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Terminal Charts For KUTA

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Biloxi MS USA
IATA Code: BIX
Lat/Long: N30° 24.6' W088° 55.5'
Elevation: 33 ft

Airport Use: Military
Magnetic Variation: 1.0°W
Sectional Chart: New Orleans

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: 1224 Z
Sunset: 2353 Z,

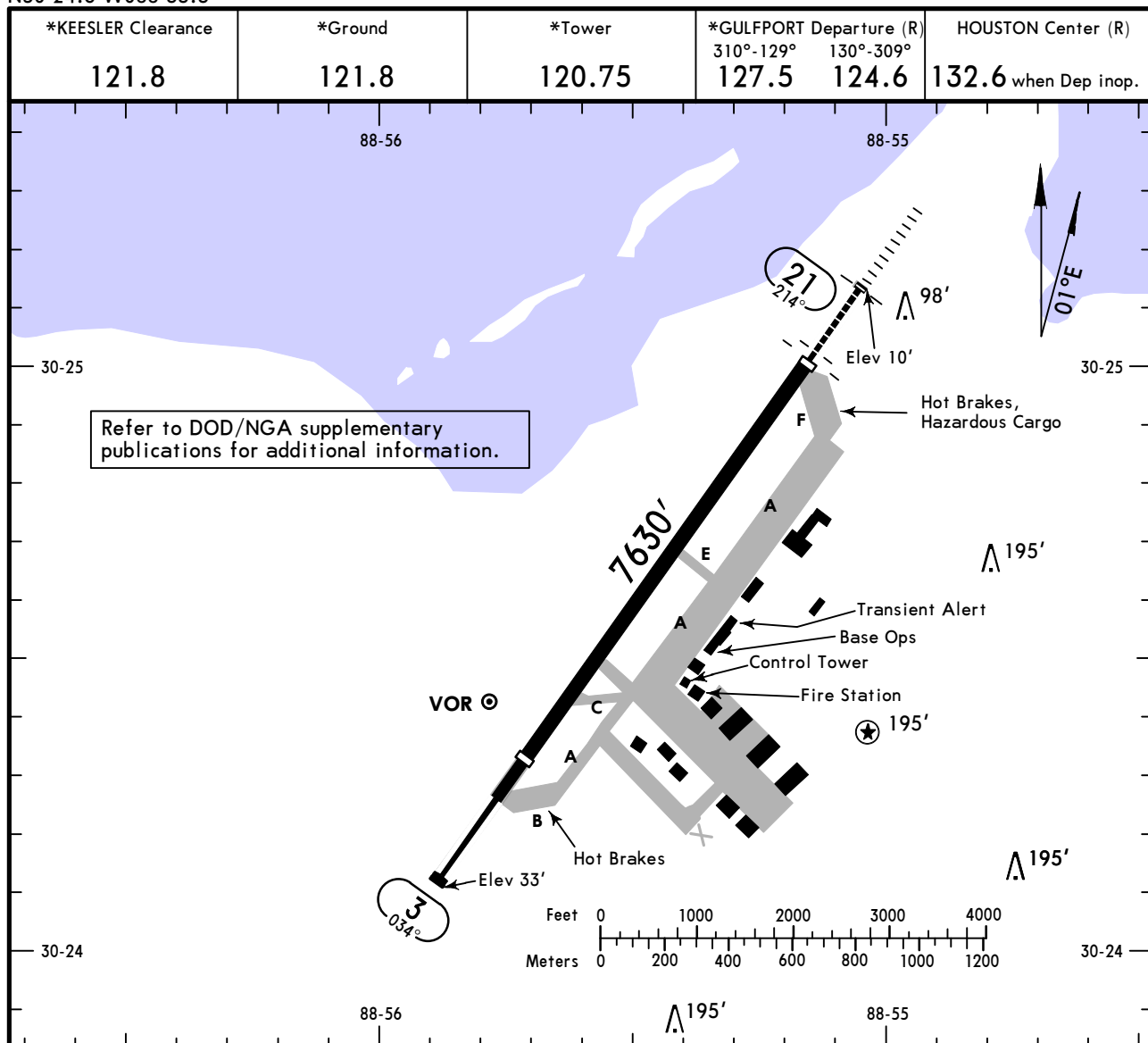
Runway Information

Runway: 03
Length x Width: 7630 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, REIL
Displaced Threshold: 1599 ft

Runway: 21
Length x Width: 7630 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 19 ft
Lighting: Edge, ALS
Displaced Threshold: 1000 ft

Communication Information

Keesler AFB Tower 120.75
Keesler AFB Ground Control 121.8
Keesler AFB Clearance Delivery 121.8
Gulfport Approach Control 127.5 (310°-129°)
Gulfport Approach Control 124.6 (130°-309°)
Gulfport Departure Control 127.5 (310°-129°)
Gulfport Departure Control 124.6 (130°-309°)
Houston Center 132.6 Remote Communications Air-Ground

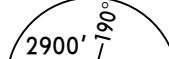


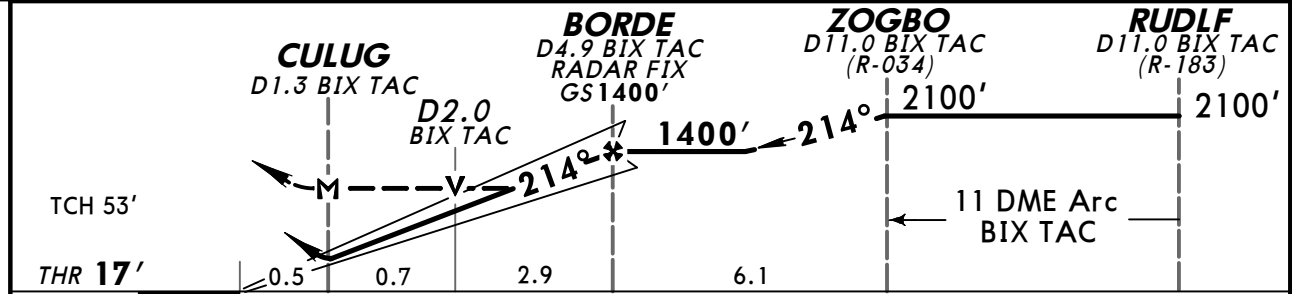
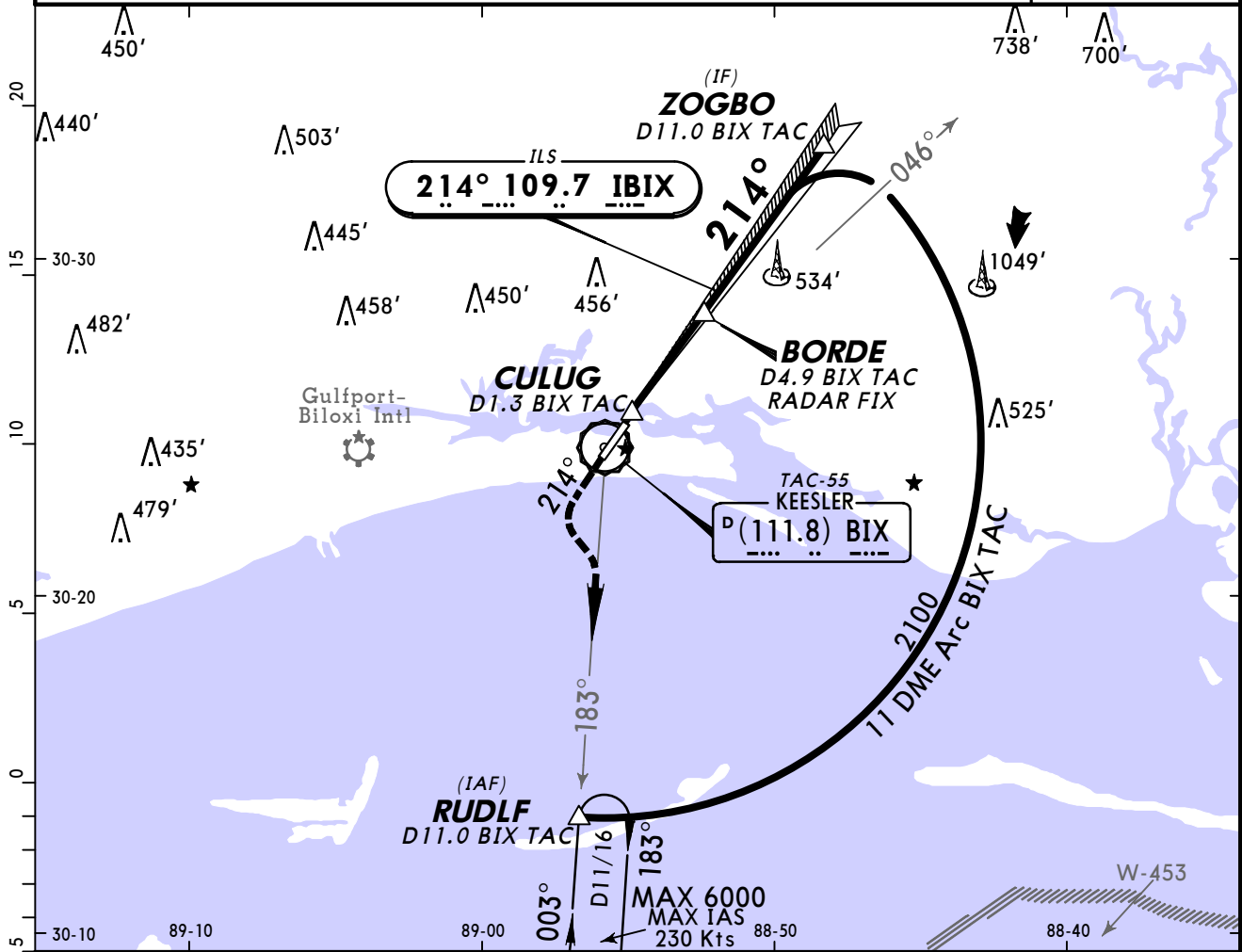
ADDITIONAL RUNWAY INFORMATION							
RWY					USABLE LENGTHS		WIDTH
					— LANDING BEYOND —	TAKE-OFF	
	HIRL	REIL	PAPI-R		Threshold	Glide Slope	
3					6031'		
21	HIRL	① ALSF-I	PAPI-R	RVR	6630'	5615'	② 150'

- ① Non-standard 2000'.
 ② Displaced areas 75'.

TAKE-OFF				FOR FILING AS ALTERNATE		
All Rwys						
Adequate Vis Ref		STD		Precision		Non-Precision
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1		A	600-2	800-2
3 & 4 Eng		RVR 24 or 1/2		B		
				C		
				D		

TAKE-OFF OBSTACLES: Rwy 3, trees 977' from DER, 764' right of centerline, 62' AGL/70' MSL. Terrain 222' right of centerline, 19' MSL. Rwy 21, trees 1903' from DER, 669' right of centerline, 71' AGL/102' MSL. Trees 1803' from DER, 658' left of	centerline, 43' AGL/70' MSL. Multiple power poles 2670' from DER, 893' left of centerline, 65' AGL/109' MSL. Multiple power poles 3514' from DER, 119' right of centerline, 65' AGL/115' MSL. Terrain 6' from DER, 500' left of centerline 23' MSL.
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*GULFPORT Approach (R) 310°-129° 130°-309° 127.5 124.6		HOUSTON Center (R) 132.6 when App inop.		*KEESLER Tower 120.75		*Ground 121.8					
LOC IBIX 109.7		Final Apch Crs 214°		GS BORDE 1400' (1383')		ILS DA(H) 217' (200')		Apt Elev 33' THR 17'			
MISSED APCH: Climb to 800' tracking 214°, upon reaching 800' turn LEFT to intercept BIX TAC R-183 outbound climbing to 2200' to RUDLF/D11.0 BIX TAC and hold. Missed approach requires use of RNAV or ATC radar monitoring.											
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'					
1. EMERG SAFE ALT WITHIN 100 NM 3100'.											MSA BIX TAC



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1 PAPI 	BIX TAC-55 (111.8) R-183
GS	3.00°	372	478	531	637	743		
MAP at CULUG or BORDE to MAP	3.6	3:05	2:24	2:10	1:48	1:33		

STRAIGHT-IN LANDING RWY 21				CIRCLE-TO-LAND			
ILS		LOC (GS out)					
DA(H) 217' (200')		MDA(H) 460' (443')					
FULL	ALS out		ALS out	Max Kts		MDA(H)	
A				90		620' (587') - 1	
B				120		700' (667') - 1	
C	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	140		700' (667') - 1 3/4	
D			RVR 45 or 7/8	165		740' (707') - 2 1/4	

General Information

Location: Columbus MS USA
IATA Code: CBM
Lat/Long: N33° 38.7' W088° 26.8'
Elevation: 218 ft

Airport Use: Military
Magnetic Variation: 1.8°W
Sectional Chart: Memphis

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: 1225 Z
Sunset: 2348 Z,

Runway Information

Runway: 13C
Length x Width: 12004 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 197 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 13L
Length x Width: 8000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 195 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 13R
Length x Width: 6321 ft x 175 ft
Surface Type: concrete
TDZ-Elev: 196 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 31C
Length x Width: 12004 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 214 ft
Lighting: Edge, ALS

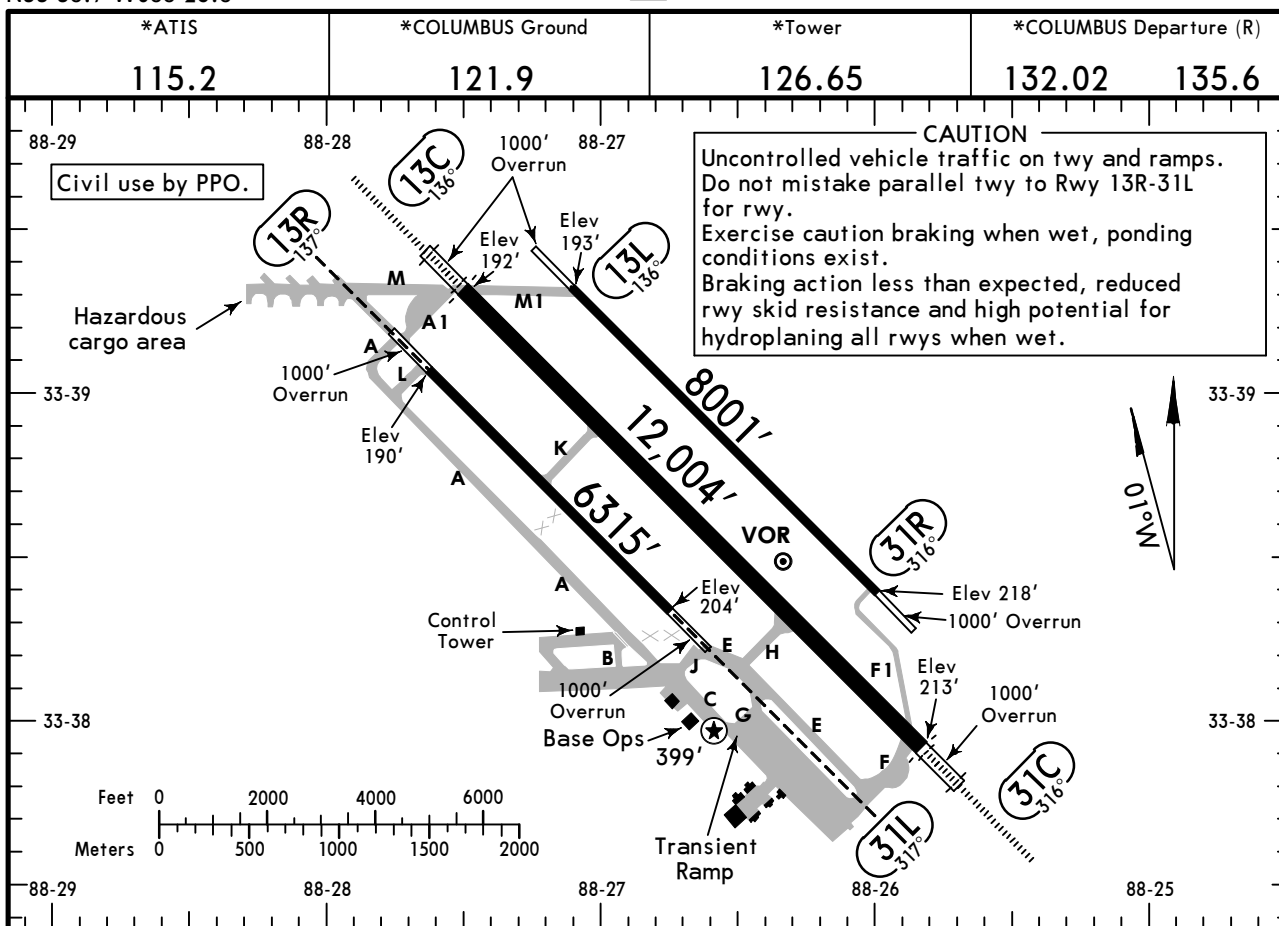
Stopway: 1000 ft

Runway: 31L
Length x Width: 6321 ft x 175 ft
Surface Type: concrete
TDZ-Elev: 205 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Runway: 31R
Length x Width: 8000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 218 ft
Lighting: Edge, ALS
Stopway: 1000 ft

Communication Information

ATIS 115.2
Columbus AFB Tower Tower 126.65
Columbus AFB Ground Ground Control 121.9
Columbus Approach Approach Control 126.075 (310°-90°) Arrival Service
Columbus Approach Approach Control 135.6 (165°-310°) Arrival Service
Columbus Approach Approach Control 132.025 (90°-165°) Arrival Service
Columbus Approach Approach Control 134.55 Arrival Service Secondary
Columbus Approach Approach Control 133.25 Arrival Service
Columbus Approach Approach Control 121.705 Arrival Service Secondary
Columbus AFB App ARSA 126.075 (310°-90°)
Columbus AFB App ARSA 135.6 (165°-310°)
Columbus AFB App ARSA 132.025 (90°-165°)
Columbus AFB App ARSA 134.55 Secondary
Columbus AFB App ARSA 121.705 Secondary
Columbus Departure Departure Control 135.6 (165°-310°) Departure Service
Columbus Departure Departure Control 132.025 Departure Service
Memphis Center 127.1 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS			WIDTH
					Threshold	Glide Slope	TAKE-OFF	
13R ① 31L	MIRL	ALS (non-std)	PAPI-L	grooved				175'
13C ② 31C	HIRL	ALSF-I	PAPI-L (angle 3.0°)	RVR		10,982'		300'
						10,965'		
13L 31R	HIRL	ALS (non-std)	PAPI-L (angle 3.5°)	RVR				150'

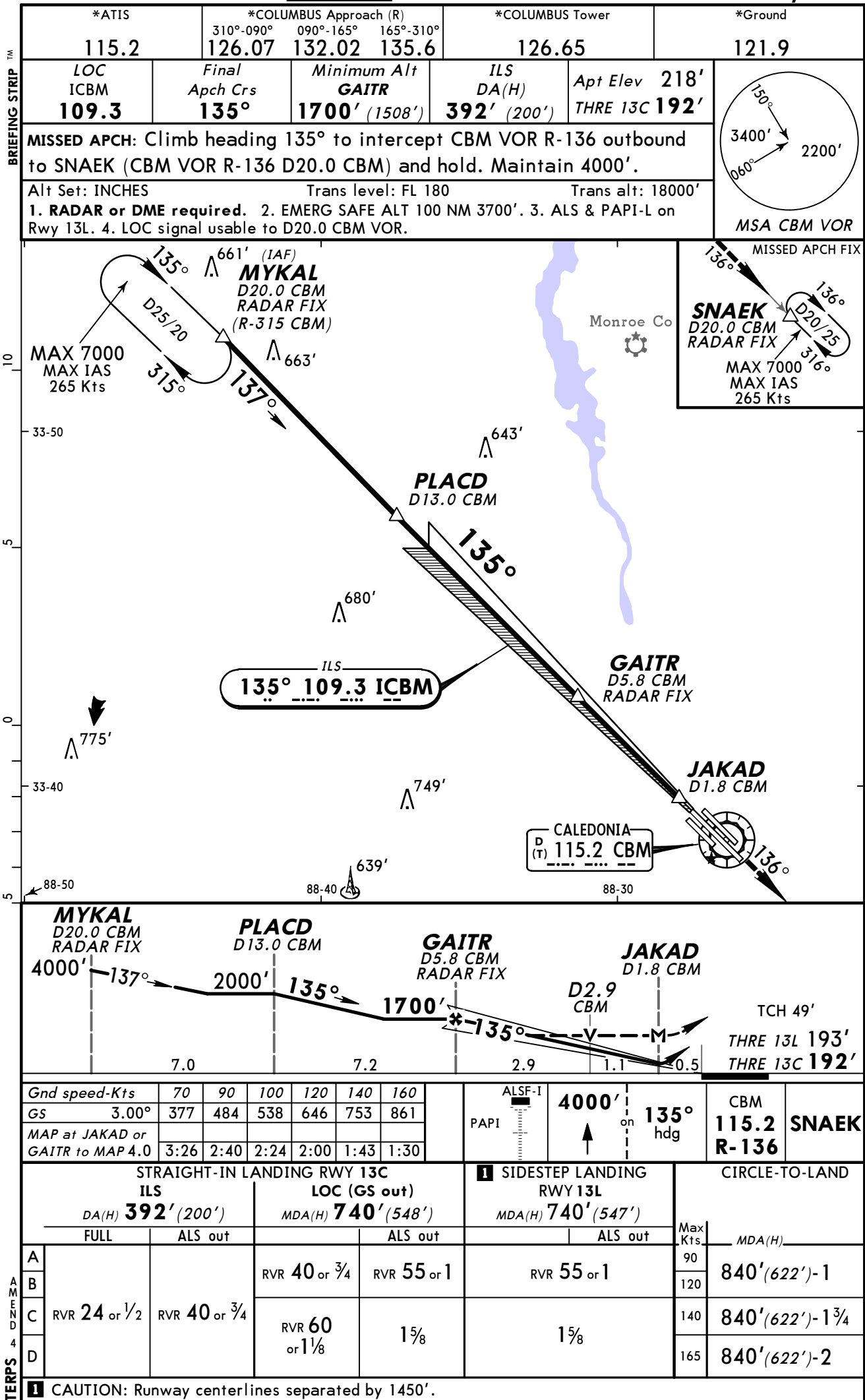
① Nonstandard markings. ② First 3500' Rwy 13C and first 3525' Rwy 31C is grooved.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

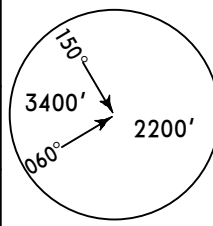
Rwy 13R		① Rwys 13C, ② 13L			③ Rwy 31L			④ Rwys 31C, 31R		
Adequate Vis Ref	STD	With Min climb of 220'/NM to 700'		Other	With Min climb of 210'/NM to 600'		Other	With Min climb of 240'/NM to 600'		Other
		Adequate Vis Ref	STD		Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	RVR 16	RVR 50 or 1	200' - 1 1/4	1/4	1	200' - 1 3/4	RVR 16	RVR 50 or 1
3 & 4 Eng	1/4	1/2	or 1/4	RVR 24 or 1/2		1/4	1/2		or 1/4	RVR 24 or 1/2

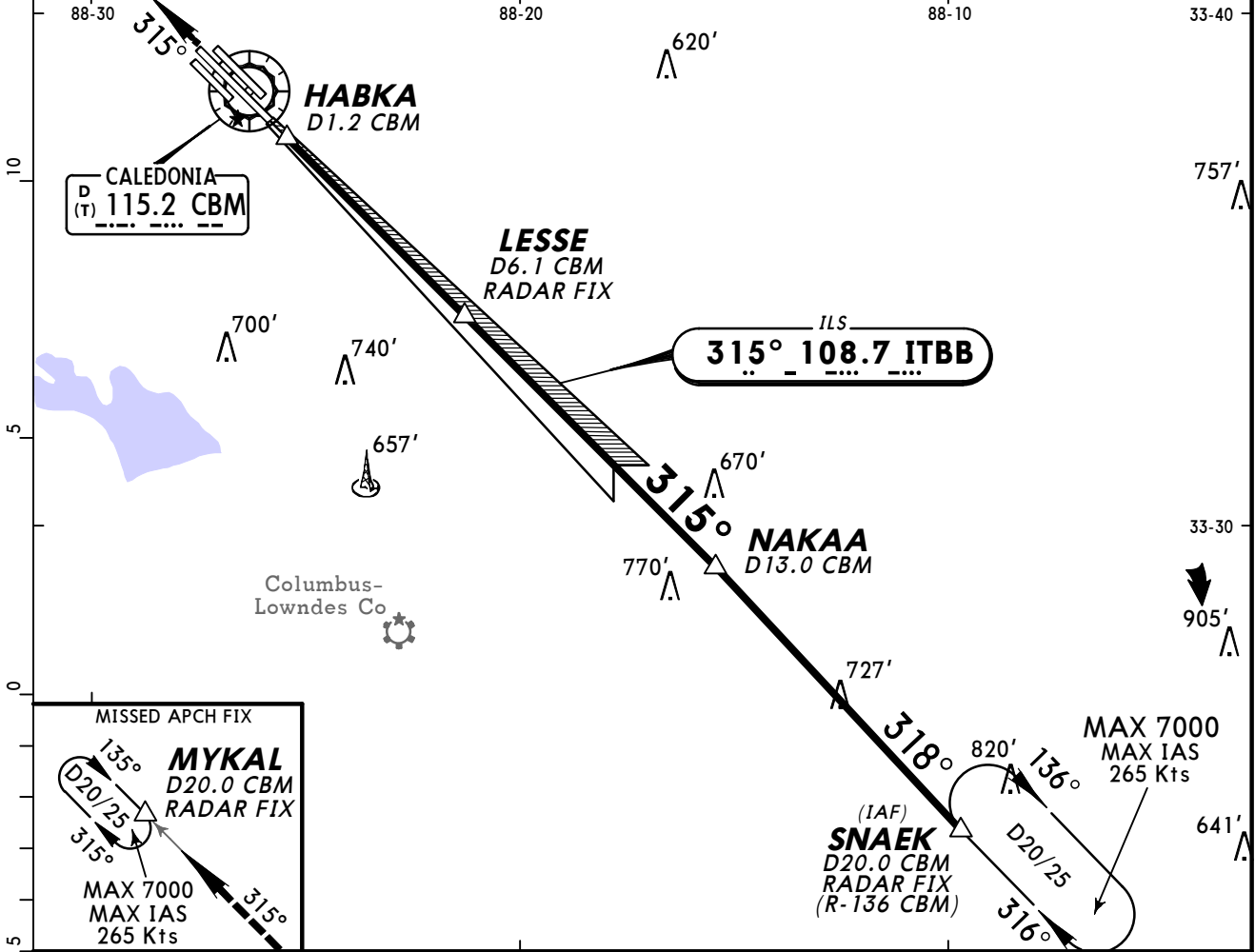
- Rwy 13C, With standard takeoff minimums and a standard 200' per NM climb gradient, takeoff must occur no later than 1400' prior to departure end of runway.
- Rwy 13L, With standard takeoff minimums and a standard 200' per NM climb gradient, takeoff must occur no later than 1500' prior to departure end of runway.
- Rwy 31L, With standard takeoff minimums and a standard 200' per NM climb gradient, takeoff must occur no later than 1300' prior to departure end of runway.
- Rwy 31C/31R, With standard takeoff minimums and a standard 200' per NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway.

TAKE-OFF OBSTACLES: Rwy 13C, Trees 288' MSL/74' AGL 2967' from DER, 1010' left of centerline. Trees 288' MSL/74' AGL 3005' from DER, 233' right of centerline. Rwy 13R, Ramp lights 272' MSL/69' AGL 2795' from DER, 766' right of centerline. Rwy 31R, Taxiing aircraft 197' MSL/14' AGL 80' from DER, 472' left of centerline. Trees 251' MSL/74' AGL 2122' from DER, 1104' right of centerline. Pylon 341' MSL/157' AGL 1.2 NM from DER, 1560' right of centerline. Pylon 341' MSL/157' AGL 1.1 NM from DER, 2197' right of centerline. Rwy 31C, Trees 251' MSL/74' AGL 2340' from DER, 942' right of centerline. Trees 251' MSL/74' AGL 2250' from DER, 770' right of centerline. Pylon 348' MSL/157' AGL 1.2 NM from DER, 1104' right of centerline. Pylon 334' MSL/157' AGL 1.0 NM from DER, 2550' right of centerline. Rwy 31L, Taxiing aircraft 205' MSL/14' AGL 556' from DER, 281' right of centerline. Taxiing aircraft 204' MSL/14' AGL 554' from DER, 156' left of centerline. Pylon 348' MSL/157' AGL 1.3 NM from DER, 2617' right of centerline.



BRIEFING STRIP

*ATIS 115.2	*COLUMBUS Approach (R) 310°-090° 126.07 090°-165° 132.02 165°-310° 135.6			*COLUMBUS Tower 126.65	*Ground 121.9
LOC ITBB 108.7	Final Apch Crs 315°	Minimum Alt LESSE 2000' (1787')	ILS DA(H) 413' (200')	Apt Elev 218' Rwy 31C 213'	 MSA CBM VOR
MISSED APCH: Climb heading 315° to intercept CBM VOR R-315 outbound to MYKAL/CBM VOR R-315 D20.0 and hold. Maintain 4000'.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR or DME required. 2. SAFE ALTITUDE 100 NM 3700'. 3. ALS & PAPI-L on Rwy 31R. 4. LOC signal usable to D20.0 CBM VOR.					



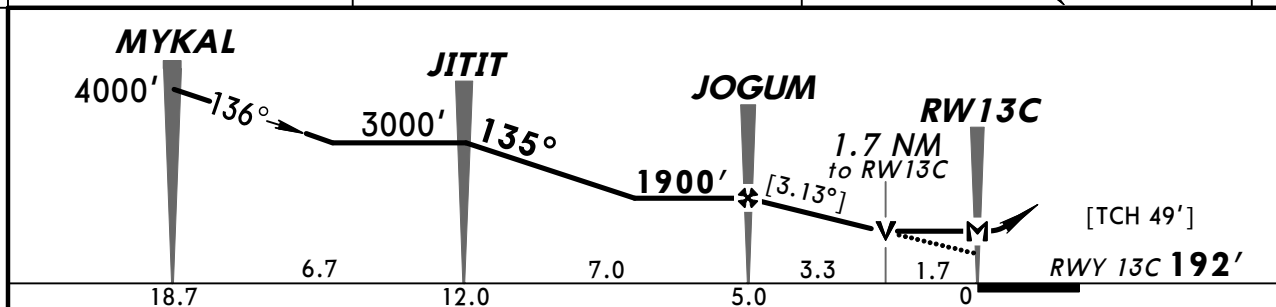
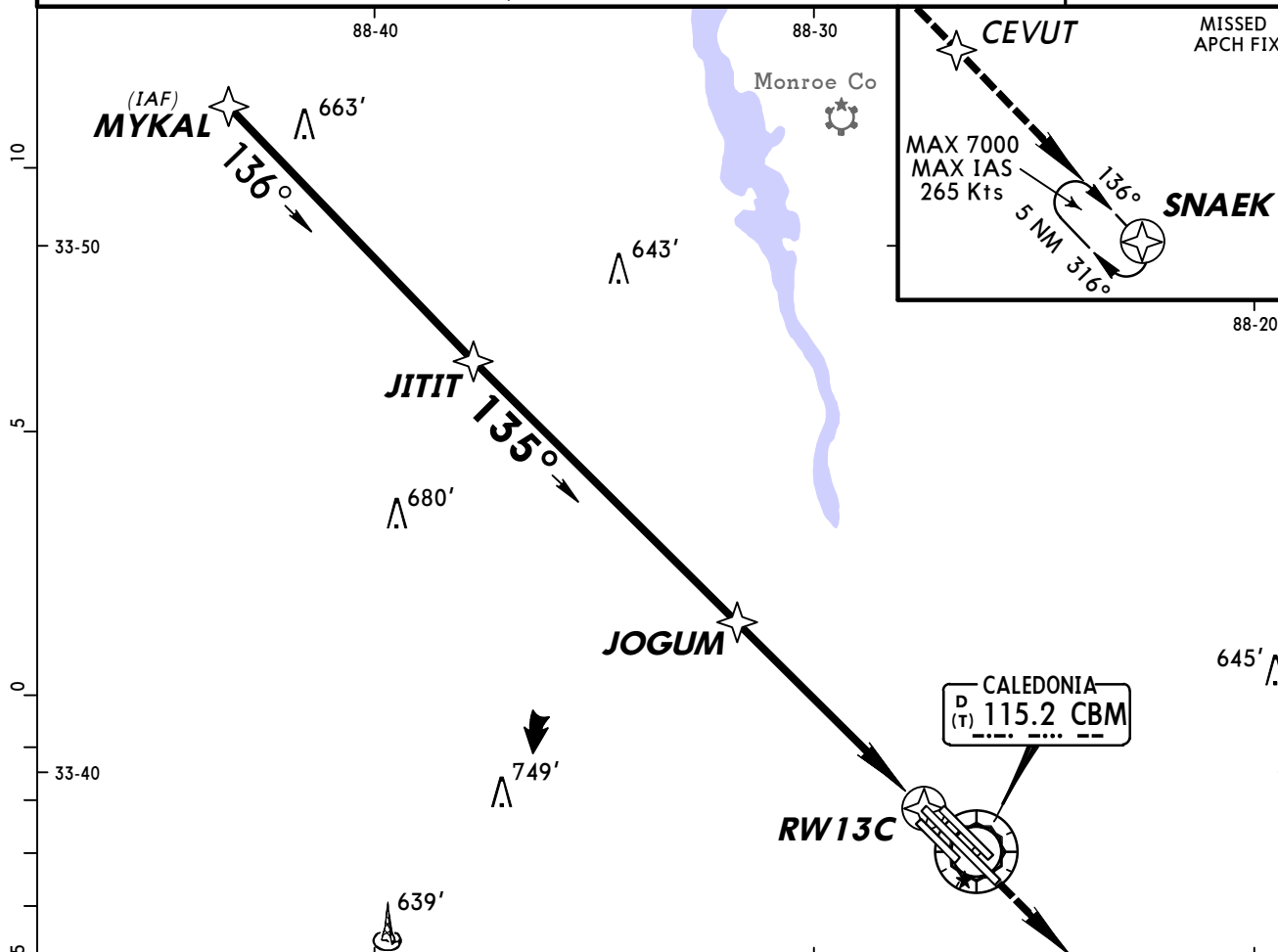
HABKA D1.2 CBM	LESSE D6.1 CBM RADAR FIX	NAKAA D13.0 CBM	SNAEK D20.0 CBM RADAR FIX
TCH 48'	D1.9 CBM	315° 3000'	318° 4000'
Rwy 31R 213'	M-V-315°-*	2000'	
Rwy 31C 213'	0.5 0.7 4.2 6.9 7.0		

Gnd speed-Kts	70	90	100	120	140	160	ALSFI	4000'	315°	CBM	MYKAL
GS	3.00°	372	478	531	637	743	PAPI	↑	hdg	115.2	R-315
MAP at HABKA or LESSE to MAP 4.9	4:12	3:16	2:56	2:27	2:06	1:50					

STRAIGHT-IN LANDING RWY 31C				1 SIDESTEP LANDING RWY 31R		CIRCLE-TO-LAND	
ILS		LOC (GS out)		MDA(H) 640' (427')		Max Kts	
DA(H) 413' (200')		MDA(H) 640' (427')		MDA(H) 640' (427')		MDA(H)	
FULL	ALS out		ALS out		ALS out	90	
A						120	840' (622')-1
B		RVR 24 or 1/2	RVR 55 or 1		RVR 55 or 1	140	840' (622')-1 3/4
C	RVR 24 or 1/2	RVR 40 or 3/4				165	880' (662')-2
D		RVR 40 or 3/4	1 1/4		1 1/4		

BRIEFING STRIP™

*ATIS 115.2	*COLUMBUS Approach (R) 310°-090° 090°-165° 165°-310° 126.07 132.02 135.6			*COLUMBUS Tower 126.65		*Ground 121.9
RNAV	Final Apch Crs 135°	Minimum Alt JOGUM 1900' (1708')		LNAV MDA(H) 780' (588')	Apt Elev 218' Rwy 13C 192'	3400' MSA CBM VOR
MISSED APCH: Climb to 4000' direct CEVUT, direct SNAEK and hold as published.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE 100 NM 3700'. 2. DME/DME RNP-0.30 not authorized.						

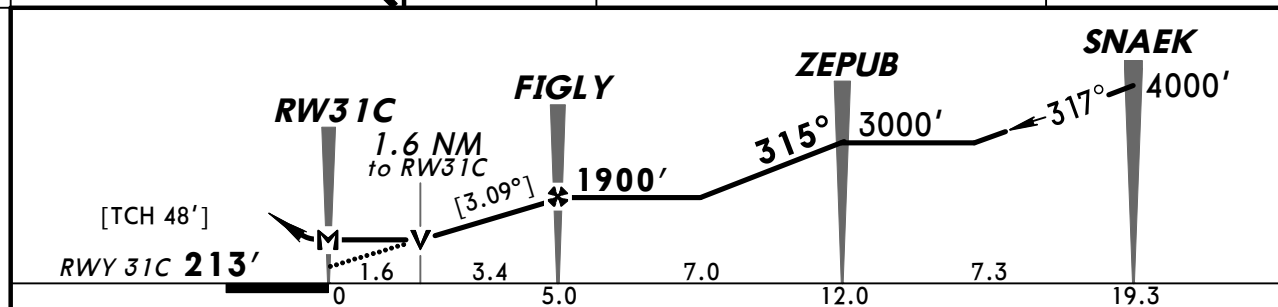
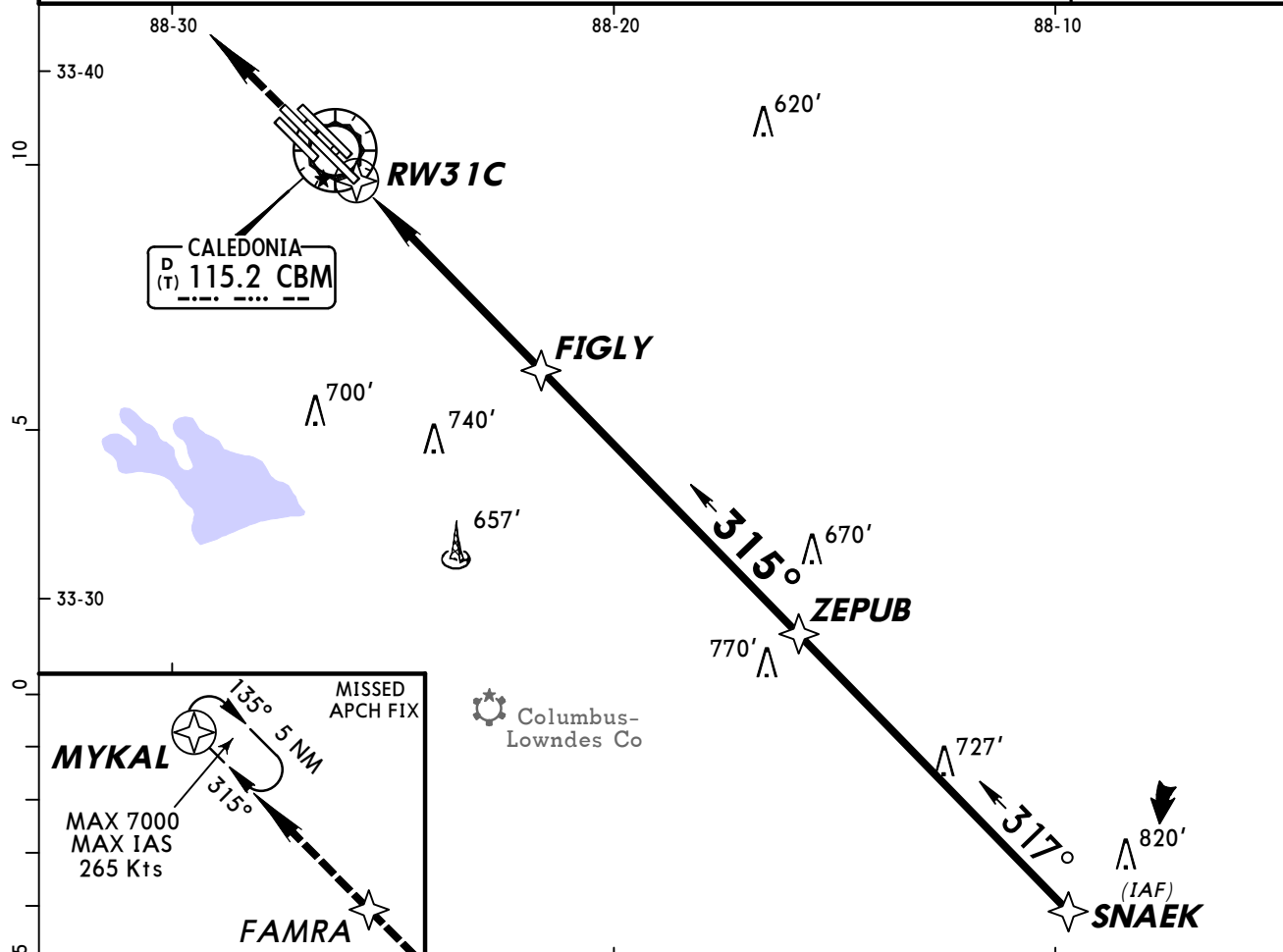


Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI 4000' D CEVUT
Descent angle [3.13°]	388	498	554	665	775	886	
MAP at RW13C							

STRAIGHT-IN LANDING RWY 13C				CIRCLE-TO-LAND	
LNAV					
MDA(H) 780' (588')					
			ALS out	Max Kts.	MDA(H)
A	RVR 40 or 3/4		RVR 55 or 1	90	840' (622') - 1
B				120	
C	1 1/4		1 3/4	140	840' (622') - 1 3/4
D				165	840' (622') - 2

BRIEFING STRIP TM

*ATIS 115.2	*COLUMBUS Approach (R) 310°-090° 126.07 090°-165° 132.02 165°-310° 135.6			*COLUMBUS Tower 126.65	*Ground 121.9
RNAV	Final Apch Crs 315°	Minimum Alt FIGLY 1900' (1687')		LNAV MDA(H) 780' (567')	Apt Elev 218' Rwy 31C 213'
MISSED APCH: Climb to 4000' direct FAMRA, direct MYKAL and hold as published.					3400' MSA CBM VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. SAFE ALTITUDE 100 NM 3700'. 2. DME/DME RNP-0.30 not authorized.					

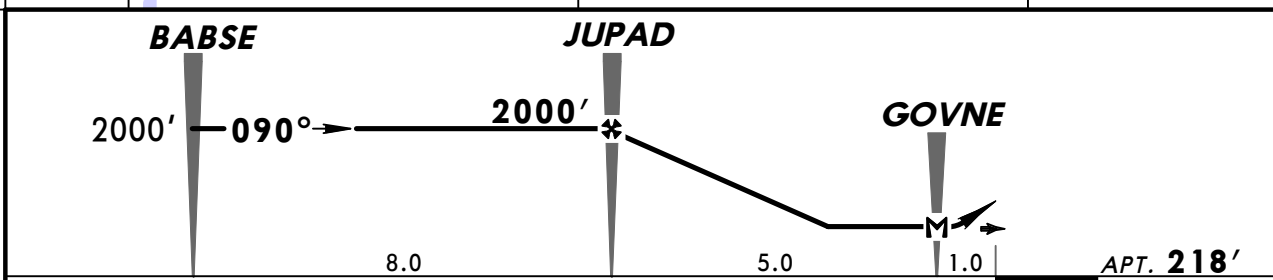
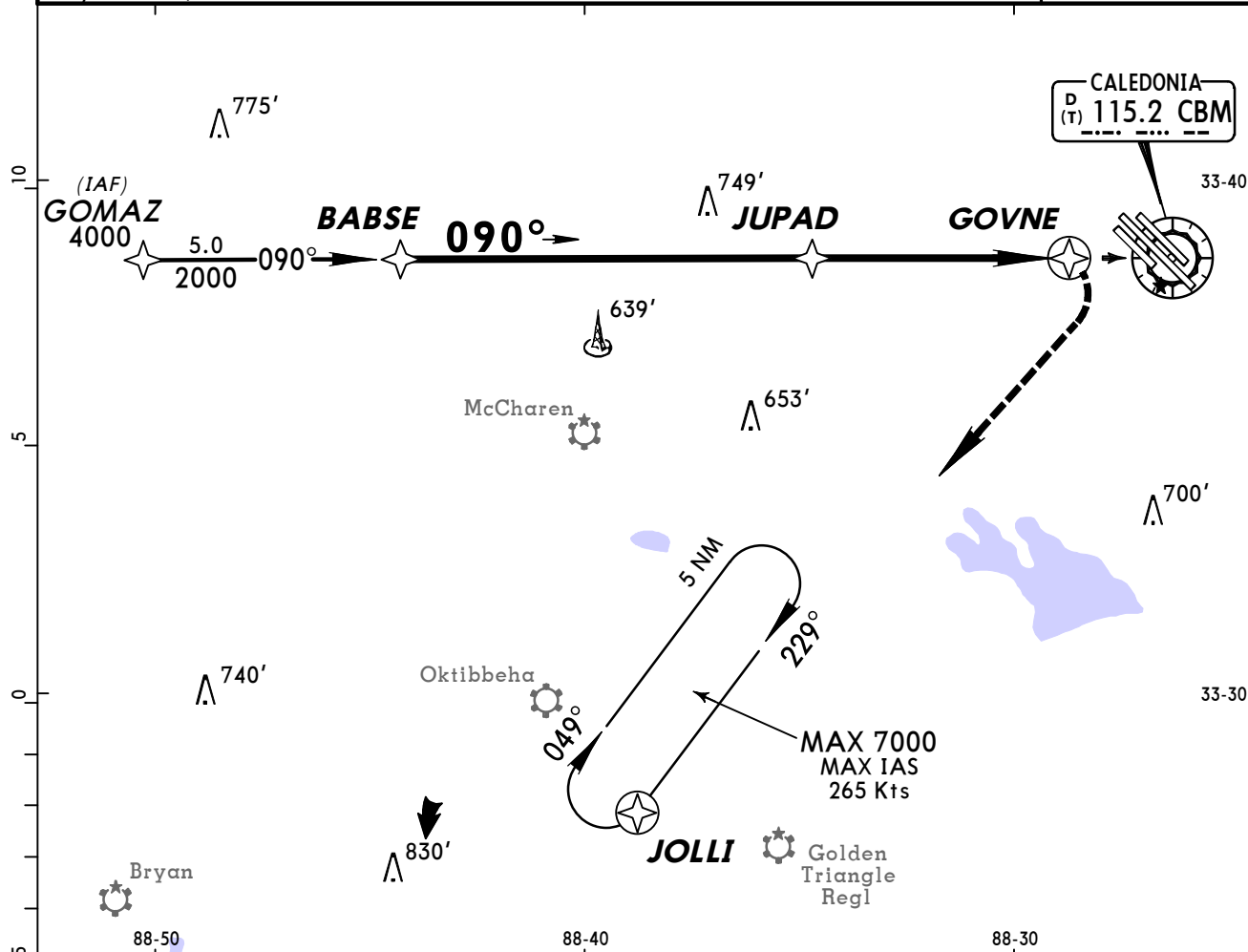


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-1 PAPI	4000'	D→	FAMRA
Descent angle [3.09°]	383	492	547	656	765	875				
MAP at RW31C										

STRAIGHT-IN LANDING RWY 31C				CIRCLE-TO-LAND			
LNAV				MDA(H)			
MDA(H) 780' (567')				ALS out			
RVR 24 or 1/2				RVR 55 or 1			
1 1/4				1 5/8			
Max Kts				MDA(H)			
90				840' (622') - 1			
120				840' (622') - 1 3/4			
140				840' (622') - 2			
165							

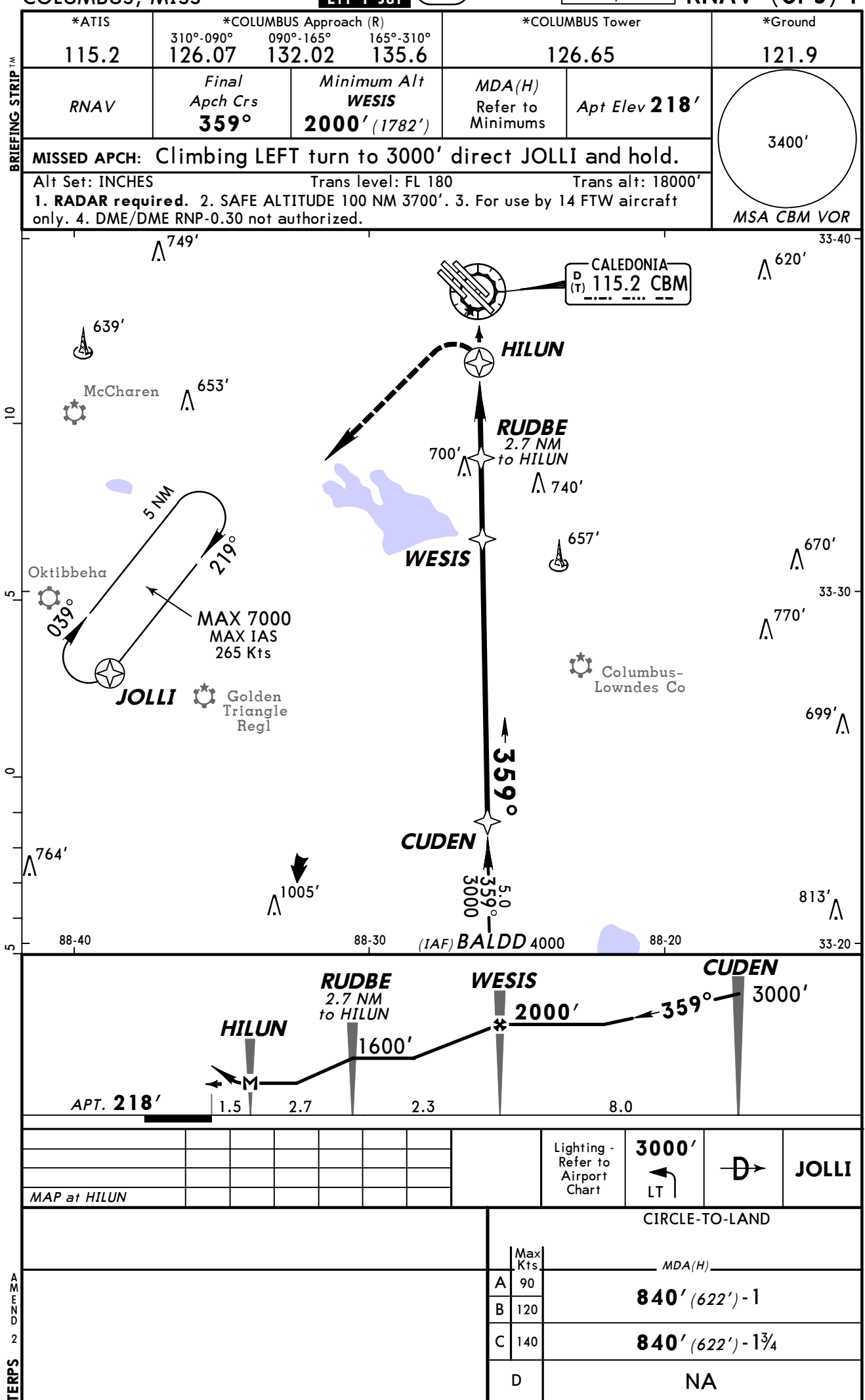
BRIEFING STRIP™

*ATIS 115.2	*COLUMBUS Approach (R) 310°-090° 090°-165° 165°-310° 126.07 132.02 135.6			*COLUMBUS Tower 126.65		*Ground 121.9
RNAV	Final Apch Crs 090°	Minimum Alt JUPAD 2000' (1782')		MDA(H) Refer to Minimums	Apt Elev 218'	3400' MSA CBM VOR
MISSED APCH: Climbing RIGHT turn to 3000' direct JOLLI and hold or as directed by ATC.						
Alt Set: INCHES						

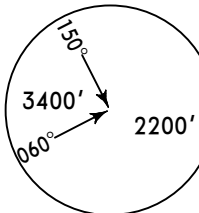


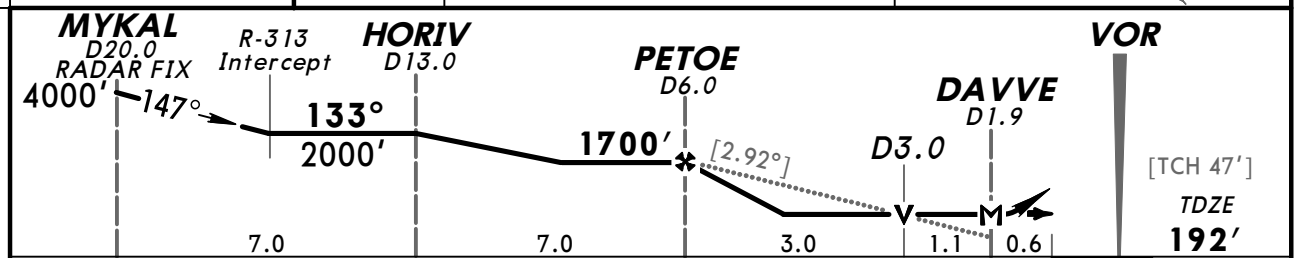
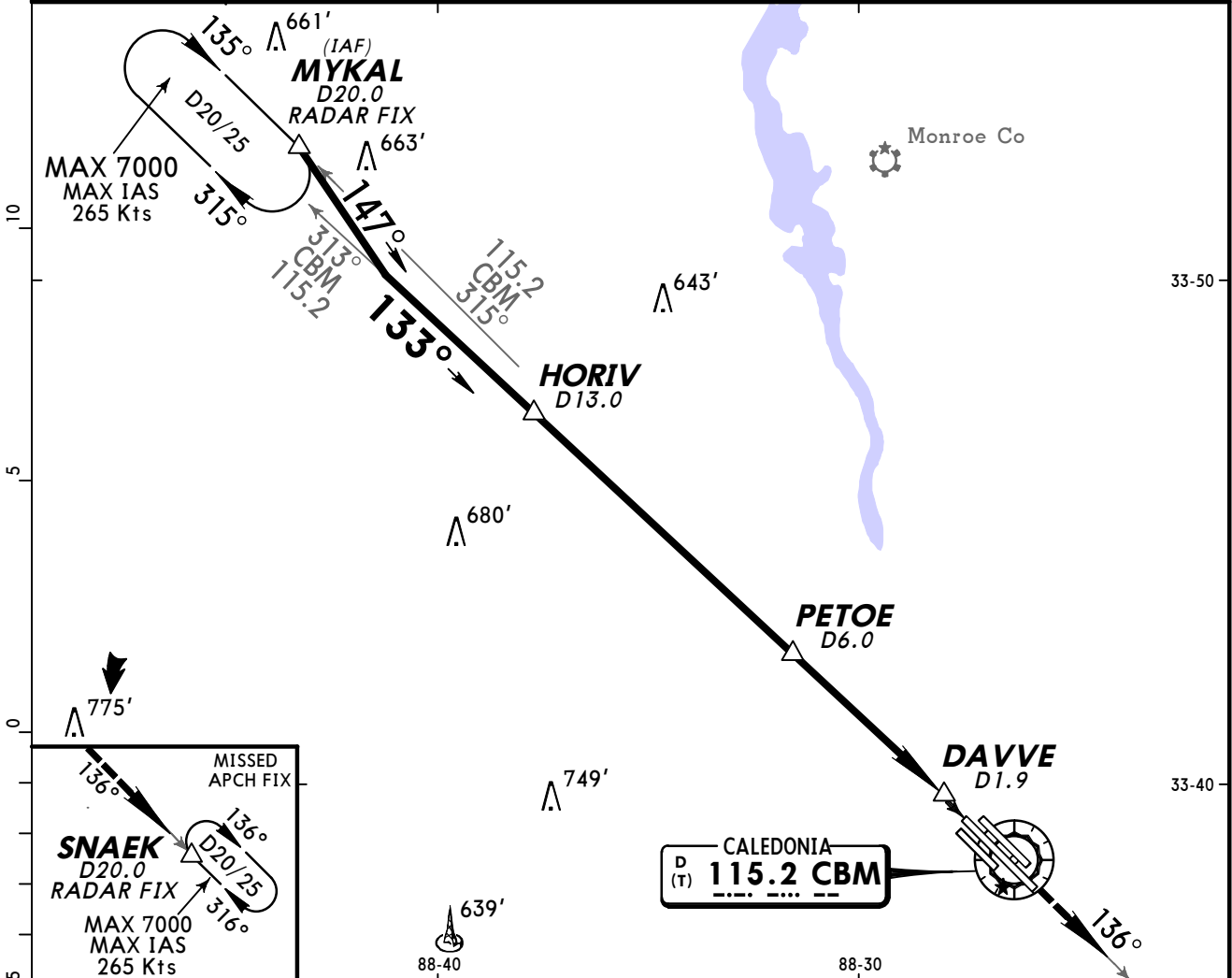
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			CIRCLE-TO-LAND	
			Max Kts	MDA(H)
			A 90	840' (622') - 1
			B 120	840' (622') - 1 3/4
			C 140	840' (622') - 1 3/4
			D	NA



BRIEFING STRIP™

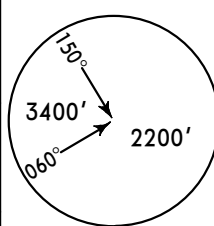
*ATIS 115.2	*COLUMBUS Approach (R) 310°-090° 126.07 090°-165° 132.02 165°-310° 135.6			*COLUMBUS Tower 126.65		*Ground 121.9
VOR CBM 115.2	Final Apch Crs 133°	Minimum Alt PETOE 1700' (1508')		MDA(H) 780' (588')	Apt Elev 218' TDZE 192'	
MISSED APCH: Climb heading 135° to intercept CBM VOR R-136 outbound to SNAEK/CBM VOR R-136 D20.0 and hold. Maintain 4000'.						MSA CBM VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. RADAR required. 2. SAFE ALTITUDE WITHIN 100 NM 3700'.						

