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Revision Letter For Cycle 04-2012
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General Information

Location: Andalusia/Opp AL USA
IATA Code:
Lat/Long: N31° 18.5' W086° 23.5'
Elevation: 310 ft

Airport Use: Public
Magnetic Variation: 2.9°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A+
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1215 Z
Sunset: 2342 Z,

Runway Information

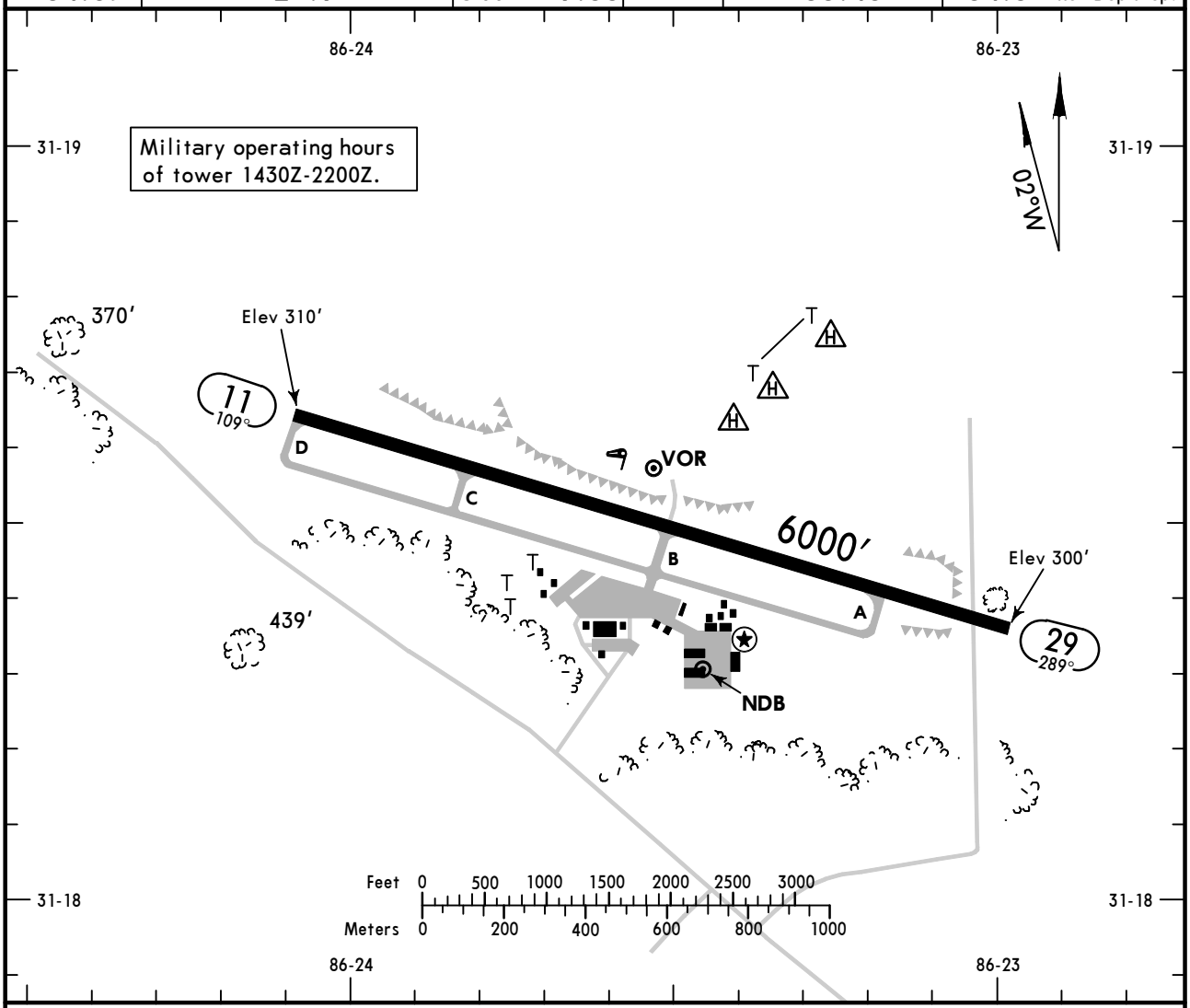
Runway: 11
Length x Width: 6000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 310 ft
Lighting: Edge, Pilot controlled

Runway: 29
Length x Width: 6000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 308 ft
Lighting: Edge, Pilot controlled

Communication Information

ASOS 134.875
South Alabama Regl Unicom 122.8
Cairns Approach Control 133.45
Cairns Departure Control 133.45
South Alabama Regl Multicom 119.55 PCL
Jacksonville Center 134.3 Remote Communications Air-Ground

ASOS	*SOUTH ALABAMA REGL Ground	*Tower	UNICOM	*CAIRNS Departure (R)	JACKSONVILLE Center (R)
134.87	121.9	CTAF 119.55	122.8	133.45	134.3 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
11	❶ MIRL ❶ PAPI-R (angle 3.00°)				100′
29	❶ MIRL ❶ PAPI-L (angle 3.00°)				

❶ Activate on 119.55.

TAKE-OFF			FOR FILING AS ALTERNATE
	All Rwys		Authorized Only When Local Weather Available
	Adequate Vis Ref	STD	Copter NDB Rwy 29 NDB-A RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29
1 & 2 Eng	1/4	1	A B C D: 800-2
3 & 4 Eng		1/2	

AMEND 1

CHANGES: Lighting, alternate minimums.

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ANDALUSIA/OPP, ALA
RNAV (GPS) Rwy 11

BRIEFING STRIP ™

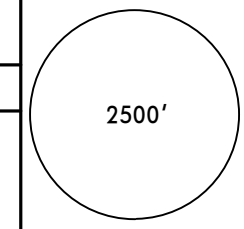
ASOS	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*SOUTH ALABAMA REGL Tower	*Ground
134.87	133.45	134.3 when App inop.	CTAF 119.55	121.9

WAAS	Final Apch Crs	Minimum Alt HIDAR	LPV DA(H) (CONDITIONAL)	Apt Elev 310′ / Rwy 11 310′
Ch 82600 W-11A	109°	2000′ (1690′)	615′ (305′)	

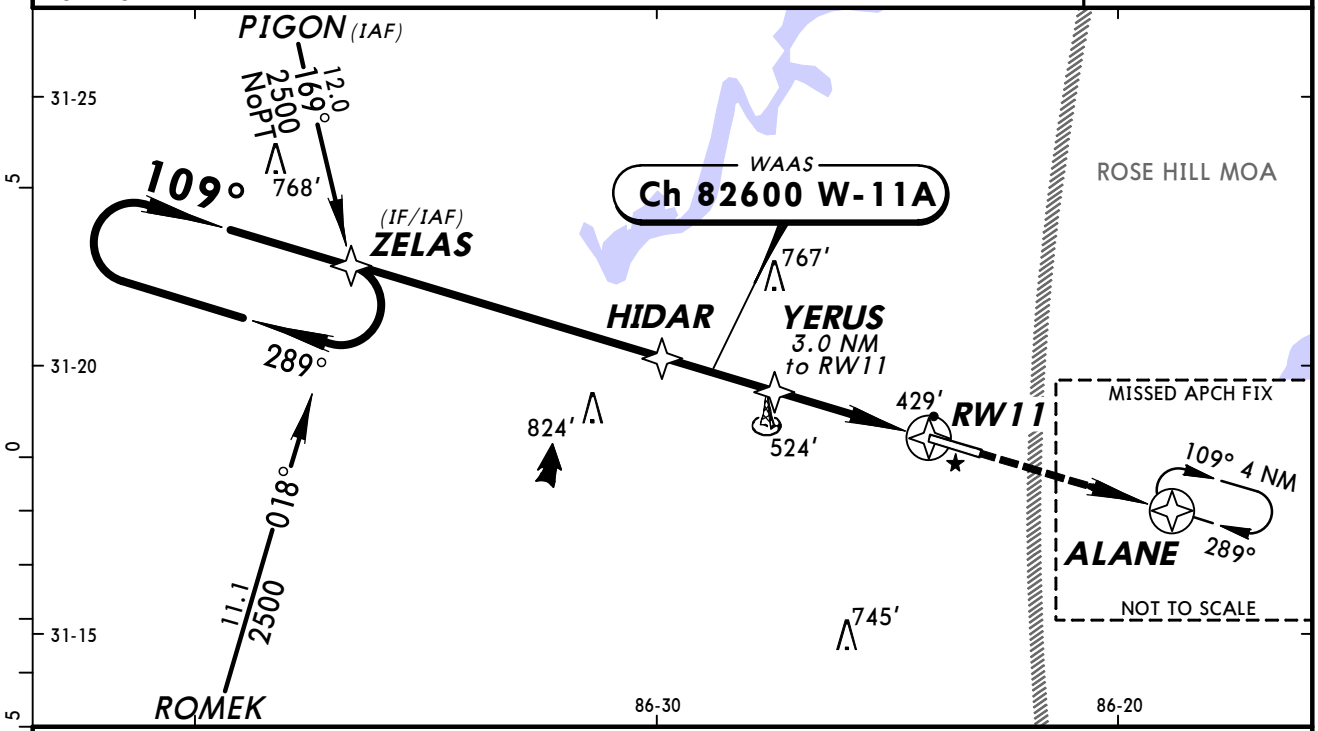
MISSED APCH: Climb to 2000′ direct ALANE and hold.

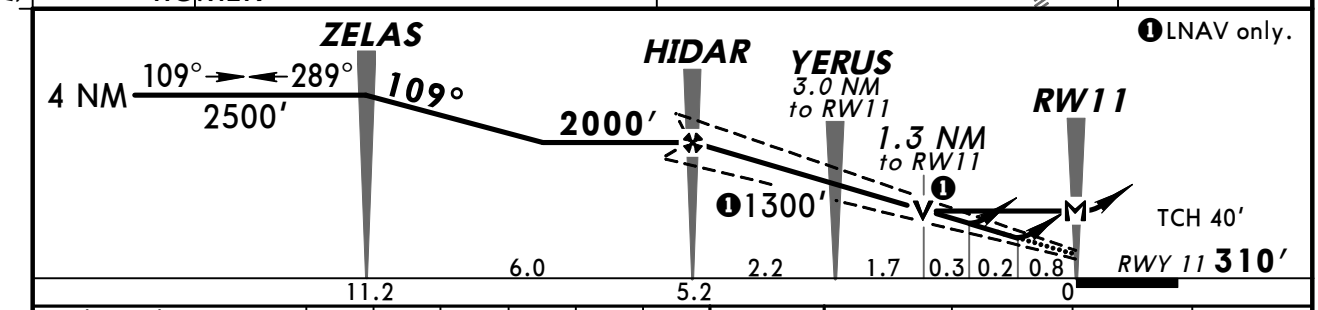
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cairns AAF altimeter setting.
2. Baro-VNAV and VDP not authorized when using Cairns AAF altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below 15°C (42°F) or above 42°C (107°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Intense rotary and fixed-wing training in vicinity of airport. 8. Pilot controlled lighting 119.55.



MSA RW11





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW11						

PAPI-R | 2000′ | ALANE

STRAIGHT-IN LANDING RWY 11

With Local Altimeter Setting

	LPV DA(H) 615′(305′)	LNAV/VNAV DA(H) 655′(345′)	LNAV MDA(H) 760′(450′)
A	1	1⅛	1
B			
C			1⅜
D			

With Cairns AAF Altimeter Setting

	LPV DA(H) 697′(387′)	LNAV/VNAV DA(H) 737′(427′)	LNAV MDA(H) 860′(550′)
A	1⅜	1½	1
B			
C			1⅝
D			

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	820′(510′)-1
120	
140	820′(510′)-1½
165	860′(550′)-2

With Cairns AAF Altimeter Setting

Max Kts	MDA(H)
90	920′(610′)-1
120	
140	920′(610′)-1¾
165	960′(650′)-2¼

TERPS AMEND 2 28 JUL 2011

CHANGES: Procedure.

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ANDALUSIA/OPP, ALA
RNAV (GPS) Rwy 29

ASOS	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*SOUTH ALABAMA REGL Tower	*Ground
134.87	133.45	134.3 when App inop.	CTAF 119.55	121.9

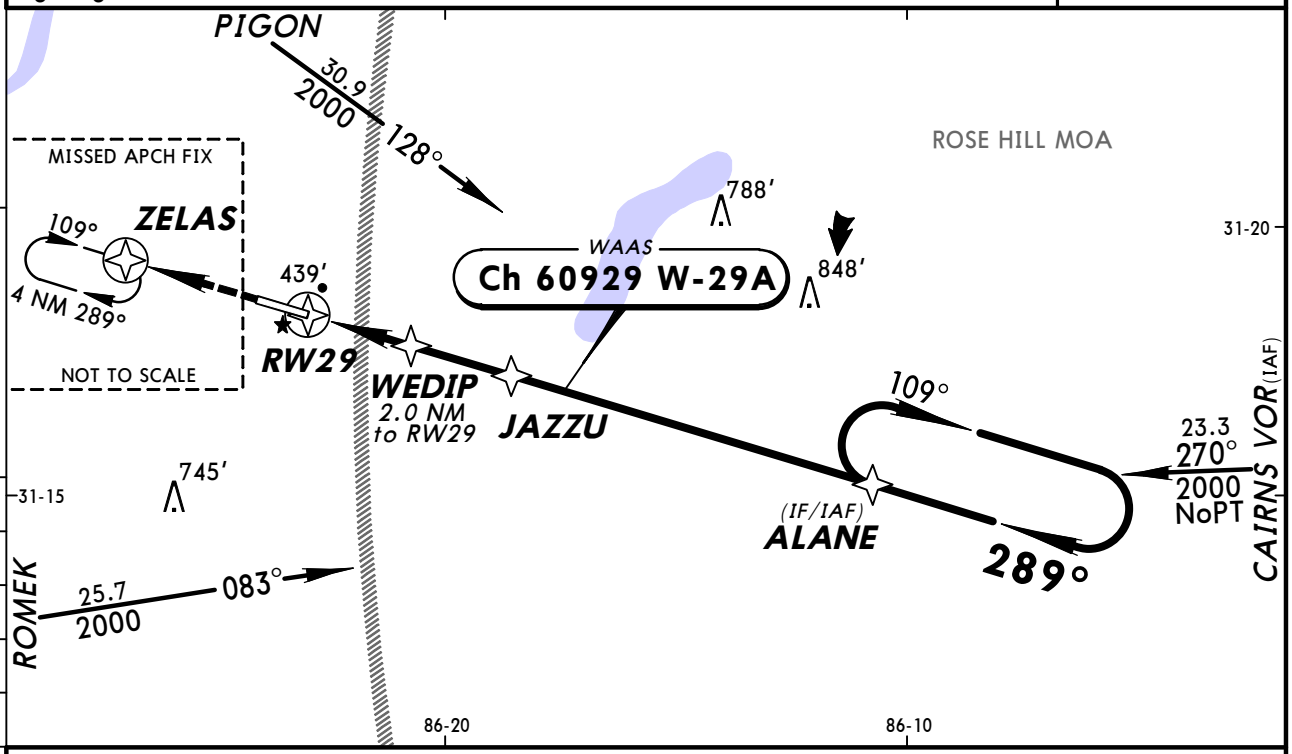
WAAS	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H)	Apt Elev 310'
Ch 60929 W-29A	289°	JAZZU 1600' (1300')	(CONDITIONAL) 620' (320')	Rwy 29 300'

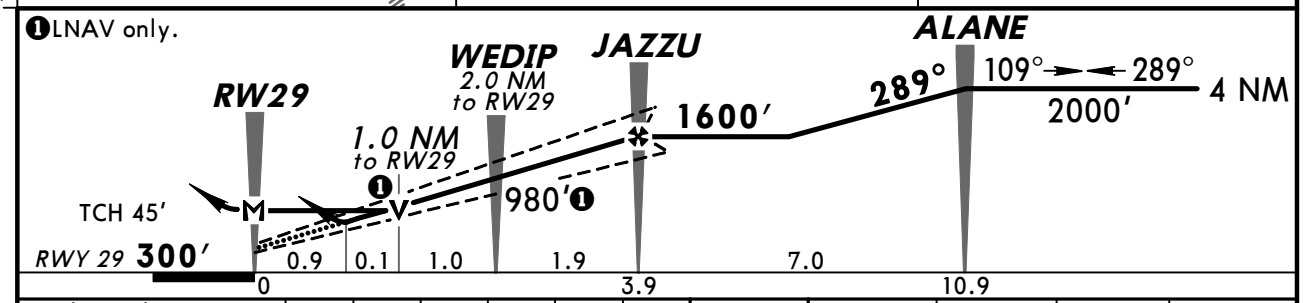
MISSED APCH: Climb to 2500' direct ZELAS and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Cairns AAF altimeter setting.
2. Baro-VNAV and VDP not authorized when using Cairns AAF altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Intense rotary and fixed-wing training in vicinity of airport. 8. Pilot controlled lighting 119.55.

2500'
MSA RW29





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW29						

PAPI-L | 2500' | D | ZELAS

STRAIGHT-IN LANDING RWY 29 With Local Altimeter Setting	LPV DA(H) 622'(322')	LNAV/VNAV DA(H) 620'(320')	LNAV MDA(H) 720'(420')
A	1	1	1
B			
C			1⅛
D			

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	820'(510')-1
	120	
	140	820'(510')-1½
	165	860'(550')-2

With Cairns AAF Altimeter Setting	LPV DA(H) 704'(404')	LNAV/VNAV DA(H) 702'(402')	LNAV MDA(H) 820'(520')
A	1⅜	1⅜	1
B			
C			1⅜
D			

With Cairns AAF Altimeter Setting	Max Kts	MDA(H)
	90	920'(610')-1
	120	
	140	920'(610')-1¾
	165	960'(650')-2¼

BRIEFING STRIP ™

TERPS AMEND 2 28 JUL 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

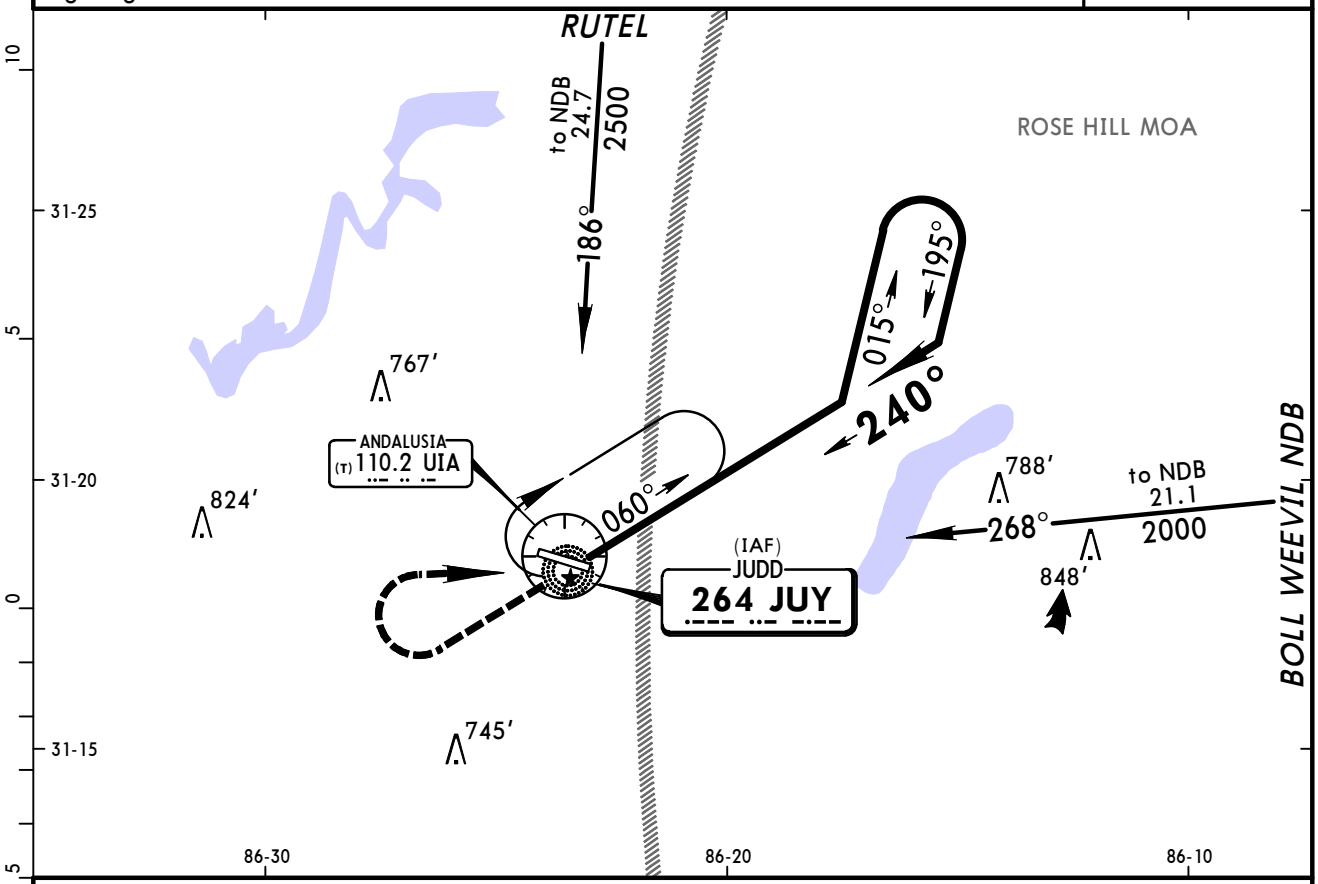
ASOS	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*SOUTH ALABAMA REGL Tower	*Ground
134.87	133.45	134.3 when App inop.	CTAF 119.55	121.9

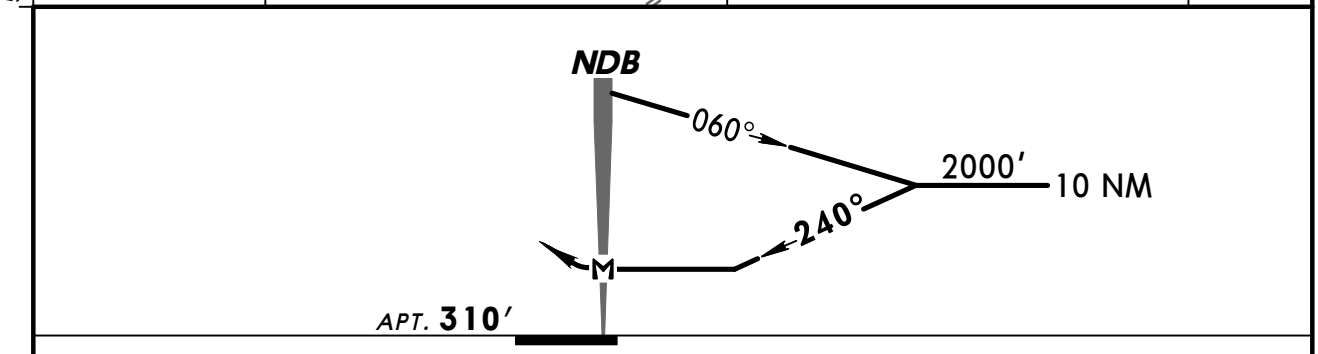
NDB	Final Apch Crs		MDA(H)	
JUY 264	240°	No FAF	Refer to Minimums	Apt Elev 310′

MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 2000′ direct JUY NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Cairns AAF altimeter setting.
2. Intense rotary and fixed-wing training in vicinity of airport. 3. Pilot controlled lighting 119.55.

2500′
MSA JUY NDB





MAP at NDB								Lighting - Refer to Airport Chart	1500′ ↑	2000′ RT	D	JUY 264

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Cairns AAF Altimeter Setting MDA(H)
A	90	980′(670′)-1	1080′(770′)-1
B	120		
C	140	980′(670′)-1¾	1080′(770′)-1¾
D	165	980′(670′)-2	1080′(770′)-2

TERPS AMEND 4 28 JUL 2011

CHANGES: Note added, BVG transition, minimums.

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ANDALUSIA/OPP, ALA
COPTER NDB Rwy 29

BRIEFING STRIP ™

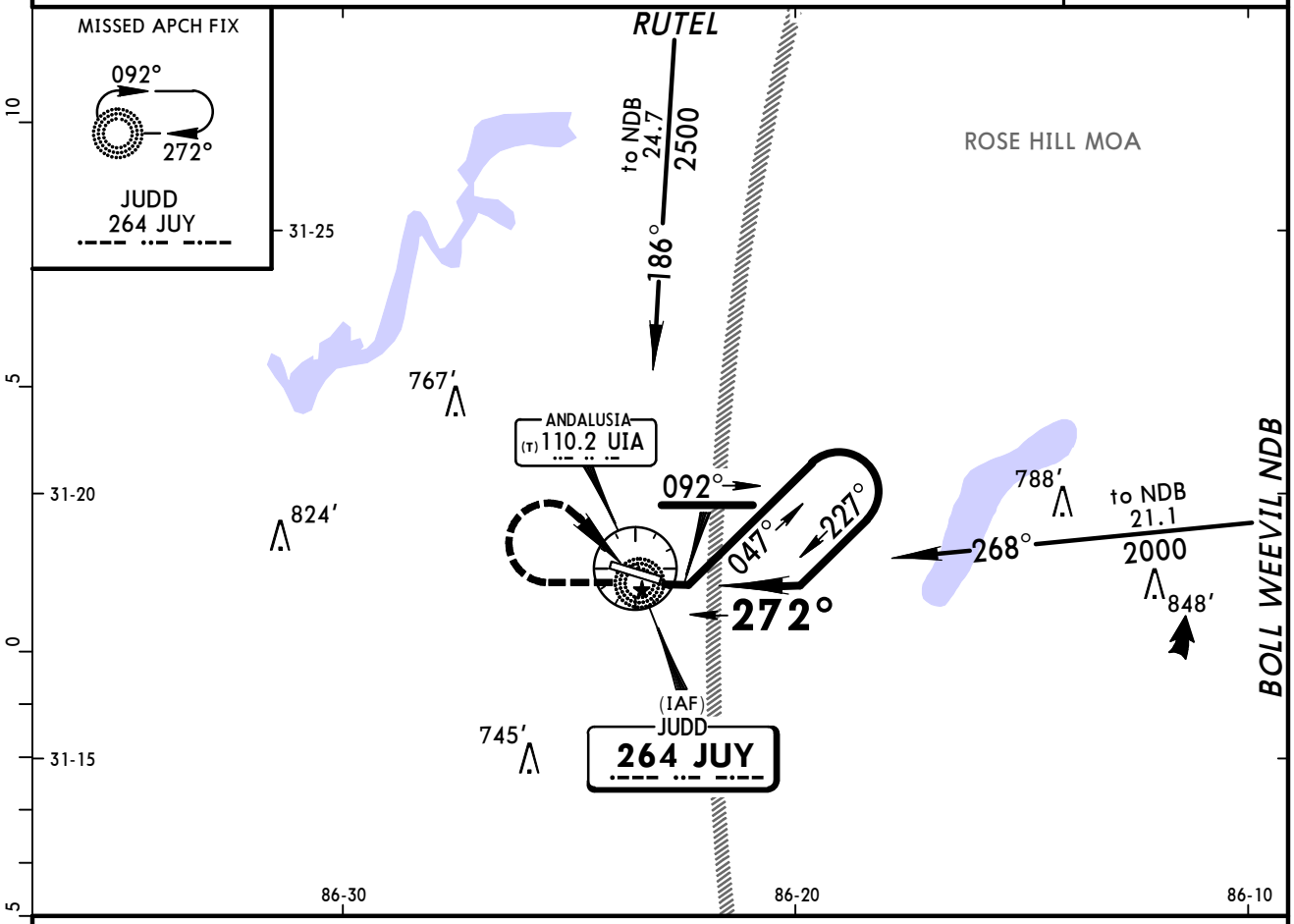
ASOS	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*SOUTH ALABAMA REGL Tower	*Ground
134.87	133.45	134.3 when App inop.	CTAF 119.55	121.9

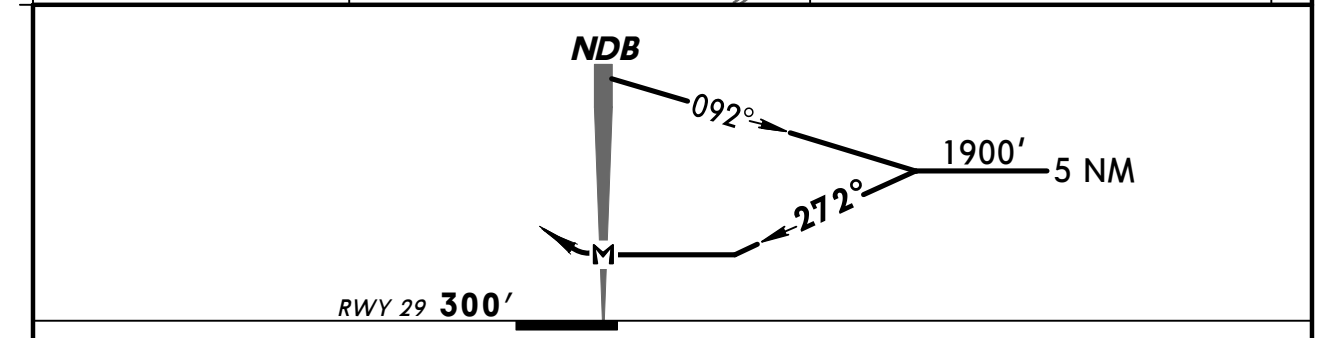
NDB JUY	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 310′
264	272°		860′ (560′)	Rwy 29 300′

MISSED APCH: Climb to 1200′ then climbing RIGHT turn to 2000′ direct JUY NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Cairns AAF altimeter setting.
2. Not for civil use. 3. Pilot controlled lighting 119.55.

2500′
MSA JUY NDB





MAP at NDB								PAPI-L	1200′ ↑	2000′ ↱ RT	D	JUY 264

STRAIGHT-IN LANDING RWY 29

MDA(H) 860′(560′) With Local Altimeter Setting	MDA(H) 960′(660′) With Cairns AAF Altimeter Setting
COPTER ½	½

TERPS AMEND 0 28 JUL 2011

CHANGES: New procedure.

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General Information

Location: Albertville AL USA
IATA Code:
Lat/Long: N34° 13.7' W086° 15.3'
Elevation: 1032 ft

Airport Use: Public
Magnetic Variation: 3.4°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A+
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1217 Z
Sunset: 2339 Z,

Runway Information

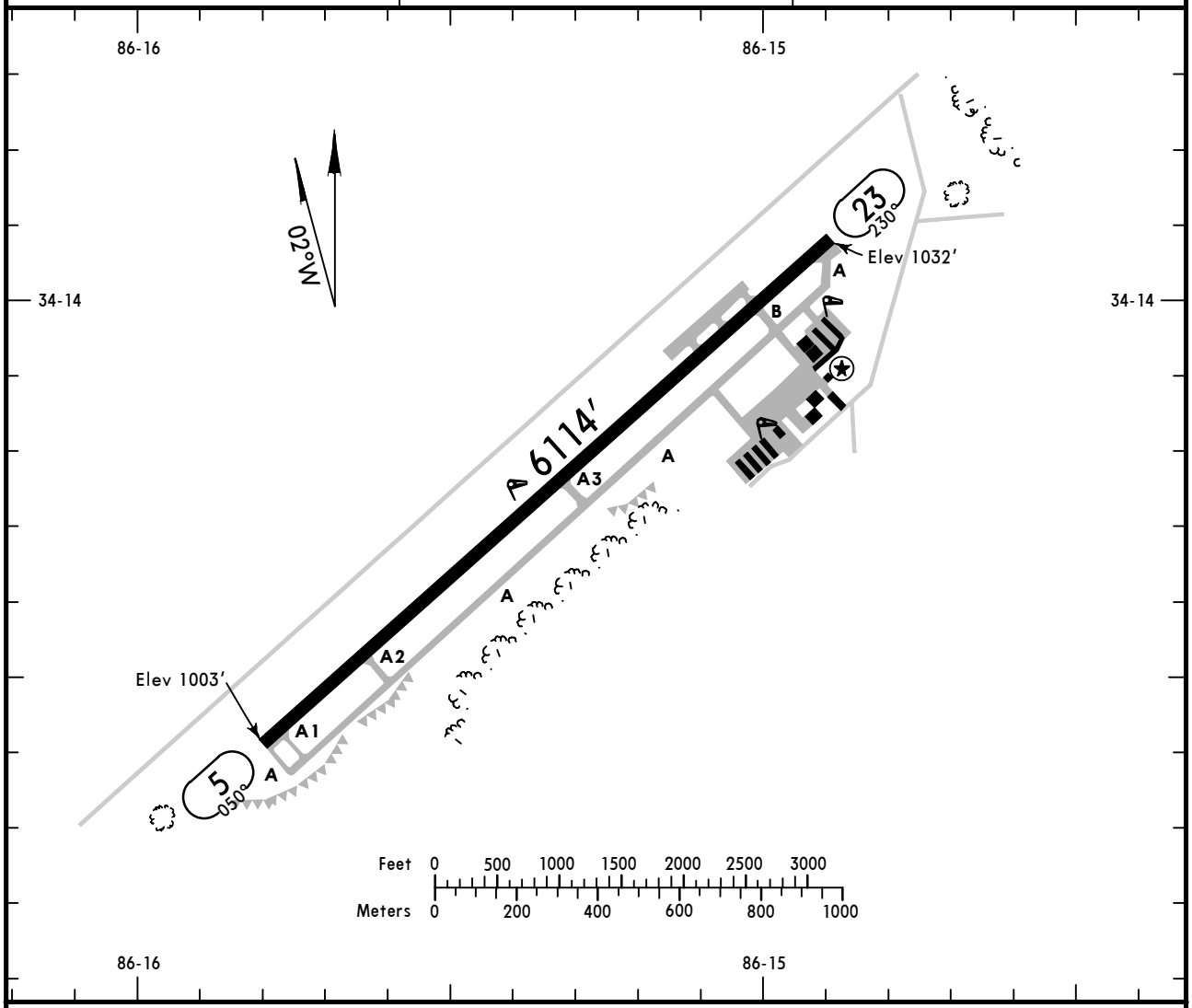
Runway: 05
Length x Width: 6114 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1015 ft
Lighting: Edge, Pilot controlled

Runway: 23
Length x Width: 6114 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1032 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 119.575
Albertville Rgnl - Thomas Unicom 123.0 CTAF PCL
Birmingham Approach Control 132.15
Birmingham Departure Control 132.15

AWOS-3	ALBERTVILLE REGL-BRUMLIK UNICOM	BIRMINGHAM Departure (R)
119.57	CTAF 123.0	132.15



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5 ❶ 23	❷❸MIRL ❸PAPI-L ❷❸MIRL ❹REIL ❸PAPI-L — grooved —				100′

❶ Weight bearing capacity: single wheel 60,000 lbs, dual wheel 90,000 lbs, dual tandem 130,000 lbs.
❷ Increase intensity on 123.0 dusk - 2300 LT.
❸ Activate on 123.0 after 2300 LT.
❹ Activate on 123.0.

	TAKE-OFF All Rwys Adequate Vis Ref	TAKE-OFF All Rwys STD	FOR FILING AS ALTERNATE Authorized Only When Local Weather Available RNAV (GPS) Rwy 23	FOR FILING AS ALTERNATE Other
1 & 2 Eng	1/4	1	A B 800-2	NA
3 & 4 Eng		1/2	C D	

CHANGES: Note added, runway surface.

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BRIEFING STRIP™

AWOS-3	BIRMINGHAM Approach (R)	ALBERTVILLE REGL-BRUMLIK UNICOM
119.57	132.15	CTAF 123.0

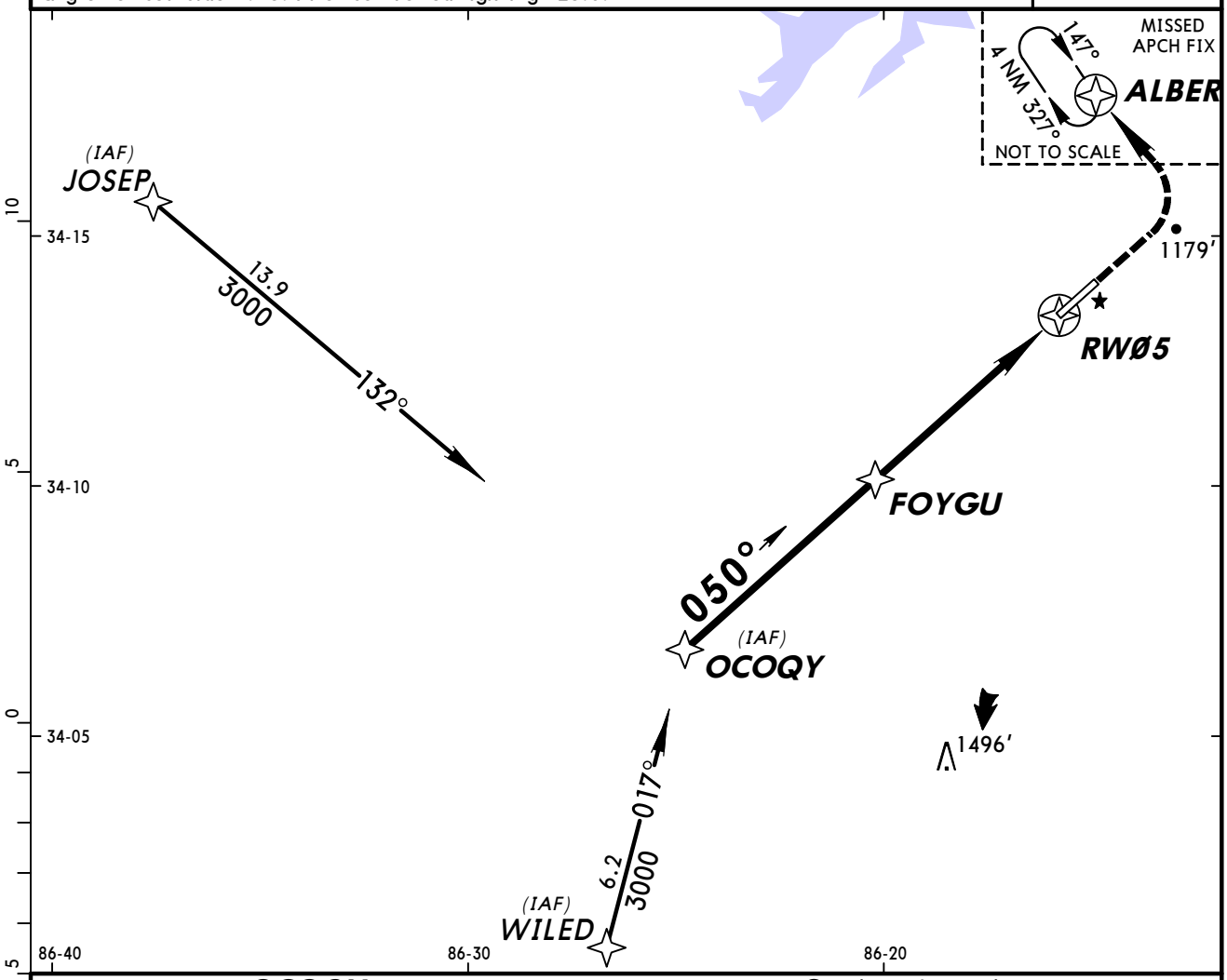
RNAV	Final Apch Crs	Minimum Alt FOYGU	LNAV MDA(H) (CONDITIONAL)	Apt Elev 1032′ TDZE 1014′
	050°	2600′ (1586′)	1420′ (406′)	

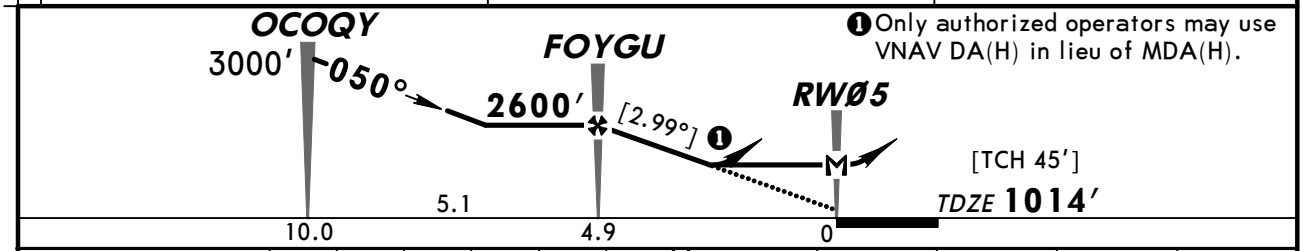
MISSED APCH: Climb to 1800′ then climbing LEFT turn to 3000′ direct ALBER and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP 0.3 required. 2. DME/DME RNP 0.3 not authorized. 3. Obtain local altimeter setting on CTAF; if not received, use Huntsville Intl altimeter setting. 4. VGSI and descent angle not coincident. 5. Pilot controlled lighting 123.0.

3500′
MSA RWØ5





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.99°]	370	476	529	635	741	846
MAP at RWØ5						

PAPI-L	1800′	3000′ LT	D	ALBER

STRAIGHT-IN LANDING RWY 5 LNAV	MDA(H) 1420′ (406′) With Local Altimeter Setting	MDA(H) 1560′ (546′) With Huntsville Intl Altimeter Setting
A	1	1
B		
C	1¼	1½
D		1¾

CIRCLE-TO-LAND	With Local Altimeter Setting	With Huntsville Intl Altimeter Setting
Max Kts	MDA(H)	MDA(H)
90	1480′ (448′)-1	1620′ (588′)-1
120	1500′ (468′)-1	1640′ (608′)-1
140	1500′ (468′)-1½	1640′ (608′)-1¾
165	1600′ (568′)-2	1640′ (608′)-2

AMEND 0 TERPS

CHANGES: Printing sequence.

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AWOS-3	BIRMINGHAM Approach (R)	ALBERTVILLE REGL-BRUMLIK UNICOM
119.57	132.15	CTAF 123.0

BRIEFING STRIP™

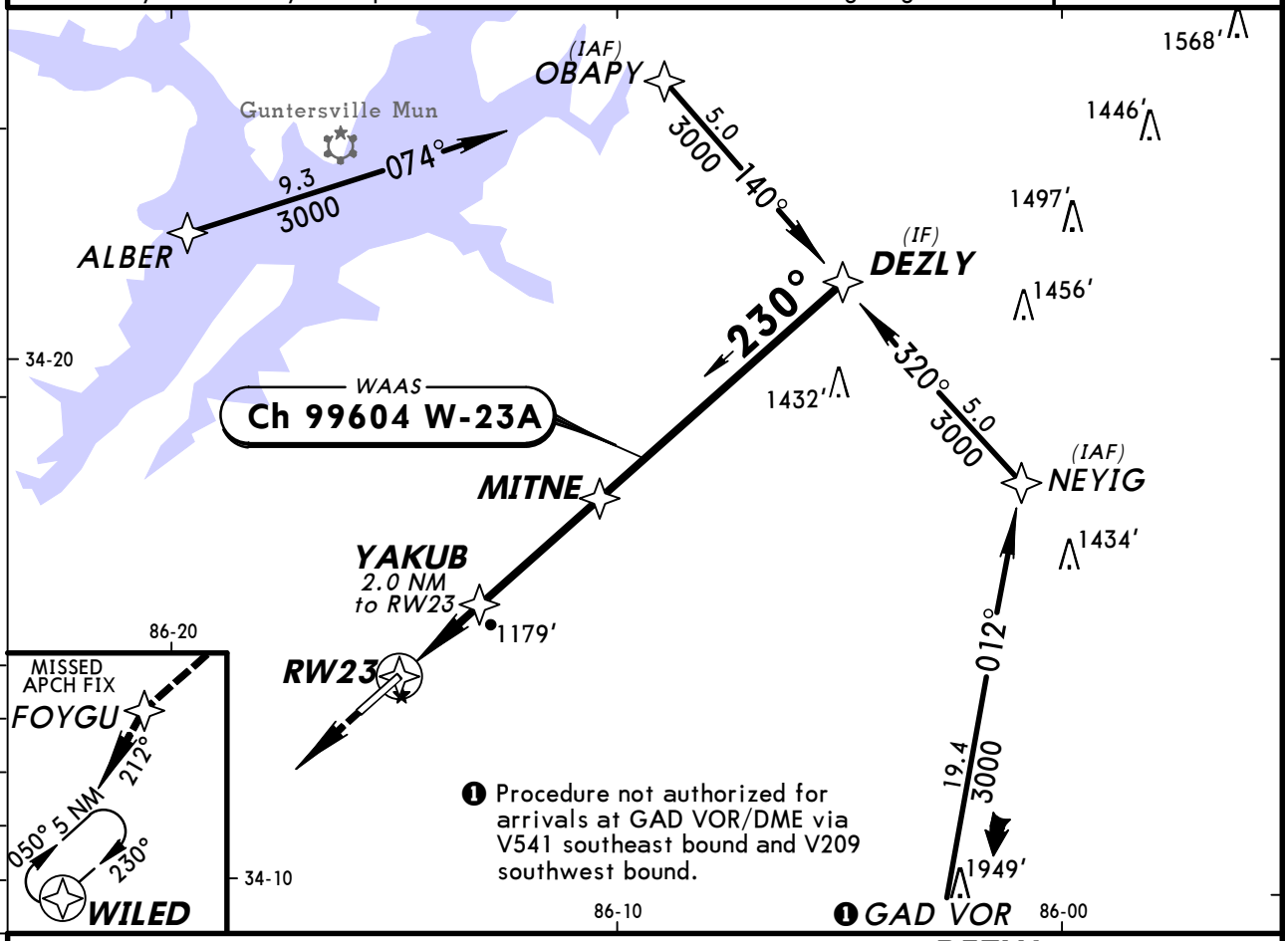
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 1032′
Ch 99604 W-23A	230°	MITNE 2700′ (1668′)	1331′ (299′)	TDZE 1032′

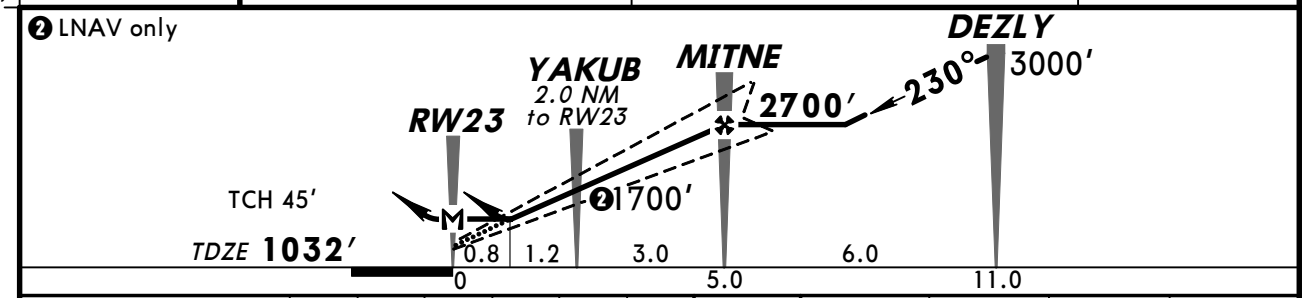
MISSED APCH: Climb to 4000′ direct FOYGU and via 212° track to WILED and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Huntsville Intl altimeter setting.
2. VGSI and RNAV glidepath not coincident. 3. DME/DME RNP-0.3 not authorized.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 123.0.

3500′
MSA RW23





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

REIL
PAPI-L
4000′
FOYGU

STRAIGHT-IN LANDING RWY 23

	LPV DA(H) 1331′ (299′) With Local Altimeter Setting	LPV DA(H) 1471′ (439′) With Huntsville Intl Altimeter Setting	❶ LNAV MDA(H) 1440′ (408′) With Local Altimeter Setting
A	1	1	1
B			
C			1¼
D			

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Huntsville Intl Altimeter Setting MDA(H)
90	1480′ (448′)-1	1620′ (588′)-1
120	1500′ (468′)-1	1640′ (608′)-1
140	1500′ (468′)-1½	1640′ (608′)-1½
165	1600′ (568′)-2	1740′ (708′)-2

❶ MDA(H) 1580′ (548′) with Huntsville Intl Altimeter Setting.

TERPS AMEND 1

CHANGES: Procedure.

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BRIEFING STRIP™

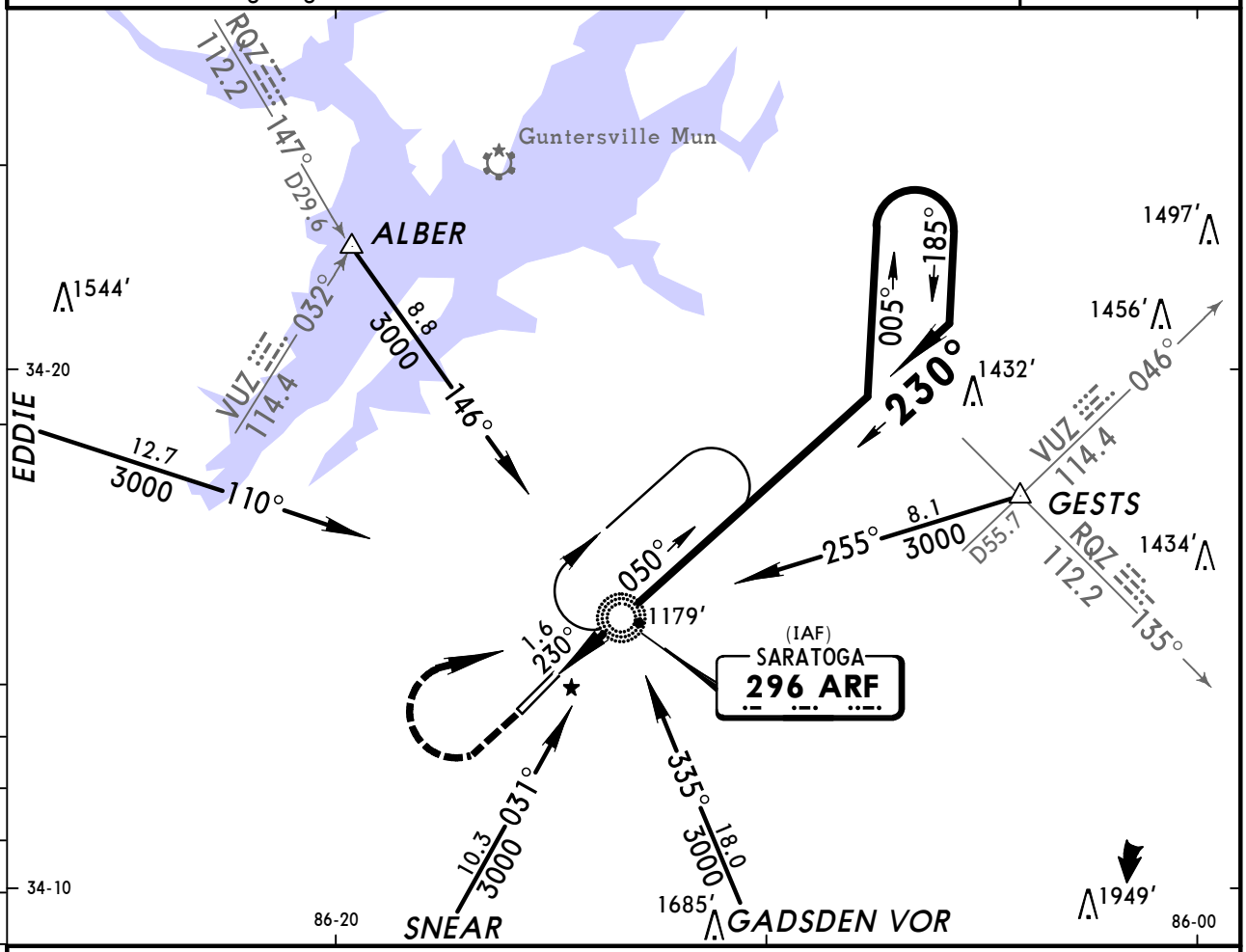
AWOS-3	BIRMINGHAM Approach (R)	ALBERTVILLE REGL-BRUMLIK UNICOM
119.57	132.15	CTAF 123.0

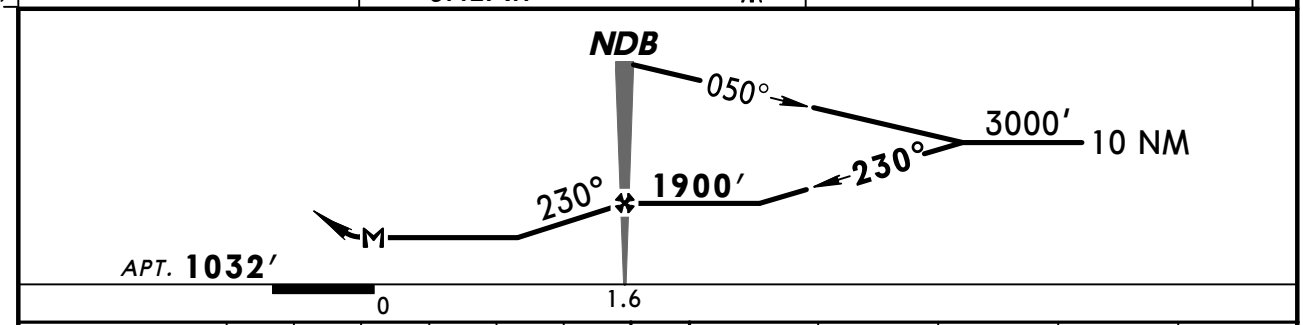
NDB ARF	Final Apch Crs	Minimum Alt NDB	MDA(H) Refer to Minimums	Apt Elev
296	230°	1900′ (868′)		1032′

MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct to ARF NDB and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Huntsville Intl altimeter setting.
2. Pilot controlled lighting 123.0.

3500′
MSA ARF NDB





Gnd speed-Kts	70	90	100	120	140	160
NDB to MAP 1.6	1:22	1:04	0:58	0:48	0:41	0:36

Lighting - Refer to Airport Chart	2000′	3000′ RT	D	ARF 296

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Huntsville Intl Altimeter Setting MDA(H)
A	90	1480′(448′)-1	1620′(588′)-1
B	120	1500′(468′)-1	1640′(608′)-1
C	140	1500′(468′)-1½	1640′(608′)-1¾
D	165	1600′(568′)-2	1640′(608′)-2

TERPS AMEND 4A

CHANGES: Airport name, printing sequence.

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General Information

Location: Anniston AL USA
IATA Code: ANB
Lat/Long: N33° 35.3' W085° 51.5'
Elevation: 612 ft

Airport Use: Public
Magnetic Variation: 3.6°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1215 Z
Sunset: 2338 Z,

Runway Information

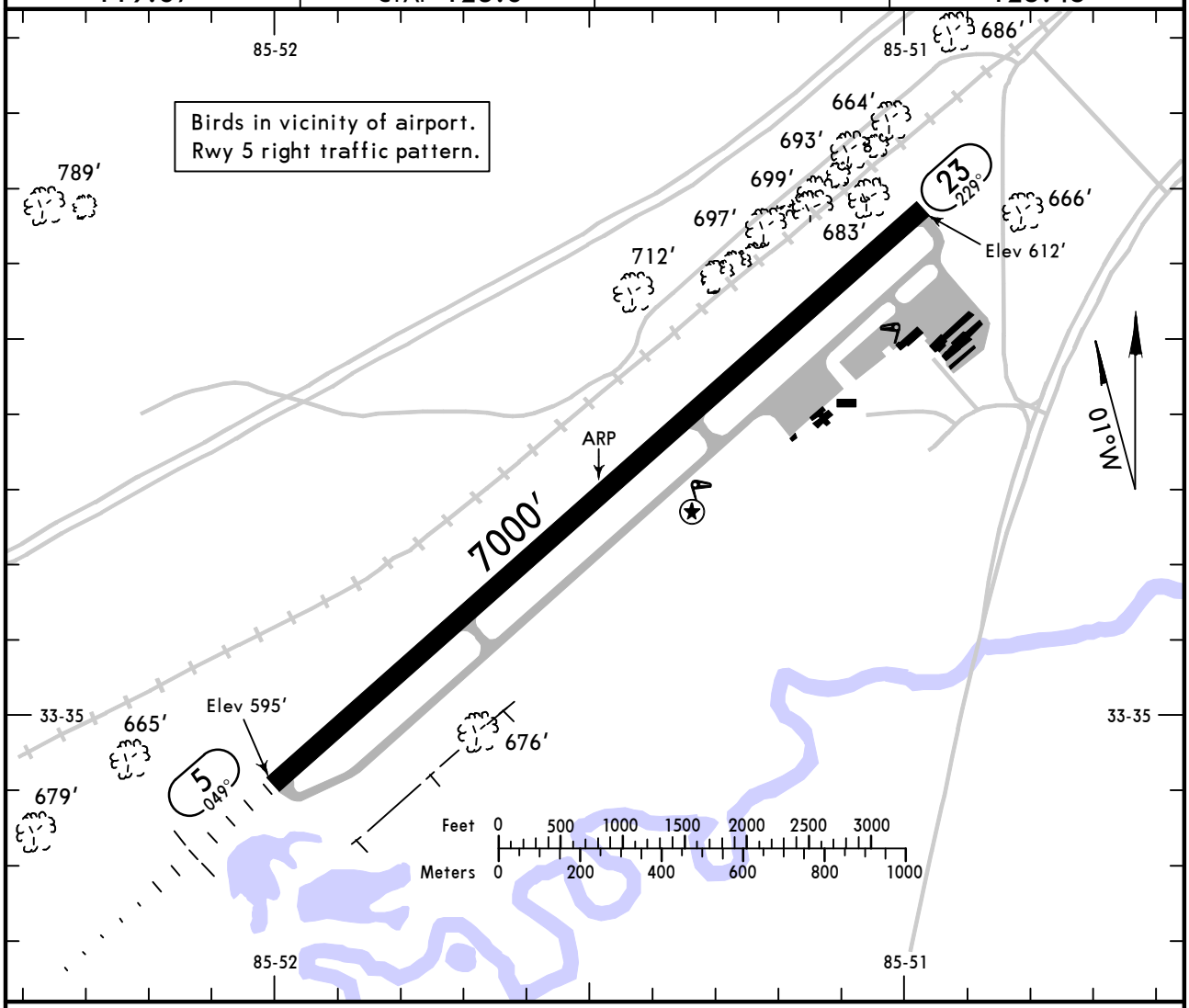
Runway: 05
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 595 ft
Lighting: Edge, ALS

Runway: 23
Length x Width: 7000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 612 ft
Lighting: Edge, REIL

Communication Information

ASOS 119.675
Anniston Regl Unicom 123.0
Birmingham Approach Control 125.45
Birmingham Departure Control 125.45
Anniston Regl Multicom 123.6 CTAF PCL
Anniston Flight Service Station 123.6 AAS CTAF RCO
Anniston Flight Service Station 122.2 RCO

ASOS	ANNISTON Radio (LAA)	UNICOM 123.0	BIRMINGHAM Departure (R)
119.67	CTAF 123.6		125.45



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
5	❶HIRL ❶MALSR ❶PAPI-L grooved		6237′		150′
23	❶HIRL ❶REIL ❶PAPI-L grooved				

❶Activate on 123.6.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE
Authorized Only When Local Weather Available

	ILS Rwy 5 LOC Rwy 5 RNAV (GPS) Rwy 5	NDB Rwy 5	RNAV (GPS) Y Rwy 23	RNAV (GPS) Z Rwy 23
A	900-2	1000-2	1100-2	1100-2
B				
C	900-2½	1000-3	1100-3	1100-3
D	900-2¾			NA

OBSTACLE DP: Rwy 5, climbing right turn to intercept TDG VOR R-085 outbound climb to 3000′ before proceeding on course. Rwy 23, climb heading 229° to 1300′ then turn right direct TDG VOR.

AMEND 6A

CHANGES: Airport name.

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ASOS	BIRMINGHAM Approach (R)	ANNISTON Radio (LAA)
119.67	125.45	CTAF 123.6

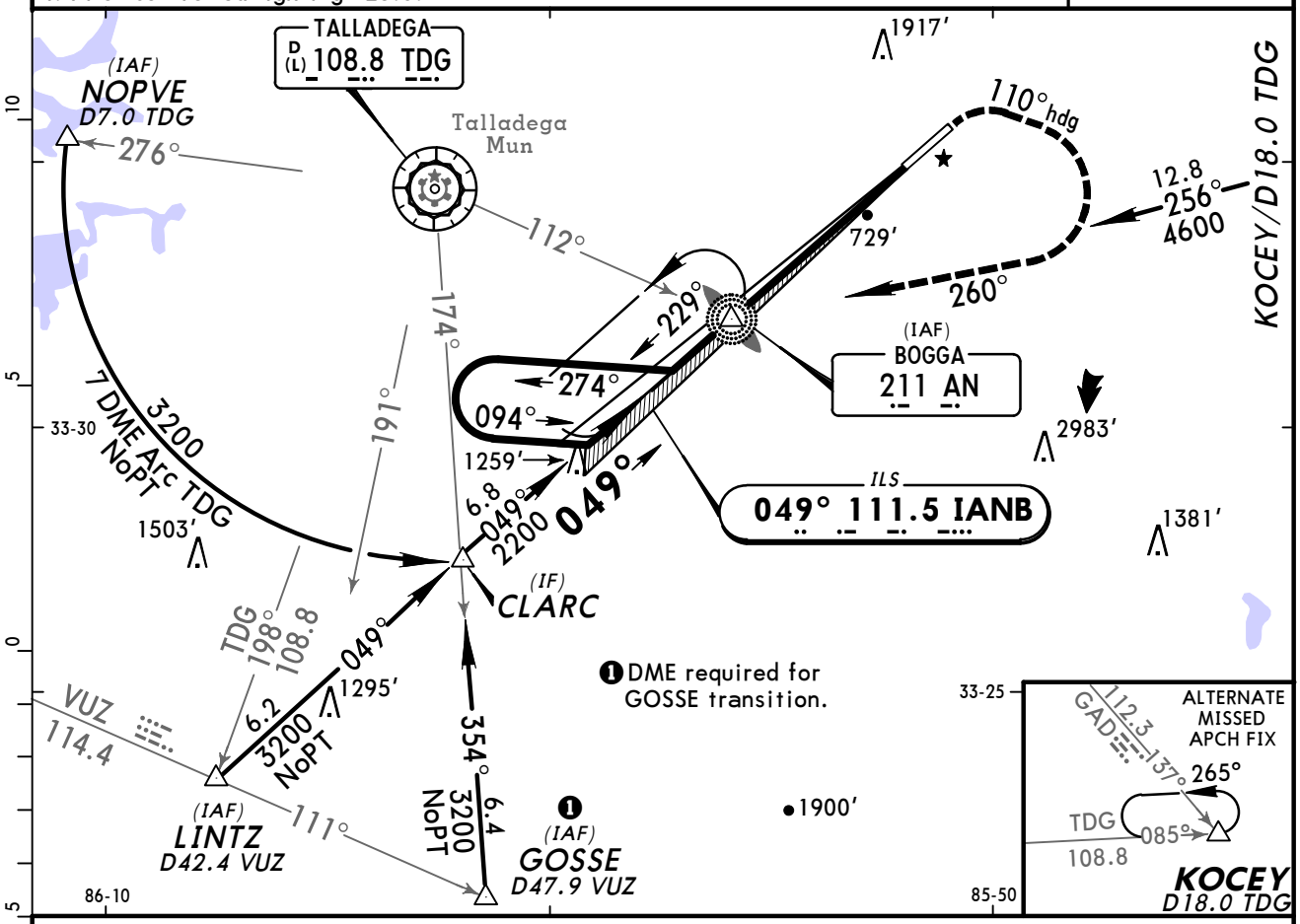
BRIEFING STRIP ™

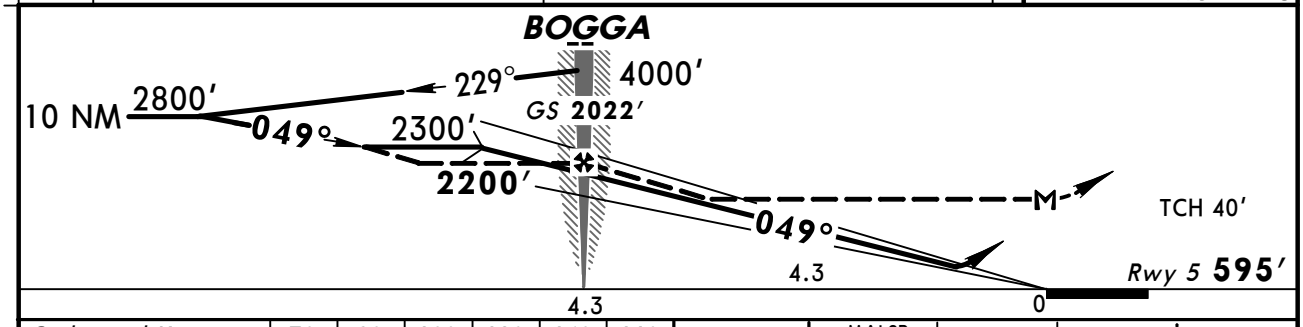
LOC IANB	Final Apch Crs	GS BOGGA	ILS DA(H) (CONDITIONAL)	Apt Elev 612′
111.5	049°	2022′ (1427′)	909′ (314′)	Rwy 5 595′

MISSED APCH: Climb to 1600′ then climbing RIGHT turn to 4000′ via 110° heading then via AN LOM 260° course to BOGGA LOM/INT and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. ADF required. 2. Use local altimeter setting; if not received, use Gadsden altimeter setting. 3. VGSI and ILS glidepath not coincident.
4. Pilot controlled lighting 123.6.

4000′
MSA AN LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
BOGGA to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR PAPI | 1600′ | 4000′ RT via 110° hdg

TERPS STRAIGHT-IN LANDING RWY 5

	ILS DA(H) 909′ (314′) With Local Altimeter Setting			ILS DA(H) 975′ (380′) With Gadsden Altimeter Setting		1 LOC (GS out) MDA(H) 1120′ (525′)		
	FULL	RAIL out	ALS out	FULL	RAIL out	ALS out	RAIL out	ALS out
A	1/2	3/4	1	3/4	1¼	1/2	3/4	1
B								
C						1	1¼	1½
D								

CIRCLE-TO-LAND
Not Authorized North of Rwy 5-23

Max Kts	With Local Altimeter Setting MDA(H)	With Gadsden Altimeter Setting MDA(H)
90	1480′ (868′)-1	1560′ (948′)-1¼
120	1480′ (868′)-1¼	
140	1480′ (868′)-2½	1560′ (948′)-2¾
165	1480′ (868′)-2¾	1560′ (948′)-3

1 MDA(H) 1200′ (605′) when using Gadsden altimeter setting and increase CAT C & D by ¼

TERPS AMEND 3B 9 FEB 2012

CHANGES: Airport name, MM removed, missed approach, minimums.

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ASOS	BIRMINGHAM Approach (R)	ANNISTON Radio (LAA)
119.67	125.45	CTAF 123.6

WAAS	Final Apch Crs	Minimum Alt COLOB	LPV DA(H) (CONDITIONAL)	Apt Elev 612′
Ch 78106 W-05A	049°	2200′ (1605′)	918′ (323′)	Rwy 5 595′

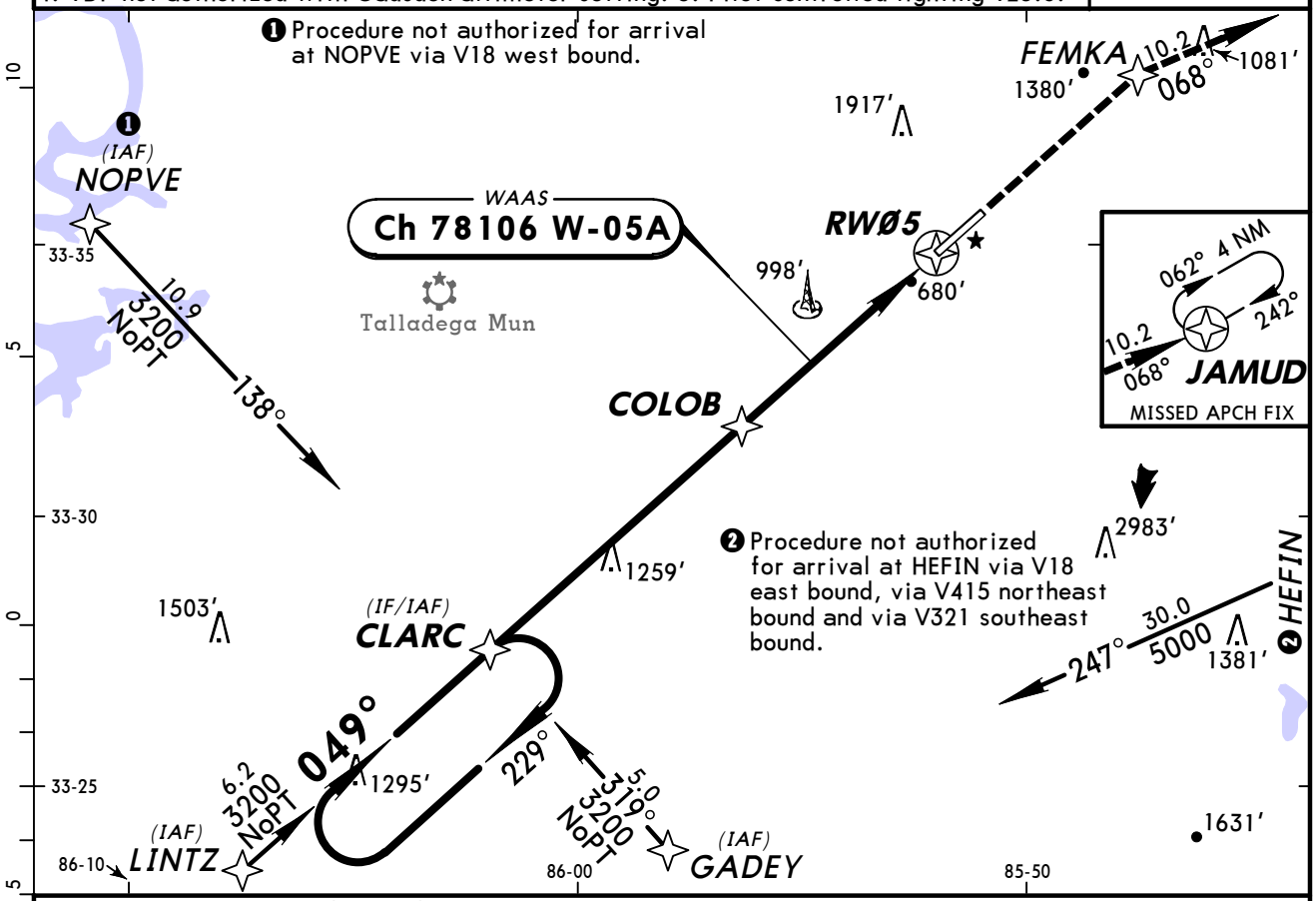
MISSED APCH: Climb to 4000′ direct FEMKA and on 068° track to JAMUD and hold.

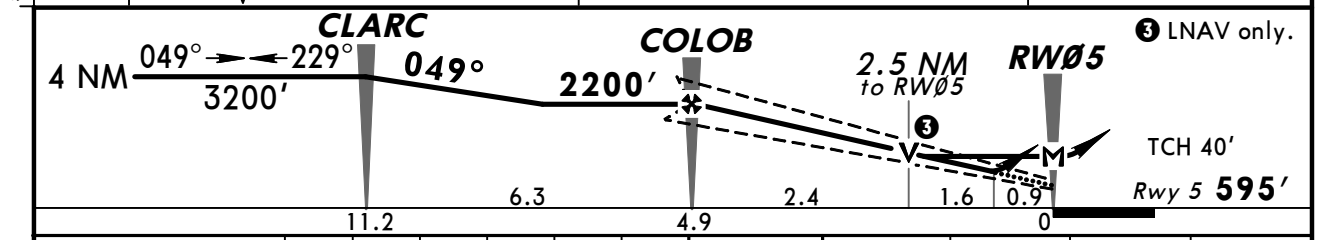
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Gadsden altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.
4. VDP not authorized with Gadsden altimeter setting. 5. Pilot controlled lighting 123.6.

4000′
MSA RWØ5

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

MALSR
PAPI
4000′
FEMKA

TERPS

STRAIGHT-IN LANDING RWY 5
With Local Altimeter Setting

	❶ LPV DA(H) 918′ (323′) RAIL out	❶ LPV DA(H) 918′ (323′) ALS out	LPV DA(H) 1113′ (518′) RAIL out	LPV DA(H) 1113′ (518′) ALS out	LNAV MDA(H) 1420′ (825′) RAIL out	LNAV MDA(H) 1420′ (825′) ALS out
A	3/4	1 1/4	1 1/4	1 3/4	1/2	3/4	1
B					3/4	1	1 1/4
C					1 7/8	2	2 1/2
D							

CIRCLE-TO-LAND
Not Authorized North of 5-23
With Local Altimeter Setting

Max Kts	MDA(H)
90	1480′ (868′)-1
120	1480′ (868′)-1 1/4
140	1480′ (868′)-2 1/2
165	1480′ (868′)-2 3/4

With Gadsden Altimeter Setting

	❶ LPV DA(H) 984′ (389′) RAIL out	❶ LPV DA(H) 984′ (389′) ALS out	LPV DA(H) 1179′ (584′) RAIL out	LPV DA(H) 1179′ (584′) ALS out	LNAV MDA(H) 1500′ (905′) RAIL out	LNAV MDA(H) 1500′ (905′) ALS out
A	1	1 1/2	1 1/2	2	3/4	1	1 1/4
B							
C					2 1/8	2 1/2	2 5/8
D							

With Gadsden Altimeter Setting

Max Kts	MDA(H)
90	1560′ (948′)-1 1/4
120	
140	1560′ (948′)-2 3/4
165	1560′ (948′)-3

❶ Missed approach requires minimum climb of 225′/NM to 2700′.

TERPS AMEND 1A 9 FEB 2012

CHANGES: Airport name, minimums.

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KANB/ANB
ANNISTON REGL

JEPPESEN | CAT A, B & C | 3 FEB 12 | (12-2) | Eff 9 Feb

ANNISTON, ALA
RNAV (GPS) Z Rwy 23

ASOS	BIRMINGHAM Approach (R)	ANNISTON Radio (LAA)
119.67	125.45	CTAF 123.6

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 612′
Ch 58315 W-23A	230°	NOWOP 2800′ (2188′)	998′ (386′)	Rwy 23 612′

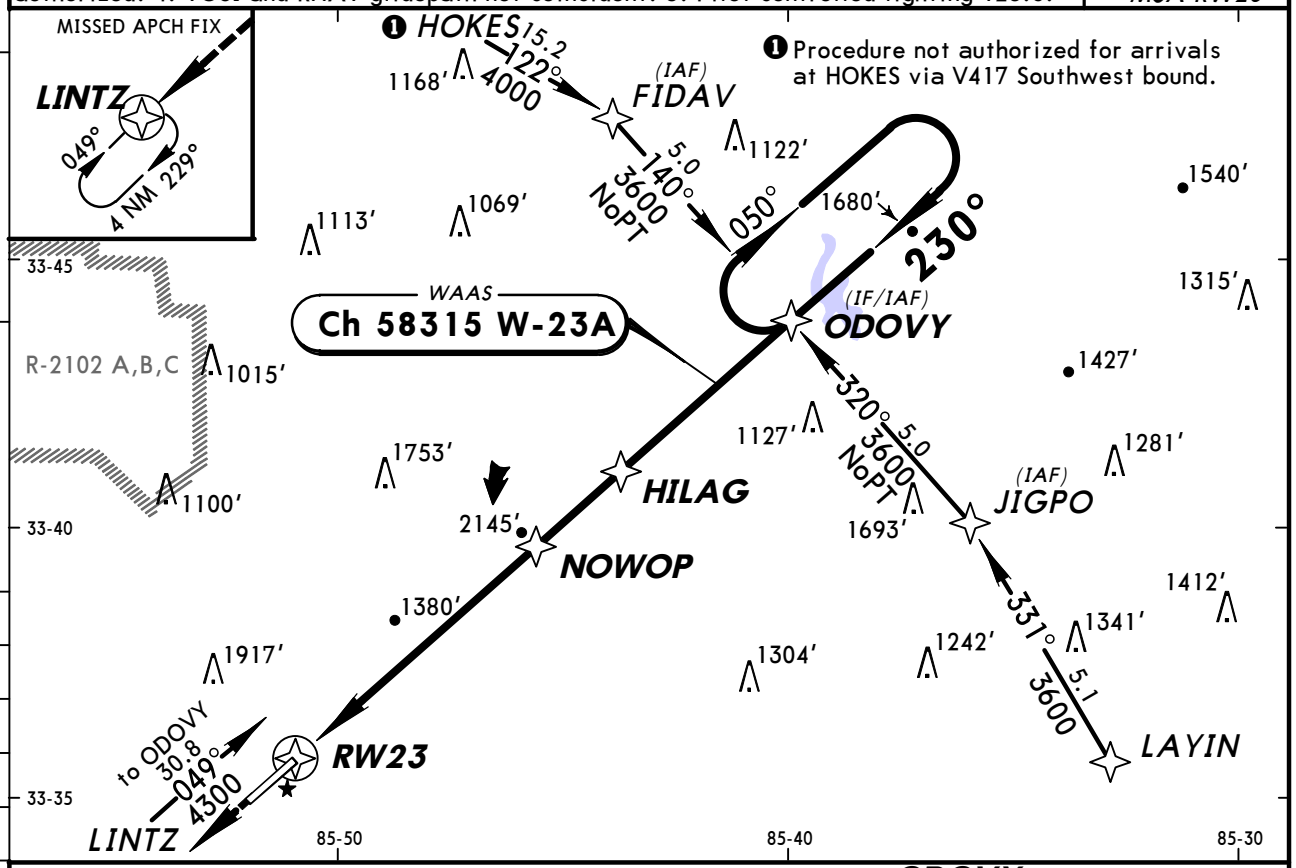
MISSED APCH: Climb to 4300′ direct LINTZ and hold.

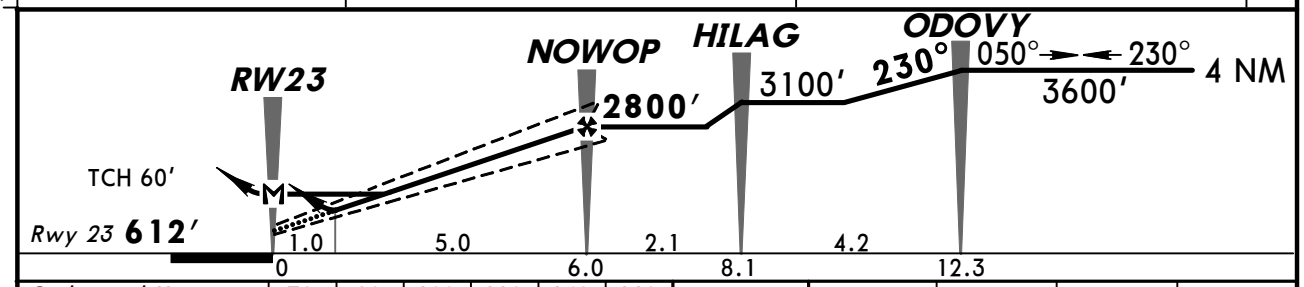
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Gadsden altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 123.6.

4000′ MSA RW23

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.30°	409	526	584	701	817	934
MAP at RW23						

REIL
PAPI-L
4300′
LINTZ

TERPS STRAIGHT-IN LANDING RWY **23**

With Local Altimeter Setting

	LPV DA(H) 998′ (386′)	LNAV MDA(H) 1640′ (1028′)
A	1¼	1¼
B		1½
C		3
D	NA	NA

CIRCLE-TO-LAND
Not Authorized North of Rwy 5-23
With Local Altimeter Setting

Max Kts	MDA(H)
90	1640′ (1028′) - 1¼
120	1640′ (1028′) - 1½
140	1640′ (1028′) - 3
D	NA

With Gadsden Altimeter Setting

	LPV DA(H) 1064′ (452′)	LNAV MDA(H) 1720′ (1108′)
A	1½	1¼
B		1½
C		3
D	NA	NA

With Gadsden Altimeter Setting

Max Kts	MDA(H)
90	1720′ (1108′) - 1¼
120	1720′ (1108′) - 1½
140	1720′ (1108′) - 3
D	NA

TERPS AMEND 0A 9 FEB 12

CHANGES: Airport name, high point arrow, minimums.

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KANB/ANB
ANNISTON REGL

JEPPESEN
3 FEB 12 (12-3) Eff 9 Feb

ANNISTON, ALA
RNAV (GPS) Y Rwy 23

BRIEFING STRIP ™

ASOS	BIRMINGHAM Approach (R)	ANNISTON Radio (LAA)
119.67	125.45	CTAF 123.6

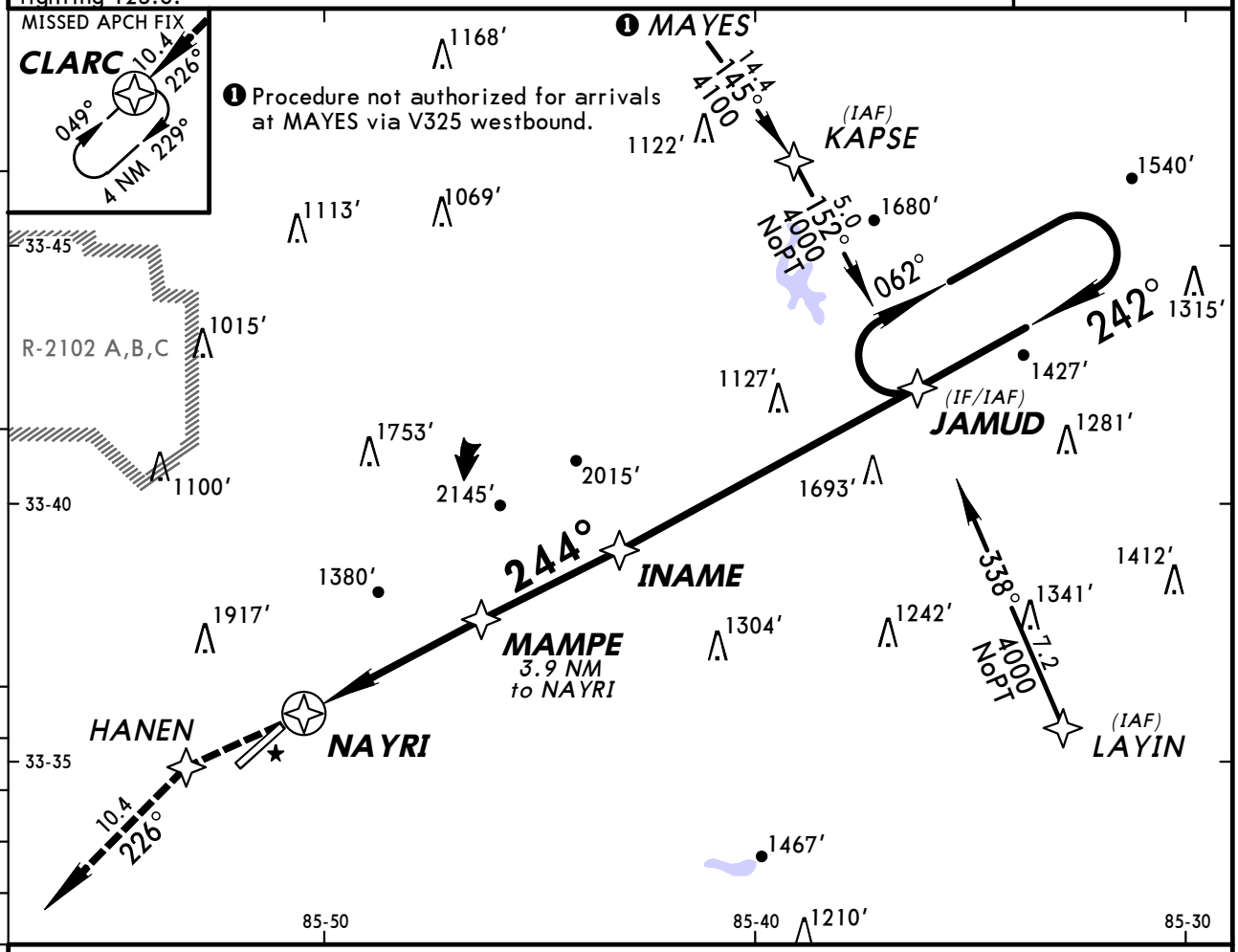
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 612′
	244°	INAME 3000′ (2388′)	1700′ (1088′)	Rwy 23 612′

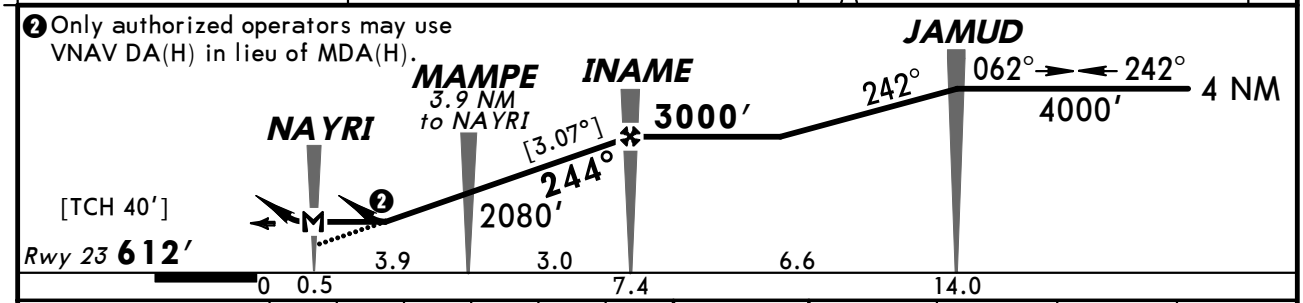
MISSED APCH: Climb to 3200′ direct HANEN and on 226° track to CLARC and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Gadsden altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 123.6.

4000′
MSA NAYRI





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.07°]	380	489	543	652	760	869
MAP at NAYRI						

REIL
PAPI-L
3200′
D
HANEN

TERPS STRAIGHT-IN LANDING RWY 23 LNAV

	MDA(H) 1700′ (1088′) With Local Altimeter Setting	MDA(H) 1780′ (1168′) With Gadsden Altimeter Setting
A	1¼	1¼
B	1½	1½
C	3	3
D		

CIRCLE-TO-LAND
Not Authorized North of Rwy 5-23

Max Kts	With Local Altimeter Setting MDA(H)	With Gadsden Altimeter Setting MDA(H)
90	1700′ (1088′)-1¼	1780′ (1168′)-1¼
120	1700′ (1088′)-1½	1780′ (1168′)-1½
140	1700′ (1088′)-3	1780′ (1168′)-3
165		

TERPS AMEND 1A 9 FEB 2012

CHANGES: Airport name, high point arrow, minimums.

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BRIEFING STRIP ™

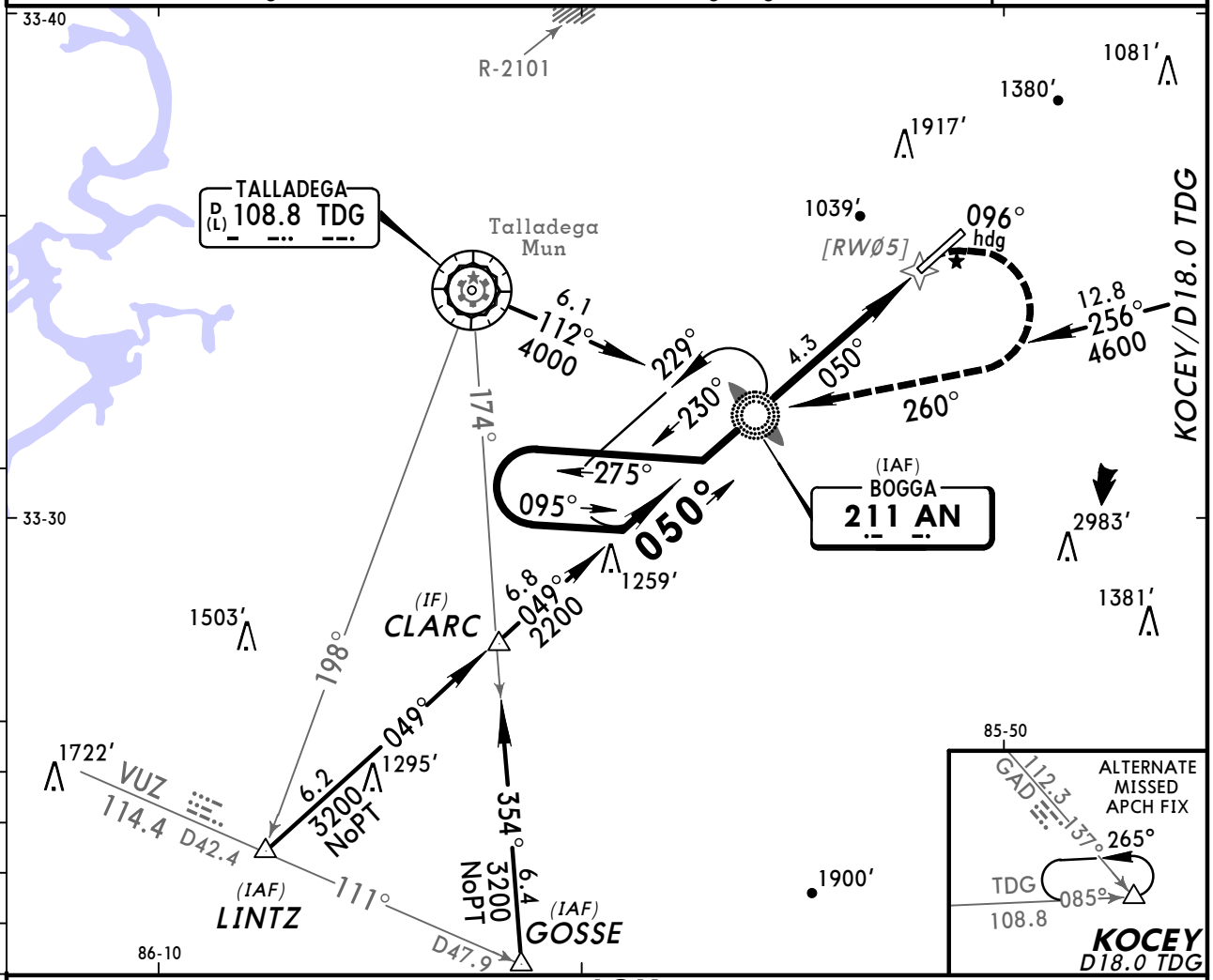
ASOS	BIRMINGHAM Approach (R)	ANNISTON Radio (LAA)
119.67	125.45	CTAF 123.6

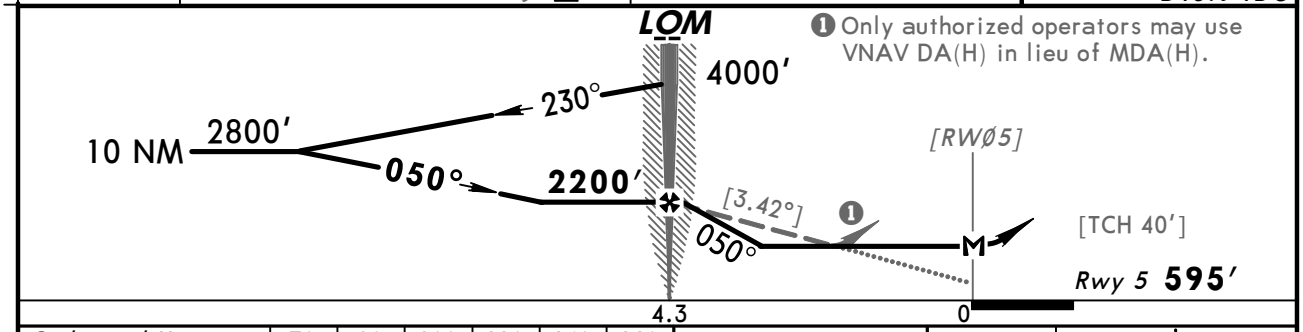
LOM	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 612′
AN		LOM	(CONDITIONAL)	Rwy 5 595′
211	050°	2200′ (1605′)	1600′ (1005′)	

MISSED APCH: Climbing RIGHT turn to 4000′ via 096° heading and 260° course to BOGGA LOM and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Gadsden altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 123.6.

4000′
MSA AN LOM





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.42°]	424	545	605	726	847	968
LOM to MAP	4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR
PAPI

4000′ via RT 096° hdg

TERPS STRAIGHT-IN LANDING RWY 5

	MDA(H) 1600′ (1005′) With Local Altimeter Setting		MDA(H) 1680′ (1085′) With Gadsden Altimeter Setting	
	RAIL out	ALS out	RAIL out	ALS out
A	1	1¼	1	1¼
B	1¼	1½	1¼	1½
C	2½	3	2½	3
D				

CIRCLE-TO-LAND
Not Authorized North of Rwy 5-23

Max Kts	With Local Altimeter Setting MDA(H)	With Gadsden Altimeter Setting MDA(H)
90	1600′(988′)-1¼	1680′(1068′)-1¼
120	1600′(988′)-1½	1680′(1068′)-1½
140	1600′(988′)-3	1680′(1068′)-3
165		

TERPS AMEND 4B 9 FEB 2012

CHANGES: Airport name, minimums.

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General Information

Location: Talladega AL USA
IATA Code: ASN
Lat/Long: N33° 34.2' W086° 03.1'
Elevation: 529 ft

Airport Use: Public
Magnetic Variation: 3.5°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1215 Z
Sunset: 2339 Z,

Runway Information

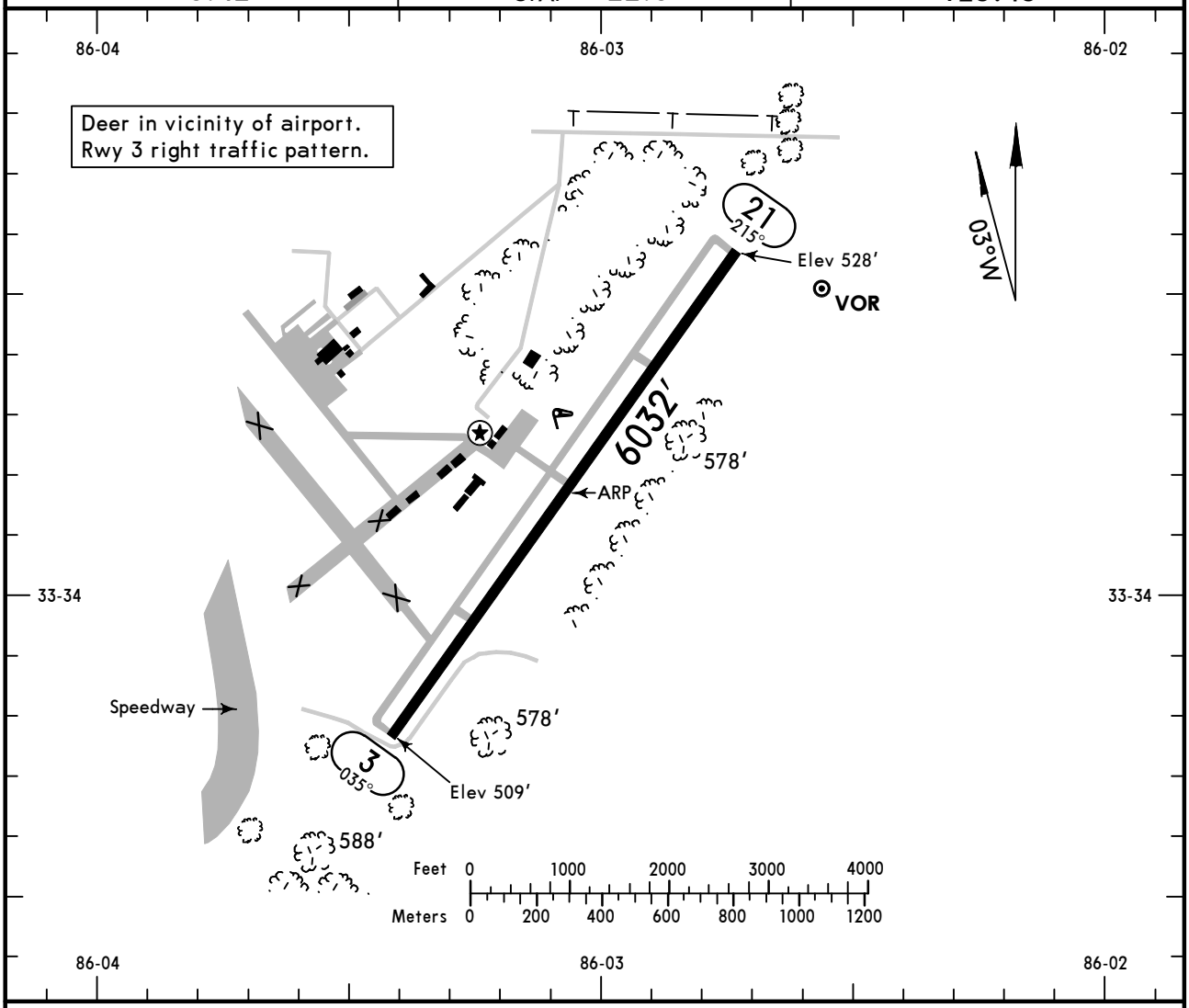
Runway: 03
Length x Width: 6032 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 511 ft
Lighting: Edge, Pilot controlled

Runway: 21
Length x Width: 6032 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 529 ft
Lighting: Edge, Pilot controlled

Communication Information

AWOS 118.425
Talladega Mun Unicom 122.8 CTAF PCL
Birmingham Approach Control 125.45
Birmingham Departure Control 125.45
Anniston Flight Service Station 122.05 RCO
Anniston Flight Service Station 108.8 RCO

AWOS	TALLADEGA MUN UNICOM	BIRMINGHAM Departure
118.42	CTAF 122.8	125.45



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
3 21	❶ MIRL PAPI-L (angle 3.00°) grooved		5157′ *1572m*		100′

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available		
	VOR DME Rwy 3	VOR-A	Other
A	800-2	800-2	NA
B			
C		800-2¼	
D	800-2¼	800-2½	

OBSTACLE DP: Rwy 3, climb heading 038° to 2100′ before turning right. Rwy 21, climb heading 233° to 1900′ before proceeding on course.

AMEND 2

CHANGES: Reindexed, runway length, magnetic variation, alternate minimums.

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KASN/ASN
TALLADEGA MUN

JEPPESEN

24 JUN 11
Eff 30 Jun
(11-1)

TALLADEGA, ALA
ILS or LOC DME Rwy 3

AWOS	BIRMINGHAM Approach	TALLADEGA MUN UNICOM
118.42	125.45	CTAF 122.8

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 529′
IASN 109.95	038°	OXSAP 2300′ (1791′)	709′ (200′)	Rwy 3 509′

MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3700′ on heading 242° and outbound TDG VOR R-276 to JOTAV INT/D13.4 TDG and hold, or as directed by ATC.

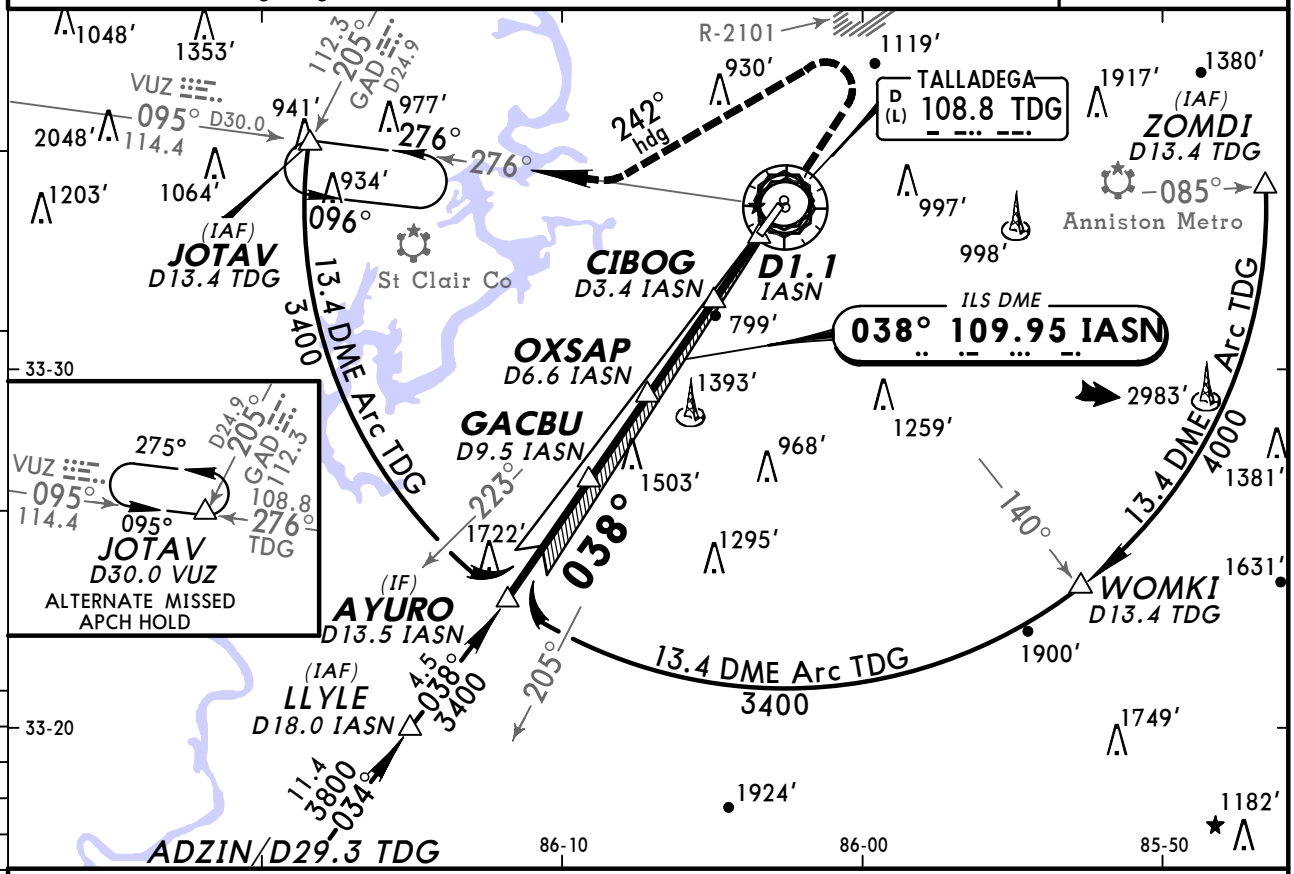
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

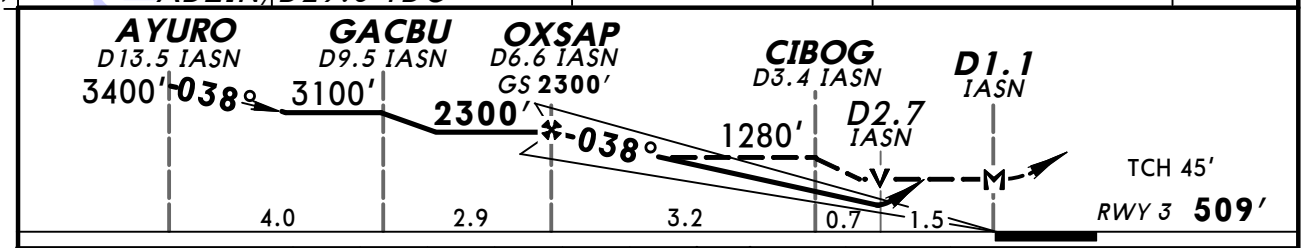
1. DME required. 2. Use local altimeter setting; if not received, use Anniston altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 122.8.

4000′

MSA TDG VOR

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.1 IASN or OXSAP to MAP 5.5	4:43	3:40	3:18	2:45	2:21	2:04

PAPI-L | 1300′ | 3700′ LT on 242° hdg and TDG 108.8 R-276

STRAIGHT-IN LANDING RWY3 With Local Altimeter Setting	ILS DA(H) 709′ (200′)	LOC (GS out) MDA(H) 1060′ (551′)
A	3/4	1
B		
C		
D		

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
	90	1140′ (611′)-1
	120	1180′ (651′)-1
	140	1180′ (651′)-1¾
	165	1180′ (651′)-2

With Anniston Altimeter Setting	ILS DA(H) 744′ (235′)	LOC (GS out) MDA(H) 1100′ (591′)
A	3/4	1
B		
C		1⅛
D		

CIRCLE-TO-LAND With Anniston Altimeter Setting	Max Kts	MDA(H)
	90	1180′ (651′)-1
	120	1220′ (691′)-1
	140	1220′ (691′)-2
	165	1220′ (691′)-2¼

TERPS AMEND 0 30 JUN 2011

CHANGES: New procedure.

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AWOS	BIRMINGHAM Approach	TALLADEGA MUN UNICOM
118.42	125.45	CTAF 122.8

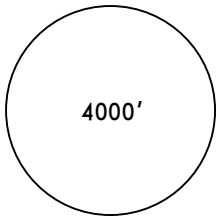
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 529′
Ch 61008 W-03A	038°	OXSAP 2300′ (1791′)	709′ (200′)	Rwy 3 509′

MISSED APCH: Climb to 5000′ direct KOZJE and on track 098° to FEMKA and on track 169° to GIFFY and hold.

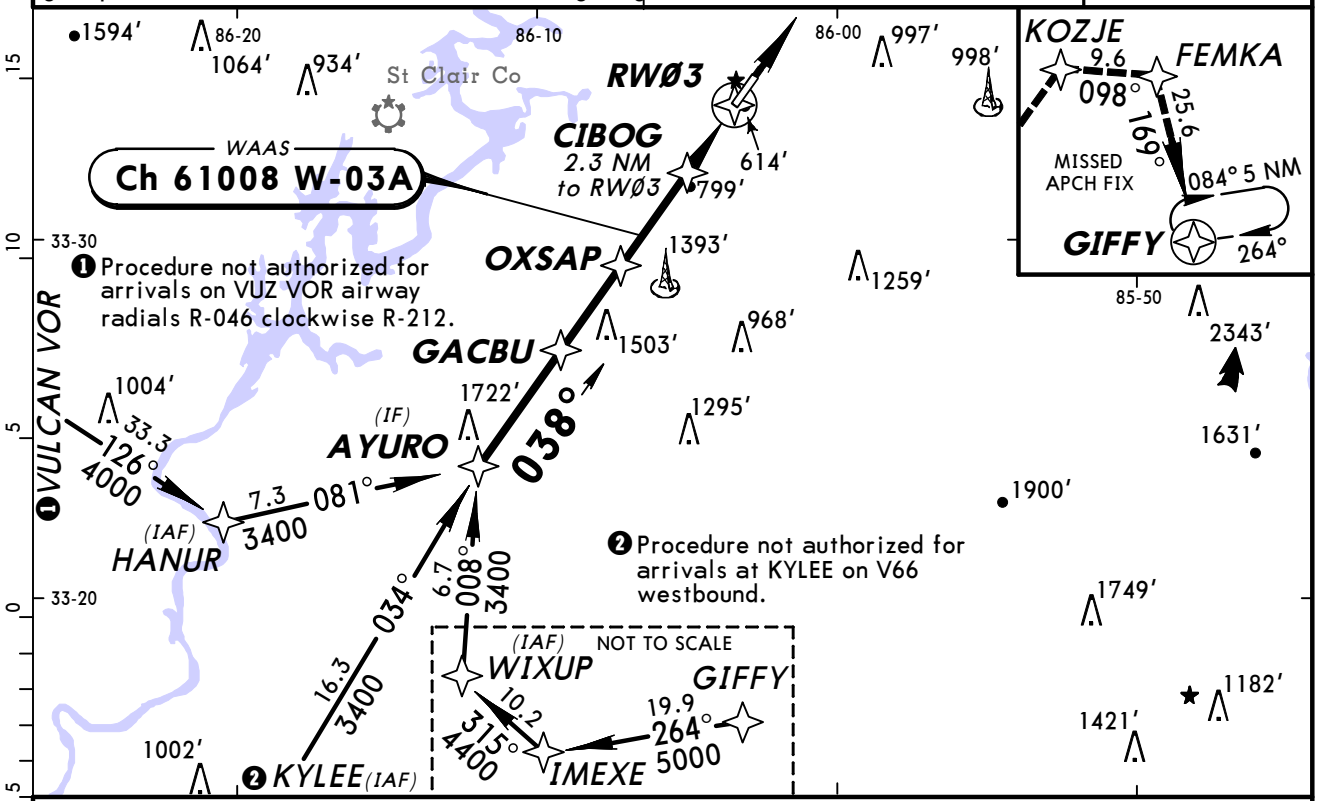
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

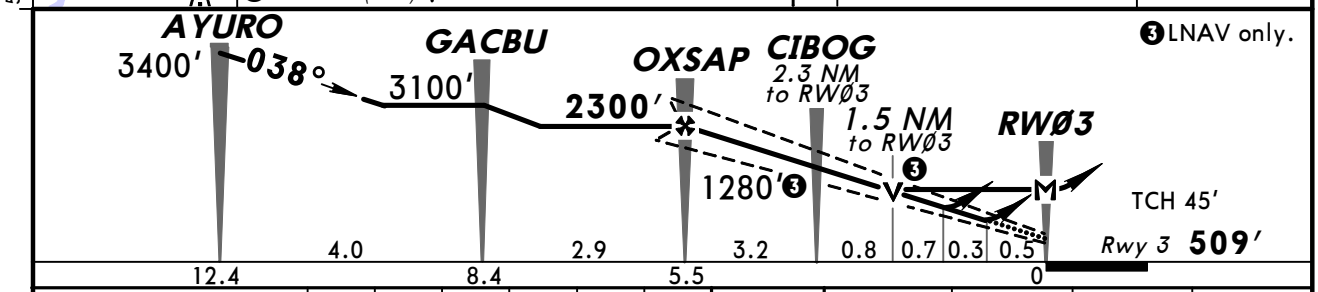
1. Use local altimeter setting; if not received, use Anniston altimeter setting. 2. Baro-VNAV and VDP not authorized when using Anniston altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.8.

BRIEFING STRIP ™



MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ3						

PAPI-L | 5000′ | KOZJE

TERPS

STRAIGHT-IN LANDING RWY 3
With Local Altimeter Setting

	LPV DA(H) 709′(200′)	LNAV/VNAV DA(H) 795′(286′)	LNAV MDA(H) 1060′(551′)
A	3/4	7/8	1
B			
C			1 5/8
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1140′(611′)-1
120	1180′(651′)-1
140	1180′(651′)-1 3/4
165	1180′(651′)-2

With Anniston Altimeter Setting

	LPV DA(H) 744′(235′)	LNAV/VNAV DA(H) 830′(321′)	LNAV MDA(H) 1100′(591′)
A	3/4	1	1
B			
C			1 3/4
D			

With Anniston Altimeter Setting

Max Kts	MDA(H)
90	1180′(651′)-1
120	1220′(691′)-1
140	1220′(691′)-2
165	1220′(691′)-2 1/4

TERPS AMEND 1A 15 DEC 2011

CHANGES: Transition bearings and distance.

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KASN/ASN
TALLADEGA MUN

JEPPESEN

9 DEC 11 (12-2) Eff 15 Dec

TALLADEGA, ALA
RNAV (GPS) Rwy 21

AWOS	BIRMINGHAM Approach	TALLADEGA MUN UNICOM
118.42	125.45	CTAF 122.8

BRIEFING STRIP ™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 529′
Ch 93720 W-21A	218°	KOZJE 2300′ (1772′)	820′ (292′)	Rwy 21 528′

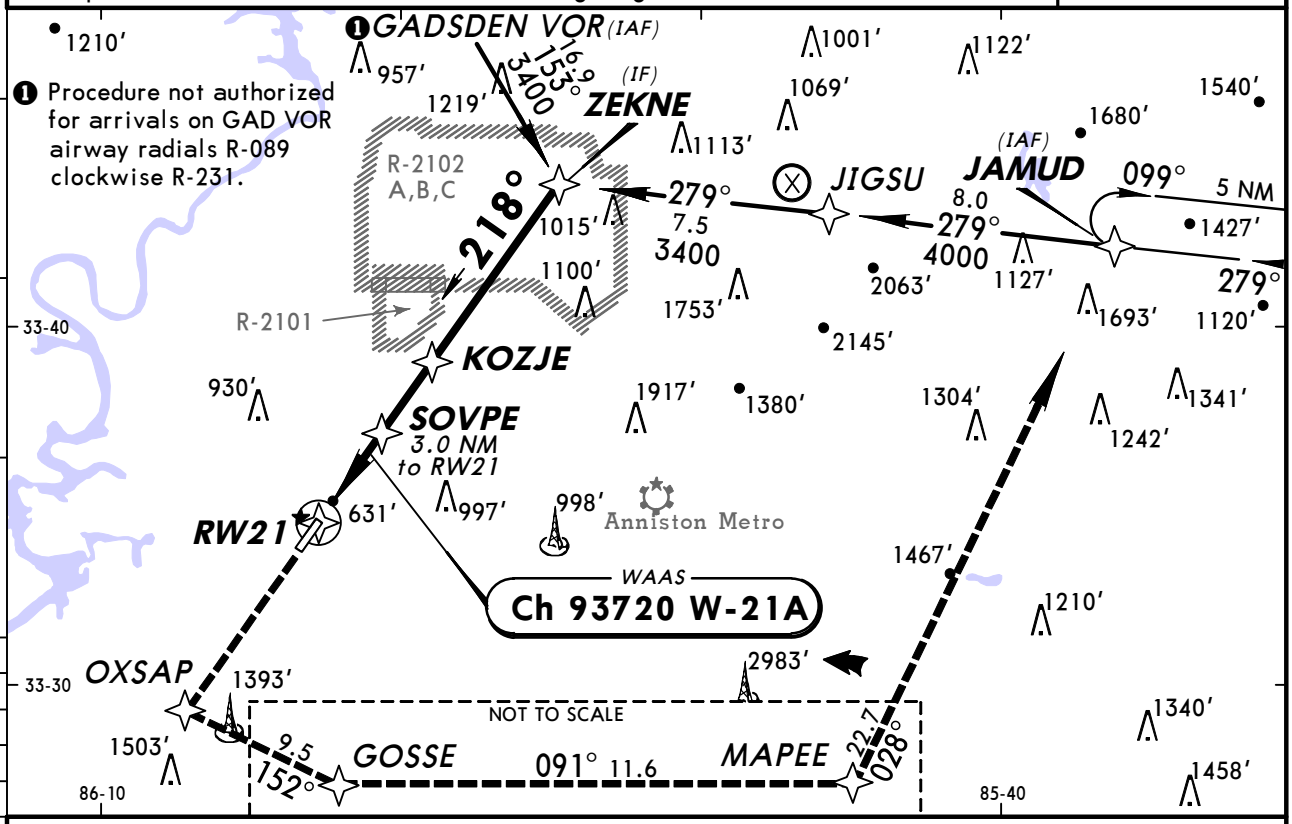
MISSED APCH: Climb to 5000′ direct OXSAP and on track 152° to GOSSE and on track 091° to MAPEE and on track 028° to JAMUD and hold.

