Federal Aviation Administration

TM

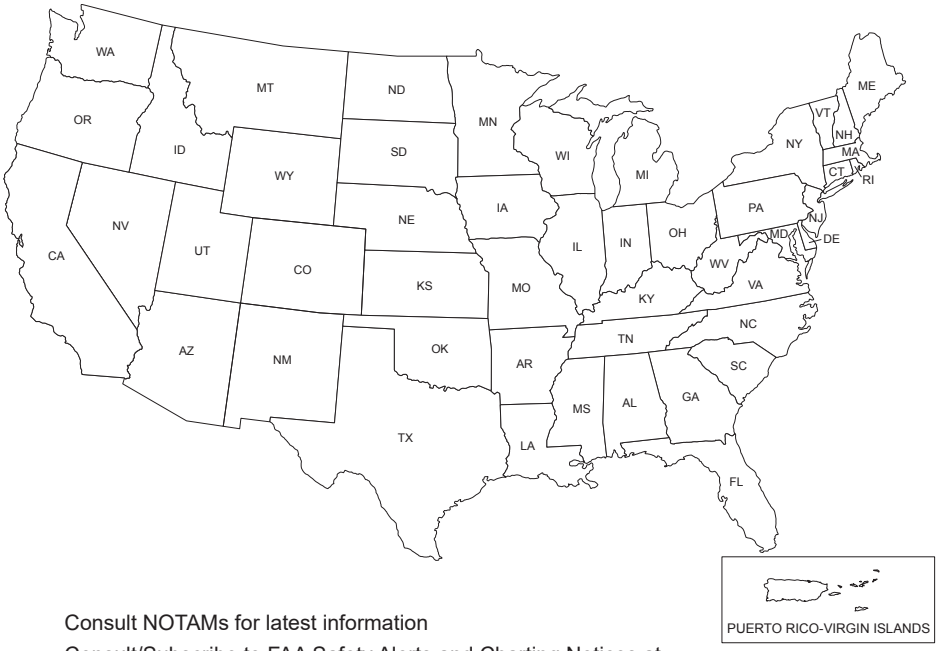
U.S. Terminal Procedures Publication Change Notice (CN)

Effective: 0901Z

01 OCT 2026

to: 0901Z

29 OCT 2026



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Department of Defense - Federal Aviation Administration

GENERAL INFORMATION/INSTRUCTIONS

CHANGE NOTICE (CN) FOR UNITED STATES GOVERNMENT

TERMINAL PROCEDURES PUBLICATION

GENERAL:

The United States Terminal Procedures are published in 25 Bound Volumes on a 56-day cycle. This CN is published at the mid 28-day point and contains revisions, additions and deletions to the last complete issue of the 24 volumes covering the conterminous U.S. There is no CN published for airports in the states of Alaska, Hawaii, or Pacific Islands.

OPERATIONAL USE OF THE CHANGE NOTICE:

During flight planning or in the case of an in-flight diversion, it is imperative that the pilot first consult this CN before making any decision as to which procedures are current at the airport of intended landing. If the airport of intended landing is not listed in the supplementary information or Index of Charts then the airport information in the basic 24 volumes has not changed.

INDEX OF TERMINAL PROCEDURES:

All civil airports which have revised, added or deleted procedures are listed alphabetically by city in the Index. In addition to the airport name, the Index includes the CN page number, the current procedure designation, the affected page and volume number in the last issue of the 24 conterminous US volumes and an indication whether the procedure is new, has been deleted, or replaces an existing procedure.

EFFECTIVE DATES:

All procedures in this CN are effective on the dates shown on the front cover unless indicated otherwise in the Index, i.e. if the procedure revision is effective on a date other than the CN publication date, this will be noted in the Index instructions by "Effective (date)". This will also be shown on the planview of the affected Chart(s).

CONSULT CURRENT NOTAMS.

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STARS..... E1
AREA OF COVERAGE.....BACK COVER

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME	PROC	SECT PG	ACTION
BEAVER FALLS, PA			
BEAVER COUNTY(BVI)			
IAPS RNAV (GPS) RWY 10		1	REPLACE PG. 16 VOL NE-4
	RNAV (GPS) RWY 28	2	REPLACE PG. 17 VOL NE-4
	LOC RWY 10	3	REPLACE PG. 18 VOL NE-4
	VOR RWY 28	4	REPLACE PG. 19 VOL NE-4
BURBANK, CA			
HOLLYWOOD BURBANK(BUR)			
ALTERNATE MINIMUMS		C	REVISE SECT. M VOL SW-3
IAPS ILS Y OR LOC Y RWY 08		5	REPLACE PG. 27 VOL SW-3
CHANDLER, AZ			
STELLAR AIRPARK(P19)			
IAPS RNAV (GPS) RWY 35		6	REPLACE PG. 46 VOL SW-4
CHINA LAKE NAWS (ARMITAGE FLD)(KNID)			
RIDGECREST, CA			
IAPS RNAV (GPS) RWY 32			DELETE PG. 70 VOL SW-3
	TACAN Y RWY 32		DELETE PG. 72 VOL SW-3
	COPTER TACAN X RWY 32		DELETE PG. 73 VOL SW-3
CONCORDIA PARISH			
---SEE VIDALIA, LA			
DEL RIO, TX			
---SEE LAUGHLIN AFB			
DELTA COUNTY			
---SEE ESCANABA, MI			
ELLINGTON			
---SEE HOUSTON, TX			
ENTERPRISE, AL			
ENTERPRISE MUNI(EDN)			
IAPS RNAV (GPS) RWY 05		7	REPLACE PG. 338 VOL SE-4
ERWIN, NC			
HARNETT RGNL JETPORT(HRJ)			
IAPS LOC RWY 05		8	REPLACE PG. 236 VOL SE-2
ESCANABA, MI			
DELTA COUNTY(ESC)			
IAPS ILS OR LOC RWY 10		9	REPLACE PG. 216 VOL EC-1
	RNAV (GPS) RWY 01	10	REPLACE PG. 217 VOL EC-1
	RNAV (GPS) RWY 10	11	REPLACE PG. 218 VOL EC-1
	RNAV (GPS) RWY 19	12	REPLACE PG. 219 VOL EC-1
	RNAV (GPS) RWY 28	13	REPLACE PG. 220 VOL EC-1
	LOC BC RWY 28	14	REPLACE PG. 221 VOL EC-1
	VOR RWY 01	15	REPLACE PG. 222 VOL EC-1

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NAME	PROC	SECT PG	ACTION
EVELYN SHARP FLD			
---SEE ORD, NE			
EVERETT, WA			
SEATTLE PAINE FLD INTL(PAE)			
IAPS RNAV (GPS) X RWY 16R		16	REPLACE PG. 247 VOL NW-1
FAIRFIELD, CA			
---SEE TRAVIS AFB			
FARGO, ND			
HECTOR INTL(FAR)			
IAPS ILS OR LOC RWY 18		17	REPLACE PG. 146 VOL NC-1
FREDERICKSBURG, TX			
GILLESPIE COUNTY(T82)			
IAPS RNAV (GPS) RWY 14		18	REPLACE PG. 176 VOL SC-3
GILLESPIE COUNTY			
---SEE FREDERICKSBURG, TX			
HARNETT RGNL JETPORT			
---SEE ERWIN, NC			
HECTOR INTL			
---SEE FARGO, ND			
HERLONG RECREATIONAL			
---SEE JACKSONVILLE, FL			
HOLLYWOOD BURBANK			
---SEE BURBANK, CA			
HOUSTON, TX			
ELLINGTON(EFD)			
IAPS TACAN RWY 04		19	REPLACE PG. 224 VOL SC-5
HUNTER LIGGETT, CA			
---SEE TUSI AHP			
JACKSONVILLE, FL			
HERLONG RECREATIONAL(HEG)			
IAPS RNAV (GPS) RWY 25		20	REPLACE PG. 242 VOL SE-3
JACKSONVILLE, NC			
---SEE NEW RIVER MCAS (MCCUTCHEON FLD)			
LAUGHLIN AFB(KDLF)			
DEL RIO, TX			
AIRPORT DIAGRAM		21	REPLACE PG. 297 VOL SC-3
LUCE COUNTY			
---SEE NEWBERRY, MI			
MANSFIELD, MA			
MANSFIELD MUNI(1B9)			
IAPS RNAV (GPS) RWY 32		22	REPLACE PG. 227 VOL NE-1

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NAME	PROC	SECT PG	ACTION
MARION, OH			
MARION MUNI(MNN)			
IAPS RNAV (GPS) RWY 07		23	REPLACE PG. 449 VOL EC-2
	RNAV (GPS) RWY 25	24	REPLACE PG. 451 VOL EC-2
MORROW COUNTY			
---SEE MOUNT GILEAD, OH			
MOUNT GILEAD, OH			
MORROW COUNTY(4I9)			
IAPS VOR-A		25	REPLACE PG. 467 VOL EC-2
NEW ORLEANS NAS JRB (ALVIN CALLENDER FLD)(KNBG)			
NEW ORLEANS, LA			
AIRPORT DIAGRAM		26	REPLACE PG. 304 VOL SC-4
NEW RIVER MCAS (MCCUTCHEON FLD)(KNCA)			
JACKSONVILLE, NC			
RADAR MINIMUMS		D	REVISE SECT. N VOL SE-2
NEWBERRY, MI			
LUCE COUNTY(ERY)			
IAPS RNAV (GPS) RWY 29		27	REPLACE PG. 389 VOL EC-1
O'NEILL, NE			
THE O'NEILL MUNI-JOHN L BAKER FLD(ONL)			
IAPS RNAV (GPS) RWY 13		28	REPLACE PG. 336 VOL NC-2
ORD, NE			
EVELYN SHARP FLD(ODX)			
IAPS RNAV (GPS) RWY 13		29	REPLACE PG. 403 VOL NC-2
	RNAV (GPS) RWY 31	30	REPLACE PG. 404 VOL NC-2
PELLA, IA			
PELLA MUNI(PEA)			
IAPS RNAV (GPS) RWY 34		31	REPLACE PG. 416 VOL NC-3
PIQUA, OH			
PIQUA/HARTZELL FLD(I17)			
IAPS RNAV (GPS) RWY 08		32	REPLACE PG. 500 VOL EC-2
	RNAV (GPS) RWY 26	33	REPLACE PG. 501 VOL EC-2
PIQUA/HARTZELL FLD			
---SEE PIQUA, OH			
PORTSMOUTH, NH			
PORTSMOUTH INTL AT PEASE(PSM)			
IAPS ILS OR LOC RWY 16		34	REPLACE PG. 332 VOL NE-1
	ILS OR LOC RWY 34	35	REPLACE PG. 333 VOL NE-1
	RNAV (GPS) RWY 16	36	REPLACE PG. 334 VOL NE-1
	RNAV (GPS) RWY 34	37	REPLACE PG. 335 VOL NE-1
RIDGECREST, CA			
---SEE CHINA LAKE NAWS (ARMITAGE FLD)			
SEATTLE PAINE FLD INTL			
---SEE EVERETT, WA			

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SHELDON, IA			
SHELDON RGNL(SHL)			
IAPS RNAV (GPS) RWY 15		38	REPLACE PG. 529 VOL NC-3
	RNAV (GPS) RWY 33	39	REPLACE PG. 530 VOL NC-3
SIDNEY, NE			
SIDNEY MUNI/LLOYD W CARR FLD(SNY)			
IAPS VOR/DME RWY 13		40	REPLACE PG. 464 VOL NC-2
	VOR/DME RWY 31	41	REPLACE PG. 465 VOL NC-2
STELLAR AIRPARK			
---SEE CHANDLER, AZ			
THE O'NEILL MUNI-JOHN L BAKER FLD			
---SEE O'NEILL, NE			
TRAVIS AFB(KSUU)			
FAIRFIELD, CA			
IAPS ILS OR LOC OR RNAV RWY 03L		42	ADD TO VOL SW-2
	RNAV (GPS) RWY 21R	43	ADD TO VOL SW-2
	TACAN RWY 03L	44	ADD TO VOL SW-2
	TACAN RWY 21R	45	ADD TO VOL SW-2
AIRPORT DIAGRAM		46	REPLACE PG. 394 VOL SW-2
TUSI AHP(KHGT)			
HUNTER LIGGETT, CA			
TAKEOFF MINIMUMS		B	DELETE FROM SECT. L VOL SW-3
IAPS COPTER RNAV (GPS) RWY 32			DELETE PG. 494 VOL SW-3
VIDALIA, LA			
CONCORDIA PARISH(0R4)			
IAPS RNAV (GPS) RWY 32		47	REPLACE PG. 395 VOL SC-4
WICHITA, KS			
WICHITA DWIGHT D EISENHOWER NTL(ICT)			
ALTERNATE MINIMUMS		C	REVISE SECT. M VOL NC-2
IAPS ILS OR LOC RWY 01R		48	REPLACE PG. 529 VOL NC-2
WILLARD, OH			
WILLARD(8G1)			
IAPS RNAV (GPS)-A		49	REPLACE PG. 613 VOL EC-2

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TAKEOFF MINS

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THERE ARE NO TAKEOFF MINIMUMS FOR CHANGE NOTICE

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TAKEOFF MINS

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CN

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).

NAME ALTERNATE MINIMUMS

NORTH CENTRAL VOL 2

WICHITA, KS

WICHITA DWIGHT D EISENHOWER NTL (ICT)..... **ILS or LOC Rwy 1L[1]**
ILS or LOC Rwy 1R[2]
ILS or LOC Rwy 19L[3]
ILS or LOC Rwy 19R[1]
NDB Rwy 1R[4]
RNAV (GPS) Rwy 1R[5]
VOR Rwy 14[6]

[1]ILS Cat E 700-2¼; LOC Cat E 800-2¼.
[2]LOC Cat E 800-2¼.
[3]ILS Cat C, D 700-2, Cat E 700- 2¼; LOC Cat E 800-2¼.
[4]NA when local weather not available.
[5]Cat E 800-2¼.
[6]Cat A, B 900-2, Cat C 900-2¾, Cat D 900-3.

NAME ALTERNATE MINIMUMS

SOUTHWEST VOL 3

BURBANK, CA

HOLLYWOOD BURBANK (BUR)..... **ILS Y or LOC Y Rwy 8[1]**
ILS Z or LOC Z Rwy 8[2]
RNAV (GPS) Z Rwy 8[3]
RNAV (RNP) Y Rwy 8[4]
VOR Rwy 8[3]

[1]ILS Cat A, B, C, D 800-2½; LOC Cat A, B 900-2, Cat C 1500-3, Cat D 1600-3.
[2]LOC Cat B 900-2, Cat C 1500-3, Cat D 1600-3.
[3]Cat A, B 900-2, Cat C 1500-3, Cat D 1600-3.
[4]Cat A, B, C, D 800-2½.

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SOUTHEAST VOL 2

NEW RIVER MCAS (MCCUTCHEON FLD) (KNCA)

Jacksonville, NC Amdt 5 01OCT26 (26274) (USN) ELEV **26**

RADAR - (U) 118.575 124.85 279.575 317.75 338.25 350.225 353.875 377.125

	RWY	GP/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	1[1]	3.0°/46/879	ABCD	**124**-¼	100	(100-¼)
	5[2]	3.0°/37/808	ABCD	**126**-½	100	(100-½)
	19[3]	3.0°/41/759	ABCD	**123**-½	100	(100-½)
	23[2]	3.0°/37/672	ABCD	**124**-½	100	(100-½)
ASR	19[4]		AB	**460**-1	437	(500-1)
			CDE	**460**-1¼	437	(500-1¼)
	23[5]		AB	**460**-1	436	(500-1)
			CDE	**460**-1¼	436	(500-1¼)
	5[6]		AB	**480**-1	454	(500-1)
			CDE	**480**-1⅜	454	(500-1⅜)
CIR	All Rwys		AB	**540**-1	514	(600-1)
			C	**700**-2	674	(700-2)
			D	**700**-2¼	674	(700-2¼)
			E	**700**-2½	674	(700-2½)

[1]When ALS inop, increase vis to ½ mile.
[2]CAUTION: TCH (37') is less than the min TCH (45') for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25.
[3]CAUTION: TCH (41') is less than the min TCH (45') for aircraft similar to B-767/777, KC-10, B-1, C-5, VC-25.
[4]Step Down Fix 2 NM from thld, 640 min.
[5]Step Down Fix 2 NM from thld, 560 min.
[6]Step Down Fix 2 NM from thld, 600 min.

INTENTIONALLY

LEFT

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WAAS CH 62821 W10A	APP CRS 101°	Rwy Ldg 4501 TDZE 1237 Apt Elev 1253

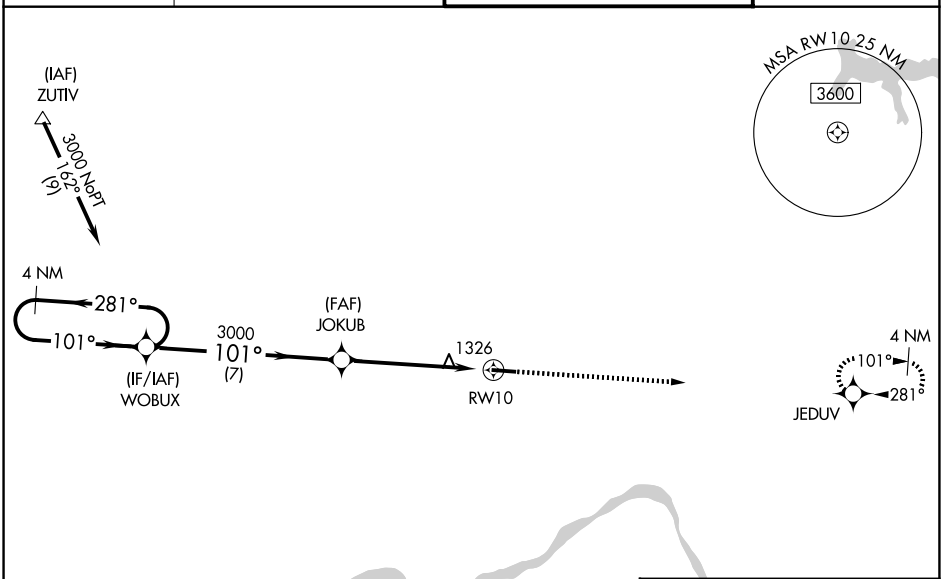
RNAV (GPS) RWY 10
BEAVER COUNTY (BVI)

RNP APCH.

Baro-VNAV and VDP NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ⅛ SM.
Circling Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JEDUV and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON
118.35	124.75 338.2	120.3 (CTAF) L	121.8

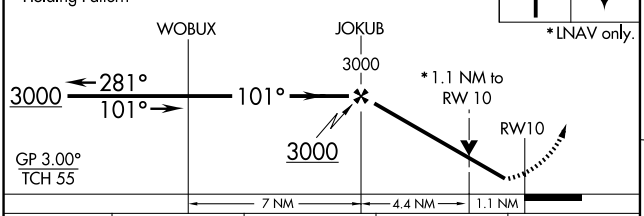


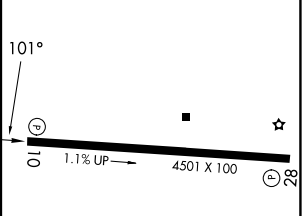
ELEV 1253 TDZE 1237

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 42).

3000 JEDUV

*LNAV only.





CATEGORY	A	B	C	D
LPV DA	1528-1 290 (300-1)			
LNAV/VNAV DA	1514-1 276 (300-1)			
LNAV MDA	1580-1 342 (400-1)			
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

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

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BEAVER FALLS, PENNSYLVANIA AL-5206 (FAA) 26274

WAAS CH 72621 W28A	APP CRS 281°	Rwy Ldg 4501 TDZE 1253 Apt Elev 1253

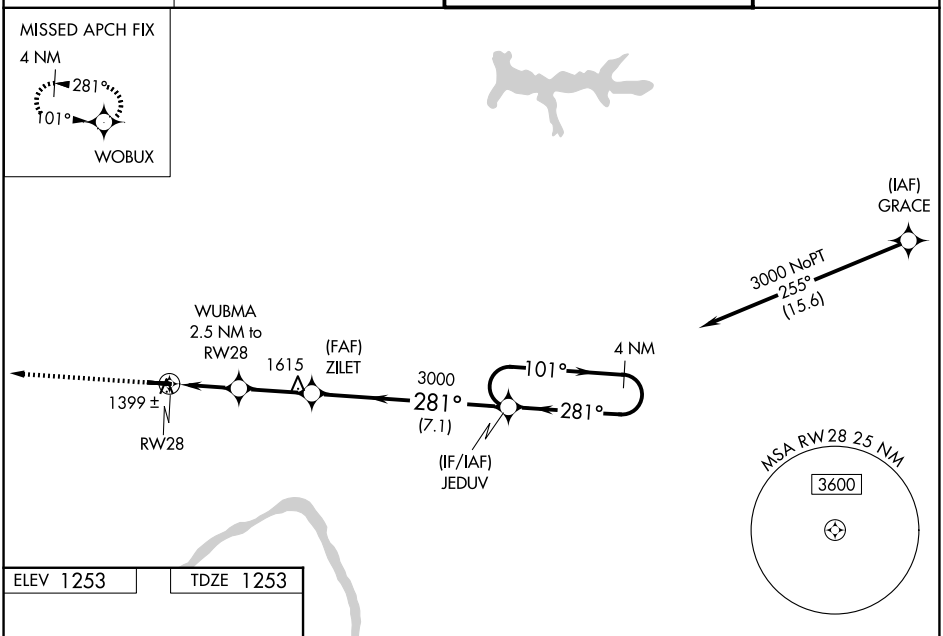
RNAV (GPS) RWY 28
BEAVER COUNTY (BVI)

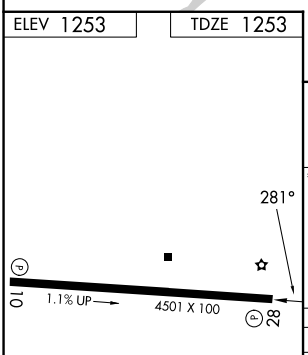
RNP APCH.

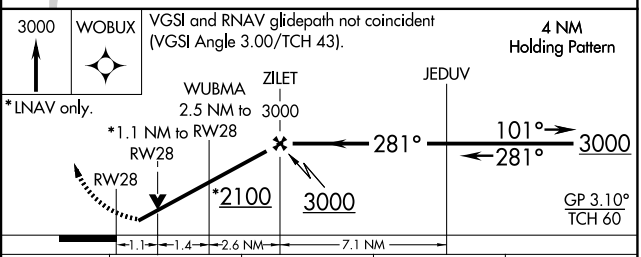
Baro-VNAV and VDP NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 26°C (78°F). When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ¼ SM. Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct WOBUX and hold.

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER★	GND CON
118.35	124.75 338.2	120.3 (CTAF) L	121.8







CATEGORY	A	B	C	D
LPV DA	1512-1 259 (300-1)			
LNAV/VNAV DA	1580-1 327 (400-1)			
LNAV MDA	1660-1 407 (500-1)		1660-1⅛ 407 (500-1⅛)	
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

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

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LOC I-BVI	APP CRS	Rwy Ldg	4501
109.3	101°	TDZE	1238
		Apt Elev	1253

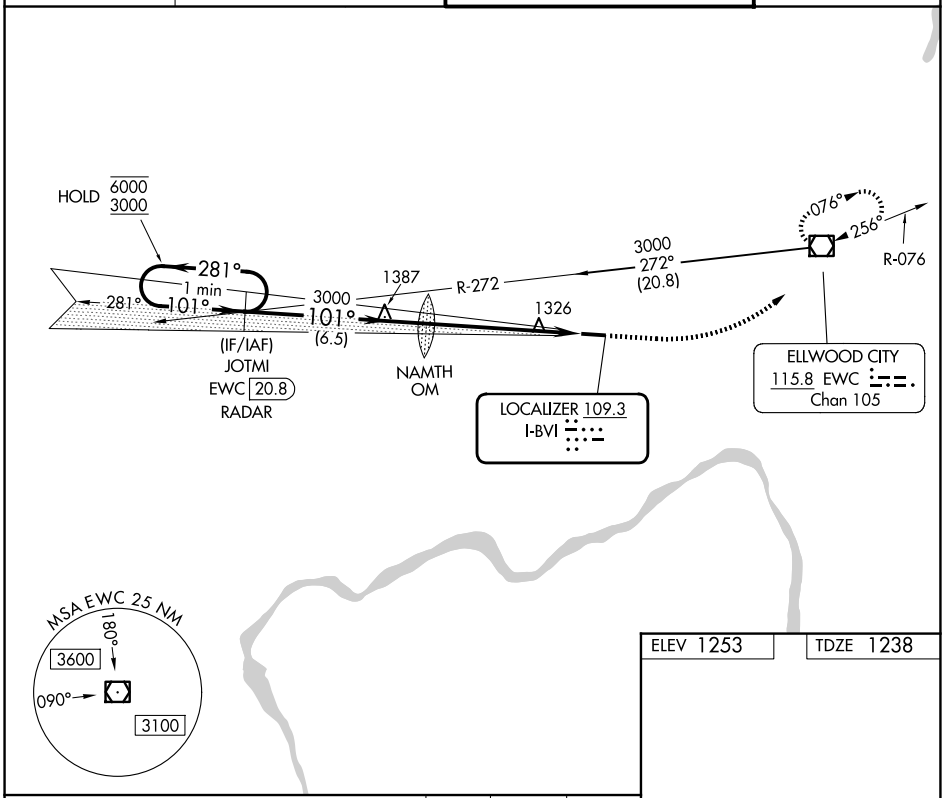
LOC RWY 10
BEAVER COUNTY (BVI)

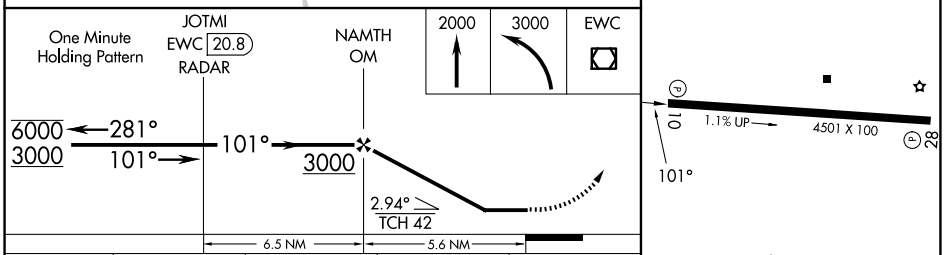
DME or RADAR REQUIRED

T A Rwy 10 helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.

