 22' from DER, 401' left of centerline, up to 74' AGL/901' MSL.

Trees beginning 166' from DER, 152' right of centerline, up to 71' AGL/913' MSL.

Electrical system, vehicle on road beginning 469' from DER, 325' left of centerline, up to 34' AGL/906' MSL.

Tree 533' from DER, 324' left of centerline, 44' AGL/924' MSL.

Tree, building beginning 592' from DER, 395' left of centerline, up to 66' AGL/943' MSL.

Tree, electrical system, fence, vehicle on road beginning 718' from DER, 4' left of centerline, up to 79' AGL/957' MSL.

Tree, electrical system, building beginning 1079' from DER, 19' right of centerline, up to 41' AGL/919' MSL.

Tree, electrical system, building beginning 1175' from DER, 5' right of centerline, up to 68' AGL/957' MSL.

Tree, electrical system beginning 1298' from DER, 30' right of centerline, up to 73' AGL/967' MSL.

Tree, building, electrical system beginning 1377' from DER, 56' right of centerline, up to 72' AGL/968' MSL.

Trees beginning 1710' from DER, 293' left of centerline, up to 86' AGL/968' MSL.

CON'T



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**DICKSON, TN (CON'T)****DICKSON MUNI (M02) (CON'T)**

Rwy 17 (CON'T), trees beginning 1815' from DER, 90' left of centerline, up to 90' AGL/969' MSL.
 Trees beginning 1863' from DER, 22' left of centerline, up to 96' AGL/970' MSL.
 Trees beginning 2529' from DER, 349' right of centerline, up to 105' AGL/984' MSL.
 Trees beginning 2974' from DER, 217' right of centerline, up to 84' AGL/989' MSL.
 Trees beginning 3068' from DER, 81' right of centerline, up to 92' AGL/994' MSL.
 Trees beginning 3106' from DER, 34' left of centerline, up to 85' AGL/983' MSL.
 Trees beginning 3150' from DER, 3' right of centerline, up to 86' AGL/1002' MSL.
 Trees beginning 3188' from DER, 21' left of centerline, up to 92' AGL/988' MSL.
 Tree 3856' from DER, 9' left of centerline, 92' AGL/992' MSL.
 Trees beginning 3888' from DER, 139' left of centerline, up to 92' AGL/997' MSL.
 Trees beginning 4053' from DER, 162' right of centerline, up to 104' AGL/1008' MSL.
 Trees beginning 4069' from DER, 290' left of centerline, up to 89' AGL/1010' MSL.
 Tree, electrical system beginning 4086' from DER, 45' left of centerline, up to 97' AGL/1021' MSL.
 Tree, electrical system beginning 4208' from DER, 24' right of centerline, up to 98' AGL/1016' MSL.
 Tree, electrical system beginning 4562' from DER, 140' left of centerline, up to 80' AGL/1026' MSL.
 Trees beginning 4578' from DER, 39' right of centerline, up to 79' AGL/1018' MSL.
 Tree, electrical system beginning 4634' from DER, 273' left of centerline, up to 78' AGL/1028' MSL.
 Trees beginning 4742' from DER, 8' left of centerline, up to 78' AGL/1032' MSL.
 Trees beginning 4918' from DER, 12' right of centerline, up to 65' AGL/1023' MSL.
 Tank, tree beginning 5055' from DER, 39' right of centerline, up to 95' AGL/1057' MSL.
 Tank 1.3 NM from DER, 1975' right of centerline, 199' AGL/1137' MSL.
 Antenna 1.3 NM from DER, 1994' right of centerline, 205' AGL/1147' MSL.
 Tower, antenna beginning 1.3 NM from DER, 2326' right of centerline, up to 318' AGL/1256' MSL.
 Tower 1.5 NM from DER, 2028' left of centerline, 300' AGL/1189' MSL.
 Antenna 1.5 NM from DER, 2037' left of centerline, 290' AGL/1176' MSL.
Rwy 35, fence 30' from DER, 395' left of centerline, 7' AGL/901' MSL.
 Tree, vehicle of road beginning 87' from DER, 139' left of centerline, up to 59' AGL/951' MSL.
 Tree 503' from DER, 331' right of centerline, 75' AGL/913' MSL.
 Trees beginning 553' from DER, 428' right of centerline, up to 94' AGL/923' MSL.
 Trees beginning 727' from DER, 25' right of centerline, up to 96' AGL/948' MSL.
 Tree, electrical system beginning 730' from DER, 518' left of centerline, up to 93' AGL/961' MSL.
 Trees beginning 938' from DER, 25' left of centerline, up to 90' AGL/963' MSL.
 Trees beginning 1605' from DER, 30' left of centerline, up to 87' AGL/976' MSL.
 Trees beginning 1765' from DER, 166' right of centerline, up to 70' AGL/949' MSL.
 Tree 1993' from DER, 625' left of centerline, 75' AGL/980' MSL.
 Trees beginning 2195' from DER, 39' left of centerline, up to 80' AGL/984' MSL.
 Tree 2453' from DER, 41' right of centerline, 56' AGL/959' MSL.
 Trees beginning 2632' from DER, 148' left of centerline, up to 86' AGL/986' MSL.

DYERSBURG, TN**DYERSBURG RGNL (DYR)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1A 07OCT21 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

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

ELIZABETHTON, TN**WILLIAM B GREENE JR RGNL (0A9)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

ORIG-A 16AUG18 (26022) (FAA)

TAKEOFF MINIMUMS:**Rwy 6**, NA-Obstacles.**Rwy 24**, 600-2 w/min climb of 415' per NM to 7000 or 3500-3 for VCOA.**DEPARTURE PROCEDURE:****Rwy 24**, climb heading 244° to 3300 before proceeding on course.**VCOA:****Rwy 24**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross William B Greene Jr Rgnl airport at or above 4900 before proceeding on course.**TAKEOFF OBSTACLE NOTES:**

Rwy 24, numerous trees beginning 1655' from DER, 931' right of centerline, up to 100' AGL/2099' MSL.
 Numerous trees 1.36 NM from DER, 2353' left of centerline, up to 100' AGL/2179' MSL.
 Power line 5898' from DER, 973' left of centerline, up to 200' AGL/1759' MSL.
 Power line 1.13 NM from DER, 584' right of centerline, up to 200' AGL/1849' MSL.

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ELIZABETHTOWN, KY

ADDINGTON FLD (EKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JUN06 (21168) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb via heading 050° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 1404' from DER, 466' left of centerline, up to 96' AGL/835' MSL.

Rwy 23, multiple trees and power lines beginning 7' from DER, 372' left of centerline, up to 100' AGL/899' MSL.
Multiple trees and power lines beginning 2416' from DER, 25' right of centerline, up to 100' AGL/869' MSL.

FALMOUTH, KY

GENE SNYDER (K62)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27SEP07 (07270) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

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

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

FAYETTEVILLE, TN

FAYETTEVILLE MUNI (FYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAR13 (13066) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 5' from DER, 495' right of centerline, 985' MSL.

Vehicles on road beginning 534' from DER, left and right of centerline, up to 15' AGL/1004' MSL.

Trees beginning 742' from DER, 26' left of centerline, up to 100' AGL/1109' MSL.

Trees beginning 987' from DER, 468' right of centerline, up to 100' AGL/1089' MSL.

Rwy 20, trees beginning 82' from DER, 451' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 835' from DER, 420' left of centerline, up to 100' AGL/1059' MSL.

Tree 1428' from DER, on centerline, 100' AGL/1014' MSL.

Trees beginning 1719' from DER, 55' left of centerline, up to 100' AGL/1099' MSL.

FLEMINGSBURG, KY

FLEMING-MASON (FGX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees beginning 141' from DER, 360' left of centerline, up to 931' MSL.

Trees beginning 214' from DER, 530' left of centerline, up to 932' MSL.

Trees beginning 224' from DER, 163' right of centerline, up to 67' AGL/939' MSL.

Trees beginning 304' from DER, 510' left of centerline, up to 65' AGL/938' MSL.

Trees beginning 354' from DER, 518' left of centerline, up to 68' AGL/942' MSL.

Rwy 25, vegetation 4' from DER, 11' right of centerline, 7' AGL/907' MSL.

Tree 6' from DER, 485' right of centerline, 909' MSL.

Vegetation 7' from DER, 5' left of centerline, 7' AGL/907' MSL.

Tree 20' from DER, 145' right of centerline, 29' AGL/914' MSL.

Trees, NAVAID beginning 103' from DER, 23' left of centerline, up to 915' MSL.

Tree 209' from DER, 539' right of centerline, 916' MSL.

Tree 354' from DER, 220' right of centerline, 917' MSL.

Tree 375' from DER, 213' right of centerline, 53' AGL/922' MSL.

Trees beginning 404' from DER, 200' right of centerline, up to 56' AGL/927' MSL.

Tree 408' from DER, 534' left of centerline, 68' AGL/925' MSL.

Trees beginning 577' from DER, 255' right of centerline, up to 51' AGL/928' MSL.

FRANKFORT, KY

CAPITAL CITY (FFT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 20FEB25 (25051) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, fence, terrain beginning 196' from DER, 349' left of centerline, up to 4' AGL/796' MSL.

Trees, fence beginning 268' from DER, 494' right of centerline, up to 39' AGL/830' MSL.

Pole, vehicles on road beginning 738' from DER, 689' left of centerline, up to 26' AGL/842' MSL.

Poles beginning 1090' from DER, 569' left of centerline, up to 35' AGL/851' MSL.

Tree 1611' from DER, 304' right of centerline, 73' AGL/835' MSL.

Trees, pole beginning 1641' from DER, 30' left of centerline, up to 71' AGL/884' MSL.

Trees beginning 1656' from DER, 216' right of centerline, up to 71' AGL/843' MSL.

Tree 1961' from DER, 809' right of centerline, 64' AGL/858' MSL.

Trees, poles beginning 2078' from DER, 194' right of centerline, up to 57' AGL/861' MSL.

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FRANKFORT, KY (CON'T) CAPITAL CITY (FFT) (CON'T)

Rwy 7 (CON'T), trees beginning 2113' from DER, 17' left of centerline, up to 53' AGL/888' MSL.
Trees beginning 2763' from DER, 33' left of centerline, up to 75' AGL/896' MSL.
Tree 2890' from DER, 1119' right of centerline, 68' AGL/865' MSL.
Trees beginning 3057' from DER, 467' right of centerline, up to 73' AGL/870' MSL.
Trees beginning 3282' from DER, 193' right of centerline, up to 54' AGL/872' MSL.
Rwy 25, terrain 65' from DER, 380' left of centerline, 822' MSL.
Pole 198' from DER, 543' left of centerline, 37' AGL/848' MSL.
Transmission lines, buildings, trees, poles beginning 199' from DER, 146' left of centerline, up to 42' AGL/851' MSL.
Vehicle on road 785' from DER, 621' right of centerline, 841' MSL.
Trees beginning 1207' from DER, 193' right of centerline, up to 67' AGL/872' MSL.
Tree 1456' from DER, 205' left of centerline, 52' AGL/855' MSL.
Tree 1517' from DER, 431' left of centerline, 63' AGL/859' MSL.
Trees beginning 1541' from DER, 302' left of centerline, up to 67' AGL/869' MSL.
Trees beginning 1633' from DER, 115' left of centerline, up to 74' AGL/871' MSL.
Tree 1771' from DER, 938' right of centerline, 84' AGL/884' MSL.
Trees beginning 1983' from DER, 45' right of centerline, up to 72' AGL/887' MSL.
Trees beginning 2835' from DER, 167' right of centerline, up to 78' AGL/888' MSL.

FULTON, KY FULTON (1M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES ORIG 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, 400-1% or std. w/min. climb of 314' per NM to 900.

TAKEOFF OBSTACLE NOTES:

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

GALLATIN, TN MUSIC CITY EXEC (XNX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4B 25JAN24 (24025) (FAA)

TAKEOFF MINIMUMS:

Rwy 35, 300-1% or std w/min climb of 310' per NM to 900.

DEPARTURE PROCEDURES:

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

TAKEOFF OBSTACLE NOTES:

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



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GEORGETOWN, KY

GEORGETOWN-SCOTT COUNTY RGNL (27K)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 29MAR18 (18088) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, Trees 3572' from DER, 162' left of centerline, 95' AGL/1042' MSL.

Rwy 21, Vehicle on road 270' from DER, 51' left of centerline, 15' AGL/944' MSL.

GLASGOW, KY

GLASGOW MUNI (GLW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 2118' from DER, 1048' left of centerline, up to 100' AGL/889' MSL.

Tree 2336' from DER, 909' left of centerline, up to 100' AGL/869' MSL.

Terrain beginning 49' from DER, 9' left of centerline, up to 785' MSL.

Terrain beginning 183' from DER, 69' right of centerline, up to 728' MSL.

Rwy 26, multiple trees beginning 2098' from DER, left and right of centerline, up to 100' AGL/869' MSL.

GODMAN AAF (KFTK)

FORT KNOX, KY

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:

Rwy 15, std w/min climb of 290'/NM to 1200 or 300-1½.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 841' from DER, 378' left of centerline, 760' MSL.

Trees 1015' from DER, 690' left of centerline, 803' MSL.

Trees 2036' from DER, 885' right of centerline, 806' MSL.

Trees 2544' from DER, 468' left of centerline, 808' MSL.

Tank 5108' from DER, 1644' left of centerline, 130' AGL/875' MSL.

Tank 5216' from DER, 1639' left of centerline, 131' AGL/885' MSL.

Rwy 18, vehicle 250' from DER, 2' left of centerline, 735' MSL.

Trees 1685' from DER, on centerline, 806' MSL.

Rwy 33, vehicle 677' from DER, 512' left of centerline, 788' MSL.

Fence 693' from DER, 505' right of centerline, 775' MSL.

Trees 1010' from DER, 504' right of centerline, 861' MSL.

Fence 711' from DER, 515' left of centerline, 786' MSL.

Trees 2107' from DER, 27' left of centerline, 852' MSL.

Trees 3946' from DER, 1124' right of centerline, 863' MSL.

Power pole 1945' from DER, 589' left of centerline, 821' MSL.

Pylon 1946' from DER, 571' left of centerline, 59' AGL/817' MSL.

Pylon 1999' from DER, 281' left of centerline, 59' AGL/817' MSL.

Pylon 2054' from DER, 7' left of centerline, 59' AGL/814' MSL.

Pylon 2091' from DER, 223' right of centerline, 59' AGL/827' MSL.

Pylon 2116' from DER, 917' left of centerline, 59' AGL/835' MSL.

Pylon 2142' from DER, 467' right of centerline, 59' AGL/830' MSL.

Pylon 2184' from DER, 692' right of centerline, 59' AGL/837' MSL.

Pylon 2223' from DER, 917' right of centerline, 59' AGL/847' MSL.

Rwy 36, vehicle 252' from DER, 7' left of centerline, 10' AGL/768' MSL.

Vehicle 433' from DER, 1' right of centerline, 10' AGL/771' MSL.

Vehicle 1024' from DER, 620' left of centerline, 782' MSL.

Trees 3788' from DER, 821' left of centerline, 867' MSL.

Trees 3740' from DER, 664' left of centerline, 863' MSL.

Vehicle 663' from DER, 98' right of centerline, 777' MSL.

Rail cars 623' from DER, 2' right of centerline 23' AGL/794' MSL.

Vegetation 520' from DER, 142' right of centerline, 768' MSL.

Pylon 3311' from DER, 1173' left of centerline, 59' AGL/845' MSL.

SE-1, 03 SEP 2026 to 29 OCT 2026



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GREENEVILLE, TN

GREENEVILLE MUNI (GCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, lighting 20' from DER, 91' left of centerline, 4' AGL/1604' MSL.

Lighting 20' from DER, 88' right of centerline, 2' AGL/1603' MSL.

Terrain, vegetation beginning 65' from DER, 304' right of centerline, up to 1633' MSL.

Tree 85' from DER, 392' left of centerline, 1617' MSL.

Trees beginning 414' from DER, 346' right of centerline, up to 1645' MSL.

Trees beginning 543' from DER, 430' right of centerline, up to 1669' MSL.

Tree 1374' from DER, 746' right of centerline, 1728' MSL.

Trees beginning 1400' from DER, 288' right of centerline, up to 112' AGL/1757' MSL.

Tree, vegetation, terrain, fence beginning 1521' from DER, 32' right of centerline, up to 1789' MSL.

Trees beginning 3257' from DER, 17' left of centerline, up to 1716' MSL.

Trees beginning 3439' from DER, 589' right of centerline, up to 113' AGL/1791' MSL.

Trees beginning 3540' from DER, 318' right of centerline, up to 1810' MSL.

Tree, terrain beginning 3700' from DER, 180' right of centerline, up to 1846' MSL.

Trees beginning 3861' from DER, 50' left of centerline, up to 1724' MSL.

Trees beginning 3917' from DER, 18' right of centerline, up to 1857' MSL.

Tree, electrical system beginning 4545' from DER, 54' right of centerline, up to 100' AGL/1875' MSL.

Tree 4783' from DER, 6' left of centerline, 1740' MSL.

Tree 5064' from DER, 39' left of centerline, 94' AGL/1775' MSL.

Tree beginning 5112' from DER, 7' right of centerline, up to 100' AGL/1889' MSL.

Trees beginning 5201' from DER, 28' left of centerline, up to 1789' MSL.

Tree 5877' from DER, 174' left of centerline, 87' AGL/1794' MSL.

Trees beginning 5977' from DER, 175' left of centerline, up to 1803' MSL.

Tree 1 NM from DER, 197' left of centerline, 1805' MSL.

Trees beginning 1 NM from DER, 213' left of centerline, up to 1808' MSL.

Tree 1.4 NM from DER, 930' right of centerline, 1889' MSL.

Tree 1.4 NM from DER, 749' right of centerline, 1889' MSL.

Rwy 23, tree, lighting, sign beginning 111' from DER, 29' left of centerline, up to 83' AGL/1629' MSL.

Tree 2912' from DER, 1183' left of centerline, 129' AGL/1666' MSL.

Tree 3817' from DER, 1398' right of centerline, 1698' MSL.

Trees beginning 3998' from DER, 1398' right of centerline, up to 1728' MSL.

Trees beginning 4318' from DER, 1417' right of centerline, up to 1768' MSL.

Trees beginning 4362' from DER, 1332' right of centerline, up to 1773' MSL.

GREENVILLE, KY

MUHLBURG COUNTY (M21)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1 $\frac{1}{2}$.

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain and trees beginning 246' from DER, 221' left of centerline, up to 100' AGL/539' MSL.

Terrain and trees beginning 1089' from DER, 35' right of centerline, up to 100' AGL/559' MSL.

Trees 1415' from DER, 195' right of centerline, up to 100' AGL/609' MSL.

Trees 1.1 NM from DER, 2312' left of centerline, up to 100' AGL/689' MSL.

Trees 1.4 NM from DER, 2564' left of centerline, up to 100' AGL/669' MSL.

Rwy 24, trees beginning 518' from DER, 363' left of centerline, up to 100' AGL/519' MSL.

Terrain and trees beginning 328' from DER, 502' right of centerline, up to 100' AGL/539' MSL.

Trees 2659' from DER, 326' left of centerline, up to 100' AGL/569' MSL.

Tower 2.4 NM from DER, 4098' left of centerline, 218' AGL/818' MSL.



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SE-1, 03 SEP 2026 to 29 OCT 2026



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**HARDINSBURG, KY****BRECKINRIDGE COUNTY (I93)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 25APR19 (19115) (FAA)****TAKEOFF MINIMUMS:**

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 222' from DER, 328' left of centerline, 54' AGL/749' MSL.

Trees beginning 352' from DER, 315' left of centerline, up to 96' AGL/775' MSL.

Tree 531' from DER, 437' right of centerline, 41' AGL/749' MSL.

Rwy 28, tree, pole beginning 94' from DER, 505' right of centerline, up to 65' AGL/749' MSL.

Tree 198' from DER, 361' left of centerline, 30' AGL/729' MSL.

Tree, pole beginning 502' from DER, 259' right of centerline, up to 80' AGL/750' MSL.

Trees beginning 688' from DER, 28' right of centerline, up to 89' AGL/765' MSL.

Tree 930' from DER, 738' left of centerline, 77' AGL/755' MSL.

Tree 1091' from DER, 648' left of centerline, 89' AGL/770' MSL.

Trees beginning 1111' from DER, 643' left of centerline, up to 81' AGL/772' MSL.

Trees beginning 1355' from DER, 210' right of centerline, up to 91' AGL/771' MSL.

Trees beginning 1477' from DER, 236' right of centerline, up to 97' AGL/777' MSL.

Tree 2226' from DER, 812' left of centerline, 72' AGL/775' MSL.

Tower 1.8 NM from DER, 581' left of centerline, 366' AGL/1007' MSL.

HARLAN, KY**TUCKER-GUTHRIE MEML (I35)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 08AUG24 (24221) (FAA)****TAKEOFF MINIMUMS:**

Rwy 8, 300-1 w/ min climb of 460'/NM to 4100, or 3000-3 for VCOA.

Rwy 26, 300-1 w/ min climb of 450'/NM to 3600, or 3000-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 8, climb on heading 080° to 3900 before proceeding on course.

Rwy 26, climb on heading 250° to 2300 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 5' from DER, 9' right of centerline, up to 1610' MSL.

Trees beginning 62' from DER, 94' left of centerline, up to 1584' MSL.

Tree 184' from DER, 383' left of centerline, 1619' MSL.

Trees beginning 233' from DER, 39' left of centerline, up to 1628' MSL.

Trees beginning 363' from DER, 24' left of centerline, up to 1667' MSL.

Trees beginning 564' from DER, 7' right of centerline, up to 1622' MSL.

Tree 727' from DER, 164' right of centerline, 1630' MSL.

Trees beginning 729' from DER, 19' right of centerline, up to 1647' MSL.

Trees beginning 925' from DER, 74' right of centerline, up to 1694' MSL.

Trees beginning 1085' from DER, 26' right of centerline, up to 1704' MSL.

Trees beginning 1149' from DER, 117' right of centerline, up to 1706' MSL.

Trees beginning 1278' from DER, 184' right of centerline, up to 1747' MSL.

Trees beginning 1850' from DER, 249' right of centerline, up to 1759' MSL.

Trees beginning 1963' from DER, 24' right of centerline, up to 1766' MSL.

Tree 3418' from DER, 1039' left of centerline, 1687' MSL.

Trees beginning 3446' from DER, 1230' left of centerline, up to 1709' MSL.

Trees beginning 3548' from DER, 780' left of centerline, up to 1739' MSL.

Trees beginning 3671' from DER, 544' left of centerline, up to 1801' MSL.

Trees beginning 3767' from DER, 689' right of centerline, up to 1775' MSL.

Trees beginning 3814' from DER, 809' right of centerline, up to 1786' MSL.

Trees beginning 3905' from DER, 267' left of centerline, up to 1808' MSL.

Water tower, tree beginning 3939' from DER, 577' right of centerline, up to 59' AGL/1789' MSL.

Trees beginning 3963' from DER, 467' right of centerline, up to 1818' MSL.

Tree 1.6 NM from DER, 2921' left of centerline, 1839' MSL.

Tree 1.7 NM from DER, 2677' right of centerline, 1871' MSL.

Trees beginning 1.8 NM from DER, 2347' right of centerline, up to 1980' MSL.

Tree 1.8 NM from DER, 3428' left of centerline, 1897' MSL.

Trees, transmission line beginning 1.9 NM from DER, 1263' right of centerline, up to 2098' MSL.

Trees, pole beginning 1.9 NM from DER, 3305' left of centerline, up to 2002' MSL.

Trees beginning 2 NM from DER, 983' right of centerline, up to 2187' MSL.

Trees beginning 2.1 NM from DER, 2331' right of centerline, up to 2237' MSL.

Trees beginning 2.2 NM from DER, 1070' right of centerline, up to 2268' MSL.

Trees beginning 2.2 NM from DER, 3934' left of centerline, up to 100' AGL/2043' MSL.

Trees beginning 2.4 NM from DER, 4280' left of centerline, up to 100' AGL/2049' MSL.

Trees 2.5 NM from DER, 963' right of centerline, 2051' MSL.

CONT

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HARLAN, KY (CON'T)

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

Rwy 26, tree 60' from DER, 249' right of centerline, 1560' MSL.
 Tree 97' from DER, 239' left of centerline, 1540' MSL.
 Trees beginning 1806' from DER, 812' right of centerline, up to 1612' MSL.
 Trees beginning 1922' from DER, 167' right of centerline, up to 1630' MSL.
 Trees beginning 2021' from DER, 147' left of centerline, up to 1607' MSL.
 Tree 2119' from DER, 809' right of centerline, 1670' MSL.
 Trees beginning 2140' from DER, 11' right of centerline, up to 1713' MSL.
 Trees beginning 2293' from DER, 83' right of centerline, up to 1736' MSL.
 Trees beginning 2395' from DER, 146' right of centerline, up to 1745' MSL.
 Trees beginning 2589' from DER, 19' right of centerline, up to 1775' MSL.
 Trees, pole, antenna beginning 2823' from DER, on centerline, up to 1789' MSL.
 Trees beginning 3340' from DER, 108' left of centerline, up to 1637' MSL.
 Tree 4527' from DER, 15' left of centerline, 1656' MSL.
 Tree 4945' from DER, 29' left of centerline, 1701' MSL.
 Trees beginning 5137' from DER, 72' left of centerline, up to 1711' MSL.
 Trees beginning 1 NM from DER, 1252' right of centerline, up to 1796' MSL.
 Trees beginning 1.2 NM from DER, 2233' right of centerline, up to 1820' MSL.
 Trees beginning 1.3 NM from DER, 1887' right of centerline, up to 1833' MSL.
 Trees beginning 1.5 NM from DER, 1737' right of centerline, up to 2052' MSL.
 Tower, antenna 1.5 NM from DER, 1292' left of centerline, up to 343' AGL/1802' MSL.
 Trees beginning 1.8 NM from DER, 2429' right of centerline, up to 2136' MSL.
 Trees beginning 2.1 NM from DER, 1658' right of centerline, up to 2231' MSL.
 Trees beginning 2.2 NM from DER, 1997' right of centerline, up to 100' AGL/2325' MSL.
 Trees, transmission line beginning 2.3 NM from DER, 3798' right of centerline, up to 100' AGL/2364' MSL.
 Trees beginning 2.4 NM from DER, 1561' right of centerline, up to 100' AGL/2368' MSL.

HARTFORD, KY

OHIO COUNTY (JQD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 02MAY13 (13122) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, 500-3 or std. w/ min. climb of 257' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 388' from DER, 508' right of centerline, up to 100' AGL/669' MSL.
 Trees beginning 1741' from DER, 890' left of centerline, up to 100' AGL/669' MSL.
 Tower 2.5 NM from DER, 3516' right of centerline, 290' AGL/950' MSL.
Rwy 21, trees beginning 79' from DER, 294' right of centerline, up to 100' AGL/585' MSL.
 Trees beginning 95' from DER, 279' left of centerline, up to 100' AGL/568' MSL.

HAZARD, KY

WENDELL H. FORD (CPF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 500-2½.

Rwy 14, 500-2½ w/min. climb of 291' per NM to 2300 or 1000-3 for climb in visual conditions.

Rwy 24, 500-2½.

Rwy 32, 300-2½ or std. w/min. climb of 363' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 065° to 1900 before proceeding on course.

Rwy 14, climb heading 145° to 2000 before proceeding on course, or for climb in visual conditions, cross Wendell H. Ford airport at or above 2100 before proceeding on course.

Rwy 24, climb heading 245° to 1900 before proceeding on course.

Rwy 32, climb heading 325° to 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 1457' from DER, left and right of centerline, up to 100' AGL/1699' MSL.

Rwy 14, rising terrain beginning 117' from DER, 125' right of centerline, up to 1435' MSL.

Multiple pole, fence, bushes beginning 131' from DER, 415' right of centerline, up to 80' AGL/1477' MSL.

Trees beginning 1284' from DER, left and right of centerline, up to 100' AGL/1659' MSL.

Rwy 24, trees beginning 13' from DER, left and right of centerline, up to 100' AGL/1739' MSL.

Rwy 32, multiple poles, buildings and antenna beginning 34' from DER, 471' left of centerline, up to 80' AGL/1279' MSL.

Airplane on Rwy 6/24 155' from DER, 427' right of centerline, up to 25' AGL/1264' MSL.

Multiple trees beginning 997' from DER, left and right of centerline, up to 100' AGL/1539' MSL.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



26246





26246



HENDERSON, KY

HENDERSON CITY-COUNTY (EHR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 13JAN11 (11013) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb heading 089° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 9, vehicle on road 336' from DER, 365' left of centerline, 15' AGL/405' MSL.

Poles beginning 422' from DER, 355' left of centerline, up to 36' AGL/421' MSL.

Trees beginning 463' from DER, 523' left of centerline up to 88' AGL/473' MSL.

Building and equipment on building 3604' from DER, 598' MSL left of centerline, up to 102' AGL/487' MSL.

Elevator 3658' from DER, 1007' left of centerline, 137' AGL/527' MSL.

Rwy 27, vehicle on road 198' from DER, 437' left of centerline, 15' AGL/399' MSL.

Pole 1806' from DER, 401' right of centerline, 48' AGL/433' MSL.

Trees beginning 2343' from DER, 552' right of centerline, up to 100' AGL/489' MSL.

Trees beginning 2563' from DER, 374' left of centerline, up to 109' AGL/489' MSL.

HOHENWALD, TN

PAUL BRIDGES FLD (0M3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 11MAR10 (21112) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road, 16' from DER, 121' right of centerline, up to 17' AGL/996' MSL.

Vehicles on road 119' from DER, left and right of centerline, up to 17' AGL/996' AGL.

Trees beginning 812' from DER, left and right of centerline, up to 100' AGL/1099' MSL.

Rwy 20, trees beginning 655' from DER, 544' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 1682' from DER, 597' left of centerline, up to 100' AGL/1059' MSL.

Power lines, 1.2 NM from DER, left and right of centerline, up to 169' AGL/1149' MSL.

HOPKINSVILLE, KY

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06OCT22 (22279) (FAA)

TAKEOFF MINIMUMS:

Rwy 26, 300-1¼ or std. w/min. climb of 275' to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 53' from DER, 498' left of centerline, 568' MSL.

Tree 1192' from DER, 417' right of centerline, 58' AGL/604' MSL.

Tree 1683' from DER, 371' left of centerline, 63' AGL/622' MSL.

Trees beginning 1904' from DER, 117' left of centerline, up to 88' AGL/651' MSL.

Trees beginning 2658' from DER, 752' left of centerline, up to 93' AGL/653' MSL.

Tree 3737' from DER, 1352' left of centerline, 88' AGL/662' MSL.

Transmission line 4394' from DER, 1574' left of centerline, 87' AGL/675' MSL.

Rwy 26, tree, vehicle on road beginning 175' from DER, 262' left of centerline, up to 54' AGL/568' MSL.

Tree 556' from DER, 535' right of centerline, 73' AGL/613' MSL.

Trees beginning 609' from DER, 40' left of centerline, up to 105' AGL/618' MSL.

Trees, poles beginning 785' from DER, 1' right of centerline, up to 91' AGL/621' MSL.

Trees beginning 1507' from DER, 12' left of centerline, up to 116' AGL/630' MSL.

Tower, trees beginning 2255' from DER, 111' left of centerline, up to 130' AGL/670' MSL.

Antenna, tree beginning 2469' from DER, 203' left of centerline, up to 134' AGL/676' MSL.

Trees beginning 2900' from DER, 424' right of centerline, up to 70' AGL/633' MSL.

Tree 4294' from DER, 873' right of centerline, 91' AGL/645' MSL.

Tree 4463' from DER, 1421' right of centerline, 73' AGL/653' MSL.

Tree 4614' from DER, 1499' right of centerline, 81' AGL/658' MSL.

Elevator, building 1.1 NM from DER, 1436' right of centerline, 210' AGL/778' MSL.

HUMBOLDT, TN

HUMBOLDT MUNI (M53)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 25FEB21 (21056) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 17' from DER, 275' right of centerline, up to 84' AGL/494' MSL.

Trees beginning 66' from DER, 291' left of centerline, up to 472' MSL.

Trees beginning 342' from DER, 205' left of centerline, up to 476' MSL.

Trees beginning 802' from DER, 323' left of centerline, up to 478' MSL.

Trees beginning 936' from DER, 402' left of centerline, up to 485' MSL.

Trees beginning 984' from DER, 50' left of centerline, up to 96' AGL/503' MSL.

Trees beginning 1080' from DER, 28' right of centerline, up to 91' AGL/505' MSL.

CON'T



26246



SE-1



26246

HUMBOLDT, TN (CON'T)**HUMBOLDT MUNI (M53) (CON'T)**

Rwy 22, tree 61' from DER, 234' right of centerline, 435' MSL.
 Traverse way beginning 80' from DER, 245' left of centerline, up to 416' MSL.
 Trees, transmission line beginning 150' from DER, 0' right of centerline, up to 91' AGL/483' MSL.
 Pole 265' from DER, 297' left of centerline, 437' MSL.
 Trees beginning 493' from DER, 173' left of centerline, up to 444' MSL.
 Trees beginning 584' from DER, 126' left of centerline, up to 449' MSL.
 Trees beginning 622' from DER, 189' left of centerline, up to 480' MSL.
 Trees, transmission line beginning 850' from DER, 16' left of centerline, up to 481' MSL.

HUNTINGDON, TN**SGT LEE RUSSELL CARROLL COUNTY (HZD)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 3 13JAN11 (25219) (FAA)

TAKEOFF OBSTACLE NOTES:

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

JACKSBORO, TN**COLONEL TOMMY C STINER AIRFIELD (JAU)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2A 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

Rwy 23, NA-obstacles.
Rwy 5, std. w/min. climb of 477' per NM to 2400, or 1600-2½ for VCOA.

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

JACKSON, KY**JULIAN CARROLL (JKL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 2 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

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

JACKSON, TN**JACKSON RGNL (MKL)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 1 28FEB19 (24361) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on roadway beginning 489' from DER, 594' left of centerline, up to 15' AGL/439' MSL.
 Trees beginning 782' from DER, 97' left of centerline, up to 100' AGL/491' MSL.
 Poles and trees beginning 880' from DER, 599' of centerline, up to 100' AGL/456' MSL.
 Antenna 2043' from DER, 947' left of centerline, 61' AGL/470' MSL.
Rwy 11, trees beginning 787' from DER, 71' left of centerline, up to 77' AGL/476' MSL.
 Trees beginning 1080' from DER, 215' right of centerline, up to 100' AGL/509' MSL.
Rwy 20, vehicles on roadway beginning 41' from DER, 221' right of centerline, up to 15' AGL/444' MSL.

CON'T

26246



26246



JACKSON, TN (CON'T)

JACKSON RGNL (MKL) (CON'T)

Rwy 20 (CON'T), trees beginning 2970' from DER, 877' left of centerline, up to 100' AGL/528' MSL.
Trees beginning 2416' from DER, 1040' right of centerline, up to 100' AGL/532' MSL.
Power lines beginning 1893' from DER, 972' right of centerline, 40' AGL/499' MSL.
Rwy 29, light pole 40' from DER, 402' left of centerline, 70' AGL/449' MSL.
Vehicles on roadway beginning 165' from DER, left and right of centerline, up to 17' AGL/434' MSL.
Trees beginning 1362' from DER, 360' right of centerline, up to 100' AGL/486' MSL.
Trees beginning 1738' from DER, 55' left of centerline, up to 100' AGL/499' MSL.

JAMESTOWN, KY

RUSSELL COUNTY (K24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17JAN08 (08017) (FAA)

TAKEOFF OBSTACLE NOTES:

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

JAMESTOWN, TN

JAMESTOWN MUNI (2A1)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07OCT21 (21280) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 1013' from DER, left and right of centerline, up to 100' AGL/1819' MSL.
Rwy 19, trees beginning 1392' from DER, left and right of centerline, up to 100' AGL/1819' MSL.

JASPER, TN

MARION COUNTY/BROWN FLD (APT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25FEB21 (21336) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, std. w/min. climb of 460' per NM to 2600 or 2000-3 for climb in visual conditions.
Rwy 22, std. w/min. climb of 305' per NM to 2300.

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees, vegetation beginning 163' from DER, 161' left of centerline, up to 758' MSL.
Trees, vegetation beginning 691' from DER, 9' left of centerline, up to 764' MSL.
Trees beginning 1199' from DER, 87' right of centerline, up to 683' MSL.
Tree 1478' from DER, 120' right of centerline, 700' MSL.
Tree 1586' from DER, 74' right of centerline, 708' MSL.
Trees beginning 1658' from DER, 24' right of centerline, up to 711' MSL.
Trees beginning 2386' from DER, 34' right of centerline, up to 716' MSL.
Tree 2825' from DER, 57' right of centerline, 718' MSL.
Rwy 22, trees, transmission line beginning 129' from DER, 3' left of centerline, up to 685' MSL.
Trees, pole beginning 151' from DER, 19' right of centerline, up to 674' MSL.
Tree 1073' from DER, 141' right of centerline, 680' MSL.
Trees beginning 1110' from DER, 177' left of centerline, up to 686' MSL.
Trees, transmission line, pole beginning 1121' from DER, 19' right of centerline, up to 682' MSL.
Trees, pole, transmission line beginning 1202' from DER, 54' left of centerline, up to 687' MSL.
Trees beginning 1539' from DER, 77' right of centerline, up to 691' MSL.
Tree 1604' from DER, 157' left of centerline, 695' MSL.
Trees beginning 1715' from DER, 199' right of centerline, up to 701' MSL.
Trees beginning 1777' from DER, 64' right of centerline, up to 709' MSL.
Tree 1983' from DER, 33' left of centerline, 708' MSL.
Tree 2053' from DER, 294' right of centerline, 716' MSL.
Tree 2061' from DER, 231' left of centerline, 712' MSL.
Tree 2077' from DER, 135' left of centerline, 715' MSL.
Trees beginning 2084' from DER, 22' left of centerline, up to 723' MSL.
Trees beginning 2087' from DER, 167' right of centerline, up to 724' MSL.
Trees beginning 2216' from DER, 10' right of centerline, up to 728' MSL.
Trees beginning 2270' from DER, 89' left of centerline, up to 729' MSL.
Tree 3580' from DER, 206' right of centerline, 731' MSL.
Tree 3646' from DER, 160' left of centerline, 753' MSL.
Tree 3658' from DER, 65' right of centerline, 740' MSL.
Tree 3659' from DER, 43' left of centerline, 757' MSL.
Tree 3677' from DER, 211' right of centerline, 746' MSL.
Trees beginning 3742' from DER, 27' right of centerline, up to 756' MSL.
Trees beginning 3769' from DER, 23' left of centerline, up to 758' MSL.



26246



SE-1



26246



KNOXVILLE, TN

KNOXVILLE DOWNTOWN ISLAND (DKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 26AUG10 (10238) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 31' from DER, 142' left of centerline, up to 96' AGL/871' MSL.

Trees beginning 2662' from DER, 856' right of centerline, up to 100' AGL/1219' MSL.

Rwy 26, trees beginning 1792' from DER, 883' right of centerline, up to 57' AGL/1056' MSL.

Trees beginning 4606' from DER, 1153' left of centerline, up to 100' AGL/1239' MSL.

Trees and buildings 1.65 NM from DER, 1241' left of centerline, up to 100' AGL/1259' MSL.

Trees and buildings beginning 1.67 NM from DER, 2666' right of centerline, up to 100' AGL/1328' MSL.

MC GHEE TYSON (TYS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 12AUG21 (21224) (FAA)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 5R, terrain 53' from DER, 489' left of centerline, 967' MSL.

Poles beginning 96' from DER, 438' right of centerline, up to 45' AGL/976' MSL.

Rwy 23L, catenaries beginning 3690' from DER, 521' left of centerline, up to 144' AGL/1040' MSL.

Transmission line towers beginning 3885' from DER, 1003' left of centerline, up to 137' AGL/1049' MSL.

Rwy 23R, transmission line tower 3787' from DER, 1510' left of centerline, 117' AGL/1025' MSL.

LAFAYETTE, TN

LAFAYETTE MUNI (3M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, road + vehicle 666' from DER, on centerline, 17' AGL/976' MSL.

Tree 1120' from DER, 356' left of centerline, 51' AGL/992' MSL.

Rwy 19, tree 2490' from DER, 509' right of centerline, 90' AGL/1039' MSL.

Tree 2643' from DER, 359' right of centerline, 85' AGL/1060' MSL.

Tree 2767' from DER, 406' right of centerline, 91' AGL/1078' MSL.

Tree 3387' from DER, 220' right of centerline, 93' AGL/1092' MSL.

LAWRENCEBURG, TN

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 17' from DER, 483' right of centerline, up to 1003' MSL.

Trees, buildings, vehicles on road, pole beginning 140' from DER, 60' right of centerline, up to 1014' MSL.

Fence 150' from DER, 525' left of centerline, 7' AGL/932' MSL.

Tree, vehicles on road beginning 349' from DER, 471' left of centerline, up to 943' MSL.

Tree 400' from DER, 589' left of centerline, 954' MSL.

Trees beginning 439' from DER, 503' left of centerline, up to 965' MSL.

Tree 929' from DER, 586' left of centerline, 966' MSL.

Tree 1041' from DER, 656' left of centerline, 974' MSL.

Tree 1066' from DER, 580' left of centerline, 981' MSL.

Trees beginning 1070' from DER, 210' left of centerline, up to 984' MSL.

Trees, tank beginning 1180' from DER, 82' left of centerline, up to 1024' MSL.

Trees beginning 2180' from DER, 244' right of centerline, up to 1016' MSL.

Trees beginning 2380' from DER, 230' right of centerline, up to 1017' MSL.

Tree 2448' from DER, 1042' left of centerline, 1026' MSL.

Trees beginning 2486' from DER, 111' right of centerline, up to 1022' MSL.

Trees beginning 2505' from DER, 659' left of centerline, up to 1029' MSL.

Trees beginning 2533' from DER, 1' right of centerline, up to 1023' MSL.

Tree 2581' from DER, 825' right of centerline, 1029' MSL.

Trees beginning 2614' from DER, 212' right of centerline, up to 1032' MSL.

Trees beginning 2678' from DER, 568' left of centerline, up to 1034' MSL.

Tree 2794' from DER, 1007' left of centerline, 1040' MSL.

Trees beginning 2805' from DER, 8' left of centerline, up to 1043' MSL.

Trees beginning 2817' from DER, 413' right of centerline, up to 1035' MSL.

CONT



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26246



LAWRENCEBURG, TN (CON'T)

LAWRENCEBURG/LAWRENCE COUNTY (FLEEMAN FLD) (2M2) (CON'T)

Rwy 17 (CON'T), trees beginning 2829' from DER, 27' right of centerline, up to 1039' MSL.

Trees beginning 3082' from DER, 156' right of centerline, up to 1041' MSL.

Trees beginning 3455' from DER, 114' right of centerline, up to 1047' MSL.

Trees beginning 3968' from DER, 122' right of centerline, up to 1051' MSL.

Building 4887' from DER, 1283' left of centerline, 1051' MSL.

Tree 5132' from DER, 1530' right of centerline, 1062' MSL.

Trees beginning 5182' from DER, 1425' right of centerline, up to 1067' MSL.

Tree 5272' from DER, 1479' right of centerline, 1072' MSL.

Trees beginning 5371' from DER, 1334' right of centerline, up to 1077' MSL.

Rwy 35, trees, buildings, pole, transmission line beginning 10' from DER, 61' left of centerline, up to 1031' MSL.

Tree 13' from DER, 293' right of centerline, 940' MSL.

Trees beginning 984' from DER, 673' right of centerline, up to 1010' MSL.

Trees, poles, transmission line beginning 1261' from DER, 4' right of centerline, up to 1028' MSL.

Trees beginning 3193' from DER, 468' right of centerline, up to 1046' MSL.

Trees beginning 3257' from DER, 426' right of centerline, up to 1048' MSL.

LEBANON, TN

LEBANON MUNI (M54)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22JAN26 (26022) (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA - Environmental.

Rwy 19, 600-2¼ w/min climb of 285'/NM to 1500 or std w/min climb of 310'/NM to 1300, or 1100-3 for VCOA.

VCOA:

Rwy 19, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Lebanon Muni airport at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 1, buildings, fence beginning 34' from DER, 380' right of centerline, up to 22' AGL/579' MSL.

Fence 141' from DER, 206' left of centerline, 7' AGL/554' MSL.

Vehicles on road 194' from DER, 204' left of centerline, 564' MSL.

Pole, fence, vehicles on road beginning 232' from DER, 87' right of centerline, up to 37' AGL/596' MSL.

Vehicles on road beginning 235' from DER, 1' left of centerline, up to 567' MSL.

Pole 438' from DER, 476' right of centerline, 44' AGL/600' MSL.

Trees beginning 518' from DER, 607' left of centerline, up to 599' MSL.

Poles beginning 567' from DER, 440' right of centerline, up to 46' AGL/601' MSL.

Tree, pole beginning 756' from DER, 442' right of centerline, up to 611' MSL.

Trees beginning 847' from DER, 55' left of centerline, up to 608' MSL.

Tree, pole beginning 896' from DER, 445' right of centerline, up to 614' MSL.

Tree 1031' from DER, 621' right of centerline, 617' MSL.

Trees beginning 1132' from DER, 514' right of centerline, up to 618' MSL.

Trees, transmission line tower, poles beginning 1154' from DER, 270' right of centerline, up to 623' MSL.

Trees beginning 1768' from DER, 35' right of centerline, up to 628' MSL.

Trees beginning 1846' from DER, 1' left of centerline, up to 623' MSL.

Trees, pole beginning 1905' from DER, 160' right of centerline, up to 638' MSL.

Trees beginning 2214' from DER, 321' right of centerline, up to 640' MSL.

Trees beginning 2302' from DER, 12' right of centerline, up to 650' MSL.

Trees beginning 2715' from DER, 895' right of centerline, up to 656' MSL.

Trees, antenna beginning 2854' from DER, 43' right of centerline, up to 674' MSL.

Rwy 19, pole 85' from DER, 483' left of centerline, 35' AGL/607' MSL.

Tree 87' from DER, 363' left of centerline, 620' MSL.

Fence 179' from DER, on centerline, 6' AGL/595' MSL.

Tree, vehicles on road beginning 181' from DER, 102' left of centerline, up to 622' MSL.

Fence 187' from DER, 100' right of centerline, 6' AGL/597' MSL.

Fence 197' from DER, 211' right of centerline, 7' AGL/599' MSL.

Vehicles on road 289' from DER, on and right of centerline, 601' MSL.

Vehicles on road 298' from DER, 110' right of centerline, 603' MSL.

Vehicles on road 307' from DER, 216' right of centerline, 605' MSL.

Vehicles on road 313' from DER, 318' right of centerline, 609' MSL.

Vehicles on road beginning 328' from DER, 1' right of centerline, up to 611' MSL.

Vehicles on road, sign beginning 418' from DER, 11' right of centerline, up to 613' MSL.

Trees beginning 434' from DER, 188' left of centerline, up to 626' MSL.

Trees beginning 518' from DER, 421' left of centerline, up to 637' MSL.

Pole, vehicles on road beginning 542' from DER, 295' right of centerline, up to 46' AGL/652' MSL.

Tower, vehicles on road, trees beginning 667' from DER, 299' right of centerline, up to 52' AGL/660' MSL.

Trees beginning 687' from DER, 322' left of centerline, up to 649' MSL.

Trees beginning 837' from DER, 413' left of centerline, up to 653' MSL.

Tree 1358' from DER, 600' right of centerline, 678' MSL.

Trees beginning 1361' from DER, 486' right of centerline, up to 685' MSL.

Trees beginning 1589' from DER, 13' right of centerline, up to 691' MSL.

Trees beginning 1710' from DER, 658' left of centerline, up to 659' MSL.

Tree 1943' from DER, 586' left of centerline, 665' MSL.

Trees beginning 2042' from DER, 710' left of centerline, up to 670' MSL.

CON'T



26246





26246



LEBANON, TN (CON'T)

LEBANON MUNI (M54) (CON'T)

Rwy 19 (CON'T), tree 2068' from DER, 517' left of centerline, 672' MSL.
 Tree 2162' from DER, 637' left of centerline, 673' MSL.
 Trees beginning 2200' from DER, 49' left of centerline, up to 685' MSL.
 Tree 3196' from DER, 980' left of centerline, 687' MSL.
 Tree 5994' from DER, 434' left of centerline, 739' MSL.
 Tree 1.7 NM from DER, 2126' right of centerline, 1008' MSL.
 Trees beginning 1.8 NM from DER, 2266' right of centerline, up to 1009' MSL.
 Tree 2.1 NM from DER, 1988' right of centerline, 1081' MSL.
 Trees 2.2 NM from DER, 1545' right of centerline, up to 1096' MSL.

LEITCHFIELD, KY

LEITCHFIELD-GRAYSON CO (M20)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:

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

LEWISBURG, TN

ELLINGTON (LUG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26JUN14 (14177) (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 500-2% or std. w/min. climb of 260' per NM to 1300.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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



26246



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SE-1, 03 SEP 2026 to 29 OCT 2026



26246

LEWISPORT, KY

HANCOCK COUNTY/RON LEWIS FLD (KY8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD T 1 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 23, 400-1¼ or std. w/min. climb gradient of 350' per NM to 900.

TAKEOFF OBSTACLE NOTES:

Rwy 5, traverse way, fence beginning 3' from DER, 368' left of centerline, up to 426' MSL.

Trees beginning 424' from DER, 434' left of centerline, up to 468' MSL.

Electrical system beginning 1252' from DER, 665' right of centerline, up to 29' AGL/452' MSL.

Trees beginning 1686' from DER, 696' right of centerline, up to 555' MSL.

Electrical system, tree, building, pole beginning 2000' from DER, 134' right of centerline, up to 17' AGL/471' MSL.

Tree, electrical system, building, terrain, vertical structure, fence beginning 2892' from DER, 21' right of centerline, up to 566' MSL.

Tree, terrain beginning 3418' from DER, 8' right of centerline, up to 78' AGL/510' MSL.

Tree 5002' from DER, 31' left of centerline, 541' MSL.

Trees beginning 5008' from DER, 74' right of centerline, up to 559' MSL.

Tree 1 NM from DER, 465' right of centerline, 577' MSL.

Rwy 23, trees beginning 65' from DER, 401' right of centerline, up to 437' MSL.

Electrical system, vehicle on road, pole beginning 388' from DER, 425' right of centerline, up to 39' AGL/443' MSL.

Pole, electrical system beginning 564' from DER, 519' left of centerline, up to 34' AGL/438' MSL.

Trees beginning 2082' from DER, 77' left of centerline, up to 60' AGL/462' MSL.

Trees beginning 2682' from DER, 114' left of centerline, up to 506' MSL.

Trees beginning 2740' from DER, 23' right of centerline, up to 489' MSL.

Trees beginning 2763' from DER, 4' left of centerline, up to 518' MSL.

Trees beginning 3249' from DER, 6' left of centerline, up to 523' MSL.

Trees beginning 3254' from DER, 5' right of centerline, up to 510' MSL.

Trees beginning 3433' from DER, 16' right of centerline, up to 510' MSL.

Trees beginning 3865' from DER, 11' right of centerline, up to 509' MSL.

Tower, antenna beginning 1.3 NM from DER, 1460' left of centerline, up to 300' AGL/770' MSL.

LEXINGTON, KY

BLUE GRASS (LEX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD T 7 23SEP10 (10266) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 301' from DER, 502' left of centerline, up to 100' AGL/1039' MSL.

Light 710' from DER, 657' right of centerline, 35' AGL/955' MSL.

Trees beginning 898' from DER, 501' right of centerline, up to 70' AGL/1041' MSL.

Trees beginning 1921' from DER, 520' left of centerline, up to 100' AGL/1042' MSL.

Rwy 9, antenna on glideslope 685' from DER, 189' right of centerline, 34' AGL/1014' MSL.

Trees beginning 1521' from DER, 905' left of centerline, up to 100' AGL/1039' MSL.

Rwy 22, trees beginning 6' from DER, 494' right of centerline, up to 100' AGL/999' MSL.

Trees beginning 374' from DER, 208' left of centerline, up to 100' AGL/1019' MSL.

Pole 4382' from DER, 1383' left of centerline, 110' AGL/1080' MSL.

Rwy 27, trees beginning 15' from DER, 453' left of centerline, up to 100' AGL/1059' MSL.

Trees beginning 456' from DER, 438' right of centerline, up to 100' AGL/1049' MSL.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL (PVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 269' from DER, 179' right of centerline, up to 100' AGL/619' MSL.

Trees beginning 258' from DER, 224' left of centerline, up to 100' AGL/599' MSL.

Rwy 19, trees beginning 157' from DER, 259' right of centerline, up to 100' AGL/579' MSL.

Trees beginning 227' from DER, 299' left of centerline, up to 100' AGL/549' MSL.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMD T 3 09JUL26 (26190) (FAA)

DEPARTURE PROCEDURE:

Rwy 3: climb on heading 037° to 1900 before turning right.

Rwy 21: climb on heading 217° to 1900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 3 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 12' above DER elev clears low, close-in obstacles.

Rwy 21 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 13' above DER elev clears low, close-in obstacles.



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LONDON, KY

LONDON/CORBIN/MAGEE (LOZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 02MAY13 (21140) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 53' from DER, 319' left of centerline, 40' AGL/1218' MSL.

Pole 127' from DER, 467' left of centerline, 40' AGL/1203' MSL.

Pole 130' from DER, 336' left of centerline, 40' AGL/1207' MSL.

Trees beginning 251' from DER, 336' left of centerline, up to 60' AGL/1221' MSL.

Trees beginning 577' from DER, 337' right of centerline, up to 60' AGL/1216' MSL.

Trees beginning 608' from DER, 62' left of centerline, up to 100' AGL/1256' MSL.

Tree 1300' from DER, 700' left of centerline, 100' AGL/1264' MSL.

Tree 1418' from DER, 441' right of centerline, 80' AGL/1228' MSL.

Trees beginning 1613' from DER, 224' right of centerline, up to 100' AGL/1247' MSL.

Trees beginning 1.3 NM from DER, 444' left of centerline, up to 100' AGL/1419' MSL.

Trees beginning 1.5 NM from DER, 716' left of centerline, up to 100' AGL/1616' MSL.

Tower 1.5 NM from DER, 1371' left of centerline, 120' AGL/1659' MSL.

Trees beginning 1.5 NM from DER, 2356' right of centerline, up to 100' AGL/1476' MSL.

Trees beginning 1.6 NM from DER, 1505' right of centerline, up to 100' AGL/1644' MSL.

Rwy 24, trees beginning 5' from DER, 312' left of centerline, up to 60' AGL/1258' MSL.

Tree 153' from DER, 471' right of centerline, 60' AGL/1258' MSL.

Power lines beginning 160' from DER, 384' left of centerline extending 263' from DER, 536' right of centerline, up to 40' AGL/1249' MSL.

Trees beginning 351' from DER, 391' left of centerline, up to 60' AGL/1273' MSL.

Trees beginning 581' from DER, 502' right of centerline, up to 100' AGL/1288' MSL.

Trees beginning 1122' from DER, 532' left of centerline, up to 100' AGL/1279' MSL.

Trees beginning 1155' from DER, 76' left of centerline, up to 100' AGL/1275' MSL.

Trees beginning 1249' from DER, 75' right of centerline, up to 100' AGL/1263' MSL.

LOUISVILLE, KY

BOWMAN FLD (LOU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1½ or std w/min climb of 205'/NM to 900 or alternatively, with std takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1300' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, terrain 57' from DER, 457' left of centerline, 535' MSL.

Trees beginning 335' from DER, 121' left of centerline, up to 32' AGL/553' MSL.

Trees beginning 357' from DER, 427' left of centerline, up to 568' MSL.

Tree 360' from DER, 330' right of centerline, 15' AGL/549' MSL.

Trees beginning 362' from DER, 82' right of centerline, up to 21' AGL/552' MSL.

Trees beginning 364' from DER, 71' left of centerline, up to 588' MSL.

Trees beginning 379' from DER, 345' right of centerline, up to 34' AGL/568' MSL.

Tree 409' from DER, 599' right of centerline, 38' AGL/569' MSL.

Tree 412' from DER, 522' right of centerline, 59' AGL/591' MSL.

Tree 413' from DER, 549' right of centerline, 593' MSL.

Trees beginning 435' from DER, 383' right of centerline, up to 595' MSL.

Trees beginning 461' from DER, 31' right of centerline, up to 71' AGL/602' MSL.

Trees beginning 713' from DER, 382' right of centerline, up to 75' AGL/603' MSL.

Trees beginning 884' from DER, 47' right of centerline, up to 616' MSL.

Trees beginning 1133' from DER, 157' left of centerline, up to 76' AGL/593' MSL.

Trees beginning 1397' from DER, 42' right of centerline, up to 90' AGL/619' MSL.

Trees beginning 1555' from DER, 146' left of centerline, up to 595' MSL.

Trees beginning 1809' from DER, 728' left of centerline, up to 92' AGL/598' MSL.

Trees beginning 1829' from DER, 409' left of centerline, up to 98' AGL/599' MSL.

Trees beginning 1953' from DER, 241' left of centerline, up to 98' AGL/604' MSL.

Trees beginning 2194' from DER, 182' left of centerline, up to 78' AGL/606' MSL.

Tree 2336' from DER, 556' left of centerline, 92' AGL/611' MSL.

Trees beginning 2359' from DER, 584' left of centerline, up to 87' AGL/612' MSL.

Trees beginning 2361' from DER, 522' left of centerline, up to 88' AGL/624' MSL.

Trees beginning 2581' from DER, 238' right of centerline, up to 93' AGL/620' MSL.

Trees beginning 2708' from DER, 681' left of centerline, up to 89' AGL/627' MSL.

Tree 2782' from DER, 852' left of centerline, 93' AGL/632' MSL.

Trees beginning 2800' from DER, 541' left of centerline, up to 102' AGL/642' MSL.

Rwy 15, vehicles on road 94' from DER, 498' right of centerline, 533' MSL.

Trees, vehicles on road, buildings, poles, antenna beginning 151' from DER, 6' right of centerline, up to 71' AGL/588' MSL.

Trees, building beginning 546' from DER, 541' left of centerline, up to 26' AGL/537' MSL.

Tree, poles beginning 671' from DER, 445' left of centerline, up to 34' AGL/544' MSL.

Poles, tree beginning 761' from DER, 353' left of centerline, up to 42' AGL/551' MSL.

Trees, pole beginning 850' from DER, 131' left of centerline, up to 63' AGL/571' MSL.

Tree 888' from DER, 503' left of centerline, 69' AGL/577' MSL.

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LOUISVILLE, KY (CON'T)

BOWMAN FLD (LOU) (CON'T)

Rwy 15 (CON'T), trees beginning 892' from DER, 17' left of centerline, up to 80' AGL/588' MSL.
 Trees beginning 1393' from DER, 23' left of centerline, up to 89' AGL/593' MSL.
 Trees beginning 1599' from DER, 150' right of centerline, up to 89' AGL/591' MSL.
 Trees beginning 1690' from DER, 229' right of centerline, up to 594' MSL.
 Trees beginning 1725' from DER, 18' right of centerline, up to 101' AGL/600' MSL.
 Tree 2812' from DER, 1121' left of centerline, 94' AGL/595' MSL.
 Trees beginning 2813' from DER, 1161' left of centerline, up to 103' AGL/604' MSL.
 Tree 2900' from DER, 1191' left of centerline, 107' AGL/607' MSL.
Rwy 24, tanks, fence beginning 25' from DER, 378' left of centerline, up to 16' AGL/554' MSL.
 Trees beginning 42' from DER, 443' right of centerline, up to 53' AGL/592' MSL.
 Trees beginning 43' from DER, 372' left of centerline, up to 31' AGL/570' MSL.
 Trees, fence, vehicles on road beginning 72' from DER, 2' left of centerline, up to 64' AGL/603' MSL.
 Trees, fence, vehicles on road beginning 97' from DER, 10' right of centerline, up to 52' AGL/593' MSL.
 Trees, building beginning 289' from DER, 87' left of centerline, up to 72' AGL/608' MSL.
 Trees beginning 290' from DER, 213' right of centerline, up to 70' AGL/607' MSL.
 Tree, buildings, poles beginning 302' from DER, 32' right of centerline, up to 615' MSL.
 Trees, buildings, pole beginning 316' from DER, 26' left of centerline, up to 78' AGL/613' MSL.
 Trees beginning 577' from DER, 18' right of centerline, up to 89' AGL/616' MSL.
 Trees, building beginning 611' from DER, 4' left of centerline, up to 95' AGL/636' MSL.
 Trees, buildings, poles beginning 640' from DER, 5' left of centerline, up to 103' AGL/645' MSL.
 Trees beginning 662' from DER, 32' right of centerline, up to 95' AGL/622' MSL.
 Trees, buildings, poles beginning 701' from DER, on centerline, up to 103' AGL/633' MSL.
 Trees, buildings, poles, antenna beginning 831' from DER, 3' right of centerline, up to 107' AGL/645' MSL.
 Trees, poles, buildings beginning 1159' from DER, 1' left of centerline, up to 104' AGL/646' MSL.
 Trees, pole beginning 1828' from DER, 7' right of centerline, up to 115' AGL/666' MSL.
 Trees beginning 2475' from DER, 24' left of centerline, up to 115' AGL/657' MSL.
 Trees, building spire beginning 2617' from DER, 34' right of centerline, up to 113' AGL/668' MSL.
 Tower 4793' from DER, 1710' right of centerline, 142' AGL/692' MSL.
Rwy 33, trees, vehicles on road, fence beginning 23' from DER, 3' right of centerline, up to 58' AGL/593' MSL.
 Trees beginning 99' from DER, 474' left of centerline, up to 51' AGL/583' MSL.
 Trees, fence, vehicles on road beginning 118' from DER, 3' left of centerline, up to 53' AGL/585' MSL.
 Trees, vehicles on road beginning 197' from DER, 213' right of centerline, up to 53' AGL/594' MSL.
 Trees beginning 419' from DER, 304' left of centerline, up to 83' AGL/621' MSL.
 Trees beginning 449' from DER, 3' left of centerline, up to 85' AGL/623' MSL.
 Trees beginning 545' from DER, 23' right of centerline, up to 80' AGL/617' MSL.
 Trees beginning 2679' from DER, 1164' right of centerline, up to 90' AGL/620' MSL.
 Trees beginning 3066' from DER, 1220' left of centerline, up to 91' AGL/624' MSL.
 Trees beginning 3193' from DER, 494' right of centerline, up to 95' AGL/624' MSL.
 Tree 3450' from DER, 1352' right of centerline, 89' AGL/626' MSL.
 Trees beginning 3537' from DER, 1387' right of centerline, up to 99' AGL/637' MSL.
 Tree 3705' from DER, 1486' right of centerline, 106' AGL/646' MSL.
 Tree 3776' from DER, 1448' left of centerline, 102' AGL/640' MSL.
 Tree 3897' from DER, 1436' left of centerline, 102' AGL/641' MSL.
 Tree 4781' from DER, 1627' left of centerline, 115' AGL/660' MSL.
 Tree 4882' from DER, 1313' left of centerline, 131' AGL/669' MSL.
 Smoke stack 1.4 NM from DER, 1422' right of centerline, 222' AGL/770' MSL.

LOUISVILLE MUHAMMAD ALI INTL (SDF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree, sign, vehicle on road, beginning 755' from DER, 210' left of centerline, up to 35' AGL/507' MSL.
 Trees, beginning 1025' from DER, 416' right of centerline, up to 65' AGL/533' MSL.
 Tree 1109' from DER, 542' left of centerline, 48' AGL/520' MSL.
 Trees, beginning 1127' from DER, 218' left of centerline, up to 59' AGL/532' MSL.
 Trees, beginning 1454' from DER, 298' left of centerline, up to 66' AGL/538' MSL.
 Trees, beginning 1468' from DER, 776' right of centerline, up to 83' AGL/551' MSL.
 Trees, beginning 1558' from DER, 301' left of centerline, up to 89' AGL/561' MSL.
 Trees, beginning 1674' from DER, 247' left of centerline, up to 98' AGL/571' MSL.
 Tree 2427' from DER, 489' right of centerline, 85' AGL/554' MSL.
 Tree 2905' from DER, 876' right of centerline, 91' AGL/556' MSL.
 Trees, beginning 2948' from DER, 563' right of centerline, up to 112' AGL/578' MSL.
Rwy 17L, pole 327' from DER, 511' left of centerline, 32' AGL/493' MSL.
 Tree, sign beginning 421' from DER, 301' left of centerline, up to 507' MSL.
 NAVIAID 497' from DER, 298' right of centerline, 22' AGL/485' MSL.
 Pole 622' from DER, 642' right of centerline, 32' AGL/496' MSL.
 Tree, pole beginning 1431' from DER, 542' left of centerline, up to 560' MSL.
Rwy 17R, pole 665' from DER, 334' left of centerline, 496' MSL.
 Transmission line, pole beginning 747' from DER, 666' right of centerline, up to 48' AGL/505' MSL.
 Transmission line 2392' from DER, 939' left of centerline, 70' AGL/531' MSL.
 CON'T



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LOUISVILLE, KY (CON'T)

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

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

MADISONVILLE, KY

MADISONVILLE RGNL (2I0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

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

MADISONVILLE, TN

MONROE COUNTY (MNV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25DEC03 (03359) (FAA)

DEPARTURE PROCEDURE:

Rwy 5, climb via runway heading and VXV VORTAC R-231 northeast bound to 3100' before turning.
Rwy 23, climb via runway heading and VXV VORTAC R-231 southwest bound to 2700' before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 5, building 2340' from DER, 263' left of centerline, 88' AGL/1089' MSL.
Rwy 23, trees 1188' from DER, 211' left of centerline, 74' AGL/1105' MSL.



26246



SE-1



26246



MARION, KY

MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 2 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, fence 2' from DER, 474' left of centerline, 7' AGL/642' MSL.
Trees, fence beginning 64' from DER, 248' left of centerline, up to 72' AGL/707' MSL.
Tree 106' from DER, 507' left of centerline, 712' MSL.
Trees beginning 210' from DER, 242' left of centerline, up to 716' MSL.
Trees beginning 2741' from DER, 1029' right of centerline, up to 88' AGL/702' MSL.
Trees beginning 2846' from DER, 719' right of centerline, up to 105' AGL/705' MSL.
Tree 3861' from DER, 1071' left of centerline, 94' AGL/725' MSL.
Rwy 25, trees beginning 29' from DER, 190' right of centerline, up to 60' AGL/690' MSL.
Tree 405' from DER, 301' left of centerline, 32' AGL/688' MSL.
Trees, pole, transmission line, building beginning 453' from DER, 302' left of centerline, up to 58' AGL/707' MSL.
Trees beginning 705' from DER, 308' left of centerline, up to 49' AGL/708' MSL.
Trees beginning 732' from DER, 5' left of centerline, up to 711' MSL.
Trees beginning 1144' from DER, 154' right of centerline, up to 72' AGL/693' MSL.
Trees beginning 1185' from DER, 71' right of centerline, up to 77' AGL/694' MSL.
Trees beginning 1379' from DER, 75' right of centerline, up to 97' AGL/708' MSL.
Trees beginning 1445' from DER, 33' right of centerline, up to 101' AGL/713' MSL.
Tree 1808' from DER, 14' right of centerline, 95' AGL/714' MSL.
Tree 1811' from DER, 30' left of centerline, 94' AGL/718' MSL.
Trees beginning 1827' from DER, 173' left of centerline, up to 74' AGL/722' MSL.
Trees beginning 1849' from DER, 370' left of centerline, up to 73' AGL/732' MSL.
Trees beginning 1883' from DER, 178' left of centerline, up to 85' AGL/735' MSL.
Trees beginning 2279' from DER, 867' left of centerline, up to 96' AGL/739' MSL.
Trees beginning 2542' from DER, 708' left of centerline, up to 94' AGL/740' MSL.
Trees beginning 2887' from DER, 726' left of centerline, up to 95' AGL/741' MSL.

MAYFIELD, KY

MAYFIELD GRAVES COUNTY (M25) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 27JUN13 (13178) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, poles and trees beginning 126' from DER, 324' right of centerline, up to 73' AGL/584' MSL.
Vehicles on roadway beginning 466' from DER, 454' right of centerline, up to 15' AGL/550' MSL.
Vertical structure 567' from DER, 467' right of centerline, 28' AGL/539' MSL.
Trees beginning 795' from DER, 566' right of centerline, up to 84' AGL/595' MSL.
Trees beginning 1508' from DER, left and right of centerline, up to 100' AGL/583' MSL.
Rwy 19, rising terrain, vehicles on roadway and poles beginning 6' from DER, 105' right of centerline, up to 38' AGL/559' MSL.
Vertical structure 384' from DER, 222' right of centerline, 10' AGL/531' MSL.
Trees, poles and buildings beginning 441' from DER, 57' left of centerline, up to 58' AGL/569' MSL.
Vertical structure 630' from DER, 88' right of centerline, 22' AGL/543' MSL.
Trees, buildings and poles beginning 613' from DER, 2' right of centerline, up to 40' AGL/599' MSL.
Vehicles on roadway beginning 630' from DER, 88' right of centerline, up to 15' AGL/543' MSL.
Trees beginning 1589' from DER, 40' left of centerline, up to 100' AGL/639' MSL.
Trees beginning 1663' from DER, 133' right of centerline, up to 86' AGL/614' MSL.

MC MINNVILLE, TN

WARREN COUNTY MEML (RNC) TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 19MAY22 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain 5' from DER, 495' left of centerline, 1032' MSL.
Fence, terrain beginning 170' from DER, 451' left of centerline, up to 6' AGL/1038' MSL.
Vehicles on road 201' from DER, 507' left of centerline, 3' AGL/1048' MSL.
Tree 416' from DER, 587' left of centerline, 39' AGL/1082' MSL.
Transmission line, pole beginning 522' from DER, 553' right of centerline, up to 21' AGL/1053' MSL.
Trees, transmission line, pole beginning 539' from DER, 528' right of centerline, up to 1092' MSL.
Tree 617' from DER, 480' left of centerline, 52' AGL/1084' MSL.
Tree 689' from DER, 553' left of centerline, 68' AGL/1096' MSL.
Tree 1975' from DER, 661' right of centerline, 82' AGL/1096' MSL.
Trees beginning 2054' from DER, 615' right of centerline, up to 1104' MSL.
Trees beginning 2208' from DER, 531' right of centerline, up to 1107' MSL.
Tree 2558' from DER, 1109' left of centerline, 1099' MSL.
Tree 2639' from DER, 850' right of centerline, 1113' MSL.
Trees beginning 2645' from DER, 547' right of centerline, up to 121' AGL/1115' MSL.
Tree 2993' from DER, 398' left of centerline, 1110' MSL.
Trees beginning 3004' from DER, 284' left of centerline, up to 105' AGL/1113' MSL.
Tree 3367' from DER, 24' right of centerline, 1116' MSL.

CONT



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SE-1



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MC MINNVILLE, TN (CON'T)**WARREN COUNTY MEML (CON'T)****Rwy 5 (CON'T)**, trees beginning 3432' from DER, 12' left of centerline, up to 1118' MSL.

Tree 3523' from DER, 844' right of centerline, 106' AGL/1123' MSL.

Trees beginning 3533' from DER, 2' right of centerline, up to 1127' MSL.

Trees beginning 3634' from DER, 1103' left of centerline, up to 101' AGL/1127' MSL.

Tree 4103' from DER, 1345' right of centerline, 98' AGL/1136' MSL.

Tree 4660' from DER, 1571' right of centerline, 109' AGL/1144' MSL.

Tree 4760' from DER, 1563' right of centerline, 1151' MSL.

Rwy 23, terrain, lighting beginning 1' from DER, 125' left of centerline, up to 1036' MSL.

Lighting 9' from DER, 125' right of centerline, 3' AGL/1033' MSL.

Fence, terrain beginning 150' from DER, 310' right of centerline, up to 7' AGL/1043' MSL.

Fence 198' from DER, 348' right of centerline, 11' AGL/1044' MSL.

Fence 232' from DER, 349' right of centerline, 7' AGL/1048' MSL.

Tree, building beginning 247' from DER, 263' right of centerline, up to 1049' MSL.

Fence 391' from DER, 349' right of centerline, 6' AGL/1051' MSL.

Trees beginning 551' from DER, 540' left of centerline, up to 70' AGL/1117' MSL.

Tree, terrain beginning 902' from DER, 95' right of centerline, up to 1118' MSL.

Trees, building, pole beginning 925' from DER, 495' left of centerline, up to 1133' MSL.

Tree, terrain beginning 1048' from DER, 107' right of centerline, up to 1124' MSL.

Trees, terrain, fence, building, pole, transmission line beginning 1219' from DER, 104' right of centerline, up to 1152' MSL.

Trees beginning 1600' from DER, 488' left of centerline, up to 1135' MSL.

Tree, vehicles on road, terrain beginning 1616' from DER, 424' right of centerline, up to 1155' MSL.

Trees, vehicles on road beginning 1731' from DER, 48' left of centerline, up to 1136' MSL.

Tree, transmission line, pole beginning 1748' from DER, 646' right of centerline, up to 93' AGL/1169' MSL.

Trees, vehicles on road, terrain, fence, antenna, poles, transmission line, buildings beginning 1797' from DER, 10' right of centerline, up to 1173' MSL.

Tree 2544' from DER, 614' left of centerline, 1139' MSL.

Trees, vehicles on road, poles, transmission line, buildings beginning 2560' from DER, 116' left of centerline, up to 1144' MSL.

Trees beginning 3101' from DER, 65' left of centerline, up to 125' AGL/1177' MSL.

MEMPHIS, TN**FREDERICK W SMITH INTL/MEMPHIS (MEM)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4A 17AUG17 (26078) (FAA)****DEPARTURE PROCEDURE:****Rwy 36C**, climb heading 360° to 700 before turning left.**TAKEOFF OBSTACLE NOTES:****Rwy 9**, light pole 1497' from DER, 799' left of centerline, 43' AGL/342' MSL.**Rwy 18R**, VORTAC and rod on pole beginning 3209' from DER, 1019' left of centerline, up to 43' AGL/412' MSL.

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

Rwy 27, trees 4145' from DER, 1382' left of centerline, up to 112' AGL/361' MSL.**Rwy 36C**, light pole 1948' from DER, 928' right of centerline, 77' AGL/336' MSL.**GENERAL DEWITT SPAIN (M01)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4 08MAR12 (12068) (FAA)****TAKEOFF MINIMUMS:****Rwy 17**, std. w/min. climb of 280' per NM to 1000, or 1100-2½' for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 17**, climb heading 167° to 1000 before proceeding on course, or for climb in visual conditions, cross General Dewitt Spain Airport at or above 1200 before proceeding on course.**Rwy 35**, climb heading 347° to 1000 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 17**, vehicles on roadway 354' from DER, 51' left and right of centerline, up to 15' AGL/239' MSL.

Trees beginning 107' from DER, 491' left of centerline, up to 100' AGL/319' MSL.

Tower 2.7 NM from DER, 3133' right of centerline, 465' AGL/735' MSL.

Rwy 35, trees beginning 15' from DER, 388' right of centerline, up to 100' AGL/324' MSL.

Trees beginning 1116' from DER, 17' left of centerline, up to 100' AGL/324' MSL.

Rising terrain 2268' from DER, 592' left of centerline, 285' MSL.

SE-1, 03 SEP 2026 to 29 OCT 2026

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MIDDLESBORO, KY

MIDDLESBORO/BELL COUNTY (1A6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUL07 (22027) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 28, NA-Obstacles.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

MILLINGTON, TN

CHARLES W BAKER (2M8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21MAR24 (24081) (FAA)

TAKEOFF MINIMUMS:

Rwy 36, 300-1 1/4 or std w/min climb of 230' per NM to 500, or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Rwy 36, lighting 39' from DER, 77' right of centerline, 3' AGL/249' MSL.

Lighting 39' from DER, 77' left of centerline, 3' AGL/249' MSL.

Trees beginning 101' from DER, 310' right of centerline, up to 309' MSL.

Tree 387' from DER, 474' right of centerline, 318' MSL.

Tree 477' from DER, 403' right of centerline, 324' MSL.

Trees beginning 528' from DER, 331' right of centerline, up to 326' MSL.

Tree 792' from DER, 437' right of centerline, 333' MSL.

Tree 841' from DER, 663' right of centerline, 341' MSL.

Trees beginning 895' from DER, 4' right of centerline, up to 344' MSL.

Trees beginning 1329' from DER, 14' left of centerline, up to 340' MSL.

Trees beginning 2060' from DER, 19' left of centerline, up to 344' MSL.

Trees beginning 2167' from DER, 70' right of centerline, up to 350' MSL.

Trees beginning 2206' from DER, 158' left of centerline, up to 345' MSL.

Trees beginning 2266' from DER, 19' left of centerline, up to 355' MSL.

CONT



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26246



MILLINGTON, TN (CON'T)

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

Rwy 36 (CON'T), tree 2325' from DER, 231' right of centerline, 352' MSL.
 Trees beginning 2374' from DER, 50' right of centerline, up to 362' MSL.
 Trees beginning 2713' from DER, 31' left of centerline, up to 358' MSL.
 Trees beginning 2874' from DER, 379' right of centerline, up to 367' MSL.
 Trees beginning 2885' from DER, 493' right of centerline, up to 368' MSL.
 Trees beginning 2899' from DER, 31' left of centerline, up to 361' MSL.
 Trees beginning 3021' from DER, 88' right of centerline, up to 376' MSL.
 Trees beginning 3026' from DER, 262' right of centerline, up to 382' MSL.
 Trees beginning 3079' from DER, 211' right of centerline, up to 383' MSL.
 Tree 3183' from DER, 397' right of centerline, 387' MSL.
 Trees beginning 3184' from DER, 39' right of centerline, up to 389' MSL.
 Trees beginning 3193' from DER, 37' left of centerline, up to 369' MSL.
 Trees beginning 3574' from DER, 51' left of centerline, up to 373' MSL.
 Trees beginning 3596' from DER, on centerline, up to 392' MSL.
 Tree 3736' from DER, 1135' left of centerline, 382' MSL.
 Trees beginning 3762' from DER, 3' left of centerline, up to 386' MSL.
 Trees beginning 5303' from DER, 185' right of centerline, up to 394' MSL.
 Tree 5390' from DER, 1420' right of centerline, 401' MSL.
 Tree 5498' from DER, 1298' right of centerline, 395' MSL.

MILLINGTON/MEMPHIS (NQA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-B 13SEP18 (21336) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 62' from DER, 339' left of centerline, 365' MSL.
 Trees beginning 79' from DER, 487' left of centerline, up to 382' MSL.
 Terrain 97' from DER, 326' right of centerline, 323' MSL.
 Terrain 290' from DER, 501' right of centerline, 328' MSL.
 Fence beginning 318' from DER, 488' right of centerline, up to 7' AGL/336' MSL.
 Tree 587' from DER, 591' right of centerline, 368' MSL.
 Tree 1967' from DER, 119' right of centerline, 370' MSL.
 Tree 2198' from DER, 319' right of centerline, 376' MSL.
 Tree 2242' from DER, 924' left of centerline, 409' MSL.
 Tree 2354' from DER, 865' right of centerline, 410' MSL.
 Trees beginning 2382' from DER, 910' right of centerline, up to 428' MSL.
 Trees beginning 2408' from DER, 952' left of centerline, up to 422' MSL.
 Trees beginning 2670' from DER, 1202' right of centerline, up to 431' MSL.
 Trees beginning 3274' from DER, 268' right of centerline, up to 444' MSL.
 Trees beginning 3664' from DER, 1121' left of centerline, up to 426' MSL.
 Tree 3867' from DER, 1021' left of centerline, 428' MSL.
 Trees beginning 3920' from DER, 802' left of centerline, up to 433' MSL.
 Trees beginning 4022' from DER, 254' left of centerline, up to 434' MSL.
 Trees beginning 4191' from DER, 132' left of centerline, up to 448' MSL.
 Trees beginning 4194' from DER, 105' right of centerline, up to 455' MSL.
 Trees beginning 4255' from DER, 19' left of centerline, up to 457' MSL.
 Trees beginning 4293' from DER, 81' right of centerline, up to 456' MSL.
 Trees beginning 4511' from DER, 357' right of centerline, up to 459' MSL.
 Trees beginning 4751' from DER, 585' right of centerline, up to 471' MSL.
 Tree 5332' from DER, 1693' left of centerline, 465' MSL.
 Trees beginning 5356' from DER, 1675' left of centerline, up to 470' MSL.
 Tree 5476' from DER, 1873' left of centerline, 484' MSL.
 Trees beginning 5606' from DER, 1822' left of centerline, up to 489' MSL.
 Tree 5891' from DER, 1798' left of centerline, 474' MSL.
Rwy 22, terrain 44' from DER, 484' left of centerline, 278' MSL.
 Tree 197' from DER, 497' left of centerline, 289' MSL.
 Trees beginning 1368' from DER, 291' right of centerline, up to 335' MSL.
 Trees beginning 3439' from DER, 1257' right of centerline, up to 371' MSL.
 Tree 3835' from DER, 670' right of centerline, 374' MSL.

SE-1, 03 SEP 2026 to 29 OCT 2026

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**MONTICELLO, KY**

WAYNE COUNTY (EKQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03MAY12 (12124) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 1292' from DER, 533' right of centerline, up to 100' AGL/1139' MSL.

Trees beginning 1459' from DER, 16' left of centerline, up to 100' AGL/1179' MSL.

Vehicles on roadway beginning 1402' from DER, 329' right of centerline, up to 17' AGL/1096' MSL.

Rwy 21, vehicles on roadway beginning 570' from DER, 469' left of centerline, up to 17' AGL/996' MSL.

Trees beginning 932' from DER, 285' right of centerline, up to 100' AGL/1059' MSL.

Trees beginning 1254' from DER, 200' left of centerline, up to 100' AGL/1059' MSL.

MOREHEAD, KY

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees 777' from DER, 494' left of centerline, up to 77' AGL/1096' MSL.

Trees beginning 5041' from DER, 1228' right of centerline, 100' AGL/1139' MSL.

Rwy 20, vehicles on roadway, beginning 7' from DER, left and right of centerline, up to 15' AGL/1054' MSL.

Trees 432' from DER, 534' right of centerline, up to 75' AGL/1054' MSL.

Trees 1595' from DER, 716' left of centerline, up to 71' AGL/1090' MSL.

Trees beginning 3093' from DER, 954' right of centerline, up to 100' AGL/1159' MSL.

Tree 5021' from DER, 1767' right of centerline, 100' AGL/1179' MSL.

MORRISTOWN, TN

MOORE-MURRELL (MOR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 27NOV25 (25331) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std w/min climb of 365'/NM to 2400, or 2100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb on heading 053° to 2500 before proceeding on course.**Rwy 23**, climb on heading 233° and VXV VORTAC R-060 inbound to 4000 before proceeding on course.

VCOA:

Rwy 5, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Moore-Murrell airport at or above 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, NAVAID 66' from DER, 188' left of centerline, 14' AGL/1282' MSL

Tree 190' from DER, 274' right of centerline, 1308' MSL

Tree 265' from DER, 289' right of centerline, 1311' MSL

Tree 1065' from DER, 487' left of centerline, 1352' MSL

Tree, buildings beginning 1607' from DER, 464' left of centerline, up to 1369' MSL

Tree, sign beginning 2277' from DER, 617' left of centerline, up to 1381' MSL

Trees beginning 2360' from DER, 796' left of centerline, up to 1382' MSL

Tree 3606' from DER, 944' left of centerline, 1384' MSL

Tree 4610' from DER, 1059' left of centerline, 1392' MSL

Tree 5478' from DER, 1286' left of centerline, 1414' MSL

Tree 1.2 NM from DER, 1762' left of centerline, 1483' MSL

Tree 1.4 NM from DER, 1715' left of centerline, 1491' MSL

Trees beginning 1.5 NM from DER, 1711' left of centerline, up to 1555' MSL

Trees beginning 2.3 NM from DER, 4129' left of centerline, up to 100' AGL/1744' MSL

Trees beginning 2.4 NM from DER, 4040' left of centerline, up to 100' AGL/1747' MSL

Rwy 23, tree 100' from DER, 322' left of centerline, 1358' MSL

SE-1, 03 SEP 2026 to 29 OCT 2026

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MOUNT STERLING, KY

MOUNT STERLING/MONTGOMERY COUNTY (IOB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (22027) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, tower 2.6 NM from DER, 1674' right of centerline, 415' AGL/1425' MSL.

Trees beginning 33' from DER, 494' left of centerline, up to 100' AGL/1029' MSL.

Trees beginning 271' from DER, 568' right of centerline, up to 100' AGL/1019' MSL.

Rwy 21, trees beginning at DER, 289' left of centerline, up to 100' AGL/1149' MSL.

Trees beginning 301' from DER, 380' right of centerline, up to 100' AGL/1109' MSL.

MOUNTAIN CITY, TN

JOHNSON COUNTY (6A4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 05SEP24 (24249) (FAA)

TAKEOFF MINIMUMS:

Rwys 7, 25, 3700-3 for VCOA.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 24' from DER, 130' right of centerline, 100' AGL/2341' MSL.

Trees, electrical system beginning 73' from DER, 1' right of centerline, up to 100' AGL/2397' MSL.

Trees beginning 136' from DER, 127' left of centerline, up to 100' AGL/2341' MSL.

Trees beginning 553' from DER, 256' left of centerline, up to 100' AGL/2345' MSL.

Trees, transmission line beginning 650' from DER, 138' right of centerline, up to 100' AGL/2404' MSL.

Trees beginning 761' from DER, 126' left of centerline, up to 100' AGL/2348' MSL.

Trees beginning 858' from DER, 2' right of centerline, up to 100' AGL/2423' MSL.

Trees, electrical system, transmission line beginning 1066' from DER, 2' right of centerline, up to 100' AGL/2476' MSL.

Trees beginning 1338' from DER, 126' left of centerline, up to 100' AGL/2351' MSL.

Trees, transmission line beginning 1643' from DER, 3' right of centerline, up to 100' AGL/2486' MSL.

Trees beginning 1657' from DER, 254' left of centerline, up to 100' AGL/2354' MSL.

Trees beginning 1914' from DER, 125' left of centerline, up to 100' AGL/2358' MSL.

Trees, tower beginning 2412' from DER, 4' right of centerline, up to 2504' MSL.

Trees beginning 2491' from DER, 124' left of centerline, up to 100' AGL/2361' MSL.

Trees beginning 2845' from DER, 133' right of centerline, up to 100' AGL/2512' MSL.

Trees beginning 3053' from DER, 4' right of centerline, up to 100' AGL/2551' MSL.

Trees beginning 3436' from DER, 253' left of centerline, up to 100' AGL/2368' MSL.

Trees beginning 3644' from DER, 123' left of centerline, up to 100' AGL/2377' MSL.

Trees beginning 4012' from DER, 252' left of centerline, up to 100' AGL/2387' MSL.

Trees beginning 4221' from DER, 123' left of centerline, up to 100' AGL/2394' MSL.

Trees beginning 4797' from DER, 121' left of centerline, up to 100' AGL/2400' MSL.

Trees, fence beginning 1.1 NM from DER, 137' right of centerline, up to 100' AGL/2600' MSL.

Trees beginning 1.2 NM from DER, 11' right of centerline, up to 100' AGL/2627' MSL.

Trees beginning 1.5 NM from DER, 1666' left of centerline, up to 100' AGL/2558' MSL.

Trees, pole beginning 1.6 NM from DER, 1021' left of centerline, up to 100' AGL/2597' MSL.

Trees beginning 1.7 NM from DER, 117' left of centerline, up to 100' AGL/2705' MSL.

Trees beginning 1.8 NM from DER, 11' right and left of centerline, up to 100' AGL/2758' MSL.

Trees beginning 1.9 NM from DER, 12' right and left of centerline, 2961' MSL.

Trees beginning 2 NM from DER, 12' right and left of centerline, up to 100' AGL/3145' MSL.

Trees, pole beginning 2.1 NM from DER, 50' left of centerline, up to 100' AGL/3201' MSL.

Trees beginning 2.3 NM from DER, 658' right of centerline, up to 100' AGL/3109' MSL.

Trees beginning 2.4 NM from DER, 143' right of centerline, up to 100' AGL/3198' MSL.

Rwy 25, vehicles on road 46' from DER, 227' left of centerline, 2261' MSL.

Tree 55' from DER, 461' left of centerline, 2345' MSL.

Trees beginning 90' from DER, 124' left of centerline, up to 100' AGL/2351' MSL.

Tree 109' from DER, 197' right of centerline, 2256' MSL.

Tree 138' from DER, 262' right of centerline, 100' AGL/2341' MSL.

Trees, vehicles on road beginning 250' from DER, 123' left of centerline, up to 100' AGL/2358' MSL.

Trees beginning 298' from DER, 4' right of centerline, up to 100' AGL/2348' MSL.

Trees beginning 987' from DER, 123' left of centerline, up to 100' AGL/2364' MSL.

Trees beginning 1355' from DER, 380' left of centerline, up to 100' AGL/2371' MSL.

Trees beginning 1452' from DER, 6' right of centerline, up to 100' AGL/2358' MSL.

Trees beginning 1563' from DER, 251' left of centerline, up to 100' AGL/2374' MSL.

Trees beginning 1660' from DER, 6' right of centerline, up to 100' AGL/2364' MSL.

Trees beginning 1723' from DER, 122' left of centerline, up to 100' AGL/2430' MSL.

Trees beginning 2092' from DER, 121' left of centerline, up to 100' AGL/2440' MSL.

Tree 3327' from DER, 1169' right of centerline, 100' AGL/2374' MSL.

Trees beginning 3363' from DER, 1286' right of centerline, up to 2452' MSL.

Tree 3535' from DER, 1299' right of centerline, 100' AGL/2463' MSL.

Trees beginning 3583' from DER, 1041' right of centerline, up to 2516' MSL.

Trees beginning 3744' from DER, 1170' right of centerline, up to 100' AGL/2574' MSL.

CONT



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MOUNTAIN CITY, TN (CON'T) JOHNSON COUNTY (6A4) (CON'T)

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

MURFREESBORO, TN MURFREESBORO MUNI (MBT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 5 20MAR25 (25079) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

MURRAY, KY KYLE-OAKLEY FLD (CEY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 15DEC11 (22139) (FAA)

TAKEOFF OBSTACLE NOTES:

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



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NASHVILLE, TN

JOHN C TUNE (JWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 2, rising terrain beginning 454' from DER, from 492' left of centerline to 233' right of centerline, up to 539' MSL.

Trees beginning 838' from DER, from 633' right of centerline, up to 68' AGL/548' MSL.

Trees beginning 1326' from DER, from 693' left of centerline, up to 56' AGL/556' MSL.

Trees beginning 1607' from DER, from 627' left of centerline, up to 86' AGL/565' MSL.

Trees beginning, 1918' from DER, from 554' left of centerline, up to 86' AGL/574' MSL.

Rwy 20, runway end lights beginning 10' from DER, 10' right of centerline and 11' left of centerline, 3' AGL/459' MSL.

Trees beginning 1145' from DER, from 490' left of centerline, up to 62' AGL/502' MSL.

Trees beginning 1655' from DER, left and right of centerline, up to 88' AGL/508' MSL.

Transmission towers beginning 2983' from DER, from 746' left of centerline, up to 144' AGL/550' MSL.

NASHVILLE INTL (BNA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 2L, trees beginning 203' from DER, 489' right of centerline, up to 60' AGL/576' MSL.

Rwy 13, blast fence obstruction light 335' from DER, 64' left of centerline, 6' AGL/595' MSL.

Trees beginning 2852' from DER, 28' right of centerline, up to 60' AGL/685' MSL.

Pole 3761' from DER, 726' right of centerline, 60' AGL/689' MSL.

Rwy 20C, trees beginning 2089' from DER, 934' right of centerline, up to 60' AGL/623' MSL.

Rwy 20L, trees beginning 1844' from DER, 720' left of centerline, up to 60' AGL/639' MSL.

Rwy 20R, flagpole 1298' from DER, 777' right of centerline, 37' AGL/636' MSL.

Building 2183' from DER, 1083' right of centerline, 91' AGL/680' MSL.

Rwy 31, ground 2' from DER, 498' left of centerline, 541' MSL.

LOC obstruction light 303' from DER, on centerline, 48' AGL/547' MSL.

Blast fence obstruction light 382' from DER, 50' left of centerline, 30' AGL/569' MSL.

Trees beginning 789' from DER, 331' right of centerline, up to 60' AGL/602' MSL.

Pole 1012' from DER, 429' left of centerline, 29' AGL/578' MSL.

Transmission tower 1882' from DER, 219' right of centerline, 61' AGL/610' MSL.

Pole 2037' from DER, 422' right of centerline, 47' AGL/596' MSL.

Transmission tower 2778' from DER, 83' left of centerline, 91' AGL/630' MSL.

ONEIDA, TN

SCOTT MUNI (SCX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 03OCT02 (02276) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 2800' from DER, 600' right of centerline, 69' AGL/1605' MSL.

Rwy 23, pole 950' from DER, on centerline, 42' AGL/1575' MSL.

Power line 2938' from DER, 450' right of centerline, 142' AGL/1660' MSL.

OWENSBORO, KY

OWENSBORO/DAVISS COUNTY RGNL (OWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5B 25FEB21 (22027) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, building, pole beginning 288' from DER, 455' left of centerline, up to 444' MSL.

Tree 1489' from DER, 428' right of centerline, 448' MSL.

Trees beginning 1546' from DER, 463' right of centerline, up to 454' MSL.

Pole beginning 1835' from DER, 204' left of centerline, up to 45' AGL/452' MSL.

CON'T



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OWENSBORO, KY (CON'T)

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

Rwy 6 (CON'T), pole 1863' from DER, 412' left of centerline, 49' AGL/457' MSL.

Trees beginning 1898' from DER, 350' left of centerline, up to 461' MSL.

Tree 2130' from DER, 700' right of centerline, 53' AGL/458' MSL.

Tree 2191' from DER, 533' left of centerline, 57' AGL/465' MSL.

Trees beginning 2282' from DER, 482' left of centerline, up to 468' MSL.

Tree 2364' from DER, 642' left of centerline, 474' MSL.

Spire 2403' from DER, 894' left of centerline, 85' AGL/491' MSL.

Tree 2498' from DER, 494' right of centerline, 468' MSL.

Tree 2654' from DER, 628' right of centerline, 64' AGL/470' MSL.

Tree 2714' from DER, 599' right of centerline, 471' MSL.

Rwy 18, terrain 224' from DER, 555' right of centerline, 403' MSL.

Rwy 24, trees beginning 1281' from DER, 726' right of centerline, up to 79' AGL/479' MSL.

Trees beginning 2223' from DER, 82' right of centerline, up to 482' MSL.

Tree 2589' from DER, 963' left of centerline, 71' AGL/471' MSL.

Tree 2952' from DER, 1290' left of centerline, 86' AGL/485' MSL.

Rwy 36, tank, building beginning 395' from DER, 544' left of centerline, up to 19' AGL/433' MSL.

Trees beginning 478' from DER, 500' right of centerline, up to 435' MSL.

Tree 940' from DER, 496' left of centerline, 443' MSL.

Tree 1035' from DER, 502' right of centerline, 439' MSL.

PADUCAH, KY

BARKLEY RGNL (PAH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25FEB21 (21056) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 75' from DER, 299' left of centerline, 14' AGL/389' MSL.

Vegetation 131' from DER, 247' left of centerline, 395' MSL.

Trees, beginning 289' from DER, 475' left of centerline, up to 74' AGL/449' MSL.

Tree 696' from DER, 590' right of centerline, 427' MSL.

Trees, pole, electrical system, beginning 938' from DER, 2' right of centerline, up to 86' AGL/469' MSL.

Tree 1702' from DER, 489' left of centerline, 452' MSL.

Trees, beginning 1894' from DER, 441' left of centerline, up to 96' AGL/463' MSL.

Trees, beginning 2014' from DER, 4' left of centerline, up to 104' AGL/470' MSL.

Tree 3508' from DER, 883' right of centerline, 102' AGL/474' MSL.

Rwy 14, terrain 3' from DER, 497' right of centerline, 413' MSL.

Tree 142' from DER, 287' right of centerline, 13' AGL/420' MSL.

Tree 223' from DER, 271' right of centerline, 23' AGL/427' MSL.

Tree 1000' from DER, 205' right of centerline, 57' AGL/437' MSL.

Tree 1104' from DER, 396' right of centerline, 83' AGL/462' MSL.

Trees beginning 1143' from DER, 14' right of centerline, up to 89' AGL/469' MSL.

Tree 1160' from DER, 413' left of centerline, 101' AGL/481' MSL.

Trees beginning 1245' from DER, 63' left of centerline, up to 99' AGL/483' MSL.

Trees beginning 1665' from DER, 50' right of centerline, up to 69' AGL/471' MSL.

Trees beginning 1740' from DER, 13' right of centerline, up to 87' AGL/489' MSL.

Trees beginning 1933' from DER, 56' left of centerline, up to 99' AGL/491' MSL.

Trees beginning 1947' from DER, 4' left of centerline, up to 90' AGL/495' MSL.

Trees beginning 2483' from DER, 276' right of centerline, up to 69' AGL/504' MSL.

Tree 2559' from DER, 1068' right of centerline, 78' AGL/514' MSL.

Trees beginning 2837' from DER, 36' left of centerline, up to 89' AGL/498' MSL.

Trees beginning 2873' from DER, 265' right of centerline, up to 91' AGL/536' MSL.

Trees beginning 2966' from DER, 120' left of centerline, up to 92' AGL/504' MSL.

Trees beginning 3024' from DER, 11' left of centerline, up to 94' AGL/506' MSL.

Trees beginning 3041' from DER, 67' left of centerline, up to 93' AGL/510' MSL.

Trees beginning 3367' from DER, 178' right of centerline, up to 101' AGL/544' MSL.

Trees beginning 3818' from DER, 498' left of centerline, up to 93' AGL/519' MSL.

Tree 3987' from DER, 642' left of centerline, 91' AGL/520' MSL.

Trees beginning 5038' from DER, 962' right of centerline, up to 113' AGL/553' MSL.

Rwy 23, vegetation 3' from DER, 423' right of centerline, 17' AGL/426' MSL.

Trees beginning 24' from DER, 408' right of centerline, up to 43' AGL/445' MSL.

Tree 442' from DER, 570' right of centerline, 33' AGL/452' MSL.

Tree 572' from DER, 629' left of centerline, 467' MSL.

Tree 576' from DER, 602' right of centerline, 32' AGL/457' MSL.

Trees beginning 971' from DER, 582' left of centerline, up to 73' AGL/483' MSL.

Tree, traverses ways beginning 975' from DER, 651' right of centerline, up to 53' AGL/466' MSL.

Trees beginning 1414' from DER, 812' right of centerline, up to 56' AGL/494' MSL.

Trees beginning 2629' from DER, 963' left of centerline, up to 95' AGL/513' MSL.

Tree 2970' from DER, 1263' left of centerline, 93' AGL/514' MSL.

Trees beginning 3940' from DER, 359' left of centerline, up to 67' AGL/517' MSL.

Tree 4238' from DER, 216' left of centerline, 56' AGL/518' MSL.

Trees beginning 4363' from DER, 416' left of centerline, up to 82' AGL/528' MSL.

CON'T



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**PADUCAH, KY (CON'T)****BARKLEY RGNL (PAH) (CON'T)**

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

PARIS, TN**HENRY COUNTY (PHT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 11MAR10 (10070) (FAA)****TAKEOFF OBSTACLE NOTES:**

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

PIKEVILLE, KY**PIKE COUNTY/HATCHER FLD (PBX)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 07MAY09 (21336) (FAA)****TAKEOFF MINIMUMS:****Rwy 9**, 300-1 or std. w/min. climb of 453' per NM to 2300 or 1000-3 for climb in visual conditions.**DEPARTURE PROCEDURE:****Rwy 9**, for climb in visual conditions: cross Pike County/Hatcher Fld airport at or above 2300 before proceeding on course.**TAKEOFF OBSTACLE NOTES:**

Rwy 9, tree 4788' from DER, 1173' right of centerline, 20' AGL/1739' MSL.
 Multiple trees beginning 2702' from DER, 654' left of centerline and 965' right of centerline, up to 20' AGL/1770' MSL.

PINE KNOT, KY**MC CREARY COUNTY (18I)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 13NOV14 (14317) (FAA)****DEPARTURE PROCEDURE:****Rwy 4**, climb heading 040° to 1900 before turning right.**Rwy 22**, climb heading 220° to 2000 before turning left.**TAKEOFF OBSTACLE NOTES:**

Rwy 4, trees beginning 73' from DER, 15' left of centerline, 218' right of centerline, up to 100' AGL/1439' MSL.
Rwy 22, trees beginning 473' from DER, 189' left of centerline, 380' right of centerline, up to 100' AGL/1499' MSL.

PORTLAND, TN**DOUGLAS HUNTER FLD (1M5)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 02AUG07 (23054) (FAA)****TAKEOFF OBSTACLE NOTES:**

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



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PRESTONSBURG, KY

BIG SANDY RGNL (SJS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 30NOV23 (23334) (FAA)

TAKEOFF OBSTACLE NOTES:

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

PRINCETON, KY

PRINCETON-CALDWELL COUNTY (2M0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25JUL13 (13206) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-1% or std. w/min. climb of 280' per NM to 900.

TAKEOFF OBSTACLE NOTES:

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

PULASKI, TN

ABERNATHY FLD (GZS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 22APR21 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 300-2% or std. w/min. climb of 300' per NM to 1100.

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

CONT



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PULASKI, TN (CON'T)

ABERNATHY FLD (GZS) (CON'T)

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

RICHMOND, KY

CENTRAL KENTUCKY RGNL (RGA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 21JUL16 (16203) (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

ROCKWOOD, TN

ROCKWOOD MUNI (RKW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 044° to 2500 before turning left.

Rwy 22, climb heading 224° to 2600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

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



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ROGERSVILLE, TN

HAWKINS COUNTY (RVN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 3 13SEP18 (18256) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 400-2½ or std. w/min. climb of 385' per NM to 1700.

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

DEPARTURE PROCEDURE:

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

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 7, trees, terrain beginning 102' from DER, 193' left of centerline, up to 1317' MSL.

Tree 346' from DER, 253' right of centerline, 1274' MSL.

Trees beginning 349' from DER, 273' right of centerline, up to 1290' MSL.

Tree 1188' from DER, 783' left of centerline, 1320' MSL.

Tree 1211' from DER, 787' left of centerline, 1324' MSL.

Trees beginning 1221' from DER, 207' right of centerline, up to 1306' MSL.

Tree 1580' from DER, 775' left of centerline, 1337' MSL.

Tree 1730' from DER, 795' left of centerline, 1346' MSL.

Trees, building beginning 1752' from DER, 26' left of centerline, up to 1351' MSL.

Tree 3880' from DER, 1357' right of centerline, 1340' MSL.

Trees beginning 4070' from DER, 1580' left of centerline, up to 1354' MSL.

Tree 5591' from DER, 1996' left of centerline, 1391' MSL.

Trees beginning 5786' from DER, 1377' left of centerline, up to 1408' MSL.

Trees beginning 5965' from DER, 1557' left of centerline, up to 1424' MSL.

Trees beginning one NM from DER, 1331' left of centerline, up to 1523' MSL.

Trees, building beginning 1.1 NM from DER, 1790' left of centerline, up to 1566' MSL.

Tower 2.2 NM from DER, 3132' left of centerline, 223' AGL/1589' MSL.

Rwy 25, catenary, 1' from DER, 427' right of centerline, up to 44' AGL/1318' MSL.

Trees, beginning 75' from DER, 167' left of centerline, up to 1298' MSL.

Terrain 93' from DER, 196' right of centerline, 1265' MSL.

Building 153' from DER, 369' right of centerline, 34' AGL/1301' MSL.

Fence, trees, transmission line, pole, beginning 185' from DER, 143' right of centerline, up to 1308' MSL.

Trees, pole, transmission line, beginning 259' from DER, 105' left of centerline, up to 1309' MSL.

Tree 861' from DER, 565' right of centerline, 1326' MSL.

Trees, terrain, beginning 1087' from DER, 728' right of centerline, up to 1334' MSL.

Trees, beginning 2010' from DER, 393' left of centerline, up to 1331' MSL.

Tree 2088' from DER, 997' right of centerline, 1423' MSL.

Trees, terrain, beginning 2257' from DER, 596' right of centerline, up to 1453' MSL.

Tree 2344' from DER, 964' right of centerline, 1457' MSL.

Trees, terrain, fence, transmission line, poles, beginning 2440' from DER, 47' right of centerline, up to 1478' MSL.

Tree 3422' from DER, 204' left of centerline, 1341' MSL.

Tree 3461' from DER, 97' left of centerline, 1384' MSL.

Trees, beginning 3561' from DER, 7' left of centerline, up to 1402' MSL.

Trees, beginning 4089' from DER, 2' left of centerline, up to 1420' MSL.

Tree 4694' from DER, 1137' right of centerline, 1492' MSL.

Trees, transmission line, pole, beginning 4722' from DER, 18' right of centerline, up to 1503' MSL.

Trees, terrain, beginning 4863' from DER, 29' right of centerline, up to 1508' MSL.

Trees, terrain, beginning 5061' from DER, 19' right of centerline, up to 1526' MSL.

Trees, beginning 5200' from DER, 145' right of centerline, up to 1546' MSL.

Trees, terrain, beginning 5410' from DER, 295' right of centerline, up to 1569' MSL.

Trees, terrain, beginning 5644' from DER, 32' right of centerline, up to 1591' MSL.

Trees, beginning 5830' from DER, 388' right of centerline, up to 1600' MSL.

Trees, beginning 2 NM from DER, 3395' right of centerline, up to 1633' MSL.

Terrain+veg, trees beginning 2.2 NM from DER, 3420' right of centerline, up to 100' AGL/1846' MSL.

RUSSELLVILLE, KY

RUSSELLVILLE-LOGAN COUNTY (4M7)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES AMDT 4 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree, pole beginning 13' from DER, 242' left of centerline, up to 48' AGL/687' MSL.

Tree 253' from DER, 347' right of centerline, 24' AGL/663' MSL.

Trees beginning 303' from DER, 389' left of centerline, up to 84' AGL/721' MSL.

Trees beginning 350' from DER, 346' right of centerline, up to 36' AGL/674' MSL.

Tree 473' from DER, 309' left of centerline, 87' AGL/723' MSL.

Trees beginning 1070' from DER, 432' left of centerline, up to 97' AGL/732' MSL.

Tree 1418' from DER, 638' right of centerline, 61' AGL/693' MSL.

Trees beginning 1438' from DER, 255' right of centerline, up to 86' AGL/718' MSL.

Transmission line 2580' from DER, 493' right of centerline, 84' AGL/731' MSL.

Catenary 2648' from DER, 2' right of centerline, 103' AGL/737' MSL.

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RUSSELLVILLE, KY (CON'T)

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

Rwy 7 (CON'T), catenary 2698' from DER, 376' left of centerline, 105' AGL/740' MSL.

Transmission line 2752' from DER, 792' left of centerline, 101' AGL/742' MSL.

Transmission line 2791' from DER, 791' left of centerline, 90' AGL/744' MSL.

Tree 4099' from DER, 12' right of centerline, 101' AGL/762' MSL.

Rwy 25, traverse way, terrain beginning 3' from DER, 332' right of centerline, up to 699' MSL.

Pole 346' from DER, 532' right of centerline, 23' AGL/709' MSL.

SABRE AAF (FORT CAMPBELL) (KEOD)

CLARKSVILLE, TN

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 19FEB26 (26050) (USA)

TAKEOFF MINIMUMS:

Rwy 23, std w/min climb of 289'/NM to 1000 or 300-1%.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree area 3091' from DER, 977' left of centerline, 660' MSL.

Tree area 3257' from DER, 241' left of centerline, 659' MSL.

Rwy 23, tree area 2615' from DER, 875' left of centerline, 721' MSL.

Tree area 2832' from DER, 87' left of centerline, 722' MSL.

Tree area 2892' from DER, 762' right of centerline, 716' MSL.

Twr 1.4 NM from DER, 1755' left of centerline, 210' AGL/862' MSL.

SAVANNAH, TN

SAVANNAH-HARDIN COUNTY (SNH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 26DEC24 (24361) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1 or std w/min climb of 415'/NM to 700.

Rwy 19, 400-2¼ or std w/min climb of 260'/NM to 1000.

TAKEOFF OBSTACLE NOTES:

Rwy 1, light poles 20' from DER, 88' right of centerline, 2' AGL/455' MSL.

Tree, pole beginning 31' from DER, 494' left of centerline, up to 534' MSL.

Tree 35' from DER, 412' right of centerline, 489' MSL.

Trees beginning 100' from DER, 188' right of centerline, up to 500' MSL.

Trees beginning 154' from DER, 420' left of centerline, up to 541' MSL.

Trees beginning 546' from DER, 183' left of centerline, up to 542' MSL.

Trees beginning 1177' from DER, 679' right of centerline, up to 518' MSL.

Trees beginning 1339' from DER, 586' right of centerline, up to 520' MSL.

Tree 1601' from DER, 753' right of centerline, 528' MSL.

Trees beginning 1699' from DER, 719' right of centerline, up to 544' MSL.

Trees beginning 1853' from DER, 708' right of centerline, up to 551' MSL.

Tree 2141' from DER, 972' right of centerline, 552' MSL.

Tree 2251' from DER, 821' right of centerline, 555' MSL.

Trees beginning 2280' from DER, 1022' right of centerline, up to 573' MSL.

Tree 2441' from DER, 822' right of centerline, 575' MSL.

Trees beginning 2449' from DER, 654' right of centerline, up to 577' MSL.

Trees beginning 2588' from DER, 501' right of centerline, up to 591' MSL.

Trees beginning 2843' from DER, 867' right of centerline, up to 596' MSL.

Tree 2981' from DER, 1178' right of centerline, 607' MSL.

Trees beginning 3103' from DER, 92' right of centerline, up to 607' MSL.

Rwy 19, terrain 3' from DER, 178' right of centerline, 474' MSL.

Fence, terrain beginning 32' from DER, 299' right of centerline, up to 7' AGL/483' MSL.

Pole 244' from DER, 547' left of centerline, 39' AGL/503' MSL.

Tree 341' from DER, 527' left of centerline, 533' MSL.

Trees beginning 387' from DER, 418' left of centerline, up to 543' MSL.

Trees, poles beginning 633' from DER, 23' left of centerline, up to 546' MSL.

Trees, light poles, vertical structure, poles beginning 683' from DER, 2' right of centerline, up to 541' MSL.

Trees, building, antenna beginning 1328' from DER, 9' right of centerline, up to 582' MSL.

Trees beginning 1420' from DER, 30' left of centerline, up to 554' MSL.

Trees beginning 1582' from DER, 30' left of centerline, up to 576' MSL.

Trees beginning 1744' from DER, 73' right of centerline, up to 583' MSL.

Trees beginning 2269' from DER, 28' right of centerline, up to 587' MSL.

Trees beginning 2774' from DER, 2' left of centerline, up to 578' MSL.

Trees beginning 2858' from DER, on centerline, up to 588' MSL.

Trees beginning 1.2 NM from DER, 2542' right of centerline, up to 693' MSL.

Trees beginning 1.3 NM from DER, 2479' right of centerline, up to 708' MSL.

Trees beginning 1.4 NM from DER, 2622' right of centerline, up to 725' MSL.

Trees beginning 1.6 NM from DER, 2442' right of centerline, up to 729' MSL.

Tree 1.6 NM from DER, 2057' left of centerline, 726' MSL.

Trees beginning 1.7 NM from DER, 2670' right of centerline, up to 765' MSL.

Tree 1.8 NM from DER, 3331' right of centerline, 762' MSL.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



26246





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**SELMER, TN****ROBERT SIBLEY (SZY)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 25SEP08 (08269) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 17**, terrain beginning 71' from DER, 154' right of centerline, up to 644' MSL.

Trees beginning 104' from DER, 405' right of centerline, up to 76' AGL/695' MSL.

Pole 1208' from DER, 810' right of centerline, 28' AGL/687' MSL.

Pole 1857' from DER, 380' right of centerline, 45' AGL/664' MSL.

Rwy 35, vehicles on roadway 107' from DER, on centerline, up to 15' AGL/622' MSL.

Trees beginning 95' from DER, 206' right of centerline, up to 51' AGL/645' MSL.

SEVIERVILLE, TN**GATLINBURG-PIGEON FORGE (GKT)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4B 26DEC24 (24361) (FAA)****TAKEOFF MINIMUMS:****Rwy 10**, std w/min climb of 320'/NM to 2900, or 1000-3 for VCOA.**Rwy 28**, 400-2% or std w/min climb of 215'/NM to 1500.**DEPARTURE PROCEDURE:****Rwy 10**, climbing left turn to intercept VXV VORTAC R-090 to VXV VORTAC to 5000 before proceeding on course.**Rwy 28**, climb on heading 282° to intercept VXV VORTAC R-090 then to VXV VORTAC to 5000 before proceeding on course.**VCOA:****Rwy 10**, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Gatlinburg-Pigeon Forge airport westbound at or above 1900 climb on VXV VORTAC R-120 to VXV VORTAC to 5000 before proceeding on course.**TAKEOFF OBSTACLE NOTES:****Rwy 10**, trees beginning 194' from DER, 378' right of centerline, up to 80' AGL/1123' MSL.

Trees beginning 300' from DER, 350' left of centerline, up to 80' AGL/1123' MSL.

Trees beginning 716' from DER, 255' left of centerline, up to 85' AGL/1131' MSL.

Power line 941' from DER, 602' right of centerline, 55' AGL/1079' MSL.

Rwy 28, trees beginning 184' from DER, 259' left of centerline, up to 45' AGL/1071' MSL.

Trees beginning 949' from DER, 376' right of centerline, up to 45' AGL/1116' MSL.

Tower 1119' from DER, 624' right of centerline, 78' AGL/1079' MSL.

Tower 2.2 NM from DER, 2629' right of centerline, 175' AGL/1359' MSL.

SHELBYVILLE, TN**BOMAR FLD/SHELBYVILLE MUNI (SYI)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 31JUL08 (21336) (FAA)****DEPARTURE PROCEDURE:****Rwy 18**, climb heading 180° to 1600 before turning left.**Rwy 36**, climb heading 345° to 1700 before turning right.**TAKEOFF OBSTACLE NOTES:****Rwy 18**, tree 81' from DER, 176' right of centerline, up to 100' AGL/890' MSL.

Tree 86' from DER, 199' left of centerline, up to 100' AGL/880' MSL.

Rwy 36, trees and terrain 505' from DER, 36' left of centerline, up to 7' AGL/806' MSL.**SMITHVILLE, TN****SMITHVILLE MUNI (0A3)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 05JUN08 (08157) (FAA)****TAKEOFF OBSTACLE NOTES:****Rwy 6**, trees and terrain beginning 76' from DER, 256' right of centerline, up to 100' AGL/1199' MSL.

Trees beginning 733' from DER, 11' left of centerline up to 100' AGL/1119' MSL.

Rwy 24, trees and terrain beginning 76' from DER, 8' left of centerline, up to 100' AGL/1119' MSL.

Trees and terrain beginning 83' from DER, 162' right of centerline, up to 100' AGL/1179' MSL.

SMYRNA, TN**SMYRNA (MQY)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 7 02DEC21 (21336) (FAA)****TAKEOFF MINIMUMS:****Rwy 19**, 300-2¼ or std. w/min. climb of 255' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.**Rwy 32**, 300-1 or std. w/min. climb of 260' per NM to 800.**DEPARTURE PROCEDURE:****Rwy 1**, climb heading 006° to 1200 before turning northeast.**CON'T**

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SMYRNA, TN (CON'T)

SMYRNA (MQY) (CON'T)

TAKEOFF OBSTACLE NOTES:

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

CON'T



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**SMYRNA, TN (CON'T)****SMYRNA (MQY) (CON'T)**

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

SOMERSET, KY**LAKE CUMBERLAND RGNL (SME)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 4A 12AUG21 (21224) (FAA)****TAKEOFF MINIMUMS:**

Rwy 5, 500-2 or std. w/min. climb of 440' per NM to 1600.
Rwy 23, 300-1¼ or std. w/min. climb of 375' per NM to 1300.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 048° to 2000 before proceeding on course.
Rwy 23, climb heading 228° to 2000 before turning southbound.

TAKEOFF OBSTACLE NOTES:

Rwy 5, power lines beginning 2350' from DER, on centerline, up to 100' AGL/1009' MSL.
 Trees beginning 5685' from DER, left and right of centerline, up to 100' AGL/1369' MSL.
 Tower 1.7 NM from DER, 500' right of centerline, 100' AGL/1300' MSL.
Rwy 23, poles beginning 178' from DER, on centerline, up to 102' AGL/1111' MSL.
 Trees beginning 281' from DER, left and right of centerline, up to 81' AGL/1190' MSL.
 Buildings beginning 412' from DER, 336' right of centerline, up to 10' AGL/1089' MSL.
 Hills beginning 982' from DER, 102' left of centerline, up to 927' MSL.
 Signs beginning 1214' from DER, 45' right of centerline, 45' AGL/959' MSL.
 Antenna 2939' from DER, 54' left of centerline, 56' AGL/1005' MSL.

SOMERVILLE, TN**FAYETTE COUNTY (FYE)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****AMDT 1 28SEP06 (06271) (FAA)****TAKEOFF OBSTACLE NOTES:**

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

SPARTA, KY**GALLATIN COUNTY (8GK)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 03SEP26 (26246) (FAA)****DEPARTURE PROCEDURE:**

Rwy 6, climb on heading 062° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 6 Low, Close-in Obstacles: obstacles 35' and below. Crossing DER 22' above DER elev clears low, close-in obstacles.

SPARTA, TN**UPPER CUMBERLAND RGNL (SRB)****TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES****ORIG 15JAN09 (09015) (FAA)****DEPARTURE PROCEDURE:**

Rwy 4, climb via heading 037° to 3400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 56' from DER, 448' right of centerline, 100' AGL/1049' MSL.
 Tree 484' from DER, 574' right of centerline, 100' AGL/1056' MSL.
Rwy 22, tree 1646' from DER, 775' left of centerline, 100' AGL/1069' MSL.



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SPRINGFIELD, KY

LEBANON SPRINGFIELD/GEORGE HOERTER FLD (6I2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 12JUN25 (26022) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 131' from DER, 518' left of centerline, 76' AGL/894' MSL.
 Trees beginning 137' from DER, 396' right of centerline, up to 75' AGL/956' MSL.
 Trees beginning 217' from DER, 21' left of centerline, up to 90' AGL/897' MSL.
 Tree 1256' from DER, 688' left of centerline, 67' AGL/931' MSL.
 Tree 2158' from DER, 7' left of centerline, 76' AGL/935' MSL.
 Trees beginning 2186' from DER, 259' right of centerline, up to 77' AGL/959' MSL.
 Tree 3313' from DER, 1369' right of centerline, 79' AGL/972' MSL.
 Trees 5034' from DER, 1792' right of centerline, 100' AGL/1009' MSL.
Rwy 29, vehicles on road way 1' from DER, 303' right of centerline, 14' AGL/824' MSL.
 Tree 384' from DER, 369' right of centerline, 44' AGL/852' MSL.
 Trees, pole, transmission line beginning 402' from DER, 456' right of centerline, up to 43' AGL/860' MSL.
 Tree 1282' from DER, 639' left of centerline, 61' AGL/859' MSL.
 Tree 1305' from DER, 810' left of centerline, 71' AGL/864' MSL.

SPRINGFIELD, TN

SPRINGFIELD ROBERTSON COUNTY (M91)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:

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

STURGIS, KY

STURGIS MUNI (TWT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 03APR14 (14093) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 400-2¼ or std. w/ min. climb of 280' per NM to 800.

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees beginning 2114' from DER, 514' left of centerline, up to 100' AGL/689' MSL.
Rwy 19, trees beginning 1248' from DER, 19' left of centerline, up to 94' AGL/454' MSL.
 Trees beginning 2144' from DER, 226' right of centerline, up to 100' AGL/509' MSL.

TAZEWELL, TN

THE NEW TAZEWELL/WAYNE COFFEY MUNI (3A2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 29MAY14 (26190) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, NA-Environmental and obstacles.

Rwy 25, 300-1 w/min. climb of 480' per NM to 2700, or 1800-2¼ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 25, climb heading 250° to 2500 before proceeding on course.

VCOA:

Rwy 25, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross The New Tazewell/Wayne Coffey Muni airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 25, multiple trees and bushes beginning 12' from DER, 190' right and left of centerline, up to 100' AGL/1213' MSL.
 Fence 77' from DER, 246' right of centerline, 4' AGL/1185' MSL.
 Poles 302' from DER, 254' right of centerline, 29' AGL/1253' MSL.
 Building 691' from DER, 482' right of centerline, 16' AGL/1211' MSL.
 Multiple trees beginning 5703' from DER, 406' right of centerline, up to 100' AGL/1328' MSL.

TOMPKINSVILLE, KY

TOMPKINSVILLE/MONROE COUNTY (TZV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28DEC23 (23362) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, 300-1¼ or std w/min climb of 231' per NM to 1300 or alternatively, with std takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

CON'T



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TOMPKINSVILLE, KY (CON'T)

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 100' from DER, 109' right of centerline, up to 108' AGL/1107' MSL.
Tree 233' from DER, 301' left of centerline, 32' AGL/1046' MSL.
Tree 709' from DER, 266' left of centerline, 36' AGL/1055' MSL.
Building 810' from DER, 231' left of centerline, 44' AGL/1060' MSL.
Tree 5484' from DER, 1942' left of centerline, 120' AGL/1194' MSL.
Rwy 22, pole 10' from DER, 114' right of centerline, 11' AGL/1016' MSL.
Trees, fences beginning 52' from DER, 43' right of centerline, up to 27' AGL/1031' MSL.
Pole 482' from DER, 613' left of centerline, 30' AGL/1029' MSL.
Tree 835' from DER, 494' left of centerline, 58' AGL/1045' MSL.
Building 882' from DER, 552' right of centerline, 20' AGL/1062' MSL.
Pole, building beginning 985' from DER, 407' right of centerline, up to 28' AGL/1070' MSL.
Trees, pole beginning 1164' from DER, 273' left of centerline, up to 63' AGL/1066' MSL.
Trees, building, poles beginning 1197' from DER, 219' right of centerline, up to 55' AGL/1101' MSL.
Trees, pole beginning 1768' from DER, 2' right of centerline, up to 115' AGL/1140' MSL.
Tree 1880' from DER, 45' left of centerline, 54' AGL/1072' MSL.
Trees beginning 1917' from DER, 1' left of centerline, up to 66' AGL/1088' MSL.
Trees, pole beginning 1924' from DER, 58' left of centerline, up to 67' AGL/1091' MSL.
Trees beginning 2183' from DER, 156' left of centerline, up to 65' AGL/1093' MSL.
Trees beginning 2185' from DER, 76' left of centerline, up to 81' AGL/1109' MSL.
Trees beginning 2215' from DER, 9' left of centerline, up to 82' AGL/1112' MSL.
Tree 2244' from DER, 104' left of centerline, 82' AGL/1113' MSL.
Trees, pole beginning 2250' from DER, 28' left of centerline, up to 86' AGL/1117' MSL.
Trees, poles, transmission line beginning 2958' from DER, 15' left of centerline, up to 78' AGL/1118' MSL.
Trees beginning 3218' from DER, on and left of centerline, up to 88' AGL/1121' MSL.
Tree 4325' from DER, 967' left of centerline, 99' AGL/1130' MSL.

TRENTON, TN

GIBSON COUNTY (TGC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 31JAN19 (19031) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

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



26246





26246



TULLAHOMA, TN

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwys 9, 27, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 6, buildings beginning 36' from DER, 439' right of centerline, up to 28' AGL/1098' MSL.

Rising terrain, beginning 41' from DER, 5' right of centerline, up to 1090' MSL.

Fence 83' from DER, 393' right of centerline, up to 12' AGL/1082' MSL.

Trees beginning 130' from DER, left and right of centerline, up to 100' AGL/1199' MSL.

Light poles beginning 674' from DER, 311' left of centerline, up to 36' AGL/1096' MSL.

Rwy 18, trees beginning 146' from DER, left and right of centerline, up to 100' AGL/1199' MSL.

Buildings beginning 299' from DER, 217' right of centerline, up to 32' AGL/1102' MSL.

Rwy 24, trees beginning 454' from DER, left and right of centerline, up to 100' AGL/1219' MSL.

Rwy 36, trees beginning 24' from DER, left and right of centerline, up to 100' AGL/1229' MSL.

Light pole 260' from DER, 498' left of centerline, 18' AGL/1088' MSL.

UNION CITY, TN

EVERETT-STEWART RGNL (UCY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 19MAR26 (26078) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, electrical system 9' from DER, 123' right of centerline, 2' AGL/310' MSL.

Tree 1153' from DER, 640' left of centerline, 354' MSL.

Tree 1201' from DER, 738' left of centerline, 78' AGL/381' MSL.

Rwy 19, wind indicator 41' from DER, 440' left of centerline, 10' AGL/348' MSL.

WAVERLY, TN

HUMPHREYS COUNTY (0M5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 12JUN25 (25163) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 189' from DER, 116' right of centerline, up to 789' MSL.

Trees beginning 373' from DER, 104' left of centerline, up to 787' MSL.

Trees beginning 892' from DER, 250' right of centerline, up to 795' MSL.

Tree 2567' from DER, 150' right of centerline, 805' MSL.

Tree 2644' from DER, 153' right of centerline, 809' MSL.

Trees beginning 2893' from DER, 53' right of centerline, up to 813' MSL.

Tree 2960' from DER, 16' left of centerline, 816' MSL.

Tree 3107' from DER, 102' right of centerline, 822' MSL.

Rwy 21, tree 68' from DER, 181' right of centerline, 769' MSL.

Tree 83' from DER, 450' right of centerline, 776' MSL.

Trees beginning 165' from DER, 1' right of centerline, up to 796' MSL.

Trees beginning 180' from DER, 114' left of centerline, up to 808' MSL.

WILLIAMSBURG, KY

WILLIAMSBURG-WHITLEY COUNTY (BYL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1¼ or std. w/ min. climb of 280' per NM to 1400.

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

DEPARTURE PROCEDURE:

Rwy 2, climb on heading 023° to 2000 before turning east.

Rwy 20, climb on heading 203° to 2000 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree 182' from DER, 250' left of centerline, 1184' MSL.

Tree 231' from DER, 243' left of centerline, 1195' MSL.

Trees beginning 1270' from DER, 592' right of centerline, up to 1225' MSL.

Trees beginning 1519' from DER, 684' left of centerline, up to 1263' MSL.

Tree 2306' from DER, 665' right of centerline, 1245' MSL.

Tree 3204' from DER, 1087' right of centerline, 1262' MSL.

Tree 3563' from DER, 466' left of centerline, 1268' MSL.

Tree 3644' from DER, 329' left of centerline, 1270' MSL.

Tree 3697' from DER, 126' left of centerline, 1273' MSL.

Tree 3704' from DER, 369' left of centerline, 1276' MSL.

Trees beginning 3731' from DER, 171' left of centerline, up to 1278' MSL.

Tree 4152' from DER, 311' left of centerline, 1282' MSL.

CON'T



26246



SE-1



26246

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

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

WINCHESTER, TN
WINCHESTER MUNI (BGF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 13NOV14 (14317) (FAA)

- TAKEOFF MINIMUMS:**
- Rwy 18**, std. w/min. climb of 330' per NM to 2400, or 1500-3 for climb in visual conditions.
- DEPARTURE PROCEDURE:**
- Rwy 18**, climb heading 185° to 2300 before turning left.
 - Rwy 36**, climb heading 005° to 2000 before turning right.

VCOA:
Rwy 18, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Muni airport at or above 2300 before proceeding on course.

- TAKEOFF OBSTACLE NOTES:**
- Rwy 18**, trees beginning 174' from DER, 387' left of centerline, up to 81' AGL/1062' MSL.
 - Vehicles on roadway beginning 388' from DER, left and right of centerline, up to 17' AGL/1006' MSL.
 - Tower 726' from DER, 337' left of centerline, 31' AGL/1018' MSL.
 - Trees beginning 1237' from DER, 539' right of centerline, up to 126' AGL/1057' MSL.
 - Rising terrain beginning 3.4 NM from DER, left and right of centerline, up to 2119' MSL.
 - Rwy 36**, rising terrain and trees beginning 97' from DER, 293' left of centerline, up to 109' AGL/1100' MSL.
 - Vehicles on roadway beginning 817' from DER, 659' left of centerline, up to 17' AGL/996' MSL.
 - Trees beginning 2654' from DER, 75' right of centerline, up to 60' AGL/1052' MSL.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



26246

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

ASHLAND, KY

ASHLAND RGNL (DWU).....RNAV (GPS) Rwy 10
RNAV (GPS) Rwy 28

NA when local weather not available.
Cat B 900-2, Cat C 900-2½, Cat D 900-2¼.

ATHENS, TN

MCMINN COUNTY (MMI).....RNAV (GPS) Rwy 2¹
RNAV (GPS) Rwy 20²

NA when local weather not available.
¹Cat D 1000-3.
²Cat A, B, C 900-2½, Cat D 1000-3.

BARDSTOWN, KY

SAMUELS FLD (BRY).....RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.
Cat D 900-2¼.

BOWLING GREEN, KY

BOWLING GREEN-WARREN COUNTY
RGNL (BWG).....ILS Y or LOC Y Rwy 3
ILS Z or LOC Z Rwy 3
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

NAMEALTERNATE MINIMUMS

BRISTOL/JOHNSON/KINGSPORT, TN

TRI-CITIES (TRI).....ILS or LOC Rwy 5¹²
ILS or LOC Rwy 23¹³
RNAV (GPS) Rwy 5⁴
RNAV (GPS) Rwy 9⁵
RNAV (GPS) Rwy 23⁶
RNAV (GPS) Rwy 27⁴

¹NA when control tower closed.
²LOC Cat C 900-2¼, Cat D 1000-3.
³LOC Cat A, B 1000-2, Cat C, D 1000-3.
⁴Cat C 900-2¼, Cat D 1000-3.
⁵Cat C 800-2¼, Cat D 1000-3.
⁶NA when local weather not available.

CAMPBELLSVILLE, KY

TAYLOR COUNTY (AAS).....RNAV (GPS) Rwy 5
NA when local weather not available.
Cat D 800-2¼.

CHATTANOOGA, TN

LOVELL FLD (CHA).....ILS or LOC Rwy 2¹²
ILS or LOC Rwy 20¹²
RNAV (GPS) Rwy 2³
RNAV (GPS) Rwy 15⁴
RNAV (GPS) Rwy 20³
RNAV (GPS) Rwy 33⁵

¹NA when control tower closed.
²LOC Cat C 900-2½, Cat D 900-3.
³Cat C 900-2½, Cat D 900-3.
⁴Cat C 800-2¼, Cat D 900-3.
⁵Cat A, B 900-2, Cat C 900-2½, Cat D 900-3.

NAME ALTERNATE MINIMUMS

CLARKSVILLE, TN

OUTLAW FLD (CKV).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35

NA when local weather not available.

CLEVELAND, TN

CLEVELAND RGNL
JETPORT (RZR).....RNAV (GPS) Rwy 3¹
RNAV (GPS) Rwy 21

Cat D 1000-3.

¹NA when local weather not available.

COLUMBIA/MOUNT PLEASANT, TN

MAURY COUNTY
RGNL (MRC).....RNAV (GPS) Rwy 6¹
RNAV (GPS) Rwy 24²

NA when local weather not available.

¹Cat C 800-2½, Cat D 1000-3.

²Cat D 1000-3.

COVINGTON, TN

COVINGTON MUNI (M04).....RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19

NA when local weather not available.

Cat D 800-2½.

CROSSVILLE, TN

CROSSVILLE MEML-WHITSON
FLD (CSV).....ILS Y or LOC Y Rwy 26
ILS Z or LOC Z Rwy 26
RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26

NA when local weather not available.

DANVILLE, KY

STUART POWELL FLD (DVK).....LOC Rwy 31¹
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31¹

NA when local weather not available.

¹Cat D 900-2½.

DYERSBURG, TN

DYERSBURG RGNL (DYR).....RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.

Cat D 1000-3.

ELIZABETHTON, TN

WILLIAM B GREENE JR
RGNL (0A9).....RNAV (GPS) Rwy 6
NA when local weather not available.
Cat A 1500-2, Cat B 1600-2, Cat C 1700-3.

ELIZABETHTOWN, KY

ADDINGTON FLD (EKX).....ILS or LOC Rwy 5¹
RNAV (GPS) Rwy 5²
RNAV (GPS) Rwy 23

NA when local weather not available.

¹LOC Cat D 1000-3.

²Cat D 1000-3.

NAME ALTERNATE MINIMUMS

FAYETTEVILLE, TN

FAYETTEVILLE
MUNI (FYM).....RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20

NA when local weather not available.

FLEMINGSBURG, KY

FLEMING-MASON (FGX).....RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25

NA when local weather not available.

FRANKFORT, KY

CAPITAL CITY (FFT).....RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
VOR Rwy 25

NA when local weather not available.

GALLATIN, TN

MUSIC CITY EXEC (XNX).....RNAV (GPS) Rwy 17
RNAV (GPS) Rwy 35¹
VOR-A

Cat D 800-2½.

¹NA when local weather not available.

GEORGETOWN, KY

GEORGETOWN-SCOTT COUNTY
RGNL (27K).....RNAV (GPS) Rwy 3
NA when local weather not available.
Cat D 800-2½.

GLASGOW, KY

GLASGOW MUNI (GLW).....RNAV (GPS) Rwy 8
RNAV (GPS) Rwy 26¹

NA when local weather not available.

¹Cat D 900-2½.

GREENVILLE, TN

GREENVILLE MUNI (GCY).....RNAV (GPS) Rwy 5
NA when local weather not available.
Cat D 800-2½.

HARLAN, KY

TUCKER-GUTHRIE MEML (I35).....RNAV (GPS)-A
NA when local weather not available.
Cat A, B 1400-2, Cat C 1800-3.

HARTFORD, KY

OHIO COUNTY (JQD).....RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21

NA when local weather not available.

Cat C 800-2½.

HAZARD, KY

WENDELL H FORD (CPF).....LOC Rwy 14¹
RNAV (GPS) Rwy 14²
RNAV (GPS) Rwy 32²

¹Cat C 900-2½, Cat D 900-3.

²Cat C 900-2½, Cat D 900-2½.

NAME ALTERNATE MINIMUMS

HENDERSON, KY

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

JACKSON, KY

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

JACKSON, TN

JACKSON RGNL (MKL).....**ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
VOR Rwy 2¹

NA when local weather not available.
¹Cat D 800-2¼.

KNOXVILLE, TN

KNOXVILLE DOWNTOWN
ISLAND (DKX).....**LOC Rwy 26**
RNAV (GPS) Rwy 26
VOR-B

NA when local weather not available.
Cat A, B 900-2, Cat C 900-2¼.

MC GHEE TYSON (TYS).....**ILS or LOC Rwy 5L¹**
ILS or LOC Rwy 23L²
ILS or LOC Rwy 23R³
RNAV (GPS) Rwy 5L⁴
RNAV (GPS) Rwy 5R⁴
RNAV (GPS) Rwy 23L⁴
RNAV (GPS) Rwy 23R⁴
VOR Rwy 23L⁴
VOR Rwy 23R⁴

¹LOC Cat D 1000-3.
²ILS Cat B, C 700-2, Cat D 1000-3; LOC Cat D 1000-3.
³LOC Cat D, E 1000-3.
⁴Cat D 1000-3.

LEBANON, TN

LEBANON MUNI (M54).....**RNAV (GPS) Rwy 1¹**
RNAV (GPS) Rwy 19²

NA when local weather not available.
¹Cat A, B, C 900-2½, Cat D 1000-3.
²Cat C 900-2½, Cat D 1000-3.

LEWISPORT, KY

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

NAME ALTERNATE MINIMUMS

LEXINGTON, KY

BLUE GRASS (LEX).....**ILS or LOC Rwy 4**
ILS or LOC Rwy 22
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 27
VOR-A

NA when local weather not available.

LEXINGTON-PARSONS, TN

BEECH RIVER RGNL (PVE).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19

NA when local weather not available.
Cat D 800-2¼.

LIVINGSTON, TN

LIVINGSTON MUNI (8A3).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21

NA when local weather not available.
Cat D 1000-3.

LONDON, KY

LONDON/CORBIN/
MAGEE (LOZ).....**ILS or LOC Rwy 6¹**
RNAV (GPS) Rwy 6²
RNAV (GPS) Rwy 24³

NA when local weather not available.
¹LOC Cat B 900-2, Cat C 900-2½, Cat D 900-2¼.
²Cat B 900-2, Cat C 900-2½, Cat D 900-2¼.
³Cat C 900-2½, Cat D 900-2¼.

LOUISVILLE, KY

BOWMAN FLD (LOU).....**RNAV (GPS) Rwy 24**
RNAV (GPS) Rwy 33

NA when local weather not available.

LOUISVILLE MUHAMMAD ALI

INTL (SDF).....**ILS or LOC Rwy 17L¹**
ILS or LOC Rwy 17R¹
ILS or LOC Rwy 35L¹
ILS or LOC Rwy 35R¹
LOC Rwy 29²
RNAV (GPS) Y Rwy 17L²
RNAV (GPS) Y Rwy 17R²
RNAV (GPS) Y Rwy 29²
RNAV (GPS) Y Rwy 35L²
RNAV (GPS) Y Rwy 35R²

¹LOC Cat D 900-3.
²Cat D 900-3.

MADISONVILLE, KY

MADISONVILLE RGNL (210).....**RNAV (GPS) Rwy 5**
RNAV (GPS) Rwy 23

NA when local weather not available.
Cat D 1000-3.

MADISONVILLE, TN

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

NAME

ALTERNATE MINIMUMS

MARION, KY

MARION-CRITTENDEN COUNTY JAMES C
JOHNSON RGNL (GDA).....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 25

NA when local weather not available.
Cat D 800-2¼.

MAYFIELD, KY

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

MC MINNVILLE, TN

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

MEMPHIS, TN

FREDERICK W SMITH
INTL/MEMPHIS (MEM).....**ILS or LOC Rwy 9¹**
ILS or LOC Rwy 18C¹
ILS or LOC Rwy 18L¹
ILS or LOC Rwy 18R¹
ILS or LOC Rwy 27¹
ILS or LOC Rwy 36C²
ILS or LOC Rwy 36L²
ILS or LOC Rwy 36R²
RNAV (GPS) Rwy 9³
RNAV (GPS) Rwy 27³
RNAV (GPS) Rwy 36C³
RNAV (GPS) Rwy 36L³
RNAV (GPS) Rwy 36R³
RNAV (GPS) Z Rwy 18C³
RNAV (GPS) Z Rwy 18L³
RNAV (GPS) Z Rwy 18R³

¹LOC Cat D 800-2¼, Cat E 800-2¾.

²ILS, LOC Cat E 800-2¾.

³Cat D 800-2¼.

MIDDLESBORO, KY

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

MILLINGTON, TN

CHARLES W
BAKER (2M8).....**RNAV (GPS) Rwy 36**
NA when local weather not available.

NAME

ALTERNATE MINIMUMS

MILLINGTON, TN (CON'T)

MILLINGTON/MEMPHIS
(NQA).....**ILS or LOC Rwy 22¹²⁵**
RNAV (GPS) Rwy 4³
RNAV (GPS) Rwy 22⁴⁵
VOR or TACAN Rwy 22⁴

¹NA when control tower closed.

²LOC Cat E 800-2¼.

³Cat D 800-2¼, Cat E 800-2½.

⁴Cat E 800-2¼.

⁵NA when local weather not available.

MONTICELLO, KY

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

MOREHEAD, KY

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

MORRISTOWN, TN

MOORE-MURRELL (MOR).....**RNAV (GPS) Rwy 5**
NA when local weather not available.
Cat C 900-2½, Cat D 1200-3.

MURFREESBORO, TN

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

MURRAY, KY

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

NASHVILLE, TN

NASHVILLE INTL (BNA).....**ILS or LOC Rwy 2C¹²**
ILS or LOC Rwy 2L²
ILS or LOC Rwy 2R²
ILS or LOC Rwy 20L²
ILS or LOC Rwy 20R²
ILS or LOC Rwy 31²
RNAV (GPS) Rwy 13³
RNAV (GPS) Rwy 20C³
RNAV (GPS) Y Rwy 2C³
RNAV (GPS) Y Rwy 2L³
RNAV (GPS) Y Rwy 2R³
RNAV (GPS) Y Rwy 20L³
RNAV (GPS) Y Rwy 20R³
RNAV (GPS) Y Rwy 31³

¹NA when local weather not available.

²LOC Cat D 800-2½.

³Cat D 800-2½.

NAME

ALTERNATE MINIMUMS

NAME

ALTERNATE MINIMUMS

SPRINGFIELD, KY

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

TULLAHOMA, TN

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

WILLIAMSBURG, KY

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

WINCHESTER, TN

WINCHESTER
MUNI (BGF).....**RNAV (GPS) Y Rwy 18¹**
RNAV (GPS) Z Rwy 18²
RNAV (GPS) Rwy 36³
NA when local weather not available.
¹Cat B 900-2, Cat C 900-2½, Cat D 1500-3.
²Cat A, B, C, D 800-2¼.
³Cat B 900-2, Cat C 900-2½.

SE-1, 03 SEP 2026 to 29 OCT 2026

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RADAR INSTRUMENT APPROACH MINIMUMS

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

Hopkinsville, KY RADAR 1 Amdt 3 RADAR 2 Amdt 4 14MAY26 (26134) (USA) ELEV 571
RADAR - (E) 134.350x 237.5x 395.9x 258.3x 290.9x

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
RADAR-1						
ASR ¹	5 ^{2 3 4 5}		AB	980-1	425	(500-1)
			CDE	980-1¼	425	(500-1¼)
	23 ^{2 6 7 8 9}		AB	980/24	409	(500-½)
			CDE	980/40	409	(500-¾)
CIR ¹⁰	5-23		A	1020-1	449	(500-1)
			B	1040-1	469	(500-1)
			C	1040-1½	469	(500-1½)
			DE	1140-2	569	(600-2)
RADAR-2						
PAR ^{11 12}	23 ^{2 6 13 14 15}	3.0°/55/1143	ABCDE	771/24	200	(200-½)
	5 ^{2 3 14 16}	3.0°/50/941	ABCDE	755-¾	200	(200-¾)

SE-1, 03 SEP 2026 to 29 OCT 2026

¹VGSI and descent angles not coincident.
²Procedure NA when R-3701, R-3702A/B in use.
³Final approach course 045°.
⁴Recommended altitude 4 miles: 1880, 3 miles: 1560, 2 miles: 1240.
⁵FAF 5.0 NM from thld, min alt 2200.
⁶Final approach course 225°.
⁷Recommended altitude 4 miles: 1900, 3 miles: 1580, 2 miles: 1260.
⁸FAF 4.9 NM from thld, min alt 2200.
⁹When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1½ miles.
¹⁰Circling NA SE of Rwy 5-23.
¹¹PAR unavbl daily 0400-1400Z+.
¹²VGSI and PAR glidepath not coincident.
¹³FAF 4.9 NM from thld.
¹⁴Glide slope intercept altitude 2200.
¹⁵When ALS inop, increase RVR to 40, vis to ¾ mile.
¹⁶FAF 5.0 NM from thld.

SE-1, 03 SEP 2026 to 29 OCT 2026

SABRE AAF (FORT CAMPBELL) (KEOD)

Clarksville, TN Amdt 4 14MAY26 (26134) (USA) ELEV 595
RADAR - (E) 118.1 340.9 

	<u>RWY</u>	<u>GP/TCH/RPI</u>	<u>CAT</u>	<u>DA/ MDA-VIS</u>	<u>HAT/ HATH/ HAA</u>	<u>CEIL-VIS</u>
ASR	23 ^{1 2 3 4 5}		COPTER	1040-1	453	(500-1)
	5 ^{1 5 6 7 8 9}		COPTER	1120-1	525	(600-1)

¹FAF 4 NM from THLD, min alt 2200.
²Final approach course 227°.
³Recommended altitude: 3 miles 1800, 2 miles 1400.
⁴KHOP alternate altimeter setting minima 1060-1 473 (500-1).
⁵Use KHOP altimeter when local altimeter not available.
⁶Final approach course 047°.
⁷Recommended altitude: 3 miles 1800, 2 miles 1420.
⁸KHOP alternate altimeter setting minima 1140-1 545 (600-1).
⁹RWY 05 helicopter visibility reduction below ¾ mile not authorized.

SE-1

RADAR INSTRUMENT APPROACH MINIMUMS

26078

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

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

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

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

26078

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26246

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

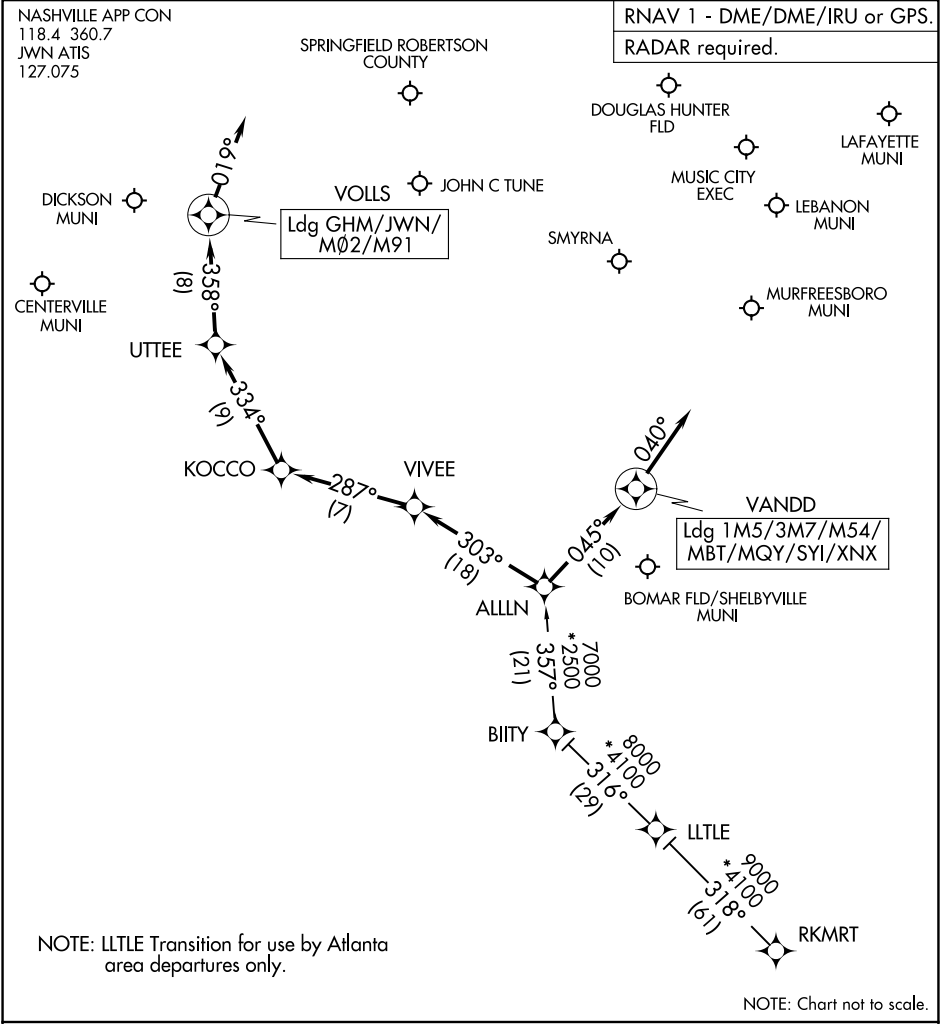
CITY/AIRPORT	HOT SPOT	DESCRIPTION*
COVINGTON, KY CINCINNATI/NORTHERN KENTUCKY INTL (CVG)	HS 1	Multiple twy crossing points surrounding the int of Rwy 18C-36C and Rwy 09-27.
KNOXVILLE, TN MC GHEE TYSON (TYS)	HS 1	Ramp exit Twy R5 short distance from Twy A.
LEXINGTON, KY BLUE GRASS (LEX)	HS 1	Rwy 27 apch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

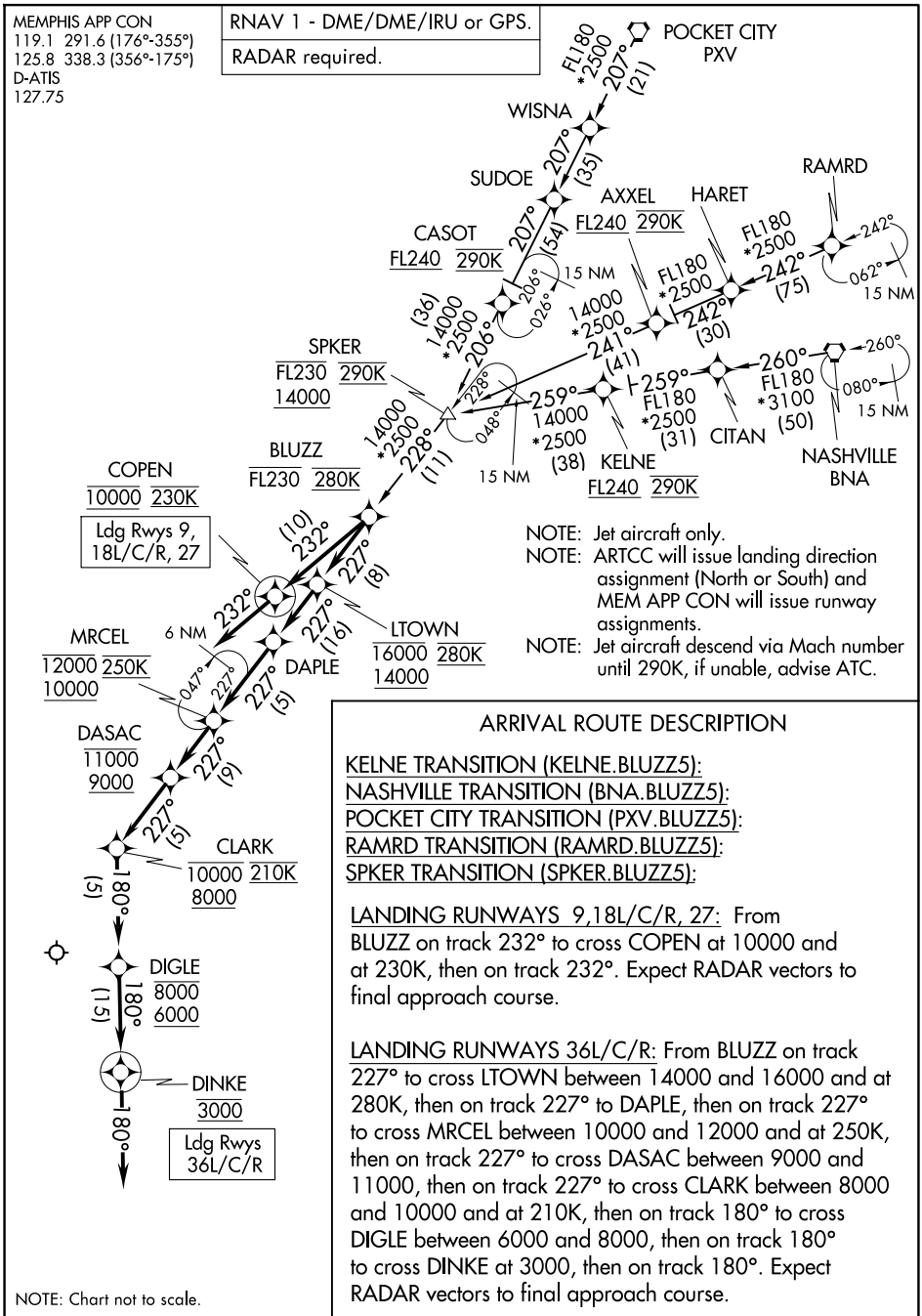
*See appropriate Chart Supplement HOT SPOT table for additional information.

26246

ALLN ONE ARRIVAL (RNAV)

SMYRNA, TENNESSEE





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

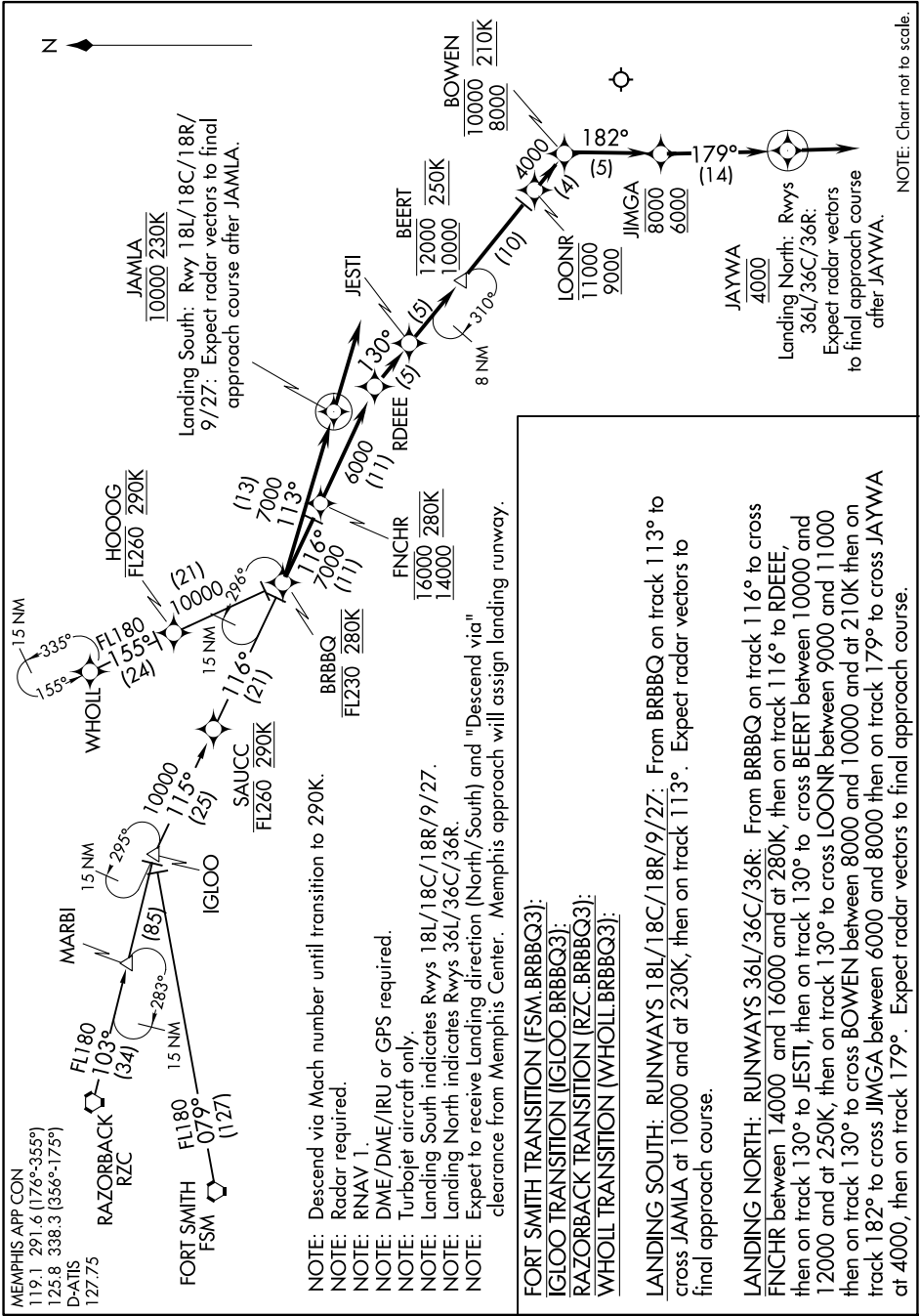
ARRIVAL ROUTE DESCRIPTION

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

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

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

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

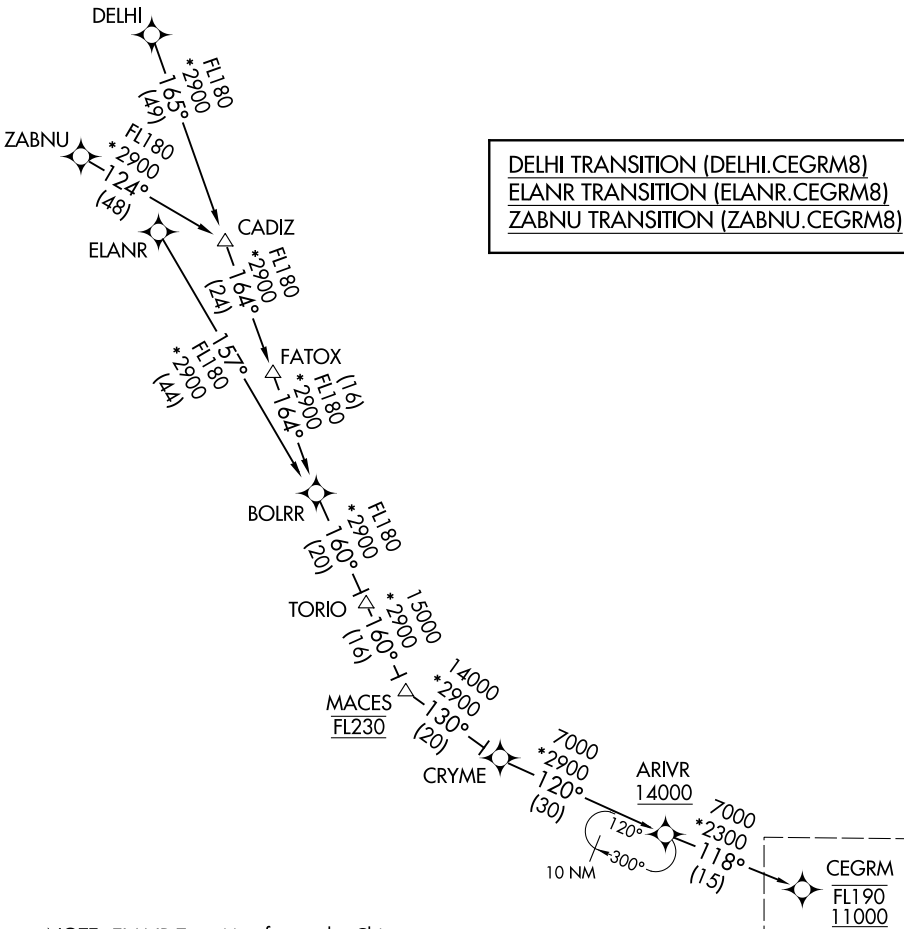
CEGRM EIGHT ARRIVAL (RNAV) Transition Routes

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
CVG D-ATIS
134.375
LUK ATIS
123.6

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



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

See following page for arrival route.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

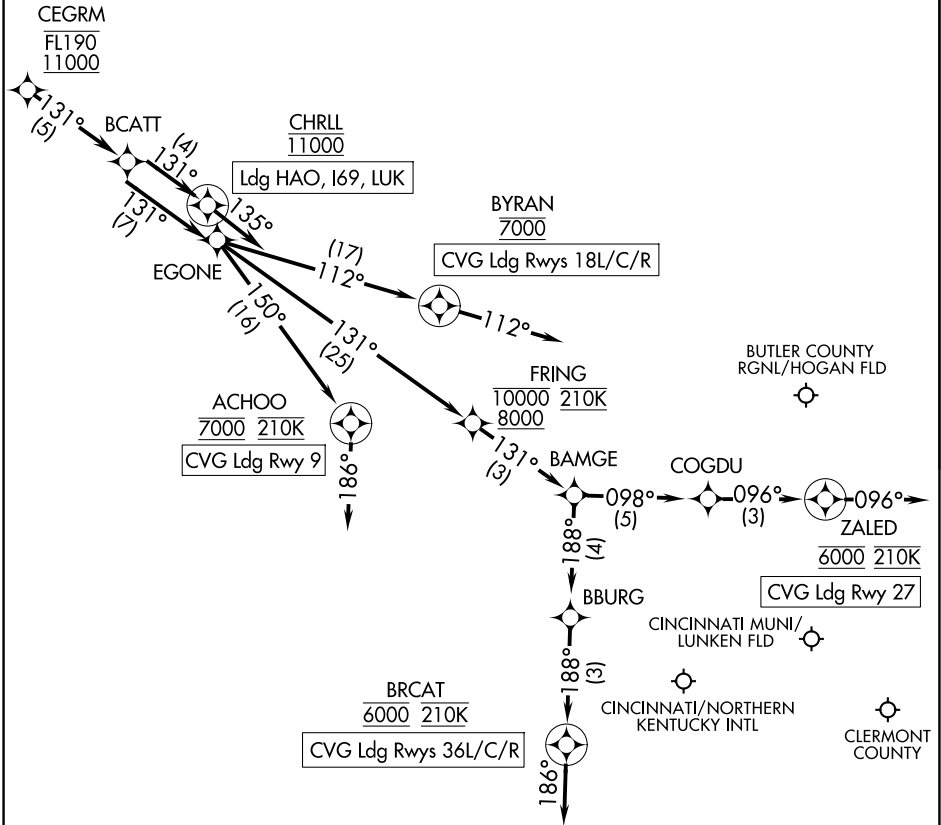
CEGRM EIGHT ARRIVAL (RNAV) Transition Routes

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
CVG D-ATIS
134.375
LUK ATIS
123.6

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



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

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CEGRM EIGHT ARRIVAL (RNAV)

COVINGTON, KENTUCKY

ARRIVAL ROUTE DESCRIPTION

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

LANDING CVG RUNWAY 9: From EGONE on track 150° to cross ACHOO at 7000 and at 210K, then on heading 186°. Expect RADAR vectors to final approach course for ILS, GPS, or RNP Rwy 9 approach.

LANDING CVG RUNWAY 18L/C/R: From EGONE on track 112° to cross BYRAN at 7000, then on track 112°. Expect RADAR vectors to final approach course for ILS, GPS, or RNP Rwy 18L/C/R approach.

LANDING CVG RUNWAY 27: From EGONE on track 131° to cross FRING between 8000 and 10000 and at 210K, then on track 131° to BAMGE, then on track 098° to COGDU, then on track 096° to cross ZALD at 6000 and at 210K, then on track 096°. Expect RADAR vectors to final approach course for ILS, GPS, or RNP Rwy 27 approach.

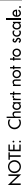
LANDING CVG RUNWAY 36L/C/R: From EGONE on track 131° to cross FRING between 8000 and 10000 and at 210K, then on track 131° to BAMGE, then on track 188° to BBURG, then on track 188° to cross BRCAT at 6000 and at 210K, then on track 186°. Expect RADAR vectors to final approach course for ILS, GPS, or RNP Rwy 36L/C/R approach.

LANDING I69/LUK/HAO: From CEGRM on track 131° to BCATT, then on track 131° to cross CHRL at 11000, then on track 135°. Expect RADAR vectors to final approach course.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

NASHVILLE, TENNESSEE



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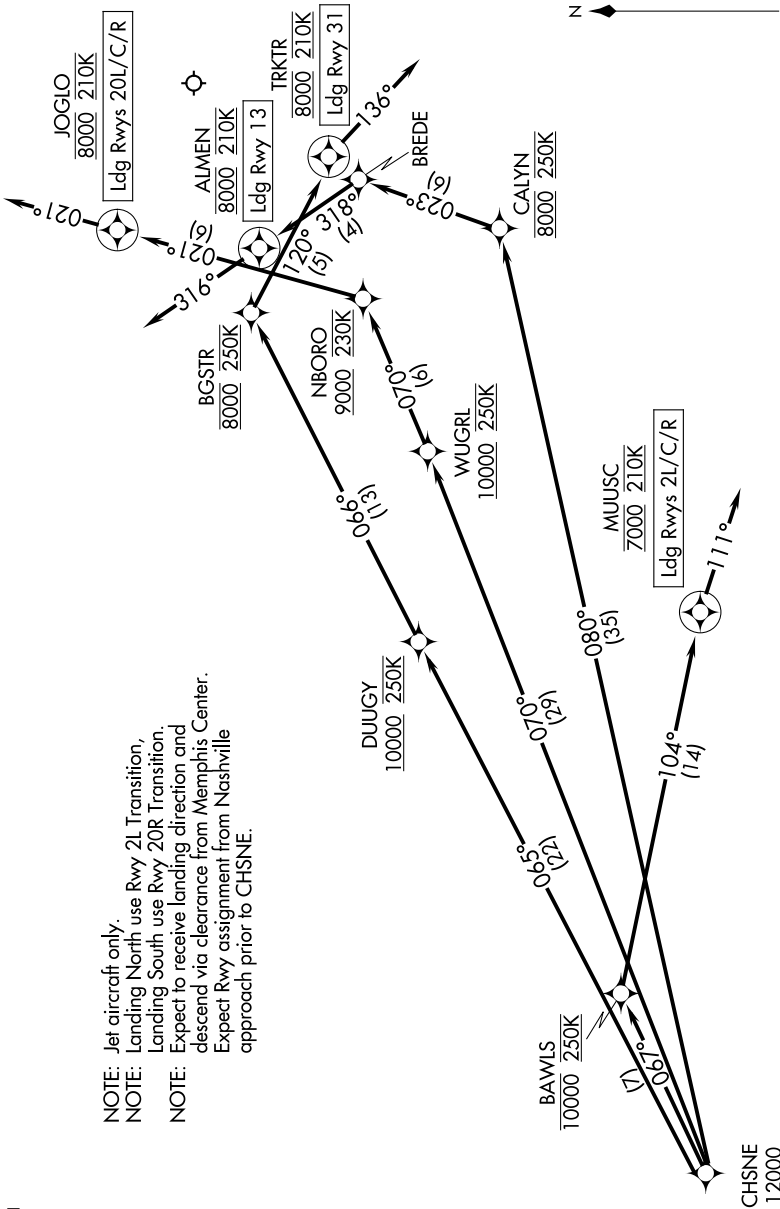
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

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

NASHVILLE APP CON
119.35 372.0
D-ATIS
135.1

- NOTE: Jet aircraft only.
- NOTE: Landing North use Rwy 2L Transition, Landing South use Rwy 20R Transition.
- NOTE: Expect to receive landing direction and Expect Rwy assignment from Memphis Center. Expect via clearance from Nashville approach prior to CHSNE.



(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

CHSNE THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

KISTS TRANSITION (KISTS.CHSNE3)
LOPPY TRANSITION (LOPPY.CHSNE3)
MEMFS TRANSITION (MEMFS.CHSNE3)

LANDING RUNWAYS 2L/C/R: From CHSNE on track 067° to cross BAWLS at or below 10000 and at 250K, then on track 104° to cross MUUSC at 7000 and at 210K, then on track 111°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 13: From CHSNE on track 080° to cross CALYN at 8000 and at 250K, then on track 023° to BREDE, then on track 318° to cross ALMEN at 8000 and at 210K, then on track 316°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 20L/C/R: From CHSNE on track 070° to cross WUGRL at or above 10000 and at 250K, then on track 070° to cross NBORO at or above 9000 and at 230K, then on track 021° to cross JOGLO at 8000 and at 210K, then on track 021°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 31: From CHSNE on track 065° to cross DUUGY at or above 10000 and at 250K, then on track 066° to cross BGSTR at 8000 and at 250K, then on track 120° to cross TRKTR at 8000 and at 210K, then on track 136°. Expect RADAR vectors to final approach course.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

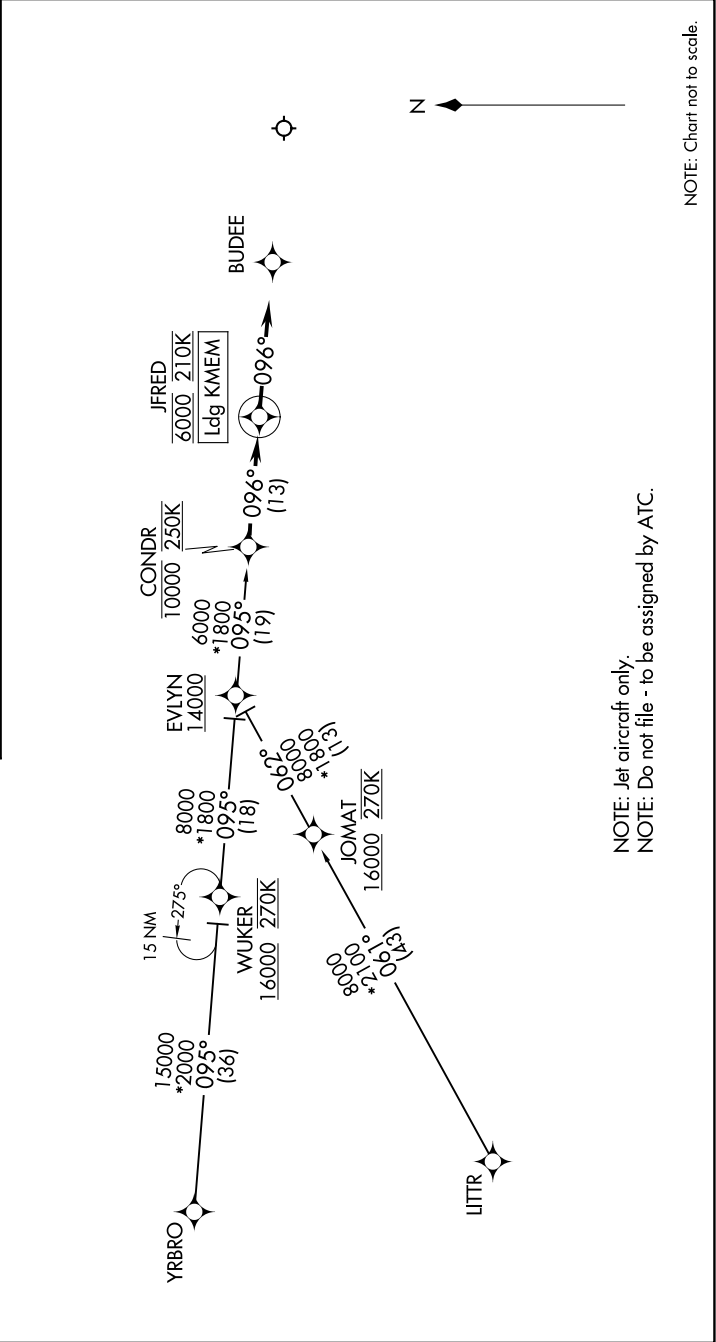
MEMPHIS APP CON
119.1 291.6 (176°-355°)
125.8 338.3 (356°-175°)
D-ATIS
127.75

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

ARRIVAL ROUTE DESCRIPTION

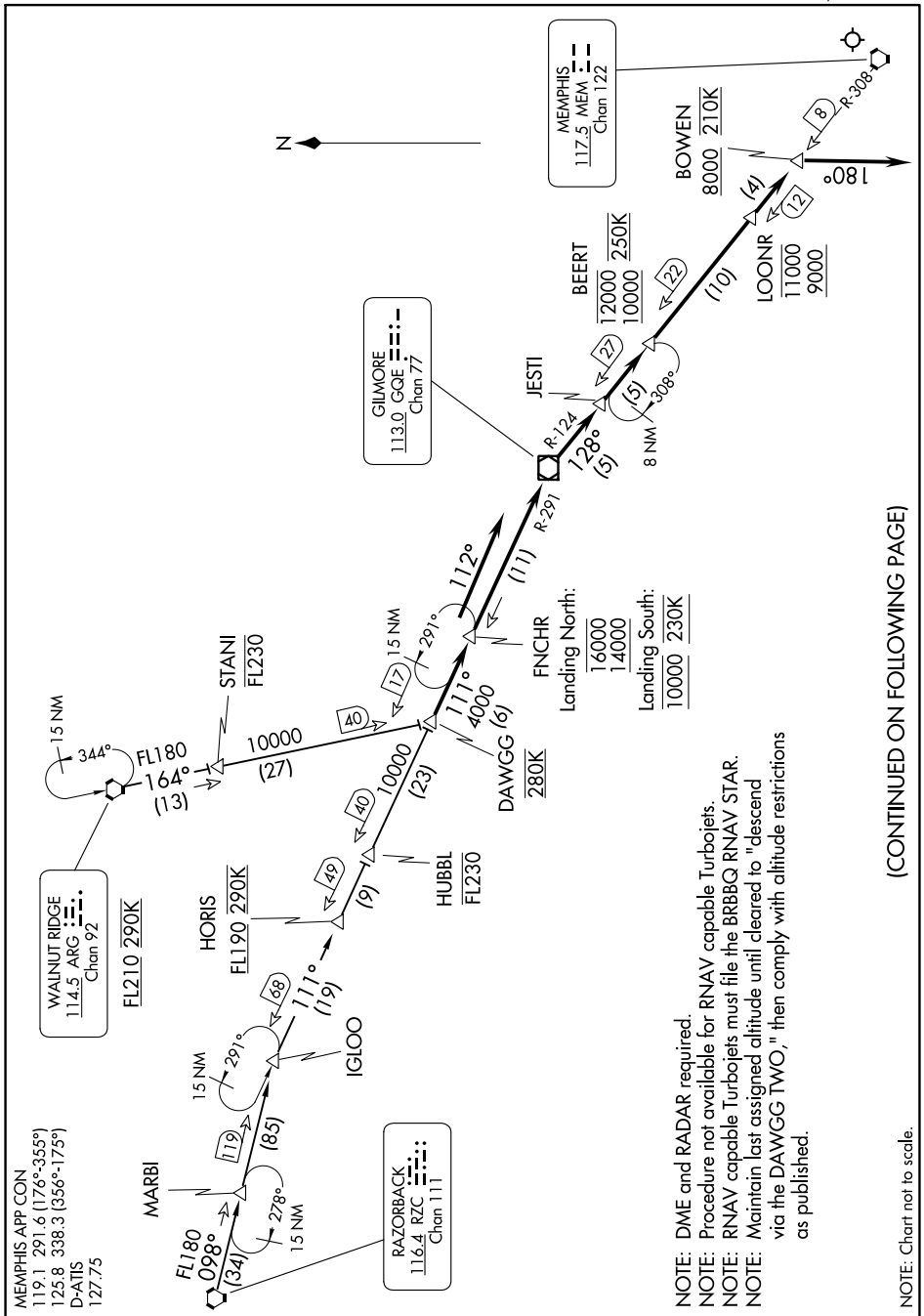
EVLYN TRANSITION (EVLYN.CONDR4):
LITR TRANSITION (LITR.CONDR4):
YRBRO TRANSITION (YRBRO.CONDR4):

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



NOTE: Jet aircraft only.
NOTE: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

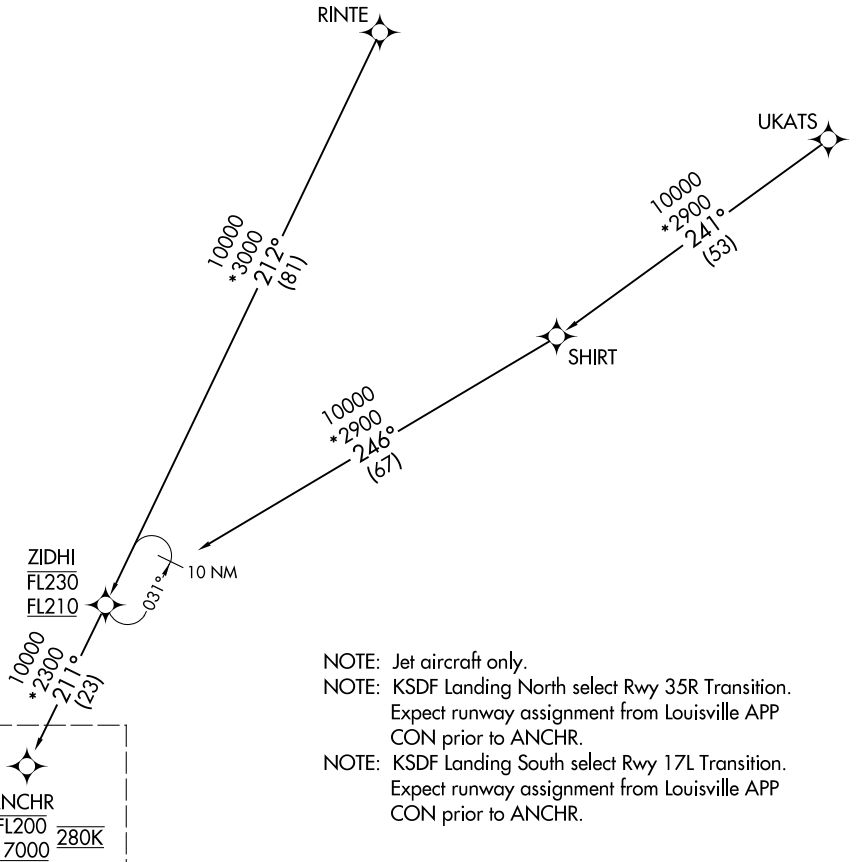
WALNUT RIDGE TRANSITION (ARG.DAWGG2): From over ARG VORTAC on R-164 to DAWGG, thence. . . .

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

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

LOUISVILLE APP CON
132.075 327.0
D-ATIS
118.725

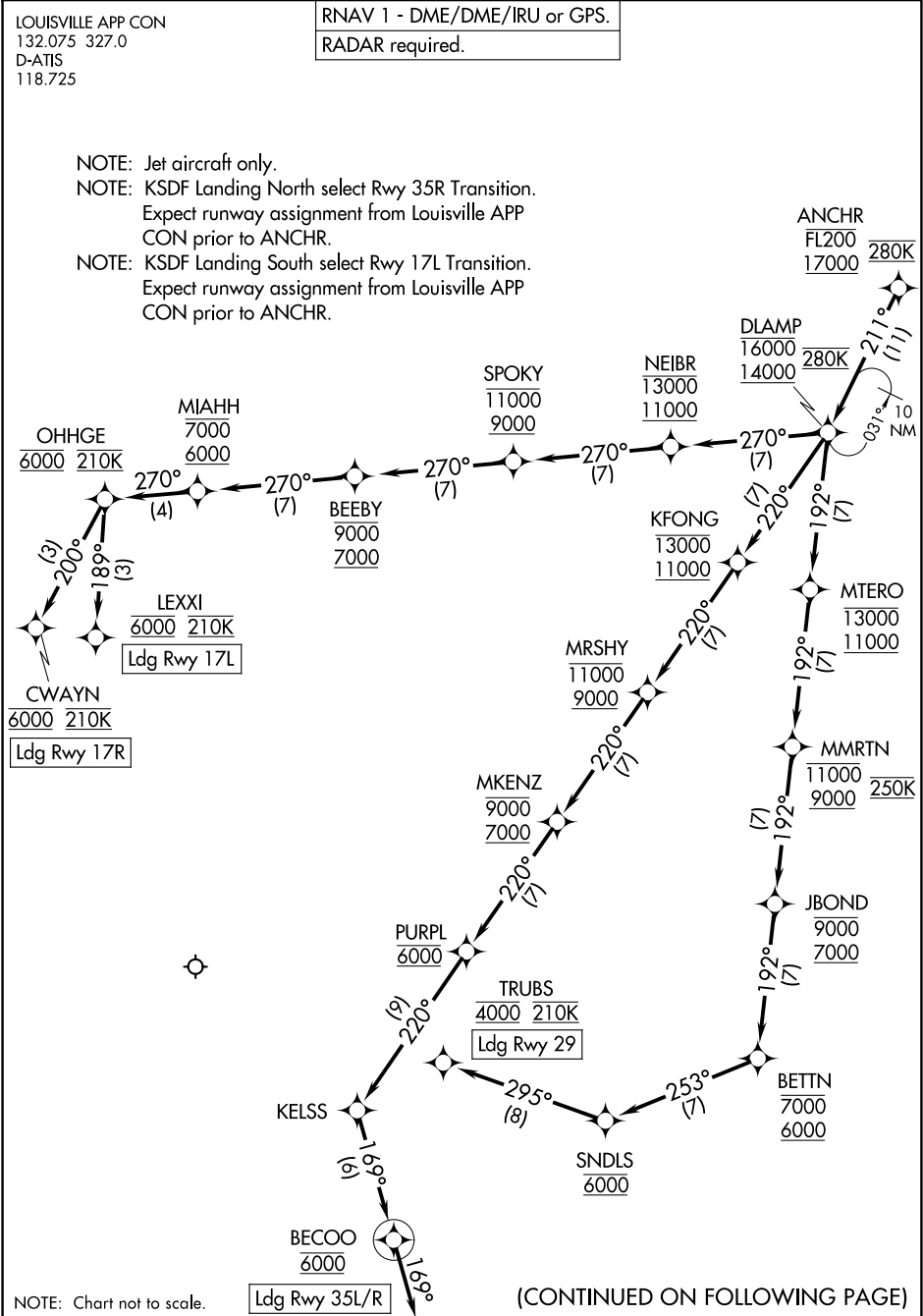
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



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

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)



DLAMP EIGHT ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

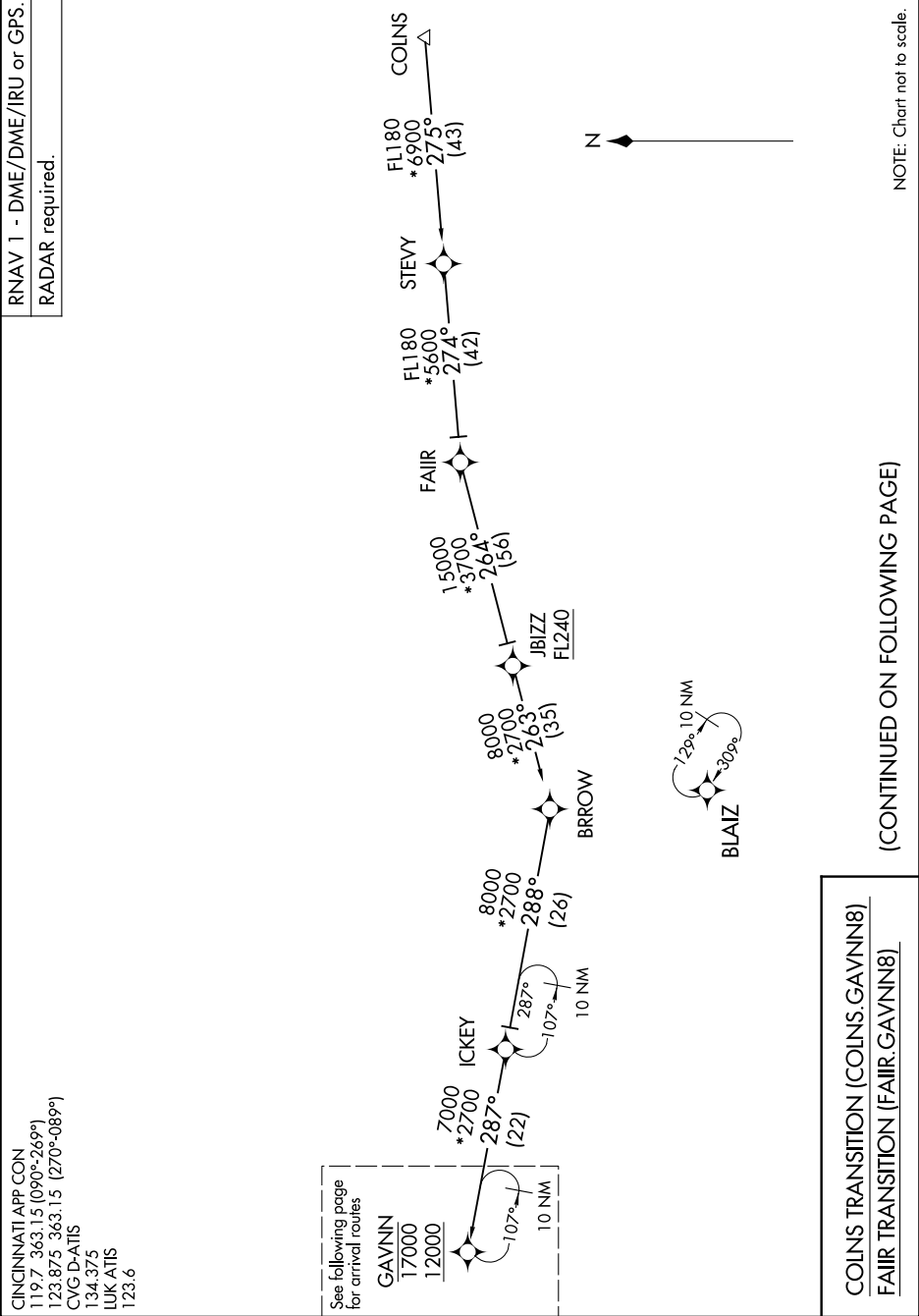
From ANCHR on track 211° to cross DLAMP between 14000 and 16000 and at 280K.

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

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

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

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



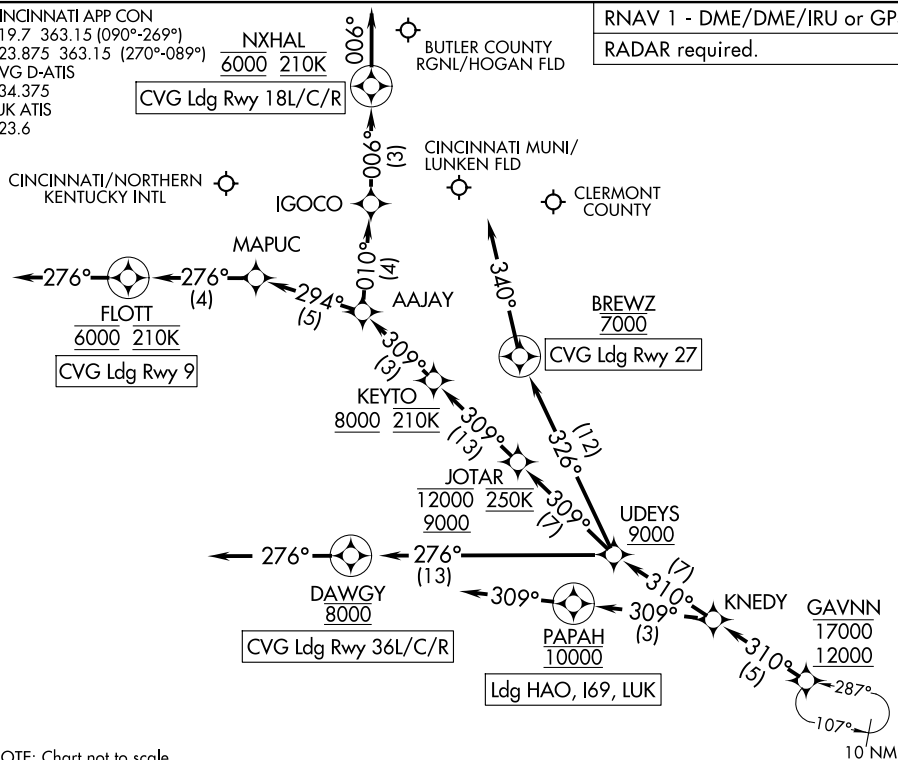
(GAVNN.GAVNN8) 26022

GAVNN EIGHT ARRIVAL(RNAV) Arrival Routes

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)
CVG D-ATIS
134.375
LUK ATIS
123.6

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

LANDING CVG RUNWAY 27: From UDEYS on track 326° to cross BREWZ at 7000, then on heading 340°. Expect RADAR vectors to final approach course for ILS, GPS, or RNP Rwy 27 approach.

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

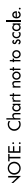
LANDING I69/LUK/HAO: From GAVNN on track 310° to KNEDY, then on track 309° to cross PAPAHA at 10000, then on track 309°. Expect RADAR vectors to final approach course.

GAVNN EIGHT ARRIVAL(RNAV) Arrival Routes

COVINGTON, KENTUCKY

(GAVNN.GAVNN8) 22JAN26

MEMPHIS, TENNESSEE



NOTE: Jet aircraft only.
NOTE: Jet aircraft descend via Mach number until 290K, if unable, advise ATC.
NOTE: Expect to receive landing direction (North/South) and "Descend via" clearances from Memphis Center.
NOTE: Landing South use runway 18R transitional. Landing North use runway 36L transitional. Expect runway assignment from Memphis approach.

SE-1, 03 SEP 2026 to 29 OCT 2026

(HYTHR.HYTHR3) 26078

AL-253 (FAA)

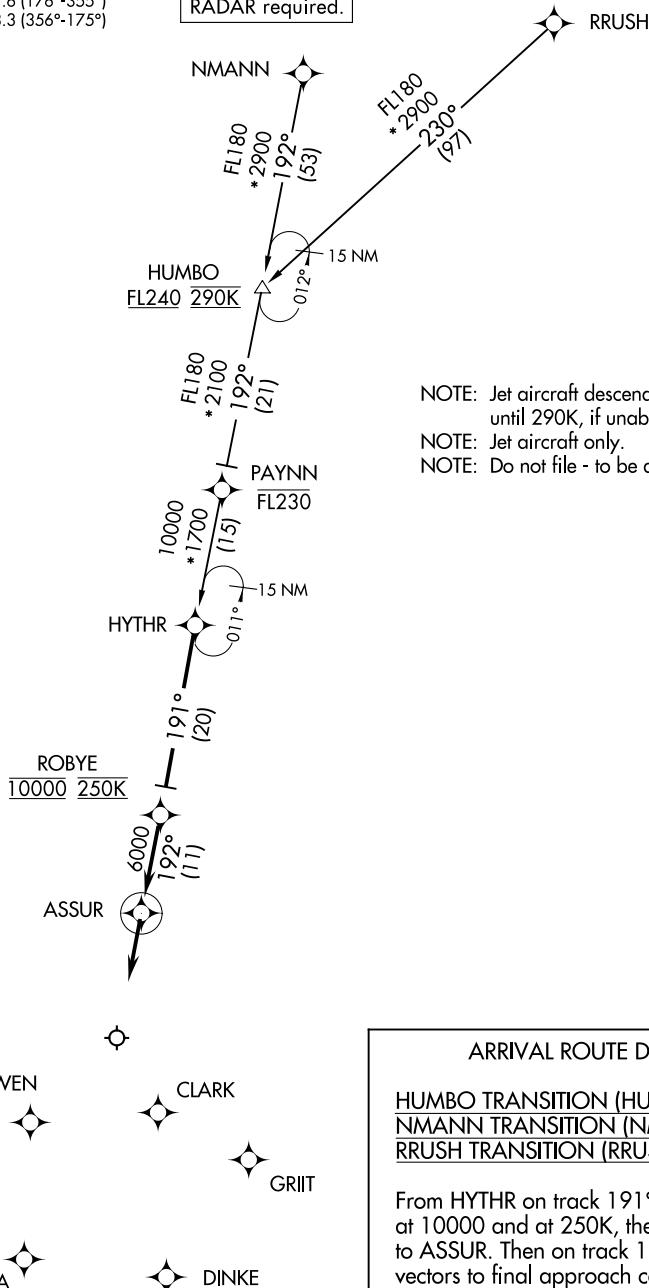
FREDERICK W SMITH INTL/MEMPHIS (MEM)
MEMPHIS, TENNESSEE

HYTHR THREE ARRIVAL (RNAV)

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

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



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

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

HYTHR THREE ARRIVAL (RNAV)

(HYTHR.HYTHR3) 30NOV23

MEMPHIS, TENNESSEE

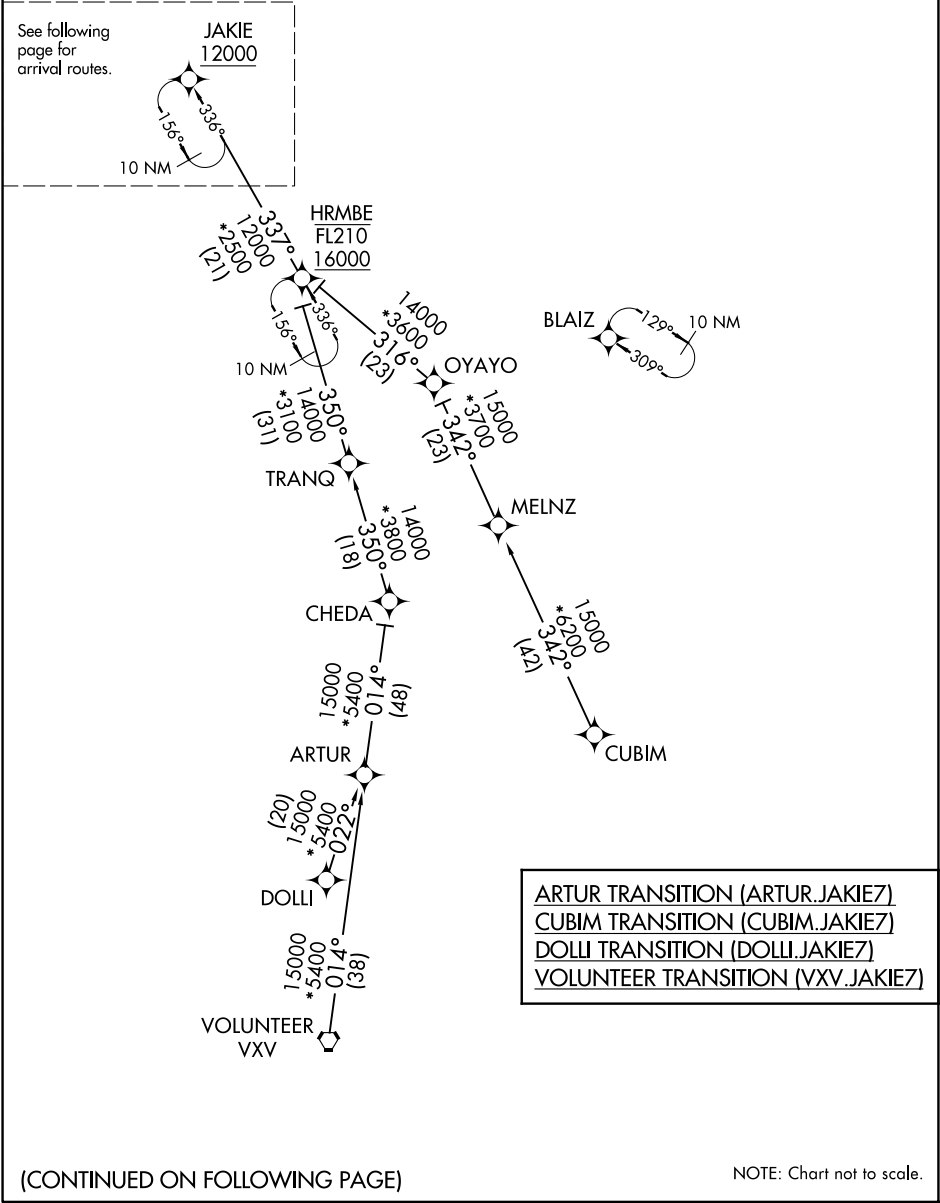
FREDERICK W SMITH INTL/MEMPHIS (MEM)

JAKIE SEVEN ARRIVAL (RNAV) Transition Routes

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 254.25
CVG D-ATIS
134.375
LUK ATIS
123.6

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



JAKIE SEVEN ARRIVAL (RNAV) Transition Routes

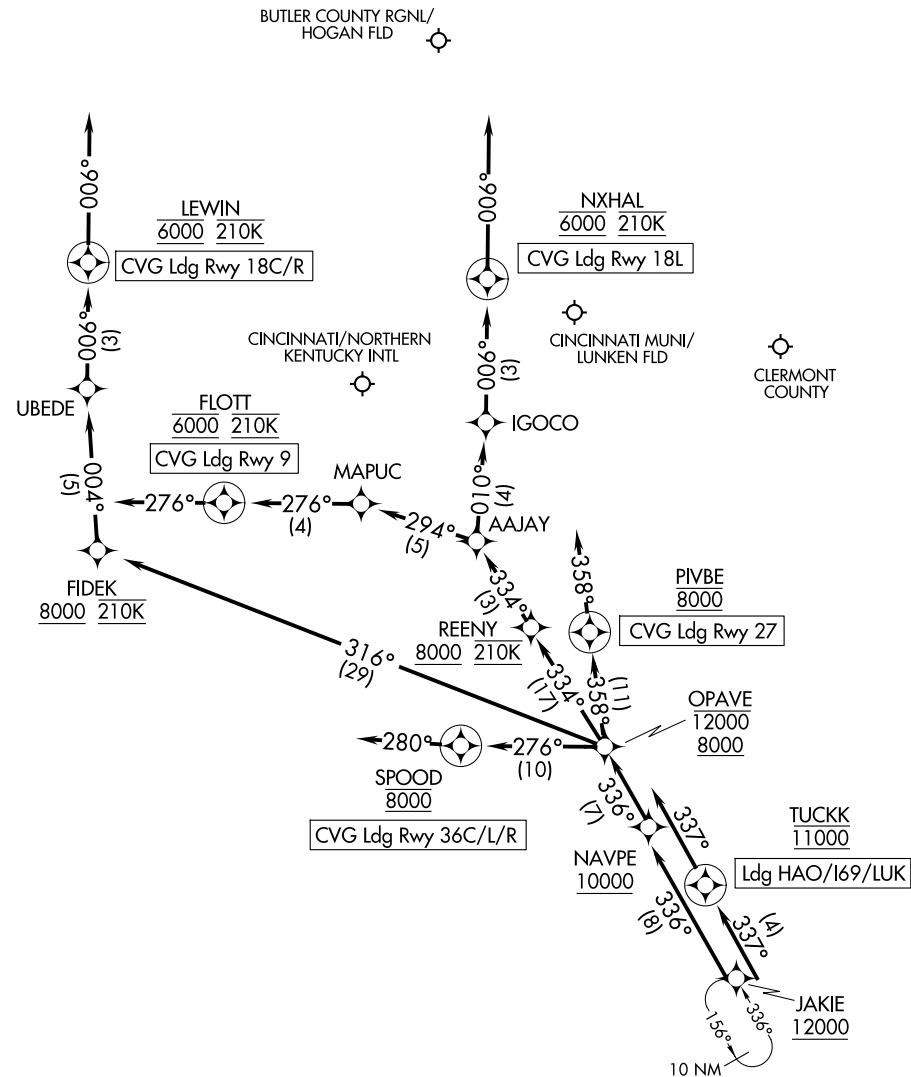
COVINGTON, KENTUCKY

JAKIE SEVEN ARRIVAL (RNAV) Arrival Routes

COVINGTON, KENTUCKY

CINCINNATI APP CON
119.7 254.25
CVG D-ATIS
134.375
LUK ATIS
123.6

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



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

JAKIE SEVEN ARRIVAL (RNAV) Arrival Routes

COVINGTON, KENTUCKY

JAKIE SEVEN ARRIVAL (RNAV)

COVINGTON, KENTUCKY

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LANDING CVG RUNWAY 27: From OPAVE on track 358° to cross PIVBE at 8000, then on track 358°. Expect RADAR vectors to final approach course for ILS, GPS, or RNP Rwy 27 approach.

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

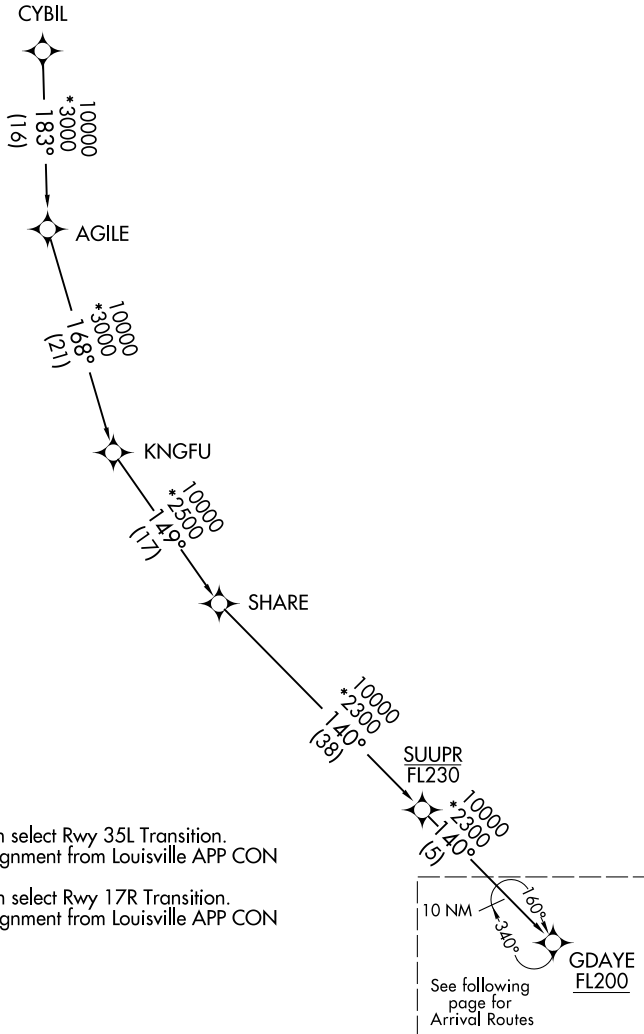
LANDING I69/LUK/HAO: From JAKIE on track 337° to cross TUCKK at 11000, then on track 337°. Expect RADAR vectors to final approach course.

JMONY TWO ARRIVAL (RNAV) Transition Routes

LOUISVILLE, KENTUCKY

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

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



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

NOTE: Chart not to scale.

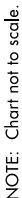
(CONTINUED ON FOLLOWING PAGE)

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

JMONY TWO ARRIVAL (RNAV) Transition Routes

LOUISVILLE, KENTUCKY

LOUISVILLE, KENTUCKY



(CONTINUED ON FOLLOWING PAGE)

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

LOST COMMUNICATIONS:

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

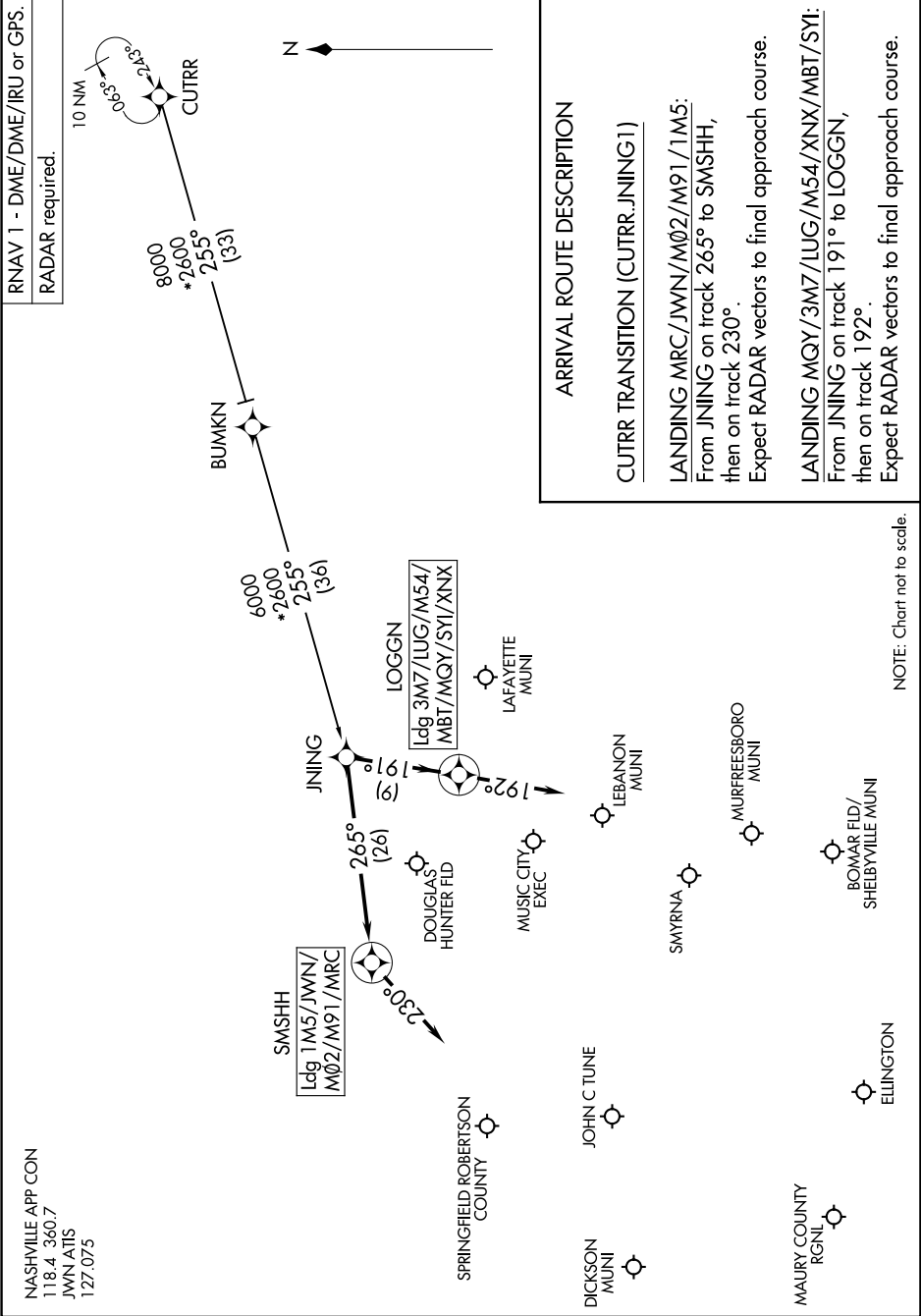
RUNWAY 29: After BATSS, proceed to TRUBS, then proceed on the RNAV (GPS) Rwy 29 approach.

(JNING.JNING1) 26246

JNING ONE ARRIVAL (RNAV)

AL-895 (FAA)

SMYRNA, TENNESSEE



JNING ONE ARRIVAL (RNAV)

(JNING.JNING1) 03SEP26

SMYRNA, TENNESSEE

LEDRR TRANSITION (LEDRR.KOMBS1)

(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

R

ARRIVAL ROUTE DESCRIPTION

LANDING MQY/3M7/M54/XNX/MBT/SYI/1M5: From KOMBS on track 281° to BIGNS, then on track 305° to SNDSS, then on track 306°. Expect RADAR vectors to final approach course.

LANDING GHM/JWN/MØ2/M91: From KOMBS on track 281° to BIGNS, then on track 242° to VANDD, then on track 268° to BTHNY, then on track 287° to KOCCO, then on track 334° to UTTEE, then on track 358° to VOLLs, then on track 019°. Expect RADAR vectors to final approach course.

SE-1, 03 SEP 2026 to 29 OCT 2026

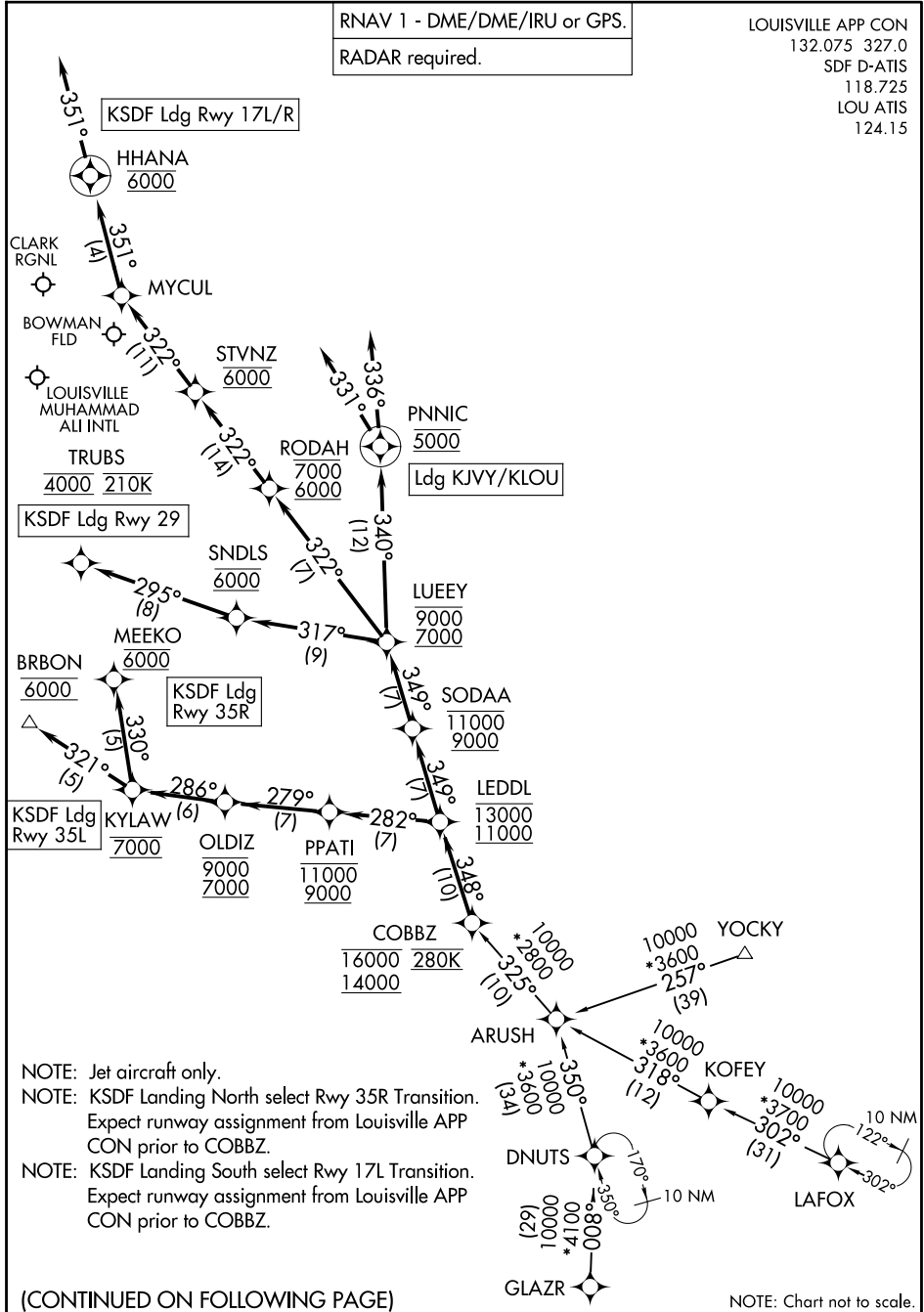
SE-1, 03 SEP 2026 to 29 OCT 2026

LEDDL ONE ARRIVAL (RNAV)

LOUISVILLE, KENTUCKY

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

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



LEDDL ONE ARRIVAL (RNAV)

LOUISVILLE, KENTUCKY

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

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

MARVELL SIX ARRIVAL

MEMPHIS, TENNESSEE

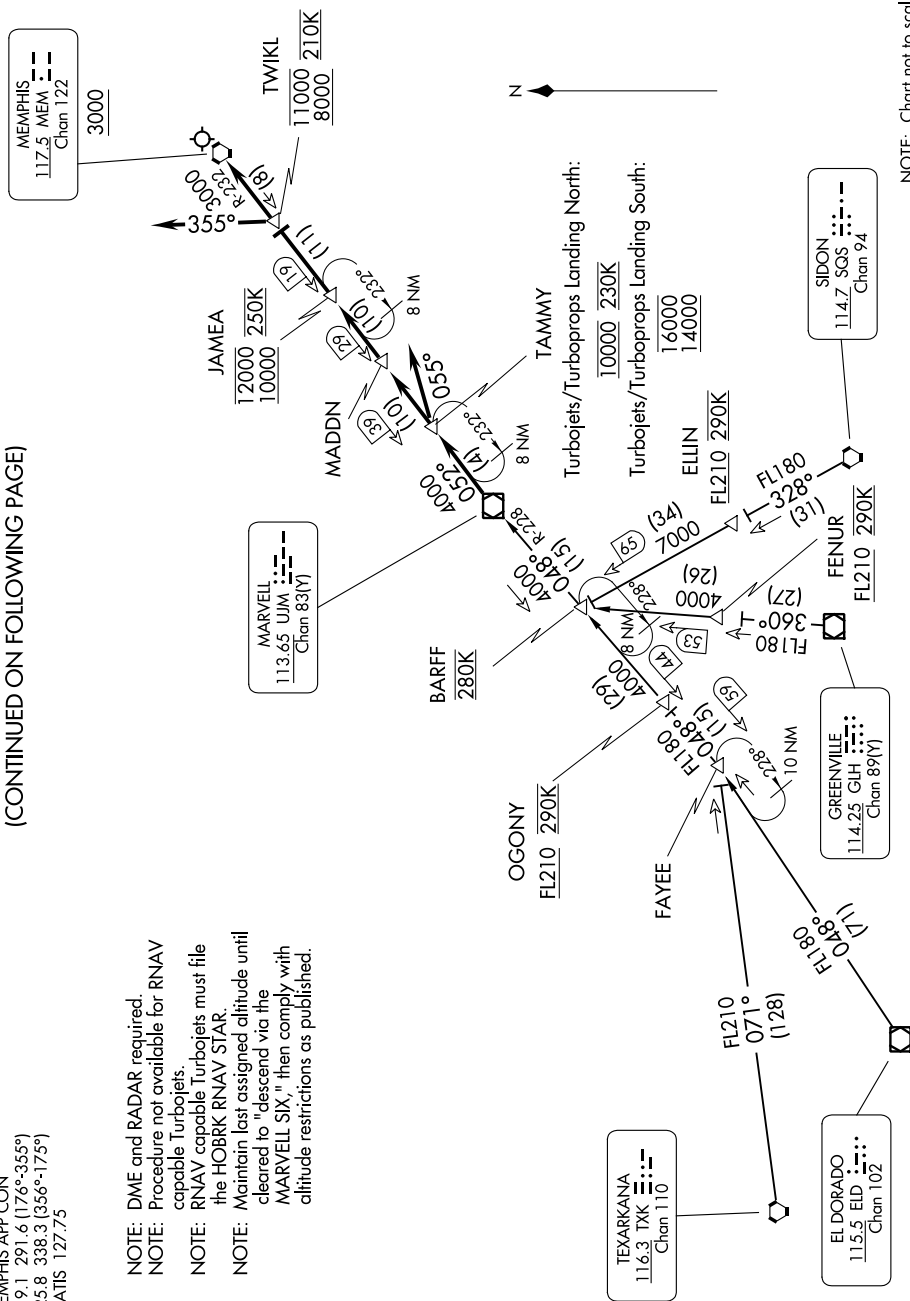
NOTE: Chart not to scale.

SE-1.03 SEP 2026 to 29 OCT 2026

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

NOTE: DME and RADAR required.
NOTE: Procedure not available for RNAV capable Turbojets.
NOTE: RNAV capable Turbojets must file the HOBKR RNAV STAR.
NOTE: Maintain last assigned altitude until cleared to "descend via the MARVEL SIX," then comply with altitude restrictions as published.

(CONTINUED ON FOLLOWING PAGE)



SE-1.03 SEP 2026 to 29 OCT 2026

MARVELL SIX ARRIVAL
(UJM.UJM6) 10NOV16

MEMPHIS, TENNESSEE
FREDERICK W SMITH INTL/MEMPHIS (MEM)

MEMPHIS, TENNESSEE

ARRIVAL ROUTE DESCRIPTION

EL DORADO TRANSITION (ELD.UJM6): From over ELD VOR/DME on ELD R-048 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .

GREENVILLE TRANSITION (GLH.UJM6): From over GLH VOR/DME on GLH R-360 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .

SIDON TRANSITION (SQS.UJM6): From over SQS VORTAC on SQS R-328 to BARFF, then on UJM R-228 to UJM VOR/DME. Thence. . . .

TEXARKANA TRANSITION (TXK.UJM6): From over TXK VORTAC on TXK R-071 to FAYEE, then on UJM R-228 to UJM VOR/DME. Thence. . . .

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

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

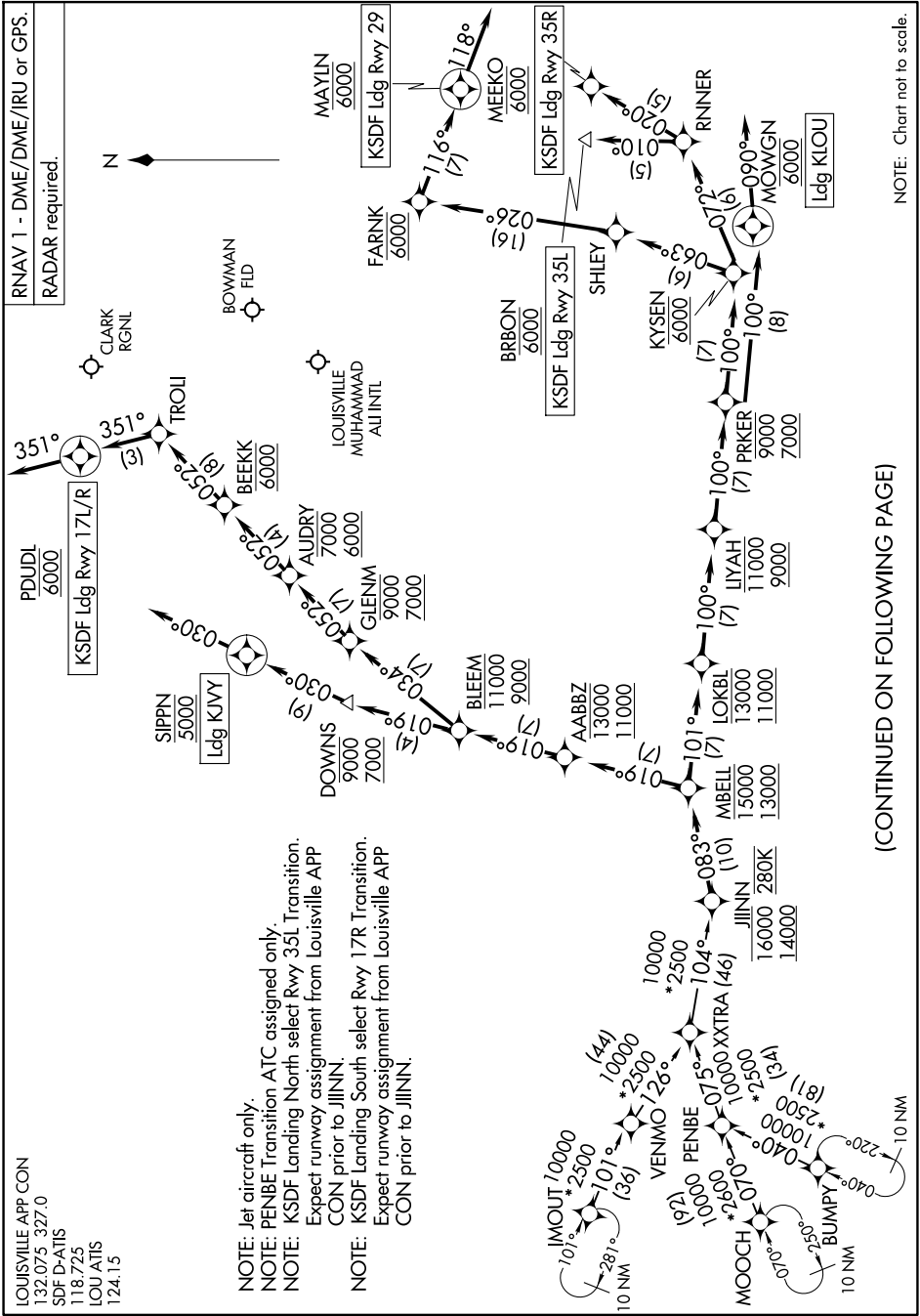
NON-TURBINE AIRCRAFT ALL RUNWAYS: From over UJM VOR/DME on MEM VORTAC R-232 to cross MEM VORTAC at or above 3000, expect radar vectors to final approach course after passing TAMMY/MEM 39 DME.

SE-1, 03 SEP 2026 to 29 OCT 2026

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

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

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



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

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

(MONAA.MONAA4) 26078

FREDERICK W SMITH INTL/MEMPHIS (MEM)

MEMPHIS, TENNESSEE

MONAA FOUR ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

FASON TRANSITION (FASON.MONAA4):
HOMNIN TRANSITION (HOMNIN.MONAA4):
MATCH TRANSITION (MATCH.MONAA4):
ZOKER TRANSITION (ZOKER.MONAA4):

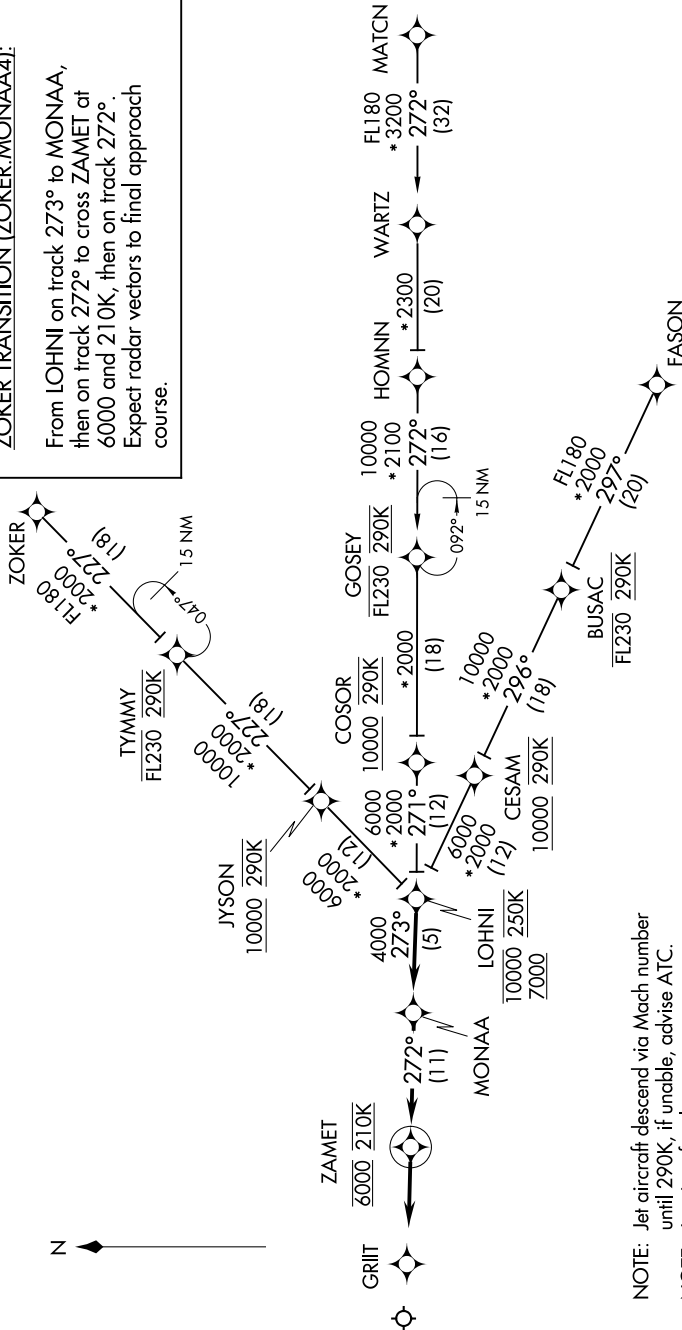
From LOHNI on track 273° to MONAA, then on track 272° to cross ZAMET at 6000 and 210K, then on track 272°. Expect radar vectors to final approach course.

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.

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

Z



NOTE: Chart not to scale.

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

NOTE: Jet aircraft only.

NOTE: Do not file - to be assigned by ATC.

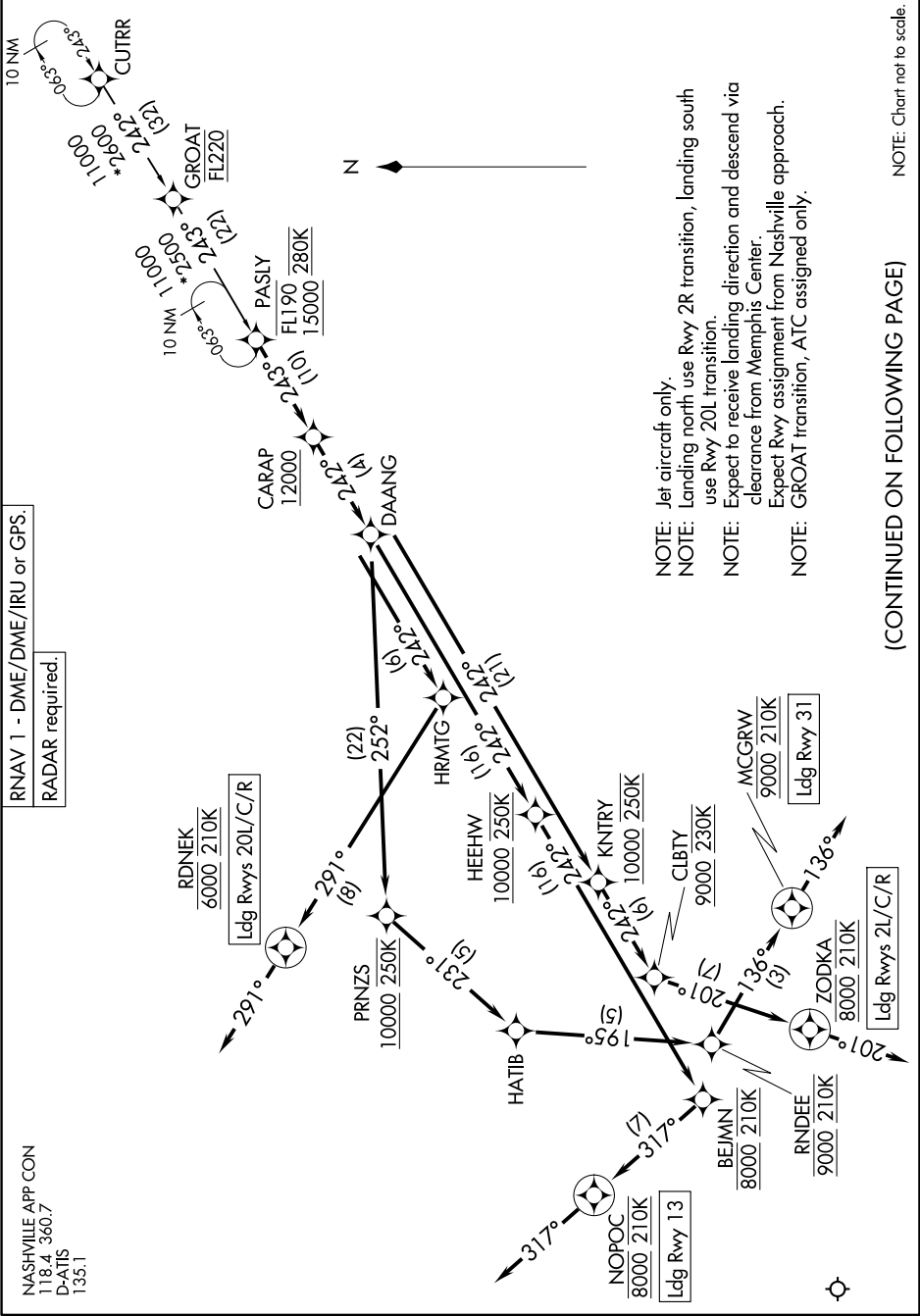
MONAA FOUR ARRIVAL (RNAV)

(MONAA.MONAA4) 30NOV23

MEMPHIS, TENNESSEE

FREDERICK W SMITH INTL/MEMPHIS (MEM)

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

CUTRR TRANSITION (CUTRR.PASLY5)
GROAT TRANSITION (GROAT.PASLY5)

From PASLY on track 243° to cross CARAP at or above 12000, then on track 242° to DAANG.

LANDING RUNWAYS 2L/C/R: From DAANG on track 242° to cross KNTRY at or above 10000 and at 250K, then on track 242° to cross CLBTY at or above 9000 and at 230K, then on track 201° to cross ZODKA at 8000 and at 210K, then on track 201°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 13: From DAANG on track 242° to cross HEEHW at or above 10000 and at 250K, then on track 242° to cross BEJMN at 8000 and at 210K, then on track 317° to cross NOPOC at 8000 and at 210K, then on track 317°. Expect RADAR vectors to final approach course.

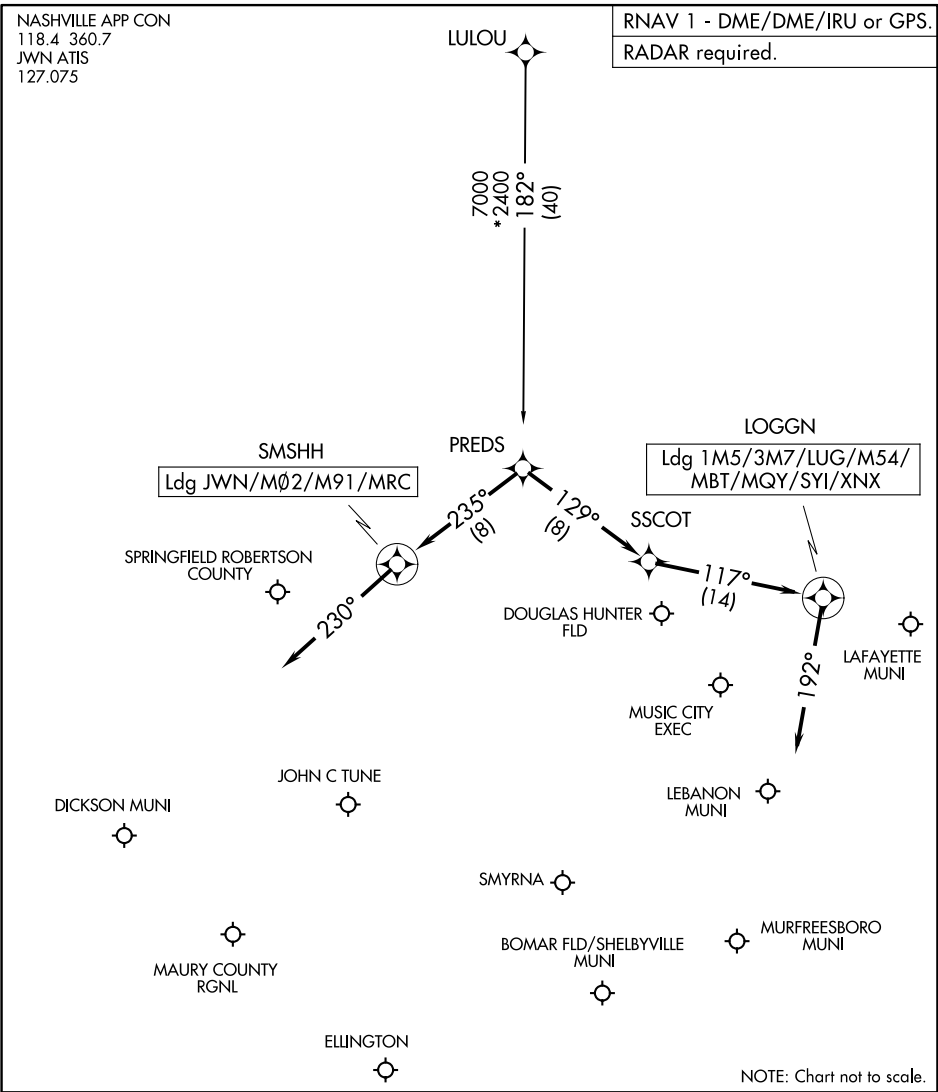
LANDING RUNWAYS 20L/C/R: From DAANG on track 242° to HRMTG, then on track 291° to cross RDNEK at 6000 and at 210K, then on track 291°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 31: From DAANG on track 252° to cross PRNZS at or above 10000 and at 250K, then on track 231° to HATIB, then on track 195° to cross RNDEE at 9000 and at 210K, then on track 136° to cross MCGRW at 9000 and at 210K, then on track 136°. Expect RADAR vectors to final approach course.

(PREDS.PREDS1) 26246

PREDS ONE ARRIVAL (RNAV)

SMYRNA, TENNESSEE



ARRIVAL ROUTE DESCRIPTION

LULOU TRANSITION (LULOU.PREDS1)

LANDING MQY/3M7/LUG/M54/XNX/MBT/SYI/1M5: From PREDS on track 129° to SSCOT, then on track 117° to LOGGN, then on track 192°. Expect RADAR vectors to final approach course.

LANDING MRC/JWN/MØ2/M91: From PREDS on track 235° to SMSHH, then on track 230°. Expect RADAR vectors to final approach course.