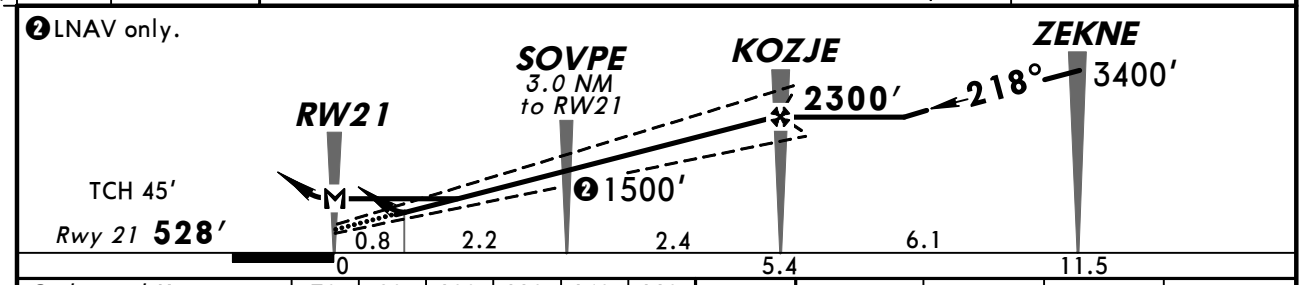
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Anniston altimeter setting.
2. Baro-VNAV not authorized when using Anniston altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 122.8.

4000′

MSA RW21





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW21						

PAPI-L | 5000′ | OXSAP

TERPS

❶ STRAIGHT-IN LANDING RWY 21

With Local Altimeter Setting

	LPV DA(H) 820′ (292′)	LNAV/VNAV DA(H) 840′ (312′)	LNAV MDA(H) 900′ (372′)
A	1	1	1
B			
C			
D			

With Anniston Altimeter Setting

	LPV DA(H) 855′ (327′)	LNAV/VNAV DA(H) 875′ (347′)	LNAV MDA(H) 940′ (412′)
A	1⅛	1⅛	1
B			
C			1⅛
D			

❶ CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	1140′ (611′)-1
120	1180′ (651′)-1
140	1180′ (651′)-1¾
165	1180′ (651′)-2

With Anniston Altimeter Setting

Max Kts	MDA(H)
90	1180′ (651′)-1
120	1220′ (691′)-1
140	1220′ (691′)-2
165	1220′ (691′)-2¼

❶ When VGSI inop, procedure not authorized at night.

TERPS AMEND 1 30 JUN 2011

CHANGES: None.

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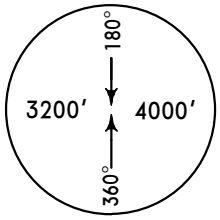
BRIEFING STRIP ™

AWOS	BIRMINGHAM Approach	TALLADEGA MUN UNICOM
118.42	125.45	CTAF 122.8

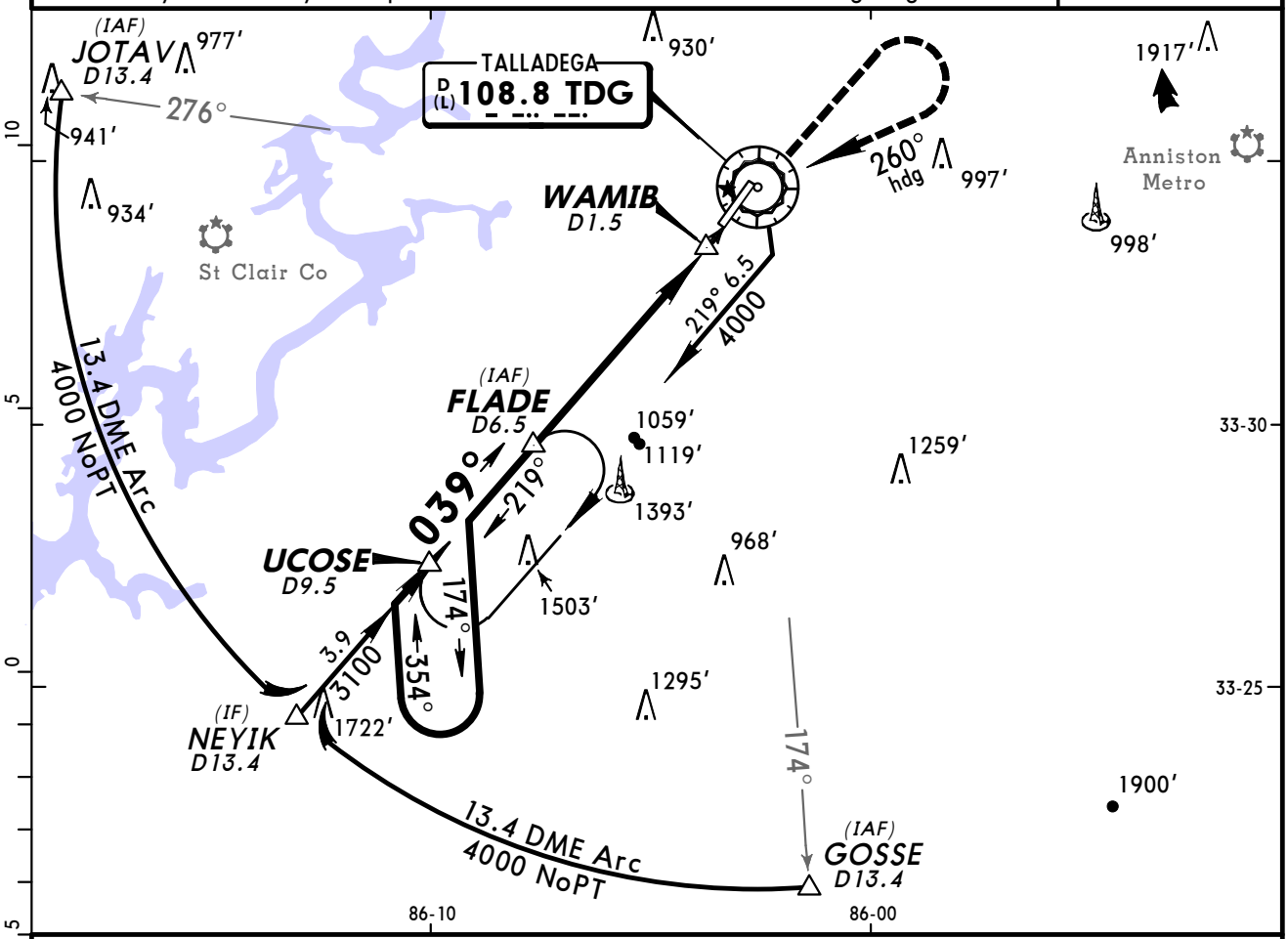
VOR TDG	Final Apch Crs	Minimum Alt FLADE	MDA(H) (CONDITIONAL)	Apt Elev 529′
108.8	039°	2300′ (1789′)	1180′ (669′)	TDZE 511′

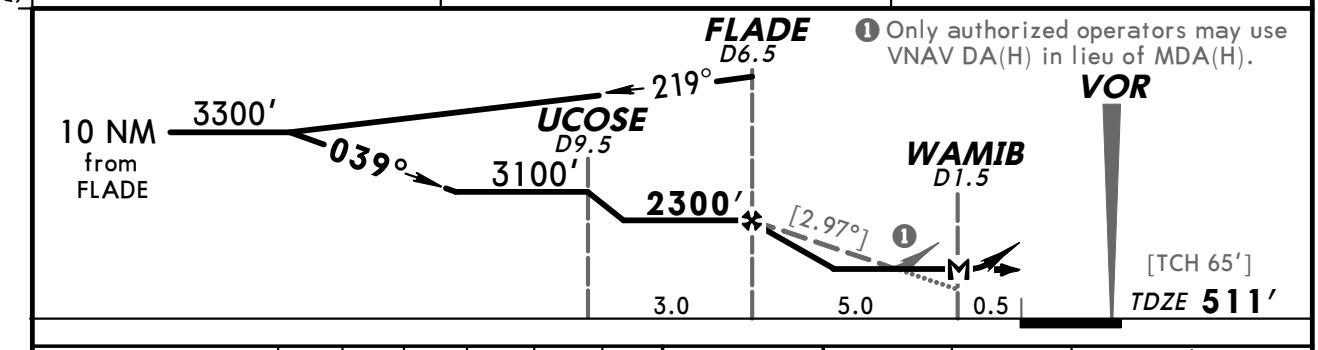
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 4000′ via 260° heading and outbound via TDG VOR R-219 to FLADE/D6.5 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Anniston altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 122.8.



MSA TDG VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.97°]	368	473	525	630	736	841
MAP at WAMIB						

PAPI-L 2000′ ↑ 4000′ ↱ RT via 260° hdg

STRAIGHT-IN LANDING RWY 3			CIRCLE-TO-LAND		
	MDA(H) 1180′ (669′) With Local Altimeter Setting	MDA(H) 1220′ (709′) With Anniston Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Anniston Altimeter Setting MDA(H)
A	1	1	90	1180′ (651′)-1	1220′ (691′)-1
B			120		
C	1¾	2	140	1180′ (651′)-1¾	1220′ (691′)-2
D	2	2¼	165	1200′ (671′)-2¼	1240′ (711′)-2¼

TERPS AMEND 5A 21 OCT 2010

CHANGES: Descent angle, TCH.

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BRIEFING STRIP

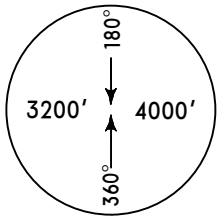
AWOS	BIRMINGHAM Approach	TALLADEGA MUN UNICOM
118.42	125.45	CTAF 122.8

VOR TDG 108.8	Final Apch Crs 070°	No FAF	MDA(H) Refer to Minimums	Apt Elev 529′

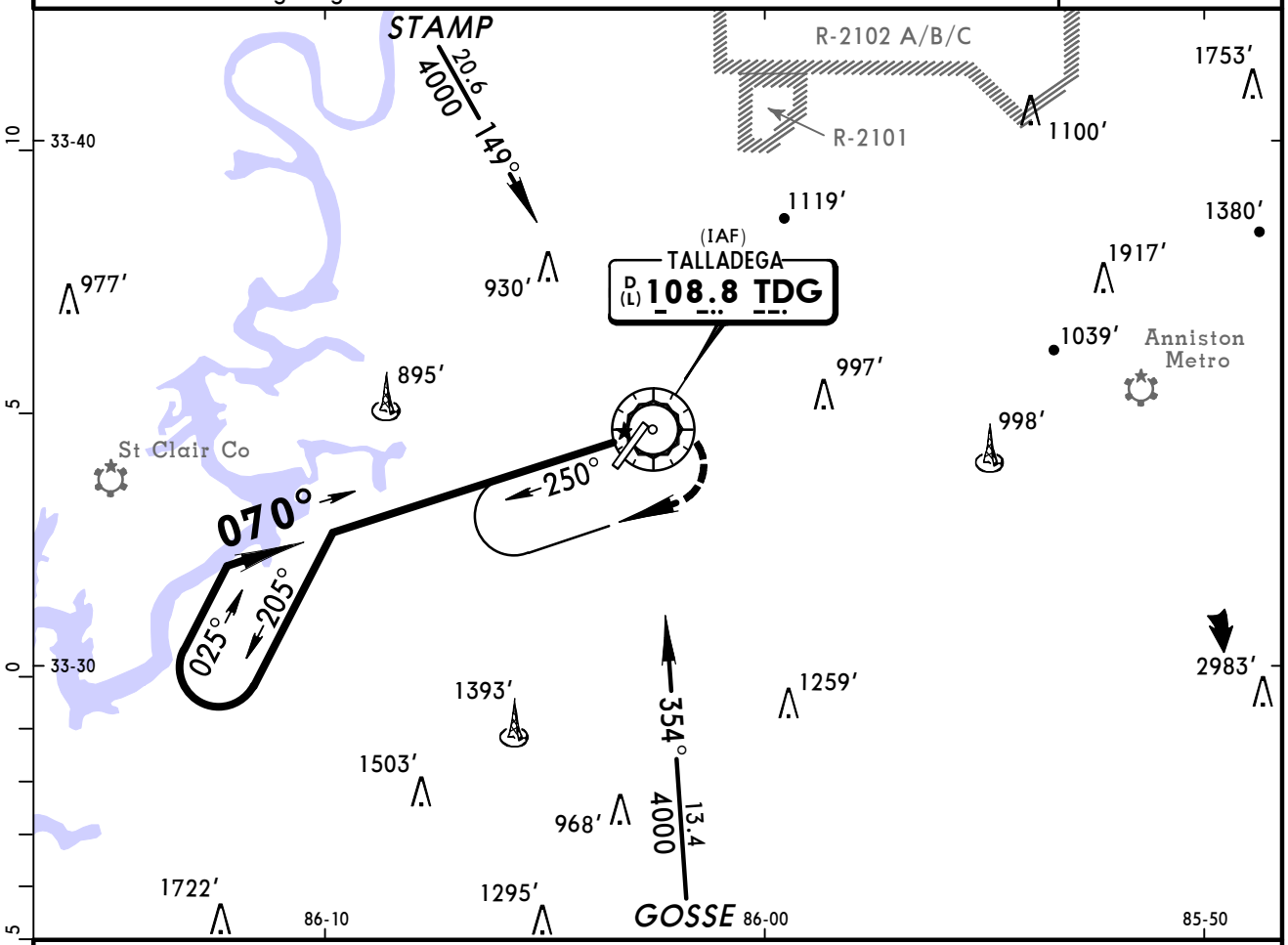
MISSED APCH: Climbing RIGHT turn to 4000′ in TDG VOR holding pattern.

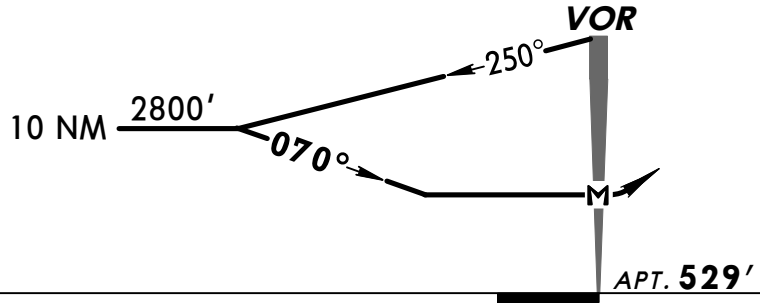
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Anniston altimeter setting.
2. Pilot controlled lighting 122.8.



MSA TDG VOR





MAP at VOR							

Lighting - Refer to Airport Chart

4000′ RT in TDG 108.8 HOLDING PATTERN

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Anniston Altimeter Setting MDA(H)
A	90	1300′ (771′)-1	1340′ (811′)-1
B	120	1300′ (771′)-1¼	1340′ (811′)-1¼
C	140	1300′ (771′)-2¼	1340′ (811′)-2½
D	165	1300′ (771′)-2½	1340′ (811′)-2¾

AMEND 7 TERPS

CHANGES: None.

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General Information

Location: Mobile AL USA
IATA Code: BFM
Lat/Long: N30° 37.6' W088° 04.1'
Elevation: 26 ft

Airport Use: Public
Magnetic Variation: 1.7°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1221 Z
Sunset: 2349 Z,

Runway Information

Runway: 14
Length x Width: 9618 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, Centerline, REIL, Pilot controlled
Stopway: 989 ft

Runway: 18
Length x Width: 7800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, Pilot controlled

Runway: 32
Length x Width: 9618 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 25 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled
Stopway: 991 ft

Runway: 36
Length x Width: 7800 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 26 ft
Lighting: Edge, ALS, Pilot controlled

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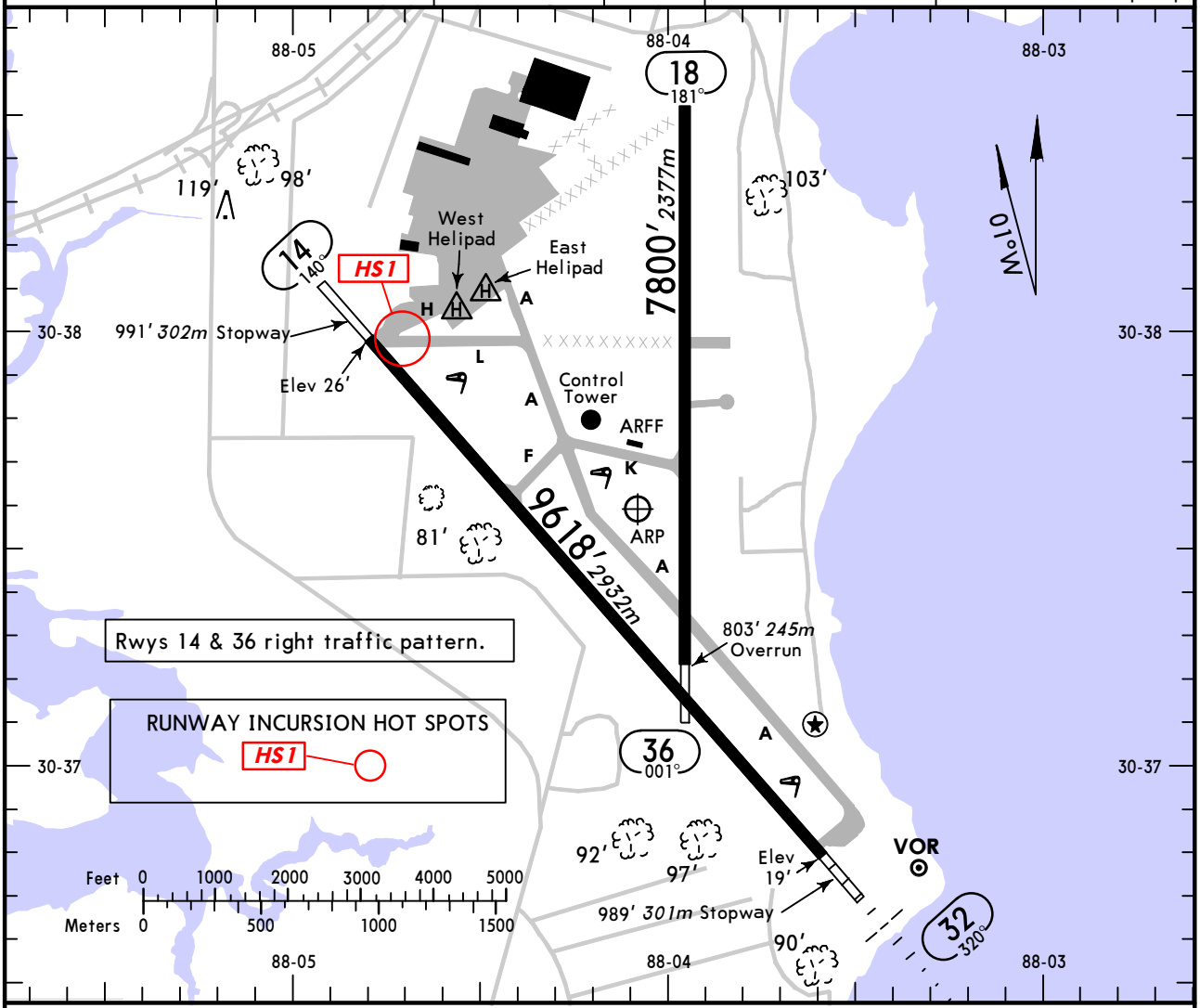
Communication Information

ATIS 135.575
ASOS 135.575
Downtown Tower 118.8 CTAF PCL
Downtown Ground Control 121.7
Mobile Approach Control 118.5
Mobile Departure Control 118.5
Mobile Downtown Unicom 122.95
Army Guard Operations 125.525 Military
Anniston Flight Service Station 122.1 RCO
Anniston Flight Service Station 112.8 RCO
Houston Center 127.65 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*DOWNTOWN Ground	*Tower	UNICOM	*MOBILE Departure (R)	HOUSTON Center
135.57	121.7	CTAF 118.8	122.95	118.5	127.65 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14	HIRL CL REIL PAPI-L (angle 3.0°)				150′ *46m*
32	HIRL CL ❶ MALSR TDZ PAPI-L (angle 3.0°) RVR		8618′ *2627m*		
18 36	MIRL PAPI-L (angle 3.0°)				150′ *46m*

❶ Activate on 118.8 when Twr inop.

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1 Seperate hold lines on Taxiways H and L are set back 350′ (107m) from Runway edge.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 18, 32, 36		Rwy 14		
	Adequate Vis Ref	STD	With Mim climb of 244′/NM to 500′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or ¼	RVR 50 or 1	¼	1	400-2¼
3 & 4 Eng		RVR 24 or ½		½	

FOR FILING AS ALTERNATE

	Authorized Only When Tower Operating: ILS Rwy 32	LOC Rwy 32	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 14, RNAV (GPS) Rwy 18, RNAV (GPS) Rwy 32, RNAV (GPS) Rwy 36, VOR Rwy 14, VOR Rwy 18, VOR Rwy 32
A	600-2	800-2	800-2
B			
C			
D			

OBSTACLE DP: Rwy 36, Climb heading 001° to 900′ before turning right.

AMEND 1

CHANGES: Helipads, ARFF added.

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ATIS (ASOS when Twr inop)	*MOBILE Approach (R)	HOUSTON Center	*DOWNTOWN Tower	*Ground
135.57	118.5	127.65 when App inop.	CTAF 118.8	121.7

BRIEFING STRIP™

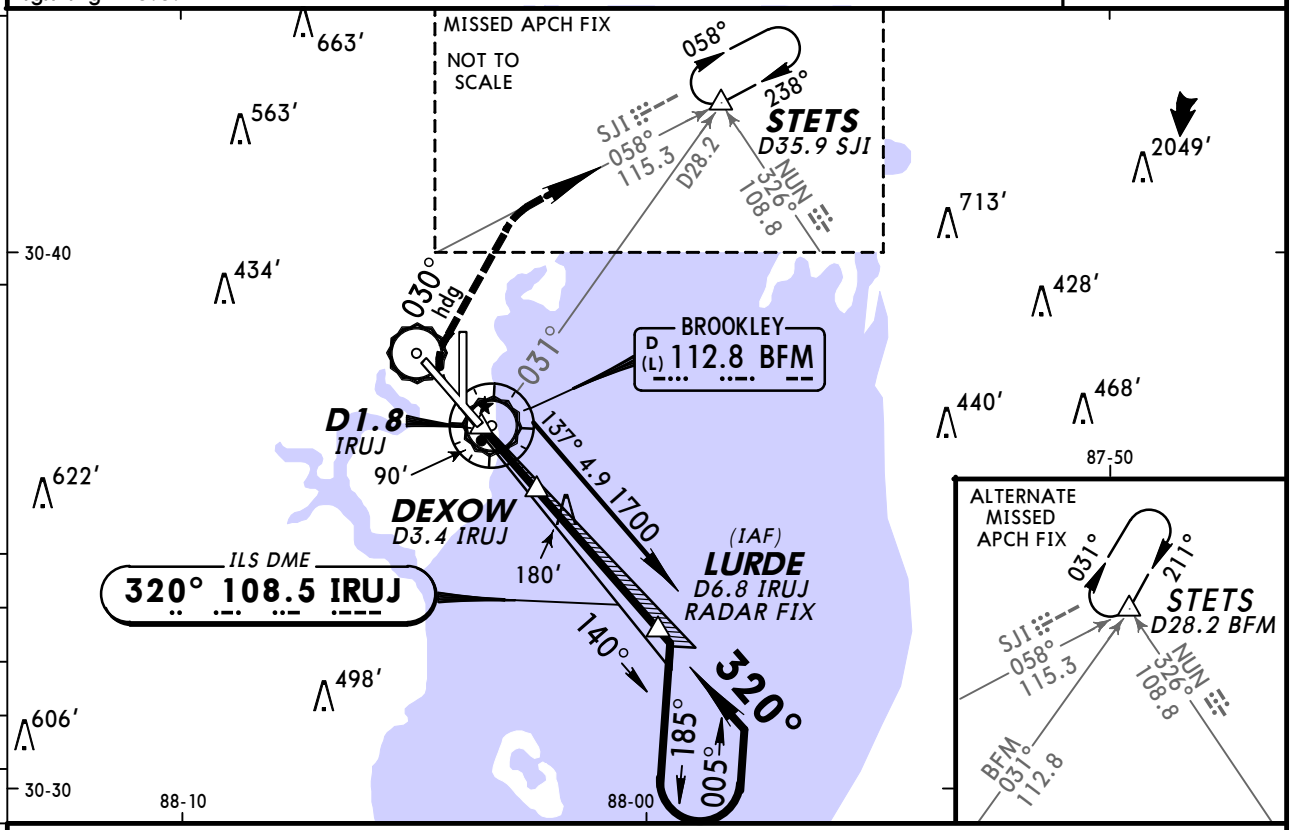
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 26′
IRUJ 108.5	320°	LURDE 1700′ (1675′)	225′ (200′)	TDZE 25′

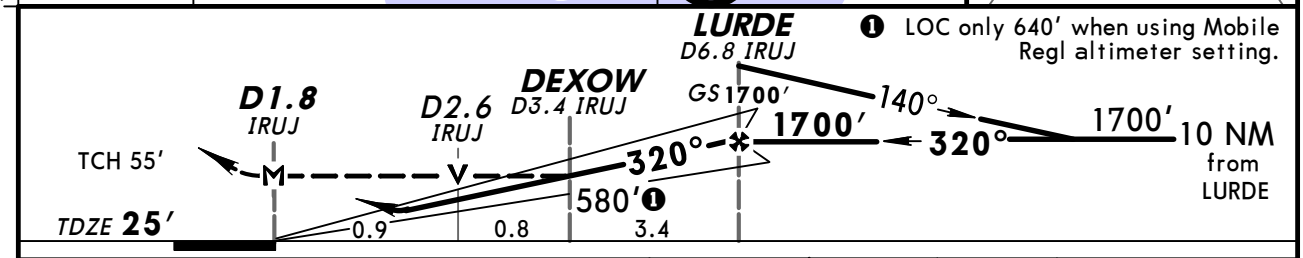
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 2000′ via heading 030° and SJI VOR R-058 to STETS INT/D35.9 SJI and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Mobile Regl altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 118.8.

3100′
MSA BFM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.8 IRUJ or LURDE to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI

600′	2000′ via RT	030° hdg

STRAIGHT-IN LANDING RWY 32
With Local Altimeter Setting

	ILS DA(H) 225′ (200′) FULL	ILS DA(H) 225′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 360′ (335′) With DEXOW RAIL out	LOC (GS out) MDA(H) 360′ (335′) With DEXOW ALS out	LOC (GS out) MDA(H) 580′ (555′) Without DEXOW RAIL out	LOC (GS out) MDA(H) 580′ (555′) Without DEXOW ALS out
A	RVR 18 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					RVR 40 or 3/4	
C				RVR 50 or 1	RVR 50 or 1	1 1/2
D			RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	With DEXOW MDA(H)	Without DEXOW MDA(H)
90	520′ (494′)-1	580′ (554′)-1
120		
140	520′ (494′)-1 1/2	580′ (554′)-1 1/2
165	580′ (554′)-2	580′ (554′)-2

With Mobile Regl Altimeter Setting

	ILS DA(H) 275′ (250′) FULL	ILS DA(H) 275′ (250′) RAIL or ALS out	LOC MDA(H) 420′ (395′) With DEXOW RAIL out	LOC MDA(H) 420′ (395′) With DEXOW ALS out	LOC MDA(H) 640′ (615′) Without DEXOW RAIL out	LOC MDA(H) 640′ (615′) Without DEXOW ALS out
A	RVR 18 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1
B					RVR 40 or 3/4	
C				RVR 50 or 1	RVR 50 or 1	1 1/2
D			RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/4	1 3/4

With Mobile Regl Altimeter Setting

Max Kts	With DEXOW MDA(H)	Without DEXOW MDA(H)
90	580′ (554′)-1	640′ (614′)-1
120		
140	580′ (554′)-1 1/2	640′ (614′)-1 1/2
165	640′ (614′)-2	640′ (614′)-2

AMEND 2 TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	*MOBILE Approach (R)	HOUSTON Center	*DOWNTOWN Tower	*Ground
135.57	118.5	127.65 when App inop.	CTAF 118.8	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev / TDZE
Ch 50411 W-14A	140°	HUTIP 1500′ (1474′)	(CONDITIONAL) 343′ (317′)	Apt Elev 26′ / TDZE 26′

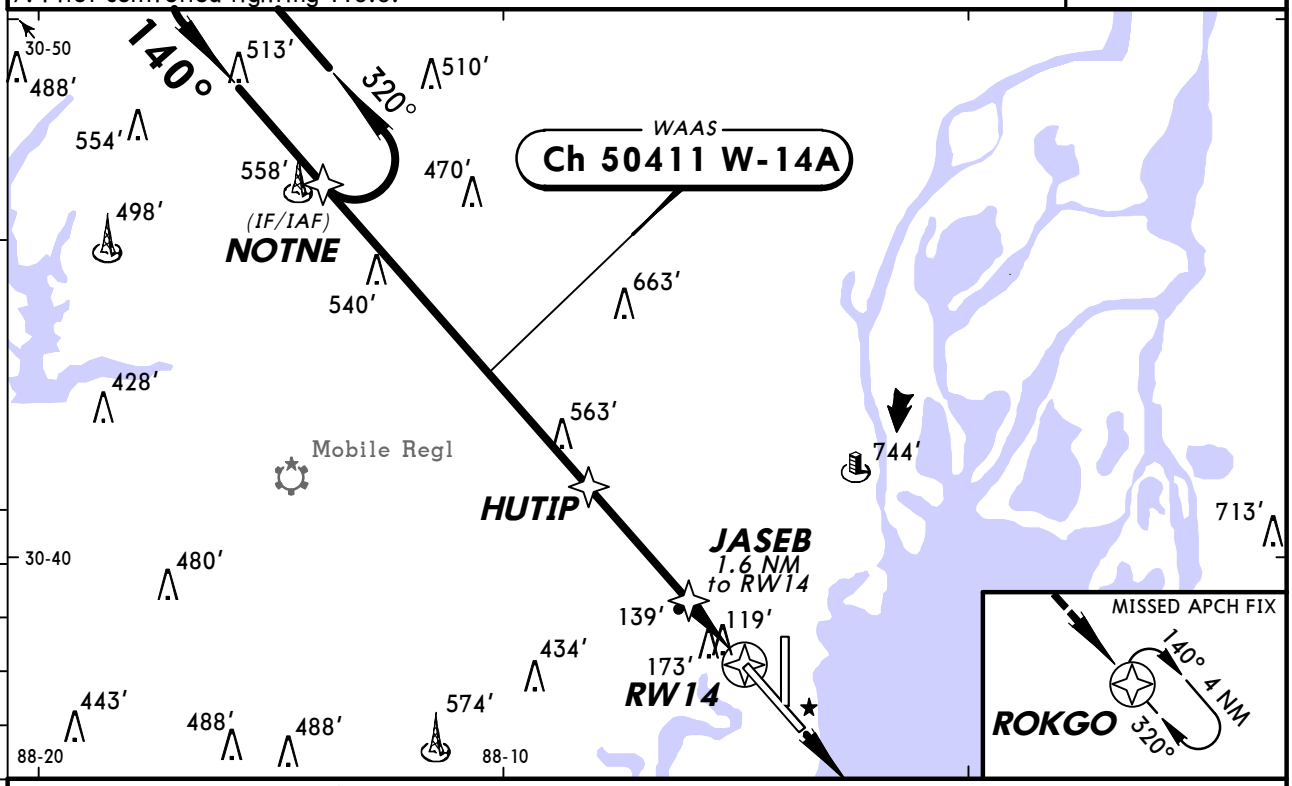
MISSED APCH: Climb to 1700′ direct ROKGO and hold.

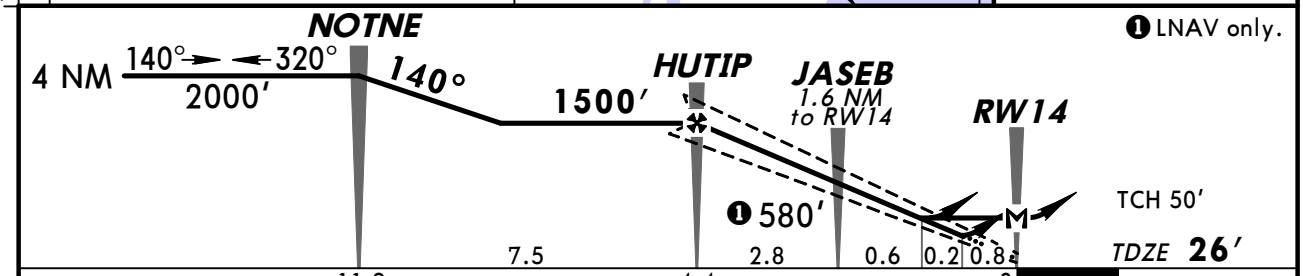
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Mobile Regl altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. Visibility reduction by helicopters not authorized. 6. Baro-VNAV not authorized when using Mobile Regl altimeter setting.
7. Pilot controlled lighting 118.8.

3100′
MSA RW14

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL
PAPI-L

1700′

ROKGO

STRAIGHT-IN LANDING RWY 14

With Local Altimeter Setting

	LPV DA(H) 343′ (317′)	LNAV/VNAV DA(H) 396′ (370′)	LNAV MDA(H) 440′ (414′)
A	1	1¼	1
B			
C			1¼
D			

With Mobile Regl Altimeter Setting

	LPV DA(H) 393′ (367′)	LNAV/VNAV DA(H) 446′ (420′)	LNAV MDA(H) 500′ (474′)
A	1¼	1½	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	680′ (654′)-1
120	
140	680′ (654′)-1¾
165	680′ (654′)-2

With Mobile Regl Altimeter Setting

Max Kts	MDA(H)
90	740′ (714′)-1
120	
140	740′ (714′)-2
165	740′ (714′)-2¼

TERPS AMEND 1A 9 FEB 2012

CHANGES: VDP removed, LNAV minimums.

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KBFM/BFM
MOBILE DOWNTOWN

JEPPESEN

3 FEB 12 (22-2)

MOBILE, ALA
RNAV (GPS) Rwy 18

ATIS (ASOS when Twr inop)	*MOBILE Approach (R)	HOUSTON Center	*DOWNTOWN Tower	*Ground
135.57	118.5	127.65 when App inop.	CTAF 118.8	121.7

BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 26′
Ch 97611 W-18A	181°	JUTIB 1800′ (1774′)	351′ (325′)	TDZE 26′

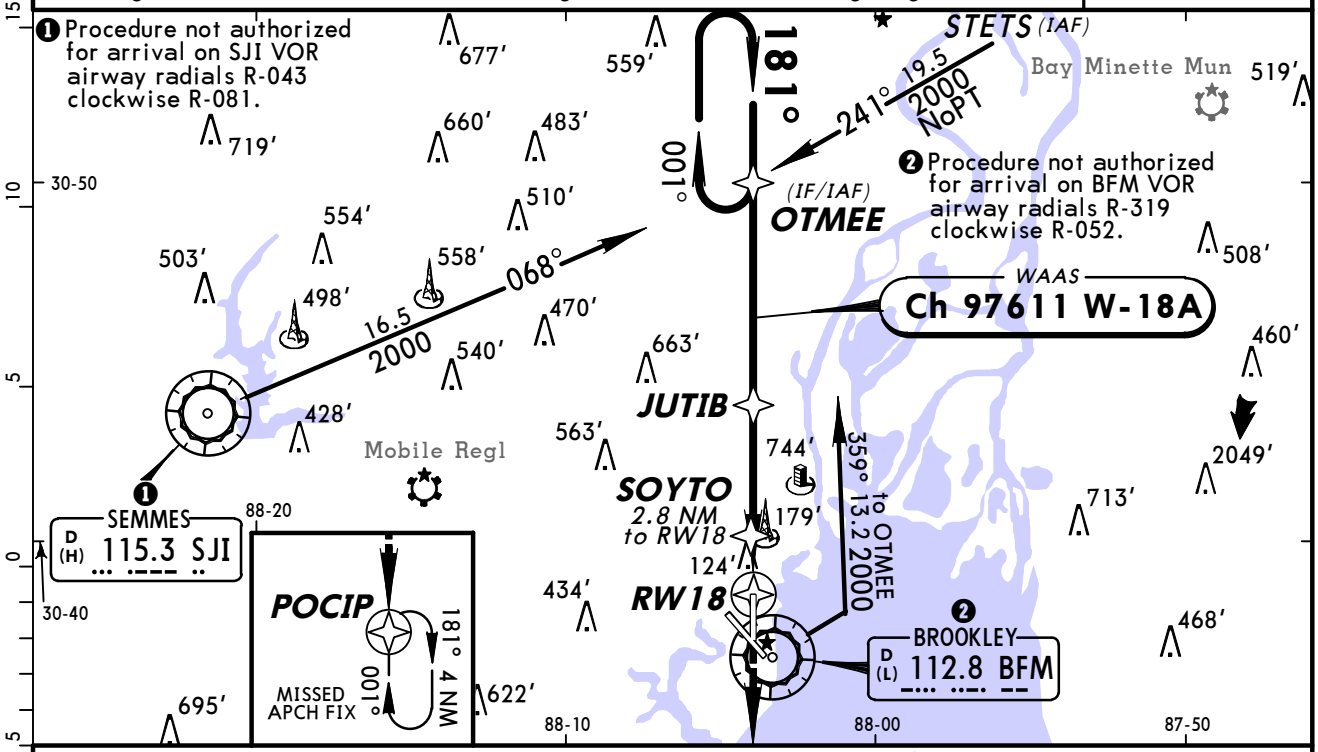
MISSED APCH: Climb to 2000′ direct POCIP and hold.

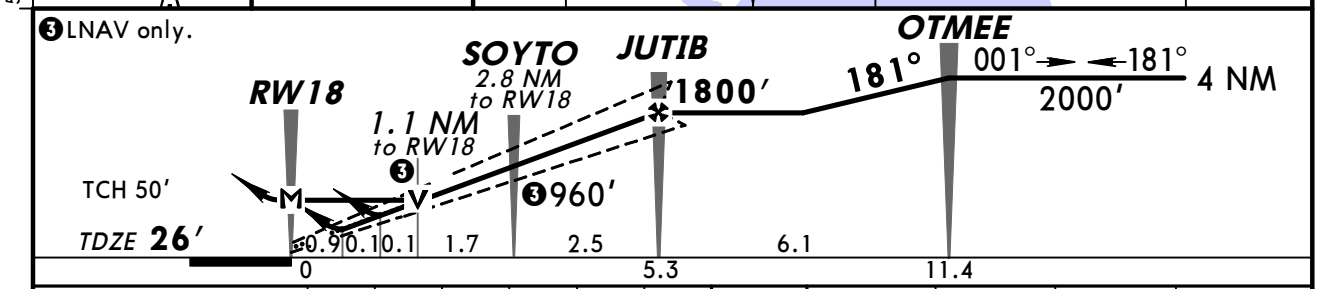
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Mobile Regl altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 4. Visibilty reduction by helicopters not authorized. 5. VGSI and RNAV glidepath not coincident.
6. Baro-VNAV and VDP not authorized when using Mobile Regl altimeter setting.
7. Straight-in minimums not authorized at night. 8. Pilot controlled lighting 118.8.

3100′

MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

PAPI-L 2000′ POCIP

STRAIGHT-IN LANDING RWY 18

With Local Altimeter Setting

	DAY LPV DA(H) 351′ (325′)	DAY LNAV/VNAV DA(H) 397′ (371′)	DAY LNAV MDA(H) 440′ (414′)	NIGHT
A	1	1¼	1	NA
B				
C			1¼	
D				

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	680′ (654′)-1
120	
140	680′ (654′)-1¾
165	680′ (654′)-2

With Mobile Regl Altimeter Setting

	DAY LPV DA(H) 401′ (375′)	DAY LNAV/VNAV DA(H) 447′ (421′)	DAY LNAV MDA(H) 500′ (474′)	NIGHT
A	1¼	1½	1	NA
B				
C			1¼	
D			1½	

With Mobile Regl Altimeter Setting

Max Kts	MDA(H)
90	740′ (714′)-1
120	
140	740′ (714′)-2
165	740′ (714′)-2¼

AMEND 1 TERPS

CHANGES: None.

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KBFM/BFM
MOBILE DOWNTOWN

JEPPESEN

21 AUG 09 (22-3) Eff 27 Aug

MOBILE, ALA
RNAV (GPS) Rwy 32

ATIS (ASOS when Twr inop)	*MOBILE Approach (R)	HOUSTON Center	*DOWNTOWN Tower	*Ground
135.57	118.5	127.65 when App inop.	CTAF 118.8	121.7

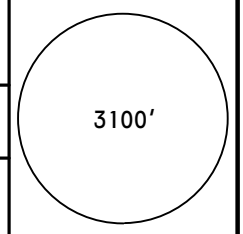
BRIEFING STRIP™

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 26′
Ch 70304 W-32A	320°	LURDE 1700′ (1675′)	225′ (200′)	TDZE 25′

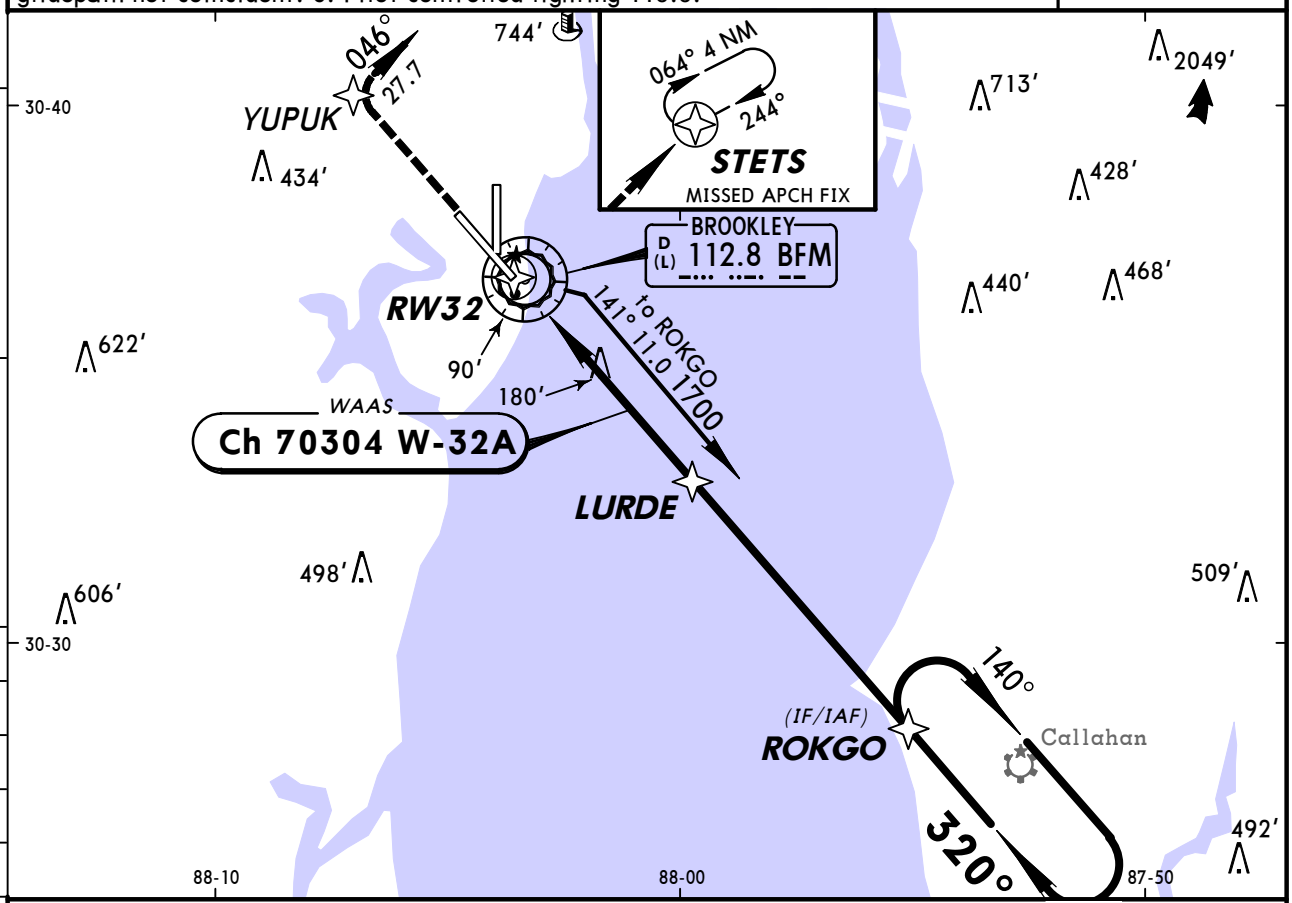
MISSED APCH: Climb to 2000′ direct YUPUK then via 046° track to STETS and hold.

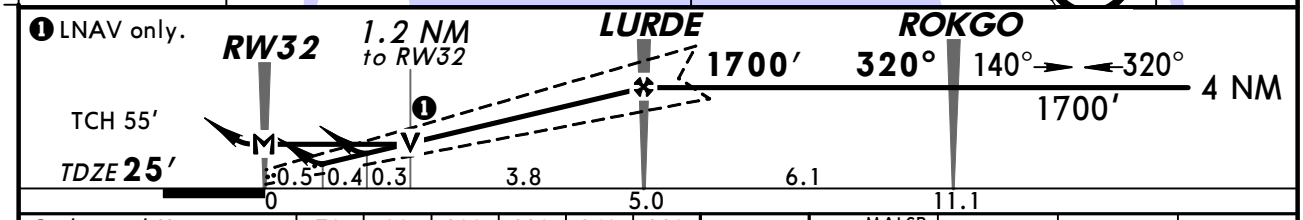
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Mobile Regl altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. Baro-VNAV and VDP not authorized when using Mobile Regl altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 118.8.



MSA RW32





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALSR PAPI 2000′ YUPUK

STRAIGHT-IN LANDING RWY 32
With Local Altimeter Setting

	LPV DA(H) 225′ (200′) RAIL or ALS out		LNAV/VNAV DA(H) 368′ (343′) RAILor ALS out		LNAV MDA(H) 480′ (455′) RAILout	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	520′ (494′)-1
120	
140	520′ (494′)-1½
165	580′ (554′)-2

With Mobile Regl Altimeter Setting

	DA(H) 275′ (250′) RAIL or ALS out		DA(H) 418′ (393′) RAIL or ALS out		MDA(H) 540′ (515′) RAILout	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾ / RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

With Mobile Regl Altimeter Setting

Max Kts	MDA(H)
90	580′ (554′)-1
120	
140	580′ (554′)-1½
165	640′ (614′)-2

AMEND 1

TERPS

CHANGES: Profile, minimums, notes.

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KBFM/BFM
MOBILE DOWNTOWN

JEPPESEN

21 AUG 09 (22-4) Eff 27 Aug

MOBILE, ALA
RNAV (GPS) Rwy 36

BRIEFING STRIP™

ATIS (ASOS when Twr inop)	*MOBILE Approach (R)	HOUSTON Center	*DOWNTOWN Tower	*Ground
135.57	118.5	127.65 when App inop.	CTAF 118.8	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 26′
Ch 56511 W-36A	001°	KUBEC 1800′ (1774′)	340′ (314′)	TDZE 26′

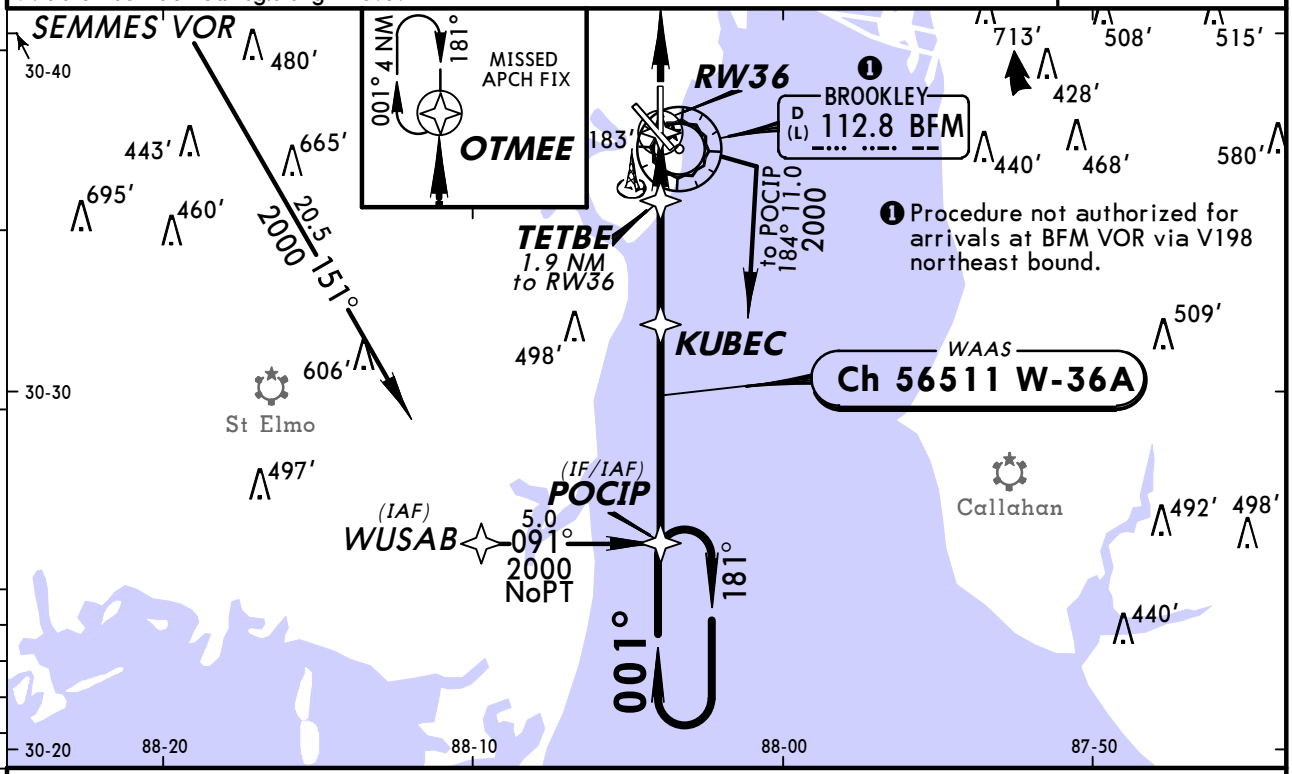
MISSED APCH: Climb to 2000′ direct OTMEE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

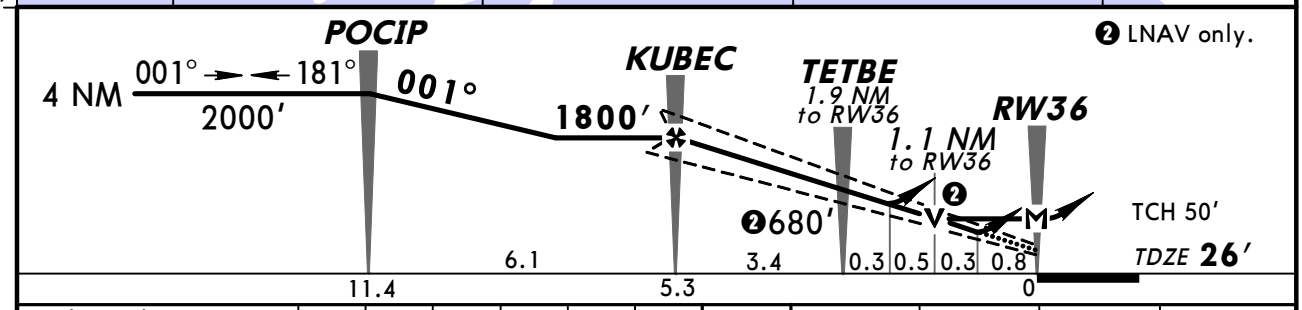
1. Use local altimeter setting; if not received, use Mobile Regl altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident.
4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 5. Visibilty reduction by helicopters not authorized.
6. Baro-VNAV and VDP not authorized when using Mobile Regl altimeter setting.
7. Pilot controlled lighting 118.8.

3100′

MSA RW36



❶ Procedure not authorized for arrivals at BFM VOR via V198 northeast bound.



❷ LNAV only.

Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

PAPI-L 2000′ OTMEE

STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LPV DA(H) 340′ (314′)	LNAV/VNAV DA(H) 586′ (560′)	LNAV MDA(H) 440′ (414′)
A	1	2	1
B			
C			1¼
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	680′ (654′)-1
120	
140	680′ (654′)-1¾
165	680′ (654′)-2

With Mobile Regl Altimeter Setting

	LPV DA(H) 390′ (364′)	LNAV/VNAV DA(H) 636′ (610′)	LNAV MDA(H) 500′ (474′)
A	1¼	2¼	1
B			
C			1¼
D			1½

With Mobile Regl Altimeter Setting

Max Kts	MDA(H)
90	740′ (714′)-1
120	
140	740′ (714′)-2
165	740′ (714′)-2¼

AMEND 1 TERPS

CHANGES: None.

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ATIS (ASOS when Twr inop)	*MOBILE Approach (R)	HOUSTON Center	*DOWNTOWN Tower	*Ground
135.57	118.5	127.65 when App inop.	CTAF 118.8	121.7

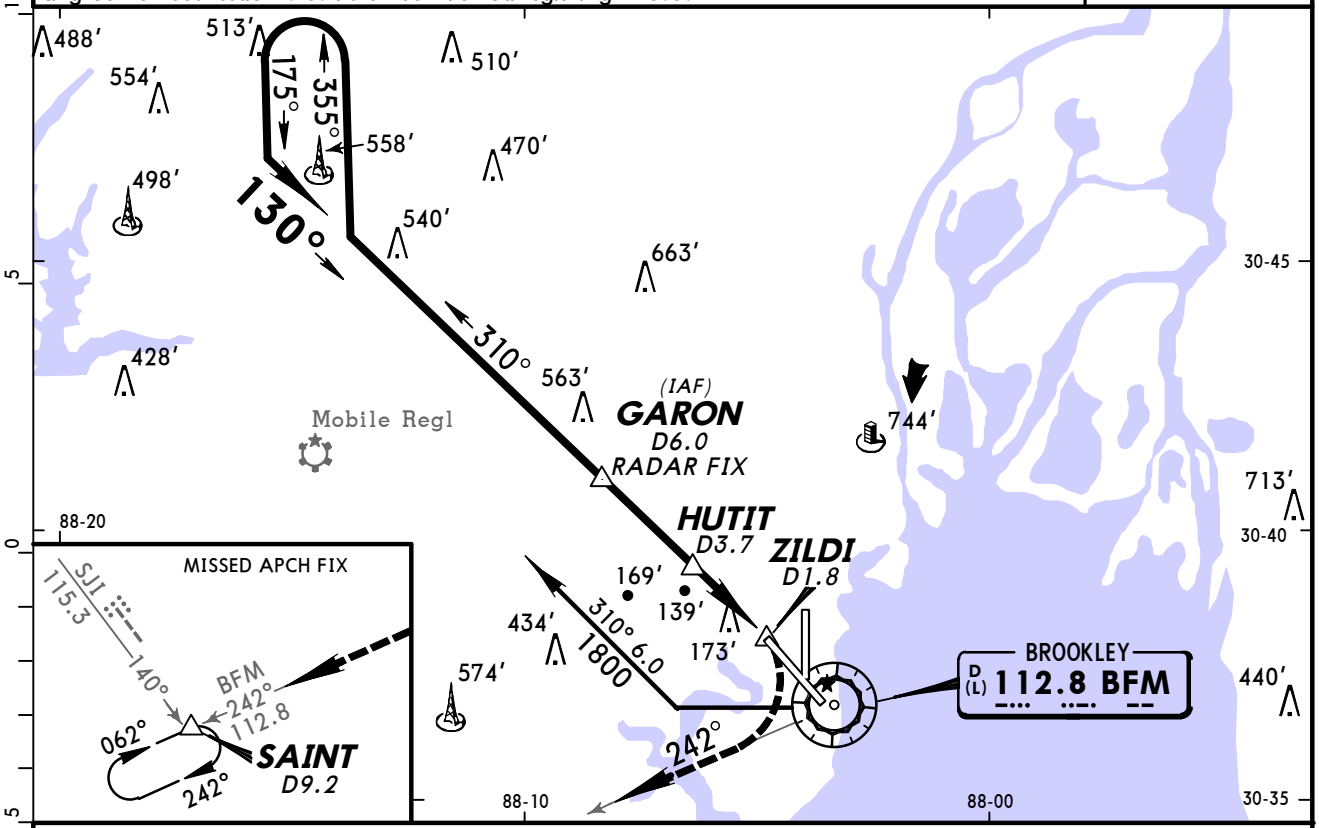
VOR BFM	Final Apch Crs	Minimum Alt GARON	MDA(H) (CONDITIONAL)	Apt Elev / TDZE
112.8	130°	1500′ (1474′)	440′ (414′)	26′ / 26′

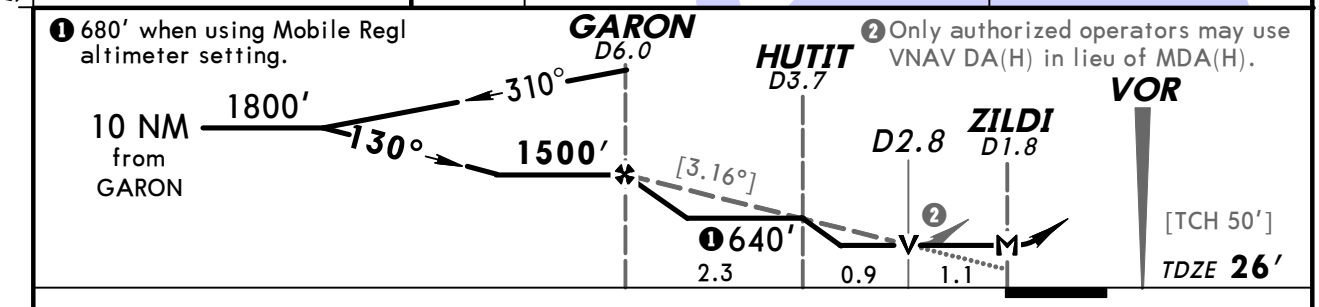
MISSED APCH: Climb to 440′ then climbing RIGHT turn to 2000′ outbound on BFM VOR R-242 to SAINT INT/D9.2 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Use local altimeter setting, if not received, use Mobile Regl altimeter setting. 3. VDP not authorized when using Mobile Regl alitmeter setting. 4. Visibility reduction by helicopters not authorized. 5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 118.8.

3100′
MSA BFM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.16°]	391	503	559	671	783	895
MAP at ZILDI or GARON to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

REIL
PAPI-L

440′ ↑

2000′ ↱ RT on BFM 112.8 R-242

SAINT

STRAIGHT-IN LANDING RWY 14	With HUTIT	Without HUTIT
With Local Altimeter Setting	MDA(H) 440′ (414′)	MDA(H) 640′ (614′)
A	1	1
B		
C	1¼	1¾
D		2

CIRCLE-TO-LAND With Local Altimeter Setting	Max Kts	MDA(H)
A	90	680′ (654′) -1
B	120	
C	140	680′ (654′) -1¾
D	165	680′ (654′) -2

With Mobile Regl Altimeter Setting	MDA(H) 500′ (474′)	MDA(H) 700′ (674′)
A	1	1
B		
C	1¼	2
D	1½	2¼

With Mobile Regl Altimeter Setting	Max Kts	MDA(H)
A	90	740′ (714′) -1
B	120	
C	140	740′ (714′) -2
D	165	740′ (714′) -2¼

TERPS AMEND 8A 9 FEB 2012

CHANGES: VDP distance, with HUTIT minimums.

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ATIS (ASOS when Twr inop)	*MOBILE Approach (R)	HOUSTON Center	*DOWNTOWN Tower	*Ground
135.57	118.5	127.65 when App inop.	CTAF 118.8	121.7

BRIEFING STRIP ™

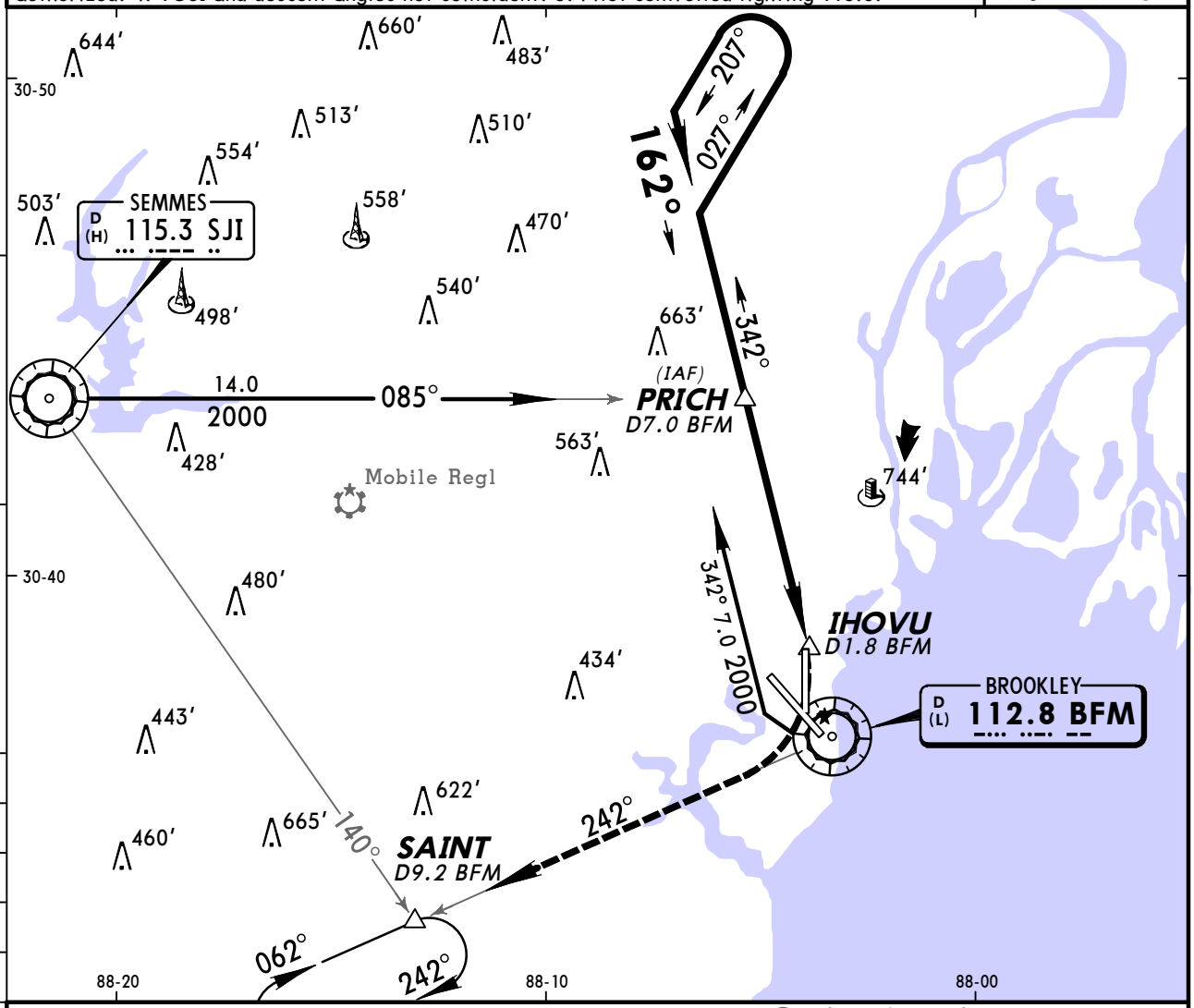
VOR BFM	Final Apch Crs	Minimum Alt PRICH	MDA(H) (CONDITIONAL)	Apt Elev / TDZE
112.8	162°	1800′ (1774′)	540′ (514′)	26′ / 26′

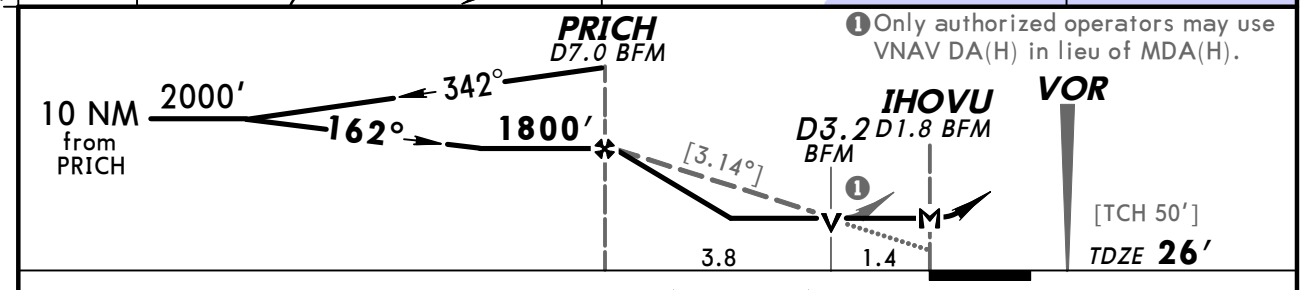
MISSED APCH: Climbing RIGHT turn to 2000′ outbound on BFM VOR R-242 to SAINT INT/D9.2 BFM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting, if not received, use Mobile Regl altimeter setting. 2. VDP not authorized with Mobile Regl altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 118.8.

3100′
MSA BFM VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.14°]	389	500	556	667	778	889
MAP at IHOVU or PRICH to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

PAPI-L | 2000′ RT on BFM 112.8 R-242 | SAINT

TERPS AMEND 2 10 FEB 2011

STRAIGHT-IN LANDING RWY 18		CIRCLE-TO-LAND		
MDA(H) 540′ (514′) With Local Altimeter Setting	MDA(H) 600′ (574′) With Mobile Regl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Mobile Regl Altimeter Setting MDA(H)
A	1	90	680′ (654′)-1	740′ (714′)-1
B		120		
C	1½	140	680′ (654′)-1¾	740′ (714′)-2
D	1¾	165	680′ (654′)-2	740′ (714′)-2¼

CHANGES: None.

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ATIS (ASOS when Twr inop)	*MOBILE Approach (R)	HOUSTON Center	*DOWNTOWN Tower	*Ground
135.57	118.5	127.65 when App inop.	CTAF 118.8	121.7

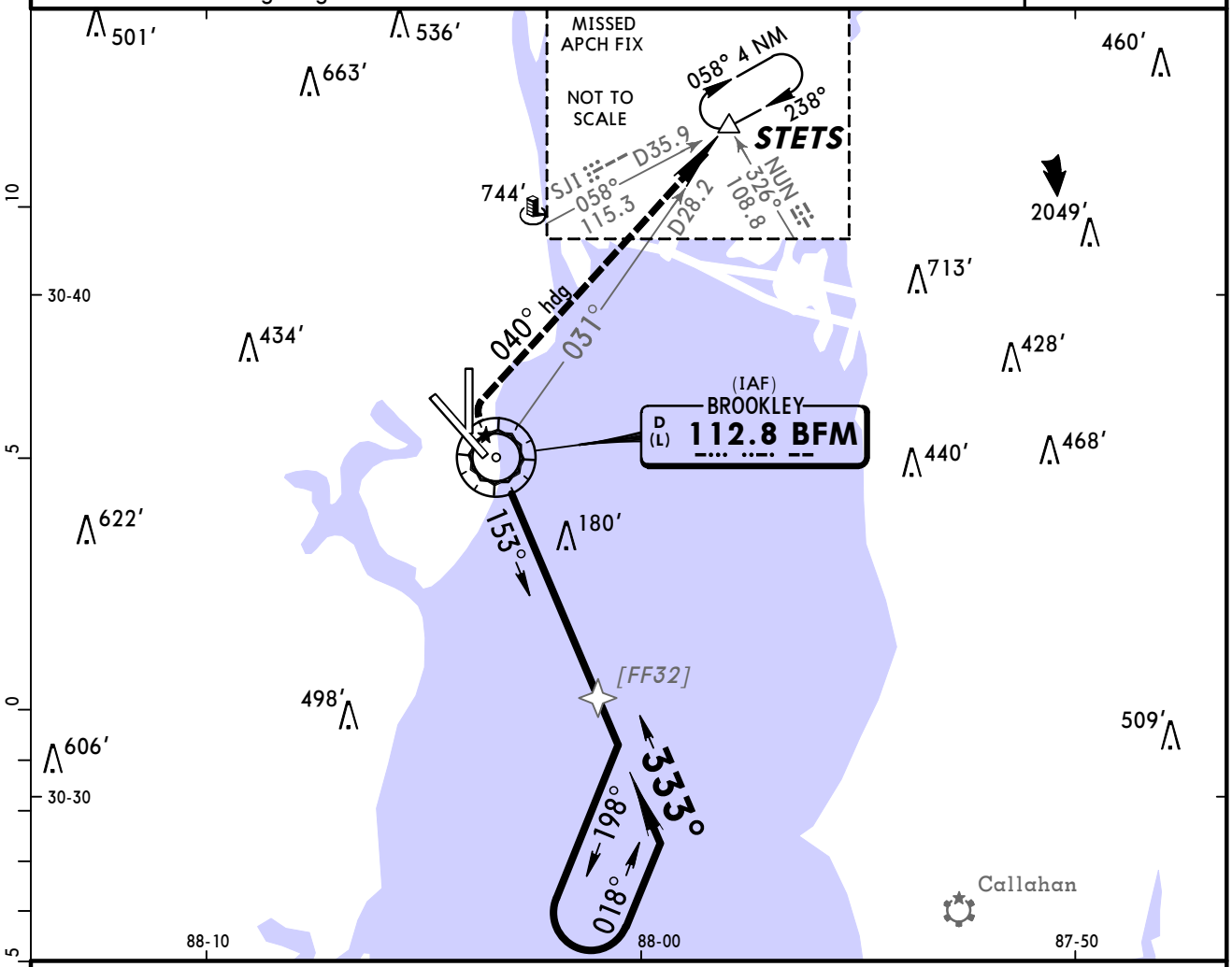
BRIEFING STRIP™

VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 26′
BFM 112.8	333°		540′ (515′)	TDZE 25′

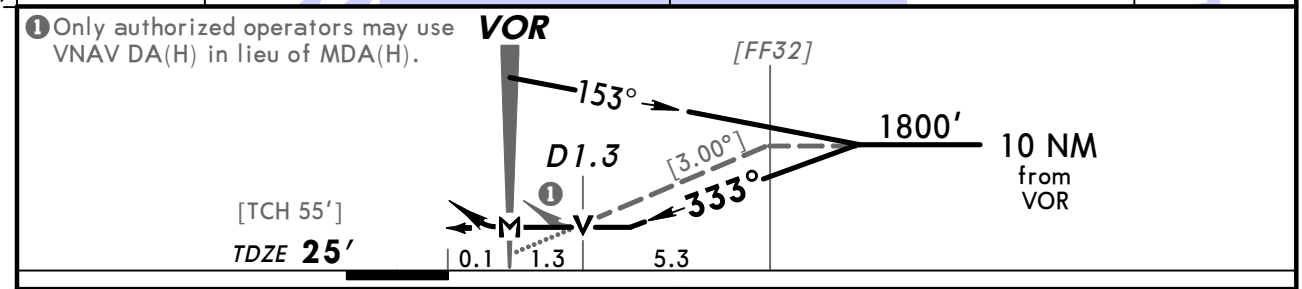
MISSED APCH: Climb to 600′ then climbing RIGHT turn to 2000′ via heading 040° and BFM VOR R-031 to STETS INT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use Local altimeter setting; if not received, use Mobile Regl altimeter setting.
2. Pilot controlled lighting 118.8.

3100′
MSA BFM VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at VOR						

MALSR / PAPI	600′	2000′ RT	via 040° hdg	and BFM 112.8 R-031

TERPS AMEND 11B

STRAIGHT-IN LANDING RWY 32

	With Local Altimeter Setting MDA(H) 540′(515′)			With Mobile Regl Altimeter Setting MDA(H) 600′(575′)		
		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B						
C	RVR 50 or 1	1½		RVR 50 or 1	1½	
D	1¾			1¾		

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Mobile Regl Altimeter Setting MDA(H)
90	540′(514′)-1	600′(574′)-1
120		
140	540′(514′)-1½	600′(574′)-1½
165	580′(554′)-2	640′(614′)-2

CHANGES: VDP, minimums.

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General Information

Location: Birmingham AL USA
IATA Code: BHM
Lat/Long: N33° 33.8' W086° 45.1'
Elevation: 650 ft

Airport Use: Public
Magnetic Variation: 3.0°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1218 Z
Sunset: 2342 Z,

Runway Information

Runway: 06
Length x Width: 12002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 606 ft
Lighting: Edge, ALS, Centerline, TDZ

Runway: 18
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 644 ft
Lighting: Edge, REIL

Runway: 24
Length x Width: 12002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 650 ft
Lighting: Edge, ALS, Centerline
Displaced Threshold: 1200 ft

Runway: 36
Length x Width: 7100 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 633 ft
Lighting: Edge, REIL

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Communication Information

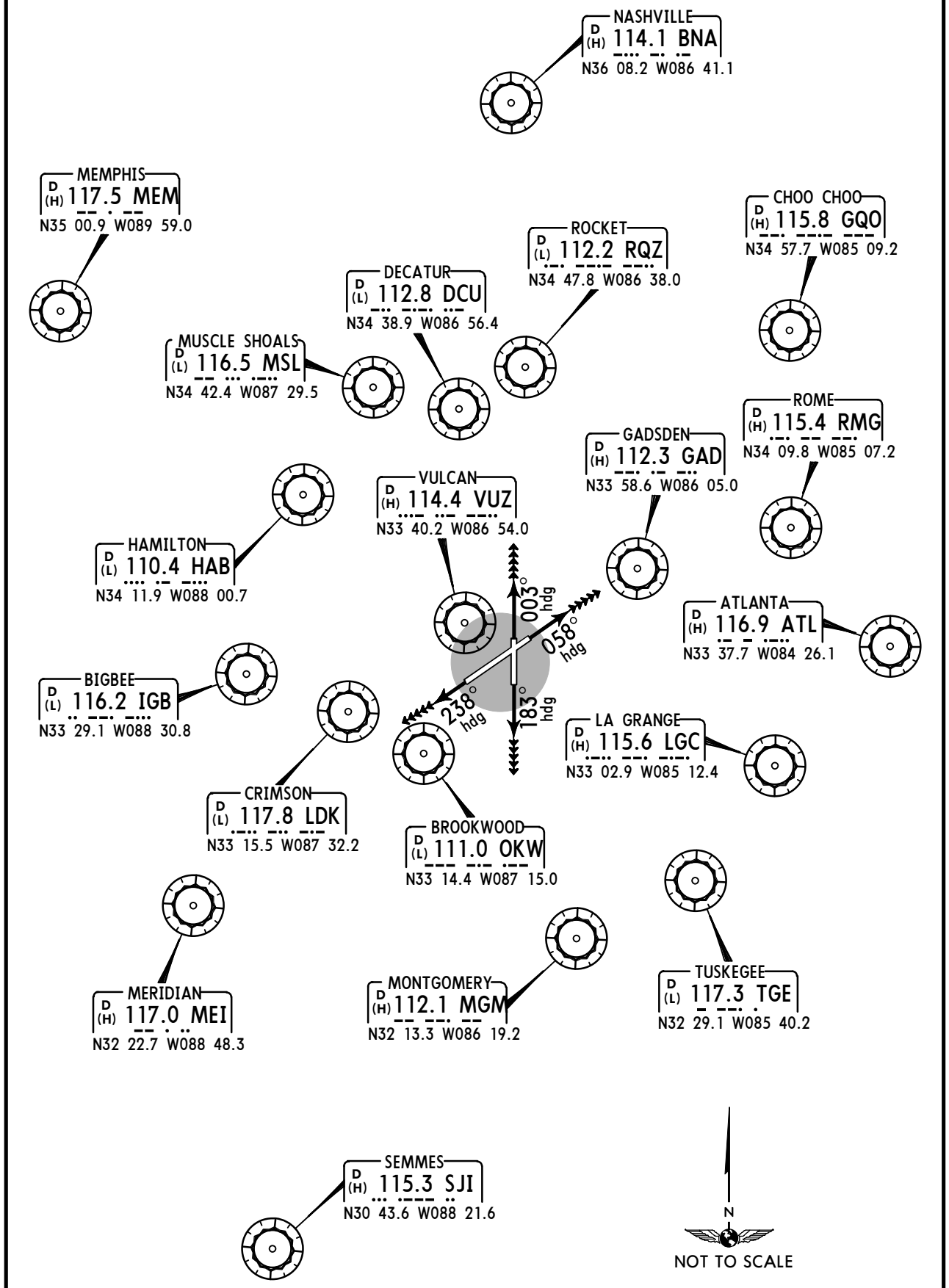
ATIS 119.4
Birmingham Tower 119.9
Birmingham Ground Control 121.7
Birmingham Clearance Delivery 125.675
Birmingham Pre-Taxi Clearance 125.675
Birmingham Approach Control 127.675 (231°-49°)
Birmingham Approach Control 123.8 (50°-230°) Initial Contact
Birmingham App ARSA 127.675 (231°-49°)
Birmingham App ARSA 123.8 (50°-230°)
Birmingham Departure Control 127.675 (231°-49°)
Birmingham Departure Control 123.8 (50°-230°)
Birmingham Intl Unicom 122.95
Pemco Aeroplex Operations 570.3 Military
Pemco Aeroplex Operations 123.2 Military
Dixie Control Operations 1121.7 Military
Army Guard Operations 125.525 Military
Anniston Flight Service Station 123.65 RCO
Anniston Flight Service Station 122.2 RCO

BIRMINGHAM Departure (R) 231°-049°	050°-230°	Apt Elev	Trans level: FL 180 Trans alt: 18000′
127.67	123.8	650′	**RADAR required.**

3700′
MSA VUZ VOR

BIRMINGHAM FOUR DEPARTURE (BHM4.BHM)

For Procedure Text and Takeoff Minimums see 10-3-1.



CHANGES: Procedure revised, new format.

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BIRMINGHAM FOUR DEPARTURE (BHM4.BHM)

For Procedure Graphic see 10-3

PROCEDURE TEXT

This SID requires take-off minimums (for standard minimums, refer to airport chart):
Rwy 6: 300-1 3/4 with minimum climb of 282′ per NM to **1800′** or standard (or lower than standard, if authorized) with minimum climb of 421′ per NM to **1800′.**
Rwy 18: 600-3 with minimuim climb of 221′ per NM to **1500′** or standard (or lower than standard, if authorized) with minimum climb of 450′ per NM to **1500′.**
Rwy 24: Standard (or lower than standard, if authorized) with minimum climb of 271′ per NM to **1400′.**
Rwy 36: 300-1 1/2 or standard (or lower than standard, if authorized) with minimum climb of 598′ per NM to **1000′.**

Gnd speed-KT	75	100	150	200	250	300
221′ per NM	276	368	553	737	921	1105
271′ per NM	339	452	678	903	1129	1355
282′ per NM	353	470	705	940	1175	1410
421′ per NM	526	702	1053	1403	1754	2105
450′ per NM	563	750	1125	1500	1875	2250
598′ per NM	748	997	1495	1993	2492	2990

OBSTACLES
Rwy 6: Terrain and trees beginning 1455′ from DER, 1′ RIGHT of centerline, up to 88′ AGL/767′ MSL. Trees 4106′ from DER, 1291′ LEFT of centerline, up to 51′ AGL/870′ MSL. Trees 1.1 NM from DER, 1375′ LEFT of centerline, up to 58′ AGL/897′ MSL. Trees 1.3 NM from DER, 1900′ LEFT of centerline, up to 40′ AGL/879′ MSL.
Rwy 18: Tower, poles, and trees beginning 772′ from DER, 174′ LEFT of centerline, up to 99′ AGL/749′ MSL. Terrain, poles, and trees beginning 537′ from DER, 10′ RIGHT of centerline, up to 51′ AGL/690′ MSL. Tower 1.7 NM from DER, 1695′ LEFT of centerline, 150′ AGL/1219′ MSL. Building 2.5 NM from DER, 2196′ RIGHT of centerline, 210′ AGL/1070′ MSL.
Rwy 24: Sign and trees beginning 990′ from DER, 563′ LEFT of centerline, up to 52′ AGL/671′ MSL.
Rwy 36: Terrain beginning 161′ from DER, 232′ LEFT of centerline, 715′ MSL. Fence, vehicles on road, pole, and trees beginning 129′ from DER, 1′ RIGHT of centerline, up to 72′ AGL/791′ MSL. Pole 2342′ from DER, 326′ LEFT of centerline, 40′ AGL/819′ MSL. Trees 4876′ from DER, 522′ LEFT of centerline, up to 70′ AGL/889′ MSL. Trees 1.3 NM from DER, 1554′ RIGHT of centerline, up to 62′ AGL/881′ MSL.

RWY	INITIAL CLIMB	ALTITUDE
6	Climb heading 058°.	**MAINTAIN 4000′** or assigned lower altitude
18	Climb heading 183°.	
24	Climb heading 238°.	
36	Climb heading 003°.	

ROUTING

EXPECT vectors to filed route. EXPECT clearance to filed altitude 10 minutes after departure.

CHANGES: New chart.

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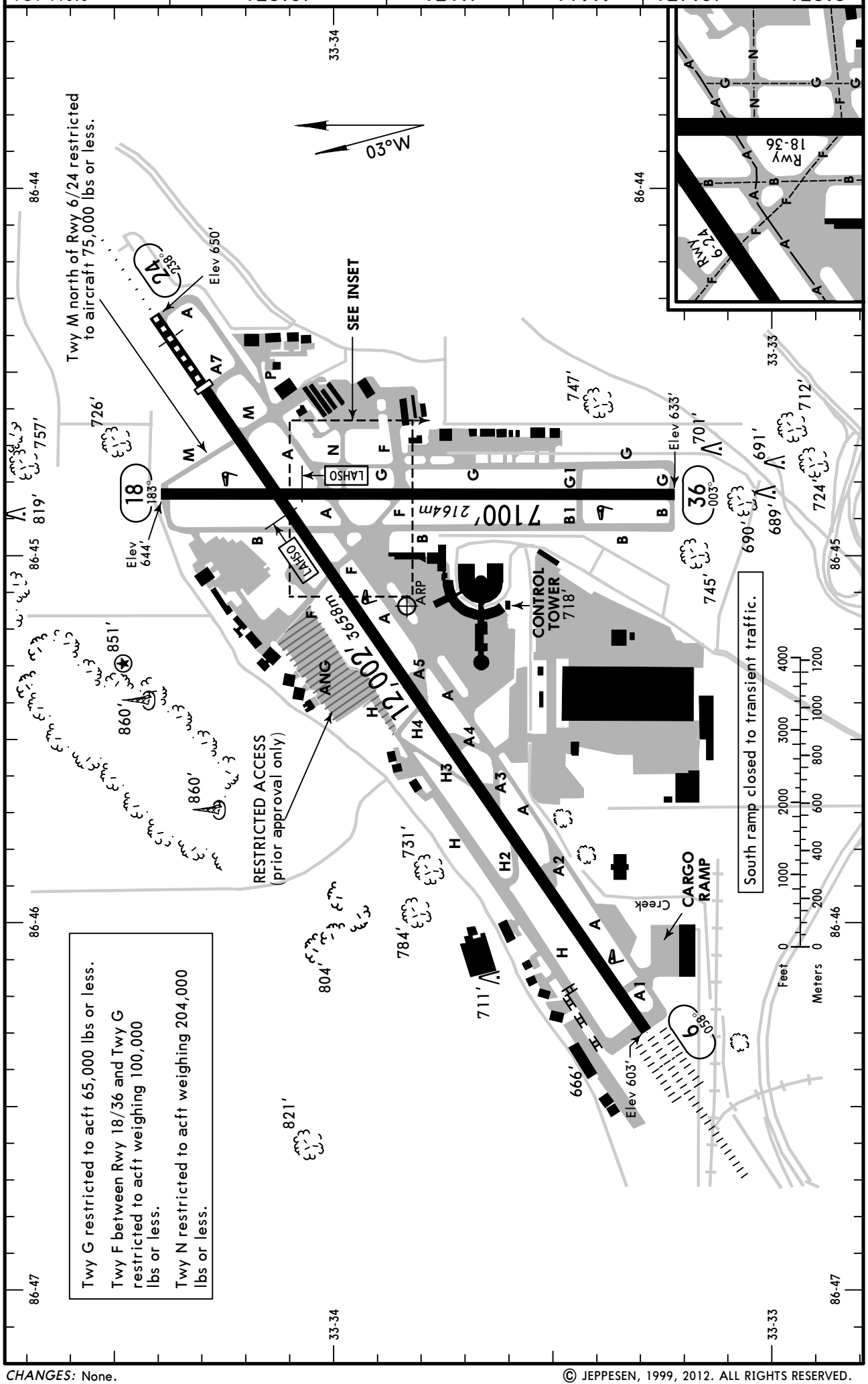
ATIS	BIRMINGHAM Clearance (Cpt)	Ground	Tower	BIRMINGHAM Departure (R) 231°-049°	050°-230°
119.4 VOT 110.0	125.67	121.7	119.9	127.67	123.8



CHANGES: None.

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GENERAL

Weather systems processor.
Birds in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
6	HIRL CL ALSF-II TDZ PAPI-L(angle 3.0°) grooved RVR		10,984' 3348m	18/36 8700' 2652m		150' 46m
24	HIRL CL MALSR PAPI-L(angle 3.0°) grooved RVR	10,802' 3292m	9567' 2916m			
18	MIRL REIL PAPI-L (angle 3.2°) grooved					150' 46m
36	MIRL REIL grooved			6/24 5150' 1570m		

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwy 24

2 operating RVRs are required All operating RVRs are controlling: CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwy 36

With Mim climb of 598'/NM to 1000': Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	Other
1/4	1/2	1	300-1 1/2

Rwy 6

With Mim climb of 421'/NM to 1800': Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	With Mim climb of 282'/NM to 1800'
RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	300-1 3/4

Rwy 18

With Mim climb of 450'/NM to 1500': Adequate Vis Ref	STD 3 & 4 Eng	STD 1 & 2 Eng	With Mim climb of 221'/NM to 1500'
1/4	1/2	1	600-3

OBSTACLE DP

Rwy 6, climb heading 058° to 1500' before proceeding on course. Rwy 18, climb heading 183° to 2300' before proceeding on course. Rwy 24, climb heading 253° to 2200' before proceeding on course. Rwy 36, climb heading 003° to 1400' before proceeding on course.

FOR FILING AS ALTERNATE

	ILS Rwy 6 ILS Rwy 24	LOC Rwy 6 LOC Rwy 18 LOC DME Rwy 24 RNAV (GPS) Y Rwy 6 RNAV (GPS) Rwy 18 RNAV (GPS) Y Rwy 24	Authorized Only When Local Weather Available RNAV (RNP) Z Rwy 6 RNAV (RNP) Z Rwy 24	RNAV (GPS) Rwy 36
A	600-2	800-2	800-2	900-2
B				
C				900-2 1/2
D				900-2 3/4

AMEND 6

CHANGES: Take-off minimums, obstacle DP.

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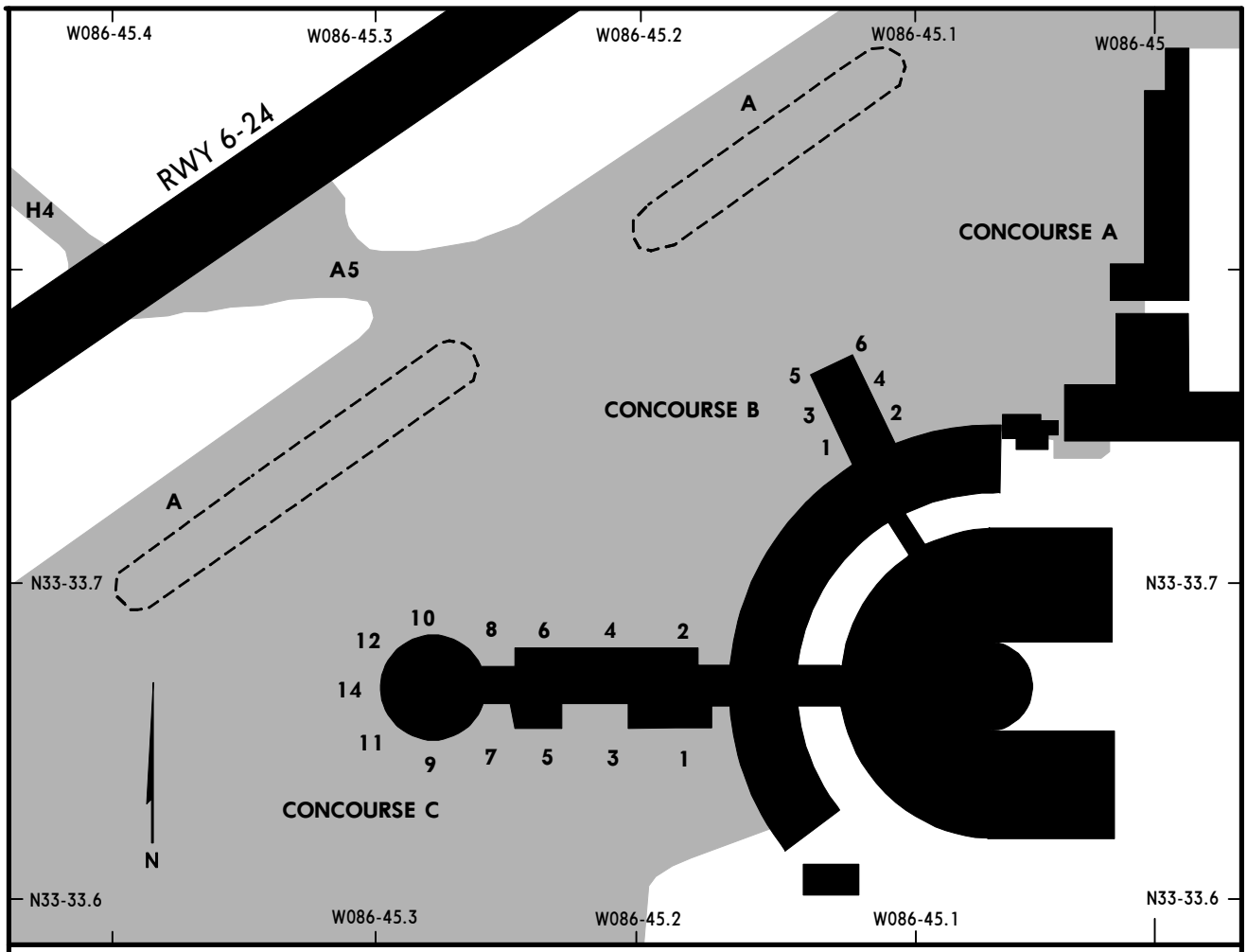

PARKING GATE COORDINATES

GATE No.	COORDINATES
Concourse B	
B1 thru B6	N33 33.8 W086 45.1
Concourse C	
C1 thru C6	N33 33.7 W086 45.2
C7, C8	N33 33.7 W086 45.3
C10, C12, C14	N33 33.7 W086 45.3
C9, C11	N33 33.6 W086 45.3

CHANGES: Drainage areas added.

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ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

BRIEFING STRIP™

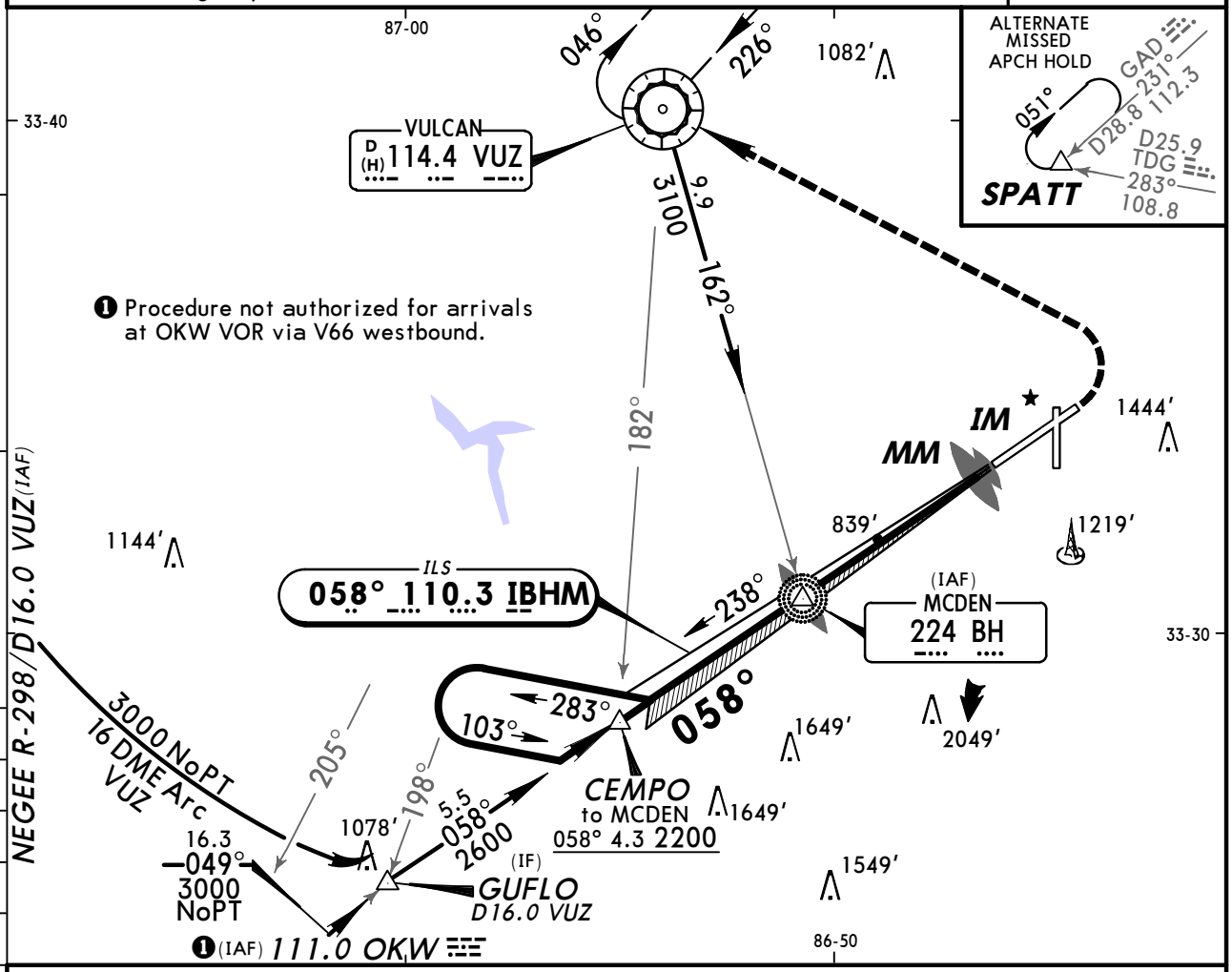
LOC IBHM	Final Apch Crs	GS MCDEN	ILS DA(H)	Apt Elev 650′
110.3	058°	2121′ (1515′)	806′ (200′)	TDZE 606′

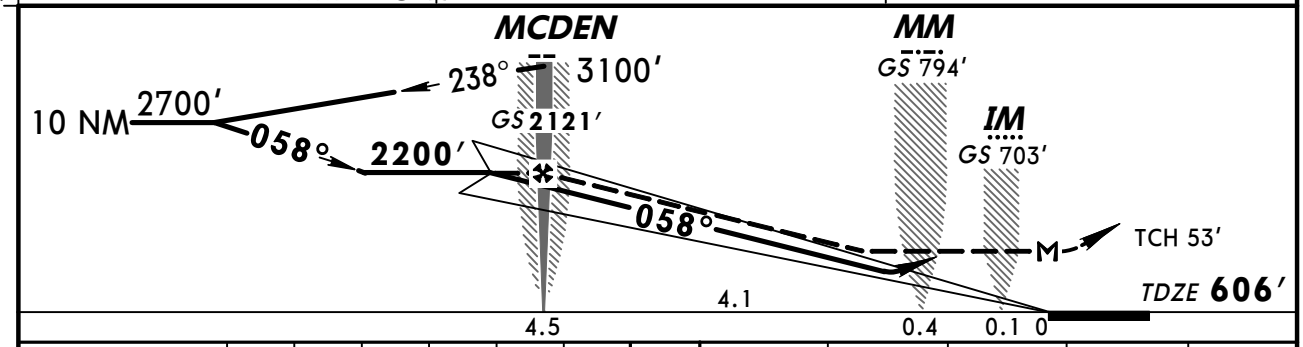
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct VUZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident.

3700′
MSA BH LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	754	861
MCDEN to MAP 4.5	3:51	3.00	2:42	2:15	1:56	1:41

ALSF-II PAPI 2000′ 3000′ LT D VUZ 114.4

STRAIGHT-IN LANDING RWY 6

	ILS DA(H) 806′ (200′)			LOC (GS out) MDA(H) 1120′ (514′)	
	FULL	TDZ or CL out	ALS out		ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1
B					
C				RVR 50 or 1	1½
D				RVR 60 or 1¼	1¾

TERPS AMEND 42 22 OCT 2009

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

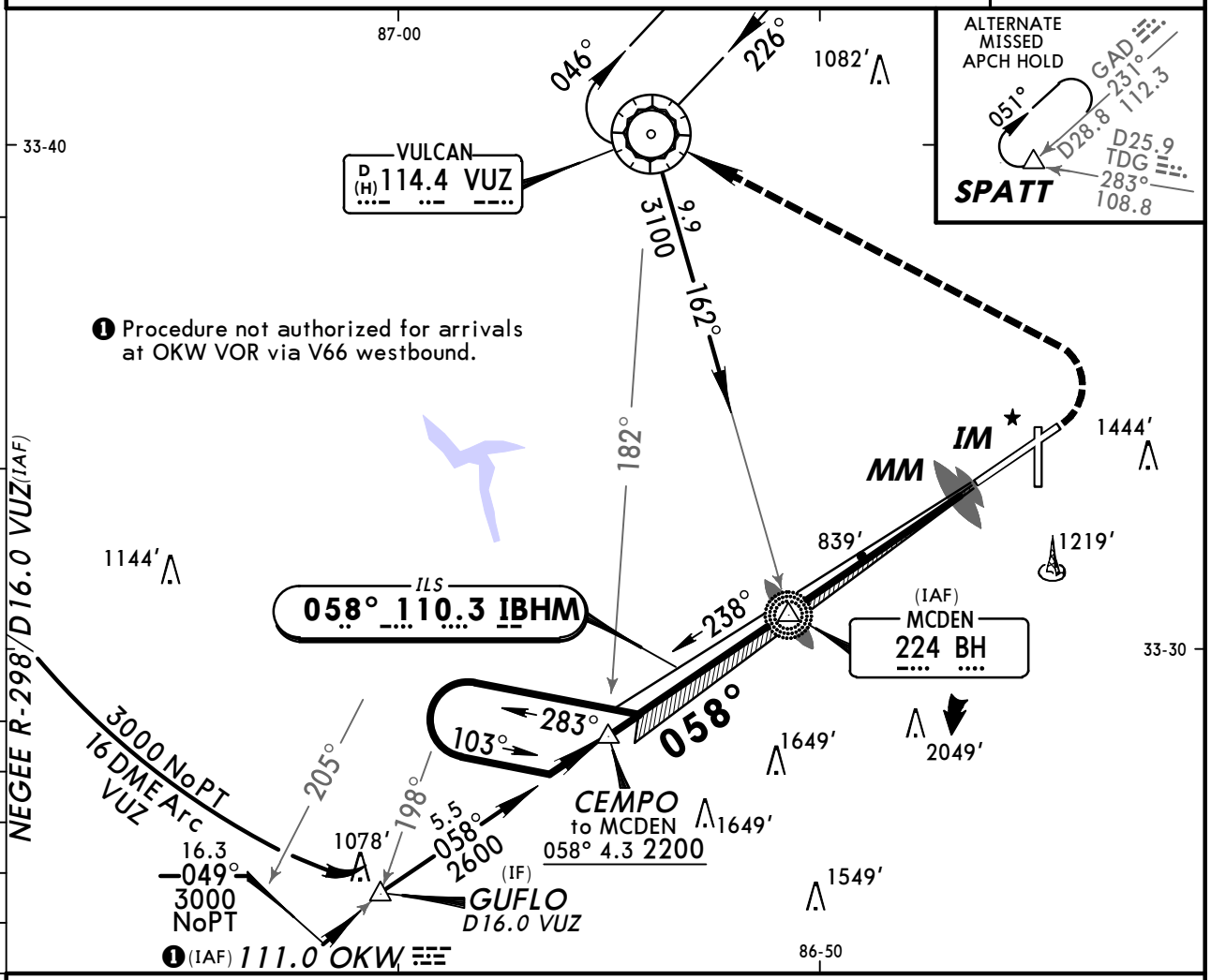
LOC	Final Apch Crs	GS	CAT II ILS	Apt Elev 650′
IBHM 110.3	058°	MCDEN 2121′ (1515′)	RA 118′ DA(H) 706′ (100′)	TDZE 606′

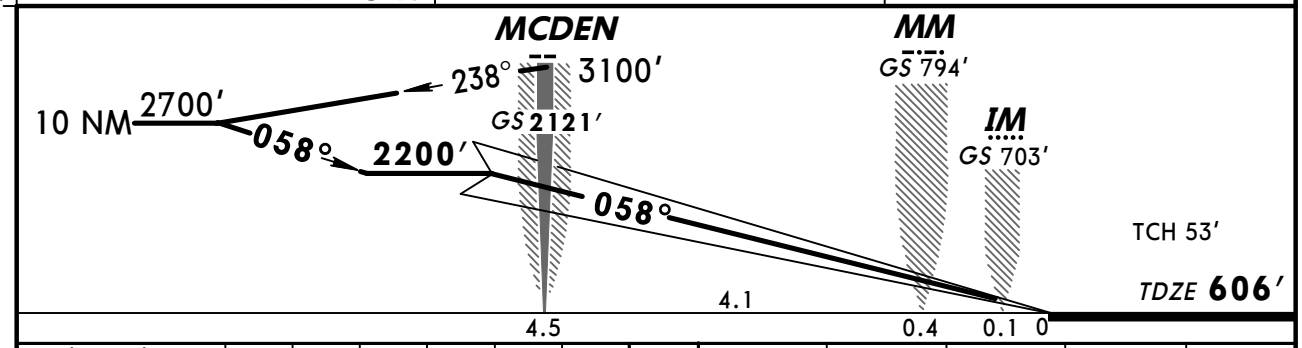
MISSED APCH: Climb to 2000′ then climbing LEFT turn to 3000′ direct VUZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification Required. 2. VGSI and ILS glidepath not coincident.

3700′
MSA BH LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	754	861

ALSF-II PAPI | 2000′ | 3000′ LT | D | VUZ 114.4

STRAIGHT-IN LANDING RWY6
CAT II ILS

RA 118′
DA(H) **706′** (100′)

RVR 12

TERPS AMEND 42 22 OCT 2009

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

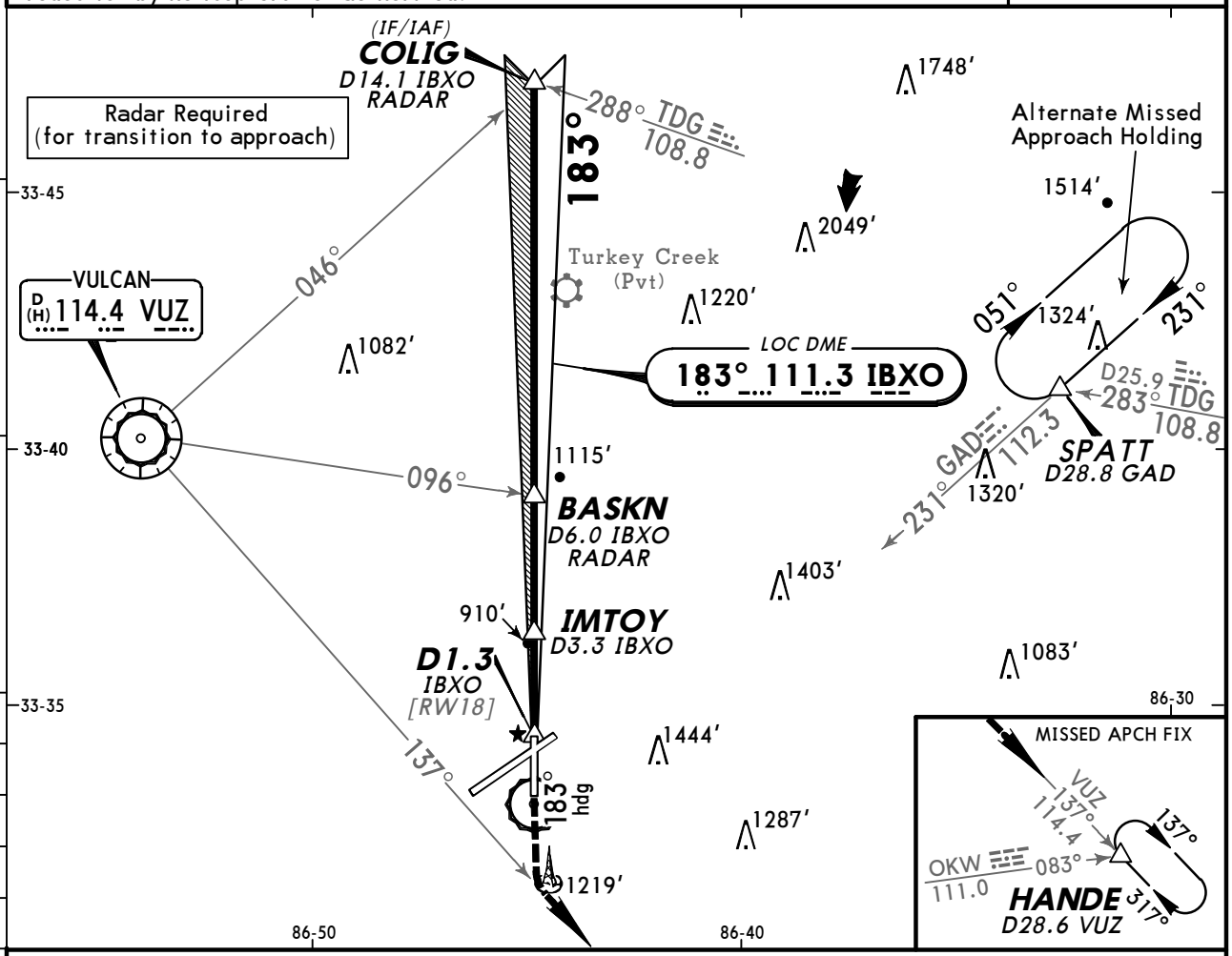
LOC IBXO	Final Apch Crs	Minimum Alt BASKN	MDA(H) (CONDITIONAL)	Apt Elev 650′
111.3	183°	2300′ (1656′)	1200′ (556′)	Rwy 18 644′

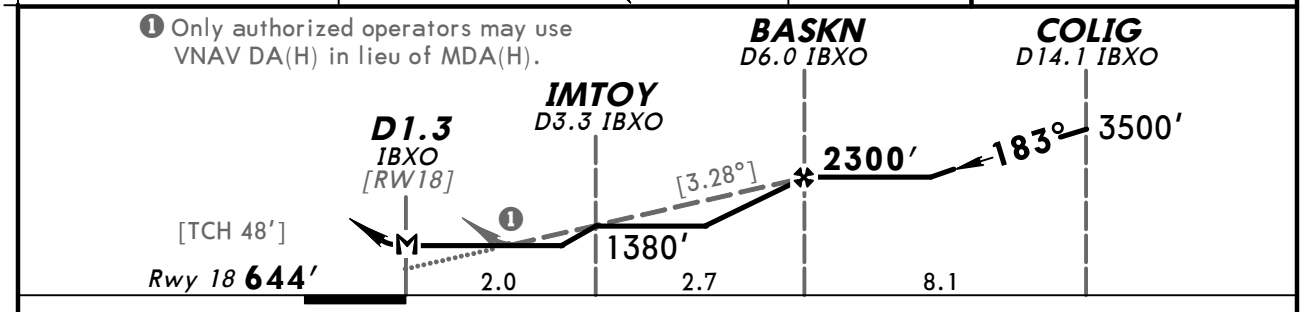
MISSED APCH: Climb to 1500′ on heading 183° then climbing LEFT turn to 3800′ on VUZ VOR R-137 outbound to HANDE INT/D28.6 VUZ and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or Radar required. 2. Procedure not authorized at night. 3. Visibility reduction by helicopters not authorized.

3700′
MSA VUZ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.28°]	406	522	580	696	813	929
MAP at D1.3 IBXO or BASKN to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

REIL PAPI-L	1500′ ↑	on 183° hdg	3800′ LT ↰	VUZ 114.4 R-137

TERPS

STRAIGHT-IN LANDING RWY 18

	DAY		NIGHT
	MDA(H) 1200′ (556′) With IMTOY	MDA(H) 1380′ (736′) Without IMTOY	
A	1	1	NA
B			
C	1⅝	2	
D			

TERPS AMEND 2 15 DEC 2011

CHANGES: Procedure.

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BRIEFING STRIP TM

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

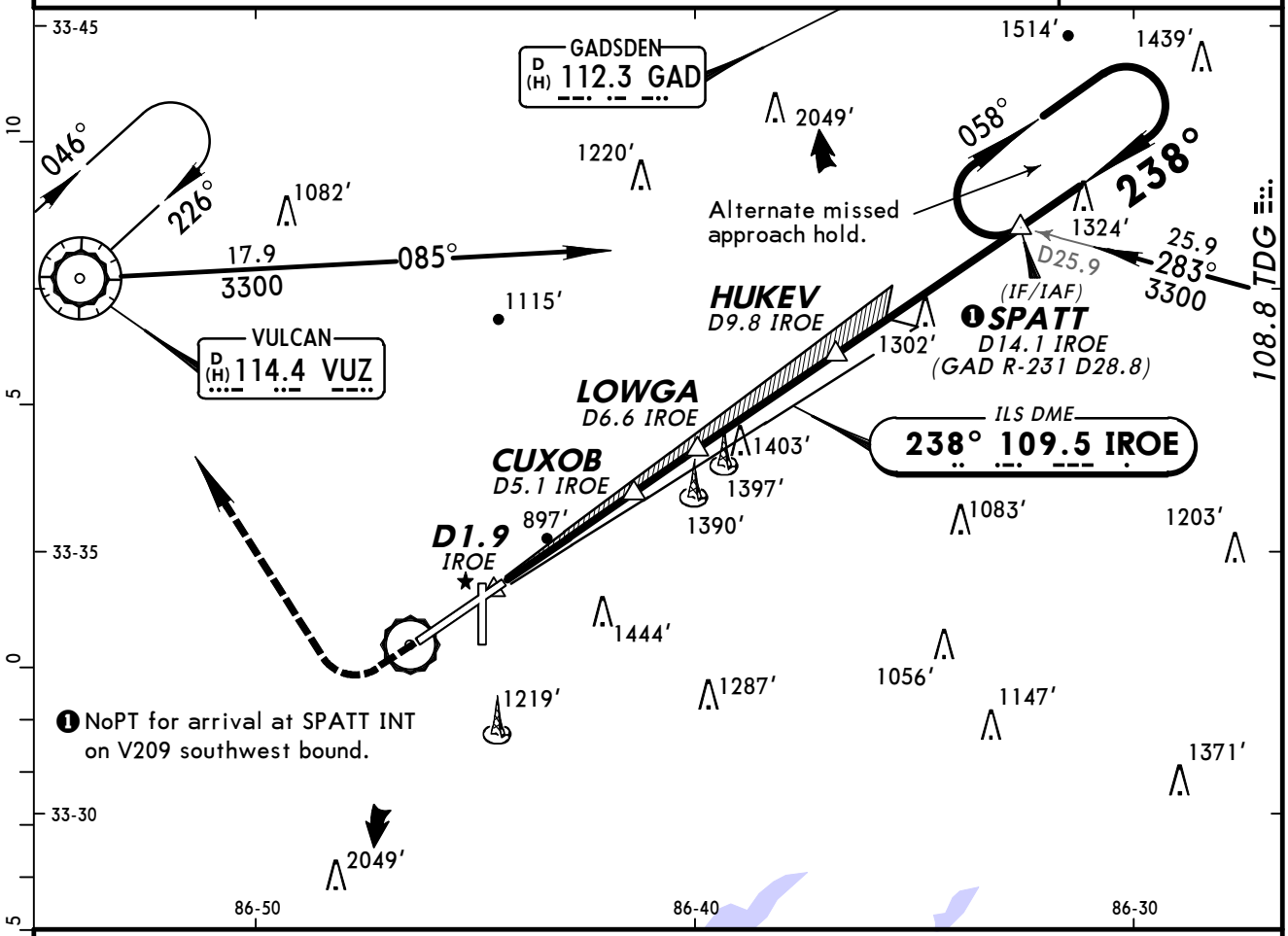
LOC IROE	Final Apch Crs	GS LOWGA	ILS DA(H)	Apt Elev 650′
109.5	238°	2200′ (1550′)	942′ (292′)	TDZE 650′

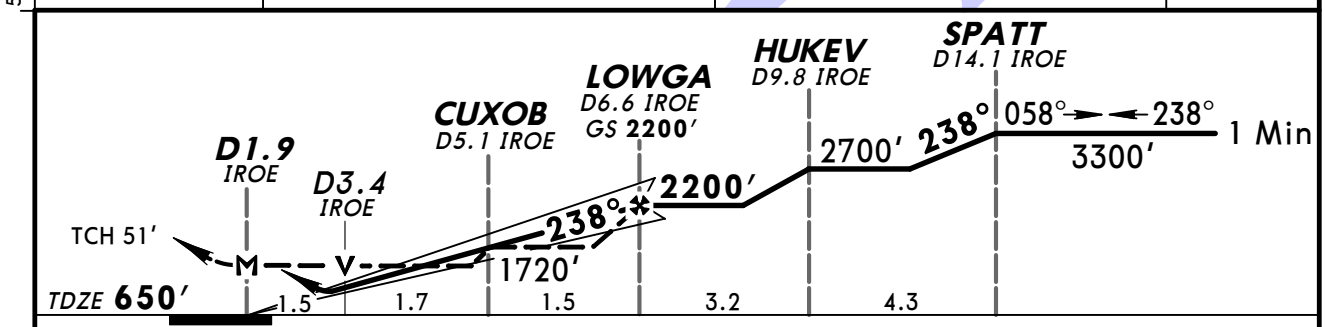
MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3000′ direct VUZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident. 2. Visibility reduction by helicopters not authorized.