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

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON
118.35	124.75 338.2	120.3 (CTAF) L	121.8





CATEGORY	A	B	C	D
S-10	1640-1 402 (400-1)		1640-1⅛ 402 (400-1⅛)	
CIRCLING	1720-1 467 (500-1)		1720-1½ 467 (500-1½)	1820-2 567 (600-2)

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

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

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BEAVER FALLS, PENNSYLVANIA

AL-5206 (FAA)

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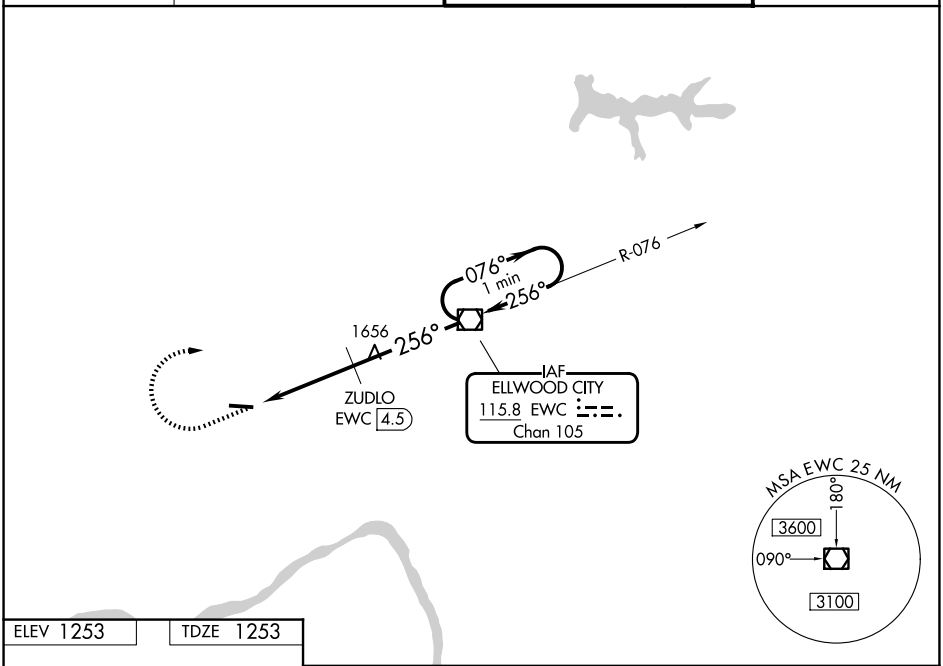
VOR RWY 28
BEAVER COUNTY (BVI)

VOR/DME EWC	APP CRS	Rwy Ldg	4501
115.8	256°	TDZE	1253
Chan 105		Apt Elev	1253

When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase MDAs 60 feet and visibility Circling Cats A and D ¼ SM and ZUDLO fix minimums S-28 Cats C/D ¼ SM and Circling Cat C ⅛ SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

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

ATIS	PITTSBURGH APP CON	BEAVER COUNTY TOWER ★	GND CON
118.35	124.75 338.2	120.3 (CTAF) L	121.8



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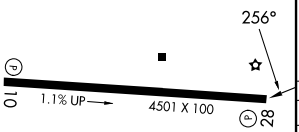
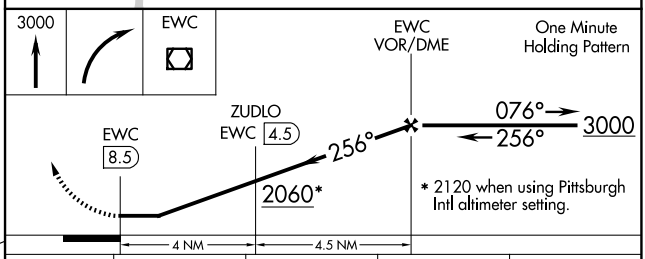
ELEV 1253 | TDZE 1253



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

FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50



CATEGORY	A	B	C	D
S-28	2060-1 807 (900-1)	2060-1¼ 807 (900-1¼)	2060-2½	807 (900-2½)
CIRCLING	2060-2	807 (900-2)	2060-2½	807 (900-2½)
	ZUDLO FIX MINIMUMS (DME REQUIRED)			
S-28	1740-1	487 (500-1)	1740-1⅜	487 (500-1⅜)
CIRCLING	1740-1	487 (500-1)	1740-1½ 487 (500-1½)	1820-2 567 (600-2)

LOC I-BUR	APP CRS	Rwy Ldg / TDZE / Apt Elev
109.5	079°	5801 / 727 / 778

ILS Y or LOC Y RWY 8
HOLLYWOOD BURBANK (BUR)

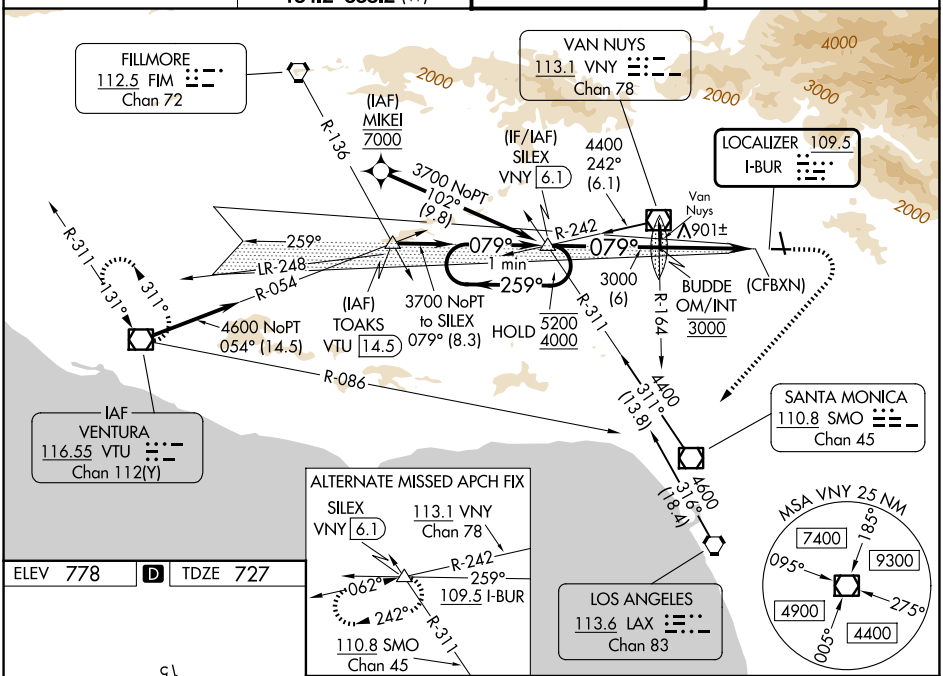
RNP APCH - GPS. From MIKEI.

Localizer unusable within 0.9 NM to thld. Straight-in Rwy 8 at night, Circling Rwy 33 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. Circling Rwy 26, 33 NA at night for Cat D. Circling NA for Cats A/B/C northeast of Rwy 15 and 26. Circling NA for Cat D east of Rwy 15-33. Inop table does not apply to S-ILS 8. For inop ALS, increase S-LOC 8 Cats A/B visibility to 1¼ SM. Rwy 8 helicopter visibility reduction below RVR 5000 NA.

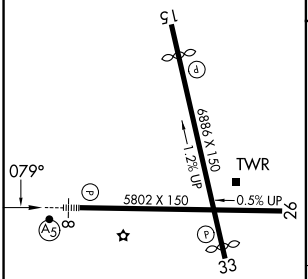
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 4600 on heading 210° and VTU VOR/DME R-086 to VTU VOR/DME and hold.

D-ATIS	SOCAL APP CON	BURBANK TOWER	GND CON
134.5	120.4 360.6 (N) 134.2 338.2 (W)	118.7 254.3	123.9 348.6

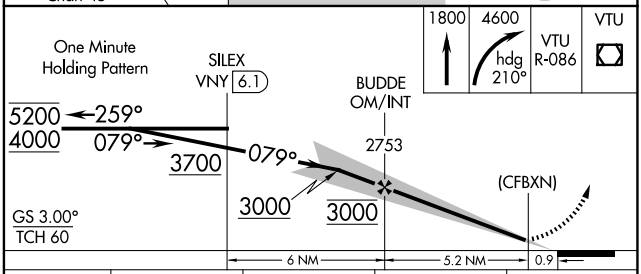


ELEV 778 | D | TDZE 727



MIRL Rwy 15-33
HIRL Rwy 8-26
REIL Rwys 15, 26 and 33

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44



CATEGORY	A	B	C	D
S-ILS 8	1555-2½ 828 (800-2½)			
S-LOC 8	1620/50 893 (900-1)		1620-2 893 (900-2)	
CIRCLING	1620-1¼ 842 (900-1¼)	1640-1¼ 862 (900-1¼)	2240-3 1462 (1500-3)	2320-3 1542 (1600-3)

CHANDLER, ARIZONA | AL-6022 (FAA-O) | 26274

WAAS CH 83489 W35A	APP CRS 351°	Rwy Ldg 4068 TDZE 1178 Apt Elev 1179

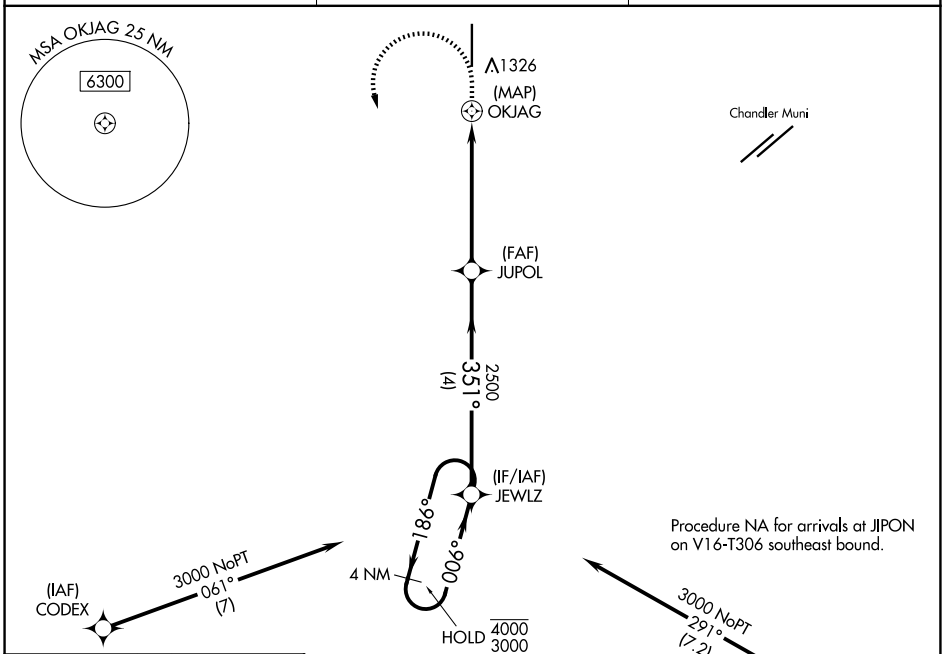
RNAV (GPS) RWY 35
STELLAR AIRPARK (P19)

RNP APCH - GPS.
RADAR required for procedure entry at CODEX.

T A NA Use CHD altimeter setting; when not received, use PHX altimeter setting. Rwy 35 helicopter visibility reduction below 1 SM NA. Activate MIRL Rwy 17-35 and PAPI Rwy 17-35 - CTAF.

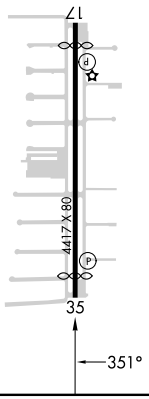
MISSED APPROACH: (Do not exceed 200K until JEWLZ) Climb to 1700 then climbing left turn to 3000 direct JEWLZ and hold.

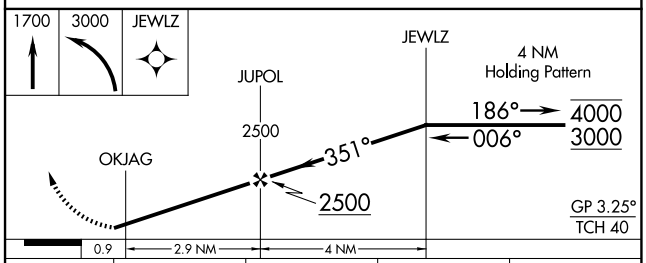
CHD AWOS-3PT	PHOENIX APP CON	UNICOM
128.325	123.7 363.0	122.975 (CTAF) L



ELEV 1179 | D | TDZE 1178

MIRL Rwy 17-35 L
REIL Rwys 17 and 35 L





CATEGORY	A	B	C	D
LPV DA	1457-1 279 (300-1)			NA
LNAV MDA	1620-1 442 (500-1)		1620-1⅜ 442 (500-1⅜)	NA
CIRCLING	1760-1 581 (600-1)		1760-1½ 581 (600-1½)	NA

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

WAAS CH 72614 W05A	APP CRS 055°	Rwy Ldg 5080 TDZE 360 Apt Elev 361

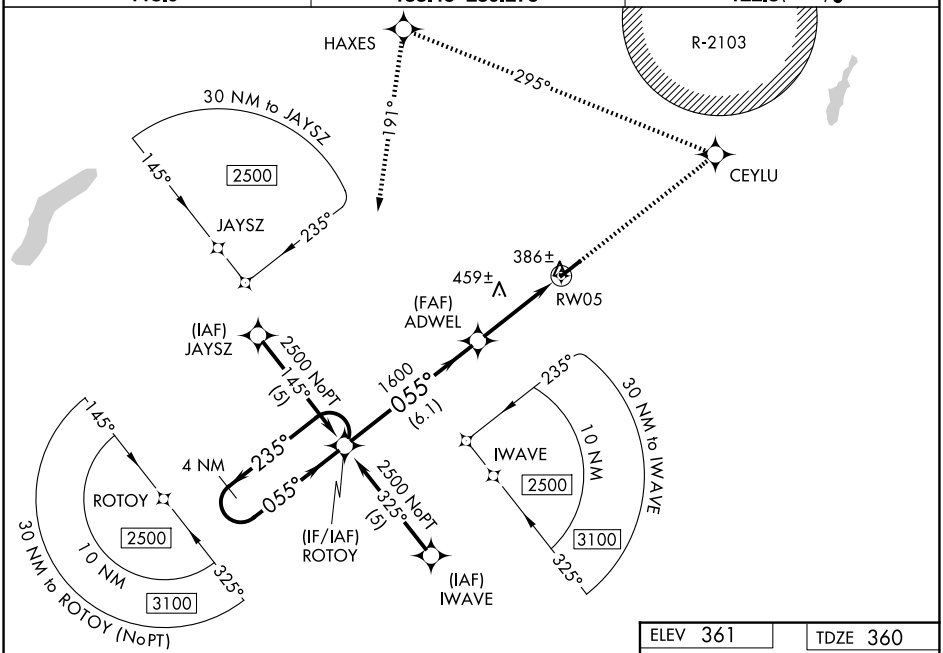
RNAV (GPS) RWY 5
ENTERPRISE MUNI (EDN)

RNP APCH - GPS.

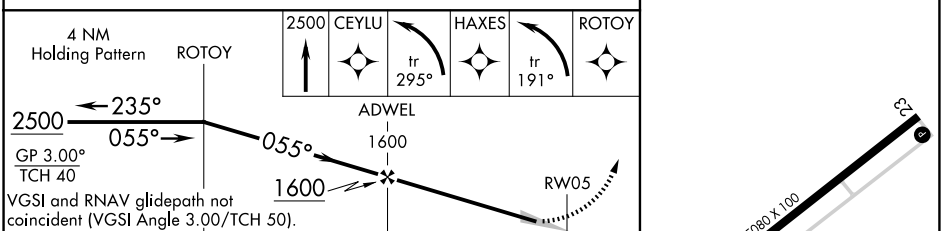
NA Baro-VNAV NA when using OZR altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use OZR altimeter setting and increase LNAV visibility Cat C ⅛ SM. Circling Rwy 23 NA at night.

MISSED APPROACH: Climb to 2500 direct CEYLU and left turn via track 295° to HAXES and left turn via track 191° to ROTOY and hold.

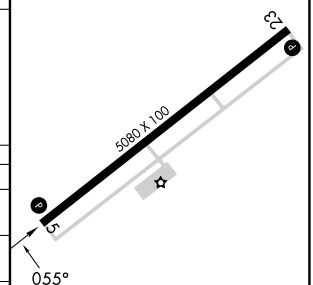
AWOS-3PT	CAIRNS APP CON ★	UNICOM
118.9	133.45 239.275	122.8 (CTAF) L



ELEV 361 TDZE 360



CATEGORY	A	B	C	D
LPV DA	642-1 282 (300-1)			NA
LNAV/VNAV DA	688-1¼ 328 (400-1¼)			NA
LNAV MDA	760-1 400 (400-1)		760-1⅛ 400 (400-1⅛)	NA
CIRCLING	920-1 559 (600-1)		1100-2 739 (800-2)	NA



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

01 OCT 2026 to 29 OCT 2026

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

26274

LOC RWY 5

HARNETT RGNL JETPORT (HRJ)

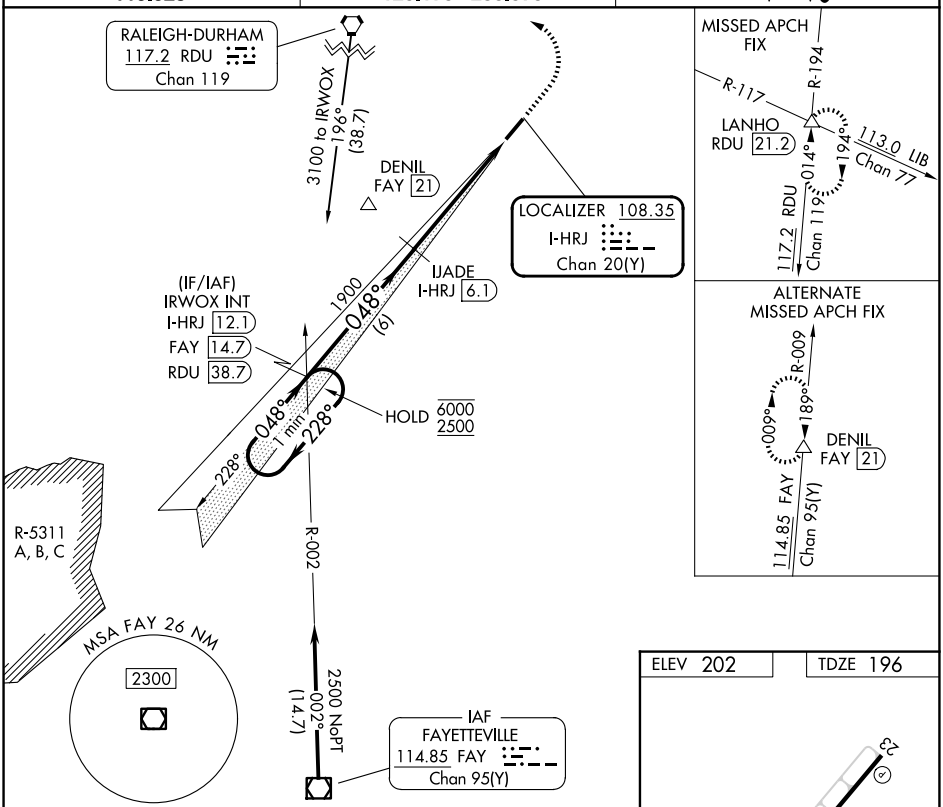
LOC/DME I-HRJ 108.35 Chan 20(Y)	APP CRS 048°	Rwy Ldg 5005 TDZE 196 Apt Elev 202

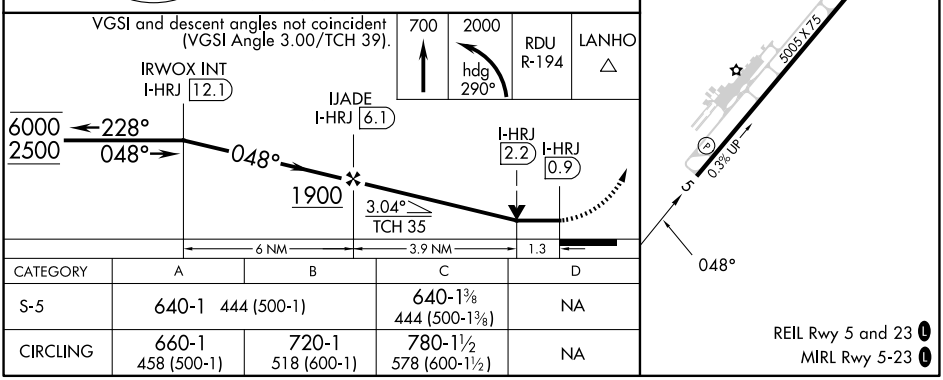
DME required.

T A

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 290° and RDU R-194 to LANHO INT/RDU 21.2 DME and hold.

AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.025	125.175 285.575	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-5	640-1 444 (500-1)		640-1⅜ 444 (500-1⅜)	NA
CIRCLING	660-1 458 (500-1)	720-1 518 (600-1)	780-1½ 578 (600-1½)	NA

REIL Rwy 5 and 23 L

MIRL Rwy 5-23 L

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

LOC/DME I-ESC	APP CRS	Rwy Ldg 6498
109.3	096°	TDZE 609
Chan 30		Apt Elev 609

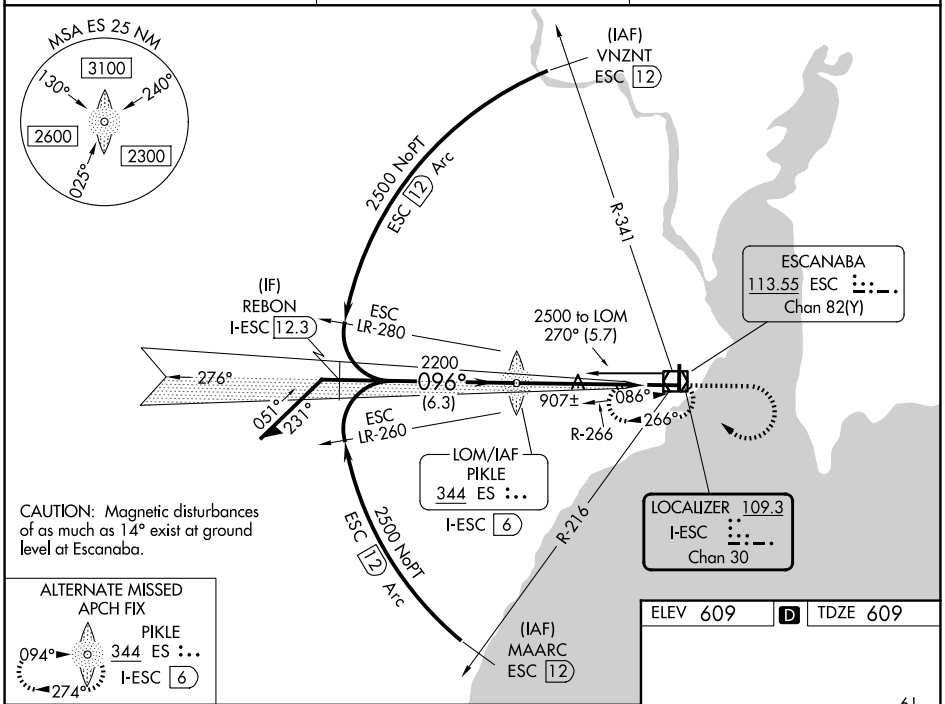
ILS or LOC RWY 10
DELTA COUNTY (ESC)

ADF or DME required for procedure entry. ADF or DME required for LOC only.

MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 2500 direct ESC VOR/DME and hold.

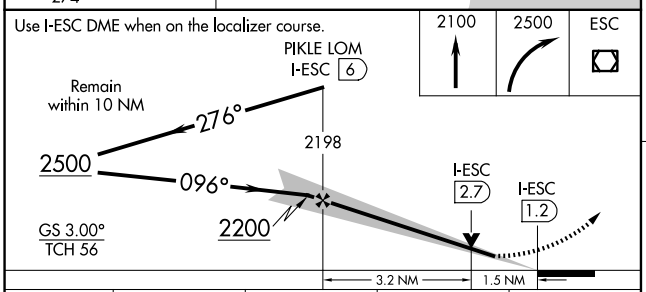
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L



CAUTION: Magnetic disturbances of as much as 14° exist at ground level at Escanaba.

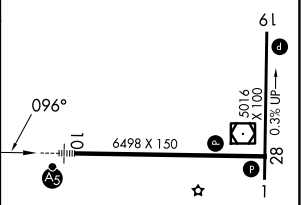
ALTERNATE MISSED APCH FIX

Use I-ESC DME when on the localizer course.



CATEGORY	A	B	C	D
S-ILS 10	809-½ 200 (200-½)			
S-LOC 10	1160-½ 551 (600-½)		1160-1⅛ 551 (600-1⅛)	
CIRCLING	1160-1 551 (600-1)		1280-2 671 (700-2)	1480-2¾ 871 (900-2¾)

ELEV 609 D TDZE 609



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

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

01 OCT 2026 to 29 OCT 2026
01 OCT 2026 to 29 OCT 2026

ESCANABA, MICHIGAN AL-5123 (FAA) 26274

WAAS CH 69333 W01A	APP CRS 006°	Rwy Ldg 5015 TDZE 600 Apt Elev 609

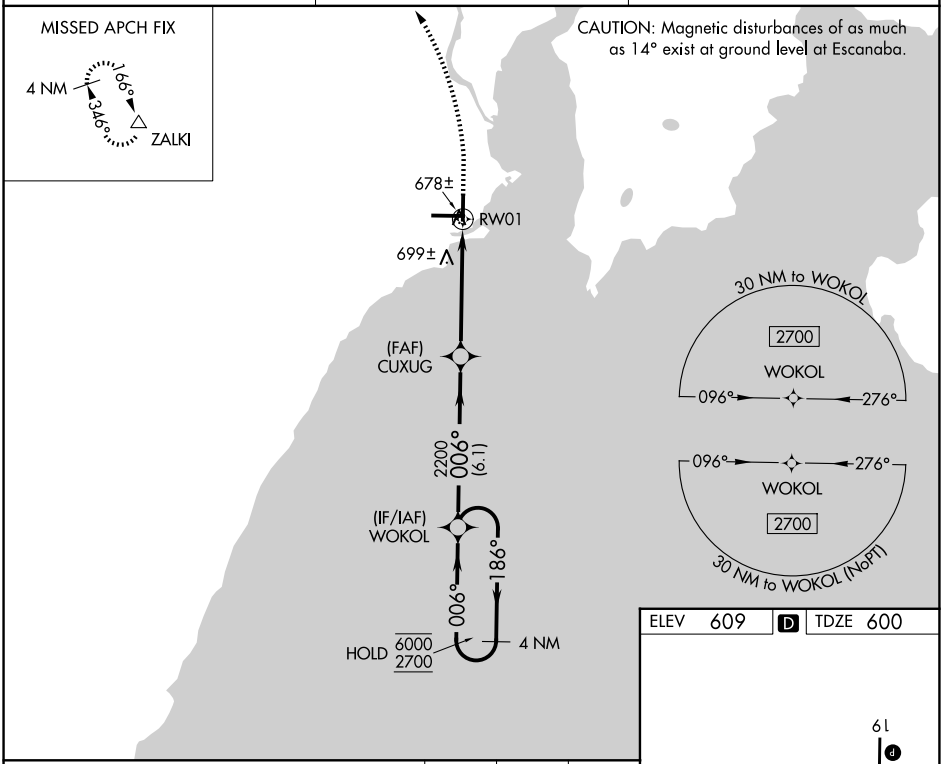
RNAV (GPS) RWY 1
DELTA COUNTY (ESC)

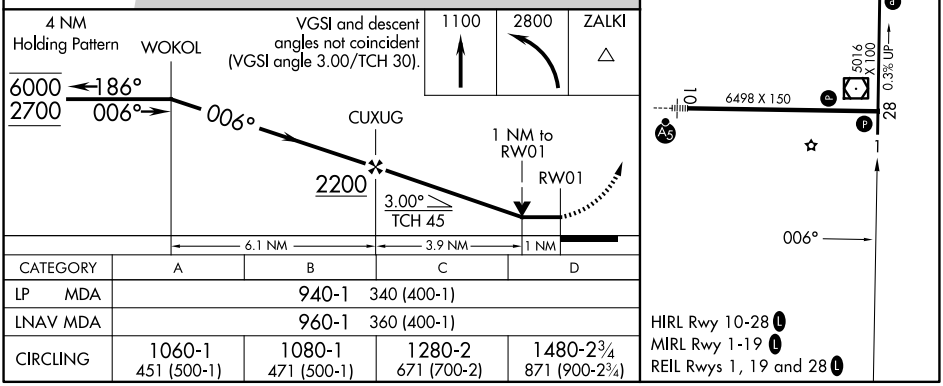
RNP APCH - GPS.