PREDS ONE ARRIVAL (RNAV)

SMYRNA, TENNESSEE

(PREDS.PREDS1) 03SEP26

SE-1, 03 SEP 2026 to 29 OCT 2026

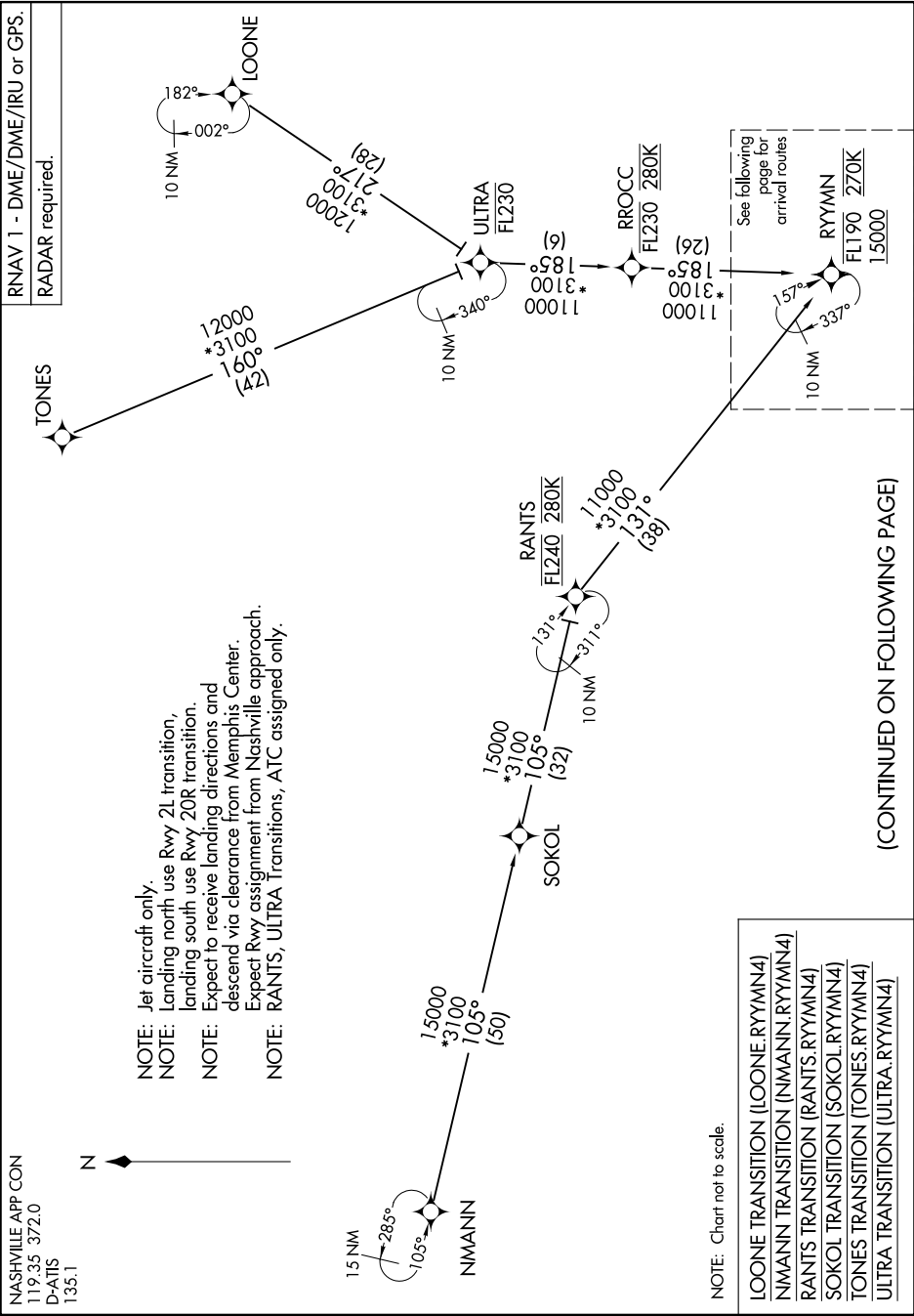
SE-1, 03 SEP 2026 to 29 OCT 2026

NASHVILLE APP CON
119.35 372.0
D-ATIS
135.1



- NOTE: Jet aircraft only.
- NOTE: Landing north use Rwy 2L transition, landing south use Rwy 20R transitions.
- NOTE: Expect to receive landing directions and descend via clearance from Memphis Center.
- NOTE: Expect Rwy assignment from Nashville approach.
- NOTE: RANTS, ULTRA Transitions, ATC assigned only.

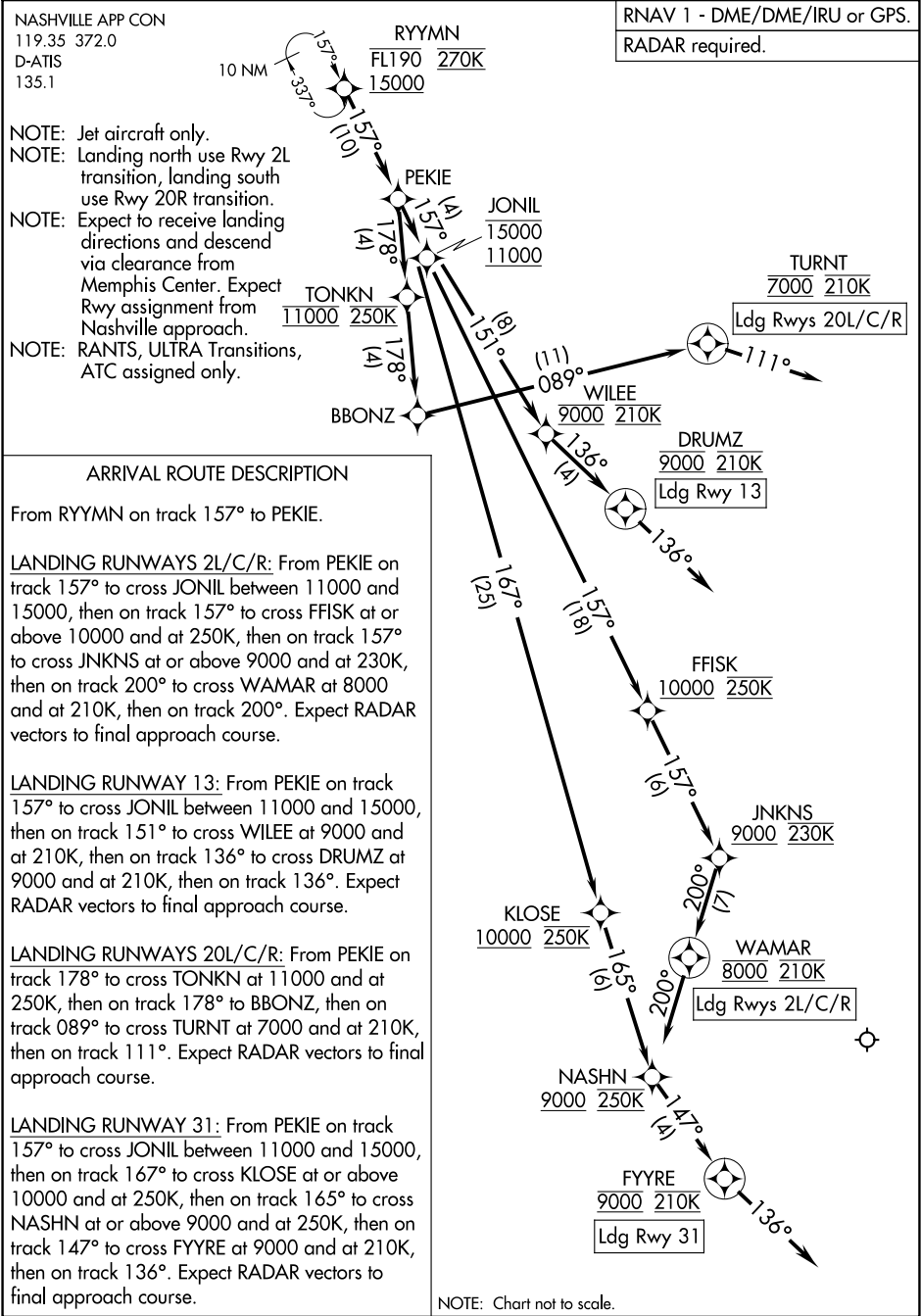
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.



NOTE: Chart not to scale.

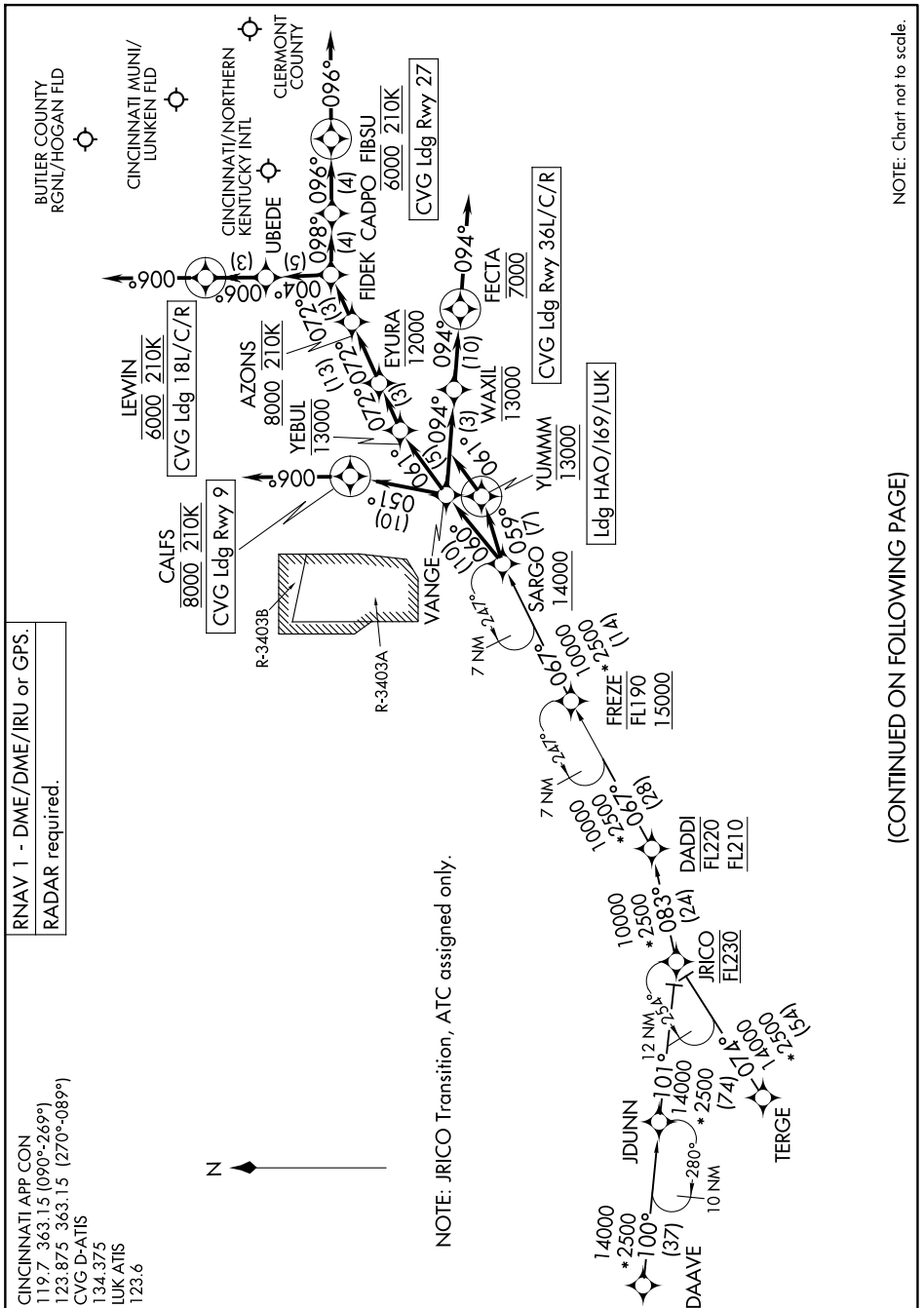
- LOONE TRANSITION (LOONE.RYYMN4)
- NMANN TRANSITION (NMANN.RYYMN4)
- RANTS TRANSITION (RANTS.RYYMN4)
- SOKOL TRANSITION (SOKOL.RYYMN4)
- TONES TRANSITION (TONES.RYYMN4)
- ULTRA TRANSITION (ULTRA.RYYMN4)

(CONTINUED ON FOLLOWING PAGE)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

DAAVE TRANSITION (DAAVE.SARGO5):
JRICO TRANSITION (JRICO.SARGO5):
TERGE TRANSITION (TERGE.SARGO5):

CVG: From SARGO on track 060° to VANGE.

LANDING CVG RUNWAY 9: From VANGE on track 051° to cross CALFS at 8000 and at 210K, then on heading 006°. Expect RADAR vectors to final approach course for ILS, GPS, or RNP Rwy 9 approach.

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

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

LANDING CVG RUNWAYS 36L/C/R: From VANGE on track 094° to cross WAXIL at or below 13000, then on track 094° to cross FECTA at 7000, then on track 094°. Expect RADAR vectors to final approach course for ILS, GPS, or RNP Rwy 36L/C/R approach.

LANDING I69/LUK/HAO: From SARGO on track 059° to cross YUMMM at 13000, then on track 061°. Expect RADAR vectors to final approach course.

AL-282 (FAA)

SWFFT THREE ARRIVAL (RNAV)

NASHVILLE INTL (BNA)

NASHVILLE, TENNESSEE

NASHVILLE APP CON

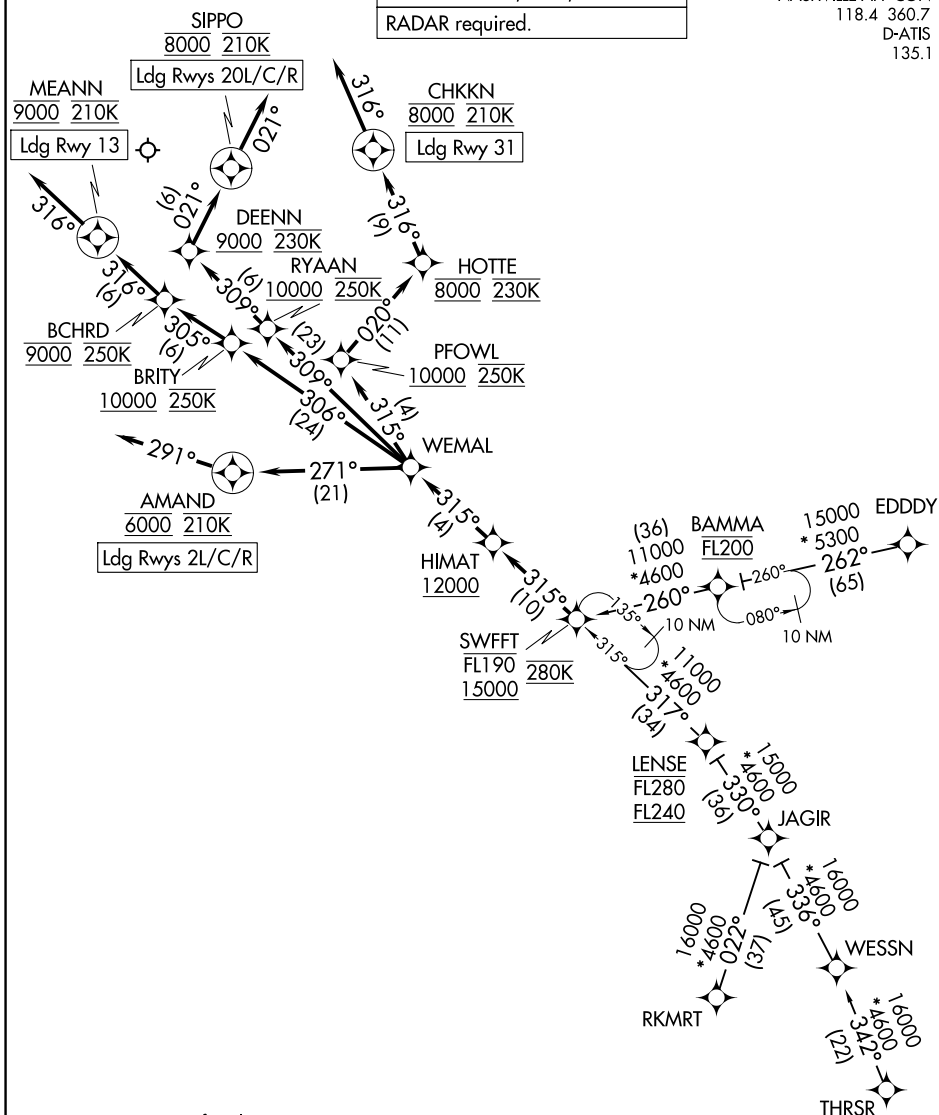
118.4 360.7

D-ATIS

135.1

RNAV 1 - DME/DME/IRU or GPS.

RADAR required.



Expect Rwy assignment from Nashville Approach.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SWFFT THREE ARRIVAL (RNAV)

(SWFFT.SWFFT3) 02OCT25

NASHVILLE, TENNESSEE

NASHVILLE INTL (BNA)

SE-1, 03 SEP 2026 to 29 OCT 2026

ARRIVAL ROUTE DESCRIPTION

EDDDY TRANSITION (EDDDY.SWFFT3)
JAGIR TRANSITION (JAGIR.SWFFT3)
RKMRT TRANSITION (RKMRT.SWFFT3)
THRSR TRANSITION (THRSR.SWFFT3)

From SWFFT on track 315° to cross HIMAT at or above 12000, then on track 315° to WEMAL.

LANDING RUNWAYS 2L/C/R: From WEMAL on track 271° to cross AMAND at 6000 and at 210K, then on track 291°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 13: From WEMAL on track 306° to cross BRITY at or above 10000 and at 250K, then on track 305° to cross BCHRD at 9000 and at 250K, then on track 316° to cross MEANN at 9000 and at 210K, then on track 316°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 20L/C/R: From WEMAL on track 309° to cross RYAAN at or above 10000 and at 250K, then on track 309° to cross DEENN at or above 9000 and at 230K, then on track 021° to cross SIPPO at 8000 and at 210K, then on track 021°. Expect RADAR vectors to final approach course.

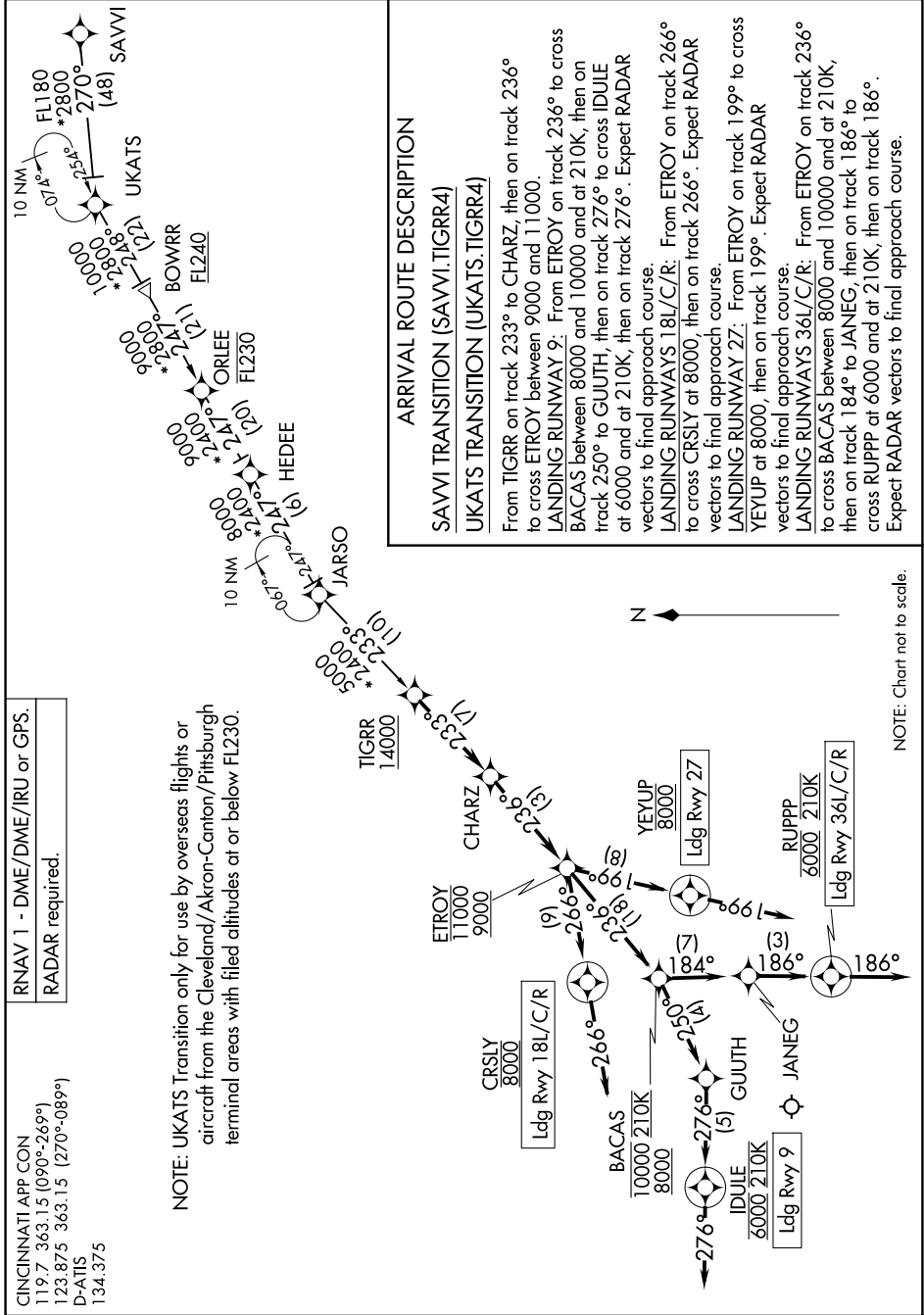
LANDING RUNWAY 31: From WEMAL on track 315° to cross PFOWL at or above 10000 and at 250K, then on track 020° to cross HOTTE at 8000 and at 230K, then on track 316° to cross CHKKN at 8000 and at 210K, then on track 316°. Expect RADAR vectors to final approach course.

(TIGRR.TIGRR4) 24137
TIGRR FOUR ARRIVAL (RNAV)

2405

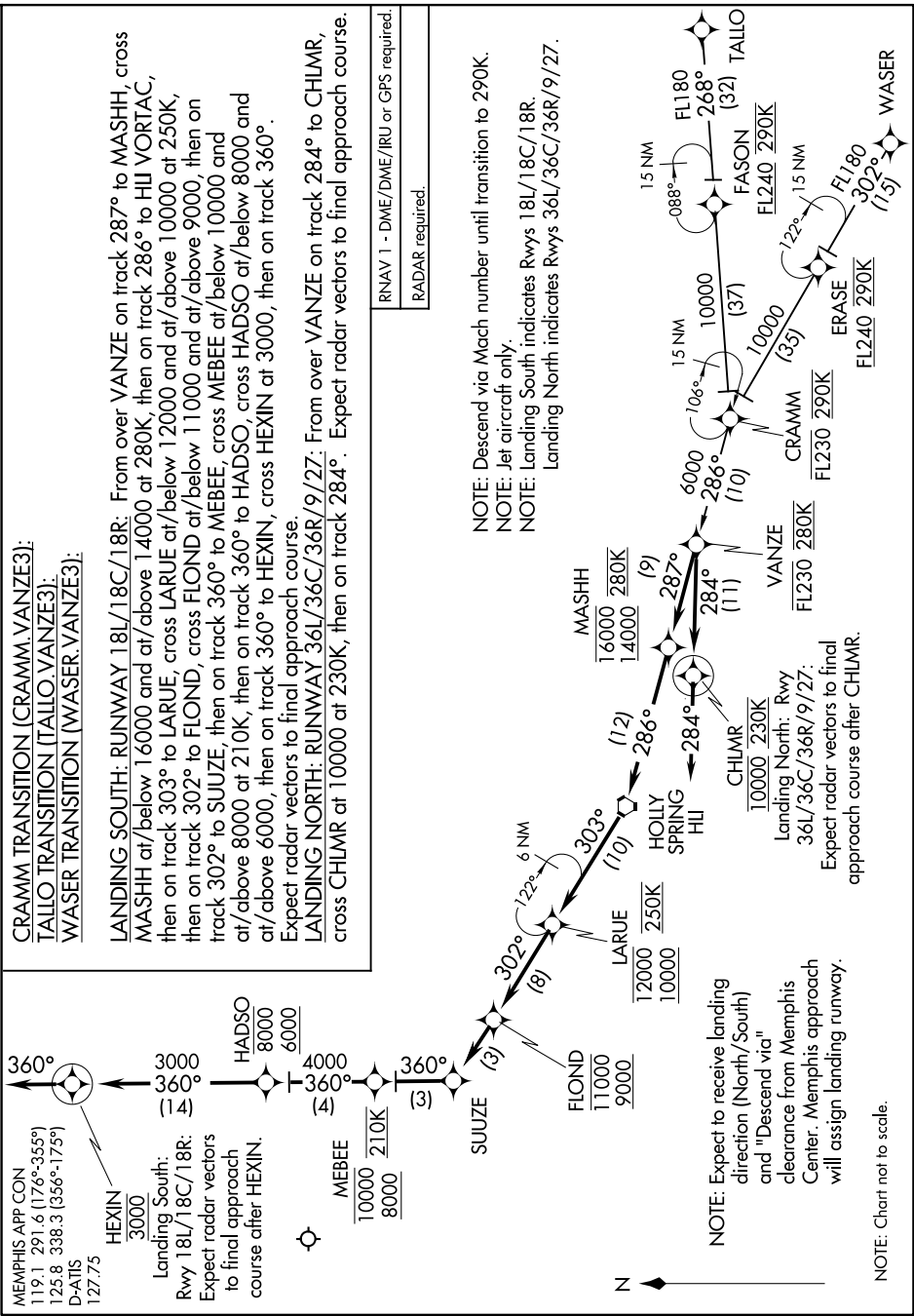
AL-655 (FAA)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
COVINGTON, KENTUCKY



TIGRR FOUR ARRIVAL (RNAV)
(TIGRR.TIGRR4) 21MAR24

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



(WLDER.WLDER1) 26078

WLDER ONE ARRIVAL

FREDERICK W SMITH INTL/MEMPHIS (MEM)

AL-253 (FAA)

MEMPHIS, TENNESSEE

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

POCKET CITY
 113.3 PXV
 Chan 80

WISNA

CASOT
 FL240 290K

SPKER
 FL230 280K

NASHVILLE
 114.1 BNA
 Chan 88

FL180 261°
 (81)

KELNE
 FL240 290K

MC KELLAR
 114.85 MKL
 Chan 95(Y)

WLDER

LTOWN
 Landing North:
 16000
 14000

Landing South:
 10000 230K

MRCEL
 12000 250K
 10000

CLARK
 8000 210K

DASAC
 11000
 9000

DAPLE

R-045
 8
 18

MEMPHIS
 117.5 MEM
 Chan 122

NOTE: DME and RADAR required.

NOTE: Procedure NA for RNAV capable jets.

NOTE: RNAV capable jets must file the BLUZZ RNAV STAR.

NOTE: Maintain last assigned altitude until cleared to
 "Descend via the WLDER ONE", then comply with altitude
 restrictions as published.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

WLDER ONE ARRIVAL
 (WLDER.WLDER1) 24MAR22

MEMPHIS, TENNESSEE
 FREDERICK W SMITH INTL/MEMPHIS (MEM)

ARRIVAL ROUTE DESCRIPTION

NASHVILLE TRANSITION (BNA.WLDER1): From over BNA VORTAC on BNA R-261 to SPKER, then on MEM R-045 to WLDER, thence. . . .

MC KELLAR TRANSITION (MKL.WLDER1): From over MKL VOR/DME on MKL R-263 to WLDER, thence. . . .

POCKET CITY TRANSITION (PXV.WLDER1): From over PXV VORTAC on PXV R-203 to SPKER, then on MEM R-045 to WLDER, thence. . . .

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

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

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

INTENTIONALLY
LEFT
BLANK

TULLAHOMA, TENNESSEE

RNAV (GPS) RWY 3

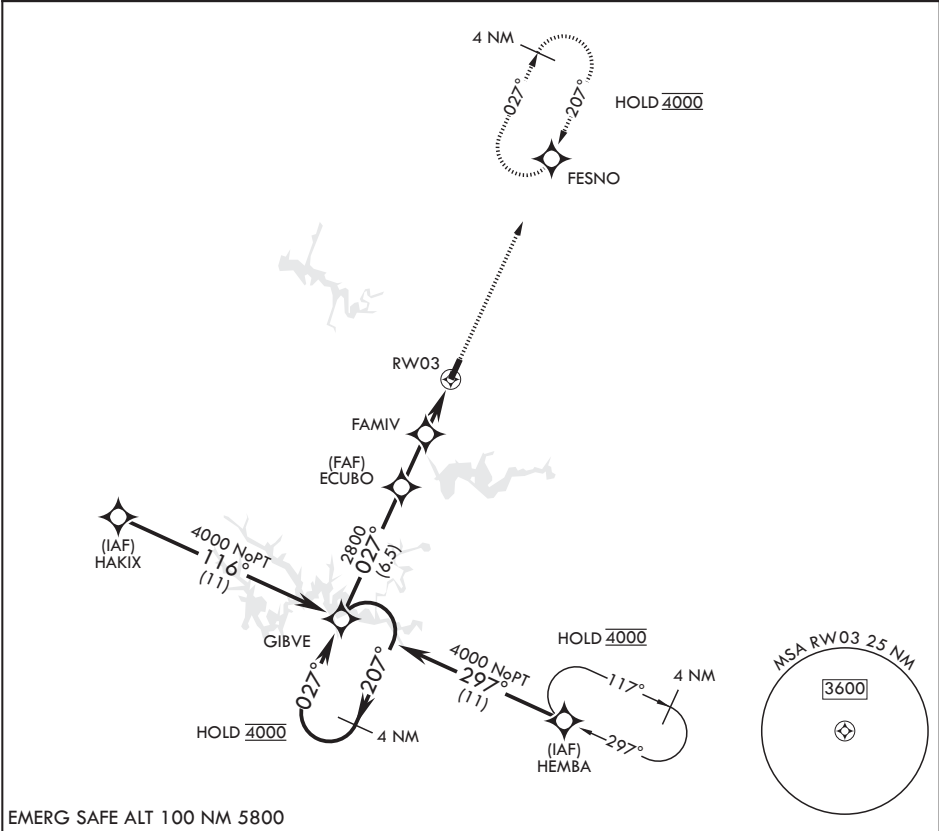
APCH CRS	Rwy Idg	6001
027°	TDZE	1065
	Arpt Elev	1065

(USAF)

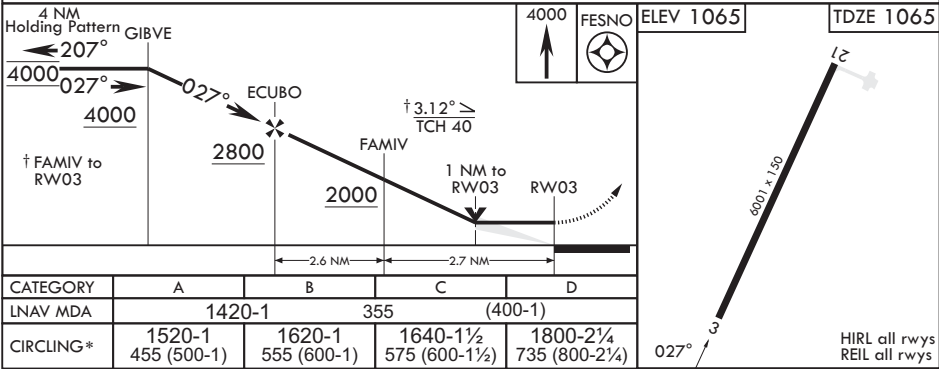
ARNOLD AFB (KAYX)

RNP APCH	MISSED APPROACH: Climb to 4000 direct FESNO and hold, continue climb-in-hold to 4000.
* Circling not authorized NW of RWY 3-21.	

UNICOM	
126.2 (CTAF) 257.975 (CTAF)	



EMERG SAFE ALT 100 NM 5800



TULLAHOMA, TENNESSEE

35°24'N - 86°05'W

ARNOLD AFB (KAYX)

Orig 19MAY22

RNAV (GPS) RWY 3

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

TULLAHOMA, TENNESSEE

RNAV (GPS) RWY 21

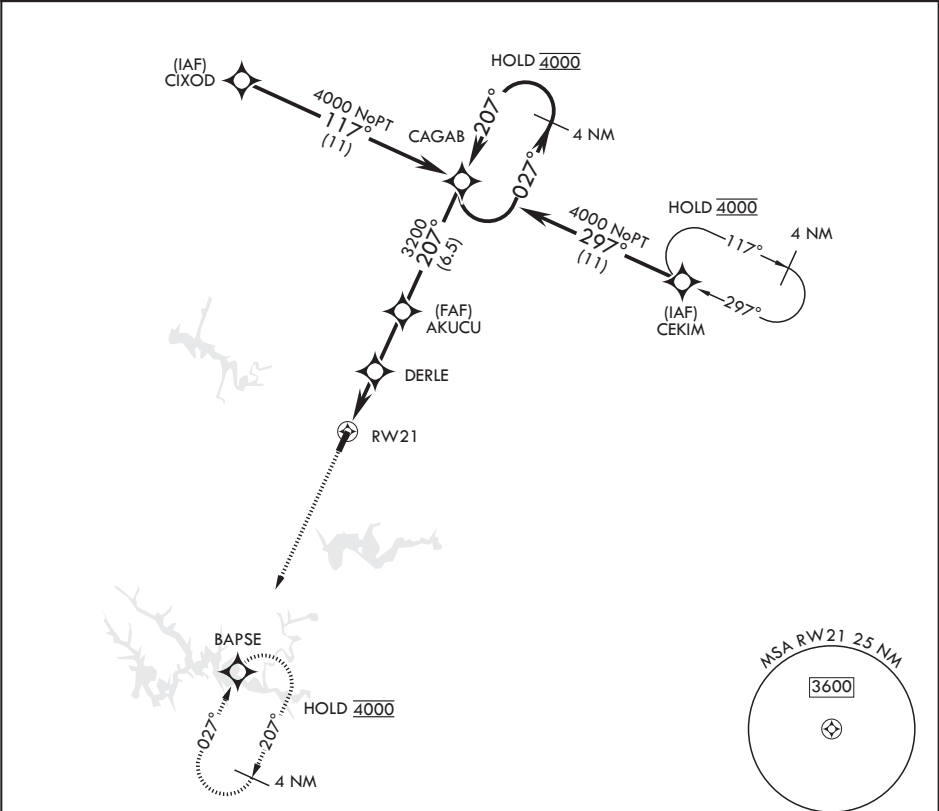
APCH CRS	Rwy Idg	6001
207°	TDZE	1065
	Arprt Elev	1065

(USAF)

ARNOLD AFB (KAYX)

RNP APCH	MISSED APPROACH: Climb to 4000 direct BAPSE and hold.
* Circling not authorized NW of RWY 3-21.	

UNICOM	
126.2 (CTAF) 257.975 (CTAF)	



EMERG SAFE ALT 100 NM 5800

4000 BAPSE		ELEV 1065		TDZE 1065	
		CAGAB Holding Pattern			
RWY 21		4 NM 027°		207°	
1 NM to RWY 21		4000		4000	
3 NM		3 NM		DERLE to RWY 21	
DERLE		AKUCU		CAGAB	
2200		3200		4000	
1 NM to RWY 21		3 NM		3 NM	
3.44° TCH 50		4000		4000	
RWY 21		RWY 21		RWY 21	
CATEGORY		A		B	
LNVA MDA		1480-1		415 (500-1)	
CIRCLING*		1520-1		1620-1	
		455 (500-1)		555 (600-1)	
		1640-1½		1800-2¼	
		575 (600-1½)		735 (800-2¼)	
		HIRL all rwys		REIL all rwys	

TULLAHOMA, TENNESSEE

35°24'N - 86°05'W

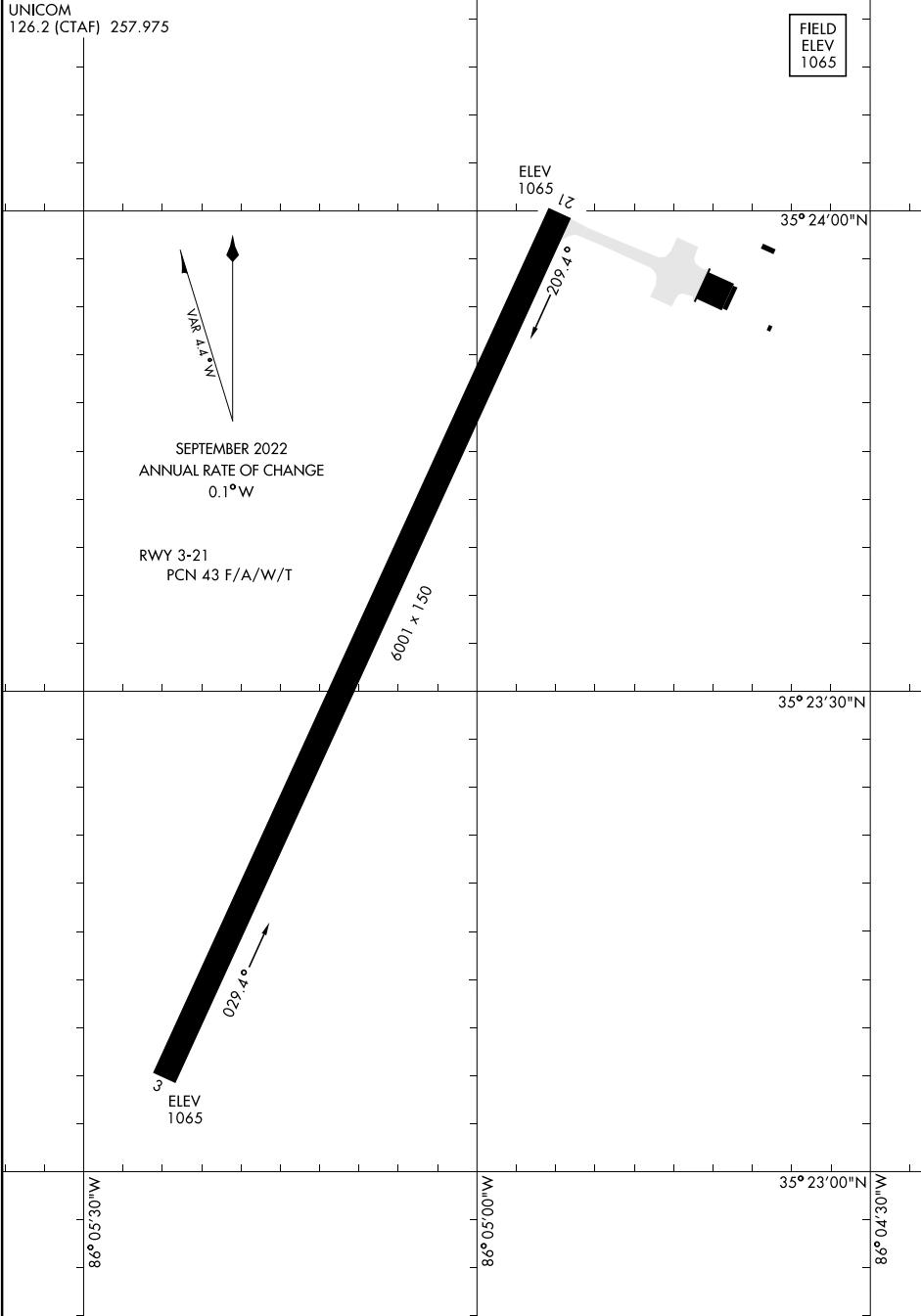
ARNOLD AFB (KAYX)

Orig 19MAY22

RNAV (GPS) RWY 21

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ASHLAND, KENTUCKY

AL-5099 (FAA)

26134

WAAS CH 72723 W10A	APP CRS 103°	Rwy Ldg TDZE Apt Elev 547
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RNAV (GPS) RWY 10

ASHLAND RGNL (DWU)

RNP APCH.

▼ Rwy 10 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

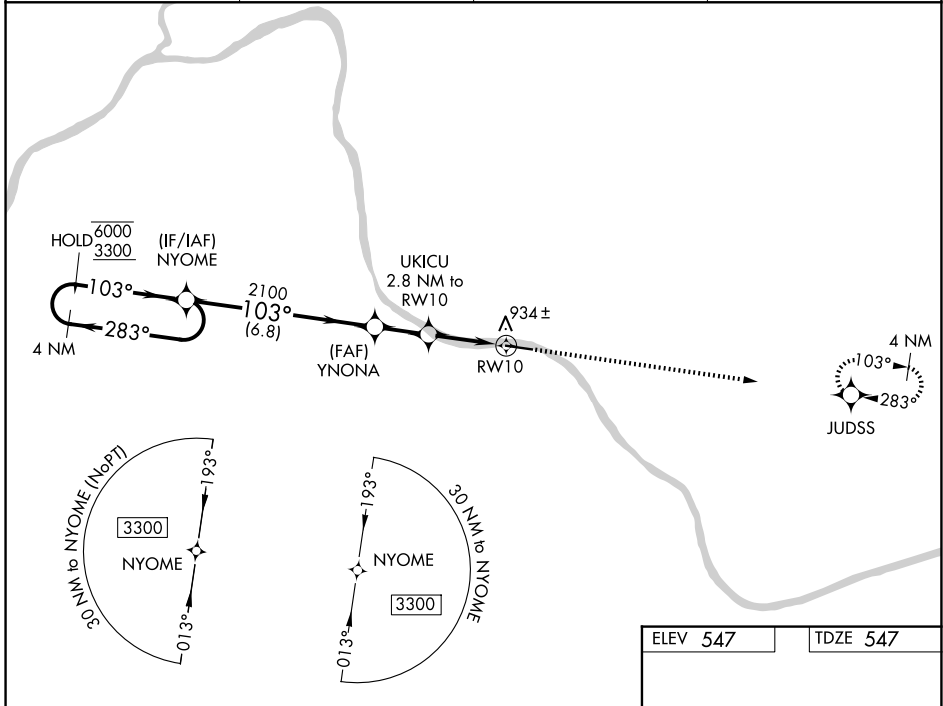
MISSED APPROACH: Climb to 3300 direct JUDSS and hold, continue climb-in-hold to 3300.

AWOS-3PT
132.425

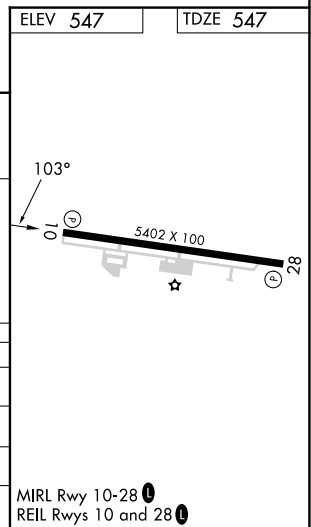
HUNTINGTON APP CON
128.4 270.1

CLNC DEL
121.7

UNICOM
122.8 (CTAF)



4 NM Holding Pattern		*LNAV only		3300	JUDSS
6000 ← 283° 3300 → 103° GP 3.00° TCH 36		NYOME YNONA 2100 UKICU 2.8 NM to RW10 *1.9 NM to RW10 RW10 *1480		6.8 NM 1.9 NM 0.9 NM 1.9	
CATEGORY	A	B	C	D	
LPV DA		799-1	252 (300-1)		
LNAV/VNAV DA		1095-1½	548 (600-1½)		
LNAV MDA	1200-1	653 (700-1)	1200-1½	653 (700-1½)	
CIRCLING	1300-1 753 (800-1)	1380-1¼ 833 (900-1¼)	1380-2½ 833 (900-2½)	1420-2¾ 873 (900-2¾)	



ASHLAND, KENTUCKY

Amdt 2 10OCT19

38°33'N-82°44'W

ASHLAND RGNL (DWU)

RNAV (GPS) RWY 10

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 62923 W28A	APP CRS 283°	Rwy Ldg TDZE 546 Apt Elev 546
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RNAV (GPS) RWY 28

ASHLAND RGNL (DWU)

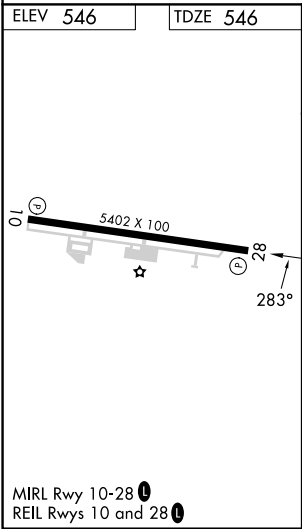
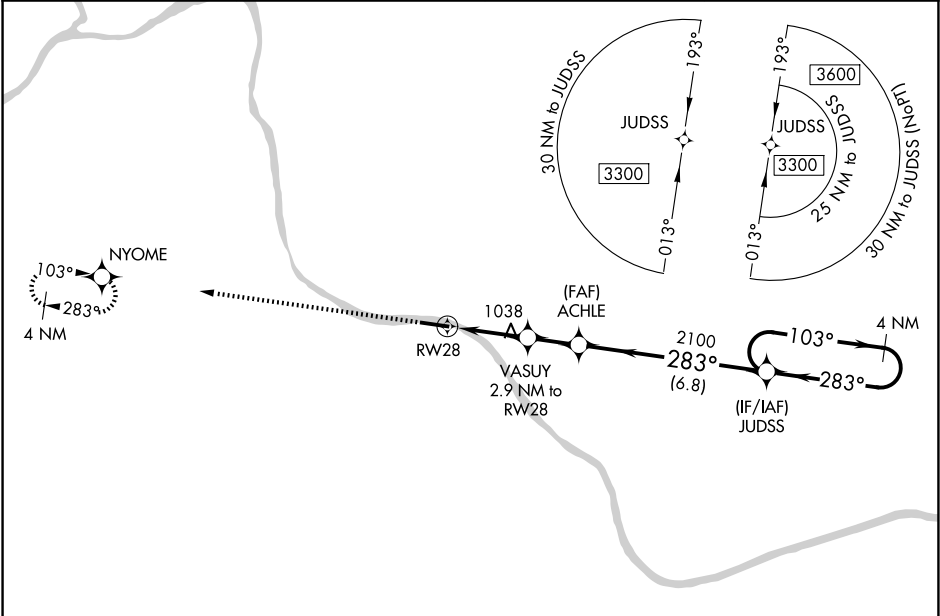
▼

▲

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

MISSED APPROACH:
Climb to 3300 direct
NYOME and hold.

AWOS-3PT 132.425	HUNTINGTON APP CON 128.4 270.1	CLNC DEL 121.7	UNICOM 122.8 (CTAF) 0
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3300	NYOME	Descent Angle NA.			
3300	NYOME	VASUY 2.9 NM to RW28	ACHLE	JUDSS	4 NM Holding Pattern
103°	283°	103°	283°	103°	283°
1.7 NM to RW28	1.2 NM	1.8 NM	6.8 NM		
1500	2100				
CATEGORY	A	B	C	D	
LP MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2½	794 (800-2½)	
LNAV MDA	1340-1 794 (800-1)	1340-1¼ 794 (800-1¼)	1340-2½	794 (800-2½)	
CIRCLING	1340-1 794 (800-1)	1380-1¼ 834 (900-1¼)	1400-2½ 854 (900-2½)	1420-2¾ 874 (900-2¾)	

APP CRS 022°	Rwy Idg 5501 TDZE 846 Apt Elev 874
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RNAV (GPS) RWY 2

MCMINN COUNTY (MMI)

RNP APCH - GPS.



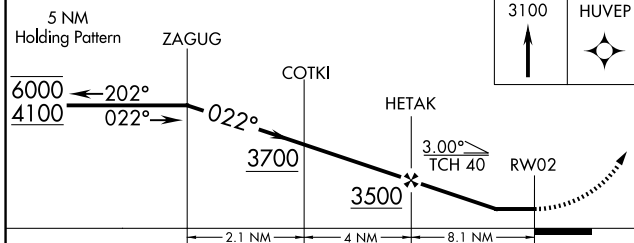
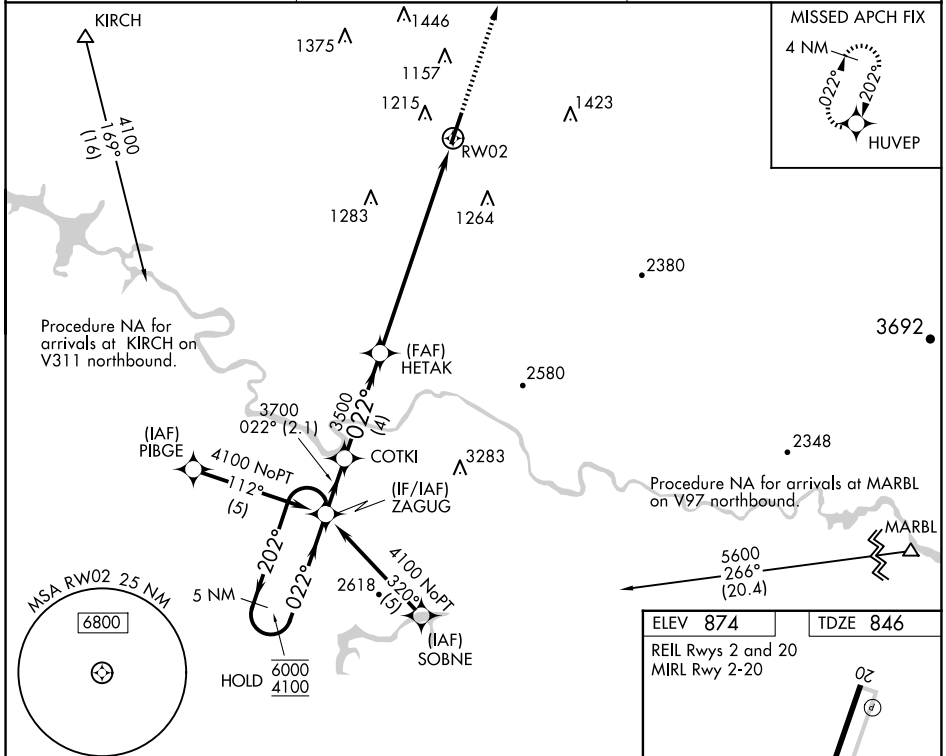
Rwy 2 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 2 NA at night. Circling Rwy 2 NA a night. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDAs 120 feet, and LNAV visibility Cats C and D $\frac{1}{2}$ SM, and Circling visibility Cat A $\frac{1}{4}$ SM and Cat C $\frac{1}{2}$ SM.

MISSED APPROACH:
Climb to 3100 direct
HUVEP and hold.

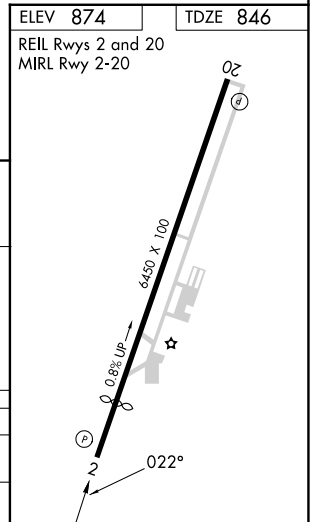
AWOS-3
125.425

KNOXVILLE APP CON
123.9 353.6

UNICOM
122.8 (CTAF)



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



ATHENS, TENNESSEE
Orig-E 15JUN23

35°24'N-84°34'W

MCMINN COUNTY (MMI)
RNAV (GPS) RWY 2

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45717 W20A	APP CRS 202°	Rwy Idg TDZE Apt Elev	6450 874 874
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RNAV (GPS) RWY 20

MCMINN COUNTY (MMI)

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

MISSED APPROACH:
Climb to 4100 direct
ZAGUG and hold.

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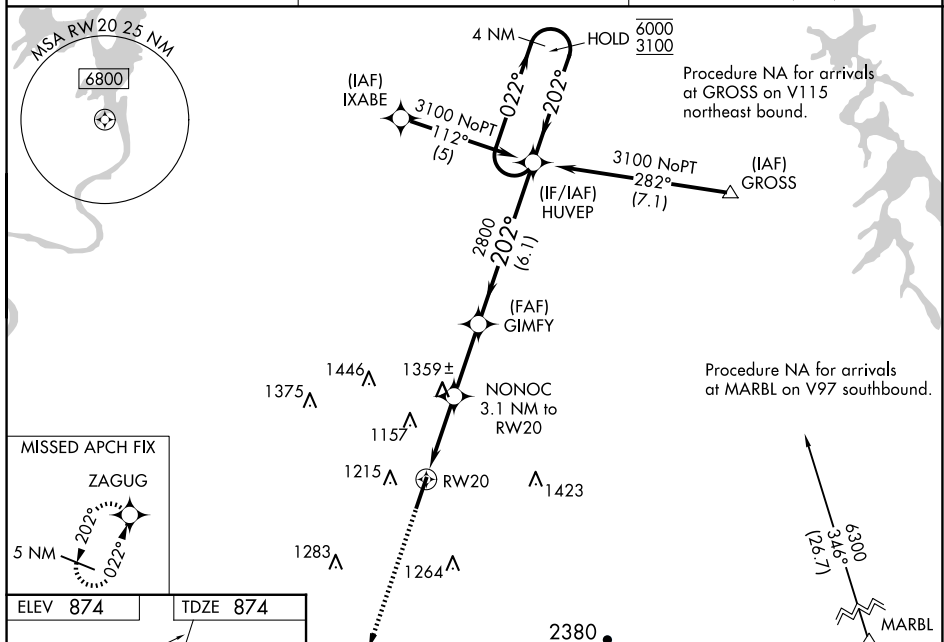


Diagram illustrating the REIL (Runway End Identifier Lights) system for Runways 2 and 20 at MIRA. The diagram shows a 6450 x 100 ft runway with a 0.8% up slope. A 202° heading is indicated. A 4 NM Holding Pattern is shown. The diagram also includes a table of approach minima and a table of approach minima.

CATEGORY	A	B	C	D
LPV DA	1174-1	300 (300-1)		
LNAV/VNAV DA	1718-2 ½	844 (900-2 ½)		
LNAV MDA	1620-1 746 (800-1)	1620-1 ¼ 746 (800-1 ¼)	1620-2 746 (800-2)	
CIRCLING	1620-1 746 (800-1)	1620-1 ¼ 746 (800-1 ¼)	1620-2 ¼ 746 (800-2 ¼)	1820-3 946 (1000-3)

RNAV (GPS) RWY 20

BARDSTOWN, KENTUCKY

AL-5539 (FAA)

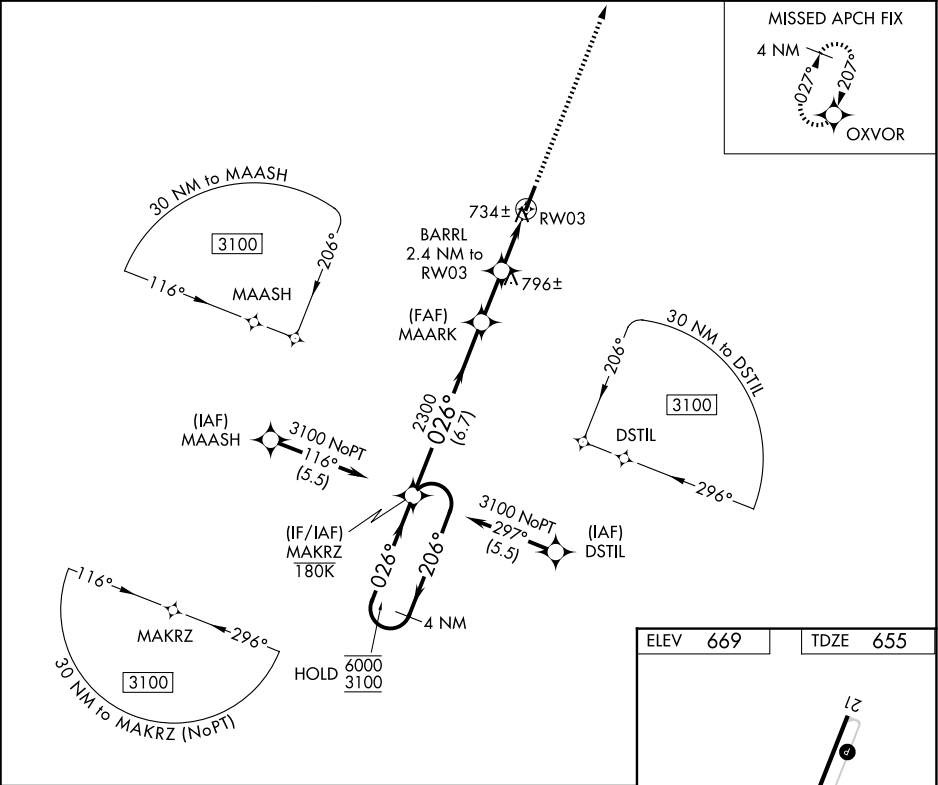
26078

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

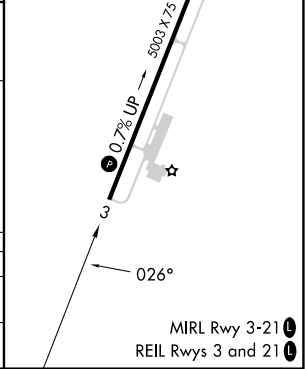
RNAV (GPS) RWY 3

SAMUELS FLD (BRY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct OXVOR and hold.
	Rwy 3 helicopter visibility reduction below 3/4 SM NA.	
AWOS-3 119.925	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF)



4 NM Holding Pattern		MAKRZ	MAARK	BARRL	3000	OXVOR
6000 ← 206°		3100 → 026°	026°	3.50° TCH 41	2.4 NM to RW03	0.9 NM to RW03
2300		1560				
6.7 NM		2 NM	1.5 NM	0.9 NM		
CATEGORY	A	B	C	D		
LNVA MDA	1000-1 345 (400-1)					
CIRCLING	1200-1 531 (600-1)	1280-1 611 (700-1)	1360-2 691 (700-2)	1480-2 3/4 811 (900-2 3/4)		



BARDSTOWN, KENTUCKY
Amdt 1B 22FEB24

37°49'N-85°30'W

SAMUELS FLD (BRY)

RNAV (GPS) RWY 3

SE-1, 03 SEP 2026 to 29 OCT 2026

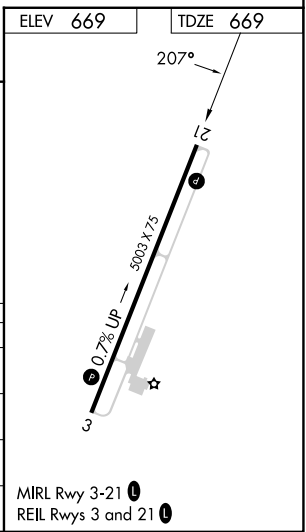
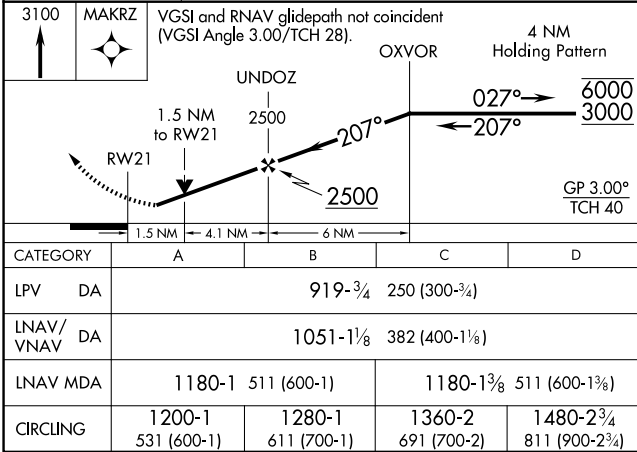
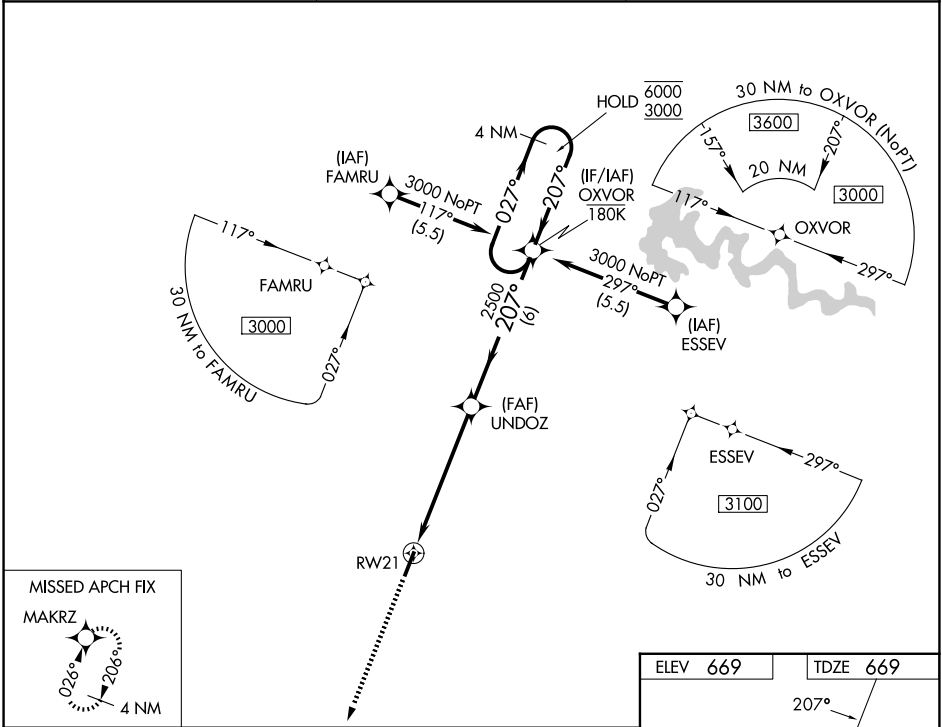
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77816 W21A	APP CRS 207°	Rwy Ldg TDZE 669 Apt Elev 669
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RNAV (GPS) RWY 21

SAMUELS FLD (BRY)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3100 direct MAKRZ and hold.
Rwy 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		
AWOS-3 119.925	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) 0



BOLIVAR, TENNESSEE

AL-6392 (FAA)

26022

WAAS CH 86935 W01A	APP CRS 009°	Rwy Ldg TDZE 499 Apt Elev 499	5007
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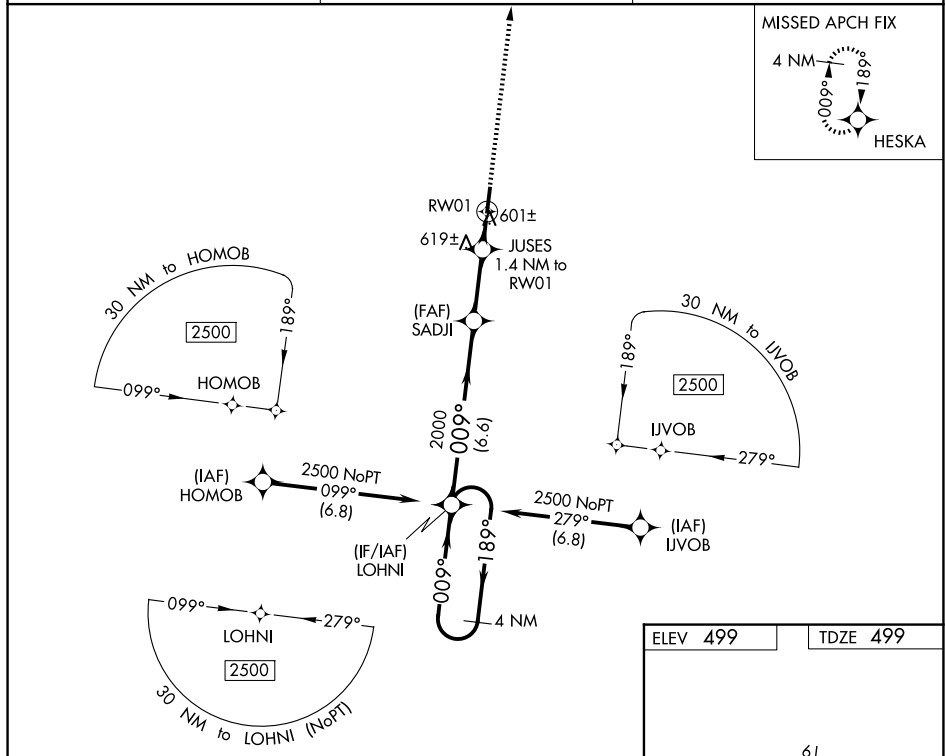
RNAV (GPS) RWY 1

WILLIAM L WHITEHURST FLD (M08)

⚠ NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting and increase all MDA 80 feet, increase LP Cats C/D visibilities $\frac{3}{8}$ mile, and LNAV Cats C/D and Circling Cats C/D visibilities $\frac{1}{4}$ mile. Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct HESKA and hold.

AWOS-3 121.125	MEMPHIS CENTER 124.35 318.1	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern

LOHNI

2500

189°

009°

009°

SADJI

2000

1040

6.6 NM

2.6 NM

1.4 NM

JUSES 1.4 NM to RW01

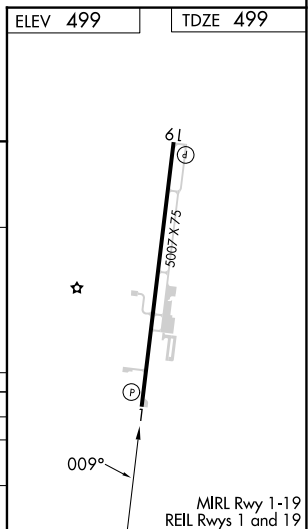
RW01

Visual Segment - Obstacles.

2500

HESKA

CATEGORY	A		B		C		D
LP MDA	860-1		361 (400-1)				
LNAV MDA	880-1	381 (400-1)	880-1 $\frac{1}{8}$		381 (400-1 $\frac{1}{8}$)		
CIRCLING	980-1	481 (500-1)	1100-1 $\frac{3}{4}$ 601 (700-1 $\frac{3}{4}$)		1360-2 $\frac{3}{4}$ 861 (900-2 $\frac{3}{4}$)		



BOLIVAR, TENNESSEE
Amdt 1A 22JUN17

35°13'N - 89°03'W

WILLIAM L WHITEHURST FLD (M08)

RNAV (GPS) RWY 1

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 63035 W19A	APP CRS 189°	Rwy Ldg 5007 TDZE 497 Apt Elev 499
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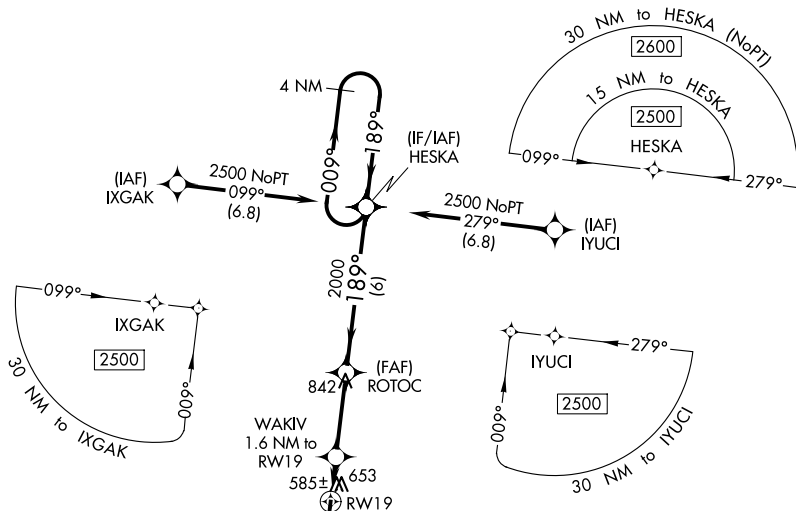
RNAV (GPS) RWY 19

WILLIAM L WHITEHURST FLD (M08)

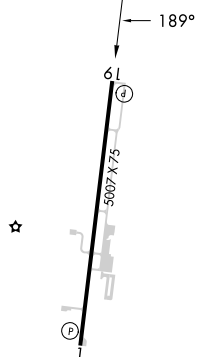
T DME/DME RNP-0.3 NA. When local altimeter setting not received, use
A Jackson altimeter setting and increase all MDA 80 feet, increase LP
 NA Cats C/D visibilities $\frac{1}{4}$ mile, increase LNAV Cats C/D visibilities $\frac{1}{8}$ mile and
 Circling Cats C/D visibilities $\frac{1}{2}$ mile. Rwy 19 helicopter visibility reduction
 below $\frac{3}{8}$ SM NA. Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500
direct LOHNI and hold.

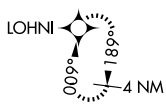
AWOS-3 121.125	MEMPHIS CENTER 124.35 318.1	UNICOM 123.0 (CTAF)
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ELEV 499		TDZE 497
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MIRL Rwy 1-19
REIL Rwy 1 and 19



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

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

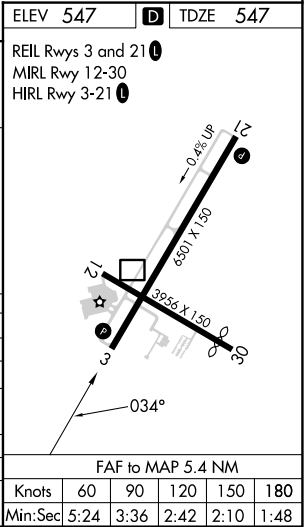
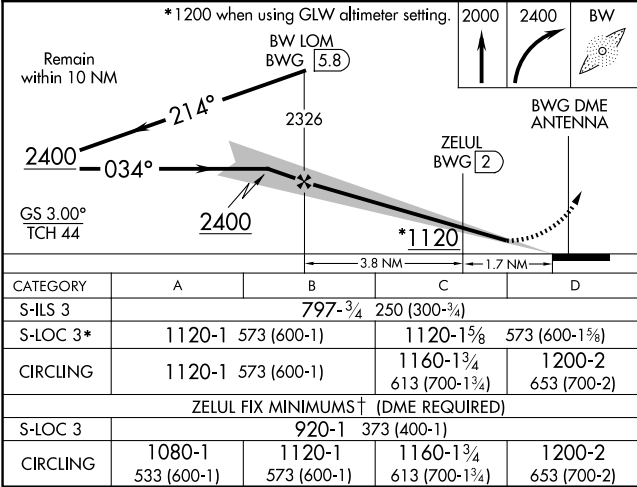
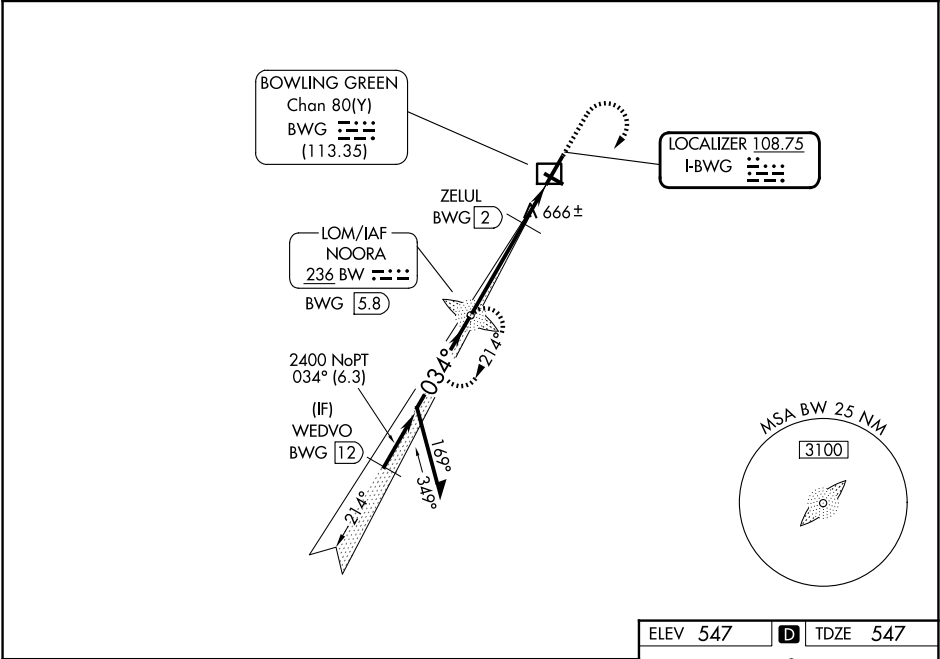
26134

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

ILS Y or LOC Y RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

ADF required. RADAR required for procedure entry.		MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.
	Circling Rwy 30 NA at night. † DME from BWG DME.	
ASOS 127.825	MEMPHIS CENTER 133.85 285.5	UNICOM 123.0 (CTAF) 0



BOWLING GREEN, KENTUCKY
Amdt 3 26DEC24

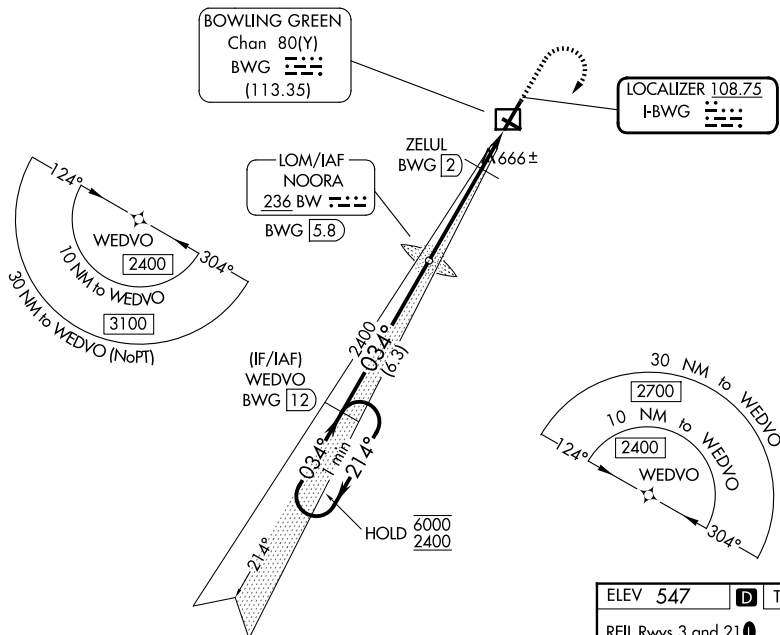
BOWLING GREEN-WARREN COUNTY RGNL (BWG)
36°58'N-86°25'W
ILS Y or LOC Y RWY 3

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ILS Z or LOC Z RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct WEDVO and hold.

UNICOM
123.0 (CTAF) **L**

--	--

2326

ZULU BWG 2

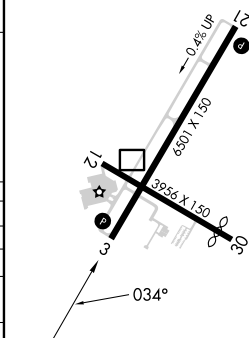
BWG DME ANTENNA

*1120

3.8 nm

1.7 nm

REIL Rwy 3 and 21 **L**
MIRL Rwy 12-30
HIRL Rwy 3-21 **L**



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

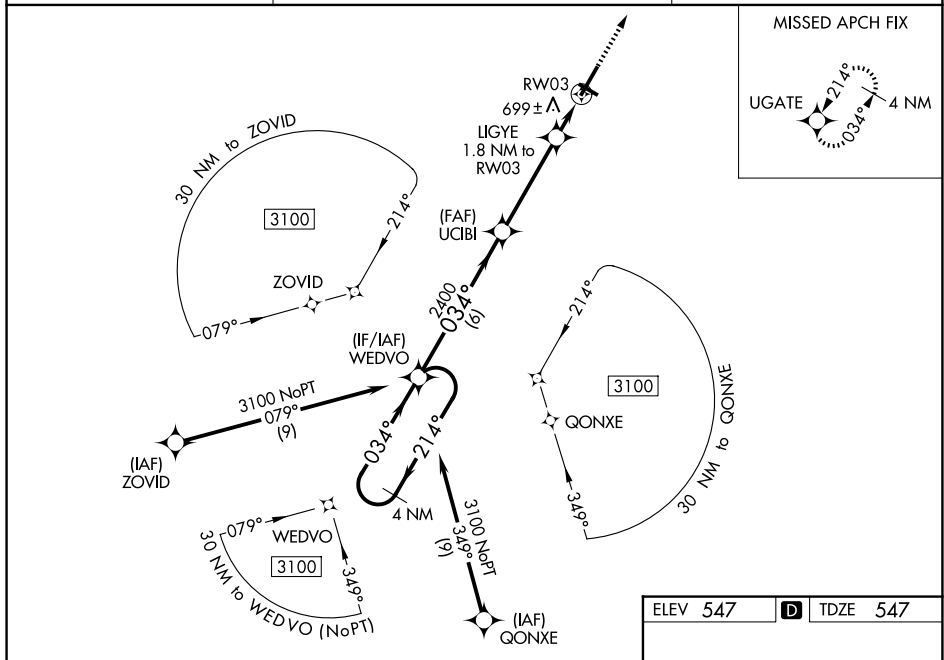
WAAS CH 69510 W03A	APP CRS 034°	Rwy Ldg TDZE Apt Elev	6500 547 547
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RNAV (GPS) RWY 3
BOWLING GREEN-WARREN COUNTY RGNL (BWG)

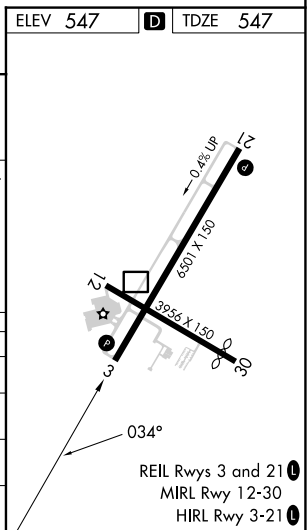
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Night landing: Rwy 30 NA. When local altimeter setting not received use Glasgow altimeter setting and increase all DA/MDA 80 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats ½ mile and LNAV Cat C and D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Glasgow altimeter setting.

MISSED APPROACH:
Climb to 3100 direct UGATE and hold.

ASOS 127.825	MEMPHIS CENTER 133.85 285.5	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		3100 UGATE	
WEDVO		UCIBI	
3100 ← 214°		2400	
034° →		LIGYE 1.8 NM to RW03	
GP 3.00° TCH 44		*1160	
034°		RW03	
6 NM		0.6 NM	
3.9 NM		1.2 NM	
CATEGORY	A	B	C
LPV DA	747-¾		200 (200-¾)
LNAV/VNAV DA	1009-1½		462 (500-1½)
LNAV MDA	960-1	413 (500-1)	960-1½ 413 (500-1½)
CIRCLING	1000-1 453 (500-1)	1120-1 573 (600-1)	1160-1¾ 613 (700-1¾) 1200-2 653 (700-2)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 57907 W21A	APP CRS 214°	Rwy Ldg TDZE Apt Elev	6500 522 547
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RNAV (GPS) RWY 21

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

RNP APCH - GPS.

▼

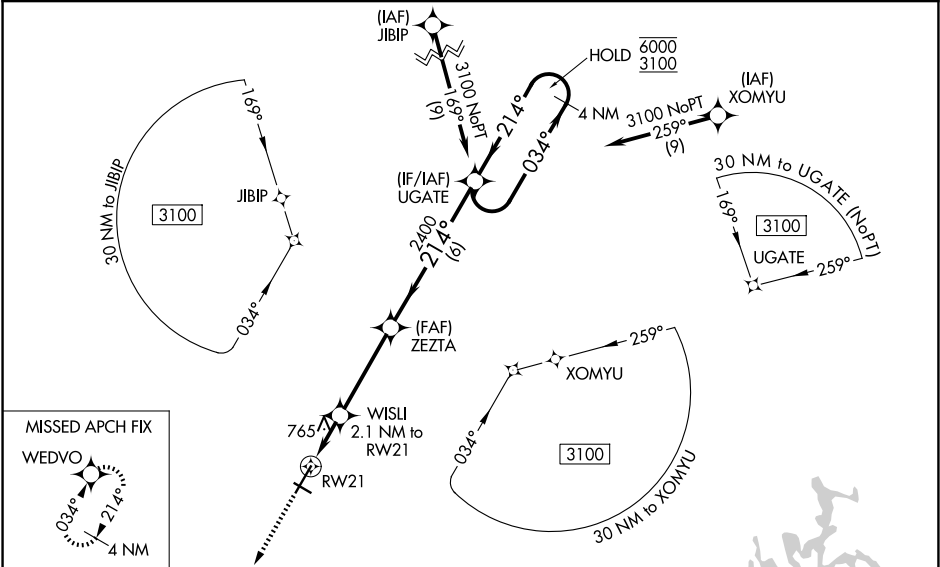
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Baro-VNAV and VDP NA when using GLW altimeter setting. Circling Rwy 30 NA at night.

Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use GLW altimeter setting and increase LPV DA to 884 feet and all visibilities ⅓ SM. Increase LNAV/VNAV DA to 1150 feet and all visibilities ⅓ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3100 direct WEDVO and hold.

ASOS 127.825	MEMPHIS CENTER 133.85 285.5	UNICOM 123.0 (CTAF) 0
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ELEV 547 **D** TDZE 522

REIL Rws 3 and 21 **0**
MIRL Rwy 12-30
HIRL Rwy 3-21 **0**

3100	WEDVO	WISLI 2.1 NM to RW21	ZEZZA 2400	UGATE 4 NM Holding Pattern	6000 3100
1.4 NM	0.7 NM	3.6 NM	6 NM		
1240	2400				GP 3.00° TCH 55'
CATEGORY	A	B	C	D	
LPV DA	807-7/8 285 (300-7/8)				
LNAV/VNAV DA	1073-15/8 551 (600-15/8)				
LNAV MDA	1020-1	498 (500-1)	1020-13/8	498 (500-13/8)	
CIRCLING	1020-1 473 (500-1)	1120-1 573 (600-1)	1160-13/4 613 (700-13/4)	1200-2 653 (700-2)	

BOWLING GREEN, KENTUCKY

AL-605 (FAA)

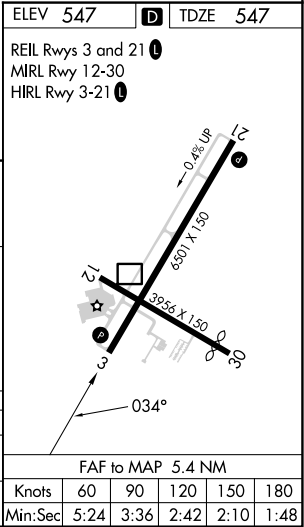
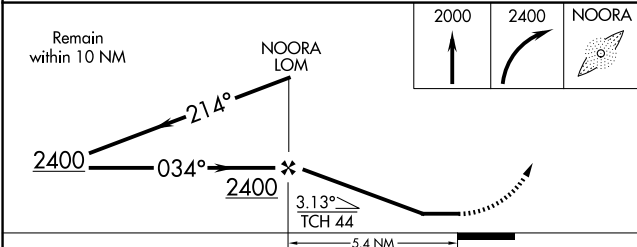
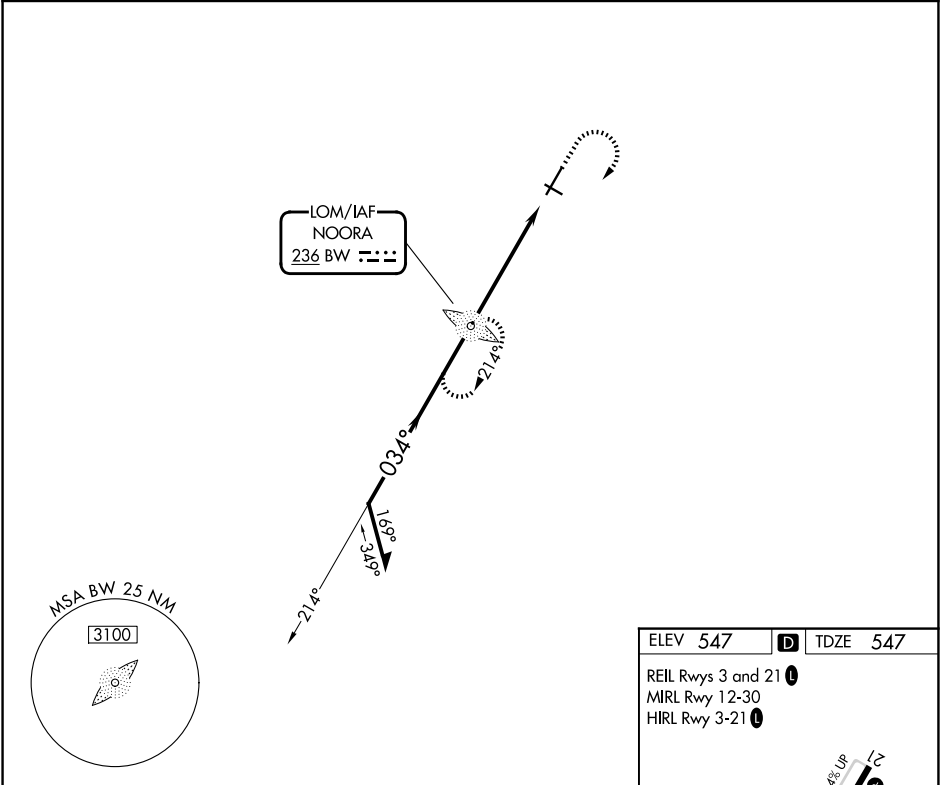
26134

LOM BW	APP CRS	Rwy Ldg	6500
236	034°	TDZE	547
		Apt Elev	547

NDB RWY 3

BOWLING GREEN-WARREN COUNTY RGNL (BWG)

NA Circling to Rwy 30 NA at night.		MISSED APPROACH: Climb to 2000 then climbing right turn to 2400 direct NOORA LOM and hold.
ASOS 127.825	MEMPHIS CENTER 133.85 285.5	UNICOM 123.0 (CTAF)



BOWLING GREEN, KENTUCKY
Amdt 3 10OCT19

BOWLING GREEN-WARREN COUNTY RGNL (BWG)
36°58'N-86°25'W
NDB RWY 3

SE-1, 03 SEP 2026 to 29 OCT 2026

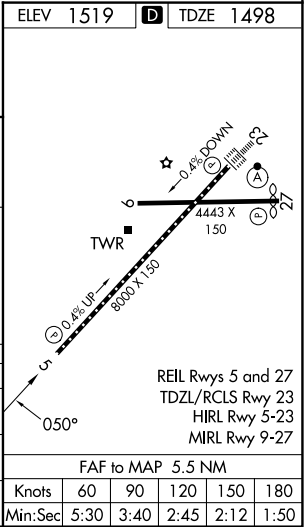
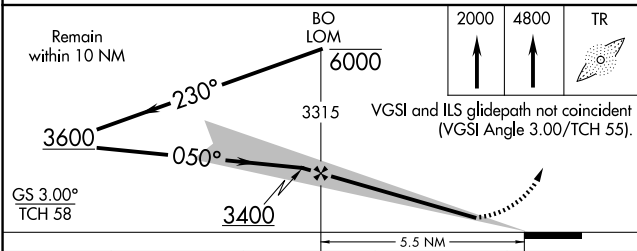
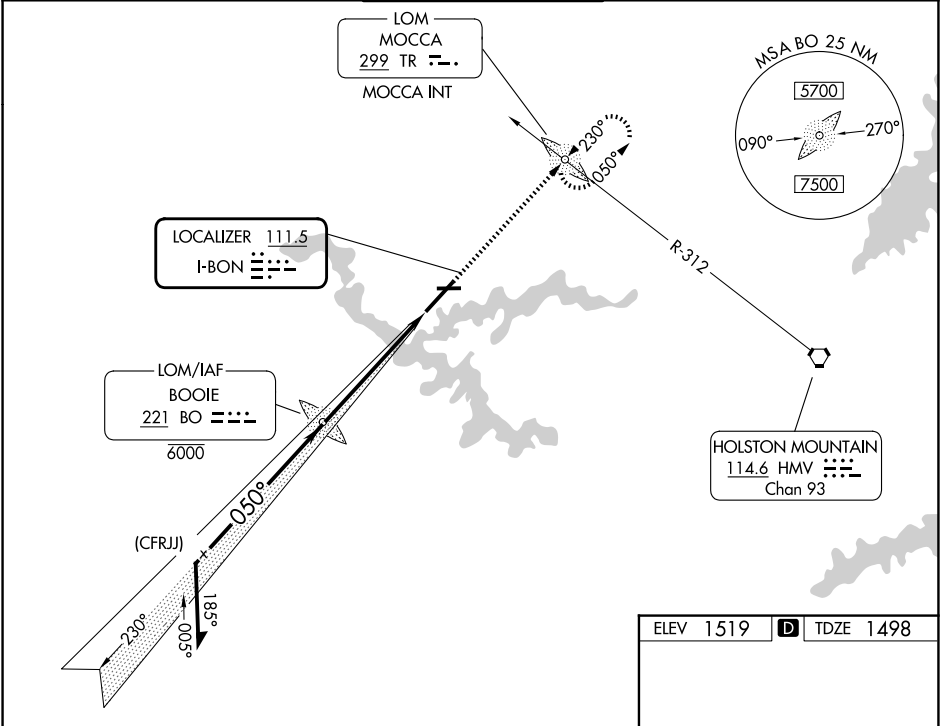
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC I-BON 111.5	APP CRS 050°	Rwy Ldg TDZE Apt Elev	8000 1498 1519
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ILS or LOC RWY 5
TRI-CITIES (TRI)

ADF required. RADAR required for procedure entry.		MISSED APPROACH: Climb to 2000 then climb to 4800 direct MOCCA LOM INT and hold, continue climb-in-hold to 4800.
	Circling to Rwy 9 NA at night. Circling NA northwest of Rwy 9 and 23. Autopilot coupled approach NA below 2200. Procedure NA when control tower closed.	

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 5	1698/40 200 (200-¾)			
S-LOC 5	2100/55	602 (600-1)	2100-1¾	602 (600-1¾)
CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

AL-426 (FAA)

26246

LOC I-TRI 109.9	APP CRS 230°	Rwy Ldg 8000
		TDZE 1518
		Apt Elev 1519

ILS or LOC RWY 23

TRI-CITIES (TRI)

ADF or RADAR required.

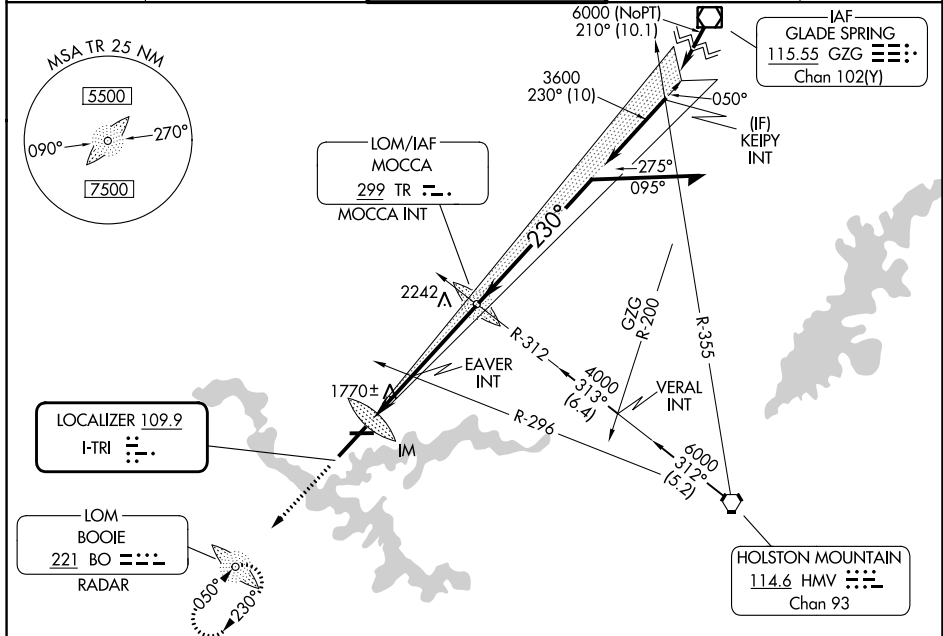
⚠ Circling to Rwy 9 NA at night. Circling NA northwest of Rwy 9 and 23. CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. When control tower closed: S-ILS 23 increase visibilities to RVR 4000 all Cats and S-LOC 23 increase visibilities ½ SM all Cats.

ALSF-2



MISSED APPROACH: Climb to 3800 direct BOOIE LOM/RADAR and hold.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 1519	D	TDZE 1518	3800	BO
*LOC only. Diagram showing the approach path with altitudes: 230°, 4443 X 150, 8000 X 150, 4000, 3600, 3509, 2500, 230°, 050°, 4000. REIL Rwy 5 and 27 TDZL/RCLS Rwy 23 HIRL Rwy 5-23 MIRL Rwy 9-27 FAF to MAP 6 NM Knots: 60 90 120 150 180 Min:Sec: 6:00 4:00 3:00 2:24 2:00				
Diagram showing the approach path with altitudes: 230°, 4000, 3600, 3509, 2500, 230°, 050°, 4000. GS 3.00° TCH 56				
CATEGORY	A	B	C	D
S-ILS 23	1718/18 200 (200-½)			
S-LOC 23	2500/40 982 (1000-¾)	2500-1 982 (1000-1)	2500-2½ 982 (1000-2½)	
CIRCLING	2500-1¼ 981 (1000-1¼)	2500-1½ 981 (1000-1½)	2500-3 981 (1000-3)	
EAVER FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 23	2020/24 502 (600-½)	2020/55 502 (600-1)		
CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2¼ 801 (900-2¼)	2500-3 981 (1000-3)

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 24H 20JUN19

36°29'N-82°24'W

TRI-CITIES (TRI)
ILS or LOC RWY 23

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

AL-426 (FAA)

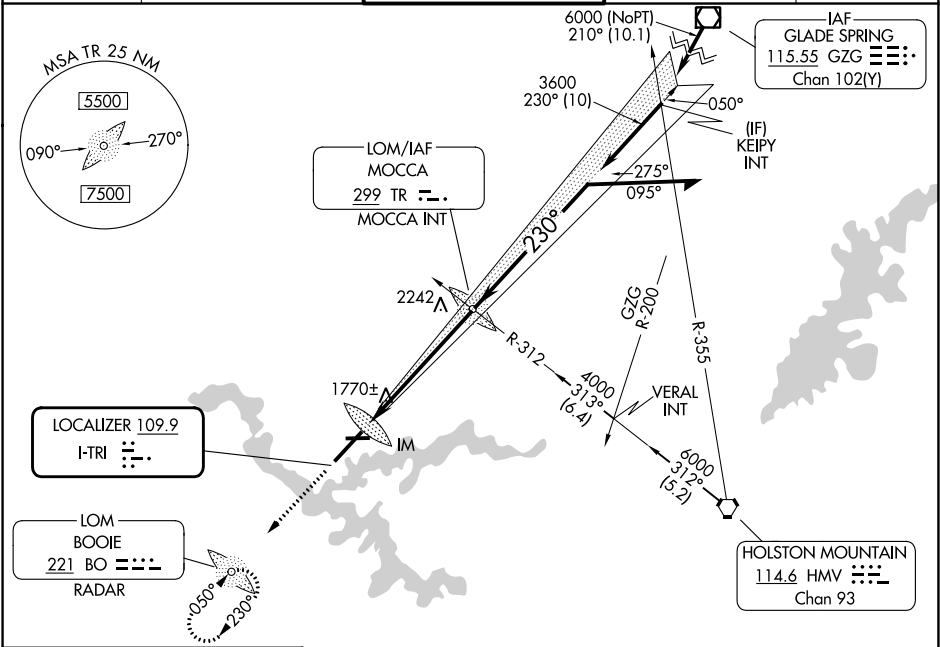
26246

LOC I-TRI 109.9	APP CRS 230°	Rwy Ldg TDZE Apt Elev	8000 1518 1519
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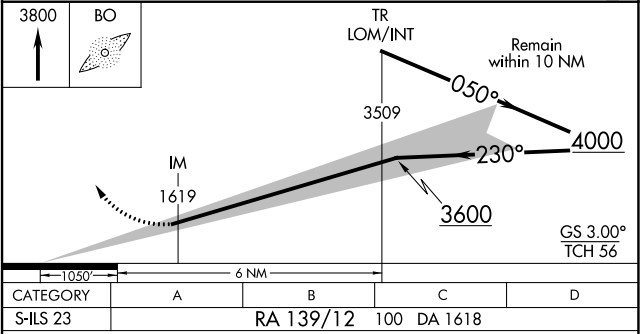
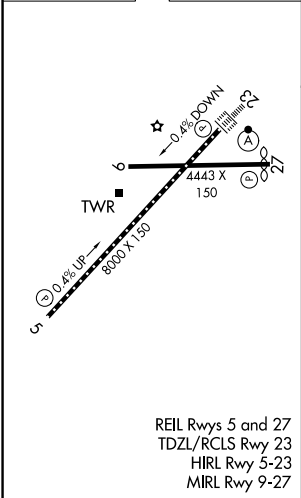
ILS RWY 23 (CAT II)
TRI-CITIES (TRI)

ADF or RADAR required.	ALSF-2	MISSED APPROACH: Climb to 3800 direct BOOIE LOM/ RADAR and hold.
CAUTION: Air traffic control tower 1634 feet MSL located 940 feet right of runway centerline 357 feet from runway threshold. Procedure NA when tower closed.		

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 1519	D	TDZE 1518
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CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 24H 20JUN19

36°29'N-82°24'W

TRI-CITIES (TRI)
ILS RWY 23 (CAT II)

SE-1, 03 SEP 2026 to 29 OCT 2026

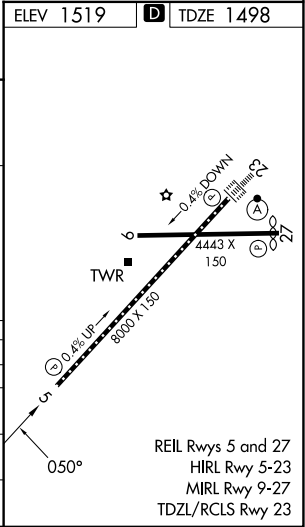
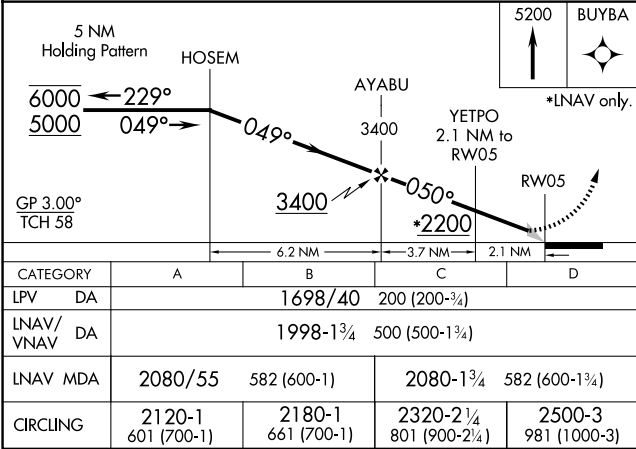
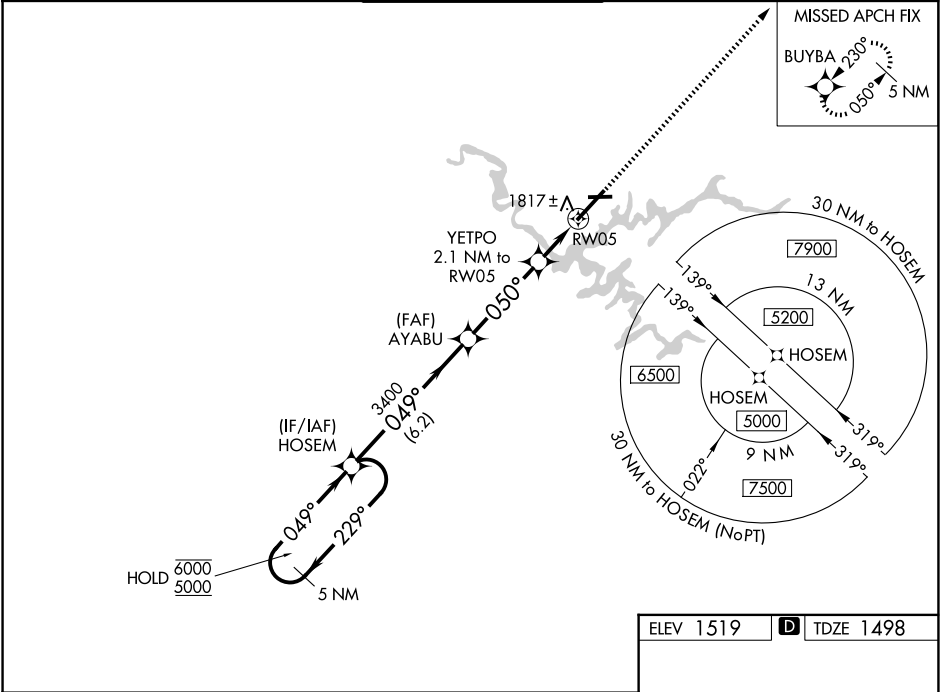
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65726 W05A	APP CRS 050°	Rwy Ldg TDZE 1498 Apt Elev 1519
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RNAV (GPS) RWY 5

TRI-CITIES (TRI)

RNP APCH.		MISSED APPROACH: Climb to 5200 direct BUYBA and hold.		
⚠ Circling to Rwy 9 NA at night. Circling NA northwest of Rwys 9 and 23. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 34°C.				
ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95



BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

AL-426 (FAA)

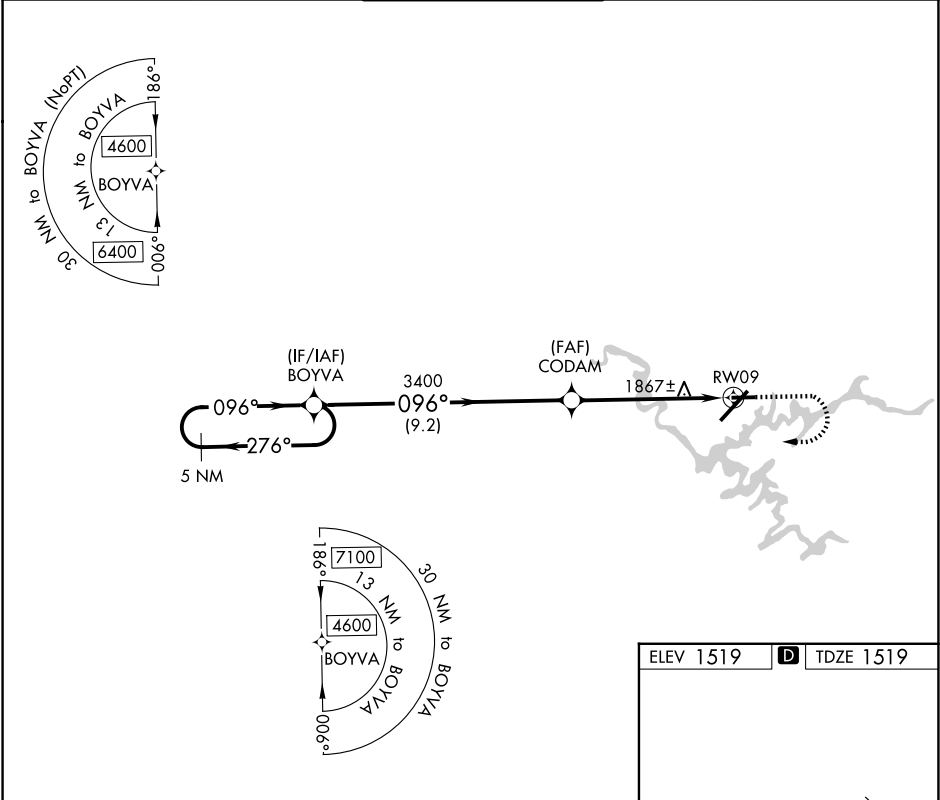
25331

APP CRS	Rwy Ldg	4321
096°	TDZE	1519
	Apt Elev	1519

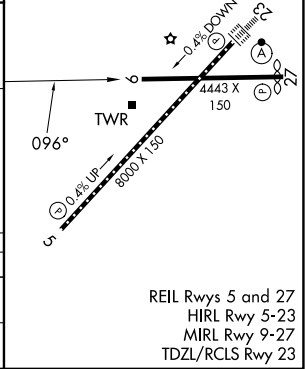
RNAV (GPS) RWY 9

TRI-CITIES (TRI)

Circling NA NW of Rws 9 and 23. Rwy 9 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 9 NA at night, Circling Rwy 9 NA at night.		MISSED APPROACH: Climb to 2000 then climbing right turn to 4600 direct BOYVA and hold.		
ATIS	TRI-CITY APP CON ★	TRI-CITY TOWER ★	GND CON	UNICOM
118.25	134.425 349.0	119.5 (CTAF) 257.8	121.7 348.6	122.95



5 NM Holding Pattern		Visual Segment - Obstacles.		2000	4600	BOYVA
4600		BOYVA		CODAM		RW09
276°		096°		3400		
				9.2 NM		5.8 NM
CATEGORY	A	B	C	D		
LNAV MDA	2120-1	601 (700-1)	2120-1¾	601 (700-1¾)		
CIRCLING	2120-1	2180-1	2300-2¼	2500-3		
	601 (700-1)	661 (700-1)	781 (800-2¼)	981 (1000-3)		



BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 1 17AUG17

36°29'N-82°24'W

TRI-CITIES (TRI)

RNAV (GPS) RWY 9

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77626 W23A	APP CRS 230°	Rwy Ldg TDZE Apt Elev	8000 1518 1519
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RNAV (GPS) RWY 23
TRI-CITIES (TRI)

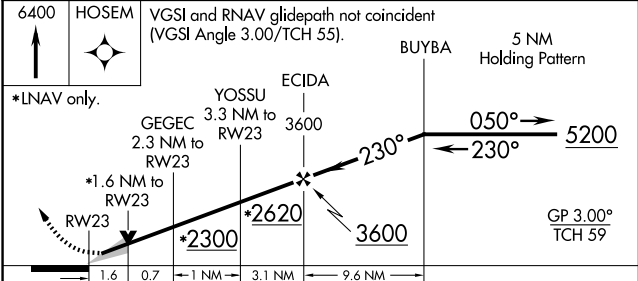
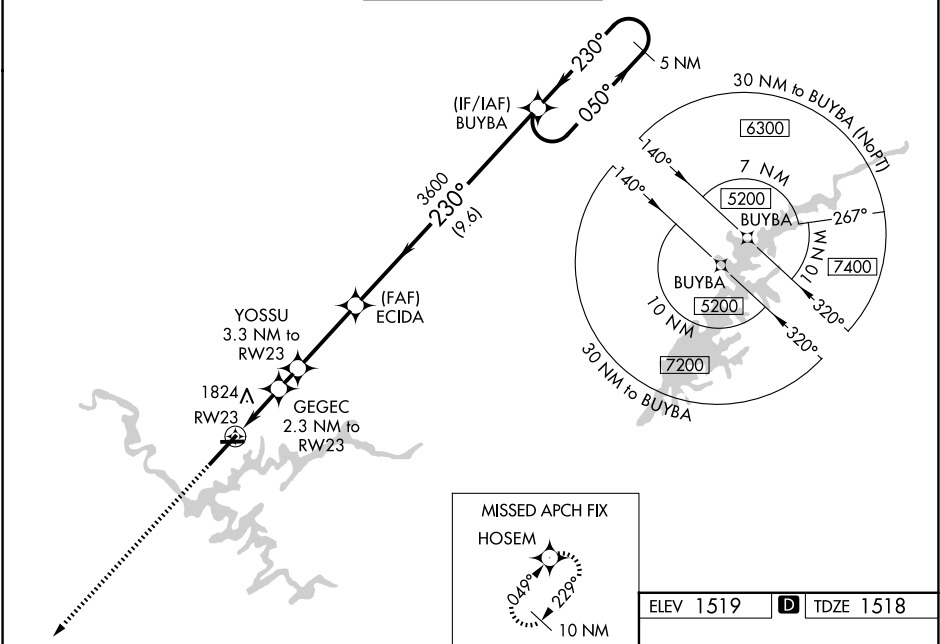
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 34°C (93°F). Circling NA NW of Rwy 9-23. For inoperative ALS, increase LNAV Cats C and D visibility to 1½ SM. Circling Rwy 9 NA at night.

ALSF-2

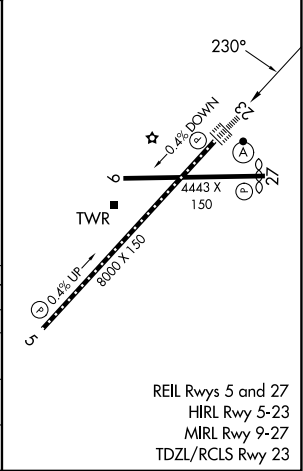
MISSED APPROACH:
Climb to 6400 direct
HOSEM and hold,
continue climb-in-hold
to 6400.

ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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ELEV 1519	TDZE 1518
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CATEGORY	A	B	C	D
LPV DA		1718/18	200 (200-½)	
LNAV/VNAV DA		2160-1¾	642 (700-1¾)	
LNAV MDA	2080/24	562 (600-½)	2080-1¼	562 (600-1¼)
CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2300-2¼ 781 (800-2¼)	2500-3 981 (1000-3)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

AL-426 (FAA)

25331

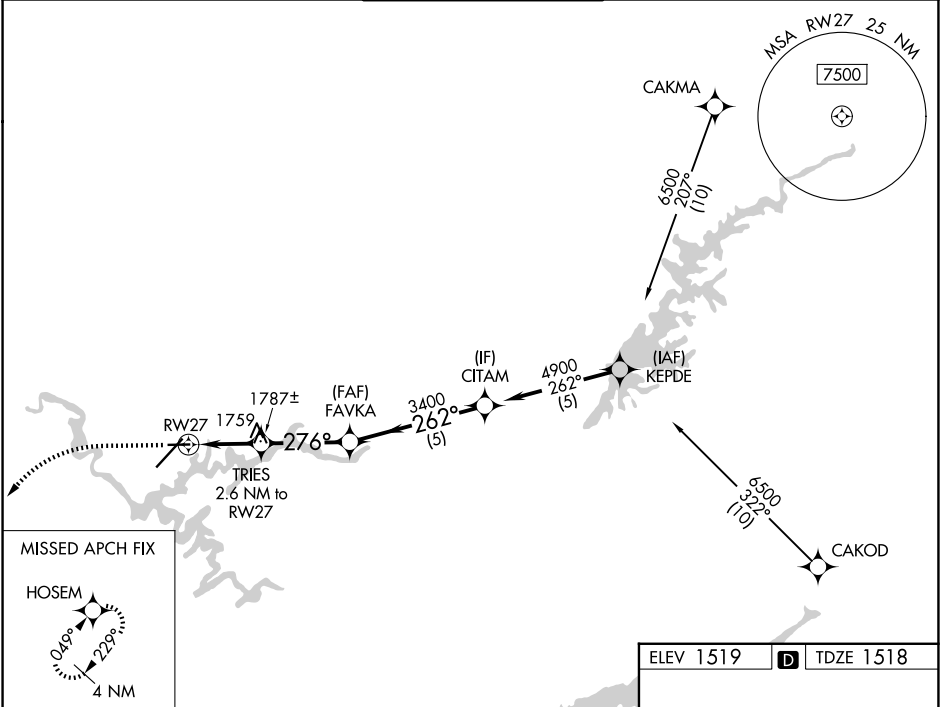
WAAS CH 63140 W27A	APP CRS 276°	Rwy Ldg TDZE 1518 Apt Elev 1519
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RNAV (GPS) RWY 27
TRI-CITIES (TRI)

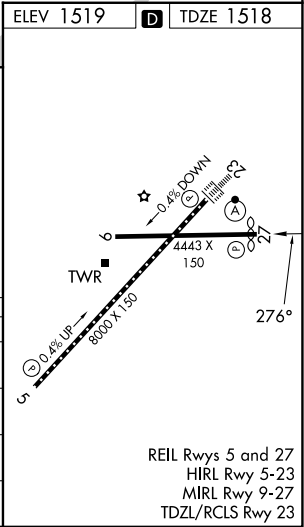
RNP APCH.

⚠ Circling to Rwy 9 NA at night. Circling NA northwest of Rwy 9 and 23. Rwy 27 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3600 direct HOSEM and hold.
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ATIS 118.25	TRI-CITY APP CON ★ 134.425 349.0	TRI-CITY TOWER ★ 119.5 (CTAF) 257.8	GND CON 121.7 348.6	UNICOM 122.95
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2000 ↑	3600 ↘	HOSEM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).	CITAM
*LNAV only.	1.5 NM	1.1 NM	3.2 NM	5 NM
RWY 27	1.5 NM	1.1 NM	3.2 NM	5 NM
TRIES	2.6 NM to RWY 27	FAVKA	3400	4900
*2380	276°	262°	3400	GP 3.00° TCH 55
1.5 NM	1.1 NM	3.2 NM	5 NM	
CATEGORY	A	B	C	D
LPV DA	1788-$\frac{7}{8}$	270 (300-$\frac{7}{8}$)		
LNAV/VNAV DA	2034-1$\frac{3}{4}$	516 (600-1$\frac{3}{4}$)		
LNAV MDA	2020-1	502 (600-1)	2020-1$\frac{3}{8}$	502 (600-1$\frac{3}{8}$)
CIRCLING	2120-1 601 (700-1)	2180-1 661 (700-1)	2320-2$\frac{1}{4}$ 801 (900-2$\frac{1}{4}$)	2500-3 981 (1000-3)



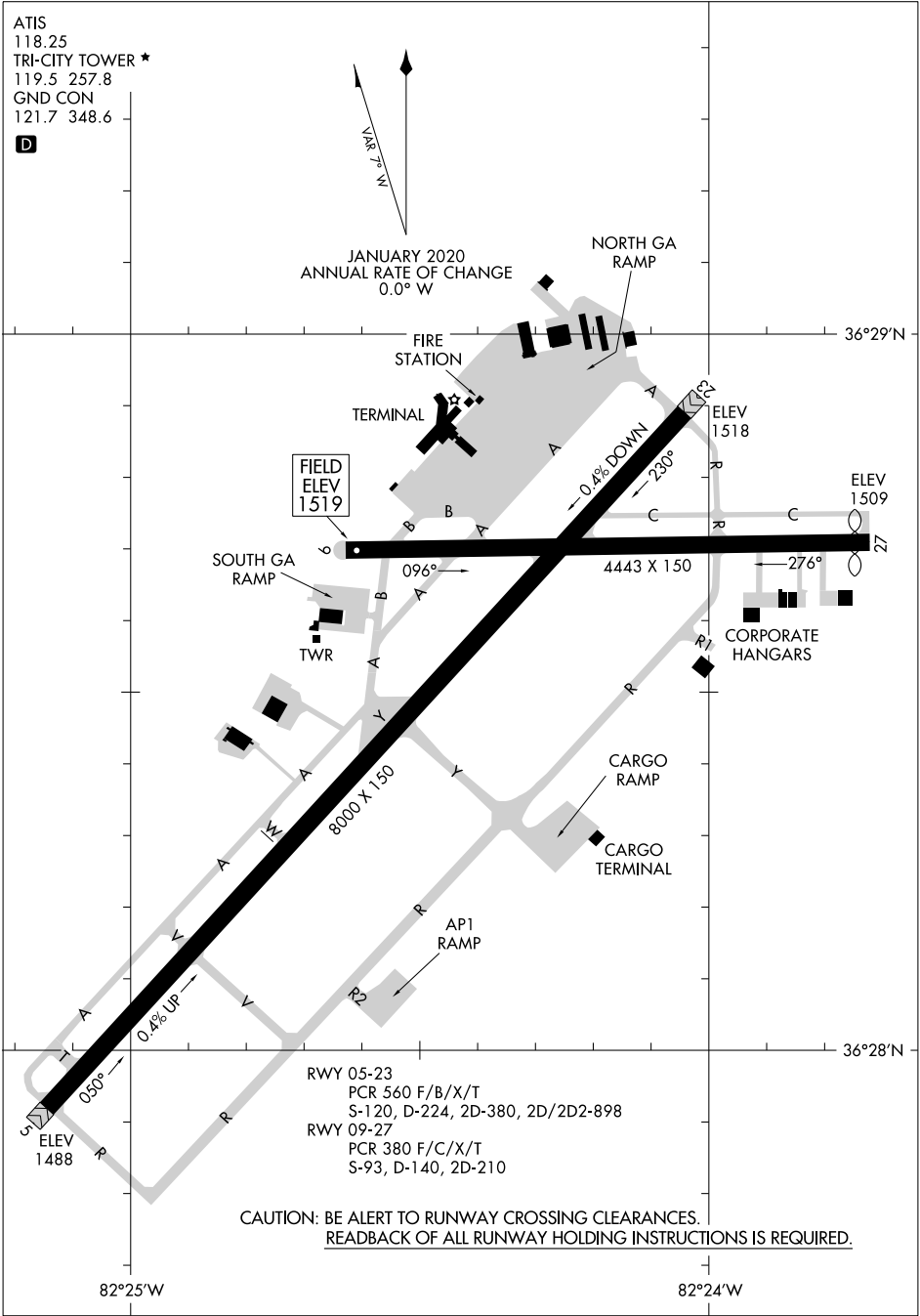
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE
Amdt 1B 20JUN19

36°29'N-82°24'W

RNAV (GPS) RWY 27
TRI-CITIES (TRI)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

(TRI3.TRI) 26246

TRICITIES THREE DEPARTURE (OBSTACLE)

TRI-CITIES (TRI)
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

ATIS
118.25
APP CON ★
134.425 349.0
TRI CITY TOWER ★
119.5 (CTAF) 257.8
GND CON
121.7 348.6
UNICOM
122.95

GLADE SPRING
115.55 GZG 
Chan 102 (Y)

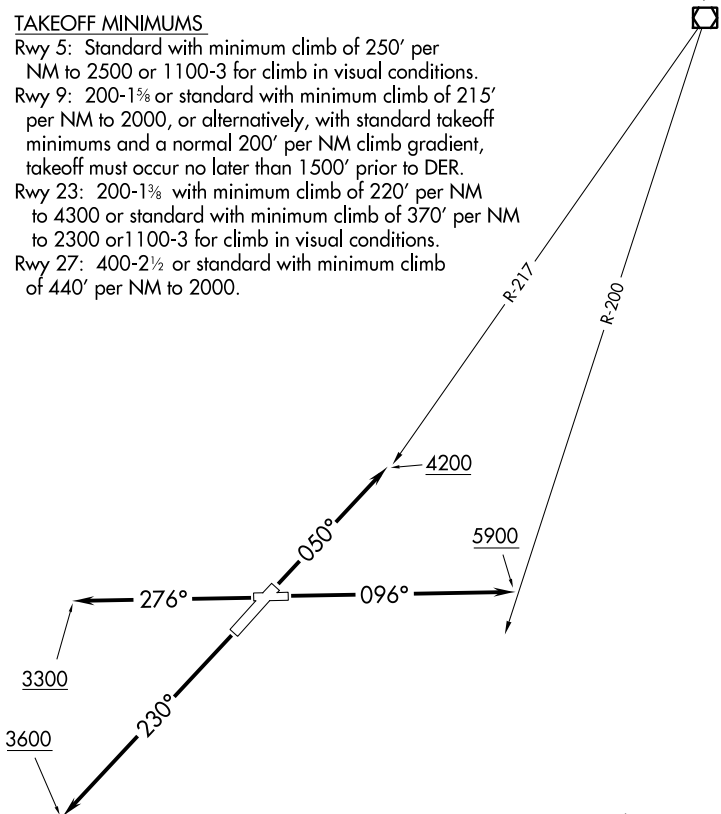
TAKEOFF MINIMUMS

Rwy 5: Standard with minimum climb of 250' per NM to 2500 or 1100-3 for climb in visual conditions.

Rwy 9: 200-1% or standard with minimum climb of 215' per NM to 2000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

Rwy 23: 200-1% with minimum climb of 220' per NM to 4300 or standard with minimum climb of 370' per NM to 2300 or 1100-3 for climb in visual conditions.

Rwy 27: 400-2½ or standard with minimum climb of 440' per NM to 2000.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 050° to intercept GZG VOR/DME R-217 northeast bound to 4200 before proceeding on course.

TAKEOFF RWY 9: Climb heading 096° to intercept GZG VOR/DME R-200 northbound to 5900 before proceeding on course.

TAKEOFF RWY 23: Climb heading 230° to 3600 before proceeding on course.

TAKEOFF RWY 27: Climb heading 276° to 3300 before proceeding on course.

VCOA RWY 5, 23: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tri-Cities Airport at or above 2500 then climb to 3500 via GZG VOR/DME R-217 northeast bound before proceeding on course.

TRICITIES THREE DEPARTURE (OBSTACLE)

(TRI3.TRI) 07DEC17

BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

TRI-CITIES (TRI)

TAKEOFF OBSTACLE NOTES

- Rwy 5: T-L twr 678' from DER, 644' left of centerline, 50' AGL/1536' MSL.
Trees beginning 1590' from DER, 858' left of centerline, up to 1582' MSL.
Trees beginning 2338' from DER, 871' left of centerline, up to 1590' MSL.
Trees beginning 3175' from DER, 951' left of centerline, up to 1619' MSL.
Trees beginning 3584' from DER, 1038' left of centerline, up to 1626' MSL.
Trees beginning 3768' from DER, 819' left of centerline, up to 1736' MSL.
Trees beginning 1.4 NM from DER, 514' left of centerline, up to 1770' MSL.
- Rwy 9: Trees and lt pole beginning 67' from DER, 152' right of centerline, up to 1584' MSL.
Trees beginning 182' from DER, 187' right of centerline, up to 100' AGL/1600' MSL.
Tree 1.2 NM from DER, 1941' left of centerline, 1715' MSL.
- Rwy 23: Trees beginning 3538' from DER, 1309' right of centerline, up to 1657' MSL.
Trees beginning 3865' from DER, 440' right of centerline, up to 1665' MSL.
Trees beginning 5655' from DER, 353' left of centerline, up to 1634' MSL.
Trees beginning 1 NM from DER, 26' left of centerline, up to 1666' MSL.
Trees beginning 1.1 NM from DER, 69' right of centerline, up to 1675' MSL.
- Rwy 27: Terrain, fences, poles, T-L twrs and tree beginning 43' from DER, 90' right of centerline, up to 1552' MSL. Poles, tanks, lt poles and T-L twr beginning 244' from DER, 307' left of centerline, up to 1538' MSL. Trnsn twrs, trees and pole beginning 636' from DER, 26' left of centerline, up to 1561' MSL. Bldgs beginning 993' from DER, 162' right of centerline, up to 1555' MSL. Trees beginning 1157' from DER, 59' right of centerline, up to 1558' MSL. Trees beginning 1271' from DER, 121' right of centerline, up to 1573' MSL. Trees beginning 1449' from DER, 18' left of centerline, up to 1575' MSL. Trees, poles and monuments beginning 1548' from DER, 59' right of centerline, up to 1577' MSL. Trees beginning 1834' from DER, 33' right of centerline, up to 1582' MSL. Trees beginning 1882' from DER, 555' left of centerline, up to 1595' MSL. Trees beginning 2043' from DER, 106' right of centerline, up to 1632' MSL. Trees beginning 2185' from DER, 357' left of centerline, up to 1604' MSL. Poles, trees, T-L twrs and terrain beginning 2680' from DER, 5' left of centerline, up to 40' AGL/1649' MSL. Trees, T-L twrs and terrain beginning 3088' from DER, 62' right of centerline, up to 1645' MSL. Terrain and T-L twr beginning 4150' from DER, 24' right of centerline, up to 1663' MSL. Terrain and bush beginning 4151' from DER, 5' left of centerline, up to 1662' MSL. Terrain, trees and T-L twr beginning 4348' from DER, 59' right of centerline, up to 1729' MSL. Terrain, tree, bush beginning 4349' from DER, 6' left of centerline, up to 1679' MSL. Bush 4496' from DER, 202' left of centerline, 1681' MSL. Trees, terrain, bushes and pole beginning 4506' from DER, 7' left of centerline, up to 1726' MSL. Pole and tree beginning 4664' from DER, 10' left of centerline, up to 39' AGL/1735' MSL. Trees, terrain, pole beginning 4714' from DER, 374' left of centerline, up to 1738' MSL. Trees beginning 4725' from DER, 53' right of centerline, up to 1736' MSL. Trees beginning 4803' from DER, 127' left of centerline, up to 1771' MSL. Trees beginning 4815' from DER, 87' left of centerline, up to 1782' MSL. Trees beginning 1.5 NM from DER, 1789' right of centerline, up to 1778' MSL. Trees beginning 1.5 NM from DER, 1377' right of centerline, up to 1795' MSL. Trees beginning 1.5 NM from DER, 1435' right of centerline, up to 1804' MSL. Trees beginning 1.5 NM from DER, 1692' right of centerline, up to 1806' MSL. Trees beginning 1.6 NM from DER, 1335' right of centerline, up to 1822' MSL. Trees beginning 1.6 NM from DER, 1484' right of centerline, up to 1823' MSL. Trees beginning 1.6 NM from DER, 964' right of centerline, up to 1828' MSL. Trees beginning 1.6 NM from DER, 785' right of centerline, up to 1838' MSL. Trees beginning 1.7 NM from DER, 588' right of centerline, up to 1863' MSL. Trees beginning 1.7 NM from DER, 78' right of centerline, up to 1867' MSL. Trees beginning 1.8 NM from DER, 53' left of centerline, up to 1836' MSL. Tree 2 NM from DER, 1018' left of centerline, 1838' MSL.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

(KINGS2.KINGS) 26246
KINGS TWO DEPARTURE

TRI-CITIES (TRI)
BRISTOL/JOHNSON/KINGSPORT, TENNESSEE

ATIS
118.25
GND CON
121.7 348.6
TRI CITY APP CON ★
134.425 349.0
TRI CITY TOWER ★
119.5 (CTAF) 257.8
UNICOM
122.95

NOTE: RADAR required.

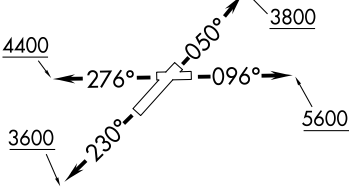
CHARLESTON
117.4 HVQ
Chan 121

LONDON
116.55 LOZ
Chan 112(Y)

BLUEFIELD
115.05 BLF
Chan 97(Y)

LIVINGSTON
114.35 LVT
Chan 90(Y)

GLADE SPRING
115.55 GZG
Chan 102(Y)



VOLUNTEER
116.4 VXV
Chan 111

SNOWBIRD
108.8 SOT
Chan 25

BARRETT'S MOUNTAIN
113.75 BZM
Chan 84(Y)

HINCH MOUNTAIN
117.6 HCH
Chan 123

SPARTANBURG
115.7 SPA
Chan 104

TAKEOFF MINIMUMS:
Rwy 5: Standard with minimum climb of 250' per NM to 3000.
Rwy 9: Standard with minimum climb of 500' per NM to 5000.
Rwy 23: Standard with minimum climb of 370' per NM to 2300.
Rwy 27: Standard with minimum climb of 440' per NM to 3200.

NOTE: Chart not to scale. (CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 050° or assigned heading to 3800 thence....
TAKEOFF RUNWAY 9: Climb on heading 096° or assigned heading to 5600 thence....
TAKEOFF RUNWAY 23: Climb on heading 230° or assigned heading to 3600 thence....
TAKEOFF RUNWAY 27: Climb on heading 276° or assigned heading to 4400 thence....

....maintain 10000 or lower requested altitude, expect RADAR vectors to filed route ten minutes after departure.

LOST COMMUNICATIONS:

If filed route is between GZG VOR/DME R-060 and the GZG VOR/DME R-240 and radio contact is not established with departure control continue climb to 9000 before turning on course.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

CALVERT CITY, KENTUCKY

AL-10747 (FAA)

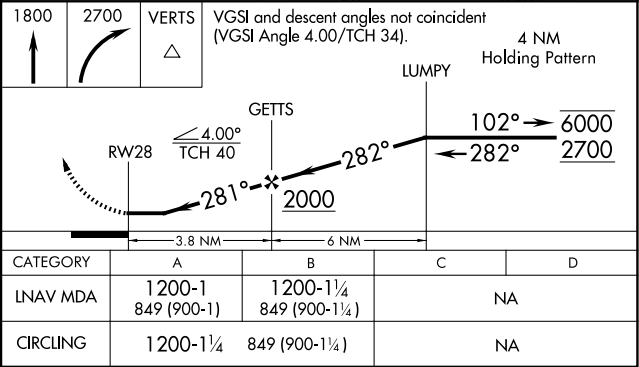
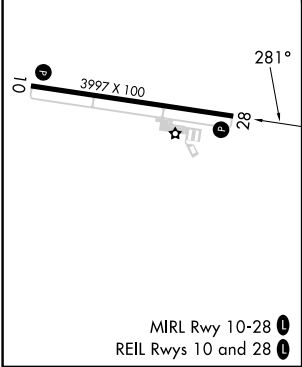
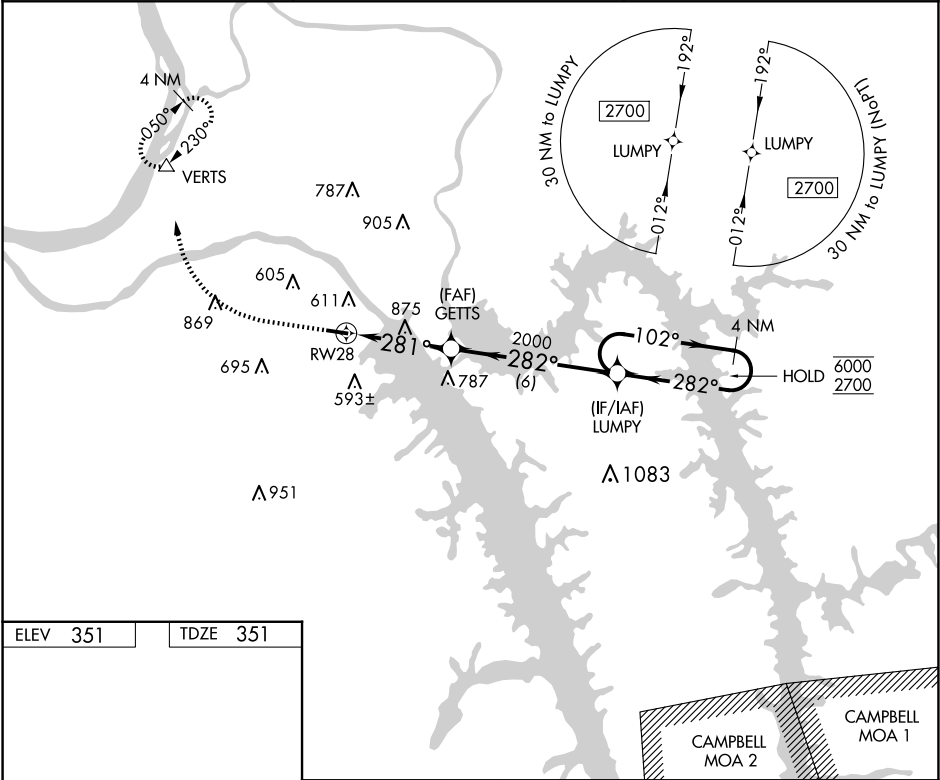
23334

APP CRS	Rwy Idg	3997
281°	TDZE	351
	Apt Elev	351

RNAV (GPS) RWY 28
KENTUCKY DAM STATE PARK (M34)

RNP APCH - GPS.	▼ NA Circling NA south of Rwy 10-28. Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Paducah altimeter setting. Avoid Campbell MOA/A-371 when active.	MISSED APPROACH: Climb to 1800 then climbing right turn to 2700 direct VERTS and hold.
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PAH ASOS 118.375	MEMPHIS CENTER 133.65 292.15	UNICOM 123.0 (CTAF) 0
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CALVERT CITY, KENTUCKY
Orig 30NOV23

37°01'N-88°18'W

KENTUCKY DAM STATE PARK (M34)
RNAV (GPS) RWY 28

SE-1, 03 SEP 2026 to 29 OCT 2026

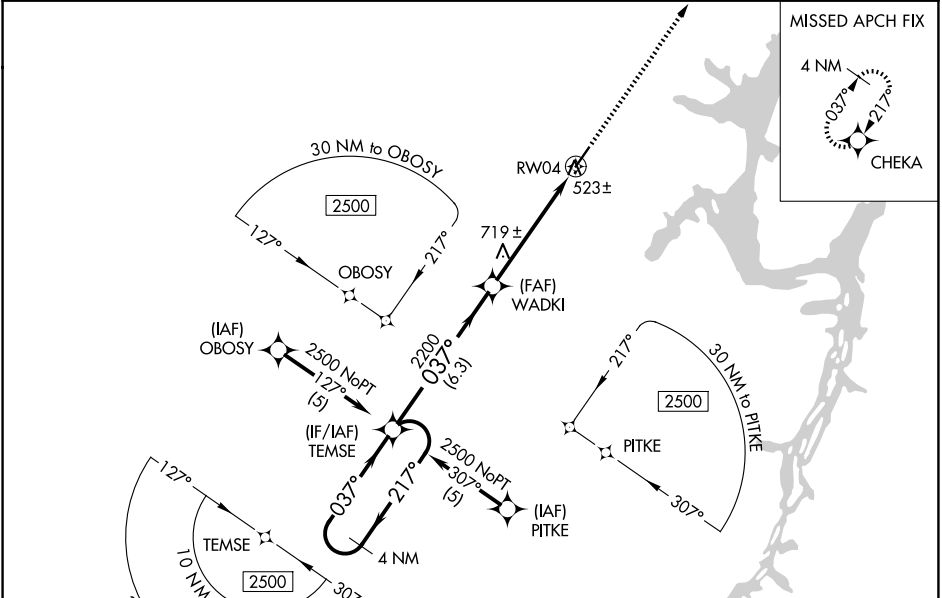
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77814 W04A	APP CRS 037°	Rwy Idg TDZE 468 Apt Elev 468	5001 468 468
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RNAV (GPS) RWY 4
BENTON COUNTY (ØM4)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2500 direct CHEKA and hold.
Baro-VNAV NA. Use PVE altimeter setting; when not received, use MKL altimeter setting: increase LPV DA to 834 feet; increase LNAV/VNAV DA to 1007 feet; increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM.	

PVE AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) Ø
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 17).		2500	CHEKA
2500		TEMSE		WADKI	
GP 3.00° TCH 40		2200		RWY 4	
6.3 NM		5.2 NM		500 x 75	
CATEGORY	A	B	C	D	
LPV DA	771-1	303 (400-1)		NA	
LNAV/VNAV DA	944-1¾	476 (500-1¾)		NA	
LNAV MDA	1040-1	572 (600-1)	1040-1½ 572 (600-1½)	NA	

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

CAMDEN, TENNESSEE

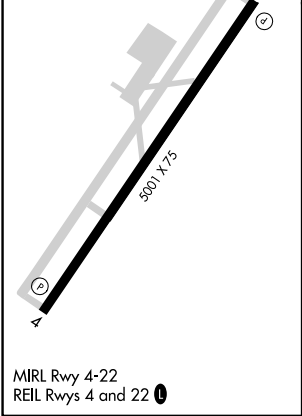
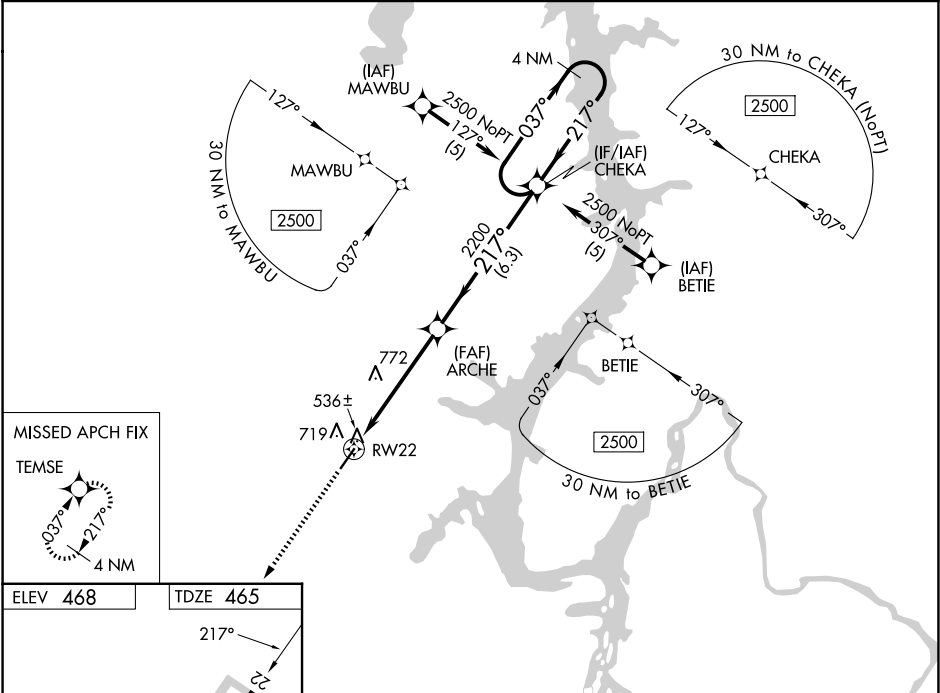
26134

WAAS CH 82714 W22A	APP CRS 217°	Rwy Ldg TDZE 465 Apt Elev 468
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AL-6386 (FAA)

RNAV (GPS) RWY 22
BENTON COUNTY (ØM4)

RNP APCH. Baro-VNAV NA. Rwy 22 helicopter visibility reduction below 1 SM NA. Use Beech River Rgnl altimeter setting; when not received, use Jackson altimeter setting and increase all DA 58 feet and all MDA 60 feet and increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ¼ mile, and LNAV Cat C visibility ¼ mile. Procedure NA at night. NA		MISSED APPROACH: Climb to 2500 direct TEMSE and hold.
PVE AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) Ø



2500 ↑	TEMSE 	VGSI and RNAV glidepath not coincident (VGSI Angle 3.35/TCH 17).		4 NM Holding Pattern		
CATEGORY	A		B		C	D
LPV DA	833-1¼ 368 (400-1¼)				NA	
LNAV/VNAV DA	980-1¾ 515 (600-1¾)				NA	
LNAV MDA	1080-1 615 (700-1)			1080-1¾ 615 (700-1¾)		NA

CAMDEN, TENNESSEE
Orig-E 07NOV19

36°01'N-88°07'W

BENTON COUNTY (ØM4)
RNAV (GPS) RWY 22

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

HOPKINSVILLE, KENTUCKY

ILS or LOC Y RWY 23

LOC/DME I-FKP
111.9
Chan **56**

APCH CRS
225°

Rwy Idg **10,930**
TDZE **571**
Arpt Elev **571**

[USA]

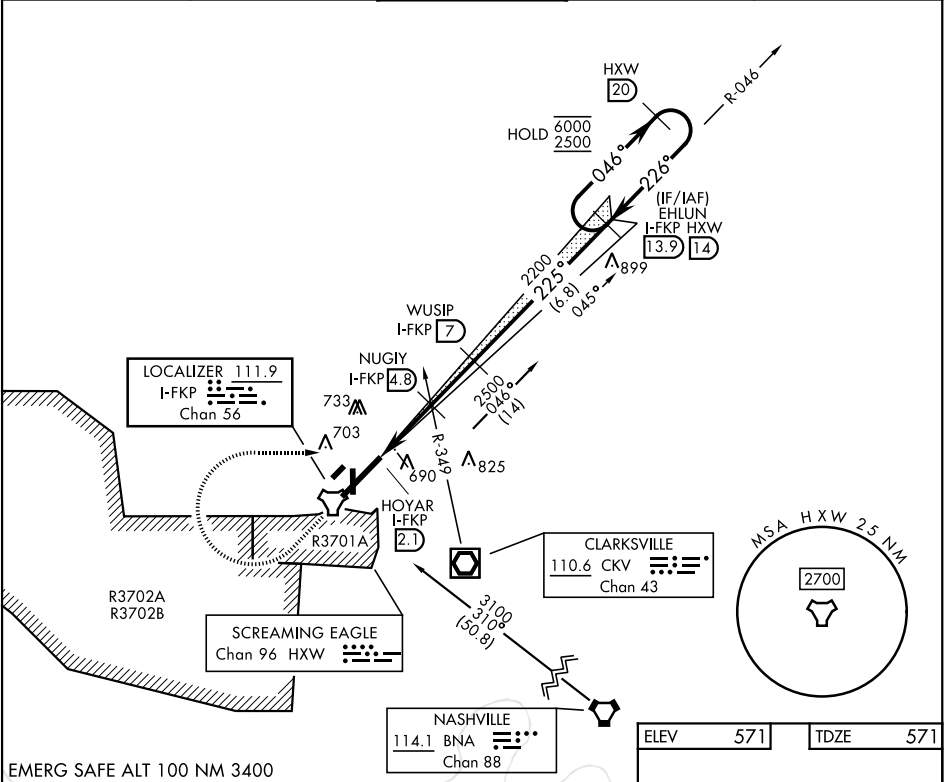
CAMPBELL AAF (FORT CAMPBELL) (KHOP)

*** When ALS inop, increase CAT AB RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1½ miles.
*** Circling not authorized for CAT ABCD SE of Rwy 5-23.

SSALR


MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 on heading 091° to intercept HXW TACAN R-046 to EHLUN/14 DME and hold.

ATIS 125.175 308.4	APP CON 118.1 269.525	TOWER 120.9 278.8	GND CON 121.8 266.8	ASR/PAR
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EMERG SAFE ALT 100 NM 3400

1200

2500

↑

hdg 091°

HXW R-046

EHLUN HXW 14

WUSIP I-FKP 7

NUGUY I-FKP 4.8

HOYAR I-FKP 2.1

EHLUN I-FKP HXW 13.9 14

HXW 20

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 78)

1480

2200

GS 3.00° TCH 57

2.7 NM

2.2 NM

CATEGORY	A	B	C	D	E
S-ILS 23*	771/24		200	(200-½)	
S-LOC 23**	960/24	389 (400-½)	960/35	389	(400-¾)
CIRCLING***	1020-1 449 (500-1)	1040-1 469 (500-1)	1040-1½ 469 (500-1½)	1140-2	569 (600-2)

ELEV 571 TDZE 571

2467 × 90

2467 × 100

10,930 × 150

TWR

36

225°

A3

P

☆

HIRL all rwy's

HOPKINSVILLE, KENTUCKY 36°40'N - 87°30'W CAMPBELL AAF (FORT CAMPBELL) (KHOP)

Orig 11JUN26

ILS or LOC Y RWY 23

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

HOPKINSVILLE, KENTUCKY

WAAS CH 56203 W23A	APCH CRS 225°	Rwy Idg TDZE Arprt Elev	10,930 571 571
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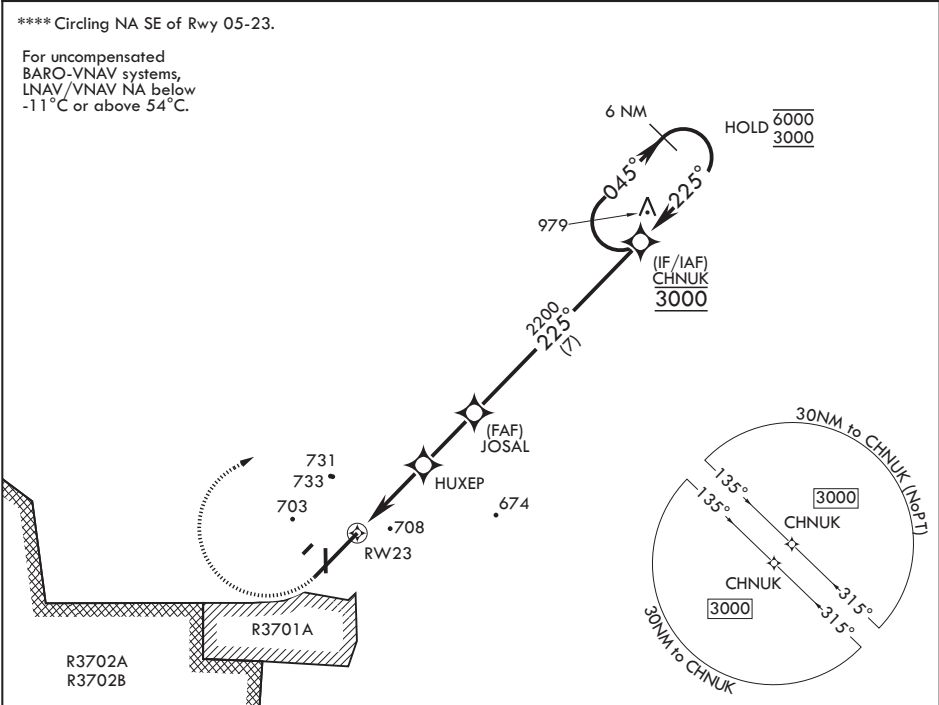
(USA)

RNAV (GPS) RWY 23

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

RNP APCH-GPS	SSALR A3	MISSED APPROACH: Climb to 1200, then climbing right turn to 3000 direct CHNUK and hold.
* When ALS inop, increase RVR to 40, vis to 3/4 mile. ** When ALS inop, increase RVR to 55, vis to 1 mile. *** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.		

ATIS 125.175 308.4	APP CON 118.1 269.525	TOWER 120.9 278.8	GND CON 121.8 266.8	ASR/PAR
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1200	3000	CHNUK	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 78)	CHNUK	ELEV 571	TDZE 571
↑	↻	⬤		045° 6000 225° 3000		
RW23 1 NM to RW23			HUXEP	JOSAL	6 NM Holding Pattern	
2.8 NM			2.1 NM	1500	2200	
CATEGORY			A	B	C	D E
LPV DA*			771/24		200	(200-½)
LNAV/VNAV DA**			945/35		374	(400-%)
LNAV MDA***			960/24	389 (400-½)	960/35	389 (400-%)
CIRCLING****			1020-1 449 (500-1)	1040-1 469 (500-1)	1040-1½ 469 (500-1½)	1140-2 569 (600-2)
			GP 3.00° TCH 57			
			HIRL all rwys			

HOPKINSVILLE, KENTUCKY

36°40'N - 87°30'W

CAMPBELL AAF (FORT CAMPBELL) (KHOP)

Amdt 3 14MAY26

RNAV (GPS) RWY 23

HOPKINSVILLE, KENTUCKY

TACAN RWY 23

TACAN HXW Chan 96	APCH CRS 228°	Rwy Idg 10,930 TDZE 571 Arpt Elev 571
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[USA]

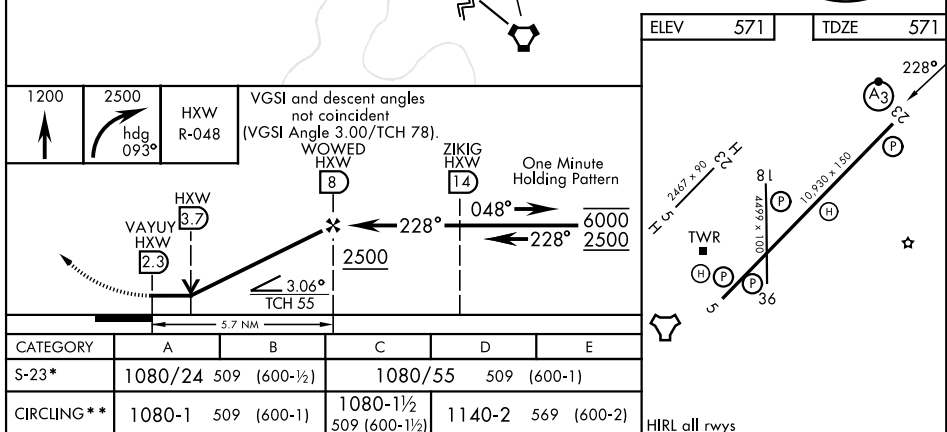
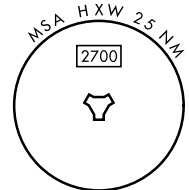
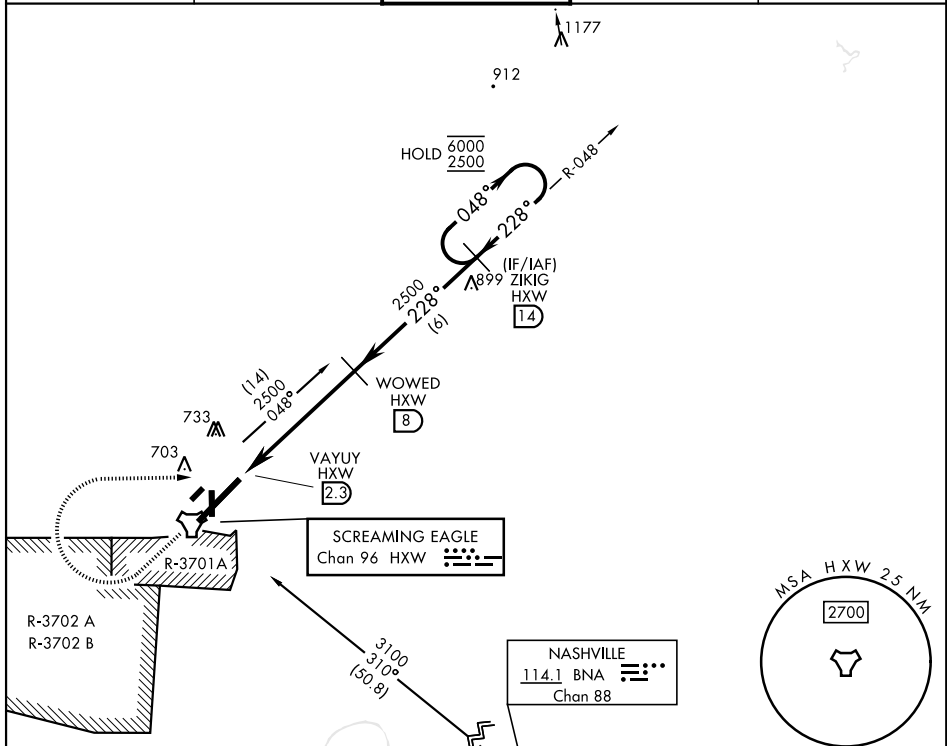
CAMPBELL AAF (FORT CAMPBELL) (KHOP)

* When ALS inop, increase CAT AB RVR to 55,
vis to 1 mile; CAT CDE vis to 1¾ miles.
** Circling not authorized SE of Rwy 5-23.



MISSED APPROACH: Climb to 1200 then climbing right turn
to 2500 on hdg 093° to intercept HXW TACAN R-048 to
ZIKIG/HXW 1.4 DME and hold.

ATIS 125.175 308.4	APP CON 118.1 269.525	TOWER 120.9 278.8	GND CON 121.8 266.8	ASR/PAR
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HOPKINSVILLE, KENTUCKY

36° 40'N - 87° 30'W

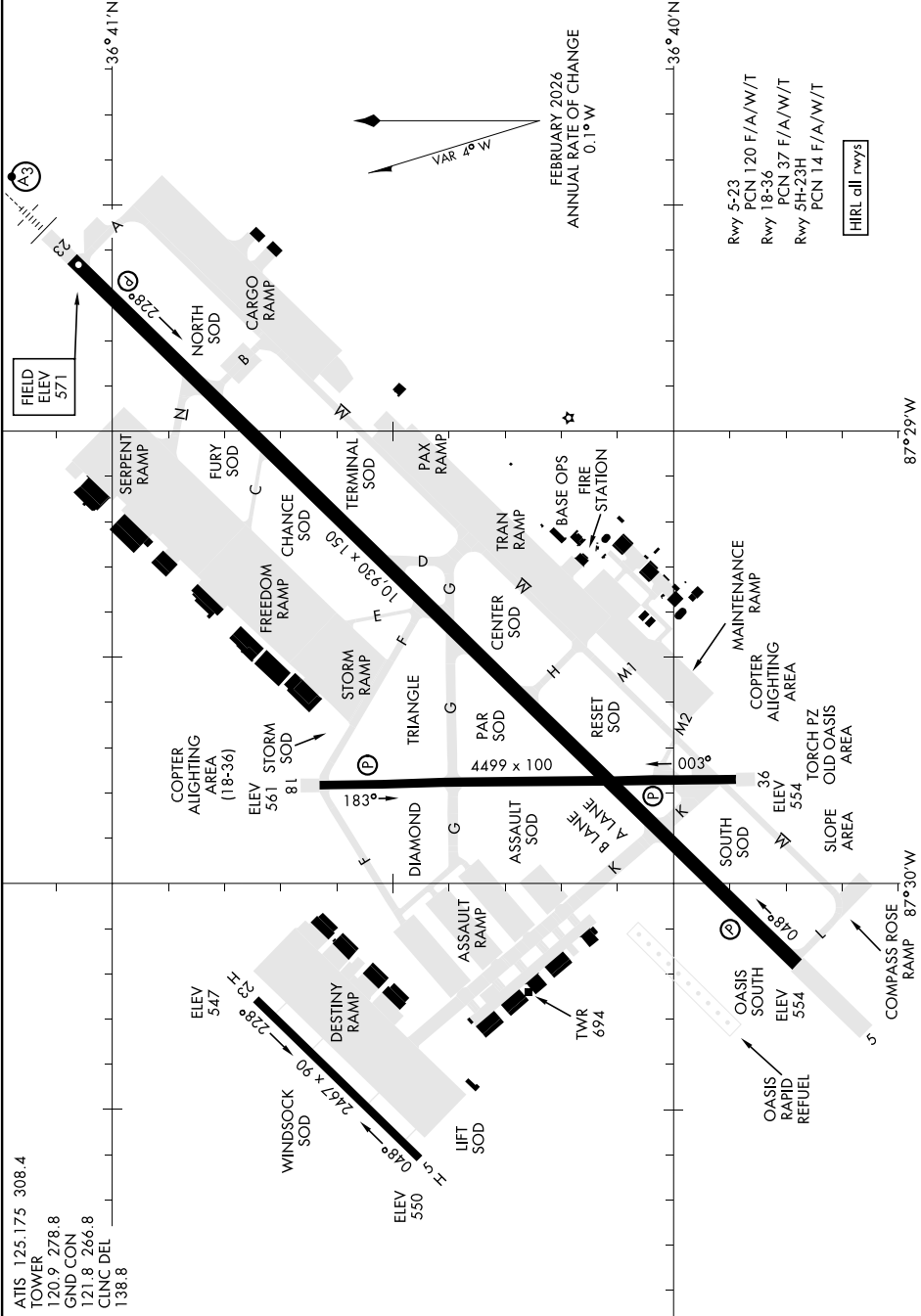
CAMPBELL AAF (FORT CAMPBELL) (KHOP)

Amtd 2 11JUN26

TACAN RWY 23

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

CAMPBELLVILLE, KENTUCKY

AL-5210 (FAA)

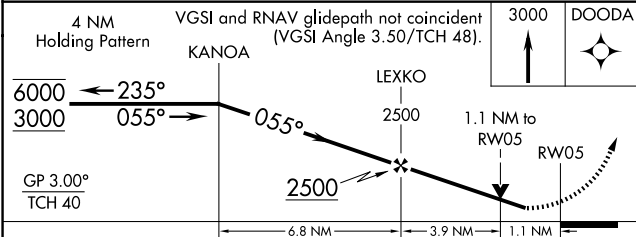
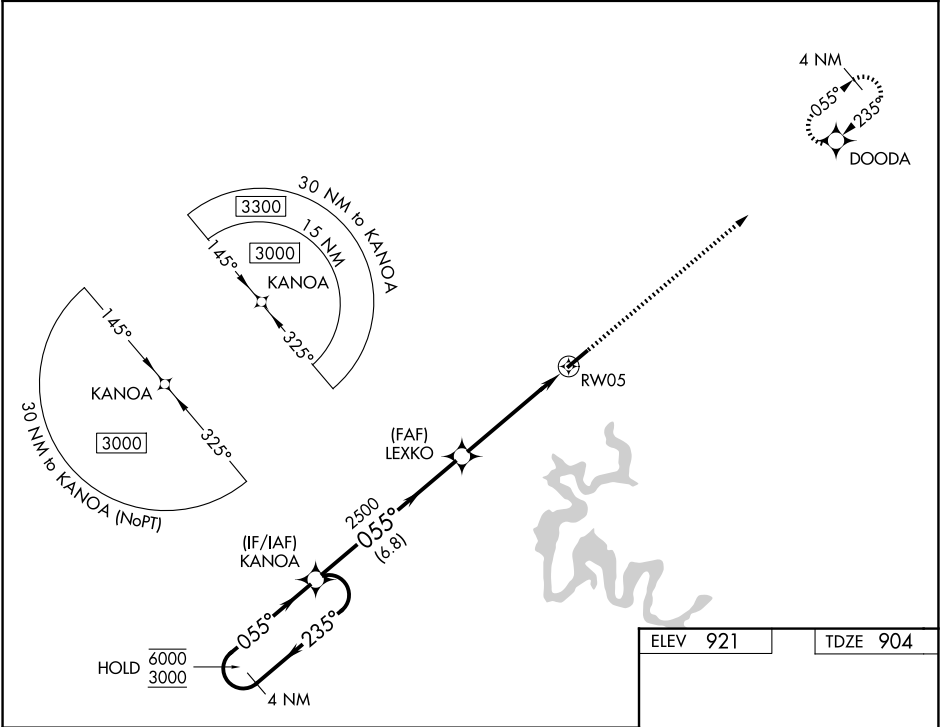
26078

WAAS CH 90223 W05A	APP CRS 055°	Rwy Ldg TDZE 5004 904 Apt Elev 921
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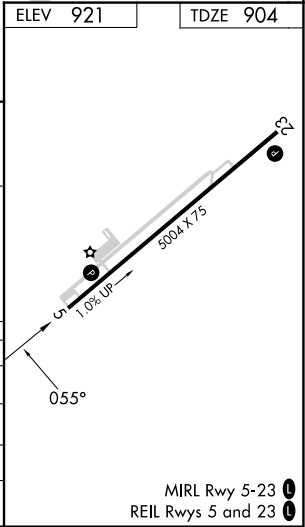
RNAV (GPS) RWY 5
TAYLOR COUNTY (AAS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct DOODA and hold.
	Rwy 5 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 121.125	INDIANAPOLIS CENTER 124.625 353.65	UNICOM 122.7 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1154-3/4	250 (300-3/4)		
LNAV/VNAV DA	1408-1 3/8	504 (500-1 3/8)		
LNAV MDA	1340-1 436 (500-1)	1340-1 1/4 436 (500-1 1/4)		
CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1 1/2 559 (600-1 1/2)	1660-2 1/4 739 (800-2 1/4)



CAMPBELLVILLE, KENTUCKY
Amdt 1A 19MAR26

37°21'N-85°19'W

TAYLOR COUNTY (AAS)
RNAV (GPS) RWY 5

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50223 W23A	APP CRS 235°	Rwy Ldg 5004 TDZE 921 Apt Elev 921
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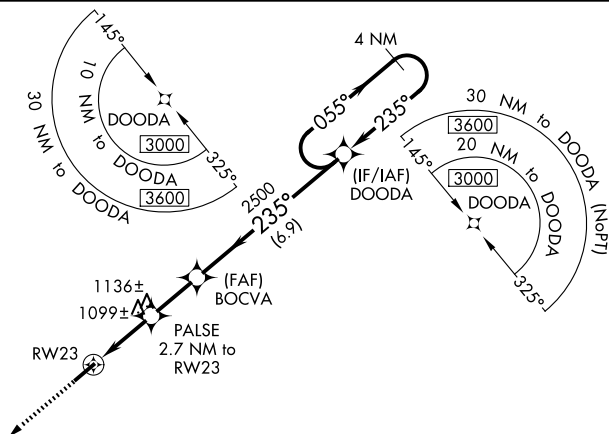
RNAV (GPS) RWY 23

TAYLOR COUNTY (AAS)

NA Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Somerset altimeter setting: increase all DA 89 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ¾ mile, increase LNAV Cats C and D visibility ¼ mile, and increase Circling Cats C visibility ¼ mile and Cat D visibility ½ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
KANOA and hold.

AWOS-3 121.125	INDIANAPOLIS CENTER 124.625 353.65	UNICOM 122.7 (CTAF) 0
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3000 KANOA VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.25/TCH 40) 4 NM Holding Pattern

DOODA

055° 235° 3000

*LNAV only.

RW23

BOCVA 2500

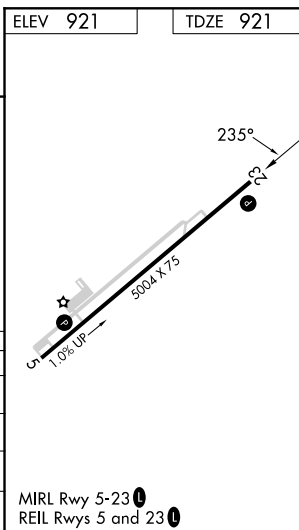
235° 2500

*1820

GP 3.00° TCH 48

2.7 NM 2.1 NM 6.9 NM

CATEGORY	A	B	C	D
LPV DA		1177- $\frac{3}{4}$	256 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		1366-1 $\frac{1}{2}$	445 (500-1 $\frac{1}{2}$)	
LNAV MDA	1360-1	439 (500-1)	1360-1 $\frac{1}{4}$	439 (500-1 $\frac{1}{4}$)
CIRCLING	1380-1 459 (500-1)	1400-1 479 (500-1)	1480-1 $\frac{1}{2}$ 559 (600-1 $\frac{1}{2}$)	1660-2 $\frac{1}{4}$ 739 (800-2 $\frac{1}{4}$)



RNAV (GPS) RWY 23

CENTERVILLE, TENNESSEE

AL-5660 (FAA)

25219

APP CRS 021°	Rwy Ldg	4002
	TDZE	765
	Apt Elev	765

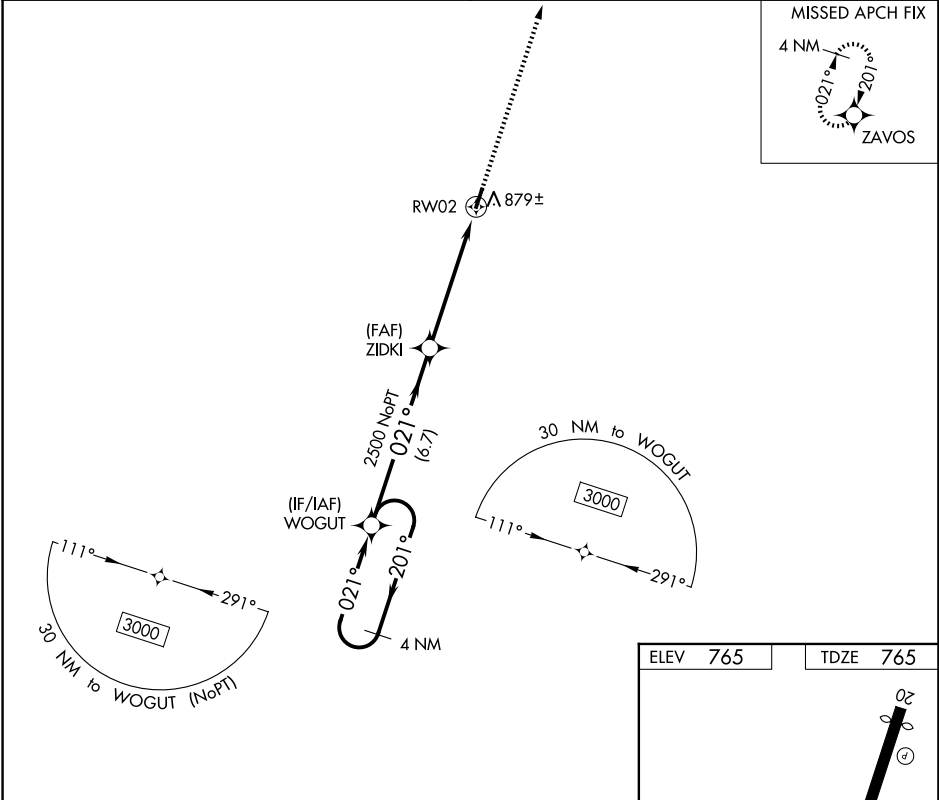
RNAV (GPS) RWY 2
CENTERVILLE MUNI (GHM)

NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LNAV Cats C and D visibility $\frac{3}{8}$ mile and Circling Cat D $\frac{1}{4}$ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct ZAVOS and hold.

NASHVILLE APP CON 119.35 372.0	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern WOGUT

3000 ← 201°
→ 021°

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 43).

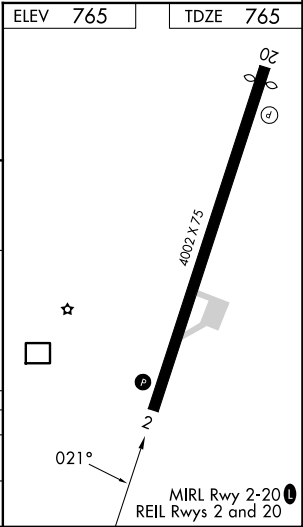
3000 ZAVOS

2500 ZIDKI

3.00° TCH 40

6.7 NM 5.3 NM

CATEGORY	A	B	C	D
LNAV MDA	1140-1 375 (400-1)			
CIRCLING	1260-1	495 (500-1)	1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)



CENTERVILLE, TENNESSEE
Orig 10DEC15

35° 50' N-87° 27' W

CENTERVILLE MUNI (GHM)
RNAV (GPS) RWY 2

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 48838 W20A	APP CRS 201°	Rwy Ldg TDZE Apt Elev	3763 765 765
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RNAV (GPS) RWY 20

CENTERVILLE MUNI (GKM)

▼

▲ NA

Obtain local altimeter setting on CTAF, when not received, use Columbia/Mount Pleasant altimeter setting and increase all MDA 80 feet. Increase LP Cats C and D visibility ¼ mile; LNAV Cats C and D ½ mile; Circling Cat D ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct WOGUT and hold.

NASHVILLE APP CON 119.35 372.0	UNICOM 122.8 (CTAF) 0
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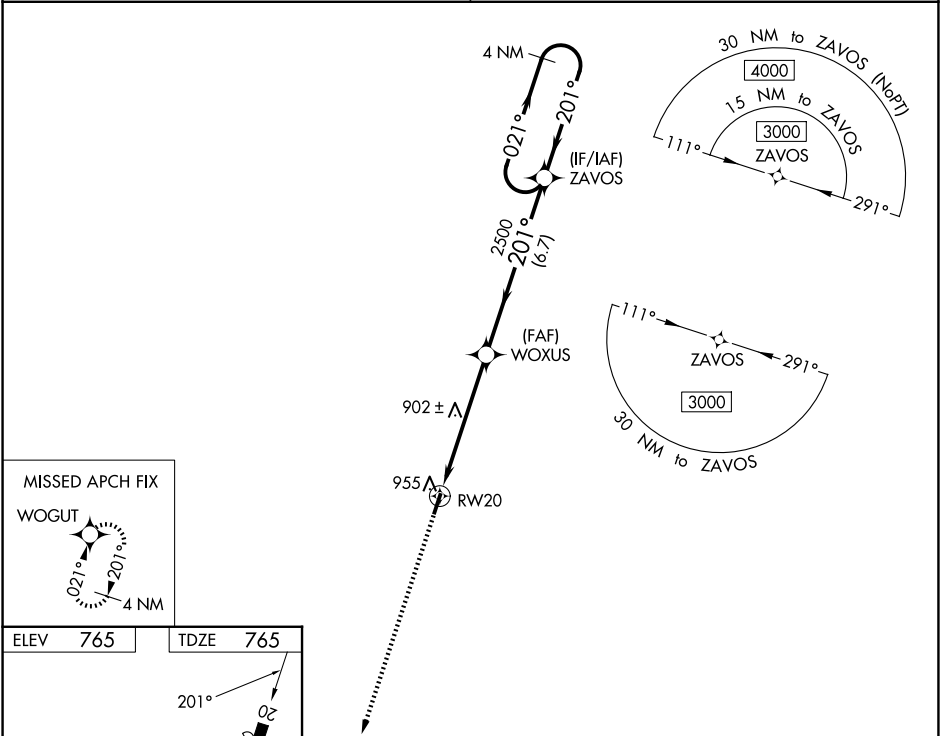


Diagram showing the layout of MIRM Rwy 2-20 and REIL Rws 2 and 20. The runway is labeled 4002 X 75. A star symbol is located to the left of the runway. A small square symbol is located below the star. The runway is marked with a '2' at the start and a '20' at the end. A small circle with a '2' is located near the start of the runway.

Diagram showing the layout of WOXUS and ZAVOS holding patterns. The diagram includes a holding pattern for WOXUS with a 2500 ft altitude and a 3.00° TCH 40. The diagram also shows a holding pattern for ZAVOS with a 3000 ft altitude and a 201° heading. The diagram includes a 4 NM Holding Pattern. The diagram also shows a 5.3 NM distance between WOXUS and ZAVOS, and a 6.7 NM distance between ZAVOS and the 3000 ft altitude.

CATEGORY	A	B	C	D
LP MDA	1160-1	395 (400-1)	1160-1½	395 (400-1½)
LNAV MDA	1220-1	455 (500-1)	1220-1¾	455 (500-1¾)
CIRCLING	1260-1	495 (500-1)	1280-1½ 515 (600-1½)	1520-2½ 755 (800-2½)

CHATTANOOGA, TENNESSEE

AL-79 (FAA)

25219

LOC I-CGW 108.3	APP CRS 022°	Rwy Ldg TDZE 683 Apt Elev 683
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ILS or LOC RWY 2

LOVELL FLD (CHA)

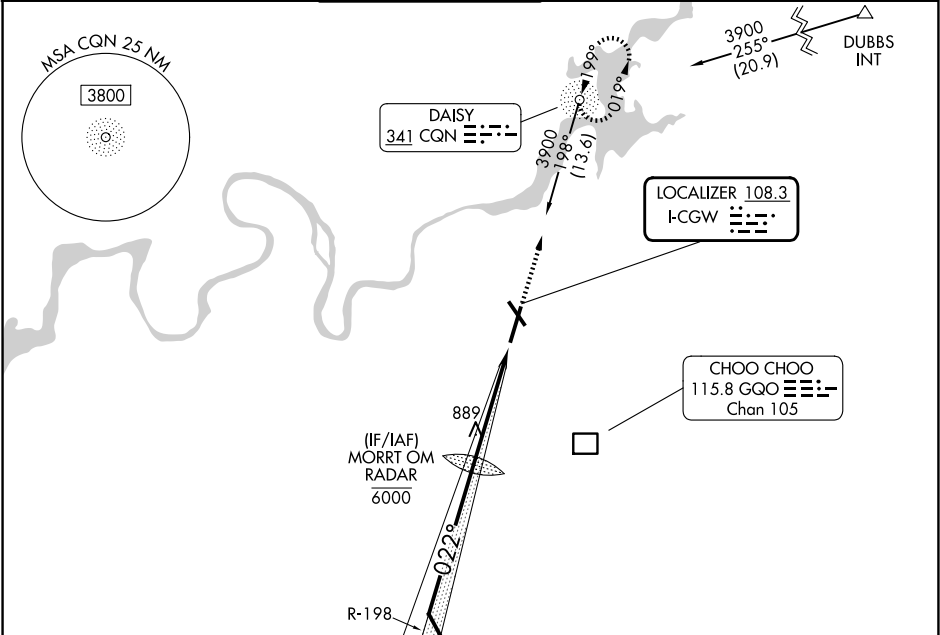
ADF required. RADAR required for procedure entry.



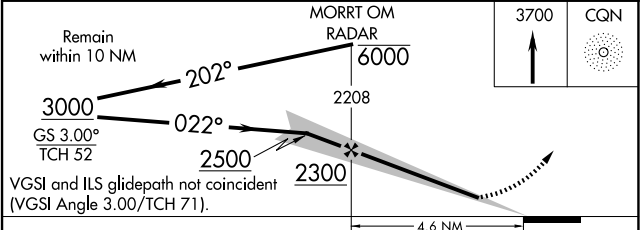
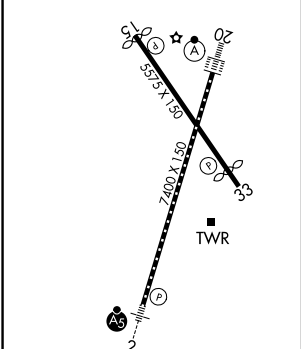
MISSED APPROACH: Climb to 3700 direct CGN NDB and hold, continue climb-in-hold to 3700.

V
A Circling Rwy 15, 33 NA at night.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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ELEV 683	D	TDZE 683
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CATEGORY	A	B	C	D
S-ILS 2	883/24 200 (200-½)			
S-LOC 2	1140/24	457 (500-½)	1140/45	457 (500-¾)
CIRCLING	1300-1 617 (700-1)	1340-1 657 (700-1)	1500-2½ 817 (900-2½)	1580-3 897 (900-3)

CHATTANOOGA, TENNESSEE
Amdt 8 15JUN23

35°02'N-85°12'W

LOVELL FLD (CHA)

ILS or LOC RWY 2

SE-1, 03 SEP 2026 to 29 OCT 2026

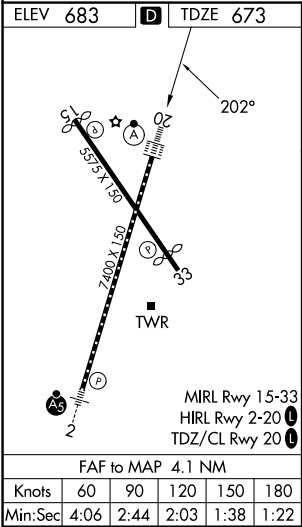
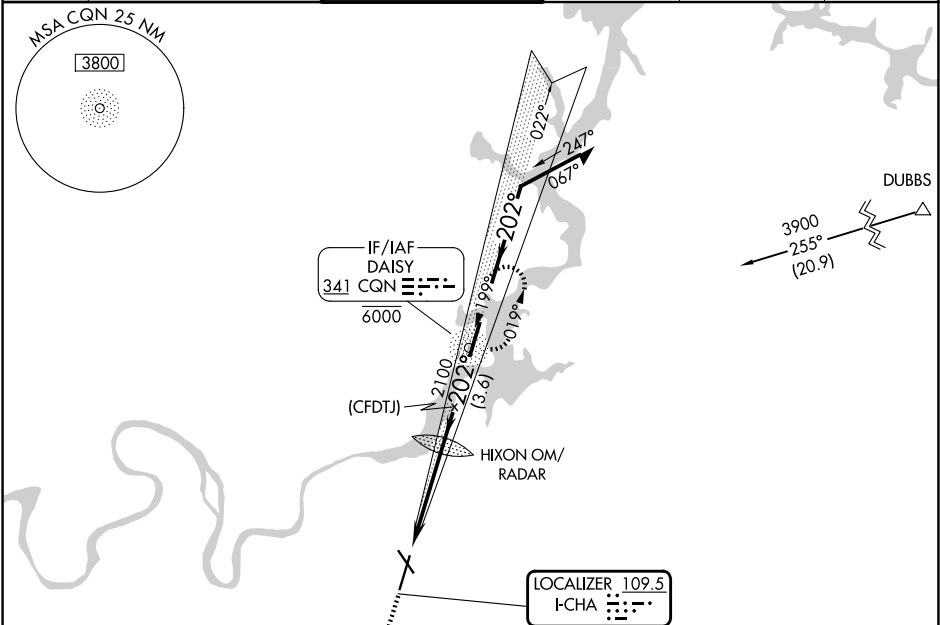
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC I-CHA	APP CRS	Rwy Ldg	7400
109.5	202°	TDZE	673
		Apt Elev	683

ILS or LOC RWY 20

LOVELL FLD (CHA)

ADF required.		ALSF-2	MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.		
Disregard inner marker indication. Circling to Rwy 15, 33 NA at night.					
ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 257.8	121.7 348.6	120.95 348.6	122.95



ELEV 683		TDZE 673
MIRL Rwy 15-33		HIRL Rwy 2-20
TDZ/CL Rwy 20		
FAF to MAP 4.1 NM		
Knots	60	90 120 150 180
Min:Sec	4:06	2:44 2:03 1:38 1:22
CATEGORY	A	B C D
S-ILS 20	873/18	200 (200-1/2)
S-LOC 20	1320/24	647 (700-1/2) 1320-13/8 647 (700-13/8)
CIRCLING	1320-1 637 (700-1)	1340-1 657 (700-1) 1500-2 1/2 817 (900-2 1/2) 1580-3 897 (900-3)

CHATTANOOGA, TENNESSEE

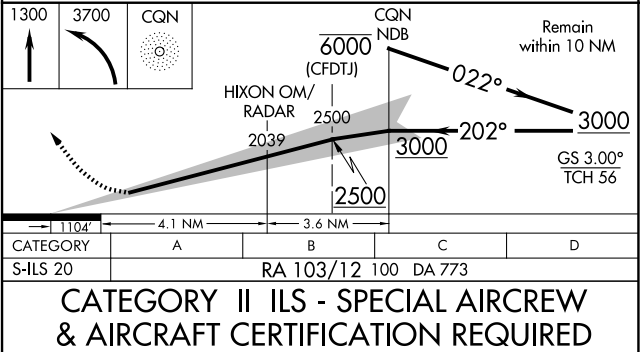
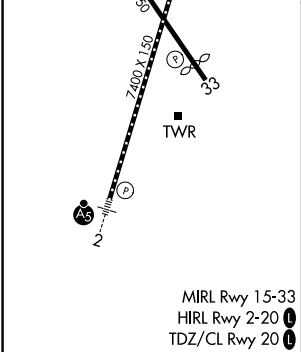
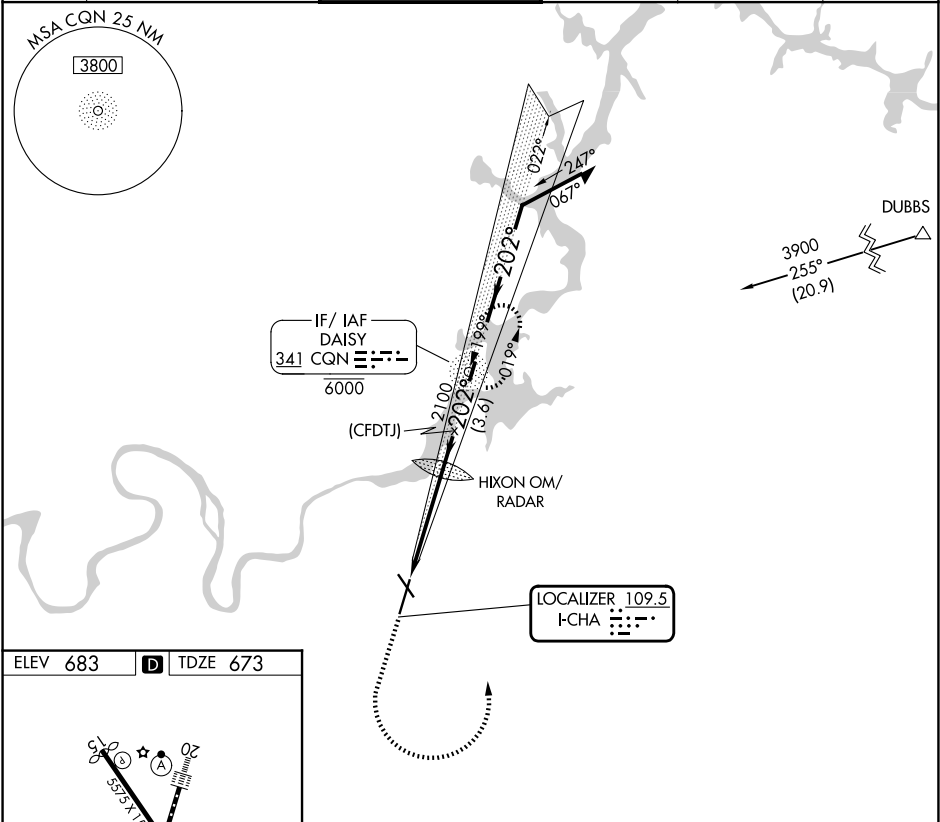
AL-79 (FAA)

25247

LOC I-CHA 109.5	APP CRS 202°	Rwy Ldg TDZE Apt Elev	7400 673 683
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ILS RWY 20 (CAT II)
LOVELL FLD (CHA)

ADF required. ▼ Procedure NA when tower closed. ▲ Disregard inner marker indication.		ALSIF-2 A	MISSED APPROACH: Climb to 1300 then climbing left turn to 3700 direct CQN NDB and hold, continue climb-in-hold to 3700.		
ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95



CHATTANOOGA, TENNESSEE
Amdt 37 15JUN23

35°02'N-85°12'W

LOVELL FLD (CHA)
ILS RWY 20 (CAT II)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65605 W02A	APP CRS 022°	Rwy Ldg TDZE 683 Apt Elev 683
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RNAV (GPS) RWY 2

LOVELL FLD (CHA)

RNP APCH - GPS.

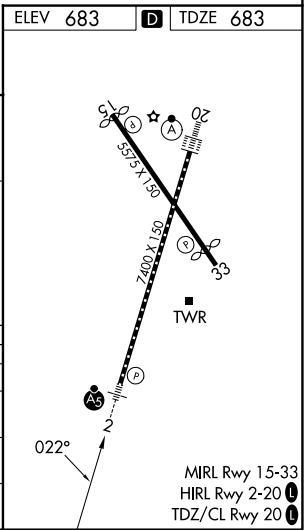
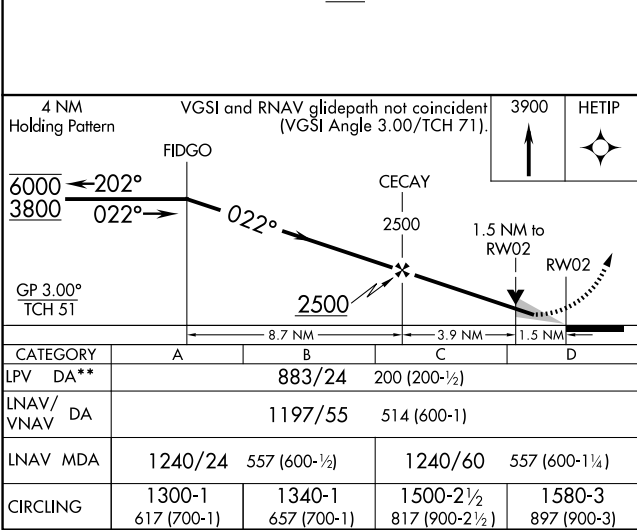
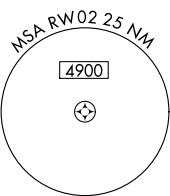
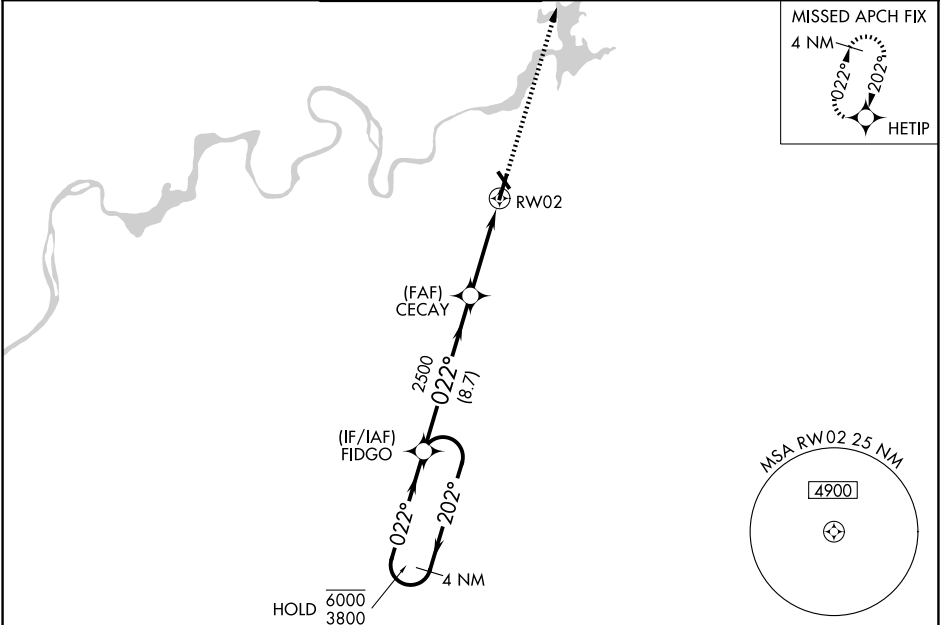
⚠ Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALS



MISSED APPROACH:
Climb to 3900 direct
HETIP and hold, continue
climb-in-hold to 3900.

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 0 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

CHATTANOOGA, TENNESSEE

AL-79 (FAA)

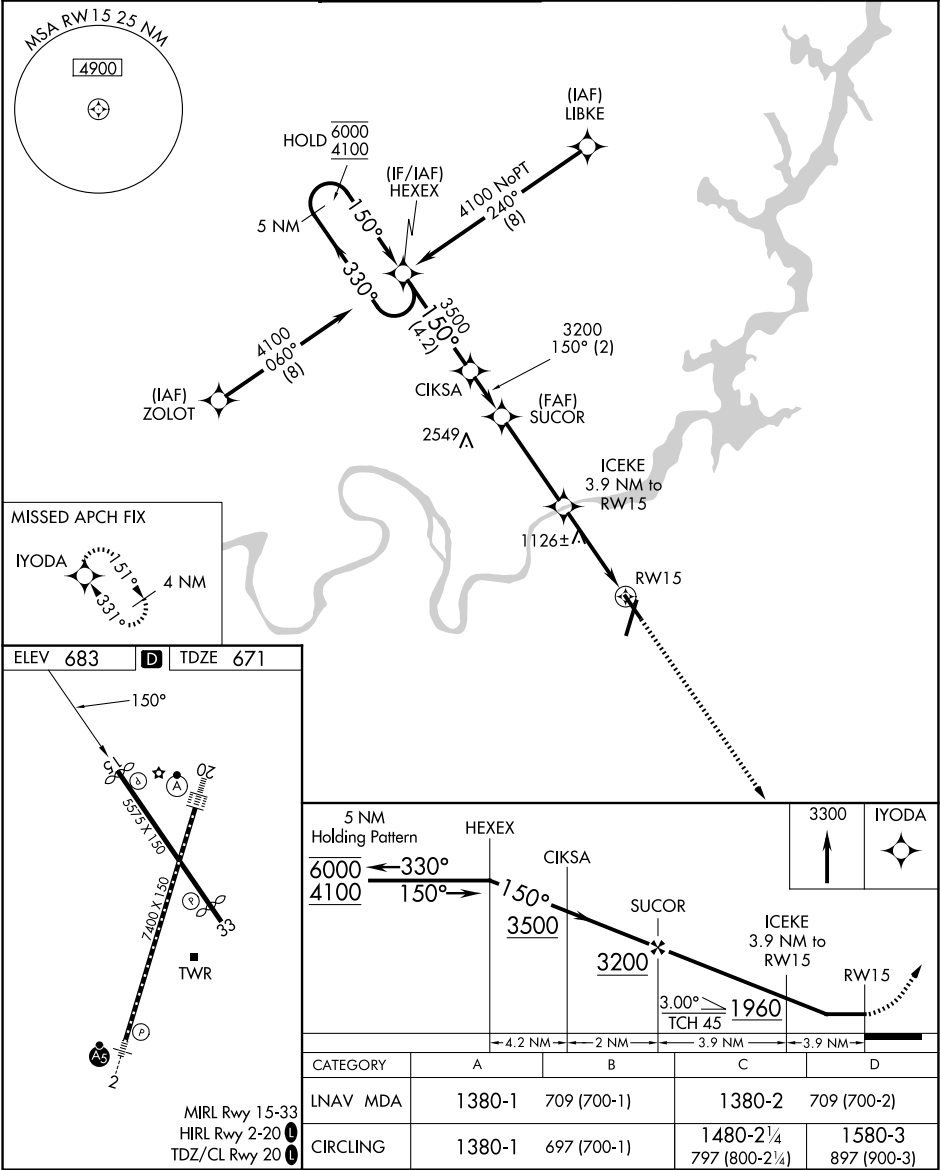
25219

APP CRS	Rwy Ldg	5469
150°	TDZE	671
	Apt Elev	683

RNAV (GPS) RWY 15

LOVELL FLD (CHA)

RNP APCH - GPS.				MISSED APPROACH: Climb to 3300 direct IYODA and hold.	
Straight-In Rwy 15 NA at night, Circling Rwy 15, 33 NA at night. Rwy 15 helicopter visibility reduction below 1 SM NA.					
ATIS	CHATTANOOGA APP CON ★	CHATTANOOGA TOWER ★	GND CON	CLNC DEL	UNICOM
119.85	125.1 379.1	118.3 (CTAF) 257.8	121.7 348.6	120.95 348.6	122.95



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 20
LOVELL FLD (CHA)

MISSED APPROACH:
Climb to 3800 direct
FIDGO and hold.

CHATTANOOGA, TENNESSEE

AL-79 (FAA)

25219

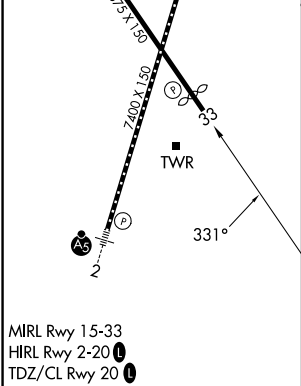
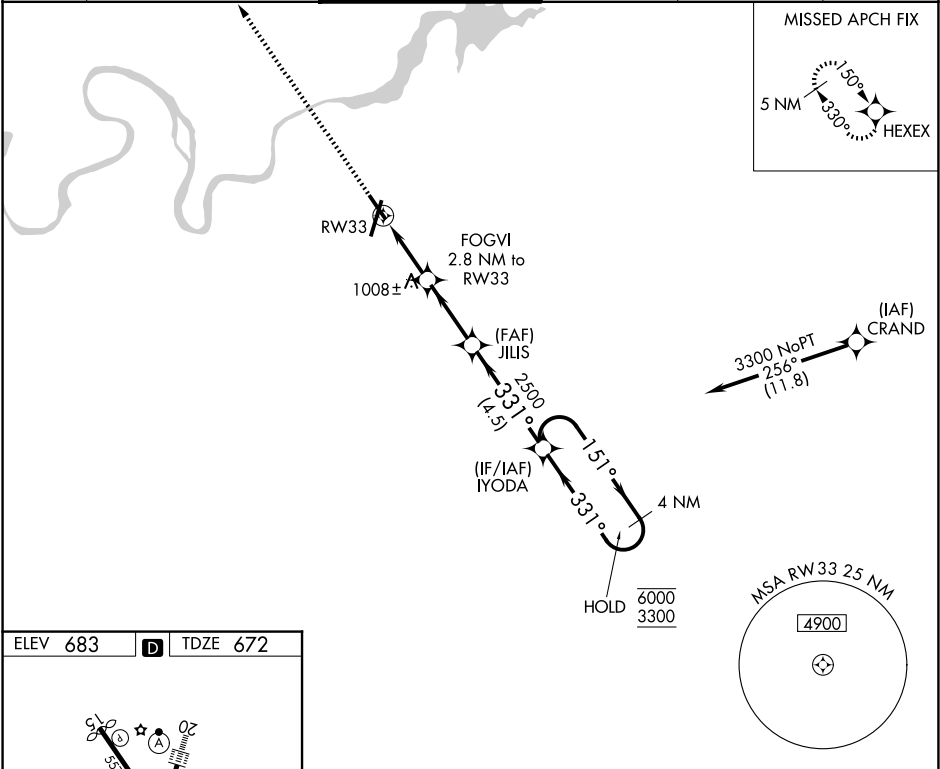
APP CRS	Rwy Ldg	5000
331°	TDZE	672
	Apt Elev	683

RNAV (GPS) RWY 33

LOVELL FLD (CHA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4100 direct HEXEX and hold. * Missed approach requires minimum climb of 235 feet per NM to 3000.
Straight-In Rwy 33 NA at night, Circling Rwy 15, 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.	

ATIS 119.85	CHATTANOOGA APP CON ★ 125.1 379.1	CHATTANOOGA TOWER ★ 118.3 (CTAF) 257.8	GND CON 121.7 348.6	CLNC DEL 120.95 348.6	UNICOM 122.95
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4100	HEXEX	JILIS	IYODA	4 NM Holding Pattern
		FOGVI 2.8 NM to RW33		
		RW33		
		1600	2500	6000
		2.8 NM	2.8 NM	4.5 NM
CATEGORY	A	B	C	D
LNAV MDA*	1260-1	588 (600-1)	1260-1¾	588 (600-1¾)
LNAV MDA	1520-1	1520-1¼	1520-2½	848 (900-2½)
	848 (900-1)	848 (900-1¼)		
CIRCLING	1520-1¼	837 (900-1¼)	1520-2½	1580-3
			837 (900-2½)	897 (900-3)

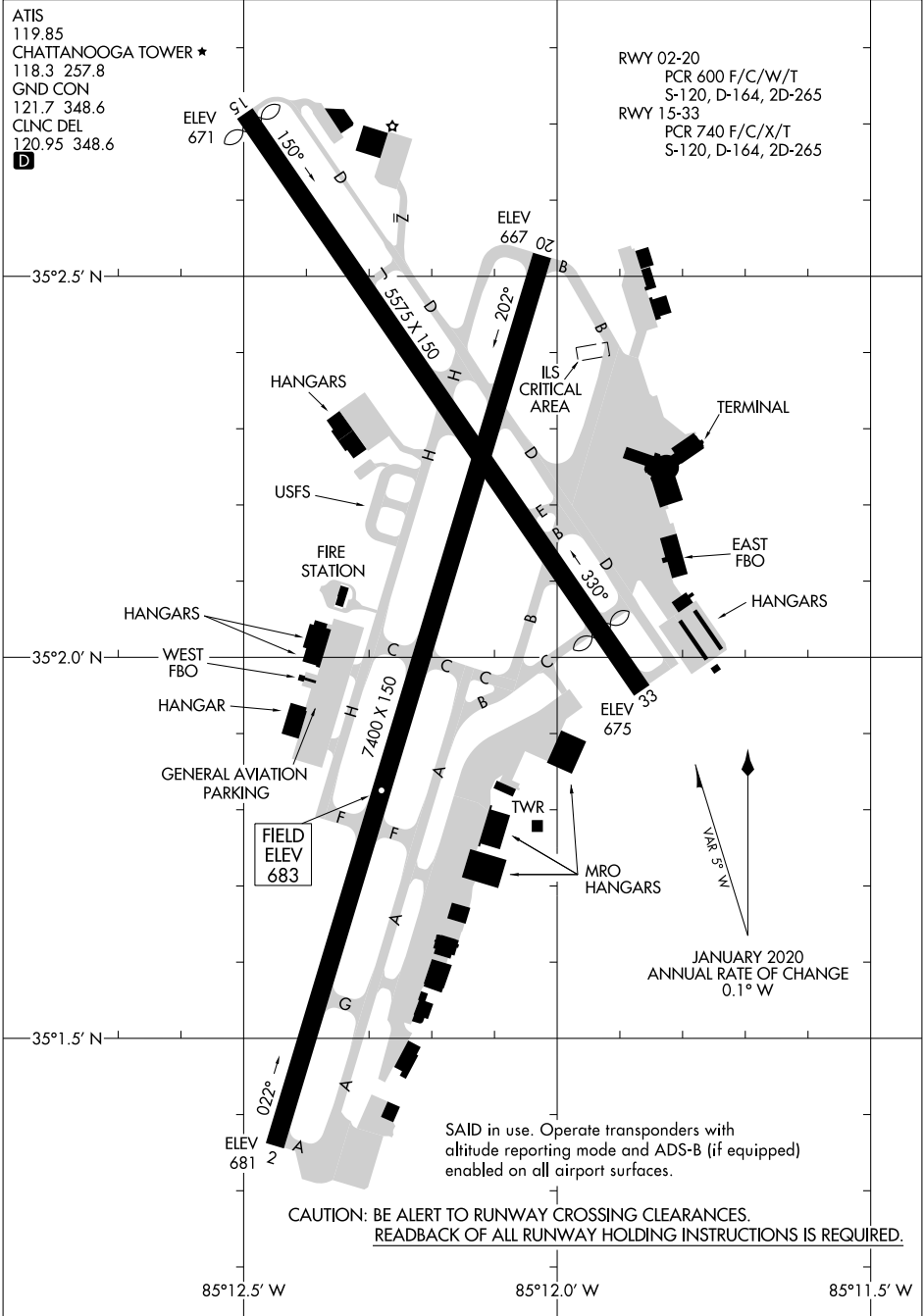
CHATTANOOGA, TENNESSEE
Amdt 2 15JUN23

35°02'N-85°12'W

RNAV (GPS) RWY 33

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



(CHA9.CHA) 26246

AL-79 (FAA)

CHATTANOOGA NINE DEPARTURE

LOVELL FLD (CHA)
CHATTANOOGA, TENNESSEE

CHATTANOOGA DEP CON

125.1 379.1

CLNC DEL
120.95 348.6

LOUISVILLE

114.8 IUU
Chan 95

LEXINGTON

112.6 HYK
Chan 73**TOP ALTITUDE:**
5000

RADAR required.

NASHVILLE

114.1 BNA
Chan 88

LONDON

116.55 LOZ
Chan 112 (Y)

VOLUNTEER

116.4 VXV
Chan 111

SHELBYVILLE

113.55 SYI
Chan 82(Y)

HINCH MOUNTAIN

117.6 HCH
Chan 123

2400

SNOWBIRD

108.8 SOT
Chan 25

2200

ROCKET

112.2 RQZ
Chan 59**TAKEOFF MINIMUMS:**

Rwy 15, 33: NA-ATC.

Rwy 2, 20: Standard.

ROME

115.4 RMG
Chan 101

VULCAN

114.4 VUZ
Chan 91

MONTGOMERY

112.1 MGM
Chan 58

MSA CHA 25 NM

4900

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 022° to 2400, thence....**TAKEOFF RUNWAY 20:** Climb heading 202° to 2200, thence....

...expect RADAR vectors to join assigned route. Maintain 5000 or assigned lower altitude. Expect further clearance to filed altitude ten minutes after departure.

CHATTANOOGA NINE DEPARTURE

CHATTANOOGA, TENNESSEE
LOVELL FLD (CHA)

(CHA9.CHA) 16MAY24

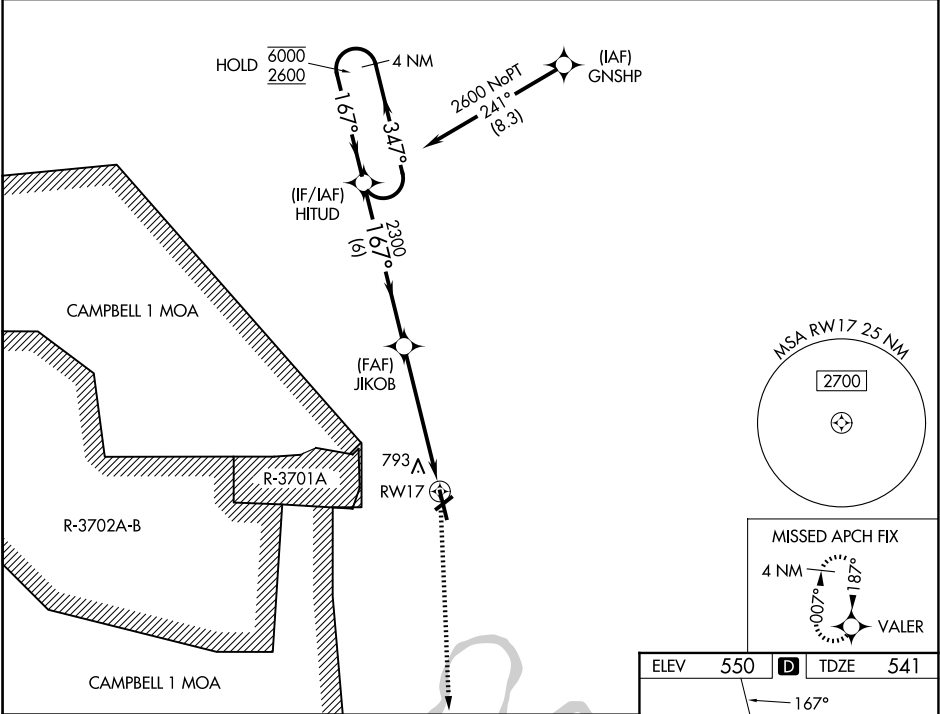
APP CRS	Rwy Ldg	5999
167°	TDZE	541
	Apt Elev	550

RNAV (GPS) RWY 17

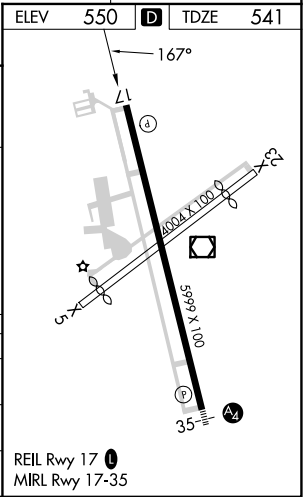
OUTLAW FLD (CKV)

RNP APCH - GPS.	⚠ Circling NA W of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 17, 23 NA at night.	MISSED APPROACH: Climb to 3000 direct VALER and hold.
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ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 52).		3000	VALER
HITUD		JIKOB	2300	RW17	
6000 ← 347°		2300	6 NM		
2600 → 167°		2300		5.4 NM	
GP 3.00° TCH 56					
CATEGORY	A	B	C	D	
LNAV/VNAV DA	991-1 ³ / ₈ 450 (500-1 ³ / ₈)				
LNAV MDA	1060-1	519 (600-1)	1060-1 ³ / ₈	519 (600-1 ³ / ₈)	
CIRCLING	1060-1	510 (600-1)	1060-1 ¹ / ₂ 510 (600-1 ¹ / ₂)	1200-2 650 (700-2)	



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

CLARKSVILLE, TENNESSEE

AL-5311 (FAA)

26078

WAAS CH 58300 W35A	APP CRS 347°	Rwy Ldg 5999 TDZE 550 Apt Elev 550
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RNAV (GPS) RWY 35

OUTLAW FLD (CKV)

RNP APCH - GPS.

⚠ Circling Rwy 5, 17, 23 NA at night. Baro-VNAV and VDP NA when using Campbell AAF (Fort Campbell) altimeter setting. Rwy 35 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Circling NA W of Rwy 17-35. For inop ALS, increase LNAV/VNAV all Cats visibility to $\frac{7}{8}$ SM. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.

MAIS

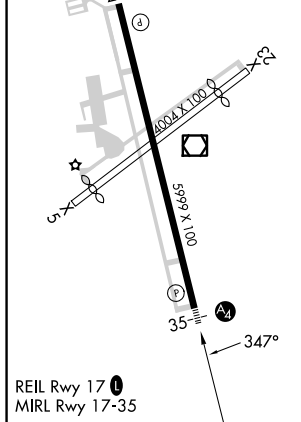
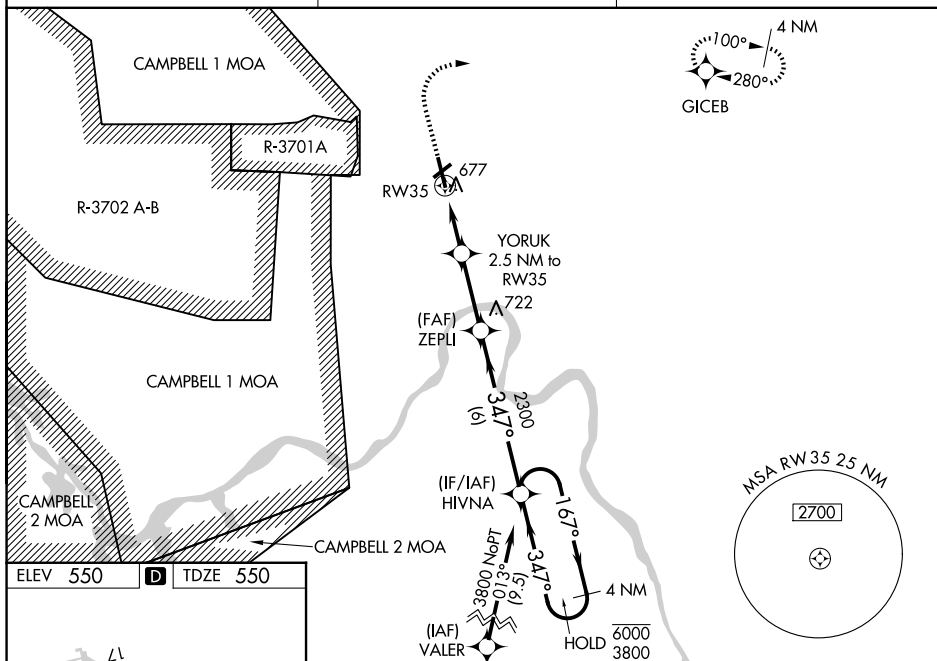


MISSED APPROACH:
Climb to 1000 then
climbing right turn
to 3000 direct
GICEB and hold.

ASOS
134.575

CAMPBELL APP CON
134.35 307.025

UNICOM
122.8(CTAF) 0



1000	3000	GICEB	ZEPLI	HIVNA	167° → 6000	← 347° 3800
			2300			
			1.1 NM to RW35			
			1380			
			2300			
			1.1 NM	1.4 NM	2.8 NM	6 NM
CATEGORY	A	B	C	D		
LPV DA		805- $\frac{3}{4}$	255 (300- $\frac{3}{4}$)			
LNAV/VNAV DA		838- $\frac{3}{4}$	288 (300- $\frac{3}{4}$)			
LNAV MDA	940- $\frac{3}{4}$	390 (400- $\frac{3}{4}$)	940- $\frac{7}{8}$	390 (400- $\frac{7}{8}$)		
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1 $\frac{1}{2}$ 470 (500-1 $\frac{1}{2}$)	1200-2 650 (700-2)		

CLARKSVILLE, TENNESSEE

Amdt 1B 16MAY24

36°37'N-87°25'W

OUTLAW FLD (CKV)

RNAV (GPS) RWY 35

SE-1, 03 SEP 2026 to 29 OCT 2026

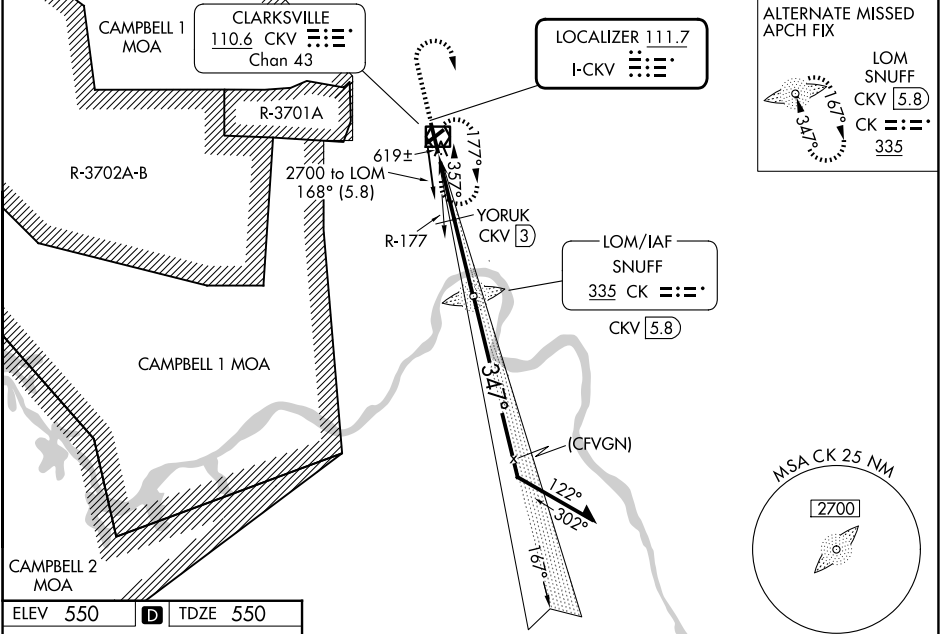
LOC I-CKV 111.7	APP CRS 347°	Rwy Ldg TDZE Apt Elev	5999 550 550
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LOC RWY 35

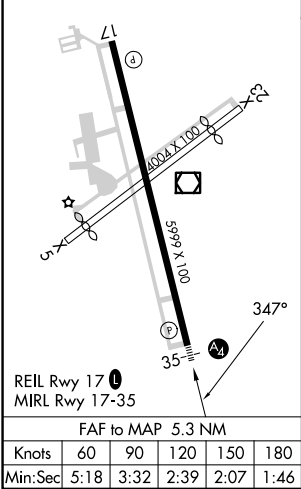
OUTLAW FLD (CKV)

ADF required. RADAR required.	MALS	MISSED APPROACH: Climb to 1800 then climbing right turn to 2200 direct CKV VOR/DME and hold.
Rwy 35 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17, 23 NA at night. When local altimeter setting not received, use HOP altimeter setting. Circling NA west of Rwy 17-35. *DME from CKV VOR/DME.		

ASOS 134.575	CAMPBELL APP CON 134,35 307,025	UNICOM 122.8 (CTAF) 0
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ELEV 550	D	TDZE 550
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1800	2200	CKV	CK LOM SNUFF CKV 5.8	VGSi and descent angles not coincident (VGSi Angle 3.00/TCH 54).
↑	↷	☐		
		YORUK CKV 3	167°	Remain within 10 NM
		CKV 0.5	347°	2700
		1080	2300	
		2.5 NM	2.8 NM	
CATEGORY	A	B	C	D
S-LOC 35	1080-¾ 530 (600-¾)		1080-1¼ 530 (600-1¼)	
CIRCLING	1080-1 530 (600-1)		1080-1½ 530 (600-1½)	1200-2 650 (700-2)
YORUK FIX MINIMUMS * (DME REQUIRED)				
S-LOC 35	880-¾ 330 (400-¾)			
CIRCLING	1000-1 450 (500-1)	1020-1 470 (500-1)	1020-1½ 470 (500-1½)	1200-2 650 (700-2)

CLARKSVILLE, TENNESSEE

AL-5311 (FAA)

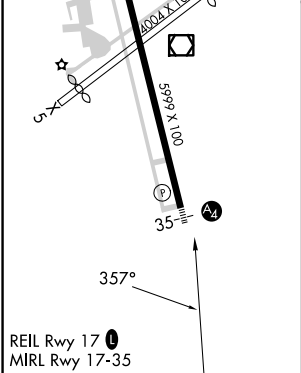
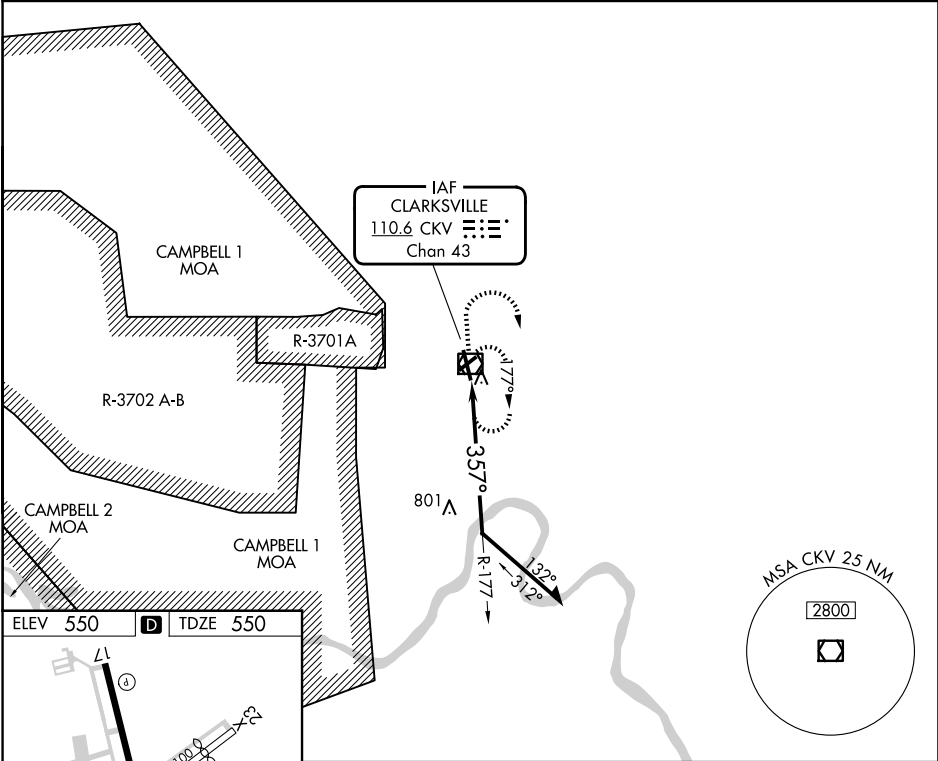
26078

VOR/DME CKV	APP CRS	Rwy Ldg	5999
110.6	357°	TDZE	550
Chan 43		Apt Elev	550

VOR RWY 35
OUTLAW FLD (CKV)

RADAR required for procedure entry.	MALS	MISSED APPROACH: Climb to 1500 then climbing right turn to 2200 direct CKV VOR/DME and hold.
⚠ Circling NA W of Rwy 17-35. Circling Rwy 5, 17, 23 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Campbell AAF (Fort Campbell) altimeter setting.	⚠	

ASOS 134.575	CAMPBELL APP CON 134.35 307.025	UNICOM 122.8 (CTAF) ⚠
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1500	2200	CKV				
↑	↗	⊠				
			CKV VOR/DME	Remain within 10 NM		
			177°	2300		
			CKV 2.1	357°		
			1.6 NM			
CATEGORY	A		B		C	D
S-35	1120-1 570 (600-1)		1120-1½ 570 (600-1½)		1120-1¾ 570 (600-1¾)	
CIRCLING	1120-1 570 (600-1)		1120-1⅝ 570 (600-1⅝)		1200-2 650 (700-2)	

CLARKSVILLE, TENNESSEE
Amdt 15I 16MAY24

36°37'N-87°25'W

OUTLAW FLD (CKV)
VOR RWY 35

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99632 W03A	APP CRS 034°	Rwy Ldg TDZE Apt Elev	6200 834 866
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RNAV (GPS) RWY 3

CLEVELAND RGNL JETPORT (RZR)

RNP APCH - GPS.

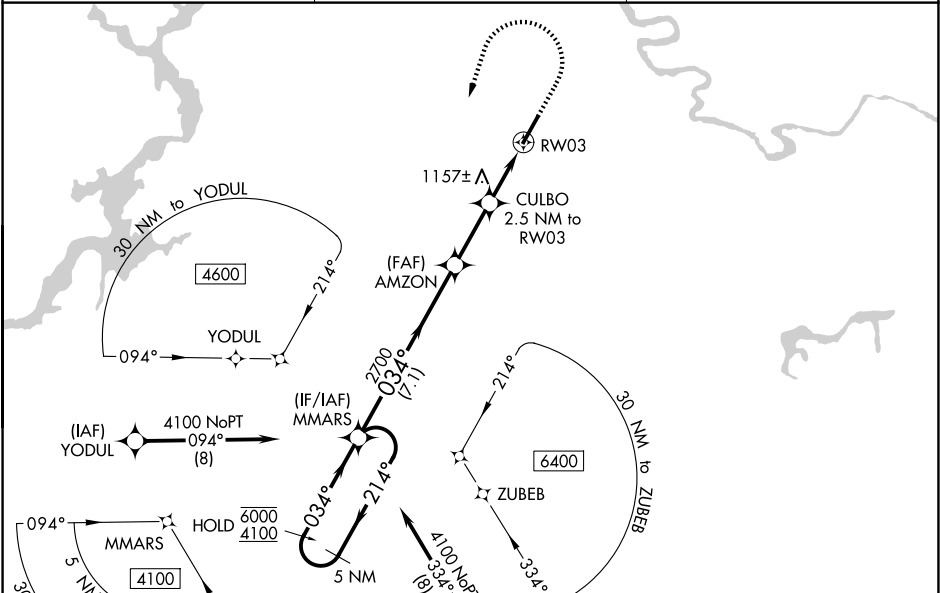
▼

⚠

Rwy 3 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 1800 then climbing
left turn to 4100 direct MMARS and hold, continue
climb-in-hold to 4100.

AWOS-3 120.475	CHATTANOOGA APP CON★ 125.1	UNICOM 122.7 (CTAF) 0
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ELEV 866

TDZE 834

5 NM Holding Pattern	MMARS	AMZON	CULBO	RWY 3
6000 4100	2700	2700	1157±	6200
GP 3.40° TCH 55	034°	034°	214°	034°
7.1 NM	2.5 NM	1 NM	1.5 NM	
1800	4100	MMARS		
CATEGORY	A	B	C	D
LPV DA	1034-¾	200 (200-¾)	1104-7/8	270 (300-7/8)
LNAV/VNAV DA	1437-1¾ 603 (600-1¾)			
LNAV MDA	1420-1	586 (600-1)	1420-1¾	586 (600-1¾)
CIRCLING	1460-1	594 (600-1)	1580-2	1780-3
			714 (800-2)	914 (1000-3)

MIRL Rwy 3-21

REIL Rwy 3 and 21

CLEVELAND, TENNESSEE

AL-10974 (FAA)

25219

WAAS CH 45731 W21A	APP CRS 214°	Rwy Ldg TDZE Apt Elev	6200 866 866
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RNAV (GPS) RWY 21
CLEVELAND RGNL JETPORT (RZR)

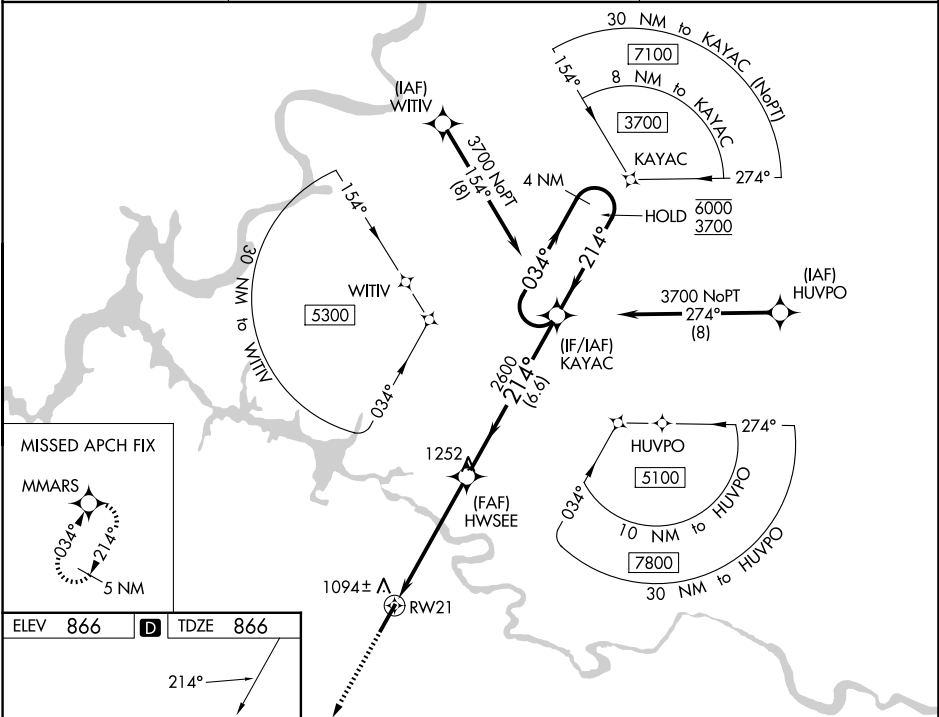
RNP APCH.



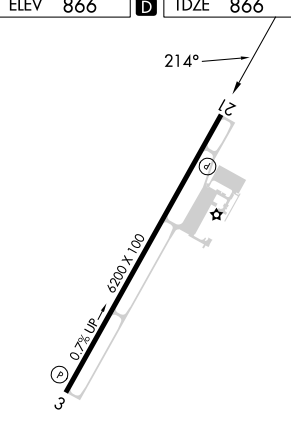
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 4100 direct MMARS and hold,
continue climb-in-hold to 4100.

AWOS-3 120.475	CHATTANOOGA APP CON★ 125.1	UNICOM 122.7 (CTAF) ①
--------------------------	--------------------------------------	---------------------------------



ELEV 866  TDZE 866



MIRL Rwy 3-21 ①
REIL Rwy 3 and 21

4100	MMARS	4 NM Holding Pattern			
					
* LNAV only.		HWSEE	KAYAC	034° → 6000 ← 214° 3700	
RW21		2600	2600	GP 3.00° TCH 50	
1.4 NM		3.9 NM	6.6 NM		
CATEGORY	A	B	C	D	
LPV DA	1066-3/4		200 (200-3/4)		
LNAV/VNAV DA	1276-1 1/2		410 (500-1 1/2)		
LNAV MDA	1360-1	494 (500-1)	1360-1 1/2	494 (500-1 1/2)	
CIRCLING	1460-1	594 (600-1)	1580-2 714 (800-2)	1780-3 914 (1000-3)	

CLEVELAND, TENNESSEE

Amdt 2A 28FEB19

35°13'N-84°48'W

CLEVELAND RGNL JETPORT (RZR)

RNAV (GPS) RWY 21

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
055°

Rwy Ldg
TDZE
671

Apt Elev
681

RNAV (GPS) RWY 6

MAURY COUNTY RGNL (MRC)

RNP APCH - GPS.

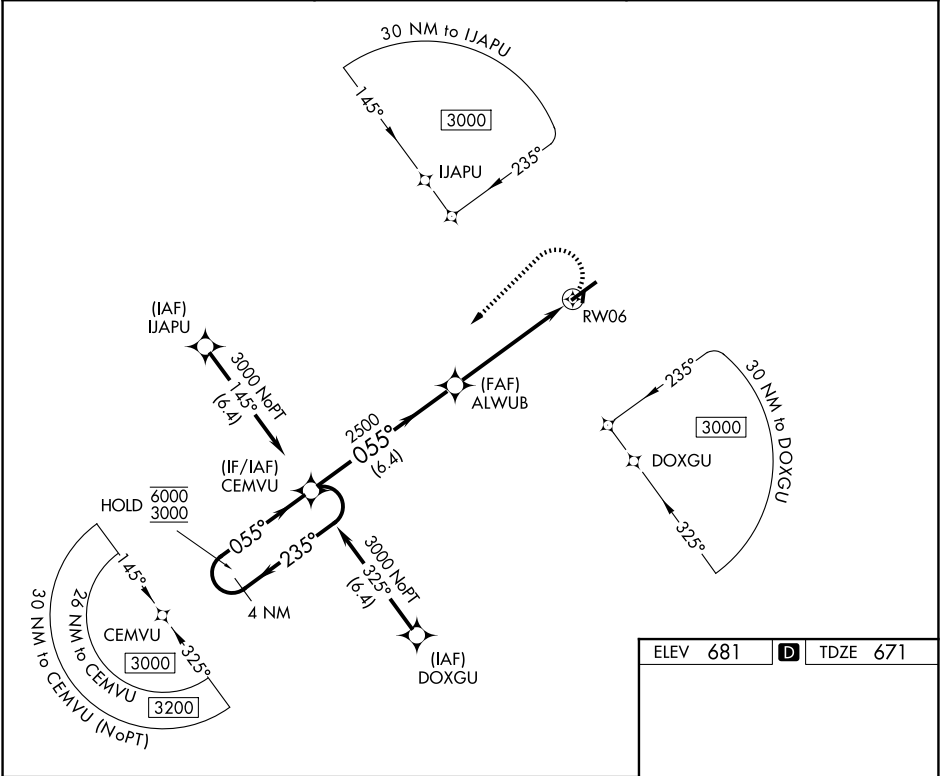
▼

⚠

Rwy 6 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy 17 and 35. VDP NA when using BNA altimeter setting. When local altimeter setting not received, use BNA altimeter setting and increase all MDAs 120 feet and LNAV visibility Cat A ¼ SM, and Circling visibility Cats A/C ¼ SM.

MISSED APPROACH:
Climbing left turn to 3000 direct CEMVU and hold.

AWOS-3 128.625	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern

CEMVU

6000 ← 235°

3000 → 055°

ALWUB

2500

2.2 NM to RWY 06

RWY 06

3.24° TCH 42

6.4 NM

3 NM

2.2

CATEGORY	A	B	C	D
LNAV MDA	1460-1 789 (800-1)	1460-1¼ 789 (800-1¼)	1460-2½	789 (800-2½)
CIRCLING	1460-1 779 (800-1)	1460-1¼ 779 (800-1¼)	1460-2½ 779 (800-2½)	1620-3 939 (1000-3)

ELEV 681

TDZE 671

MIRL Rwy 6-24

REIL Rwy 6

REIL Rwy 24 0

COLUMBIA/MOUNT PLEASANT, TENNESSEE

AL-5706 (FAA)

26190

WAAS CH 57948 W24A	APP CRS 235°	Rwy Ldg 6000 TDZE 681 Apt Elev 681
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RNAV (GPS) RWY 24

MAURY COUNTY RGNL (MRC)

RNP APCH - GPS.

- ⚠** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
⚠ Circling NA to Rwy 17 and 35. Baro-VNAV and VDP NA when using BNA altimeter setting. When local altimeter setting not received, use BNA altimeter setting and increase LPV DA to 1089 feet and all visibilities $\frac{1}{4}$ SM. Increase LNAV/VNAV DA to 1408 feet and all visibilities $\frac{3}{8}$ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D $\frac{3}{8}$ SM, and Circling visibility Cat C $\frac{1}{2}$ SM. For inop ALS, increase LPV Cat A and B visibility to $\frac{3}{8}$ SM, and increase LNAV/VNAV Cat A and B visibility to $1\frac{1}{4}$ SM.

ODALS

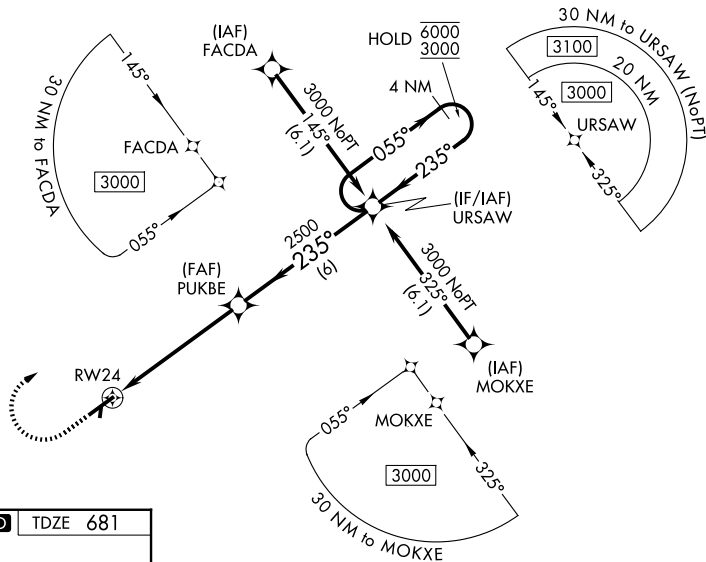


MISSED APPROACH:
Climb to 1200 then
climbing right turn to
3000 direct URSAW
and hold.

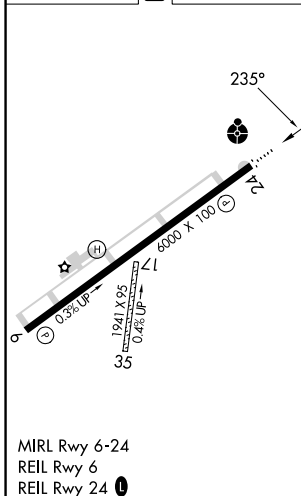
AWOS-3
128.625

MEMPHIS CENTER
125.85 379.25

UNICOM
122.8 (CTAF) ①



ELEV 681 **D** TDZE 681



	1200	3000	URSAW	
				4 NM Holding Pattern
			URSAW	055° → 6000 ← 235° 3000
			PUKBE	2500
			RW24	2500
				GP 3.00° TCH 39'
				1.8 NM to RW24
				3.8 NM
				6 NM
CATEGORY	A	B	C	D
LPV DA	981- $\frac{3}{4}$ 300 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	1300-1 $\frac{5}{8}$ 619 (700-1 $\frac{5}{8}$)			
LNAV MDA	1300- $\frac{3}{4}$	619 (700- $\frac{3}{4}$)	1300-1 $\frac{5}{8}$	619 (700-1 $\frac{5}{8}$)
CIRCLING	1320-1 639 (700-1)	1360-1 679 (700-1)	1400-2 719 (800-2)	1620-3 939 (1000-3)

COLUMBIA/MOUNT PLEASANT, TENNESSEE

Amdt 2 09JUL26

35°33'N-87°11'W

MAURY COUNTY RGNL (MRC)

RNAV (GPS) RWY 24

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82724 W02A	APP CRS 019°	Rwy Idg TDZE 1789 Apt Elev 1789
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RNAV (GPS) RWY 2

MARTIN CAMPBELL FLD (1A3)

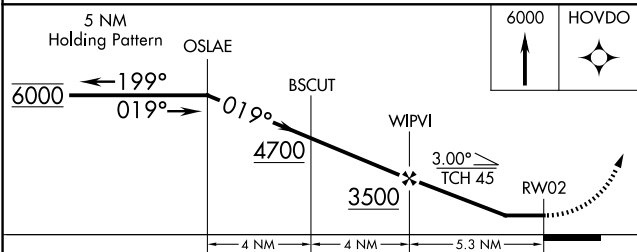
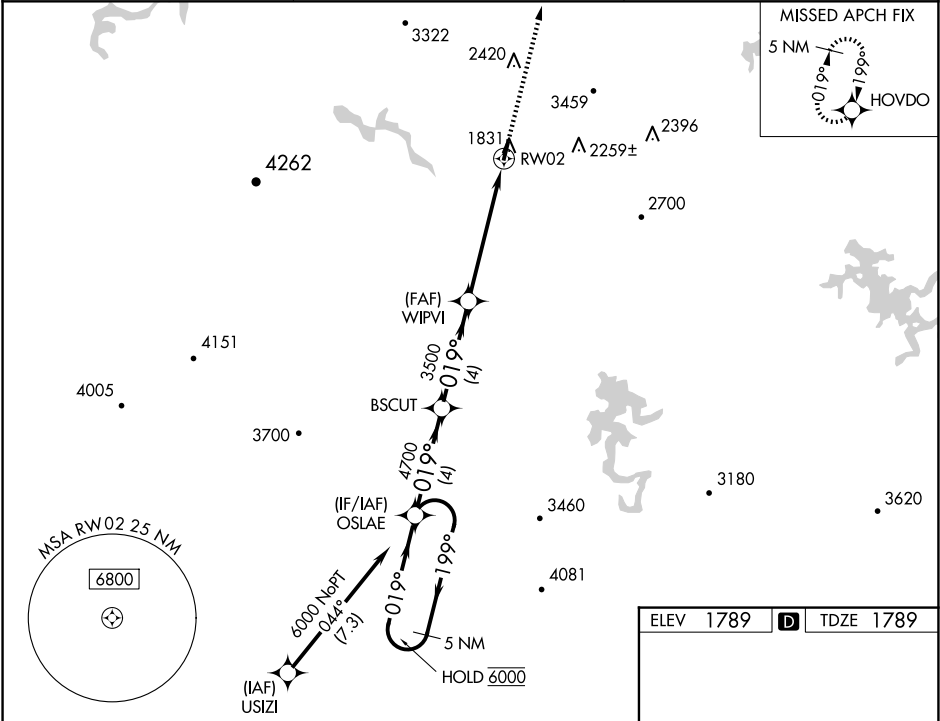
RNP APCH - GPS.

NA

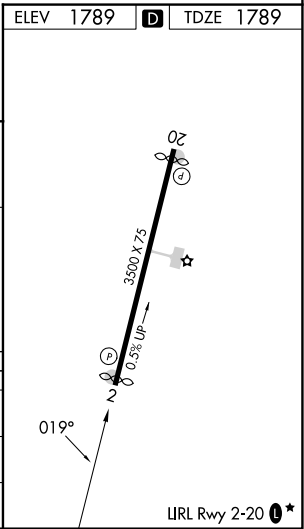
Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C east of Rwy 2-20. Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet, LNAV visibility Cat B/C ½ SM and LP visibility Cat B/C ⅝ SM.

MISSED APPROACH: Climb to 6000 direct HOVDO and hold, continue climb in hold to 6000.