3700′
MSA VUZ VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at D1.9 IROE						

MALSR
PAPI
2000′
3000′ RT
D
VUZ 114.4

STRAIGHT-IN LANDING RWY 24

	ILS DA(H) 942′ (292′) FULL	ILS DA(H) 942′ (292′) RAIL or ALS out	LOC (GS out) MDA(H) 1160′ (510′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	RVR 40 or ¾		RVR 40 or ¾		RVR 50 or 1
B					
C			RVR 50 or 1	1½	
D					

TERPS AMEND 2 22 OCT 2009

CHANGES: None.

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KBHM/BHM -SHUTTLESWORTH INTL

JEPPESEN 17 SEP 10 (12-1) Eff 23 Sep

BIRMINGHAM, ALA RNAV (GPS) Y Rwy 6

BRIEFING STRIP™

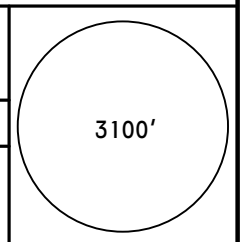
ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 650′
Ch 82014 W-06A	058°	JUSGO 2200′ (1594′)	806′ (200′)	TDZE 606′

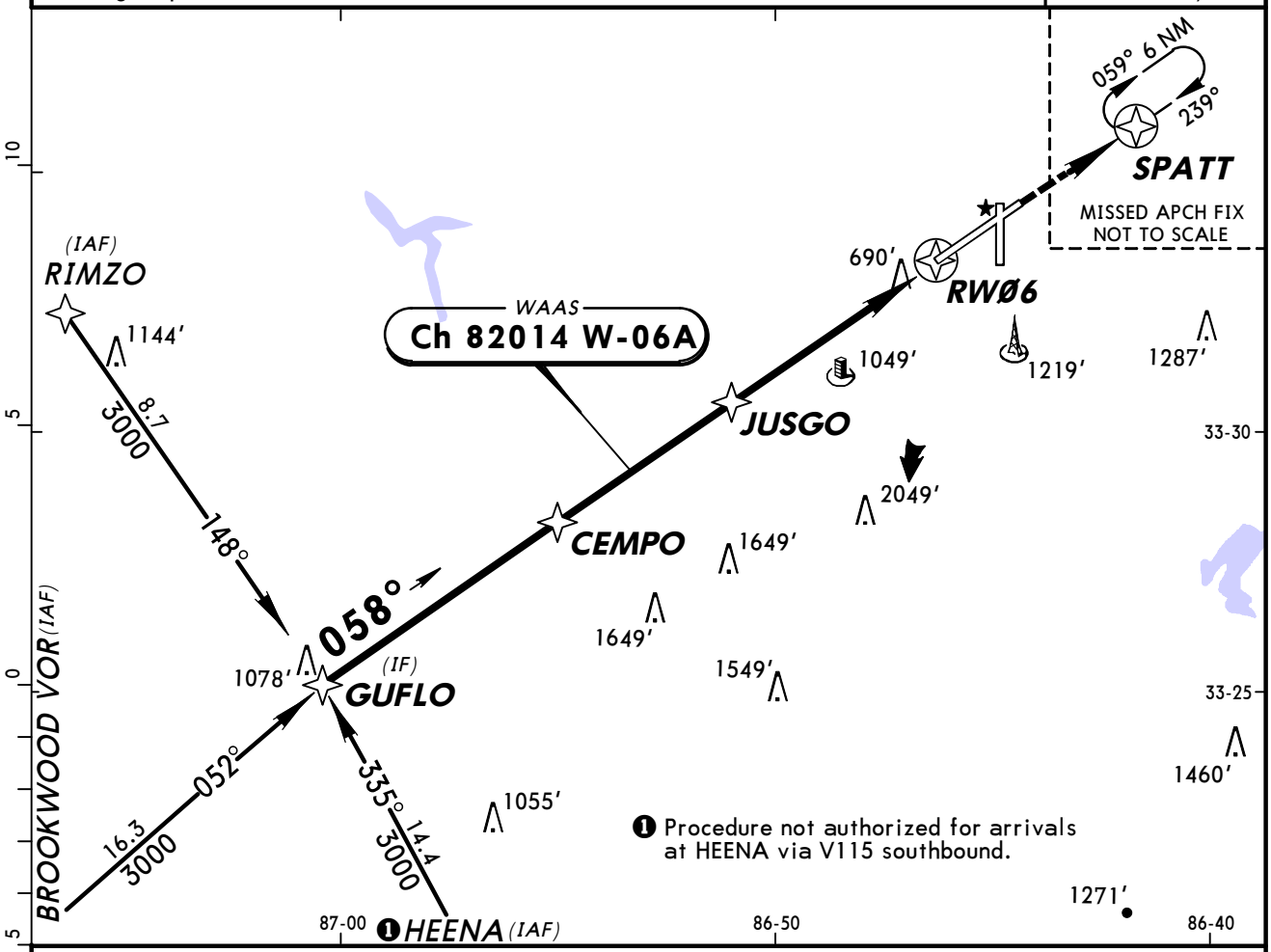
MISSED APCH: Climb to 3300′ direct SPATT and hold.

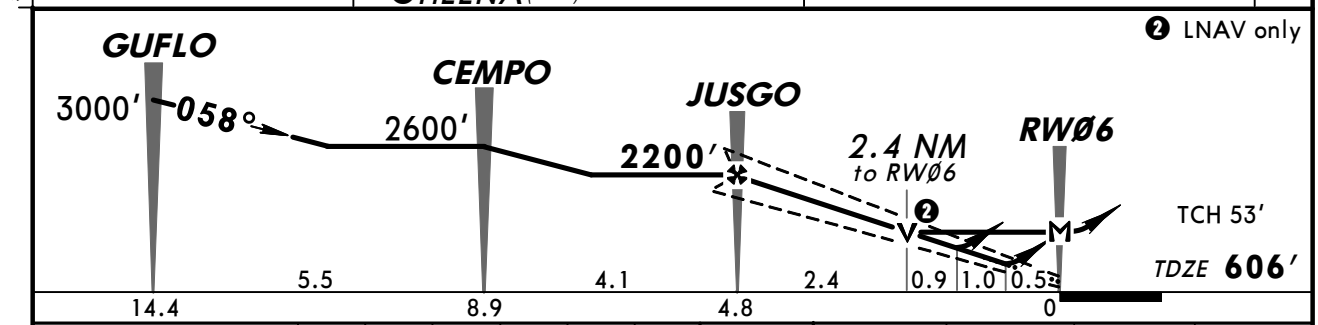
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. VGSI and RNAV glidepath not coincident.



MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

ALSF-II PAPI 3300′ D SPATT

STRAIGHT-IN LANDING RWY 6

	LPV DA(H) 806′ (200′)		LNAV/VNAV DA(H) 1120′ (514′)		LNAV MDA(H) 1440′ (834′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 60 or 1¼	1¾	RVR 24 or ½	RVR 50 or 1
B					RVR 40 or ¾	RVR 60 or 1¼
C					2	2½
D					2¼	2¾

TERPS AMEND 1A 23 SEP 2010

CHANGES: Procedure name.

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KBHM/BHM
-SHUTTLESWORTH INTL

JEPPESEN
17 SEP 10 (12-2) Eff 23 Sep

BIRMINGHAM, ALA
RNAV (GPS) RWY 18

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 650′
	183°	BASKN 2300′ (1656′)	1200′ (556′)	TDZE 644′

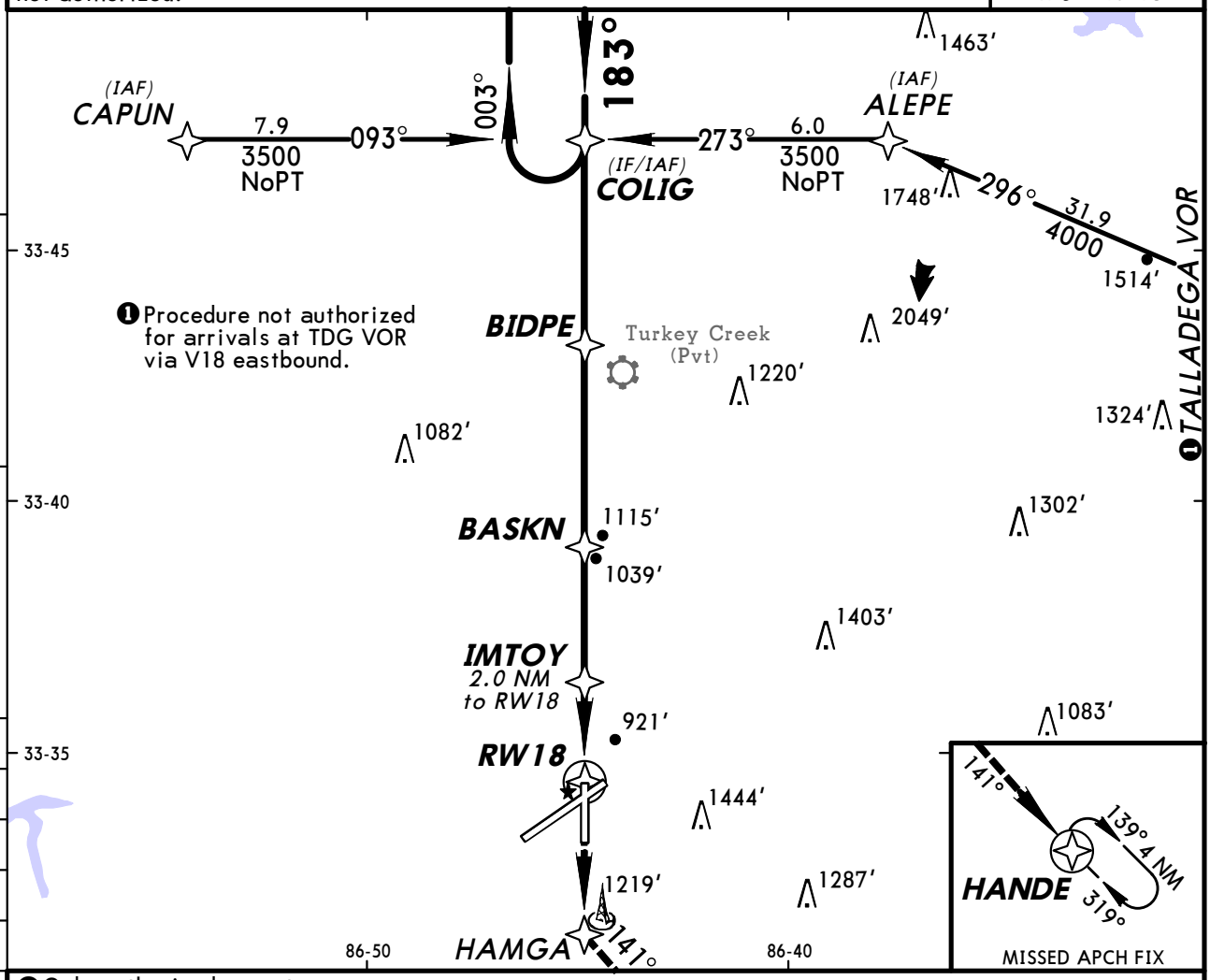
MISSED APCH: Climb to 3800′ direct HAMGA and via 141° track to HANDE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

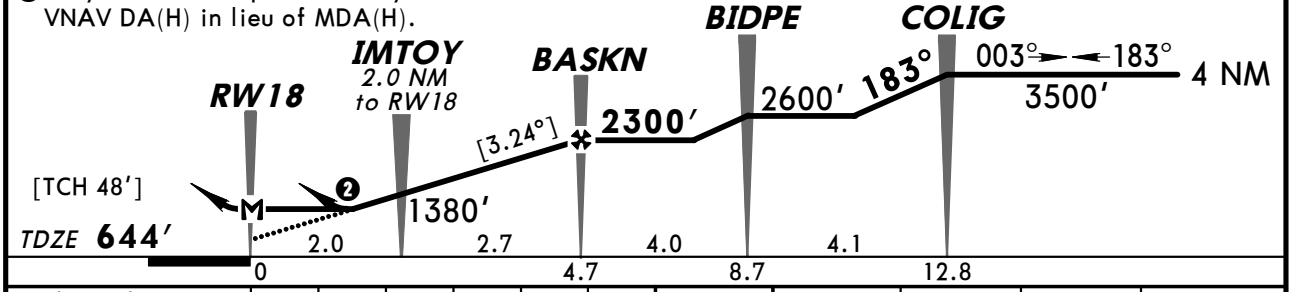
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized.

3100′
MSA RW18

BRIEFING STRIP ™



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.24°]	401	516	573	688	803	917
MAP at RW18						

REIL
PAPI-L
3800′
HAMGA

STRAIGHT-IN LANDING RWY 18

LNAV
MDA(H) **1200′** (556′)

A	1
B	
C	1½
D	1¾

TERPS AMEND 1 22 OCT 2009

CHANGES: None.

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KBHM/BHM -SHUTTLESWORTH INTL

JEPPESEN

17 SEP 10
Eff 23 Sep
(12-3)

BIRMINGHAM, ALA
RNAV (GPS) Y Rwy 24

BRIEFING STRIP ™

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

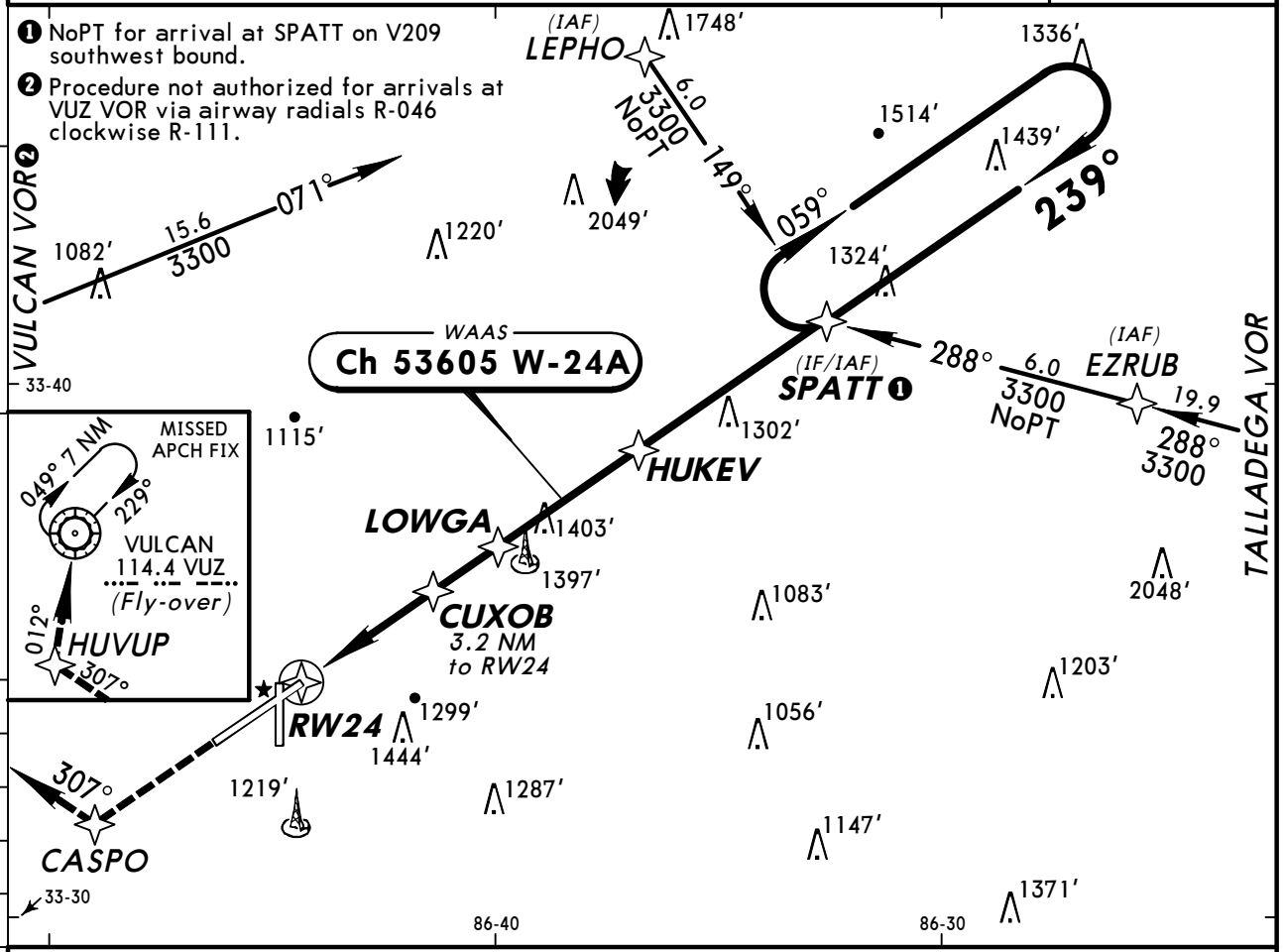
WAAS	Final Apch Crs	Minimum Alt LOWGA	LPV DA(H)	Apt Elev 650′
Ch 53605 W-24A	239°	2200′ (1550′)	971′ (321′)	TDZE 650′

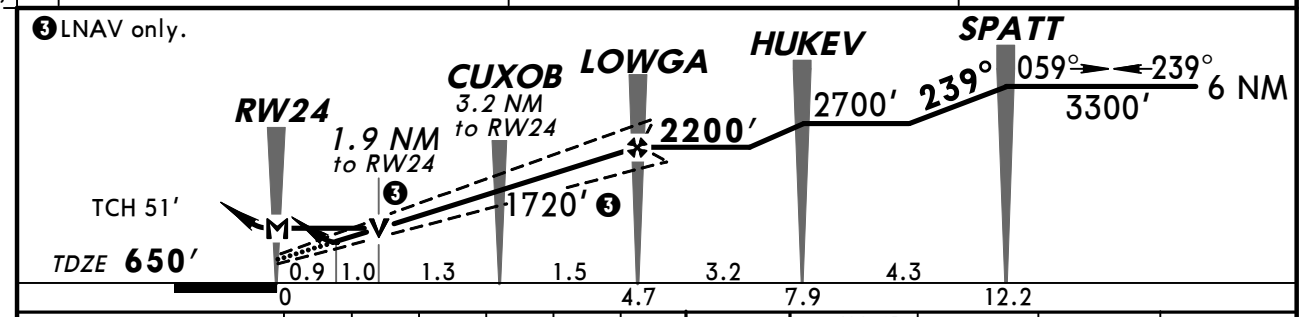
MISSED APCH: Climb to 3000′ direct CASPO and via 307° track to HUVUP and via 012° track to VUZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. VGSI and RNAV glidepath not coincident.
3. Visibility reduction by helicopters not authorized.

3100′
MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

MALSR
PAPI
3000′
CASPO

STRAIGHT-IN LANDING RWY 24

	LPV DA(H) 971′ (321′)		LNAV MDA(H) 1320′ (670′)		
		RAIL or ALS out		RAIL out	ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 40 or ¾		RVR 50 or 1
B					
C			RVR 60 or 1¼	1¾	
D			1½	2	

TERPS AMEND 2A 23 SEP 2010

CHANGES: Procedure name.

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KBHM/BHM -SHUTTLESWORTH INTL

JEPPESEN 17 SEP 10 (12-4) Eff 23 Sep

BIRMINGHAM, ALA RNAV (GPS) Rwy 36

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 650′
	003°	BERFY 2300′ (1667′)	1480′ (847′)	TDZE 633′

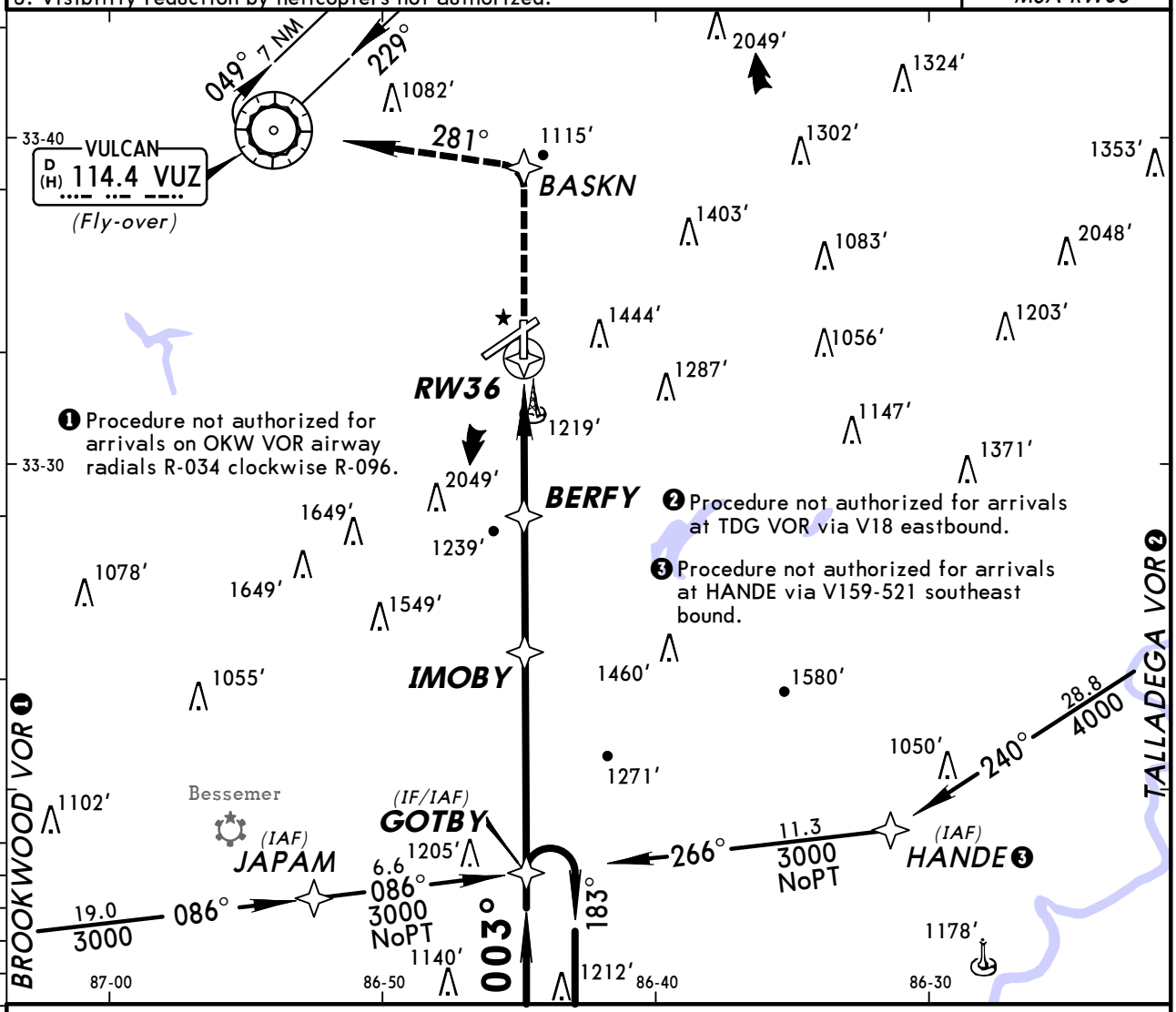
MISSED APCH: Climb to 3000′ direct BASKN and via 281° track to VUZ VOR and hold.

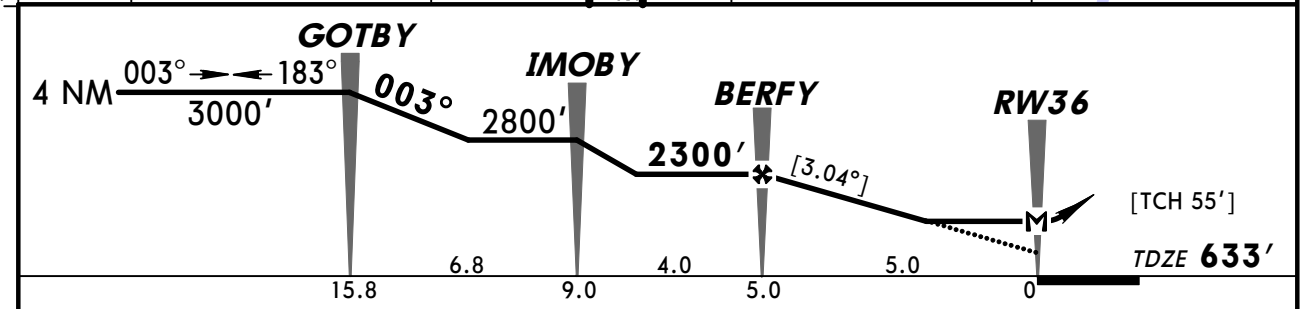
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. Procedure not authorized at night.
3. Visibility reduction by helicopters not authorized.

3100′ MSA RW36

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW36						

REIL | 3000′ | BASKN

STRAIGHT-IN LANDING RWY 36

LNAV

	DAY MDA(H) 1480′ (847′)	NIGHT
A	1	NA
B	1¼	
C	2½	
D	2¾	

TERPS AMEND 1 22 OCT 2009

CHANGES: None.

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BRIEFING STRIP ™

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

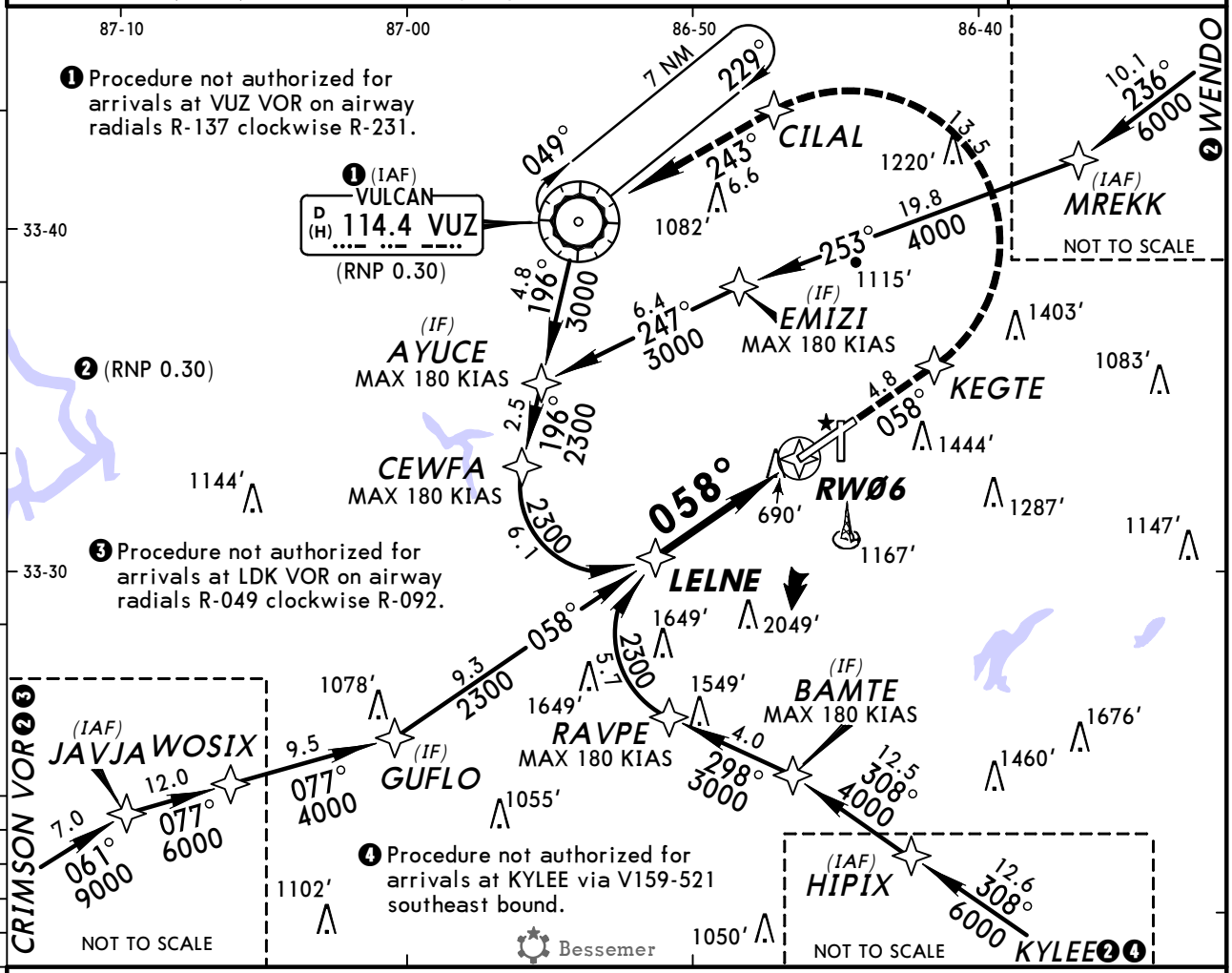
RNAV	Final Apch Crs	Minimum Alt LELNE	RNP 0.30 DA(H)	Apt Elev 650′
	058°	2300′ (1694′)	1115′ (509′)	TDZE 606′

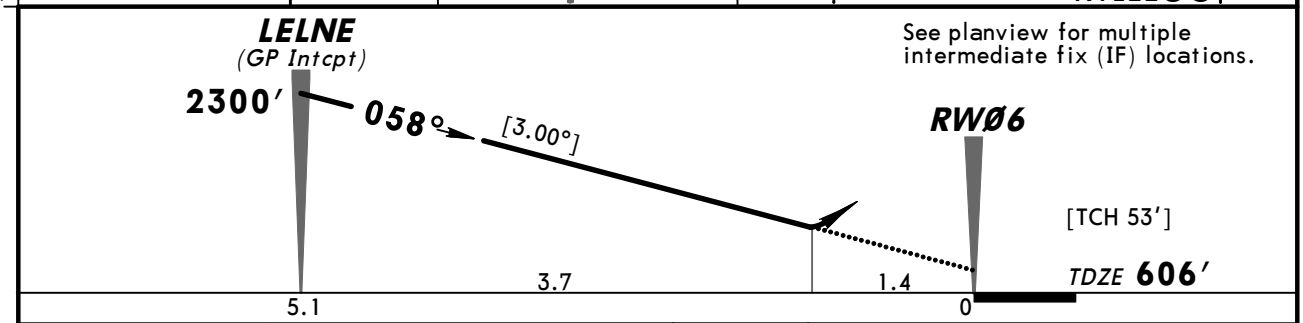
MISSED APCH: Climb to 3000′ on track 058° to KEGTE and LEFT turn to CILAL and track 243° to VUZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (18°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident.

3200′
MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

ALSF-II
PAPI
3000′ on 058° KEGTE

STRAIGHT-IN LANDING RWY 6
RNP 0.30
DA(H) **1115′** (509′)

		ALS out
A	RVR 60 or 1¼	1¾
B		
C		
D		

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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KBHM/BHM
-SHUTTLESWORTH INTL

JEPPESEN

22 JUL 11 (12-21)

BIRMINGHAM, ALA
RNAV (RNP) Z Rwy 24

BRIEFING STRIP ™

ATIS	BIRMINGHAM Approach (R)	BIRMINGHAM Tower	Ground
119.4	123.8	119.9	121.7

RNAV	Final Apch Crs	Minimum Alt LOWGA	RNP 0.15 DA(H)	Apt Elev 650′
	239°	2200′ (1550′)	1139′ (489′)	TDZE 650′

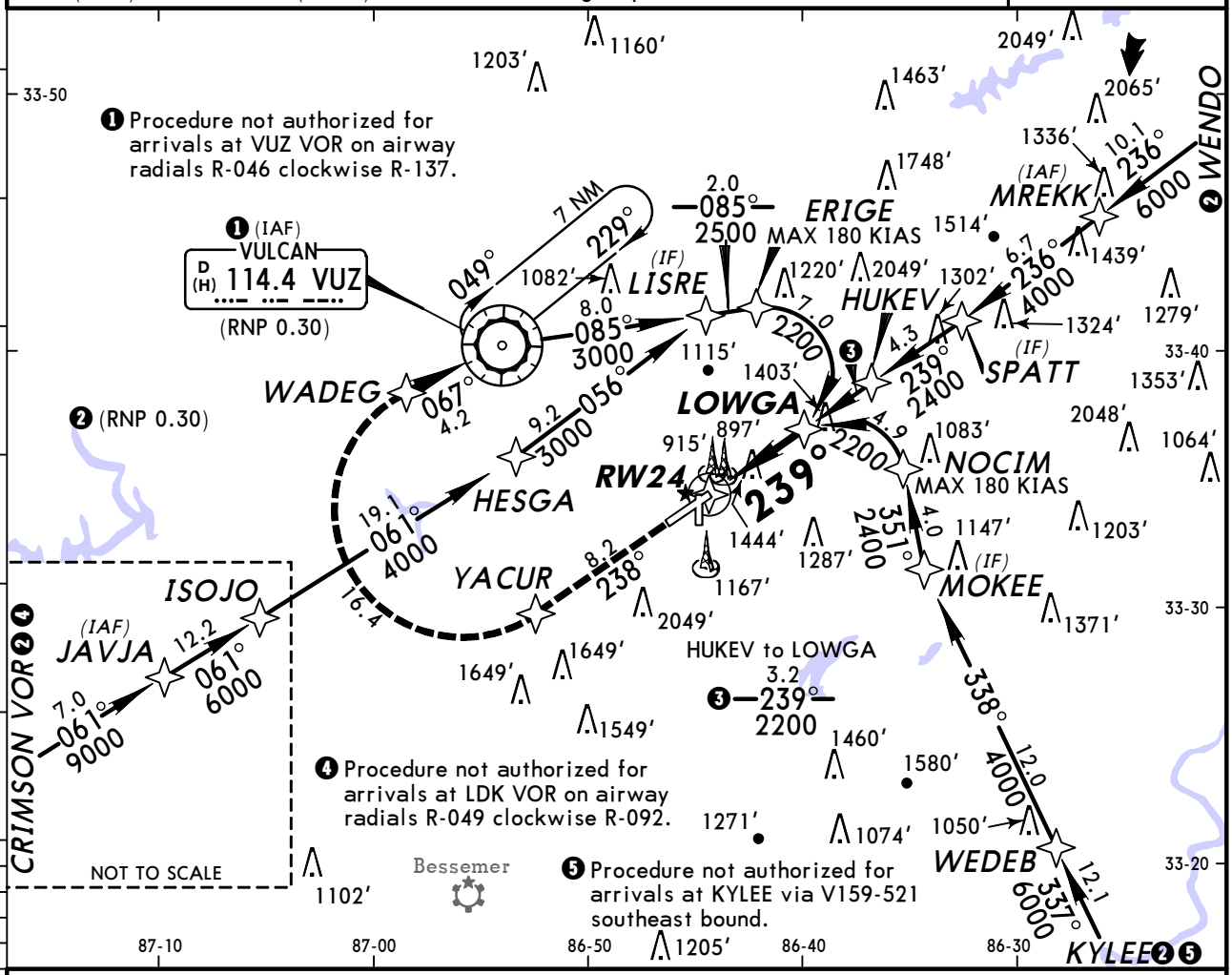
MISSED APCH: Climb to 3000′ on track 238° to YACUR and RIGHT turn to WADEG and track 067° to VUZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

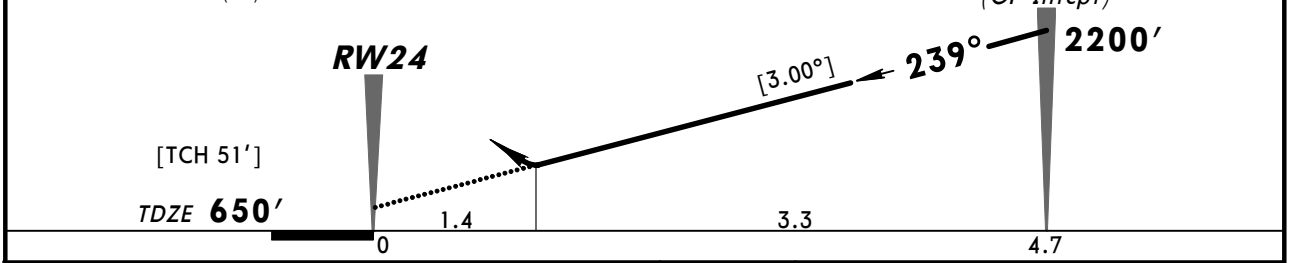
1. AUTHORIZATION REQUIRED. 2. RF and GPS required.
3. For uncompensated Baro-VNAV systems, procedure not authorized below -8°C (17°F) or above 47°C (117°F). 4. VGSI and RNAV glidepath not coincident.

3200′

MSA RW24



See planview for multiple intermediate fix (IF) locations.



Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at DA						

MALSR
PAPI
3000′ on 238° YACUR

STRAIGHT-IN LANDING RWY 24

	RNP 0.15 DA(H) 1139′ (489′)		RNP 0.30 DA(H) 1245′ (595′)	
	RAIL out	ALS out	RAIL out	ALS out
A	RVR 60 or 1¼	1¾	1¾	2
B				
C				
D				

TERPS AMEND 0A 28 JUL 2011

CHANGES: Procedure authorization note.

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General Information

Location: Fairhope AL USA
IATA Code:
Lat/Long: N30° 27.6' W087° 52.6'
Elevation: 91 ft

Airport Use: Public
Magnetic Variation: 1.8°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A+
Oxygen Types: HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1220 Z
Sunset: 2348 Z,

Runway Information

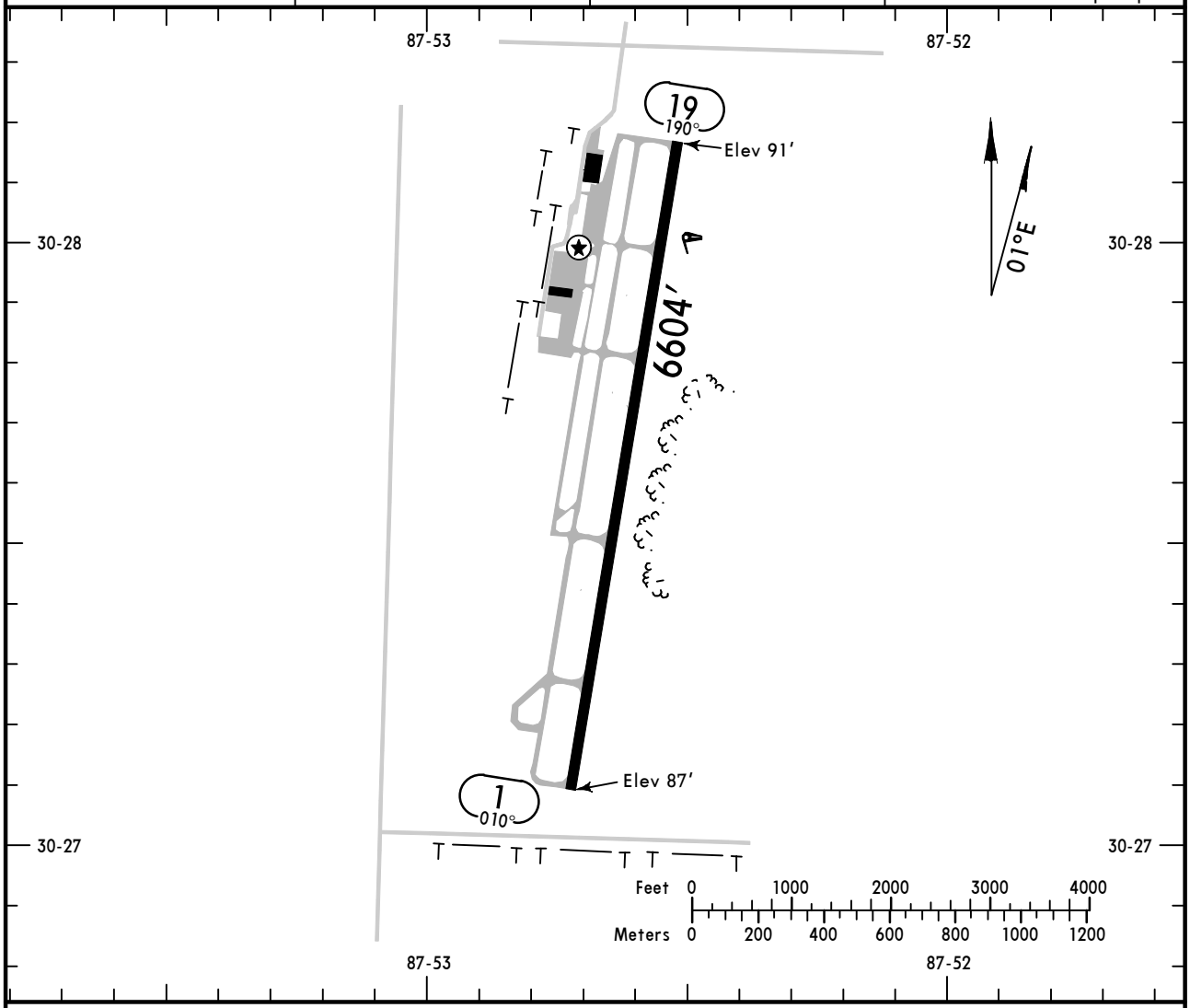
Runway: 01
Length x Width: 6604 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 87 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 19
Length x Width: 6604 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 91 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 135.575
AWOS 118.425
ASOS 135.575
H L Sonny Callahan Unicom 123.0 CTAF PCL
Mobile Approach Control 118.5
Mobile Departure Control 118.5
Houston Center 127.65 Remote Communications Air-Ground

AWOS-3	CALLAHAN UNICOM	*MOBILE Departure (R)	HOUSTON Center
118.42	CTAF 123.0	118.5	127.65 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
1 ❶ 19	❷ HIRL ❸ REIL ❸ PAPI-L (angle 3.0°)				100′

❶ Grooved.
❷ Increase intensity on 123.0.
❸ Activate on 123.0.

TAKE-OFF	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE
Authorized Only When
Local Weather Available
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 19
VOR DME-A

A B C D	800-2

AMEND 0

CHANGES: Airport ident, lighting.

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AWOS-3	*MOBILE Approach (R)	HOUSTON Center	CALLAHAN UNICOM
118.42	118.5	127.65 when App inop.	CTAF 123.0

BRIEFING STRIP™

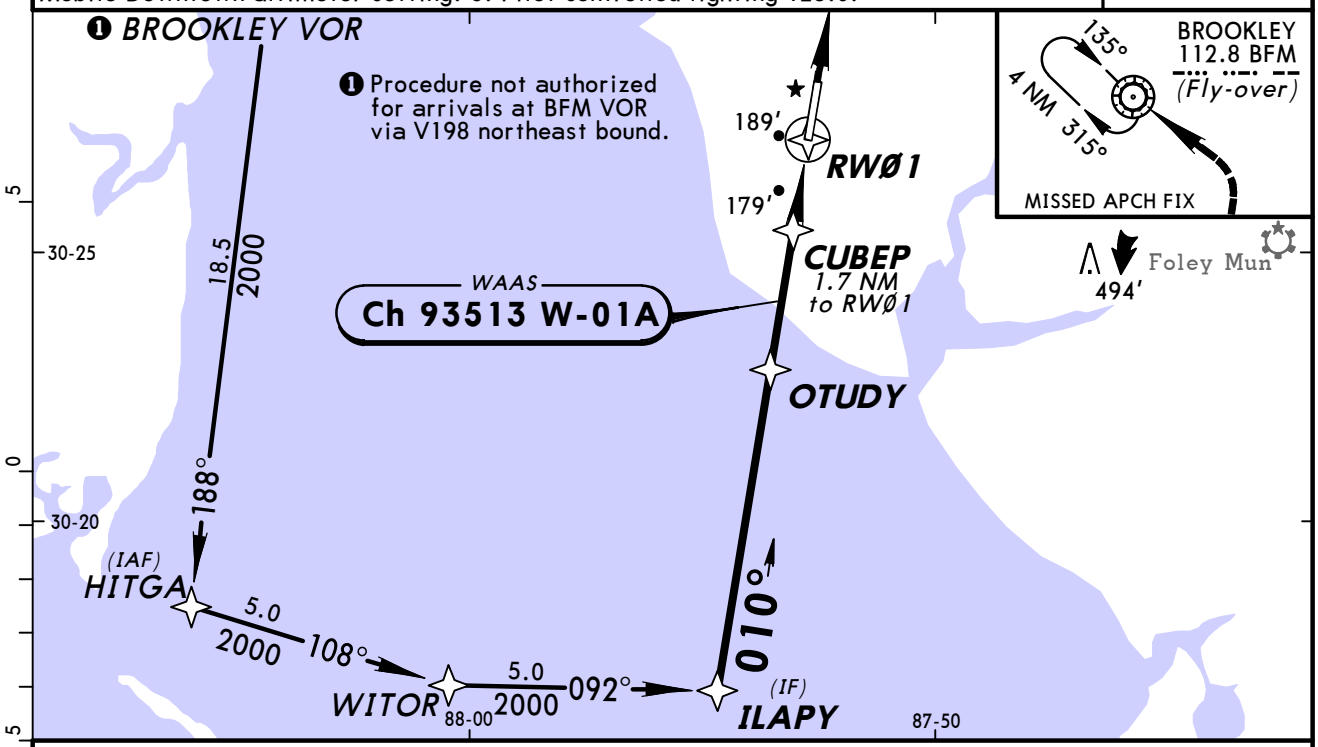
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 91′
Ch 93513 W-01A	010°	OTUDY 1500′ (1413′)	287′ (200′)	Rwy 1 87′

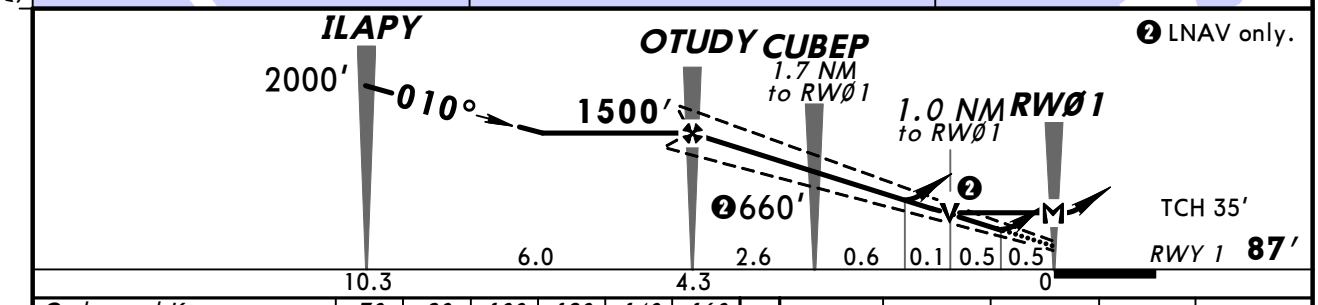
MISSED APCH: Climb to 700′ then climbing LEFT turn to 2000′ direct BFM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Mobile Downtown altimeter setting.
2. Baro-VNAV not authorized when using Mobile Downtown altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 4. DME/DME RNP-0.30 not authorized. 5. VDP not authorized with Mobile Downtown altimeter setting. 6. Pilot controlled lighting 123.0.

3100′
MSA RWØ1





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ1						

REIL
PAPI-L
700′
2000′ LT
BFM 112.8

STRAIGHT-IN LANDING RWY 1
With Local Altimeter Setting

	LPV DA(H) 287′ (200′)	LNAV/VNAV DA(H) 475′ (388′)	LNAV MDA(H) 440′ (353′)
A	3/4	1 3/8	1
B			
C			
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	560′ (469′)-1
120	
140	580′ (489′)-1 1/2
165	660′ (569′)-2

With Mobile Downtown Altimeter Setting

	LPV DA(H) 329′ (242′)	LNAV/VNAV DA(H) 517′ (430′)	LNAV MDA(H) 500′ (413′)
A	3/4	1 1/2	1
B			
C			1 1/8
D			

With Mobile Downtown Altimeter Setting

Max Kts	MDA(H)
90	620′ (529′)-1
120	
140	640′ (549′)-1 1/2
165	720′ (629′)-2

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

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KCQF
CALLAHAN

JEPPESEN

29 APR 11 (12-2) Eff 5 May

FAIRHOPE, ALA
RNAV (GPS) Rwy 19

BRIEFING STRIP ™

AWOS-3	*MOBILE Approach (R)	HOUSTON Center	CALLAHAN UNICOM
118.42	118.5	127.65 when App inop.	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 91′
Ch 99313 W-19A	190°	FITAV 1500′ (1409′)	341′ (250′)	Rwy 19 91′

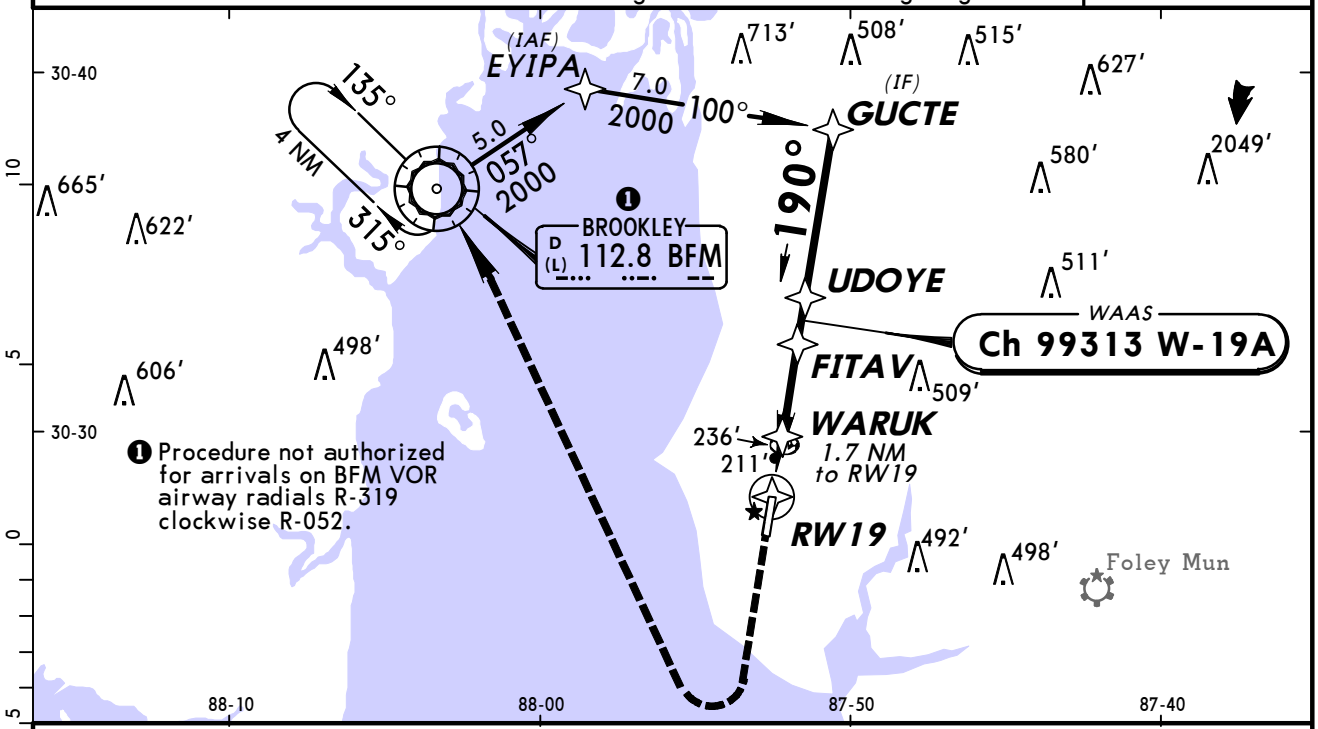
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 2000′ direct BFM VOR and hold.

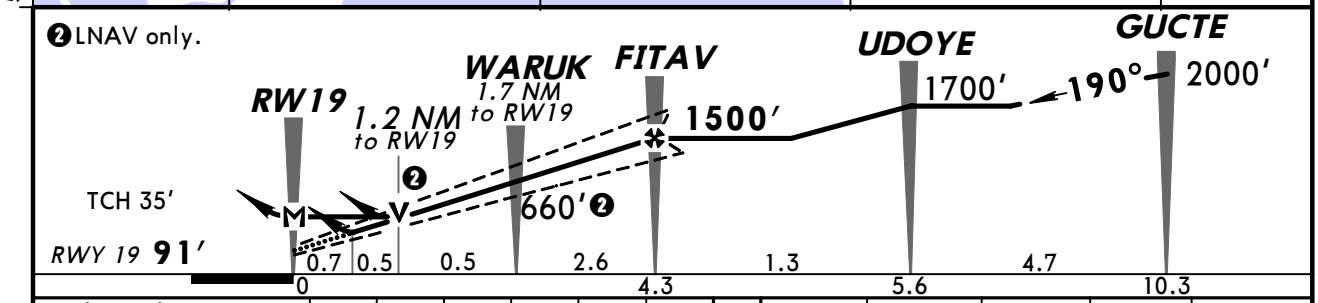
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Mobile Downtown altimeter setting. 2. Baro-VNAV not authorized when using Mobile Downtown altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 4. DME/DME RNP-0.30 not authorized. 5. VDP not authorized with Mobile Downtown altimeter setting. 6. Pilot controlled lighting 123.0.

3100′

MSA RW19





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW19						

REIL	1500′	2000′	D	BFM
PAPI-L	↑	↱ RT		112.8

STRAIGHT-IN LANDING RWY 19
With Local Altimeter Setting

	LPV DA(H) 341′ (250′)	LNAV/VNAV DA(H) 513′ (422′)	LNAV MDA(H) 500′ (409′)
A	7/8	1½	1
B			
C			1⅛
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	560′ (469′)-1
120	
140	580′ (489′)-1½
165	660′ (569′)-2

With Mobile Downtown Altimeter Setting

	LPV DA(H) 383′ (292′)	LNAV/VNAV DA(H) 555′ (464′)	LNAV MDA(H) 560′ (469′)
A	1	1⅝	1
B			
C			1⅜
D			

With Mobile Downtown Altimeter Setting

Max Kts	MDA(H)
90	620′ (529′)-1
120	
140	640′ (549′)-1½
165	720′ (629′)-2

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

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AWOS-3	*MOBILE Approach (R)	HOUSTON Center	CALLAHAN UNICOM
118.42	118.5	127.65 when App inop.	CTAF 123.0

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 91′
BFM 112.8	130°	SHARP 1000′ (909′)	Refer to Minimums	

MISSED APCH: Climb to 2000′ then LEFT turn direct BFM VOR and hold.

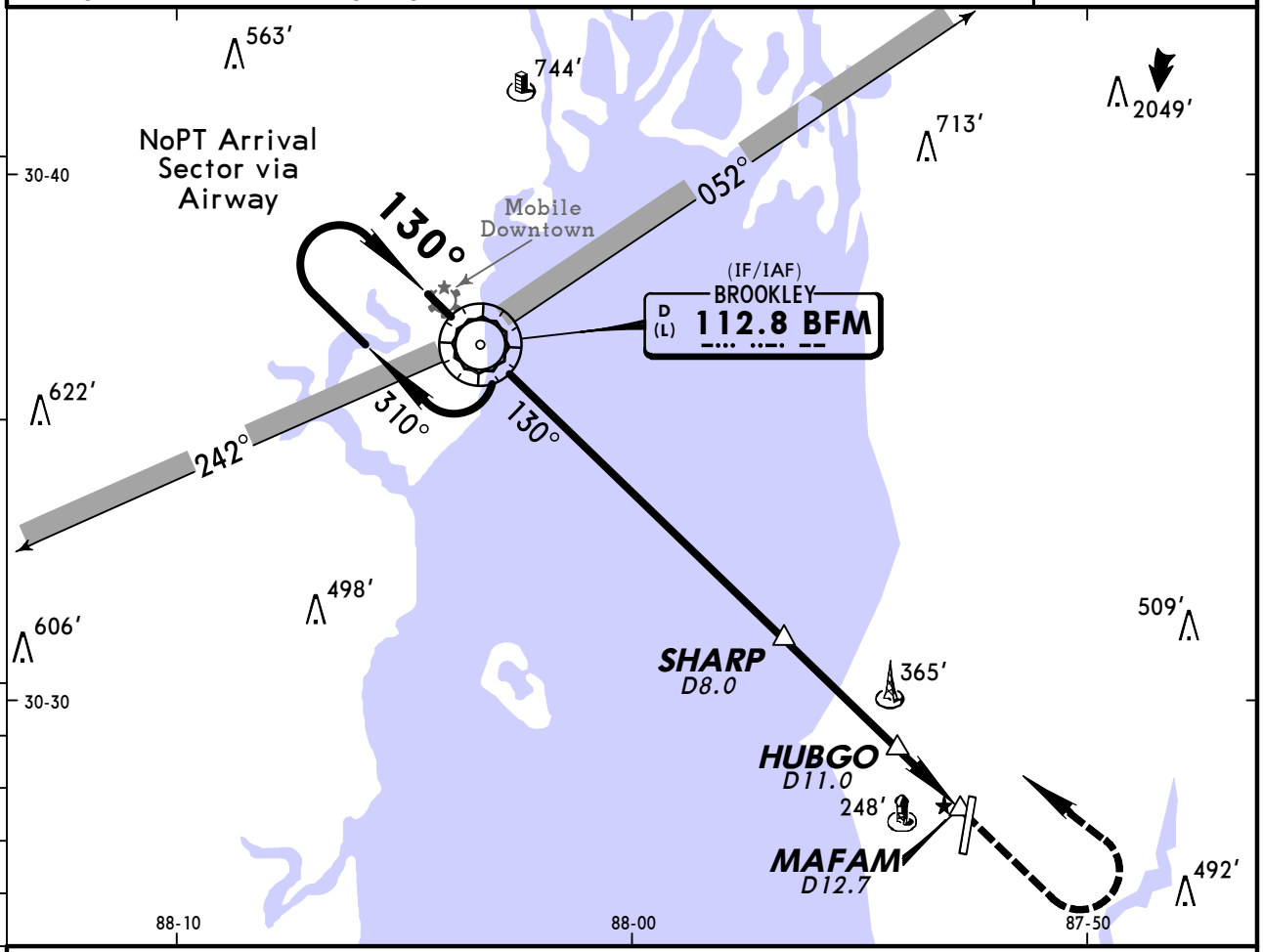
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

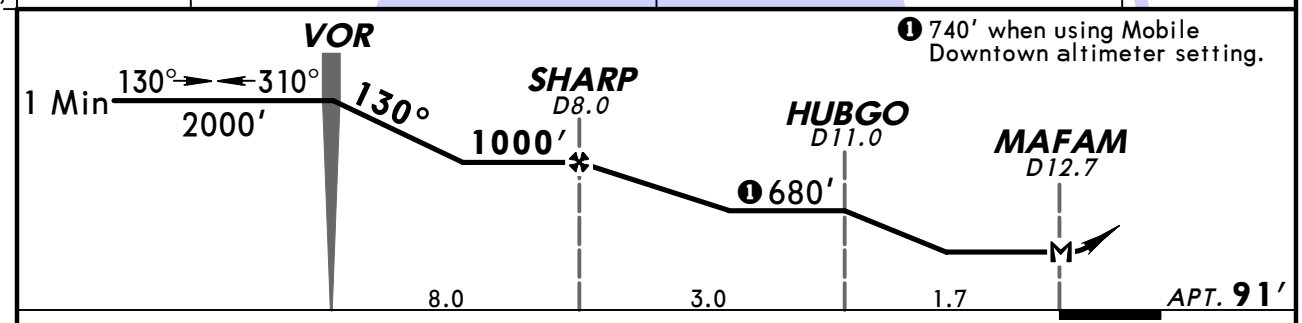
1. Use local altimeter setting; if not received, use Mobile Downtown altimeter setting. 2. Pilot controlled lighting 123.0.

3100′

MSA BFM VOR

BRIEFING STRIP ™





MAP at MAFAM	Lighting - Refer to Airport Chart	2000′	LT	D	BFM 112.8

CIRCLE-TO-LAND

	Max Kts	With Local Altimeter Setting MDA(H)	With Mobile Downtown Altimeter Setting MDA(H)
A	90	560′ (469′)-1	620′ (529′)-1
B	120		
C	140	580′ (489′)-1½	640′ (549′)-1½
D	165	660′ (569′)-2	720′ (629′)-2

TERPS AMEND 7 5 MAY 2011

CHANGES: Missed approach, profile, minimums.

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General Information

Location: Decatur AL USA
IATA Code: DCU
Lat/Long: N34° 39.2' W086° 56.7'
Elevation: 592 ft

Airport Use: Public
Magnetic Variation: 3.0°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL)
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1220 Z
Sunset: 2341 Z,

Runway Information

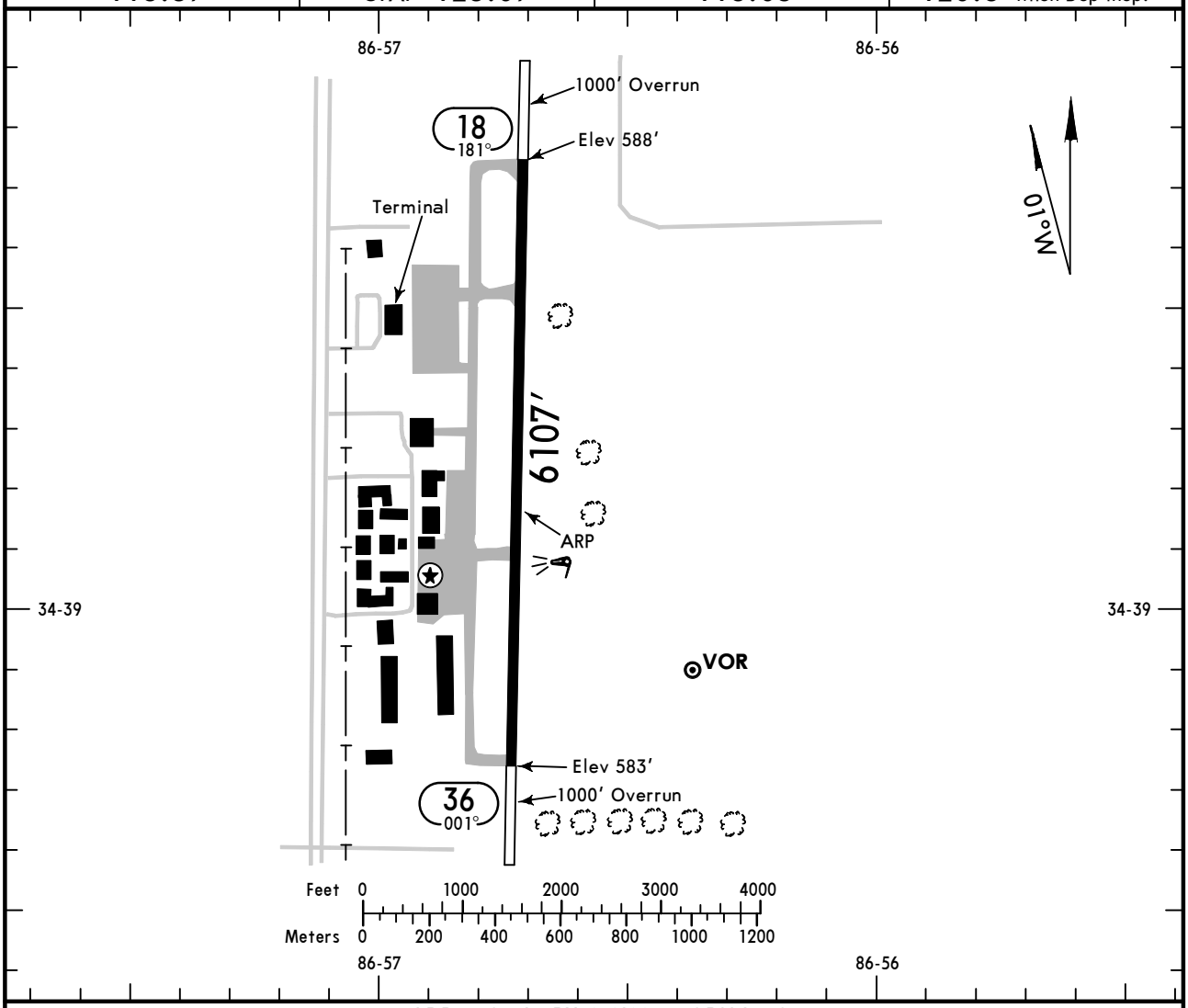
Runway: 18
Length x Width: 6107 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 592 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 1000 ft

Runway: 36
Length x Width: 6107 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 583 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 1000 ft

Communication Information

ASOS 118.375
Pryor Unicom 123.075 CTAF PCL
Huntsville Approach Control 118.05
Huntsville Departure Control 118.05
Anniston Flight Service Station 122.6 RCO
Memphis Center 120.8 Remote Communications Air-Ground

ASOS	PRYOR REGL UNICOM	*HUNTSVILLE Departure (R)	MEMPHIS Center
118.37	CTAF 123.07	118.05	120.8 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
18	❶ HIRL ❶ REIL — grooved —		5257′		100′
36	❶ HIRL ❶ REIL ❶ PAPI-L — grooved —				

❶ Activate on 123.07.

	TAKE-OFF All Rwys: Adequate Vis Ref	TAKE-OFF All Rwys: STD	FOR FILING AS ALTERNATE (Authorized Only When Local Weather Available): ILS Rwy 18	LOC Rwy 18 / RNAV (GPS) Rwy 18 / RNAV (GPS) Rwy 36	VOR Rwy 18	Other
1 & 2 Eng	1/4	1	600-2	800-2	800-2	NA
3 & 4 Eng		1/2			800-2¼	
					800-2½	

A
B
C
D

AMEND 1

CHANGES: Chart revised.

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ASOS	*HUNTSVILLE Approach (R)	MEMPHIS Center	PRYOR REGL UNICOM
118.37	118.05	120.8 when App inop.	CTAF 123.07

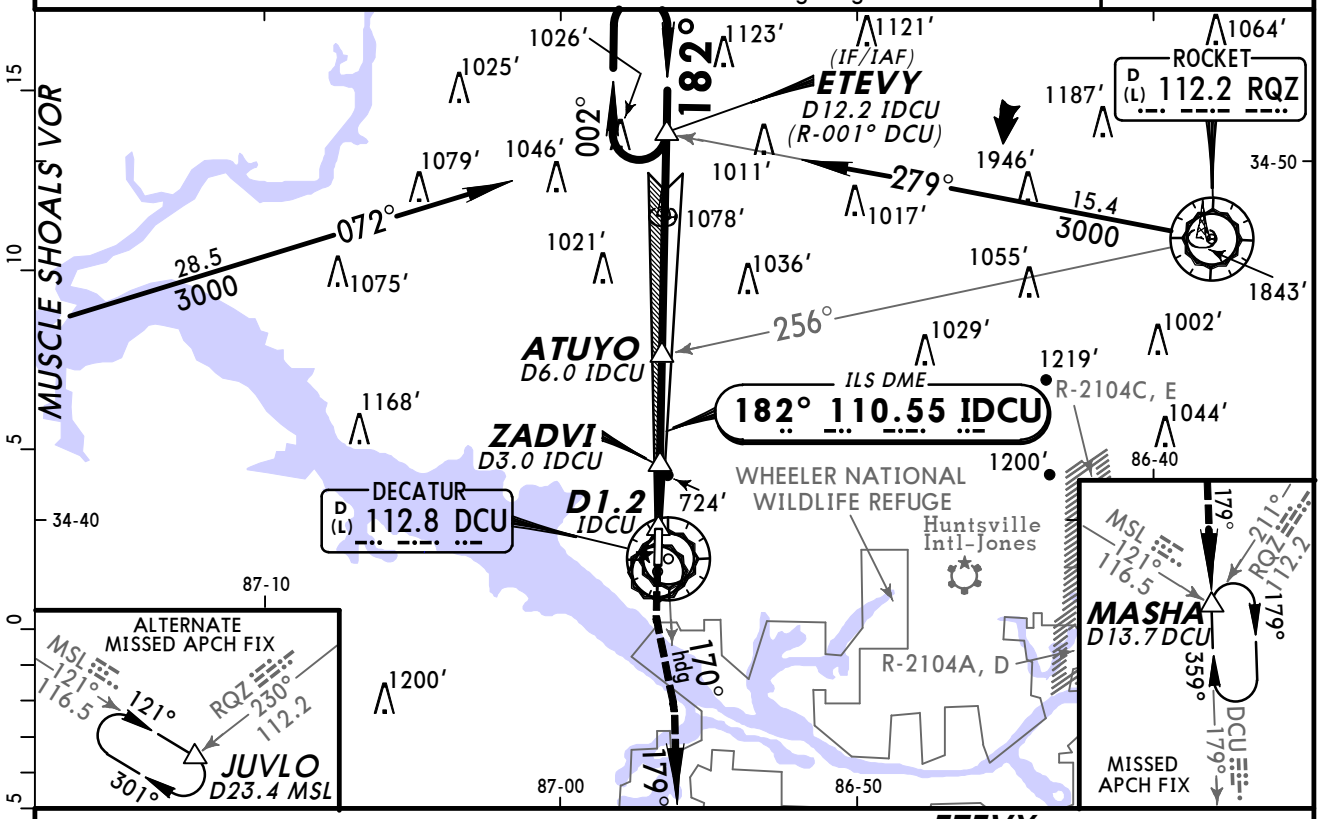
BRIEFING STRIP™

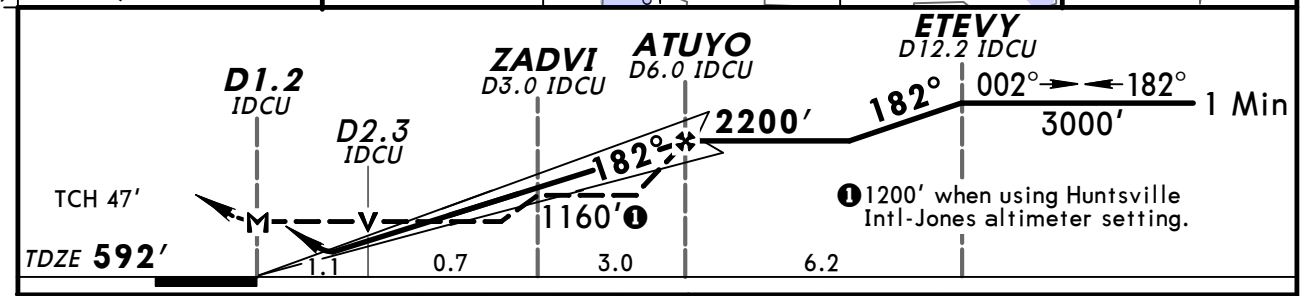
LOC IDCU	Final Apch Crs	Minimum Alt	ILS DA(H) (CONDITIONAL)	Apt Elev 592′
110.55	182°	ATUYO 2200′ (1608′)	792′ (200′)	TDZE 592′

MISSED APCH: Climb to 1100′ then climbing LEFT turn to 3000′ via heading 170° and outbound on DCU VOR R-179 to MASHA/D13.7 DCU and hold, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Huntsville Intl-Jones altimeter setting. 2. VDP not authorized when using Huntsville Intl-Jones altimeter setting. 3. Use IDCU DME when on the localizer course. 4. Pilot controlled lighting 123.07.

3700′
MSA DCU VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.2 IDCU or ATUYO to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50

REIL	1100′	3000′ LT via	170° hdg	DCU and 112.8 R-179

STRAIGHT-IN LANDING RWY 18

	ILS	LOC (GS out) With ZADVI	LOC (GS out) Without ZADVI
With Local Altimeter Setting	DA(H) 792′ (200′)	MDA(H) 980′ (388′)	MDA(H) 1160′ (568′)
A	3/4	1	1
B			
C			1½
D		1¼	1¾
With Huntsville Intl-Jones Altimeter Setting	DA(H) 817′ (225′)	MDA(H) 1020′ (428′)	MDA(H) 1200′ (608′)
A	3/4	1	1
B			
C		1¼	1¾
D		1½	2

CIRCLE-TO-LAND

Max Kts	With ZADVI MDA(H)	Without ZADVI MDA(H)
With Local Altimeter Setting		
90	1040′ (448′)-1	1160′ (568′)-1
120	1060′ (468′)-1	
140	1060′ (468′)-1½	1160′ (568′)-1½
165	1160′ (568′)-2	1160′ (568′)-2
With Huntsville Intl-Jones Altimeter Setting		
90	1080′ (488′)-1	1200′ (608′)-1
120	1100′ (508′)-1	
140	1100′ (508′)-1¾	1200′ (608′)-1¾
165	1200′ (608′)-2	1200′ (608′)-2

TERPS AMEND 0 18 NOV 2010

CHANGES: None.

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ASOS	*HUNTSVILLE Approach (R)	MEMPHIS Center	PRYOR REGL UNICOM
118.37	118.05	120.8 when App inop.	CTAF 123.07

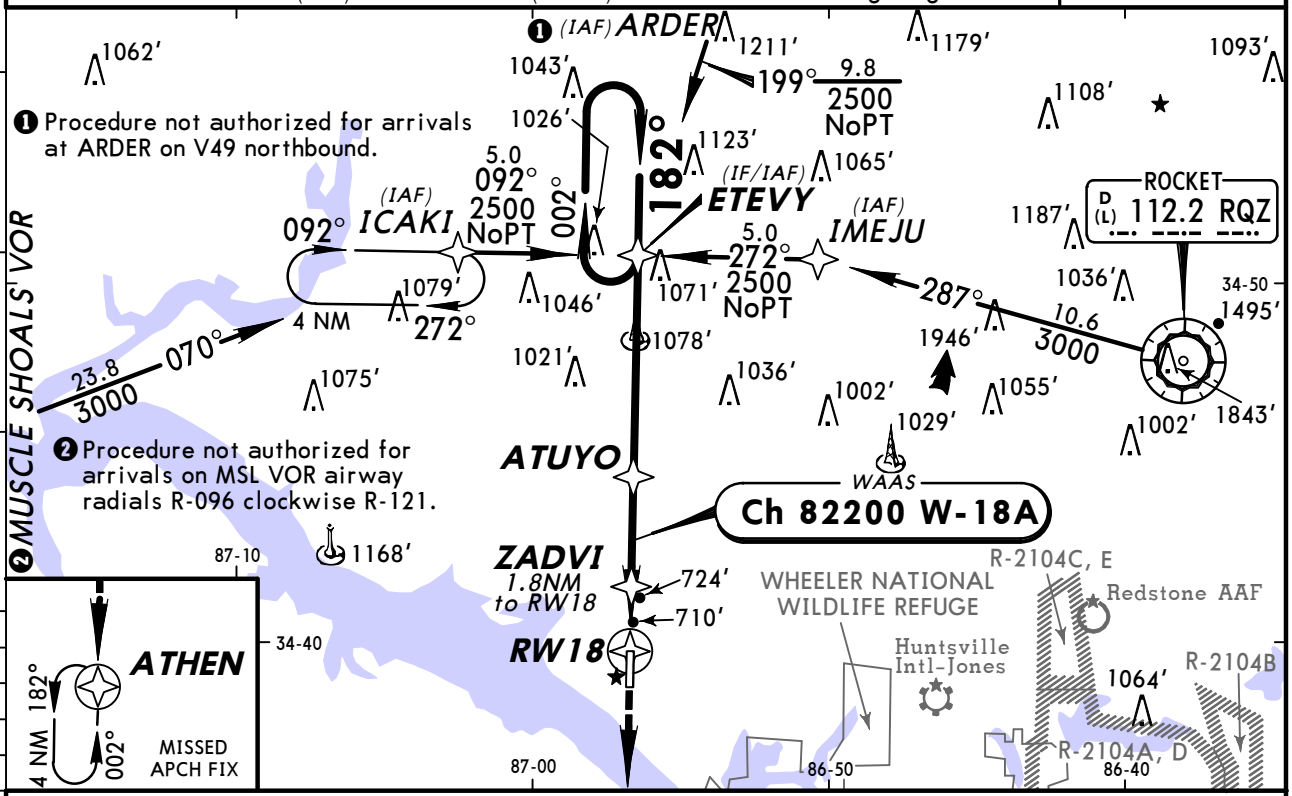
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 592'
Ch 82200 W-18A	182°	ATUYO 2200' (1608')	792' (200')	TDZE 592'

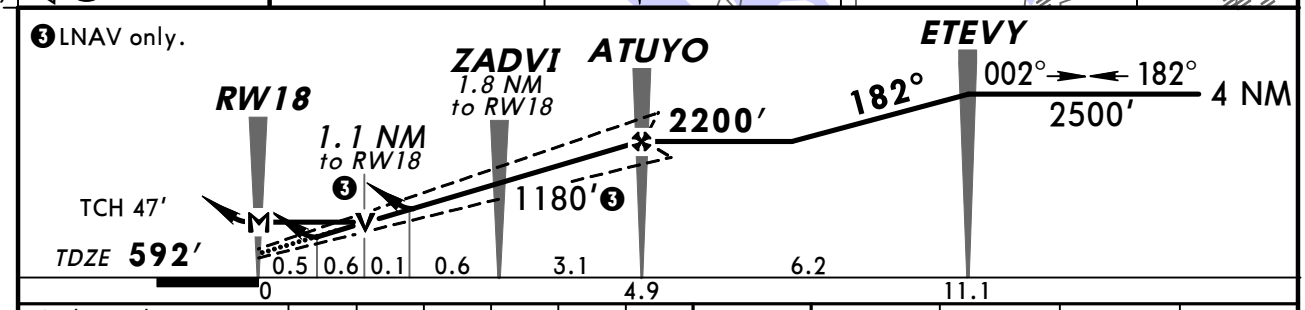
MISSED APCH: Climb to 3000' direct ATHEN and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Huntsville Intl-Jones altimeter setting. 2. VDP and Baro-VNAV not authorized when using Huntsville Intl-Jones altimeter setting. 3. For uncompensated Baro-VNAV system, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 5. Pilot controlled lighting 123.07.

3700'
MSA RW18

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

REIL | 3000' | D | ATHEN

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 792' (200')	LNAV/VNAV DA(H) 1013' (421')	LNAV MDA(H) 980' (388')
A	3/4	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1040' (448')-1
120	1060' (468')-1
140	1060' (468')-1½
165	1160' (568')-2

With Huntsville Intl - Jones Altimeter Setting

	LPV DA(H) 817' (225')	LNAV/VNAV DA(H) 1038' (446')	LNAV MDA(H) 1020' (428')
A	3/4	1½	1
B			
C			1¼
D			1½

With Huntsville Intl - Jones Altimeter Setting

Max Kts	MDA(H)
90	1080' (488')-1
120	1100' (508')-1
140	1100' (508')-1½
165	1200' (608')-2

TERPS AMEND 1 18 NOV 2010

CHANGES: Procedure.

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ASOS	*HUNTSVILLE Approach (R)	MEMPHIS Center	PRYOR REGL UNICOM
118.37	118.05	120.8 when App inop.	CTAF 123.07

BRIEFING STRIP™

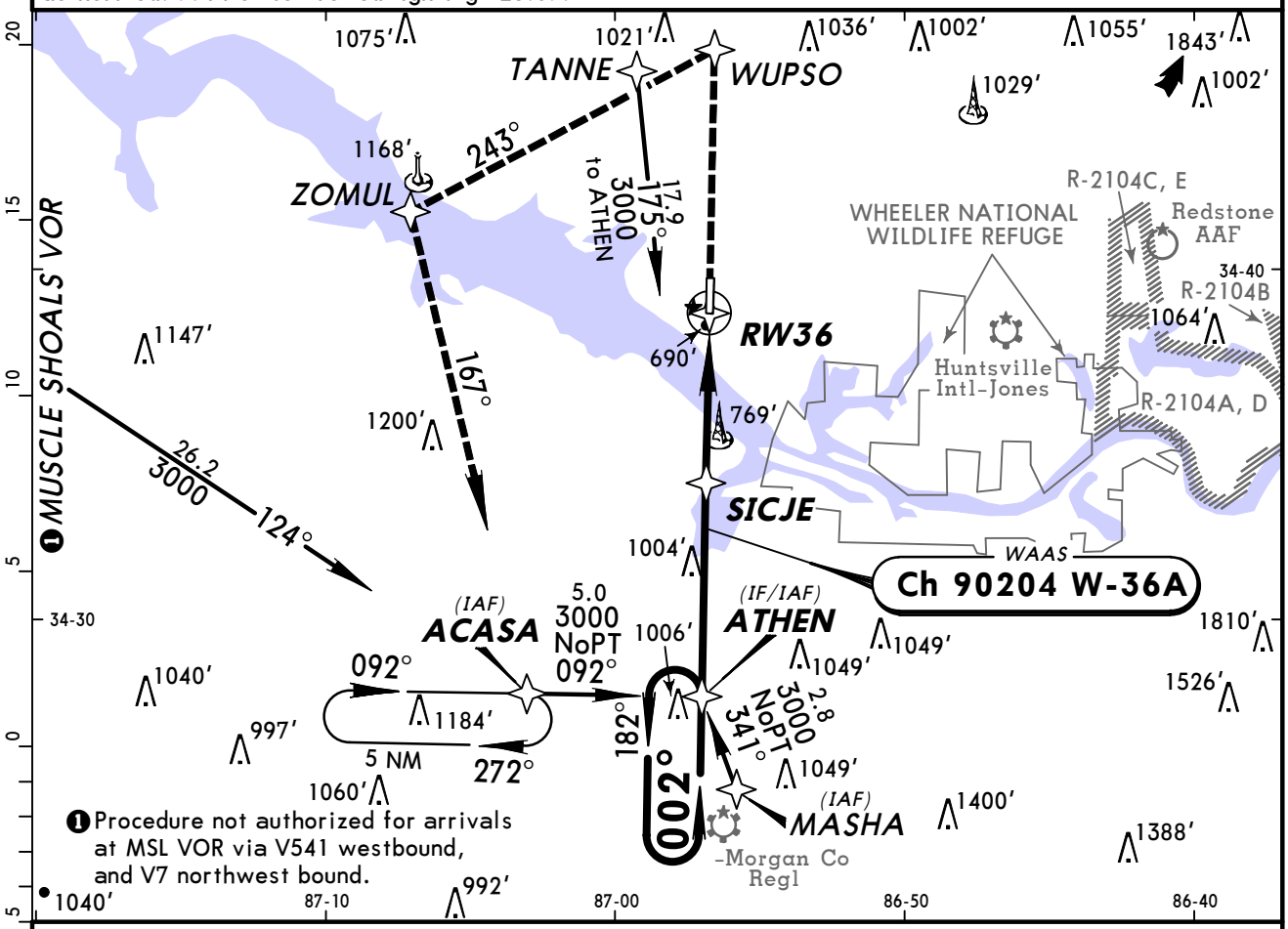
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 592′
Ch 90204 W-36A	002°	SICJE 2200′ (1612′)	905′ (317′)	TDZE 588′

MISSED APCH: Climb to 3000′ direct WUPSO and LEFT turn via 243° track to ZOMUL and via 167° track to ACASA and hold.

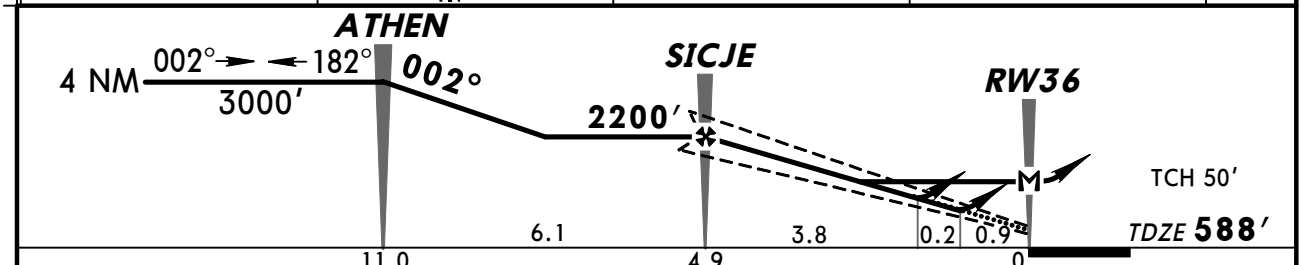
3700′ MSA RW36

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Huntsville Intl-Jones altimeter setting. 2. Baro-VNAV not authorized when using Huntsville Intl-Jones altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 123.07.



❶ Procedure not authorized for arrivals at MSL VOR via V541 westbound, and V7 northwest bound.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

REIL PAPI-L 3000′ WUPSO

STRAIGHT-IN LANDING RWY 36

	1 LPV DA(H) 905′ (317′)	2 LNAV/VNAV DA(H) 960′ (372′)	3 LNAV MDA(H) 1020′ (432′)
A	1	1¼	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Huntsville Intl-Jones Altimeter Setting MDA(H)
90	1040′ (448′)-1	1080′ (488′)-1
120	1060′ (468′)-1	1100′ (508′)-1
140	1060′ (468′)-1½	1100′ (508′)-1½
165	1160′ (568′)-2	1200′ (608′)-2

AMEND 1

TERPS

1 DA(H) 930′ (342′) with Huntsville Intl-Jones altimeter setting.
2 DA(H) 985′ (397′) with Huntsville Intl-Jones altimeter setting.
3 MDA(H) 1060′ (472′) with Huntsville Intl-Jones altimeter setting.

CHANGES: ATHEN hold length.

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ASOS	*HUNTSVILLE Approach (R)	MEMPHIS Center	PRYOR REGL UNICOM
118.37	118.05	120.8 when App inop.	CTAF 123.07

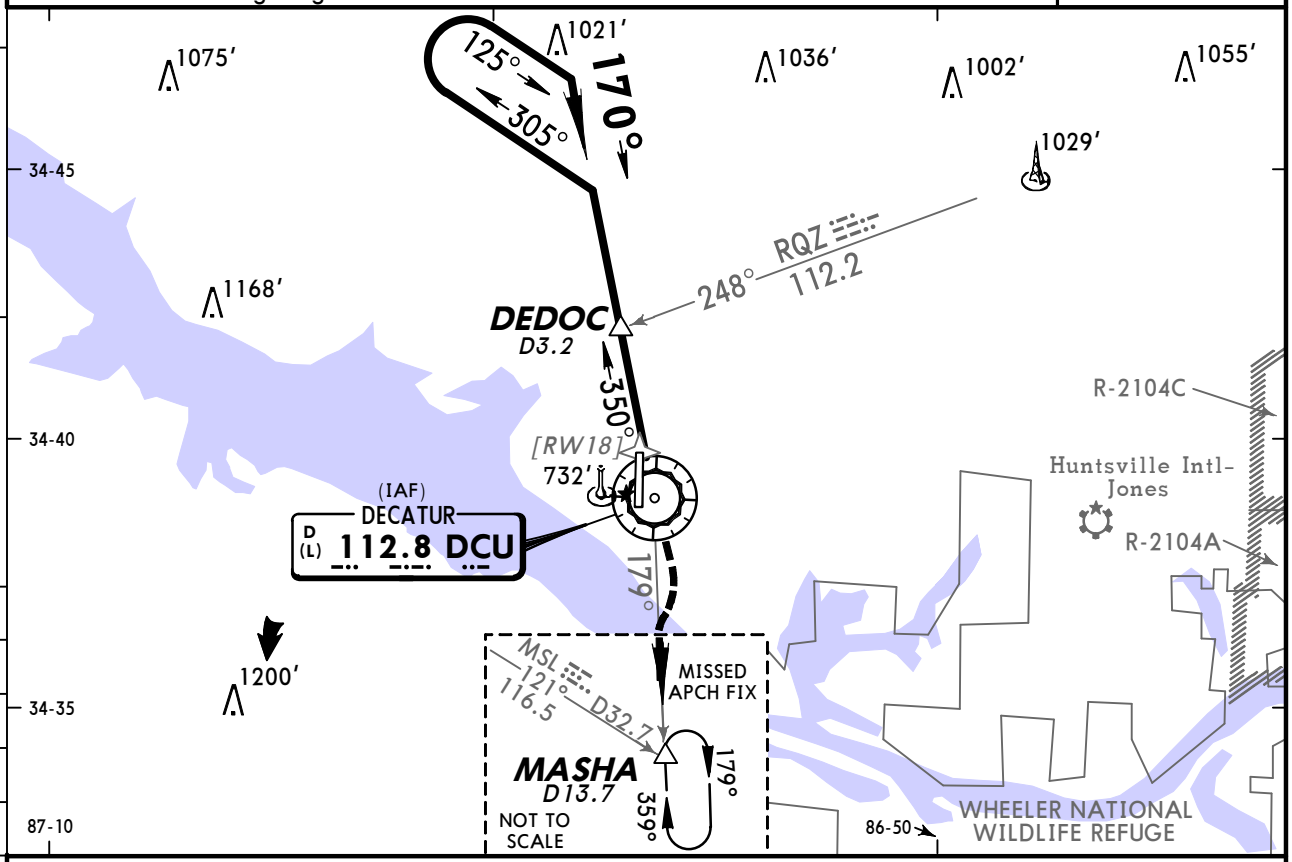
VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 592'
DCU 112.8	170°		1000' (408')	TDZE 592'

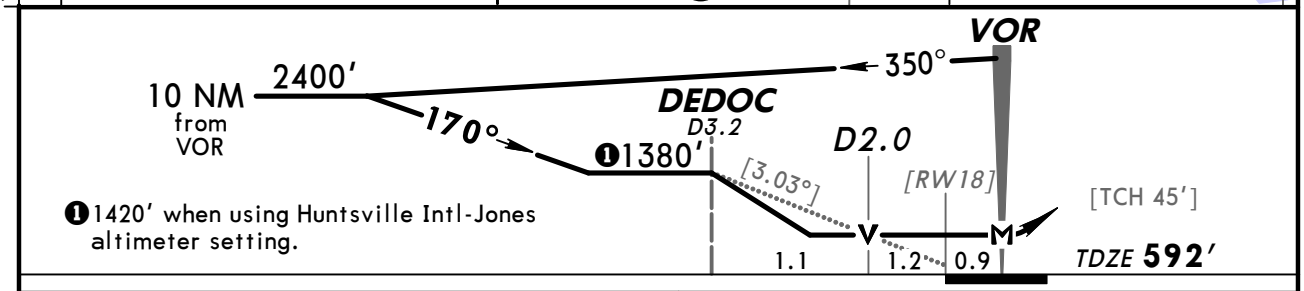
MISSED APCH: Climb to 1500' then climbing RIGHT turn to 3000' outbound via DCU VOR R-179 to MASHA INT/D13.7 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Huntsville Intl-Jones altimeter setting. 2. VDP not authorized when using Huntsville Intl-Jones altimeter setting.
3. Pilot controlled lighting 123.07.

3700'
MSA DCU VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at VOR						

REIL	1500'	3000'	DCU via 112.8 R-179	MASHA
	↑	↱ RT		

STRAIGHT-IN LANDING RWY 18		With DEDOC	Without DEDOC
		With Local Altimeter Setting	
		MDA(H) 1000' (408')	MDA(H) 1380' (788')
A		1	1
B			1¼
C		1¼	2¼
D			2½
		With Huntsville Intl-Jones Altimeter Setting	
		MDA(H) 1040' (448')	MDA(H) 1420' (828')
A		1	1
B			1¼
C		1¼	2¼
D		1½	2½

CIRCLE-TO-LAND	Max Kts	With DEDOC	Without DEDOC
		With Local Altimeter Setting	
		MDA(H)	MDA(H)
A	90	1040' (448')-1	1380' (788')-1
B	120	1060' (468')-1	1380' (788')-1¼
C	140	1060' (468')-1½	1380' (788')-2¼
D	165	1160' (568')-2	1380' (788')-2½
		With Huntsville Intl-Jones Altimeter Setting	
		MDA(H)	MDA(H)
A	90	1080' (488')-1	1420' (828')-1
B	120	1100' (508')-1	1420' (828')-1¼
C	140	1100' (508')-1½	1420' (828')-2¼
D	165	1200' (608')-2	1420' (828')-2½

TERPS AMEND 13A 11 MAR 2010

CHANGES: Minimums.

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BRIEFING STRIP™

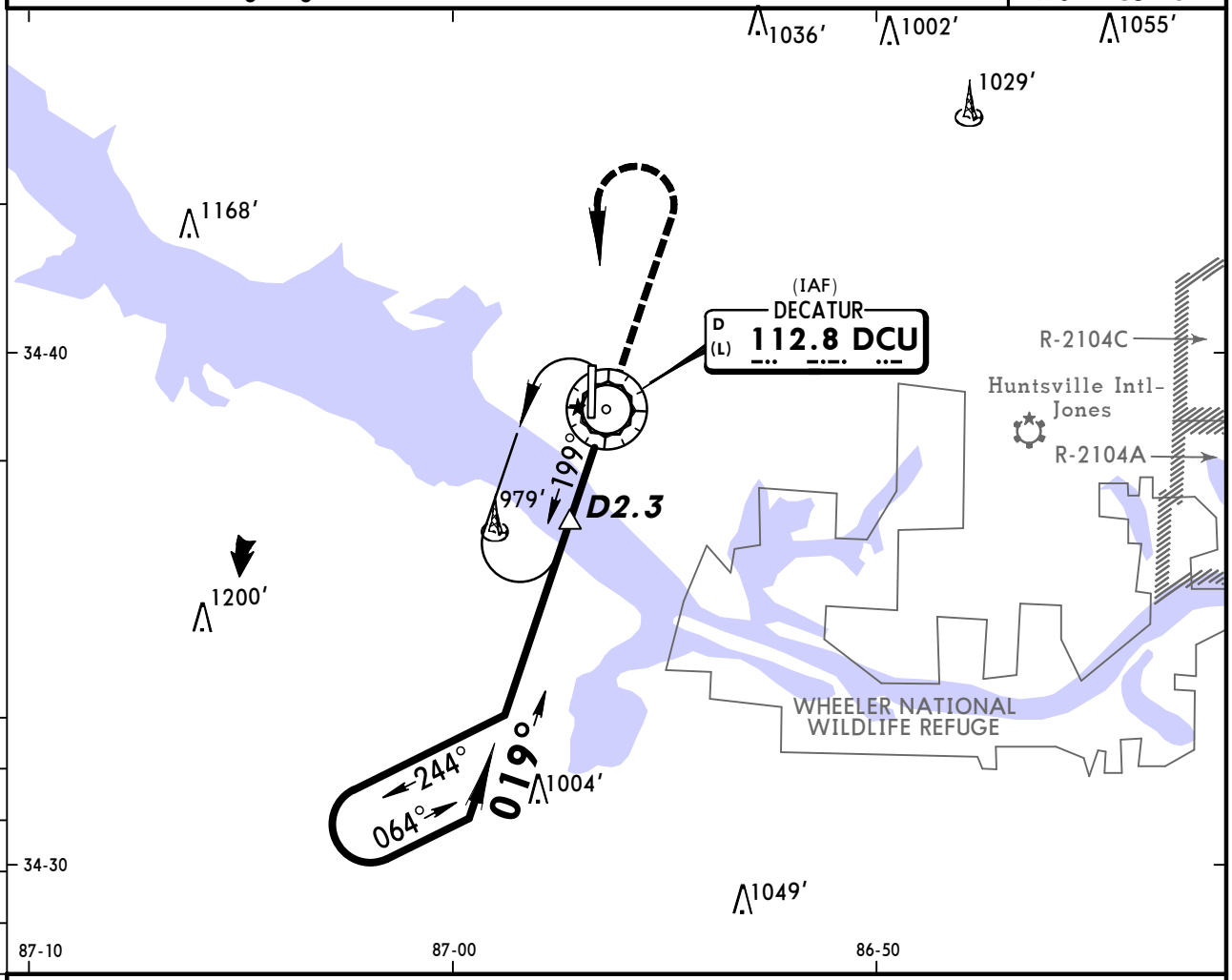
ASOS	*HUNTSVILLE Approach (R)	MEMPHIS Center	PRYOR REGL UNICOM
118.37	118.05	120.8 when App inop.	CTAF 123.07

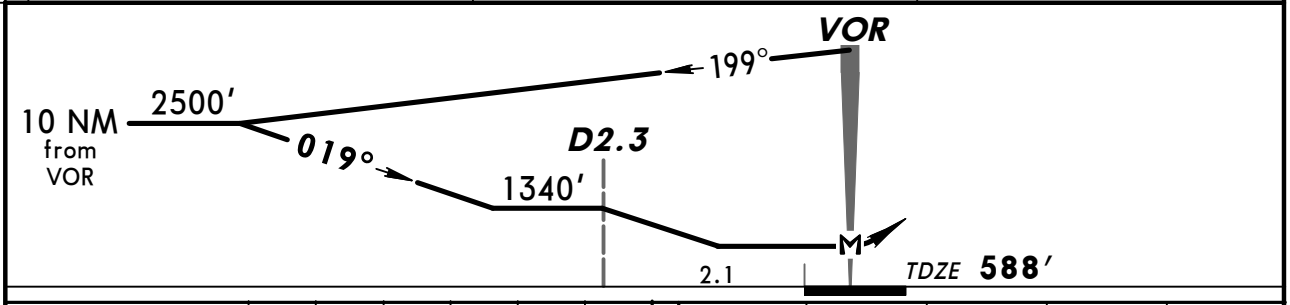
VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 592′
DCU 112.8	019°		1000′ (412′)	TDZE 588′

MISSED APCH: Climb to 1700′ then climbing LEFT turn to 2600′ direct DCU VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 123.07.

3700′
MSA DCU VOR





MAP at VOR	REIL PAPI-L	1700′ ↑	2600′ LT ↰	D→	DCU 112.8

	STRAIGHT-IN LANDING RWY 36		CIRCLE-TO-LAND		
	MDA(H) 1000′ (412′) With D2.3	MDA(H) 1340′ (752′) Without D2.3	Max Kts.	With D2.3 MDA(H)	Without D2.3 MDA(H)
A	1	1	90	1060′ (468′)-1	1340′ (748′) -1
B		1¼	120		1340′ (748′)-1¼
C	1¼	2¼	140	1060′ (468′)-1½	1340′ (748′)-2¼
D		2½	165	1160′ (568′) -2	1340′ (748′)-2½

AMEND 5 TERPS

CHANGES: None.

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General Information

Location: Dothan AL USA
IATA Code: DHN
Lat/Long: N31° 19.3' W085° 27.0'
Elevation: 401 ft

Airport Use: Public
Magnetic Variation: 3.6°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1211 Z
Sunset: 2338 Z,

Runway Information

Runway: 14
Length x Width: 8498 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 400 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 5500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 393 ft
Lighting: Edge, REIL
Displaced Threshold: 500 ft

Runway: 32
Length x Width: 8498 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 381 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 5500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 378 ft
Lighting: Edge

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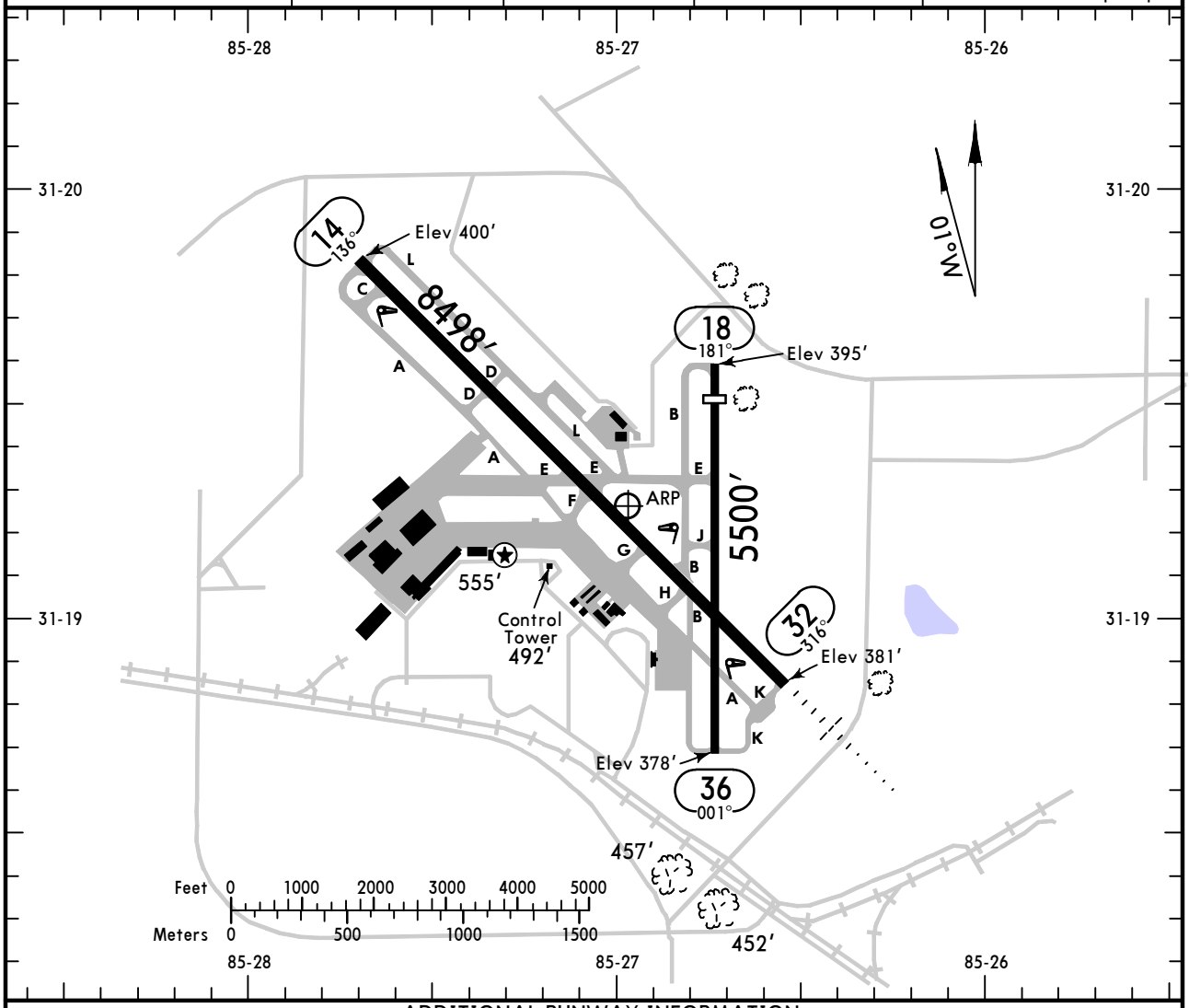
Communication Information

ATIS 135.725
ASOS 135.725
Dothan Tower 118.4 CTAF PCL
Dothan Ground Control 121.7
Cairns Approach Control 125.4
Cairns Departure Control 125.4
Dothan Unicom 122.95
Anniston Flight Service Station 122.5 RCO
Anniston Flight Service Station 122.2 RCO
Jacksonville Center 134.3 Remote Communications Air-Ground

ATIS (ASOS when Twr inop)	*DOTHAN Ground	*Tower	*CAIRNS Departure (R)	JACKSONVILLE Center (R)
135.72	121.7	CTAF 118.4	125.4	134.3 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
14	❶ HIRL ❶ REIL ❶ PAPI-L (angle 3.0°) grooved		7459′		150′
32	❶ HIRL ❶ MALSR grooved RVR		7248′		
18	❷ HIRL REIL ❷ PAPI-L (angle 3.00°)	5000′			100′
36	❷ HIRL				

❶ Activate on 118.4 when Twr inop.
❷ On prior request.

TAKE-OFF			FOR FILING AS ALTERNATE — Authorized Only When Local Weather Available			
			Authorized Only When Control Twr Operating			
	All Rwys		ILS Rwy 14 ILS Rwy 32	LOC Rwy 14 LOC Rwy 32 RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR-A	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	VOR Rwy 14 VOR Rwy 18
	Adequate Vis Ref	STD				
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A, B	600-2	800-2	800-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C, D				

AMEND 0A

CHANGES: Aprons.

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ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

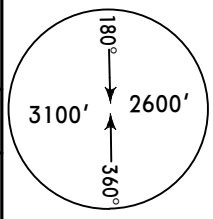
BRIEFING STRIP™

LOC IODA	Final Apch Crs	GS USERY	ILS DA(H) (CONDITIONAL)	Apt Elev 400′
110.75	136°	2000′ (1600′)	600′ (200′)	TDZE 400′

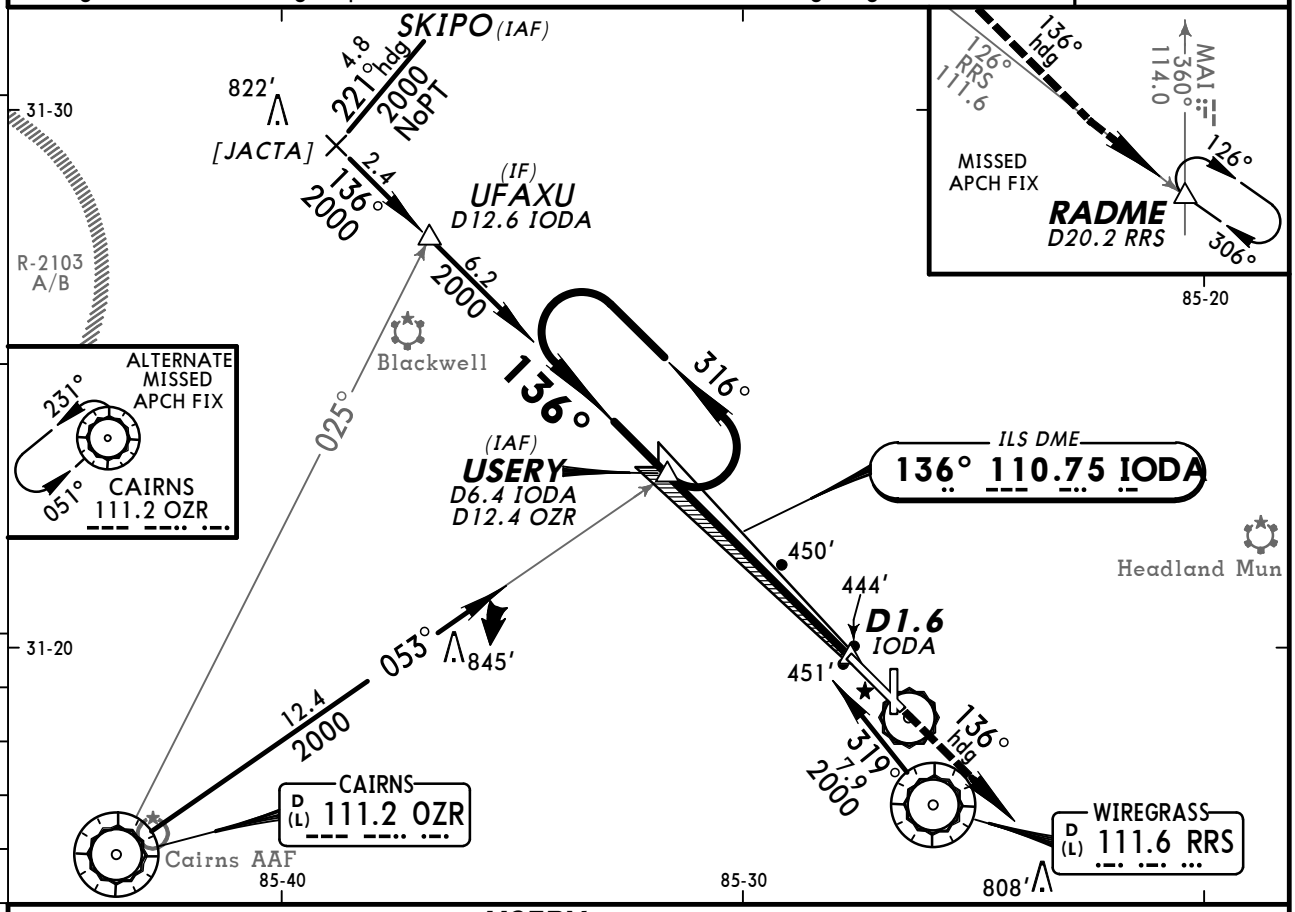
MISSED APCH: Climb to 3000′ via 136° heading and outbound via RRS VOR R-126 to RADME INT/D20.2 RRS and hold.

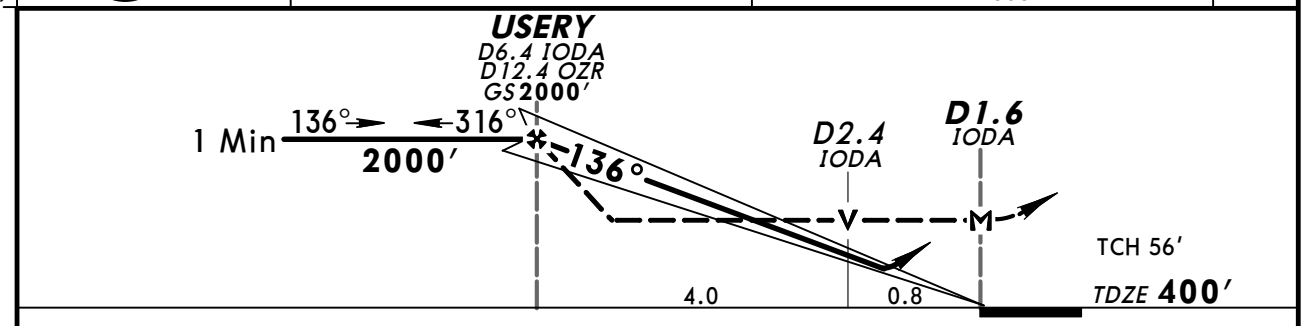
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME or RADAR required. 2. Use local altimeter setting; if not received, use Cairns altimeter setting. 3. Use IODA DME when on localizer course. 4. Intense student helicopter pilot training in region. 5. VDP not authorized when using Cairns altimeter setting. 6. VGSI and ILS glidepath not coincident. 7. Pilot controlled lighting 118.4.



MSA RRS VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.6 IODA or USERY to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

REIL PAPI-L	3000′ ↑	via 136° hdg	via RRS 111.6 R-126	RADME

STRAIGHT-IN LANDING RWY 14

TERPS AMEND	ILS DA(H) 600′ (200′) With Local Altimeter Setting	ILS DA(H) 646′ (246′) With Cairns Altimeter Setting	LOC (GS out) MDA(H) 700′ (300′) With Local Altimeter Setting	LOC (GS out) MDA(H) 760′ (360′) With Cairns Altimeter Setting
A	3/4	3/4	1	1
B				
C				
D				1 1/4

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Cairns Altimeter Setting MDA(H)
90	860′ (460′)-1	920′ (520′)-1
120		
140	860′ (460′)-1 1/2	920′ (520′)-1 1/2
165	980′ (580′)-2	1040′ (640′)-2

CHANGES: None.

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ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

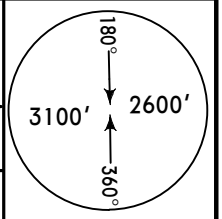
BRIEFING STRIP™

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 400′
IDHN 108.3	316°	KENSY 2169′ (1788′)	581′ (200′)	TDZE 381′

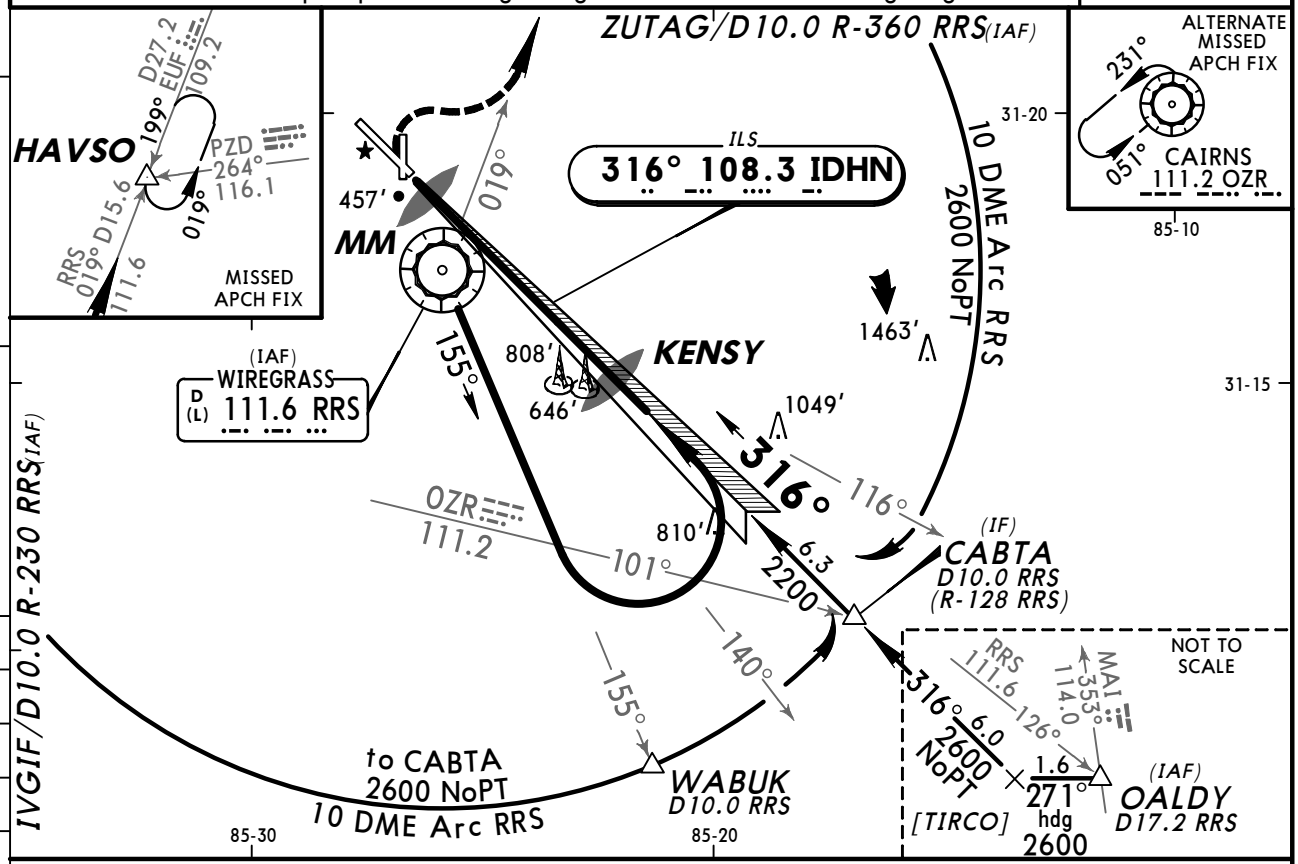
MISSED APCH: Climb to 1000′ via 316° heading then climbing RIGHT turn to 3000′ outbound via RRS VOR R-019 to HAVSO INT and hold.