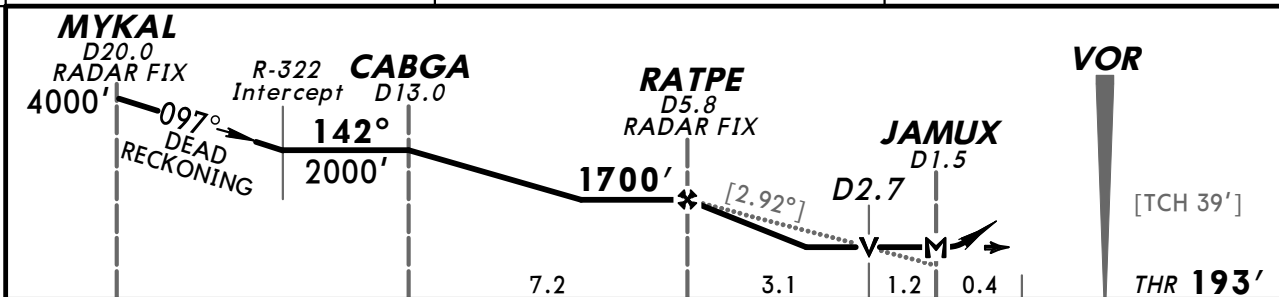
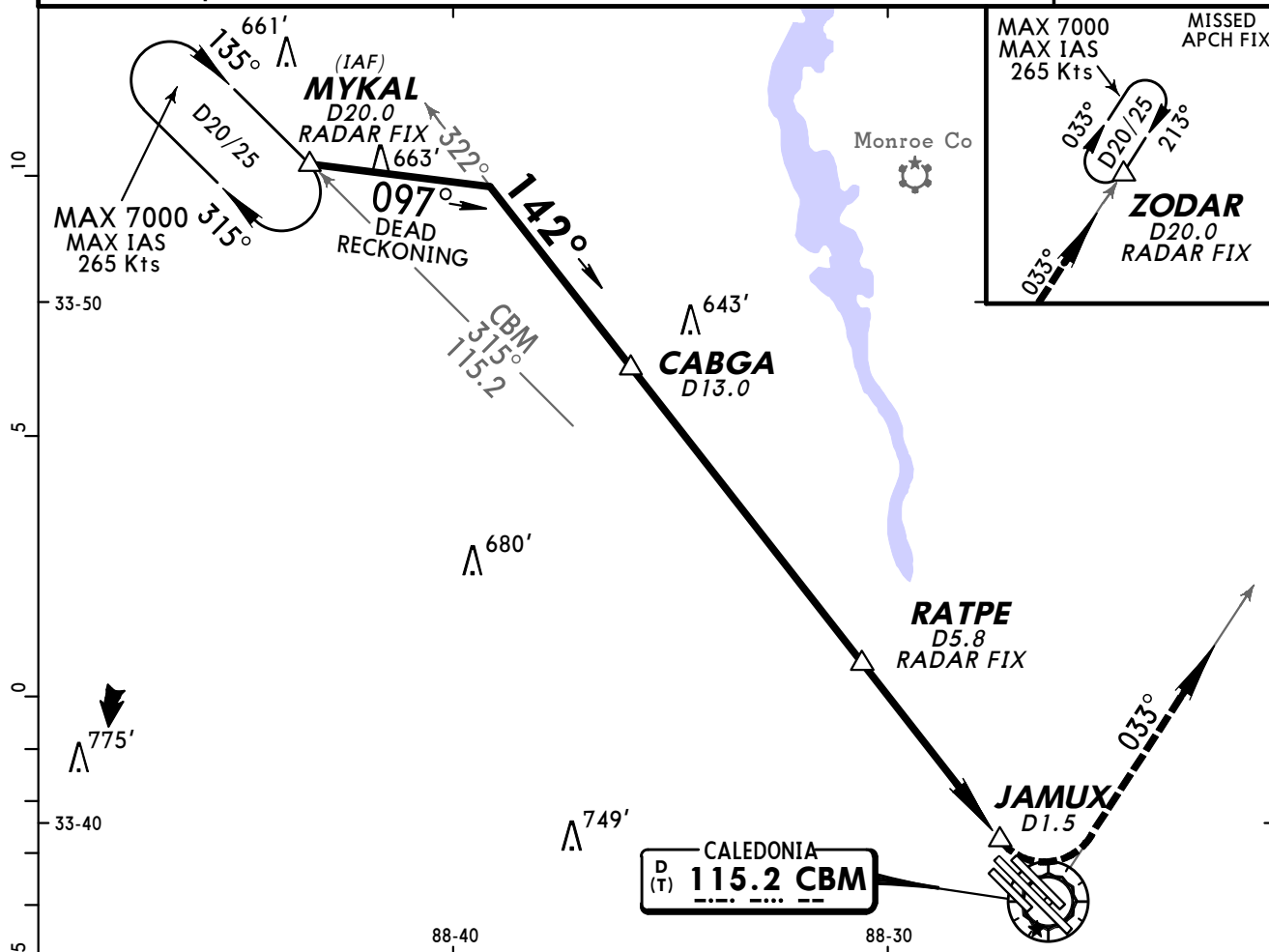


Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I		4000'		135°		CBM		SNAEK	
Descent Angle [2.92°]	362	465	517	620	723	826	PAPI		on		hdg		and		R-136	
MAP at DAVVE or PETOE to MAP	4.1	3:31	2:44	2:28	2:03	1:45	1:32									

STRAIGHT-IN LANDING RWY 13C				CIRCLE-TO-LAND			
MDA(H) 780' (588')				MDA(H)			
ALS out				Max Kts			
				90	840' (622') - 1		
				120			
				140	840' (622') - 1 3/4		
				165	840' (622') - 2		

BRIEFING STRIP TM

*ATIS 115.2	*COLUMBUS Approach (R) 310°-090° 126.07 090°-165° 132.02 165°-310° 135.6			*COLUMBUS Tower 126.65		*Ground 121.9
VOR CBM 115.2	Final Aptch Crs 142°	Minimum Alt RATPE 1700' (1507')		MDA(H) 740' (547')	Apt Elev 218' THR 193'	
MISSED APCH: Climbing LEFT turn to intercept CBM VOR R-033 outbound to ZODAR/CBM VOR R-033 D20.0 and hold. Maintain 4000'. Missed approach requires use of RNAV or ATC radar monitoring.						
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'		
1. RADAR required. 2. SAFE ALTITUDE WITHIN 100 NM 3700'.						
MSA CBM VOR						



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L 4000' on 115.2 LT R-033 ZODAR	
Descent angle	2.9382	465	517	620	723	826		
MAP at JAMUX or								
RATPE to MAP	4.3	3:41	2:52	2:35	2:09	1:51		

STRAIGHT-IN LANDING RWY 13L				CIRCLE-TO-LAND			
MDA(H) 740' (547')				MDA(H)			
ALS out				Max Kts			
A	RVR 55 or 1			90	840' (622')-1		
B				120			
C	1 5/8			140	840' (622')-1 3/4		
D				165	840' (622')-2		

BRIEFING STRIP™

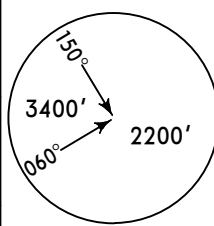


TERPS
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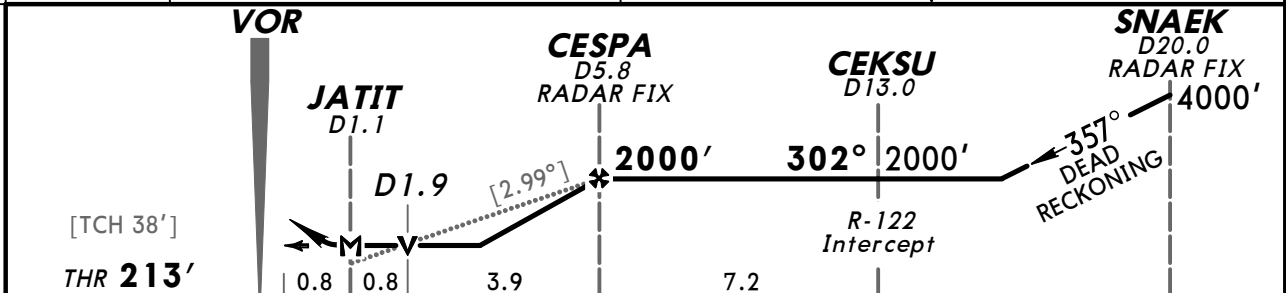
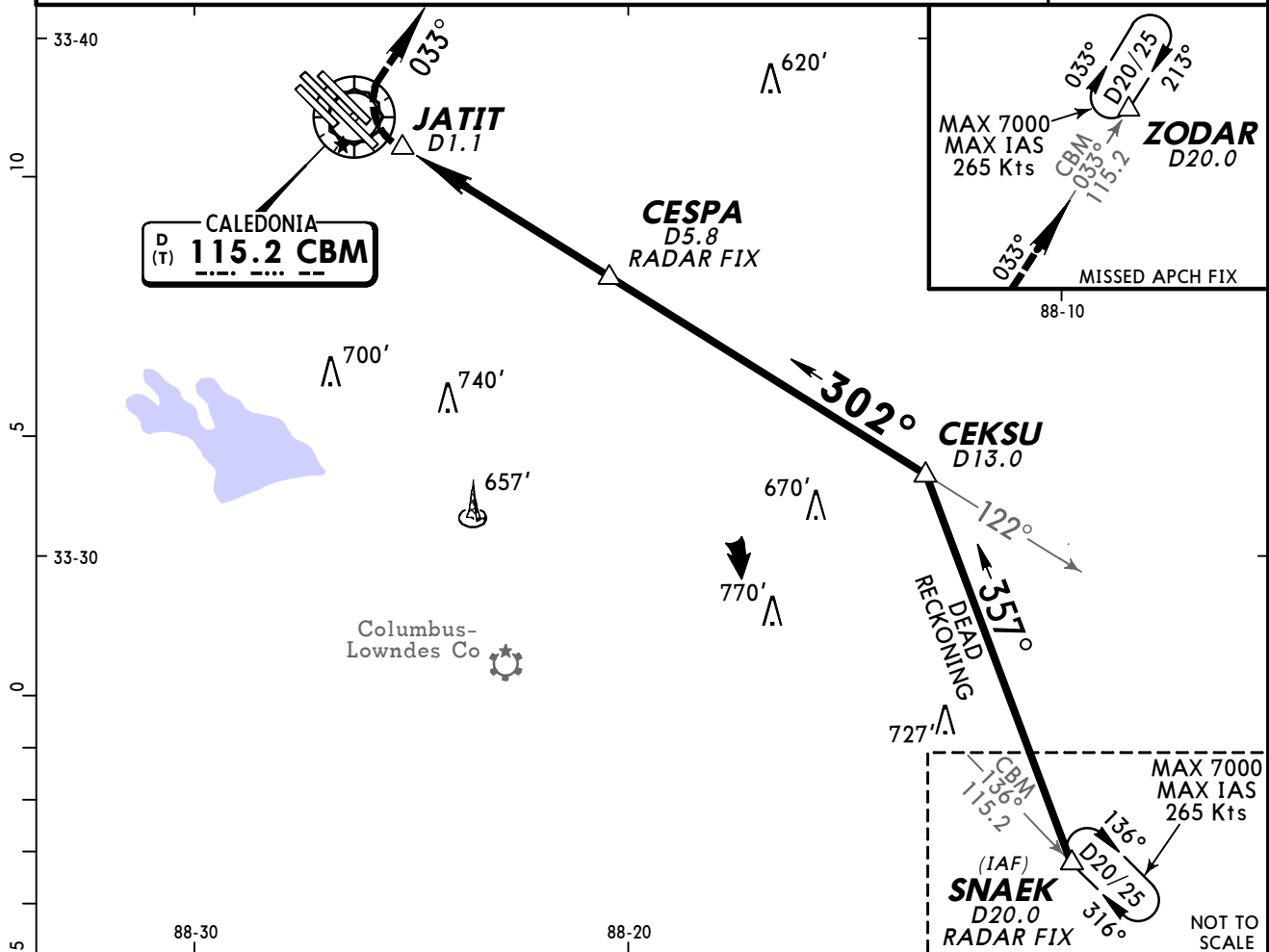
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BRIEFING STRIP

TM

*ATIS	*COLUMBUS Approach (R)			*COLUMBUS Tower		*Ground
115.2	310°-090° 126.07	090°-165° 132.02	165°-310° 135.6	126.65		121.9
VOR CBM 115.2	Final Apch Crs 302°	Minimum Alt CESPA 2000' (1787')	MDA(H) 780' (567')	Apt Elev 218' THR 213'		
MISSED APCH: Climbing RIGHT turn to intercept CBM VOR R-033 outbound to ZODAR/CBM VOR R-033 D20.0 and hold. Maintain 4000'. Missed approach requires use of RNAV or ATC radar monitoring.						
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'						
1. RADAR required. 2. SAFE ALTITUDE WITHIN 100 NM 3700'.						

MSA CBM VOR



Gnd speed-Kts	70	90	100	120	140	160	ALS PAPI-L		4000'	CBM 115.2 R-033	ZODAR
Descent angle [2.99°]	370	476	529	635	741	846					
MAP at JATIT or CESPA to MAP	4.7	4:02	3:08	2:49	2:21	1:46					

STRAIGHT-IN LANDING RWY 31R				CIRCLE-TO-LAND			
MDA(H) 780' (567')				Max Kts			
ALS out				MDA(H)			
A	RVR 55 or 1			90	840' (622') - 1		
B				120			
C	1 5/8			140	840' (622') - 1 3/4		
D				165			

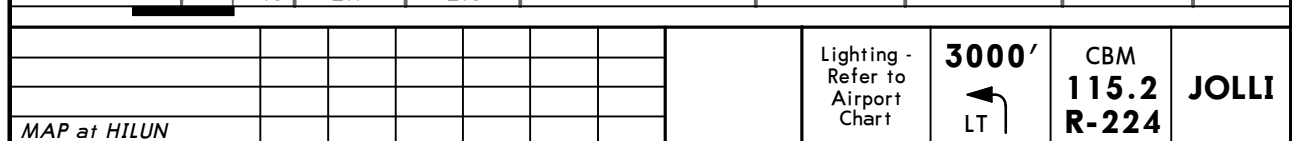
BRIEFING STRIP TM

TERPS
AMEND
4

TEPPC

150°
3400'
060°
2200'

MSA CBM VOR

TERPS
AMEND
5

General Information

Location: Corinth MS USA
IATA Code: CRX
Lat/Long: N34° 54.9' W088° 36.2'
Elevation: 425 ft

Airport Use: Public
Magnetic Variation: 1.8°W
Sectional Chart: Memphis

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: 1227 Z
Sunset: 2348 Z,

Runway Information

Runway: 18
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 414 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 425 ft
Lighting: Edge, Pilot controlled

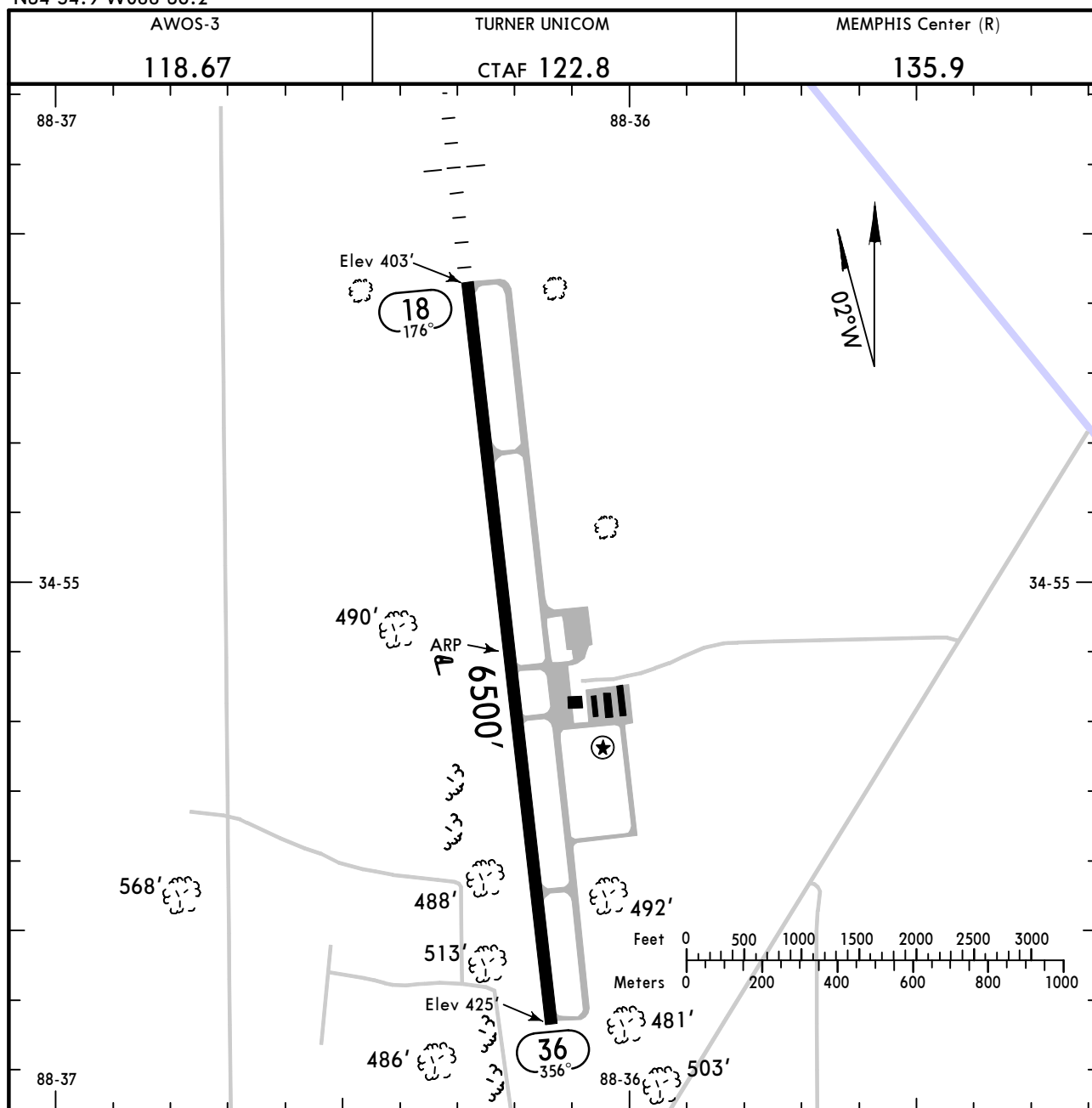
Communication Information

AWOS 118.675
Turner Unicom 122.8 CTAF PCL
Memphis Center 135.9 Remote Communications Air-Ground

KCRX/CRX
 Apt Elev **425'**
 N34 54.9 W088 36.2

JEPPESSEN
 22 JAN 10 **(11-1)**

CORINTH, MISS
TURNER



ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS		TAKE-OFF	WIDTH
					Threshold	Glide Slope		
RWY								
18	① MIRL	MALSR	PAPI-L (angle 3.0°)	grooved		5663'		100'
36	① MIRL		PAPI-L (angle 3.0°)	grooved				

1 Activate on 122.8.

TAKE-OFF			FOR FILING AS ALTERNATE Authorized Only When Local Weather Available		
All Rwys					
Adequate Vis Ref		STD			
1 & 2 Eng	1/4	1	A	ILS Rwy 18	LOC Rwy 18 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36
3 & 4 Eng		1/2	B		
			C		
			D		
				600-2	800-2

CHANGES: Rwy 18/36 grooved.

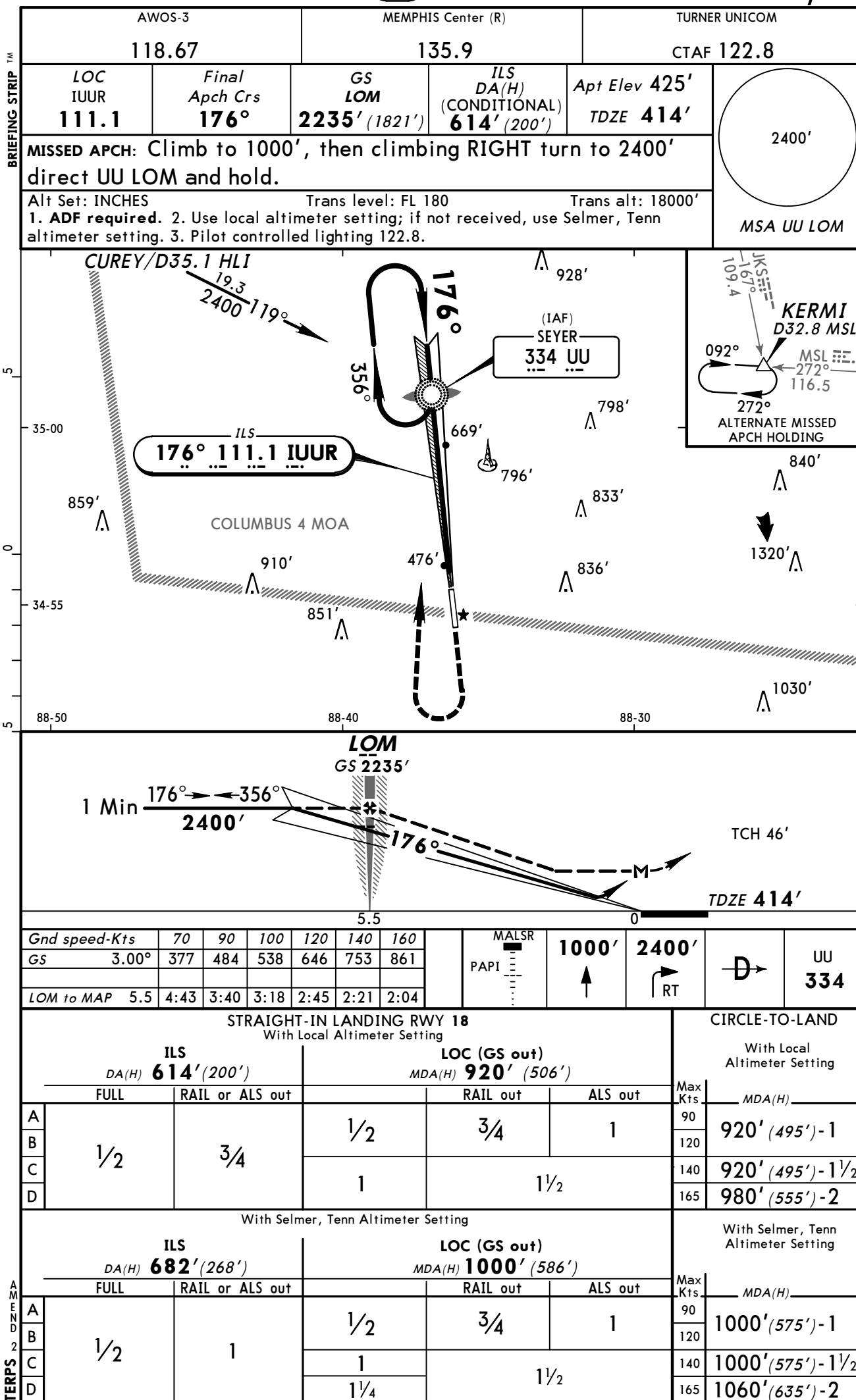
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AMEND
0

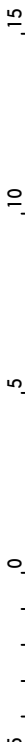
KCRX/CRX
TURNER

JEPPesen
22 JAN 10 (11-1)

CORINTH, MISS
ILS or LOC Rwy 18



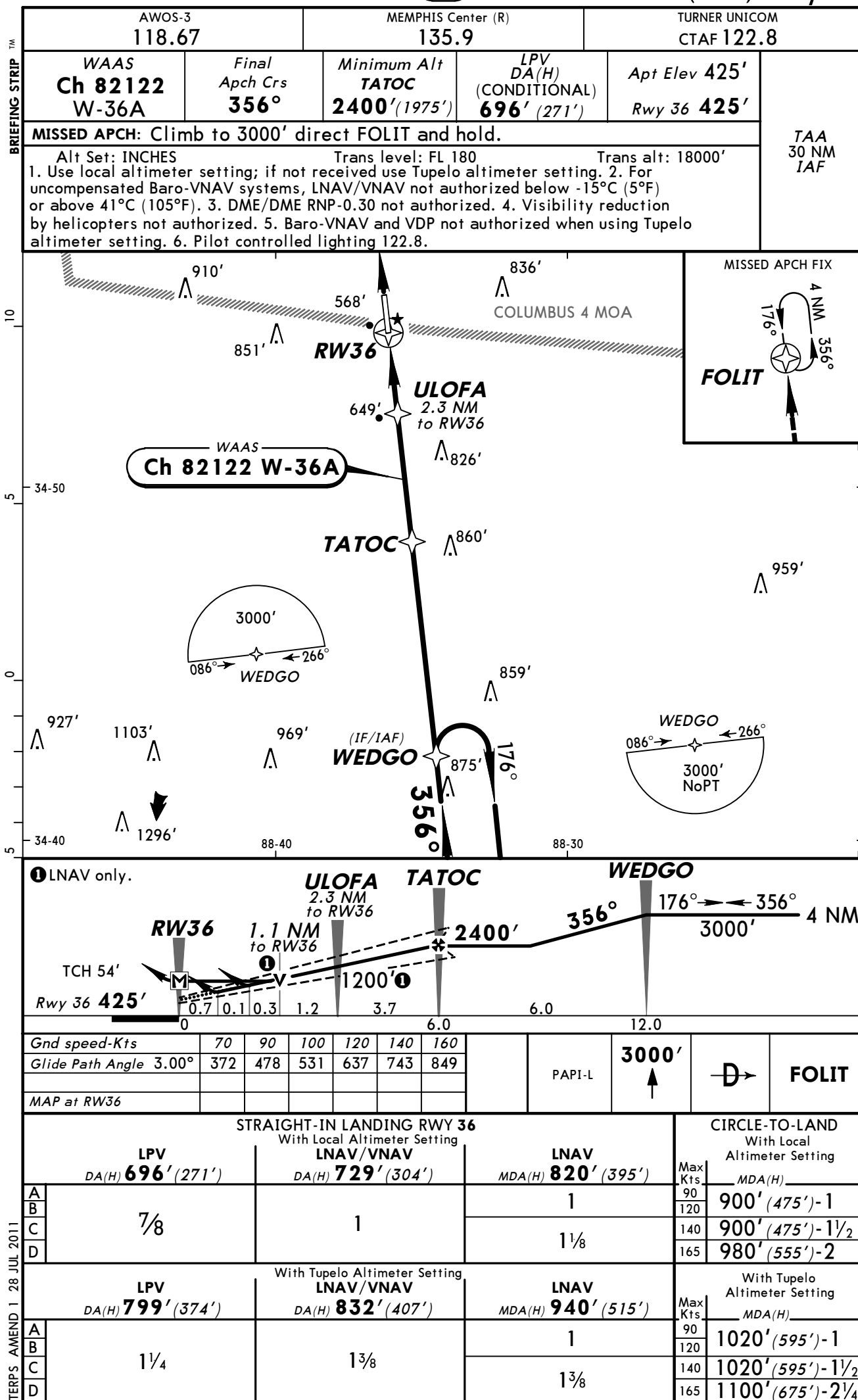
BRIEFING STRIP™



MALSR
PAPI

CIRCLE-TO-LAND

With Selmer, Tenn. Altimeter Setting



General Information

Location: Greenville MS USA
IATA Code: GLH
Lat/Long: N33° 29.0' W090° 59.1'
Elevation: 131 ft

Airport Use: Public
Magnetic Variation: 0.1 °E
Sectional Chart: Memphis

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

Sunrise: 1235 Z
Sunset: 2359 Z,

Runway Information

Runway: 18L
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 129 ft
Lighting: Edge, ALS, Pilot controlled
Stopway: 150 ft

Runway: 18R
Length x Width: 7019 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 128 ft
Lighting: Edge
Stopway: 150 ft

Runway: 36L
Length x Width: 7019 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 130 ft
Lighting: Edge
Stopway: 250 ft

Runway: 36R
Length x Width: 8001 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 129 ft
Lighting: Edge, REIL, Pilot controlled

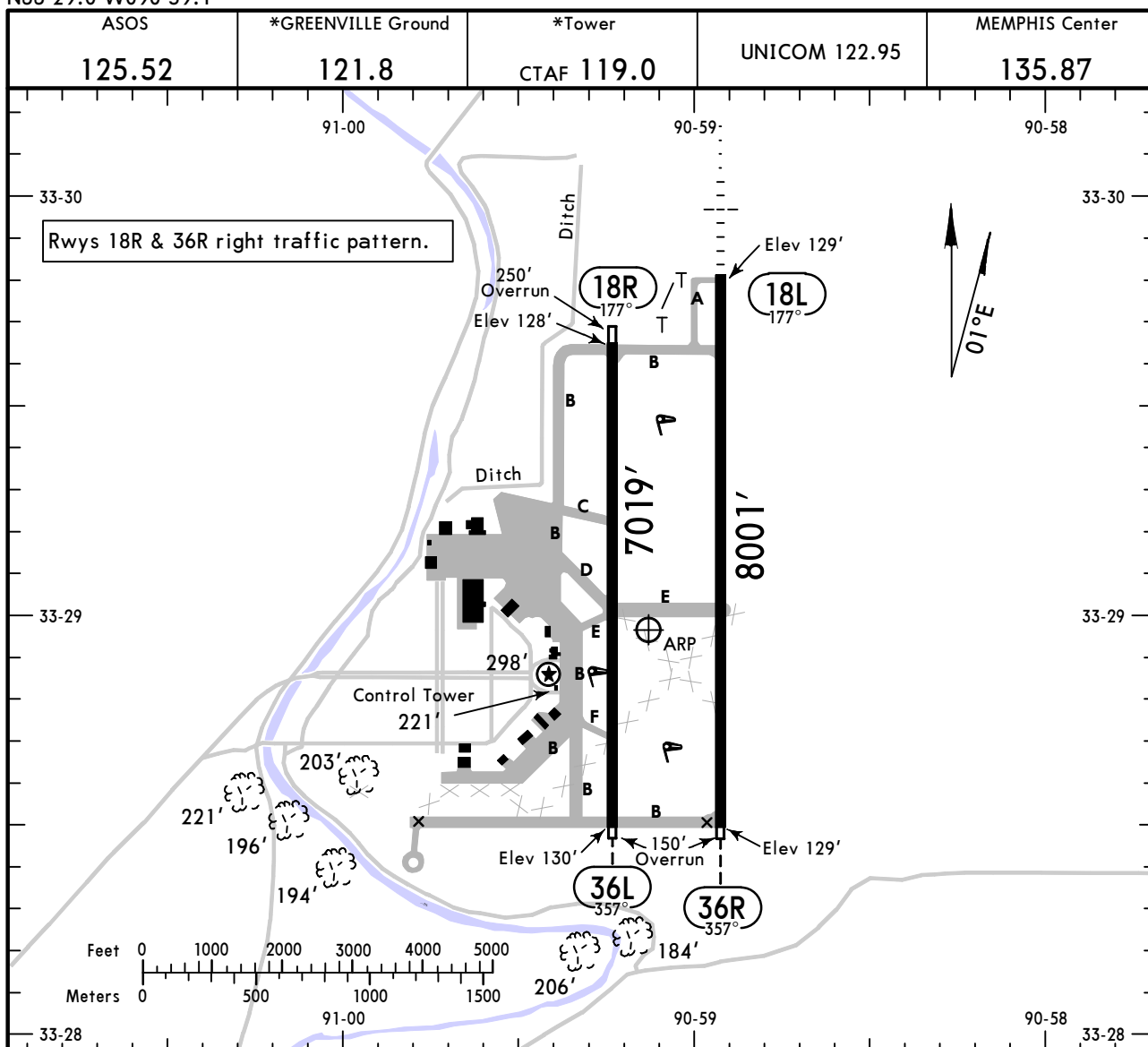
Communication Information

ASOS 125.525
Greenville Tower 119.0 CTAF PCL
Greenville Ground Control 121.8
Mid Delta Regl Unicom 122.95
Greenwood Flight Service Station 122.1 RCO
Greenwood Flight Service Station 110.2 RCO
Memphis Center 135.875 Remote Communications Air-Ground

KGLH/GLH
Apt Elev 131'
N33 29.0 W090 59.1

JEPPESEN
15 OCT 10 11-1

GREENVILLE, MISS
MID DELTA REGL



ADDITIONAL RUNWAY INFORMATION

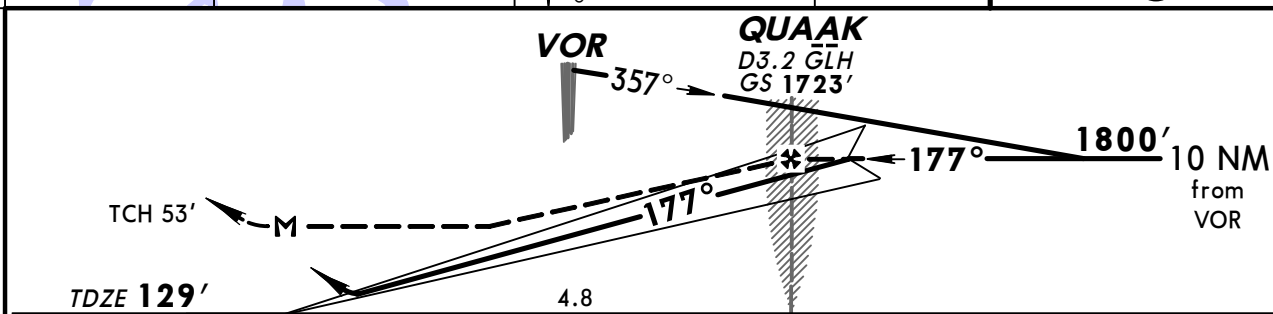
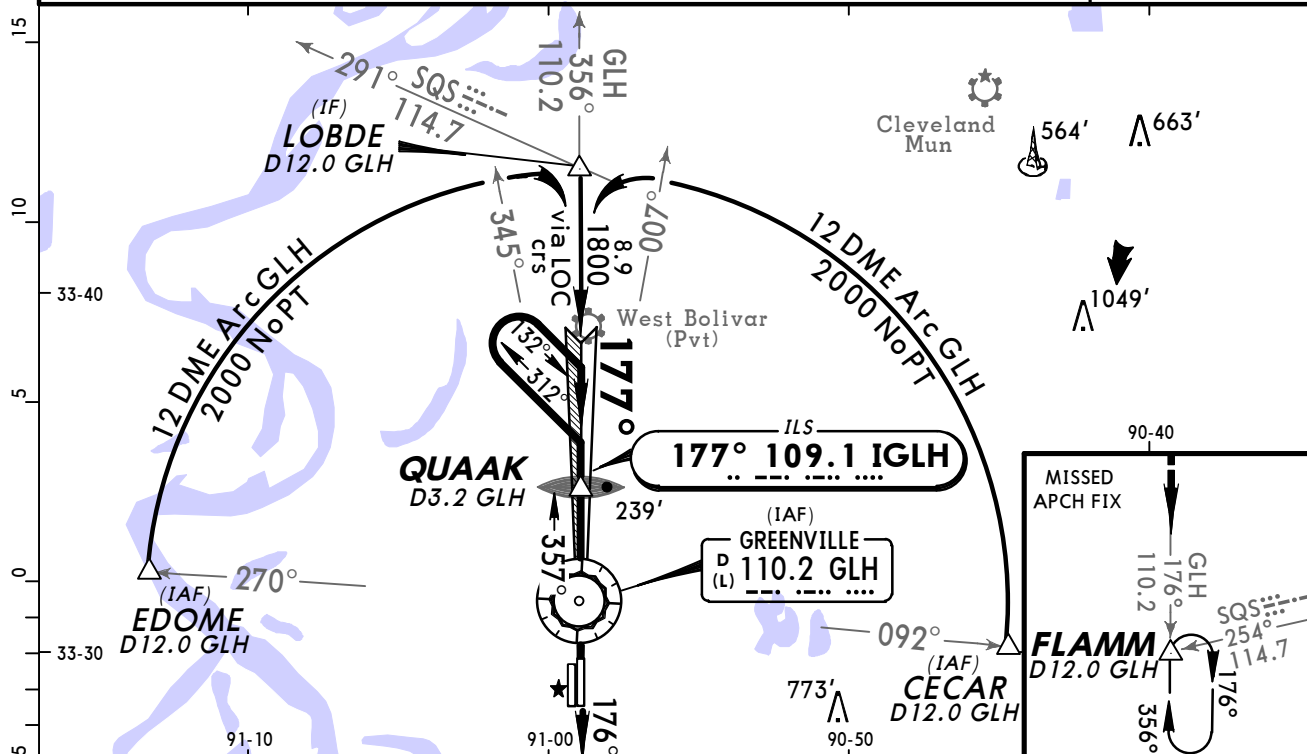
RWY		USABLE LENGTHS			
		LANDING BEYOND			
		Threshold	Glide Slope	TAKE-OFF	WIDTH
18R ① 36L	② MIRL ② VASI-L				150'
18L 36R	③ HIRL ④ MALSR grooved ③ HIRL REIL VASI-L grooved		6952'		150'

- ① Surface is rough and has several large bumps and heaves.
- ② Not available when Twr inop.
- ③ Increase intensity on 119.0 when Twr inop.
- ④ Activate on 119.0 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE			
All Rwys			Authorized Only When Twr Operating		Authorized Only When Local Weather Available	
					RNAV (GPS) Rwy 18L/R RNAV (GPS) Rwy 36L/R VOR DME Rwy 18L/R	
Adequate Vis Ref			STD		ILS Rwy 18L	LOC Rwy 18L
1 & 2 Eng	1/4	1	A	600-2	800-2	800-2
		B				
3 & 4 Eng		1/2	C			
		D				

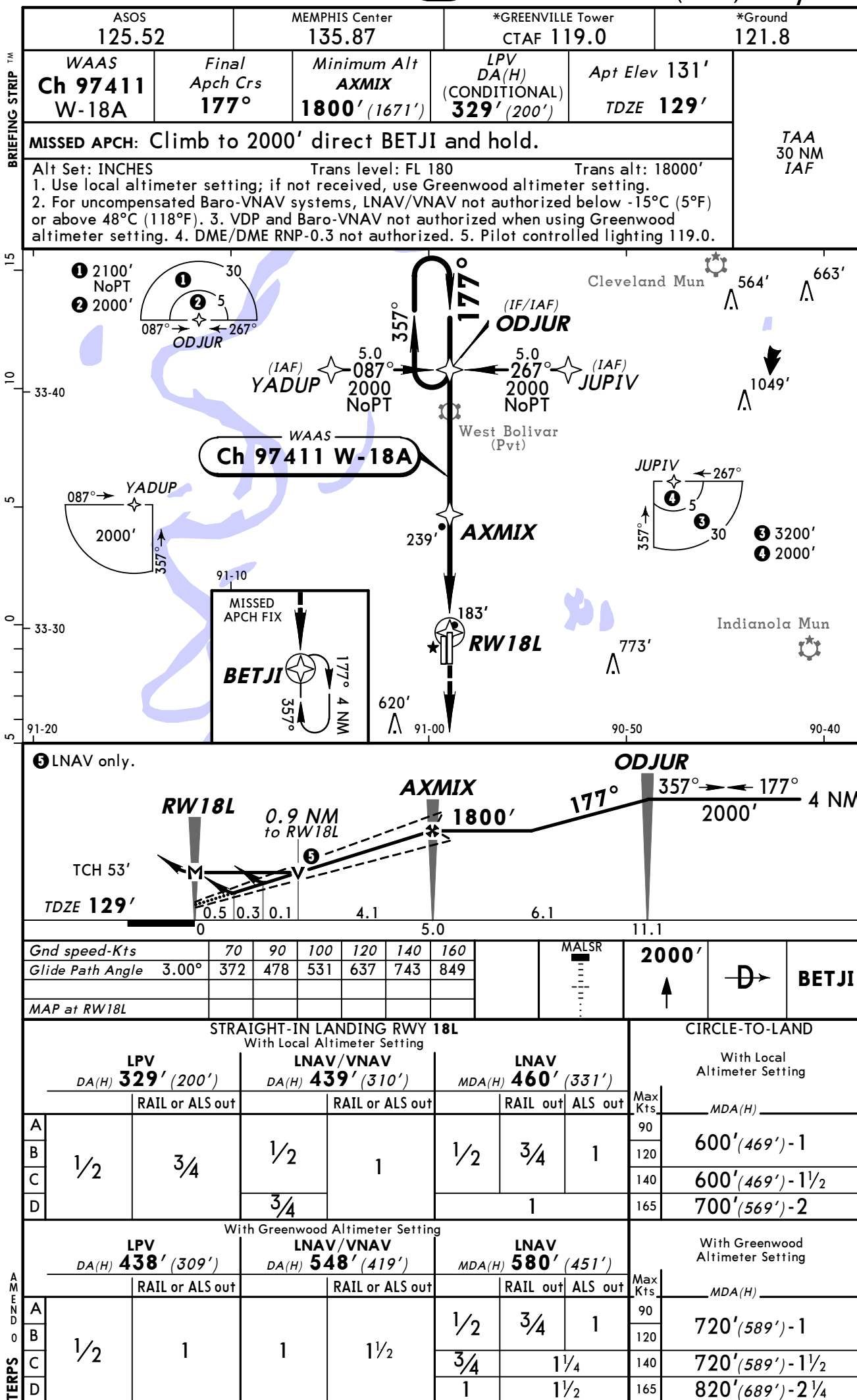
OBSTACLE DP: Rwys 18L/R: climb runway heading to 800' before turning.

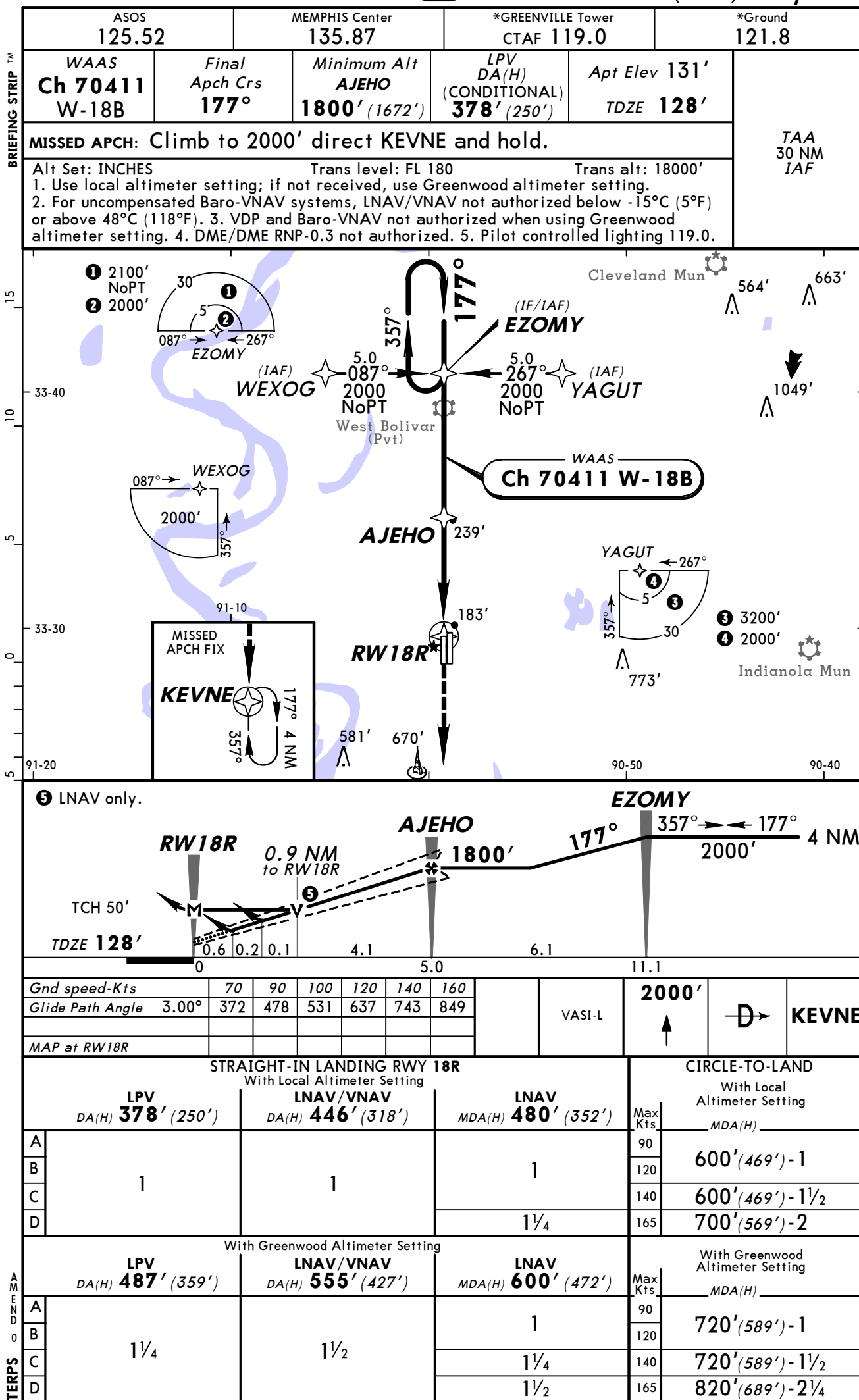
BRIEFING STRIP™	ASOS 125.52		MEMPHIS Center 135.87		*GREENVILLE Tower CTAF 119.0		*Ground 121.8	
	LOC IGLH 109.1	Final Apch Crs 177°	GS QUAAK 1723' (1594')	ILS DA(H) (CONDITIONAL) 329' (200')	Apt Elev 131' TDZE 129'		3200' MSA GLH VOR	
	MISSED APCH: Climb to 2000' outbound via GLH VOR R-176 to FLAMM INT/D12.0 GLH and hold.							
	Alt Set: INCHES							

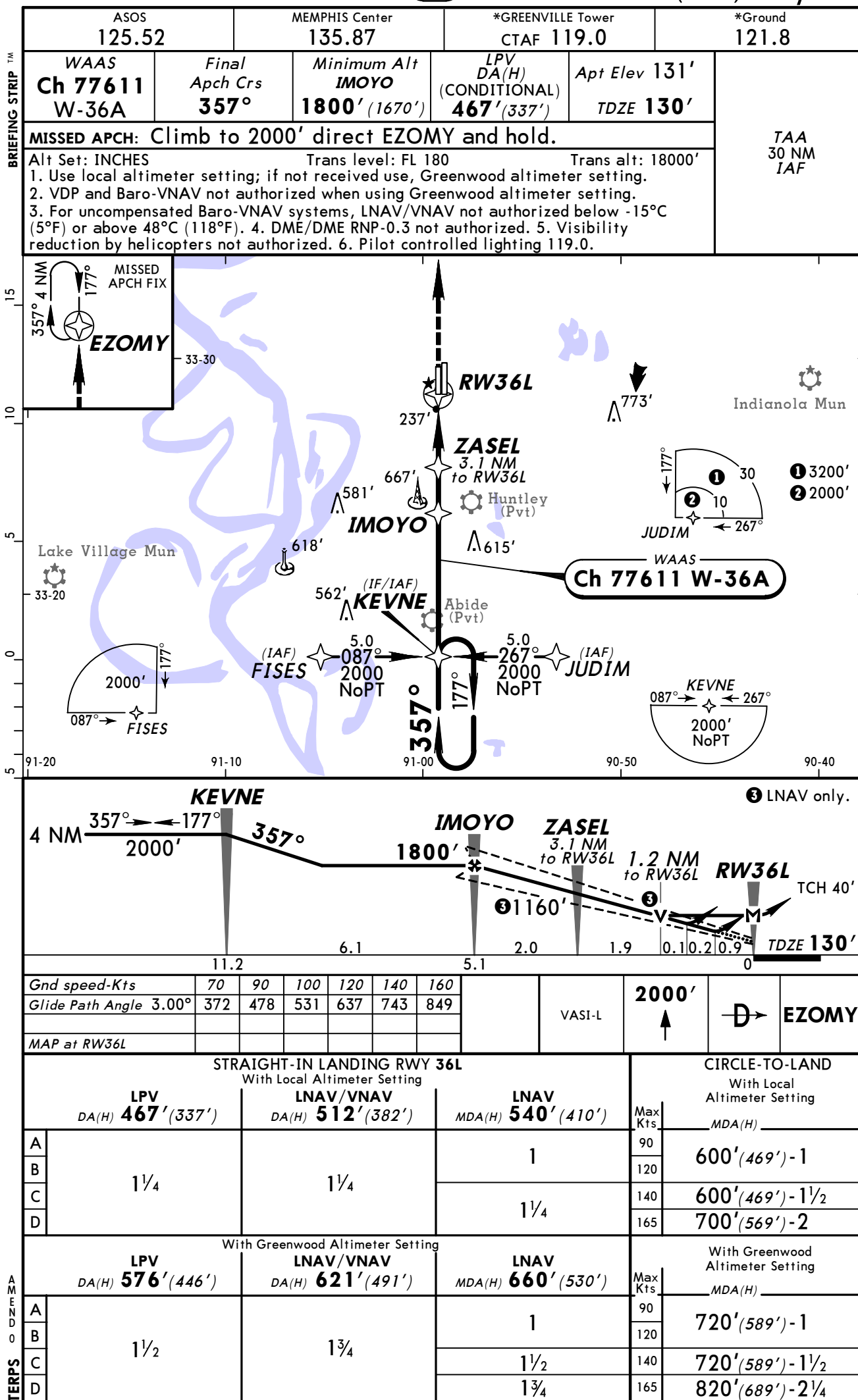


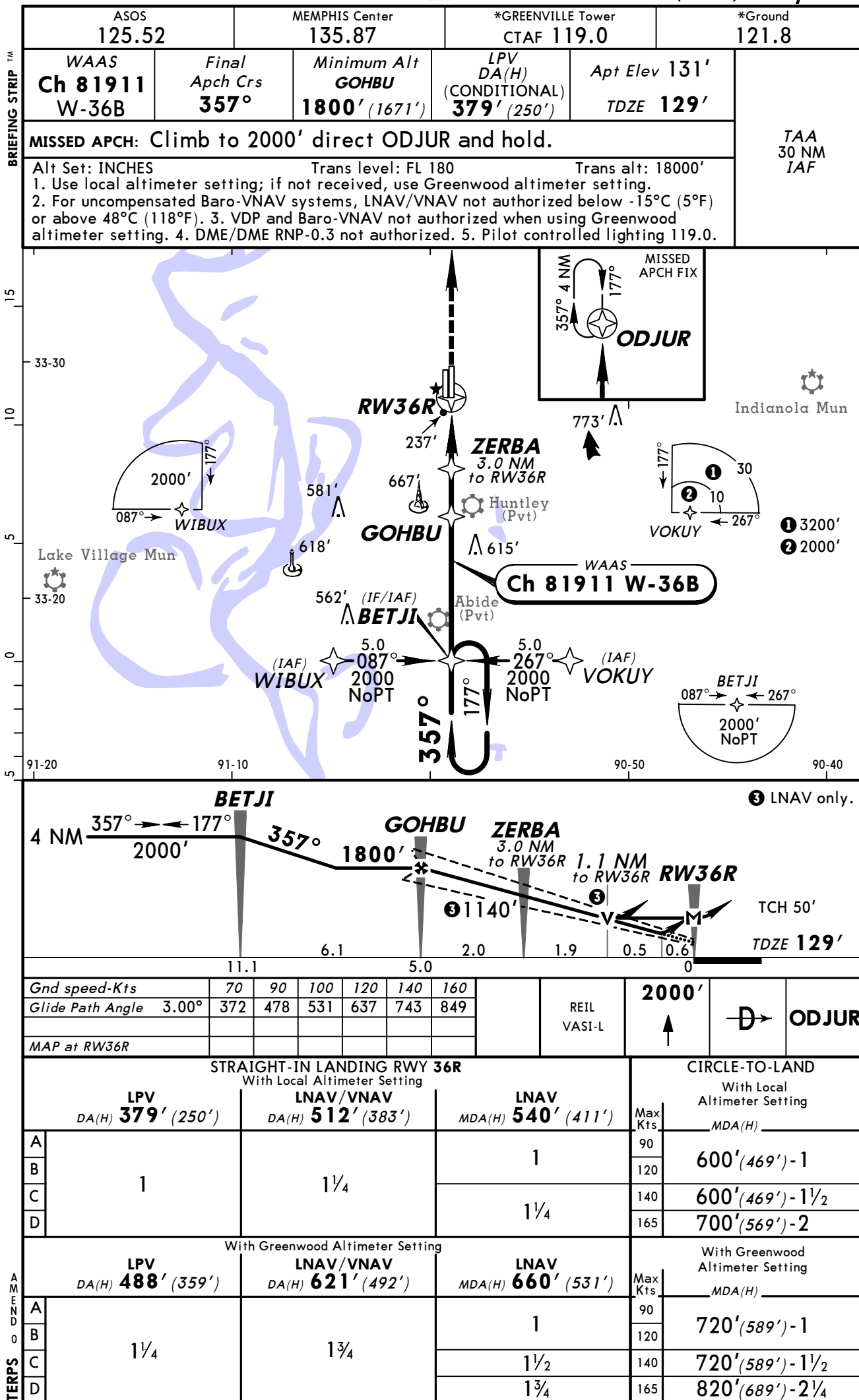
Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	GLH via 110.2 R-176	FLAMM
GS	3.00°	377	484	538	646	753				
QUAAK to MAP 4.8	4:07	3:12	2:53	2:24	2:03	1:48				

STRAIGHT-IN LANDING RWY 18L					CIRCLE-TO-LAND	
With Local Altimeter Setting or Operators With Approved Weather Reporting Service					With Local Altimeter Setting or Operators With Approved Weather Reporting Service	
ILS DA(H) 329' (200')		LOC (GS out) MDA(H) 500' (371')			Max Kts	
FULL	RAIL or ALS out	RAIL out	ALS out		90	600' (469')-1
A					120	600' (469')-1 1/2
B	1/2	3/4	1/2	3/4	140	700' (569')-2
C					165	
D						
With Greenwood Altimeter Setting					With Greenwood Altimeter Setting	
ILS DA(H) 529' (400')		LOC (GS out) MDA(H) 700' (571')			Max Kts	
FULL	RAIL or ALS out	RAIL out	ALS out		90	800' (669')-1 1/4
A					120	800' (669')-2
B	3/4	1 1/4	3/4	1 1/4	140	800' (669')-2 1/4
C					165	
D						