Rwy 1 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1100, then climbing left turn to 2800 direct ZALKI and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	940-1 340 (400-1)			
LNAV MDA	960-1 360 (400-1)			
CIRCLING	1060-1 451 (500-1)	1080-1 471 (500-1)	1280-2 671 (700-2)	1480-2¾ 871 (900-2¾)

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

WAAS CH 70511 W10A	APP CRS 096°	Rwy Ldg 6498 TDZE 609 Apt Elev 609

RNAV (GPS) RWY 10
DELTA COUNTY (ESC)

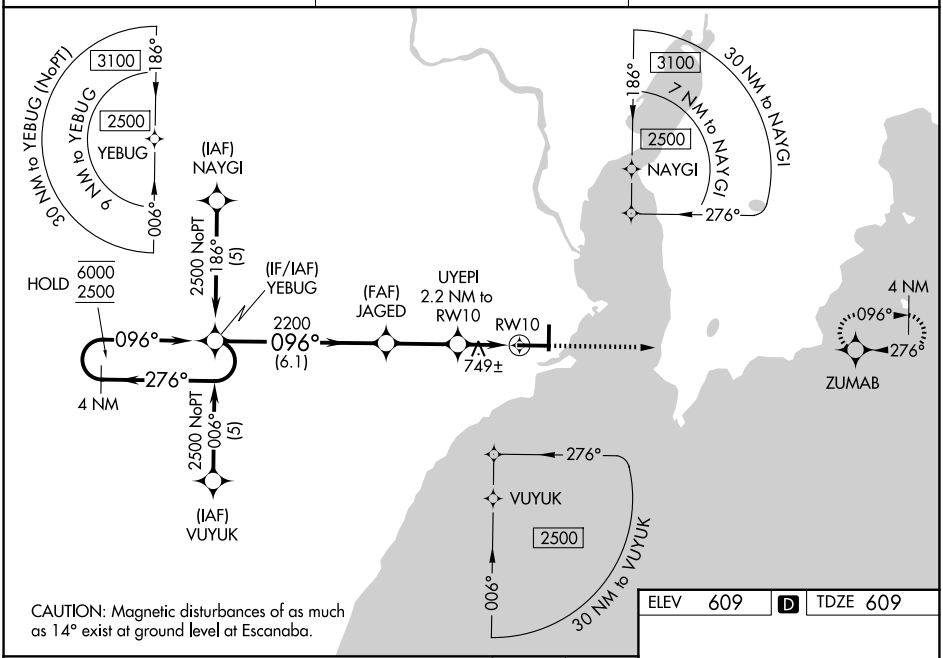
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility to 1 SM.

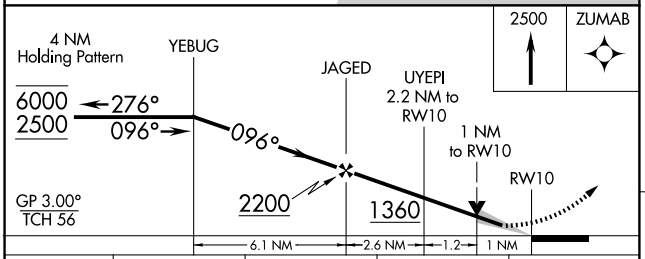
MALSR

MISSED APPROACH: Climb to 2500 direct ZUMAB and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L

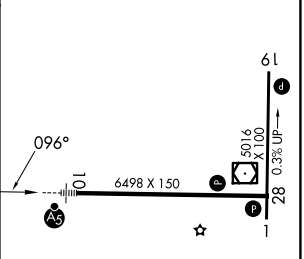


CAUTION: Magnetic disturbances of as much as 14° exist at ground level at Escanaba.



CATEGORY	A	B	C	D
LPV DA	809-½ 200 (200-½)			
LNAV/VNAV DA	967-⅝ 358 (400-⅝)			
LNAV MDA	1000-½ 391 (400-½)		1000-⅝ 391 (400-⅝)	
CIRCLING	1060-1 451 (500-1)	1080-1 471 (500-1)	1280-2 671 (700-2)	1480-2¾ 871 (900-2¾)

ELEV 609 D TDZE 609



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

01 OCT 2026 to 29 OCT 2026
01 OCT 2026 to 29 OCT 2026

ESCANABA, MICHIGAN | AL-5123 (FAA) | 26274

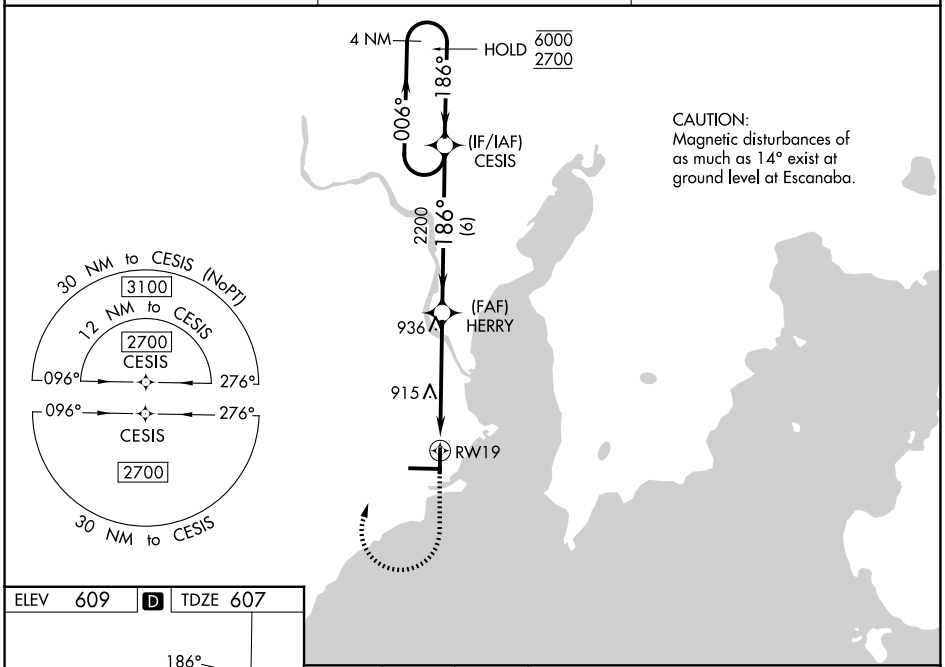
APP CRS	Rwy Ldg	5015
186°	TDZE	607
	Apt Elev	609

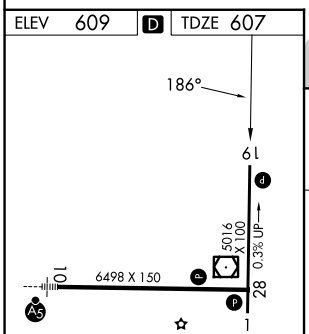
RNAV (GPS) RWY 19
DELTA COUNTY (ESC)

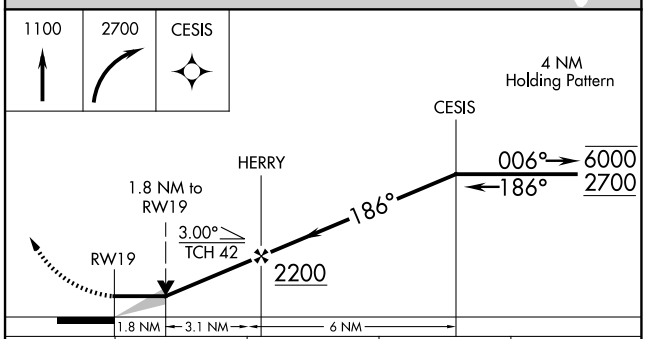
RNP APCH - GPS.

MISSED APPROACH:
Climb to 1100, then climbing right turn to 2700 direct CESIS and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1220-1 613 (700-1)		1220-1¾ 613 (700-1¾)	
CIRCLING	1220-1 611 (700-1)		1280-1¾ 671 (700-1¾)	1480-2¾ 871 (900-2¾)

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

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

WAAS CH 63128 W28A	APP CRS 276°	Rwy Ldg 6498 TDZE 596 Apt Elev 609

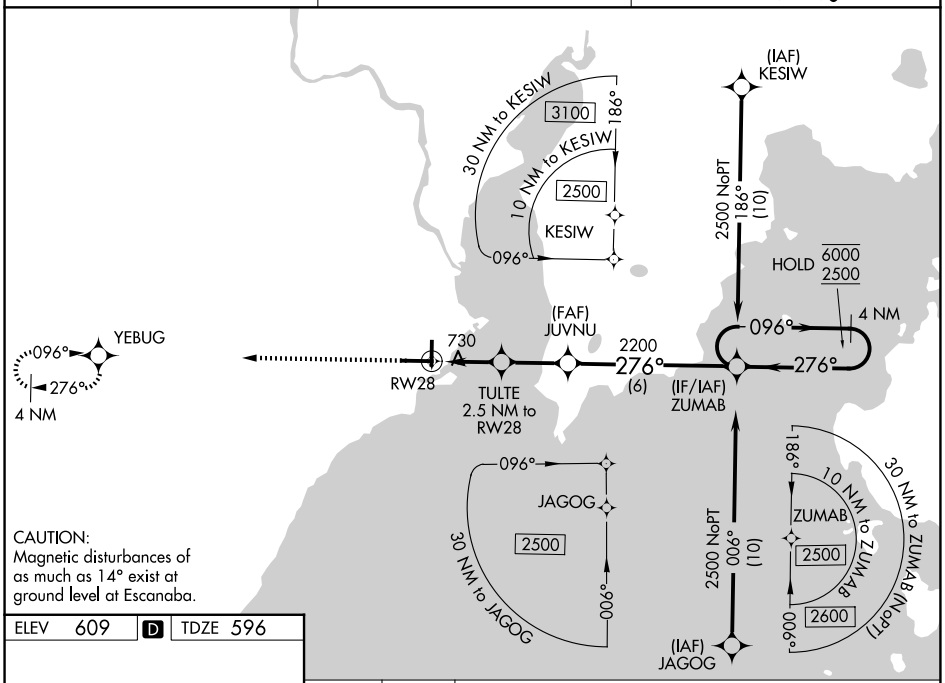
RNAV (GPS) RWY 28
DELTA COUNTY (ESC)

RNP APCH - GPS.

Rwy 28 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

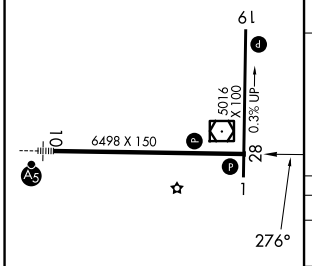
MISSED APPROACH: Climb to 2500 direct YEBUG and hold.

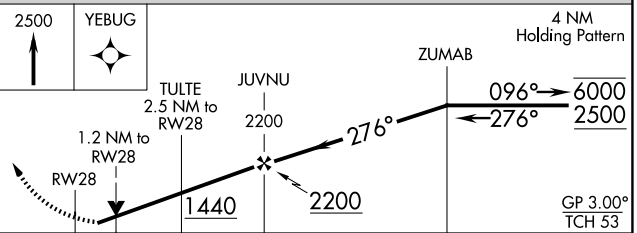
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L



CAUTION: Magnetic disturbances of as much as 14° exist at ground level at Escanaba.

ELEV 609 D TDZE 596





CATEGORY	A	B	C	D
LPV DA	846-1 250 (300-1)			
LNAV/VNAV DA	1076-1⅝ 480 (500-1⅝)			
LNAV MDA	1040-1 444 (500-1)		1040-1⅜ 444 (500-1⅜)	
CIRCLING	1060-1 451 (500-1)	1080-1 471 (500-1)	1280-2 671 (700-2)	1480-2¾ 871 (900-2¾)

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

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

ESCANABA, MICHIGAN AL-5123 (FAA) 26274

LOC BC RWY 28
DELTA COUNTY (ESC)

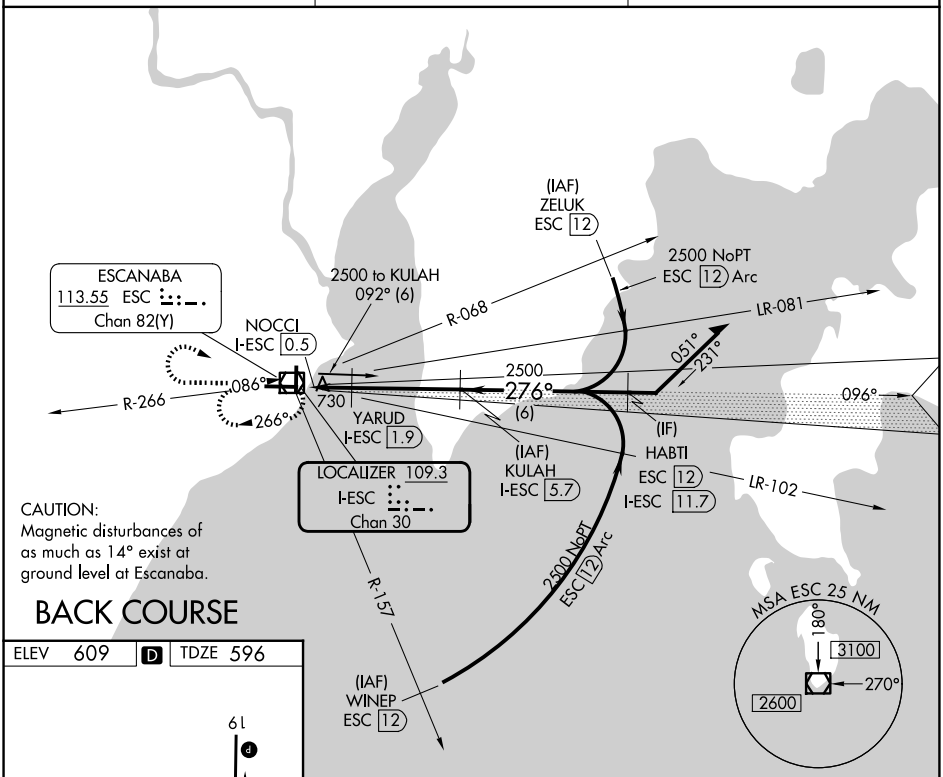
LOC/DME I-ESC	APP CRS	Rwy Ldg	6498
109.3	276°	TDZE	596
Chan 30		Apt Elev	609

DME required.

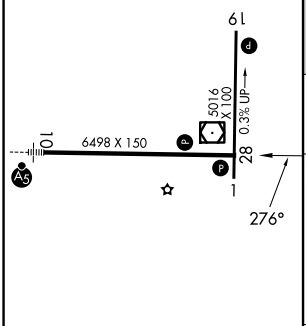
Rwy 28 helicopter visibility reduction below ¾ SM NA.

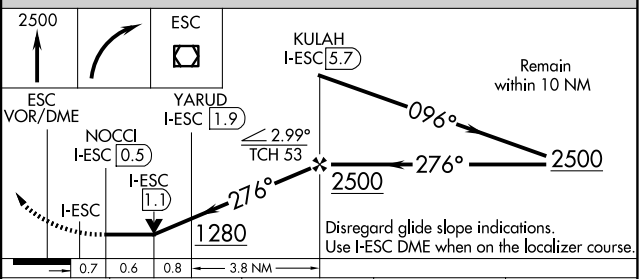
MISSED APPROACH: Climb to 2500 then right turn direct ESC VOR/DME and hold.

AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L



ELEV 609 D TDZE 596





CATEGORY	A	B	C	D
S-28	1040-1 444 (500-1)		1040-1⅜ 444 (500-1⅜)	
CIRCLING	1060-1 451 (500-1)	1080-1 471 (500-1)	1280-2 671 (700-2)	1480-2¾ 871 (900-2¾)

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

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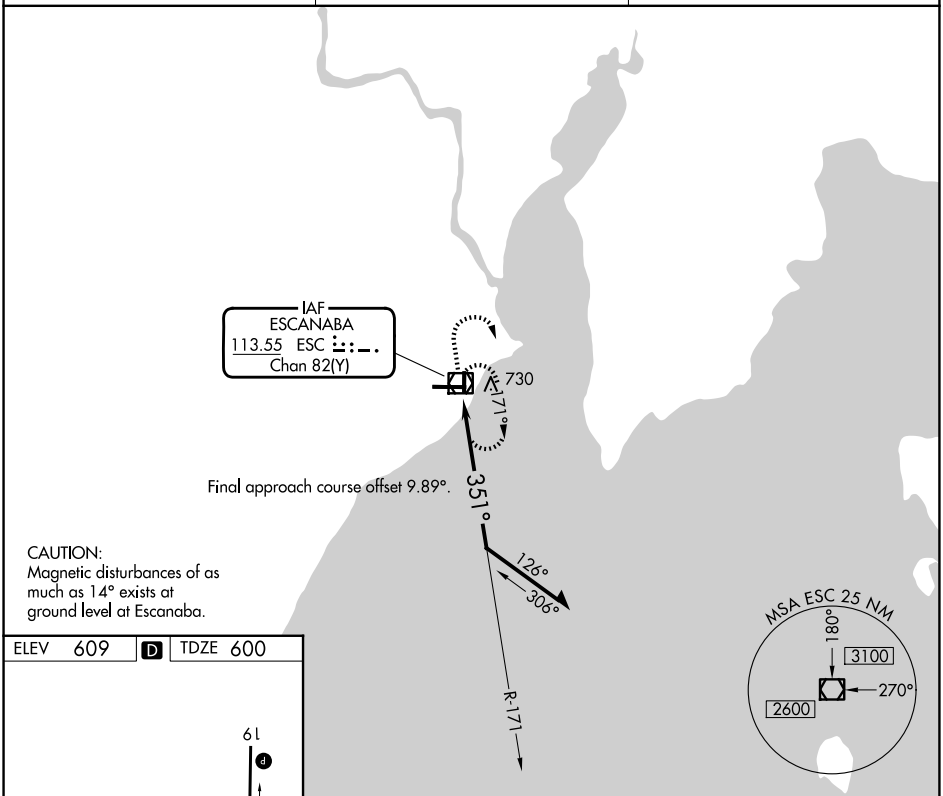
VOR/DME ESC 113.55 Chan 82 (Y)	APP CRS 351°	Rwy ldg 5015 TDZE 600 Apt Elev 609

VOR RWY 1
DELTA COUNTY (ESC)

Rwy 1 helicopter visibility reduction below ¾ SM NA.

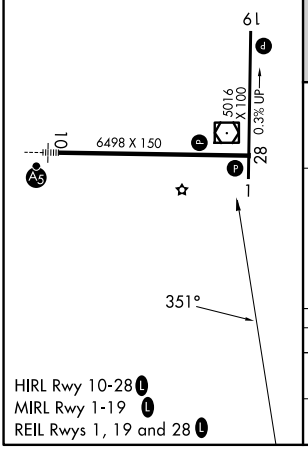
MISSED APPROACH: Climb to 2400 then right turn direct ESC VOR/DME and hold.

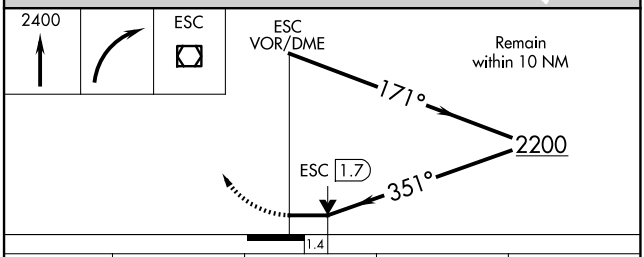
AWOS-3PT	MINNEAPOLIS CENTER	UNICOM
121.425	127.65	122.8 (CTAF) L



CAUTION:
Magnetic disturbances of as much as 14° exists at ground level at Escanaba.

ELEV 609 D TDZE 600





CATEGORY	A	B	C	D
S-1	1080-1 480 (500-1)		1080-1⅜	480 (500-1⅜)
CIRCLING	1080-1 471 (500-1)		1280-2 671 (700-2)	1480-2¾ 871 (900-2¾)

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

01 OCT 2026 to 29 OCT 2026
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EVERETT, WASHINGTON AL-142 (FAA) 26274

WAAS CH **45549** **W16D**	APP CRS **163°**	Rwy Ldg **7000** TDZE **576** Apt Elev **607**

RNAV (GPS) X RWY 16R
SEATTLE PAINE FLD INTL (PAE)

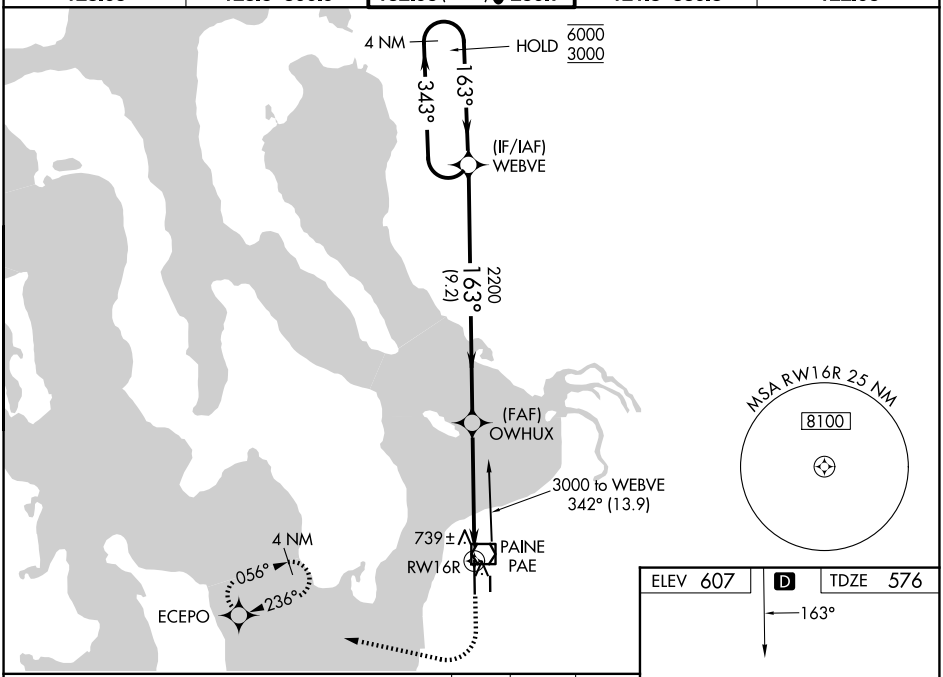
RNP APCH - GPS.

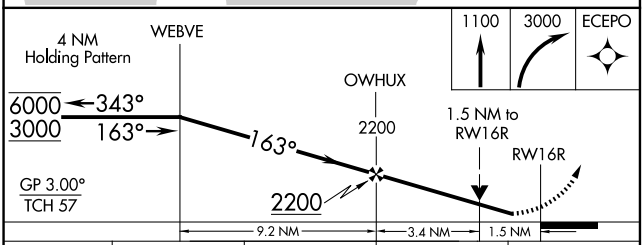
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C or above 54°C. Baro-VNAV and VDP NA when using SEA altimeter setting. Rwy 16R helicopter visibility reduction below RVR 4000 NA. Circling Rwy 34R NA at night. Inop table does not apply to LPV all Cats. When local altimeter setting not received, use SEA altimeter setting and increase LPV DA to 914 feet; increase LNAV/VNAV DA to 1090 feet and all visibilities to RVR 5500; increase all MDAs 100 feet and LNAV visibility Cat C/D ⅜ SM, and Circling visibility Cat C ¼ SM. For inop ALS, increase LNAV Cat A/B visibility to RVR 5500.

MALSR

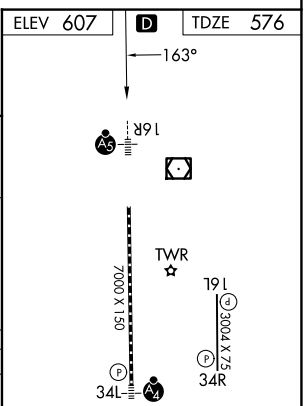
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 direct ECEPO and hold, continue climb-in-hold to 3000.

ATIS	SEATTLE APP CON	PAINE TOWER★	GND CON	UNICOM
128.65	**128.5 306.9**	**132.95** (CTAF) L **256.7**	**121.8 339.8**	**122.95**





CATEGORY	A	B	C	D
LPV DA	826/40 250 (300-¾)			
LNAV/VNAV DA	1002/40 426 (400-¾)			
LNAV MDA	1120/40 544 (600-¾)		1120/55 544 (600-1)	
CIRCLING	1120-1 513 (600-1)		1120-1½ 513 (600-1½)	1160-2 553 (600-2)



TDZL/RCLS Rwy 16R
HIRL Rwy 16R-34L L
REIL Rwys 16L and 34R
MIRL Rwy 16L-34R

01 OCT 2026 to 29 OCT 2026

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LOC I-AAM	APP CRS	Rwy Ldg / TDZE / Apt Elev
108.9	176°	9001 / 900 / 901

ILS or LOC RWY 18
HECTOR INTL (FAR)

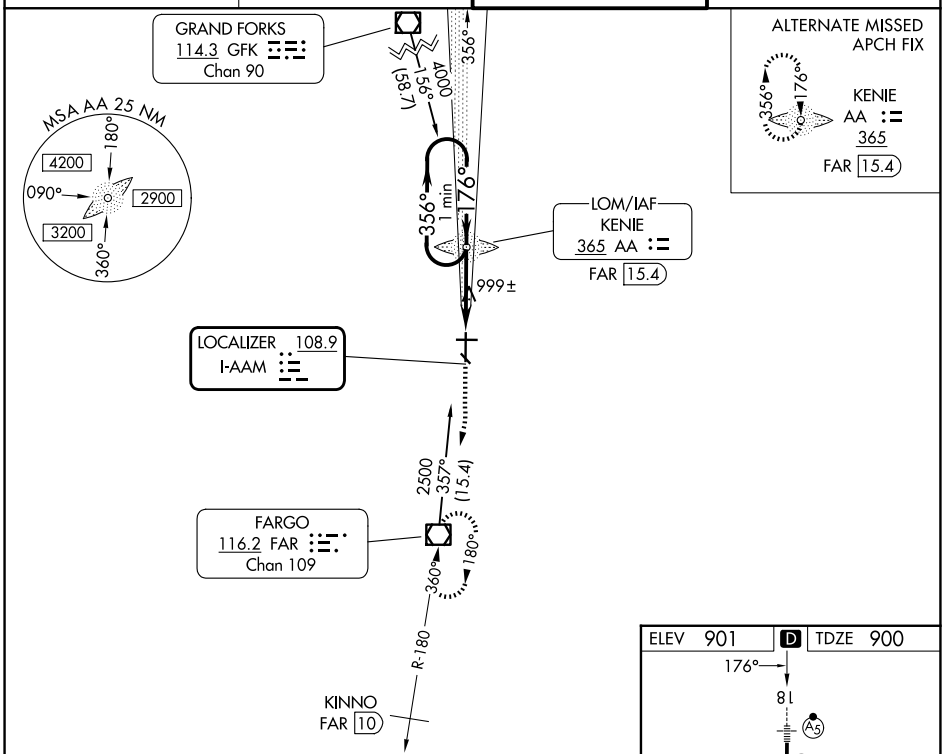
ADF or DME required for procedure entry.

For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cat C/D/E visibility to RVR 5500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

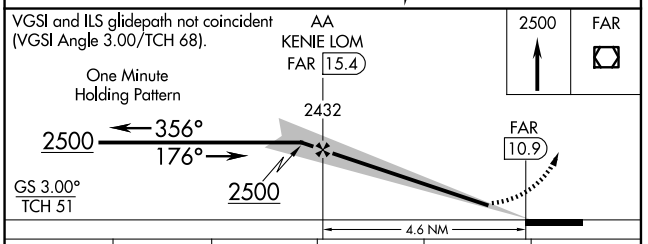
MALSR

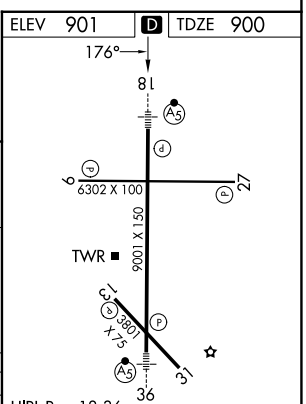
MISSED APPROACH: Climb to 2500 direct FAR VOR/DME and hold.