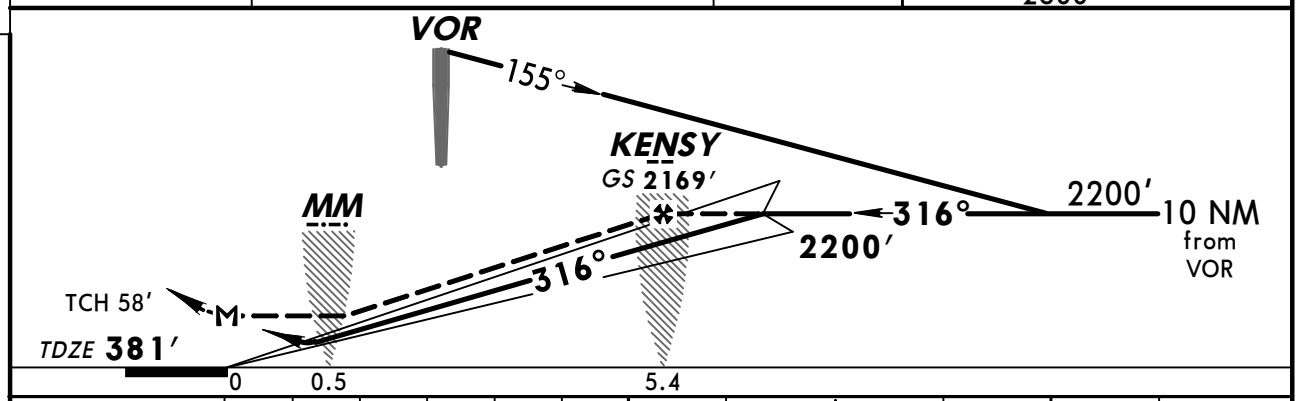
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cairns altimeter setting.
2. Intense student helicopter pilot training in region. 3. Pilot controlled lighting 118.4.



MSA RRS VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
KENSY to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR

1000′ ↑ via 316° hdg

3000′ RT via RRS 111.6 R-019 HAVSO

STRAIGHT-IN LANDING RWY 32

	ILS DA(H) 581′ (200′) With Local Altimeter Setting		ILS DA(H) 627′ (246′) With Cairns Altimeter Setting		LOC (GS out) MDA(H) 960′ (579′) With Local Altimeter Setting			LOC (GS out) MDA(H) 1020′ (639′) With Cairns Altimeter Setting		
	FULL	RAIL or ALS out	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B										
C					RVR 50 or 1	1 1/2		RVR 60 or 1 1/4	1 3/4	
D					RVR 60 or 1 1/4	1 3/4		1 1/2	2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Cairns Altimeter Setting MDA(H)
90	960′ (560′)-1	1020′ (620′)-1
120		
140	960′ (560′)-1 1/2	1020′ (620′)-1 3/4
165	980′ (580′)-2	1040′ (640′)-2 1/4

AMEND 8A TERPS

1 With Local Altimeter Setting: RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: MM added.

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ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

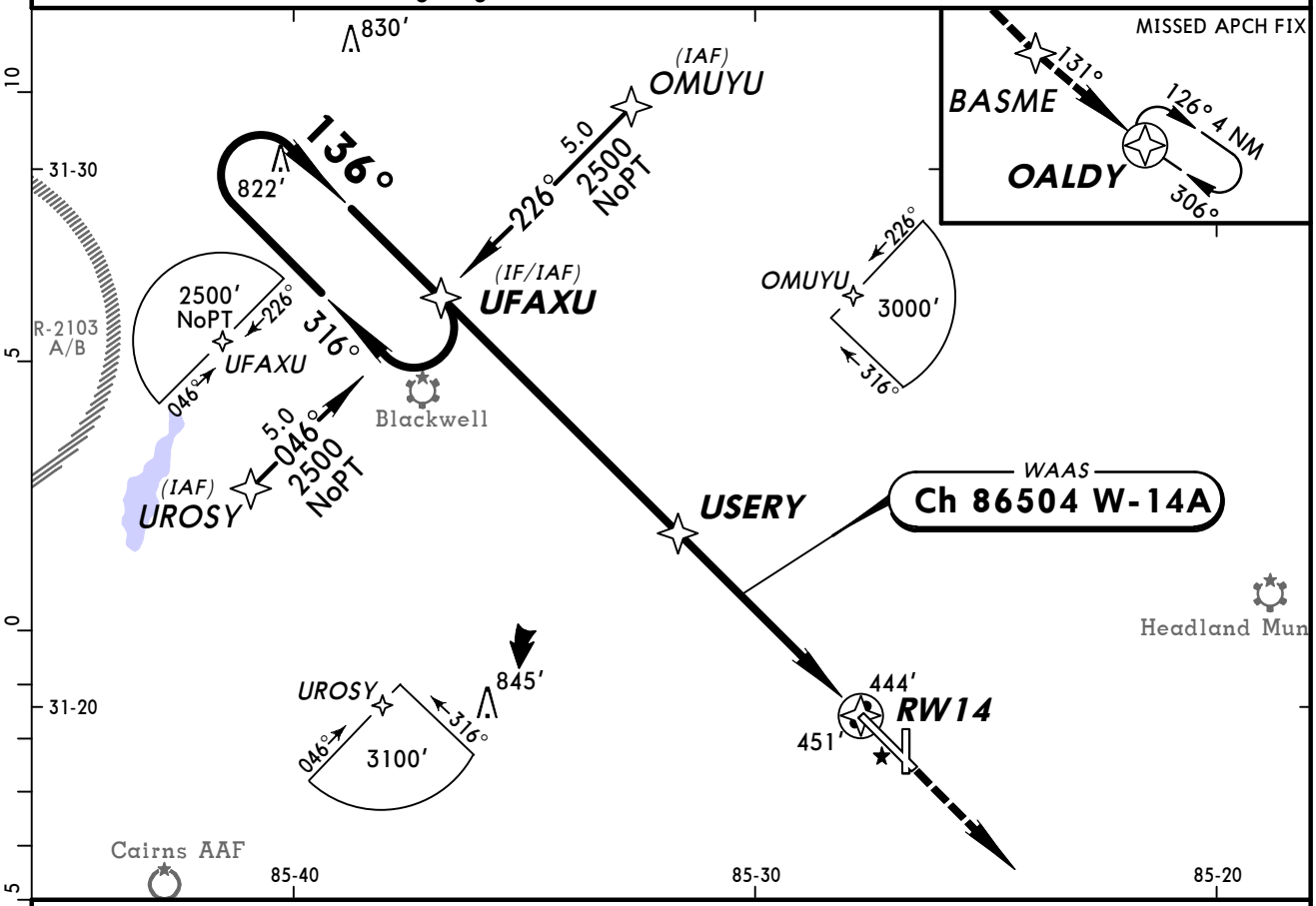
BRIEFING STRIP™

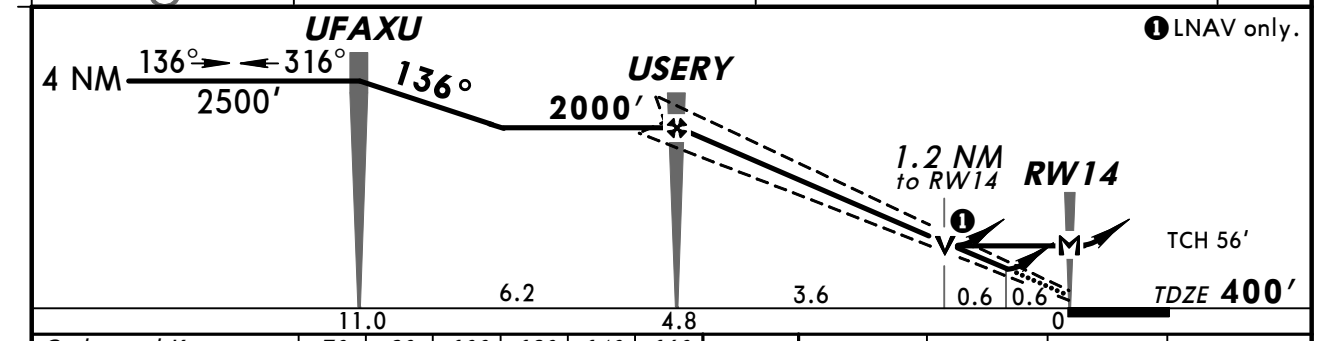
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 401′	TAA 30 NM IAF
Ch 86504 W-14A	136°	USERY 2000′ (1600′)	650′ (250′)	TDZE 400′	

MISSED APCH: Climb to 3000′ direct BASME and via 131° track to OALDY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cairns AAF altimeter setting. 2. Baro-VNAV and VDP not authorized when using Cairns AAF altimeter setting. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 118.4.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW14						

REIL
PAPI-L

3000′

BASME

STRAIGHT-IN LANDING RWY 14

	1 LPV DA(H) 650′ (250′)	2 LNAV/VNAV DA(H) 784′ (384′)	3 LNAV MDA(H) 760′ (360′)
A	3/4	1 1/4	1
B			
C			
D			1 1/4

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Cairns AAF Altimeter Setting MDA(H)
90	860′ (459′)-1	920′ (519′)-1
120		
140	860′ (459′)-1 1/2	920′ (519′)-1 1/2
165	980′ (579′)-2	1040′ (639′)-2

AMEND 1

TERPS

1 DA(H) 696′ (296′), Vis Cat A, B, C & D: 1 with Cairns AAF altimeter setting.
2 DA(H) 830′ (430′), Vis Cat A, B, C & D: 1 1/2 with Cairns AAF altimeter setting.
3 MDA(H) 820′ (420′), Vis Cat C: 1 1/4 with Cairns AAF altimeter setting.

CHANGES: Circling minimums.

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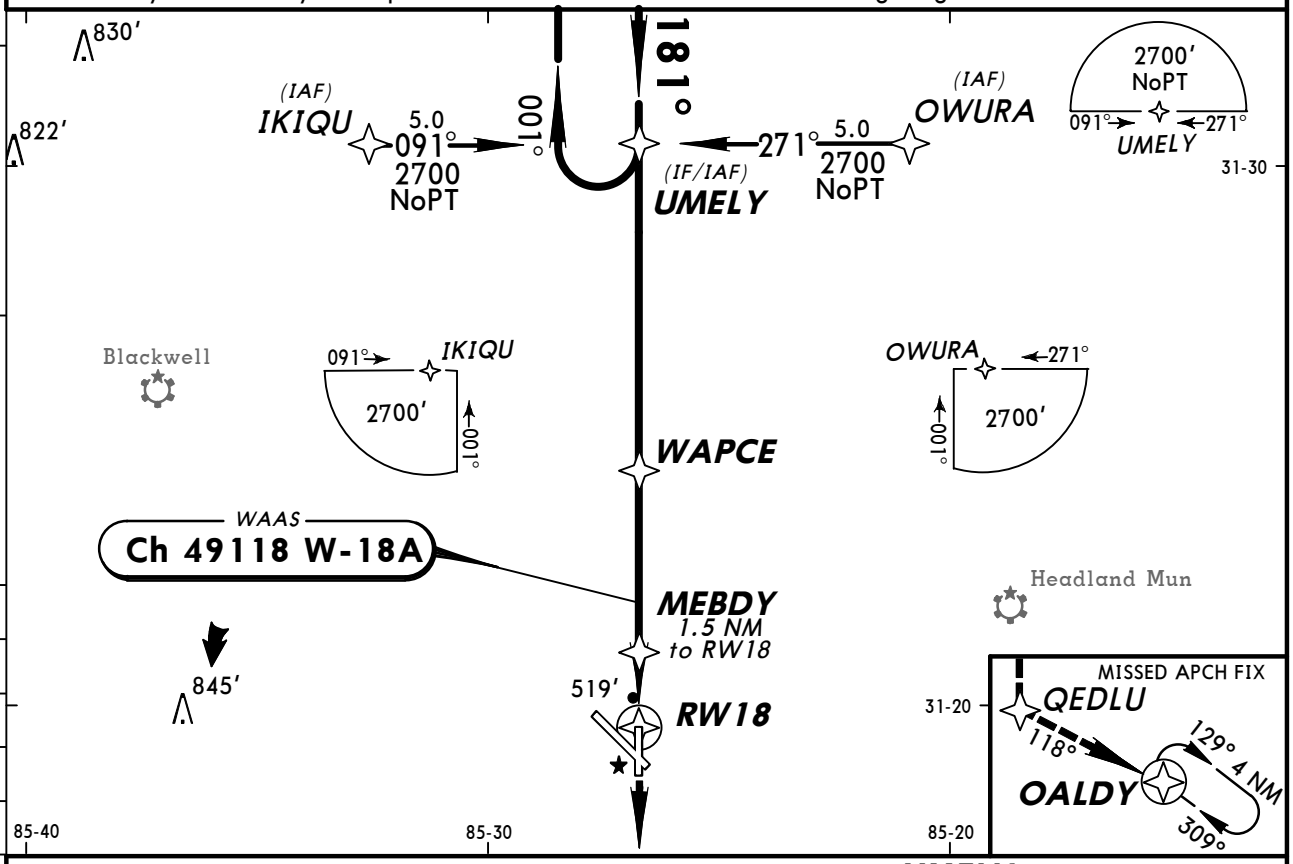
ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

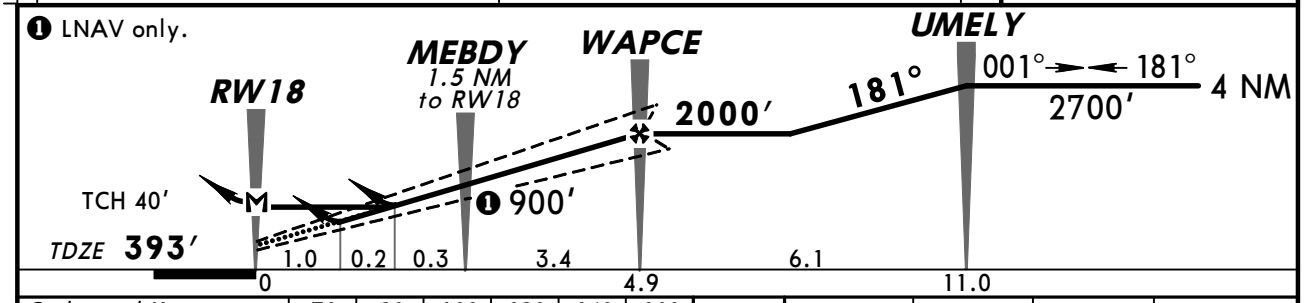
WAAS	Final Apch Crs	Minimum Alt WAPCE	LPV DA(H) (CONDITIONAL)	Apt Elev 401′ / TDZE 393′	TAA 30 NM IAF
Ch 49118 W-18A	181°	2000′ (1607′)	751′ (358′)		

MISSED APCH: Climb to 3000′ direct QEDLU and on track 118° to OALDY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cairns AAF altimeter setting. 2. Baro-VNAV not authorized when using Cairns AAF altimeter setting. 3. For uncompensated Baro-VNAV systems LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 118.4.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

REIL
PAPI-L

3000′

QEDLU

STRAIGHT-IN LANDING RWY 18
With Local Altimeter Setting

	LPV DA(H) 751′(358′)	LNAV/VNAV DA(H) 809′(416′)	LNAV MDA(H) 800′(407′)
A	1¼	1½	1
B			
C			1¼
D			

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	860′(459′)-1
120	
140	860′(459′)-1½
165	980′(579′)-2

With Cairns AAF Altimeter Setting

	LPV DA(H) 797′(404′)	LNAV/VNAV DA(H) 855′(462′)	LNAV MDA(H) 860′(467′)
A	1½	1¾	1
B			
C			1¼
D			1½

With Cairns AAF Altimeter Setting

Max Kts	MDA(H)
90	920′(519)-1
120	
140	920′(519′)-1½
165	1040′(639′)-2

CHANGES: Procedure.

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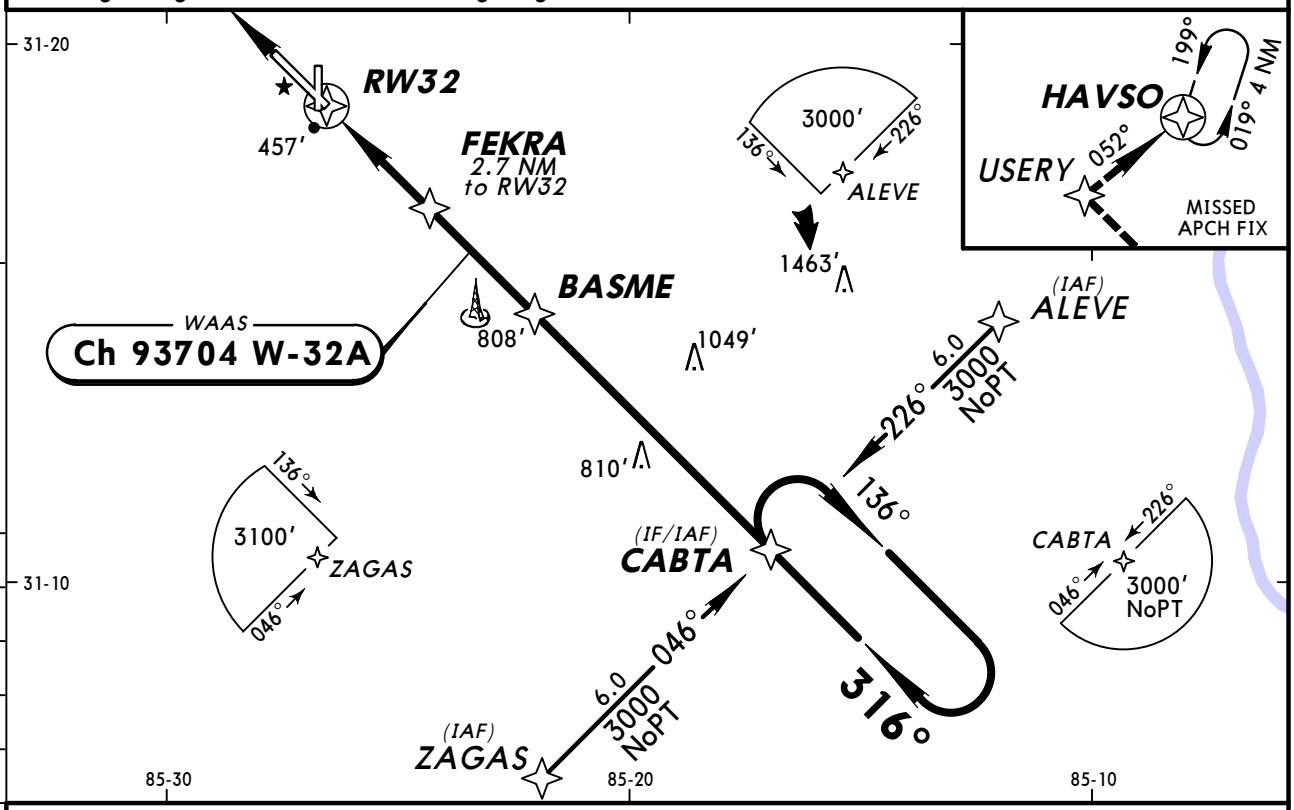
ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

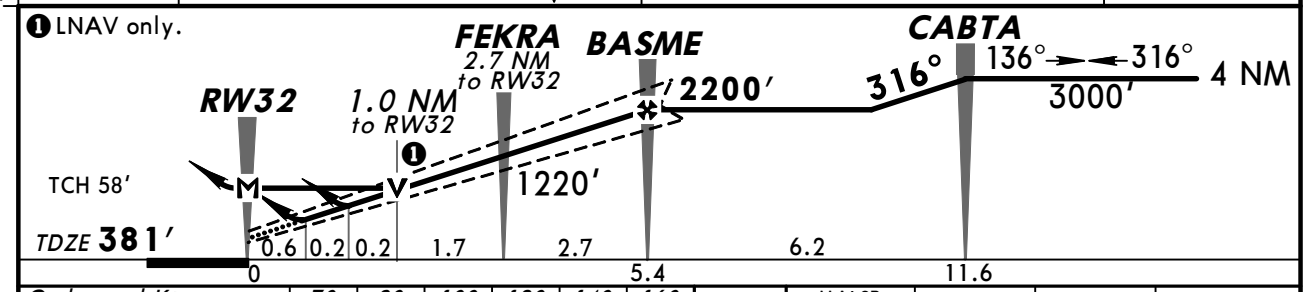
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 401′	TAA
Ch 93704 W-32A	316°	BASME 2200′ (1819′)	631′ (250′)	TDZE 381′	30 NM IAF

MISSED APCH: Climb to 3000′ direct USERY and RIGHT turn via 052° track to HAVSO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cairns AAF altimeter setting. 2. Baro-VNAV and VDP not authorized when using Cairns AAF altimeter setting. 3. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 4. Intense student helicopter pilot training in region. 5. Pilot controlled lighting 118.4.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW32						

MALSR 3000′ USERY

STRAIGHT-IN LANDING RWY 32

With Local Altimeter Setting

	LPV DA(H) 631′(250′)		LNAV/VNAV DA(H) 707′(326′)		LNAV MDA(H) 760′(379′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C							
D			RVR 40 or 3/4		RVR 50 or 1	RVR 60 or 1 1/4	

With Cairns AAF Altimeter Setting

	LPV DA(H) 677′(296′)		LNAV/VNAV DA(H) 753′(372′)		LNAV MDA(H) 820′(439′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 50 or 1		RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1 1/4	
D			RVR 50 or 1		RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	860′(459′)-1
120	
140	860′(459′)-1 1/2
165	980′(579′)-2

With Cairns AAF Altimeter Setting

Max Kts	MDA(H)
90	920′(519′)-1
120	
140	920′(519′)-1 1/2
165	1040′(639′)-2

BRIEFING STRIP™ — AMEND 0 — TERPS

CHANGES: Circling minimums.

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ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 401′
	001°	QEDLU 2000′ (1622′)	800′ (422′)	TDZE 378′

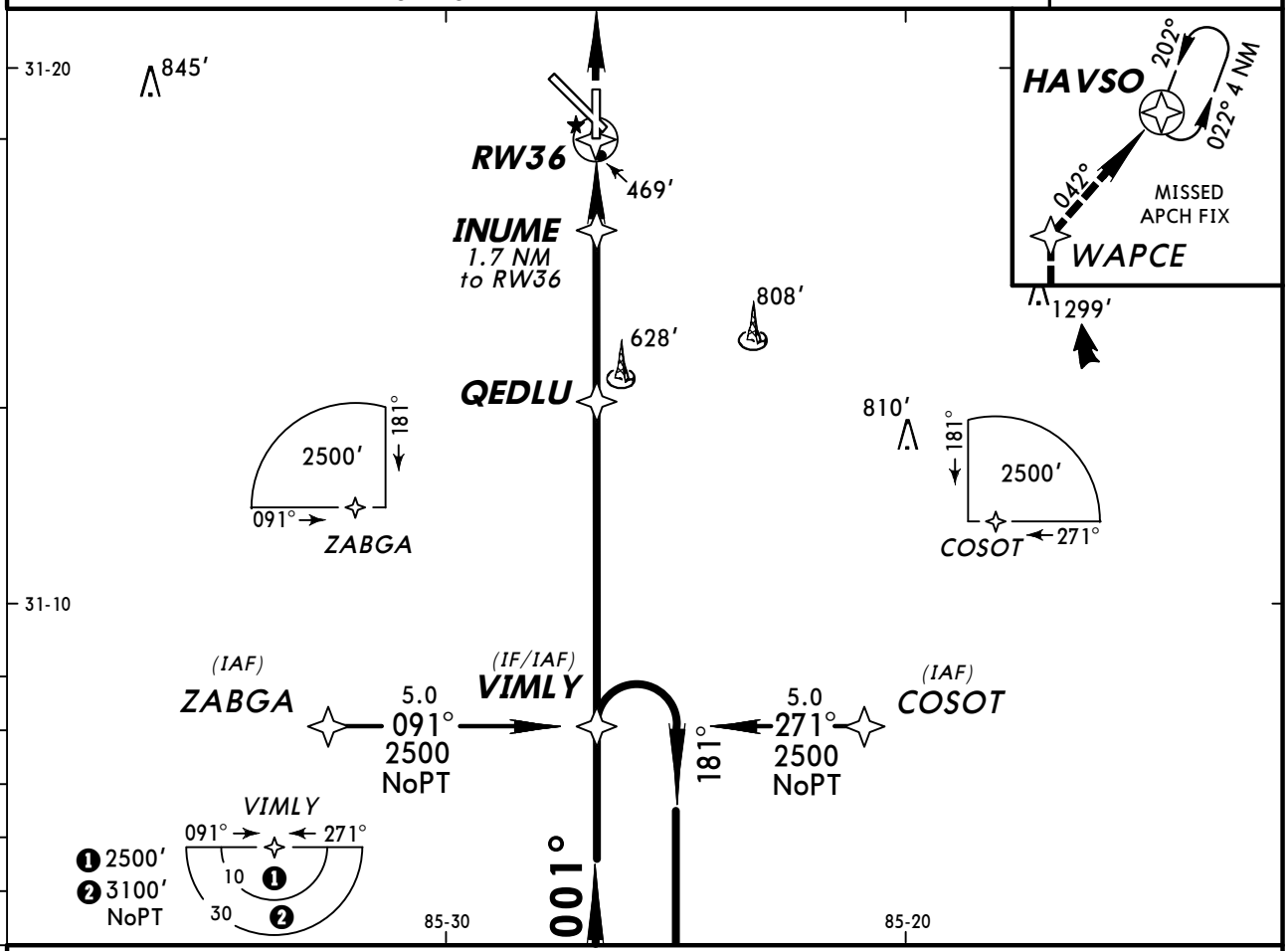
MISSED APCH: Climb to 3000′ direct WAPCE and on track 042° to HAVSO and hold.

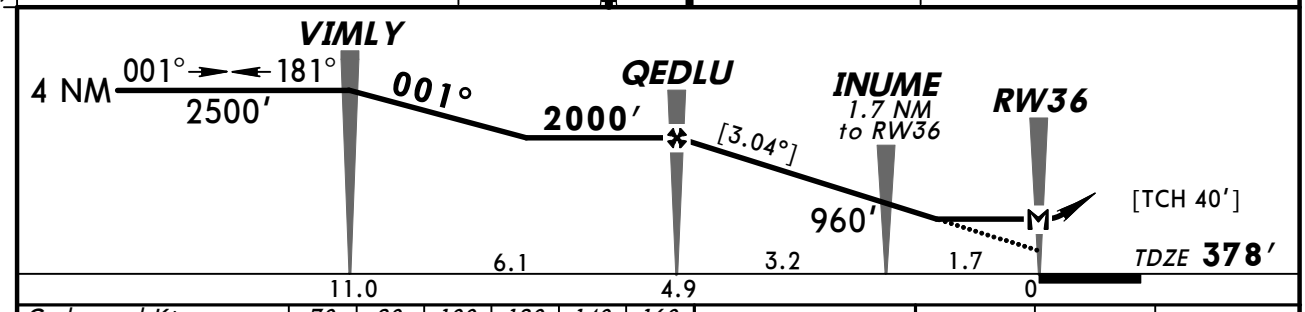
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cairns AAF altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 118.4.

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW36						

3000′ ↑ | D | WAPCE

STRAIGHT-IN LANDING RWY 36 LNAV			CIRCLE-TO-LAND		
	MDA(H) 800′ (422′) With Local Altimeter Setting	MDA(H) 860′ (482′) With Cairns AAF Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Cairns AAF Altimeter Setting MDA(H)
A	1	1	90	860′ (459′) -1	920′ (519′) -1
B			120		
C	1¼	1¼	140	860′ (459) -1½	920′ (519′) -1½
D		1½	165	980′ (579′) -2	1040′ (639′) -2

TERPS AMEND 0 29 JUL 2010

CHANGES: New procedure.

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BRIEFING STRIP

ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

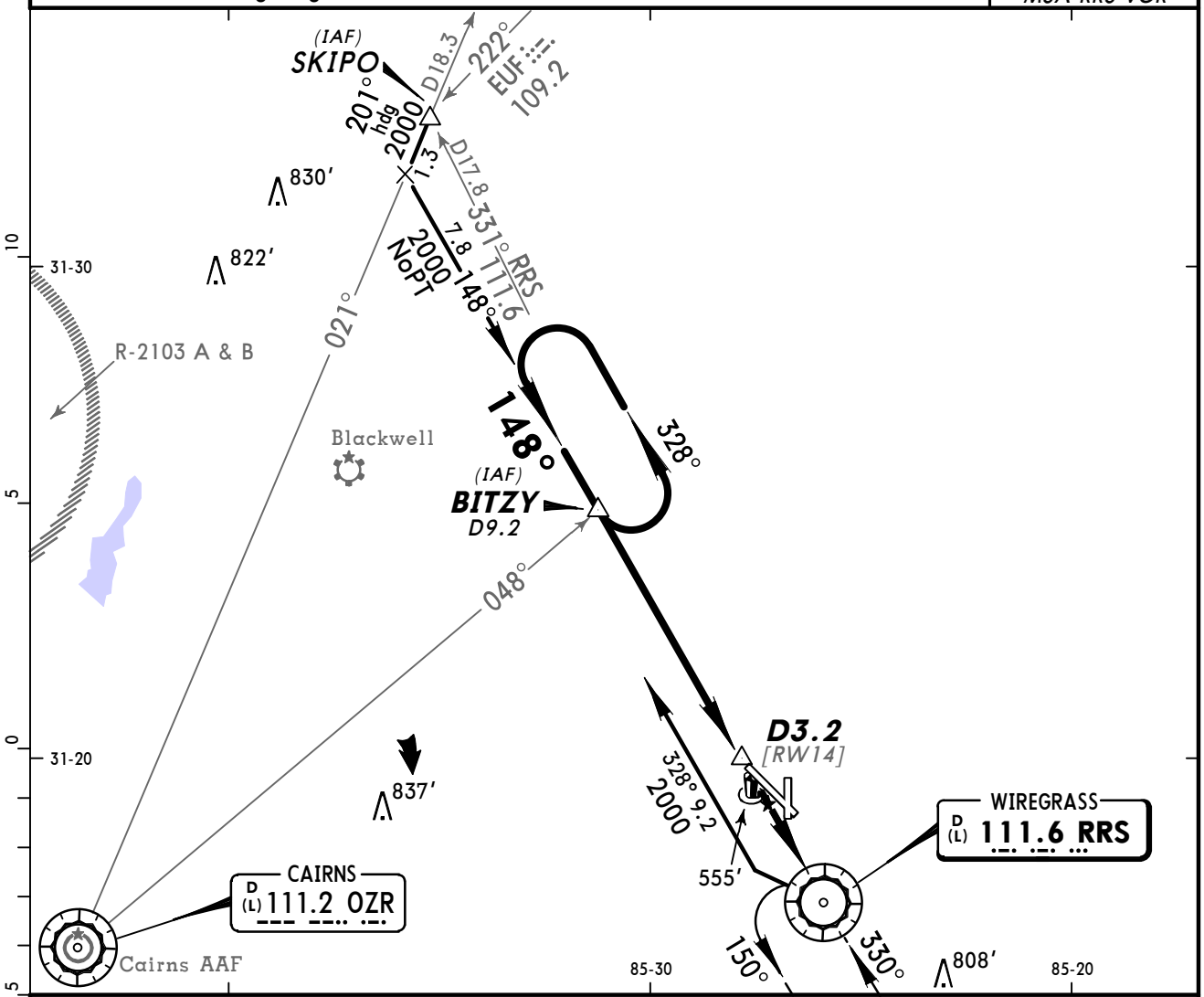
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 401′
RRS 111.6	148°	BITZY 2000′ (1599′)	820′ (419′)	TDZE 401′

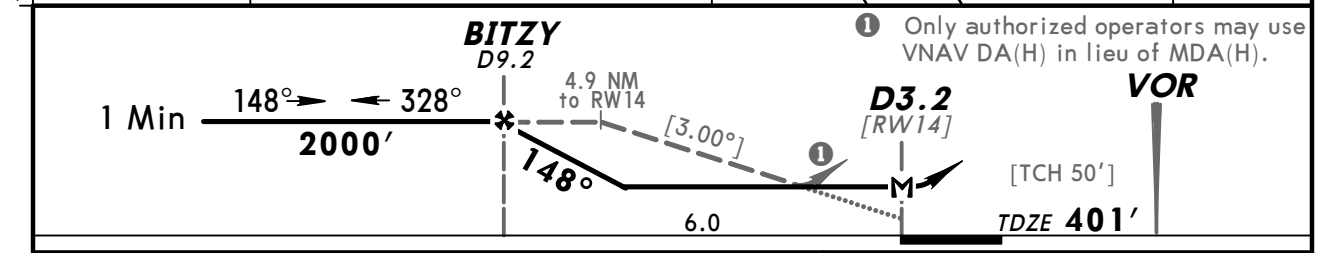
MISSED APCH: Climb to 2000′ direct RRS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 118.4.

MSA RRS VOR: 180° 3100′ 2600′ 360°





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at D3.2 or BITZY to MAP 6.0	5:09	4:00	3:36	3:00	2:34	2:15

REIL
PAPI-L

2000′

D

RRS 111.6

TERPS AMEND 3D

STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
MDA(H) 820′(419′)		Max Kts	MDA(H)
A	1	90	860′(459′)-1
B		120	
C	1¼	140	860′(459′)-1½
D		165	980′(579′)-2

CHANGES: Communications.

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BRIEFING STRIP™

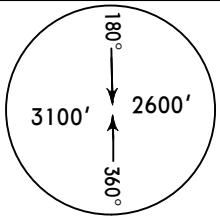
ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 401′
RRS 111.6	164°	TAKKY 2000′ (1605′)	820′ (425′)	TDZE 395′

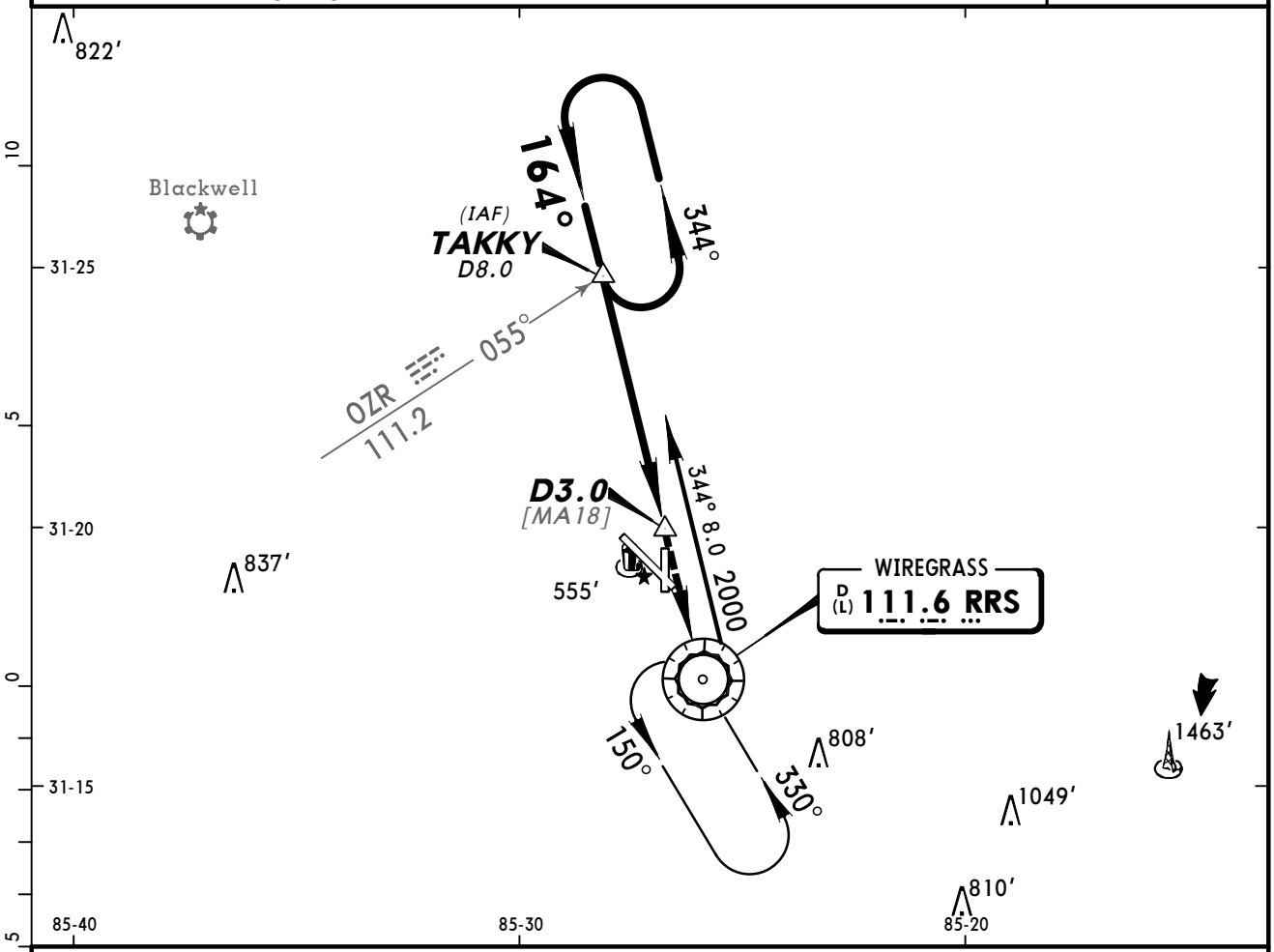
MISSED APCH: Climb to 2000′ direct RRS VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

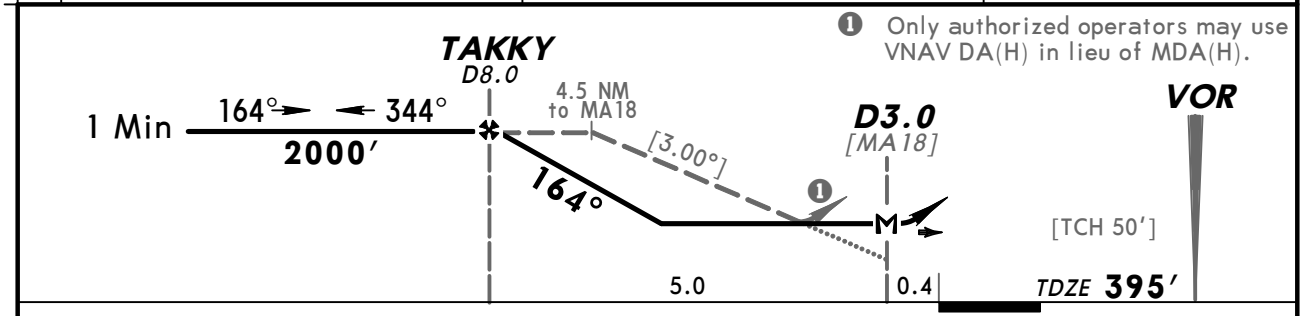
1. Pilot controlled lighting 118.4.



MSA RRS VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at D3.0 or TAKKY to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53

REIL
VASI-L

2000′

RRS 111.6

STRAIGHT-IN LANDING RWY 18

MDA(H) 820′(425′)

		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	860′(459′)-1
B		120	
C	1¼	140	860′(459′)-1½
D		165	980′(579′)-2

TERPS AMEND 3C

CHANGES: Communications.

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ATIS (ASOS when Twr inop)	*CAIRNS Approach (R)	JACKSONVILLE Center (R)	*DOTHAN Tower	*Ground
135.72	125.4	134.3 when App inop.	CTAF 118.4	121.7

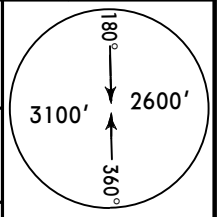
BRIEFING STRIP™

VOR RRS	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev
111.6	334°	1400′ (1000′)	Refer to Minimums	400′

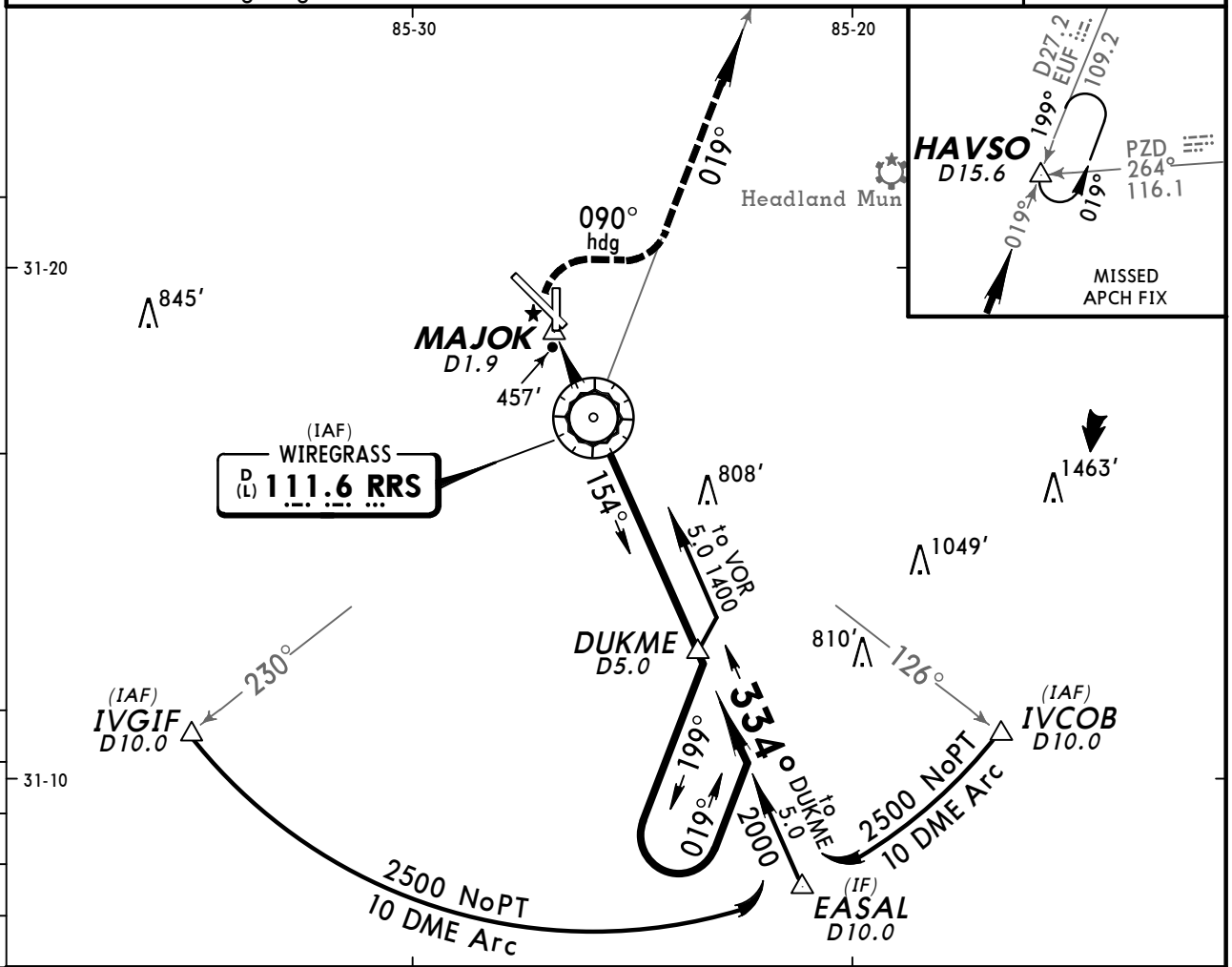
MISSED APCH: Climb to 1000′ then climbing RIGHT turn to 3000′ via 090° heading and outbound on RRS VOR R-019 to HAVSO INT/ D15.6 and hold.

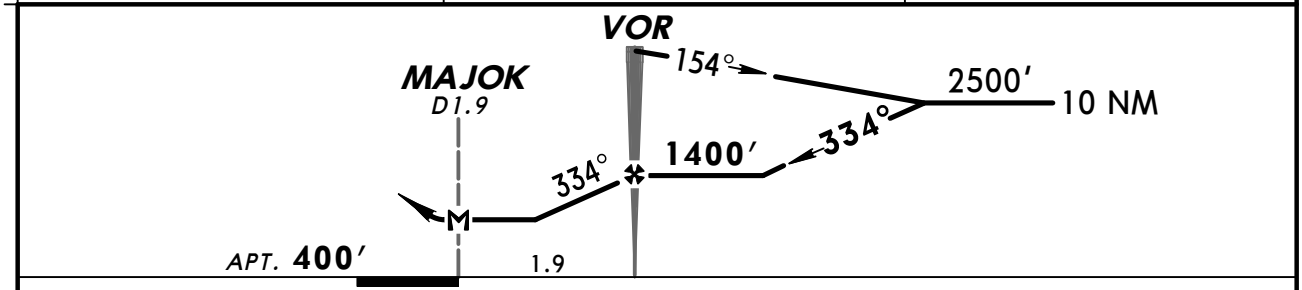
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Cairns altimeter setting.
2. Pilot controlled lighting 118.4.



MSA RRS VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at MAJOK or VOR to MAP 1.9	1:38	1:16	1:08	0:57	0:49	0:43

Lighting - Refer to Airport Chart	1000′	3000′	via	090° hdg	and	RRS 111.6 R-019	HAVSO
	↑	↱ RT					

CIRCLE-TO-LAND

	Max Kts.	With Local Altimeter Setting MDA(H)	With Cairns Altimeter Setting MDA(H)
A	90	860′ (460′)-1	920′ (520′)-1
B	120		
C	140	860′ (460′)-1½	920′ (520′)-1½
D	165	980′ (580′)-2	1040′ (640′)-2

AMEND 12
TERPS

CHANGES: Procedure.

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General Information

Location: Bessemer AL USA
IATA Code:
Lat/Long: N33° 18.8' W086° 55.6'
Elevation: 700 ft

Airport Use: Public
Magnetic Variation: 2.8°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A+
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1219 Z
Sunset: 2342 Z,

Runway Information

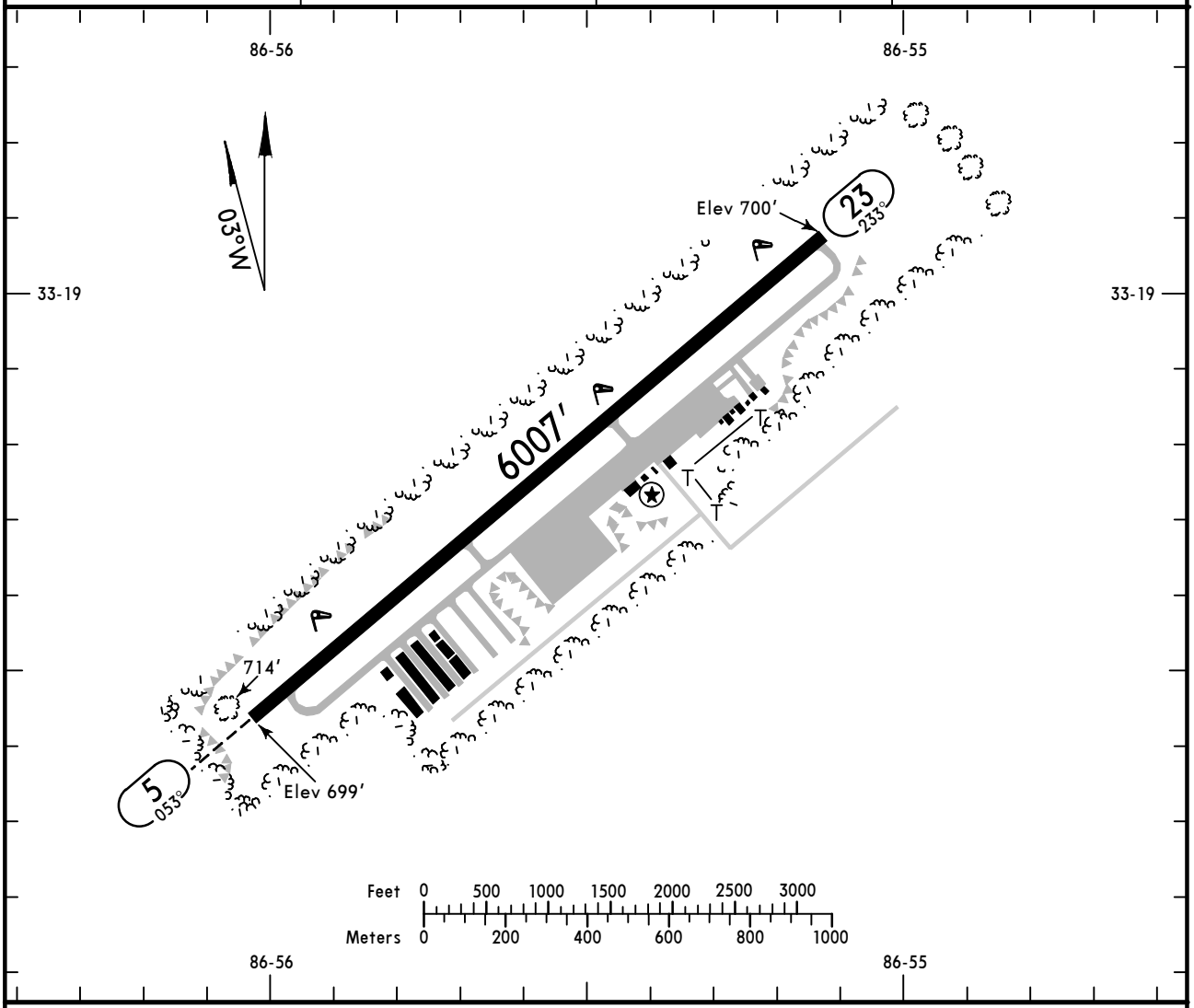
Runway: 05
Length x Width: 6007 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 700 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 6007 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 700 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 118.825
Bessemer Unicom 123.0 CTAF PCL
Birmingham Clearance Delivery 123.75
Birmingham Approach Control 124.9
Birmingham Departure Control 124.9

AWOS-3	BIRMINGHAM Clearance	BESSEMER UNICOM	BIRMINGHAM Departure (R)
118.82	123.75	CTAF 123.0	124.9



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
5 23	❶ HIRL REIL VASI-L		4872′		100′

❶Activate on 123.0.

TAKE-OFF			FOR FILING AS ALTERNATE
	All Rwys		
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	A B C D NA
3 & 4 Eng		1/2	

AMEND 0

CHANGES: None.

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AWOS-3	BIRMINGHAM Approach (R)	BESSEMER UNICOM
118.82	124.9	CTAF 123.0

BRIEFING STRIP™

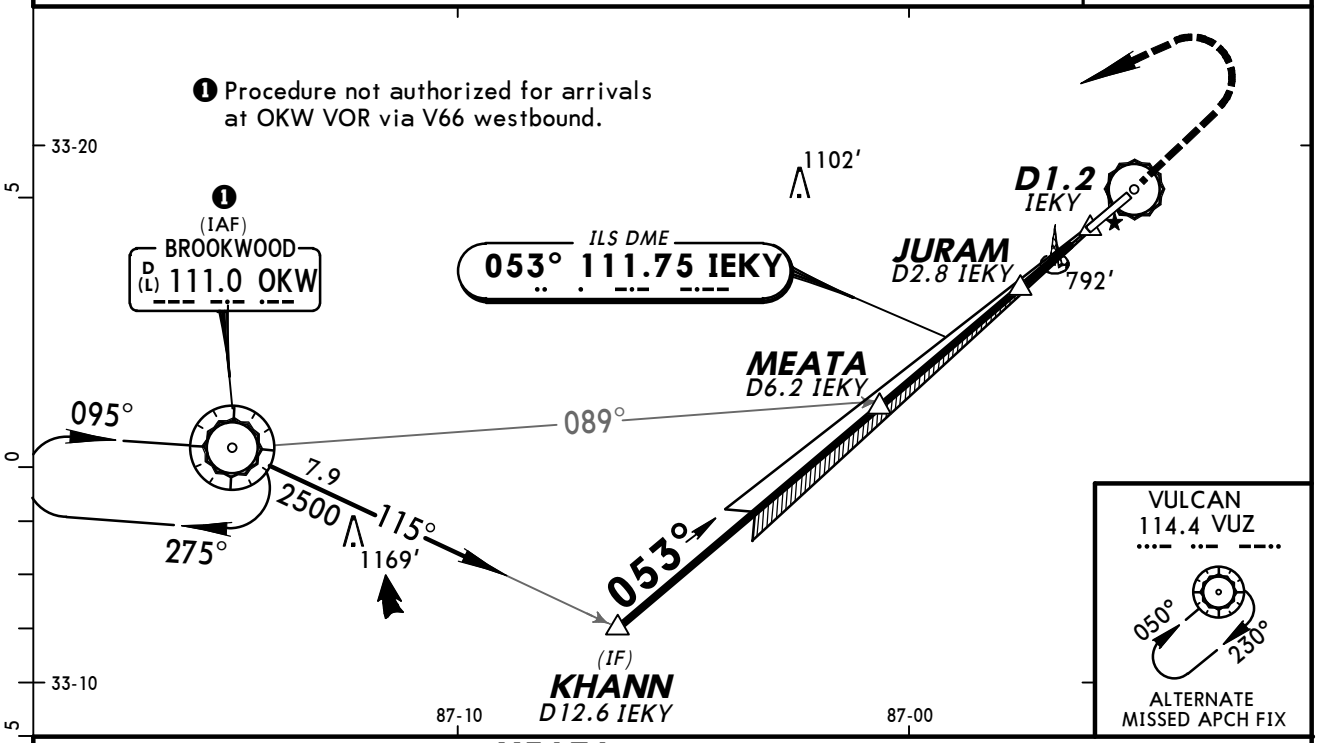
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 700′
IEKY 111.75	053°	MEATA 2400′ (1700′)	900′ (200′)	TDZE 700′

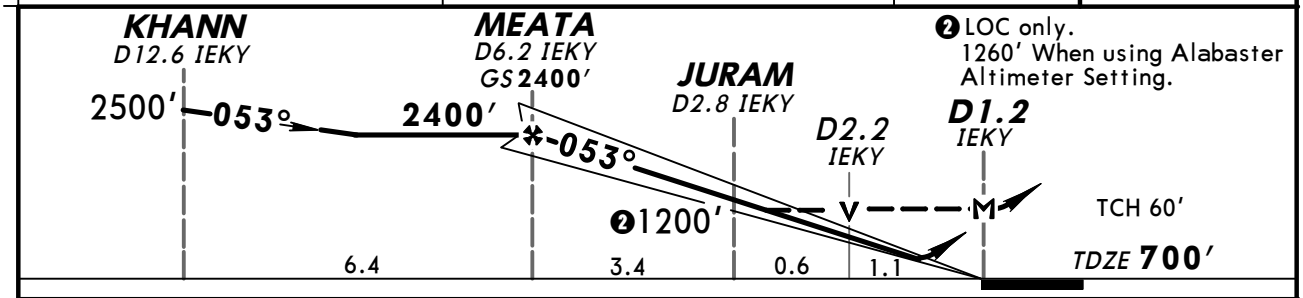
MISSED APCH: Climb to 1200′ then climbing LEFT turn to 3000′ direct OKW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Alabaster altimeter setting.
2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 123.0.

3700′
MSA OKW VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D1.2 IEKY or MEATA to MAP 5.1	4:22	3:24	3:04	2:33	2:11	1:55

REIL VASI-L	1200′ ↑	3000′ LT ↰	D	OKW 111.0

STRAIGHT-IN LANDING RWY 5

	ILS	LOC (GS out) With JURAM	LOC (GS out) Without JURAM
	With Local Altimeter Setting		
	DA(H) 900′ (200′)	MDA(H) 1100′ (400′)	MDA(H) 1200′ (500′)
A	3/4	1	1
B			
C			1 1/4
D		1 1/4	1 1/2

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)
90	1200′ (500′)-1
120	
140	1220′ (520′)-1 1/2
165	1260′ (560′)-2

With Alabaster Altimeter Setting

	ILS	LOC (GS out)	LOC (GS out)
	DA(H) 941′ (241′)	MDA(H) 1160′ (460′)	MDA(H) 1260′ (560′)
A	3/4	1	1
B			
C		1 1/4	1 1/2
D		1 1/2	1 3/4

Max Kts	With Alabaster Altimeter Setting MDA(H)
90	1260′ (560′)-1
120	
140	1280′ (580′)-1 1/2
165	1320′ (620′)-2

TERPS AMEND 2 23 SEP 2010

CHANGES: Transition bearing.

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AWOS-3	BIRMINGHAM Approach (R)	BESSEMER UNICOM
118.82	124.9	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt MEATA	LPV DA(H) (CONDITIONAL)	Apt Elev 700′
Ch 65999 W-05A	053°	2400′ (1700′)	900′ (200′)	TDZE 700′

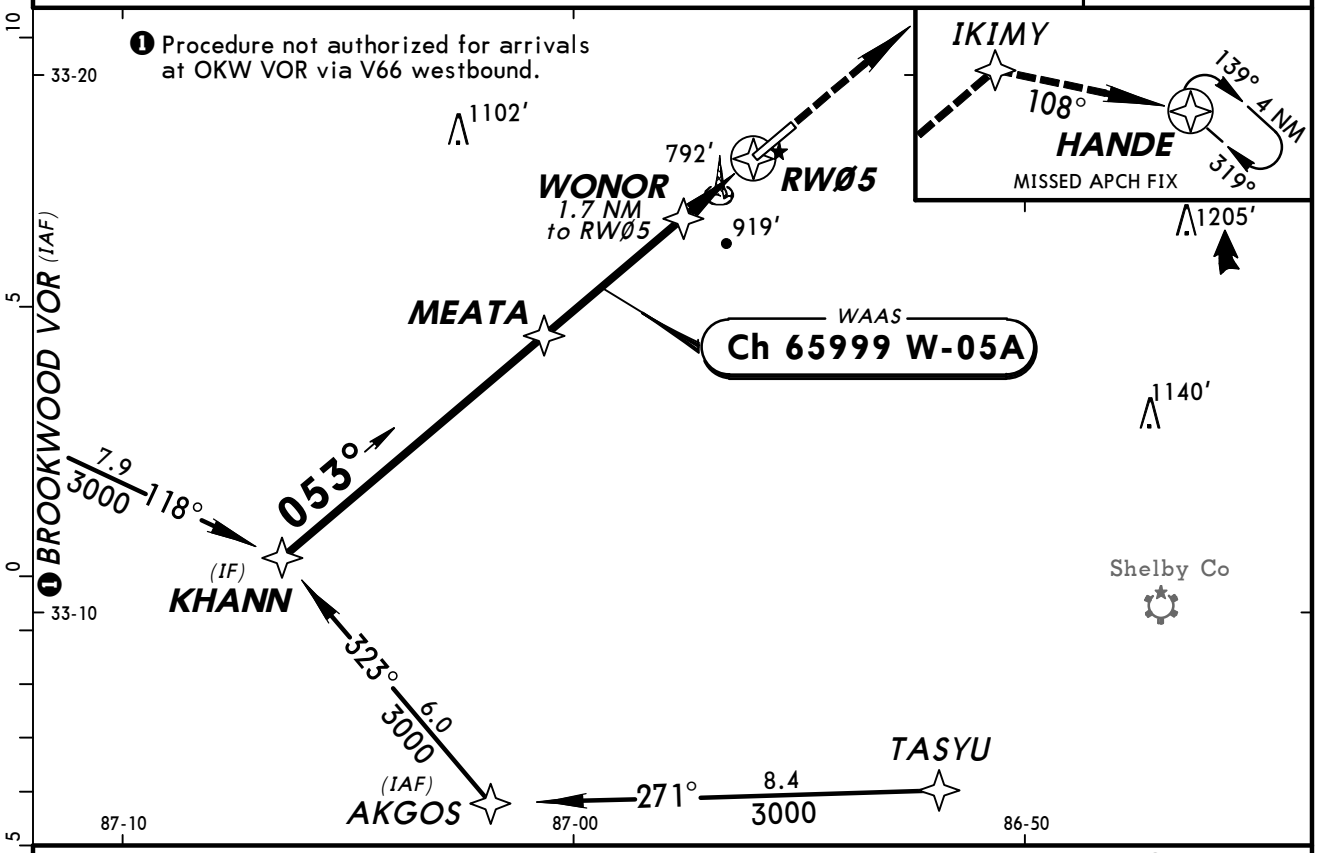
MISSED APCH: Climb to 4000′ direct IKIMY and on track 108° to HANDE and hold.

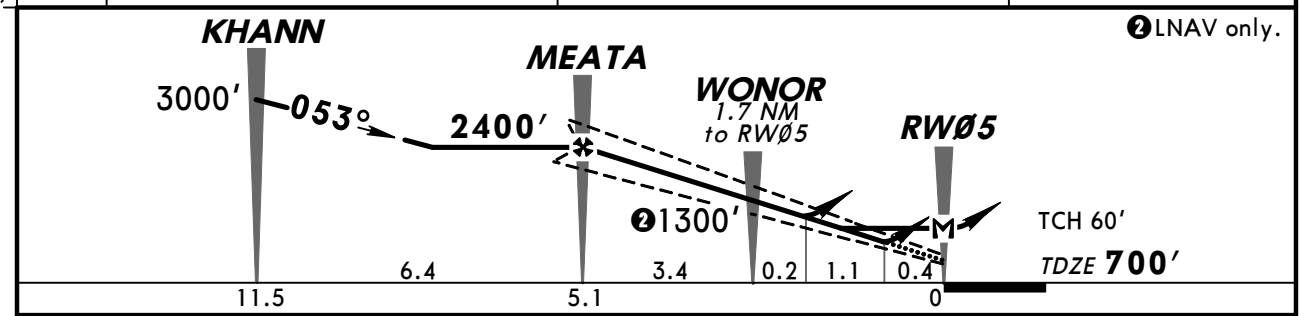
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Alabaster altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Pilot controlled lighting 123.0.

3700′
MSA RWØ5

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ5						

REIL
VASI-L
4000′
IKIMY

STRAIGHT-IN LANDING RWY 5				CIRCLE-TO-LAND		
	1 LPV DA(H) 900′ (200′)	2 LNAV/VNAV DA(H) 1244′ (544′)	3 LNAV MDA(H) 1160′ (460′)	Max Kts	With Local Altimeter Setting MDA(H)	With Alabaster Altimeter Setting MDA(H)
A	3/4	2	1	90	1200′ (500′)-1	1260′ (560′)-1
B				120		
C			1 1/4	140	1220′ (520′)-1 1/2	1280′ (580′)-1 1/2
D			1 1/2	165	1260′ (560′)-2	1320′ (620′)-2

1 DA(H) 941′ (241′) with Alabaster altimeter setting.
2 DA(H) 1285′ (585′) with Alabaster altimeter setting.
3 MDA(H) 1220′ (520′) VIS CAT C 1 1/2, CAT D 1 3/4 with Alabaster altimeter setting.

TERPS AMEND 1 23 SEP 2010

CHANGES: Procedure.

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AWOS-3	BIRMINGHAM Approach (R)	BESSEMER UNICOM
118.82	124.9	CTAF 123.0

WAAS	Final Apch Crs	Minimum Alt IKIMY	LPV DA(H) (CONDITIONAL)	Apt Elev 700′
Ch 82199 W-23A	233°	2600′ (1900′)	972′ (272′)	TDZE 700′

MISSED APCH: Climb to 4000′ direct WUDGI and on track 148° to TASYU and hold, continue climb-in-hold to 4000′.

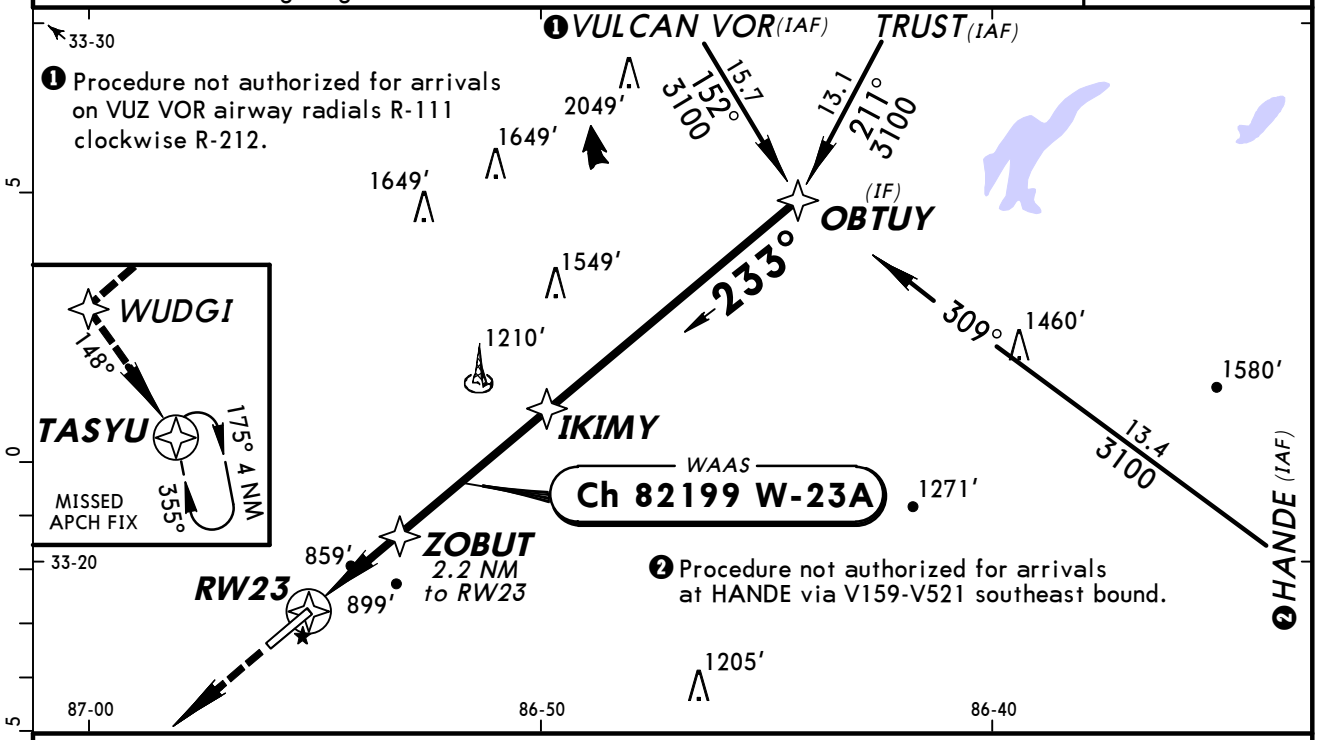
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

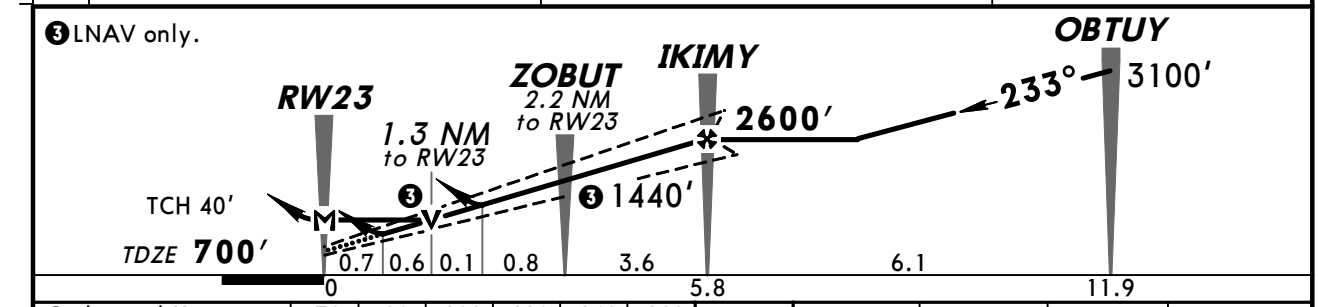
1. Use local altimeter setting; if not received, use Alabaster altimeter setting.
2. Baro-VNAV and VDP not authorized when using Alabaster altimeter setting.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized.
7. Pilot controlled lighting 123.0.

3700′

MSA RW23

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW23						

REIL
VASI-L

4000′

WUDGI

STRAIGHT-IN LANDING RWY 23
With Local Altimeter Setting

	LPV DA(H) 972′ (272′)	LNAV/VNAV DA(H) 1170′ (470′)	LNAV MDA(H) 1160′ (460′)
A	1	1¾	1
B			
C			1¼
D			1½

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1200′ (500′)-1
120	
140	1220′ (520′)-1½
165	1260′ (560′)-2

With Alabaster Altimeter Setting

	LPV DA(H) 1013′ (313′)	LNAV/VNAV DA(H) 1211′ (511′)	LNAV MDA(H) 1220′ (520′)
A	1	1¾	1
B			
C			1½
D			1¾

With Alabaster Altimeter Setting

Max Kts	MDA(H)
90	1260′ (560′)-1
120	
140	1280′ (580′)-1½
165	1320′ (620′)-2

TERPS AMEND 0 23 SEP 2010

CHANGES: New procedure.

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AWOS-3	BIRMINGHAM Approach (R)	BESSEMER UNICOM
118.82	124.9	CTAF 123.0

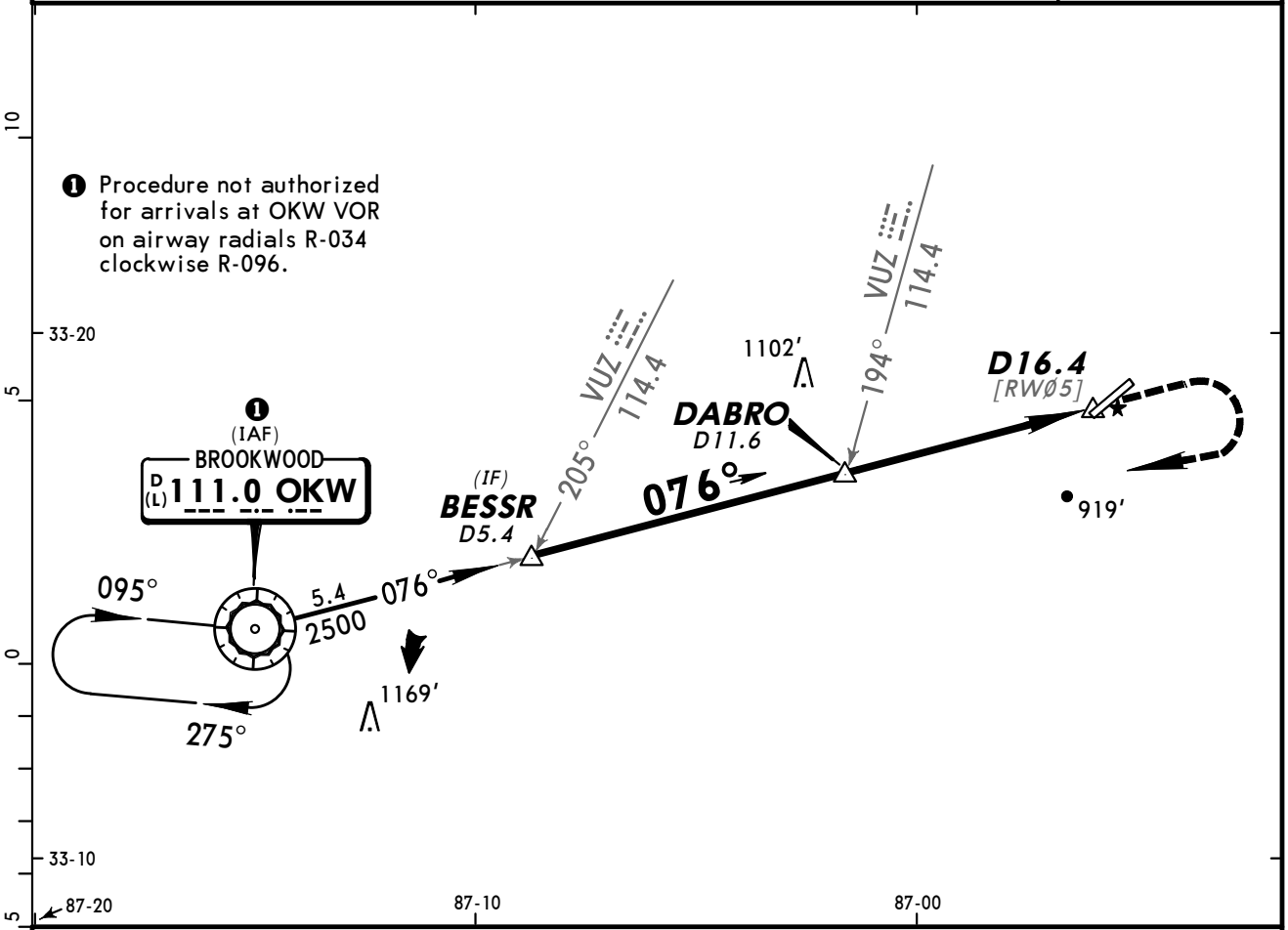
BRIEFING STRIP™

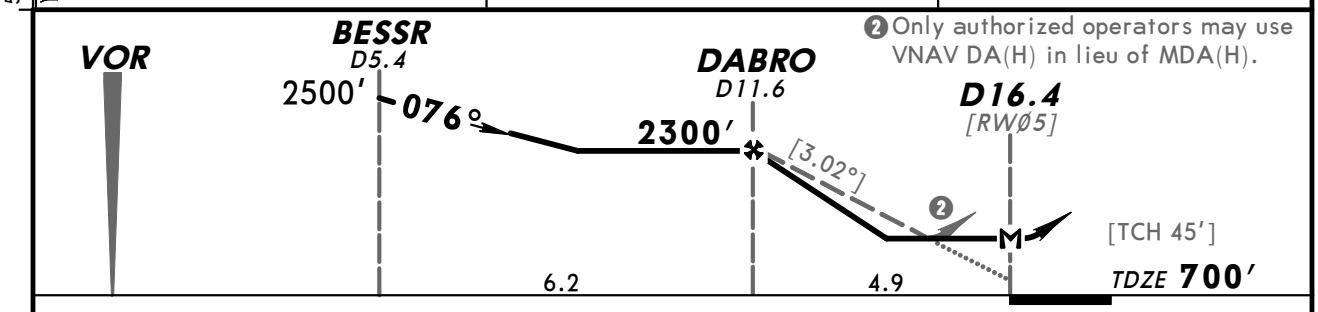
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 700′
OKW 111.0	076°	DABRO 2300′ (1600′)	1180′ (480′)	TDZE 700′

MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct OKW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Alabaster altimeter setting.
2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 123.0.

3700′
MSA OKW VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at D16.4 or DABRO to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

REIL VASI-L	1500′	3000′ RT	D	OKW 111.0

	STRAIGHT-IN LANDING RWY 5		CIRCLE-TO-LAND		
	MDA(H) 1180′ (480′) With Local Altimeter Setting	MDA(H) 1240′ (540′) With Alabaster Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Alabaster Altimeter Setting MDA(H)
A	1	1	90	1200′ (500′) - 1	1260′ (560′) - 1
B			120		
C	1¼	1¼	140	1220′ (520′) - 1½	1280′ (580′) - 1½
D	1½	1½	165	1260′ (560′) - 2	1320′ (620′) - 2

AMEND 6 TERPS

CHANGES: Printing sequence.

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General Information

Location: Gadsden AL USA
IATA Code: GAD
Lat/Long: N33° 58.4' W086° 05.3'
Elevation: 569 ft

Airport Use: Public
Magnetic Variation: 3.5°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1216 Z
Sunset: 2339 Z,

Runway Information

Runway: 06
Length x Width: 6802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 569 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 250 ft

Runway: 18
Length x Width: 4806 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 553 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 250 ft

Runway: 24
Length x Width: 6802 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 560 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 36
Length x Width: 4806 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 555 ft
Lighting: Edge, REIL, Pilot controlled
Stopway: 250 ft

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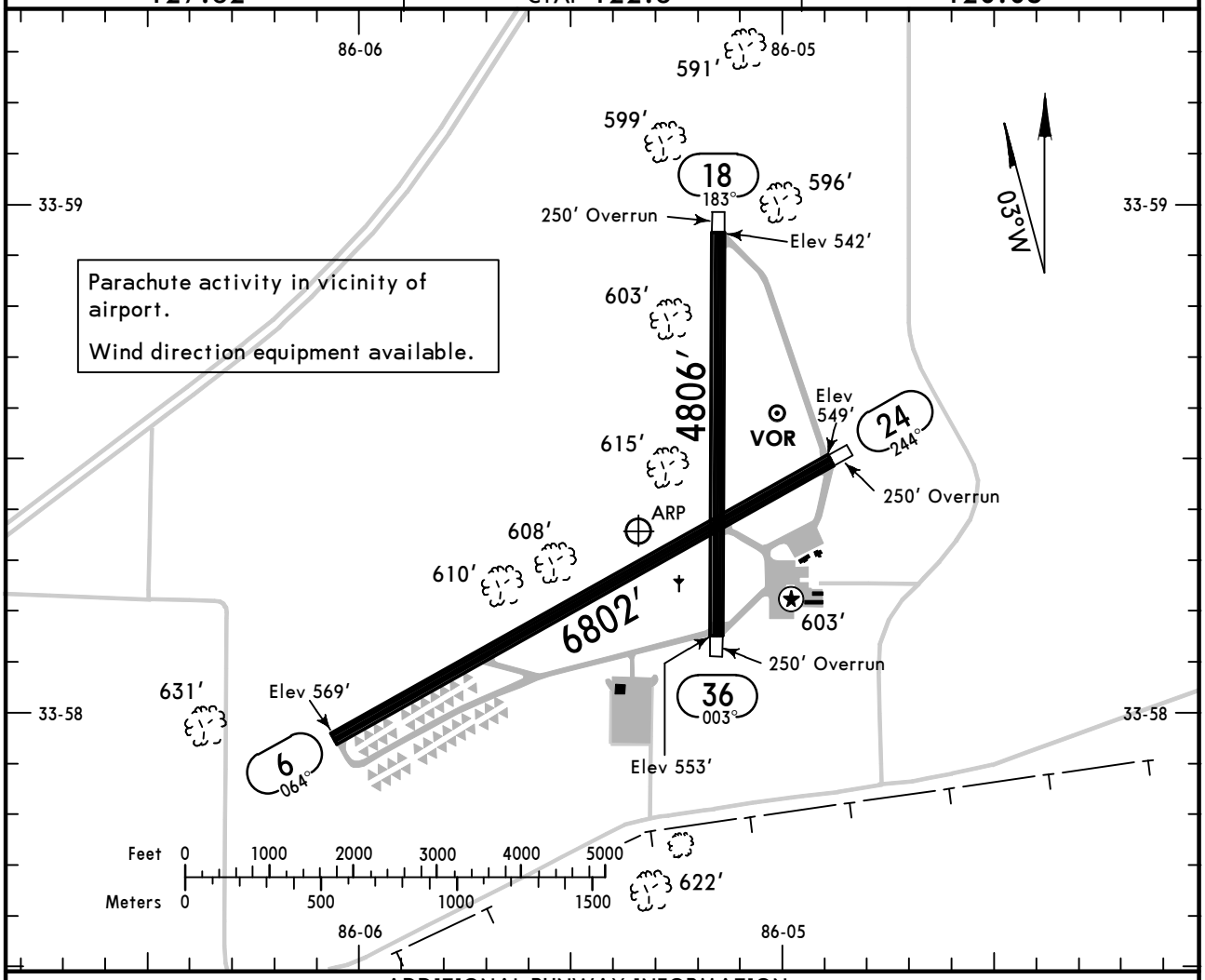
Communication Information

AWOS 127.825
Northeast Alabama Regl Unicom 122.8 CTAF PCL
Birmingham Approach Control 120.05
Birmingham Departure Control 120.05
Anniston Flight Service Station 122.1 RCO
Anniston Flight Service Station 112.3 RCO

AWOS-3	NORTHEAST ALABAMA REGL UNICOM	BIRMINGHAM Departure (R)
127.82	CTAF 122.8	120.05



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
6 / 24	❶ HIRL ❶ REIL ❶ PAPI-L (angle 3.00°) grooved		6002′		150′
18 / 36	❶ REIL ❶ PAPI-L (angle 2.75°)				150′

❶ Activate on 122.8.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 6, 24		Rwy 36			Rwy 18		
	Adequate Vis Ref	STD	With Mim climb of 307′/NM to 1500′ Adequate Vis Ref	STD	For Climb In Visual Conditions	With Mim climb of 340′/NM to 1700′ Adequate Vis Ref	STD	For Climb In Visual Conditions
1&2 Eng	1/4	1	1/4	1	1300-2½	1/4	1	1300-2½
3&4 Eng		1/2		1/2			1/2	

OBSTACLE DP: Rwy 6, climb heading 064° to 1300′ before proceeding on course. Rwy 18, for climb in visual conditions cross Northeast Alabama Regl airport at or above 1700′ before proceeding on course. Rwy 24, climb heading 244° to 2000′ before proceeding on course. Rwy 36, climb heading 003° to 1100′ before proceeding on course or for climb in visual conditions cross Northeast Alabama Regl airport at or above 1700′ before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available

	ILS Rwy 24	LOC Rwy 24 RNAV (GPS) Rwy 6 RNAV (GPS) Rwy 24 VOR Rwy 6	RNAV (GPS) Rwy 18	RNAV (GPS) Rwy 36
A	600-2	800-2	1000-2	1100-2
B				
C			1000-3	1100-3
D				

AMEND 4

CHANGES: Take-off minimums, obstacle departure procedure.

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KGAD/GAD
NORTHEAST ALABAMA REGL

JEPPESEN 19 AUG 11 Eff 25 Aug (11-1)

GADSDEN, ALA
ILS or LOC DME Rwy 24

BRIEFING STRIP ™

AWOS-3	BIRMINGHAM Approach (R)	NORTHEAST ALABAMA REGL UNICOM
127.82	120.05	CTAF 122.8

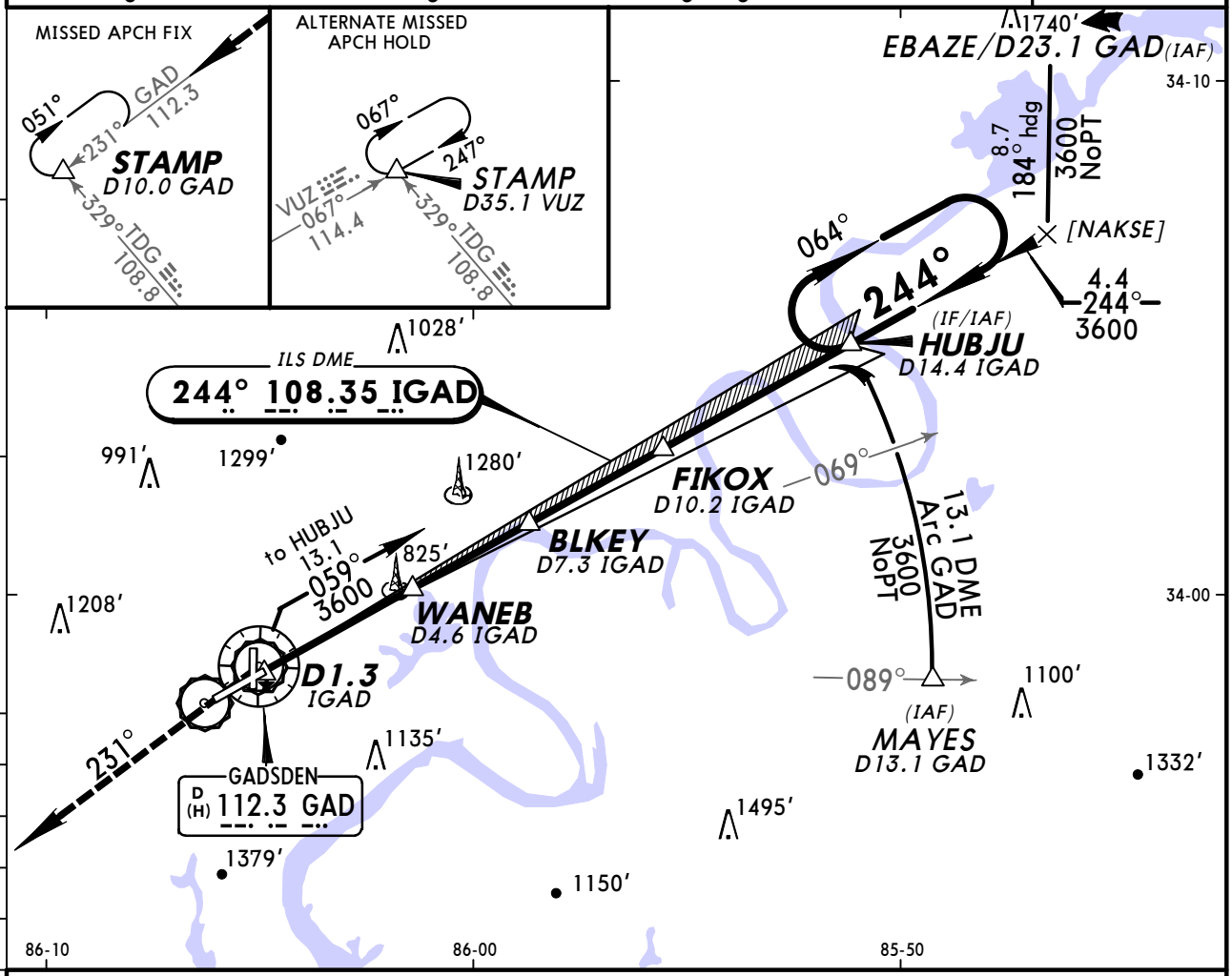
LOC IGAD	Final Apch Crs	GS BLKEY	ILS DA(H) (CONDITIONAL)	Apt Elev 569′
108.35	244°	2500′ (1951′)	768′ (219′)	Rwy 24 549′

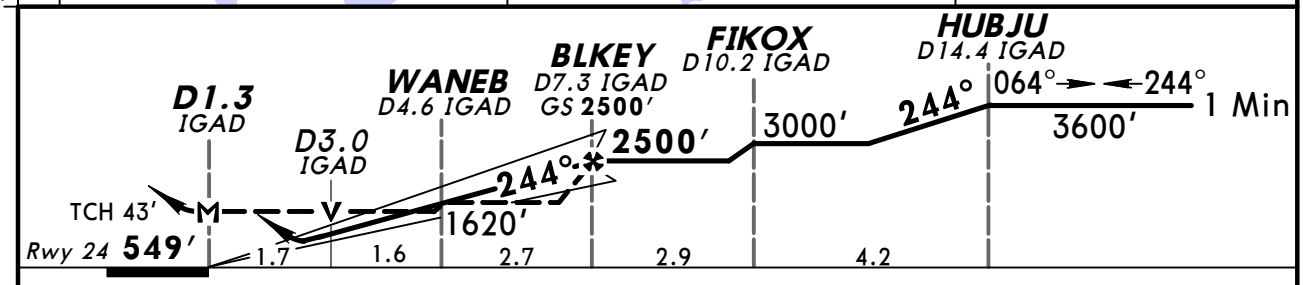
MISSED APCH: Climb to 3600′ on GAD VOR R-231 to STAMP INT/D10.0 GAD and hold, continue climb-in-hold to 3600′, or as directed by ATC.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME Required. 2. Use local altimeter setting; if not received, use Anniston altimeter setting. 3. Use IGAD DME when on the localizer course. 4. VDP not authorized when using Anniston altimeter setting. 5. Pilot controlled lighting 122.8.

3400′
MSA GAD VOR





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 IGAD							

REIL
PAPI-L

3600′ on GAD 112.3 R-231

STAMP

TERPS AMEND 0 25 AUG 2011

STRAIGHT-IN LANDING RWY 24

	ILS With Local Altimeter Setting DA(H) 768′ (219′)	ILS With Anniston Altimeter Setting DA(H) 834′ (285′)	LOC (GS out) With Local Altimeter Setting MDA(H) 1140′ (591′)	LOC (GS out) With Anniston Altimeter Setting MDA(H) 1220′ (671′)
A	¾	⅞	1	1
B				
C			1¾	1⅞
D				

CIRCLE-TO-LAND
Not Authorized to Rwy 18/36 at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Anniston Altimeter Setting MDA(H)
90	1140′ (571′)-1	1220′ (651′)-1
120		
140	1140′ (571′)-1¾	1220′ (651′)-1⅞
165	1140′ (571′)-2	1220′ (651′)-2

CHANGES: New procedure.

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AWOS-3	BIRMINGHAM Approach (R)	NORTHEAST ALABAMA REGL UNICOM
127.82	120.05	CTAF 122.8

BRIEFING STRIP™

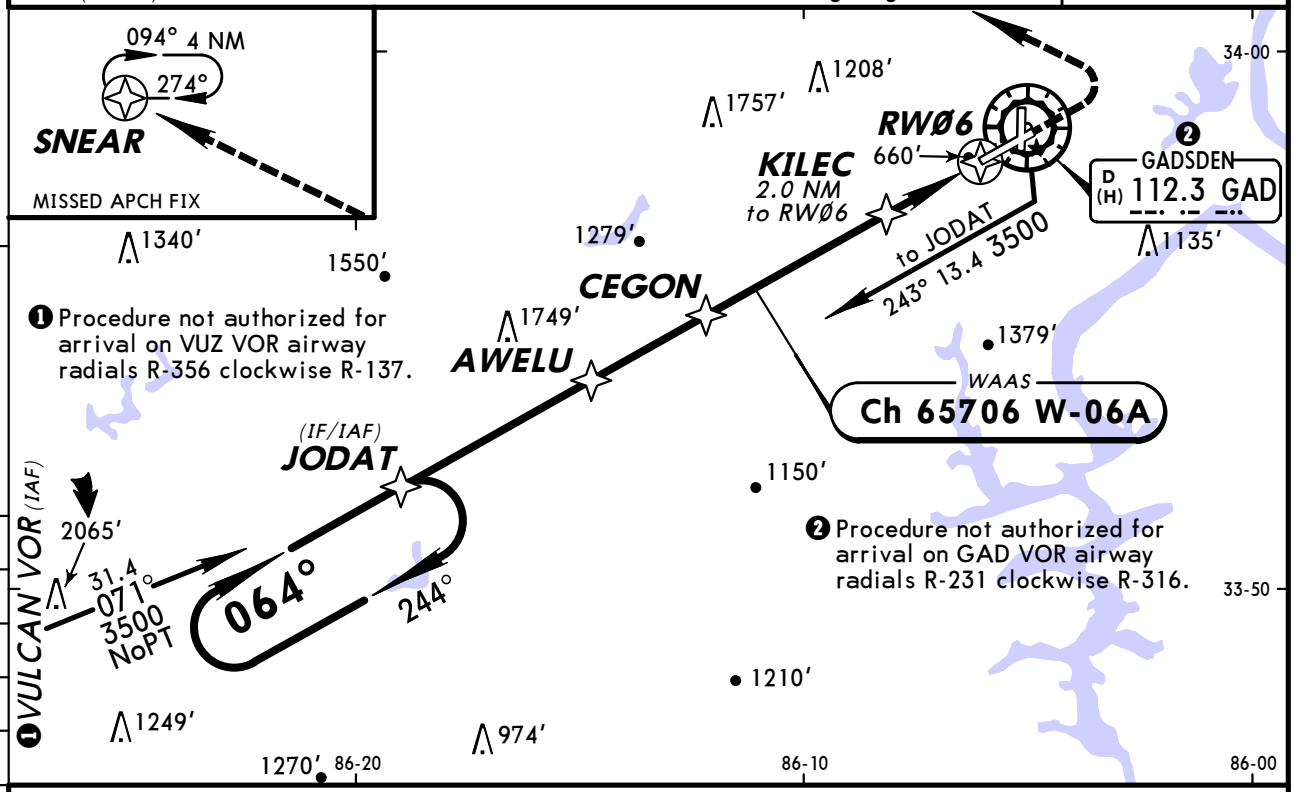
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 569′
Ch 65706 W-06A	064°	CEGON 2500′ (1931′)	769′ (200′)	Rwy 6 569′

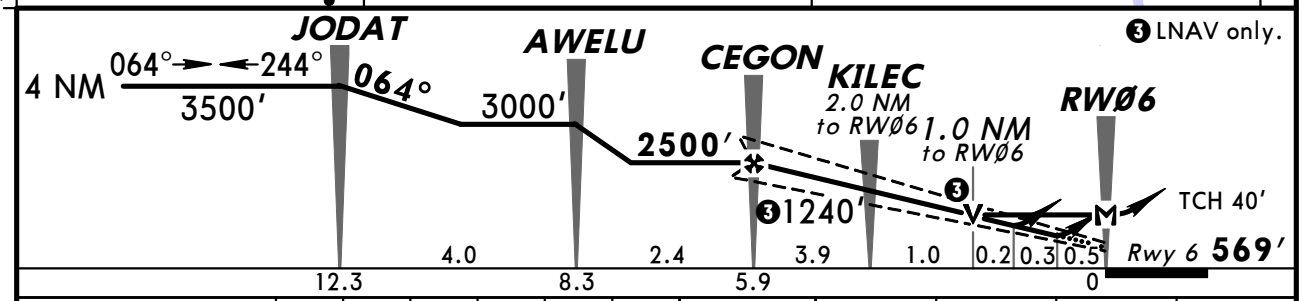
MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3500′ direct SNEAR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Anniston altimeter setting. 2. Baro-VNAV and VDP not authorized when using Anniston altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. Pilot controlled lighting 122.8.

3400′
MSA RWØ6





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ6						

REIL
PAPI-L

1300′ ↑ | 3500′ ← LT | D | SNEAR

STRAIGHT-IN LANDING RWY 6
With Local Altimeter Setting

	LPV DA(H) 769′ (200′)	LNAV/VNAV DA(H) 863′ (294′)	LNAV MDA(H) 920′ (351′)
A	¾	1	1
B			
C			
D			

CIRCLE-TO-LAND
Not Authorized to Rwy 18/36 at Night

Max Kts	With Local Altimeter Setting MDA(H)
90	1100′ (531′) -1
120	
140	1100′ (531′) -1½
165	1120′ (551′) -2

With Anniston Altimeter Setting

	LPV DA(H) 835′ (266′)	LNAV/VNAV DA(H) 929′ (360′)	LNAV MDA(H) 1000′ (431′)
A	⅞	1¼	1
B			
C			1¼
D			

Max Kts	With Anniston Altimeter Setting MDA(H)
90	1180′ (611′) -1
120	
140	1180′ (611′) -1¾
165	1200′ (631′) -2

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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AWOS-3	BIRMINGHAM Approach (R)	NORTHEAST ALABAMA REGL UNICOM
127.82	120.05	CTAF 122.8

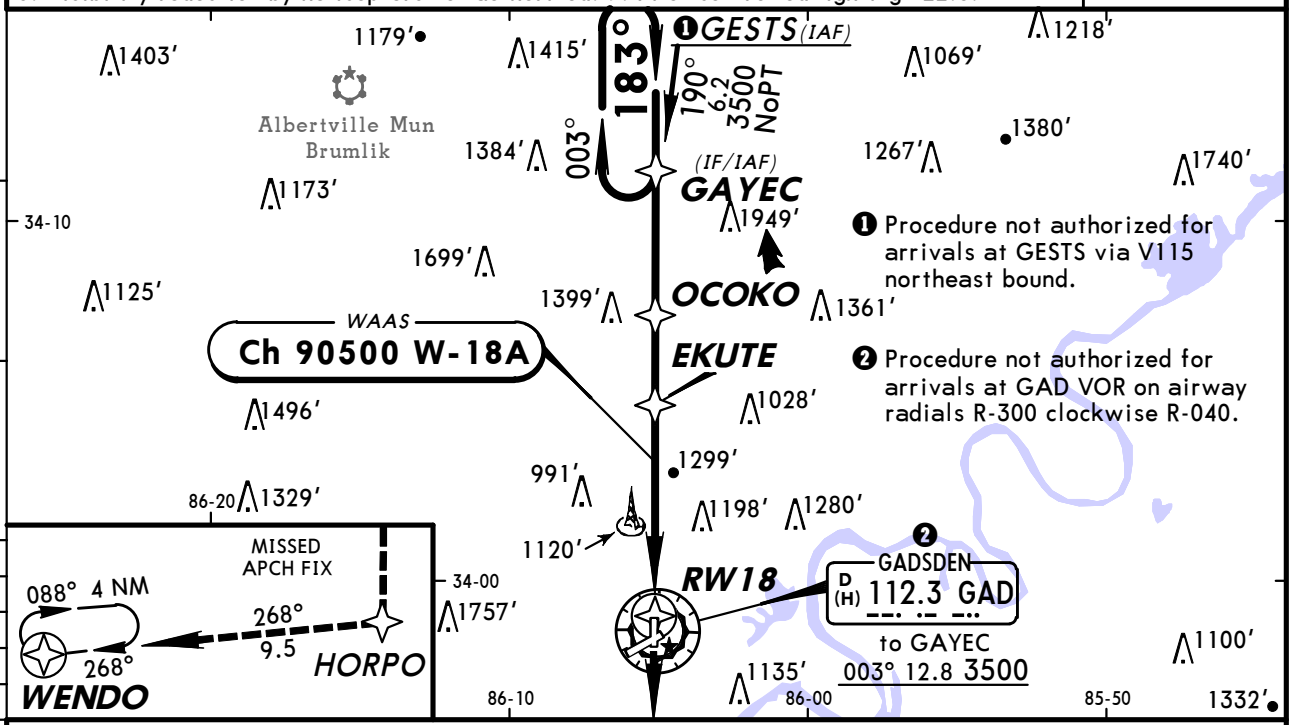
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 569′
Ch 90500 W-18A	183°	EKUTE 2500′ (1958′)	(CONDITIONAL) 836′ (294′)	Rwy 18 542′

MISSED APCH: Climb to 3600′ direct HORPO and on track 268° to WENDO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

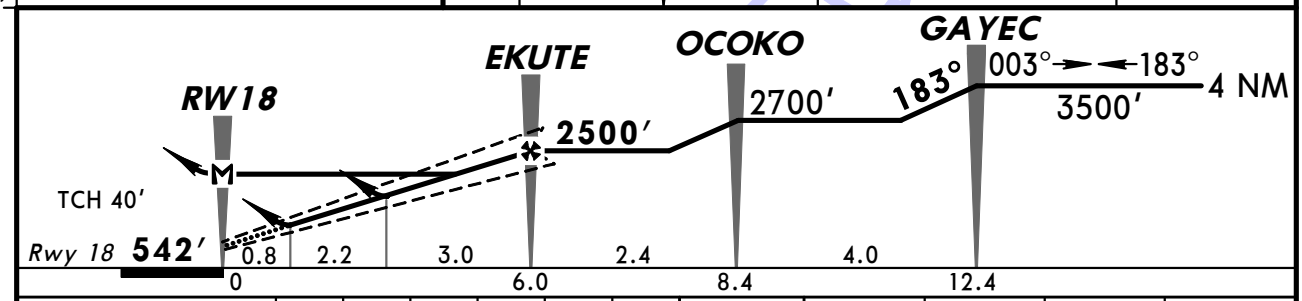
1. Use local altimeter setting; if not received, use Anniston altimeter setting. 2. Baro-VNAV not authorized when using Anniston altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 122.8.

3400′
MSA RW18



❶ Procedure not authorized for arrivals at GESTS via V115 northeast bound.

❷ Procedure not authorized for arrivals at GAD VOR on airway radials R-300 clockwise R-040.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18						

REIL PAPI-L 3600′ HORPO

❶ STRAIGHT-IN LANDING RWY 18

With Local Altimeter Setting

	LPV DA(H) 836′ (294′)	LNAV/VNAV DA(H) 1528′ (986′)	LNAV MDA(H) 1560′ (1018′)
A	1	4	1¼
B			1½
C			3
D			

With Anniston Altimeter Setting

	LPV DA(H) 902′ (360′)	LNAV/VNAV DA(H) 1594′ (1052′)	LNAV MDA(H) 1640′ (1098′)
A	1¼	4	1¼
B			1½
C			3
D			

CIRCLE-TO-LAND
Not Authorized to Rwy 18/36 at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Anniston Altimeter Setting MDA(H)
90	1560′ (991′) - 1¼	1640′ (1071′) - 1¼
120	1560′ (991′) - 1½	1640′ (1071′) - 1½
140	1560′ (991′) - 3	1640′ (1071′) - 3
165		

❶ Not authorized at night.

BRIEFING STRIP ™

TERPS AMEND 1 25 AUG 2011

CHANGES: Missed approach, OCOKO added, minimums.

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KGAD/GAD
NORTHEAST ALABAMA REGL

JEPPESEN 19 AUG 11 (12-3) Eff 25 Aug

GADSDEN, ALA
RNAV (GPS) Rwy 24

AWOS-3	BIRMINGHAM Approach (R)	NORTHEAST ALABAMA REGL UNICOM
127.82	120.05	CTAF 122.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 569′
Ch 65905 W-24A	244°	BLKEY 2500′ (1951′)	(CONDITIONAL) 770′ (221′)	Rwy 24 549′

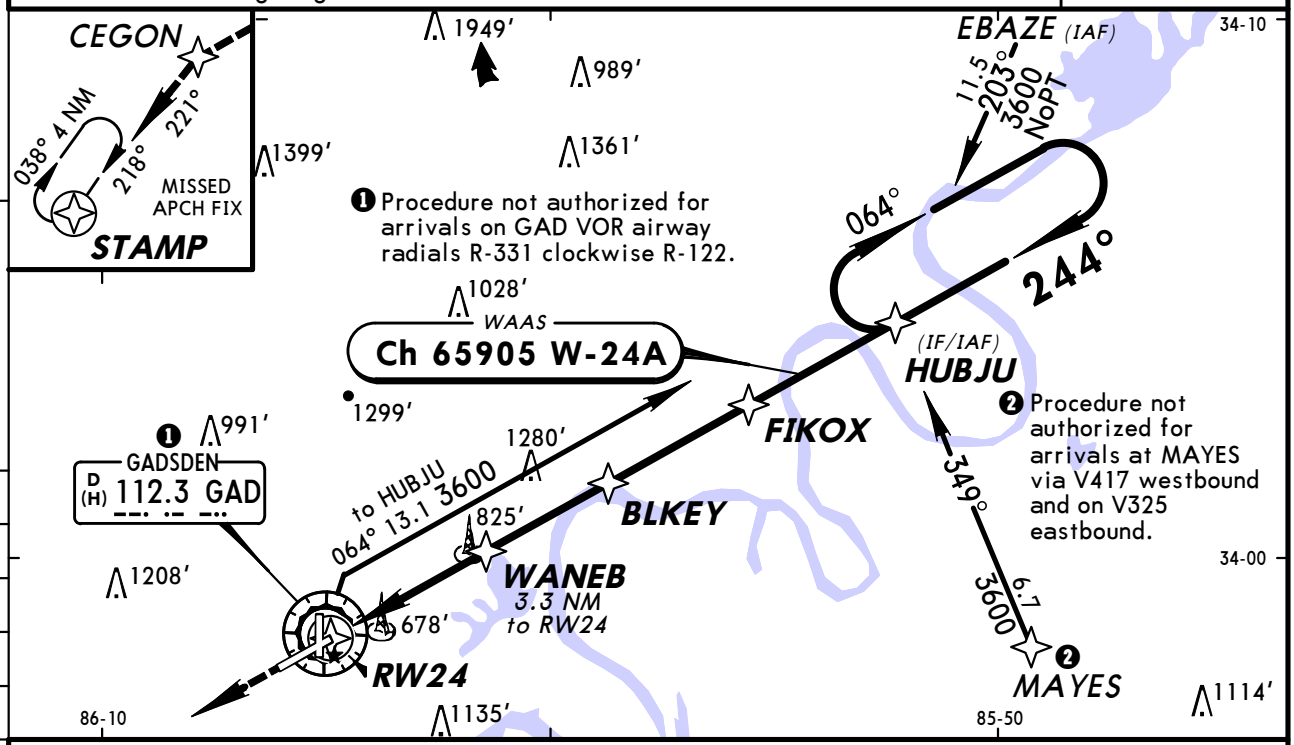
MISSED APCH: Climb to 3600′ direct CEGON and on track 221° to STAMP and hold, continue climb-in-hold to 3600′.

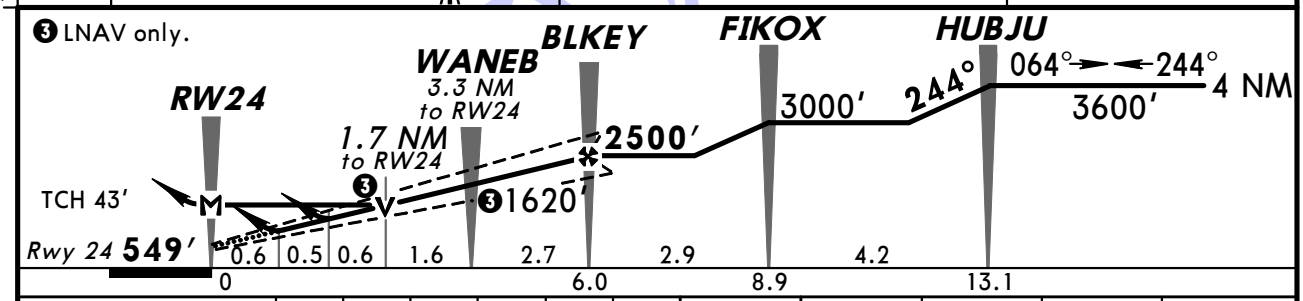
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Anniston altimeter setting. 2. Baro-VNAV and VDP not authorized when using Anniston altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 40°C (104°F). 4. DME/DME RNP-0.30 not authorized.
5. Pilot controlled lighting 122.8

3400′

MSA RW24





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW24						

REIL
PAPI-L

3600′

CEGON

STRAIGHT-IN LANDING RWY 24
With Local Altimeter Setting

	LPV DA(H) 770′ (221′)	LNAV/VNAV DA(H) 946′ (397′)	LNAV MDA(H) 1140′ (591′)
A	3/4	1 3/8	1
B			
C			1 3/4
D			

CIRCLE-TO-LAND
Not Authorized to Rwy 18/36 at Night

Max Kts	With Local Altimeter Setting MDA(H)
90	1140′ (571′) -1
120	
140	1140′ (571′) -1 3/4
165	1140′ (571′) -2

With Anniston Altimeter Setting

	LPV DA(H) 836′ (287′)	LNAV/VNAV DA(H) 1012′ (463′)	LNAV MDA(H) 1220′ (671′)
A	1	1 5/8	1
B			
C			1 7/8
D			

Max Kts	With Anniston Altimeter Setting MDA(H)
90	1220′ (651′) -1
120	
140	1220′ (651′) -1 7/8
165	1220′ (651′) -2

BRIEFING STRIP ™

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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AWOS-3	BIRMINGHAM Approach (R)	NORTHEAST ALABAMA REGL UNICOM
127.82	120.05	CTAF 122.8

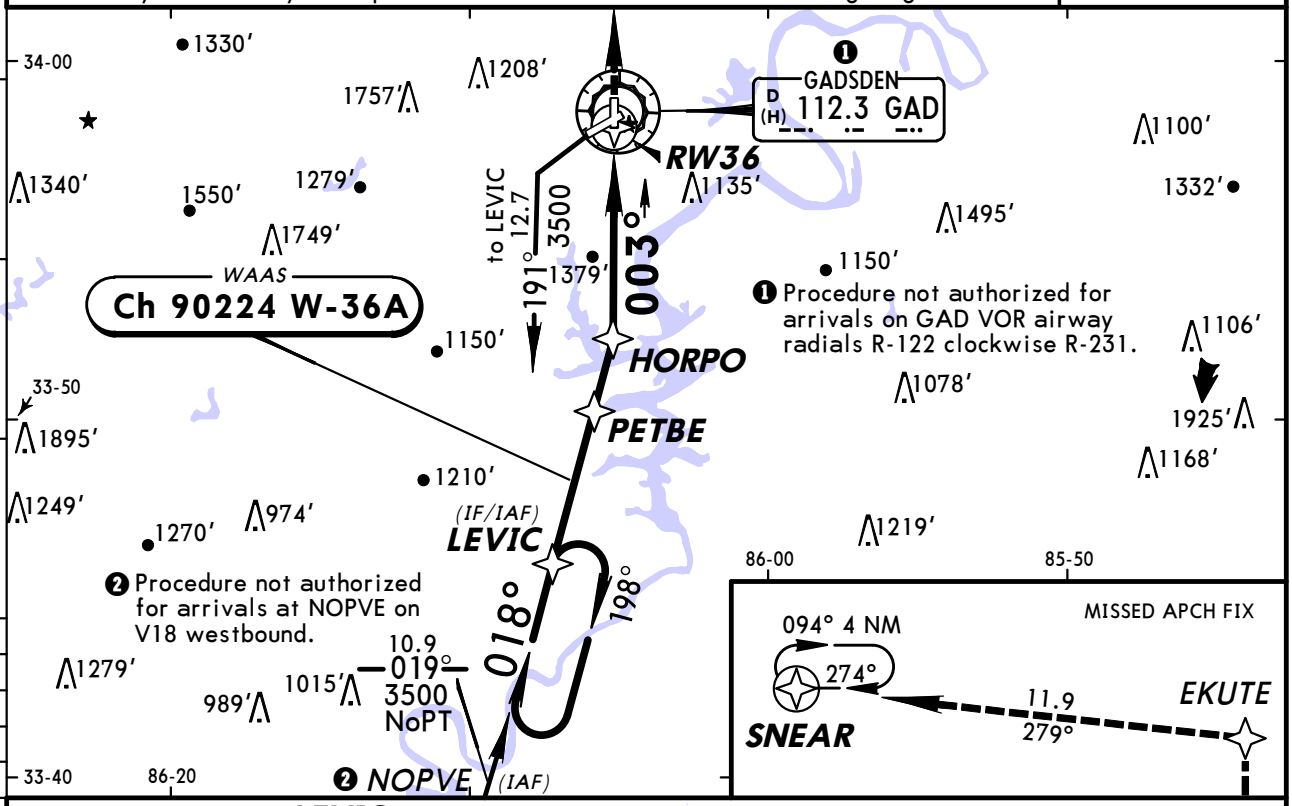
BRIEFING STRIP™

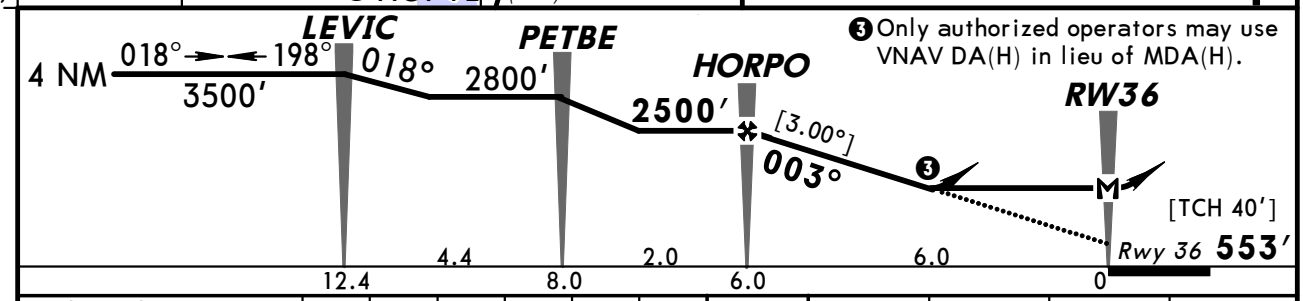
WAAS	Final Apch Crs	Minimum Alt HORPO	LP MDA(H) (CONDITIONAL)	Apt Elev 569′
Ch 90224 W-36A	003°	2500′ (1947′)	1600′ (1047′)	Rwy 36 553′

MISSED APCH: Climb to 3500′ direct EKUTE and on track 279° to SNEAR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Anniston altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.8.

3400′
MSA RW36





❸ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RW36						

REIL
PAPI-L
3500′
EKUTE

1 STRAIGHT-IN LANDING RWY 36
With Local Altimeter Setting

	LP MDA(H) 1600′(1047′)	LNAV MDA(H) 1640′(1087′)
A	1¼	1¼
B	1½	1½
C	3	3
D		

With Anniston Altimeter Setting

	LP MDA(H) 1680′(1127′)	LNAV MDA(H) 1720′(1167′)
A	1¼	1¼
B	1½	1½
C	3	3
D		

1 2 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	1640′(1071′)-1¼
120	1640′(1071′)-1½
140	1640′(1071′)-3
165	

With Anniston Altimeter Setting

Max Kts	MDA(H)
90	1720′(1151′)-1¼
120	1720′(1151′)-1½
140	1720′(1151′)-3
165	

1 Straight-in/Circling Rwy 36 procedure not authorized at night. **2** Not authorized to Rwy 18 at night.

TERPS AMEND 1 25 AUG 2011

CHANGES: Procedure.

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BRIEFING STRIP™

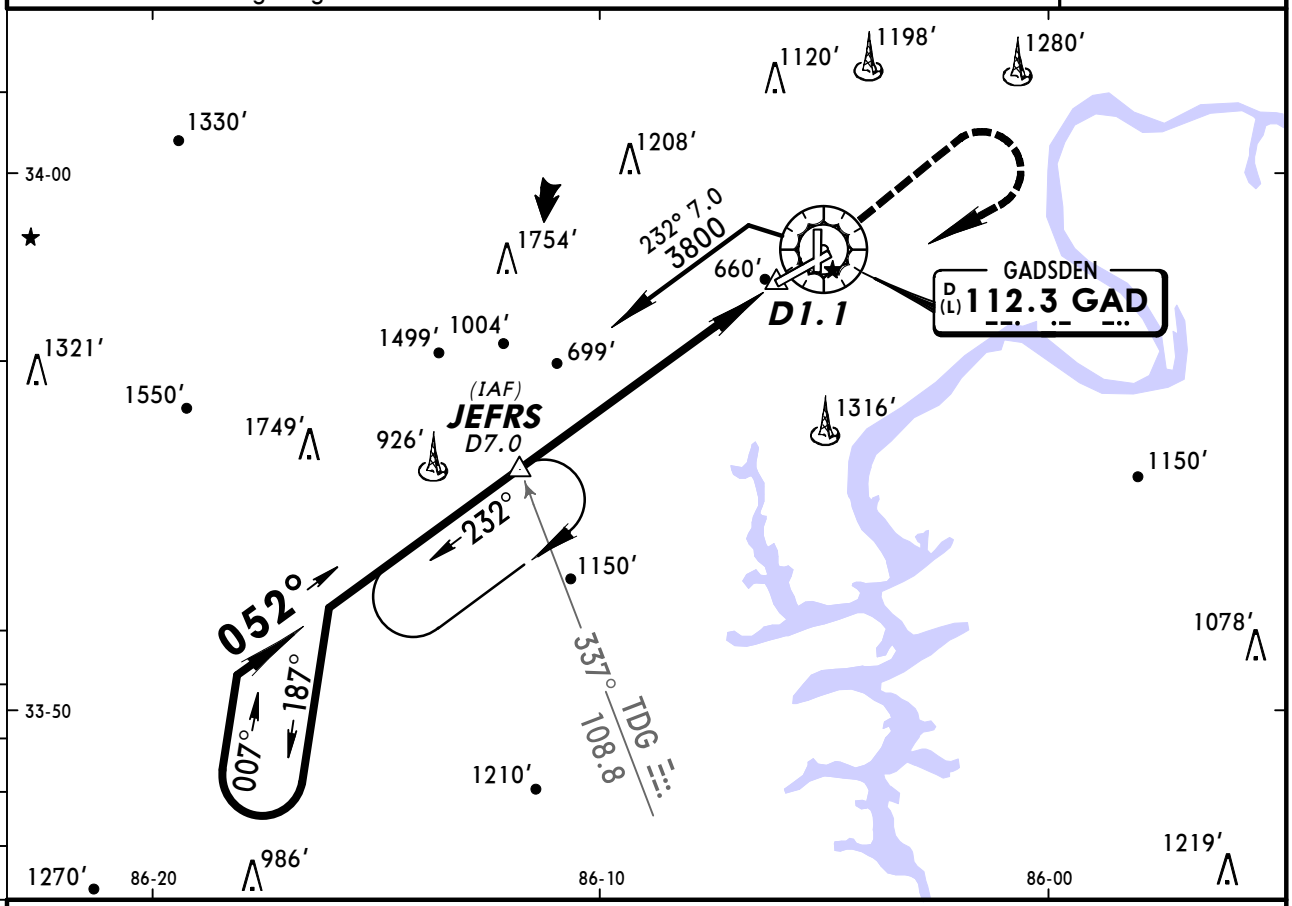
AWOS-3	BIRMINGHAM Approach (R)	NORTHEAST ALABAMA REGL UNICOM
127.82	120.05	CTAF 122.8

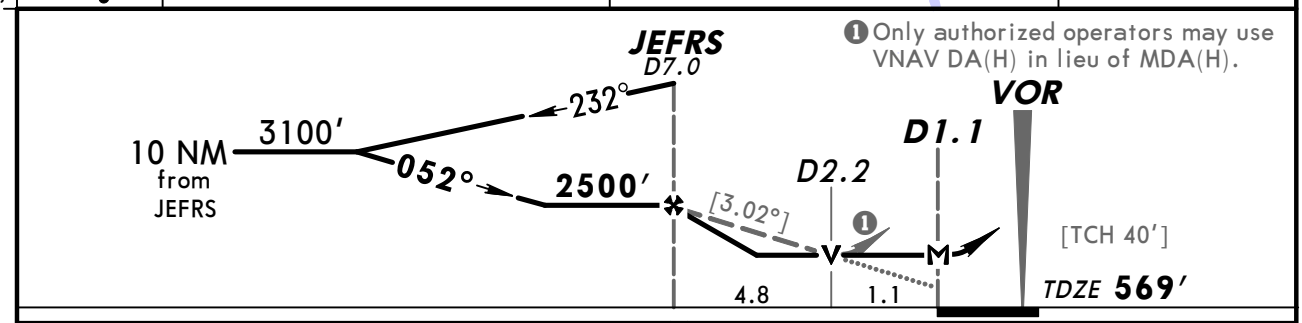
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 569′
GAD 112.3	052°	JEFRS 2500′ (1931′)	(CONDITIONAL) 960′ (391′)	TDZE 569′

MISSED APCH: Climb to 2000′ then climbing RIGHT turn to 3500′ outbound via GAD VOR R-232 to JEFRS INT/D7.0 and hold, continue climb-in-hold to 3500′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Anniston altimeter setting.
2. VDP not authorized when using Anniston altimeter setting.
3. Pilot controlled lighting 122.8.