RHP AWOS-3 119.675	ATLANTA CENTER 133.1 342.425	CTAF 122.90*
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CATEGORY	A	B	C	D
LP MDA	2460-1 671 (700-1)	671 (700-1)	2460-1⅞ 671 (700-1⅞)	NA
LNAV MDA	2500-1 711 (800-1)	711 (800-1)	2500-2 711 (800-2)	NA
CIRCLING	2900-1¼ 1111 (1200-1¼)	3040-1½ 1251 (1300-1½)	3080-3 1291 (1300-3)	NA



COPPERHILL, TENNESSEE

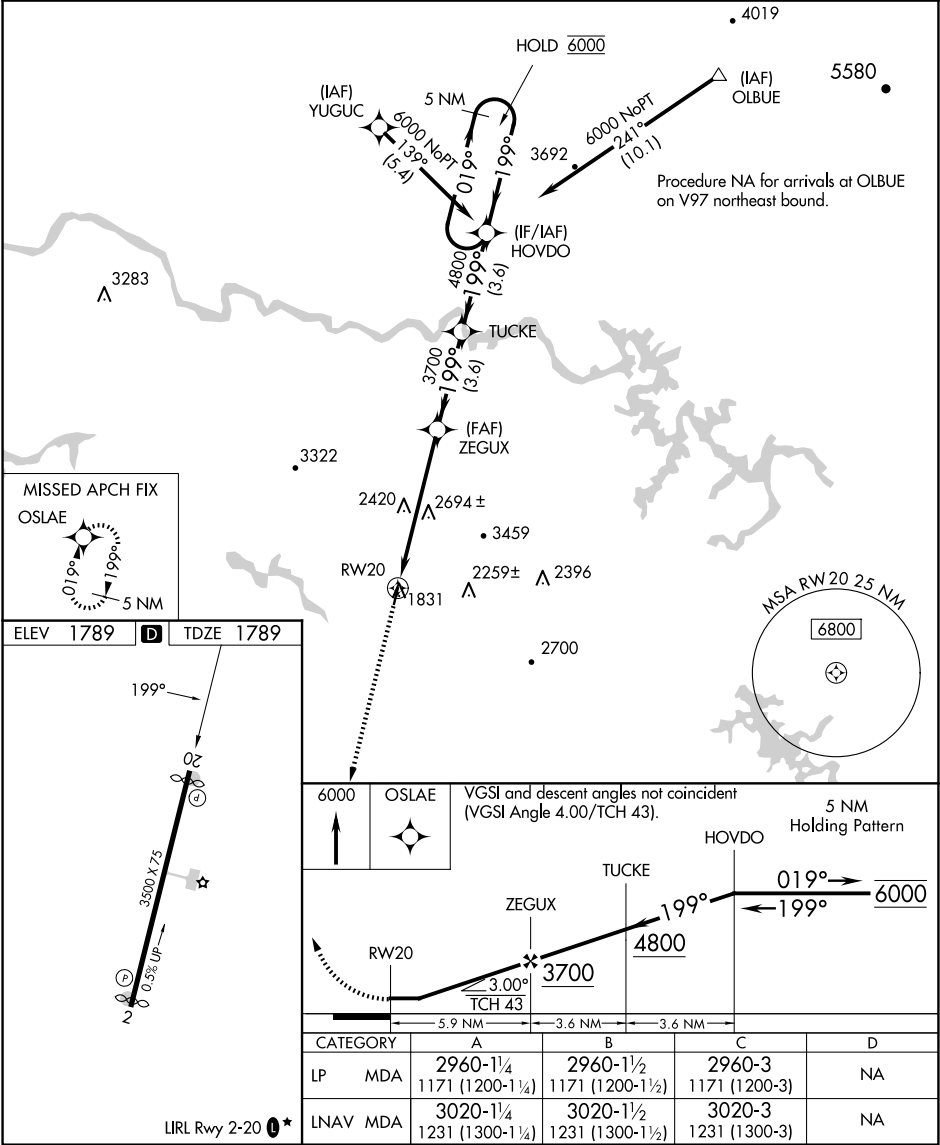
AL-10398 (FAA)

23278

WAAS CH 86825 W20A	APP CRS 199°	Rwy Idg TDZE 1789 Apt Elev 1789	3270
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RNAV (GPS) RWY 20
MARTIN CAMPBELL FLD (1A3)

RNP APCH - GPS. ▼ Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA. ▲ NA Use Andrews altimeter setting, when not received, use Dalton altimeter setting and increase all MDAs 160 feet.		MISSED APPROACH: Climb to 6000 direct OSLAE and hold, continue climb in hold to 6000.	
RHP AWOS-3 119.675		ATLANTA CENTER 133.1 342.425	
		CTAF 122.90*	



COPPERHILL, TENNESSEE

Amdt 1 06OCT22

35°01'N-84°21'W

MARTIN CAMPBELL FLD (1A3)

RNAV (GPS) RWY 20

SE-1, 03 SEP 2026 to 29 OCT 2026

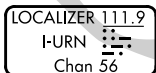
SE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 9
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

MALSR

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

MISSED APCH FIX
FALMOUTH
FLM 
117.0
Chan 117



ELEV 896 **D** TDZE 883

096°

0.3% DOWN

0.6% UP

1.5% DOWN

8000 X 150

12001

1000 X 150

1000 X 150

1000 X 150

18L

18C

18R

36L

36C

36R

TWR

STAR

FAF to MAP 4.9 NM

HIRL all runways
TDZL/RCLS all runways except 27

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:36

SE-1, 03 SEP 2026 to 29 OCT 2026

COVINGTON, KENTUCKY

AL-655 (FAA)

26022

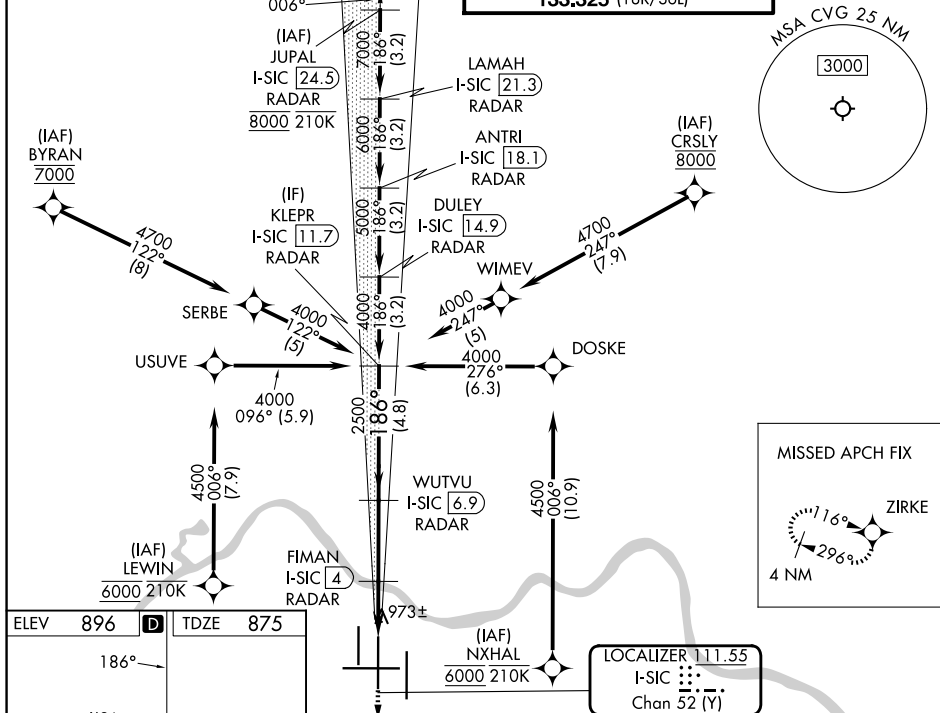
LOC/DME I-SIC 111.55 Chan 52 (Y)	APP CRS 186°	Rwy Ldg 11000 TDZE 875 Apt Elev 896
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ILS or LOC RWY 18C

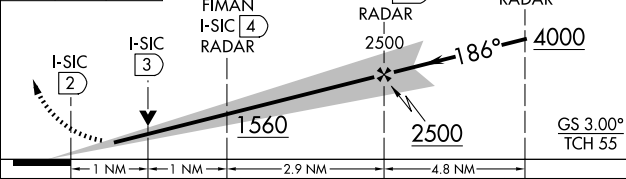
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. RADAR required.	MALSR 	MISSED APPROACH: Climb to 1300, then climb to 3000 direct ZIRKE and hold.
Simultaneous approach authorized.		

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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ELEV 896	TDZE 875
186°	
18L	18R
12001	11000 X 1.50
10000 X 1.50	8000 X 1.50
0.3% DOWN	0.6% UP
36C	36R
TWR	
HIRL all rwys	TDZL/RCLS all rwys except 27
FAF to MAP 4.9 NM	
Knots 60 90 120 150 180	
Min:Sec 4:54 3:16 2:27 1:58 1:38	

1300	3000	ZIRKE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
						
						
CATEGORY	A		B		C	D
S-ILS 18C	1075/18					200 (200-½)
S-LOC 18C	1260/24		385 (400-½)		1260/35	385 (400-¾)
CIRCLING	1460-1		564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

COVINGTON, KENTUCKY

Amdt 25 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS or LOC RWY 18C

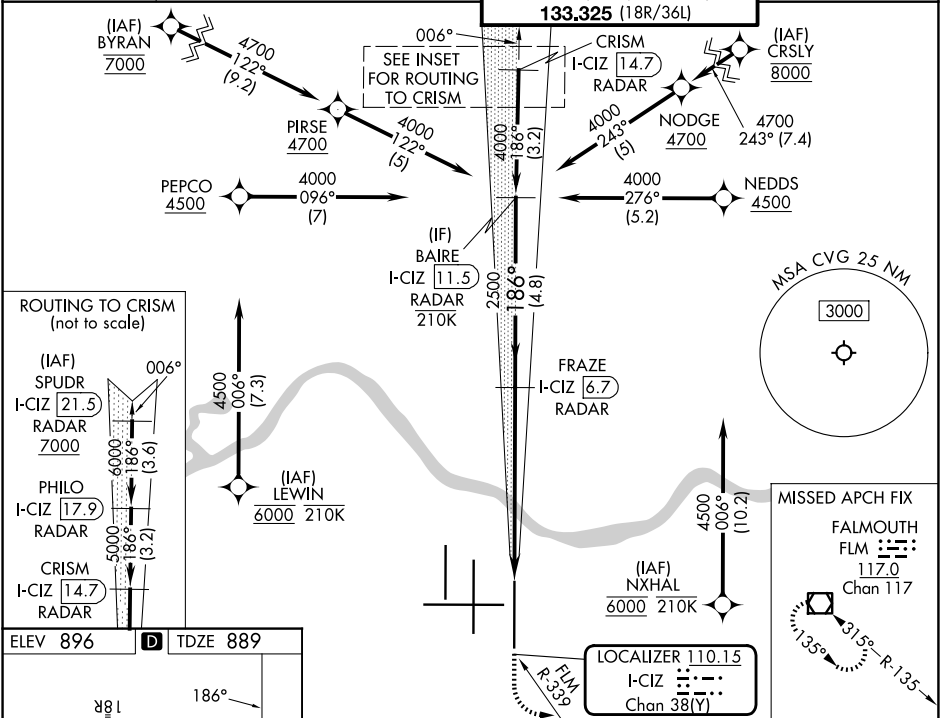
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-CIZ	APP CRS	Rwy Ldg
110.15	186°	10000
Chan 38 (Y)		TDZE 889
		Apt Elev 896

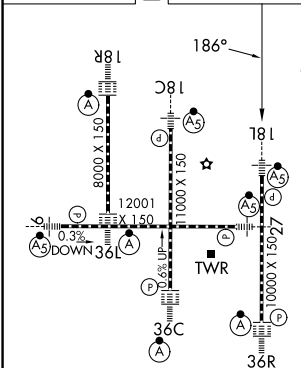
ILS or LOC RWY 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From BYRAN, CRSLY, LEWIN, or NXHAL.	MALSR	MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 120° and FLM VOR/DME R-339 to FLM VOR/DME and hold.
DME or RADAR required. RADAR required for procedure entry at SPUDR.		
Simultaneous approach authorized. For inop ALS, increase S-LOC 18L Cat C and D visibility to 1 1/2 SM.		
NA		

D-ATIS	CINCINNATI APP CON	CINCINNATI TOWER	GND CON
134.375	119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	121.7



ELEV 896	D	TDZE 889
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HIRL all rwys	
TDZL/RCLS all rwys except 27	
FAF to MAP 4.9 NM	
Knots	60 90 120 150 180
Min:Sec	4:54 3:16 2:27 1:58 1:38

VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 71).			
BAIRE I-CIZ [11.5] RADAR	FRAZE I-CIZ [6.7] RADAR	I-CIZ [3.1]	I-CIZ [1.8]
4000	2500	2500	2500
GS 3.00° TCH 55			
4.8 NM	3.6 NM	1.3 NM	
CATEGORY	A	B	C
S-ILS 18L	1089/18 200 (200-1/2)		
S-LOC 18L	1360/24 471 (500-1/2)	1360/50 471 (500-1)	
CIRCLING	1460-1 564 (600-1)	1560-1 664 (700-1 3/4)	1560-2 664 (700-2)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

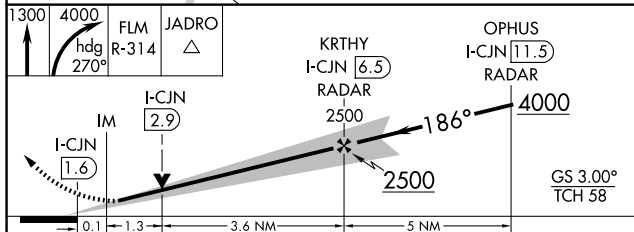
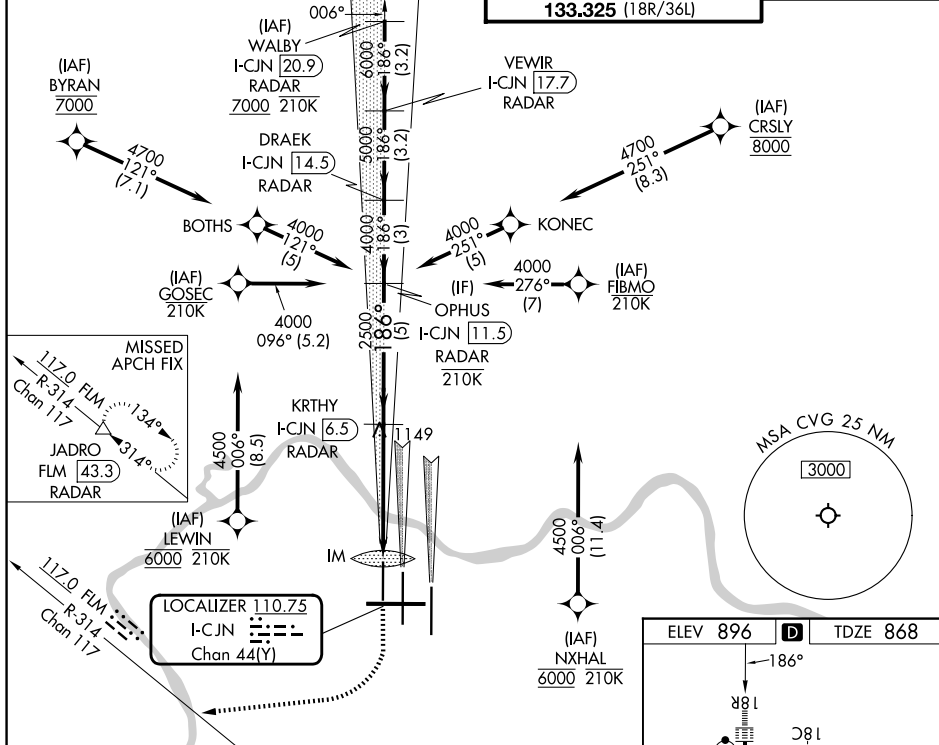
ILS or LOC RWY 18R
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ALSF-2

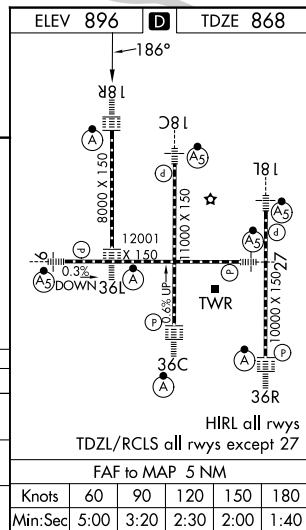
MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 on heading 270° and FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

T For inop ALS, increase S-LOC 18R Cats C and D visibility to 1½ SM. Simultaneous approach authorized with Rwy 18L/C. Use of FD or AP required during simultaneous operations.

D-ATIS 134.375	CINNINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINNINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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CATEGORY	A	B	C	D
S-ILS 18R	1068/18 200 (200-½)			
S-LOC 18R	1360/24 492 (500-½)		1360/50 492 (500-1)	
CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)



CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W ILS or LOC RWY 18R

SE-1, 03 SEP 2026 to 29 OCT 2026

LOC I-JDP 108.7	APP CRS 276°	Rwy Ldg 12000 TDZE 875 Apt Elev 896
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ILS or LOC RWY 27

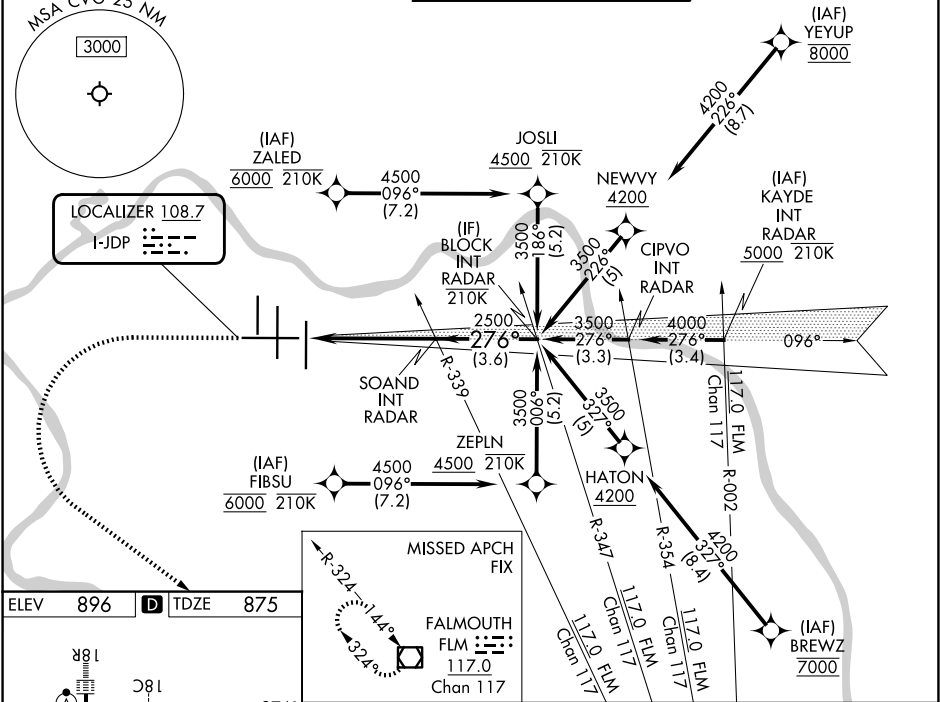
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From FIBSU, BREWZ, ZALD or YEYUP.
RADAR required for procedure entry at KAYDE.
▼ For inop ALS, increase S-LOC 27 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 2000 then climbing left turn to 3000 direct FLM VOR/DME and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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ELEV 896 TDZE 875

HIRL all rwys
TDZL/RCLS all rwys except 27

FAF to MAP 4.9 NM

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

MISSED APCH FIX
FALMOUTH FLM 117.0 Chan 117
R-324 14.4°

2000 3000 FLM
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 67°)

SOAND INT RADAR
2500

BLOCK INT RADAR
3500

GS 3.00° TCH 55

4.9 NM 3.6 NM

CATEGORY	A	B	C	D
S-ILS 27*	1075/24 200 (200-½)			
S-LOC 27	1340/24	465 (500-½)	1340/50	465 (500-1)
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

COVINGTON, KENTUCKY

AL-655 (FAA)

26022

LOC/DME I-CVG 109.9 Chan 36	APP CRS 006°	Rwy Ldg TDZE 850 Apt Elev 896
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ILS or LOC RWY 36C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS.

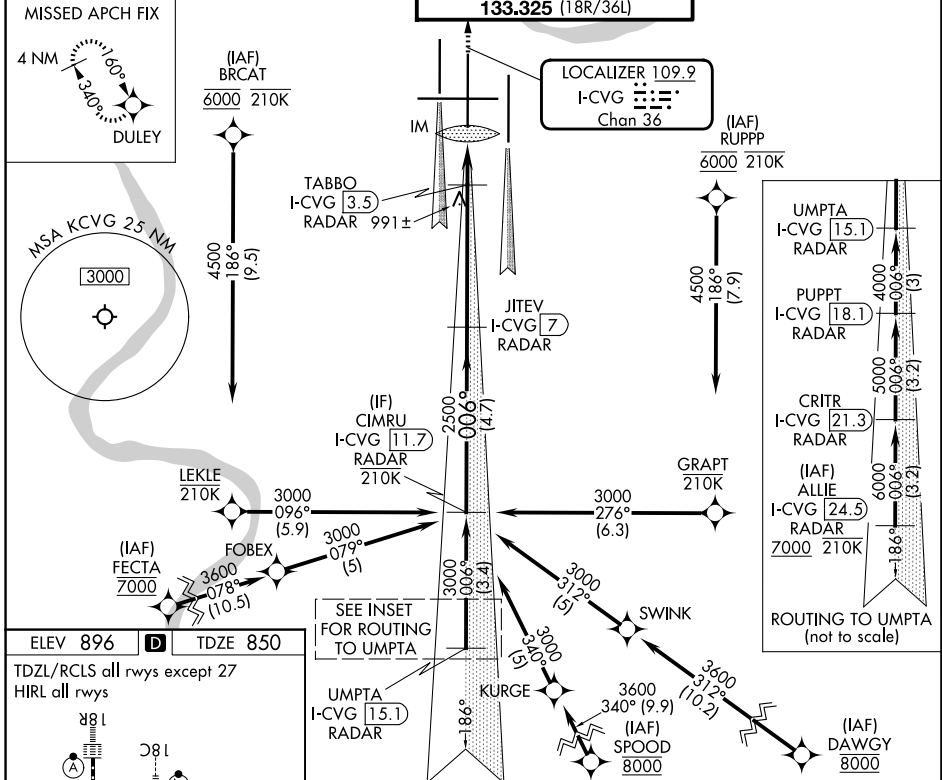
▼ For inop ALS, increase S-LOC 36C Cats C and D visibility to RVR 6000.
Simultaneous approach authorized.

ALSIF-2

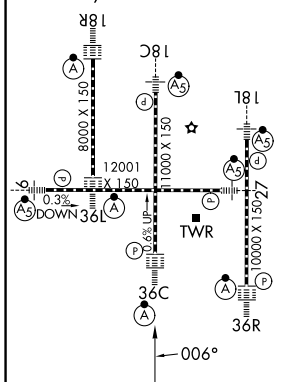


MISSED APPROACH: Climb to 4000
direct DULEY and hold, continue
climb-in-hold to 4000.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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ELEV 896 **D** TDZE 850

TDZL/RCLS all rws except 27
HIRL all rws



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

COVINGTON, KENTUCKY

Amdt 43 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS or LOC RWY 36C

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-VAC

110.75

Chan **44** (Y)

APP CRS

006°

Rwy Ldg

8000

TDZE

873

Apt Elev

896

ILS or LOC RWY 36L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From FECTA or SPOOD or DAWGY or RUPPP or BRCAT.
DME or RADAR required. RADAR required for procedure entry at TMORE.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on heading 260° and on FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

D-ATIS

134.375

CINCINNATI APP CON

119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)

CINCINNATI TOWER

118.975 360.85 (18L/36R)
118.3 (9/27, 18C/36C)
133.325 (18R/36L)

GND CON

121.7

BEPEE I-VAC [11.3] RADAR

ROPRR I-VAC [6.4] RADAR

JIMUR I-VAC [3.1] RADAR

I-VAC [2.4]

IM I-VAC [1.5]

FLM R-314

JADRO

GS 3.00°

TCH 55

4.9 NM

3.3 NM

0.7 NM

0.7 NM

0.2

CATEGORY	A	B	C	D
S-ILS 36L	1073/18 200 (200-½)			
S-LOC 36L	1220/24	347 (400-½)	1220/30	347 (400-¾)
CIRCLING	1460-1 564 (600-1)		1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)

ELEV 896

D

TDZE 873

TDZL/RCLS all rwys except 27

HIRL all rwys

006°

18L

18R

36L

36R

36C

TWR

12001

10000 X 150

10000 X 150

10000 X 150

0.3%

DOWN

0.6%

UP

FAF to MAP 4.9 NM

Knots

60

90

120

150

180

Min:Sec

4:54

3:16

2:27

1:58

1:38

COVINGTON, KENTUCKY

Amdt 3 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS or LOC RWY 36L

67

COVINGTON, KENTUCKY

AL-655 (FAA)

26022

LOC/DME I-EEI 110.35 Chan 40 (Y)	APP CRS 006°	Rwy Ldg TDZE 896 Apt Elev 896
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ILS or LOC RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

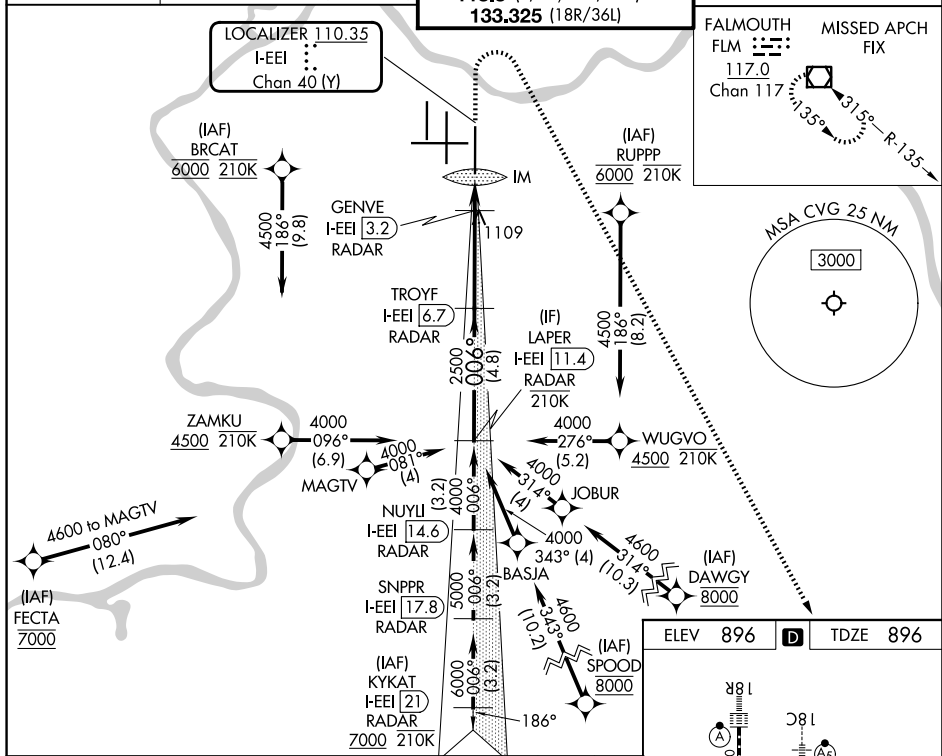
RNP APCH - GPS. From BRCAT or RUPPP or FECTA or SPOOD or DAWGY.
DME or RADAR required. RADAR required for procedure entry at KYKAT.

ALSF-2

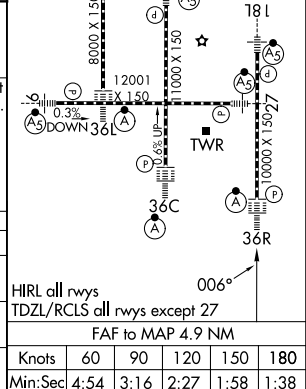
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FLM VOR/DME and hold.

Simultaneous approach authorized.
For inop ALS, increase S-LOC 36R Cat C and D visibility to 1 3/8 SM.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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GS 3.00° TCH 55				
CATEGORY	A	B	C	D
S-ILS 36R	1096/18 200 (200-½)			
S-LOC 36R	1360/24	464 (500-½)	1360/50	464 (500-1)
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾)	1560-2 664 (700-2)



COVINGTON, KENTUCKY

Amdt 10 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS or LOC RWY 36R

SE-1, 03 SEP 2026 to 29 OCT 2026

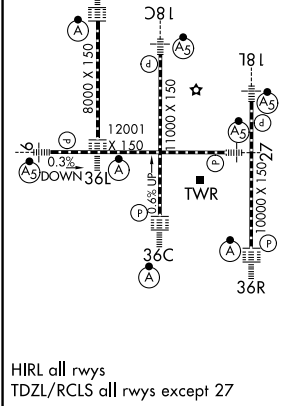
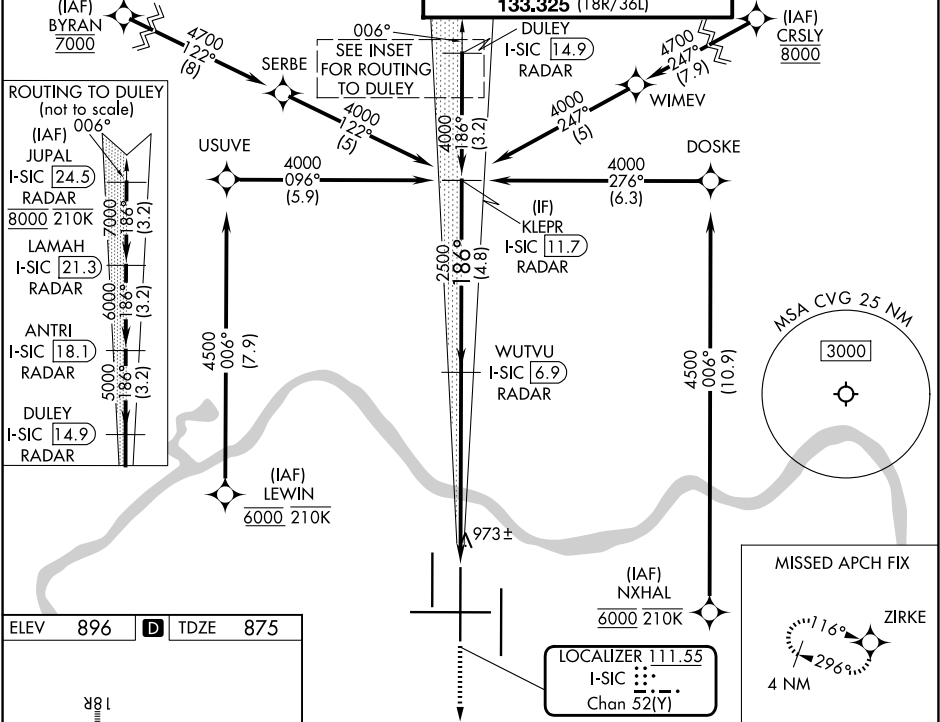
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-SIC	APP CRS	Rwy Ldg	11000
111.55	186°	TDZE	875
Chan 52(Y)		Apt Elev	896

ILS RWY 18C (SA CAT I & II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.	MALSR 	MISSED APPROACH: Climb to 1300 then climb to 3000 direct ZIRKE and hold.
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D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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1300	3000	ZIRKE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).	KLEPR I-SIC [11.7] RADAR
WUTVU I-SIC [6.9] RADAR				
4000				
2500				
2500				
1056° 4.9 NM 4.8 NM				
CATEGORY	A	B	C	D
S-ILS 18C	SA CAT I	RA 188/16	150 DA 1025	
S-ILS 18C	SA CAT II	RA 96/12	100 DA 975	
SA CATEGORY I & II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

COVINGTON, KENTUCKY

AL-655 (FAA)

26022

LOC I-JDP 108.7	APP CRS 276°	Rwy Ldg 12000 TDZE 875 Apt Elev 896
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ILS RWY 27 (SA CAT I & II)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From FIBSU, BREWZ, ZALD or YEYUP.

RADAR required for procedure entry at KAYDE.



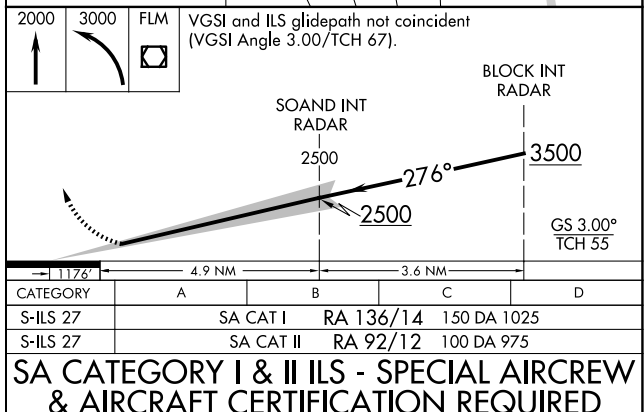
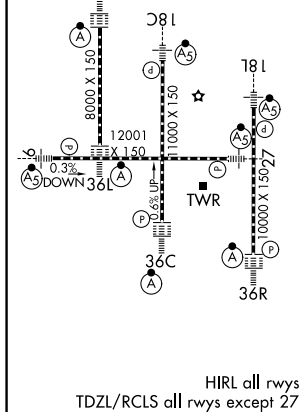
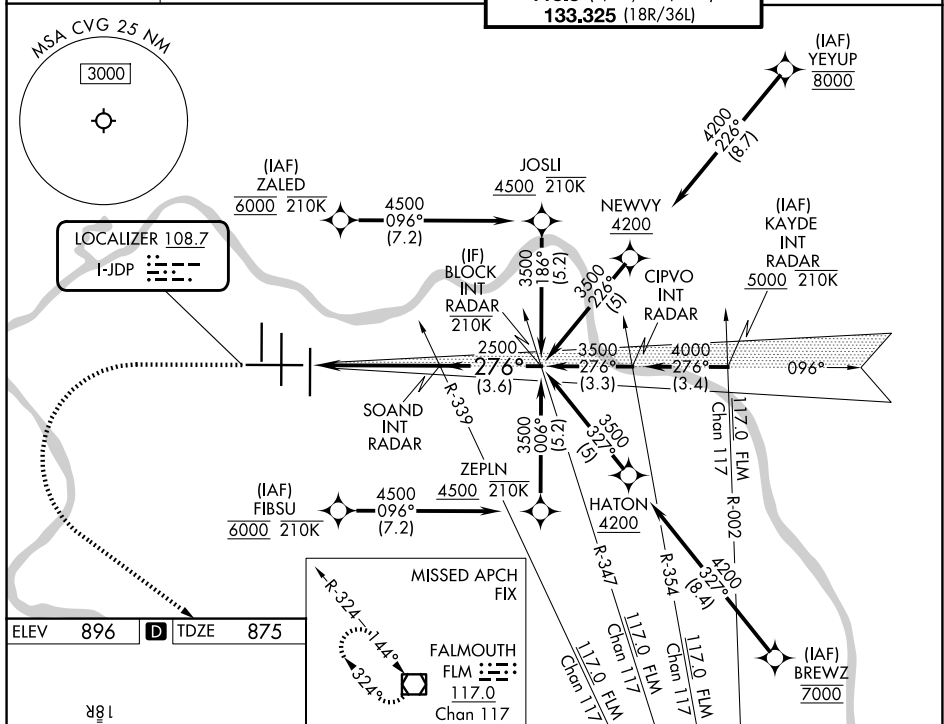
Requires specific OPSPEC, MSPEC, or LOA approval.

MALSR



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

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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COVINGTON, KENTUCKY

Amdt 21 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS RWY 27 (SA CAT I & II)

SE-1, 03 SEP 2026 to 29 OCT 2026

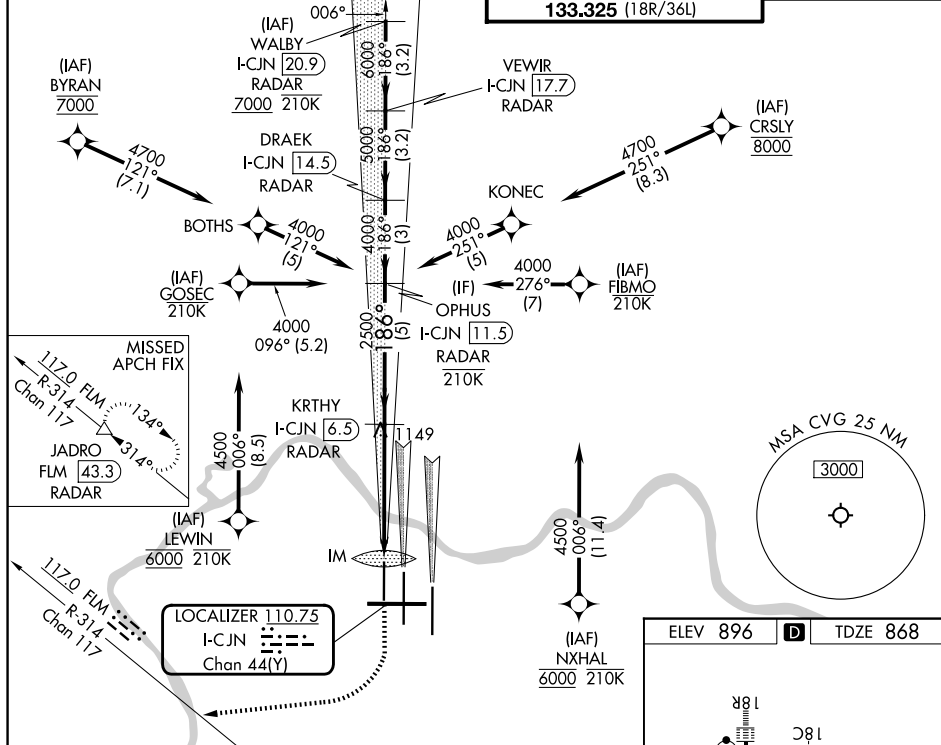
ILS RWY 18R (CAT II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ALSF-2

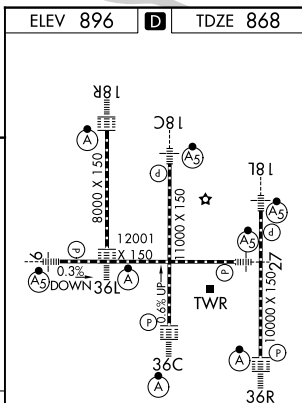
MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 on heading 270° and FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

T Simultaneous approach authorized with Rwy 18L/C.
Use of FD or AP required during simultaneous operations.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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[illegible]

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



HIRL all rwys
TDZL/RCLS all rwys except 27

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ILS RWY 36L (CAT II)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

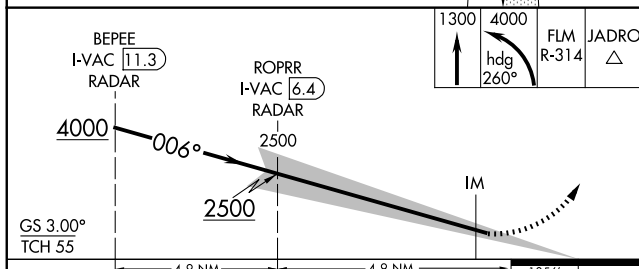
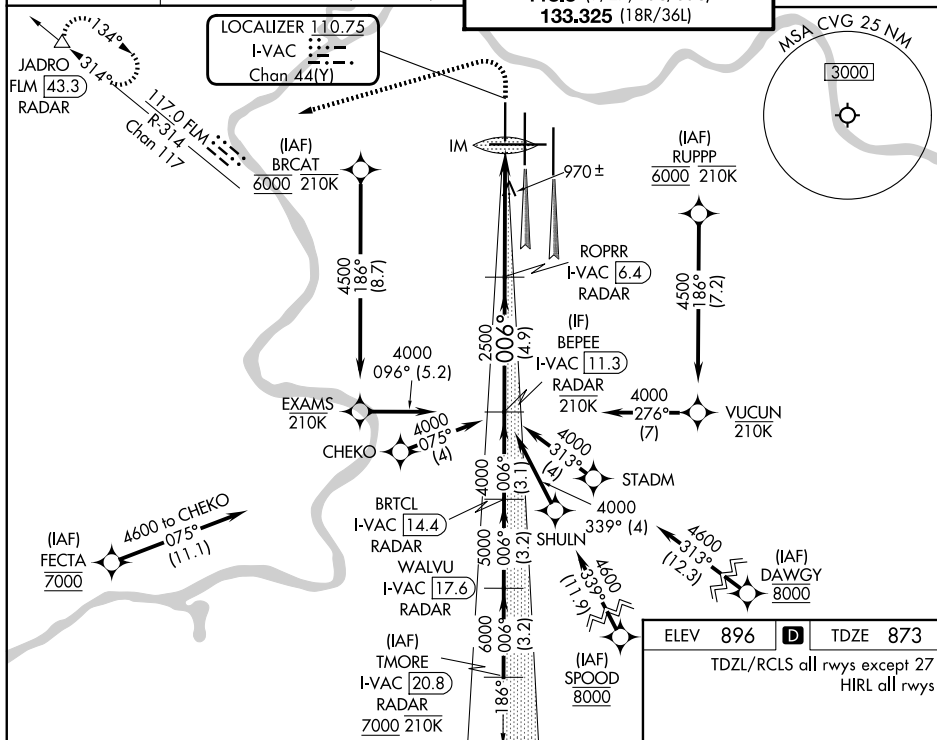
ALSE-2

DME or RADAR required. RADAR required for procedure entry at TMORE.

T Simultaneous approach authorized.

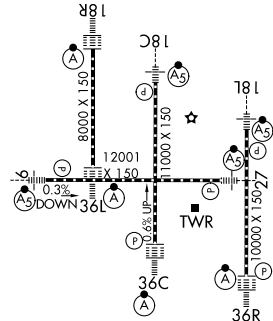
MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on heading 260° and on FLM VOR/DME R-314 to JADRO/FLM 43.3 DME/RADAR and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C)	GND CON 121.7
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CATEGORY	A	B	C	D
S-ILS 36L	RA 100/12 100 DA 973			

CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED



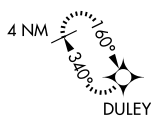
ILS RWY 36C (CAT II & III)
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

T Simultaneous approach authorized.

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

MISSED APCH FIX	133.325 (18R/36L)
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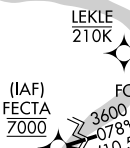
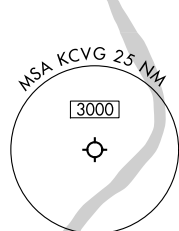
MISSED APCH FIX



(IAF)
BRCAT
5000 210K

LOCALIZER 109.9
I-CVG 
Chan 36

(IAF)
RUPPP
6000 210K



300
276
(6.3)

3000
312°
(51.2°)

0
210K

ROUTING TO UPTA
(not to scale)

200K

210K

24.5 I-CVG RADAR (Allie)

5000 I-CVG RADAR (CRITR)

5000 I-CVG RADAR (PUPPT)

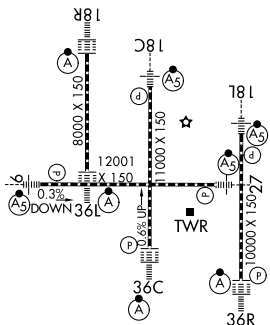
4000 I-CVG RADAR (UMPTA)

15.1 I-CVG RADAR

Distances: 18.6, 3.2, 3.2, 0.6, 0.6

ELEV 896	D	TDZE 850
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TDZL/RCLS all rwys except 27
HIRL all rwys



SEE INSET
FOR ROUTING
TO UMPTA

UMPTA
I-CVG 15.1
PADAP

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 77). **UTER**

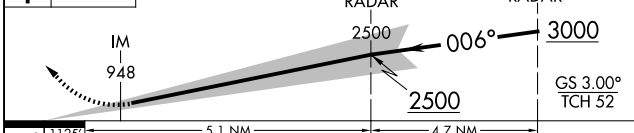
4000	DULEY
	

VGSI and ILS g
(VGSI Angle 3

glidepath not coincident with the glidepath of the other (0.00/TCH 77). JITE
I-CVC
RAD

EV
G 7 I-C
A B

CIMRU
CVG 11.7
RADAR



CATEGORY	A	B	C	D
S-ILS-36C	CAT II RA 130/12 100 DA 950			
S-ILS 36C	CAT III RVR 06			

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

COVINGTON, KENTUCKY

AL-655 (FAA)

26022

LOC/DME I-EEI 110.35 Chan 40 (Y)	APP CRS 006°	Rwy Ldg 10000 TDZE 896 Apt Elev 896
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ILS RWY 36R (CAT II & III)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP APCH - GPS. From BRCAT or RUPPP or FECTA or SPOOD or DAWGY.

DME or RADAR required. RADAR required for procedure entry at KYKAT.

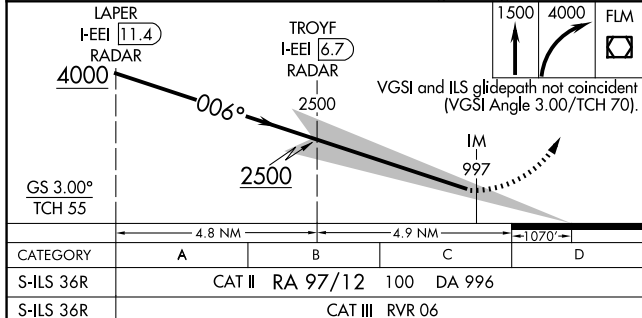
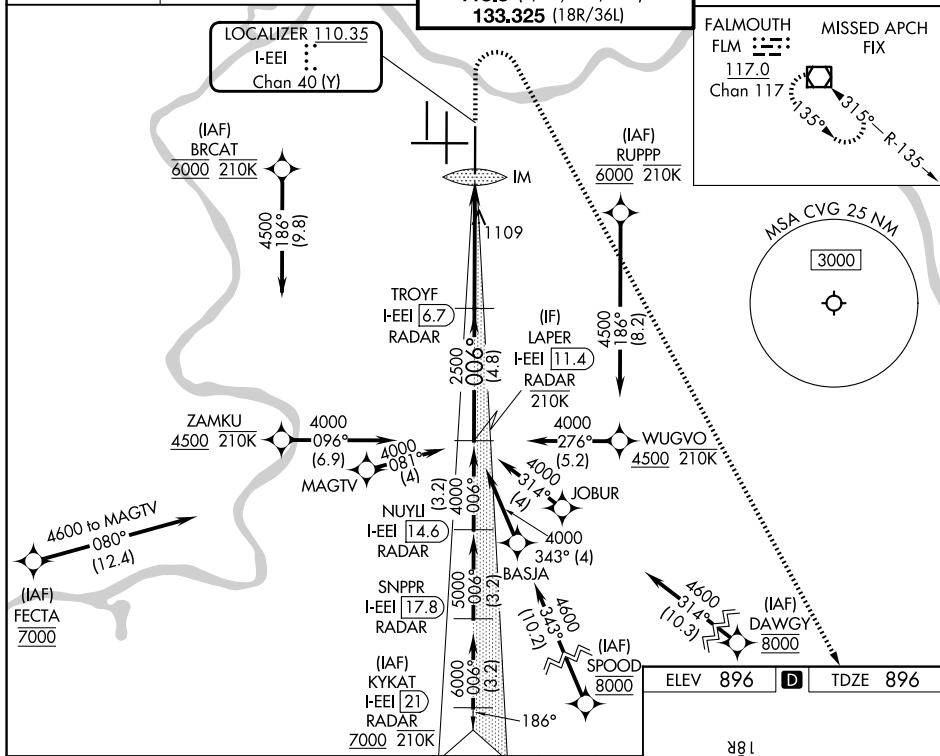
Simultaneous approach authorized.

ALSIF-2



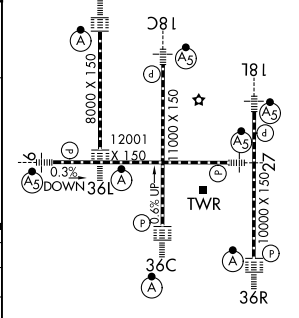
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct FLM VOR/DME and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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CATEGORY	A	B	C	D
S-ILS 36R	CAT II	RA 97/12	100	DA 996
S-ILS 36R	CAT III	RVR 06		

**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**



HIRL all rwys
TDZL/RCLS all rwys except 27

COVINGTON, KENTUCKY

Amdt 10 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

ILS RWY 36R (CAT II & III)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS

Rwy Ldg

11640

096°

TDZE

883

Apt Elev

896

RNAV (RNP) Z RWY 9

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

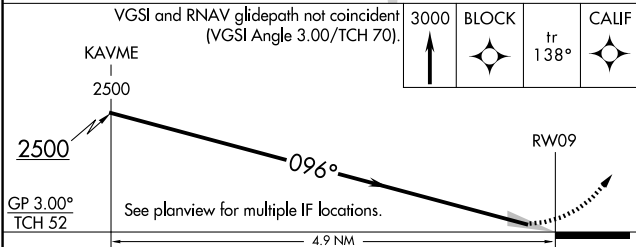
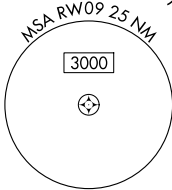
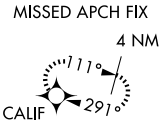
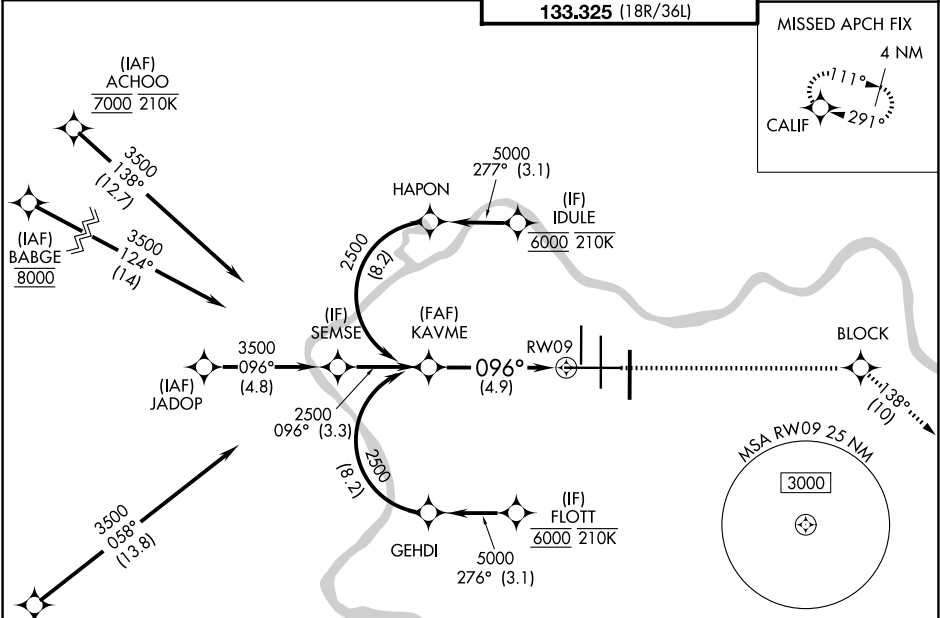
RNP AR APCH - GPS. Authorization required. From FLOTT or IDULE: RF.

MALSR

MISSED APPROACH: Climb to 3000 direct BLOCK and on track 138° to CALIF and hold.

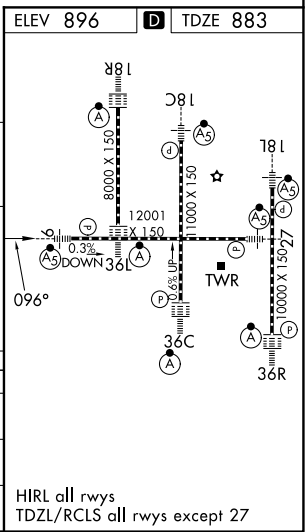
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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CATEGORY	A	B	C	D
RNP 0.18 DA		1205/26	322 (400-½)	
RNP 0.30 DA		1275/35	392 (400-¾)	

AUTHORIZATION REQUIRED



COVINGTON, KENTUCKY

AL-655 (FAA)

26022

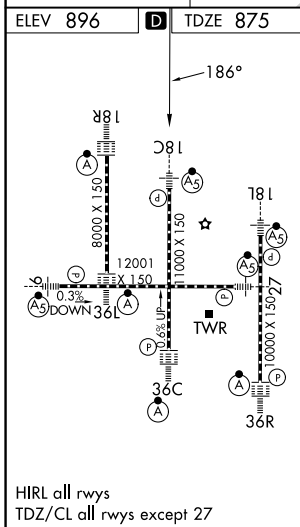
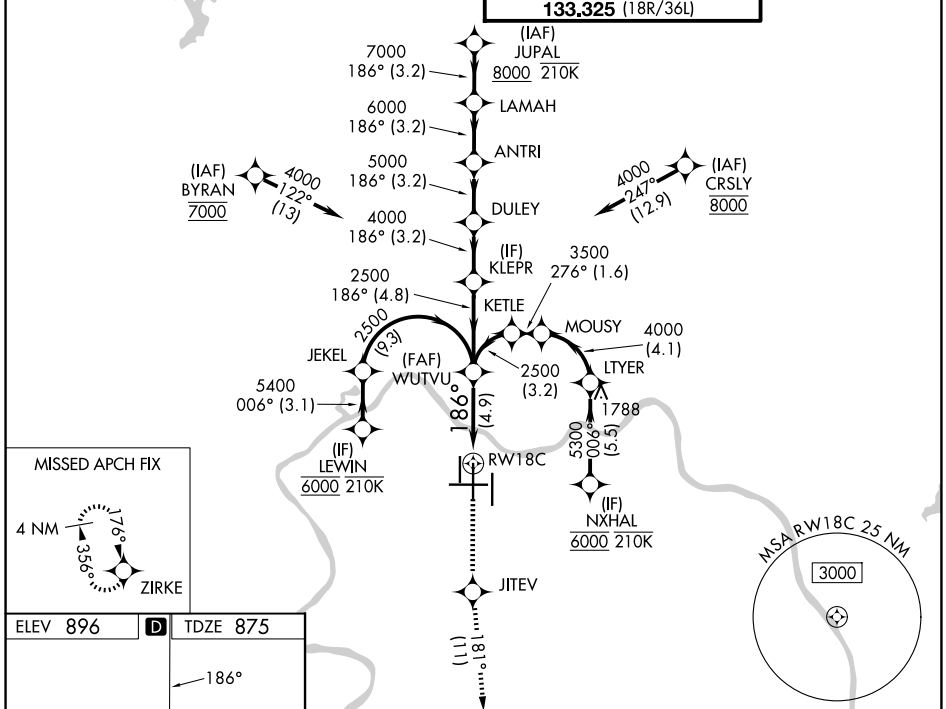
APP CRS	Rwy Ldg 11000
186°	TDZE 875
	Apt Elev 896

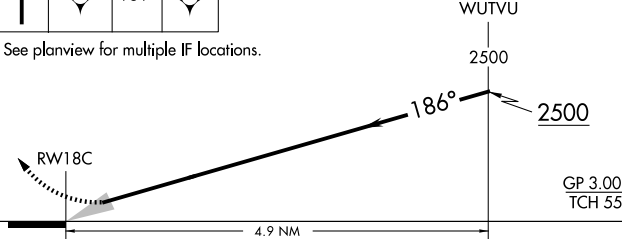
RNAV (RNP) Z RWY 18C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP AR APCH - GPS. Authorization required. From JEKEL or LTYER: RF.	MALSR 	MISSED APPROACH: Climb to 3000 direct JITEV and on track 181° to ZIRKE and hold.
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D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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3000	JITEV	ZIRKE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	
		tr 181°		
See planview for multiple IF locations.				
				
CATEGORY	A	B	C	D
RNP 0.15 DA	1190/24		315 (300-½)	
RNP 0.30 DA	1389/55		514 (500-1)	
AUTHORIZATION REQUIRED				

AUTHORIZATION REQUIRED

COVINGTON, KENTUCKY

Amdt 2 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (RNP) Z RWY 18C

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	10000
186°	TDZE	889
	Apt Elev	896

RNAV (RNP) Z RWY 18L
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP AR APCH - GPS. Authorization required. From NABRS or OCONO: RF.

V For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.25 all Cats visibility to 5500 and increase RNP 0.30 all Cats visibility to 1½ SM. Simultaneous approach authorized.

MALSR



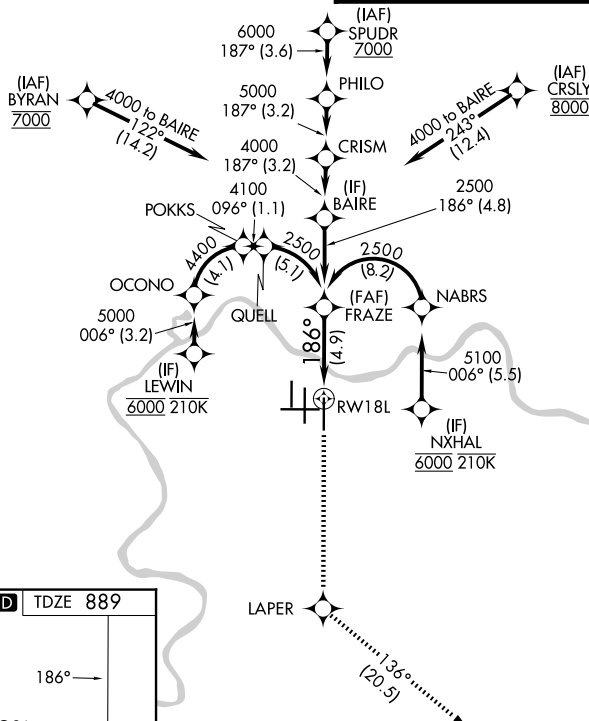
MISSED APPROACH: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

D-ATIS
134.375

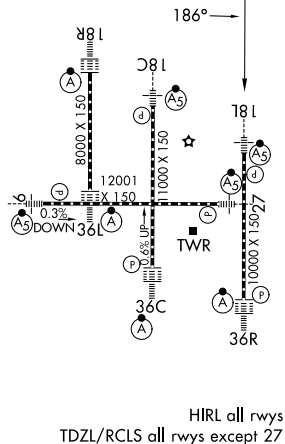
CINCINNATI APP CON
119.7 363.15 (090°-269°)
123.875 363.15 (270°-089°)

CINCINNATI TOWER
118.975 360.85 (18L/36R)
118.3 (9/27, 18C/36C)
133.325 (18R/36L)

GND CON
121.7



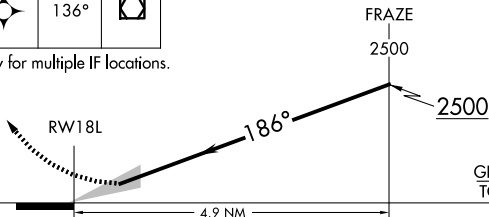
ELEV 896	D	TDZE 889
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3000 ↑	LAPER 	tr 136°	FLM 
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VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 71).

See planview for multiple IF locations.



GP 3.00°
TCH 55

CATEGORY	A	B	C	D
RNP 0.25 DA		1240/30	351 (400-5%)	
RNP 0.30 DA		1388/50	499 (500-1)	

AUTHORIZATION REQUIRED

COVINGTON, KENTUCKY

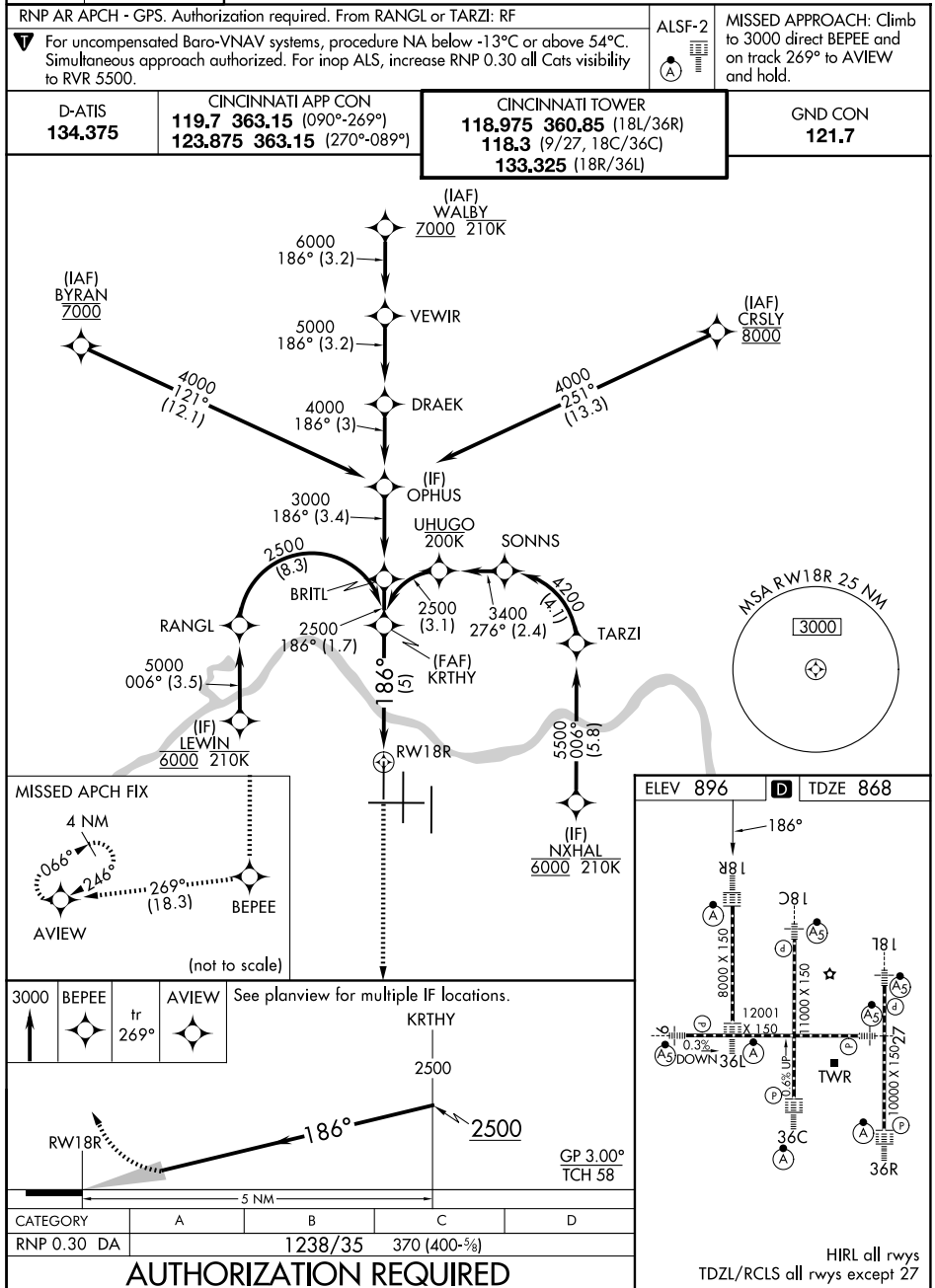
AL-655 (FAA)

26022

APP CRS	Rwy Ldg	8000
186°	TDZE	868
	Apt Elev	896

RNAV (RNP) Z RWY 18R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	12000
276°	TDZE	875
	Apt Elev	896

RNAV (RNP) Z RWY 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP AR APCH - GPS. Authorization required. From FIBSU or ZALED: RF.

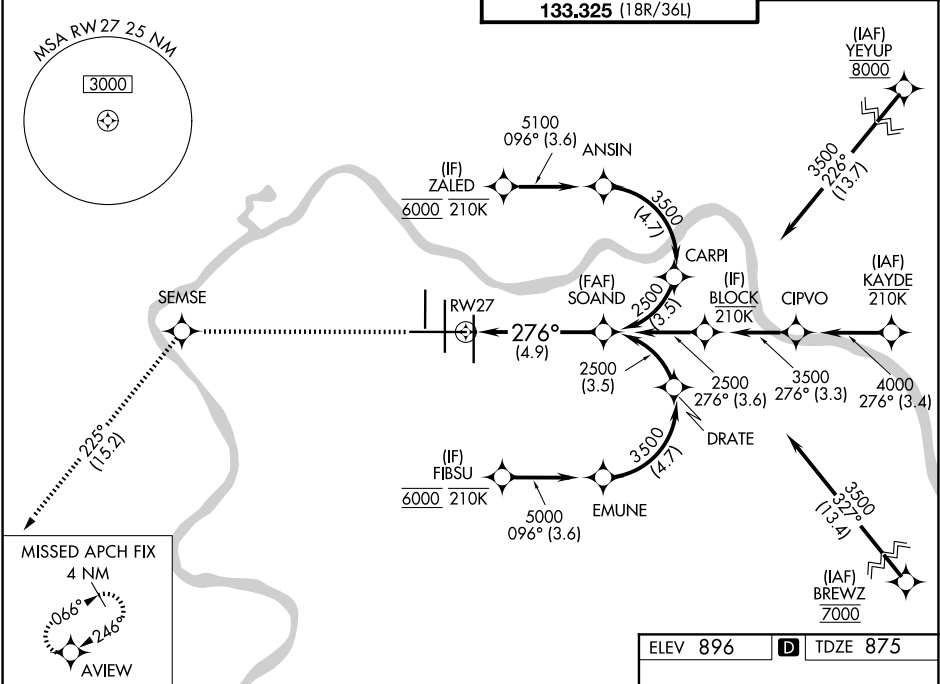
▼

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500, increase RNP 0.3 all Cats visibility to 1 1/2 SM.

MALSR

MISSED APPROACH: Climb to 3000 direct SEMSE and on track 225° to AVIEW and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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3000

↑

SEMSE

tr 225°

AVIEW

See planview for multiple IF locations.

RW27

SOAND

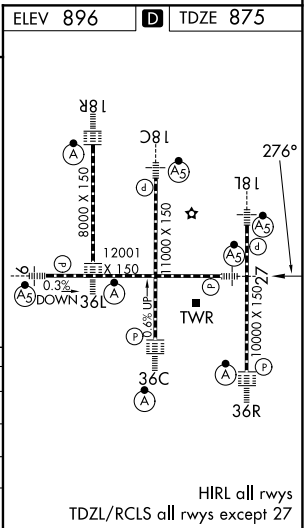
2500

GP 3.00°

TCH 55

CATEGORY	A	B	C	D
RNP 0.15 DA	1244/35	369 (400-%)		
RNP 0.23 DA	1260/35	385 (400-%)		
RNP 0.30 DA	1364/50	489 (500-1)		

AUTHORIZATION REQUIRED



CINCINNATI/NORTHERN KENTUCKY INTL (CVG)
39°03'N-84°40'W **RNAV (RNP) Z RWY 36C**

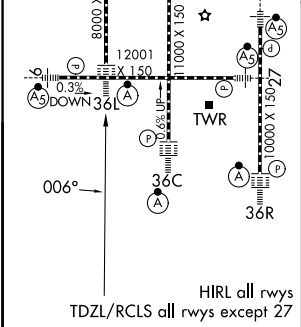
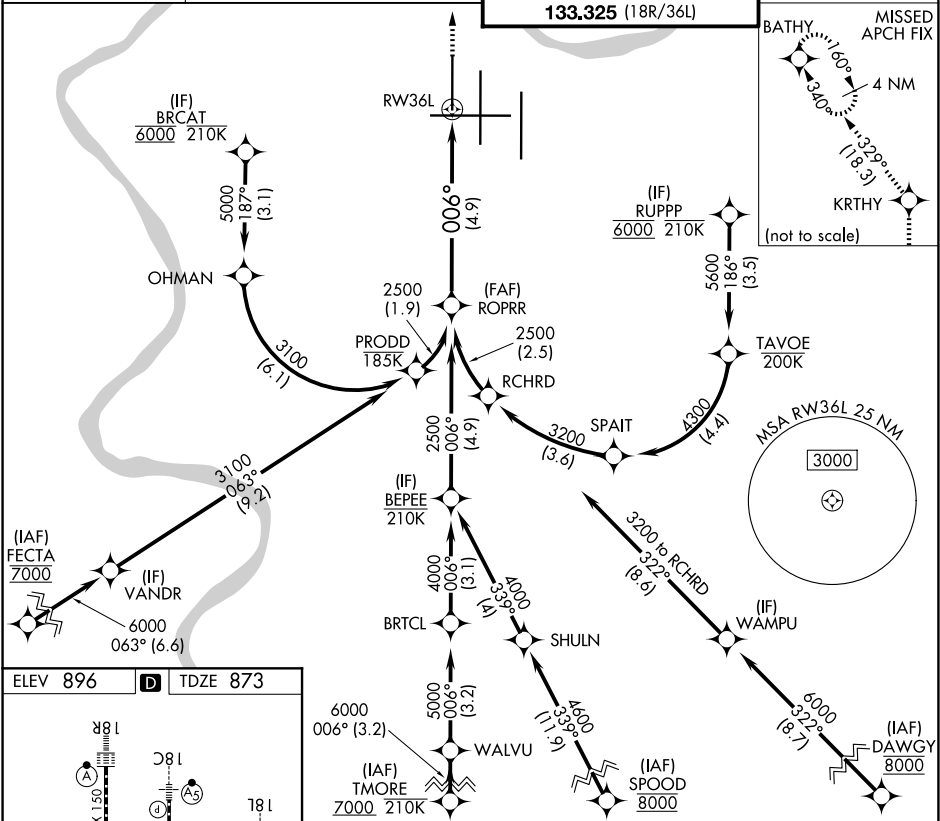
SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	8000
006°	TDZE	873
	Apt Elev	896

RNAV (RNP) Z RWY 36L
CINCINNATI/NORTHERN KENTUCKY INTL (C'VG)

RNP AR APCH - GPS. Authorization required. From OHMAN, PRODD, RCHRD, or TAVOE: RF.	ALSF-2	MISSED APPROACH: Climb to 3000 direct KRTHY and on track 329° to BATHY and hold.
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized.		

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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GP 3.00° TCH 55	See planview for multiple IF locations.	3000	KRTHY	tr 329°	BATHY
2500	006°				
GP 3.00° TCH 55					
CATEGORY	A	B	C	D	
RNP 0.15 DA		1205/26	332 (400-1/2)		
RNP 0.30 DA		1270/35	397 (400-5/8)		

AUTHORIZATION REQUIRED

COVINGTON, KENTUCKY

AL-655 (FAA)

26022

APP CRS	Rwy Ldg	10000
006°	TDZE	896
	Apt Elev	896

RNAV (RNP) Z RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

RNP AR APCH - GPS. Authorization required. From ALALE, BIBWY, LINOL, or YOTUL: RF.

ALSF-2

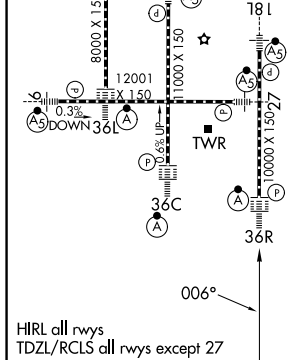
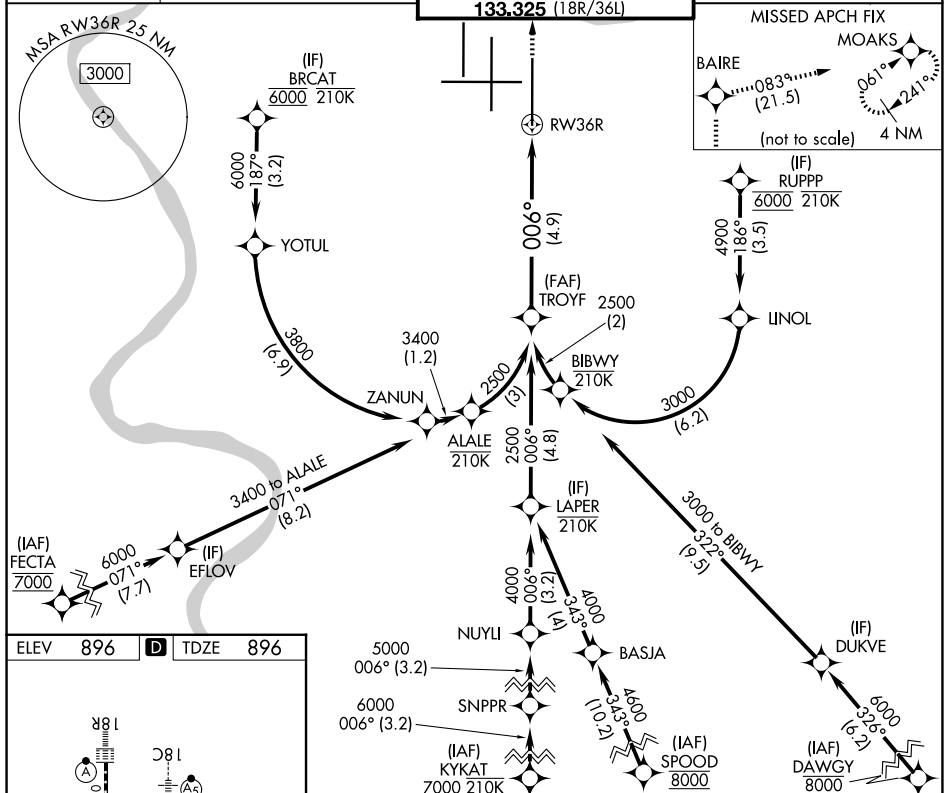


MISSED APPROACH: Climb to 3000 direct BAIRE and on track 083° to MOAKS and hold.



For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to RVR 6000.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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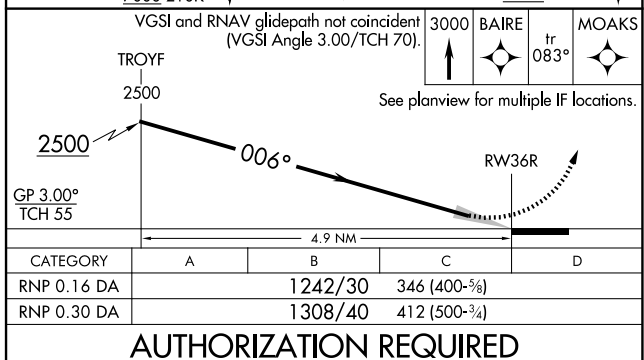
COVINGTON, KENTUCKY

Amdt 2 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (RNP) Z RWY 36R



AUTHORIZATION REQUIRED

CATEGORY	A	B	C	D
RNP 0.16 DA		1242/30	346 (400-¾)	
RNP 0.30 DA		1308/40	412 (500-¾)	

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65709 W09A	APP CRS 096°	Rwy Ldg 11640 TDZE 883 Apt Elev 896
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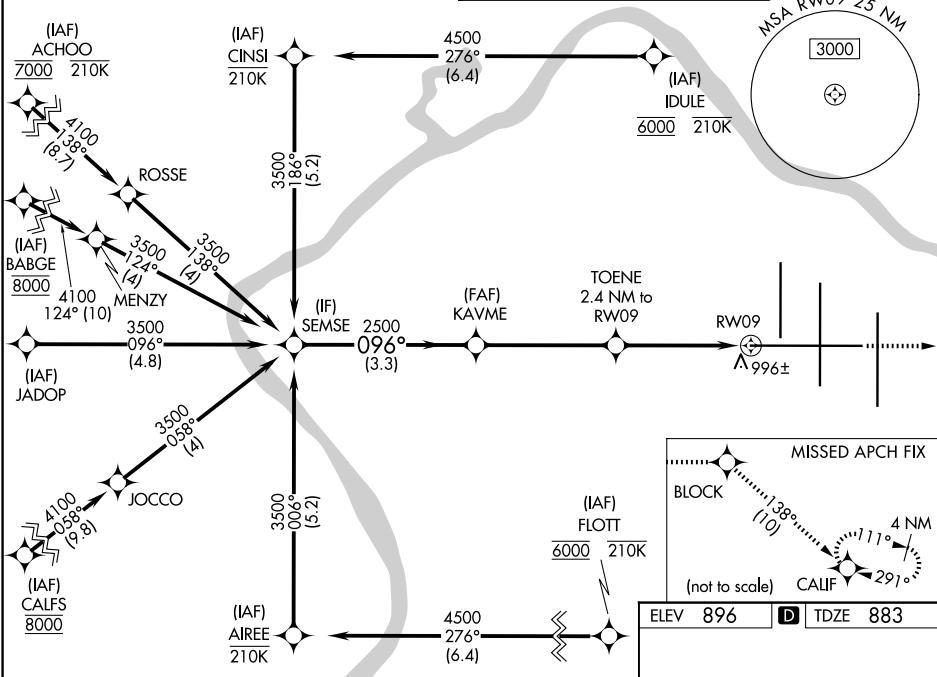
RNAV (GPS) Y RWY 9
CINCINNATI/NORTHERN KENTUCKY INTL (C'VG)

RNP APCH - GPS.
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cat C and D visibility to RVR 5500.

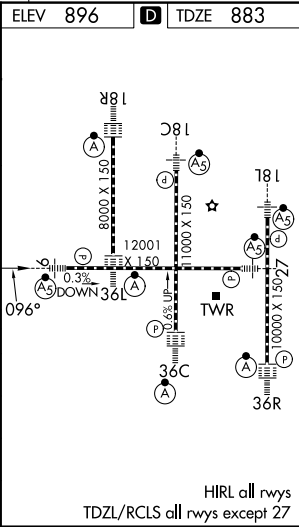
MALSR

MISSED APPROACH: Climb to 3000 direct BLOCK and on track 138° to CALIF and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70).				
CATEGORY	A	B	C	D
LPV DA	1083/18		200 (200-½)	
LNAV/VNAV DA	1260/35		377 (400-¾)	
LNAV MDA	1260/24	377 (400-½)	1260/35	377 (400-¾)
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-¾)	1560-2 664 (700-2)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40103 W18A	APP CRS 186°	Rwy Ldg 10000 TDZE 889 Apt Elev 896
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RNAV (GPS) Y RWY 18L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

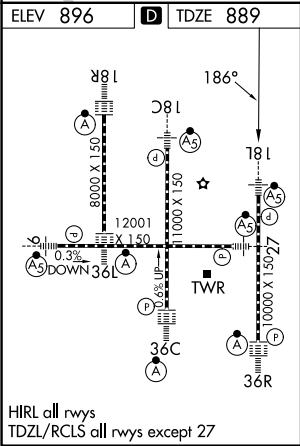
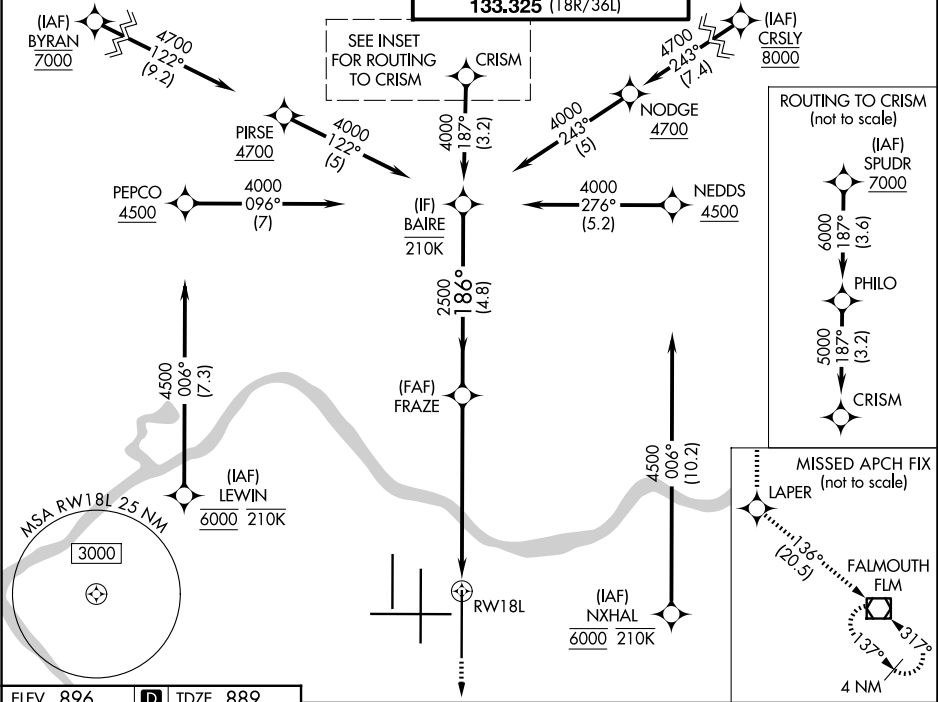
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cat C and D visibility to 1 1/2 SM.

MALSR

MISSED APPROACH: Climb to 3000 direct LAPER and on track 136° to FLM VOR/DME and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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	3000	LAPER	tr 136°	FLM	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).	FRAZE	2500	186°	BAIRE 4000
							1.3 NM to RWY 18L		
							1.3 NM	3.6 NM	4.8 NM
CATEGORY	A	B	C	D					
LPV DA	1089/18 200 (200-1/2)								
LNAV/VNAV DA	1360/50 471 (500-1)								
LNAV MDA	1360/24	471 (500-1/2)	1360/50	471 (500-1)					
CIRCLING	1460-1	564 (600-1)	1560-1 3/4	664 (700-1 3/4)	1560-2	664 (700-2)			

COVINGTON, KENTUCKY

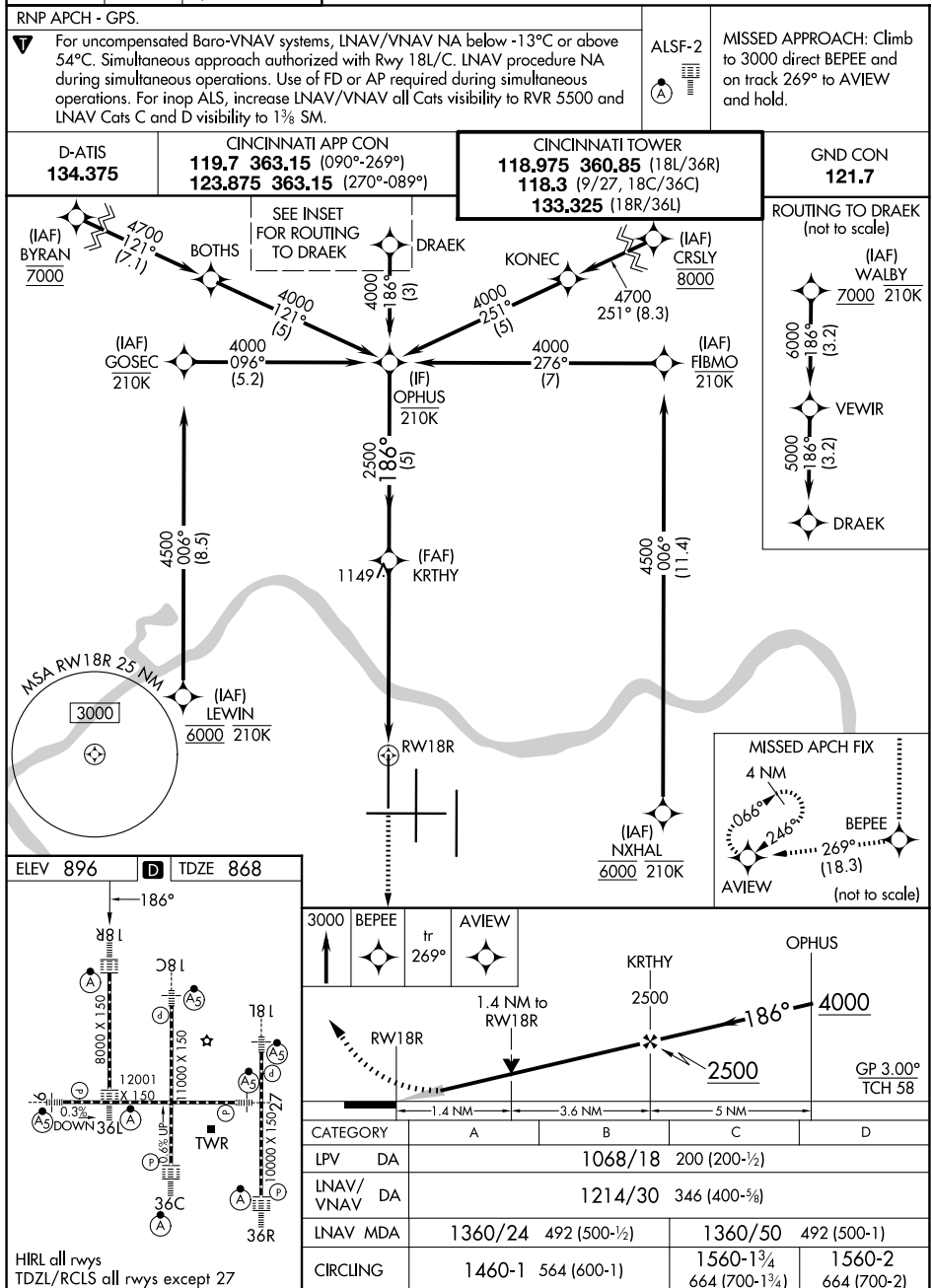
AL-655 (FAA)

26022

WAAS CH 58099	APP CRS 186°	Rwy Ldg TDZE 868	8000
W18D		Apt Elev 896	

RNAV (GPS) Y RWY 18R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



COVINGTON, KENTUCKY

Amdt 3 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 18R

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86809 W27A	APP CRS 276°	Rwy Ldg 12000 TDZE 875 Apt Elev 896
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RNAV (GPS) Y RWY 27

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

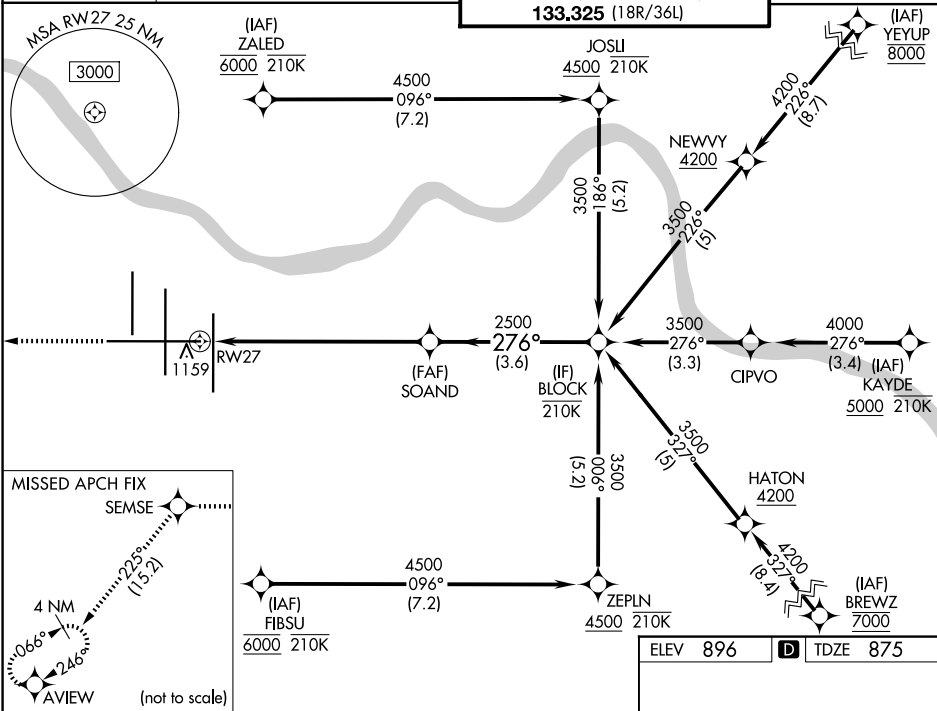
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. * RVR 1800 authorized with use of FD or AP or HUD to DA.

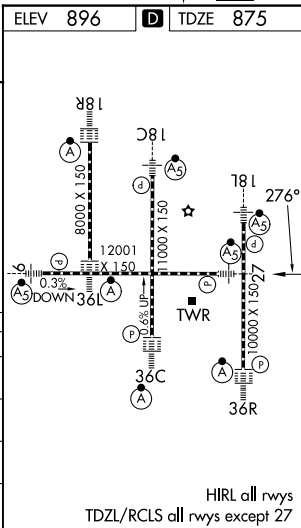
MALSR

MISSED APPROACH: Climb to 3000 direct SEMSE then on track 225° to AVIEW and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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3000	SEMSE	tr 225°	AVIEW	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).
CATEGORY	A	B	C	D
LPV DA *	1075/24 200 (200-½)			
LNAV/VNAV DA	1320/45 445 (500-¾)			
LNAV MDA	1420/24 545 (600-½)	1420/60 545 (600-1¼)		
CIRCLING	1460-1 564 (600-1)	1560-1¾ 664 (700-1¾)		1560-2 664 (700-2)



COVINGTON, KENTUCKY

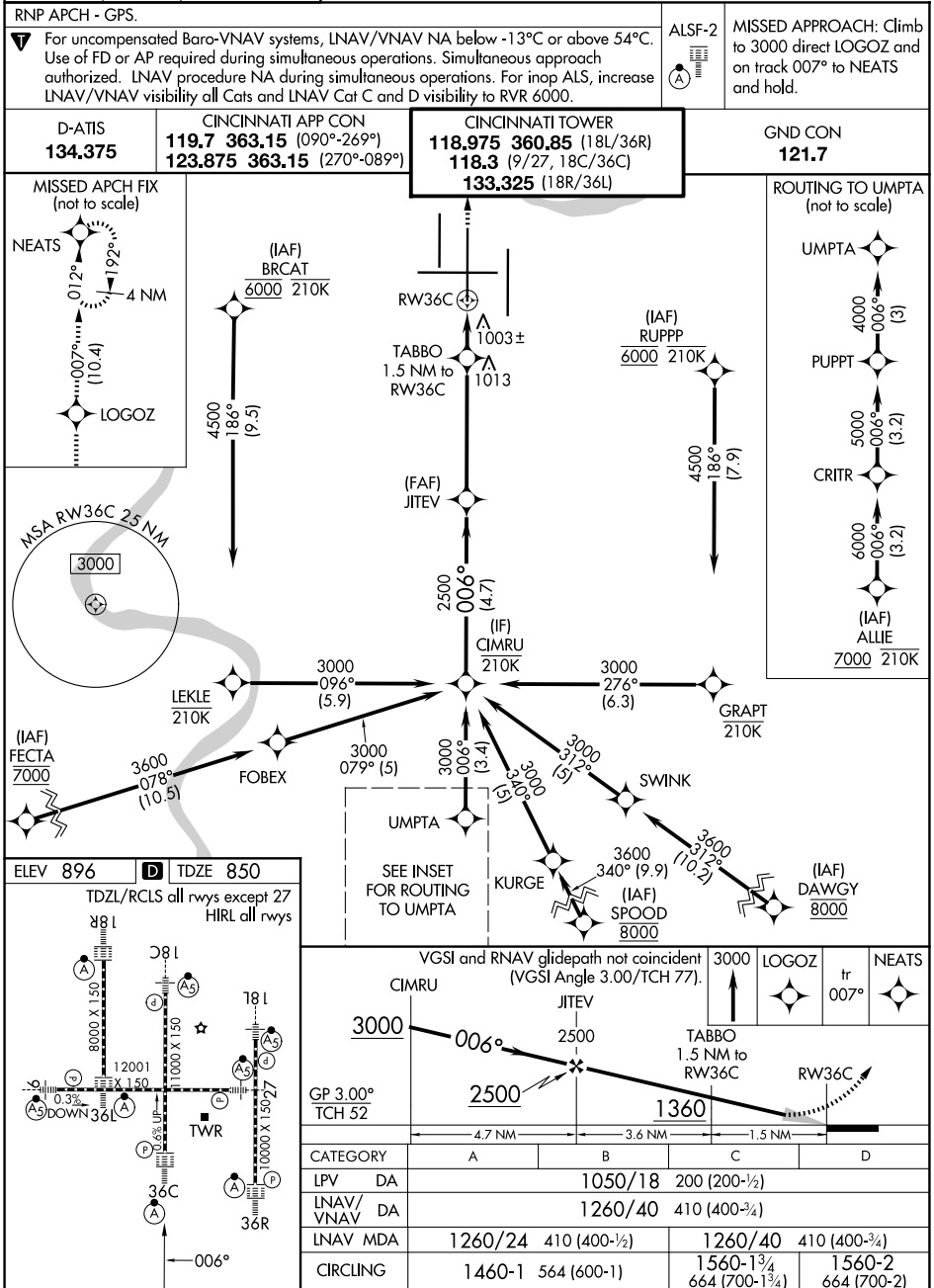
AL-655 (FAA)

26022

WAAS CH 97609 W36B	APP CRS 006°	Rwy Ldg 11000 TDZE 850 Apt Elev 896
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RNAV (GPS) Y RWY 36C

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



COVINGTON, KENTUCKY

Amdt 3 22JAN26

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 36C

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49099 W36A	APP CRS 006°	Rwy Ldg TDZE Apt Elev	8000 873 896
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RNAV (GPS) Y RWY 36L

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

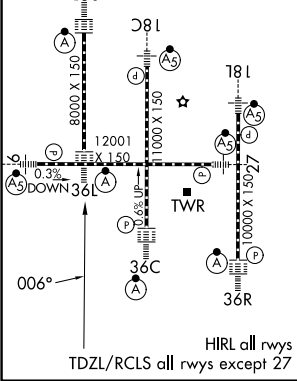
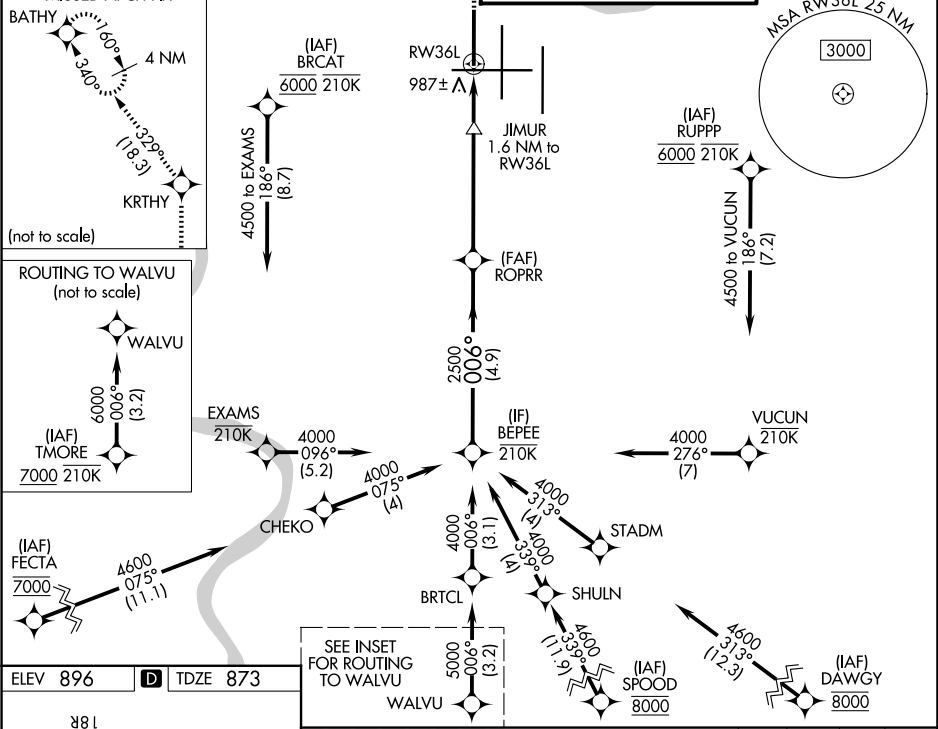
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500 and LNAV Cats C and D visibility to 5500.

ALSF-2

MISSED APPROACH: Climb to 3000 direct KRTHY and on 329° track to BATHY and hold.

D-ATIS 134.375	CINCINNATI APP CON 119.7 363.15 (090°-269°) 123.875 363.15 (270°-089°)	CINCINNATI TOWER 118.975 360.85 (18L/36R) 118.3 (9/27, 18C/36C) 133.325 (18R/36L)	GND CON 121.7
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BEPEE			
4000 006°			
GP 3.00° TCH 55			
4.9 NM 3.3 NM 0.7 NM 1 NM			
CATEGORY	A	B	C
LPV DA	1073/18	200 (200-½)	
LNAV/VNAV DA	1240/35	367 (400-⅝)	
LNAV MDA	1240/24	367 (400-½)	1240/35 367 (400-⅝)
CIRCLING	1460-1	564 (600-1)	1560-1¾ 664 (700-1¾) 1560-2 664 (700-2)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

COVINGTON, KENTUCKY

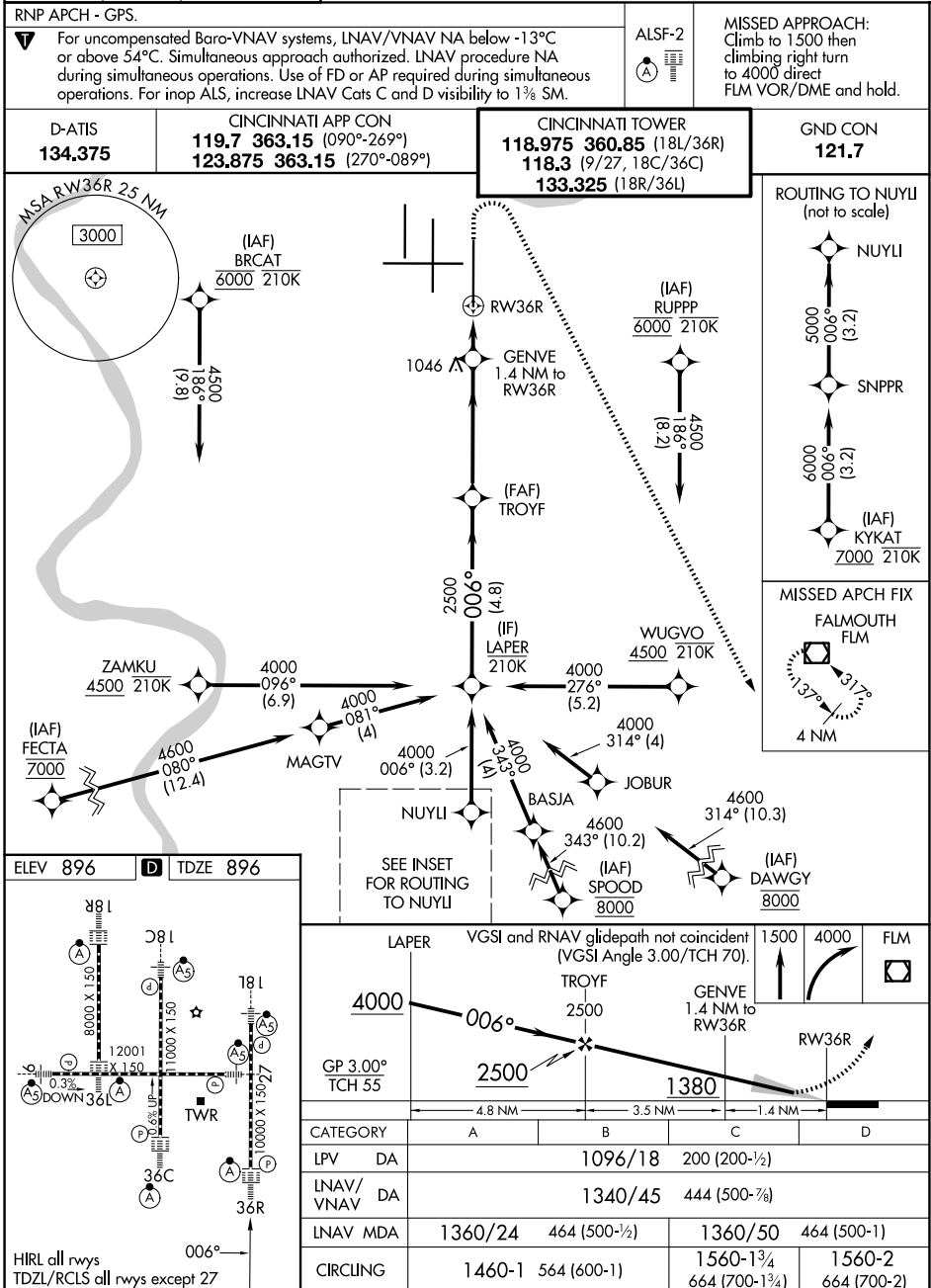
AL-655 (FAA)

26022

WAAS CH 42709	APP CRS 006°	Rwy Ldg 10000 TDZE 896 Apt Elev 896
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RNAV (GPS) Y RWY 36R

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



COVINGTON, KENTUCKY

Amdt 3 22JAN26

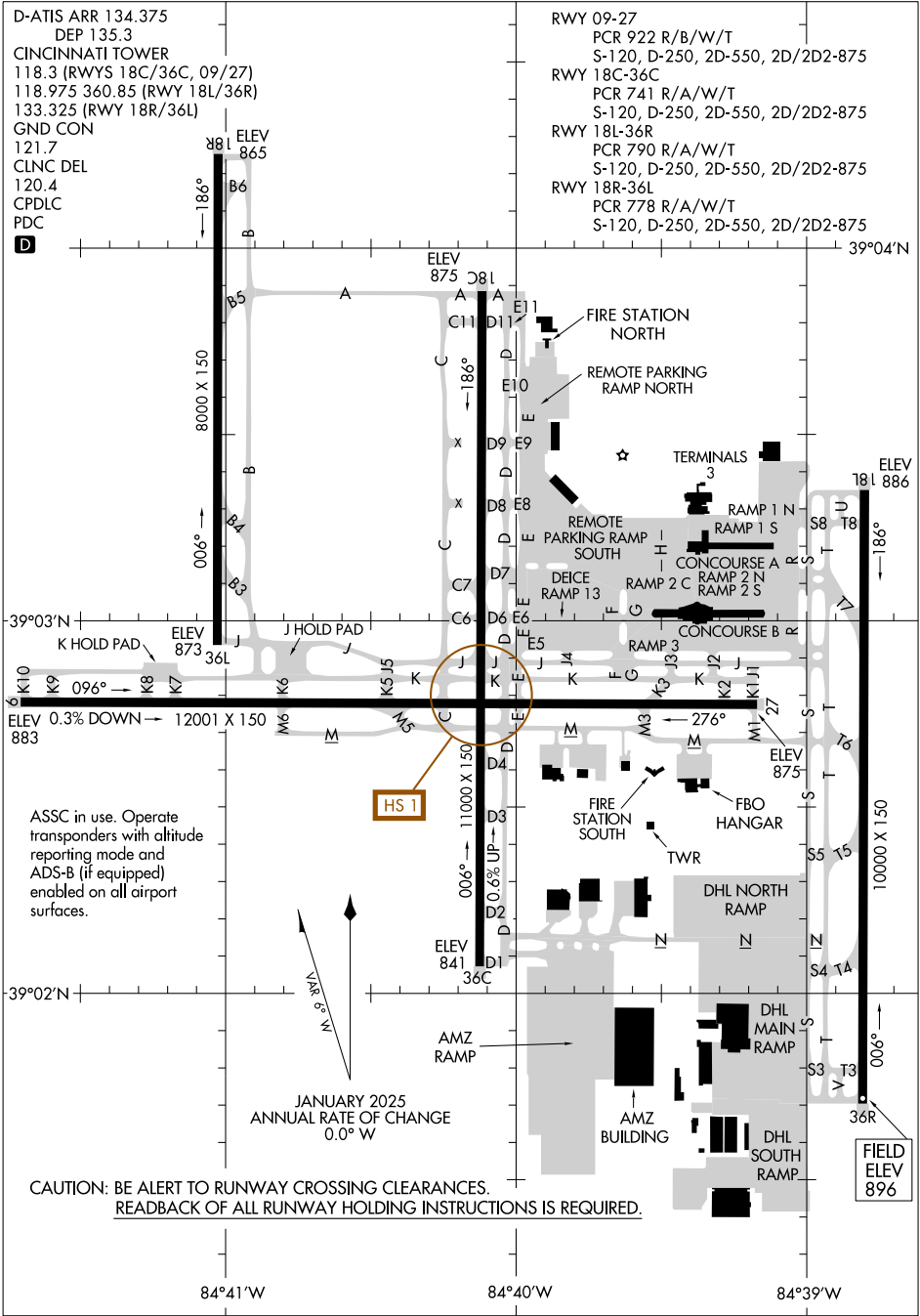
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

39°03'N-84°40'W

RNAV (GPS) Y RWY 36R

SE-1, 03 SEP 2026 to 29 OCT 2026

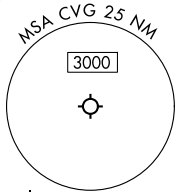
SE-1, 03 SEP 2026 to 29 OCT 2026



COVINGTON, KENTUCKY

TOP ALTITUDE:
(JETS) 5000/(PROPS) 4000

Rwy 18C: Standard with minimum
climb of 500'/NM to 1400.



NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 020° to LUBYI, then on track 007° to BNGLE, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 108° to CODKO, then on track 043° to JBETH, then on track 019° to FOPAS, then on track 006° to LUBYI, then on track 007° to BNGLE, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 051° to BNGLE, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 051° to BNGLE, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 360° to MACOD, then on track 062° to BNGLE, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 333° to CIGMA, then on track 017° to DJOHN, then on track 040° to BNGLE, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 329° to CIGMA, then on track 017° to DJOHN, then on track 040° to BNGLE, thence. . . .

TAKEOFF RUNWAY 36R: Climb direct HAGSS, then on track 031° to BNGLE, thence. . . .

. . . turbojets: Maintain 5000, All other aircraft: Maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

RIKLE TRANSITION (BNGLE5.RIKLE)
WWSHR TRANSITION (BNGLE5.WWSHR)

(CHCLL6.CHCLL) 26190

CHCLL SIX DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY

CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS DEP
135.3
CINC DEL
120.4
CPDLC
GND CON
121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:

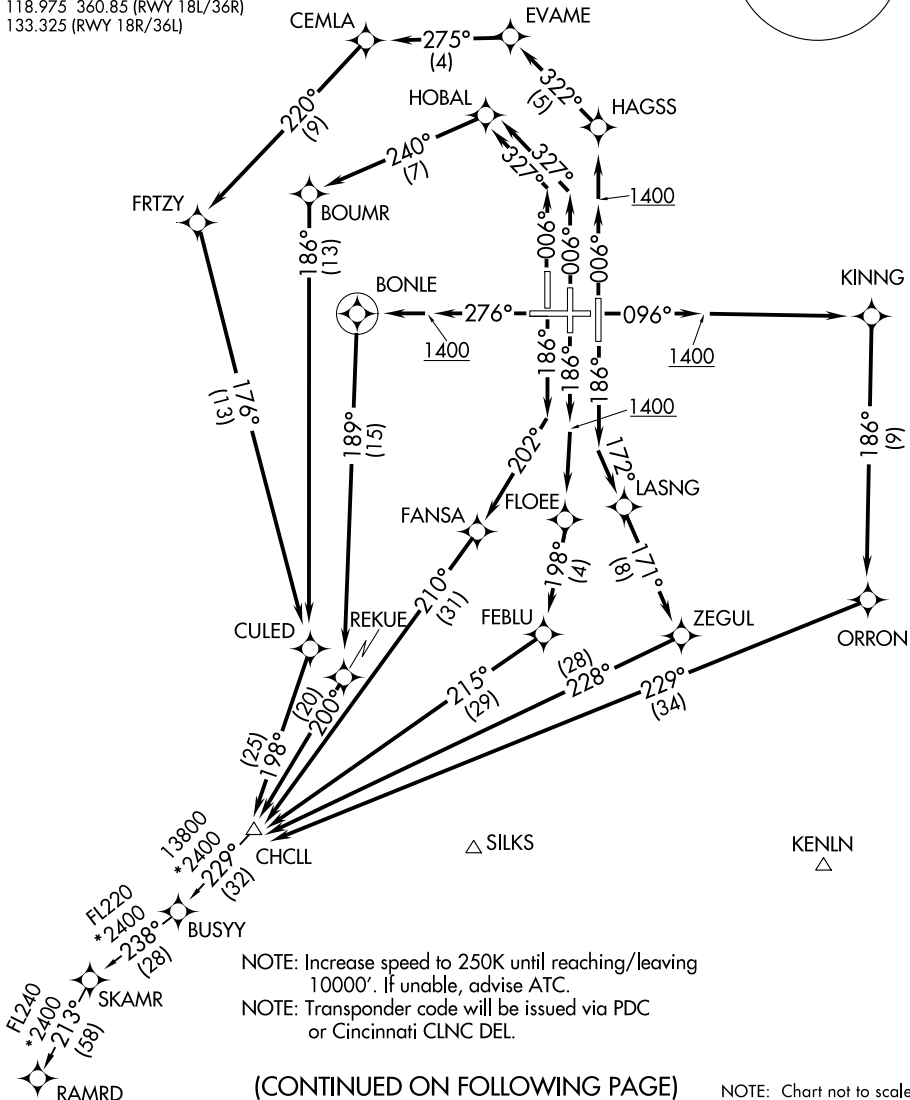
(JETS) 5000/(PROPS) 4000

TAKEOFF MINIMUMS

Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.

MSA CVG 25 NM

3000



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

CHCLL SIX DEPARTURE (RNAV)

(CHCLL6.CHCLL) 21MAR24

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 186° to ORRON, then on track 229° to CHCLL, thence

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 198° to FEBLU, then on track 215° to CHCLL, thence

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 171° to ZEGUL, then on track 228° to CHCLL, thence

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 210° to CHCLL, thence

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 200° to CHCLL, thence

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 198° to CHCLL, thence

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 198° to CHCLL, thence

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to FRTZY, then on track 176° to CULED, then on track 198° to CHCLL, thence

. . . . Turbojets: maintain 5000, all other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

BUSYY TRANSITION (CHCLL6.BUSYY)
SKAMR TRANSITION (CHCLL6.SKAMR)
RAMRD TRANSITION (CHCLL6.RAMRD)

CINCINNATI EIGHT DEPARTURE

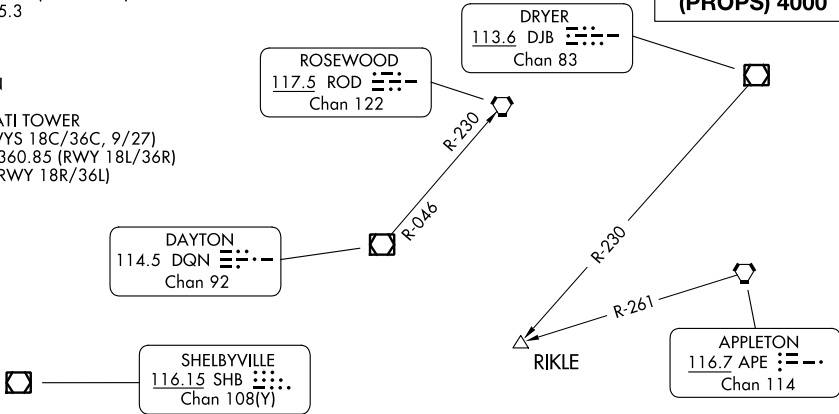
AL-655 (FAA)

COVINGTON, KENTUCKY

CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS 135.3
CLNC DEL
120.4
CPDLC
GND CON
121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)

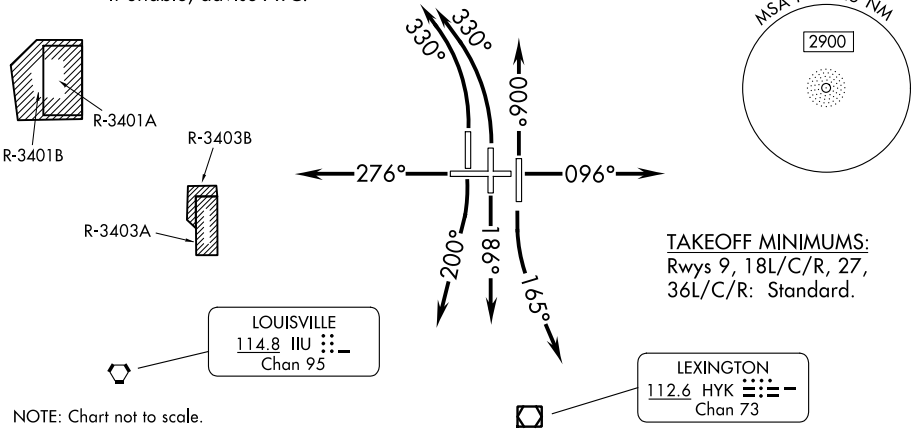
RADAR required.

TOP ALTITUDE:
(JETS) 5000
(PROPS) 4000



NOTE: SPECIAL INSTRUCTIONS: Appropriate departure frequency will be assigned by ATC.

NOTE: Jets accelerate to 250K until reaching 10000 MSL, if unable, advise ATC.



TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27,
36L/C/R: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

- TAKEOFF RUNWAY 9: Climb on heading 096° or as assigned, thence. . .
- TAKEOFF RUNWAY 18L: Climbing left turn on heading 165°, thence. . .
- TAKEOFF RUNWAY 18C: Climb on heading 186° or as assigned, thence. . .
- TAKEOFF RUNWAY 18R: Climbing right turn on heading 200°, thence. . .
- TAKEOFF RUNWAY 27: Climb on heading 276° or as assigned, thence. . .
- TAKEOFF RUNWAYS 36L/C: Climbing left turn on heading 330°, thence. . .
- TAKEOFF RUNWAY 36R: Climb on heading 006° or as assigned, thence. . .

. . . for RADAR vectors to filed/assigned route. Jet aircraft maintain 5000, props maintain 4000. Expect clearance to requested altitude/flight level 10 minutes after departure.

CINCINNATI EIGHT DEPARTURE

COVINGTON, KENTUCKY

GIPLE SEVEN DEPARTURE (RNAV) Departure Routes

COVINGTON, KENTUCKY

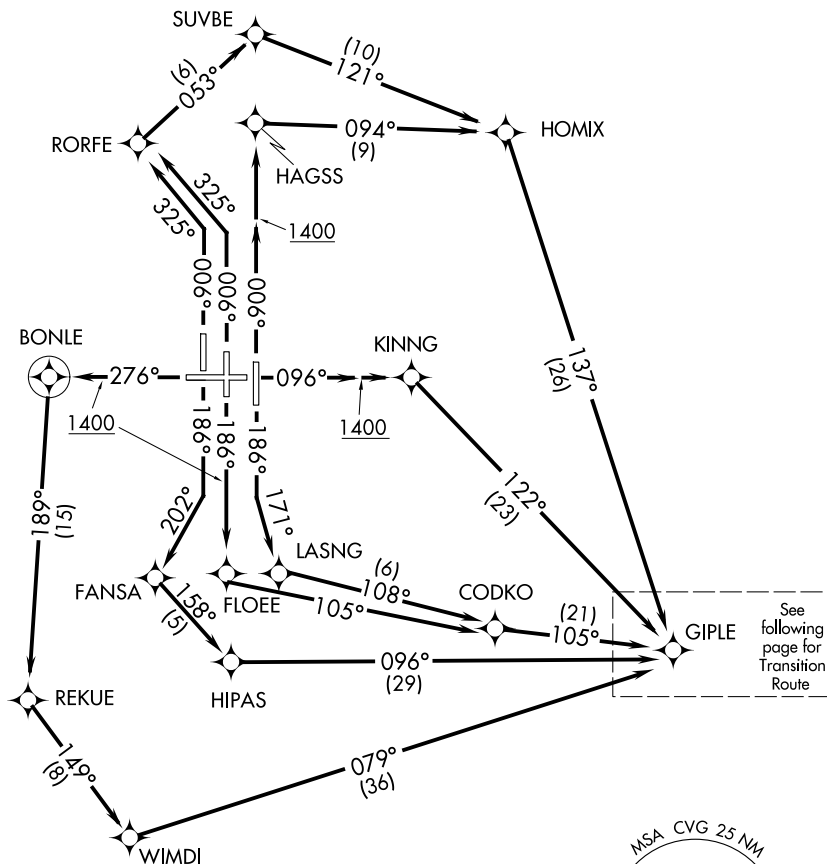
RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
(JETS/PROPS)
5000 4000

D-ATIS DEP 135.3
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)
GND CON
121.7
CLNC DEL
120.4
CPDLC
CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)

TAKEOFF MINIMUMS:

Rwys 9, 18L/C/R, 27, 36L/C/R: Standard.



NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

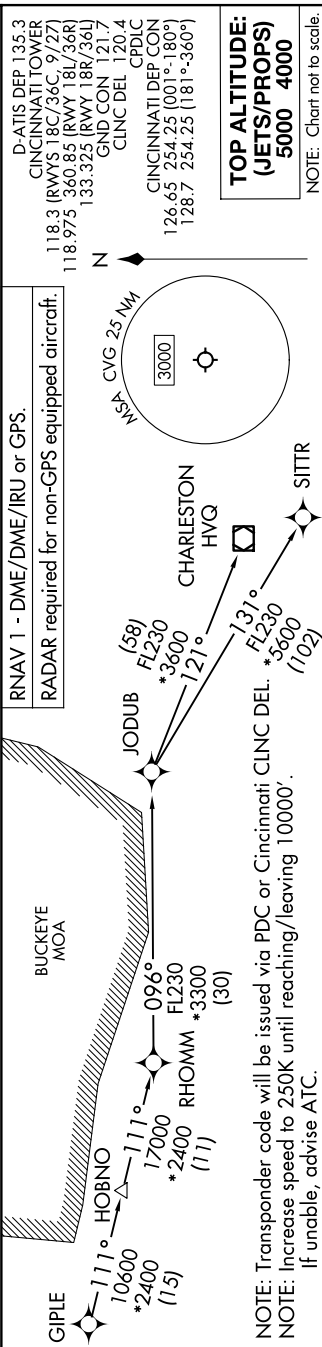
GIPLE SEVEN DEPARTURE (RNAV) Departure Routes

COVINGTON, KENTUCKY

(GIPLE7.GIPLE) 26190

GIPLE SEVEN DEPARTURE (RNAV) Transition Route

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 122° to GIPLE, thence ...
TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 105° to GIPLE, thence ...
TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 105° to CODKO, then on track 105° to GIPLE, thence ...
TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 158° to HIPAS, then on track 096° to GIPLE, thence ...
TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 149° to WIMDI, then on track 079° to GIPLE, thence ...
TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 325° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 137° to GIPLE, thence ...
TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 325° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 137° to GIPLE, thence ...
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° to HOMIX, then on track 137° to GIPLE, thence ...
...turbojets: maintain 5000, all other aircraft: maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

CHARLESTON TRANSITION (GIPLE7.HVQ):
JODUB TRANSITION (GIPLE7.JODUB):
SITR TRANSITION (GIPLE7.SITR):

GIPLE SEVEN DEPARTURE (RNAV) Transition Route
(GIPLE7.GIPLE) 21MAR24

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

HAGOL FIVE DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY

CINCINNATI DEP CON
126.65 254.25 (001°-180°)
128.7 254.25 (181°-360°)
D-ATIS DEP 135.3
CLNC DEL 120.4
CPDLC
GND CON 121.7
CINCINNATI TOWER
118.3 (RWYS 18C/36C, 9/27)
118.975 360.85 (RWY 18L/36R)
133.325 (RWY 18R/36L)

RNAV 1 - DME/DME/IRU or GPS.

RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:

(JETS/PROPS)
5000 4000

NOTE: If unable to accept climb rates, advise ATC on initial contact.

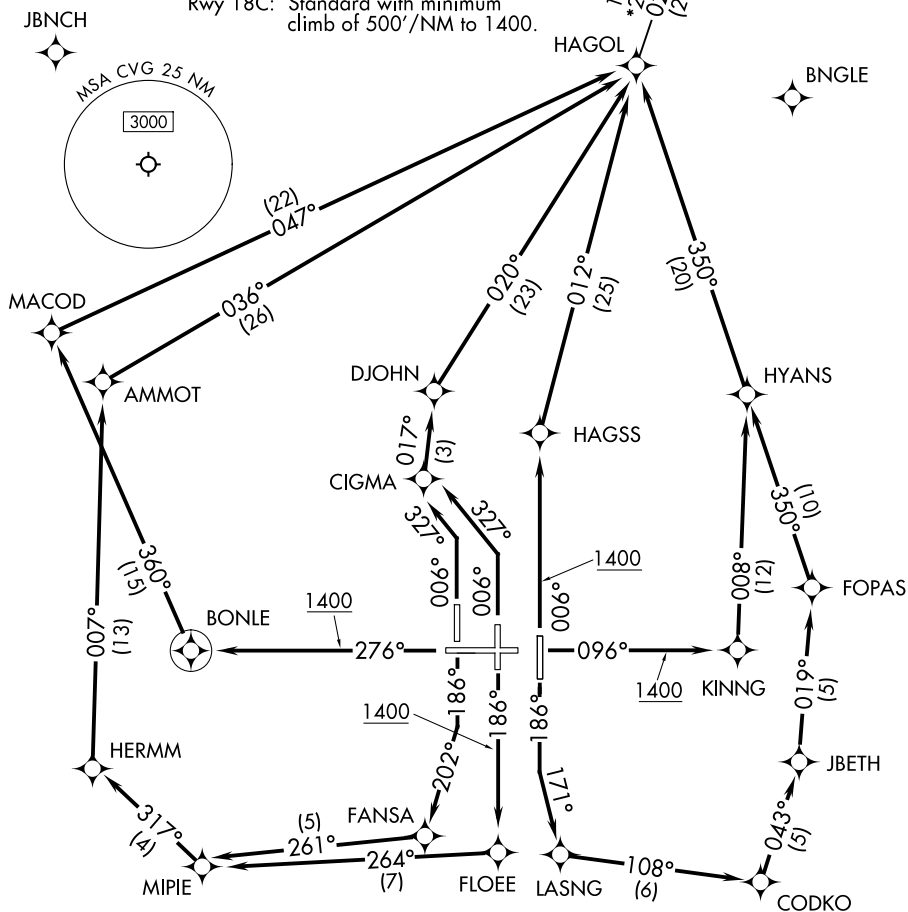
NOTE: Transponder code will be issued via PDC or Cincinnati CLNC DEL.

NOTE: Increase speed to 250K until reaching/leaving 10000'. If unable, advise ATC.

TAKEOFF MINIMUMS:

Rwys 9, 18L/R, 27, 36L/C/R: Standard.

Rwy 18C: Standard with minimum climb of 500'/NM to 1400.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

HAGOL FIVE DEPARTURE (RNAV)

(HAGOL5.HAGOL) 21MAR24

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 008° to HYANS, then on track 350° to HAGOL, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 043° to JBETH, then on track 019° to FOPAS, then on track 350° to HYANS, then on track 350° to HAGOL, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 036° to HAGOL, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 007° to AMMOT, then on track 036° to HAGOL, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 360° to MACOD, then on track 047° to HAGOL, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to CIGMA, then on track 017° to DJOHN, then on track 020° to HAGOL, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to CIGMA, then on track 017° to DJOHN, then on track 020° to HAGOL, thence. . . .

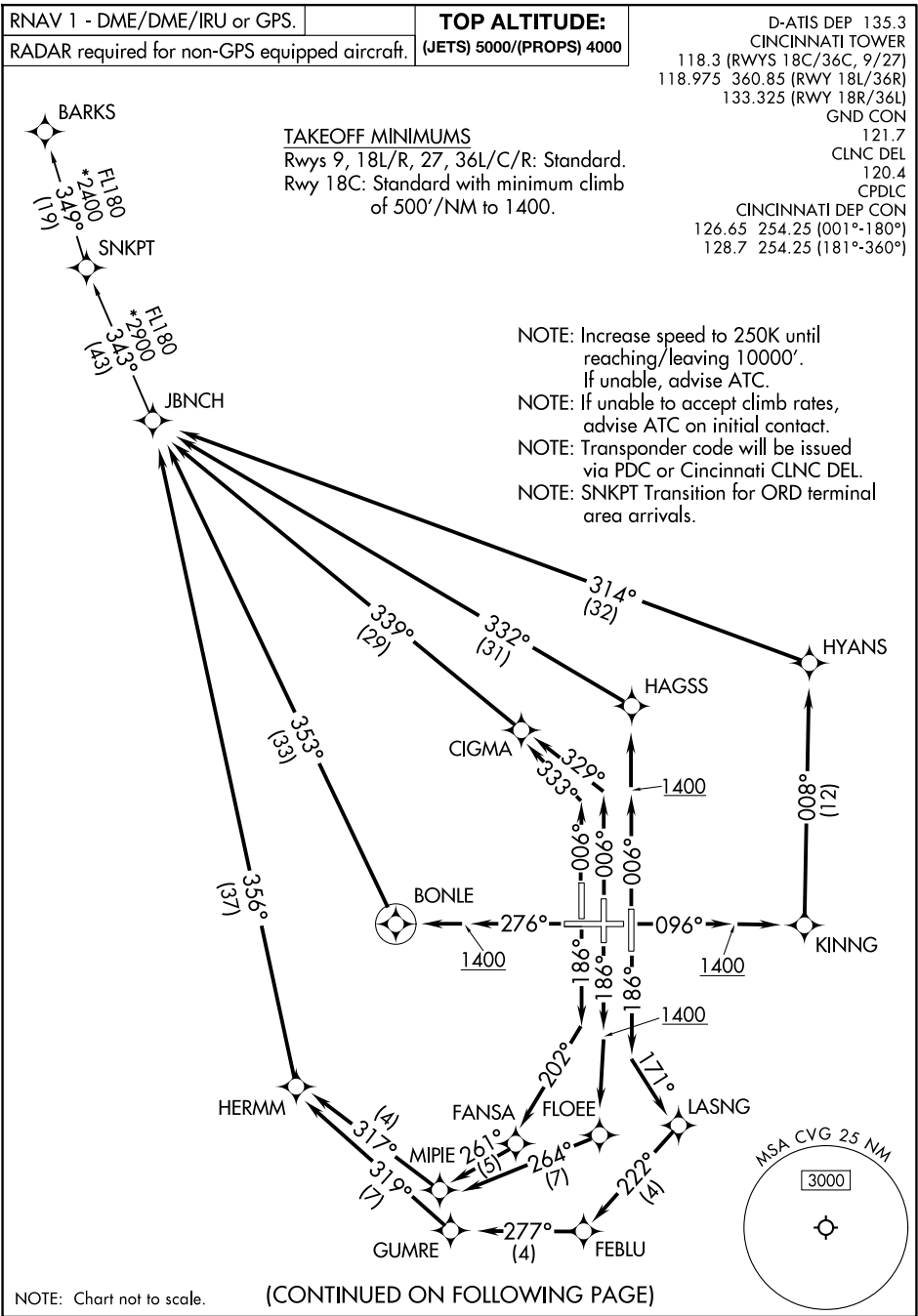
TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 012° to HAGOL, thence. . . .

. . . .Turbojets: maintain 5000, all other aircraft: maintain 4000.

Expect clearance to filed altitude within ten minutes after departure.

PLASH TRANSITION (HAGOL5.PLASH)

RINTE TRANSITION (HAGOL5.RINTE)



JBNCH6.JBNCH) 24081

JBNCH SIX DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 008° to HYANS, then on track 314° to JBNCH, thence

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 222° to FEBLU, then on track 277° to GUMRE, then on track 319° to HERMM, then on track 356° to JBNCH, thence

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track 317° to HERMM, then on track 356° to JBNCH, thence

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 261° to MIPIE, then on track 317° to HERMM, then on track 356° to JBNCH, thence

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 353° to JBNCH, thence

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 333° to CIGMA, then on track 339° to JBNCH, thence

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 329° to CIGMA, then on track 339° to JBNCH, thence

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 332° to JBNCH, thence

. . . . Turbojets: maintain 5000, all other aircraft: maintain 4000.
Expect clearance to filed altitude within ten minutes after departure.

BARKS TRANSITION (JBNCH6.BARKS)

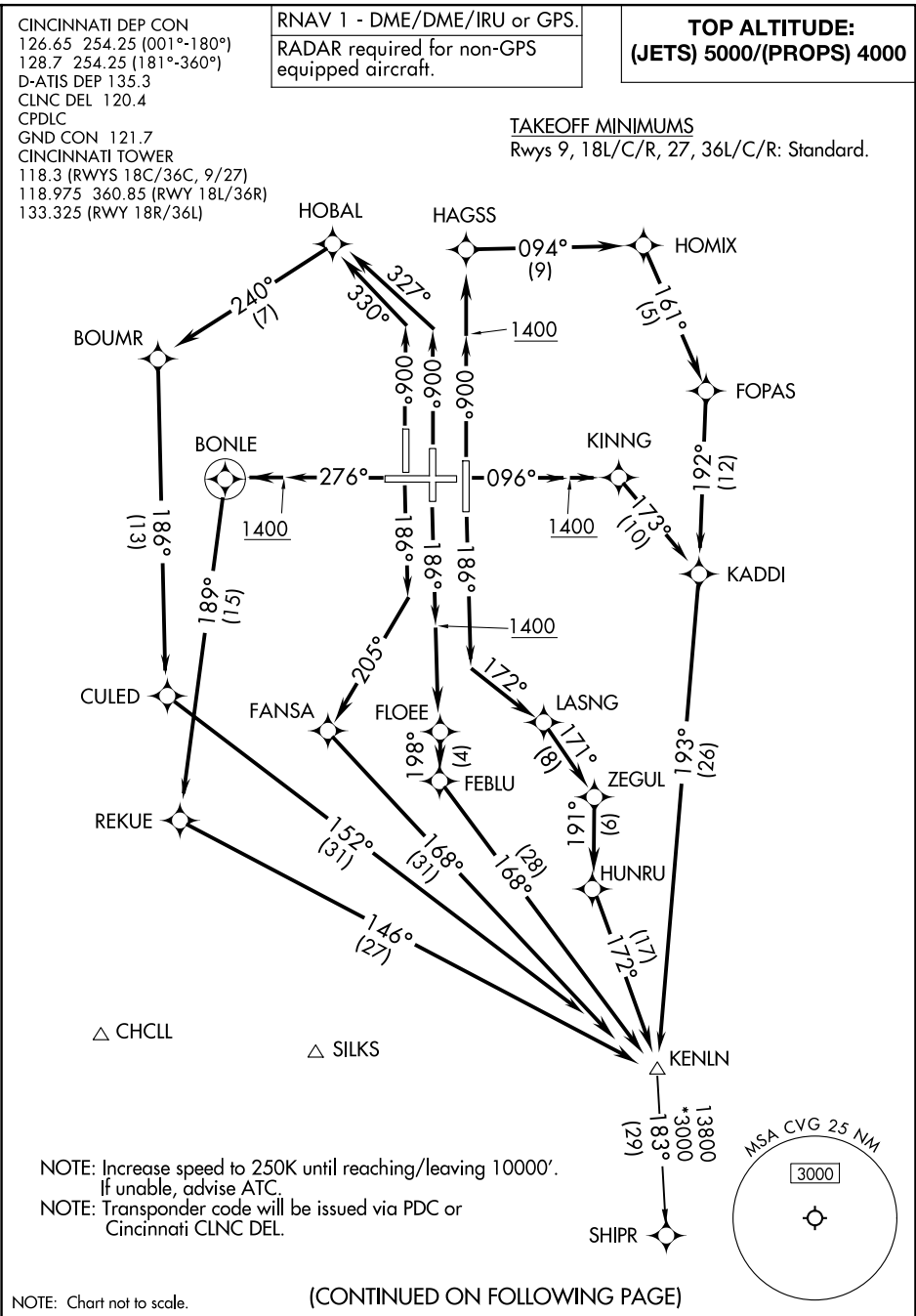
SNKPT TRANSITION (JBNCH6.SNKPT)

JBNCH SIX DEPARTURE (RNAV)
(JBNCH6.JBNCH) 21MAR24

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



(KENLN6.KENLN) 24081

KENLN SIX DEPARTURE (RNAV)

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

AL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 173° to KADDI, then on track 193° to KENLN, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE then on track 198° to FEBLU, then on track 168° to KENLN, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 172° to LASNG, then on track 171° to ZEGUL, then on track 191° to HUNRU, then on track 172° to KENLN, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 168° to KENLN, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 146° to KENLN, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 152° to KENLN, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 330° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 152° to KENLN, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° to HOMIX, then on track 161° to FOPAS, then on track 192° to KADDI, then on track 193° to KENLN, thence. . . .

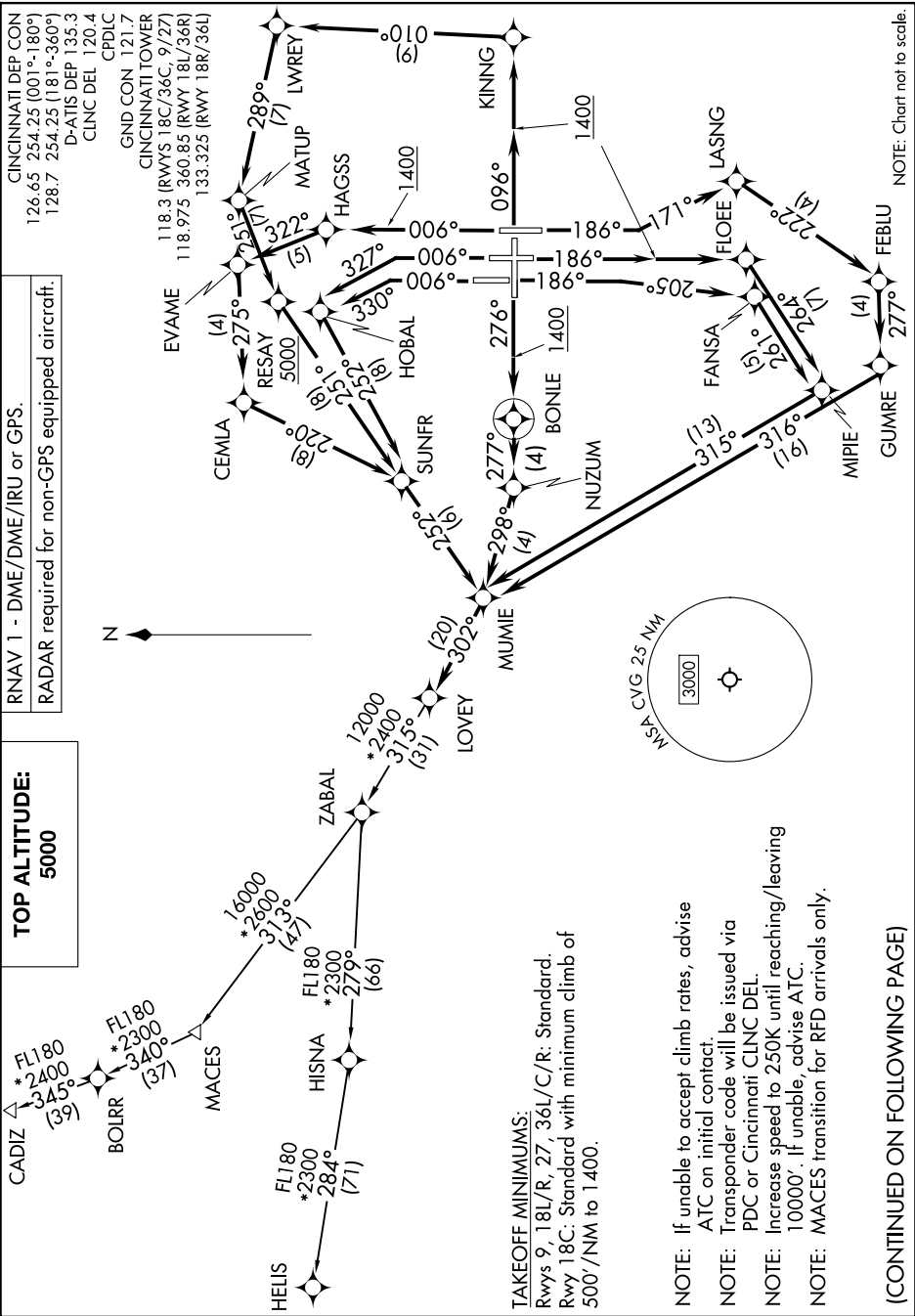
. . . .turbojets: Maintain 5000. All other aircraft: Maintain 4000.

Expect clearance to filed altitude within ten minutes after departure.

SHIPR TRANSITION (KENLN6.SHIPR)

KENLN SIX DEPARTURE (RNAV)
(KENLN6.KENLN) 21MAR24

COVINGTON, KENTUCKY
CINCINNATI/NORTHERN KENTUCKY INTL (CVG)



(LOVEY8.LOVEY) 25219

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

LOVEY EIGHT DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 010° to LWREY, then on track 289° to MATUP, then on track 251° to cross RESAY at or above 5000, then on track 251° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 222° to FEBLU, then on track 277° to GUMRE, then track 316° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 264° to MIPIE, then on track to 315° to MUMIE, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 261° to MIPIE, then on track 315° to MUMIE, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 277° to NUZUM, then on track 298° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 330° to HOBAL, then on track 252° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 252° to SUNFR, then on track 252° to MUMIE, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to SUNFR, then on track 252° to MUMIE, thence. . . .

. . . . on depicted route to LOVEY. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

CADIZ TRANSITION (LOVEY8.CADIZ):

HELIS TRANSITION (LOVEY8.HELIS):

MACES TRANSITION (LOVEY8.MACES):

LOVEY EIGHT DEPARTURE (RNAV)

(LOVEY8.LOVEY) 07AUG25

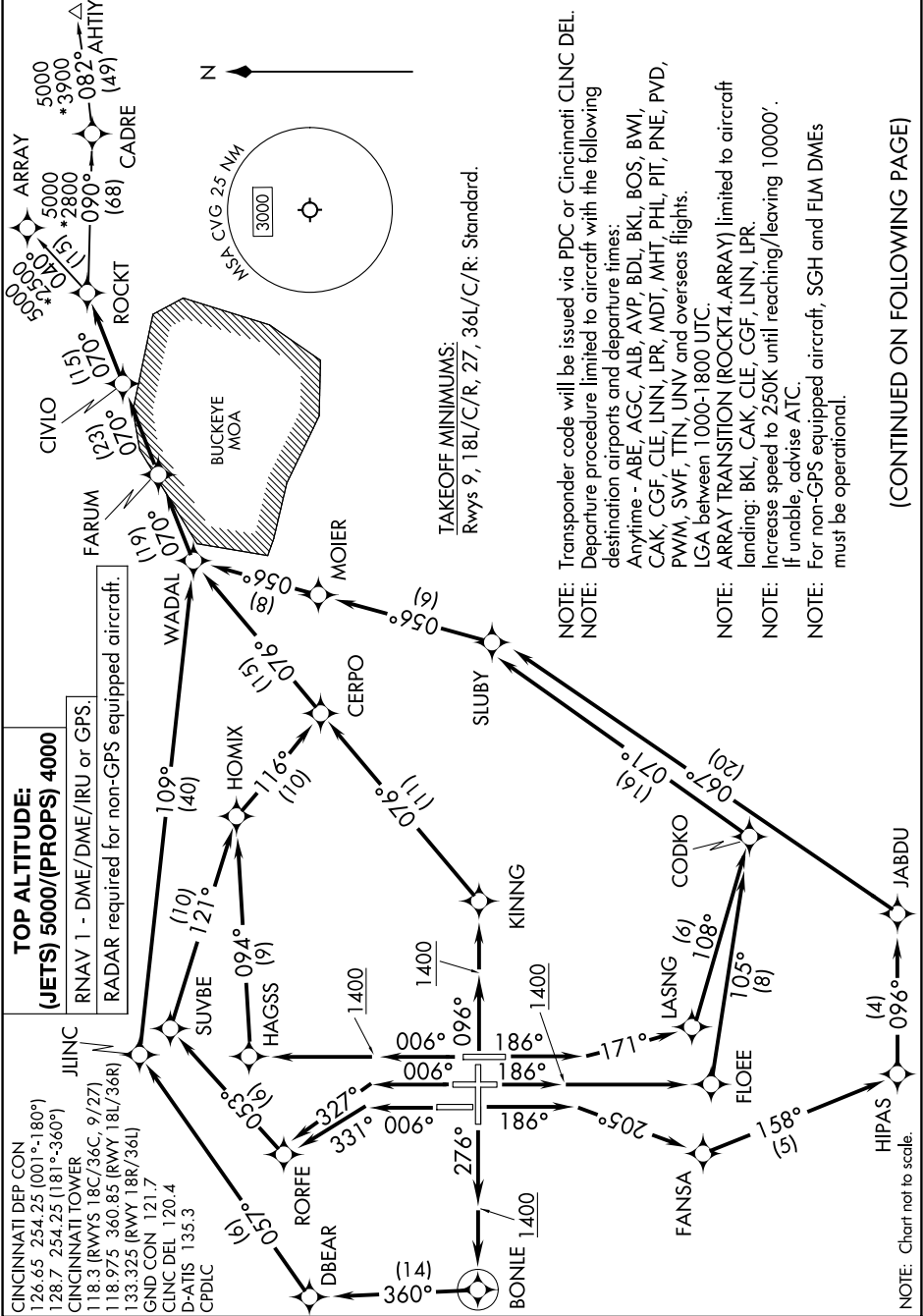
COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

(ROCKT4.ROCKT) 25331

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)

ROCKT FOUR DEPARTURE (RNAV)

AL-655 (FAA)

COVINGTON, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 076° to CERPO, then on track 076° to WADAL, thence....

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 108° to CODKO, then on track 071° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence....

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 105° to CODKO, then on track 071° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence....

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 205° to FANSA, then on track 158° to HIPAS, then on track 096° to JABDU, then on track 067° to SLUBY, then on track 056° to MOIER, then on track 056° to WADAL, thence....

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400 then direct BONLE, then on track 360° to DBEAR, then on track 057° to JLINC, then on track 109° to WADAL, thence....

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 331° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence....

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to RORFE, then on track 053° to SUVBE, then on track 121° to HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence....

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 094° HOMIX, then on track 116° to CERPO, then on track 076° to WADAL, thence....

....on depicted route to ROCKT. Turbojet maintain 5000, all other aircraft maintain 4000. Expect clearance to filed altitude within ten minutes after departure.

AHTIY TRANSITION (ROCKT4.AHTIY)

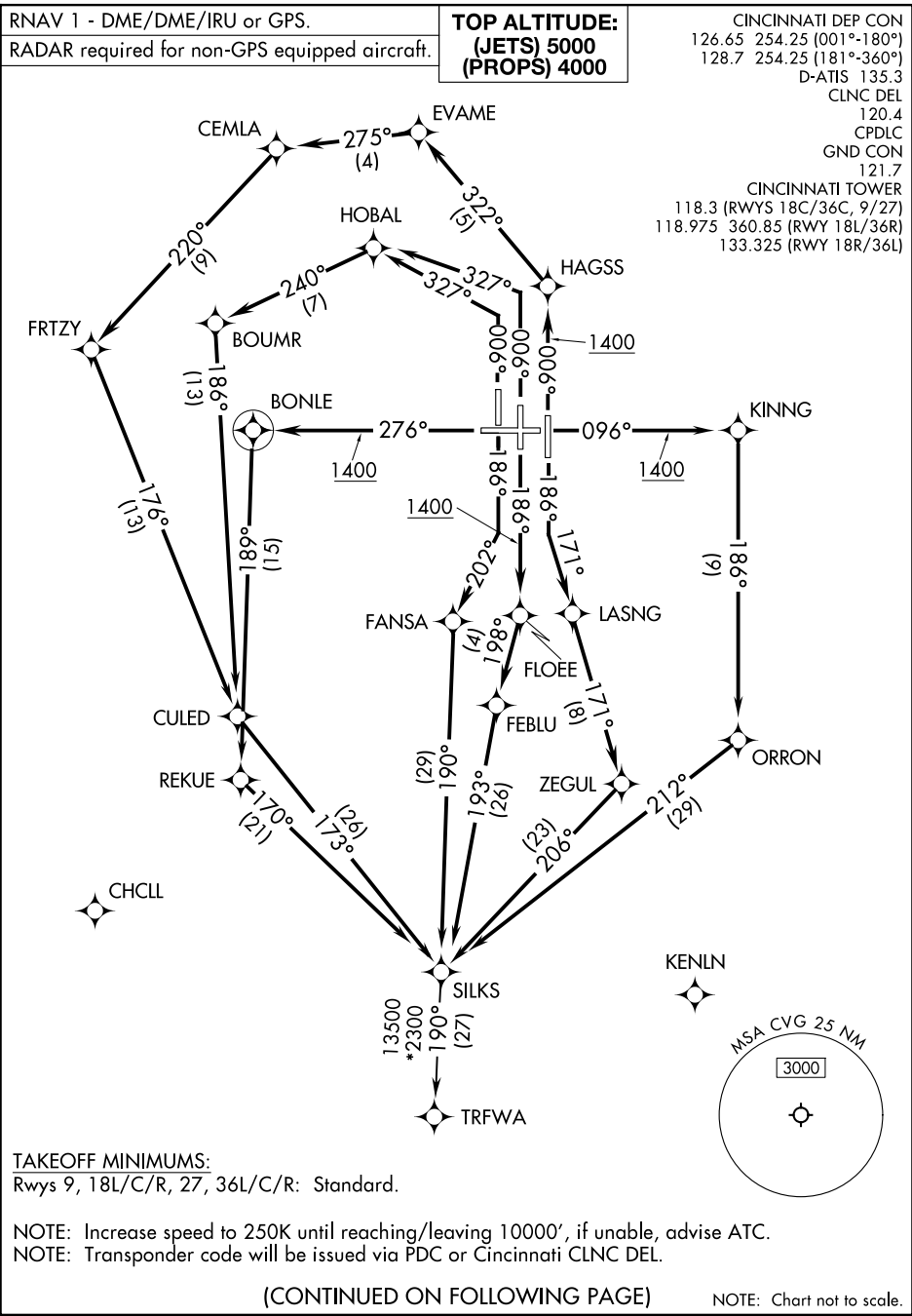
ARRAY TRANSITION (ROCKT4.ARRAY)

ROCKT FOUR DEPARTURE (RNAV)

(ROCKT4.ROCKT) 27NOV25

COVINGTON, KENTUCKY

CINCINNATI/NORTHERN KENTUCKY INTL (CVG)





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 096° to 1400, then direct KINNG, then on track 186° to ORRON, then on track 212° to SILKS, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 186° to 1400, then direct FLOEE, then on track 198° to FEBLU, then on track 193° to SILKS, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 186° to intercept course 171° to LASNG, then on track 171° to ZEGUL, then on track 206° to SILKS, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 186° to intercept course 202° to FANSA, then on track 190° to SILKS, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 276° to 1400, then direct BONLE, then on track 189° to REKUE, then on track 170° to SILKS, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 006° to intercept course 327° to HOBAL, then on track 240° to BOUMR, then on track 186° to CULED, then on track 173° to SILKS, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 006° to intercept course 327° to HOBAL, then left turn on track 240° to BOUMR, then on track 186° to CULED, then on track 173° to SILKS, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 006° to 1400, then direct HAGSS, then on track 322° to EVAME, then on track 275° to CEMLA, then on track 220° to FRTZY, then on track 176° to CULED, then on track 173° to SILKS, thence. . . .

. . . . Turbojets: maintain 5000. All other aircraft: maintain 4000.

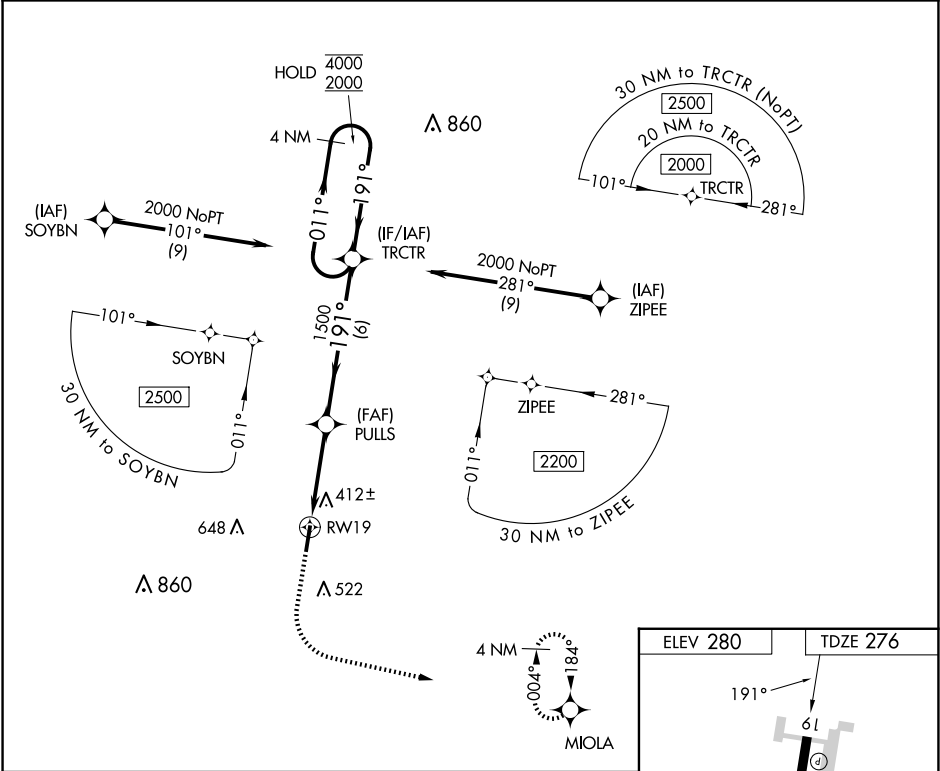
Expect clearance to filed altitude within ten minutes after departure.

TRFWA TRANSITION (SILKS6.TRFWA)

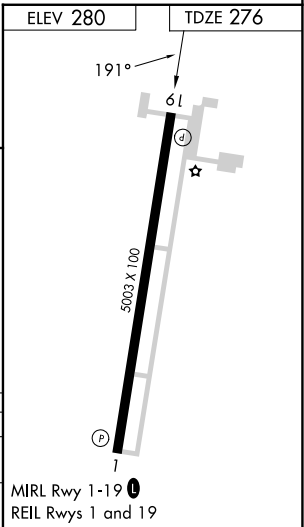
APP CRS	Rwy Idg	5003
191°	TDZE	276
	Apt Elev	280

RNAV (GPS) RWY 19
COVINGTON MUNI (M04)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing left turn to 3000 direct MIOLA and hold.
	Rwy 19 helicopter visibility reduction below 3/4 SM NA.	
AWOS-3 118.575	MEMPHIS APP CON 125.8 338.3	UNICOM 123.0 (CTAF)



1400	3000	MIOLA	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 29).		4 NM Holding Pattern
CATEGORY	A		B	C	D
LNAV MDA	680-1		404 (400-1)	680-1½	404 (400-1½)
CIRCLING	760-1 480 (500-1)	840-1 560 (600-1)	960-2 680 (700-2)	960-2¼ 680 (700-2¼)	



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

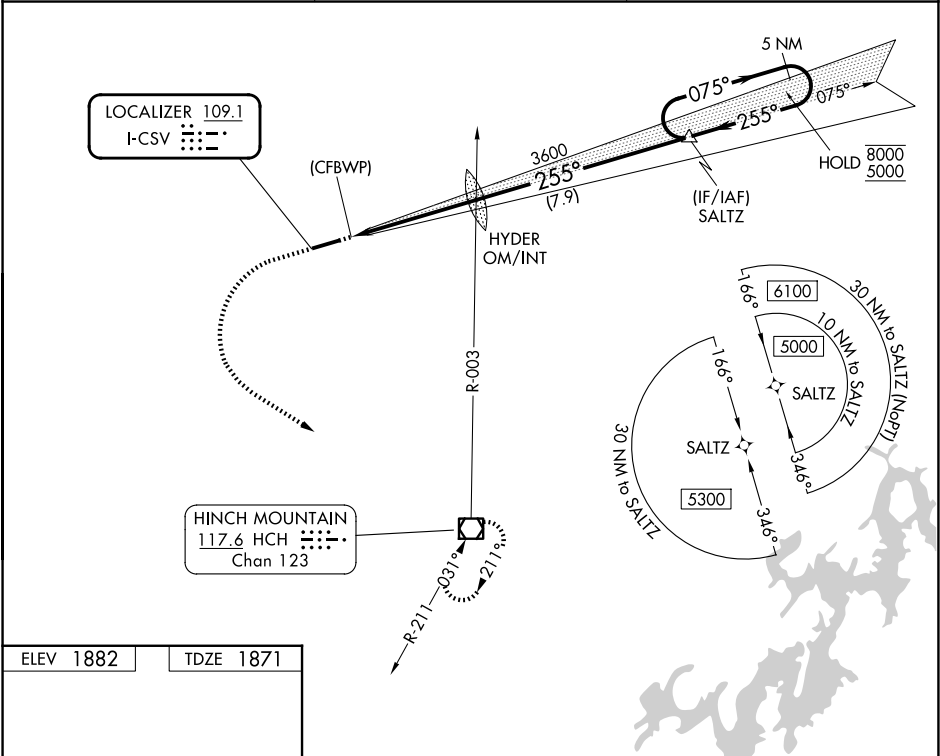
LOC I-CSV 109.1	APP CRS 255°	Rwy Ldg TDZE Apt Elev 5423 1871 1882
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ILS Y or LOC Y RWY 26

CROSSVILLE MEML-WHITSON FLD (CSV)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct HCH VOR/DME and hold.
Autopilot coupled approach NA below 2500.	

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 1
------------------------	--------------------------------------	--



ELEV 1882	TDZE 1871
REIL Rwy 26 HIRL Rwy 8-26 1	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

3200	5000	HCH	5 NM Holding Pattern			
LOC unusable inside 0.5 NM.		HYDER OM/INT	SALTZ	075° → 8000 ← 255° 5000 GS 3.00° TCH 60		
0.5		4.7 NM	7.9 NM			
CATEGORY	A	B	C	D		
S-ILS 26	2121-¾ 250 (300-¾)					
S-LOC 26	2440-1 569 (600-1)		2440-1⅝ 569 (600-1⅝)			
CIRCLING	2440-1 558 (600-1)		2440-1⅝ 558 (600-1⅝)		2540-2 658 (700-2)	

CROSSVILLE, TENNESSEE

AL-5051 (FAA)

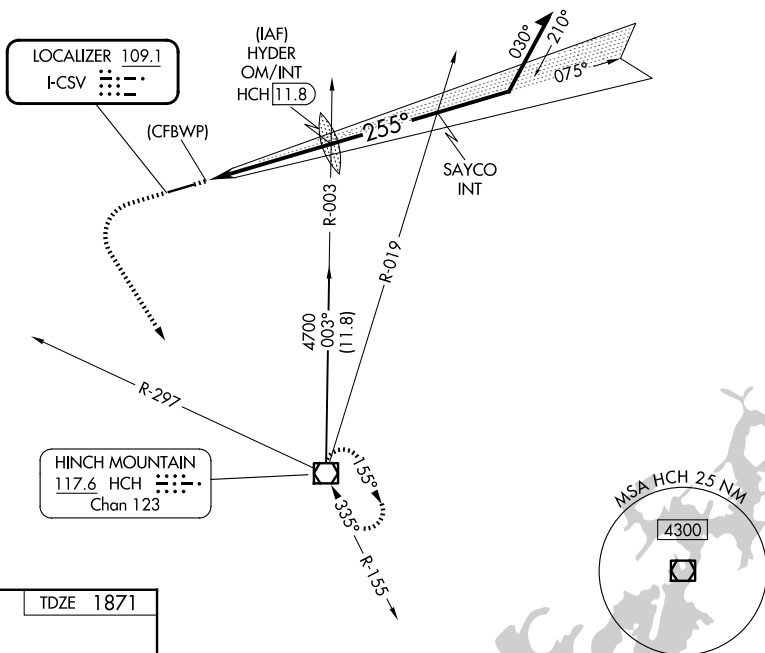
26190

LOC I-CSV 109.1	APP CRS 255°	Rwy Ldg TDZE Apt Elev	5423 1871 1882
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ILS Z or LOC Z RWY 26

CROSSVILLE MEML-WHITSON FLD (CSV)

Autopilot coupled approach NA below 2500.		MISSED APPROACH: Climb to 3300 then climbing left turn to 5000 on heading 152° and HCH VOR/DME R-297 to HCH VOR/DME and hold.
ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF)



ELEV 1882	TDZE 1871
REIL Rwy 26 HIRL Rwy 8-26	
FAF to MAP 4.7 NM	
Knots	60 90 120 150 180
Min:Sec	4:42 3:08 2:21 1:53 1:34

3300 5000 HCH R-297		HYDER OM/INT		Remain within 10 NM
LOC unusable inside 0.5 NM.		3557 3600 4100		GS 3.00° TCH 60
0.5 4.7 NM 4 NM		075° 255°		
CATEGORY	A	B	C	D
S-ILS 26	2121- ³ / ₄ 250 (300- ³ / ₄)			
S-LOC 26	2440-1 569 (600-1)		2440-1 ⁵ / ₈ 569 (600-1 ⁵ / ₈)	
CIRCLING	2440-1 558 (600-1)		2440-1 ⁵ / ₈ 558 (600-1 ⁵ / ₈) 2540-2 658 (700-2)	

CROSSVILLE, TENNESSEE

Amdt 15 26DEC24

CROSSVILLE MEML-WHITSON FLD (CSV)

35°57'N-85°05'W

ILS Z or LOC Z RWY 26

SE-1, 03 SEP 2026 to 29 OCT 2026

CROSSVILLE, TENNESSEE

AL-5051 (FAA)

26134

WAAS CH 65911 W26A	APP CRS 256°	Rwy Ldg TDZE Apt Elev	5423 1871 1882
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RNAV (GPS) RWY 26

CROSSVILLE MEML-WHITSON FLD (CSV)

RNP APCH - GPS.

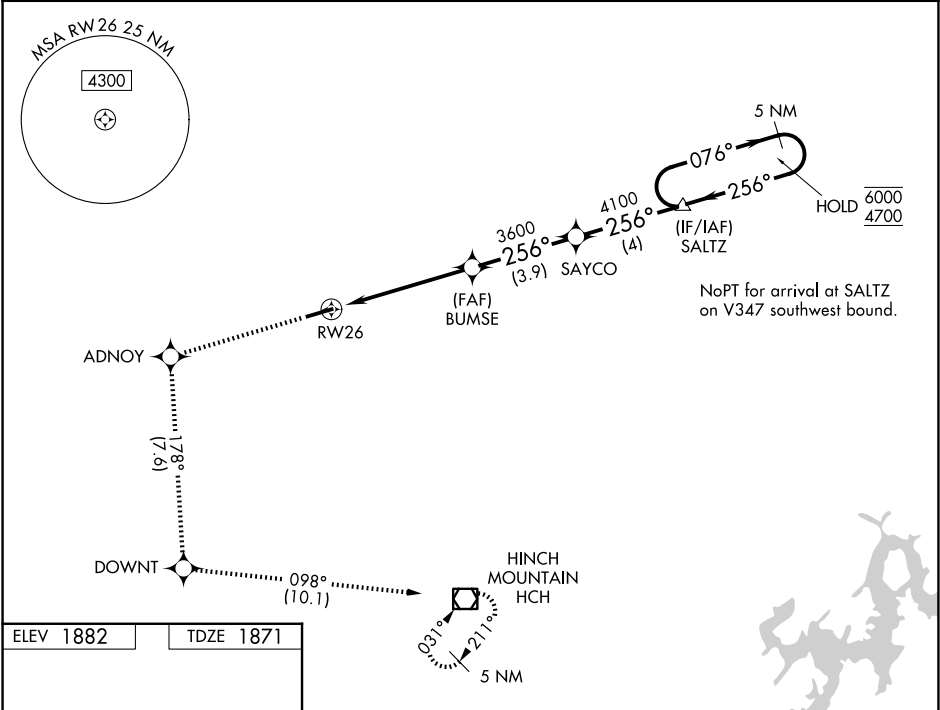
▼

▲

For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct
ADNOY and left turn on track 178° to DOWNT
and on track 098° to HCH VOR/DME and hold.

ASOS 120.625	ATLANTA CENTER 133.6 254.3	UNICOM 122.7 (CTAF) 0
------------------------	--------------------------------------	---------------------------------



ELEV 1882 TDZE 1871

5000	ADNOY	DOWNT	tr 098°	HCH	SALTZ	5 NM Holding Pattern
		tr 178°				
RW26		BUMSE	SAYCO	GP 3.00° TCH 60		
1.6 NM to RW26		3600	4100	076° 6000 ← 256° 4700		
1.6		3.7 NM	3.9 NM	4 NM		

CATEGORY	A		B		C		D
LPV DA	2121-3/4		250 (300-3/4)				
LNAV/VNAV DA	2170-7/8		299 (300-7/8)				
LNAV MDA	2440-1 569 (600-1)		2440-1 5/8 569 (600-1 1/8)				
CIRCLING	2440-1 558 (600-1)		2440-1 5/8 558 (600-1 1/8)		2540-2 658 (700-2)		

REIL Rwy 26
HIRL Rwy 8-26 0

CROSSVILLE, TENNESSEE
Amdt 1 26DEC24

CROSSVILLE MEML-WHITSON FLD (CSV)
35°57'N-85°05'W
RNAV (GPS) RWY 26

SE-1, 03 SEP 2026 to 29 OCT 2026

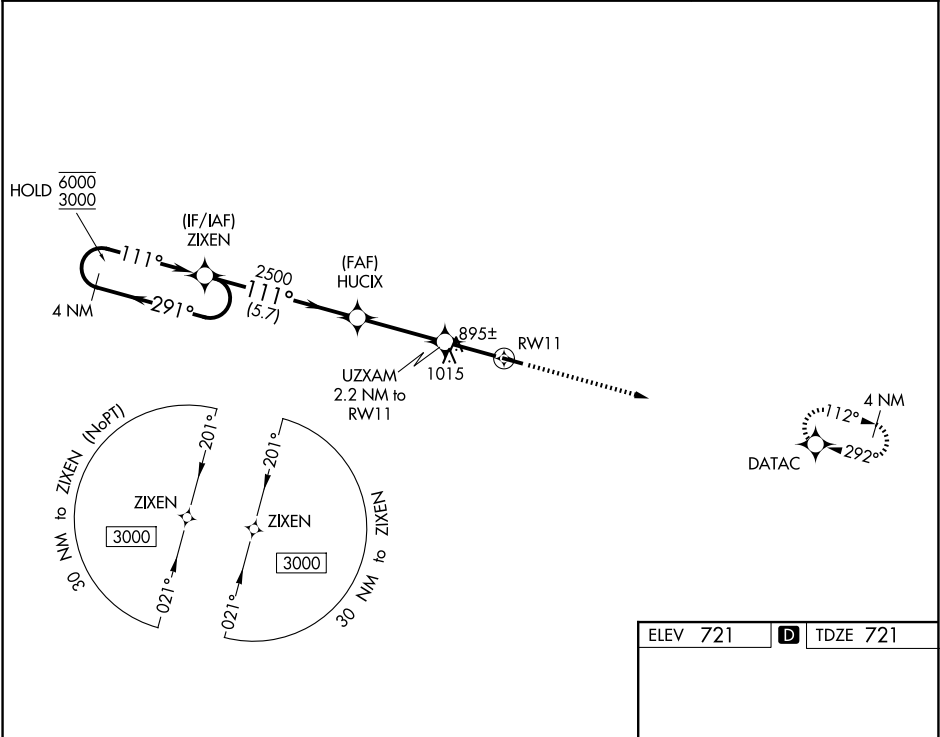
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 62837 W11A	APP CRS 111°	Rwy Ldg TDZE 721 Apt Elev 721	3850
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RNAV (GPS) RWY 11

CYNTHIANA-HARRISON COUNTY (ØI8)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct DATAC and hold.
▼ ▲ NA Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.		
27K AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	UNICOM 122.8 (CTAF) Ø



4 NM Holding Pattern

Visual Segment - Obstacles.

3000

DATAC

6000
3000

291°
111°

ZIXEN

HUCIX

2500

1460

UZXAM 2.2 NM to RW11

RW11

5.7 NM
3.3 NM
2.2 NM

CATEGORY	A	B	C	D
LP MDA	1220-1	499 (500-1)	NA	
LNAV MDA	1300-1	579 (600-1)	NA	
CIRCLING	1340-1 619 (700-1)	1560-1¼ 839 (900-1¼)	NA	

MIRL Rwy 11-29 Ø

REIL Rwy 11 and 29 Ø

RNAV (GPS) RWY 29
CYNTHIANA-HARRISON COUNTY (ØT8)

T	Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Use Georgetown altimeter setting; when not received, use Lexington altimeter setting and increase all MDA 40 feet.
A NA	

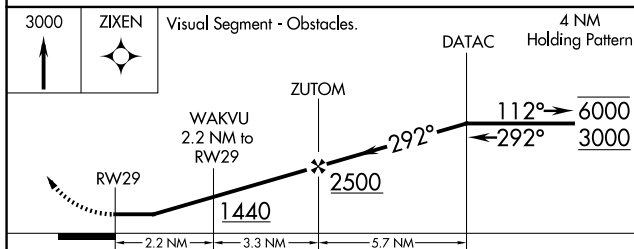
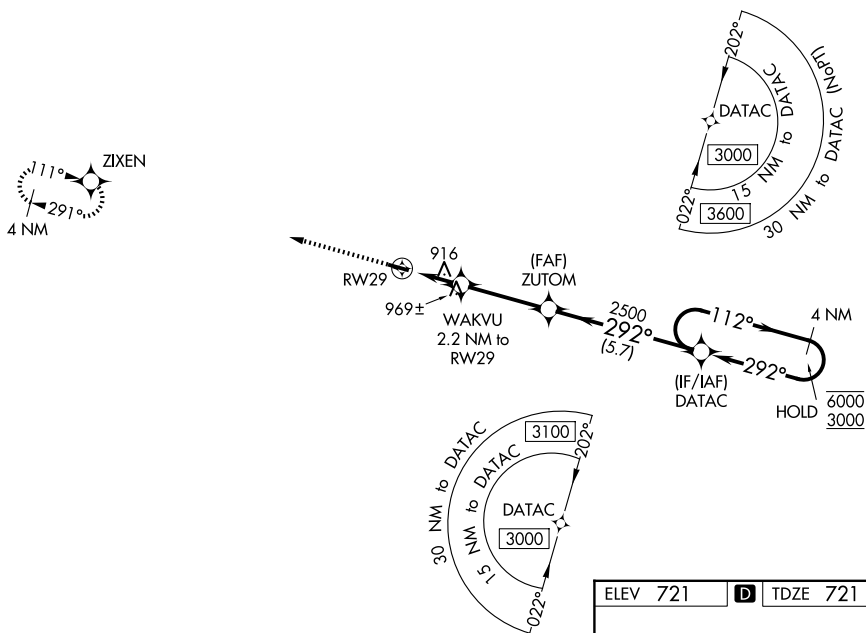
MISSED APPROACH: Climb to 3000 direct ZIXEN and hold.

27K AWOS-3
119.975

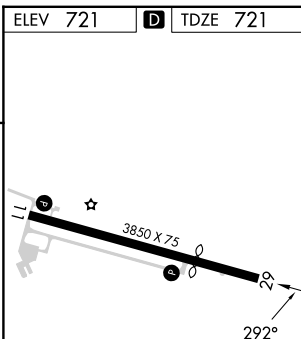
LEXINGTON APP CON

120.15	259.3	(040°-220°)
120.75	298.9	(221°-039°)

UNICOM
122.8 (CTAF) **L**



CATEGORY	A	B	C	D
LP MDA	1240-1	519 (600-1)	NA	
LNAV MDA	1280-1	559 (600-1)	NA	
CIRCLING	1340-1 619 (700-1)	1560-1¼ 839 (900-1¼)	NA	



MIRL Rwy 11-29 **L**
REIL Rwy 11 and 29 **L**

CYNTHIANA-HARRISON COUNTY (ØI8)
RNAV (GPS) RWY 29

RNAV (GPS) RWY 31
STUART POWELL FLD (DVK)

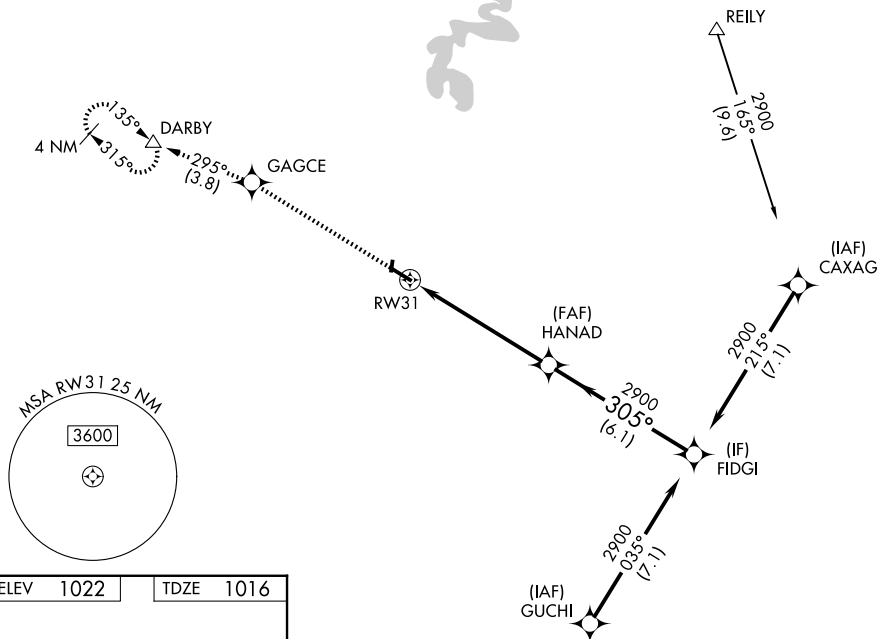
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C
A or above 54° C.

MISSED APPROACH: Climb to 3000 direct GAGCE and on track 295° to DARBY and hold.

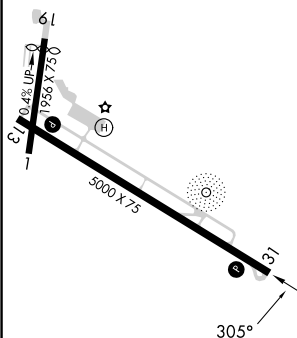
AWOS-3
128.325

LEXINGTON APP CON
120.15 259.3

UNICOM
122.8 (CTAF) **L**



ELEV 1022

 TDZE | 1016 |REIL Rwy 31 **L**MIRL Rwy 13-31 **L**

3000 ↑	GAGCE ✦	tr 295°	DARBY △
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HANAD

FIDGI

1.5 NM

— 2900

2900

GP 3.00°
TCH 30

1.5 nm 4.4 nm 6.1 nm

CATEGORY	A	B	C	D
LPV DA	1216-1		200 (200-1)	
LNAV/ VNAV DA	1492-1 ³ / ₈		476 (500-1 ³ / ₈)	
LNAV MDA	1520-1 504 (500-1)		1520-1 ³ / ₈ 504 (500-1 ³ / ₈)	
CIRCLING	1520-1 498 (500-1)	1680-1 658 (700-1)	1720-2 698 (700-2)	1840-2 ³ / ₄ 818 (900-2 ³ / ₄)

Amdt 1 27JAN22

STUART POWELL FID (DVK)

RNAV (GPS) RWY 31

37°35'N-84°46'W

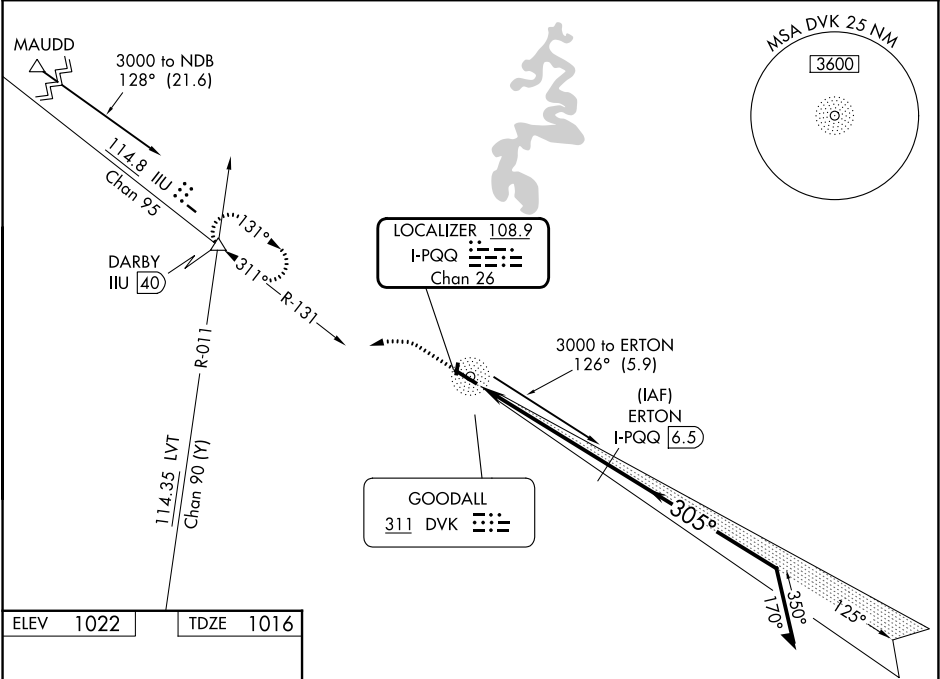
LOC/DME I-PQQ	APP CRS	Rwy Ldg	5000
108.9	305°	TDZE	1016
Chan 26		Apt Elev	1022

LOC RWY 31

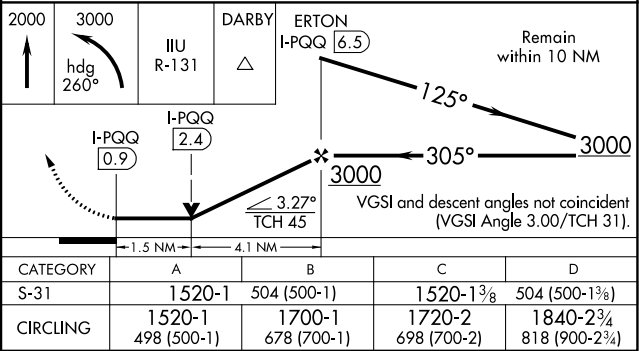
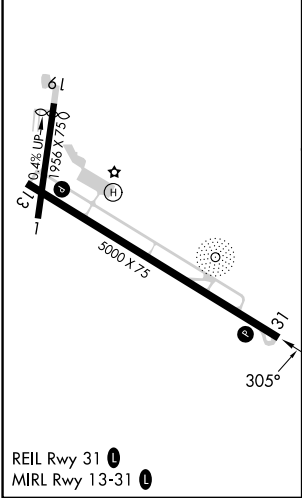
STUART POWELL FLD (DVK)

DME required. ADF or RADAR required for procedure entry.	MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on heading 260° and IIU VORTAC R-131 to DARBY INT and hold.
▼ ▲	

AWOS-3 128.325	LEXINGTON APP CON 120.15 259.3	UNICOM 122.8 (CTAF) 0
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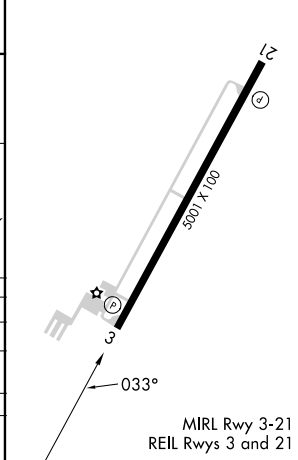
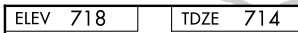
ELEV 1022	TDZE 1016
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RNAV (GPS) RWY 3
MARK ANTON (2A0)

MISSED APPROACH:
Climb to 3900 direct
WATTZ and hold.

123.0 (CTAF)

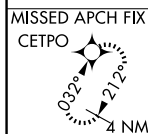


MARK ANTON (2AØ)
RNAV (GPS) RWY 3

Orig-B 02DEC21

RNAV (GPS) RWY 21
MARK ANTON (2A0)

MISSED APPROACH:
Climb to 3900 direct
CETPO and hold,
continue climb-in-hold
to 3900.

UNICOM
123.0 (CTAF)

3900 CETPO

*LNAV only.

HISMU 2.3 NM to RW21

RUMBA 2400

WATTZ 4 NM Holding Pattern

033° → 3900

← 213°

*1480

2400

GP 3.00° TCH 31

2.3 NM 2.9 NM 7 NM

CATEGORY	A	B	C	D
LPV DA	1010-1 292 (300-1)			
LNAV/ VNAV DA	1174-1 $\frac{5}{8}$ 456 (500-1 $\frac{5}{8}$)			
LNAV MDA	1140-1 422 (500-1)		1140-1 $\frac{1}{4}$ 422 (500-1 $\frac{1}{4}$)	
CIRCLING	1380-1 662 (700-1)	1420-1 702 (800-1)	1520-2 $\frac{1}{4}$ 802 (900-2 $\frac{1}{4}$)	1620-3 902 (1000-3)

SE-1, 03 SEP 2026 to 29 OCT 2026

DICKSON, TENNESSEE

AL-6085 (FAA)

25219

APP CRS	Rwy Ldg	5001
173°	TDZE	892
	Apt Elev	892

RNAV (GPS) RWY 17

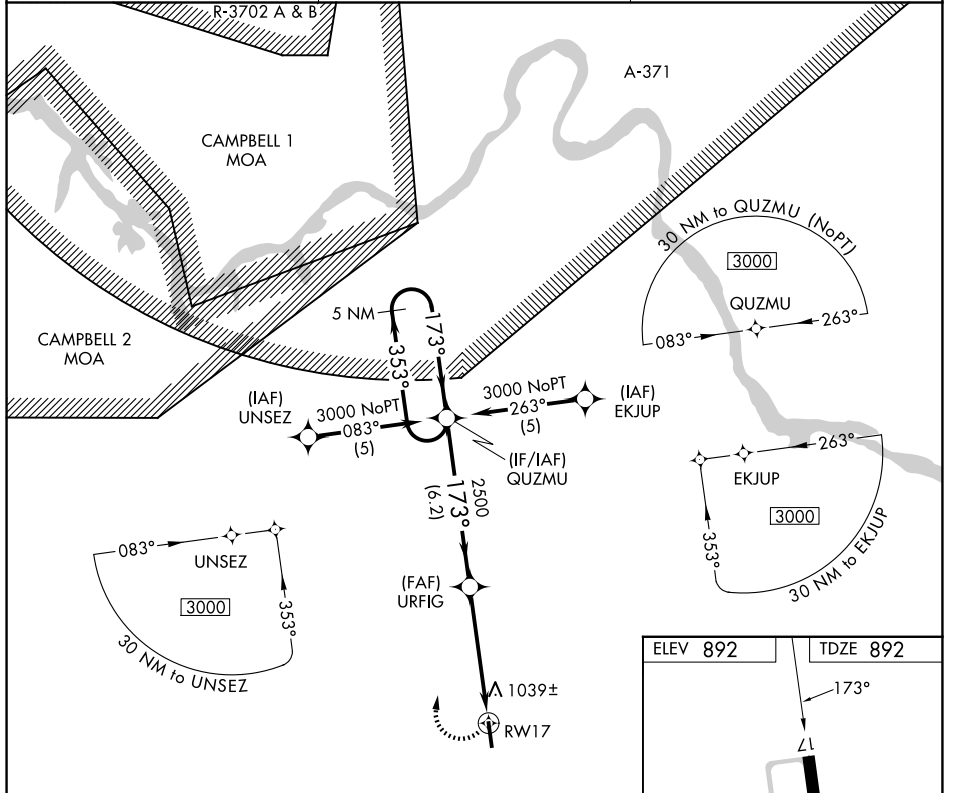
DICKSON MUNI (M02)

⚠ Night Landing: Rwy 35 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 140 feet and increase LNAV Cat C and Circling Cat B visibility ¼ mile and LNAV Cat D and Circling Cat C/D ½ mile.

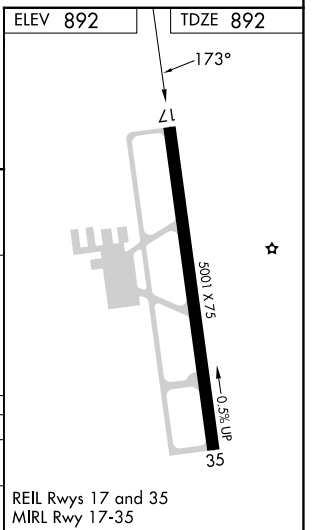
⚠ NA

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

AWOS-3 123.875	NASHVILLE APP CON 119.35 372.0	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern		QUZMU	
3000		URFIG	
353°		173°	
173°		2500	
RW17		6.2 NM	
Visual Segment - Obstacles.		4.9 NM	
CATEGORY	A	B	C
LNAV MDA	1300-1	408 (500-1)	1300-1½ 408 (500-1½)
CIRCLING	1420-1 528 (600-1)	1560-1 668 (700-1)	1560-1¾ 668 (700-1¾)



DICKSON, TENNESSEE
Amdt 1C 18JUN20

36°08'N-87°26'W

DICKSON MUNI (M02)

RNAV (GPS) RWY 17

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 82320 W04A	APP CRS 041°	Rwy Idg TDZE Apt Elev	5698 316 338
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RNAV (GPS) RWY 4

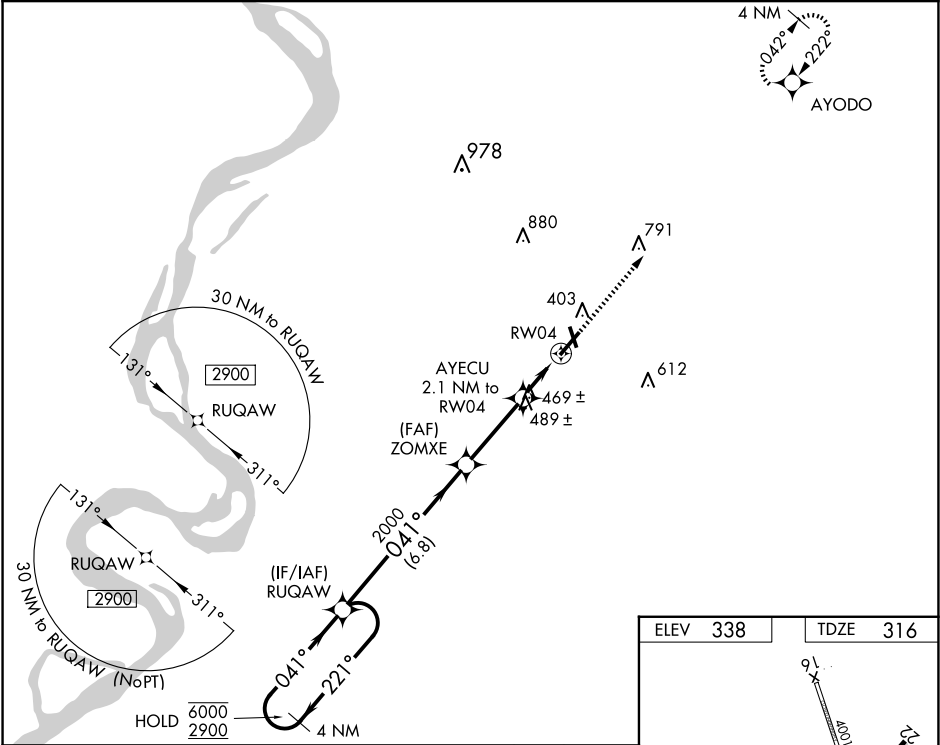
DYERSBURG RGNL (DYP)

RNP APCH.

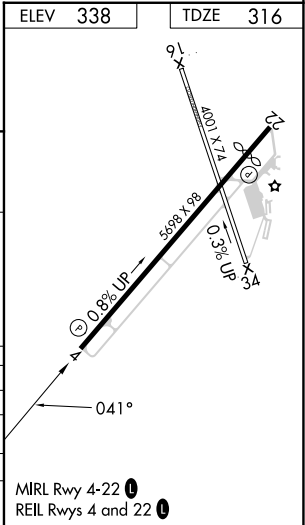
Circling to Rwy 16, 34 NA at night. Rwy 4 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct AYODO and hold.

AWOS-3PT 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).		2900	AYODO
6000 2900		RUQAW		*INAV only.	
GP 3.00° TCH 40		ZOMXE		AYECU	
		2000		2.1 NM to RW04	
		*1000		*1.2 NM to RW04	
		6.8 NM		0.9 NM	
		3.1 NM		1.2 NM	
CATEGORY	A	B	C	D	
LPV DA		588-1	272 (300-1)		
LNAV/VNAV DA		801-1 3/8	485 (500-1 3/8)		
LNAV MDA	720-1	404 (400-1)	720-1 1/8	404 (400-1 1/8)	
CIRCLING	740-1 402 (500-1)	800-1 462 (500-1)	1040-2 702 (800-2)	1240-3 902 (1000-3)	



DYERSBURG, TENNESSEE

AL-966 (FAA)

25163

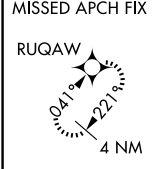
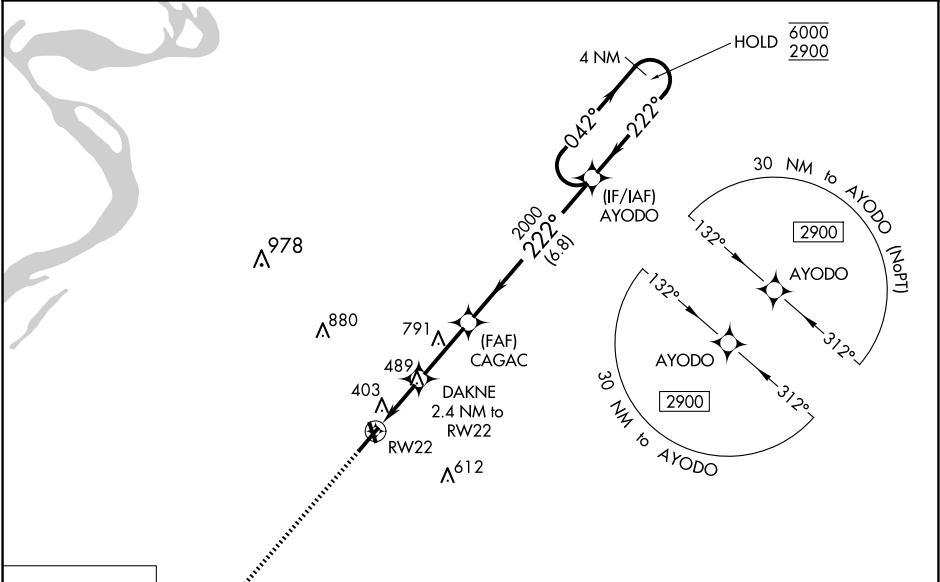
APP CRS	Rwy Ldg	5004
222°	TDZE	334
	Apt Elev	338

RNAV (GPS) RWY 22

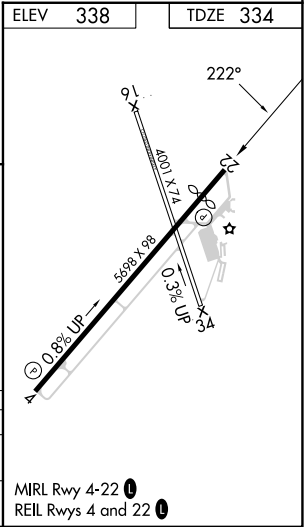
DYERSBURG RGNL (DYR)

RNP APCH - GPS.	MISSED APPROACH: Climb to 2900 direct RUQAW and hold.
When local altimeter setting not received, use HKA altimeter setting and increase all MDAs 60 feet and visibility Cats C and D ¼ SM. VDP NA with HKA altimeter setting.	

AWOS-3PT 135.625	MEMPHIS CENTER 134.65 316.15	UNICOM 123.05 (CTAF) 0
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	ELEV 338	TDZE 334
	2900	RUQAW
	DAKNE 2.4 NM to RW22	CAGAC
	AYODO	4 NM Holding Pattern
	1.2 NM to RW22	3.02° TCH 30
	1140	2000
	1.2 NM	1.2 NM
	2.7 NM	6.8 NM
CATEGORY	A	B
C	D	
LNVA MDA	740-1	406 (500-1)
	740-1 1/8	406 (500-1 1/8)
CIRCLING	760-1	800-1
	422 (500-1)	462 (500-1)
	1040-2	1240-3
	702 (800-2)	902 (1000-3)



DYERSBURG, TENNESSEE
Amdt 1D 12JUN25

36°00'N-89°24'W

DYERSBURG RGNL (DYR)
RNAV (GPS) RWY 22

SE-1, 03 SEP 2026 to 29 OCT 2026

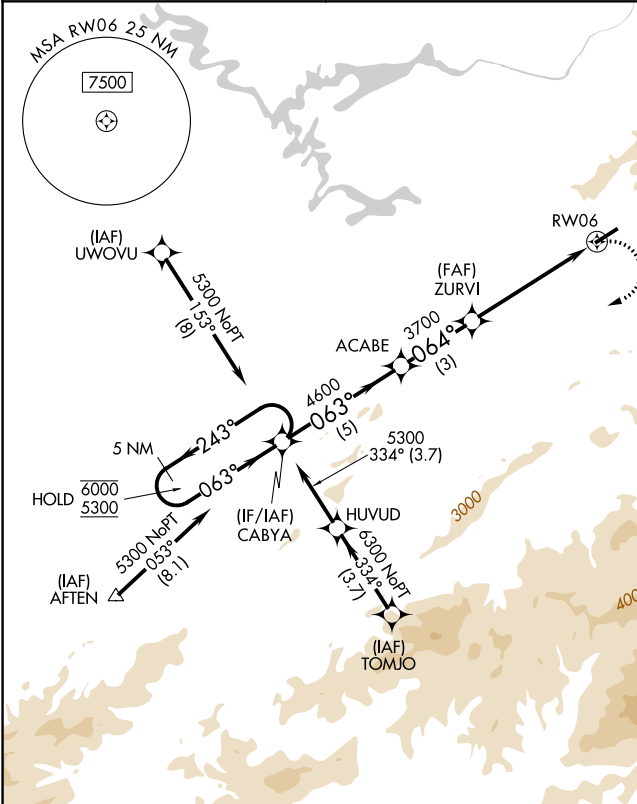
SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	4904
064°	TDZE	1575
	Apt Elev	1593

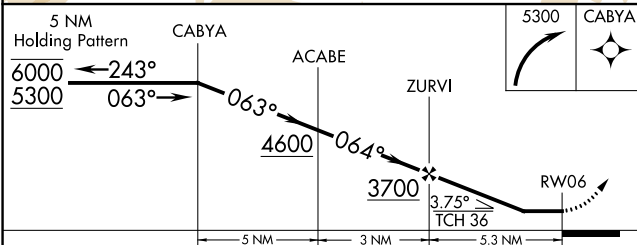
RNAV (GPS) RWY 6
WILLIAM B GREENE JR RGNL (ØA.9)

RNP APCH - GPS.	MISSED APPROACH: (Do not exceed 200K until CABYA) Climbing right turn to 5300 direct CABYA and hold.
Procedure NA at night. Circling NA northwest of Rwy 6-24. Rwy 6 helicopter visibility reduction below 1 SM NA.	

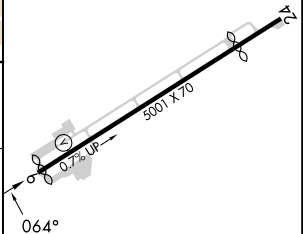
AWOS-3PT 135.675	TRI CITY APP CON ★ 134.425 349.0	UNICOM 123.0 (CTAF) 0
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ELEV 1593	TDZE 1575
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CATEGORY	A	B	C	D
LNAV MDA	3080-1¼ 1505 (1500-1¼)	3160-1½ 1585 (1600-1½)	3260-3 1685 (1700-3)	NA
CIRCLING	3080-1¼ 1487 (1500-1¼)	3160-1½ 1567 (1600-1½)	3260-3 1667 (1700-3)	NA



REIL Rwy 6 0	LIRL Rwy 6-24
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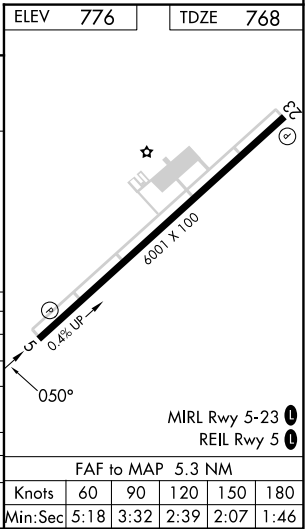
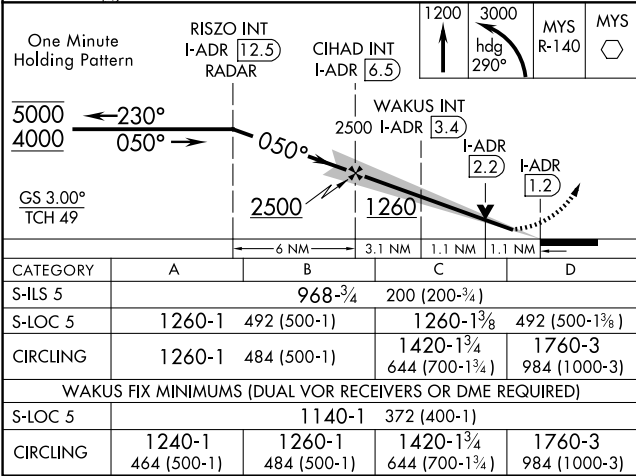
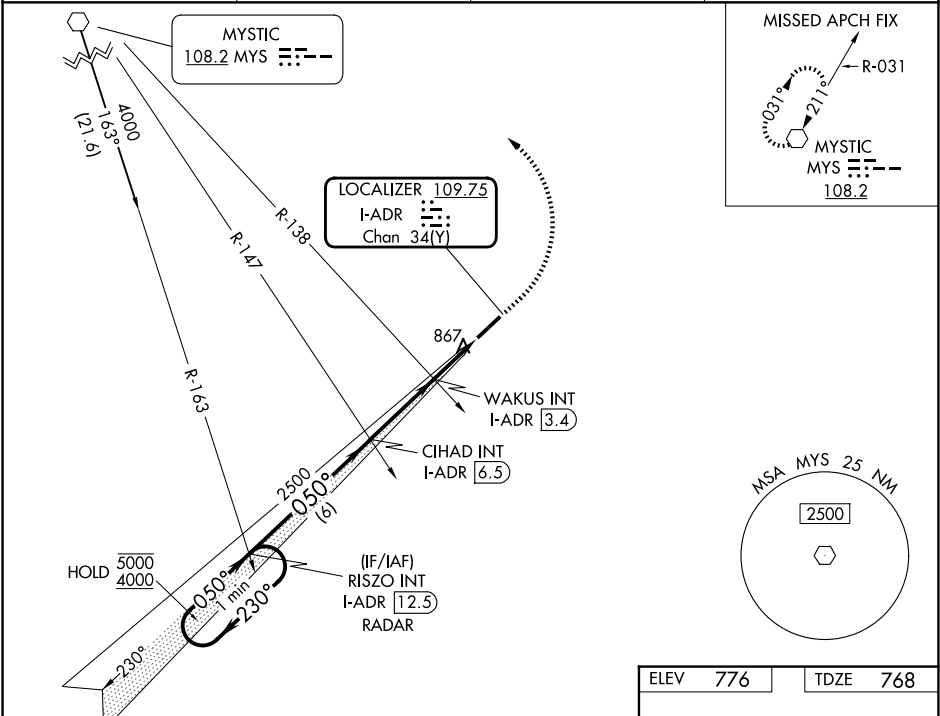
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME	I-ADR	APP CRS	Rwy Ldg	6001
109.75	050°	TDZE	768	
Chan 34(Y)		Apt Elev	776	

ILS or LOC RWY 5
ADDINGTON FLD (EKK)

		MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on heading 290° and MYS R-140 to MYS VOR and hold.	
AWOS-3 118.55	LOUISVILLE APP CON 123.675 327.0	CLNC DEL 119.45	UNICOM 123.075 (CTAF) 0



SE-1, 03 SEP 2026 to 29 OCT 2026

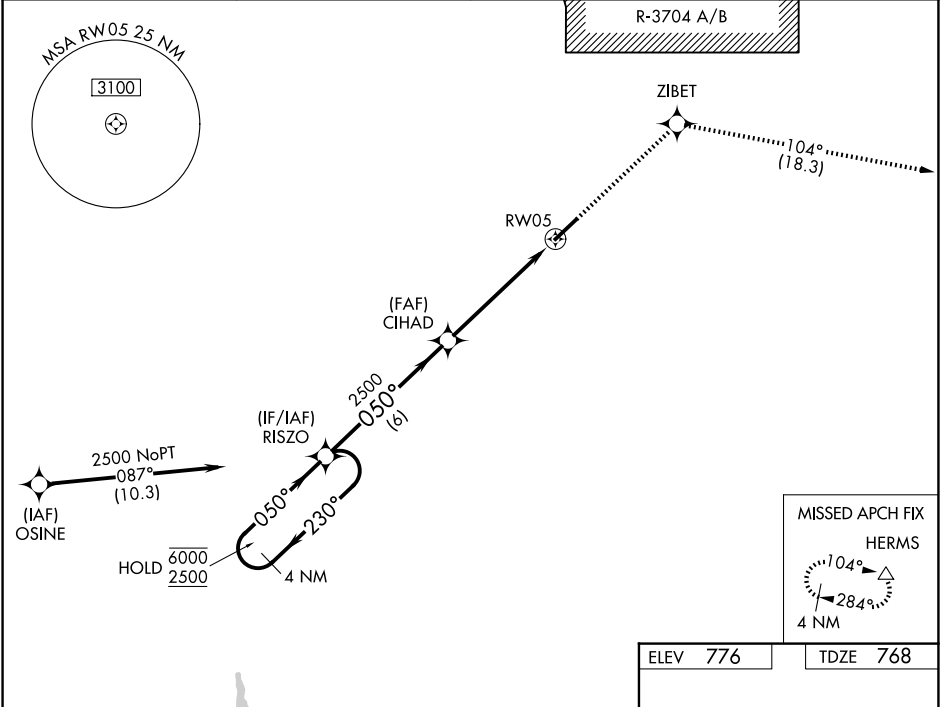
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77700 W05A	APP CRS 050°	Rwy Ldg TDZE Apt Elev	6001 768 776
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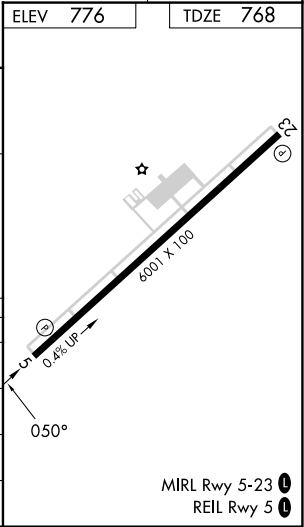
RNAV (GPS) RWY 5
ADDINGTON FLD (EKK)

RNP APCH.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	MISSED APPROACH: Climb to 3000 direct ZIBET and on track 104° to HERMS and hold.
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AWOS-3 118.55	LOUISVILLE APP CON 132.075 327.0	CLNC DEL 119.45	UNICOM 123.075 (CTAF) 0
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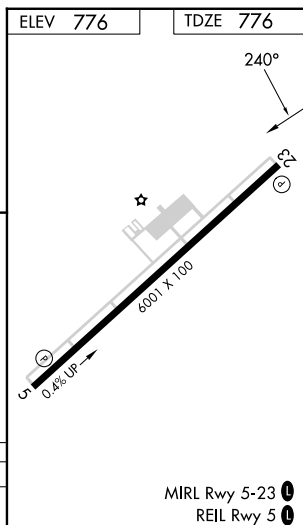
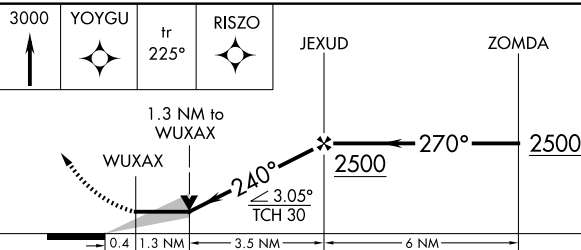
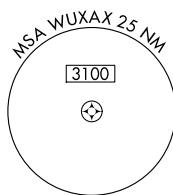
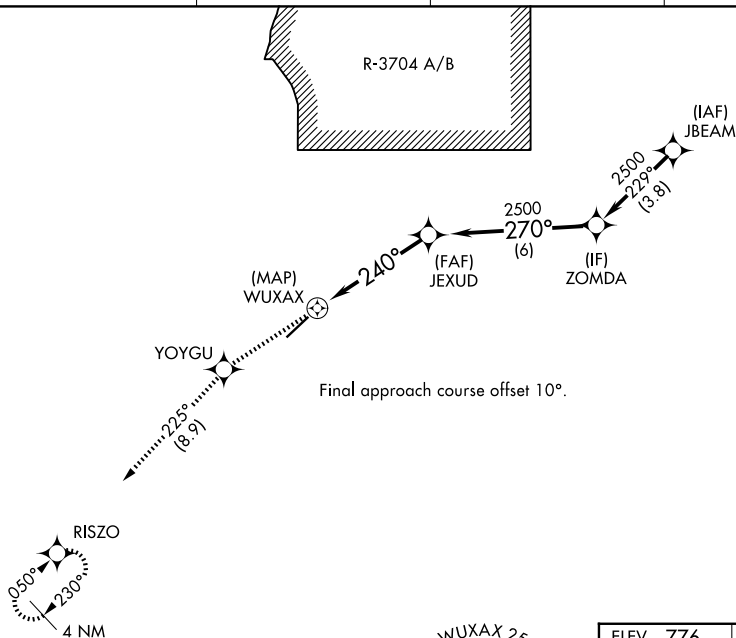


4 NM Holding Pattern	RISZO	CIHAD	3000	ZIBET	tr 104°	HERMS
6000	2500	2500	2500	*1.3 NM to RW05	RW05	
GP 3.00	TCH 49					
	6 NM	4 NM	1.3 NM			
CATEGORY	A	B	C	D		
LPV DA		968-3/4	200 (200-3/4)			
LNAV/VNAV DA		1053-7/8	285 (300-7/8)			
LNAV MDA	1200-1	432 (500-1)	1200-1 1/4	432 (500-1 1/4)		
CIRCLING	1240-1 464 (500-1)	1260-1 484 (500-1)	1420-1 3/4 644 (700-1 3/4)	1760-3 984 (1000-3)		



RNAV (GPS) RWY 23
ADDINGTON FLD (EKK)

MISSED APPROACH: Climb to 3000 direct YOYGU and on track 225° to RISZO and hold.

UNICOM
123.075 (CTAF) **L**

ADDINGTON FLD (EKX)
RNAV (GPS) RWY 23

MIRL Rwy 5-23 **L**
REIL Rwy 5 **L**

SE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME EWO
113.95
Chan **86** (Y)

APP CRS
284°

Rwy Ldg
TDZE
Apt Elev
N/A
N/A
776

VOR-A
ADDINGTON FLD (EKK)

NA

When local altimeter setting not received, use Bardstown altimeter setting: increase all MDAs 80 feet and visibility Cat B and Cat C ¼ SM; MAHYO fix minimums: increase visibility Cat C ¼ SM.

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

AWOS-3 118.55	LOUISVILLE APP CON 123.675 327.0	CLNC DEL 119.45	UNICOM 123.075 (CTAF) 0
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2500 EWO SYNDI INT EWO 7 MAHYO EWO 10 EWO 12.1 2500 1700* 284° 104° 284° 2500 One Minute Holding Pattern *1820 when using Louisville Init altimeter setting.				
2.1 NM3 NM7 NM				
CATEGORY	A		B	C
CIRCLING	1700-1¼ 924 (1000-1¼)		1700-2¾ 924 (1000-2¾)	1760-3 984 (1000-3)
MAHYO FIX MINIMUMS				
CIRCLING	1240-1 464 (500-1)	1260-1 484 (500-1)	1420-1¾ 644 (700-1¾)	1760-3 984 (1000-3)

ELIZABETHTOWN, KENTUCKY

ADDINGTON FLD (EKK)

Amdt 3B 06OCT22

37°41'N-85°56'W

VOR-A

131

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

FALMOUTH, KENTUCKY

AL-6864 (FAA)

26022

WAAS CH 40036 W21A	APP CRS 211°	Rwy Ldg TDZE 899 Apt Elev 899
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RNAV (GPS) RWY 21

GENE SNYDER (K62)

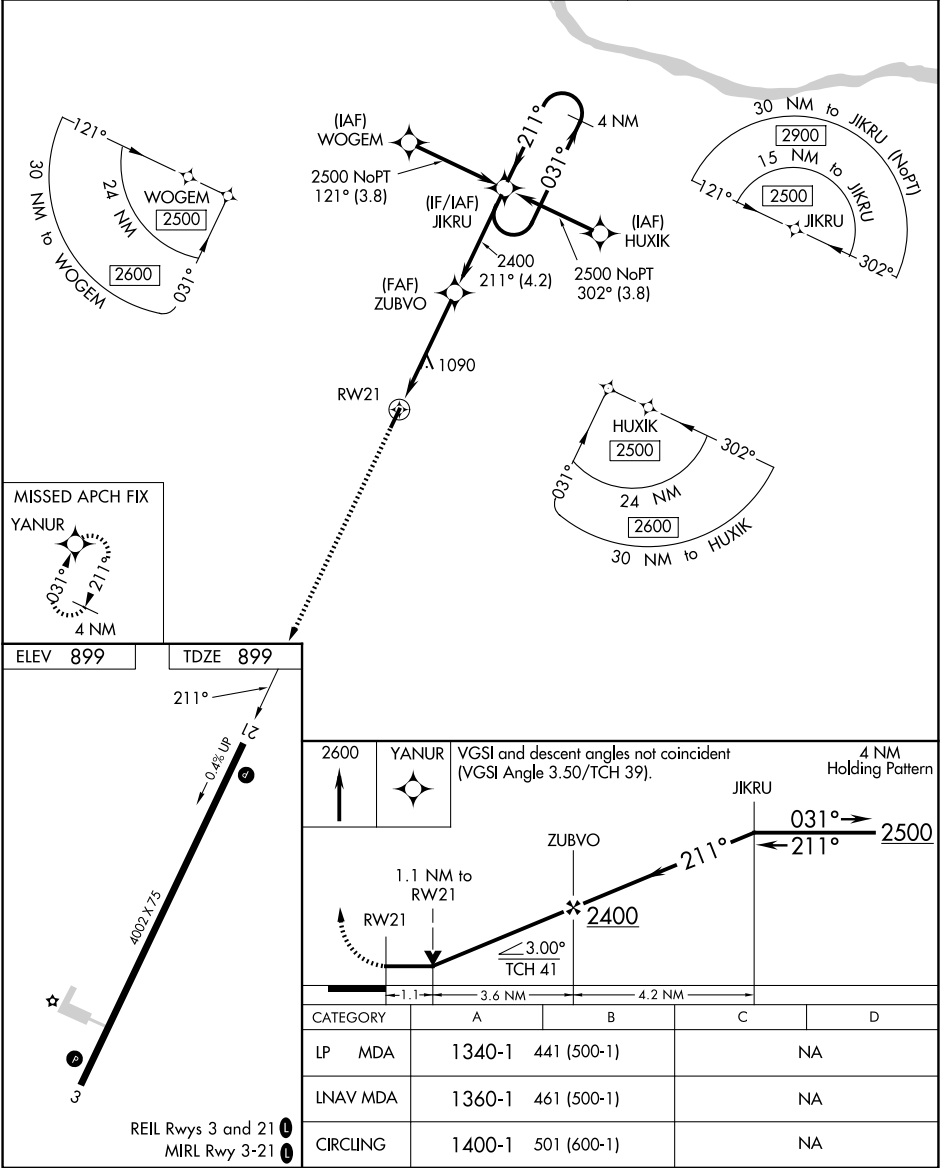
▼

⚠ NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cincinnati/Northern Kentucky Intl altimeter setting and increase all MDA 60 feet. Night landing: Rwy 03 NA. Helicopter visibility reduction below ¼ SM NA. VDP NA when using Cincinnati/Northern Kentucky Intl altimeter setting.

MISSED APPROACH:
Climb to 2600 direct
YANUR and hold.

AWOS-3 123.825	CINCINNATI APP CON 121.0 254.25	UNICOM 122.7 (CTAF) 0
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FALMOUTH, KENTUCKY
Orig-B 30APR15

38° 42'N-84° 24'W

GENE SNYDER (K62)

RNAV (GPS) RWY 21

SE-1, 03 SEP 2026 to 29 OCT 2026

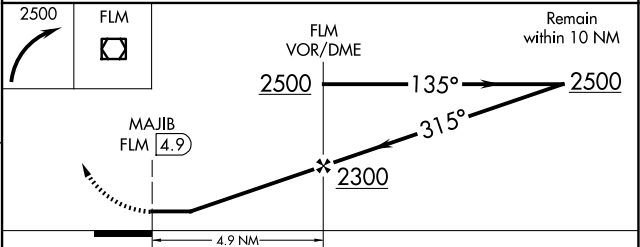
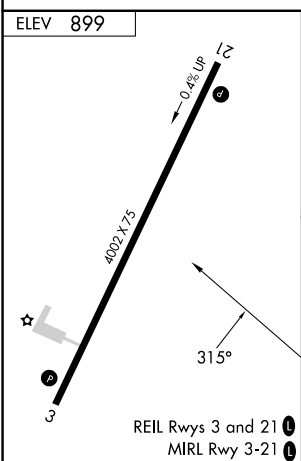
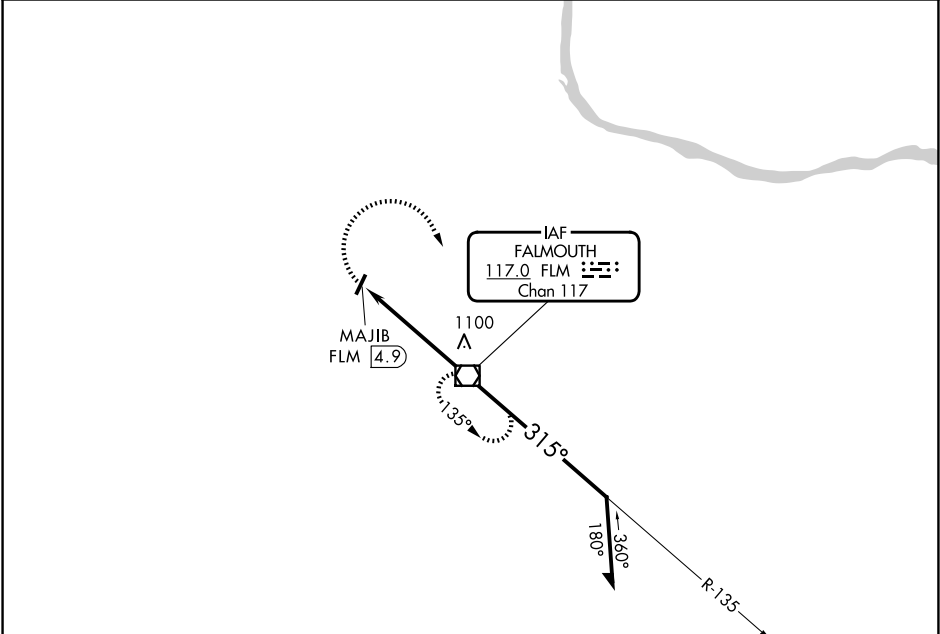
SE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME FLM	APP CRS	Rwy Ldg	N/A
117.0	315°	TDZE	N/A
Chan 117		Apt Elev	899

VOR-A
GENE SNYDER (K62)

▼ ▲ NA	Night landing: Rwy 03 NA. When local alimeter setting not received, use Cincinnati/Northern Kentucky Intl alimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climbing right turn to 2500 direct FLM VOR/DME and hold.
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AWOS-3 123.825	CINCINNATI APP CON 121.0 254.25	UNICOM 122.7 (CTAF) 0
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FAF to MAP 4.9 NM						CATEGORY	A	B	C	D
Knots	60	90	120	150	180	CIRCLING	1400-1	501 (600-1)	NA	
Min:Sec	4:54	3:16	2:27	1:58	1:38					

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

FAYETTEVILLE, TENNESSEE

AL-5856 (FAA)

26246

WAAS CH 61017 W02A	APP CRS 015°	Rwy Ldg 5500 TDZE 978 Apt Elev 984
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RNAV (GPS) RWY 2

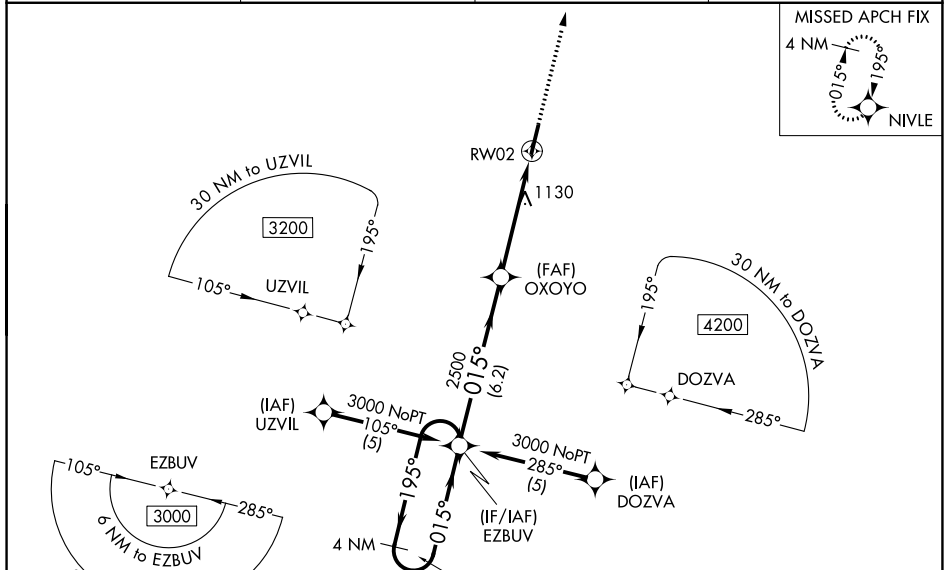
FAYETTEVILLE MUNI (FYM)

RNP APCH - GPS.

⚠ Baro-VNAV and VDP NA when using MDQ altimeter setting. Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received use MDQ altimeter setting and increase LPV DA to 1287 feet and all visibilities $\frac{1}{8}$ SM; increase LNAV/VNAV DA to 1439 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 60 feet and LNAV visibility Cats C and D $\frac{1}{4}$ SM, and Circling visibility Cat C $\frac{1}{4}$ SM.

MISSED APPROACH: Climb to 3000 direct NIVLE and hold.

AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF) 0
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ELEV 984 **D** TDZE 978

MIRL Rwy 2-20
REIL Rwy 2 and 20 **0**

4 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 22).

GP 3.00°
TCH 40

6.2 NM 3.4 NM 1.3 NM

2500 2500 2500

1.3 NM to RW02

3000 NIVLE

CATEGORY	A	B	C	D
LPV DA	1228- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)			
LNAV/VNAV DA	1380-1 $\frac{1}{8}$ 402 (400-1 $\frac{1}{8}$)			
LNAV MDA	1380-1	402 (400-1)	1380-1 $\frac{1}{8}$	402 (400-1 $\frac{1}{8}$)
CIRCLING	1420-1 436 (500-1)	1560-1 576 (600-1)	1580-1 $\frac{1}{2}$ 596 (600-1 $\frac{1}{2}$)	1580-2 596 (600-2)

FAYETTEVILLE, TENNESSEE

Orig-C 03SEP26

35°04'N-86°34'W

FAYETTEVILLE MUNI (FYM)

RNAV (GPS) RWY 2

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65717 W20A	APP CRS 195°	Rwy Ldg 5900 TDZE 984 Apt Elev 984
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RNAV (GPS) RWY 20
FAYETTEVILLE MUNI (FYM)

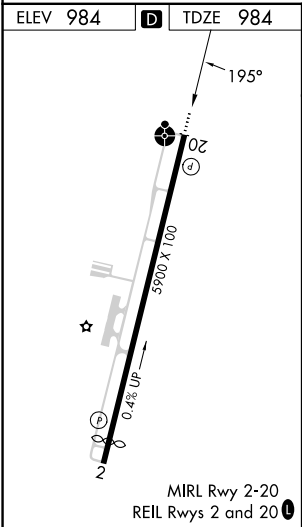
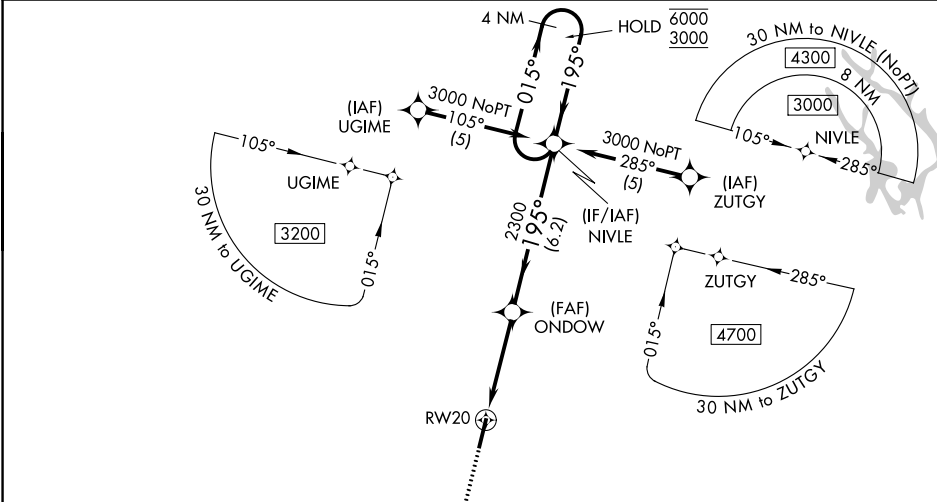
RNP APCH - GPS.

⚠ Baro-VNAV and VDP NA when using MDQ altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received use MDQ altimeter setting and increase LPV DA to 1319 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1439 feet and all visibilities ½ SM; increase all MDAs 60 feet and LNAV visibility Cats C and D ½ SM, and Circling visibility Cat C ¼ SM.

ODALS

MISSED APPROACH:
Climb to 3000 direct EZBUD and hold.

AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	GCO 121.725	UNICOM 122.8 (CTAF)
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3000	EZBUD	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).	NIVLE	4 NM Holding Pattern
1.2 NM to RW20	ONDOW	2300	195°	015° 6000 195° 3000
1.2 NM	2.8 NM	6.2 NM		GP 3.00° TCH 40
CATEGORY	A	B	C	D
LPV DA		1260-¾	276 (300-¾)	
LNAV/VNAV DA		1380-1	396 (400-1)	
LNAV MDA	1380-¾	396 (400-¾)	1380-1	396 (400-1)
CIRCLING	1420-1 436 (500-1)	1560-1 576 (600-1)	1580-1½ 596 (600-1½)	1580-2 596 (600-2)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

FAYETTEVILLE, TENNESSEE

AL-5856 (FAA)

26134

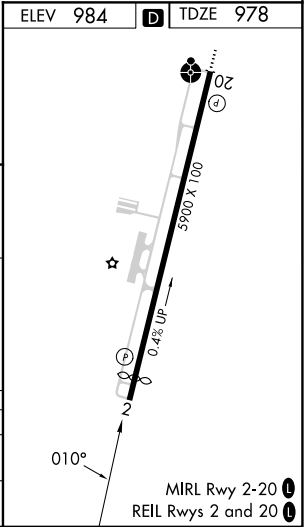
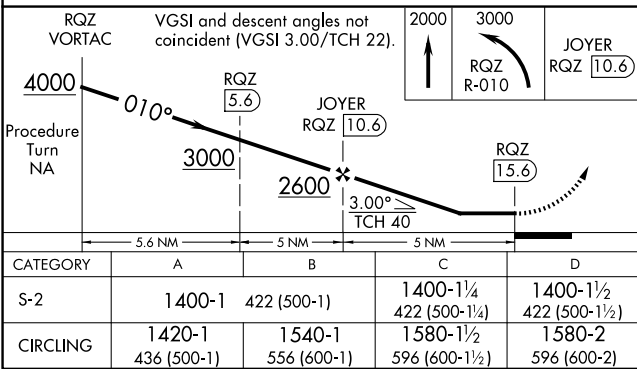
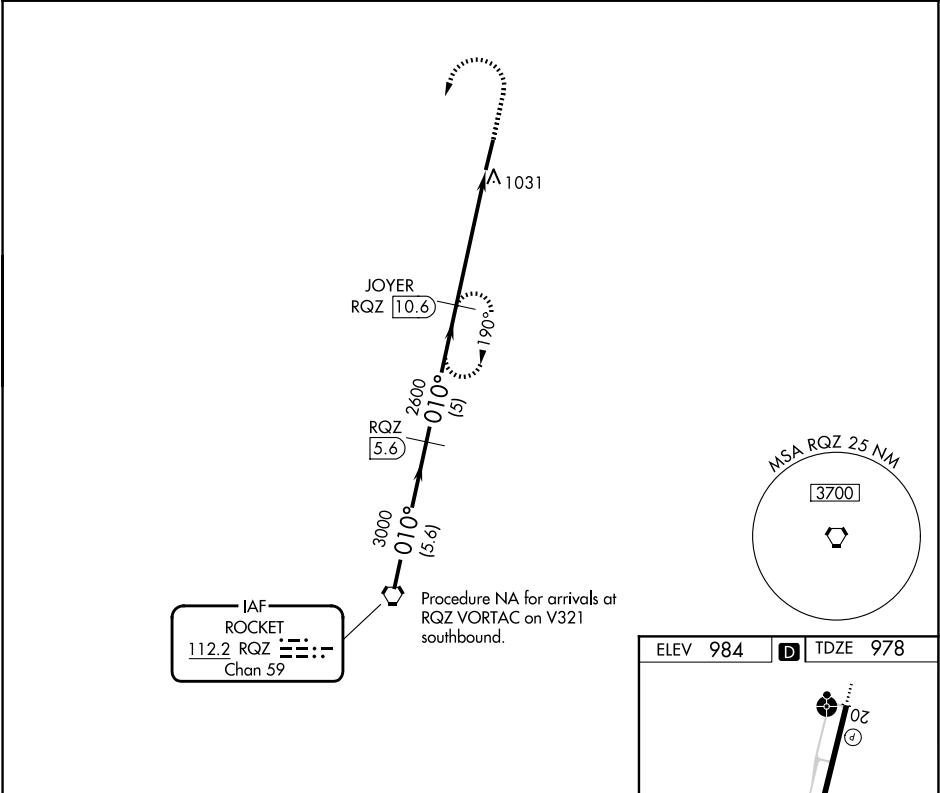
VORTAC RQZ	APP CRS	Rwy Ldg	5500
112.2	010°	TDZE	978
Chan 59		Apt Elev	984

VOR/DME RWY 2
FAYETTEVILLE MUNI (FYM)

When local altimeter setting not received, use Huntsville Exec Tom Sharp Jr Fld altimeter setting and increase all MDA 120 feet; increase S-2 Cat C/D visibility ¼ SM, Circling Cat C visibility ½ SM, and Circling Cat D visibility ¾ SM. Rwy 2 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 via RQZ R-010 to JOYER INT and hold.

AWOS-3 135.275	HUNTSVILLE APP CON ★ 125.6 354.1	CLNC DEL (GCO) 121.725	UNICOM 122.8 (CTAF) 0
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FAYETTEVILLE, TENNESSEE
Orig-H 07SEP23

35°04'N-86°34'W

FAYETTEVILLE MUNI (FYM)
VOR/DME RWY 2

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56312 W07A	APP CRS 072°	Rwy Idg 4703 TDZE 913 Apt Elev 913
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RNAV (GPS) RWY 7
FLEMING-MASON (FGX)

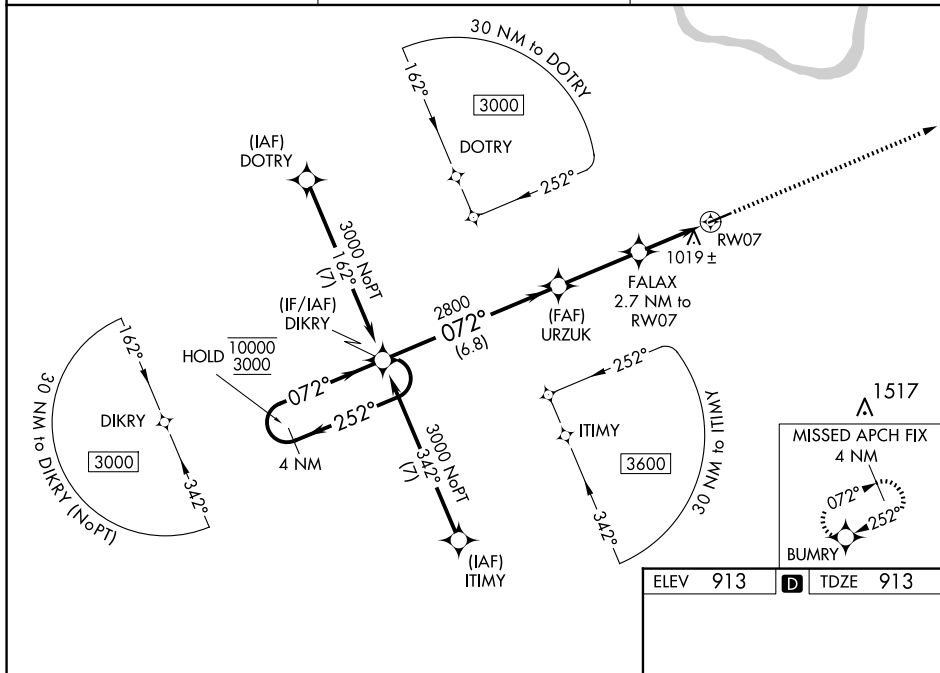
FILMING-MASON (FGX)

RNP APCH - GPS.

- T** Baro-VNAV and VDP NA when using Blue Grass altimeter setting. Rwy 7 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1290 feet and all visibilities $\frac{1}{4}$ SM; increase LNAV/VNAV DA to 1327 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 140 feet and LNAV visibility C/D $\frac{3}{8}$ SM.

MISSED APPROACH: Climb to 3500
direct BUMRY and hold.

AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 123.0(CTAF) 0
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4 NM Holding Pattern

DIKRY

URZUK

FALAX

2.7 NM to RW07

1.1 NM to RW07

RW07

GP 3.00°
TCH 40

252°

072°

072°

2800

1800

6.8 NM

3.1 NM

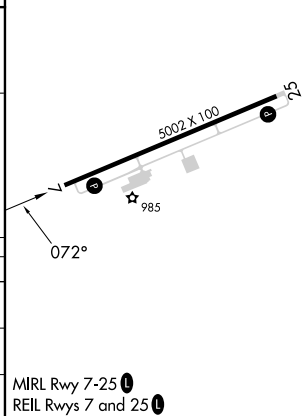
1.6 NM

1.1 NM

3500

BUMRY

CATEGORY	A	B	C	D
LPV DA		1163- ³ / ₄	250 (300- ³ / ₄)	
LNAV/ VNAV DA		1200- ⁷ / ₈	287 (300- ⁷ / ₈)	
LNAV MDA		1280-1	367 (400-1)	



FLEMINGSBURG, KENTUCKY

AL-6296 (FAA)

23334

WAAS CH 69212 W25A	APP CRS 252°	Rwy Idg TDZE 913 Apt Elev 913	4703 913 913
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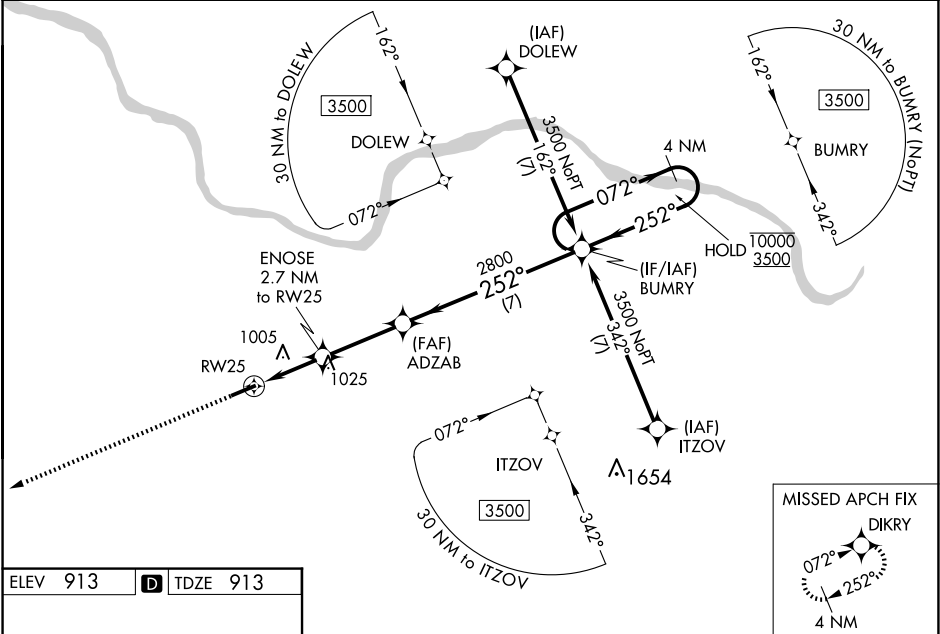
RNAV (GPS) RWY 25
FLEMING-MASON (F'GX)

RNP APCH - GPS.

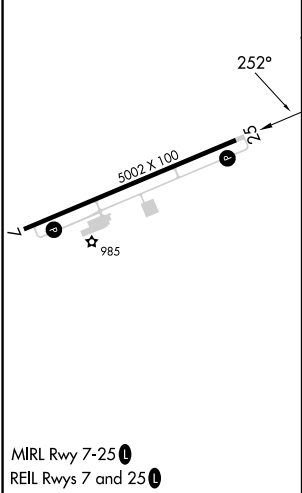
Baro-VNAV and VDP NA when using Blue Grass altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1240 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 1290 feet and all visibilities ¼ SM; increase all MDAs 140 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C/D ½ SM.

MISSED APPROACH:
Climb to 3000 direct
DIKRY and hold.

AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 123.0(CTAF) 0
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ELEV 913	D	TDZE 913
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	3000 ↑ DIKRY	ADZAB 2800	BUMRY 2800	10000 3500
	ENOSE 2.7 NM to RW25	1 NM to RW25	7 NM	GP 3.00° TCH 40
	1800	2800		
	1 NM	1.7 NM	3.1 NM	
CATEGORY	A	B	C	D
LPV DA	1113-¾	200 (200-¾)		
LNAV/VNAV DA	1163-¾	250 (300-¾)		
LNAV MDA	1260-1	347 (400-1)		
CIRCLING	1320-1 407 (500-1)	1380-1 467 (500-1)	1520-1¾ 607 (700-1¾)	1520-2 607 (700-2)

FLEMINGSBURG, KENTUCKY
Amdt 1 30NOV23

38°32'N-83°45'W

RNAV (GPS) RWY 25

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

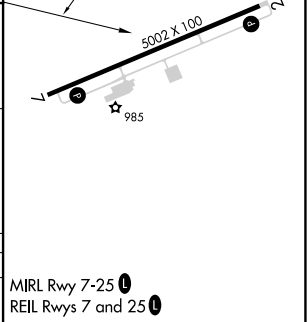
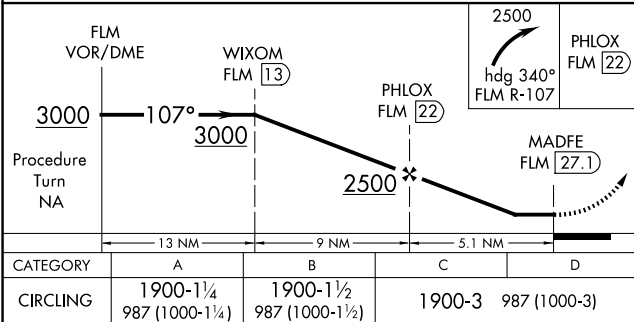
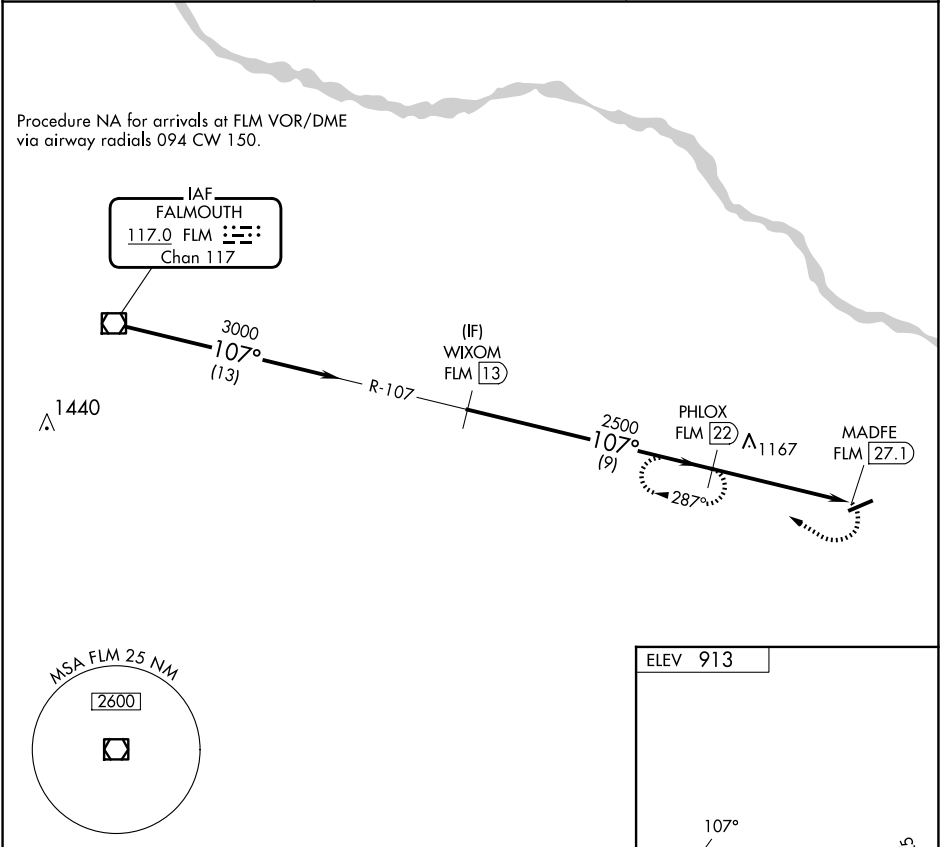
VOR/DME FLM	APP CRS	Rwy Idg	N/A
117.0	107°	TDZE	N/A
Chan 117		Apt Elev	913

VOR/DME-A

FLEMING-MASON (F'GX)

▼ NA When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 140 feet.	MISSED APPROACH: Climbing right turn to 2500 via heading 340° and FLM VOR/DME R-107 to PHLOX/FLM 22 DME and hold.
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AWOS-3 118.125	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 123.0 (CTAF) 0
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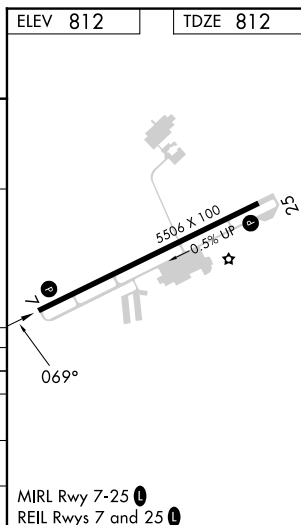
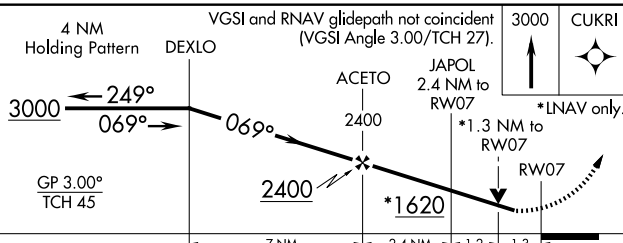
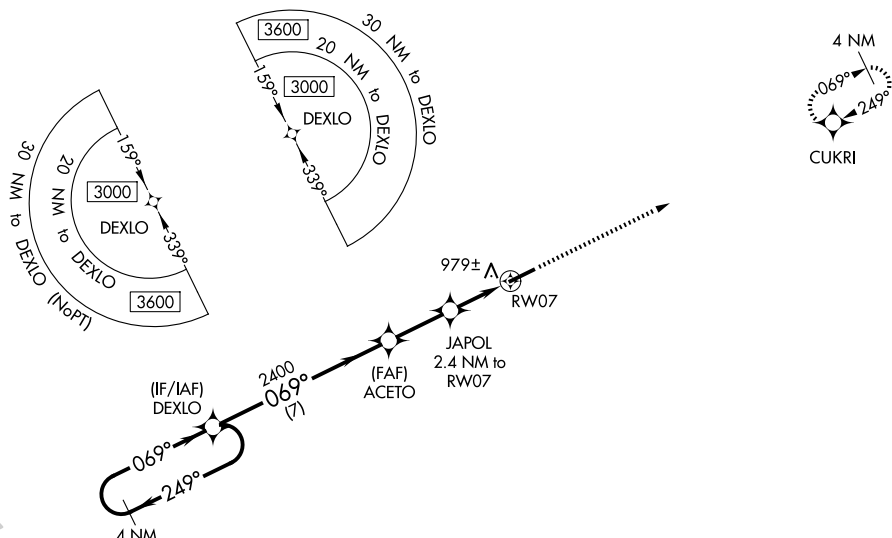
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 7
CAPITAL CITY (FFT)

MISSED APPROACH:
Climb to 3000 direct
CUKRI and hold.