ATIS	FARGO APP CON	FARGO TOWER	GND CON
124.5 379.2	120.4 377.15	133.8 290.4	121.9 348.6



VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).





CATEGORY	A	B	C	D	E
S-ILS 18*	1100/24 200 (200-½)				
S-LOC 18	1260/24 360 (400-½)		1260/30 360 (400-⅝)	1260/40 360 (400-¾)	
CIRCLING	1380-1 479 (500-1)		1520-1¾ 619 (700-1¾)	1620-2¼ 719 (800-2¼)	1620-2½ 719 (800-2½)

FAF to MAP 4.6 NM

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

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FREDERICKSBURG, TEXAS | AL-6428 (FAA) | 26274

RNAV (GPS) RWY 14
GILLESPIE COUNTY (T82)

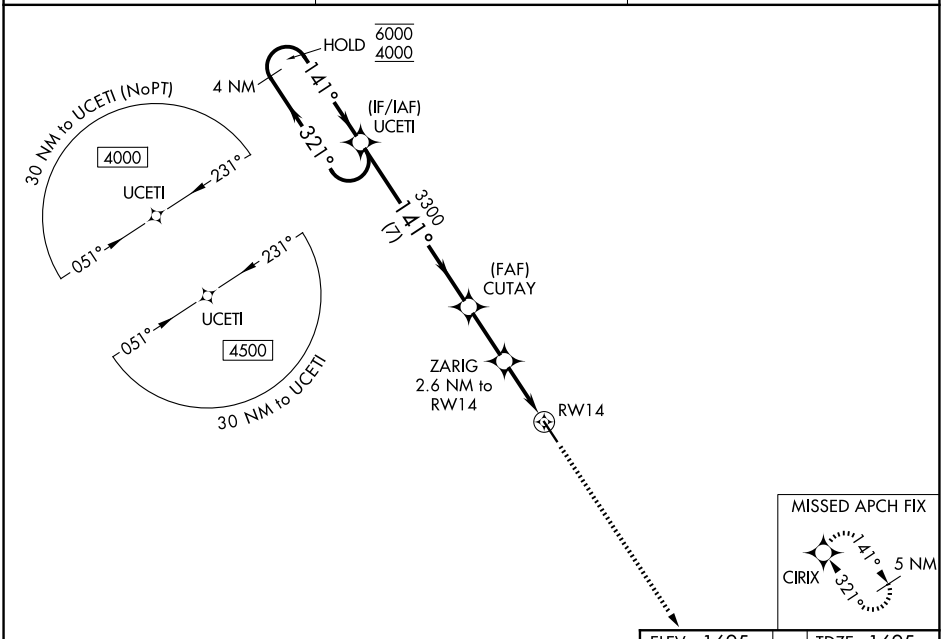
WAAS CH 78030 W14A	APP CRS 141°	Rwy Ldg 5002 TDZE 1695 Apt Elev 1695

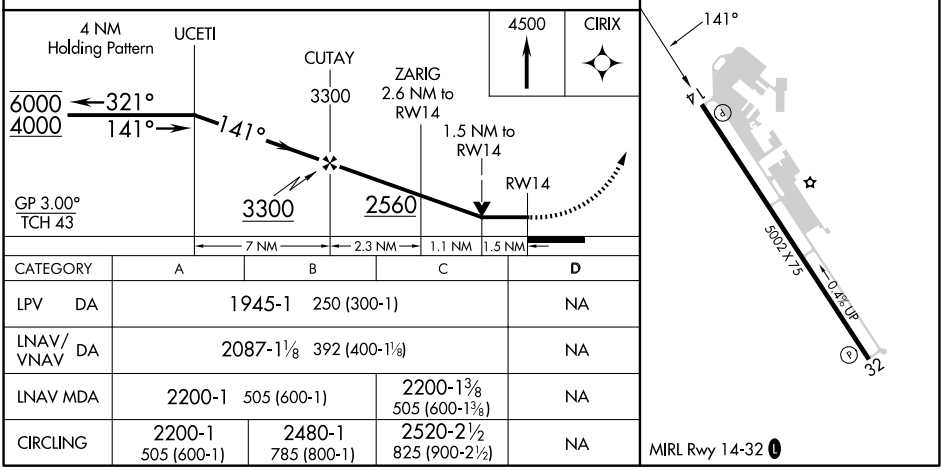
RNP APCH - GPS.

Rwy 14 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 4500 direct CIRIX and hold.

AWOS-3	HOUSTON CENTER	UNICOM
120.0	134.2 307.3	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1945-1 250 (300-1)			NA
LNAV/VNAV DA	2087-1⅛ 392 (400-1⅛)			NA
LNAV MDA	2200-1 505 (600-1)		2200-1⅜ 505 (600-1⅜)	NA
CIRCLING	2200-1 505 (600-1)	2480-1 785 (800-1)	2520-2½ 825 (900-2½)	NA

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TACAN RWY 4
ELLINGTON (EFD)

TACAN EFD Chan 31 (109.4)	APP CRS 028°	Rwy Ldg 8001 TDZE 30 Apt Elev 33

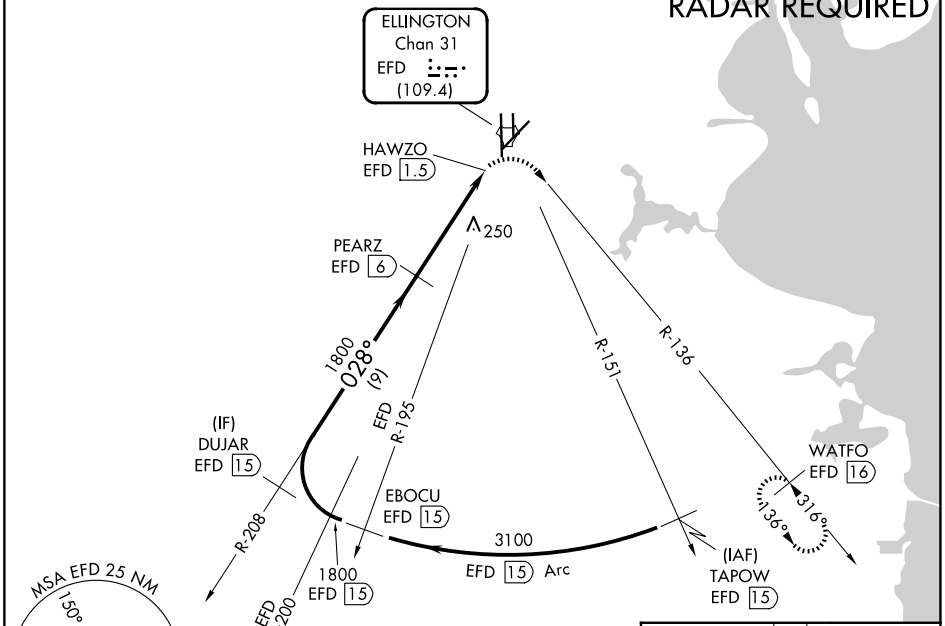
T A NA

Circling NA west of Rwy 17R-35L.
Rwy 4 helicopter visibility reduction below 1 SM NA.

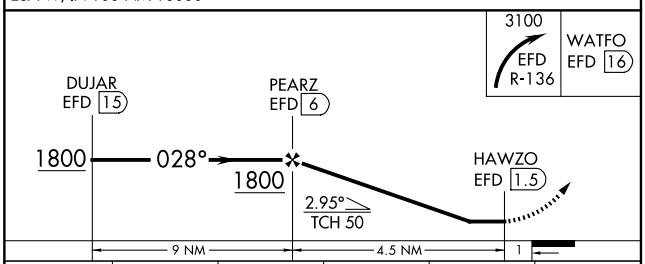
MISSED APPROACH: Climbing right turn to 3100 on EFD TACAN R-136 to WATFO/EFD 16 DME and hold.

ATIS	HOUSTON APP CON	ELLINGTON TOWER	GND CON
135.575 269.9	134.45 284.0	126.05 253.5	121.6 275.8

RADAR REQUIRED

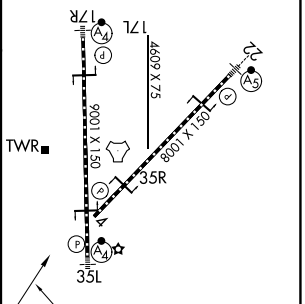


ESA W/IN 100 NM 16000



CATEGORY	A	B	C	D	E
S-4	520-1¼	490 (500-1¼)	520-1⅜ 490 (500-1⅜)	520-1½ 490 (500-1½)	520-1¾ 490 (500-1¾)
CIRCLING	520-1¼	487 (500-1¼)	580-1½ 547 (600-1½)	640-2 607 (700-2)	700-2¼ 667 (700-2¼)

ELEV 33 D TDZE 30



HIRL Rwys 4-22 and 17R-35L
TDZL/RCLS Rwys 17R, 22 and 35L

01 OCT 2026 to 29 OCT 2026

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JACKSONVILLE, FLORIDA | AL-207 (FAA) | 26274

RNAV (GPS) RWY 25
HERLONG RECREATIONAL (HEG)

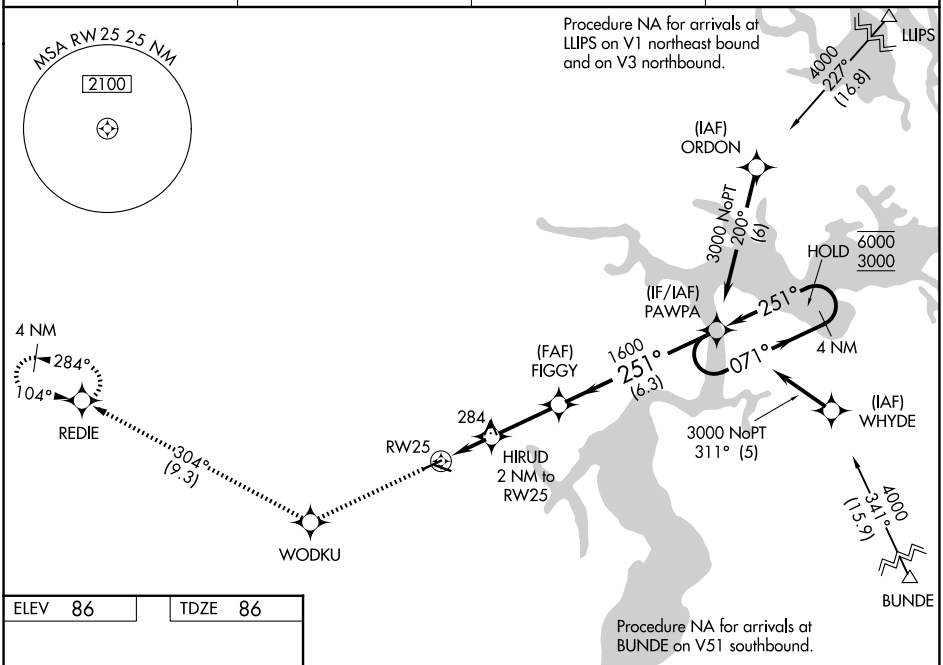
WAAS CH 63026 W25A	APP CRS 251°	Rwy Ldg 4001 TDZE 86 Apt Elev 86

RNP APCH - GPS.

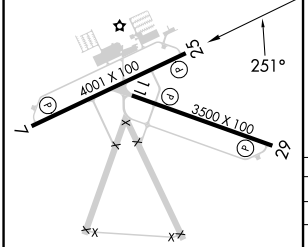
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 25 helicopter visibility reduction below ¾ SM NA. Circling Rwy 11, 29 NA at night. Baro-VNAV and VDP NA when using VQQ altimeter setting. When local altimeter setting not received, use VQQ altimeter setting and increase LPV DA to 394 feet; increase LNAV/VNAV DA to 616 feet and all visibilities ⅛ SM; increase all MDAs 20 feet and LNAV visibility Cat C/D ⅛ SM.

MISSED APPROACH: Climb to 2000 direct WODKU and on track 304° to REDIE and hold.

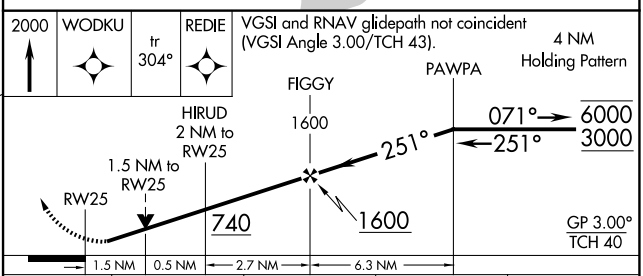
AWOS-3	JACKSONVILLE APP CON	GCO	UNICOM
119.275	127.775 377.075	121.725	123.0 (CTAF) L



ELEV 86 | TDZE 86

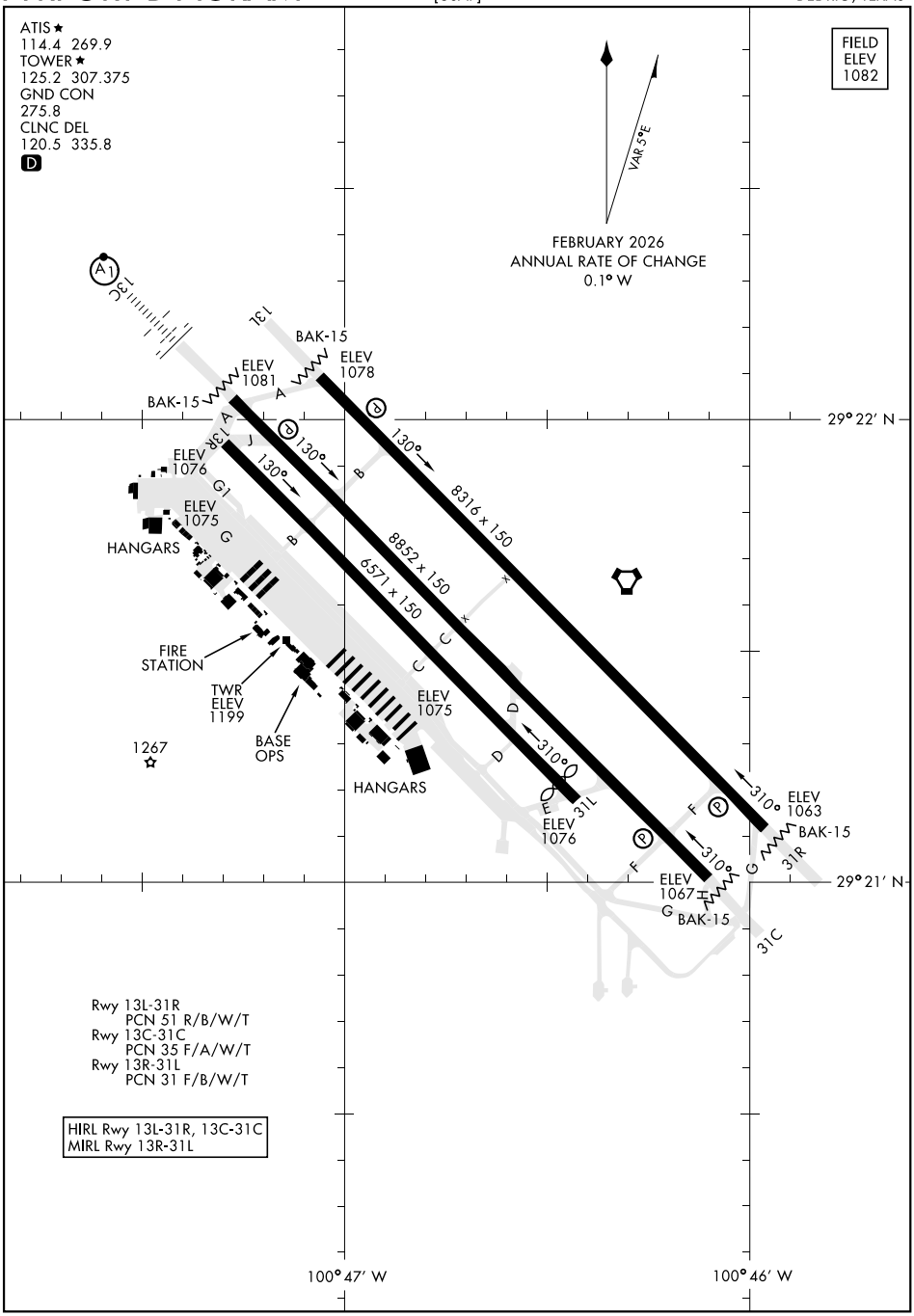


MIRL Rwys 7-25 and 11-29 L



CATEGORY	A	B	C	D
LPV DA	378-1 292 (300-1)			
LNAV/VNAV DA	600-1⅜ 514 (600-1⅜)			
LNAV MDA	600-1 514 (600-1)		600-1⅜ 514 (600-1⅜)	
CIRCLING	600-1 514 (600-1)		980-2¾ 894 (900-2¾)	980-3 894 (900-3)

01 OCT 2026 to 29 OCT 2026
01 OCT 2026 to 29 OCT 2026



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MANSFIELD, MASSACHUSETTS AL-5322 (FAA) 26274

RNAV (GPS) RWY 32
MANSFIELD MUNI (1B9)

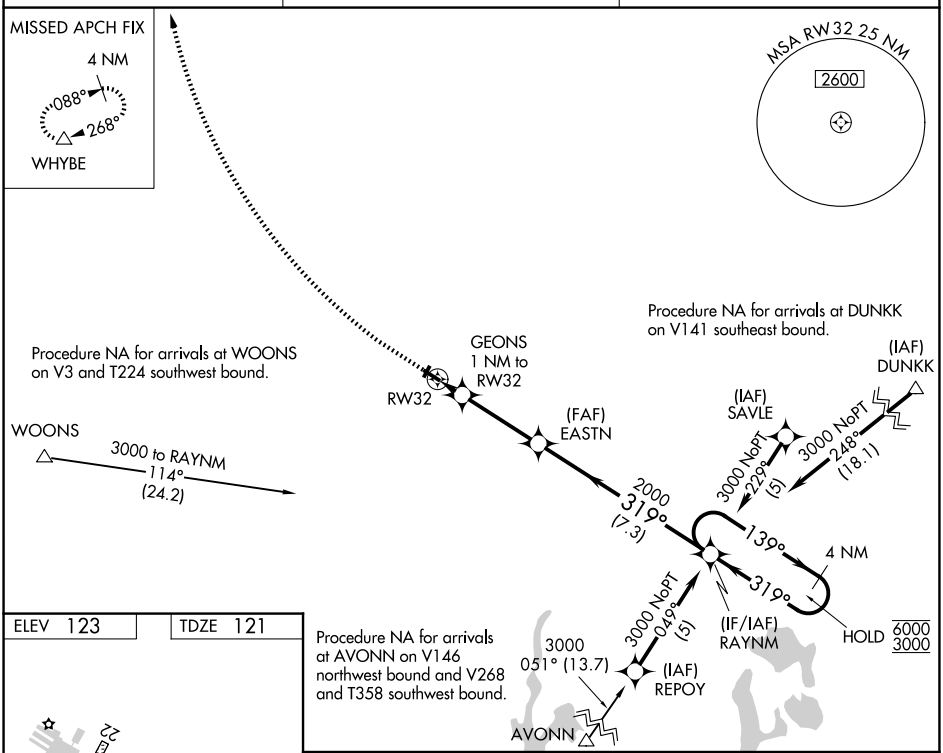
WAAS CH 97644 W32A	APP CRS 319°	Rwy Ldg 3263 TDZE 121 Apt Elev 123

RNP APCH - GPS.

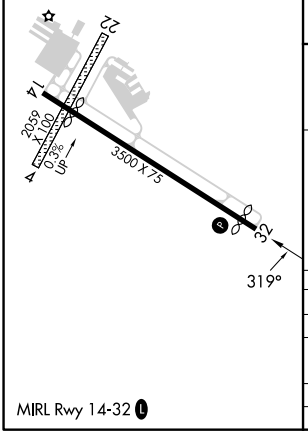
Circling NA to Rwys 4 and 22. Circling Rwy 14 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV NA when using OWD altimeter setting. When local altimeter setting not received, use OWD altimeter setting: increase LPV DA to 432 feet; increase LNAV/VNAV DA to 427 feet; increase all MDAs 40 feet.

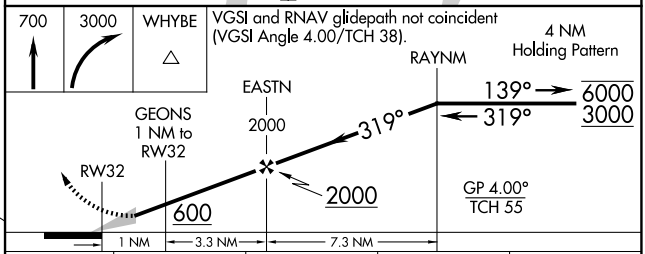
MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct WHYBE and hold.

AWOS-3PT	BOSTON APP CON	UNICOM
118.675	124.1	123.0 (CTAF) L



ELEV 123 TDZE 121





CATEGORY	A	B	C	D
LPV DA	395-7/8	274 (300-7/8)	NA	
LNAV/VNAV DA	390-7/8	269 (300-7/8)	NA	
LNAV MDA	500-1	379 (400-1)	NA	
CIRCLING	600-1	477 (500-1)	NA	

MIRL Rwy 14-32 L

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01 OCT 2026 to 29 OCT 2026

WAAS CH 93604 W07A	APP CRS 065°	Rwy Ldg 5000 TDZE 990 Apt Elev 993

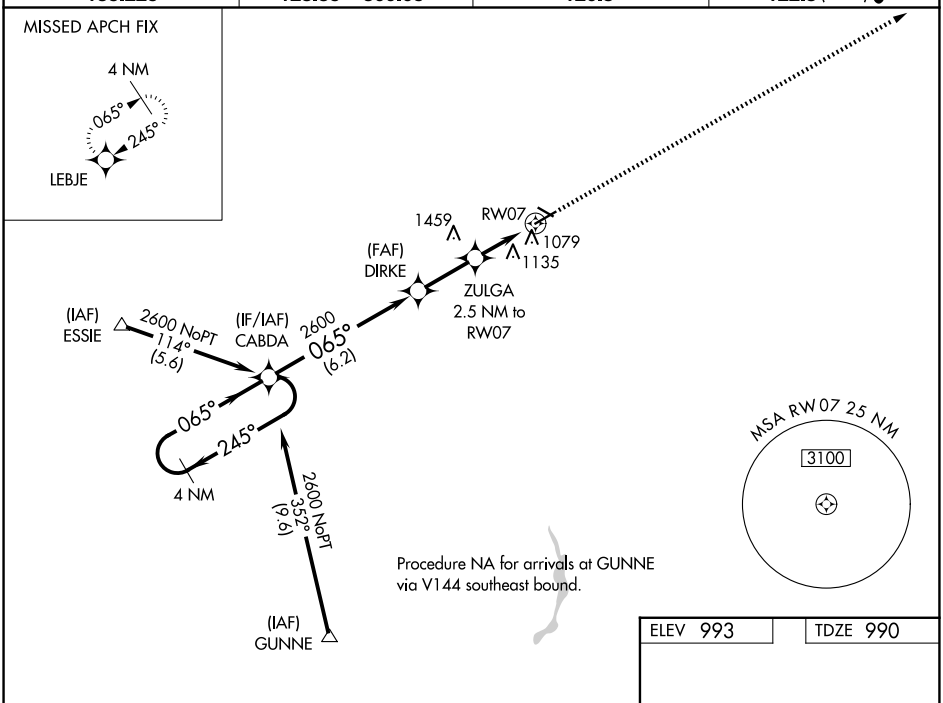
RNAV (GPS) RWY 7
MARION MUNI (MNN)

RNP APCH - GPS.

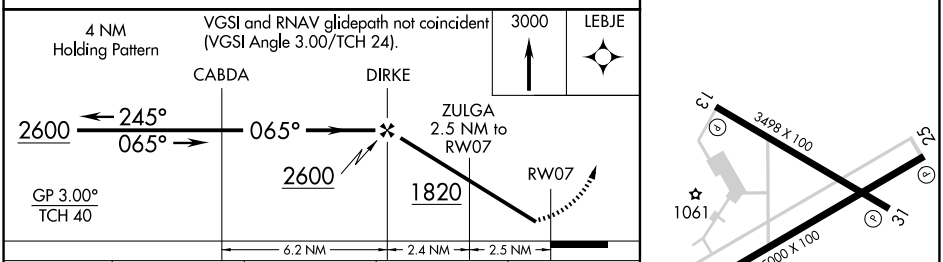
When local altimeter setting not received, use OSU altimeter setting: increase LPV DA to 1327 feet; increase LNAV/VNAV DA to 1466 feet; increase all MDAs 100 feet and LNAV visibility Cat C ¼ SM, LNAV visibility Cat D ⅛ SM, and Circling visibility Cat C/D ¼ SM. Baro-VNAV NA when using OSU altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 3000 direct LEBJE and hold.

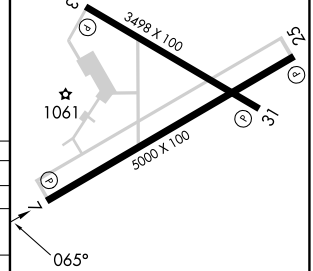
ASOS	CLEVELAND APP CON ★	CLNC DEL	UNICOM
135.225	128.35 360.65	126.8	122.8 (CTAF) L



ELEV 993 TDZE 990



CATEGORY	A	B	C	D
LPV DA	1240-1 250 (300-1)			
LNAV/VNAV DA	1379-1½ 389 (400-1½)			
LNAV MDA	1440-1 450 (500-1)		1440-1⅜ 450 (500-1⅜)	1440-1½ 450 (500-1½)
CIRCLING	1480-1 487 (500-1)	1500-1 507 (600-1)	1700-2 707 (800-2)	1820-2¾ 827 (900-2¾)



REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

01 OCT 2026 to 29 OCT 2026
01 OCT 2026 to 29 OCT 2026

MARION, OHIO | AL-5352 (FAA) | 26274

WAAS CH 62904 W25A	APP CRS 245°	Rwy Ldg 5000 TDZE 993 Apt Elev 993

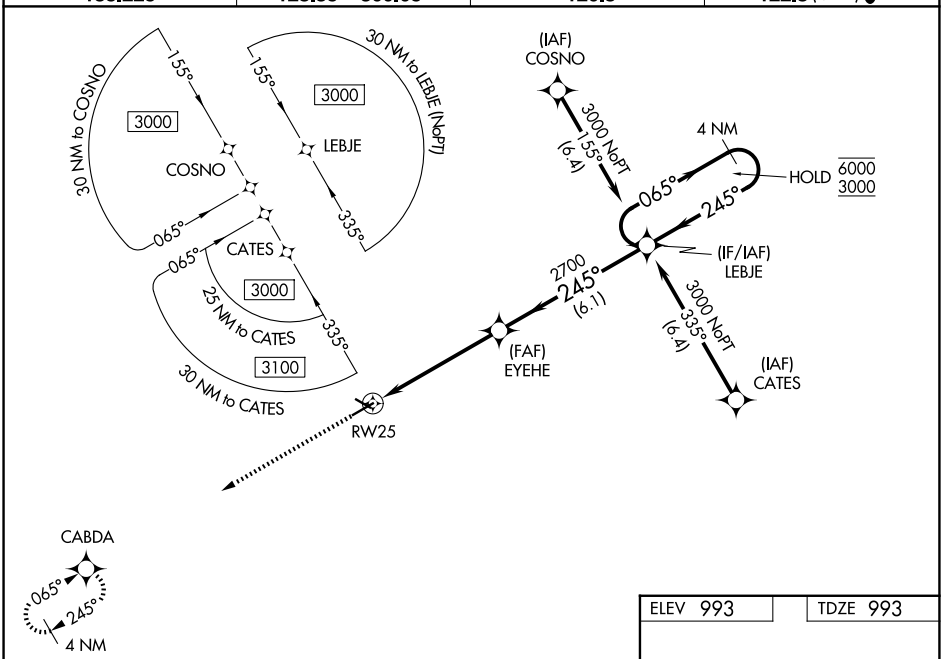
RNAV (GPS) RWY 25
MARION MUNI (MNN)

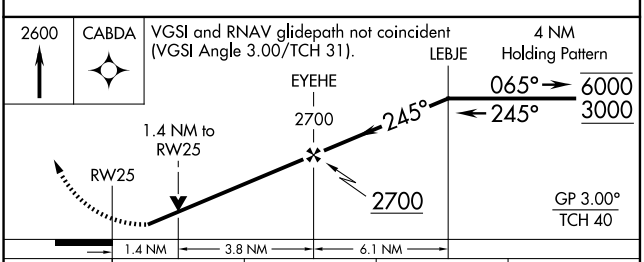
RNP APCH - GPS.