3400′
MSA GAD VOR





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.02°]	374	481	534	641	748	855
MAP at D1.1 or JEFRS to MAP 5.9	5:03	3:56	3:32	2:57	2:32	2:13

REIL PAPI-L	2000′	3500′ RT	GAD via 112.3 R-232	JEFRS

STRAIGHT-IN LANDING RWY 6			CIRCLE-TO-LAND Not Authorized to Rwy 18/36 at Night		
	MDA(H) 960′ (391′) With Local Altimeter Setting	MDA(H) 1040′ (471′) With Anniston Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Anniston Altimeter Setting MDA(H)
A	1	1	90	1100′ (531′)-1	1180′ (611′)-1
B			120		
C		1¼	140	1100′ (531′)-1½	1180′ (611′)-1½
D	1¼	1½	165	1120′ (551′)-2	1200′ (631′)-2

AMEND 13 TERPS

CHANGES: Procedure.

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General Information

Location: Huntsville AL USA
IATA Code: HSV
Lat/Long: N34° 38.2' W086° 46.5'
Elevation: 629 ft

Airport Use: Public
Magnetic Variation: 3.1°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure, HP Bottle, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: ADCUS
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1219 Z
Sunset: 2341 Z,

Runway Information

Runway: 18L
Length x Width: 10006 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 609 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 18R
Length x Width: 12600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 629 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 36L
Length x Width: 12600 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 615 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 36R
Length x Width: 10006 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 595 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 206 ft

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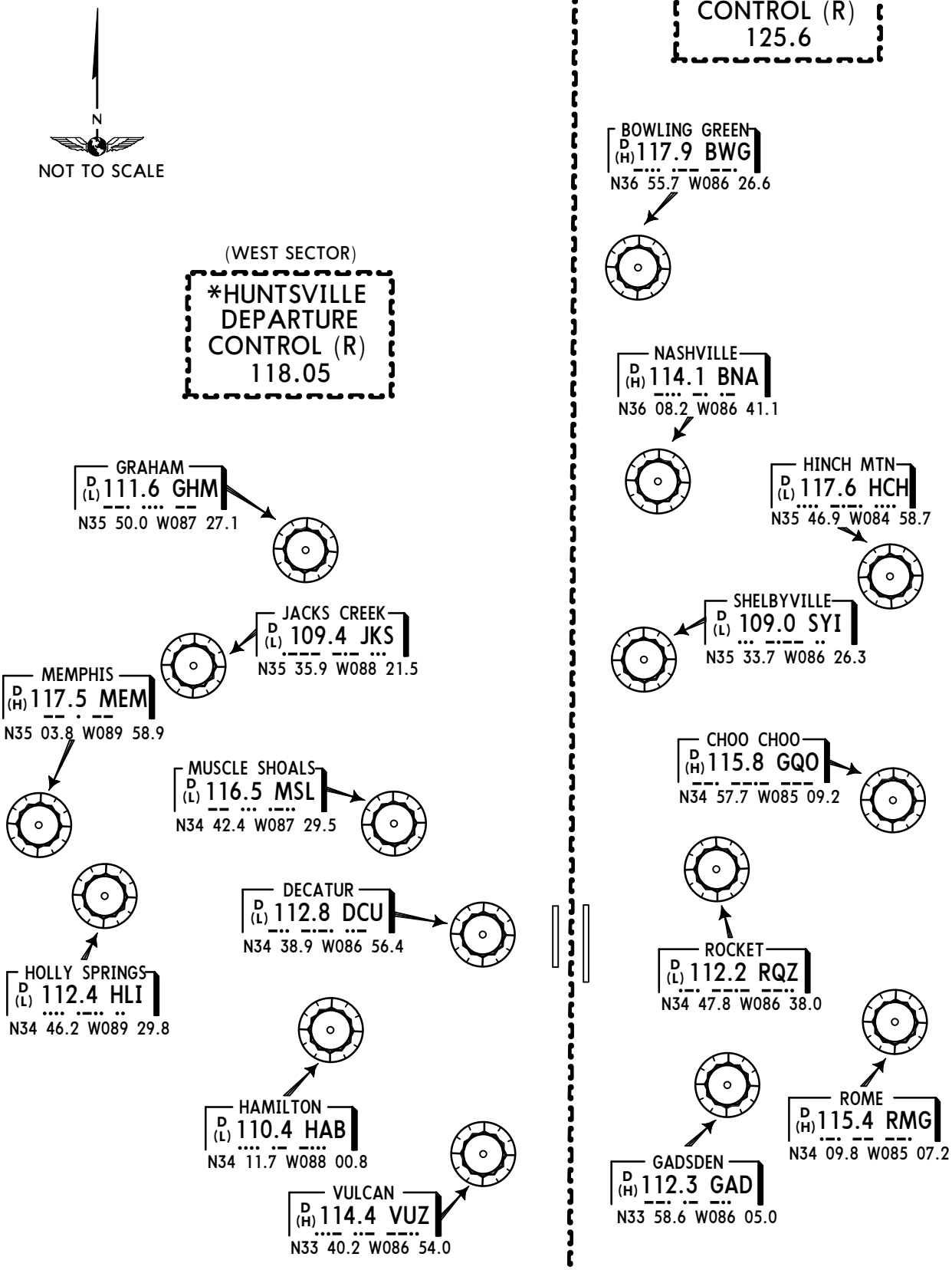
Communication Information

ATIS 121.25
ASOS 121.25
Huntsville Tower 127.6 CTAF PCL
Huntsville Ground Control 121.9
Huntsville Clearance Delivery 120.35
Huntsville Approach Control 125.6 (360°-179°)
Huntsville Approach Control 118.75
Huntsville Approach Control 118.05 (180°-359°)
Huntsville App ARSA 125.6 (360°-179°)
Huntsville App ARSA 118.05 (180°-359°)
Huntsville Departure Control 125.6 (360°-179°)
Huntsville Departure Control 118.05 (180°-359°)
Huntsville Intl-Jones Unicom 122.95
Anniston Flight Service Station 122.2 RCO
Memphis Center 120.8 Remote Communications Air-Ground

FOR DEPARTURE CONTROL FREQ. SEE GRAPHIC

HUNTSVILLE ONE DEPARTURE (VECTOR)

DEPARTURE
Cleared as filed. Climb via runway heading or as assigned for vectors to join filed route.
MAINTAIN 5000′ or assigned lower altitude.
Expect clearance to requested filed altitude/flight level ten minutes after departure.



CHANGES: New chart.

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KHSV/HSV

Apt Elev **629′**

N34 38.2 W086 46.5

JEPPESEN

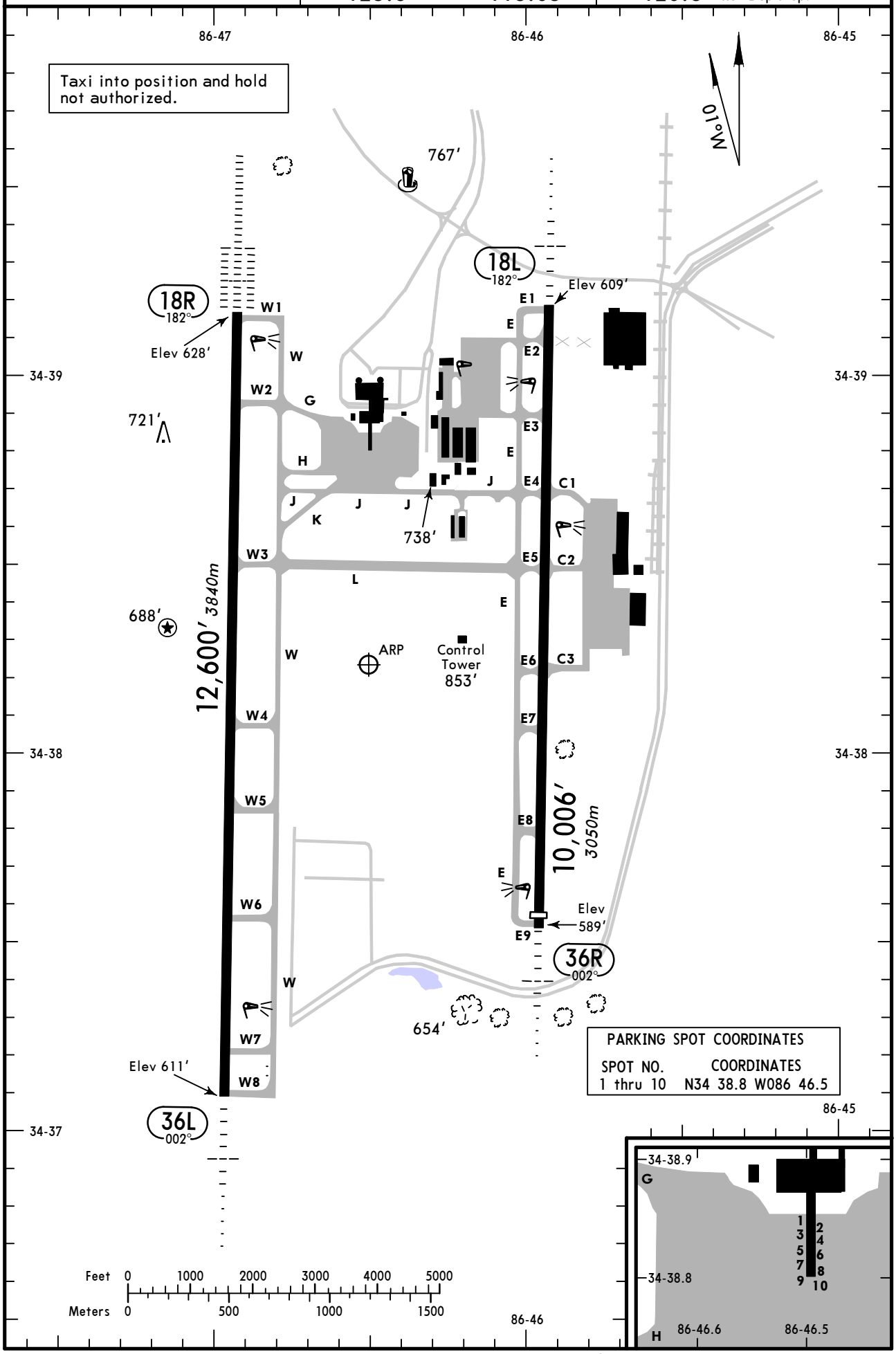
3 FEB 12 (10-9) **Eff 9 Feb**

HUNTSVILLE, ALA

HUNTSVILLE INTL-JONES

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Clearance	*Ground	*Tower
121.25 VOT 111.0	120.35	121.9	CTAF 127.6

UNICOM 122.95	*HUNTSVILLE Departure (R) 360°-179°	180°-359°	MEMPHIS Center
	125.6	118.05	120.8 when Dep inop.



CHANGES: None.

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GENERAL

Birds in vicinity of airport.

Rwys 18R & 36R right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
18R	❶HIRL CL ALSF-II TDZ grooved RVR		11,521′ *3512m*		150′ *46m*
36L	❶HIRL CL ❶ MALSR TDZ grooved RVR		11,600′ *3536m*		
18L	❶HIRL ❶MALSR PAPI-R(angle 3.0°) grooved RVR		8917′ *2718m*		150′ *46m*
36R	❶HIRL ❶ MALSR VASI-L grooved RVR	9800′ *2987m*	8575′ *2614m*		

❶ Activate on 127.6 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

Rwys 18R, 36L

2 operating RVRs are required All operating RVRs are controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5 Mid RVR 5 Rollout RVR 5	TDZ RVR 10 Mid RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

Rwys 18L, 36R

Both RVRs are required & controlling	Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1

OBSTACLE DP

Rwy 36R; climb heading 002° to 1300′ before turning right.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating & Local Weather Available		Authorized Only When Local Weather Available	Authorized Only When Twr Operating	
	ILS Rwy 18L ILS Rwy 18R ILS Rwy 36L ILS Rwy 36R	LOC Rwy 18L LOC Rwy 18R LOC Rwy 36L LOC Rwy 36R	RNAV (GPS) Rwy 18L RNAV (GPS) Rwy 18R RNAV (GPS) Rwy 36L RNAV (GPS) Rwy 36R	Radar-1	VOR-A
A, B, C	600-2	800-2	800-2	800-2	800-2
D	700-2				

AMEND 2

CHANGES: Departure procedure.

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ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

LOC ITVN	Final Apch Crs	GS DEBAY	ILS DA(H) (CONDITIONAL)	Apt Elev 629′
111.9	182°	2100′ (1491′)	809′ (200′)	TDZE 609′

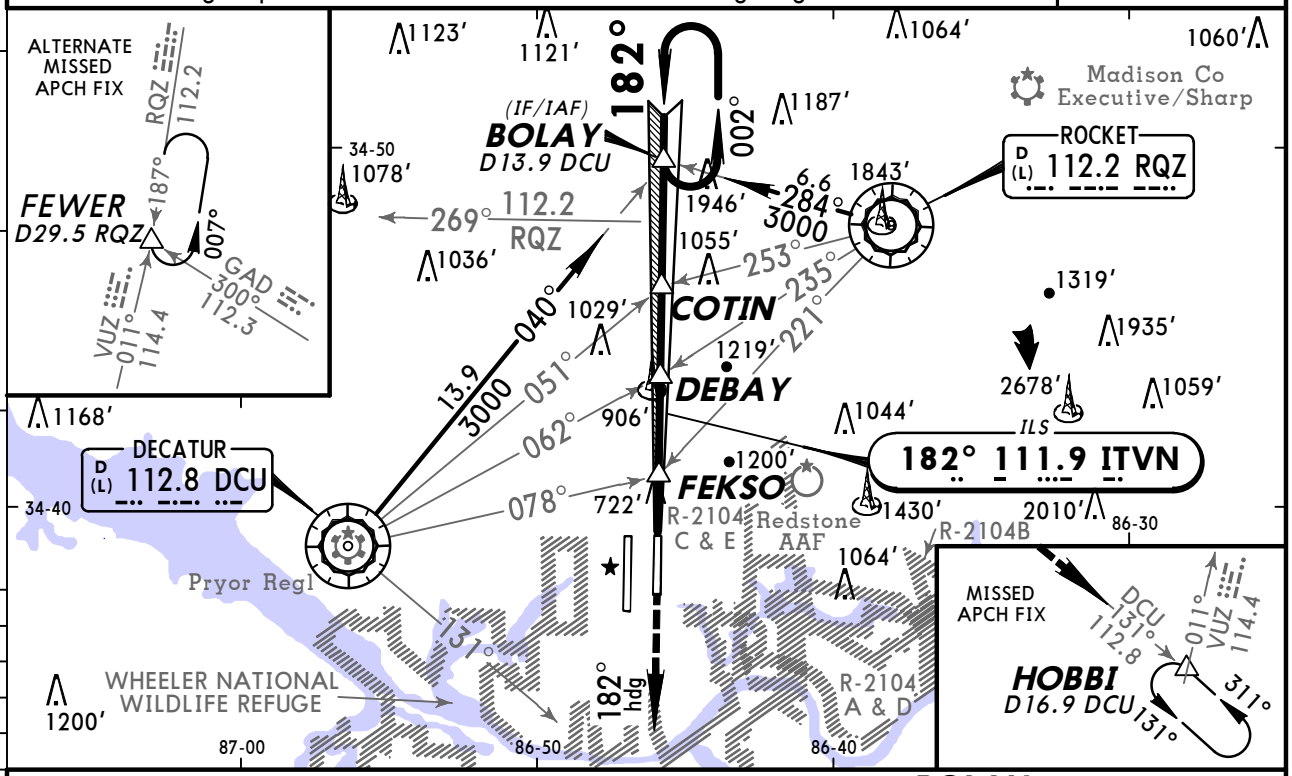
MISSED APCH: Climb to 3000′ via heading 182° and outbound on DCU VOR R-131 to HOBBI INT/D16.9 DCU and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

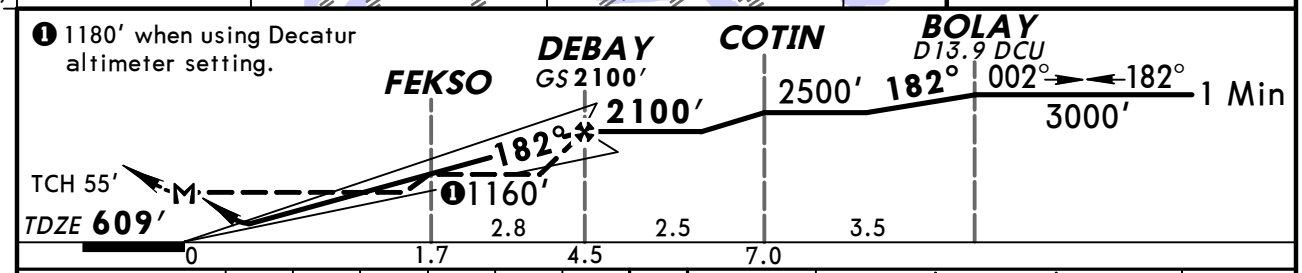
1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Use local altimeter setting; if not received, use Decatur altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 127.6.

3700′
MSA DCU VOR

BRIEFING STRIP ™



❶ 1180′ when using Decatur altimeter setting.



Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
DEBAY to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41

MALSR
PAPI

3000′ via 182° hdg and DCU 112.8 R-131 HOBBI

STRAIGHT-IN LANDING RWY 18L

	ILS		LOC (GS out) With FEKSO			LOC (GS out) Without FEKSO		
			With Local Altimeter Setting					
	❶ DA(H) 809′(200′)		MDA(H) 980′(371′)			MDA(H) 1160′(551′)		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B								
C						RVR 50 or 1	1½	
D			RVR 40 or ¾	RVR 60 or 1¼		RVR 60 or 1¼	1¾	

Max Kts	CIRCLE-TO-LAND With Local Altimeter Setting MDA(H)
90	1160′(531′)-1
120	
140	1160′(531′)-1½
165	1240′(611′)-2

With Decatur Altimeter Setting

	DA(H) 834′(225′)		MDA(H) 1020′(411′)			MDA(H) 1200′(591′)		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B								
C			RVR 40 or ¾	RVR 60 or 1¼		RVR 50 or 1	1½	
D						RVR 60 or 1¼	1¾	

Max Kts	With Decatur Altimeter Setting MDA(H)
90	1200′(571′)-1
120	
140	1200′(571′)-1½
165	1280′(651′)-2

❶ RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 4A 16 DEC 2010

CHANGES: Altitude at FEKSO, straight-in minimums.

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KHSV/HSV
HUNTSVILLE INTL-JONES

JEPPESEN 23 JUL 10 (11-2) Eff 29 Jul

HUNTSVILLE, ALA
ILS or LOC Rwy 18R

BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 629′
IHSV 109.3	182°	FEKER 2100′ (1471′)	829′ (200′)	TDZE 629′

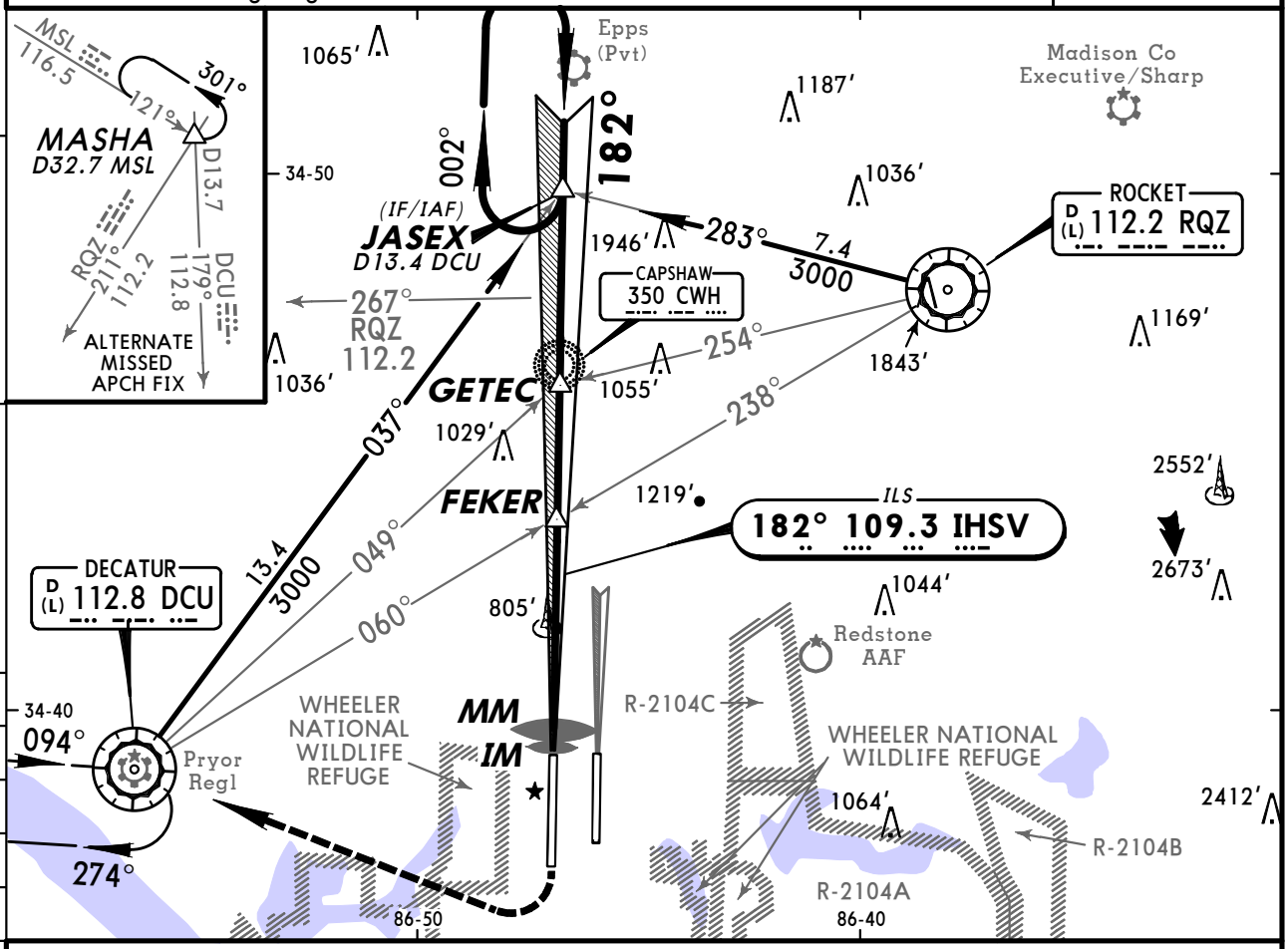
MISSED APCH: Climb to 1300′ then climbing RIGHT turn to 3000′ direct DCU VOR and hold.

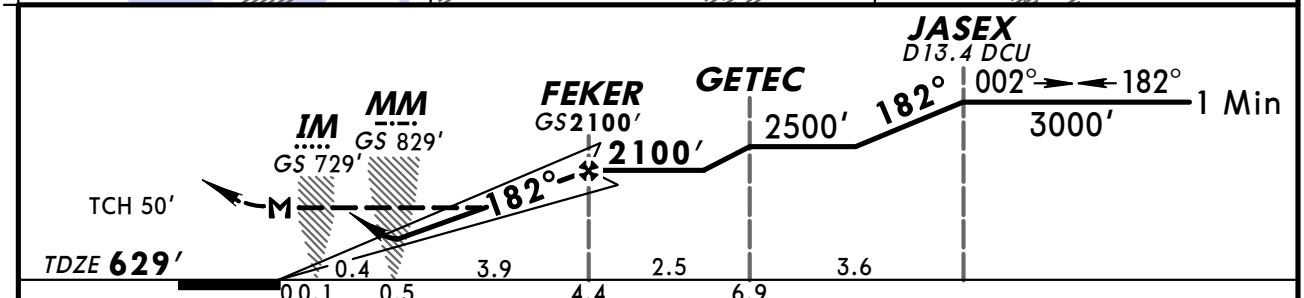
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Use local altimeter setting; if not received, use Decatur altimeter setting. 3. Pilot controlled lighting 127.6.

3700′

MSA DCU VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
FEKER to MAP 4.4	3:46	2:56	2:38	2:12	1:53	1:39

ALSF-II | 1300′ | 3000′ RT | DCU 112.8

TERPS AMEND 24A 29 JUL 2010

STRAIGHT-IN LANDING RWY 18R					CIRCLE-TO-LAND		
1 ILS DA(H) 829′ (200′)			2 LOC (GS out) MDA(H) 1060′ (431′)			With Local Altimeter Setting	With Decatur Altimeter Setting
FULL	TDZ or CL out	ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 50 or 1	90	1160′ (531′) -1	1200′ (571′) -1
B						120		
C				RVR 40 or ¾	RVR 60 or 1¼	140	1160′ (531′) -1½	1200′ (571′) -1½
D				RVR 50 or 1	1½	165	1240′ (611′) -2	1280′ (651′) -2

1 DA(H) 854′ (225′) when using Decatur altimeter setting.
2 MDA(H) 1100′ (471′) when using Decatur altimeter setting.

CHANGES: Obstacles.

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ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

LOC	Final Apch Crs	GS	CAT II	Apt Elev
IHSV 109.3	182°	FEKER 2100′ (1471′)	RA 105′ DA(H) 729′ (100′)	629′ TDZE 629′

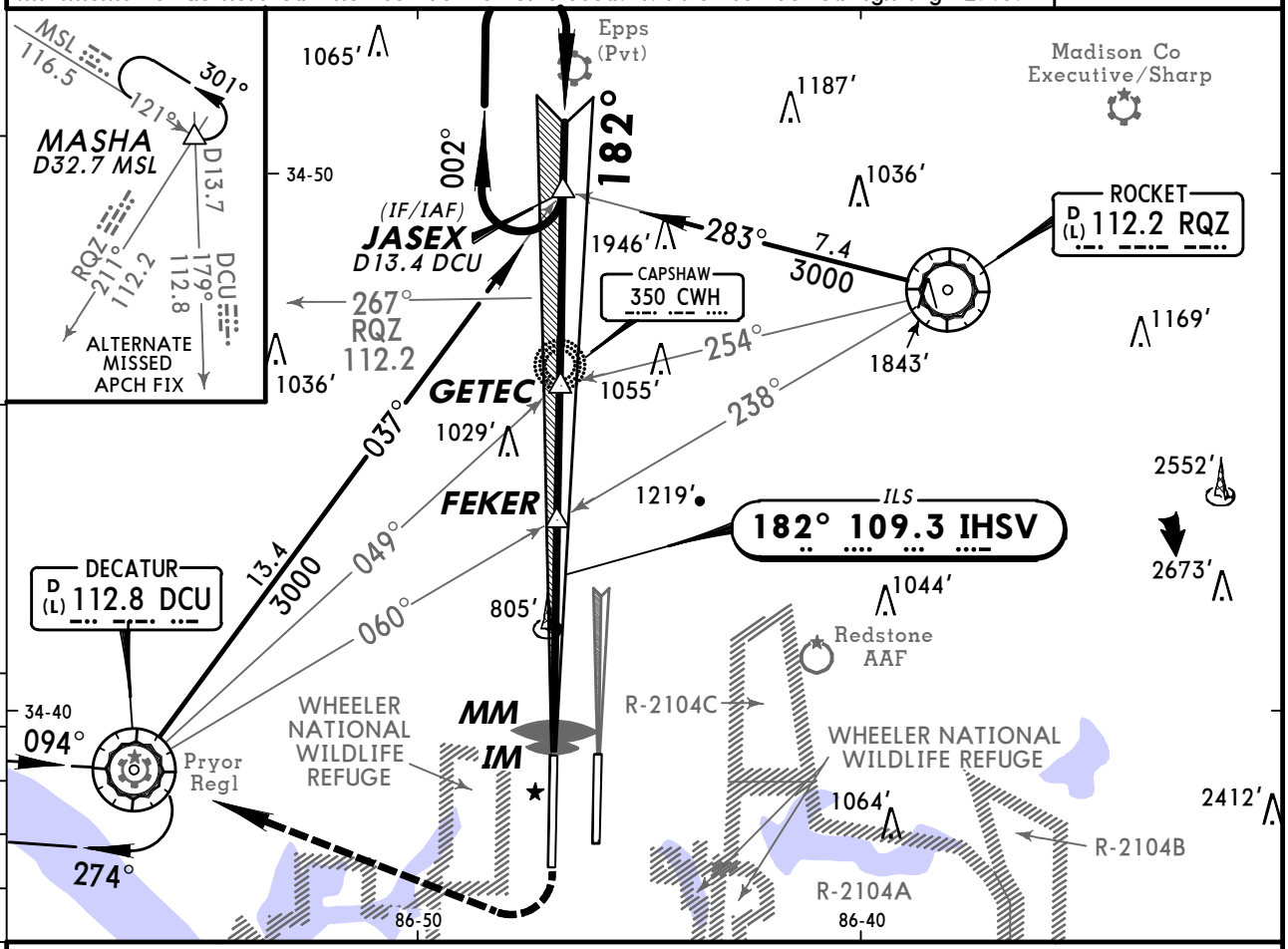
MISSED APCH: Climb to 1300′ then climbing RIGHT turn to 3000′ direct DCU VOR and hold.

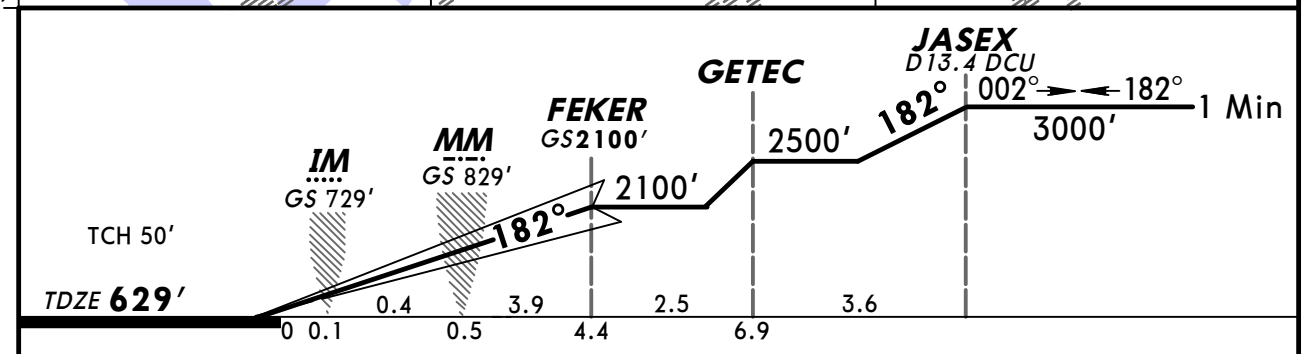
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Special Aircrew & Aircraft Certification required. 2. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 3. CAT II minimums not authorized when control tower closed. 4. Pilot controlled lighting 127.6.

3700′
MSA DCU VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861

ALSF-II | 1300′ | 3000′ RT | D | DCU 112.8

STRAIGHT-IN LANDING RWY18R

CAT II ILS

RA 105′

DA(H) **729′** (100′)

RVR 12

TERPS AMEND 24A 29 JUL 2010

CHANGES: Procedure title, notes, minimums.

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BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

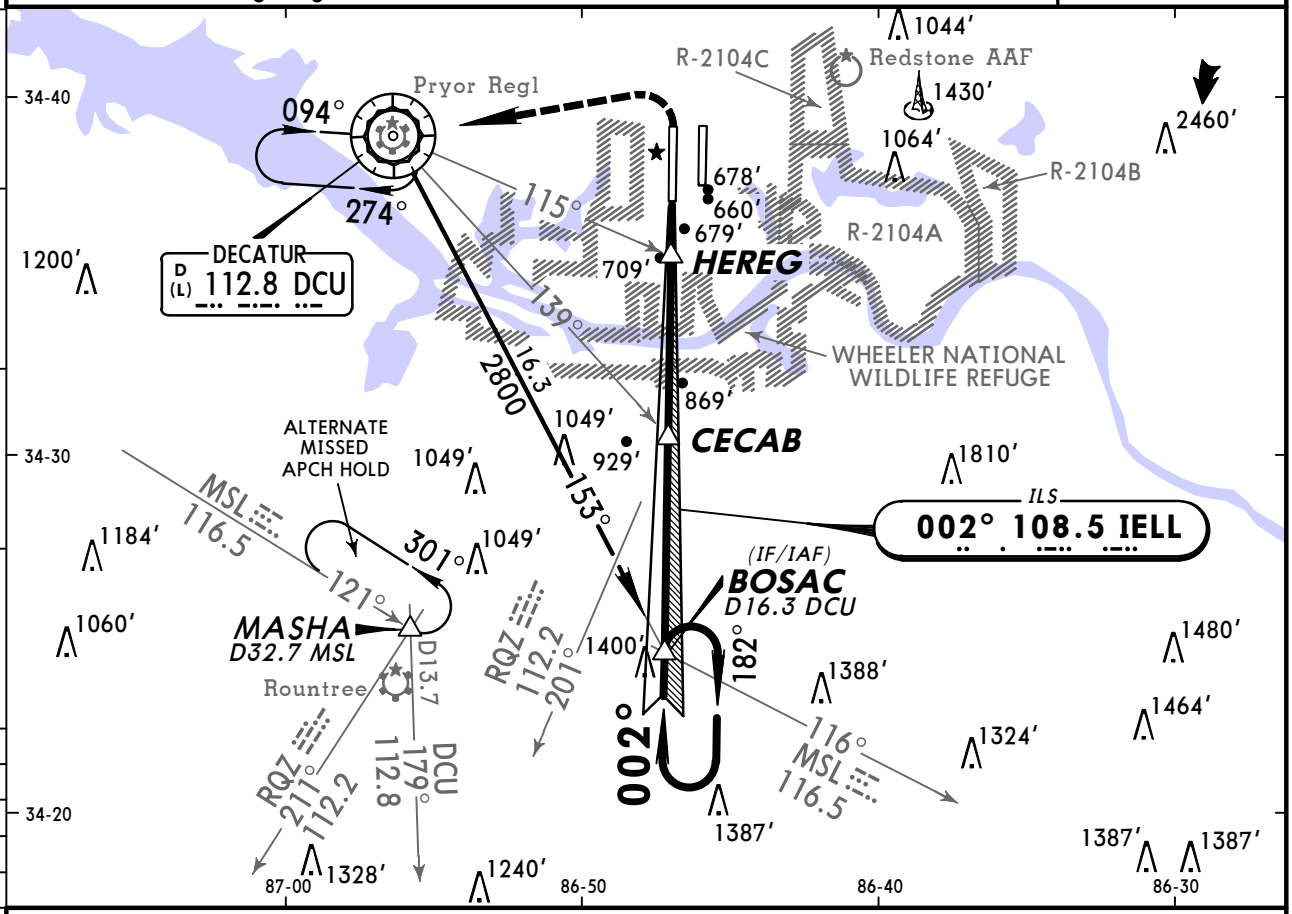
LOC	Final Apch Crs	GS	ILS DA(H)	Apt Elev 629′
IELL 108.5	002°	CECAB 2800′ (2185′)	(CONDITIONAL) 815′ (200′)	TDZE 615′

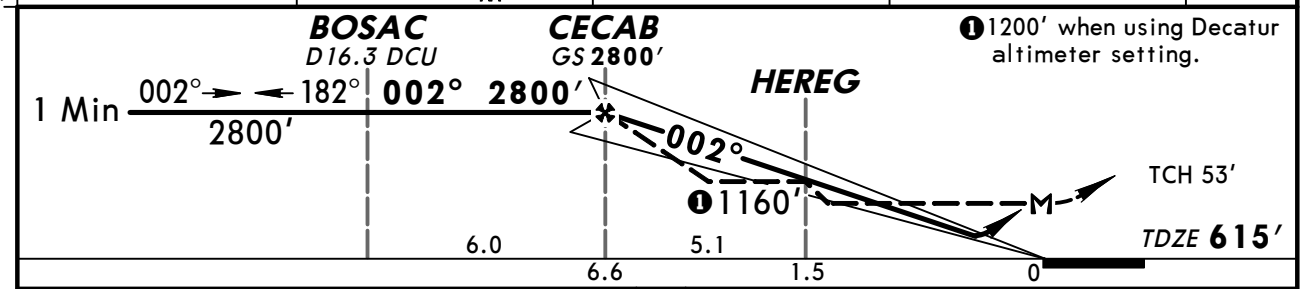
MISSED APCH: Climb to 1100′ then climbing LEFT turn to 3000′ direct DCU VOR and hold, continue climb-in-hold to 3000′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Use local altimeter setting; if not received, use Decatur altimeter setting. 3. Pilot controlled lighting 127.6.

3700′
MSA DCU VOR





❶1200′ when using Decatur altimeter setting.

Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
CECAB to MAP	6.6	5:39	4:24	3:58	3:18	2:50	2:28

MALSR | 1100′ | 3000′ LT | D | DCU 112.8

STRAIGHT-IN LANDING RWY36L

	ILS	LOC (GS out) With HEREG	LOC (GS out) Without HEREG
With Local Altimeter Setting	DA(H) 815′ (200′)	MDA(H) 960′ (345′)	MDA(H) 1160′ (545′)
With Decatur Altimeter Setting	DA(H) 840′ (225′)	MDA(H) 1000′ (385′)	MDA(H) 1200′ (585′)

TERPS	FULL	TDZ or CL out	RAIL or ALS out		RAILout	ALS out		RAILout	ALS out
A	RVR 18 or ½	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B									
C							RVR 50 or 1	1½	
D				RVR 40 or ¾	RVR 60 or 1¼		RVR 60 or 1¼	1¾	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Decatur Altimeter Setting MDA(H)
90	1160′ (531′)-1	1200′ (571′)-1
120		
140	1160′ (531′)-1½	1200′ (571′)-1½
165	1240′ (611′)-2	1280′ (651′)-2

CHANGES: Procedure.

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KHSV/HSV
HUNTSVILLE INTL-JONES

JEPPESEN 19 SEP 08 (11-4) Eff 25 Sep

HUNTSVILLE, ALA
ILS or LOC Rwy 36R

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

LOC IJJC	Final Apch Crs	GS UJOTY	ILS DA(H) (CONDITIONAL)	Apt Elev 629′
109.55	002°	2700′ (2105′)	796′ (201′)	TDZE 595′

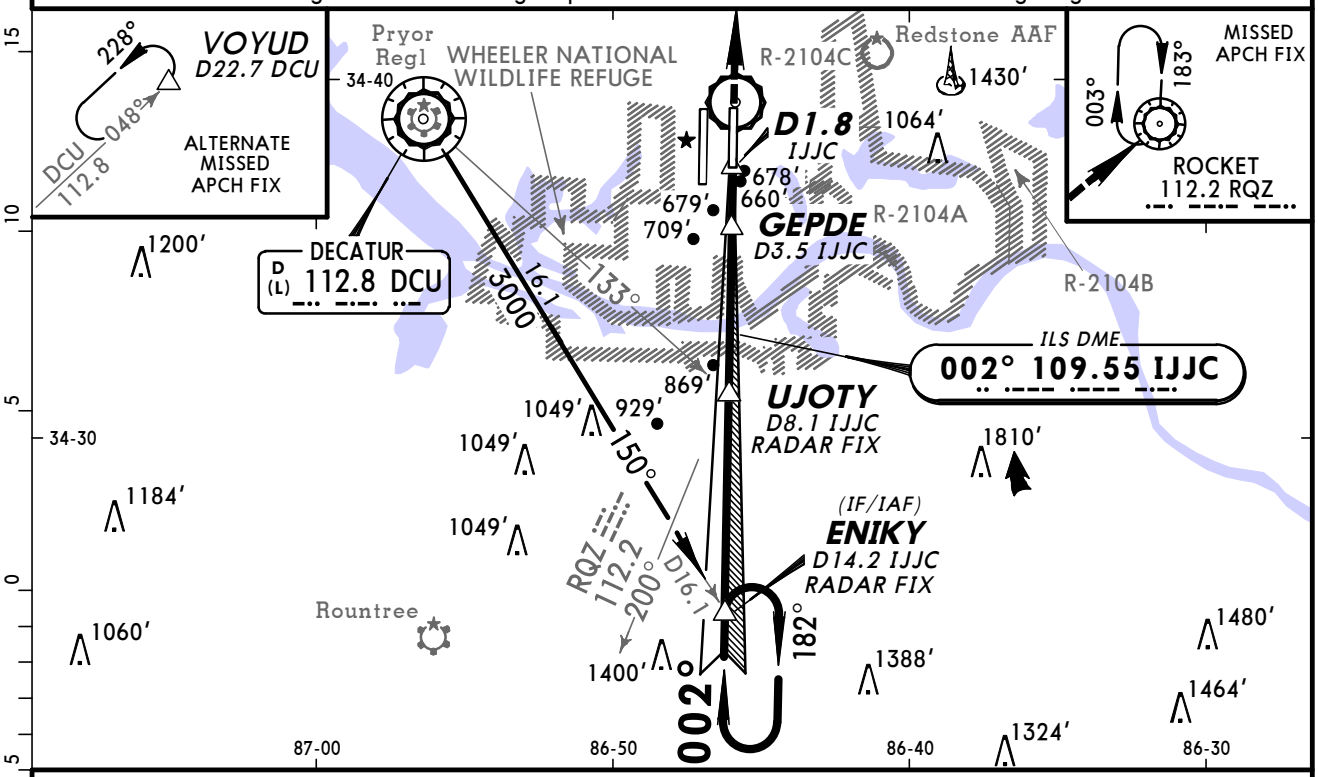
MISSED APCH: Climb to 1500′ then climbing RIGHT turn to 3000′ direct RQZ VOR and hold.

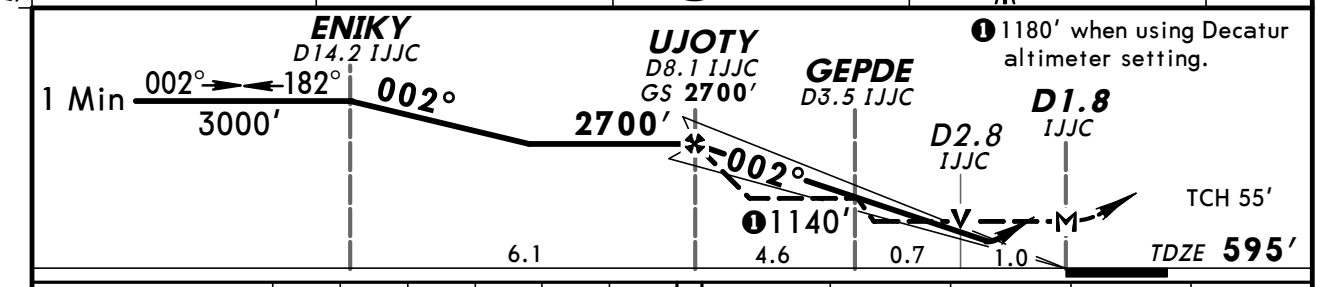
3700′ MSA DCU VOR

BRIEFING STRIP™

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Use local altimeter setting; if not received, use Decatur altimeter setting. 3. VDP not authorized when using Decatur altimeter setting. 4. VGSI and ILS glidepath not coincident. 5. Pilot controlled lighting 127.6.





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D1.8 IJJC or UJOTY to MAP	6.3	5:24	4:12	3:47	3:09	2:42	2:22

MALSR VASI 1500′ 3000′ RT D RQZ 112.2

STRAIGHT-IN LANDING RWY 36R

	ILS		LOC (GS out) With GEPDE			LOC (GS out) Without GEPDE		
			With Local Altimeter Setting					
	DA(H) 796′(201′)		MDA(H) 980′(385′)			MDA(H) 1140′(545′)		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C						RVR 50 or 1	1 1/2	
D			RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 60 or 1 1/4	1 3/4	

CIRCLE-TO-LAND With Local Altimeter Setting	
Max Kts	MDA(H)
90	1160′(531′) -1
120	
140	1160′(531′) -1 1/2
165	1240′(611′) -2

With Decatur Altimeter Setting

	DA(H) 821′(226′)		MDA(H) 1020′(425′)			MDA(H) 1180′(585′)		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B								
C			RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 50 or 1	1 1/2	
D						RVR 60 or 1 1/4	1 3/4	

With Decatur Altimeter Setting	
Max Kts	MDA(H)
90	1200′(571′) -1
120	
140	1200′(571′) -1 1/2
165	1280′(651′) -2

AMEND 2 TERPS

CHANGES: Procedure.

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KHSV/HSV
HUNTSVILLE INTL-JONES

JEPPESEN

1 APR 11 (12-1)

HUNTSVILLE, ALA
RNAV (GPS) Rwy 18L

BRIEFING STRIP™

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 629′
Ch 72906 W-18A	**182°**	**DEBAY** **2100′** (1491′)	(CONDITIONAL) **809′** (200′)	TDZE **609′**

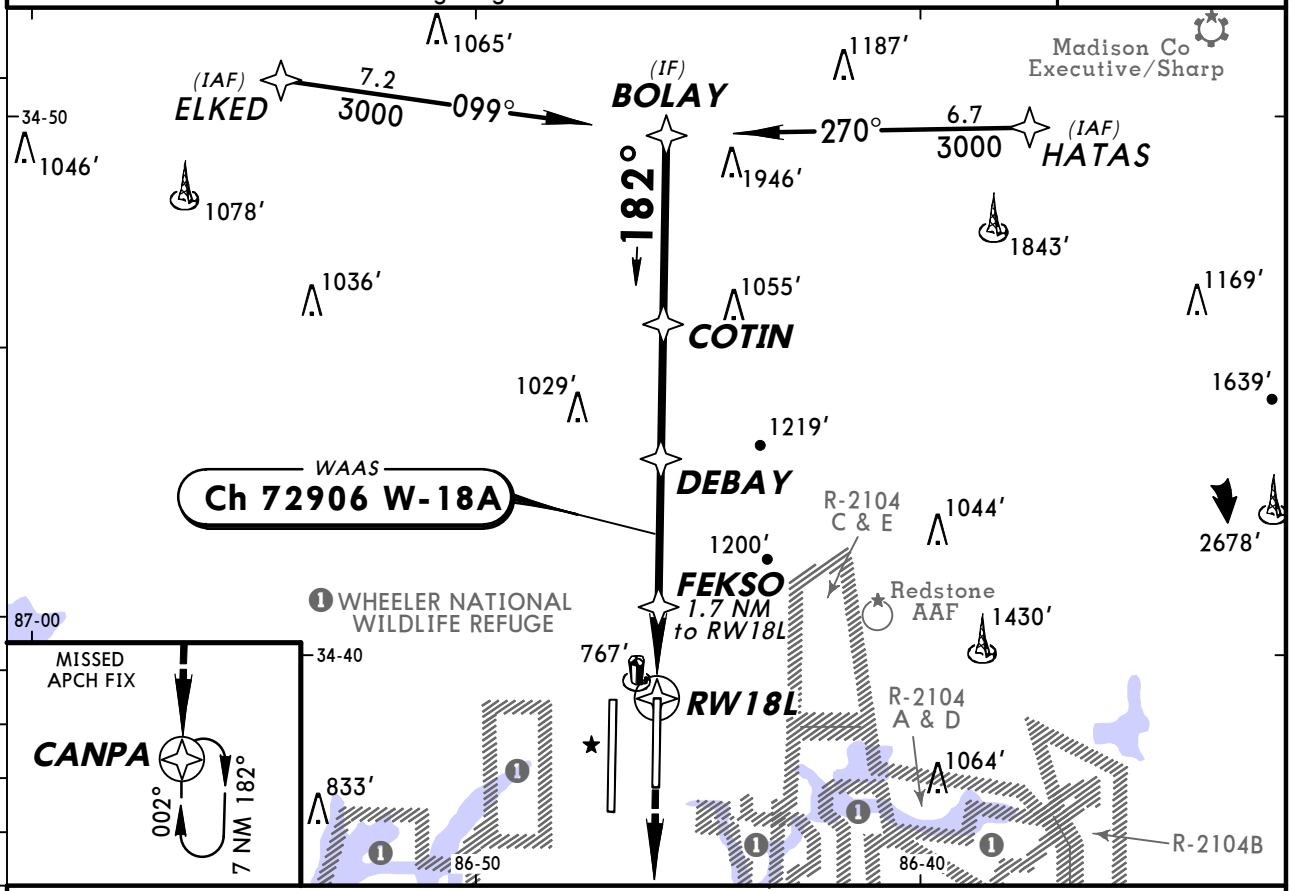
MISSED APCH: Climb to 3000′ direct CANPA and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

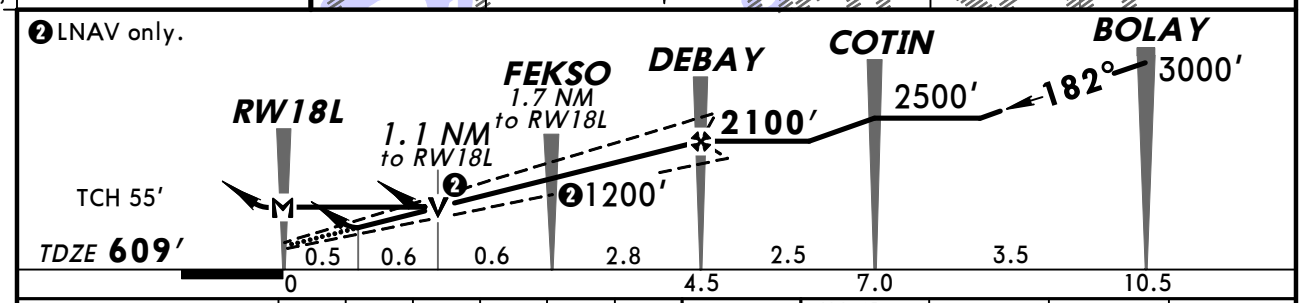
1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Use local altimeter setting; if not received, use Decatur altimeter setting. 3. Baro-VNAV and VDP not authorized when using Decatur altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 5. DME/DME RNP-0.30 not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 127.6.

3700′

MSA RW18L



❷ LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18L						

MALSR PAPI **3000′** D **CANPA**

STRAIGHT-IN LANDING RWY 18L

	1 LPV DA(H) 809′ (200′)		2 LNAV/VNAV DA(H) 1017′ (408′)		3 LNAV MDA(H) 1040′ (431′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1 1/2	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1 1/4	
D					RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Decatur Altimeter Setting MDA(H)
90	1160′ (531′)-1	1200′ (571′)-1
120		
140	1160′ (531′)-1 1/2	1200′ (571′)-1 1/2
165	1240′ (611′)-2	1280′ (651′)-2

AMEND 1

TERPS

1 DA(H) 834′ (225′) with Decatur altimeter setting.
2 DA(H) 1042′ (433′) with Decatur altimeter setting.
3 MDA(H) 1080′ (471′) with Decatur altimeter setting.

CHANGES: Wildlife refuge boundaries.

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KHSV/HSV
HUNTSVILLE INTL-JONES

JEPPESEN
1 APR 11 (12-2)

HUNTSVILLE, ALA
RNAV (GPS) Rwy 18R

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

WAAS	Final Apch Crs	Minimum Alt FEKER	LPV DA(H) (CONDITIONAL)	Apt Elev 629′
Ch 58206 W-18B	182°	2100′ (1471′)	829′ (200′)	TDZE 629′

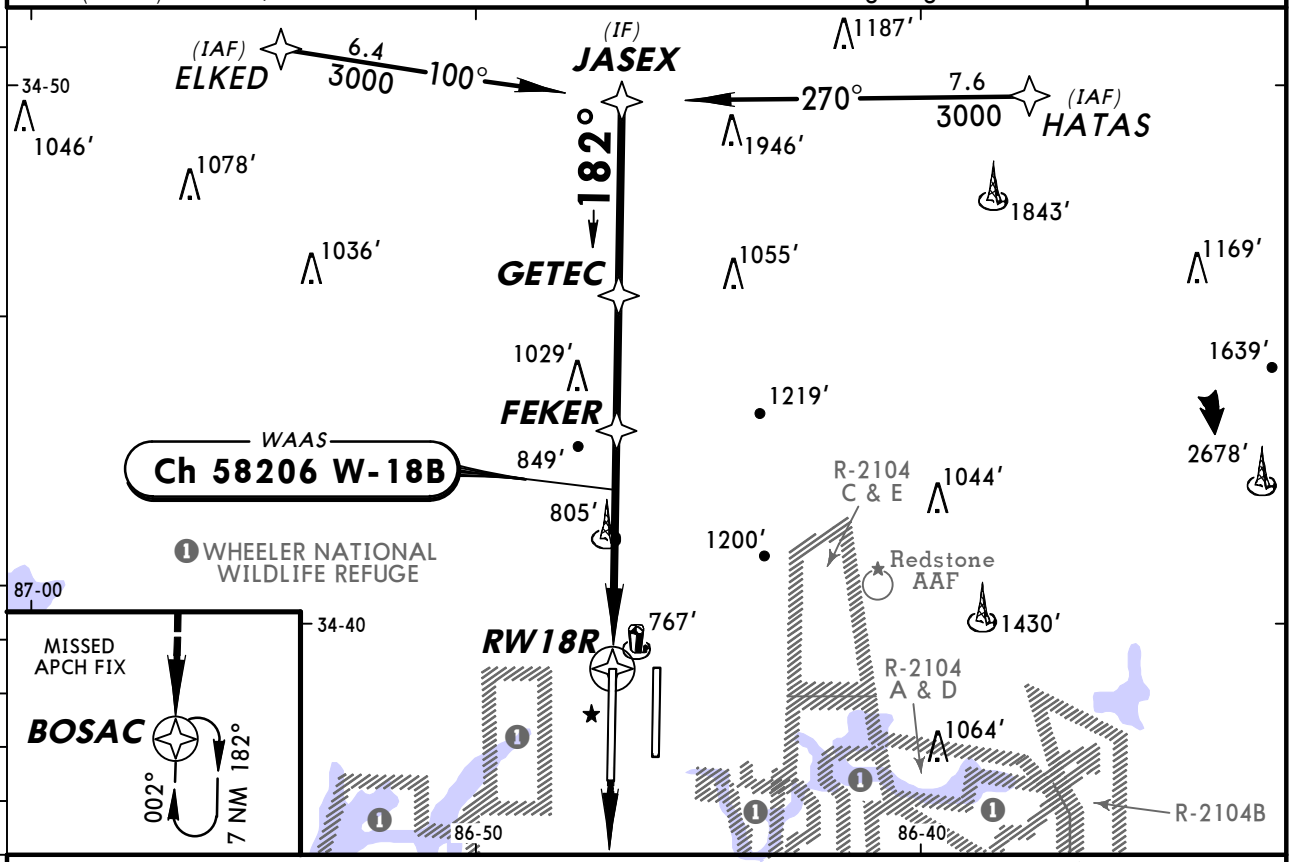
MISSED APCH: Climb to 3000′ direct BOSAC and hold.

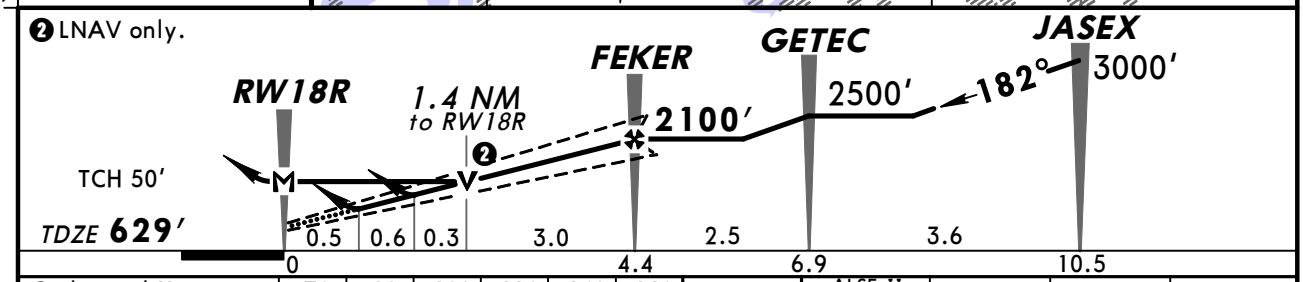
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Use local altimeter setting; if not received, use Decatur altimeter setting. 3. Baro-VNAV and VDP not authorized when using Decatur altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 5. DME/DME RNP-0.30 not authorized. 6. Pilot controlled lighting 127.6.

3700′
MSA RW18R

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW18R						

ALSF-II 3000′ D BOSAC

STRAIGHT-IN LANDING RWY 18R

	LPV		LNAV/VNAV		LNAV	
With Local Altimeter Setting	DA(H) 829′ (200′)		DA(H) 1017′ (388′)		MDA(H) 1120′ (491′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 40 or ¾	RVR 60 or 1¼
D					RVR 50 or 1	1½

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)
90	1160′ (531′)-1
120	
140	1160′ (531′)-1½
165	1240′ (611′)-2

	With Decatur Altimeter Setting					
	DA(H) 854′ (225′)		DA(H) 1042′ (413′)		MDA(H) 1160′ (531′)	
		ALS out		ALS out		ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	1½	RVR 24 or ½	RVR 50 or 1
B						
C					RVR 50 or 1	1½
D					RVR 60 or 1¼	1¾

CIRCLE-TO-LAND

Max Kts	With Decatur Altimeter Setting MDA(H)
90	1200′ (571′)-1
120	
140	1200′ (571′)-1½
165	1280′ (651′)-2

TERPS AMEND 1A 7 APR 2011

CHANGES: VDP, minimums, wildlife refuge boundaries.

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BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

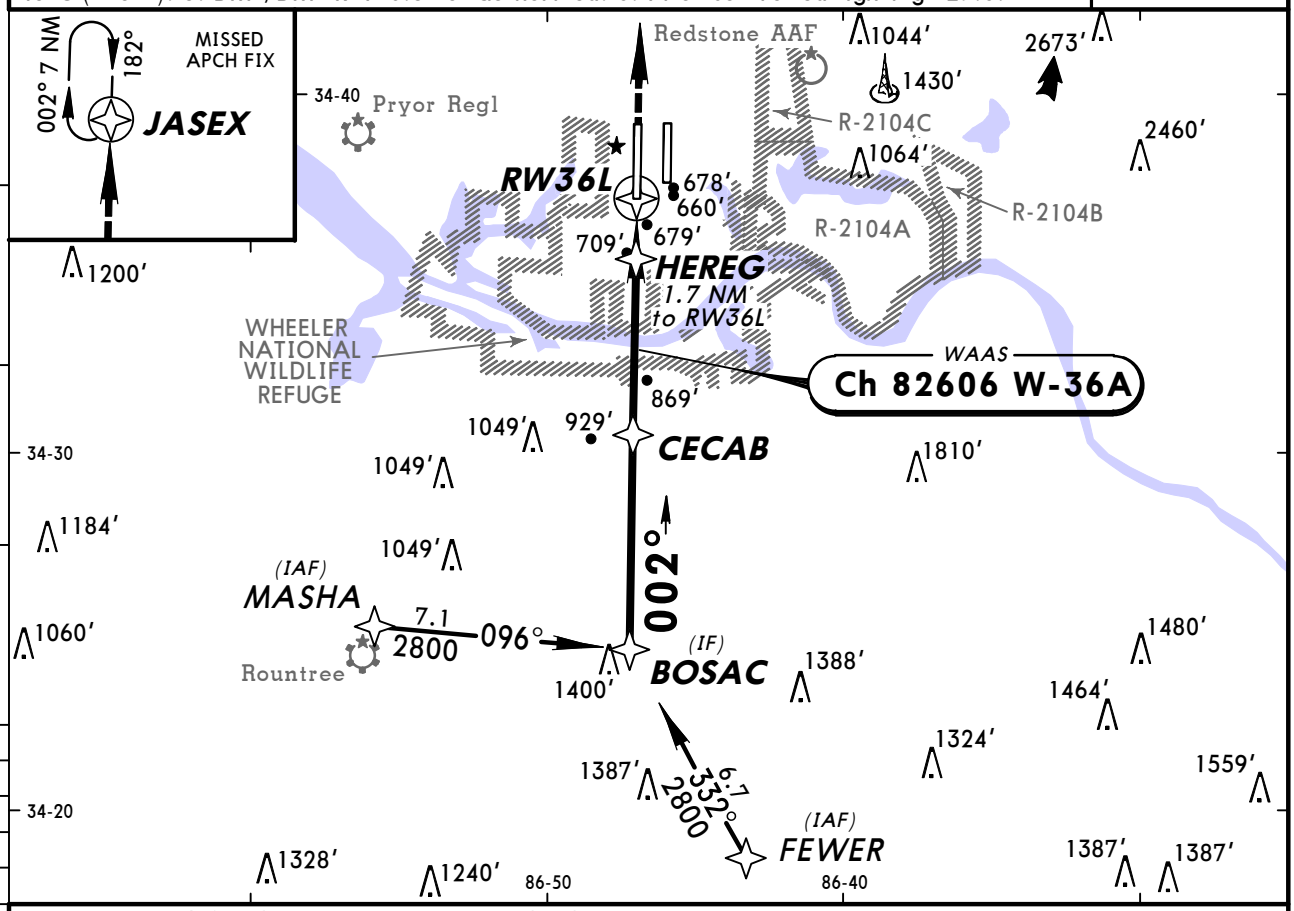
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 629′
Ch 82606 W-36A	002°	CECAB 2800′ (2185′)	815′ (200′)	TDZE 615′

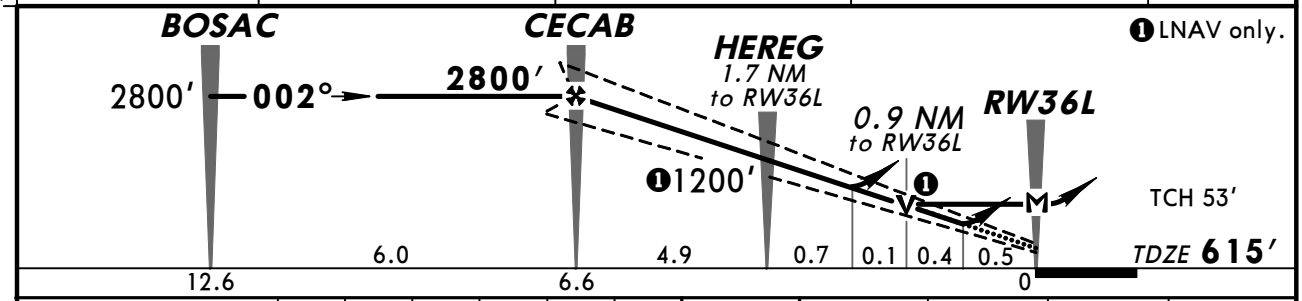
MISSED APCH: Climb to 3000′ direct JASEX and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Use local altimeter setting; if not received, use Decatur altimeter setting. 3. Baro-VNAV and VDP not authorized when using Decatur altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 5. DME/DME RNP-0.3 not authorized. 6. Pilot controlled lighting 127.6.

3700′
MSA RW36L





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36L						

MALSR 3000′ JASEX

STRAIGHT-IN LANDING RWY 36L

	1 LPV DA(H) 815′ (200′)		2 LNAV/VNAV DA(H) 969′ (354′)		3 LNAV MDA(H) 960′ (345′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B							
C							
D					RVR 50 or 1	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Decatur Altimeter Setting MDA(H)
90	1160′ (531′)-1	1200′ (571′)-1
120		
140	1160′ (531′)-1½	1200′ (571′)-1½
165	1240′ (611′)-2	1280′ (651′)-2

AMEND 1

TERPS

1 DA(H) 840′ (225′) with Decatur altimeter setting.
2 DA(H) 994′ (379′) with Decatur altimeter setting.
3 MDA(H) 1000′ (385′) with Decatur altimeter setting.

CHANGES: Chart reindexed, procedure.

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ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

BRIEFING STRIP

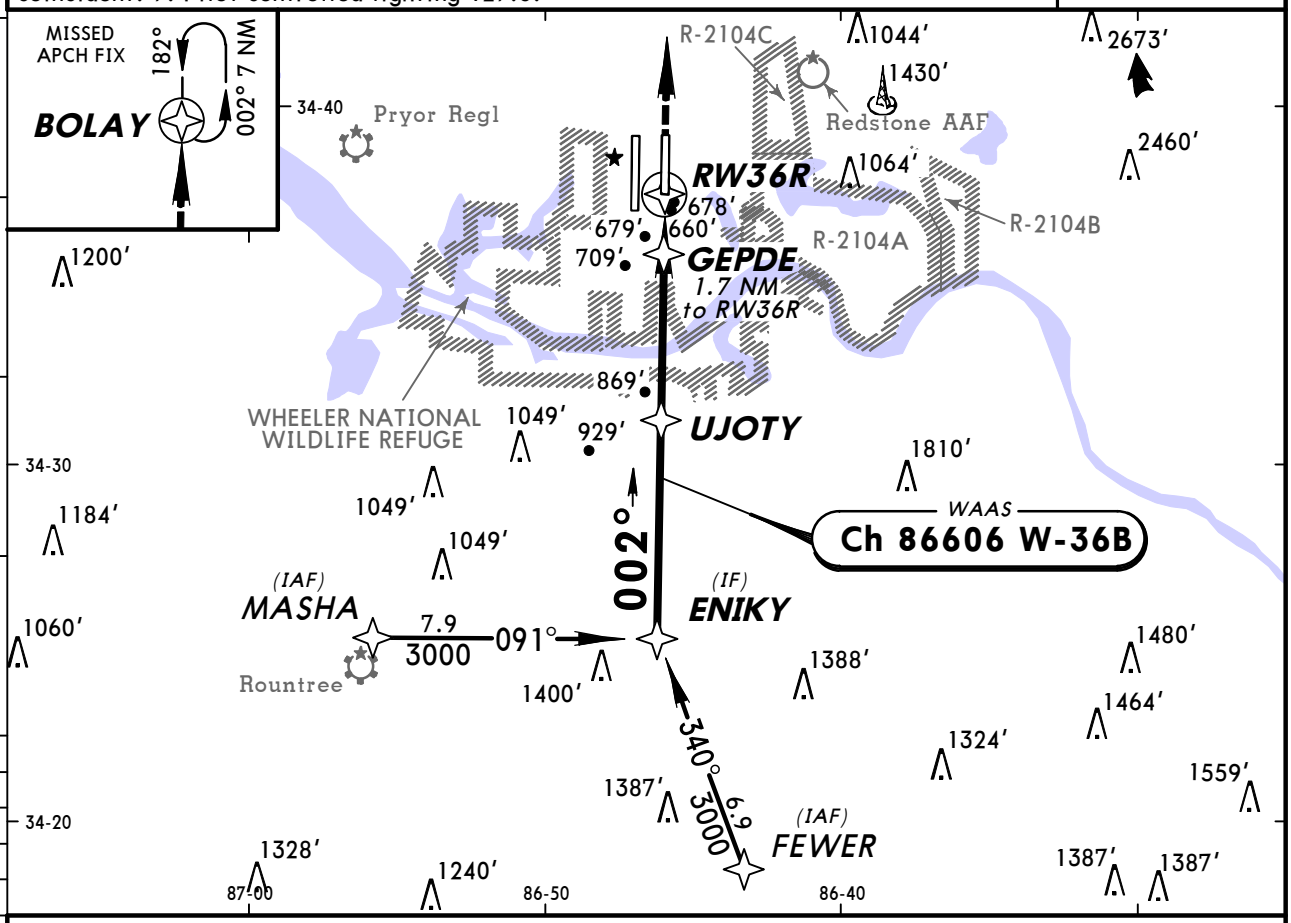
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 629′
Ch 86606 W-36B	002°	UJOTY 2700′ (2105′)	796′ (201′)	TDZE 595′

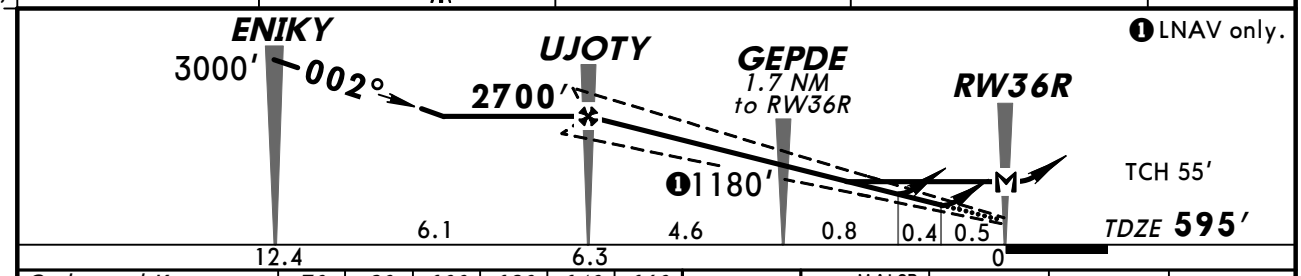
MISSED APCH: Climb to 3000′ direct BOLAY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Use local altimeter setting; if not received, use Decatur altimeter setting. 3. Baro-VNAV not authorized when using Decatur altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 5. DME/DME RNP-0.3 not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 127.6.

3700′
MSA RW36R





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36R						

MALSR VASI 3000′ BOLAY

STRAIGHT-IN LANDING RWY 36R

	1 LPV DA(H) 796′ (201′)		2 LNAV/VNAV DA(H) 933′ (338′)		3 LNAV MDA(H) 1040′ (445′)		
		RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 60 or 1 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1
B							
C					RVR 40 or 3/4	RVR 60 or 1 1/4	
D					RVR 50 or 1	1 1/2	

CIRCLE-TO-LAND

Max Kts	With Local Altimeter Setting MDA(H)	With Decatur Altimeter Setting MDA(H)
90	1160′ (531′) - 1	1200′ (571′) - 1
120		
140	1160′ (531′) - 1 1/2	1200′ (571′) - 1 1/2
165	1240′ (611′) - 2	1280′ (651′) - 2

TERPS

1 DA(H) 821′ (226′) with Decatur altimeter setting.
2 DA(H) 958′ (363′) with Decatur altimeter setting.
3 MDA(H) 1080′ (485′) with Decatur altimeter setting.

AMEND 1

CHANGES: Chart reindexed, procedure.

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BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

VOR	Final Apch Crs	Minimum Alt	MDA(H)	
DCU 112.8	094°	VOR 3000′ (2371′)	Refer to Minimums	Apt Elev 629′

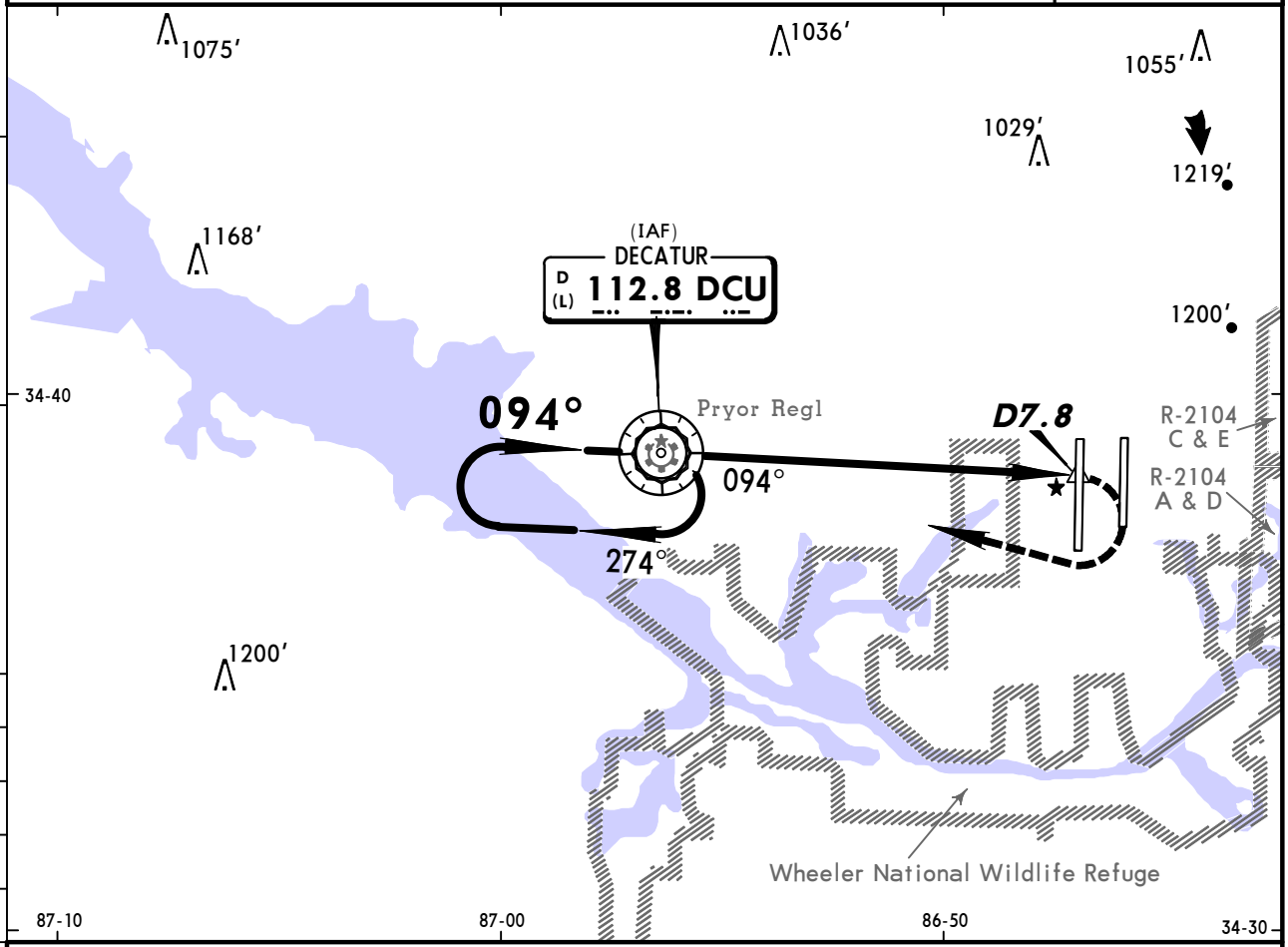
MISSED APCH: Climbing RIGHT turn to 3000′ direct DCU VOR and hold.

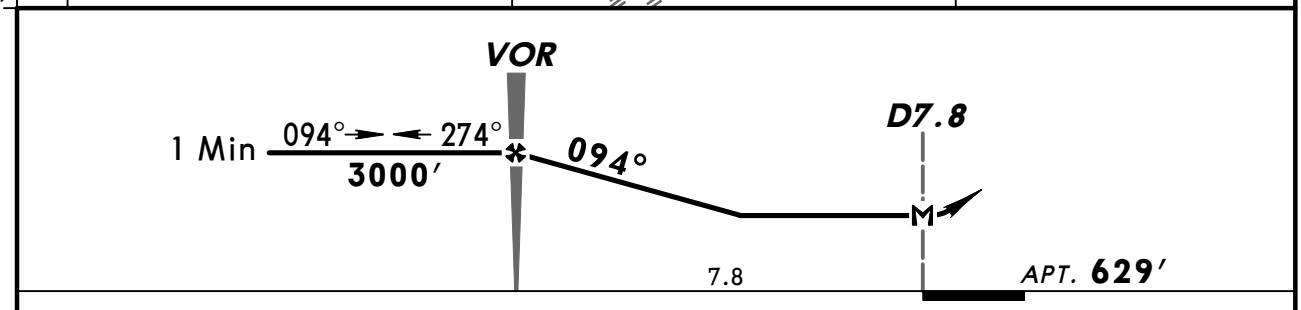
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. CAUTION: Numerous migratory bird flocks in area. Wildlife refuge area south of airport. 2. Pilot controlled lighting 127.6.

3700′

MSA DCU VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at D7.8 or VOR to MAP 7.8	6:41	5:12	4:41	3:54	3:21	2:56

Lighting - Refer to Airport Chart | 3000′ RT | D | DCU 112.8

CIRCLE-TO-LAND

	Max Kts	MDA(H)
A	90	1180′ (551′)-1
B	120	1180′ (551′)-1½
C	140	1180′ (551′)-1½
D	165	1240′ (611′)-2

TERPS AMEND 12A

CHANGES: Charted obstructions, airspace.

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BRIEFING STRIP ™

ATIS (ASOS when Twr Inop)	*HUNTSVILLE Approach (R)	MEMPHIS Center	*HUNTSVILLE Tower	*Ground
121.25	125.6	120.8 when App inop.	CTAF 127.6	121.9

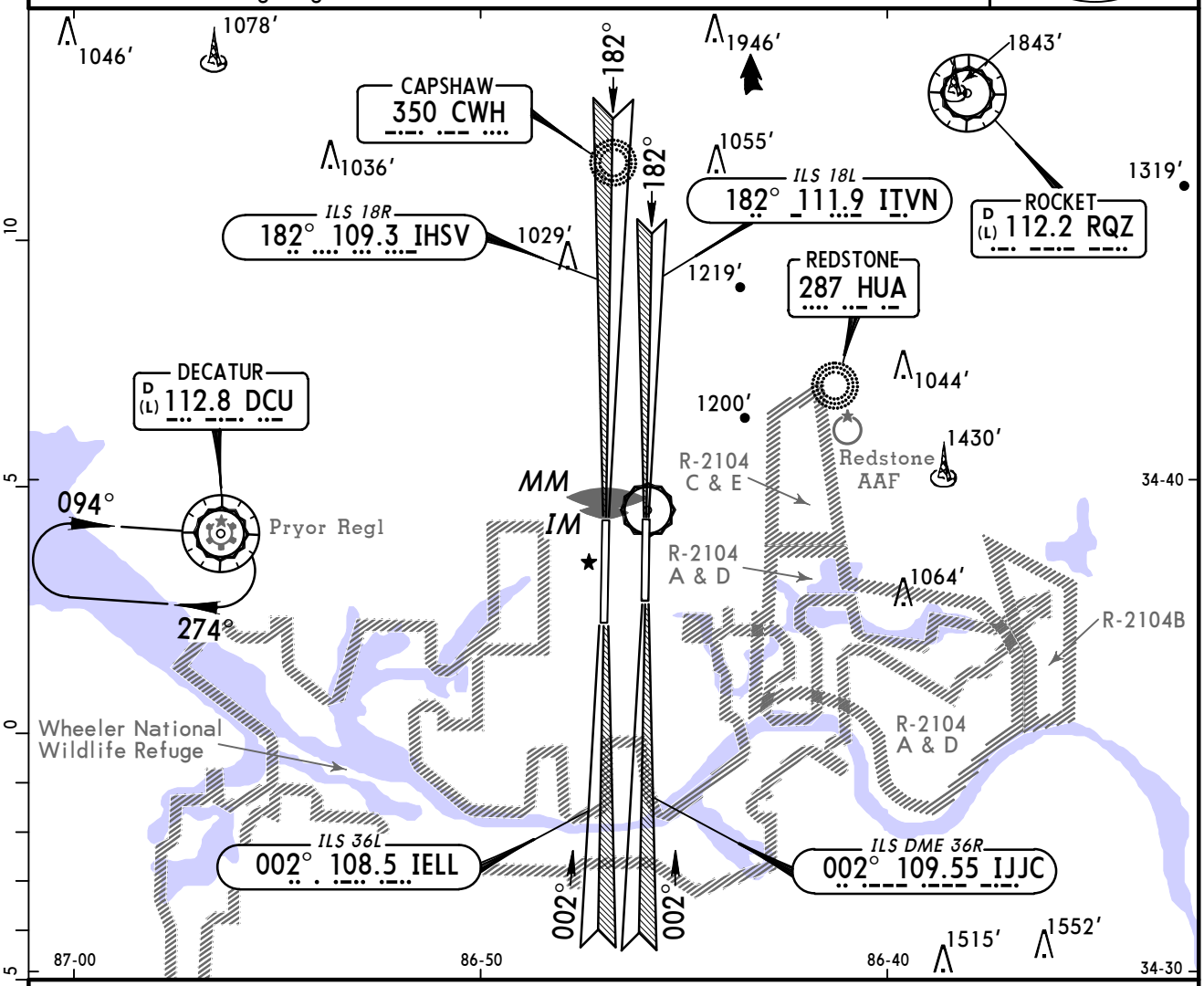
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev **629'** TDZE- See below

No MSA published

Missed Approach-See below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. When control tower closed procedure not authorized.
2. Pilot controlled lighting 127.6.



MISSED APPROACH:

Runways 18L/R: Climbing RIGHT turn to 3000' direct DCU VOR and hold, continue climb-in-hold to 3000'.

Runways 36L: Climb to 1100', then climbing LEFT turn to 3000' direct DCU VOR and hold, continue climb-in-hold to 3000'.

Runways 36R: Climbing LEFT turn to 3000' direct DCU VOR and hold. continue climb-in-hold to 3000'.

RWY 18L	RWY 18R	RWY 36L	RWY 36R
TDZE 609'	TDZE 629'	TDZE 615'	TDZE 595'

ASR All Rwys: MAP at Rwy Thr		Lighting - Refer to Airport Chart

TERPS AMEND 10 10 FEB 2011

	STRAIGHT-IN LANDING												CIRCLE-TO-LAND	
	ASR 18L MDA(H) 1160'(551')			ASR 18R MDA(H) 1060'(431')		ASR 36L MDA(H) 1000'(385')			ASR 36R MDA(H) 1020'(425')			Max Kts	MDA(H)
		RAIL out	ALS out		ALS out		RAIL out	ALS out		RAIL out	ALS out		
A	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	1160'(531')-1
B												120	
C	RVR 60 or 1¼	1½		RVR 40 or ¾	RVR 60 or 1¼	RVR 35 or ⅝	RVR 60 or 1¼		RVR 40 or ¾	RVR 60 or 1¼		140	1160'(531')-1½
D		1¾			1½							165	1240'(611')-2

CHANGES: Airspace, missed approach, minimums.

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General Information

Location: Redstone Arsenal AL USA
IATA Code: HUA
Lat/Long: N34° 40.7' W086° 41.1'
Elevation: 684 ft

Airport Use: Military
Magnetic Variation: 3.2°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet 4
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 2015 ft AGL

Sunrise: 1219 Z
Sunset: 2340 Z,

Runway Information

Runway: 17
Length x Width: 7297 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 684 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 7297 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 657 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

Redstone Tower 126.95 CTAF PCL
Huntsville Approach Control 125.6
Huntsville Approach Control 118.05
Huntsville Departure Control 125.6
Huntsville Departure Control 118.05
Redstone Radar 124.8
Redstone Operations 126.2 Military
Memphis Center 120.8 Remote Communications Air-Ground

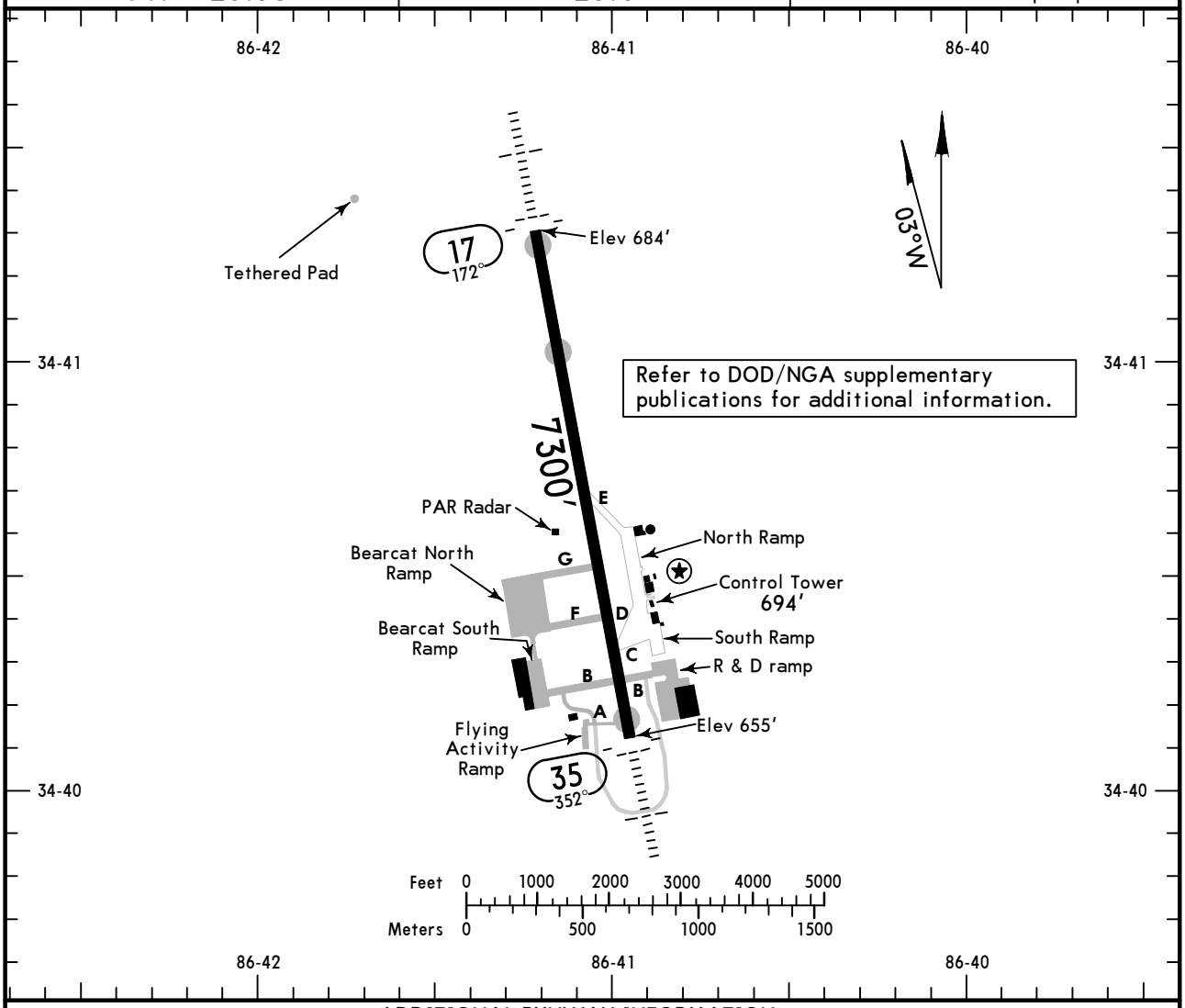
KHUA/HUA

Apt Elev **684′**
N34 40.7 W086 41.1

JEPPESEN
23 DEC 11 (30-9)

REDSTONE ARSENAL, ALA
REDSTONE AAF

*REDSTONE Tower	*HUNTSVILLE Departure (R)	MEMPHIS Center
CTAF 126.95	125.6	120.8 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
17 35	❶ HIRL SALS PAPI-L		6690′		150′

❶ Activate on 126.95 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	1/4	1
3 & 4 Eng		1/2

FOR FILING AS ALTERNATE

A B C D	NA

OBSTACLE DP: Rwy 17, climb runway heading to 1500′ before turning.
Rwy 35, climb runway heading to 1900′ before turning.

AMEND 3

CHANGES: Notes removed, bearcat ramps and associated taxiways added.

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KHUA/HUA
REDSTONE AAF

JEPPESEN 6 FEB 09 (32-1)

REDSTONE ARSENAL, ALA
RNAV (GPS) Rwy 17

BRIEFING STRIP™

*HUNTSVILLE Approach (R)	MEMPHIS Center	*REDSTONE Tower
125.6	120.8 when App inop.	CTAF 126.95

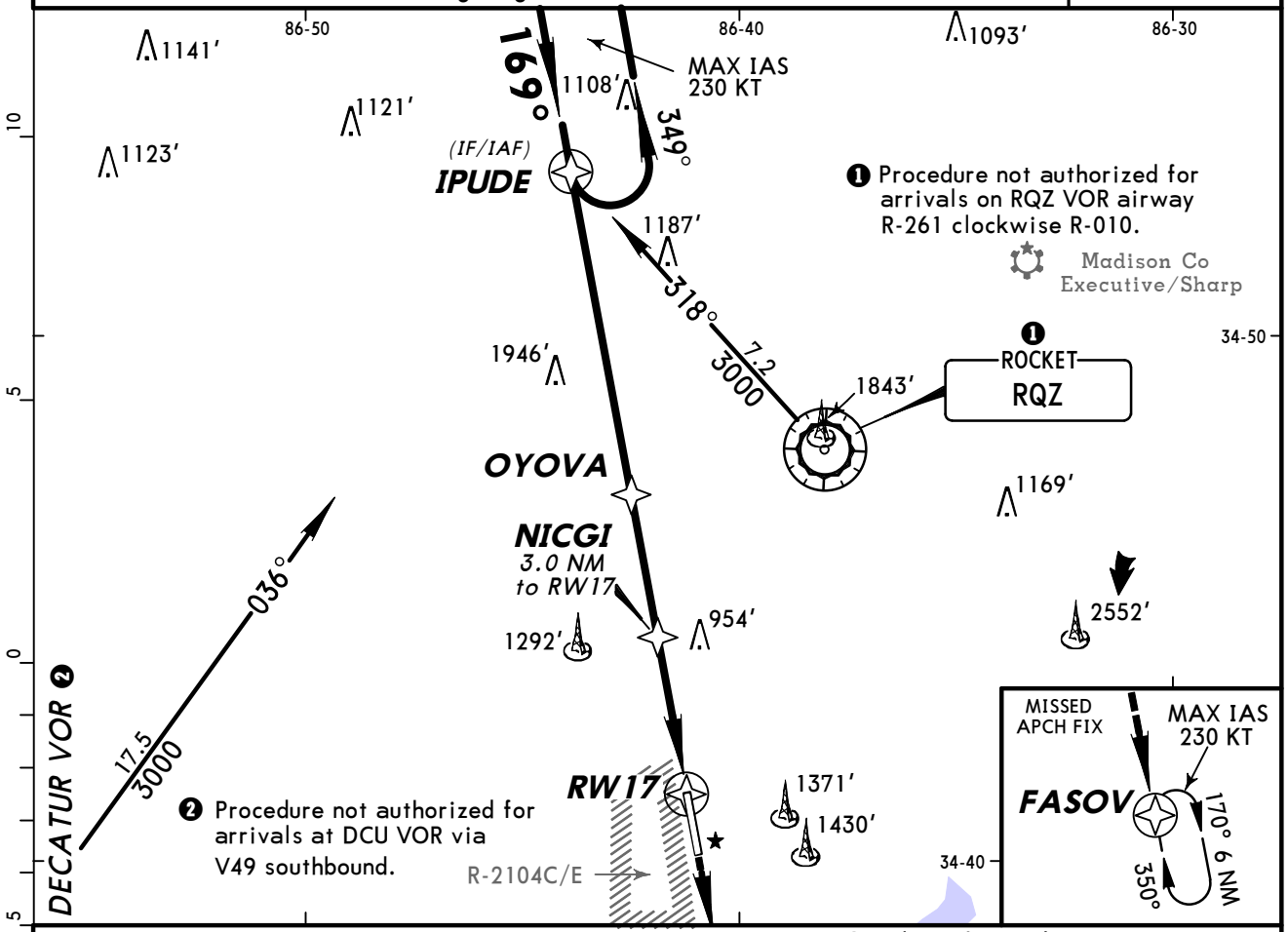
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 684′
	169°	OYOVA 2600′ (1916′)	(CONDITIONAL) 1280′ (596′)	TDZE 684′

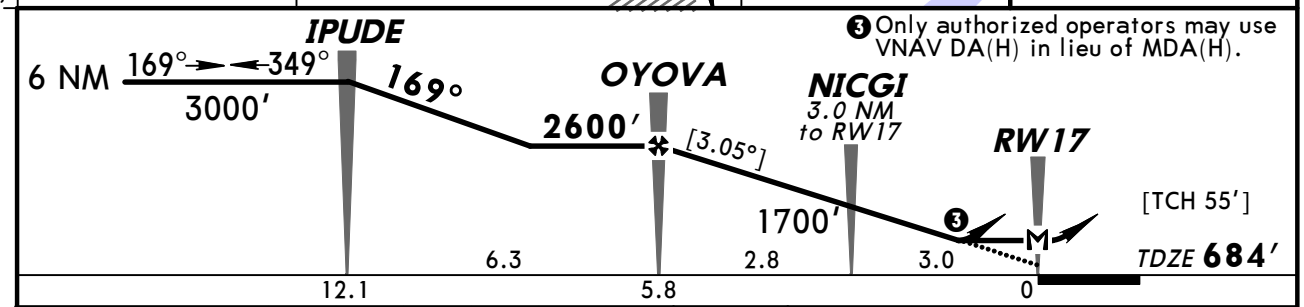
MISSED APCH: Climb to 3000′ direct FASOV and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Huntsville Intl altimeter setting.
2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 126.95.

3700′ MSA RW17





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW17						

SALS PAPI 3000′ FASOV

STRAIGHT-IN LANDING RWY 17
LNAV

AMEND OB	MDA(H) 1280′ (596′) With Local Altimeter Setting		MDA(H) 1300′ (616′) With Huntsville Intl Altimeter Setting	
		ALS out		ALS out
A	1		1	
B				
C	1¼	1½	1½	1¾
D	1½	1¾	1¾	2

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	With Local Altimeter Setting MDA(H)	With Huntsville Intl Altimeter Setting MDA(H)
90	1280′ (596′) -1	1300′ (616′) -1
120		
140	1280′ (596′) -1½	1300′ (616′) -1¾
165	1280′ (596′) -2	1300′ (616′) -2

TERPS

CHANGES: Notes.

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KHUA/HUA
REDSTONE AAF

JEPPESEN 6 FEB 09 (32-2)

REDSTONE ARSENAL, ALA
RNAV (GPS) Rwy 35

*HUNTSVILLE Approach (R)	MEMPHIS Center	*REDSTONE Tower
125.6	120.8 when App inop.	CTAF 126.95

BRIEFING STRIP™

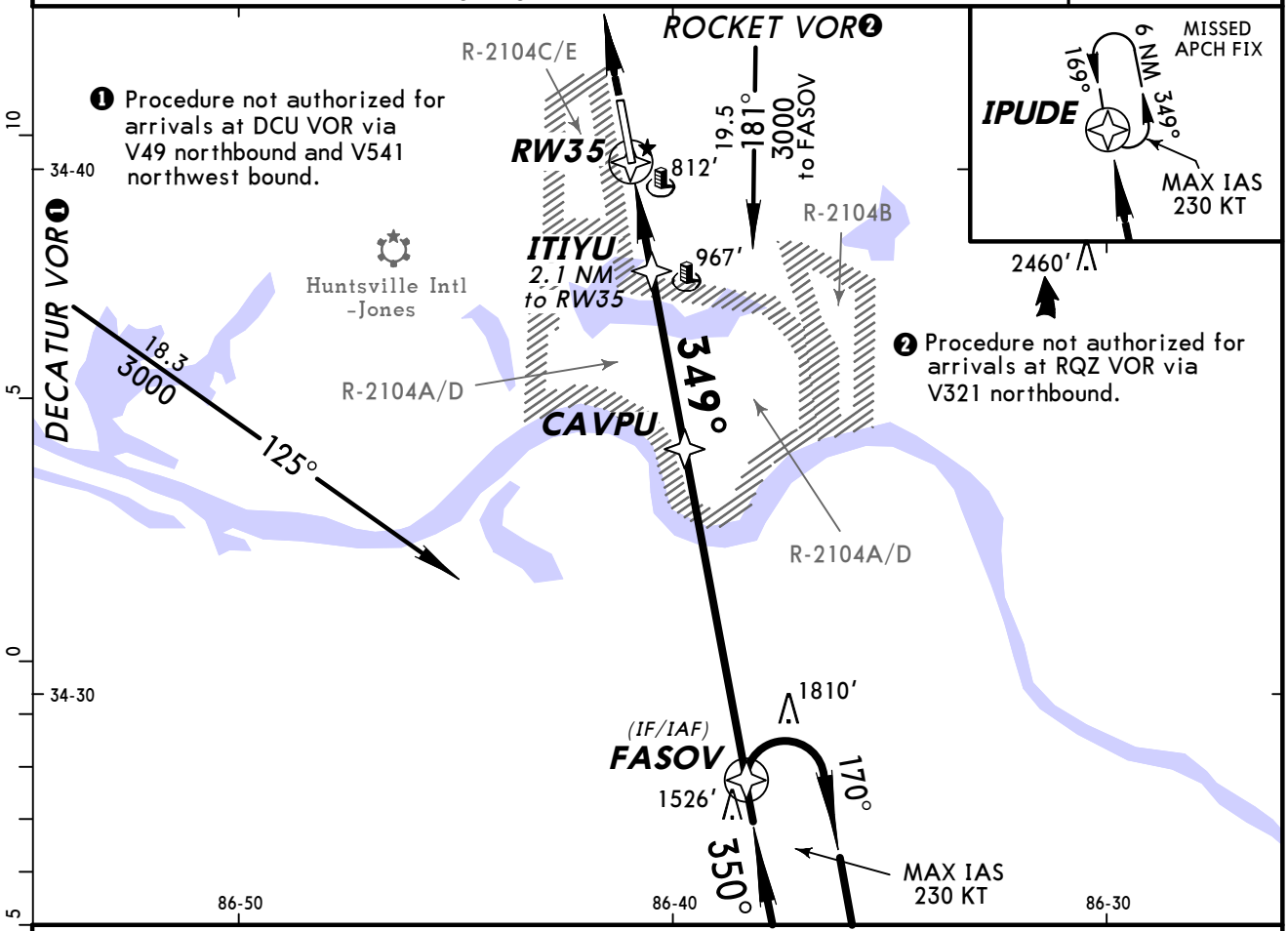
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 684′
	349°	CAVPU 2500′ (1843′)	1260′ (603′)	TDZE 657′

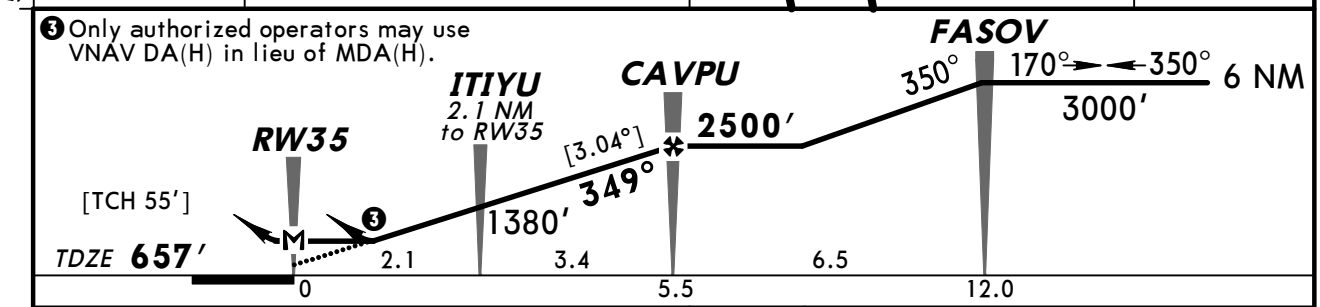
MISSED APCH: Climb to 3000′ direct IPUDE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Huntsville Intl altimeter setting.
2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 126.95.

3700′
MSA RW35





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW35						

SALS PAPI | 3000′ | IPUDE

STRAIGHT-IN LANDING RWY 35
LNAV

AMEND OA TERPS	MDA(H) 1260′ (603′) With Local Altimeter Setting		MDA(H) 1280′ (623′) With Huntsville Intl Altimeter Setting	
		ALS out		ALS out
A	1		1	
B				
C	1½	1¾	1½	1¾
D	1¾	2	1¾	2

CIRCLE-TO-LAND
Not Authorized East of Rwy 17-35

Max Kts	With Local Altimeter Setting MDA(H)	With Huntsville Intl Altimeter Setting MDA(H)
90	1260′ (576′) -1	1280′ (596′) -1
120		
140	1260′ (576′) -1¾	1280′ (596′) -1¾
165	1280′ (596′) -2	1300′ (616′) -2

CHANGES: Notes.

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KHUA/HUA
REDSTONE AAF

JEPPESEN
10 JUL 09 (33-1)

REDSTONE ARSENAL, ALA
VOR DME Rwy 35

*HUNTSVILLE Approach (R)	MEMPHIS Center	*REDSTONE Tower
125.6	120.8 when App inop.	CTAF 126.95

BRIEFING STRIP ™

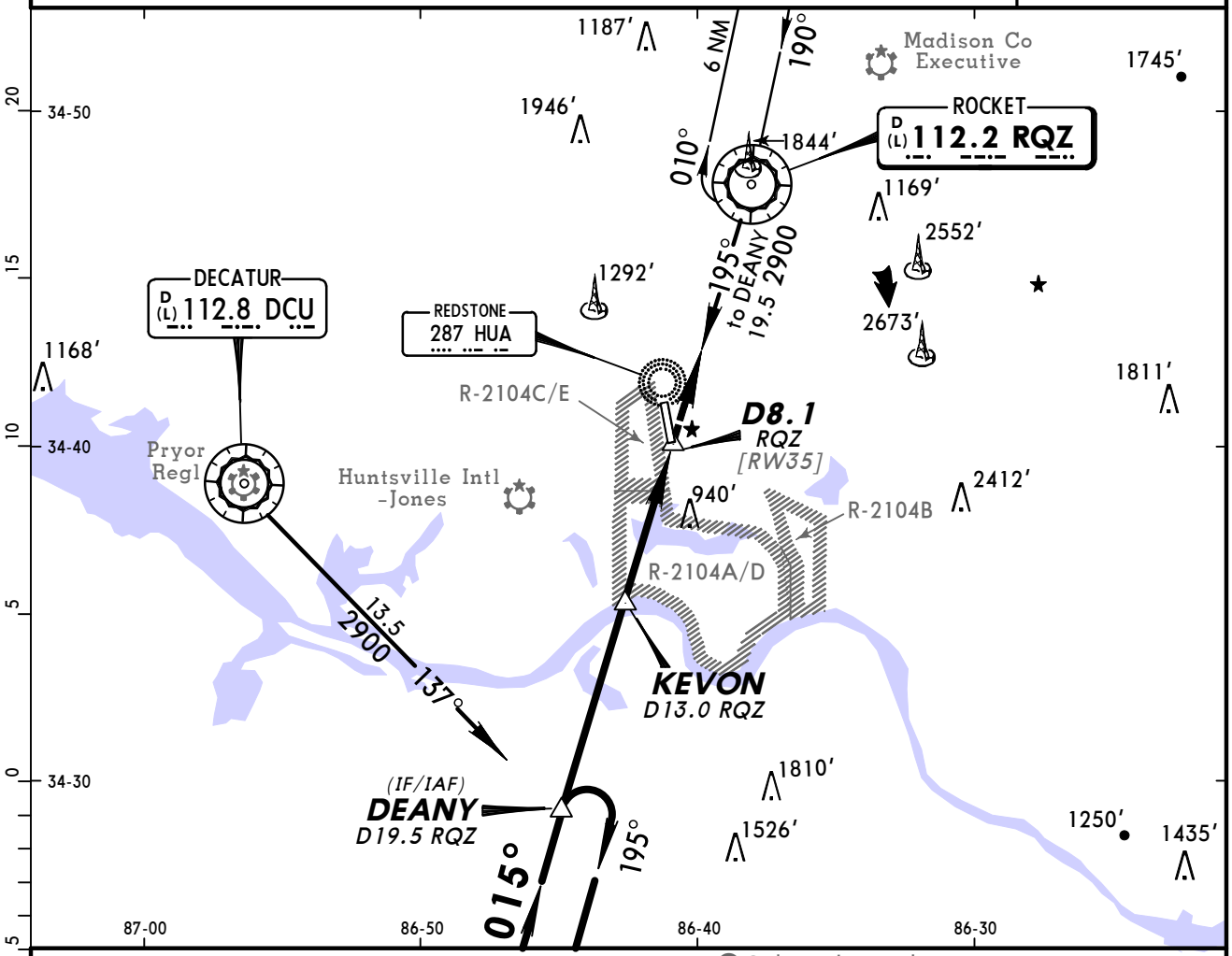
VOR	Final Apch Crs	Minimum Alt	MDA(H) (CONDITIONAL)	Apt Elev 684′
RQZ 112.2	015°	KEVON 2300′ (1643′)	1500′ (843′)	TDZE 657′

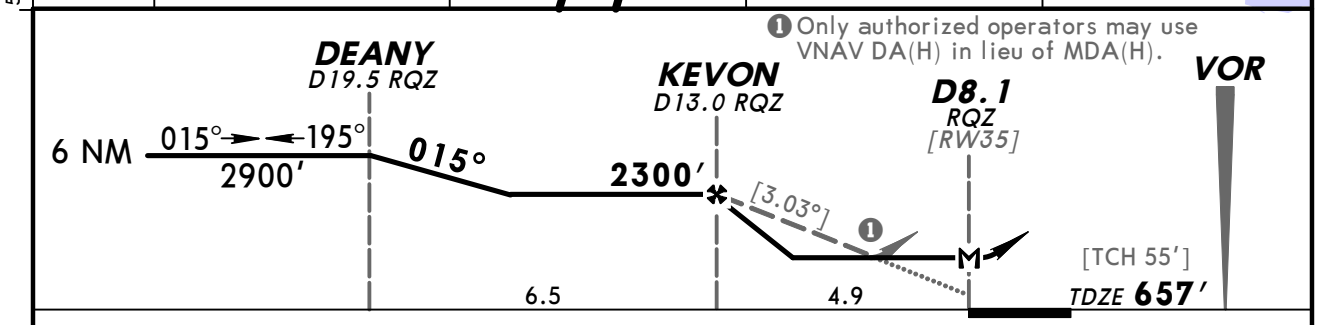
MISSED APCH: Climb to 3000′ direct RQZ VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Huntsville Intl altimeter setting.
2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 126.95.

3700′
MSA RQZ VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at D8.1 RQZ						

SALS
PAPI
3000′
RQZ 112.2

TERPS AMEND 8A

	STRAIGHT-IN LANDING RWY 35		CIRCLE-TO-LAND Not Authorized East of Rwy 17-35		
	MDA(H) 1500′ (843′) With Local Altimeter Setting	MDA(H) 1520′ (863′) With Huntsville Intl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Huntsville Intl Altimeter Setting MDA(H)
	ALS out	ALS out			
A	1	1	90	1500′ (816′)-1	1520′ (836′)-1
B	1¼	1¼	120	1500′ (816′)-1¼	1520′ (836′)-1¼
C	2½	2½	140	1500′ (816′)-2½	1520′ (836′)-2½
D	2¾	2¾	165	1500′ (816′)-2¾	1520′ (836′)-2¾

CHANGES: None.

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KHUA/HUA
REDSTONE AAF

JEPPESEN 10 JUL 09 (36-1)

REDSTONE ARSENAL, ALA
NDB Rwy 17

BRIEFING STRIP ™

*HUNTSVILLE Approach (R)	MEMPHIS Center	*REDSTONE Tower
125.6	120.8 when App inop.	CTAF 126.95

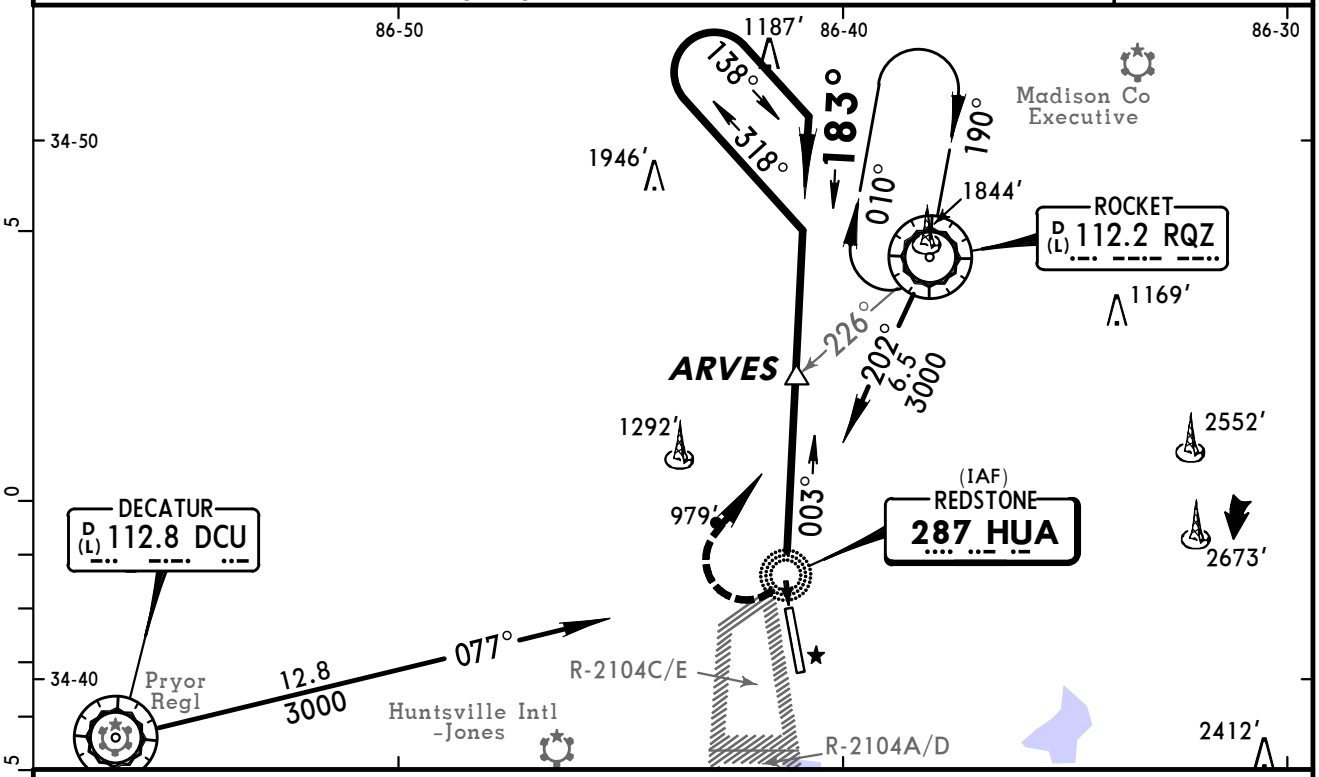
NDB	Final Apch Crs	Minimum Alt ARVES (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 684′ / TDZE 684′
HUA 287	183°	2160′ (1476′)	1280′ (596′)	

MISSED APCH: Climbing RIGHT turn to 3000′ direct RQZ VOR and hold.

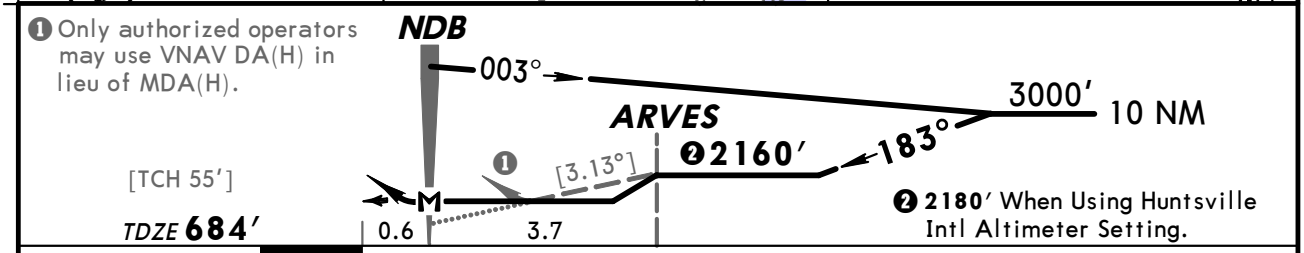
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting: if not received, use Huntsville Intl altimeter setting.
2. Visibility reduction by helicopters not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 126.95.

3700′ MSA HUA NDB



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



❷ 2180′ When Using Huntsville Intl Altimeter Setting.

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.13°]	388	498	554	665	775	886
MAP at NDB						

PAPI SALS 3000′ RT RQZ 112.2

TERPS AMEND 5B

STRAIGHT-IN LANDING RWY 17

With Local Altimeter Setting

	MDA(H) 1280′(596′) With Arves		MDA(H) 2160′(1476′) Without Arves	
		ALS out		ALS out
A	1		1¼	
B			1¼	1½
C	1¼	1½	2¾	3
D	1½	1¾		

With Huntsville Intl Altimeter Setting

	MDA(H) 1300′(616′) With Arves		MDA(H) 2180′(1496′) Without Arves	
		ALS out		ALS out
A	1		1¼	
B			1¼	1½
C	1½	1¾	2¾	3
D	1¾	2		

CIRCLE-TO-LAND

Not Authorized East of Rwy 17-35

With Local Altimeter Setting

Max Kts	MDA(H) With Arves	MDA(H) Without Arves
90	1280′(596′)-1	2160′(1476′)-1¼
120		2160′(1476′)-1½
140	1280′(596′)-1½	2160′(1476′)-3
165	1280′(596′)-2	

With Huntsville Intl Altimeter Setting

Max Kts	MDA(H) With Arves	MDA(H) Without Arves
90	1300′(616′)-1	2180′(1496′)-1¼
120		2180′(1496′)-1½
140	1300′(616′)-1¾	2180′(1496′)-3
165	1300′(616′)-2	

CHANGES: CWH NDB decommissioned.