**GREENVILLE, MISS
VOR DME Rwy 18L**

BRIEFING STRIP™



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

10 NM 2000' 355° 175° 1800' HAZZE D3.4 VOR [TCH 45'] TDZE 129' 5.0 3.4 1.6 0

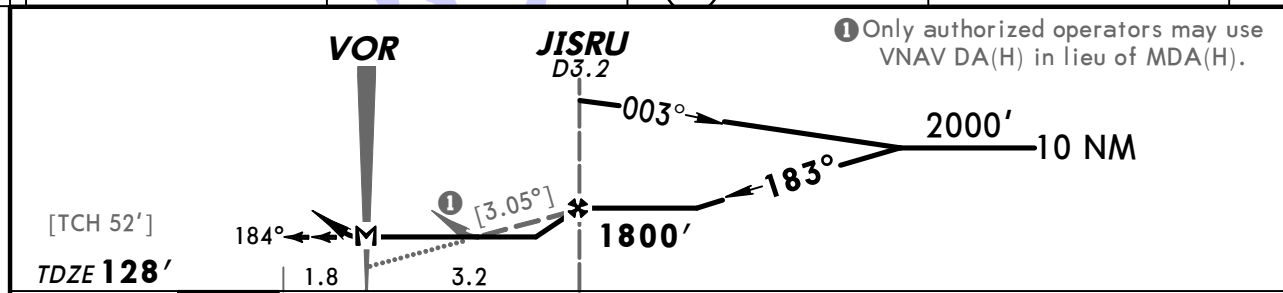
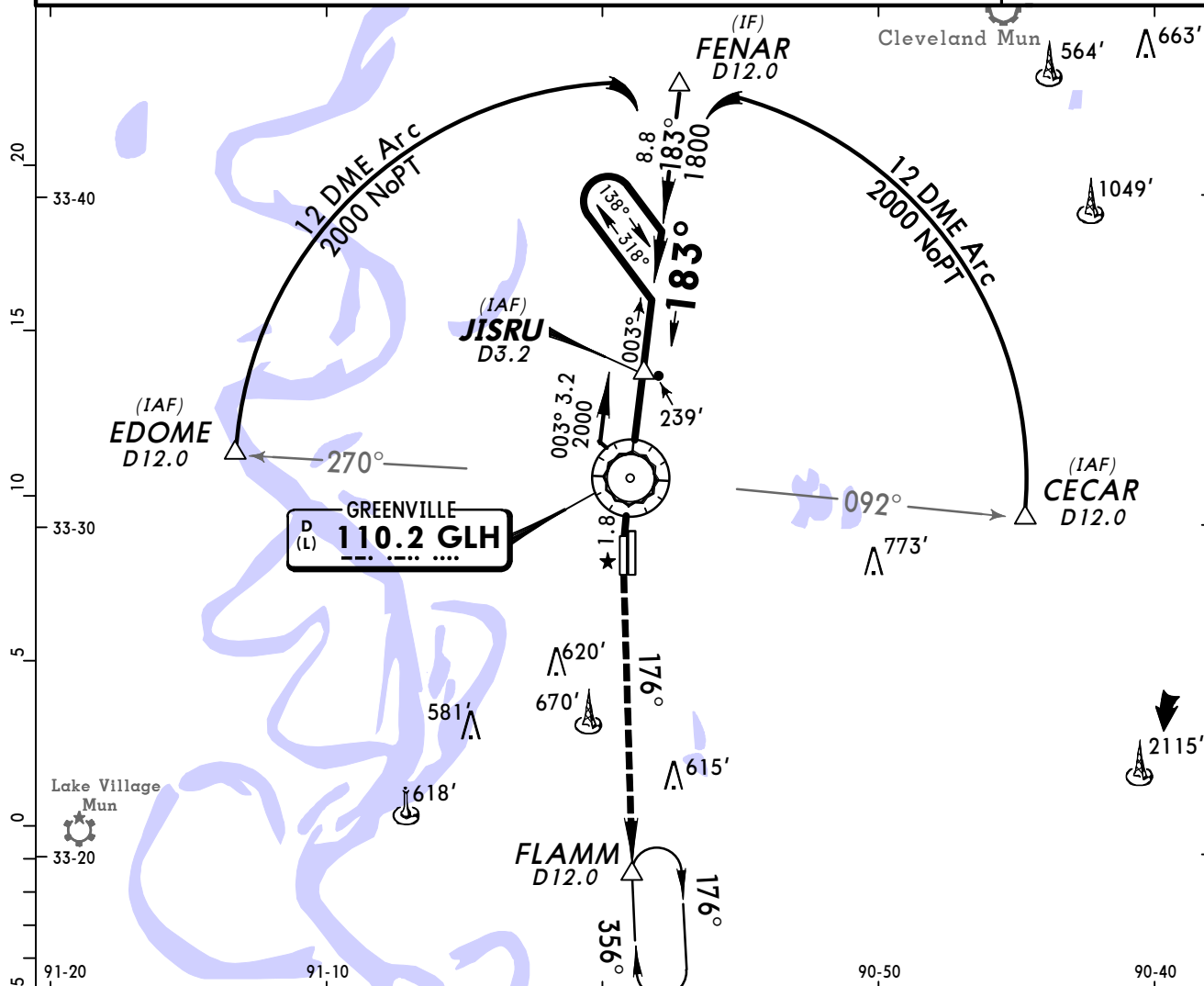
TERPS
AMEND
13

STRAIGHT-IN LANDING RWY 18L						CIRCLE-TO-LAND				
MDA(H) 500' (371')			MDA(H) 620' (491')			With Local Altimeter Setting		With Greenwood Altimeter Setting		
						RAIL out		ALS out		
A	1½					Max Kts	MDA(H)		MDA(H)	
B						90	600' (469') -2		720' (589') -2	
C						120	600' (469') -2		720' (589') -2	
D						140	600' (469') -2		720' (589') -2	
						165	700' (569') -2		820' (689') -2	

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BRIEFING STRIP™

ASOS 125.52		MEMPHIS Center 135.87		*GREENVILLE Tower CTAF 119.0		*Ground 121.8
VOR GLH 110.2	Final Apch Crs 183°	Minimum Alt GISRU 1800' (1672')	MDA(H) (CONDITIONAL) 500' (372')	Apt Elev 131' TDZE 128'		3200' MSA GLH VOR
MISSED APCH: Climb to 2000' outbound via GLH VOR R-176 to FLAMM INT/D12.0 and hold.						
Alt Set: INCHES						



Gnd speed-Kts	70	90	100	120	140	160	VASI-L 2000' via 110.2 R-176	FLAMM
Descent angle [3.05°]	378	486	540	648	755	863		
MAP at VOR								

STRAIGHT-IN LANDING RWY 18R		CIRCLE-TO-LAND	
MDA(H) 500' (372')		MDA(H) 620' (492')	
With Local Altimeter Setting		With Greenwood Altimeter Setting	
Max Kts		Max Kts	
A		90	
B		120	
C		140	
D		165	
2		2	
600' (469') -2		720' (589') -2	
700' (569') -2		820' (689') -2	

General Information

Location: Grenada MS USA

IATA Code:

Lat/Long: N33° 49.9' W089° 47.9'

Elevation: 208 ft

Airport Use: Public

Magnetic Variation: 0.8°W

Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: No

LLWS Alert: No

Beacon: Yes

Sunrise: 1231 Z

Sunset: 2354 Z,

Runway Information

Runway: 04

Length x Width: 4998 ft x 99 ft

Surface Type: asphalt

TDZ-Elev: 196 ft

Runway: 13

Length x Width: 7000 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 208 ft

Lighting: Edge, ALS

Stopway: 200 ft

Runway: 22

Length x Width: 4998 ft x 99 ft

Surface Type: asphalt

TDZ-Elev: 201 ft

Displaced Threshold: 272 ft

Runway: 31

Length x Width: 7000 ft x 150 ft

Surface Type: asphalt

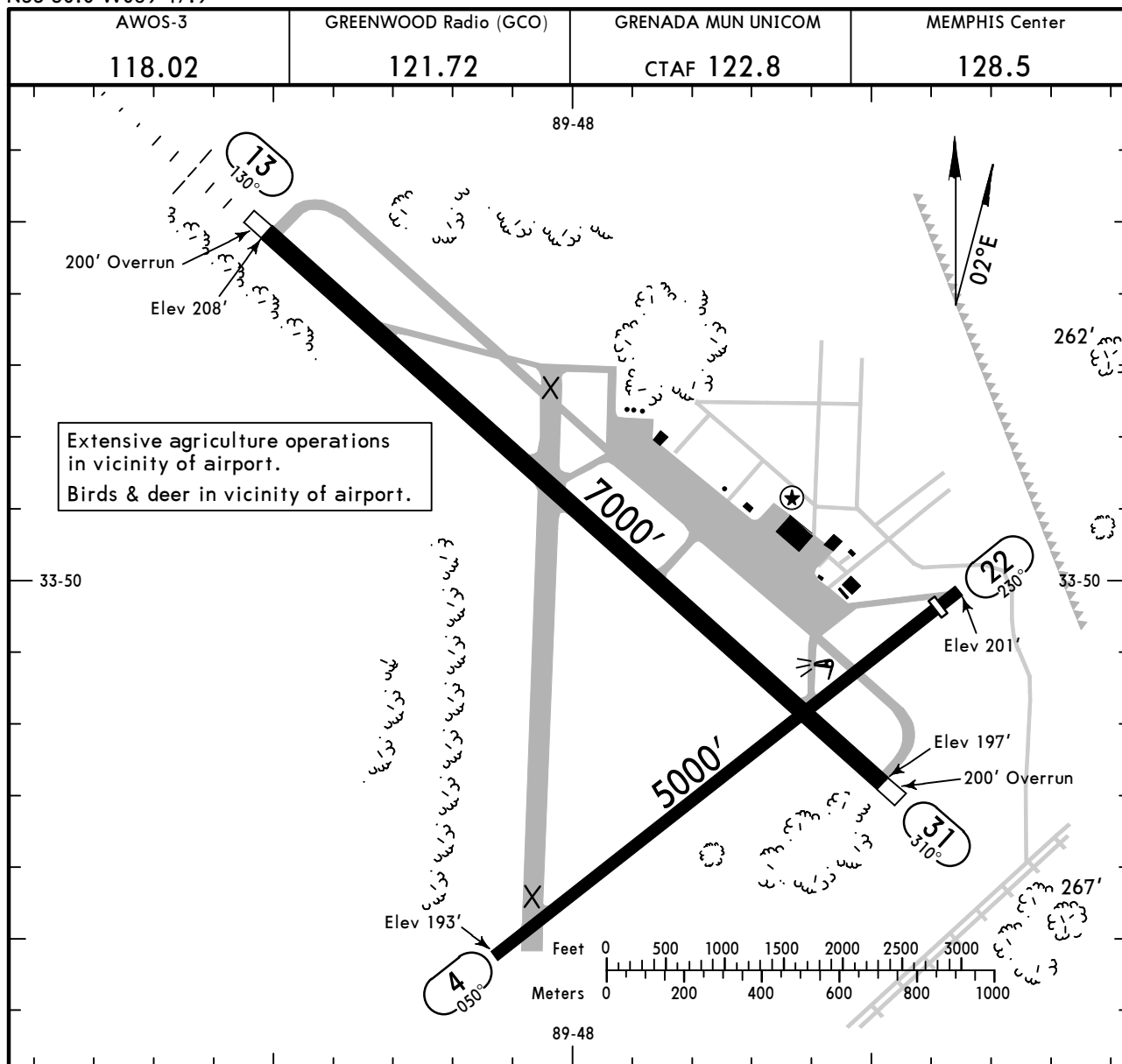
TDZ-Elev: 202 ft

Lighting: Edge

Stopway: 200 ft

Communication Information

AWOS 118.025
Grenada Mun Unicom 122.8 CTAF
Greenwood Radio GCO 121.725
Memphis Center 128.5 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
4	22	4775'			100'
13	MIRL MALSR VASI-L		5951'		150'
31	MIRL VASI-L				

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

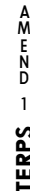
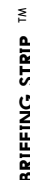
FOR FILING AS ALTERNATE

	All Rwy's		
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	NA
3 & 4 Eng		1/2	

OBSTACLE DP: Rwy's 4, 31: Climb to 700' before turning on course. Rwy's 13, 22: Climb to 800' before turning on course.

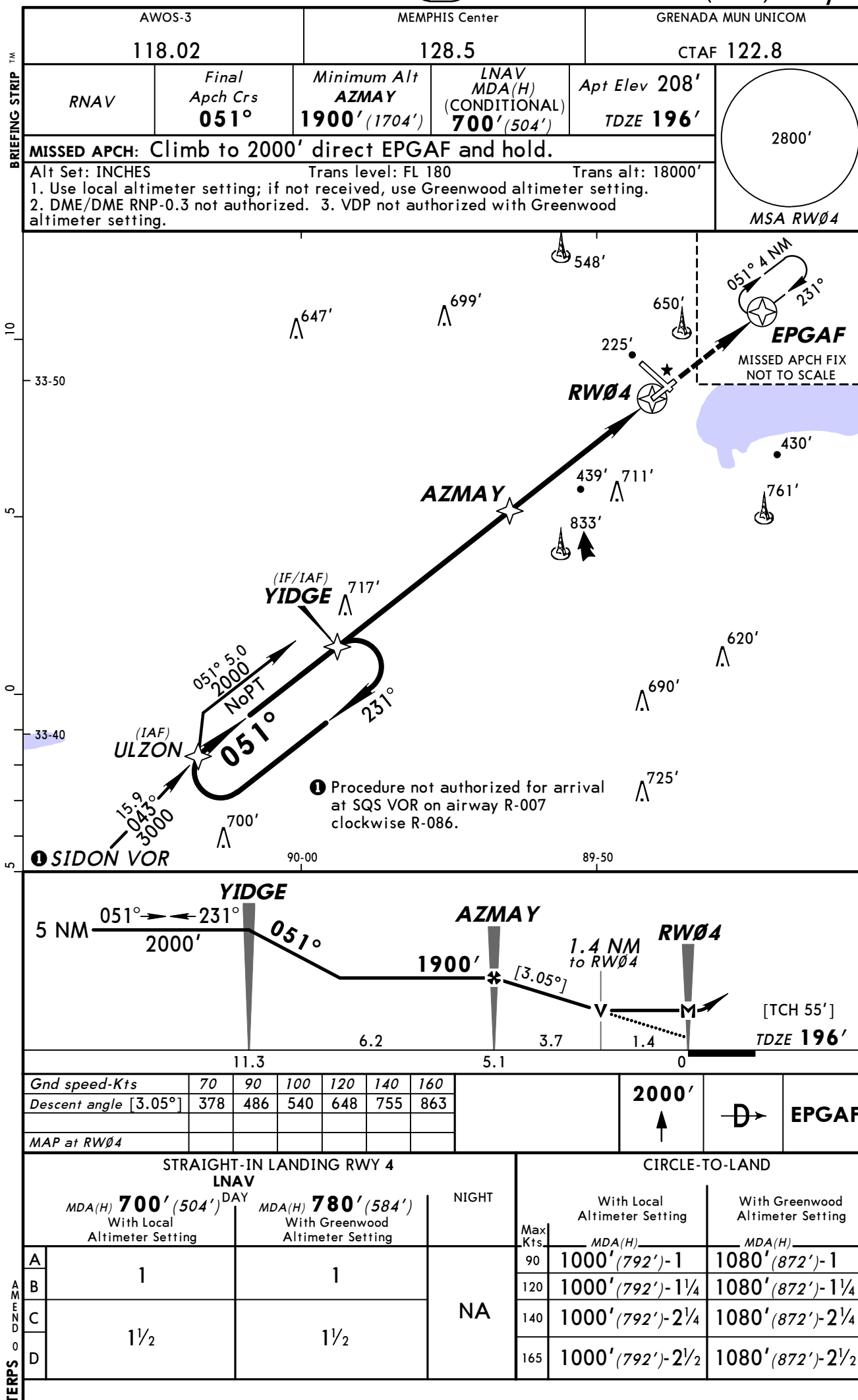
GRENADA, MISS
ILS or LOC Rwy 13

A diagram of a circular sector. The central angle is labeled 180° . The two radii are labeled $2000'$ and $2800'$. The arc length is labeled 180° .

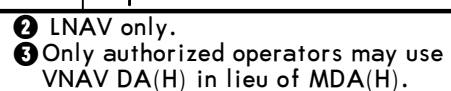
TERPS

STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND		
1 ILS <i>DA(H)</i> 408' (200')			2 LOC (GS out) <i>MDA(H)</i> 740' (532')			With Local Altimeter Setting		With Greenwood-Leflore Altimeter Setting
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts	<i>MDA(H)</i>	<i>MDA(H)</i>
A	1/2	3/4	1/2	3/4	1	90	1000' (792') - 1	1080' (872') - 1
B						120	1000' (792') - 1 1/4	1080' (872') - 1 1/4
C						140	1000' (792') - 2 1/4	1080' (872') - 2 1/4
D						165	1000' (792') - 2 1/2	1080' (872') - 2 1/2

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BRIEFING STRIP TM



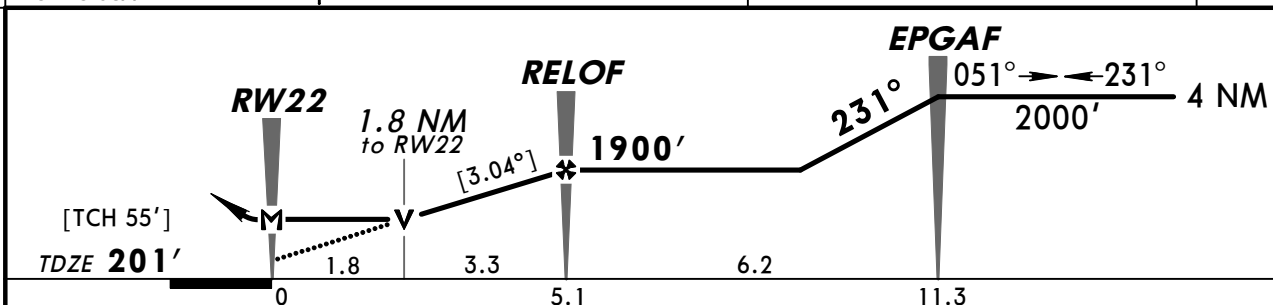
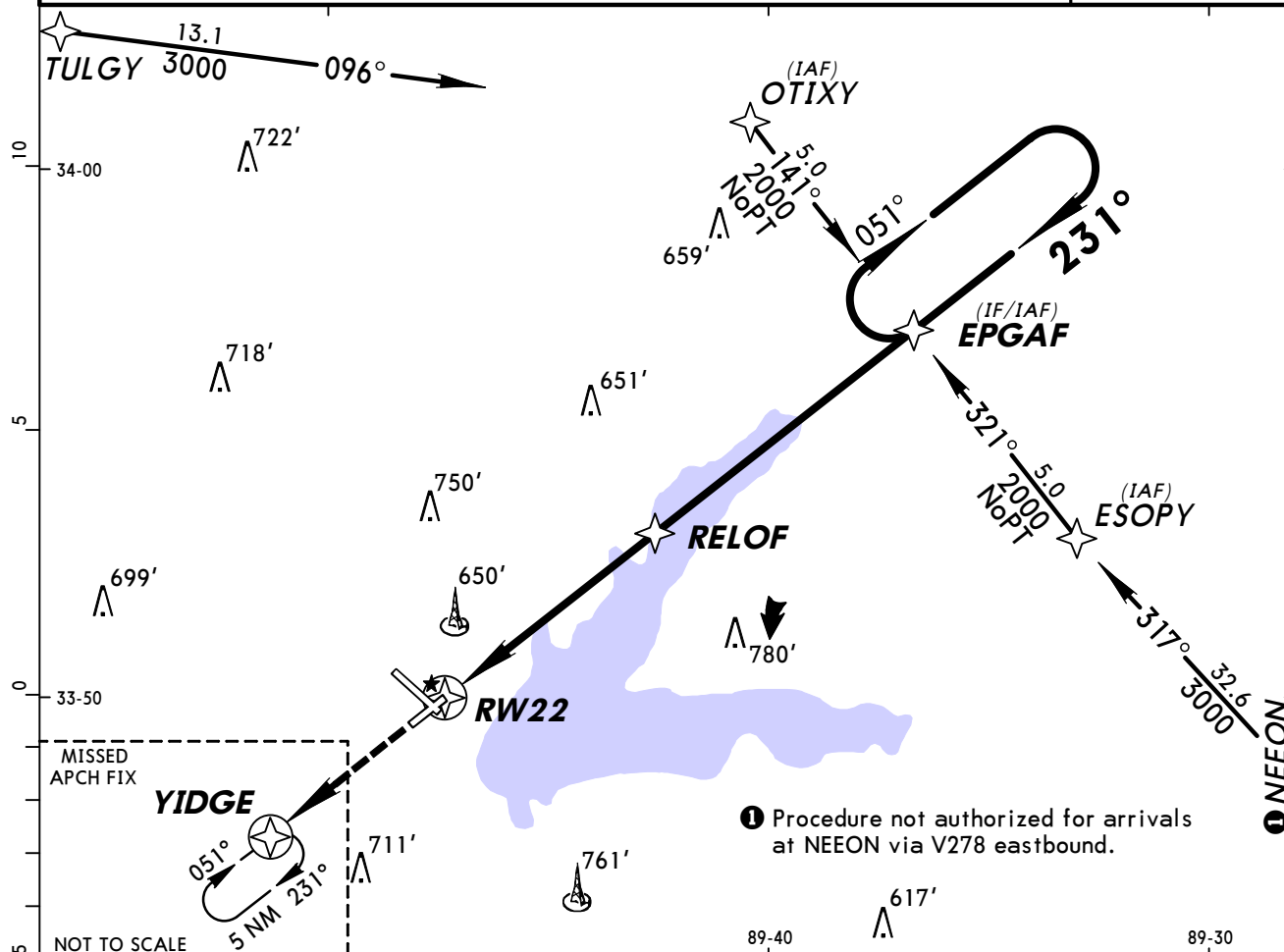
AMEND 0 TERPS

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BRIEFING STRIP TM

AWOS-3 118.02		MEMPHIS Center 128.5		GRENADA MUN UNICOM CTAF 122.8	
RNAV	<i>Final Apch Crs</i> 231°	<i>Minimum Alt</i> RELOF 1900' (1699')	<i>LNAV MDA(H)</i> (CONDITIONAL) 840' (639')	<i>Apt Elev</i> 208' <i>TDZE</i> 201'	2800' MSA RW22
MISSED APCH: Climb to 2000' direct YIDGE and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Greenwood altimeter setting. 2. VDP not authorized with Greenwood altimeter setting. 3. DME/DME RNP-0.30 not authorized.					

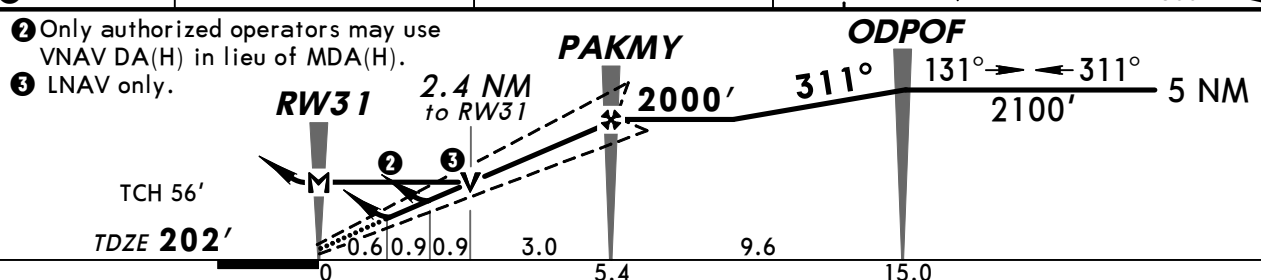
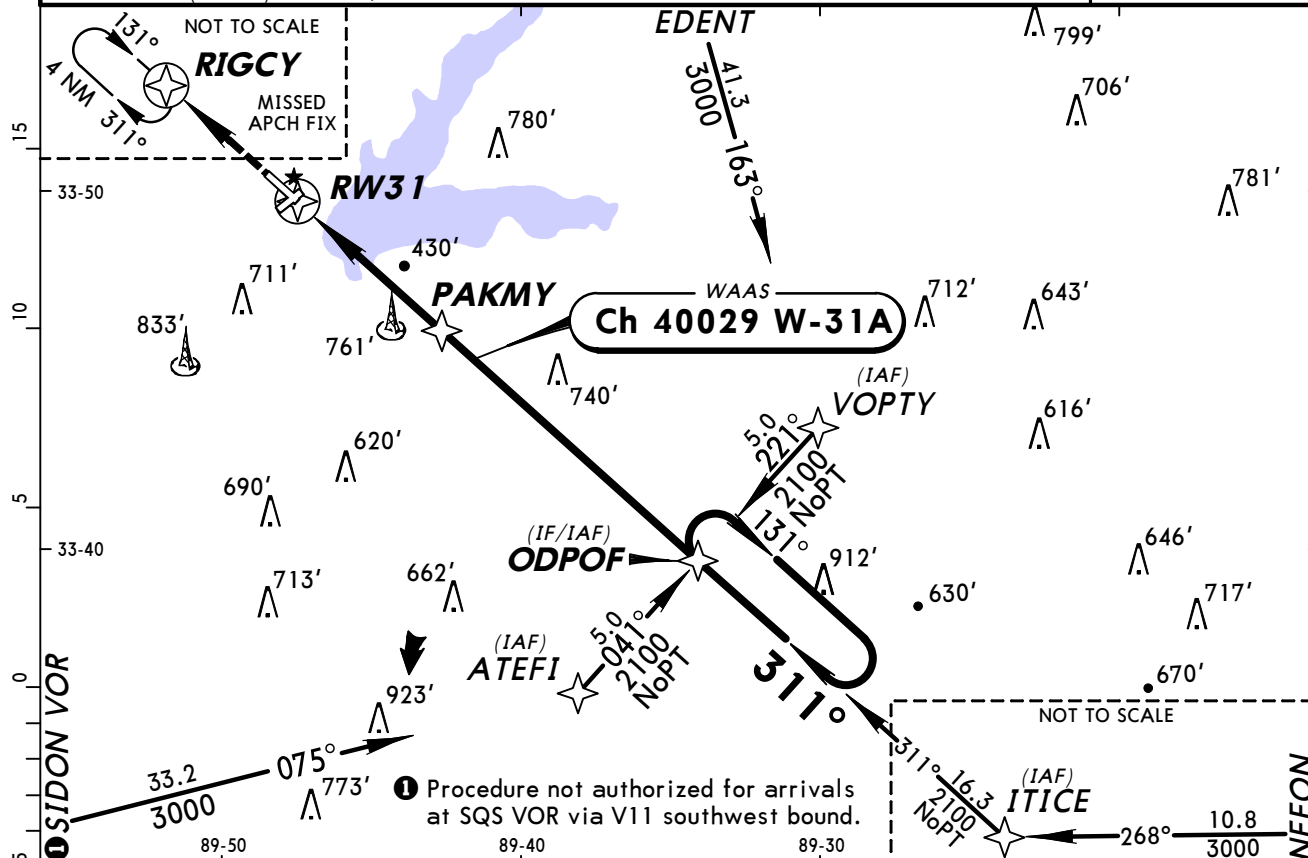


Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.04°]	376	484	538	645	753	861			
MAP at RW22									

STRAIGHT-IN LANDING RWY 22				CIRCLE-TO-LAND			
DAY		NIGHT		With Local Altimeter Setting		With Greenwood Altimeter Setting	
MDA(H) 840' (639')		MDA(H) 920' (719')		MDA(H)		MDA(H)	
With Local Altimeter Setting		With Greenwood Altimeter Setting		1000' (792')-1		1080' (872')-1	
A	1	1	NA	90	1000' (792')-1	1080' (872')-1	
B	1 1/4	1 1/4		120	1000' (792')-1 1/4	1080' (872')-1 1/4	
C	1 3/4	1 3/4		140	1000' (792')-2 1/4	1080' (872')-2 1/4	
D	2	2		165	1000' (792')-2 1/2	1080' (872')-2 1/2	

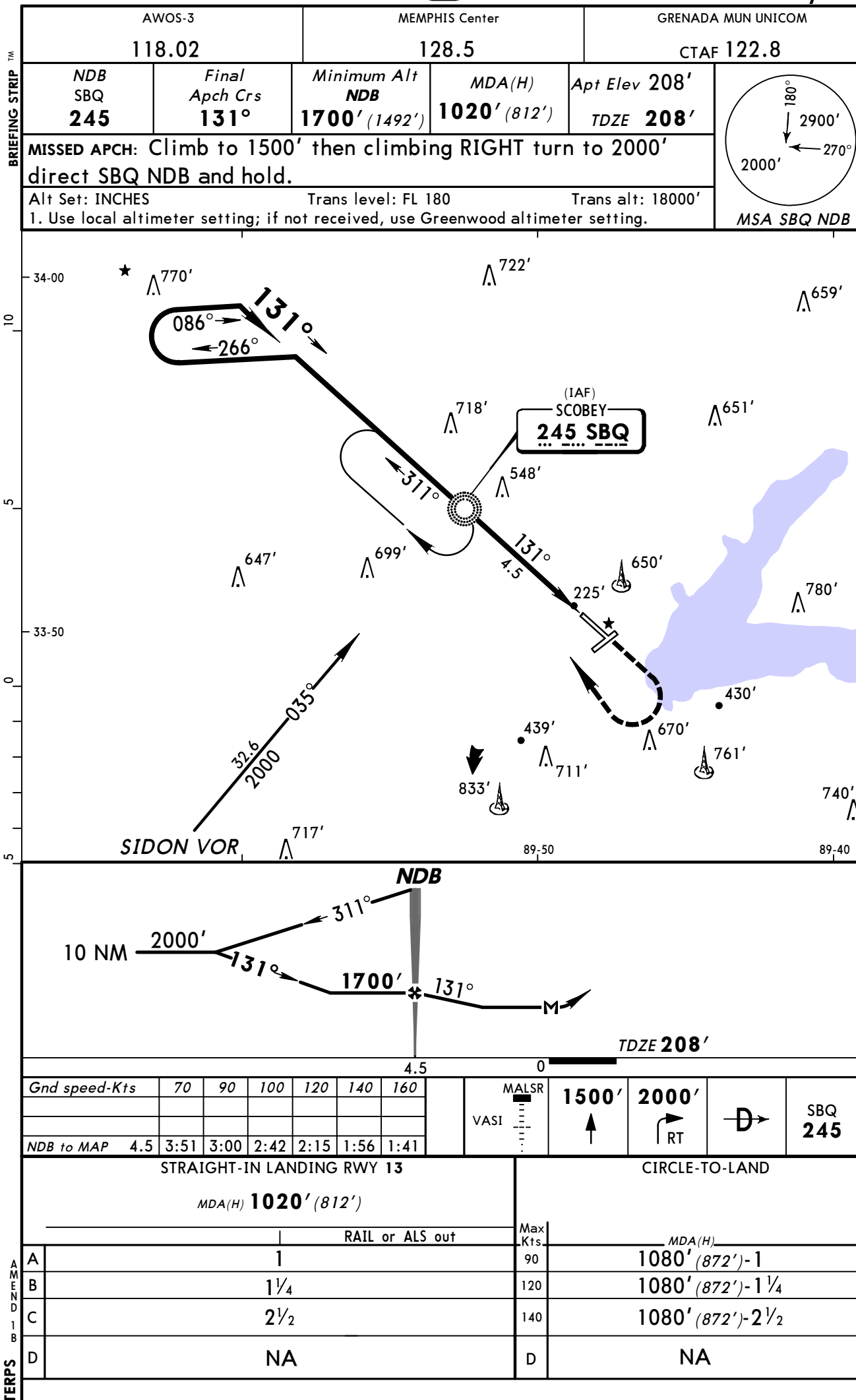
BRIEFING STRIP™

AWOS-3 118.02		MEMPHIS Center 128.5		GRENADA MUN UNICOM CTAF 122.8	
WAAS Ch 40029 W-31A	Final Apch Crs 311°	Minimum Alt PAKMY 2000' (1798')	LPV (CONDITIONAL) DA(H) 452' (250')	Apt Elev 208' TDZE 202'	2800' MSA RW31
MISSED APCH: Climb to 3000' direct RIGCY and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Greenwood altimeter setting. 2. Baro-VNAV and VDP not authorized when using Greenwood 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.					



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW31											

STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND			
With Local Altimeter Setting			With Local Altimeter Setting			With Local Altimeter Setting			
LPV DA(H) 452' (250')			LNAV/VNAV DA(H) 722' (520')			LNAV MDA(H) 1020' (818')			Max Kts
									90
									120
									140
									165
With Greenwood Altimeter Setting			With Greenwood Altimeter Setting			With Greenwood Altimeter Setting			
LPV DA(H) 516' (314')			LNAV/VNAV DA(H) 786' (584')			LNAV MDA(H) 1100' (898')			Max Kts
									90
									120
									140
									165



General Information

Location: Gulfport MS USA
IATA Code: GPT
Lat/Long: N30° 24.4' W089° 04.2'
Elevation: 28 ft

Airport Use: Public
Magnetic Variation: 1.0°W
Sectional Chart: New Orleans

Fuel Types: 100 Octane (LL), Jet A-1
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: 1225 Z
Sunset: 2353 Z,

Runway Information

Runway: 14
Length x Width: 9002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 18
Length x Width: 4935 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 27 ft
Lighting: Edge

Runway: 32
Length x Width: 9002 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge, Pilot controlled
Stopway: 1005 ft

Runway: 36
Length x Width: 4935 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 28 ft
Lighting: Edge

Communication Information

ATIS 119.45

Gulfport Tower 123.7 CTAF PCL

Gulfport Ground Control 120.4

Gulfport Approach Control 127.5 (310°-129°) Initial Contact

Gulfport Approach Control 124.6 (130°-309°)

Gulfport Approach TRSA 127.5 (310°-129°) Initial Contact

Gulfport Approach TRSA 124.6 (130°-309°)

Gulfport Departure Control 127.5 (310°-129°) Initial Contact

Gulfport Departure Control 124.6 (130°-309°)

Gulfport-Biloxi Regl Unicom 122.95

Greenwood Flight Service Station 122.1 RCO

Greenwood Flight Service Station 109.0 RCO

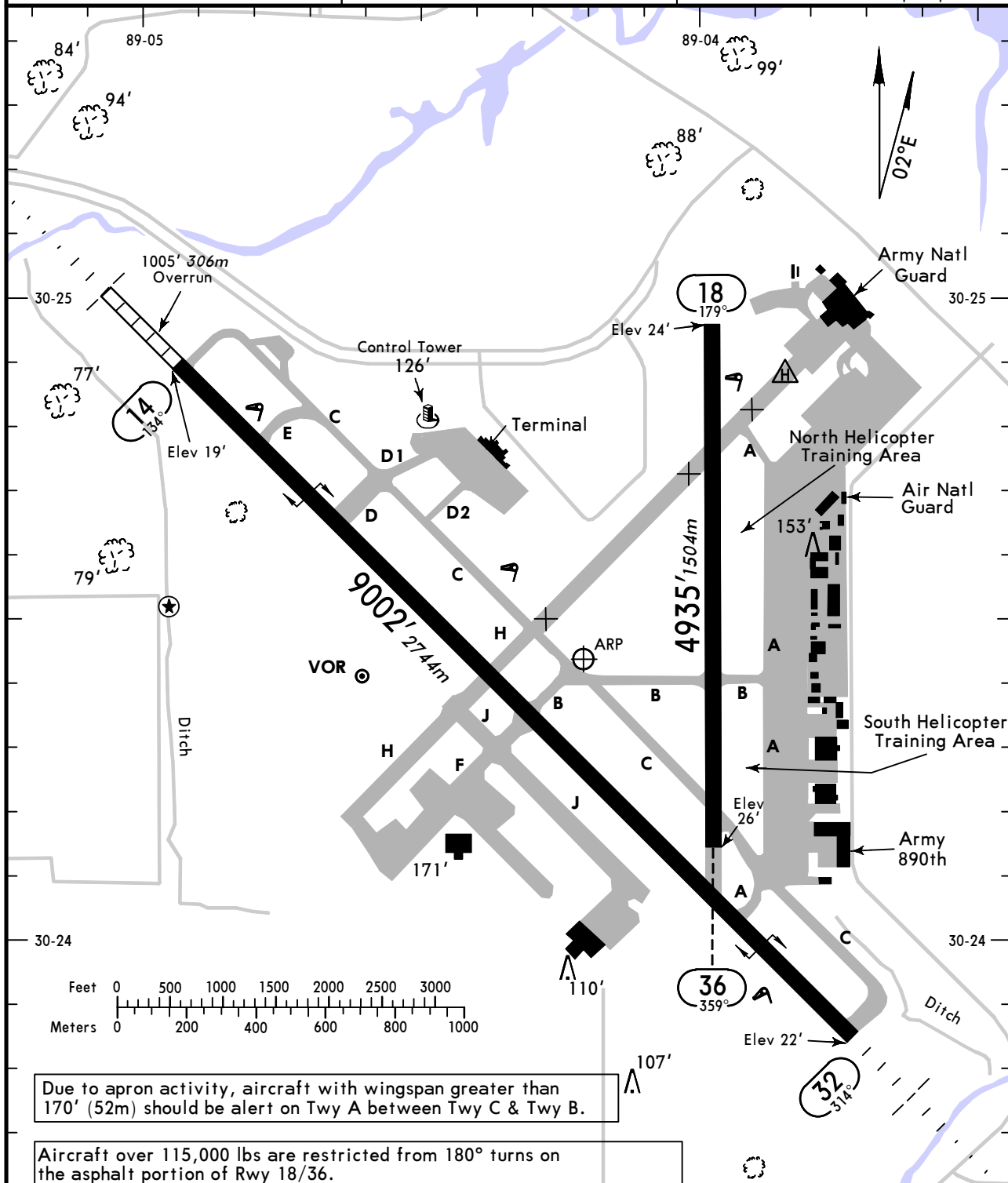
Houston Center 127.65 Remote Communications Air-Ground

KGPT/GPT
Apt Elev **28'**
N30 24.4 W089 04.2

JEPPESSEN
11 NOV 11 **(10-9)** Eff 17 Nov

GULFPORT, MISS
-BILOXI INTL

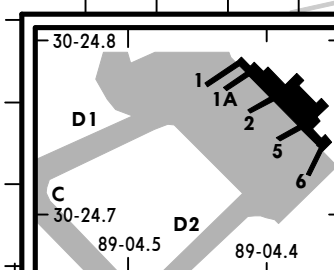
*ATIS 119.45	*GULFPORT Ground 120.4	*Tower CTAF 123.7
UNICOM 122.95	*GULFPORT Departure (R) 127.5	HOUSTON Center (R) 127.65 when Dep inop.



Due to apron activity, aircraft with wingspan greater than 170' (52m) should be alert on Twy A between Twy C & Twy B.

Aircraft over 115,000 lbs are restricted from 180° turns on the asphalt portion of Rwy 18/36.
Aircraft with wingspan greater than 223' (68m) are restricted from operating on Twy C between Twy A & approach end of Rwy 32.
Aircraft over 155,000 lbs are restricted from using the north part of Twy A at Rwy 18/36.
Aircraft over 316,000 lbs are restricted from using the south part of Twy A between Twy C & Rwy 14/32.
Military aircraft or aircraft supporting a military mission with wing span of 132' (40m) or greater must have escort or coordinating taxi procedures with ground handling agent prior to taxiing on Twy A.
Aircraft operating as scheduled or chartered passenger service shall not taxi on Twy A north of Twy B intersection without escort from ground handling agent or airport authority.
Maverick pad apron area on north end of Twy C restricted to military aircraft use only.

SPOT NO.	COORDINATES
1, 1A, 2	N30 24.8 W089 04.4
5, 6	N30 24.7 W089 04.4



GENERAL

Numerous low flying fish spotter aircraft operating near the shoreline between Pascagoula & Gulfport sunrise-sunset.

150' AGL crane 4600' north of approach end of Rwy 18.

90' unlighted and flagged crane adjacent to terminal and 90' unlighted crane on ramp adjacent to terminal.

ADDITIONAL RUNWAY INFORMATION

					USABLE LENGTHS			
					LANDING BEYOND		TAKE-OFF	
RWY					Threshold	Glide Slope		WIDTH
14	①HIRL ①SSALR ②PAPI-R	grooved	RVR		8012' 2442m		150'	
32	①HIRL ①MALSR VASI-L	grooved	RVR		8002' 2439m		46m	

① Activate on 123.7 when Twr inop.

② Angle 3.0°.

18	MIRL ③ PAPI-R (angle 3.00°)	grooved						150'
36	MIRL ③ VASI-L	grooved						46m

③ Activate on 123.7 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 14, 32		Rwy 18	
	Adequate Vis Ref	STD	Adequate Vis Ref	STD
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	1/4	1
3 & 4 Eng		RVR 24 or 1/2		1/2

	Rwy 36		
	With Min climb of 292'/NM to 300'		Other
	Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	300-1 1/4
3 & 4 Eng		1/2	

OBSTACLE DP

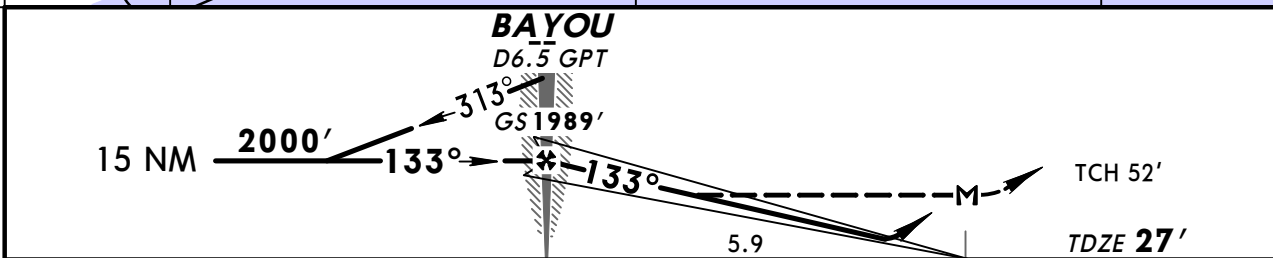
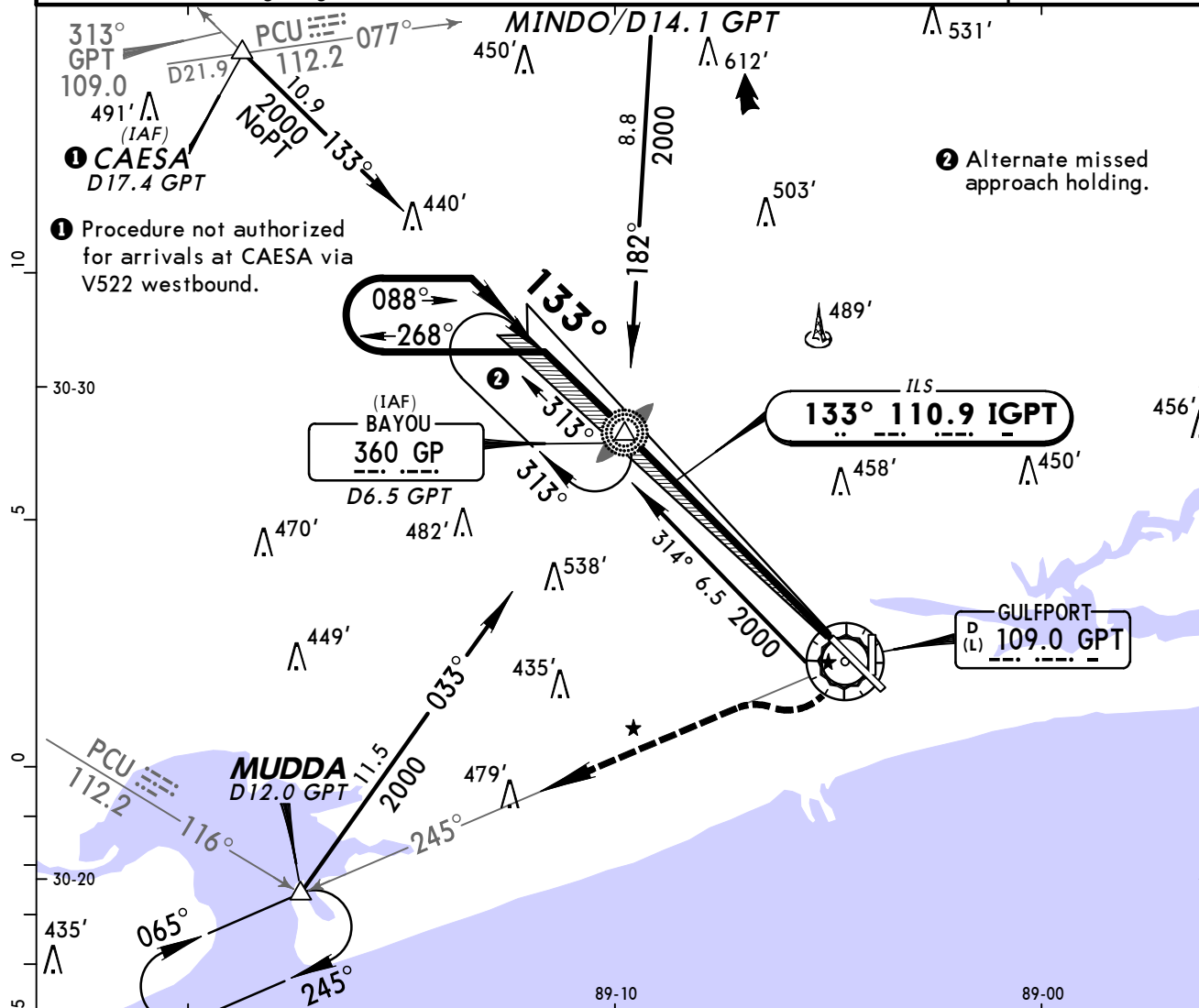
Rwy 36-Climb heading 013° to 700' before proceeding on course.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating			Authorized Only When Local Weather Available		
ILS Rwy 32		ILS Rwy 14	LOC Rwy 14 RADAR-1 LOC Rwy 32	RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 32 RNAV (GPS) Rwy 36	Other
A	600-2	600-2	800-2	800-2	800-2
B		700-2			
C					
D	700-2				

BRIEFING STRIP TM

*ATIS 119.45		*GULFPORT Approach (R) 127.5		HOUSTON Center (R) 127.65 when App inop.		*GULFPORT Tower CTAF 123.7		*Ground 120.4	
LOC IGPT 110.9		Final Apch Crs 133°		GS BAYOU 1989' (1962')		ILS DA(H) 227' (200')		Apt Elev 28' TDZE 27'	
MISSED APCH: Climb to 500' then climbing RIGHT turn to 2000' outbound via GPT VOR R-245 to MUDDA INT/D12.0 GPT and hold.									2800'
Alt Set: INCHES		Trans level: FL 180				Trans alt: 18000'			
1. Pilot controlled lighting 123.7.									
MSA GP LOM									



Gnd speed-Kts	70	90	100	120	140	160	SSALR	500'	2000'	GPT	
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	109.0	MUDDA
LOM to MAP	5.9	5:03	3:56	3:32	2:57	2:32				R-245	

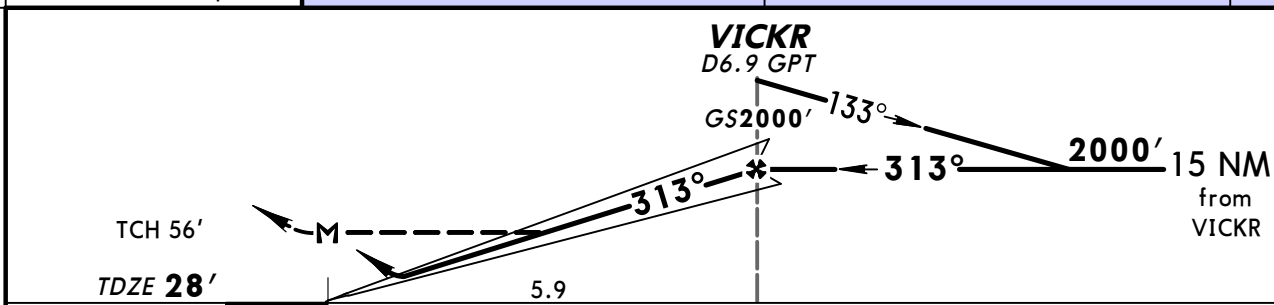
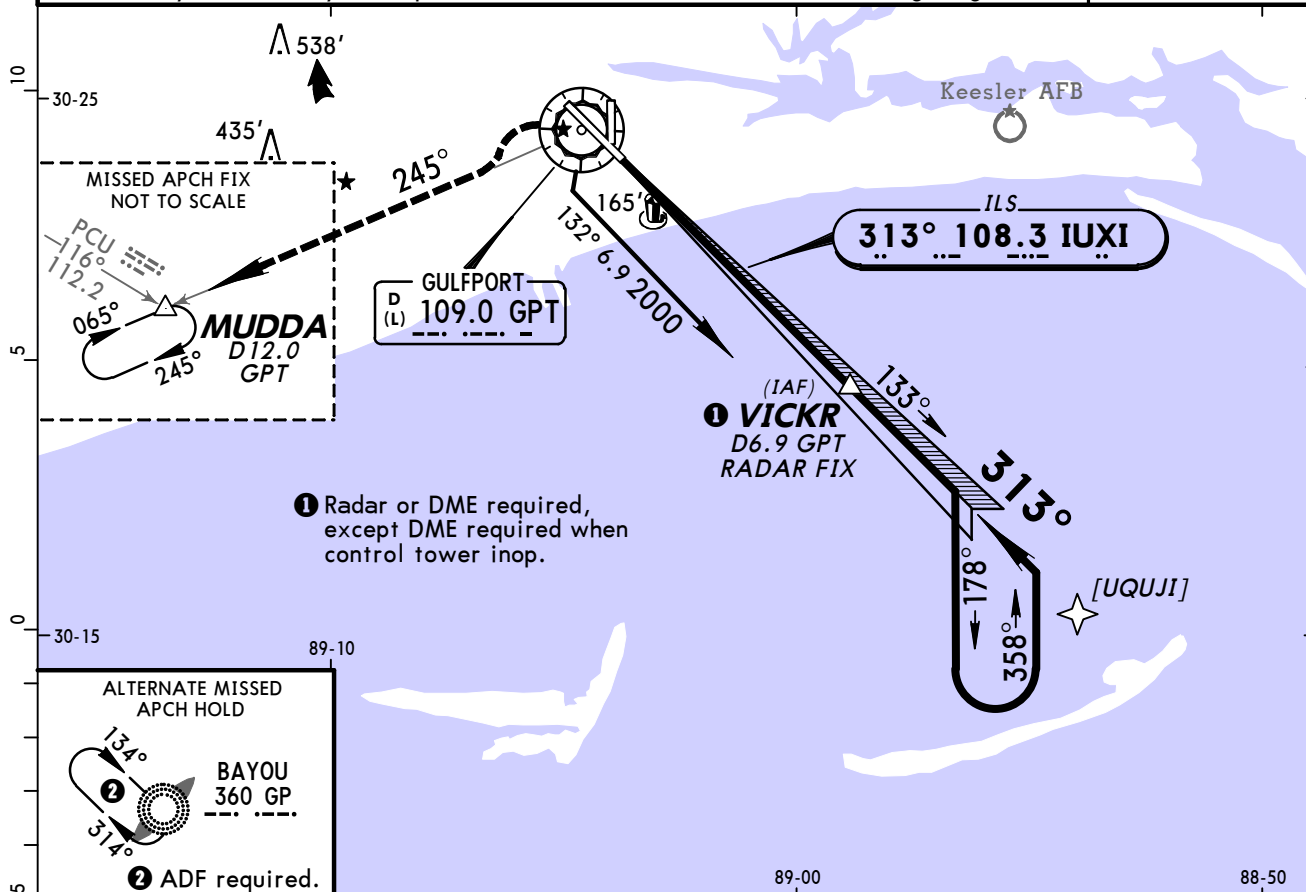
STRAIGHT-IN LANDING RWY 14					CIRCLE-TO-LAND	
ILS DA(H) 227' (200')		LOC (GS out) MDA(H) 440' (413')			Max Kts.	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		
A		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	500' (472') - 1
B	1 RVR 24 or 1/2	RVR 40 or 3/4			120	660' (632') - 1
C			RVR 40 or 3/4	RVR 60 or 1 1/4	140	660' (632') - 1 3/4
D					165	660' (632') - 2

1 RVR 1800 authorized with the use of Flight Director or Autopilot or HUD to DA.

CHANGES: Gulfport approach, lighting.

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*ATIS 119.45	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 127.65 when App inop.	*GULFPORT Tower CTAF 123.7	*Ground 120.4
LOC IUXI 108.3	Final Apch Crs 313°	GS VICKR 2000' (1972')	ILS DA(H) 228' (200')	Apt Elev 28' TDZE 28'
MISSED APCH: Climb to 500' then climbing LEFT turn to 2000' outbound on GPT VOR R-245 to MUDDA INT/D12.0 GPT and hold, or as directed by ATC.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or DME required. 2. Simultaneous reception of IUXI LOC and GPT DME required. 3. Glideslope unusable when tower inop. Only localizer minimums authorized during this period. 4. VGSI and ILS glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.7.				



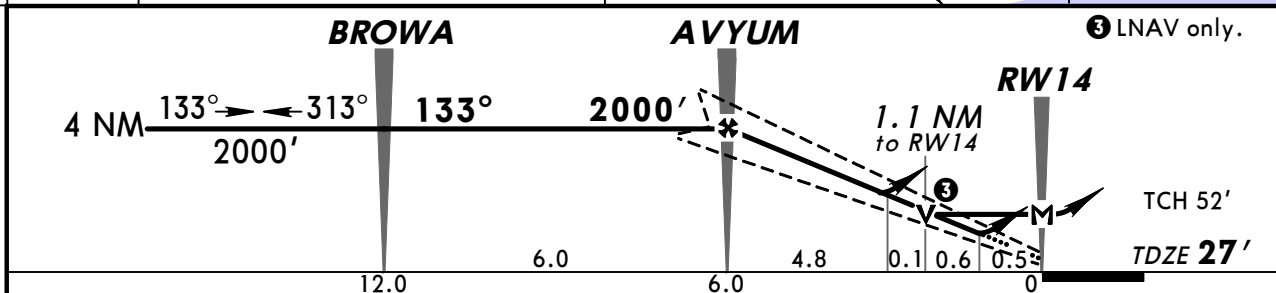
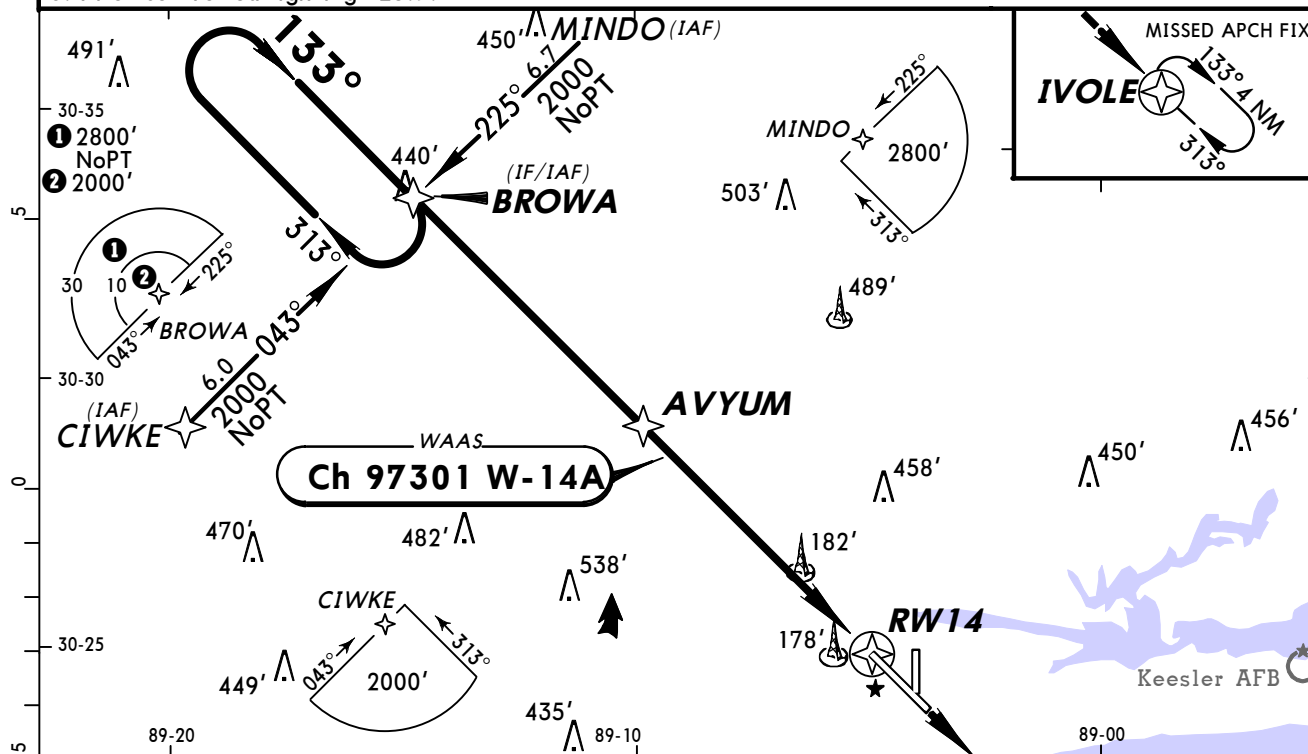
Gnd speed-Kts	70	90	100	120	140	160	MALSR	500'	2000'	GPT	MUDDA
GS	3.00°	372	478	531	637	743	849	VASI	↑	on 109.0	
VICKR to MAP	5.9	5:03	3:56	3:32	2:57	2:32	2:13		LT	R-245	

STRAIGHT-IN LANDING RWY 32					CIRCLE-TO-LAND	
ILS DA(H) 228' (200')		LOC (GS out) MDA(H) 380' (352')			Max Kts	MDA(H)
FULL	RAIL or ALS out	RAIL out	ALS out		90	500' (472') - 1
RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1 1/4	120	560' (532') - 1
					140	640' (612') - 1 3/4
					165	660' (632') - 2

*ATIS 119.45	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 127.65 when App inop.	*GULFPORT Tower CTAF 123.7	*Ground 120.4
WAAS Ch 97301 W-14A	Final Apch Crs 133°	Minimum Alt AVYUM 2000' (1973')	LPV DA(H) (CONDITIONAL) 227' (200')	Apt Elev 28' TDZE 27'
MISSED APCH: Climb to 2000' direct IVOLE 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 Pascagoula 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. VGSI and RNAV glidepath not coincident.
5. VDP and Baro-VNAV not authorized when using Pascagoula altimeter setting.
6. Pilot controlled lighting 123.7.