Baro-VNAV and VDP NA when using OSU altimeter setting. Rwy 25 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 OSU altimeter setting and increase LPV DA to 1381 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 1468 feet and all visibilities ¼ SM; increase all MDAs 100 feet and LNAV visibility Cat C and D ⅜ SM, and Circling visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2600 direct CABDA and hold.

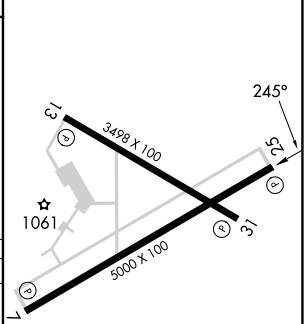
ASOS	CLEVELAND APP CON ★	CLNC DEL	UNICOM
135.225	128.35 360.65	126.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1294-⅞ 301 (400-⅞)			
LNAV/VNAV DA	1381-1⅛ 388 (400-1⅛)			
LNAV MDA	1480-1 487 (500-1)		1480-1⅜ 487 (500-1⅜)	
CIRCLING	1480-1 487 (500-1)		1700-2 707 (800-2)	1820-2¾ 827 (900-2¾)

ELEV 993 | TDZE 993



REIL Rwys 7, 13, 25 and 31 L
MIRL Rwys 7-25 and 13-31 L

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

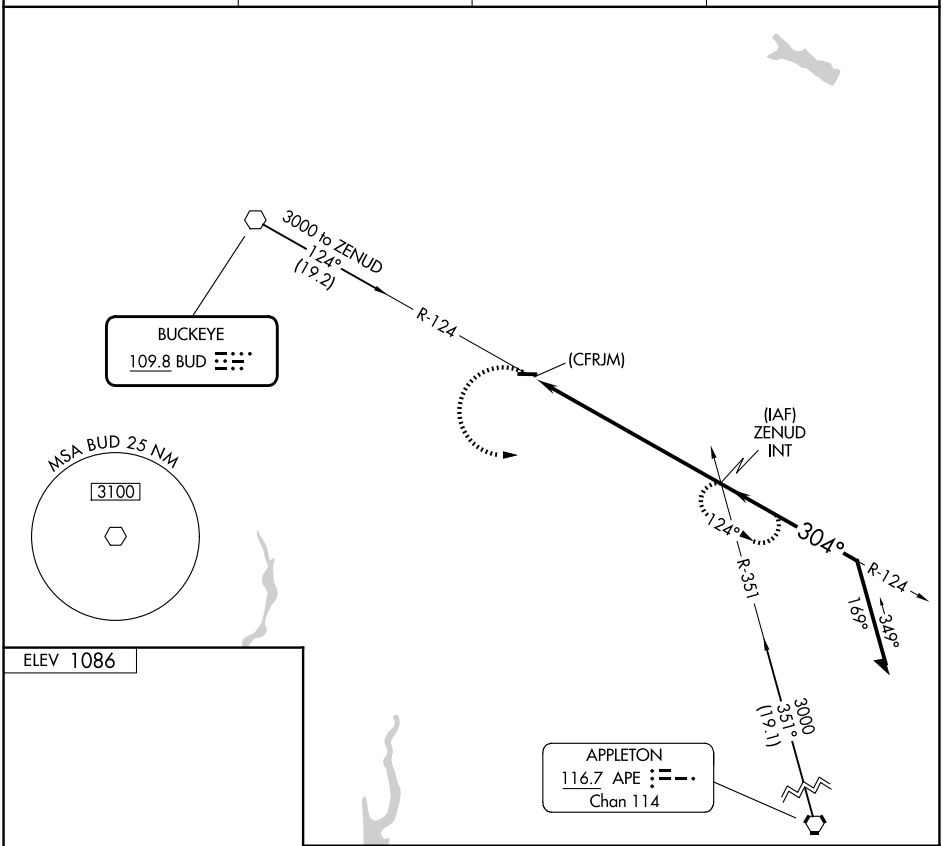
VOR BUD	APP CRS	Rwy Ldg	N/A
109.8	304°	TDZE	N/A
		Apt Elev	1086

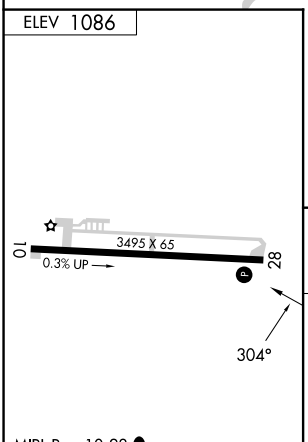
VOR-A
MORROW COUNTY (4I9)

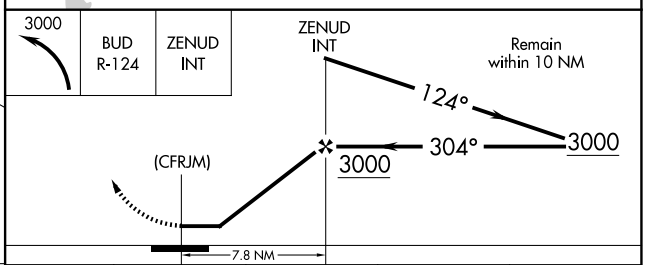
Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA. Use Marion altimeter setting, when not received use Mansfield altimeter setting and increase all MDA 60 feet and all visibilities ¼ SM.

MISSED APPROACH: Climbing left turn to 3000 on BUD VOR R-124 to ZENUD INT and hold.

AWOS-3PT	MNN ASOS	COLUMBUS APP CON	UNICOM
121.4	135.225	125.95 317.775	122.8 (CTAF)







FAF to MAP 7.8 NM					
Knots	60	90	120	150	180
Min:Sec	7:48	5:12	3:54	3:07	2:36

CATEGORY	A	B	C	D
CIRCLING	1880-1	794 (800-1)	1940-2½ 854 (900-2½)	NA

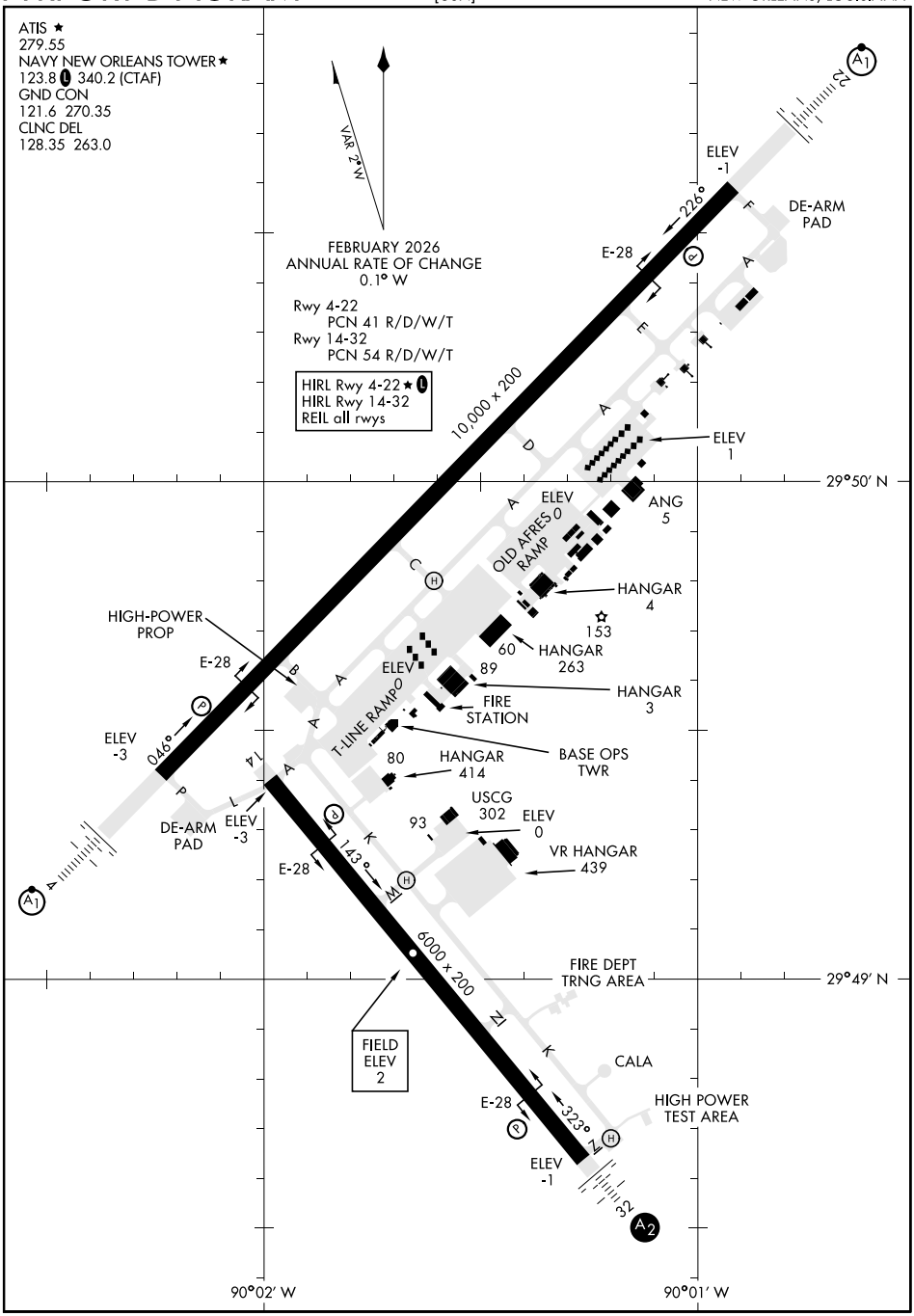
01 OCT 2026 to 29 OCT 2026
01 OCT 2026 to 29 OCT 2026

26274

AIRPORT DIAGRAM

[USN]

NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)
NEW ORLEANS, LOUISIANA



01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

AIRPORT DIAGRAM

NEW ORLEANS, LOUISIANA
NEW ORLEANS NAS JRB
(ALVIN CALLENDER FLD) (KNBG)

WAAS CH 40418 W29A	APP CRS 296°	Rwy Ldg 4304 TDZE 867 Apt Elev 869

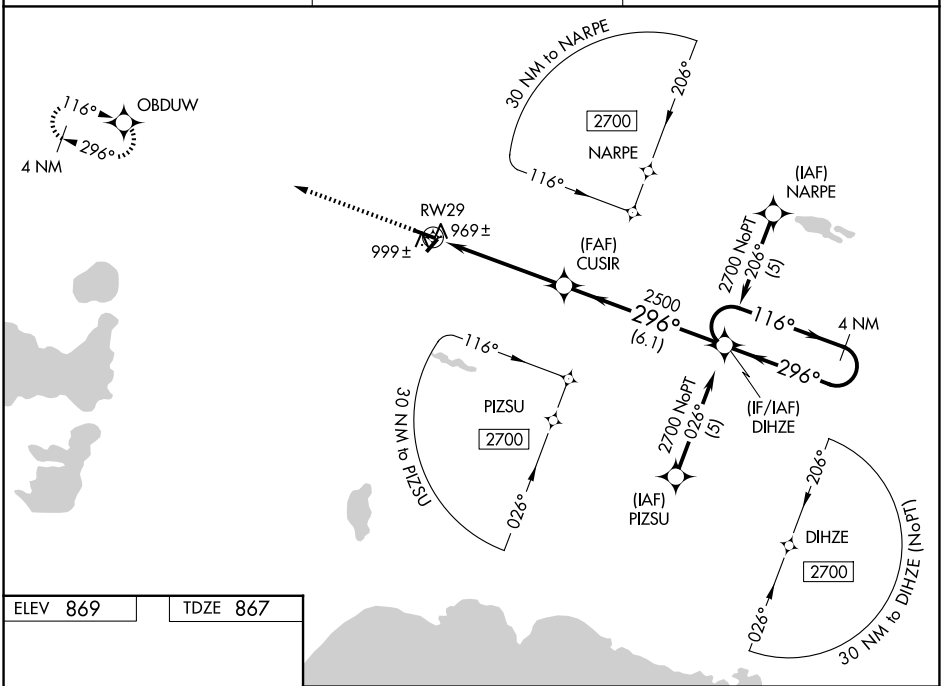
RNAV (GPS) RWY 29
LUCE COUNTY (ERY)

RNP APCH - GPS.

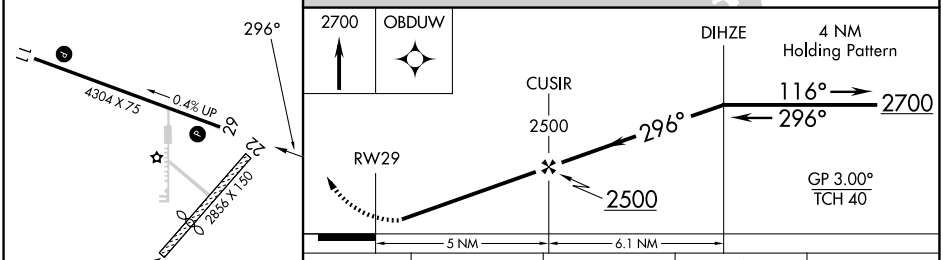
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use CIU altimeter setting: increase LPV DA to 1222 feet; increase LNAV/VNAV DA to 1344 feet; increase all MDAs 120 feet and LNAV visibility Cat C ¼ SM, LNAV visibility Cat D ⅛ SM, and Circling visibility Cats C/D ½ SM. Baro-VNAV NA when using CIU altimeter setting. Circling NA to Rwys 4 and 22. Rwy 29 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct OBDUW and hold.

AWOS-3P	MINNEAPOLIS CENTER	UNICOM
119.525	134.6 354.05	122.8 (CTAF) L



ELEV 869 TDZE 867



CATEGORY	A	B	C	D
LPV DA	1117-1 250 (300-1)			
LNAV/VNAV DA	1239-1½ 372 (400-1½)			
LNAV MDA	1260-1 393 (400-1)		1260-1⅛ 393 (400-1⅛)	1260-1¼ 393 (400-1¼)
CIRCLING	1300-1 431 (500-1)	1380-1 511 (600-1)	1460-1½ 591 (600-1½)	1560-2¼ 691 (700-2¼)

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

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O'NEILL, NEBRASKA | AL-5515 (FAA) | 26274

WAAS CH 90203 W13A	APP CRS 130°	Rwy Ldg 4408 TDZE 2032 Apt Elev 2034

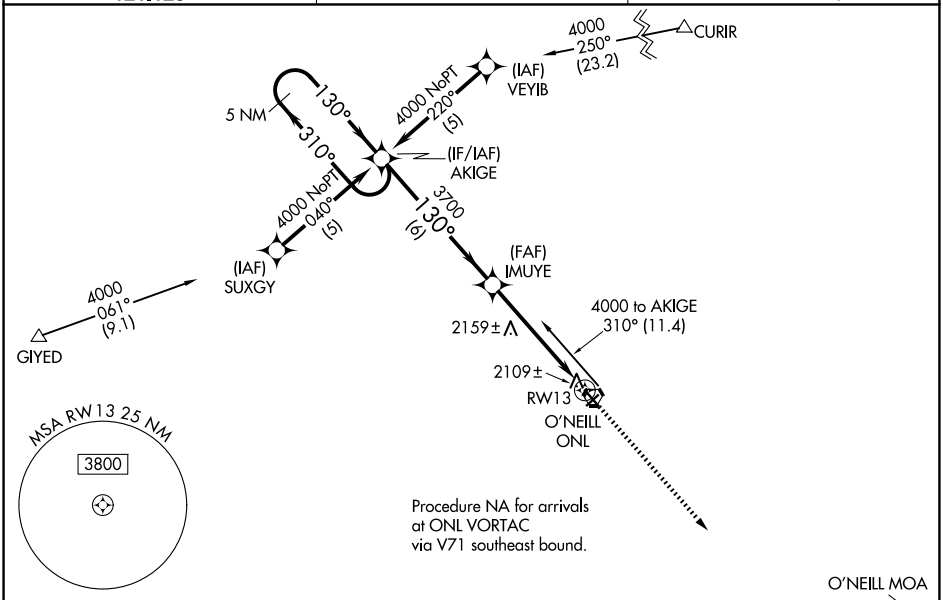
RNAV (GPS) RWY 13
THE O'NEILL MUNI-JOHN L BAKER FLD (ONL)

RNP APCH - GPS.

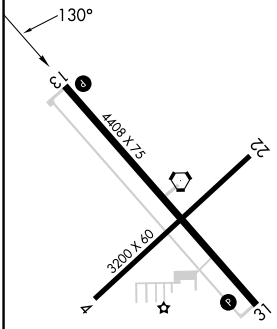
Baro-VNAV and VDP NA when using ODX altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 13 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use ODX altimeter setting: increase LPV DA to 2433 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 2505 feet and all visibilities ⅛ SM; increase all MDAs 140 feet and LNAV visibility Cat C ⅜ SM and Circling visibility Cat C ½ SM. Circling Rwy 4, 22 NA at night.

MISSED APPROACH: Climb to 4000 direct AFSIC and hold.

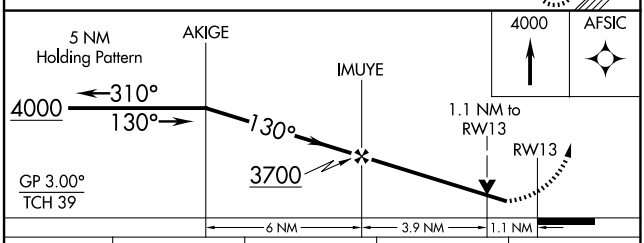
AWOS-3	MINNEAPOLIS CENTER	UNICOM
121.125	128.0 257.95	122.8 (CTAF) L



ELEV 2034 | TDZE 2032



REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	2308-1 276 (300-1)			NA
LNAV/VNAV DA	2380-1¼ 348 (400-1¼)			NA
LNAV MDA	2420-1 388 (400-1)		2420-1⅛ 388 (400-1⅛)	NA
CIRCLING	2600-1 566 (600-1)		2680-1¾ 646 (700-1¾)	NA

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WAAS CH **90312** **W13A**	APP CRS **131°**	Rwy Ldg **4721** TDZE **2070** Apt Elev **2070**

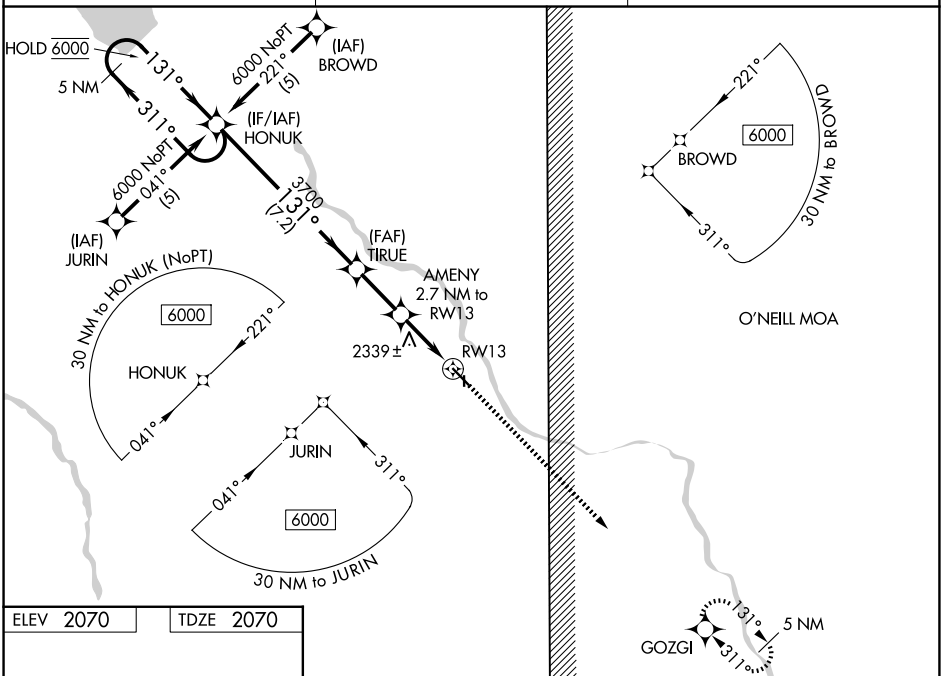
RNAV (GPS) RWY 13
EVELYN SHARP FLD (ODX)

RNP APCH.

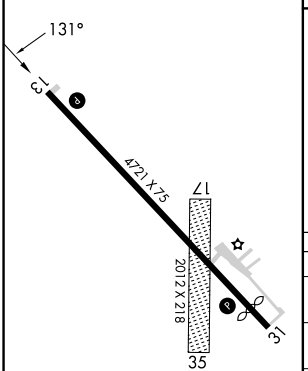
Circling NA to Rwys 17 and 35. Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -23°C or above 54°C.

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

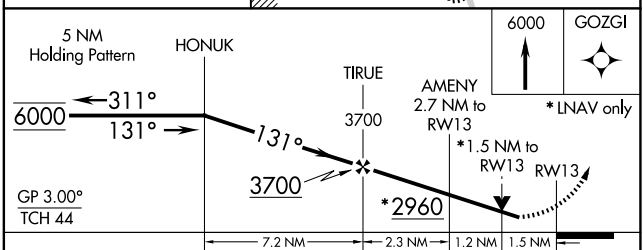
ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	**119.4 278.8**	**122.8** (CTAF) L



ELEV 2070 TDZE 2070



MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY		A	B	C	D
LPV	DA	2376-1	306 (400-1)	NA	
LNAV/VNAV	DA	2670-1¾	600 (600-1¾)	NA	
LNAV MDA		2600-1	530 (600-1)	NA	
CIRCLING		2680-1	610 (700-1)	NA	

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01 OCT 2026 to 29 OCT 2026

ORD, NEBRASKA AL-6602 (FAA) 26274

WAAS CH 99412 W31A	APP CRS 311°	Rwy Ldg 4501 TDZE 2064 Apt Elev 2070

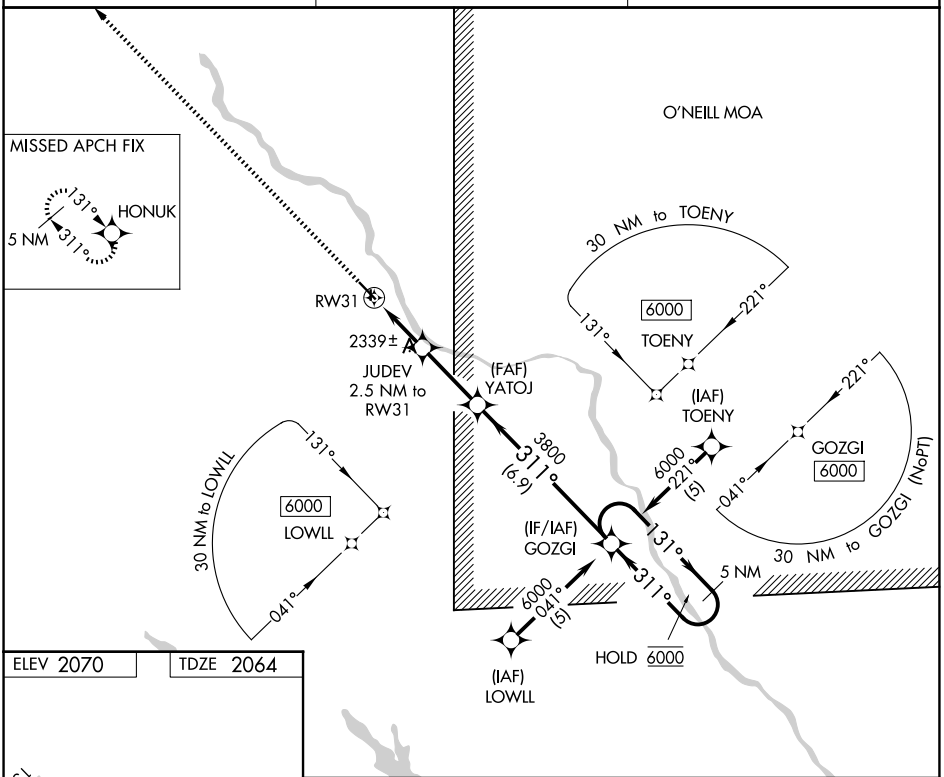
RNAV (GPS) RWY 31
EVELYN SHARP FLD (ODX)

RNP APCH.

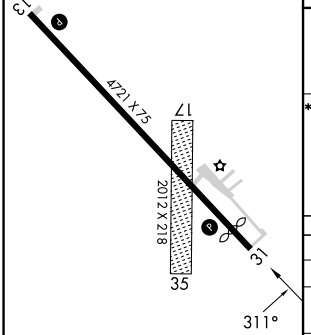
Circling NA to Rwys 17 and 35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -24°C or above 54°C.