UNICOM
122.8 (CTAF) 



CAPITAL CITY (FFT)
RNAV (GPS) RWY 7

WAAS CH 56531 W25A	APP CRS 249°	Rwy Ldg TDZE 790 Apt Elev 812
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RNAV (GPS) RWY 25

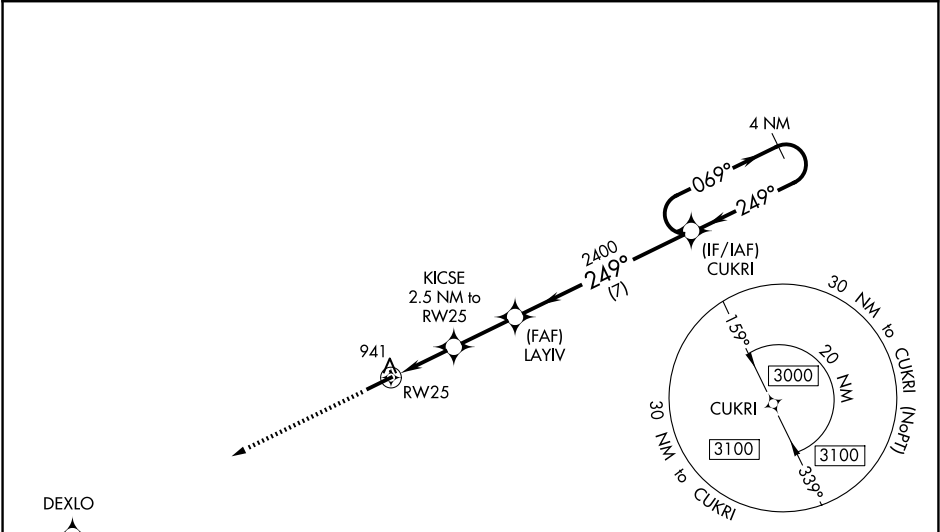
CAPITAL CITY (F'TT)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all LPV DA to 1160 feet and LNAV/VNAV DA to 1171 feet and all LPV visibilities ¼ mile, all LNAV/VNAV visibilities ½ mile; increase all MDAs 80 feet and visibility Cats C and D ¼ mile. VDP and Baro-VNAV NA with Lexington altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct DEXLO and hold.

ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.65	UNICOM 122.8 (CTAF) 0
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3000

DEXLO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 31).

*LNAV only.

RW25

*1.2 NM to RW25

KICSE 2.5 NM to RW25

LAYIV 2400

CUKRI 4 NM Holding Pattern

GP 3.00° TCH 45

1.2 NM

1.3 NM

2.4 NM

7 NM

CATEGORY	A	B	C	D
LPV DA	1098-1 308 (300-1)			
LNAV/VNAV DA	1109-1 319 (300-1 ½)			
LNAV MDA	1200-1	410 (400-1)	1200-1 ½	410 (400-1 ½)
CIRCLING	1280-1 468 (500-1)	1380-1 568 (600-1)	1440-1 ¾ 628 (700-1 ¾)	1440-2 628 (700-2)

ELEV 812

TDZE 790

MIRL Rwy 7-25 0

REIL Rwy 7 and 25 0

FRANKFORT, KENTUCKY

AL-5024 (FAA)

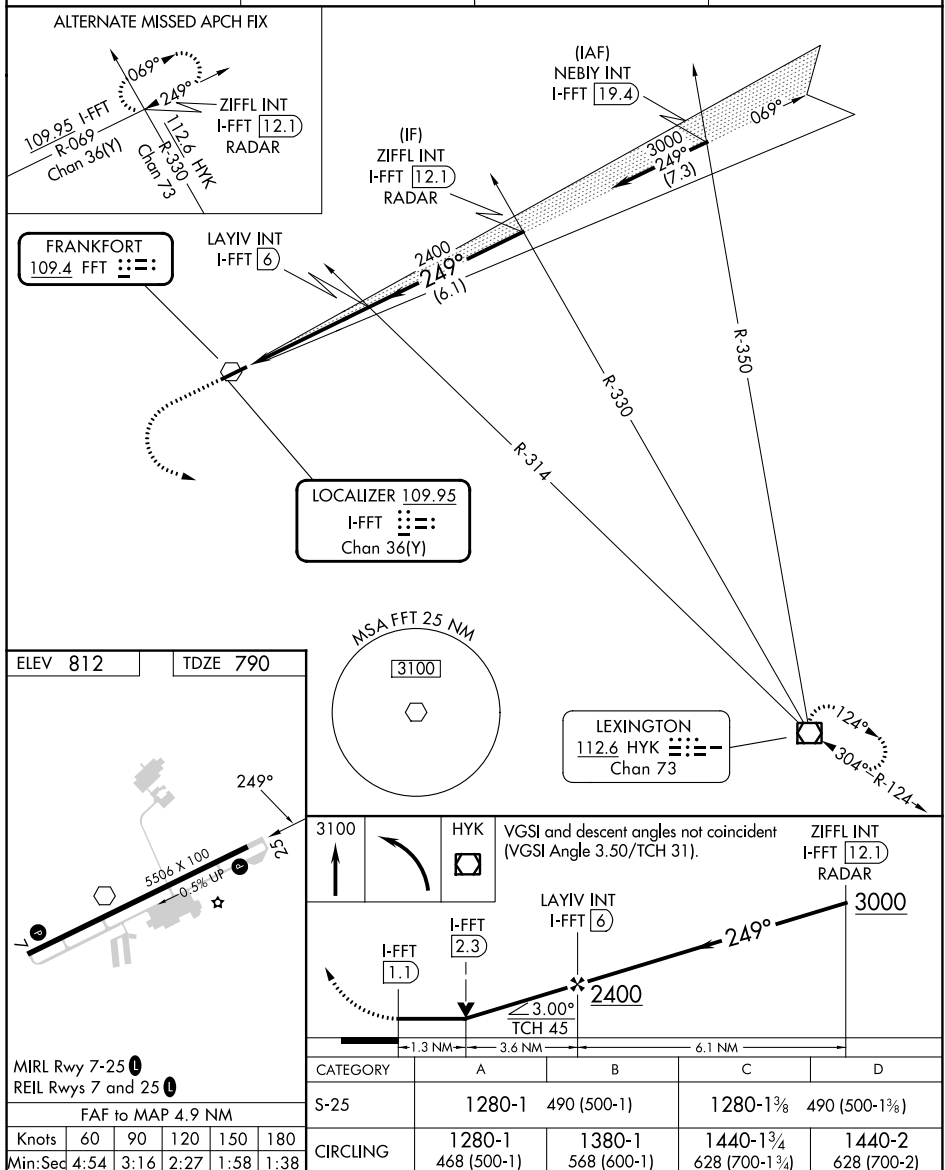
26246

LOC/DME I-FFT 109.95 Chan 36 (Y)	APP CRS 249°	Rwy Ldg 5506 TDZE 790 Apt Elev 812
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LOC RWY 25
CAPITAL CITY (F'TT)

▼ Rwy 25 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet. Increase S-25 Cats C/D visibility to $1\frac{1}{2}$ mile and Circling Cat C and D visibility $\frac{1}{4}$ mile. ▲ NA	MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.
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ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.65	UNICOM 122.8 (CTAF) 0
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SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

CAPITAL CITY (F'TT)
LOC RWY 25

VOR FFT	APP CRS	Rwy Ldg	5506
109.4	251°	TDZE	790
		Apt Elev	813

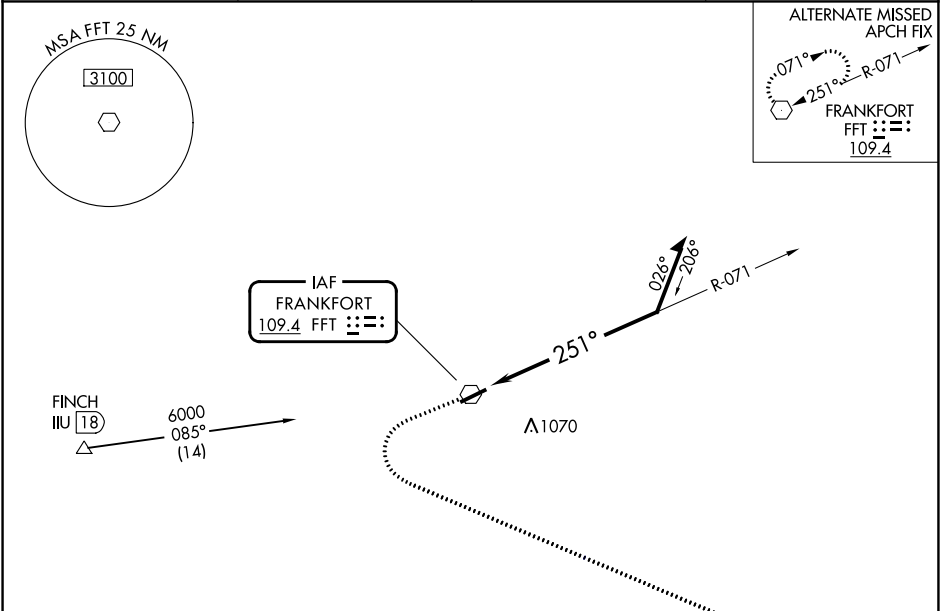
VOR RWY 25
CAPITAL CITY (F'TT)

⚠

Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use LEX altimeter setting and increase all MDAs 80 feet and S-25 visibility Cat C/D ½ SM, increase Circling Cat C ¼ SM, and Cat D ¼ SM.

MISSED APPROACH:
Climb to 3100 then left turn direct HYK VOR/DME and hold.

ASOS 119.275	LEXINGTON APP CON 120.75 298.9	CLNC DEL 118.65	UNICOM 122.8 (CTAF) 0
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ELEV 813 TDZE 790

MISSED APCH FIX
LEXINGTON HYK 112.6 Chan 73
124° 304° R-124

3100 HYK

FFT VOR

Remain within 10 NM

071° 2700 251°

MIRL Rwy 7-25 **0**
REIL Rws 7 and 25 **0**

251°

5506 X 100
-0.5% UP

CATEGORY	A	B	C	D
S-25	1440-1	650 (700-1)	1440-1½	650 (700-1½)
CIRCLING	1440-1	627 (700-1)	1440-1½ 627 (700-1½)	1440-2 627 (700-2)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

FULTON, KENTUCKY

AL-10988 (FAA)

25219

WAAS CH 82344 W09A	APP CRS 094°	Rwy Ldg TDZE Apt Elev	3841 398 404
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RNAV (GPS) RWY 9

FULTON (1M7)

RNP APCH - GPS.

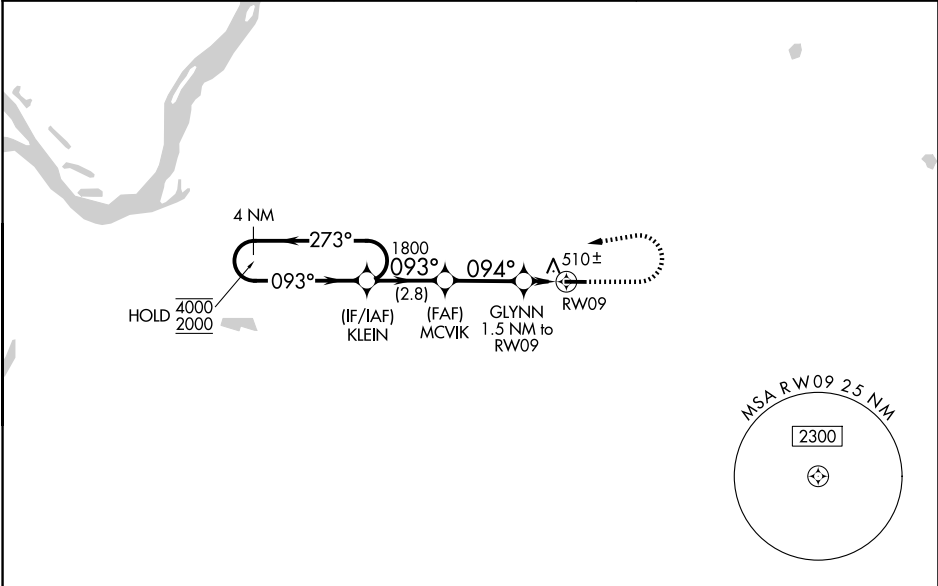
▼

▲ NA

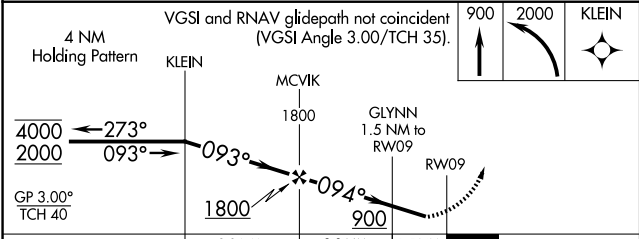
Circling NA south of Rwy 9-27. Circling Rwy 27 NA at night. Rwy 9 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Union City altimeter setting; when not received, use Mayfield altimeter setting and increase LPV DA to 720, LNAV/VNAV DA to 759, and increase all MDAs 40 feet.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct KLEIN and hold.

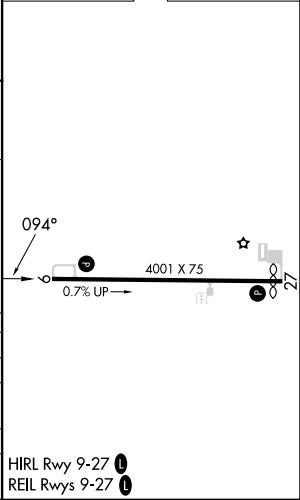
UCY AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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ELEV 404	D	TDZE 398
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CATEGORY	A	B	C	D
LPV DA	682-1	284 (300-1)		NA
LNAV/VNAV DA	721-1	323 (400-1)		NA
LNAV MDA	800-1	402 (400-1)		NA
CIRCLING	920-1 516 (600-1)	1000-1 596 (600-1)		NA



FULTON, KENTUCKY
Orig 24MAR22

36°32'N-88°55'W

FULTON (1M7)

RNAV (GPS) RWY 9

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 70725 W17A	APP CRS 173°	Rwy Ldg TDZE Apt Elev	6300 583 583
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RNAV (GPS) RWY 17
MUSIC CITY EXEC (XNX)

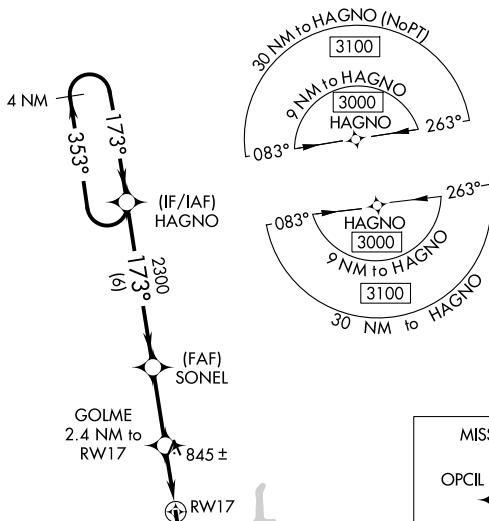
RNP APCH.



For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 17 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 3000 direct
OPCIL and hold.

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0
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MISSED APCH FIX



4 NM Holding Pattern HAGNO

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

3000 ← 353° 173° →

GP 3.00° TCH 56

SONEL 2300

GOLME 2.4 NM to RW17

*1400

*1.5 NM to RW17

RW17

6 NM 2.8 NM 0.9 NM 1.5 NM

3000 OPCIL

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1069-1 $\frac{3}{8}$	486 (500-1 $\frac{3}{8}$)		
LNAV/VNAV DA	1075-1 $\frac{3}{8}$	492 (500-1 $\frac{3}{8}$)		
LNAV MDA	1100-1	517 (600-1)	1100-1 $\frac{3}{8}$	517 (600-1 $\frac{3}{8}$)
CIRCLING	1100-1 517 (600-1)	1120-1 537 (600-1)	1240-1 $\frac{3}{4}$ 657 (700-1 $\frac{3}{4}$)	1280-2 $\frac{1}{4}$ 697 (700-2 $\frac{1}{4}$)

ELEV 583

173°

35

6300 X 100

0.8% UP

MIRL Rwy 17-35

REIL Rws 17 and 35

RNAV (GPS) RWY 17

GALLATIN, TENNESSEE

AL-5646 (FAA)

26078

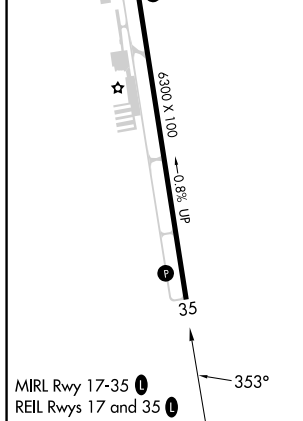
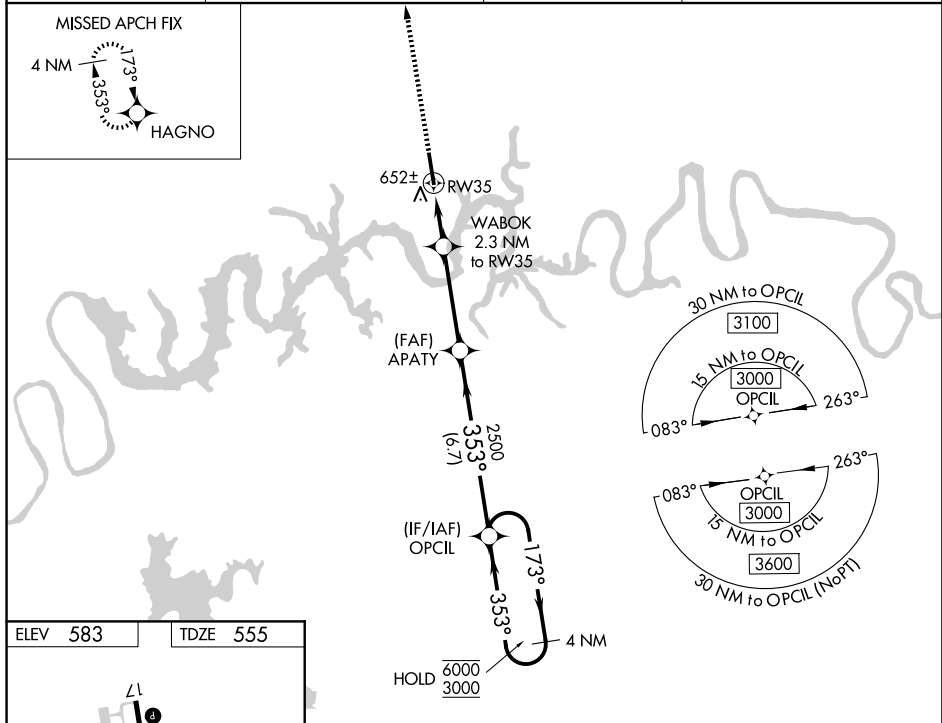
WAAS CH 65627 W35A	APP CRS 353°	Rwy Ldg TDZE 555 Apt Elev 583
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RNAV (GPS) RWY 35

MUSIC CITY EXEC (XNX)

RNP APCH.		MISSED APPROACH: Climb to 3000 direct HAGNO and hold.
▼ ▲	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 35 helicopter visibility reduction below ¾ SM NA.	

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) 0
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3000 HAGNO		WABOK 2.3 NM to RW35		APATY 2500		OPCIL 4 NM Holding Pattern	
*LNAV only		*1.1 NM to RW35		*1300		2500	
RW35		1.1 NM		1.2 NM		3.8 NM	
3000		1300		2500		6000	
353°		173°		353°		173°	
GP 3.00°		TCH 37					
CATEGORY		A		B		C	
LPV DA		805-¾		250 (300-¾)			
LNAV/VNAV DA		829-⅞		274 (300-⅞)			
LNAV MDA		920-1		365 (400-1)			
CIRCLING		1100-1 517 (600-1)		1120-1 537 (600-1)		1240-1¾ 657 (700-1¾)	
						1280-2¼ 697 (700-2¼)	

GALLATIN, TENNESSEE

Amdt 3B 25FEB21

36°23'N-86°25'W

RNAV (GPS) RWY 35

SE-1, 03 SEP 2026 to 29 OCT 2026

VORTAC BNA 114.1 Chan 88	APP CRS 045°	Rwy Ldg TDZE Apt Elev	N/A N/A 583
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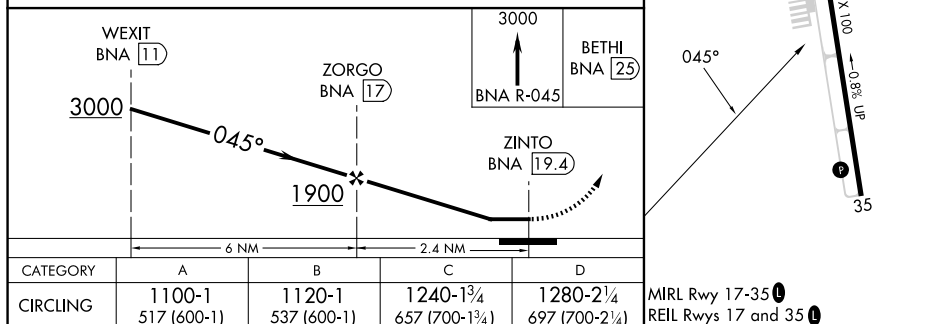
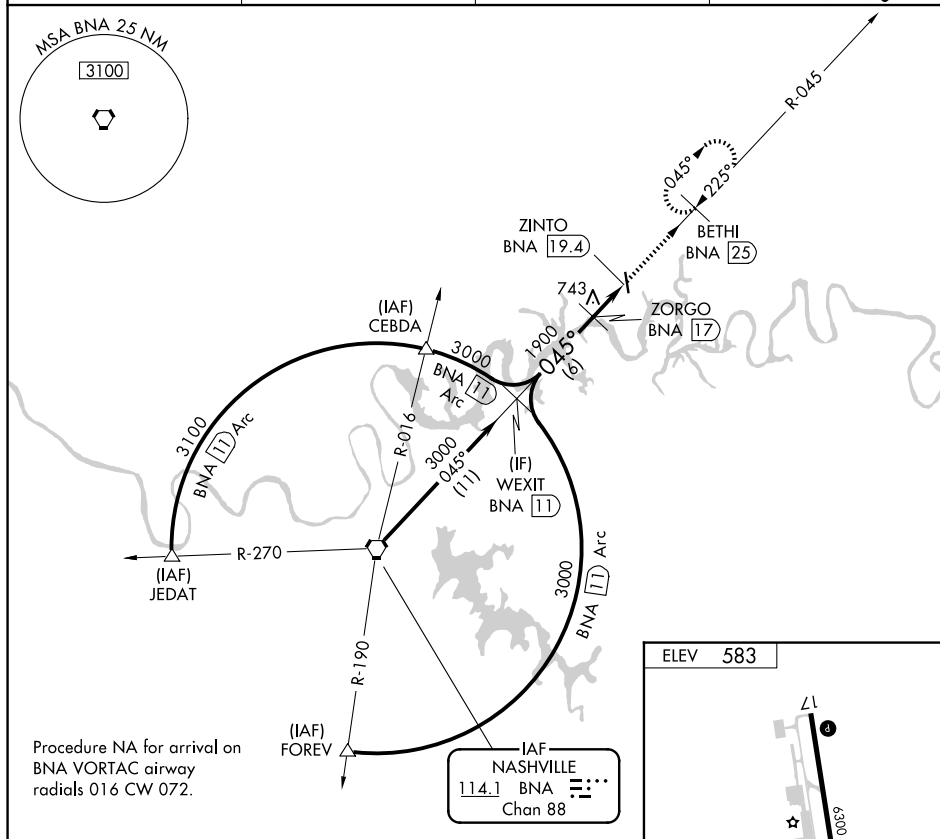
VOR-A
MUSIC CITY EXEC (XNX)

DME required.

T When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 60 feet; increase Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 on BNA VORTAC R-045 to BETHI/25 DME and hold, continue climb-in-hold to 3000.

AWOS-3 132.725	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.05 (CTAF) L
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GEORGETOWN, KENTUCKY

AL-9191 (FAA)

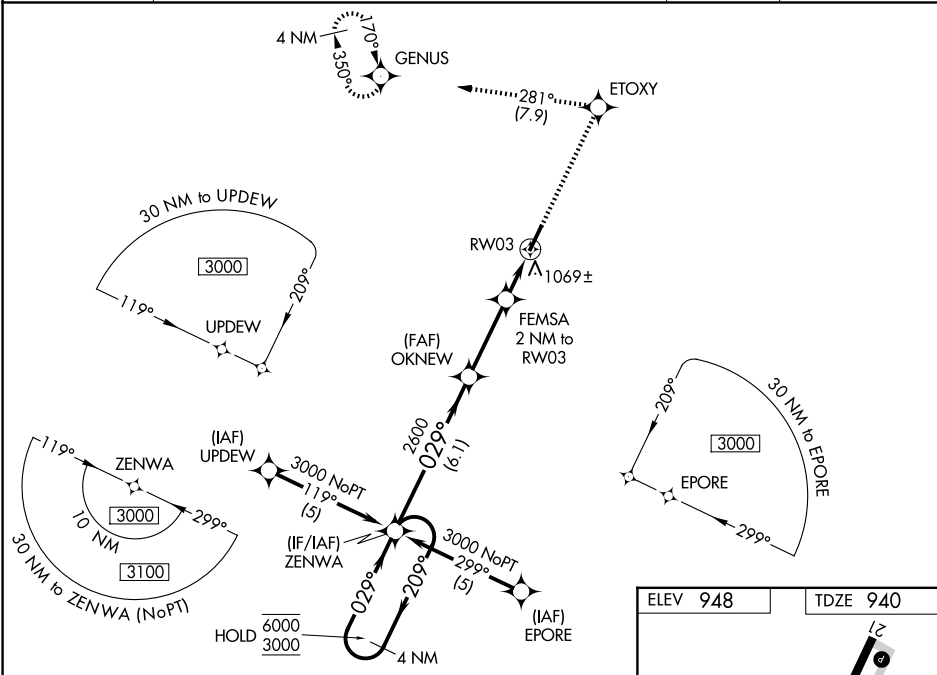
26078

WAAS CH 56309 W03A	APP CRS 029°	Rwy Ldg 5498 TDZE 940 Apt Elev 948
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RNAV (GPS) RWY 3
GEORGETOWN-SCOTT COUNTY RGNL (27K)

RNP APCH - GPS.	⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. ⚠ Baro-VNAV and VDP NA when using LEX altimeter setting. When local altimeter setting not received, use LEX altimeter setting: increase LPV DA to 1178 feet; increase LNAV/VNAV DA to 1358 feet and all visibilities $\frac{1}{8}$ SM: increase all MDAs 40 feet and LNAV visibility Cat C/D $\frac{1}{8}$ SM, and Circling visibility Cat D $\frac{1}{4}$ SM	MISSED APPROACH: Climb to 3000 direct ETOXY and left turn on track 281° to GENUS and hold, continue climb-in-hold to 3000.
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AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) ①
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APP CRS	Rwy Ldg	5498
209°	TDZE	948
	Apt Elev	948

RNAV (GPS) Y RWY 21

GEORGETOWN-SCOTT COUNTY RGNL (27K)

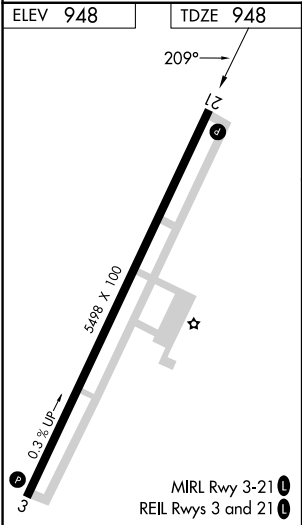
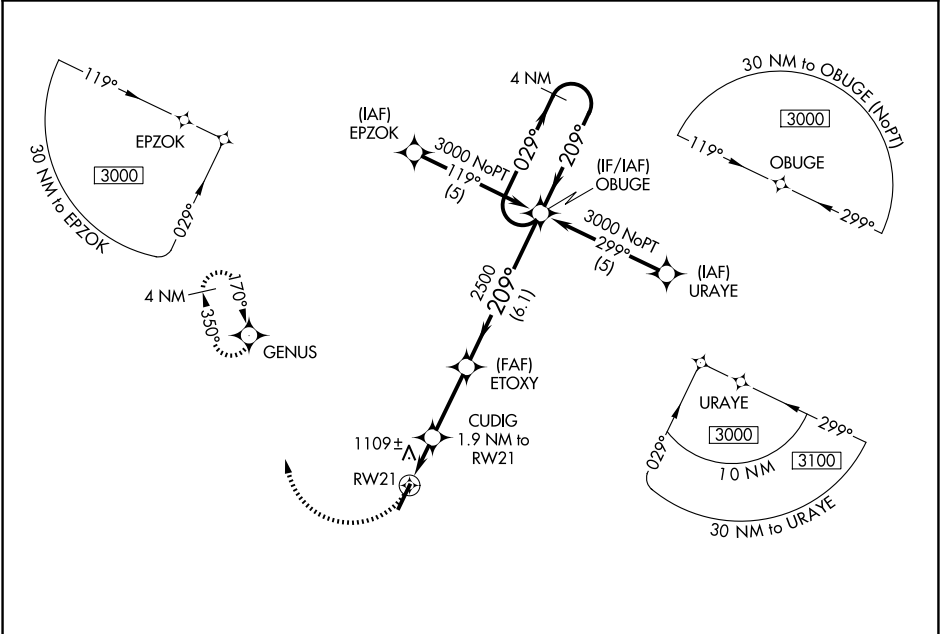
▼

NA

DME/DME RNP-0.3 NA. VDP NA with Lexington altimeter setting. When local altimeter setting not received, use Lexington altimeter setting and increase all MDAs 40 feet, increase LNAV Cats C/D and Circling Cat D visibility ¼ SM.

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

AWOS-3	LEXINGTON APP CON		CLNC DEL	UNICOM
119.975	120.15 259.3 (040°-220°)	120.75 298.9 (221°-039°)	127.425	123.0 (CTAF) 0



3000 GENUS		CUDIG 1.9 NM to RW21		ETOXY		OBUGE 4 NM Holding Pattern	
1.2 NM to RW21		0.7 NM		2.8 NM		6.1 NM	
RW21		1580		2500		3000	
1.2 NM		0.7 NM		2.8 NM		6.1 NM	
CATEGORY	A		B		C		D
LNAV MDA	1360-1		412 (500-1)		1360-1¼		412 (500-1¼)
CIRCLING	1420-1		472 (500-1)		1560-1¾ 612 (700-1¾)		1660-2¼ 712 (800-2¼)

GEORGETOWN, KENTUCKY

AL-9191 (FAA)

26078

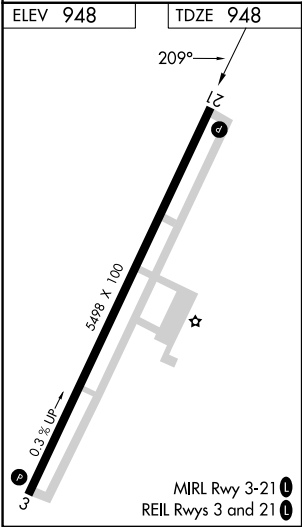
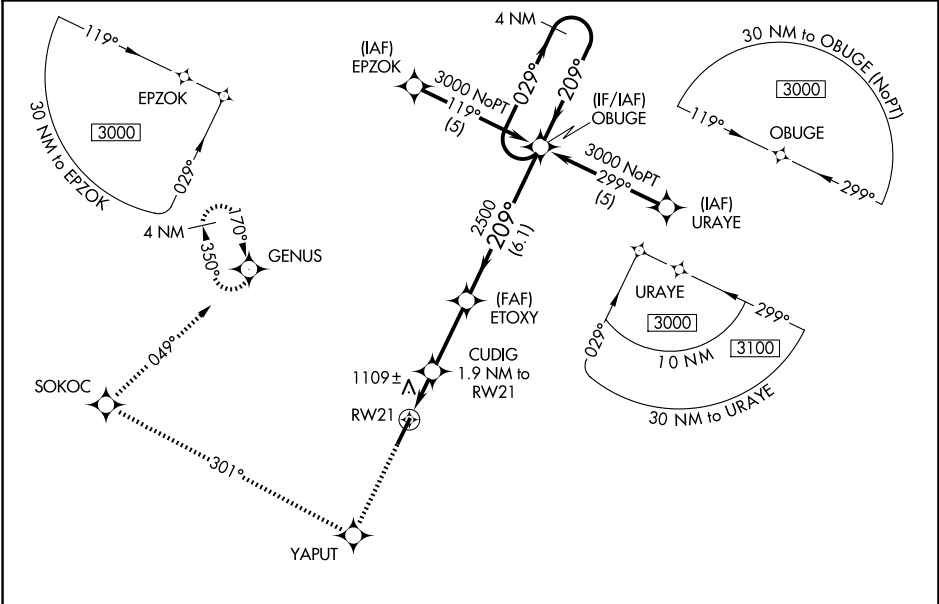
WAAS CH 48909 W21A	APP CRS 209°	Rwy Ldg TDZE 948 Apt Elev 948
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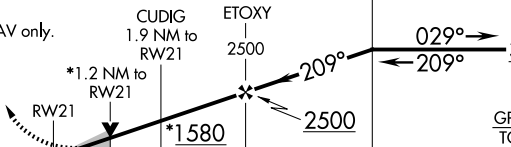
RNAV (GPS) Z RWY 21
GEORGETOWN-SCOTT COUNTY RGNL (27K)

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4° F) or above 46° C (114° F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1186, LNAV/VNAV DA to 1460, and all MDA 40 feet; increase LPV all Cats and LNAV Cats C/D and Circling Cat D visibility ¼ SM. Baro-VNAV and VDP NA with Lexington altimeter setting.

MISSED APPROACH: Climb to 3000 direct YAPUT and right turn on track 301° to SOKOC and right turn on track 049° to GENUS and hold.

AWOS-3 119.975	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	CLNC DEL 127.425	UNICOM 123.0 (CTAF) 0
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3000 ↑	YAPUT ✧	 tr 301°	SOKOC ✧	 tr 049°	GENUS ✧
4 NM Holding Pattern  *LNAV only. CUDIG 1.9 NM to RW21 ETOXY 2500 OBUGE 3000 029° 209° 2500 *1.2 NM to RW21 *1580 GP 3.00° TCH 30° 1.2 NM 0.7 NM 2.8 NM 6.1 NM					
CATEGORY	A	B	C	D	
LPV DA	1148- ³ / ₄ 200 (200- ³ / ₄)				
LNAV/ VNAV DA	1422-1 ³ / ₄ 474 (500-1 ³ / ₄)				
LNAV MDA	1360-1	412 (500-1)	1360-1 ¹ / ₄	412 (500-1 ¹ / ₄)	
CIRCLING	1420-1	472 (500-1)	1560-1 ³ / ₄ 612 (700-1 ³ / ₄)	1660-2 ¹ / ₄ 712 (800-2 ¹ / ₄)	

GEORGETOWN, KENTUCKY
Amdt 2B 04NOV21

GEORGETOWN-SCOTT COUNTY RGNL (27K)
38° 14'N- 84° 26'W
RNAV (GPS) Z RWY 21

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

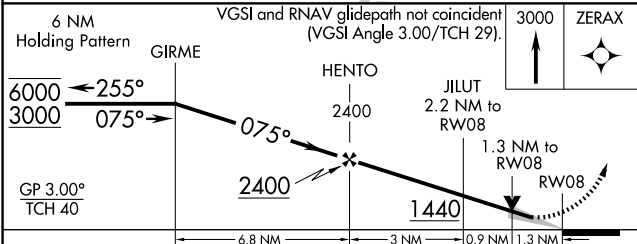
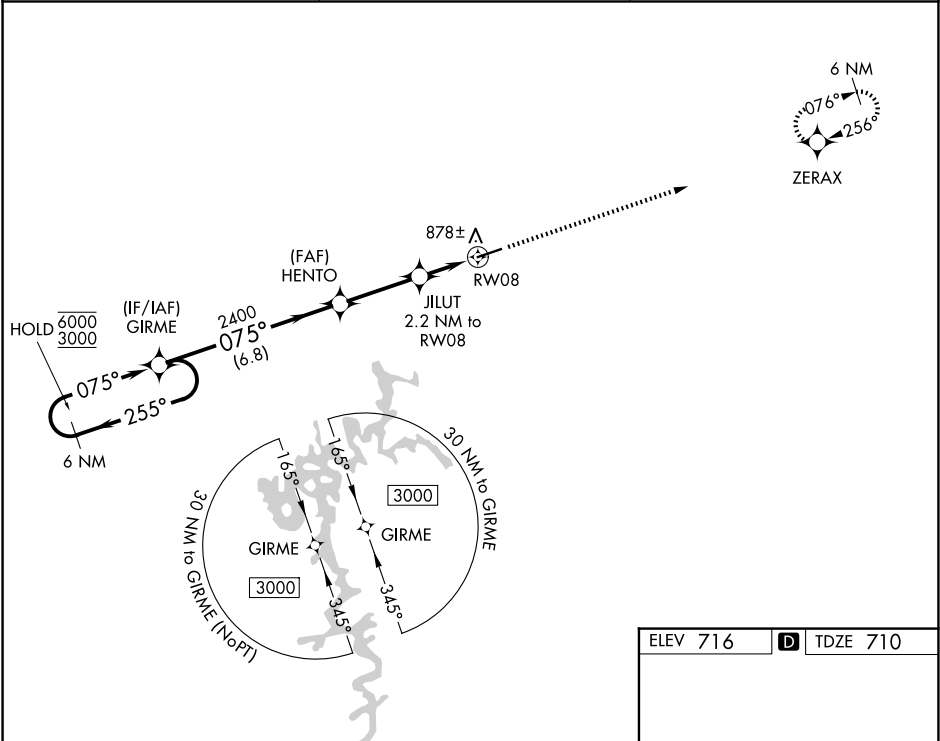
WAAS CH 77607 W08A	APP CRS 075°	Rwy Ldg TDZE Apt Elev 716	5000 710 716
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RNAV (GPS) RWY 8

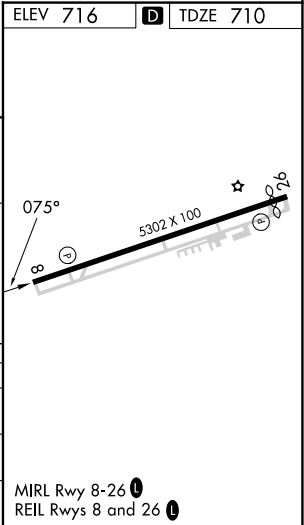
GLASGOW MUNI (GLW)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct ZERAX and hold.
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	

AWOS-3 118.525	MEMPHIS CENTER 133.85 285.5	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LPV DA	1020-1	310 (400-1)		
LNAV/VNAV DA	1125-1 ³ / ₈	415 (500-1 ³ / ₈)		
LNAV MDA	1140-1	430 (500-1)	1140-1 ¹ / ₄	430 (500-1 ¹ / ₄)



GLASGOW, KENTUCKY

AL-5818 (FAA)

25331

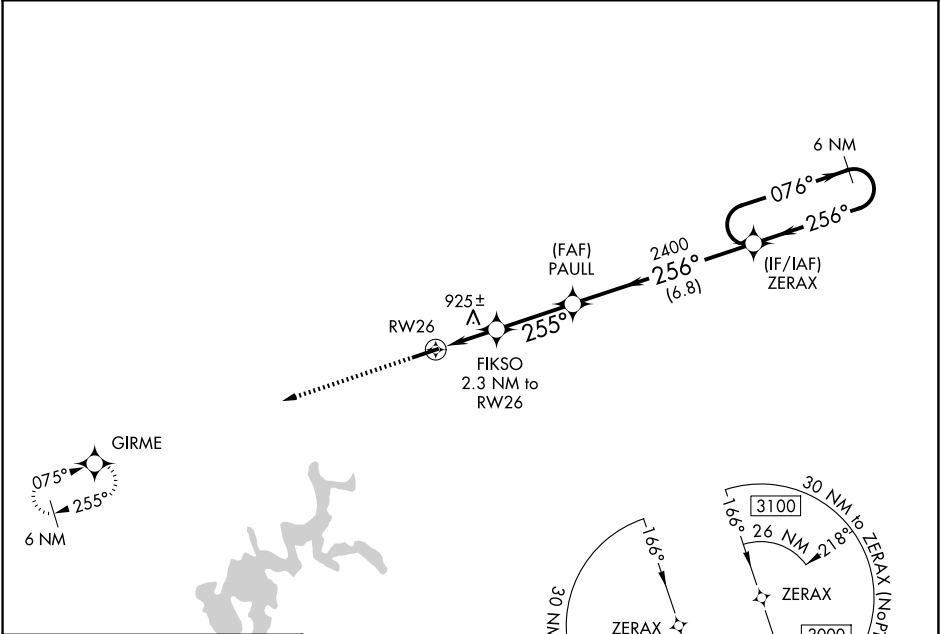
APP CRS	Rwy Ldg	5000
255°	TDZE	715
	Apt Elev	716

RNAV (GPS) RWY 26

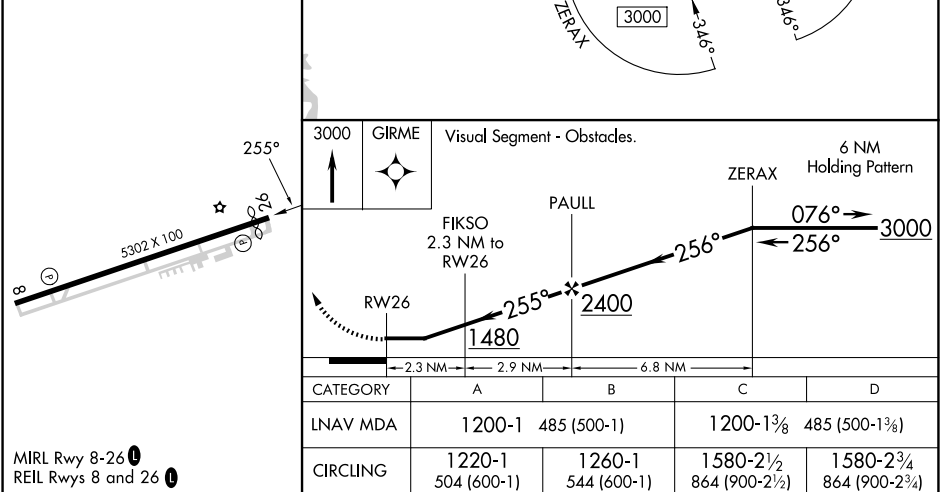
GLASGOW MUNI (GLW)

RNP APCH - GPS.	⚠ Helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase all MDAs 80 feet; increase LNAV Cat C and D visibility $\frac{1}{4}$ SM, and Circling visibility Cat C, D $\frac{1}{4}$ SM.	MISSED APPROACH: Climb to 3000 direct GIRME and hold.
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AWOS-3 118.525	MEMPHIS CENTER 133.85 285.5	UNICOM 122.8 (CTAF) 0
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ELEV 716	D	TDZE 715
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MIRL Rwy 8-26 0				
REIL Rwy 8 and 26 0				

GLASGOW, KENTUCKY
Amdt 2B 14JUL22

37°02'N-85°57'W

GLASGOW MUNI (GLW)

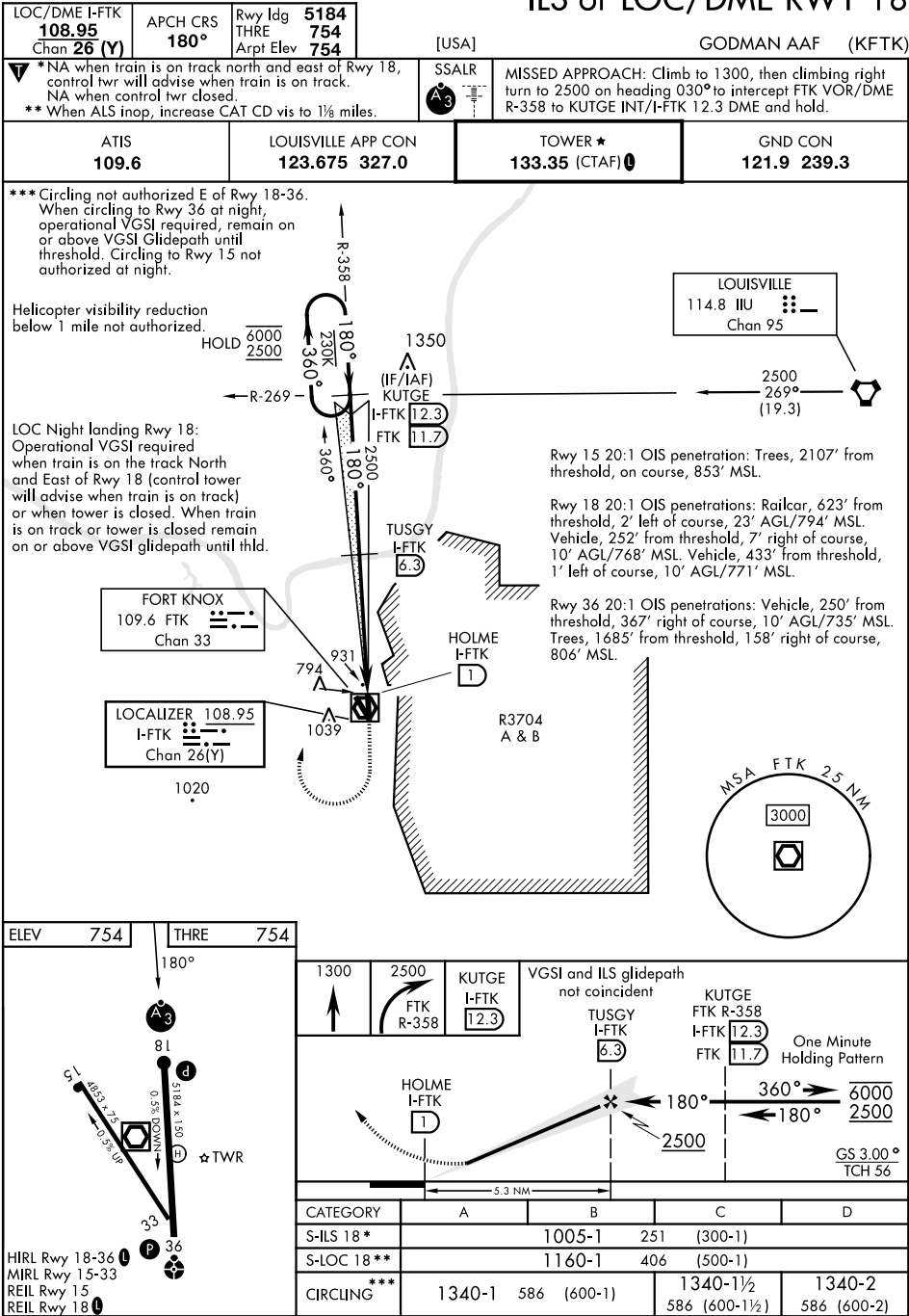
RNAV (GPS) RWY 26

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

FORT KNOX, KENTUCKY

ILS or LOC/DME RWY 18



FORT KNOX, KENTUCKY

RNAV (GPS) RWY 15

APCH CRS	Rwy Idg	4853
151°	TDZE	754
	Arpt Elev	754

[USA]

GODMAN AAF (KFTK)

RNP APCH - GPS

▼ *Straight-in minimums NA at night. Helicopter visibility reduction below 1 mile NA.
 **Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

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

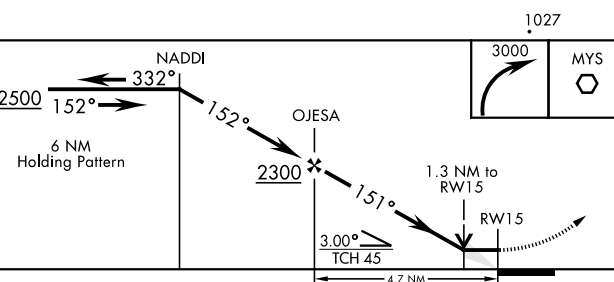
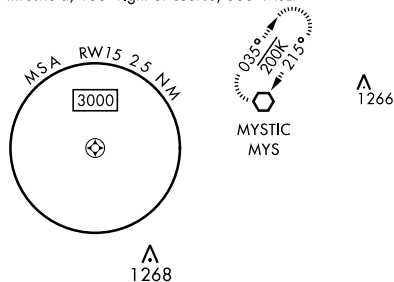
ATIS 109.6	LOUISVILLE APP CON 123.675 327.0	TOWER★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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Circling to Rwy 18 at night: Operational VGSI required when train is on the track north and east of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

Rwy 15 20:1 OIS penetration: Trees, 2107' from threshold, on course, 853' MSL.

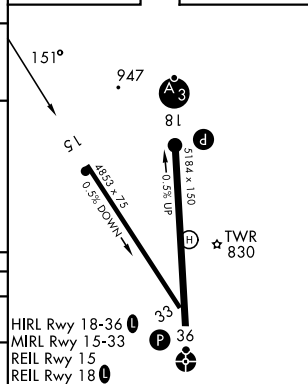
Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.



CATEGORY	A	B	C	D
RNAV MDA*	1260-1	506 (600-1)	1260-1 1/8	506 (600-1 1/8)
CIRCLING**	1340-1	586 (600-1)	1340-1 1/2	586 (600-1 1/2)

ELEV	754	TDZE	754
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FORT KNOX, KENTUCKY

37°54'N-85°58'W

GODMAN AAF (KFTK)

Amdt 1 18MAY23

RNAV (GPS) RWY 15

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 18

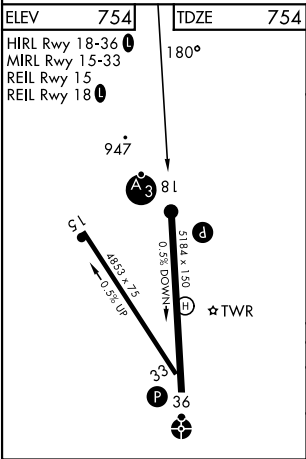
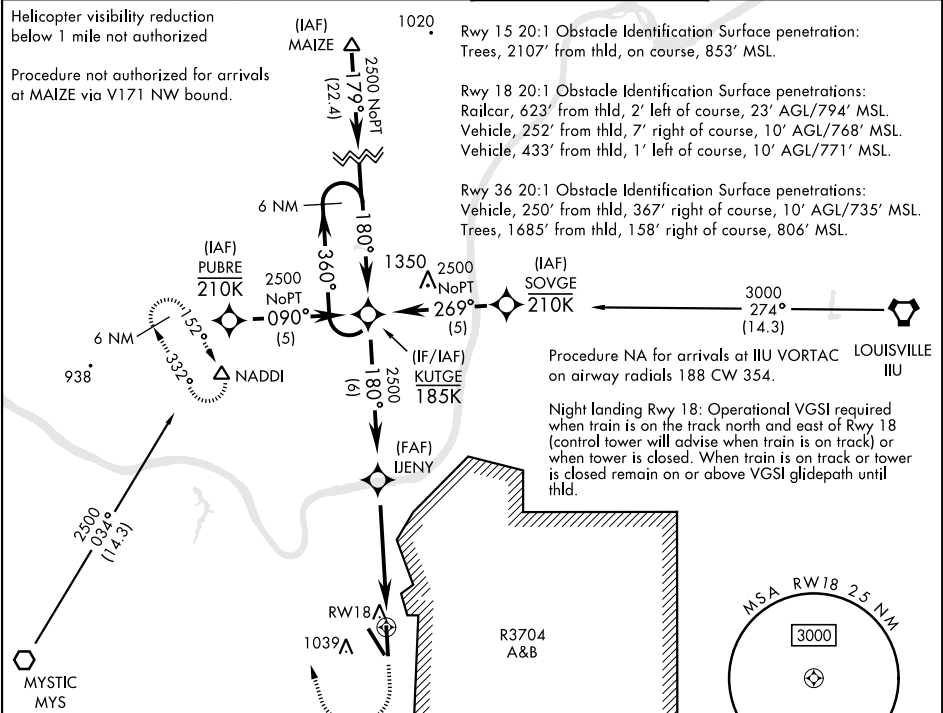
APCH CRS	Rwy Idg	5184
180°	TDZE	754
	APCH Elev	754

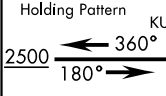
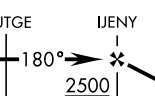
[USA]

GODMAN AAF (KF TK)

RNP APCH-GPS	SSALR 	MISSED APPROACH: Climbing right to 2600, direct to NADDI and hold.
▼ *Circling not authorized E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until thld. Circling to Rwy 15 not authorized at night.		

ATIS 109.6	LOUISVILLE APP CON 123.675 327.0	TOWER★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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6 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).		2600	NADDI
					
KUTGE		IJENY		RW18	
2500		180°		2500	
360°		180°		3.00°	
180°		2500		TCH 56	
				5.3 NM	
CATEGORY	A	B	C	D	
LNAV MDA	1260-1	506 (600-1)	1260-1½ 506 (600-1½)	1260-1½ 506 (600-1½)	
CIRCLING*	1340-1	586 (600-1)	1340-1½ 586 (600-1½)	1340-2 586 (600-2)	

RNAV (GPS) RWY 18

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

FORT KNOX, KENTUCKY

RNAV (GPS) RWY 36

APCH CRS	Rwy Idg	5184
015°	TDZE	740
	Arpt Elev	754

[USA]

GODMAN AAF (KFTK)

RNP APCH-GPS

▼ * Straight-in Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When ALS inop, increase CAT CD vis to 1½ miles. Helicopter visibility reduction below 1 mile NA.

ODALS

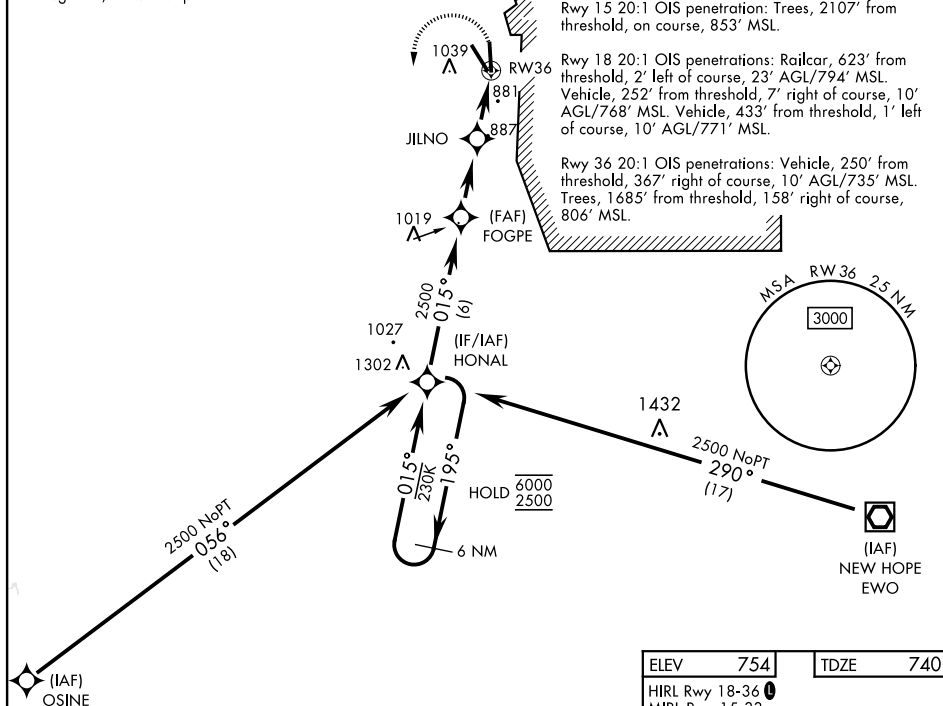


MISSED APPROACH: Climbing left turn to 2500 direct HONAL and hold.

ATIS	LOUISVILLE APP CON	TOWER ★	GND CON
109.6	123.675 327.0	133.35 (CTAF) 0	121.9 239.3

** Circling not authorized E of Rwy 18-36.
Circling to Rwy 15 not authorized at night.

CAUTION: Final approach course passes through LTP, not 3000' prior to LTP.



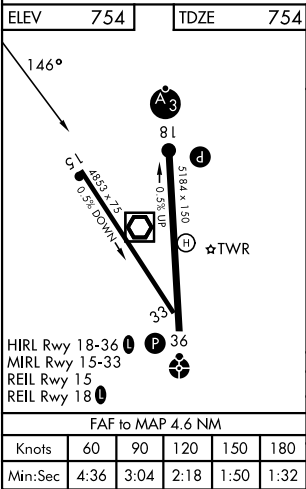
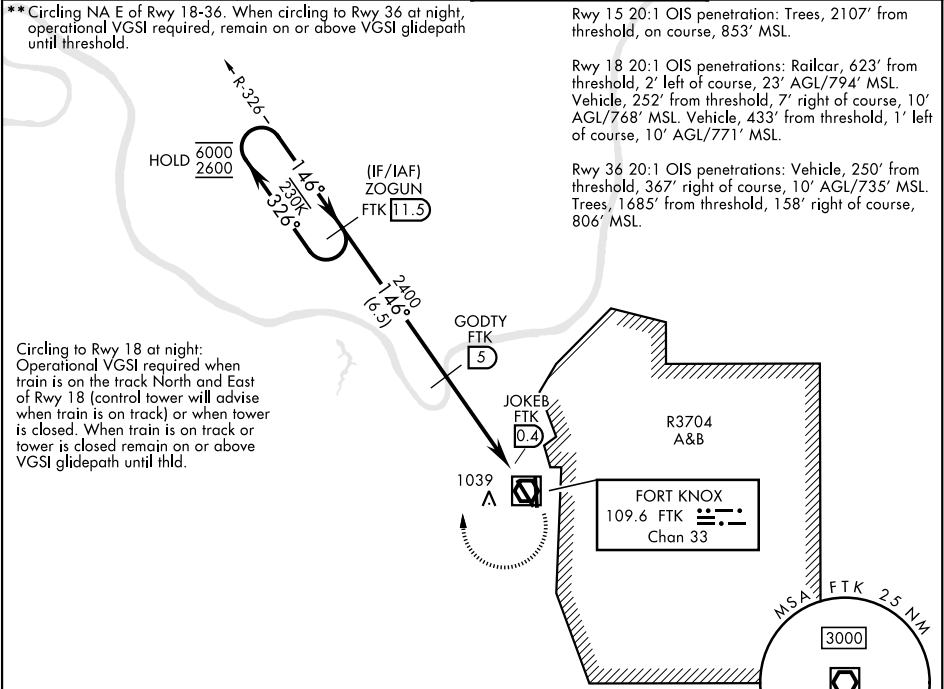
VOR/DME RWY 15

VOR/DME FTK 109.6 Chan 33	APCH CRS 146°	Rwy Idg TDZE Arpt Elev 4853 754 754
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[USA]

GODMAN AAF (KFTK)

* Not authorized at night. Visibility reduction by helicopters not authorized.		MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 356° and FTK VOR/DME R-326 to ZOGUN INT/FTK 11.5 DME and hold.	
ATIS 109.6	LOUISVILLE APP CON 123.675 327.0	TOWER ★ 133.35 (CTAF) 0	GND CON 121.9 239.3



VOR/DME RWY 15

FORT KNOX, KENTUCKY

VOR/DME FTK 109.6 Chan 33	APCH CRS 186°	Rwy Idg 5184 TDZE 754 Arpt Elev 754
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[USA]

GODMAN AAF (KFTK)

* Visibility reduction by helicopters not authorized.



MISSED APPROACH: Climb to 1300, then climbing right turn to 2600 on heading 036° and FTK VOR/DME R-006 to BETHY INT/FTK 10.2 DME and hold.

ATIS 109.6	LOUISVILLE APP CON 123.675 327.0	TOWER ★ 133.35 (CTAF) 0	GND CON 121.9 239.3
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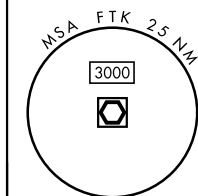
****Circling NA E of Rwy 18-36. When circling to Rwy 36 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling to Rwy 15 NA at night.**

Straight-in operations to Rwy 18 at night: Operational VGS1 required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed, remain on or above VGS1 glidepath until thld.

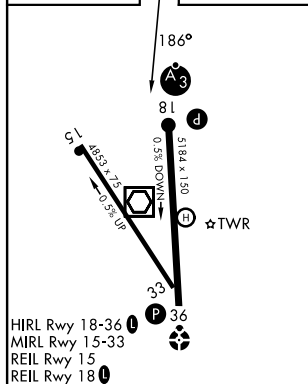
Rwy 15 20:1 OIS penetration: Trees, 2107'
from threshold, on course, 853' MSL.

Rwy 18 20:1 OIS penetrations: Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL. Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL. Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

Rwy 36 20:1 OIS penetrations: Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL. Trees, 1685' from threshold, 158' right of course, 806' MSL.



ELEV	754			TDZE	754
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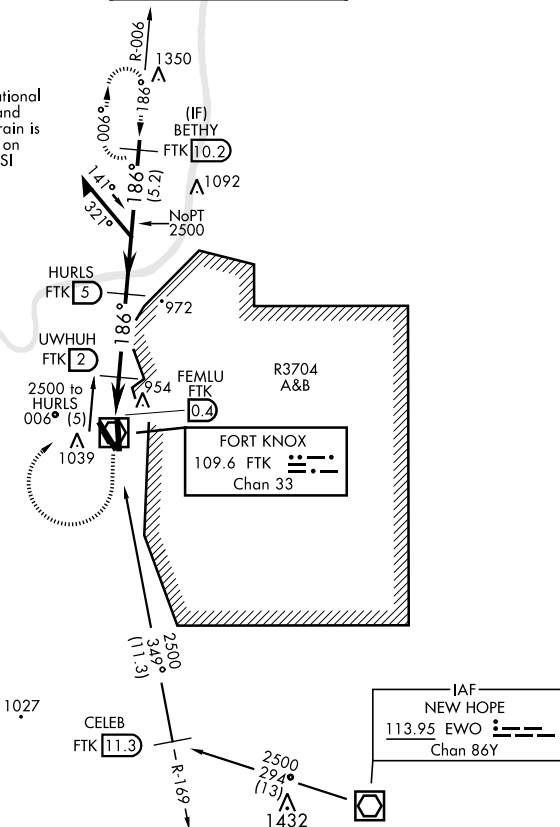
FORT KNOX, KENTUCKY

Amdt 2 13JUL23

37°54'N-85°58'W

GODMAN AAF (KFTK)

VOR/DME RWY 18



1300

2600

hdg 036°

VGSi and descent angles not coincident.
(VGSi angle 3.00/TCH 51)

HURLS FTK 5

Remain within 10 NM

006°

186°

2500

1400

3.49°

TCH 56

1.6 NM

3 NM

CATEGORY	A	B	C	D
S-18 *	1240-1 486 (500-1)		1240-1½ 486 (500-1½)	
CIRCLING**	1340-1 586 (600-1)		1340-1½ 586 (600-1½)	1340-2 586 (600-2)

SE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME RWY 36

VOR/DME FTK APCH CRS Rwy Idg TDZE
Chan **33** **349°** **5184**
740
Arprt Elev **754**

[USA] GODMAN AAF (KFTK)

*** At night, operational VGSI required, remain on or above VGSI glidepath until threshold.**
Visibility reduction by helicopters not authorized.
**** Circling NA E of Rwy 18-36. Circling to rwy 15 NA at night.**

ATIS 109.6	LOUISVILLE APP CON 123.675 327.0	TOWER ★ 133.35 (CTAF) ①	GND CON 121.9 239.3
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Circling to Rwy 18 at night: Operational VGSI required when train is on the track North and East of Rwy 18 (control tower will advise when train is on track) or when tower is closed. When train is on track or tower is closed remain on or above VGSI glidepath until thld.

Rwy 18 20:1 OIS penetrations:
Railcar, 623' from threshold, 2' left of course, 23' AGL/794' MSL.
Vehicle, 252' from threshold, 7' right of course, 10' AGL/768' MSL.
Vehicle, 433' from threshold, 1' left of course, 10' AGL/771' MSL.

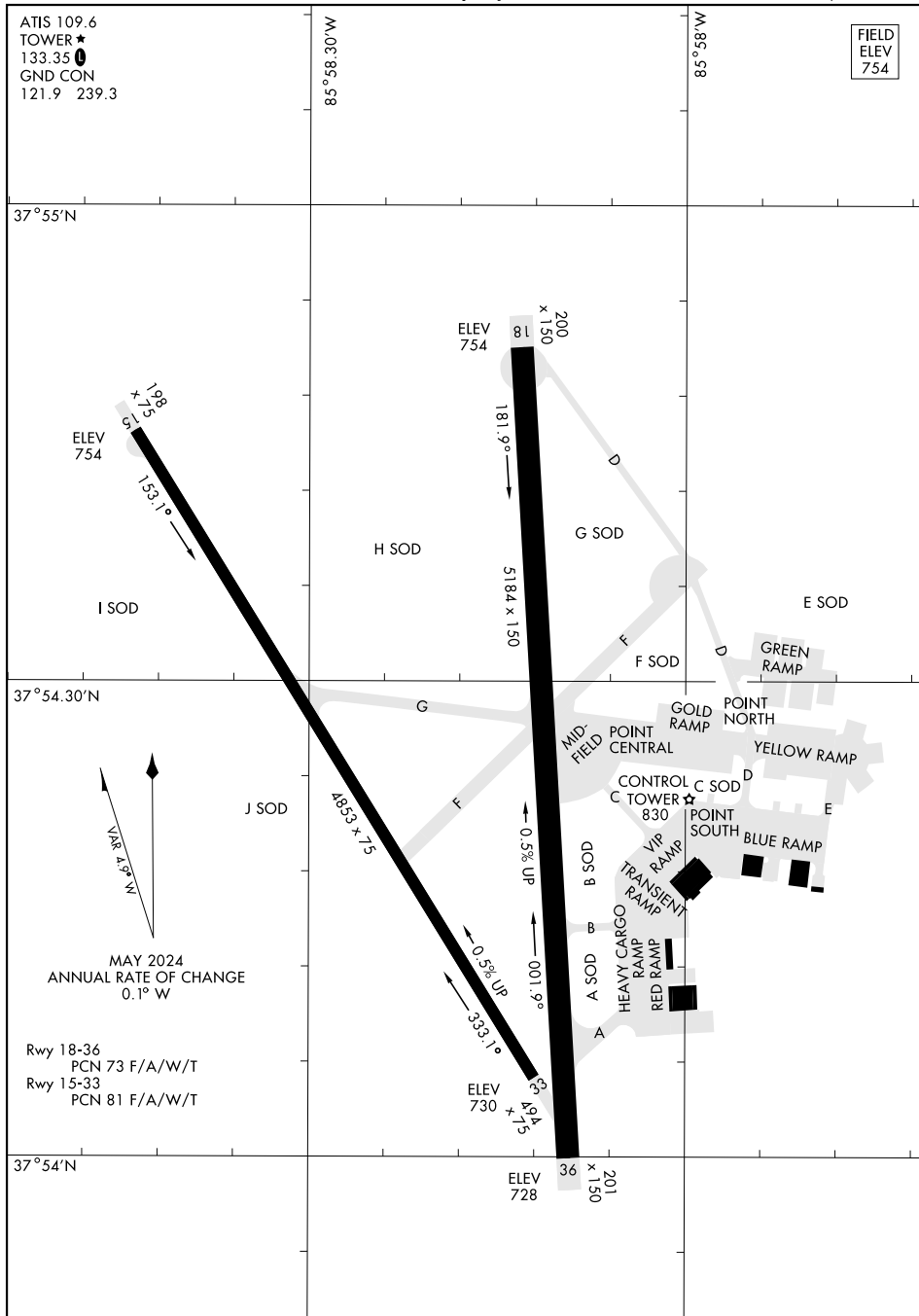
Rwy 15 20:1 OIS penetration:
Trees, 2107' from threshold, on course, 853' MSL.

Rwy 36 20:1 OIS penetrations:
Vehicle, 250' from threshold, 367' right of course, 10' AGL/735' MSL.
Trees, 1685' from threshold, 158' right of course, 806' MSL.

	ELEV	TDZE
	754	740

CATEGORY	A	B	C	D
S-36*	1180-1	440 (500-1)	1180-1½	440 (500-1½)
CIRCLING**	1340-1	586 (600-1)	1340-1½ 586 (600-1½)	1340-2 586 (600-2)

HIRL Rwy 18-36
MIRL Rwy 15-33
REIL Rwy 15
REIL Rwy 18



GREENVILLE, KENTUCKY

AL-6345 (FAA)

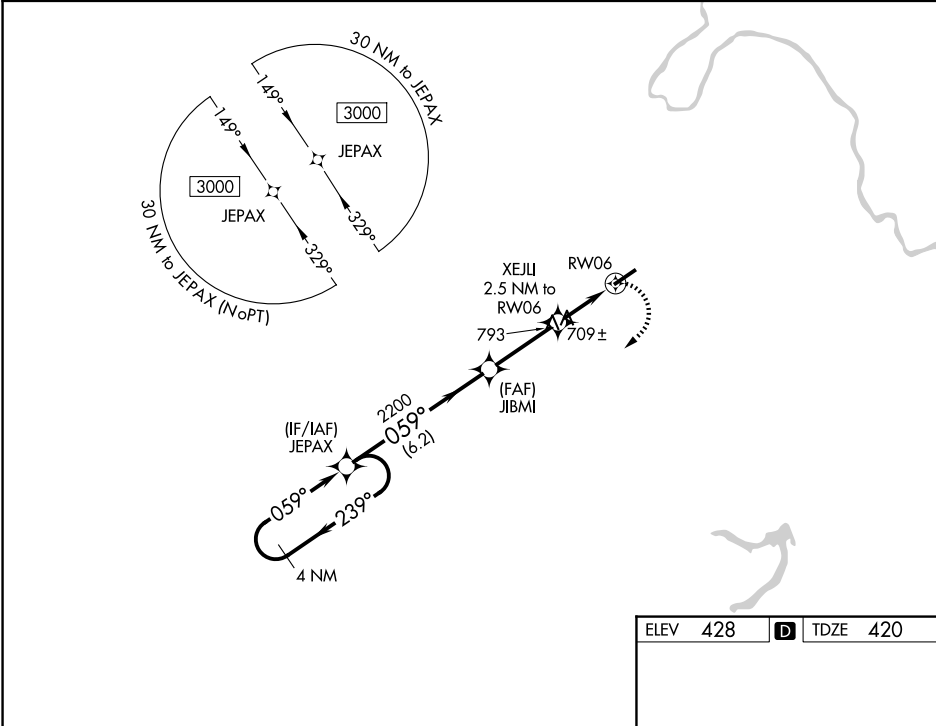
26022

WAAS CH 56527 W06A	APP CRS 059°	Rwy Ldg TDZE 420 Apt Elev 428
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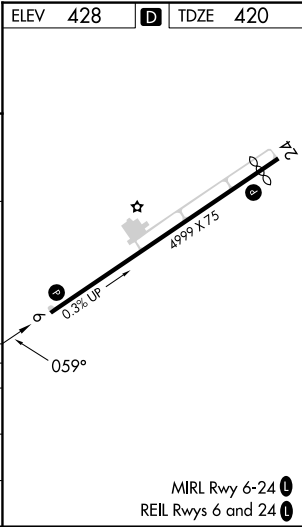
RNAV (GPS) RWY 6
MUHLENBERG COUNTY (M21)

RNP APCH - GPS.	⚠ When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet and LP visibility Cat C/D $\frac{1}{4}$, LNAV visibility Cat B/C/D $\frac{1}{4}$, and Circling visibility Cat B/C/D $\frac{1}{4}$. Rwy 6, helicopter visibility reduction below $\frac{3}{4}$ SM NA. Circling Rwy 24 NA at night. ⚠ NA	MISSED APPROACH: Climbing right turn to 3000 direct JEPAX and hold.
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AWOS-3 120.45	CAMPBELL APP CON ★ 118.1 269.525	UNICOM 123.0 (CTAF) 0
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).		3000	JEPAX
3000		2200		1240	RWY 06
239°		059°		3.00°	TCH 40
6.2 NM		3 NM		2.5 NM	
CATEGORY	A	B	C	D	
LP MDA	960-1	540 (600-1)	960-1½	540 (600-1½)	
LNAV MDA	1100-1	680 (700-1)	1100-1⅞	680 (700-1⅞)	
CIRCLING	1100-1	672 (700-1)	1180-2¼ 752 (800-2¼)	1200-2½ 772 (800-2½)	



GREENVILLE, KENTUCKY
Orig-D 11AUG22

37°14'N-87°09'W

MUHLENBERG COUNTY (M21)
RNAV (GPS) RWY 6

SE-1, 03 SEP 2026 to 29 OCT 2026

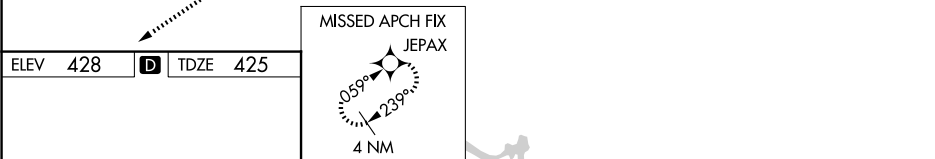
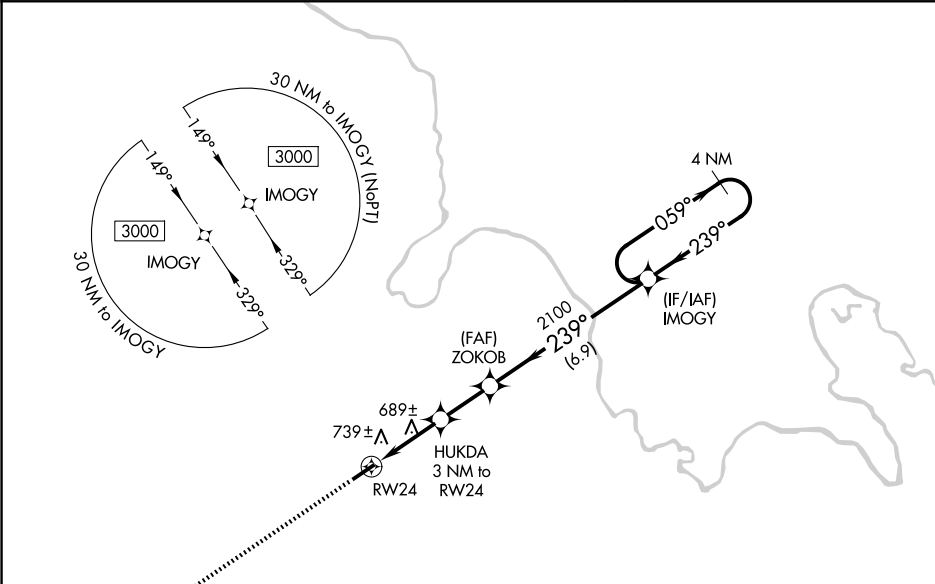
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99627 W24A	APP CRS 239°	Rwy Ldg TDZE 425 Apt Elev 428
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RNAV (GPS) RWY 24
MUHLENBERG COUNTY (M21)

RNP APCH - GPS. ⚠ NA When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 80 feet. Increase LP Cats C/D visibility ¾ SM and LNAV Cats C/D and Circling Cats C/D visibility ¼ SM. Procedure NA at night. Rwy 24, helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 3000 direct JEPAX and hold.
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AWOS-3 120.45	CAMPBELL APP CON ★ 118.1 269.525	UNICOM 123.0 (CTAF) 0
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0.3% UP

4999 X 75

239°

24

3000

↑

JEPAX

✦

Visual Segment - Obstacles.

HUKDA
3 NM to RW24

ZOKOB

IMOGY

4 NM Holding Pattern

3000

059°→

←239°

3000

239°

2100

1420

3 NM

2.1 NM

6.9 NM

RW24

⋈

3000

059°→

←239°

3000

239°

2100

1420

3 NM

2.1 NM

6.9 NM

CATEGORY	A	B	C	D
LP MDA	940-1	515 (600-1)	940-1⅓	515 (600-1⅓)
LNAV MDA	1000-1	575 (600-1)	1000-1⅝	575 (600-1⅝)
CIRCLING	1040-1 612 (700-1)	1100-1 672 (700-1)	1180-2¼ 752 (800-2¼)	1200-2½ 772 (800-2½)

MIRL Rwy 6-24 0

REIL Rws 6 and 24 0

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

HARDINSBURG, KENTUCKY

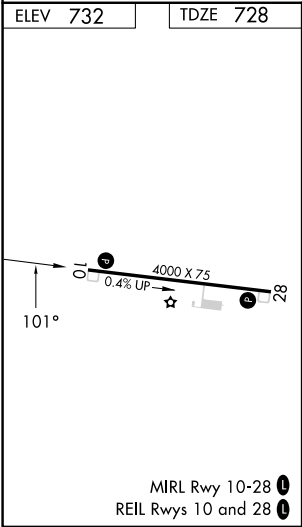
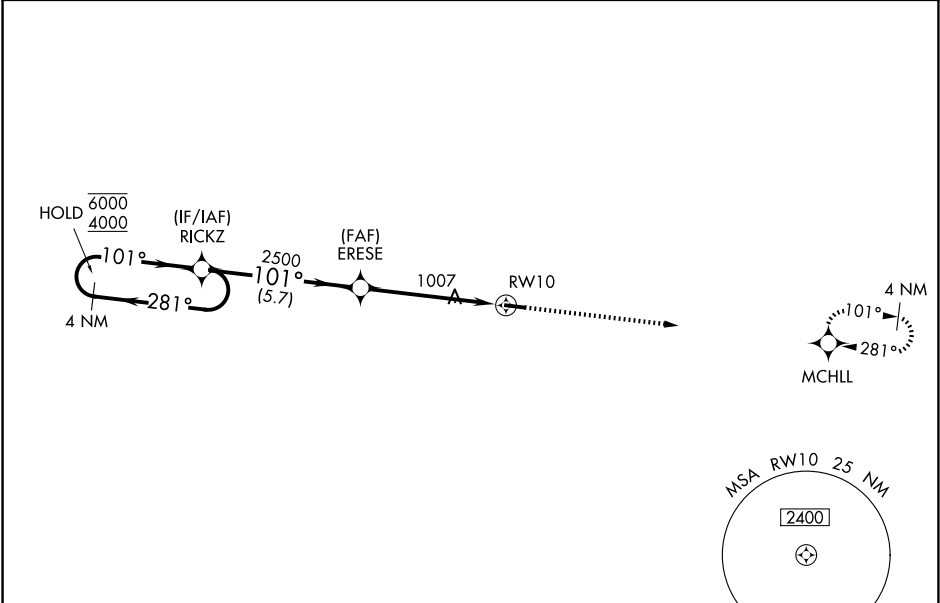
AL-10748 (FAA)

25219

WAAS CH 90442 W10A	APP CRS 101°	Rwy Ldg TDZE Apt Elev	4000 728 732
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RNAV (GPS) RWY 10
BRECKINRIDGE COUNTY (I93)

RNP APCH. ▼ NA Rwy 10 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1043, LNAV/VNAV DA to 1191 and all MDA 20 feet.		MISSED APPROACH: Climb to 4000 direct MCHLL and hold, continue climb-in-hold to 4000.	
AWOS-3PT 123.625	KFTK ATIS ★ 109.6	LOUISVILLE APP CON 123.675 327.0	CTAF 122.9 0



4000	MCHLL	VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 34).			
		RWY 10			
		ERES (2500)			
		RICKZ (6000)			
		Holding Pattern			
		GP 3.10° TCH 54			
CATEGORY	A	B	C	D	
LPV DA	1036-1		308 (400-1)		
LNAV/VNAV DA	1184-1⅓		456 (500-1⅓)		
LNAV MDA	1380-1	652 (700-1)	1380-1⅞	652 (700-1⅞)	
CIRCLING	1380-1 648 (700-1)	1480-1 748 (800-1)	1480-2¼ 748 (800-2¼)	1480-2½ 748 (800-2½)	

HARDINSBURG, KENTUCKY
Orig 25APR19

37°47'N-86°26'W

BRECKINRIDGE COUNTY (I93)
RNAV (GPS) RWY 10

SE-1, 03 SEP 2026 to 29 OCT 2026

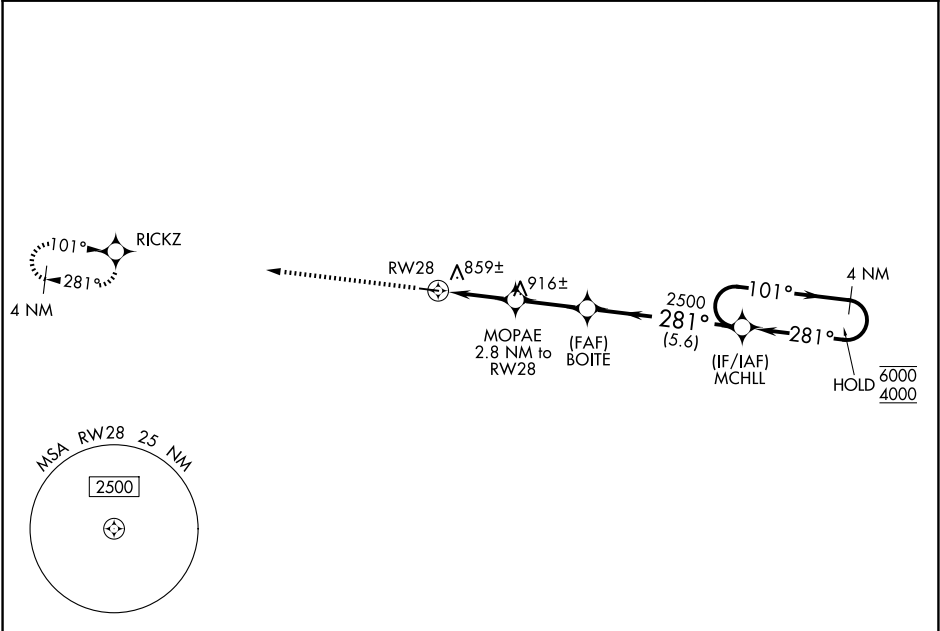
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77842 W28A	APP CRS 281°	Rwy Ldg TDZE 732 Apt Elev 732
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RNAV (GPS) RWY 28
BRECKINRIDGE COUNTY (I93)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct RICKZ and hold, continue climb-in-hold to 4000.
▼ NA	Baro-VNAV NA. Use Fort Knox altimeter setting, when not received, use Elizabethtown altimeter setting and increase LPV DA to 1047, LNAV/VNAV DA to 1185 and all MDA 20 feet.

AWOS-3PT 123.625	KFTK ATIS ★ 109.6	LOUISVILLE APP CON 123.675 327.0	CTAF 122.9 0
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ELEV 732	TDZE 732
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	4000 RICKZ VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 27°).			
	*LNAV only.			
	MCHLL Holding Pattern			
	GP 3.00° TCH 50			
	2.8 NM 2.6 NM 5.6 NM			
CATEGORY	A	B	C	D
LPV DA	1040-1		308 (400-1)	
LNAV/VNAV DA	1178-1 ³ / ₈		446 (500-1 ³ / ₈)	
LNAV MDA	1180-1	448 (500-1)	1180-1 ³ / ₈	448 (500-1 ³ / ₈)
CIRCLING	1380-1 648 (700-1)	1480-1 748 (800-1)	1480-2 ¹ / ₄ 748 (800-2 ¹ / ₄)	1480-2 ¹ / ₂ 748 (800-2 ¹ / ₂)

HARLAN, KENTUCKY

AL-10235 (FAA)

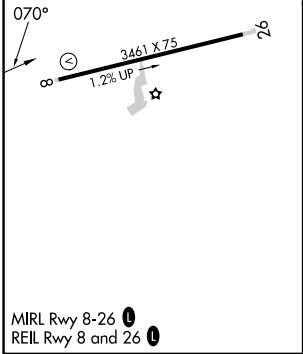
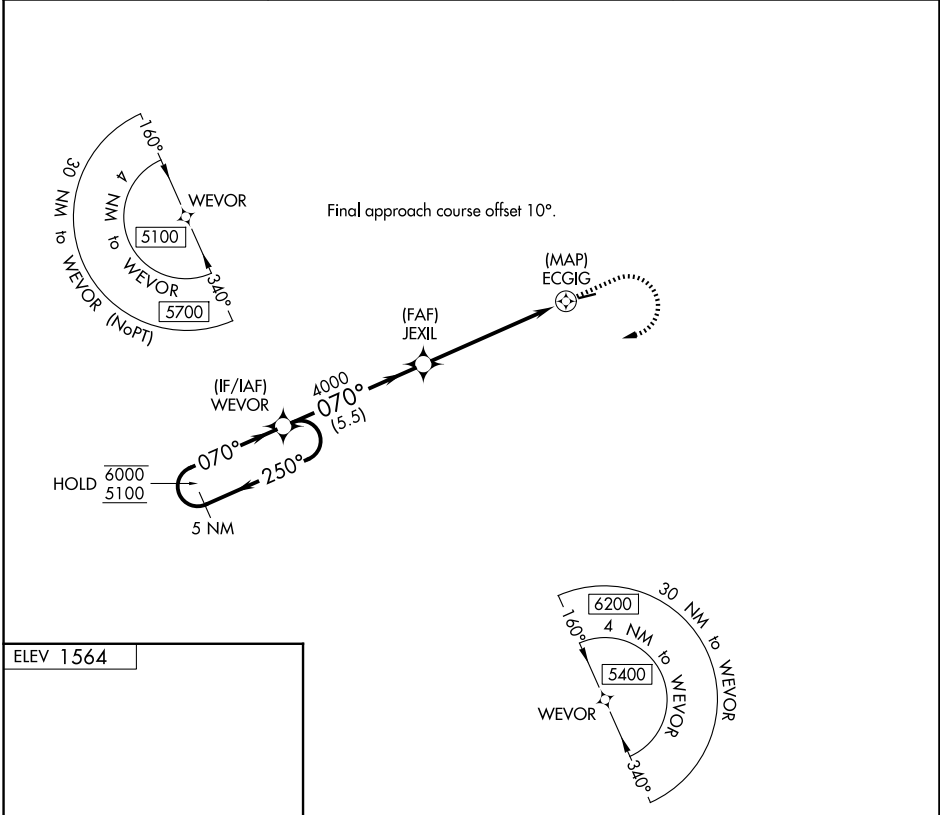
25275

APP CRS	Rwy Ldg	N/A
070°	TDZE	N/A
	Apt Elev	1564

RNAV (GPS)-A

TUCKER-GUTHRIE MEML (I35)

RNP APCH.		MISSED APPROACH: Climb to 4200 then climbing right turn to 5100 direct WEVOR and hold.
AWOS-3 118.35		INDIANAPOLIS CENTER 124.625 371.925
		UNICOM 122.8 (CTAF) 0



VGSI and descent angles not coincident (VGSI Angle 5.00/TCH 26).			
5 NM Holding Pattern WEVOR			
6000 5100 250° 070° JEXIL 4000 3.77° TCH 40 ECGIG			
5.5 NM 5.6 NM 0.5 NM			
CATEGORY	A	B	C
CIRCLING	2920-1¼ 1356 (1400-1¼)	2920-1½ 1356 (1400-1½)	3360-3 1796 (1800-3)

HARLAN, KENTUCKY
Amdt 1 21MAY20

36°52'N-83°22'W

TUCKER-GUTHRIE MEML (I35)

RNAV (GPS)-A

SE-1, 03 SEP 2026 to 29 OCT 2026

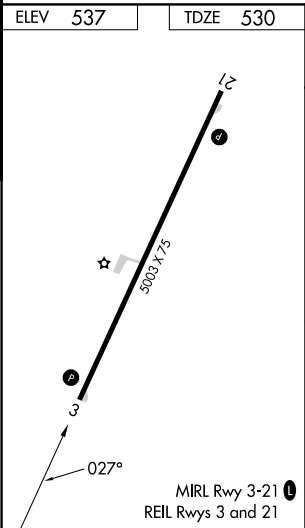
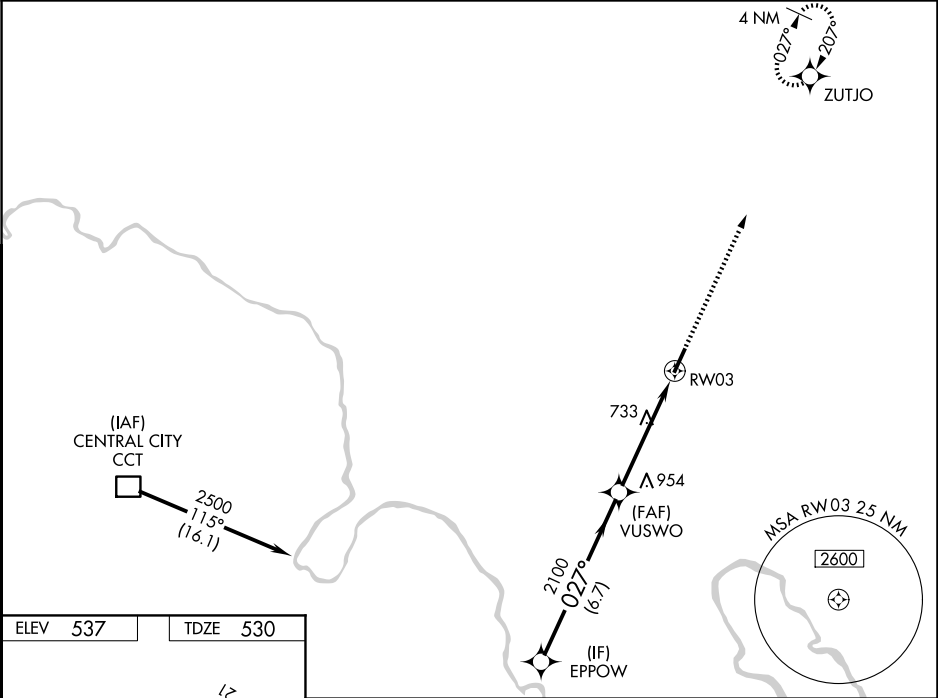
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45926 W03A	APP CRS 027°	Rwy Ldg TDZE 530 Apt Elev 537
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RNAV (GPS) RWY 3

OHIO COUNTY (JQD)

RNP APCH - GPS.		MISSED APPROACH: Climb to 2500 direct ZUTJO and hold.
Baro-VNAV and VDP NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV and LNAV/VNAV DA to 851 feet. Increase all MDA 80 feet and LNAV Cat C visibility 3⁄8 SM and Circling Cat C visibility 1⁄4 SM. Circling Rwy 21 NA at night. Rwy 3 helicopter visibility reduction below 3⁄4 SM NA.		
AWOS-3PT 132.1	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 122.8 (CTAF) 0



EPPOW		VUSWO		2500	ZUTJO
2500		2100		1.5 NM to RWY 3	
GP 3.00° TCH 40		2100		RWY 3	
6.7 NM		3.3 NM		1.5 NM	
CATEGORY	A	B	C	D	
LPV DA	780-1	250 (300-1)		NA	
LNAV/VNAV DA	780-1	250 (300-1)		NA	
LNAV MDA	1040-1	510 (600-1)	1040-1 3⁄8 510 (600-1 3⁄8)	NA	
CIRCLING	1040-1 503 (600-1)	1100-1 563 (600-1)	1300-2 1⁄4 763 (800-2 1⁄4)	NA	

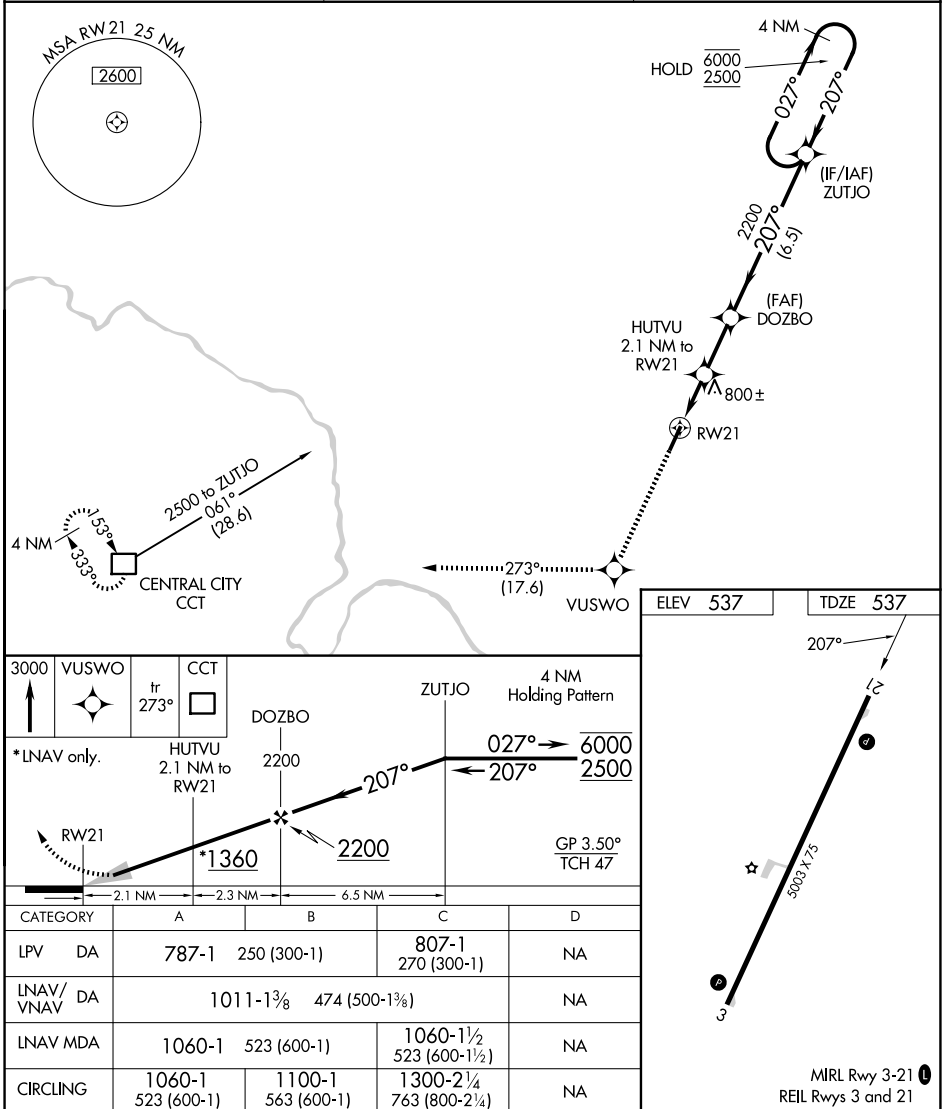
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 21

OHIO COUNTY (JQD)

RNP APCH - GPS. ▼ ▲ Baro-VNAV NA when using Owensboro altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Owensboro altimeter setting and increase LPV DA to 858 feet, increase LNAV/VNAV DA to 1082 feet. Increase all MDA 80 feet, increase LNAV/VNAV visibilities all Cats ¼ SM, increase LNAV and Circling Cat C visibility ¼ SM. Rwy 21 helicopter visibility reduction below 1 SM NA. Procedure NA at night.			MISSED APPROACH: Climb to 3000 direct VUSW0 and on track 273° to CCT DME and hold.	
AWOS-3PT 132.1		EVANSVILLE APP CON ★ 124.025 290.9		UNICOM 122.8 (CTAF) 0



OHIO COUNTY (JQD)

RNAV (GPS) RWY 21

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69323 W14A	APP CRS 145°	Rwy Ldg 5499 TDZE 1243 Apt Elev 1256
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RNAV (GPS) RWY 14

WENDELL H FORD (CPF)

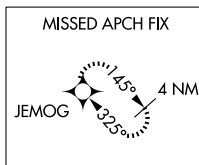
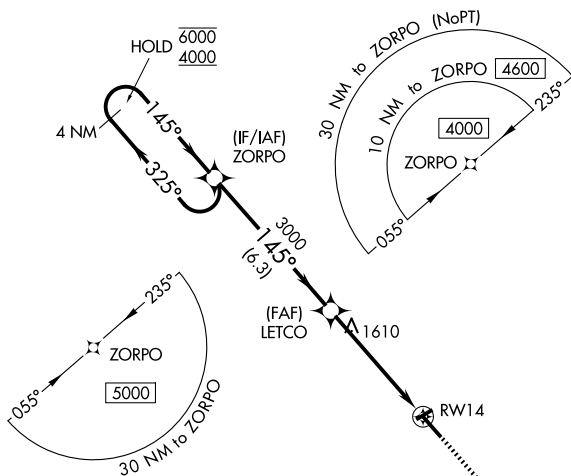
RNP APCH - GPS.



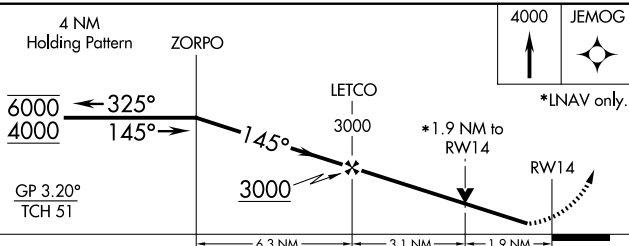
Circling Rwy 24, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 14 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 4000 direct JEMOG and hold.

AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF) 0
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ELEV	1256		TDZE	1243
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CATEGORY	A	B	C	D
LPV DA	1443- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	1493- $\frac{3}{4}$ 250 (300- $\frac{3}{4}$)	NA
INAV/ VNAV DA	1858-2 615 (700-2)			NA
INAV MDA	1880-1 637 (700-1)		1880-1 $\frac{3}{4}$ 637 (700-1 $\frac{3}{4}$)	
CIRCLING	2000-1 744 (800-1)	2060-1 $\frac{1}{4}$ 804 (900-1 $\frac{1}{4}$)	2060-2 $\frac{1}{4}$ 804 (900-2 $\frac{1}{4}$)	2140-3 884 (900-3)

HAZARD, KENTUCKY

AL-9256 (FAA)

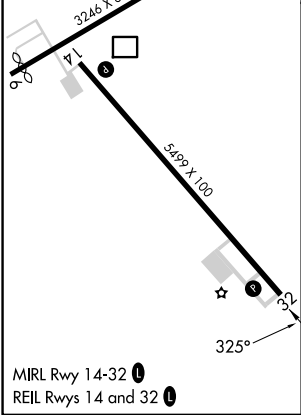
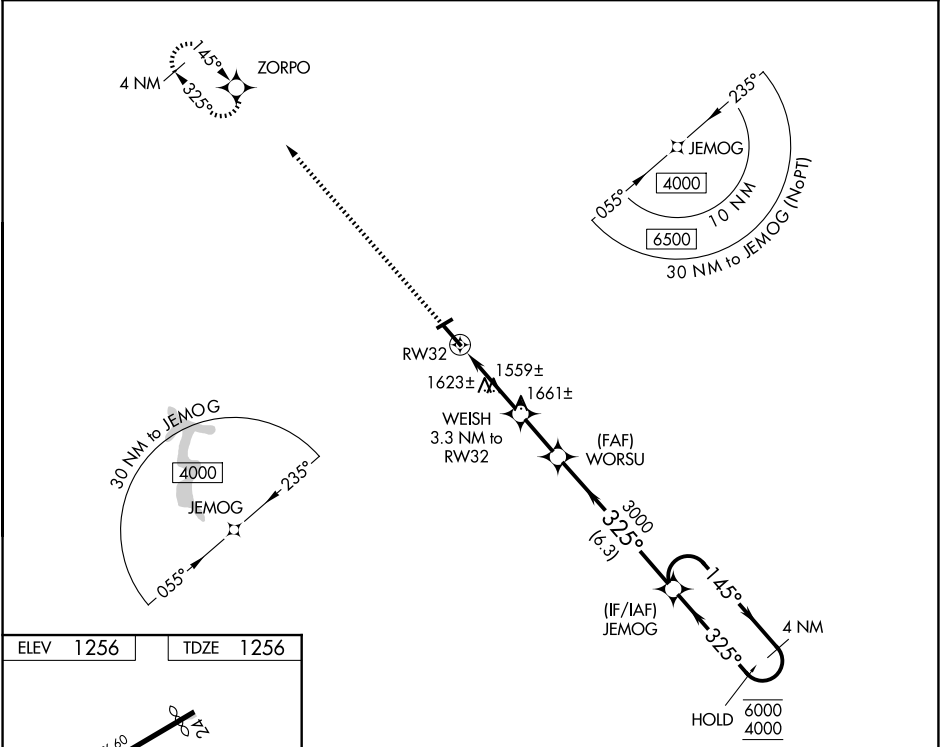
25275

WAAS CH 56423 W32A	APP CRS 325°	Rwy Ldg TDZE 1256 Apt Elev 1256
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RNAV (GPS) RWY 32

WENDELL H FORD (CPF)

RNP APCH. Circling Rwy 24, 32 NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 32 NA at night.		MISSED APPROACH: Climb to 4000 direct ZORPO and hold.
AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF) 0



4000		ZORPO		Visual Segment - Obstacles.		4 NM Holding Pattern			
		WEISH 3.3 NM to RW32		WORSU		JEMOG			
RW32		3.3 NM		2.1 NM		6.3 NM			
CATEGORY		A		B		C		D	
LP MDA		1820-1		564 (600-1)		1820-1½		564 (600-1½)	
LNAV MDA		1880-1		624 (700-1)		1880-1¾		624 (700-1¾)	
CIRCLING		2000-1 744 (800-1)		2040-1 784 (800-1)		2060-2¼ 804 (900-2¼)		2140-3 884 (900-3)	

HAZARD, KENTUCKY
Orig-D 26MAR20

37°23'N-83°16'W

WENDELL H FORD (CPF)

RNAV (GPS) RWY 32

SE-1, 03 SEP 2026 to 29 OCT 2026

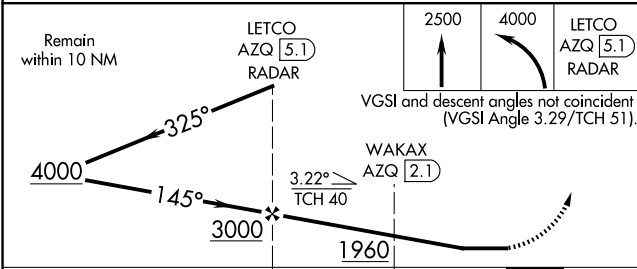
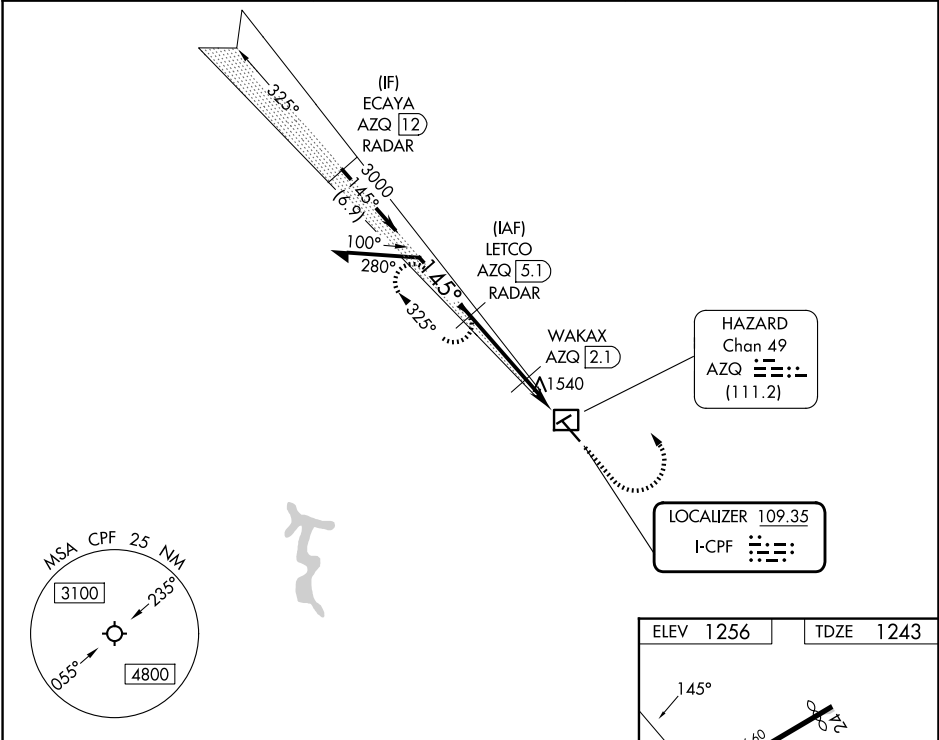
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC I-CPF 109.35	APP CRS 145°	Rwy Ldg TDZE 1243 Apt Elev 1256
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LOC RWY 14
WENDELL H FORD (CPF)

DME required. RADAR required for procedure entry. RADAR required for missed approach. ⚠ Circling Rwy 24, 32 NA at night. Simultaneous reception of I-CPF and AZQ DME required. Rwy 14 helicopter visibility reduction below ¾ SM NA. DME from AZQ DME.	MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 to LETCO/AZQ 5.1 DME/RADAR and hold, continue climb-in-hold to 4000.
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AWOS-3 119.025	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.7 (CTAF) 0
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ELEV 1256	TDZE 1243
MIRL Rwy 14-32 1 REIL Rws 14 and 32 1	
FAF to MAP 5 NM	
Knots	60 90 120 150 180
Min:Seq	5:00 3:20 2:30 2:00 1:40

CATEGORY	A	B	C	D
S-LOC 14	1800-1 557 (600-1)	1800-1½ 557 (600-1½)		
CIRCLING	2000-1 744 (800-1)	2040-1 784 (800-1)	2060-2¼ 804 (900-2¼)	2140-3 884 (900-3)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

HENDERSON, KENTUCKY

AL-5059 (FAA)

26246

WAAS CH 97709 W09A	APP CRS 089°	Rwy Ldg TDZE Apt Elev	7095 385 386
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RNAV (GPS) RWY 9
HENDERSON CITY-COUNTY (EHR)

RNP APCH - GPS.

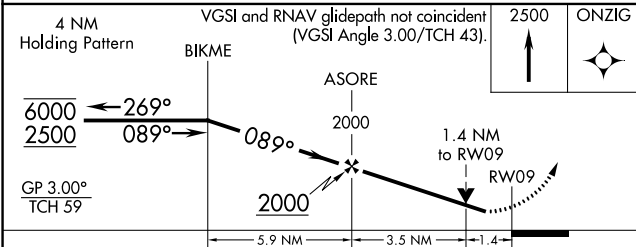
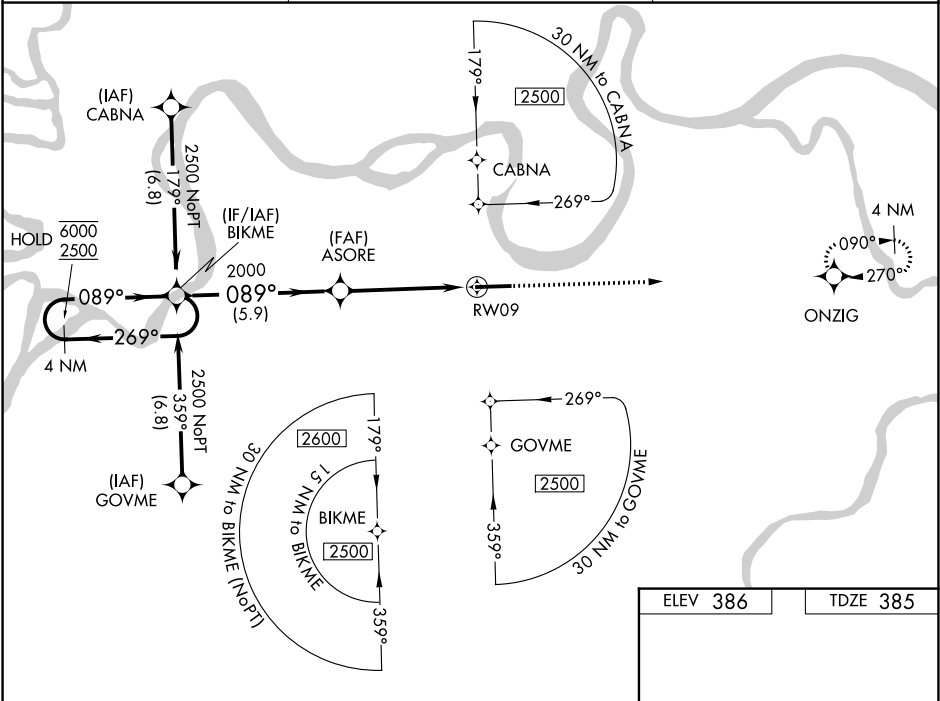
▼

⚠

Rwy 9 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using EVV altimeter setting. When local altimeter setting not received, use EVV altimeter setting and increase LPV DA to 750 feet; increase LNAV/VNAV DA to 815 feet and all visibilities $\frac{1}{8}$ SM. Increase all MDAs 60 feet and LNAV Cats C/D visibilities $\frac{1}{8}$ SM.

MISSED APPROACH:
Climb to 2500 direct
ONZIG and hold.

AWOS-3PT 118.85	EVANSVILLE APP CON ★ 124.025 257.8	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	709-1 324 (400-1)			
LNAV/VNAV DA	774-1 $\frac{1}{8}$ 389 (400-1 $\frac{1}{8}$)			
LNAV MDA	940-1 555 (600-1)		940-1 $\frac{1}{8}$ 555 (600-1 $\frac{1}{8}$)	

ELEV 386 TDZE 385

REIL Rwy 9 and 27 **0**
MIRL Rwy 9-27 **0**

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **77909**
W27A

APP CRS
269°

Rwy Ldg
TDZE **386**
Apt Elev **386**

RNAV (GPS) RWY 27

HENDERSON CITY-COUNTY (EHR)

RNP APCH - GPS.

▼

▲

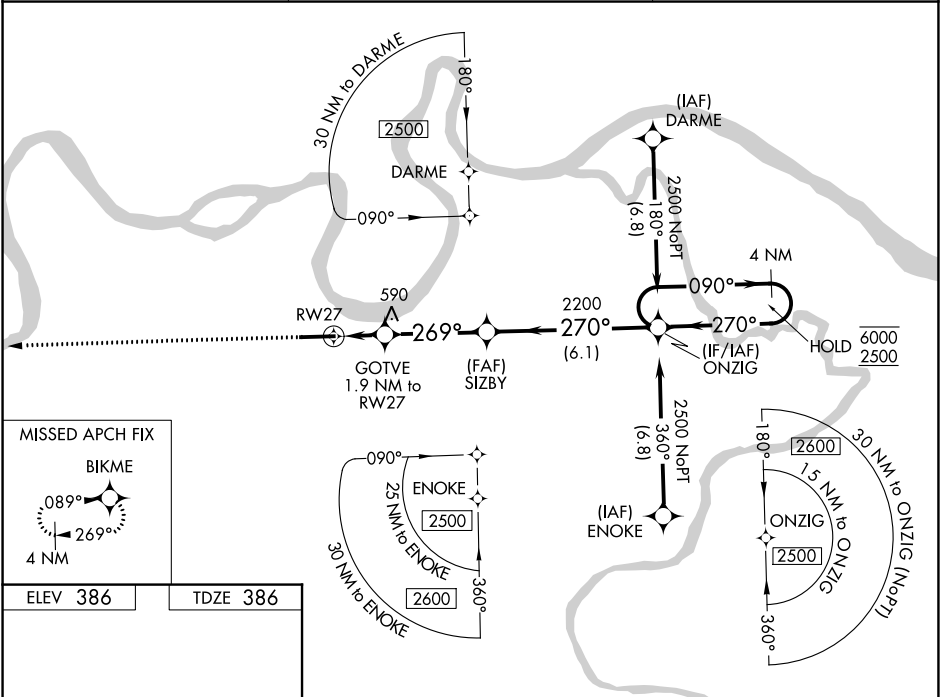
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using EVV altimeter setting. When local altimeter setting not received, use EVV altimeter setting and increase LPV DA to 677 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 851 feet and all visibilities ½ SM. Increase all MDAs 60 feet.

MISSED APPROACH: Climb to 2500 direct BIKME and hold.

AWOS-3PT
118.85

EVANSVILLE APP CON ★
124.025 257.8

UNICOM
122.8 (CTAF) **0**



MISSED APCH FIX

BIKME

089°

269°

4 NM

ELEV 386

TDZE 386

REIL Rwy 9 and 27 **0**

MIRL Rwy 9-27 **0**

2500

BIKME

GOTVE 1.9 NM to RW27

1.3 NM

0.6 NM

3.6 NM

6.1 NM

ONZIG

4 NM Holding Pattern

090°

270°

6000

2500

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	636-¾	250 (300-¾)		
LNAV/VNAV DA	810-1¼	424 (500-1¼)		
LNAV MDA	840-1	454 (500-1)	840-1¾	454 (500-1¾)

WAAS CH 77726 W02A	APP CRS 019°	Rwy Idg TDZE 966 Apt Elev 972	4001
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RNAV (GPS) RWY 2

PAUL BRIDGES FLD (ØM3)

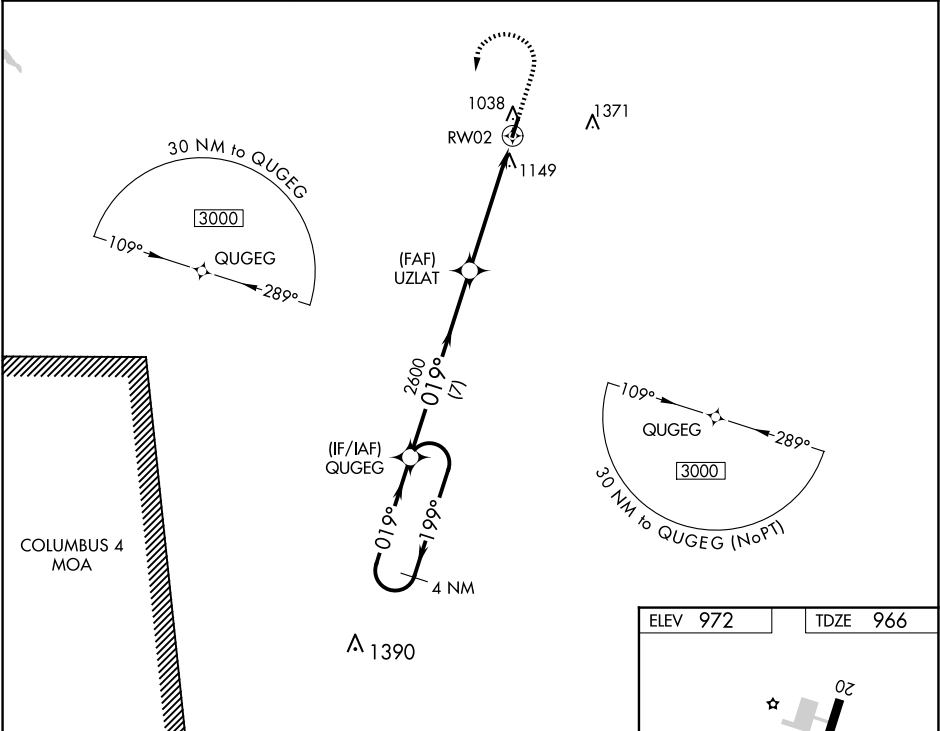
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NA

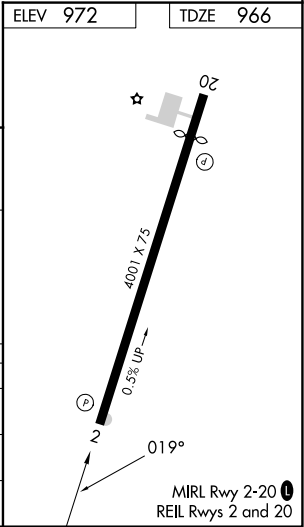
DME/DME RNP-0.3 NA. Use Lawrenceburg altimeter setting, when not received, use Muscle Shoals altimeter setting and increase all MDA 120 feet; increase LP and LNAV Cat C visibility ¾ SM and Circling Cat C visibility ½ SM. Procedure NA at night. Rwy 2, 20 helicopter visibility reduction NA.

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

2M2 AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) Ø
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4 NM Holding Pattern		QUGEG	2000	3000	QUGEG
3000		199°	019°	019°	UZLAT
		7 NM	5.1 NM		RW02
				3.00°	TCH 40
CATEGORY	A	B	C	D	
LP MDA	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA	
LNAV MDA	1520-1	554 (600-1)	1520-1½ 554 (600-1½)	NA	
CIRCLING	1580-1	608 (700-1)	1740-2¼ 768 (800-2¼)	NA	



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
079°

Rwy Ldg
TDZE
540

Apt Elev
564

RNAV (GPS) RWY 8

HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

RNP APCH.

▼

▲ NA

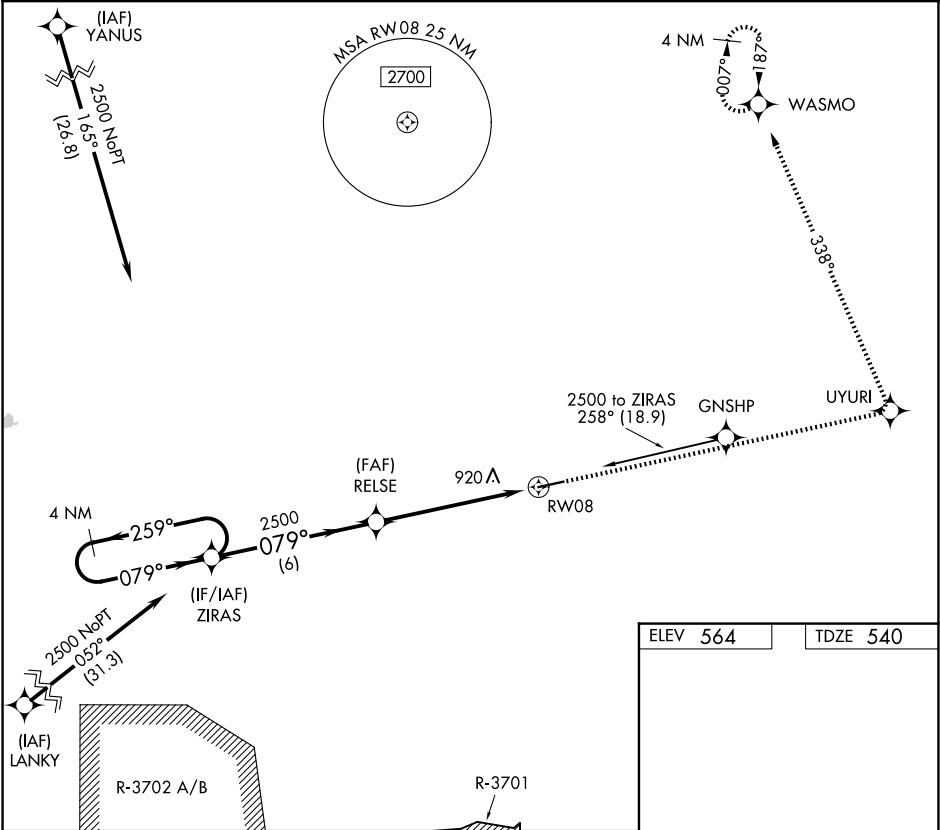
Rwy 8 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase all MDA 40 feet. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct UYURI and left turn via 338° track to WASMO and hold.

AWOS-3
132.575

CAMPBELL APP CON
118.1 269.525

UNICOM
122.8 (CTAF) 0



4 NM Holding Pattern

ZIRAS

RELSE

3000

UYURI

338° tr

WASMO

2500

259°

079°

079°

2500

3.05°

TCH 40

6 NM

5.9 NM

RW08

VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 38).

0.5% UP

5505 X 100

079° to RW08

CATEGORY	A	B	C	D
LNNAV MDA	1220-1	680 (700-1)	1220-2 680 (700-2)	1220-2 1/4 680 (700-2 1/4)

MIRL Rwy 8-26 0

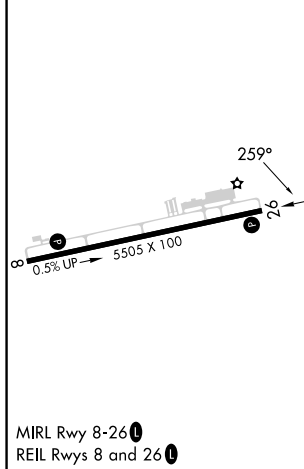
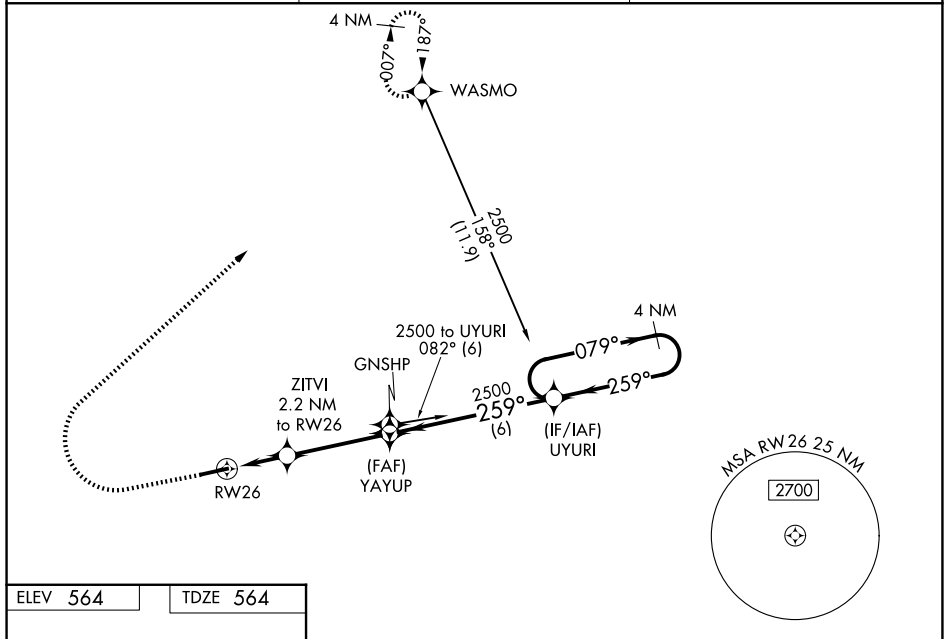
REIL Rwy 8 and 26 0

WAAS CH 82221 W26A	APP CRS 259°	Rwy Ldg TDZE 564 Apt Elev 564
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RNAV (GPS) RWY 26
HOPKINSVILLE-CHRISTIAN COUNTY (HVC)

RNP APCH - GPS.	NA Circling Rwy 8 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Clarksville altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Clarksville altimeter setting and increase LPV DA to 851 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1033 feet and all visibilities ⅓ SM; increase all MDAs 40 feet and Circling visibility Cat C ¼ SM.	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct WASMO and hold.
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AWOS-3 132.575	CAMPBELL APP CON 118.1 269.525	UNICOM 122.8 (CTAF) 0
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1100	3000	WASMO	VGSi and RNAV glidepath not coincident (VGSi Angle 4.00/TCH 34).			
1 NM		1.2 NM	3.8 NM	6 NM		
CATEGORY	A		B	C	D	
LPV DA	814-7/8		250 (300-7/8)			
LNAV/VNAV DA	996-1 1/4		432 (500-1 1/4)			
LNAV MDA	1040-1	476 (500-1)	1040-1 3/8	476 (500-1 3/8)		
CIRCLING	1140-1	576 (600-1)	1280-2 716 (800-2)	1320-2 1/2 756 (800-2 1/2)		

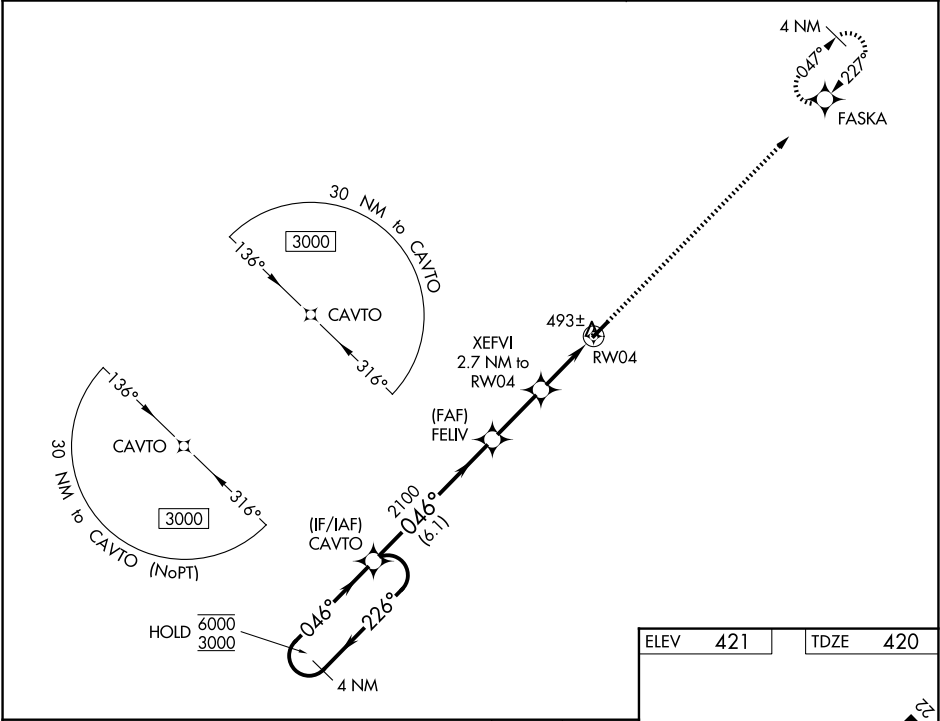
WAAS CH 78038 W04A	APP CRS 046°	Rwy Ldg TDZE 420 Apt Elev 421
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RNAV (GPS) RWY 4

HUMBOLDT MUNI (M53)

RNP APCH - GPS.	T NA Rwy 4 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use MKL altimeter setting; when not received, use DYR altimeter setting and increase all MDAs 60 feet; increase LP Cats C/D visibility ½ SM and increase LNAV Cats C/D and Circling Cats C/D visibility ¼ SM.	MISSED APPROACH: Climb to 3000 direct FASKA and hold.
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MKL ASOS 119.325	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		Visual Segment - Obstacles.		3000	FASKA
CATEGORY	A	B	C	D	
LP MDA	780-1 360 (400-1)				
LNAV MDA	820-1	400 (400-1)	820-1 ½	400 (400-1 ½)	
CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2 ¼ 699 (700-2 ¼)	

ELEV	421	TDZE	420
REIL Rwy 4 and 22 MIRL Rwy 4-22			

HUMBOLDT, TENNESSEE

AL-5828 (FAA)

26134

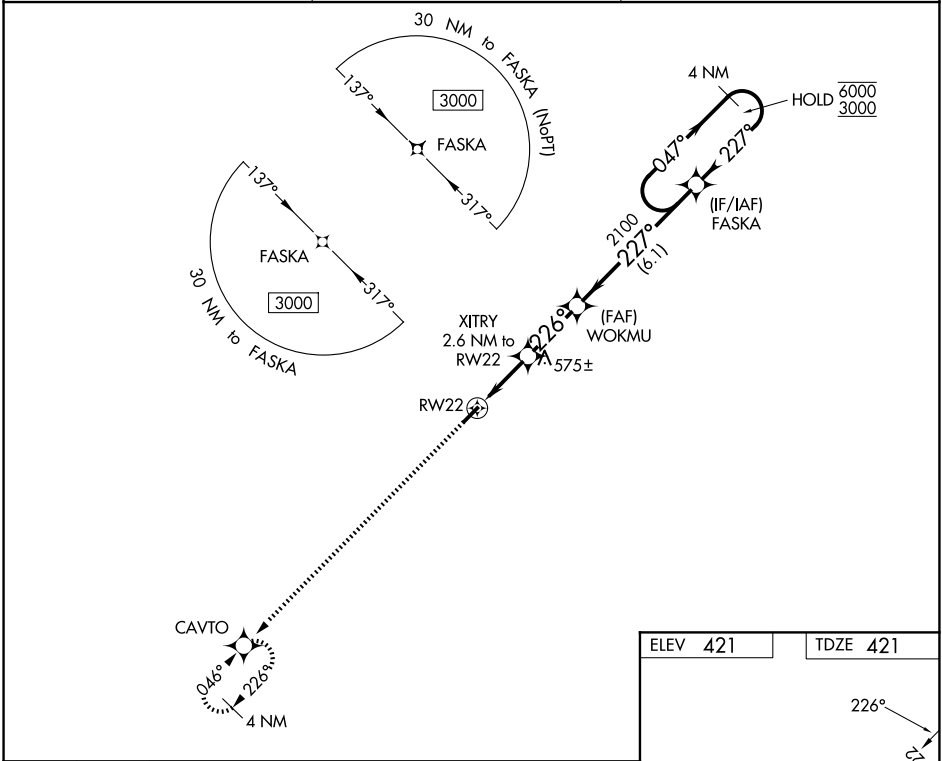
APP CRS	Rwy Ldg	4003
226°	TDZE	421
	Apt Elev	421

RNAV (GPS) RWY 22

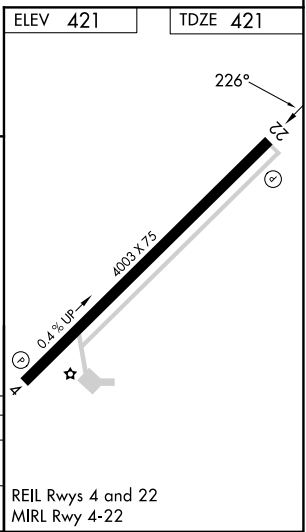
HUMBOLDT MUNI (M53)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct CAVTO and hold.
▼ ▲ NA Rwy 22 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use MKL altimeter setting; when not received, use DYR altimeter setting and increase all MDAs 60 feet and LNAV and Circling Cats C/D visibility ¼ SM.	

MKL ASOS 119.325	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
---------------------	---------------------------------	------------------------



3000	CAVTO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 51).				4 NM Holding Pattern
		XITRY 2.6 NM to RW22		WOKMU		FASKA
		2100		227°		047° → 6000
		1300		← 227°		← 3000
		2.6 NM		2.5 NM		6.1 NM
CATEGORY	A	B	C	D		
LNAV MDA	840-1	419 (500-1)	840-1 1/8	419 (500-1 1/8)		
CIRCLING	900-1 479 (500-1)	920-1 499 (500-1)	1120-2 699 (700-2)	1120-2 1/4 699 (700-2 1/4)		



HUMBOLDT, TENNESSEE
Orig-B 14MAY26

35°48'N-88°52'W

RNAV (GPS) RWY 22

HUMBOLDT MUNI (M53)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99419 W01A	APP CRS 014°	Rwy Ldg TDZE 495 Apt Elev 497
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RNAV (GPS) RWY 1

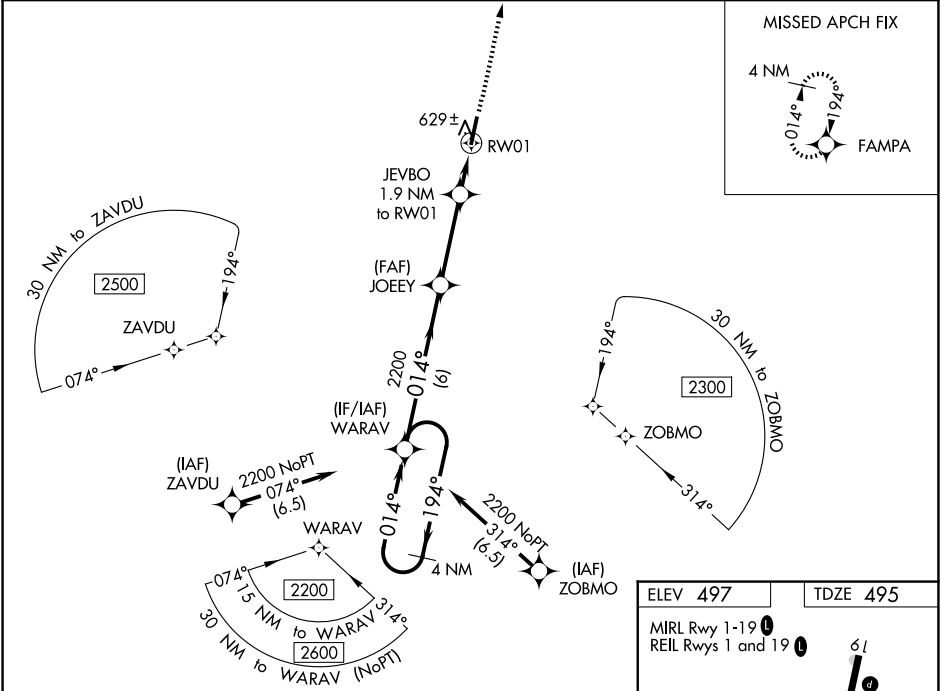
SGT LEE RUSSELL CARROLL COUNTY (HZD)

⚠ NA

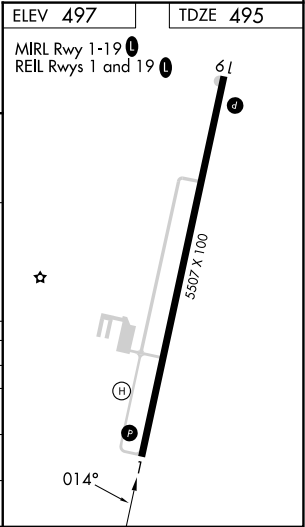
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson Rgnl altimeter setting and increase all DA 94 feet and all MDA 100 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile, LNAV Cats C and D visibility ¼ mile, and Circling Cats C and D visibility ½ mile. VDP and Baro-VNAV NA with Jackson Rgnl altimeter setting. Helicopter visibility reduction below ⅓ SM NA.

MISSED APPROACH: Climb to 2200 direct FAMPA and hold.

AWOS-3 133.275	MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		2200	FAMPA
WARAV		JOEY		JEVBO 1.9 NM to RWY 1	
2200 ← 194°		014° →		* 1.1 NM to RWY 1	
GP 3.00° TCH 40		2200		* 1140	
6 NM		3.3 NM		0.8 NM	
1.1 NM		1.1 NM		1.1 NM	
CATEGORY	A	B	C	D	
LPV DA	745-7/8		250 (300-7/8)		
LNAV/VNAV DA	810-1		315 (400-1)		
LNAV MDA	880-1	385 (400-1)	880-1 1/8	385 (400-1 1/8)	
CIRCLING	980-1	483 (500-1)	1220-2 723 (800-2)	1220-2 1/4 723 (800-2 1/4)	



RNAV (GPS) RWY 1

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SGT LEE RUSSELL CARROLL COUNTY (HZD)
RNAV (GPS) RWY 19

WAAS CH 77736 W23A	APP CRS 242°	Rwy Ldg 4000 TDZE 1180 Apt Elev 1180
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RNAV (GPS) RWY 23
COLONEL TOMMY C STINER AIRFIELD (JAU)

RNP APCH.

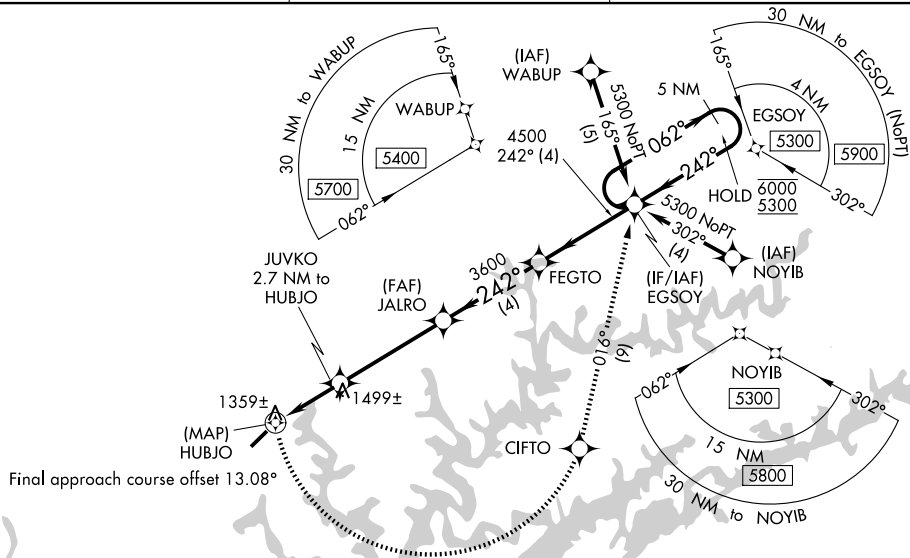
Circling NA northwest of Rwy 5-23.
Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climbing left turn to 5300 direct CFTO and on track 016° to EGSOY and hold, continue climb-in-hold to 5300.

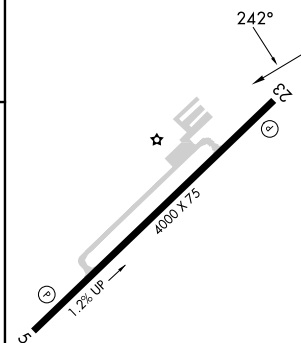
AWOS-3
124.975

ATLANTA CENTER
133.6 254.3

UNICOM
122.8 (CTAF) **L**



ELEV	1180		TDZE	1180
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5300 CFTO tr 016° EGSOY Visual Segment - Obstacles.

CATEGORY	A	B	C	D
LP MDA	1640-1	460 (500-1)		NA
LNAY MDA	1920-1	740 (800-1)		NA
CIRCLING	1920-1	740 (800-1)		NA

MIRL Rwy 5-23 **L**
REIL Rwys 5 and 23 **L**

JACKSON, KENTUCKY

AL-6896 (FAA)

26078

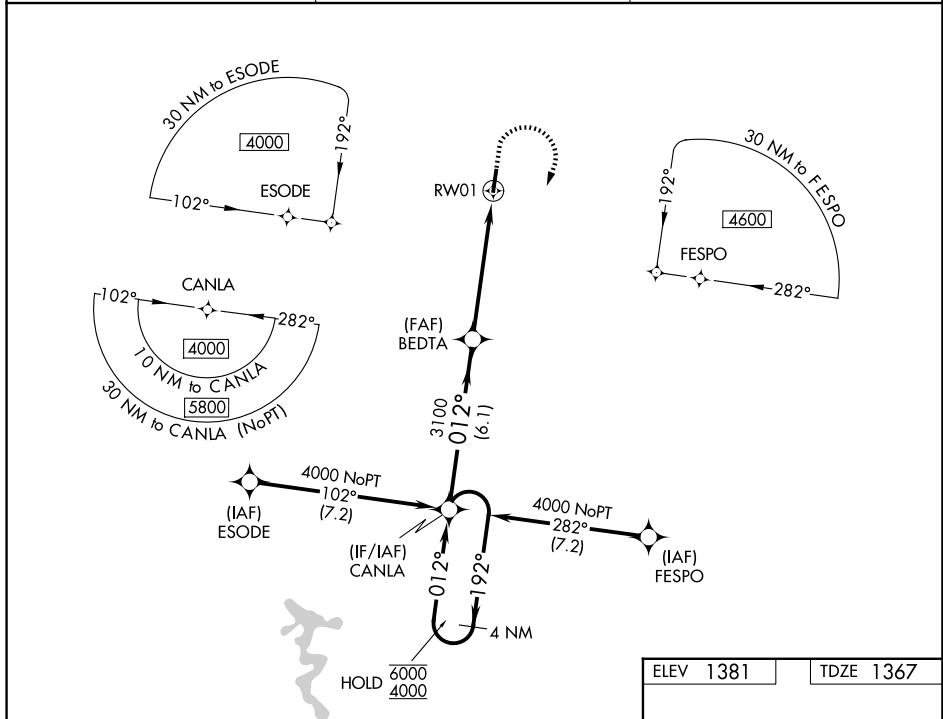
WAAS CH 70544 W01A	APP CRS 012°	Rwy Ldg TDZE 1367 Apt Elev 1381	4401
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RNAV (GPS) RWY 1

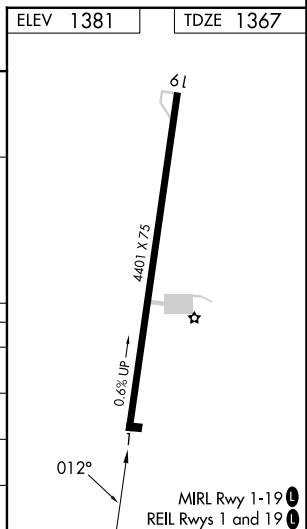
JULIAN CARROLL (JKL)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1900 then climbing right turn to 4500 direct CANLA and hold, continue climb-in-hold to 4500.
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ASOS 118.375	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		CANLA		1900 ↑		4500 ↷		CANLA ✦	
<u>6000</u> <u>4000</u>		←192° 012°→		CANLA		BEDTA 3100		1.3 NM to RW01	
GP 3.00° TCH 40				012°		3100		↘	
		6.1 NM		4.1 NM		1.3 NM		↘	
CATEGORY	A	B	C	D					
LPV DA	1617-1 250 (300-1)								
LNAV/ VNAV DA	1649-1 282 (300-1)								
LNAV MDA	1800-1	433 (500-1)	1800-1¼	433 (500-1¼)					
CIRCLING	1940-1	559 (600-1)	2000-1¾ 619 (700-1¾)	2000-2 619 (700-2)					



JACKSON, KENTUCKY
Amdt 1 14JUL22

37°36'N-83°19'W

JULIAN CARROLL (JKL)
RNAV (GPS) RWY 1

SE-1, 03 SEP 2026 to 29 OCT 2026

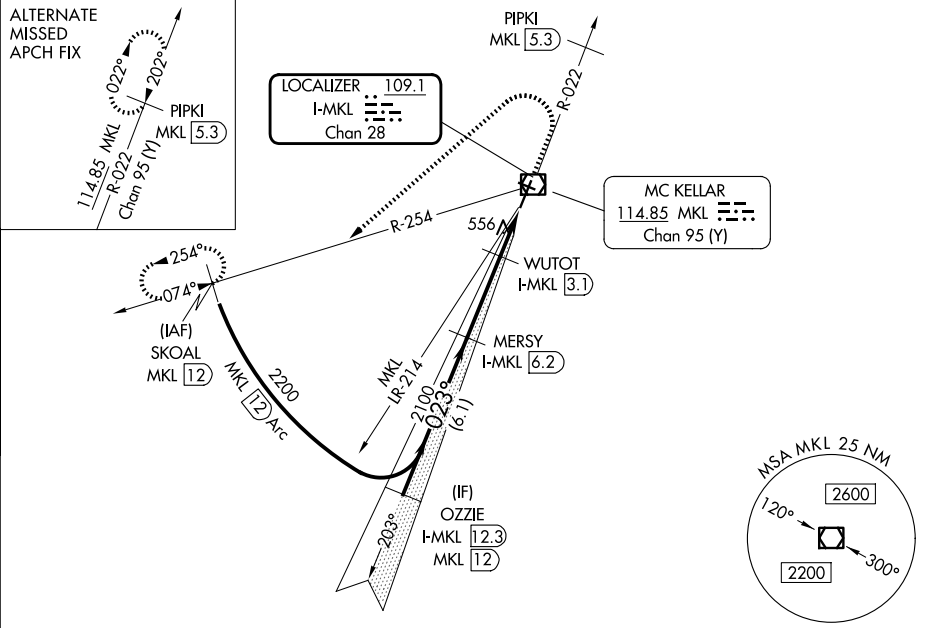
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-MKL 109.1 Chan 28	APP CRS 023°	Rwy Ldg TDZE 433 Apt Elev 433
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ILS or LOC RWY 2
JACKSON RGNL (MKL)

DME required. RADAR required for procedure entry.	MALSR 	MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on heading 230° and MKL VOR/DME R-254 to SKOAL/MKL 12 DME and hold.
 Rwy 2 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-LOC 2 Cat A/B visibility to 1 SM and Cat C/D visibility 1 1/2 SM.		

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 57).				
OZZIE I-MKL 12.3, MERSY I-MKL 6.2, WUTOT I-MKL 3.1, I-MKL 2.3, I-MKL 1.2				
GS 3.00° TCH 59				
6.1 NM, 3.1 NM, 0.8, 1.1				
CATEGORY	A	B	C	D
S-ILS 2	770-3/4 337 (400-3/4)			
S-LOC 2	820-3/4 387 (400-3/4)			
CIRCLING	900-1 467 (500-1)	920-1 487 (500-1)	960-1 1/2 527 (600-1 1/2)	1100-2 667 (700-2)

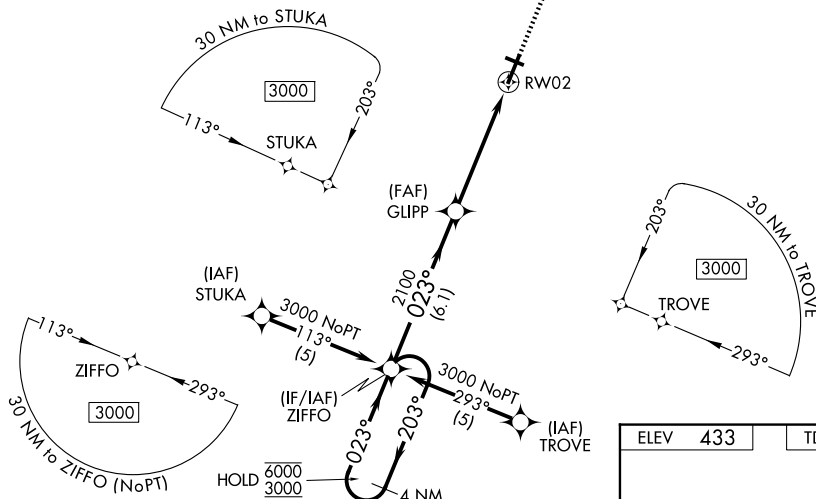
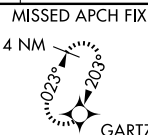
ELEV 433	TDZE 433
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Sec	5:06 3:24 2:33 2:02 1:42

SE-1, 03 SEP 2026 to 29 OCT 2026

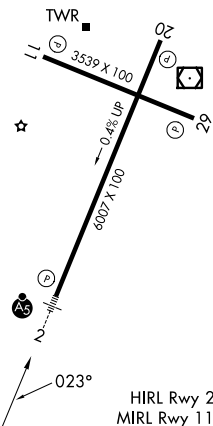
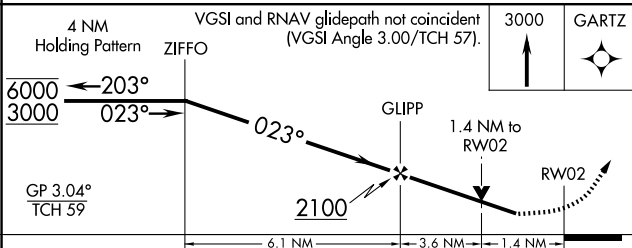
SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 2
JACKSON RGNL (MKL)

MISSED APPROACH:
Climb to 3000 direct
GARTZ and hold.

UNICOM
122.95

ELEV	433		TDZE	433
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CATEGORY		A	B	C	D
LPV	DA	772- ³ / ₄ 339 (400- ³ / ₄)			
LNNAV/ VNAV	DA	886- ⁷ / ₈ 453 (500- ⁷ / ₈)			
LNNAV	MDA	900- ³ / ₄ 467 (500- ³ / ₄)		900-1 467 (500-1)	
CIRCLING		900-1 467 (500-1)	920-1 487 (500-1)	960-1 ¹ / ₂ 527 (600-1 ¹ / ₂)	1080-2 647 (700-2)

JACKSON RGNL (MKL)
RNAV (GPS) RWY 2

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40312 W20A	APP CRS 203°	Rwy Ldg 6007 TDZE 418 Apt Elev 433
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RNAV (GPS) RWY 20

JACKSON RGNL (MKL)

RNP APCH - GPS

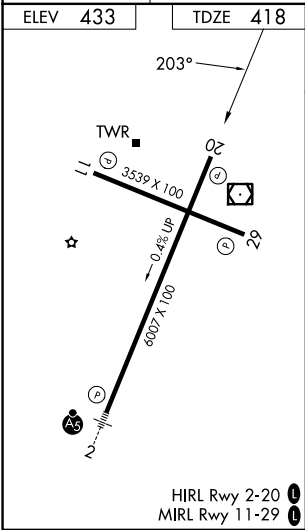
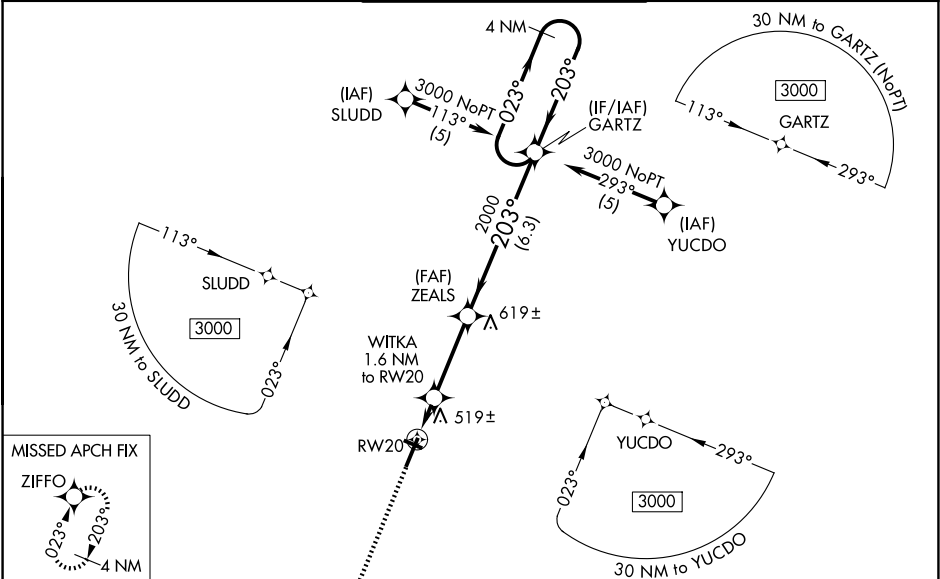
▼

Rwy 20 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting: increase LPV DA to 802 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 910 feet and visibility all Cats ¼ SM; increase all MDA 100 feet and visibility LNAV Cat C and D and Circling Cat C ¼ SM, and Circling Cat D ½ SM.

MISSED APPROACH:

Climb to 3000 direct ZIFFO and hold.

ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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3000	ZIFFO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 46).		4 NM Holding Pattern
* LNAV only	WITKA 1.6 NM to RW20	ZEALS	203°	3000
	RW20	*960	2000	GP 3.00° TCH 50
	1.6 NM	3.2 NM	6.3 NM	
CATEGORY	A	B	C	D
LPV DA	710-1 292 (300-1)			
LNAV/VNAV DA	818-1½ 400 (400-1½)			
LNAV MDA	780-1 362 (400-1)			
CIRCLING	900-1 467 (500-1)	920-1 487 (500-1)	960-1½ 527 (600-1½)	780-1¼ 362 (400-1¼) 1100-2 667 (700-2)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

JACKSON, TENNESSEE

AL-5062 (FAA)

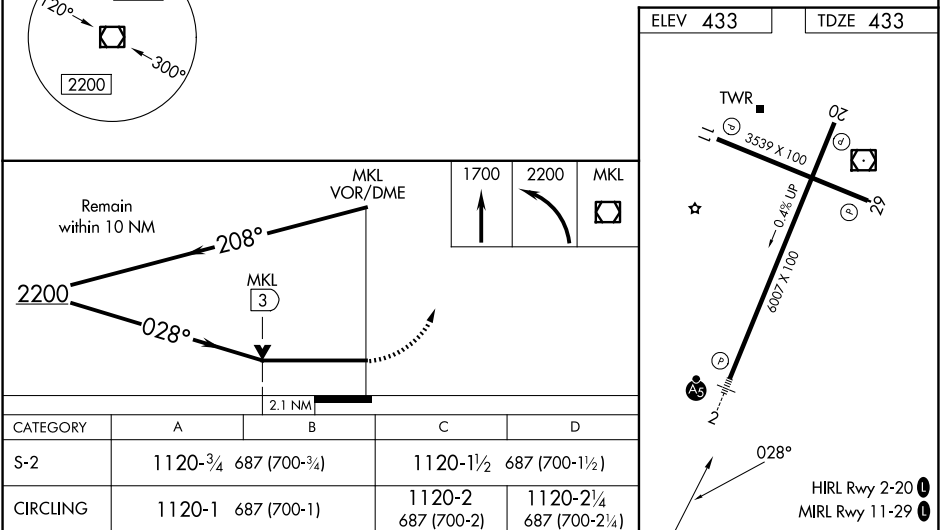
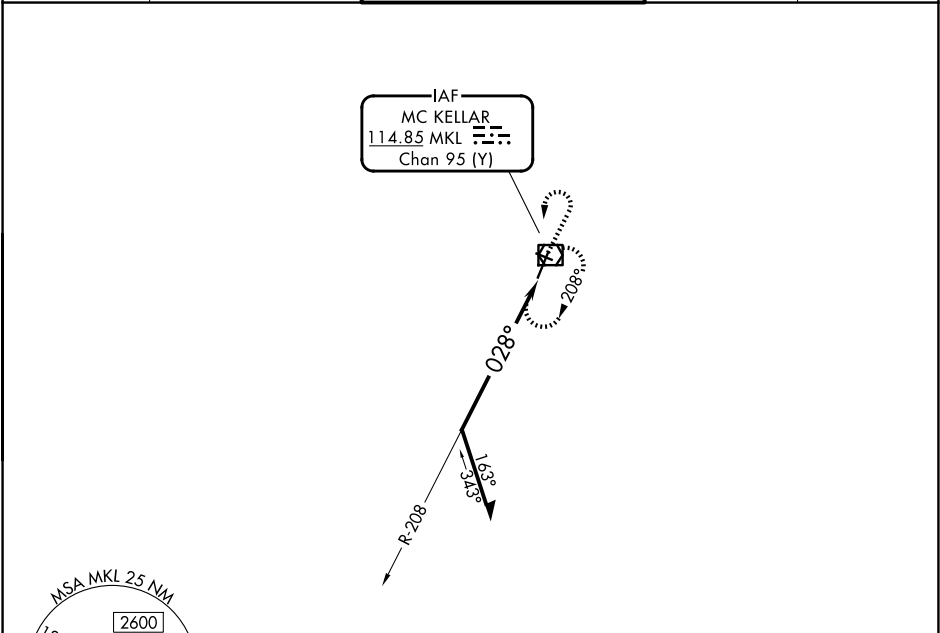
26134

VOR/DME MKL 114.85 Chan 95 (Y)	APP CRS 028°	Rwy Ldg TDZE 433 Apt Elev 433
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VOR RWY 2
JACKSON RGNL (MKL)

 Rwy 2 helicopter visibility reduction below 3/4 SM NA. For inop ALS, increase S-2 Cat A/B visibility to 1 SM.	MALSR 	MISSED APPROACH: Climb to 1700 then climbing left turn to 2200 direct MKL VOR/DME and hold, continue climb-in-hold to 2200.
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ASOS 119.325	MEMPHIS CENTER 134.65 316.15	JACKSON TOWER ★ 127.15 (CTAF) 0 249.95	GND CON 120.9	UNICOM 122.95
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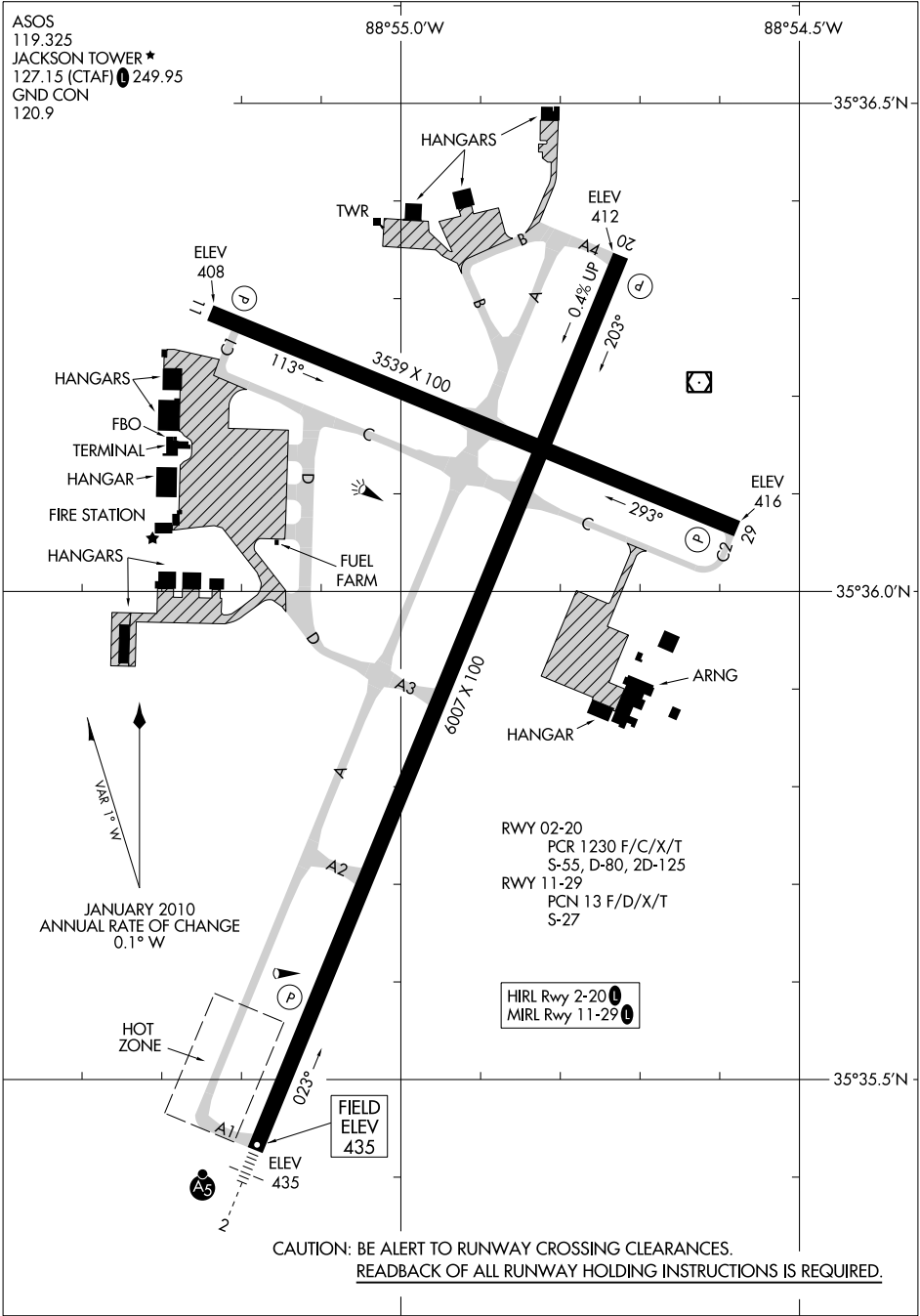
JACKSON, TENNESSEE
Amdt 1 28DEC23

35°36'N-88°55'W

JACKSON RGNL (MKL)
VOR RWY 2

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

JAMESTOWN, KENTUCKY

AL-9250 (FAA)

26078

WAAS CH 78433 W17A	APP CRS 179°	Rwy Ldg TDZE 1010 Apt Elev 1010
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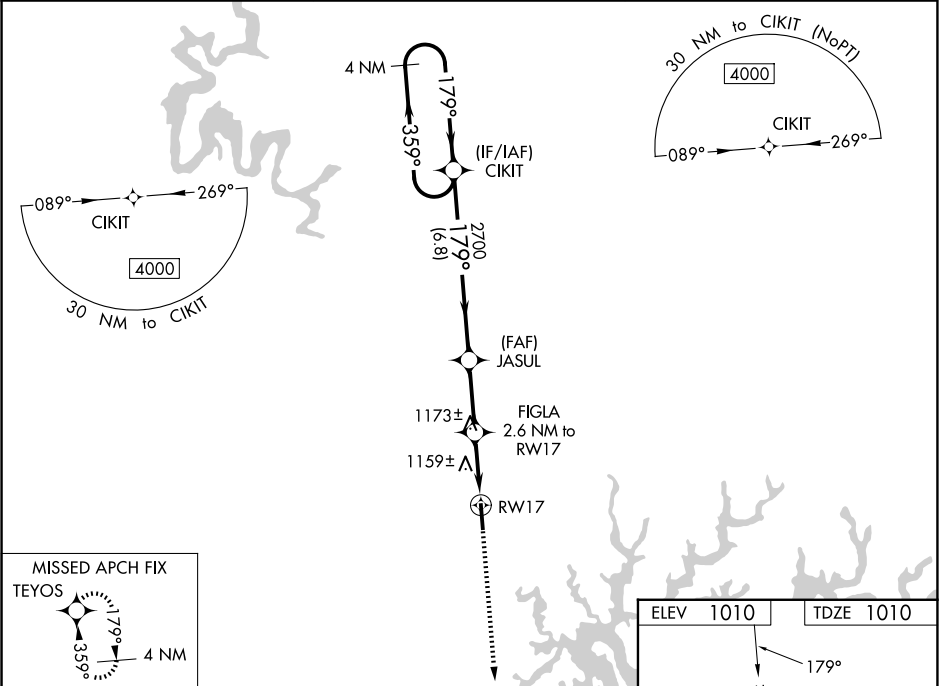
RNAV (GPS) RWY 17
RUSSELL COUNTY (K24)

NA

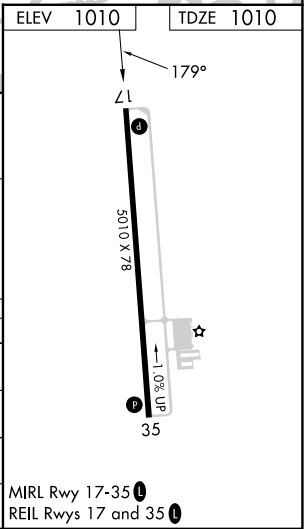
Baro-VNAV NA when using Wayne County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne County altimeter setting increase all DA 42 feet and increase all MDA 60 feet; increase LPV all Cats ½ mile; LNAV/VNAV all Cats ¼ mile and LNAV and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 4000 direct TEYOS and hold.

AWOS-3P 119.6	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF)
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4 NM Holding Pattern		CIKIT	JASUL	FIGLA	RW17
4000		359°	179°	2700	*1860
GP 3.00° TCH 37		6.8 NM	2.6 NM	2.6 NM	
CATEGORY	A	B	C	D	
LPV DA	1346-1½		336 (400-1½)		
LNAV/VNAV DA	1424-1¾		414 (500-1¾)		
LNAV MDA	1420-1	410 (500-1)	1420-1½	410 (500-1½)	
CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2¼ 690 (700-2¼)	



JAMESTOWN, KENTUCKY
Amdt 2 18SEP14

37°01'N-85°06'W

RNAV (GPS) RWY 17
RUSSELL COUNTY (K24)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 63233 W35A	APP CRS 359°	Rwy Ldg TDZE Apt Elev	5010 990 1010
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RNAV (GPS) RWY 35

RUSSELL COUNTY (K24)

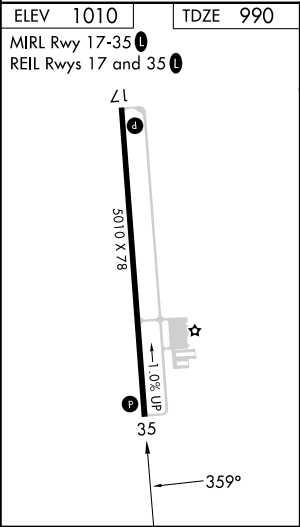
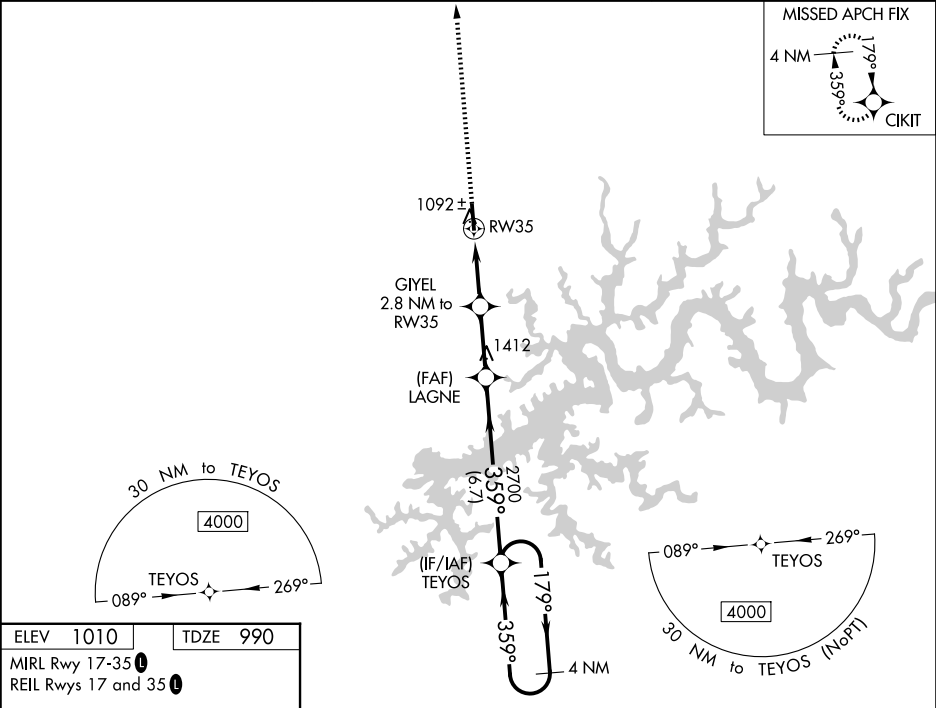
▼

⚠ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne County altimeter setting. When local altimeter setting not received, use Wayne County altimeter setting and increase all DA 42 feet and all MDA 60 feet. Increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ⅜ mile and LNAV and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below ¾ mile NA.

MISSED APPROACH:
Climb to 4000 direct
CIKIT and hold.

AWOS-3P 119.6	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF)
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4000	CIKIT	LAGNE	TEYOS	4 NM Holding Pattern
* LNAV only	GIYEL 2.8 NM to RW35	2700	359° 179°	4000
	* 1.1 NM to RW35	* 1880	2700	GP 3.00° TCH 39
	1.1	1.7	2.6 NM	6.7 NM
CATEGORY	A	B	C	D
LPV DA	1240-7⁄8 250 (300-7⁄8)			
LNAV/VNAV DA	1285-1 1⁄8 295 (300-1 1⁄8)			
LNAV MDA	1360-1 370 (400-1)			
CIRCLING	1540-1 530 (600-1)	1620-1 610 (700-1)	1700-2 690 (700-2)	1700-2 1⁄4 690 (700-2 1⁄4)

JAMESTOWN, TENNESSEE

AL-6476 (FAA)

26022

APP CRS	Rwy Ldg	N/A
005°	TDZE	N/A
	Apt Elev	1694

RNAV (GPS)-B

JAMESTOWN MUNI (2A1)

RNP APCH - GPS.

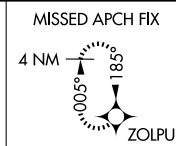
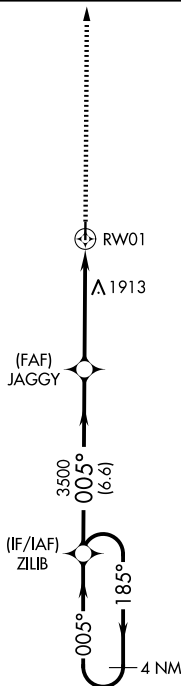
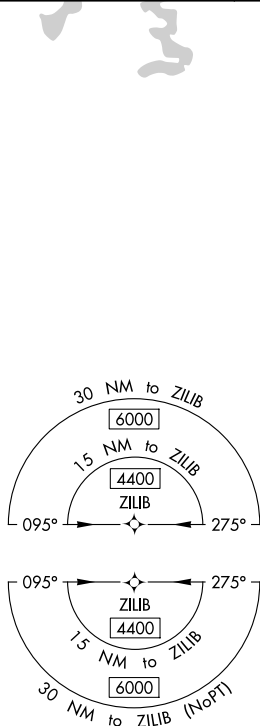
▼
▲ NA Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Rwy 19 helicopter visibility reduction below 1 SM NA. Circling to Rwy 19 NA at night.

MISSED APPROACH:
Climb to 4000 direct
ZOLPU and hold.

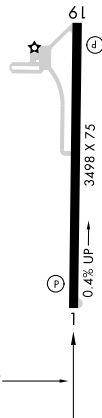
CSV ASOS
120.625

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) 0



ELEV 1694
MIRL Rwy 1-19 0
REIL Rwy 1 and 19 0



4 NM Holding Pattern		Visual Segment - Obstacles.		4000	ZOLPU
ZILIB		JAGGY		RW01	
4400 ← 185°		→ 005°		3500	
		6.6 NM		4.7 NM	
CATEGORY	A	B	C	D	
CIRCLING	2180-1 486 (500-1)	2260-1 566 (600-1)	2340-1 ¾ 646 (700-1 ¾)	NA	

JAMESTOWN, TENNESSEE
Orig-A 07OCT21

36°21'N-84°57'W

JAMESTOWN MUNI (2A1)
RNAV (GPS)-B

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS 185°	Rwy Ldg TDZE Apt Elev	N/A N/A 1694
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RNAV (GPS)-C

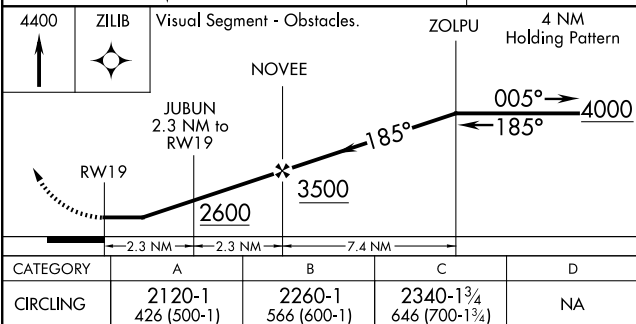
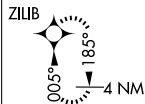
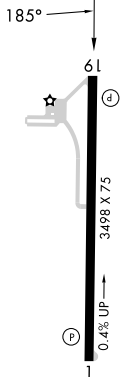
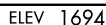
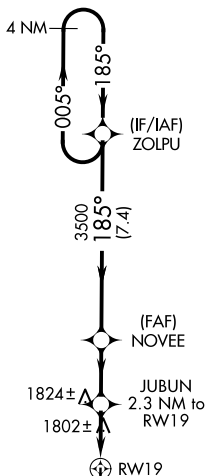
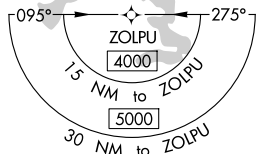
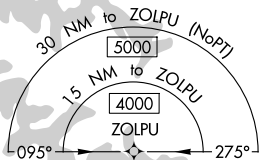
JAMESTOWN MUNI (2A1)

RNP APCH - GPS.

T Obtain local altimeter setting on CTAF, when not received, use Crossville altimeter setting and increase all MDA 100 feet and Cat C visibility ½ SM. Circling to Rwy 19 NA at night. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4400 direct
ZILIB and hold.

CSV ASOS 120.625	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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JASPER, TENNESSEE

AL-5783 (FAA)

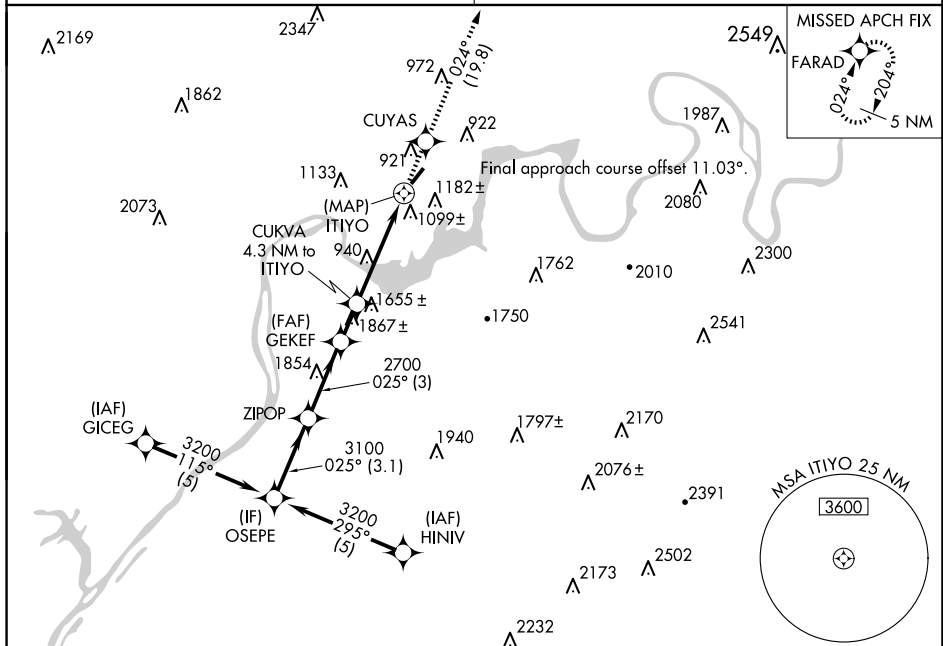
24137

APP CRS	Rwy Idg	3498
025°	TDZE	641
	Apt Elev	641

RNAV (GPS) RWY 4
MARION COUNTY/BROWN FLD (APT)

RNP APCH-GPS	Procedure NA at night. Rwy 4 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Chattanooga altimeter setting and increase all MDAs 60 feet and LNAV Cat A visibility ¼ SM.	MISSED APPROACH: Climb to 4000 direct CUYAS and on track 024° to FARAD and hold.
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CHATTANOOGA APP CON ★ 119.2 323.075	UNICOM 122.8 (CTAF) 0
--	--------------------------



Visual Segment - Obstacles.		4000	CUYAS	tr 024°	FARAD
CATEGORY	A	B	C	D	
LNAV MDA	1500-1 859 (900-1)	1500-1¼ 859 (900-1¼)	1500-2½ 859 (900-2½)	NA	
CIRCLING	1560-1¼ 919 (1000-1¼)	1840-1½ 1199 (1200-1½)	1860-3 1219 (1300-3)	NA	

ELEV 641 TDZE 641

MRL Rwy 4-22 0
REIL Rwy 4 and 22 0

JASPER, TENNESSEE

Orig-C 15JUN23

35°04'N-85°35'W

MARION COUNTY/BROWN FLD (APT)

RNAV (GPS) RWY 4

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

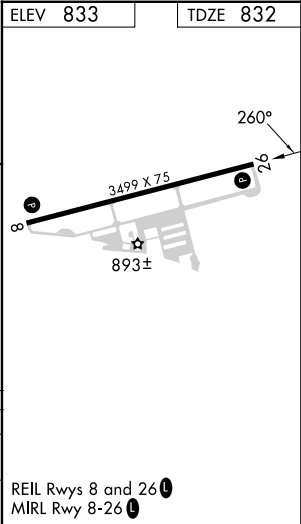
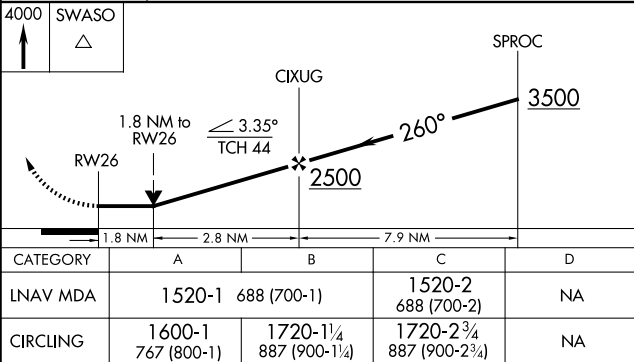
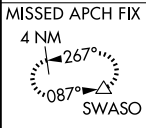
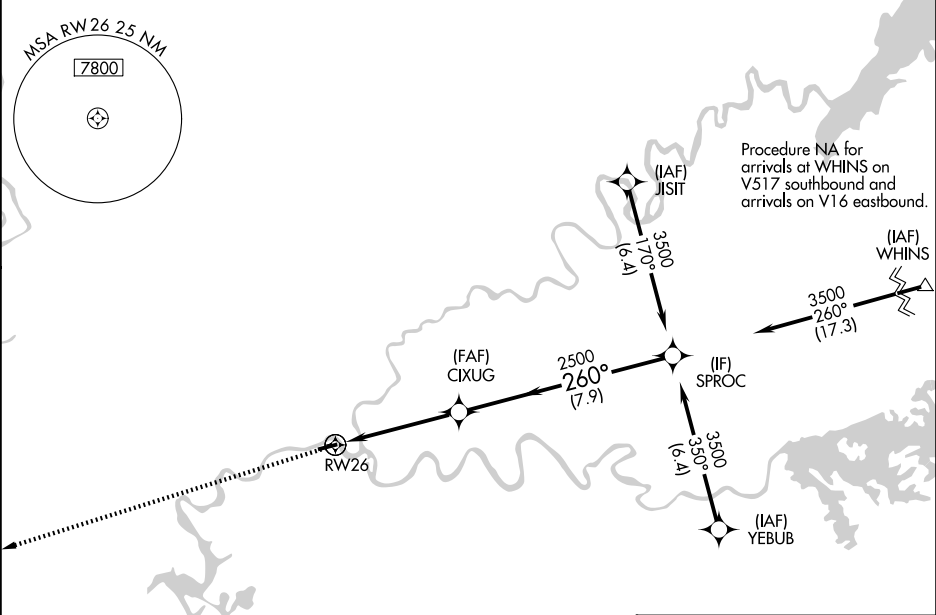
APP CRS	Rwy Ldg	3499
260°	TDZE	832
	Apt Elev	833

RNAV (GPS) RWY 26

KNOXVILLE DOWNTOWN ISLAND (DKX)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct SWASO and hold.
▼ ▲ Rwy 26 helicopter visibility reduction below ¾ SM NA.		

AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 123.075 (CTAF) 1
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KNOXVILLE, TENNESSEE

AL-6102 (FAA)

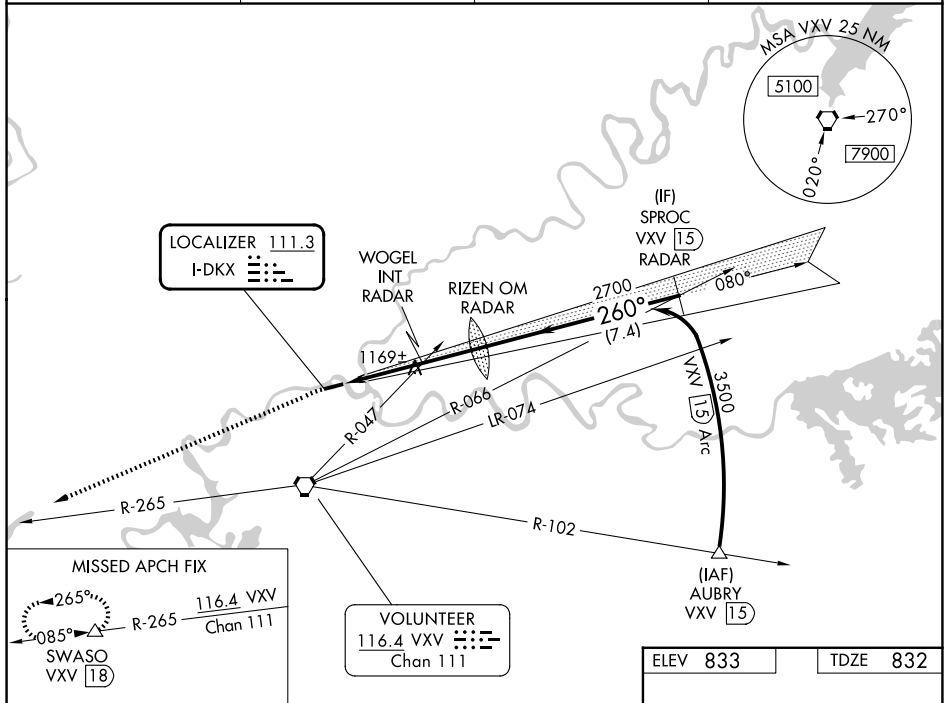
26022

LOC I-DKX 111.3	APP CRS 260°	Rwy Ldg TDZE Apt Elev 3499 832 833
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LOC RWY 26

KNOXVILLE DOWNTOWN ISLAND (DKX)

DME required. RADAR required for procedure entry.		MISSED APPROACH: Climb to 4000 on heading 250° and on VXV VORTAC R-265 to SWASO/VXV 18 DME and hold.	
▼ ▲	Rwy 26 helicopter visibility reduction below ¾ SM NA.		
AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 123.075 (CTAF) 0



4000

↑

hdg 250°

VXV

R-265

SWASO

△

SPROC

VXV [15]

RADAR

WOGEL

INT

RADAR

≤ 3.38°

TCH 44

RIZEN OM

RADAR

260°

3500

1520

2700

3 NM

2.1 NM

7.4 NM

CATEGORY	A	B	C	D
S-26	1520-1	688 (700-1)	1520-2 688 (700-2)	NA
CIRCLING	1600-1 767 (800-1)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)	NA

WOGEL FIX MINIMUMS

S-26	1440-1	608 (700-1)	1440-1¾ 608 (700-1¾)	NA
CIRCLING	1600-1 767 (800-1)	1720-1¼ 887 (900-1¼)	1720-2¾ 887 (900-2¾)	NA

ELEV 833	TDZE 832
REIL Rwys 8 and 26 0	
MIRL Rwy 8-26 0	
FAF to MAP 5.1 NM	
Knots	60 90 120 150 180
Min:Seq	5:06 3:24 2:33 2:02 1:42

KNOXVILLE, TENNESSEE
Amdt 5 19MAY22

35°58'N-83°52'W

KNOXVILLE DOWNTOWN ISLAND (DKX)

LOC RWY 26

SE-1, 03 SEP 2026 to 29 OCT 2026

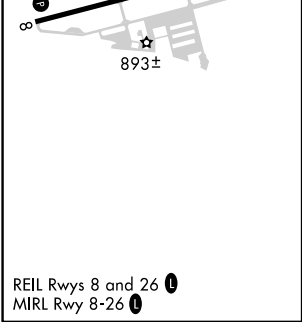
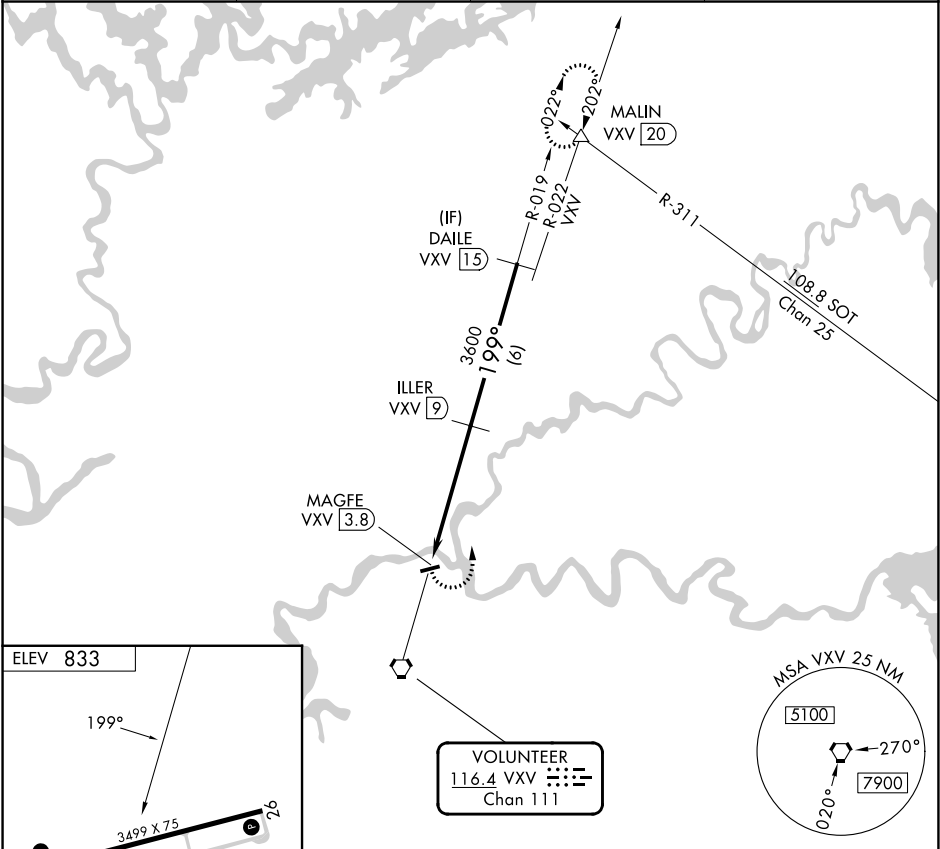
SE-1, 03 SEP 2026 to 29 OCT 2026

VORTAC VXV 116.4 Chan 111	APP CRS 199°	Rwy Ldg TDZE Apt Elev	N/A N/A 833
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VOR-B

KNOXVILLE DOWNTOWN ISLAND (DKX)

DME required. RADAR required for procedure entry.		MISSED APPROACH: Climbing left turn to 4500 on heading 360° and VXV VORTAC R-022 to MALIN INT/VXV 20 DME and hold.	
AWOS-3 125.375	KNOXVILLE APP CON 123.9 353.6	CLNC DEL 121.7	UNICOM 123.075 (CTAF) 0



KNOXVILLE, TENNESSEE

AL-218 (FAA)

26190

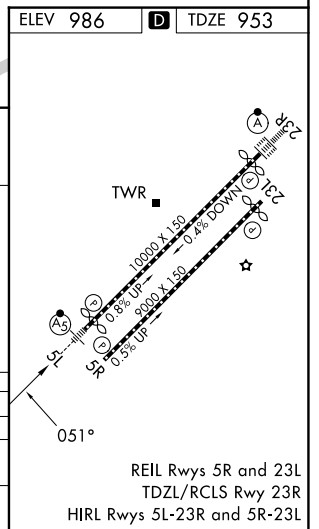
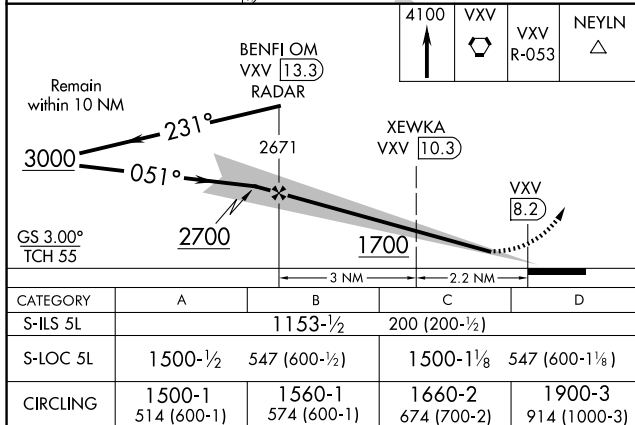
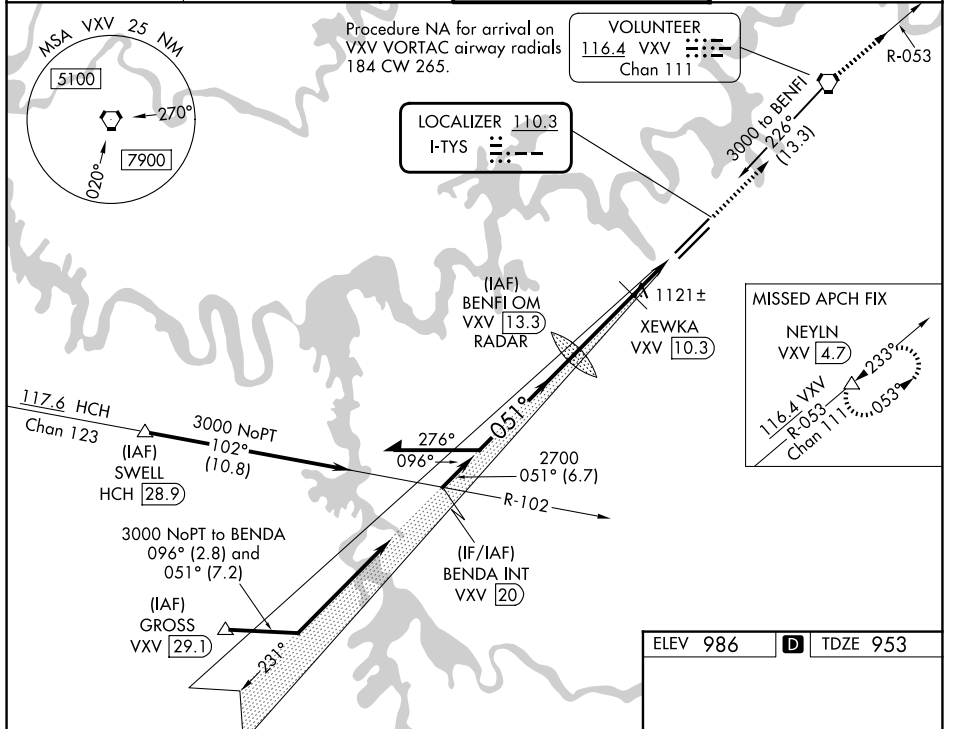
LOC I-TYS 110.3	APP CRS 051°	Rwy Ldg TDZE 953 Apt Elev 986
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ILS or LOC RWY 5L

MC GHEE TYSON (T'YS)

DME or RADAR required.	MALSR 	MISSED APPROACH: Climb to 4100 direct VXV VORTAC and on VXV VORTAC R-053 to NEYLN/VXV 4.7 DME and hold, continue climb-in-hold to 4100.
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ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6
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KNOXVILLE, TENNESSEE
Amdt 10 12AUG21

35°49'N-84°00'W

MC GHEE TYSON (T'YS)
ILS or LOC RWY 5L

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 23L
MC GHEE TYSON (TYS)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXX VORTAC R-231 to GROSS INT/VXX 29.1 DME and hold.

NoPT for arrival at GOODL on V466-519 southwest bound.

(IF/IAF)
GOODL
I-OXH 15.6
VXV 7.2

VXV R-053

VOLUNTEER
116.4 VXV
Chan 111

RKYTP
I-OXH 7.2
RADAR

2800
231° (8.4)

233°

051°

053°

1059±

1429

XEKEF
I-OXH 4.1

LOCALIZER 110.75
I-OXH
Chan 44(Y)

MISSED APCH FIX

GROSS
VXV 29.1

117.6 HCH
R-113
Chan 123

116.4 VXV
R-231
Chan 111

051°

231°

MSA VXV 25 NM

5100

270°

The diagram illustrates the layout of runway lighting systems for Runway 23L. It shows a perspective view of the runway with various lighting segments and their associated identifiers. Key features include:

- Runway 23L:** The main runway, oriented at 231°.
- TDZL/RCLS:** Threshold Crossing Lights/Runway Center Line Lights, shown as a series of 'X' marks along the runway edge.
- REIL:** Runway End Identifier Lights, shown as a series of 'A' marks at the runway end.
- HIRL:** High Intensity Runway Lights, shown as a series of 'S' marks along the runway edge.
- Gradients:** The runway has a 0.8% UP gradient for the first 1000 feet and a 0.5% UP gradient for the next 150 feet.
- Star:** A star symbol is located near the 150-foot segment.
- TWR:** Tower location marked with a black square.
- AS:** Approach Lights, shown as a series of 'A' marks at the runway end.
- Gradients:** The approach lights have a 0.5% UP gradient for the first 150 feet and a 0.8% UP gradient for the next 1000 feet.

2000 ↑	4000 hdg 240°	VXV R-231 △	Disregard all marker beacon indications.			
			GOODL I-OXH <u>15.6</u>		One Minute Holding Pattern	
CATEGORY	A	B	C	D		
S-ILS 23L	1165/40 200 (200-¾)					
S-LOC 23L	1320/55 355 (400-1)					
CIRCLING	1500-1 514 (600-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)		

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 23R
MC GHEE TYSON (TYS)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXX
VORTAC R-231 to GROSS INT/VXX 29.1 DME and hold.

GND CON
121.9 348.6

ILS or LOC RWY 23R

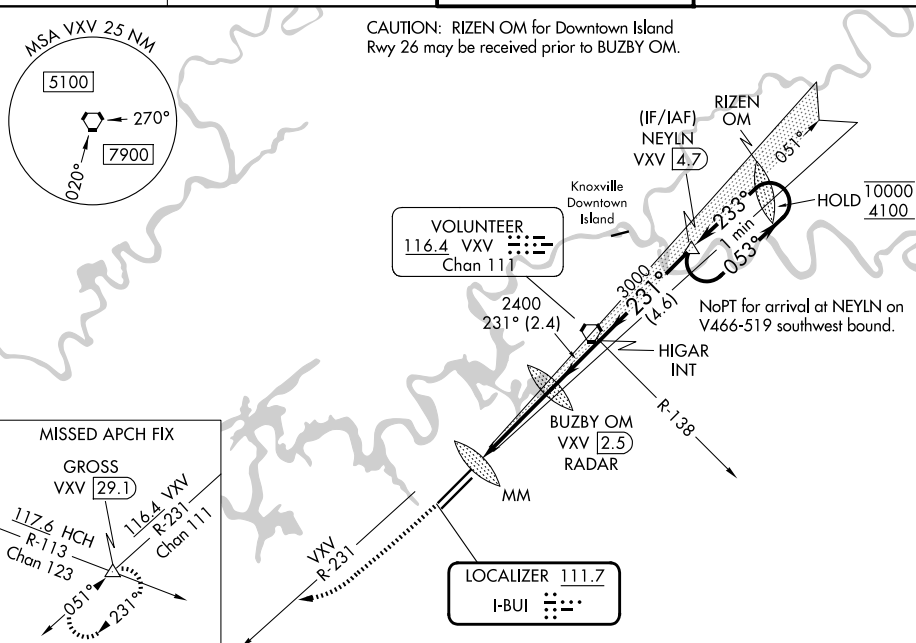
SE-1, 03 SEP 2026 to 29 OCT 2026

ILS RWY 23R (SA CAT I)
MC GHEE TYSON (TYS)

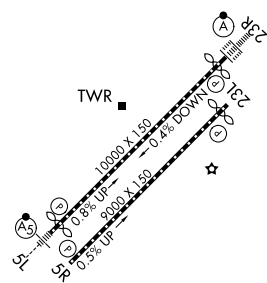
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXV VORTAC R-231 to GROSS INT/VXV 29.1 DME and hold.

T Requires specific OPSEC, MSPEC, or LOA approval.

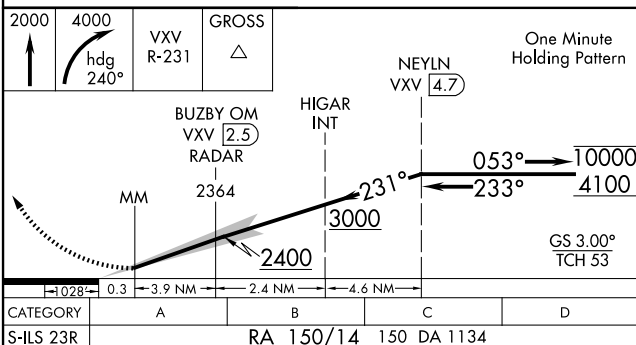
GND CON
121.9 348.6



D



REIL Rwy 5R and 23L
TDZL/RCLS Rwy 23R
HIRL Rwy 5L-23R and 5R-23L



SA CATEGORY I ILS- SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 23R (CAT II)
MC GHEE TYSON (TYS)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 on heading 240° and VXX VORTAC R-231 to GROSS INT/VXX 29.1 DME and hold.

GND CON
121.9 348.6

CAUTION: RIZEN OM for Downtown Island
Rwy 26 may be received prior to BUZBY OM.

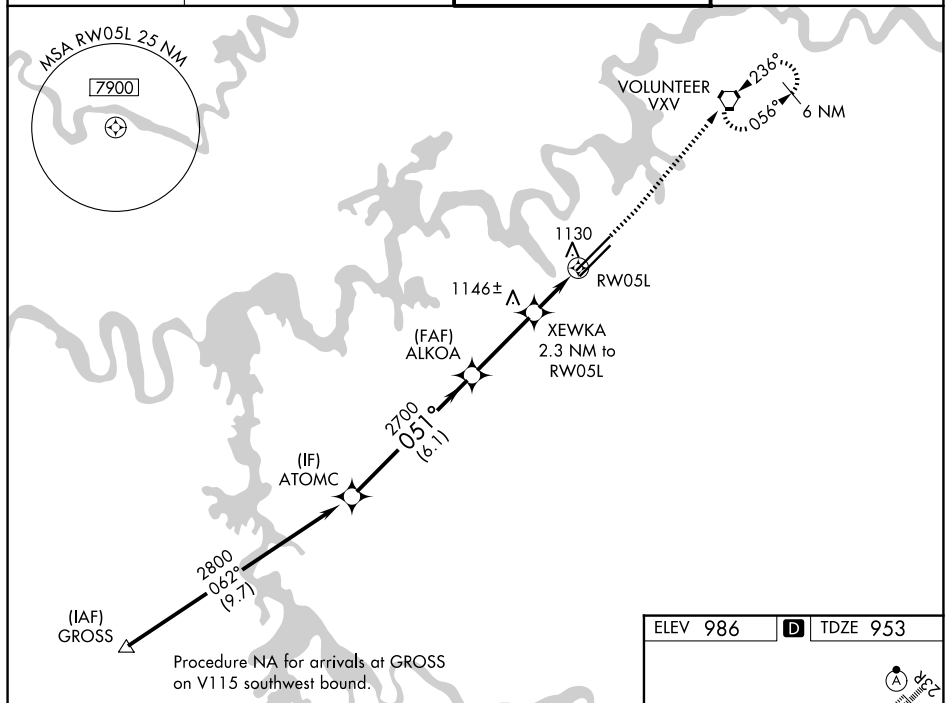
CATEGORY II ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

MC GHEE TYSON (TYS)
ILS RWY 23R (CAT II)

WAAS CH 48802 W05A	APP CRS 051°	Rwy Ldg 9508 TDZE 953 Apt Elev 986
--	------------------------	---

RNAV (GPS) RWY 5L
MC GHEE TYSON (TYS)

RNP APCH - GPS.			MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXX VORTAC and hold, continue climb-in-hold to 4000.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. * RVR 1800 authorized with use of FD or AP or HUD to DA.			
ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6



RW05L

ATOMC 2800
ALKO A 2700
XEWWA 2.3 NM to RW05L
1.2 NM to RW05L
RW05L
GP 3.00°
TCH 55
2700
1700
6.1 NM
3.1 NM
1.1 NM
1.2 NM

CATEGORY	A	B	C	D
LPV DA*	1153/24		200 (200-½)	
LNAV/ VNAV DA	1291/26		338 (400-½)	
LNAV MDA	1380/24 427 (400-½)		1380/40 427 (400-¾)	
CIRCLING	1500-1 514 (600-1)	1560-1 574 (600-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

TWR
051°
069°
10000 Y 150
9000 Y 150
0.6% UP
0.5% UP
HIRL Rwy 5L-23R and 5R-23L
REIL Rwy 5R and 23L
TDZL/RCLS Rwy 23R

KNOXVILLE, TENNESSEE

AL-218 (FAA)

26022

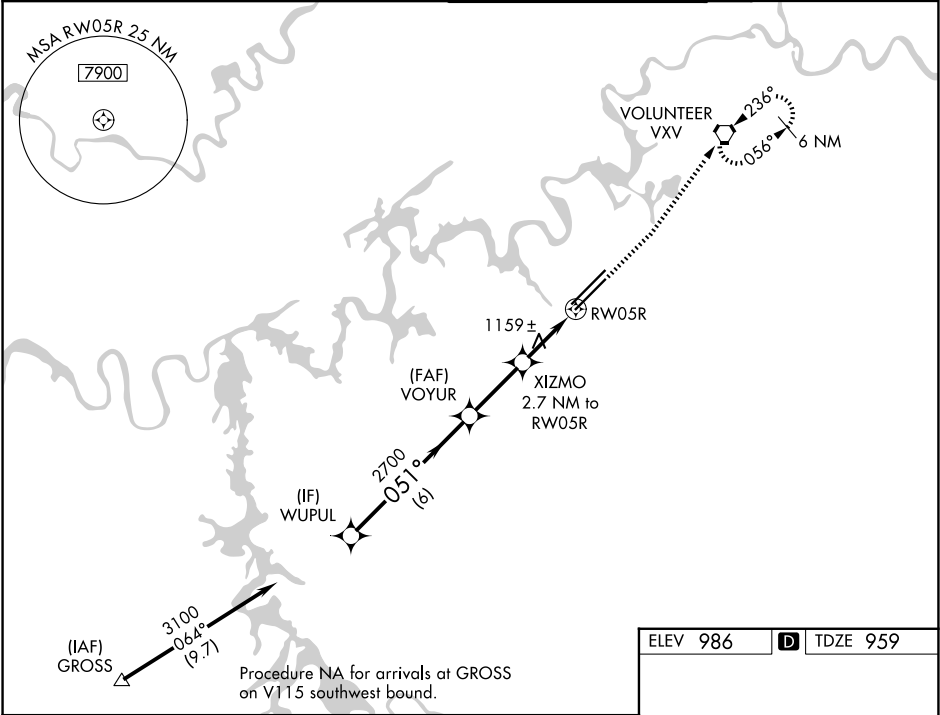
WAAS CH 97410 W05B	APP CRS 051°	Rwy Ldg TDZE 959 Apt Elev 986
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RNAV (GPS) RWY 5R

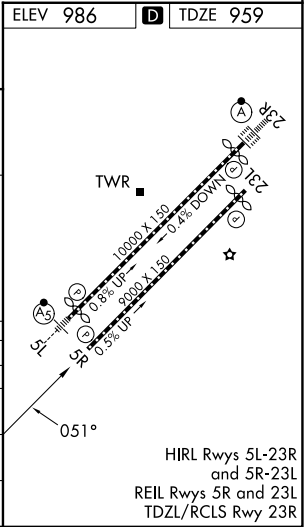
MC GHEE TYSON (T'YS)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1500 then climb to 4000 direct VXV VORTAC and hold, continue climb-in-hold to 4000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.	

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6
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VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 50).				
WUPUL 3100 GP 3.00° TCH 43 051° 2700 VOYUR 2700 XIZMO 2.7 NM to RWY 05R 1.4 NM to RWY 05R RWY 05R 1159-3/4 200 (200-3/4) 1276-1 1/8 317 (300-1 1/8) 1420-1 461 (500-1) 1420-1 3/8 461 (500-1 3/8) 1500-1 514 (600-1) 1620-1 634 (700-1) 1660-2 674 (700-2) 1900-3 914 (1000-3)				
CATEGORY	A	B	C	D
LPV DA		1159-3/4	200 (200-3/4)	
LNAV/VNAV DA		1276-1 1/8	317 (300-1 1/8)	
LNAV MDA	1420-1	461 (500-1)	1420-1 3/8	461 (500-1 3/8)
CIRCLING	1500-1 514 (600-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)



KNOXVILLE, TENNESSEE
Amdt 2B 10AUG23

35°49'N-84°00'W

MC GHEE TYSON (T'YS)

RNAV (GPS) RWY 5R

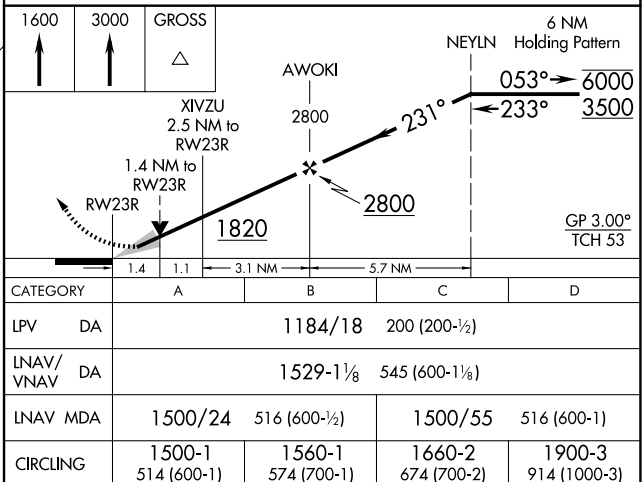
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 23R
MC GHEE TYSON (TYS)

MISSED APPROACH: Climb to 1600 then climb to 3000 direct GROSS and hold.

GND CON
121.9 348.6



MC GHEE TYSON (TYS)

RNAV (GPS) RWY 23R

SE-1, 03 SEP 2026 to 29 OCT 2026

▼

▲

MISSED APPROACH: Climb to 3000 via VXV R-231 to GROSS INT/29.1 DME and hold.

ATIS

128.35

KNOXVILLE APP CON

123.9 360.8

KNOXVILLE TOWER

121.2 257.8

GND CON

121.9 348.6

MISSED APCH FIX

GROSS VXV 29.1

117.6 HCH R-113 Chan 123

116.4 VXV R-231 Chan 111

051° 231°

IAF VOLUNTEER 116.4 VXV Chan 111

R-048

273° 093°

228°

222°

VXV R-231

ELEV 986

D

TDZE 965

TWR

23L

1000x150 0.5% UP

500x150 0.5% UP

0.5% DOWN

HIRL Rwy 23L and 5R-23L

REIL Rwy 5R and 23L

TDZL/RCLS Rwy 23R

FAF to MAP 6.8 NM

Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

3000

GROSS

△

VXV R-231

VXV VORTAC

Remain within 10 NM

048°

4000

228°

3100

2.88° TCH 50

VXV 6.8

VXV 5

1.8

5 NM

CATEGORY	A	B	C	D
S-23L	1600-1 635 (700-1)		1600-1¾ 635 (700-1¾)	1600-2 635 (700-2)
CIRCLING	1600-1 614 (700-1)	1620-1 634 (700-1)	1660-2 674 (700-2)	1900-3 914 (1000-3)

KNOXVILLE, TENNESSEE

Amdt 5B 10AUG23

35°49'N-84°00'W

205

MC GHEE TYSON (TYS)

VOR RWY 23L

KNOXVILLE, TENNESSEE

AL-218 (FAA)

26190

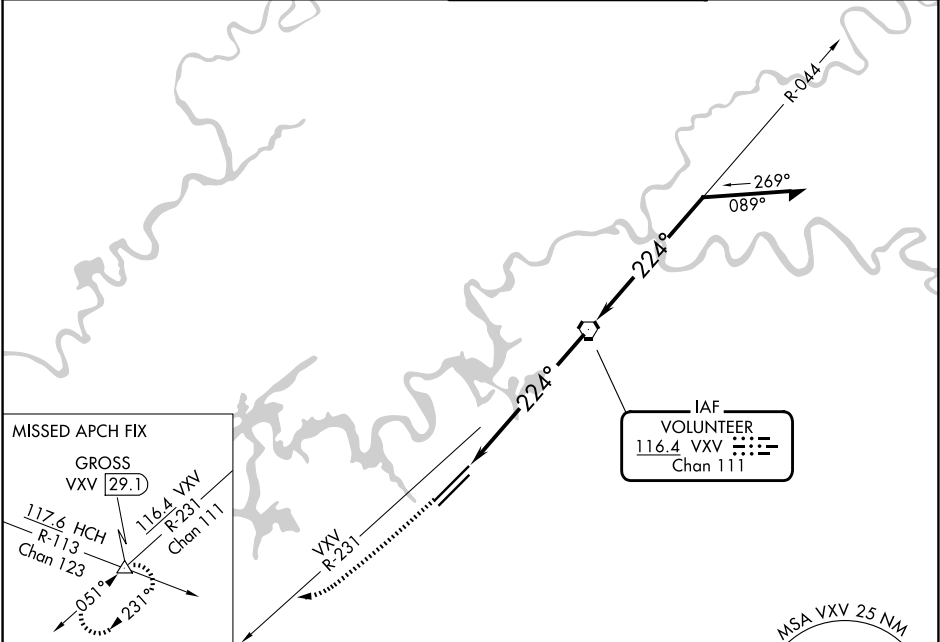
VOR/DME	VXV	Rwy Ldg	9495
116.4	APP CRS	TDZE	984
Chan 111	224°	Apt Elev	986

VOR RWY 23R
MC GHEE TYSON (TYS)

ALSIF-2

MISSED APPROACH: Climb to 3000 on VXV
VORTAC R-231 to GROSS INT/29.1 DME
and hold.

ATIS 128.35	KNOXVILLE APP CON 123.9 360.8	KNOXVILLE TOWER 121.2 257.8	GND CON 121.9 348.6
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ELEV 986

TDZE 984

TWR

10000 X 150

0.4% DOWN

5000 X 150

0.5% UP

5000 X 150

0.5% UP

HIRL Rwy 5L-23R and 5R-23L

REIL Rwy 5R and 23L

TDZL/RCLS Rwy 23R

FAF to MAP 6.6 NM

Knots 60 90 120 150 180

Min:Sec 6:36 4:24 3:18 2:38 2:12

3000

VXV R-231

GROSS

VXV VORTAC

Remain within 10 NM

044°

224°

4000

3200

3.08°

TCH 56

1.9

4.7 NM

CATEGORY	A	B	C	D
S-23R	1640/24	656 (700-½)	1640-1⅓	656 (700-1⅓)
CIRCLING	1640-1	654 (700-1)	1660-2	1900-3
			674 (700-2)	914 (1000-3)

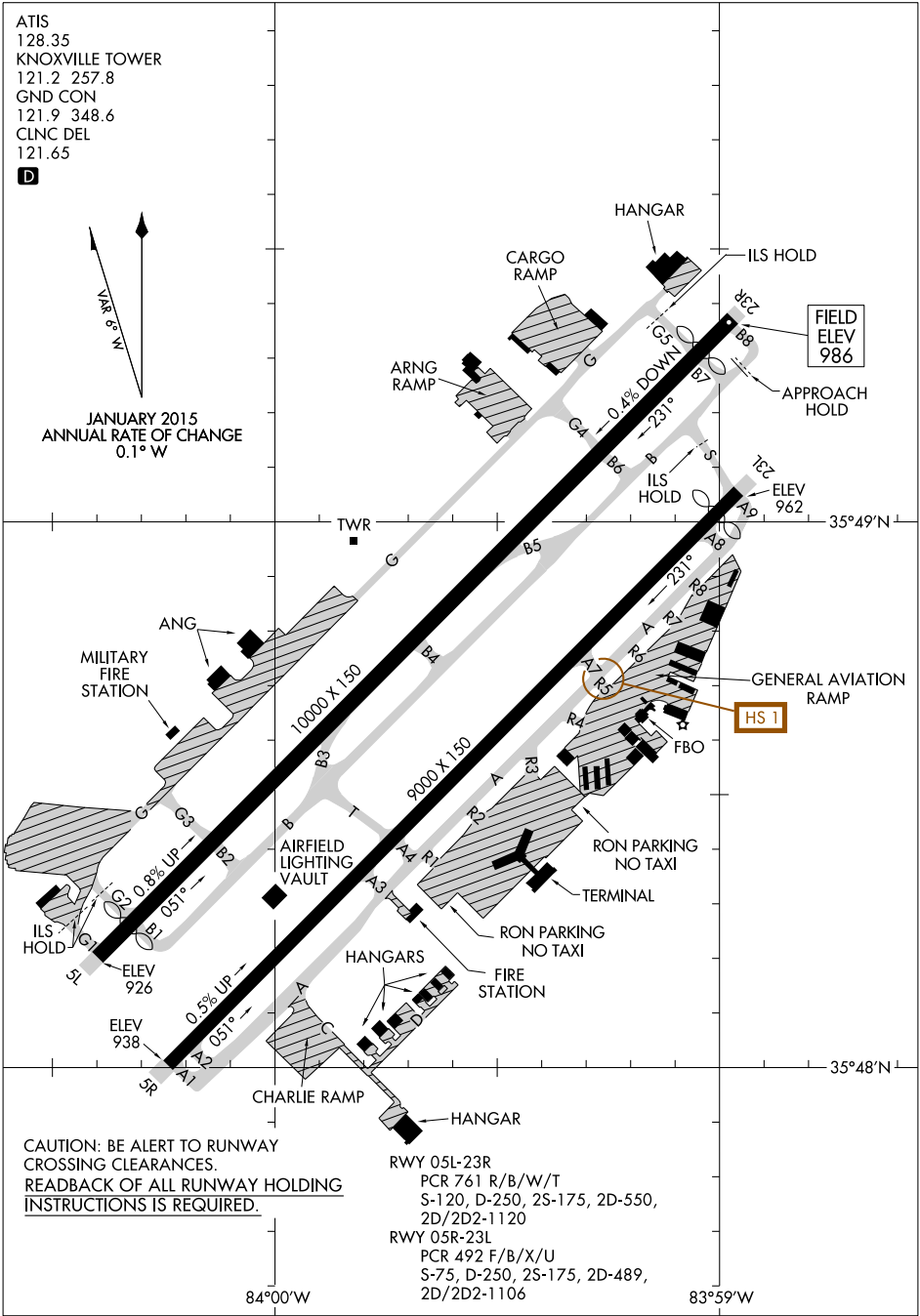
KNOXVILLE, TENNESSEE
Amdt 8 12AUG21

35°49'N-84°00'W

MC GHEE TYSON (TYS)
VOR RWY 23R

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



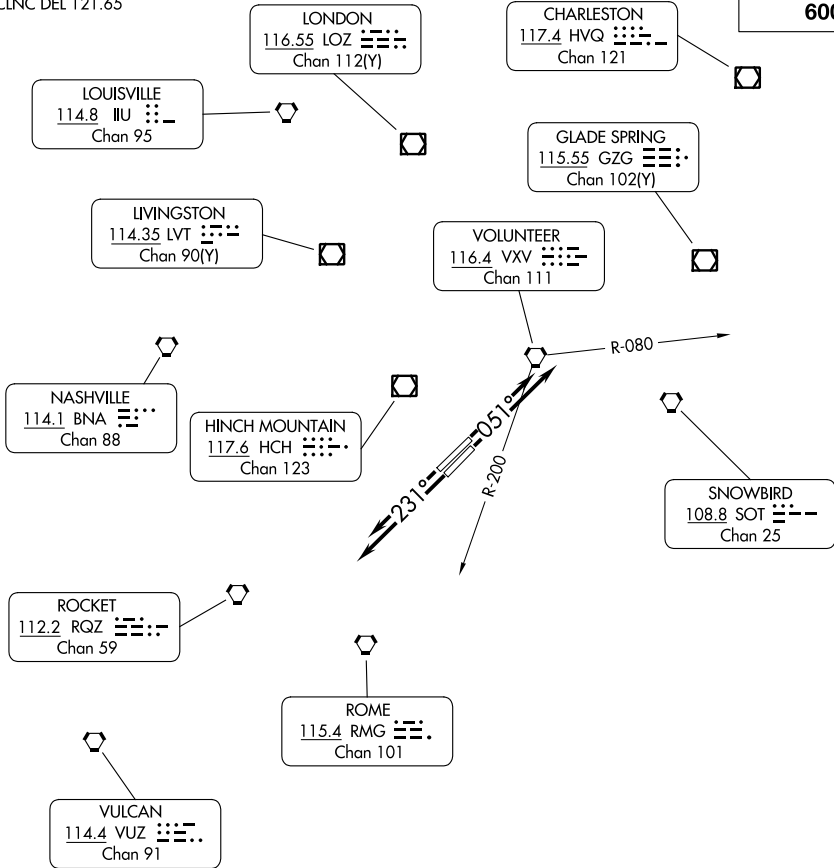
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

KNOXVILLE SEVEN DEPARTURE

ATIS 128.35
CLNC DEL 121.65

TOP ALTITUDE:
6000



TAKEOFF MINIMUMS:
Rwy 5L/R, 23L/R: Standard.

NOTE: RADAR required.
NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5L/5R: Climb on heading 051° or as assigned for vectors to filed route, thence....

TAKEOFF RUNWAY 23L/R: Climb on heading 231° or as assigned for vectors to filed route, thence....

....maintain 6000 (or assigned lower altitude). Expect clearance to requested altitude/flight level ten minutes after departure.

LOST COMMUNICATIONS: If filed route is between the VXV R-080 and the VXV R-200 and radio contact is not established with departure control prior to reaching 6000 continue climb to 9000 before turning on course.

KNOXVILLE SEVEN DEPARTURE

WAAS CH 57917 W01A	APP CRS 008°	Rwy Ldg TDZE 969 Apt Elev 969
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RNAV (GPS) RWY 1

LAFAYETTE MUNI (3M7)

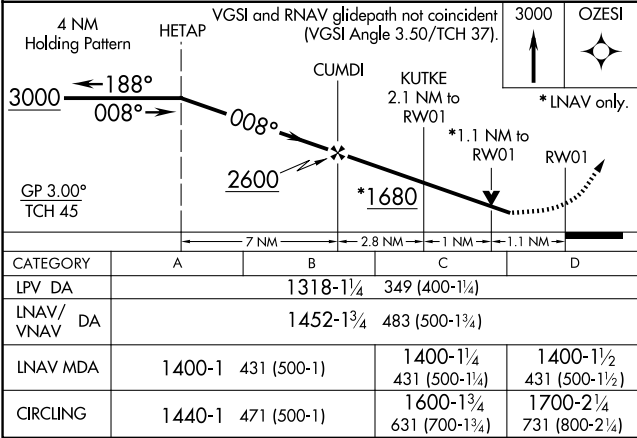
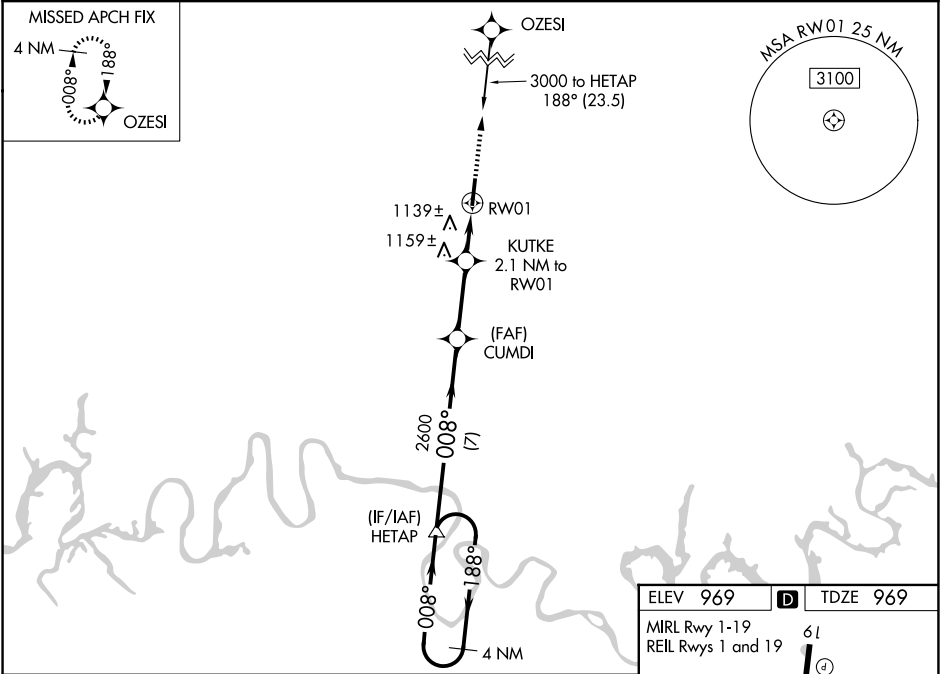
RNP APCH - GPS.

▼
▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1441 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1585 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cat C and D ¼ SM and Circling Cat C and D ½ SM. VDP and Baro-VNAV NA when using Bowling Green altimeter setting. Rwy 1 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3000 direct
OZESI and hold.

AWOS-3PT 120.85	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0
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SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LAFAYETTE, TENNESSEE

AL-6653 (FAA)

26190

WAAS CH 61316 W19A	APP CRS 188°	Rwy Ldg TDZE 961 Apt Elev 969
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RNAV (GPS) RWY 19

LAFAYETTE MUNI (3M7)

RNP APCH - GPS

NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C. Obtain local altimeter setting on CTAF; when not received, use Bowling Green altimeter setting: increase LPV DA to 1344 feet and all visibilities $\frac{1}{2}$ SM; increase LNAV/VNAV DA to 1502 feet and all visibilities $\frac{1}{2}$ SM; increase all MDAs 140 feet and visibility LNAV Cat C $\frac{1}{4}$ SM, Cat D $\frac{1}{2}$ SM, and Circling Cat C and D $\frac{1}{2}$ SM. Rwy 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct
HETAP and hold.

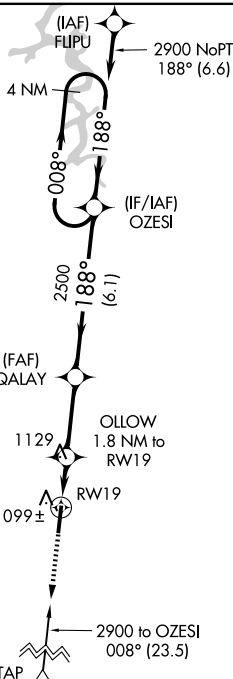
AWOS-3PT
120.85

NASHVILLE APP CON
118.4 360.7

UNICOM
122.8 (CTAF) 0

MSA RWY 19 25 NM

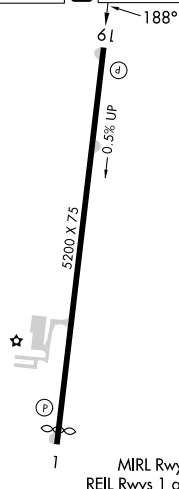
3100



MISSED APCH FIX
HETAP



ELEV 969 **D** TDZE 961



3000	HETAP	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).		OZESI	4 NM Holding Pattern
*LNAV only.	OLLW 1.8 NM to RWY 19	QALAY	2500	188°	2900
				008°	
				188°	
					GP 3.00° TCH 45
	1.8 NM	2.9 NM	6.1 NM		
CATEGORY	A	B	C	D	
LPV DA	1211-1		250 (300-1)		
LNAV/VNAV DA	1369-1½		408 (400-1½)		
LNAV MDA	1380-1	419 (500-1)	1380-1¼	419 (500-1¼)	
CIRCLING	1440-1	471 (500-1)	1600-1¾	1700-2¼	
			631 (700-1¾)	731 (800-2¼)	

LAFAYETTE, TENNESSEE

Amdt 1A 08SEP22

36°31'N - 86°03'W

LAFAYETTE MUNI (3M7)

RNAV (GPS) RWY 19

WAAS CH 70337 W17A	APP CRS 168°	Rwy Ldg TDZE 936 Apt Elev 936	5002
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RNAV (GPS) RWY 17

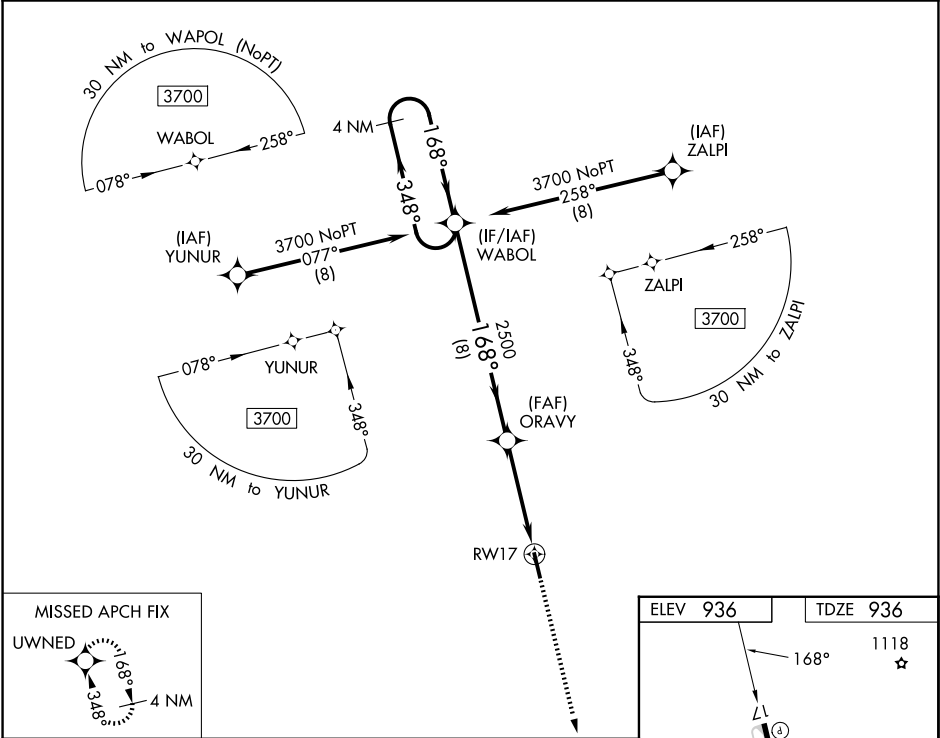
LAWRENCEBURG/LAWRENCE COUNTY (FLEEMAN FLD) (2M2)

⚠ NA

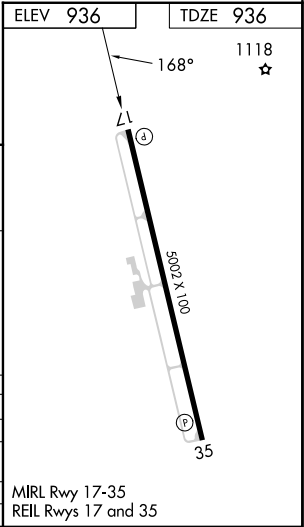
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3800 direct UWNED and hold.

AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern				VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).		3800	UWNED
WABOL				ORAVY		2500	
3700 ← 348°				168°			
GP 3.40°				2500			
TCH 60				RW17			
8 NM				4.2 NM			
CATEGORY	A	B	C	D			
LPV DA	1225-1	289 (300-1)	NA				
LNAV/VNAV DA	1394-1 ⅓	458 (500-1 ⅓)	NA				
LNAV MDA	1540-1	604 (700-1)	NA				
CIRCLING	1540-1	604 (700-1)	NA				



WAAS CH 61335 W35A	APP CRS 348°	Rwy Ldg TDZE 927 Apt Elev 936	5002
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RNAV (GPS) RWY 35

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

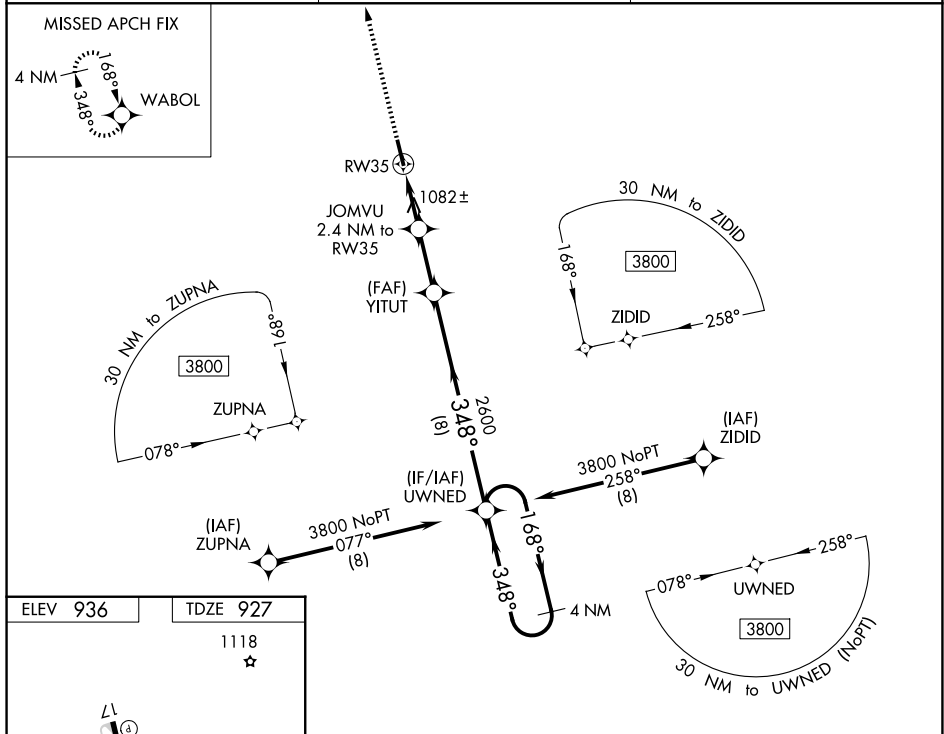
▼

▲ NA

Circling Rwy 17 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Huntsville Intl-Carl T Jones Fld altimeter setting and increase all DA 142 feet and all MDA 140 feet; increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats visibility ⅓ mile. Rwy 17 helicopter visibility reduction below 1 SM NA. Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3700 direct WABOL and hold.

AWOS-3 120.175	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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ELEV 936

TDZE 927

1118

☆

L1

5002 x 100

35

348°

MIRL Rwy 17-35

REIL Rws 17 and 35

3700

WABOL

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 24).

4 NM Holding Pattern

UWNED

YITUT

JOMVU 2.4 NM to RW35

RW35

*LNAV only.

*1800

2600

348°

168°

3800

GP 3.20°

TCH 60

CATEGORY	A	B	C	D
LPV DA	1293-1⅛	366 (400-1⅛)		NA
LNAV/VNAV DA	1354-1¼	427 (500-1¼)		NA
LNAV MDA	1340-1	413 (500-1)		NA
CIRCLING	1500-1	564 (600-1)		NA

WAAS
CH **65809**
W01A

APP CRS
009°

Rwy Idg **4527**
TDZE **583**
Apt Elev **588**

RNAV (GPS) RWY 1
LEBANON MUNI (M54)

RNP APCH - GPS.

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using XNX altimeter setting. Rwy 1 helicopter visibility reduction below ¾ SM NA. Circling NA to Rwy's 4 and 22. When local altimeter setting not received, use XNX altimeter setting: increase LPV DA to 1121 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1433 feet; increase all MDAs 40 feet and Circling Cat C visibility ½ SM.

MISSED APPROACH:
Climb to 3000 direct LATGE and hold.

AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	UNICOM 122.725 (CTAF)
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MISSED APCH FIX
LATGE
180°
4 NM
120°

NASHVILLE BNA
3000
120°
(12.7)

HARME
3000
20°
(22.2)

RW01
1096 ± Δ

PIDUE
3 NM to RW01

(FAF) KOGCE
2300
009° (3.7)

WEPKA
2700
009° (3.1)

3000 NoPT
098° (6.5)

(IAF) OYOTU

3000 NoPT
279° (6.5)

(IF/IAF) JOGUB

(IAF) UROGE

HOLD
6000
3000
000°
180°
4 NM

MSA RW01 25 NM
3400

ELEV 588 **D** TDZE 583

4 NM Holding Pattern JOGUB
6000 ← 189°
3000 → 009°
GP 3.50° TCH 45

WEPKA
2700

KOGCE
2300

PIDUE 3 NM to RW01
1740

2.1 NM to RW01

3000 LATGE

3.1 NM 3.7 NM 1.5 NM 0.9 NM 2.1 NM

CATEGORY	A	B	C	D
LPV DA	901-1 318 (400-1)			
LNAV/VNAV DA	1400-2½ 817 (900-2½)			
LNAV MDA	1400-1 817 (900-1)	1400-1¼ 817 (900-1¼)	1400-2½	817 (900-2½)
CIRCLING	1400-1¼	812 (900-1¼)	1440-2½ 852 (900-2½)	1520-3 932 (1000-3)

61
0.8% UP
5000 X 100
1801 X 150
009°
MIRL Rwy 1-19
REIL Rwy's 1 and 19

LEBANON, TENNESSEE
AMDT 1 09JUL26

36°11'N-86°19'W
213

LEBANON MUNI (M54)
RNAV (GPS) RWY 1

LEBANON, TENNESSEE

AL-5923 (FAA)

26190

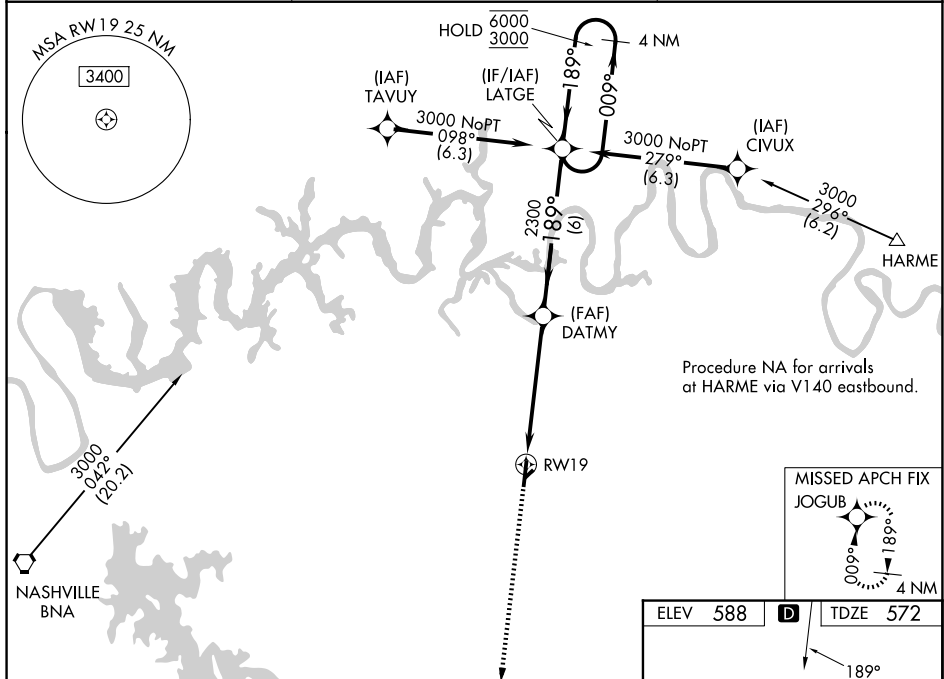
WAAS CH 90309 W19A	APP CRS 189°	Rwy Ldg TDZE Apt Elev	4500 572 588
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RNAV (GPS) RWY 19

LEBANON MUNI (M54)

RNP APCH - GPS.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using XNX altimeter setting. Rwy 19 helicopter visibility reduction below ¼ SM NA. Circling NA to Rwy's 4 and 22. When local altimeter setting not received, use XNX altimeter setting: increase LPV DA to 936 feet; increase LNAV/VNAV DA to 1033 feet and all visibilities ½ SM; increase all MDAs 40 feet, LNAV visibility Cat C and D ½ SM, and Circling visibility Cat C ¼ SM.	MISSED APPROACH: Climb to 3000 direct JOGUB and hold.
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AWOS-3 118.325	NASHVILLE APP CON 118.4 360.7	UNICOM 122.725 (CTAF)
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3000

↑

JOGUB

LATGE

4 NM Holding Pattern

009° →

← 189°

6000

3000

GP 3.00° TCH 45

DATMY

2300

189°

2300

1.5 NM to RW19

1.5 NM

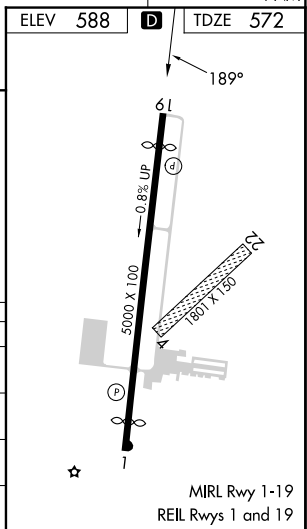
3.9 NM

6 NM

RW19

1.5 NM

CATEGORY	A	B	C	D
LPV DA	822-1 250 (300-1)			
LNAV/VNAV DA	850-1 278 (300-1)			
LNAV MDA	1060-1 488 (500-1)	1060-1 ³ / ₈ 488 (500-1 ³ / ₈)		
CIRCLING	1100-1 512 (600-1)	1200-1 612 (700-1)	1440-2 ¹ / ₂ 852 (900-2 ¹ / ₂)	1520-3 932 (1000-3)



LEBANON, TENNESSEE

AMDT 1 09JUL26

36°11'N-86°19'W

RNAV (GPS) RWY 19

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 69542 W02A	APP CRS 023°	Rwy Ldg 3800 TDZE 770 Apt Elev 782
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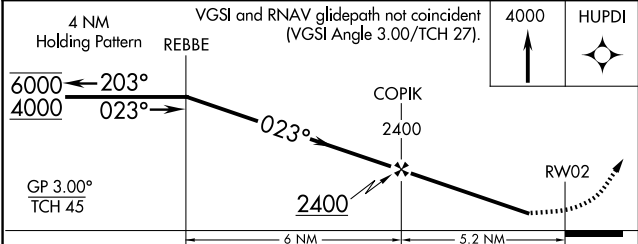
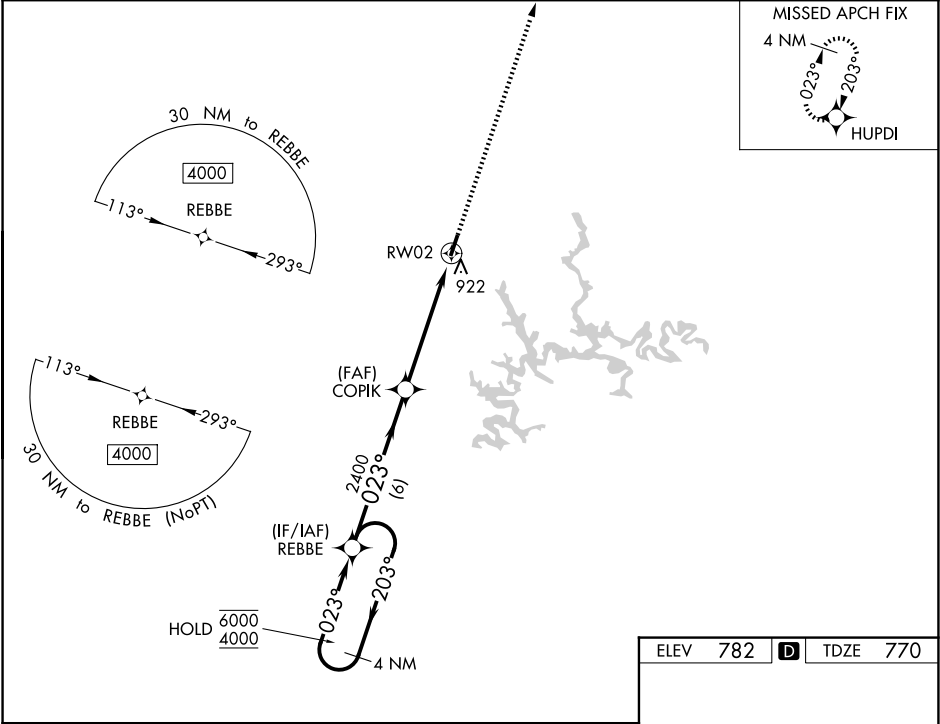
RNAV (GPS) RWY 2
LEITCHFIELD-GRAYSON COUNTY (M20)

RNP APCH.

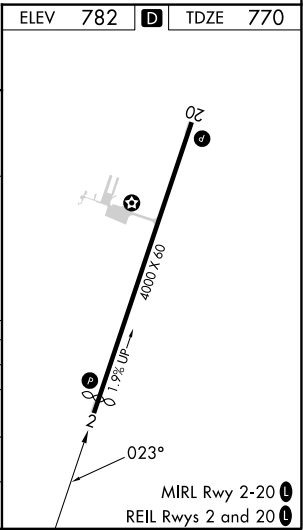
Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below 3/4 SM NA. Baro-VNAV NA. Use Elizabethtown altimeter setting.

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

EKX AWOS-3 118.55	INDIANAPOLIS CENTER 121.175 353.65	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	1140-1	370 (400-1)		NA
LNAV/VNAV DA	1308-1½	538 (600-1½)		NA
LNAV MDA	1240-1	470 (500-1)	1240-1⅜ 470 (500-1⅜)	NA
CIRCLING	1380-1	598 (600-1)	1380-1½ 598 (600-1½)	NA



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LEITCHFIELD, KENTUCKY

AL-10547 (FAA)

25219

WAAS CH 72942 W20A	APP CRS 203°	Rwy Ldg TDZE Apt Elev	4000 782 782
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RNAV (GPS) RWY 20

LEITCHFIELD-GRAYSON COUNTY (M20)

RNP APCH.

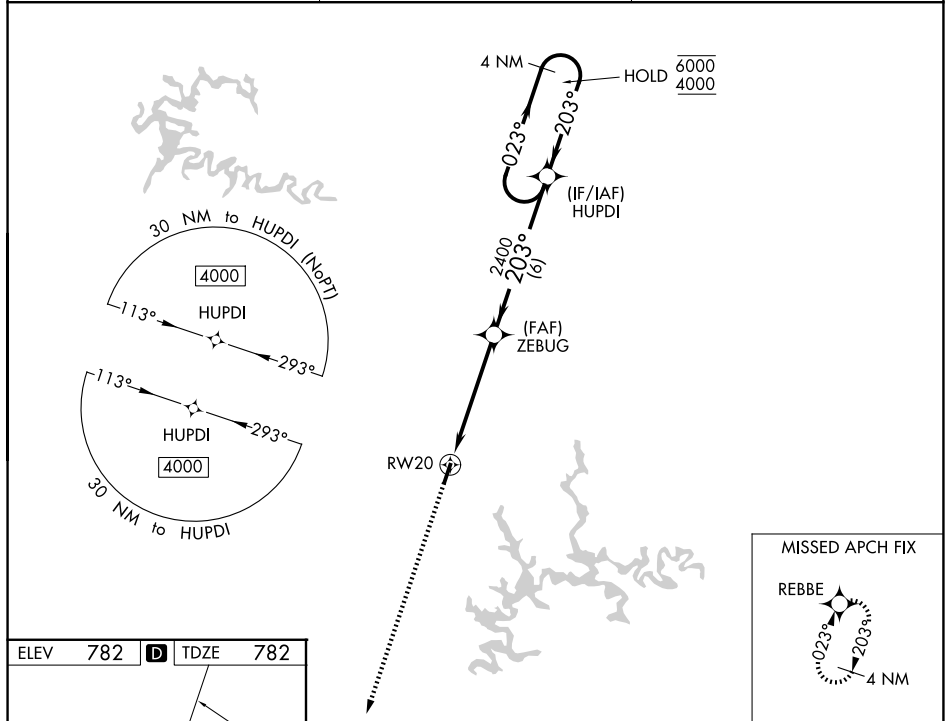
▼

▲NA

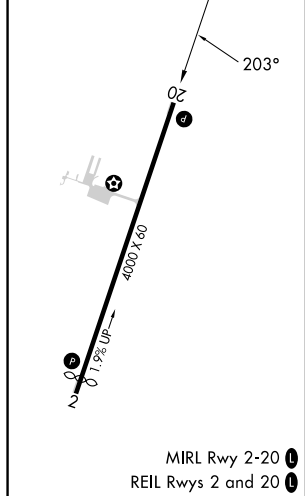
Rwy 20 helicopter visibility reduction below 1 SM NA.
Baro-VNAV NA. Use Elizabethtown altimeter setting.
Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night.

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

EKX AWOS-3 118.55	INDIANIAPOLIS CENTER 121.175 353.65	UNICOM 123.0 (CTAF) 0
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ELEV 782	D	TDZE 782
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4000	REBBE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		4 NM
↑	✦			Holding Pattern
RW20		ZEBUG 2400	203°	023° → 6000 ← 203° 4000
		2400		GP 3.00° TCH 53
4.9 NM		6 NM		
CATEGORY	A	B	C	D
LPV DA	1088-1 306 (400-1)			NA
LNAV/ VNAV DA	1145-1 363 (400-1)			NA
LNAV MDA	1320-1	538 (600-1)	1320-1½ 538 (600-1½)	NA
CIRCLING	1380-1	598 (600-1)	1380-1½ 598 (600-1½)	NA

LEITCHFIELD, KENTUCKY

Orig 25APR19

37°24'N-86°16'W

LEITCHFIELD-GRAYSON COUNTY (M20)

RNAV (GPS) RWY 20

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93934 W02A	APP CRS 021°	Rwy Ldg 5001 TDZE 718 Apt Elev 718
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RNAV (GPS) RWY 2
ELLINGTON (LUG)

RNP APCH - GPS.

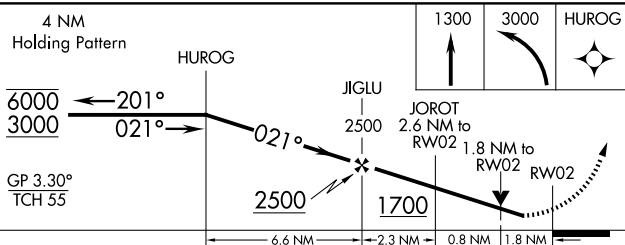
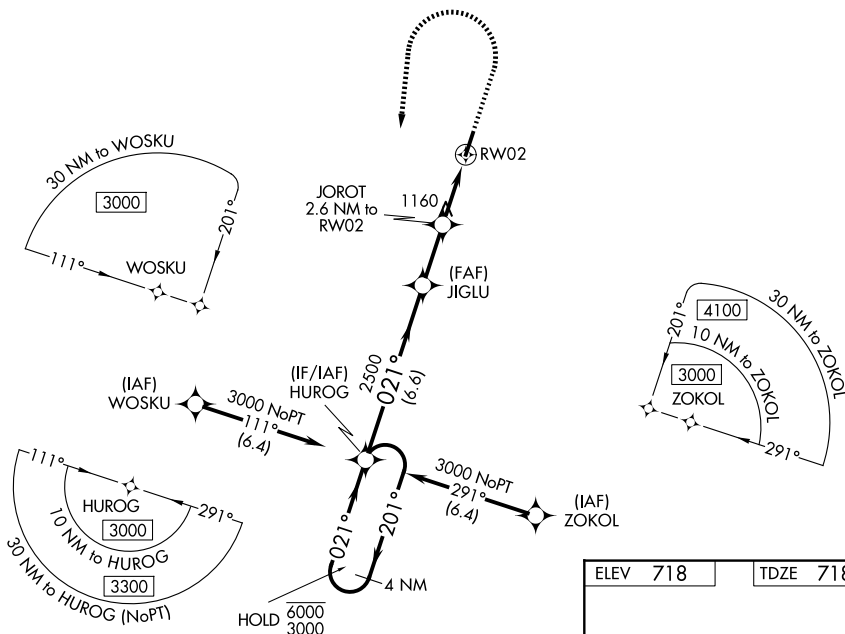
Baro-VNAV and VDP NA when using BNA alimeter setting. Circling Rwy 20 NA at night.
Rwy 2 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local alimeter setting not received, use BNA alimeter setting and increase LPV DA to 1096 feet and all visibilities $\frac{1}{2}$ SM. Increase LNAV/VNAV DA to 1531 feet and all visibilities $\frac{1}{2}$ SM. Increase all MDAs 120 feet and LNAV visibility Cat B $\frac{1}{4}$ SM, Cats C and D $\frac{1}{2}$ SM, Circling visibility Cats A and B $\frac{1}{4}$ SM and Cat C $\frac{1}{2}$ SM. For uncomputered Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54.4°C.

MISSED APPROACH:
Climb to 1300 then
climbing left turn to
3000 direct HUROG
and hold.

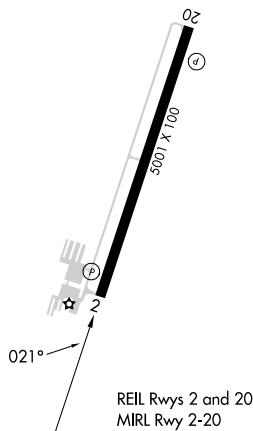
AWOS-3
135.775

MEMPHIS CENTER
128.15 323.125

UNICOM
122.8 (CTAF)



CATEGORY		A	B	C	D
LPV	DA	993-7/8	275 (300-7/8)		NA
LNAV/ VNAV	DA	1428-2	710 (800-2)		NA
LNAV	MDA	1420-1	702 (800-1)	1420-2	702 (800-2)
CIRCLING		1420-1 702 (800-1)	1480-1 762 (800-1)	1540-2 1/2 822 (900-2 1/2)	1640-3 922 (1000-3)



LEWISBURG, TENNESSEE

AL-6023 (FAA)

26022

APP CRS 201°	Rwy Ldg TDZE 710 Apt Elev 718
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RNAV (GPS) RWY 20

ELLINGTON (LUG)

RNP APCH-GPS.



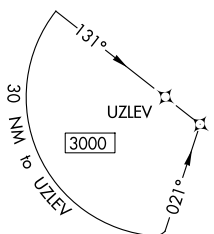
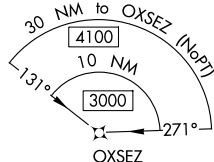
When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 120 feet and visibility LNAV Cats C and D and Circling Cats B and C ¼ SM. Circling to Rwy 2 NA at night. Straight-in Rwy 20 NA at night, Circling Rwy 20 NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 3000 direct
HUROG and hold.

AWOS-3
135.775

MEMPHIS CENTER
128.15 323.125

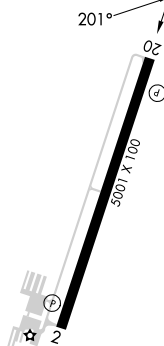
UNICOM
122.8 (CTAF)



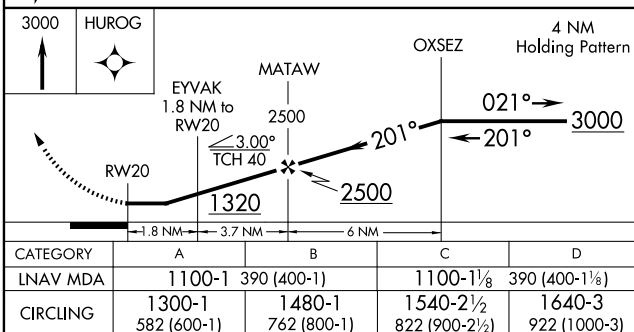
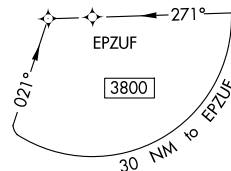
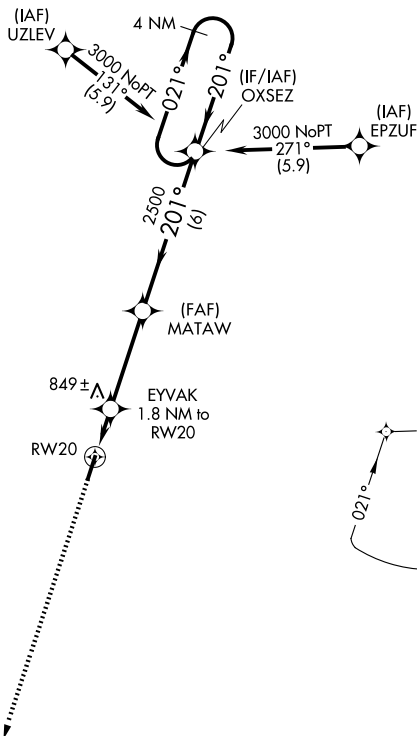
MISSED APCH FIX
HUROG



ELEV 718 TDZE 710



REIL Rwy 2 and 20
MIRL Rwy 2-20



LEWISBURG, TENNESSEE
Amdt 1C 22JAN26

35°30'N-86°48'W

ELLINGTON (LUG)
RNAV (GPS) RWY 20

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42824 W05A	APP CRS 045°	Rwy Ldg TDZE 411 Apt Elev 412	5002
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RNAV (GPS) RWY 5

HANCOCK COUNTY/RON LEWIS FLD (KY8)

RNP APCH.

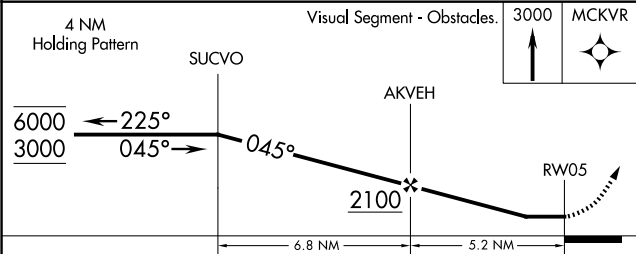
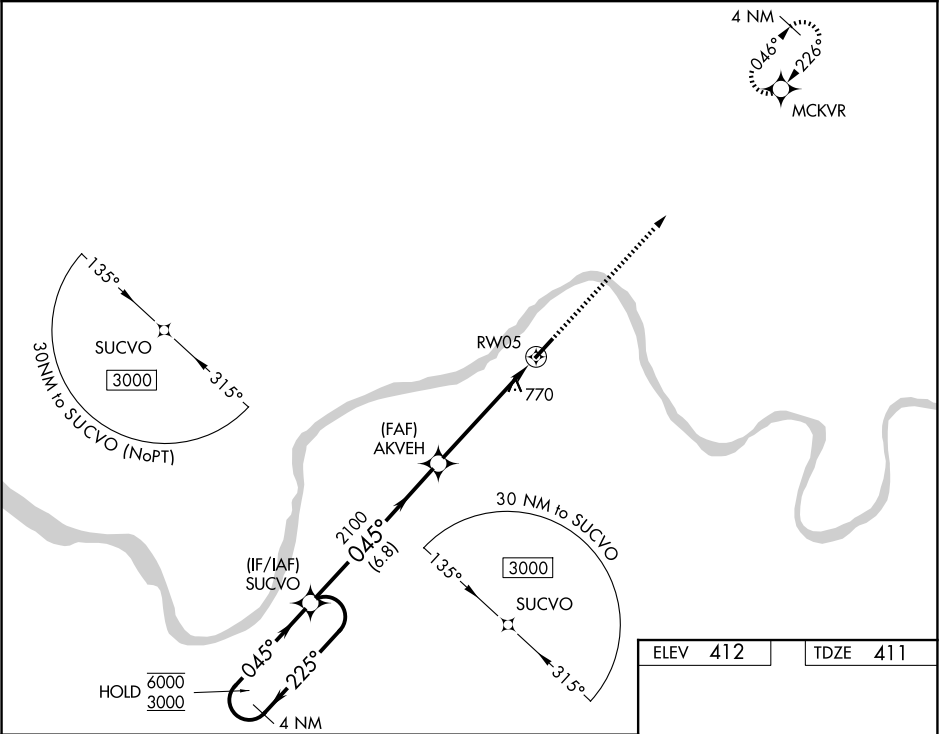
▼

NA

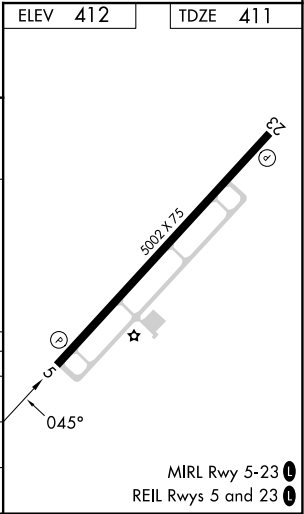
Rwy 5 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Owensboro altimeter setting and increase all MDAs 60 feet; increase LP and LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH:
Climb to 3000 direct MCKVR and hold.

AWOS-3 119.775	EVANSVILLE APP CON ★ 124.025 290.9	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1020-1	609 (700-1)	1020-1¾ 609 (700-1¾)	NA
LNAV MDA	1020-1	609 (700-1)	1020-1¾ 609 (700-1¾)	NA
CIRCLING	1020-1 608 (700-1)	1080-1 668 (700-1)	1080-1¾ 668 (700-1¾)	NA



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LEWISPORT, KENTUCKY

AL-10388 (FAA)

25219

WAAS CH 61324 W23A	APP CRS 226°	Rwy Ldg TDZE Apt Elev	5002 411 411
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RNAV (GPS) RWY 23

HANCOCK COUNTY/RON LEWIS FLD (KY8)

RNP APCH - GPS.

T Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems,
A LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:
Climb to 3000 direct
SUCVO and hold.

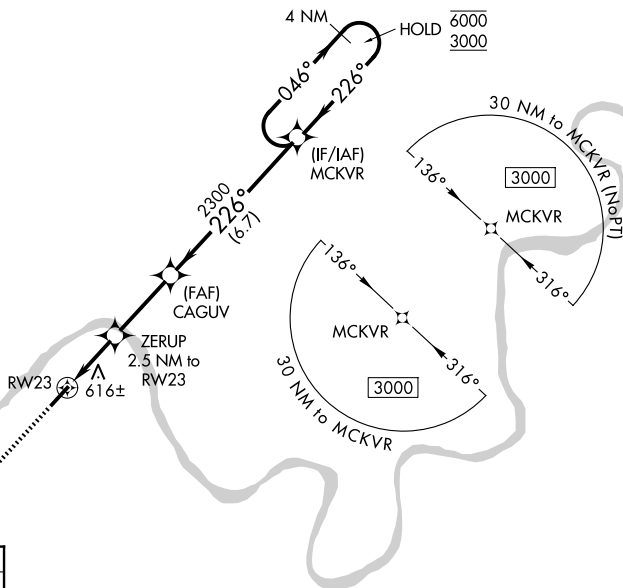
AWOS-3
119.775

EVANSVILLE APP CON ★
124.025 290.9

UNICOM
123.0 (CTAF) 0

MISSED APCH FIX

SUCVO



ELEV 411 TDZE 411

226°

3000

SUCVO

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 45).

4 NM

Holding Pattern

RW23

ZERUP

2.5 NM to RW23

CAGUV

2300

MCKVR

046°

226°

6000

3000

1.3 NM to RW18

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

1.3 NM

1.2 NM

2.9 NM

6.7 NM

RW23

1260

2300

226°

2300

GP 3.15°

TCH 58

LEWISPORT, KENTUCKY

Amdt 2 14JUL22

HANCOCK COUNTY/RON LEWIS FLD (KY8)

37°57'N-86°51'W

RNAV (GPS) RWY 23

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

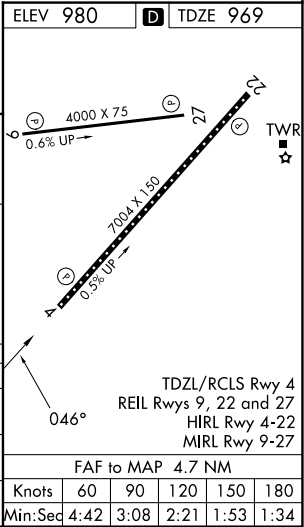
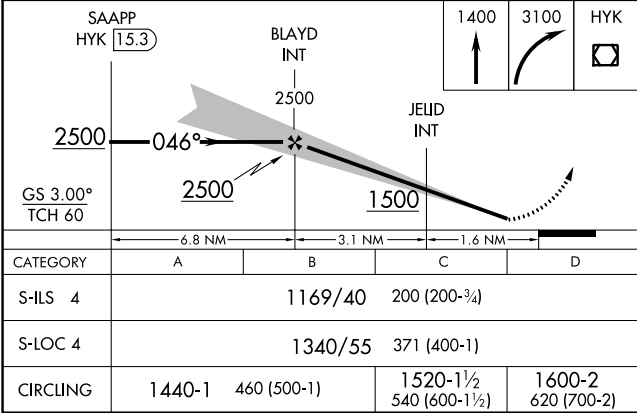
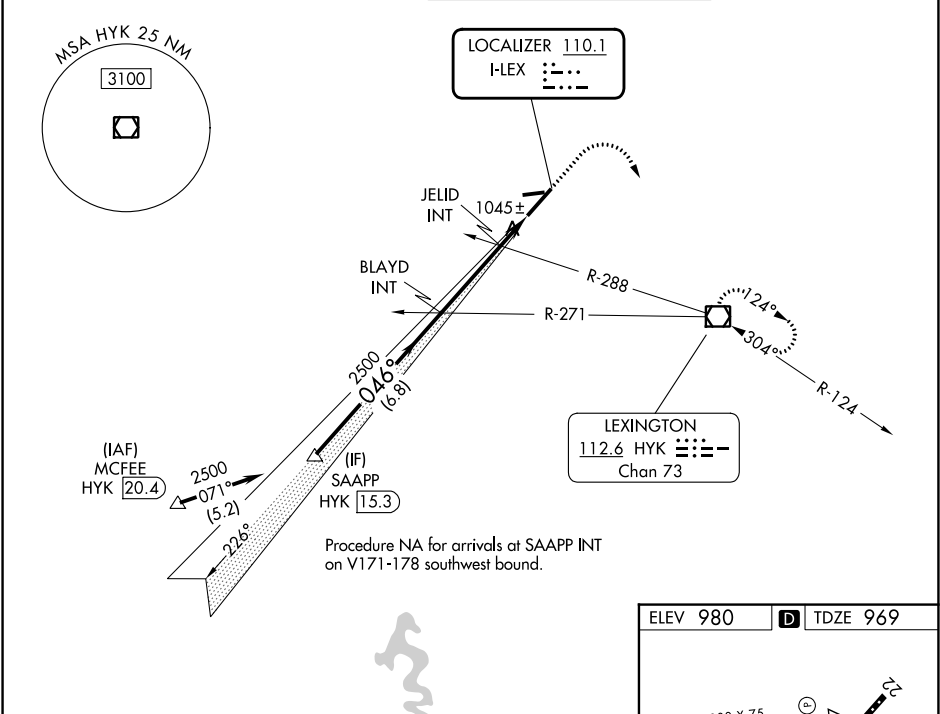
LOC I-LEX 110.1	APP CRS 046°	Rwy Ldg TDZE Apt Elev	7004 969 980
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ILS or LOC RWY 4

BLUE GRASS (LEX)

DME required for procedure entry.		MISSED APPROACH: Climb to 1400 then climbing right turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.
▼ ▲	When local altimeter setting not received, use FFT altimeter setting: increase S-ILS 4 DA to 1231 feet and all visibilities to RVR 4500; increase all MDAs 80 feet and Circling visibility Cats C and D ¼ SM.	

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9
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LEXINGTON, KENTUCKY

AL-697 (FAA)

26246

LOC I-GNJ 111.75	APP CRS 226°	Rwy Ldg TDZE Apt Elev	7004 980 980
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ILS or LOC RWY 22

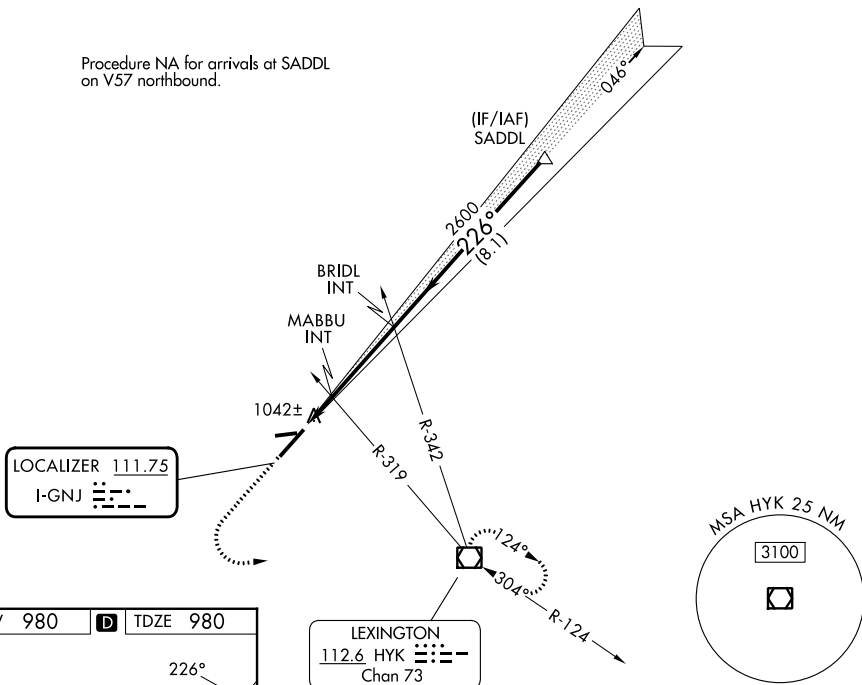
BLUE GRASS (LEX)

- ▼ When local altimeter setting not received, use FFT altimeter setting: increase S-ILS 22 DA to 1242 feet and all visibilities $\frac{1}{8}$ SM; increase all MDAs 80 feet and visibility Cat C/D $\frac{1}{4}$ SM.
- ▲

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 direct HYK VOR/DME and hold, continue climb-in-hold to 3100.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9
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Procedure NA for arrivals at SADDL on V57 northbound.



ELEV 980	D	TDZE 980
TDZL/RCLS Rwy 4 REIL Rwy 9, 22 and 27 HIRL Rwy 4-22 MIRL Rwy 9-27		
FAF to MAP 4.9 NM		
Knots	60	90 120 150 180
Min:Sec	4:54	3:16 2:27 1:58 1:38

1400	3100	HYK	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 60).	
		226°	3000	GS 3.00° TCH 56
1.6 NM		3.3 NM	8.1 NM	
CATEGORY	A	B	C	D
S-ILS 22	1180- $\frac{3}{4}$ 200 (200- $\frac{3}{4}$)			
S-LOC 22	1360-1	380 (400-1)	1360-1 $\frac{1}{8}$	380 (400-1 $\frac{1}{8}$)
CIRCLING	1440-1	460 (500-1)	1520-1 $\frac{1}{2}$ 540 (600-1 $\frac{1}{2}$)	1600-2 620 (700-2)

LEXINGTON, KENTUCKY
Amdt 21A 11JUN26

38°02'N-84°37'W

BLUE GRASS (LEX)

ILS or LOC RWY 22

WAAS CH 70401 W04A	APP CRS 046°	Rwy Ldg TDZE 969 Apt Elev 980	7004 969 980
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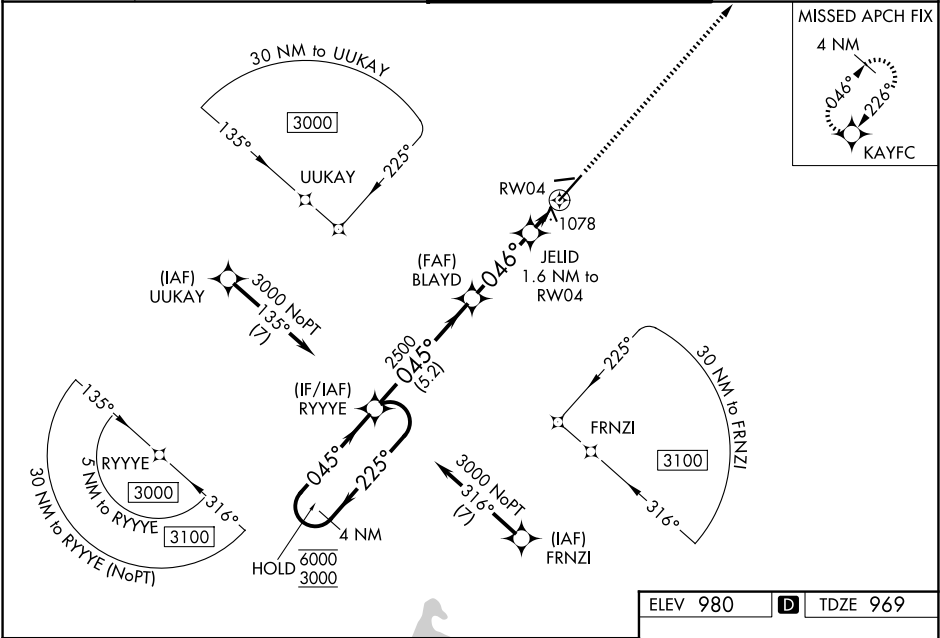
RNAV (GPS) RWY 4
BLUE GRASS (LEX)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct KAYFC and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9
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4 NM Holding Pattern

6000
3000

← 225°
→ 045°

RYYYE

BLAYD

JELID

3000 KAYFC

GP 3.00°
TCH 60

2500

1500

5.2 NM

3.1 NM

0.5

1.1

CATEGORY	A	B	C	D
LPV DA	1169/40 200 (200-¾)			
LNAV/VNAV DA	1340/55 371 (400-1)			
LNAV MDA	1340/55 371 (400-1)			
CIRCLING	1440-1	460 (500-1)	1520-1½ 540 (600-1½)	1600-2 620 (700-2)

ELEV 980

D

TDZE 969

4000 X 75

0.6% UP

27

TWR

700 X 150

0.5% UP

046°

TDZL/RCLS Rwy 4
REIL Rwy 9, 22 and 27
HIRL Rwy 4-22
MIRL Rwy 9-27

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LEXINGTON, KENTUCKY

AL-697 (FAA)

26246

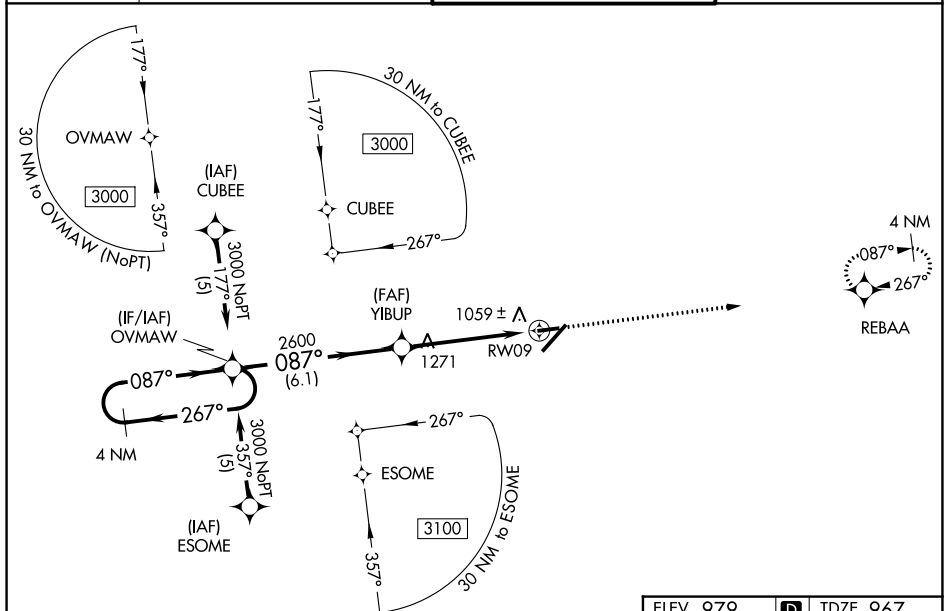
WAAS CH 86918 W09A	APP CRS 087°	Rwy Ldg TDZE Apt Elev	4000 967 979
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RNAV (GPS) RWY 9

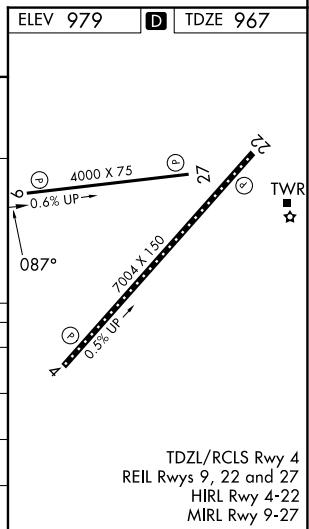
BLUE GRASS (LEX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct REBAA and hold.
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ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9
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4 NM Holding Pattern		OVMAW		3000	REBAA
GP 3.00° TCH 43		YIBUP		1.7 NM to RW09	RW09
6.1 NM		3.3 NM		1.7 NM	
CATEGORY	A	B	C	D	
LPV DA	1217-1		250 (300-1)		
LNAV/ VNAV DA	1359-1½		392 (400-1½)		
LNAV MDA	1540-1	573 (600-1)	1540-1⅝ 573 (600-1⅝)	1540-1¾ 573 (600-1¾)	
CIRCLING	1540-1	561 (600-1)	1540-1½ 561 (600-1½)	1600-2 621 (700-2)	



LEXINGTON, KENTUCKY
Orig-C 03SEP26

38°02'N-84°37'W

BLUE GRASS (LEX)
RNAV (GPS) RWY 9

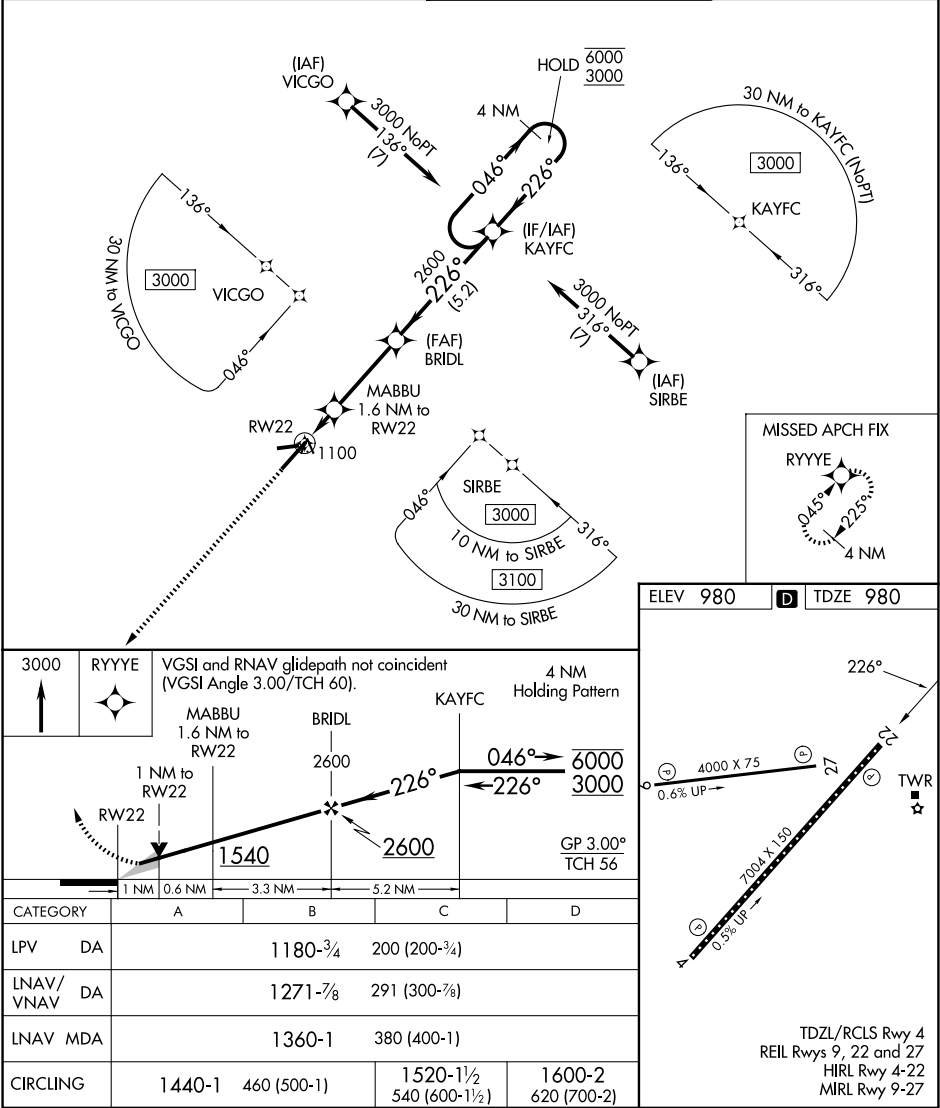
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90201 W22A	APP CRS 226°	Rwy Ldg TDZE 980 Apt Elev 980	7004
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RNAV (GPS) RWY 22
BLUE GRASS (LEX)

RNP APCH - GPS.			MISSED APPROACH: Climb to 3000 direct RYYYE and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using FFT altimeter setting. When local altimeter setting not received, use FFT altimeter setting and increase LPV DA to 1242 feet and all visibilities ½ SM. Increase LNAV/VNAV DA to 1333 feet and all visibilities ½ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat C/D ¼ SM.			
ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	
			GND CON 121.9



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

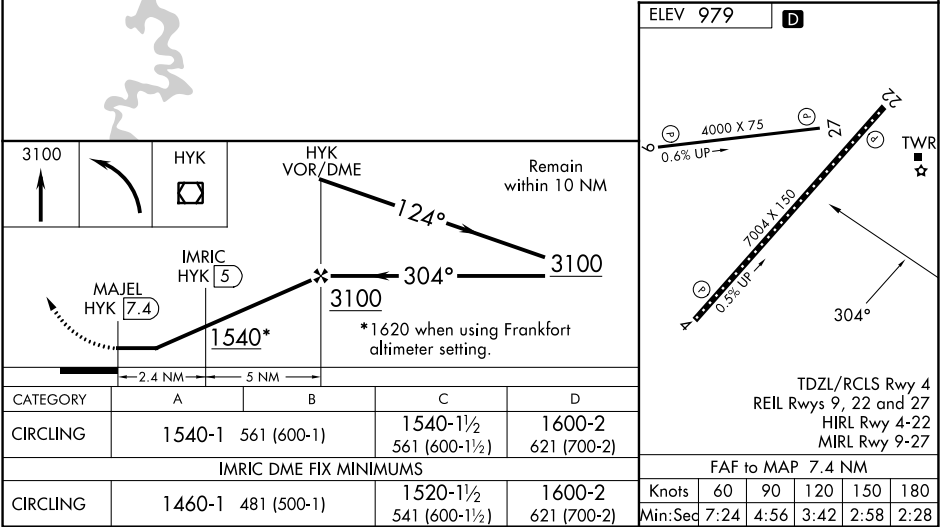
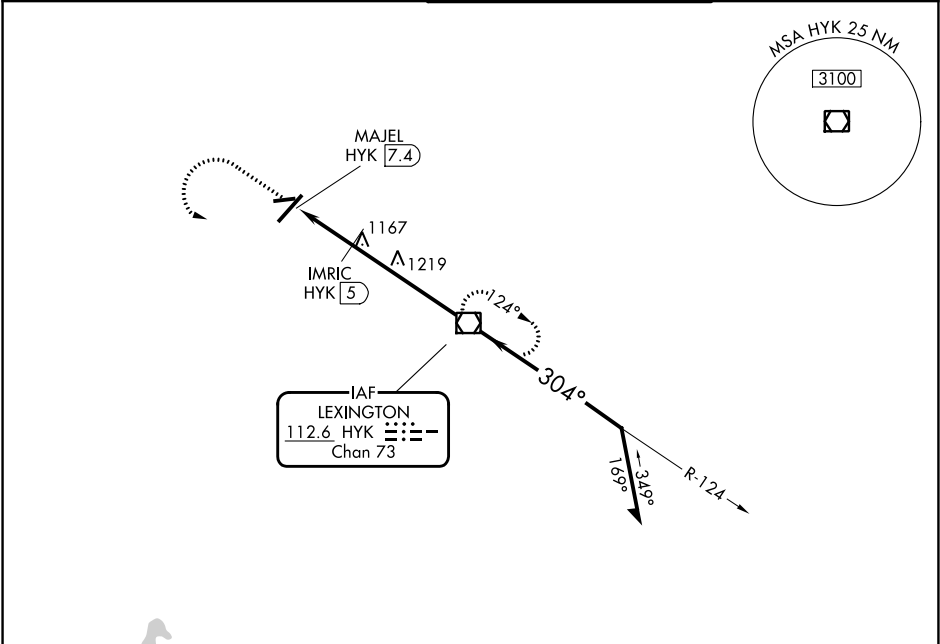
▼

▲

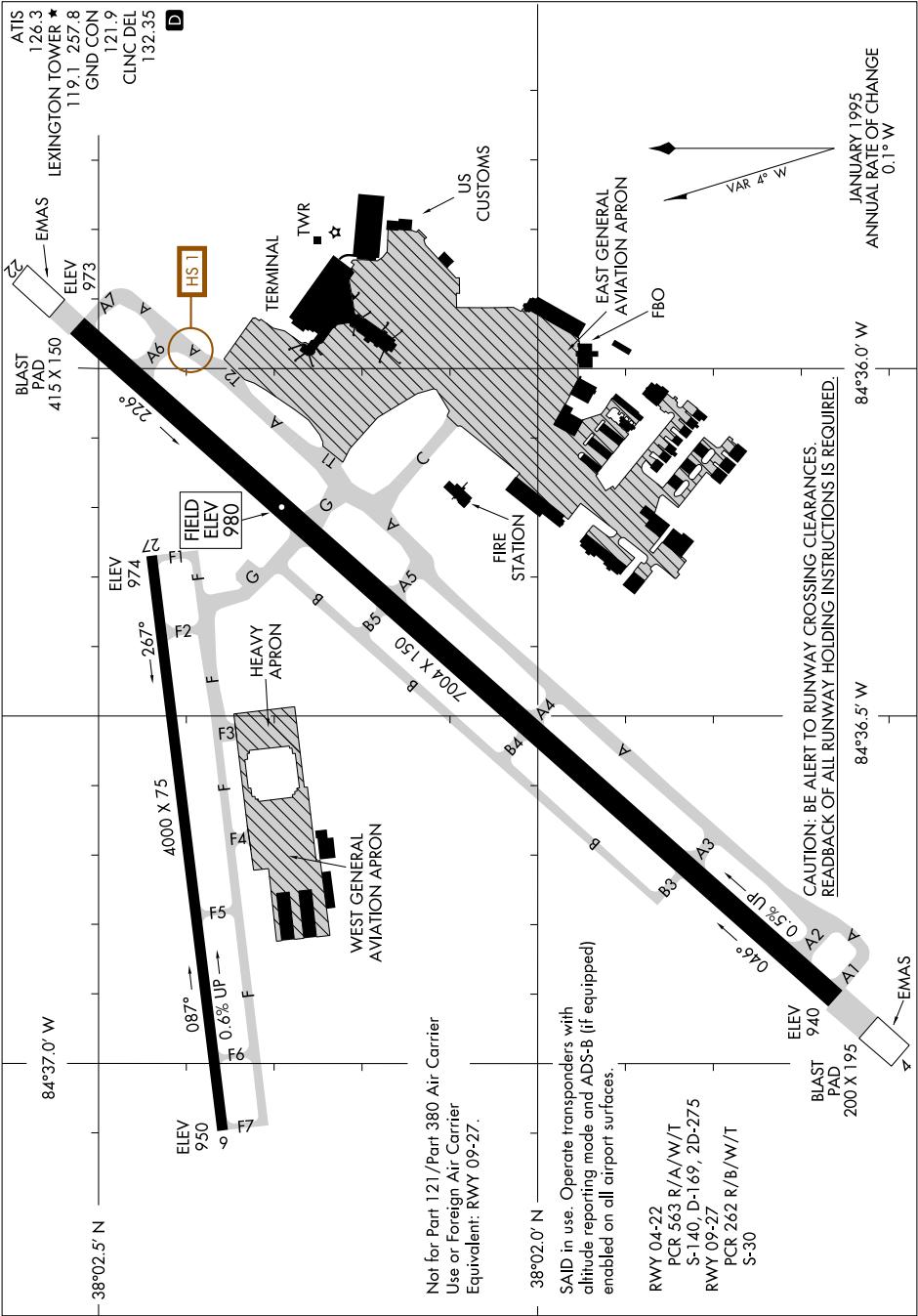
When local altimeter setting not received, use Frankfort altimeter setting and increase all MDAs 80 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 3100 then left turn direct HYK VOR/DME and hold.

ATIS 126.3	LEXINGTON APP CON 120.15 259.3 (040°-220°) 120.75 298.9 (221°-039°)	LEXINGTON TOWER 119.1 257.8	GND CON 121.9
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SE-1, 03 SEP 2026 to 29 OCT 2026



JANUARY 1995
ANNUAL RATE OF CHANGE
0.1° W

84°36.0' W

84°36.5' W

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90116 W01A	APP CRS 013°	Rwy Ldg TDZE Apt Elev	6000 467 488
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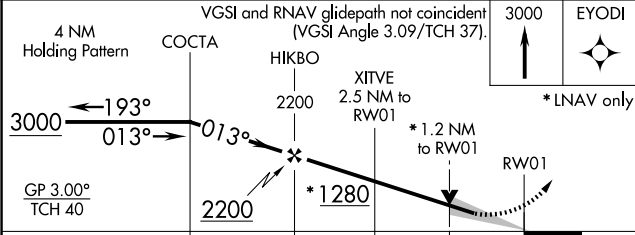
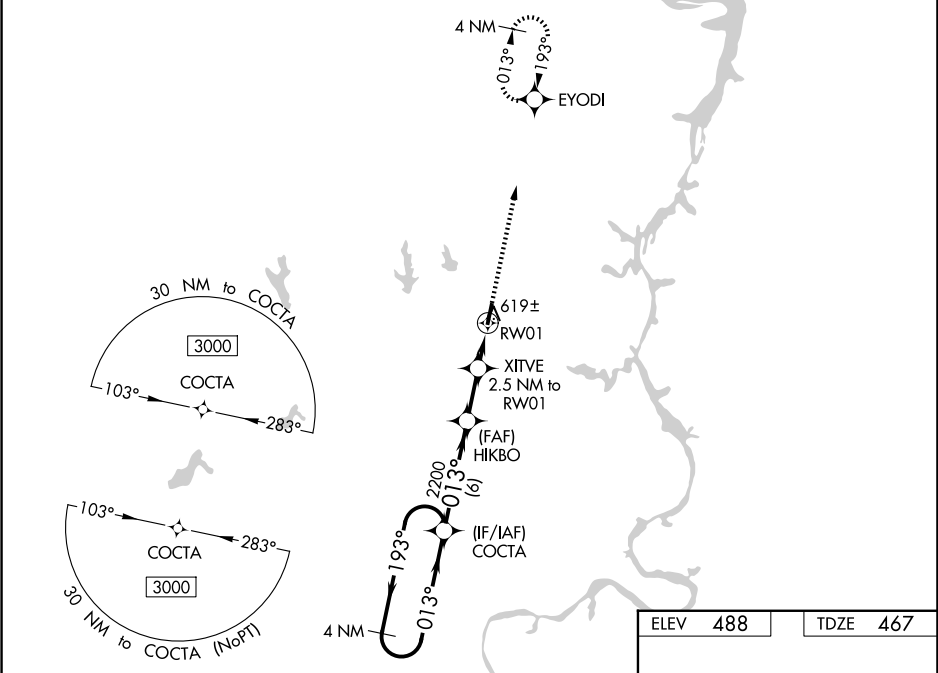
RNAV (GPS) RWY 1

BEECH RIVER RGNL (PVE)

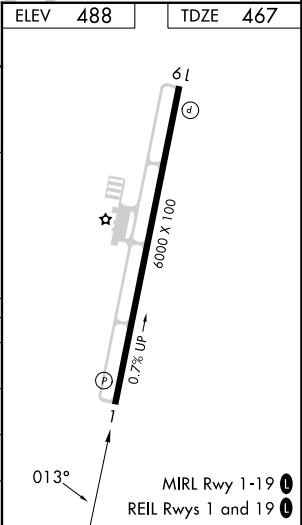
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5° F) or above 54°C (130°F).
⚠ DME/DMÉ RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 807 and all Cats visibility $\frac{3}{8}$ mile; increase LNAV/VNAV all Cats DA to 911 and all Cats visibility $\frac{3}{8}$ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility $\frac{1}{2}$ mile and Circling Cat D visibility $\frac{1}{2}$ mile. Baro-VNAV and VDP NA when using Jackson altimeter setting.

MISSED APPROACH:
Climb to 3000 direct EYODI and hold.

AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA	717- $\frac{7}{8}$		250 (300- $\frac{7}{8}$)	
LNAV/VNAV DA	821-1 $\frac{1}{4}$		354 (400-1 $\frac{1}{4}$)	
LNAV MDA	880-1	413 (400-1)	880-1 $\frac{1}{8}$	413 (400-1 $\frac{1}{8}$)
CIRCLING	940-1 452 (500-1)	980-1 492 (500-1)	1000-1 $\frac{1}{2}$ 512 (600-1 $\frac{1}{2}$)	1200-2 $\frac{1}{4}$ 712 (800-2 $\frac{1}{4}$)



WAAS CH 97316 W19A	APP CRS 193°	Rwy Ldg TDZE Apt Elev	6000 488 488
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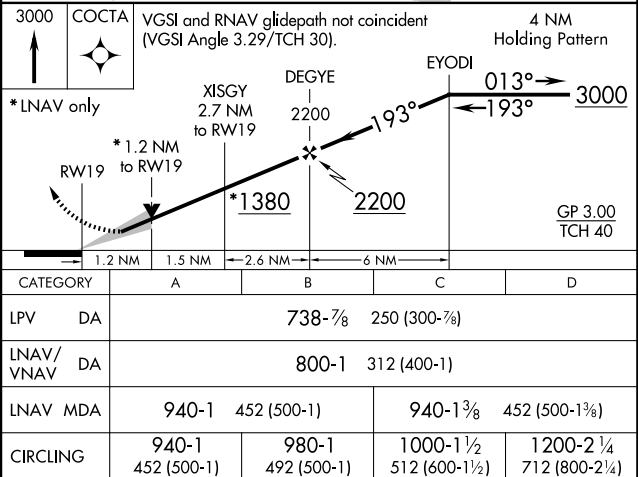
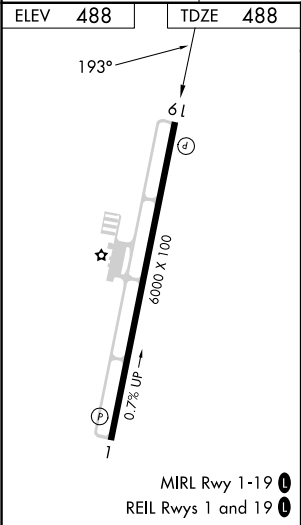
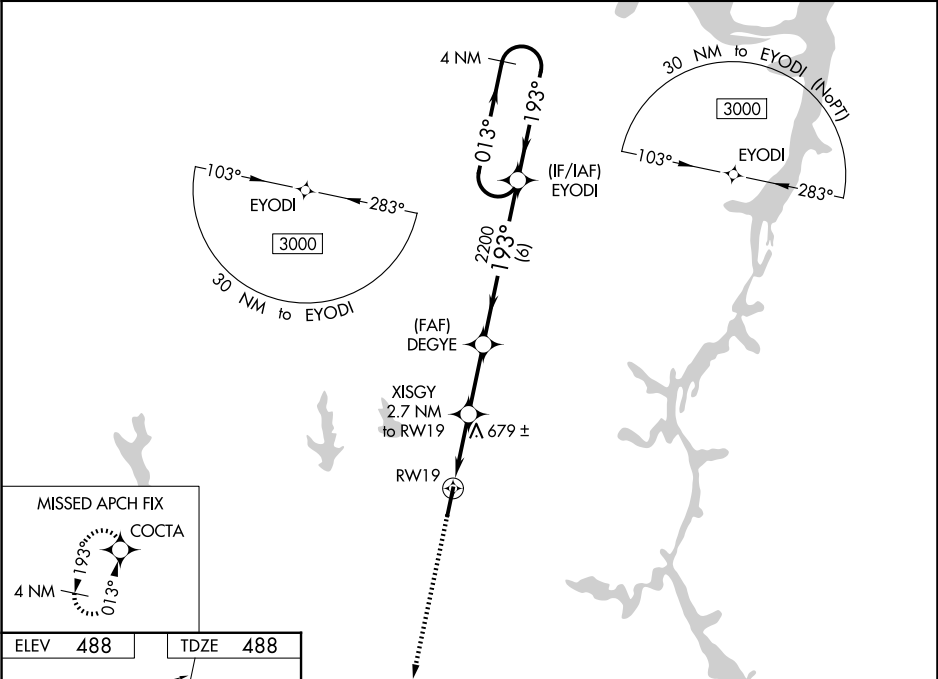
RNAV (GPS) RWY 19

BEECH RIVER RGNL (PVE)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5 °F) or above 54 °C (130°F).
▲ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Jackson altimeter setting: increase LPV all Cats DA to 828 and all Cats visibility ¼ mile; increase LNAV/VNAV all Cats DA to 890 and all Cats visibility ⅓ mile; increase all MDA 100 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile and Circling Cat D visibility ½ mile. VDP and Baro-VNAV NA when using Jackson altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
COCTA and hold.

AWOS-3 118.125	MEMPHIS CENTER 125.85 379.25	UNICOM 123.0 (CTAF) 0
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SE-1, 03 SEP 2026 to 29 OCT 2026

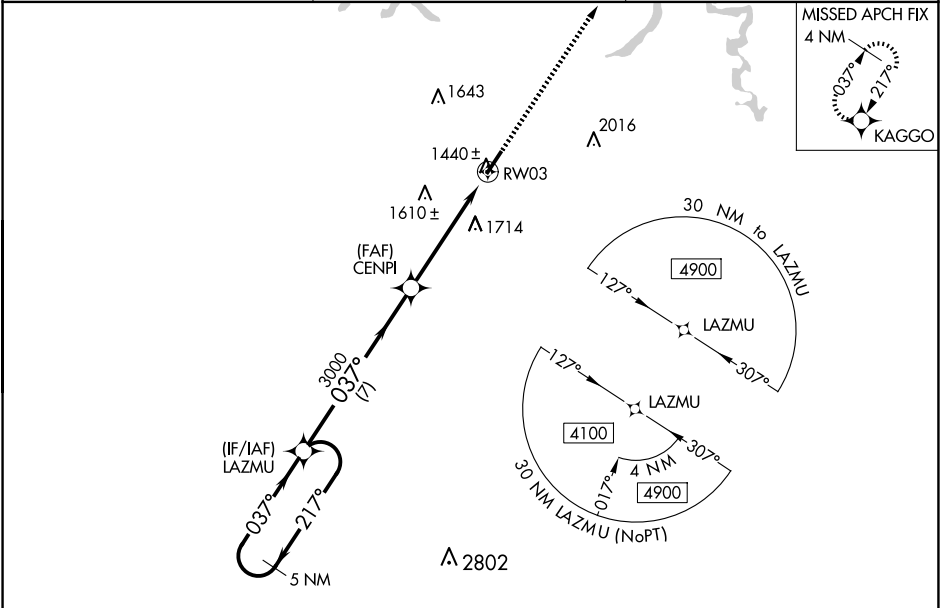
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86934 W03A	APP CRS 037°	Rwy Idg TDZE Apt Elev	5007 1370 1372
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RNAV (GPS) RWY 3
LIVINGSTON MUNI (8A3)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4000 direct KAGGO and hold.
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AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF)
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5 NM Holding Pattern		Visual Segment - Obstacles.		4000	KAGGO
LAZMU		CENPI		RW03	
4100		3000			
217°		037°			
037°		037°			
7 NM		5 NM			
CATEGORY	A	B	C	D	
LP MDA	1720-1		350 (400-1)		
LNAV MDA	1840-1	470 (500-1)	1840-1 3/8	470 (500-1 3/8)	
CIRCLING	1880-1 508 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2360-3 988 (1000-3)	

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LIVINGSTON, TENNESSEE

AL-6526 (FAA)

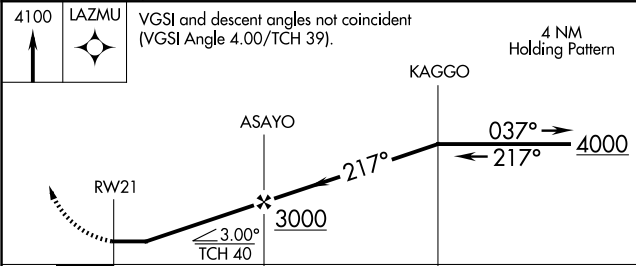
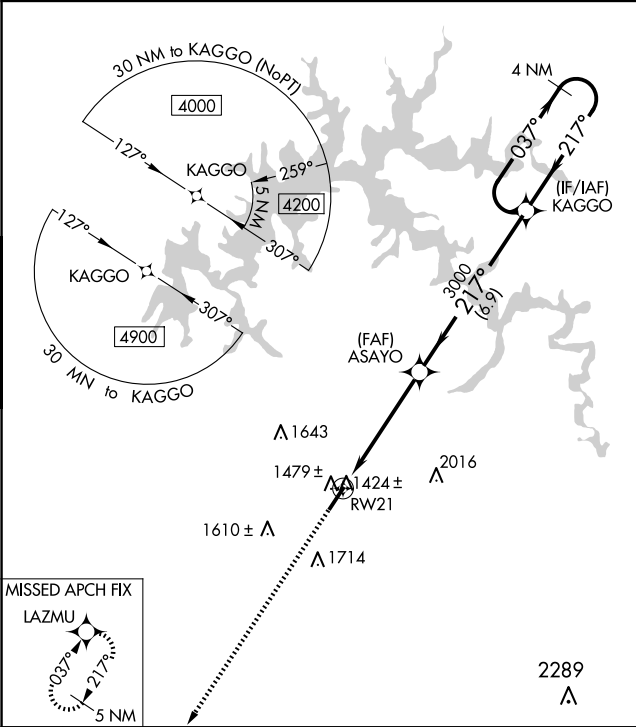
24081

WAAS CH 99730 W21A	APP CRS 217°	Rwy Idg TDZE Apt Elev	5007 1372 1372
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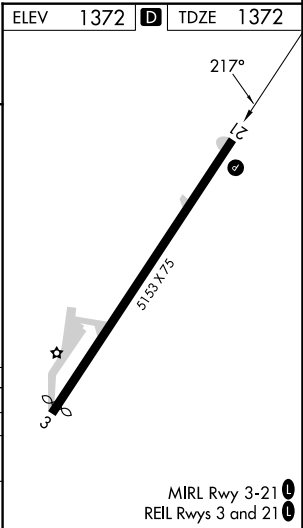
RNAV (GPS) RWY 21
LIVINGSTON MUNI (8A.3)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4100 direct LAZMU and hold.
▼ ▲ Circling Rwy 3 NA at night. When local altimeter setting not received, use Crossville altimeter setting and increase all MDA 140 feet; increase LP and LNAV Cats C/D visibility ¾ mile; increase Circling Cat B visibility ¼ mile and Circling Cats C/D visibility ½ mile. Rwy 21 helicopter visibility reduction below ¾ SM NA.		

AWOS-3 126.175	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1700-1		328 (400-1)	
LNAV MDA	1760-1	388 (400-1)	1760-1 1/8	388 (400-1 1/8)
CIRCLING	1880-1 508 (600-1)	2080-1 708 (800-1)	2080-2 708 (800-2)	2360-3 988 (1000-3)



LIVINGSTON, TENNESSEE
Amdt 1C 11AUG22

36°25'N-85°19'W

LIVINGSTON MUNI (8A.3)
RNAV (GPS) RWY 21

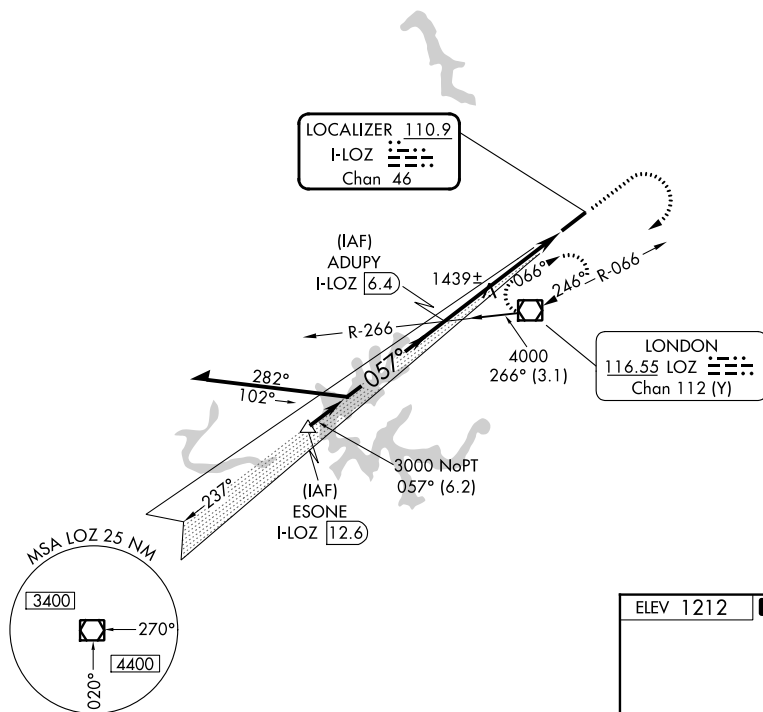
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

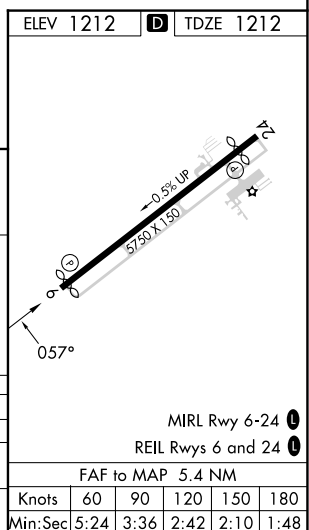
ILS or LOC RWY 6
LONDON/CORBIN/MAGEE (LOZ)

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct LOZ VOR/DME and hold, continue climb-in-hold to 4000.

ASOS 119.075	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 6	1462-1 250 (300-1)			
S-LOC 6	1720-1	508 (600-1)	1720-1½	508 (600-1½)
CIRCLING	1780-1 568 (600-1)	2040-1¼ 828 (900-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)



LONDON, KENTUCKY

AL-720 (FAA)

25219

WAAS CH 65799 W06A	APP CRS 057°	Rwy Ldg TDZE 1212 Apt Elev 1212
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RNAV (GPS) RWY 6

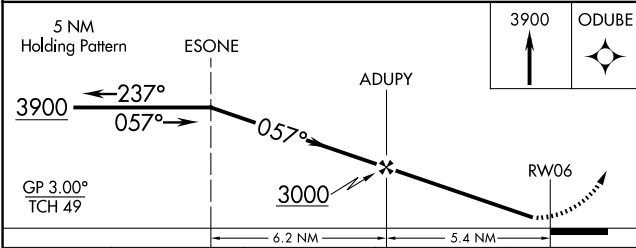
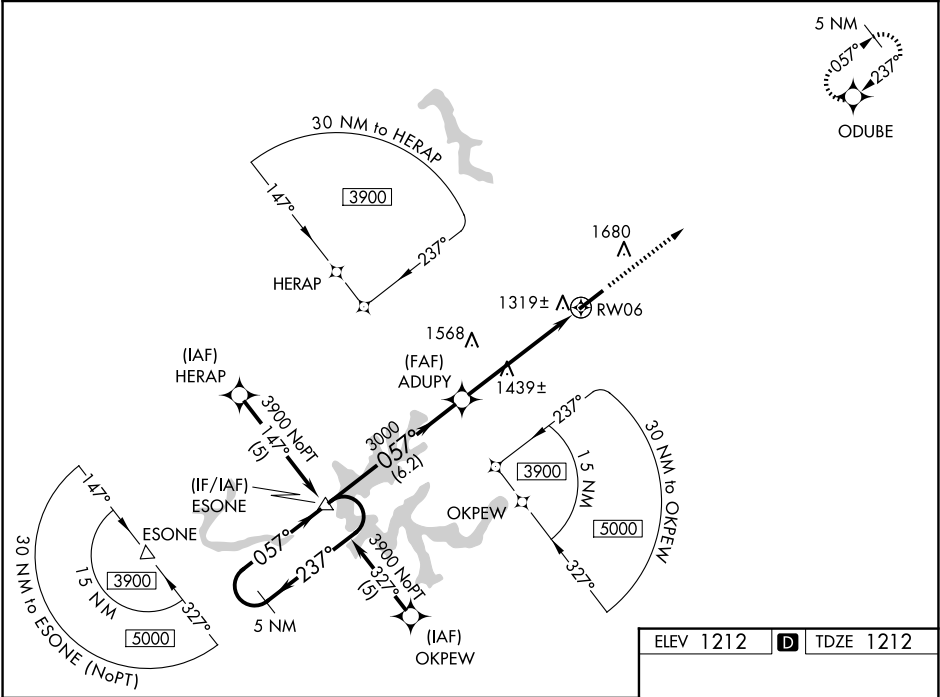
LONDON/CORBIN/MAGEE (LOZ)

RNP APCH

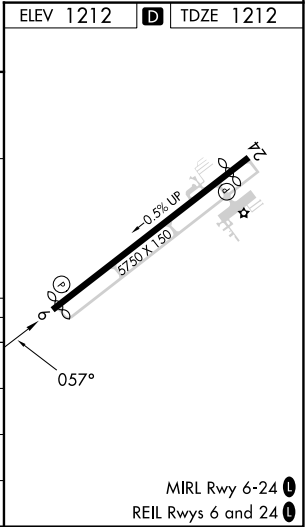
▼ Visibility reduction by helicopters NA. When local altimeter setting not received, use Somerset altimeter setting: increase LPV DA to 1566 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1702 feet and visibility all Cats ½ SM; increase all MDAs 100 feet and LNAV Cat C visibility ¼ SM, Cat D visibility ½ SM, and Circling Cat C/D visibility ¼ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17° C or above 46° C. Baro-VNAV and VDP NA when using Somerset altimeter setting.

MISSED APPROACH:
Climb to 3900 direct
ODUBE and hold.

ASOS 119.075	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.0 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1466-1	254 (300-1)	
LNAV/VNAV DA		1602-1¼	390 (400-1¼)	
LNAV MDA	1720-1	508 (600-1)	1720-1½	508 (600-1½)
CIRCLING	1780-1 568 (600-1)	2040-1¼ 828 (900-1¼)	2040-2½ 828 (900-2½)	2040-2¾ 828 (900-2¾)



LONDON, KENTUCKY
Orig-B 20MAY21

37°05'N-84°05'W

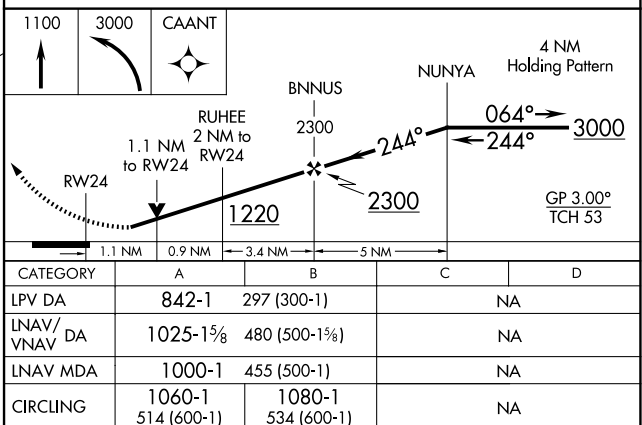
LONDON/CORBIN/MAGEE (LOZ)
RNAV (GPS) RWY 6

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 24
BOWMAN FLD (LOU)

MISSED APPROACH:
Climb to 1100 then
climbing left turn to 3000
direct CAANT and hold.

UNICOM
122.95

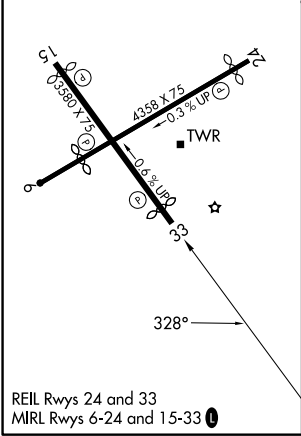
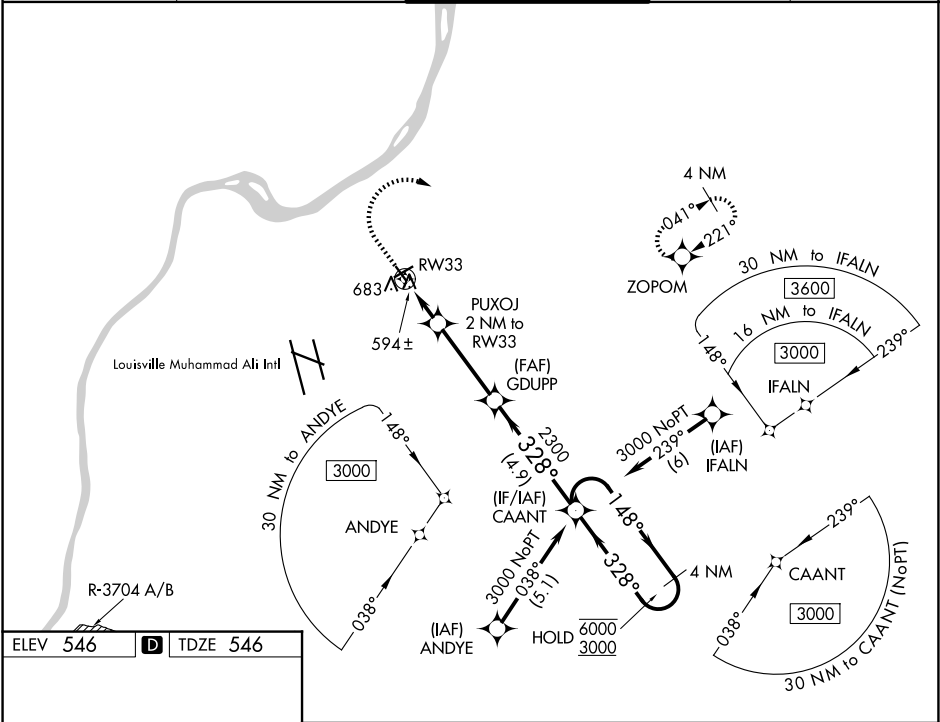
BOWMAN FLD (LOU)
RNAV (GPS) RWY 24

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99526 W33A	APP CRS 328°	Rwy Ldg TDZE 546 Apt Elev 546
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RNAV (GPS) RWY 33
BOWMAN FLD (LOU)

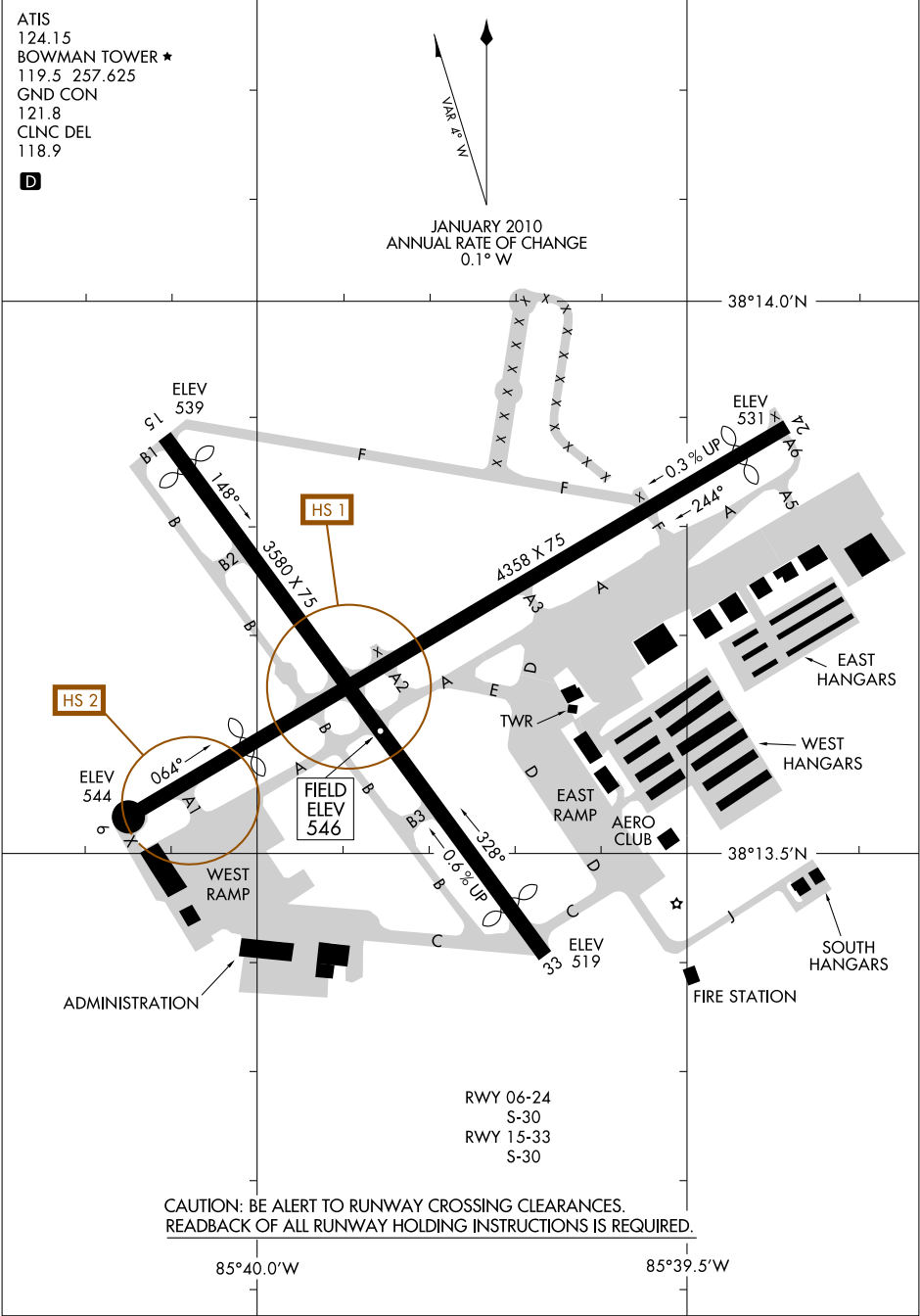
RNP APCH - GPS.		MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct ZOPOM and hold.		
ATIS 124.15	LOUISVILLE APP CON 132.075 327.0	BOWMAN TOWER ★ 119.5 (CTAF) 257.625	GND CON 121.8	UNICOM 122.95



1000	3000	ZOPOM	VGSI and descent angles not coincident (VGSI Angle 3.25/TCH 45).	4 NM Holding Pattern
CAANT				
GDUUP				
PUXOJ 2 NM to RW33				
RW33				
2 NM				
3.4 NM				
4.9 NM				
CATEGORY	A	B	C	D
LP MDA	860-1	314 (400-1)	NA	
LNAV MDA	920-1	374 (400-1)	NA	
CIRCLING	1060-1 514 (600-1)	1080-1 534 (600-1)	NA	

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-PKI 111.95 Chan 56 (Y)	APP CRS 170°	Rwy Ldg TDZE 499 Apt Elev 501
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ILS or LOC RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

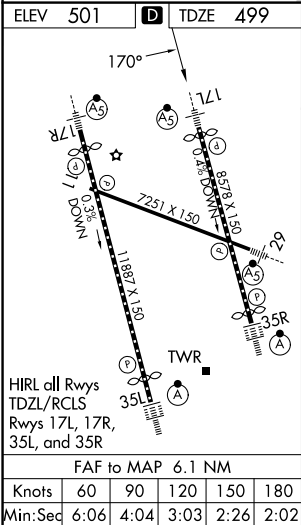
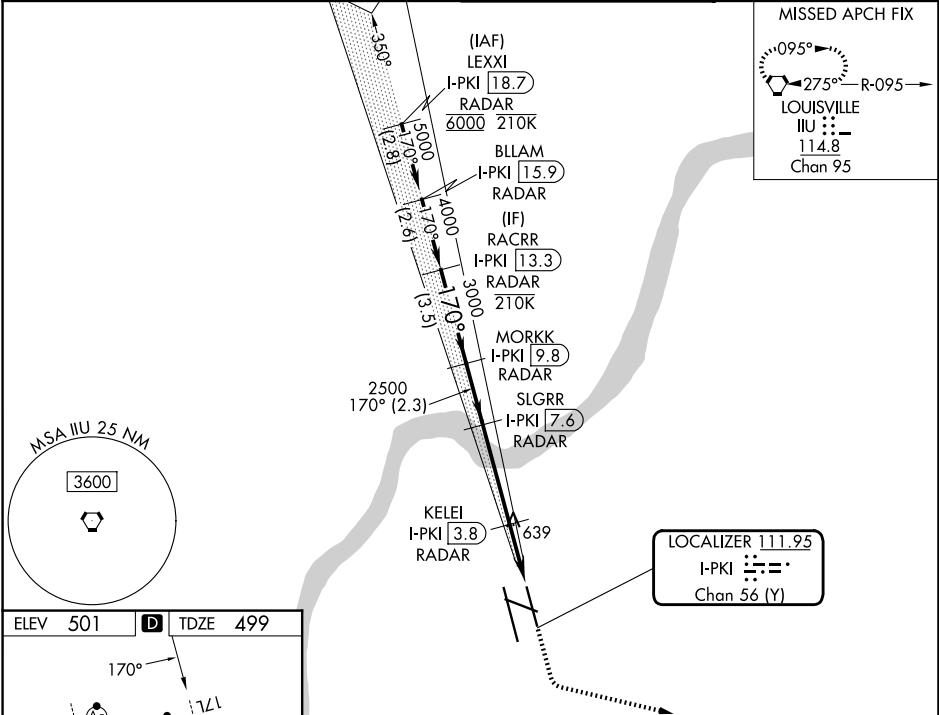
DME or RADAR required. RADAR required for procedure entry.

Simultaneous approach authorized. Circling Rwy 11 NA at night.
For inop ALS, increase S-LOC 17L Cat C/D visibility to 1½ SM.



MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC, continue climb-in-hold to 3000.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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	RACRR I-PKI 13.3 RADAR	MORKK I-PKI 9.8 RADAR	SLGRR I-PKI 7.6 RADAR	KELEI I-PKI 3.8 RADAR	I-PKI 2.7	I-PKI 1.4
GS 3.00° TCH 55	4000	3000	2500	1320		
	3.5 NM	2.3 NM	3.7 NM	1.2 NM	1.2 NM	
CATEGORY	A	B	C	D		
S-ILS 17L	699/18		200 (200-½)			
S-LOC 17L	1000/24	501 (500-½)	1000/55	501 (500-1)		
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)		

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LOUISVILLE, KENTUCKY

AL-239 (FAA)

25331

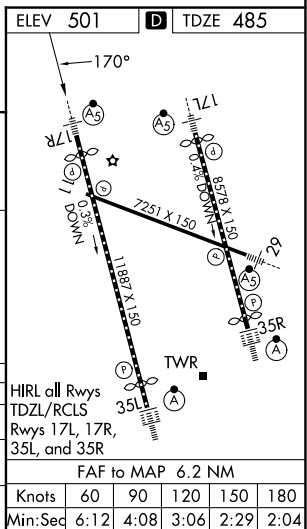
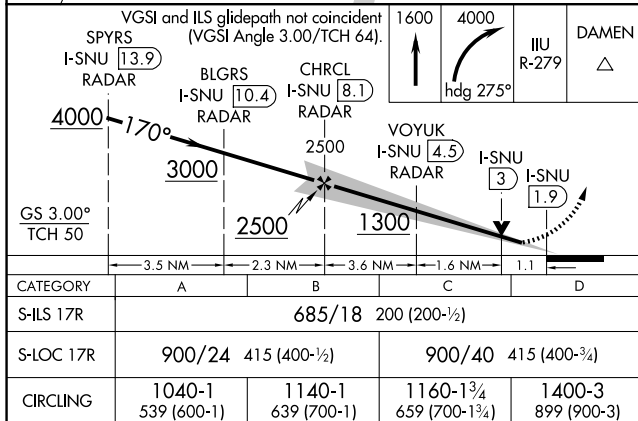
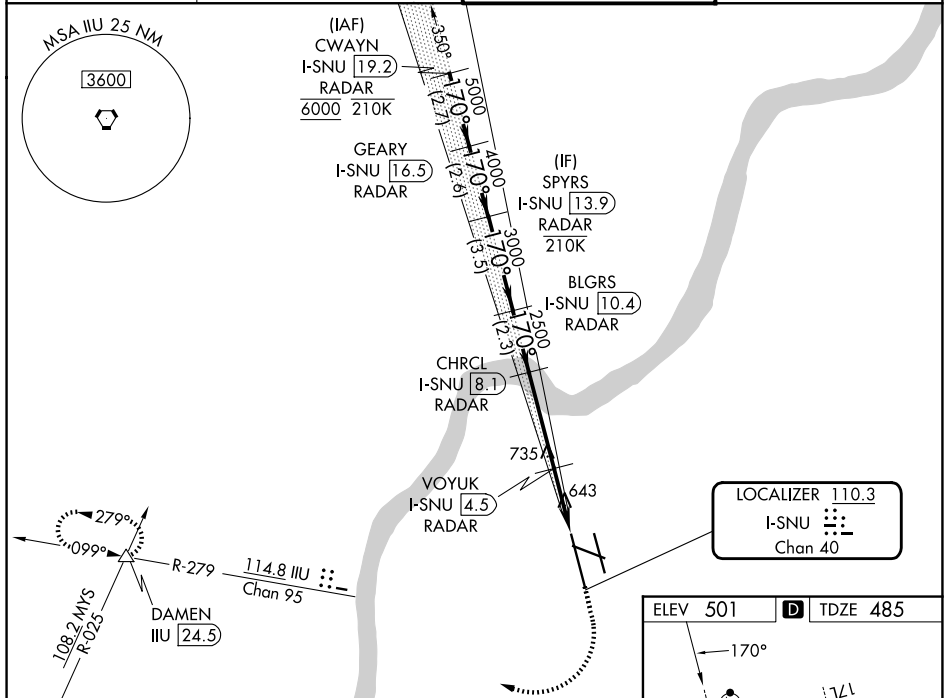
LOC/DME I-SNU 110.3 Chan 40	APP CRS 170°	Rwy Ldg 10000 TDZE 485 Apt Elev 501
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ILS or LOC RWY 17R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

RADAR required for procedure entry at CWAYN. DME or RADAR required.		MALSR 	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 on heading 275° and on IIU VORTAC R-279 to DAMEN INT/24.5 DME and hold.
Simultaneous approach authorized. Circling Rwy 11 NA at night. For Inop ALS, increase S-LOC 17R Cat C/D visibility to RVR 6000.			

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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LOUISVILLE, KENTUCKY
Amdt 5 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)
38°10'N-85°44'W
ILS or LOC RWY 17R

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 35L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ΔISE-2

ALSF-2 MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and IJL VORTAC R-279 to DAMEN INT/IJL 24.5 DME and hold.

Diagram illustrating the HIRL (High Intensity Runway Lighting) system for Runways 17L, 17R, 35L, and 35R. The diagram shows the layout of the runways and the HIRL system. Runway 17L is 8675 ft long, Runway 17R is 7251 ft long, Runway 35L is 11887 ft long, and Runway 35R is 8675 ft long. The HIRL system is shown as a series of lights along the runways. The diagram also shows the TDZL/RCLS for Runways 17L, 17R, 35L, and 35R. The HIRL system is shown as a series of lights along the runways. The diagram also shows the TDZL/RCLS for Runways 17L, 17R, 35L, and 35R.

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

1000 ↑ hdg 240°	4000 ILU R-279 △	DAMEN VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00/TCH 75).		AWLEE INT I-RL1 [13.8] RADAR	
		CRDNL I-RL1 [7.8] RADAR	KNNOX INT I-RL1 [10.7] RADAR		
		BARRR I-RL1 [4.5]	350°		4000
		IM I-RL1 [1.8]	2400	3000	GS 3.00° TCH 59
		0.1	1.7	0.9 NM	3.3 NM
		3 NM		3.1 NM	
CATEGORY	A	B	C	D	
S-ILS 35L	664/18 200 (200-½)				
S-LOC 35L	1100/24	636 (600-½)	1100-1⅓	636 (600-1⅓)	
CIRCLING	1100-1 599 (600-1)	1140-1 639 (700-1)	1160-1⅓ 659 (700-1¾)	1400-3 899 (900-3)	

LOC/DME I-JJM <u>110.55</u> Chan 42 (Y)	APP CRS 350°	Rwy Ldg 7800 TDZE 479 Apt Elev 501
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ILS or LOC RWY 35R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

ALSF-2

T Simultaneous approach authorized. Circling Rwy 11 NA at night.
A For inop ALS, increase LOC Cat C/D to 5000 RVR.

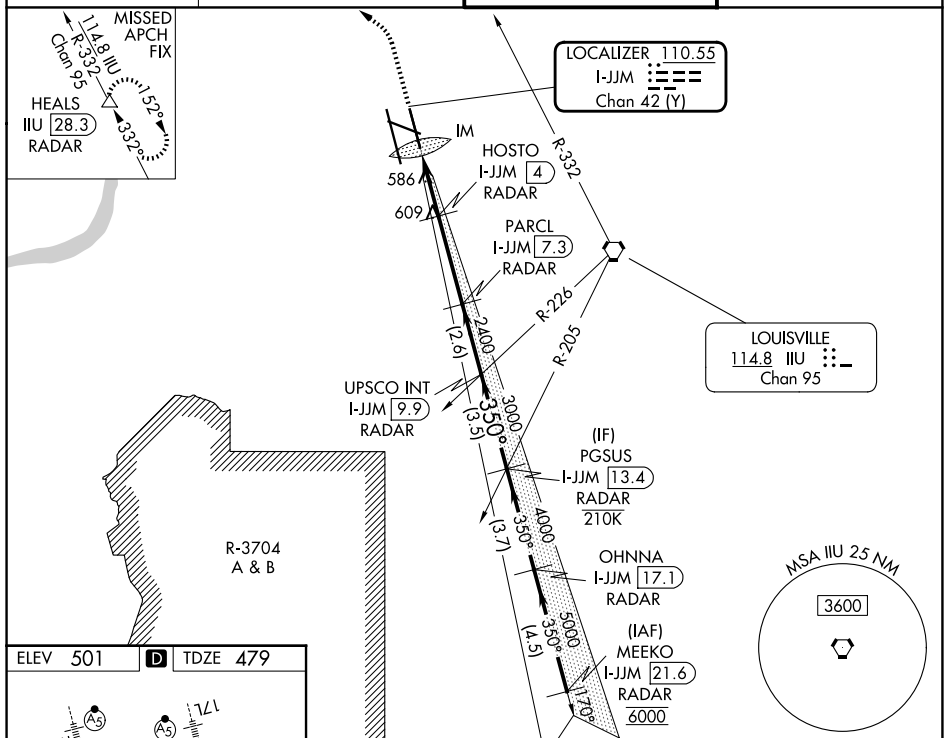
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on IIIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

D-ATIS
118.725

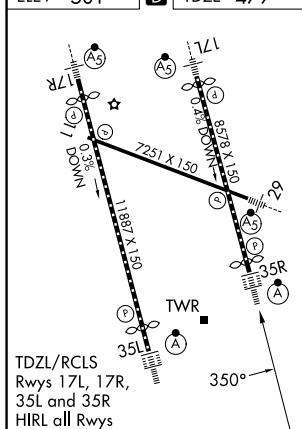
LOUISVILLE APP CON
132.075 327.0

LOUISVILLE TOWER
124.2 257.8

GND CON
121.7 348.6



ELEV	501	D	TDZE	479
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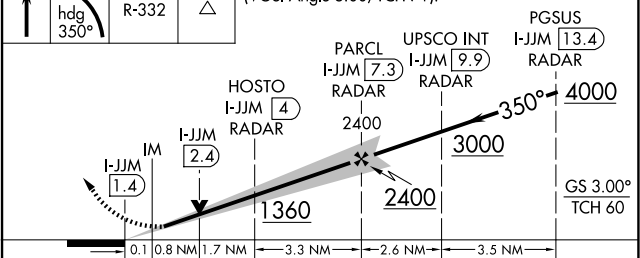


TDZL/RCLS
Rwys 17L, 17R
35L and 35R
HIRL all Rwys

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

2500	4000	IIU	HEALS	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
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CATEGORY	A	B	C	D
S-LS 35R	679/18 200 (200-½)			
S-LOC 35R	840/24	361 (400-½)	840/35	361 (400-⅝)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-13½ 659 (700-1¾)	1400-3 899 (900-3)

LOUISVILLE, KENTUCKY
Amdt 6 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)
ILS or LOC RWY 35R

38°10'N-85°44'W

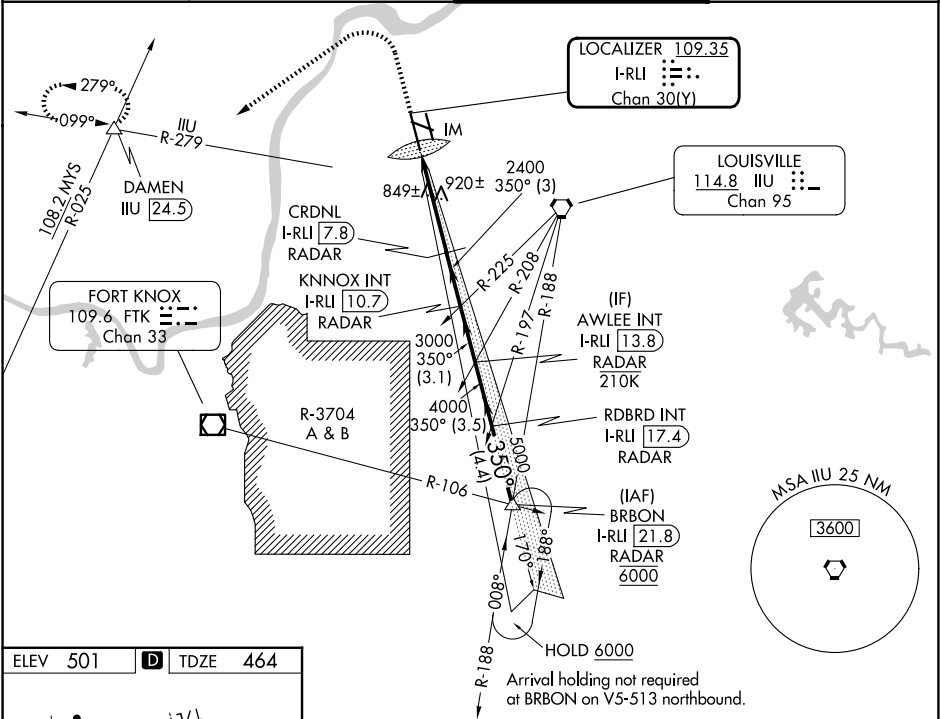
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-RLI 109.35 Chan 30 (Y)	APP CRS 350°	Rwy Ldg TDZE 464 Apt Elev 501
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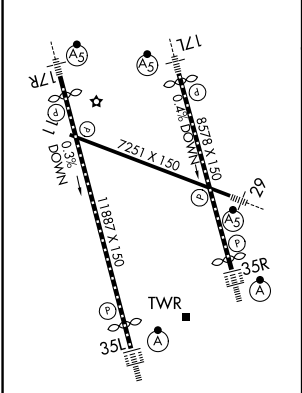
ILS RWY 35L (SA CAT I)
LOUISVILLE MUHAMMAD ALI INTL (SDF')

RADAR required. Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.	ALSF-2 	MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and IIL VORTAC R-279 to DAMEN INT/ IIL 24.5 DME and hold.
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D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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ELEV 501	D	TDZE 464
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HIRL all Rws
TDZL/RCLS Rws 17L, 17R, 35L,
and 35R

1000 ↑ 4000 hdg 240°	IIL R-279	DAMEN △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 59).	AWLEE INT I-RLI 13.8 RADAR
CRDNL I-RLI 7.8 RADAR	KNOX INT I-RLI 10.7 RADAR	IM	350°	4000
2400	2400	3000	350°	4000
1120'	5.9 NM	3 NM	3.1 NM	GS 3.00° TCH 59
CATEGORY	A	B	C	D
S-ILS 35L	RA 154/14 150 DA 614			

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-JJM <u>110.55</u> Chan 42 (Y)	APP CRS 350°	Rwy Ldg 7800 TDZE 479 Apt Elev 501
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ILS RWY 35R (SA CAT I)
LOUISVILLE MUHAMMAD ALI INTL (SDF)

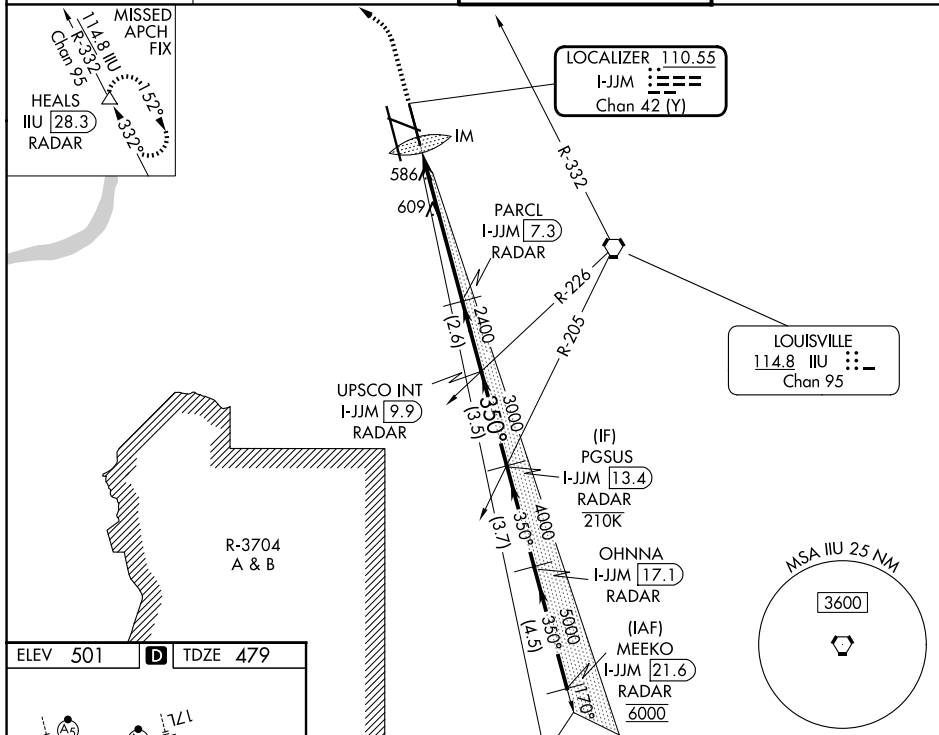
T Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

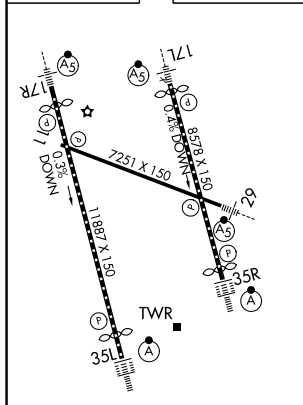


MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on III VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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ELEV 501	D	TDZE 479
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HIRL all Rwys
TDZL/RCLS Rwys 17L, 17R, 35L,
and 35R

2500 ↑ hdg 350°	4000 ILU R-332 △	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).			
		PARCL I-JJM 7.3 RADAR	UPSCO INT I-JJM 9.9 RADAR	PGSUS I-JJM 13.4 RADAR	
CATEGORY	A	B	C	D	
S-ILS 35R	RA 162/14 150 DA 629				

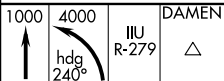
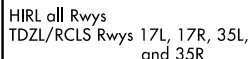
SA CATEGORY I ILS- SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

ILS RWY 35L (CAT II & III)
LOUISVILLE MUHAMMAD ALI INTL (SDF)

MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 on heading 240° and III VORTAC R-279 to DAMEN INT/III 24.5 DME and hold.




GND CON
121.7 348.6

464

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 75).

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

LOUISVILLE, KENTUCKY

AL-239 (FAA)

25331

LOC/DME I-JJM 110.55 Chan 42 (Y)	APP CRS 350°	Rwy Ldg 7800 TDZE 479 Apt Elev 501
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ILS RWY 35R (CAT II & III) **LOUISVILLE MUHAMMAD ALI INTL (SDF')**

Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

ALSF-2



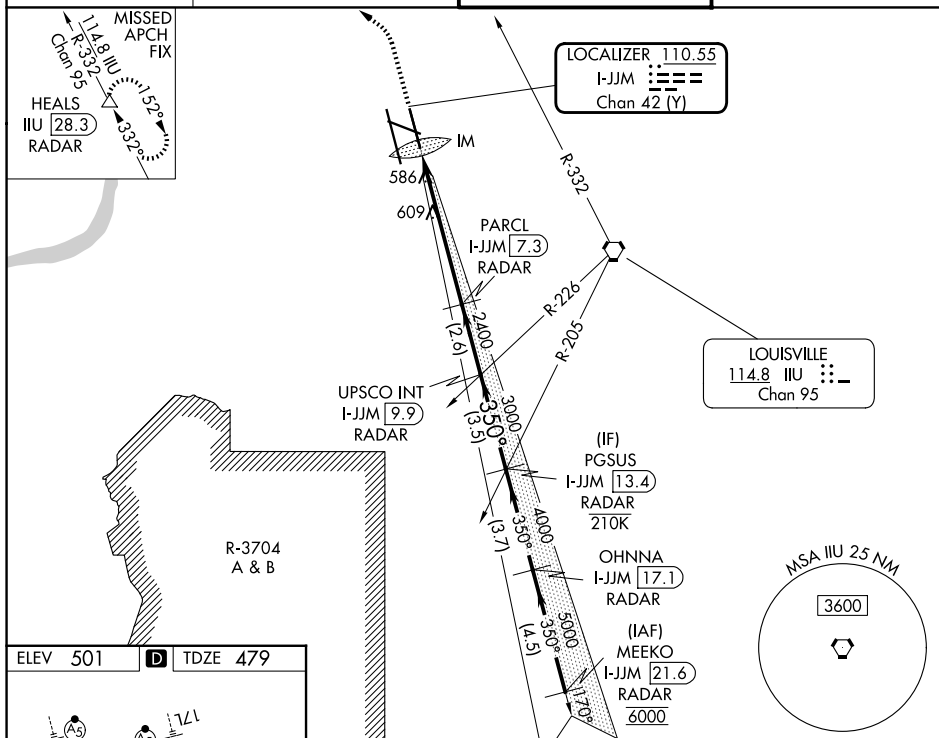
MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 on heading 350° and on IIU VORTAC R-332 to HEALS/28.3 DME/RADAR and hold.

D-ATIS
118.725

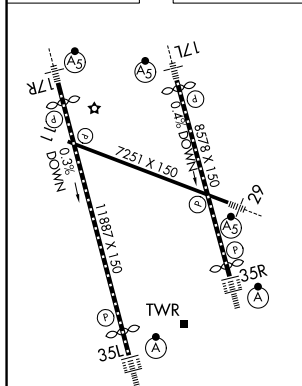
LOUISVILLE APP CON
132.075 327.0

LOUISVILLE TOWER
124.2 257.8

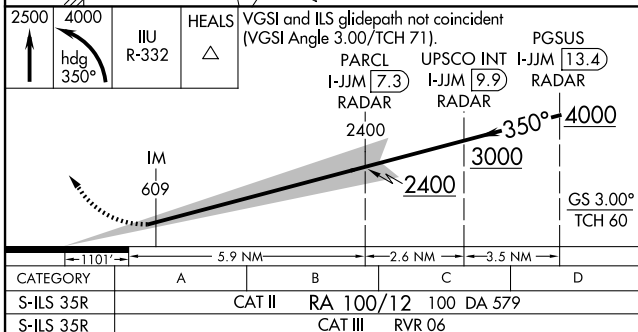
GND CON
121.7 348.6



ELEV 501 **D** TDZE 479



HIRL all Rwy's
TDZL/RCLS Rwy's 17L, 17R, 35L,
and 35R



**CATEGORY II & III ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED**

LOUISVILLE, KENTUCKY

Amdt 6 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF')

38°10'N-85°44'W

ILS RWY 35R (CAT II & III)

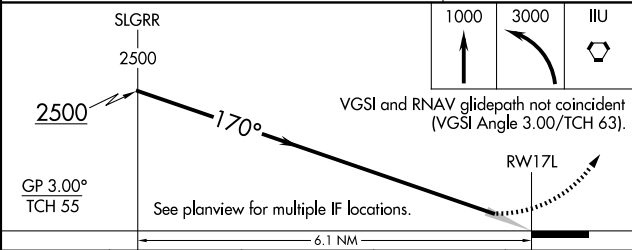
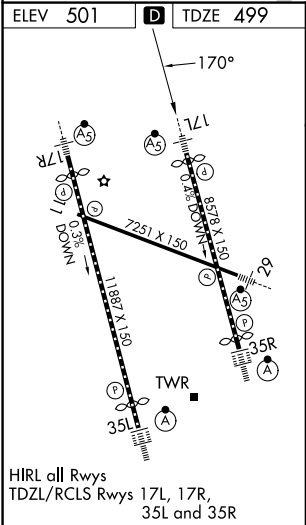
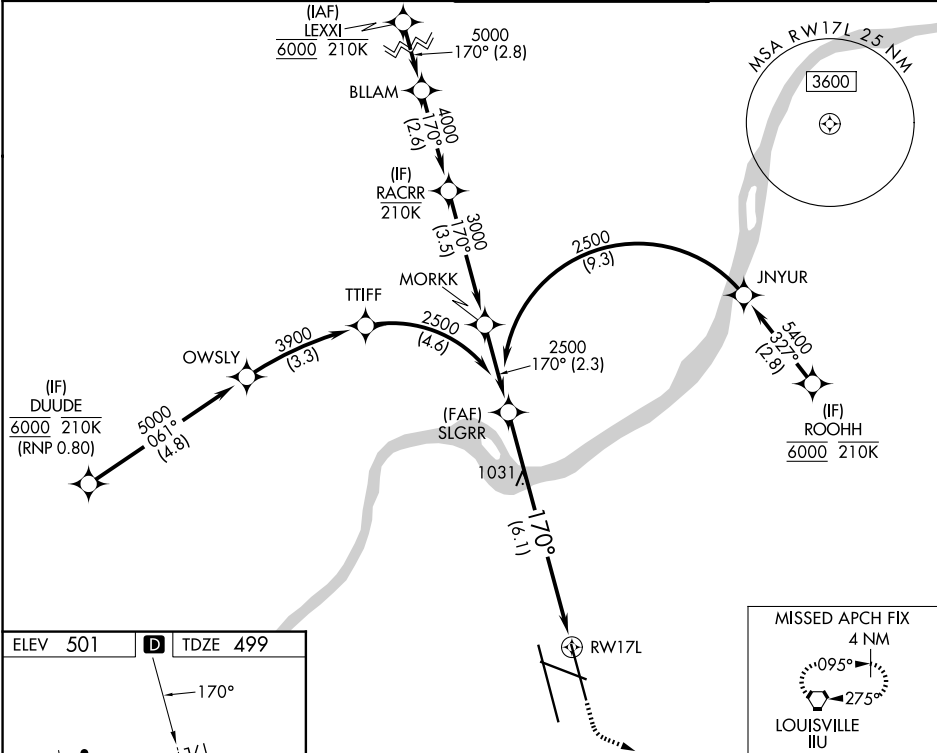
SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS	Rwy Ldg	7800
170°	TDZE	499
	Apt Elev	501

RNAV (RNP) Z RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP AR APCH - GPS.	MALSR	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.
▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized.		

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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CATEGORY	A	B	C	D
RNP 0.30 DA	936/40	437 (500-3/4)		

AUTHORIZATION REQUIRED

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LOUISVILLE, KENTUCKY

AL-239 (FAA)

25331

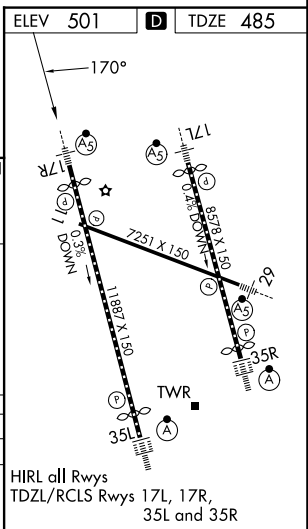
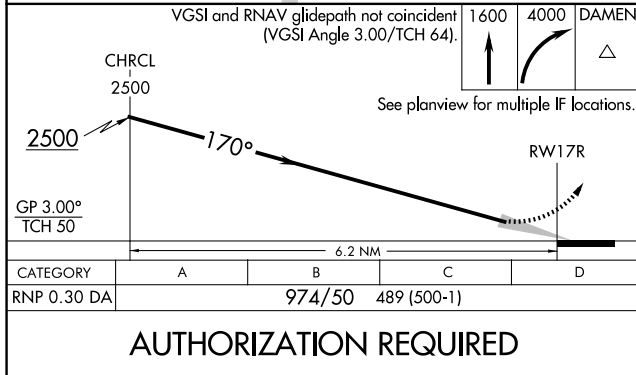
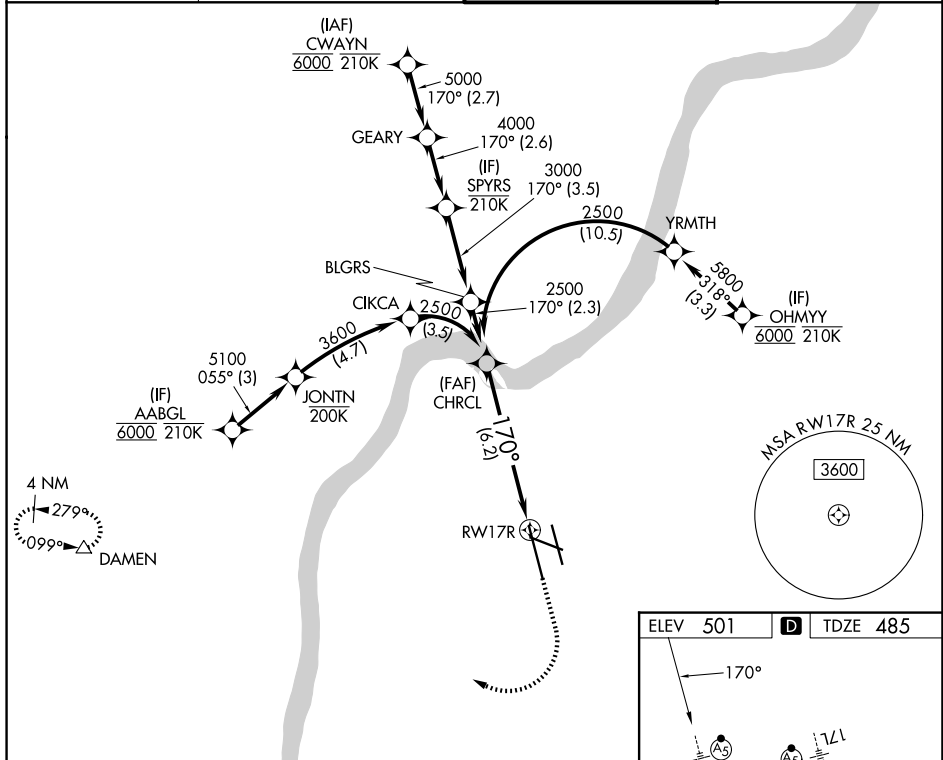
APP CRS 170°	Rwy Ldg	10000
	TDZE	485
	Apt Elev	501

RNAV (RNP) Z RWY 17R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP AR APCH - GPS.	MALSR 	MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct DAMEN and hold.
▼ For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 visibility all Cats to 1½ SM.		

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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AUTHORIZATION REQUIRED

LOUISVILLE, KENTUCKY
Amdt 1 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)
38°10'N-85°44'W
RNAV (RNP) Z RWY 17R

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
296°

Rwy Ldg
TDZE
480

Apt Elev
501

RNAV (RNP) Z RWY 29

LOUISVILLE MUHAMMAD ALI INTL (SDF)

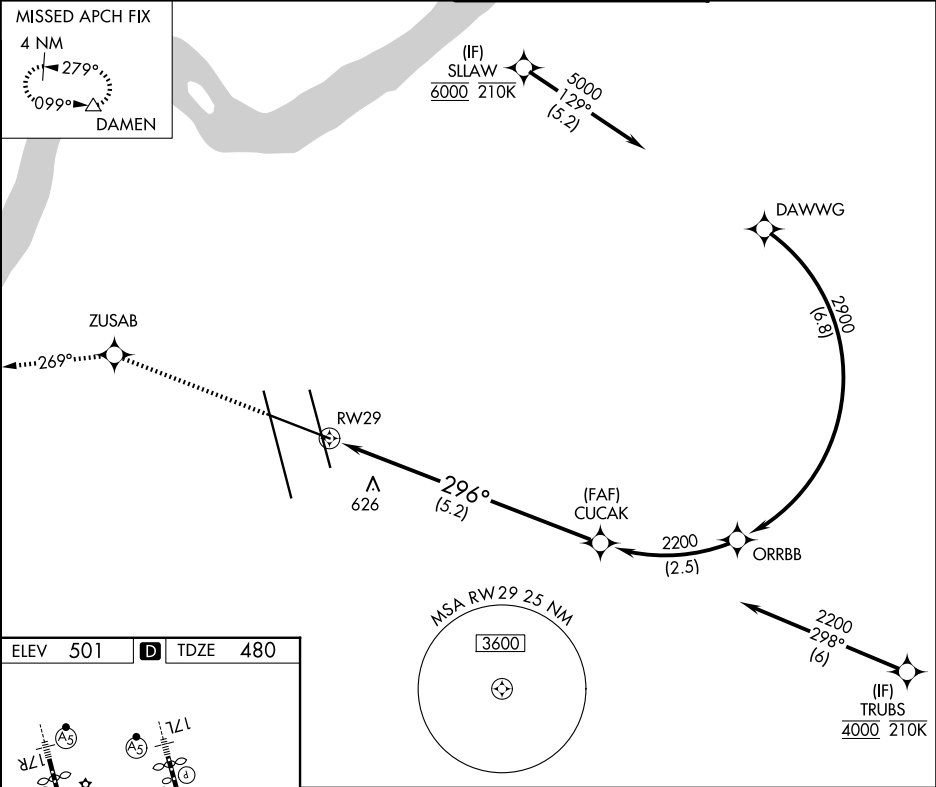
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.

MALSRL

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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ELEV 501 TDZE 480

HIRL all Rwys
TDZL/RCLS Rwys 17L, 17R,
35L and 35R

4000 ZUSAB tr DAMEN

CUCAK 2200

RW29

See planview for multiple IF locations.

5.2 NM

GP 3.00°
TCH 59

CATEGORY	A	B	C	D
RNP 0.30 DA	908/40 428 (500-¾)			

AUTHORIZATION REQUIRED

LOUISVILLE, KENTUCKY

AL-239 (FAA)

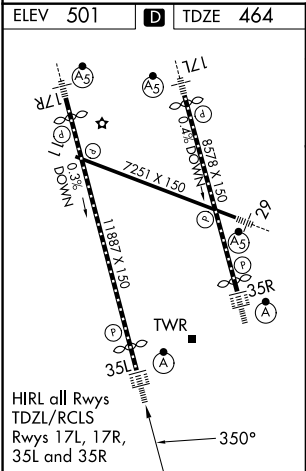
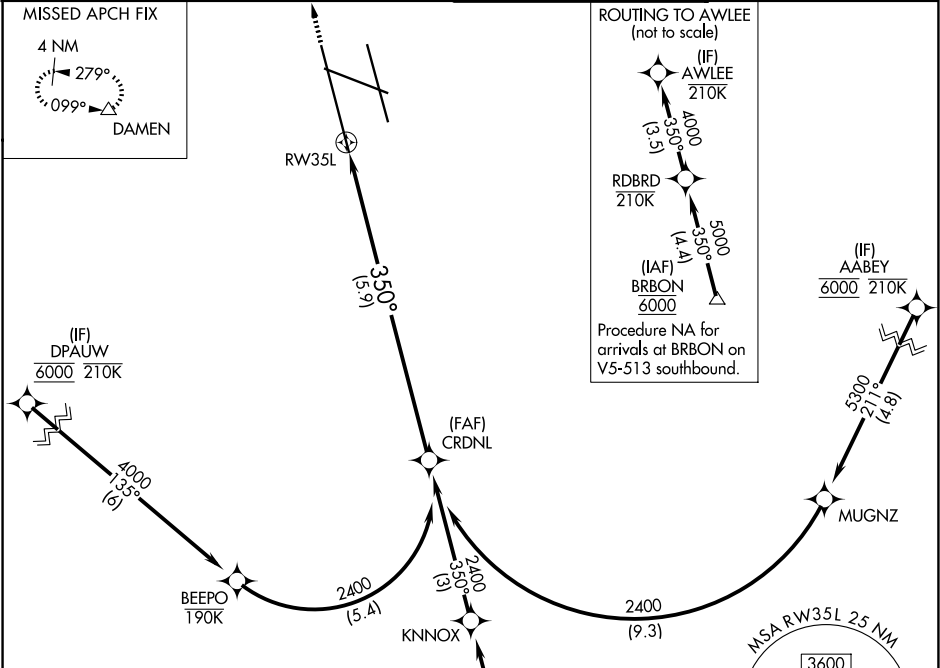
25331

APP CRS	Rwy Ldg	10000
350°	TDZE	464
	Apt Elev	501

RNAV (RNP) Z RWY 35L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP AR APCH - GPS.	ALS-F2 	MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.		

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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LOUISVILLE, KENTUCKY
Amdt 2 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)
RNAV (RNP) Z RWY 35L

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
350°

Rwy Ldg
TDZE
Apt Elev

7800
479
501

RNAV (RNP) Z RWY 35R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

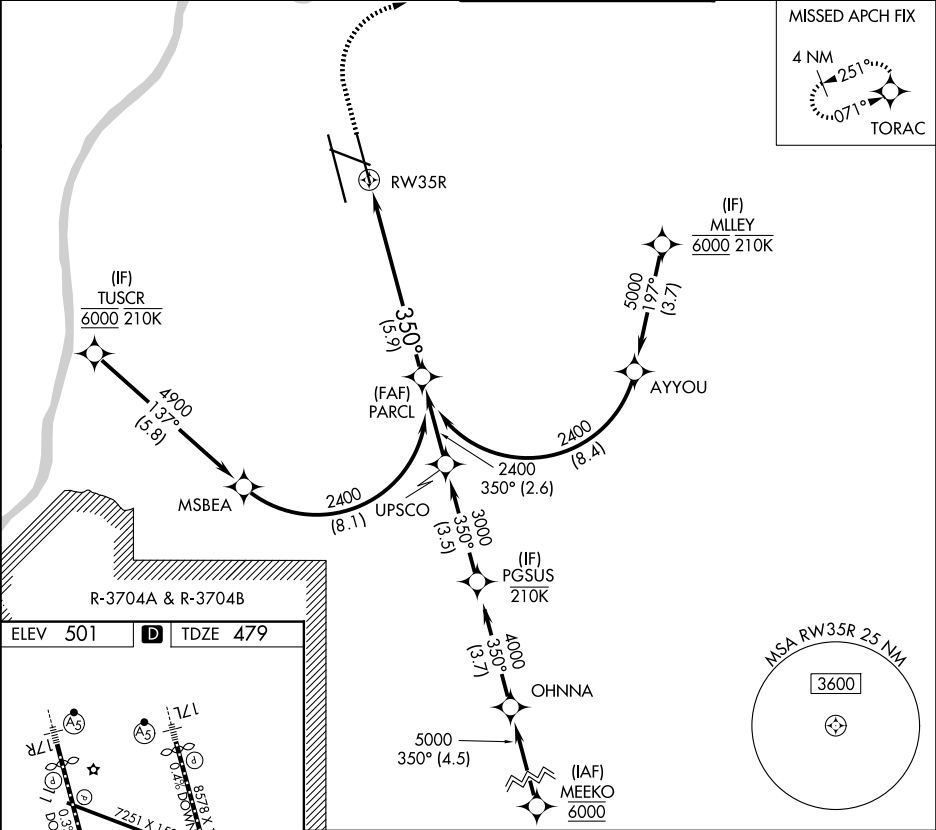
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.12 all Cats visibility to RVR 4500. Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1600 then climbing right turn to 4000 direct TORAC and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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1600 4000 TORAC

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71). See planview for multiple IF locations.

PARCL 2400

GP 3.00° TCH 60

CATEGORY	A	B	C	D
RNP 0.12 DA		792/24	313 (300-1/2)	
RNP 0.30 DA		892/40	413 (400-3/4)	

AUTHORIZATION REQUIRED

LOUISVILLE, KENTUCKY

AL-239 (FAA)

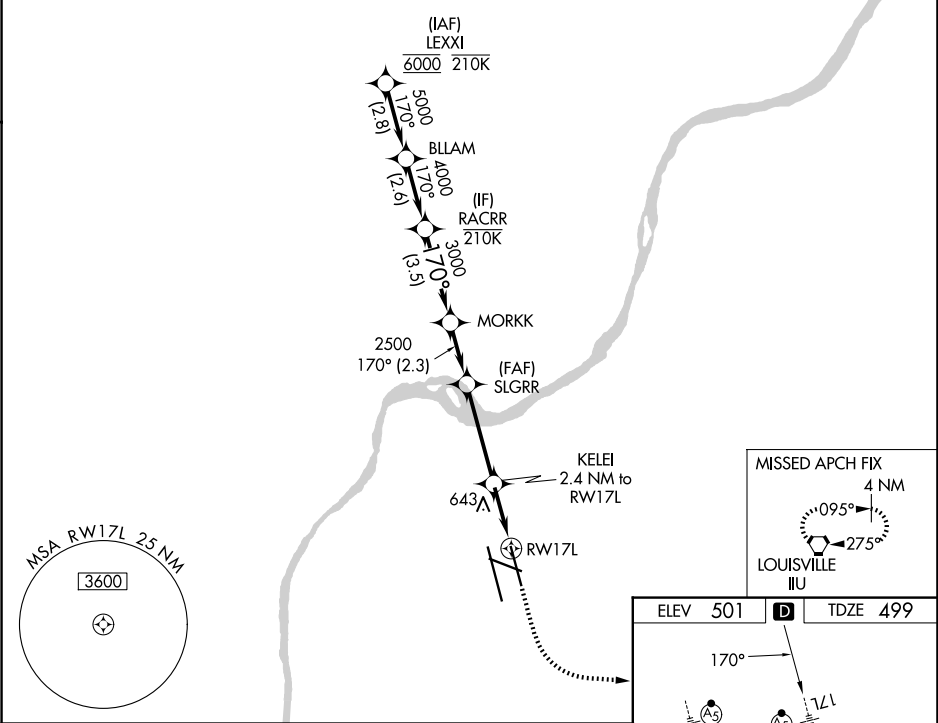
25331

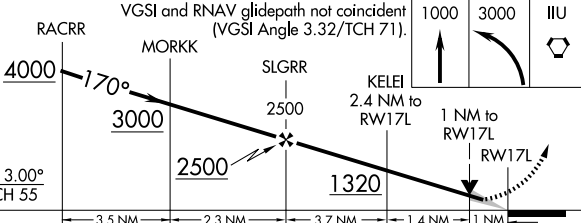
WAAS CH 90101 W17B	APP CRS 170°	Rwy Ldg TDZE 499 Apt Elev 501
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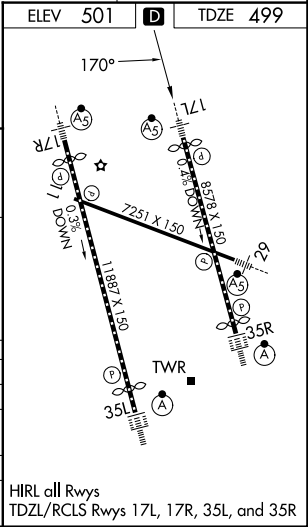
RNAV (GPS) Y RWY 17L
LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP APCH - GPS. Simultaneous approach authorized. Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.	MALSRL 	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct IIU VORTAC and hold, continue climb-in-hold to 3000.
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D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.32/TCH 71).				
				
CATEGORY	A	B	C	D
LPV DA		699/18	200 (200-½)	
LNAV/VNAV DA		909/40	410 (500-¾)	
LNAV MDA	920/24	421 (500-½)	920/40	421 (500-¾)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)



LOUISVILLE, KENTUCKY
Amdt 2 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)
RNAV (GPS) Y RWY 17L

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

25331

RNAV (GPS) Y RWY 17R
LOUISVILLE MUHAMMAD ALI INTL (SDF)

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to RVR 6000.



MISSED APPROACH:
Climb to 1600 then
climbing right turn to
4000 direct DAMEN
and hold.

(IAF)
CWAYN
6000 210K

5000
170° (2.7)

GEAR

4000
170° (2.6)

(IF)
SPYRS
210K

3000
170° (3.5)

2500
170° (2.3)

BLGRS

(FAF)
CHRCL

VOYUK
2.6 NM to
RW17R

643

RW17R

4 NM
279°
099°
DAMEN

MSA RW17R 25 NM
3600

ELEV 501
D
TDZE 485
170°

Diagram illustrating the HIRL (High Intensity Runway Lighting) and TDZL (Touchdown Zone Lighting) / RCLS (Runway Center Line Lighting) for Runways 17L, 17R, 35L, and 35R.

Key dimensions and angles shown:

- Angle: 170°
- Runway Widths: 17L, 17R, 35L, 35R
- Dimensions: 7251 X 150, 11867 X 150, 8578 X 150
- Other markings: 0.38, 1 DOWN, 17L, 17R, 35L, 35R, TWR, A, P, Q, R, S, T, U, V, W, X, Y, Z, AA, AB, AC, AD, AE, AF, AG, AH, AI, AJ, AK, AL, AM, AN, AO, AP, AQ, AR, AS, AT, AU, AV, AW, AX, AY, AZ, BA, BB, BC, BD, BE, BF, BG, BH, BI, BJ, BK, BL, BM, BN, BO, BP, BQ, BR, BS, BT, BU, BV, BW, BX, BY, BZ, CA, CB, CC, CD, CE, CF, CG, CH, CI, CJ, CK, CL, CM, CN, CO, CP, CQ, CR, CS, CT, CU, CV, CW, CX, CY, CZ, DA, DB, DC, DD, DE, DF, DG, DH, DI, DJ, DK, DL, DM, DN, DO, DP, DQ, DR, DS, DT, DU, DV, DW, DX, DY, DZ, EA, EB, EC, ED, EE, EF, EG, EH, EI, EJ, EK, EL, EM, EN, EO, EP, EQ, ER, ES, ET, EU, EV, EW, EX, EY, EZ, FA, FB, FC, FD, FE, FF, FG, FH, FI, FJ, FK, FL, FM, FN, FO, FP, FQ, FR, FS, FT, FU, FV, FW, FX, FY, FZ, GA, GB, GC, GD, GE, GF, GG, GH, GI, GJ, GK, GL, GM, GN, GO, GP, GQ, GR, GS, GT, GU, GV, GW, GX, GY, GZ, HA, HB, HC, HD, HE, HF, HG, HH, HI, HJ, HK, HL, HM, HN, HO, HP, HQ, HR, HS, HT, HU, HV, HW, HX, HY, HZ, IA, IB, IC, ID, IE, IF, IG, IH, II, IJ, IK, IL, IM, IN, IO, IP, IQ, IR, IS, IT, IU, IV, IW, IX, IY, IZ, JA, JB, JC, JD, JE, JF, JG, JH, JI, JJ, JK, JL, JM, JN, JO, JP, JQ, JR, JS, JT, JU, JV, JW, JX, JY, JZ, KA, KB, KC, KD, KE, KF, KG, KH, KI, KJ, KK, KL, KM, KN, KO, KP, KQ, KR, KS, KT, KU, KV, KW, KX, KY, KZ, LA, LB, LC, LD, LE, LF, LG, LH, LI, LJ, LK, LL, LM, LN, LO, LP, LQ, LR, LS, LT, LU, LV, LW, LX, LY, LZ, MA, MB, MC, MD, ME, MF, MG, MH, MI, MJ, MK, ML, MM, MN, MO, MP, MQ, MR, MS, MT, MU, MV, MW, MX, MY, MZ, NA, NB, NC, ND, NE, NF, NG, NH, NI, NJ, NK, NL, NM, NN, NO, NP, NQ, NR, NS, NT, NU, NV, NW, NX, NY, NZ, OA, OB, OC, OD, OE, OF, OG, OH, OI, OJ, OK, OL, OM, ON, OO, OP, OQ, OR, OS, OT, OU, OV, OW, OX, OY, OZ, PA, PB, PC, PD, PE, PF, PG, PH, PI, PJ, PK, PL, PM, PN, PO, PP, PQ, PR, PS, PT, PU, PV, PW, PX, PY, PZ, QA, QB, QC, QD, QE, QF, QG, QH, QI, QJ, QK, QL, QM, QN, QO, QP, QQ, QR, QS, QT, QU, QV, QW, QX, QY, QZ, RA, RB, RC, RD, RE, RF, RG, RH, RI, RJ, RK, RL, RM, RN, RO, RP, RQ, RR, RS, RT, RU, RV, RW, RX, RY, RZ, SA, SB, SC, SD, SE, SF, SG, SH, SI, SJ, SK, SL, SM, SN, SO, SP, SQ, SR, SS, ST, SU, SV, SW, SX, SY, SZ, TA, TB, TC, TD, TE, TF, TG, TH, TI, TJ, TK, TL, TM, TN, TO, TP, TQ, TR, TS, TT, TU, TV, TW, TX, TY, TZ, UA, UB, UC, UD, UE, UF, UG, UH, UI, UJ, UK, UL, UM, UN, UO, UP, UQ, UR, US, UT, UU, UV, UW, UX, UY, UZ, VA, VB, VC, VD, VE, VF, VG, VH, VI, VJ, VK, VL, VM, VN, VO, VP, VQ, VR, VS, VT, VU, VV, VW, VX, VY, VZ, WA, WB, WC, WD, WE, WF, WG, WH, WI, WJ, WK, WL, WM, WN, WO, WP, WQ, WR, WS, WT, WU, WV, WW, WX, WY, WZ, XA, XB, XC, XD, XE, XF, XG, XH, XI, XJ, XK, XL, XM, XN, XO, XP, XQ, XR, XS, XT, XU, XV, XW, XX, XY, XZ, YA, YB, YC, YD, YE, YF, YG, YH, YI, YJ, YK, YL, YM, YN, YO, YP, YQ, YR, YS, YT, YU, YV, YW, YX, YY, YZ, ZA, ZB, ZC, ZD, ZE, ZF, ZG, ZH, ZI, ZJ, ZK, ZL, ZM, ZN, ZO, ZP, ZQ, ZR, ZS, ZT, ZU, ZV, ZW, ZX, ZY, ZZ

LOUISVILLE MUHAMMAD ALI INTL (SDF)
RNAV (GPS) Y RWY 17R

RNAV (GPS) Y RWY 29
LOUISVILLE MUHAMMAD ALI INTL (SDF)

MISSED APPROACH: Climb to 4000 direct ZUSAB and on track 269° to DAMEN and hold.

GND CON
121.7 348.6

Procedure NA for arrivals at
FINCH on V512 eastbound.

4000 NoPT
016°
(8.5)
(IAF)
MIXKO

Procedure NA for arrivals at
MIXKO on V51 southbound.

HIRL all Rwys
TDZL/RCLS Rwys 17L, 17R, 35L
and 35R

4000	ZUSAB	tr 269°	DAMEN 							
CATEGORY	A	B	C	D						
LPV DA		761/40	281 (300-¾)							
LNAV/ VNAV	DA	920/40	440 (500-¾)							
LNAV MDA		920/40	440 (500-¾)							
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¼ 659 (700-1¼)	1400-3 899 (900-3)						

LOUISVILLE MUHAMMAD ALI INTL (SDF)

38°10'N-85°44'W

RNAV (GPS) Y RWY 29

SE-1, 03 SEP 2026 to 29 OCT 2026

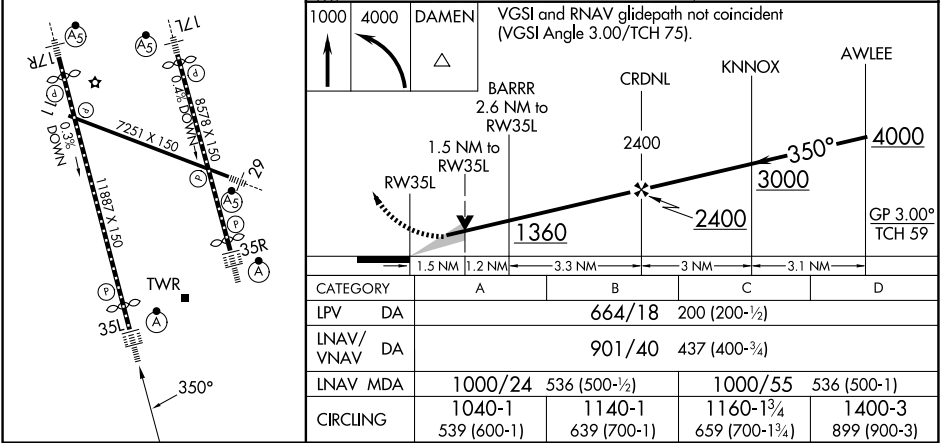
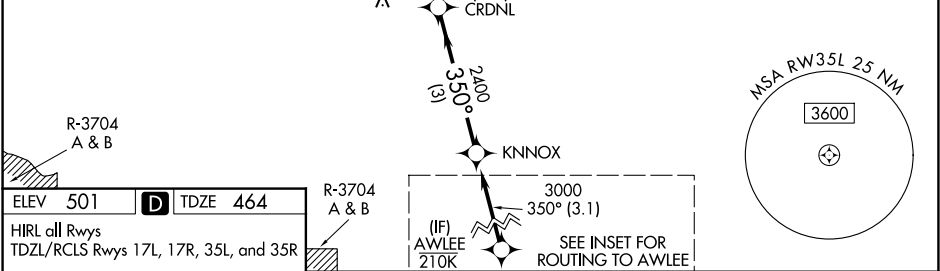
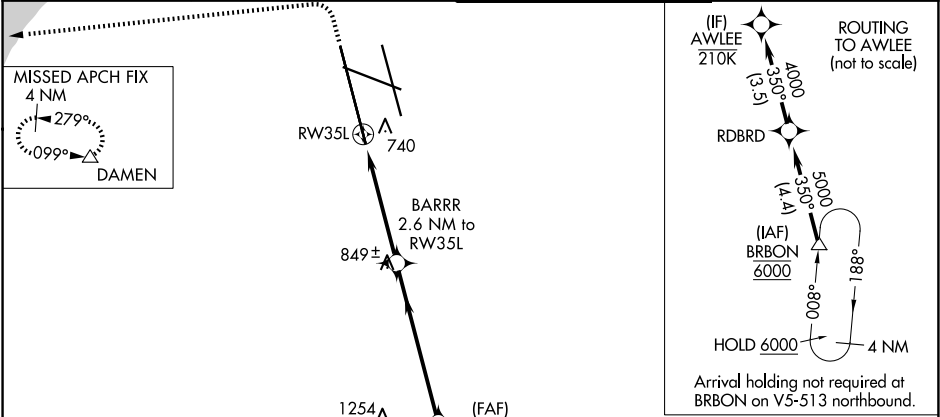
WAAS CH 86203 W35A	APP CRS 350°	Rwy Ldg 10000 TDZE 464 Apt Elev 501
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RNAV (GPS) Y RWY 35L

LOUISVILLE MUHAMMAD ALI INTL (SDF)

RNP APCH - GPS. ⚠ Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night. ⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM.	ALSF-2 	MISSED APPROACH: Climb to 1000 then climbing left turn to 4000 direct DAMEN and hold.
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D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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LOUISVILLE, KENTUCKY

AL-239 (FAA)

25331

WAAS CH 70709 W35D	APP CRS 350°	Rwy Ldg TDZE 479 Apt Elev 501
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RNAV (GPS) Y RWY 35R

LOUISVILLE MUHAMMAD ALI INTL (SDF)

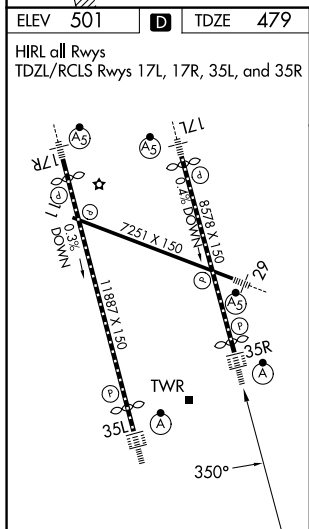
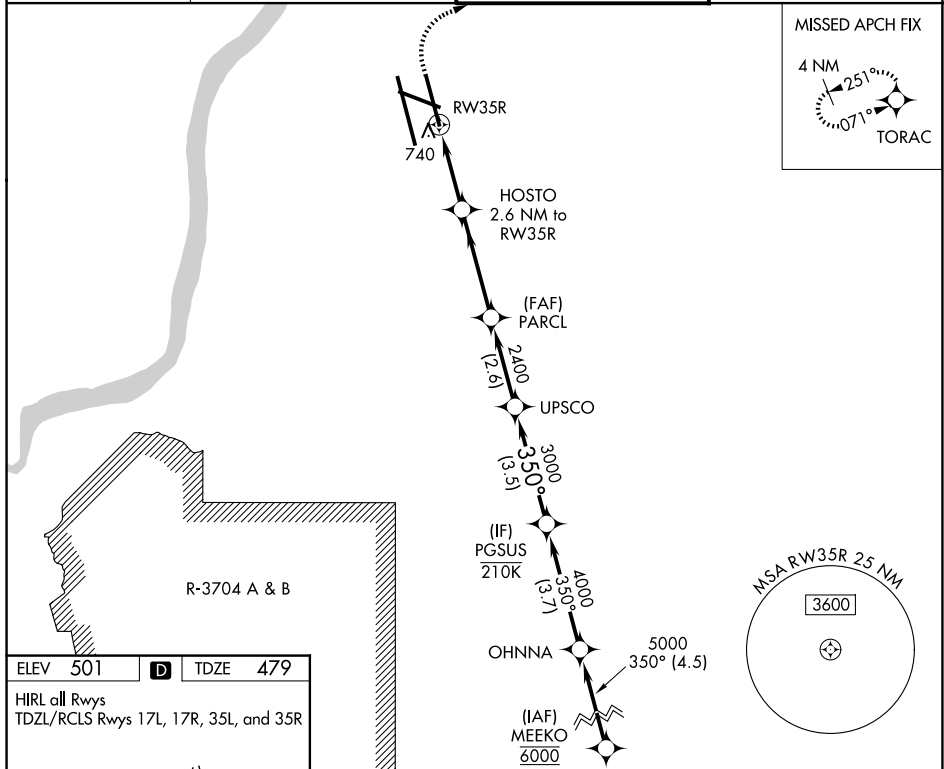
RNP APCH - GPS.

▼ Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
▲ Use of FD or AP required during simultaneous operations. Circling Rwy 11 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

ALSF-2

MISSED APPROACH:
Climb to 1600 then climbing
right turn to 4000 direct
TORAC and hold.

D-ATIS 118.725	LOUISVILLE APP CON 132.075 327.0	LOUISVILLE TOWER 124.2 257.8	GND CON 121.7 348.6
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1600 4000 TORAC

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 71).

PGSUS 4000

PARCL 2400

HOSTO 2.6 NM to RW35R

1.4 NM to RW35R

1360

2400

3000

350°

GP 3.00° TCH 60

CATEGORY	A	B	C	D
LPV DA		679/18	200 (200-½)	
LNAV/VNAV DA		901/40	422 (400-¾)	
LNAV MDA	1000/24	521 (500-½)	1000/55	521 (500-1)
CIRCLING	1040-1 539 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

LOUISVILLE, KENTUCKY
Amdt 2 11JUL24

38°10'N-85°44'W

LOUISVILLE MUHAMMAD ALI INTL (SDF)
RNAV (GPS) Y RWY 35R

SE-1, 03 SEP 2026 to 29 OCT 2026

LOC RWY 29
LOUISVILLE MUHAMMAD ALI INTL (SDF)

MALSR



MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 heading 268° and on IJU VORTAC R-279 to DAMEN and hold.

GND CON
121.7 348.6

LOCALIZER 109.1
I-LKS 
LOC offset 1.05°

A circular scale for the MSA LK 25 NM. The text "MSA LK 25 NM" is curved along the top edge. In the center, there is a rectangular box containing the number "3600". Below the box is a four-pointed star-like symbol with a central dot and a circular pattern of dots around it.

LOM/IAF
LAANG
414 LK

(CFCCG)

HOLD 4900
2300

117°
1 min
297°

2000
297° (6.6)

R-279

BETHY
IIU 17.8

2400
079°
(15.7)

Procedure NA for arrivals at BETHY
on V4 westbound.

LOUISVILLE
114.8 IIU
Chan 95

(IF)
TRUBS
IIU 3.4

4000 210K

(IAF)
RONNE
RADAR

117°

4000 NoPT to

[illegible]

R-3704
A & B

1100 ↑	4000 hdg 268°	IIU R-279	DAMEN △
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VGSI and descent angles not coincident
(VGSI Angle 3.00/TCH 56).

One Minute Holding Pattern

CATEGORY	A	B	C	D
S-29	1060/40	580 (600-¾)	1060-1¼	580 (600-1¼)
CIRCLING	1060-1 559 (600-1)	1140-1 639 (700-1)	1160-1¾ 659 (700-1¾)	1400-3 899 (900-3)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOC RWY 29

LOUISVILLE, KENTUCKY

AL-239 (FAA)

D-ATIS

18.725

LOUISVILLE TOWER

124.2 257.8

GND CON

121.7 348.6

CLNC DEL

126.1 275.8

CPDLC

PDC

D

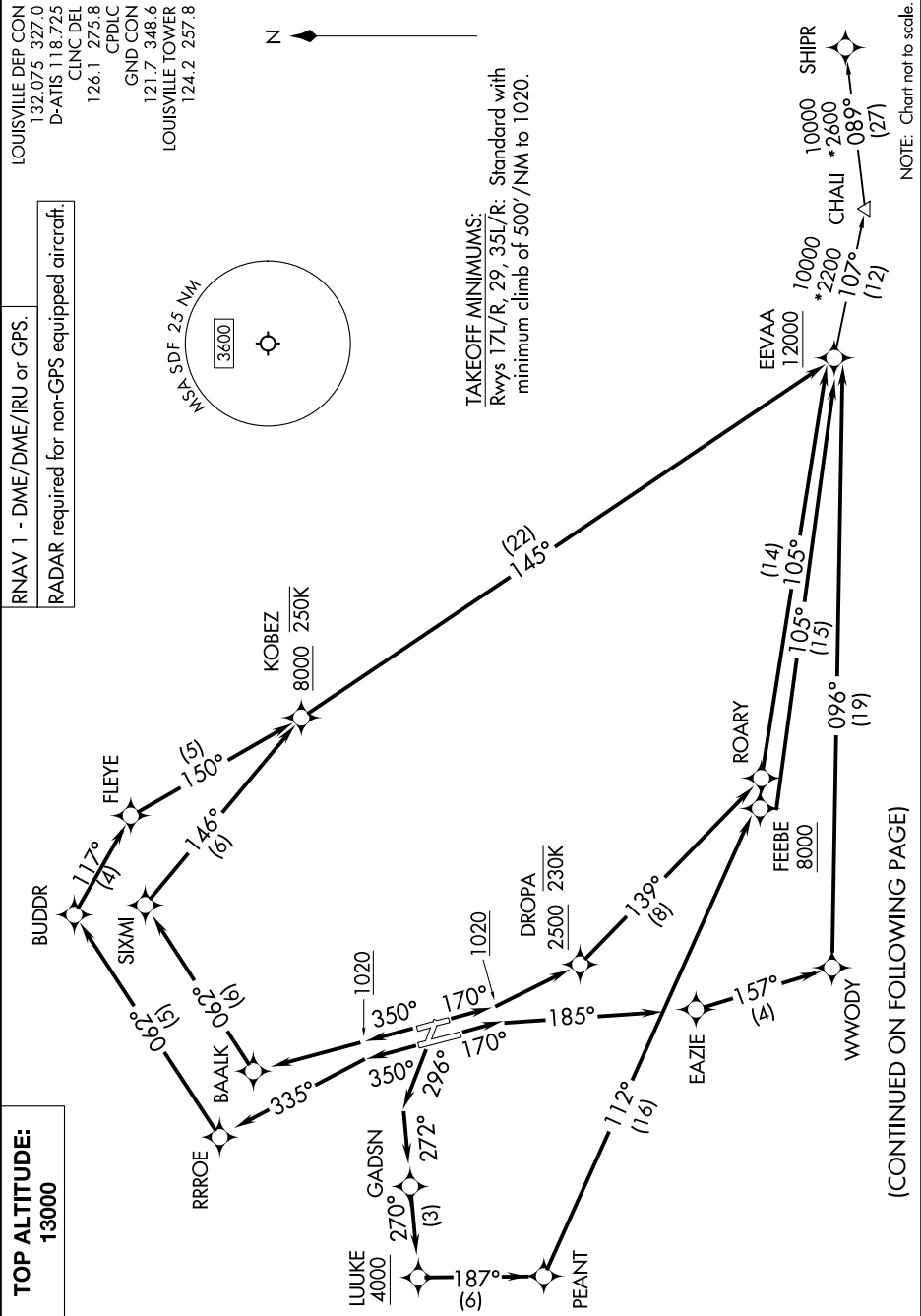
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.



LOUISVILLE, KENTUCKY

LOUISVILLE MUHAMMAD ALI INTL (SDF)

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 139° to ROARY, then on track 105° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to EAZIE, then on track 157° to WWODY, then on track 096° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 187° to PEANT, then on track 112° to cross FEEBE at or above 8000, then on track 105° to cross EEVAA at or above 12000, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 062° to BUDDR, then on track 117° to FLEYE, then on track 150° to cross KOBZ at or above 8000 and at or below 250K, then on track 145° to cross EEVAA at or above 12000, thence ...

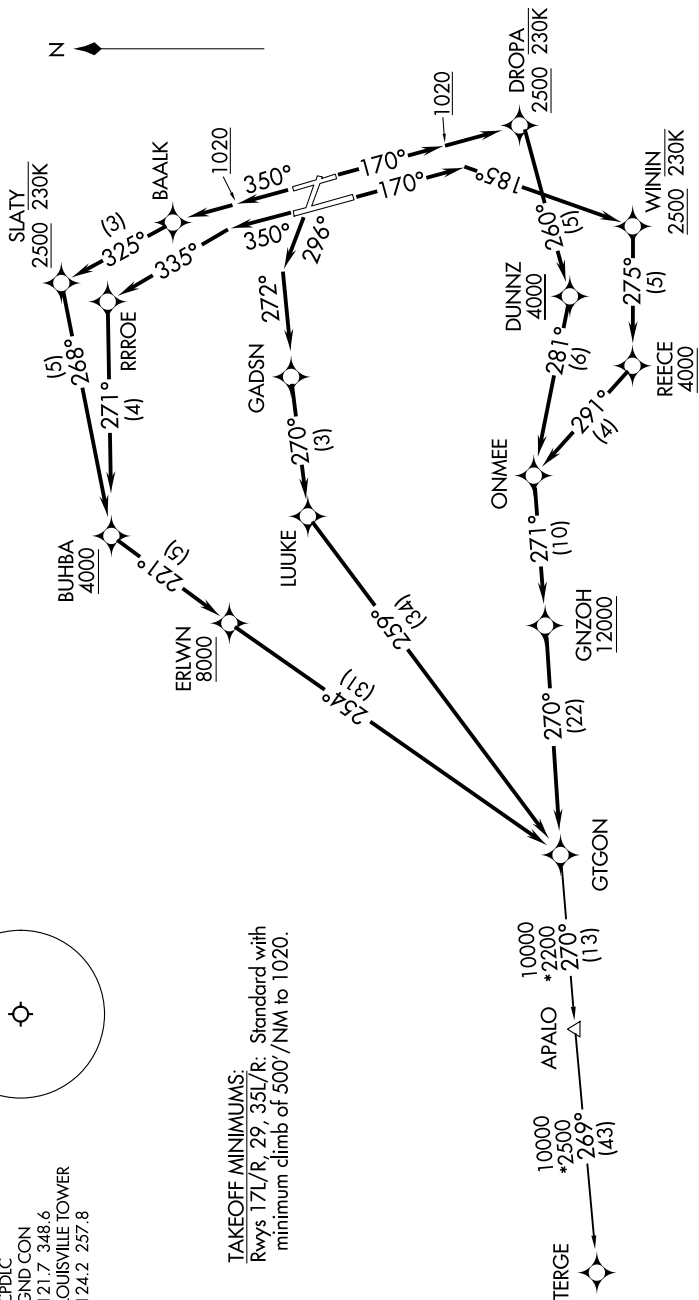
TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBZ at or above 8000 and at or below 250K, then on track 145° to cross EEVAA at or above 12000, thence ...

... then on transition, maintain 13000. Expect filed altitutde 10 minutes after departure.

SHIPR TRANSITION (EEVAA1.SHIPR)

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500'/NM to 1020.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

(GTGON1.GTGON) 24193

LOUISVILLE MUHAMMAD ALI INTL (SDF)

GTGON ONE DEPARTURE(RNAV)

AL-239 (FAA)

LOUISVILLE, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 260° to cross DUNNZ at or above 4000, then on track 281° to ONMEE, then on track 271° to cross GNZOH at or above 12000, then on track 270° to GTGON, thence

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 271° to cross GNZOH at or above 12000, then on track 270° to GTGON, thence

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to LUUKE, then on track 259° to GTGON, thence

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 254° to GTGON, thence

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 325° to cross SLATY at or above 2500 and at or below 230K, then on track 268° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 254° to GTGON, thence

. . . . then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

TERGE TRANSITION (GTGON1.TERGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

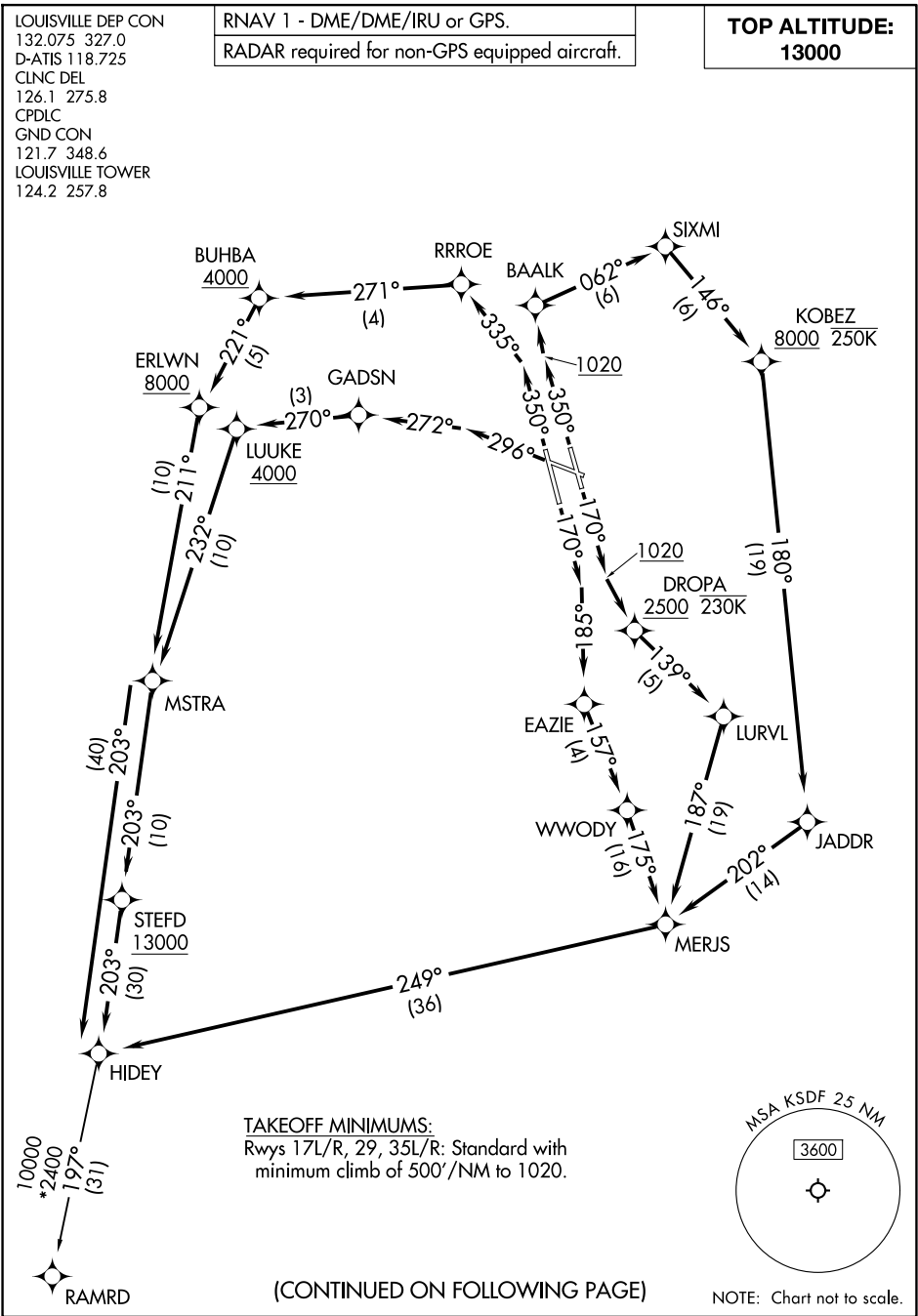
GTGON ONE DEPARTURE(RNAV)

LOUISVILLE, KENTUCKY

(GTGON1.GTGON) 11JUL24

LOUISVILLE MUHAMMAD ALI INTL (SDF)

SE-1, 03 SEP 2026 to 29 OCT 2026





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct to cross DROPA at or above 2500 and at or below 230K, then on track 139° to LURVL, then on track 187° to MERJS, then on track 249° to HIDEY, thence

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to EAZIE, then on track 157° to WWODY, then on track 175° to MERJS, then on track 249° to HIDEY, thence

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 232° to MSTR, then on track 203° to cross STEFD at or above 13000, then on track 203° to HIDEY, thence

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 211° to MSTR, then on track 203° to HIDEY, thence

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBZ at or above 8000 and at or below 250K, then on track 180° to JADDR, then on track 202° to MERJS, then on track 249° to HIDEY, thence

. . . . then on transition. Maintain 13000, expect filed altitude 10 minutes after departure.

RAMRD TRANSITION (HIDEY1.RAMRD)

LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

LLIZY ONE DEPARTURE (RNAV)
(LLIZY1.LLIZY) 11 JUL24

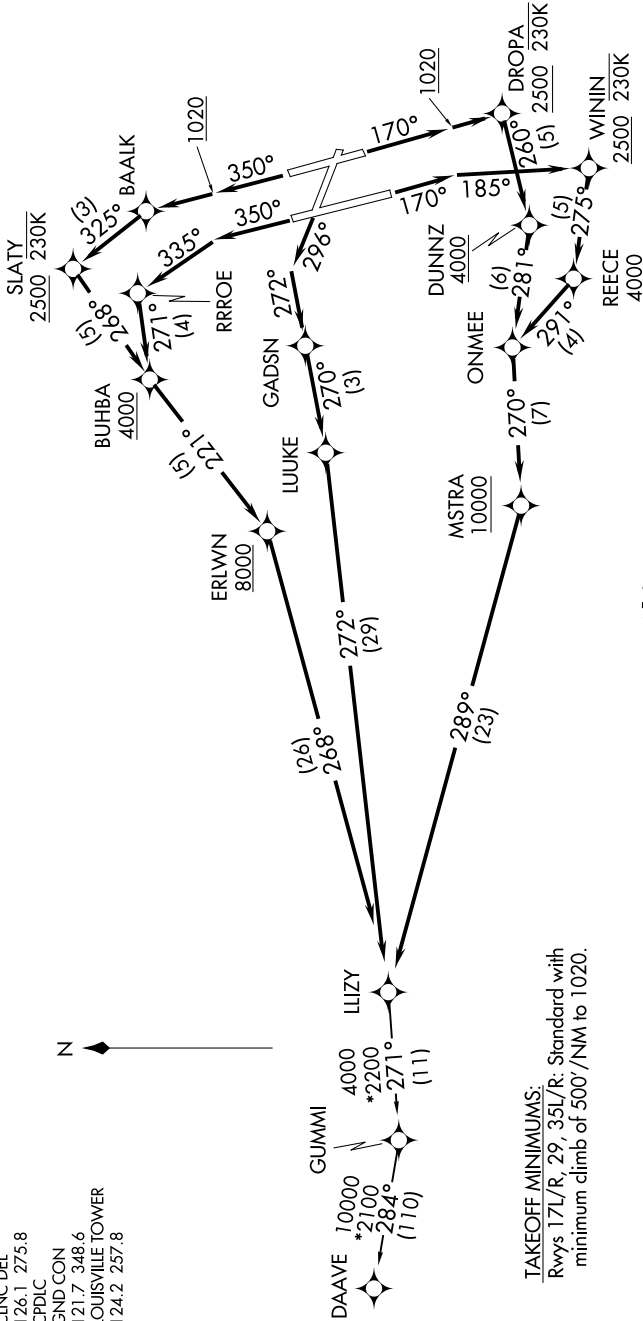
RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
13000

AL-239 (FAA)

LOUISVILLE MUHAMMAD ALI INTL (SDF)

LOUISVILLE, KENTUCKY



TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with
minimum climb of 500' /NM to 1020.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

LOUISVILLE, KENTUCKY

LOUISVILLE MUHAMMAD ALI INTL (SDF)

(LLIZY1.LLIZY) 24193

LOUISVILLE MUHAMMAD ALI INTL (SDF')

LLIZY ONE DEPARTURE (RNAV)

AL-239 (FAA)

LOUISVILLE, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 at or below 230K, then on track 260° to cross DUNNZ at or above 4000, then on track 281° to ONMEE, then on track 270° to cross MSTR A at or above 10000, then on track 289° to LLIZY, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 270° to cross MSTR A at or above 10000, then on track 289° to LLIZY, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 270° to LUUKE, then on track 272° to LLIZY, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 268° to LLIZY, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 325° to cross SLATY at or above 2500 and at or below 230K, then on track 268° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 268° to LLIZY, thence ...

. . . . then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

DAAVE TRANSITION (LLIZY1.DAAVE)

SE-1, 03 SEP 2026 to 29 OCT 2026

LLIZY ONE DEPARTURE (RNAV)

LOUISVILLE, KENTUCKY

(LLIZY1.LLIZY) 11JUL24

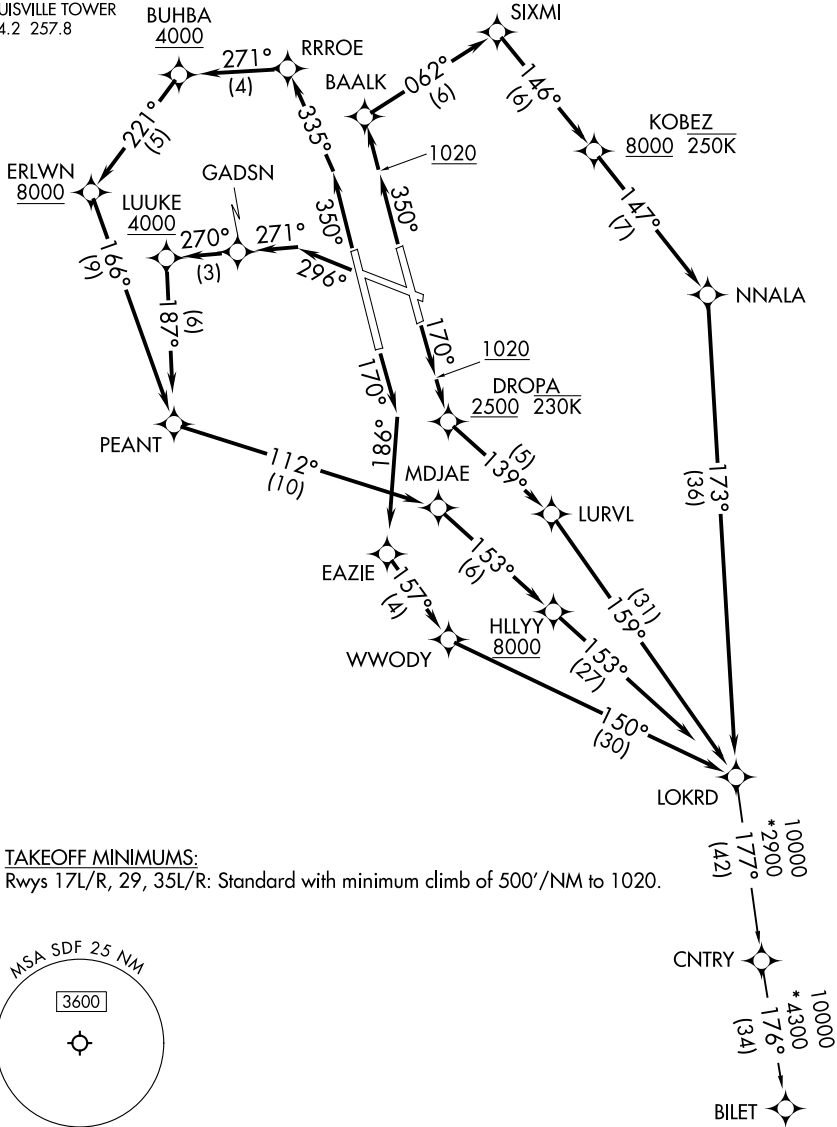
LOUISVILLE MUHAMMAD ALI INTL (SDF')

SE-1, 03 SEP 2026 to 29 OCT 2026

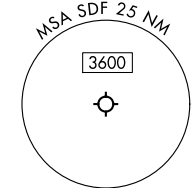
LOUISVILLE DEP CON
132.075 327.0
D-ATIS 118.725
CLNC DEL
126.1 275.8
CPDLC
GND CON
121.7 348.6
LOUISVILLE TOWER
124.2 257.8

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE:
13000



TAKEOFF MINIMUMS:
Rwys 17L/R, 29, 35L/R: Standard with minimum climb of 500'/NM to 1020.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(LOKRD1.LOKRD) 24193

LOUISVILLE MUHAMMAD ALI INTL (SDF')

LOKRD ONE DEPARTURE (RNAV)

AL-239 (FAA)

LOUISVILLE, KENTUCKY



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to LURVL, then on track 159° to LOKRD, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 186° to EAZIE, then on track 157° to WWODY, then on track 150° to LOKRD, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 271° to GADSN, then on track 270° to cross LUUKE at or above 4000, then on track 187° to PEANT, then on track 112° to MDJAE, then on track 153° to cross HLLYY at or above 8000, then on track 153° to LOKRD, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 271° to cross BUHBA at or above 4000, then on track 221° to cross ERLWN at or above 8000, then on track 166° to PEANT, then on track 112° to MDJAE, then on track 153° to cross HLLYY at or above 8000, then on track 153° to LOKRD, thence ...

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 062° to SIXMI, then on track 146° to cross KOBZ at or above 8000 and at or below 250K, then on track 147° to NNALA, then on track 173° to LOKRD, thence ...

... then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

BILET TRANSITION (LOKRD1.BILET):

LOKRD ONE DEPARTURE (RNAV)

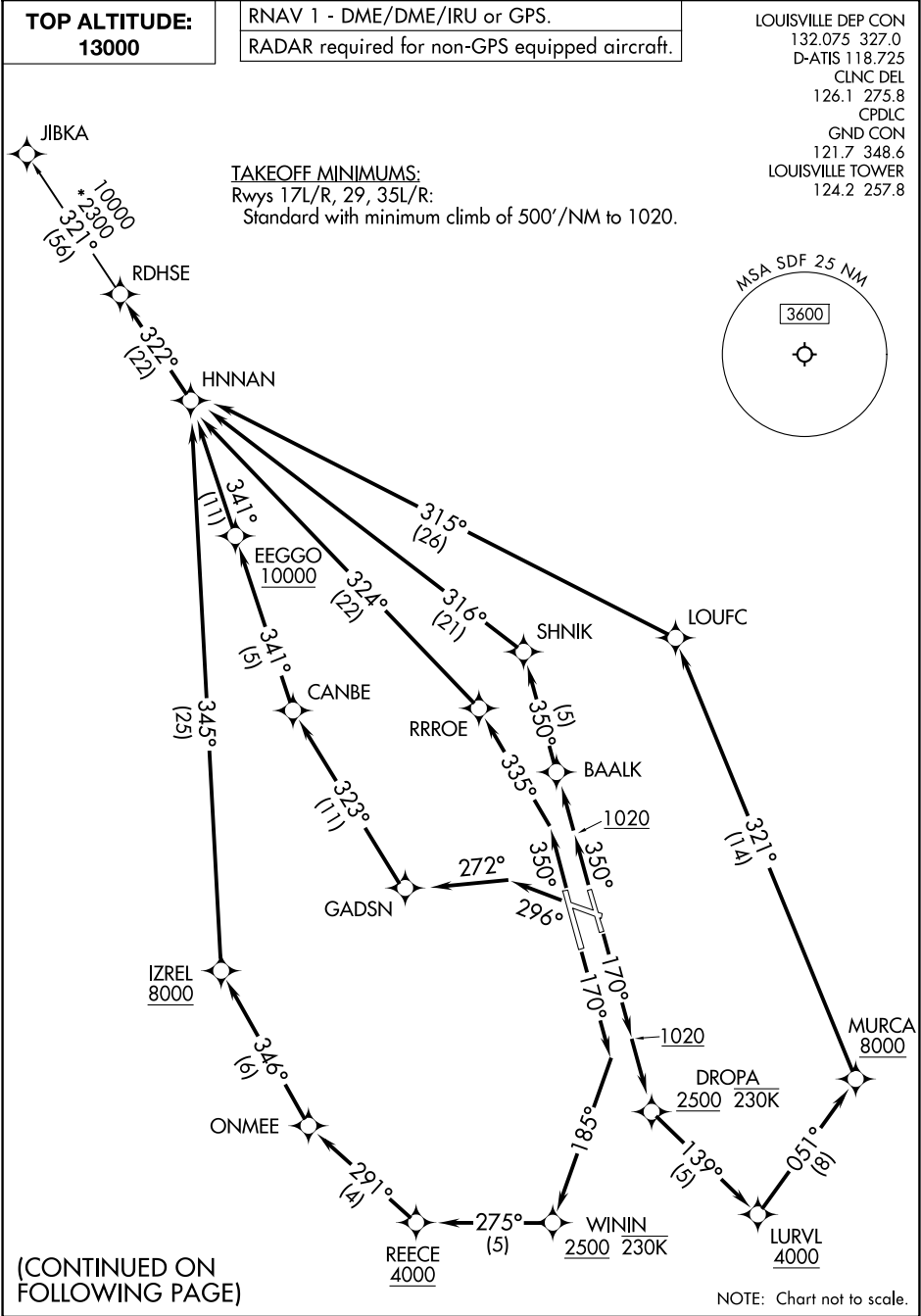
(LOKRD1.LOKRD) 11JUL24

LOUISVILLE, KENTUCKY

LOUISVILLE MUHAMMAD ALI INTL (SDF')

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



RDHSE ONE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to cross LURVL at or above 4000, then on track 051° to cross MURCA at or above 8000, then on track 321° to LOUFC, then on track 315° to HNNAN, thence ...

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 185° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 346° to cross IZREL at or above 8000, then on track 345° to HNNAN, thence ...

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 272° to GADSN, then on track 323° to CANBE, then on track 341° to cross EEGGO at or above 10000, then on track 341° to HNNAN, thence ...

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 324° to HNNAN, thence ...

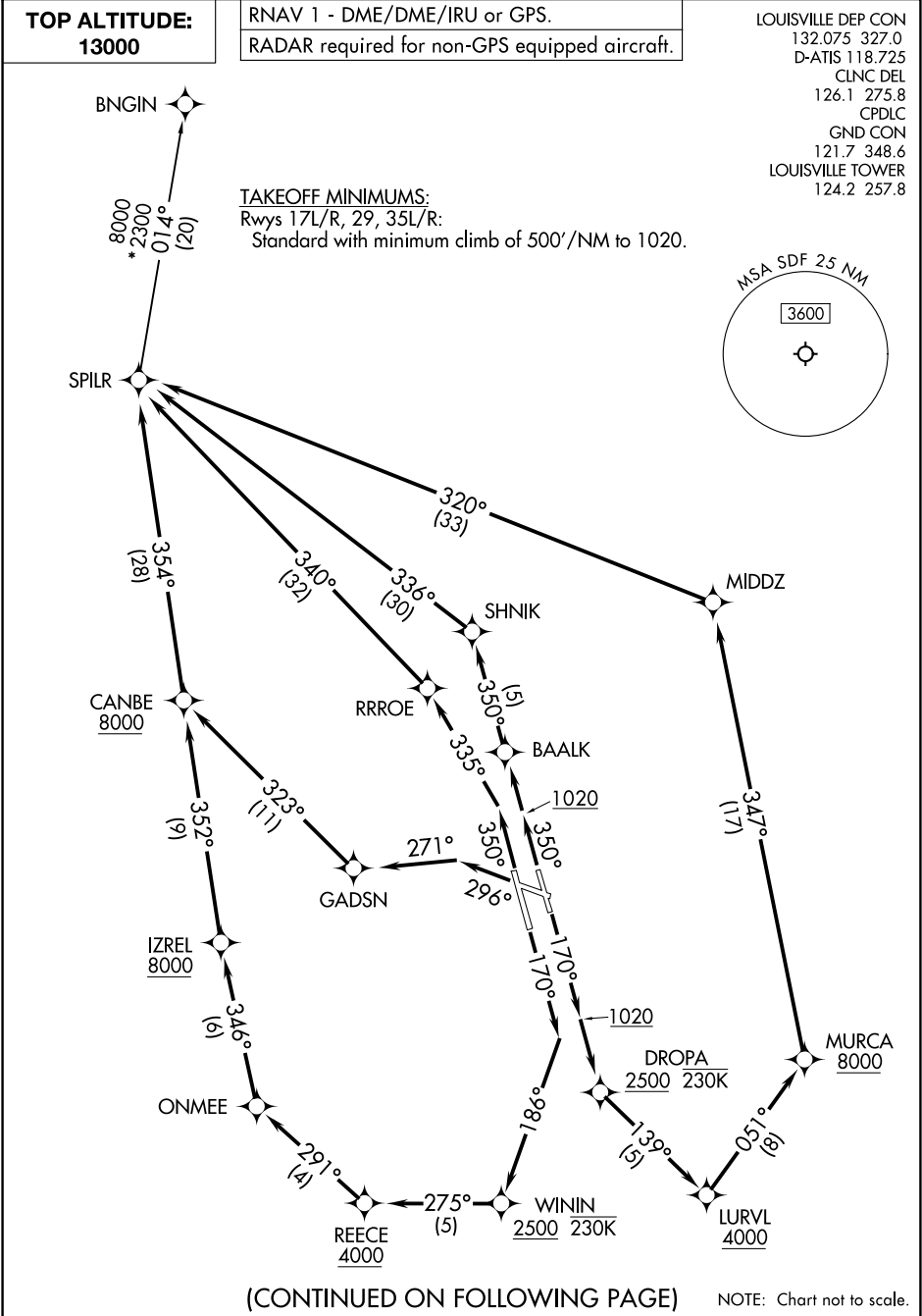
TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 350° to SHNIK, then on track 316° to HNNAN, thence ...

... then on track 322° to RDHSE. Then on transition. Maintain 13000. Expect filed altitude 10 minutes after departure.

JIBKA TRANSITION (RDHSE1.JIBKA):

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17L: Climb on heading 170° to 1020, then direct DROPA at or above 2500 and at or below 230K, then on track 139° to cross LURVL at or above 4000, then on track 051° to cross MURCA at or above 8000, then on track 347° to MIDDZ, then on track 320° to SPILR, thence

TAKEOFF RUNWAY 17R: Climb on heading 170° to intercept course 186° to cross WININ at or above 2500 and at or below 230K, then on track 275° to cross REECE at or above 4000, then on track 291° to ONMEE, then on track 346° to cross IZREL at or above 8000, then on track 352° to cross CANBE at or above 8000, then on track 354° to SPILR, thence

TAKEOFF RUNWAY 29: Climb on heading 296° to intercept course 271° to GADSN, then on track 323° to cross CANBE at or above 8000, then on track 354° to SPILR, thence

TAKEOFF RUNWAY 35L: Climb on heading 350° to intercept course 335° to RRROE, then on track 340° to SPILR, thence

TAKEOFF RUNWAY 35R: Climb on heading 350° to 1020, then direct BAALK, then on track 350° to SHNIK, then on track 336° to SPILR, thence

. . . . then on transition. Maintain 13000. Expect file altitude 10 minutes after departure.

BNGIN TRANSITION (SPILR1.BNGIN)

WAAS	APP CRS	Rwy Ldg	6051
CH 82512	054°	TDZE	439
W05A		Apt Elev	439

RNAV (GPS) RWY 5

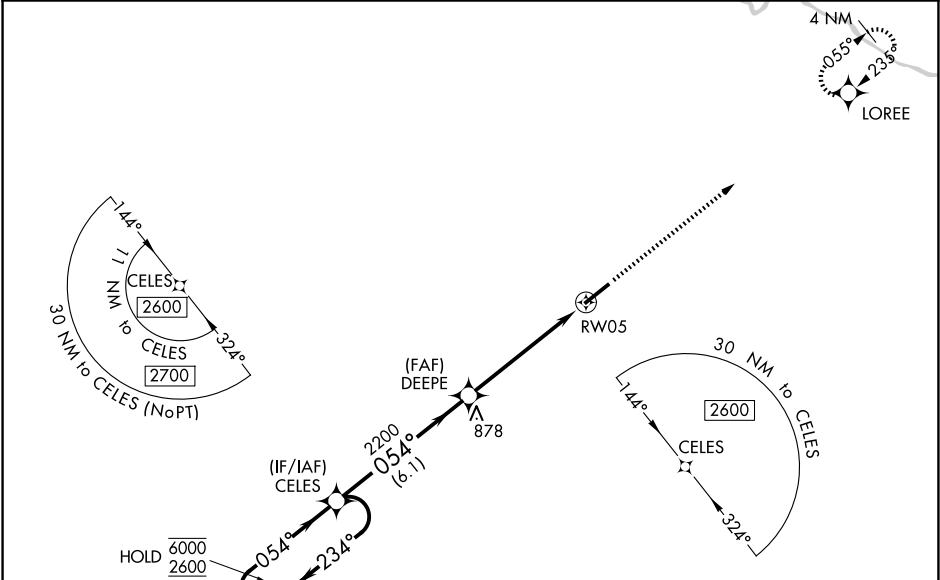
MADISONVILLE RGNL (2I0)

RNP APCH - GPS.

Baro-VNAV and VDP NA when using EVV altimeter setting. Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use EVV altimeter setting and increase LPV DA to 788 feet and all visibilities ¼ SM; increase LNAV/VNAV DA to 818 feet and all visibilities ⅓ SM; increase all MDAs 100 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C ¼ SM.

MISSED APPROACH:
Climb to 2600 direct LOREE and hold.

AWOS-3 126.475	EVANSVILLE APP CON ★ 124.025 290.9	CLNC DEL 120.1	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

CELES

6000
2600

GP 3.00°
TCH 53

DEEPE

2200

1.5 NM to RWY05

RWY05

2600

LOREE

CATEGORY	A	B	C	D
LPV DA		689-¾	250 (300-¾)	
LNAV/VNAV DA		719-⅞	280 (300-⅞)	
LNAV MDA	980-1	541 (600-1)	980-1½	541 (600-1½)
CIRCLING	980-1	541 (600-1)	980-1½ 541 (600-1½)	1340-3 901 (1000-3)

HIRL Rwy 5-23 0

REIL Rwy 5 0

WAAS CH 77911 W23A	APP CRS 235°	Rwy Ldg TDZE Apt Elev	6051 418 439
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RNAV (GPS) RWY 23

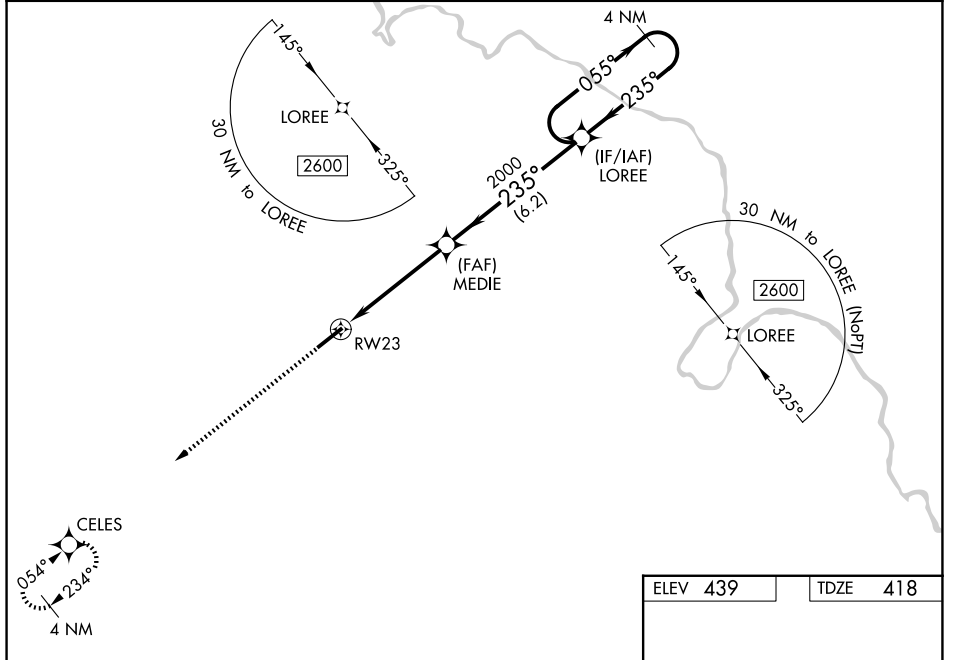
MADISONVILLE RGNL (2I0)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Evansville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting and increase LPV DA to 773 feet and all visibilities $\frac{1}{4}$ SM, LNAV/VNAV DA to 829 feet and all visibilities $\frac{3}{8}$ SM, increase all MDA 100 feet and LNAV Cats C/D visibility $\frac{1}{8}$ SM. For inop ALS, increase LPV and LNAV/VNAV all Cats and LNAV Cat C/D visibility $\frac{1}{8}$ SM. For inop ALS when using Evansville altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D visibility $\frac{1}{8}$ SM.

ODALS

MISSED APPROACH:
Climb to 2600 direct
CELES and hold.

AWOS-3 126.475	EVANSVILLE APP CON ★ 124.025 290.9	CLNC DEL 120.1	UNICOM 122.7 (CTAF) 0
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2600 CELES

* LNAV only.

* 1.2 NM to RW23

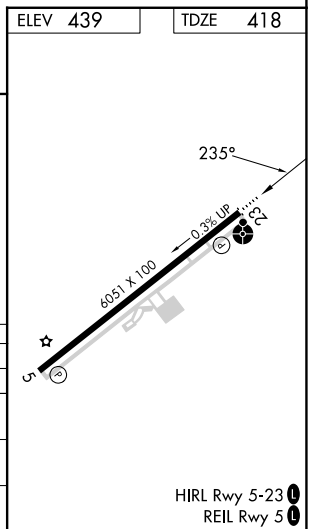
RW23

MEDIE 2000

LOREE 4 NM Holding Pattern

GP 3.00° TCH 45

CATEGORY	A	B	C	D
LPV DA		674- $\frac{3}{4}$	256 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		730- $\frac{7}{8}$	312 (300- $\frac{7}{8}$)	
LNAV MDA	840- $\frac{3}{4}$	422 (500- $\frac{3}{4}$)	840-1 $\frac{1}{8}$	422 (500-1 $\frac{1}{8}$)
CIRCLING	860-1 421 (500-1)	900-1 461 (500-1)	920-1 $\frac{1}{2}$ 481 (500-1 $\frac{1}{2}$)	1340-3 901 (1000-3)



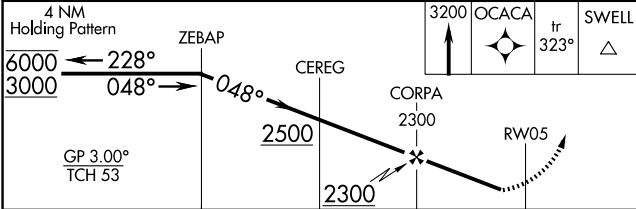
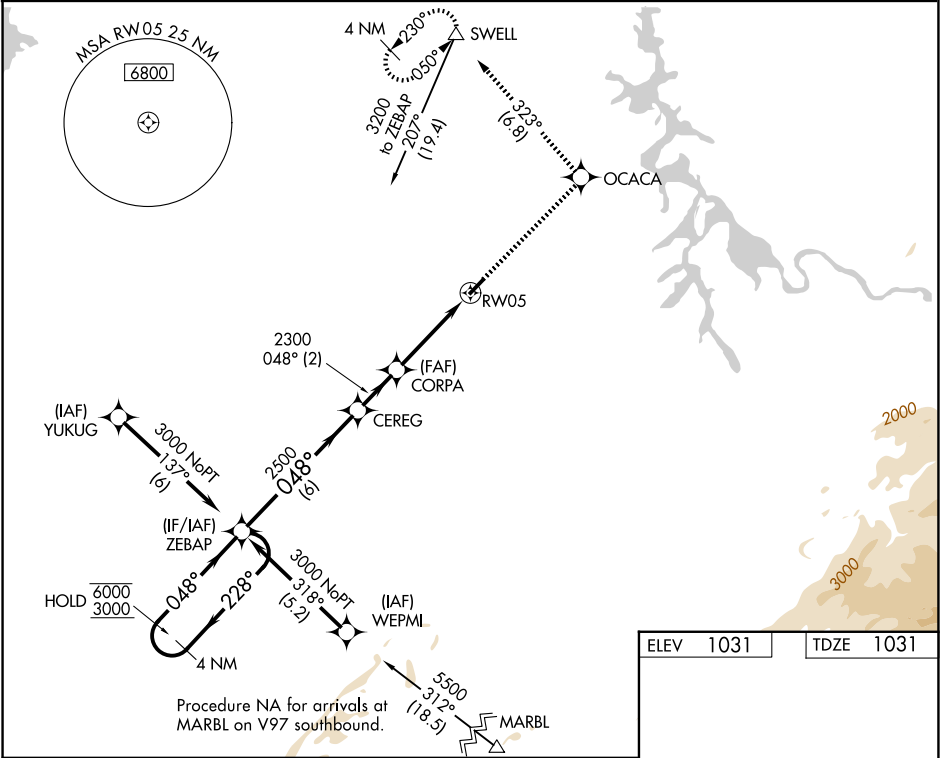
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

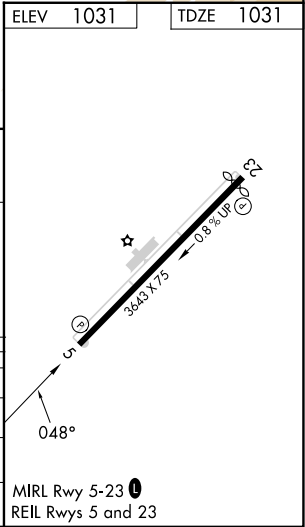
WAAS CH 99531 W05A	APP CRS 048°	Rwy Ldg TDZE Apt Elev 1031 1031
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RNAV (GPS) RWY 5
MONROE COUNTY (MNV)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3200 direct OCACA and on track 323° to SWELL and hold.
AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF) 0



CATEGORY	A	B	C	D
LPV DA	1395-1	364 (400-1)		NA
LNAV/VNAV DA	1538-1 3/8	507 (600-1 3/8)		NA
LNAV MDA	1680-1	649 (700-1)	1680-1 7/8 649 (700-1 7/8)	NA
CIRCLING	1680-1	649 (700-1)	1680-1 7/8 649 (700-1 7/8)	NA



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

MADISONVILLE, TENNESSEE

AL-6209 (FAA)

25275

WAAS CH 72831 W23A	APP CRS 228°	Rwy Ldg TDZE 1030 Apt Elev 1031
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RNAV (GPS) RWY 23

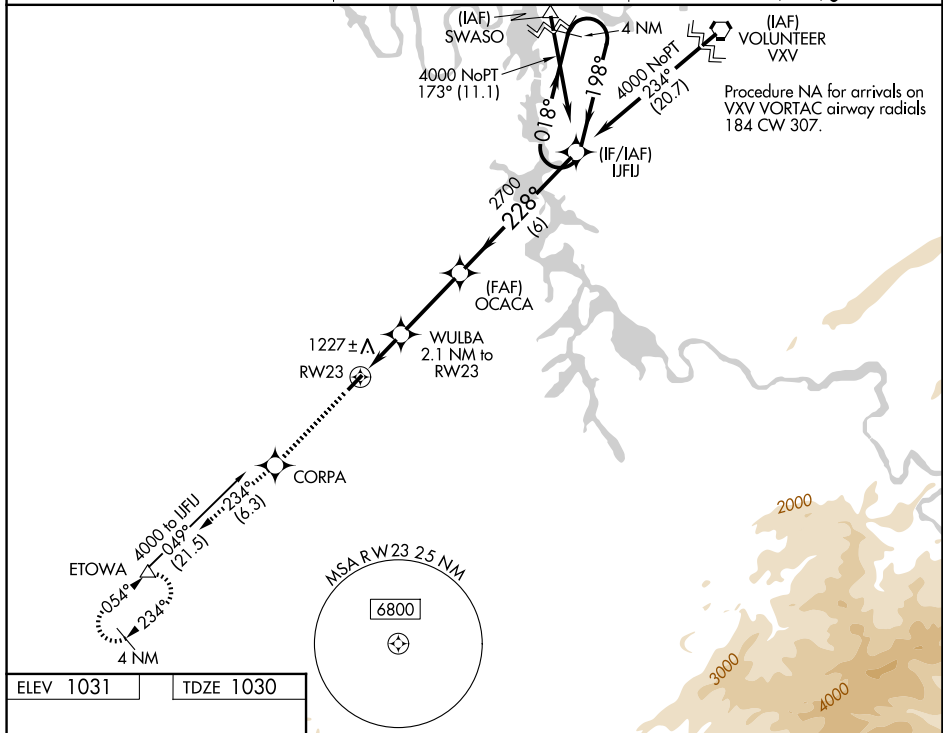
MONROE COUNTY (MNV)

RNP APCH - GPS.

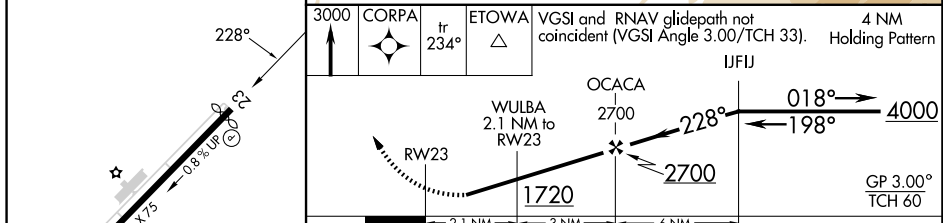
⚠ Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA NW of Rwy 5-23. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 64 feet and all MDA 80 feet and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cat C, and Circling Cat C visibility ¼ mile. Rwy 23 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

⚠ MISSED APPROACH: Climb to 3000 direct CORPA on track 234° to ETOWA and hold.

AWOS-3 118.475	KNOXVILLE APP CON 123.9 353.6	UNICOM 123.0 (CTAF) 0
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ELEV 1031	TDZE 1030
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CATEGORY	A	B	C	D
LPV DA	1376-1 1/8	346 (400-1 1/8)		NA
LNAV/VNAV DA	1548-1 3/4	518 (600-1 3/4)		NA
LNAV MDA	1480-1	450 (500-1)	1480-1 3/8 450 (500-1 3/8)	NA
CIRCLING	1620-1	589 (600-1)	1640-1 3/4 609 (700-1 3/4)	NA

MIRL Rwy 5-23 0
REIL Rws 5 and 23

MADISONVILLE, TENNESSEE

Amdt 2B 06OCT22

35°33'N-84°23'W

RNAV (GPS) RWY 23

SE-1, 03 SEP 2026 to 29 OCT 2026

MARION, KENTUCKY

AL-9833 (FAA)

25275

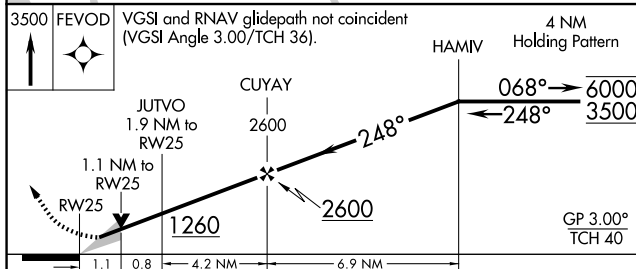
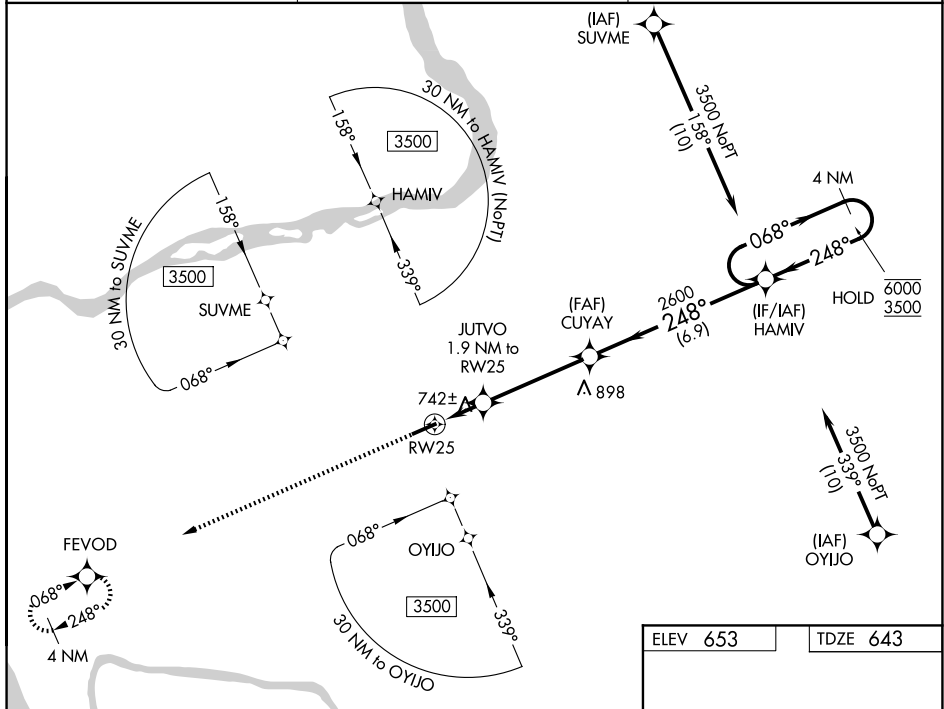
WAAS CH 86631 W25A	APP CRS 248°	Rwy Ldg TDZE Apt Elev	5001 643 653
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RNAV (GPS) RWY 25

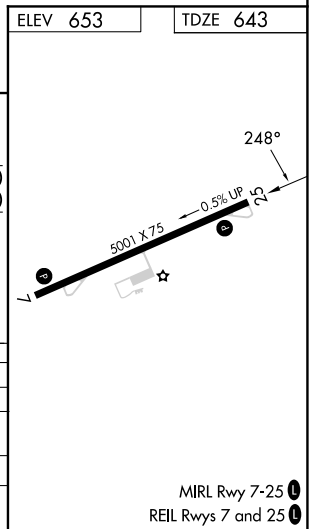
MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)

RNP APCH - GPS.	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.	MISSED APPROACH: Climb to 3500 direct FEVOD and hold.
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AWOS-3P 118.15	MEMPHIS CENTER 133.65 292.15	CTAF 122.9
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CATEGORY	A	B	C	D
LPV DA		893-1	250 (300-1)	
LNAV/VNAV DA		945-1	302 (300-1)	
LNAV MDA		1000-1	357 (400-1)	
CIRCLING	1160-1 507 (600-1)	1360-1 707 (800-1)	1380-2 727 (800-2)	1380-2¼ 727 (800-2¼)



MARION, KENTUCKY
Amdt 3A 30NOV23

MARION-CRITTENDEN COUNTY JAMES C JOHNSON RGNL (GDA)
37°20'N - 88°07'W

RNAV (GPS) RWY 25

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

MIRL Rwy 7-25

REIL Rwy 7 and 25

WAAS CH 58332 W19A	APP CRS 186°	Rwy Ldg 5002 TDZE 522 Apt Elev 522
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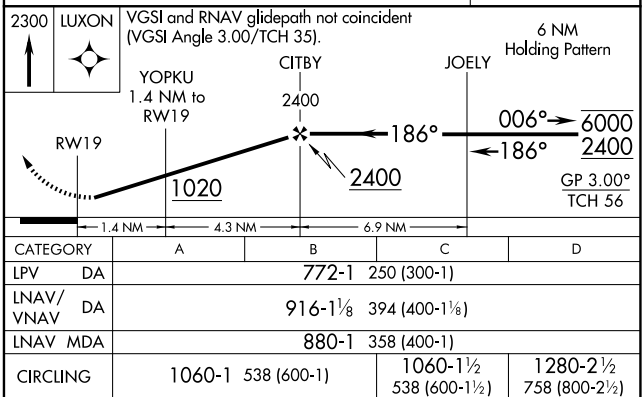
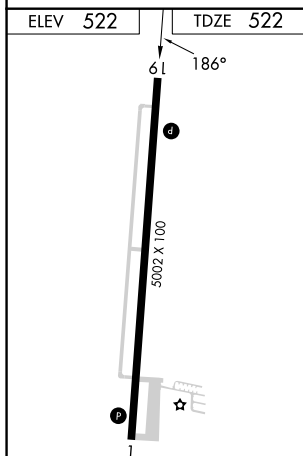
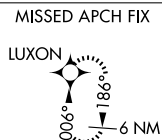
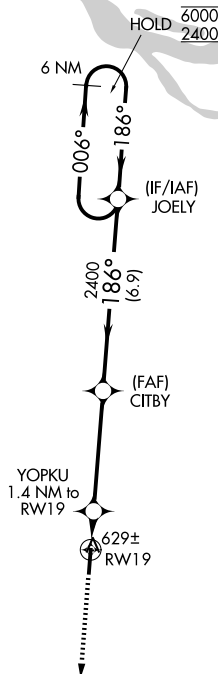
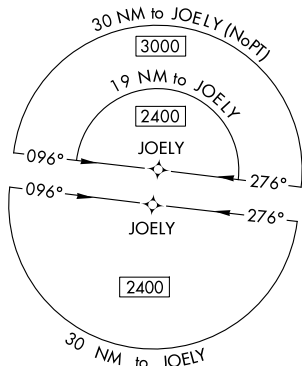
RNAV (GPS) RWY 19
MAYFIELD GRAVES COUNTY (M25)

RNP APCH - GPS.

Y Circling Rwy 1 NA at night. Rwy 19 helicopter visibility reduction below $\frac{3}{4}$ SM NA.
A Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C . When local altimeter setting not received, use Paducah altimeter setting: increase LPV DA to 833 feet, LNAV/VNAV DA to 977 feet and all visibilities $\frac{1}{4}$ SM; increase all MDAs 80 feet and visibility Cats C and D $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 2300 direct
LUXON and hold.

AWOS-3 120,625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) ①
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MAYFIELD, KENTUCKY

AL-6223 (FAA)

26022

WAAS CH 78432 W01B	APP CRS 006°	Rwy Ldg TDZE 522 Apt Elev 522
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RNAV (GPS) Y RWY 1

MAYFIELD GRAVES COUNTY (M25)

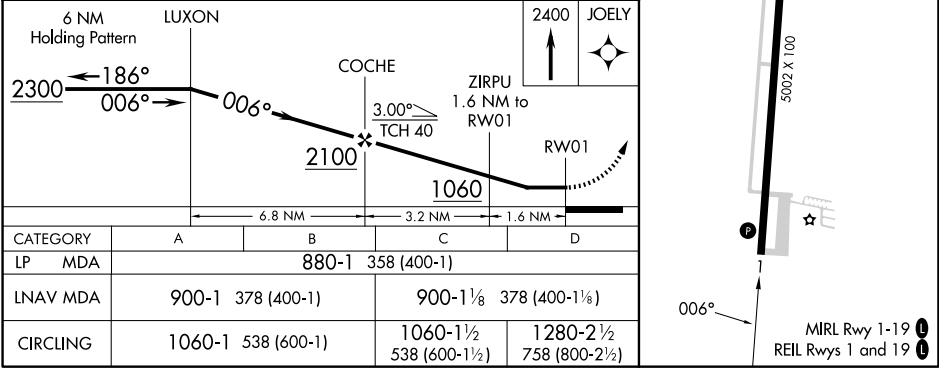
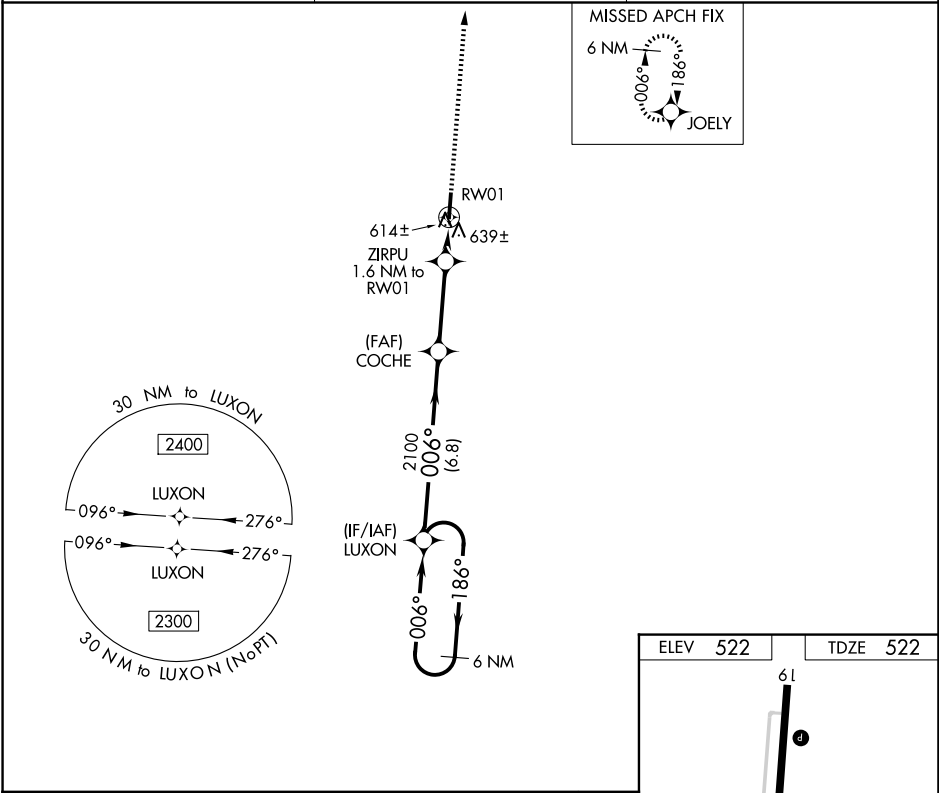
▼

▲NA

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all MDA 80 feet and increase LP Cat C and D visibility ¾ mile and LNAV Cat C and D visibility and Circling Cat C and D visibility ¼ mile. Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
Climb to 2400 direct
JOELY and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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MAYFIELD, KENTUCKY
Amdt 1A 17AUG17

36°46'N-88°35'W

MAYFIELD GRAVES COUNTY (M25)

RNAV (GPS) Y RWY 1

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40034 W01A	APP CRS 006°	Rwy Ldg TDZE 522 Apt Elev 522
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RNAV (GPS) Z RWY 1

MAYFIELD GRAVES COUNTY (M25)

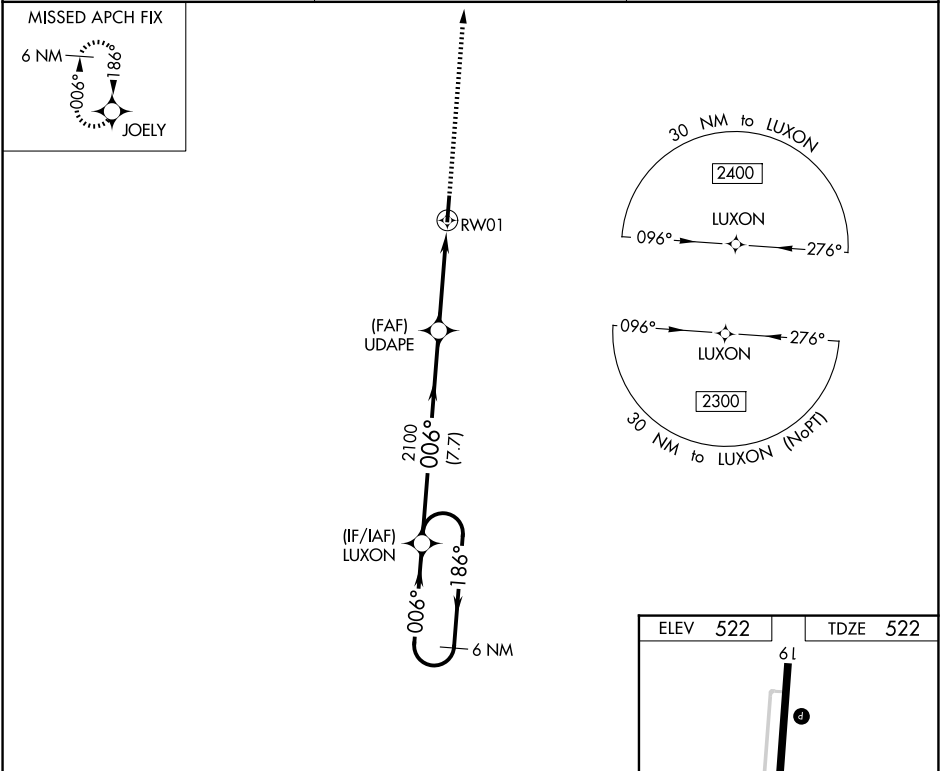
▼

▲NA

Baro-VNAV NA when using Paducah altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Paducah altimeter setting and increase all DA 61 feet; increase LNAV/VNAV Cats A and B visibility ¼ mile.
Rwy 1, 19 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH:
Climb to 2400 direct
JOELY and hold.

AWOS-3 120.625	MEMPHIS CENTER 133.65 292.15	UNICOM 122.8 (CTAF) 0
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6 NM Holding Pattern

LUXON

2300

186°

006°

GP 3.60° TCH 60

006°

2100

7.7 NM

4 NM

RW01

2400

JOELY

CATEGORY	A	B	C	D
LPV DA	820-1	298 (300-1)	NA	
LNAV/VNAV DA	932-1½	410 (500-1½)	NA	

ELEV 522

TDZE 522

61

5002 X 100

006°

MIRL Rwy 1-19

REIL Rws 1 and 19

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

MC MINNVILLE, TENNESSEE

AL-5869 (FAA)

26022

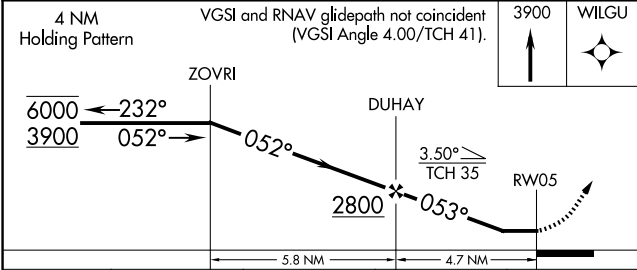
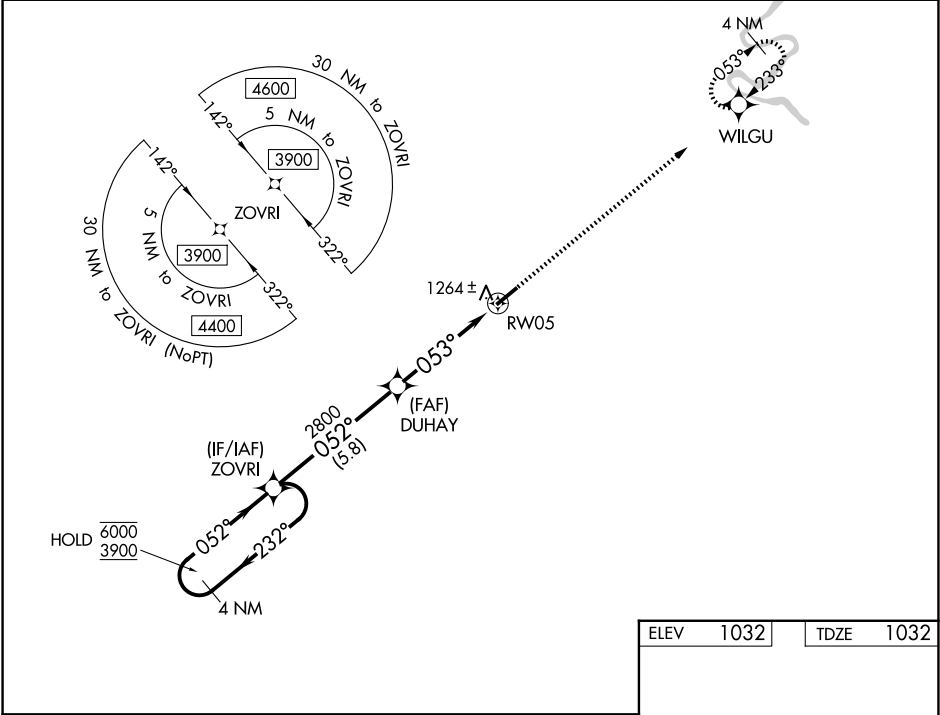
WAAS CH 81844 W05A	APP CRS 053°	Rwy Ldg TDZE Apt Elev	5000 1032 1032
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RNAV (GPS) RWY 5

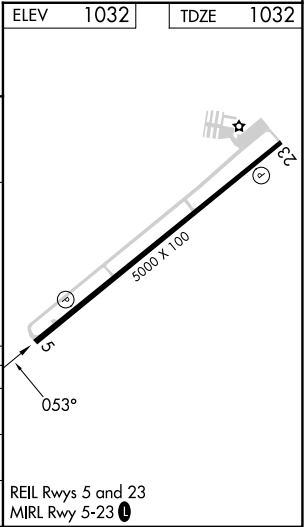
WARREN COUNTY MEML (RNC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3900 direct WILGU and hold, continue climb-in-hold to 3900.
Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5 NA at night.	

AWOS-3 135.525	MEMPHIS CENTER 128.15 323.125	UNICOM 123.05 (CTAF) 0
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CATEGORY	A	B	C	D
LP MDA	1500-1	468 (500-1)	1500-1 $\frac{3}{8}$	468 (500-1 $\frac{3}{8}$)
LNAV MDA	1520-1	488 (500-1)	1520-1 $\frac{3}{8}$	488 (500-1 $\frac{3}{8}$)
CIRCLING	1600-1	568 (600-1)	1600-1 $\frac{1}{2}$ 568 (600-1 $\frac{1}{2}$)	1620-2 588 (600-2)



SE-1, 03 SEP 2026 to 29 OCT 2026

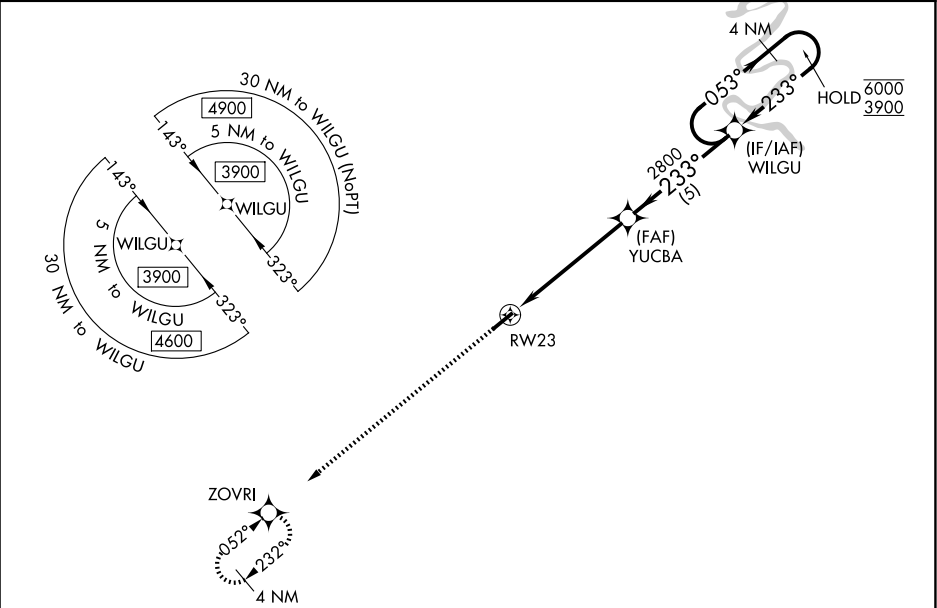
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99433 W23A	APP CRS 233°	Rwy Ldg TDZE Apt Elev	5000 1026 1032
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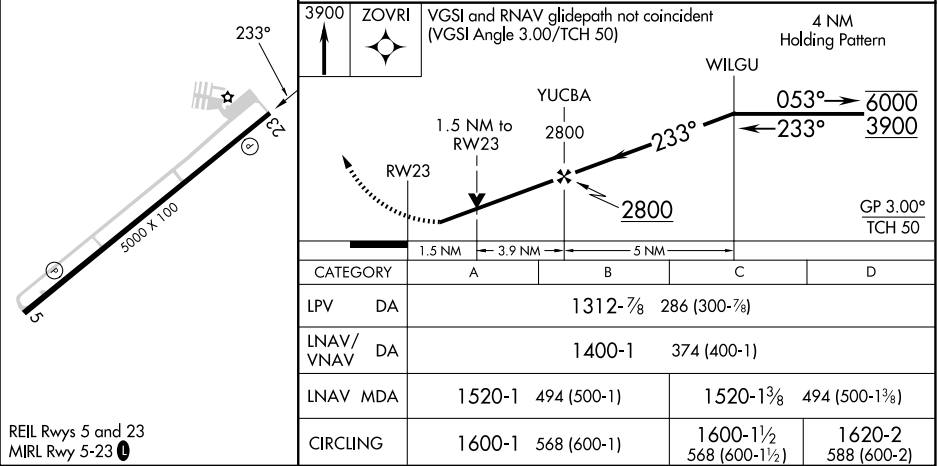
RNAV (GPS) RWY 23
WARREN COUNTY MEML (RNC)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3900 direct ZOVRI and hold, continue climb-in-hold to 3900.
▼ ▲ Circling Rwy 5 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.	

AWOS-3 135.525	MEMPHIS CENTER 128.15 323.125	UNICOM 123.05 (CTAF) 0
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ELEV 1032	TDZE 1026
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SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

MEMPHIS, TENNESSEE

AL-253 (FAA)

26078

LOC I-MEM 109.5	APP CRS 093°	Rwy Ldg TDZE 259 Apt Elev 341
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ILS or LOC RWY 9

FREDERICK W SMITH INTL/MEMPHIS (MEM)

▼ For inop ALS, increase S-ILS 9 Cat E visibility to RVR 4000 and S-LOC 9 Cat E visibility to 1¾ SM.

MALSR
A5

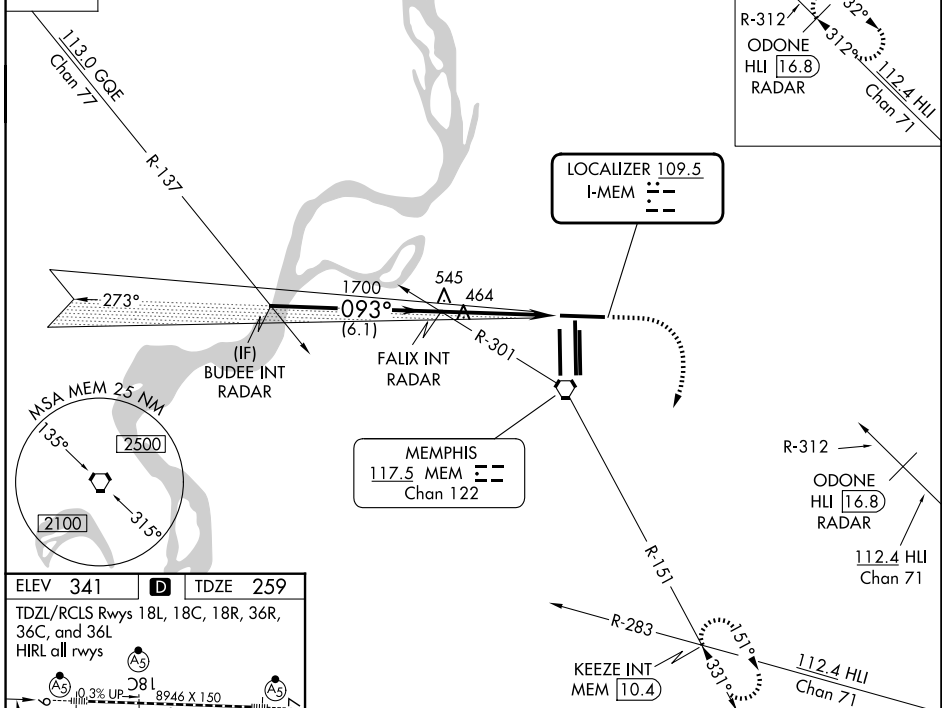
MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 on MEM R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27) 118.3	257.8	(Rwy 9-27) 121.0	379.2
125.8	338.3	(Rwys 18C-36C, 18L-36R) 119.7	257.8	(Rwys 18C-36C, 18L-36R) 121.9	379.2
	(356°-175°)	(Rwy 18R-36L) 128.425	257.8	(Rwy 18R-36L) 121.65	379.2

D-ATIS
127.75

RADAR REQUIRED

ALTERNATE MISSED
APCH FIX
R-312
ODONE
HUI **16.8**
RADAR
112.4 HUI
Chan 71



ELEV 341	D	TDZE 259
TDZL/RCLS Rwys 18L, 18C, 18R, 36R, 36C, and 36L HIRL all rwys		
FAF to MAP 4.3 NM		
Knots	60	90 120 150 180
Min:Sec	4:18	2:52 2:09 1:43 1:26

BUDEE INT RADAR		FALIX INT RADAR		1000 ↑	5000 ↗	MEM R-151	KEEZE INT
2000		1700					
093°		1700					
GS 3.00° TCH 52							
6.1 NM		4.3 NM					
CATEGORY	A	B	C	D	E		
S-ILS 9	466/24 207 (200-½)						
S-LOC 9	720/24	461 (400-½)	720/50	461 (400-1)	720/60	461 (400-1¼)	
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)		

MEMPHIS, TENNESSEE

Amdt 27B 29MAR18

FREDERICK W SMITH INTL/MEMPHIS (MEM)

35°03'N-89°59'W

ILS or LOC RWY 9

SE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 18C
FREDERICK W SMITH INTL/MEMPHIS (MEM)

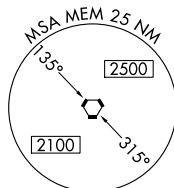
- MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

D-ATIS
127.75

NESBT
HLI 23.8
RADAR
97° 112.4 HLI
R-277-
277° Chan 71

RADAR REQUIRED



LOCALIZER 111.95
I-SDU ::.

MEMPHIS
117.5 MEM 
Chan 122

KEEZE INT
MEM 10.4

HOLLY SPRINGS
112.4 HLI $\frac{1}{2}$
Chap 71

[illegible]

LAURI
MEM 13.7
RADAR

MEM 7.6
RADAR

900 ↑	5000 MEM R-151 ↻	KEEZE INT
----------	---------------------------	--------------

GS 3.00%
TCH 54

CATEGORY	A	B	C	D	E
S-ILS 18C	657/40 367 (400-¾)				
S-LOC 18C	860/24	570 (600-½)	860/50 570 (600-1)	860/60 570 (600-1¼)	860-1½ 570 (600-1½)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

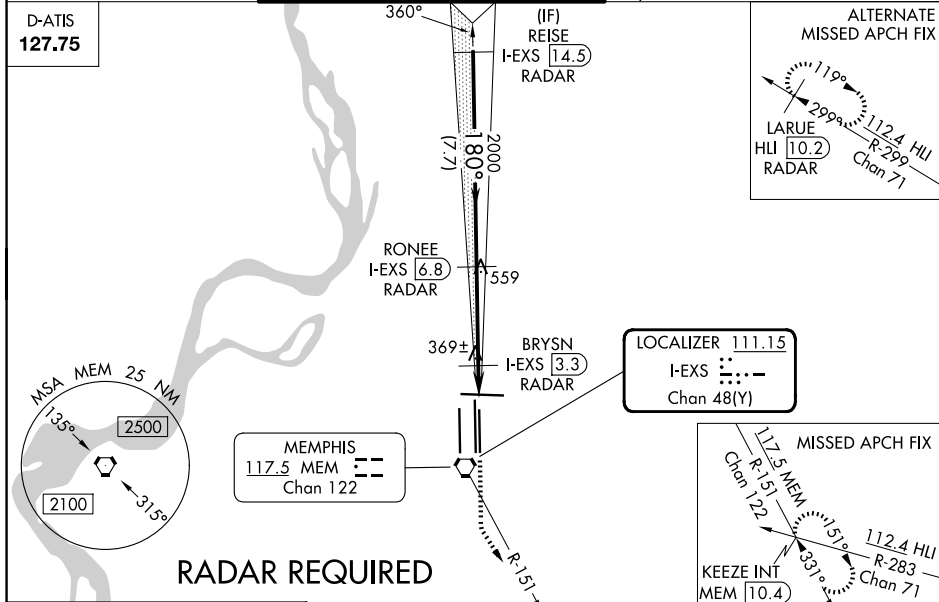
FREDERICK W SMITH INTL/MEMPHIS (MEM)
35°03'N-89°59'W ILS or LOC RWY 18C
285

ILS or LOC RWY 18L
FREDERICK W SMITH INTL/MEMPHIS (MEM)

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 5000 on MEM VORTAC R-151 to KEEZE INT/MEM 10.4 DME and hold, continue climb-in-hold to 5000.

D-ATIS
127.75

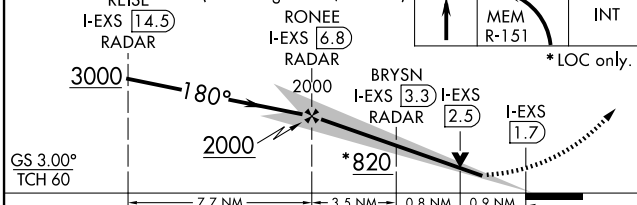


RADAR REQUIRED

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

Amdt 2D 29MAR18

VGSI and ILS glidepath not coincident
REISE (VGSI Angle 3.00/TCH 73).



CATEGORY	A	B	C	D	E
S-ILS 18L	501/18 200 (200-½)				501/24 200 (200-½)
S-LOC 18L	820/24 519 (500-½)		820/50 519 (500-1)	820/60 519 (500-1¼)	
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
BRYSN FIX MINIMUMS					
S-LOC 18L	620/24 319 (300-½)			620/40 319 (300-¾)	
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)

FREDERICK W SMITH INTL/MEMPHIS (MEM)

35°03'N-89°59'W

ILS or LOC RWY 18L

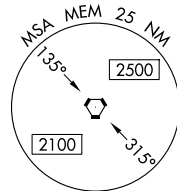
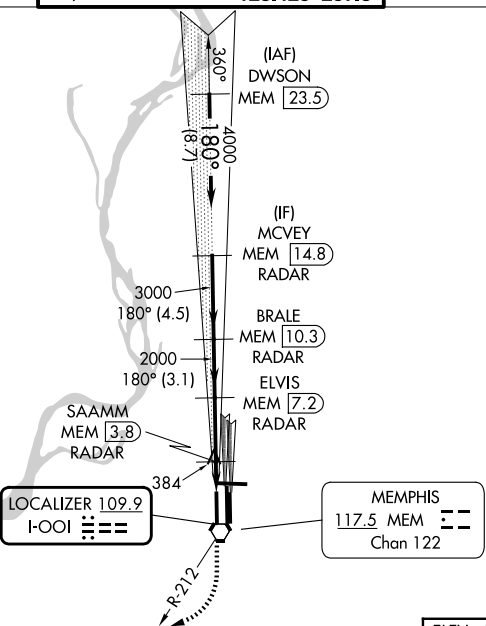
ILS or LOC RWY 18R
FREDERICK W SMITH INTL/MEMPHIS (MEM)

MALS

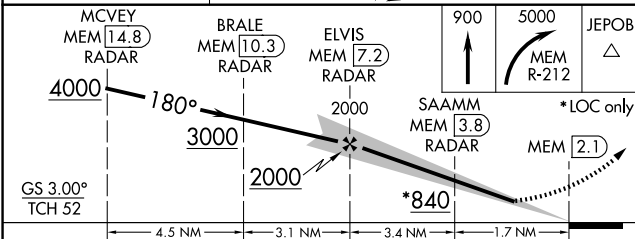
MALS  MISSED APPROACH: Climb to 900 then climbing right turn to 5000 on MEM VORTAC R-212 to JEPOB INT/UIM 20 DME and hold

GND CON

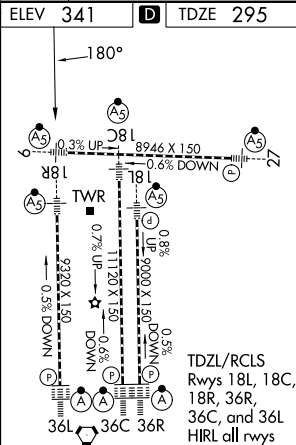
(Rwy 9-27)
(Rwys 18C-36C, 18L-36R)
(Rwy 18R-36L)



Ch 113.00 ALTERNATE MISSED
APCH FIX



CATEGORY	A	B	C	D	E
S-ILS 18R	495/18 200 (200-½)				495/24 200 (200-½)
S-LOC 18R	840/24 545 (500-½)		840/50 545 (500-1)	840/60 545 (500-1½)	840-1½ 545 (500-1½)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)
SAAMM FIX MINIMUMS (DME OR RADAR REQUIRED)					
S-LOC 18R	700/24 405 (400-½)		700/40 405 (400-¾)		700/50 405 (400-1)
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)



FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1.03 SEP 2026 to 29 OCT 2026

MEMPHIS, TENNESSEE

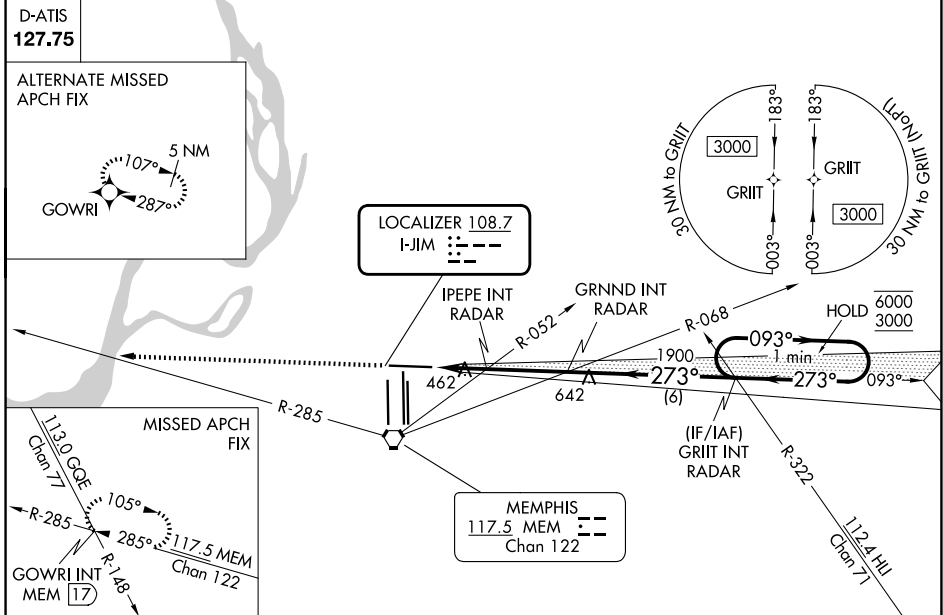
AL-253 (FAA)

26078

LOC I-JIM	APP CRS	Rwy Ldg	8946
108.7	273°	TDZE	292
		Apt Elev	341

ILS or LOC RWY 27 FREDERICK W SMITH INTL/MEMPHIS (MEM)

RNAV 1-GPS or RADAR required for procedure entry.			MALSR		MISSED APPROACH: Climb to 5000 and intercept MEM VORTAC R-285 to GOWRI INT/17 DME and hold, continue climb-in-hold to 5000.	
▼ For inop ALS, increase S-ILS Cat E visibility to RVR 4000, and S-LOC Cat E visibility to 2 SM, IPEPE fix minimums S-LOC Cat E visibility to 1¼ SM. ▲ *RVR 1800 authorized with use of FD or AP or HUD to DA.			AS 			
MEMPHIS APP CON		MEMPHIS TOWER		GND CON		
119.1	291.6	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2	
(176°-355°)		(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2	
125.8	338.3	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2	
(356°-175°)						



ELEV	341	D	TDZE	292	5000	MEM R-285	GOWRI INT	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).	One Minute Holding Pattern
							GRNND INT RADAR	GRNND INT RADAR	GRNND INT RADAR
							IPEPE INT RADAR	IPEPE INT RADAR	IPEPE INT RADAR
							1900	1900	1900
							2 NM	2.9 NM	6 NM
							980	980	980
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°
							TCH 54	TCH 54	TCH 54
							273°	273°	273°
							093°	093°	093°
							6000	6000	6000
							3000	3000	3000
							GS 3.00°	GS 3.00°	GS 3.00°

ILS or LOC RWY 36C
FREDERICK W SMITH INTL/MEMPHIS (MEM)

ALSF-2

MISSED APPROACH: Climb to 3000
via MEM VORTAC R-360 to
LAURI INT/MEM 13.7 DME and hold.

D-ATIS
127.75

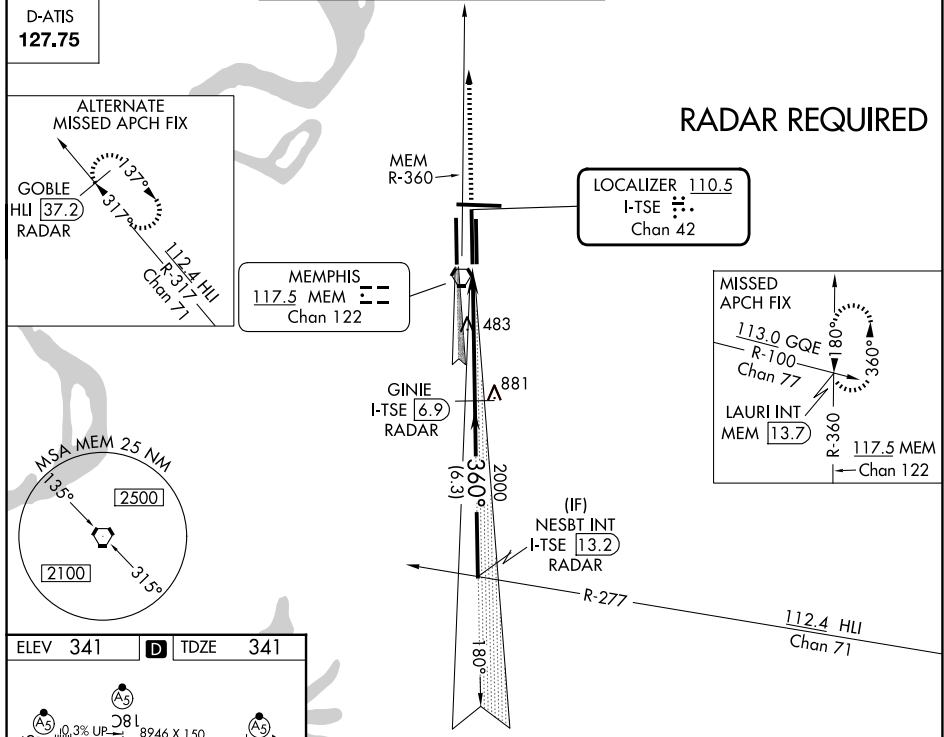


Diagram illustrating a 360° turn for a 5 NM FAF (Final Approach Fix) to MAP (Map).

Keywaypoints and Altitudes:

- 18R (1800 ft)
- 18C (1800 ft)
- 36L (1500 ft)
- 36C (1200 ft)
- 36R (900 ft)

Speed and Altitude Changes:

- 0.5% DOWN (from 1800 ft to 1500 ft)
- 0.8% UP (from 1500 ft to 1800 ft)
- 0.5% DOWN (from 1800 ft to 1500 ft)

Turn Angle: 360°

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

Diagram illustrating the ILS glidepath and associated data:

- 3000 (MSL)
- MEM R-360
- LAURI INT
- VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
- GINIE I-TSE 6.9 (6.9 NM)
- RADAR
- NESBT INT I-TSE 13.2 (13.2 NM)
- RADAR
- 3000 (MSL)
- 360°
- 2000 (MSL)
- GS 3.00° TCH 60
- 1.1 NM
- 3.9 NM
- 6.3 NM

SE-1. 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 36L
FREDERICK W SMITH INTL/MEMPHIS (MEM)

ILS or LOC RWY 36L

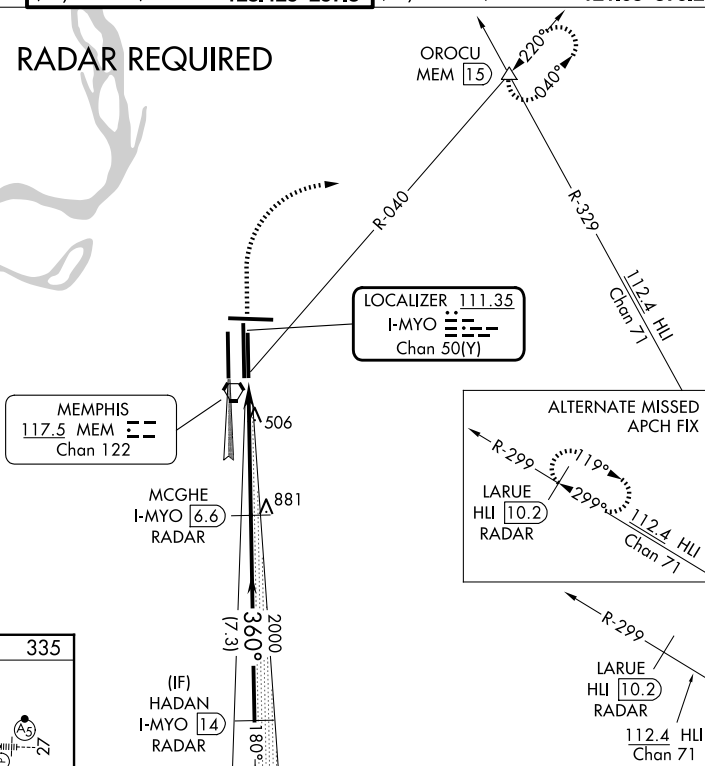
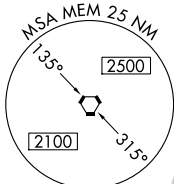
ILS or LOC RWY 36R
FREDERICK W SMITH INTL / MEMPHIS (MEM)

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 15 DME and hold continue climb-in-hold to 5000

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

RADAR REQUIRED



FAF to MAP 5 NM

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

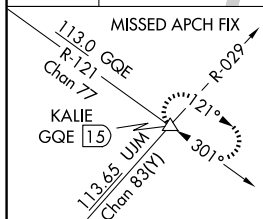
1000 ↑	5000 hdg 070°	MEM R-040	OROCU △	MCGHE I-MYO <u>6.6</u> RADAR 2000	HADAN I-MYO <u>14</u> RADAR
CATEGORY	A	B	C	D	E
S-ILS 36R	535/18 200 (200-½)				535/24 200 (200-½)
S-LOC 36R	760/24 425 (500-½)	760/40 425 (500-¾)		760/50 425 (500-1)	
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	1140-2¾ 799 (800-2¾)	

ILS RWY 36L (CAT II & III)
FREDERICK W SMITH INTL / MEMPHIS (MEM)

MISSED APPROACH: Climb to 1000 then climbing left turn to 5000 via heading 330° and GQE VOR/DME R-121 to KALIE INT/GQE 15 DME and hold, continue climb-in-hold to 5000.