Gnd speed-Kts	70	90	100	120	140	160	SSALR	2000'	IVOLE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI		
MAP at RW14									

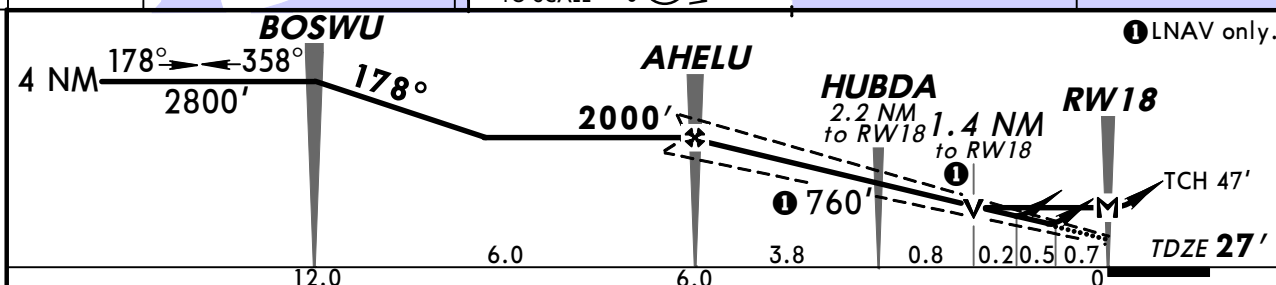
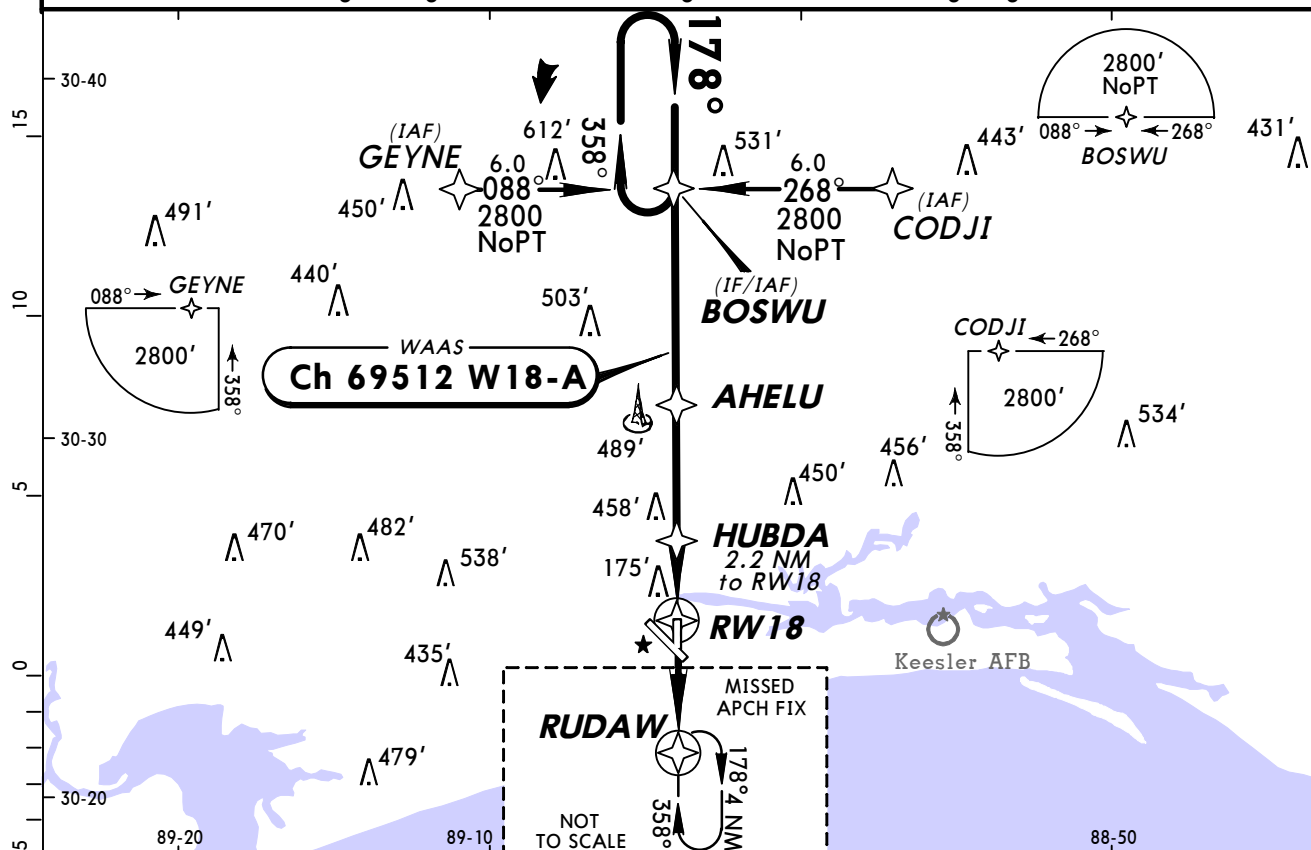
STRAIGHT-IN LANDING RWY14 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting			
LPV DA(H) 227' (200')		LNAV/VNAV DA(H) 464' (437')		LNAV MDA(H) 440' (413')		MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	
A	RVR 24	RVR 40 or 3/4	RVR 50	RVR 24 or 1/2	RVR 40 or 3/4	90	500' (472')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	120	560' (532')-1
C						140	640' (612')-1 3/4
D						165	660' (632')-2

With Pascagoula Altimeter Setting				With Pascagoula Altimeter Setting			
DA(H) 294' (267')		DA(H) 531' (504')		MDA(H) 520' (493')		MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out	ALS out	Max Kts	
A	RVR 24	RVR 50 or 1	RVR 60	RVR 24 or 1/2	RVR 40 or 3/4	90	580' (552')-1
B	RVR 24 or 1/2	RVR 50 or 1	RVR 60 or 1 1/4	RVR 40 or 3/4	RVR 60 or 1 1/4	120	640' (612')-1
C						140	720' (692')-2
D						165	740' (712')-2 1/4

BRIEFING STRIP™

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Pascagoula altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F). 3. Visibility reduction by helicopters not authorized. 4. DME/DME RNP-0.30 not authorized. 5. VDP and Baro-VNAV not authorized when using Pascagoula altimeter setting. 6. Pilot controlled lighting 123.7.



<i>Gnd speed-Kts</i>	70	90	100	120	140	160	PAPI-R	2000'	D →	RUDAW
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>MAP at RW18</i>										

STRAIGHT-IN LANDING RWY18					CIRCLE-TO-LAND	
With Local Altimeter Setting					With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		
DA(H) 306' (279')		DA(H) 464' (437')		MDA(H) 500' (473')		
A	1	1½	1	90	500' (472')-1	
B				120	560' (532')-1	
C				140	640' (612')-1¾	
D				165	660' (632')-2	
With Pascagoula Altimeter Setting					With Pascagoula Altimeter Setting	
DA(H) 373' (346')		DA(H) 531' (504')		MDA(H)		
A	1¼	1¾	NA	90	580' (552')-1	
B				120	640' (612')-1	
C				140	720' (692')-2	
D				165	740' (712')-2½	

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AMEND 1A TERPS

*ATIS 119.45	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 127.65 when App inop.	*GULFPORT Tower CTAF 123.7	*Ground 120.4
WAAS Ch 56207 W-32A	Final Apch Crs 313°	Minimum Alt VICKR 2000' (1972')	LPV DA(H) (CONDITIONAL) 228' (200')	Apt Elev 28' TDZE 28'

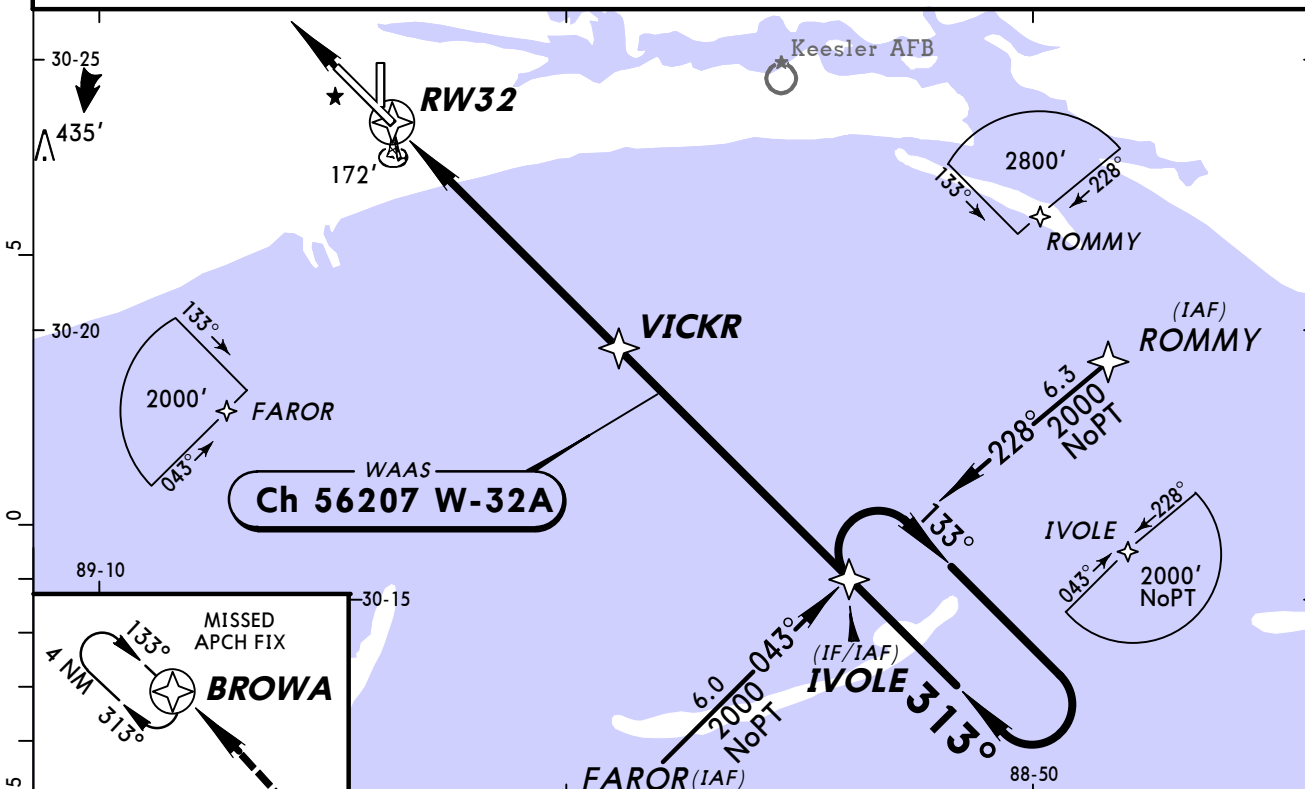
MISSED APCH: Climb to 2000' direct BROWA and hold.

Alt Set: INCHES

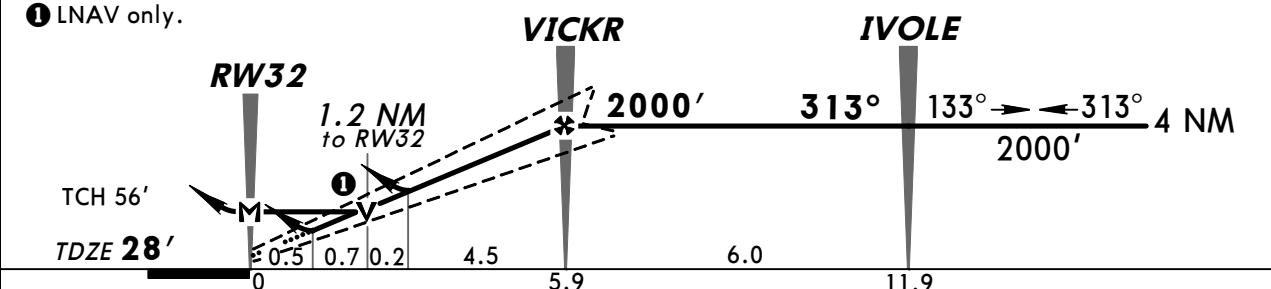
Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Pascagoula altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 49°C (120°F).
3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized.
5. VGSI and RNAV glidepath not coincident. 6. VDP and Baro-VNAV not authorized when using Pascagoula altimeter setting. 7. Pilot controlled lighting 123.7.



① LNAV only.

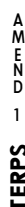
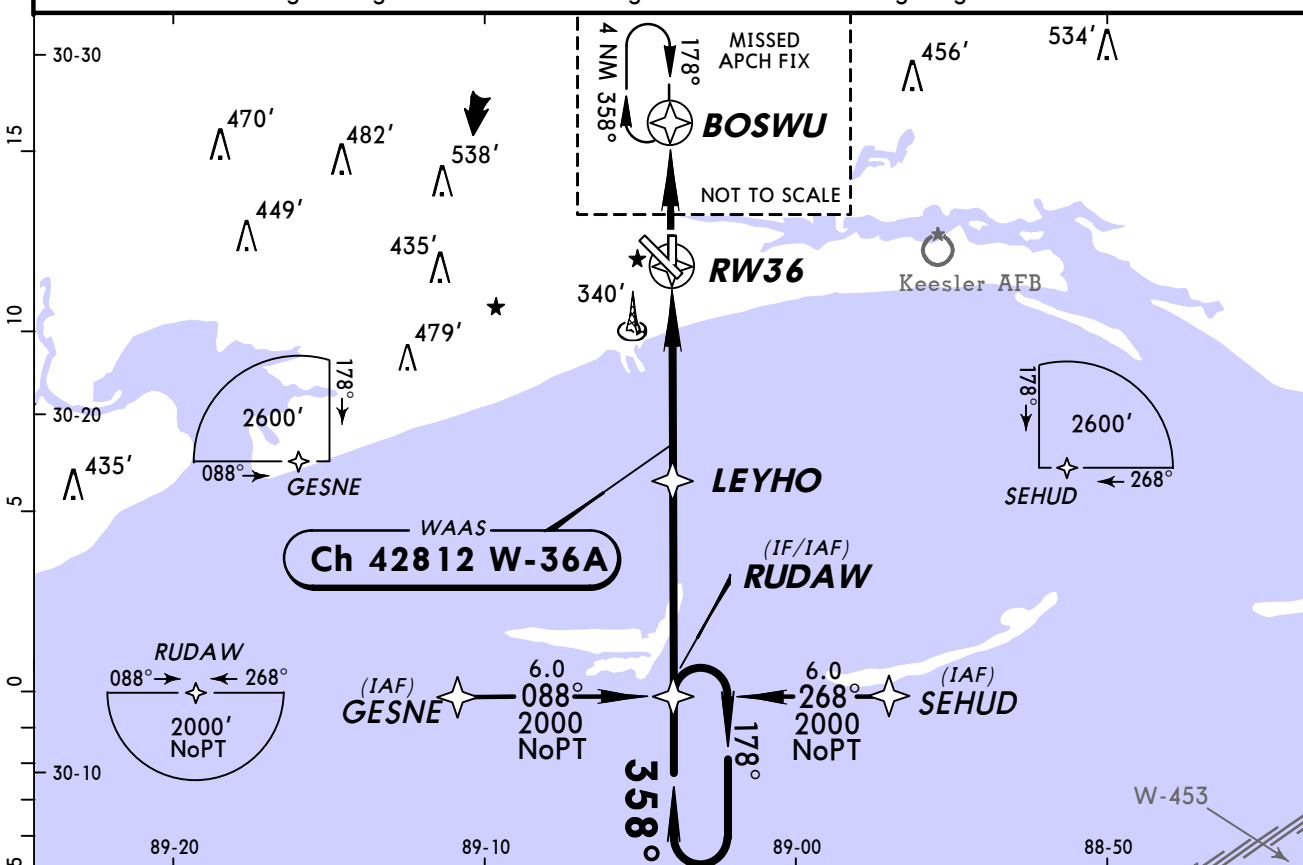


Gnd speed-Kts	70	90	100	120	140	160		MALSR	2000'		BROWA
Glide Path Angle 3.00°	372	478	531	637	743	849		VASI			
MAP at RW32											

STRAIGHT-IN LANDING RWY32 With Local Altimeter Setting							CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 228'(200')		LNAV/VNAV DA(H) 525'(497')		LNAV MDA(H) 460'(432')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			90	500'(472')-1	
A	RVR 40 or 3/4		RVR 60 or 1 1/4		RVR 40 or 3/4		RVR 50 or 1	120	560'(532')-1
B								140	640'(612')-1 3/4
C					165	660'(632')-2			
D									
With Pascagoula Altimeter Setting							With Pascagoula Altimeter Setting		
DA(H) 295'(267')		DA(H) 592'(564')		MDA(H) 540'(512')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			90	580'(552')-1	
A	RVR 40 or 3/4		1 1/2		RVR 40 or 3/4		RVR 50 or 1	120	640'(612')-1
B								140	720'(692')-2
C					165	740'(712')-2 1/2			
D									

BRIEFING STRIP™

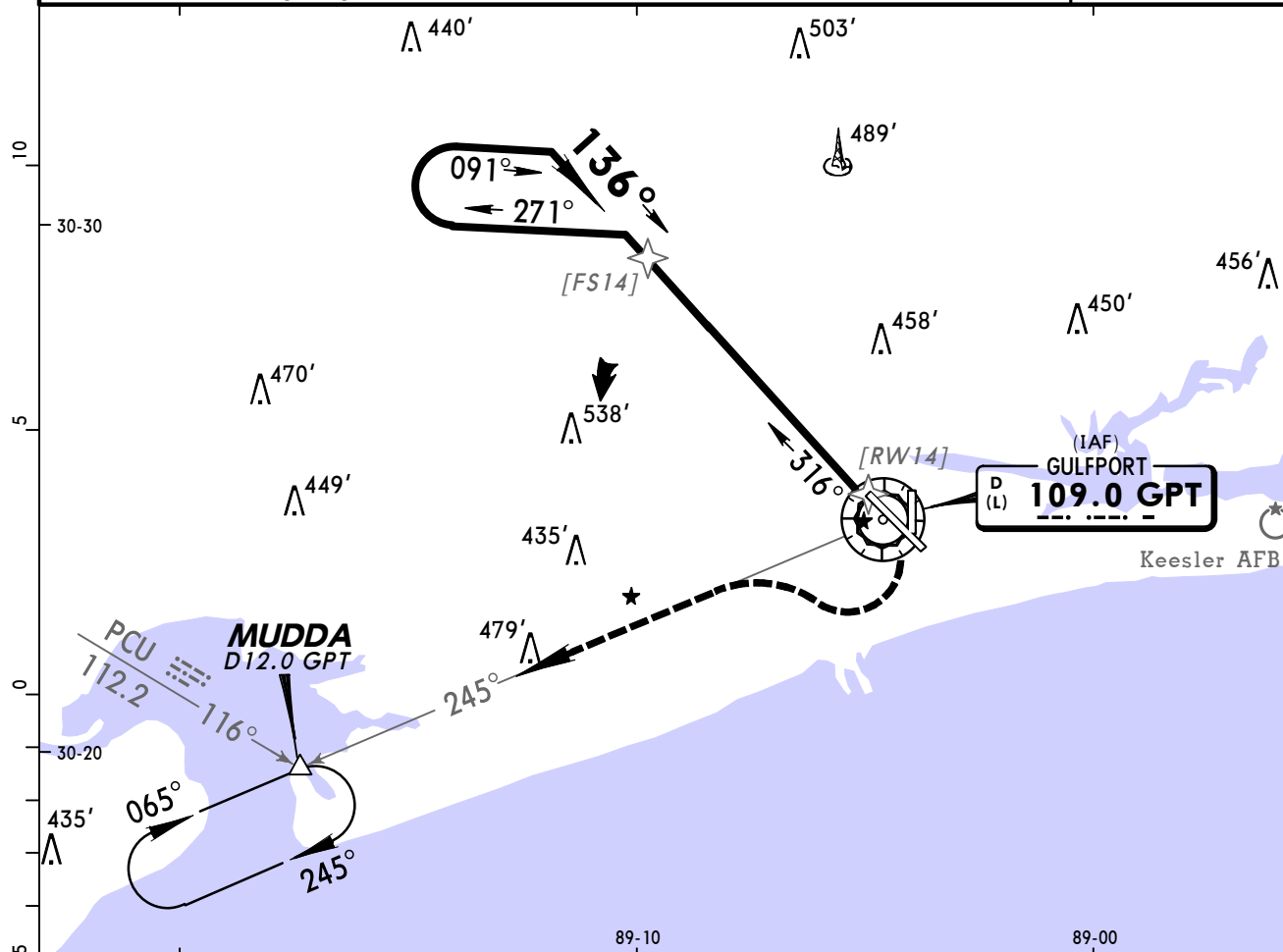
Country	1990 (%)	2000 (%)
Australia	10.5	10.5
Canada	10.5	10.5
France	10.5	10.5
Germany	10.5	10.5
Italy	10.5	10.5
Japan	14.5	14.5
Korea	10.5	10.5
Sweden	10.5	10.5
Switzerland	10.5	10.5
Taiwan	10.5	10.5
United Kingdom	10.5	10.5
United States	10.5	10.5



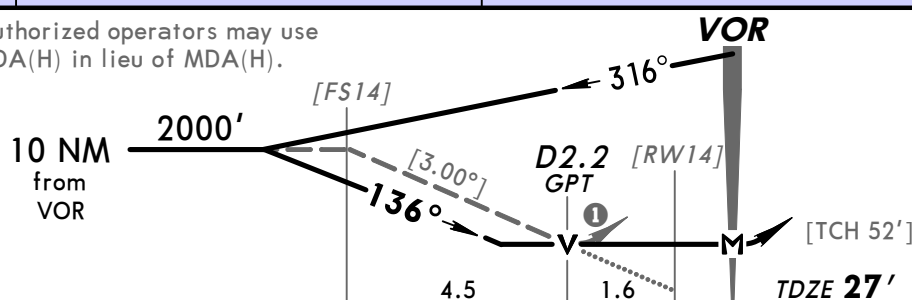
STRAIGHT-IN LANDING RWY36 With Local Altimeter Setting				CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 328' (300')		LNAV/VNAV DA(H) 660' (632')		LNAV MDA(H) 580' (552')	
A	1	2¼	1	Max Kts	MDA(H)
B				90	580'(552')-1
C				120	640'(612')-1¾
D				140	660'(632')-2
With Pascagoula Altimeter Setting				Max Kts	With Pascagoula Altimeter Setting
DA(H) 395' (367')		DA(H) 727' (699')		MDA(H) 660' (632')	
A	1¼	2½	1	90	660'(632')-1
B				120	720'(692')-2
C				140	740'(712')-2½
D				165	

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*ATIS 119.45	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 127.65 when App inop.	*GULFPORT Tower CTAF 123.7	*Ground 120.4
VOR GPT 109.0	Final Apch Crs 136°	No FAF	MDA(H) 580' (553')	Apt Elev 28' TDZE 27'
MISSED APCH: Climbing RIGHT turn to 2000' outbound via GPT VOR R-245 to MUDDA INT/D12.0 GPT and hold.				2800'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Pilot controlled lighting 123.7.				MSA GPT VOR



① Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



Gnd speed-Kts	70	90	100	120	140	160	SSALR	2000'	GPT	MUDDA
Descent angle [3.00°]	372	478	531	637	743	849	PAPI	via 109.0		
MAP at VOR								RT	R-245	

STRAIGHT-IN LANDING RWY 14

CIRCLE-TO-LAND

MDA(H) 580' (553')

	RAIL out	ALS out	Max Kts	MDA(H)
A			90	580' (552') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	120	660' (632') - 1
C	RVR 50 or 1	1 1/2	140	660' (632') - 1 3/4
D	RVR 60 or 1 1/4	1 3/4	165	660' (632') - 2

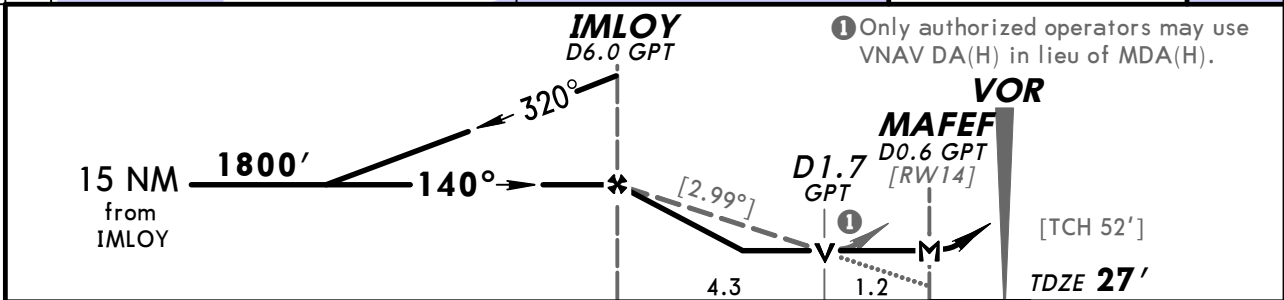
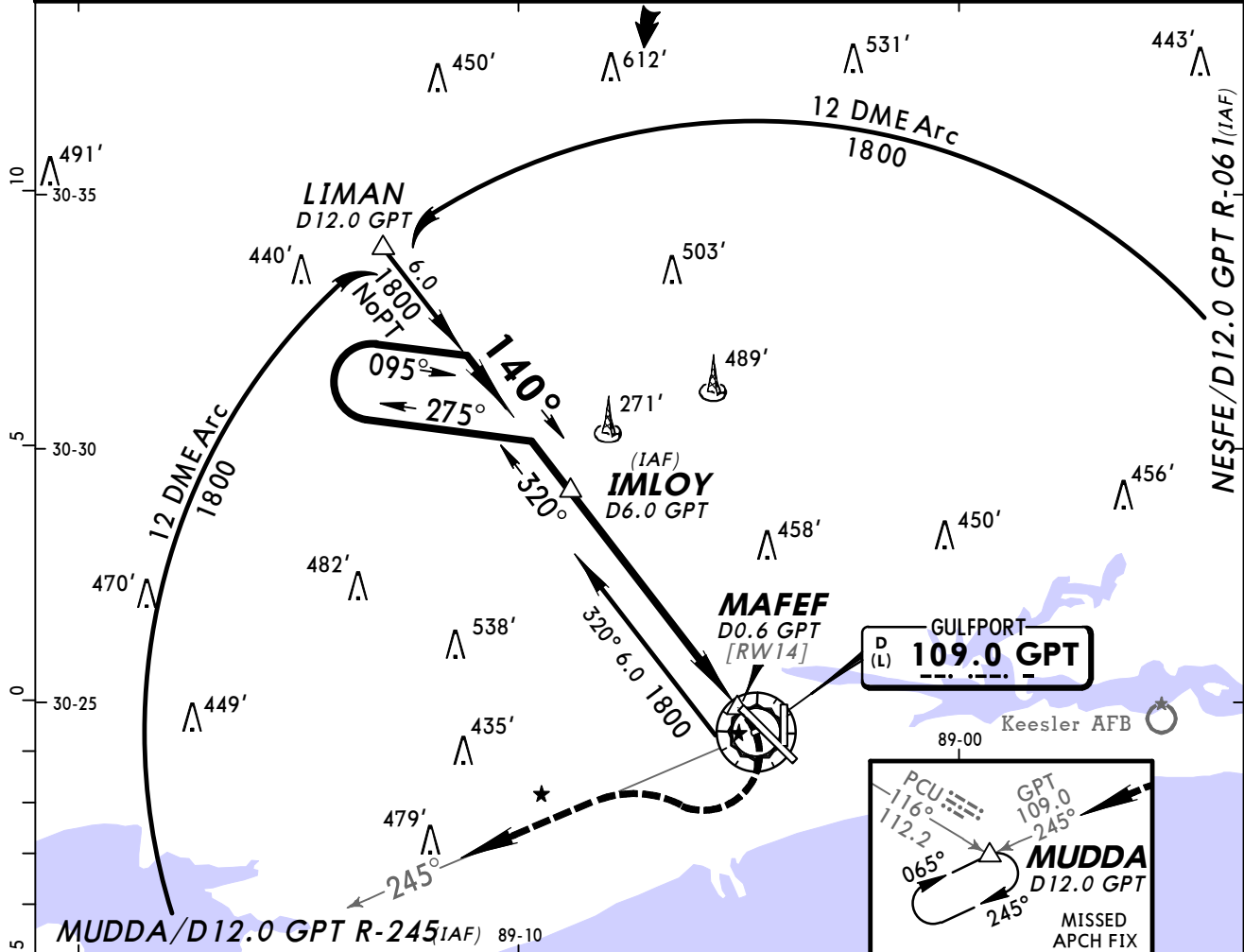
KGPT/GPT -BILOXI INTL

JEPPesen
11 NOV 11 **13-2** Eff 17 Nov

GULFPORT, MISS VOR DME Rwy 14

BRIEFING STRIP™

*ATIS 119.45	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 127.65 when App inop.	*GULFPORT Tower CTAF 123.7	*Ground 120.4
VOR GPT 109.0	<i>Final Apch Crs</i> 140°	<i>Minimum Alt</i> IMLOY 1800' (1773')	<i>MDA(H)</i> 440' (413')	<i>Apt Elev</i> 28' <i>TDZE</i> 27'
MISSED APCH: Climbing RIGHT turn to 2000' outbound via GPT VOR R-245 to MUDDA INT/D12.0 GPT and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. Pilot controlled lighting 123.7.				
2800' <i>MSA GPT VOR</i>				



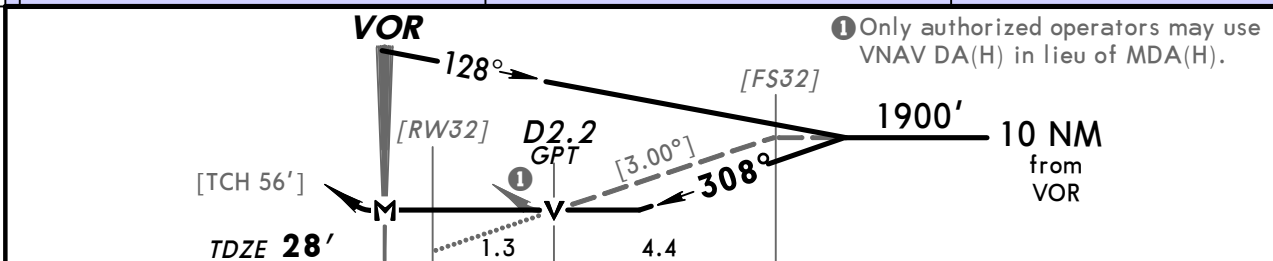
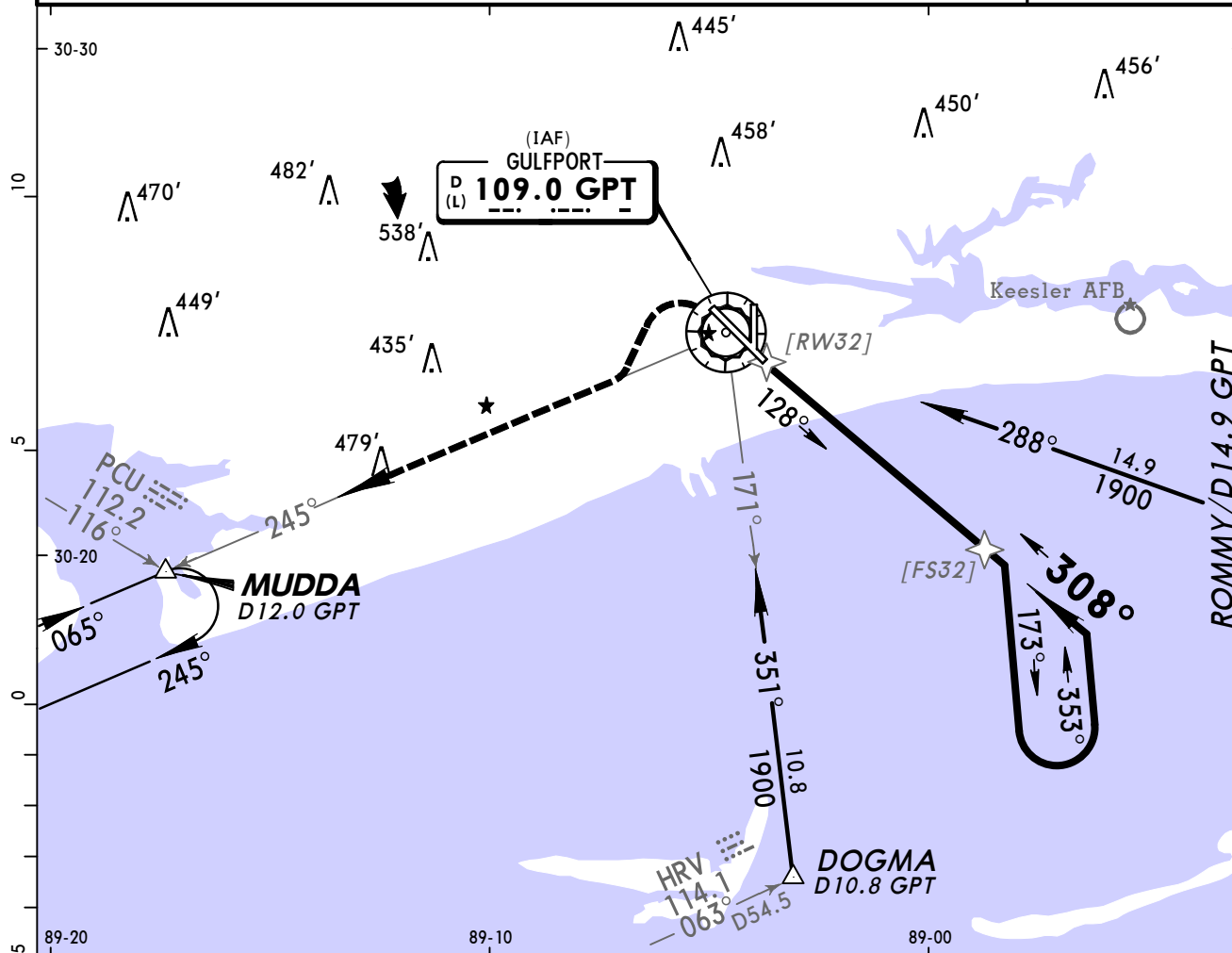
Gnd speed-Kts	70	90	100	120	140	160	SSALR	2000'	GPT	MUDDA
Descent angle [2.99°]	370	476	529	635	741	846	PAPI	via 109.0		
MAP at MAFEF								RT	R-245	

STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
MDA(H) 440' (413')							
RAIL out		ALS out		Max Kts	MDA(H)		
A	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	500' (472') - 1		
B				120	660' (632') - 1		
C	RVR 40 or 3/4	RVR 60 or 1 1/4		140	660' (632') - 1 3/4		
D	RVR 50 or 1			165	660' (632') - 2		

CHANGES: Gulfport approach, lighting.

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*ATIS 119.45	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 127.65 when App inop.	*GULFPORT Tower CTAF 123.7	*Ground 120.4
VOR GPT 109.0	Final Apch Crs 308°	No FAF	MDA(H) 480' (452')	Apt Elev 28' TDZE 28'
MISSED APCH: Climbing LEFT turn to 2000' outbound via GPT VOR R-245 to MUDDA INT/D12.0 GPT and hold.				2800'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 123.7.				MSA GPT VOR



Gnd speed-Kts	70	90	100	120	140	160		MALSR	2000'	GPT	
Descent angle [3.00°]	372	478	531	637	743	849		VASI	via 109.0	R-245	MUDDA
MAP at VOR											

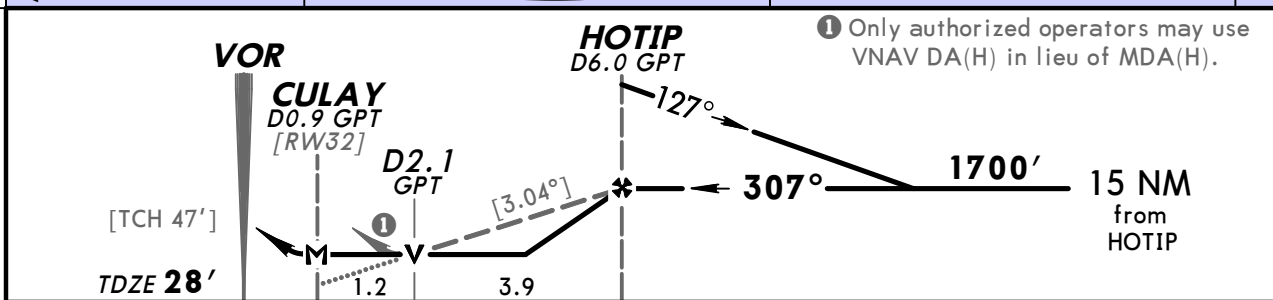
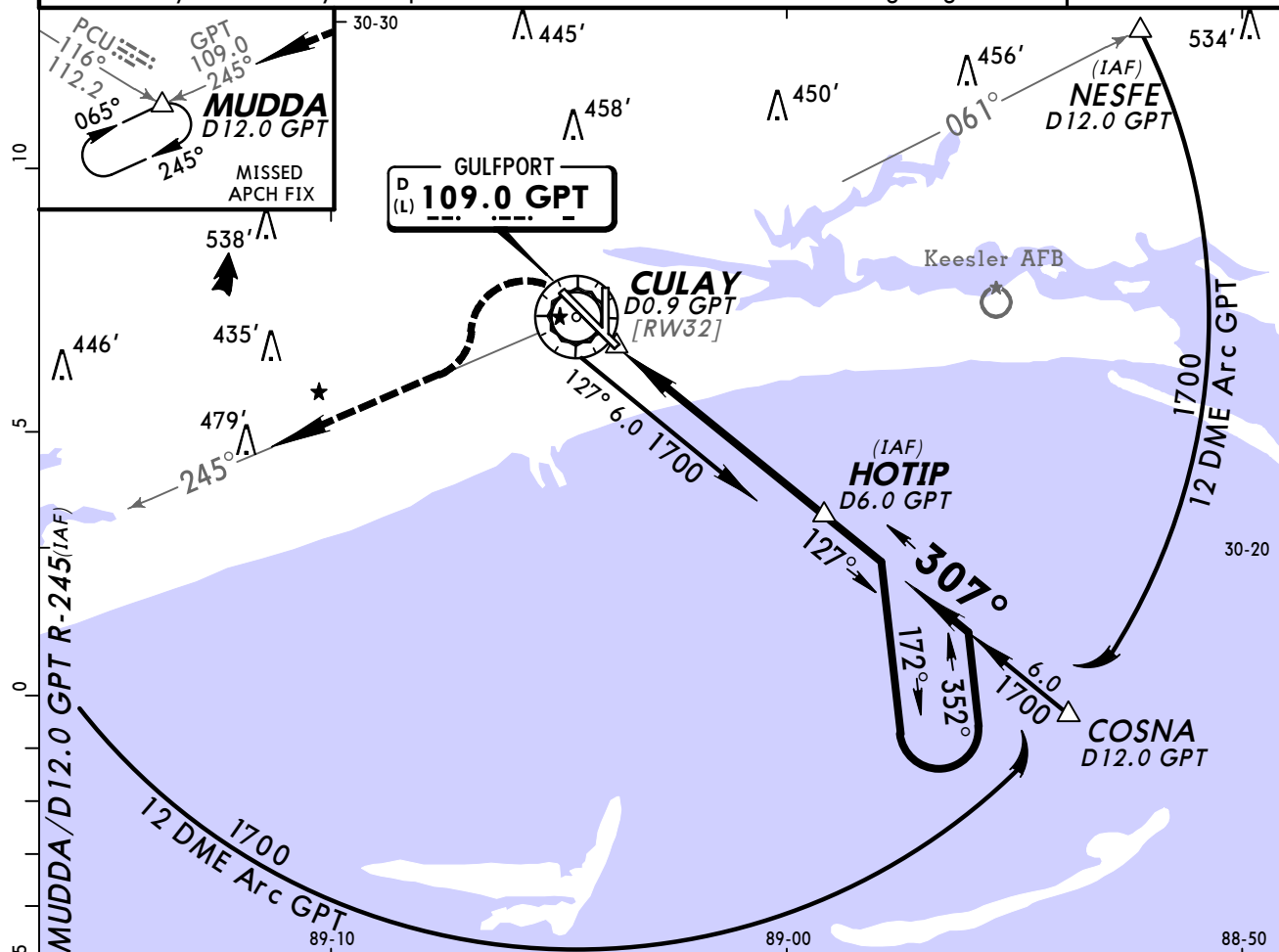
STRAIGHT-IN LANDING RWY32					CIRCLE-TO-LAND	
MDA(H) 480' (452')						
			RAIL out	ALS out	Max Kts.	MDA(H)
A	RVR 40 or $\frac{3}{4}$			RVR 50 or 1	90	500' (472') - 1
B					120	660' (632') - 1
C	RVR 40 or $\frac{3}{4}$	RVR 60 or $1\frac{1}{4}$			140	660' (632') - $1\frac{3}{4}$
D	RVR 50 or 1	$1\frac{1}{2}$			165	660' (632') - 2

KGPT/GPT -BILOXI INTL

JEPPESEN
11 NOV 11 **(13-4)** Eff 17 Nov

GULFPORT, MISS
VOR DME Rwy 32

*ATIS 119.45	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 127.65 when App inop.	*GULFPORT Tower CTAF 123.7	*Ground 120.4
VOR GPT 109.0	Final Apch Crs 307°	Minimum Alt HOTIP 1700' (1672')	MDA(H) 440' (412')	Apt Elev 28' TDZE 28'
MISSED APCH: Climb to 600' then climbing LEFT turn to 2000' outbound via GPT VOR R-245 to MUDDA INT/D12.0 GPT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Visibility reduction by helicopters not authorized. 2. Pilot controlled lighting 123.7.				2800' MSA GPT VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	600'	2000'	GPT	MUDDA
Descent angle [3.04°]	376	484	538	645	753	861	VASI	↑	LT	via 109.0	
MAP at CULAY										R-245	

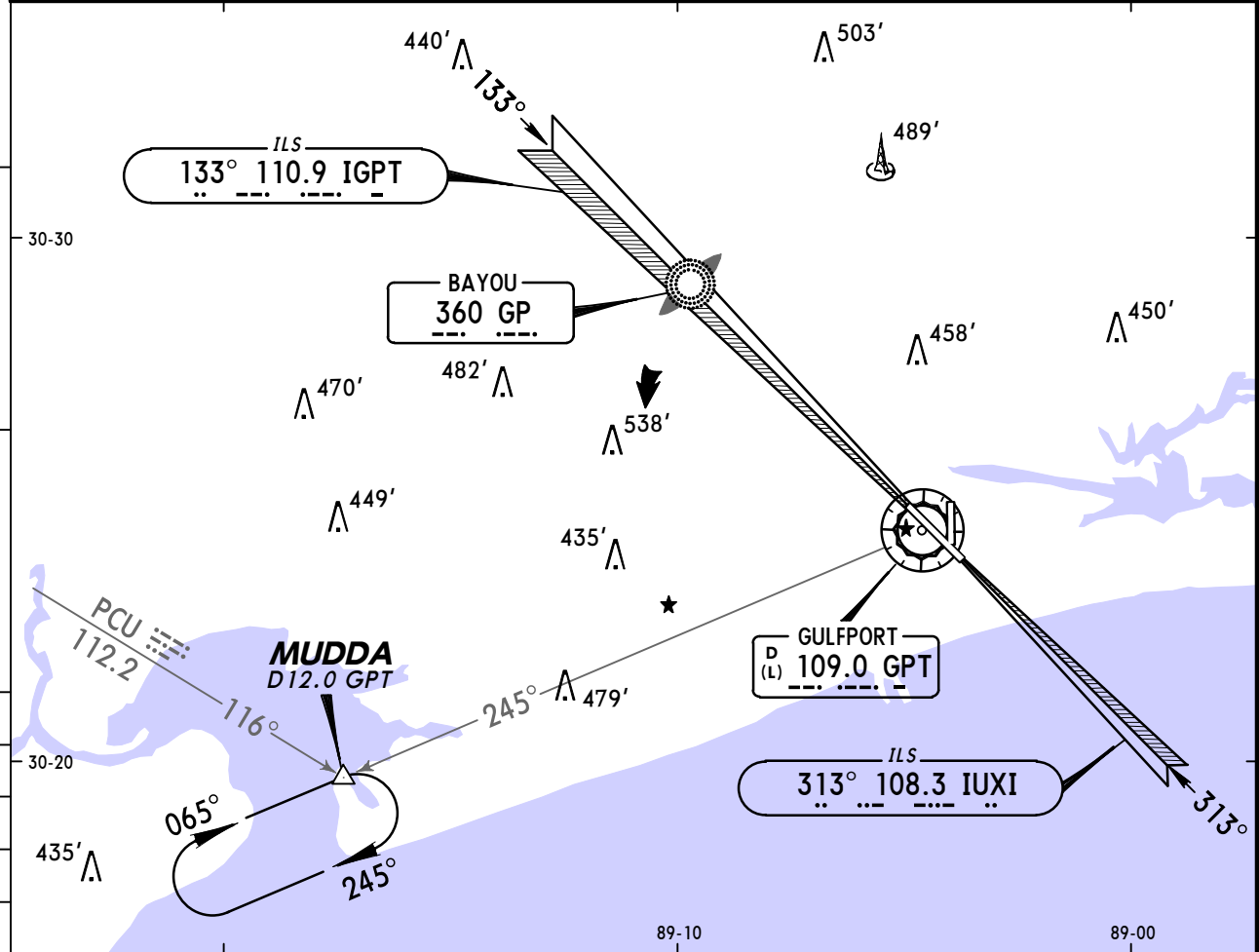
STRAIGHT-IN LANDING RWY32					CIRCLE-TO-LAND	
MDA(H) 440'(412')						
		RAIL out	ALS out	Max Kts.	MDA(H)	
A	RVR 40 or ¾		RVR 50 or 1	90	500'(472')-1	
B				120	660'(632')-1	
C	RVR 40 or ¾	RVR 60 or 1¼		140	660'(632')-1 ¾	
D	RVR 50 or 1			165	660'(632')-2	

CHANGES: Gulfport approach.

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TERPS AMEND 4B 7 APR 2011

*ATIS 119.45	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 127.65 when App inop.	*GULFPORT Tower CTAF 123.7	*Ground 120.4
RADAR	Final Apch Crs By ATC	Minimum Alt No FAF	MDA(H) Refer to Minimums	Apt Elev 28' TDZE- See Below
Missed Approach-See below				
Alt Set: INCHES 1. When Twr inop procedure not authorized. 2. ASR Rwy 32, visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 123.7.				
Trans level: FL 180 Trans alt: 18000'				
No MSA published				



MISSED APPROACH:

Runway 14: Climbing RIGHT turn to 2000' outbound via GPT VOR R-245 to MUDDA INT/D12.0 GPT and hold.

Runway 32: Climb to 600' then climbing LEFT turn to 2000' outbound via GPT VOR R-245 to MUDDA INT/D12.0 GPT and hold.

RWY 14 RWY 32
TDZE 27' TDZE 28'

ASR Rwys 14, 32: MAP at Rwy Thr								Lighting - Refer to Airport Chart	
STRAIGHT-IN LANDING								CIRCLE-TO-LAND	
ASR 14				ASR 32					
MDA(H) 440' (413')				MDA(H) 440' (412')					
		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	RVR 40 or 3/4		RVR 50 or 1		90	500' (472') - 1
B								120	660' (632') - 1
C	RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 40 or 3/4	RVR 60 or 1 1/4		140	660' (632') - 1 3/4	
D	RVR 50 or 1			RVR 50 or 1			165	660' (632') - 2	

General Information

Location: Columbus-W Point-Starkvi MS USA

IATA Code: GTR

Lat/Long: N33° 26.9' W088° 35.5'

Elevation: 264 ft

Airport Use: Public

Magnetic Variation: 1.6°W

Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A

Repair Types: Minor Airframe, Minor Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: Yes

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1225 Z

Sunset: 2349 Z,

Runway Information

Runway: 18

Length x Width: 8002 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 264 ft

Lighting: Edge, ALS, Pilot controlled

Runway: 36

Length x Width: 8002 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 264 ft

Lighting: Edge, REIL, Pilot controlled

Communication Information

ATIS 126.375

AWOS 126.375

Golden Triangle Regl Tower 118.2 CTAF PCL

Golden Triangle Regl Ground Control 135.375

Columbus Clearance Delivery 126.25

Columbus Approach Approach Control 135.6

Columbus Departure Departure Control 135.6

Golden Triangle Regl Unicom 122.95

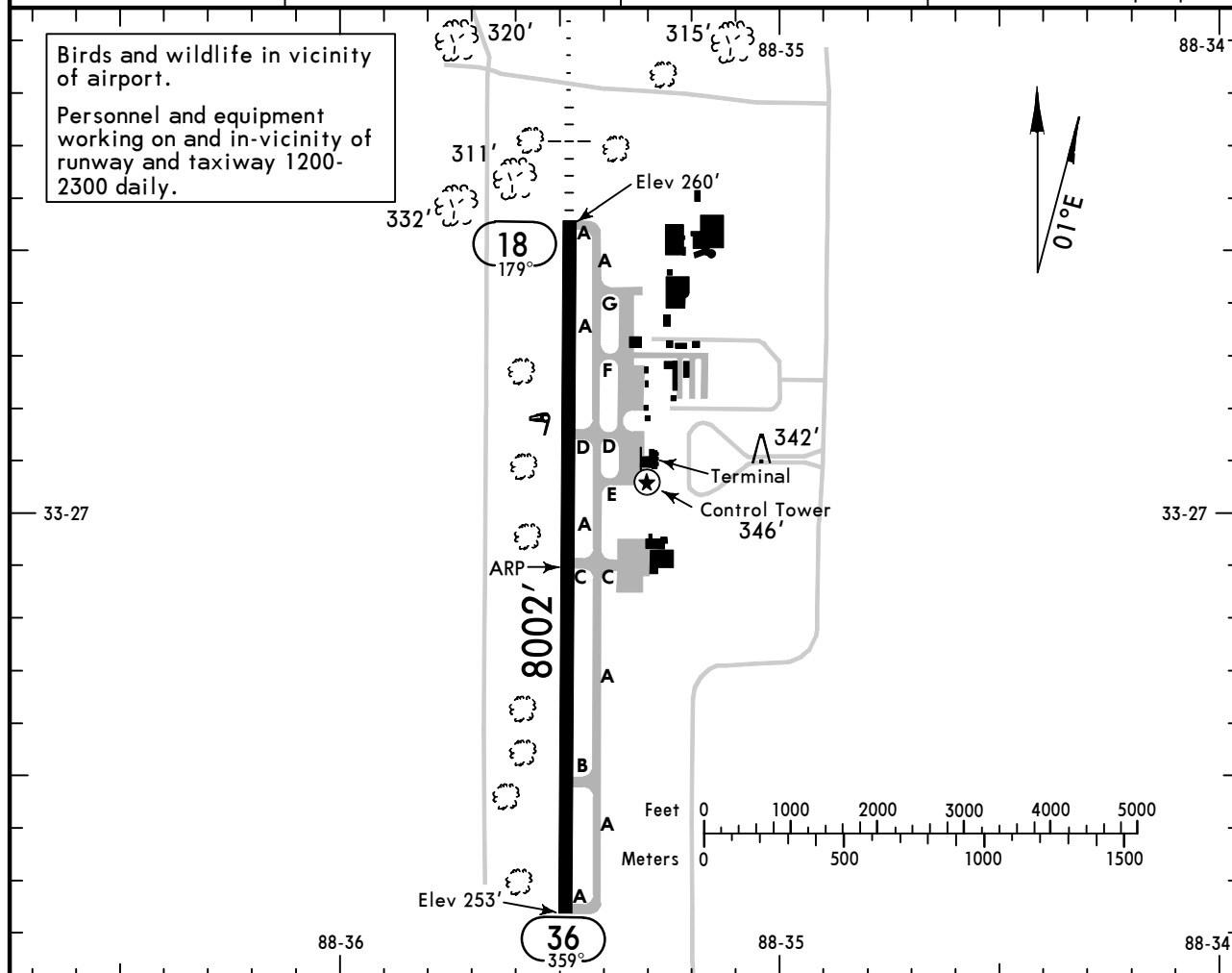
Memphis Center 127.1 Remote Communications Air-Ground

KGTR/GTR
Apt Elev **264'**
N33 26.9 W088 35.5

JEPPESEN
8 JUL 11 **(20-9)**

COLUMBUS, MISS
GOLDEN TRIANGLE REG

ATIS (AWOS-3 when Twr inop) 126.37	*GOLDEN TRIANGLE Clearance 135.37	COLUMBUS Clearance 126.25 when Twr inop.	*Ground 135.37
*Tower CTAF 118.2	UNICOM 122.95	*COLUMBUS Departure (R) 135.6	MEMPHIS Center 127.1 when Dep inop.



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
18	① HIRL ① MALSR VASI-L grooved		6933'		150'
36	① HIRL ① REIL PAPI-L grooved				

① Activate on 118.2.

TAKE-OFF

All Rwy's

	Adequate Vis Ref	STD
1 & 2 Eng	$\frac{1}{4}$	1
3 & 4 Eng		$\frac{1}{2}$

FOR FILING AS ALTERNATE
Authorized Only When
Local Weather Available

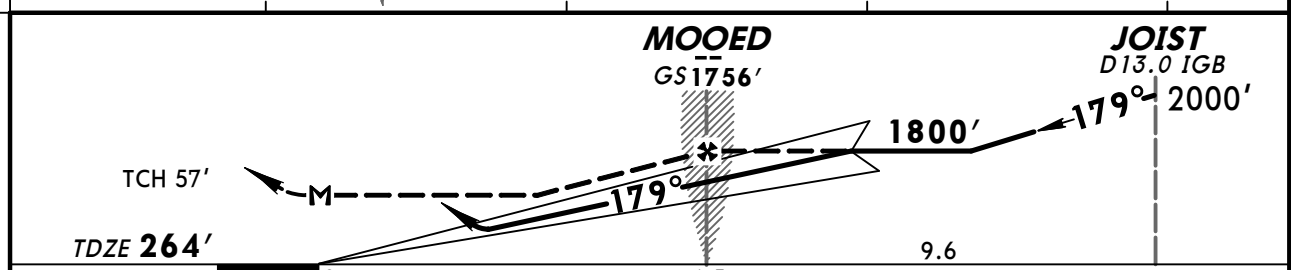
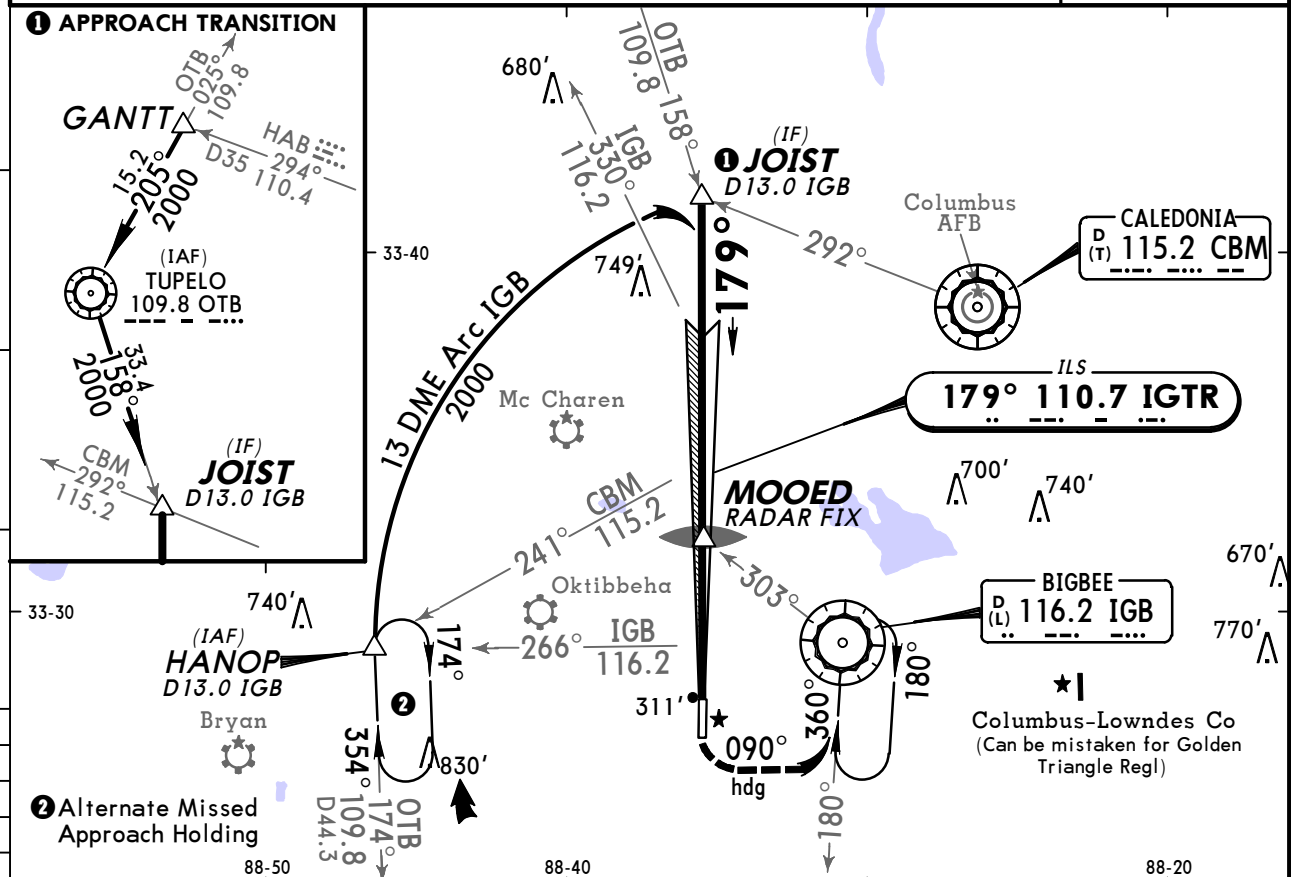
	Authorized Only When Twr Operating ILS Rwy 18	LOC Rwy 18	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	LOC Rwy 36
A	600-2	800-2	800-2	1100-2
B				1100-3
C				
D				

CHANGES: Airport revised.