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KHUA/HUA
REDSTONE AAF

JEPPESEN
6 FEB 09 (38-1)

REDSTONE ARSENAL, ALA
RADAR-1 *PAR Rwys 17, 35
*ASR Rwys 17, 35

*HUNTSVILLE Approach (R)	MEMPHIS Center	*REDSTONE Radar	*REDSTONE Tower
125.6	120.8 when App inop.	124.8	CTAF 126.95

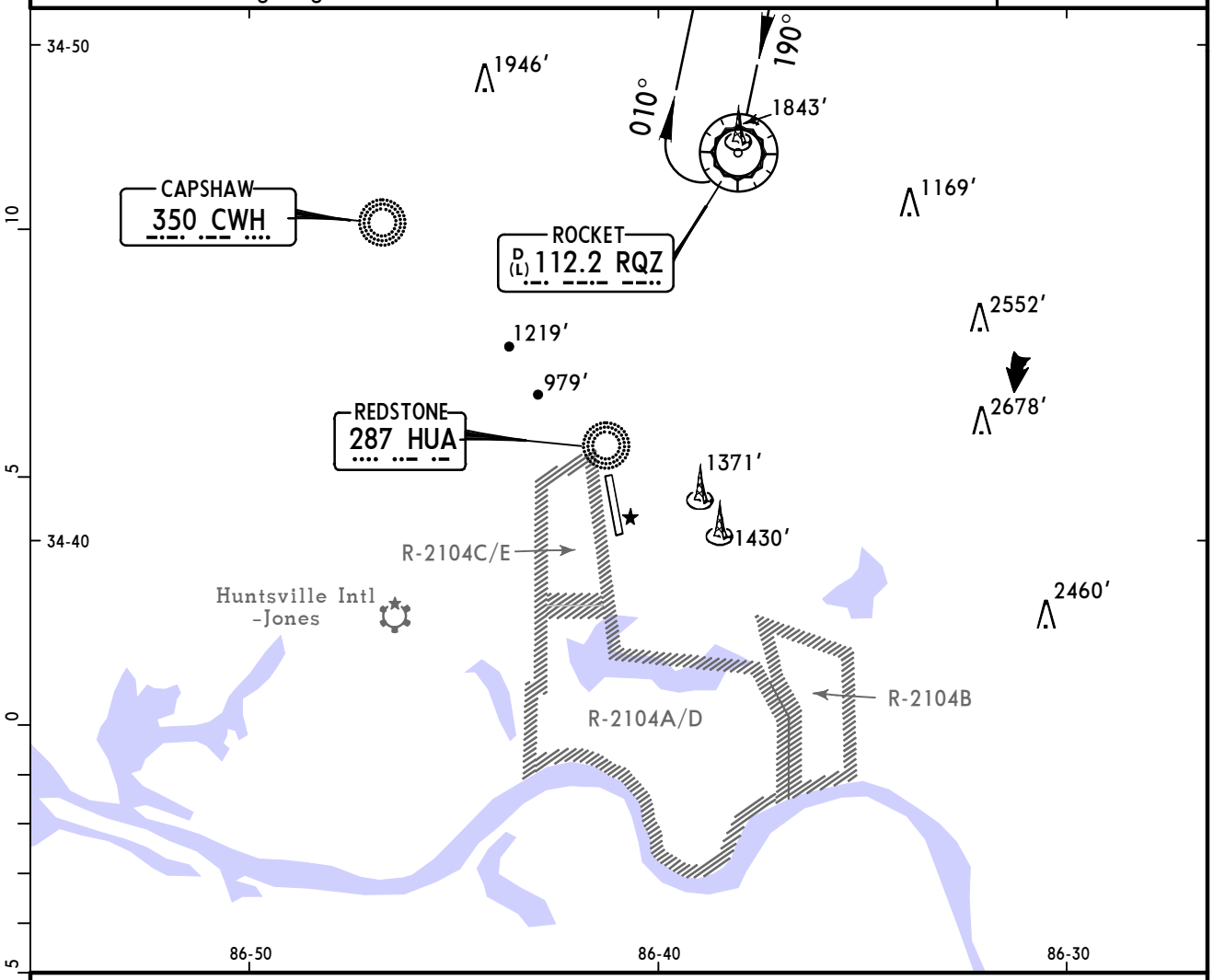
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	DA(H)/MDA(H) Refer to Minimums	Apt Elev **684'** TDZE-See below

Missed Approach-See Below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Pilot controlled lighting 126.95.

No MSA published

BRIEFING STRIP ™



MISSED APCH:

Runway 17: Climb to 3500' then LEFT turn direct RQZ VOR and hold.

Runway 35: Climb runway heading to 1400' then climbing RIGHT turn to 3000' direct RQZ VOR and hold.

RWY 17	RWY 35
PAR TCH 32'	PAR TCH 32'
TDZE 684'	TDZE 657'

Gnd speed-Kts		70	90	100	120	140	160
Rwy 17, 35 PAR GS	3.00°	377	484	538	646	753	861
ASR Rwy 17: MAP 1 mile from Rwy Thr							
ASR Rwy 35: MAP at Rwy Thr							

Lighting - Refer to Airport Chart

STRAIGHT-IN LANDING

	1 PAR 17		PAR 35	ASR 17		ASR 35	CIRCLE-TO-LAND Not Authorized East of Rwy 17-35	
	DA(H) A, B: 950'(266') C, D: 955'(271')		DA(H) 905'(248')	MDA(H) 1240'(556')		MDA(H) 1100'(443')	Max Kts	MDA(H)
		ALS out	ALS out		ALS out	ALS out		
A	1	1¼	1	1	1¼	1	90	1240'(556')-1
B							120	
C	1			1¼	1½	1¼	140	1240'(556')-1½
D				1½	1¾	1½	165	1280'(596')-2

1 DA(H) 1100' (416')VIS - 1½ when directed by ATC.

AMEND 8A TERPS

CHANGES: Notes.

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KHUA/HUA
REDSTONE AAF

JEPPESEN

6 FEB 09 (38-2)

REDSTONE ARSENAL, ALA
RADAR-2 *PAR Rwys 17, 35

BRIEFING STRIP ™

*HUNTSVILLE Approach (R)	MEMPHIS Center	*REDSTONE Radar	*REDSTONE Tower
125.6	120.8 when App inop.	124.8	CTAF 126.95

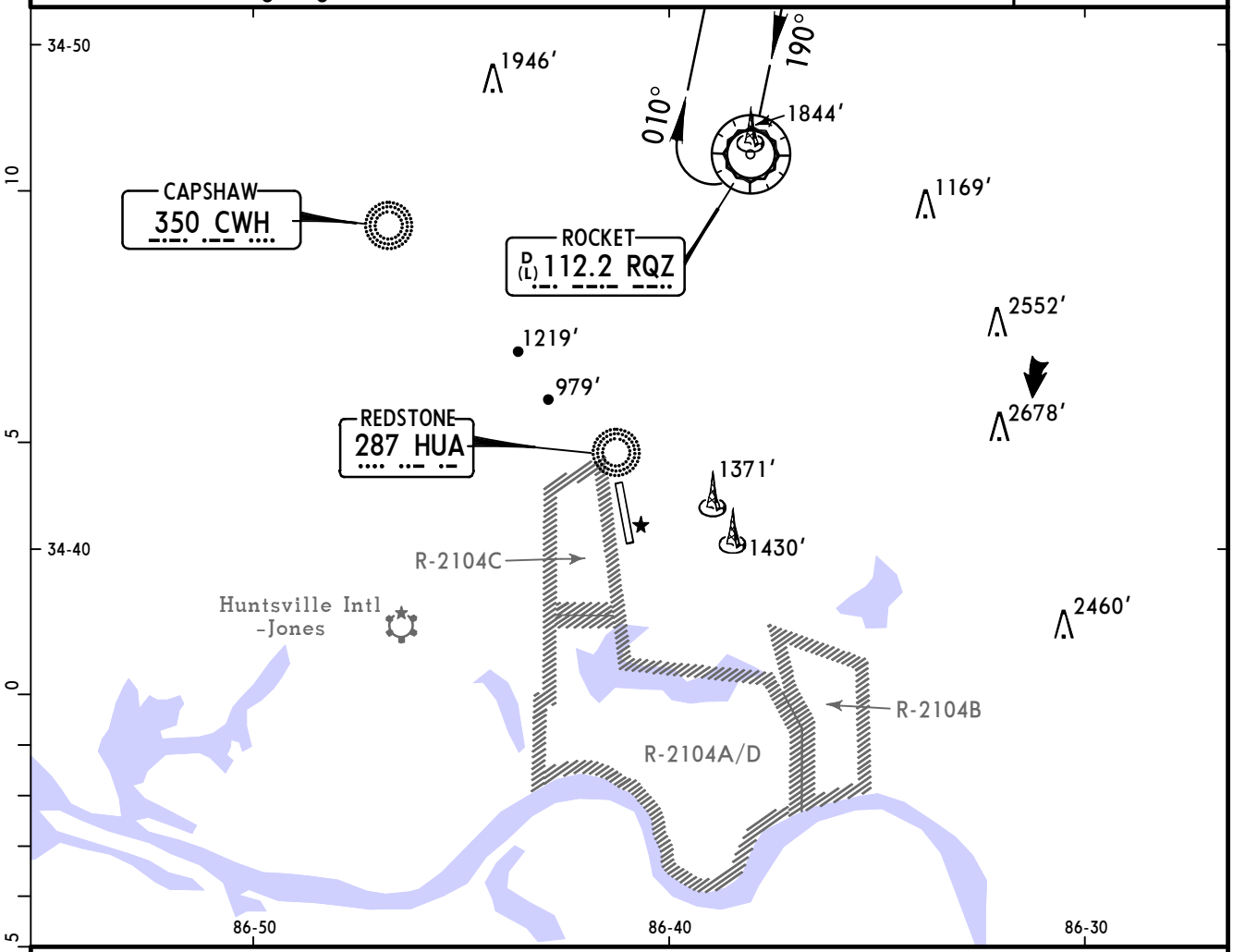
RADAR	*Final Apch Crs* By ATC	*Minimum Alt* No FAF	*DA(H)* Refer to Minimums	*Apt Elev* **684'** *TDZE* -See below

Missed Approach-See Below

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Pilot controlled lighting 126.95.

No MSA published



MISSED APCH:

Runway 17: Climb to 3500' then LEFT turn direct RQZ VOR and hold.

Runway 35: Climb to 1400' then climbing RIGHT turn to 3500' direct RQZ VOR and hold.

RWY 17	RWY 35
PAR TCH 32'	PAR TCH 32'
TDZE 684'	*TDZE* 657'

Gnd speed-Kts		*70*	*90*	*100*	*120*	*140*	*160*
Rwy 17, 35 PAR GS	3.00°	377	484	538	646	753	861

Lighting - Refer to Airport Chart

TERPS AMEND 1A

	STRAIGHT-IN LANDING					CIRCLE-TO-LAND
	PAR 17 *DA(H)* **950'** *(266')*		**PAR 17** When Directed By ATC *DA(H)* **1100'** *(416')*	**PAR 35** *DA(H)* **955'** *(298')*		
		ALS out			ALS out	
A	1	1¼	1½	1		NA
B						
C	1					
D						

CHANGES: Minimums, notes.

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General Information

Location: Gulf Shores AL USA
IATA Code: GUF
Lat/Long: N30° 17.4' W087° 40.3'
Elevation: 17 ft

Airport Use: Public
Magnetic Variation: 1.9°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A+
Oxygen Types: HP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1219 Z
Sunset: 2348 Z,

Runway Information

Runway: 09
Length x Width: 6962 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge, Pilot controlled
Displaced Threshold: 462 ft

Runway: 17
Length x Width: 3596 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge

Runway: 27
Length x Width: 6962 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 3596 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 16 ft
Lighting: Edge

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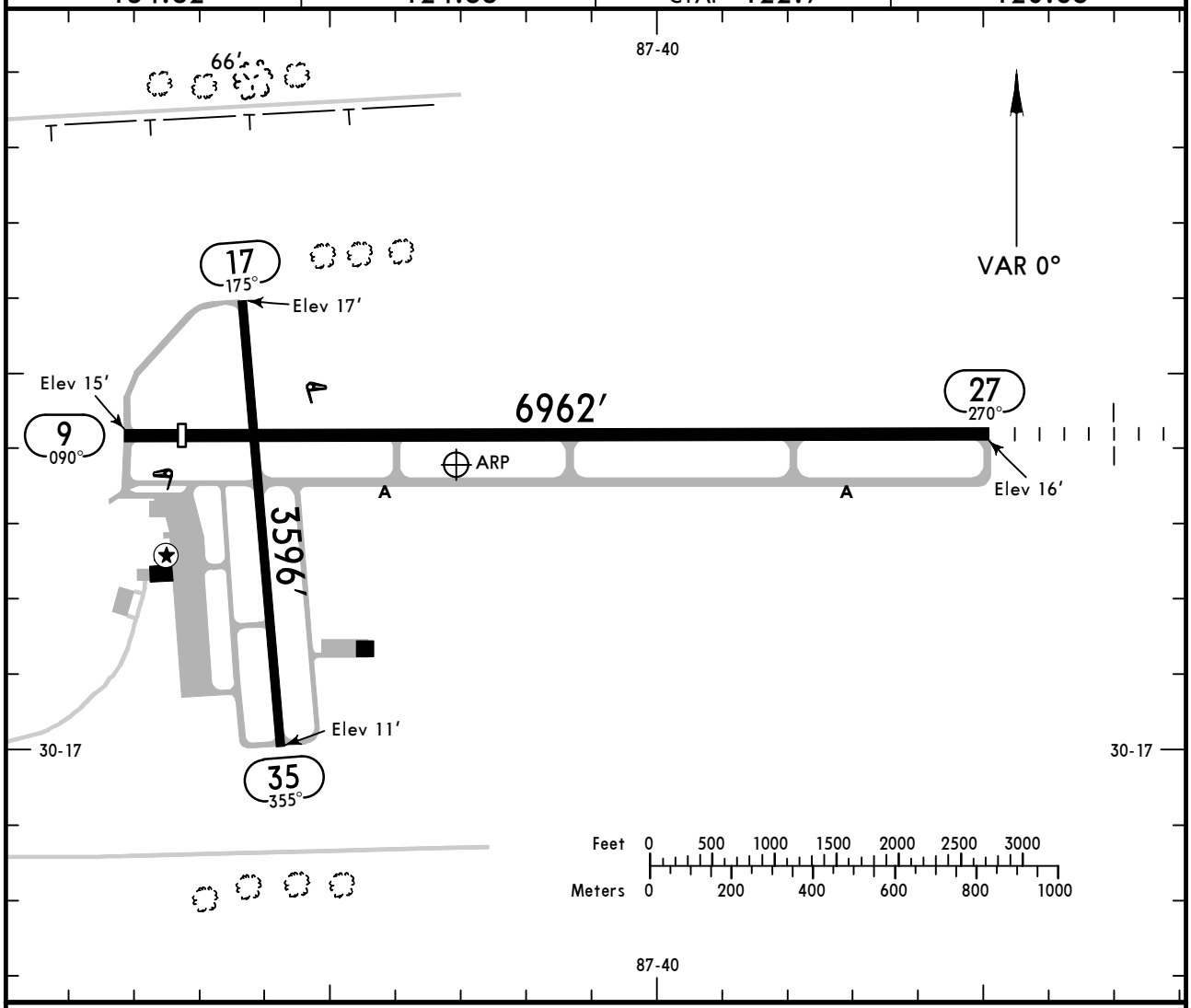
Communication Information

AWOS 134.525
Edwards Unicom 122.7 CTAF PCL
Pensacola Approach Control 120.65
Pensacola Departure Control 120.65

AWOS-3	PENSACOLA Clearance	EDWARDS UNICOM	PENSACOLA Departure (R)
134.52	124.55	CTAF 122.7	120.65



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
9	❶ HIRL PAPI-L (angle 3.0°) grooved	6500′			100′
27	❶ HIRL ❷ MALSR PAPI-L (angle 3.0°)		6063′		
17 35	MIRL				75′

❶ Preset medium intensity dusk-dawn; increase intensity and activate on 122.7.
❷ Activate on 122.7.

	TAKE-OFF All Rwys		FOR FILING AS ALTERNATE Authorized Only When Local Weather Available	
	Adequate Vis Ref	STD	ILS Rwy 27	LOC Rwy 27 RNAV (GPS) Rwy 9 RNAV (GPS) Rwy 27
1 & 2 Eng	1/4	1	A B 600-2	800-2
3 & 4 Eng		1/2	C D	

AMEND 0

CHANGES: Alternate minimums.

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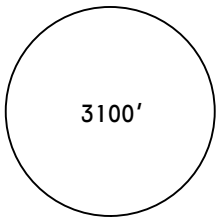
BRIEFING STRIP ™

AWOS-3	PENSACOLA Approach (R)	EDWARDS UNICOM
134.52	120.65	CTAF 122.7

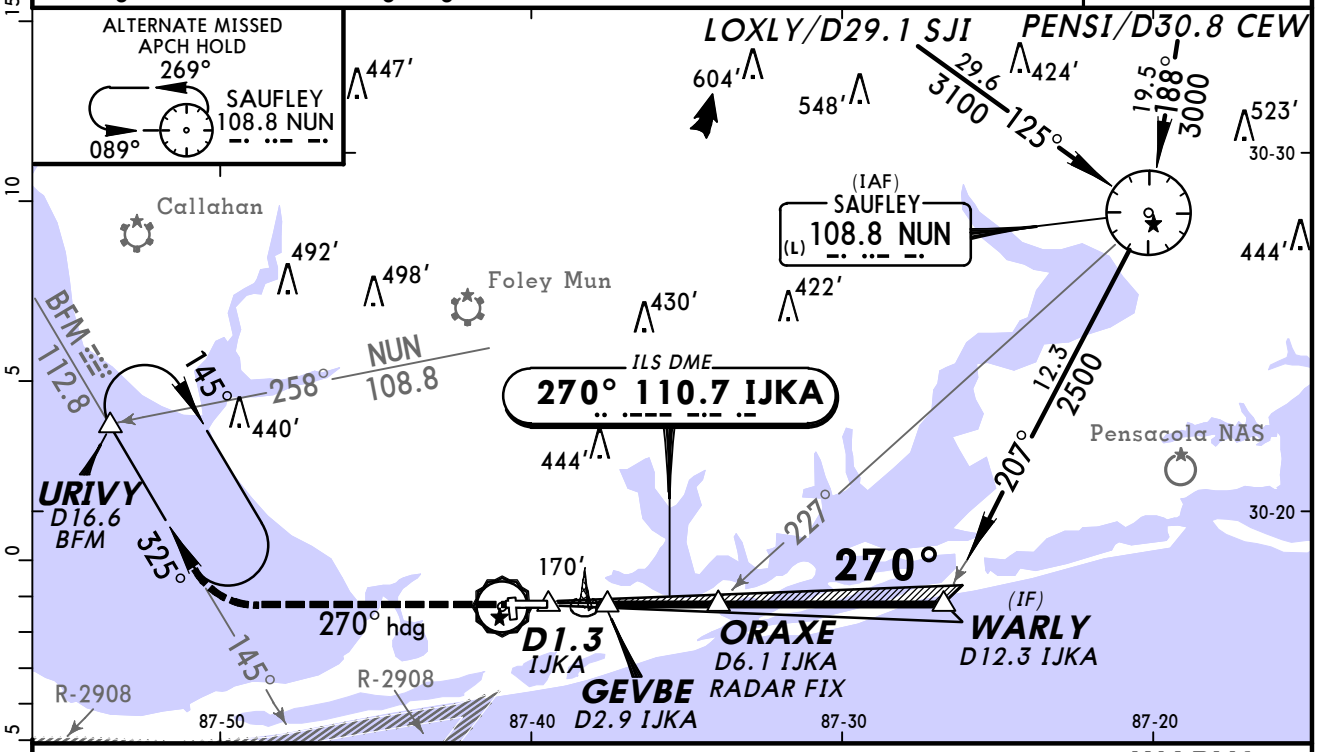
LOC IJKA	Final Apch Crs	GS ORAXE	ILS DA(H) (CONDITIONAL)	Apt Elev 17′
110.7	270°	1600′ (1584′)	216′ (200′)	Rwy 27 16′

MISSED APCH: Climb to 2000′ on heading 270° and inbound on BFM VOR R-145 to URIVY INT/D16.6 BFM and hold, or as directed by ATC.

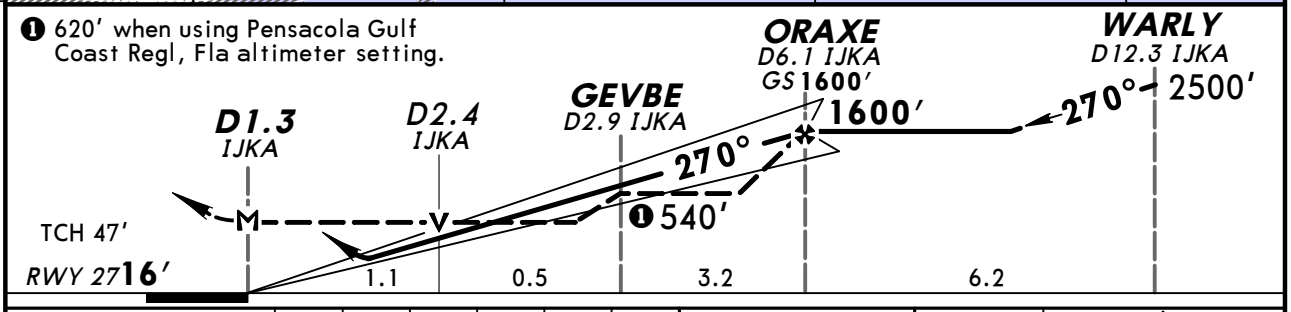
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Pensacola Gulf Coast Regl, Fla altimeter setting. 2. VDP not authorized with Pensacola Gulf Coast Regl, Fla altimeter setting. 3. Pilot controlled lighting 122.7.



MSA NUN VOR



❶ 620′ when using Pensacola Gulf Coast Regl, Fla altimeter setting.



Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
MAP at D1.3 IJKA or ORAXE to MAP	4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
PAPI
2000′ on 270° hdg

STRAIGHT-IN LANDING RWY 27
With Local Altimeter Setting

	ILS DA(H) 216′ (200′)			LOC (GS out) ❶ MDA(H) 420′ (404′) With GEVBE			LOC (GS out) MDA(H) 540′ (524′) Without GEVBE		
	FULL	RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2		3/4	1/2	3/4	1	1/2	3/4	1
B									
C				3/4	1	1 1/8	1	1 1/4	1 1/2
D									

CIRCLE-TO-LAND
Not Authorized to Rwy 35 at Night
With Local Altimeter Setting

Max Kts	❶ With GEVBE MDA(H)	Without GEVBE MDA(H)
90	480′ (463′)-1	540′ (523′)-1
120		
140	480′ (463′)-1 1/2	540′ (523′)-1 1/2
165	580′ (563′)-2	580′ (563′)-2

With Pensacola Gulf Coast Regl, Fla Altimeter Setting

	ILS DA(H) 296′ (280′)			LOC (GS out) ❶ MDA(H) 500′ (484′) With GEVBE			LOC (GS out) MDA(H) 620′ (604′) Without GEVBE		
	FULL	RAIL out	ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	5/8	7/8	1/2	3/4	1	1/2	3/4	1
B									
C				1	1 1/8	1 3/8	1 3/8	1 1/2	1 3/4
D									

Not Authorized to Rwy 35 at Night
With Pensacola Gulf Coast Regl, Fla Altimeter Setting

Max Kts	❶ With GEVBE MDA(H)	Without GEVBE MDA(H)
90	560′ (543′)-1	620′ (603′)-1
120		
140	560′ (543′)-1 1/2	620′ (603′)-1 3/4
165	660′ (643′)-2	660′ (643′)-2

❶ DME required.

TERPS AMEND 1 5 MAY 2011

CHANGES: None.

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GULF SHORES, ALA
RNAV (GPS) Rwy 9

BRIEFING STRIP ™

AWOS-3	PENSACOLA Approach (R)	EDWARDS UNICOM
134.52	120.65	CTAF 122.7

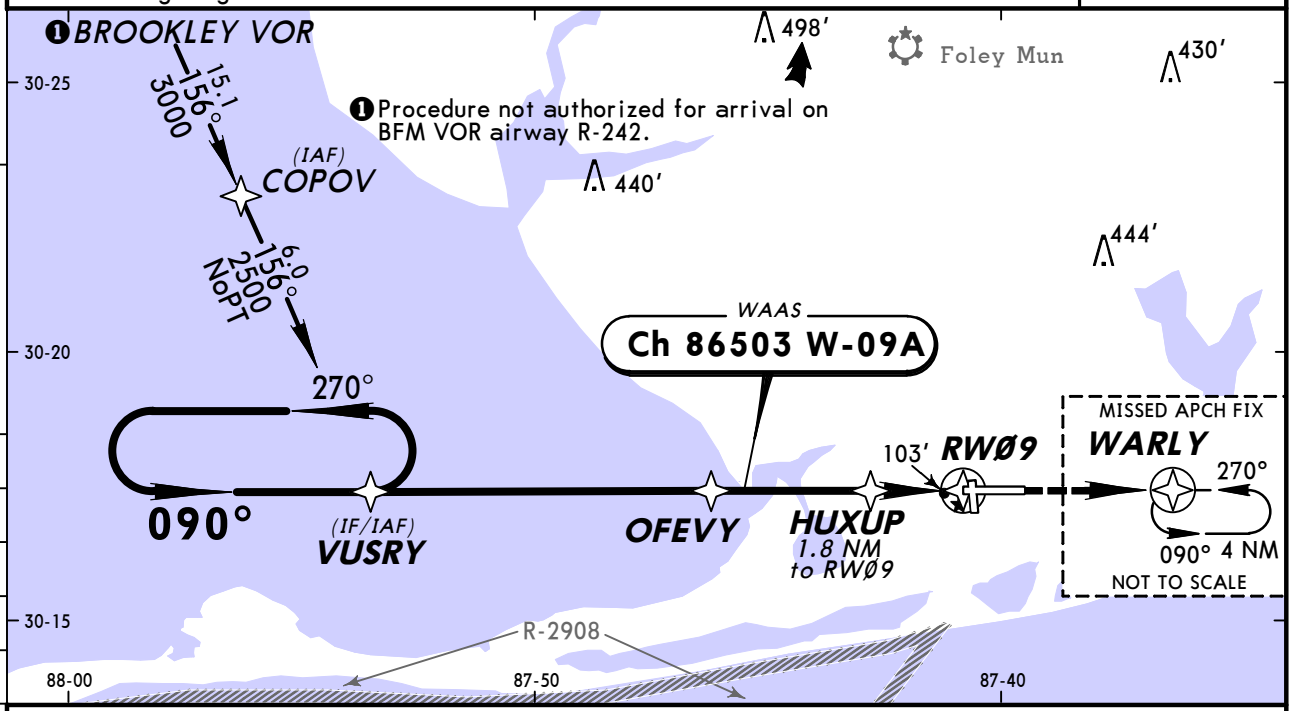
WAAS	Final Apch Crs	Minimum Alt	LNAV/VNAV DA(H) (CONDITIONAL)	Apt Elev 17′
Ch 86503 W-09A	090°	OFEVY 1600′ (1585′)	265′ (250′)	Rwy 9 15′

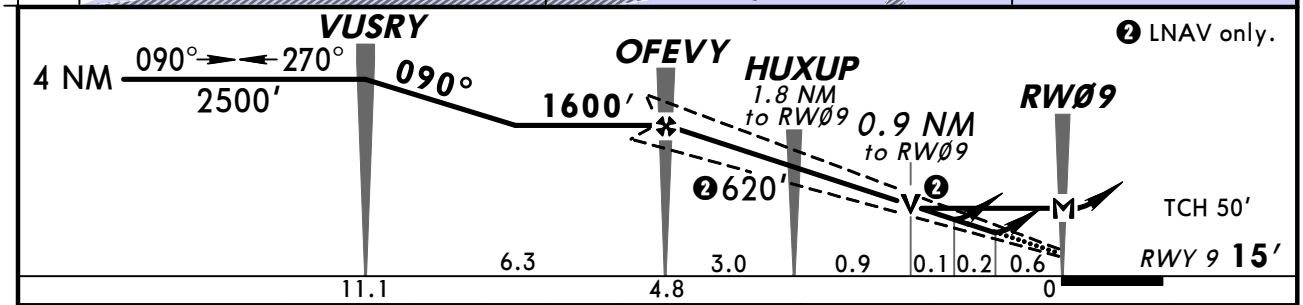
MISSED APCH: Climb to 2500′ direct WARLY and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Pensacola Gulf Coast Regl, Fla altimeter setting. 2. VDP and Baro-VNAV not authorized when using Pensacola Gulf Coast Regl, Fla altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 5.Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 122.7.

3100′
MSA RWØ9





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RWØ9						

PAPI-L 2500′ WARLY

STRAIGHT-IN LANDING RWY 9
With Local Altimeter Setting

	LPV DA(H) 309′ (294′)	LNAV/VNAV DA(H) 265′ (250′)	LNAV MDA(H) 360′ (345′)
A	1	¾	1
B			
C			
D			

With Pensacola Gulf Coast Regl, Fla Altimeter Setting

	LPV DA(H) 389′ (374′)	LNAV/VNAV DA(H) 345′ (330′)	LNAV MDA(H) 440′ (425′)
A	1¼	1⅛	1
B			
C			1¼
D			

1 CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	480′ (463′)-1
120	
140	480′ (463′)-1½
165	580′ (563′)-2

With Pensacola Gulf Coast Regl, Fla Altimeter Setting

Max Kts	MDA(H)
90	560′ (543′)-1
120	
140	560′ (543′)-1½
165	660′ (643′)-2

1 Not Authorized to Rwy 35 at Night.

TERPS AMEND 3 5 MAY 2011

CHANGES: Procedure.

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GULF SHORES, ALA
RNAV (GPS) Rwy 27

AWOS-3	PENSACOLA Approach (R)	EDWARDS UNICOM
134.52	120.65	CTAF 122.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 17′
Ch 99503 W-27A	270°	ORAXE 1600′ (1584′)	216′ (200′)	Rwy 27 16′

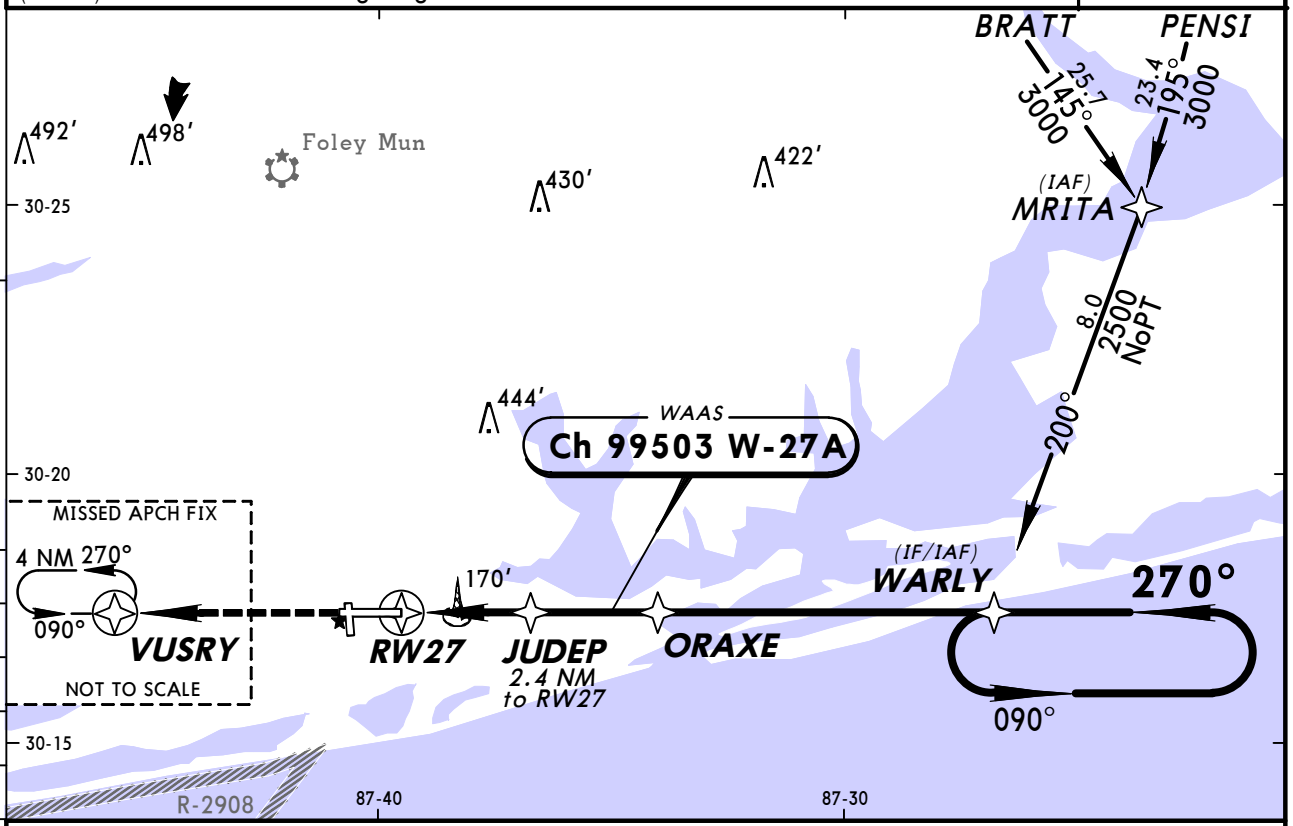
MISSED APCH: Climb to 2500′ direct VUSRY and hold.

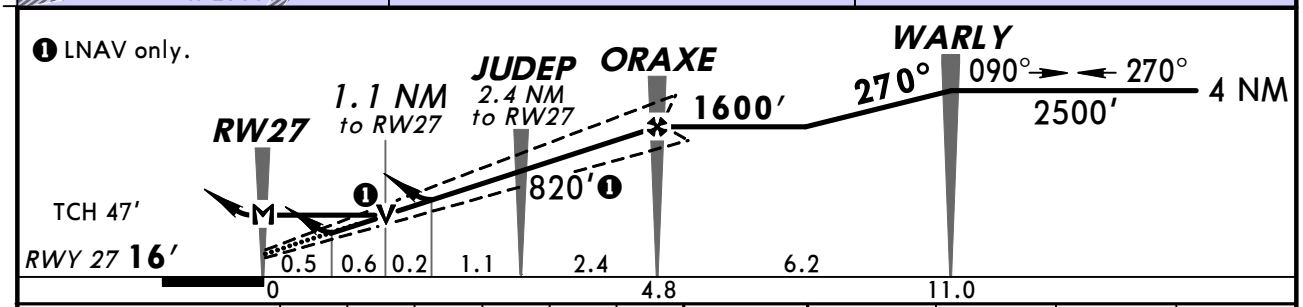
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Pensacola Gulf Coast Regl, Fla altimeter setting. 2. VDP not authorized when using Pensacola Gulf Coast Regl, Fla altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 43°C (109°F). 5. Pilot controlled lighting 122.7.

3100′
MSA RW27

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW27						

MALSR
PAPI
2500′
VUSRY

STRAIGHT-IN LANDING RWY 27
With Local Altimeter Setting

	LPV DA(H) 216′ (200′) RAILout	LPV ALS out	LNAV/VNAV DA(H) 480′ (464′) RAILout	LNAV/VNAV ALS out	LNAV MDA(H) 420′ (404′) RAIL out	LNAV ALS out
A	1/2	3/4	1 1/8	1 3/8	1/2	3/4	1
B						
C					3/4	1	1 1/8
D						

CIRCLE-TO-LAND
Not Authorized to Rwy 35 at Night
With Local Altimeter Setting

Max Kts	MDA(H)
90	480′ (463′)-1
120	
140	480′ (463′)-1 1/2
165	580′ (563′)-2

With Pensacola Gulf Coast Regl, Fla Altimeter Setting

	LPV DA(H) 296′ (280′) RAILout	LPV ALS out	LNAV/VNAV DA(H) 560′ (544′) RAILout	LNAV/VNAV ALS out	LNAV MDA(H) 500′ (484′) RAIL out	LNAV ALS out
A	1/2	5/8	7/8	1 3/8	1 5/8	1/2	3/4	1
B						
C					1	1 1/8	1 3/8
D						

Not Authorized to Rwy 35 at Night
With Pensacola Gulf Coast Regl, Fla Altimeter Setting

Max Kts	MDA(H)
90	560′ (543′)-1
120	
140	560′ (543′)-1 1/2
165	660′ (643′)-2

TERPS AMEND 2 5 MAY 2011

CHANGES: Procedure.

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General Information

Location: Montgomery AL USA
IATA Code: MGM
Lat/Long: N32° 18.0' W086° 23.6'
Elevation: 221 ft

Airport Use: Public
Magnetic Variation: 3.0°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1216 Z
Sunset: 2341 Z,

Runway Information

Runway: 03
Length x Width: 4010 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 221 ft
Lighting: Edge, REIL

Runway: 10
Length x Width: 9010 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 219 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 21
Length x Width: 4010 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 206 ft
Lighting: Edge

Runway: 28
Length x Width: 9010 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 197 ft
Lighting: Edge, ALS
Stopway: 1000 ft

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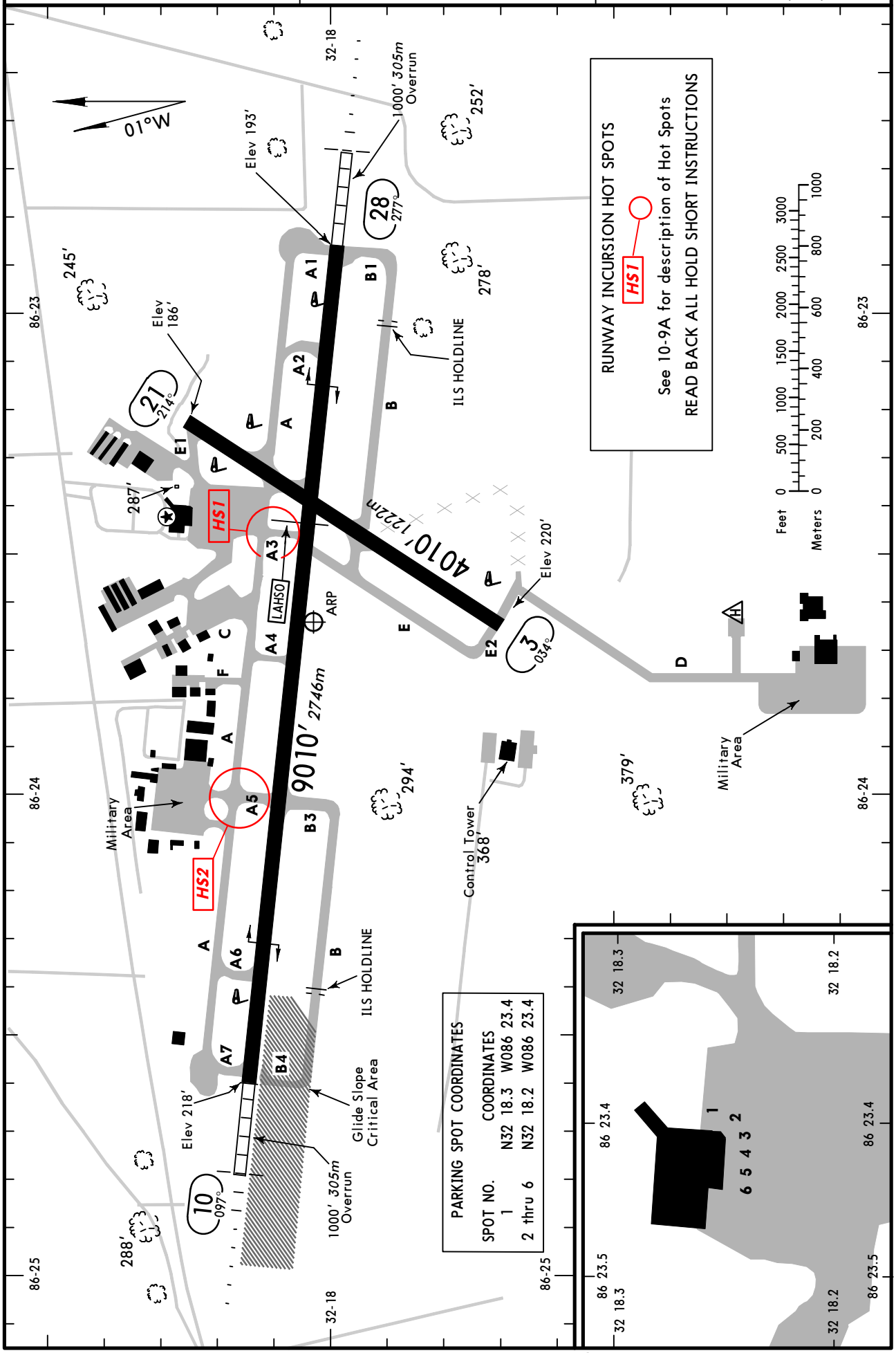
Communication Information

ATIS 120.675
Montgomery Tower 119.7 CTAF
Montgomery Ground Control 121.7
Montgomery Clearance Delivery 118.3
Montgomery Approach Control 122.85 Military
Montgomery Approach Control 112.1 Secondary
Montgomery Approach Control 132.45 Secondary
Montgomery Approach Control 124.0
Montgomery Approach Control 121.2 Initial Contact
Montgomery Approach Control 118.85 Secondary
Montgomery TRSA 124.0
Montgomery TRSA 121.2
Montgomery Departure Control 132.45 Secondary
Montgomery Departure Control 124.0
Montgomery Departure Control 121.2
Montgomery Departure Control 118.85 Secondary
Montgomery Regl Unicom 122.95
Montgomery Radar 124.0
Montgomery Radar 121.2
Army Guard Operations 149.775 Military
Anniston Flight Service Station 122.55 RCO
Anniston Flight Service Station 122.2 RCO
Atlanta Center 120.55 Remote Communications Air-Ground

ATIS	*MONTGOMERY Clearance	*Ground	*Tower
120.67	118.3	121.7	CTAF 119.7

UNICOM 122.95	*MONTGOMERY Departure (R) North	South	ATLANTA Center (R)
	121.2	124.0	120.55 when Dep inop.



CHANGES: Rwy end elevations.

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GENERAL

CAUTION: Do not mistake Maxwell AFB 6 NM north for Montgomery Regl. Numerous helicopter and low speed aircraft in vicinity of airport during daylight hours.
CAUTION: Bird Hazard. Contact base ops for current bird watch conditions.
Transport aircraft limited to minimum thrust while on Air National Gaurd (ANG) ramp. Cones blocking ANG ramp. Contact base ops prior to entering ANG ramp for removal. Inbound for ANG ramp contact Bama ops 15 minutes prior to landing.
Aircraft/transient parking extremely limited. Contact base ops for parking instructions.
Air carriers and large military aircraft should not taxi on Rwy 3/21.
Rwy 10 right traffic pattern.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING Threshold	BEYOND Glide Slope	LAHSO Distance	TAKE-OFF	WIDTH
3	❶ MIRL (non-std) ❷ REIL PAPI-L (angle 3.0°)					150′ 46m
21	❶ MIRL (non-std) PAPI-L (angle 3.0°)					
10 ❸	❹ HIRL ❺ MALSR PAPI-R (angle 3.0°) RVR		8006′ 2440m	3/21 6000′ 1829m		150′ 46m
28	❹ HIRL ❺ MALSR PAPI-R (angle 3.0°)		7955′ 2425m			

❶ Preset low intensity when Twr inop.
❷ Activate on 119.7 when Twr inop.
❸ Runway grooved.
❹ Preset medium intensity when Twr inop.
❺ Activate on 119.7 when Twr inop.

RUNWAY INCURSION HOT SPOTS

(For information only, not to be construed as ATC instructions.)

HS1

HS1 Pilots confuse A3 as the taxi route to Rwy 10/28.

HS2 Pilots confuse the ANG ramp as the terminal ramp when exiting Rwy 10/28 at A5.

TAKE-OFF

	Rwys 3, 10, 28		Rwy 21		
	Adequate Vis Ref	STD	With Mim climb of 350′/NM to 400′ Adequate Vis Ref	STD	Other
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1	400-1
3 & 4 Eng		RVR 24 or 1/2		1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 10, ILS Rwy 28	LOC Rwy 10, LOC Rwy 28, NDB Rwy 10	VOR-A, RNAV (GPS) Rwy 3, RNAV (GPS) Rwy 10, RNAV (GPS) Rwy 28, RADAR-1
A	600-2	800-2	800-2
B			
C			
D			

AMEND 1

CHANGES: Alternate minimums.

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BRIEFING STRIP™

ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MONTGOMERY Tower	*Ground
120.67	124.0	120.55 when App inop.	CTAF 119.7	121.7

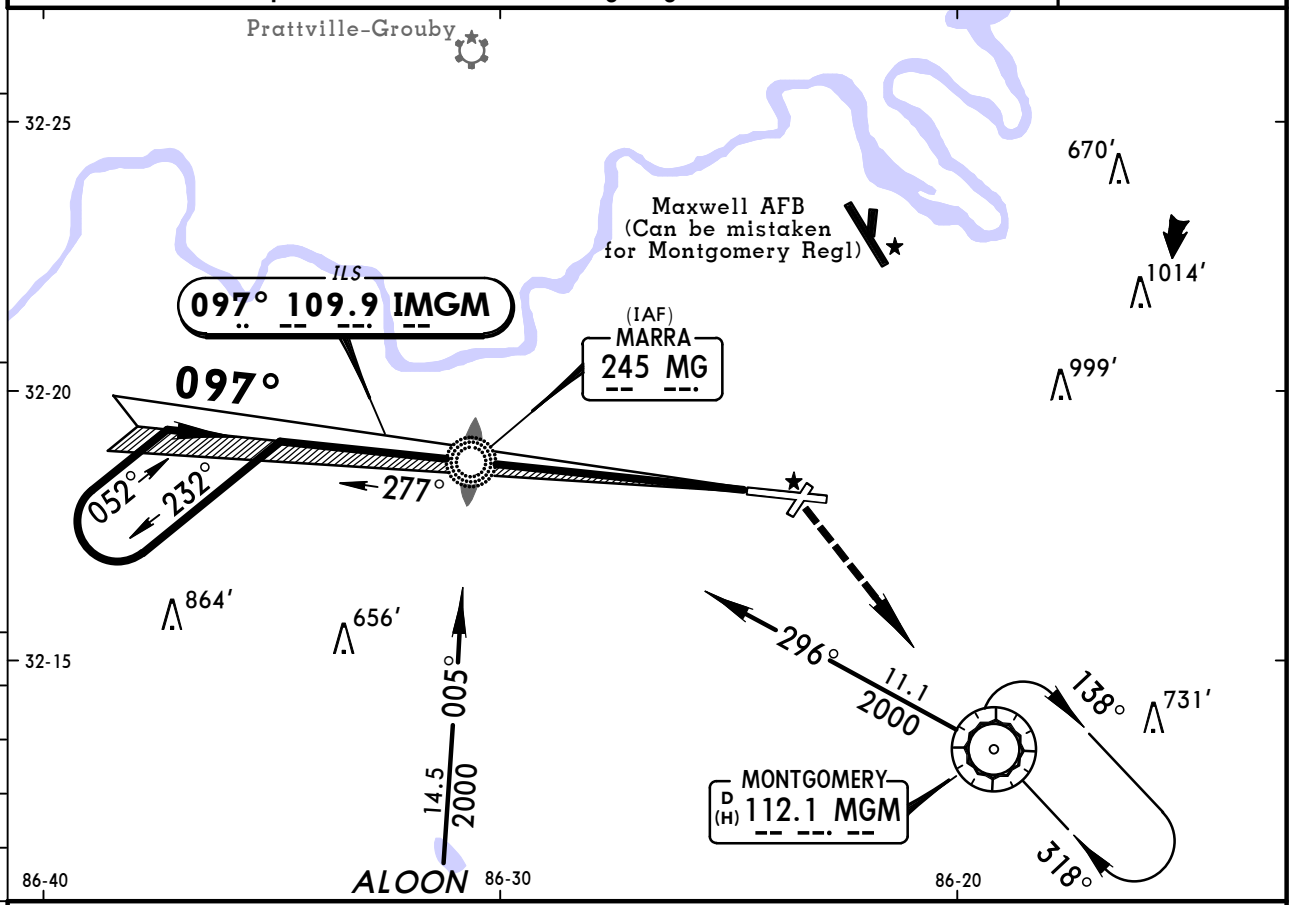
LOC	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 221′
IMGM 109.9	097°	1936′ (1717′)	419′ (200′)	TDZE 219′

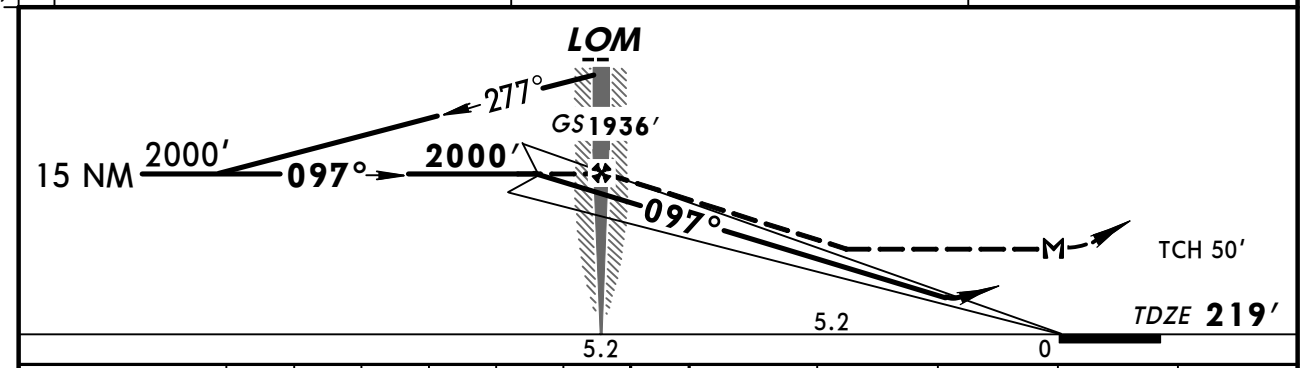
MISSED APCH: Climb to 700′ then climbing RIGHT turn to 3000′ direct MGM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or ADF required. 2. Pilot controlled lighting 119.7.

3500′
MSA MG LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	372	478	531	637	743	849
LOM to MAP	5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI
700′
3000′ RT
D
MGM 112.1

STRAIGHT-IN LANDING RWY10

	ILS DA(H) 419′ (200′) FULL	ILS DA(H) 419′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 600′ (381′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1 RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 60 or 1¼	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	700′ (479′)-1
120	
140	700′ (479′)-1½
165	800′ (579′)-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

AMEND 23E TERPS

CHANGES: None.

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KMGM/MGM
MONTGOMERY REGL

JEPPESEN

29 APR 11 (11-2) Eff 5 May

MONTGOMERY, ALA
ILS or LOC Rwy 28

ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MONTGOMERY Tower	*Ground
120.67	124.0	120.55 when App inop.	CTAF 119.7	121.7

BRIEFING STRIP ™

LOC IDLV	Final Apch Crs	GS COMMA	ILS DA(H) (CONDITIONAL)	Apt Elev 221′
108.5	277°	1982′ (1789′)	393′ (200′)	Rwy 28 193′

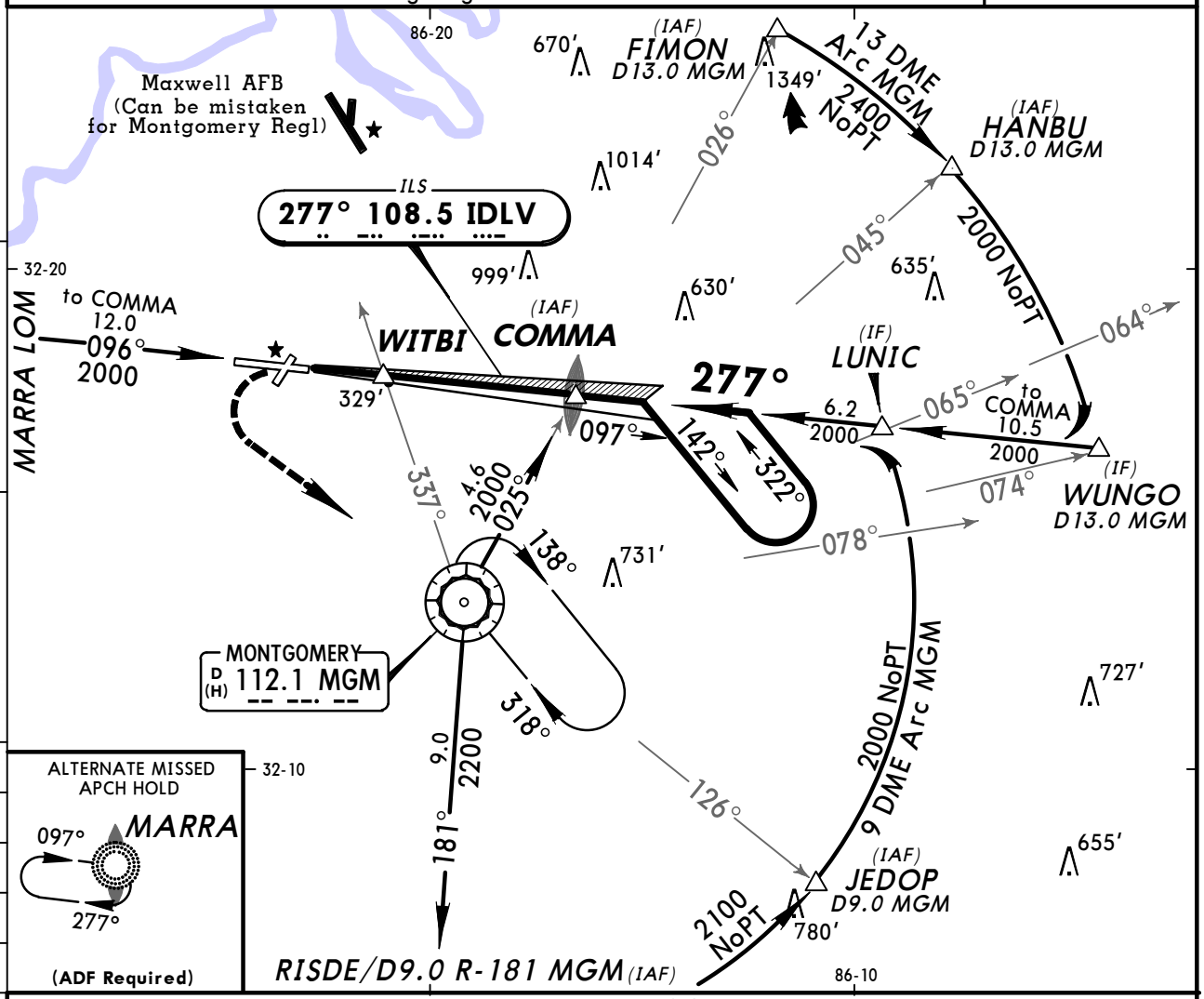
MISSED APCH: Climb to 700′ then climbing LEFT turn to 3000′ direct MGM VOR and hold, continue climb-in-hold to 3000′, or as directed by ATC.

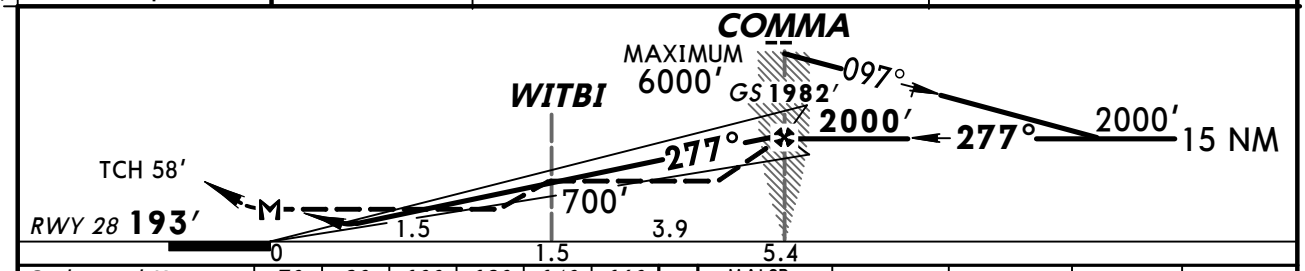
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Autopilot coupled approach not authorized below 842′. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 119.7.

3500′

MSA MGM VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
COMMA to MAP 5.4	4:38	3:36	3:14	2:42	2:19	2:02

MALSR / PAPI | 700′ | 3000′ LT | D | MGM 112.1

STRAIGHT-IN LANDING RWY 28

	ILS DA(H) 393′ (200′) FULL	ILS DA(H) 393′ (200′) RAIL or ALS out	LOC MDA(H) 620′ (427′) With WITBI			LOC MDA(H) 700′ (507′) Without WITBI		
				RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1
B								
C			3/4	1	1 1/4	1	1 1/4	1 3/8
D								

CIRCLE-TO-LAND
Not Authorized to Rwy 21 at Night
When VGSI inop, Not Authorized to Rwy 3 at Night.

Max Kts	MDA(H)
90	700′ (479′)-1
120	
140	700′ (479′)-1 1/2
165	800′ (579′)-2

TERPS AMEND 10 5 MAY 2011

CHANGES: Procedure.

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MONTGOMERY, ALA
RNAV (GPS) Rwy 3

BRIEFING STRIP ™

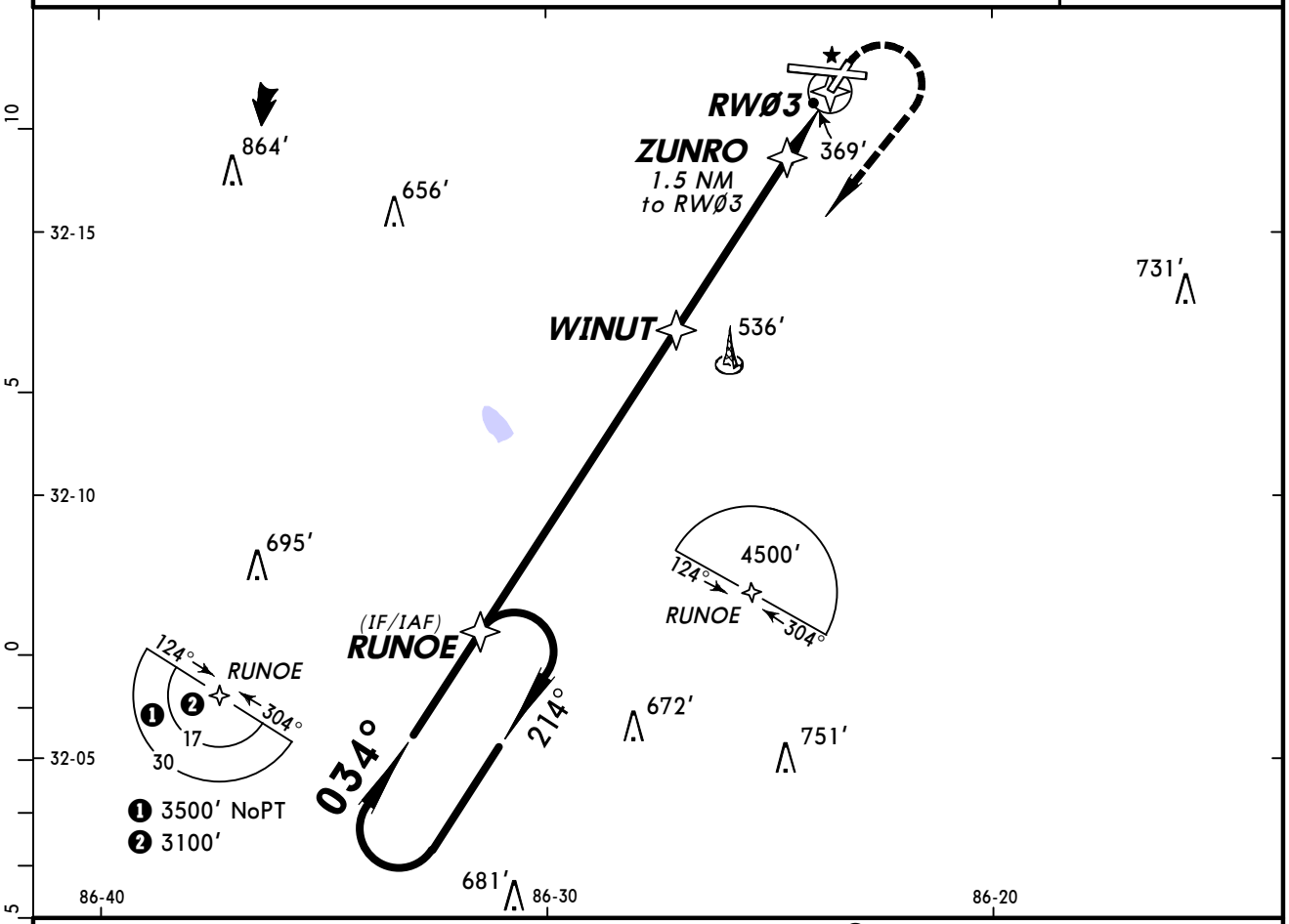
ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MONTGOMERY Tower	*Ground
120.67	124.0	120.55 when App inop.	CTAF 119.7	121.7

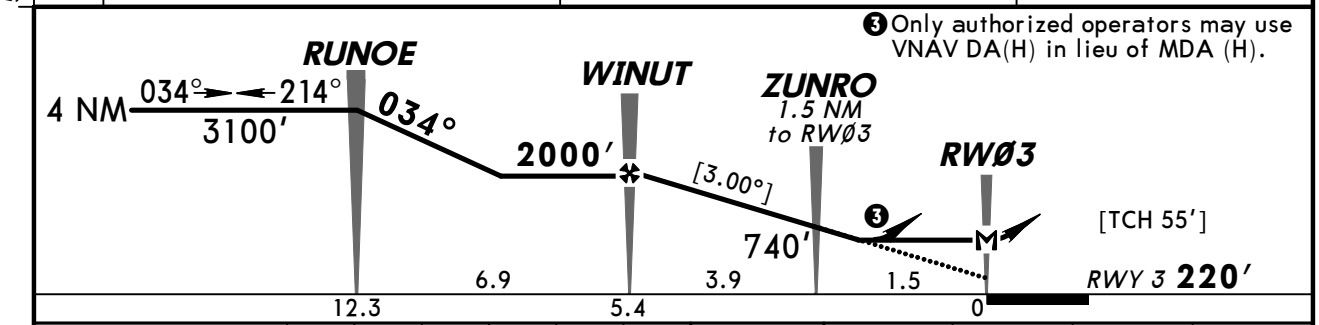
RNAV	Final Apch Crs	Minimum Alt WINUT	LNAV MDA(H) (CONDITIONAL)	Apt Elev 221′ / Rwy 3 220′
	034°	2000′ (1780′)	620′ (400′)	

MISSED APCH: Climbing RIGHT turn to 3100′ direct RUNOE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received use Maxwell AFB altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.7





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ3						

REIL
PAPI-L
3100′ RT
RUNOE

1 STRAIGHT-IN LANDING RWY 3
LNAV

	MDA(H) 620′ (400′) With Local Altimeter Setting	MDA(H) 640′ (420′) With Maxwell AFB Altimeter Setting
A	1	1
B		
C	1⅛	1⅛
D		

1 CIRCLE-TO-LAND
Not Authorized to Rwy 21 at Night

Max Kts	With Local Altimeter Setting MDA(H)	With Maxwell AFB Altimeter Setting MDA(H)
90	700′ (479′) - 1	720′ (499′) - 1
120		
140	700′ (479′) - 1½	720′ (499′) - 1½
165	800′ (579′) - 2	820′ (599′) - 2

1 When VGSI inop, straight in/circling Rwy 3 not authorized at night.

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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KMGM/MGM
MONTGOMERY REGL

JEPPESEN
29 APR 11 (12-2) Eff 5 May

MONTGOMERY, ALA
RNAV (GPS) Rwy 10

BRIEFING STRIP ™

ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MONTGOMERY Tower	*Ground
120.67	124.0	120.55 when App inop.	CTAF 119.7	121.7

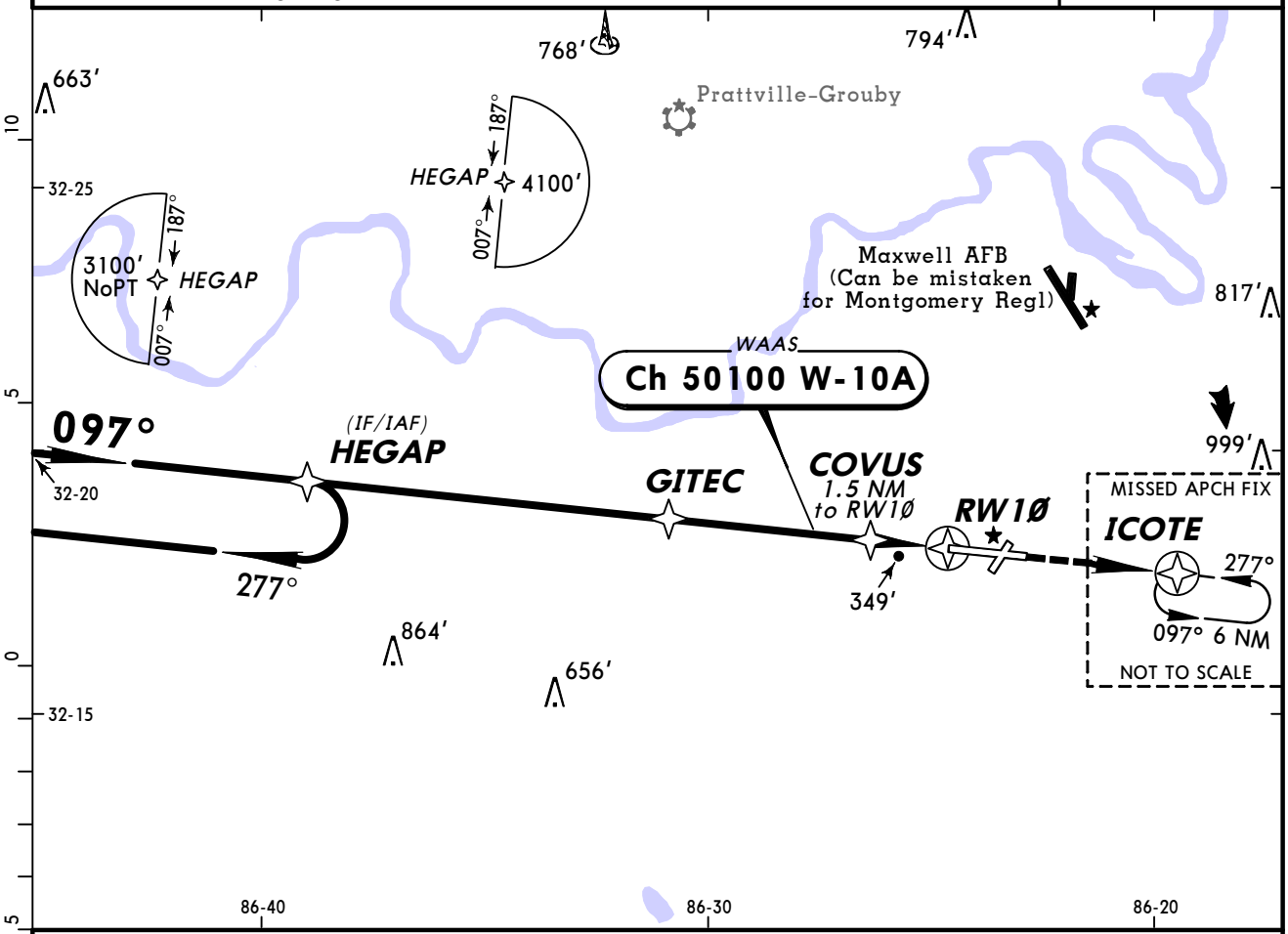
WAAS	Final Apch Crs	Minimum Alt GITEC	LPV DA(H)	Apt Elev 221′
Ch 50100 W-10A	097°	2000′ (1782′)	418′ (200′)	Rwy 10 218′

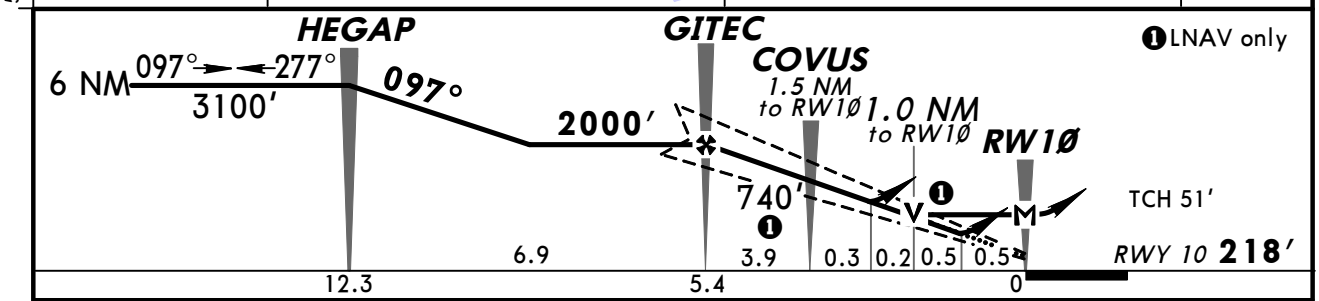
MISSED APCH: Climb to 2600′ direct ICOTE and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 42°C (107°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 119.7.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW1Ø						

MALSR PAPI 2600′ ICOTE

STRAIGHT-IN LANDING RWY 10

	LPV DA(H) 418′ (200′) RAIL or ALS out	LNAV/VNAV DA(H) 641′ (423′) RAIL out	LNAV/VNAV DA(H) 641′ (423′) ALS out	LNAV MDA(H) 600′ (382′) RAIL out	LNAV MDA(H) 600′ (382′) ALS out
A	RVR 40 or ¾	RVR 40 or ¾	RVR 50 or 1	RVR 40 or ¾	RVR 40 or ¾
B					RVR 55 or 1
C			1⅜		RVR 45 or ⅞
D					RVR 60 or 1⅛

CIRCLE-TO-LAND
Not Authorized to Rwy 21 at Night
Not Authorized to Rwy 3 at Night When VGSI inop.

Max Kts	MDA(H)
90	700′ (479′)-1
120	
140	700′ (479′)-1½
165	800′ (579′)-2

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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KMGM/MGM
MONTGOMERY REGL

JEPPESEN

29 APR 11 (12-3) Eff 5 May

MONTGOMERY, ALA
RNAV (GPS) Rwy 28

BRIEFING STRIP ™

ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MONTGOMERY Tower	*Ground
120.67	124.0	120.55 when App inop.	CTAF 119.7	121.7

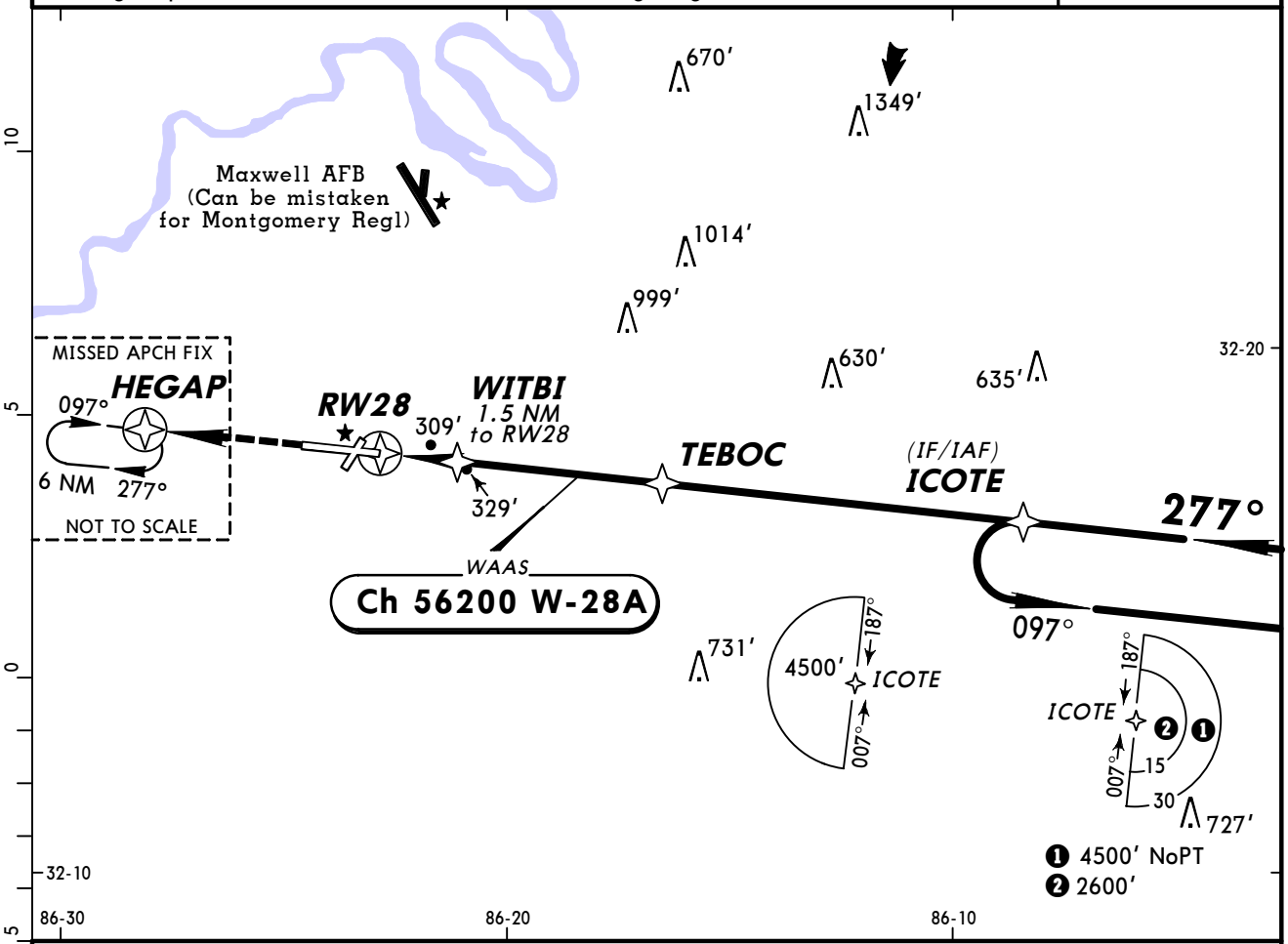
WAAS	Final Apch Crs	Minimum Alt TEBOC	LPV DA(H)	Apt Elev 221′ / Rwy 28 193′
Ch 56200 W-28A	277°	2000′ (1807′)	393′ (200′)	

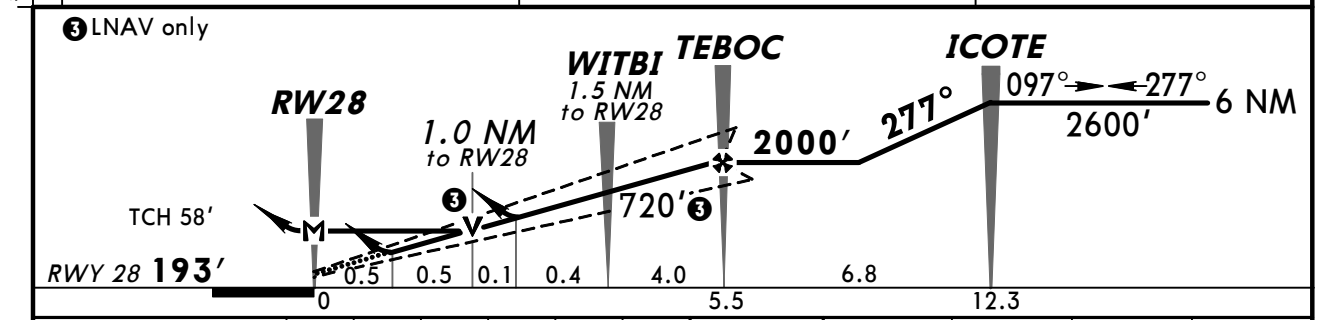
MISSED APCH: Climb to 3100′ direct HEGAP and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. DME/DME RNP-0.30 not authorized. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C(5°F) or above 42°C(107°F). 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 119.7





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW28						

MALSR PAPI 3100′ HEGAP

STRAIGHT-IN LANDING RWY 28

	LPV DA(H) 393′ (200′)		LNAV/VNAV DA(H) 610′ (417′)			LNAV MDA(H) 580′ (387′)		
		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	1/2	3/4	7/8	1	1 1/8	1/2	3/4	1
B								
C						5/8	7/8	1 1/8
D								

❶ CIRCLE-TO-LAND
Not Authorized to Rwy 21 at Night

Max Kts	MDA(H)
90	700′ (479′)-1
120	
140	700′ (479′)-1 1/2
165	800′ (579′)-2

❶ When VGSI inop, circling Rwy 3 not authorized at night.

TERPS AMEND 1 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MONTGOMERY Tower	*Ground
120.67	124.0	120.55 when App inop.	CTAF 119.7	121.7

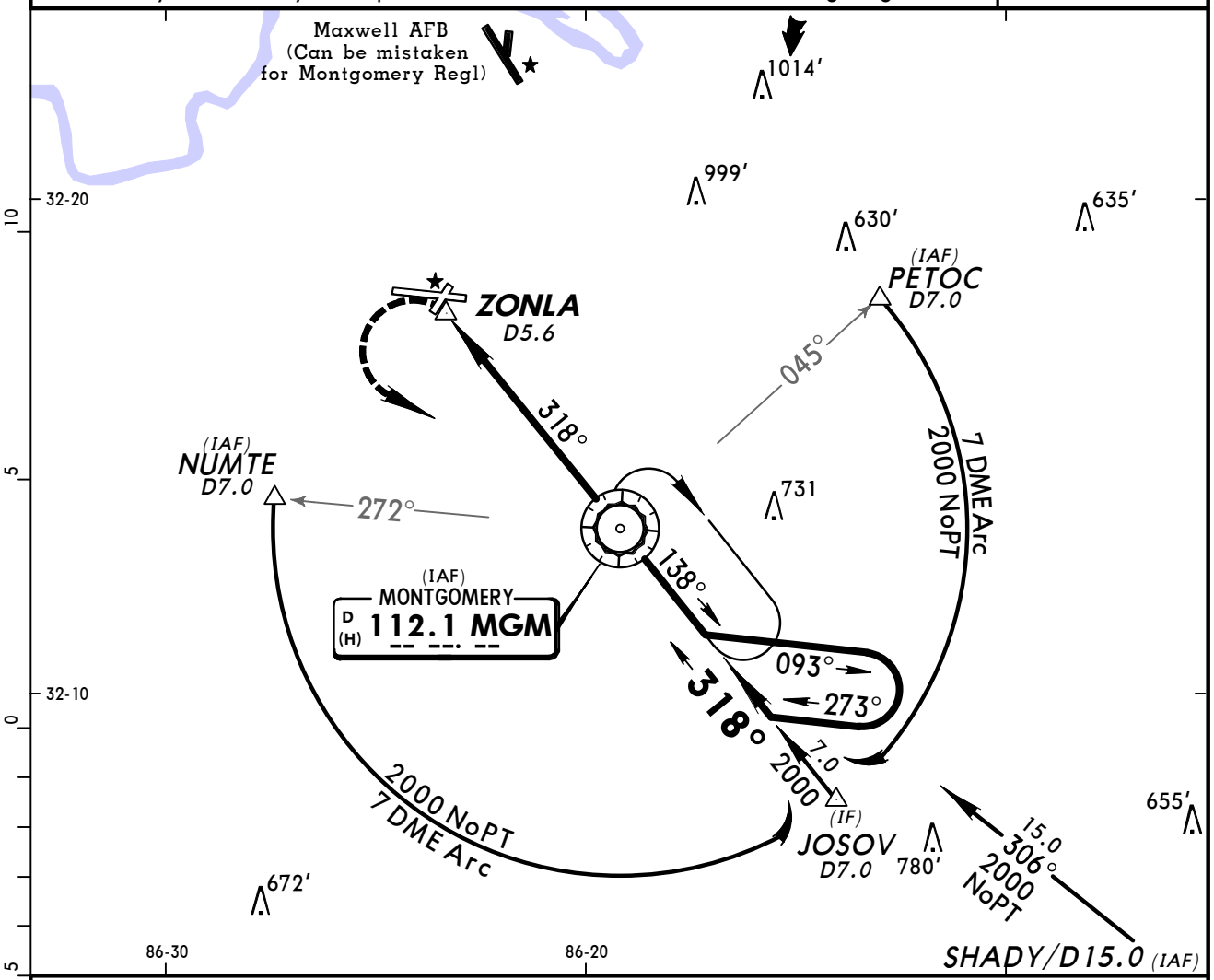
VOR MGM	Final Apch Crs	Minimum Alt VOR	MDA(H) Refer to Minimums	Apt Elev
112.1	318°	2000′ (1779′)		221′

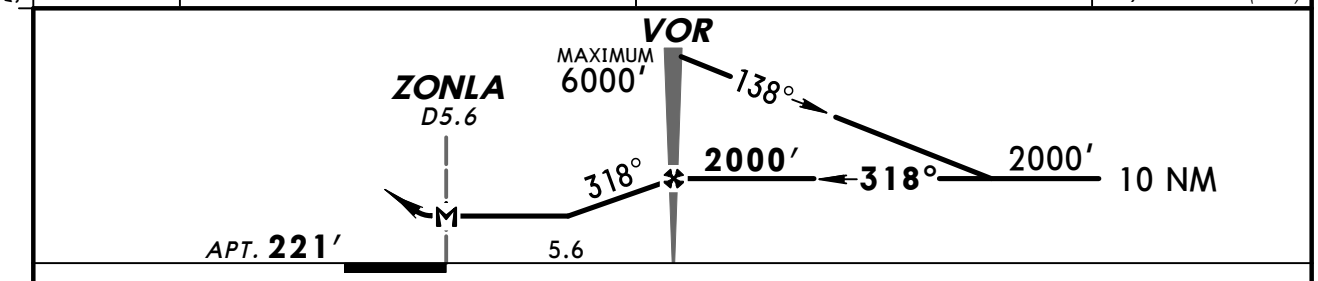
MISSED APCH: Climbing LEFT turn to 2000′ direct MGM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 119.7.

3500′
MSA MGM VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at ZONLA or VOR to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

Lighting - Refer to Airport Chart: 2000′ LT

MGM 112.1

	Max Kts	1 CIRCLE-TO-LAND Not Authorized to Rwy 21 at Night MDA(H)
A	90	760′(539′)-1
B	120	760′(539′)-1½
C	140	760′(539′)-1½
D	165	800′(579′)-2

1 When VGSI inop, circling Rwy 3 not authorized at night.

TERPS AMEND 4 5 MAY 2011

CHANGES: Intersection, notes.

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BRIEFING STRIP ™

ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MONTGOMERY Tower	*Ground
120.67	124.0	120.55 when App inop.	CTAF 119.7	121.7

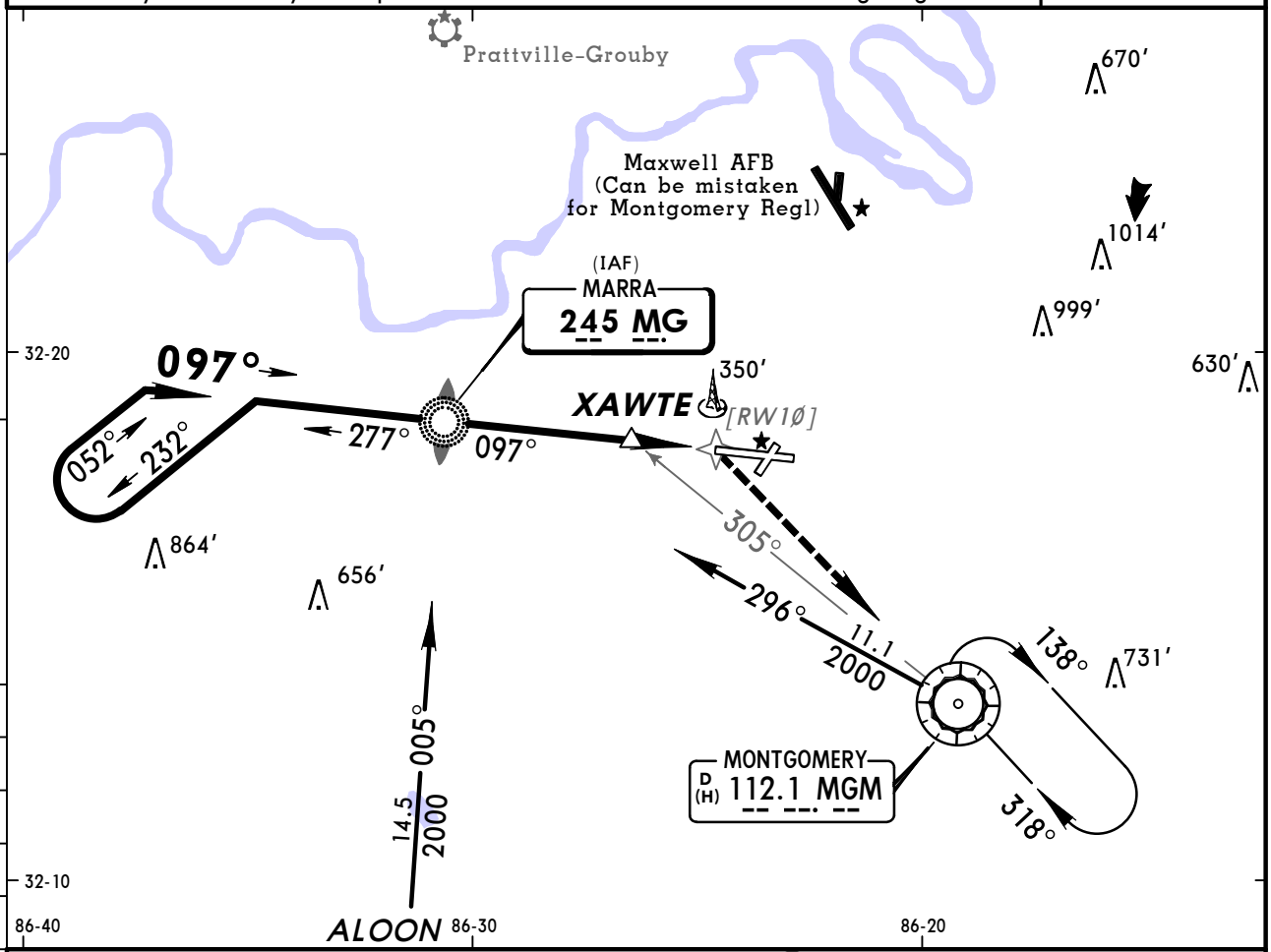
LOM MG	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev / Rwy 10
245	097°	2000′ (1782′)	660′ (442′)	Apt Elev 221′ / Rwy 10 218′

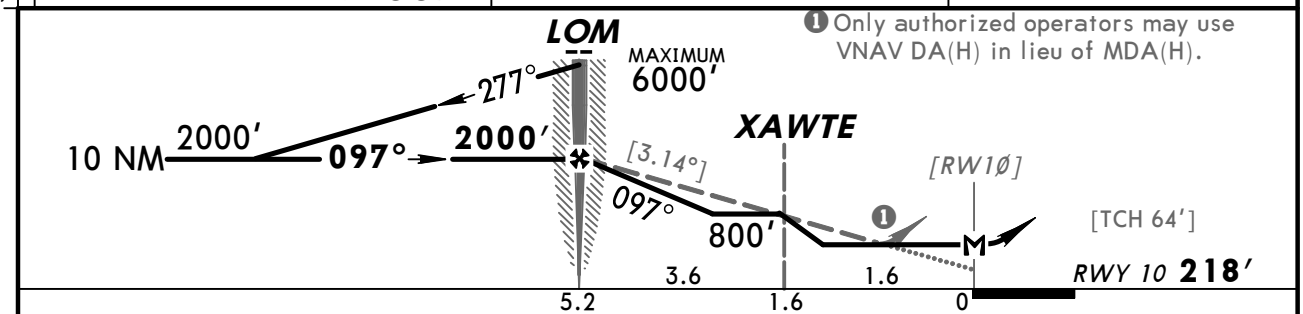
MISSED APCH: Climbing RIGHT turn to 2000′ direct MGM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 119.7.

3500′
MSA MG LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.14°]	389	500	556	667	778	889
LOM to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57

MALSR
PAPI
2000′ RT
D
MGM 112.1

STRAIGHT-IN LANDING RWY 10

MDA(H) 660′(442′)

	RAIL out	ALS out
A, B	RVR 40 or ¾	RVR 55 or 1
C	RVR 45 or ⅞	RVR 55 or 1
D	RVR 45 or ⅞	1⅜

1 CIRCLE-TO-LAND
Not Authorized to Rwy 21 at Night

Max Kts	MDA(H)
90	700′(479′)-1
120	700′(479′)-1
140	700′(479′)-1½
165	800′(579′)-2

1 When VGSI inop, circling Rwy 3 not authorized at night.

TERPS AMEND 19 5 MAY 2011

CHANGES: Procedure.

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BRIEFING STRIP ™

ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MONTGOMERY Tower	*Ground
120.67	124.0	120.55 when App inop.	CTAF 119.7	121.7

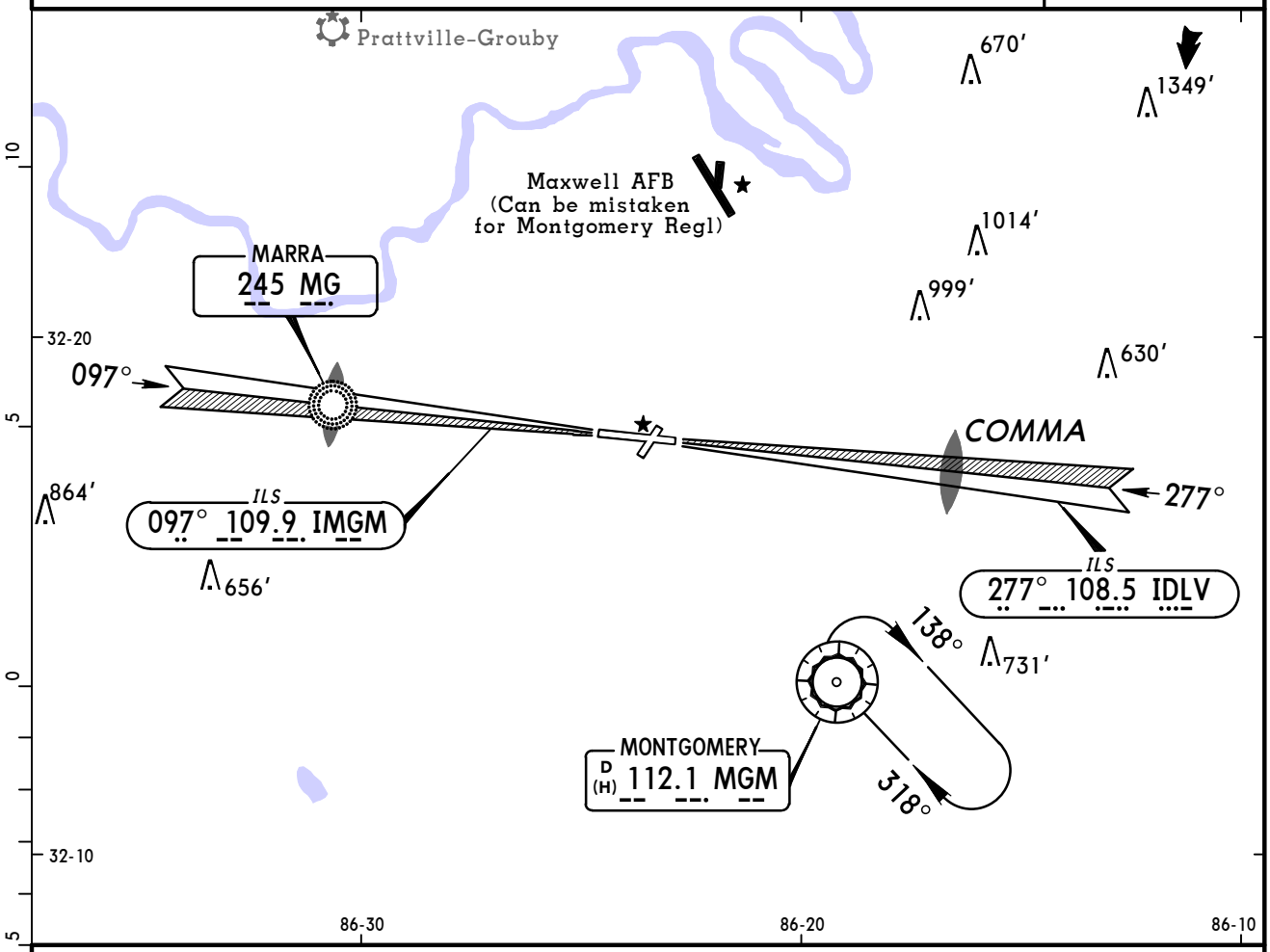
RADAR	*Final Apch Crs* By ATC	No FAF	*MDA(H)* Refer to Minimums	*Apt Elev* **221′** *TDZE*- See below

Missed Approach-See below

No MSA published

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. When Twr inop, procedure not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 119.7.



MISSED APPROACH:

Runway 10: Climbing RIGHT turn to 2000′ direct MGM VOR and hold.

Runway 28: Climb to 1000′, then climbing LEFT turn to 2000′ direct MGM VOR and hold.

RWY 10	RWY 28
TDZE **219′**	*TDZE* **197′**

ASR Rwy 10: MAP at Thr
ASR Rwy 28: MAP 1 mile from Thr

Lighting - Refer to Airport Chart

	STRAIGHT-IN LANDING						CIRCLE-TO-LAND	
	ASR 10 *MDA(H)* **600′** *(381′)*			**ASR 28** *MDA(H)* **620′** *(423′)*			Not Authorized to Rwy 21 at Night.	
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	*MDA(H)*
A	RVR 40 or ¾	RVR 45 or ¾	RVR 50 or 1	¾	¾	1	90	680′ *(459′)*-1¼
B							120	
C		RVR 60 or 1¼			1¼		140	680′ *(459′)*-1½
D							165	800′ *(579′)*-2

TERPS AMEND 9 5 MAY 2011

CHANGES: Procedure.

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General Information

Location: Mobile AL USA
IATA Code: MOB
Lat/Long: N30° 41.5' W088° 14.6'
Elevation: 219 ft

Airport Use: Public
Magnetic Variation: 1.5°W
Sectional Chart: New Orleans

Fuel Types: 80-87 Octane, 100 Octane (LL), Jet A
Oxygen Types: Low Pressure, LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1222 Z
Sunset: 2350 Z,

Runway Information

Runway: 14
Length x Width: 8502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 215 ft
Lighting: Edge, ALS
Stopway: 992 ft

Runway: 18
Length x Width: 4376 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 217 ft
Lighting: Edge
Stopway: 599 ft

Runway: 32
Length x Width: 8502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 219 ft
Lighting: Edge, ALS

Runway: 36
Length x Width: 4376 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 216 ft
Lighting: Edge

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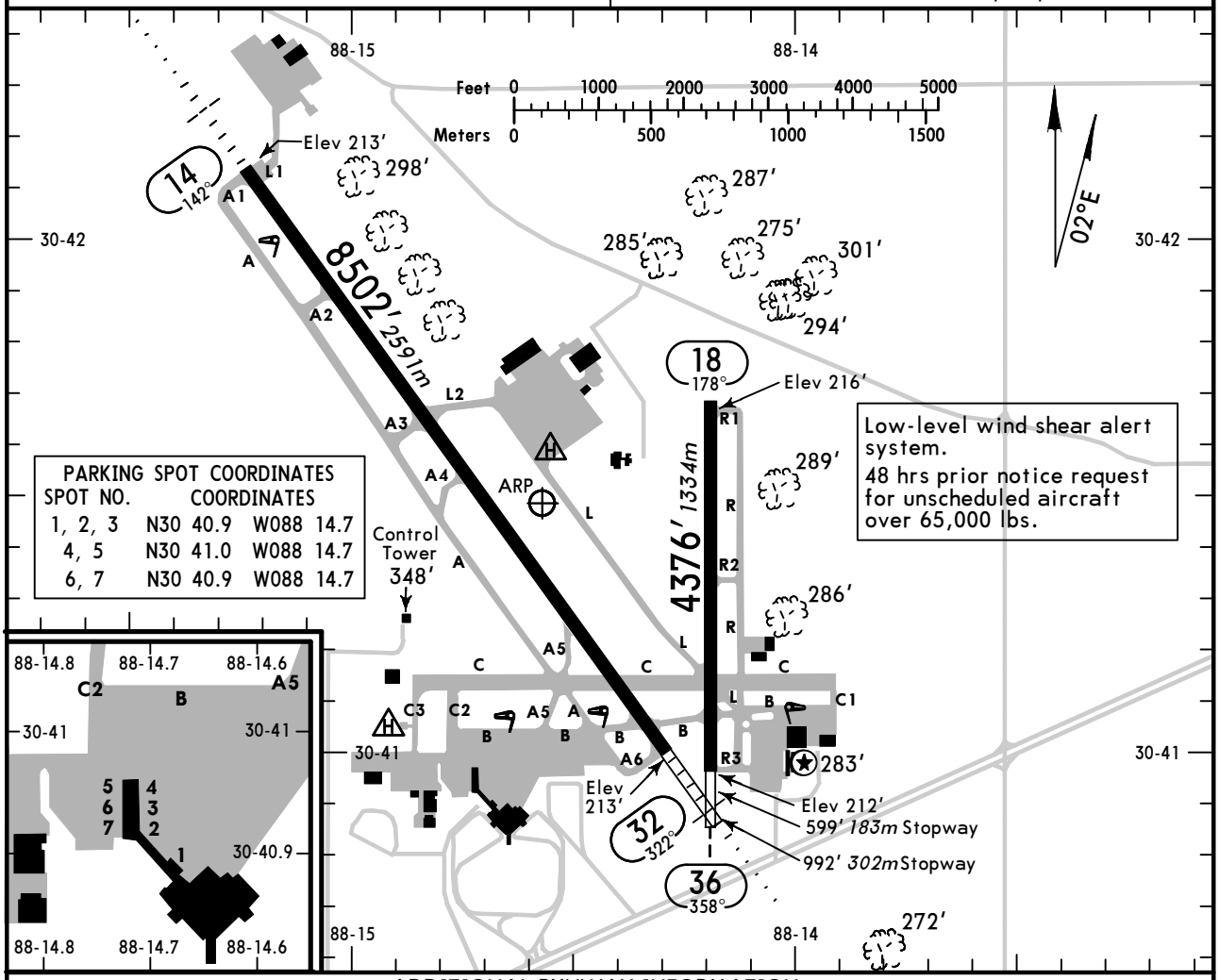
Communication Information

ATIS 124.75
ASOS 124.75
Mobile Tower 118.3 CTAF
Mobile Ground Control 121.9
Mobile Clearance Delivery 119.85
Mobile Approach Control 121.0 (140°-319°)
Mobile Approach Control 118.5 (320°-139°) Initial Contact
Mobile App ARSA 121.0 (140°-319°)
Mobile App ARSA 118.5 (320°-139°)
Mobile Departure Control 121.0 (140°-319°)
Mobile Departure Control 118.5 (320°-139°)
Mobile Regl Unicom 122.95
Mobile AIR Radio 898.4 Military
Mobile AIR Radio 569.6 Military
Mobile AIR Radio 312.3 Military
Army Guard Operations 125.525 Military
Anniston Flight Service Station 123.65 RCO
Anniston Flight Service Station 122.2 RCO
Houston Center 127.65 Remote Communications Air-Ground

ATIS	*MOBILE Clearance	*Ground	*Tower	UNICOM 122.95
124.75	119.85	121.9	CTAF 118.3	

*MOBILE Departure (R) 320°-139°	*MOBILE Departure (R) 140°-319°	HOUSTON Center
118.5	121.0	127.65 when Dep inop.



PARKING SPOT COORDINATES

SPOT NO.	COORDINATES	
1, 2, 3	N30 40.9	W088 14.7
4, 5	N30 41.0	W088 14.7
6, 7	N30 40.9	W088 14.7

Low-level wind shear alert system.
48 hrs prior notice request for unscheduled aircraft over 65,000 lbs.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
14 / 32	HIRL ❶ MALSR PAPI-L (angle 3.0°) grooved RVR		7462′ 2274m 7427′ 2264m		150′ 46m
18 / 36	MIRL VASI-L grooved				150′ 46m

❶ Activate on 118.3 when Twr inop.

TAKE-OFF

Rwys 14, 32				Rwys 18, 36		
Both RVRs are required and controlling.	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
RCLM & HIRL		3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 10 Rollout RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	1/4	1/2	1

FOR FILING AS ALTERNATE

	Authorized Only When Control Tower Operating: ILS Rwy 14, ILS Rwy 32	Authorized Only When Control Tower Operating: LOC Rwy 14, LOC Rwy 32	RADAR-1 ASR Rwys 14,32; RNAV (GPS) Rwy 14; RNAV (GPS) Rwy 36; VOR-A; NDB Rwy 14	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 32	RNAV (GPS) Rwy 18
A, B, C, D	600-2	800-2	800-2	800-2	NA

CHANGES: Mag var, Rwy 18/36 length, alternate minimums.

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AMEND 1

ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

BRIEFING STRIP™

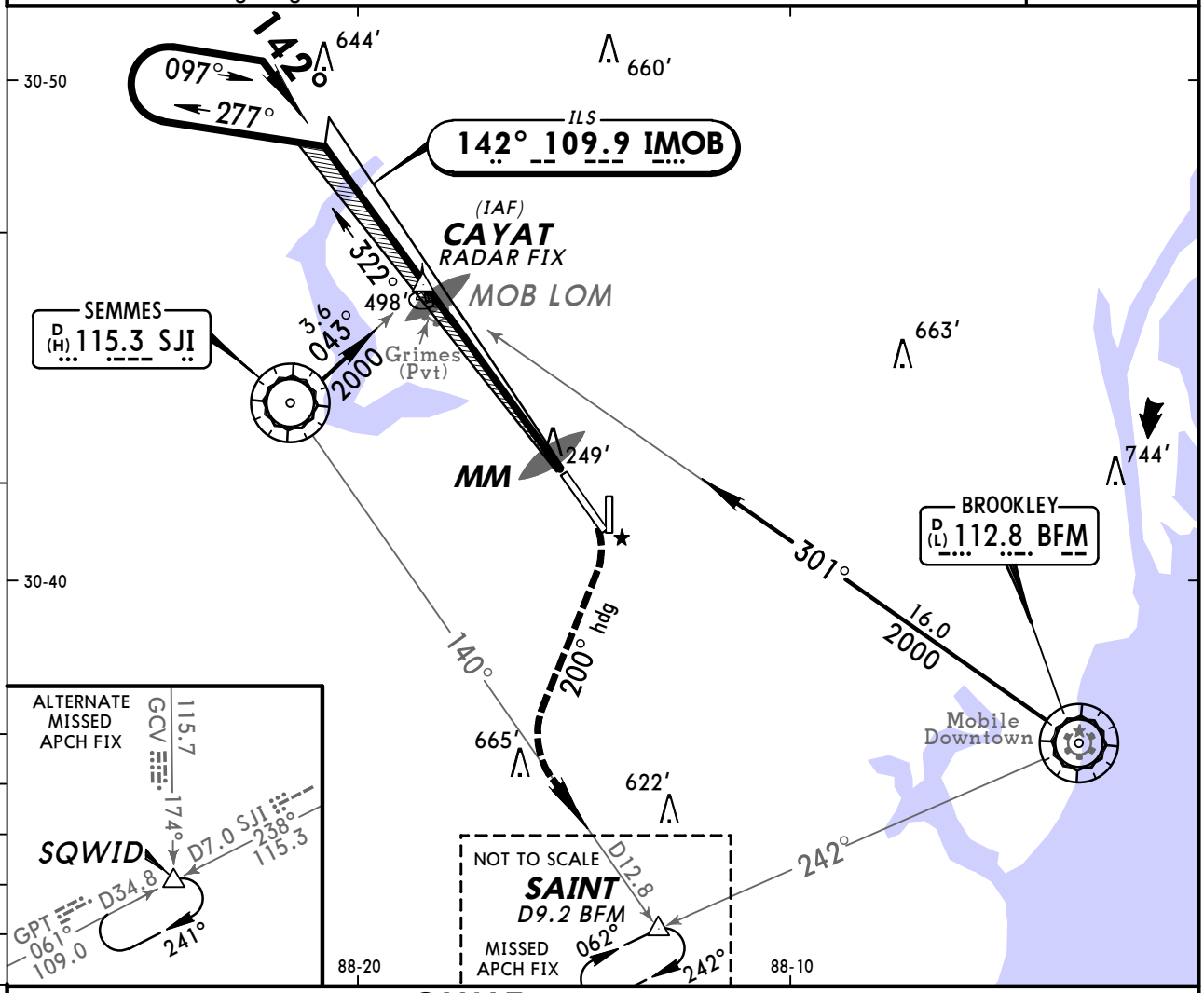
LOC IMOB	Final Apch Crs	GS CAYAT	ILS DA(H)	Apt Elev 219′
109.9	142°	1800′ (1585′)	415′ (200′)	TDZE 215′

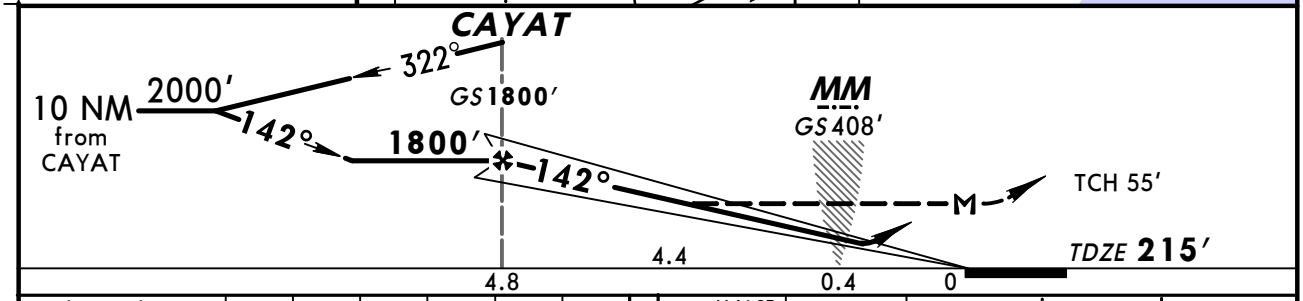
MISSED APCH: Climb to 900′ then climbing RIGHT turn to 2000′ via 200° heading and outbound on SJI VOR R-140 to SAINT INT/D9.2 BFM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Radar required. 2. VGSI and ILS glidepath not coincident.
3. Pilot controlled lighting 118.3.

3100′
MSA SJI VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
CAYAT to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48

MALSR
PAPI
900′
2000′ RT via 200° hdg and SJI 115.3 R-140

STRAIGHT-IN LANDING RWY14

	ILS DA(H) 415′ (200′) FULL	ILS RAIL or ALS out	LOC (GS out) MDA(H) 540′ (325′)	LOC RAIL out	LOC ALS out
A	[1] RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1
B					
C					
D			RVR 40 or ¾	RVR 50 or 1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	680′ (461′)-1
120	
140	680′ (461′)-1½
165	780′ (561′)-2

TERPS AMEND 30A

[1] RVR 18 with Flight Director or Autopilot or HUD to DA.

CHANGES: None.

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ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

LOC IATE	Final Apch Crs	GS DAGEY	ILS DA(H)	Apt Elev 219′
111.5	322°	1900′ (1681′)	419′ (200′)	TDZE 219′

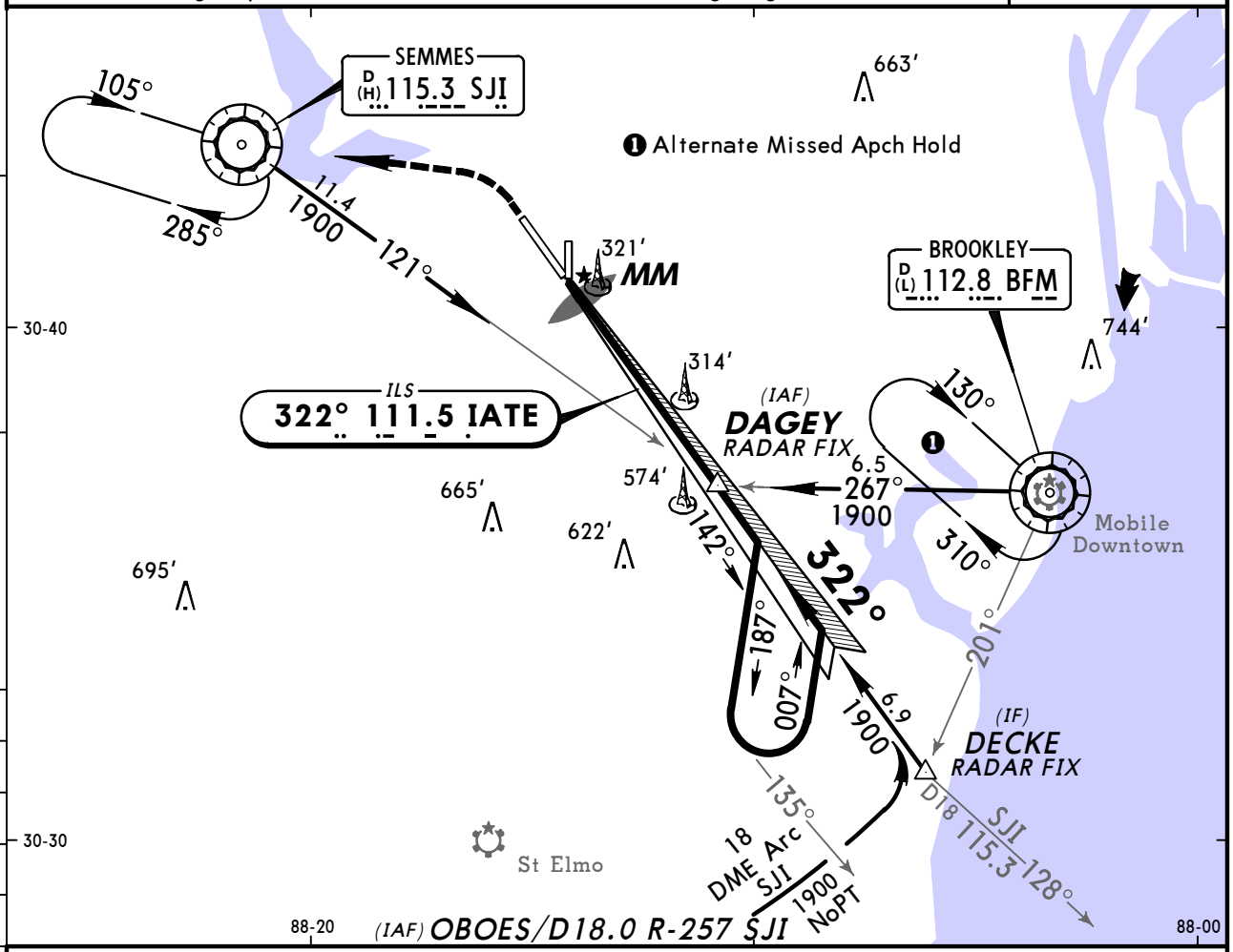
MISSED APCH: Climb to 700′ then climbing LEFT turn to 2000′ direct SJI VOR and hold.

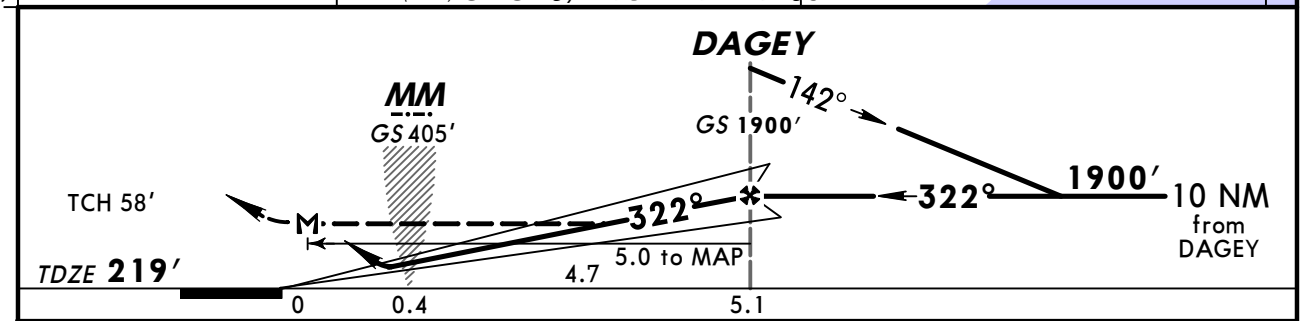
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. VGSI and ILS glidepath not coincident. 2. Pilot controlled lighting 118.3.

3100′
MSA SJI VOR

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
DAGEY to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

MALSR
PAPI
700′
2000′ LT
D
SJI 115.3

STRAIGHT-IN LANDING RWY32						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
1 DA(H) 419′(200′)			MDA(H) 560′(341′)				
	FULL	RAIL or ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	680′(461′)-1
B						120	
C						140	680′(461′)-1½
D			RVR 40 or 3/4	RVR 50 or 1		165	780′(561′)-2

1 RVR 18 with Flight Director or Autopilot or HUD to DA.

TERPS AMEND 6B

CHANGES: Minimums note added, profile distances.