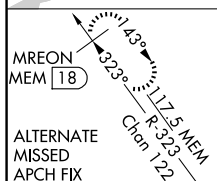
D-ATIS
127.75

113.0 GQE
Chan 77

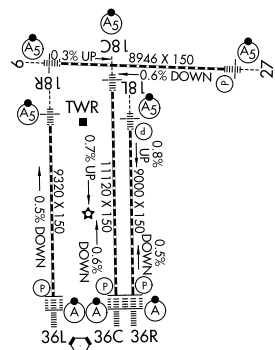


MEMPHIS
117.5 MEM 
Chan 122

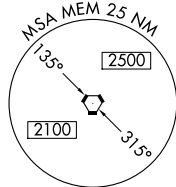
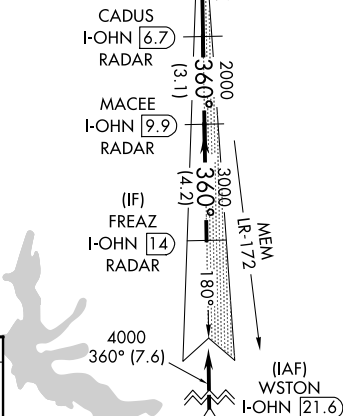
LOCALIZER 108.9
I-OHN
Chan 26



ELEV 341	D	TDZE 321
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TDZL/RCLS Rwy 18L, 18C,
18R, 36R, 36C, and 36L
HIRL all rwy



1000 ↑	5000 hdg 330°	GQE R-121	KALIE △	VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00°/TCH 73).		FREAZ I-OHN 14
		CADUS I-OHN 6.7	MACEE I-OHN 9.9			
		RADAR	RADAR			
		2000	360°	4000		
		2000	3000	Procedure Turn NA		
		5 NM	3.1 NM	GS 3.00° TCH 59		
CATEGORY	A	B	C	D		
S-ILS 36L	CAT II RA 100/12 100 DA 421					
S-ILS 36L	CAT IIIa RVR 07					
S-ILS 36L	CAT IIIb RVR 03					
S-ILS 36L	CAT IIIc NA					

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

MEMPHIS, TENNESSEE

AL-253 (FAA)

26078

LOC/DME I-MYO 111.35 Chan 50(Y)	APP CRS 360°	Rwy Ldg TDZE 335 Apt Elev 341
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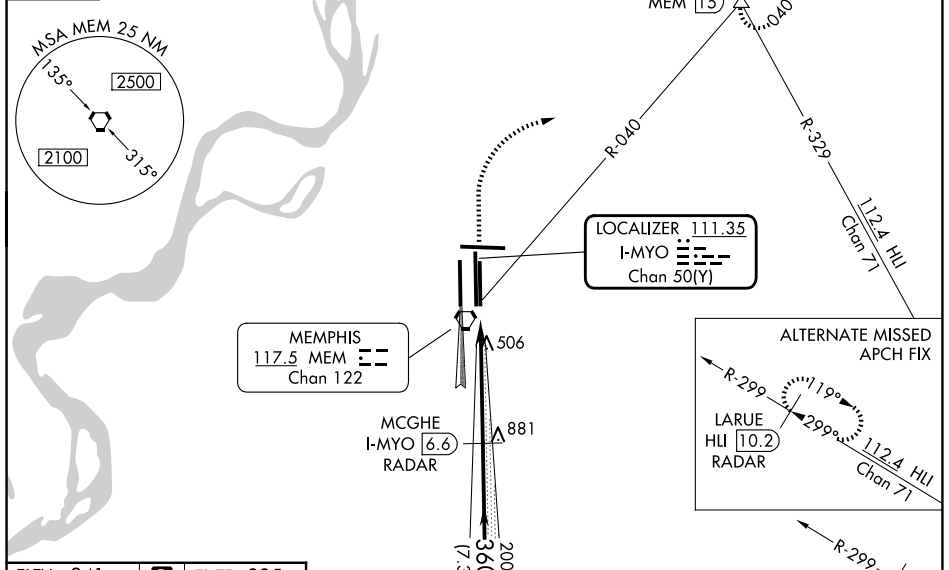
ILS RWY 36R (CAT II & III)

FREDERICK W SMITH INTL/MEMPHIS (MEM)

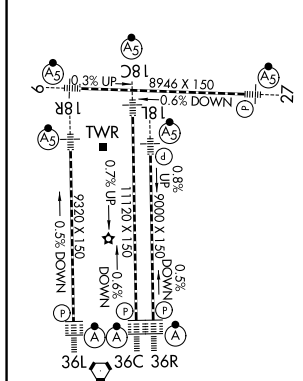
Simultaneous approach authorized with Rwy 36L. DME or RADAR required.	ALSIF-2 	MISSED APPROACH: Climb to 1000 then climbing right turn to 5000 via heading 070° and MEM VORTAC R-040 to OROCU INT/MEM VORTAC 1.5 DME and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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D-ATIS 127.75	RADAR REQUIRED
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ELEV 341	D	TDZE 335
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TDZL/RCLS Rwys 18L, 18C, 18R, 36R, 36C, and 36L
HIRL all rwys

1000	5000	MEM R-040	OROCU	MCGHE I-MYO 6.6 RADAR	HADAN I-MYO 14 RADAR
↑	hdg 070°			2000	3000
VGSi and ILS glidepath not coincident (VGSi Angle 3.00/TCH 69).					
GS 3.00° TCH 58					
1131' 5 NM 7.3 NM					
CATEGORY	A	B	C	D	
S-ILS 36R	CAT II RA 109/12 100 DA 435				
S-ILS 36R	CAT IIIa RVR07				
S-ILS 36R	CAT IIIb RVR03				
S-ILS 36R	CAT IIIc NA				

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

MEMPHIS, TENNESSEE

Amdt 3D 21MAY20

FREDERICK W SMITH INTL/MEMPHIS (MEM)

35°03'N-89°59'W

ILS RWY 36R (CAT II & III)

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS 180°	Rwy Ldg	9000
	TDZE	301
	Apt Elev	341

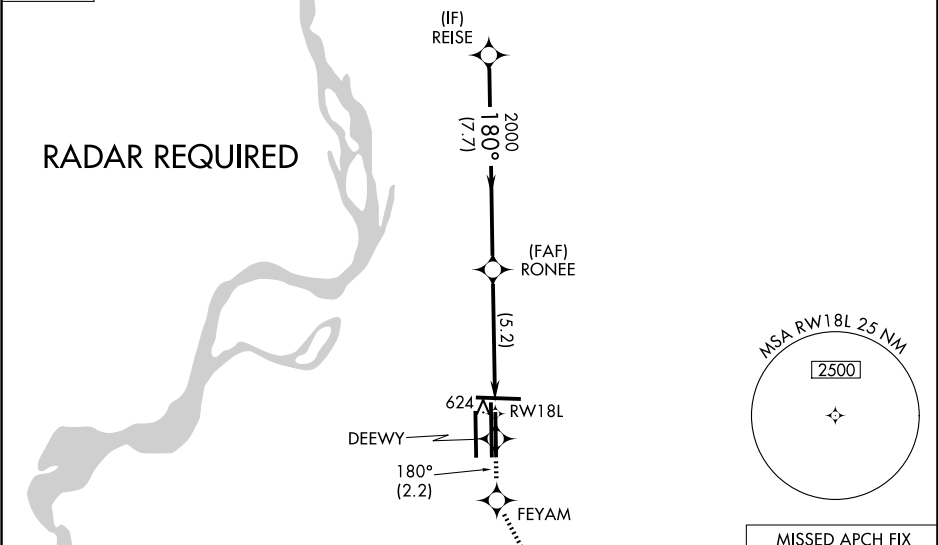
RNAV (RNP) X RWY 18L

FREDERICK W SMITH INTL/MEMPHIS (MEM)

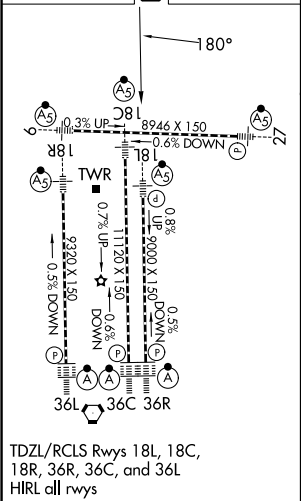
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 48°C (118 °F). Simultaneous approach authorized. GPS required. Missed approach requires RNP less than 1.0. For inop ALS increase RNP 0.11 all Cats visibility to RVR 6000.	MALSR 	MISSED APPROACH: Climb to 5000 on track 180° to DEEWY and on track 180° to FEYAM left turn on track 153° to KEEZE and hold, continue climb-in-hold to 5000.
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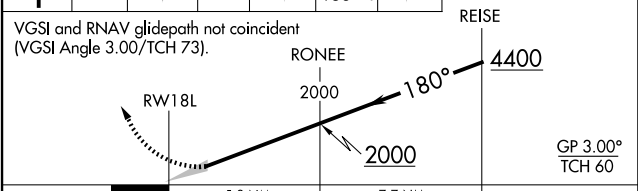
MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS
127.75



ELEV 341	D	TDZE 301
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5000 ↑	tr 180°	DEEWY ✧	tr 180°	FEYAM ✧	tr 153° ↷	KEEZE ✧
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).						
						
CATEGORY	A	B	C	D		
RNP 0.11 DA	647/40 346 (400-¾)					

AUTHORIZATION REQUIRED

RNAV (RNP) X RWY 18R
FREDERICK W SMITH INTL/MEMPHIS (MEM)

MISSED APPROACH: Climb to 5000 on track 180° to ZUPIN and on track 180° to HARUB and on track 180° to JAGUR and on track 223° to JEPOB and hold.

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

RADAR REQUIRED

[illegible]

MISSED APCH FIX

5 NM

079°

259°

JEPOB

A circular logo with the text "MSA RW18R 25 NM" curved along the top edge. In the center, there is a small square box containing the number "2500" and a four-pointed star symbol below it.

ELEV	341	D	TDZE	295
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TDZL/RCLS Rwy's
18L, 18C,
18R, 36R,
36C, and 36L
HIRL all rwy's

5000		ZUPIN		HARUB		JAGUR		JEPOB
↑	tr 180°		tr 180°		tr 180°		tr 223°	△

CATEGORY	A	B	C	D
RNP 0.14 DA	737/45 442 (400-7/8)			

AUTHORIZATION REQUIRED

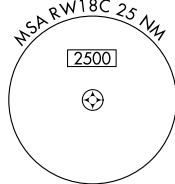
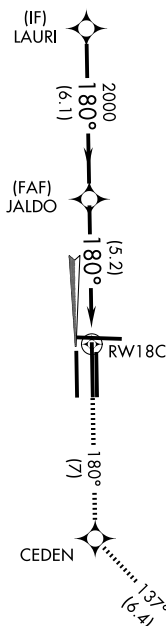
FREDERICK W SMITH INTL/MEMPHIS (MEM)
RNAV (RNP) X RWY 18R

RNAV (RNP) Y RWY 18C
FREDERICK W SMITH INTL / MEMPHIS (MEM)

MISSED APPROACH: Climb to 5000 on track 180° to CEDEN on track 137° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires a minimum climb of 400 feet per NM to 1000.

	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

RADAR REQUIRED



5000 ↑	tr 180°	CEDEN ✧	tr 137°	KEEZE ✧	LAURI
					GP 3.00° TCH 54
CATEGORY	A	B	C	D	
RNP 0.30 DA *	655/35 365 (400- $\frac{5}{8}$)				
RNP 0.30 DA	747/54 457 (500-1)				

AUTHORIZATION REQUIRED

APP CRS	Rwy Ldg	9000
180°	TDZE	301
	Apt Elev	341

RNAV (RNP) Y RWY 18L
FREDERICK W SMITH INTL/MEMPHIS (MEM)

▼ For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118 °F). GPS required. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 * all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ SM.

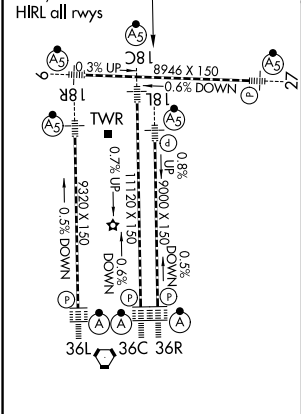
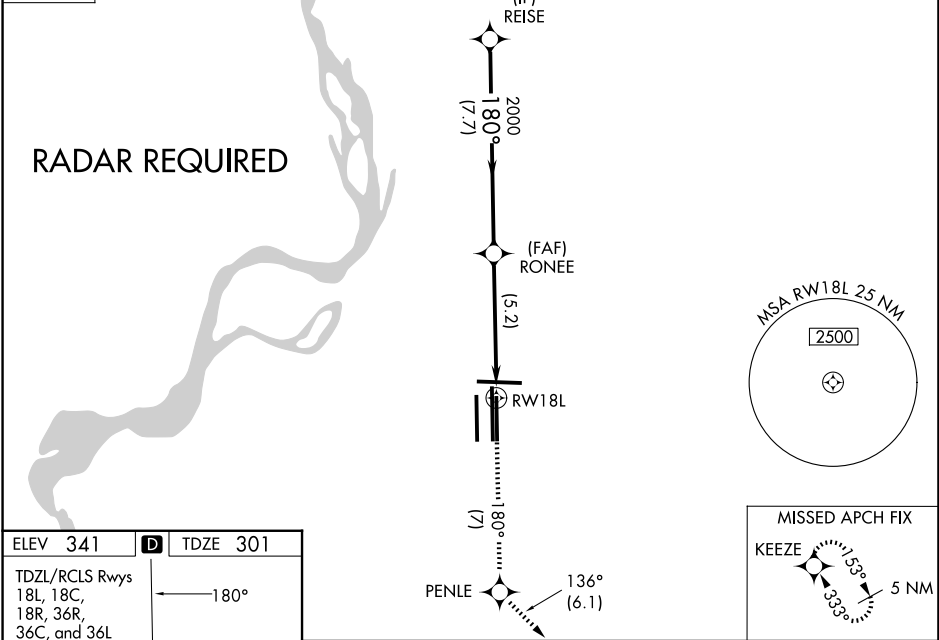
MALSR



MISSED APPROACH: Climb to 5000 on track 180° to PENLE and on track 136° to KEEZE and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 400 feet per NM to 1000.

MEMPHIS APP CON	MEMPHIS TOWER	GND CON
119.1 291.6 (176°-355°)	(Rwy 9-27) 118.3 257.8	(Rwy 9-27) 121.0 379.2
125.8 338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R) 119.7 257.8	(Rwys 18C-36C, 18L-36R) 121.9 379.2
	(Rwy 18R-36L) 128.425 257.8	(Rwy 18R-36L) 121.65 379.2

D-ATIS
127.75



5000	tr 180°	PENLE	tr 136°	KEEZE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).
		RONEE		REISE	
		2000		4400	
		2000			GP 3.00° TCH 60
		5.2 NM		7.7 NM	
CATEGORY	A	B	C	D	
RNP 0.30 DA*		698/50	397 (400-1)		
RNP 0.30 DA		791/60	490 (500-1¼)		
AUTHORIZATION REQUIRED					

APP CRS
180°

Rwy Ldg
TDZE
Apt Elev

9320
295
341

RNAV (RNP) Y RWY 18R

FREDERICK W SMITH INTL/MEMPHIS (MEM)

▼

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 48°C (118°F). Simultaneous approach authorized. GPS required. Use of FD or AP required during simultaneous operations. For inop ALS, increase RNP 0.19* all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ SM.

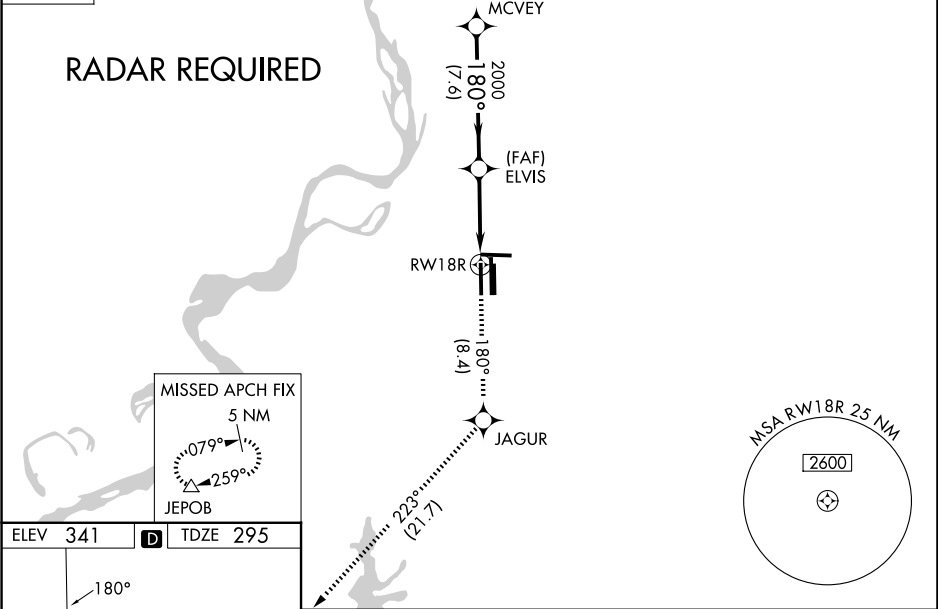
MALSR

MISSED APPROACH: Climb to 5000 on track 180° to JAGUR and on track 223° to JEPOB and hold. *Missed approach requires minimum climb of 425 feet per NM to 1000.

MEMPHIS APP CON			MEMPHIS TOWER			GND CON		
119.1	291.6	(176°-355°)	(Rwy 9-27)	118.3	257.8	(Rwy 9-27)	121.0	379.2
125.8	338.3	(356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7	257.8	(Rwys 18C-36C, 18L-36R)	121.9	379.2
			(Rwy 18R-36L)	128.425	257.8	(Rwy 18R-36L)	121.65	379.2

D-ATIS

127.75



ELEV 341

D

TDZE 295

180°

5000

tr 180°

JAGUR

tr 223°

JEPOB

MCVEY

ELVIS

2000

180°

4400

GP 3.00°

TCH 52

CATEGORY	A	B	C	D
RNP 0.19 DA*		645/40	350 (400-¾)	
RNP 0.30 DA		771/60	476 (500-1¼)	

AUTHORIZATION REQUIRED

WAAS CH 63106 W09A	APP CRS 093°	Rwy Ldg TDZE Apt Elev 8946 259 341
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RNAV (GPS) RWY 9

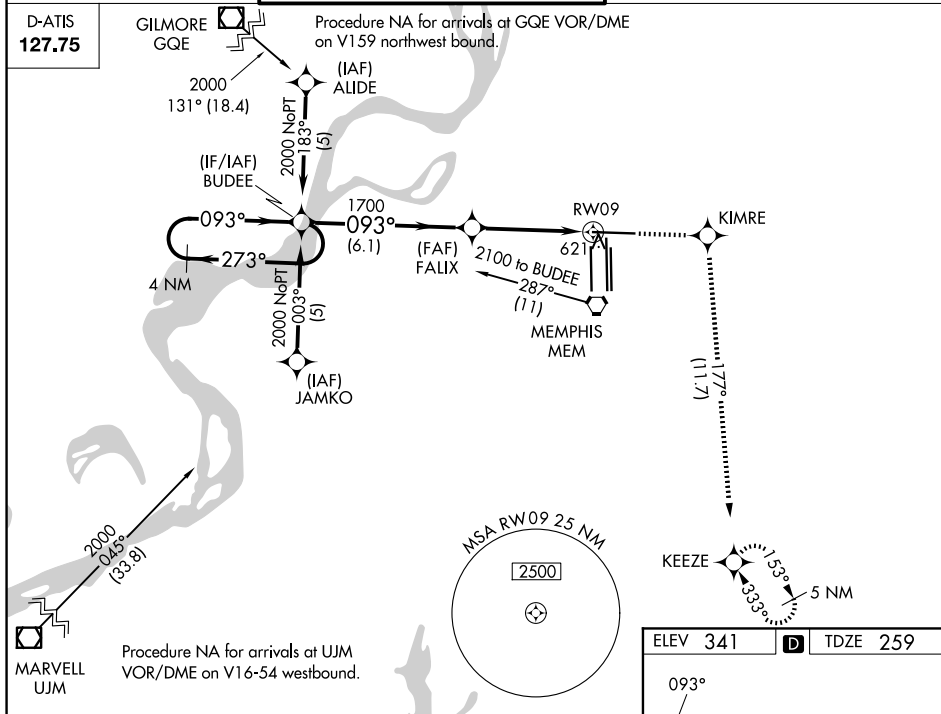
FREDERICK W SMITH INTL/MEMPHIS (MEM)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).
DME/DME RNP-0.3 NA. For inop ALS, increase LPV all Cats visibility to RVR 5000.

MALSR

MISSED APPROACH: Climb to 5000 direct KIMRE and on 177° track to KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(176°-355°)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3	(356°-175°)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
			128.425 257.8	(Rwy 18R-36L)	121.65 379.2



4 NM Holding Pattern

BUDEE

2000 ← 273° 093° →

GP 3.00° TCH 52

1700

6.1 NM 2.5 NM 1.8

5000 KIMRE 177° tr KEEZE

FALIX 1700

*1.8 NM to RW09

*LNAV only

RW09

CATEGORY	A	B	C	D
LPV DA	557/24 298 (300-½)			
LNAV/VNAV DA	782/60 523 (500-1¼)			
LNAV MDA	880/24 621 (600-½)	880/60 621 (600-1¼)	880-1½ 621 (600-1½)	
CIRCLING	940-1 599 (600-1)	940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)	

ELEV 341 **TDZE 259**

093°

0.3% UP 0.8% UP 0.6% DOWN 0.8% UP 0.7% UP 0.6% DOWN 0.5% DOWN

881 181 181 36L 36C 36R

TWR 9200 X 150 1120 X 150 8946 X 150

TDZL/RCLS Rwys 18L, 18C, 18R, 36R, 36C, and 36L

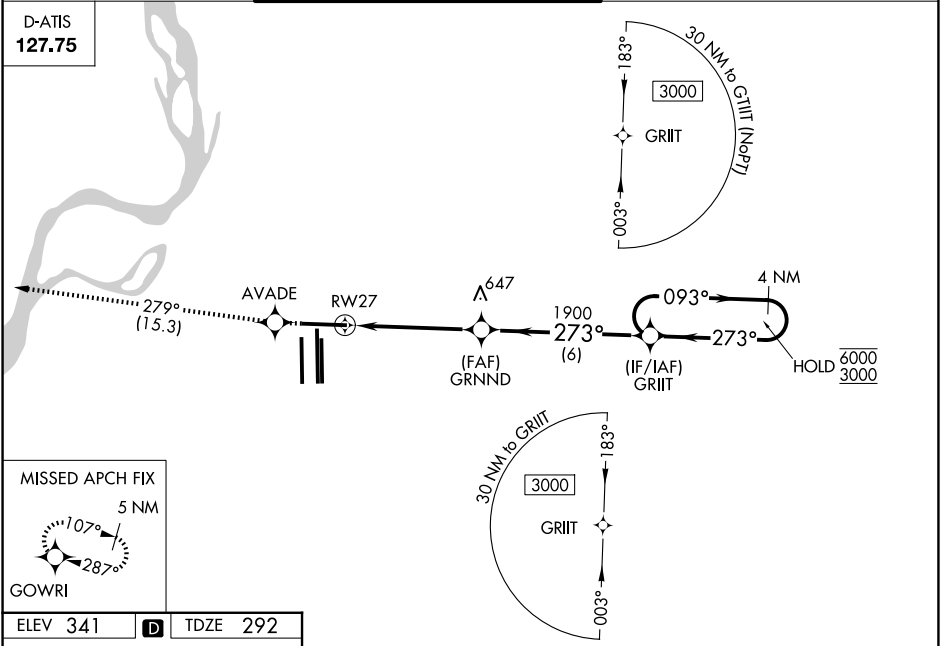
HIRL all rwys

WAAS CH 93607 W27A	APP CRS 273°	Rwy Ldg TDZE Apt Elev	8946 292 341
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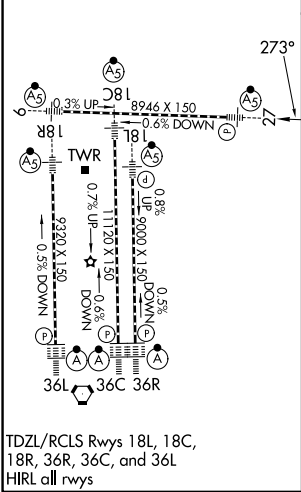
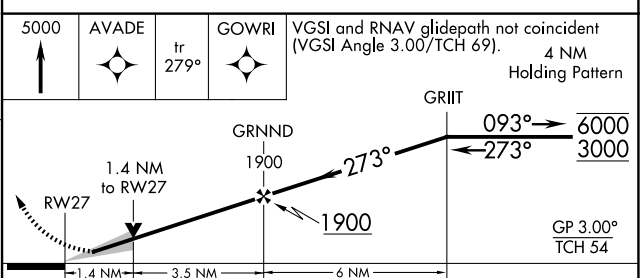
RNAV (GPS) RWY 27
FREDERICK W SMITH INTL/MEMPHIS (MEM)

RNP APCH - GPS. ▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. For inop ALS, increase LNAV Cat C and D visibility to 1½ M. ▲ *RVR 1800 authorized with use of FD or AP or HUD to DA.	MALSR 	MISSED APPROACH: Climb to 5000 direct AVADE and on track 279° to GOWRI and hold, continue climb-in-hold to 5000.
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MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18C-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8	GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18C-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2
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ELEV 341	D	TDZE 292
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 TDZL/RCLS Rwys 18L, 18C, 18R, 36R, 36C, and 36L HILL all rwys	5000	AVADE	tr 279°	GOWRI	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69). 4 NM Holding Pattern
	 GRIT 1900 273° 6000 3000 GP 3.00° TCH 54				
	CATEGORY	A	B	C	D
	LPV DA *	492/24 200 (200-½)			
	LNAV/VNAV DA	745/50 453 (500-1)			
	LNAV MDA	800/24 508 (500-½)		800/55 508 (500-1)	
	CIRCLING	940-1 599 (600-1)		940-1½ 1020-2¼ 599 (600-1½) 679 (700-2¼)	

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 36C
FREDERICK W SMITH INTL/MEMPHIS (MEM)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above
A 54°C. Simultaneous approach authorized. For inop ALS increase LPV all Cats visibility to RVR 5000, increase LNAV Cat D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MISSED APPROACH:
Climb to 3000 direct
LAURI and hold.

MEMPHIS TOWER		
(Rwy 9-27)	118.3	257.8
(Rwys 18C-36C, 18L-36R)	119.7	257.8
(Rwy 18R-36L)	128.425	257.8

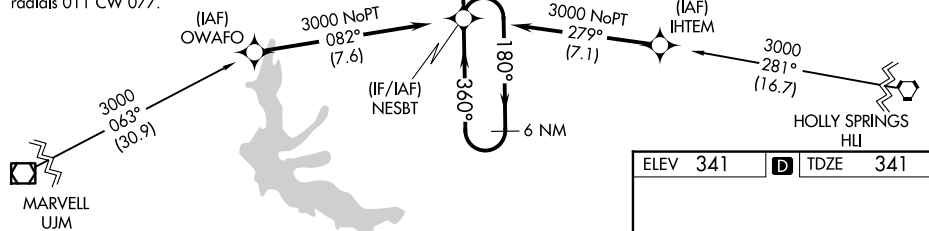
	GND CON		
(Rwy 9-27)		121.0	379.2
(Rwys 18C-36C, 18L-36R)		121.9	379.2
(Rwy 18R-36L)		121.65	379.2

D-ATIS
127.75

MISSED APCH FIX



Procedure NA for arrivals
on UJM VORTAC airway
radials 011 CW 077.



Procedure NA for arrivals
on HLI VORTAC airway
radials 222 CW 303.

6 NM Holding Pattern

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 71)

3000 LAURI

180° 360° 360° 180°

3000 2000 2000

GP 3.00° TCH 60

GINIE

*1.1 NM to RW36C

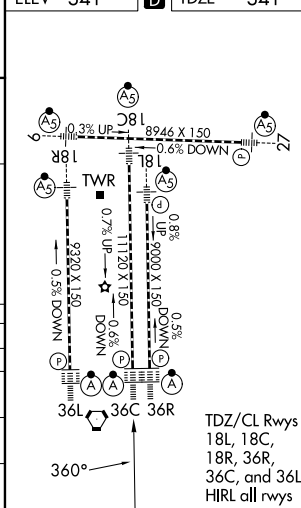
RW36C

*LNAV only

6.3 NM 3.9 NM 1.1 NM

CATEGORY	A	B	C	D
LPV DA	665/24 324 (400-½)			
LNAV/VNAV DA	765/50 424 (500-1)			
LNAV MDA	760/24 419 (500-½)	760/40 419 (500-¾)	760/50 419 (500-1)	
CIRCLING	940-1 599 (600-1)	940-1 599 (600-½)	1020-2¼ 679 (700-2¼)	

FILEV 341		TDZE 341
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FREDERICK W SMITH INTL/MEMPHIS (MEM)

35°03'N-89°59'W

RNAV (GPS) RWY 36C

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65907 W36A	APP CRS 360°	Rwy Ldg TDZE Apt Elev	9320 321 341
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RNAV (GPS) RWY 36L
FREDERICK W SMITH INTL/MEMPHIS(MEM)

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

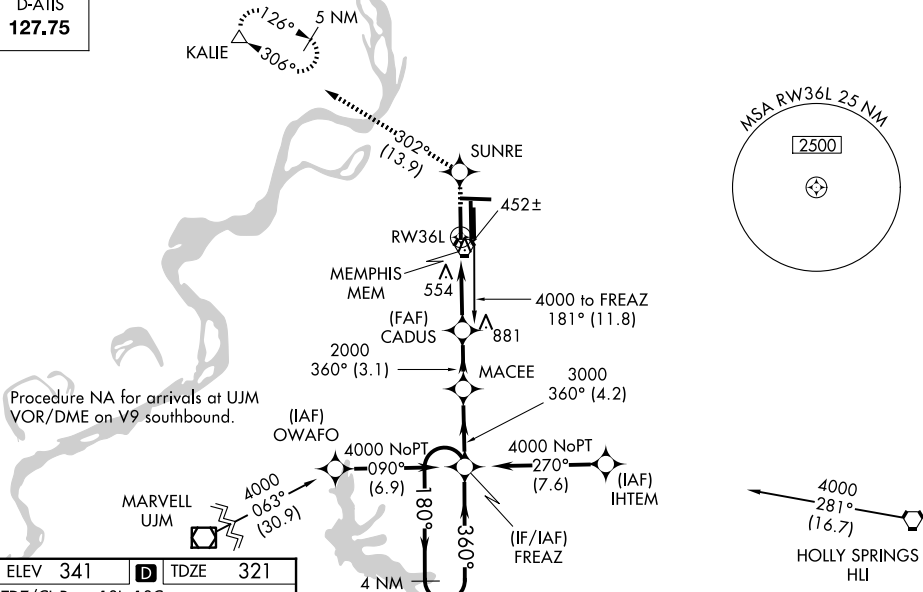
ALSF-2



MISSED APPROACH: Climb to 5000 direct SUNRE and on track 302° to KALIE and hold, continue climb-in-hold to 5000.

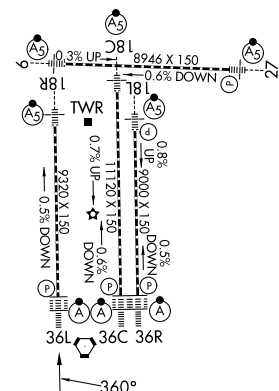
MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

D-ATIS
127.75



ELEV	341	D	TDZE	321
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TDZ/CL Rwy 18L, 18C,
18R, 36R, 36C, and 36L
HRL all rwy



Procedure NA for arrival on HLI VORTAC
airway radials 222 CW 303.

5000
↑

SUNRE
✱

tr
302°

KALIE
△

4 NM
Holding Pattern

*RNAV only.

MACEE

FREA Z

CADUS
2000

RW36L

1.2 NM
to RW36L

360°

180°

4000

GP 3.00°
TCH 59

VGS I and RNAV glidepath not coincident
(VGS I Angle 3.00/TCH 73).

1.2

3.8 NM

3.1 NM

4.2 NM

CATEGORY	A	B	C	D
LPV DA	673/40	352 (400-¾)		
LNAV/VNAV DA	760/50	439 (500-1)		
LNAV MDA	780/24	459 (500-½)	780/40 459 (500-¾)	780/50 459 (500-1)
CIRCLING	940-1	599 (600-1)	940-1½ 599 (600-½)	1020-2¼ 679 (700-2¼)

MEMPHIS, TENNESSEE

AL-253 (FAA)

26078

WAAS CH 49107 W36D	APP CRS 360°	Rwy Ldg TDZE Apt Elev	9000 335 341
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RNAV (GPS) RWY 36R

FREDERICK W SMITH INTL/MEMPHIS (MEM)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

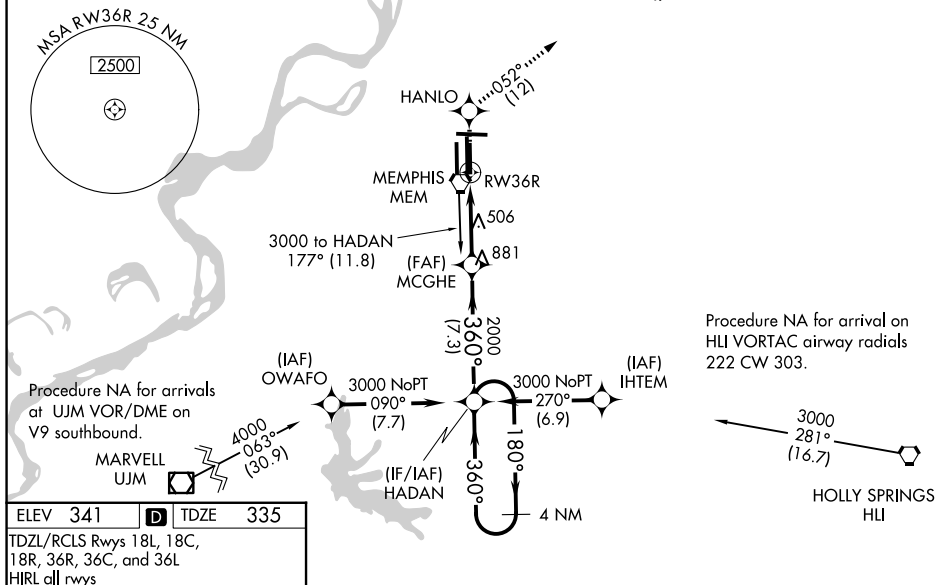
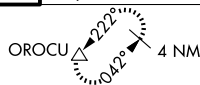
ALSF-2



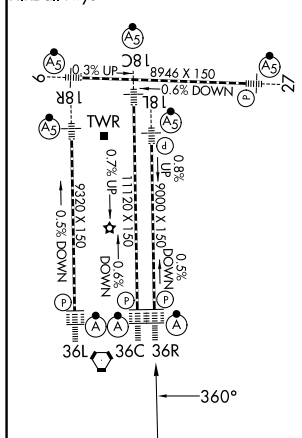
MISSED APPROACH: Climb to 5000 direct HANLO and on 052° track to OROCU and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
	(176°-355°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
125.8	338.3	(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2
	(356°-175°)				

D-ATIS
127.75



ELEV 341	D	TDZE 335
TDZL/RCLS Rwys 18L, 18C, 18R, 36R, 36C, and 36L		
HIRL all rwys		



5000	HANLO	tr 052°	OROCU	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).	4 NM
HOLDING PATTERN					
*LNAV only.					
*1.2 NM to RW36R					
RW36R					
MCGHE					
HADAN					
1.2 NM					
3.8 NM					
7.3 NM					
CATEGORY					
A					
B					
C					
D					
LPV DA					
639/24					
304 (300-1/2)					
LNAV/VNAV DA					
763/50					
428 (500-1)					
LNAV MDA					
760/24					
425 (500-1/2)					
760/40					
425 (500-3/4)					
760/50					
425 (500-1)					
CIRCLING					
940-1					
599 (600-1)					
940-1 1/2					
599 (600-1 1/2)					
1020-2 1/4					
679 (700-2 1/4)					

MEMPHIS, TENNESSEE

Amdt D 29MAR18

FREDERICK W SMITH INTL/MEMPHIS (MEM)

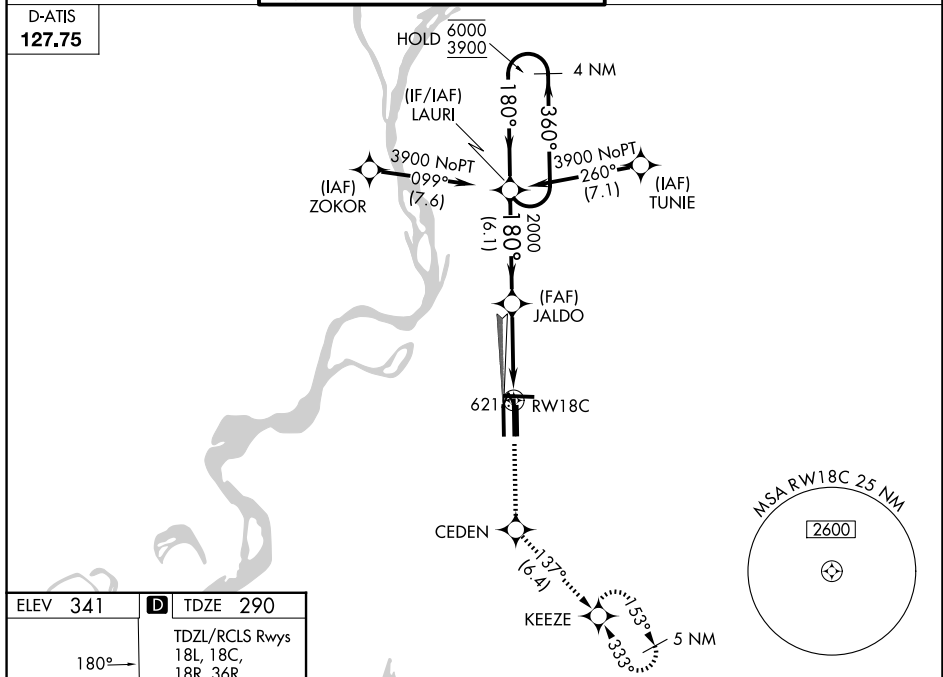
35°03'N-89°59'W

RNAV (GPS) RWY 36R

WAAS CH 97507 W18D	APP CRS 180°	Rwy Ldg 1120 TDZE 290 Apt Elev 341
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RNAV (GPS) Z RWY 18C
FREDERICK W SMITH INTL/MEMPHIS (MEM)

RNP APCH - GPS.  Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For Inop ALS, increase LPV all Cats visibility to RVR 5500 and LNAV/VNAV all Cats visibility to 1 1/2 SM.		MALS R 		MISSED APPROACH: Climb to 5000 direct CEDEN and on track 137° to KEEZE and hold, continue climb-in-hold to 5000.	
MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)		MEMPHIS TOWER (Rwy 9-27) 118.3 257.8 (Rwys 18R-36C, 18L-36R) 119.7 257.8 (Rwy 18R-36L) 128.425 257.8		GND CON (Rwy 9-27) 121.0 379.2 (Rwys 18R-36C, 18L-36R) 121.9 379.2 (Rwy 18R-36L) 121.65 379.2	



LAURI 4 NM Holding Pattern

GP 3.00° TCH 54

CATEGORY	A	B	C	D
LPV DA	665/35 375 (400-%)			
LNAP/VNAV DA	782/50 492 (500-1)			
LNAP MDA	880/24	590 (600-½)	880-1¼	590 (600-1¼)
CIRCLING	940-1	599 (600-1)	940-1¾ 599 (600-1¾)	1020-2 ¼ 679 (700-2¼)

MEMPHIS, TENNESSEE

WAAS CH 53307 W18B	APP CRS 180°	Rwy Ldg 9000 TDZE 301 Apt Elev 341
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RNAV (GPS) Z RWY 18L
FREDERICK W SMITH INTL/MEMPHIS (MEM)

RNP APCH - GPS.

T Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. **A** For inop ALS, increase LNAV/VNAV all Cats visibility to 1% SM and LNAV Cat C/D visibility to 1% SM.

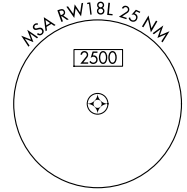
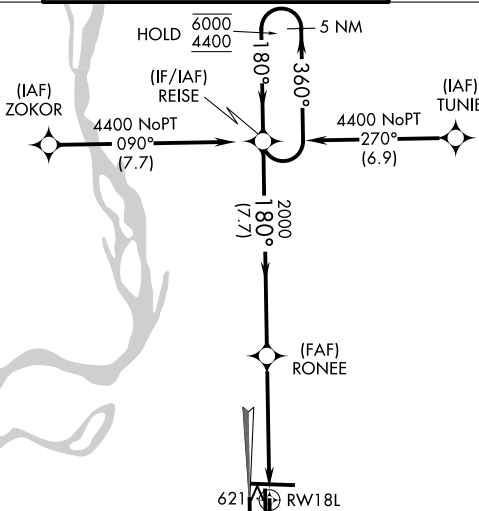
MALSR



MISSED APPROACH: Climb to 900 then climbing left turn to 5000 direct KEEZE and hold, continue climb-in-hold to 5000.

MEMPHIS APP CON		MEMPHIS TOWER		GND CON	
119.1	291.6 (176°-355°)	(Rwy 9-27)	118.3 257.8	(Rwy 9-27)	121.0 379.2
125.8	338.3 (356°-175°)	(Rwys 18C-36C, 18L-36R)	119.7 257.8	(Rwys 18C-36C, 18L-36R)	121.9 379.2
		(Rwy 18R-36L)	128.425 257.8	(Rwy 18R-36L)	121.65 379.2

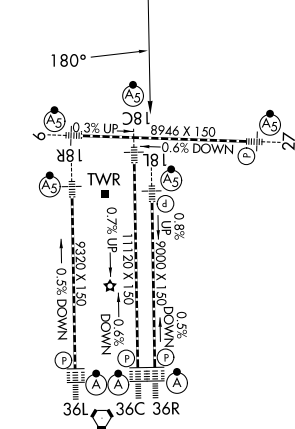
D-ATIS
127.75



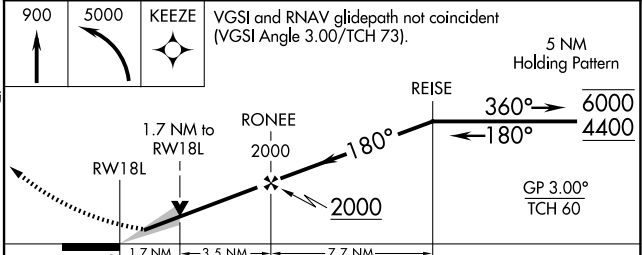
MISSED APCH FIX



ELEV 341	D	TDZE 301
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TDZL/RCLS Rwy 18L, 18C, 18R,
36R, 36C, and 36L
HIRL all rwy



CATEGORY	A	B	C	D
LPV DA	557/18 256 (300-½)			
LNAV/ VNAV DA	874-1¼ 573 (600-1¼)			
LNAV MDA	880/24 579 (600-½)		880-1¼ 579 (600-1¼)	
CIRCLING	940-1 599 (600-1)		940-1½ 599 (600-1½)	1020-2¼ 679 (700-2¼)

MEMPHIS, TENNESSEE

Amdt 2E 07OCT21

FREDERICK W SMITH INTL/MEMPHIS (MEM)

35°03'N-89°59'W

RNAV (GPS) Z RWY 18L

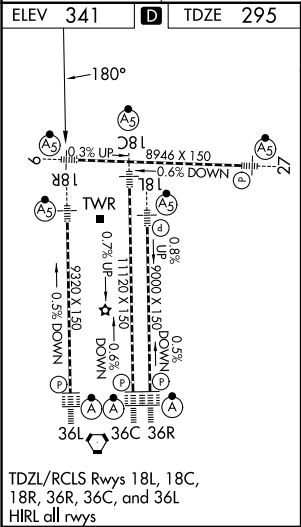
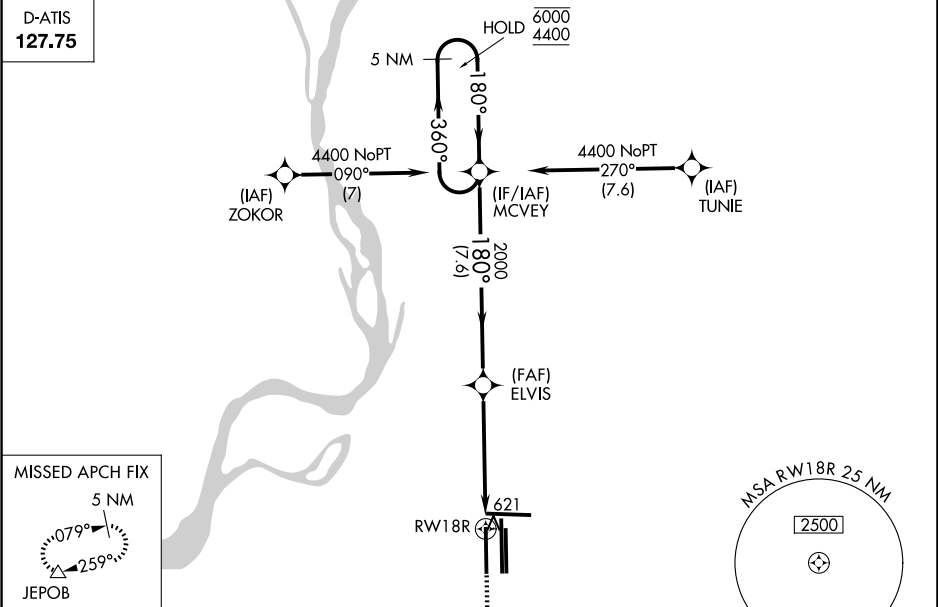
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 56606 W18A	APP CRS 180°	Rwy Ldg TDZE Apt Elev	9320 295 341
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RNAV (GPS) Z RWY 18R

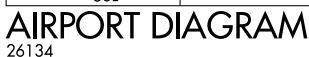
FREDERICK W SMITH INTL/MEMPHIS (MEM)

RNP APCH - GPS		MALSR	MISSED APPROACH:
Simultaneous approach authorized. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM.			Climb to 900 then climbing right turn to 5000 direct JEPOB and hold.
MEMPHIS APP CON		GND CON	
119.1 291.6 (176°-355°)		121.0 379.2 (Rwy 9-27)	
125.8 338.3 (356°-175°)		121.9 379.2 (Rwys 18C-36C, 18L-36R)	
MEMPHIS TOWER		121.65 379.2 (Rwy 18R-36L)	
(Rwy 9-27) 118.3 257.8			
(Rwys 18C-36C, 18L-36R) 119.7 257.8			
(Rwy 18R-36L) 128.425 257.8			



900 ↑		5000 ↗	JEPOB △	5 NM Holding Pattern	
RW18R		1.7 NM to RW18R	ELVIS 2000	MCVEY	GP 3.00° TCH 52
1.7 NM		3.5 NM	7.6 NM	360° → 6000 ← 180° 4400	180°
CATEGORY	A	B	C	D	
LPV DA	495/18		200 (200-½)		
LNAV/ VNAV DA	874-1¼		579 (600-1¼)		
LNAV MDA	880/24	585 (600-½)	880-1¼	585 (600-1¼)	
CIRCLING	940-1	599 (600-1)	940-1¾ 599 (600-1¾)	1020-2¼ 679 (700-2¼)	

FREDERICK W SMITH INTL/MEMPHIS (MEM)
AA) MEMPHIS, TENNESSEE



MEMPHIS, TENNESSEE
FREDERICK W SMITH INTL/MEMPHIS (MEM)

SE-1, 03 SEP 2026 to 29 OCT 2026

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

FREDERICK W SMITH INTL/MEMPHIS(MEM)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to SHAAA, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to AUTMN, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to AUTMN, thence....

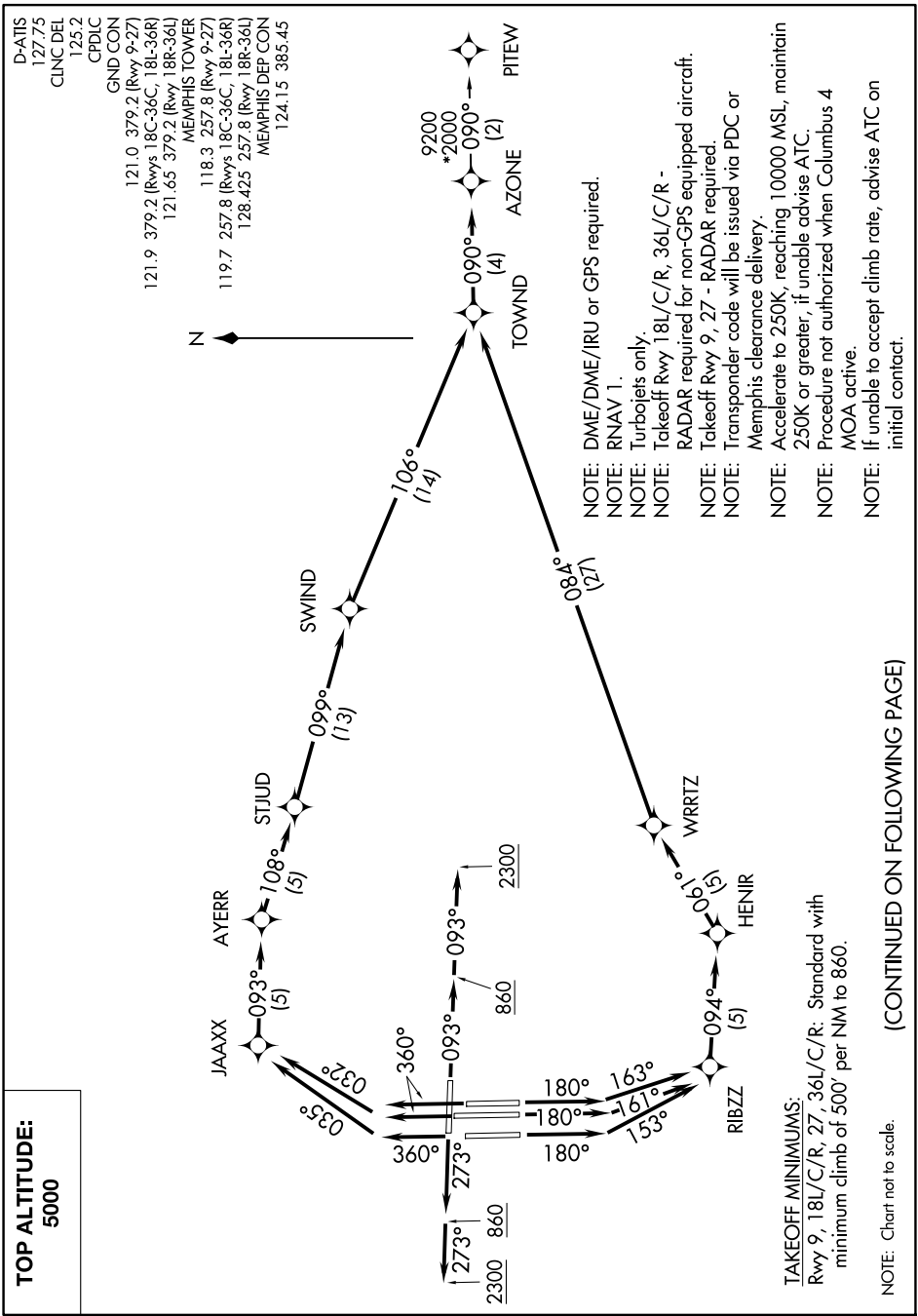
....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LUVEC TRANSITION (AUTMN6.LUVEC):

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

(AZONE7.AZONE) 26078

AL-253 (FAA)

FREDERICK W SMITH INTL/MEMPHIS (MEM)

AZONE SEVEN DEPARTURE (RNAV)

MEMPHIS, TENNESSEE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to TOWND, then on depicted route to AZONE, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to AZONE, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to AZONE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

PITEW TRANSITION (AZONE7.PITEW):

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

AZONE SEVEN DEPARTURE (RNAV)

(AZONE7.AZONE) 31DEC20

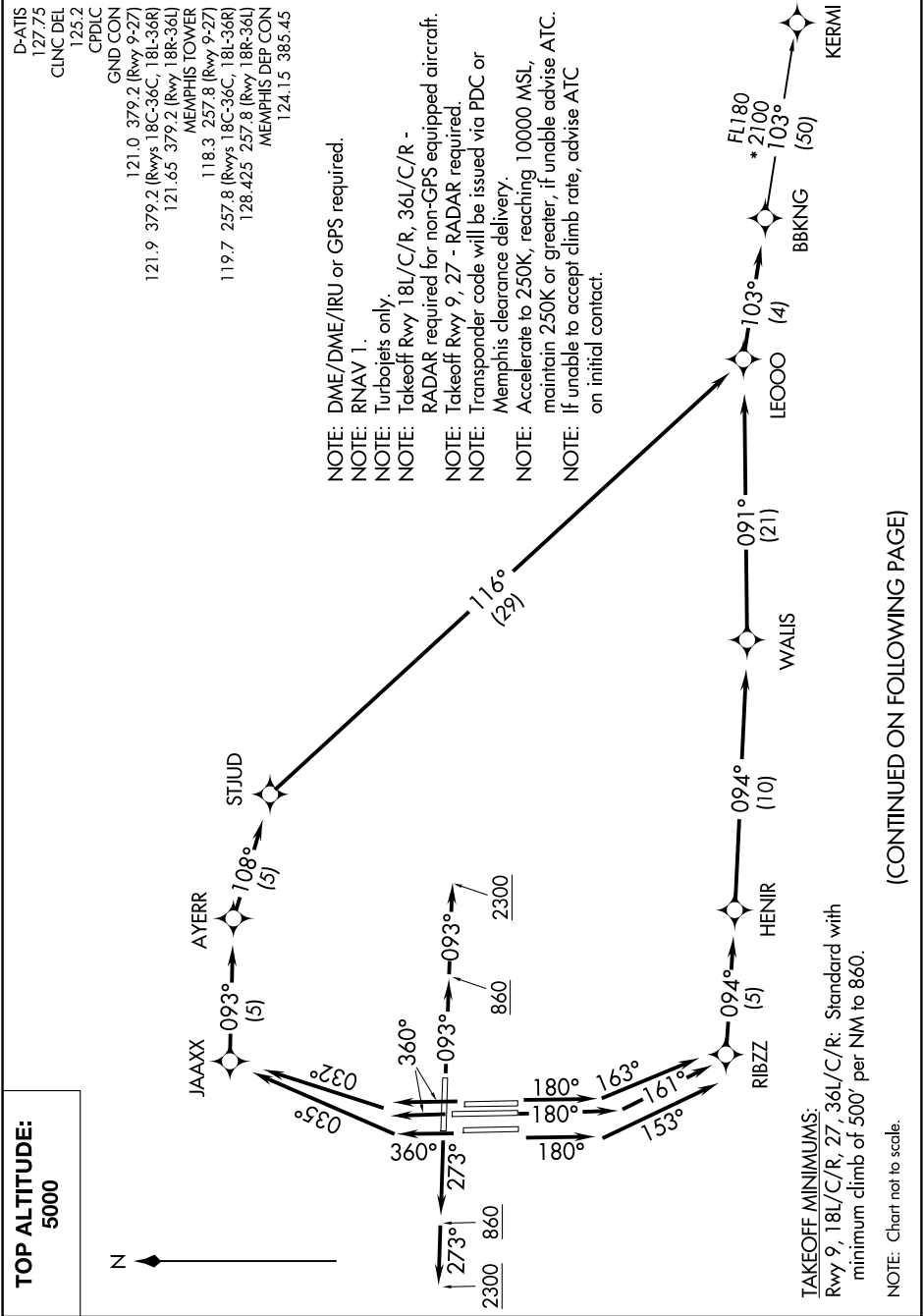
MEMPHIS, TENNESSEE

FREDERICK W SMITH INTL/MEMPHIS (MEM)

BBKNG SEVEN DEPARTURE (RNAV)

MEMPHIS, TENNESSEE

SE-1, 03 SEP 2026 to 29 OCT 2026



(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

BBKNG SEVEN DEPARTURE (RNAV)

MEMPHIS, TENNESSEE

BBKNG SEVEN DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to BBKNG, thence....

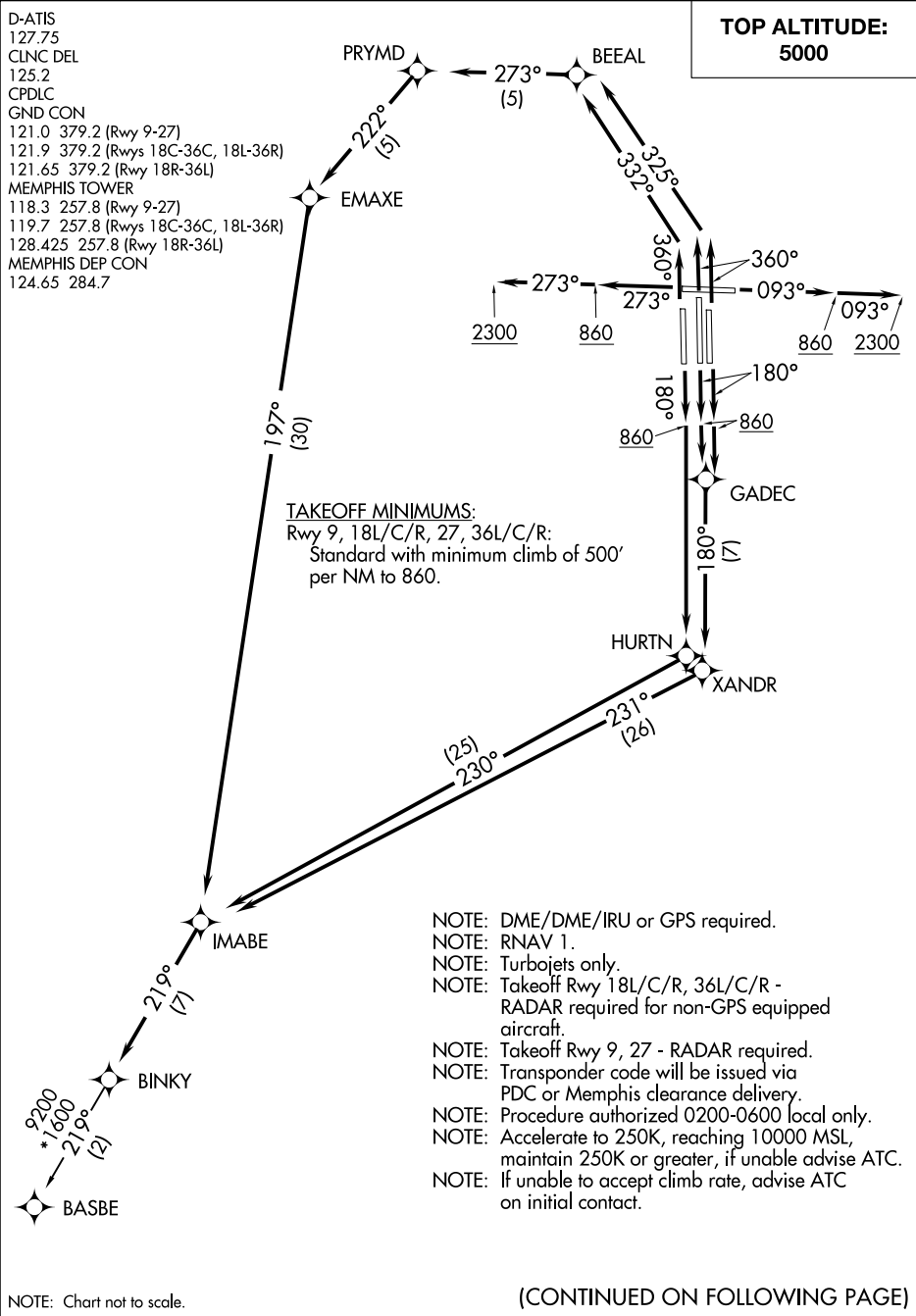
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or assigned by ATC, for vectors to LEOOO, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to BBKNG, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to BBKNG, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

KERMI TRANSITION (BBKNG7.KERMI):





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RUNWAYS 18L/C: Climb on heading 180° to 860, then direct GADEC, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct HURTN, then on depicted route to BINKY, thence....

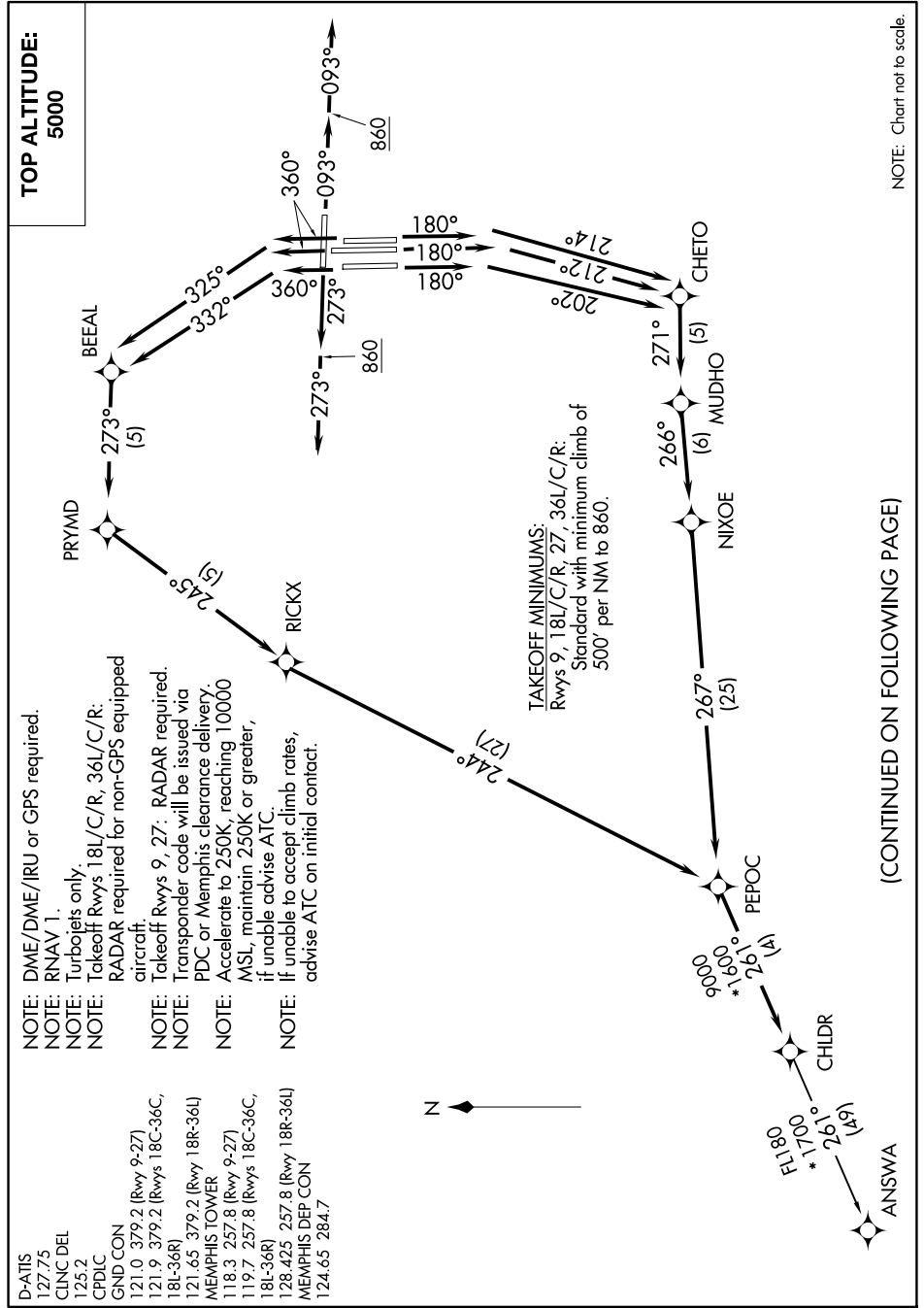
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC for vectors to IMABE, then on depicted route to BINKY, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to BINKY, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to BINKY, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BASBE TRANSITION (BINKY6.BASBE):





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to CHLDR, thence....

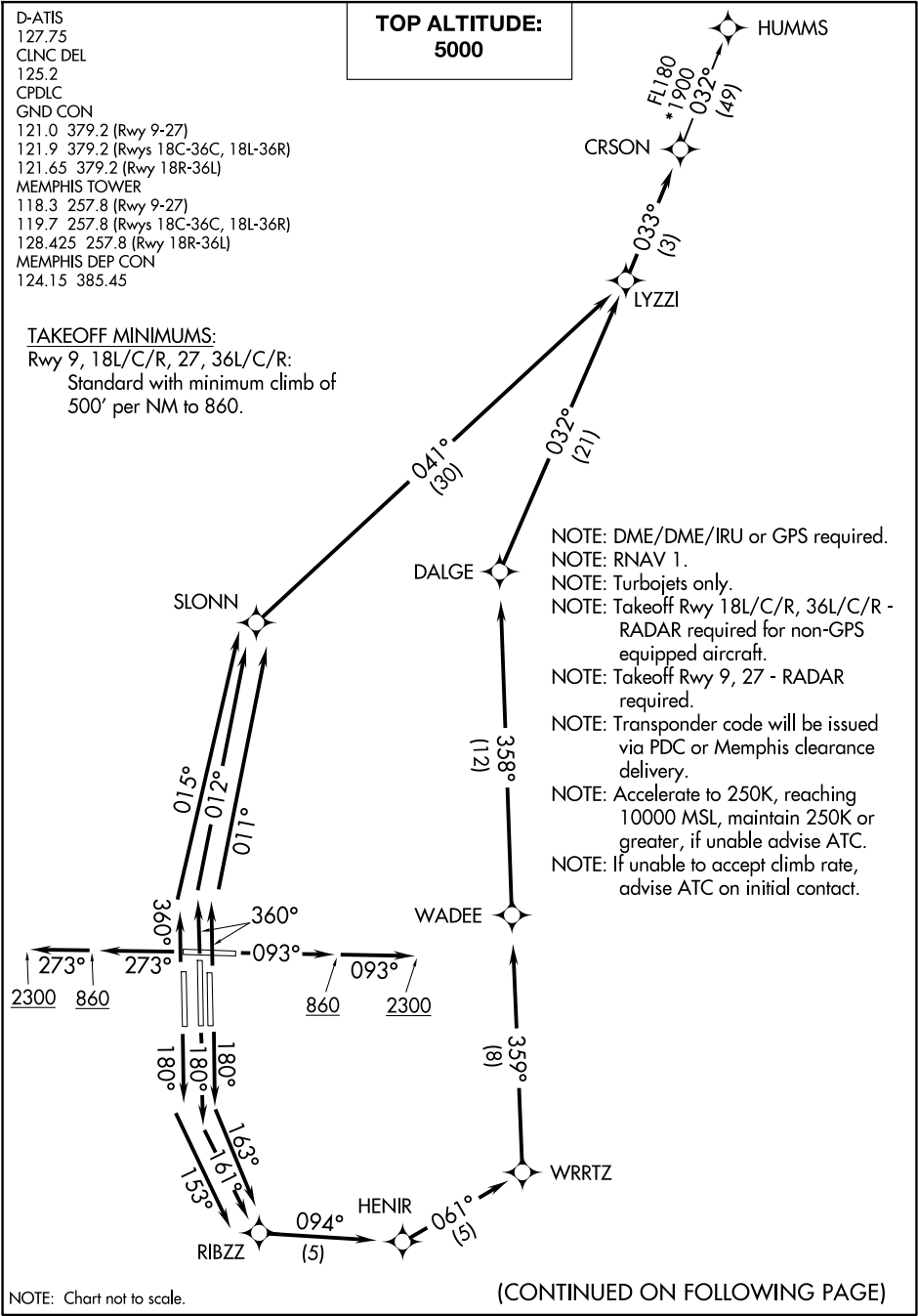
TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to PEPOC, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to CHLDR, thence....

TAKEOFF RUNWAY 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to CHLDR, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

ANSWA TRANSITION (CHLDR5.ANSWA):





DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for vectors to LYZZI, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to CRSON, thence....

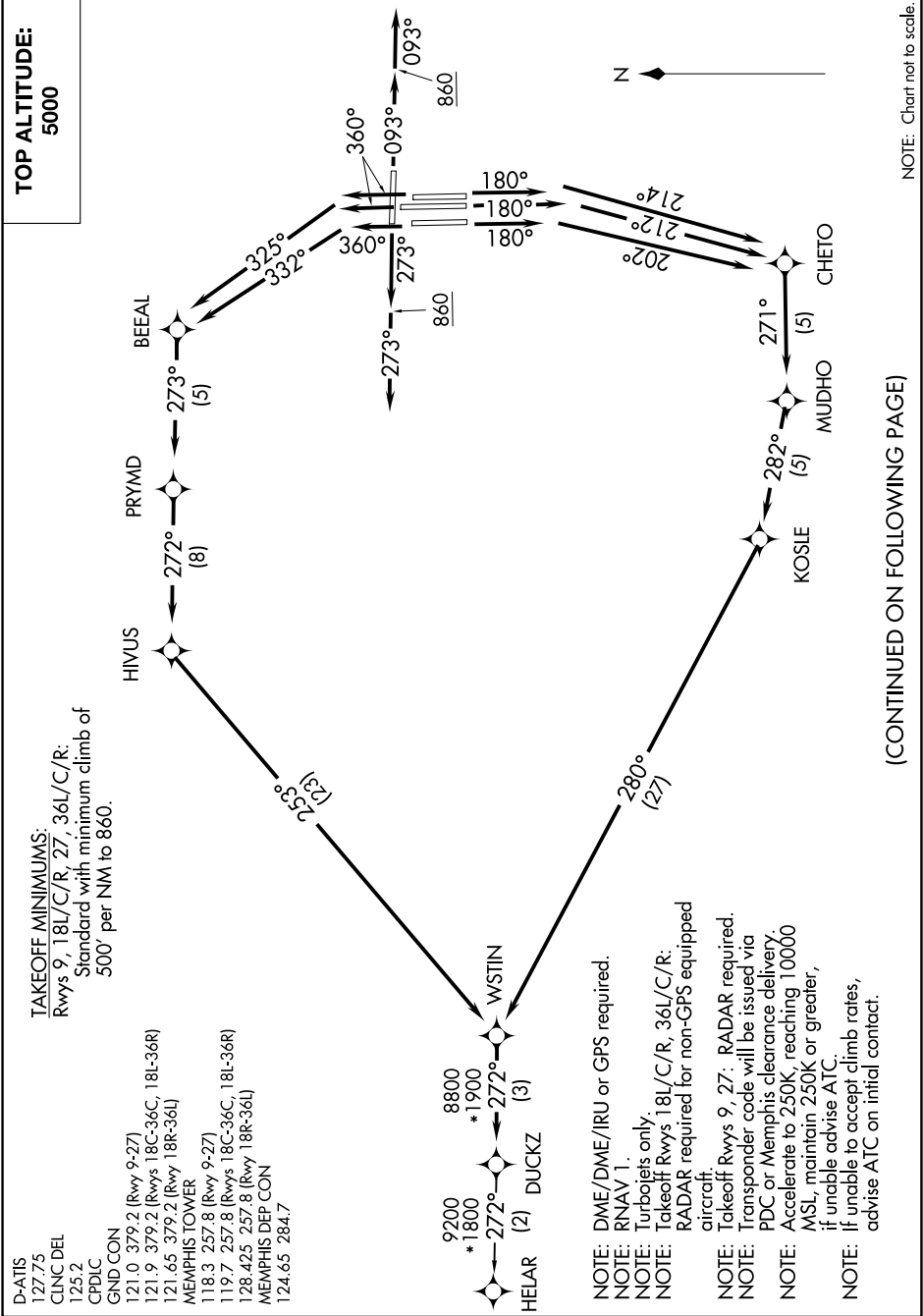
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to CRSON, thence....

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to CRSON, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HUMMS TRANSITION (CRSON7.HUMMS):

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

DUCKZ FIVE DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to WSTIN, then on depicted route to DUCKZ, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to DUCKZ, thence....

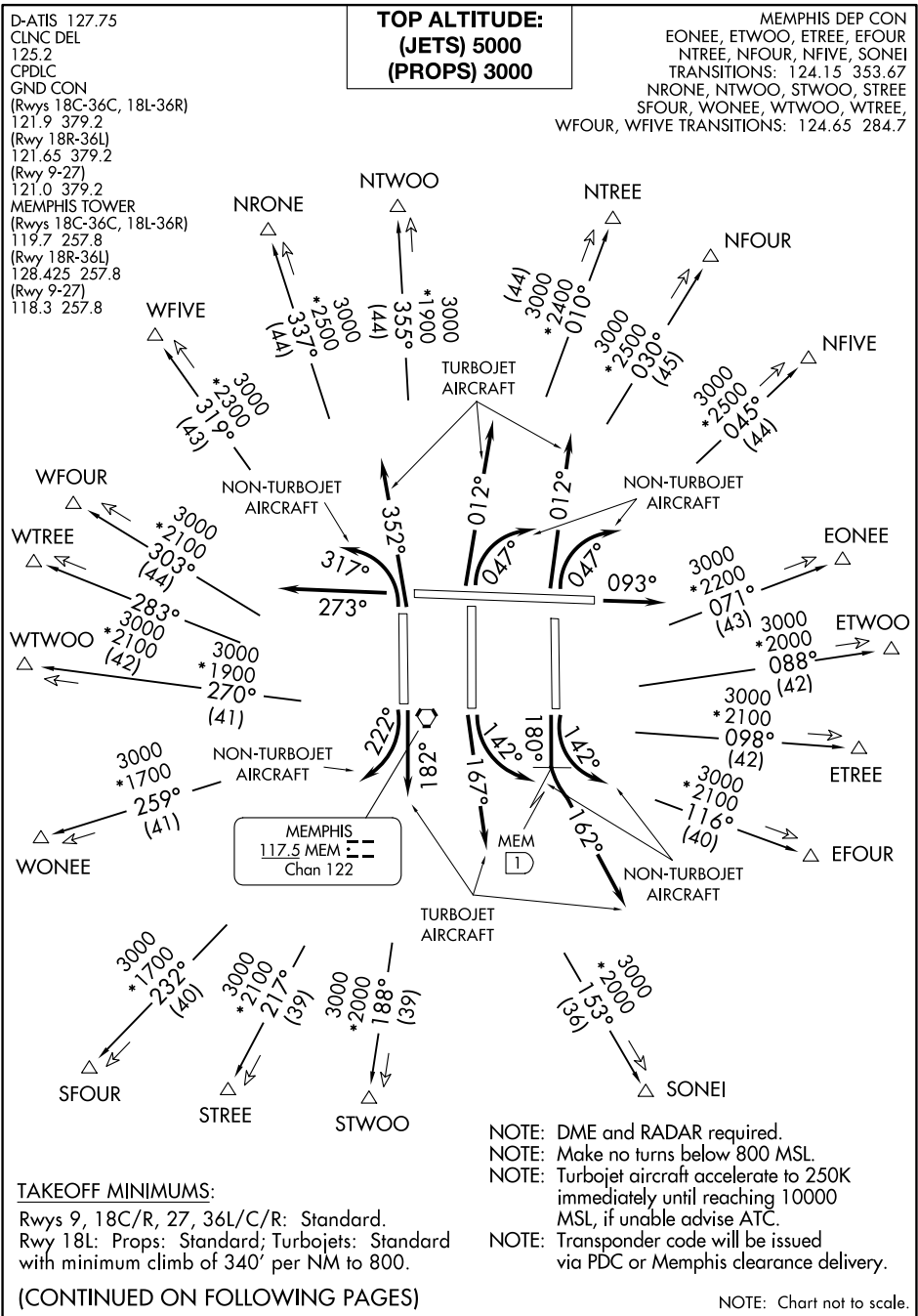
TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to DUCKZ, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

HELAR TRANSITION (DUCKZ5.HELAR):

(ELVIS4.MEM) 26078
ELVIS FOUR DEPARTURE

FREDERICK W SMITH INTL/MEMPHIS (MEM)
AL-253 (FAA) MEMPHIS, TENNESSEE



ELVIS FOUR DEPARTURE
(ELVIS4.MEM) 17AUG17

MEMPHIS, TENNESSEE
FREDERICK W SMITH INTL/MEMPHIS (MEM)

(ELVIS4.MEM) 26078

ELVIS FOUR DEPARTURE

FREDERICK W SMITH INTL/MEMPHIS (MEM)

AL-253 (FAA)

MEMPHIS, TENNESSEE



DEPARTURE ROUTE DESCRIPTION

ALL AIRCRAFTTAKEOFF RUNWAY 9: Climb heading 093° or as assigned by ATC, thence....TAKEOFF RUNWAY 27: Climb heading 273° or as assigned by ATC, thence....TURBOJET AIRCRAFTTAKEOFF RUNWAY 18C: Climb heading 167° or as assigned by ATC, thence....TAKEOFF RUNWAY 18L: Climb heading 180° to 1 DME south of MEM VORTAC, then turn left heading 162° or as assigned by ATC, thence....TAKEOFF RUNWAY 18R: Climb heading 182° or as assigned by ATC, thence....TAKEOFF RUNWAY 36C: Climb heading 012° or assigned by ATC, thence....TAKEOFF RUNWAY 36L: Climb heading 352° or as assigned by ATC, thence....TAKEOFF RUNWAY 36R: Climb heading 012° or as assigned by ATC, thence....NON-TURBOJET AIRCRAFTTAKEOFF RUNWAY 18C: Climbing left turn heading 142° or as assigned by ATC, thence....TAKEOFF RUNWAY 18L: Climbing left turn heading 142° or as assigned by ATC, thence....TAKEOFF RUNWAY 18R: Climbing right turn heading 222° or as assigned by ATC, thence....TAKEOFF RUNWAY 36C: Climbing right turn heading 047° or as assigned by ATC, thence....TAKEOFF RUNWAY 36L: Climbing left turn heading 317° or as assigned by ATC, thence....TAKEOFF RUNWAY 36R: Climbing right turn heading 047° or as assigned by ATC, thence....

....expect vectors to join assigned transition radial. Crossing the transition fix, continue on current heading, expect vectors from Memphis Center to join filed route. Jet aircraft maintain 5000 (or requested altitude if lower). Prop aircraft maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

EFOUR TRANSITION (ELVIS4.EFOUR): From over MEM VORTAC on MEM R-116 to EFOUR.EONEE TRANSITION (ELVIS4.EONEE): From over MEM VORTAC on MEM R-071 to EONEE.ETREE TRANSITION (ELVIS4.ETREE): From over MEM VORTAC on MEM R-098 to ETREE.ETWOO TRANSITION (ELVIS4.ETWOO): From over MEM VORTAC on MEM R-088 to ETWOO.NFIVE TRANSITION (ELVIS4.NFIVE): From over MEM VORTAC on MEM R-045 to NFIVE.NFOUR TRANSITION (ELVIS4.NFOUR): From over MEM VORTAC on MEM R-030 to NFOUR.NRONE TRANSITION (ELVIS4.NRONE): From over MEM VORTAC on MEM R-337 to NRONE.NTREE TRANSITION (ELVIS4.NTREE): From over MEM VORTAC on MEM R-010 to NTREE.NTWOO TRANSITION (ELVIS4.NTWOO): From over MEM VORTAC on MEM R-355 to NTWOO.SFOUR TRANSITION (ELVIS4.SFOUR): From over MEM VORTAC on MEM R-232 to SFOUR.SONEI TRANSITION (ELVIS4.SONEI): From over MEM VORTAC on MEM R-153 to SONEI.STREE TRANSITION (ELVIS4.STREE): From over MEM VORTAC on MEM R-217 to STREE.STWOO TRANSITION (ELVIS4.STWOO): From over MEM VORTAC on MEM R-188 to STWOO.WFIVE TRANSITION (ELVIS4.WFIVE): From over MEM VORTAC on MEM R-319 to WFIVE.WFOUR TRANSITION (ELVIS4.WFOUR): From over MEM VORTAC on MEM R-303 to WFOUR.WONEE TRANSITION (ELVIS4.WONEE): From over MEM VORTAC on MEM R-259 to WONEE.WTREE TRANSITION (ELVIS4.WTREE): From over MEM VORTAC on MEM R-283 to WTREE.WTWOO TRANSITION (ELVIS4.WTWOO): From over MEM VORTAC on MEM R-270 to WTWOO.

(CONTINUED ON FOLLOWING PAGE)

ELVIS FOUR DEPARTURE

(ELVIS4.MEM) 17AUG17

MEMPHIS, TENNESSEE

FREDERICK W SMITH INTL/MEMPHIS (MEM)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

- NOTE: NFIVE, EFOUR, STREE, SFOUR, WFOUR, and WFIVE transitions authorized 0200-0600 local only.
- NOTE: ETWOO and WTREE transitions restricted to aircraft requesting 9000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.
- NOTE: NRONE transition restricted to Prop/Turboprop aircraft requesting 14000 MSL or below. Restriction does not apply 0200-0600 local.
- NOTE: SONEI transition restricted to aircraft requesting 7000 MSL or below, sunrise to sunset, Monday-Friday. Restrictions do not apply on weekday nights, weekends, or holidays.
- NOTE: Aircraft filing flight plans that do not meet the authorized time, altitude, or aircraft type restrictions may experience delays.

FIX NAME PRONUNCIATION:

<u>EONEE</u>	<u>EAST ONE</u>
<u>ETWOO</u>	<u>EAST TWO</u>
<u>ETREE</u>	<u>EAST THREE</u>
<u>EFOUR</u>	<u>EAST FOUR</u>
<u>SONEI</u>	<u>SOUTH ONE</u>
<u>STWOO</u>	<u>SOUTH TWO</u>
<u>STREE</u>	<u>SOUTH THREE</u>
<u>SFOUR</u>	<u>SOUTH FOUR</u>
<u>WONEE</u>	<u>WEST ONE</u>
<u>WTWOO</u>	<u>WEST TWO</u>
<u>WTREE</u>	<u>WEST THREE</u>
<u>WFOUR</u>	<u>WEST FOUR</u>
<u>WFIVE</u>	<u>WEST FIVE</u>
<u>NRONE</u>	<u>NORTH ONE</u>
<u>NTWOO</u>	<u>NORTH TWO</u>
<u>NTREE</u>	<u>NORTH THREE</u>
<u>NFOUR</u>	<u>NORTH FOUR</u>
<u>NFIVE</u>	<u>NORTH FIVE</u>

SE-1, 03 SEP 2026 to 29 OCT 2026

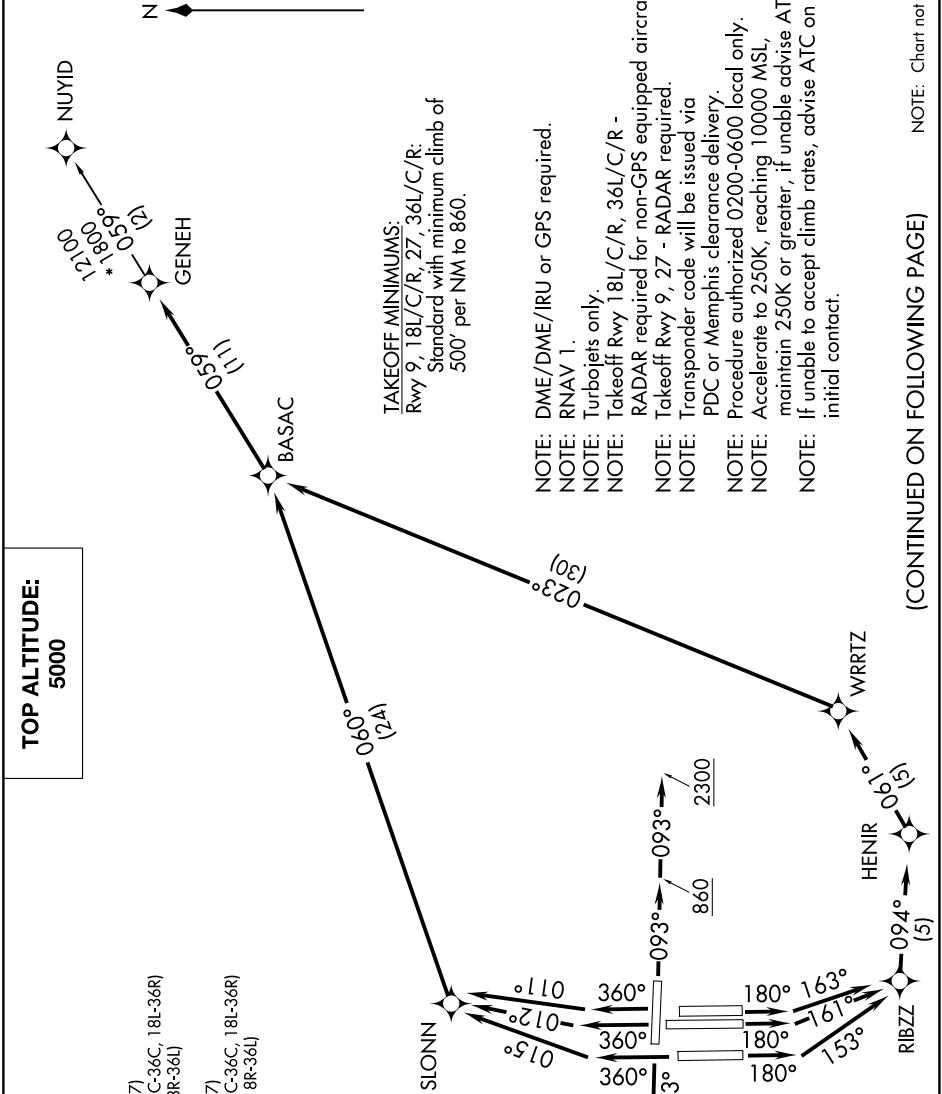
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

GENEH SEVEN DEPARTURE (RNAV)
(GENEH7.GENEH) 31DEC20

TOP ALTITUDE:
5000

- D-ATIS 127.75
- CINC DEL 125.2
- CPDIC
- GND CON 121.0 379.2 (Rwy 9-27)
- 121.9 379.2 (Rwys 18C-36C, 18L-36R)
- 121.65 379.2 (Rwy 18R-36L)
- MEMPHIS TOWER 118.3 257.8 (Rwy 9-27)
- 119.7 257.8 (Rwys 18C-36C, 18L-36R)
- 128.425 257.8 (Rwy 18R-36L)
- MEMPHIS DEP CON 124.15 385.45



GENEH SEVEN DEPARTURE (RNAV)
(GENEH7.GENEH) 31DEC20

MEMPHIS, TENNESSEE
FREDERICK W SMITH INTL/MEMPHIS (MEM)

SE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BASAC, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BASAC then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to GENEH, thence. . . .

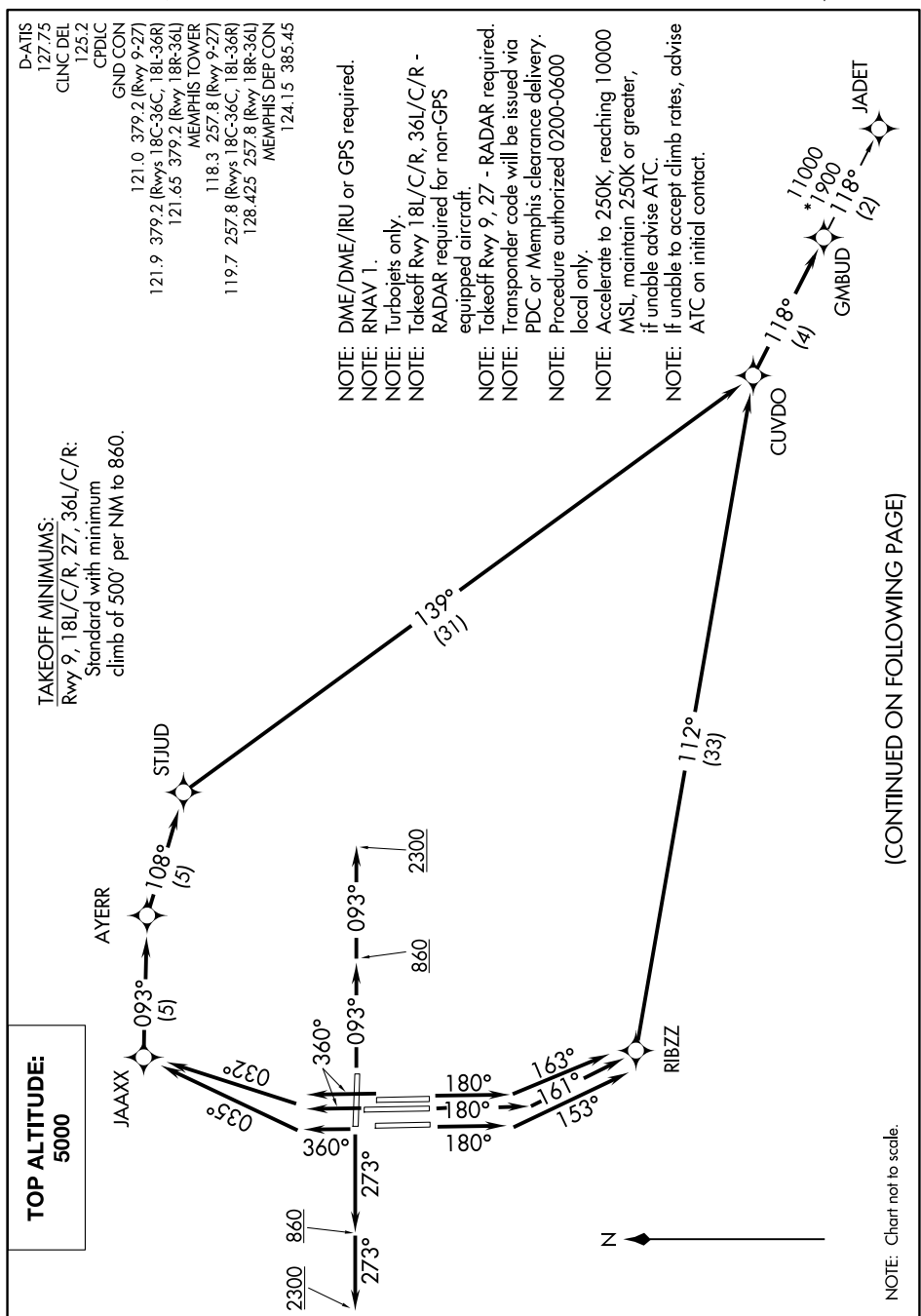
TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to GENEH, thence. . . .

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to GENEH, thence. . . .

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

NUYID TRANSITION (GENEH7.NUYID)

GMBUD SEVEN DEPARTURE (RNAV)



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

GMBUD SEVEN DEPARTURE (RNAV)

(GMBUD7.GMBUD) 31DEC20

MEMPHIS, TENNESSEE

FREDERICK W SMITH INTL/MEMPHIS (MEM)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to cross CUVDO, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GMBUD, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GMBUD, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

JADET TRANSITION (GMBUD7.JADET):

GOETZ SEVEN DEPARTURE (RNAV)

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:

standard with minimum cl
of 500' per NM to 860.

D-ATIS 127.75
CLINC DEL 125.2
CPDLC
GND CON
121.0 379.2 (Rw)
121.9 379.2 (Rw)
121.65 379.2 (Rw)
MEMPHIS TOWER
118.3 257.8 (Rw)
119.7 257.8 (Rw)
128.425 257.8 (Rw)
MEMPHIS DEP CO
124.15 385.45

121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
1118.3 257.8 (Rwy 9-27)
1119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

NOTE: DME/DME/IRU or GPS required.
RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via PDC or Memphis Clearance Delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATIS on initial contact.
NOTE:

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

GOETZ SEVEN DEPARTURE (RNAV)
(GOETZ7.GOETZ) 31DEC20

MEMPHIS, TENNESSEE
FREDERICK W SMITH INTL/MEMPHIS (MEM)

MEMPHIS, TENNESSEE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to DOUUG, then on depicted route to GOETZ, thence

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 035° to JAAXX, then on depicted route to GOETZ, thence

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 032° to JAAXX, then on depicted route to GOETZ, thence

. . . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

DIYAB TRANSITION (GOETZ7.DIYAB)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

(GRRIZ5.GRRIZ) 26078

AL-253 (FAA)

FREDERICK W SMITH INTL/MEMPHIS (MEM)

GRRIZ FIVE DEPARTURE (RNAV)

MEMPHIS, TENNESSEE

TOP ALTITUDE:
5000

D-ATIS

127.75

CLNC DEL

125.2

CPDLC

GND CON

121.0 379.2 (Rwy 9-27)

121.9 379.2 (Rwys 18C-36C, 18L-36R)

121.65 379.2 (Rwy 18R-36L)

MEMPHIS TOWER

118.3 257.8 (Rwy 9-27)

119.7 257.8 (Rwys 18C-36C, 18L-36R)

128.425 257.8 (Rwy 18R-36L)

MEMPHIS DEP CON

124.65 284.7

TAKEOFF MINIMUMS:

Rwys 9, 18L/C/R, 27, 36L/C/R:

Standard with minimum
climb of 500' per NM to 860.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: Turbojets only.

NOTE: Takeoff Rwys 18L/C/R, 36L/C/R:
Radar required for non-GPS
equipped aircraft.

NOTE: Takeoff Rwys 9, 27: Radar required.

NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.NOTE: Procedure authorized 0200-0600
local only.NOTE: Accelerate to 250K, reaching 10000 MSL,
maintain 250K or greater,
if unable advise ATC.NOTE: If unable to accept climb rates, advise
ATC on initial contact.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

GRRIZ FIVE DEPARTURE (RNAV)

(GRRIZ5.GRRIZ) 31DEC20

MEMPHIS, TENNESSEE

FREDERICK W SMITH INTL/MEMPHIS (MEM)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to FHLPS, then on depicted route to GRRIZ, thence....

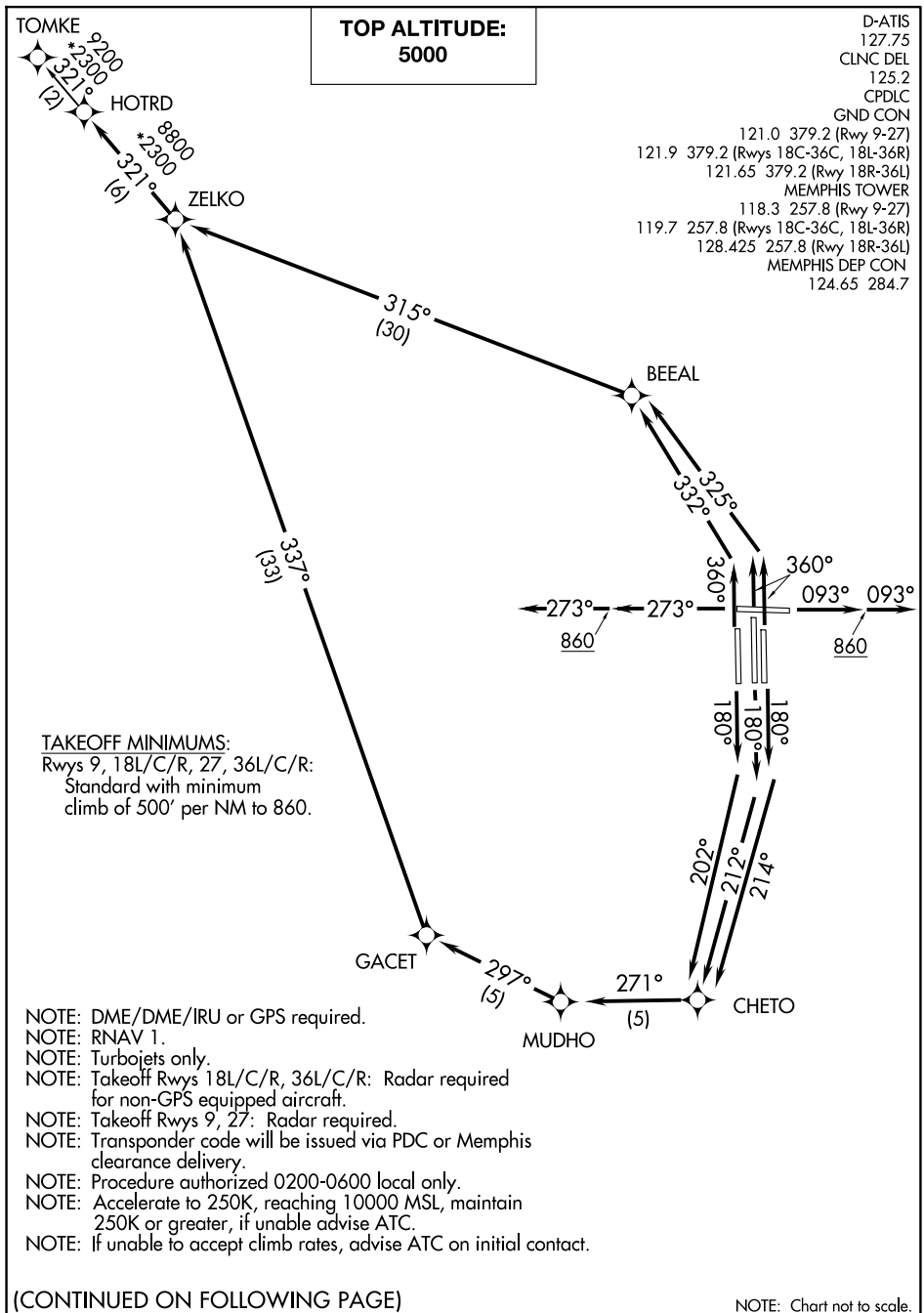
TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to GRRIZ, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to GRRIZ, thence....

.....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

MIEDZ TRANSITION (GRRIZ5.MIEDZ):

HOTRD FIVE DEPARTURE (RNAV)



HOTRD FIVE DEPARTURE (RNAV)

NOTE: Chart not to scale.

HOTRD FIVE DEPARTURE (RNAV)

(HOTRD5.HOTRD) 31DEC20

MEMPHIS, TENNESSEE
FREDERICK W SMITH INTL/MEMPHIS (MEM)

SE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to ZELKO, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to HOTRD, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to HOTRD, thence....

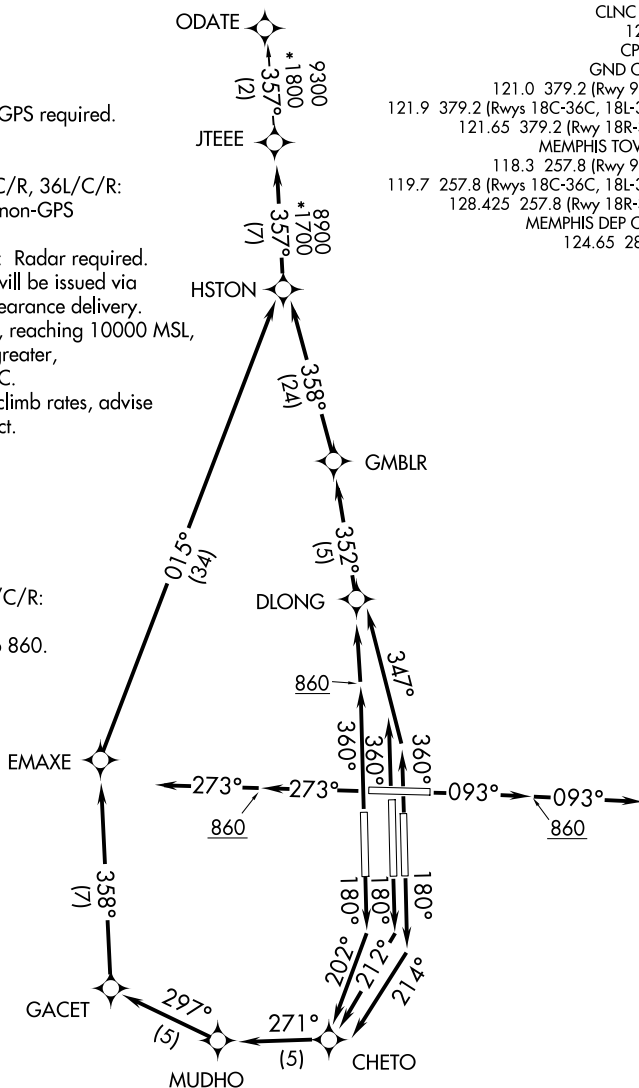
....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

TOMKE TRANSITION (HOTRD5.TOMKE):

TOP ALTITUDE:
5000

- NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R:
Radar required for non-GPS
equipped aircraft.
NOTE: Takeoff Rwy 9, 27: Radar required.
NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL,
maintain 250K or greater,
if unable advise ATC.
NOTE: If unable to accept climb rates, advise
ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum
climb of 500' per NM to 860.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to HSTON, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to HSTON, then on depicted route to JTEEE thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to 860, then direct DLONG, then on depicted route to JTEEE, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 347° to DLONG, then on depicted route to JTEEE, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

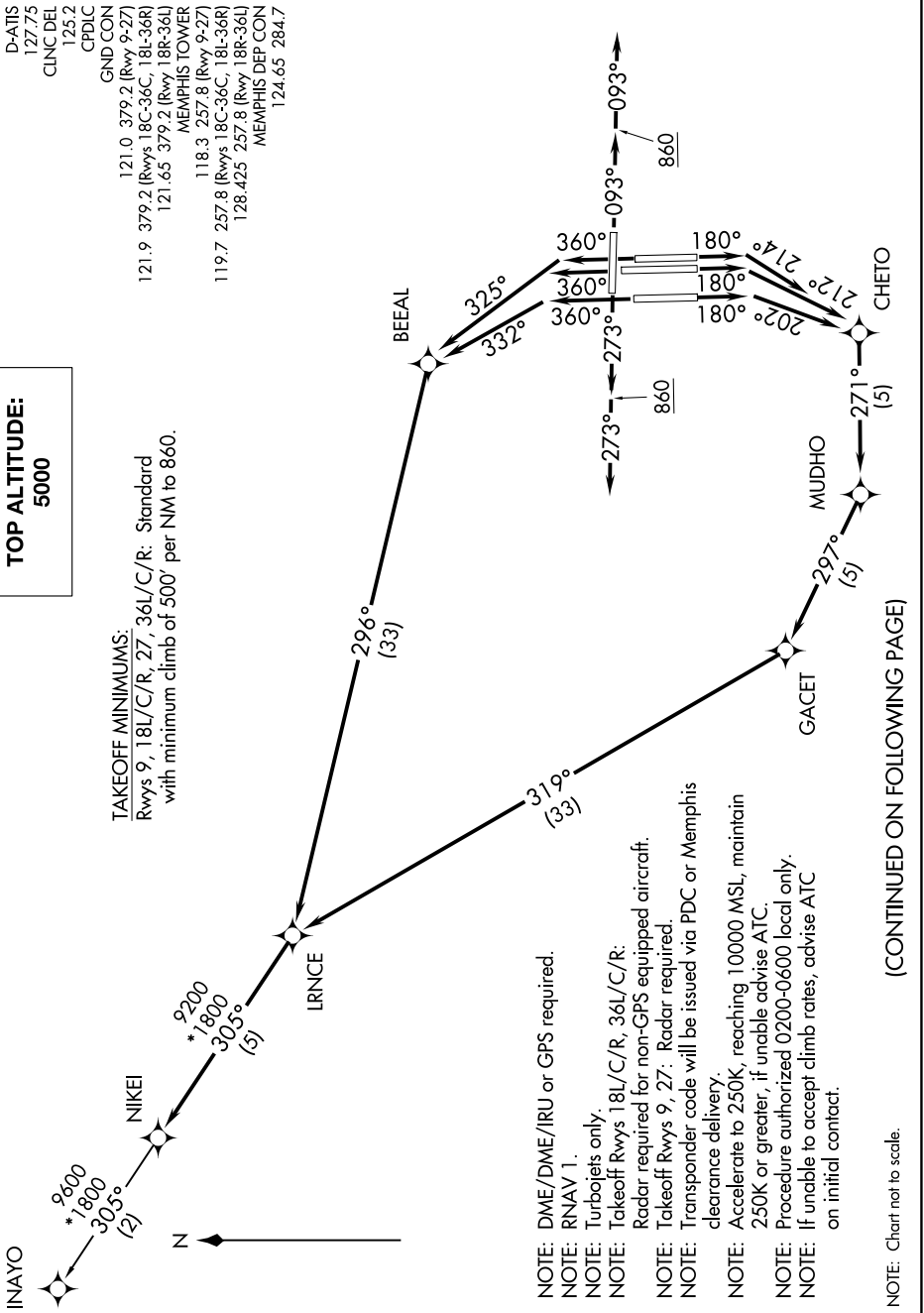
ODATE TRANSITION (JTEEE5.ODATE):

SE-1, 03 SEP 2026 to 29 OCT 2026

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:
Rwys 9, 18L/C/R, 27, 36L/C/R: Standard
with minimum climb of 500' per NM to 860.

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7



- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwys 18L/C/R, 36L/C/R: Radar required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwys 9, 27: Radar required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
- NOTE: Procedure authorized 0200-0600 local only.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to LRNCE, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to NIKEI, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to NIKEI, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

INAYO TRANSITION (NIKEI5.INAYO):

OLEMS SIX DEPARTURE (RNAV)

MEMPHIS, TENNESSEE

**TOP ALTITUDE:
5000**

D-ATIS

127.75

CLNC DEL

125.2

CPDLC

GND CON

121.0 379.2 (Rwy 9-27)

121.9 379.2 (Rwys 18C-36C, 18L-36R)

121.65 379.2 (Rwy 18R-36L)

MEMPHIS TOWER

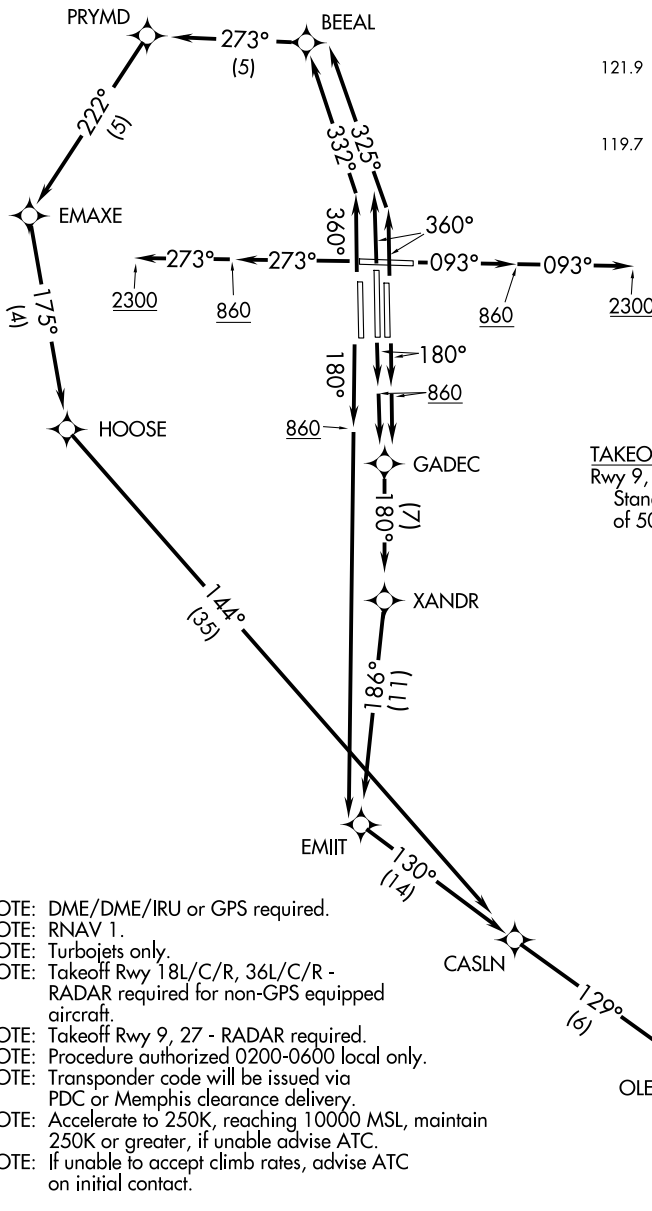
118.3 257.8 (Rwy 9-27)

119.7 257.8 (Rwys 18C-36C, 18L-36R)

128.425 257.8 (Rwy 18R-36L)

MEMPHIS DEP CON

124.65 284.7



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

OLEMS SIX DEPARTURE (RNAV)

(OLEMS6.OLEMS) 31DEC20

MEMPHIS, TENNESSEE

FREDERICK W SMITH INTL/MEMPHIS (MEM)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to CASLN, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to OLEMS, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to OLEMS, thence....

....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

LEYIK TRANSITION (OLEMS6.LEYIK)

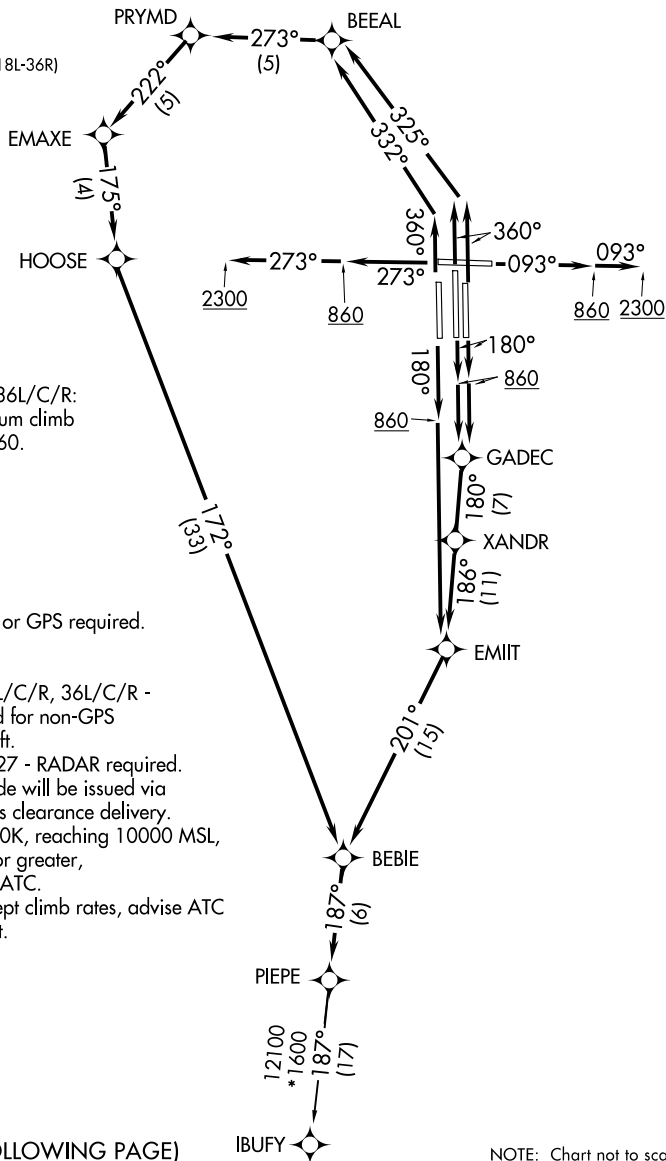
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

PIEP SIX DEPARTURE (RNAV)

D-ATIS
127.75
CLNC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.65 284.7

**TOP ALTITUDE:
5000**



TAKEOFF MINIMUMS:

Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb
of 500' per NM to 860.

- NOTE: DME/DME/IRU or GPS required.
- NOTE: RNAV 1.
- NOTE: Turbojets only.
- NOTE: Takeoff Rwy 18L/C/R, 36L/C/R - RADAR required for non-GPS equipped aircraft.
- NOTE: Takeoff Rwy 9, 27 - RADAR required.
- NOTE: Transponder code will be issued via PDC or Memphis clearance delivery.
- NOTE: Accelerate to 250K, reaching 10000 MSL, maintain 250K or greater, if unable advise ATC.
- NOTE: If unable to accept climb rates, advise ATC on initial contact.

(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PIEP SIX DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAYS 18C/L: Climb on heading 180° to 860, then direct GADEC, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to 860, then direct EMIIT, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BEBIE, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to PIEPE, thence. . . .

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to PIEPE, thence. . . .

. . . .maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

IBUFY TRANSITION (PIEPE6.IBUFY):

(SELPH7.SELPH) 26078

SELPH SEVEN DEPARTURE (RNAV)

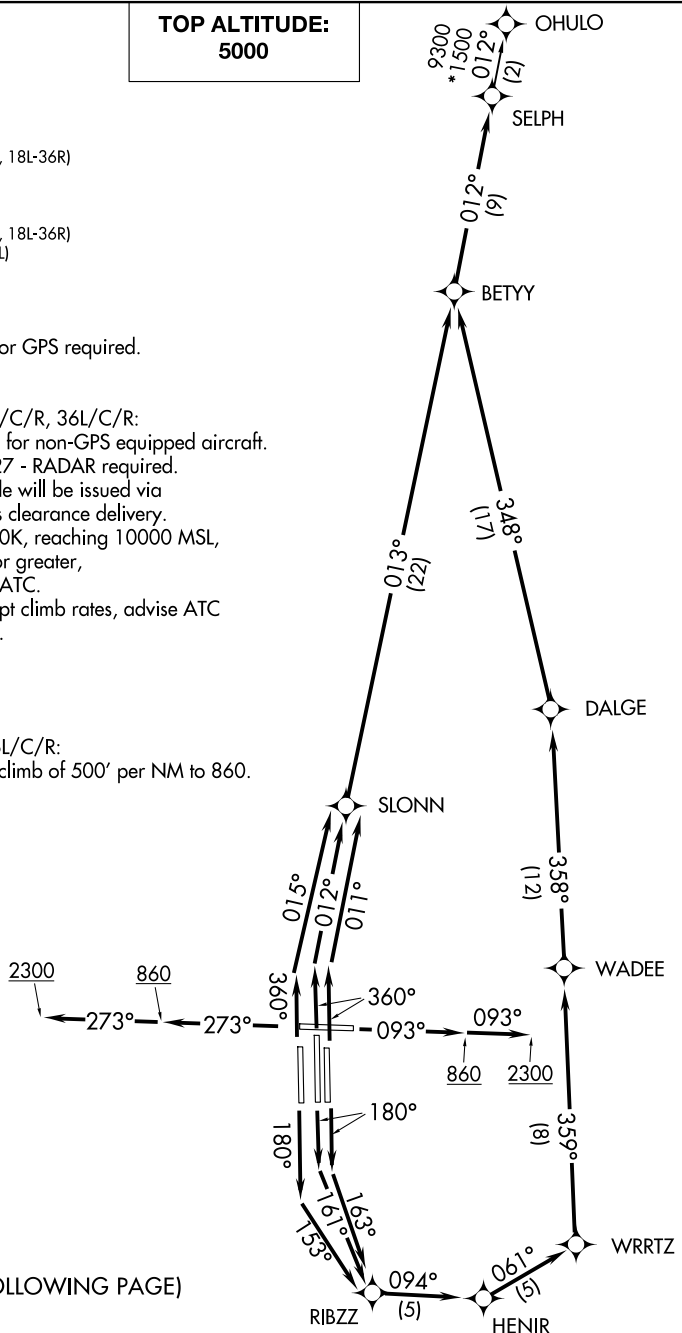
FREDERICK W SMITH INTL/MEMPHIS (MEM)
MEMPHIS, TENNESSEE

D-ATIS
127.75
CLINIC DEL
125.2
CPDLC
GND CON
121.0 379.2 (Rwy 9-27)
121.9 379.2 (Rwys 18C-36C, 18L-36R)
121.65 379.2 (Rwy 18R-36L)
MEMPHIS TOWER
118.3 257.8 (Rwy 9-27)
119.7 257.8 (Rwys 18C-36C, 18L-36R)
128.425 257.8 (Rwy 18R-36L)
MEMPHIS DEP CON
124.15 385.45

TOP ALTITUDE:
5000

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Takeoff Rwy 18L/C/R, 36L/C/R:
RADAR required for non-GPS equipped aircraft.
NOTE: Takeoff Rwy 9, 27 - RADAR required.
NOTE: Transponder code will be issued via
PDC or Memphis clearance delivery.
NOTE: Accelerate to 250K, reaching 10000 MSL,
maintain 250K or greater,
if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC
on initial contact.

TAKEOFF MINIMUMS:
Rwy 9, 18L/C/R, 27, 36L/C/R:
Standard with minimum climb of 500' per NM to 860.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SELPH SEVEN DEPARTURE (RNAV)
(SELP7.SELP) 31DEC20

MEMPHIS, TENNESSEE
FREDERICK W SMITH INTL/MEMPHIS (MEM)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

▼

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb to 2300 on heading 093° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 161° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 163° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 153° to RIBZZ, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb to 2300 on heading 273° or as assigned by ATC, for RADAR vectors to BETYY, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36C: Climb on heading 360° to intercept course 012° to SLONN, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 015° to SLONN, then on depicted route to SELPH, thence . . .

TAKEOFF RUNWAY 36R: Climb on heading 360° to intercept course 011° to SLONN, then on depicted route to SELPH, thence . . .

. . . maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

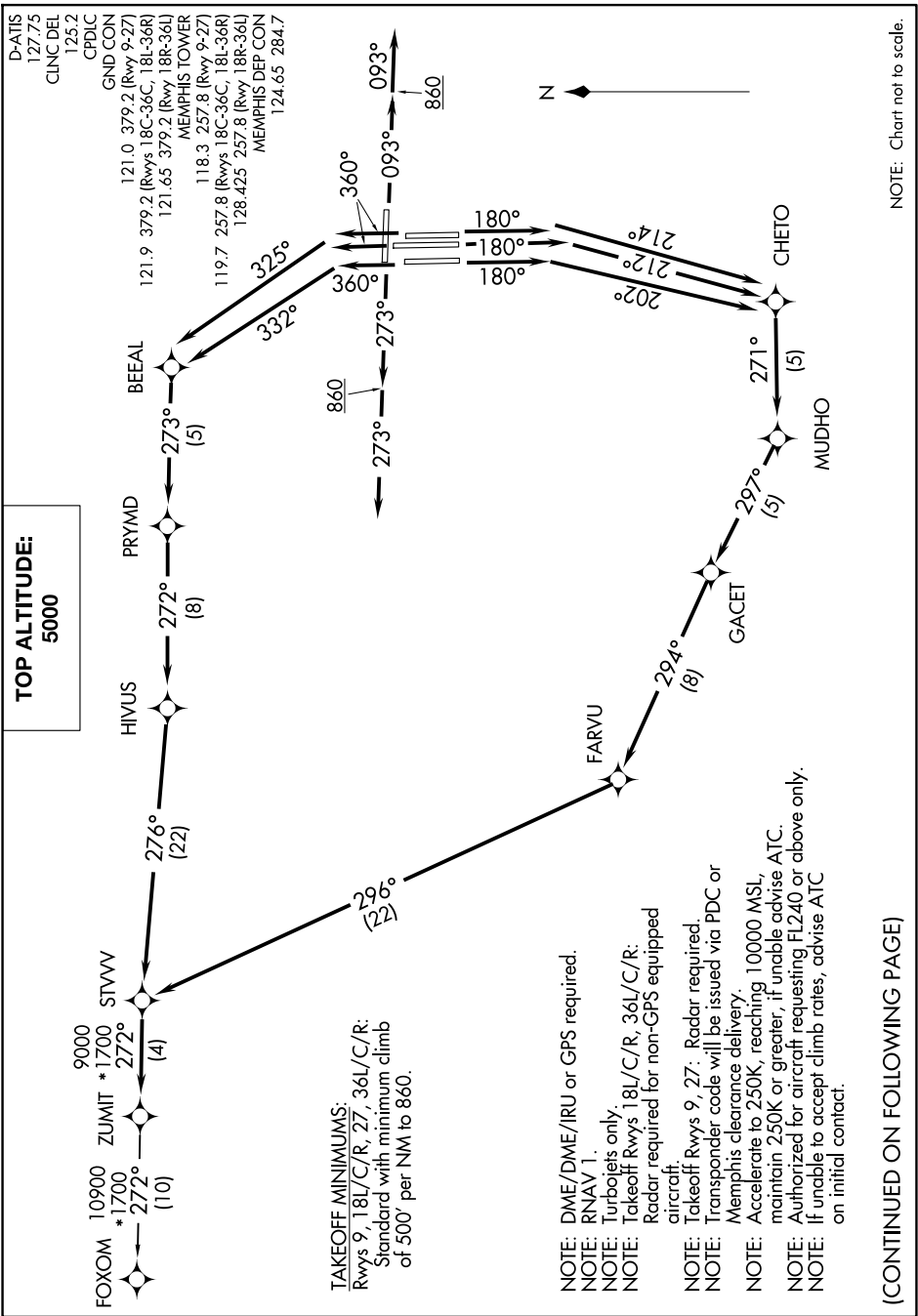
OHULO TRANSITION (SELPH7.OHULO)

(ZUMIT5.ZUMIT) 26078

AL-253 (FAA)

FREDERICK W SMITH INTL/MEMPHIS (MEM)
MEMPHIS, TENNESSEE

ZUMIT FIVE DEPARTURE (RNAV)



ZUMIT FIVE DEPARTURE (RNAV)
(ZUMIT5.ZUMIT) 31DEC20

MEMPHIS, TENNESSEE
FREDERICK W SMITH INTL/MEMPHIS (MEM)

DEPARTURE ROUTE DESCRIPTION



TAKEOFF RUNWAY 9: Climb on heading 093° to 860, then continue climb on heading 093°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18C: Climb on heading 180° to intercept course 212° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18L: Climb on heading 180° to intercept course 214° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 18R: Climb on heading 180° to intercept course 202° to CHETO, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 27: Climb on heading 273° to 860, then continue climb on heading 273°, expect vectors to STVVV, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAY 36L: Climb on heading 360° to intercept course 332° to BEEAL, then on depicted route to ZUMIT, thence....

TAKEOFF RUNWAYS 36C/R: Climb on heading 360° to intercept course 325° to BEEAL, then on depicted route to ZUMIT, thence....

.....maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FOXOM TRANSITION (ZUMIT5.FOXOM):

MEMPHIS, TENNESSEE

AL-9018 (FAA)

26022

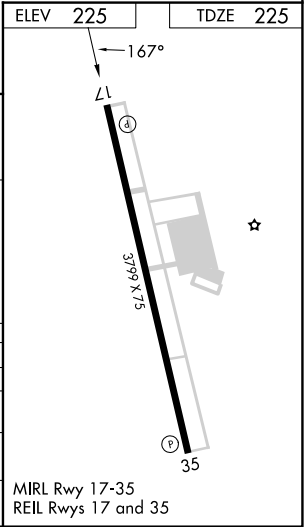
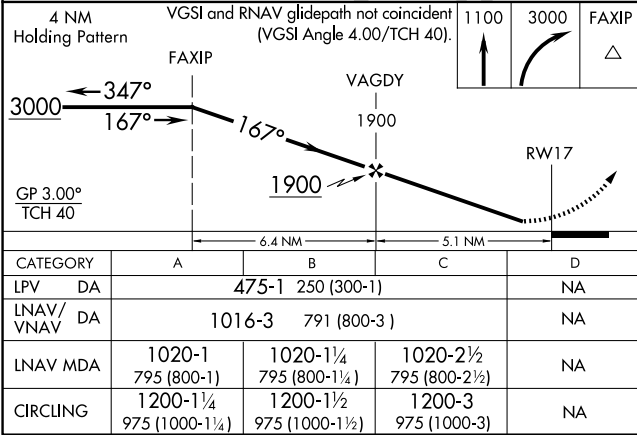
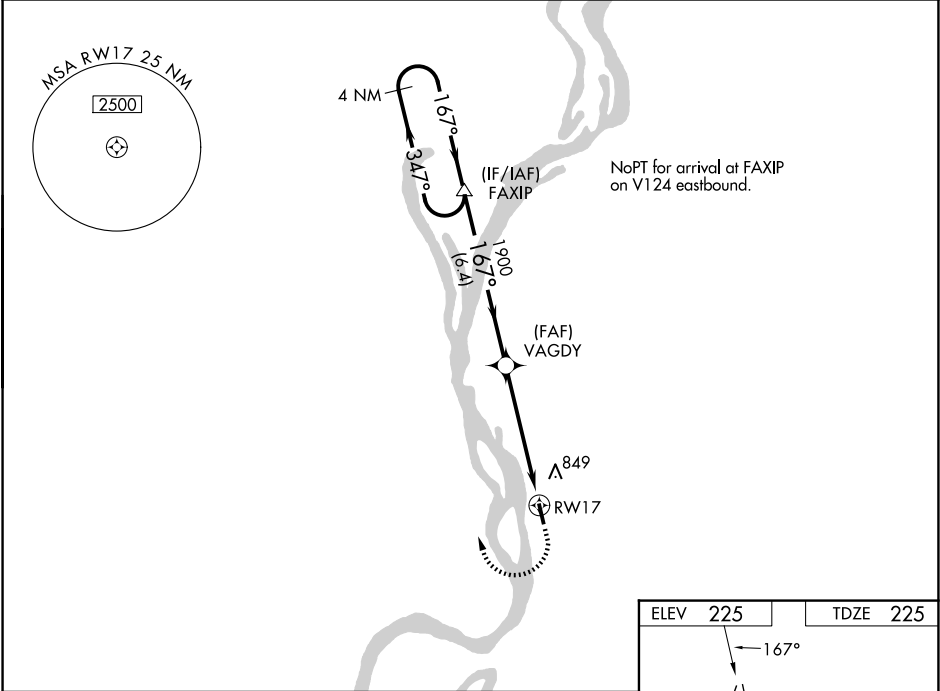
WAAS CH 72722 W17A	APP CRS 167°	Rwy Ldg 3799 TDZE 225 Apt Elev 225
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RNAV (GPS) RWY 17

GENERAL DEWITT SPAIN (M01)

▼ ▲ NA	Baro-VNAV NA when using Frederick W Smith Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Frederick W Smith Intl altimeter setting and increase all DA and MDA 40 feet and increase LNAV/VNAV visibility all Cnts ¼ mile. Circling Rwy 35 NA at night. Rwy 17, helicopter visibility reduction below ¾ SM NA. Rwy 35, helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct FAXIP and hold.
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AWOS-3PT 118.35	MEMPHIS APP CON 119.1 291.6	UNICOM 122.7 (CTAF)
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MEMPHIS, TENNESSEE
Orig-A 25MAY17

35°12'N-90°03'W

GENERAL DEWITT SPAIN (M01)

RNAV (GPS) RWY 17

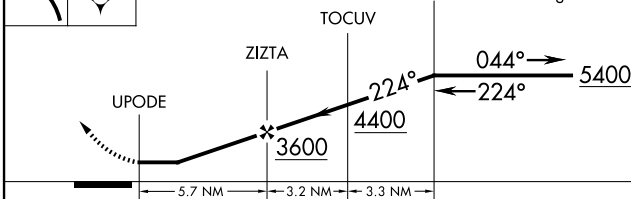
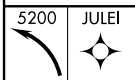
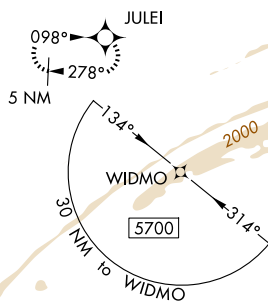
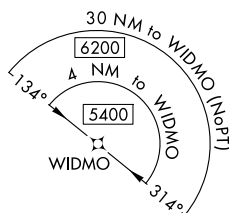
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

MIDDLESBORO/BELL COUNTY (1A6)

MISSED APPROACH: Climbing left turn to 5200 direct JULE and hold.

UNICOM
122.8 (CTAF)



CATEGORY	A	B	C	D
CIRCLING	2780-1¼ 1626 (1700-1¼)	3080-1½ 1926 (2000-1½)	NA	

RNAV (GPS)-A

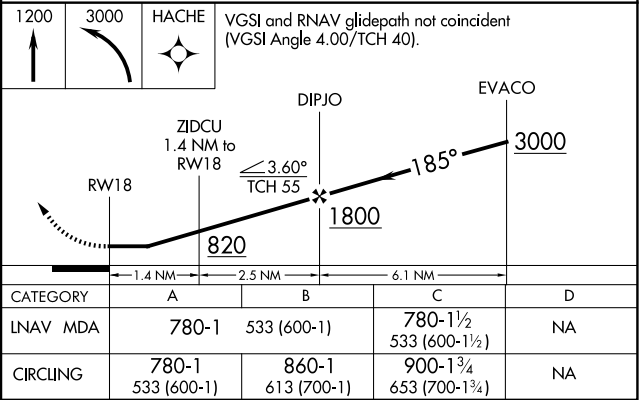
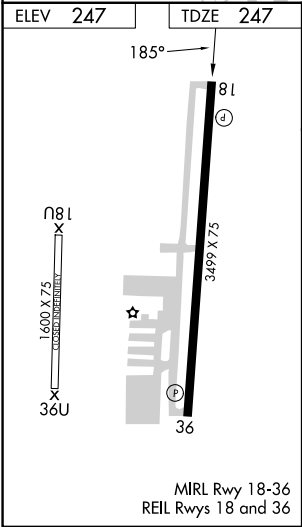
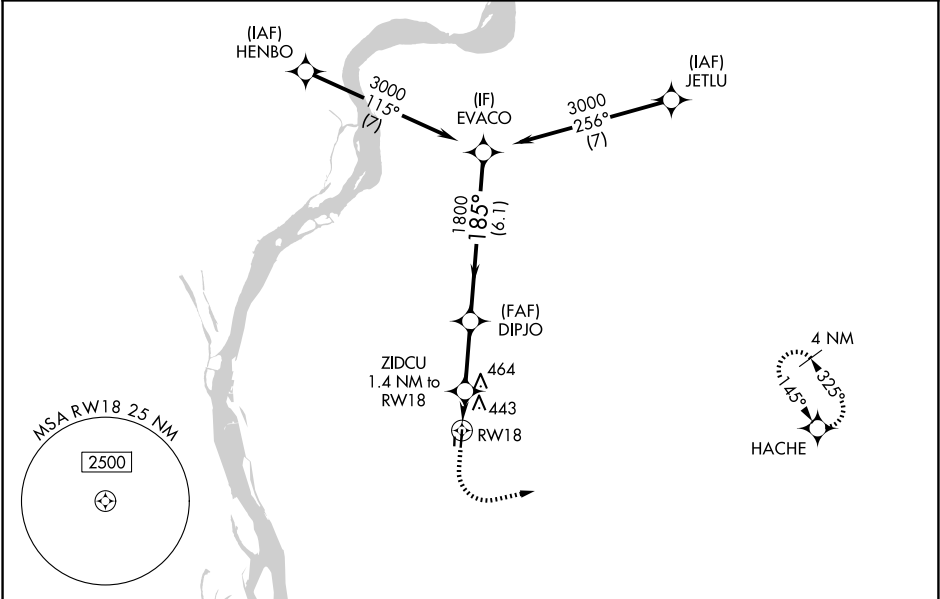
APP CRS	Rwy Ldg	3499
185°	TDZE	247
	Apt Elev	247

RNAV (GPS) RWY 18

CHARLES W BAKER (2M8)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct HACHE and hold.
▼ NA Rwy 18 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Millington/Memphis altimeter setting and increase all MDA 40 feet; and LNAV Cat C visibility ⅛ SM and Circling Cat C visibility ¼ SM. Straight-in Rwy 18 NA at night, Circling Rwy 18 NA at night.	

AWOS-3PT 119.575	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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WAAS
CH **93924**
W36A

APP CRS
005°

Rwy Ldg
TDZE **246**
Apt Elev **247**

RNAV (GPS) RWY 36

CHARLES W BAKER (2M8)

Baro-VNAV and VDP NA when using NQA altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C or above 54°C. Rwy 36 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 18 NA at night. When local altimeter setting not received, use NQA altimeter setting: increase LPV DA to 643 feet and all visibilities 1/2 SM; increase LNAV/VNAV DA to 707 feet and all visibilities 1/2 SM; increase all MDA's 40 feet and LNAV visibility Cat C 1/2 SM, and Circling visibility Cat C 1/4 SM.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct OZSOM and hold, continue climb-in-hold to 3000.

RNP APCH - GPS.

AWOS-3PT 119.575	MEMPHIS APP CON 125.8 338.3	UNICOM 122.8 (CTAF)
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MISSED APCH FIX

MSA RW36 25 NM

2500

ELEV 247

TDZE 246

4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 4.00/TCH 40).		900	3000	OZSOM
		UZKID	YUCBU	JEGU	RW36	
4 NM		2.7 NM	0.6	0.9		
CATEGORY	A	B	C	D		
LPV DA	619-1		373 (400-1)		NA	
LNAV/VNAV DA	683-1 1/4		437 (500-1 1/4)		NA	
LNAV MDA	680-1		434 (500-1)		NA	
CIRCLING	760-1 513 (600-1)		860-1 613 (700-1)		900-1 3/4 653 (700-1 3/4)	
				MIRL Rwy 18-36 REIL Rwy 18 and 36		

MILLINGTON, TENNESSEE

Amdt 1 07AUG25

35°17'N-89°56'W

351

CHARLES W BAKER (2M8)

RNAV (GPS) RWY 36

ILS or LOC RWY 22
MILLINGTON/MEMPHIS (NQA)

MALSR



MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 and on MEM VORTAC R-002 to OZSOM/MEM 23.8 DME and hold, continue climb-in-hold to 3000.

Figure 1-1 is a 3D visualization of a 2D chart. The chart shows a perspective view of a horizontal plane with a vertical axis. The horizontal axis is divided into sections labeled A, B, C, D, and E. The vertical axis has labels 1040, 2000, and 4700. A line representing a path or boundary is shown, with a 219° angle indicated. Various data points are labeled with 'I-NQA' and 'PIRGE' values. A 'NEUME' label is also present. A 'RADAR' label is shown with a '219°' angle. A 'GS 3.00° TCH 55' label is at the bottom right. The chart is divided into sections by vertical lines, with distances of 1.2, 0.9, 3 NM, and 6 NM indicated. The chart is titled 'Figure 1-1 Example of a 3D visualization of a 2D chart'.

CATEGORY	522-1/2 200 (200-1/2)				
S-ILS 22	522-1/2 200 (200-1/2)				
S-LOC 22	780-1/2	458 (500-1/2)	780-7/8 458 (500-7/8)		
CIRCLING	800-1	820-1	920-1 1/2	960-2	960-2 1/4
	478 (500-1)	498 (500-1)	598 (600-1 1/2)	638 (700-2)	638 (700-2 1/4)

35°21'N-89°52'W

MILLINGTON/MEMPHIS (NQA)
ILS or LOC RWY 22

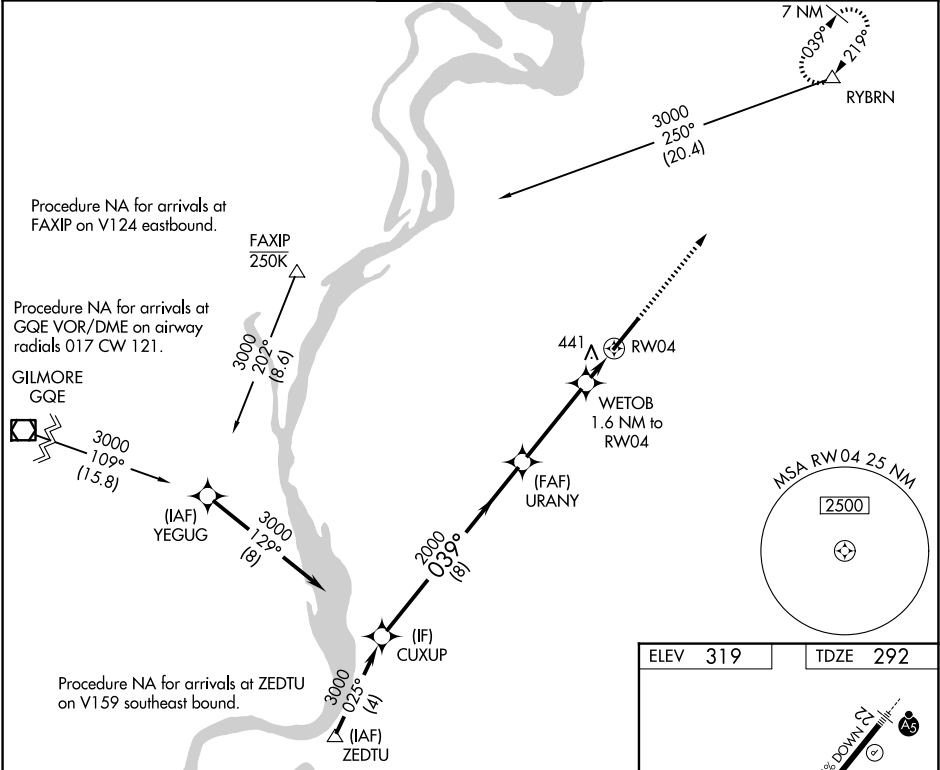
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78334 W04A	APP CRS 039°	Rwy Ldg TDZE Apt Elev	8001 292 319
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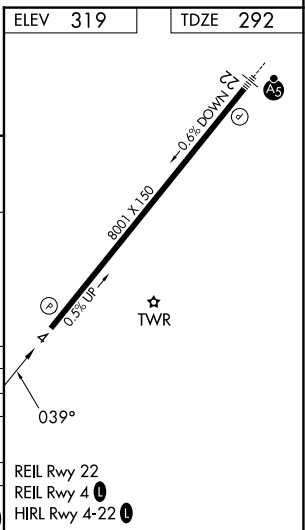
RNAV (GPS) RWY 4
MILLINGTON/MEMPHIS (NQA)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct RYBRN and hold.
Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 125.8 338.3 (176°-355°) (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 0 340.2	GND CON 121.375	UNICOM 122.95
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CATEGORY	A	B	C	D	E
LPV DA	492-¾		200 (200-¾)		
LNAV/VNAV DA	746-1½		454 (500-1½)		
LNAV MDA	700-1	408 (400-1)	700-1¼		408 (400-1¼)
CIRCLING	800-1 481 (500-1)	820-1 501 (600-1)	920-1¾ 601 (700-1¾)	960-2¼ 641 (700-2¼)	960-2½ 641 (700-2½)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

MILLINGTON, TENNESSEE

AL-910 (FAA)

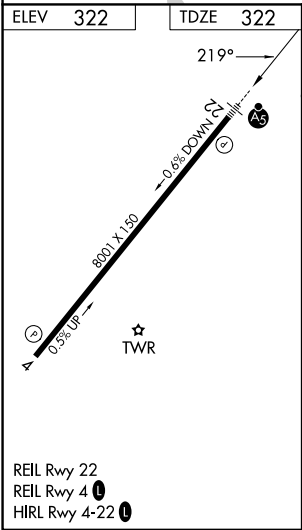
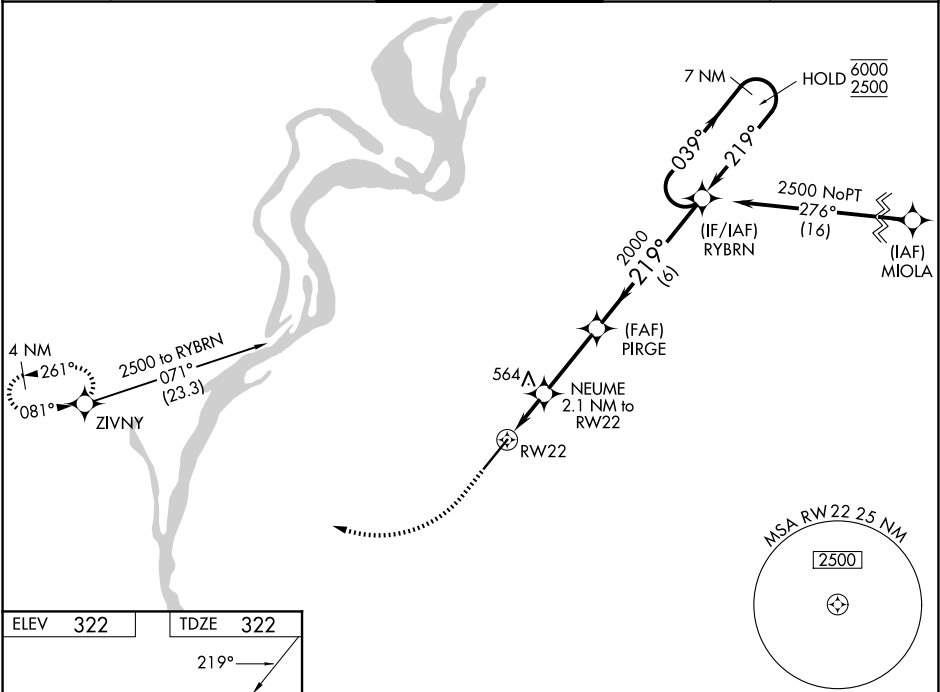
26022

WAAS CH 86212 W22A	APP CRS 219°	Rwy Ldg TDZE 322 Apt Elev 322
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RNAV (GPS) RWY 22

MILLINGTON/MEMPHIS (NQA)

RNP APCH - GPS.				MALSRL 	MISSED APPROACH: Climb to 840 then climbing right turn to 2500 direct ZIVNY and hold.
▼ ▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¾ SM, and LNAV Cat E visibility to 1¾ SM.					
AWOS-3 118.925	MEMPHIS APP CON 119.1 291.6 (176°-355°) 125.8 338.3 (356°-175°)	MILLINGTON TOWER ★ 120.25 (CTAF) 0 340.2	GND CON 121.375	UNICOM 122.95	



840		2500		ZIVNY		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 67).		7 NM Holding Pattern	
									
						NEUME		RYBRN	
						2.1 NM to RW22		2000	
						1.2 NM to RW22		219°	
						1.2 NM		039°→ 6000	
						0.9 NM		← 219° 2500	
						3 NM		GP 3.00°	
						6 NM		TCH 55	
CATEGORY		A		B		C		D	
LPV DA				522-½		200 (200-½)			
LNAV/VNAV DA				784-1		462 (500-1)			
LNAV MDA		780-½ 458 (500-½)				780-¾ 458 (500-¾)			
CIRCLING		800-1 478 (500-1)		820-1 498 (500-1)		920-1½ 598 (600-1½)		960-2 638 (700-2) 960-2¼ 638 (700-2¼)	

MILLINGTON, TENNESSEE
Amdt 3 14JUL22

35°21'N-89°52'W

MILLINGTON/MEMPHIS (NQA)

RNAV (GPS) RWY 22

SE-1, 03 SEP 2026 to 29 OCT 2026

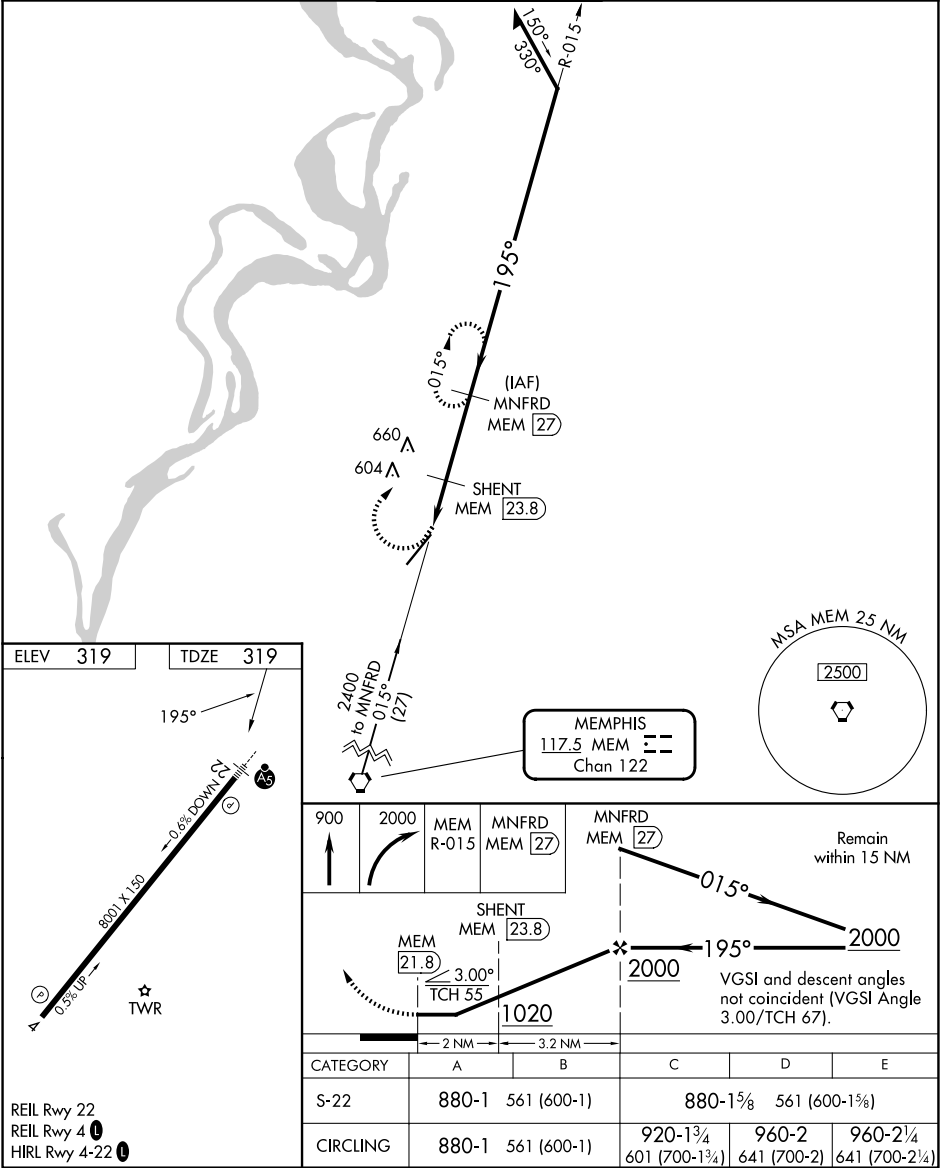
SE-1, 03 SEP 2026 to 29 OCT 2026

VORTAC MEM	APP CRS	Rwy Ldg	8001
117.5	195°	TDZE	319
Chan 122		Apt Elev	319

VOR or TACAN RWY 22
MILLINGTON/MEMPHIS (NQA)

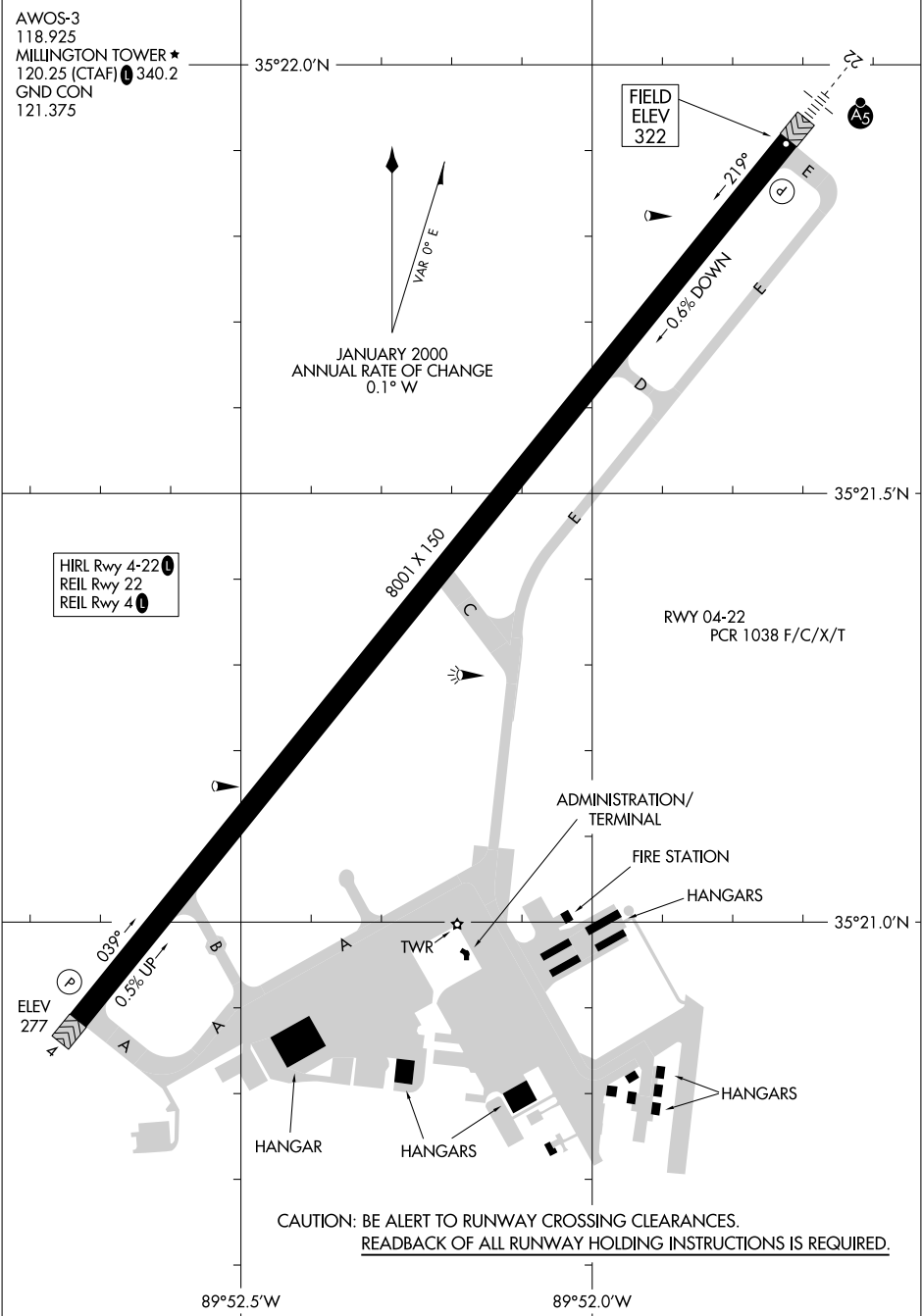
DME required.	MALSR	MISSED APPROACH: Climb to 900, then climbing right turn to 2000 on MEM VORTAC R-015 to MNFRD/27 DME and hold, continue climb-in-hold to 2000.
Rwy 22 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.		

AWOS-3	MEMPHIS APP CON	MILLINGTON TOWER ★	GND CON	UNICOM
118.925	119.1 291.6 125.8 338.3 (176°-355°) (356°-175°)	120.25 (CTAF) 0 340.2	121.375	122.95



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



WAAS CH 78233 W03A	APP CRS 039°	Rwy Ldg TDZE Apt Elev	4000 961 963
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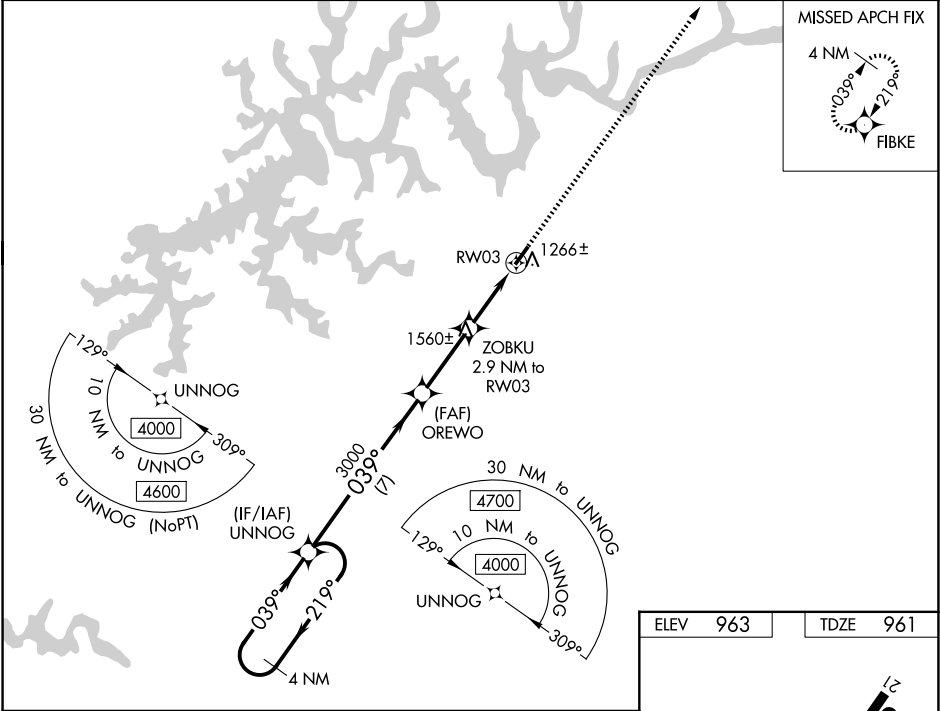
RNAV (GPS) RWY 3

WAYNE COUNTY (EKQ)

⚠ Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 3 Straight-in and Circling minimums NA at night.

MISSED APPROACH:
Climb to 4000 direct FIBKE and hold.

AWOS-3PT 118.825	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

4 NM Holding Pattern

UNNOG

OREW0

ZOBKU 2.9 NM to RWY 3

RWY 3

GP 3.26° TCH 40

7 NM

2.9 NM

2.9 NM

4000

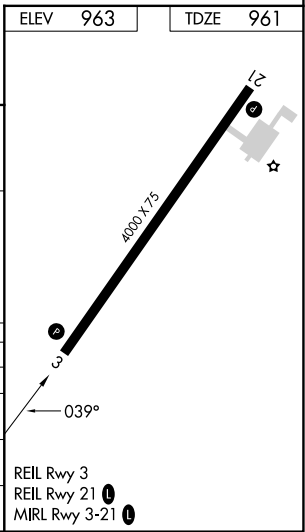
3000

*2000

*LNAV only.

FIBKE

CATEGORY	A	B	C	D
LPV DA	1233-1	272 (300-1)	NA	
LNAV/VNAV DA	1410-1¾	449 (500-1¾)	NA	
LNAV MDA	1520-1	559 (600-1)	NA	
CIRCLING	1780-1¼ 817 (900-1¼)	1840-1¼ 877 (900-1¼)	NA	



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

MONTICELLO, KENTUCKY

AL-6629 (FAA)

26022

WAAS CH 82533 W21A	APP CRS 219°	Rwy Ldg TDZE 963 Apt Elev 963	4000
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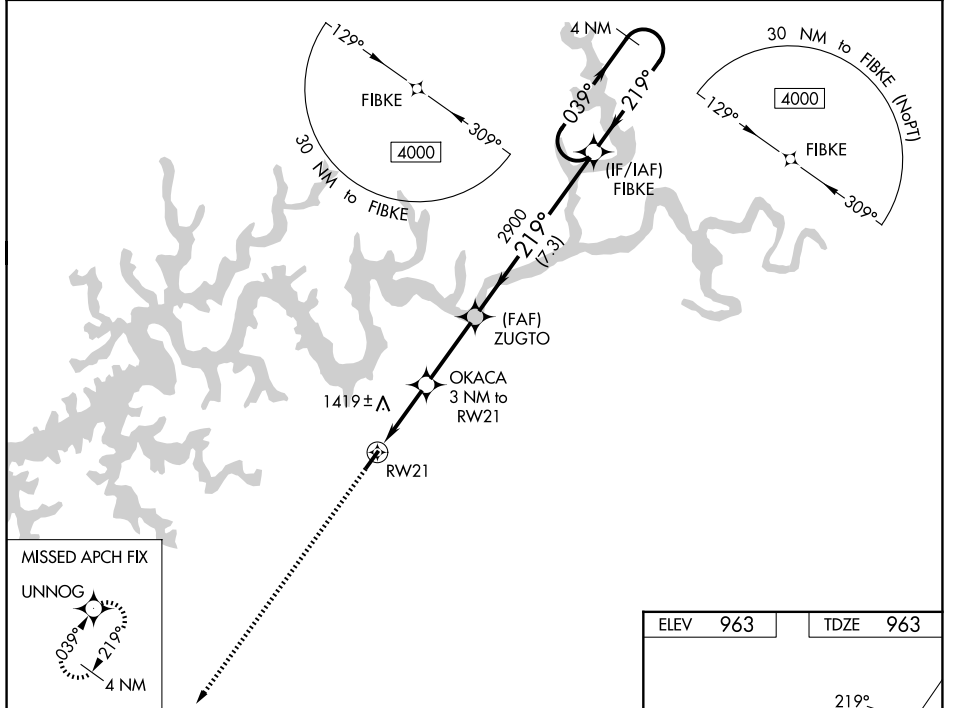
RNAV (GPS) RWY 21

WAYNE COUNTY (EKQ)

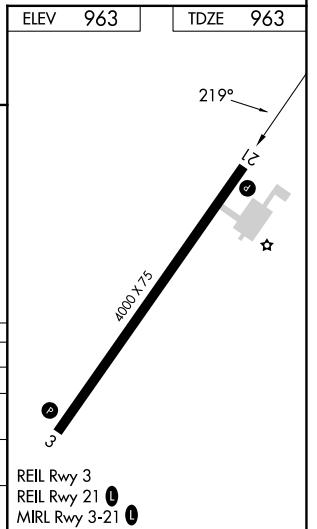
⚠ Baro-VNAV NA when using Somerset altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Somerset altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Somerset altimeter setting and increase all DA 44 feet, and all MDA 60 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility ½ mile. Night landing: Rwy 3 NA.

MISSED APPROACH:
Climb to 4000 direct UNNOG and hold.

AWOS-3PT 118.825	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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4000 UNNOG	*LNAV only.	OKACA 3 NM to RW21	ZUGTO	FIBKE	4 NM Holding Pattern
RW21	*1.8 NM to RW21	2900	219°	039°	4000
1940*	2900	2900	219°	039°	4000
1.8 NM	1.2 NM	3 NM	7.3 NM		
CATEGORY	A	B	C	D	
LPV DA	1257-1	294 (300-1)	NA	NA	
LNAV/VNAV DA	1666-2½	703 (800-2½)	NA	NA	
LNAV MDA	1580-1	617 (700-1)	NA	NA	
CIRCLING	1780-1¼ 817 (900-1¼)	1840-1¼ 877 (900-1¼)	NA	NA	



MONTICELLO, KENTUCKY

Orig-B 28APR16

36°51'N-84°51'W

WAYNE COUNTY (EKQ)

RNAV (GPS) RWY 21

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86909 W02A	APP CRS 026°	Rwy Ldg TDZE Apt Elev	5500 1028 1028
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RNAV (GPS) RWY 2

MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

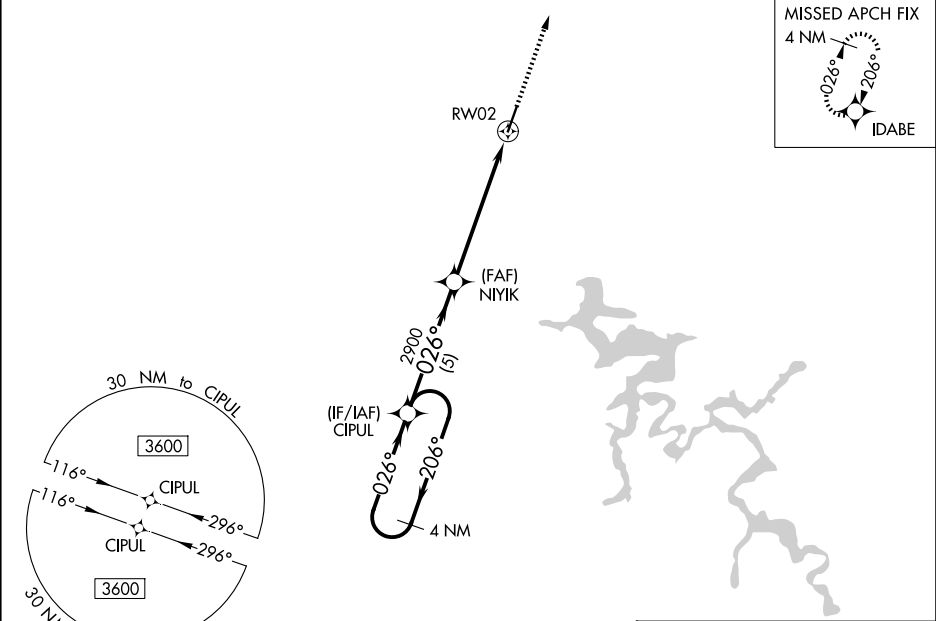
T

A

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/8 mile, LNAV/VNAV all Cats visibility 1/4 mile, and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH:
Climb to 3600 direct IDABE and hold.

AWOS-3 119.95	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 122.7 (CTAF) 0
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4 NM Holding Pattern

CIPUL

3600 ← 206°
026° →

GP 3.00°
TCH 40

NIYIK 2900

RWY 2

5 NM, 4.4 NM, 1.4 NM

3600 IDABE

*1.4 NM to RWY 2

*LNAV only

CATEGORY	A	B	C	D
LPV DA	1228-3/4 200 (200-3/4)			
LNAV/VNAV DA	1439-1 3/8 411 (500-1 3/8)			
LNAV MDA	1500-1	472 (500-1)	1500-1 3/8	472 (500-1 3/8)
CIRCLING	1520-1	492 (500-1)	1760-2 732 (800-2)	1820-2 1/2 792 (800-2 1/2)

ELEV 1028

TDZE 1028

5500 X 100

0.3% UP

026°

MIRL Rwy 2-20 0

REIL Rwy 2 and 20 0

WAAS CH 78209 W20A	APP CRS 206°	Rwy Ldg TDZE Apt Elev	5500 1020 1028
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RNAV (GPS) RWY 20

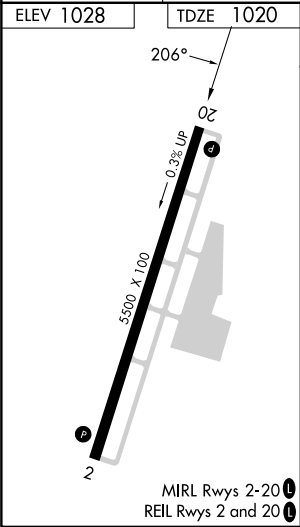
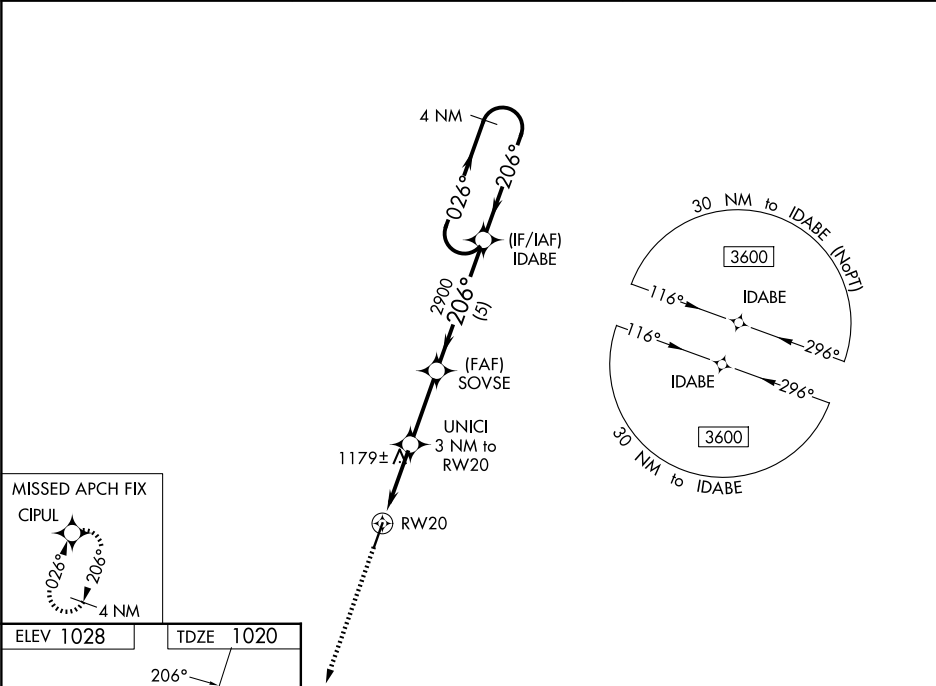
MOREHEAD-ROWAN COUNTY CLYDE A THOMAS RGNL (SYM)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Mount Sterling altimeter setting. When local altimeter setting not received, use Mount Sterling altimeter setting: increase all DA 50 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility 1/8 mile, LNAV Cats C/D visibility 1/8 mile, and Circling Cats C/D visibility 1/4 mile.

MISSED APPROACH: Climb to 3600 direct CIPUL and hold.

AWOS-3 119.95	INDIANAPOLIS CENTER 124.225 360.725	UNICOM 122.7 (CTAF) 0
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3600	CIPUL	UNICI 3 NM to RW20	SOVSE 2900	IDABE	4 NM Holding Pattern
*LNAV only		*1.2 NM to RW20	*2000		GP 3.00° TCH 40
1.2 NM	1.8 NM	2.8 NM	5 NM		
CATEGORY	A	B	C	D	
LPV DA		1270-7/8	250 (300-7/8)		
LNAV/VNAV DA		1453-1 1/2	433 (500-1 1/2)		
LNAV MDA	1440-1	420 (500-1)	1440-1 1/4	420 (500-1 1/4)	
CIRCLING	1520-1	492 (500-1)	1760-2 732 (800-2)	1820-2 1/2 792 (700-2 1/2)	

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 78321 W05A	APP CRS 053°	Rwy Ldg TDZE 1313 Apt Elev 1313
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RNAV (GPS) RWY 5

MOORE-MURRELL (MOR)

RNP APCH - GPS.

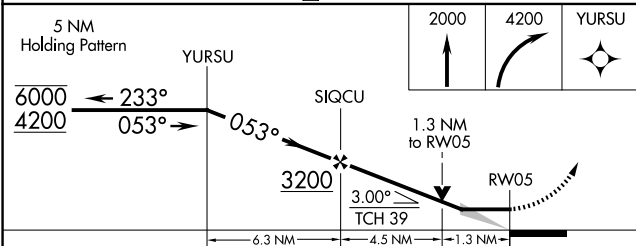
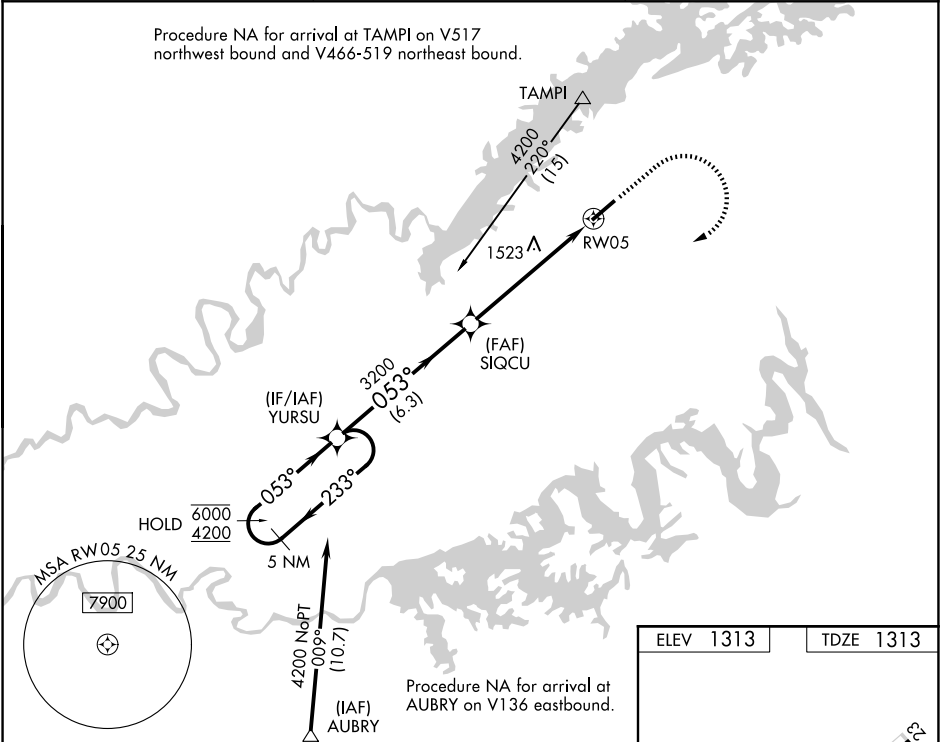
▼

⚠

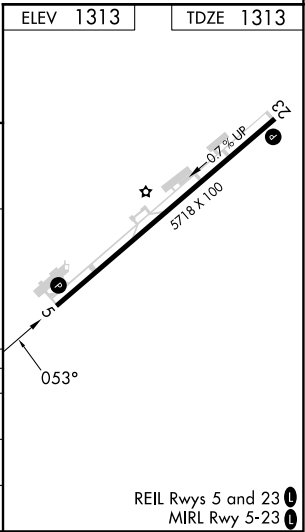
VDP NA when using TYS altimeter setting. When local altimeter setting not received, use TYS altimeter setting and increase all MDAs 140 feet, increase LP and LNAV Cats C/D visibility $\frac{3}{8}$ SM, increase Circling Cat B and C visibility $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4200 direct YURSU and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8 (CTAF) 1
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CATEGORY	A	B	C	D
LP MDA	1760-1	447 (500-1)	1760-1 $\frac{3}{8}$	447 (500-1 $\frac{3}{8}$)
LNAV MDA	1780-1	467 (500-1)	1780-1 $\frac{3}{8}$	467 (500-1 $\frac{3}{8}$)
CIRCLING	1880-1 567 (600-1)	2020-1 707 (800-1)	2160-2 $\frac{1}{2}$ 847 (900-2 $\frac{1}{2}$)	2420-3 1107 (1200-3)



MORRISTOWN, TENNESSEE

AL-5549 (FAA)

25275

WAAS CH 40421 W23A	APP CRS 233°	Rwy Ldg TDZE 1292 Apt Elev 1313
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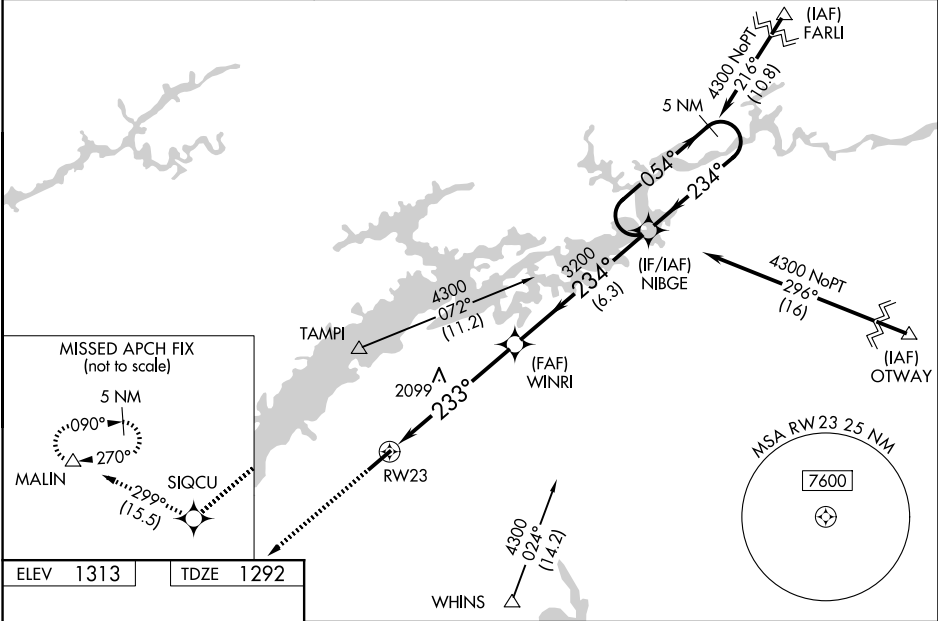
RNAV (GPS) RWY 23
MOORE-MURRELL (MOR)

NA

Baro-VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all DA 133 feet and all MDA 140 feet, increase LPV all Cats visibility to 1½ miles, LNAV/VNAV all Cats visibility to 5 miles, LNAV and Circling Cat B visibility to 1½ miles and LNAV Cats C and D and Circling Cat C visibility to 3 miles.

MISSED APPROACH:
Climb to 5000 direct SIQCU and on track 299° to MALIN and hold.

AWOS-3 126.725	KNOXVILLE APP CON 132.8 360.8	UNICOM 122.8(CTAF) 0
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ELEV 1313 TDZE 1292

REIL Rws 5 and 23 0 MRL Rwy 5-23 0

5000	SIQCU	tr 299°	MALIN	5 NM Holding Pattern	
WINRI 3200 234° 4300 054° RW23 233° 3200 234° GP 3.00° TCH 41					
		A	B	C	D
LPV	DA	1589-1 297 (300-1)			
LNAV/VNAV	DA	2387-4 1095 (1100-4)			
LNAV	MDA	2200-1¼ 908 (900-1¼)	2200-2½ 908 (900-2½)		
CIRCLING		2200-1¼ 887 (900-1¼)	2200-2¾ 887 (900-2¾)	2420-3 1107 (1200-3)	

MORRISTOWN, TENNESSEE

Orig-E 22APR21

36°11'N - 83°23'W

RNAV (GPS) RWY 23
MOORE-MURRELL (MOR)

SE-1, 03 SEP 2026 to 29 OCT 2026

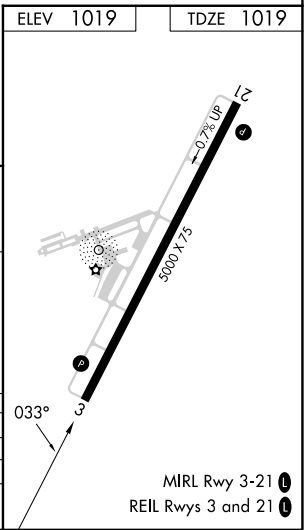
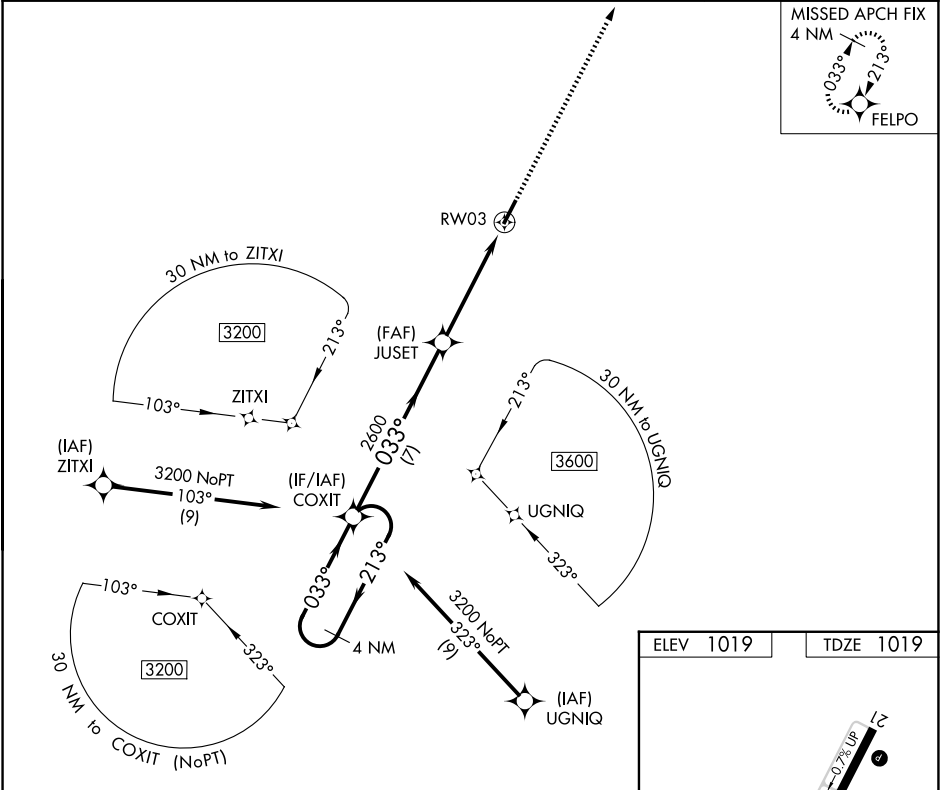
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 81933 W03A	APP CRS 033°	Rwy Ldg TDZE Apt Elev	5000 1019 1019
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RNAV (GPS) RWY 3

MOUNT STERLING/MONTGOMERY COUNTY (IOB)

NA DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 80 feet and all visibilities ¼ mile. Helicopter visibility reduction below ¾ SM NA.		MISSED APPROACH: Climb to 3000 direct FELPO and hold.	
AWOS-3 120.675	LEXINGTON APP CON 120.15 259.3	GCO 121.72	CTAF 122.8 0



4 NM Holding Pattern		Visual Segment - Obstacles.		3000	FELPO
COXIT		JUSET		RW03	
3200 ← 213°		033° →		2600	
7 NM		4.8 NM			
CATEGORY	A	B	C	D	
LP MDA	1540-1	521 (600-1)	1540-1½	521 (600-1½)	
LNAV MDA	1560-1	541 (600-1)	1560-1⅝	541 (600-1⅝)	
CIRCLING	1560-1	541 (600-1)	1740-2	1740-2¼	
			721 (800-2)	721 (800-2¼)	

SE-1, 03 SEP 2026 to 29 OCT 2026

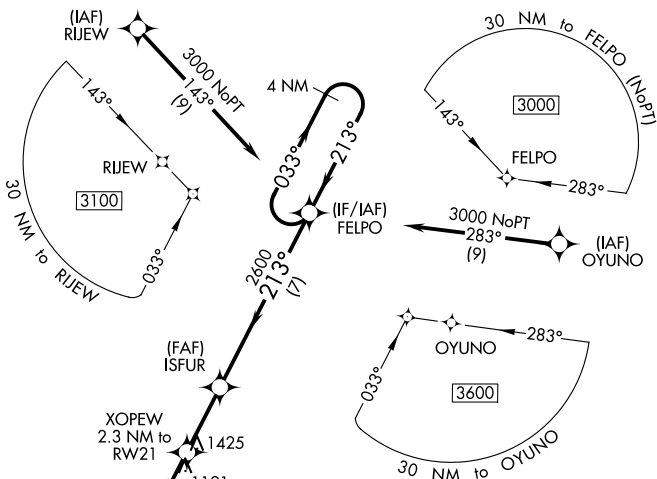
SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 21

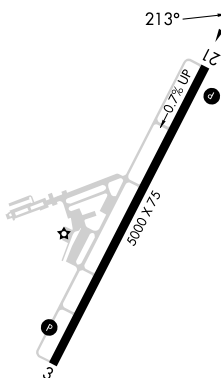
MOUNT STERLING/MONTGOMERY COUNTY (IOB)

▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1332 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1555 feet and all visibilities ¼ SM. Increase all MDAs 80 feet and LNAV visibility Cat C/D ½ SM, and Circling visibility Cat C/D ¼ SM. Baro-VNAV and VDP NA when using Lexington altimeter setting. Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct COXIT and hold.

CTAF
122.8 LCOXIT 

TDZE 1007



3000	COXIT
------	-------

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

*LNAV only.

XOPEW
2.3 NM
*1.4 NM RW21

FELPO 4 NM
Holding Pattern

0	GP 3.00° TCH 57
---	--------------------

CATEGORY	A	B	C	D
LPV DA	1257- ³ / ₄		250 (300- ³ / ₄)	
LNAV/VNAV DA	1480-1 ⁵ / ₈		473 (500-1%)	
LNAV MDA	1460-1	453 (500-1)	1460-1 ⁵ / ₈	453 (500-1%)
CIRCLING	1540-1 521 (600-1)	1560-1 541 (600-1)	1740-2 721 (800-2)	1740-2 ¹ / ₄ 721 (800-2 ¹ / ₄)

REIL Rwy 3 and 21 **L**

MOUNT STERLING/MONTGOMERY COUNTY (TOR)

38°03'N-83°59'W

RNAV (GPS) RWY 21

SE-1, 03 SEP 2026 to 29 OCT 2026

APP CRS
065°

Rwy Ldg
TDZE
Apt Elev

4498
2240
2241

RNAV (GPS) RWY 7

JOHNSON COUNTY (6A4)

RNP APCH - GPS

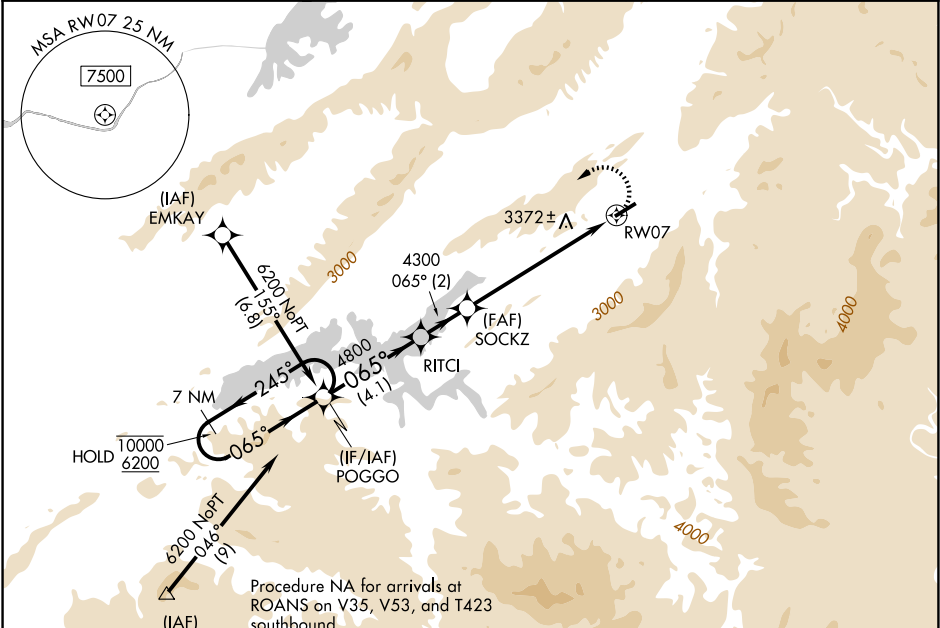
NA

-9°C

Rwy 7 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C south of Rwy 7-25. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDAs 80 feet. Circling NA for Cats B and C when using Abingdon altimeter setting. Procedure NA at night.

MISSED APPROACH:
Climbing left turn to 6200 direct POGGO and hold.

AWOS-3 126.225	TRI-CITY APP CON ★ 134.425 349.0	UNICOM 122.7 (CTAF) 0
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ELEV 2241

TDZE 2240

7 NM Holding Pattern

POGGO

Visual Segment - Obstacles.

6200 POGGO

10000 6200 245° 065° 065°

4800 4300

RITCI SOCKZ RWY 7

4.1 NM 2 NM 6.3 NM

CATEGORY	A	B	C	D
RNAV MDA	4040-1¼ 1800 (1800-1¼)	4040-1½ 1800 (1800-1½)	4040-3 1800 (1800-3)	
CIRCLING	4040-1¼ 1799 (1800-1¼)	4260-1½ 2019 (2100-1½)	4260-3 2019 (2100-3)	NA

MIRL Rwy 7-25 0

RNAV (GPS) RWY 25
JOHNSON COUNTY (6A4)

RNP APCH - GPS.


 NA
  -9°C

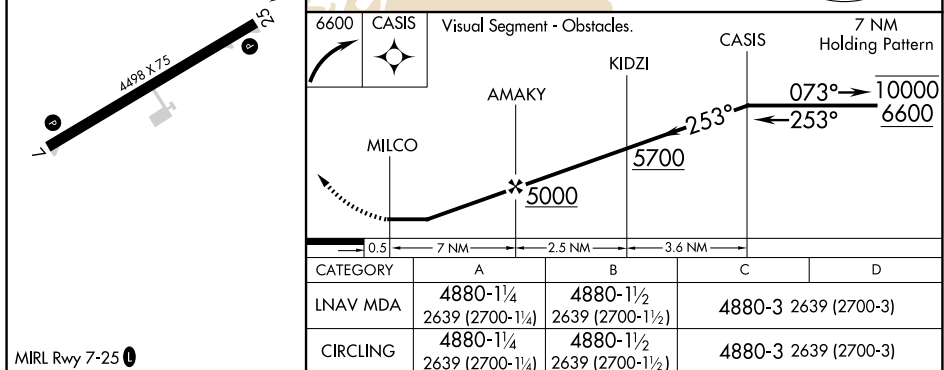
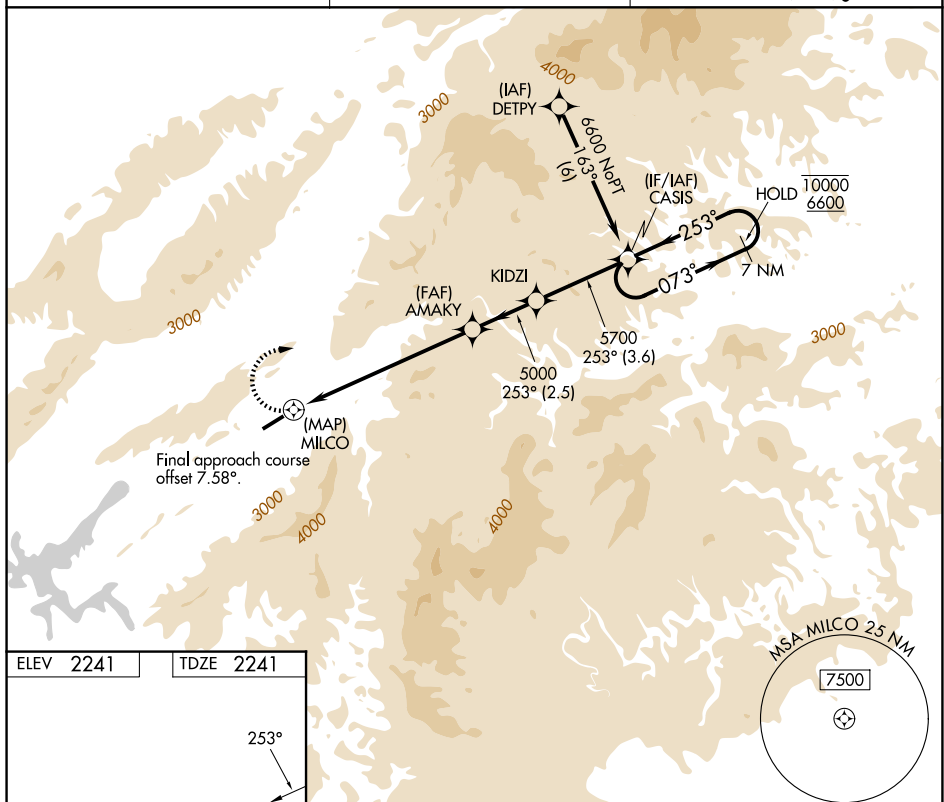
Rwy 25 helicopter visibility reduction below 1 SM NA. Circling NA for Cats C and D south of Rwy 7-25. When local altimeter setting not received, use Abingdon altimeter setting and increase all MDAs 80 feet. Procedure NA at night.

MISSED APPROACH:
Climbing right turn to 6600
direct CASIS and hold.

AWOS-3
126.225

TRI-CITY APP CON ★
134.425 349.0

UNICOM
122.7 (CTAF) **L**



MOUNTAIN CITY, TENNESSEE
Orig-C 05SEP24

36°25'N-81°50W

JOHNSON COUNTY (6A4)
RNAV (GPS) RWY 25

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

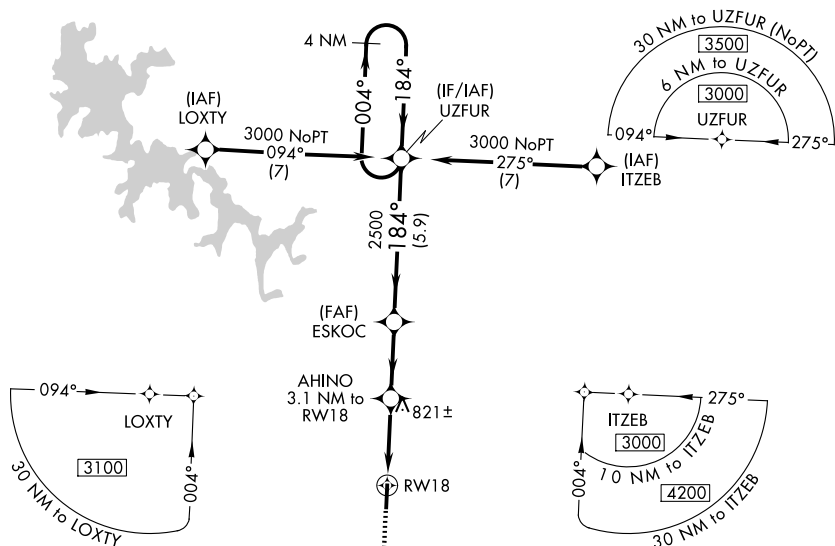
WAAS CH 48812 W18A	APP CRS 184°	Rwy Ldg 4750 TDZE 609 Apt Elev 614
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RNAV (GPS) RWY 18
MURFREESBORO MUNI (MBT)

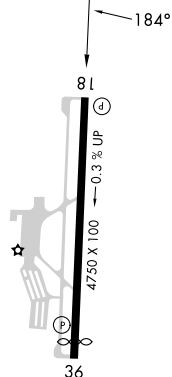
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 3000 direct
URACE and hold.

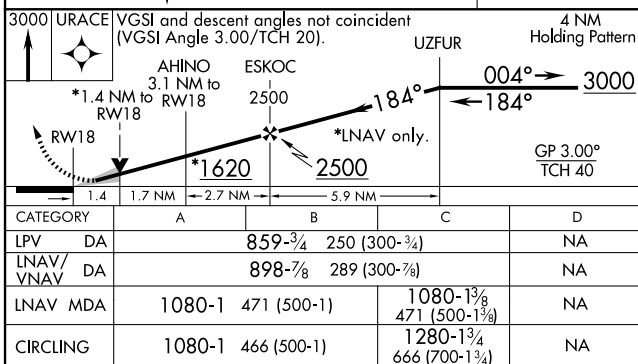
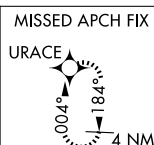
AWOS-3 133.975	NASHVILLE APP CON 118.4 360.7	GCO 135.075	UNICOM 123.075 (CTAF)
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ELEV 614	TDZE 609
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MIRL Rwy 18-36
REIL Rwy 18 and 36



MURFREESBORO, TENNESSEE

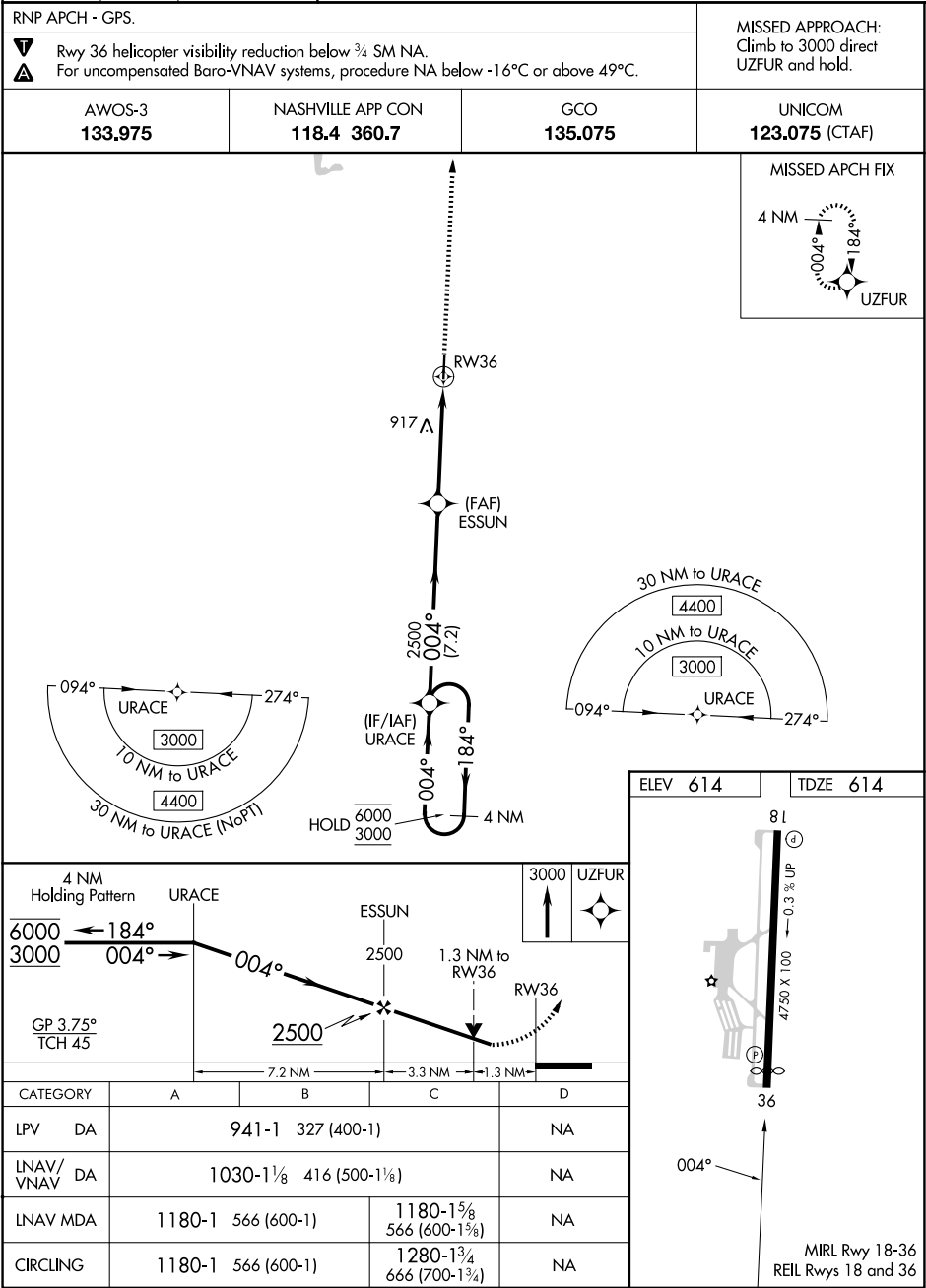
AL-6123 (FAA)

26022

WAAS CH 61332 W36A	APP CRS 004°	Rwy Ldg TDZE Apt Elev	4450 614 614
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RNAV (GPS) RWY 36

MURFREESBORO MUNI (MBT)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86826 W05A	APP CRS 052°	Rwy Ldg TDZE Apt Elev	6202 577 577
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RNAV (GPS) RWY 5

KYLE-OAKLEY FLD (CEY)

RNP APCH - GPS.

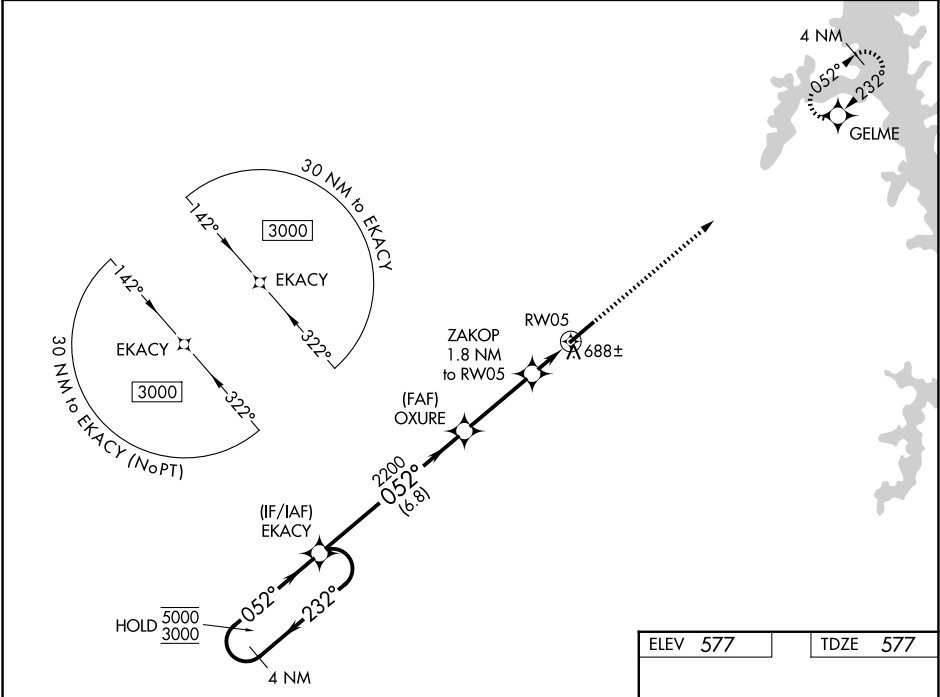
▼

⚠

Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct GELME and hold.

AWOS-3 119.975	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 1
--------------------------	--	---------------------------------



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 29).		3000	GELME
5000 ← 232°		EKACY		↑	✱
3000 → 052°		OXURE			
GP 3.00° TCH 40		ZAKOP			
		1180			
		RW05			
		6.8 NM			
		3.2 NM			
		0.7 NM			
		1.1 NM			
CATEGORY	A	B	C	D	
LPV DA		827- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)		
LNAV/VNAV DA		947-1	370 (400-1)		
LNAV MDA	960-1	383 (400-1)	960-1 $\frac{1}{8}$	383 (400-1 $\frac{1}{8}$)	
CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1180-2 603 (700-2)	

ELEV 577 TDZE 577

MIRL Rwy 5-23 1
REIL Rwy 5 1

MURRAY, KENTUCKY

AL-6225 (FAA)

26022

WAAS Ch 42626 W23A	APP CRS 232°	Rwy Ldg TDZE 568 Apt Elev 577
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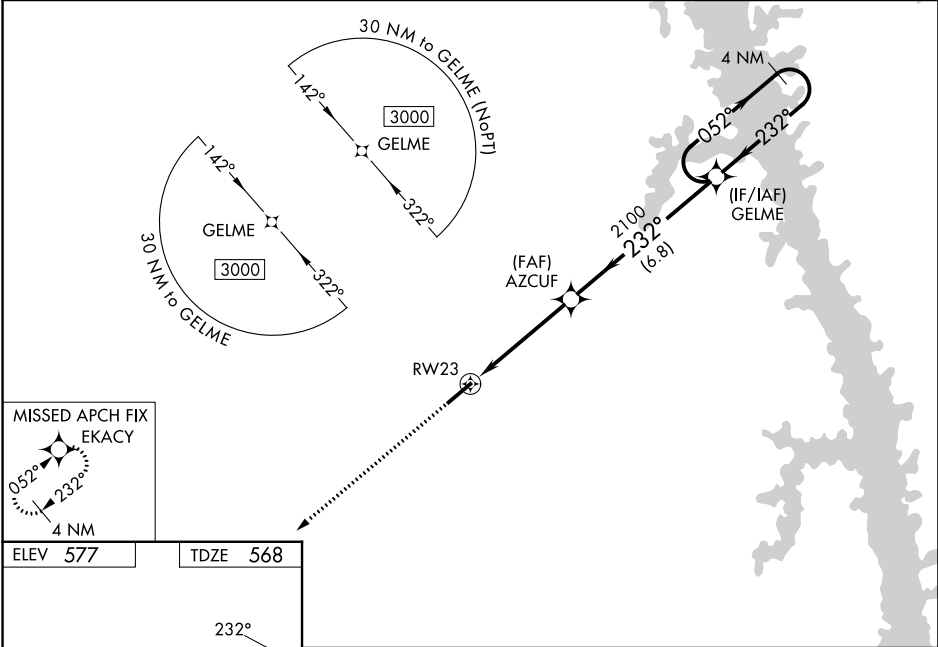
RNAV (GPS) RWY 23
KYLE-OAKLEY FLD (CEY)

⚠ DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA with Mayfield altimeter setting. When local altimeter setting not received use Mayfield altimeter setting: increase all DA/MDA 40 feet, and increase LPV, LNAV/VNAV all Cats, and LNAV Cats C and D visibility $\frac{1}{8}$ mile. For inop ODALS, increase LPV and LNAV/VNAV all Cats, and LNAV Cats C and D visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

ODALS

MISSED APPROACH: Climb to 3000 direct EKACY and hold.

AWOS-3 119.975	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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ELEV 577 TDZE 568

3000 EKACY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 38).

4 NM Holding Pattern

***LNAV only.**

AZCUF

RW23

GP 3.00° TCH 40

CATEGORY	A	B	C	D
LPV DA	859- $\frac{7}{8}$		291 (300- $\frac{7}{8}$)	
LNAV/VNAV DA	861- $\frac{7}{8}$		293 (300- $\frac{7}{8}$)	
LNAV MDA	980- $\frac{3}{4}$	412 (500- $\frac{3}{4}$)	980-1	412 (500-1)
CIRCLING	1000-1 423 (500-1)	1040-1 463 (500-1)	1040-1 $\frac{1}{2}$ 463 (500-1 $\frac{1}{2}$)	1180-2 603 (700-2)

MURRAY, KENTUCKY
Amdt 1 05MAR15

36° 40'-N-88° 22'-W

KYLE-OAKLEY FLD (CEY)
RNAV (GPS) RWY 23

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 20

T Circling NA east of Rwy 2-20. VDP NA when using Nashville Intl altimeter setting.

A NA When local altimeter setting not received, use Nashville Intl altimeter setting and increase S-ILS 20 DA to 738 feet. increase all MDAs 40 feet.

MISSED APPROACH: Climb to 2200 then climbing right turn to 3000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.

HOLD 4900
2700

(IF/IAF)
BICOL
I-JWN [12]
RADAR
BNA [15.4]

018°
1 min
198°
198°
2500
198° (4.8)

TWITY I-JWN [7.3]

JOGIS I-JWN [4.3]

835± A

△ 2049

LOCALIZER 110.3
I-JWN [---]
Chan 40

NASHVILLE
114.1 BNA [---]
Chan 88
5000

BEVEE
BNA [22.4]

MSA BNA 25 NM
3100

4000 to BICOL
336°
(15.4)

NASHVILLE, TENNESSEE
Amdt 2B 11AUG22

36°11'N-86°53'W

ILS or LOC RWY 20

WAAS CH 78325 W02A	APP CRS 018°	Rwy Ldg TDZE Apt Elev	6001 484 501
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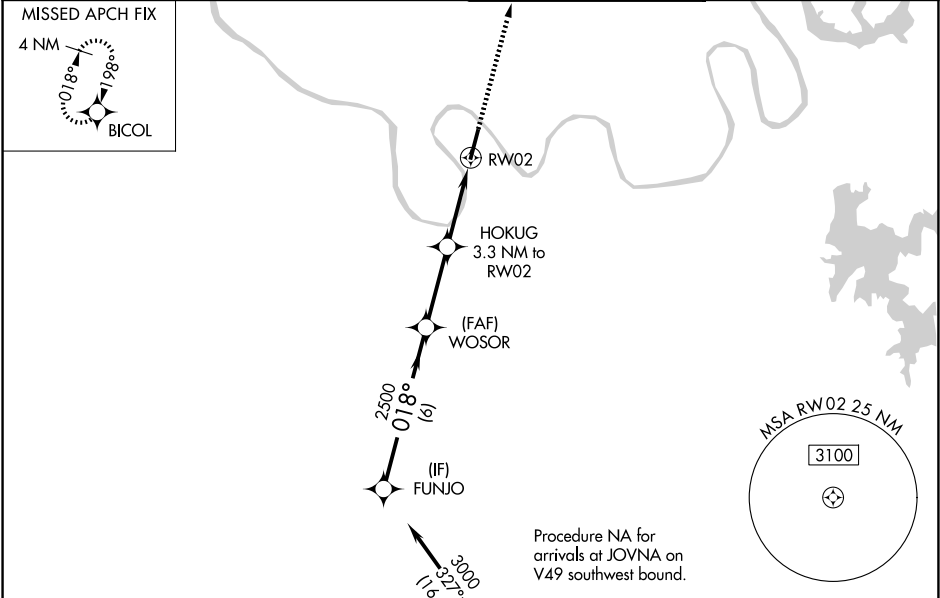
RNAV (GPS) RWY 2
JOHN C TUNE (JWN)

▽
▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Circling NA E of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DAs 39 feet and all MDAs 40 feet; increase LPV visibility all Cats ¼ SM, LNAV visibility Cat B ¼ SM.

MISSED APPROACH:
Climb to 3000 direct
BICOL and hold.

ATIS 127.075	NASHVILLE APP CON 119.35 372.0	JOHN TUNE TOWER ★ 119.45 (CTAF)	GND CON 121.7
------------------------	--	---	-------------------------



ELEV 501 **D** TDZE 484

0.7% Up
4001 x 100
018°
TWR
MRL Rwy 2-20
REIL Rlys 2 and 20

FUNJO
3000
GP 3.00°
TCH 40

WOSOR
2500

HOKUG
3.3 NM to RW02

* 2.1 NM to RW02

RW02

* 1540

6 NM
3 NM
1.2 NM
2.1 NM

A B C D

CATEGORY	B		C		D
LPV DA	734-7/8		250 (300-7/8)		
LNAV/VNAV DA	1079-2 1/2		595 (600-2 1/2)		
LNAV MDA	1160-1	676 (700-1)	1160-2	676 (700-2)	
CIRCLING	1200-1	699 (700-1)	1340-2 3/4	839 (900-2 3/4)	

3000 BICOL

* LNAV only.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 86625 W20A	APP CRS 198°	Rwy Ldg TDZE Apt Elev	6001 501 501
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RNAV (GPS) RWY 20

JOHN C TUNE (JWN)

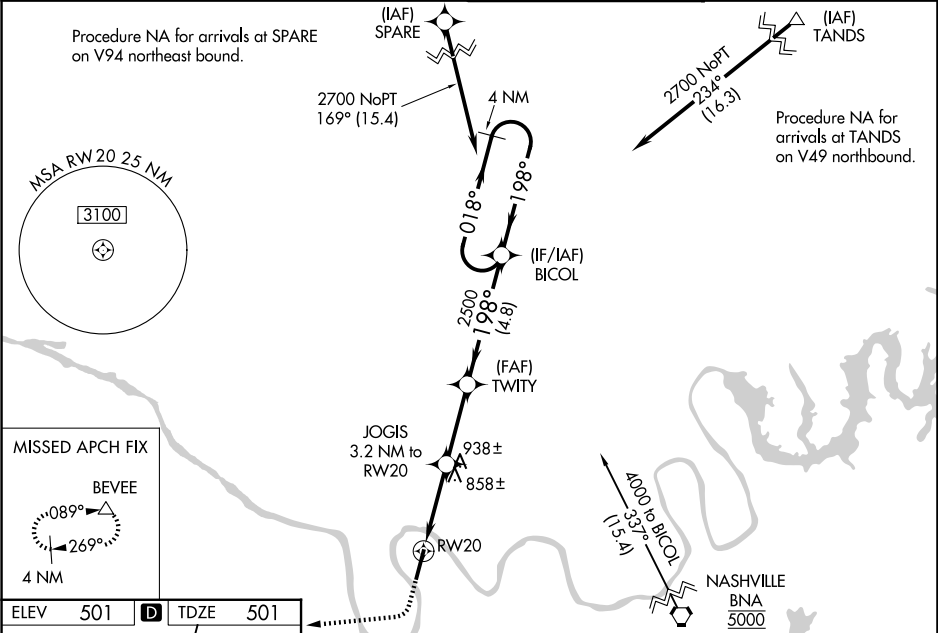
⚠

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all DA 40 feet and all visibilities ½ mile; increase all MDA 40 feet and LNAV Cats C and D visibility ½ mile. Circling NA east of Rwy 2-20. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 1200 then
climbing right turn to
3000 direct BEVEE
and hold.

ATIS 127.075	NASHVILLE APP CON 119.35 372.0	JOHN TUNE TOWER ★ 119.45 (CTAF)	GND CON 121.7
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1200

3000

BEVEE

*LNAV only.

TWITY

2500

198°

018°

2700

4 NM Holding Pattern

JOGIS

3.2 NM to RW20

*1.8 NM to RW20

RW20

*1560

2500

GP 3.00°

TCH 40

CATEGORY	A	B	C	D
LPV DA	856-1¼ 355 (400-1¼)			
LNAV/VNAV DA	1003-1¾ 502 (600-1¾)			
LNAV MDA	1120-1 619 (700-1)		1120-1¾ 619 (700-1¾)	
CIRCLING	1200-1 699 (700-1)		1340-2½ 839 (900-2½) 1340-2¾ 839 (900-2¾)	

AIRPORT DIAGRAM

AL-6878 (FAA)

JOHN C TUNE (JWN)
NASHVILLE, TENNESSEE

ATIS
127.075
JOHN TUNE TOWER ★
119.45 (CTAF) **0**
GND CON
121.7
CLNC DEL
121.7
124.55 (WHEN TWR CLSD)
D

86°53.5'W

FIELD
ELEV
501

86°53.0'W

36°11.5'N

VAB 3° N

JANUARY 2010
ANNUAL RATE OF CHANGE
0.1° W

6001 X 100

STATE
APRONNORTH
APRON

TWR

RWY 02-20
S-35, D-97

MIRL Rwy 2-20 **0**
REIL Rwy 20 and 2 **0**

FBO
FBO APRON
★BOX HANGAR
APRONMIDFIELD
APRONSOUTH
APRON

36°10.5'N

ELEV
459EMAS
2

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

AIRPORT DIAGRAM

26134

NASHVILLE, TENNESSEE
JOHN C TUNE (JWN)

SE-1, 03 SEP 2026 to 29 OCT 2026

JOHN TUNE ONE DEPARTURE

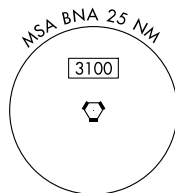
TOP ALTITUDE:
3000

NOTE: Chart not to scale.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to assigned route, maintain 3000. Expect filed altitude 10 minutes after departure.



SE-1, 03 SEP 2026 to 29 OCT 2026

NASHVILLE, TENNESSEE

AL-282 (FAA)

25331

LOC I-EZN 110.75	APP CRS 021°	Rwy Ldg TDZE Apt Elev	7601 587 599
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ILS or LOC RWY 2C

NASHVILLE INTL (BNA)

DME or RADAR required.

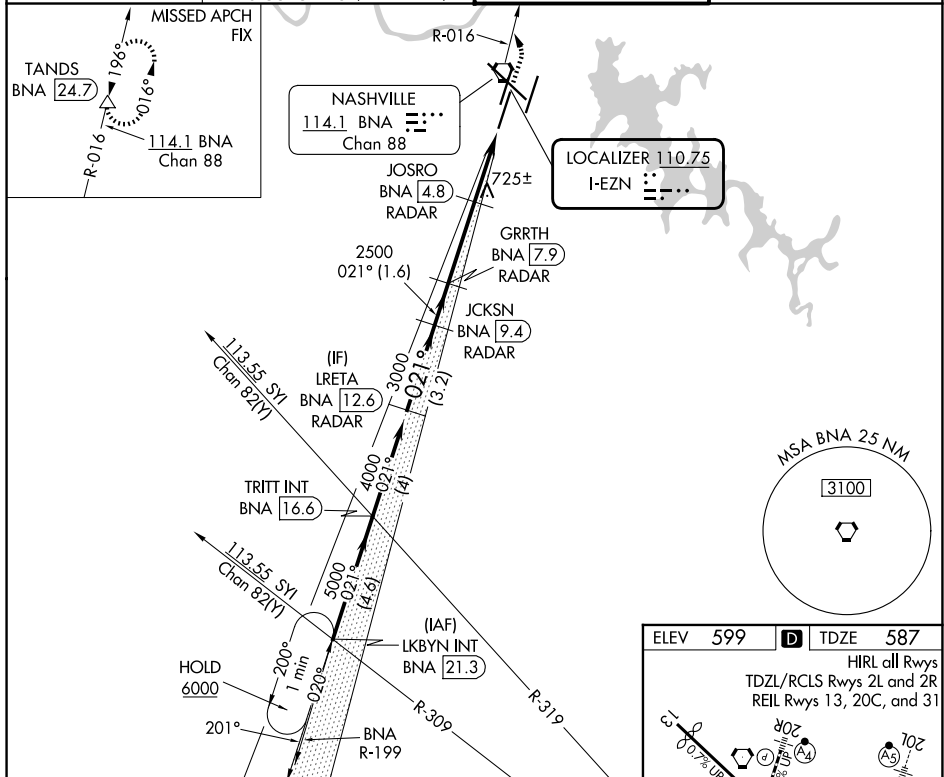
Simultaneous approach authorized. DME from BNA VORTAC. DME use requires simultaneous reception of I-EZN and BNA. For inop ALS, increase S-LOC 2C Cats C and D visibility to RVR 6000.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR



MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on BNA VORTAC R-016 to TANDS/BNA 24.7 and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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LRETA BNA [12.6] RADAR	JCKSN BNA [9.4] RADAR	GRRTH BNA [7.9] RADAR	JOSRO BNA [4.8] RADAR	BNA [3.2]	BNA [2]
4000	3000	2500	1520		
GS 3.00° TCH 60					
3.2 NM	1.6 NM	3.1 NM	1.6 NM	1.2 NM	
CATEGORY	A	B	C	D	
S-ILS 2C *	787/24 200 (200-½)				
S-LOC 2C	980/24	393 (400-½)	980/35	393 (400-¾)	
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1160-1½ 561 (600-1½)	1380-2½ 781 (800-2½)	

ELEV 599	TDZE 587
HIRL all Rws TDZL/RCLS Rws 2L and 2R REIL Rws 13, 20C, and 31	
FAF to MAP 5.9 NM	
Knots	60 90 120 150 180
Min:Sec	5:54 3:56 2:57 2:22 1:58

NASHVILLE, TENNESSEE

Amdt 3 02OCT25

36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS or LOC RWY 2C

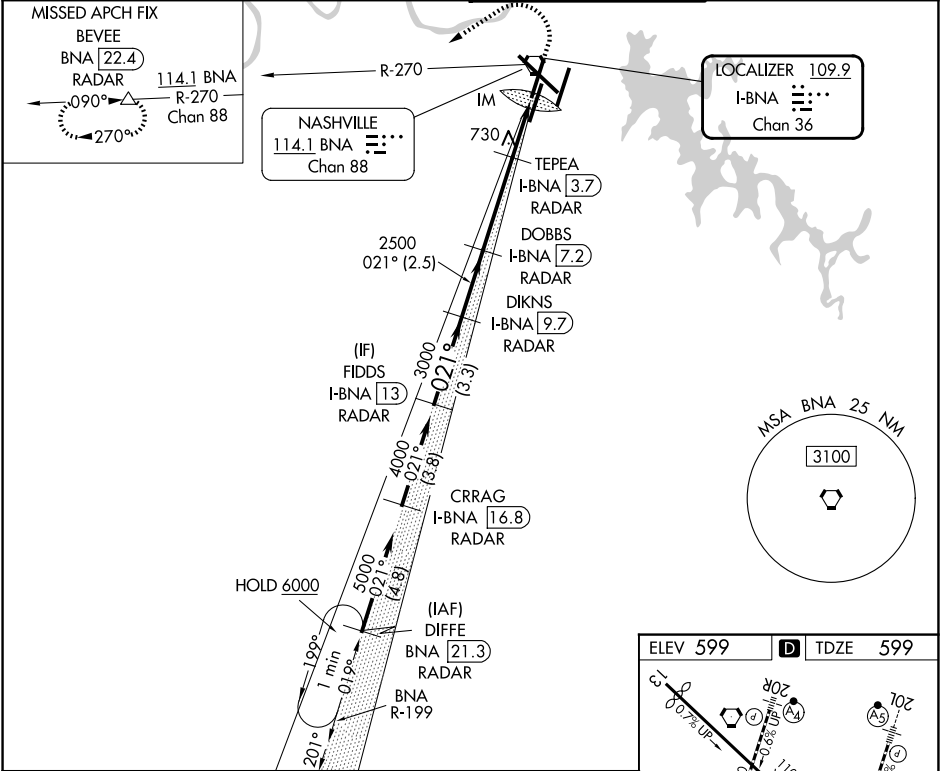
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Ldg TDZE Apt Elev 7702 599 599
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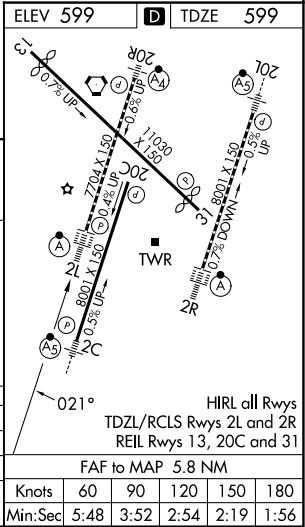
ILS or LOC RWY 2L
NASHVILLE INTL (BNA)

DME or RADAR required. RADAR required for procedure entry.	ALSF-2	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME/RADAR and hold.
Simultaneous approach authorized.		

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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	FIDDS I-BNA 13 RADAR	DIKNS I-BNA 9.7 RADAR	DOBBS I-BNA 7.2 RADAR	TEPEA I-BNA 3.7 RADAR	BNA R-270	BEVEE
	4000	3000	2500	1380	1200	4000
	021°	021°	021°	021°	hdg 240°	
	GS 3.00°					
	TCH 55					
	3.3 NM	2.5 NM	3.5 NM	1.3 NM	0.8	0.2
CATEGORY	A	B	C	D		
S-ILS 2L		799/18	200 (200-½)			
S-LOC 2L	980/24	381 (400-½)	980/35	381 (400-½)		
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)		



SE-1, 03 SEP 2026 to 29 OCT 2026

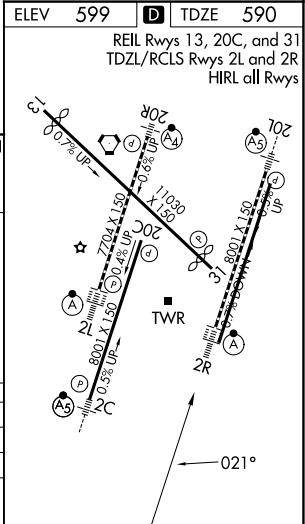
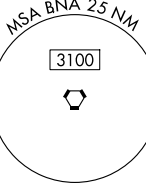
SE-1, 03 SEP 2026 to 29 OCT 2026

ILS or LOC RWY 2R
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 on BNA VORTAC R-072 to LENON/BNA 25.1 DME and hold.

-

GND CON
121.9 348.6



SE-1, 03 SEP 2026 to 29 OCT 2026

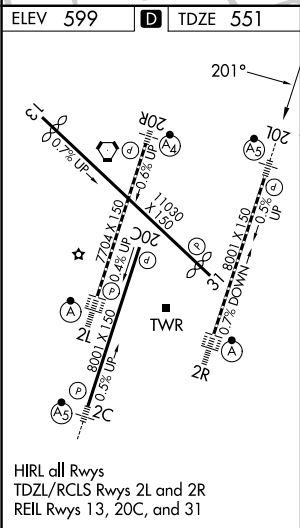
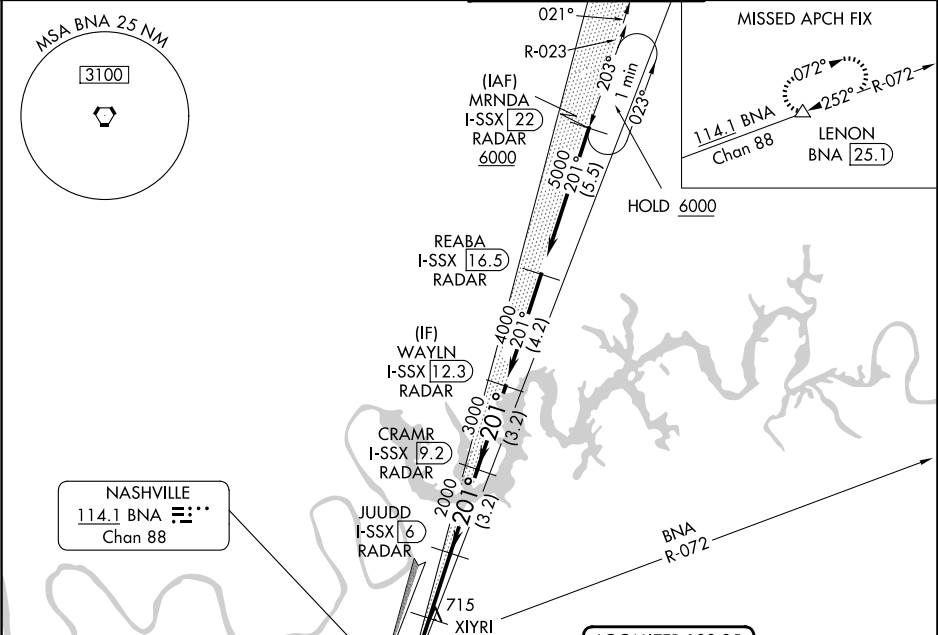
LOC/DME I-SSX 109.35 Chan 30 (Y)	APP CRS 201°	Rwy Ldg TDZE Apt Elev	8000 551 599
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ILS or LOC RWY 20L

NASHVILLE INTL (BNA)

DME required. RADAR required for procedure entry.	MALSR 	MISSED APPROACH: Climb to 1300, then climbing left turn to 4000 on heading 040° and on BNA VORTAC R-072 to LENON/BNA 25.1 DME and hold.
Simultaneous approach authorized.	* RVR 1800 authorized with use of FD or AP or HUD to DA.	

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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NASHVILLE, TENNESSEE

AL-282 (FAA)

26078

LOC I-VIY 111.3	APP CRS 201°	Rwy Ldg 7702 8001
	TDZE 578 588	
	Apt Elev 599 599	

ILS or LOC RWY 20R

NASHVILLE INTL (BNA)

DME or RADAR required. RADAR required for procedure entry.

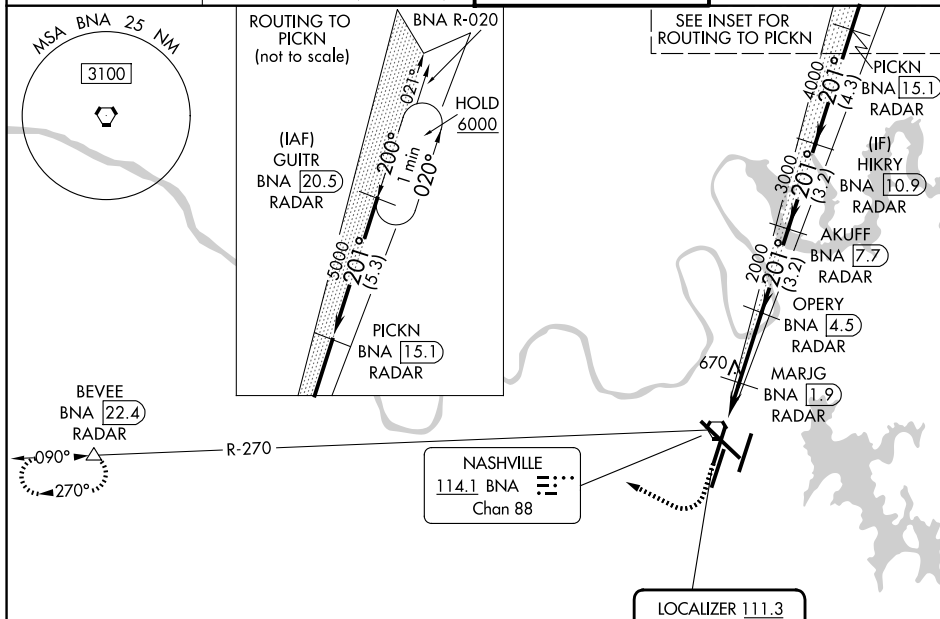
Simultaneous approach authorized. Inop table does not apply to S-ILS 20R all Cats. DME from BNA VORTAC. DME use requires simultaneous reception of I-VIY and BNA DME.

MALSF

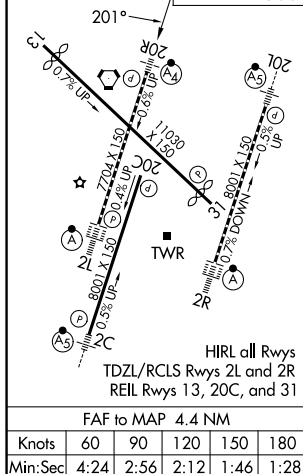


MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 300° and on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME/RADAR and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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ELEV 599	D	TDZE 20R 578
		TDZE 20C 588



1200	4000	BNA R-270	BEVEE	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 79).	HIKRY BNA 10.9 RADAR
					AKUFF BNA 7.7 RADAR
					OPERY BNA 4.5 RADAR
					MARJG BNA 1.9 RADAR
					BNA 0.3
					BNA 1.1
					BNA 1.9
					2000
					1160
					2000
					3000
					4000
					GS 3.00° TCH 60
CATEGORY	A	B	C	D	
S-ILS 20R	778/40	200 (200-¾)			
S-LOC 20R	920/40	342 (400-¾)			
SIDESTEP 20C	960-1	372 (400-1)	960-1½ 372 (400-1½)	960-2 372 (400-2)	
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)	

NASHVILLE, TENNESSEE

Amdt 13 19MAR26

36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS or LOC RWY 20R

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

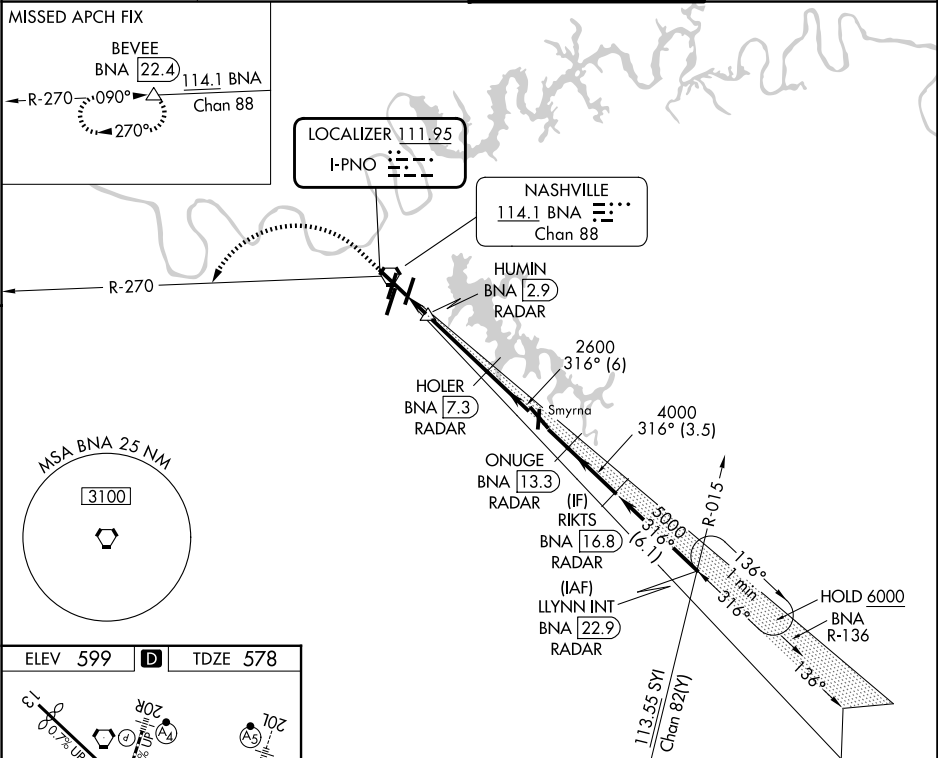
LOC I-PNO	APP CRS	Rwy Ldg	9487
111.95	316°	TDZE	578
		Apt Elev	599

ILS or LOC RWY 31

NASHVILLE INTL (BNA)

DME or RADAR required.	MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 on BNA VORTAC R-270 to BEVEE/BNA 22.4 DME and hold.
DME from BNA VORTAC. DME use requires simultaneous reception of I-PNO and BNA.	

D-ATIS	NASHVILLE APP CON	NASHVILLE TOWER	GND CON
135.1	118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	118.6 257.8	121.9 348.6



NASHVILLE, TENNESSEE

AL-282 (FAA)

26078

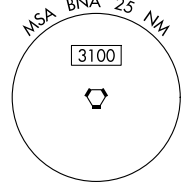
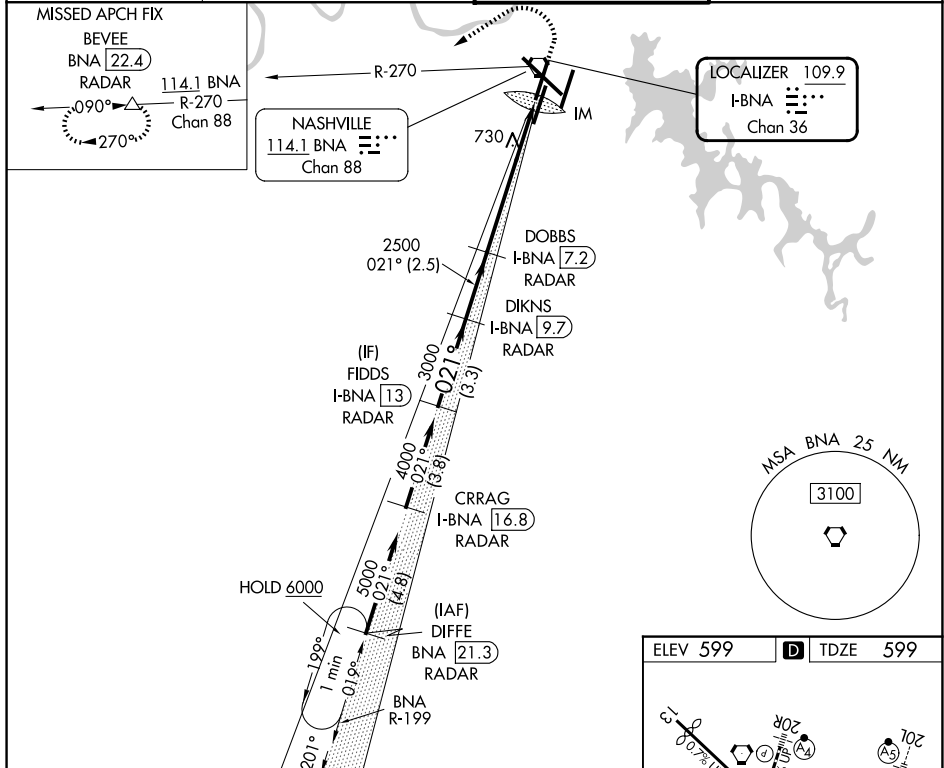
LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Ldg TDZE Apt Elev	7702 599 599
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ILS RWY 2L (SA CAT I)

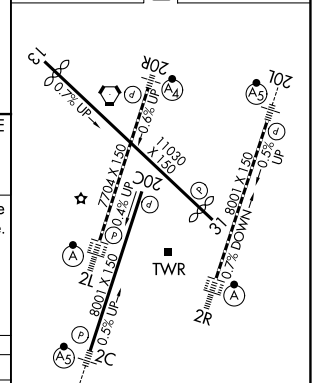
NASHVILLE INTL (BNA)

DME or RADAR required. RADAR required for procedure entry.	ALSF-2 	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME/RADAR and hold.
Simultaneous approach authorized. Requires specific OPSPEC, MSPEC, or LOA approval.		