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

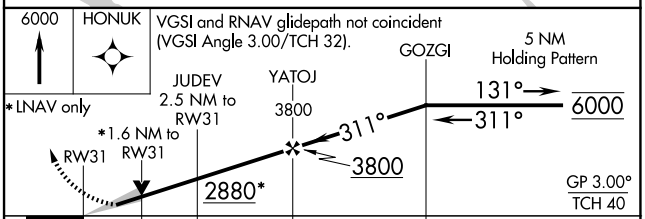
ASOS	MINNEAPOLIS CENTER	UNICOM
119.925	119.4 278.8	122.8 (CTAF) L



ELEV 2070 TDZE 2064



MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L



CATEGORY	A	B	C	D
LPV DA	2314-1 250 (300-1)		NA	
LNAV/VNAV DA	2616-1⅝ 552 (600-1⅝)		NA	
LNAV MDA	2600-1 536 (600-1)		NA	
CIRCLING	2680-1 610 (700-1)		NA	

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APP CRS	Rwy Ldg	5003
345°	TDZE	879
	Apt Elev	885

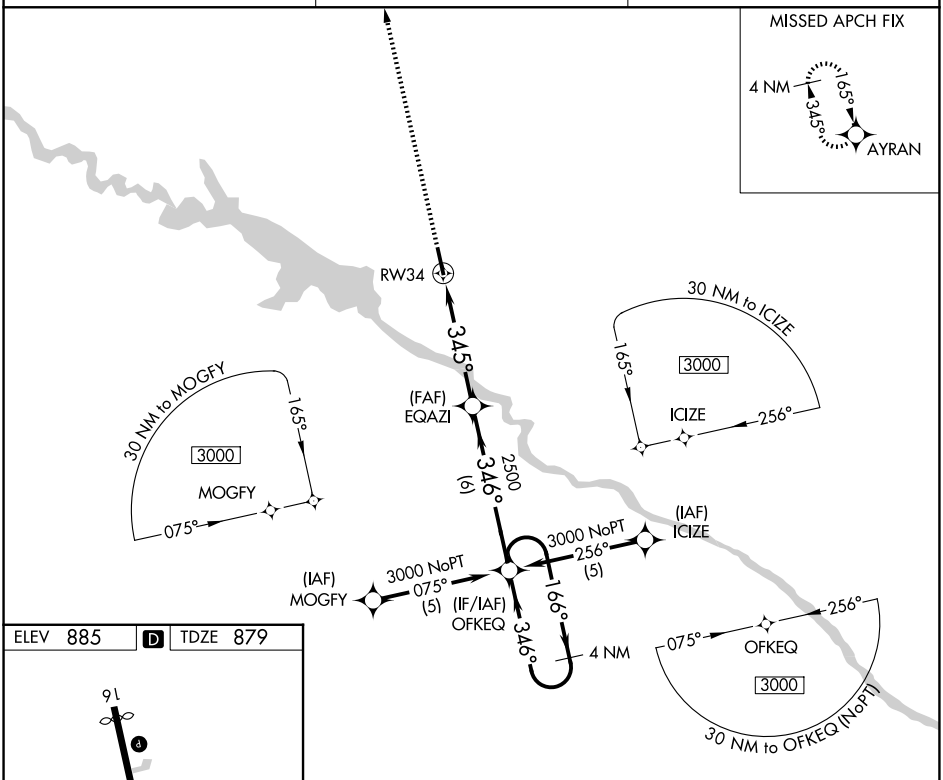
RNAV (GPS) RWY 34
PELLA MUNI (PEA)

RNP APCH - GPS.

Rwy 34 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use OXV altimeter setting and increase all MDAs 40 feet and Circling visibility Cat C ¼ SM. VDP NA when using OXV altimeter setting.

MISSED APPROACH: Climb to 4000 direct AYRAN and hold.

AWOS-3	DES MOINES APP CON	UNICOM
118.875	123.9 307.15	122.8 (CTAF) L



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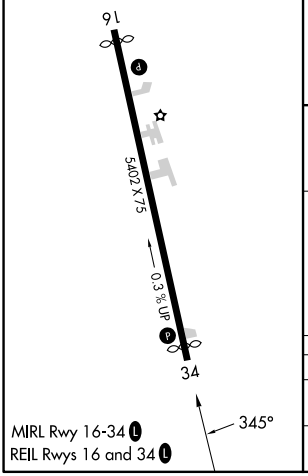
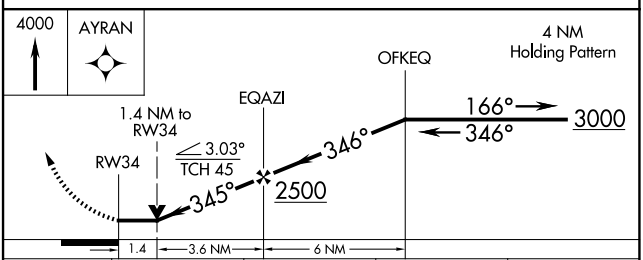
ELEV 885 | D | TDZE 879



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



CATEGORY	A	B	C	D
LNAV MDA	1320-1 441 (500-1)		1320-1⅜ 441 (500-1⅜)	NA
CIRCLING	1380-1 495 (500-1)	1420-1 535 (600-1)	1480-1½ 595 (600-1½)	NA

PIQUA, OHIO AL-5022 (FAA) 26274

WAAS CH 48845 W08A	APP CRS 081°	Rwy Ldg 3998 TDZE 993 Apt Elev 993

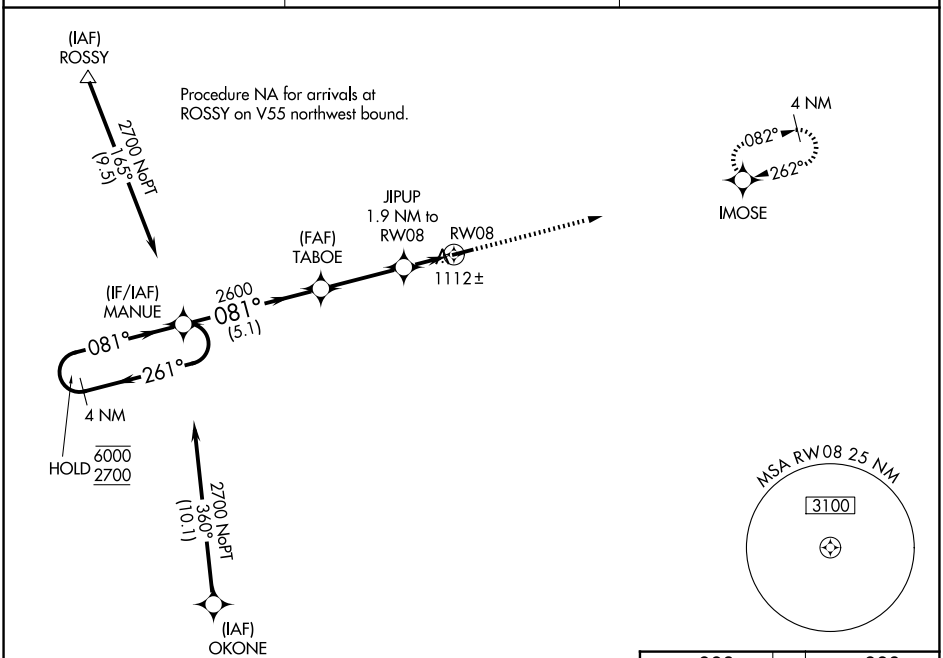
RNAV (GPS) RWY 8
PIQUA/HARTZELL FLD (I17)

RNP APCH - GPS.

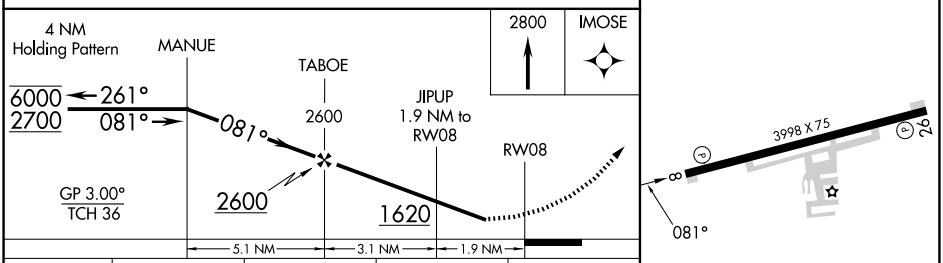
NA Rwy 8 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use VES altimeter setting.

MISSED APPROACH: Climb to 2800 direct IMOSE and hold.

VES AWOS-3PT	COLUMBUS APP CON	UNICOM
125.9	134.45 294.5 352.05	123.0 (CTAF) L



ELEV 993 TDZE 993



CATEGORY	A	B	C	D
LPV DA	1322-1 329 (400-1)			NA
LNAV/VNAV DA	1400-1⅛ 407 (500-1⅛)			NA
LNAV MDA	1400-1 407 (500-1)		1400-1⅛ 407 (500-1⅛)	NA
CIRCLING	1440-1 447 (500-1)	1560-1 567 (600-1)	1560-1½ 567 (600-1½)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

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WAAS CH 86745 W26A	APP CRS 262°	Rwy Ldg 3998 TDZE 986 Apt Elev 993

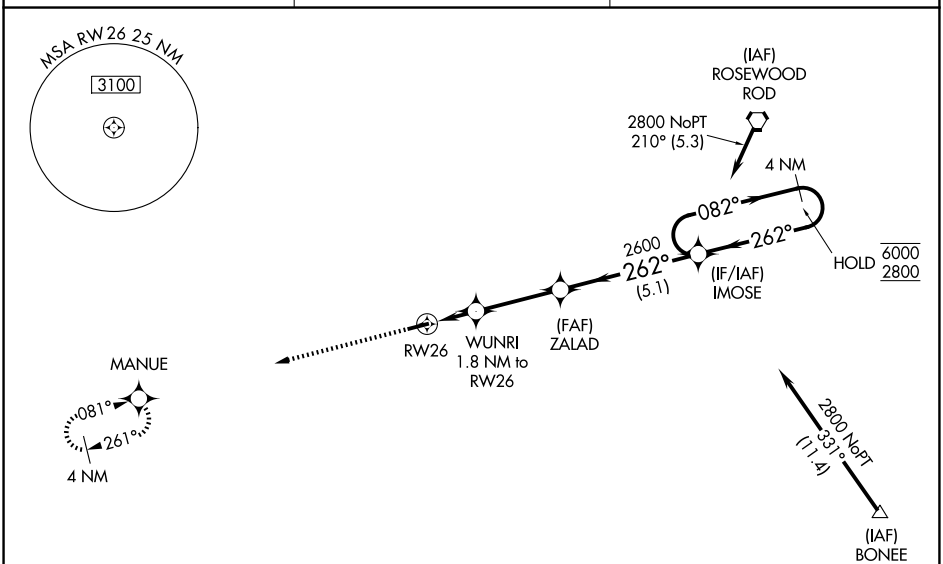
RNAV (GPS) RWY 26
PIQUA/HARTZELL FLD (I17)

RNP APCH - GPS.

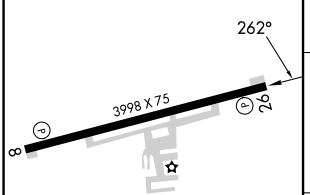
Baro-VNAV NA.
NA Use VES altimeter setting.

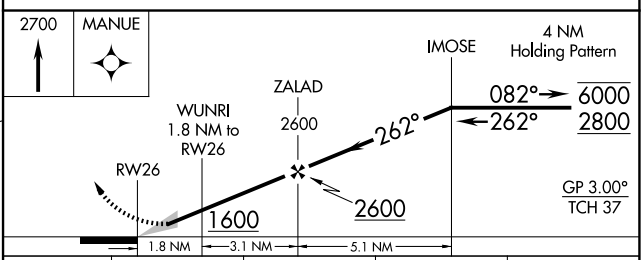
MISSED APPROACH: Climb to 2700 direct MANUE and hold.

VES AWOS-3PT	COLUMBUS APP CON	UNICOM
125.9	134.45 294.5 352.05	123.0 (CTAF) L



ELEV 993 | TDZE 986





CATEGORY		A	B	C	D
LPV	DA	1213-1 227 (300-1)			NA
LNAV/VNAV	DA	1296-1 310 (400-1)			NA
LNAV	MDA	1380-1 394 (400-1)		1380-1⅛ 394 (400-1⅛)	NA
CIRCLING		1440-1 447 (500-1)	1560-1 567 (600-1)	1560-1½ 567 (600-1½)	NA

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

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LOC I-PGQ	APP CRS	Rwy Ldg 10518
110.1	165°	TDZE 100
		Apt Elev 100

ILS or LOC RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

DME or RADAR required.

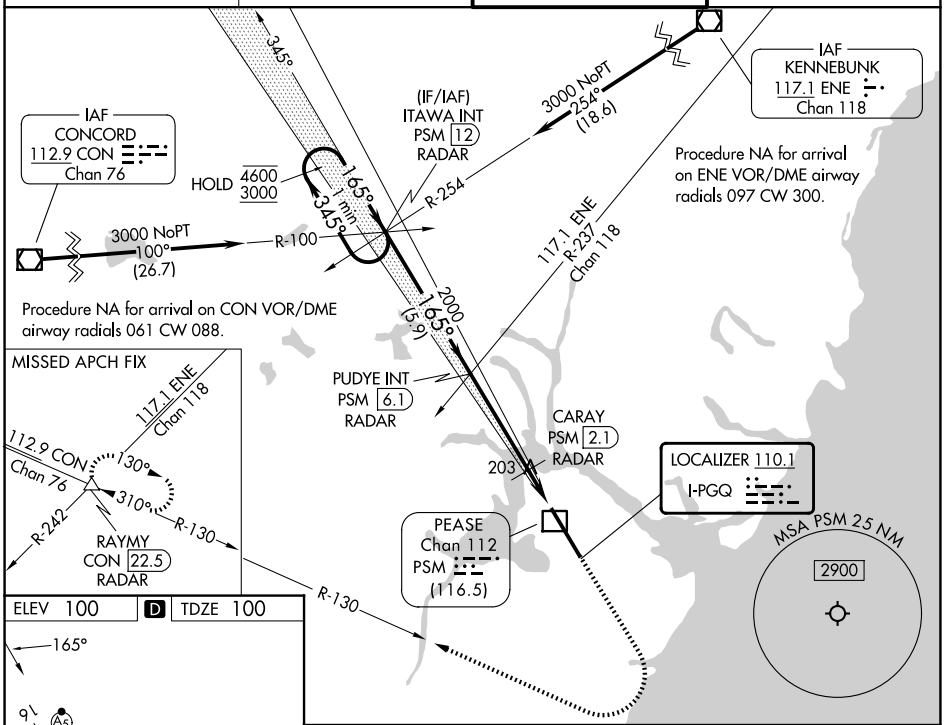
ASR/PAR

Circling NA east of Rwy 16-34. DME from PSM DME. Simultaneous reception of I-PGQ and PSM DME required. For inop ALS, increase S-ILS 16 Cat D visibility to RVR 4000; increase S-LOC 16 Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

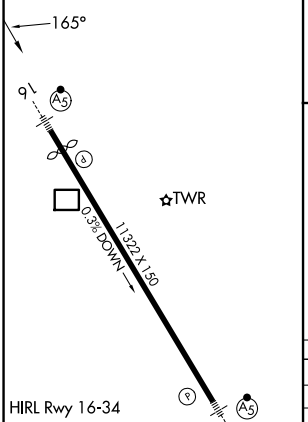
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on CON VOR/DME R-130 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR and hold.

ATIS	BOSTON APP CON	PORTSMOUTH TOWER	GND CON
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8

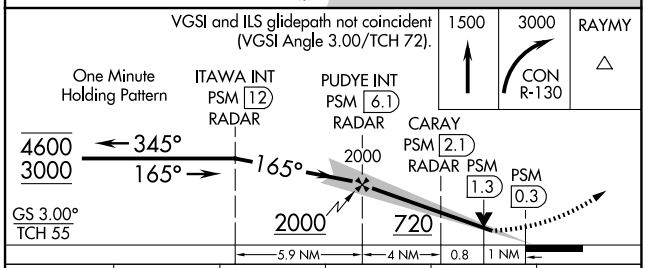


ELEV 100	D	TDZE 100



FAF to MAP 5.8 NM

Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D	E
S-ILS 16*	300/24 200 (200-½)				
S-LOC 16	480/24 380 (400-½)		480/35 380 (400-⅝)		
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)

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LOC I-PSM	APP CRS	Rwy Ldg 11321
110.1	345°	TDZE 84
		Apt Elev 100

ILS or LOC RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

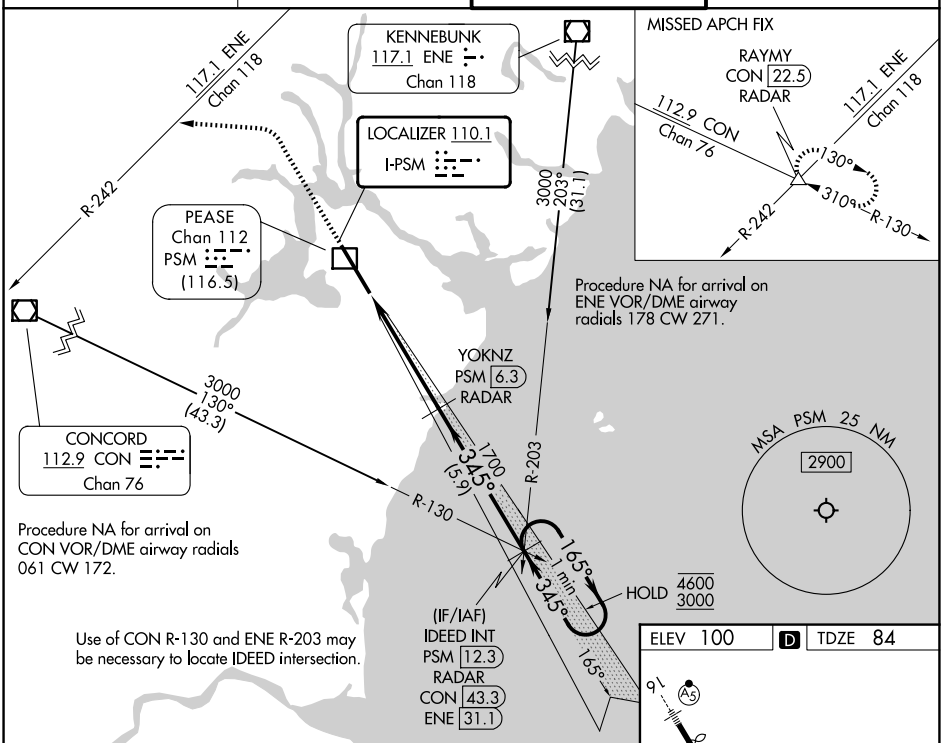
DME or RADAR required.

ASR/PAR — Circling NA east of Rwy 16-34. DME from PSM DME. Simultaneous reception of I-PSM and PSM DME required. For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000; increase S-LOC 34 Cat E visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn on heading 290° to 3000 and ENE VOR/DME R-242 to RAYMY INT/CON VOR/DME 22.5 DME/RADAR and hold.

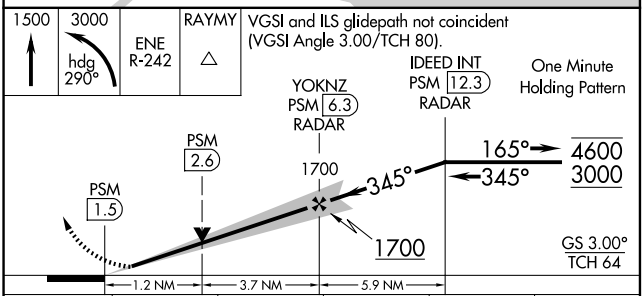
ATIS	BOSTON APP CON	PORTSMOUTH TOWER	GND CON
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8

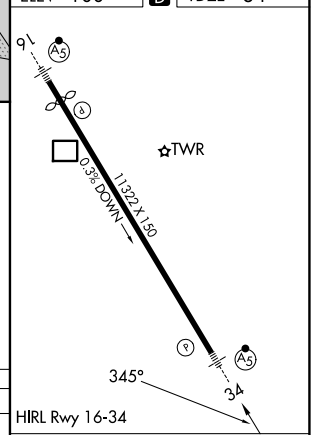


ELEV 100 | D | TDZE 84

1500	3000 hdg 290°	ENE R-242	RAYMY

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 80).





CATEGORY	A	B	C	D	E
S-ILS 34	284/24 200 (200-½)				
S-LOC 34	540/24 456 (500-½)		540/45 456 (500-⅞)		
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)

FAF to MAP 4.9 NM

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

01 OCT 2026 to 29 OCT 2026
01 OCT 2026 to 29 OCT 2026

WAAS CH 40012 W16A	APP CRS 165°	Rwy Ldg 10518 TDZE 100 Apt Elev 100

RNAV (GPS) RWY 16
PORTSMOUTH INTL AT PEASE (PSM)

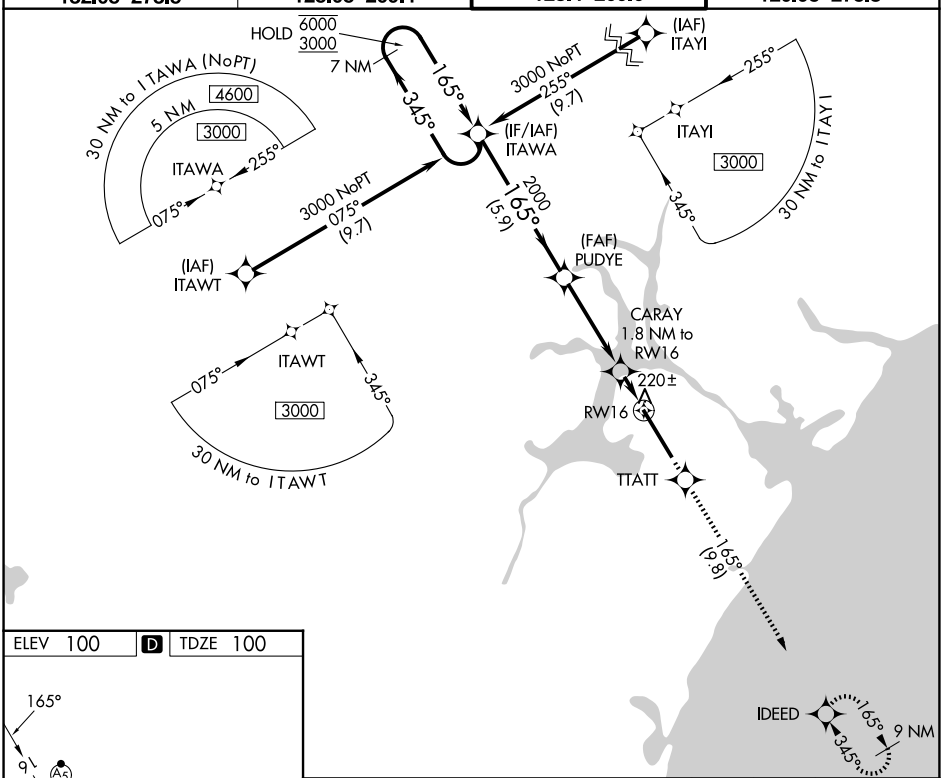
RNP APCH - GPS.

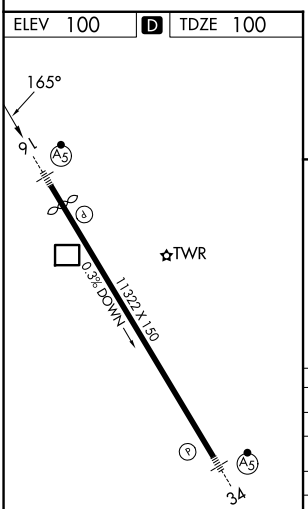
ASR/PAR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwy 16-34. For inop ALS, increase LPV Cat E visibility to RVR 4500; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat C/D/E visibility to RVR 5500. * RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Rochester altimeter setting).

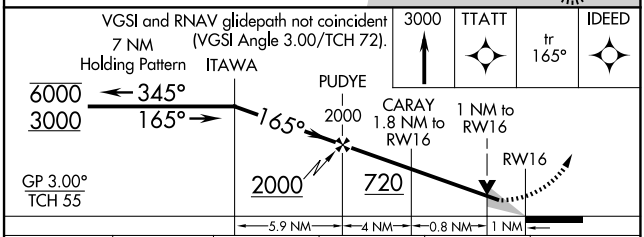
MALSR

MISSED APPROACH: Climb to 3000 direct TTATT and track 165° to IDEED and hold, continue climb-in-hold to 3000.

ATIS	BOSTON APP CON	PORTSMOUTH TOWER	GND CON
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8







CATEGORY	A	B	C	D	E
LPV DA*	300/24 200 (200-½)				
LNAV/VNAV DA	397/24 297 (300-½)				
LNAV MDA	480/24 380 (400-½)		480/35 380 (400-⅝)		
CIRCLING	500-1 400 (400-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)

01 OCT 2026 to 29 OCT 2026
01 OCT 2026 to 29 OCT 2026

WAAS Ch 97323 W34A	APP CRS 345°	Rwy Ldg 11321 TDZE 84 Apt Elev 100

RNAV (GPS) RWY 34
PORTSMOUTH INTL AT PEASE (PSM)

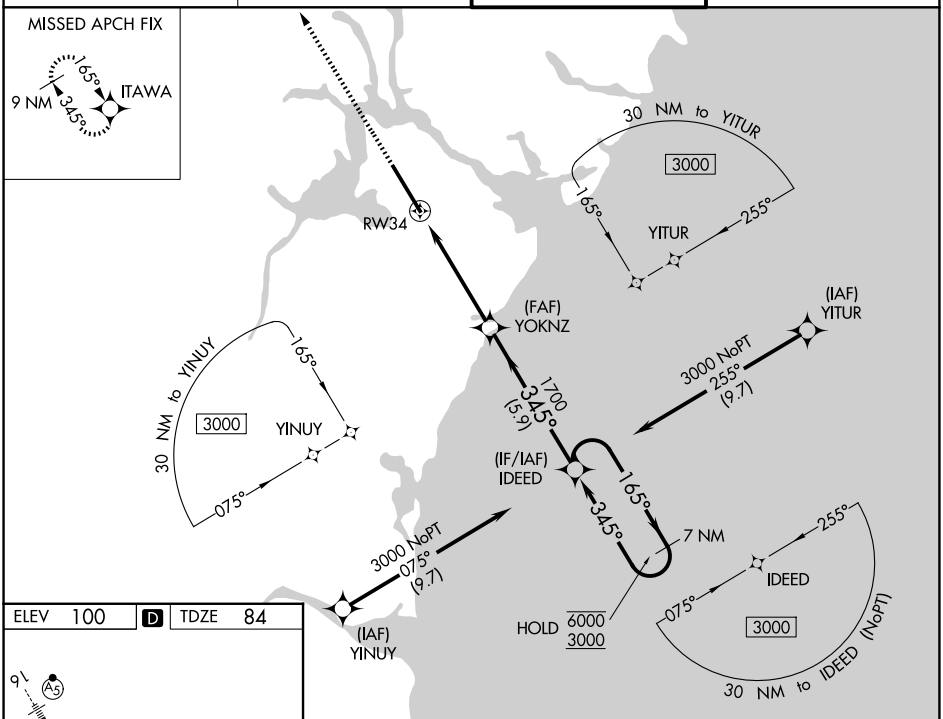
RNP APCH - GPS.

ASR/PAR — Circling NA east of Rwy 16-34. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LPV Cat E visibility to RVR 4000; increase LNAV/VNAV all Cats visibility to RVR 4500; increase LNAV Cat E visibility to 1⅜ SM.