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ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

BRIEFING STRIP™

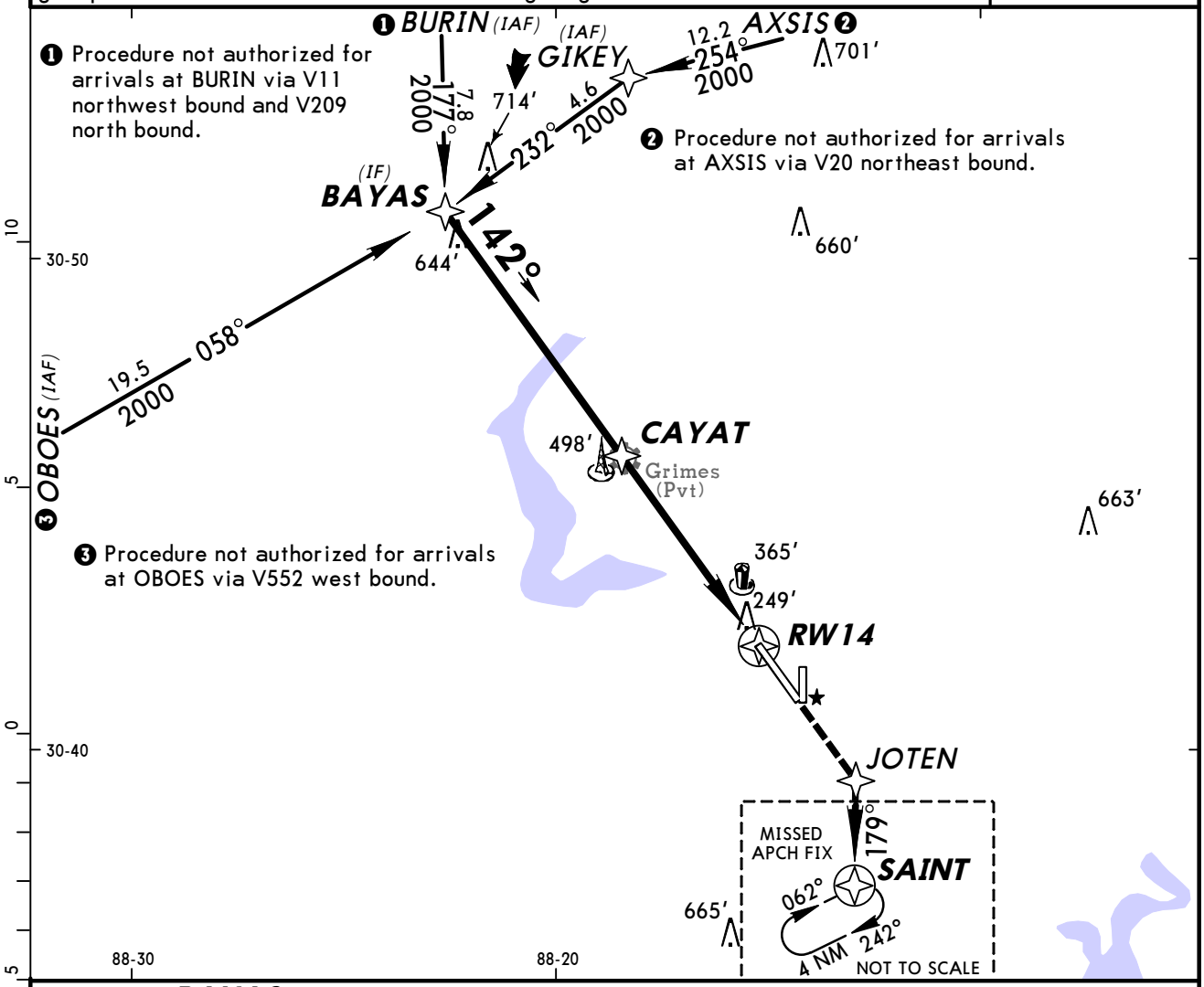
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 219′
	142°	CAYAT 1800′ (1585′)	620′ (405′)	TDZE 215′

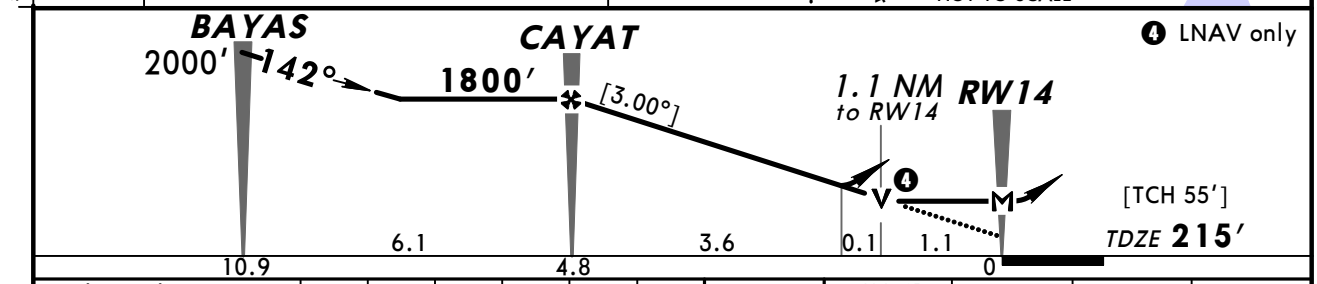
MISSED APCH: Climb to 2000′ direct JOTEN and via 179° track to SAINT and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, procedure not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.3 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 118.3.

3100′
MSA RW14





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW14						

MALSR
PAPI
2000′
JOTEN

STRAIGHT-IN LANDING RWY 14

TERPS	LNAV/VNAV DA(H) 650′ (435′)			LNAV MDA(H) 620′ (405′)			CIRCLE-TO-LAND Max Kts	MDA(H)
			RAIL out	ALS out	RAIL out	ALS out		
A	RVR 50 or 1		1½	RVR 24 or ½	RVR 40 or ¾	RVR 50 or 1	90	680′ (461′) -1
B							120	
C				RVR 40 or ¾	RVR 60 or 1¼		140	680′ (461′) -1½
D				RVR 50 or 1			165	780′ (561′) -2

AMEND 1

CHANGES: Procedure.

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ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

BRIEFING STRIP™

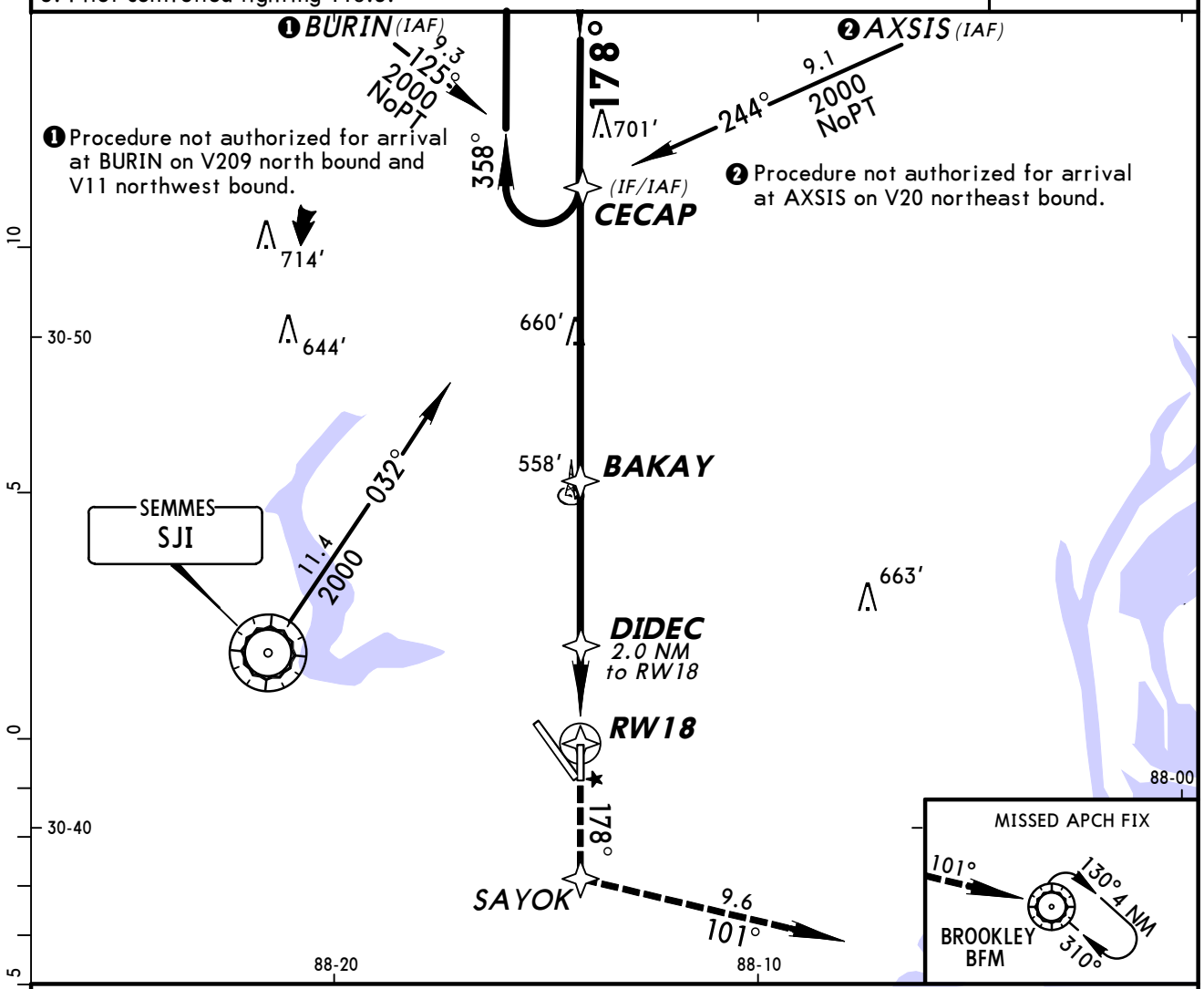
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 219′
	178°	BAKAY 2000′ (1783′)	640′ (423′)	TDZE 217′

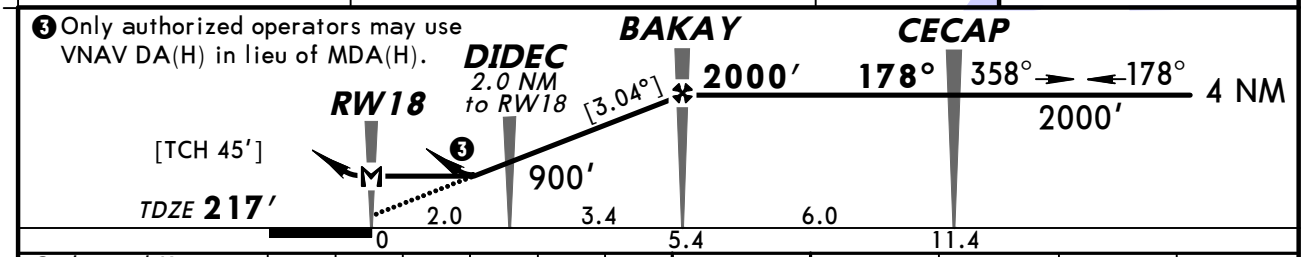
MISSED APCH: Climb to 2000′ direct SAYOK and LEFT turn via 101° track to BFM VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. GPS or RNP-0.3 required. 2. DME/DME RNP-0.3 not authorized. 3. Not authorized at night to Rwy 18 when VGSI inoperative. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 118.3.

3100′
MSA RW18





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW18						

VASI-L | 2000′ | D | SAYOK

STRAIGHT-IN LANDING RWY 18 LNAV MDA(H) 640′ (423′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	680′ (461′) -1
B		120	
C	1¼	140	680′ (461′) -1½
D		165	780′ (561′) -2

TERPS AMEND 0

CHANGES: None.

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ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 219′
	322°	DAGEY 1900′ (1681′)	580′ (361′)	TDZE 219′

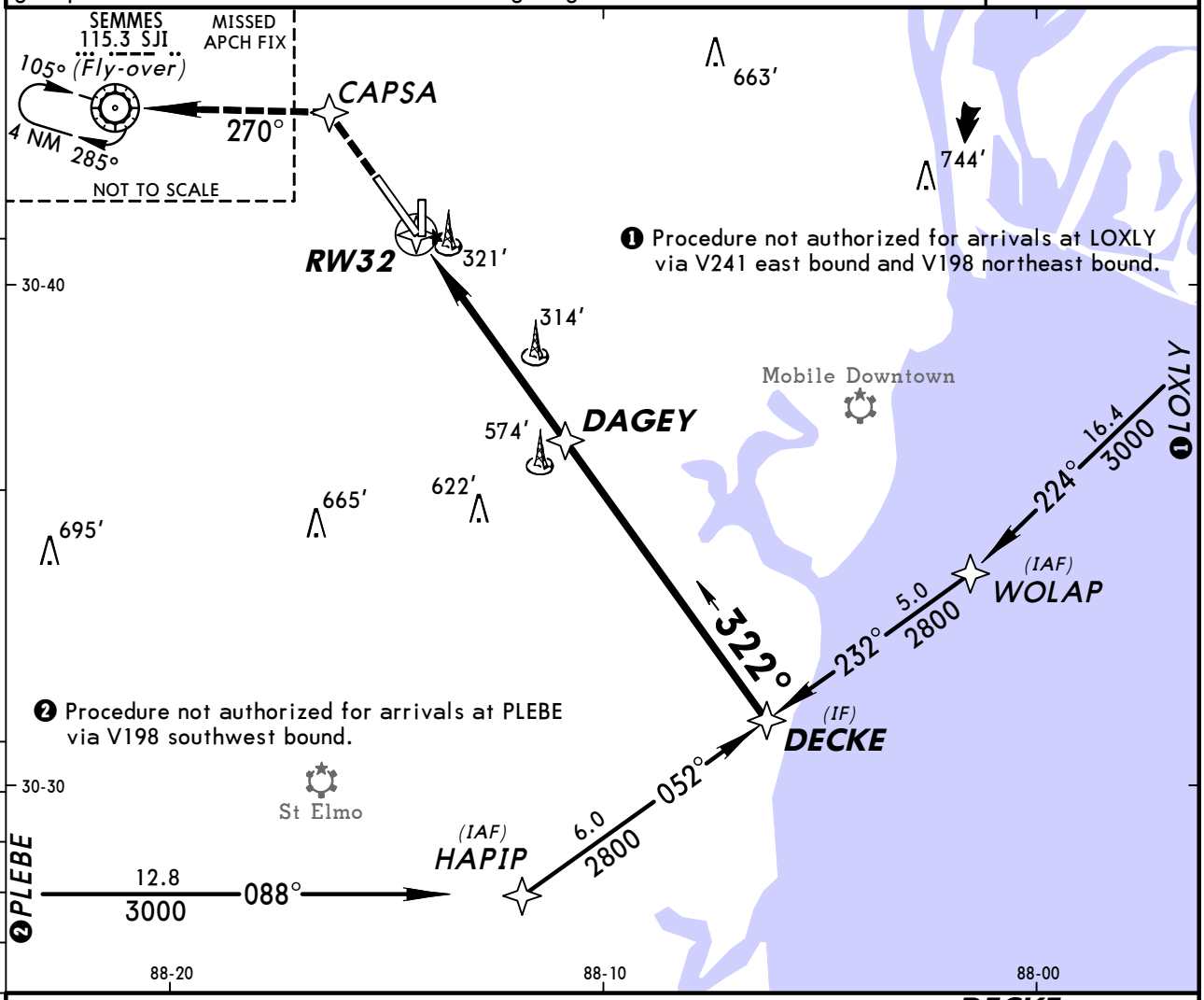
MISSED APCH: Climb to 2000′ direct CAPSA and via 270° track to SJI VOR and hold.

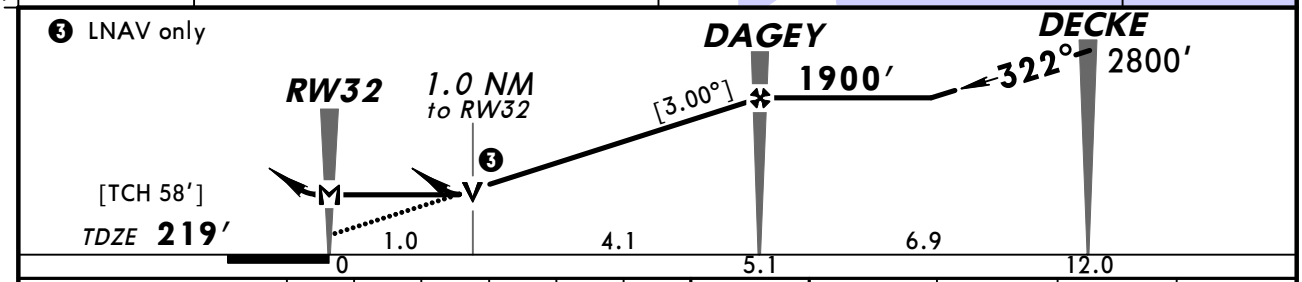
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Pilot controlled lighting 118.3.

3100′
MSA RW32

BRIEFING STRIP™





Gnd speed-Kts	70	90	100	120	140	160
Descent Angle [3.00°]	372	478	531	637	743	849
MAP at RW32						

MALSR
PAPI
2000′
CAPSA

STRAIGHT-IN LANDING RWY 32

	LNAV/VNAV DA(H) 586′ (367′) RAIL out	LNAV/VNAV DA(H) 586′ (367′) ALS out	LNAV MDA(H) 580′ (361′) RAIL out	LNAV MDA(H) 580′ (361′) ALS out
A	RVR 40 or ¾	RVR 60 or 1¼	RVR 24 or ½	RVR 40 or ¾
B				
C				
D			RVR 50 or 1	RVR 60 or 1¼

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 18

Max Kts	MDA(H)
90	680′ (461′) -1
120	
140	680′ (461′) -1½
165	780′ (561′) -2

AMEND 1 TERPS

CHANGES: None.

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ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

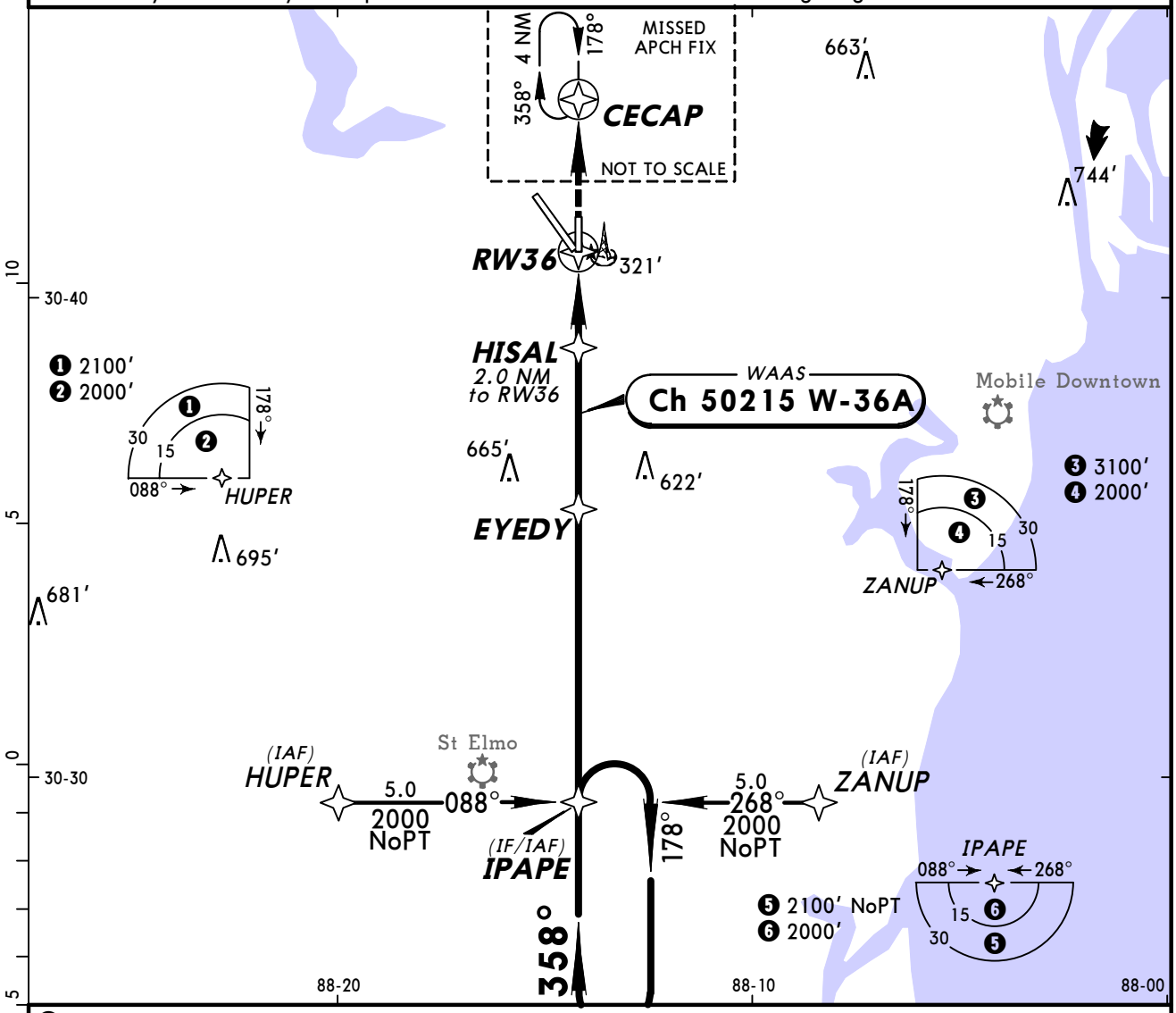
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H)	Apt Elev 219′	TAA 30 NM IAF
Ch 50215 W-36A	358°	EYEDY 2000′ (1784′)	515′ (299′)	TDZE 216′	

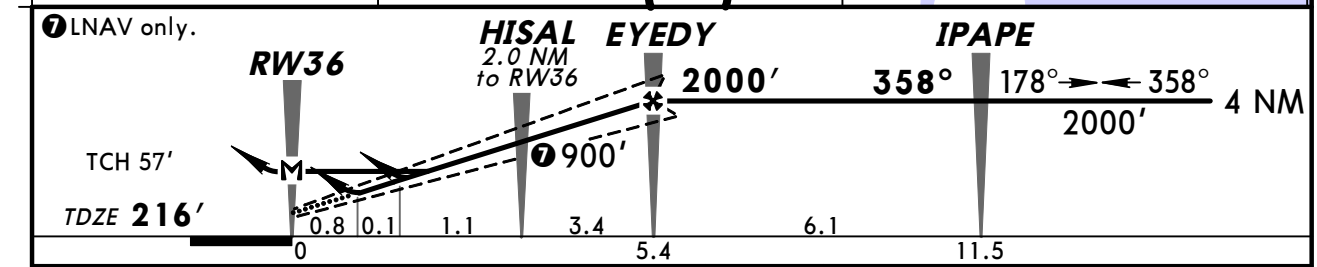
BRIEFING STRIP™

MISSED APCH: Climb to 2000′ direct CECAP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 2. DME/DME RNP-0.30 not authorized. 3. VGSI and RNAV glidepath not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 118.3.





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW36						

VASI-L 2000′ D CECAP

STRAIGHT-IN LANDING RWY 36

TERPS AMEND 0	LPV DA(H) 515′ (299′)	LNAV/VNAV DA(H) 571′ (355′)	LNAV MDA(H) 600′ (384′)
A	1	1¼	1
B			
C			1¼
D			

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 18

Max Kts	MDA(H)
90	680′ (461′)-1
120	
140	680′ (461′)-1½
165	780′ (561′)-2

CHANGES: New procedure.

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BRIEFING STRIP™

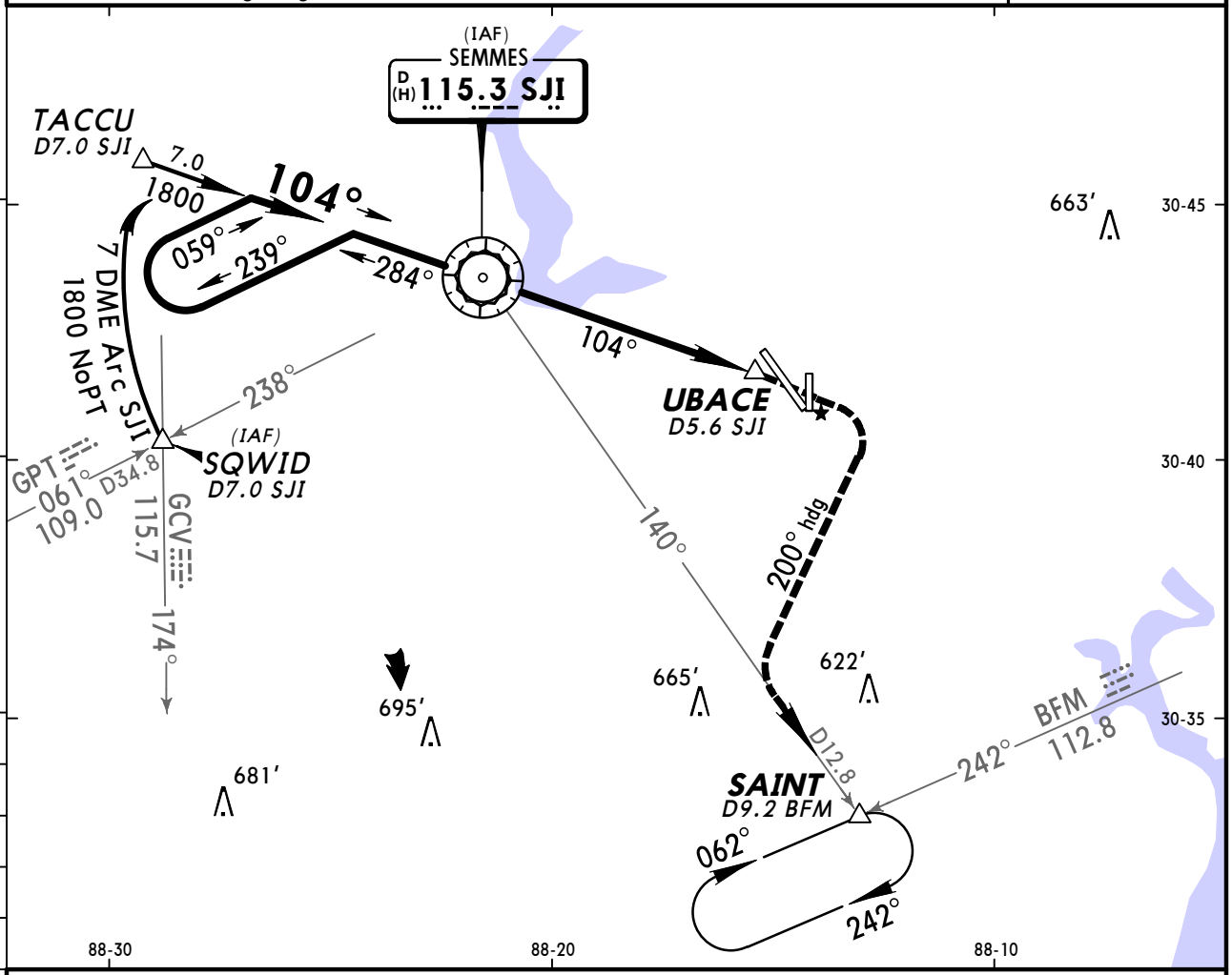
ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

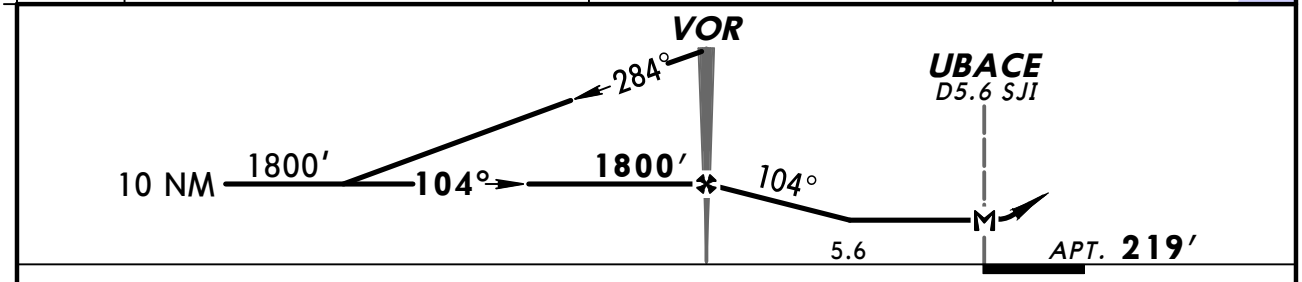
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev
SJI 115.3	104°	1800′ (1581′)	Refer to Minimums	219′

MISSED APCH: Climb to 900′ then climbing RIGHT turn to 2000′ via 200° heading and outbound on SJI VOR R-140 to SAINT INT/ D9.2 BFM and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 118.3.

3100′
MSA SJI VOR





Gnd speed-Kts	70	90	100	120	140	160
MAP at UBACE or VOR to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

Lighting - Refer to Airport Chart | 900′ ↑ | 2000′ ↱ RT via 200° hdg and SJI 115.3 R-140

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 18

	Max Kts	MDA(H)
A	90	680′(461′)-1
B	120	
C	140	680′(461′)-1½
D	165	780′(561′)-2

TERPS AMEND 2

CHANGES: Printing sequence.

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BRIEFING STRIP™

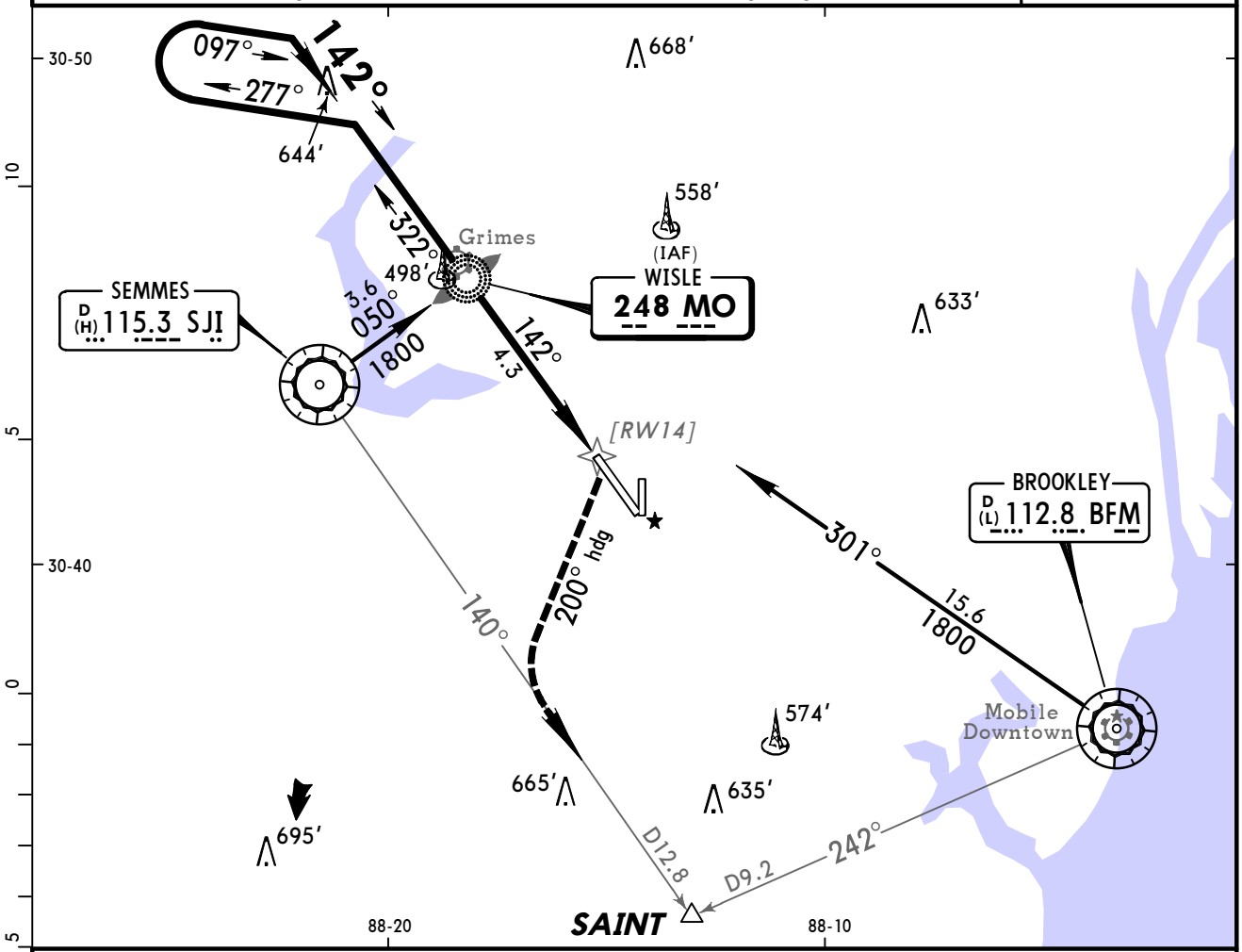
ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

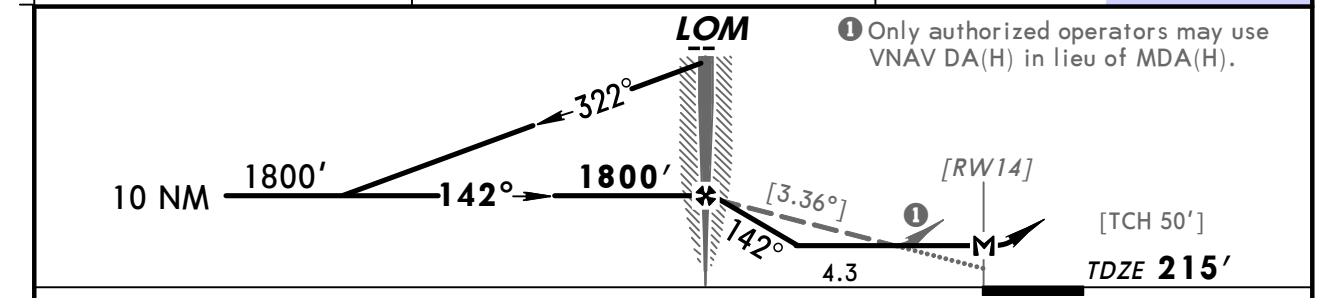
LOM MO	Final Apch Crs	Minimum Alt LOM	MDA(H)	Apt Elev 219′
248	142°	1800′ (1585′)	680′ (465′)	TDZE 215′

MISSED APCH: Climb to 700′ then climbing RIGHT turn to 2000′ via 200° heading and outbound on SJI VOR R-140 to SAINT INT.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 118.3.

3100′
MSA MO LOM





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.36°]	416	535	595	713	832	951
LOM to MAP 4.3	3:41	2:52	2:35	2:09	1:51	1:37

MALSR
PAPI

700′

2000′ RT via 200° hdg and SJI 115.3 R-140

TERPS AMEND 2C

STRAIGHT-IN LANDING RWY 14

MDA(H) 680′ (465′)

	RAIL out	ALS out
A	RVR 40 or ¾	RVR 50 or 1
B		
C	RVR 40 or ¾	RVR 60 or 1¼
D	RVR 60 or 1¼	1½

CIRCLE-TO-LAND

Max Kts.	MDA(H)
90	680′ (461′)-1
120	
140	680′ (461′)-1½
165	780′ (561′)-2

CHANGES: None.

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BRIEFING STRIP ™

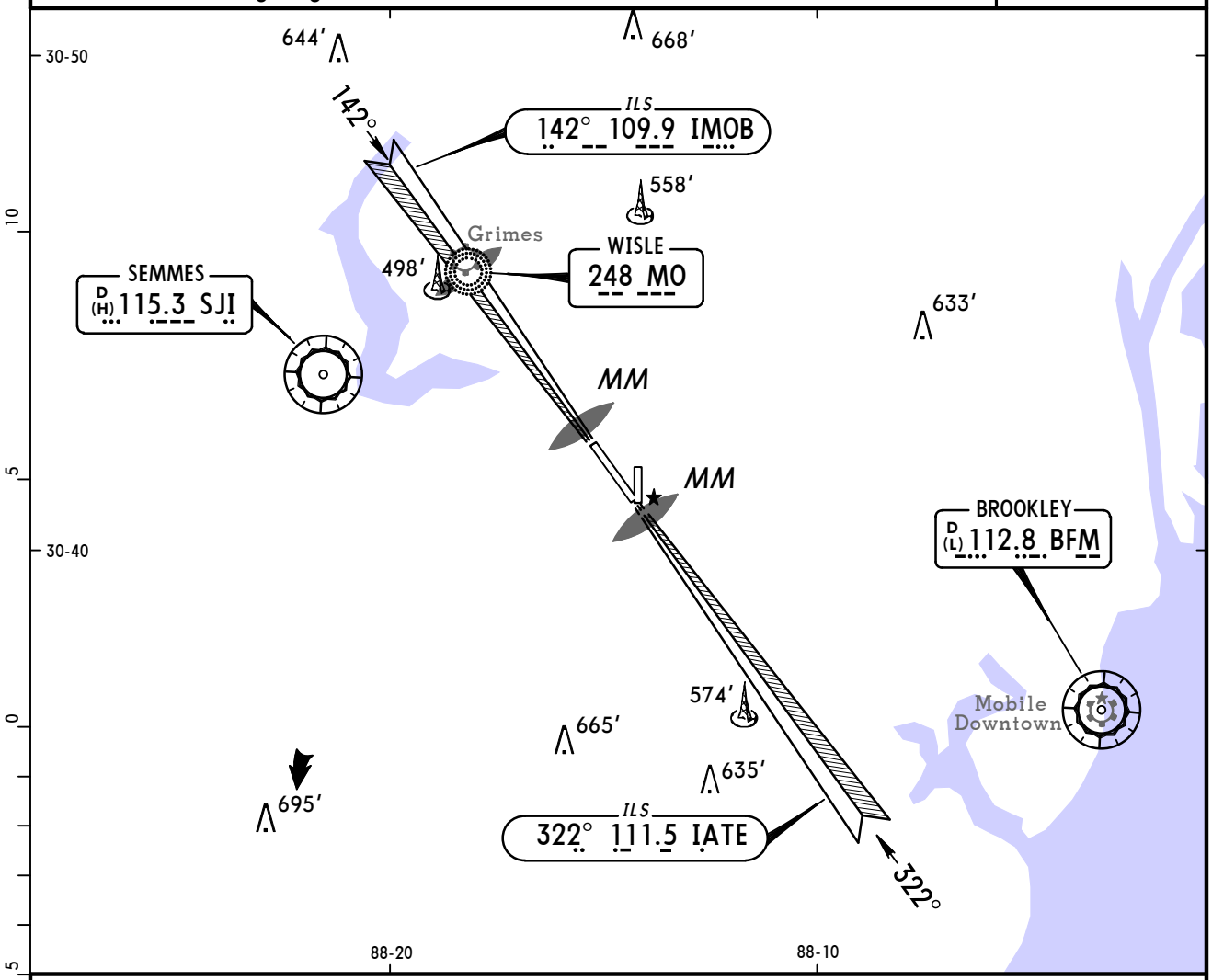
ATIS	*MOBILE Approach (R)	HOUSTON Center	*MOBILE Tower	*Ground
124.75	118.5	127.65 when App inop.	CTAF 118.3	121.9

RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev **219'** TDZE -See below

MISSED APCH: Climb runway heading to 1800' within 15 NM.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Pilot controlled lighting 118.3.

No MSA published



RWY 14
TDZE 215'

RWY 32
TDZE 219'

ASR Rwys 14, 32: MAP 0.5 NM from Rwy Thr

Lighting - Refer to Airport Chart

TERPS AMEND 4A

	STRAIGHT-IN LANDING ASR 14 MDA(H) 640' (425')			STRAIGHT-IN LANDING ASR 32 MDA(H) 660' (441')			CIRCLE-TO-LAND	
		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	1/2	3/4	1	90	680' (461') - 1
B							120	
C	RVR 40 or 3/4	RVR 60 or 1 1/4		3/4	1 1/4		140	680' (461') - 1 1/2
D	RVR 50 or 1			1	1 1/2		165	780' (561') - 2

CHANGES: Rwy 32 straight-in minimums.

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General Information

Location: Muscle Shoals AL USA
IATA Code: MSL
Lat/Long: N34° 44.7' W087° 36.6'
Elevation: 551 ft

Airport Use: Public
Magnetic Variation: 2.5°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Minor Airframe, Minor Engine
Customs: No
Airport Type: IFR
Landing Fee: Yes
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1223 Z
Sunset: 2344 Z,

Runway Information

Runway: 11
Length x Width: 6694 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 544 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 18
Length x Width: 4000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 547 ft
Lighting: Edge, Pilot controlled

Runway: 29
Length x Width: 6694 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 551 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 4000 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 547 ft
Lighting: Edge, Pilot controlled

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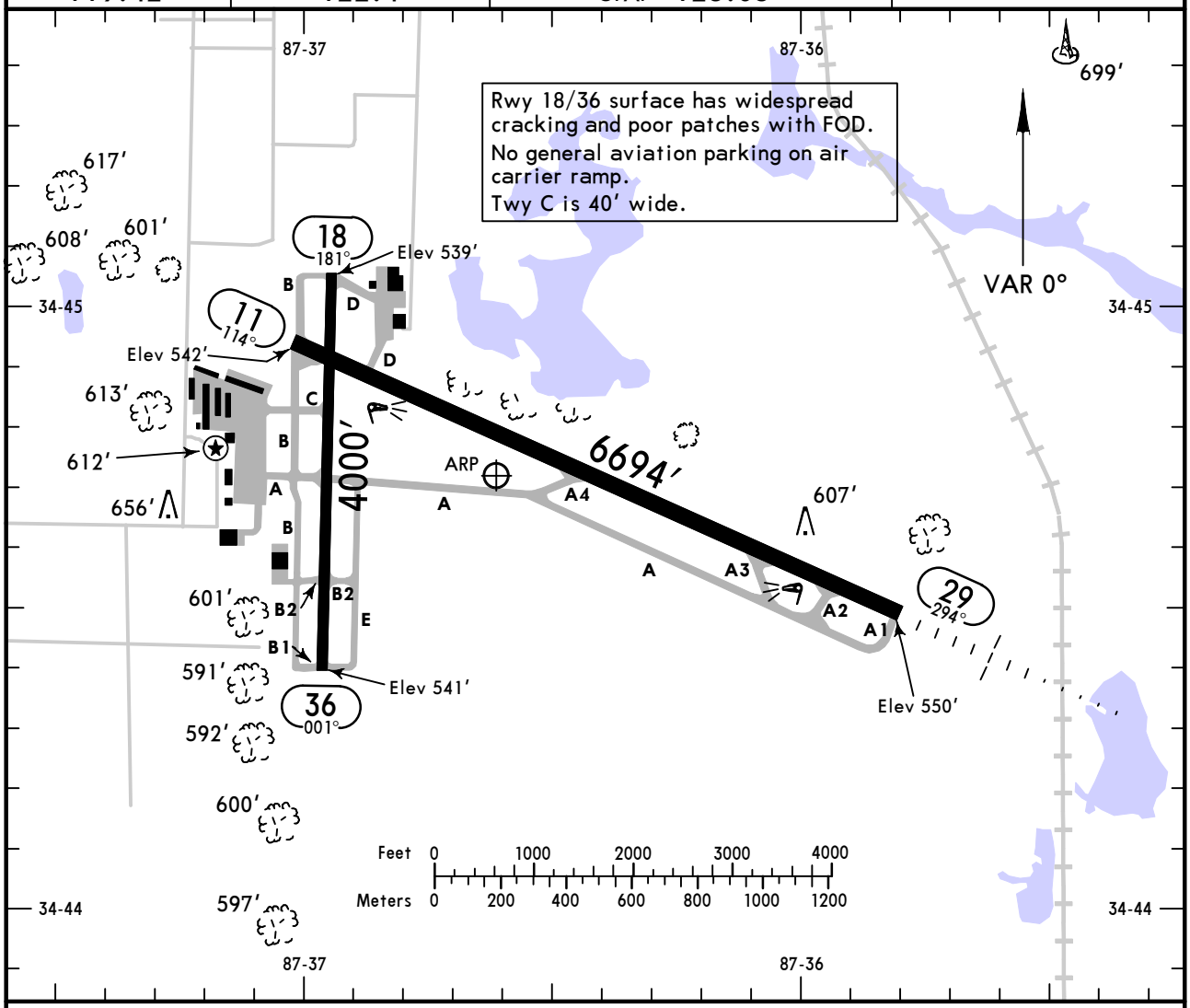
Communication Information

ASOS 119.425
Northwest Alabama Regl Unicom 123.05 CTAF PCL
Anniston Flight Service Station 122.4 RCO
Anniston Flight Service Station 122.2 RCO
Memphis Center 120.8 Remote Communications Air-Ground

ASOS	ANNISTON Radio	NORTHWEST ALABAMA REGL UNICOM	MEMPHIS Center
119.42	122.4	CTAF 123.05	120.8



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
11	❶ HIRL ❶ REIL ❶ VASI-R grooved				150′
29	❶ HIRL ❶ MALSR grooved		5571′		
18 36	❶ MIRL ❶ PAPI-L (angle 3.0°)				100′

❶ Activate on 123.05.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	All Rwys	
	Adequate Vis Ref	STD
1 & 2 Eng	¼	1
3 & 4 Eng		½

FOR FILING AS ALTERNATE

	Authorized Only When Local Weather Available		
	ILS Rwy 29	LOC Rwy 29 RNAV (GPS) Rwy 11 RNAV (GPS) Rwy 29	Other
A B C D	600-2	800-2	NA

OBSTACLE DP: Rwy 18, climb 181° heading to 1400′ before turning right.

AMEND 0

CHANGES: Twy B2 revised, Rwy 18-36 bearings, alternate minimums.

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MUSCLE SHOALS, ALA
ILS or LOC Rwy 29

ASOS	MEMPHIS Center	ANNISTON Radio	NORTHWEST ALABAMA REGL UNICOM
119.42	120.8	122.4	CTAF 123.05

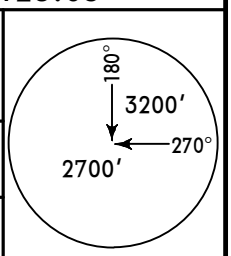
BRIEFING STRIP™

LOC IMSL	Final Apch Crs	GS DOPES	ILS DA(H) (CONDITIONAL)	Apt Elev 551′
109.7	294°	2000′ (1449′)	751′ (200′)	TDZE 551′

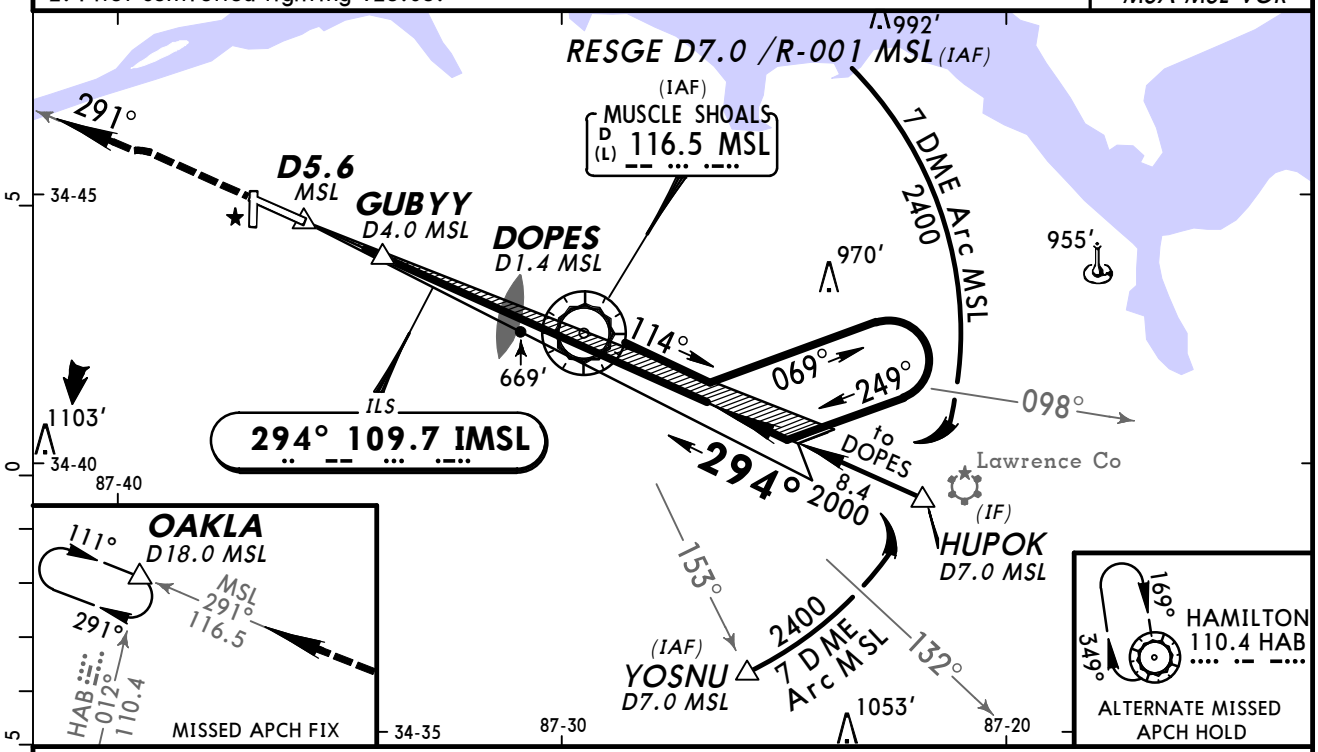
MISSED APCH: Climb to 1100′ then climbing LEFT turn to 3000′ outbound via MSL VOR R-291 to OAKLA INT/D18.0 MSL and hold.

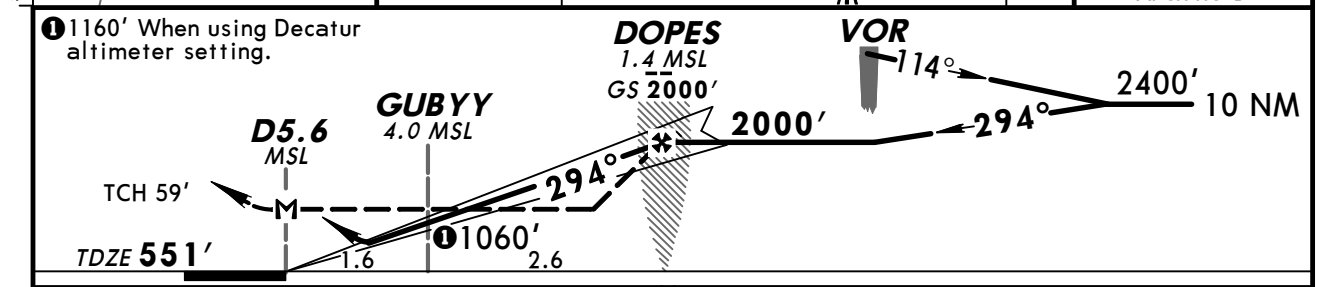
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Decatur altimeter setting.
2. Pilot controlled lighting 123.05.



MSA MSL VOR





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	377	484	538	646	753	861
MAP at D5.6 MSL or DOPES to MAP 4.2	3:36	2:48	2:31	2:06	1:48	1:35

MALSR | 1100′ | 3000′ LT | MSL via 116.5 R-291 | OAKLA

STRAIGHT-IN LANDING RWY 29

	ILS DA(H) 751′ (200′)		LOC (GS out) With Local Altimeter Setting: 1 With GUBYY MDA(H) 920′ (369′)			Without GUBYY MDA(H) 1060′ (509′)		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	½	¾	½	¾	1	½	¾	1
B								
C						1	1½	
D			¾	1¼				

	ILS DA(H) 834′ (283′)		LOC (GS out) With Decatur altimeter setting: With GUBYY MDA(H) 1020′ (469′)			Without GUBYY MDA(H) 1160′ (609′)		
	FULL	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out
A	½	1	½	¾	1	½	¾	1
B								
C			¾	1¼		1¼	1¾	
D			1	1½		1½	2	

1 Simultaneous reception of IMSL and MSL VOR DME required.

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 18 When VGSI Inop

Max Kts	With GUBYY MDA(H)	Without GUBYY MDA(H)
	With Local Altimeter Setting	
90 / 120	1040′ (489′) -1	1060′ (509′) -1
140	1040′ (489′) -1½	1060′ (509′) -1½
165	1120′ (569′) -2	1120′ (569′) -2
	With Decatur altimeter setting	
90 / 120	1140′ (589′) -1	1160′ (609′) -1
140	1140′ (589′) -1½	1160′ (609′) -1¾
165	1220′ (669′) -2	1220′ (669′) -2

TERPS AMEND 5 29 JUL 2010

CHANGES: Procedure

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KMSL/MSL
NORTHWEST ALABAMA REGL

JEPPESEN 23 JUL 10 (12-1) Eff 29 Jul

MUSCLE SHOALS, ALA
RNAV (GPS) Rwy 11

ASOS	MEMPHIS Center	ANNISTON Radio	NORTHWEST ALABAMA REGL UNICOM
119.42	120.8	122.4	CTAF 123.05

WAAS	Final Apch Crs	Minimum Alt MIVGE	LPV DA(H) (CONDITIONAL)	Apt Elev 551'
Ch 90518 W-11A	114°	2300' (1756')	848' (304')	TDZE 544'

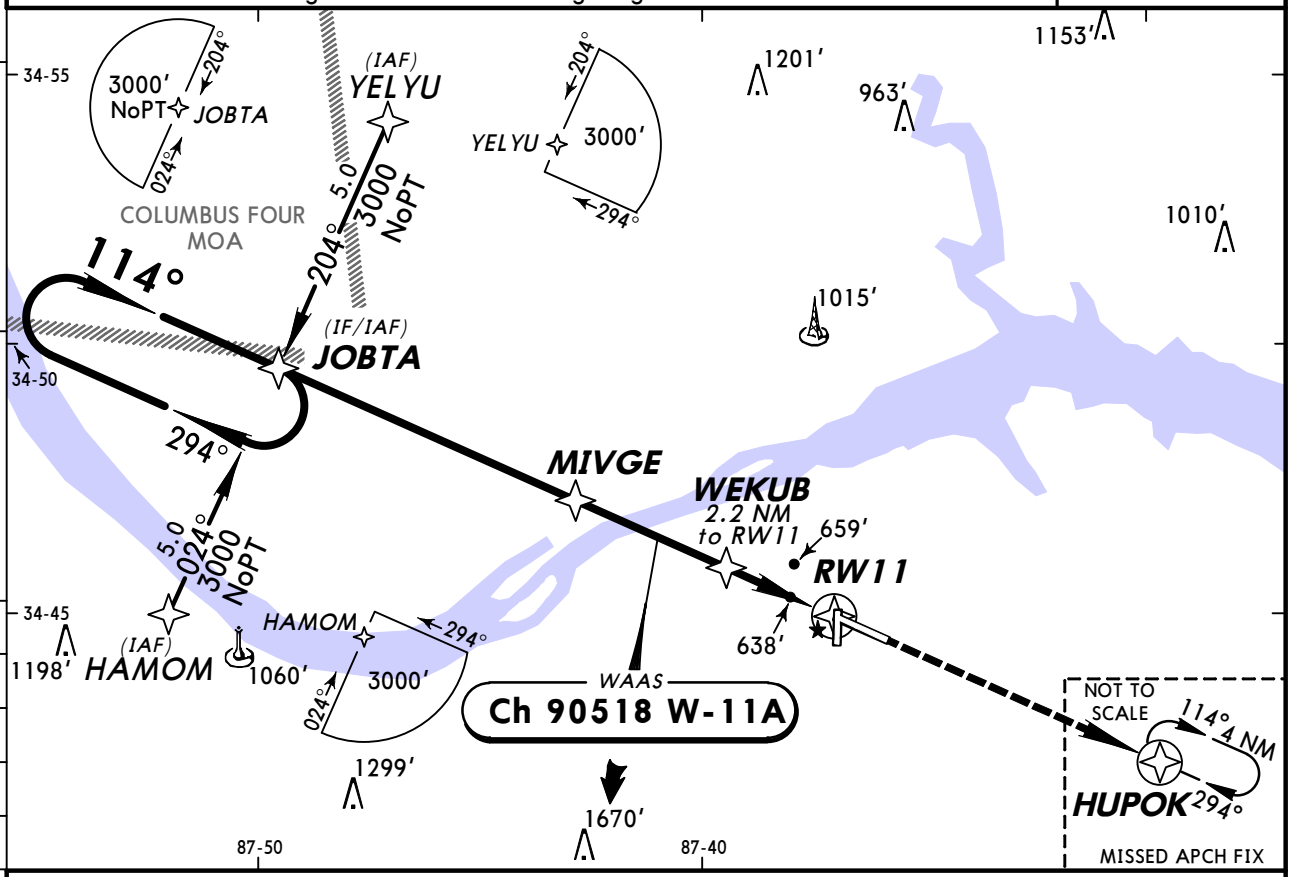
MISSED APCH: Climb to 2700' direct HUPOK and hold.

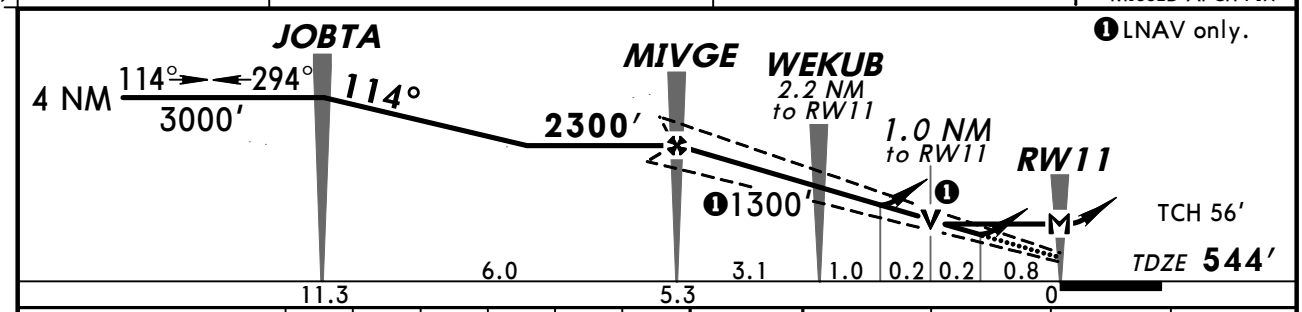
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Decatur altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicpoters not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 48°C (118°F). 5. Baro VNAV and VDP not authorized with Decatur altimeter setting. 6. Pilot controlled lighting 123.05.

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW11						

REIL
VASI-R

2700'

HUPOK

STRAIGHT-IN LANDING RWY 11
With Local Altimeter Setting

	LPV DA(H) 848' (304')	LNAV/VNAV DA(H) 983' (439')	LNAV MDA(H) 920' (376')
A	1	1½	1
B			
C			
D			1¼

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 18 When VGSI Inop
With Local Altimeter Setting

Max Kts	MDA(H)
90	1040' (489')-1
120	
140	1040' (489')-1½
165	1120' (569')-2

With Decatur Altimeter Setting

	LPV DA(H) 931' (387')	LNAV/VNAV DA(H) 1066' (522')	LNAV MDA(H) 1020' (476')
A	1¼	1¾	1
B			
C			1¼
D			1½

With Decatur Altimeter Setting

Max Kts	MDA(H)
90	1140' (589')-1
120	
140	1140' (589')-1½
165	1220' (669')-2

TERPS AMEND 1 29 JUL 2010

CHANGES: Procedure.

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BRIEFING STRIP™

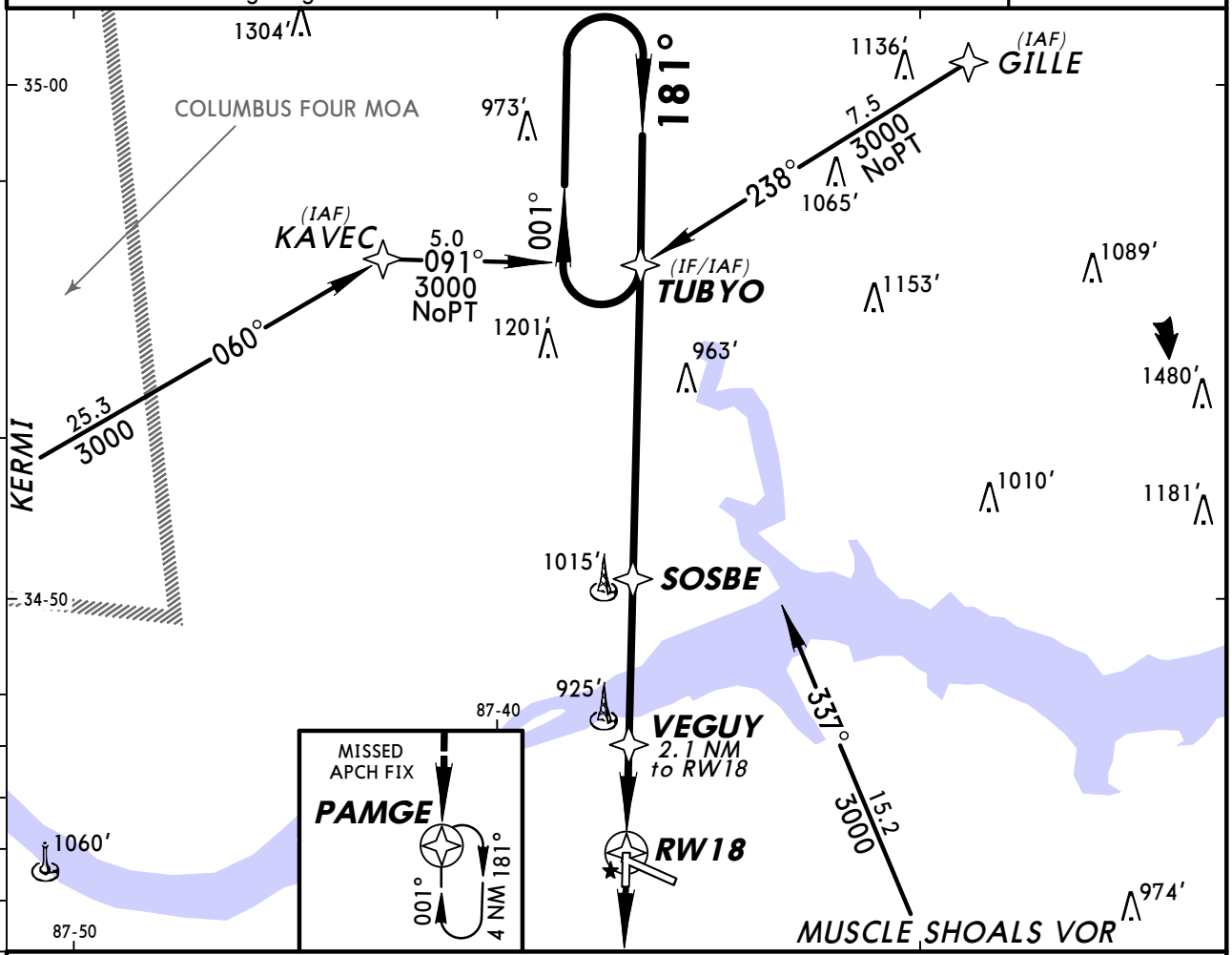
ASOS	MEMPHIS Center	ANNISTON Radio	NORTHWEST ALABAMA REGL UNICOM
119.42	120.8	122.4	CTAF 123.05

RNAV	Final Apch Crs	Minimum Alt SOSBE	LNAV MDA(H)	Apt Elev 551′ TDZE 547′
	181°	2300′ (1753′)	940′ (393′)	

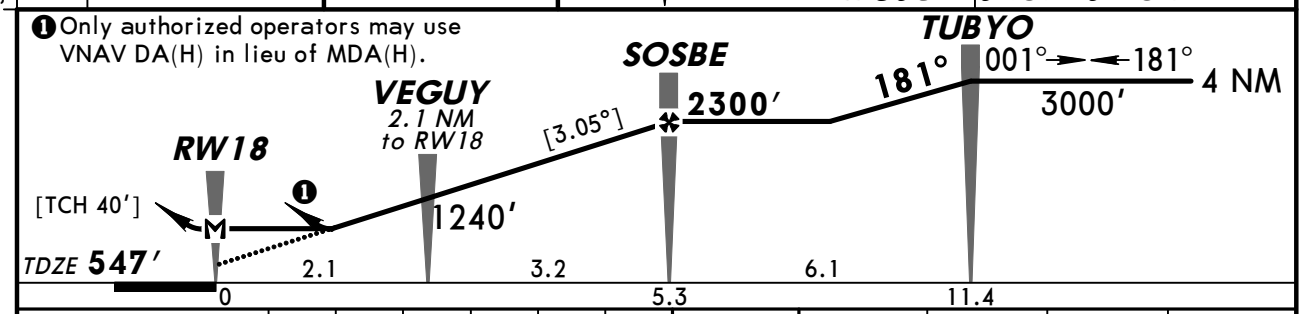
MISSED APCH: Climb to 3000′ direct PAMGE and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. GPS or RNP-0.30 required. 2. DME/DME RNP-0.30 not authorized.
3. Pilot controlled lighting 123.05.

3200′
MSA RW18



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW18						

PAPI-L | 3000′ ↑ | D | PAMGE

STRAIGHT-IN LANDING RWY 18 LNAV MDA(H) 940′(393′)		CIRCLE-TO-LAND Max Kts	MDA(H)
A	1	90	1040′(489′)-1
B		120	
C		140	1040′(489′)-1½
D	1¼	165	1100′(549′)-2

AMENDO TERPS

CHANGES: Airport elevation.

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ASOS	MEMPHIS Center	ANNISTON Radio	NORTHWEST ALABAMA REGL UNICOM
119.42	120.8	122.4	CTAF 123.05

WAAS	Final Apch Crs	Minimum Alt TICVU	LPV DA(H) (CONDITIONAL)	Apt Elev 551'
Ch 40000 W-29A	294°	2000' (1449')	751' (200')	TDZE 551'

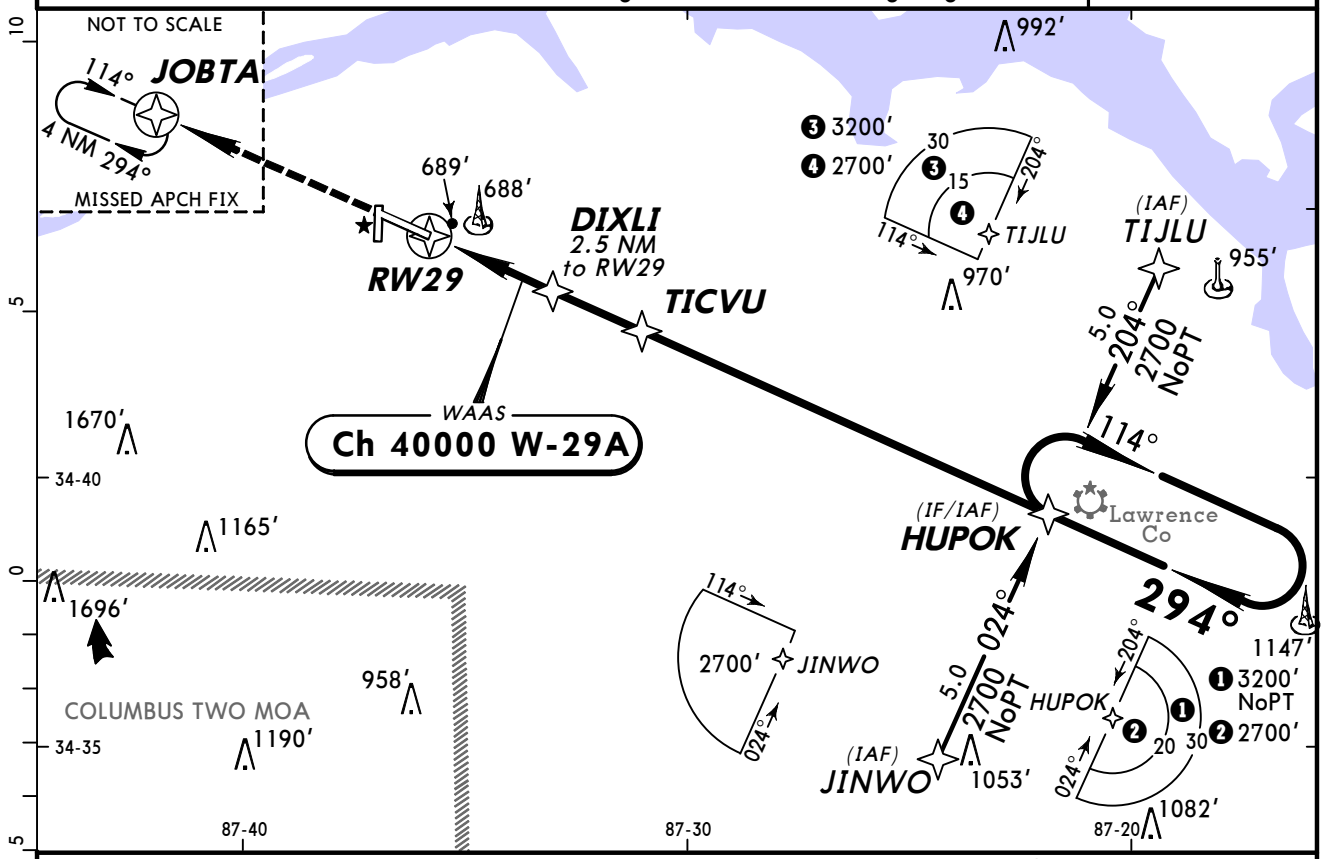
MISSED APCH: Climb to 3000' direct JOBTA and hold.

TAA 30 NM IAF

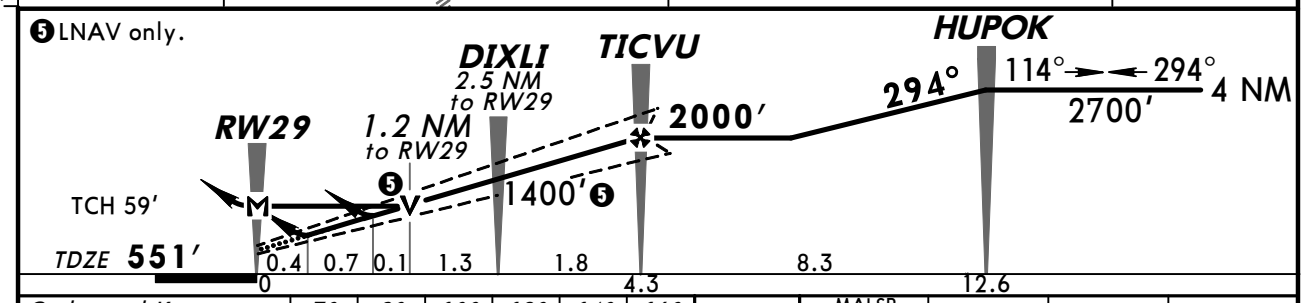
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'

1. Use local altimeter setting; if not received, use Decatur altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -16°C (4°F) or above 47°C (116°F). 4. Baro VNAV and VDP not authorized with Decatur altimeter setting. 5. Pilot controlled lighting 123.05.

BRIEFING STRIP™



5 LNAV only.



Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW29						

MALSR | 3000' | JOBTA

STRAIGHT-IN LANDING RWY 29
With Local Altimeter Setting

	LPV DA(H) 751' (200') RAIL or ALS out		LNAV/VNAV DA(H) 975' (424') RAIL or ALS out		LNAV MDA(H) 980' (429') RAIL out	ALS out
A	1/2	3/4	1	1 1/2	1/2	3/4	1
B						
C					3/4	1 1/4
D					1	1 1/2

CIRCLE-TO-LAND
Not Authorized at Night to Rwy 18 When VGSI Inop
With Local Altimeter Setting

Max Kts	MDA(H)
90	1040' (489')-1
120	
140	1040' (489')-1 1/2
165	1120' (569')-2

With Decatur Altimeter Setting

	LPV DA(H) 834' (283') RAIL or ALS out		LNAV/VNAV DA(H) 1058' (507') RAIL or ALS out		LNAV MDA(H) 1080' (529') RAIL out	ALS out
A	1/2	1	1 1/4	1 3/4	1/2	3/4	1
B						
C					1	1 1/2
D					1 1/4	1 3/4

With Decatur Altimeter Setting

Max Kts	MDA(H)
90	1140' (589')-1
120	
140	1140' (589')-1 1/2
165	1220' (669')-2

TERPS AMEND 1 29 JUL 2010

CHANGES: Procedure.

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BRIEFING STRIP™

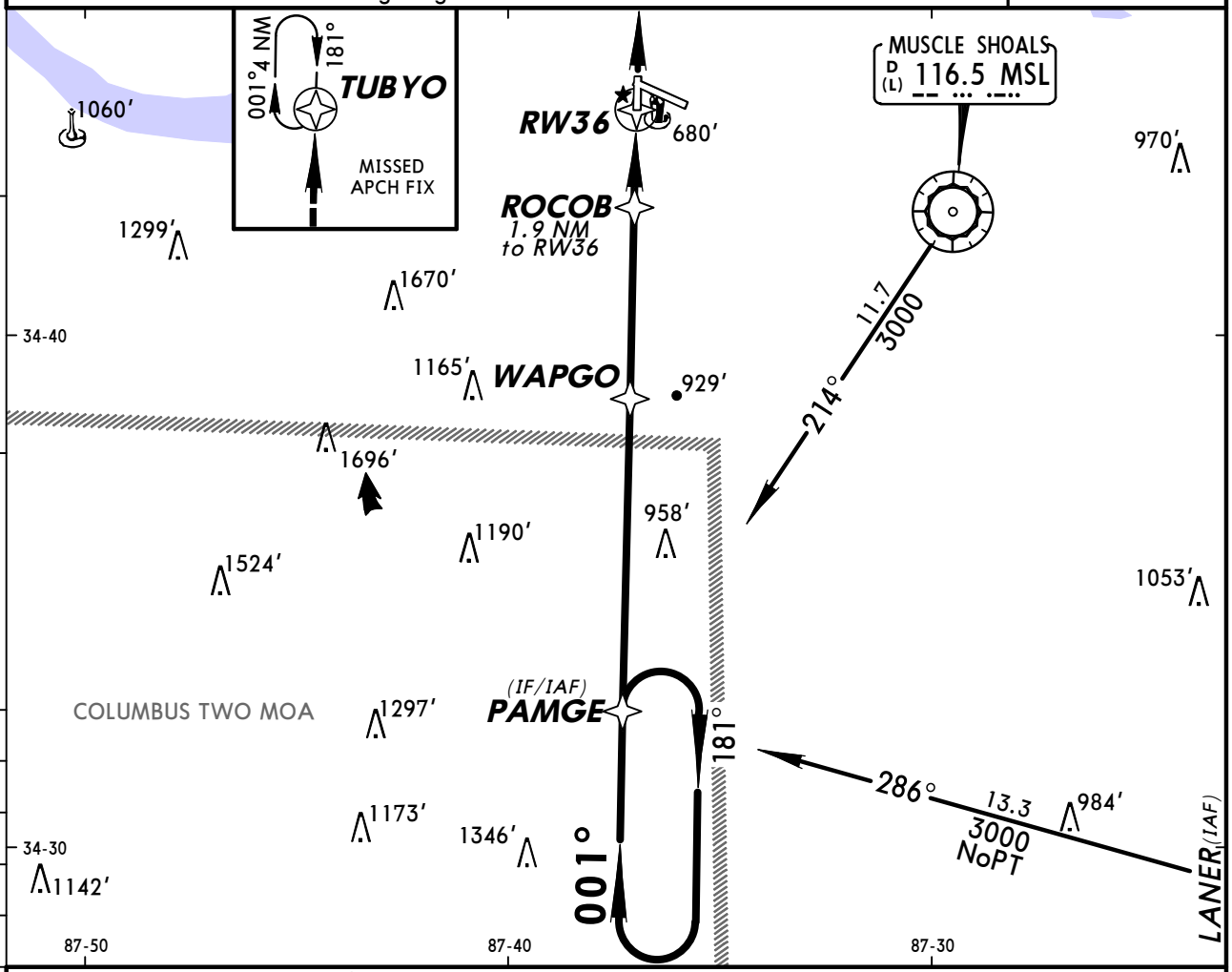
ASOS	MEMPHIS Center	ANNISTON Radio	NORTHWEST ALABAMA REGL UNICOM
119.42	120.8	122.4	CTAF 123.05

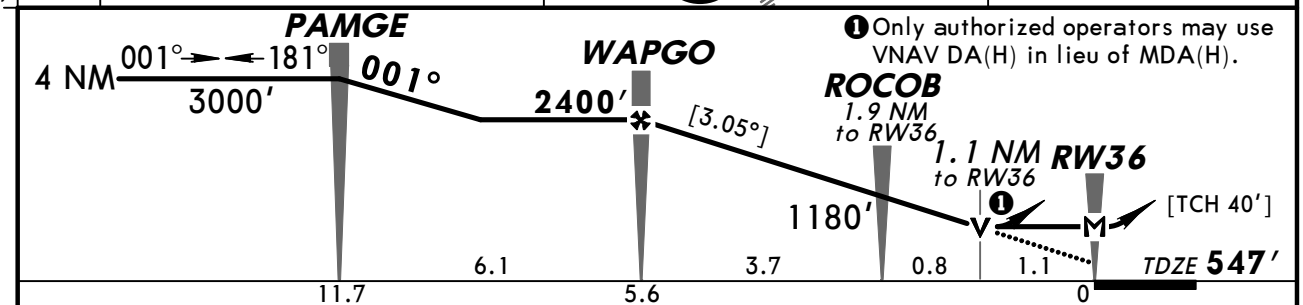
RNAV	Final Apch Crs	Minimum Alt WAPGO	LNAV MDA(H)	Apt Elev 551′
	001°	2400′ (1853′)	940′ (393′)	TDZE 547′

MISSED APCH: Climb to 3000′ direct TUBYO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME/DME RNP-0.30 not authorized. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.05.

3200′
MSA RW36





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.05°]	378	486	540	648	755	863
MAP at RW36						

PAPI-L | 3000′ ↑ | D→ | TUBYO

STRAIGHT-IN LANDING RWY 36 LNAV MDA(H) 940′(393′)		CIRCLE-TO-LAND Not Authorized at Night to Rwy 18	
		Max Kts	MDA(H)
A	1	90	1040′(489′)-1
B		120	
C		140	1040′(489′)-1½
D	1¼	165	1100′(549′)-2

TERPS AMEND 0A

CHANGES: Airport elevation.

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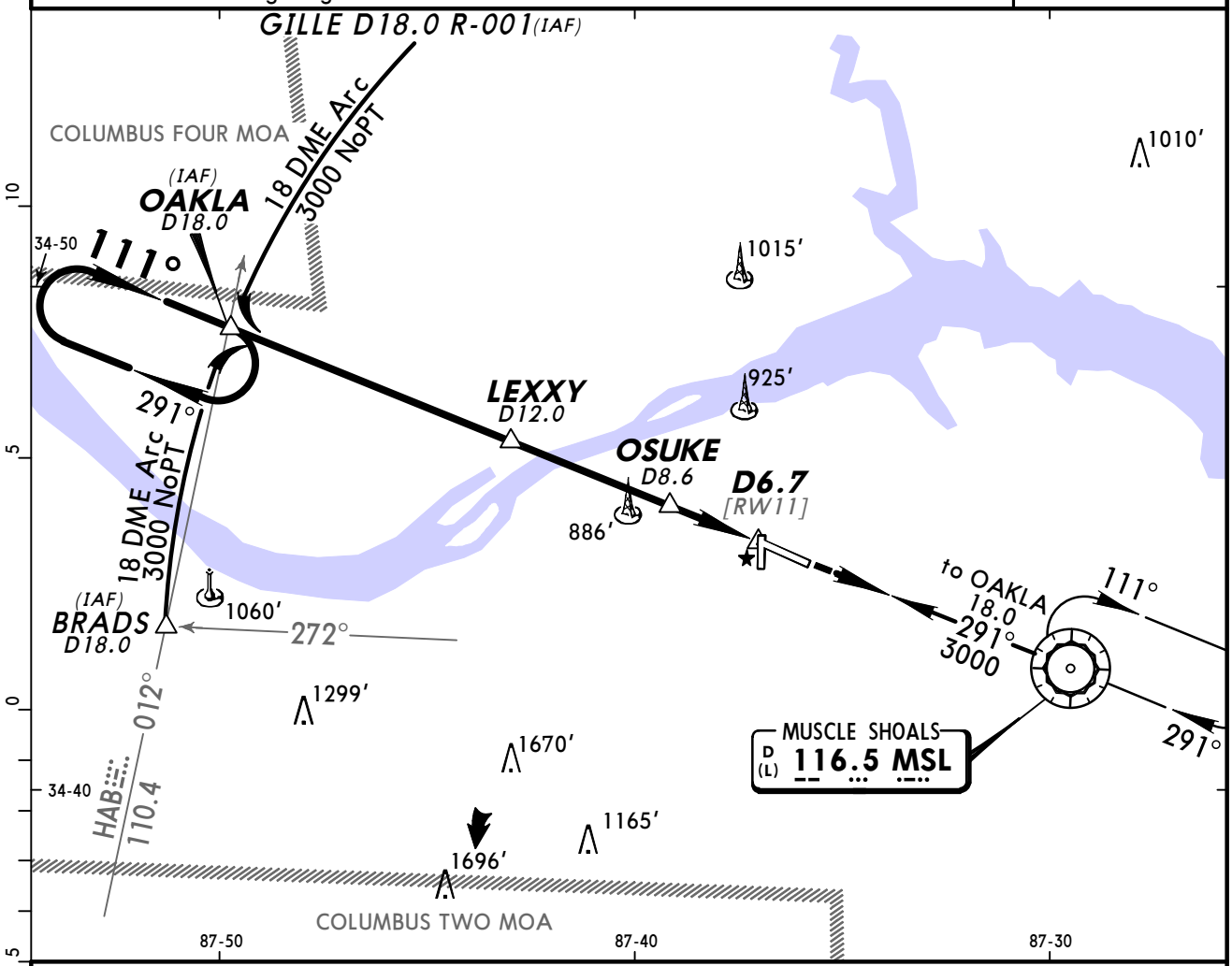
ASOS	MEMPHIS Center	ANNISTON Radio	NORTHWEST ALABAMA REGL UNICOM
119.42	120.8	122.4	CTAF 123.05

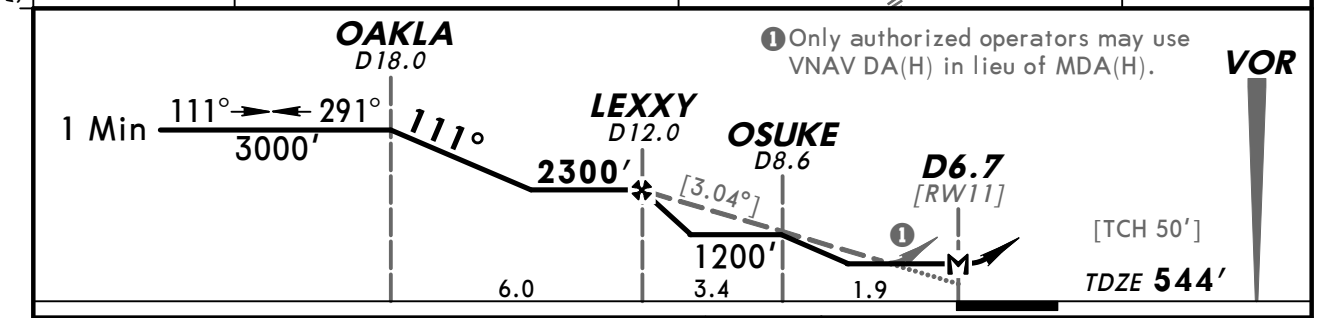
VOR MSL	Final Apch Crs	Minimum Alt LEXXY	MDA(H)	Apt Elev 550′
116.5	111°	2300′ (1756′)	940′ (396′)	TDZE 544′

MISSED APCH: Climb to 2400′ direct MSL VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 123.05.

MSA MSL VOR: 180° 3200′; 270° 2700′





Gnd Speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at D6.7						

REIL
VASI-R

2400′ ↑

D

MSL 116.5

STRAIGHT-IN LANDING RWY 11

MDA(H) 940′ (396′)

A	1
B	1
C	1
D	1¼

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 18

Max Kts	MDA(H)
90	1040′ (490′)-1
120	1040′ (490′)-1½
140	1040′ (490′)-1½
165	1100′ (550′)-2

AMEND 6 TERPS

CHANGES: None.

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KMSL/MSL
NORTHWEST ALABAMA REGL

JEPPESEN 20 FEB 09 (13-2)

MUSCLE SHOALS, ALA
VOR Rwy 29

BRIEFING STRIP™

ASOS	MEMPHIS Center	ANNISTON Radio	NORTHWEST ALABAMA REGL UNICOM
119.42	120.8	122.4	CTAF 123.05

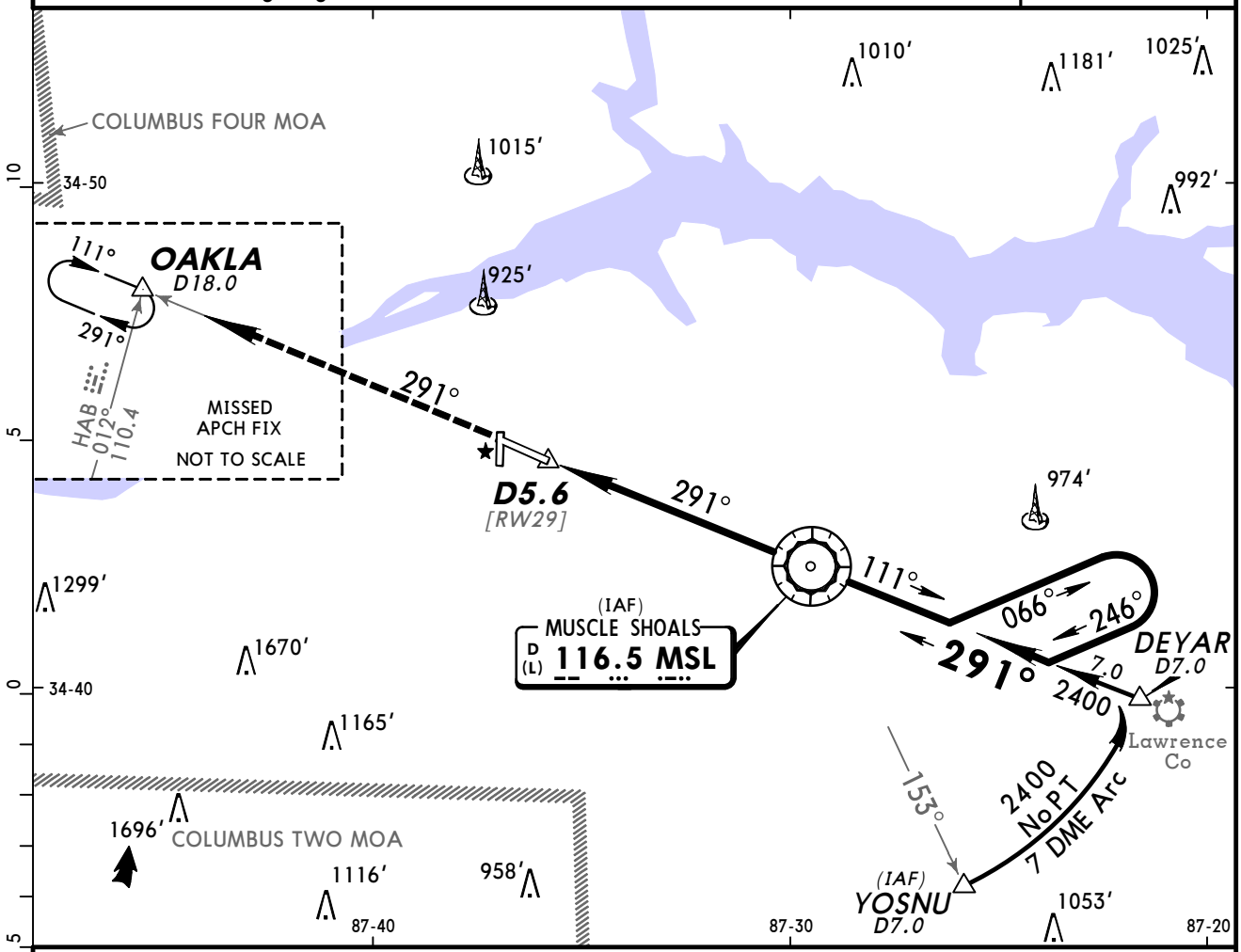
VOR MSL	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 550′ / TDZE
116.5	291°	2400′ (1850′)	960′ (410′)	550′

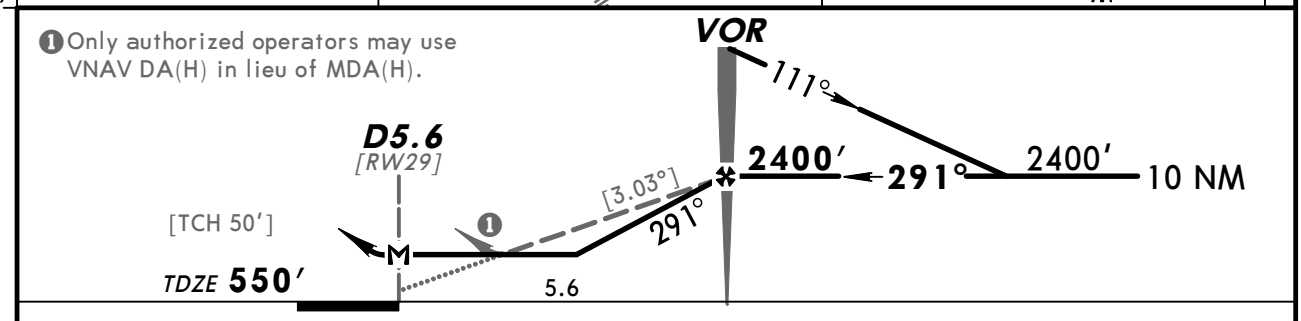
MISSED APCH: Climb to 3000′ outbound via MSL VOR R-291 to OAKLA INT/D18.0 and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Pilot controlled lighting 123.05.

MSA MSL VOR: 180° 3200′; 270° 2700′





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.03°]	375	482	536	643	750	858
MAP at D5.6 or VOR to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06

MALSR

3000′ via MSL 116.5 R-291

OAKLA

STRAIGHT-IN LANDING RWY 29

MDA(H) 960′ (410′)

		RAIL out	ALS out
A	1/2	3/4	1
B			
C	3/4	1 1/4	
D	1		

CIRCLE-TO-LAND

Not Authorized at Night to Rwy 18

Max Kts	MDA(H)
90	1040′ (490′) -1
120	
140	1040′ (490′) -1 1/2
165	1100′ (550′) -2

AMEND 27A TERPS

CHANGES: Entry altitude note deleted.

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General Information

Location: Monroeville AL USA
IATA Code: MVC
Lat/Long: N31° 27.5' W087° 21.1'
Elevation: 419 ft

Airport Use: Public
Magnetic Variation: 2.3°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Repair Types: Minor Airframe
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1219 Z
Sunset: 2346 Z,

Runway Information

Runway: 03
Length x Width: 6028 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 417 ft
Lighting: Edge, REIL
Stopway: 200 ft

Runway: 21
Length x Width: 6028 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 419 ft
Lighting: Edge, REIL
Stopway: 110 ft

Communication Information

Monroe Co Unicom 123.0 CTAF PCL
Anniston Flight Service Station 122.1 RCO
Anniston Flight Service Station 116.8 RCO
Atlanta Center 118.55 Remote Communications Air-Ground

KMVC/MVC

Apt Elev **419′**

N31 27.5 W087 21.1

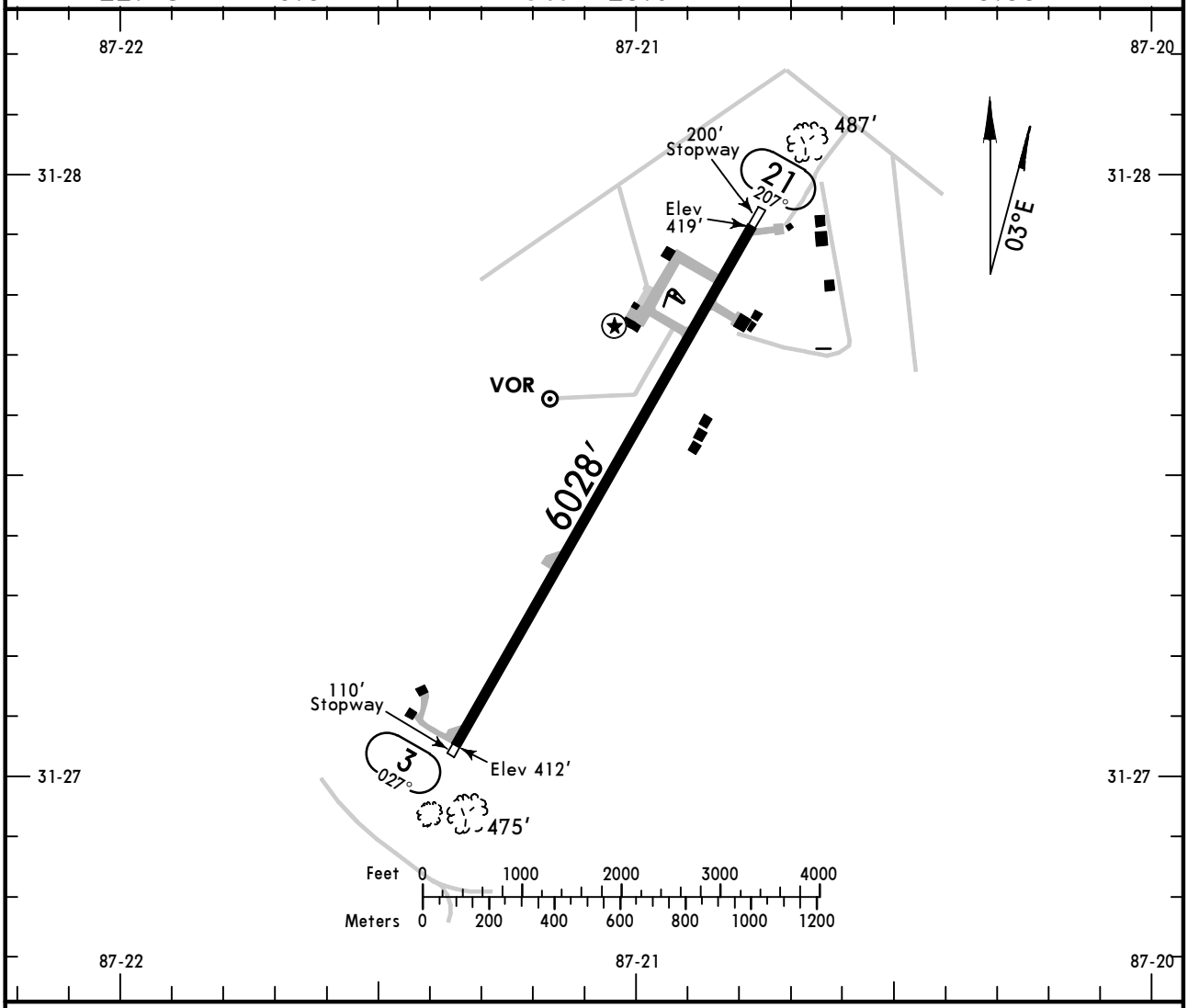
JEPPESEN

15 MAY 09 (10-9)

MONROEVILLE, ALA

MONROE CO

ANNISTON Radio	MONROE CO UNICOM	ATLANTA Center (R)
122.1G 116.8T	CTAF 123.0	118.55



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
3 21	MIRL ❶ REIL ❶ PAPI-L (angle 3.0°)				100′

❶ Activate on 123.0.

	TAKE-OFF All Rwys Adequate Vis Ref	STD	FOR FILING AS ALTERNATE	
1 & 2 Eng	1/4	1	A B	NA
3 & 4 Eng		1/2	C D	

AMEND 0

CHANGES: PAPI added.

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MONROEVILLE, ALA
RNAV (GPS) Rwy 3

ATLANTA Center (R)	ANNISTON Radio		MONROE CO UNICOM
118.55	122.1G	116.8T	CTAF 123.0

BRIEFING STRIP ™

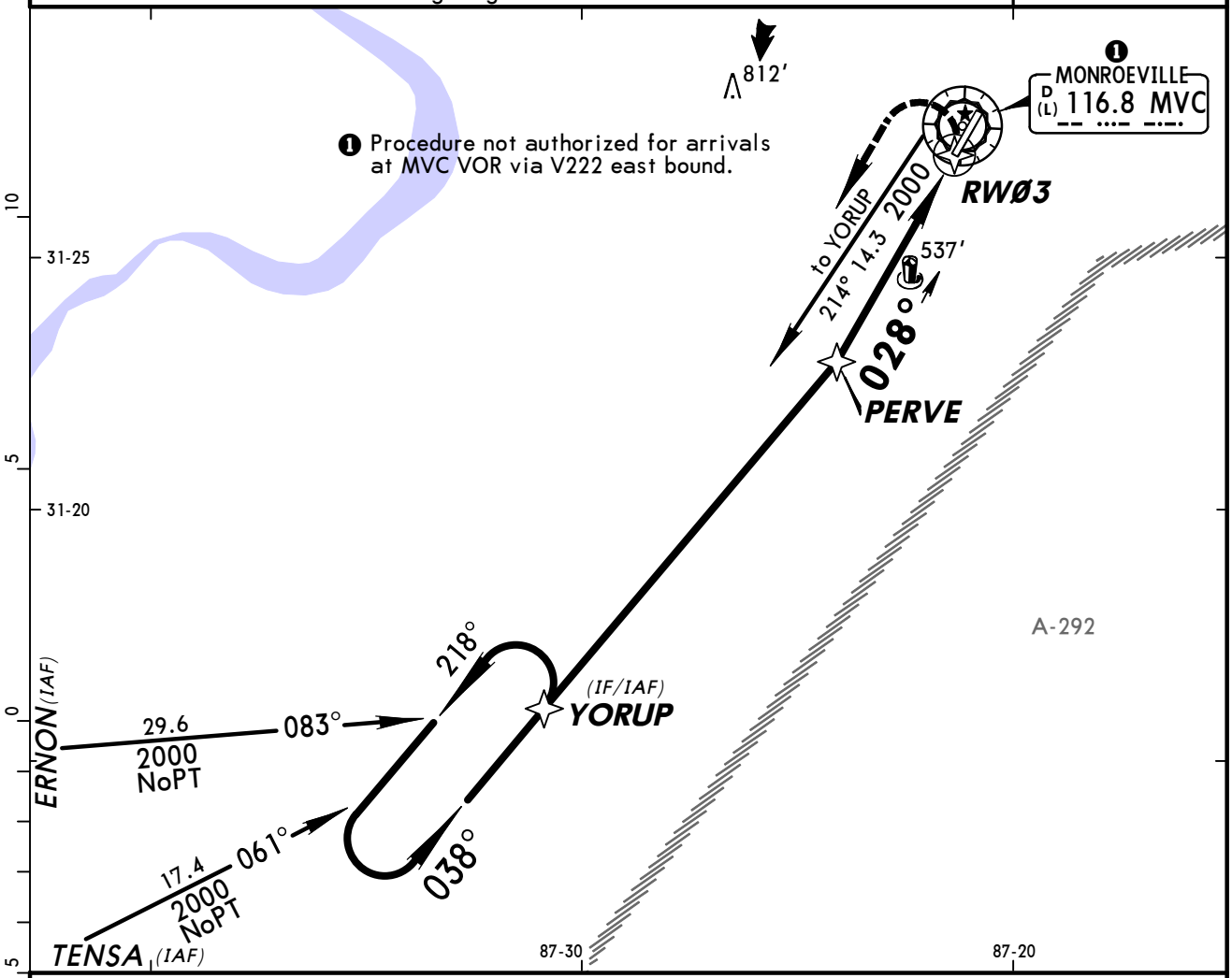
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 419′
	028°	PERVE 2000′ (1583′)	(CONDITIONAL) 840′ (423′)	TDZE 417′

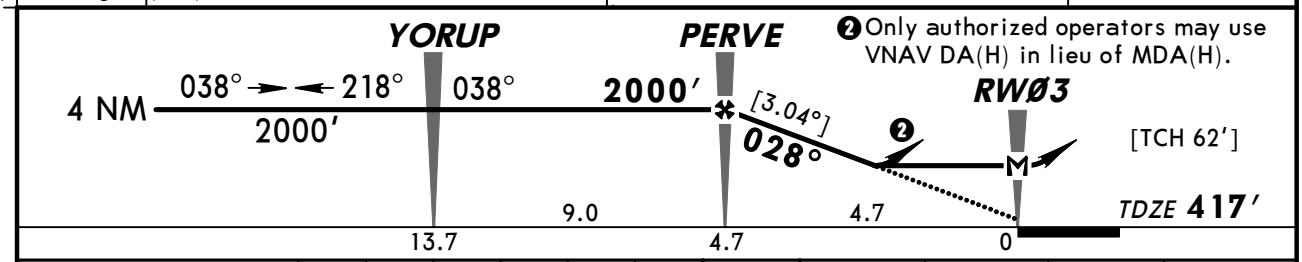
MISSED APCH: Climbing LEFT turn to 2000′ direct YORUP and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Middleton altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 123.0.

2000′
MSA RWØ3





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RWØ3						

REIL
PAPI-L
2000′ LT
YORUP

TERPS AMEND OA

	STRAIGHT-IN LANDING RWY 3 LNAV: MDA(H) 840′ (423′) With Local Altimeter Setting	MDA(H) 900′ (483′) With Middleton Altimeter Setting	CIRCLE-TO-LAND: Max Kts	With Local Altimeter Setting MDA(H)	With Middleton Altimeter Setting MDA(H)
A	1	1	90	840′ (421′)-1	900′ (481′)-1
B			120	880′ (461′)-1	
C	1¼	1¼	140	920′ (501′)-1½	980′ (561′)-1½
D		1½	165	980′ (561′)-2	1020′ (601′)-2

CHANGES: None.

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MONROEVILLE, ALA
RNAV (GPS) Rwy 21

ATLANTA Center (R)	ANNISTON Radio		MONROE CO UNICOM
118.55	122.1G	116.8T	CTAF 123.0

RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 419′
	208°	JALES 2000′ (1581′)	880′ (461′)	TDZE 419′

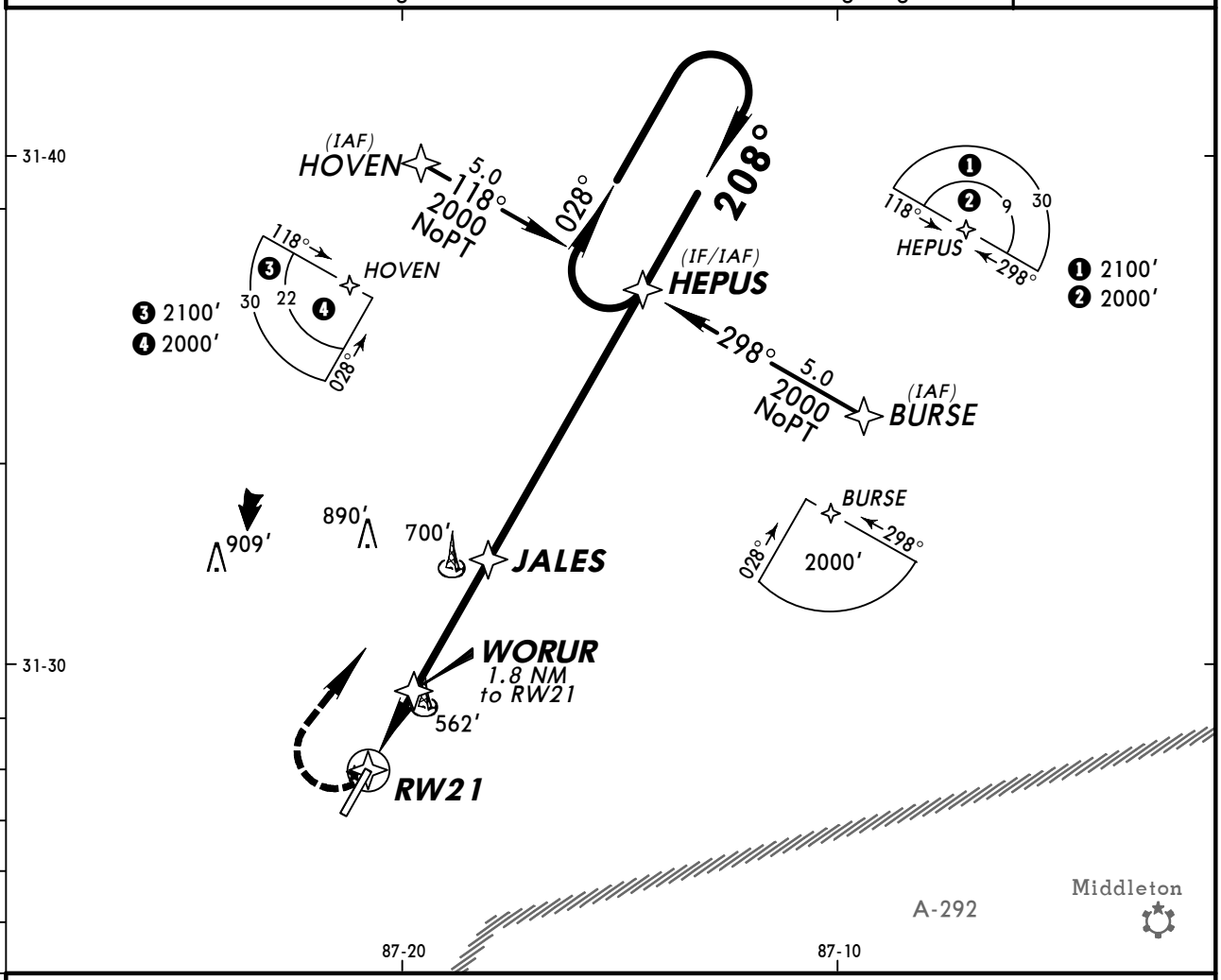
MISSED APCH: Climbing RIGHT turn to 2000′ direct HEPUS and hold.

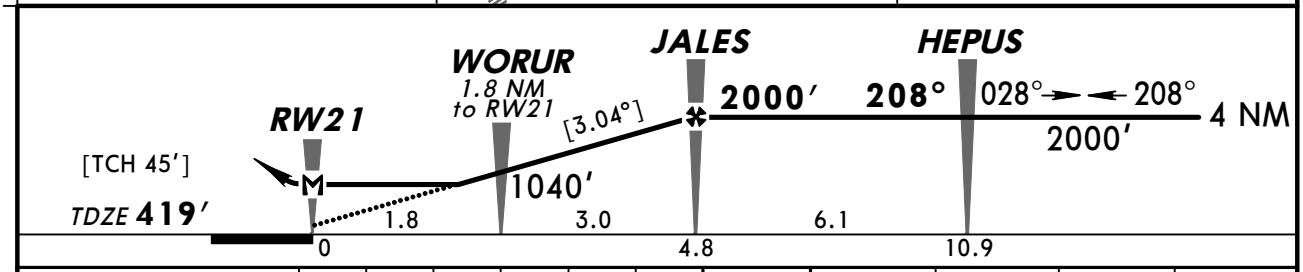
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Middleton altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 123.0.

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW21						

REIL
PAPI-L

2000′ RT

HEPUS

STRAIGHT-IN LANDING RWY 21 LNAV			CIRCLE-TO-LAND		
	MDA(H) 880′ (461′) With Local Altimeter Setting	MDA(H) 940′ (521′) With Middleton Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Middleton Altimeter Setting MDA(H)
A	1	1	90	880′ (461′)-1	940′ (521′)-1
B			120		
C	1¼	1½	140	920′ (501′)-1½	980′ (561′)-1½
D	1½	1¾	165	980′ (561′)-2	1020′ (601′)-2

TERPS AMEND 0

CHANGES: PAPI added.

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ATLANTA Center (R)	ANNISTON Radio		MONROE CO UNICOM
118.55	122.1G	116.8T	CTAF 123.0

BRIEFING STRIP™

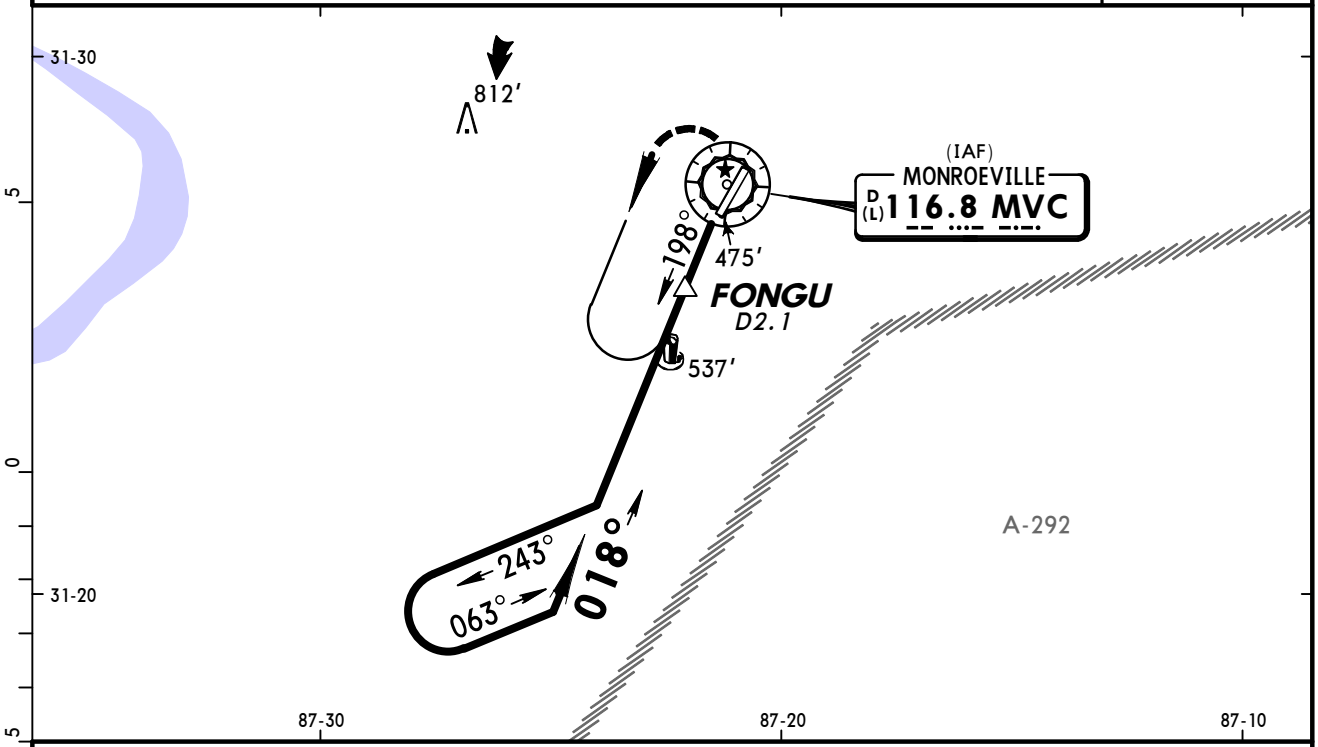
VOR	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 419′
MVC 116.8	018°		820′ (403′)	TDZE 417′

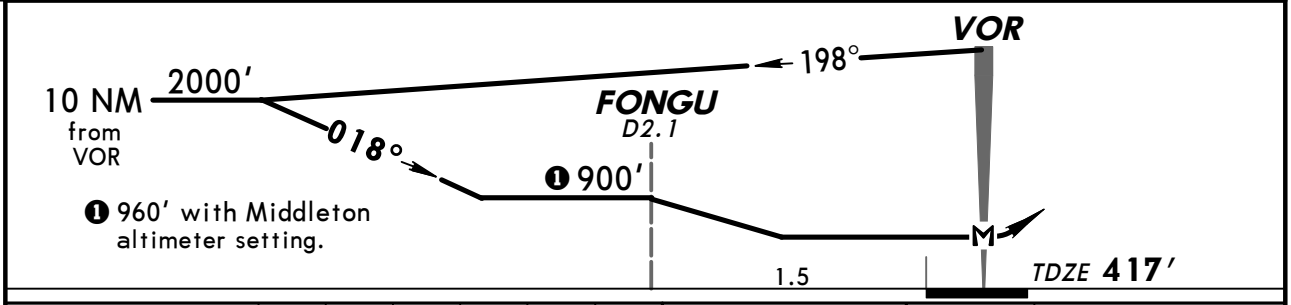
MISSED APCH: Climbing LEFT turn to 2000′ in MVC VOR holding pattern.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Middleton altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.0.

2000′
MSA MVC VOR





MAP at VOR								REIL PAPI-L	2000′ LT in MVC 116.8 HOLDING PATTERN

STRAIGHT-IN LANDING RWY 3	With FONGU	Without FONGU	CIRCLE-TO-LAND	Max Kts	With FONGU	Without FONGU
	With Local Altimeter Setting				With Local Altimeter Setting	
	MDA(H) 820′ (403′)	MDA(H) 900′ (483′)			MDA(H)	MDA(H)
A	1	1		90	840′ (421′) - 1	900′ (481′) - 1
B				120	880′ (461′) - 1	
C	1¼	1¼		140	920′ (501′) - 1½	920′ (501′) - 1½
D		1½		165	980′ (561′) - 2	980′ (561′) - 2

	With Middleton Altimeter Setting				With Middleton Altimeter Setting	
	MDA(H) 880′ (463′)	MDA(H) 960′ (543′)		Max Kts	MDA(H)	MDA(H)
A	1	1		90	900′ (481′) - 1	960′ (541′) - 1
B				120	940′ (521′) - 1	
C	1¼	1½		140	980′ (561′) - 1½	980′ (561′) - 1½
D	1½	1¾		165	1040′ (621′) - 2	1040′ (621′) - 2

AMEND 9 TERPS

CHANGES: None.

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BRIEFING STRIP TM

ATLANTA Center (R)	ANNISTON Radio		MONROE CO UNICOM
118.55	122.1G	116.8T	CTAF 123.0

VOR MVC	Final Apch Crs	No FAF	MDA(H) (CONDITIONAL)	Apt Elev 419′
116.8	**215°**		**880′** *(461′)*	TDZE **419′**

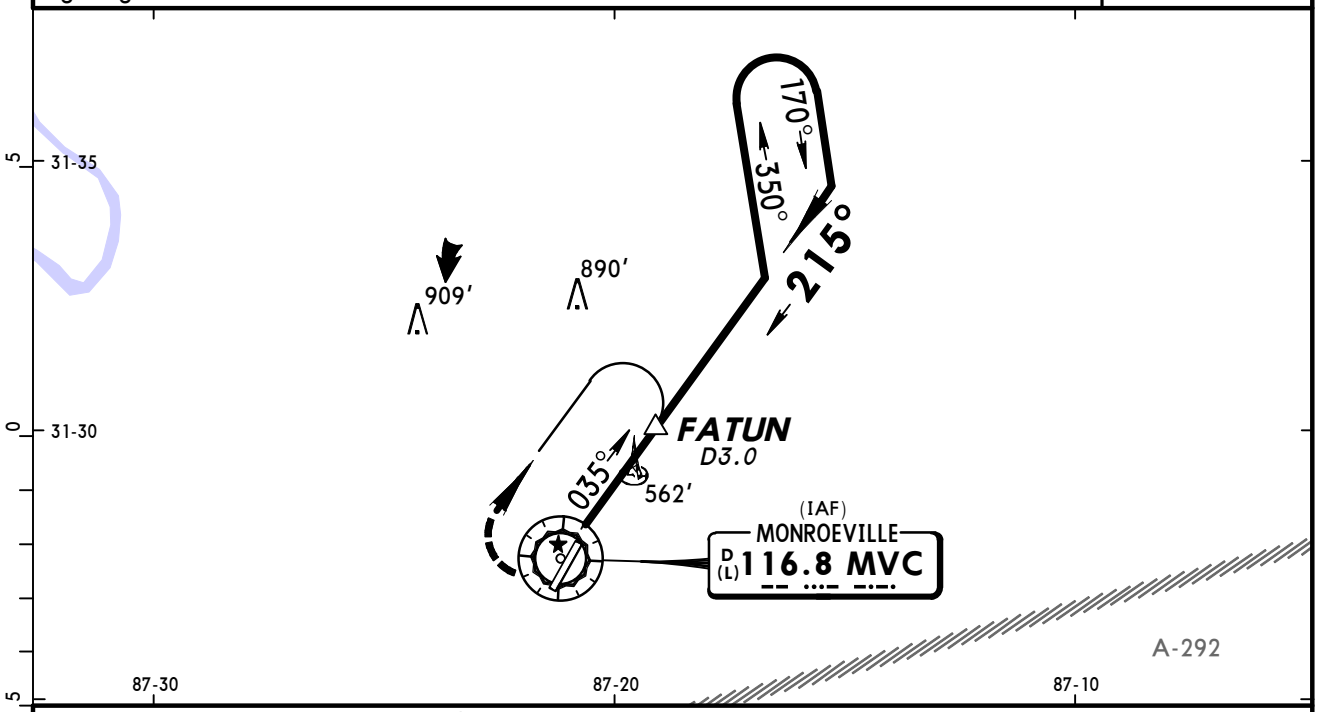
MISSED APCH: Climbing RIGHT turn to 2000′ in MVC VOR holding pattern.