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A
M
E
N
D
0

ATIS (AWOS-3 when Twr inop) 126.37	*COLUMBUS Approach (R) 135.6	MEMPHIS Center 127.1 when App inop.	*GOLDEN TRIANGLE Tower CTAF 118.2	*Ground 135.37
LOC IGTR 110.7	Final Apch Crs 179°	GS MOOED 1756' (1492')	ILS DA(H) (CONDITIONAL) 464' (200')	Apt Elev 264' TDZE 264'
MISSED APCH: Climb to 800' then climbing LEFT turn to 2100' via heading 090° and inbound via IGB VOR R-180 to IGB VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Tupelo Regl altimeter setting. 2. Pilot controlled lighting 118.2.				
				3400' MSA IGB VOR

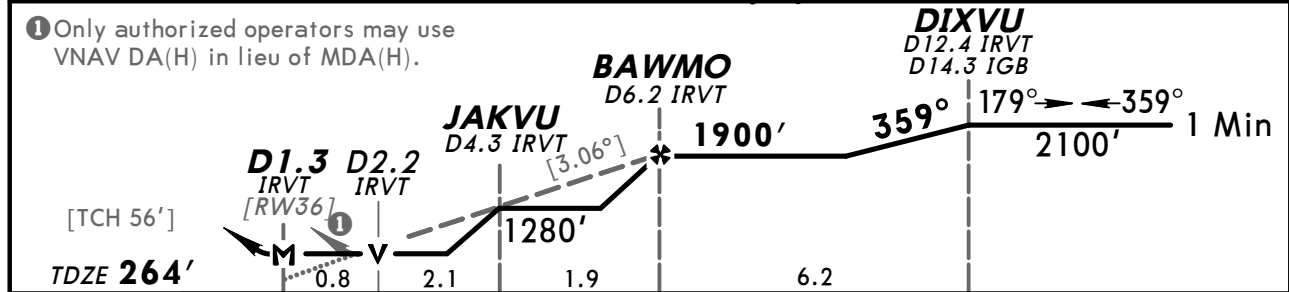
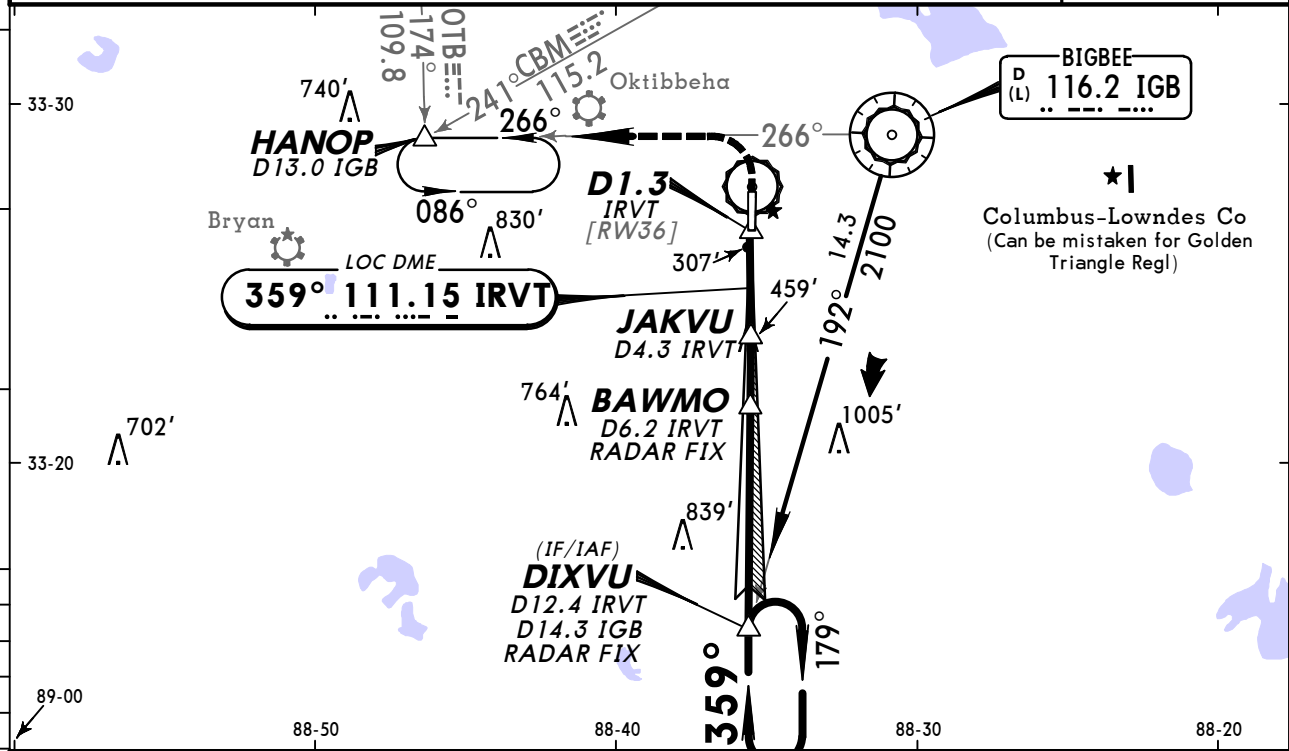


0							4.5					
Gnd speed-Kts	70	90	100	120	140	160	MALSR VASI	800'	2100'	090° hdg	1GB and 116.2 R-180	
GS	3.00°	377	484	538	646	753						861
MOOED to MAP	4.5	3:51	3:00	2:42	2:15	1:56						1:41

STRAIGHT-IN LANDING RWY 18					CIRCLE-TO-LAND	
1 ILS DA(H) 464' (200')		2 LOC (GS out) MDA(H) 640' (376')			With Local Altimeter Setting	With Tupelo Regl Altimeter Setting
FULL	RAIL or ALS out	RAIL out	ALS out	Max Kts	MDA(H)	MDA(H)
A				90	760' (496') - 1	900' (636') - 1
B				120	760' (496') - 1 1/2	900' (636') - 1 1/2
C	1/2	3/4	1	140	820' (556') - 2	960' (696') - 2
D				165		

1 DA(H) 590' (326') with Tupelo Regl altimeter setting.
 2 MDA(H) 780' (516') with Tupelo Regl altimeter setting.

ATIS (AWOS-3 when Twr inop) 126.37		*COLUMBUS Approach (R) 135.6		MEMPHIS Center 127.1 when App inop.		*GOLDEN TRIANGLE Tower CTAF 118.2		*Ground 135.37		
LOC IRVT 111.15	Final Apch Crs 359°		Minimum Alt BAWMO 1900' (1636')		MDA(H) (CONDITIONAL) 580' (316')		Apt Elev 264' TDZE 264'		3400' MSA IGB VOR	
MISSED APCH: Climb to 700' then climbing LEFT turn to 2400' via IGB VOR R-266 outbound to HANOP/D13.0 IGB 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 Columbus AFB altimeter setting. 3. Use IRVT DME when on the LOC course. 4. VDP not authorized when using Columbus AFB altimeter setting. 5. Pilot controlled lighting 118.2.										

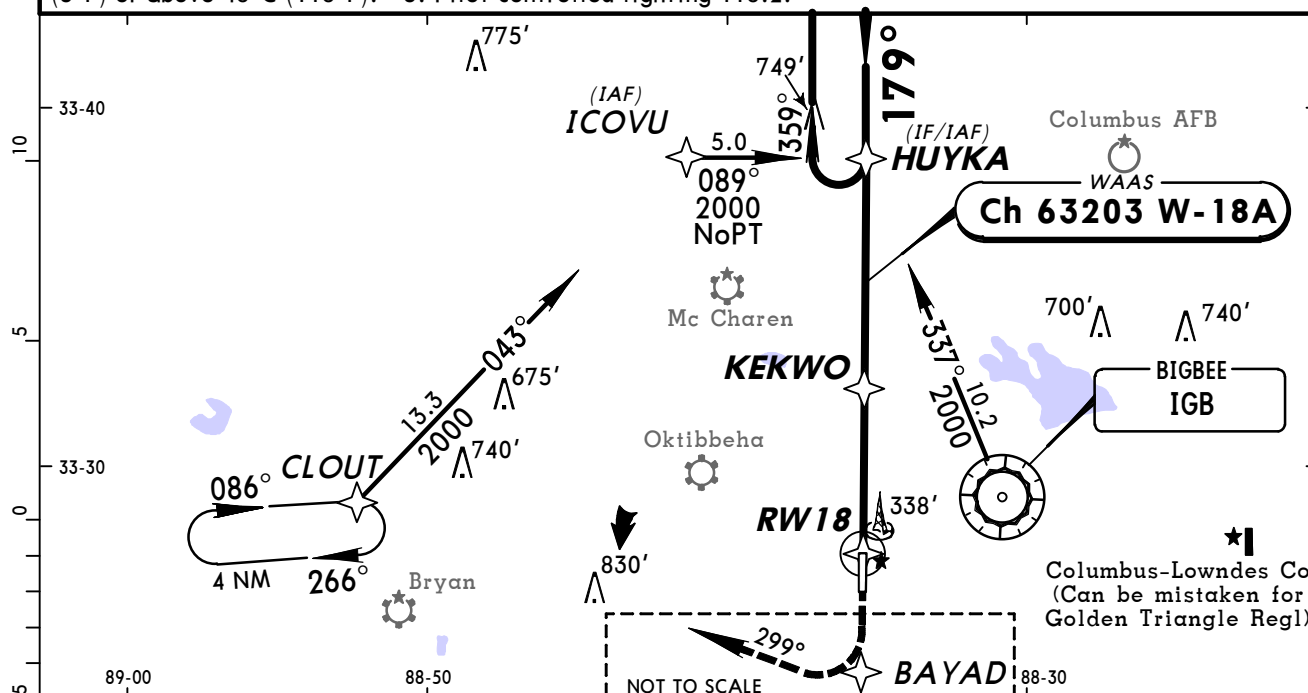


Only authorized operators may use VNAV DA(H) in lieu of MDA(H).						
1	BAWMO D6.2 IRVT RADAR FIX	JAKVU D4.3 IRVT	DIXVU D12.4 IRVT D14.3 IGB RADAR FIX	1900'	359°	179°
TDZE 264'	0.8	2.1	1.9	6.2	2100'	1 Min

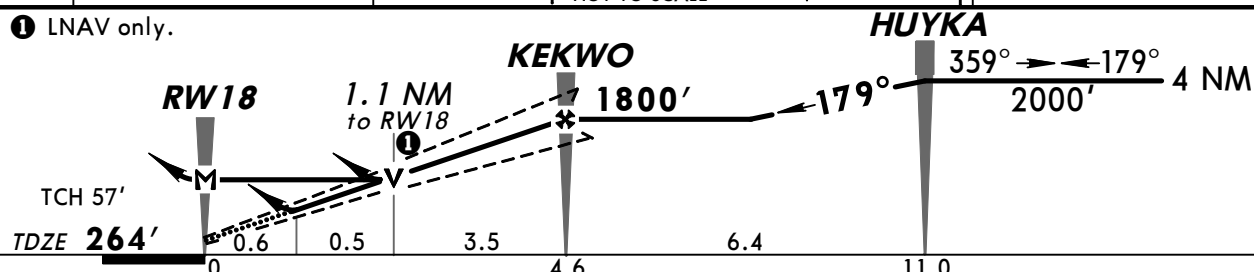
STRAIGHT-IN LANDING RWY 36				CIRCLE-TO-LAND			
With JAKVU		Without JAKVU		With JAKVU		Without JAKVU	
With Local Altimeter Setting				With Local Altimeter Setting			
MDA(H) 580' (316')		MDA(H) 1280' (1016')		Max Kts.	MDA(H)		MDA(H)
A	1	1¼		90	760' (496') - 1	1280' (1016') - 1¼	
B		1½		120			
C		3		140	760' (496') - 1½	1280' (1016') - 1½	
D				165	820' (556') - 2	1280' (1016') - 3	
With Columbus AFB Altimeter Setting				With Columbus AFB Altimeter Setting			
MDA(H) 620' (356')		MDA(H) 1320' (1056')		Max Kts.	MDA(H)		MDA(H)
A	1	1¼		90	800' (536') - 1	1320' (1056') - 1¼	
B		1½		120			
C		3		140	800' (536') - 1½	1320' (1056') - 1½	
D				165	860' (596') - 2	1320' (1056') - 3	

ATIS (AWOS-3 when Twr inop) 126.37	*COLUMBUS Approach (R) 135.6	MEMPHIS Center 127.1 when App inop.	*GOLDEN TRIANGLE Tower CTAF 118.2	*Ground 135.37
WAAS Ch 63203 W-18A	Final Apch Crs 179°	Minimum Alt KEKWO 1800' (1536')	LPV DA(H) (CONDITIONAL) 514' (250')	Apt Elev 264' TDZE 264'
MISSED APCH: Climb to 2400' direct BAYAD and RIGHT turn via 299° track to CLOUT and hold.				3400' MSA RW18

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Tupelo Regl altimeter setting.
 2. DME/DME RNP -0.3 not authorized. 3. Baro-VNAV and VDP not authorized when using Tupelo Regl altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. Pilot controlled lighting 118.2.



① LNAV only.

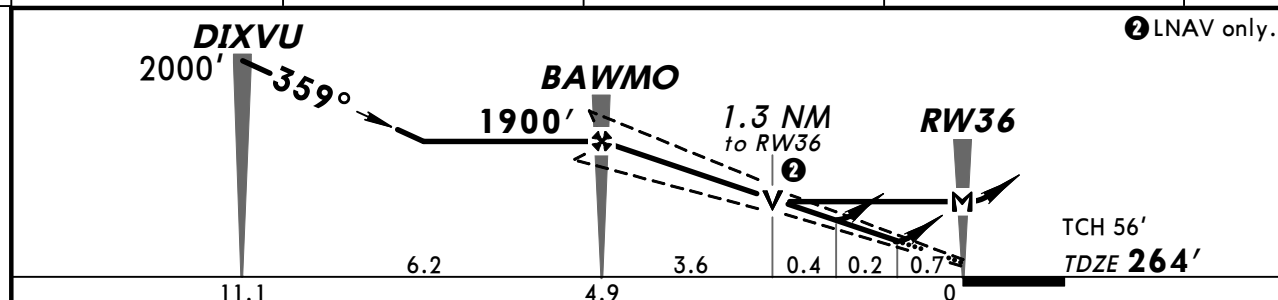
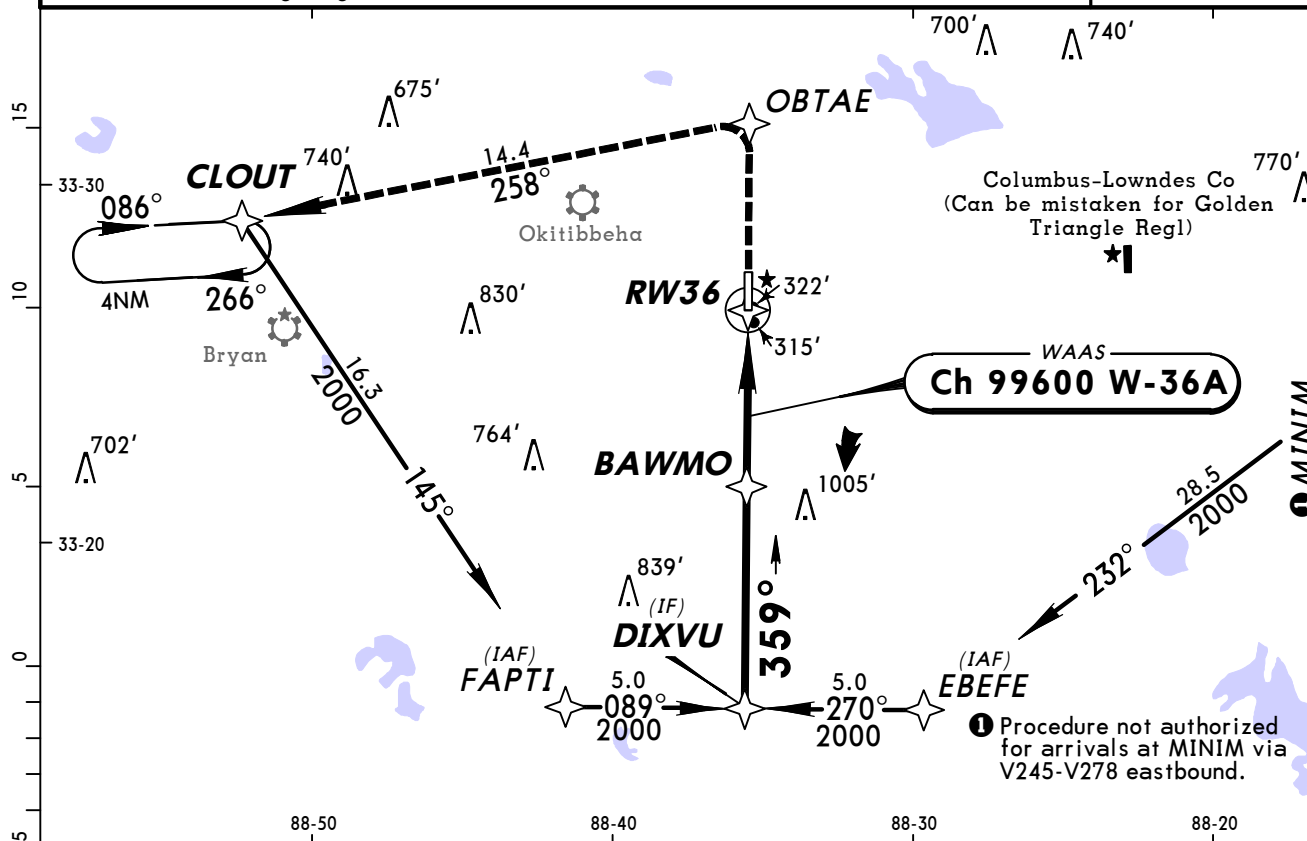


Gnd speed-Kts	70	90	100	120	140	160		MALSR	2400'		BAYAD
Glide Path Angle	3.00°	372	478	531	637	743	849	VASI			
MAP at RW18											

STRAIGHT-IN LANDING RWY 18 With Local Altimeter Setting							CIRCLE-TO-LAND		
LPV DA(H) 514' (250')		LNAV/VNAV DA(H) 667' (403')		LNAV MDA(H) 660' (396')			With Local Altimeter Setting		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			Max Kts	MDA(H)	
A				1/2	3/4	1	90	760' (496')-1	
B	1/2	3/4	1	1/2	3/4	1	120	760' (496')-1	
C							140	760' (496')-1 1/2	
D				1	1 1/4		165	820' (556')-2	

With Tupelo Regl Altimeter Setting							CIRCLE-TO-LAND		
LPV DA(H) 654' (390')		LNAV/VNAV DA(H) 807' (543')		LNAV MDA(H) 800' (536')			With Tupelo Regl Altimeter Setting		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out			Max Kts	MDA(H)	
A				1/2	3/4	1	90	900' (636')-1	
B	3/4	1 1/4	1 1/2	1/2	3/4	1	120	900' (636')-1	
C				1	1 1/2		140	900' (636')-1 3/4	
D				1 1/4	1 3/4		165	960' (696')-2 1/4	

ATIS (AWOS-3 when Twr inop) 126.37	*COLUMBUS Approach (R) 135.6	MEMPHIS Center 127.1 when App inop.	*GOLDEN TRIANGLE Tower CTAF 118.2	*Ground 135.37
WAAS Ch 99600 W-36A	Final Apch Crs 359°	Minimum Alt BAWMO 1900' (1636')	LPV DA(H) (CONDITIONAL) 518' (254')	Apt Elev 264' TDZE 264'
MISSED APCH: Climb to 2400' direct OBTAE and LEFT turn via 258° track to CLOUT and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. Baro-VNAV and VDP not authorized when using Columbus AFB altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (119°F). 5. Pilot controlled lighting 118.2.				



Gnd speed-Kts	70	90	100	120	140	160	REIL	2400'	OBTAE
Glide Path Angle 3.00°	372	478	531	637	743	849	VASI-L		
MAP at RW36									

STRAIGHT-IN LANDING RWY 36					CIRCLE-TO-LAND					
1 LPV		2 LNAV/VNAV		3 LNAV		With Local Altimeter Setting		With Columbus AFB Altimeter Setting		
DA(H) 518' (254')		DA(H) 616' (352')		MDA(H) 720' (456')		Max Kts	MDA(H)		MDA(H)	
A	3/4	1 1/4	1		90	800' (536') -1 1/4		840' (576') -1 1/4		
B					120	800' (536') -1 1/2		840' (576') -1 1/2		
C					140	800' (536') -1 1/2		840' (576') -1 1/2		
D					165	820' (556') -2		860' (596') -2		

1 DA(H) 558' (294') with Columbus AFB altimeter setting. 2 DA(H) 656' (392') with Columbus AFB altimeter setting. 3 MDA(H) 760' (496') with Columbus AFB altimeter setting.

General Information

Location: Greenwood MS USA
IATA Code: GWO
Lat/Long: N33° 29.7' W090° 05.1'
Elevation: 162 ft

Airport Use: Public
Magnetic Variation: 0.6°W
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A, Jet A-1
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1231 Z
Sunset: 2355 Z,

Runway Information

Runway: 05
Length x Width: 5004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 149 ft
Lighting: Edge, Pilot controlled

Runway: 09
Length x Width: 2600 ft x 60 ft
Surface Type: asphalt
TDZ-Elev: 162 ft

Runway: 18
Length x Width: 6503 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 145 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 23
Length x Width: 5004 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 155 ft
Lighting: Edge, Pilot controlled

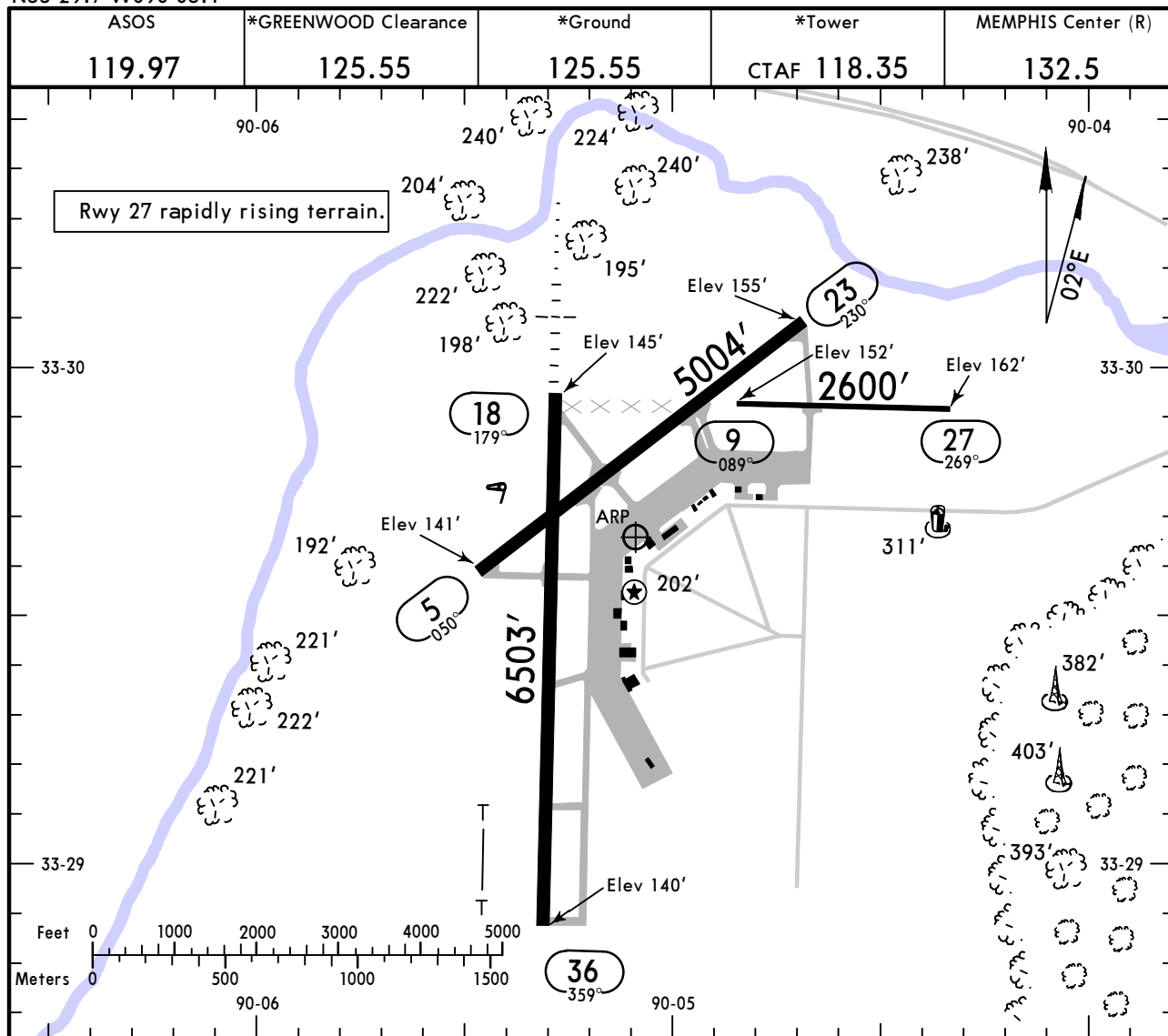
Runway: 27
Length x Width: 2600 ft x 60 ft

Surface Type: asphalt
TDZ-Elev: 162 ft

Runway: 36
Length x Width: 6503 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 142 ft
Lighting: Edge, Pilot controlled

Communication Information

ASOS 119.975
Greenwood Tower 118.35 CTAF PCL
Greenwood Ground Control 125.55
Greenwood Clearance Delivery 125.55
Greenwood-Leflore Unicom 122.95
Greenwood Radio Flight Service Station 118.35 AAS CTAF PCL
Greenwood Flight Service Station 122.55 At or above 18000 ft RCO
Greenwood Flight Service Station 122.2 RCO
Greenwood Flight Service Station 122.1 RCO
Memphis Center 132.5 Remote Communications Air-Ground

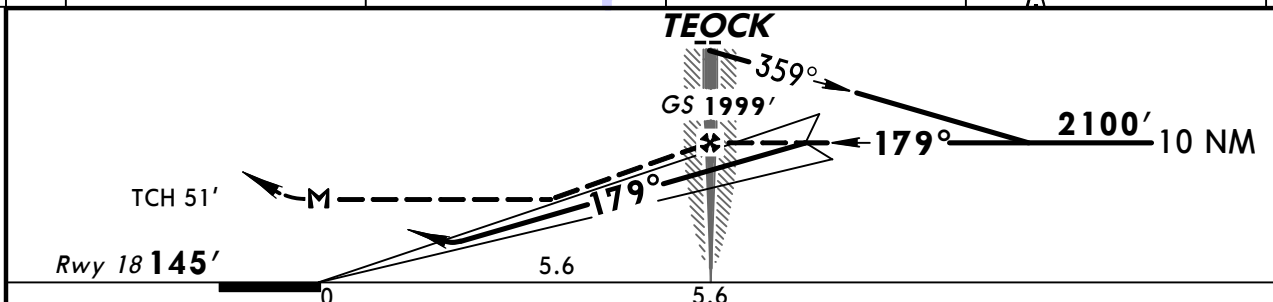
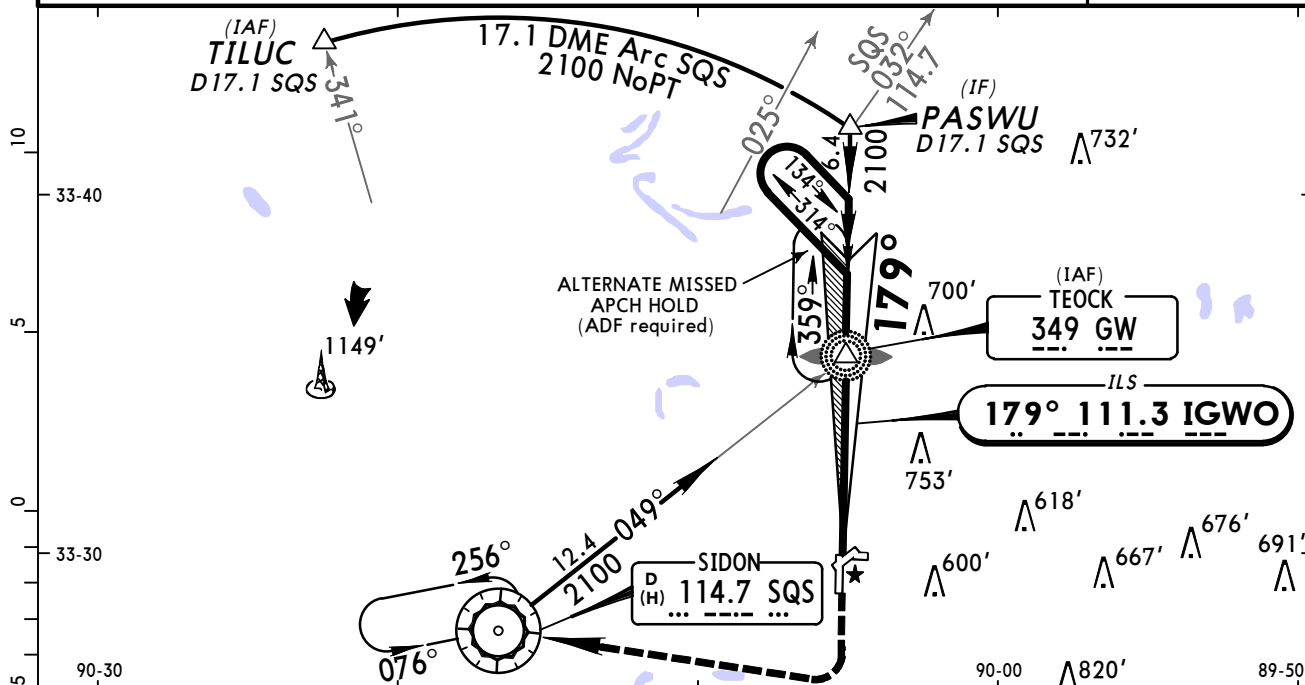


KGWO/GWO
-LEFLORE

JEPPesen
9 DEC 11 **(11-1)**

GREENWOOD, MISS
ILS or LOC Rwy 18

ASOS 119.97	MEMPHIS Center (R) 132.5	*GREENWOOD Tower CTAF 118.35	*Ground 125.55
LOC IGWO 111.3	Final Apch Crs 179°	GS TEOCK 1999' (1854')	ILS DA(H) (CONDITIONAL) 345' (200')
MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2500' direct SQS VOR 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 Greenville altimeter setting. 2. Pilot controlled lighting 118.35.			
3200' MSA GW LOM			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1000'	2500'	SQS
GS	3.00°	372	478	531	637	743	849	↑	RT	114.7
TEOCK to MAP	5.6	4:48	3:44	3:22	2:48	2:24	2:06			

TERPS STRAIGHT-IN LANDING RWY 18						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS DA(H) 345' (200')			LOC (GS out) MDA(H) 600' (455')			Max Kts	
FULL	RAIL out	ALS out	RAIL out	ALS out		MDA(H)	
A			3/4	1	90	760' (598')	-1
B					120		
C	1/2	3/4	7/8	1	140	780' (618')	-1 3/4
D					165	780' (618')	-2
With Greenville Altimeter Setting						With Greenville Altimeter Setting	
ILS DA(H) 454' (309')			LOC (GS out) MDA(H) 720' (575')			Max Kts	
FULL	RAIL out	ALS out	RAIL out	ALS out		MDA(H)	
A			3/4	1	90	880' (718')	-1
B					120		
C	3/4	7/8	1 1/8	1 3/8	140	900' (738')	-2
D					165	900' (738')	-2 1/4

CHANGES: Procedure.

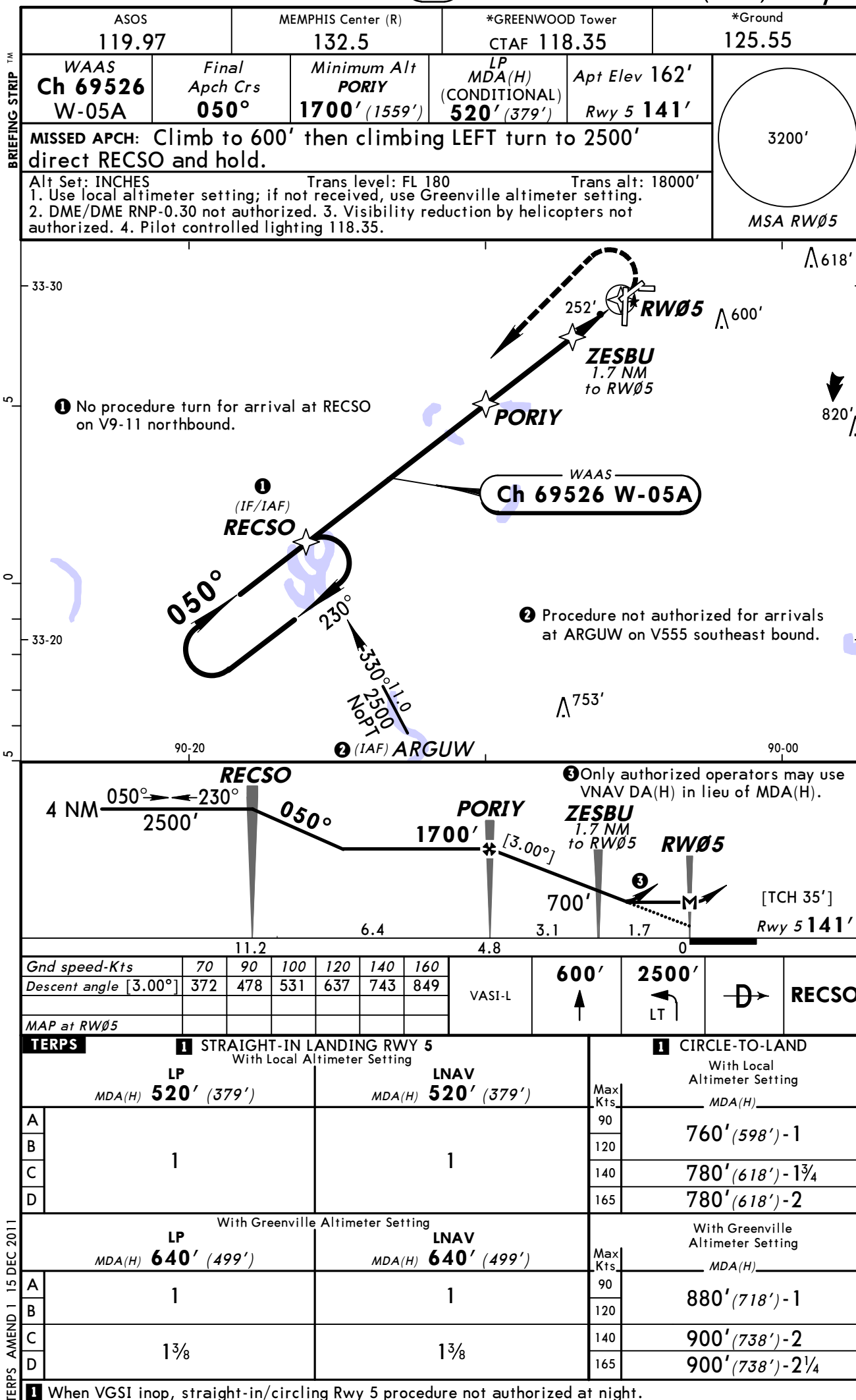
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TERPS AMEND 7 15 DEC 2011

KGWO/GWO
-LEFLORE

JEPPESEN
9 DEC 11 **(12-1)** **Eff 15 Dec**

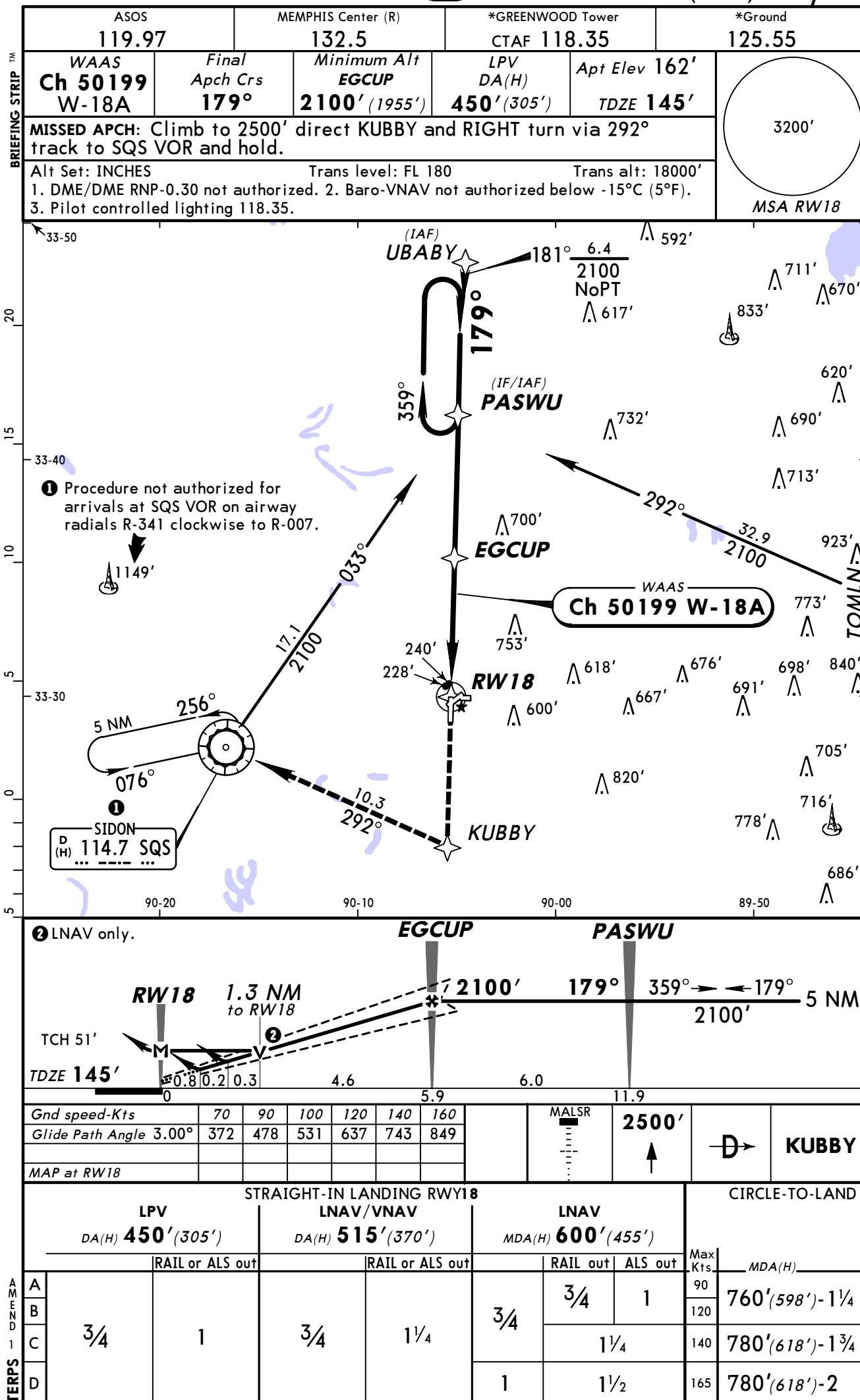
GREENWOOD, MISS
RNAV (GPS) Rwy 5



KGWO/GWO
-LEFLORE

JEPPESEN
9 DEC 11 **(12-2)**

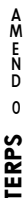
GREENWOOD, MISS
RNAV (GPS) Rwy 18
Eff 15 Dec



GREENWOOD, MISS
RNAV (GPS) Rwy 36

Eff 15 Dec

RNAV (GPS) Rwy 36

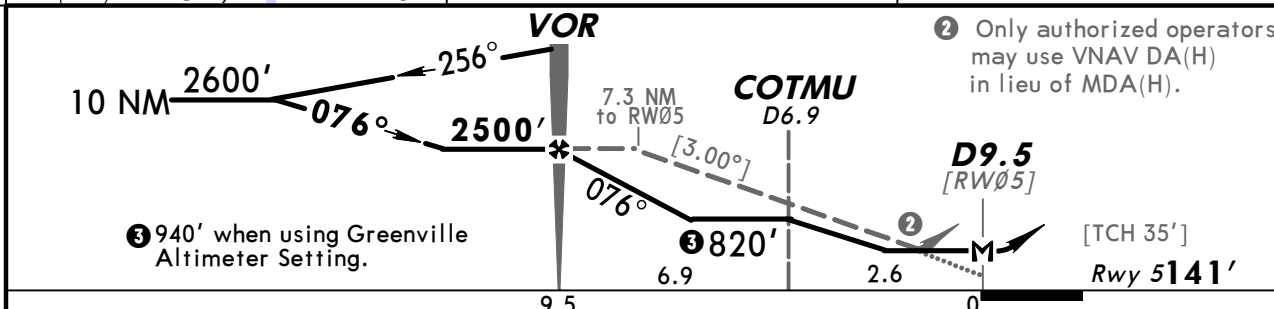
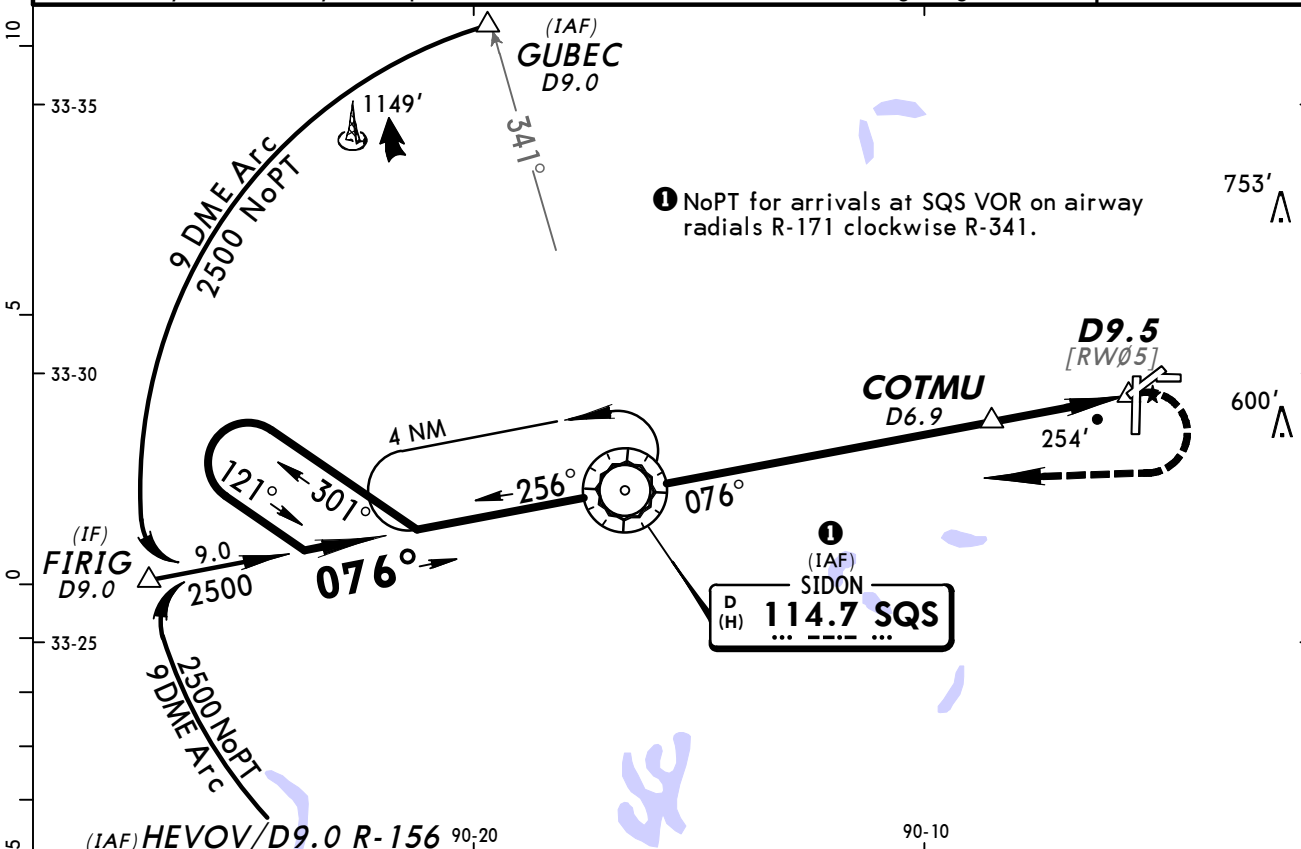
BRIEFING STRIP™

TERPS
AMEND 0

TERPS
AMEND 0

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ASOS 119.97	MEMPHIS Center (R) 132.5	*GREENWOOD Tower CTAF 118.35	*Ground 125.55
VOR SQS 114.7	Final Apch Crs 076°	Minimum Alt VOR 2500' (2359')	MDA(H) (CONDITIONAL) 600' (459')
Apt Elev 162' Rwy 5 141'			
MISSED APCH: Climbing RIGHT turn to 2500' direct SQS VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Greenville altimeter setting. 2. Visibility reduction by helicopters not authorized. 3. Pilot controlled lighting 118.35.			



Gnd speed-Kts	70	90	100	120	140	160			
Descent angle [3.00°]	372	478	531	637	743	849			
MAP at D9.5 or VOR to MAP	9.5	8:09	6:20	5:42	4:45	4:04	3:34	VASI-L	2500' RT

TERPS			1 STRAIGHT-IN LANDING RWY 5			1 CIRCLE-TO-LAND					
With COTMU			Without COTMU			With COTMU			Without COTMU		
With Local Altimeter Setting						With Local Altimeter Setting					
MDA(H) 600' (459')			MDA(H) 820' (679')			Max Kts	MDA(H)		MDA(H)		
A	1		1		90	760' (598') - 1		820' (658') - 1			
B					120						
C	1 3/8		1 7/8		140	780' (618') - 1 3/4		820' (658') - 1 7/8			
D					165	780' (618') - 2		820' (658') - 2			
With Greenville Altimeter Setting						With Greenville Altimeter Setting					
MDA(H) 720' (579')			MDA(H) 940' (799')			Max Kts	MDA(H)		MDA(H)		
A	1		1		90	880' (718') - 1		940' (778') - 1			
B					120						
C	1 5/8		2 1/8		140	900' (738') - 2		940' (778') - 2 1/8			
D					165	900' (738') - 2 1/4		940' (778') - 2 1/4			

1 When VGSI inop, straight-in/circling Rwy 5 procedure not authorized at night.

General Information

Location: Natchez MS USA
IATA Code: HEZ
Lat/Long: N31° 36.8' W091° 17.8'
Elevation: 272 ft

Airport Use: Public
Magnetic Variation: 0.4 °E
Sectional Chart: Houston

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: 1235 Z
Sunset: 0001 Z,

Runway Information

Runway: 13
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 266 ft
Lighting: Edge, ALS

Runway: 18
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 272 ft
Lighting: Edge, Pilot controlled

Runway: 31
Length x Width: 6500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 272 ft
Lighting: Edge

Runway: 36
Length x Width: 5000 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 272 ft
Lighting: Edge, Pilot controlled

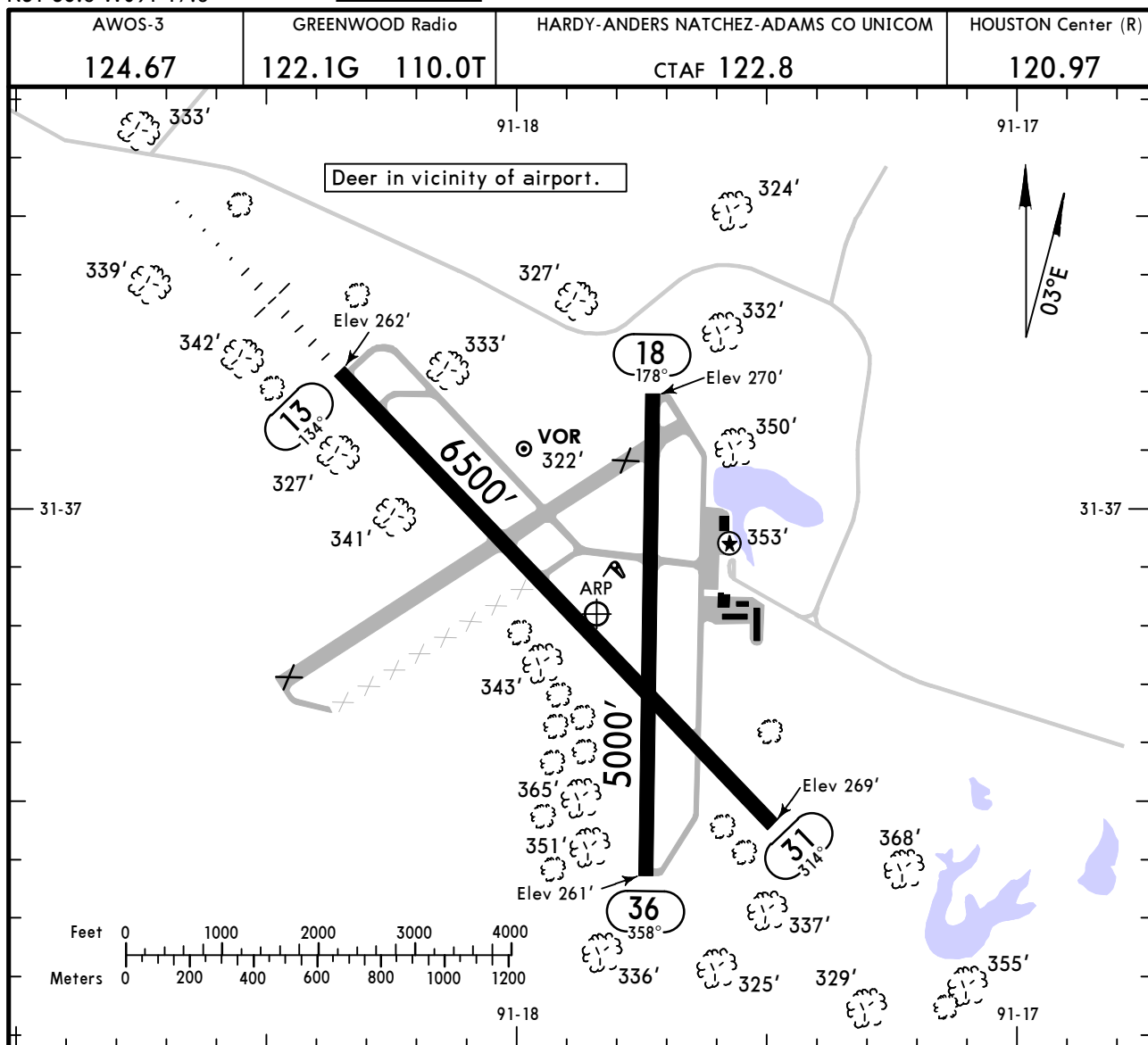
Communication Information

AWOS 124.675
Hardy-Anders-Adams Co Unicom 122.8 CTAF PCL
Houston Approach Control 120.975 Remote Communications Air-Ground
Greenwood Flight Service Station 122.1 RCO
Greenwood Flight Service Station 110.0 RCO

KHEZ/HEZ
Apt Elev **272'**
N31 36.8 W091 17.8

JEPPESEN
14 DEC 07
Eff 20 Dec (11-1)

NATCHEZ, MISS
HARDY-ANDERS NATCHEZ-ADAMS CO



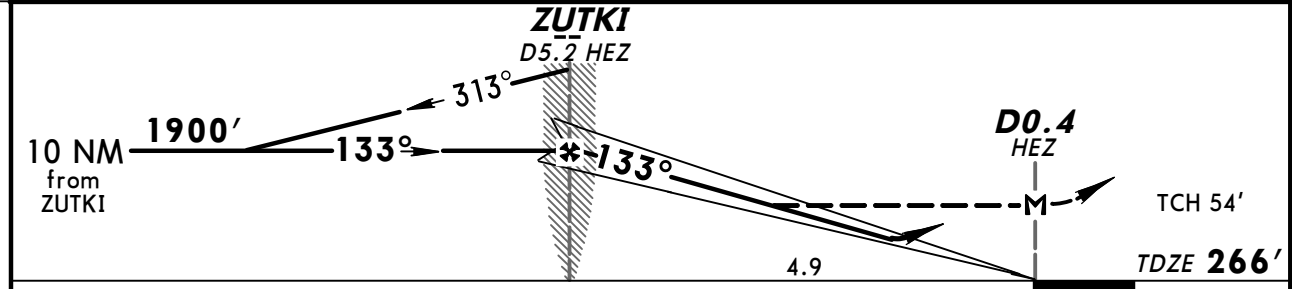
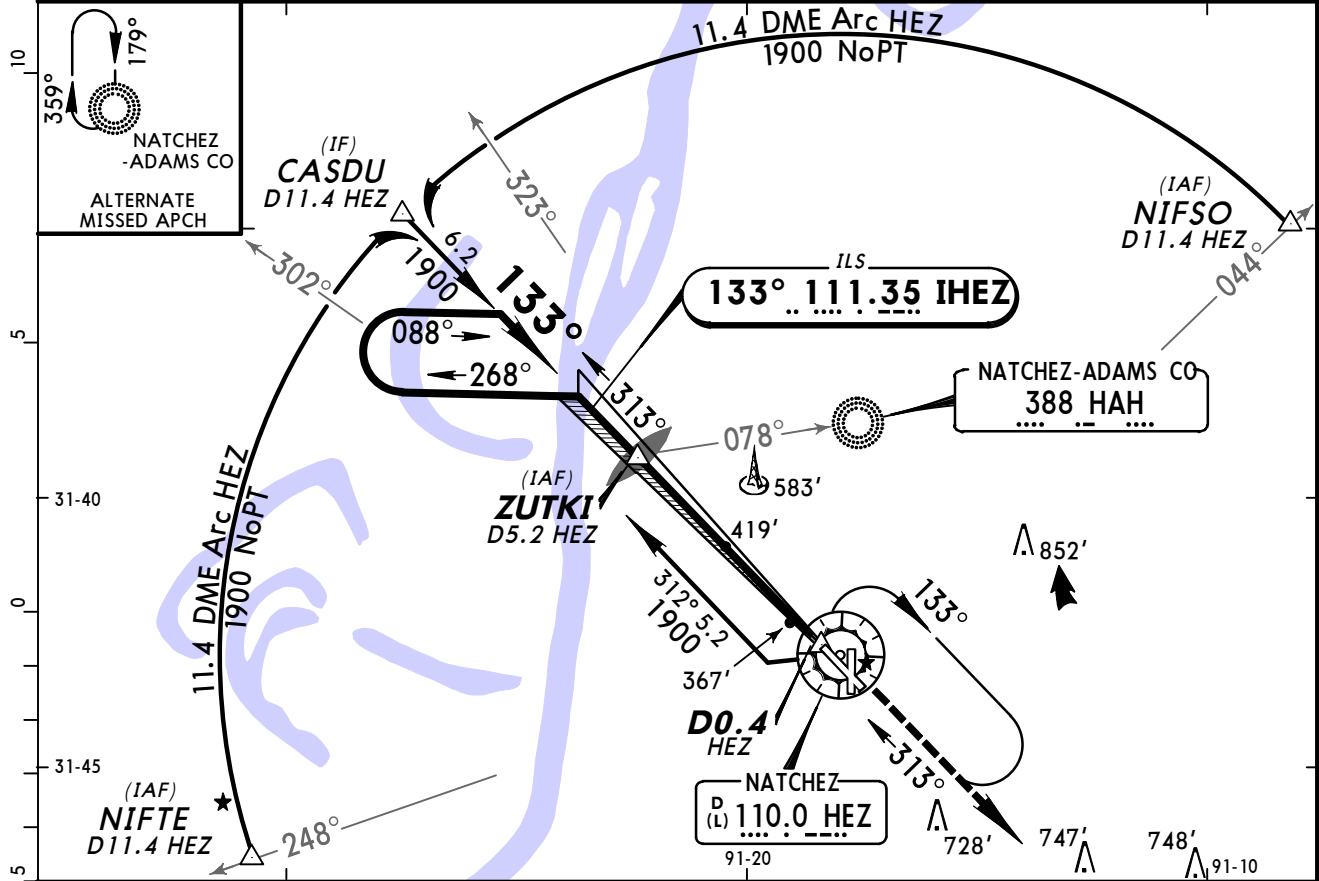
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond		
13 31	HIRL ① MALSR ① PAPI-R (angle 3.00°)		5490'		150'
	HIRL ① PAPI-L (angle 3.00°)				
18 36	① MIRL ① VASI-L				150'
	① MIRL				

- ① Activate on 122.8.
② Grooved.

TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwys			Authorized Only When Local Weather Available	
			VOR DME Rwy 13 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 36	
1 & 2 Eng	Adequate Vis Ref	STD	800-2	Other
	1/4	1		
3 & 4 Eng		1/2		NA

AWOS-3 124.67	HOUSTON Center (R) 120.97	GREENWOOD Radio 122.1G 110.0T	HARDY-ANDERS NATCHEZ-ADAMS CO UNICOM CTAF 122.8	
LOC IHEZ 111.35	Final Apch Crs 133°	GS ZUTKI 1900' (1634')	ILS DA(H) (CONDITIONAL) 466' (200')	Apt Elev 272' TDZE 266'
MISSED APCH: Climb to 2000' then LEFT turn direct HEZ VOR and hold.				2300'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME required. 2. Use local altimeter setting; if not received, use Vicksburg Tallulah Regl altimeter setting. 3. Pilot controlled lighting 122.8.				MSA HEZ VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	LT	HEZ
GS	3.00°	377	484	538	646	753	PAPI	↑	→	110.0
MAP at D0.4 HEZ or ZUTKI to MAP	4.9	4:12	3:16	2:56	2:27	2:06	1:50			

STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS DA(H) 466' (200')			LOC (GS out) MDA(H) 680' (414')			MDA(H) _____	
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts.	
A	1/2	3/4	1/2	3/4	1	90	740' (468')-1
B						120	740' (468')-1
C			3/4	1 1/4		140	780' (508')-1 1/2
D						165	840' (568')-2
With Vicksburg Tallulah Regl Altimeter Setting						With Vicksburg Tallulah Regl Altimeter Setting	
ILS DA(H) 599' (333')			LOC (GS out) MDA(H) 820' (554')			MDA(H) _____	
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts.	
A	1 1/4		1/2	3/4	1	90	880' (608')-1
B						120	880' (608')-1
C			1 1/2		140	920' (648')-1 3/4	
D					165	980' (708')-2 1/4	

KHEZ/HEZ

HARDY-ANDERS NATCHEZ-ADAMS CO

14 DEC 07

Eff 20 Dec

(12-1)

RNAV (GPS) Rwy 13

NATCHEZ, MISS

AWOS-3
124.67HOUSTON Center (R)
120.97GREENWOOD Radio
122.1G 110.0THARDY-ANDERS NATCHEZ-ADAMS CO UNICOM
CTAF 122.8WAAS
Ch 50505
W-13AFinal
Apch Crs
133°Minimum Alt
ZUTKI
1900' (1634')LPV
DA(H)
(CONDITIONAL)
522' (256')Apt Elev 272'
TDZE 266'

2300'

MISSED APCH: Climb to 2200' direct YEYUR and via 190° track to CAKOP and hold.

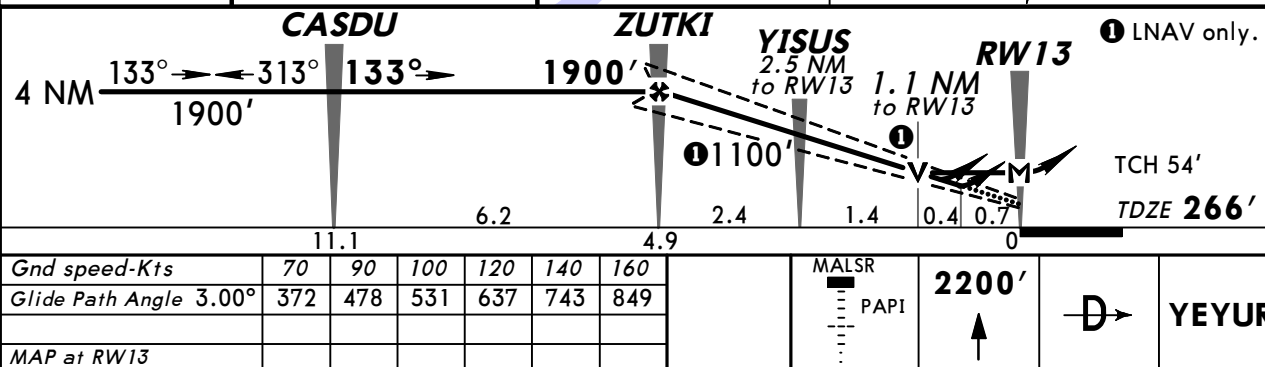
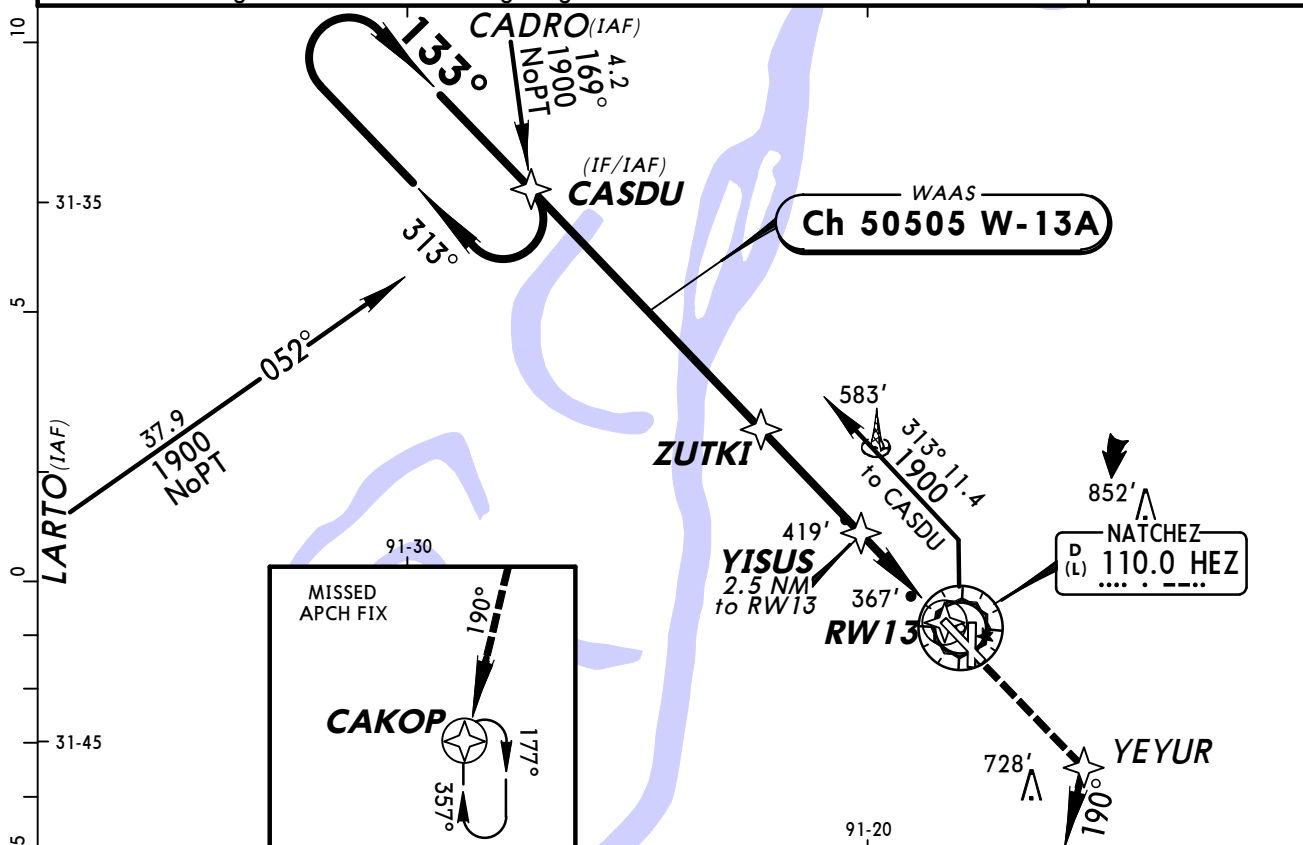
Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; when not received, use Vicksburg Tallulah 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. DME/DME RNP-0.3 not authorized. 4. Baro VNAV and VDP not authorized when using Vicksburg Tallulah Regl altimeter setting. 5. Pilot controlled lighting 122.8.

MSA RW13



STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		MDA(H)	
DA(H) 522' (256')		DA(H) 652' (386')		MDA(H) 680' (414')		Max Kts	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90	
A				1/2	3/4	1	740' (468') - 1
B	1/2	1	3/4	3/4	1 1/4	140	780' (508') - 1 1/2
C				1	1 1/2	165	840' (568') - 2
With Vicksburg Tallulah Regl Altimeter Setting						With Vicksburg Tallulah Regl Altimeter Setting	
LPV		LNAV/VNAV		LNAV		MDA(H)	
DA(H) 655' (389')		DA(H) 785' (519')		MDA(H) 820' (554')		Max Kts	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		90	
A				1/2	3/4	1	880' (608') - 1
B	1 1/4	1 3/4		1 1/2		140	920' (648') - 1 3/4
C				2		165	980' (708') - 2 1/4

CHANGES: New procedure.

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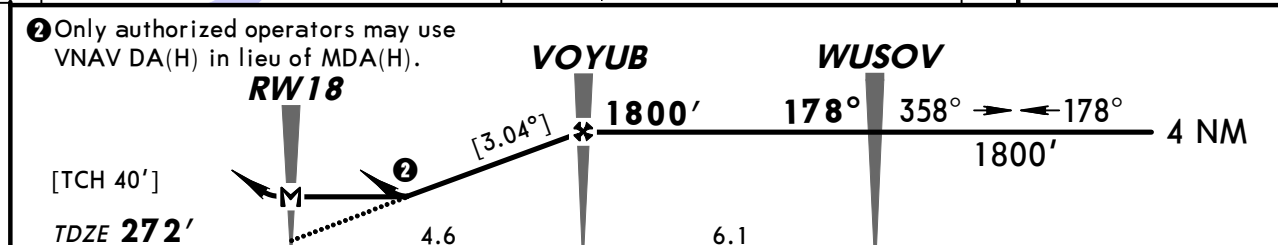
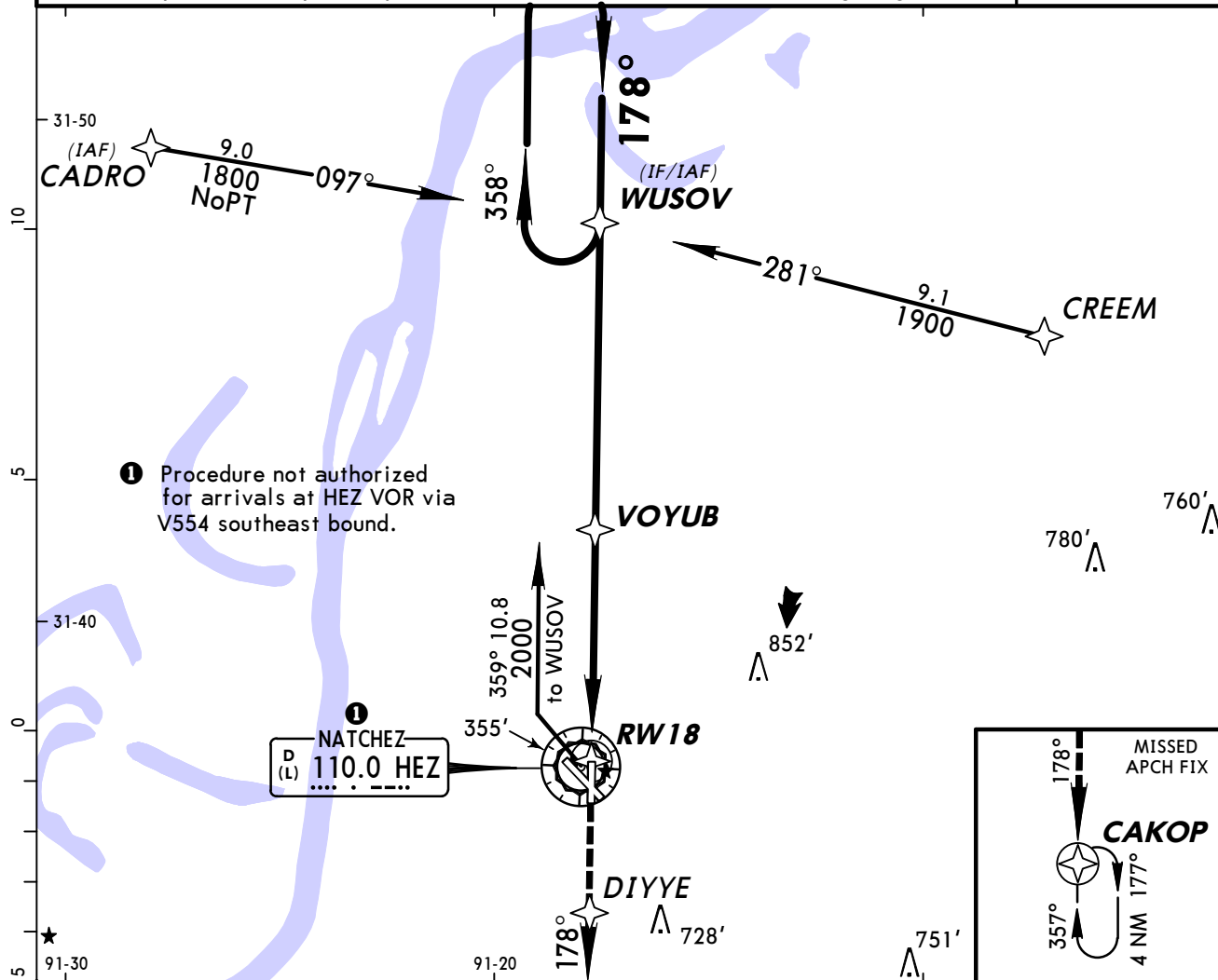
KHEZ/HEZ HARDY-ANDERS NATCHEZ-ADAMS CO

14 DEC 07

Eff 20 Dec

JEPPESSEN NATCHEZ, MISS
(12-2) RNAV (GPS) Rwy 18

AWOS-3 124.67	HOUSTON Center (R) 120.97	GREENWOOD Radio 122.1G 110.0T	HARDY-ANDERS NATCHEZ-ADAMS CO UNICOM CTAF 122.8	
RNAV	Final Apch Crs 178°	Minimum Alt VOYUB 1800' (1528')	LNAV MDA(H) (CONDITIONAL) 620' (348')	Apt Elev 272' TDZE 272'
MISSED APCH: Climb to 2200' direct DIYYE and via 178° track to CAKOP and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Vicksburg Tallulah Regl 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 122.8.				
				2300' MSA RW18



Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.04°]	372	478	531	637	743	849				
MAP at RW18										

STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND			
With Local Altimeter Setting		With Vicksburg Tallulah Regl Altimeter Setting		With Local Altimeter Setting		With Vicksburg Tallulah Regl Altimeter Setting	
MDA(H) 620' (348')		MDA(H) 760' (488')		MDA(H)		MDA(H)	
A				Max Kts			
B	1	1		90	740' (468') - 1	880' (608') - 1	
C		1 1/4		140	780' (508') - 1 1/2	920' (648') - 1 3/4	
D	1 1/4	1 1/2		165	840' (568') - 2	980' (708') - 2 1/4	

CHANGES: New procedure.

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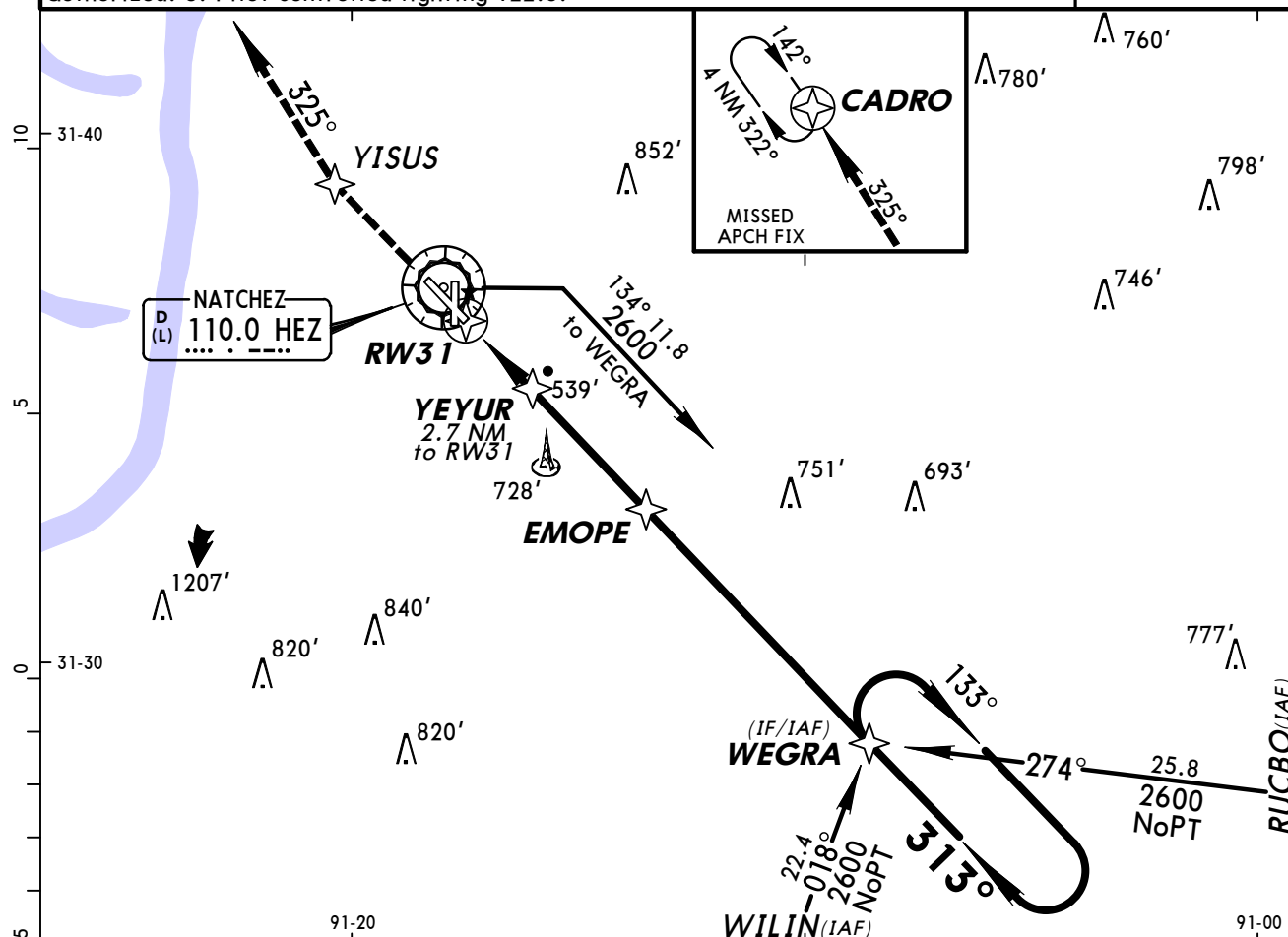
AWOS-3 124.67	HOUSTON Center (R) 120.97	GREENWOOD Radio 122.1G 110.0T	HARDY-ANDERS NATCHEZ-ADAMS CO UNICOM CTAF 122.8
------------------	------------------------------	----------------------------------	--

RNAV	Final Apch Crs 313°	Minimum Alt EMOPE 1900' (1628')	LNAV MDA(H) (CONDITIONAL) 800' (528')	Apt Elev 272' TDZE 272'	
------	----------------------------------	---	---	--	--

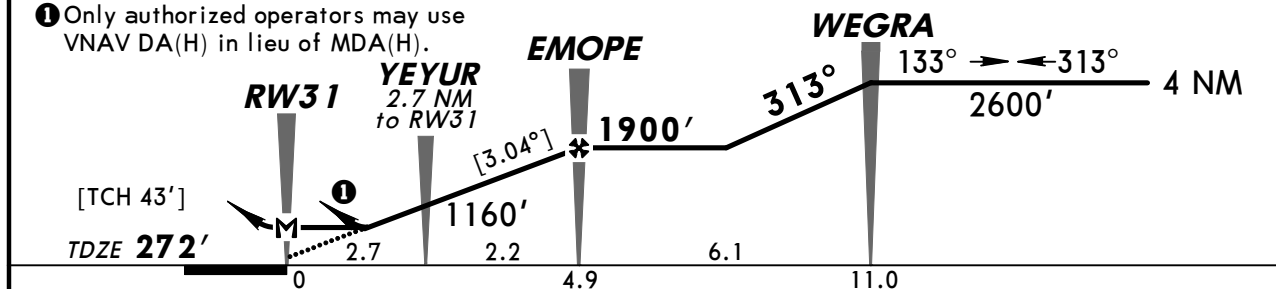
MISSED APCH: Climb to 2000' direct YISUS and via 325° track to CADRO and hold.

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Vicksburg Tallulah Regl altimeter setting. 2. When VGSI inop, straight-in minimums not authorized at night. 3. DME/DME RNP-0.3 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.8.

MSA RW31



① 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°]	372	478	531	637	743	849			
MAP at RW31										

STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
With Local Altimeter Setting		With Vicksburg Tallulah Regl Altimeter Setting		With Local Altimeter Setting		With Vicksburg Tallulah Regl Altimeter Setting	
MDA(H) 800' (528')		MDA(H) 840' (568')		MDA(H)		MDA(H)	
A	1	1		90	800' (528') - 1	940' (668') - 1	
B	1 1/2	1 3/4		120	800' (528') - 1 1/2	940' (668') - 1 3/4	
C	1 3/4	2		140	840' (568') - 2	980' (708') - 2 1/4	
D				165			

HARDY-ANDERS NATCHEZ-ADAMS CO UNICOM
CTAF 122.8

Apt Elev 272'
TDZE 272'

2300'

Trans alt: 18000'

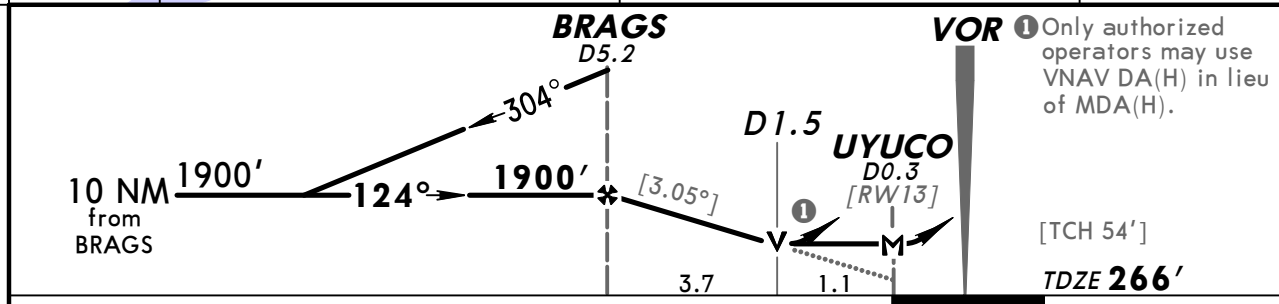
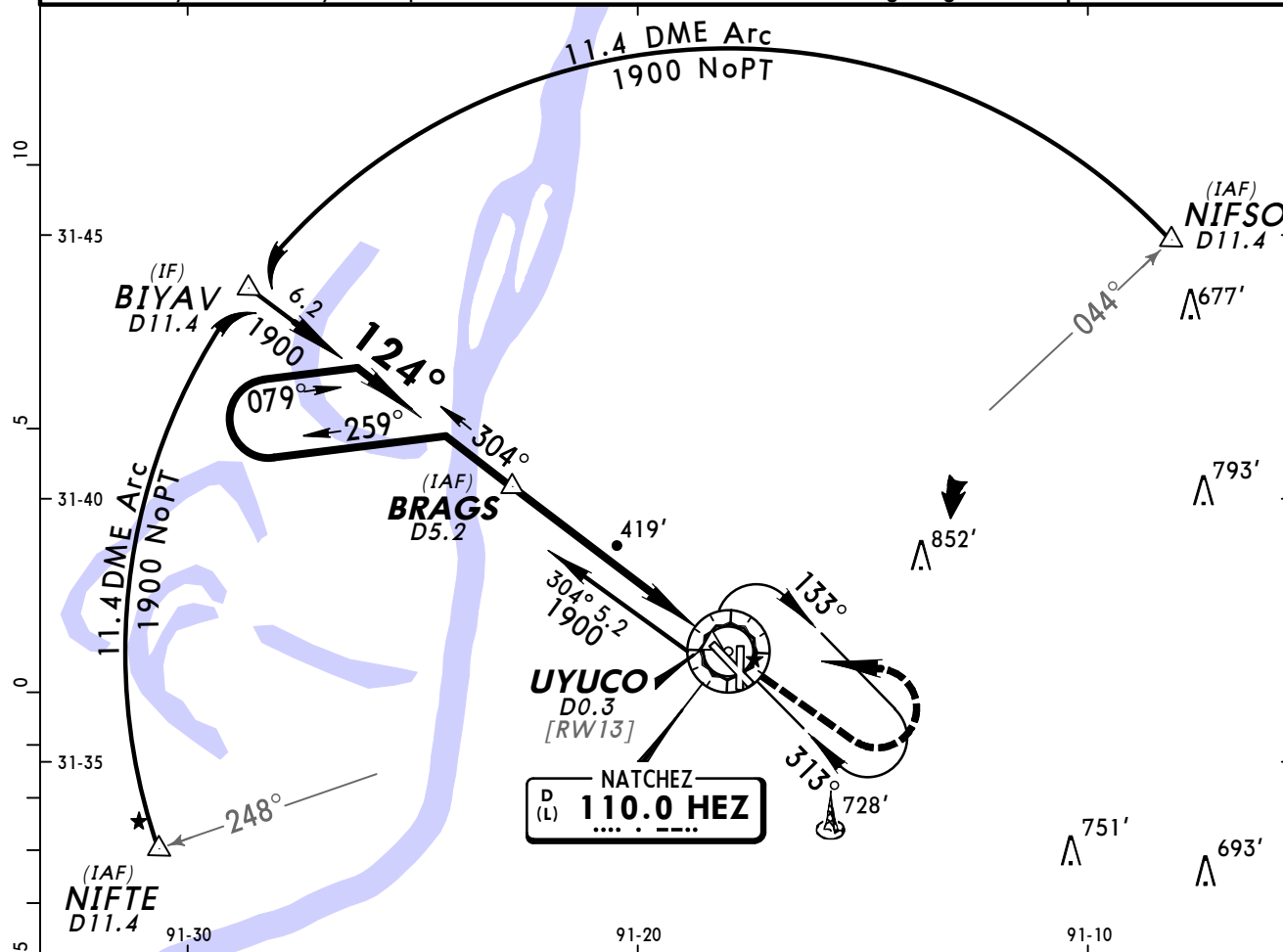
MSA AYEYI



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78

AWOS-3 124.67	HOUSTON Center (R) 120.97	GREENWOOD Radio 122.1G 110.0T	HARDY-ANDERS NATCHEZ-ADAMS CO UNICOM CTAF 122.8	
VOR HEZ 110.0	Final Apch Crs 124°	Minimum Alt BRAGS 1900' (1634')	MDA(H) (CONDITIONAL) 680' (414')	Apt Elev 272' TDZE 266'
MISSED APCH: Climb to 2000' then LEFT turn direct HEZ VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Vicksburg Tallulah altimeter setting. 2. VDP not authorized when using Vicksburg Tallulah Regl altimeter setting. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.8.				



Gnd speed-Kts	70	90	100	120	140	160	MALSR	2000'	LT	HEZ 110.0
Descent angle [3.05°]	378	486	540	648	755	863	PAPI			
MAP at UYUCO										

STRAIGHT-IN LANDING RWY 13						CIRCLE-TO-LAND			
With Local Altimeter Setting				With Vicksburg Tallulah Regl Altimeter Setting		With Local Altimeter Setting		With Vicksburg Tallulah Regl Altimeter Setting	
MDA(H) 680' (414')				MDA(H) 720' (454')		MDA(H)		MDA(H)	
		RAIL out	ALS out			RAIL out	ALS out	Max Kts.	
A	3/4	3/4	1	1		90	740' (468')-1	880' (608')-1	
B									
C									
D									
		1	1 1/2	1 3/4		140	780' (508')-1 1/2	920' (648')-1 3/4	
		1	1 1/2	1 3/4		165	840' (568')-2	980' (708')-2 1/4	

BRIEFING STRIP™

MAP at VORTERPS AMEND 10C 12 JAN 2012

CHANGES: Minimums.

General Information

Location: Bay St Louis MS USA
IATA Code:
Lat/Long: N30° 22.1' W089° 27.3'
Elevation: 23 ft

Airport Use: Public
Magnetic Variation: 0.7°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: No
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes

Sunrise: 1226 Z
Sunset: 2355 Z,

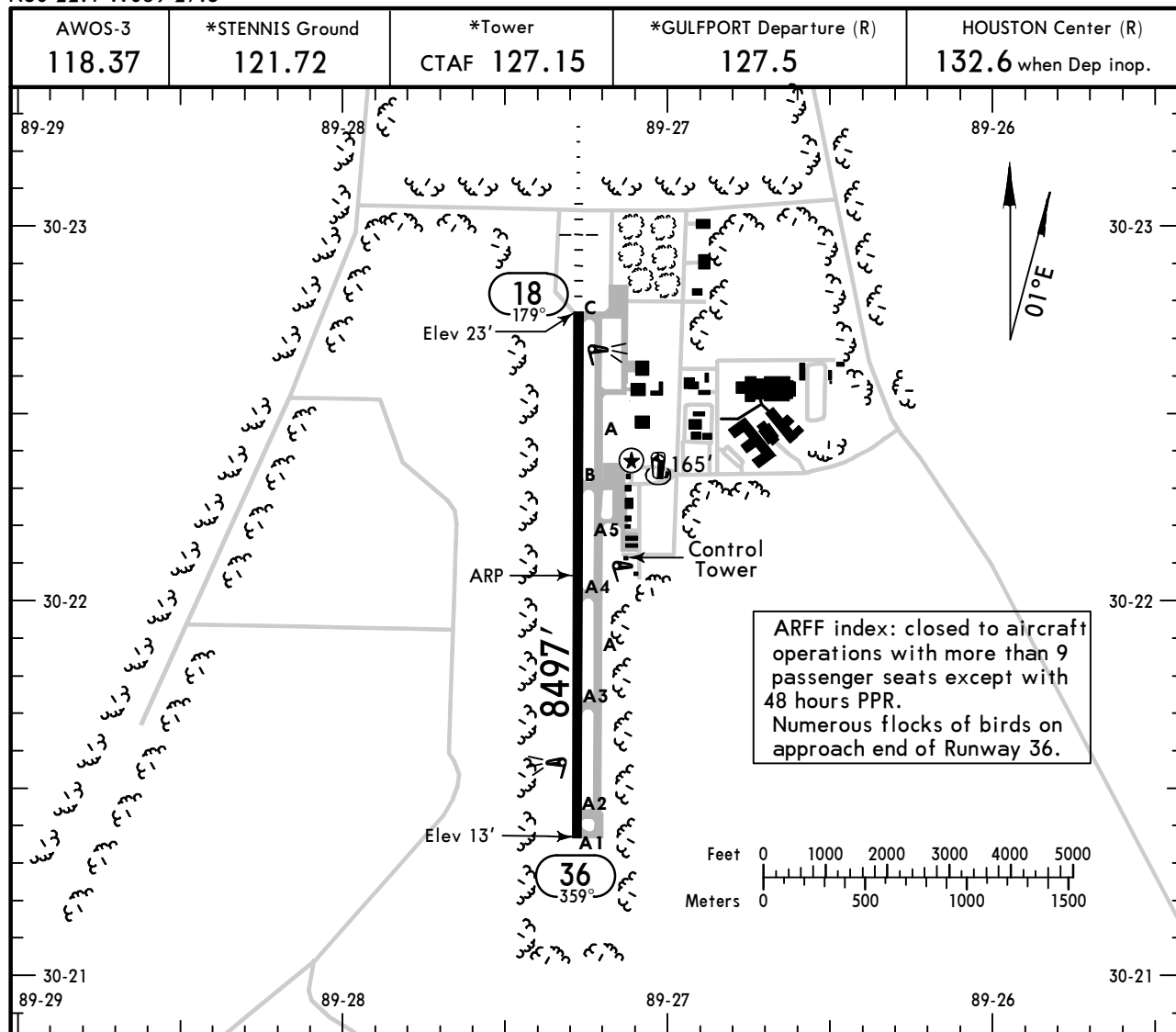
Runway Information

Runway: 18
Length x Width: 8497 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 23 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 36
Length x Width: 8497 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 15 ft
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 118.375
Stennis Tower 127.15
Stennis Ground Control 121.725
Gulfport Approach Control 127.5 (310°-129°)
Gulfport Approach Control 124.6 (130°-309°)
Gulfport Departure Control 127.5 (310°-129°)
Gulfport Departure Control 124.6 (130°-309°)
Stennis Intl Unicom 123.0 CTAF PCL
Houston Center 132.6 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
18	① HIRL ① MALSR PAPI-L (angle 3.0°) grooved		7429'		150'
36	① HIRL ① REIL PAPI-L (angle 3.0°) grooved				

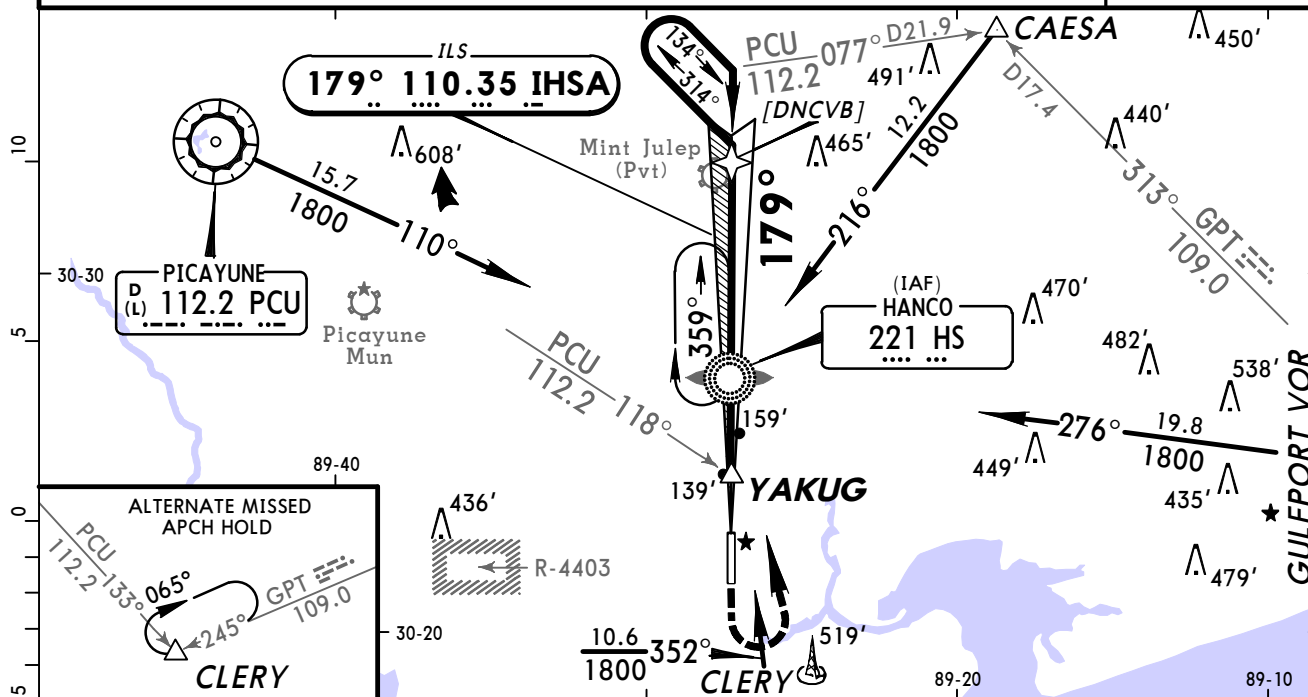
① Activate on 127.15.

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

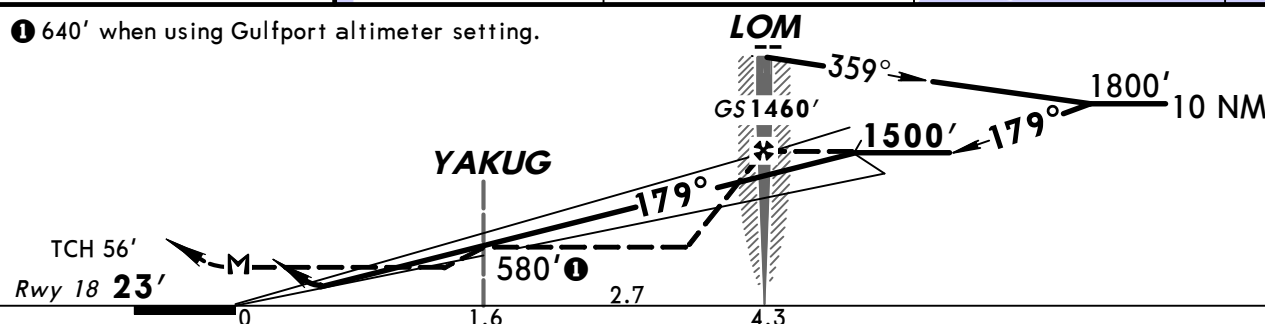
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M
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BRIEFING STRIP™

AWOS-3 118.37	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 132.6 when App inop.	*STENNIS Tower CTAF 127.15	*Ground 121.72
LOC IHSA 110.35	Final Apch Crs 179°	GS LOM 1460' (1437')	ILS DA(H) (CONDITIONAL) 223' (200')	Apt Elev 23' Rwy 18 23'
MISSED APCH: Climb to 700' then climbing LEFT turn to 1800' direct HS NDB and hold, or as directed by ATC.				2800'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF required. 2. Use local altimeter setting; if not received, use Gulfport altimeter setting. 3. VGSI and ILS glidepath not coincident. 4. Pilot controlled lighting 127.15.				MSA HS NDB



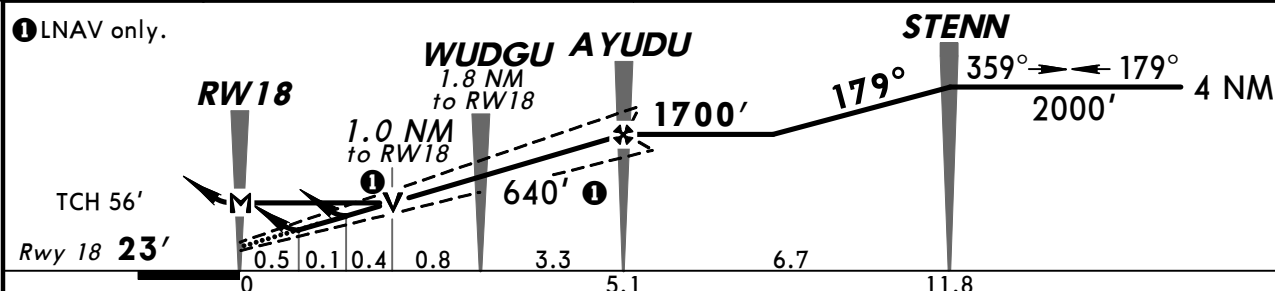
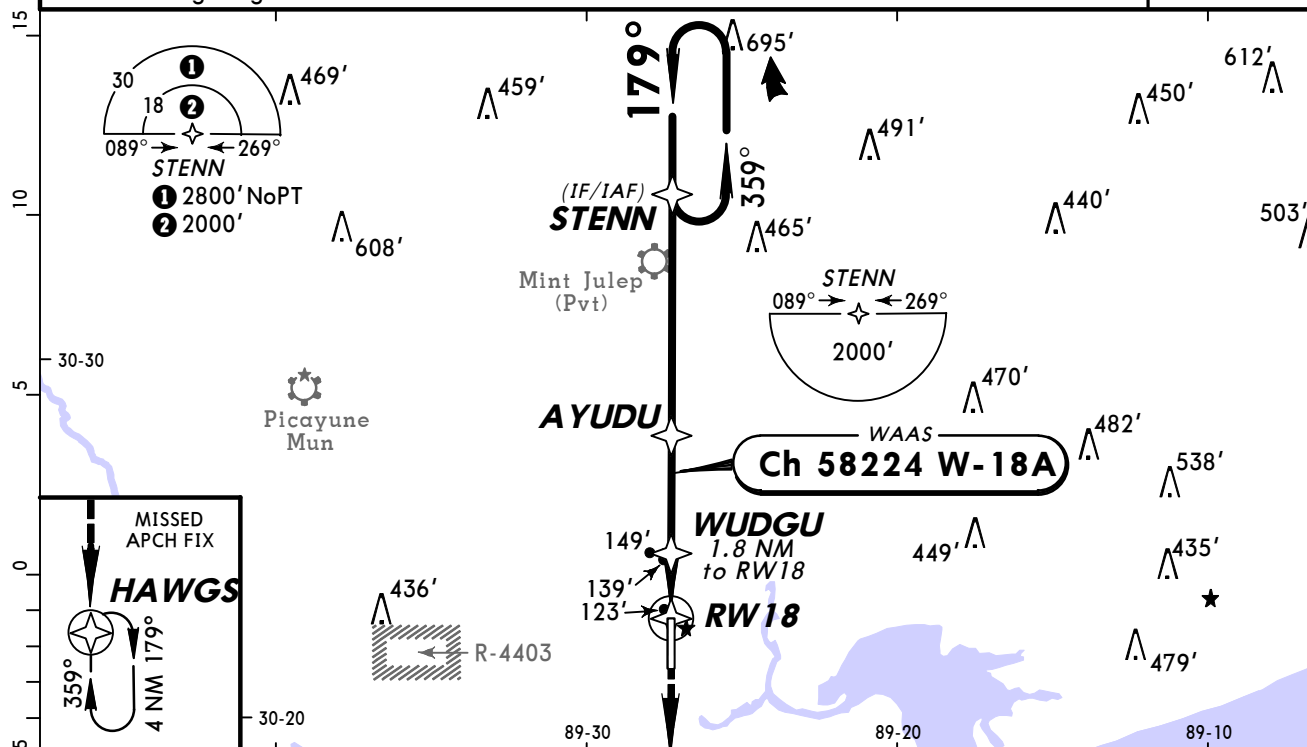
① 640' when using Gulfport altimeter setting.



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

TERPS			STRAIGHT-IN LANDING RWY 18									CIRCLE-TO-LAND					
ILS			LOC (GS out)														
			With YAKUG			Without YAKUG			With YAKUG			Without YAKUG					
With Local Altimeter Setting												With Local Altimeter Setting					
DA(H) 223' (200')			MDA(H) 440' (417')			MDA(H) 580' (557')											
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)		MDA(H)					
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1	90	480' (457') - 1	580' (557') - 1						
B									120								
C			140	480' (457') - 1 1/2	580' (557') - 1 5/8												
D			165	580' (557') - 2	580' (557') - 2												
With Gulfport Altimeter Setting												With Gulfport Altimeter Setting					
DA(H) 270' (247')			MDA(H) 500' (477')			MDA(H) 640' (617')											
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)		MDA(H)					
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1	90	540' (517') - 1	640' (617') - 1						
B									120								
C			140	540' (517') - 1 1/2	640' (617') - 1 3/4												
D			165	640' (617') - 2	640' (617') - 2												

BRIEFING STRIP™



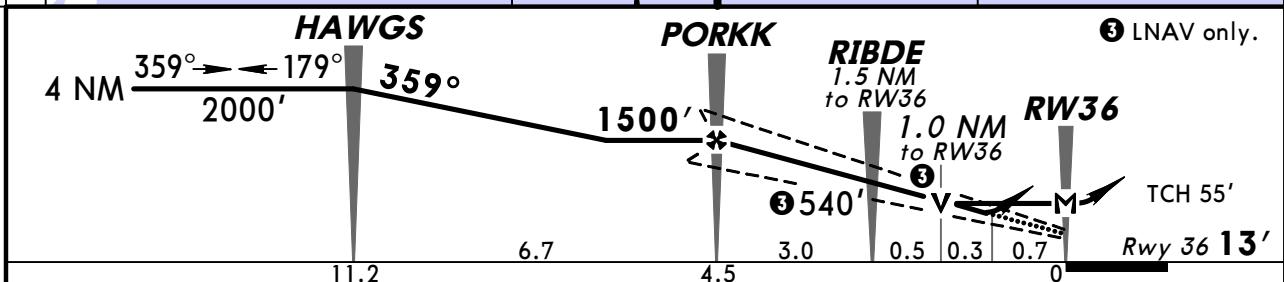
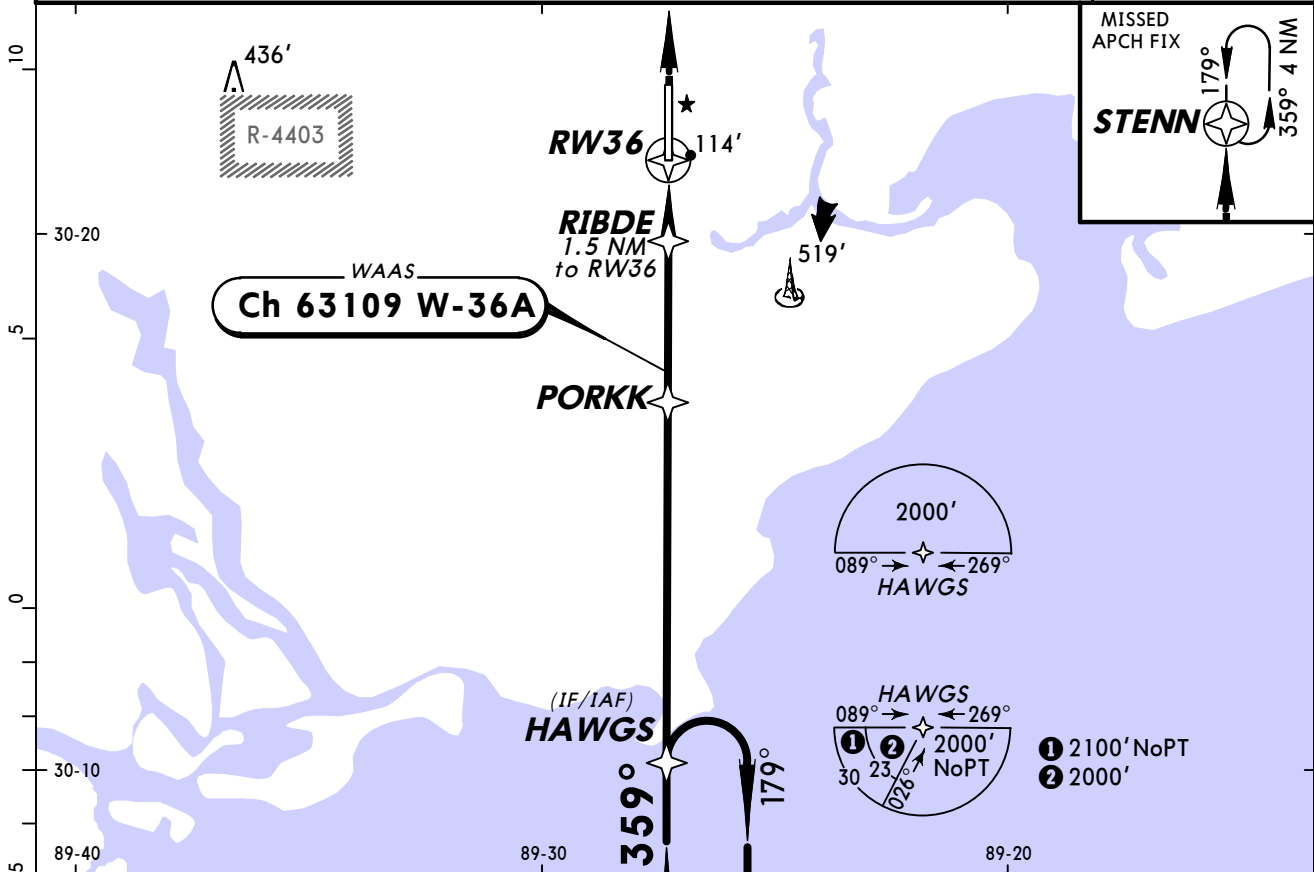
<i>Gnd speed-Kts</i>	70	90	100	120	140	160	
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849	
<i>MAP at RW18</i>							

TERPS		STRAIGHT-IN LANDING RWY 18 With Local Altimeter Setting							CIRCLE-TO-LAND	
LPV DA(H) 223' (200')		LNAV/VNAV DA(H) 285' (262')			LNAV MDA(H) 400' (377')			Max Kts	With Local Altimeter Setting MDA(H)	
RAIL or ALS out		RAIL out ALS out			RAIL out ALS out					
A	1/2	3/4	1/2	3/4	7/8	1/2	3/4	1	90	480' (457') - 1
B						5/8			140	
C								165	580' (557') - 2	
D										
LPV DA(H) 270' (247')		LNAV/VNAV DA(H) 332' (309')			LNAV MDA(H) 460' (437')			Max Kts	With Gulfport Altimeter Setting MDA(H)	
RAIL or ALS out		RAIL out ALS out			RAIL out ALS out					
A	1/2	3/4	1/2	3/4	7/8	1/2	3/4	1	90	540' (517') - 1
B						3/4			140	
C								165	640' (617') - 2	
D										

TERPS AMEND 1 25 AUG 2011

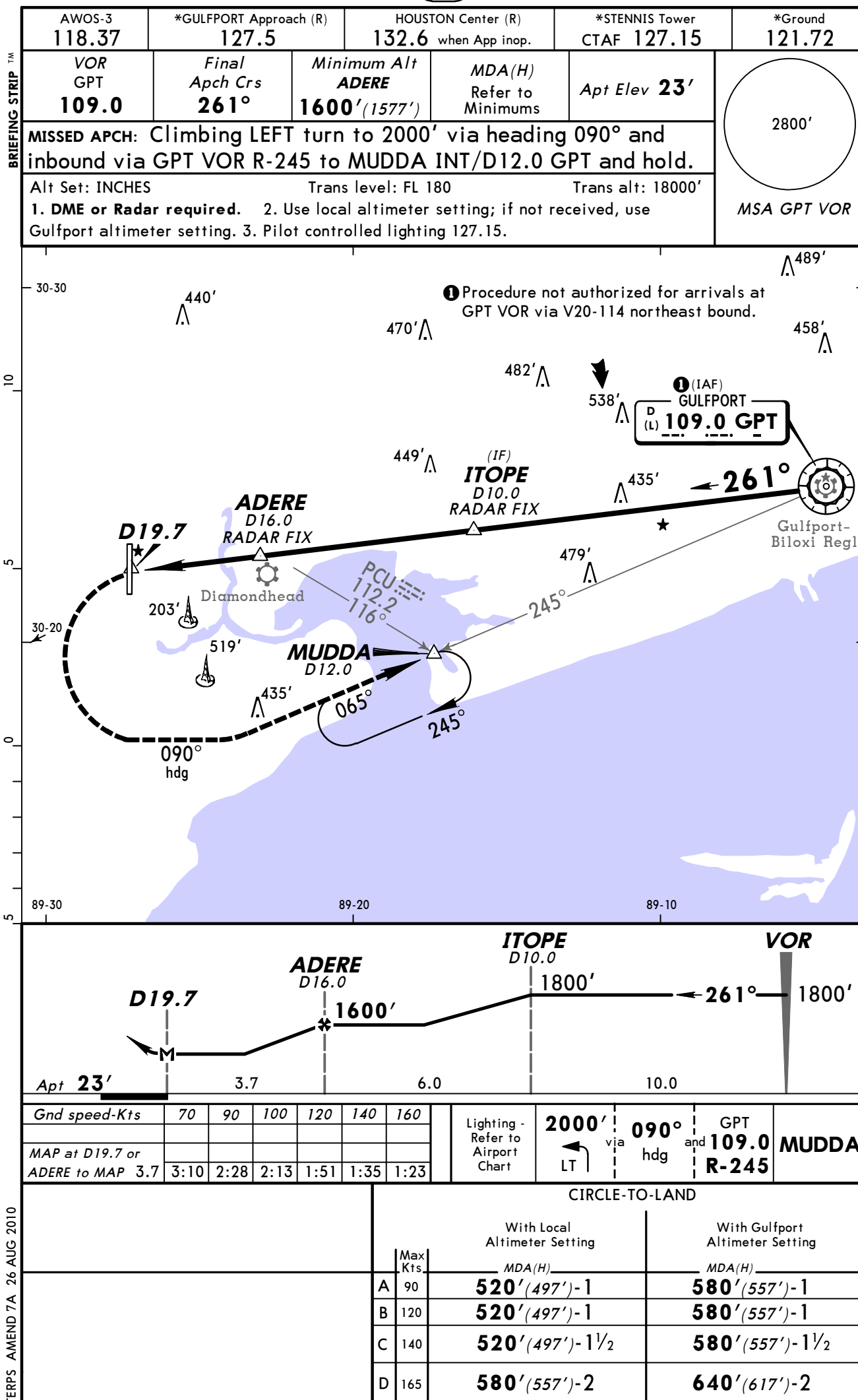
BRIEFING STRIP™

AWOS-3 118.37	*GULFPORT Approach (R) 127.5	HOUSTON Center (R) 132.6 when App inop.	*STENNIS Tower CTAF 127.15	*Ground 121.72
WAAS Ch 63109 W-36A	Final Apch Crs 359°	Minimum Alt PORKK 1500' (1487')	LPV DA(H) (CONDITIONAL) 283' (270')	Apt Elev 23' Rwy 36 13'
MISSED APCH: Climb to 2000' direct STENN and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Gulfport altimeter setting. 2. VDP and Baro-VNAV not authorized when using Gulfport 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. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 127.15.				
				TAA 30 NM IAF



Gnd speed-Kts	70	90	100	120	140	160		REIL	2000'	STENN
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI-L	↑	→
MAP at RW36										

TERPS		STRAIGHT-IN LANDING RWY 36						CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV						
With Local Altimeter Setting DA(H)	With Gulfport Altimeter Setting DA(H)	With Local Altimeter Setting DA(H)	With Gulfport Altimeter Setting DA(H)	With Local Altimeter Setting MDA(H)	With Gulfport Altimeter Setting MDA(H)					
283'(270')	330'(317')	295'(282')	342'(329')	380'(367')	440'(427')	Max Kts	MDA(H)	MDA(H)		
A B C D	7/8	1	7/8	1	1	90	480' (457')-1	540' (517')-1		
						120				
					1 1/4	140	480' (457')-1 1/2	540' (517')-1 1/2		
						165	580' (557')-2	640' (617')-2		



BRIEFING STRIP™

AWOS-3
118.37

*GULFPORT Approach (R)
127.5

HOUSTON Center (R)
132.6 when App inop.

*STENNIS Tower
CTAF 127.15

*Ground
121.72

LOM
HS
221

Final
Apch Crs
178°

Minimum Alt
LOM
1500' (1477')

MDA(H)
(CONDITIONAL)
600' (577')

Apt Elev 23'
TDZE 23'

2800'

MISSED APCH: Climbing LEFT turn to 1800' direct HS NDB and hold.