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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ELEV 599	D TDZE 599
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FIDDS I-BNA 13 RADAR	DIKNS I-BNA 9.7 RADAR	DOBBS I-BNA 7.2 RADAR	1200 4000 hdg 240° Use I-BNA DME when on the LOC course.	BEVEE △
4000	3000	2500	IM	
GS 3.00° TCH 55				
3.3 NM	2.5 NM	5.8 NM	11.1 NM	
CATEGORY	A	B	C	D
S-ILS 2L	RA 155/14 150 DA 749			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwy's
TDZL/RCLS Rwy's 2L and 2R
REIL Rwy's 13, 20C and 31

NASHVILLE, TENNESSEE

Amdt 12 02OCT25

36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS RWY 2L (SA CAT I)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

ILS RWY 2R (SA CAT I)
NASHVILLE INTL (BNA)

ALSF-2

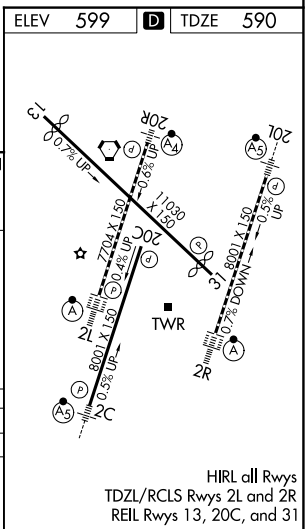
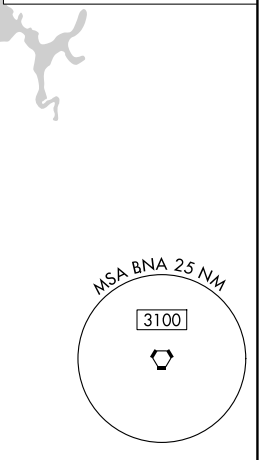
MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 on BNA VORTAC R-072 to LENON/BNA 25.1 DME and hold.

MISSED APCH FIX

114.1 BNA
Chan 88

LENON
BNA 25.1

072°
252° R-072



SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

NASHVILLE, TENNESSEE

AL-282 (FAA)

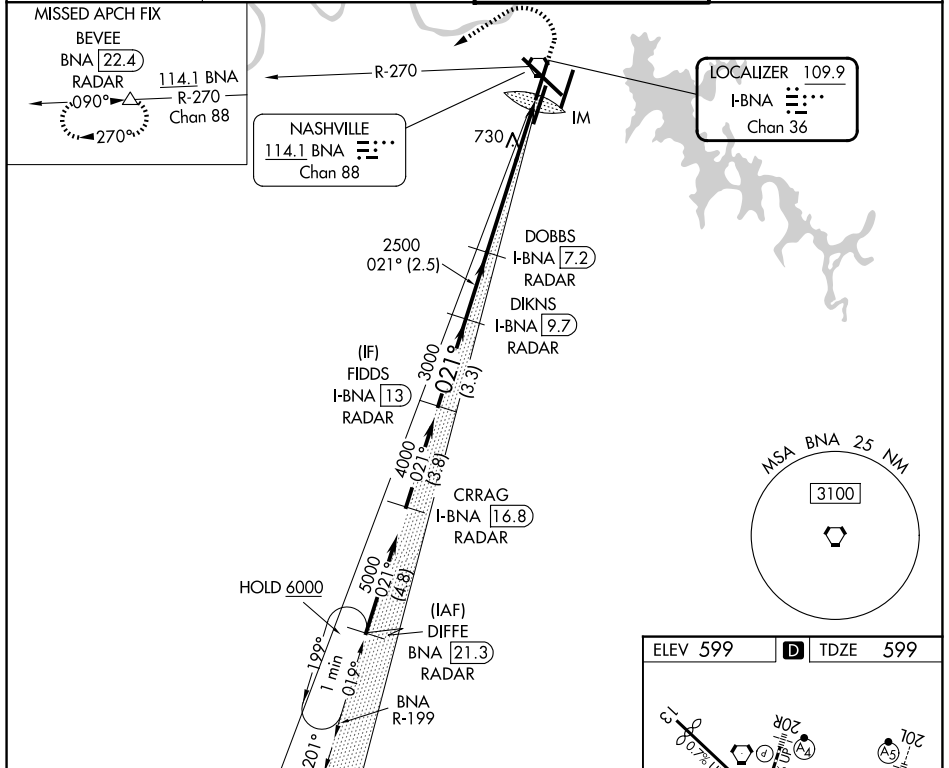
26078

LOC/DME I-BNA 109.9 Chan 36	APP CRS 021°	Rwy Ldg 7702
	TDZE 599	
	Apt Elev 599	

ILS RWY 2L (CAT II & III) **NASHVILLE INTL (BNA)**

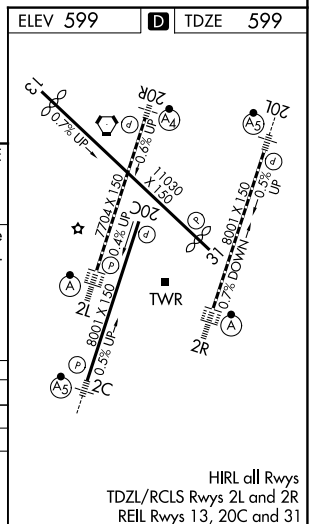
DME or RADAR required. RADAR required for procedure entry.	ALSF-2	MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on heading 240° and on BNA VORTAC R-270 to BEVEE/BNA VORTAC 22.4 DME/RADAR and hold.
Simultaneous approach authorized. Cat II: RVR 1000 Authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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	FIDDS I-BNA 13 RADAR	DIKNS I-BNA 9.7 RADAR	DOBBS I-BNA 7.2 RADAR	1200 4000 hdg 240° Use I-BNA DME when on the LOC course.	BEVEE △
	4000	3000	2500	IM 703	
GS 3.00° TCH 55	3.3 NM	2.5 NM	5.8 NM	11.16'	
CATEGORY	A	B	C	D	
S-ILS 2L	CAT II	RA 105/12	100 DA 699		
S-ILS 2L	CAT III	RVR 600			

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



NASHVILLE, TENNESSEE

Amdt 12 02OCT25

36°07'N-86°41'W

NASHVILLE INTL (BNA)

ILS RWY 2L (CAT II & III)

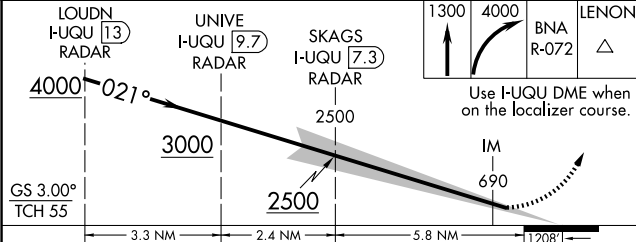
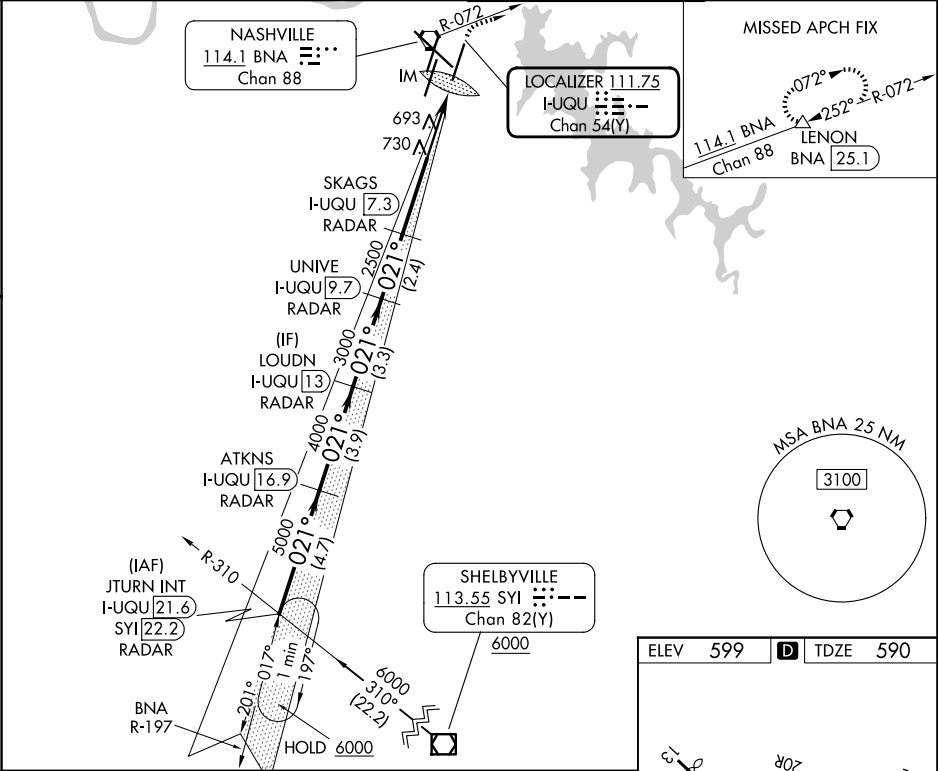
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

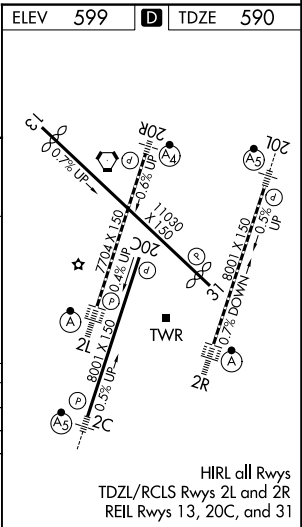
LOC/DME I-UQU 111.75 Chan 54 (Y)	APP CRS 021°	Rwy Ldg TDZE 590 Apt Elev 599	ILS RWY 2R (CAT II & III) NASHVILLE INTL (BNA)
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DME required.	ALSF-2	MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 on BNA VORTAC R-072 to LENON/ BNA 25.1 DME and hold.
Simultaneous approach authorized. Cat II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.		

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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CATEGORY	A	B	C	D
S-ILS 2R	CAT II	RA 116/12	100	DA 690
S-ILS 2R	CAT III	RVR 06		
CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED				



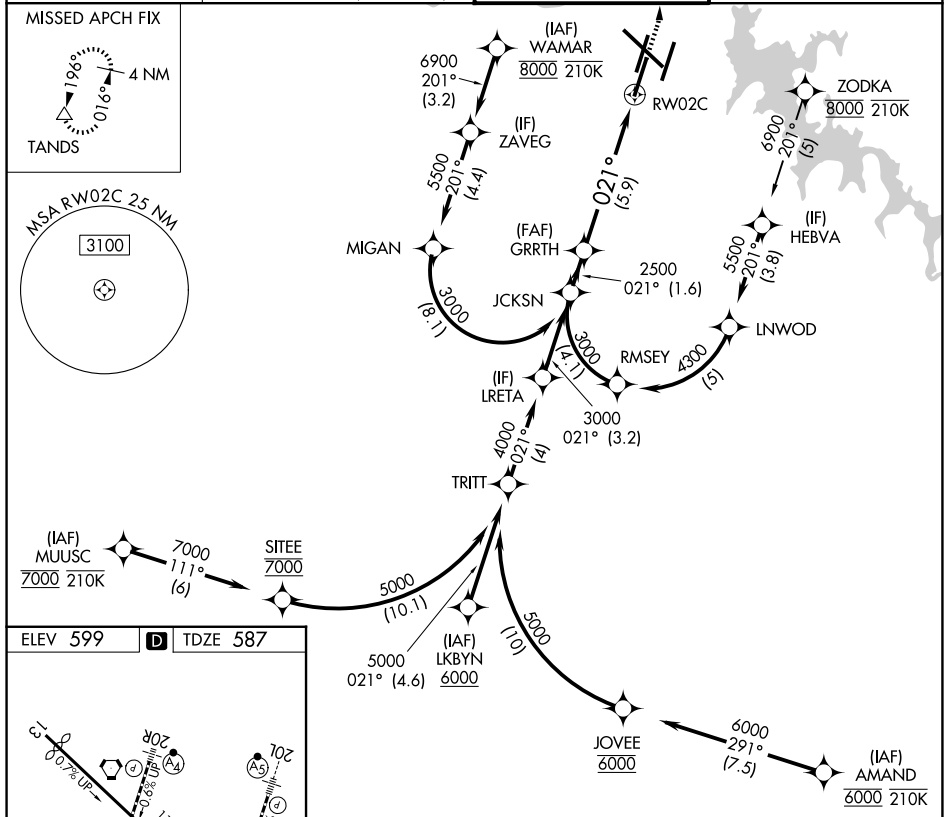
APP CRS	Rwy Ldg	7601
021°	TDZE	587
	Apt Elev	599

RNAV (RNP) Z RWY 2C

NASHVILLE INTL (BNA)

RNP APCH - GPS. Authorization required. From SITEE, JOVEE, LNWOD, RMSEY or MIGAN: RF.	MALSR AS	MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct TANDS and hold.
For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1 3/4 SM.		

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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See planview for multiple IF locations.				1300	4000	TANDS
CATEGORY	A	B	C	D		
RNP 0.15 DA	852/24			265 (300-1/2)		
RNP 0.30 DA	1018/50			431 (500-1)		
AUTHORIZATION REQUIRED						

NASHVILLE, TENNESSEE

AL-282 (FAA)

25331

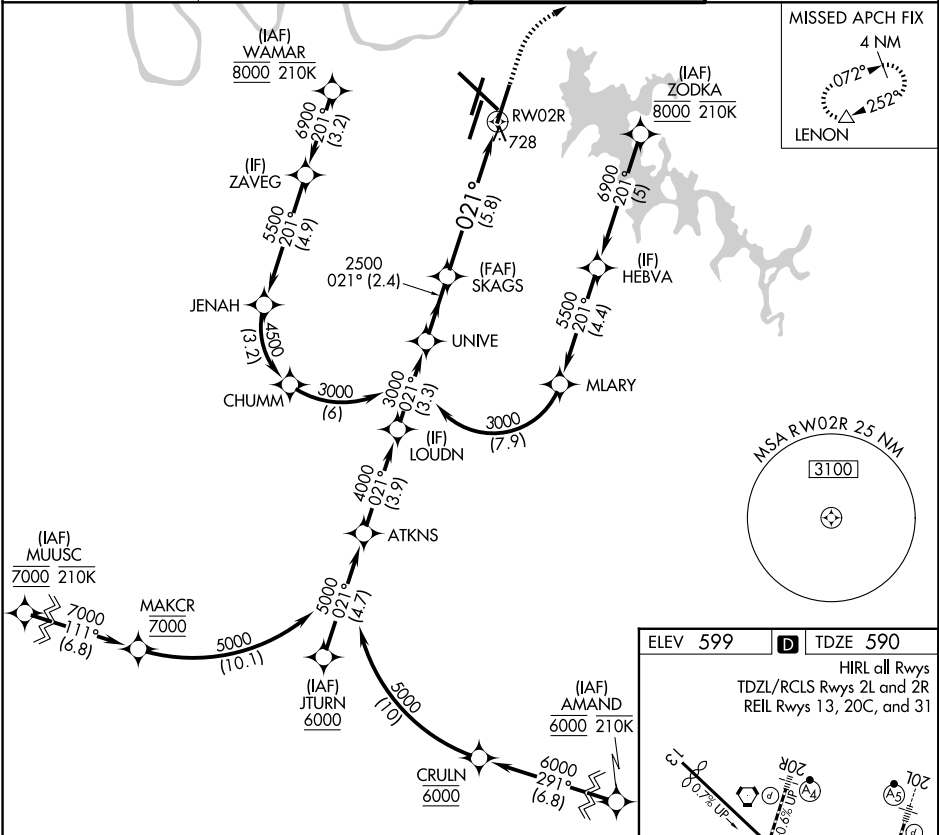
APP CRS 021°	Rwy Ldg	8000
	TDZE	590
	Apt Elev	599

RNAV (RNP) Z RWY 2R

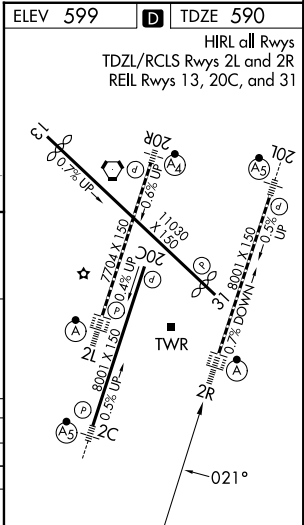
NASHVILLE INTL (BNA)

RNP AR APCH - GPS. Authorization required. From WAMAR, ZODKA, MUUSC, or AMAND: RF	ALSIF-2 	MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 direct LENON and hold.
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D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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See planview for multiple IF locations.			
UNIVE 3000 021° SKAGS 2500 RWY 2R			
GP 3.00° TCH 55			
2.4 NM 5.8 NM			
CATEGORY	A	B	C
RNP 0.15 DA		938/30	348 (400- $\frac{5}{8}$)
RNP 0.30 DA		994/40	404 (400- $\frac{3}{4}$)
AUTHORIZATION REQUIRED			



NASHVILLE, TENNESSEE
Amdt 3 02OCT25

36°07'N-86°41'W

NASHVILLE INTL (BNA) RNAV (RNP) Z RWY 2R

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APP CRS

Rwy Ldg

201°

8000

TDZE

551

Apt Elev

599

RNAV (RNP) Z RWY 20L

NASHVILLE INTL (BNA)

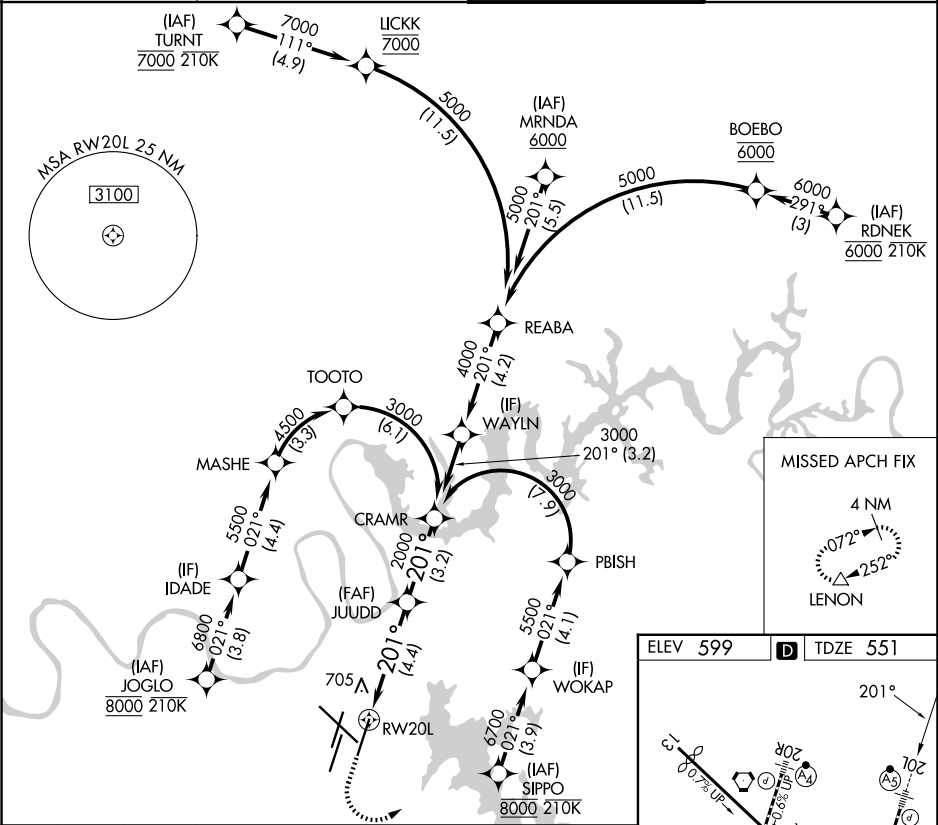
RNP AR APCH - GPS. Authorization required. From RDNEK, TURNT, JOGLO, or SIPPO: RF.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct LENON and hold.

For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Simultaneous approach authorized with Rwy 20R. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 4000.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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1300

4000

LENON

See planview for multiple IF locations.

CRAMR

JUUDD

2000

3000

201°

2000

GP 3.00°

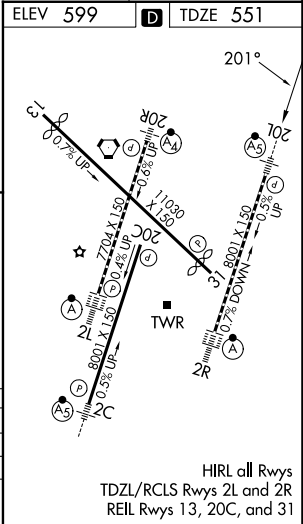
TCH 55

4.4 NM

3.2 NM

CATEGORY	A	B	C	D
RNP 0.15 DA		801/24	250 (300-½)	
RNP 0.30 DA		975/40	424 (400-¾)	

AUTHORIZATION REQUIRED



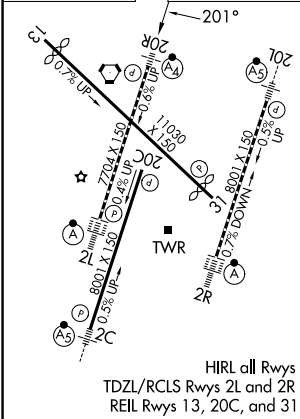
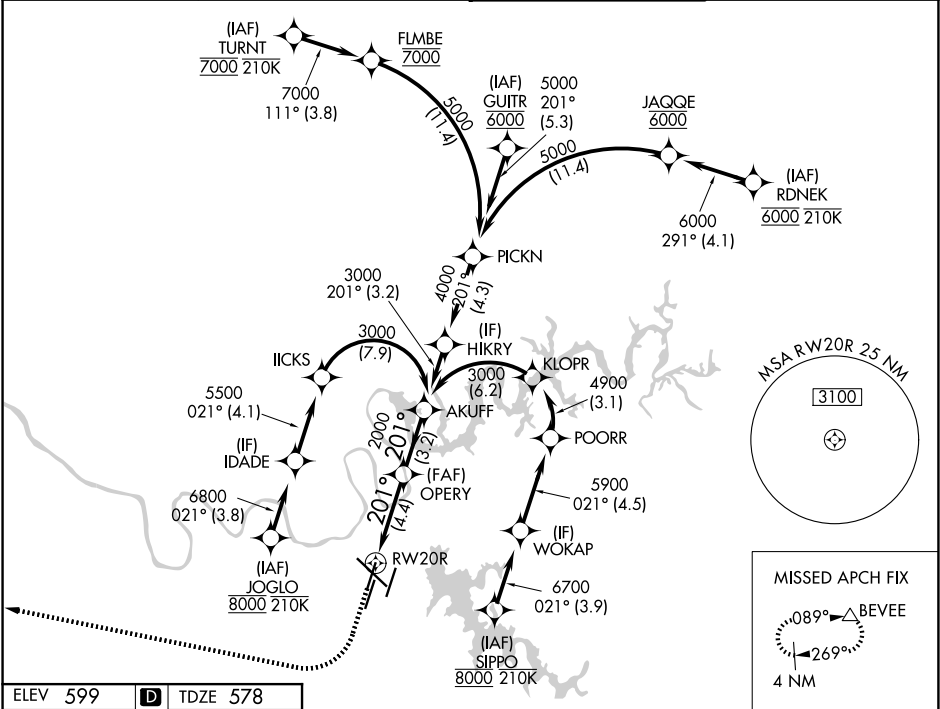
RNAV (RNP) Z RWY 20R

NASHVILLE INTL (BNA)

APP CRS	Rwy Ldg	7702
201°	TDZE	578
	Apt Elev	599

RNP AR APCH - GPS. Authorization required. From JAQQE, FLMBE, IICKS, POORR, or KLOPR: RF.	MALSF	MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct BEVEE and hold.
Simultaneous approach authorized with Rwy 20L. For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C. Inop table does not apply.		

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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ELEV 599	TDZE 578	1200	4000	BEVEE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).
See planview for multiple IF locations.					
RW20R					
AKUFF					
OPRY					
3000					
201°					
2000					
GP 3.00°					
TCH 60					
CATEGORY	A	B	C	D	
RNP 0.13 DA		927/40	349 (400-3/4)		
RNP 0.30 DA		1042/60	464 (500-1 1/4)		
AUTHORIZATION REQUIRED					

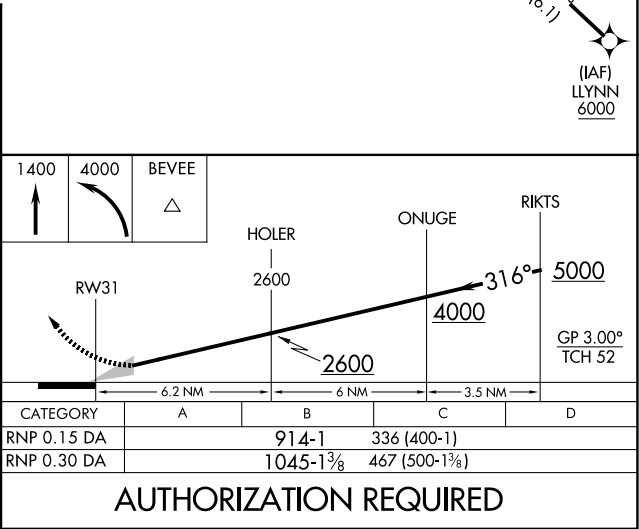
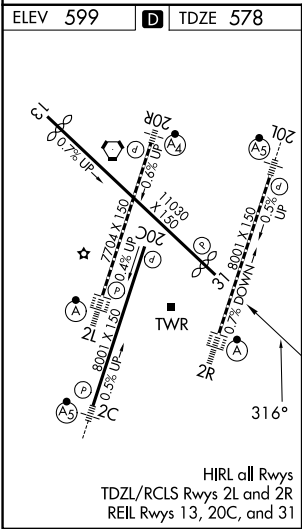
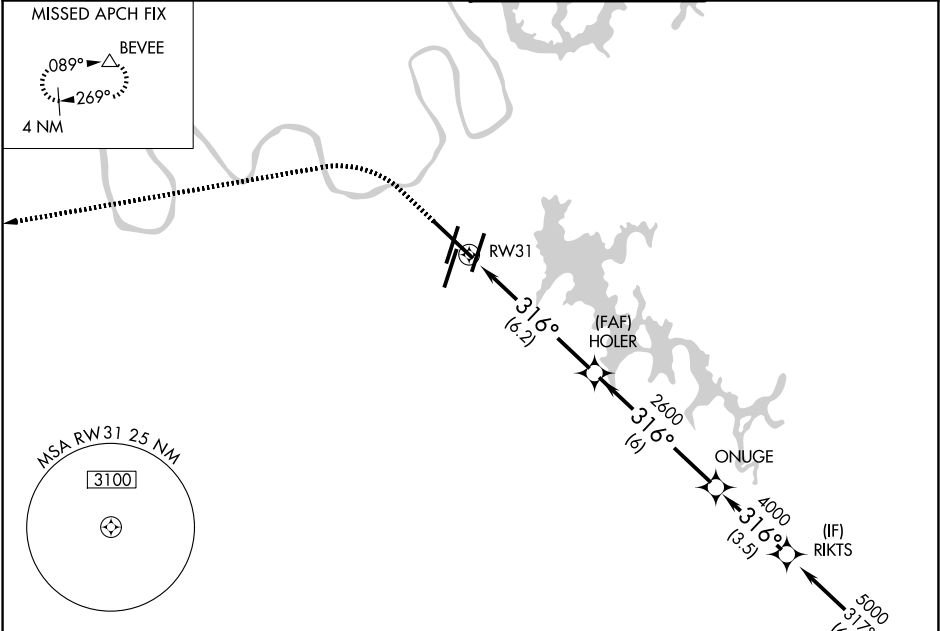
APP CRS	Rwy Ldg	9487
316°	TDZE	578
	Apt Elev	599

RNAV (RNP) Z RWY 31
NASHVILLE INTL (BNA)

RNP AR APCH - GPS. Authorization required.
▼ For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 54°C.

MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 direct BEVEE and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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SE-1, 03 SEP 2026 to 29 OCT 2026

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NASHVILLE, TENNESSEE

AL-282 (FAA)

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APP CRS	Rwy Ldg	9487
136°	TDZE	567
	Apt Elev	599

RNAV (GPS) RWY 13

NASHVILLE INTL (BNA)

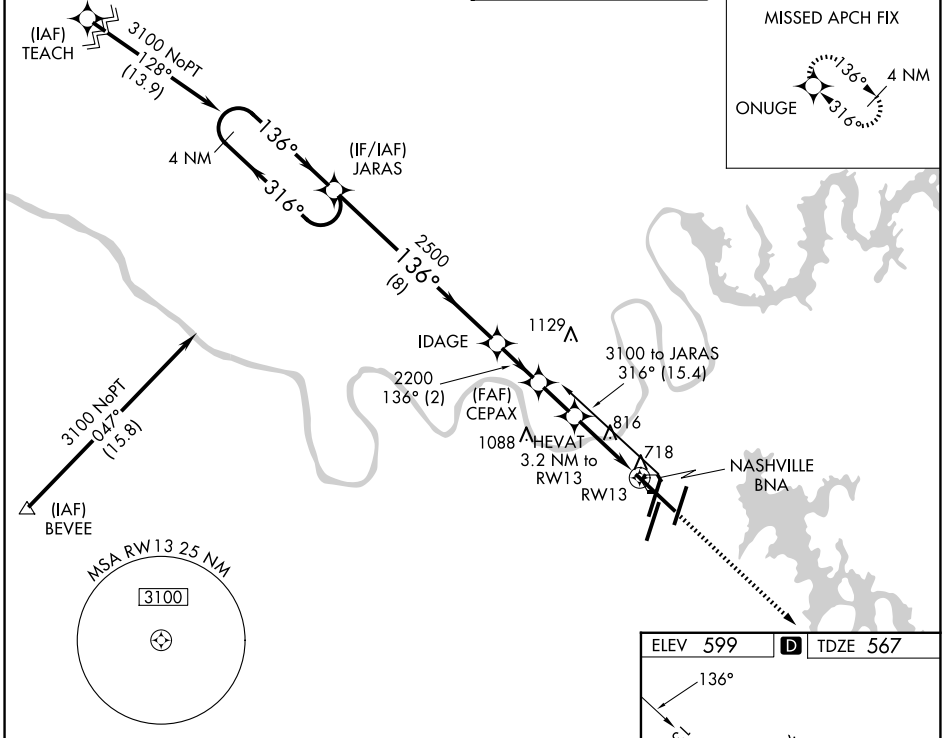
RNP APCH.



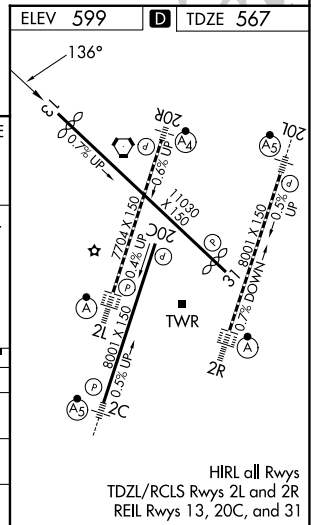
For uncompensated Baro-VNAV systems, LNAV/VNAV
NA below -16°C or above 47°C.

MISSED APPROACH: Climb to
3000 direct ONUGE and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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4 NM Holding Pattern JARAS				
GP 3.00° TCH 55				
3100 ← 316° → 136° 136° 2500 2200 *1600 RW13				
8 NM 2 NM 1.8 NM 1.9 NM 1.3				
CATEGORY	A	B	C	D
LNAV/VNAV DA	968-1½ 401 (400-1½)			
LNAV MDA	1080-1	513 (500-1)	1080-1½	1080-1¾
			513 (500-1¾)	513 (500-1¾)
CIRCLING	1100-1	1120-1	1200-1¾	1380-2½
	501 (600-1)	521 (600-1)	601 (700-1¾)	781 (800-2½)



NASHVILLE, TENNESSEE

AL-282 (FAA)

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WAAS CH 70613 W02B	APP CRS 021°	Rwy Ldg TDZE Apt Elev 7601 587 599
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RNAV (GPS) Y RWY 2C

NASHVILLE INTL (BNA)

RNP APCH - GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats to RVR 4500 and LNAV Cat C and D visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH:

Climb to 4000 direct TANDS and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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RNAV (GPS) Y RWY 2C approach chart details:

- Waypoints: LRETA, JCKSN, GRRTH, JOSRO, TRITT, (IAF) LKBYN.
- Altitudes: 4000, 3000, 2500, 1520, 1100, 800, 500.
- Distances: 4.0 NM, 3.2 NM, 1.6 NM, 3.1 NM, 1.6 NM, 1.2 NM.
- Missed Approach: Climb to 4000 direct TANDS and hold.
- MSA (Minimum Safe Altitude) for RWY 2C: 25 NM radius, 3100 MSL.

	LRETA	JCKSN	GRRTH	JOSRO	TANDS
	4000	3000	2500	1520	4000
	GP 3.00°				TCH 60
	3.2 NM	1.6 NM	3.1 NM	1.6 NM	1.2 NM
CATEGORY	A	B	C	D	
LPV DA **		787/24	200 (200-½)		
LNAV/VNAV DA		891/24	304 (300-½)		
LNAV MDA	1000/24	413 (500-½)	1000/40	413 (500-¾)	
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1160-1¾ 561 (600-1¾)	1380-2½ 781 (800-2½)	

Detailed RNAV (GPS) Y RWY 2C approach chart details:

- Waypoints: LRETA, JCKSN, GRRTH, JOSRO, TRITT, (IAF) LKBYN.
- Altitudes: 4000, 3000, 2500, 1520, 1100, 800, 500.
- Distances: 4.0 NM, 3.2 NM, 1.6 NM, 3.1 NM, 1.6 NM, 1.2 NM.
- Missed Approach: Climb to 4000 direct TANDS and hold.
- MSA (Minimum Safe Altitude) for RWY 2C: 25 NM radius, 3100 MSL.

NASHVILLE, TENNESSEE
Amdt 3 02OCT25

36°07'N-86°41'W

NASHVILLE INTL (BNA)

RNAV (GPS) Y RWY 2C

RNAV (GPS) Y RWY 2L
NASHVILLE INTL (BNA)

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct BEVEE and hold.

MISSED APCH FIX

089° BEVEE
269°
4 NM

RW02L 761

TEPEA
2.3 NM to
RW02L

2500
021° (2.5) (FAF) DOBBS

3000
021° (3.3) DIKNS

4000
021° (3.8) (IF) FIDDS

4000
021° (3.8) CRRAG

5000
021° (4.8) (IAF) DIFFE

5 NM 019° HOLD 6000

MSA RW02L 25 NM
3100

ELEV 599	D	TDZE 599
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ELEV 599 **D** TDZE 599

Diagram illustrating the HIRL all Rwyways (Rwys) for TDZL/RCLS and REIL. The diagram shows three parallel runways (2L, 2C, 2R) with their respective dimensions and slopes. A TWR (Tower) is located between runways 2L and 2C. The diagram also indicates the heading 021°.

Runway 2L: 8001 x 150, 0.3% UP

Runway 2C: 7204 x 150, 0.4% UP

Runway 2R: 8001 x 150, 0.3% DOWN

TWR (Tower) located between runways 2L and 2C.

Heading: 021°

HIRL all Rwys
TDZL/RCLS Rwys 2L and 2R
REIL Rwys 13, 20C, and 31

SE-1, 03 SEP 2026 to 29 OCT 2026

NASHVILLE, TENNESSEE

AL-282 (FAA)

25331

WAAS CH 93713 W02D	APP CRS 021°	Rwy Ldg TDZE 590 Apt Elev 599	8000
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RNAV (GPS) Y RWY 2R

NASHVILLE INTL (BNA)

RNP APCH - GPS.

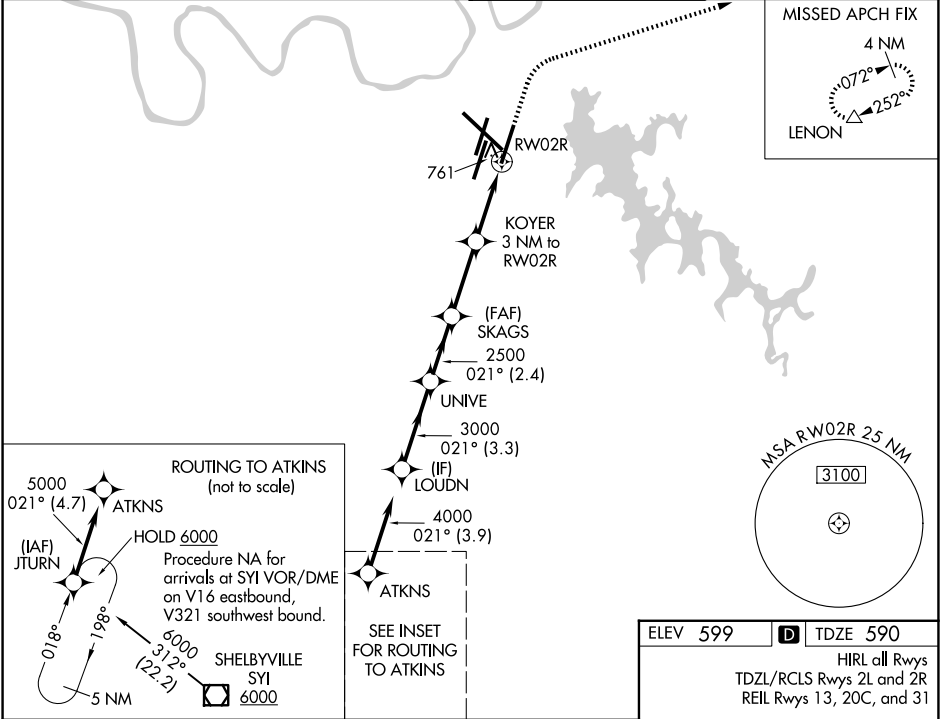
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALS increase LNAV/VNAV visibility all Cnts to RVR 5500.

A

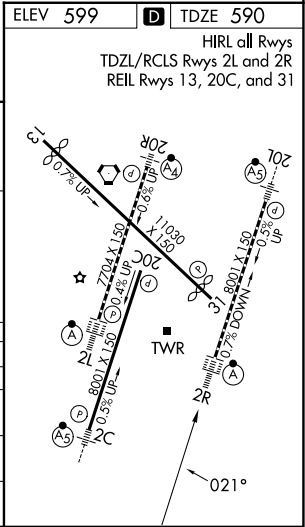
ALSF-2

MISSED APPROACH: Climb to 1300, then climbing right turn to 4000 direct LENON and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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LOUDN		UNIVE		SKAGS		KOYER		LENON	
4000		3000		2500		1600			
GP 3.00°		021°		021°		021°		021°	
TCH 55		3.3 NM		2.4 NM		2.8 NM		1.8 NM	
CATEGORY		A		B		C		D	
LPV DA		790/18		200 (200-½)					
LNAV/VNAV DA		959/35		369 (400-¾)					
LNAV MDA		1020/24		430 (500-½)		1020/40		430 (500-¾)	
CIRCLING		1100-1 501 (600-1)		1120-1 521 (600-1)		1200-1¾ 601 (700-1¾)		1380-2½ 781 (800-2½)	



NASHVILLE, TENNESSEE
Amdt 3 02OCT25

36°07'N-86°41'W

NASHVILLE INTL (BNA)

RNAV (GPS) Y RWY 2R

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49013 W20D	APP CRS 201°	Rwy Ldg TDZE 551 Apt Elev 599
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RNAV (GPS) Y RWY 20L

NASHVILLE INTL (BNA)

RNP APCH - GPS.

▼

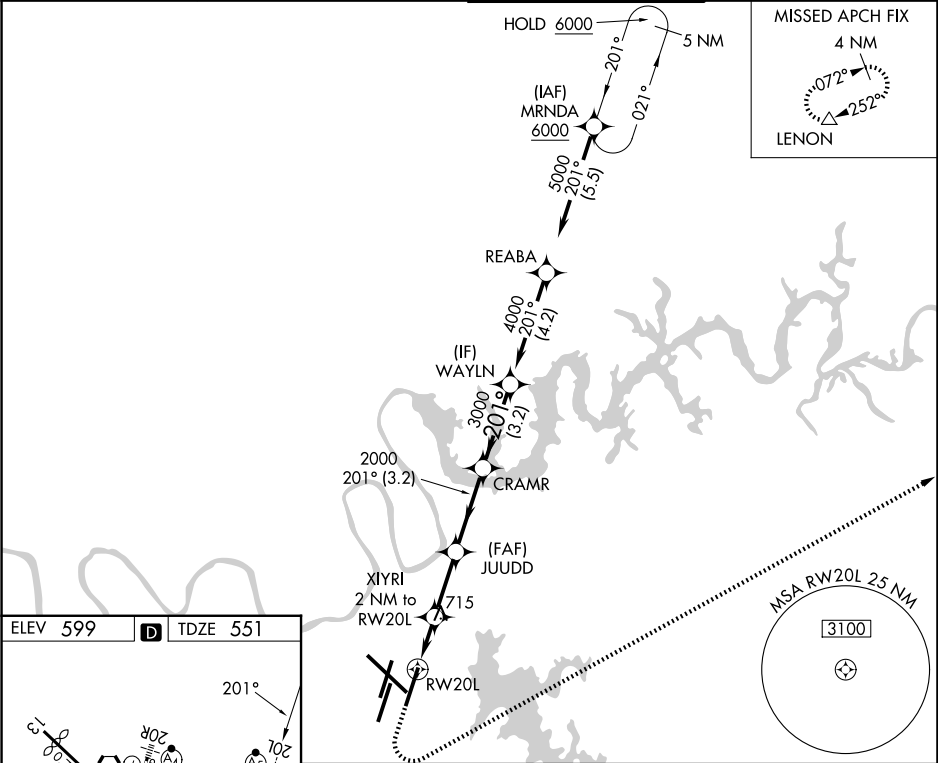
▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

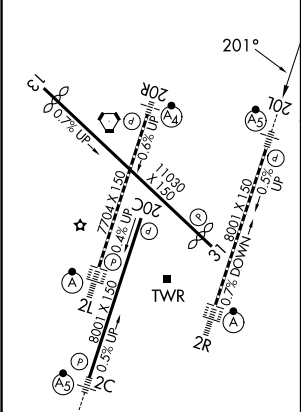
MALSR

MISSED APPROACH:
Climb to 1300, then
climbing left turn to
4000 direct LENON
and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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ELEV 599	D	TDZE 551
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HIRL all Rwy's
TDZL/RCLS Rwy's 2L and 2R
REIL Rwy's 13, 20C, and 31

1300	4000	LENON	JUDD	CRAMR	WAYLN
		1.2 NM to RW20L	2 NM to RW20L	2000	201° 4000
		1.2 NM	0.8 NM	2.5 NM	3.2 NM
		1220	2000	3000	GP 3.00° TCH 55
CATEGORY	A	B	C	D	
LPV DA*	751/24 200 (200-½)				
LNAV/VNAV DA	879/26 328 (300-½)				
LNAV MDA	980/24	429 (400-½)	980/40	429 (400-¾)	
CIRCLING	1100-1 501 (600-1)	1120-1 521 (600-1)	1200-1¾ 601 (700-1¾)	1380-2½ 781 (800-2½)	

NASHVILLE, TENNESSEE

AL-282 (FAA)

25331

WAAS CH 78411 W20A	APP CRS 201°	Rwy Ldg TDZE 578 Apt Elev 599
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RNAV (GPS) Y RWY 20R

NASHVILLE INTL (BNA)

RNP APCH - GPS.

▼

▲

LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. Inop table does not apply to LPV all Cats. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 6000.

MALSF

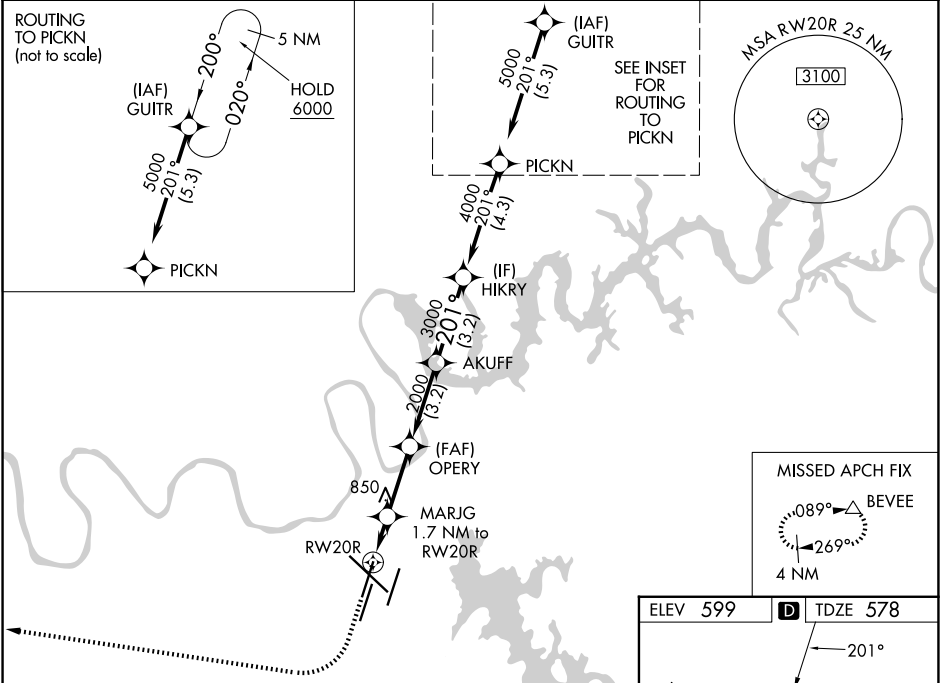
⏏

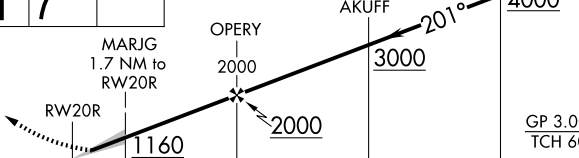
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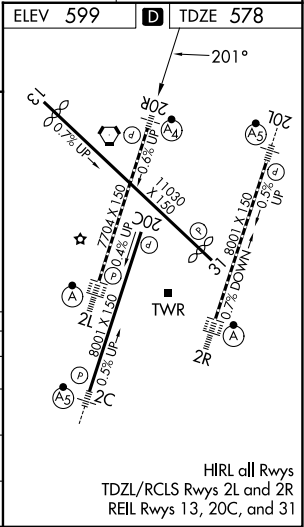
⏏

MISSED APPROACH:
Climb to 1200 then climbing right turn to 4000 direct BEVEE and hold.

D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6
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1200	4000	BEVEE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 79).				
							
CATEGORY			A		B	C	D
LPV DA			778/40		200 (200-¾)		
LNAV/VNAV DA			880/40		302 (300-¾)		
LNAV MDA			980/40		402 (400-¾)		980/50 402 (400-1)
CIRCLING			1100-1 501 (600-1)		1120-1 521 (600-1)		1200-1¾ 601 (700-1¾) 1380-2½ 781 (800-2½)



NASHVILLE, TENNESSEE
Amdt 4 02OCT25

36°07'N-86°41'W

NASHVILLE INTL (BNA)

RNAV (GPS) Y RWY 20R

SE-1, 03 SEP 2026 to 29 OCT 2026

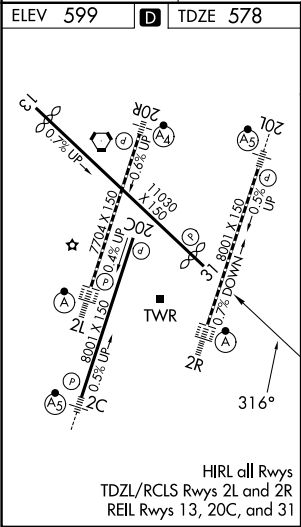
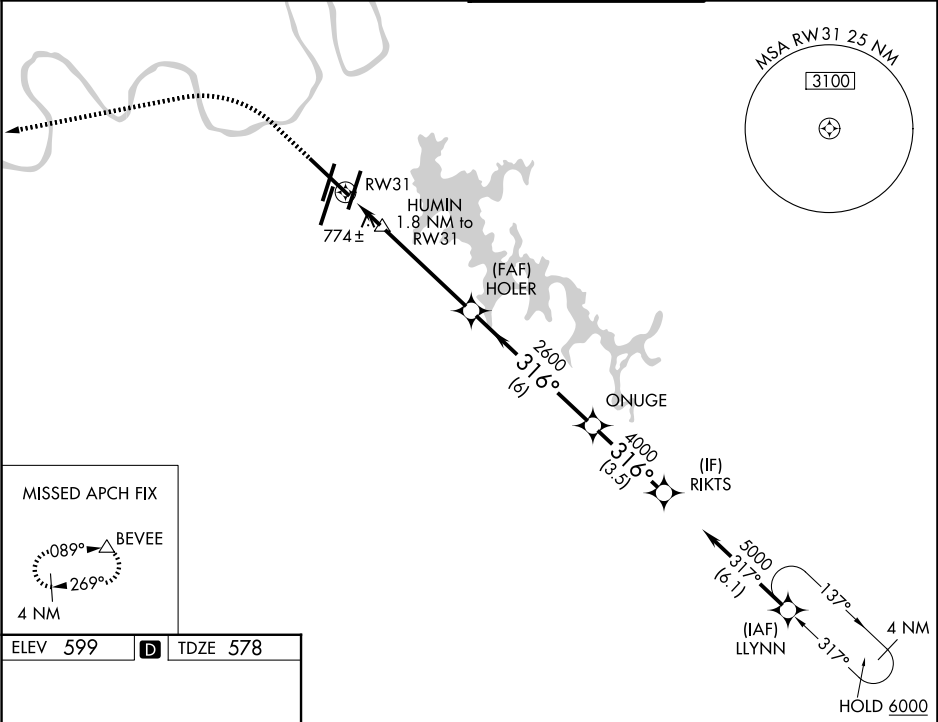
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 65913 W31A	APP CRS 316°	Rwy Ldg TDZE 578 Apt Elev 599
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RNAV (GPS) Y RWY 31

NASHVILLE INTL (BNA)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing left turn to 4000 direct BEVEE and hold.	
▼ ▲	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.		
D-ATIS 135.1	NASHVILLE APP CON 118.4 360.7 (030°-196°) 119.35 372.0 (197°-029°)	NASHVILLE TOWER 118.6 257.8	GND CON 121.9 348.6



1400		4000	BEVEE	ONUGE		RIKTS
						
		HUMIN 1.8 NM to RW31		HOLER 2600	316°	5000
1.3 NM		0.5 NM	1200		4000	GP 3.00° TCH 52
1.3 NM		0.5 NM	4.4 NM	6 NM	3.5 NM	
CATEGORY		A		B	C	D
LPV	DA	778-3/4		200 (200-3/4)		
LNAV/ VNAV	DA	1040-1 3/8		462 (500-1 3/8)		
LNAV MDA		1040-1	462 (500-1)	1040-1 3/8	462 (500-1 3/8)	
CIRCLING		1100-1 501 (600-1)	1120-1 521 (600-1)	1160-1 1/2 561 (600-1 1/2)	1380-2 1/2 781 (800-2 1/2)	

26246

AIRPORT DIAGRAM

AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

READEBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.SAID in use. Operate transponders
with altitude reporting mode and ADS-B
(if equipped) enabled on all airport surfaces.

D-ATIS

135.1

NASHVILLE TOWER

118.6 257.8

GND CON

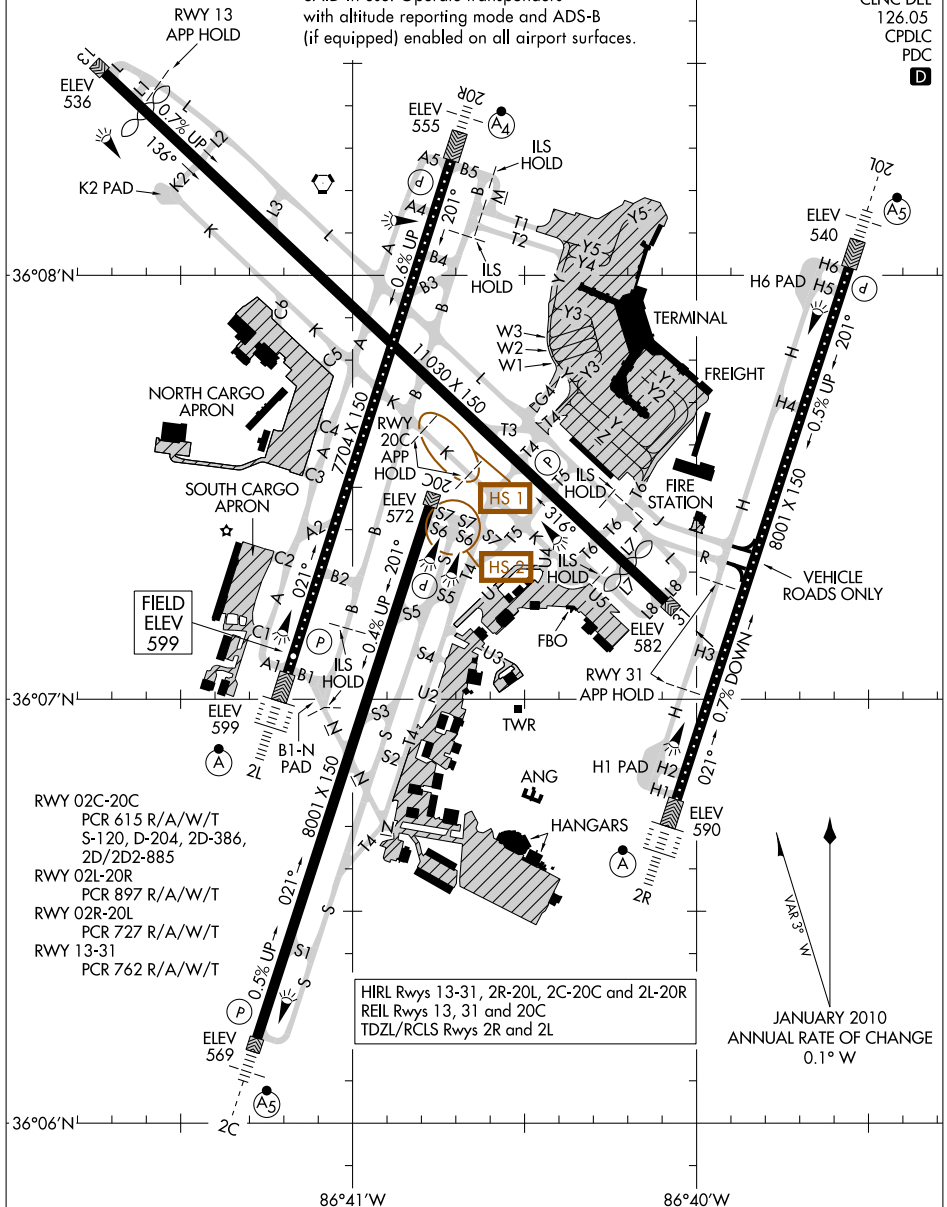
121.9 348.6

CLNC DEL

126.05

CPDLC

PDC



AIRPORT DIAGRAM

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

26246

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

NASHVILLE DEP CON
118.4 360.7
D-ATIS 135.1
CLNC DEL 126.05
CPDJC
GNDCN
121.9 348.6
NASHVILLE TOWER
118.6 257.8

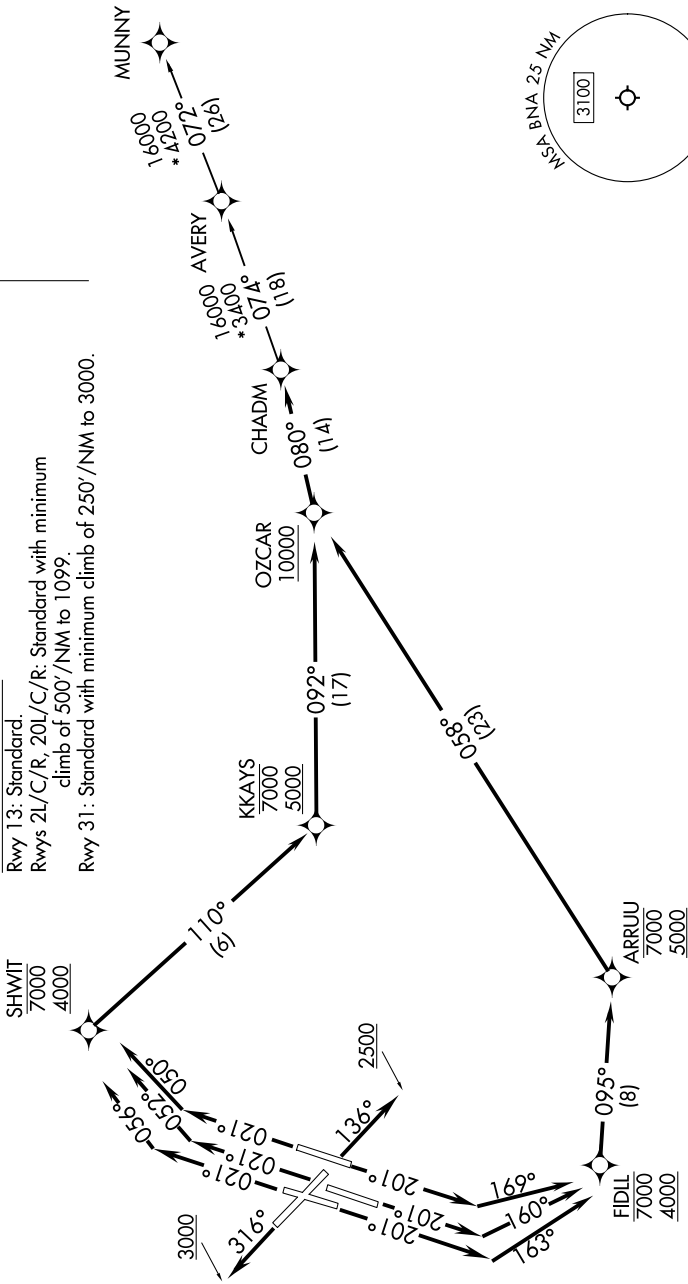
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
15000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS
Rwy 13: Standard.
Rwys 2L/C/R, 20L/C/R: Standard with minimum
climb of 500'/NM to 1099.
Rwy 31: Standard with minimum climb of 250'/NM to 3000.



NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

CHADM FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 021° to intercept course 056° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 092° to cross OZCAR at or above 10000, thence

TAKEOFF RUNWAY 2C: Climb on heading 021° to intercept course 052° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 092° to cross OZCAR at or above 10000, thence

TAKEOFF RUNWAY 2R: Climb on heading 021° to intercept course 050° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 092° to cross OZCAR at or above 10000, thence

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500, for vectors to cross OZCAR at or above 10000, thence

TAKEOFF RUNWAY 20L: Climb on heading 201° to intercept course 169° to cross FIDLL between 4000 and 7000, then on track 095° to cross ARRUU between 5000 and 7000, then on track 058° to cross OZCAR at or above 10000, thence

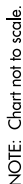
TAKEOFF RUNWAY 20C: Climb on heading 201° to intercept course 160° to cross FIDLL between 4000 and 7000, then on track 095° to cross ARRUU between 5000 and 7000, then on track 058° to cross OZCAR at or above 10000, thence

TAKEOFF RUNWAY 20R: Climb on heading 201° to intercept course 163° to cross FIDLL between 4000 and 7000, then on track 095° to cross ARRUU between 5000 and 7000, then on track 058° to cross OZCAR at or above 10000, thence

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000, for vectors to cross OZCAR at or above 10000, thence

. . . . on track 080° to CHADM. Then on transition. Maintain 15000, expect filed altitude 10 minutes after departure.

MUNNY TRANSITION (CHADM5.MUNNY)



(CONTINUED ON FOLLOWING PAGE)

SE-1, 03 SEP 2026 to 29 OCT 2026

DANLS FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 021° to intercept course 348° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 243° to cross BGDDY at or above 10000, thence. . . .

TAKEOFF RUNWAY 2C: Climb on heading 021° to intercept course 350° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 243° to cross BGDDY at or above 10000, thence. . . .

TAKEOFF RUNWAY 2R: Climb on heading 021° to intercept course 342° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 243° to cross BGDDY at or above 10000, thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500, for vectors to cross BGDDY at or above 10000, thence. . . .

TAKEOFF RUNWAY 20L: Climb on heading 201° to intercept course 251° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 275° to cross BGDDY at or above 10000, thence. . . .

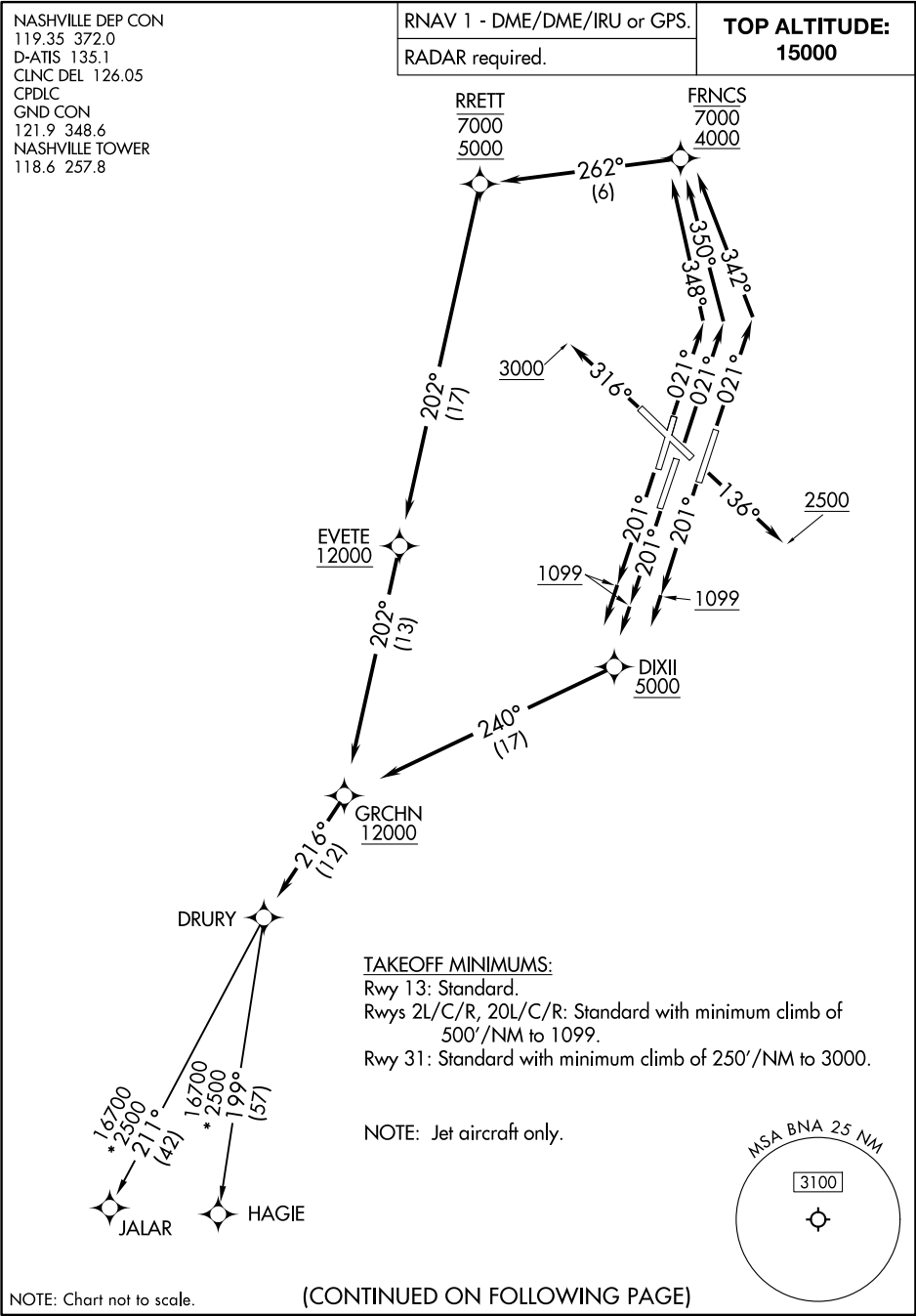
TAKEOFF RUNWAY 20C: Climb on heading 201° to intercept course 254° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 275° to cross BGDDY at or above 10000, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 201° to intercept course 243° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 275° to cross BGDDY at or above 10000, thence. . . .

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000, for vectors to cross BGDDY at or above 10000, thence. . . .

. . . on track 259° to DANLS. Then on transition. Maintain 15000. Expect filed altitude 10 minutes after departure.

TPEEE TRANSITION (DANLS5.TPEEE)



DRURY FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 021° to intercept course 348° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 202° to cross EVETE at or above 12000, then on track 202° to cross at or above 12000, thence. . . .

TAKEOFF RUNWAY 2C: Climb on heading 021° to intercept course 350° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 202° to cross EVETE at or above 12000, then on track 202° to cross GRCHN at or above 12000, thence. . . .

TAKEOFF RUNWAY 2R: Climb on heading 021° to intercept course 342° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 202° to cross EVETE at or above 12000, then on track 202° to cross GRCHN at or above 12000, thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500 for vectors to cross GRCHN at or above 12000, thence. . . .

TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° to 1099, then direct DIXII at or above 5000, then on track 240° to cross GRCHN at or above 12000, thence. . . .

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000 for vectors to cross GRCHN at or above 12000, thence. . . .

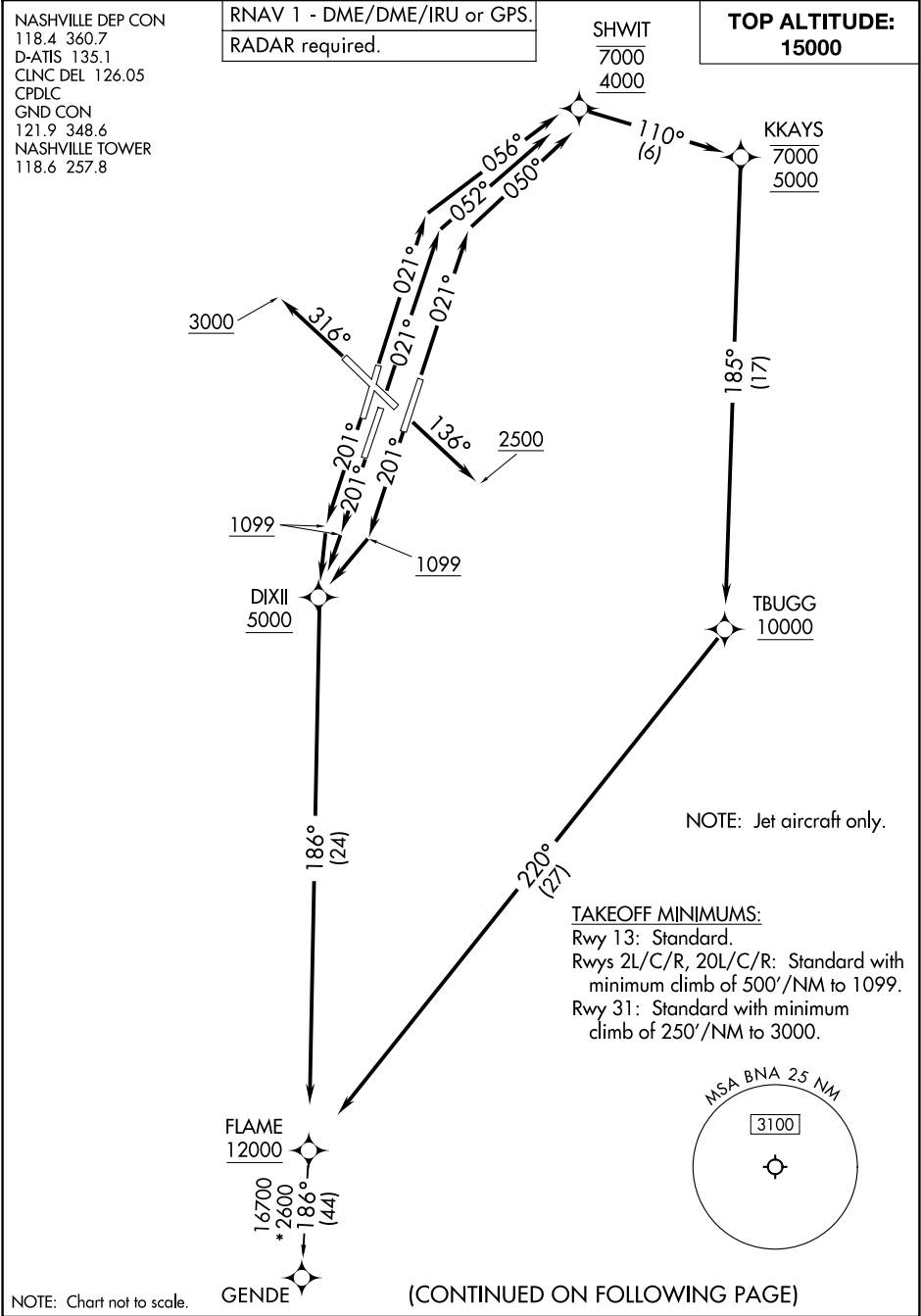
. . . on track 216° to DRURY, then on transition. Maintain 15000. Expect filed altitude 10 minutes after departure.

HAGIE TRANSITION (DRURY5.HAGIE)

JALAR TRANSITION (DRURY5.JALAR)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



FLAME FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 021° to intercept course 056° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 185° to cross TBUGG at or above 10000, then on track 220° to cross FLAME at or above 12000, thence

TAKEOFF RUNWAY 2C: Climb on heading 021° to intercept course 052° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 185° to cross TBUGG at or above 10000, then on track 220° to cross FLAME at or above 12000, thence

TAKEOFF RUNWAY 2R: Climb on heading 021° to intercept course 050° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 185° to cross TBUGG at or above 10000, then on track 220° to cross FLAME at or above 12000, thence

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500 for vectors to cross FLAME at or above 12000, thence

TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° to 1099, then direct DIXII at or above 5000, then on track 186° to cross FLAME at or above 12000, thence

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000 for vectors to cross FLAME at or above 12000, thence

. . . . on transition. Maintain 15000. Expect filed altitude 10 minutes after departure.

GENDE TRANSITION (FLAME5.GENDE)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

NASHVILLE DEP CON
119.35 372.0
D-ATIS 135.1
CLNC DEL 126.05
CPDLC
GND CON
121.9 348.6
NASHVILLE TOWER
118.6 257.8

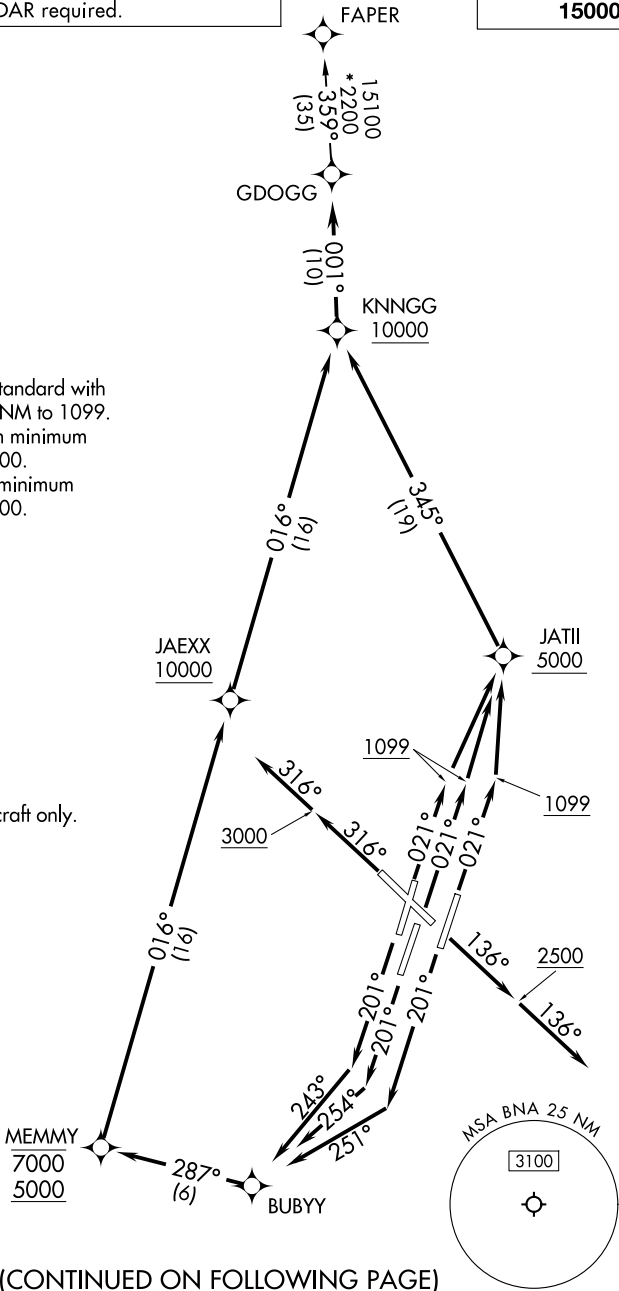
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE:
15000

TAKEOFF MINIMUMS:

Rwy 13: Standard.
Rwys 2L/C/R, 20L/R: Standard with
minimum climb of 500'/NM to 1099.
Rwy 20C: Standard with minimum
climb of 500'/NM to 1300.
Rwy 31: Standard with minimum
climb of 250'/NM to 3000.

NOTE: Jet aircraft only.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

GDOGG FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° to 1099, then direct to cross JATII at or above 5000, then on track 345° to cross KNNGG at or above 10000, thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500, then on heading 136° or as assigned by ATC for RADAR vectors to cross KNNGG at or above 10000, thence. . . .

TAKEOFF RUNWAY 20L: Climb on heading 201° to intercept course 251° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 016° to cross JAEXX at or above 10000, then on track 016° to cross KNNGG at or above 10000, thence. . . .

TAKEOFF RUNWAY 20C: Climb on heading 201° to intercept course 254° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 016° to cross JAEXX at or above 10000, then on track 016° to cross KNNGG at or above 10000, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 201° to intercept course 243° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 016° to cross JAEXX at or above 10000, then on track 016° to cross KNNGG at or above 10000, thence. . . .

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000, then on heading 316° or as assigned by ATC for RADAR vectors to cross KNNGG at or above 10000, thence. . . .

. . . .on track 001° to GDOGG. Maintain 15000. Expect filed altitude 10 minutes after departure.

FAPER TRANSITION (GDOGG4.FAPER)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

KRSTA FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° to 1099, then direct to cross JATII at or above 5000, then on track 024° to cross CERAH at or above 10000, thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500, then on heading 136° or as assigned by ATC for RADAR vectors to cross CERAH at or above 10000, thence. . . .

TAKEOFF RUNWAY 20L: Climb on heading 201° to intercept course 251° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 016° to cross JAEXX at or above 10000, then on track 051° to cross CERAH at or above 10000, thence. . . .

TAKEOFF RUNWAY 20C: Climb on heading 201° to intercept course 254° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 016° to cross JAEXX at or above 10000, then on track 051° to cross CERAH at or above 10000, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 201° to intercept course 243° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 016° to cross JAEXX at or above 10000, then on track 051° to cross CERAH at or above 10000, thence. . . .

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000, then on heading 316° or as assigned by ATC for RADAR vectors to cross CERAH at or above 10000, thence. . . .

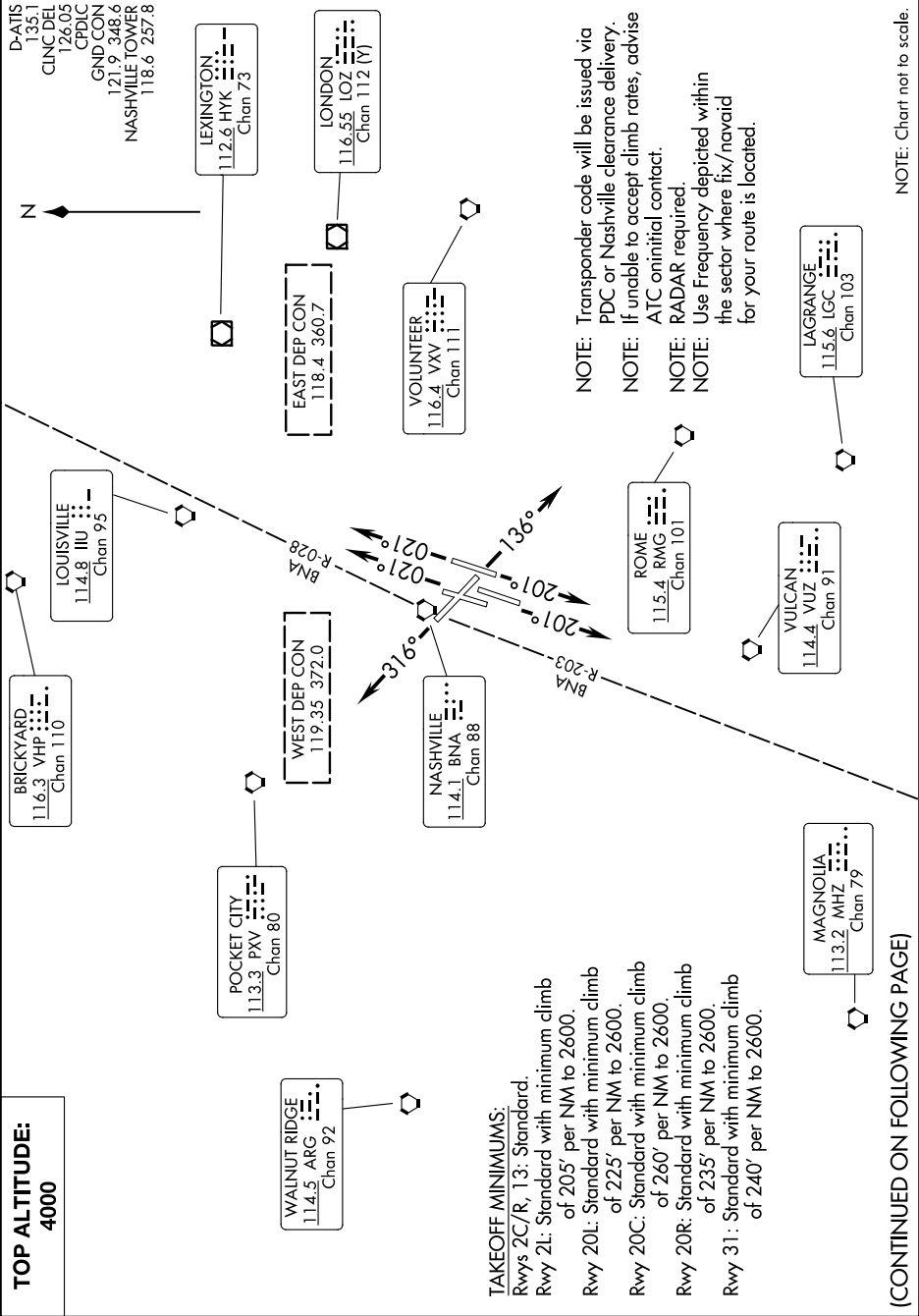
. . . on track 025° to KRSTA. Maintain 15000. Expect filed altitude 10 minutes after departure.

OLSIE TRANSITION (KRSTA4.OLSIE)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026



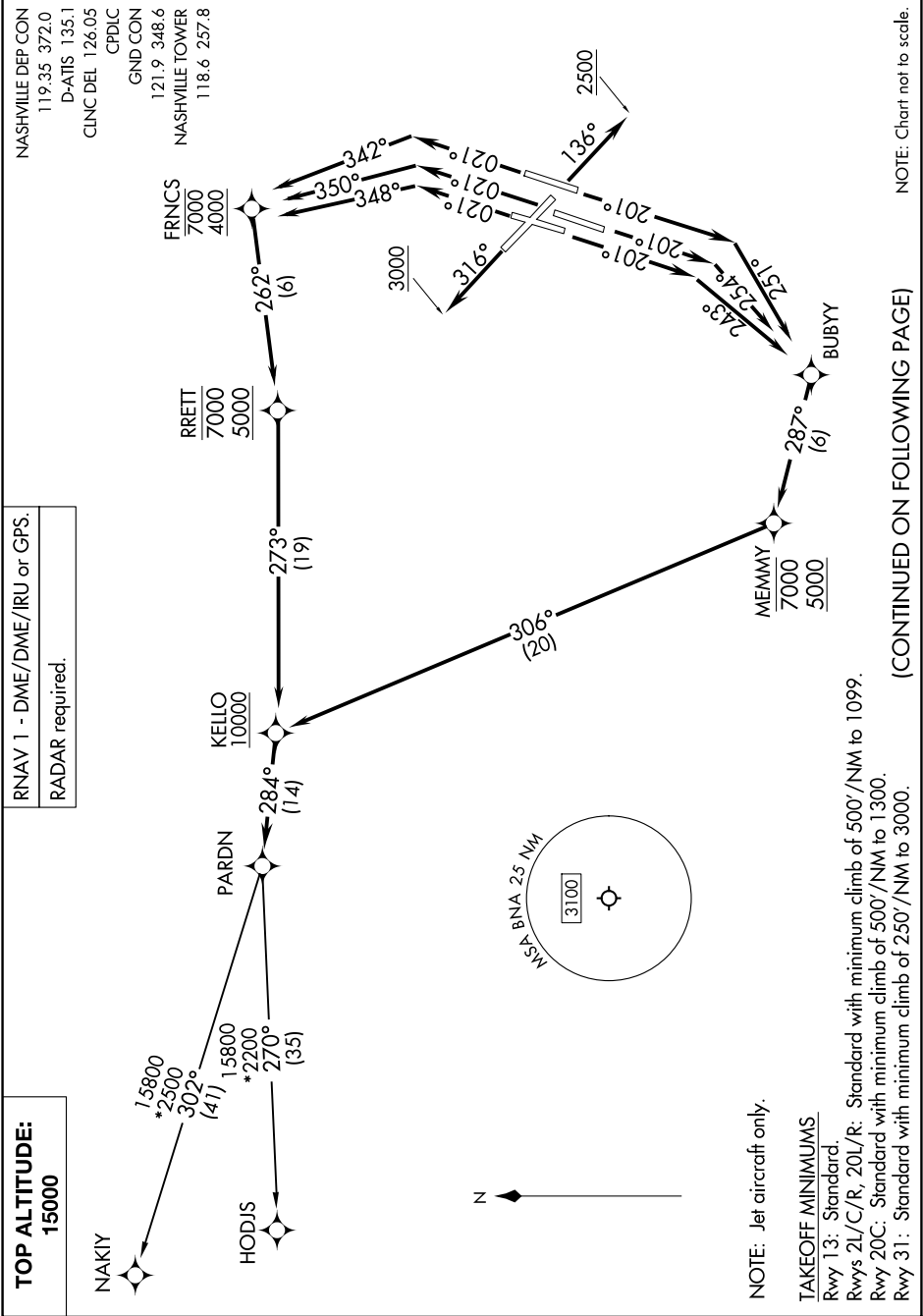
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 2L/C/R: Climb on heading 021° or assigned ATC heading, thence....
TAKEOFF RUNWAY 13: Climb on heading 136° or assigned ATC heading, thence....
TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° or assigned ATC heading, thence....
TAKEOFF RUNWAY 31: Climb on heading 316° or assigned ATC heading, thence....
.....maintain 4000. Expect radar vectors and clearance to filed altitude within 5 minutes
after departure.

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



(PARDN5.PARDN) 26190

AL-282 (FAA)

NASHVILLE INTL (BNA)

PARDN FIVE DEPARTURE (RNAV)

NASHVILLE, TENNESSEE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 021° to intercept course 348° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 273° to cross KELLO at or above 10000, thence. . . .

TAKEOFF RUNWAY 2C: Climb on heading 021° to intercept course 350° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 273° to cross KELLO at or above 10000, thence. . . .

TAKEOFF RUNWAY 2R: Climb on heading 021° to intercept course 342° to cross FRNCS between 4000 and 7000, then on track 262° to cross RRETT between 5000 and 7000, then on track 273° to cross KELLO at or above 10000, thence. . . .

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500 for vectors to cross KELLO at or above 10000, thence. . . .

TAKEOFF RUNWAY 20L: Climb on heading 201° to intercept course 251° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 306° to cross KELLO at or above 10000, thence. . . .

TAKEOFF RUNWAY 20C: Climb on heading 201° to intercept course 254° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 306° to cross KELLO at or above 10000, thence. . . .

TAKEOFF RUNWAY 20R: Climb on heading 201° to intercept course 243° to BUBYY, then on track 287° to cross MEMMY between 5000 and 7000, then on track 306° to cross KELLO at or above 10000, thence. . . .

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000 for vectors to cross KELLO at or above 10000, thence. . . .

. . . on track 284° to PARDN, then on transition. Maintain 15000. Expect filed altitude 10 minutes after departure.

HODJS TRANSITION (PARDN5.HODJS)

NAKIY TRANSITION (PARDN5.NAKIY)

PARDN FIVE DEPARTURE (RNAV)

(PARDN5.PARDN) 09JUL26

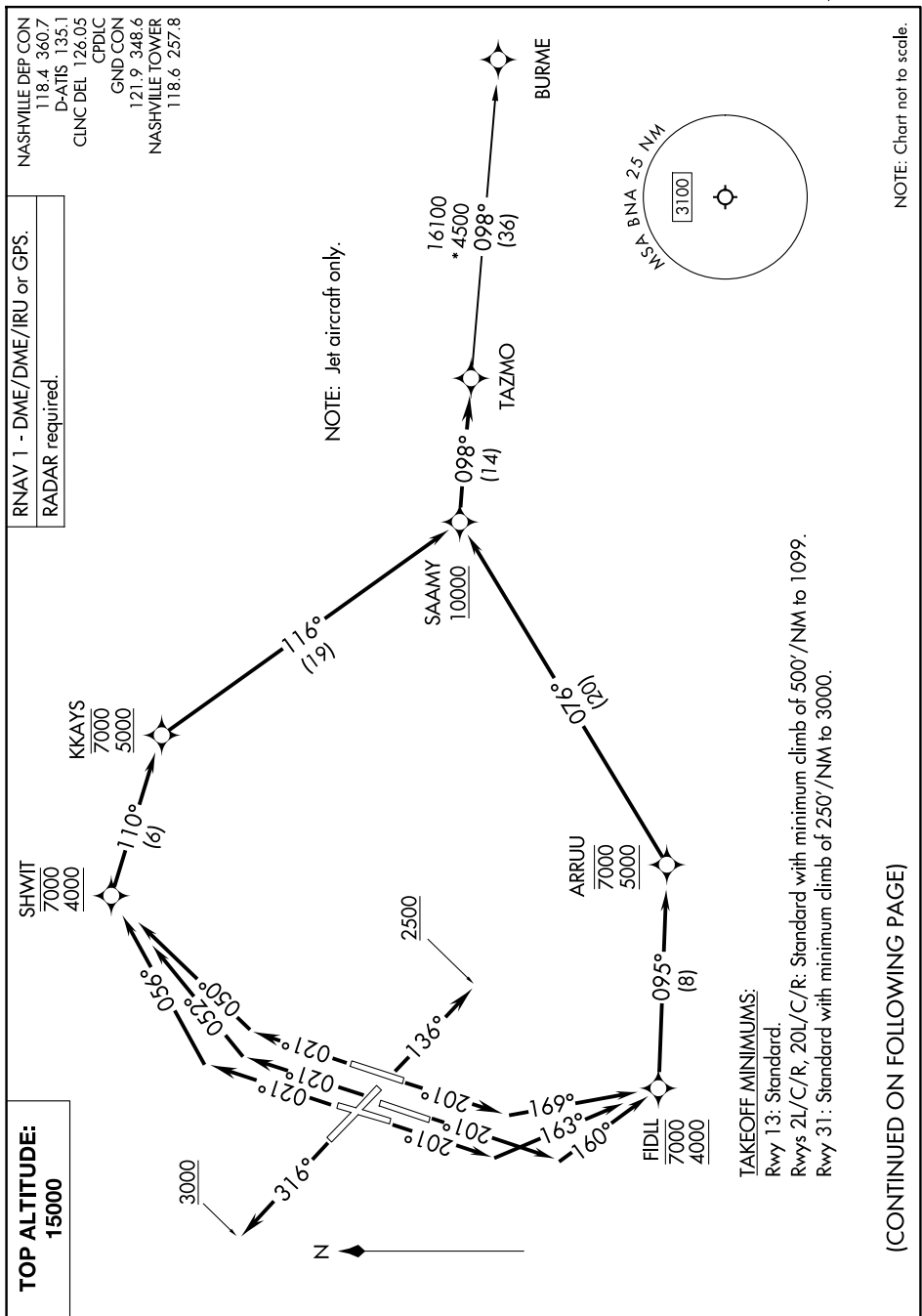
NASHVILLE, TENNESSEE

NASHVILLE INTL (BNA)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

TAZMO FIVE DEPARTURE (RNAV)



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

TAZMO FIVE DEPARTURE (RNAV)
(TAZMO5.TAZMO) 09JUL26

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 021° to intercept course 056° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 116° to cross SAAMY at or above 10000, thence....

TAKEOFF RUNWAY 2C: Climb on heading 021° to intercept course 052° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 116° to cross SAAMY at or above 10000, thence....

TAKEOFF RUNWAY 2R: Climb on heading 021° to intercept course 050° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 116° to cross SAAMY at or above 10000, thence....

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500 for vectors to cross SAAMY at or above 10000, thence....

TAKEOFF RUNWAY 20L: Climb on heading 201° to intercept course 169° to cross FIDLL between 4000 and 7000, then on track 095° to cross ARRUU between 5000 and 7000, then on track 076° to cross SAAMY at or above 10000, thence....

TAKEOFF RUNWAY 20C: Climb on heading 201° to intercept course 160° to cross FIDLL between 4000 and 7000, then on track 095° to cross ARRUU between 5000 and 7000, then on track 076° to cross SAAMY at or above 10000, thence....

TAKEOFF RUNWAY 20R: Climb on heading 201° to intercept course 163° to cross FIDLL between 4000 and 7000, then on track 095° to cross ARRUU between 5000 and 7000, then on track 076° to cross SAAMY at or above 10000, thence....

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000 for vectors to cross SAAMY at or above 10000, thence....

....on track 098° to TAZMO, then on transition. Maintain 15000. Expect filed altitude 10 minutes after departure.

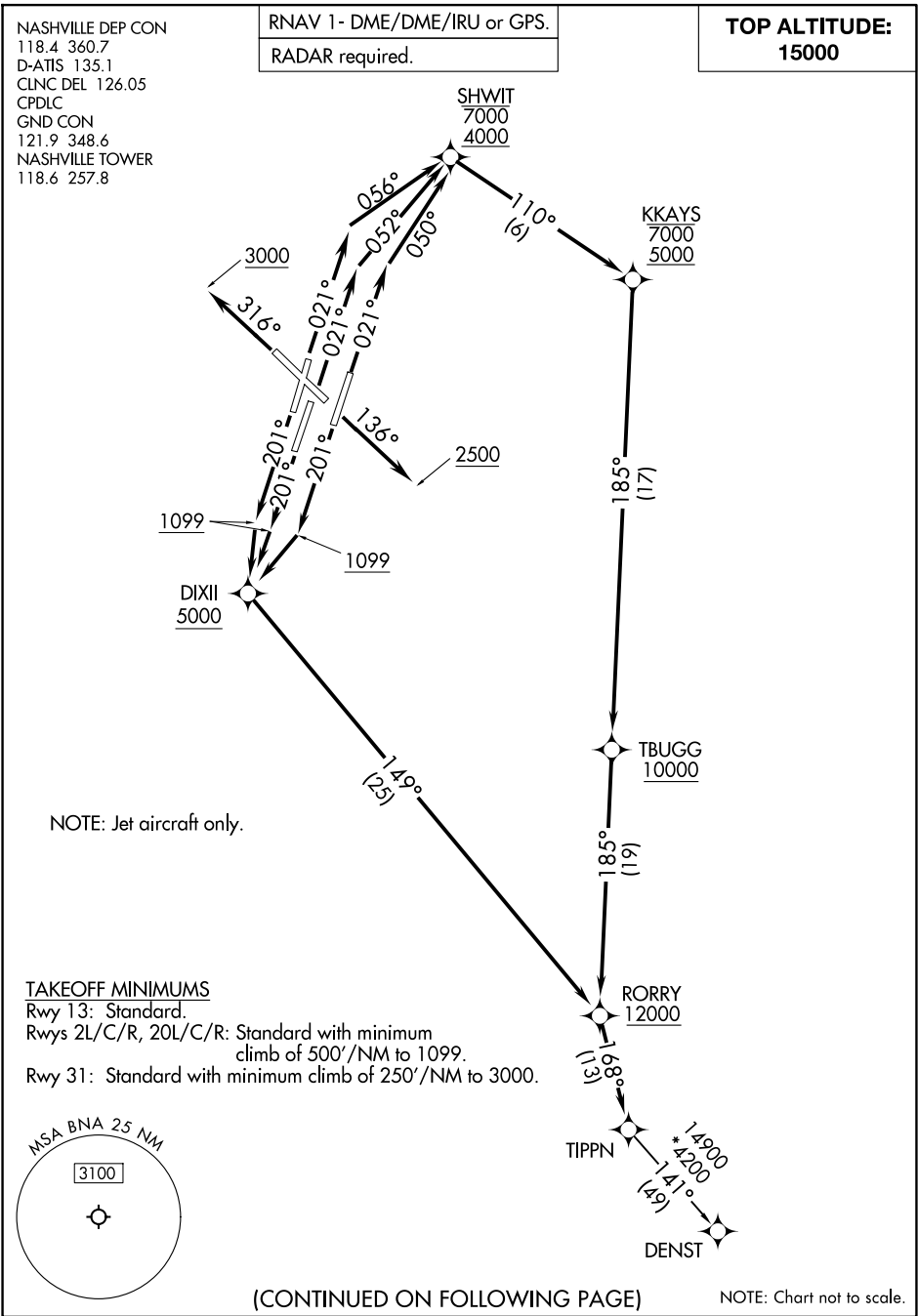
BURME TRANSITION (TAZMO5.BURME)

(TIPPN5.TIPPN) 26190

AL-282 (FAA)

NASHVILLE INTL (BNA)
NASHVILLE, TENNESSEE

TIPPN FIVE DEPARTURE (RNAV)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

TIPPN FIVE DEPARTURE (RNAV)

(TIPPN5.TIPPN) 09JUL26

NASHVILLE, TENNESSEE
NASHVILLE INTL (BNA)

TIPPN FIVE DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2L: Climb on heading 021° to intercept course 056° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 185° to cross TBUGG at or above 10000, then on track 185° to cross RORRY at or above 12000, thence

TAKEOFF RUNWAY 2C: Climb on heading 021° to intercept course 052° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 185° to cross TBUGG at or above 10000, then on track 185° to cross RORRY at or above 12000, thence

TAKEOFF RUNWAY 2R: Climb on heading 021° to intercept course 050° to cross SHWIT between 4000 and 7000, then on track 110° to cross KKAYS between 5000 and 7000, then on track 185° to cross TBUGG at or above 10000, then on track 185° to cross RORRY at or above 12000, thence

TAKEOFF RUNWAY 13: Climb on heading 136° to 2500 for vectors to cross RORRY at or above 12000, thence

TAKEOFF RUNWAYS 20L/C/R: Climb on heading 201° to 1099, then direct to cross DIXII at or above 5000, then on track 149° to cross RORRY at or above 12000, thence

TAKEOFF RUNWAY 31: Climb on heading 316° to 3000 for vectors to cross RORRY at or above 12000, thence

. . . . on track 168° to TIPPN, then on transition. Maintain 15000. Expect filed altitude 10 minutes after departure.

DENST TRANSITION (TIPPN5.DENST)

WAAS CH 90434 W05A	APP CRS 051°	Rwy Ldg TDZE 1545 Apt Elev 1545
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RNAV (GPS) RWY 5

SCOTT MUNI (SCX)

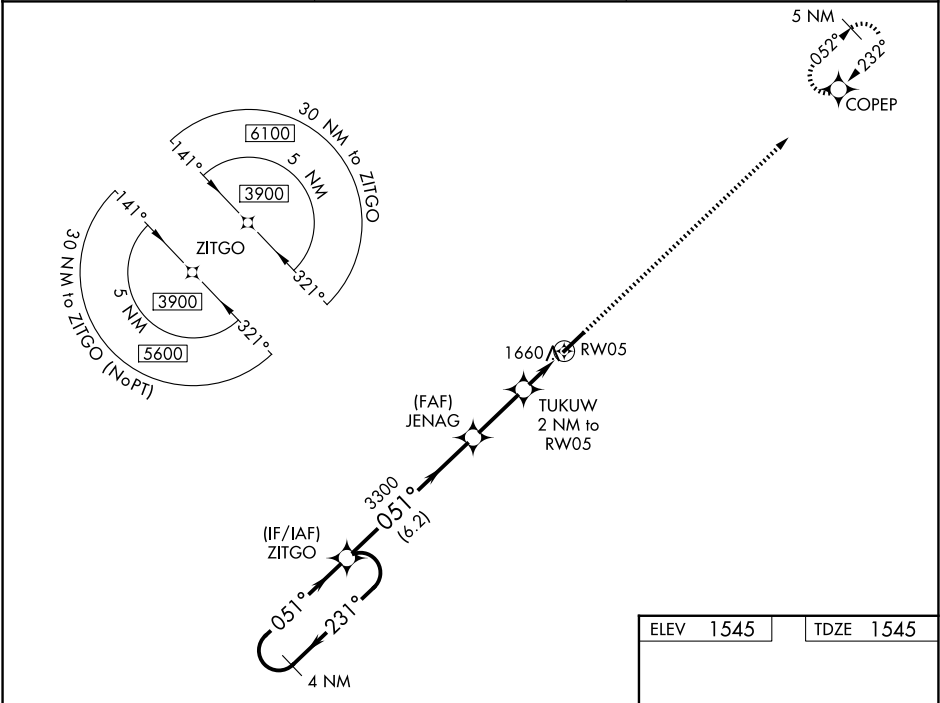
▼

⚠ NA

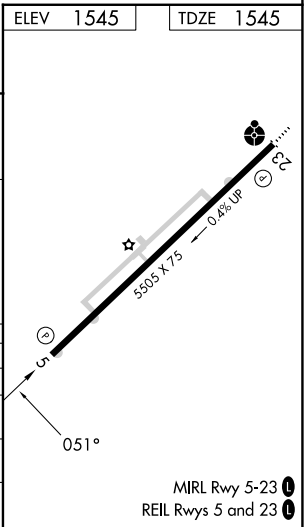
Baro-VNAV NA when using Monticello altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 47°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV DA to 2180 feet, LNAV/VNAV DA to 2092 feet and all visibilities ¾ mile; increase all MDA 240 feet and LNAV Cat C visibility ¾ mile and Circling Cat C 1 mile. Night landing: Rwy 5 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climb to 4800 direct COPEP and hold.

AWOS-3 135.025	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 44).		4800	COPEP
3900		ZITGO	JENAG	TUKUW 2 NM to RWY 5	RWY 5
GP 3.55° TCH 60		3300	3300	*2340	
6.2 NM		2.5 NM	2 NM		
CATEGORY	A	B	C	D	
LPV DA	1948-1 ½ 403 (500-1 ½)			NA	
LNAV/VNAV DA	1860-1 315 (400-1)			NA	
LNAV MDA	1960-1	415 (500-1)	1960-1 ½ 415 (500-1 ½)	NA	
CIRCLING	2040-1	495 (500-1)	2200-1 ¾ 655 (700-1 ¾)	NA	



ONEIDA, TENNESSEE

AL-5841 (FAA)

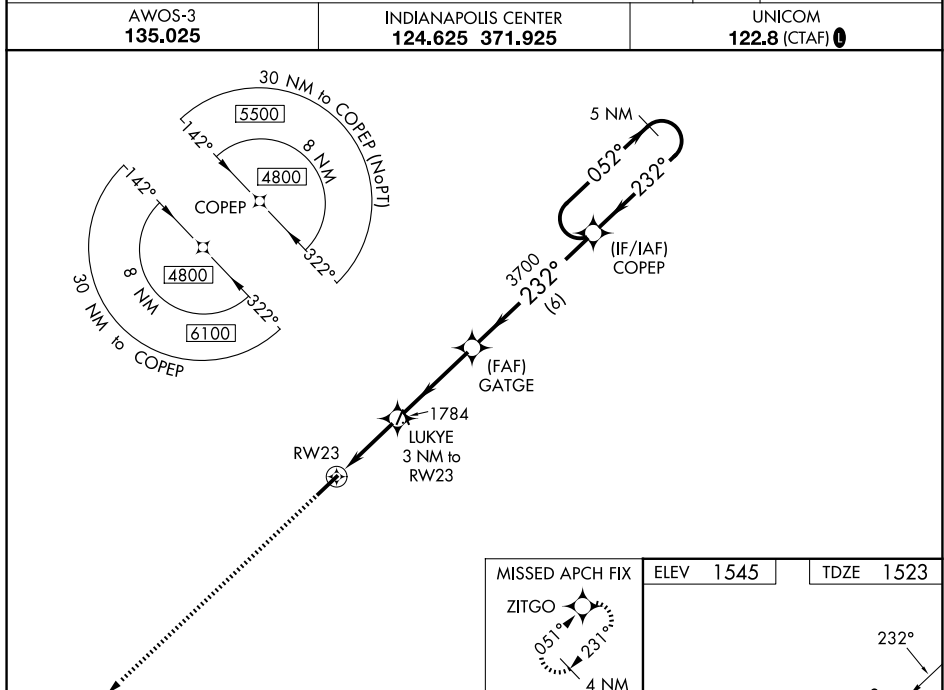
26022

WAAS CH 61234 W23A	APP CRS 232°	Rwy Ldg TDZE 1523 Apt Elev 1545
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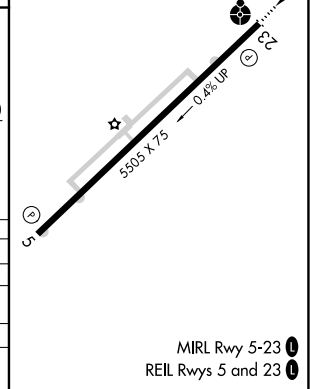
RNAV (GPS) RWY 23

SCOTT MUNI (SCX)

NA	Night landing: Rwy 5 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Monticello altimeter setting: increase LPV all Cats DA to 2005 feet, LNAV/VNAV all Cats DA to 2153 feet, LPV visibility ½ mile, LNAV/VNAV ⅝ mile; increase all MDA 240 feet and LNAV Cat C/D visibility ⅝ mile, Circling Cat B ¼ mile, Circling Cat C 1 mile and Circling Cat D ¾ mile. Inop table does not apply to LPV and LNAV all Cats. For inop ODALS, increase LNAV/VNAV Cat D visibility to 1 ⅜ mile. For inop ODALS when using Monticello altimeter setting, increase LPV all Cats visibility to 1 ⅝ mile, LNAV/VNAV all Cats to 2 ½ mile. When using Monticello altimeter setting, inop table does not apply to LNAV Cats A/C/D. VDP and Baro-VNAV NA when using Monticello altimeter setting.	ODALS	MISSED APPROACH: Climb to 3900 direct ZITGO and hold.
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3900 ↑ ZITGO		LUKYE 3 NM to RW23		GATGE 3700	COPEP	5 NM Holding Pattern
* LNAV only.		* 1.5 NM to RW23	* 2500		3700	052° → ← 232° 4800
RW23		GP 3.00° TCH 52				
1.5		1.5	3.7 NM	6 NM		
CATEGORY	A	B	C	D		
LPV DA	1773-1		250 (300-1)			
LNAV/ VNAV DA	1921-1½		398 (400-1½)			
LNAV MDA	2040-1	517 (500-1)	2040-1½	517 (500-1½)		
CIRCLING	2040-1	495 (500-1)	2200-1¾ 655 (700-1¾)	2260-2¼ 715 (800-2¼)		



ONEIDA, TENNESSEE

Amdt 1B 04FEB16

36°27'N-84°35'W

SCOTT MUNI (SCX)

RNAV (GPS) RWY 23

MRL Rwy 5-23 
 REIL Rws 5 and 23 

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME LVT

114.35

Chan 90 (Y)

APP CRS

107°

Rwy Ldg TDZE

N/A

Apt Elev

1545

VOR/DME-A

SCOTT MUNI (SCX)

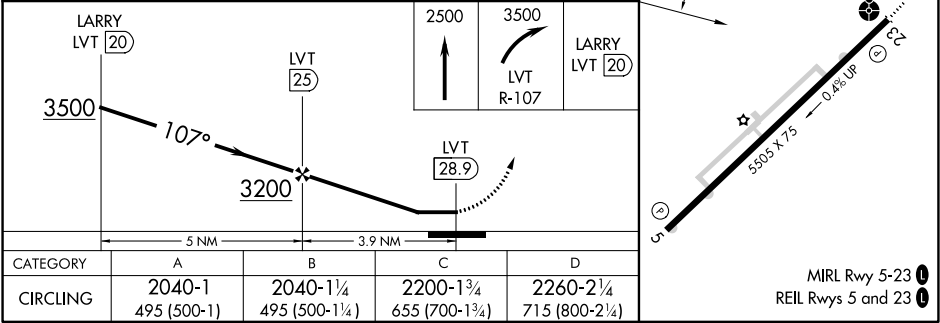
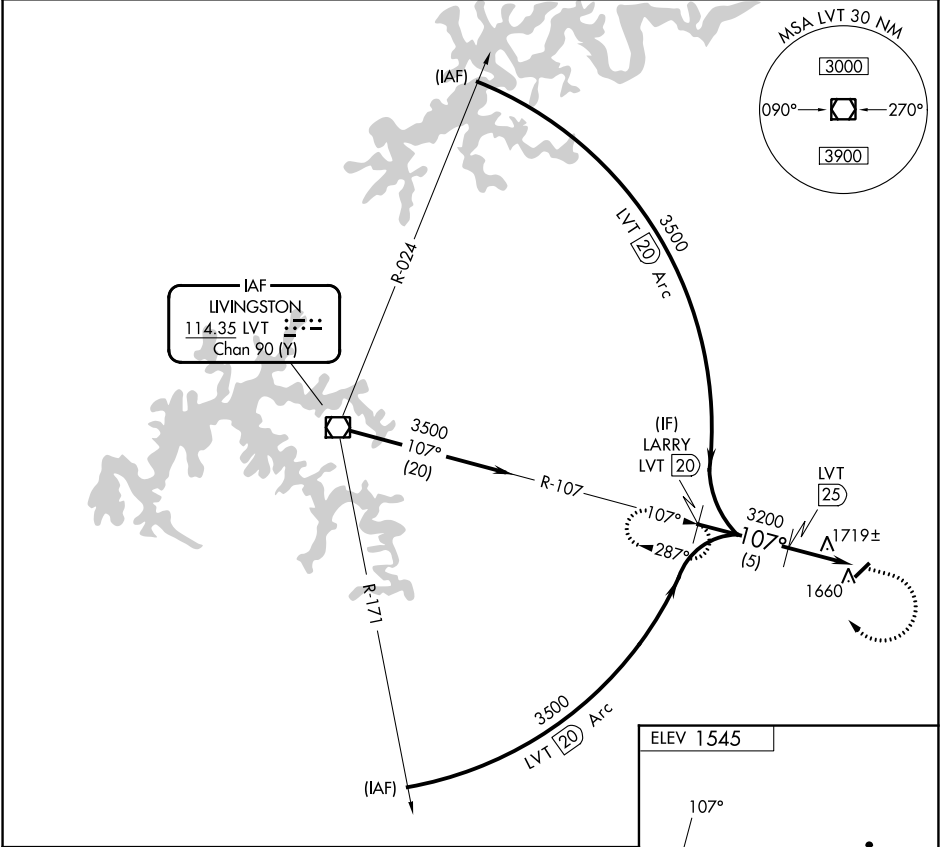
⚠

NA

Circling to Rwy 5 NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDA 240 feet and Circling Cat C 1 SM, Cat D ¾ SM.

MISSED APPROACH: Climb to 2500 then climbing right turn to 3500 on LVT VOR/DME R-107 to LARRY/20 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
135.025	124.625 371.925	122.8 (CTAF) 1



OWENSBORO, KENTUCKY

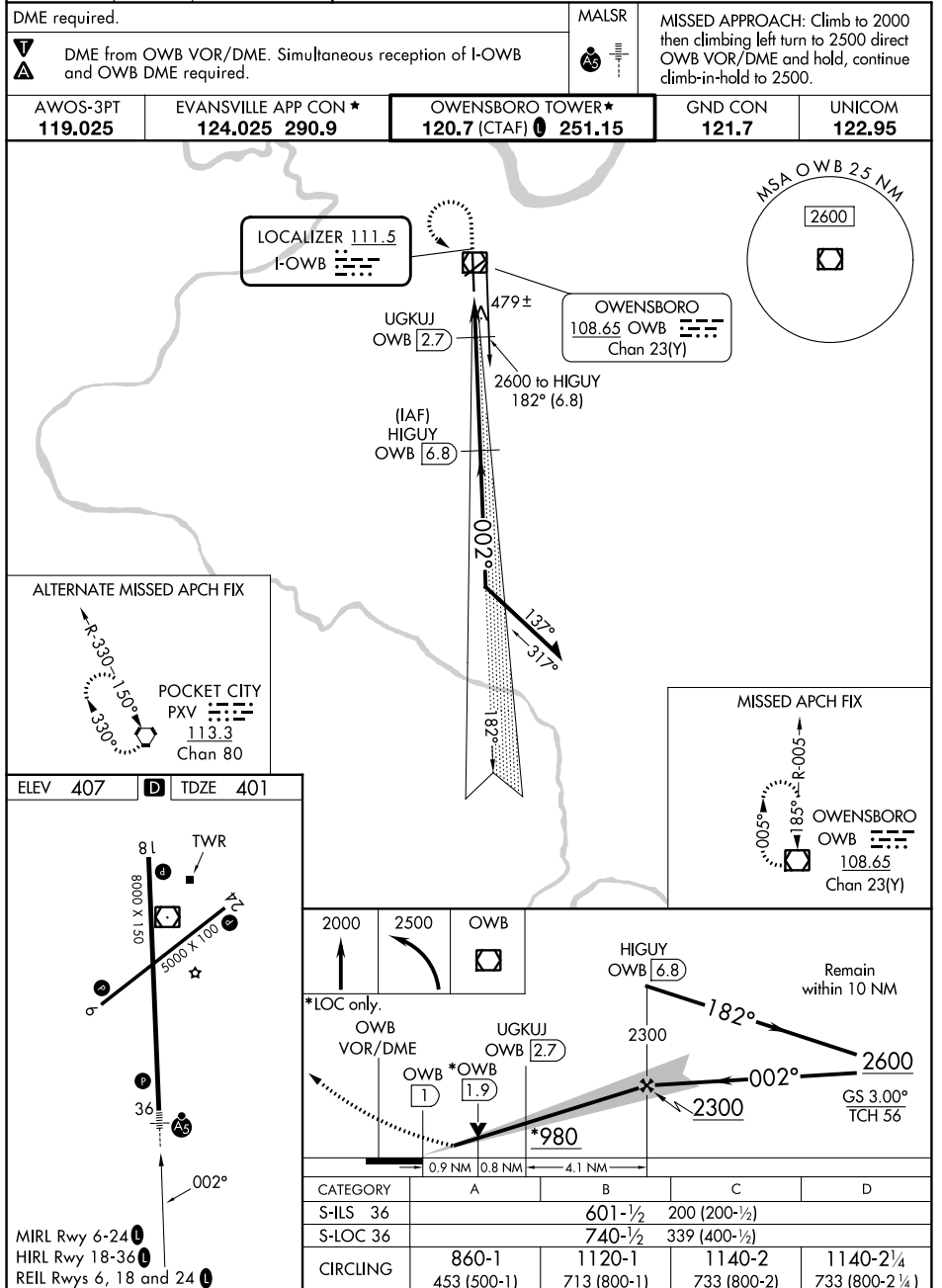
AL-707 (FAA)

26246

LOC I-OWB	APP CRS	Rwy Ldg	8000
111.5	002°	TDZE	401
		Apt Elev	407

ILS or LOC RWY 36

OWENSBORO/DAVIESS COUNTY RGNL (OWB)



OWENSBORO, KENTUCKY

Amdt 14 26MAR20

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

37°44'N-87°10'W

ILS or LOC RWY 36

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40430 W06A	APP CRS 056°	Rwy Ldg TDZE 405 Apt Elev 407
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RNAV (GPS) RWY 6

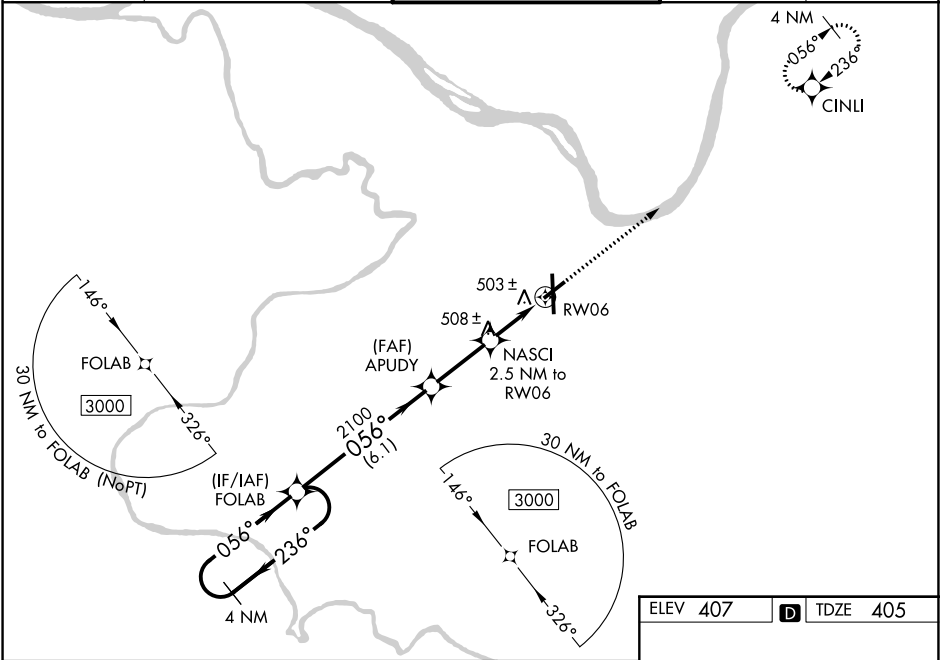
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

⚠

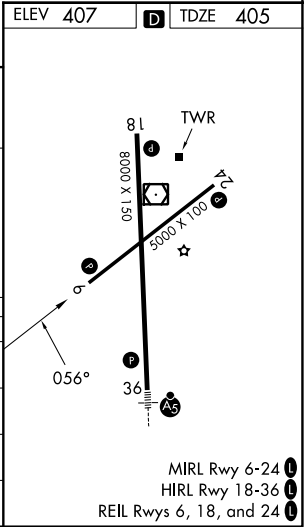
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 719 feet and all Cats visibility ¾ mile; increase LNAV/VNAV DA to 734 feet and all Cats visibility ¾ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¾ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct
CINLI and hold.

AWOS-3PT 119.025	EVANSVILLE APP CON ★ 124.025 290.9	OWENSBORO TOWER ★ 120.7 (CTAF) 251.15	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern		3000 CINLI	
FOLAB		APUDY	
3000 ← 236°		2100	
GP 3.00° TCH 45		*1240	
← 056°		*1.1 NM to RW06	
056°		RW06	
6.1 NM		2.7 NM	
CATEGORY	A	B	C
LPV DA	660-7/8		255 (300-7/8)
LNAV/VNAV DA	675-7/8		270 (300-7/8)
LNAV MDA	800-1	395 (400-1)	800-1 1/8 395 (400-1 1/8)
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2) 1140-2 1/4 733 (800-2 1/4)



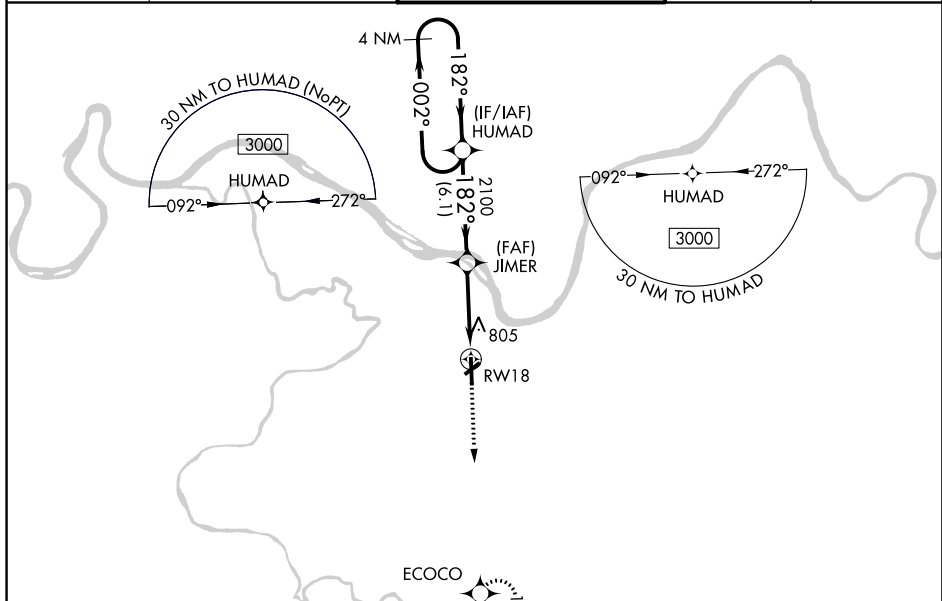
WAAS CH 78216 W18A	APP CRS 182°	Rwy Ldg 8000 TDZE 407 Apt Elev 407
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RNAV (GPS) RWY 18
OWENSBORO/DAVIESS COUNTY RGNL (OWB)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 666 feet; increase LNAV/VNAV DA to 1204 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ¼ mile and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

MISSED APPROACH:
Climb to 3000 direct ECOCO and hold.

AWOS-3PT 119.025	EVANSVILLE APP CON ★ 124.025 290.9	OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern

HUMAD

JIMER 2100

RWY 18

ECOCO

GP 3.00° TCH 52

3000

182°

002°

182°

2100

6.1 NM

3.3 NM

1.9 NM

*LNAV only.

*1.9 NM to RWY 18

CATEGORY	A	B	C	D
LPV DA	607-¾ 200 (200-¾)			
LNAV/VNAV DA	1145-2½ 738 (800-2½)			
LNAV MDA	1060-1 653 (700-1)	1060-1⅞ 653 (700-1⅞)		
CIRCLING	1060-1 653 (700-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

ELEV 407 **D** TDZE 407

182°

8L

TWR

8000 X 150

5000 X 100

36

45

MIRL Rwy 6-24 **!**

HIRL Rwy 18-36 **!**

REIL Rws 6, 18, and 24 **!**

WAAS CH 49116 W24A	APP CRS 236°	Rwy Ldg 5000 TDZE 403 Apt Elev 407
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RNAV (GPS) RWY 24

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 24 helicopter visibility reduction below ¼ SM NA. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 712 feet and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 902 feet and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. Baro-VNAV and VDP NA when using Evansville altimeter setting.

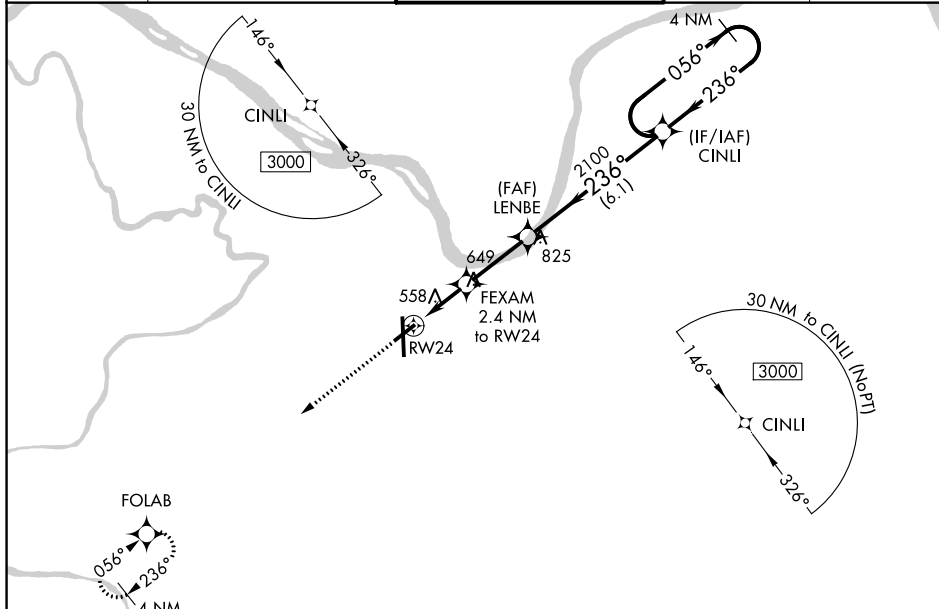
MISSED APPROACH:
Climb to 3000 direct
FOLAB and hold.

AWOS-3PT
119.025

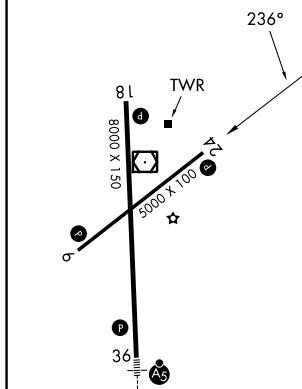
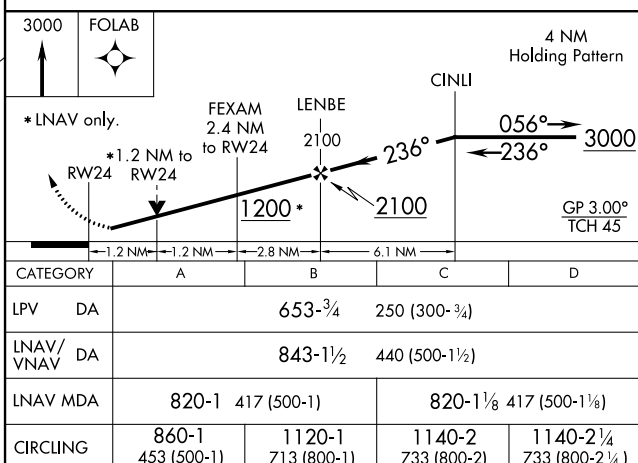
EVANSVILLE APP CON ★	
124.025	290.9

OWENSBORO TOWER ★
120.7 (CTAF) **L** 251.15

GND CON
121.7

UNICOM
122.95

ELEV	407	D	TDZE	403
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MIRL Rwy 6-24 **L**HIRL Rwy 18-36 **L**REIL Rwys 6, 18 and 24 **L**

OWENSBORO, KENTUCKY

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

Amdt 2B 25MAR21

37°44'N-87°10'W

RNAV (GPS) RWY 24

427

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 45508 W36A	APP CRS 002°	Rwy Ldg TDZE Apt Elev 407	8000 401 407
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RNAV (GPS) RWY 36

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

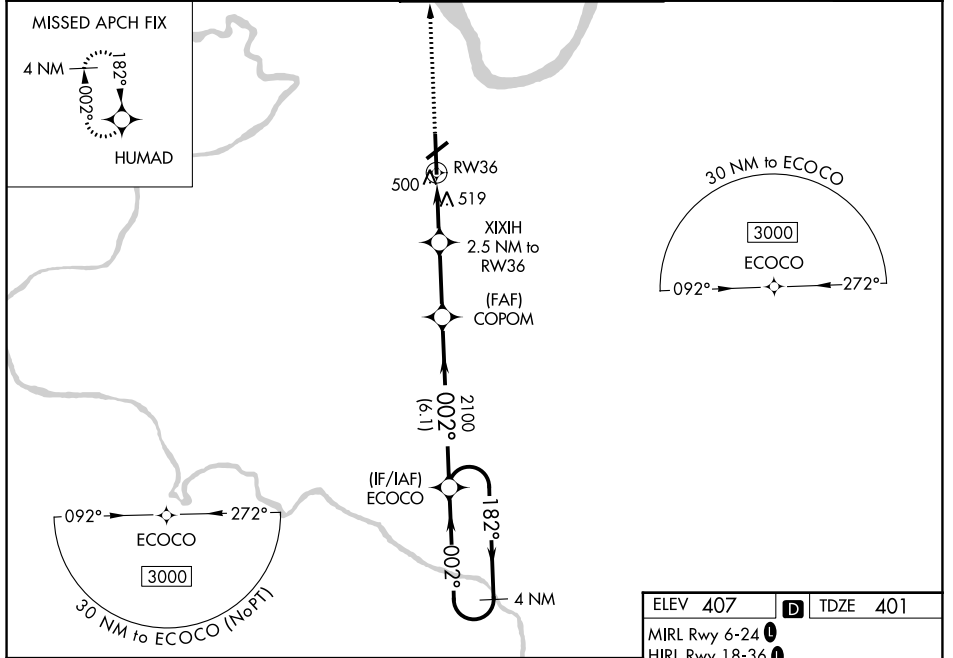
⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Evansville altimeter setting. When local altimeter setting not received, use Evansville altimeter setting: increase LPV DA to 656 feet; increase LNAV/VNAV DA to 720 feet and all Cats visibility 1/8 mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cats C/D visibility 1/4 mile.

MALSR

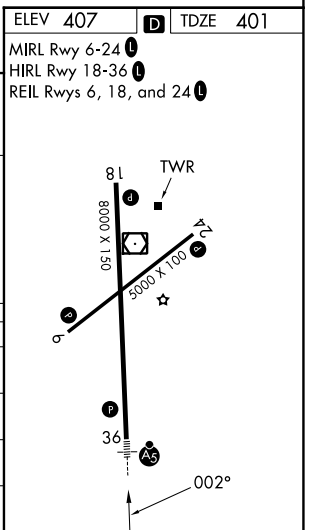


MISSED APPROACH:
Climb to 3000 direct HUMAD and hold.

AWOS-3PT 119.025	EVANSVILLE APP CON ★ 124.025 290.9	OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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4 NM Holding Pattern				ECOCO	COPOM	XIXIH 2.5 NM to RW36	3000 ↑	HUMAD ✦
3000 ← 182° 002° →				002°	2100	*1240	*1 NM to RW36	
GP 3.00° TCH 56				2100	6.1 NM	2.7 NM	1.5 NM	1 NM
CATEGORY	A	B	C	D				
LPV DA	601-½		200 (200-½)					
LNAV/VNAV DA	665-½		264 (300-½)					
LNAV MDA	780-½	379 (400-½)	780-⅝	379 (400-⅝)				
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)				



RNAV (GPS) RWY 36

VOR RWY 6
OWENSBORO/DAVISS COUNTY RGNL (OWB)

MISSED APPROACH: Climb to 1500 then climbing right turn to 2500 direct OWB VOR/DME and hold.

UNICOM
122.95

POCKET CITY
113.3 PXV 
Chan 80

Diagram of a 2500V to OWB transformer. The primary voltage is 2500V. The secondary has a 227V (21.4) tap and a PXV (43.1) tap. The PXV is labeled with a value of 43.1.

CECAG
OWB [

IAF
OWENSBORO
108.65 OWB 
Chan 23(Y)



ELEV 407	D	TDZE 405
----------	----------	----------

Remain
within 10 NM

OWB VOR/DME

1500

2500

OWB

[illegible]

CATEGORY	A	B	C	D
S-6	1180-1 775 (800-1)	1180-1¼ 775 (800-1¼)	1180-2½	775 (800-2½)
CIRCLING	1180-1 773 (800-1)	1180-1¼ 773 (800-1¼)	1180-2½	773 (800-2½)
CECAG FIX MINIMUMS				
S-6	820-1	415 (500-1)	820-1⅞	415 (500-1⅞)
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

MIRL Rwy 6-24 **L**
HIRL Rwy 18-36 **L**
REIL Rwy 6, 18, and 24 **L**

OWENSBORO/DAVIESS COUNTY RGNL (OWB)
37°44'N-87°10'W
429
VOR RWY 6

OWENSBORO, KENTUCKY

AL-707 (FAA)

26246

VOR/DME OWB	APP CRS	Rwy Ldg	8000
108.65	176°	TDZE	407
Chan 23 (Y)		Apt Elev	407

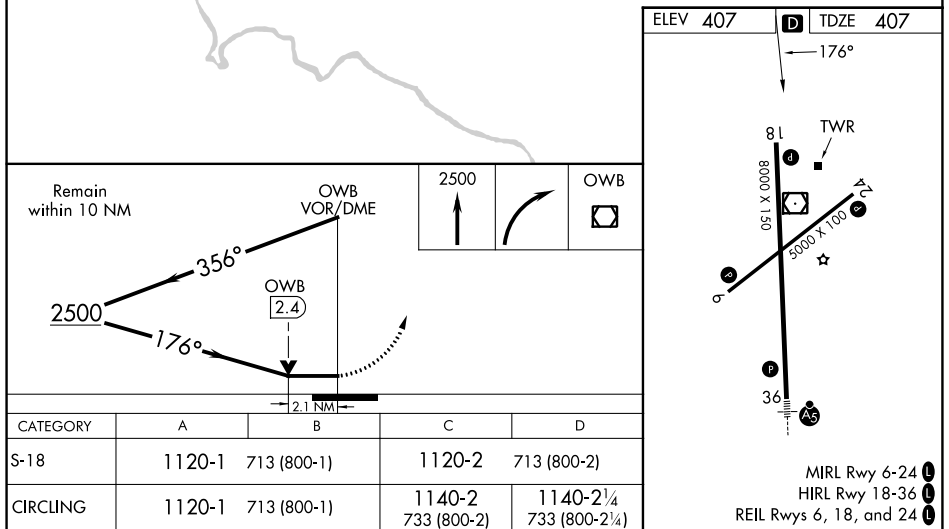
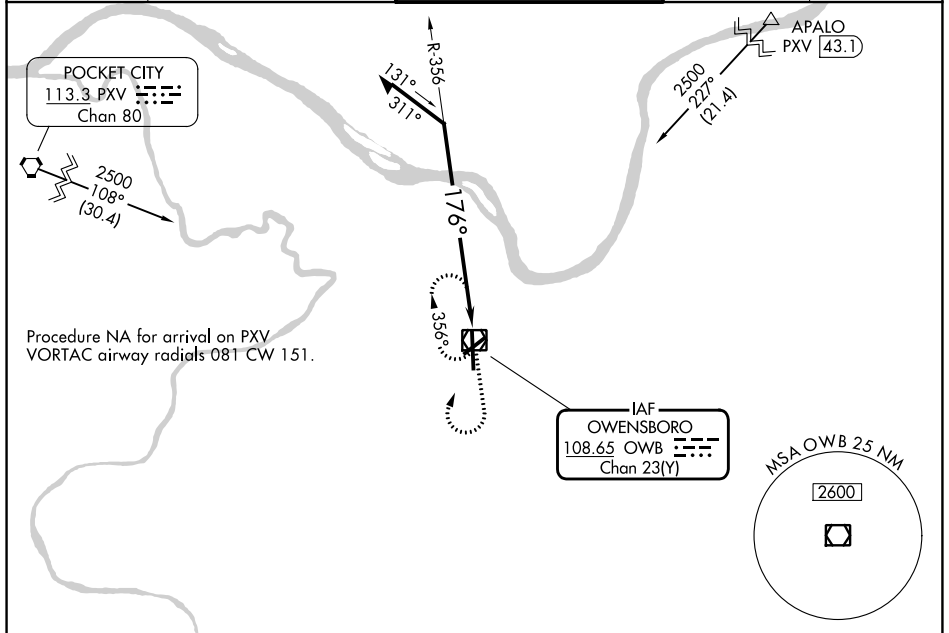
VOR RWY 18

OWENSBORO/DAVIESS COUNTY RGNL (OWB)



MISSED APPROACH: Climb to 2500 then right turn direct OWB VOR/DME and hold.

AWOS-3PT	EVANSVILLE APP CON ★	OWENSBORO TOWER ★	GND CON	UNICOM
119.025	124.025 290.9	120.7 (CTAF) 0 251.15	121.7	122.95



OWENSBORO, KENTUCKY
Amdt 10B 26MAR20

OWENSBORO/DAVIESS COUNTY RGNL (OWB)
37°44'N-87°10'W
VOR RWY 18

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME OWB	APP CRS	Rwy Ldg	8000
108.65	005°	TDZE	401
Chan 23 (Y)		Apt Elev	407

VOR RWY 36

OWENSBORO/DAVIESS COUNTY RGNL (OWB)

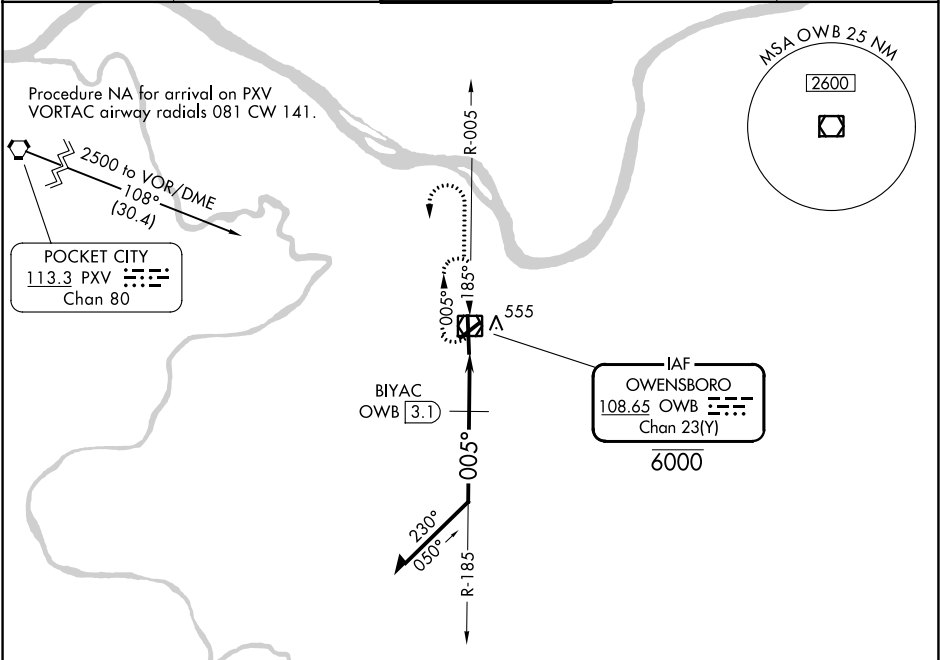
⚠

For inop ALS, increase S-36 Cat C and D visibility to 2 SM and BIYAC fix minimums S-36 Cat C and D visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 2500 then left turn direct OWB VOR/DME and hold.

AWOS-3PT 119.025	EVANSVILLE APP CON ★ 124.025 290.9	OWENSBORO TOWER ★ 120.7 (CTAF) 0 251.15	GND CON 121.7	UNICOM 122.95
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ELEV 407		D		TDZE 401	
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Remain within 10 NM

CATEGORY	A	B	C	D
S-36	1140-½	739 (800-½)	1140-1½	739 (800-1½)
CIRCLING	1140-1	733 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)
BIYAC FIX MINIMUMS				
S-36	820-½	419 (500-½)	820-¾	419 (500-¾)
CIRCLING	860-1 453 (500-1)	1120-1 713 (800-1)	1140-2 733 (800-2)	1140-2¼ 733 (800-2¼)

81

8000

150

TWR

5000 X 100

36

005°

MIRL Rwy 6-24

HIRL Rwy 18-36

REIL Rwy 6, 18 and 24

AIRPORT DIAGRAM

OWENSBORO/DAVISS COUNTY RGNL (OWB)
AL-707 (FAA) OWENSBORO, KENTUCKY

AWOS-3PT

119.025

OWENSBORO TOWER

120.7 251.15

GND CON

121.7

D

FIELD
ELEV
407

81

182°

FIRE STATION

TWR

FBO

T1

ELEV 403

Not for Part 121/Part 380 Air Carrier
Use or Foreign Air Carrier
Equivalent: RWY 06-24.

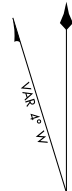
5000 X 100

236°

8000 X 150

HS 1

FBO

CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.JANUARY 2015
ANNUAL RATE OF CHANGE
0.1° W

ANG

RWY 06-24

PCR 180 R/C/W/T

S-53, D-65, 2D-121

RWY 18-36

PCR 470 R/C/W/T

S-118, D-153, 2D-248

36

ELEV
397

002°

87°10.5'W

87°10.0'W

87°09.5'W

AIRPORT DIAGRAM

OWENSBORO, KENTUCKY
OWENSBORO/DAVISS COUNTY RGNL (OWB)

LOC I-PAH	APP CRS	Rwy Ldg	6500
108.5	045°	TDZE	411
		Apt Elev	411

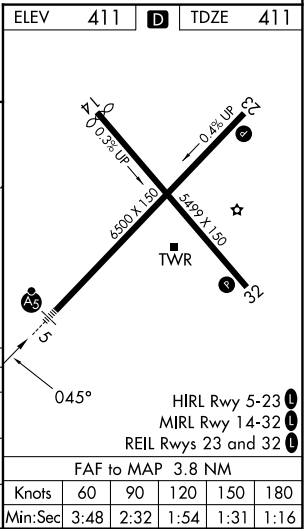
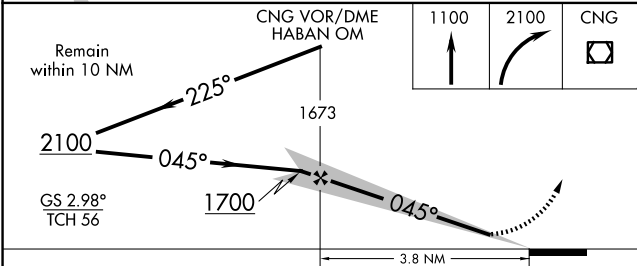
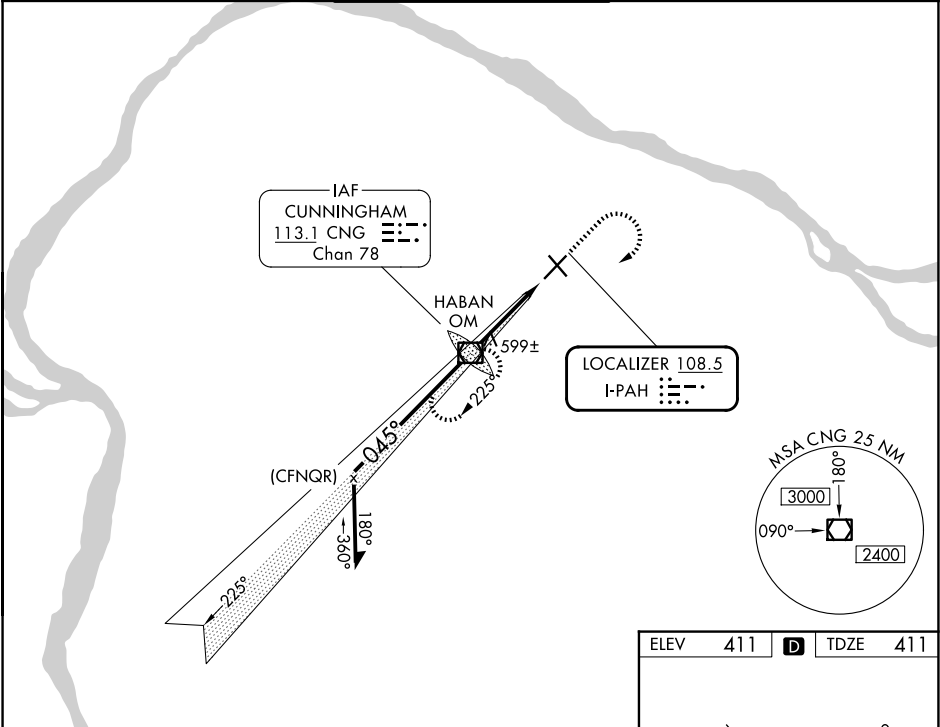
ILS or LOC RWY 5
BARKLEY RGNL (PAH)

⚠ When local altimeter setting not received, use Mayfield altimeter setting and increase DA to 672, and all MDA 80 feet. Increase S-LOC 5 Cat C, D visibility 1/8 SM. For inop ALS when using Mayfield altimeter setting, increase S-ILS 5 visibility to 3/8 SM, all Cats.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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CATEGORY	A	B	C	D
S-ILS 5	611-1/2 200 (200-1/2)			
S-LOC 5	860-1/2	449 (500-1/2)	860-7/8	449 (500-7/8)
CIRCLING	900-1	489 (500-1)	920-1 1/2 509 (600-1 1/2)	1100-2 1/4 689 (700-2 1/4)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

PADUCAH, KENTUCKY

AL-628 (FAA)

26134

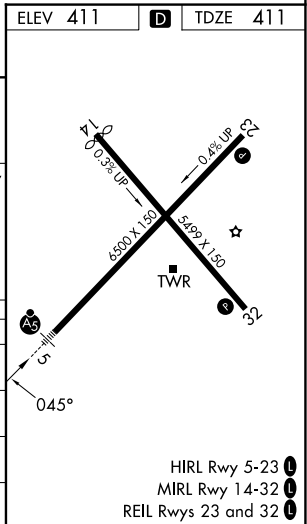
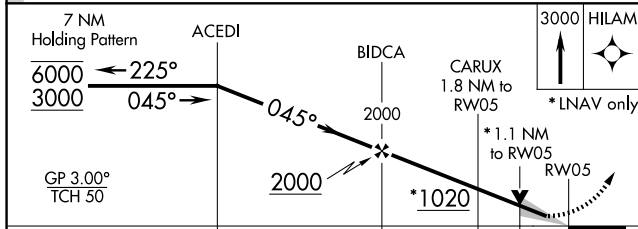
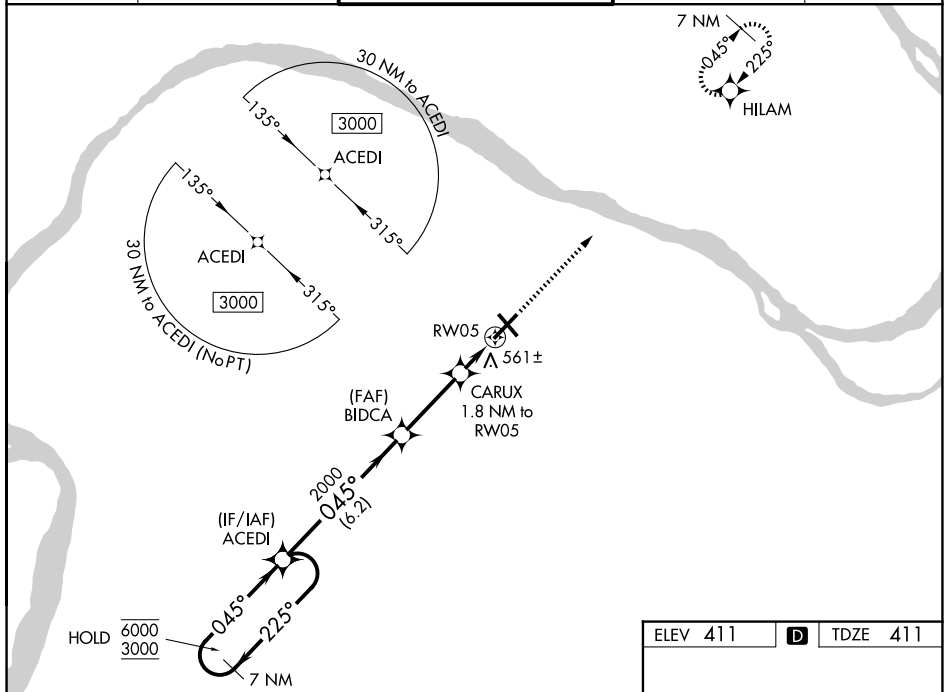
WAAS CH 93701 W05A	APP CRS 045°	Rwy Ldg TDZE Apt Elev	6500 411 411
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RNAV (GPS) RWY 5

BARKLEY RGNL (PAH)

RNP APCH.	MALSR 	MISSED APPROACH: Climb to 3000 direct HILAM and hold.
 For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.  For inop ALS, increase LNAV Cat C/D visibility to 1½ SM.		

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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CATEGORY	A	B	C	D
LPV DA	611-½ 200 (200-½)			
LNAV/ DA VNAV	837-¾ 426 (500-¾)			
LNAV MDA	820-½ 409 (500-½)	820-¾ 409 (500-¾)		
CIRCLING	900-1 489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)	

PADUCAH, KENTUCKY
Amdt 2 25FEB21

37°04'N-88°46'W

BARKLEY RGNL (PAH)
RNAV (GPS) RWY 5

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

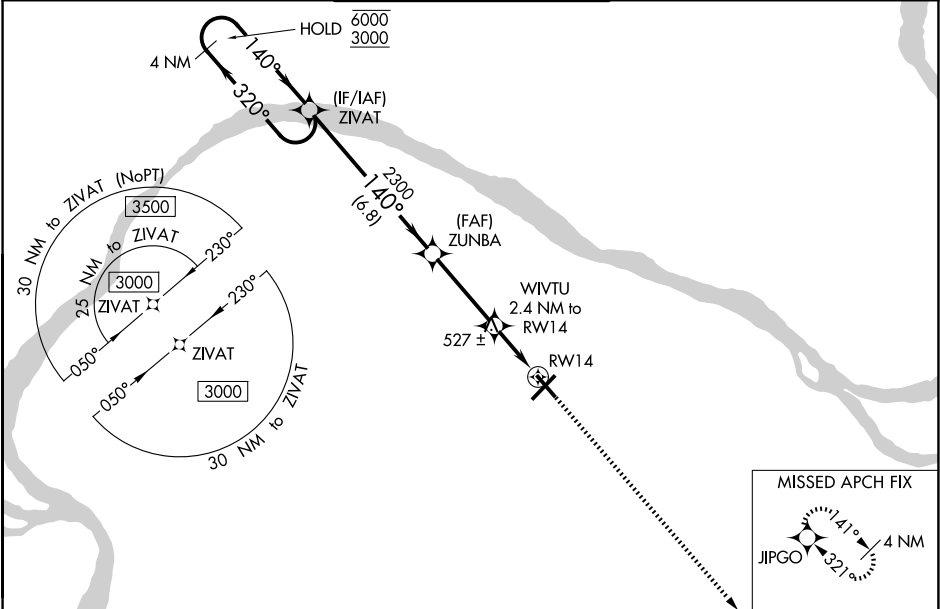
WAAS CH 48933 W14A	APP CRS 140°	Rwy Ldg TDZE Apt Elev	5399 401 411
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RNAV (GPS) RWY 14

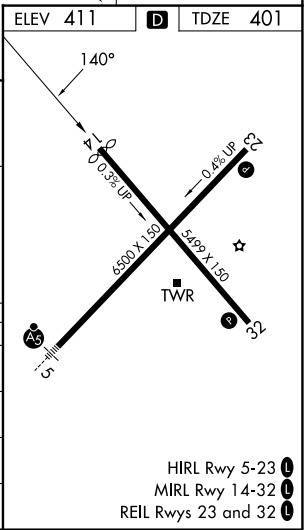
BARKLEY RGNL (PAH)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct JIPGO and hold.
⚠ Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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4 NM Holding Pattern		ZIVAT		3000 JIPGO	
6000 ← 320°		140° →		* LNAV only	
3000		140°		* LNAV only	
GP 3.00°		2300		* LNAV only	
TCH 55		* 1200		* LNAV only	
		6.8 NM		3.4 NM	
		1.4 NM		1 NM	
CATEGORY	A	B	C	D	
LPV DA	708-1		307 (300-1)		
LNAV/VNAV DA	706-1		305 (300-1)		
LNAV MDA	780-1	379 (400-1)	780-1½	379 (400-1½)	
CIRCLING	900-1	489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)	



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

PADUCAH, KENTUCKY

AL-628 (FAA)

26134

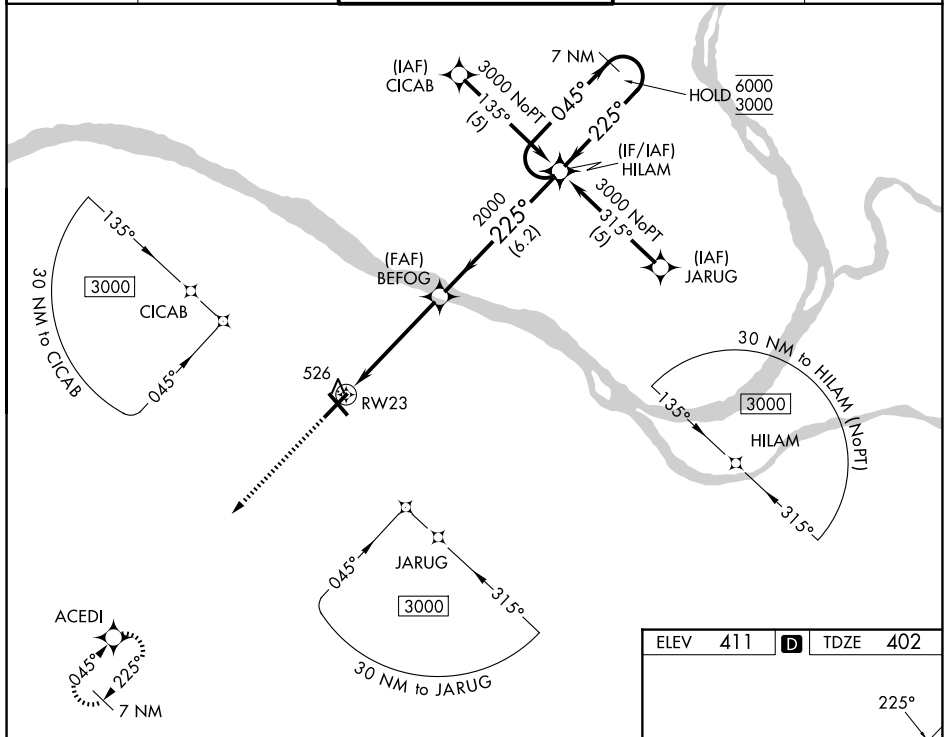
WAAS CH 78243 W23A	APP CRS 225°	Rwy Ldg TDZE Apt Elev 6500 402 411
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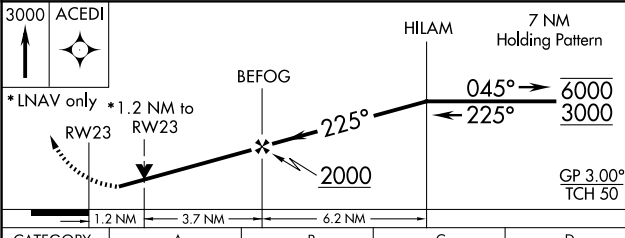
RNAV (GPS) RWY 23

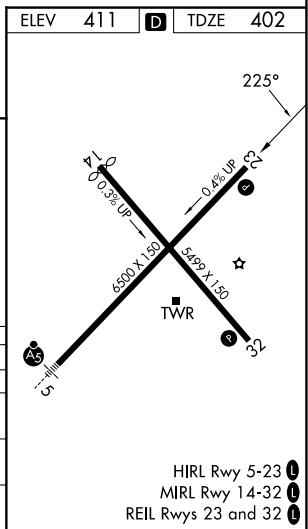
BARKLEY RGNL (PAH)

RNP APCH.	MISSED APPROACH: Climb to 3000 direct ACEDJ and hold.
⚠ Rwy 23 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.	

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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3000 ↑	ACEDI ✦				
*LNAV only		GP 3.00° TCH 50			
1.2 NM		3.7 NM		6.2 NM	
CATEGORY	A	B	C		D
LPV DA	678-1 276 (300-1)				
LNAV/ DA VNAV	790-1½ 388 (400-1½)				
LNAV MDA	820-1	418 (500-1)	820-1¼		418 (500-1¼)
CIRCLING	900-1	489 (500-1)	920-1½ 509 (600-1½)	1100-2¼ 689 (700-2¼)	



PADUCAH, KENTUCKY
Orig-E 25FEB21

37°04'N-88°46'W

BARKLEY RGNL (PAH)
RNAV (GPS) RWY 23

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 61033 W32A	APP CRS 320°	Rwy Ldg TDZE Apt Elev	5324 410 411
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RNAV (GPS) RWY 32

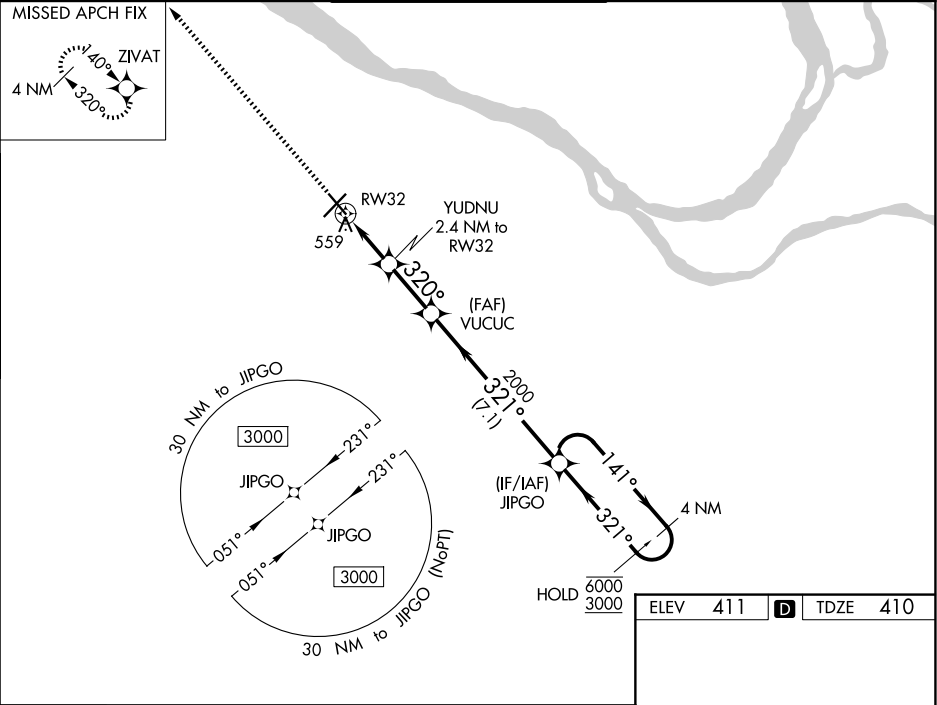
BARKLEY RGNL (PAH)

RNP APCH.

Rwy 32 helicopter visibility reduction below 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 ZIVAT and hold.

ASOS 118.375	MEMPHIS CENTER 133.65 292.15	PADUCAH TOWER ★ 119.6 (CTAF) 306.9	GND CON 121.7 306.9	UNICOM 122.95
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3000 ZIVAT

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).

*LNAV only

YUDNU 2.4 NM to RW32

VUCUC

JIPGO

4 NM Holding Pattern

ELEV 411 D TDZE 410

PADUCAH, KENTUCKY
Amdt 1 25FEB21

37°04'N-88°46'W
437

BARKLEY RGNL (PAH)

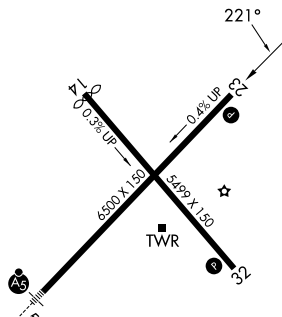
RNAV (GPS) RWY 32

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 23
BARKLEY RGNL (PAH)

MISSED APPROACH: Climb to 2600 direct CNG VOR/DME and hold, continue climb-in-hold to 2600.

UNICOM
122.95

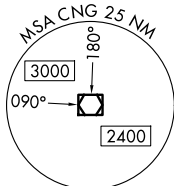
HIRL Rwy 5-23 **L**
MIRL Rwy 14-32 **L**
REIL Rwy 23 and 32 **L**

BARKLEY RGNL (PAH)
VOR RWY 23

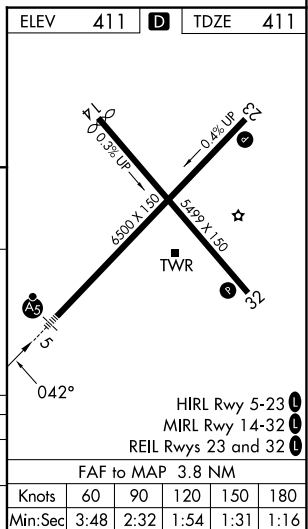
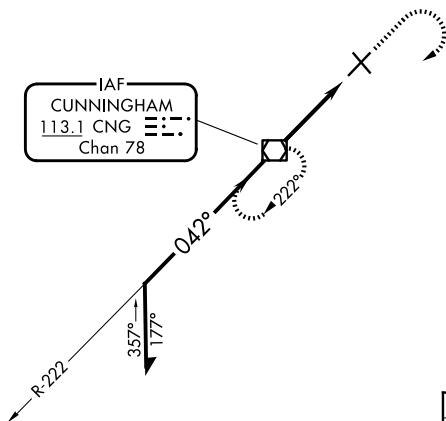
SE-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 5
BARKLEY RGNL (PAH)

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CNG VOR/DME and hold

[illegible]

IAF
CUNNINGHAM
113.1 CNG
Chan 78



SE-1, 03 SEP 2026 to 29 OCT 2026

AIRPORT DIAGRAM

AL-628 (FAA)

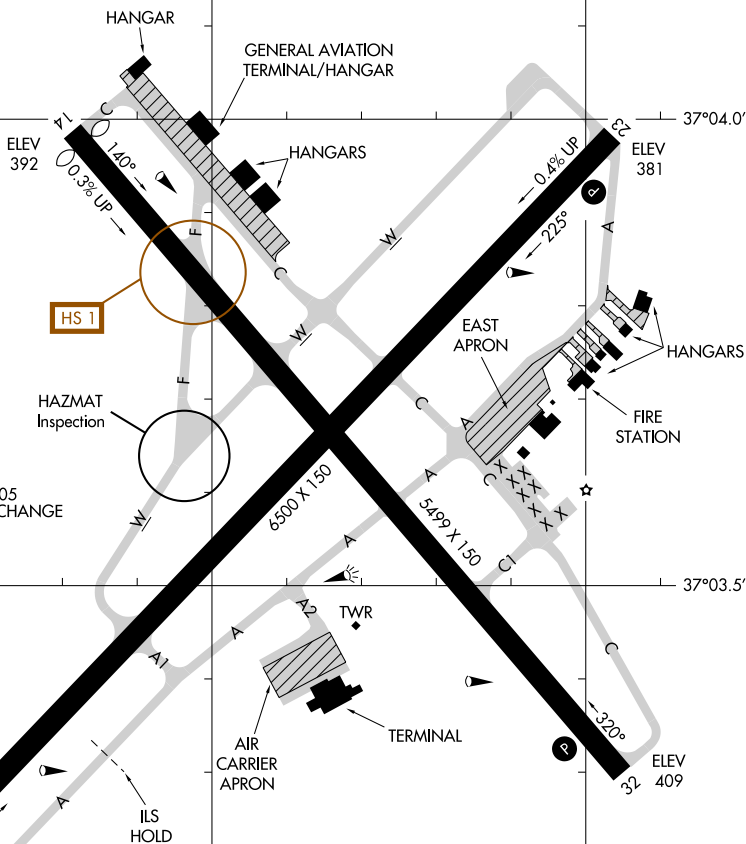
BARKLEY RGNL (PAH)
PADUCAH, KENTUCKY

ASOS
118.375
PADUCAH TOWER ★
119.6 (CTAF) 306.9
GND CON
121.7 306.9

D

88°46.5'W

88°46.0'W



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

AIRPORT DIAGRAM

26134

PADUCAH, KENTUCKY
BARKLEY RGNL (PAH)

SE-1, 03 SEP 2026 to 29 OCT 2026

PARIS, TENNESSEE

AL-5576 (FAA)

26246

WAAS CH 42717 W20A	APP CRS 196°	Rwy Ldg TDZE 5002 571 Apt Elev 580
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RNAV (GPS) RWY 20

HENRY COUNTY (PHT)

RNP APCH - GPS.

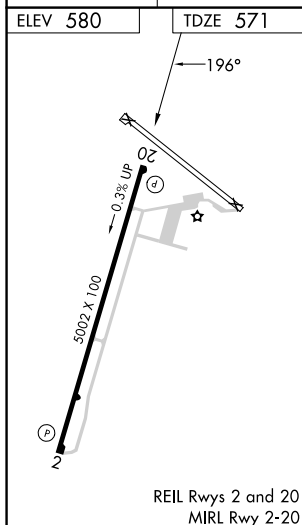
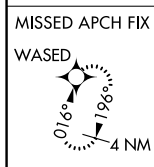
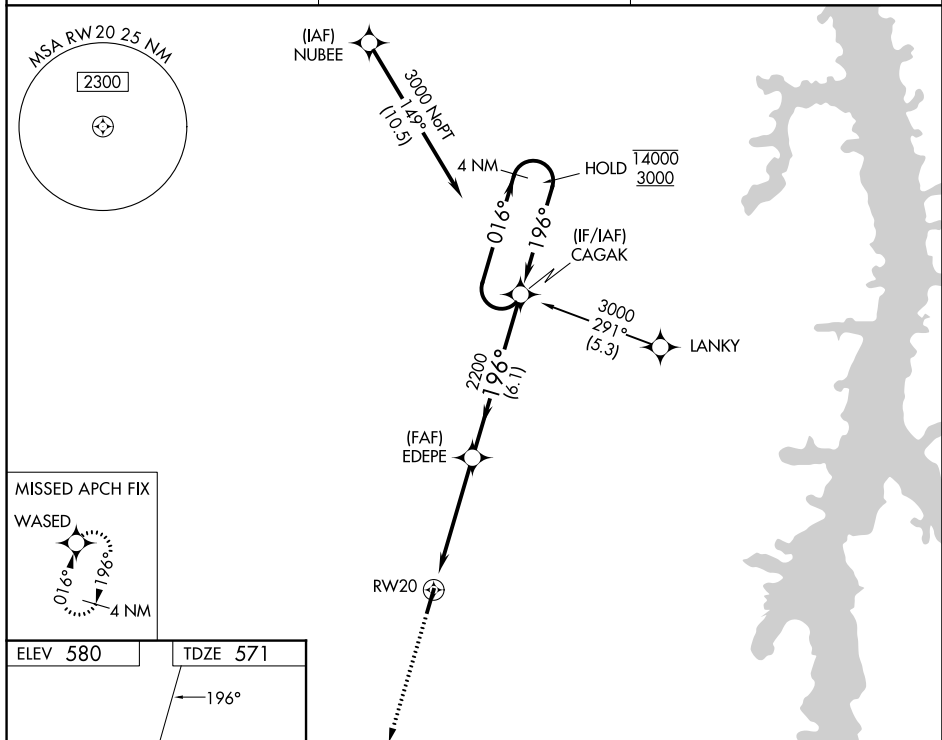
▼
▲ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct
WASED and hold.

AWOS-3
118.825

MEMPHIS CENTER
134.65 316.15

UNICOM
123.0 (CTAF)



2300	WASED	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 21).			4 NM Holding Pattern
		EDEPE 2200	196°	14000 3000	GP 3.00° TCH 45
		1.5 NM to RWY 20			
		1.5 NM	3.5 NM	6.1 NM	
CATEGORY	A	B	C	D	
LPV DA	821-1		250 (300-1)		
LNAV/VNAV DA	917-1¼		346 (400-1¼)		
LNAV MDA	1060-1	489 (500-1)	1060-1½ 489 (500-1½)	1060-1½ 489 (500-1½)	
CIRCLING	1080-1	500 (500-1)	1300-2 720 (800-2)	1300-2¼ 720 (800-2¼)	

PARIS, TENNESSEE

Amdt 1C 26DEC24

36°20'N-88°23'W

RNAV (GPS) RWY 20

HENRY COUNTY (PHT)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

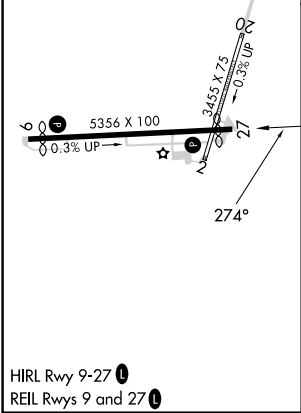
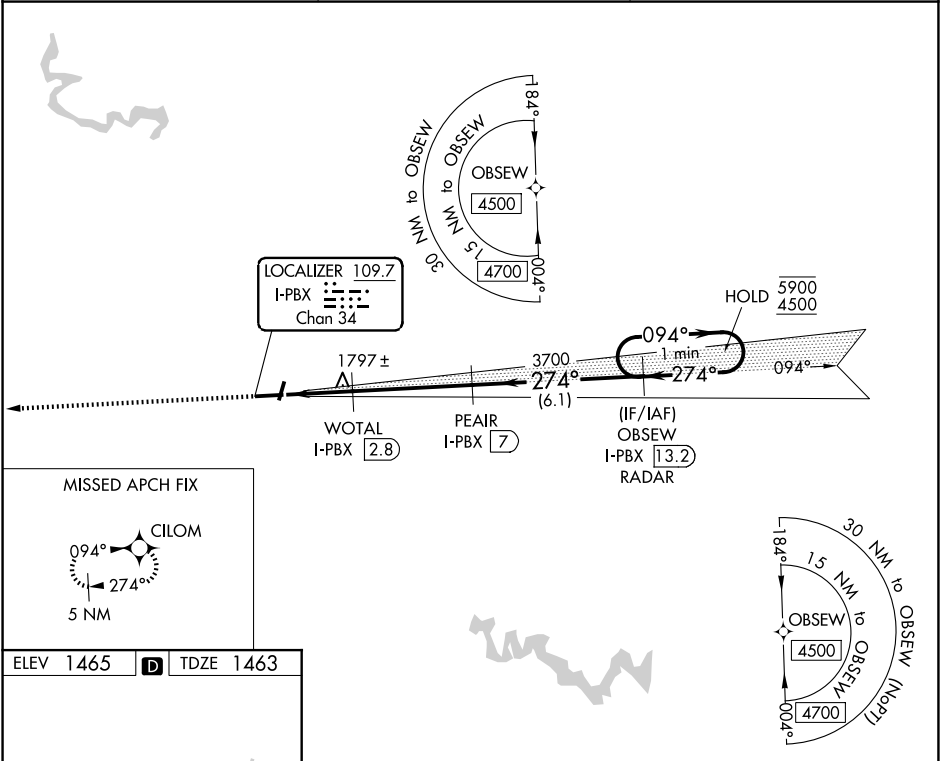
LOC/DME I-PBX	APP CRS	Rwy Ldg
109.7	274°	4650
Chan 34		TDZE 1463
		Apt Elev 1465

ILS or LOC RWY 27

PIKE COUNTY/HATCHER FLD (PBX)

RNP APCH - GPS.	MISSED APPROACH: Climb to 4500 direct CILOM and hold, continue climb-in-hold to 4500.
▼ Circling NA to Rwy 2 and 20. ▲ Rwy 27 helicopter visibility reduction below ¾ SM NA.	

AWOS-3PT 121.225	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.8 (CTAF) 0
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4500	CILOM	PEAIR I-PBX 7	OBSEW I-PBX 13.2 RADAR	One Minute Holding Pattern
↑	✦	WOTAL I-PBX 2.8	3700	094° → 5900 ← 274° 4500
I-PBX 0.2	I-PBX 1.9	2320	3700	GS 3.00° TCH 47
1.8 NM	0.8 NM	4.3 NM	6.1 NM	
CATEGORY	A	B	C	D
S-ILS 27	1722-1 259 (300-1)			
S-LOC 27	2080-1 617 (700-1)		2080-1¾ 617 (700-1¾)	
CIRCLING	2120-1 655 (700-1)	2180-1 715 (800-1)	2180-2 715 (800-2)	2460-3 995 (1000-3)

PIKEVILLE, KENTUCKY

AL-9449 (FAA)

25219

WAAS CH 61240 W09A	APP CRS 094°	Rwy Ldg TDZE Apt Elev	4650 1459 1465
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RNAV (GPS) RWY 9

PIKE COUNTY/HATCHER FLD (PBX)

RNP APCH - GPS.

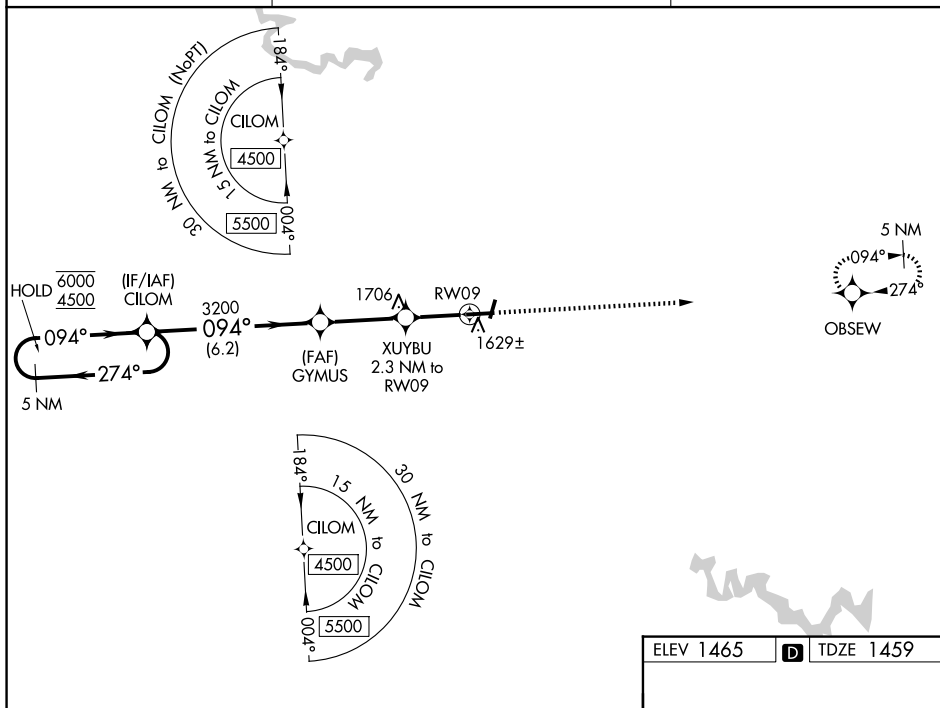
▼ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling NA to Rws 2 and 20. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH: Climb to 4500 direct OBSEW and hold. Continue climb in hold to 4500.

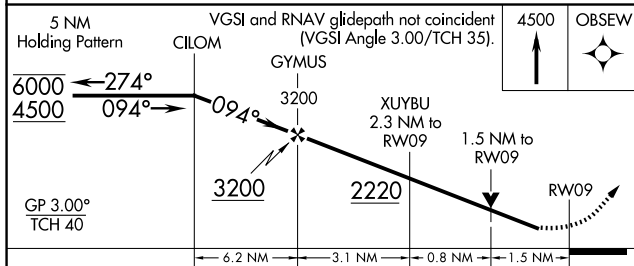
AWOS-3PT
121.225

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
122.8 (CTAF) 0



ELEV 1465 **D** TDZE 1459



CATEGORY	A	B	C	D
LPV DA		1709-1	250 (300-1)	
LNAV/VNAV DA		1891-1½	432 (500-1½)	
LNAV MDA	1960-1	501 (500-1)	1960-1⅓	501 (500-1⅓)
CIRCLING	2120-1 655 (700-1)	2180-1 715 (800-1)	2180-2 715 (800-2)	2460-3 995 (1000-3)

HIRL Rwy 9-27 **0**
REIL Rws 9 and 27 **0**

PIKEVILLE, KENTUCKY
Amdt 2A 07AUG25

37°34'N-82°34'W

PIKE COUNTY/HATCHER FLD (PBX)
RNAV (GPS) RWY 9

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **86540**
W27A

APP CRS
274°

Rwy Ldg
TDZE **1463**
Apt Elev **1465**

RNAV (GPS) RWY 27

PIKE COUNTY/HATCHER FLD (PBX)

RNP APCH - GPS.

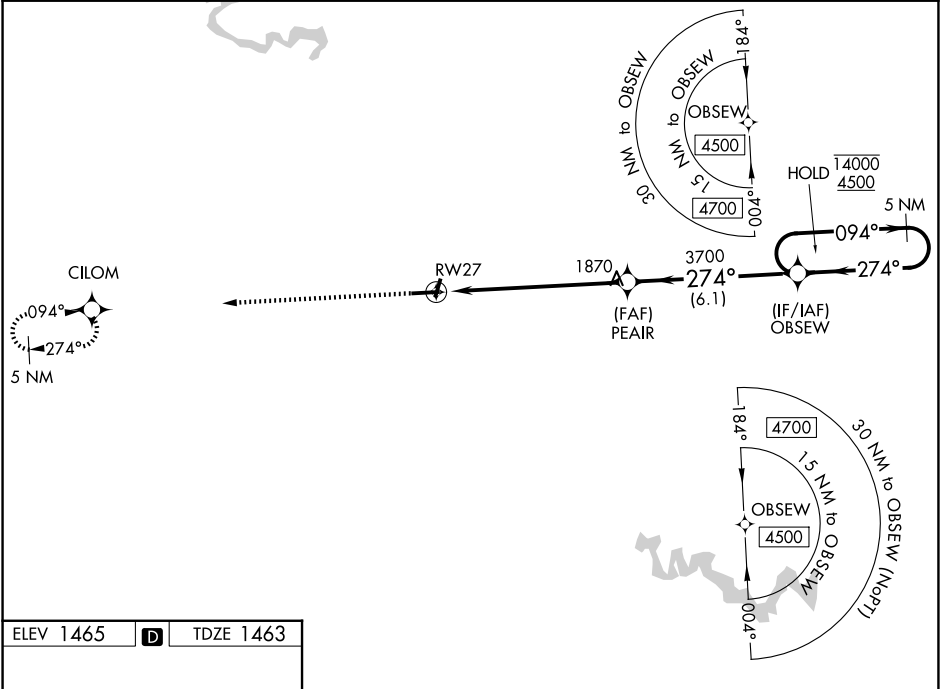
▼

▲

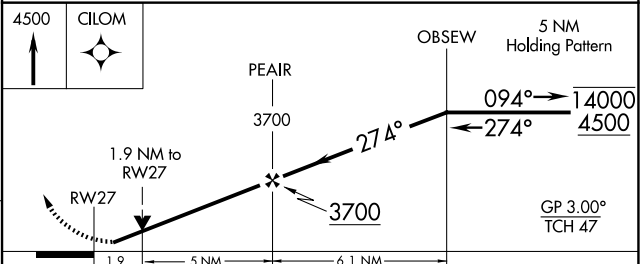
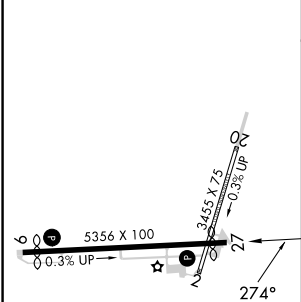
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 27 helicopter visibility reduction below ¾ SM NA. Circling NA to Rws 2 and 20.

MISSED APPROACH: Climb to 4500 direct CILOM and hold, continue climb-in-hold to 4500.

AWOS-3PT 121.225	INDIANAPOLIS CENTER 126.575 257.85	UNICOM 122.8 (CTAF) 0
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ELEV 1465	D	TDZE 1463
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CATEGORY	A	B	C	D
LPV DA		1722-1	259 (300-1)	
LNAV/VNAV DA		2120-1½	657 (700-1½)	
LNAV MDA	2120-1	657 (700-1)	2120-1½	657 (700-1½)
CIRCLING	2120-1 655 (700-1)	2180-1 715 (800-1)	2180-2 715 (800-2)	2460-3 995 (1000-3)

HIRL Rwy 9-27 0
REIL Rws 9 and 27 0

WAAS CH 70338 W04A	APP CRS 040°	Rwy Ldg TDZE Apt Elev	2999 1371 1371
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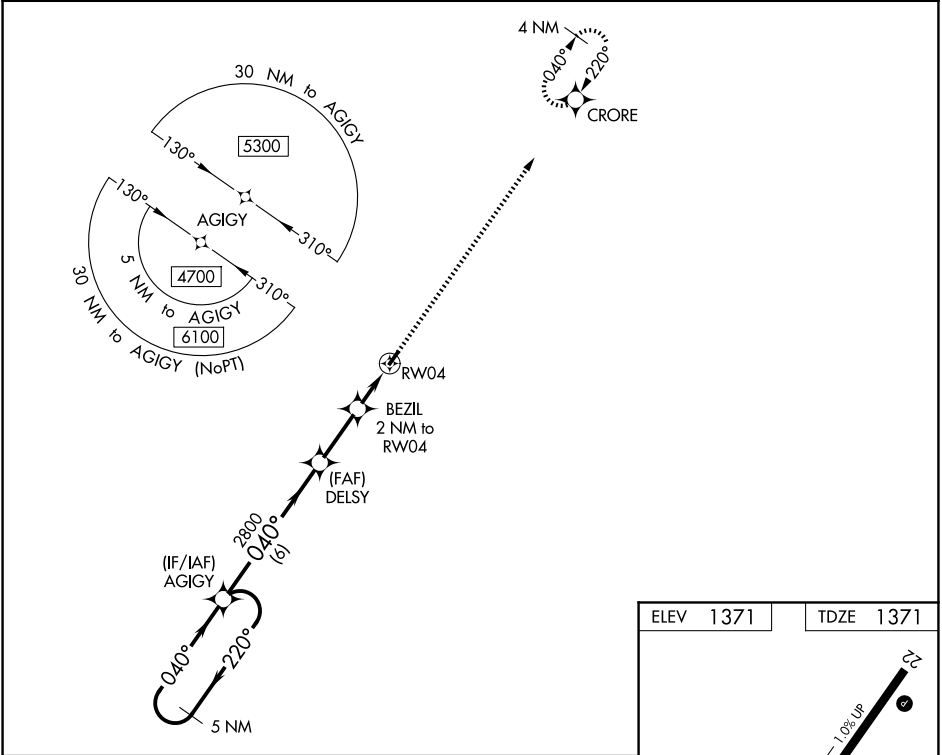
RNAV (GPS) RWY 4

MC CREARY COUNTY (18I)

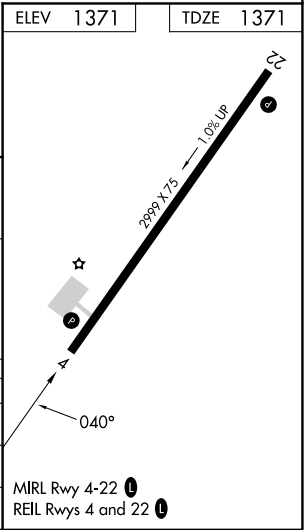
DME/DME RNP-0.3 NA, Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received use London altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C visibility 1/8 mile, increase Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 4000 direct CRORE and hold.

INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.05 (CTAF) 0
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5 NM Holding Pattern		Visual Segment - Obstacles.		4000	CRORE
CATEGORY	A	B	C	D	
LP MDA	1920-1	549 (600-1)	1920-1 5/8 549 (600-1 5/8)	NA	
LNAV MDA	1940-1	569 (600-1)	1940-1 5/8 569 (600-1 5/8)	NA	
CIRCLING	1940-1 569 (600-1)	2000-1 629 (700-1)	2020-1 3/4 649 (700-1 3/4)	NA	



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 81838 W22A	APP CRS 220°	Rwy Ldg TDZE Apt Elev	2999 1371 1371
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RNAV (GPS) RWY 22
MC CREARY COUNTY (18I)

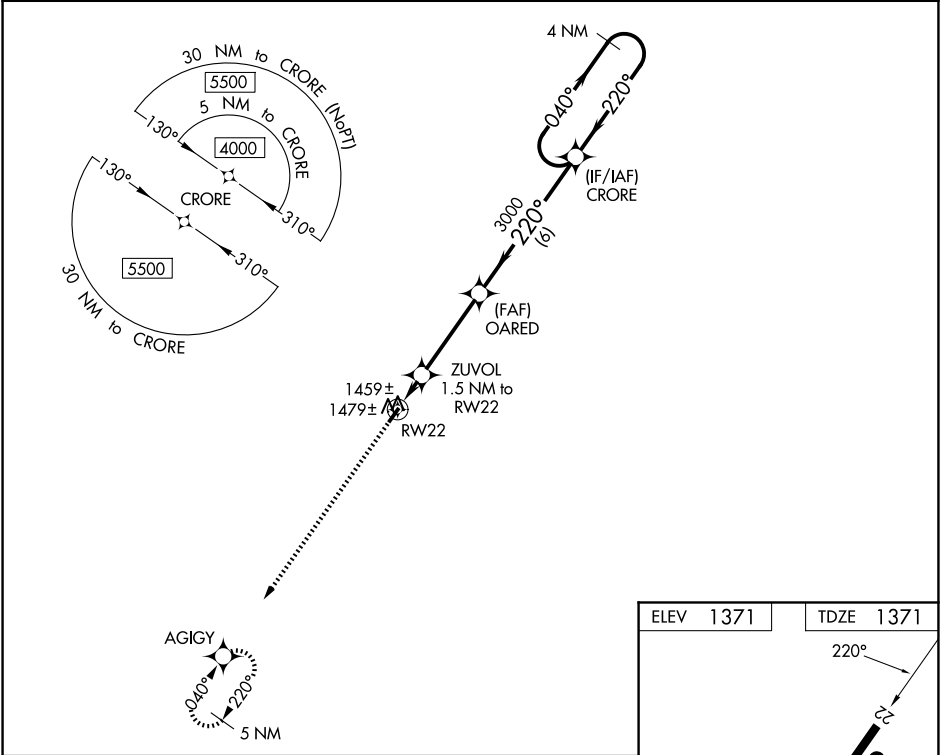
⚠

NA

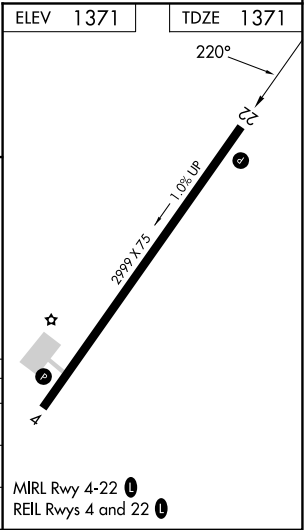
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Williamsburg altimeter setting, when not received, use London altimeter setting and increase all MDA 40 feet and LP Cat C visibility 1/8 mile and Circling Cat C visibility 1/4 mile.

MISSED APPROACH: Climb to 4700 direct AGIGY and hold, continue climb-in-hold to 4700.

INDIANAPOLIS CENTER 124.625 371.925	UNICOM 123.05 (CTAF) 0
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4700	AGIGY	Visual Segment - Obstacles.	CRORE	4 NM Holding Pattern
↑	✱			
		ZUVOL 1.5 NM to RW22	OARED	
		1860	3000	
		1.5 NM	3.6 NM	6 NM
CATEGORY	A	B	C	D
LP MDA	1780-1	409 (500-1)	1780-1¼ 409 (500-1¼)	NA
RNAV MDA	1800-1	429 (500-1)	1800-1⅜ 429 (500-1⅜)	NA
CIRCLING	1880-1 509 (600-1)	2000-1 629 (700-1)	2020-1¾ 649 (700-1¾)	NA



PORTLAND, TENNESSEE

AL-5989 (FAA)

24361

WAAS CH 82124 W01A	APP CRS 013°	Rwy Idg TDZE 817 Apt Elev 817	5003
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RNAV (GPS) RWY 1

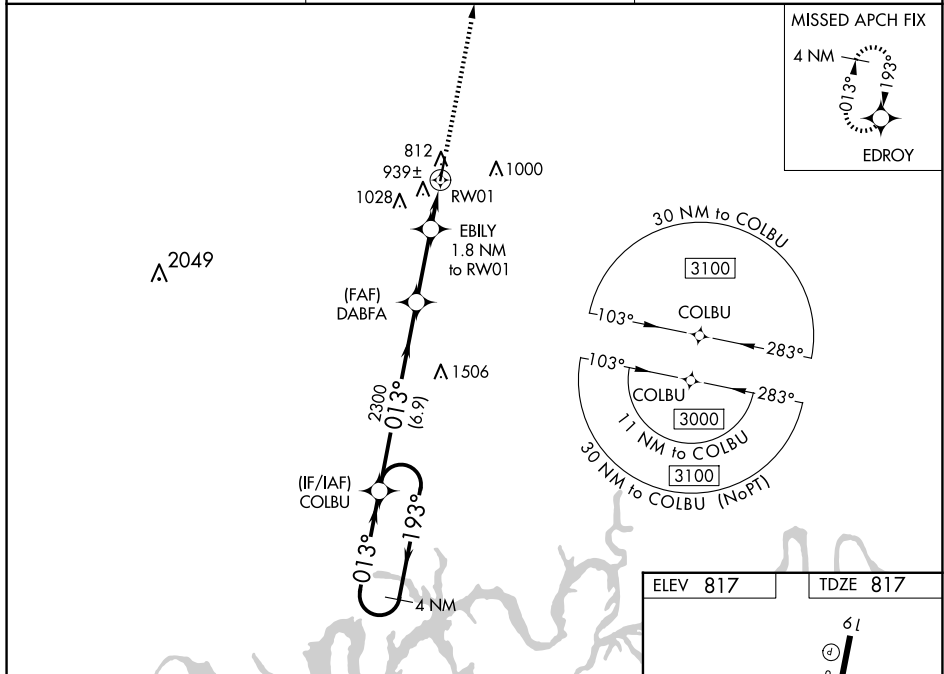
DOUGLAS HUNTER FLD (1M5)

RNP APCH.

⚠ Baro-VNAV NA when using Bowling Green altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1180 and all visibilities ½ mile; increase all LNAV/VNAV DA to 1210 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct EDROY and hold.

AWOS-3PT 118.175	NASHVILLE APP CON 119.35 372.0	UNICOM 122.975 (CTAF) 0
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4 NM Holding Pattern COLBU

VGSI and RNAV glidepath not coincident.

3000 EDROY

*LNAV only.

GP 3.00° TCH 57

3000 ← 193° → 013° → 013°

2300

DABFA 2300

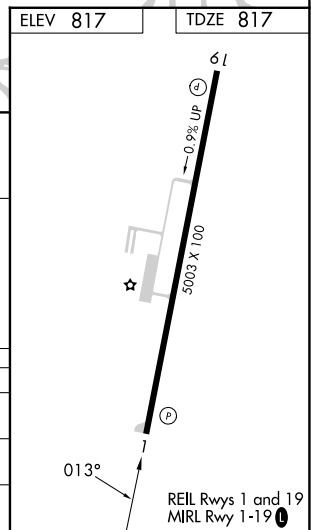
EBILY 1.8 NM to RW01

RW01

6.9 NM 2.7 NM 1.8 NM

*1440

CATEGORY	A	B	C	D
LPV DA	1090-1 273 (300-1)			
LNAV/VNAV DA	1120-1 303 (400-1)			
LNAV MDA	1200-1 383 (400-1)		1200-1½ 383 (400-1½)	



PORTLAND, TENNESSEE
Orig-B 07NOV19

36°36'N-86°29'W

DOUGLAS HUNTER FLD (1M5)

RNAV (GPS) RWY 1

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 40324 W19A	APP CRS 193°	Rwy Idg TDZE 804 Apt Elev 817
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RNAV (GPS) RWY 19

DOUGLAS HUNTER FLD (1M5)

RNP APCH.

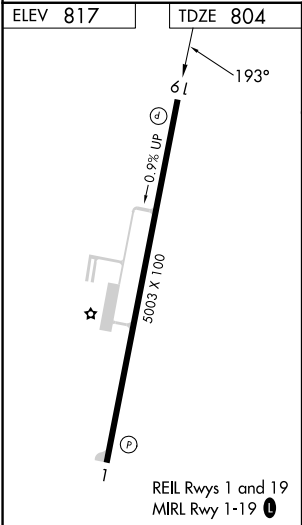
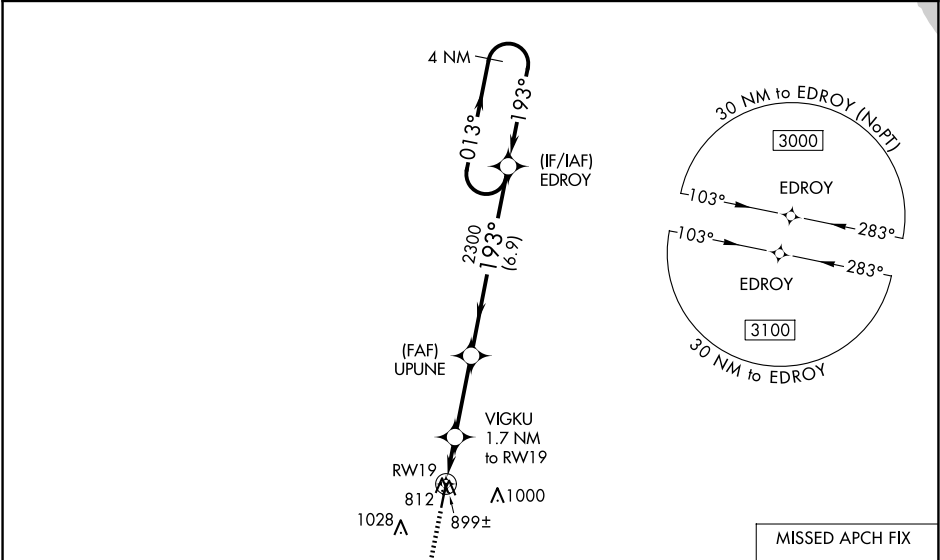
▼

▲

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Bowling Green altimeter setting. When local altimeter setting not received, use Bowling Green altimeter setting and increase LPV DA to 1144 and all visibilities ¼ mile; increase all LNAV/VNAV DA to 1184 and all visibilities ¼ mile; increase all MDA 100 feet and increase LNAV Cat C/D visibility ⅜ mile.

MISSED APPROACH: Climb to 3000 direct COLBU and hold.

AWOS-3PT 118.175	NASHVILLE APP CON 119.35 372.0	UNICOM 122.975 (CTAF) 0
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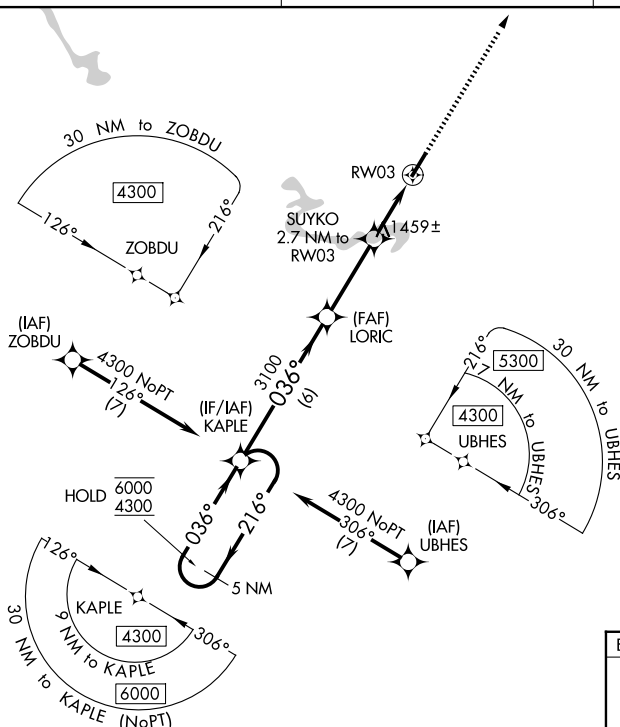


3000 ↑		COLBU 		VGSi and RNAV glidepath not coincident.			4 NM Holding Pattern				
*LNAV only.		RW19 1.2 NM to RW19		VIGKU 1.7 NM to RW19		UPUNE 2300		EDROY		013° ←193° 3000	
		1.2 NM		0.5		3 NM		6.9 NM		GP 3.00° TCH 40	
CATEGORY		A		B		C		D			
LPV DA		1054-1 250 (300-1)									
LNAV/ VNAV DA		1094-1½ 290 (300-1½)									
LNAV MDA		1160-1 356 (400-1)									

RNAV (GPS) RWY 3

BIG SANDY RGNL (SJS)

MISSED APPROACH: Climb to 4100 direct GENCE and hold, continue climb-in-hold to 4100.

UNICOM
123.05 (CTAF) **L**

GENCE

TDZE 1210

5 NM Holding Pattern

6000
4300

216°
036°

KAPLE

036°

3100

LORIC

SUIYKO
2.7 NM to RW03

1.2 NM to RW03

2060

RW03

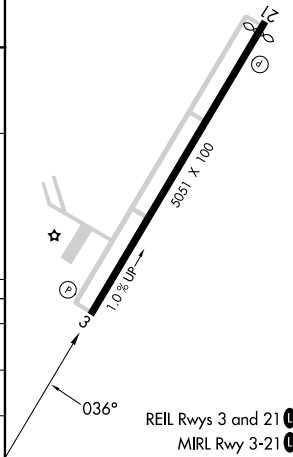
6 NM
3.3 NM
1.5 NM
1.2 NM

Visual Segment - Obstacles.

4100

GENCE

CATEGORY	A	B	C	D
LP MDA	1720-1	510 (500-1)	1720-1 $\frac{1}{8}$ 510 (500-1 $\frac{1}{8}$)	NA
LNAV MDA	1720-1	510 (500-1)	1720-1 $\frac{1}{8}$ 510 (500-1 $\frac{1}{8}$)	NA
CIRCLING	1740-1	518 (600-1)	1920-2 ₆₉₈ (700-2)	NA

BIG SANDY RGNL (SJS)
RNAV (GPS) RWY 3

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 77801 W21A	APP CRS 216°	Rwy Ldg 5002 TDZE 1222 Apt Elev 1222
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RNAV (GPS) RWY 21
BIG SANDY RGNL (SJS)

RNP APCH - GPS.

T For uncompensated Baro-VNAV systems,
A LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4300 direct KAPLE and hold.

AWOS-3 120.175	HUNTINGTON APP CON 119.75 270.1	UNICOM 123.05 (CTAF) 0
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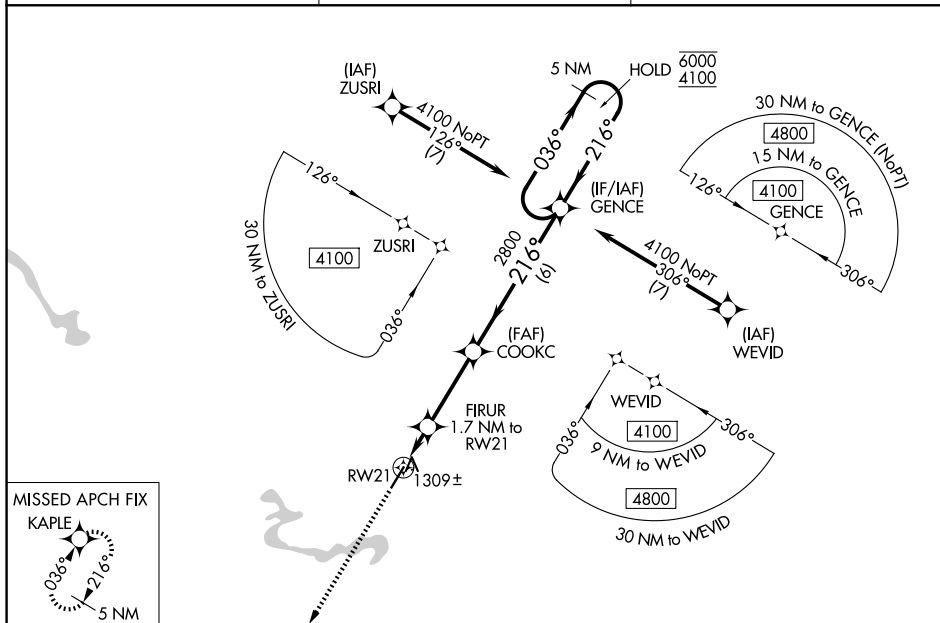


Figure 1-1: Example of a 3D approach chart. The chart displays a 3D perspective view of a runway (RW21) and a 2D plan view of the same runway. The 3D view shows the runway length (5051 x 100) and a 1.0% up-slope. The 2D view shows the runway (RW21) and the approach path (FIRUR) with a 1.7 NM to RW21. The approach path is labeled with a 216° heading and a 2800' altitude. The chart also includes a table of approach data for various categories (LPV, LNAV/VNAV, LNAV MDA, CIRCLING) and a table of approach data for various categories (LPV, LNAV/VNAV, LNAV MDA, CIRCLING).

CATEGORY	A	B	C	D
LPV DA	1472- ³ / ₄	250 (300- ³ / ₄)		
LNAV/VNAV DA	1520- ⁷ / ₈	298 (300- ⁷ / ₈)		
LNAV MDA	1560-1	338 (400-1)		
CIRCLING	1740-1	518 (600-1)	1920-2 698 (700-2)	2020-2 ¹ / ₂ 798 (800-2 ¹ / ₂)

PRINCETON, KENTUCKY

AL-9839 (FAA)

25331

WAAS CH 40131 W05A	APP CRS 050°	Rwy Ldg TDZE Apt Elev	4099 584 584
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RNAV (GPS) RWY 5

PRINCETON-CALDWELL COUNTY (2M0)



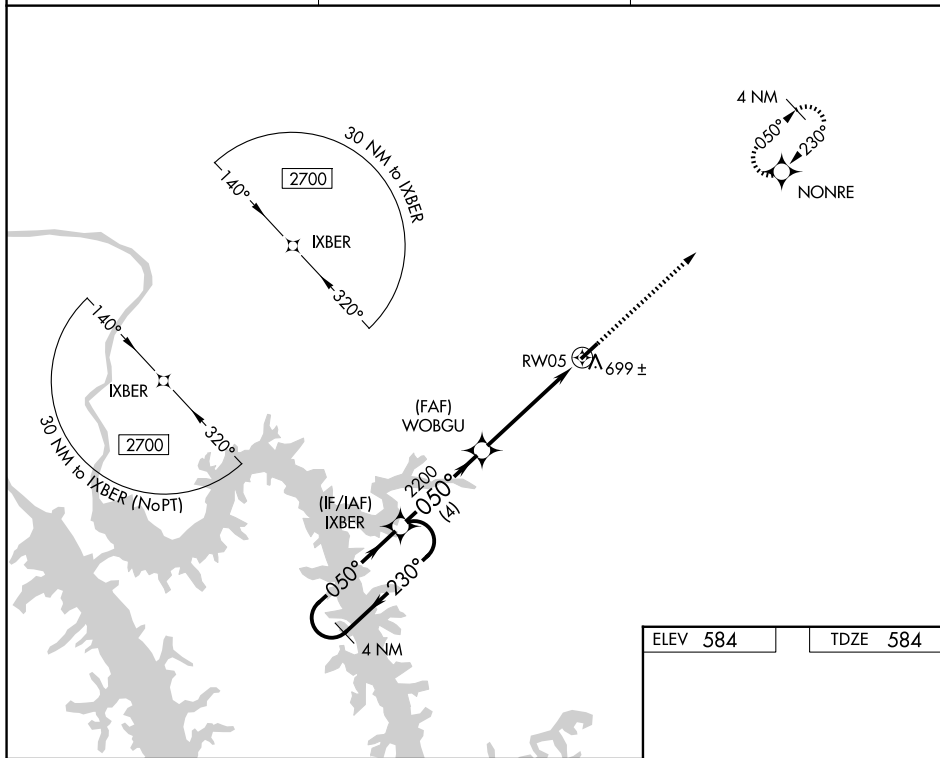
Baro-VNAV NA. Use Campbell AAF (Fort Campbell) altimeter setting; when not received, use Madisonville Rgnl altimeter setting and increase all DA 6 feet and all MDA 20 feet. Increase LPV all Cats visibility 1/8 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH:
Climb to 2700 direct
NONRE and hold.

HOP ATIS
125.175 308.4

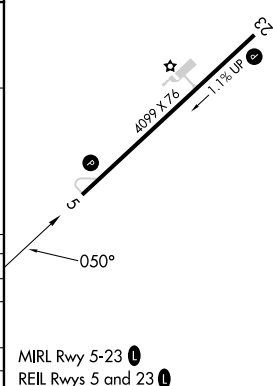
CAMPBELL APP CON
118.1 269.525

UNICOM
122.8 (CTAF) 0



ELEV 584 TDZE 584

4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 29).		2700	NONRE
IXBER		WOBGU		2200	RW05
2700 ← 230°		050°		4 NM	
GP 3.00°		2200		4.9 NM	
TCH 53					
CATEGORY	A	B	C	D	
LPV DA	909-1	325 (400-1)		NA	
RNAV/ VNAV DA	936-1 1/8	352 (400-1 1/8)		NA	
RNAV MDA	1040-1	456 (500-1)		NA	
CIRCLING	1420-1 1/4	836 (900-1 1/4)		NA	



PRINCETON, KENTUCKY

Orig-A 26MAY16

37°07'N-87°51'W

PRINCETON-CALDWELL COUNTY (2M0)

RNAV (GPS) RWY 5

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS
CH 45631
W23A

APP CRS
230°

Rwy Ldg
TDZE
Apt Elev

4099
573
584

RNAV (GPS) RWY 23

PRINCETON-CALDWELL COUNTY (2M0)

RNP APCH - GPS.

▼

NA

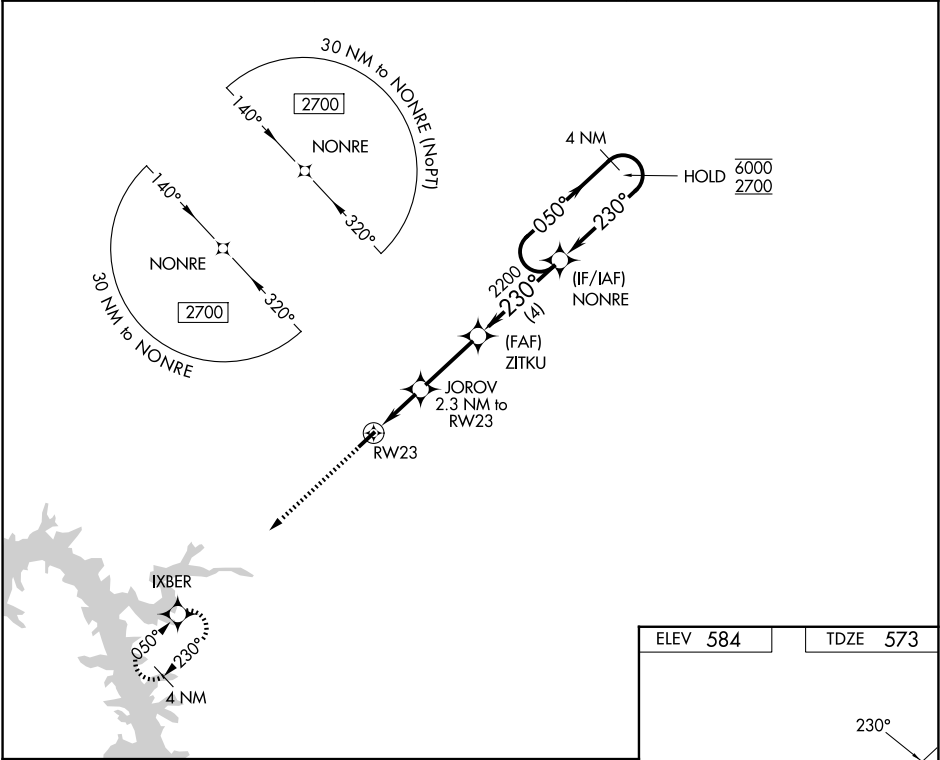
Baro-VNAV NA. Use HOP altimeter setting; when not received, use 210 altimeter setting and increase LPV DA to 908 feet, increase LNAV/VNAV DA to 1224 feet, increase all MDAs 20 feet.

MISSED APPROACH:
Climb to 2700 direct IXBER and hold.

HOP ATIS
125.175 308.4

CAMPBELL APP CON
118.1 269.525

UNICOM
122.8 (CTAF) 0



2700

IXBER

4 NM Holding Pattern

NONRE

JOROV 2.3 NM to RW23

ZITKU

2200

1300

230°

050°

6000

2700

GP 3.00°

TCH 32

CATEGORY	A	B	C	D
LPV DA	899-1	326 (400-1)		NA
LNAV/VNAV DA	1215-1 $\frac{7}{8}$	642 (700-1 $\frac{7}{8}$)		NA
LNAV MDA	1120-1	547 (600-1)		NA
CIRCLING	1420-1 $\frac{1}{4}$	836 (900-1 $\frac{1}{4}$)		NA

MIRL Rwy 5-23 0

REIL Rlys 5 and 23 0

PULASKI, TENNESSEE

AL-6125 (FAA)

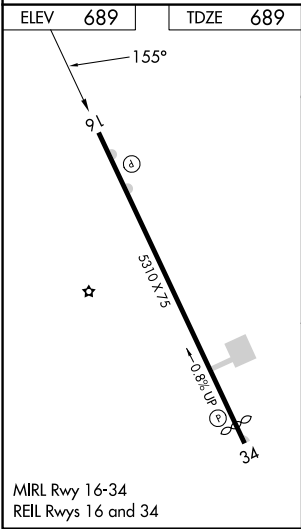
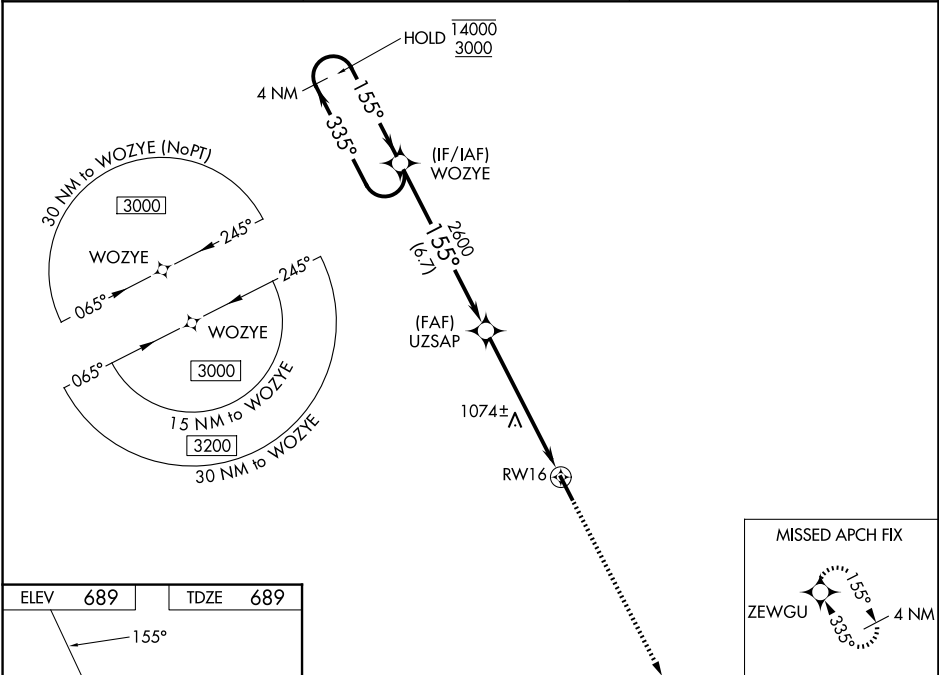
26022

WAAS CH 77882 W16A	APP CRS 155°	Rwy Ldg TDZE 689 Apt Elev 689
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RNAV (GPS) RWY 16

ABERNATHY FLD (GZS)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct ZEWGU and hold.
AWOS-3 118.275	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)



4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.80/TCH 23).		3000	ZEWGU
WOZYE		UZSAP		1.6 NM to RWY 16	RWY 16
1400 3000		2600			
GP 3.00° TCH 45		2600			
		6.7 NM		4.3 NM	1.6 NM
CATEGORY	A	B	C	D	
LPV DA	1164-1 ³ / ₈ 475 (500-1 ³ / ₈)				
LNAV/VNAV DA	1281-1 ³ / ₄ 592 (600-1 ³ / ₄)				
LNAV MDA	1340-1	651 (700-1)	1340-1 ⁷ / ₈	651 (700-1 ⁷ / ₈)	
CIRCLING	1420-1	731 (800-1)	1480-1	791 (800-1)	
			1480-2 ¹ / ₄	791 (800-2 ¹ / ₄)	
				1640-3	951 (1000-3)

PULASKI, TENNESSEE
Amdt 3 12JUN25

35°09'N-87°03'W

ABERNATHY FLD (GZS)

RNAV (GPS) RWY 16

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99725 W34A	APP CRS 335°	Rwy Ldg TDZE 665 Apt Elev 689
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RNAV (GPS) RWY 34

ABERNATHY FLD (GZS)

RNP APCH - GPS.

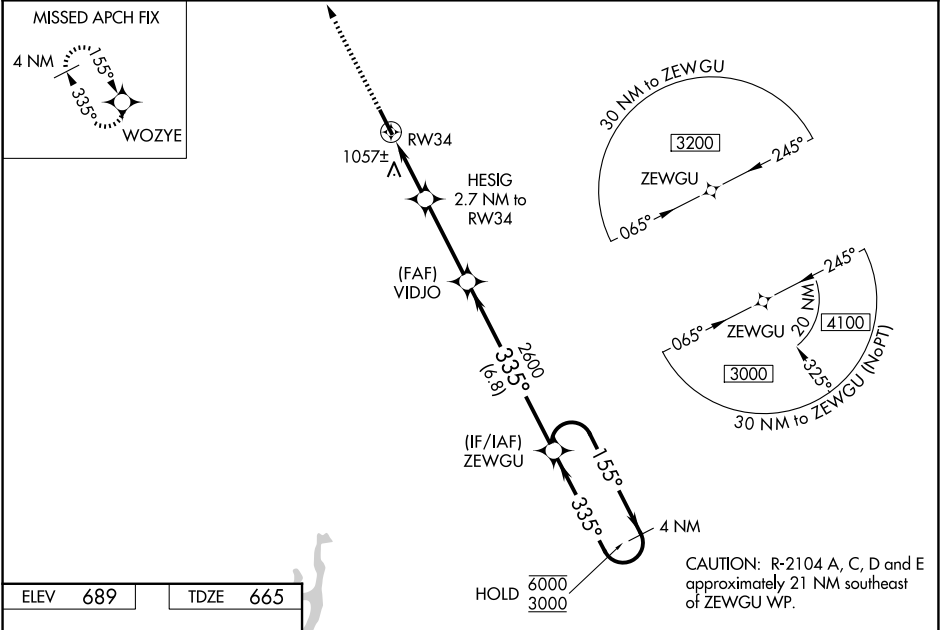
▼

▲ NA

Baro-VNAV NA when using MDQ altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MDQ altimeter setting: increase LPV DA to 996 feet; increase LNAV/VNAV DA to 1524 feet and all visibilities 1½ SM; increase all MDAs 100 feet and LNAV visibility Cat B ¼ SM, Cats C and D ½ SM, and Circling visibility Cats A and B ¼ SM and Cat C ½ SM.

MISSED APPROACH:
Climb to 3000 direct
WOZYE and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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ELEV 689 TDZE 665		3000 WOZYE ↑ VGSJ and RNAV glidepath not coincident (VGSJ Angle 3.00/TCH 28). HESIG 2.7 NM to RW34 VIDJO 2.6 NM to RW34 RW34 2 NM to RW34 1540 2600 335° 155° 4 NM Holding Pattern ZEWGU 4 NM GP 3.00° TCH 40			
CATEGORY		A	B	C	D
LPV DA		915-1 250 (300-1)			
LNAV/VNAV DA		1443-2½ 778 (800-2½)			
LNAV MDA		1320-1 655 (700-1)	1320-1⅞ 655 (700-1⅞)		
CIRCLING		1420-1 731 (800-1)	1480-1 791 (800-1)	1480-2¼ 791 (800-2¼)	1640-3 951 (1000-3)

PULASKI, TENNESSEE

AL-6125 (FAA)

26022

VORTAC RQZ	APP CRS	Rwy Ldg	5010
112.2	313°	TDZE	665
Chan 59		Apt Elev	689

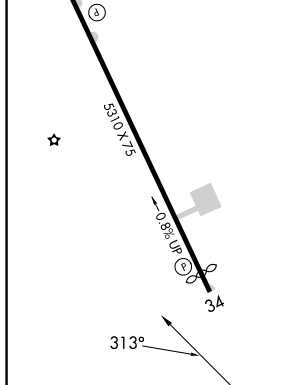
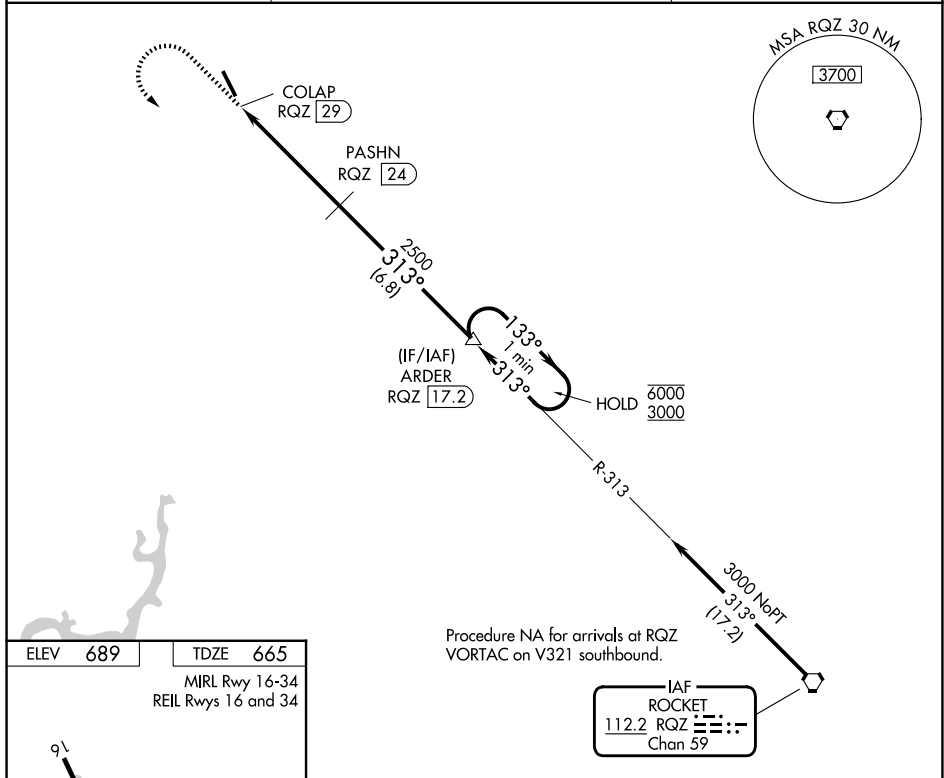
VOR RWY 34
ABERNATHY FLD (GZS)

DME required.

⚠ NA Circling Rwy 16 NA at night. Rwy 34 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use MDQ altimeter setting and increase all MDA 100 feet and increase S-34 Cats A/B visibility $\frac{1}{4}$ SM and Cats C/D visibility $\frac{1}{2}$ SM; increase Circling Cat B visibility $\frac{1}{4}$ SM and Cat C visibility $\frac{1}{2}$ SM.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 on RQZ VORTAC R-313 to ARDER/RQZ 17.2 DME and hold.

AWOS-3 118.275	MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF)
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2000	3000	RQZ R-313	ARDER
↑	↪		△
		PASHN RQZ 24	ARDER RQZ 17.2
		COLAP RQZ 29	One Minute Holding Pattern
		2500	133° → 6000
		313°	← 313° 3000
		3.11° TCH 40	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 28).
		0.5	5 NM
		6.8 NM	
CATEGORY	A	B	C
S-34	1520-1 855 (900-1)	1520-1¼ 855 (900-1¼)	1520-2½ 855 (900-2½)
CIRCLING	1520-1¼ 831 (900-1¼)		1520-2½ 831 (900-2½)

PULASKI, TENNESSEE
Amdt 3A 12JUN25

35°09'N-87°03'W

ABERNATHY FLD (GZS)
VOR RWY 34

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 63114 W18A	APP CRS 180°	Rwy Ldg TDZE Apt Elev	5001 978 1003
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RNAV (GPS) RWY 18

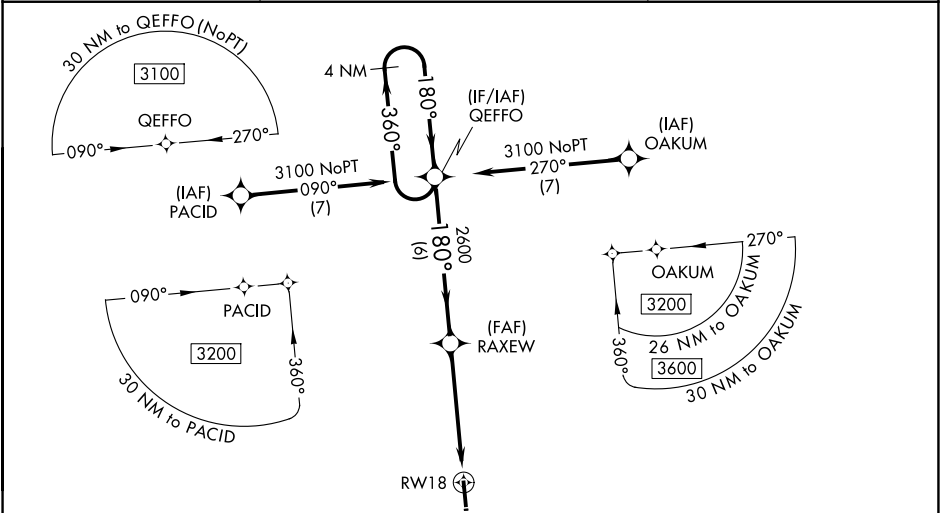
CENTRAL KENTUCKY RGNL (RGA)

⚠

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase LPV DA to 1295 feet, LNAV/VNAV DA to 1341 feet and all MDA 80 feet; increase LPV all Cats visibility ¼ mile; LNAV/VNAV all Cats and LNAV Cats C and D ¼ mile and Circling visibility Cat C ½ mile, Cat D ¼ mile. VDP and Baro-VNAV NA when using Lexington altimeter setting.

MISSED APPROACH:
Climb to 3100 direct ANETT and hold.

AWOS-3 119.625	LEXINGTON APP CON 120.15 259.3	UNICOM 122.725 (CTAF) ①
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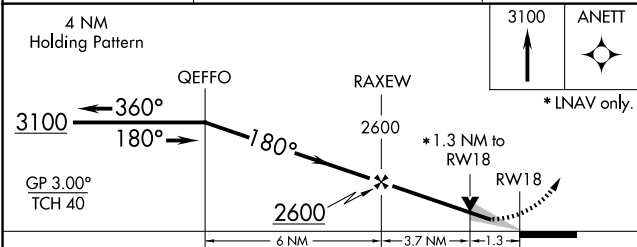
MISSED APCH FIX

ANETT

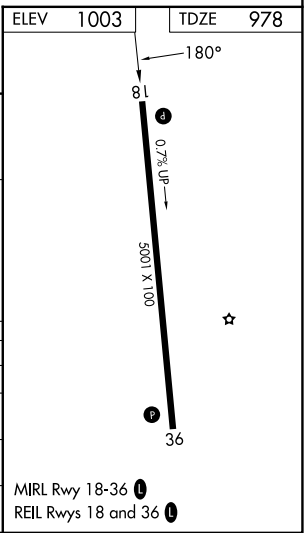
4 NM

180°

360°



CATEGORY	A	B	C	D
LPV DA		1228-7/8	250 (300-7/8)	
LNAV/VNAV DA		1274-1	296 (300-1)	
LNAV MDA	1440-1	462 (500-1)	1440-13/8	462 (500-13/8)
CIRCLING	1440-1 437 (500-1)	1520-1 517 (600-1)	1520-1½ 517 (600-1½)	1780-2½ 777 (800-2½)



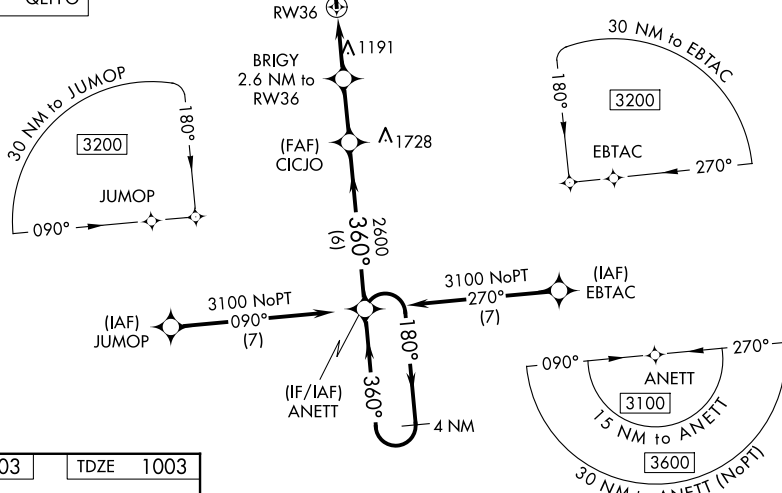
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 36
CENTRAL KENTUCKY RGNL (RGA)

MISSED APPROACH: Climb to 3100 direct QEFFO and hold.

UNICOM
122.725 (CTAF) 



A vertical beam is shown with a circular load 'P' at the bottom and a reaction '81' at the top. A horizontal arrow indicates a deflection of '0.7% UP'. The beam length is labeled '5001 X 100'. A star symbol is positioned to the right of the beam.

MIRL Rwy 18-36 **L** ← 360°
REIL Rws 18 and 36 **L**

3100
↑
*RNAV only.

3100
← 360°
180° →

ANETT

CJCJO
2600

BRIGY
2.6 NM to RW36

*1.4 NM to RW36

*1860

2600

GP 3.00°
TCH 40

1.4 NM
1.2 NM
2.3 NM
6 NM

CATEGORY	A	B	C	D
LPV DA		1264- $\frac{7}{8}$	261 (300- $\frac{7}{8}$)	
RNAV/ VNAV DA		1278- $\frac{7}{8}$	275 (300- $\frac{7}{8}$)	
RNAV MDA	1460-1	457 (500-1)	1460-1 $\frac{3}{8}$	457 (500-1 $\frac{3}{8}$)
CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1 $\frac{1}{2}$ 517 (600-1 $\frac{1}{2}$)	1780-2 $\frac{1}{2}$ 777 (800-2 $\frac{1}{2}$)

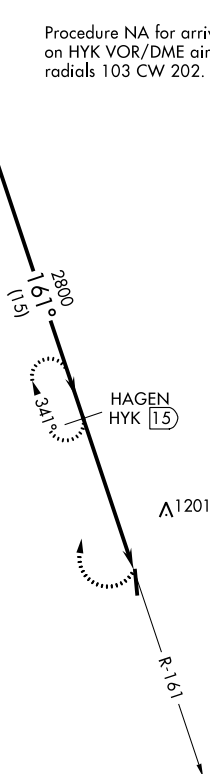
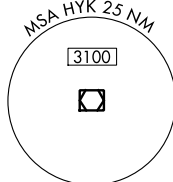
CENTRAL KENTUCKY RGNL (RGA)
RNAV (GPS) RWY 36

SE-1, 03 SEP 2026 to 29 OCT 2026

VOR RWY 18
CENTRAL KENTUCKY RGNL (RGA)

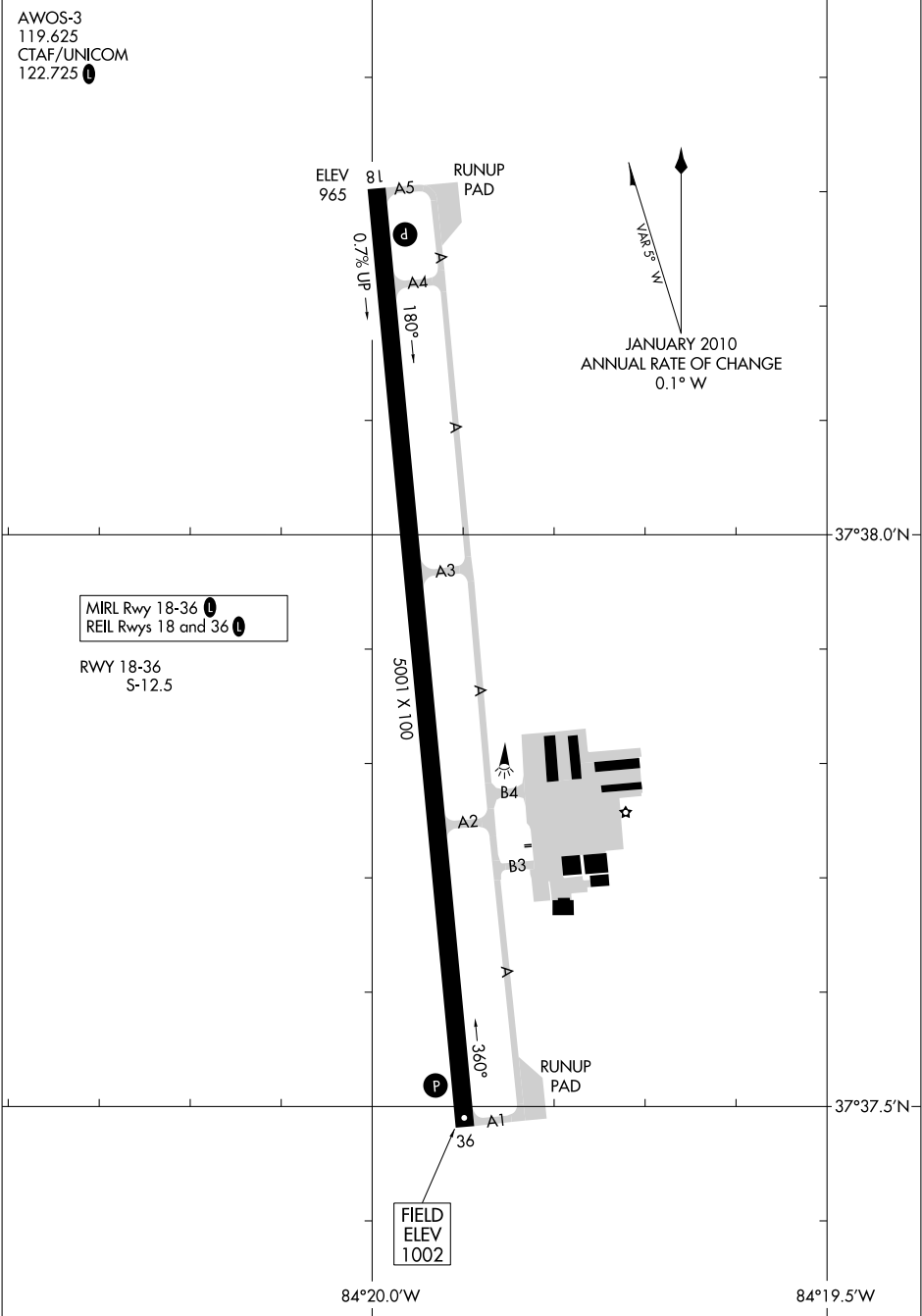
MISSED APPROACH: Climbing right turn to 2800 on HYK VOR/DME R-161 to HAGEN/15 DME and hold.

UNICOM
122.725 (CTAF) **L**

— 161°

MIRL Rwy 18-36 **L**
REIL Rwy 18 and 36 **L**

CATEGORY	A	B	C	D
S-18	1460-1	482 (500-1)	1460-1 $\frac{3}{8}$	482 (500-1 $\frac{3}{8}$)
CIRCLING	1460-1 457 (500-1)	1520-1 517 (600-1)	1520-1 $\frac{1}{2}$ 517 (600-1 $\frac{1}{2}$)	1780-2 $\frac{1}{2}$ 777 (800-2 $\frac{1}{2}$)



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 22

MISSED APPROACH:
Climb to 5300 direct
CUTUK and hold,
continue climb-in-
hold to 5300.

UNICOM
122.8 (CTAF) **L**



SE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME HCH	APP CRS	Rwy Ldg	5000
117.6	240°	TDZE	1662
Chan 123		Apt Elev	1664

VOR/DME RWY 22

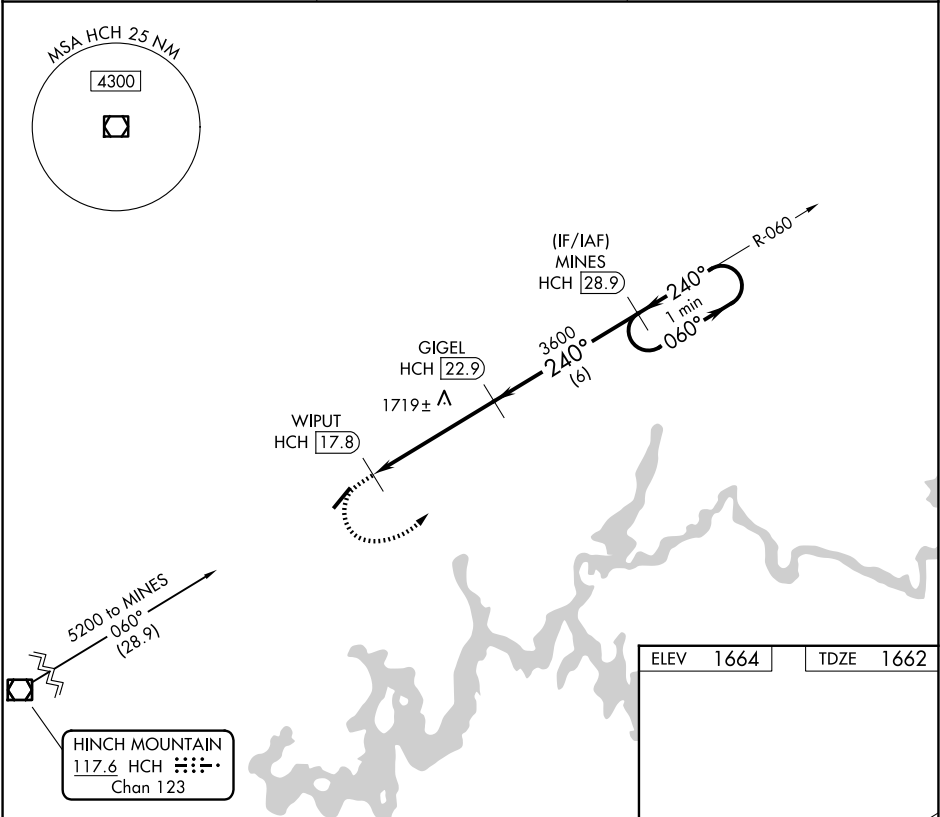
ROCKWOOD MUNI (RKW)

⚠

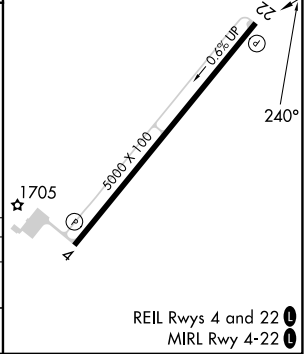
Circling Rwy 4 NA at night. When local altimeter setting not received, use Crossville altimeter setting: increase all MDA 80 feet and S-22 Cats C and D visibility ¼ SM, Circling Cat C visibility ½ SM.

MISSED APPROACH: Climb to 2400 then climbing left turn to 5200 on heading 020° and HCH R-060 to MINES 28.9 DME and hold.