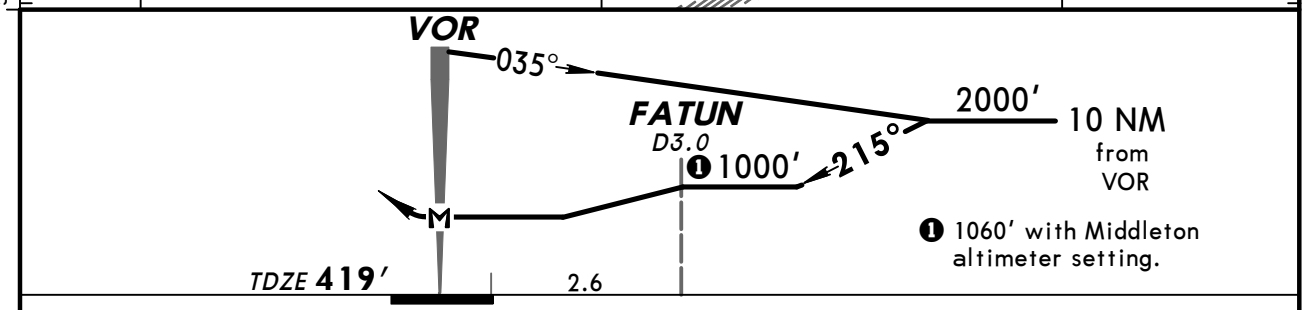
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Obtain local altimeter setting on CTAF; if not received, use Middleton altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.0.

2000′

MSA MVC VOR





								REIL PAPI-L	2000′ RT	in MVC 116.8 HOLDING PATTERN
MAP at VOR										

	STRAIGHT-IN LANDING RWY 21 With FATUN	STRAIGHT-IN LANDING RWY 21 Without FATUN	Max Kts	CIRCLE-TO-LAND With FATUN MDA(H)	CIRCLE-TO-LAND Without FATUN MDA(H)
	With Local Altimeter Setting			With Local Altimeter Setting	
	MDA(H) **880′** *(461′)*	MDA(H) **1000′** *(581′)*			
A	1	1	90	880′ *(461′)*-1	1000′ *(581′)*-1
B			120		
C	1¼	1½	140	920′ *(501′)*-1½	1000′ *(581′)*-1½
D	1½	1¾	165	980′ *(561′)*-2	1000′ *(581′)*-2
	With Middleton Altimeter Setting			With Middleton Altimeter Setting	
	MDA(H) **940′** *(521′)*	MDA(H) **1060′** *(641′)*			
A	1	1	90	940′ *(521′)*-1	1060′ *(641′)*-1
B			120		
C	1½	1¾	140	980′ *(561′)*-1½	1060′ *(641′)*-1¾
D	1¾	2	165	1040′ *(621′)*-2	1060′ *(641′)*-2

AMEND 9 TERPS

CHANGES: PAPI added.

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General Information

Location: Montgomery AL USA
IATA Code: MXF
Lat/Long: N32° 23.0' W086° 21.9'
Elevation: 171 ft

Airport Use: Military
Magnetic Variation: 3.1°W
Sectional Chart: Atlanta

Fuel Types: Jet 4
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1216 Z
Sunset: 2341 Z,

Runway Information

Runway: 15
Length x Width: 8013 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 171 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 33
Length x Width: 8013 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 166 ft
Lighting: Edge
Stopway: 1000 ft

Communication Information

ATIS 134.7
Maxwell Tower Tower 118.15
Maxwell Ground Control 127.15
Montgomery Approach Control 124.0 Initial Contact
Montgomery Approach Control 121.2
Montgomery TRSA 124.0
Montgomery TRSA 121.2
Montgomery Departure Control 124.0
Montgomery Departure Control 121.2

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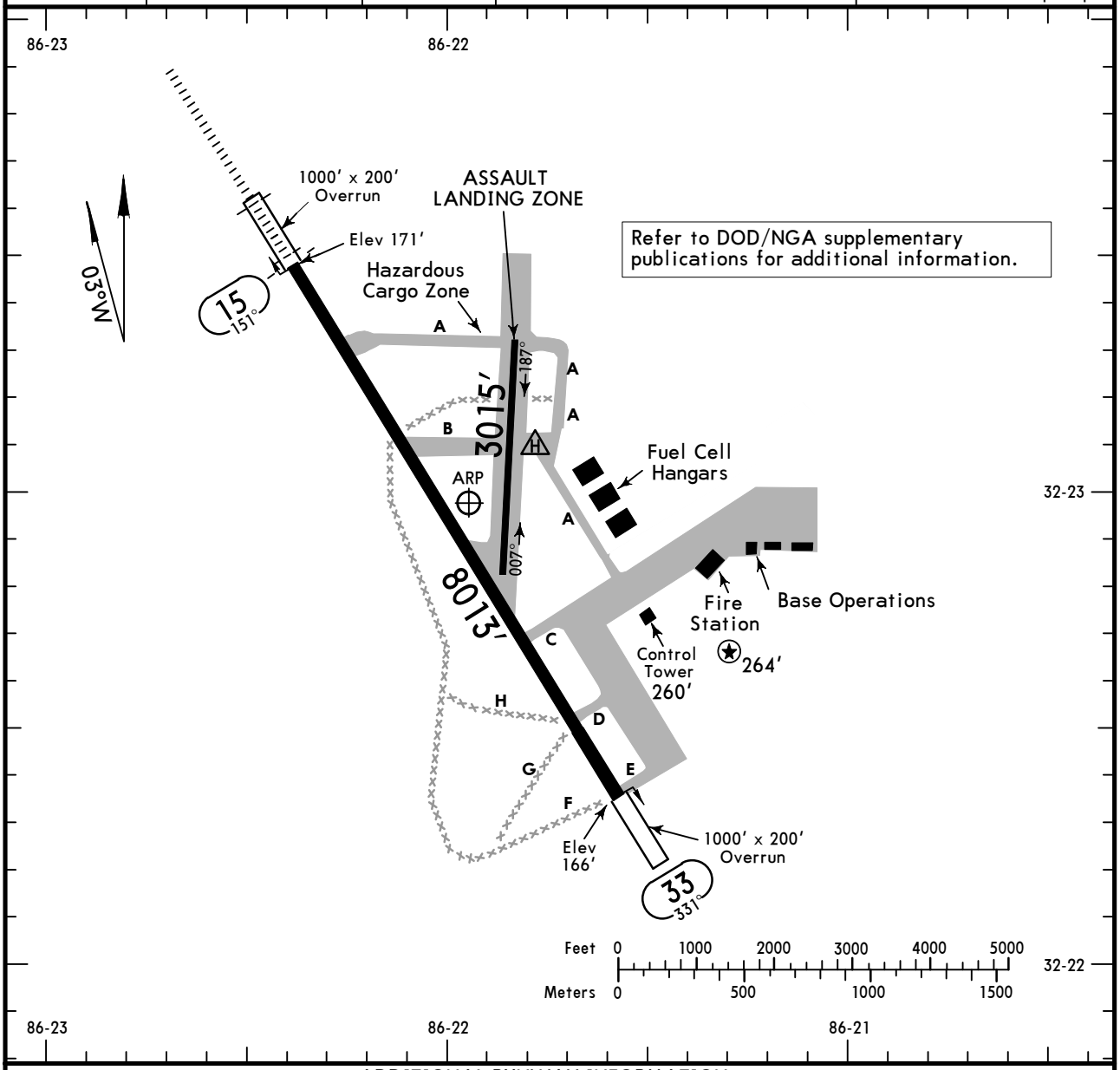
Montgomery Radar 121.2
Maxwell AFB Operations 139.3 Military
Atlanta Center 120.55 Remote Communications Air-Ground

*ATIS	*MAXWELL Ground	*Tower	*MONTGOMERY Departure (R)		ATLANTA Center (R)
134.7	127.15	118.15	North 121.2	South 124.0	120.55 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND: Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL ALSF-1 PAPI-R RVR				150′
33	HIRL PAPI-L				
007° ❶ 187°	Assault Landing Zone				60′

❶ Paved landing zone 007/187. Visual landing zone marker panels and HIRL are non-standard.

TAKE-OFF

	Rwy 33 Adequate Vis Ref	Rwy 33 STD	Rwy 15 With Mim climb of 330′/NM to 1400′ Adequate Vis Ref	Rwy 15 With Mim climb of 330′/NM to 1400′ STD	Rwy 15 With Mim climb of 280′/NM to 1400′
1 & 2 Eng	¼	1	RVR 16 or ¼	RVR 50 or 1	200-1¼
3 & 4 Eng		½		RVR 24 or ½	

FOR FILING AS ALTERNATE

	Precision	Non-Precision
A, B, C, D	600-2	800-2

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

CHANGES: Notes.

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KMXF/MXF
MONTGOMERY, ALA

JEPPESEN

23 DEC 11 (31-1)

MAXWELL AFB
ILS or LOC DME Rwy 15

*ATIS	*MONTGOMERY Approach (R)	ATLANTA Center (R)	*MAXWELL Tower	*Ground
134.7	121.2	120.55 when App inop.	118.15	127.15

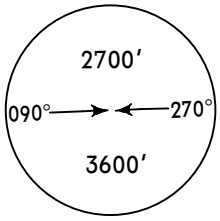
BRIEFING STRIP™

LOC IMXF	Final Apch Crs	GS WOTGO	ILS DA(H)	Apt Elev 171′
109.3	150°	2000′ (1829′)	371′ (200′)	TDZE 171′

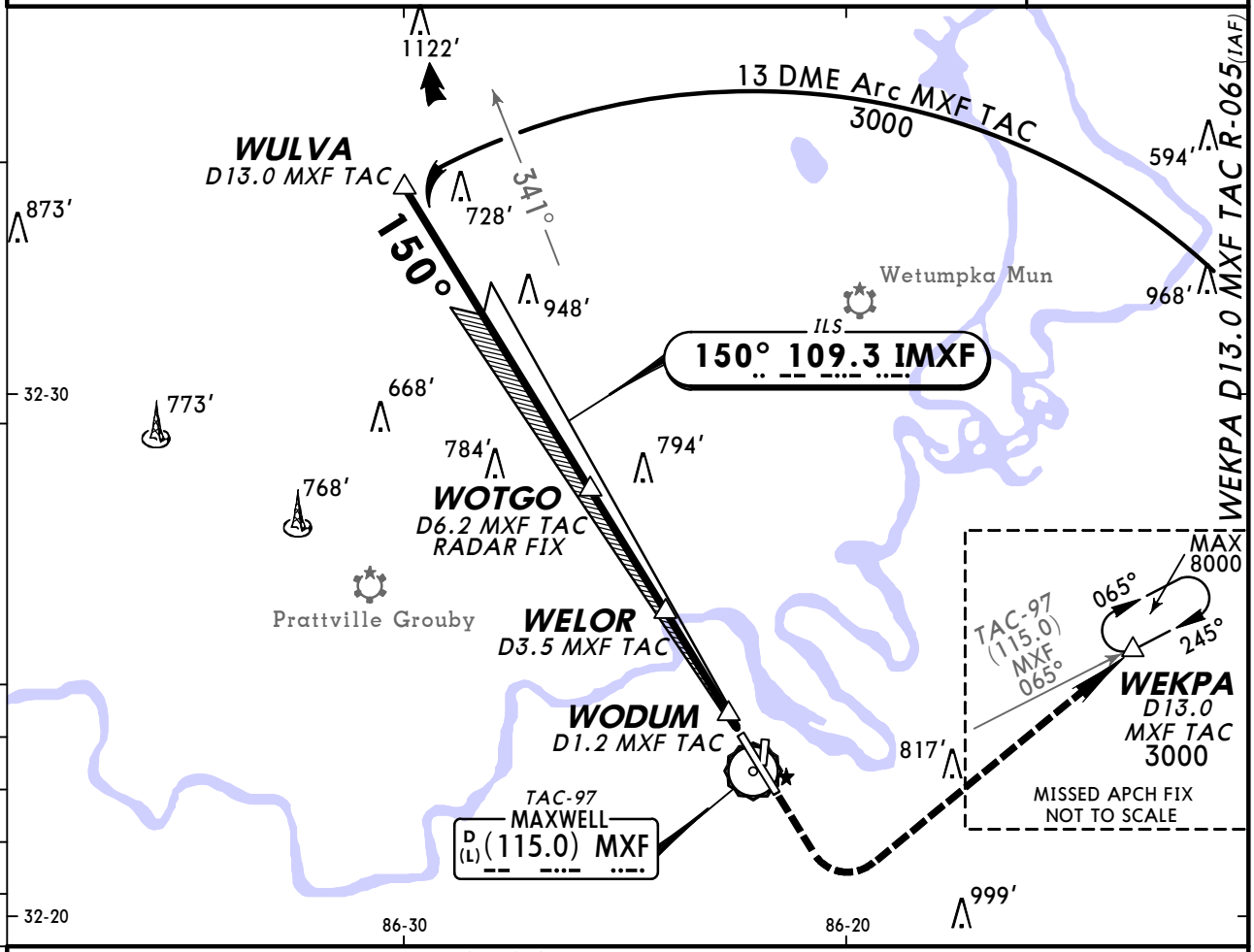
MISSED APCH: Climb to 1000′ then climbing LEFT turn to 3000′ direct WEKPA and hold.

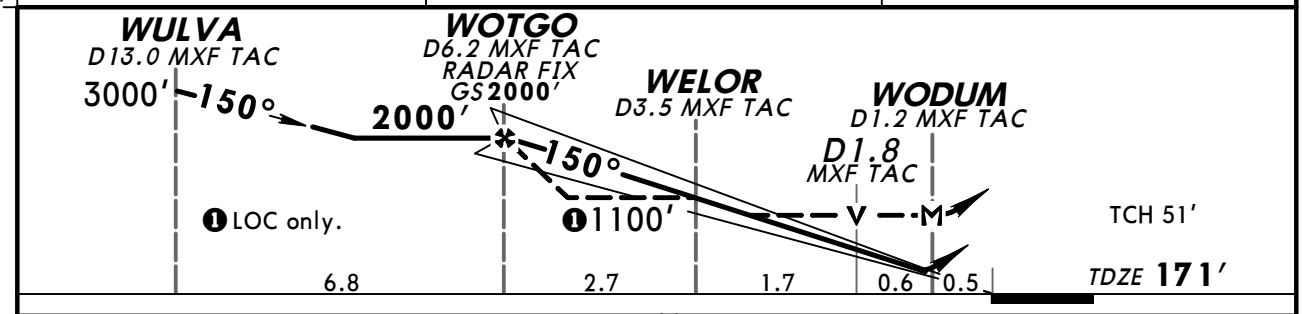
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. RADAR or DME required. 2. EMERG SAFE ALT WITHIN 100 NM 5100′.
3. VGSI TCH is more than 3 feet from procedure TCH. 4. Missed approach requires ATC RADAR monitoring.



MSA MXF TAC





Gnd speed-Kts	70	90	100	120	140	160
GS 3.00°	372	478	531	637	743	849
MAP at WODUM or WOTGO to MAP 5.0	4:17	3:20	3:00	2:30	2:09	1:53

ALSF-I PAPI | 1000′ | 3000′ LT | D | WEKPA

Military STRAIGHT-IN LANDING RWY 15

	ILS DA(H) 371′(200′) FULL	ILS DA(H) 371′(200′) ALS out	LOC (GS out) MDA(H) 540′(369′)	LOC (GS out) MDA(H) 540′(369′) ALS out
A	RVR 24 or ½	RVR 40 or ¾	RVR 24 or ½	RVR 55 or 1
B				
C			RVR 35 or ⅝	
D				

CIRCLE-TO-LAND
Not Authorized East of Rwy 15-33

Max Kts.	MDA(H)
90	680′(509′)-1
120	
140	680′(509′)-1½
165	740′(569′)-2

TERPS AMEND 3

CHANGES: None.

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General Information

Location: Selma AL USA
IATA Code: SEM
Lat/Long: N32° 20.6' W086° 59.3'
Elevation: 166 ft

Airport Use: Public
Magnetic Variation: 2.6°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1218 Z
Sunset: 2343 Z,

Runway Information

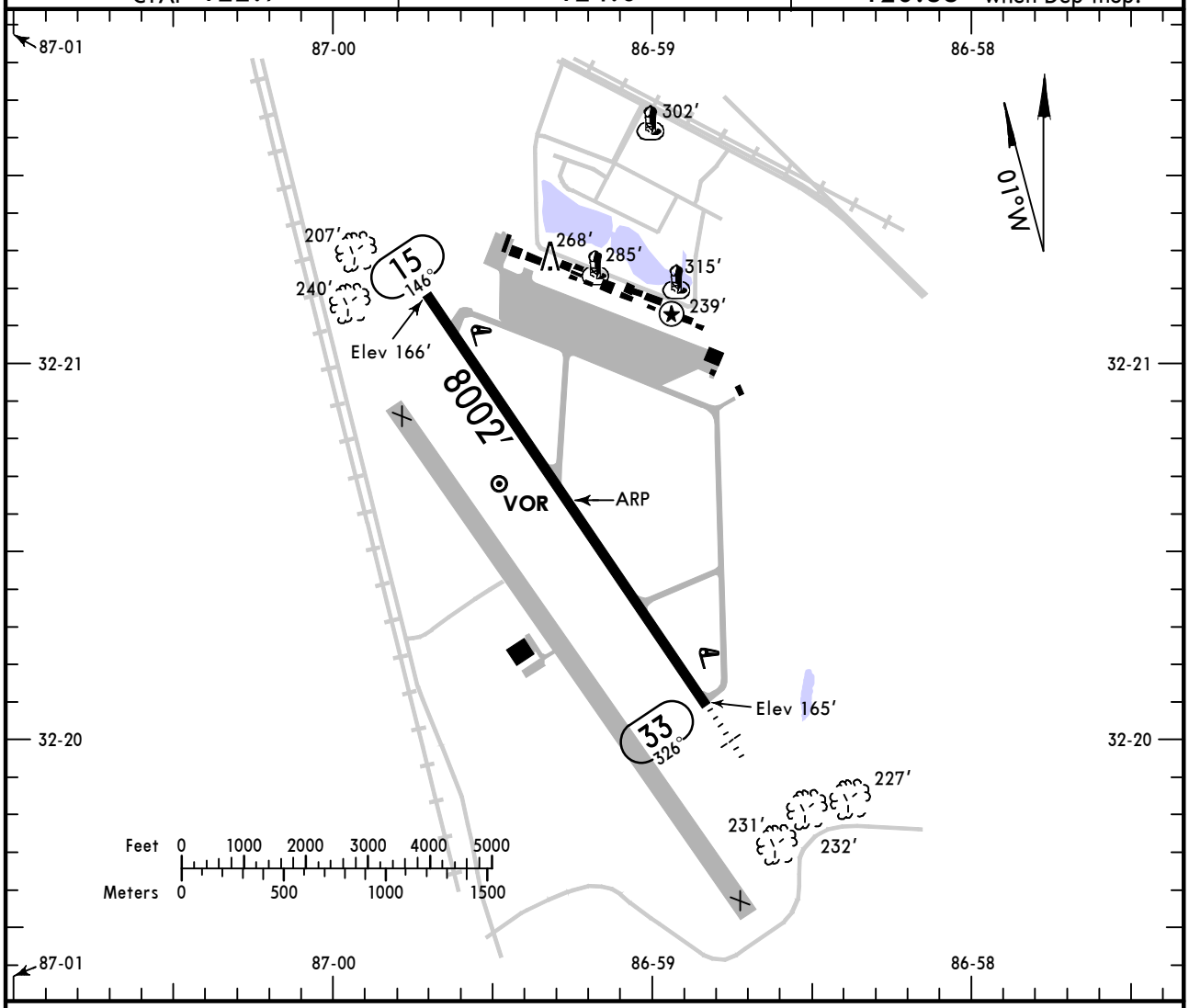
Runway: 15
Length x Width: 8002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 166 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 33
Length x Width: 8002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 165 ft
Lighting: Edge, ALS, REIL, Pilot controlled

Communication Information

Craig Unicom 122.7 CTAF PCL
Montgomery Approach Control 124.0
Montgomery Departure Control 124.0
Atlanta Center 120.55 Remote Communications Air-Ground

CRAIG UNICOM	*MONTGOMERY Departure (R)	ATLANTA Center (R)
CTAF 122.7	124.0	120.55 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND — Threshold	Glide Slope	TAKE-OFF	WIDTH
15	HIRL VASI				150′
33	HIRL ❶ MALS VASI		6952′		

❶ Activate on 122.7.

TAKE-OFF			FOR FILING AS ALTERNATE	
	All Rwys			
	Adequate Vis Ref	STD		
1 & 2 Eng	1/4	1	A B	NA
3 & 4 Eng		1/2	C D	

CHANGES: Rwy 33 stopway removed.

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AMEND 2

BRIEFING STRIP™

*MONTGOMERY Approach (R)	ATLANTA Center (R)	CRAIG UNICOM
124.0	120.55 when App inop.	CTAF 122.7

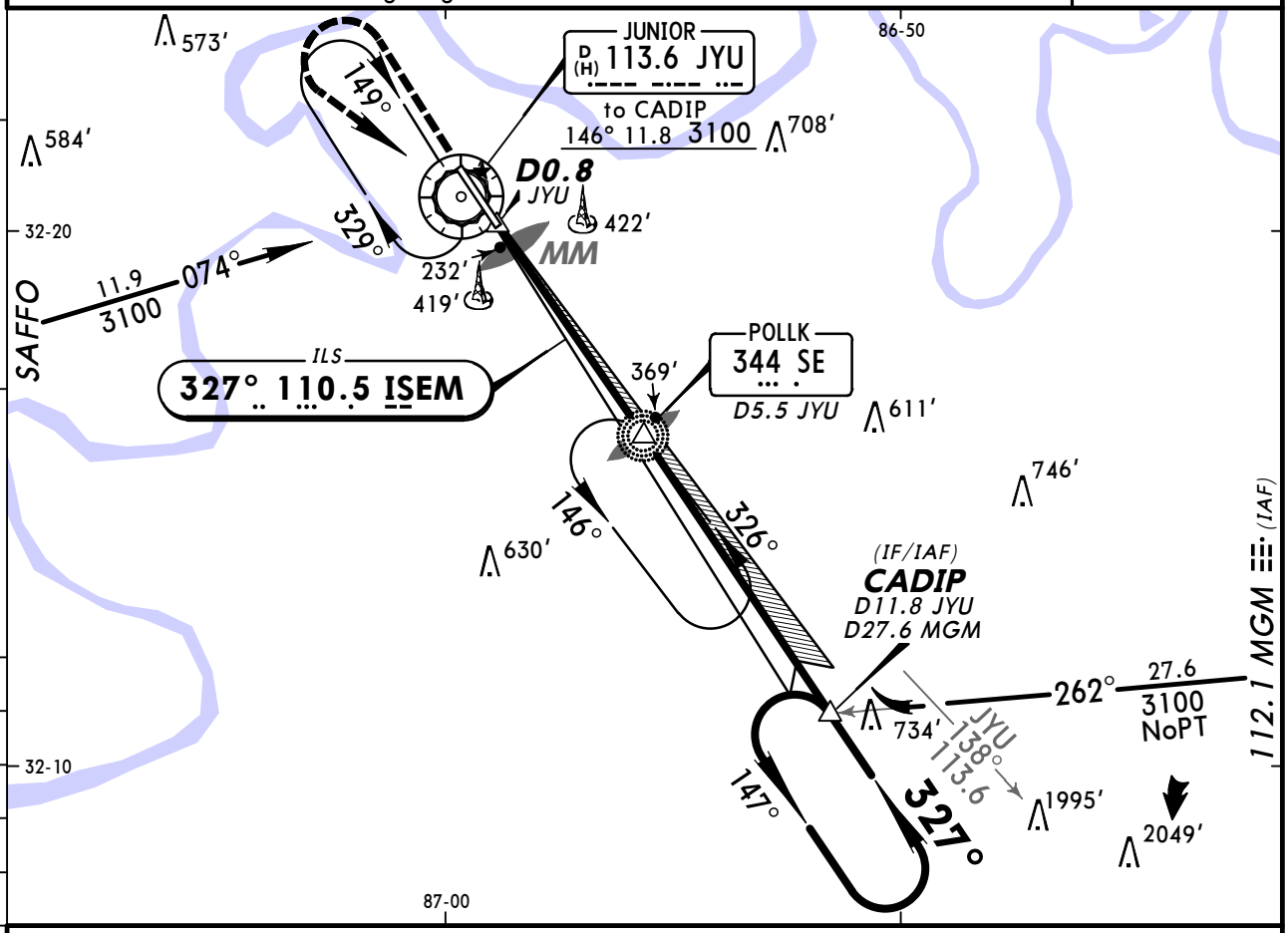
LOC	Final Apch Crs	GS	ILS DA(H) (CONDITIONAL)	Apt Elev 166′
ISEM 110.5	327°	POLLK 1748′ (1583′)	493′ (328′)	TDZE 165′

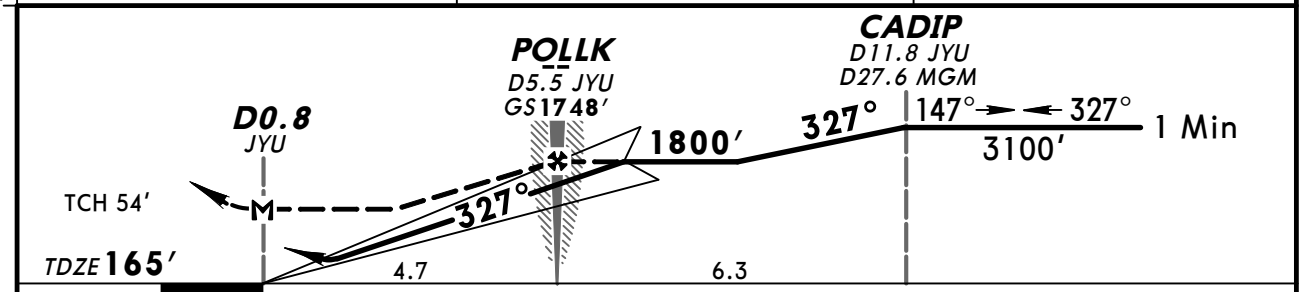
MISSED APCH: Climb to 1300′ then climbing LEFT turn to 3100′ direct JYU VOR and hold, continue climb-in-hold to 3100′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting.
2. VGSI and ILS glidepath not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.7.

3100′
MSA SE LOM





Gnd speed-Kts		70	90	100	120	140	160
GS	3.00°	377	484	538	646	753	861
MAP at D0.8 JYU or POLLK to MAP	4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALS VASI VASI | 1300′ | 3100′ LT | D | JYU 113.6

STRAIGHT-IN LANDING RWY 33

	1 ILS DA(H) 493′ (328′) FULL	1 ILS DA(H) 493′ (328′) ALS out	2 LOC (GS out) MDA(H) 700′ (535′)	2 LOC (GS out) MDA(H) 700′ (535′) ALS out
A	1		¾	1
B				
C			1½	
D			1¾	

CIRCLE-TO-LAND

Max Kts	With Montgomery Altimeter Setting MDA(H)	With Alabaster Altimeter Setting MDA(H)
90	800′ (634′) -1	900′ (734′) -1
120		
140	800′ (634′) -1¾	900′ (734′) -1¾
165	800′ (634′) -2	900′ (734′) -2

TERPS AMEND 1

1 DA(H) 592′ (427′) with Alabaster altimeter setting.
2 MDA(H) 800′ (635′) with Alabaster altimeter setting.

CHANGES: Procedure.

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*MONTGOMERY Approach (R)	ATLANTA Center (R)	CRAIG UNICOM
124.0	120.55 when App inop.	CTAF 122.7

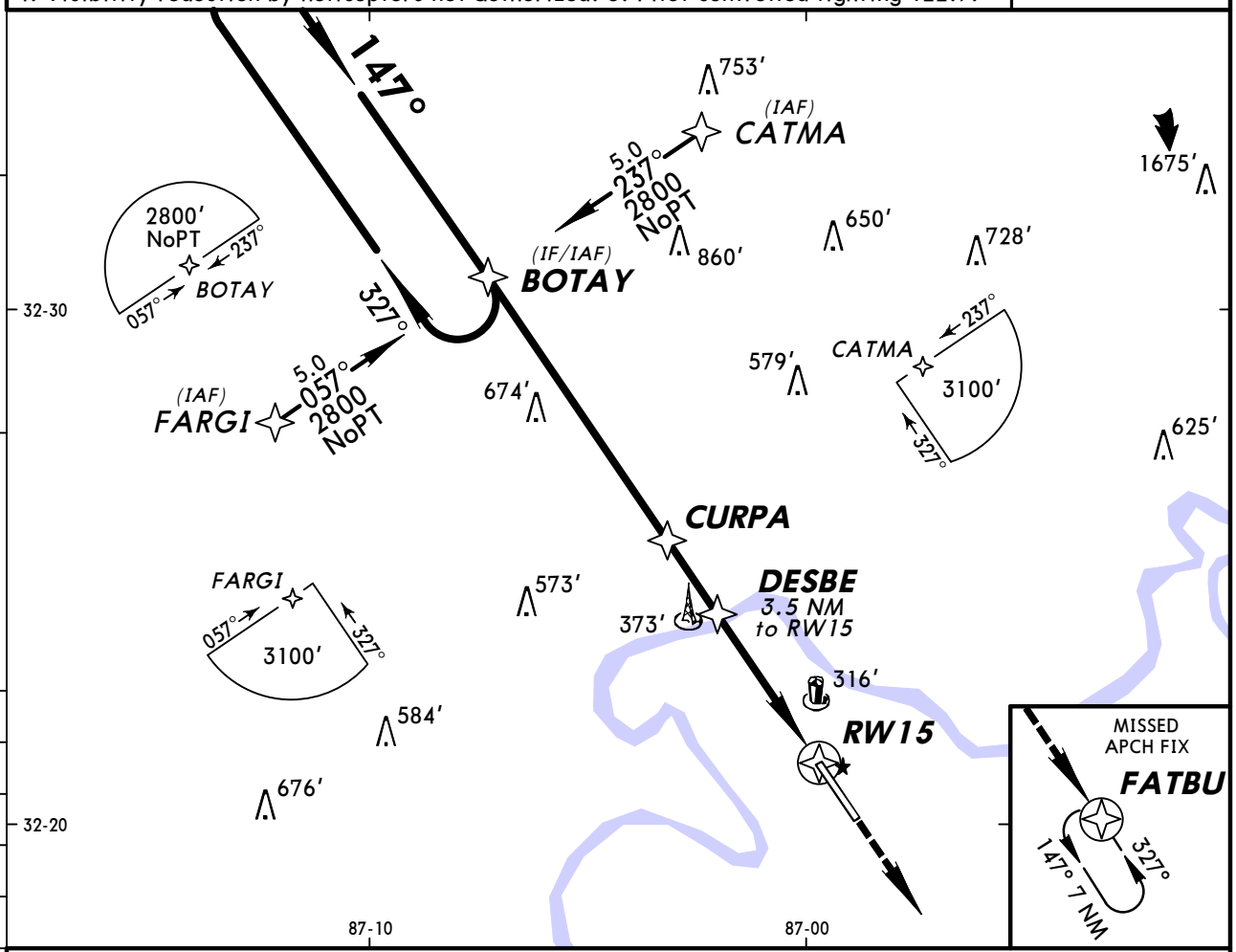
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H) (CONDITIONAL)	Apt Elev 166′
	147°	CURPA 1900′ (1734′)	640′ (474′)	TDZE 166′

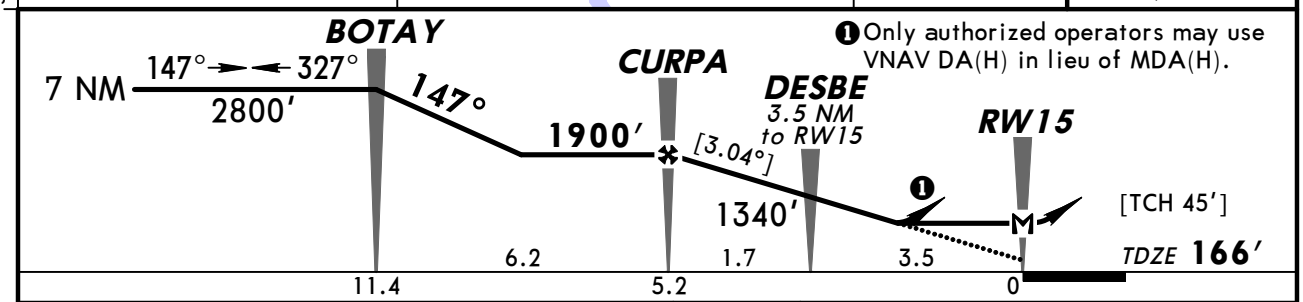
MISSED APCH: Climb to 3100′ direct FATBU and hold.

TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. VGSI and descent angles not coincident.
4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.7.





❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).

Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW15						

VASI | 3100′ | FATBU

	STRAIGHT-IN LANDING RWY 15 LNAV		CIRCLE-TO-LAND		
	MDA(H) 640′(474′) With Montgomery Altimeter Setting	MDA(H) 740′(574′) With Alabaster Altimeter Setting	Max Kts	With Montgomery Altimeter Setting MDA(H)	With Alabaster Altimeter Setting MDA(H)
A	1	1	90	800′(634′)-1	900′(734′)-1
B			120		
C	1¼	1¼	140	800′(634′)-1¾	900′(734′)-1¾
D	1½	1½	165	800′(634′)-2	900′(734′)-2

AMEND 0 TERPS

CHANGES: New procedure.

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*MONTGOMERY Approach (R)	ATLANTA Center (R)	CRAIG UNICOM
124.0	120.55 when App inop.	CTAF 122.7

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 166′
Ch 90205 W-33A	327°	BOGME 1800′ (1635′)	528′ (363′)	TDZE 165′

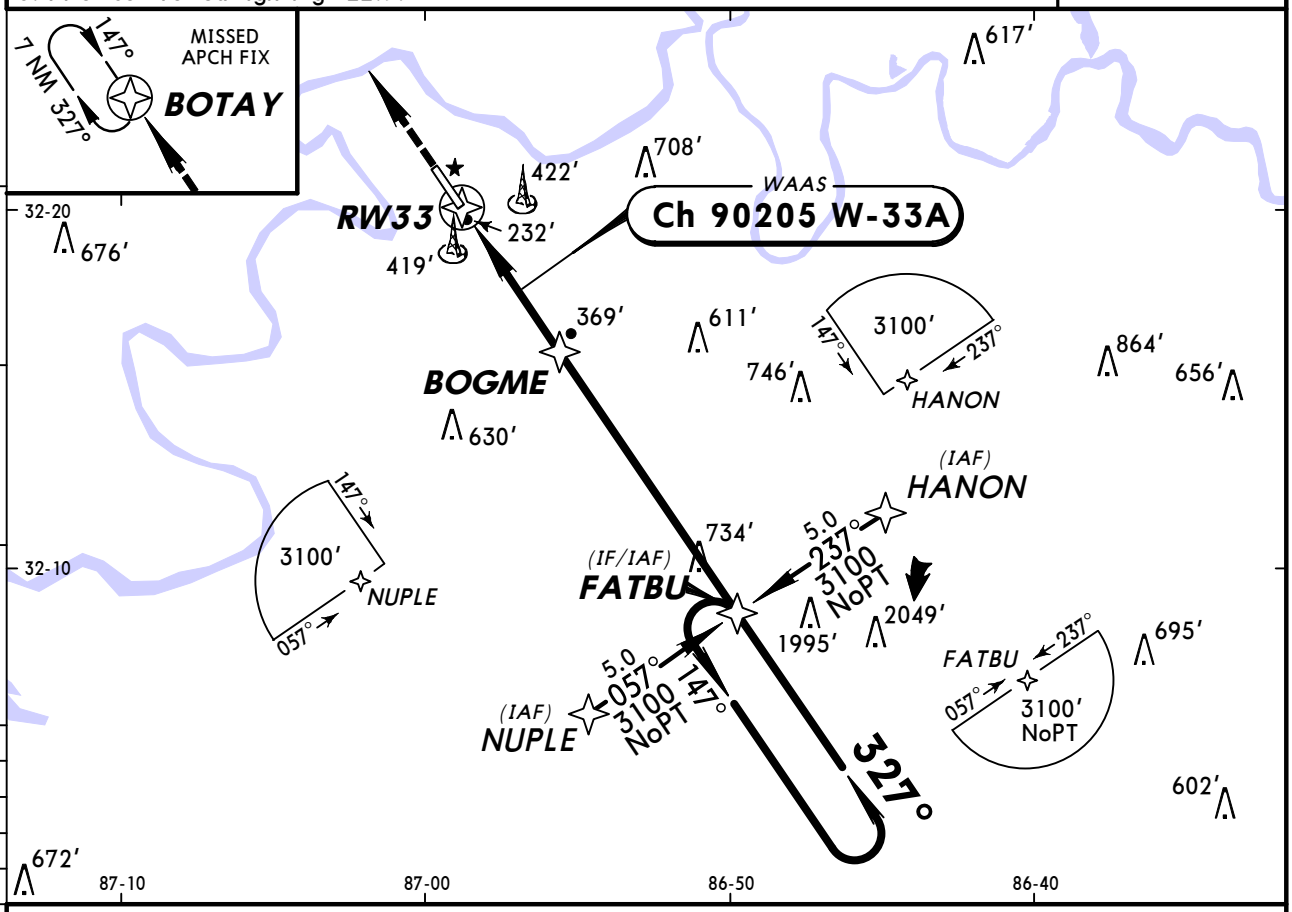
MISSED APCH: Climb to 2800′ direct BOTAY and hold.

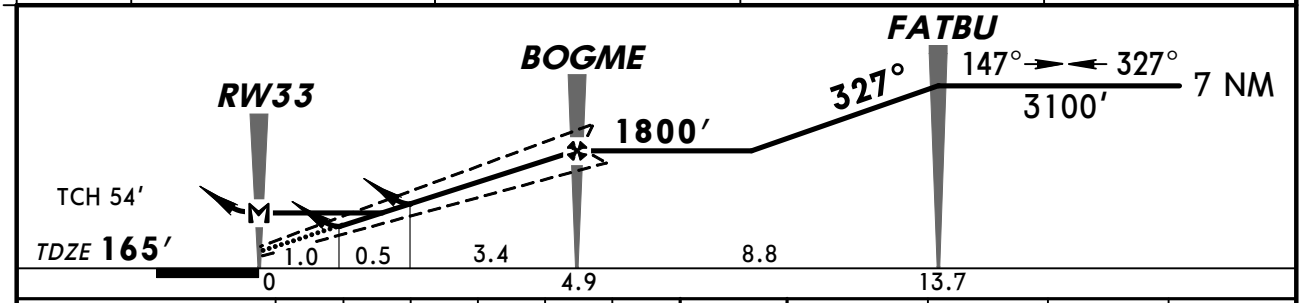
TAA 30 NM IAF

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting.
2. Baro-VNAV not authorized. 3. DME/DME RNP-0.3 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized.
6. Pilot controlled lighting 122.7.

BRIEFING STRIP ™





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW33						

MALS
VASI VASI
2800′
BOTAY

STRAIGHT-IN LANDING RWY 33

	1 LPV DA(H) 528′ (363′)		2 LNAV/VNAV DA(H) 705′ (540′)		3 LNAV MDA(H) 640′ (475′)	
		ALS out		ALS out		ALS out
A	1¼		2		¾	1
B						
C					1¼	
D					1½	

CIRCLE-TO-LAND

Max Kts	With Montgomery Altimeter Setting MDA(H)	With Alabaster Altimeter Setting MDA(H)
90	800′ (634′)-1	900′ (734′)-1
120		
140	800′ (634′)-1¾	900′ (734′)-1¾
165	800′ (634′)-2	900′ (734′)-2

AMEND 0

TERPS

1 DA(H) 627′ (462′) with Alabaster altimeter setting.
2 DA(H) 804′ (639′) with Alabaster altimeter setting.
3 MDA(H) 740′ (575′) with Alabaster altimeter setting.

CHANGES: New procedure.

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BRIEFING STRIP™

*MONTGOMERY Approach (R)	ATLANTA Center (R)	CRAIG UNICOM
124.0	120.55 when App inop.	CTAF 122.7

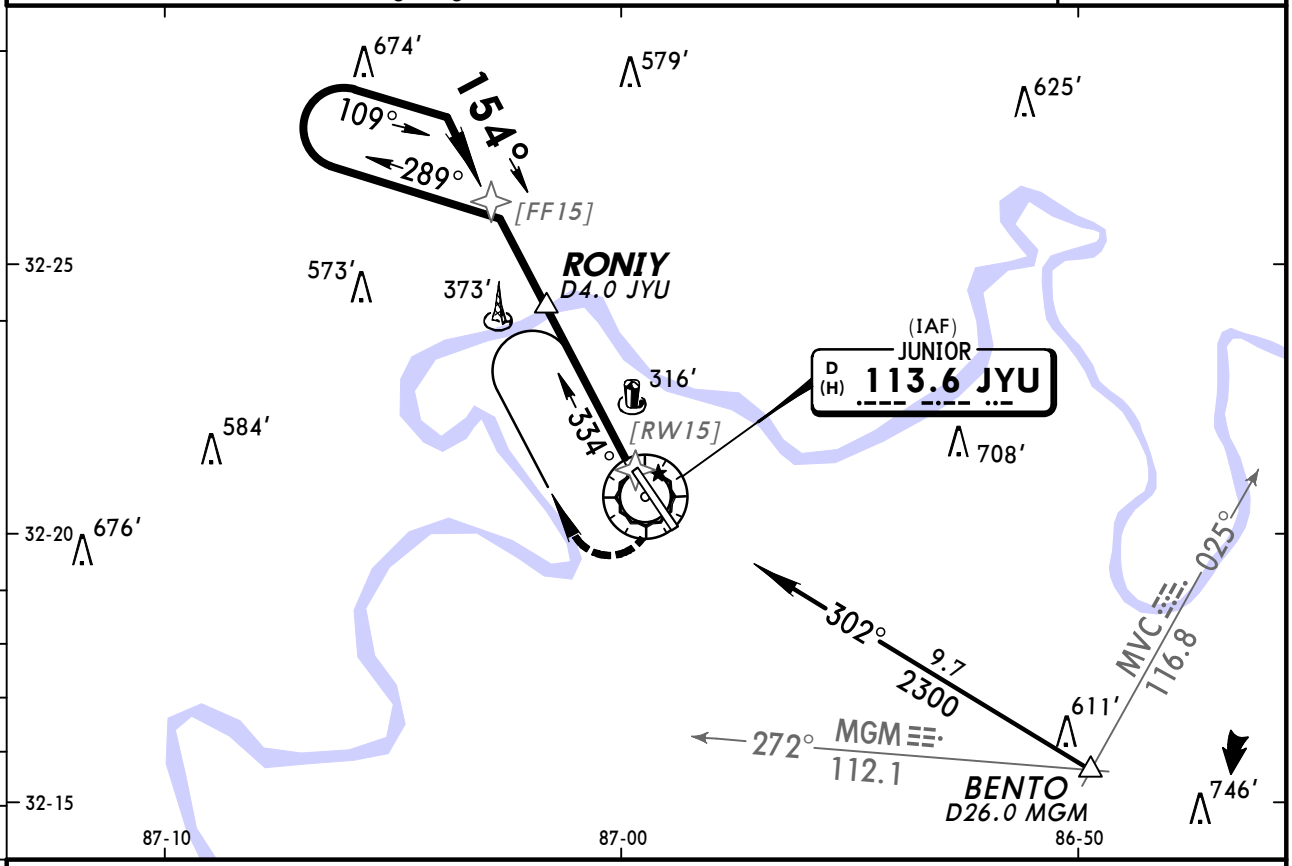
VOR	Final Apch Crs	Minimum Alt (CONDITIONAL)	MDA(H) (CONDITIONAL)	Apt Elev 166′
JYU 113.6	154°	RONIY 1200′(1034′)	660′(494′)	TDZE 166′

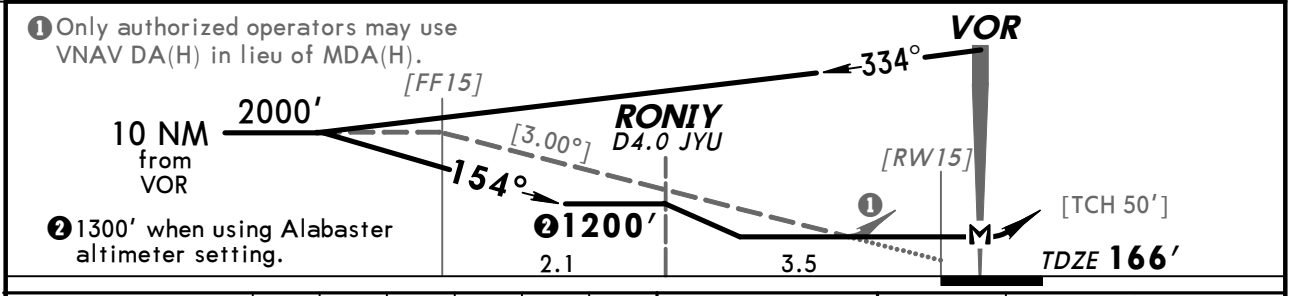
MISSED APCH: Climbing RIGHT turn to 2300′ in JYU VOR holding pattern, continue climb-in-hold to 2300′.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting.
2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.7.

3100′
MSA JYU VOR





Gnd speed-Kts	70	90	100	120	140	160
Descent angle[3.00°]	372	478	531	637	743	849
MAP at VOR						

VASI

2300′ RT in JYU 113.6 HOLDING PATTERN

STRAIGHT-IN LANDING RWY 15

With RONIY	Without RONIY
With Montgomery Altimeter Setting	
MDA(H) 660′(494′)	MDA(H) 1200′(1034′)
With Alabaster Altimeter Setting	
MDA(H) 760′(594′)	MDA(H) 1300′(1134′)

CIRCLE-TO-LAND

Max Kts	With RONIY MDA(H)	Without RONIY MDA(H)
With Montgomery Altimeter Setting		
90	800′(634′)-1	1200′(1034′)-1¼
120		1200′(1034′)-1½
140	800′(634′)-1¾	1200′(1034′)-3
165	800′(634′)-2	
With Alabaster Altimeter Setting		
90	900′(734′)-1	1300′(1134′)-1¼
120		1300′(1134′)-1½
140	900′(734′)-1¾	1300′(1134′)-3
165	900′(734′)-2	

TERPS AMEND 1

A	1	1¼
B		1½
C	1¼	3
D	1½	

CHANGES: Procedure.

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BRIEFING STRIP™

*MONTGOMERY Approach (R)	ATLANTA Center (R)	CRAIG UNICOM
124.0	120.55 when App inop.	CTAF 122.7

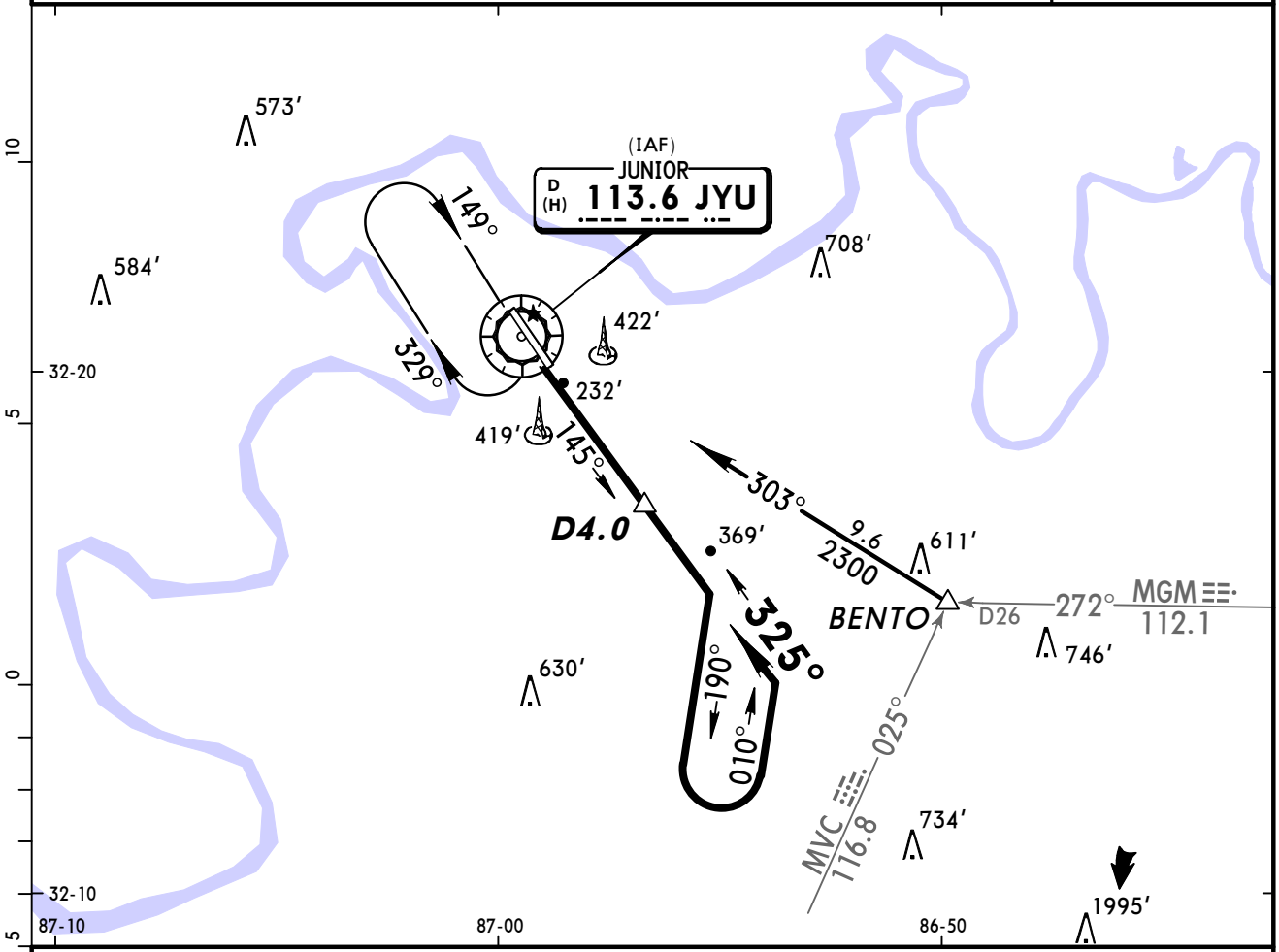
VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 166′
JYU 113.6	325°	D4.0 1400′(1235′)	(CONDITIONAL) 760′(595′)	TDZE 165′

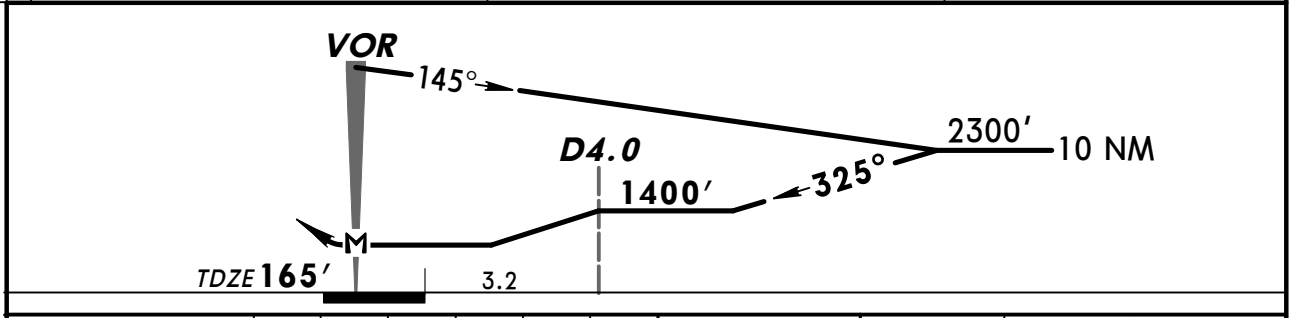
MISSED APCH: Climb to 2300′ in JYU VOR holding pattern.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use Montgomery altimeter setting. 2. Pilot controlled lighting 122.7.

3100′
MSA JYU VOR





MAP at VOR							MALS VASI VASI	2300′ in JYU 113.6 HOLDING PATTERN

TERPS AMEND 0A

	STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND		
	MDA(H) 760′(595′) With D4.0		MDA(H) 1400′(1235′) Without D4.0			With D4.0	Without D4.0
		ALS out		ALS out	Max Kts.	MDA(H)	MDA(H)
A	3/4	1	1 1/4		90	800′(634′)-1	1400′(1234′)-1 1/4
B			1 1/2		120		1400′(1234′)-1 1/2
C	1 1/2		3		140	800′(634′)-1 3/4	1400′(1234′)-3
D	1 3/4				165	800′(634′)-2	

CHANGES: None.

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BRIEFING STRIP™

*MONTGOMERY Approach (R)	ATLANTA Center (R)	CRAIG UNICOM
124.0	120.55 when App inop.	CTAF 122.7

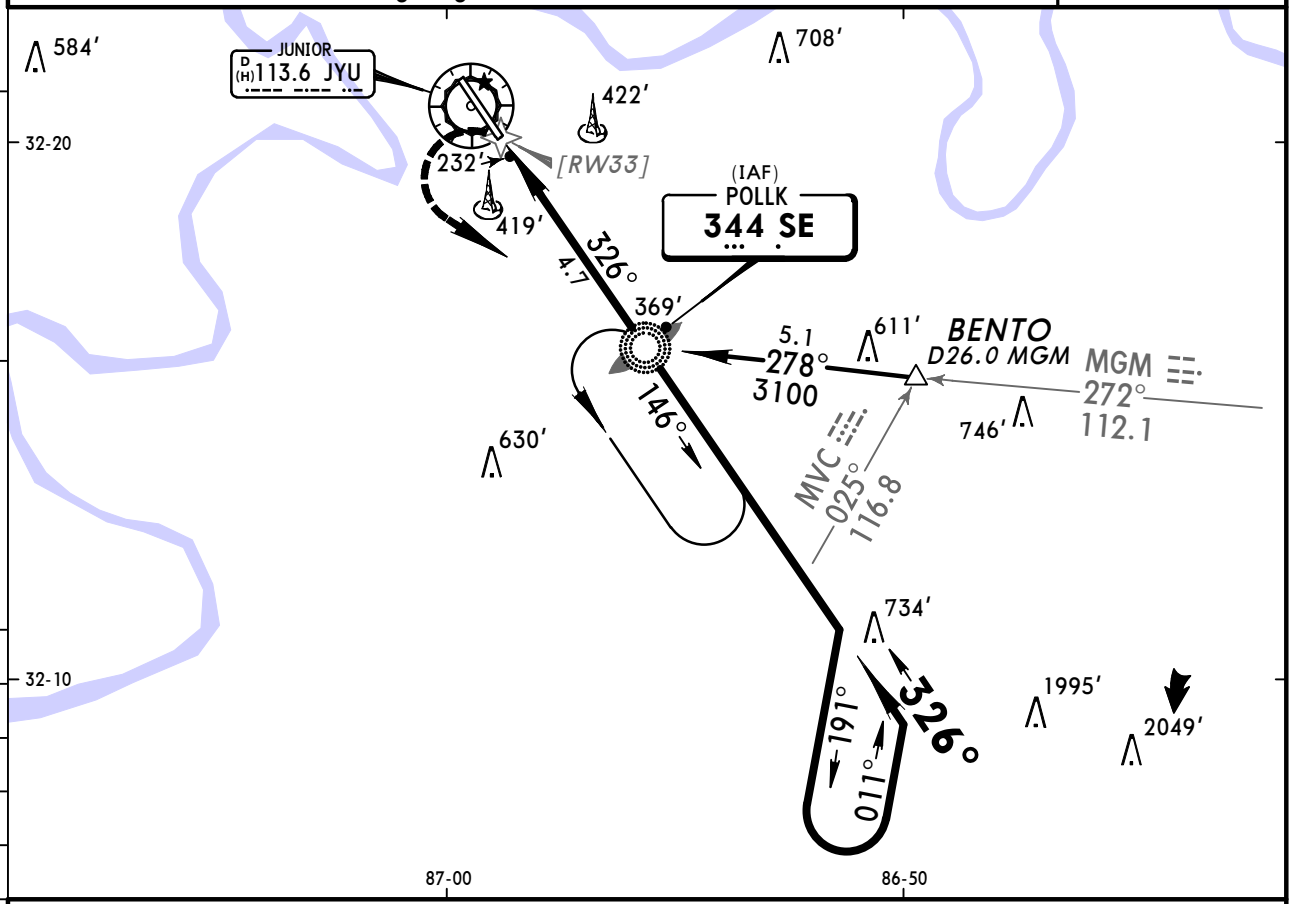
LOM SE	Final Apch Crs	Minimum Alt LOM	MDA(H) (CONDITIONAL)	Apt Elev 166′
344	326°	1700′ (1535′)	800′ (635′)	TDZE 165′

MISSED APCH: Climbing LEFT turn to 3100′ direct SE LOM and hold, continue climb-in-hold to 3100′.

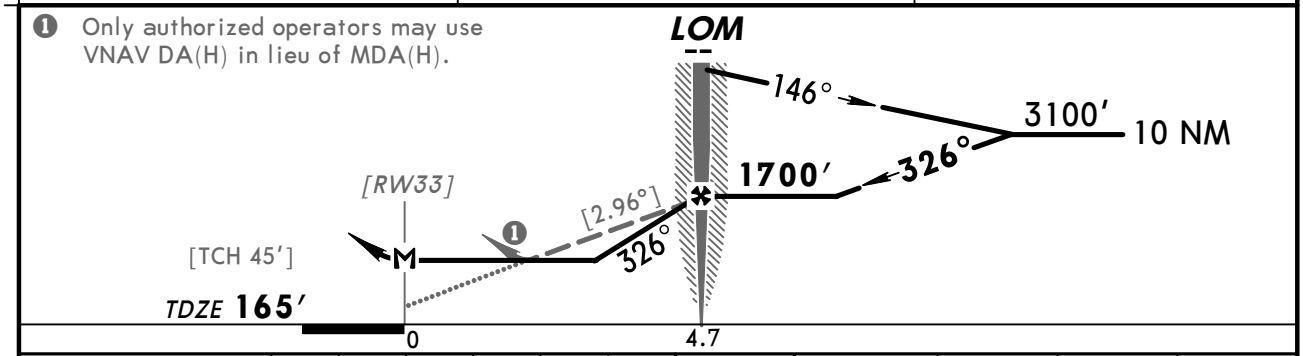
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use Montgomery altimeter setting; if not received, use Alabaster altimeter setting. 2. VGSI and descent angles not coincident. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.7.

3100′
MSA SE LOM



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.96°]	367	471	524	628	733	838
LOM to MAP 4.7	4:02	3:08	2:49	2:21	2:01	1:46

MALS
VASI VASI
3100′
LT
D
SE
344

STRAIGHT-IN LANDING RWY33					CIRCLE-TO-LAND		
	MDA(H) 800′ (635′) With Montgomery Altimeter Setting		MDA(H) 900′ (735′) With Alabaster Altimeter Setting			With Montgomery Altimeter Setting	With Alabaster Altimeter Setting
		ALS out		ALS out	Max Kts	MDA(H)	MDA(H)
A	¾	1	¾	1	90	800′ (634′) -1	900′ (734′) -1
B					120		
C	1¾		1¾		140	800′ (634′) -1¾	900′ (734′) -1¾
D	2		2		165	800′ (634′) -2	900′ (734′) -2

AMEND 4 TERPS

CHANGES: Procedure.

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General Information

Location: Tuscaloosa AL USA
IATA Code: TCL
Lat/Long: N33° 13.2' W087° 36.7'
Elevation: 170 ft

Airport Use: Public
Magnetic Variation: 2.3°W
Sectional Chart: Atlanta

Fuel Types: 100 Octane (LL), Jet A-1
Oxygen Types: Low Pressure
Repair Types: Major Airframe, Major Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1221 Z
Sunset: 2345 Z,

Runway Information

Runway: 04
Length x Width: 6499 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 159 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 11
Length x Width: 4001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 170 ft
Lighting: Edge

Runway: 22
Length x Width: 6499 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 164 ft
Lighting: Edge, Pilot controlled

Runway: 29
Length x Width: 4001 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 170 ft
Lighting: Edge

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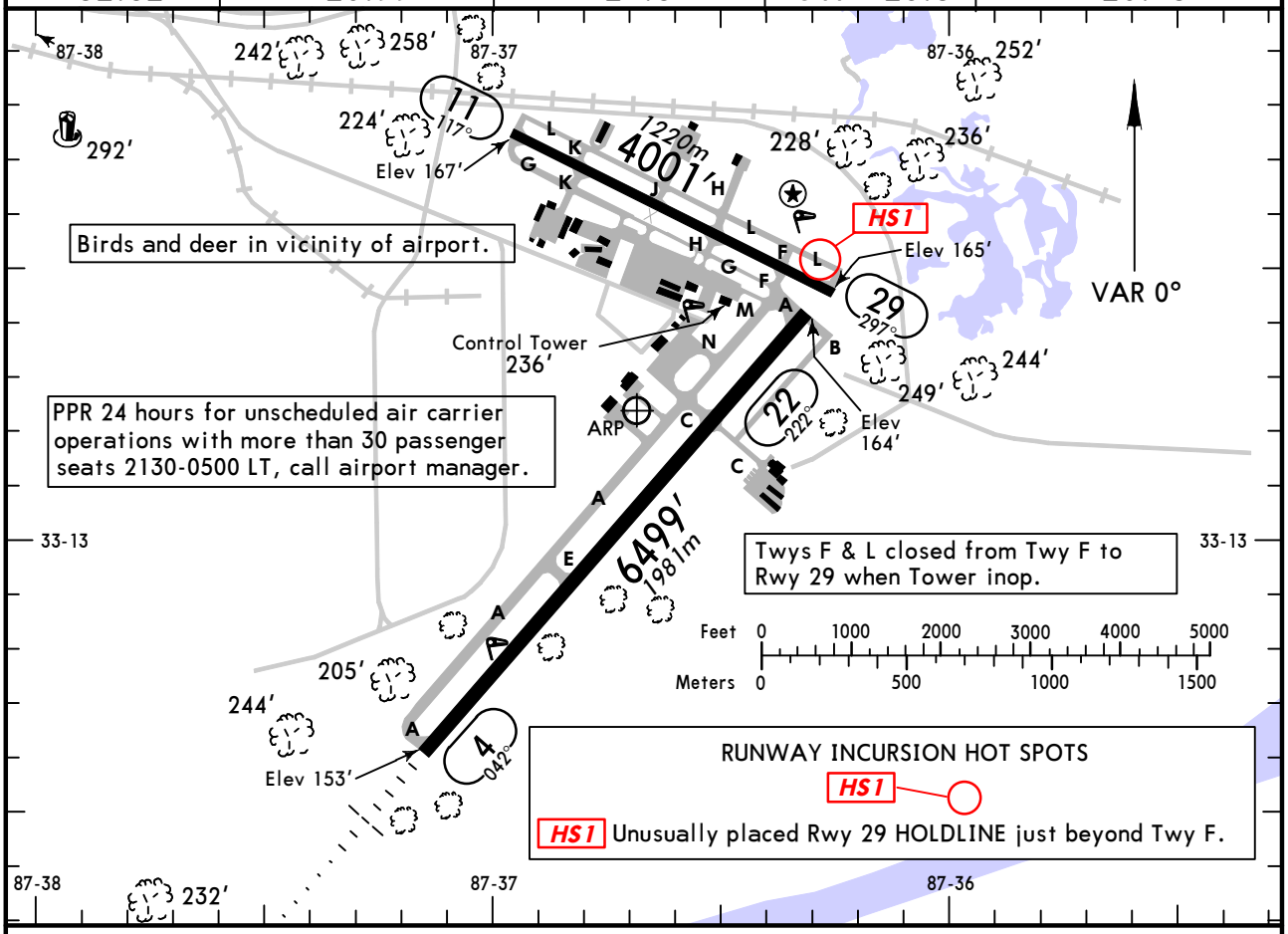
Communication Information

ASOS 132.825
Tuscaloosa Tower 126.3 CTAF PCL
Tuscaloosa Ground Control 121.8
Tuscaloosa Clearance Delivery 120.775
Birmingham Approach Control 120.15
Birmingham Departure Control 120.15
Tuscaloosa Regl Unicom 122.95
Anniston Flight Service Station 122.2 RCO
Anniston Flight Service Station 122.1 RCO
Anniston Flight Service Station 117.8 RCO

ASOS	*TUSCALOOSA Clearance	*TUSCALOOSA Ground	*Tower	BIRMINGHAM Departure (R)
132.82	120.77	121.8	CTAF 126.3	120.15



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS — LANDING BEYOND Threshold	Glide Slope	TAKE-OFF	WIDTH
4	❶❷HIRL ❶MALSR grooved		5279′1609m		150′ 46m
22	❶❷HIRL ❶PAPI-L (angle 3.0°) grooved				
11 ❸	MIRL				100′ 30m
29	MIRL PAPI-R (angle 3.0°)				

❶ Activate on 126.3 when Tower inop.
❷ Medium intensity when Tower inop.
❸ Closed when Tower inop. Marked and lighted as visual rwy.

TAKE-OFF

	Rwy 22		Rwy 4			Rwy 29			Rwy 11		
	Adequate Vis Ref	STD	With Mim climb of 271′/NM to 500′ Adequate Vis Ref	STD	Other	With Mim climb of 207′/NM to 600′ ❶ Adequate Vis Ref	STD	Other	With Mim climb of 217′/NM to 600′ ❷ Adequate Vis Ref	STD	Other
1 & 2 Eng	1/4	1	1/4	1	300-2	1/4	1	300-2¼	1/4	1	400-2½
3 & 4 Eng		1/2		1/2			1/2			1/2	

❶ Alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1400′ prior to departure end of runway.
❷ Alternatively, with standard takeoff minimums and a normal 200′/NM climb gradient, takeoff must occur no later than 1900′ prior to departure end of runway.

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating: ILS Rwy 4	LOC Rwy 4 VOR Rwy 4	VOR Rwy 22	Authorized Only When Local Weather Available: RNAV (GPS) Rwy 4, RNAV (GPS) Rwy 22 RNAV (GPS) Rwy 11, RNAV (GPS) Rwy 29	Other
A B C D	700-2	800-2	800-2	800-2	NA

AMEND 2A

CHANGES: Clearance frequency added, Rwy 11-29 lighting.

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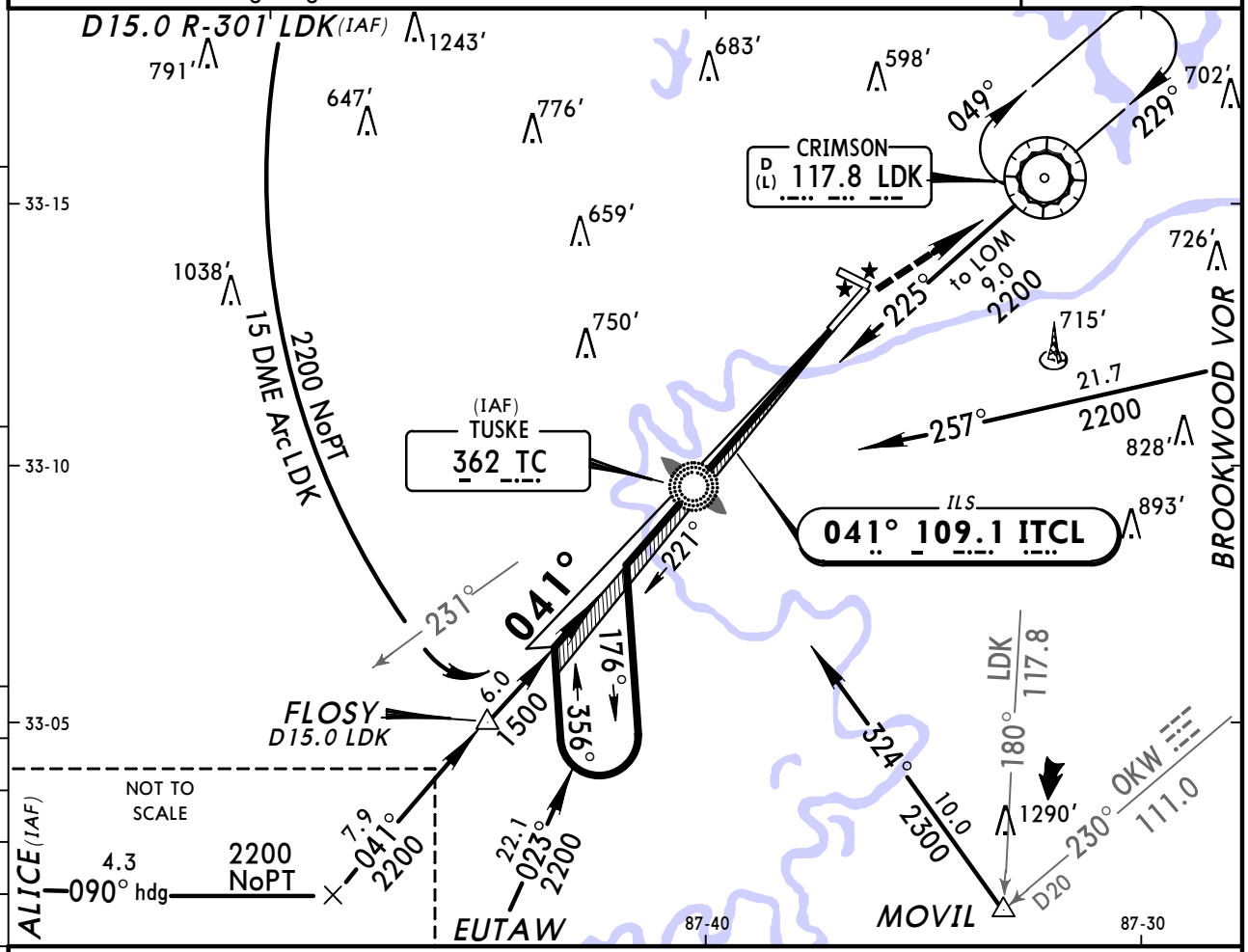
ASOS	BIRMINGHAM Approach (R)	*TUSCALOOSA Tower	*Ground
132.82	120.15	CTAF 126.3	121.8

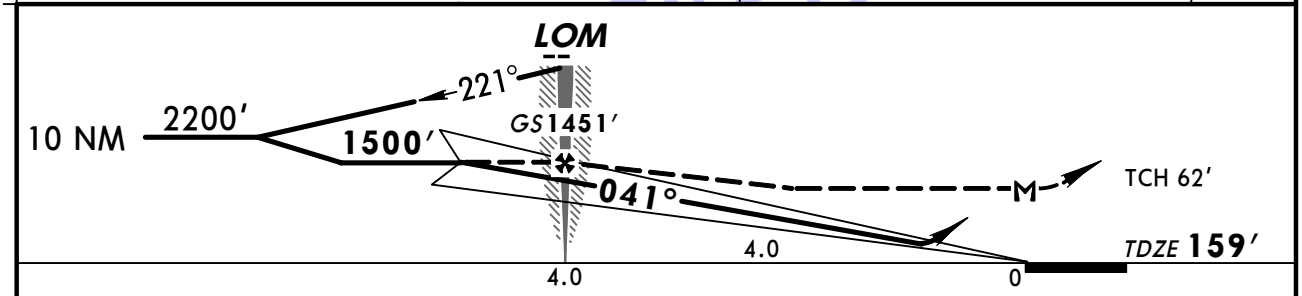
LOC ITCL	Final Apch Crs	GS LOM	ILS DA(H)	Apt Elev 170′
109.1	041°	1451′ (1292′)	359′ (200′)	TDZE 159′

MISSED APCH: Climb to 2200′ direct LDK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Pilot controlled lighting 126.3.

3700′
MSA TC LOM





Gnd speed-Kts	70	90	100	120	140	160
GS 2.85°	353	454	504	605	706	807
LOM to MAP 4.0	3:26	2:40	2:24	2:00	1:43	1:30

MALSR 2200′ D LDK 117.8

STRAIGHT-IN LANDING RWY 4

	ILS DA(H) 359′ (200′) FULL	ILS DA(H) 359′ (200′) RAIL or ALS out	LOC (GS out) MDA(H) 500′ (341′)	LOC (GS out) RAIL out	LOC (GS out) ALS out
A	1/2	3/4	1/2	3/4	1
B					
C					
D			3/4	1	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	800′ (630′)-1
120	800′ (630′)-1¾
140	800′ (630′)-1¾
165	800′ (630′)-2

TERPS AMEND 14D

CHANGES: MM removed.

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ASOS	BIRMINGHAM Approach (R)	*TUSCALOOSA Tower	*Ground
132.82	120.15	CTAF 126.3	121.8

BRIEFING STRIP™

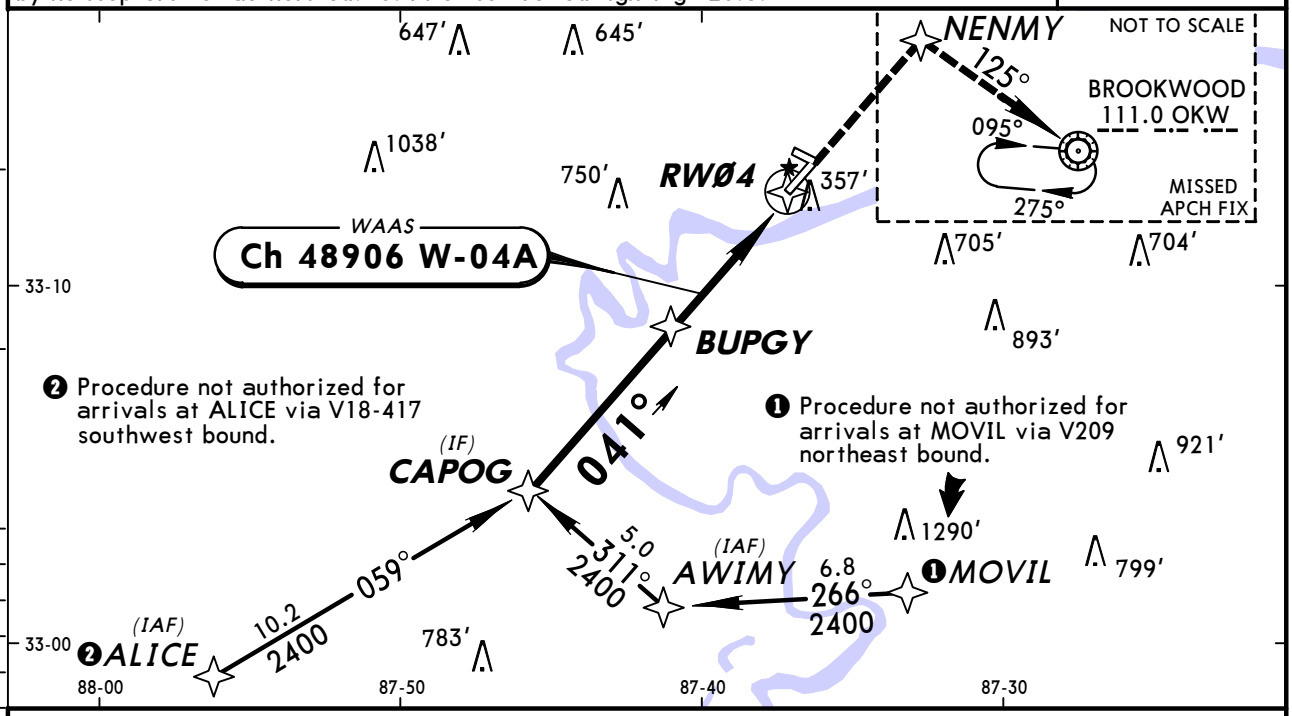
WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 170′
Ch 48906 W-04A	041°	BUPGY 1800′ (1641′)	409′ (250′)	TDZE 159′

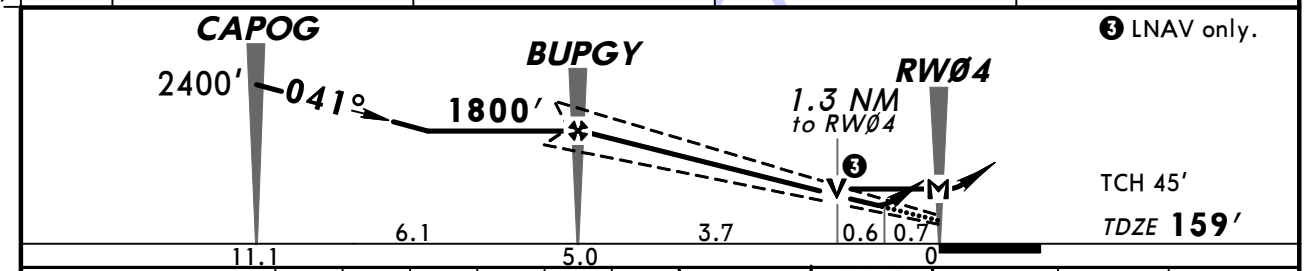
MISSED APCH: Climb to 2500′ direct NENMY then via 125° track to OKW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Birmingham altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (119°F). 3. DME/DME RNP-0.3 not authorized. 4. VDP and Baro-VNAV not authorized when using Birmingham altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 126.3.

3700′
MSA RWØ4





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.00°]	372	478	531	637	743	849
MAP at RWØ4						

MALSR

2500′ ↑ | D→ | NENMY

STRAIGHT-IN LANDING RWY 4
With Local Altimeter Setting

	LPV DA(H) 409′ (250′) RAIL or ALS out	LNAV/VNAV DA(H) 608′ (449′) RAIL or ALS out	LNAV MDA(H) 620′ (461′)		
				RAIL out	ALS out
A	¾	1	¾	¾	1
B					
C				1¼	
D			1	1½	

CIRCLE-TO-LAND
With Local Altimeter Setting

Max Kts	MDA(H)
90	720′ (550′)-1
120	800′ (630′)-1
140	800′ (630′)-1¾
165	800′ (630′)-2

With Birmingham Altimeter Setting

	DA(H) 586′ (427′) RAIL or ALS out		DA(H) 785′ (626′) RAIL or ALS out	MDA(H) 800′ (641)		
					RAIL out	ALS out
A	1	1½	1¾	¾		1
B						
C				1¼	1¾	
D				1½	2	

With Birmingham Altimeter Setting

Max Kts	MDA(H)
90	900′ (730′)-1
120	980′ (810′)-1¼
140	980′ (810′)-2¼
165	980′ (810′)-2½

AMEND 0 TERPS

CHANGES: New procedure.

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TUSCALOOSA, ALA
RNAV (GPS) Rwy 11

ASOS	BIRMINGHAM Approach (R)	*TUSCALOOSA Tower	*Ground
132.82	120.15	CTAF 126.3	121.8

BRIEFING STRIP™

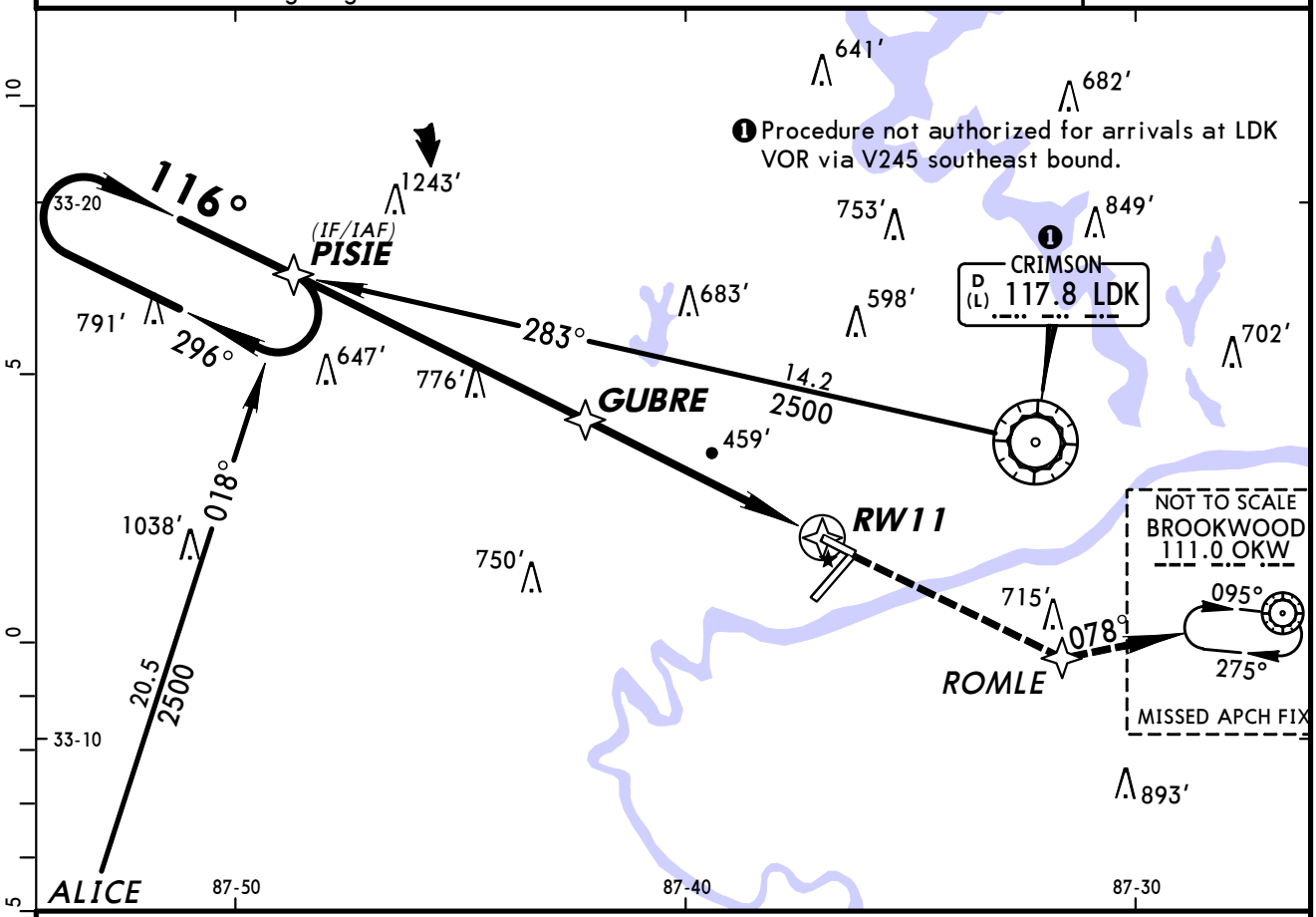
RNAV	Final Apch Crs	Minimum Alt	LNAV MDA(H)	Apt Elev 170′
	116°	GUBRE 1800′ (1630′)	(CONDITIONAL) 720′ (550′)	TDZE 170′

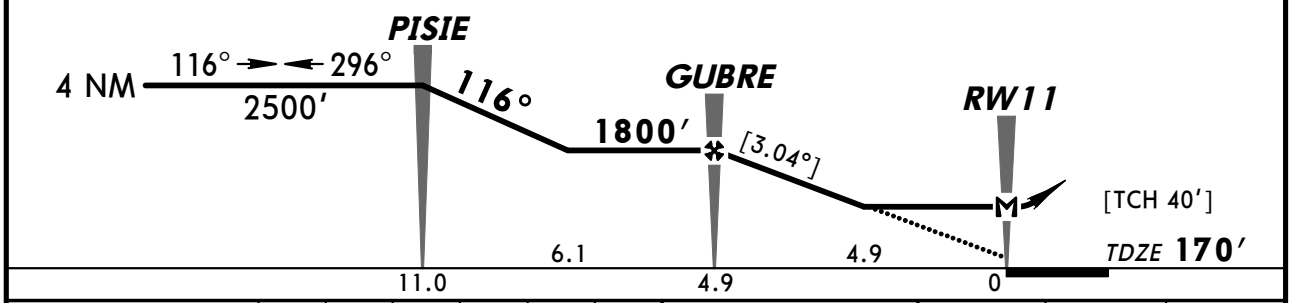
MISSED APCH: Climb to 2500′ direct ROMLE then via 078° track to OKW VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Birmingham altimeter setting.
2. DME/DME RNP-0.3 not authorized. 3. Procedure not authorized at night when control tower closed. 4. Visibility reduction by helicopters not authorized.
5. Pilot controlled lighting 126.3.

3700′
MSA RW11





Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW11						

2500′ ↑ | D | ROMLE

TERPS AMEND 0

STRAIGHT-IN LANDING RWY 11	LNAV MDA(H) 720′ (550′) With Local Altimeter Setting	LNAV MDA(H) 900′ (730′) With Birmingham Altimeter Setting
A	1	1
B		
C	1½	2
D	1¾	2¼

CIRCLE-TO-LAND Max Kts	With Local Altimeter Setting MDA(H)	With Birmingham Altimeter Setting MDA(H)
90	720′ (550′)-1	900′ (730′)-1
120	800′ (630′)-1	980′ (810′)-1¼
140	800′ (630′)-1¾	980′ (810′)-2¼
165	800′ (630′)-2	980′ (810′)-2½

CHANGES: New procedure.

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TUSCALOOSA, ALA
RNAV (GPS) Rwy 22

BRIEFING STRIP ™

ASOS	BIRMINGHAM Approach (R)	*TUSCALOOSA Tower	*Ground
132.82	120.15	CTAF 126.3	121.8

WAAS	Final Apch Crs	Minimum Alt	LPV DA(H) (CONDITIONAL)	Apt Elev 170′
Ch 81918 W-22A	221°	UMABE 1800′ (1636′)	582′ (418′)	TDZE 164′

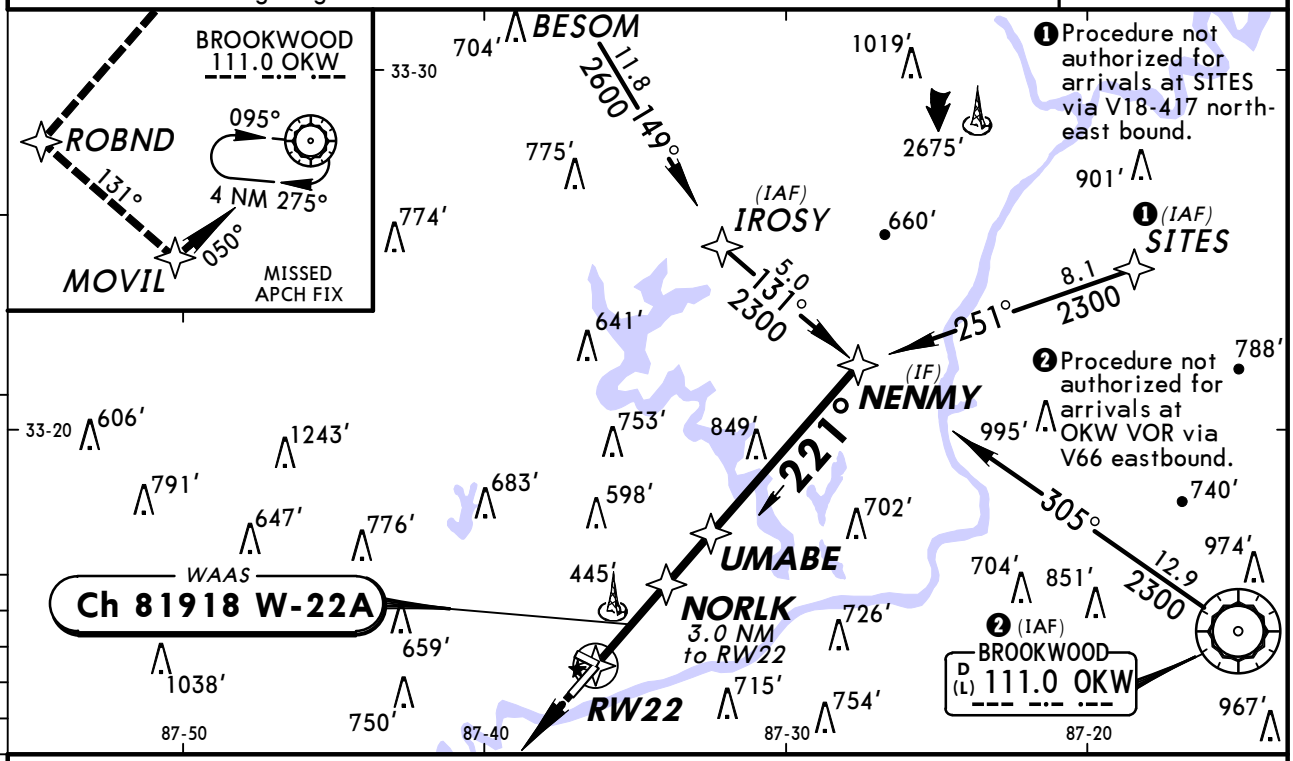
MISSED APCH: Climb to 2500′ direct ROBND and LEFT turn on 131° track to MOVIL and on 050° track to OKW VOR and hold.

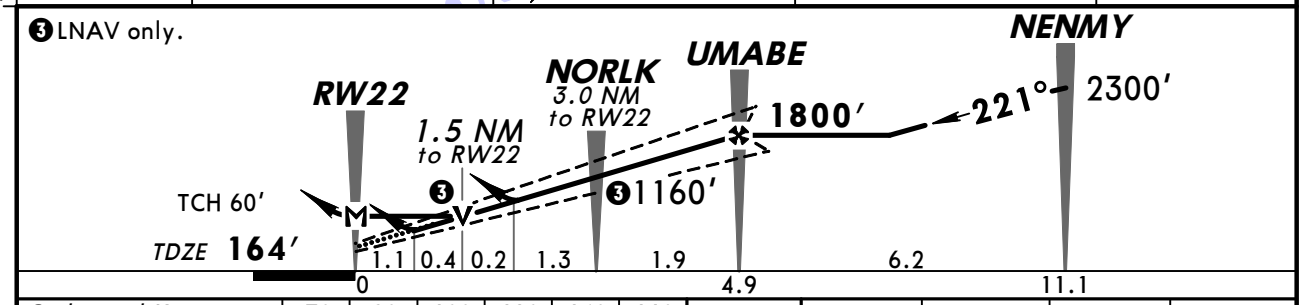
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Use local altimeter setting; if not received, use Birmingham altimeter setting.
2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 3. DME/DME RNP-0.30 not authorized. 4. Baro-VNAV and VDP not authorized when using Birmingham altimeter setting. 5. Visibility reduction by helicopters not authorized. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 126.3.

3700′

MSA RW22





Gnd speed-Kts	70	90	100	120	140	160
Glide Path Angle 3.00°	372	478	531	637	743	849
MAP at RW22						

PAPI-L 2500′ ROBND

STRAIGHT-IN LANDING RWY 22

With Local Altimeter Setting

	LPV DA(H) 582′ (418′)	LNAV/VNAV DA(H) 759′ (595′)	LNAV MDA(H) 700′ (536′)
A	1½	2	1
B			
C			1½
D			1¾

With Birmingham Altimeter Setting

	LPV DA(H) 762′ (598′)	LNAV/VNAV DA(H) 939′ (775′)	LNAV MDA(H) 880′ (716′)
A	2	2¾	1
B			
C			2
D			2¼

CIRCLE-TO-LAND

With Local Altimeter Setting

Max Kts	MDA(H)
90	720′ (550′)-1
120	800′ (630′)-1
140	800′ (630′)-1¾
165	800′ (630′)-2

With Birmingham Altimeter Setting

Max Kts	MDA(H)
90	900′ (730′)-1
120	980′ (810′)-1¼
140	980′ (810′)-2¼
165	980′ (810′)-2½

TERPS AMEND 1 3 JUN 2010

CHANGES: Procedure.

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BRIEFING STRIP TM

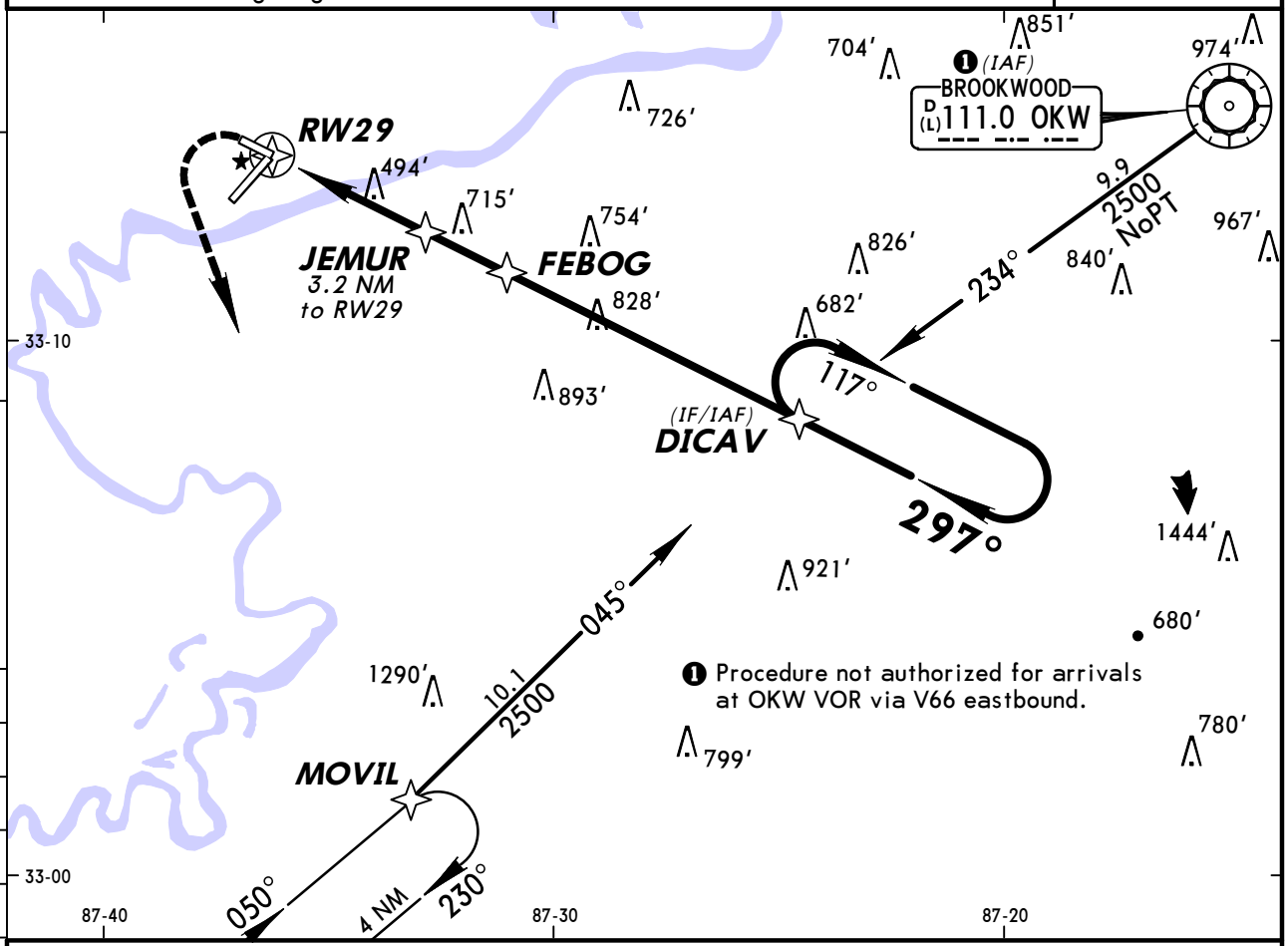
ASOS	BIRMINGHAM Approach (R)	*TUSCALOOSA Tower	*Ground
132.82	120.15	CTAF 126.3	121.8

RNAV	Final Apch Crs	Minimum Alt FEBOG	LNAV MDA(H) (CONDITIONAL)	Apt Elev 170′
	297°	1800′ (1630′)	760′ (590′)	TDZE 170′

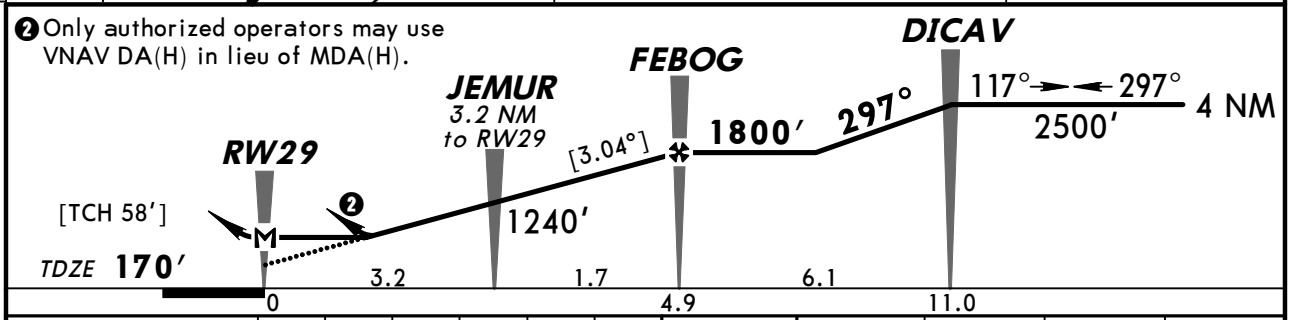
MISSED APCH: Climbing LEFT turn to 3000′ direct MOVIL and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. Use local altimeter setting; if not received, use Birmingham altimeter setting.
2. DME/DME RNP-0.30 not authorized. 3. Procedure not authorized at night when control tower closed. 4. Visibility reduction by helicopters not authorized.
5. Pilot controlled lighting 126.3.

3700′
MSA RW29



❷ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.04°]	376	484	538	645	753	861
MAP at RW29						

PAPI-R | 3000′ LT | D | MOVIL

STRAIGHT-IN LANDING RWY 29 LNAV			CIRCLE-TO-LAND		
	MDA(H) 760′ (590′) With Local Altimeter Setting	MDA(H) 940′ (770′) With Birmingham Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Birmingham Altimeter Setting MDA(H)
A	1	1	90	760′ (590′)-1	940′ (770′)-1
B		1¼	120	800′ (630′)-1	980′ (810′)-1¼
C	1½	2¼	140	800′ (630′)-1¾	980′ (810′)-2¼
D	1¾	2½	165	800′ (630′)-2	980′ (810′)-2½

AMEND 0 TERPS

CHANGES: None.

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BRIEFING STRIP TM

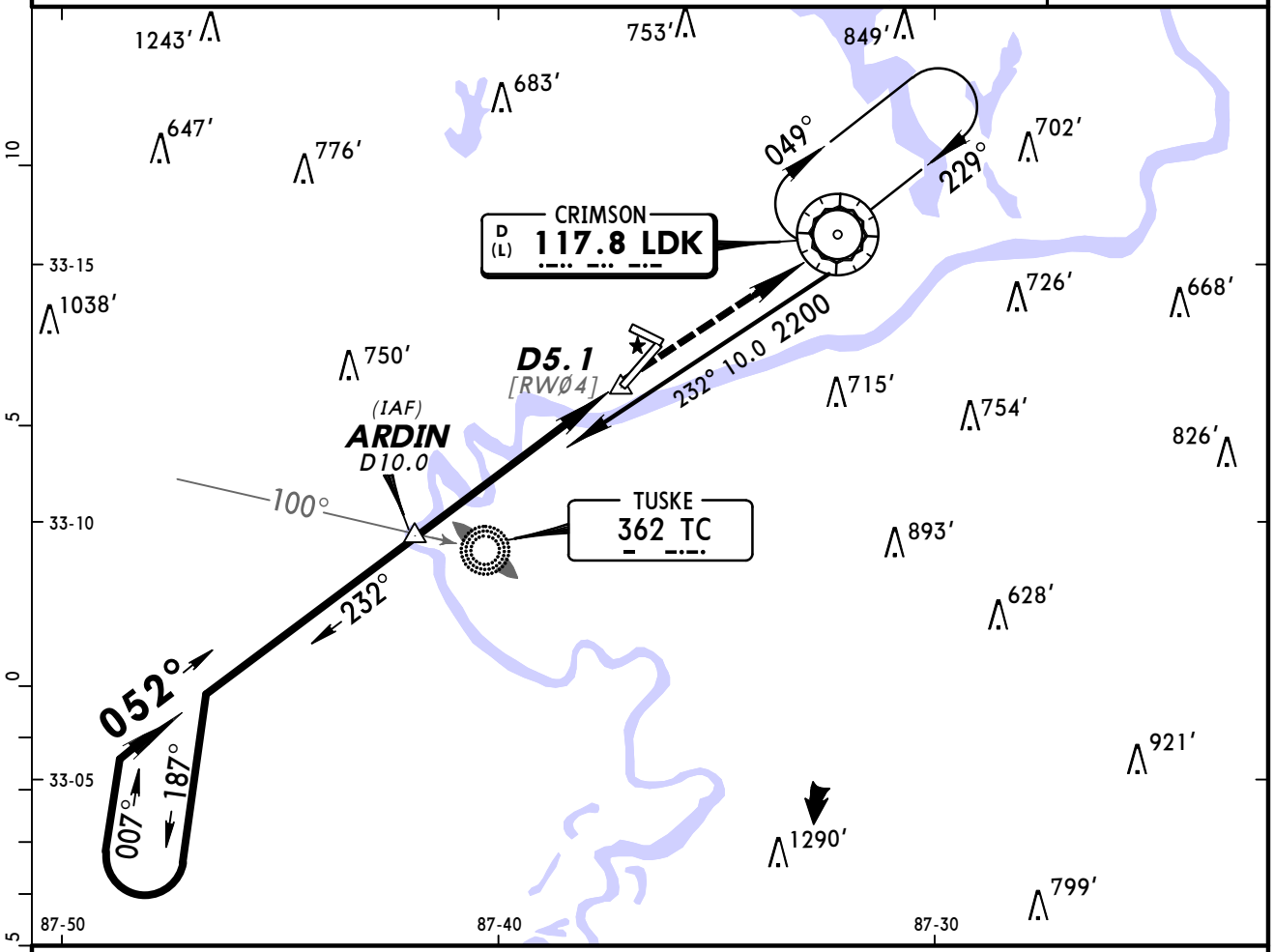
ASOS	BIRMINGHAM Approach (R)	*TUSCALOOSA Tower	*Ground
132.82	120.15	CTAF 126.3	121.8

VOR	Final Apch Crs	Minimum Alt	MDA(H)	Apt Elev 170′
LDK 117.8	052°	ARDIN 1700′ (1541′)	620′ (461′)	TDZE 159′

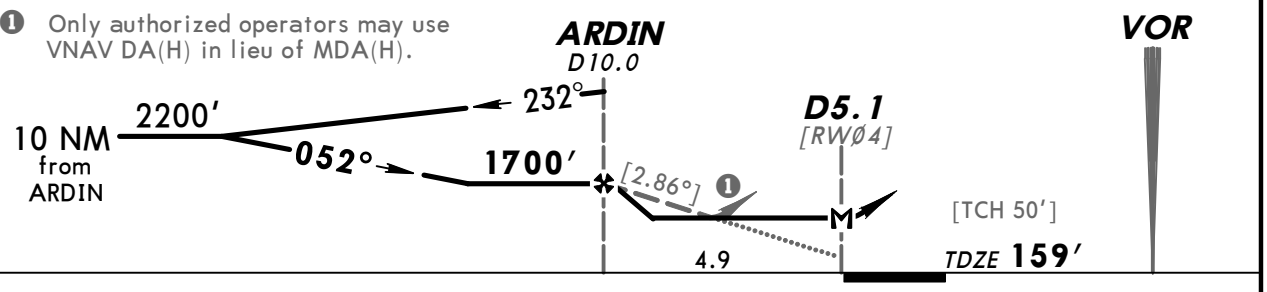
MISSED APCH: Climb to 2200′ direct LDK VOR and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′
1. DME or ADF required. 2. Pilot controlled lighting 126.3.

3700′
MSA LDK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [2.86°]	354	455	506	607	708	809
MAP at D5.1 or ARDIN to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50

MALSR 2200′ LDK 117.8

TERPS AMEND 11C

STRAIGHT-IN LANDING RWY 4

MDA(H) 620′ (461′)

		RAIL out	ALS out
A	1/2	3/4	1
B			
C	3/4	1 1/4	
D	1	1 1/2	

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	800′ (630′)-1
120	
140	800′ (630′)-1 3/4
165	800′ (630′)-2

CHANGES: None.

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BRIEFING STRIP™

ASOS	BIRMINGHAM Approach (R)	*TUSCALOOSA Tower	*Ground
132.82	120.15	CTAF 126.3	121.8

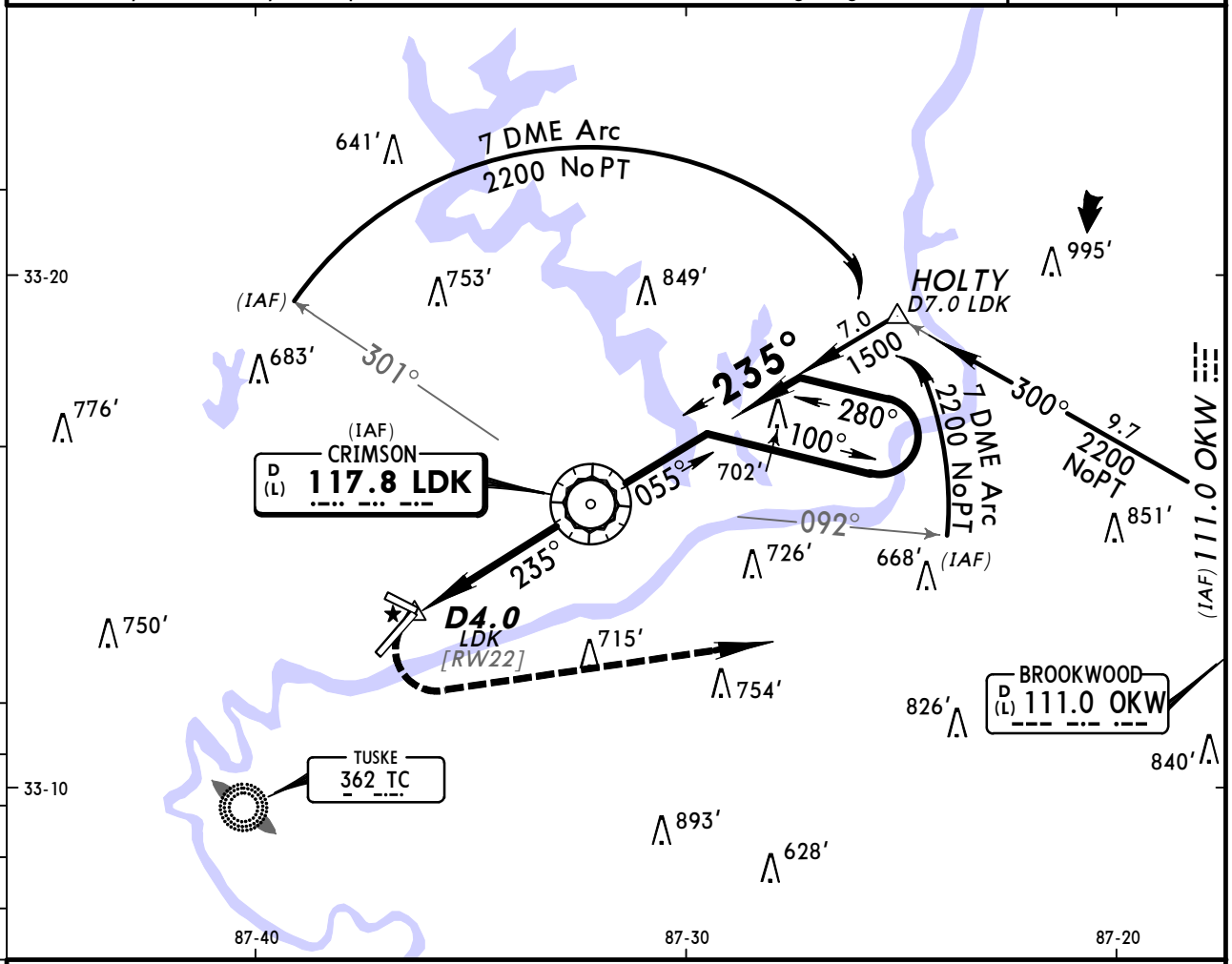
VOR	Final Apch Crs	Minimum Alt VOR	MDA(H)	Apt Elev 170′
LDK 117.8	235°	1500′ (1336′)	700′ (536′)	TDZE 164′

MISSED APCH: Climbing LEFT turn to 2500′ direct OKW VOR.

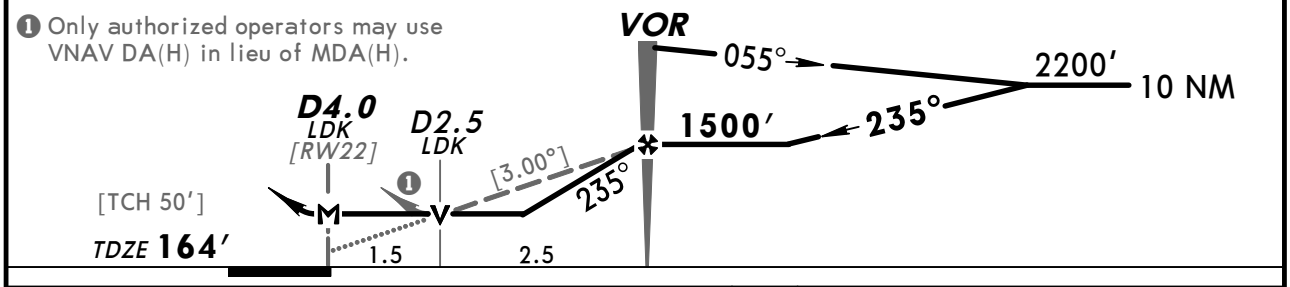
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000′

1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 126.3.

3700′
MSA LDK VOR



❶ Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts		70	90	100	120	140	160
Descent angle	[3.00°]	372	478	531	637	743	849
MAP at D4.0 LDK or VOR to MAP	4.0	3:26	2:40	2:24	2:00	1:43	1:30

PAPI-L 2500′ LT D OKW 111.0

STRAIGHT-IN LANDING RWY 22		CIRCLE-TO-LAND	
MDA(H) 700′ (536′)		Max Kts	MDA(H)
A	1	90	800′ (630′)-1
B		120	
C	1½	140	800′ (630′)-1¾
D	1¾	165	800′ (630′)-2

TERPS AMEND 14D 8 APR 10

CHANGES: Note, VDP added.

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JEPPESEN
JeppView for Windows

Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.

ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE

ANDALUSIA/OPP, AL (SOUTH ALABAMA REGL AT BILL BEN - 79J)

ALBERTVILLE, AL (ALBERTVILLE RGNL - THOMAS J BR - 8A0)

ANNISTON, AL (ANNISTON REGL - KANB)

TALLADEGA, AL (TALLADEGA MUN - KASN)

MOBILE, AL (MOBILE DOWNTOWN - KBFM)

BIRMINGHAM, AL (BIRMINGHAM-SHUTTLESWORTH INTL - KBHM)

FAIRHOPE, AL (H L SONNY CALLAHAN - KCQF)

DECATUR, AL (PRYOR REGL - KDCU)

DOTHAN, AL (DOTHAN REGL - KDHN)

BESSEMER, AL (BESSEMER - KEKY)

GADSDEN, AL (NORTHEAST ALABAMA REGL - KGAD)

HUNTSVILLE, AL (HUNTSVILLE INTL-JONES - KHSV)

REDSTONE ARSENAL, AL (REDSTONE AAF - KHUA)

GULF SHORES, AL (EDWARDS - KJKA)

MONTGOMERY, AL (MONTGOMERY REGL - KMGM)

MOBILE, AL (MOBILE REGL - KMOB)

MUSCLE SHOALS, AL (NORTHWEST ALABAMA REGL - KMSL)

MONROEVILLE, AL (MONROE CO - KMVC)

MONTGOMERY, AL (MAXWELL AFB - KMXF)

SELMA, AL (CRAIG - KSEM)

TUSCALOOSA, AL (TUSCALOOSA REGL - KTCL)

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TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport 79J

No Chart Change Notices for Airport 8A0

Chart Change Notices for Airport KANB

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 5 MM decmsnd.

No Chart Change Notices for Airport KASN

No Chart Change Notices for Airport KBFM

Chart Change Notices for Airport KBHM

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Apt name chgd to Birmingham-Shuttlesworth Intl.

No Chart Change Notices for Airport KCQF

No Chart Change Notices for Airport KDCU

No Chart Change Notices for Airport KDHN

No Chart Change Notices for Airport KEKY

No Chart Change Notices for Airport KGAD

Chart Change Notices for Airport KHSV

Type: Terminal
Effectivity: Permanent
Begin Date: 20080731
End Date: No end date

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(10-3) Huntsville 1 Dep computer code (HSV1.HSV) added.

No Chart Change Notices for Airport KHUA

No Chart Change Notices for Airport KJKA

No Chart Change Notices for Airport KMGM

Chart Change Notices for Airport KMOB

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 14 MM decmsnd. (11-2) ILS or LOC Rwy 32 MM decmsnd.

Type: Terminal
Effectivity: Permanent
Begin Date: 20100408
End Date: No end date

(12-3) RNAV (GPS) Rwy 32 Amendment 1 changed to 1A reference date 8 Apr 2010.

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 14 MOB LOM decmsnd.

No Chart Change Notices for Airport KMSL

No Chart Change Notices for Airport KMVC

No Chart Change Notices for Airport KMXF

Chart Change Notices for Airport KSEM

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

(11-1) ILS or LOC Rwy 33 MM decmsnd.

No Chart Change Notices for Airport KTCL