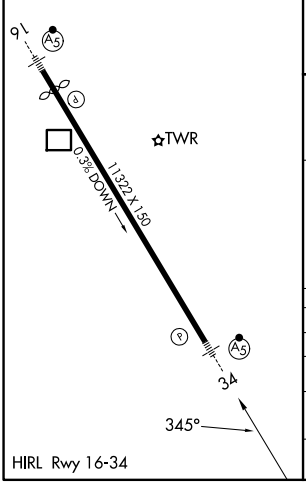
MALSR

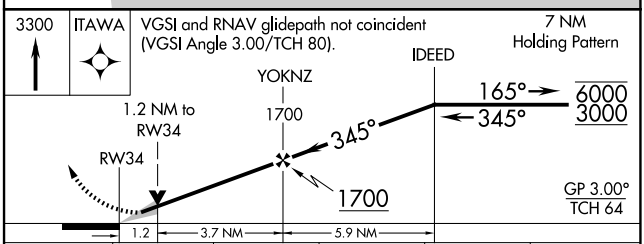
MISSED APPROACH: Climb to 3300 direct ITAWA and hold, continue climb-in-hold to 3300

ATIS	BOSTON APP CON	PORTSMOUTH TOWER	GND CON
132.05 273.5	125.05 269.4	128.4 269.0	120.95 275.8



ELEV 100 | D | TDZE 84





CATEGORY	A	B	C	D	E
LPV DA	284/24 200 (200-½)				
LNAV/VNAV DA	361/24 277 (300-½)				
LNAV MDA	540/24 456 (500-½)		540/45 456 (500-⅞)		
CIRCLING	540-1 440 (500-1)	560-1 460 (500-1)	680-1½ 580 (600-1½)	780-2¼ 680 (700-2¼)	800-2½ 700 (700-2½)

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

SHELDON, IOWA | AL-5712 (FAA) | 26274

WAAS CH 45828 W15A	APP CRS 150°	Rwy Ldg 4199 TDZE 1419 Apt Elev 1419

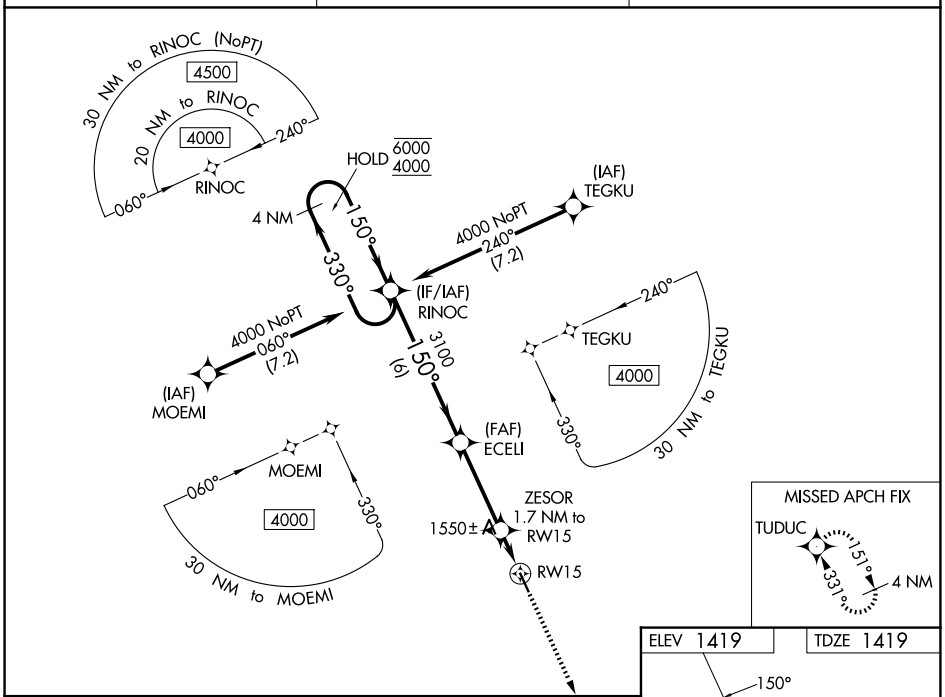
RNAV (GPS) RWY 15
SHELDON RGNL (SHL)

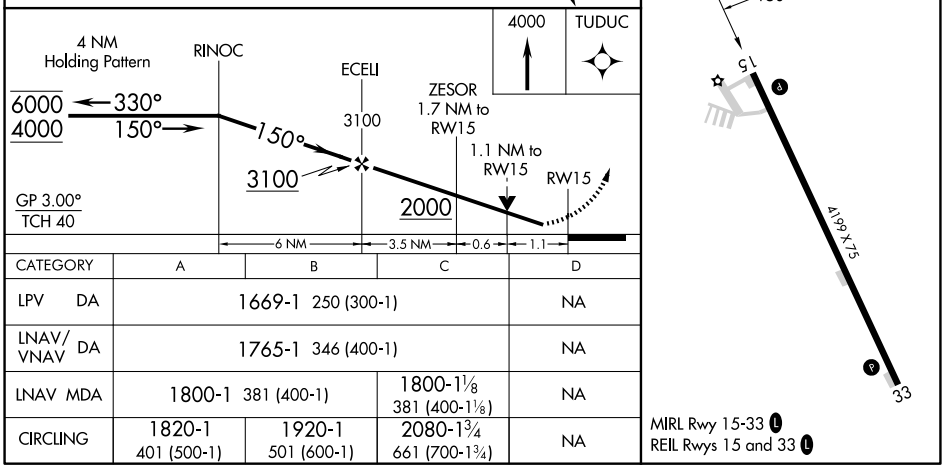
RNP APCH - GPS.

Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 17°C or above 54°C.

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

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.775	125.025 235.625	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1669-1 250 (300-1)			NA
LNAV/VNAV DA	1765-1 346 (400-1)			NA
LNAV MDA	1800-1 381 (400-1)		1800-1⅛ 381 (400-1⅛)	NA
CIRCLING	1820-1 401 (500-1)	1920-1 501 (600-1)	2080-1¾ 661 (700-1¾)	NA

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

WAAS CH 82128 W33A	APP CRS 330°	Rwy Ldg 4199 TDZE 1419 Apt Elev 1419

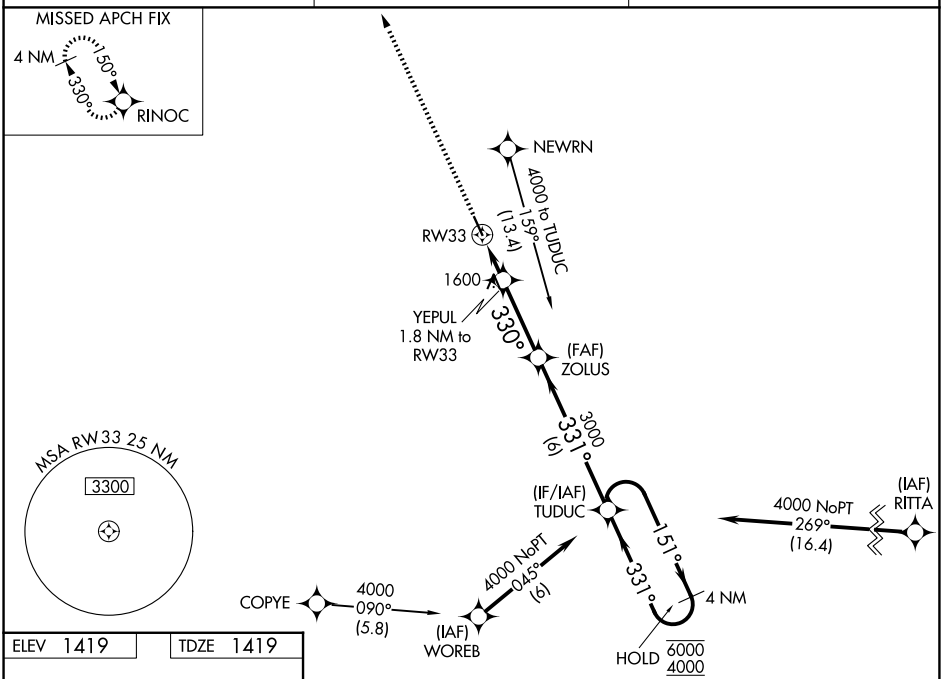
RNAV (GPS) RWY 33
SHELDON RGNL (SHL)

RNP APCH - GPS.

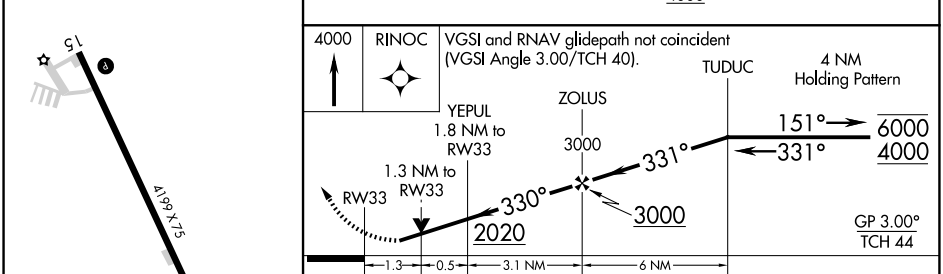
Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct RINOC and hold.

AWOS-3	MINNEAPOLIS CENTER	UNICOM
119.775	125.025 235.625	122.8 (CTAF) L



ELEV 1419	TDZE 1419



CATEGORY	A	B	C	D
LPV DA	1718-1 299 (300-1)			NA
LNAV/VNAV DA	1696-1 277 (300-1)			NA
LNAV MDA	1860-1 441 (500-1)		1860-1⅜ 441 (500-1⅜)	NA
CIRCLING	1860-1 441 (500-1)	1920-1 501 (600-1)	2080-1¾ 661 (700-1¾)	NA

MIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

SIDNEY, NEBRASKA

AL-875 (FAA)

26274

VOR/DME RWY 13

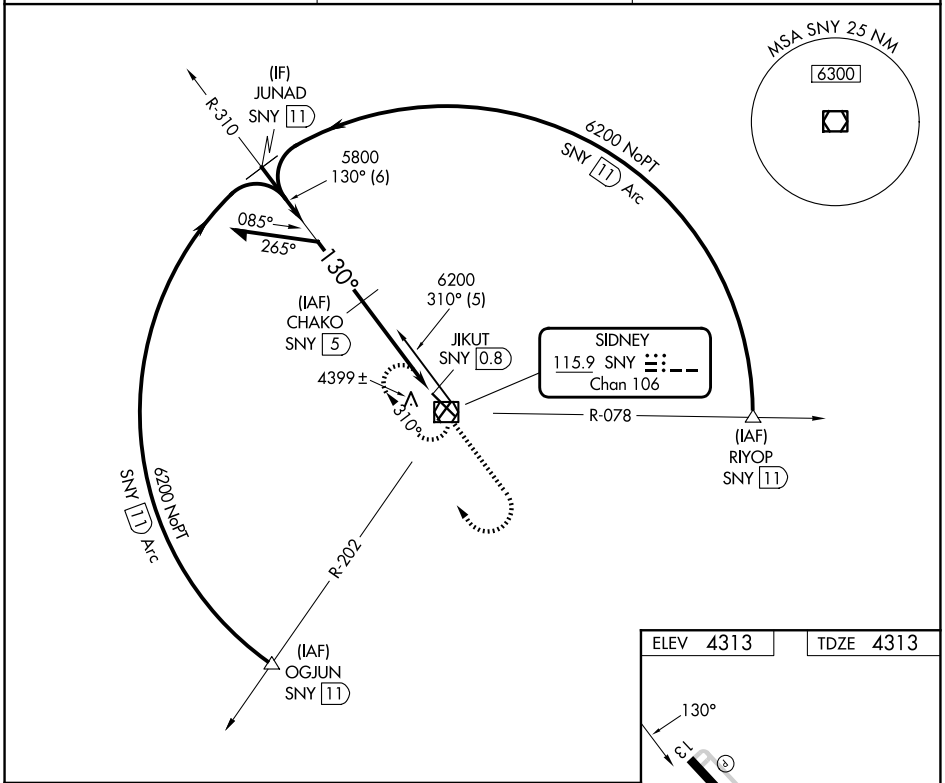
SIDNEY MUNI/LLOYD W CARR FLD (SNY)

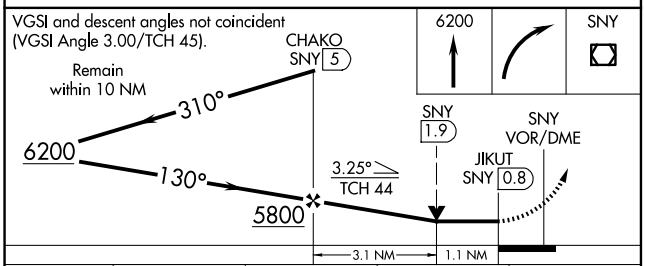
VOR/DME SNY	APP CRS	Rwy Ldg	6600
115.9	130°	TDZE	4313
Chan 106		Apt Elev	4313

VDP NA when using IBM altimeter setting. When local altimeter setting not received, use IBM altimeter setting and increase all MDAs 160 feet and S-13 visibility Cat C ½ SM, S-13 visibility Cat D ⅜ SM, and Circling visibility Cats C/D ½ SM.

MISSED APPROACH: Climb to 6200 then right turn direct SNY VOR/DME and hold.

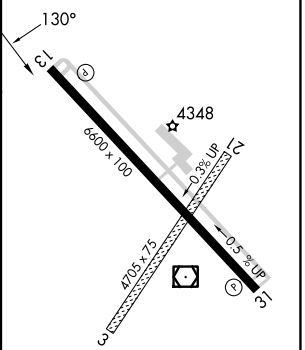
ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-13	4700-1 387 (400-1)		4700-1⅛ 387 (400-1⅛)	4700-1¼ 387 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4920-1¾ 607 (700-1¾)	4960-2 647 (700-2)

ELEV 4313	TDZE 4313



REIL Rwys 13 and 31 L

HIRL Rwy 13-31 L

01 OCT 2026 to 29 OCT 2026

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VOR/DME SNY	APP CRS	Rwy ldg 6600
115.9	293°	TDZE 4290
Chan 106		Apt Elev 4313

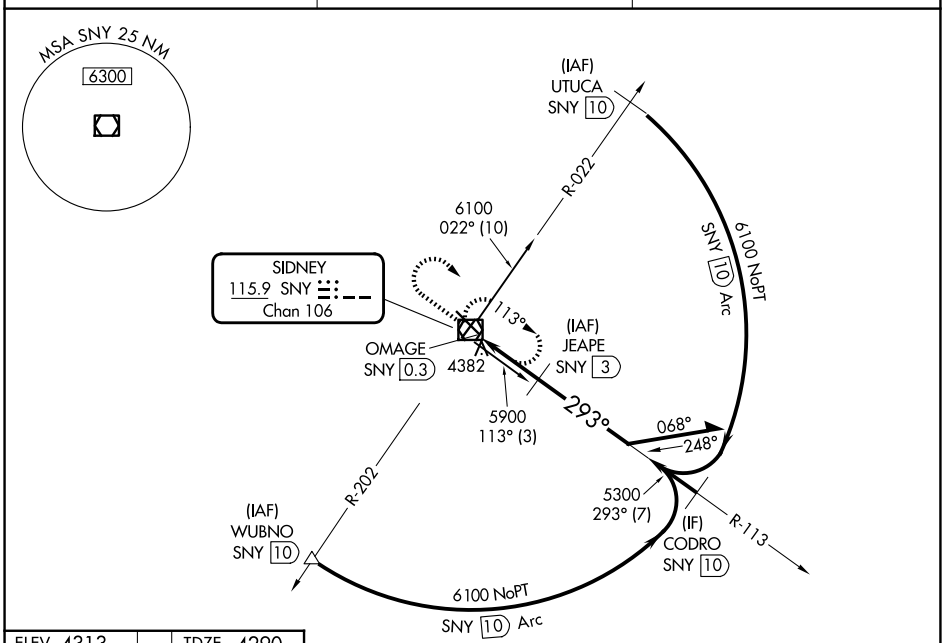
VOR/DME RWY 31

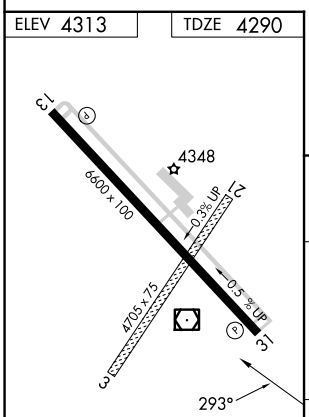
SIDNEY MUNI/LLOYD W CARR FLD (SNY)

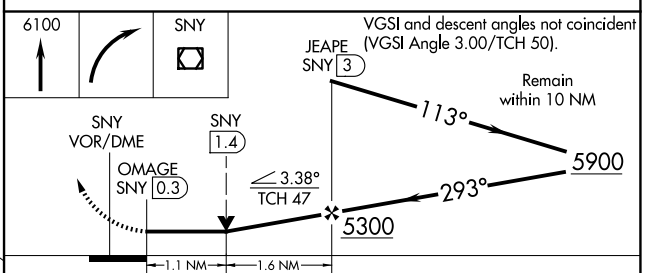
When local altimeter setting not received, use IBM altimeter setting and increase all MDAs 160 feet and S-31 visibility Cat C ½ SM, S-31 visibility Cat D ⅜ SM, and Circling visibility Cats C/D ½ SM. VDP NA when using IBM altimeter setting.

MISSED APPROACH: Climb to 6100 then right turn direct SNY VOR/DME and hold.

ASOS	DENVER CENTER	UNICOM
125.775	118.475 225.4	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-31	4680-1 390 (400-1)		4680-1⅛ 390 (400-1⅛)	4680-1¼ 390 (400-1¼)
CIRCLING	4760-1 447 (500-1)	4780-1 467 (500-1)	4920-1¾ 607 (700-1¾)	4960-2 647 (700-2)

REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L

01 OCT 2026 to 29 OCT 2026

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26274

FAIRFIELD, CALIFORNIA

ILS or LOC or RNAV (GPS) RWY 3L

[USAF] TRAVIS AFB (KSUU)

SBAS Chan 51013 W03L	APCH CRS 035°	Rwy ldg 11,001 TDZE 34 Arpt Elev 63

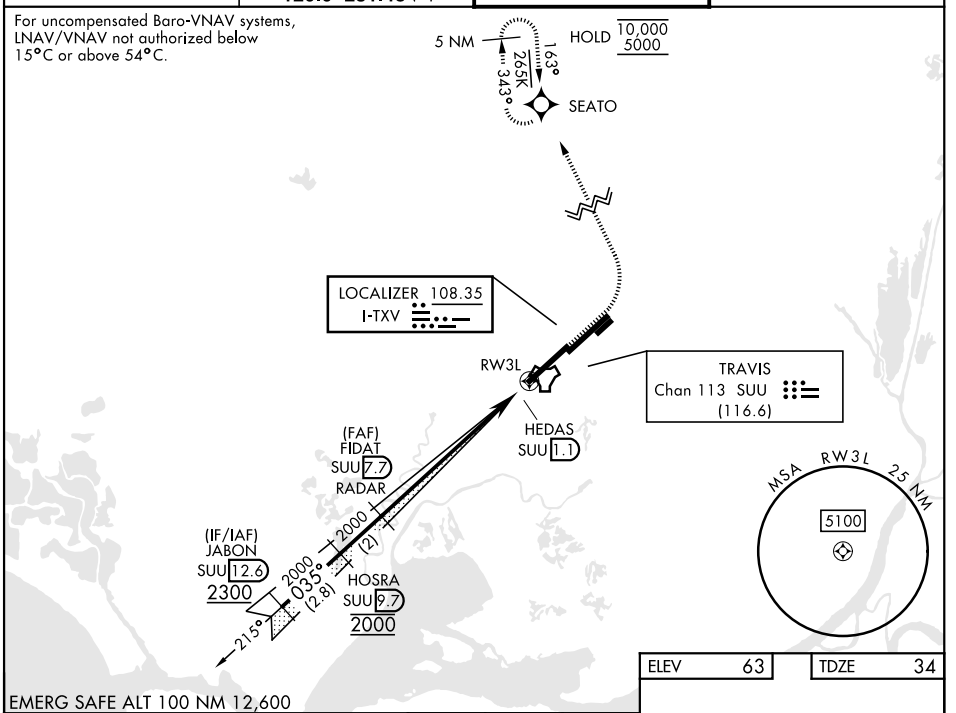
RNP APCH - GPS

*Circling not authorized to Assault Strip.
Circling not authorized NW of Rwy 3L-21R.

MISSED APPROACH: Climb to 1100 then climbing left turn to 5000 direct SEATO and hold, continue climb in hold to 5000.

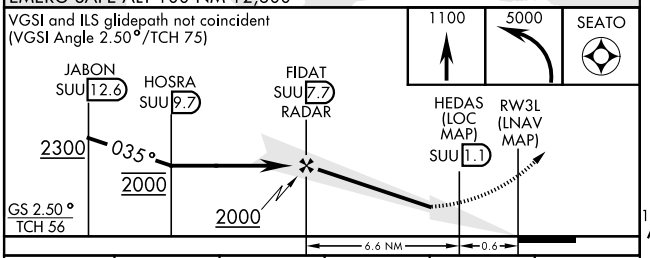
ATIS	APP CON	TOWER	GND CON
135.55 292.125	119.9 322.325 (S) 126.6 281.45 (N)	120.75 254.4	121.8 289.4

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 15°C or above 54°C.

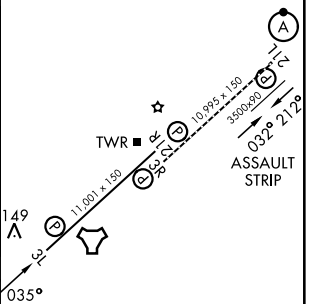


EMERG SAFE ALT 100 NM 12,600

VGSI and ILS glidepath not coincident
(VGSI Angle 2.50°/TCH 75)



ELEV 63	TDZE 34



CATEGORY	A	B	C	D	E
S-ILS 3L	234/40		200	(200-¾)	
LPV DA	234/40		200	(200-¾)	
LNAV/VNAV DA	320/45 286 (300-⅞)	331/45 297 (300-⅞)	339/45 305 (300-⅞)	350/45 316 (300-⅞)	
S-LOC 3L	680/55 646 (700-1)		680-1⅞ 646 (700-1⅞)		
LNAV MDA	720/55 686 (700-1)		720-2 686 (700-2)		
CIRCLING*	720-1 657 (700-1)		840-2¼ 777 (800-2¼)	1300-3 1237 (1300-3)	

HIRL Rwys 3L-21R, 3R-21L
TDZL/RCLS Rwys 3R, 21L

FAF to HEDAS 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

FAIRFIELD, CALIFORNIA

RNAV (GPS) RWY 21R

WAAS CH 48768 W21R	APCH CRS 215°	Rwy ldg 11,001 TDZE 51 Arpt Elev 63

[USAF] TRAVIS AFB (KSUU)

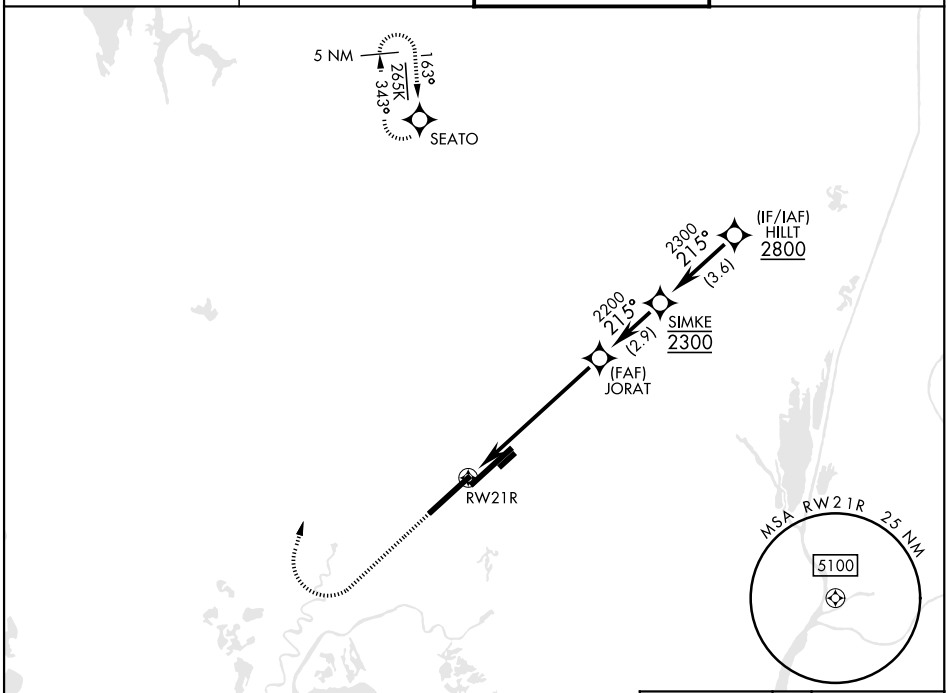
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -7°C or above 54°C.
* Circling not authorized NW of Rwy 3L-21R. Circling not authorized to Assault Strip.

MISSED APPROACH: Climb to 2100 then climbing right turn to 5000 direct SEATO and hold, continue climb-in-hold to 5000.

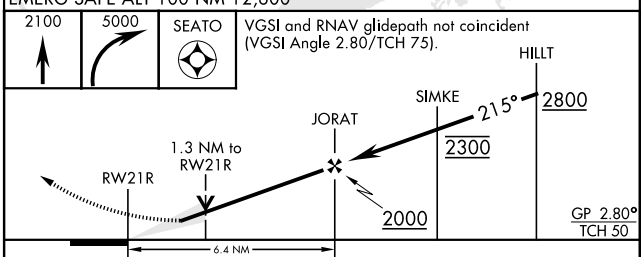
ATIS	APP CON	TOWER	GND CON
135.55 292.125	119.9 322.325 (S) 126.6 281.45 (N)	120.75 254.4	121.8 289.4

01 OCT 2026 to 29 OCT 2026

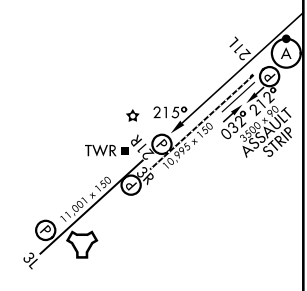


ELEV 63 TDZE 51

EMERG SAFE ALT 100 NM 12,600



CATEGORY	A	B	C	D	E
LPV DA	251/40		200	(200-¾)	
LNAV/VNAV DA	446/60		395	(400-1⅛)	
LNAV MDA	520/55	469 (500-1)	520-1⅜	469	(500-1⅜)
CIRCLING*	540-1 477 (500-1)	660-1 597 (600-1)	840-2¼ 777 (800-2¼)	1300-3 1237 (1300-3)	



HIRL Rwys 3L-21R, 3R-21L
TDZL/RCLS Rwys 3R, 21L

FAIRFIELD, CALIFORNIA 38°16′N - 121°55′W TRAVIS AFB (KSUU)

Orig 01OCT26

RNAV (GPS) RWY 21R

26274

FAIRFIELD, CALIFORNIA

TACAN RWY 3L

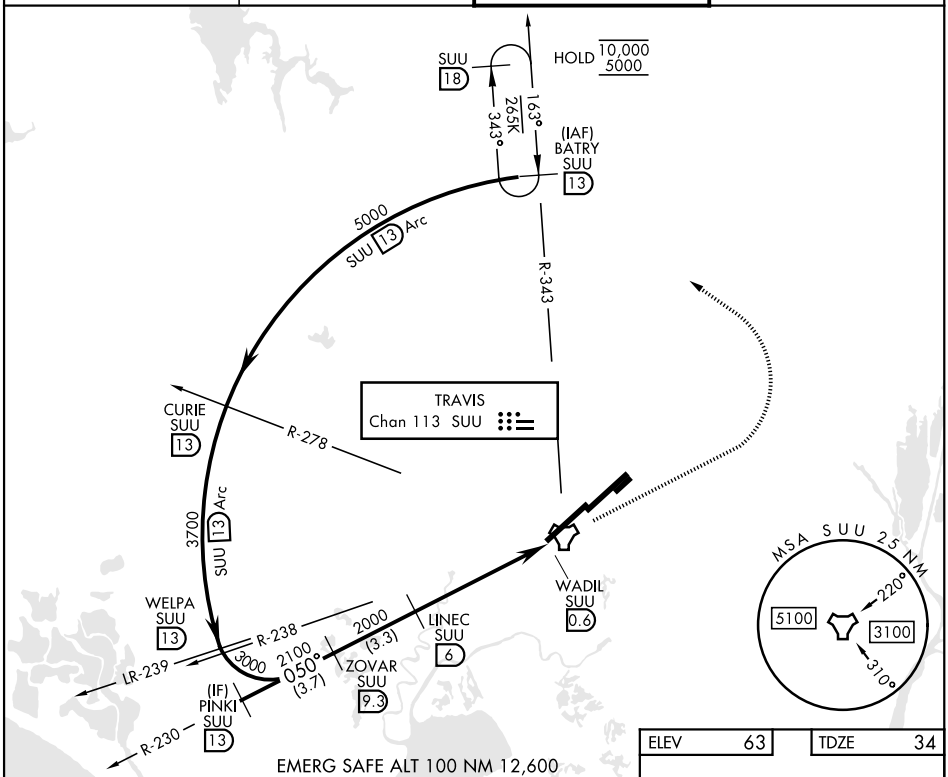
TACAN SUU Chan 113	APCH CRS 050°	Rwy ldg 11,001 TDZE 34 Arpt Elev 63	[USAF]	TRAVIS AFB (KSUU)

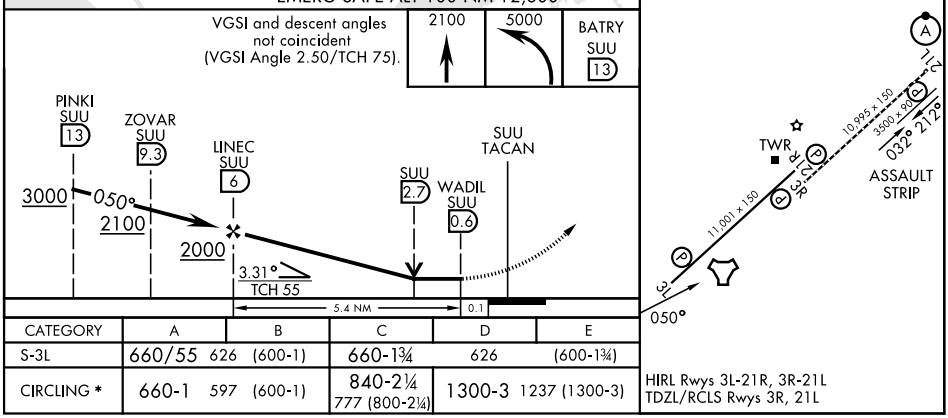
RNAV or RADAR required.