AWOS-3 118.775	ATLANTA CENTER 133.6 254.3	UNICOM 122.8 (CTAF)
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2400	5200	HCH	MINES	
	hdg 020°	R-060	HCH 28.9	
			GIGEL HCH 22.9	
			WIPUT HCH 17.8	
			3600	
			3.00°	
			TCH 40	
			240°	
			060°	
			5200	
			One Minute Holding Pattern	
			VGSIs and descent angles not coincident (VGSIs: Angle 3.00/TCH 31).	
			1 NM	
			5.1 NM	
			6 NM	
CATEGORY	A	B	C	D
S-22	2160-1¼	498 (500-1¼)		2160-1½
				498 (500-1½)
CIRCLING	2160-1¼	2200-1¼	2260-1½	2780-3
	496 (500-1¼)	536 (600-1¼)	596 (600-1½)	1116 (1200-3)



ROGERSVILLE, TENNESSEE

AL-6282 (FAA)

26022

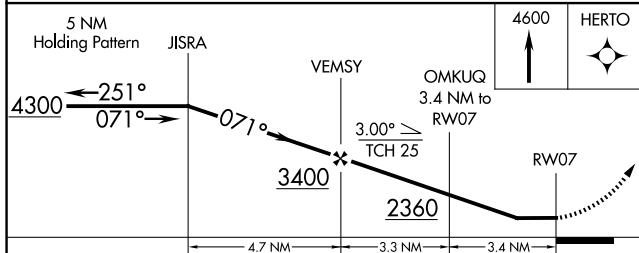
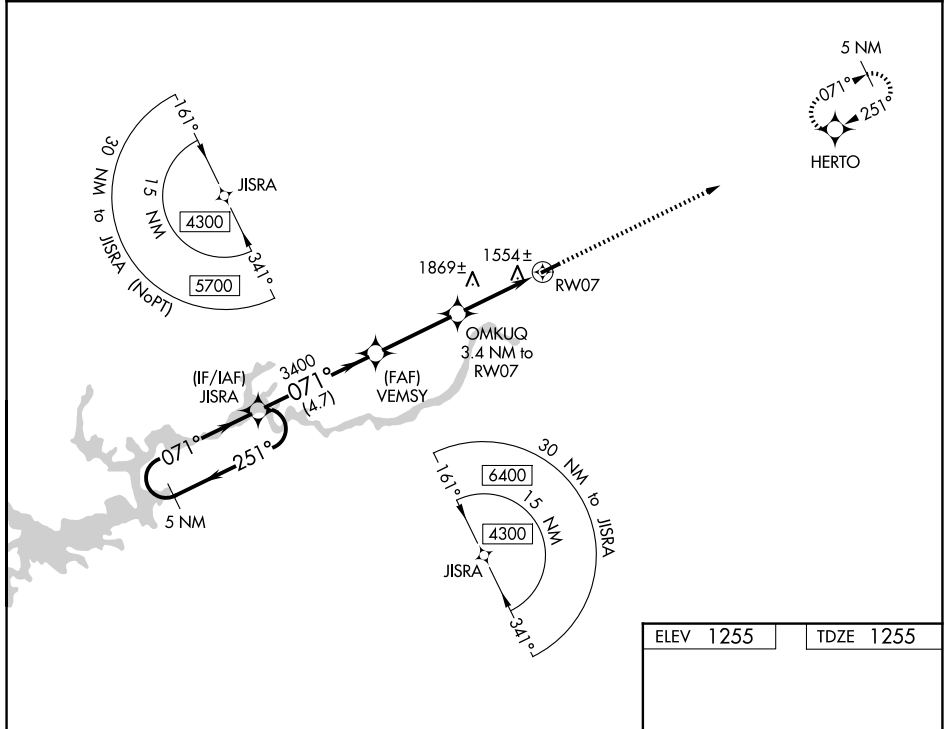
WAAS CH 58040 W07A	APP CRS 071°	Rwy Ldg TDZE Apt Elev	3504 1255 1255
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RNAV (GPS) RWY 7

HAWKINS COUNTY (RVN)

RNP APCH - GPS.	Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Tri-Cities Rgnl altimeter setting and increase all MDA 120 feet, increase LP Cat C visibility ¼ SM, increase LNAV Cat A and Circling Cat B visibility ¼ SM. Rwy 7, 25 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 4600 direct HERTO and hold, continue climb-in-hold to 4600.
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TRI CITY APP CON ★ 128.05 317.5	UNICOM 122.8 (CTAF) 0
---	---------------------------------



ELEV 1255	TDZE 1255
MIRL Rwy 7-25 0 REIL Rwy 7 and 25 0	

CATEGORY	A	B	C	D
LP MDA	1860-1	605 (700-1)	1860-1¼ 605 (700-1¼)	NA
LNAV MDA	2040-1 785 (800-1)	2040-1¼ 785 (800-1¼)	2040-2½ 785 (800-2½)	NA
CIRCLING	2180-1¼	925 (1000-1¼)	2320-3 1065 (1100-3)	NA

ROGERSVILLE, TENNESSEE
Orig-A 15JUN23

36°27'N-82°53'W

HAWKINS COUNTY (RVN)

RNAV (GPS) RWY 7

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

RUSSELLVILLE, KENTUCKY

AL-6609 (FAA)

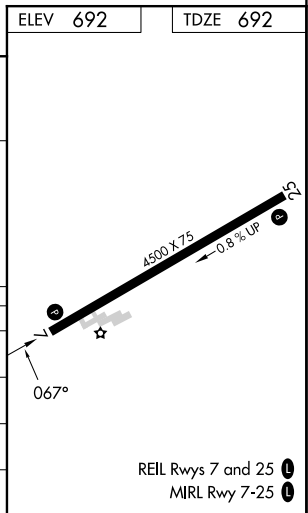
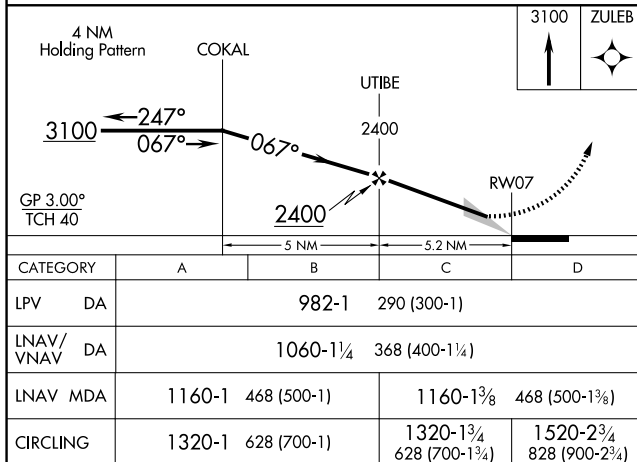
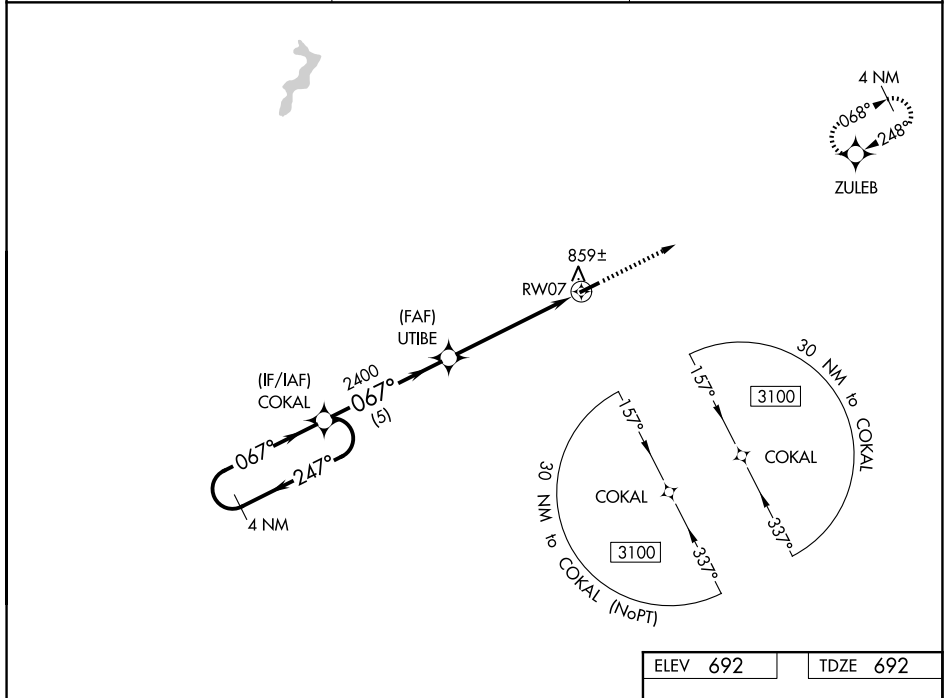
26022

WAAS CH 50431 W07A	APP CRS 067°	Rwy Ldg TDZE Apt Elev	4500 692 692
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RNAV (GPS) RWY 7
RUSSELLVILLE-LOGAN COUNTY (4M7)

NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Circling Rwy 25 NA at night.	MISSED APPROACH: Climb to 3100 direct ZULEB and hold.
--	---

M91 AWOS-3 120.675	MEMPHIS CENTER 133.85 285.5	UNICOM 122.7 (CTAF) 0
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RUSSELLVILLE, KENTUCKY

Amdt 1 07DEC17

36°48'N-86°49'W

RUSSELLVILLE-LOGAN COUNTY (4M7)

RNAV (GPS) RWY 7

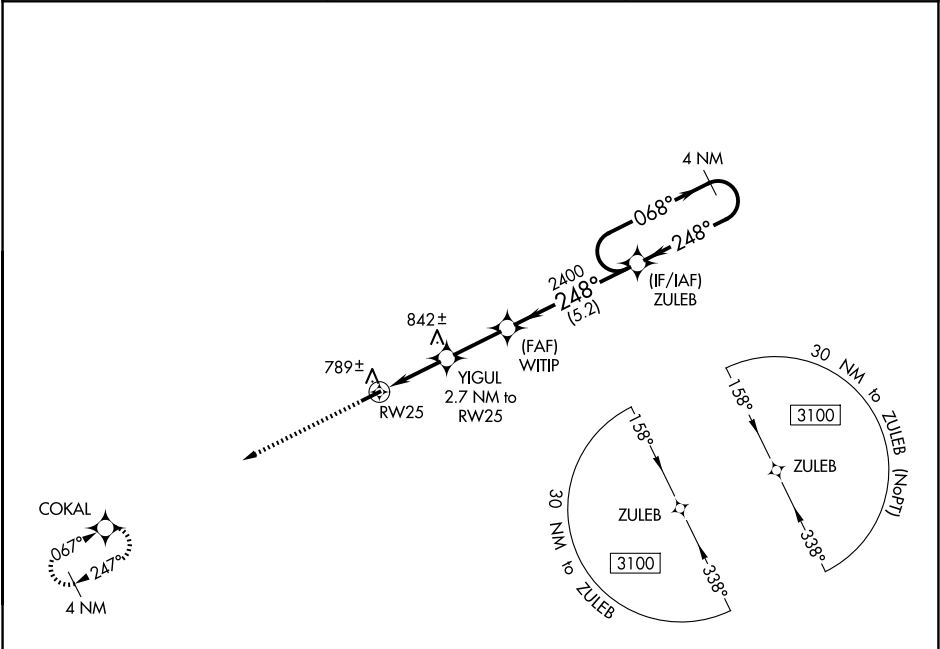
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90431 W25A	APP CRS 248°	Rwy Ldg TDZE 681 Apt Elev 692	4500 681 692	RNAV (GPS) RWY 25 RUSSELLVILLE-LOGAN COUNTY (4M7)
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NA Baro-VNAV NA, DME/DME RNP-0.3 NA. Use Springfield altimeter setting. Rwy 25 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 25 NA at night, Circling Rwy 25 NA at night. MISSED APPROACH: Climb to 3100 direct COKAL and hold.

M91 AWOS-3 120.675	MEMPHIS CENTER 133.85 285.5	UNICOM 122.7 (CTAF) 0
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ELEV 692

TDZE 681

3100

COKAL

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.00/TCH 43).

4 NM Holding Pattern

ZULEB

068°

248°

3100

GP 3.10°
TCH 56

248°

4500 X 75

0.8 % UP

25

REIL Rwys 7 and 25

MIRL Rwy 7-25

*LNAV only

WITIP

2400

YIGUL
2.7 NM to
RW25

1600*

2400

2.7 NM

2.4 NM

5.2 NM

CATEGORY

A

B

C

D

LPV DA

985-1

304 (300-1)

LNAV/VNAV DA

1001-1½

320 (400-1½)

LNAV MDA

1080-1

399 (400-1)

1080-1½

399 (400-1½)

CIRCLING

1320-1

628 (700-1)

1320-1¾
628 (700-1¾)

1520-2¾
828 (900-2¾)

CLARKSVILLE, TENNESSEE

RNAV (GPS) X RWY 5

APCH CRS	Rwy Idg	5000
047°	TDZE	595
	Arpt Elev	596

(USA)

SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH-GPS

RADAR required for procedure entry.

MISSED APPROACH: Climb to 2400 direct NIXAE and hold.

ATIS	CAMPBELL APP CON/DEP CON	TOWER *	GND CON	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	139.9 285.7	

CAMPBELL 1 MOA, KY

GNSHP

6 NM

HOLD 6000
2400

NIXAE

R3702A
R3702B

R3701A

RW05

When local altimeter
setting not received, use
KHOP altimeter setting.Rwy 05 helicopter
reduction below 3/4
mile not authorized.

CAMPBELL 2 MOA, KY

(FAF)
VUSNY998 2200
045° (6.5)(IF/AF)
OJLUW
180KHOLD 6000
2500

047°

230K

227°

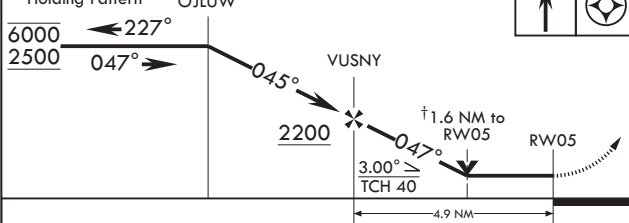
1081

6 NM

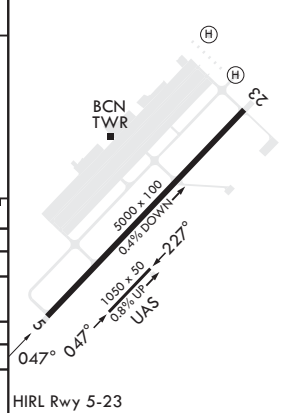
MSA RW05 25 NM

2700

6 NM	† VDP NA with KHOP altimeter setting.	2400	NIXAE	ELEV 596	TDZE 595
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CATEGORY	A	B	C	D
RNAV MDA	1160-1	565 (600-1)	1160-1 $\frac{5}{8}$	565 (600-1 $\frac{5}{8}$)
CIRCLING	1160-1	1220-1	1240-1 $\frac{3}{4}$	1240-2
	565 (600-1)	625 (700-1)	645 (700-1 $\frac{3}{4}$)	645 (700-2)
KHOP ALTIMETER SETTING MINIMUMS				
RNAV MDA	1180-1	585 (600-1)	1180-1 $\frac{3}{4}$	585 (600-1 $\frac{3}{4}$)
CIRCLING	1180-1	1240-1	1260-1 $\frac{3}{4}$	1260-2
	585 (600-1)	645 (700-1)	665 (700-1 $\frac{3}{4}$)	665 (700-2)



CLARKSVILLE, TENNESSEE

36°34'N - 87°29'W

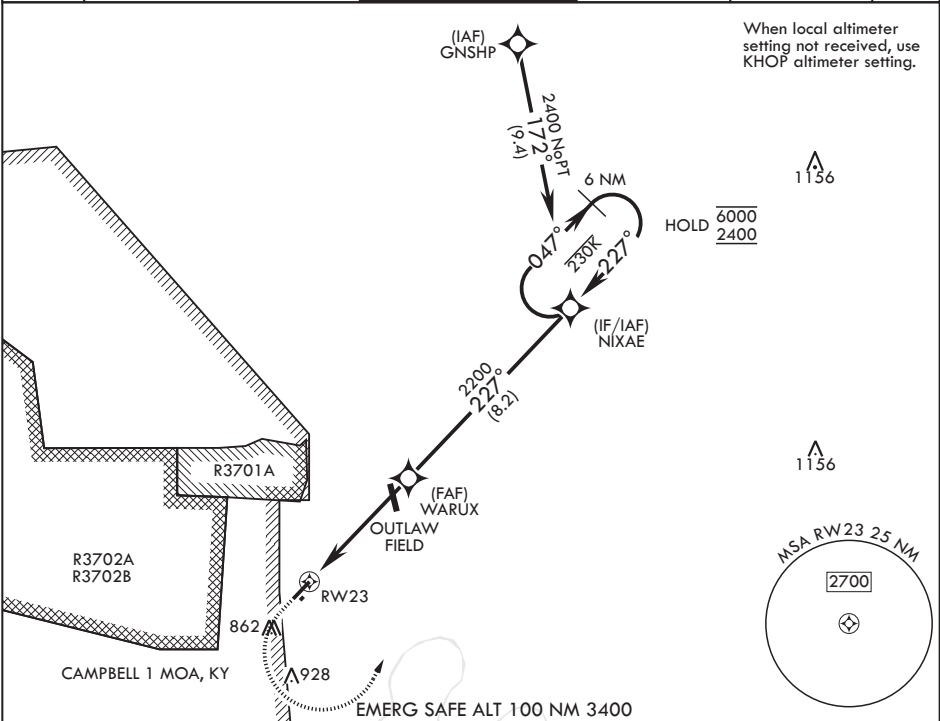
SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 2 14MAY26

RNAV (GPS) X RWY 5

APCH CRS 227°	Rwy Idg 5000 TDZE 587 Arprt Elev 596	(USA)	SABRE AAF (FORT CAMPBELL) (KEOD)
RNP APCH-GPS		MISSED APPROACH: Climb to 1100 then climbing left turn to 2400 direct NIXAE and hold.	
RADAR required for procedure entry.			

ATIS 306.5	CAMPBELL APP CON/DEP CON 134.35 307.025	TOWER * 124.675 (CTAF) 290.45	GND CON 142.975 267.3	EAGLE RADIO 139.9 285.7	ASR
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1100

2400

NIXAE

↑ VDP NA when using KHOP altimeter setting.

WARUX

2200

1.3 NM to RWY 23

≤ 3.00°

TCH 40

5 NM

6 NM Holding Pattern

047°

6000

2400

227°

CATEGORY	A	B	C	D
RNAV MDA	1020-1 433 (500-1)	1020-1 433 (500-1)	1020-1 433 (500-1)	1020-1 433 (500-1)
CIRCLING	1140-1 545 (600-1)	1220-1 625 (700-1)	1240-1 645 (700-1)	1240-2 645 (700-2)

KHOP ALTIMETER SETTING MINIMUMS

RNAV MDA	1040-1 453 (500-1)	1040-1 453 (500-1)	1040-1 453 (500-1)	1040-1 453 (500-1)
CIRCLING	1160-1 565 (600-1)	1240-1 645 (700-1)	1260-1 665 (700-1)	1260-2 665 (700-2)

ELEV 596

TDZE 587

705

BCN TWR 729

5000 x 100

0.8% UP

0.4% UP

047°

1060 x 50

0.8% UP

227°

HIRL Rwy 5-23

CLARKSVILLE, TENNESSEE

COPTER RNAV (GPS) Y RWY 5

APCH CRS	Rwy Idg	5000
047°	TDZE	595
	Arpt Elev	596

[USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH - GPS

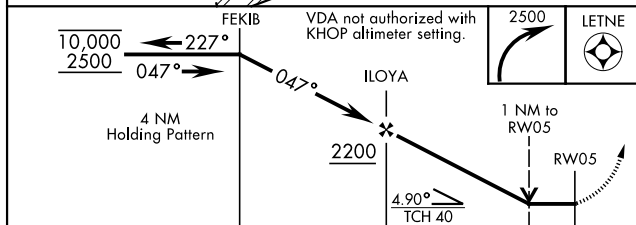
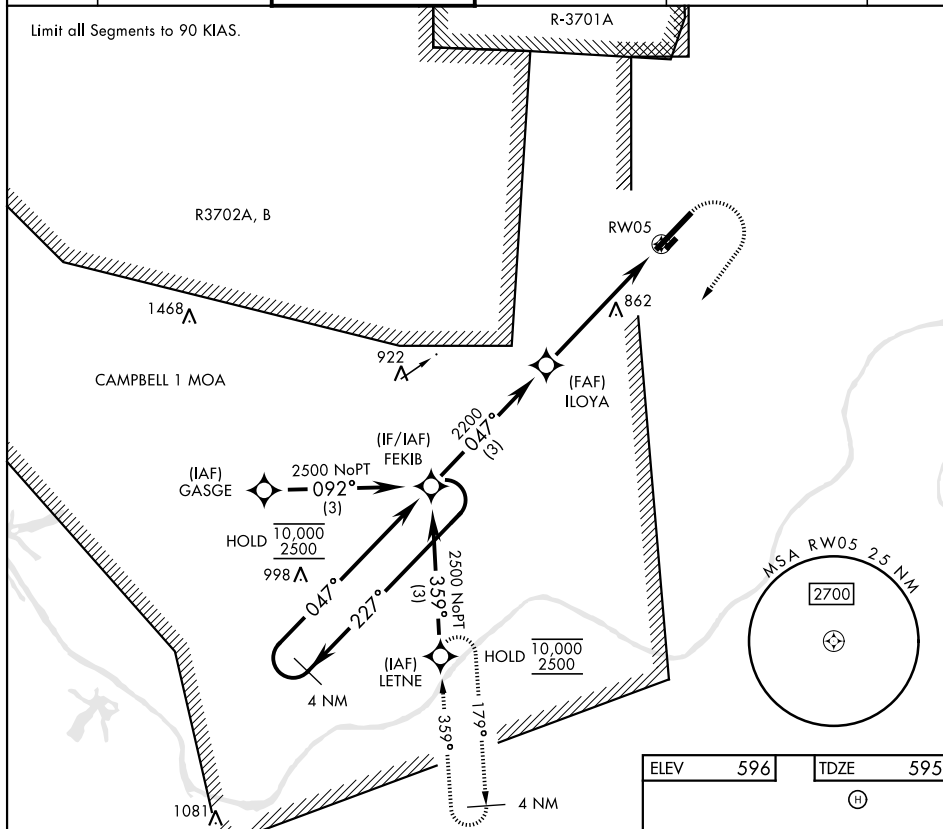
RADAR required

▼ When local altimeter setting not received, use KHOP altimeter setting.

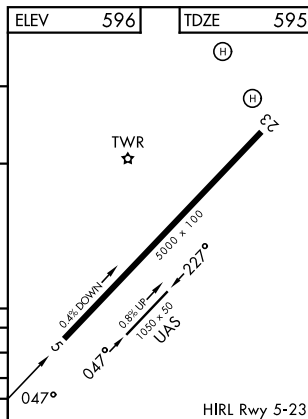
MISSED APPROACH: Climbing right turn to 2500 direct LETNE and hold.

ATIS	CAMPBELL APP CON	TOWER ★	GND CON	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	139.9 285.7	

Limit all Segments to 90 KIAS.



CATEGORY	COPTER		
LNAV MDA	1160-1	565	(600-1)
KHOP ALTIMETER SETTING MINIMUMS			
LNAV MDA	1180-1	585	(600-1)



CLARKSVILLE, TENNESSEE

36°34'N-87°29'W

SABRE AAF (FORT CAMPBELL) (KEOD)

Amdt 4 06AUG26

COPTER RNAV (GPS) Y RWY 5

SE-1, 03 SEP 2026 to 29 OCT 2026

COPTER RNAV (GPS) Y RWY 23

APCH CRS	Rwy Idg	5000
227°	THRE	573
	Arpt Elev	596

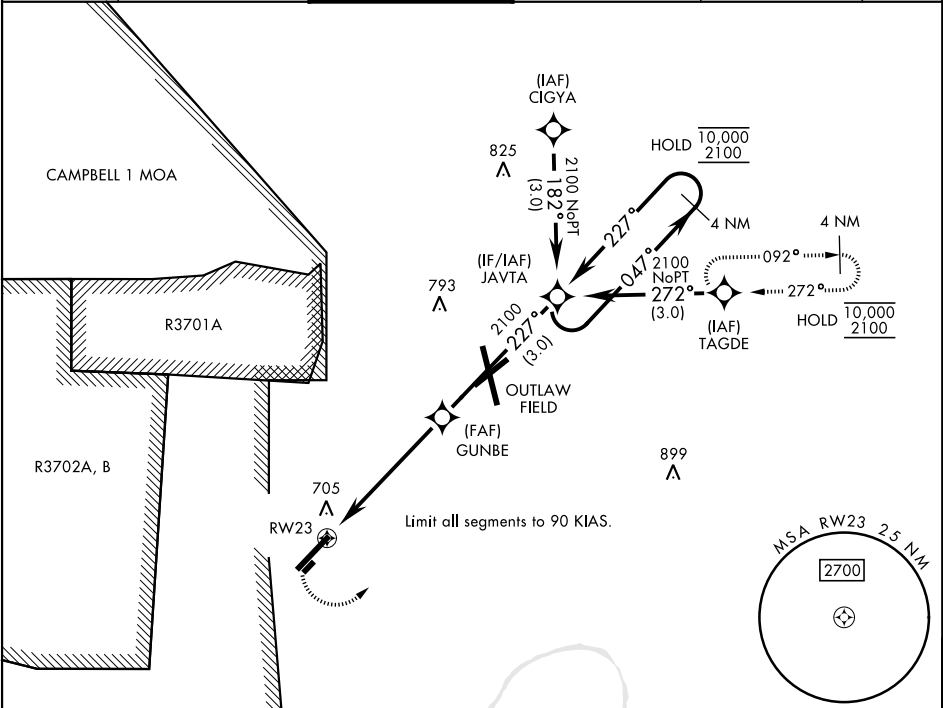
[USA]

SABRE AAF (FORT CAMPBELL) (KEOD)

RNP APCH - GPS
RADAR required
▼ When local altimeter setting not received, use KHOP altimeter setting.

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

ATIS	CAMPBELL APP CON	TOWER ★	GND CON	EAGLE RADIO	ASR
306.5	134.35 307.025	124.675 (CTAF) 290.45	142.975 267.3	139.9 285.7	

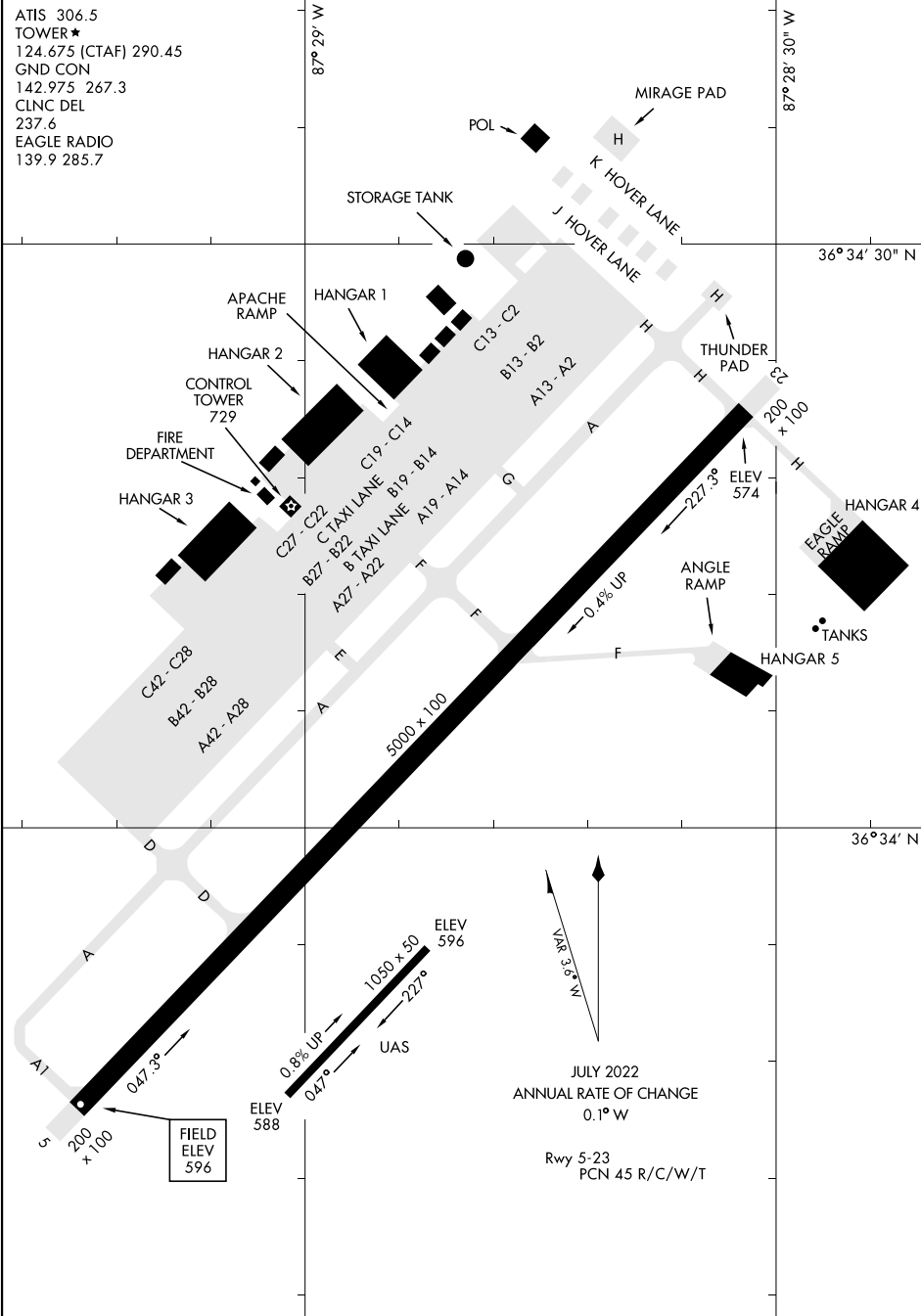


CATEGORY	COPTER		
LNAV MDA	1020-1	433	(500-1)
WITH KHOP ALTIMETER SETTING			
LNAV MDA	1040-1	453	(500-1)
HIRL Rwy 5-23			

COPTER RNAV (GPS) Y RWY 23

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 58212 W01A	APP CRS 009°	Rwy Idg 5002 TDZE 473 Apt Elev 473
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RNAV (GPS) RWY 1

SAVANNAH-HARDIN COUNTY (SNH)

RNP APCH - GPS.

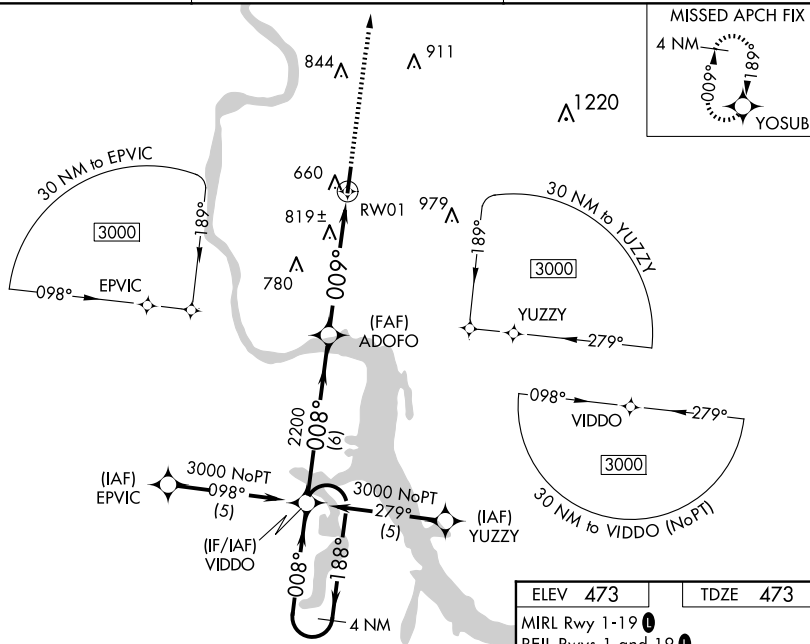
T
A NA

Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 1 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Muscle Shoals, AL altimeter setting and increase all DA 102 feet and all MDA 120 feet and increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¼ mile, Circling Cat B visibility ¼ mile and Circling Cat C visibility ½ mile. VDP NA when use Muscle Shoals altimeter setting.

MISSED APPROACH.
Climb to 3000 direct
YOSUB and hold.

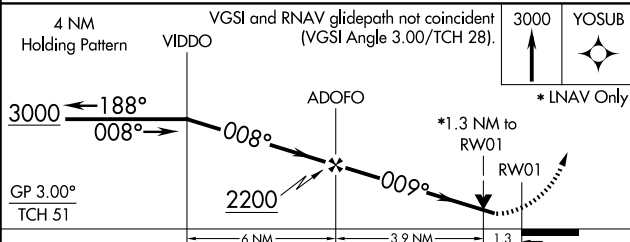
AWOS-3
133.925

MEMPHIS CENTER
124.35 318.1

CTAF
122.8 L

ELEV 473		TDZE 473
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MIRL Rwy 1-19 **L**
REIL Rwy 1 and



CATEGORY	A	B	C	D
LPV DA	845-1¼	372 (400-1¼)		NA
INAV/ VNAV DA	1188-2½	715 (800-2½)		NA
INAV MDA	1080-1	607 (700-1)	1080-1¾ 607 (700-1¾)	NA
CIRCLING	1100-1	627 (700-1)	1140-1¾ 667 (700-1¾)	NA

SAVANNAH, TENNESSEE

AL-5771 (FAA)

25051

WAAS CH 42912 W19A	APP CRS 189°	Rwy Idg 5002 TDZE 467 Apt Elev 473
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RNAV (GPS) RWY 19

SAVANNAH-HARDIN COUNTY (SNH)

RNP APCH - GPS.

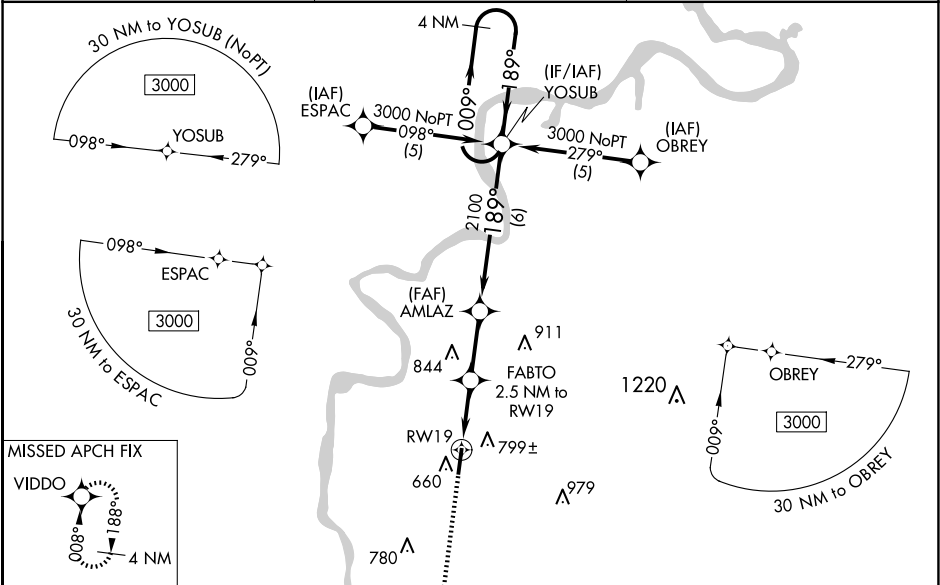
▼

▲ NA

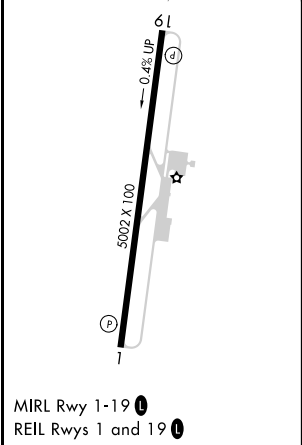
Baro-VNAV NA when using Muscle Shoals altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received use Muscle Shoals, AL altimeter setting: increase LPV DA to 976 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1102 feet and all visibilities ¼ SM; increase all MDA 120 feet and visibility LNAV and Circling Cat C ½ SM. Circling Rwy 1 NA at night.

MISSED APPROACH:
Climb to 3000 direct
VIDDO and hold.

AWOS-3 133.925	MEMPHIS CENTER 124.35 318.1	CTAF 122.8 0
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ELEV 473	TDZE 467
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3000				VIDDO	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 31).				YOSUB	4 NM	Holding Pattern
* LNAV Only					FABTO 2.5 NM to RW19	AMLAZ					
RW19					*1280				2100		GP 3.00° TCH 35
					2.5 NM	2.5 NM		6 NM			
CATEGORY	A		B		C		D				
LPV DA	873-1½		406 (400-1½)						NA		
LNAV/VNAV DA	999-2		532 (600-2)						NA		
LNAV MDA	1060-1		593 (600-1)		1060-1½		593 (600-1½)		NA		
CIRCLING	1100-1		627 (700-1)		1140-1¾		667 (700-1¾)		NA		

SAVANNAH, TENNESSEE
Orig-B 26DEC24

35°10'N-88°13'W

SAVANNAH-HARDIN COUNTY (SNH)

RNAV (GPS) RWY 19

SE-1, 03 SEP 2026 to 29 OCT 2026

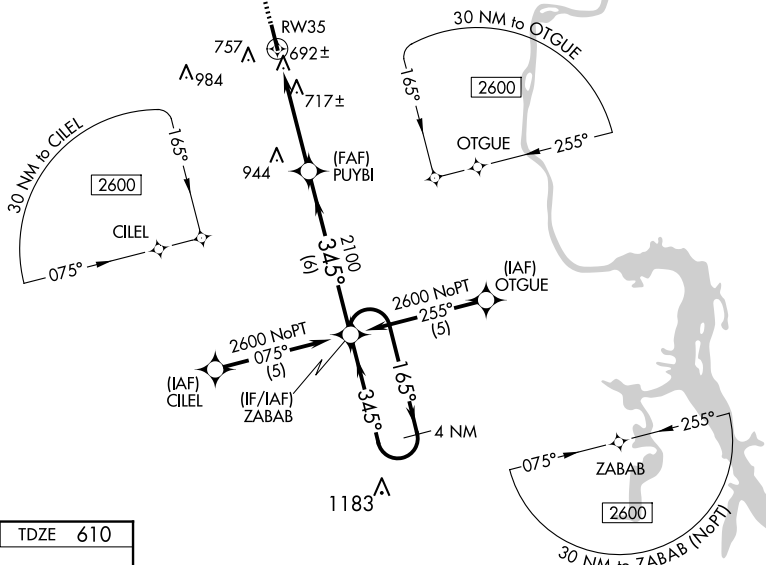
SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 35
ROBERT SIBLEY (SZY)

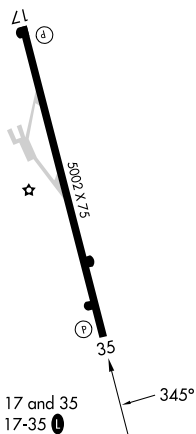
MISSED APPROACH:
Climb to 2600 direct
YIPUB and hold.

UN|COM

122.7 (CTAF) L



TDZE 610

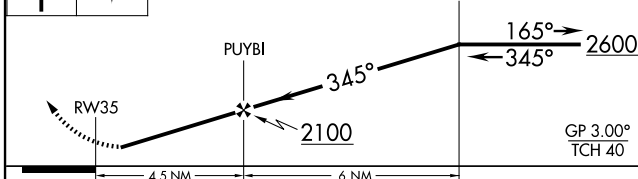


MIRL Rwy 17-35 (

2600	YIPUB
------	-------

VGSI and RNAV glidepath not coincident
(VGSI Angle 4.00°/TCH 29). 7

ent 4 NM
ZABAB Holding Pattern



CATEGORY	A	B	C	D
LPV DA	944-1¼ 334 (400-1¼)			
LNAV/ VNAV DA	986-1¼ 376 (400-1¼)			
LNAV MDA	980-1 370 (400-1)			980-1¼ 370 (400-1¼)
CIRCLING	1060-1 450 (500-1)	1080-1 470 (500-1)	1080-1½ 470 (500-1½)	1300-2¼ 690 (700-2¼)

Orig-B 06OCT22

ROBERT SIBLEY (SZY)

35°12'N-88°30'W

RNAV (GPS) RWY 35

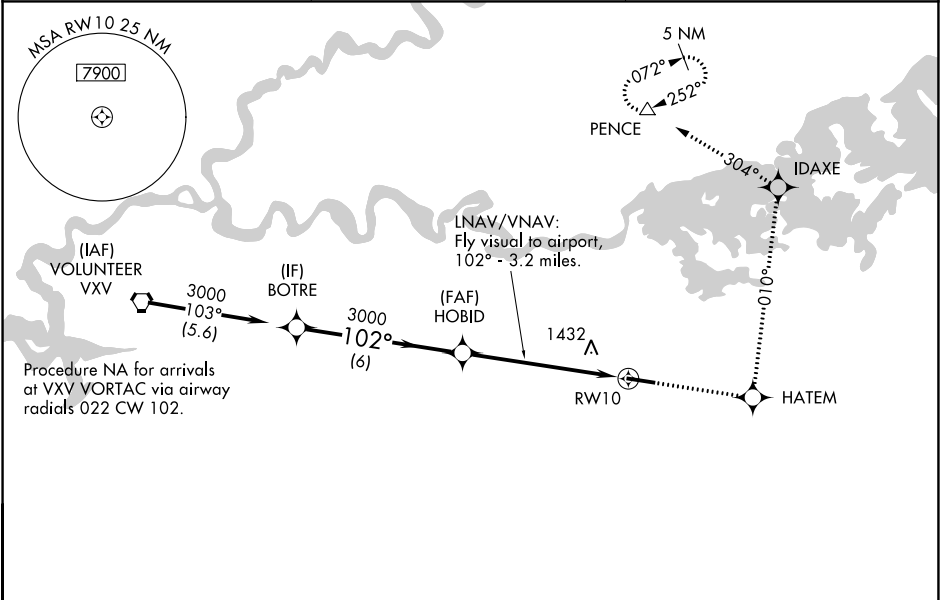
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 99510 W10A	APP CRS 102°	Rwy Ldg TDZE Apt Elev	5506 1014 1014
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RNAV (GPS) RWY 10
GATLINBURG-PIGEON FORGE (GKT)

RNP APCH - GPS.		MISSED APPROACH: Climb to 4000 direct HATEM and via 010° track to IDAXE and via 304° track to PENCE and hold.
⚠ LNAV/VNAV NA when using Mc Ghee Tyson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 47°C. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Mc Ghee Tyson altimeter setting; increase LPV DA to 1425 feet, and all visibilities 1/2 SM; increase all MDAs 60 feet and Circling visibility Cat A 1/4 SM. Circling to Rwy 28 NA at night. Procedure NA at night.		

AWOS-3 126.875	KNOXVILLE APP CON 132.8 360.8	UNICOM 123.0 (CTAF) 0
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/ TCH 33).		4000	HATEM	IDAXE	PENCE
Procedure Turn NA		↑	tr 010°	tr 304°	△
GP 3.00° TCH 45		3000	3000	1432	1432
6 NM		6 NM	6 NM	6 NM	6 NM
CATEGORY	A	B	C	D	
LPV DA	1371-1 1/4		357 (400-1 1/4)		
LNAV/ VNAV	2013-2 999 (1000-2)		2013-3 999 (1000-3)		
LNAV MDA	1800-1 786 (800-1)	1800-1 1/4 786 (800-1 1/4)	1800-2 1/4 786 (800-2 1/4)	1800-2 1/2 786 (800-2 1/2)	
CIRCLING	1800-1 786 (800-1)	1880-1 1/4 866 (900-1 1/4)	2040-3 1026 (1100-3)	2680-3 1666 (1700-3)	

ELEV 1014 TDZE 1014

REIL Rwy 10 and 28 0
MIRL Rwy 10-28 0

SEVIERVILLE, TENNESSEE

AL-6006 (FAA)

26246

VORTAC VXV 116.4 Chan 111	APP CRS 102°	Rwy Ldg TDZE Apt Elev	5506 1014 1014
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VOR/DME RWY 10

GATLINBURG-PIGEON FORGE (GKT)

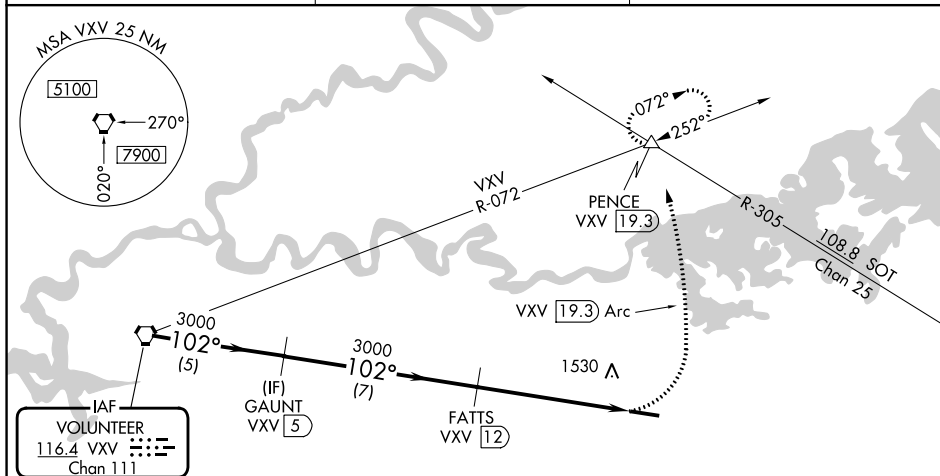
Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Mc Ghee Tyson altimeter setting and increase all MDAs 60 feet and S-10 visibility Cat A ¼ SM.

MISSED APPROACH: Climbing left turn to 4000 on VXV VORTAC 19.3 DME CCW Arc to PENCE INT/VXV 19.3 DME and hold, continue climb-in-hold to 4000.

AWOS-3
126.875

KNOXVILLE APP CON
132.8 360.8

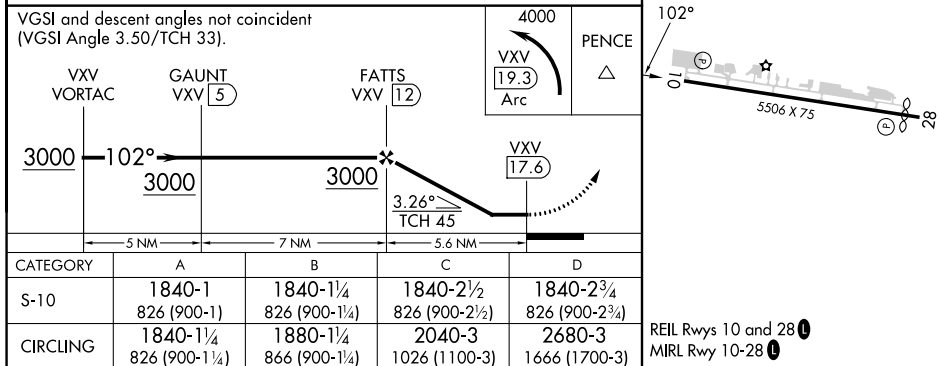
UNICOM
123.0 (CTAF) 0



Procedure NA for arrivals on VXV VORTAC
airway radials 053 CW 102 (westbound).

ELEV 1014 TDZE 1014

VGSI and descent angles not coincident
(VGSI Angle 3.50/TCH 33).



SEVIERVILLE, TENNESSEE
Amdt 6B 03SEP26

35°51'N-83°32'W

GATLINBURG-PIGEON FORGE (GKT)
VOR/DME RWY 10

SE-1, 03 SEP 2026 to 29 OCT 2026

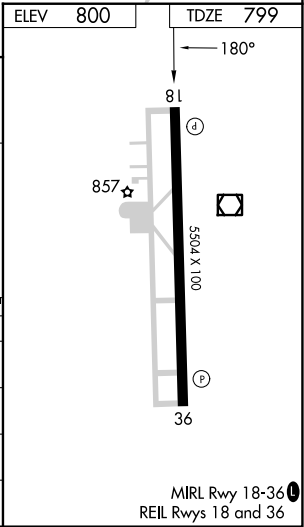
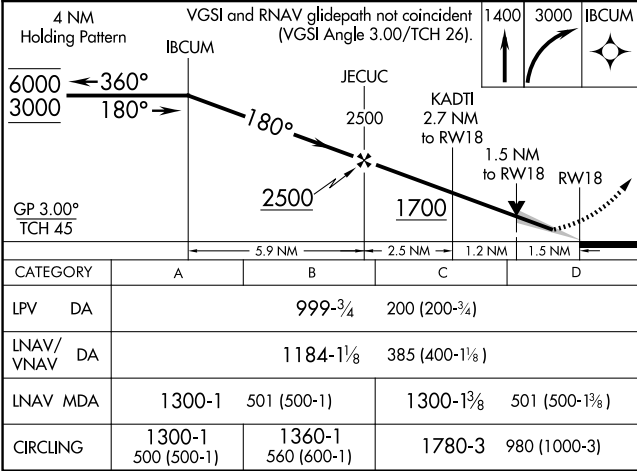
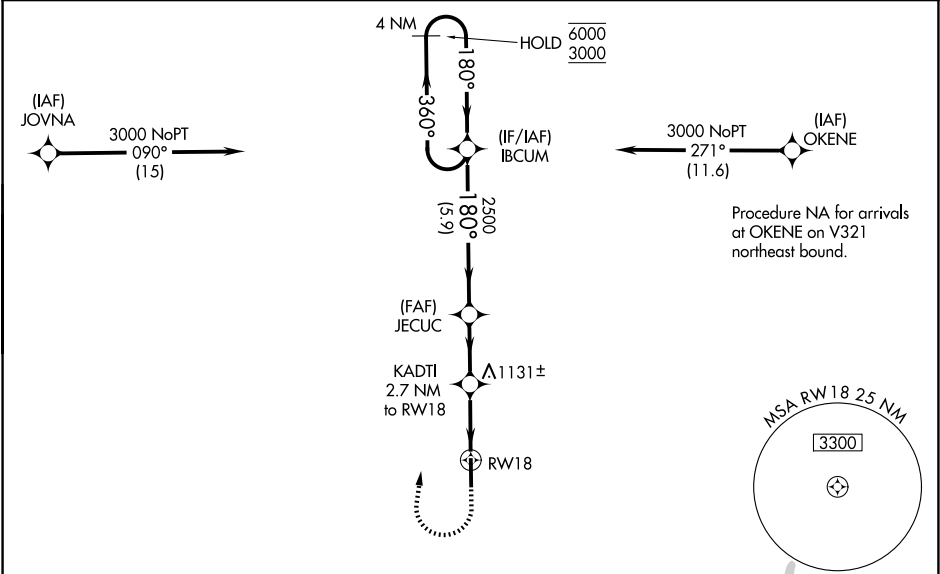
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 50407 W18A	APP CRS 180°	Rwy Ldg TDZE Apt Elev	5504 799 800
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RNAV (GPS) RWY 18

BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct IBCUM and hold.
AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SHELBYVILLE, TENNESSEE

AL-5299 (FAA)

25219

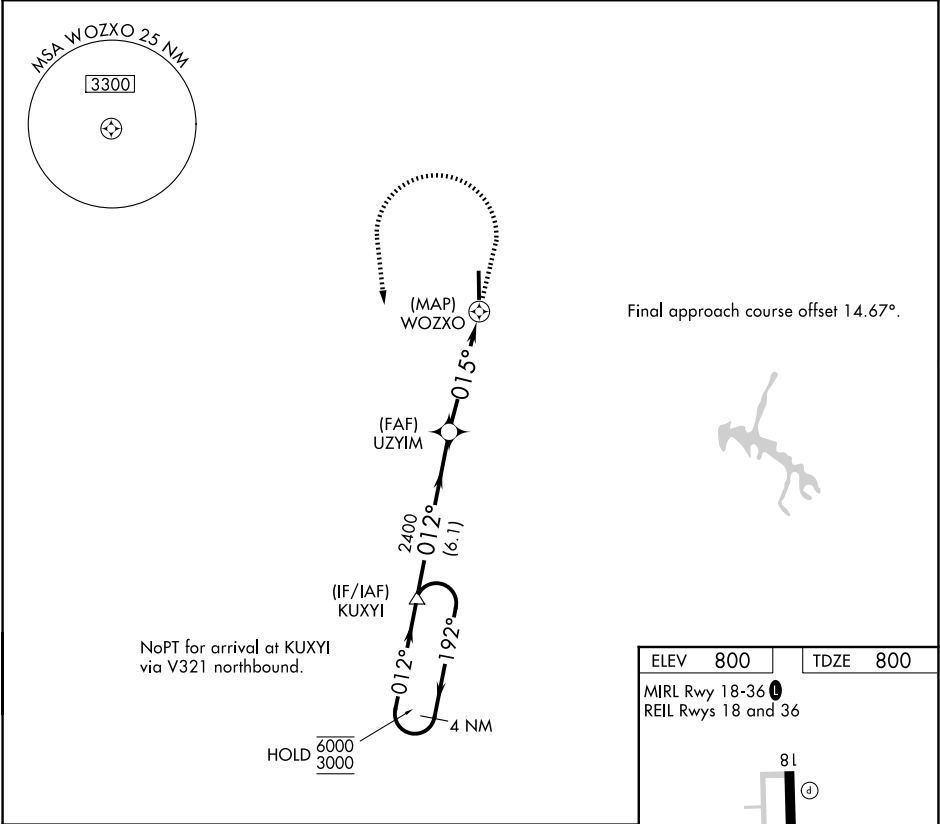
APP CRS	Rwy Ldg	5504
015°	TDZE	800
	Apt Elev	800

RNAV (GPS) Y RWY 36

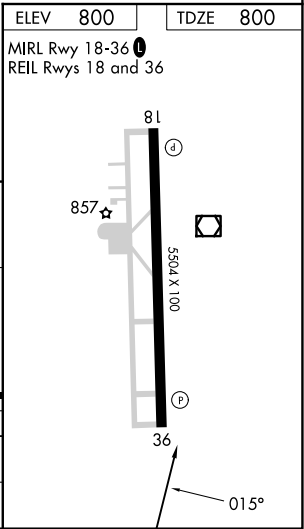
BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNP APCH - GPS.	MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct KUXYI and hold.
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AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0
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4 NM Holding Pattern		VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 30).		1800	3000	KUXYI
6000 ← 192°		KUXYI		UZYIM		0.9 NM to WOZXO
3000 → 012°		012°		3.00° TCH 45		WOZXO
		2400		015°		
		6.1 NM		3.5 NM		0.9 0.5
CATEGORY	A	B	C	D		
LNAV MDA	1260-1	460 (500-1)	1260-1 3/8	460 (500-1 3/8)		
CIRCLING	1260-1 460 (500-1)	1360-1 560 (600-1)	1780-3	980 (1000-3)		



SHELBYVILLE, TENNESSEE
Amdt 1 17APR25

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNAV (GPS) Y RWY 36

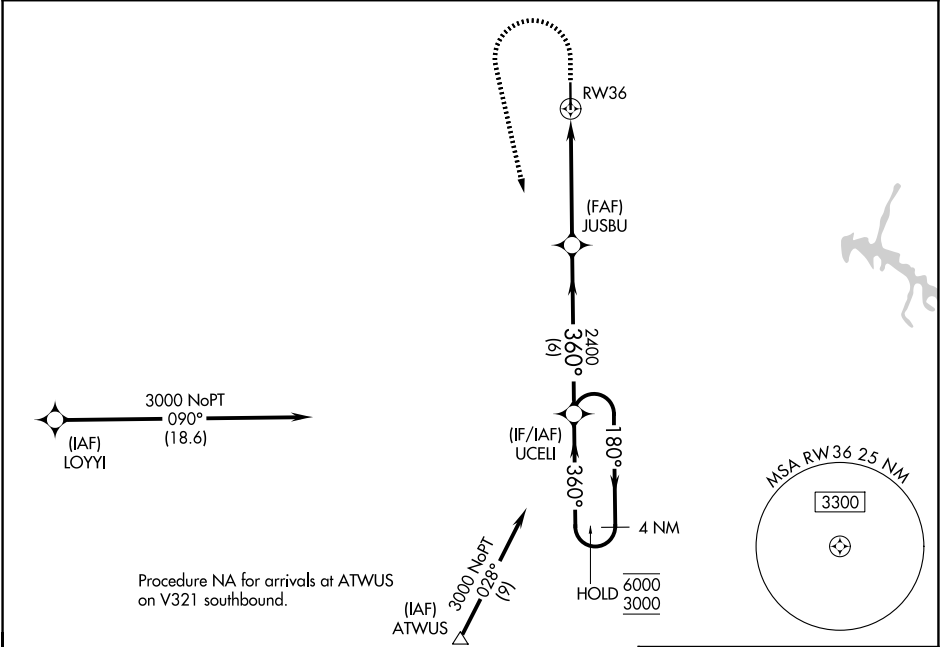
SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 97607 W36A	APP CRS 360°	Rwy Ldg TDZE Apt Elev	5504 800 800
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RNAV (GPS) Z RWY 36
BOMAR FLD/SHELBYVILLE MUNI (SYI)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct UCELL and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.		
AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0



ELEV 800		TDZE 800	
4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).	
6000 ← 180° 3000 → 360°		1800 3000 UCELL	
GP 3.00° TCH 51		JUSBU 2400	
6 NM		1.5 NM to RWY 36	
3.4 NM		RWY 36	
1.5 NM		81	
CATEGORY		857	
LPV DA		5004 X 100	
LNAV/VNAV DA		36	
LNAV MDA		360°	
CIRCLING		MIRL Rwy 18-36 0 REIL Rwy 18 and 36	
A		B	
1000-3/4		200 (200-3/4)	
1211-1 1/8		411 (500-1 1/8)	
1300-1		500 (500-1)	
1300-1		500 (500-1)	
1360-1		500 (500-1)	
1780-3		980 (1000-3)	

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SHELBYVILLE, TENNESSEE

AL-5299 (FAA)

25219

VOR/DME SYI	APP CRS	Rwy Ldg
113.55	160°	5504
Chan 82 (Y)		TDZE 800
		Apt Elev 801

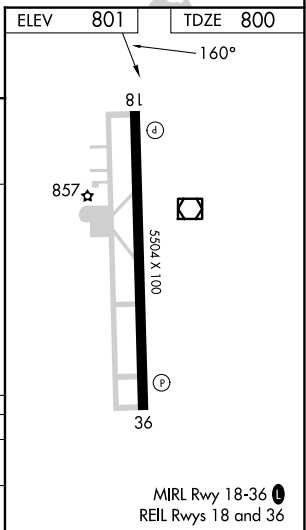
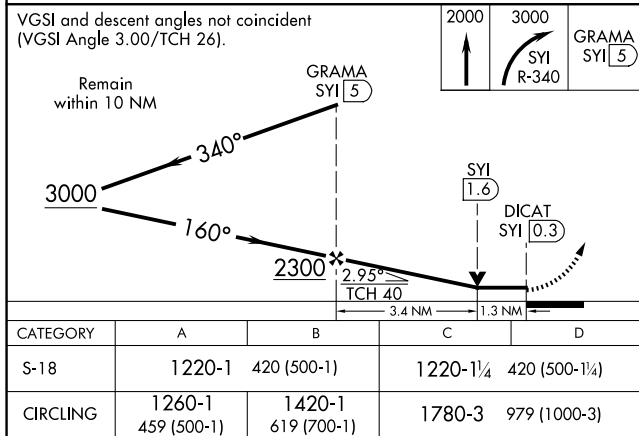
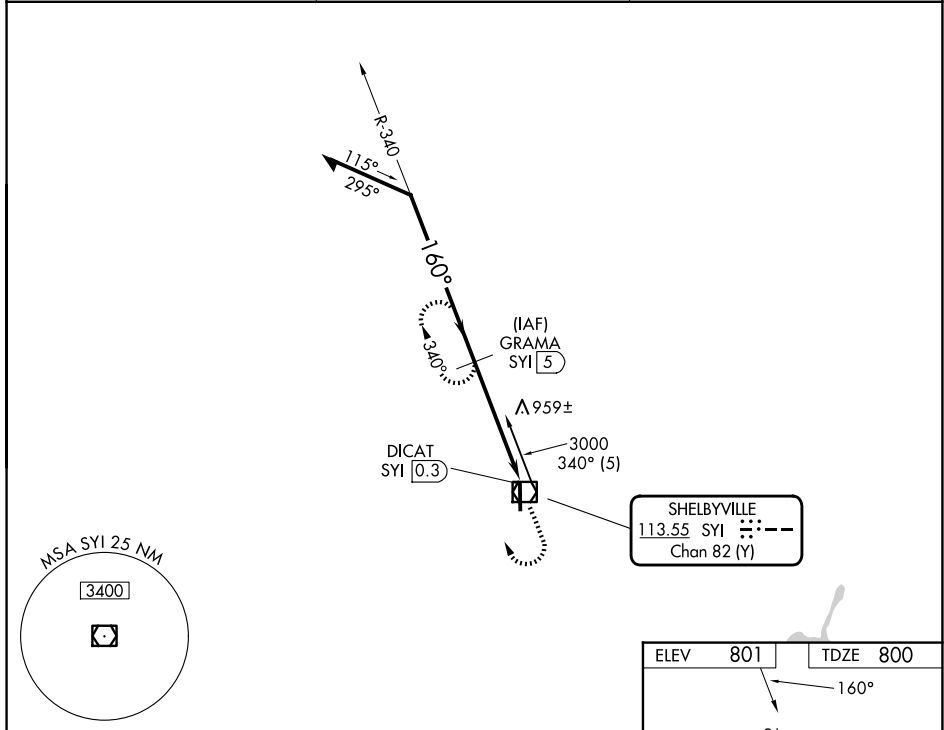
VOR/DME RWY 18

BOMAR FLD/SHELBYVILLE MUNI (SYI)

NA When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDA 80 feet, and increase S-18 Cat C and D visibility 1/8 SM. VDP NA when using Nashville Intl altimeter setting.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 via SYI R-340 to GRAMA/5 DME and hold.

AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0
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SHELBYVILLE, TENNESSEE

Amtd 5A 18JUN20

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)

VOR/DME RWY 18

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

VOR/DME SYI
113.55
Chan **82** (Y)

APP CRS
152°

Rwy Ldg **5504**
TDZE **800**
Apt Elev **801**

VOR RWY 18

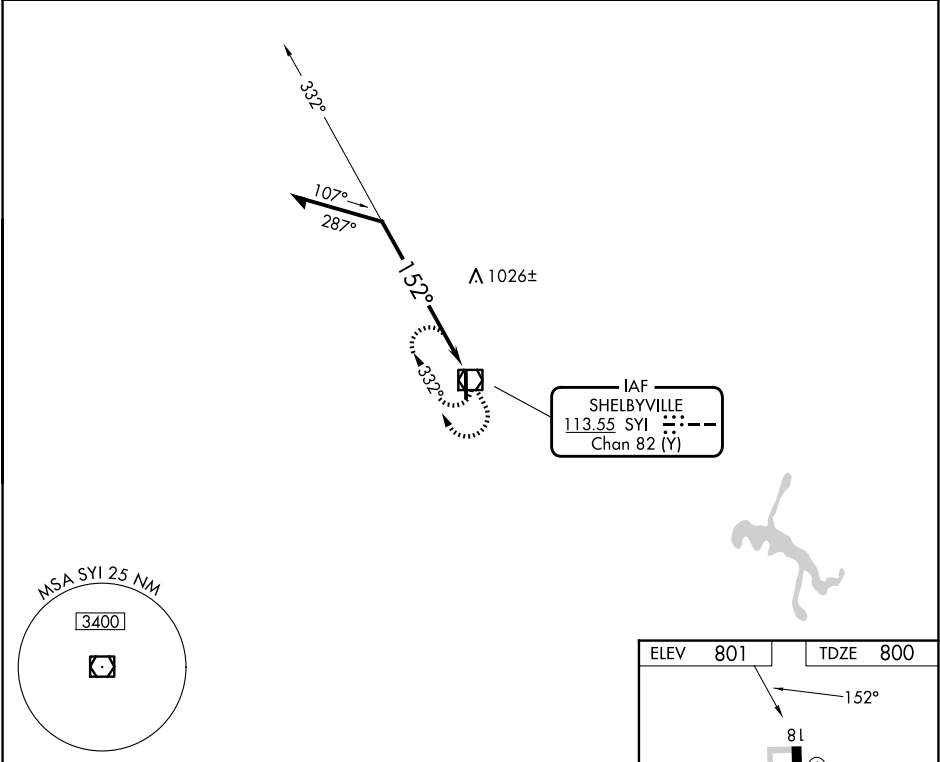
BOMAR FLD/SHELBYVILLE MUNI (SYI)

⚠

When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet and S-18 visibility Cat B/C/D ½ SM, and Circling visibility Cat B ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 in SYI VOR/DME holding pattern.

AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0
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Remain within 10 NM

SYI VOR/DME

3000

332°

152°

3000

SYI

CATEGORY	A	B	C	D
S-18	1500-1	700 (700-1)	1500-2	700 (700-2)
CIRCLING	1500-1	699 (700-1)	1780-3	979 (1000-3)

ELEV 801

TDZE 800

152°

81

857

5504 X 100

36

MIRL Rwy 18-36

REIL Rwys 18 and 36

SHELBYVILLE, TENNESSEE

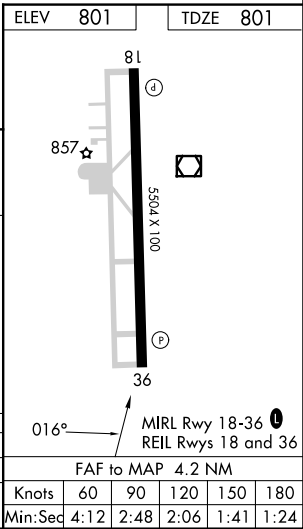
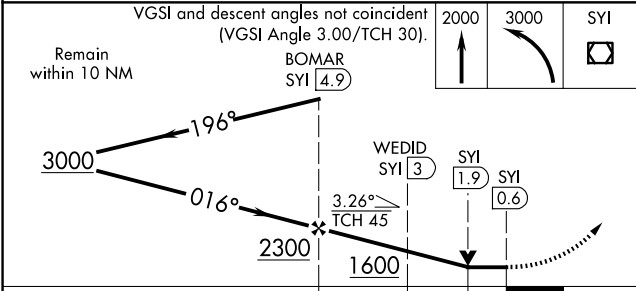
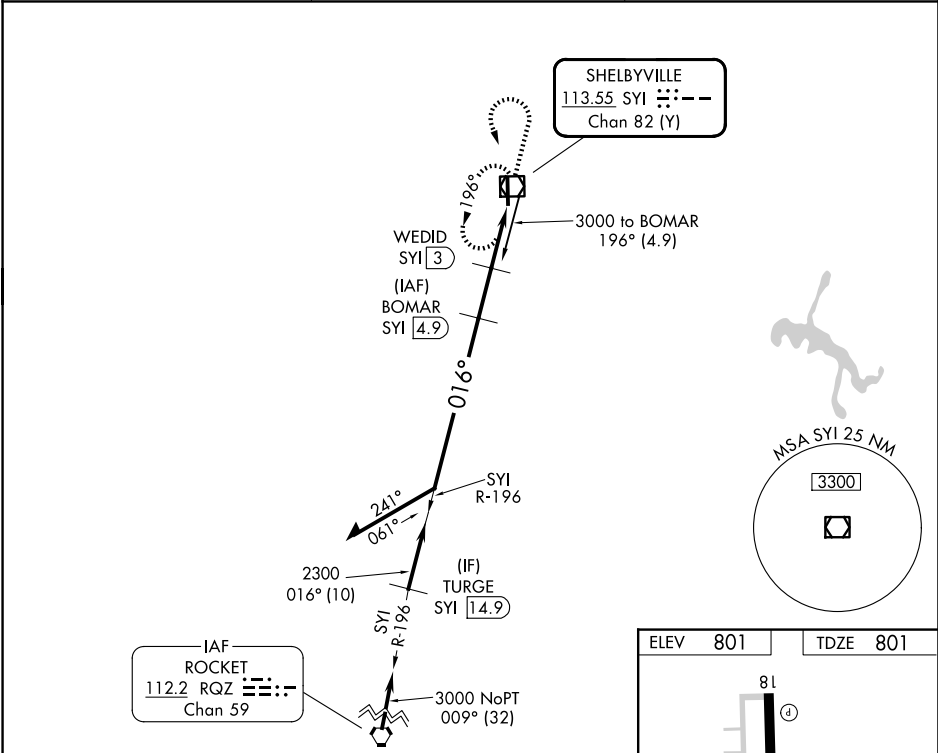
AL-5299 (FAA)

25219

VOR/DME SYI	APP CRS	Rwy Ldg
113.55	016°	5504
Chan 82 (Y)		TDZE 801
		Apt Elev 801

VOR RWY 36
BOMAR FLD/SHELBYVILLE MUNI (SYI)

DME required. When local altimeter setting not received, use Tullahoma altimeter setting and increase all MDAs 80 feet, and S-36 Cat C/D visibility ¼ SM. VDP NA when using Tullahoma altimeter setting.		MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SYI VOR/DME and hold.
AWOS-3 119.275	NASHVILLE APP CON 118.4 360.7	UNICOM 122.8 (CTAF) 0



		←1.9 NM		←1.1		←1.2				016°→		MIRL Rwy 18-36		REIL Rws 18 and 36		
CATEGORY	A	B		C		D										
S-36	1220-1		419 (500-1)		1220-1½		419 (500-1½)		FAF to MAP 4.2 NM							
CIRCLING	1260-1	1420-1		1780-3		979 (1000-3)		Knots	60	90	120	150	180			
	459 (500-1)	619 (700-1)						Min:Sec	4:12	2:48	2:06	1:41	1:24			

SHELBYVILLE, TENNESSEE
Amdt 17 28FEB19

35°34'N-86°27'W

BOMAR FLD/SHELBYVILLE MUNI (SYI)
VOR RWY 36

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

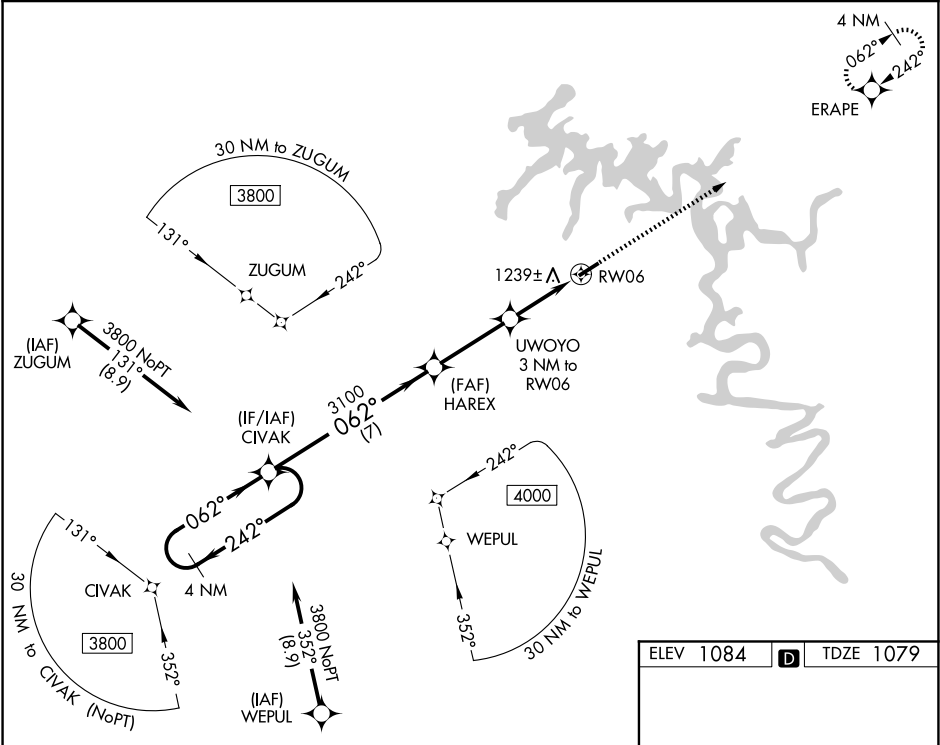
WAAS CH 82433 W06A	APP CRS 062°	Rwy Ldg 4106 TDZE 1079 Apt Elev 1084
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RNAV (GPS) RWY 6

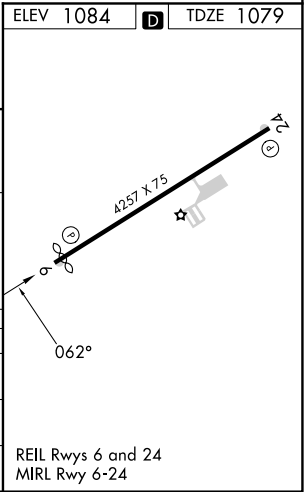
SMITHVILLE MUNI (ØA3)

RNP APCH.	Baro-VNAV NA. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting; when not received, use Tullahoma altimeter setting and increase LPV DA to 1486 feet and all visibilities $\frac{1}{8}$ SM, increase LNAV/VNAV DA to 1645 feet and all visibilities $\frac{1}{4}$ SM, increase all MDA 60 feet and LNAV visibility Cat C $\frac{1}{4}$ SM.	MISSED APPROACH: Climb to 3800 direct ERAPE and hold.
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SRB AWOS-3 128.25	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF)
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4 NM Holding Pattern		VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).		3800	ERAPE
3800 ← 242°		062° →		3100	UWOYO 3 NM to RW06
GP 3.00° TCH 53		3100		2080	RW06
		7 NM		3.2 NM	3 NM
CATEGORY	A	B	C	D	
LPV DA	1433-1 354 (400-1)			NA	
LNAV/VNAV DA	1592-1 $\frac{3}{8}$ 513 (600-1 $\frac{3}{8}$)			NA	
LNAV MDA	1580-1 501 (500-1)			1580-1 $\frac{3}{8}$ 501 (500-1 $\frac{3}{8}$)	



SMITHVILLE, TENNESSEE

AL-6255 (FAA)

25275

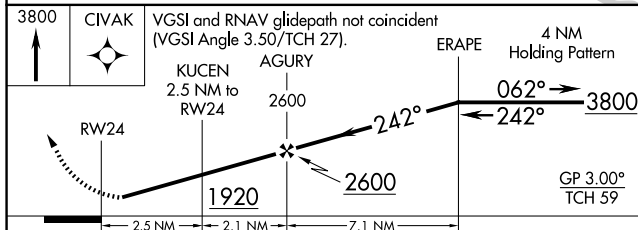
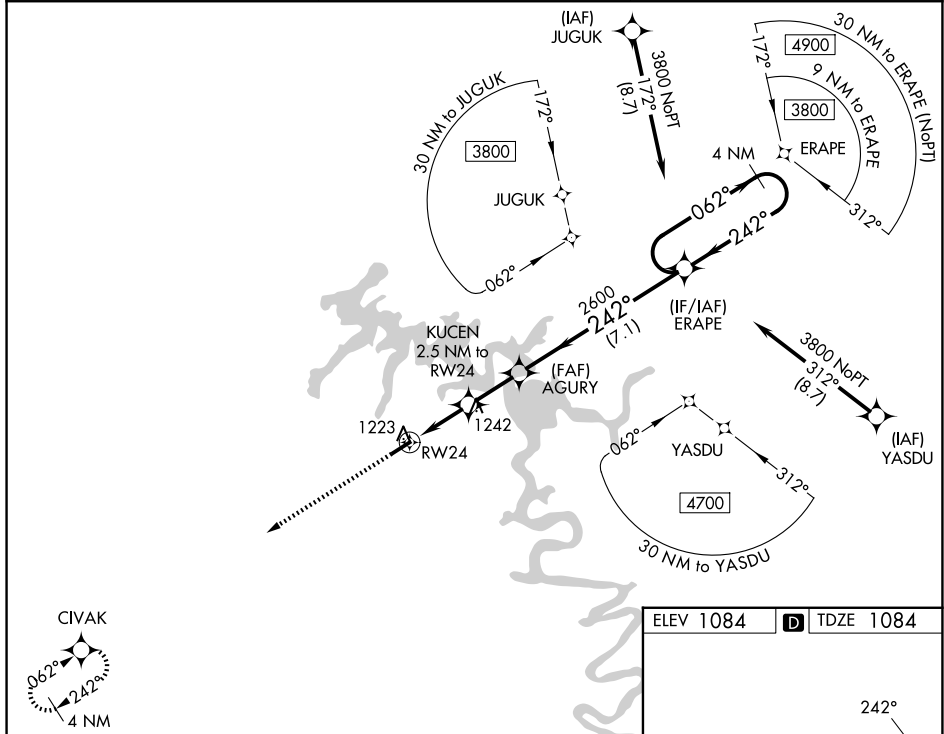
WAAS CH 93527 W24A	APP CRS 242°	Rwy Ldg TDZE Apt Elev	4106 1084 1084
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RNAV (GPS) RWY 24

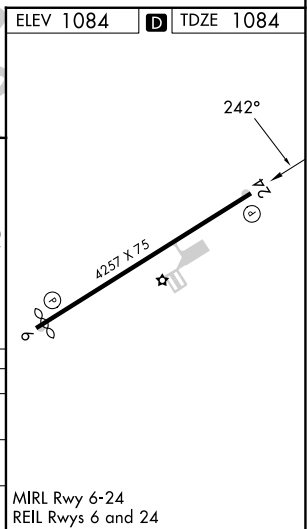
SMITHVILLE MUNI (ØA.3)

RNP APCH.	Baro-VNAV NA. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. Use Sparta altimeter setting, when not received, use Tullahoma altimeter setting and increase LPV DA to 1455 feet; increase LNAV/VNAV DA to 1471 feet and all visibilities ½ SM, increase all MDA 60 feet and LNAV visibility Cat C ½ SM.	MISSED APPROACH: Climb to 3800 direct CIVAK and hold.
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SRB AWOS-3 128.25	MEMPHIS CENTER 128.15 323.125	UNICOM 122.8 (CTAF)
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CATEGORY	A	B	C	D
LPV DA	1402-1	318 (400-1)		NA
LNAV/VNAV DA	1418-1	334 (400-1)		NA
LNAV MDA	1520-1	436 (500-1)	1520-1¼ 436 (500-1¼)	NA



SMITHVILLE, TENNESSEE
Amdt 3C 06OCT22

35°59'N-85°49'W

SMITHVILLE MUNI (ØA.3) RNAV (GPS) RWY 24

SE-1, 03 SEP 2026 to 29 OCT 2026

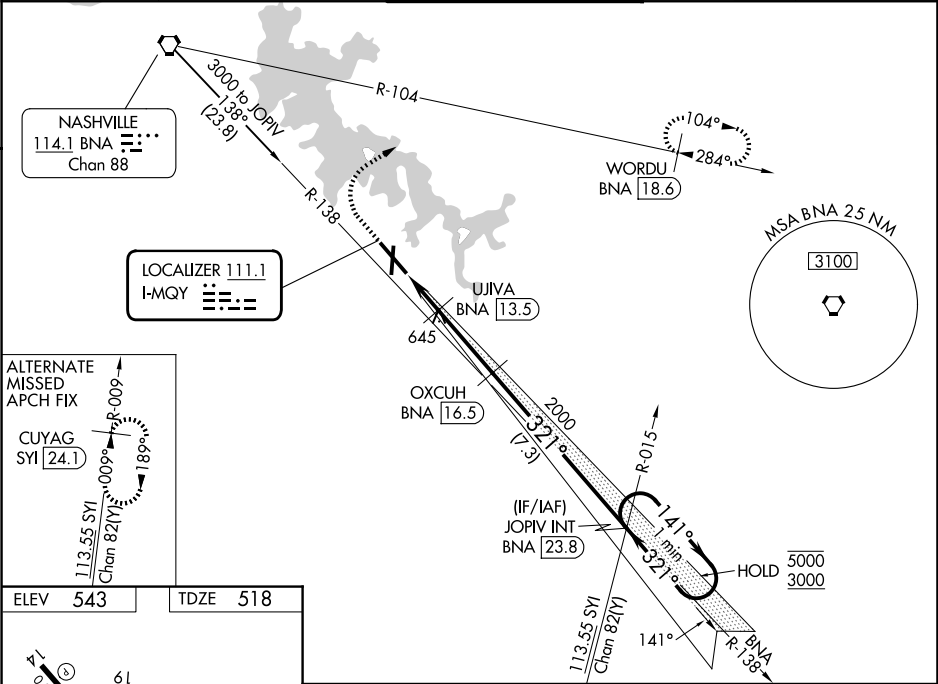
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC I-MQY	APP CRS	Rwy Ldg	8038
111.1	321°	TDZE	518
		Apt Elev	543

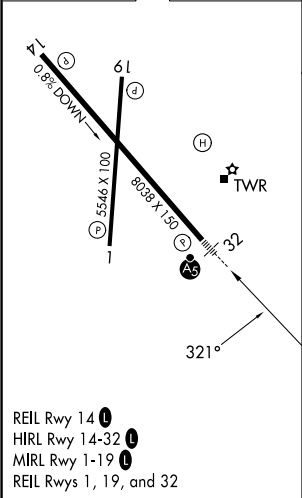
ILS or LOC RWY 32

SMYRNA (MQY)

DME required.		MALSR	MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 060° and on BNA VORTAC R-104 to WORDU/ BNA 18.6 DME and hold.	
▼ ▲ NA	Circling Rwy 14 NA at night. DME from BNA VORTAC, simultaneous reception of I-MQY and BNA DME required. For Inop ALS, increase S-LOC 32 Cats C/D visibility to 1 SM.			
AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	UNICOM 122.95



ELEV	543	TDZE	518
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1500 ↑		3000 hdg 060°	BNA R-104	WORDU BNA 18.6	VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).	
				OXCUH BNA 16.5	JOPIV INT BNA 23.8	One Minute Holding Pattern
			UIJVA BNA 13.5	2000	141° → 5000 ← 321° 3000	
		BNA 11.7	BNA 12.8	1100	321°	GS 2.83° TCH 51
		1 NM 0.8 NM 3 NM 7.3 NM				
CATEGORY	A		B		C	
S-ILS 32			718-½		200 (200-½)	
S-LOC 32	900-½		382 (400-½)		900-⅝ 382 (400-⅝)	
CIRCLING	1100-1 557 (600-1)		1180-1 637 (700-1)		1260-2 717 (800-2)	
					1480-3 937 (1000-3)	

SMYRNA, TENNESSEE

AL-895 (FAA)

26022

WAAS CH 86632 W01A	APP CRS 006°	Rwy Ldg 5546 TDZE 519 Apt Elev 543
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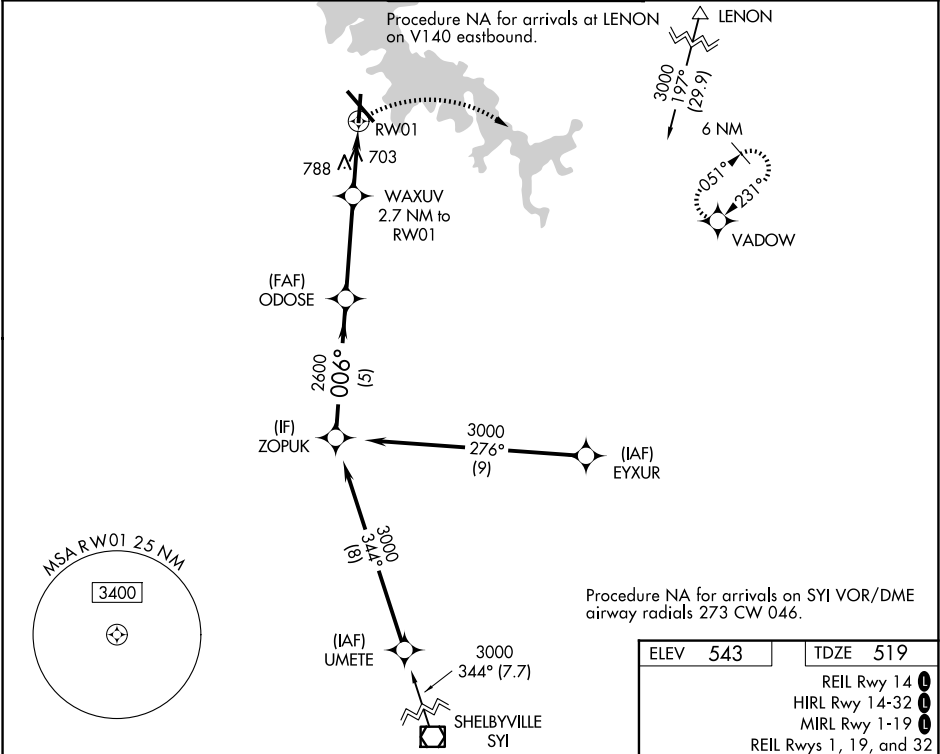
RNAV (GPS) RWY 1

SMYRNA (MQY)

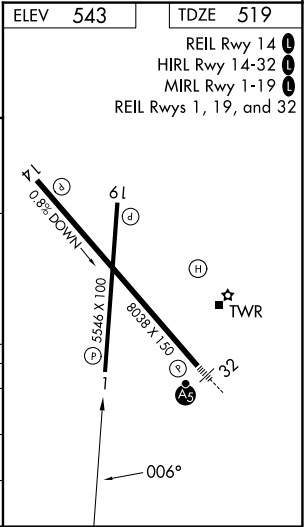
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40.
Helicopter visibility reduction below ¾ SM NA.

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

AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	UNICOM 122.95
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	ZOPUK	ODOSE	WAXUV	RWY 01	VADOW
	3000	2600	1420	1.3 NM to RWY 01	3000
	5 NM	3.7 NM	1.4 NM	1.3	
CATEGORY	A	B	C	D	
LP MDA	960-1	441 (500-1)	960-1 3/8	441 (500-1 3/8)	
LNAV MDA	1100-1	581 (600-1)	1100-1 3/4	581 (600-1 3/4)	
CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)	



SMYRNA, TENNESSEE
Orig-A 21AUG14

36°01'N-86°31'W

SMYRNA (MQY)

RNAV (GPS) RWY 1

SE-1, 03 SEP 2026 to 29 OCT 2026

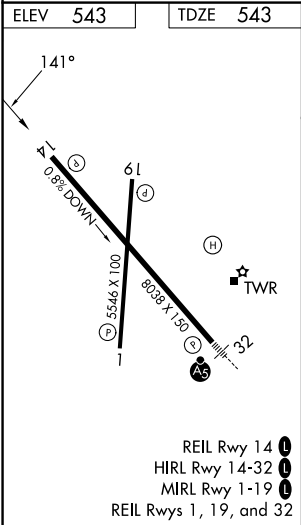
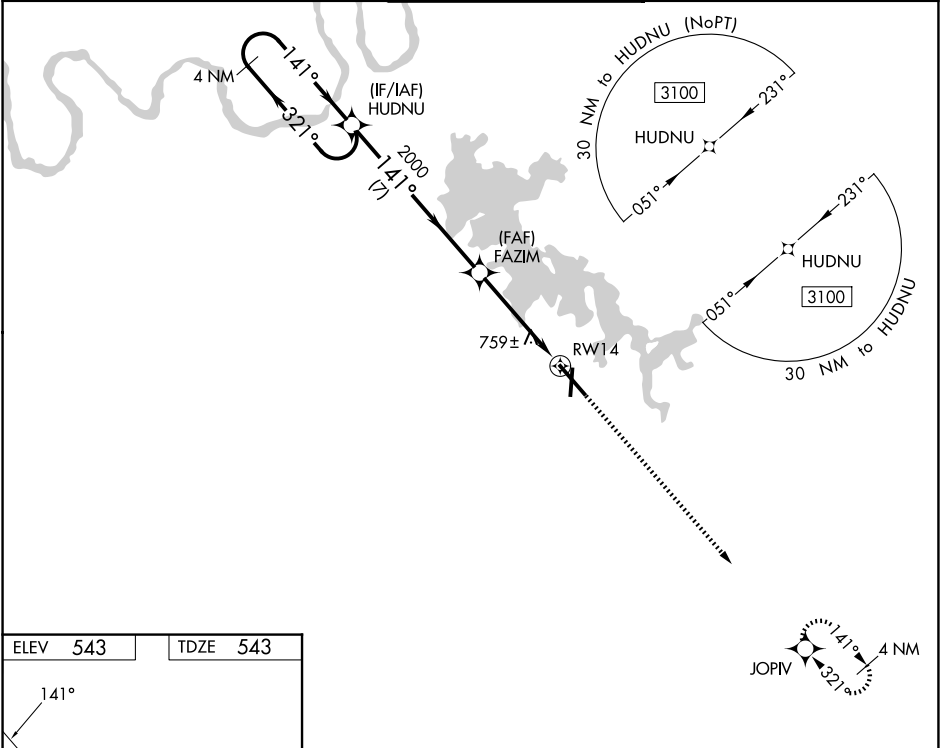
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49036 W14A	APP CRS 141°	Rwy Ldg TDZE 543 Apt Elev 543
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RNAV (GPS) RWY 14

SMYRNA (MQY)

⚠ DME/DME RNP-0.3 NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet; increase LNAV Cat C and D visibility 1/8 mile, and increase Circling Cat C visibility 1/4 mile. VDP NA when using Nashville Intl altimeter setting. Helicopter visibility reduction below 3/4 SM NA.	MISSED APPROACH: Climb to 3000 direct JOPIV and hold.			
AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	UNICOM 122.95



4 NM Holding Pattern		HUDNU	3000	JOPIV
3100		321°	141°	141°
7 NM		3.1 NM	1.3	
CATEGORY	A	B	C	D
LP MDA	1020-1	477 (500-1)	1020-1 ³ / ₈	477 (500-1 ³ / ₈)
LNAV MDA	1040-1	497 (500-1)	1040-1 ³ / ₈	497 (500-1 ³ / ₈)
CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SMYRNA, TENNESSEE

AL-895 (FAA)

26022

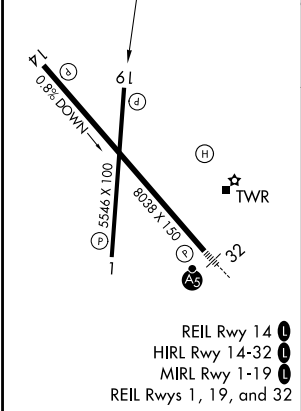
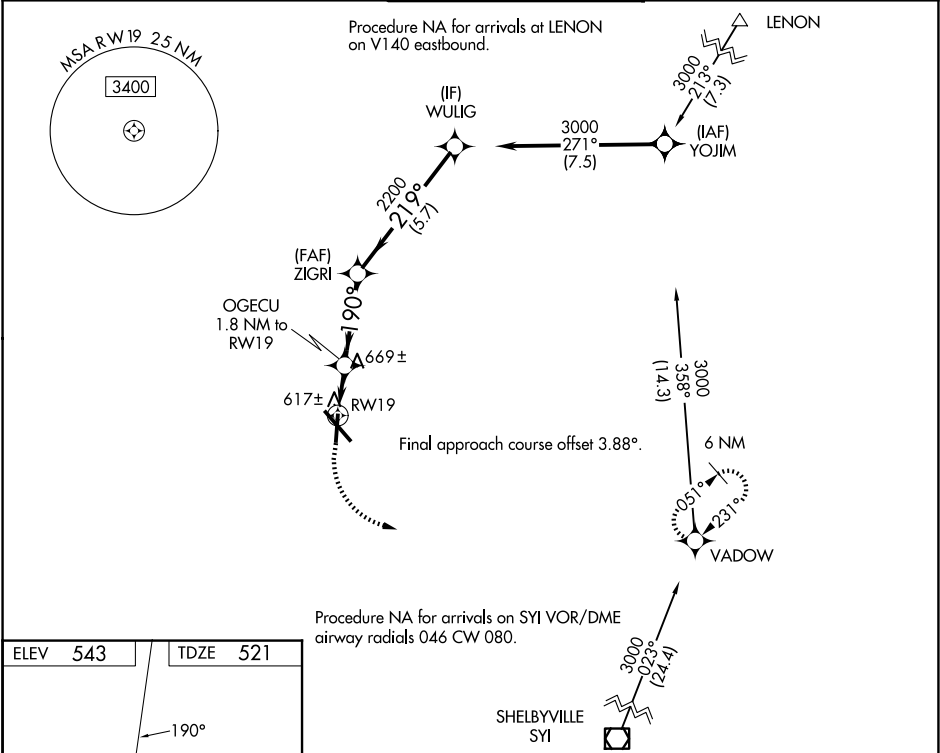
WAAS CH 42932 W19A	APP CRS 190°	Rwy Ldg TDZE Apt Elev	5546 521 543
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RNAV (GPS) RWY 19

SMYRNA (MQY)

⚠ DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 40 feet and increase LP and LNAV Cat C/D visibility ½ mile.	MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct VADOW and hold.
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AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	UNICOM 122.95
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1000	3000	VADOW	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 45).	WULIG
RW19 1.8 NM 3.3 NM 5.7 NM				
CATEGORY	A	B	C	D
LP MDA	880-1 359 (400-1)			
LNAV MDA	920-1	399 (400-1)	920-1½	399 (400-1½)
CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1240-2 697 (700-2)	1480-3 937 (1000-3)

SMYRNA, TENNESSEE
Orig-B 04FEB16

36°01'N-86°31'W

SMYRNA (MQY)

RNAV (GPS) RWY 19

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 93512 W32A	APP CRS 321°	Rwy Ldg 8038 TDZE 518 Apt Elev 543
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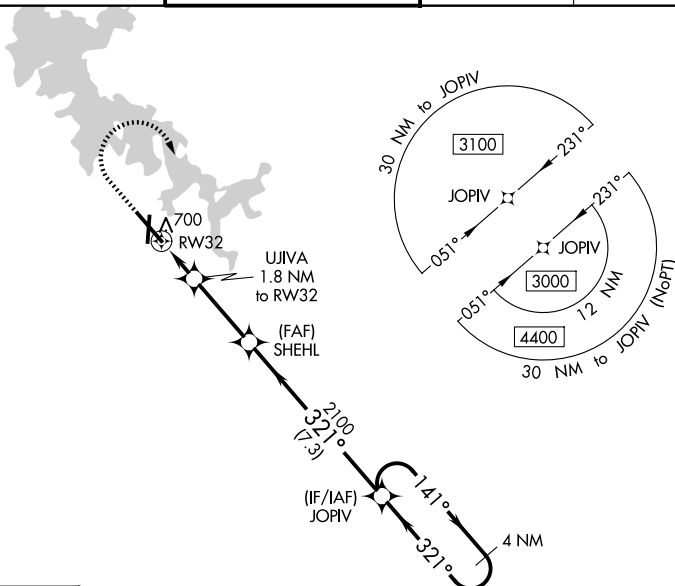
RNAV (GPS) RWY 32
SMYRNA (MQY)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR when using Nashville Intl altimeter setting, increase LNAV/VNAV all Cats visibility to 1½ mile. When local altimeter setting not received, use Nashville Intl altimeter setting and increase LPV DA to 749 feet, LNAV/VNAV DA to 998 feet, and all MDA 40 feet; increase LNAV Cts C/D visibility ½ mile and increase Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Nashville Intl altimeter setting.

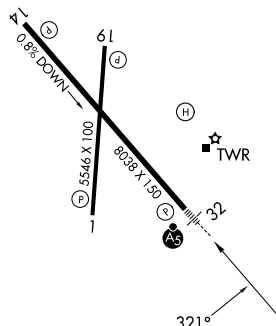


MISSED APPROACH:
Climb to 1500 then
climbing right turn
to 3000 direct JOIV
and hold.

AWOS-3PT 119.125	NASHVILLE APP CON 118.4 360.7	SMYRNA TOWER ★ 118.5 (CTAF) 0 233.1	GND CON 121.4	UNICOM 122.95
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ELEV 543	TDZE 518
REIL Rwy 14 (L)	
HIRL Rwy 14-32 (L)	
MIRL Rwy 1-19 (L)	
REIL Rws 1, 19, and 32	



VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.00/TCH 57).

4 NM Holding Pattern

JOIV

SHEHL

2100

321°

141°

3000

321°

GP 3.00° TCH 51

*1.2 NM to RW32

RW32

1.2 NM

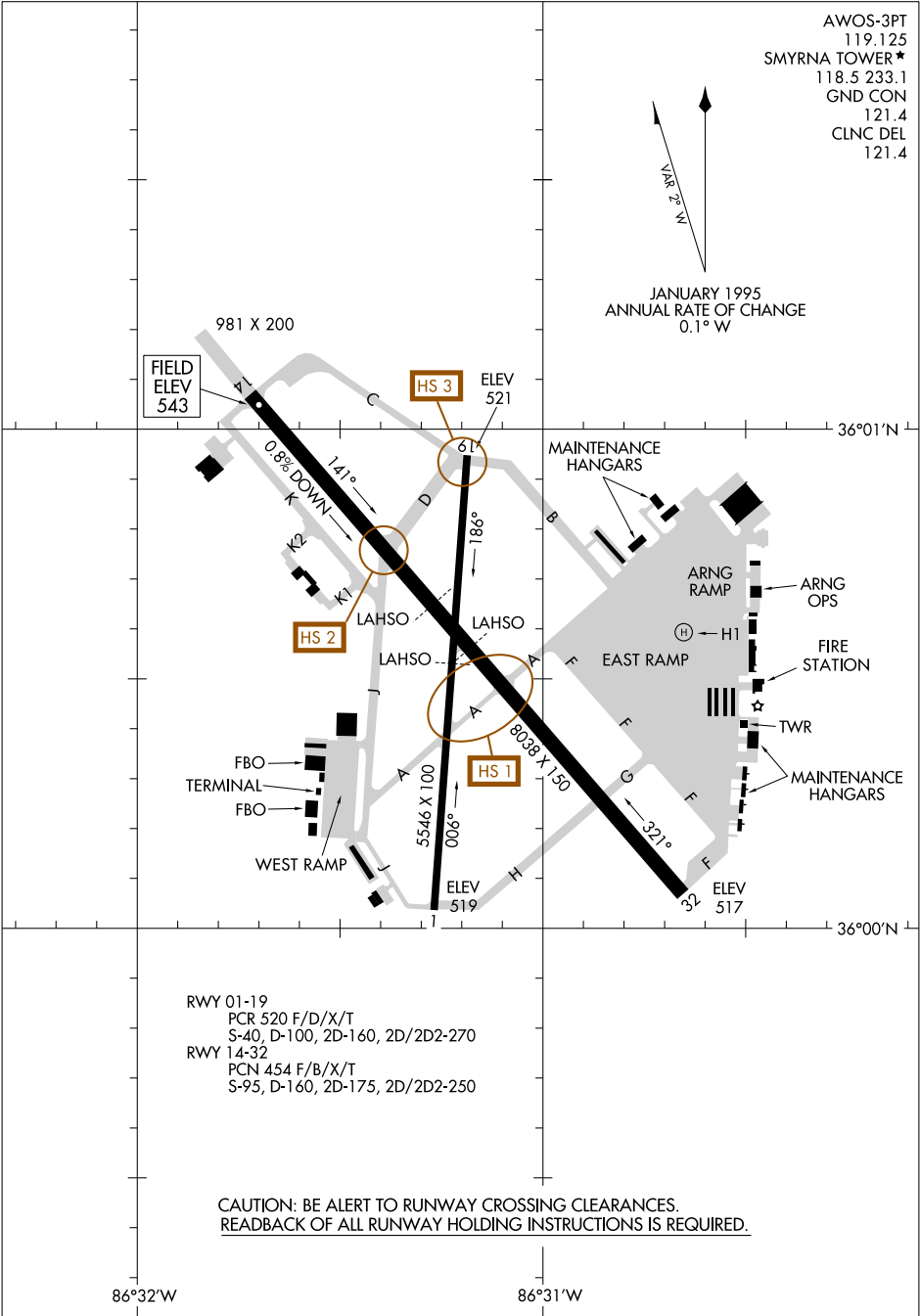
0.6 NM

3 NM

7.3 NM

CATEGORY	A	B	C	D
LPV DA		718-½	200 (200-½)	
RNAV/ VNAV DA		967-1	449 (500-1)	
RNAV MDA	960-½	442 (500-½)	960-⅞	442 (500-⅞)
CIRCLING	1100-1 557 (600-1)	1200-1 657 (700-1)	1260-2 717 (800-2)	1480-3 937 (1000-3)

RNAV (GPS) RWY 32



SE-1, 03 SEP 2026 to 29 OCT 2026

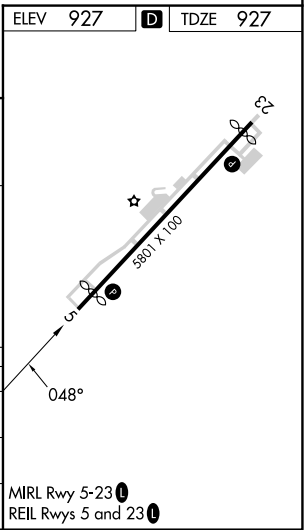
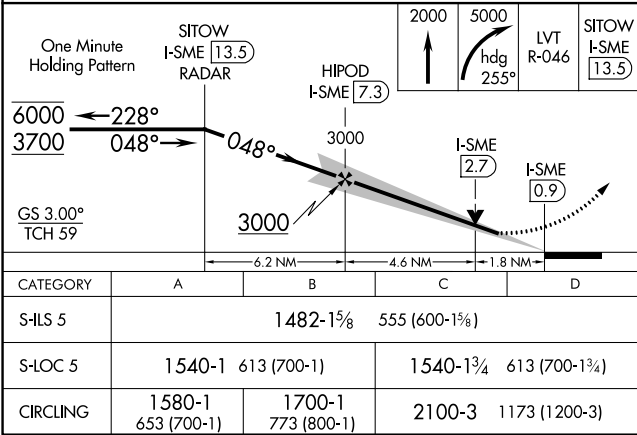
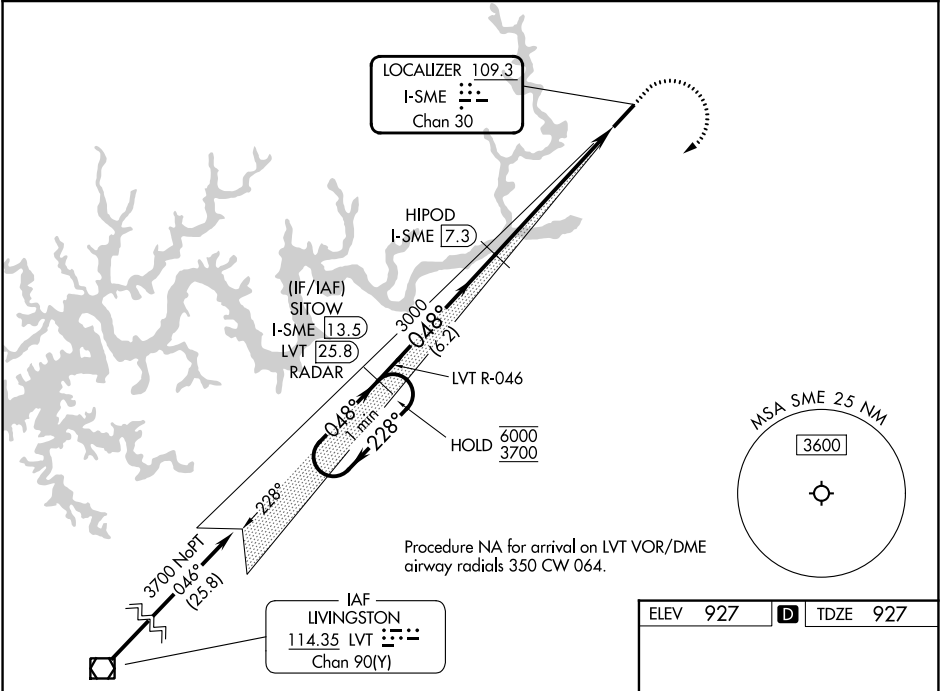
SE-1, 03 SEP 2026 to 29 OCT 2026

LOC/DME	I-SME	APP CRS	Rwy Ldg	5287
109.3		048°	TDZE	927
Chan 30			Apt Elev	927

ILS or LOC RWY 5
LAKE CUMBERLAND RGNL (SME)

DME required.	MISSED APPROACH: Climb to 2000 then climbing right turn to 5000 on heading 255° and on LVT VOR/DME R-046 to SITOW/13.5 DME/RADAR and hold, continue climb-in-hold to 5000.
▼ Rwy 5 helicopter visibility reduction below ¾ SM NA. VDP NA when using EKQ altimeter setting. When local altimeter setting not received, use EKQ altimeter setting and increase S-ILS 5 DA to 1526 feet and all visibilities ½ SM; increase all MDAs 60 feet and S-LOC 5 visibility Cat C/D ½ SM, and Circling visibility Cat B ¼ SM. GS unusable for coupled approach below 1620.	

AWOS-3 120.05	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SOMERSET, KENTUCKY

AL-5424 (FAA)

25275

WAAS CH 65941 W05A	APP CRS 045°	Rwy Ldg TDZE 927 Apt Elev 927
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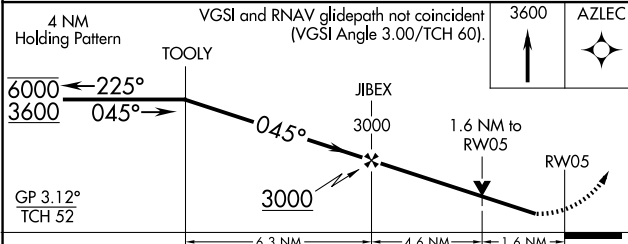
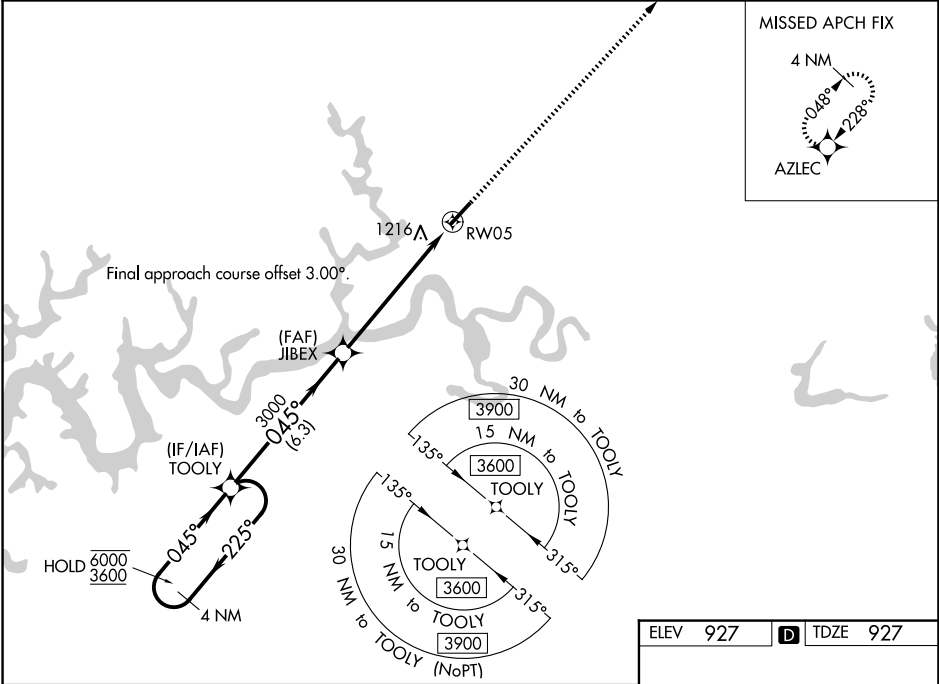
RNAV (GPS) RWY 5
LAKE CUMBERLAND RGNL (SME)

RNP APCH - GPS.

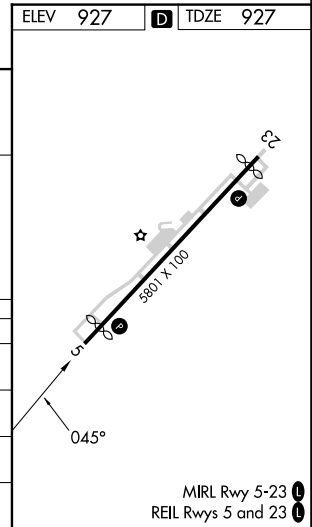
▼ Rwy 5 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using Monticello altimeter setting. When local altimeter setting not received, use Monticello altimeter setting and increase LPV DA to 1221 feet, increase LNAV/VNAV DA to 1591 feet. Increase LPV and LNAV/VNAV visibilities all Cats $\frac{1}{8}$ SM. Increase all MDAs 60 feet, increase LNAV Cat C and D visibility $\frac{1}{8}$ SM, and Circling Cat B $\frac{1}{4}$ SM.

MISSED APPROACH:
Climb to 3600 direct
AZLEC and hold.

AWOS-3 120.05	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.8 (CTAF) 0
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CATEGORY	A	B	C	D
LPV DA		1177- $\frac{3}{4}$	250 (300- $\frac{3}{4}$)	
LNAV/VNAV DA		1547-1 $\frac{3}{4}$	620 (700-1 $\frac{3}{4}$)	
LNAV MDA	1480-1	553 (600-1)	1480-1 $\frac{5}{8}$	553 (600-1 $\frac{1}{8}$)
CIRCLING	1580-1 653 (700-1)	1700-1 773 (800-1)	2100-3	1173 (1200-3)



SOMERSET, KENTUCKY

Orig-C 21MAR24

37°03'N - 84°37'W

LAKE CUMBERLAND RGNL (SME)
RNAV (GPS) RWY 5

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS
CH **53641**
W23A

APP CRS
228°

Rwy Ldg
TDZE
927
Apt Elev
927

RNAV (GPS) RWY 23

LAKE CUMBERLAND RGNL (SME')

RNP APCH - GPS.

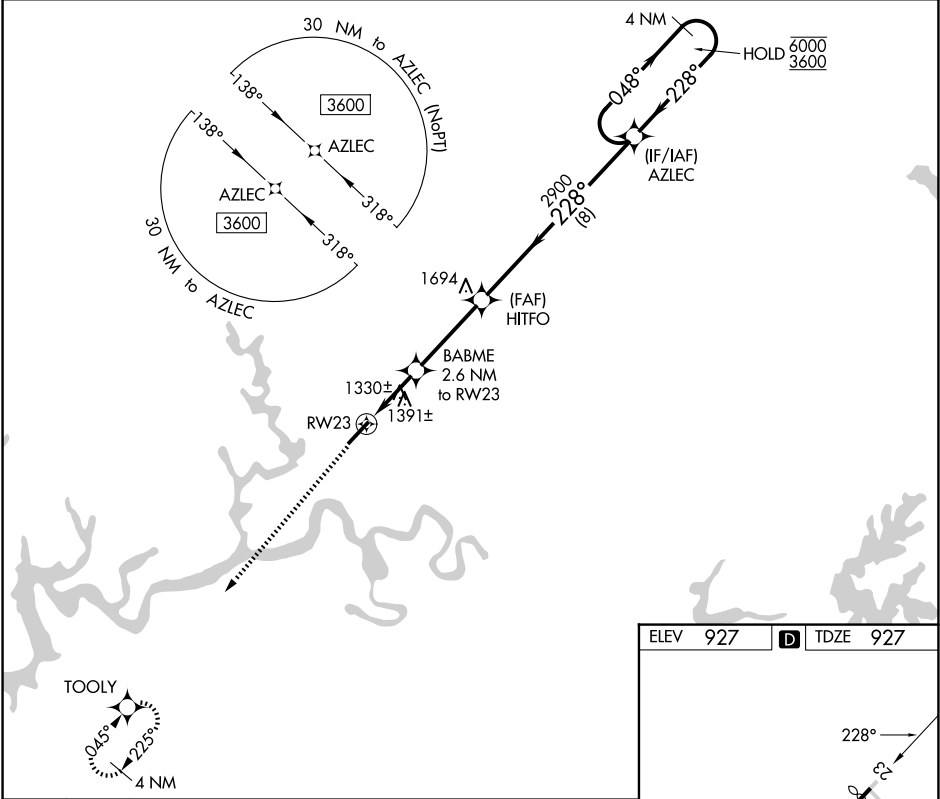
Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Monticello altimeter setting and increase all MDAs 60 feet and LNAV visibility Cat B/C/D ½ SM, and LP visibility Cat C/D ⅓ SM, and Circling visibility Cat B ¼ SM. VDP NA when using Monticello altimeter setting.

MISSED APPROACH:
Climb to 3600 direct
TOOLY and hold.

AWOS-3
120.05

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.8 (CTAF) **1**



3600
↑
TOOLY

1.9 NM to RW23

0.7 NM

3.4 NM

8 NM

1.9 NM

0.7 NM

3.4 NM

8 NM

CATEGORY	A	B	C	D
LP	MDA 1580-1 653 (700-1)	1580-1 7/8 653 (700-1 7/8)	1580-1 7/8 653 (700-1 7/8)	1580-1 7/8 653 (700-1 7/8)
LNAV	MDA 1660-1 733 (800-1)	1660-1 733 (800-1)	1660-2 733 (800-2)	1660-2 733 (800-2)
CIRCLING	1660-1 733 (800-1)	1700-1 773 (800-1)	2100-3	1173 (1200-3)

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SOMERVILLE, TENNESSEE

AL-91.50 (FAA)

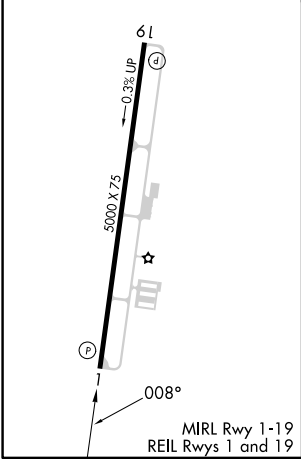
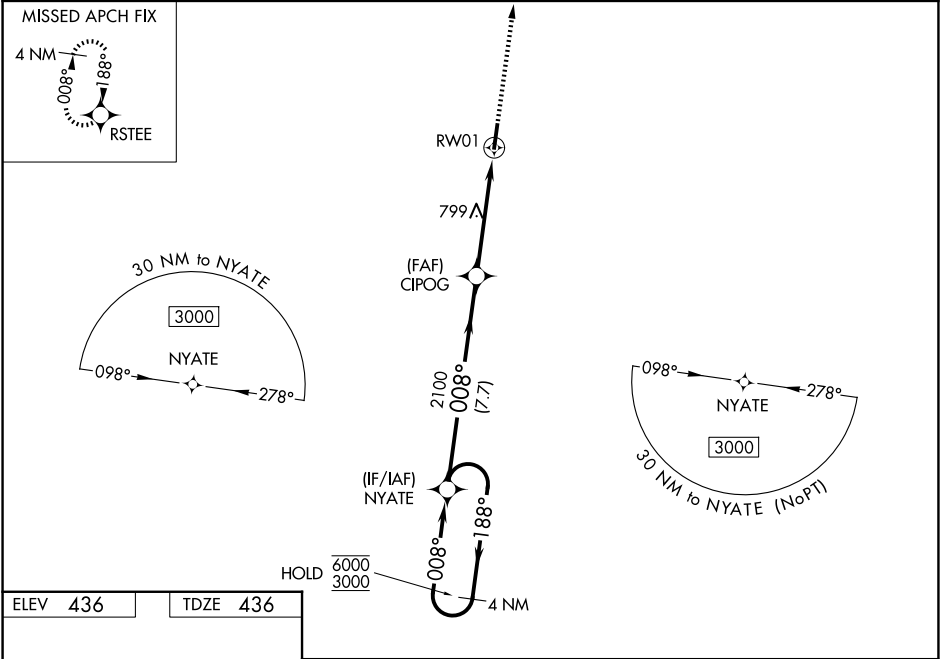
26022

WAAS CH 93723 W01A	APP CRS 008°	Rwy Ldg TDZE 436 Apt Elev 436
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RNAV (GPS) RWY 1
FAYETTE COUNTY (FYE)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct RSTEE and hold.
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AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 20).				3000	RSTEE
4 NM Holding Pattern					
NYATE					
CIPOG					
RW01					
GP 3.25° TCH 60					
7.7 NM				2.8 NM	1.9 NM
CATEGORY	A	B	C	D	
LPV DA	747-1	311 (400-1)		NA	
RNAV/VNAV DA	809-1½	373 (400-1½)		NA	
RNAV MDA	1060-1	624 (700-1)	1060-1¾ 624 (700-1¾)	NA	
CIRCLING	1060-1	624 (700-1)	1160-2 724 (800-2)	NA	

SOMERVILLE, TENNESSEE
Orig-D 23FEB23

35°12'N-89°24'W

FAYETTE COUNTY (FYE)
RNAV (GPS) RWY 1

SE-1, 03 SEP 2026 to 29 OCT 2026

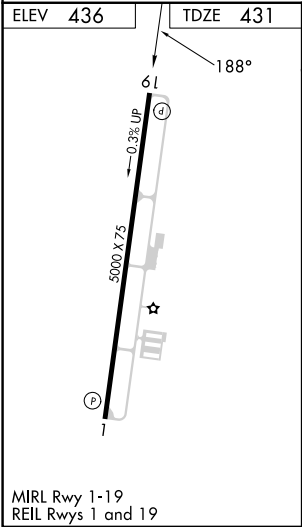
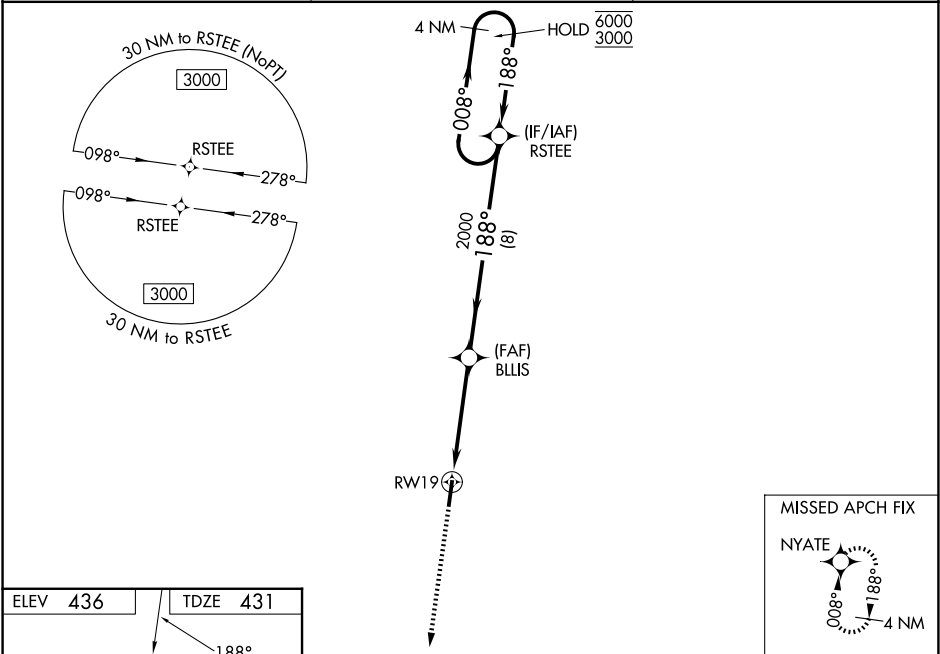
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53624 W19A	APP CRS 188°	Rwy Ldg TDZE Apt Elev	5000 431 436
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RNAV (GPS) RWY 19
FAYETTE COUNTY (FYE)

RNP APCH - GPS. Baro-VNAV and VDP NA when using Frederick W Smith Intl altimeter setting. Rwy 19 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Frederick W Smith Intl altimeter setting: increase LPV DA to 817 feet and all visibilities ½ SM, increase LNAV/VNAV DA to 779 feet; increase all MDA 100 feet and visibility LNAV Cat C ¾ SM and Circling Cat C ½ SM.	MISSED APPROACH: Climb to 3000 direct NYATE and hold.
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AWOS-3 119.875	MEMPHIS APP CON 125.8 338.3	CTAF 122.9
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3000	NYATE	VGSi and RNAV glidepath not coincident (VGSi Angle 3.07/TCH 31).		4 NM Holding Pattern
RWY 19		1.3 NM to RWY 19	2000	008° → 6000 ← 188° 3000
1.3 NM		3.2 NM	8 NM	GP 3.20° TCH 55
CATEGORY	A	B	C	D
LPV DA	721-1	290 (300-1)		NA
LNAV/VNAV DA	683-1	252 (300-1)		NA
LNAV MDA	880-1	449 (500-1)	880-1 ¾ 449 (500-1 ¾)	NA
CIRCLING	900-1 464 (500-1)	920-1 484 (500-1)	1160-2 724 (800-2)	NA

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SPARTA, KENTUCKY

AL-11833 (FAA)

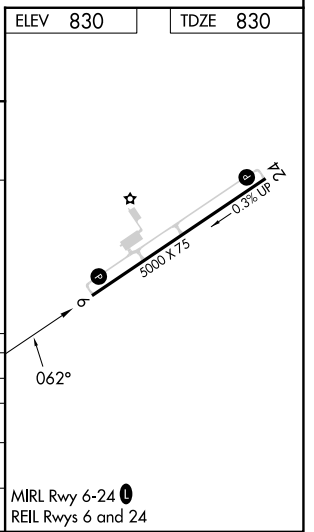
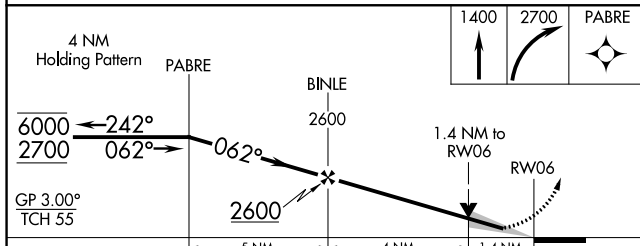
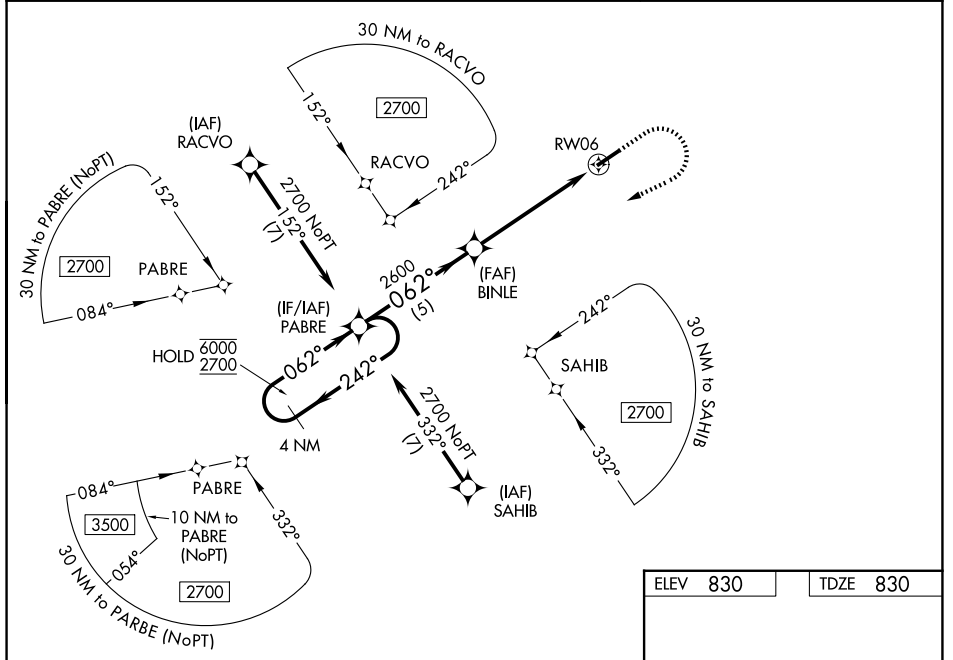
26246

WAAS CH 58347 W06A	APP CRS 062°	Rwy Ldg TDZE Apt Elev	5000 830 830
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RNAV (GPS) RWY 6

GALLATIN COUNTY (8GK)

RNP APCH - GPS.		MISSED APPROACH: Climb to 1400 then climbing right turn to 2700 direct PABRE and hold.
▼ ▲ NA	For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Baro-VNAV and VDP NA when using IMS altimeter setting. Procedure NA at night. Rwy 6 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use IMS altimeter setting and increase LPV DA to 1091 feet; increase LNAV/VNAV DA to 1141 feet; increase all MDAs 80 feet and LNAV visibility Cat C ¾ SM, and Circling visibility Cat C ½ SM.	
AWOS-3P 119.15	CINCINNATI APP CON 128.7 254.25	CTAF 122.9



CATEGORY	A	B	C	D
LPV DA		1030-1	200 (200-1)	NA
LNAV/VNAV DA		1080-1	250 (300-1)	NA
LNAV MDA	1340-1	510 (600-1)	1340-1 3/8 510 (600-1 3/8)	NA
CIRCLING	1340-1 510 (600-1)	1500-1 670 (700-1)	1500-1 3/4 670 (700-1 3/4)	NA

SPARTA, KENTUCKY
Orig 03SEP26

38°41'N-84°56'W

GALLATIN COUNTY (8GK)
RNAV (GPS) RWY 6

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

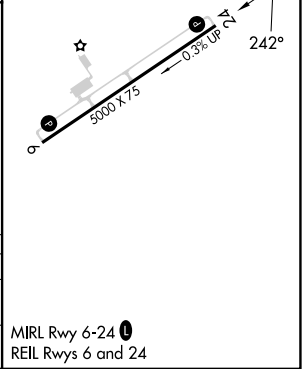
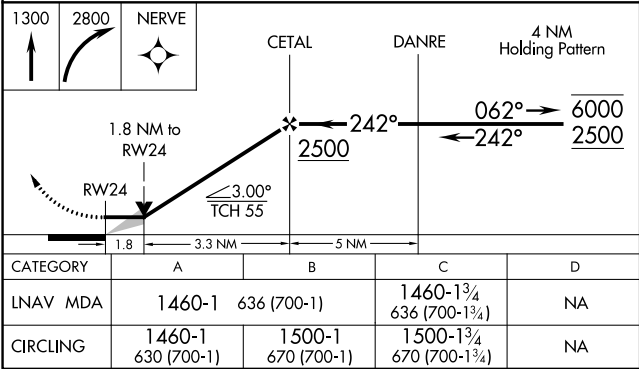
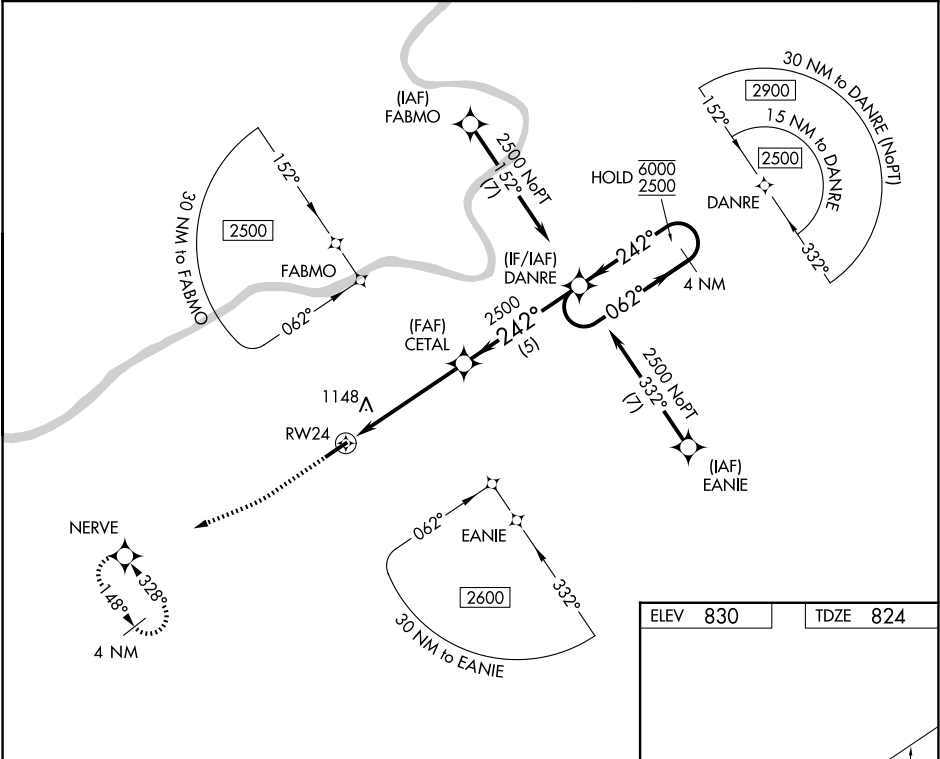
APP CRS	Rwy Ldg	5000
242°	TDZE	824
	Apt Elev	830

RNAV (GPS) RWY 24

GALLATIN COUNTY (8GK)

RNP APCH - GPS.	VDP NA when using IMS altimeter setting. Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use IMS altimeter setting and increase all MDAs 80 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM. MISSED APPROACH: Climb to 1300 then climbing right turn to 2800 direct NERVE and hold.
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AWOS-3P 119.15	CINCINNATI APP CON 128.7 254.25	CTAF 122.9
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SPARTA, TENNESSEE

AL-6354 (FAA)

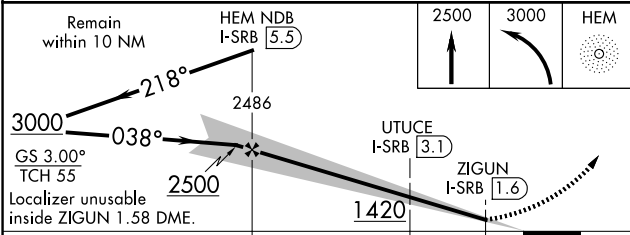
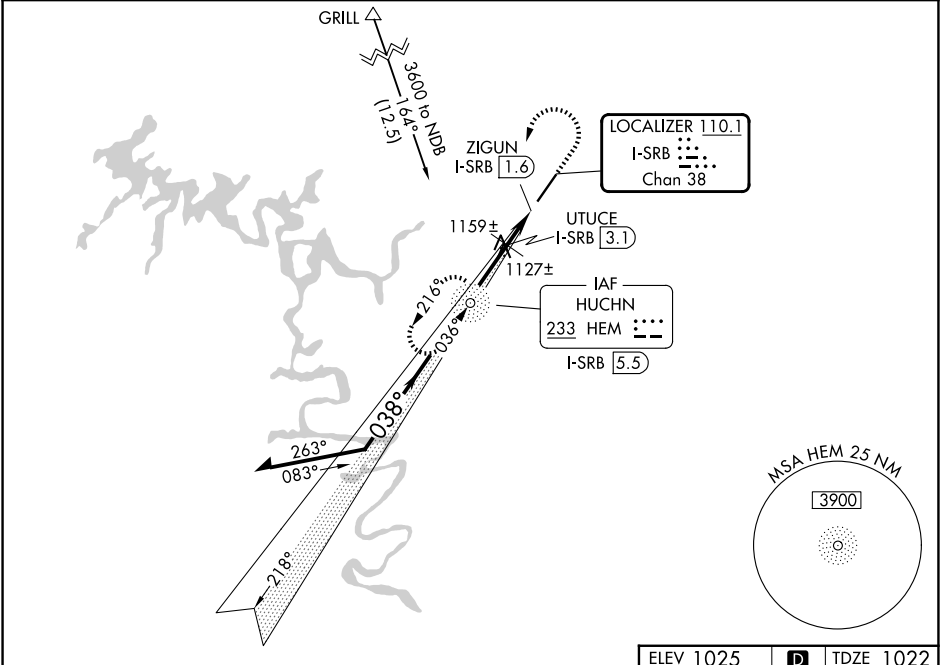
25275

LOC/DME I-SRB	APP CRS	Rwy Ldg	6000
110.1	038°	TDZE	1022
Chan 38		Apt Elev	1025

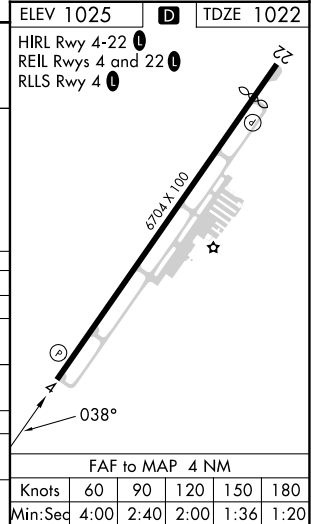
ILS or LOC RWY 4
UPPER CUMBERLAND RGNL (SR.B)

ADF required.	MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.
NA	

AWOS-3P 128.25	MEMPHIS CENTER 128.15 323.125	UNICOM 122.975 (CTAF) 0
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CATEGORY	A	B	C	D
S-ILS 4		1245-3/4	223 (300-3/4)	
S-LOC 4	1420-1	398 (400-1)	1420-1 1/8	398 (400-1 1/8)
CIRCLING	1480-1	455 (500-1)	1600-1 1/2	1880-2 3/4
			575 (600-1 1/2)	855 (900-2 3/4)
UTUCE FIX MINIMUMS				
S-LOC 4	1380-1	358 (400-1)		
CIRCLING	1480-1	455 (500-1)	1600-1 1/2	1880-2 3/4
			575 (600-1 1/2)	855 (900-2 3/4)



SPARTA, TENNESSEE
Amdt 1E 15JUN23

36°03'N-85°32'W

UPPER CUMBERLAND RGNL (SR.B)
ILS or LOC RWY 4

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SPARTA, TENNESSEE

AL-6354 (FAA)

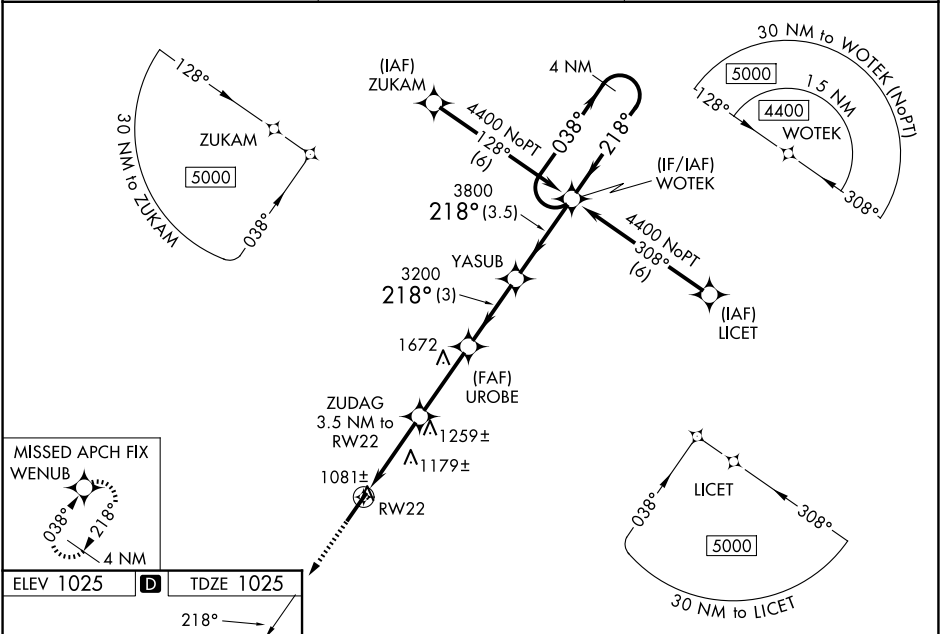
25275

WAAS CH 82311 W22A	APP CRS 218°	Rwy Ldg TDZE 1025 Apt Elev 1025
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RNAV (GPS) RWY 22
UPPER CUMBERLAND RGNL (SRB)

⚠ Baro-VNAV NA when using Crossville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Crossville altimeter setting and increase LPV DA to 1447 feet, LNAV/VNAV DA to 1633 feet, increase LPV and LNAV/VNAV visibility ¾ SM. Increase all MDA 180 feet and LNAV Cat C visibility ¼ SM, Cat D visibility ½ SM. Increase Circling Cat C visibility ¾ SM and Circling Cat D visibility ¼ SM. VDP NA when using Crossville altimeter setting.	MISSED APPROACH: Climb to 4000 direct WENUB and hold.
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AWOS-3P 128.25	MEMPHIS CENTER 128.15 323.125	UNICOM 122.975 (CTAF) 0
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ELEV 1025	TDZE 1025
4000 WENUB VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 25).	
*LNAV only	
RW22 3.5 NM to RW22	
*2200 3200	
1.2 NM 2.3 NM 3 NM 3 NM 3.5 NM	
CATEGORY	A B C D
LPV DA	1275-¾ 250 (300-¾)
LNAV/VNAV DA	1461-1½ 436 (500-1½)
LNAV MDA	1440-1 415 (500-1) 1440-1¼ 415 (500-1¼)
CIRCLING	1480-1 455 (500-1) 1600-1½ 855 (900-2¾) 1880-2¾

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

NDB HEM	APP CRS	Rwy Ldg	6000
<u>233</u>	<u>036°</u>	TDZE	1022
		Apt Elev	1025

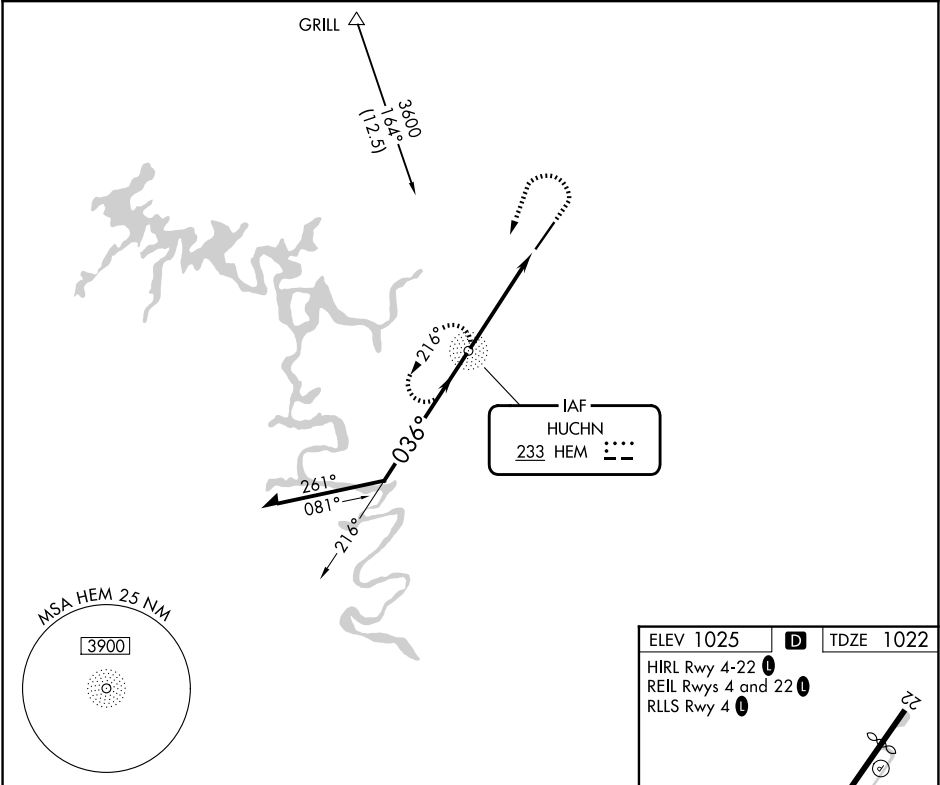
NDB RWY 4
UPPER CUMBERLAND RGNL (SR.B)

▼

▲ NA

MISSED APPROACH: Climb to 2500 then climbing left turn to 3000 direct HEM NDB and hold.

AWOS-3P 128.25	MEMPHIS CENTER 128.15 323.125	UNICOM 122.975 (CTAF) 0
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VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).
Remain within 10 NM

HEM NDB

3000

2500

216°

036°

3.06°

TCH 61

4.4 NM

CATEGORY	A	B	C	D
S-4	1520-1	498 (500-1)	1520-1 $\frac{3}{8}$	498 (500-1 $\frac{3}{8}$)
CIRCLING	1520-1	495 (500-1)	1600-1 $\frac{1}{2}$ 575 (600-1 $\frac{1}{2}$)	1880-2 $\frac{3}{4}$ 855 (900-2 $\frac{3}{4}$)

ELEV 1025 D TDZE 1022

HIRL Rwy 4-22 0

REIL Rwy 4 and 22 0

RLS Rwy 4 0

4704 X 100

036°

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:45	1:28

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SPRINGFIELD, KENTUCKY

AL-6510 (FAA)

26022

WAAS CH 45722 W11A	APP CRS 110°	Rwy Ldg TDZE 854 Apt Elev 871
--	------------------------	---

RNAV (GPS) RWY 11

LEBANON SPRINGFIELD/GEORGE HOERTER FLD (6I2)

RNP APCH.

▼

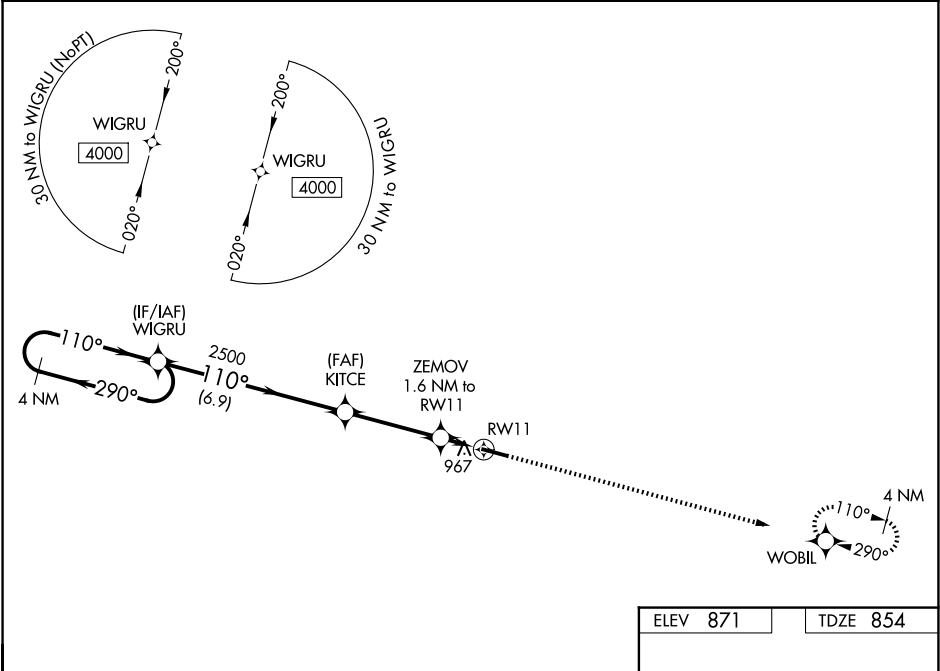
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

▲

When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet. Increase LPV, LNAV/VNAV, and Circling Cat D visibility ¼ mile and LNAV Cats C/D ⅓ mile. Baro-VNAV NA when using Danville altimeter setting.

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

AWOS-3P 119.725	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) 0
---------------------------	--	---------------------------------



4 NM Holding Pattern WIGRU					4000	WOBIL
GP 3.00° TCH 36					*LNAV only	
KITCE 2500					ZEMOV 1.6 NM to RW11	
2500					RW11	
6.9 NM					1.6 NM	
*1360						
CATEGORY	A	B	C	D		
LPV DA	1104-1		250 (300-1)			
LNAV/VNAV DA	1159-1⅓		305 (300-1⅓)			
LNAV MDA	1220-1		366 (400-1)			
CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)		

ELEV 871 TDZE 854

110°

1.0% UP →

5001 X 75

MRL Rwy 11-29 0
REIL Rws 11 and 29 0

SPRINGFIELD, KENTUCKY
Amdt 1A 30JAN20

LEBANON SPRINGFIELD/GEORGE HOERTER FLD (6I2)

37°38'N-85°15'W

RNAV (GPS) RWY 11

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

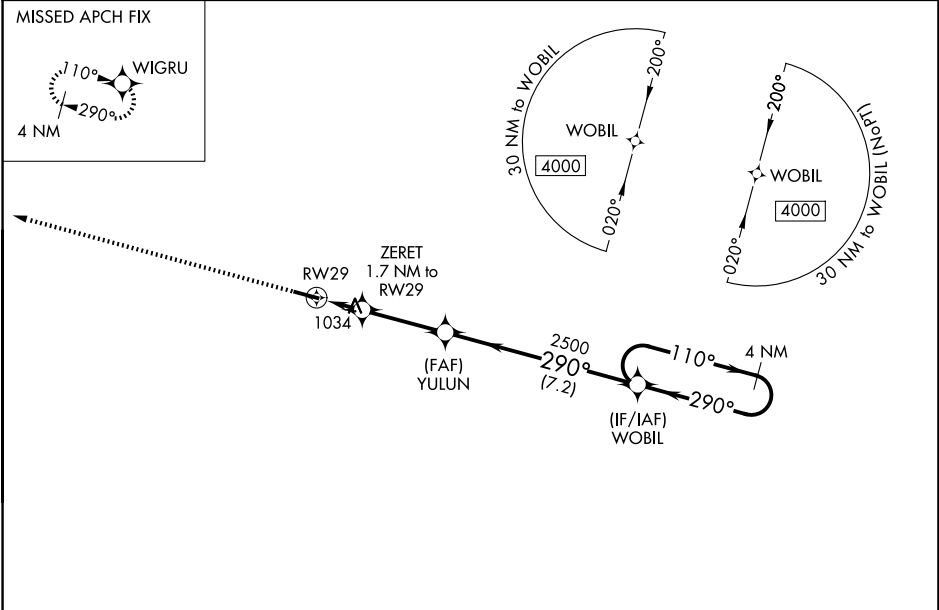
WAAS CH 86422 W29A	APP CRS 290°	Rwy Ldg 4801 TDZE 870 Apt Elev 871
--	------------------------	---

RNAV (GPS) RWY 29
LEBANON SPRINGFIELD/GEORGE HOERTER FLD (6I2)

⚠ For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 45°C (114°F). When local altimeter setting not received, use Danville altimeter setting and increase all DA 74 feet and all MDA 80 feet; increase LPV all Cats and LNAV Cats C/D visibility 1/8 mile; LNAV/VNAV all Cats visibility 3/8 mile and Circling Cat D visibility 1/4 mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. Baro-VNAV and VDP NA when using Danville altimeter setting.

MISSED APPROACH:
Climb to 4000 direct WIGRU and hold.

AWOS-3P 119.725	LOUISVILLE APP CON 132.075 327.0	UNICOM 122.8 (CTAF) ①
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ELEV 871 TDZE 870

MIRL Rwy 11-29 ①
REIL Rwy 11 and 29 ①

4000 WIGRU VGSI and RNAV glidepath not coincident (VGSI Angle 3.30/TCH 30).

4 NM Holding Pattern

YULUN 2500

WOBIL 4000

GP 3.10° TCH 54

*RNAV only

ZERET 1.7 NM to RW29

*1.3 NM to RW29

*1480

2500

1.3 NM 0.4 NM 3.1 NM 7.2 NM

CATEGORY	A	B	C	D
LPV DA		1152-1	282 (300-1)	
LNAV/VNAV DA		1279-1¼	409 (500-1¼)	
LNAV MDA	1300-1	430 (500-1)	1300-1¼	430 (500-1¼)
CIRCLING	1320-1 449 (500-1)	1340-1 469 (500-1)	1360-1½ 489 (500-1½)	1500-2 629 (700-2)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SPRINGFIELD, TENNESSEE

AL-6740 (FAA)

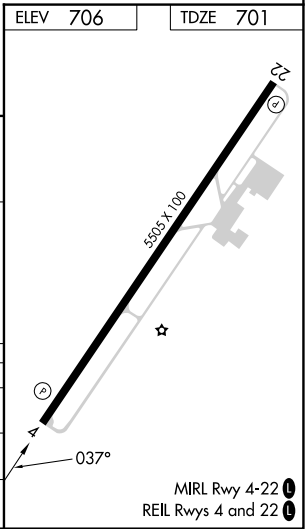
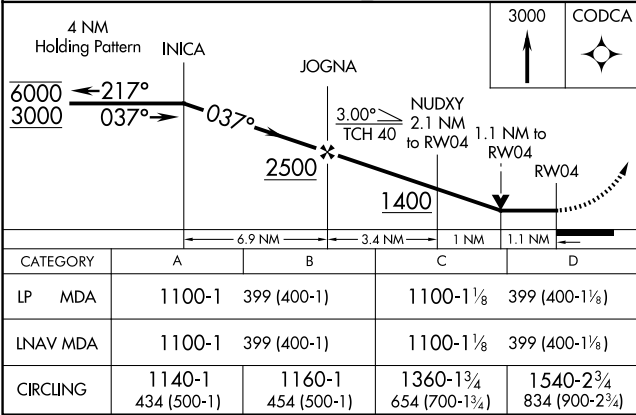
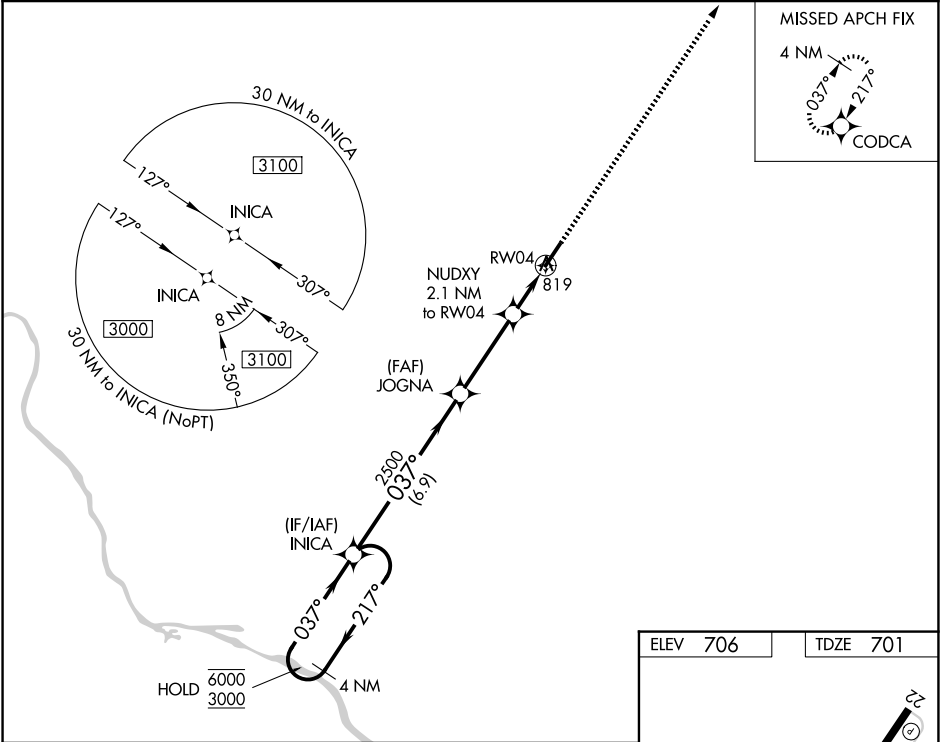
WAAS CH 86626 W04A	APP CRS 037°	Rwy Ldg TDZE Apt Elev	5505 701 706
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RNAV (GPS) RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct CODCA and hold.
NA	Rwy 4 helicopter visibility reduction below 3/4 SM NA.	

AWOS-3 120.675	NASHVILLE APP CON 119.35 372.0	UNICOM 123.0 (CTAF) 0
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SPRINGFIELD, TENNESSEE
Amdt 1D 19MAY22

36°32'N-86°55'W

RNAV (GPS) RWY 4

SE-1, 03 SEP 2026 to 29 OCT 2026

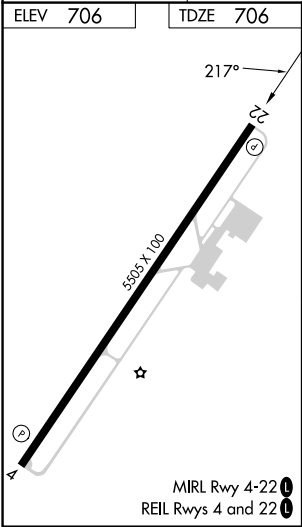
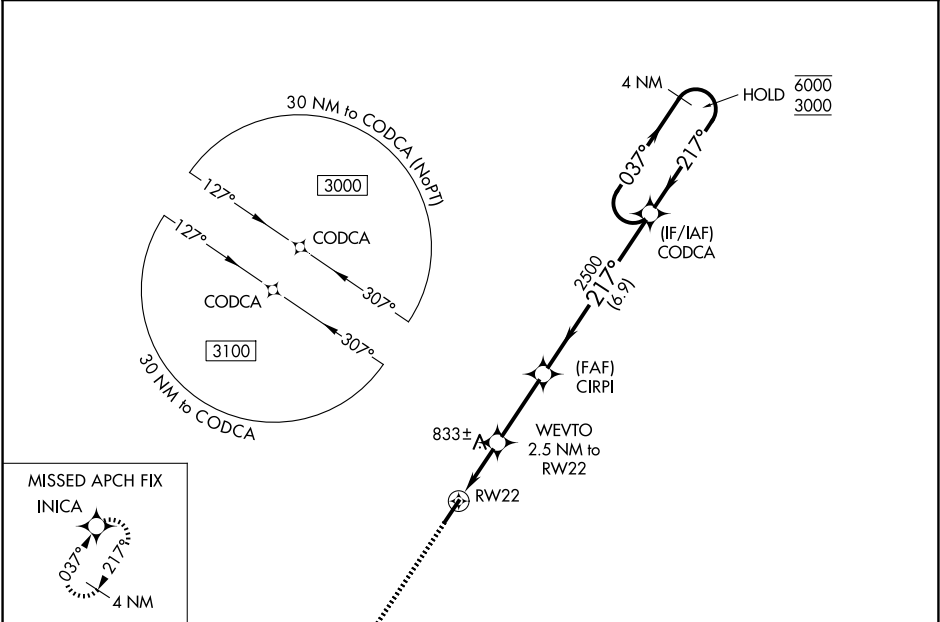
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 42926 W22A	APP CRS 217°	Rwy Ldg TDZE Apt Elev	5505 706 706
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RNAV (GPS) RWY 22
SPRINGFIELD ROBERTSON COUNTY (M91)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct INICA and hold.
Rwy 22 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, NA LNAV/VNAV NA below -16°C or above 39°C.		

AWOS-3 120.675	NASHVILLE APP CON 119.35 372.0	UNICOM 123.0 (CTAF) 0
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ELEV 706 TDZE 706		3000 INICA	
217°		WEVTO 2.5 NM to RW22	
RW22		CIRPI 2500	
1 NM		CODCA 4 NM Holding Pattern	
1.5 NM		037° → 6000	
2.9 NM		← 217° 3000	
6.9 NM		GP 3.00°	
CATEGORY		TCH 60	
LPV DA		975-7/8 269 (300-7/8)	
LNAV/VNAV DA		1010-7/8 304 (400-7/8)	
LNAV MDA		1100-1 394 (400-1) 1100-1 394 (400-1 1/8)	
CIRCLING		1140-1 434 (500-1) 1160-1 454 (500-1) 1360-1 3/4 654 (700-1 3/4) 1540-2 3/4 834 (900-2 3/4)	

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

SPRINGFIELD, TENNESSEE

AL-6740 (FAA)

26022

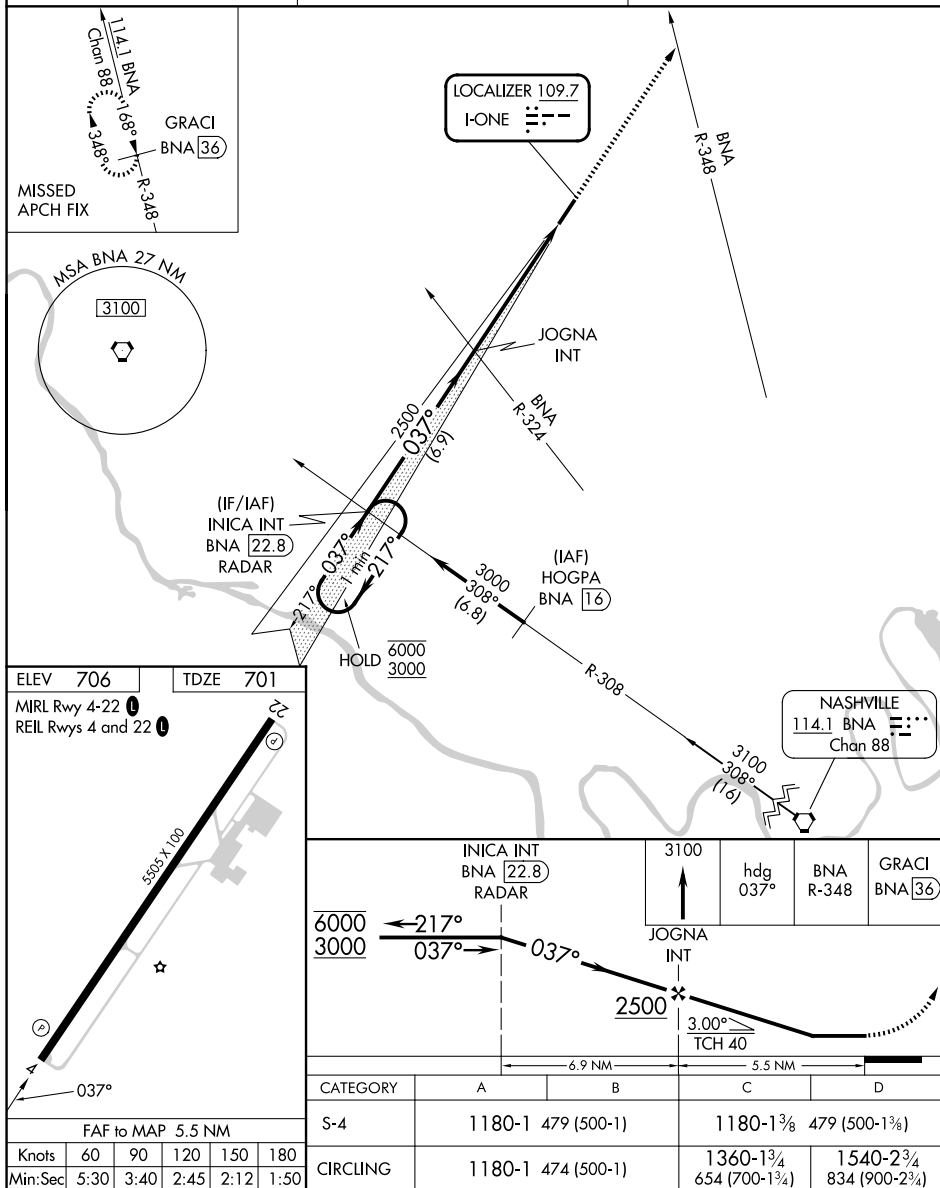
LOC I-ONE	APP CRS	Rwy Ldg
109.7	037°	5505
		TDZE 701
		Apt Elev 706

LOC RWY 4

SPRINGFIELD ROBERTSON COUNTY (M91)

NA	Rwy 4 helicopter visibility reduction below $\frac{3}{4}$ SM NA.	MISSED APPROACH: Climb to 3100 on heading 037° and BNA VORTAC R-348, to GRACI/BNA 36 DME and hold.
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AWOS-3 120.675	NASHVILLE APP CON 119.35 372.0	UNICOM 123.0 (CTAF) 0
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SPRINGFIELD, TENNESSEE

Amdt 4 28FEB19

SPRINGFIELD ROBERTSON COUNTY (M91)

36°32'N-86°55'W

LOC RWY 4

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 49217 W01A	APP CRS 003°	Rwy Ldg 5000 TDZE 372 Apt Elev 372
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RNAV (GPS) RWY 1

T
A NA

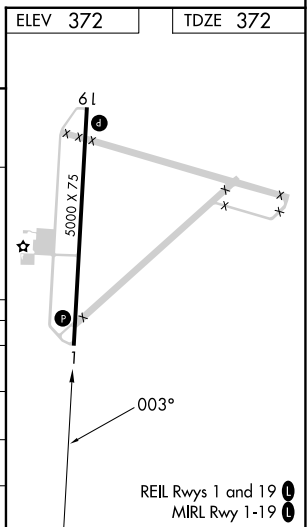
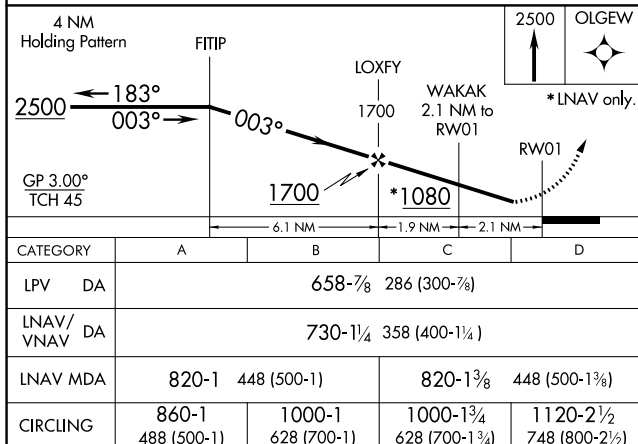
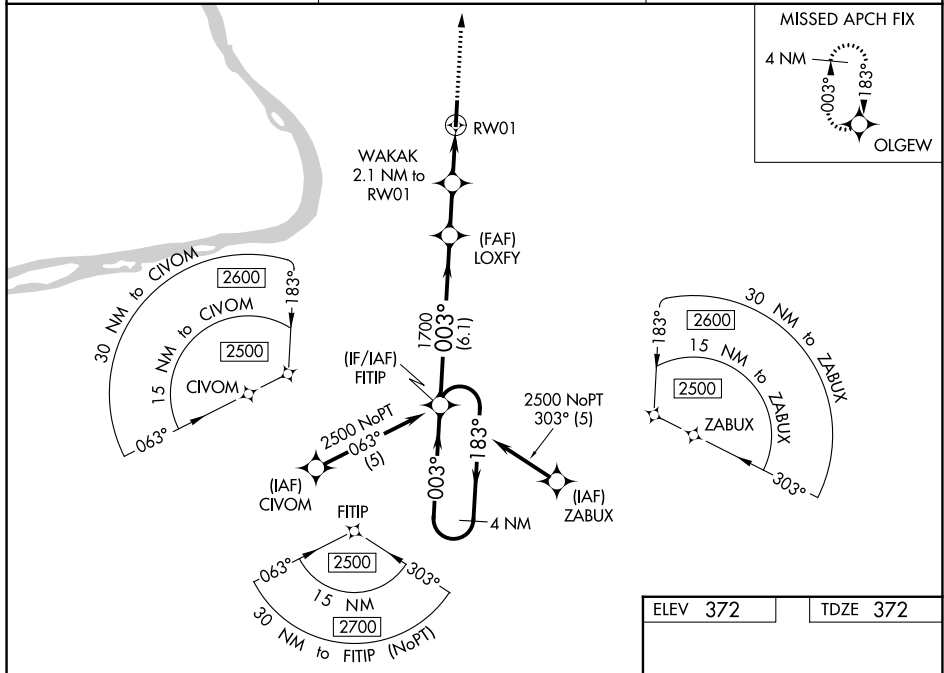
Baro-VNAV NA when using Henderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/RNP-0.3 NA. When local altimeter setting not used, increase Henderson altimeter setting and increase LPV DA to 708 and visibility all Cats to $1\frac{1}{2}$ miles; increase LNAV/VNAV DA to 780 feet and visibility all Cats to $1\frac{1}{2}$ miles; increase all MDA 60 feet and Circling Cat C visibility $\frac{1}{4}$ mile. Helicopter visibility reduction below $\frac{3}{4}$ SM NA.

MISSED APPROACH:
Climb to 2500 direct
OLGEW and hold.

AWOS-3P
118.775

EVANSVILLE APP CON ★
124.025 290.9

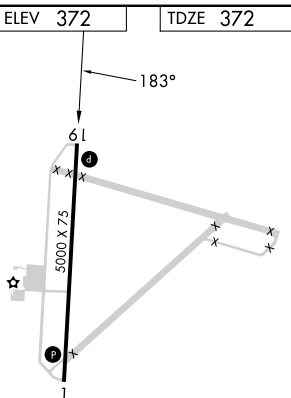
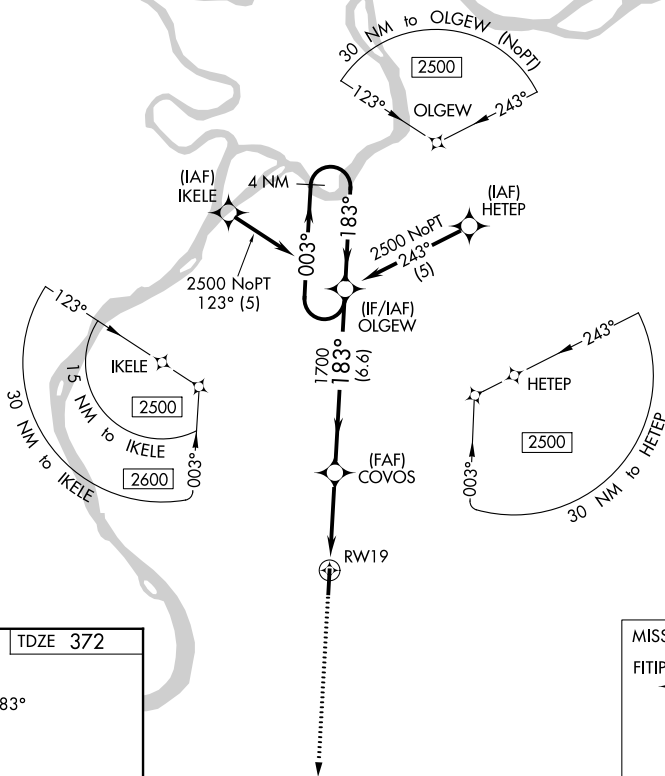
UNICOM
122.8(CTAF) **L**



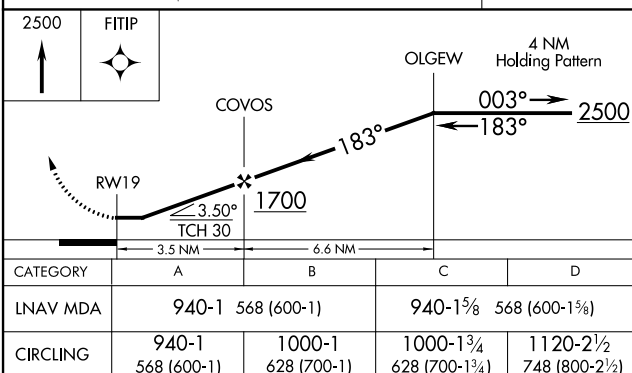
RNAV (GPS) RWY 19
STURGIS MUNI (TWT)

MISSED APPROACH:
Climb to 2500 direct
FITIP and hold.

UNICOM
122.8(CTAF) **L**



REIL Rwys 1 and 19 **L**
MIRL Rwy 1-19 **L**



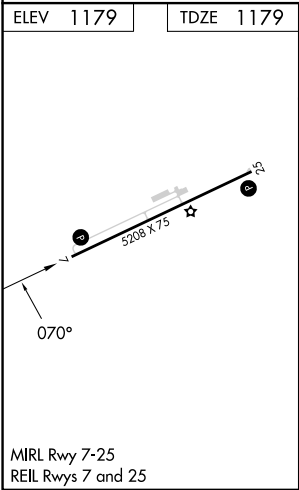
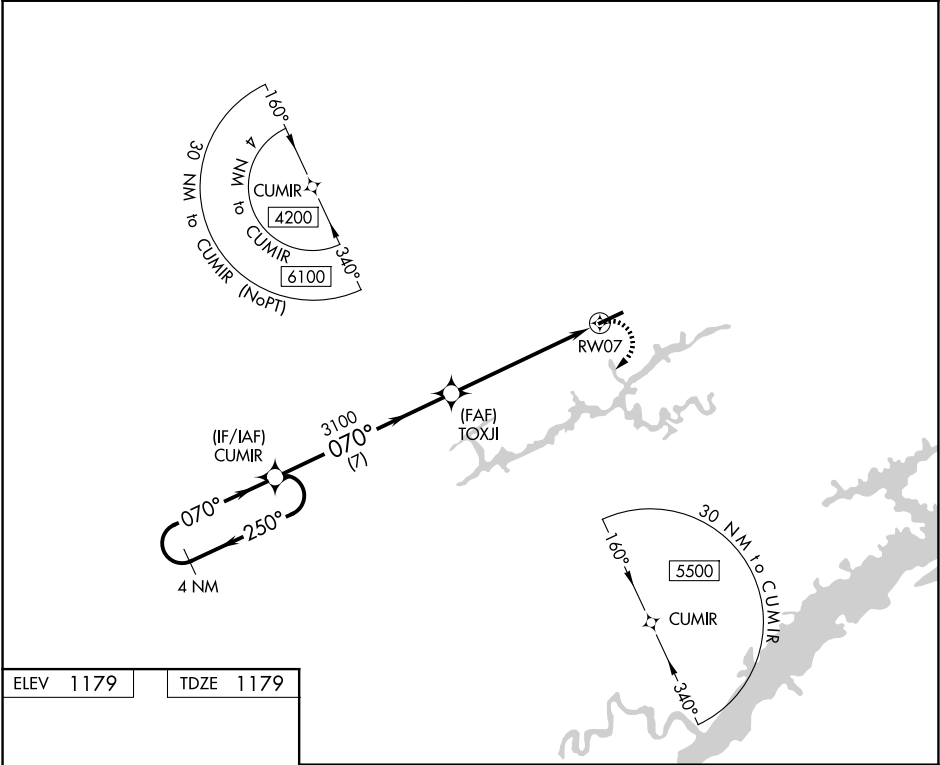
STURGIS MUNI(TWT)
RNAV (GPS) RWY 19

WAAS CH 69335 W07A	APP CRS 070°	Rwy Ldg TDZE 1179 Apt Elev 1179
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RNAV (GPS) RWY 7
THE NEW TAZEWELL/WAYNE COFFEY MUNI (3A2)

NA DME/DME RNP-0.3 NA. Rwy 7, 25 Helicopter visibility reduction below 1 SM NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Middlesboro altimeter setting and increase all MDAs 60 feet.	MISSED APPROACH: Climbing right turn to 4200 direct CUMIR and hold.
--	---

ATLANTA CENTER 133.6 254.3	CTAF 122.9 0
--------------------------------------	------------------------



4 NM Holding Pattern		CUMIR	VGSI and descent angles not coincident (VGSI Angle 3.50/TCH 35).		4200	CUMIR
4200		250°	070°	070°	3100	
		7 NM	5.9 NM	3.00° TCH 45		
CATEGORY	A	B	C	D		
LP MDA	2240-1¼ 1061 (1100-1¼)	2240-1½ 1061 (1100-1½)	NA			
LNAV MDA	2260-1¼ 1081 (1100-1¼)	2260-1½ 1081 (1100-1½)	NA			
CIRCLING	2260-1¼ 1081 (1100-1¼)	2260-1½ 1081 (1100-1½)	NA			

TOMPKINSVILLE, KENTUCKY

AL-10286 (FAA)

25331

APP CRS 038°	Rwy Ldg	4000
	TDZE	1034
	Apt Elev	1036

RNAV (GPS) RWY 4

TOMPKINSVILLE/MONROE COUNTY (T'ZV)

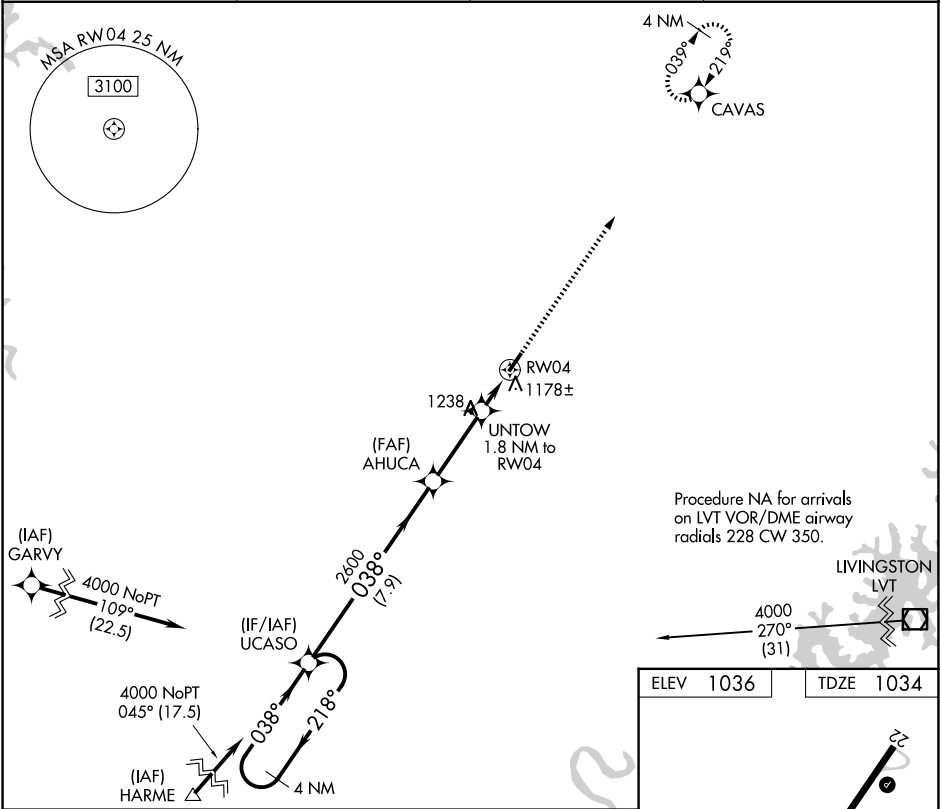
T

NA

DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Night landing: Rwy 4 NA.
Use Glasgow altimeter setting.

MISSED APPROACH: Climb to 4000 direct CAVAS and hold.

AWOS-AV 124.175	GLW AWOS-3 118.525	MEMPHIS CENTER 133.85 285.5	UNICOM 123.05 (CTAF) 0
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4 NM Holding Pattern

Visual Segment - Obstacles.

4000 CAVAS

4000

218°

038°

038°

2600

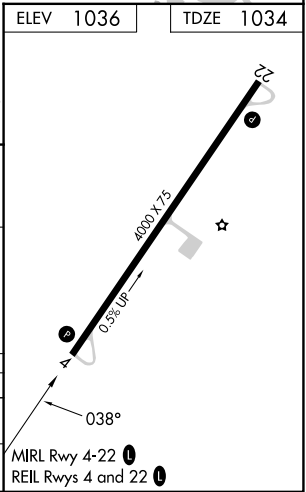
1640

7.9 NM

3.1 NM

1.8

CATEGORY	A	B	C	D
LNNAV MDA	1540-1	506 (600-1)	1540-1 3/8 506 (600-1 3/8)	NA
CIRCLING	1640-1 604 (700-1)	1800-1 764 (800-1)	1840-2 1/4 804 (900-2 1/4)	NA



TOMPKINSVILLE, KENTUCKY
Amdt 1C 02MAR17

TOMPKINSVILLE/MONROE COUNTY (T'ZV)

36°44'N-85°39'W

RNAV (GPS) RWY 4

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

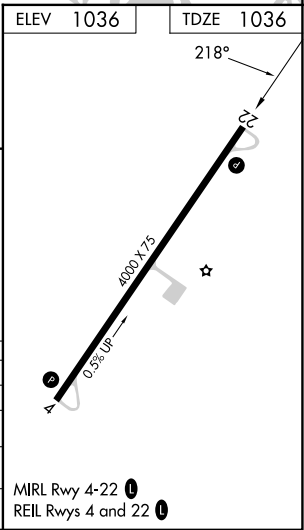
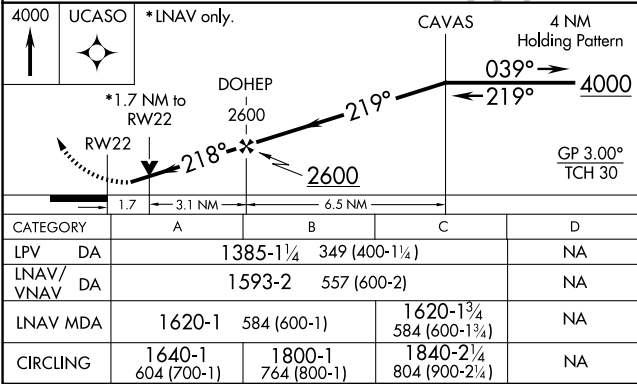
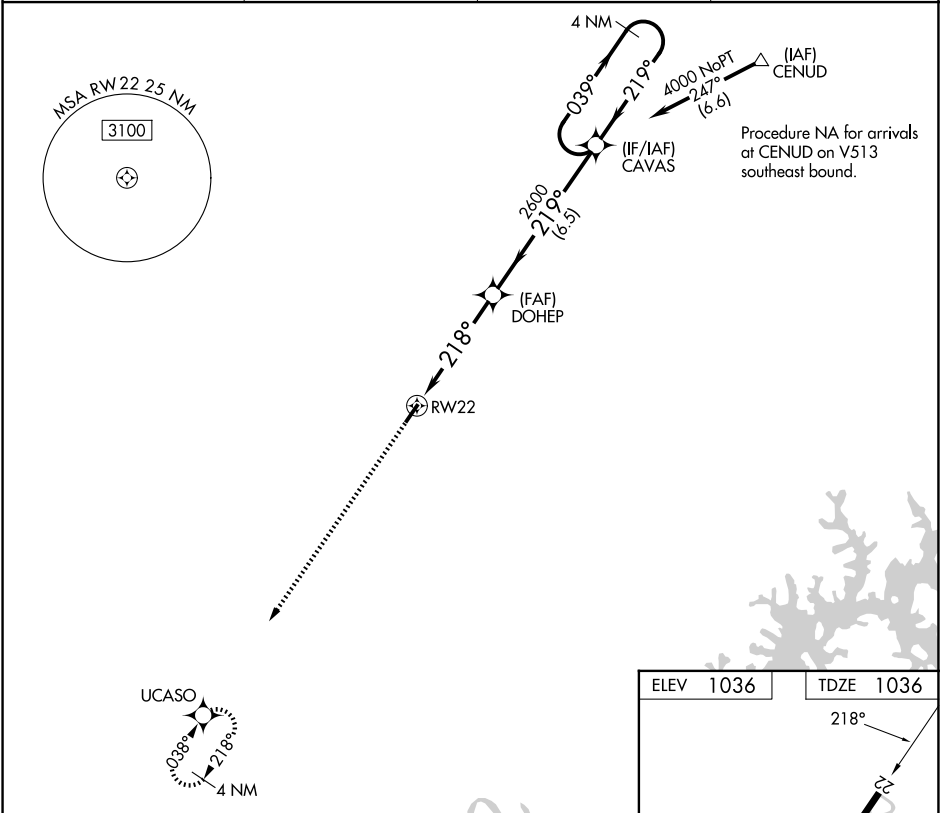
WAAS CH 58031 W22A	APP CRS 218°	Rwy Ldg TDZE Apt Elev	4000 1036 1036
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RNAV (GPS) RWY 22

TOMPKINSVILLE/MONROE COUNTY (T'ZV)

▼ ▲ NA	Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA. Use Glasgow altimeter setting. Night landing: Rwy 4 NA.	MISSED APPROACH: Climb to 4000 direct UCASO and hold.
--	--	---

AWOS-AV 124.175	GLW AWOS-3 118.525	MEMPHIS CENTER 133.85 285.5	UNICOM 123.05 (CTAF) 0
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TRENTON, TENNESSEE

AL-5820 (FAA)

26022

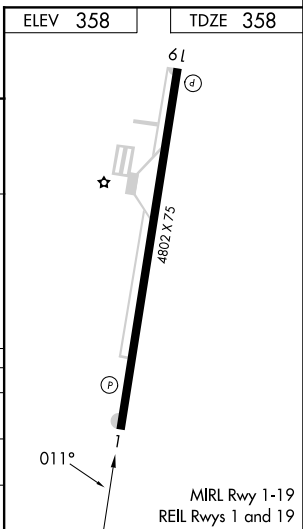
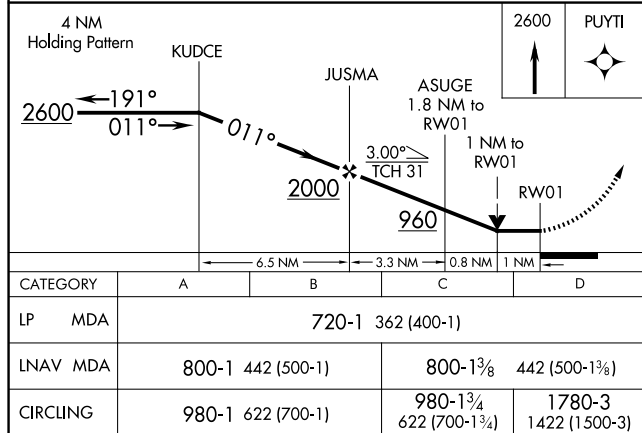
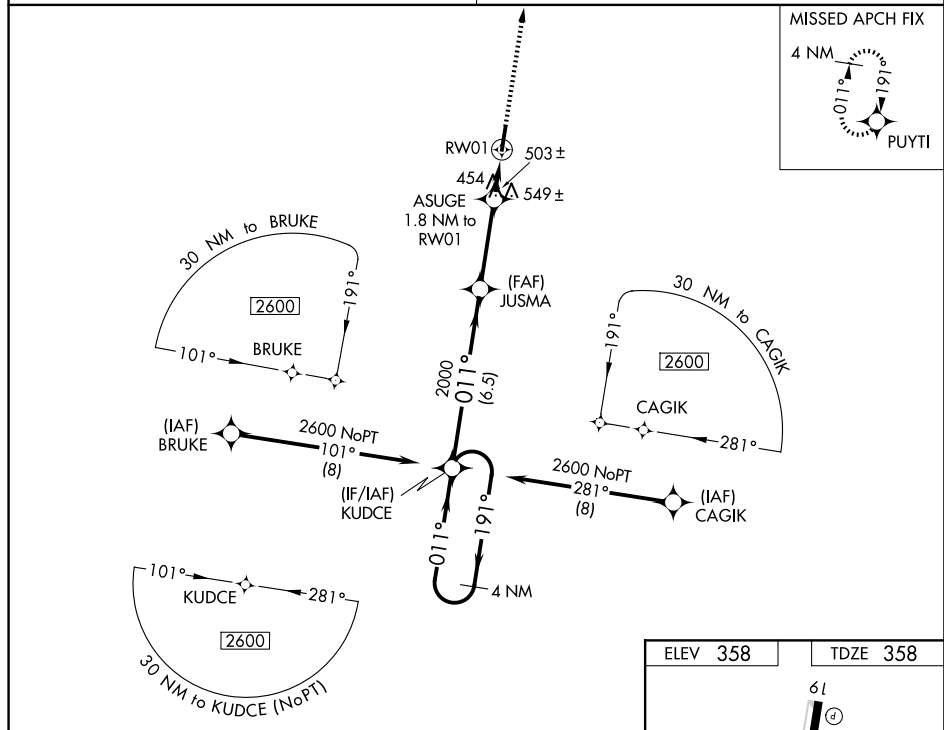
WAAS CH 69538 W01A	APP CRS 011°	Rwy Ldg TDZE 358 Apt Elev 358
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RNAV (GPS) RWY 1

GIBSON COUNTY (TGC)

 NA	Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Obtain local altimeter setting on CTAF; when not received use Jackson Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.	MISSED APPROACH: Climb to 2600 direct PUYTI and hold.
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MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
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TRENTON, TENNESSEE

Amdt 1 15SEP16

35°56'N-88°51'W

RNAV (GPS) RWY 1

GIBSON COUNTY (TGC)

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 72938 W19A	APP CRS 191°	Rwy Ldg TDZE 356 Apt Elev 358
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RNAV (GPS) RWY 19

GIBSON COUNTY (TGC)

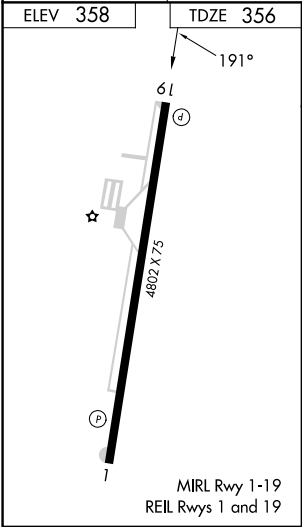
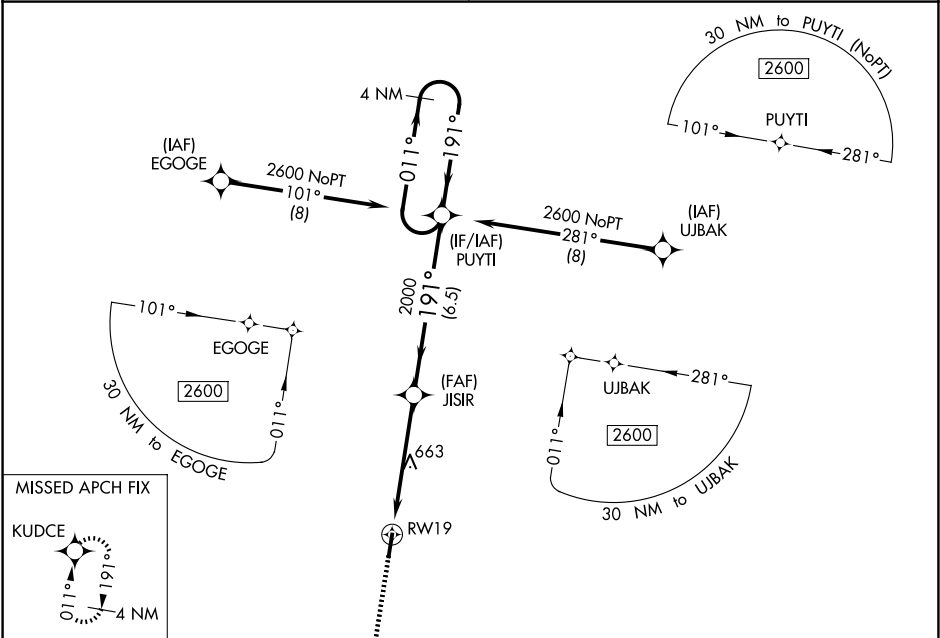
▼

NA

Night landing: Rwy 19 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received use Jackson Rgnl altimeter setting and increase all MDA 60 feet, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct KUDCE and hold.

MEMPHIS CENTER 134.65 316.15	UNICOM 122.8 (CTAF)
--	-------------------------------



2600	KUDCE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).		4 NM Holding Pattern
		JISIR	PUYTI	011° 2600
		RW19	2000	191°
		3.00° TCH 40		
		5 NM	6.5 NM	
CATEGORY	A	B	C	D
LP MDA	920-1	564 (600-1)	920-1 5/8	564 (600-1 1/4)
LNAV MDA	940-1	584 (600-1)	940-1 3/4	584 (600-1 1/4)
CIRCLING	980-1	622 (700-1)	980-1 3/4 622 (700-1 1/4)	1780-3 1422 (1500-3)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

TULLAHOMA, TENNESSEE

AL-508 (FAA)

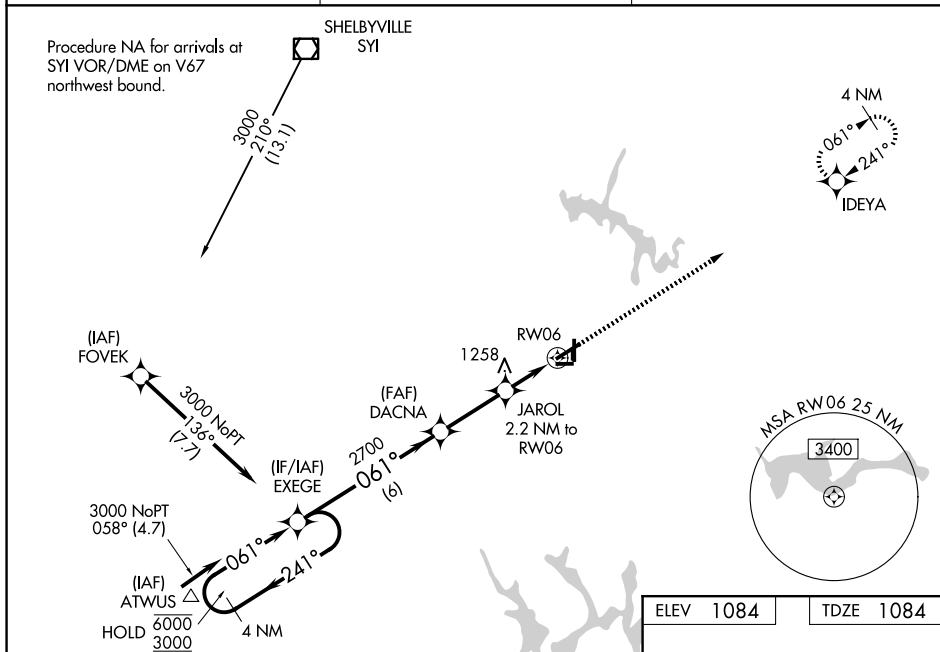
26134

WAAS CH 99324 W06A	APP CRS 061°	Rwy Ldg TDZE Apt Elev	5501 1084 1084
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RNAV (GPS) RWY 6

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

RNP APCH - GPS.		ODALS 	MISSED APPROACH: Climb to 3500 direct IDEYA and hold.
AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF) 0	



4 NM Holding Pattern		EXEGE	DACNA	JAROL 2.2 NM to RW06	1.2 NM to RW06	RW06	IDEYA 3500
6000 3000		241°	061°	061°	2700	1820	
GP 3.00° TCH 41		6 NM					
CATEGORY	A	B	C	D			
LPV DA		1334-1	250 (300-1)				
RNAV/VNAV DA		1525-1 1/8	441 (500-1 1/8)				
RNAV MDA		1500-1	416 (500-1)				
CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1 1/2 536 (600-1 1/2)	1640-2 556 (600-2)			

TULLAHOMA, TENNESSEE

Amdt 2A 15JUN23

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

35°23'N-86°15'W

RNAV (GPS) RWY 6

MIRL Rwy 6-24 and 18-36
REIL Rwy 6, 18, 24 and 36

SE-1, 03 SEP 2026 to 29 OCT 2026

RNAV (GPS) RWY 18

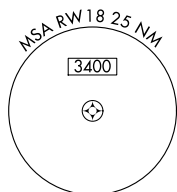
TULLAHOMA RGNL/WM NORTHERN FLD (THA)

T Rwy 18 helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 9 and 27.
A Straight-in Rwy 18 NA at night, Circling Rwy 18, 36 NA at night.

MISSED APPROACH:
Climb to 3400 direct
KOJAK and hold.

UNICOM
123.0 (CTAF) **L**

Procedure NA for arrivals at
WAKEE on V16 eastbound.



183°-

4 NM
Holding Pattern

VGSI and descent angle not coincident
(VGSI Angle 2.95/TCH 34).

3400	KOJAK
------	-------



CATEGORY	A	B	C	D
LNAV MDA	1500-1	418 (500-1)	1500-1½	418 (500-1½)
CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1½ 536 (600-1½)	1640-2 556 (600-2)

MIRL Rwyys 6-24 and 18-36 **L**
REIL Rwyys 6, 18, 24 and 36

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

35°23'N-86°15'W

RNAV (GPS) RWY 18

TULLAHOMA, TENNESSEE

AL-508 (FAA)

26134

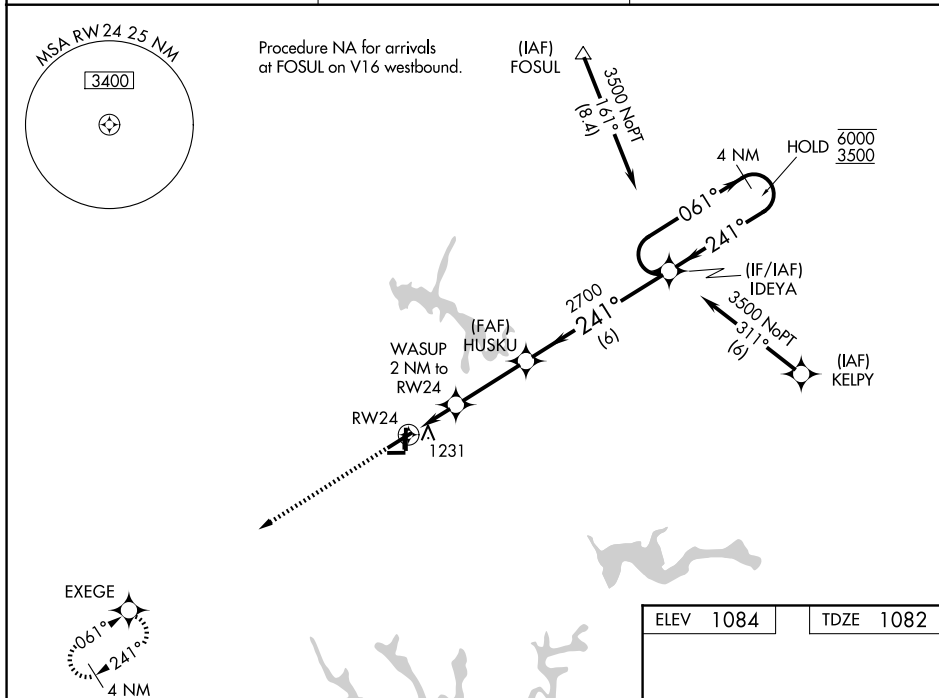
WAAS CH 53324 W24A	APP CRS 241°	Rwy Ldg TDZE Apt Elev	5001 1082 1084
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RNAV (GPS) RWY 24

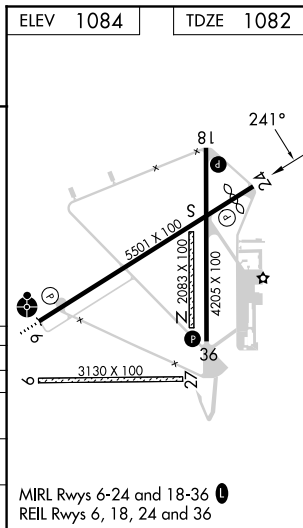
TULLAHOMA RGNL/WM NORTHERN FLD (THA)

RNP APCH - GPS.		MISSED APPROACH: Climb to 3000 direct EXEGE and hold.
T Circling NA to Rwy 9 and 27. Circling Rwy 18 and 36 NA at night. Rwy 24 helicopter visibility reduction below $\frac{3}{4}$ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 37°C.		

AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF) 0
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3000	EXEGE	VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 33).		4 NM Holding Pattern
1.2 NM to RWY 24	WASUP 2 NM to RWY 24	HUSKU 2700	IDEYA 2700	061° 241° 6000 3500
1.2 NM	0.9 NM	2.9 NM	6 NM	GP 3.00° TCH 45
CATEGORY	A	B	C	D
LPV DA		1332-1	250 (300-1)	
LNAV/VNAV DA		1400-1	318 (400-1)	
LNAV MDA	1500-1	418 (500-1)	1500-1 $\frac{1}{8}$	418 (500-1 $\frac{1}{8}$)
CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1 $\frac{1}{2}$ 536 (600-1 $\frac{1}{2}$)	1640-2 556 (600-2)



TULLAHOMA, TENNESSEE

Amdt 1D 15JUN23

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

35°23'N-86°15'W

RNAV (GPS) RWY 24

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

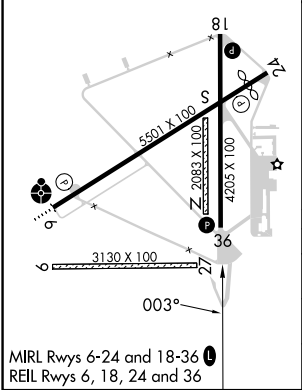
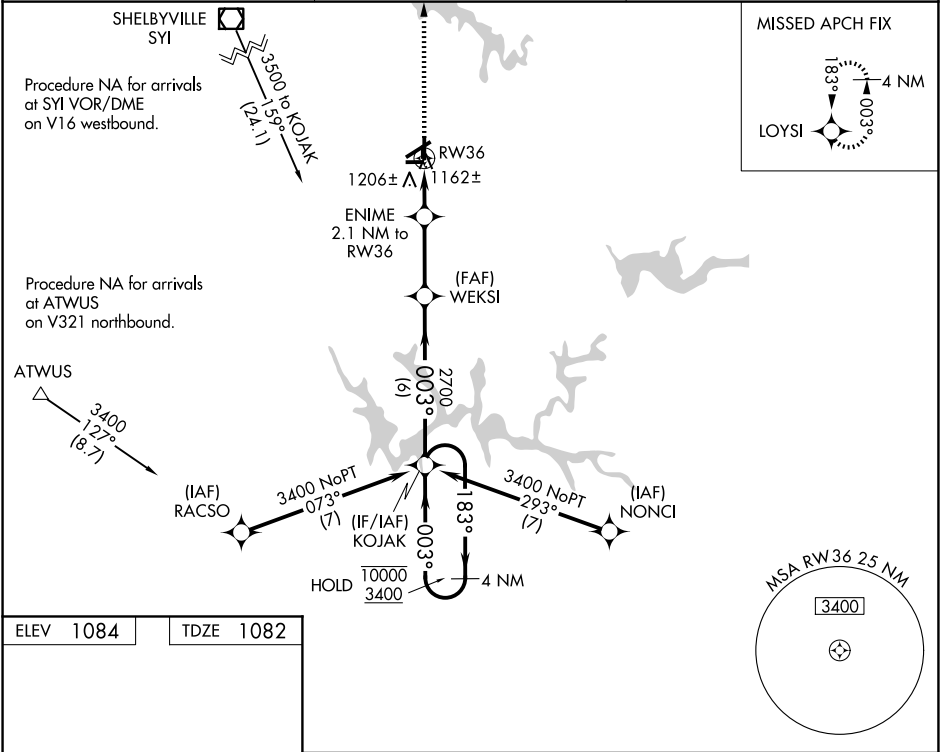
WAAS CH 82424 W36A	APP CRS 003°	Rwy Ldg TDZE 1082 Apt Elev 1084
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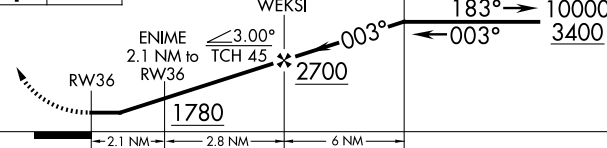
RNAV (GPS) RWY 36

TULLAHOMA RGNL/WM NORTHERN FLD (THA)

RNP APCH - GPS.	MISSED APPROACH: Climb to 3000 direct LOYSI and hold.
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AWOS-3 128.325	MEMPHIS CENTER 128.15 323.125	UNICOM 123.0 (CTAF) 0
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3000	LOYSI	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 42).		4 NM Holding Pattern
				
CATEGORY	A	B	C	D
LP MDA	1460-1		378 (400-1)	
LNAV MDA	1460-1		378 (400-1)	
CIRCLING	1540-1 456 (500-1)	1580-1 496 (500-1)	1620-1½ 536 (600-1½)	1640-2 556 (600-2)

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LOC I-UCY 109.7	APP CRS 006°	Rwy Ldg 6503 TDZE 346 Apt Elev 346
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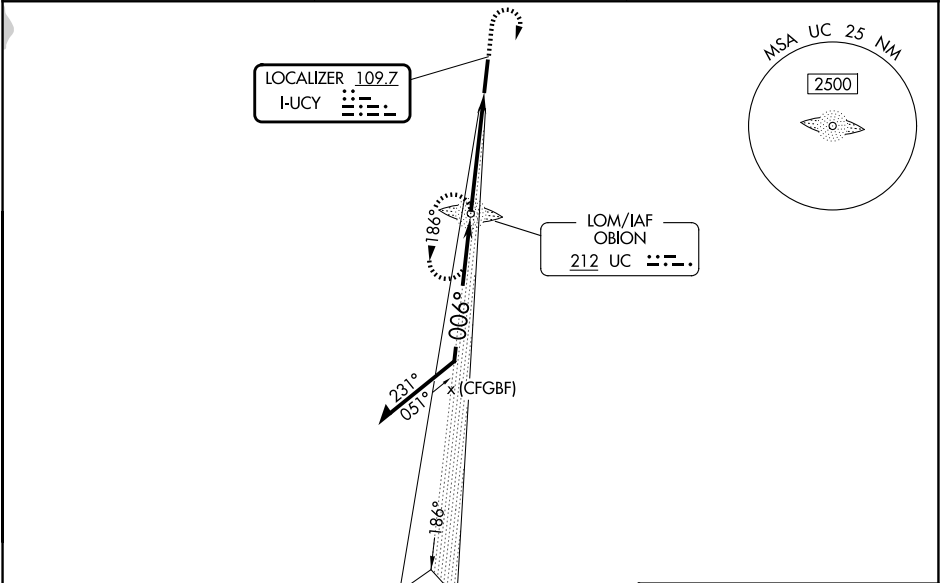
ILS or LOC RWY 1
EVERETT-STEWART RGNL (UCY)

ADF required. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase S-LOC 1 Cat C/D visibility to 1 3/4 mile, Circling Cat C visibility to 1 3/4 mile and Circling Cat D visibility to 2 1/2 mile. Inop table does not apply to S-ILS 1. For inop ODALS, increase S-LOC 1 Cat C/D visibility to 1 3/4 mile. For inop ODALS when using Dyersburg altimeter setting, increase S-ILS 1 all Cats visibility to 3/4 mile and S-LOC 1 Cat D visibility to 1 3/4 mile.

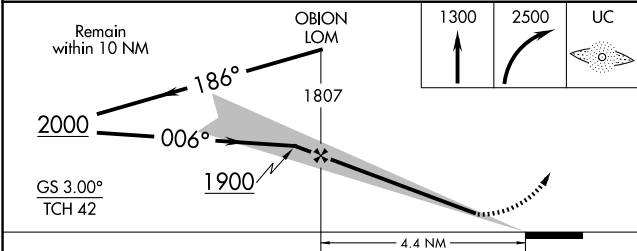
ODALS

MISSED APPROACH:
Climb to 1300 then climbing right turn to 2500 direct OBION LOM and hold.

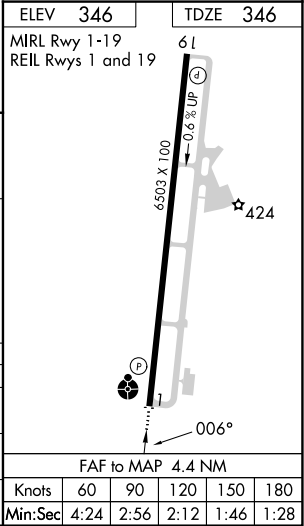
AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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ADF and RADAR
REQUIRED



CATEGORY	A	B	C	D
S-ILS 1	546-3/4 200 (200-3/4)			
S-LOC 1	820-3/4	474 (500-3/4)	820-1 1/4	474 (500-1 1/4)
CIRCLING	820-1	474 (500-1)	820-1 1/2	1020-2 1/4



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53328 W01A	APP CRS 006°	Rwy Ldg TDZE Apt Elev	6503 346 346
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RNAV (GPS) RWY 1

EVERETT-STEWART RGNL (UCY)

▼

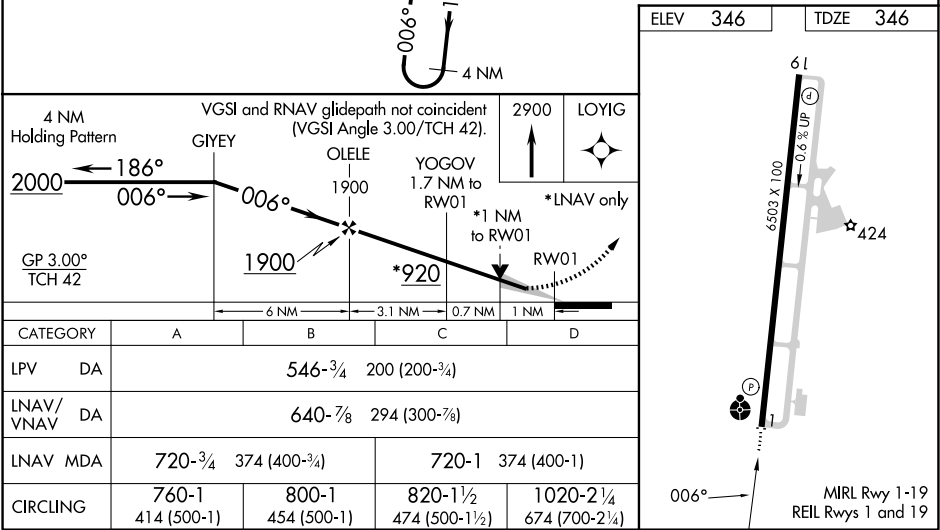
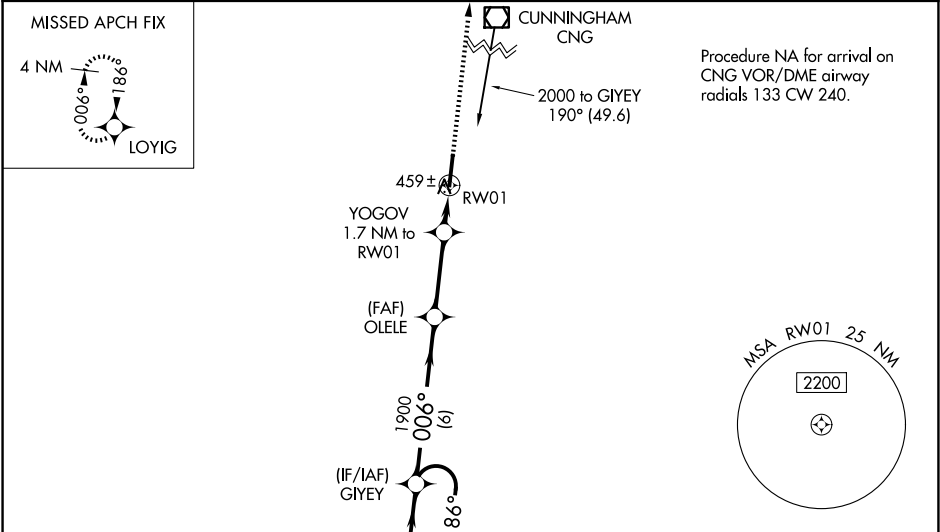
▲ NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility to 1½ SM, LNAV Cat C/D visibility to 1½ SM, and Circling Cat D visibility to 2½ SM. For inoperative ALS, increase LNAV/VNAV and LNAV all Cats visibility to 1 SM. For inoperative ALS when using Dyersburg altimeter setting, increase LPV all Cats visibility to ¾ SM, LNAV/VNAV all Cats visibility to 1¼ SM, and LNAV Cat D visibility to 1¾ SM. Inoperative table does not apply to LPV all Cats and LNAV Cats C/D.

ODALS

MISSED APPROACH:
Climb to 2900 direct
LOYIG and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 0
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UNION CITY, TENNESSEE

AL-5525 (FAA)

26078

WAAS CH 48922 W19A	APP CRS 186°	Rwy Ldg 6503 TDZE 320 Apt Elev 346
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RNAV (GPS) RWY 19

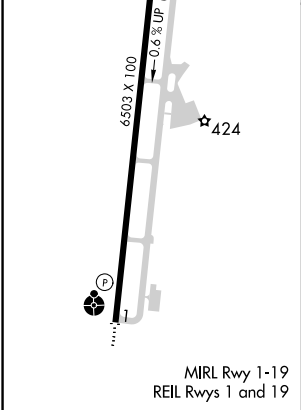
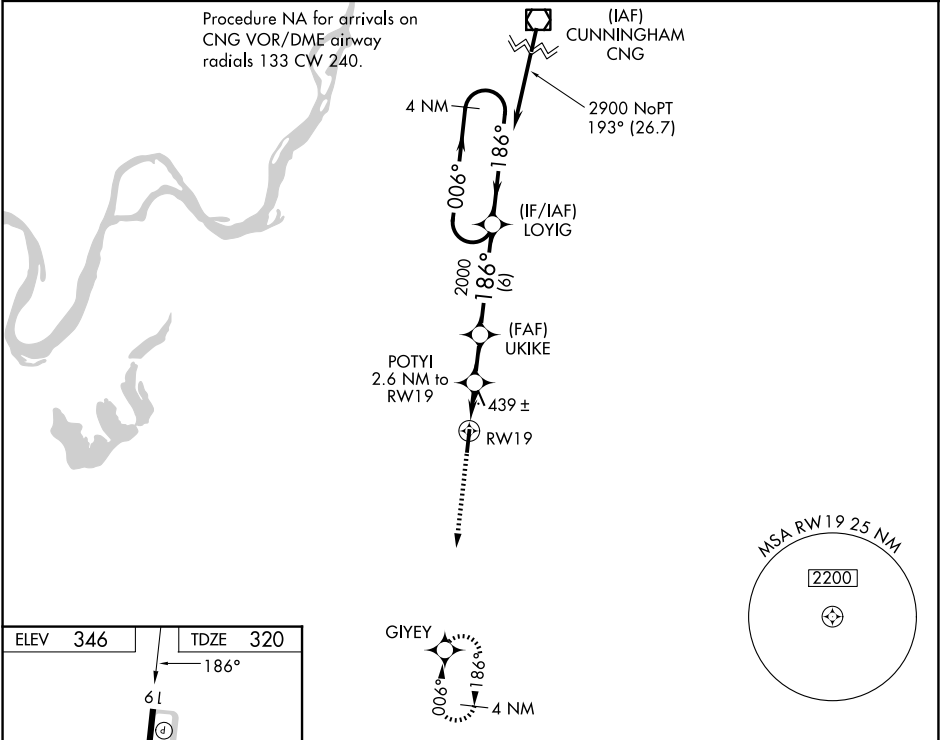
EVERETT-STEWART RGNL (UCY)

NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Dyersburg altimeter setting. When local altimeter setting not received, use Dyersburg altimeter setting and increase all DA 72 feet and all MDA 80 feet, increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cats C/D visibility ¾ SM, and Circling Cat D visibility ¼ SM.

MISSED APPROACH:
Climb to 2300 direct GIYEV and hold.

AWOS-3 135.325	MEMPHIS CENTER 133.65 292.15	UNICOM 122.7 (CTAF) 1
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2300	GIYEV	VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 29).		4 NM	Holding Pattern	
*LNAV only.		POTYI 2.6 NM to RW19	UKIKE 2000	LOYIG	006° → 2900	← 186°
1.1 NM to RW19		1160	2000	GP 3.00° TCH 40		
→ 1.1		1.5	→ 2.6 NM →	6 NM		
CATEGORY	A	B	C	D		
LPV DA	570-7/8		250 (300-7/8)			
LNAV/VNAV DA	719-13/8		399 (400-13/8)			
LNAV MDA	700-1		380 (400-1)			
CIRCLING	760-1 414 (500-1)	800-1 454 (500-1)	820-1½ 474 (500-1½)	1020-2¼ 674 (700-2¼)		

UNION CITY, TENNESSEE
Amdt 2A 02MAR17

36°23'N-88°59'W

EVERETT-STEWART RGNL (UCY)

RNAV (GPS) RWY 19

SE-1, 03 SEP 2026 to 29 OCT 2026

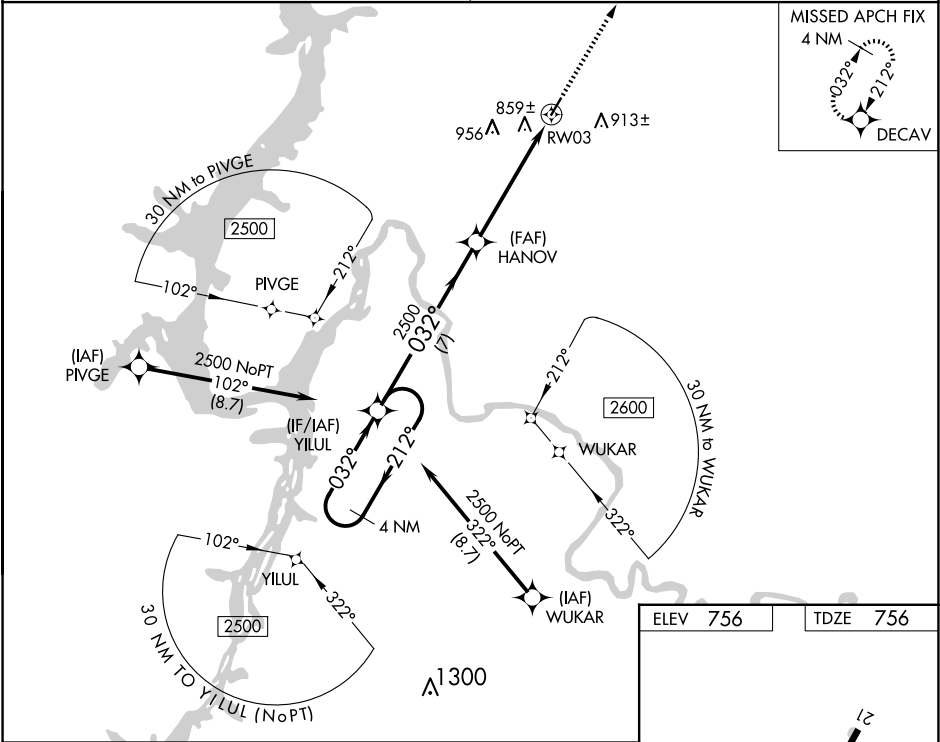
SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 90222 W03A	APP CRS 032°	Rwy Idg TDZE Apt Elev	4000 756 756
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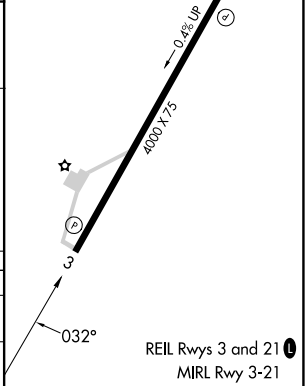
RNAV (GPS) RWY 3
HUMPHREYS COUNTY (ØM5)

RNP APCH. ▼ ▲ NA When local altimeter setting not received, use Nashville Intl altimeter setting and increase all MDA 160 feet; increase LP Cat C and D visibility 3/8 mile, LNAV Cat C and D visibility 1/2 mile. Procedure NA at night. Rwy 3 helicopter visibility reduction below 1 SM NA.	MISSED APPROACH: Climb to 2700 direct DECAV and hold.
--	---

MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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Visual Segment - Obstacles.					2700	DECAV
4 NM Holding Pattern					↑	✦
2500 ← 212° 032° → 2500					RW03	
7 NM 5.3 NM						
CATEGORY	A	B	C	D		
LP MDA		1100-1	344 (400-1)			
LNAV MDA		1120-1	364 (400-1)			



SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAVERLY, TENNESSEE

AL-6522 (FAA)

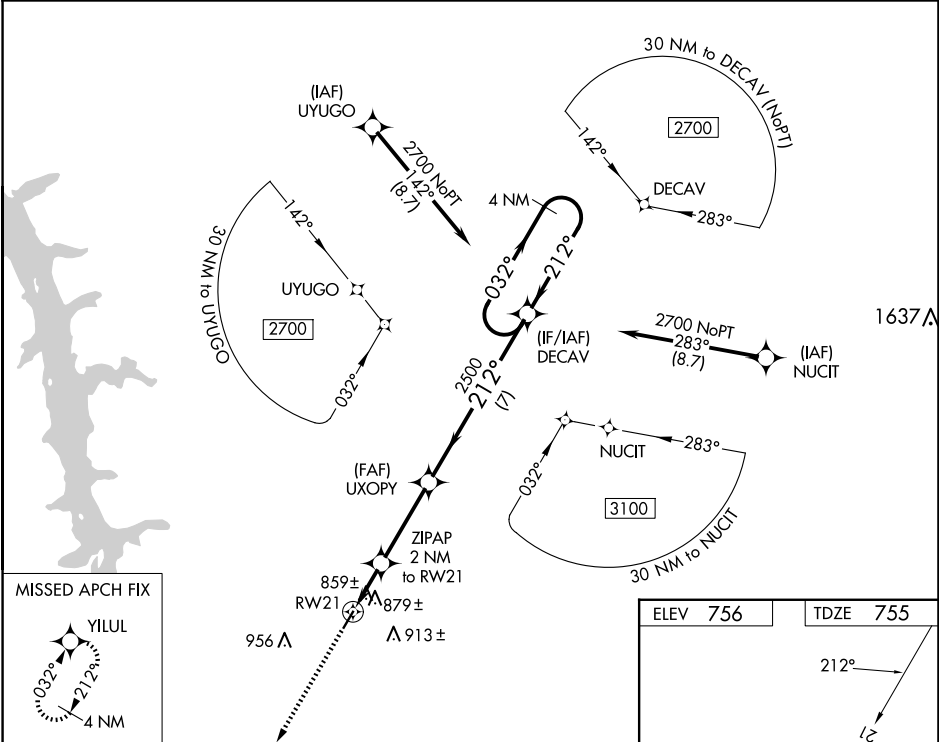
23222

WAAS CH 97422 W21A	APP CRS 212°	Rwy Idg TDZE 755 Apt Elev 756
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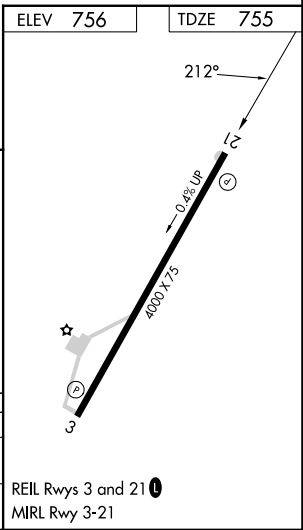
RNAV (GPS) RWY 21
HUMPHREYS COUNTY (ØM5)

RNP APCH.	MISSED APPROACH: Climb to 2500 direct YILUL and hold.
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MEMPHIS CENTER 125.85 379.25	UNICOM 122.8 (CTAF) 0
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2500	YILUL	4 NM Holding Pattern			
					



WAVERLY, TENNESSEE
Orig-C 05NOV20

36°07'N-87°44'W

HUMPHREYS COUNTY (ØM5)
RNAV (GPS) RWY 21

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

WAAS CH 53312 W02A	APP CRS 023°	Rwy Ldg TDZE 1168 Apt Elev 1178
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RNAV (GPS) RWY 2

WILLIAMSBURG-WHITLEY COUNTY (BYL)

⚠

NA

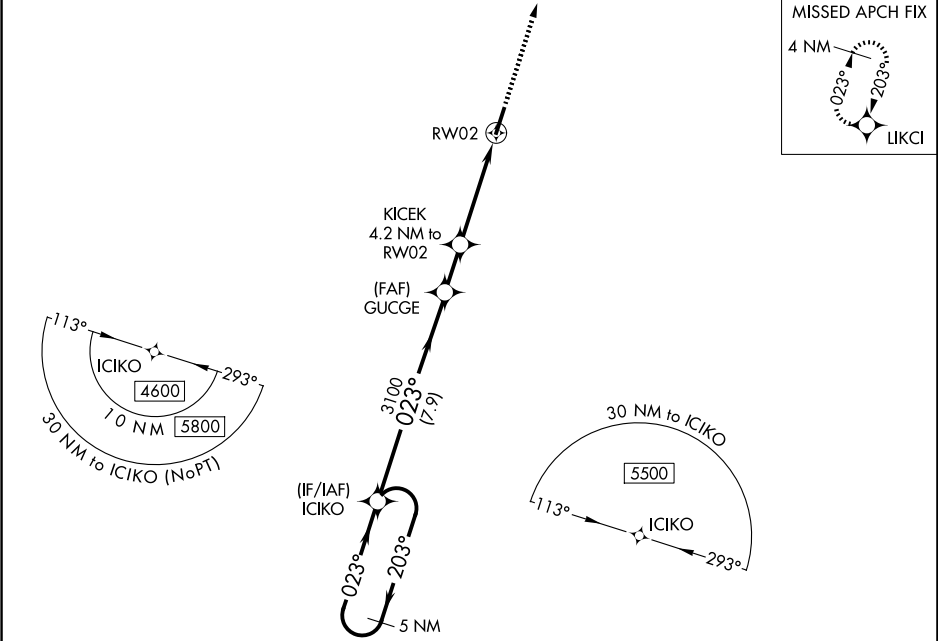
⚠

-16°C

When local altimeter setting not received, use London altimeter setting and increase DA 48 feet, MDA 60 feet and LPV all Cats visibility 1/8 mile. DME/DME RNP-0.3 NA.
Visibility reduction by helicopters NA. VDP NA with London altimeter setting.

MISSED APPROACH:
Climb to 4000 direct LIKCI and hold.

AWOS-3 119.575	INDIANAPOLIS CENTER 124.625 371.925	UNICOM 122.7 (CTAF) 0
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ELEV 1178

TDZE 1168

5 NM Holding Pattern

ICIKO

4600

203°

023°

GP 3.00° TCH 35

3100

GUCGE

KICEK

4.2 NM to RW02

3.3 NM to RW02

RW02

3057

4000

LIKCI

* LNAV only.

CATEGORY	A	B	C	D
LPV DA	1418 7/8 250 (300-7/8)			
LNAV MDA	2300-1 1/4 1132 (1200-1 1/4)	2300-1 1/2 1132 (1200-1 1/2)	2300-3	1132 (1200-3)
CIRCLING	2300-1 1/4 1122 (1200-1 1/4)	2300-1 1/2 1122 (1200-1 1/2)	2300-3	1122 (1200-3)

MIRL Rwy 2-20 0

REIL Rws 2 and 20 0

WILLIAMSBURG, KENTUCKY

AL-10311 (FAA)

25219

WAAS CH 70403 W20A	APP CRS 203°	Rwy Ldg TDZE Apt Elev	5499 1178 1178
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RNAV (GPS) RWY 20
WILLIAMSBURG-WHITLEY COUNTY (BYL)

RNP APCH.

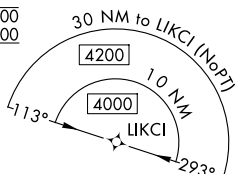
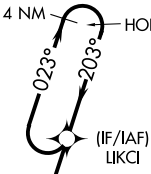
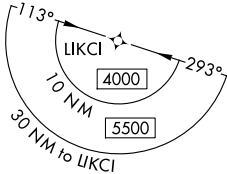
 Rwy 20 helicopter visibility reduction below 3/4 SM NA.
 -16°C
For uncompensated Baro-VNAV systems,
LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb
to 4900 direct ICIKO and hold,
continue climb-in-hold 4900.

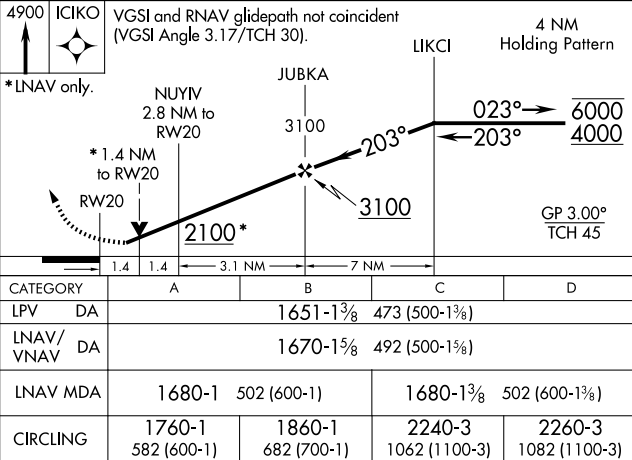
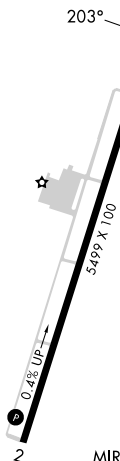
AWOS-3
119.575

INDIANAPOLIS CENTER
124.625 371.925

UNICOM
122.7 (CTAF) 1



ELEV 1178	TDZE 1178
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WILLIAMSBURG, KENTUCKY
Amdt 1C 22APR21

36°48'N-84°12'W

RNAV (GPS) RWY 20

SE-1, 03 SEP 2026 to 29 OCT 2026

SE-1, 03 SEP 2026 to 29 OCT 2026

LOC RWY 20
WILLIAMSBURG-WHITLEY COUNTY (BYL)

MISSED APPROACH: Climb to 1800 then climbing left turn to 4000 direct LOZ VOR/DME and hold.

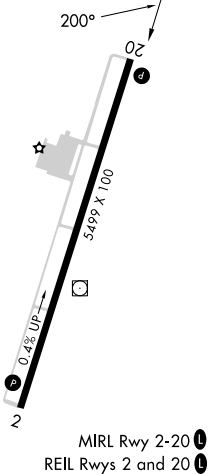
UNICOM
122.7 (CTAF) 

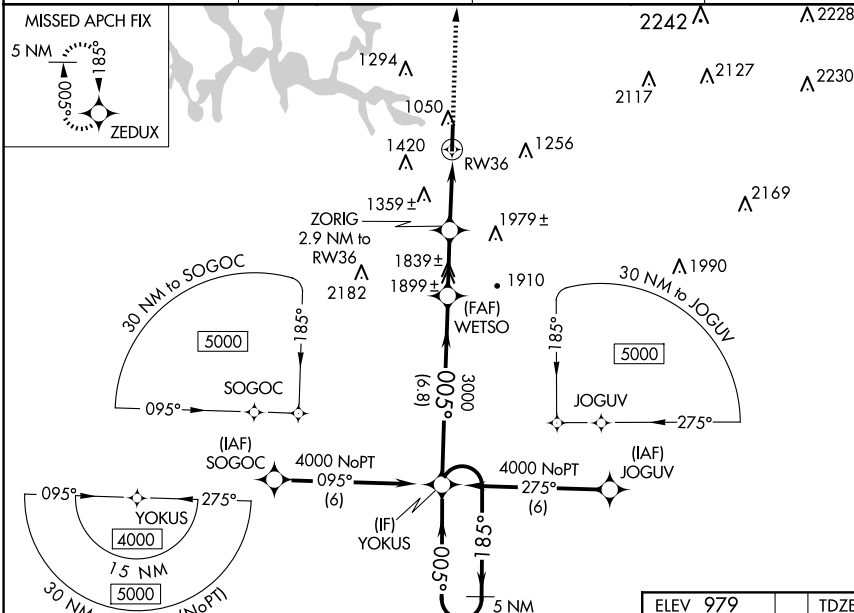
Figure 10-10 is a plan view of a proposed road layout. The layout includes a 4000' segment at 200 degrees, a 1940' segment at 209 degrees, a 3100' segment at 200 degrees, and a 4000' segment at 209 degrees. The layout also shows a 2.95 degree angle and a 45' TCH (Total Curve Height). The layout includes various points labeled with 'I-BYL' (Intersection by Line) and 'WENIP' (Worked End of New Intersection Point).

	1 NM	1.3 NM	3.7 NM	6 NM	
CATEGORY	A		B	C	D
S-20	1740-1		562 (600-1)	1740-1 ⁵ / ₈	562 (600-1 ⁵ / ₈)
CIRCLING	1760-1 582 (600-1)	1860-1 682 (700-1)	2240-3 1062 (1100-3)	2260-3 1082 (1100-3)	

RNAV (GPS) RWY 36
WINCHESTER MUNI (BGF)

MISSED APPROACH:
Climb to 4000 direct
ZEDUX and hold.

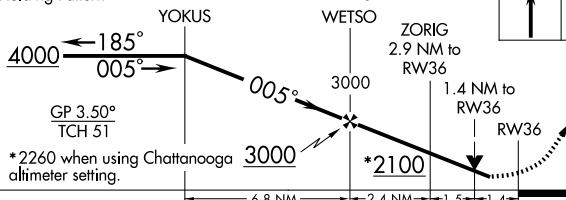
UNICOM
122.8 (CTAF)



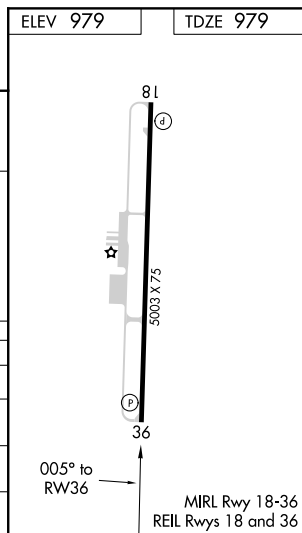
5 NM
Holding Pattern

VGSI and RNAV glidepath not coincident
(VGSI Angle 3.50/TCH 32)

4000	ZEDUX
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CATEGORY		A		B		C		D	
LPV	DA	1340-1		361 (400-1)				NA	
RNAV/ VNAV	DA	1367-1½		388 (400-1½)				NA	
RNAV	MDA	1540-1		561 (600-1)		1540-1½ 561 (600-1½)		NA	
CIRCLING		1540-1 561 (600-1)		1780-1 801 (900-1)		1820-2½ 841 (900-2½)		NA	



WINCHESTER MUNI (BGF)
RNAV (GPS) RWY 36

SE-1, 03 SEP 2026 to 29 OCT 2026

WINCHESTER, TENNESSEE

AL-6187 (FAA)

23222

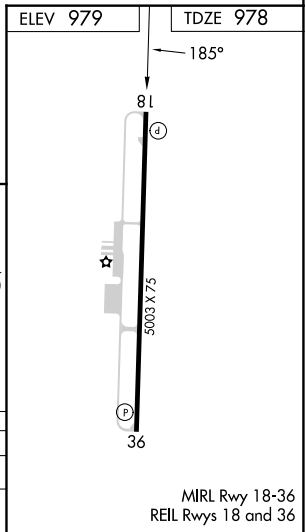
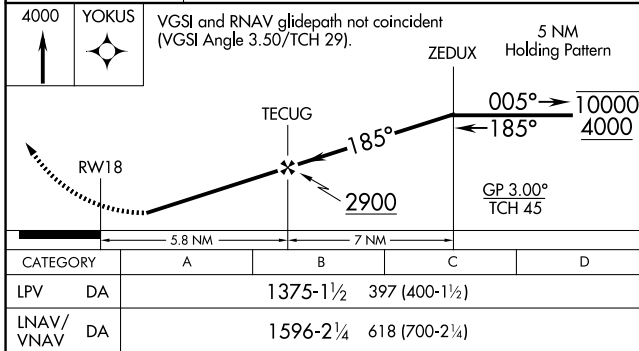
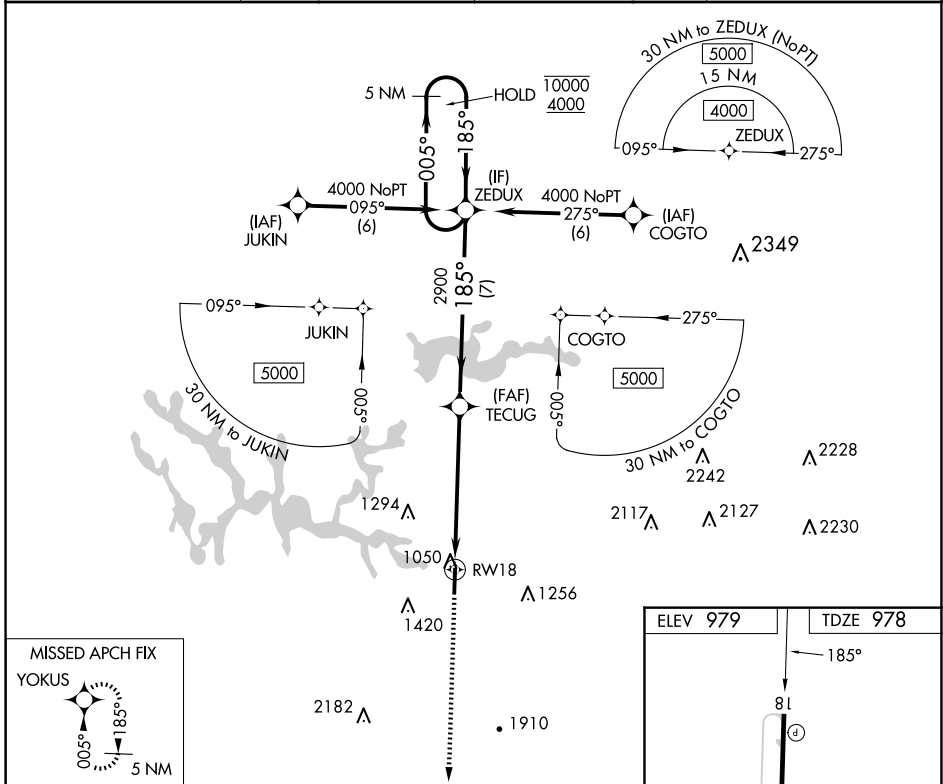
WAAS CH 42708 W18A	APP CRS 185°	Rwy Idg TDZE Apt Elev	5003 978 979
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RNAV (GPS) Z RWY 18

WINCHESTER MUNI (BGF)

RNP APCH.	MISSED APPROACH: Climb to 4000 direct YOKUS and hold.
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AWOS-3 121.675	MEMPHIS CENTER 128.15 323.125	GCO 121.725	UNICOM 122.8 (CTAF)
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WINCHESTER, TENNESSEE
Orig-C 21MAY20

35°11'N-86°04'W

RNAV (GPS) Z RWY 18

MIRL Rwy 18-36
REIL Rwy 18 and 36

SE-1, 03 SEP 2026 to 29 OCT 2026

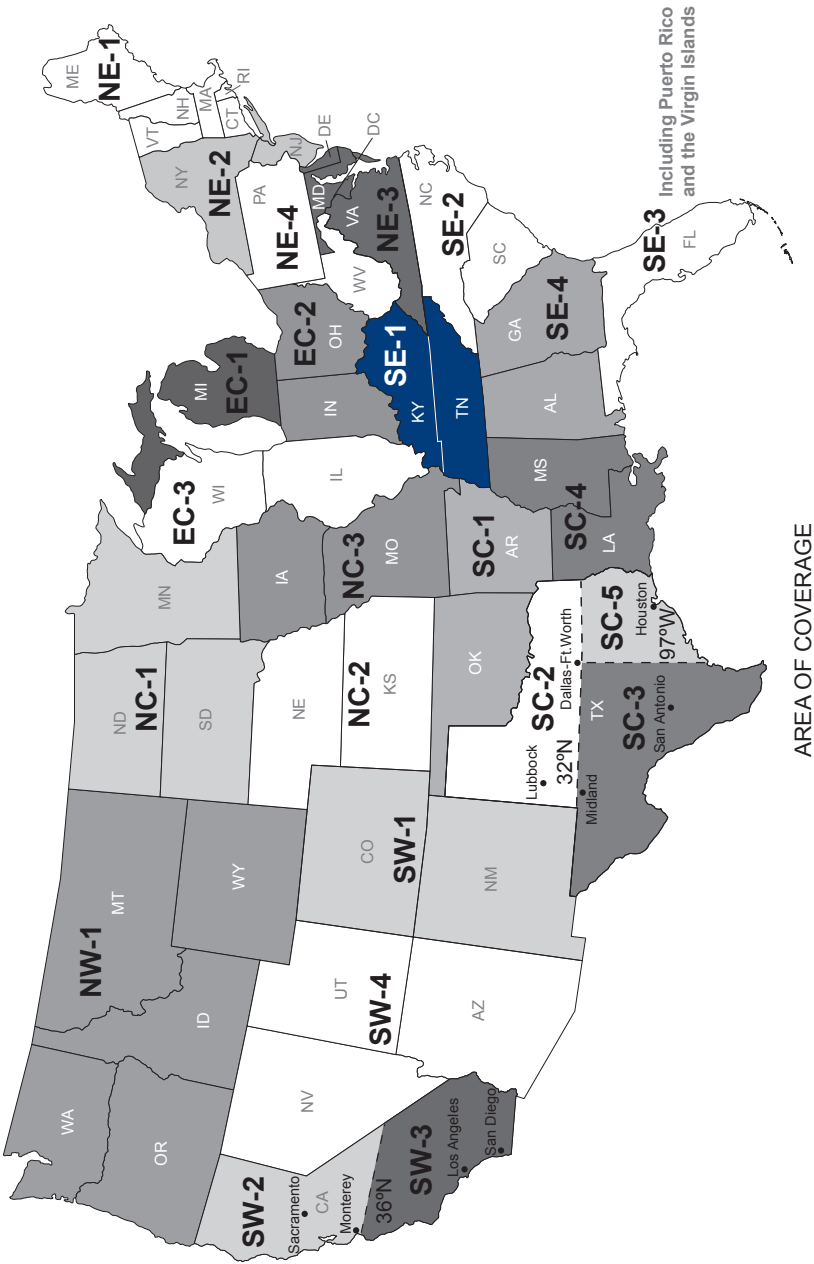
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPSE1



NSN 7641015059591

NGA REF. NO. TERMXFAABTPPSE1
OK-10-2859



EFF. DATE 26246