Alt Set: INCHES

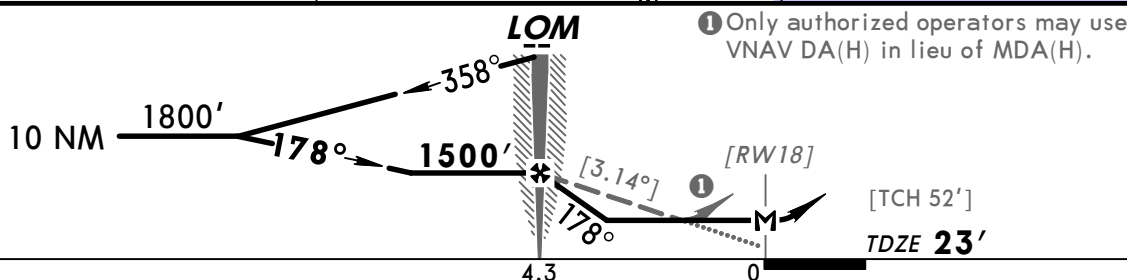
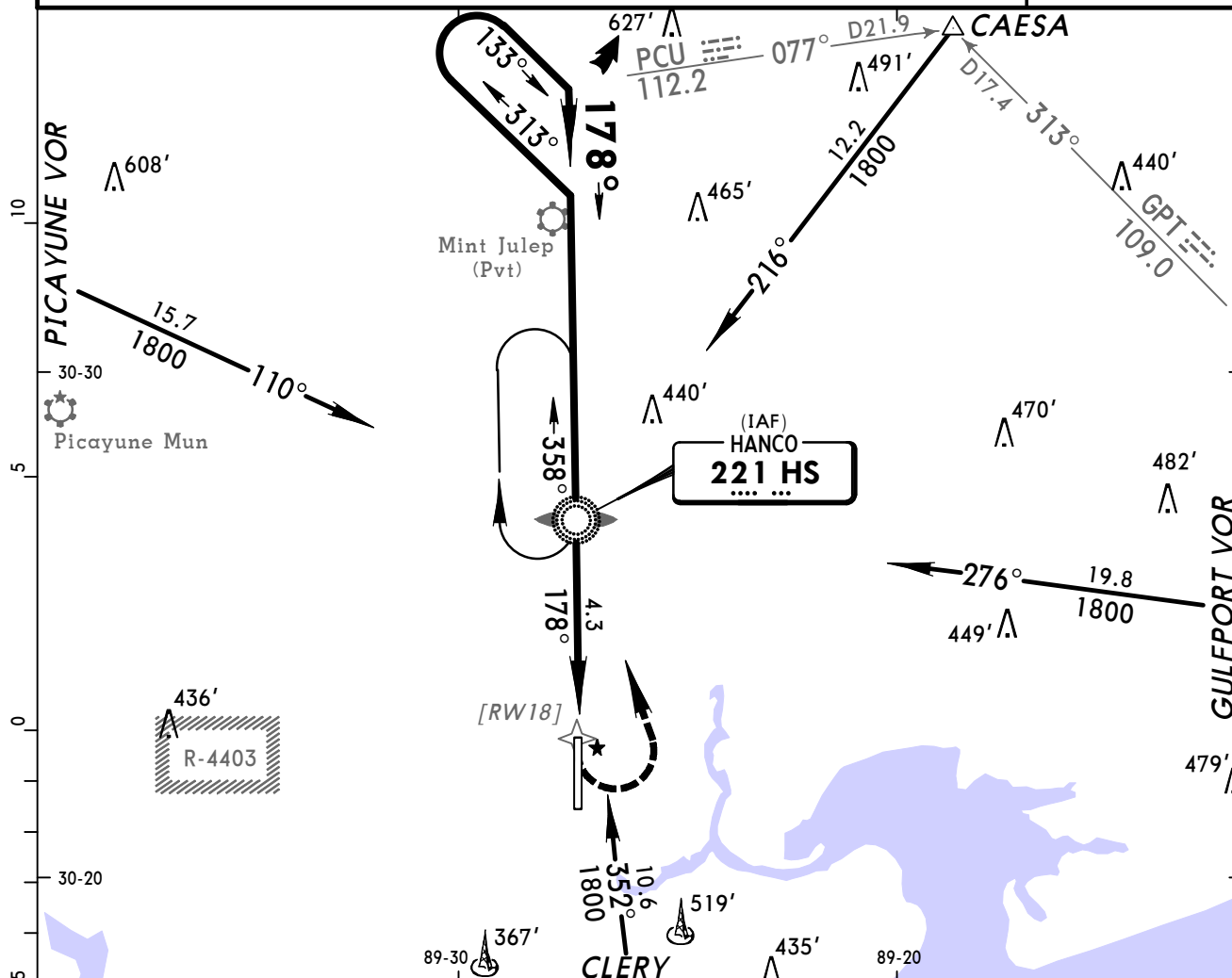
Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Gulfport altimeter setting.

2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 127.15.

MSA HS NDB



Gnd speed-Kts	70	90	100	120	140	160
Descent angle [3.14°]	389	500	556	667	778	889
LOM to MAP	4.3	3:41	2:52	2:35	2:09	1:51

MALSR
PAPI

1800'
LT

HS
221

STRAIGHT-IN LANDING RWY 18

MDA(H) 600' (577')

With Local
Altimeter Setting

MDA(H) 660' (637')

With Gulfport
Altimeter Setting

CIRCLE-TO-LAND

With Local
Altimeter Setting

With Gulfport
Altimeter Setting

	RAIL out	ALS out	RAIL out	ALS out
A	3/4	1	3/4	1
B	3/4	1	3/4	1
C	1	1 1/2	1	1 1/2
D	1 1/2	1 3/4	1 1/2	1 3/4

Max
Kts
90
120
140
165

MDA(H)
600' (577') - 1
600' (577') - 1 1/2
600' (577') - 2

MDA(H)
660' (637') - 1
660' (637') - 1 1/2
660' (637') - 2

TERPS

General Information

Location: Indianola MS USA
IATA Code:
Lat/Long: N33° 29.1' W090° 40.7'
Elevation: 126 ft

Airport Use: Public
Magnetic Variation: 0.2°W
Sectional Chart: Memphis

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

Sunrise: 1234 Z
Sunset: 2357 Z,

Runway Information

Runway: 18
Length x Width: 7004 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 126 ft
Lighting: Edge, Pilot controlled

Runway: 36
Length x Width: 7004 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 120 ft
Lighting: Edge, Pilot controlled
Stopway: 250 ft

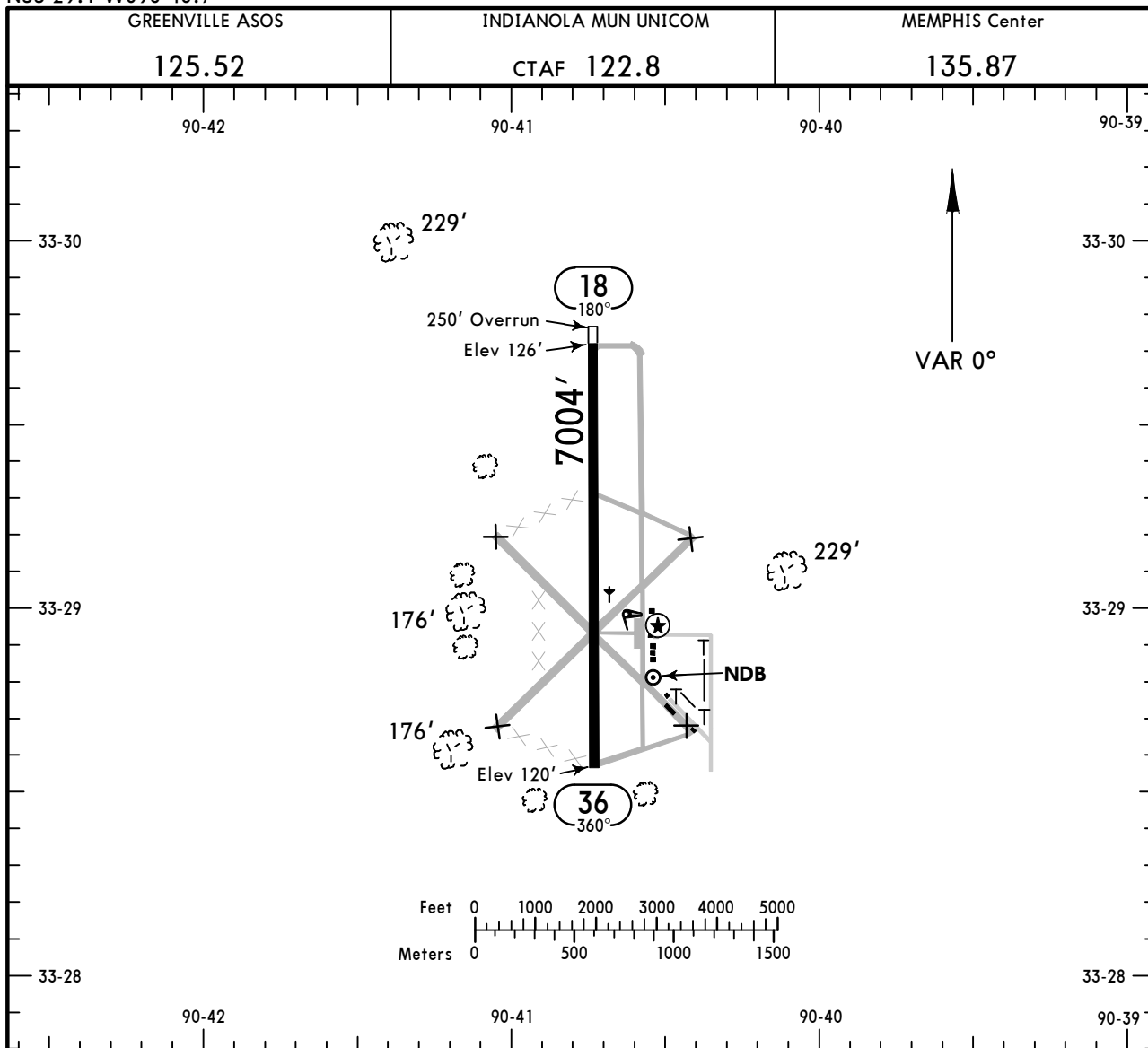
Communication Information

ASOS 125.525
Indianola Mun Unicom 122.8 CTAF PCL
Memphis Center 135.875 Remote Communications Air-Ground

KIDL
Apt Elev 126'
 N33 29.1 W090 40.7

JEPPESEN
 17 SEP 10 **(10-9)** **Eff 23 Sep**

INDIANOLA, MISS
INDIANOLA MUN



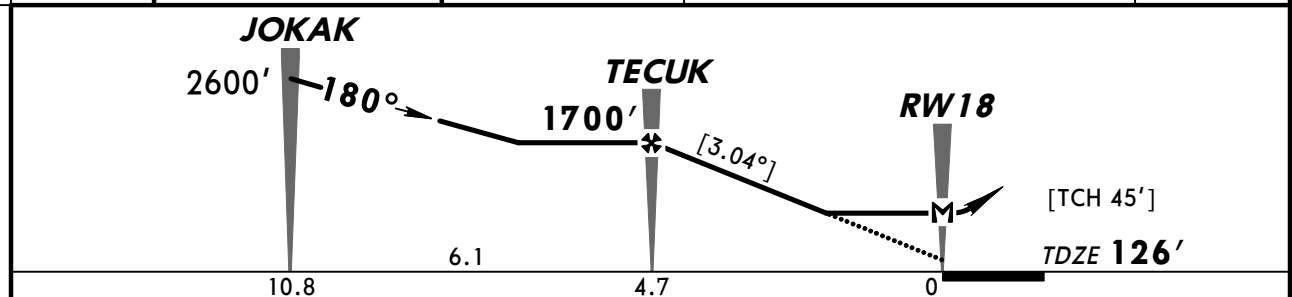
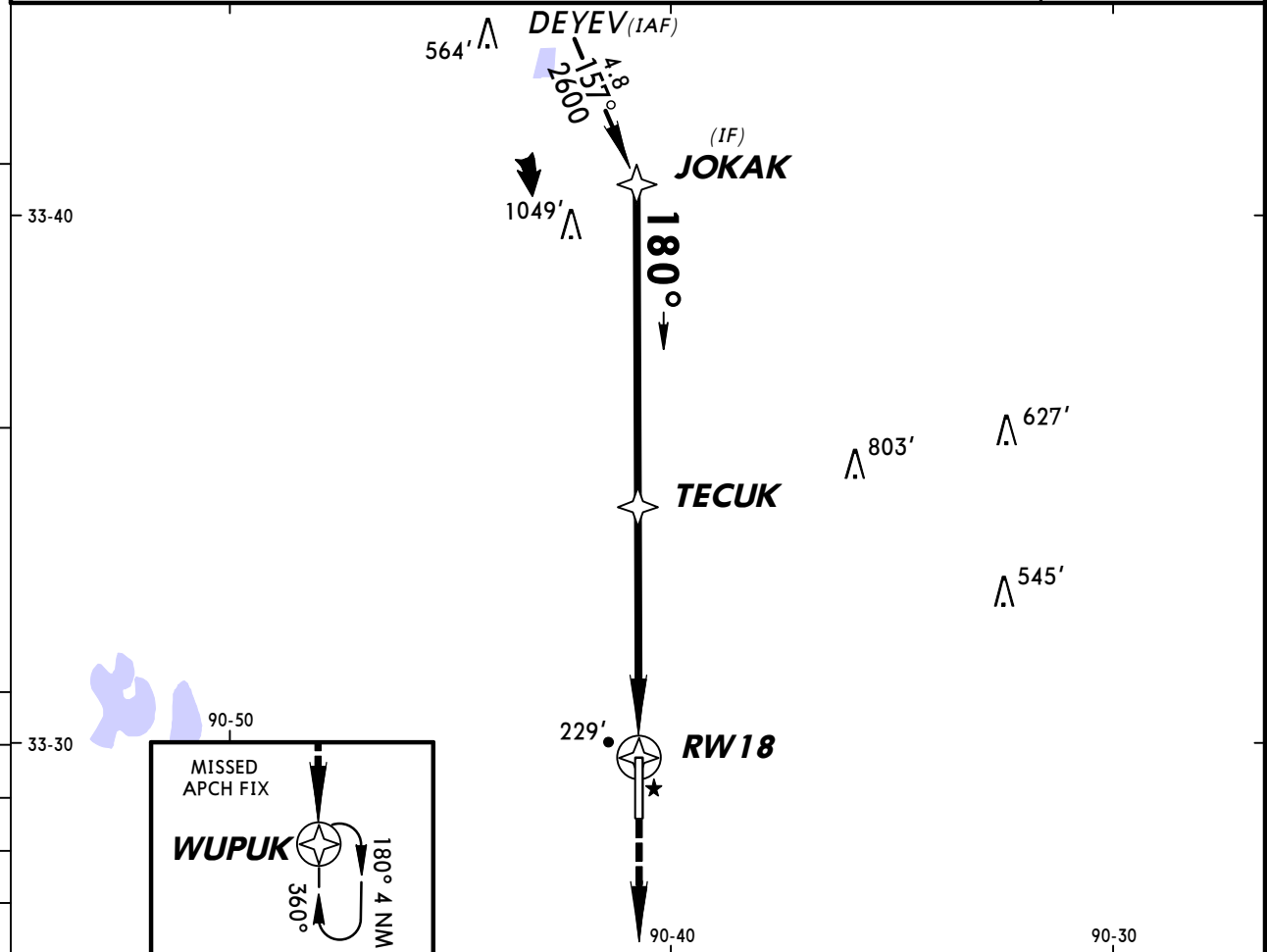
ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			LANDING BEYOND Threshold	Glide Slope	
18	36	① MIRL			150'

① Activate on 122.8.

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

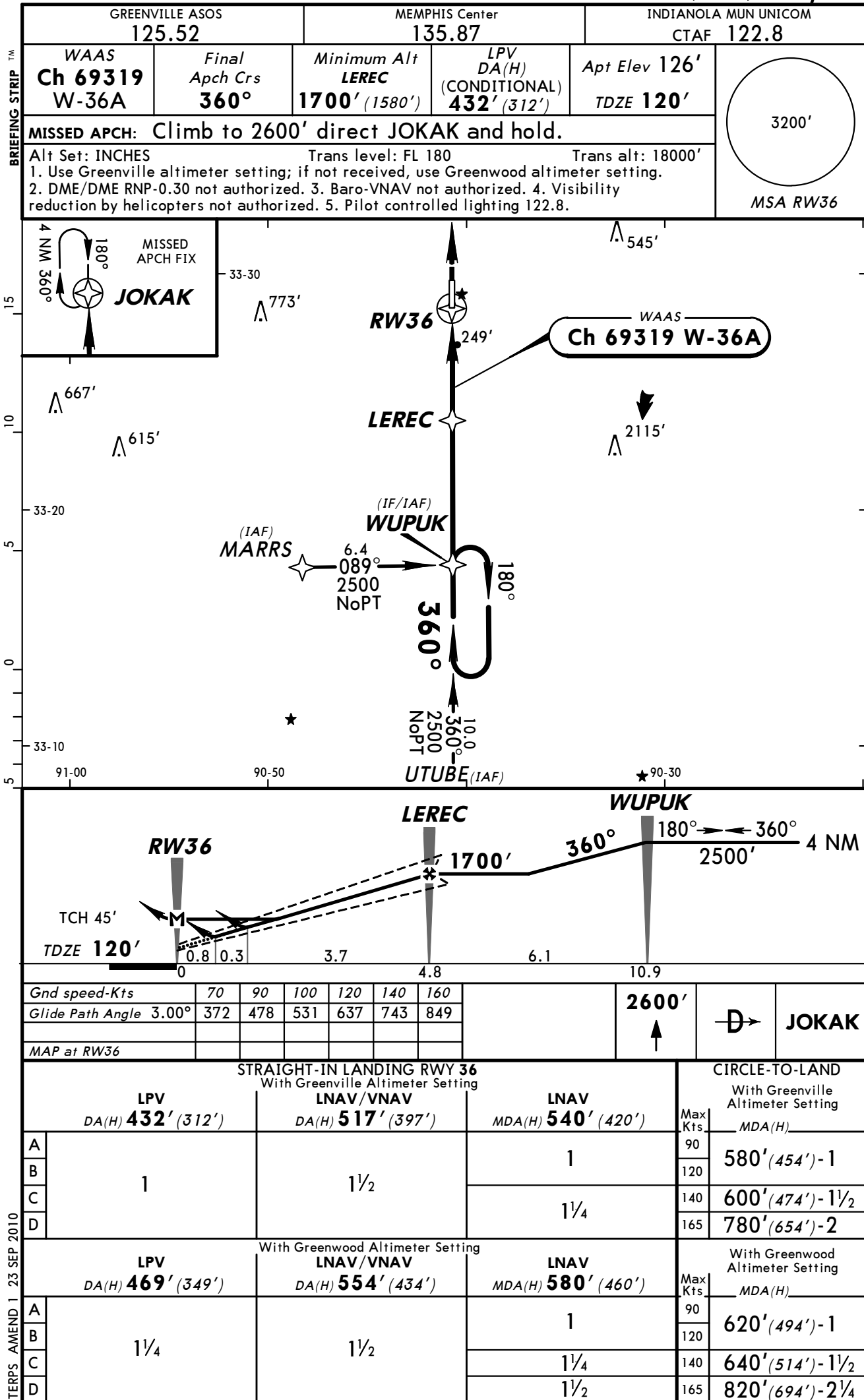
OBSTACLE DP: Rwy 18, climb heading 180° to 1800' before turning east. Rwy 36, climb heading 360° to 800' before turning east.

GREENVILLE ASOS 125.52		MEMPHIS Center 135.87		INDIANOLA MUN UNICOM CTAF 122.8	
RNAV	Final Apch Crs 180°	Minimum Alt TECUK 1700' (1574')	LNAV MDA(H) (CONDITIONAL) 520' (394')	Apt Elev 126' TDZE 126'	3200' MSA RW18
MISSED APCH: Climb to 2500' direct WUPUK and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. Visibility reduction by helicopters not authorized. 4. Pilot controlled lighting 122.8.					



Grnd speed-Kts	70	90	100	120	140	160	2500'	D→	WUPUK
Descent angle [3.04°]	376	484	538	645	753	861			
MAP at RW18									

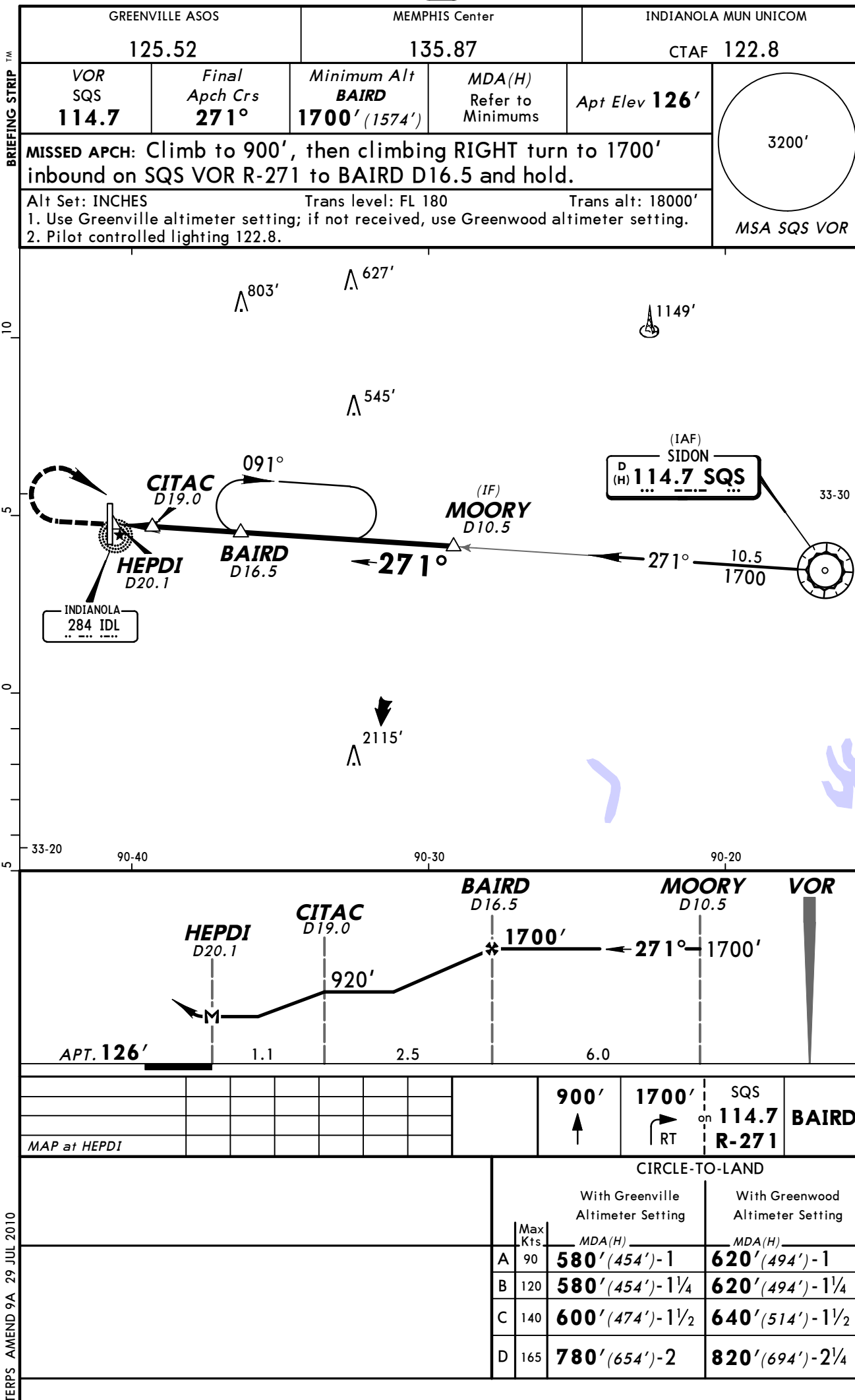
STRAIGHT-IN LANDING RWY 18				CIRCLE-TO-LAND			
LNAV		LNAV		With Greenville Altimeter Setting		With Greenwood Altimeter Setting	
MDA(H) 520' (394')		MDA(H) 560' (434')		MDA(H)		MDA(H)	
With Greenville Altimeter Setting		With Greenwood Altimeter Setting		Max Kts		Max Kts	
				90		90	
1		1		120		120	
1 1/4		1 1/4		140		140	
1 1/2		1 1/2		165		165	



KIDL
INDIANOLA MUN

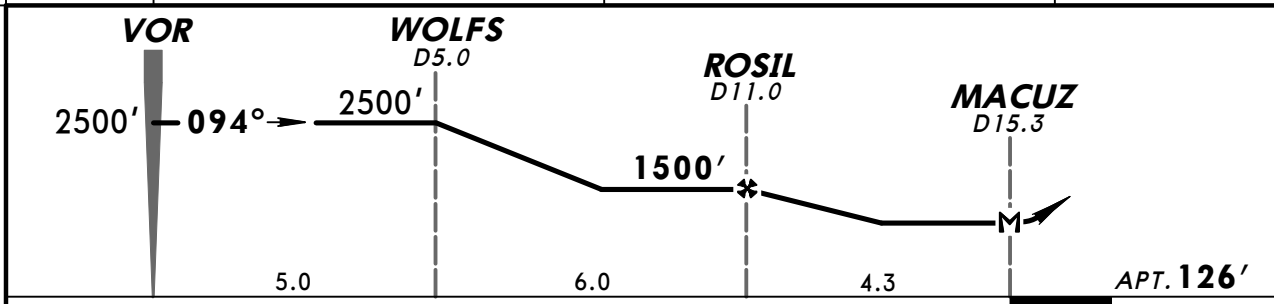
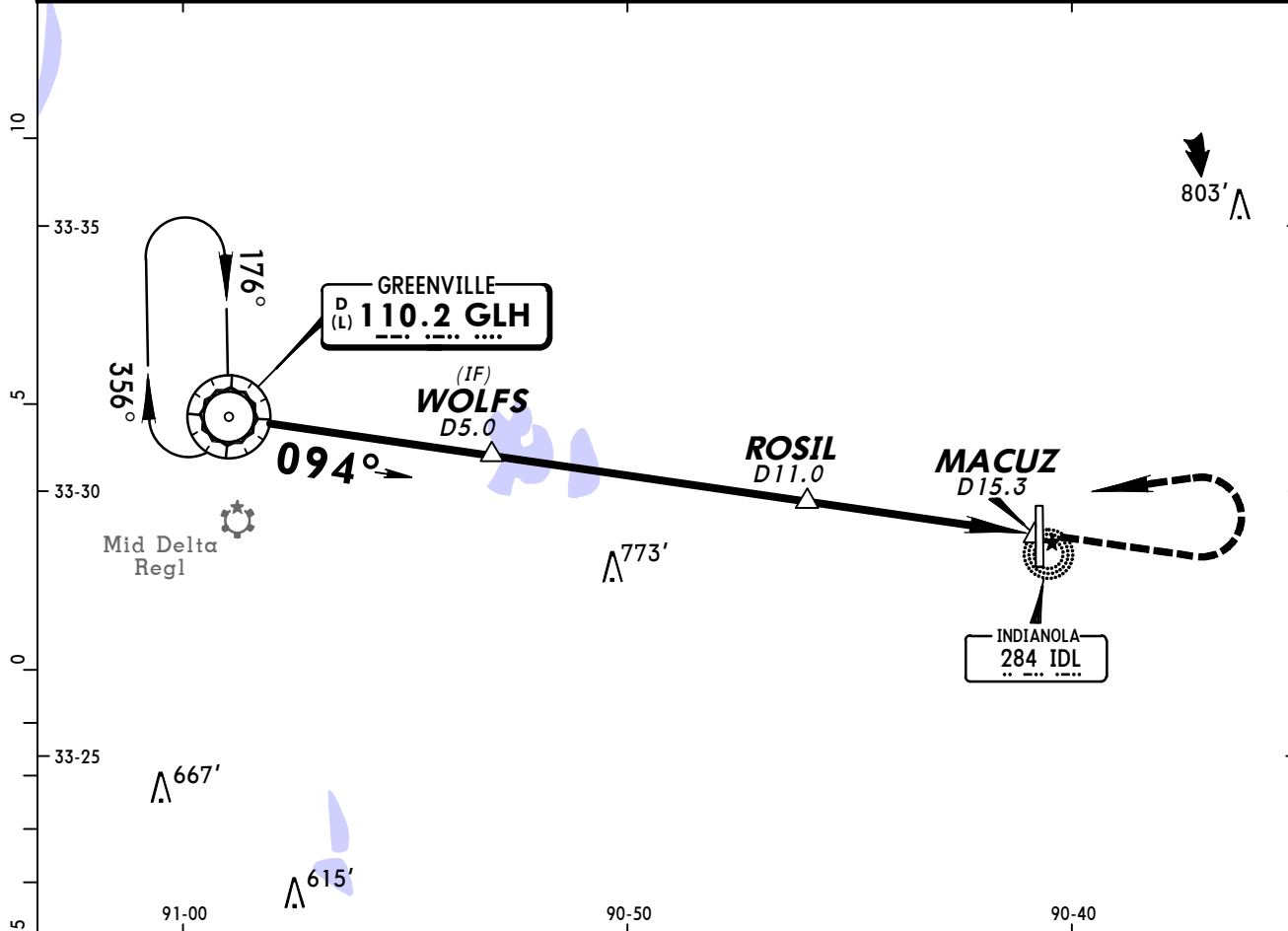
JEPPESSEN
23 JUL 10 (13-1)

INDIANOLA, MISS
VOR DME-A



BRIEFING STRIP™

GREENVILLE ASOS		MEMPHIS Center		INDIANOLA MUN UNICOM	
125.52		135.87		CTAF 122.8	
VOR GLH 110.2	Final Apch Crs 094°	Minimum Alt ROSIL 1500' (1374')	MDA(H) Refer to Minimums	Apt Elev 126'	3200' MSA GLH VOR
MISSED APCH: Climb to 1200' then climbing LEFT turn to 3000' inbound on GLH VOR R-094 to GLH VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use Greenville altimeter setting; if not received, use Greenwood altimeter setting. 2. Pilot controlled lighting 122.8.					



								1200'	3000'	GLH 110.2	GLH 110.2
								↑	LT	on R-094	
MAP at MACUZ											

				CIRCLE-TO-LAND	
				With Greenville Altimeter Setting	With Greenwood Altimeter Setting
				MDA(H)	MDA(H)
	A	Max Kts	90	580' (454') - 1	620' (494') - 1
	B	120		600' (474') - 1 1/2	640' (514') - 1 1/2
	C	140		780' (654') - 2	820' (694') - 2 1/4
	D	165			

TERPS AMEND 5A 1 JUL 2010

General Information

Location: Jackson MS USA
IATA Code: JAN
Lat/Long: N32° 18.7' W090° 04.6'
Elevation: 346 ft

Airport Use: Public
Magnetic Variation: 0.5°W
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet 4
Oxygen Types: Low Pressure
Repair Types: Minor Airframe, Minor Engine
Customs: Upon Prior Request
Airport Type: IFR
Landing Fee: Yes
Control Tower: Yes
Jet Start Unit: Yes
LLWS Alert: Yes
Beacon: Yes

Sunrise: 1230 Z
Sunset: 2356 Z,

Runway Information

Runway: 16L
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 312 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 16R
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 319 ft
Lighting: Edge, Centerline, REIL, Pilot controlled

Runway: 34L
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 329 ft
Lighting: Edge, ALS, Centerline, TDZ, Pilot controlled

Runway: 34R
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 346 ft
Lighting: Edge, Centerline, REIL, Pilot controlled

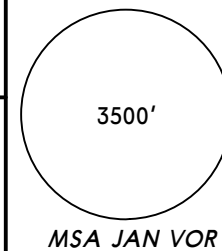
Communication Information

ATIS 121.05
ASOS 121.05
Jackson Tower 120.9 CTAF PCL
Jackson Ground Control 121.7
Jackson Approach Control 125.25 (153°-332°)
Jackson Approach Control 123.9 (333°-152°)
Jackson App ARSA 125.25 (153°-332°)
Jackson App ARSA 123.9 (333°-152°)
Jackson Departure Control 125.25 (153°-332°)
Jackson Departure Control 123.9 (333°-152°)
Jackson-Evers Intl Unicom 122.95
Jackson Radar 125.25 (153°-332°)
Jackson Radar 123.9 (333°-152°)
Activate Lights Only Multicom 120.7
Greenwood Flight Service Station 122.65 RCO
Greenwood Flight Service Station 122.2 RCO
Greenwood Flight Service Station 122.1 RCO
Greenwood Flight Service Station 112.6 RCO
Memphis Center 132.5 Remote Communications Air-Ground

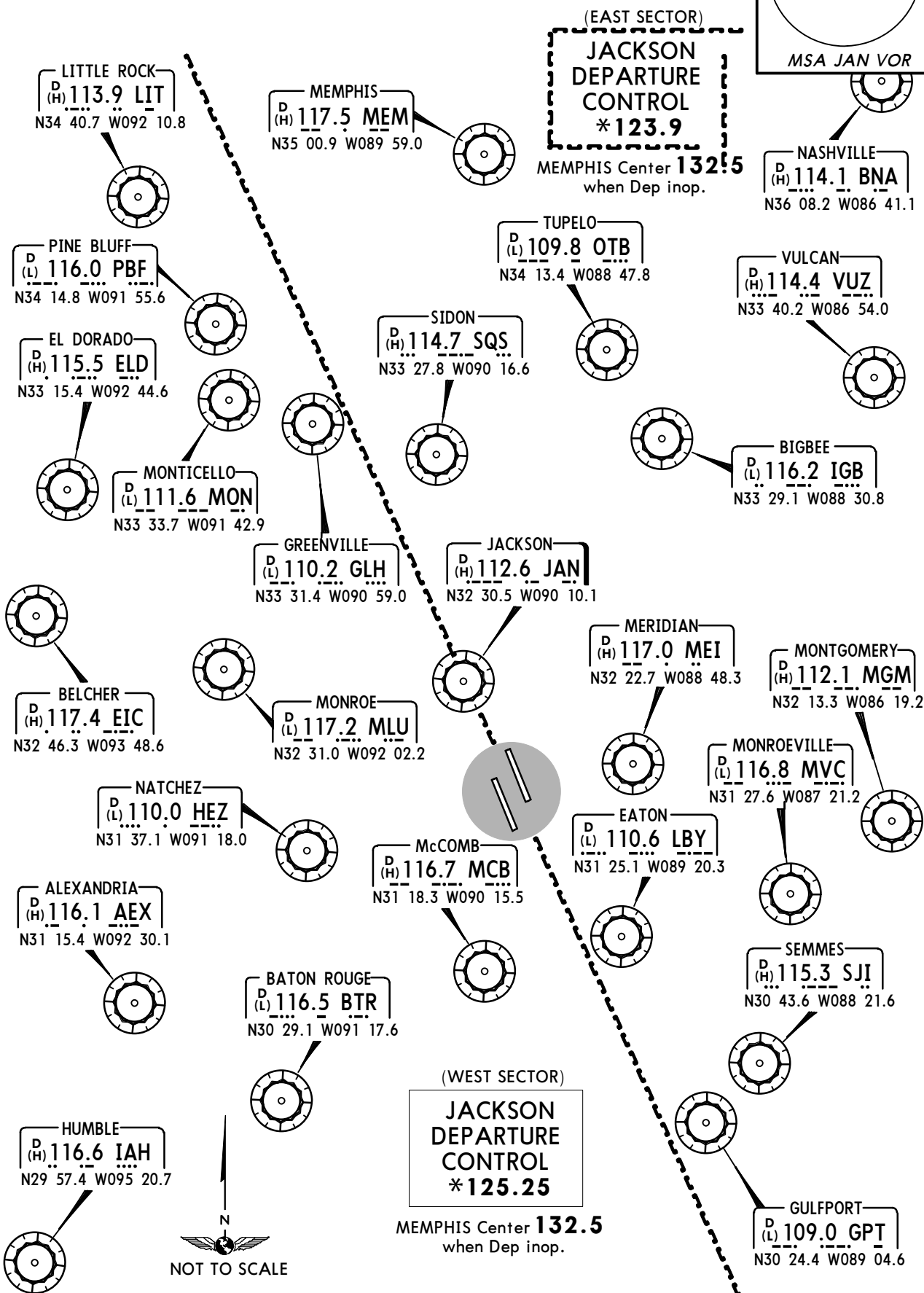
FOR DEPARTURE
CONTROL FREQ.
SEE GRAPHIC

Apt Elev
346'

Trans level: FL180 Trans alt: 18000'
Use frequency depicted within sector where
fix/navaid for your route is located.



JACKSON FOUR DEPARTURE



INITIAL CLIMB

Cleared as filed. Climb runway heading or as assigned for vectors to join filed route.

ROUTING

EXPECT clearance to requested altitude/flight level
10 minutes after departure.

ALTITUDE

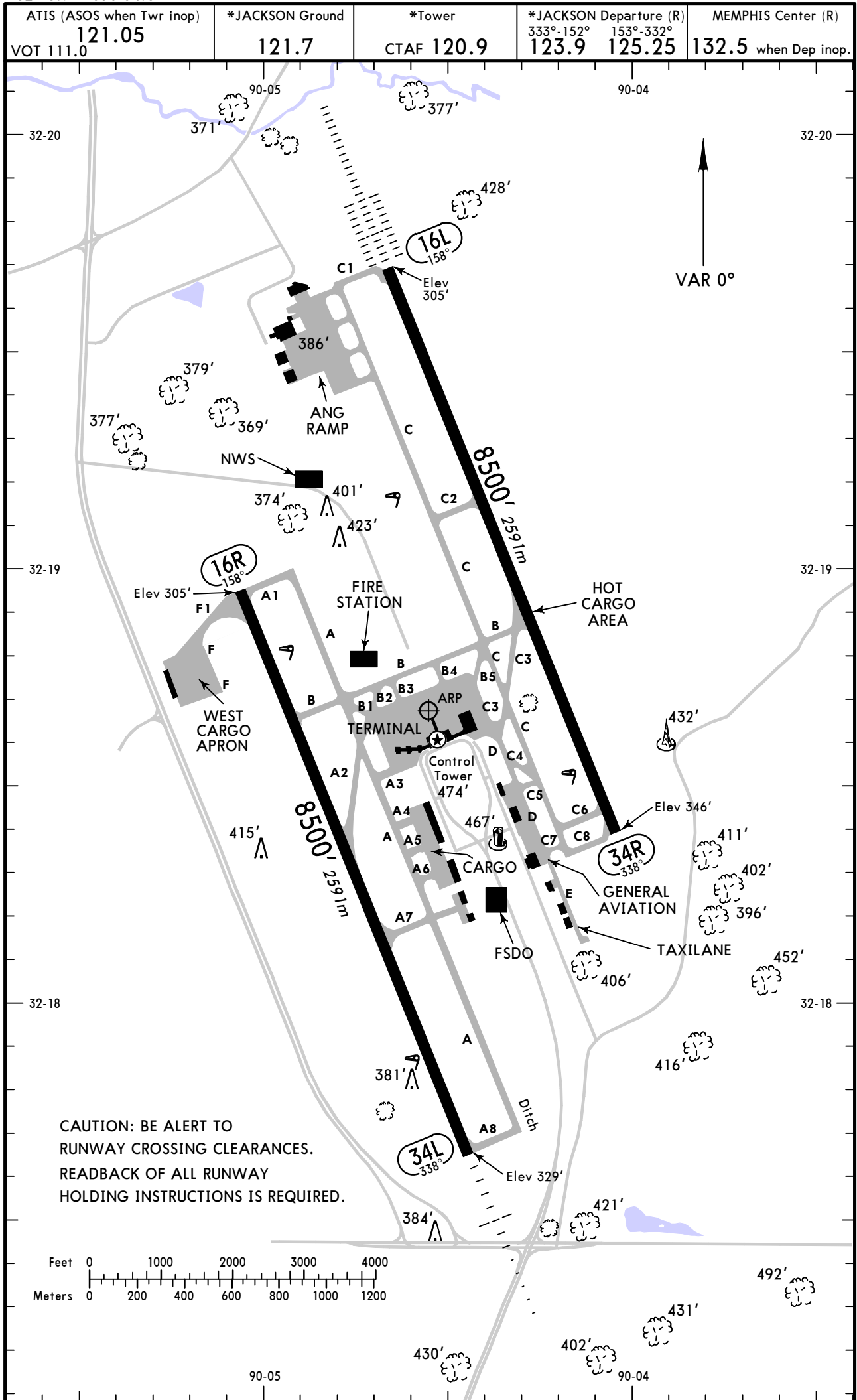
MAINTAIN 5000'
or altitude assigned by ATC.

KJAN/JANApt Elev **346'**

N32 18.7 W090 04.6

JEPPESSEN

1 MAY 09

(20-9)**Eff 7 May****JACKSON, MISS****-EVERS INTL**

CHANGES: None.

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GENERAL

Low-level wind shear alert system.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	LANDING BEYOND Glide Slope		
16R	① HIRL CL ② REIL PAPI-L (angle 3.0°) grooved				150'
34L	① HIRL CL ① MALSR TDZ grooved RVR		7352' 2241m		46m
16L	① HIRL CL ③ ALSF-II TDZ PAPI-L grooved RVR		7448' 2270m		150'
34R	① HIRL CL ① REIL PAPI-R grooved RVR				46m

① Activate on 120.9 when Twr inop.

② Activate on 120.7 when Twr inop.

③ Preset on medium intensity.

TAKE-OFF

Rwys 16L, 34R					Rwy 34L		
2 operating RVRs are required All operating RVRs are controlling			STD		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL	Adequate Vis Ref	3 & 4 Eng	1 & 2 Eng		3 & 4 Eng	1 & 2 Eng
TDZ RVR 5	TDZ RVR 10	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1	RVR 16 or 1/4	RVR 24 or 1/2	RVR 50 or 1
Mid RVR 5	Mid RVR 10						
Rollout RVR 5	Rollout RVR 10						

Rwy 16R

1 & 2 Eng	With Min climb of 280'/NM to 700'		300-1
	Adequate Vis Ref	STD	
		1	
3 & 4 Eng	1/4	1/2	

FOR FILING AS ALTERNATE

	Authorized Only When Twr Operating		Authorized Only When Local Weather Available	
	ILS Rwy 16L ILS Rwy 34L	LOC Rwy 16L LOC Rwy 34L RADAR-1	RNAV (GPS) Rwy 16L RNAV (GPS) Rwy 16R	RNAV (GPS) Rwy 34L RNAV (GPS) Rwy 34R
A	600-2	800-2	800-2	
B				
C				
D				

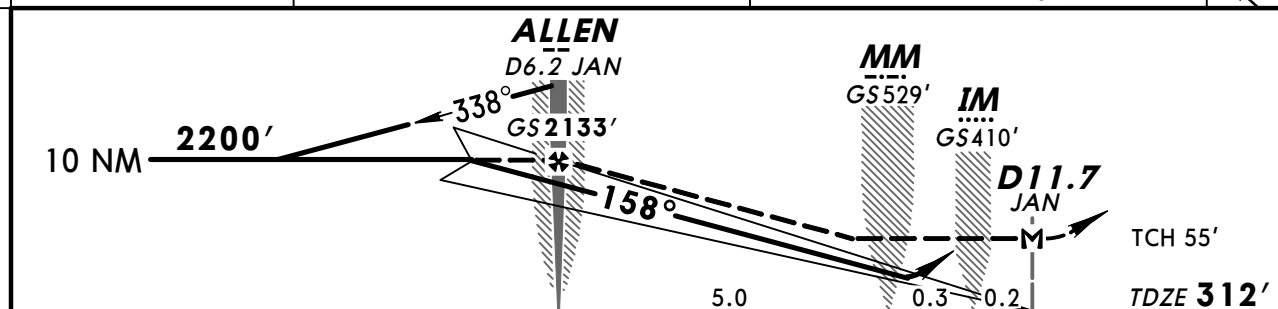
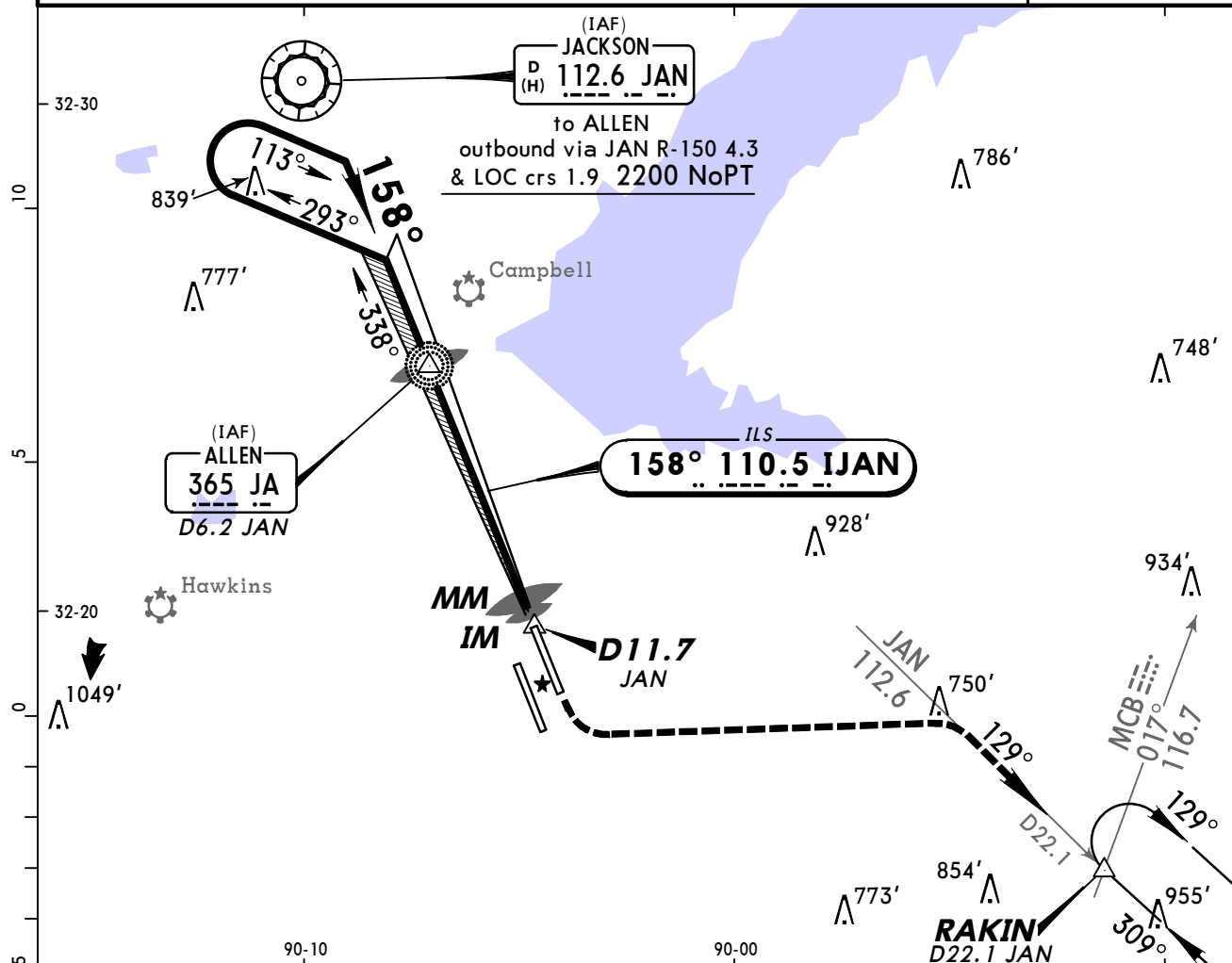
AMEND
1

KJAN/JAN
-EVERS INTL

JEPPESSEN
25 DEC 09 **(21-1)**

JACKSON, MISS
ILS Rwy 16L

ATIS (ASOS when Twr inop) 121.05		*JACKSON Approach (R) 123.9		MEMPHIS Center (R) 132.5 when App inop.		*JACKSON Tower CTAF 120.9		*Ground 121.7	
<i>LOC</i> IJAN 110.5	<i>Final Apch Crs</i> 158°	<i>GS</i> ALLEN 2133' (1821')		<i>ILS</i> DA(H) 512' (200')		<i>Apt Elev</i> 346' <i>TDZE</i> 312'		3500' MSA JA LOM	
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' outbound via JAN VOR R-129 to RAKIN INT/D22.1 and hold.									
Alt Set: INCHES		Trans level: FL 180			Trans alt: 18000'				



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II PAPI	800'	3000'	JAN	via 112.6 R-129 RAKIN
GS	3.00°	377	484	538	646	753		↑	←	LT	
MAP at D11.7 JAN or ALLEN to MAP	5.5	4:43	3:40	3:18	2:45	2:21					

STRAIGHT-IN LANDING RWY16L										CIRCLE-TO-LAND	
ILS						LOC (GS out)					
When Twr operating DA(H) 512' (200')			When Twr inop DA(H) 512' (200')			When Twr operating MDA(H) 720' (408')		When Twr inop MDA(H) 720' (408')		Max Kts	MDA(H)
FULL	TDZ or CL out	ALS out	FULL	TDZ or CL out	ALS out		ALS out		ALS out		
A	RVR 18 or $\frac{1}{2}$	RVR 24 or $\frac{1}{2}$	RVR 40 or $\frac{3}{4}$		RVR 40 or $\frac{3}{4}$	RVR 24 or $\frac{1}{2}$	RVR 50 or 1	RVR 50 or 1		90	840' (494') - 1
B						RVR 40 or $\frac{3}{4}$	RVR 60 or $1\frac{1}{4}$	RVR 60 or $1\frac{1}{4}$		120	880' (534') - 1
C										140	880' (534') - 1 $\frac{1}{2}$
D										165	900' (554') - 2

CHANGES: Minimums layout.

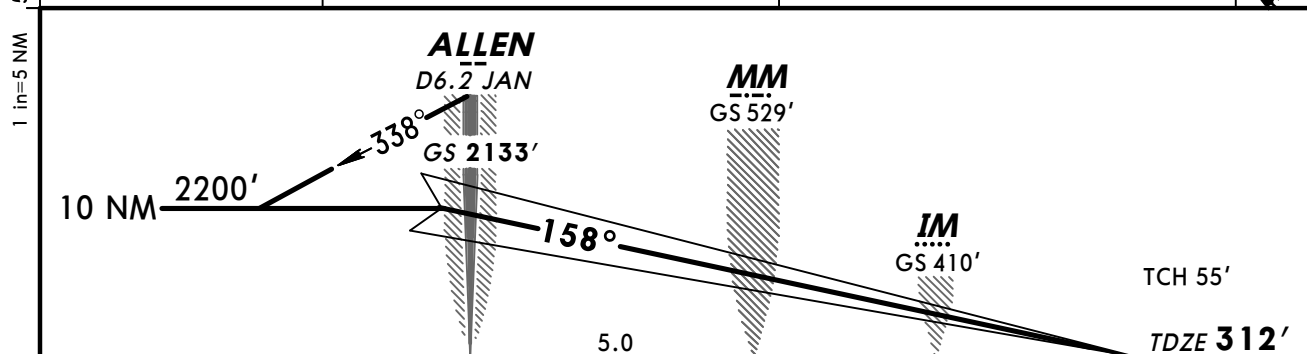
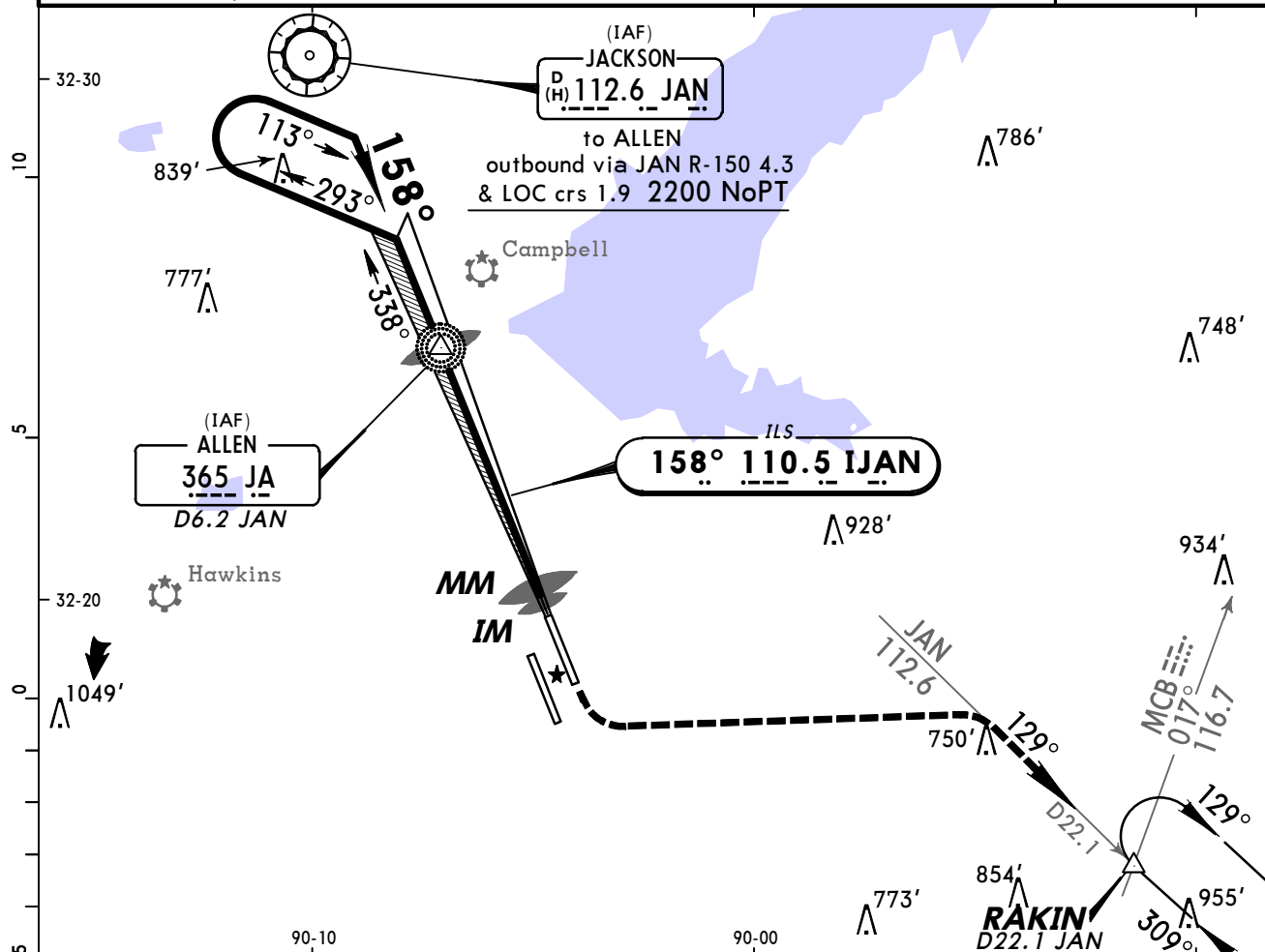
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KJAN/JAN
-EVERS INTL

25 DEC 09 **(21-1A)**

JACKSON, MISS
ILS Rwy 16L CAT II & III

ATIS (ASOS when Twr inop) 121.05		*JACKSON Approach (R) 123.9		MEMPHIS Center (R) 132.5 when App inop.		*JACKSON Tower CTAF 120.9	*Ground 121.7
LOC IJAN 110.5	Final Apch Crs 158°	GS ALLEN 2133' (1821')	CAT IIIC NA	CAT IIIB Refer to Minimums	CAT IIIA Refer to Minimums	CAT II ILS 123' DA(H) 412' (100')	Apt Elev 346' TDZE 312'
MISSED APCH: Climb to 800' then climbing LEFT turn to 3000' outbound via JAN VOR R-129 to RAKIN INT/D22.1 and hold.							3500'
Alt Set: INCHES Trans level: FL 180 1. Special Aircrew and Aircraft Certification required. 2. When Twr inop CAT II, CAT IIIA and CAT IIIB not authorized.							MSA JA LOM



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-II		800'	3000'	JAN	RAKIN
GS	3.00°	377	484	538	646	753	PAPI		↑	LT	via 112.6 R-129	

STRAIGHT-IN LANDING RWY16L

CAT IIIC ILS	CAT IIIB ILS	CAT IIIA ILS	CAT II ILS	
NA	RVR 6	RVR 7	RA 123' DA(H) 412' (100')	RA 174' DA(H) 462' (150')
NA	RVR 6	RVR 7	RVR 12	RVR 16

CHANGES: Charted obstacles, profile revised.