*Circling not authorized NW of Rwy 3L-21R. Circling not authorized to Assault Strip.

MISSED APPROACH: Climb to 2100, then climbing left turn to 5000 direct BATRY/SUU TACAN 13 DME and hold, continue climb in hold to 5000.

ATIS	APP CON	TOWER	GND CON
135.55 292.125	119.9 322.325 (S) 126.6 281.45 (N)	120.75 254.4	121.8 289.4





CATEGORY	A	B	C	D	E
S-3L	660/55 626 (600-1)		660-1¾ 626		(600-1¾)
CIRCLING *	660-1 597 (600-1)		840-2¼ 777 (800-2¼)	1300-3 1237 (1300-3)	

HIRL Rwys 3L-21R, 3R-21L
TDZL/RCLS Rwys 3R, 21L

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

FAIRFIELD, CALIFORNIA 38°16′N - 121°55′W TRAVIS AFB (KSUU)

Orig 01OCT26

TACAN RWY 3L

FAIRFIELD, CALIFORNIA

TACAN RWY 21R

TACAN SUU Chan 113	APCH CRS 206°	Rwy ldg 11,001 TDZE 51 Arpt Elev 63

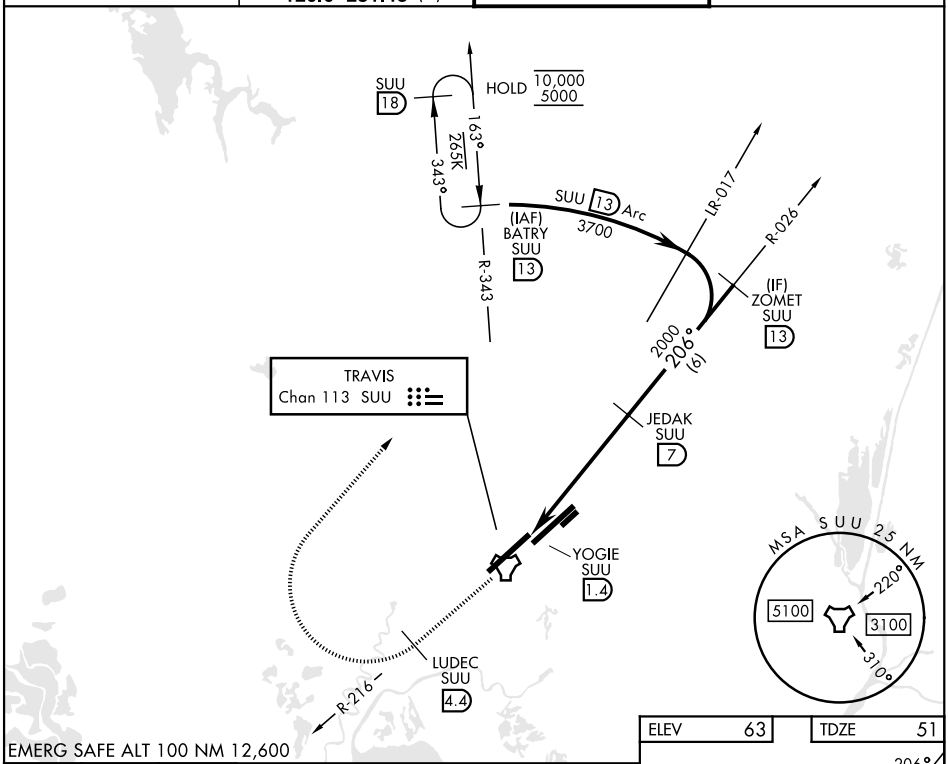
[USAF] TRAVIS AFB (KSUU)

RNAV or RADAR required.

*Circling not authorized NW of Rwy 3L-21R. Circling not authorized to Assault Strip.

MISSED APPROACH: Climb to 5000 on SUU TACAN R-216 to LUDEC/SUU 4.4 DME, and right turn on heading 028° and SUU R-343 to BATRY/SUU 13 DME and hold, continue climb in hold to 5000.

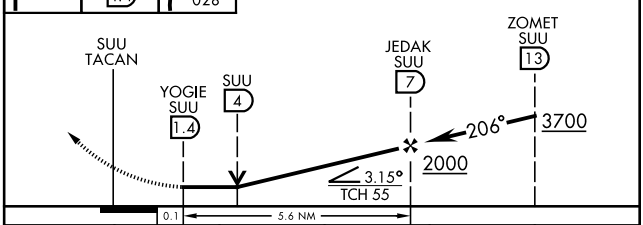
ATIS	APP CON	TOWER	GND CON
135.55 292.125	119.9 322.325 (S) 126.6 281.45 (N)	120.75 254.4	121.8 289.4



EMERG SAFE ALT 100 NM 12,600

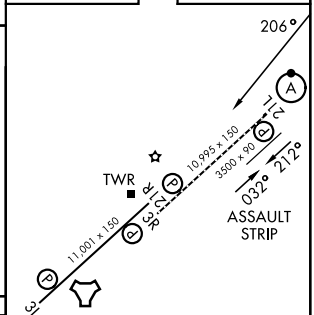
5000 SUU R-216	LUDEC SUU 4.4	hdg 028°

VGSI and descent angles not coincident (VGSI Angle 2.80/TCH 75).



CATEGORY	A	B	C	D	E
S-21R	900/55 849 (900-1)	900-1¼ 849 (900-1¼)	900-2½ 849 (900-2½)		
CIRCLING *	900-1¼ 837 (900-1¼)		900-2½ 837 (900-2½)	1300-3 1237 (1300-3)	

ELEV 63	TDZE 51



HIRL Rwys 3L-21R, 3R-21L
TDZL/RCLS Rwys 3R, 21L

FAIRFIELD, CALIFORNIA 38°16′N - 121°55′W TRAVIS AFB (KSUU)

Orig 01OCT26

TACAN RWY 21R

01 OCT 2026 to 29 OCT 2026
01 OCT 2026 to 29 OCT 2026

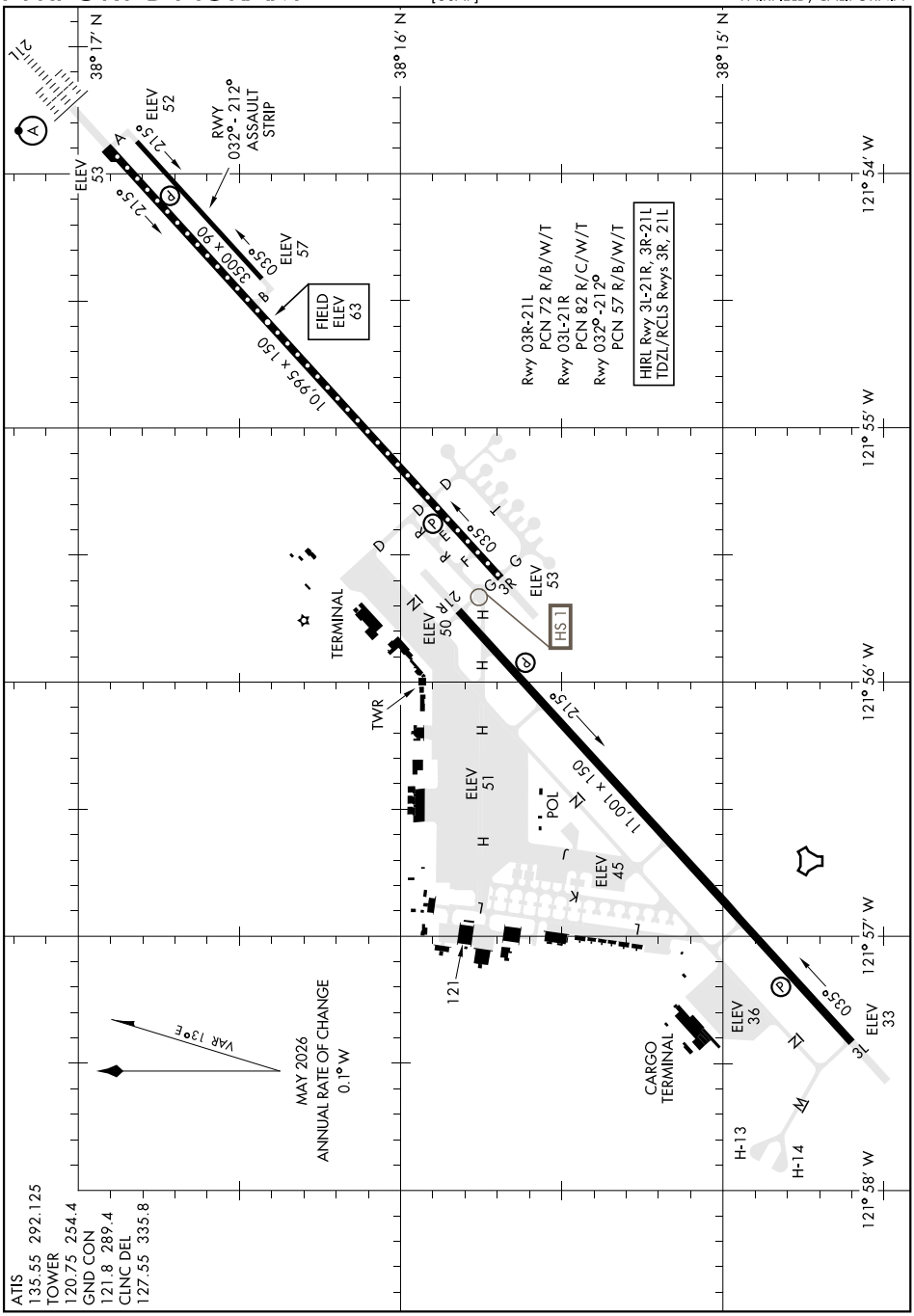
26274

AIRPORT DIAGRAM

TRAVIS AFB (KSUU)

[USAF]

FAIRFIELD, CALIFORNIA



01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

AIRPORT DIAGRAM

FAIRFIELD, CALIFORNIA

TRAVIS AFB (KSUU)

RNAV (GPS) RWY 32
CONCORDIA PARISH (ØR4)

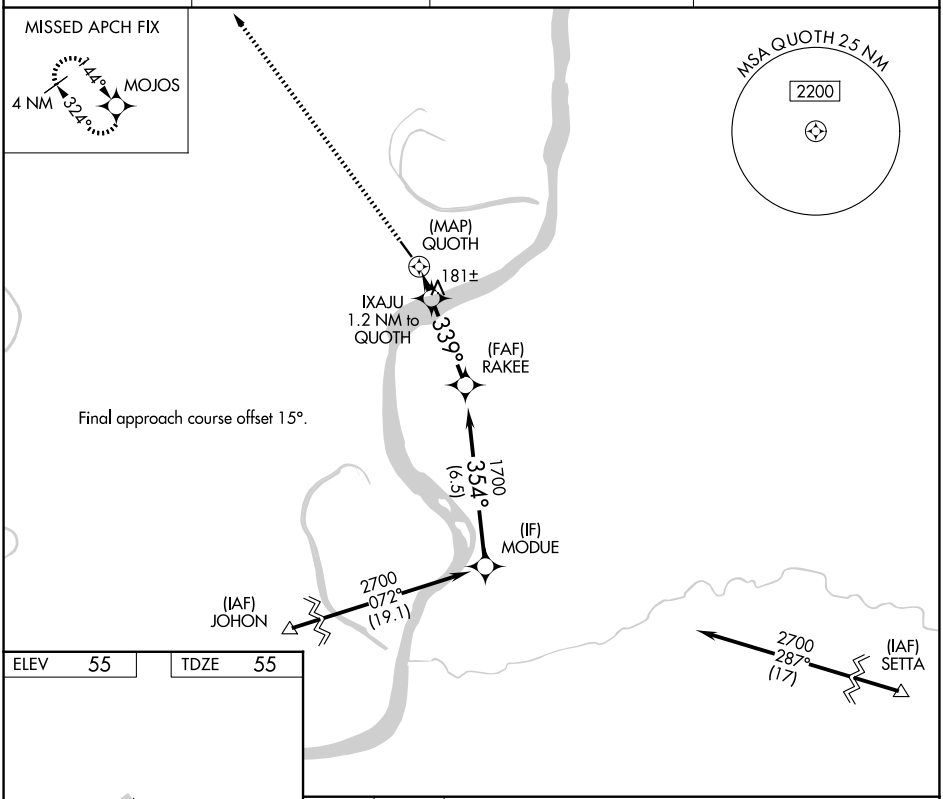
APP CRS	Rwy Ldg	3701
339°	TDZE	55
	Apt Elev	55

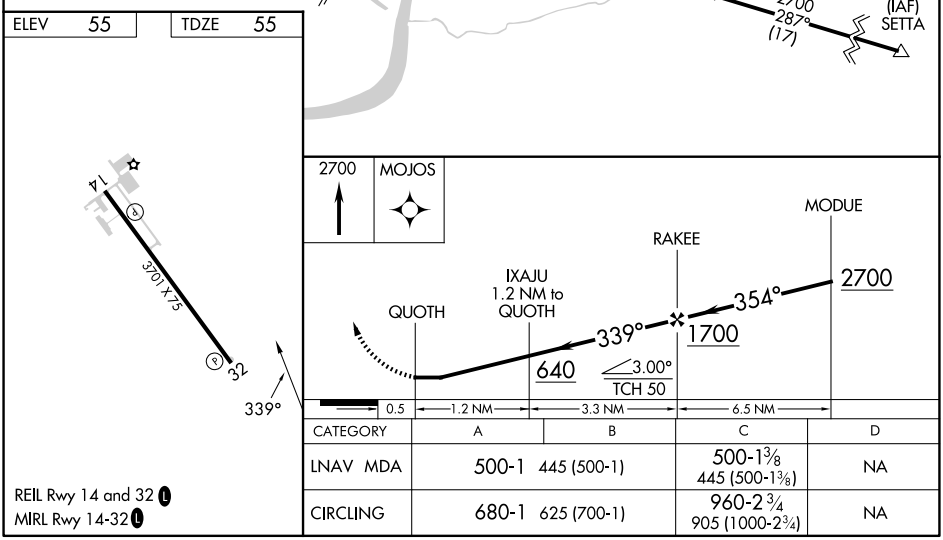
NA

DME/DME RNP-0.3 NA. Use Natchez altimeter setting; when not received, use Esler Rgnl altimeter setting and increase all MDA 60 feet and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct MOJOS and hold.

AWOS-3	HEZ AWOS-3PT	HOUSTON CENTER	UNICOM
118.2	124.675	120.975 299.6	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	500-1 445 (500-1)		500-1⅜ 445 (500-1⅜)	NA
CIRCLING	680-1 625 (700-1)		960-2¾ 905 (1000-2¾)	NA

REIL Rwy 14 and 32 L
MIRL Rwy 14-32 L

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

LOC/DME I-ICT	APP CRS	Rwy Ldg	7302
110.3	016°	TDZE	1321
Chan 40		Apt Elev	1333

ILS or LOC RWY 1R
WICHITA DWIGHT D EISENHOWER NTL (ICT)

RADAR required for procedure entry. ADF and DME required.

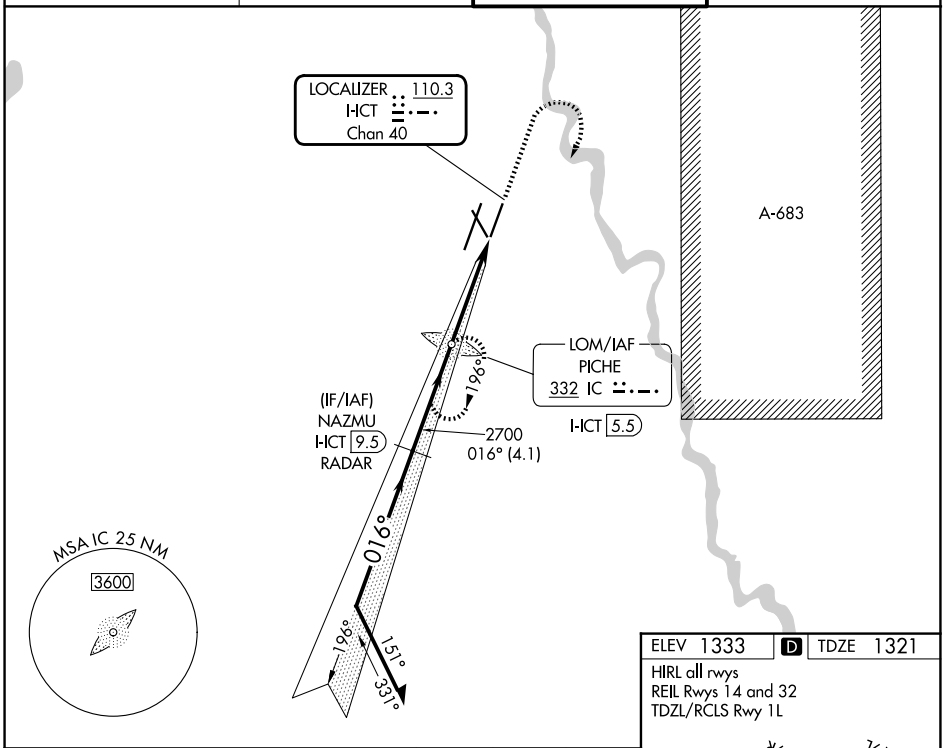
Simultaneous approach authorized. For inop ALS increase S-ILS 1R Cat E visibility to RVR 4000, increase S-LOC 1R Cat C-E visibility to RVR 5500.

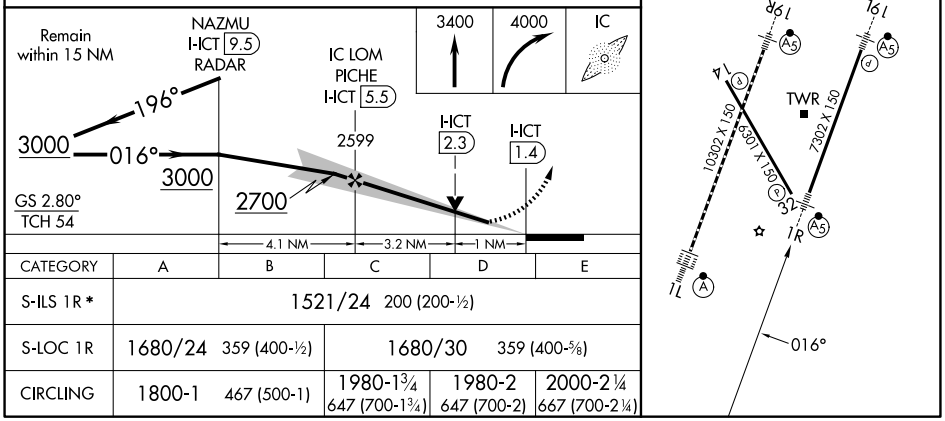
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: (Do not exceed 230K until PICHE LOM/I-ICT 5.5 DME) Climb to 3400 then climbing right turn to 4000 to PICHE LOM/I-ICT 5.5 DME and hold.

ATIS	WICHITA APP CON	WICHITA TOWER	GND CON
125.15	126.7 353.5	118.2 257.8	121.9 348.6





CATEGORY	A	B	C	D	E
S-ILS 1R *	1521/24 200 (200-½)				
S-LOC 1R	1680/24 359 (400-½)		1680/30 359 (400-⅝)		
CIRCLING	1800-1 467 (500-1)		1980-1¾ 647 (700-1¾)	1980-2 647 (700-2)	2000-2¼ 667 (700-2¼)

01 OCT 2026 to 29 OCT 2026
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APP CRS	Rwy Ldg	N/A
335°	TDZE	N/A
	Apt Elev	967

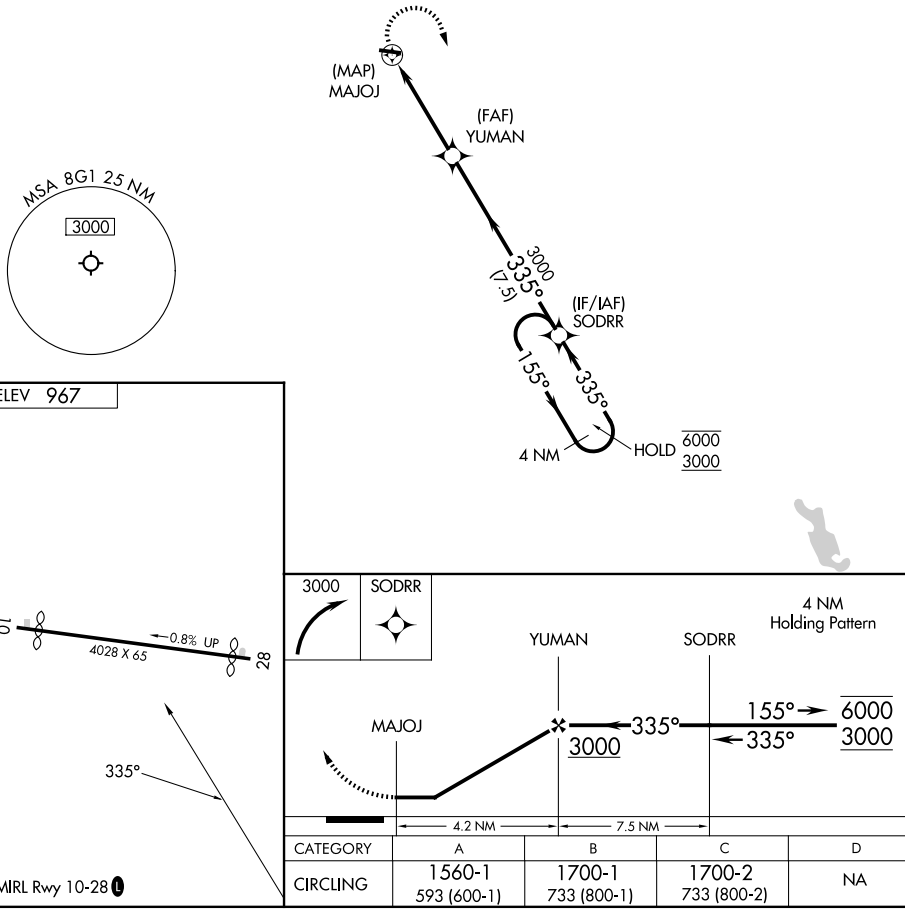
RNAV (GPS)-A
WILLARD (8G1)

RNP APCH - GPS.

NA Procedure NA at night. Use MNN altimeter setting.

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

MNN ASOS	CLEVELAND APP CON ★	CLEVELAND RADIO	CTAF (L)
135.225	128.35 360.65	122.6	122.9



CATEGORY	A	B	C	D
CIRCLING	1560-1 593 (600-1)	1700-1 733 (800-1)	1700-2 733 (800-2)	NA

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

INTENTIONALLY

LEFT

BLANK

01 OCT 2026 to 29 OCT 2026

01 OCT 2026 to 29 OCT 2026

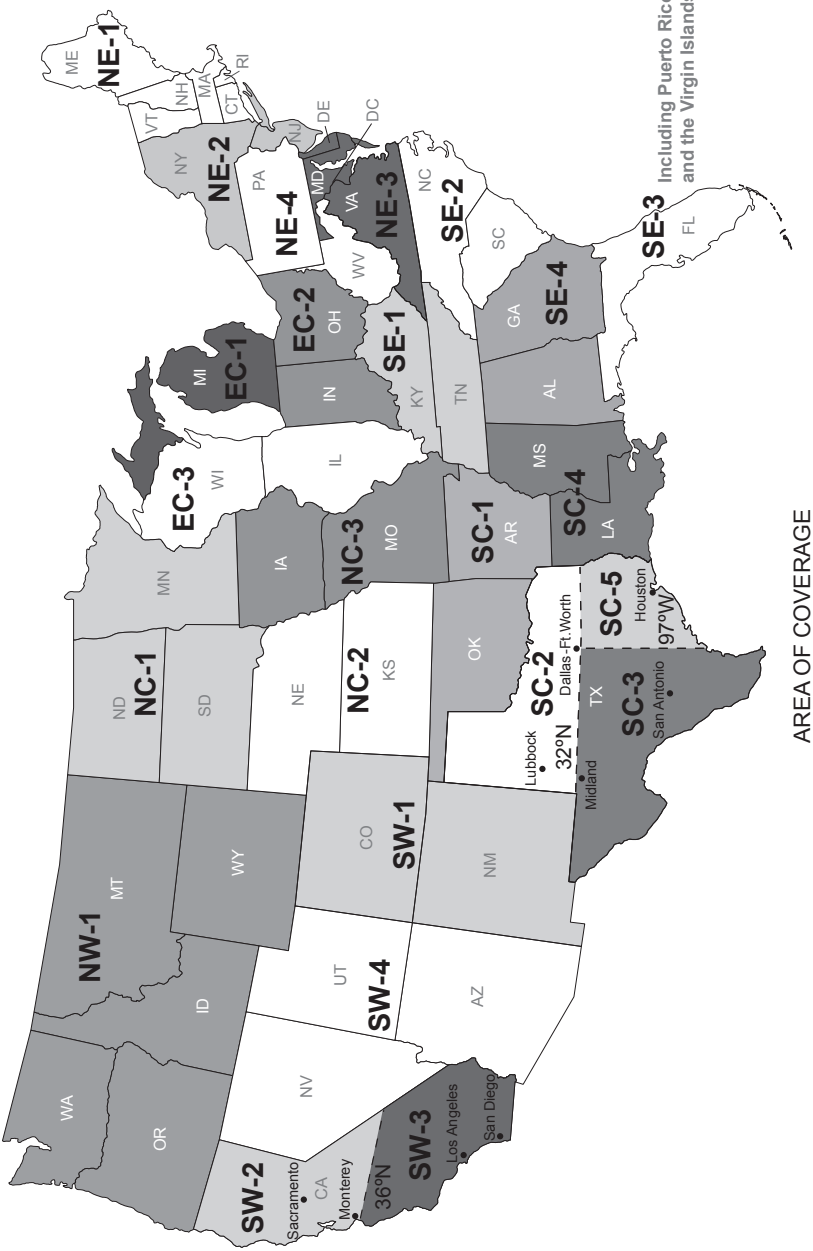
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: TPPCN

NSN 7641015059602

EFF. DATE 26274

OK-10-2859