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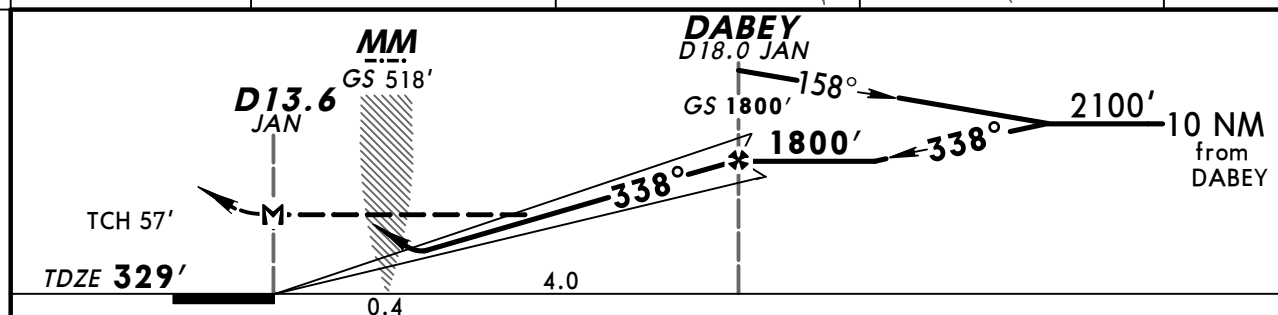
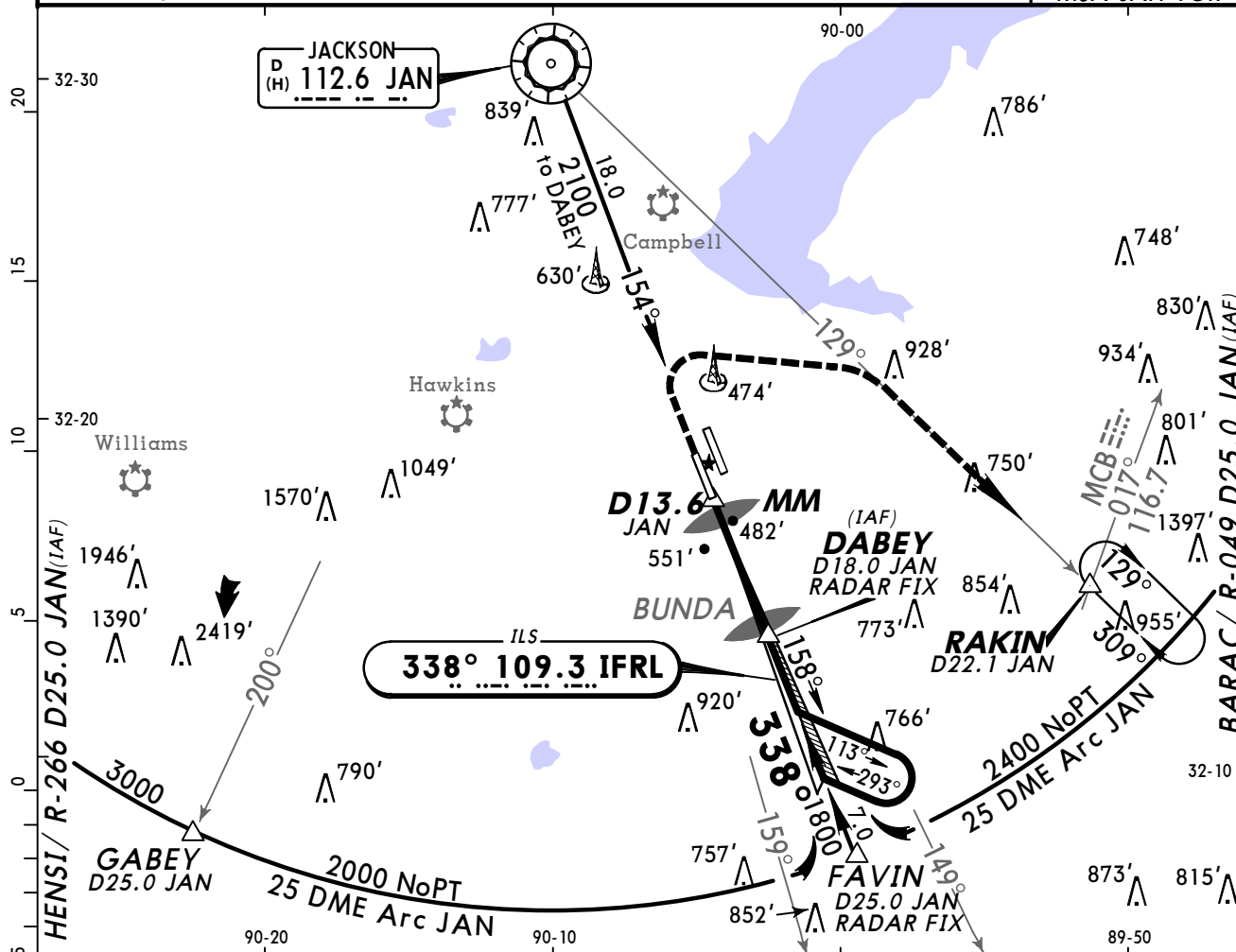
KJAN/JAN
-EVERS INTL

JEPPESSEN
28 JUL 06 **(21-2)** **Eff 3 Aug**

JACKSON, MISS
ILS or LOC Rwy 34L

BRIEFING STRIP

ATIS (ASOS when Twr inop) 121.05		*JACKSON Approach (R) 123.9		MEMPHIS Center (R) 132.5 when App inop.		*JACKSON Tower CTAF 120.9		*Ground 121.7	
LOC IFRL 109.3		Final Apch Crs 338°		GS DABEY 1800' (1471')		ILS DA(H) 529' (200')		Apt Elev 346' TDZE 329'	
MISSED APCH: Climb to 1200' then climbing RIGHT turn to 3000' outbound via JAN VOR R-129 to RAKIN INT/D22.1 JAN and hold.									3500' MSA JAN VOR
Alt Set: INCHES 1. DME required.			Trans level: FL 180			Trans alt: 18000'			



Gnd speed-Kts	70	90	100	120	140	160	MALSR	1200'	3000'	JAN	RAKIN
GS	3.00°	377	484	538	646	753	861			via 112.6	
MAP at D13.6 JAN or										R-129	
DABEY to MAP	4.4	3:46	2:56	2:38	2:12	1:53	1:39				

STRAIGHT-IN LANDING RWY34L						CIRCLE-TO-LAND	
ILS			LOC (GS out)				
When Twr operating	When Twr inop		When Twr operating	When Twr inop		Max	
DA(H) 529' (200')	DA(H) 529' (200')		MDA(H) 780' (451')	MDA(H) 780' (451')		Kts	MDA(H)
RAIL or ALS out	RAIL or ALS out		RAIL out	ALS out			
A			RVR 24	RVR 40	RVR 50	90	840' (494') - 1
B	RVR 18	RVR 40 or 3/4	or 1/2	or 3/4	or 1	120	880' (534') - 1
C	or 1/2		RVR 40	RVR 60	RVR 60 or 1 1/4	140	880' (534') - 1 1/2
D			or 3/4	or 1 1/4		165	900' (554') - 2
			RVR 50	1 1/2	1 1/2		
			or 1				

KJAN/JAN
-EVERS INTL

JEPPESSEN
1 MAY 09
Eff 7 May (22-1)

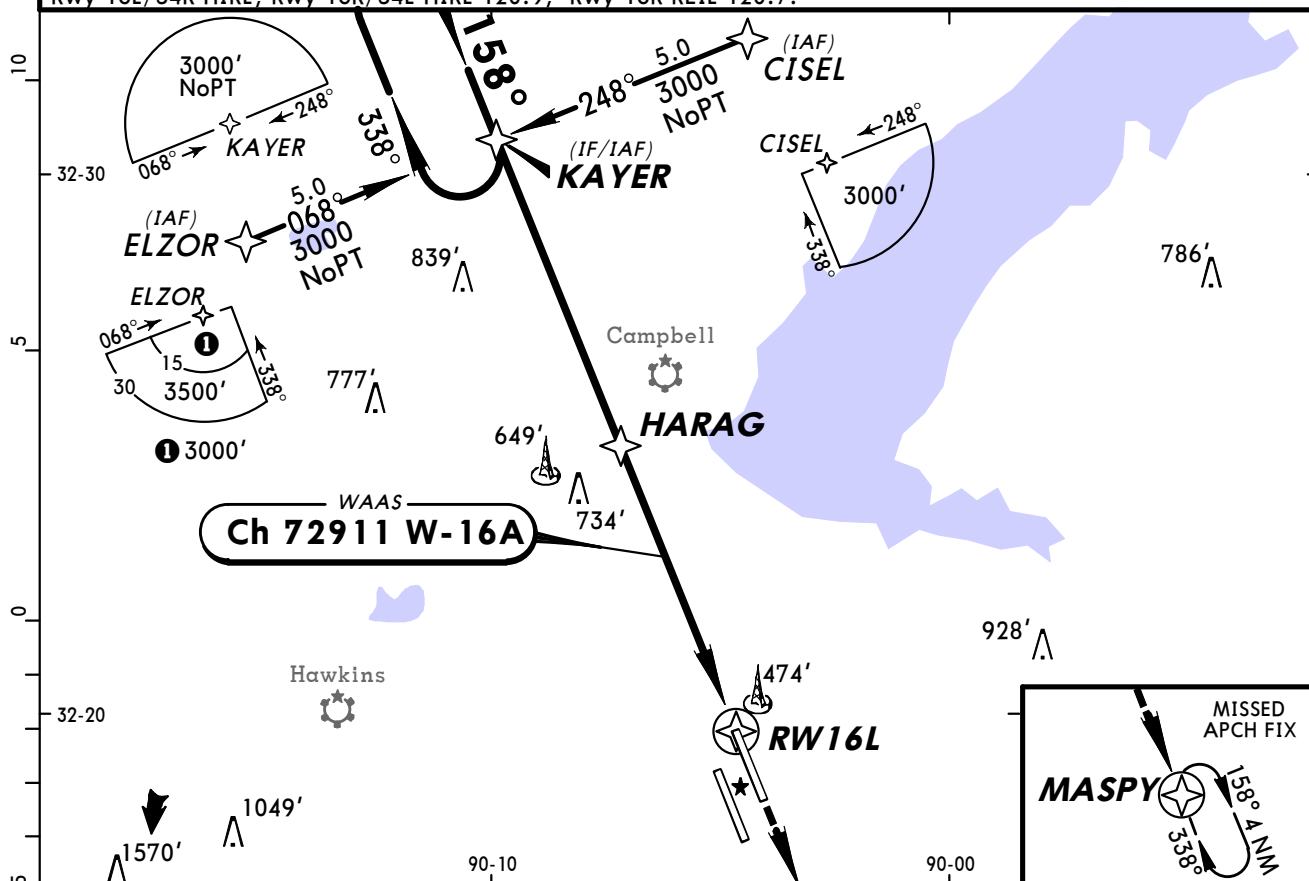
JACKSON, MISS
RNAV (GPS) Rwy 16L

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 121.05	*JACKSON Approach (R) 123.9	MEMPHIS Center (R) 132.5 when App inop.	*JACKSON Tower CTAF 120.9	*Ground 121.7
WAAS Ch 72911 W-16A	Final Apch Crs 158°	Minimum Alt HARAG 2200' (1888')	LPV DA(H) (CONDITIONAL) 512' (200')	Apt Elev 346' TDZE 312'
TAA 30 NM IAF				

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

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Hawkins altimeter setting. 2. VDP and Baro-VNAV not authorized when using Hawkins altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident. 5. DME/DME RNP-0.30 not authorized. 6. Pilot controlled lighting: Rwy 34L MALSR, Rwy 34R REIL, Rwy 16L/34R HIRL, Rwy 16R/34L HIRL 120.9, Rwy 16R REIL 120.7.



4 NM	158°	338°	158°	2200'	1.2 NM to RW16L	0.1	0.6	0.5	0	② LNAV only.
11.8	6.1	5.7	4.5	0.1	0.6	0.5	0			
										TCH 55'
										TDZE 312'

Gnd Speed-Kts	70	90	100	120	140	160	ALSIF-II	3000'	➔	MA SPY
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI			
MAP at RW16L										

STRAIGHT-IN LANDING RWY 16L							CIRCLE-TO-LAND	
With Local Altimeter Setting							With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV				
DA(H) 512'(200')		DA(H) 724'(412')		MDA(H) 760'(448')		Max Kts MDA(H)		
ALS out		ALS 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 50 or 1	90	840'(494')-1
B							120	880'(534')-1
C							140	880'(534')-1 1/2
D							165	900'(554')-2
With Hawkins Altimeter Setting							With Hawkins Altimeter Setting	
DA(H) 531'(219')		DA(H) 743'(431')		MDA(H) 780'(468')		Max Kts MDA(H)		
ALS out		ALS 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 50 or 1	90	860'(514')-1
B							120	900'(554')-1
C							140	900'(554')-1 1/2
D							165	920'(574')-2

CHANGES: Procedure.

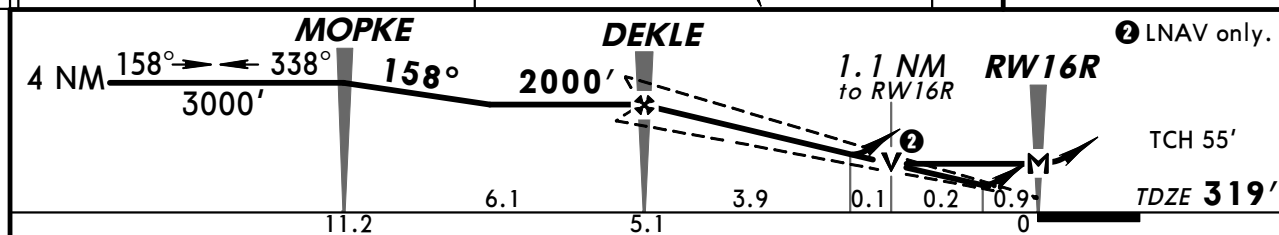
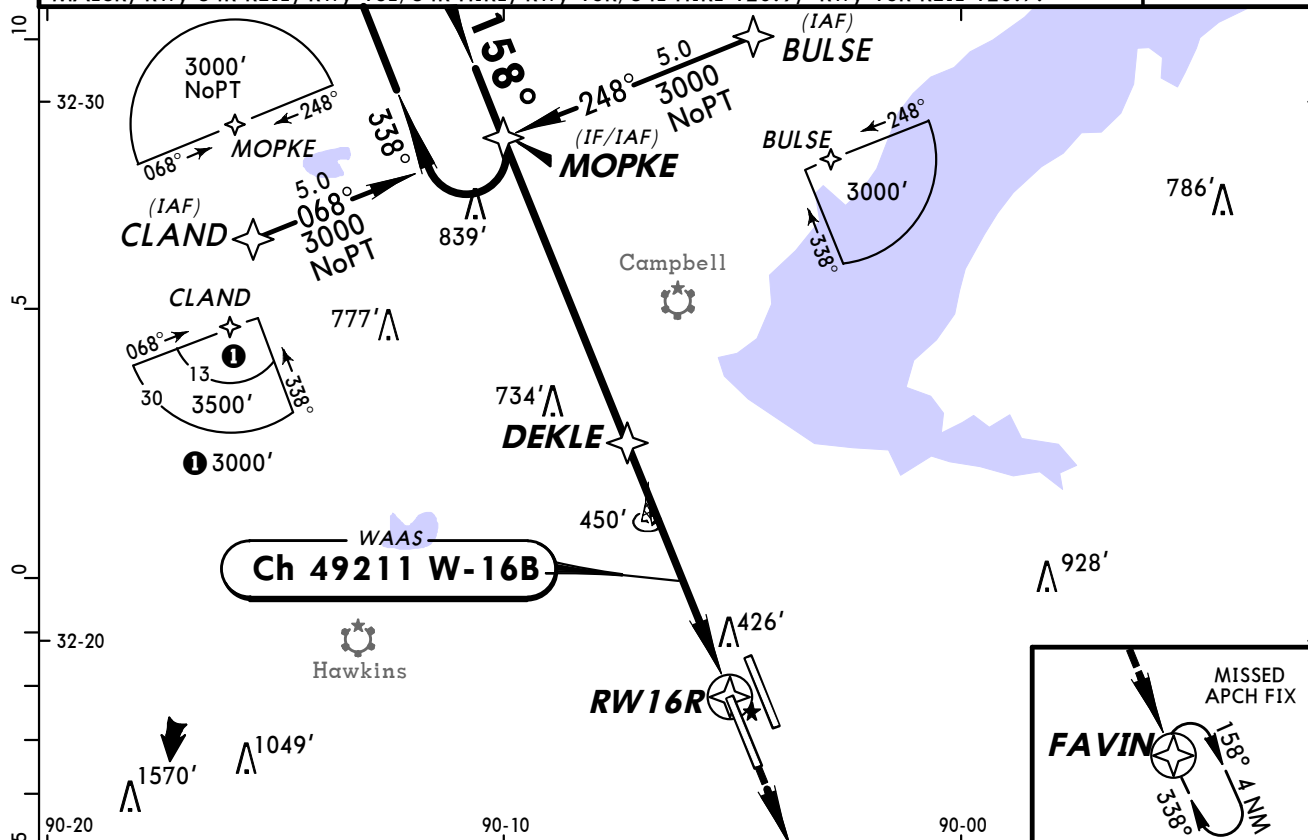
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ATIS (ASOS when Twr inop) 121.05	*JACKSON Approach (R) 123.9	MEMPHIS Center (R) 132.5 when App inop.	*JACKSON Tower CTAF 120.9	*Ground 121.7
WAAS Ch 49211 W-16B	Final Apch Crs 158°	Minimum Alt DEKLE 2000' (1681')	LPV DA(H) (CONDITIONAL) 656' (337')	Apt Elev 346' TDZE 319'

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

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
1. Use local altimeter setting; if not received, use Hawkins altimeter setting. 2. VDP and Baro-VNAV not authorized when using Hawkins altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 4. VGSI and RNAV glidepath not coincident. 5. DME/DME RNP-0.30 not authorized. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting: Rwy 34L MALSR, Rwy 34R REIL, Rwy 16L/34R HIRL, Rwy 16R/34L HIRL 120.9, Rwy 16R REIL 120.7.

TAA
30 NM
IAF



Gnd Speed-Kts	70	90	100	120	140	160				
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW16R										

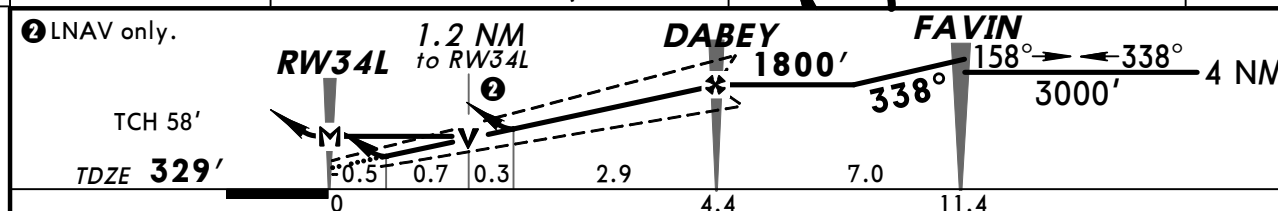
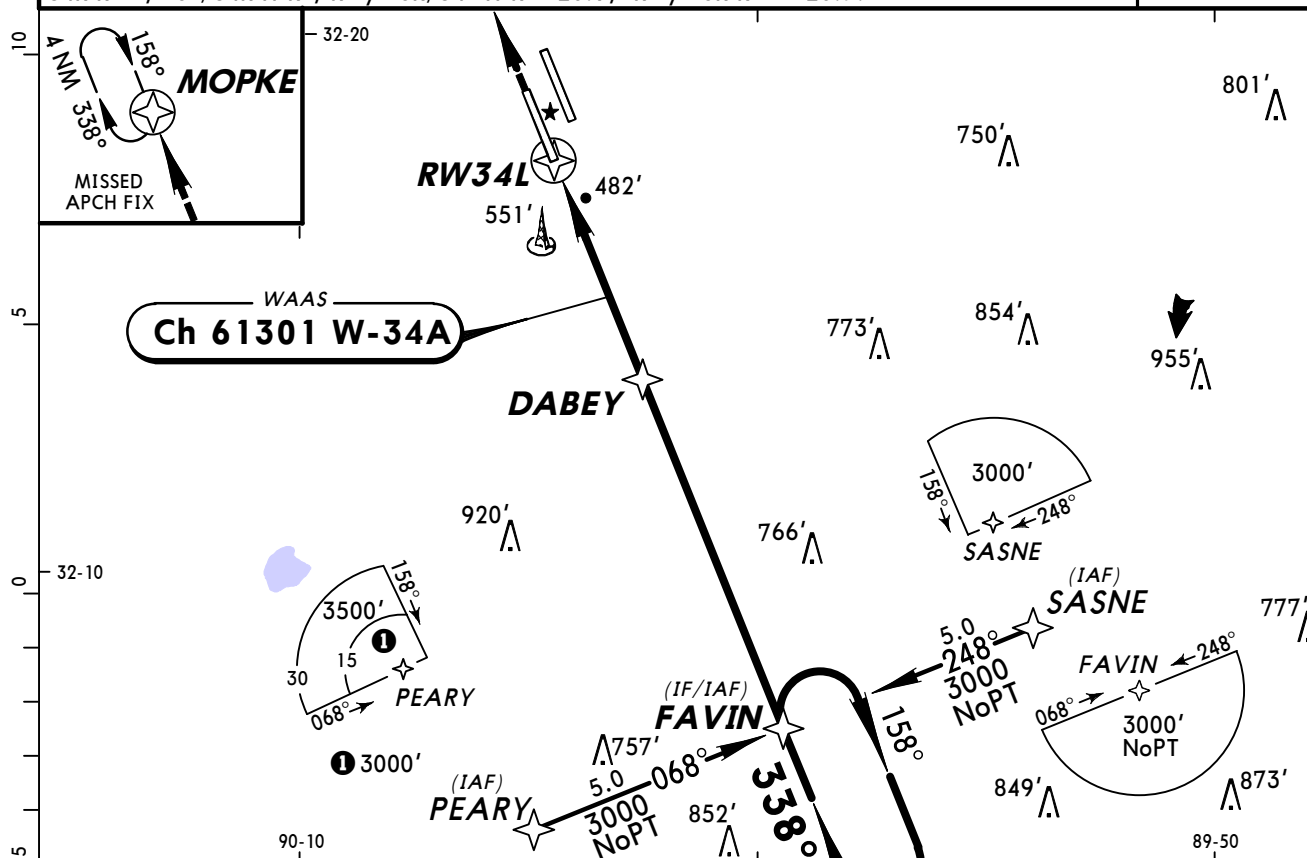
STRAIGHT-IN LANDING RWY 16R						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
LPV		LNAV/VNAV		LNAV		Max Kts	MDA(H)
DA(H) 656' (337')		DA(H) 758' (439')		MDA(H) 720' (401')			
A	1¼	1½	1	1¼	90	840' (494')-1	
B					120	880' (534')-1	
C			140		880' (534')-1½		
D			165		900' (554')-2		
With Hawkins Altimeter Setting						With Hawkins Altimeter Setting	
DA(H) 675' (356')		DA(H) 777' (458')		MDA(H) 740' (421')		Max Kts	MDA(H)
A	1¼	1¾	1	1¼	90		
B					120	900' (554')-1	
C			140		900' (554')-1½		
D			165		920' (574')-2		

KJAN/JAN
-EVERS INTL

JEPPESEN
1 MAY 09 (22-3) Eff 7 May

JACKSON, MISS
RNAV (GPS) Rwy 34L

ATIS (ASOS when Twr inop) 121.05	*JACKSON Approach (R) 123.9	MEMPHIS Center (R) 132.5 when App inop.	*JACKSON Tower CTAF 120.9	*Ground 121.7
WAAS Ch 61301 W-34A	Final Apch Crs 338°	Minimum Alt DABEY 1800' (1471')	LPV DA(H) (CONDITIONAL) 529' (200')	Apt Elev 346' TDZE 329'
MISSED APCH: Climb to 3000' direct MOPKE and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Hawkins altimeter setting. 2.DME/DME RNP-0.30 not authorized. 3. Baro-VNAV and VDP not authorized when using Hawkins altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. Pilot controlled lighting: Rwy 34L MALSR, Rwy 34R REIL, 16L/34R HIRL, Rwy 16R/34L HIRL 120.9, Rwy 16R REIL 120.7.				
TAA 30 NM IAF				



Gnd Speed-Kts	70	90	100	120	140	160		MALSR	3000'	D	MOPKE
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW34L											

STRAIGHT-IN LANDING RWY 34L With Local Altimeter Setting										CIRCLE-TO-LAND With Local Altimeter Setting	
LPV DA(H) 529' (200')		LNAV/VNAV DA(H) 875' (546')		LNAV MDA(H) 780' (451')							
RAILout	ALS out	RAILout	ALS out	RAILout	ALS out	RAILout	ALS out	RAILout	ALS out	Max Kts	MDA(H)
A										90	840' (494')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2	2		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		120	880' (534')-1
C						RVR 40 or 3/4	RVR 60 or 1 1/4			140	880' (534')-1 1/2
D						RVR 50 or 1	1 1/2			165	900' (554')-2
With Hawkins Altimeter Setting										With Hawkins Altimeter Setting	
DA(H) 548' (219')		DA(H) 894' (565')		MDA(H) 800' (471')							
RAILout	ALS out	RAILout	ALS out	RAILout	ALS out	RAILout	ALS out	RAILout	ALS out	Max Kts	MDA(H)
A										90	860' (514')-1
B	RVR 24 or 1/2	RVR 40 or 3/4	1 1/2	2		RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1		120	900' (554')-1
C						RVR 40 or 3/4	RVR 60 or 1 1/4			140	900' (554')-1 1/2
D						RVR 50 or 1	1 1/2			165	920' (574')-2

CHANGES: Procedure.

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BRIEFING STRIP TM

Alt Set: INCHES

Trans level: FL 180

Trans alt: 18000'

1. Use local altimeter setting; if not received, use Hawkins altimeter setting. 2.DME/ DME RNP-0.30 not authorized. 3. Baro-VNAV and VDP not authorized when using Hawkins altimeter setting. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -15°C (5°F) or above 48°C (118°F). 5. VGSI and RNAV glidepath not coincident.6. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting: Rwy 34L MALSR, Rwy 34R REIL, Rwy 16L/34R HIRL, Rwy 16R/34L HIRL 120.9, Rwy 16R REIL 120.7.



Figure 1: Schematic diagram of the RW34R and RW34L runways. The diagram shows a top-down view of the runway layout. RW34R is a 346m runway with a 55' TCH. RW34L is a 2073m runway with a 158' TCH. The runways are separated by a 1.3 NM distance. The diagram includes various dimensions and angles: 1.1, 0.2, 0.1, 4.5, 5.9, 6.1, 12.0, 158°, 338°, 3000', 4 NM, 338°, 2300', 338°, 3000', 4 NM. The diagram also shows the TDZE (346') and the runway width (3000').

STRAIGHT-IN LANDING RWY 34R With Local Altimeter Setting				CIRCLE-TO-LAND	
LPV DA(H) 738' (392')		RNAV/VNAV DA(H) 846' (500')	RNAV MDA(H) 820' (474')	Max Kts	With Local Altimeter Setting MDA(H) _____
A	RVR 60 or 1¼	1¾	RVR 50 or 1	90	840' (494')-1
B			RVR 60 or 1¼	120	880' (534')-1
C				140	880' (534')-1½
D				165	900' (554')-2
With Hawkins Altimeter Setting				Max Kts	With Hawkins Altimeter Setting MDA(H) _____
DA(H) 757' (411')		DA(H) 865' (519')	MDA(H) 840' (494')	90	860' (514')-1
A	1½	1¾	RVR 50 or 1	120	900' (554')-1
B			RVR 60 or 1¼	140	900' (554')-1½
C				165	920' (574')-2
D					

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BRIEFING STRIP™

RWY 34R
TDZE 346'

Lighting -
Refer to
Airport
Chart

TERPS
AMEND
11 B

General Information

Location: Meridian MS USA
IATA Code: MEI
Lat/Long: N32° 20.0' W088° 45.1'
Elevation: 298 ft

Airport Use: Public
Magnetic Variation: 1.4 °W
Sectional Chart: Memphis

Fuel Types: 100-130 Octane, Jet A
Oxygen Types: High Pressure, Low Pressure
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: 1225 Z
Sunset: 2351 Z,

Runway Information

Runway: 01
Length x Width: 10003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 289 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 990 ft

Runway: 04
Length x Width: 4599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 295 ft
Lighting: Edge, Pilot controlled

Runway: 19
Length x Width: 10003 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 293 ft
Lighting: Edge, ALS, Pilot controlled
Displaced Threshold: 990 ft

Runway: 22
Length x Width: 4599 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 298 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 126.475

Meridian Tower 119.8 CTAF PCL

Meridian Ground Control 121.9

Meridian Approach Control 120.5

Meridian Departure Control 120.5

Key Unicom 122.95

Key Radar 125.125

Greenwood Flight Service Station 122.6 RCO

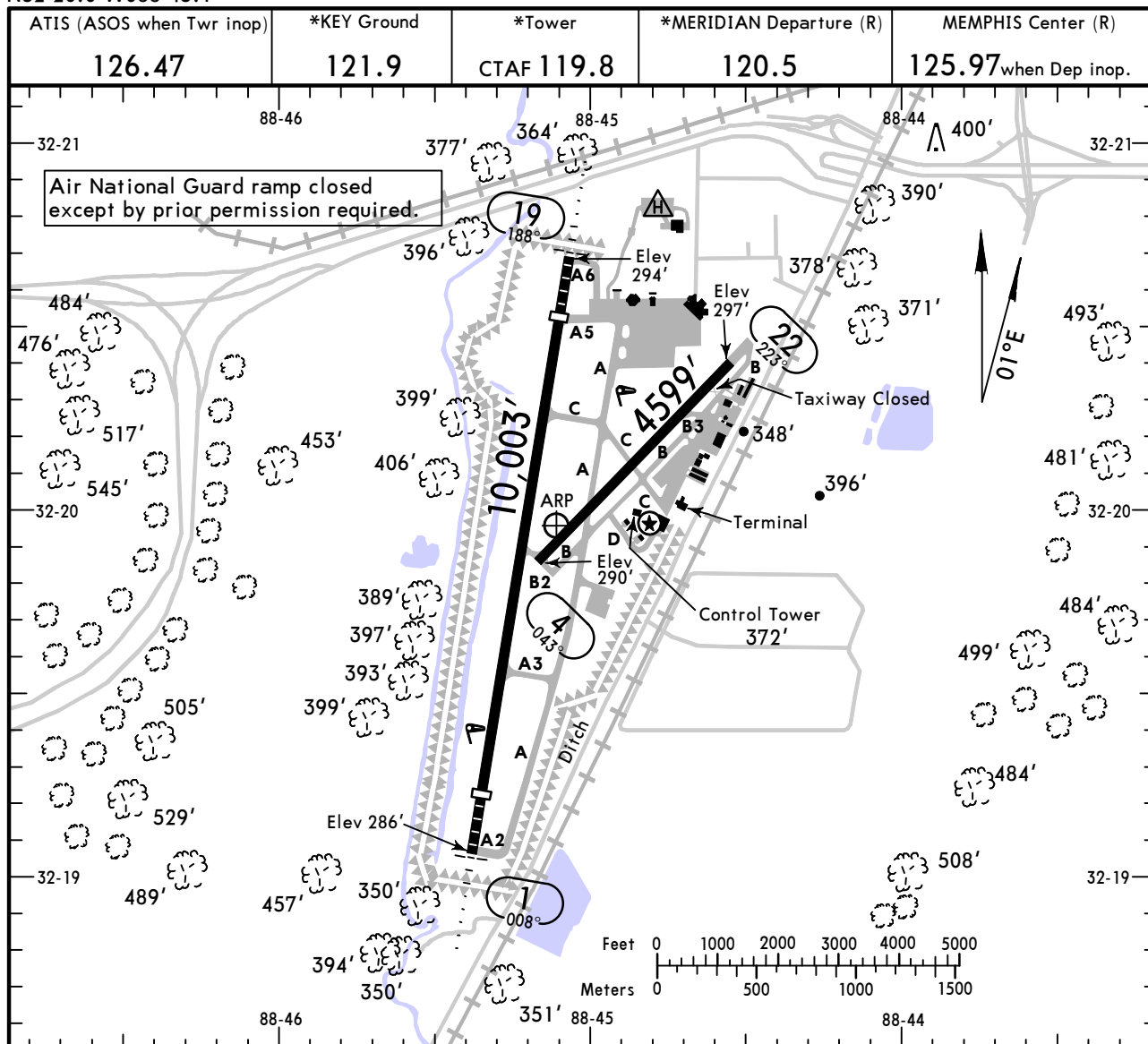
Greenwood Flight Service Station 122.2 RCO

Greenwood Flight Service Station 122.1 RCO

Greenwood Flight Service Station 117.0 RCO

AIR Guard Airlift Command Post 898.9 Military

Memphis Center 125.975 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS		
					LANDING BEYOND		WIDTH
					Threshold	Glide Slope	
1 19	② HIRL	② MALSR	VASI-L	grooved RVR	9002'	7990'	150'
	② HIRL	② MALSR	③ PAPI-L	grooved	9003'	7992'	
4 22	② MIRL	PAPI-L (angle 3.13°, TCH 19')					150'
	② MIRL	PAPI-L (angle 3.59°, TCH 20')					

① Weight thresholds: single wheel 105,000 lbs, dual wheel 175,000 lbs, dual tandem wheel 325,000 lbs.

② Activate on 119.8 when Twr inop. ③ Angle 3.0°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwys 4, 19		Rwy 1			Rwy 22		
	Adequate Vis Ref	STD	With Min climb of 290'/NM to 600'		Other CEIL-VIS	With Min climb of 280'/NM to 700'		Other
			Adequate Vis Ref	STD		Adequate Vis Ref	STD	
1 & 2 Eng	1/4	1	RVR 16	RVR 50 or 1	300- RVR 50 or 1	1/4	1	300-1 1/2
3 & 4 Eng		1/2	RVR 16 or 1/4	RVR 24 or 1/2			1/2	

OBSTACLE DP: Rwy 4, climb via heading 043° to 1100' before turning south.

FOR FILING AS ALTERNATE

Authorized Only When Twr Operating & Local Weather Available			Authorized Only When Local Weather Available		
ILS Rwy 1	LOC Rwy 1	ILS Rwy 19	LOC Rwy 19 RNAV (GPS) Rwy 1 RNAV (GPS) Rwy 4	RNAV (GPS) Rwy 22 VOR-A	RNAV (GPS) Rwy 19
A	600-2	800-2	600-2	800-2	800-2
B					800-2 1/4
C					800-2 1/2
D					800-2 1/2

CHANGES: Usable lengths.

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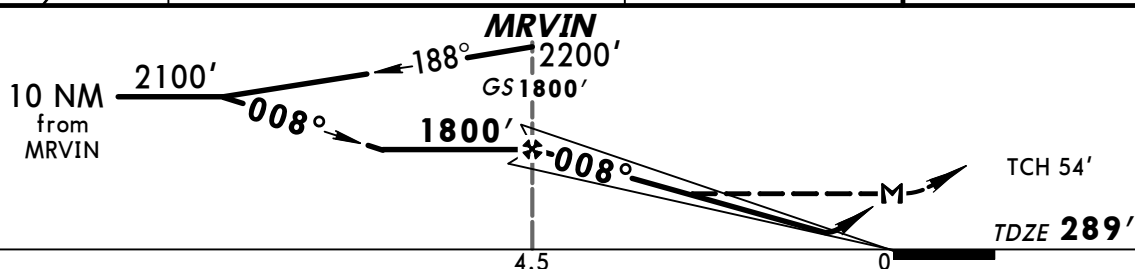
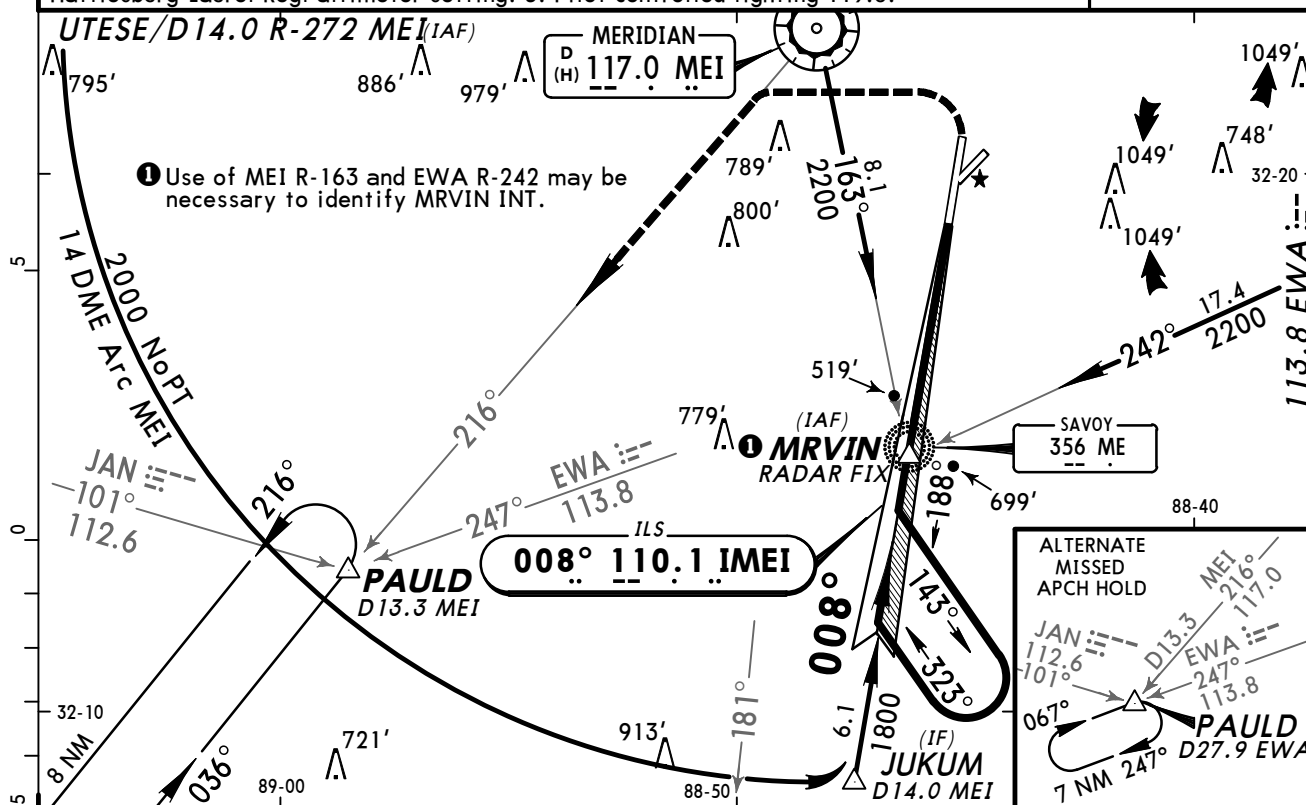
BRIEFING STRIP TM



2700'

MSA MEI VOR

UTESE/D14.0 R-272 MEI(IAF)

ERPS AMEND 25A 12 JAN 2012

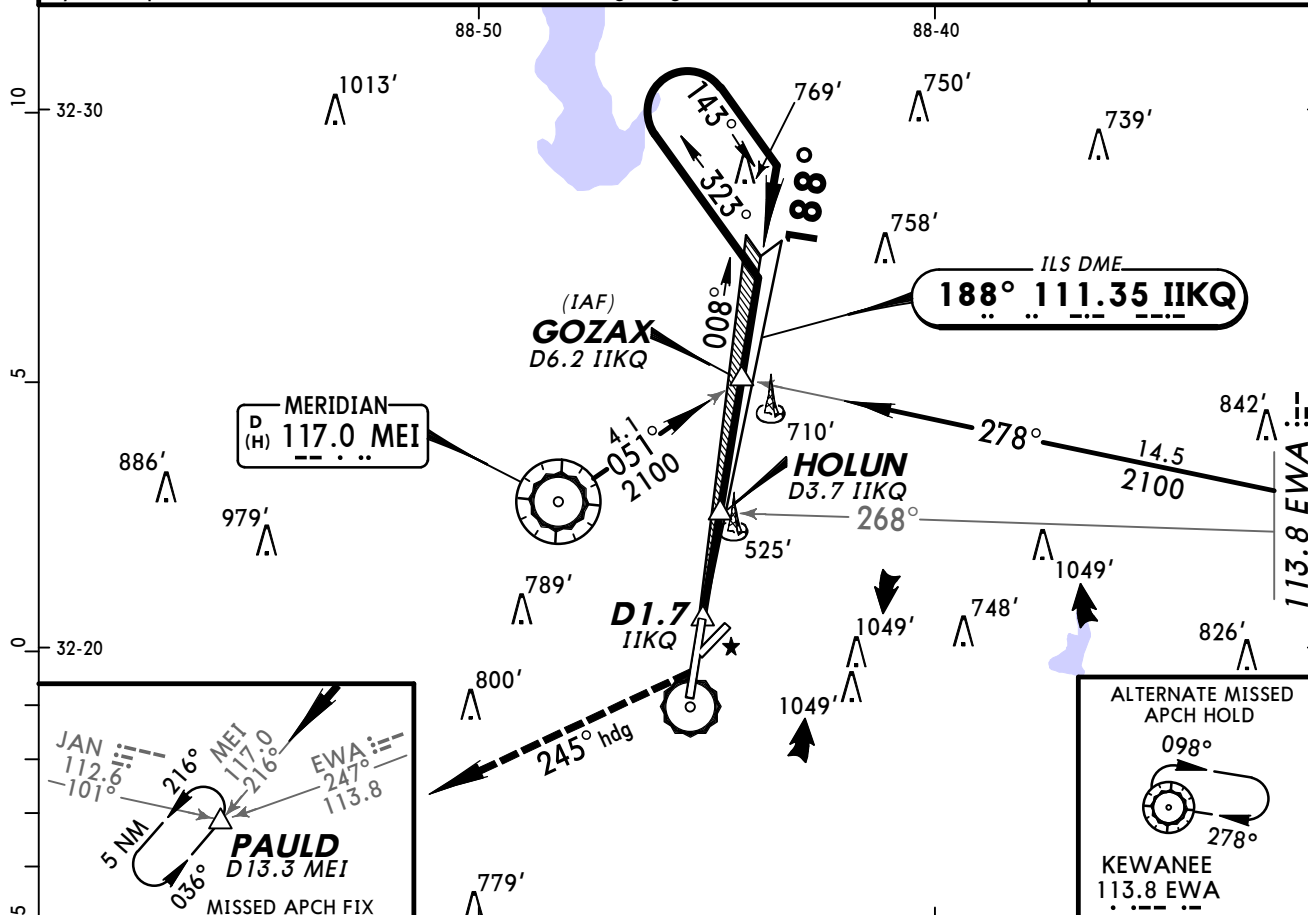
STRAIGHT-IN LANDING RWAY						2 CIRCLE-TO-LAND	
ILS			LOC (GS out)			Not Authorized Southeast of Rwys 1 and 22	
With Local Altimeter Setting						With Local Altimeter Setting	
DA(H) 489' (200')			MDA(H) 780' (491')			MDA(H)	
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts	
A	1 RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90	860' (563')-1
B			RVR 40 or 3/4	RVR 60 or 1 1/4		120	880' (583')-1
C			RVR 50 or 1	1 1/2		140	880' (583')-1 1/2
D					165	960' (663')- 2	
With Hattiesburg-Laurel Regl Altimeter Setting						With Hattiesburg-Laurel Regl Altimeter Setting	
DA(H) 627' (338')			MDA(H) 920' (631')			MDA(H)	
FULL		RAIL or ALS out		RAIL out	ALS out	Max Kts	
A	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	90	1000' (703')-1
B			RVR 60 or 1 1/4	1 3/4		120	1020' (723')-1
C			1 1/2	2		140	1020' (723')- 2
D					165	1100' (803')- 2 1/2	

2 Circling to Rwy 22 not authorized at night.

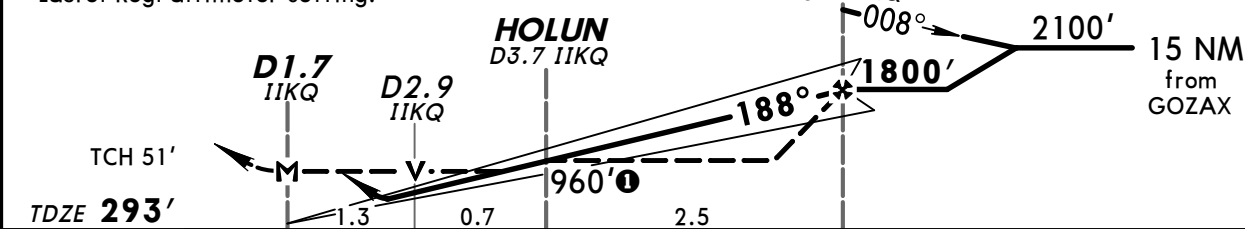
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BRIEFING STRIP™

ATIS (ASOS when Twr inop) 126.47		*MERIDIAN Approach (R) 120.5		MEMPHIS Center (R) 125.97 when App inop.		*KEY Tower CTAF 119.8		*Ground 121.9	
LOC IIKQ 111.35		Final Apch Crs 188°		Minimum Alt GOZAX 1800' (1507')		ILS DA(H) (CONDITIONAL) 599' (306')		Apt Elev 297' TDZE 293'	
MISSED APCH: Climb to 940' then climbing RIGHT turn to 3000' on 245° heading and outbound on MEI VOR R-216 to PAULD/D13.3 MEI and hold, or as directed by ATC.									2700' MSA MEI VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Hattiesburg-Laurel Regl altimeter setting. 3. VDP not authorized when using Hattiesburg-Laurel Regl altimeter setting. 4. VGSI and ILS glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.8.									



① 1040' when using Hattiesburg-Laurel Regl altimeter setting.

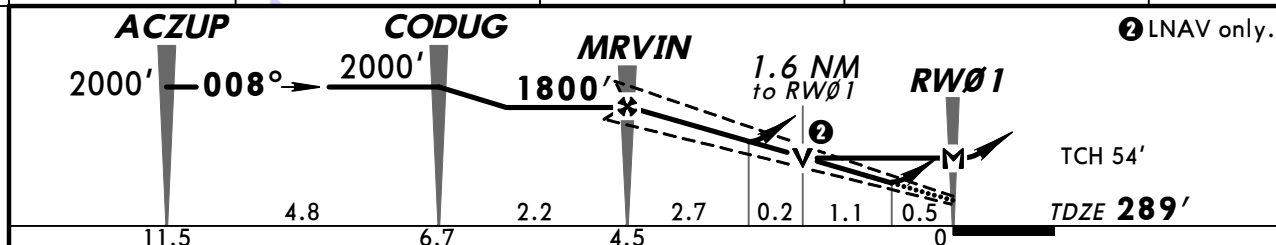
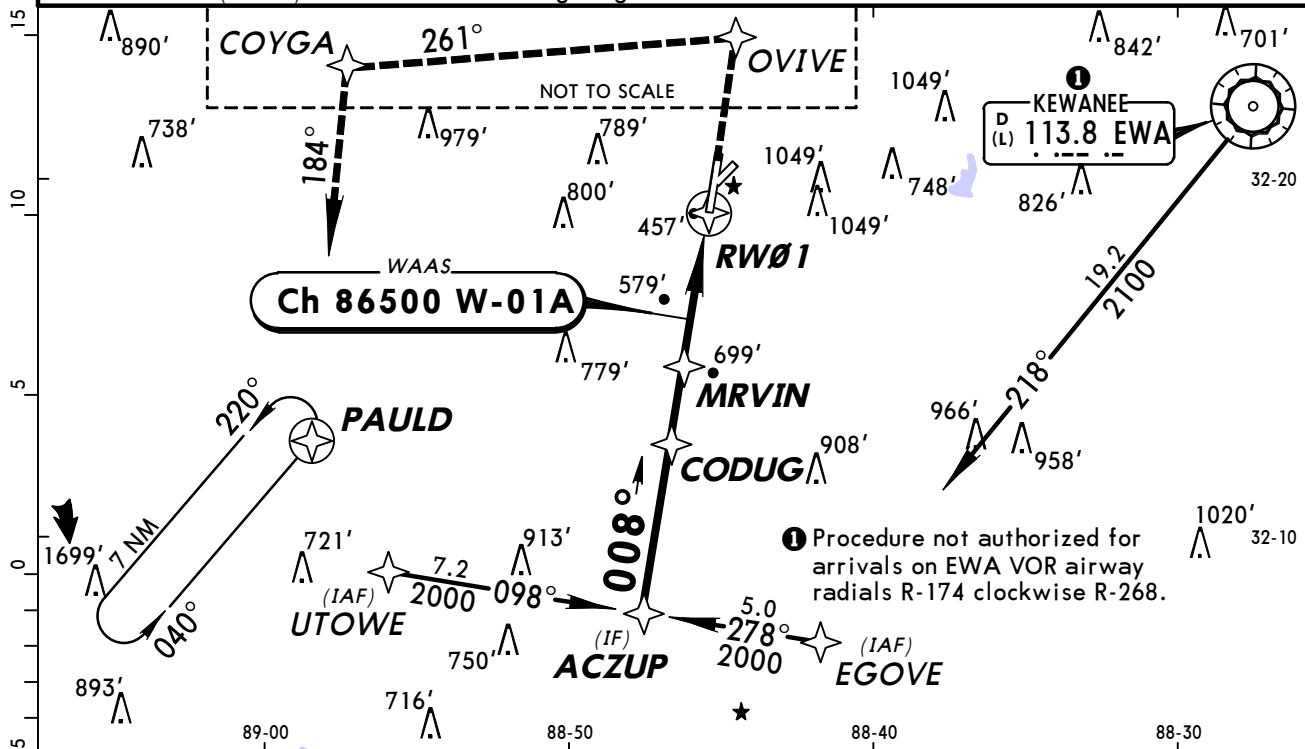


Gnd speed-Kts	70	90	100	120	140	160	MALSR	940'	3000'	245°	MEI
GS	3.00°	372	478	531	637	743	PAPI	↑	RT	hdg	and 117.0
MAP at D1.7 IIKQ or GOZAX to MAP 4.5	3:51	3:00	2:42	2:15	1:56	1:41					R-216

STRAIGHT-IN LANDING RWY 19				LOC (GS out)				CIRCLE-TO-LAND			
ILS		LOC (GS out)		ILS		LOC (GS out)		CIRCLING to Rwy 22 not authorized at night		Not Authorized Southeast of Rwy 1 and 22	
DA(H) 599' (306')		DA(H) 737' (444')		MDA(H) 760' (467')		MDA(H) 900' (607')		With Local Altimeter Setting		With Hattiesburg-Laurel Regl Altimeter Setting	
With Local Altimeter Setting		With Hattiesburg-Laurel Regl Altimeter Setting		With Local Altimeter Setting		With Hattiesburg-Laurel Regl Altimeter Setting		Max Kts		MDA(H)	
FULL		FULL		FULL		FULL		RAIL or ALS out		RAIL or ALS out	
A				1		1		90	860' (563') - 1	1000' (703') - 1	
B				1		1		120	880' (583') - 1	1020' (723') - 1	
C	1	1½		1¼		1¾		140	880' (583') - 1½	1020' (723') - 2	
D				1½		2		165	960' (663') - 2	1100' (803') - 2½	

ATIS (ASOS when Twr inop) 126.47	*MERIDIAN Approach (R) 120.5	MEMPHIS Center (R) 125.97 when App inop.	*KEY Tower CTAF 119.8	*Ground 121.9
WAAS Ch 86500 W-01A	Final Apch Crs 008°	Minimum Alt MRVIN 1800' (1511')	LPV DA(H) (CONDITIONAL) 489' (200')	Apt Elev 297' TDZE 289'
MISSED APCH: Climb to 3000' direct OVIVE then LEFT turn via 261° track to COYGA and via 184° track to PAULD and hold.				2700' MSA RW01

Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'
 1. Use local altimeter setting; if not received, use Hattiesburg-Laurel Regl altimeter setting. 2. Baro-VNAV not authorized when using Hattiesburg-Laurel Regl 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 48°C (118°F). 5. Pilot controlled lighting 119.8.



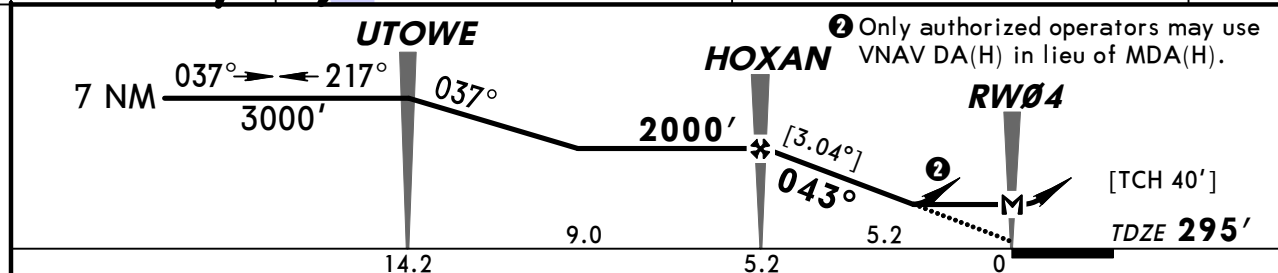
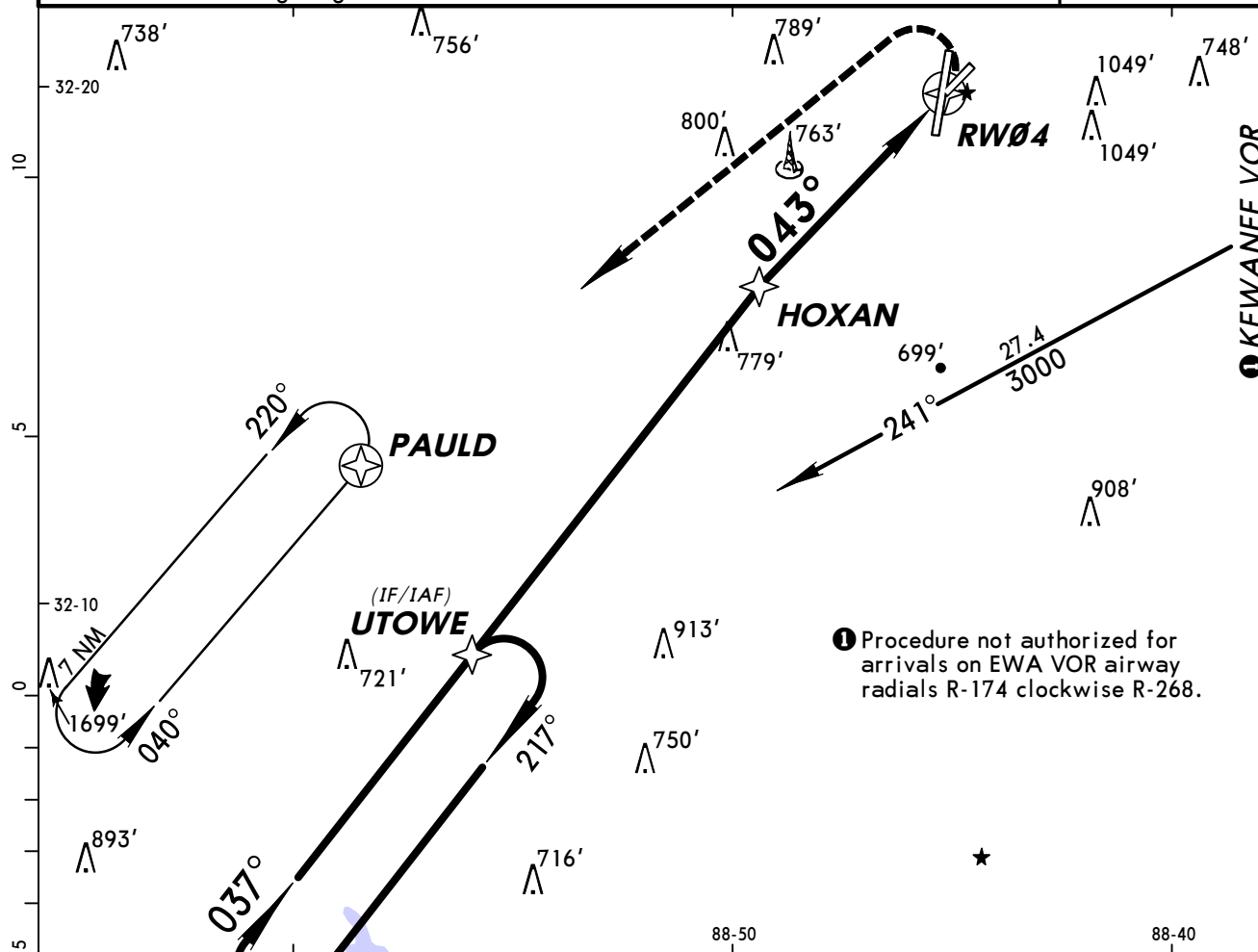
Gnd speed-Kts	70	90	100	120	140	160			
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW01									

STRAIGHT-IN LANDING RWY 1							1 CIRCLE-TO-LAND		
LPV		LNAV/VNAV		LNAV			Not Authorized Southeast of Rws 1 and 22		
DA(H) 489' (200')		With Local Altimeter Setting DA(H) 909' (620')		MDA(H) 840' (551')			With Local Altimeter Setting		
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	Max Kts	MDA(H)	
A	RVR 24 or 1/2	RVR 40 or 3/4	1 3/4	2 1/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	90 860' (563') - 1	
B					RVR 50 or 1	1 1/2		120 880' (583') - 1	
C					1 1/2		140 880' (583') - 1 1/2		
D					RVR 60 or 1 1/4	1 3/4		165 960' (663') - 2	
With Hattiesburg-Laurel Regl Altimeter Setting							With Hattiesburg-Laurel Regl Altimeter Setting		
DA(H) 627' (338')		DA(H) 1047' (758')		MDA(H) 980' (691')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out	90	1000' (703') - 1	
A	RVR 40 or 3/4	RVR 60 or 1 1/4	2 1/4	2 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 50 or 1	120 1020' (723') - 1	
B					1 1/2		2		140 1020' (723') - 2
C					1 3/4		2 1/4		165 1100' (803') - 2 1/2
D									

1 Circling to Rwy 22 not authorized at night.

CHANGES: Circling minimums and note.

ATIS (ASOS when Twr inop) 126.47	*MERIDIAN Approach (R) 120.5	MEMPHIS Center (R) 125.97 when App inop.	*KEY Tower CTAF 119.8	*Ground 121.9
RNAV	Final Apch Crs 043°	Minimum Alt HOXAN 2000' (1705')	LNAV MDA(H) (CONDITIONAL) 920' (625')	Apt Elev 297' TDZE 295'
MISSED APCH: Climbing LEFT turn to 3000' direct PAULD and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Hattiesburg-Laurel Regl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Visibility reductions by helicopters not authorized. 5. Pilot controlled lighting 119.8.				
2700' MSA RW04				



Gnd speed-Kts	70	90	100	120	140	160				
Descent Angle [3.04°]	376	484	538	645	753	861				
MAP at RW04										

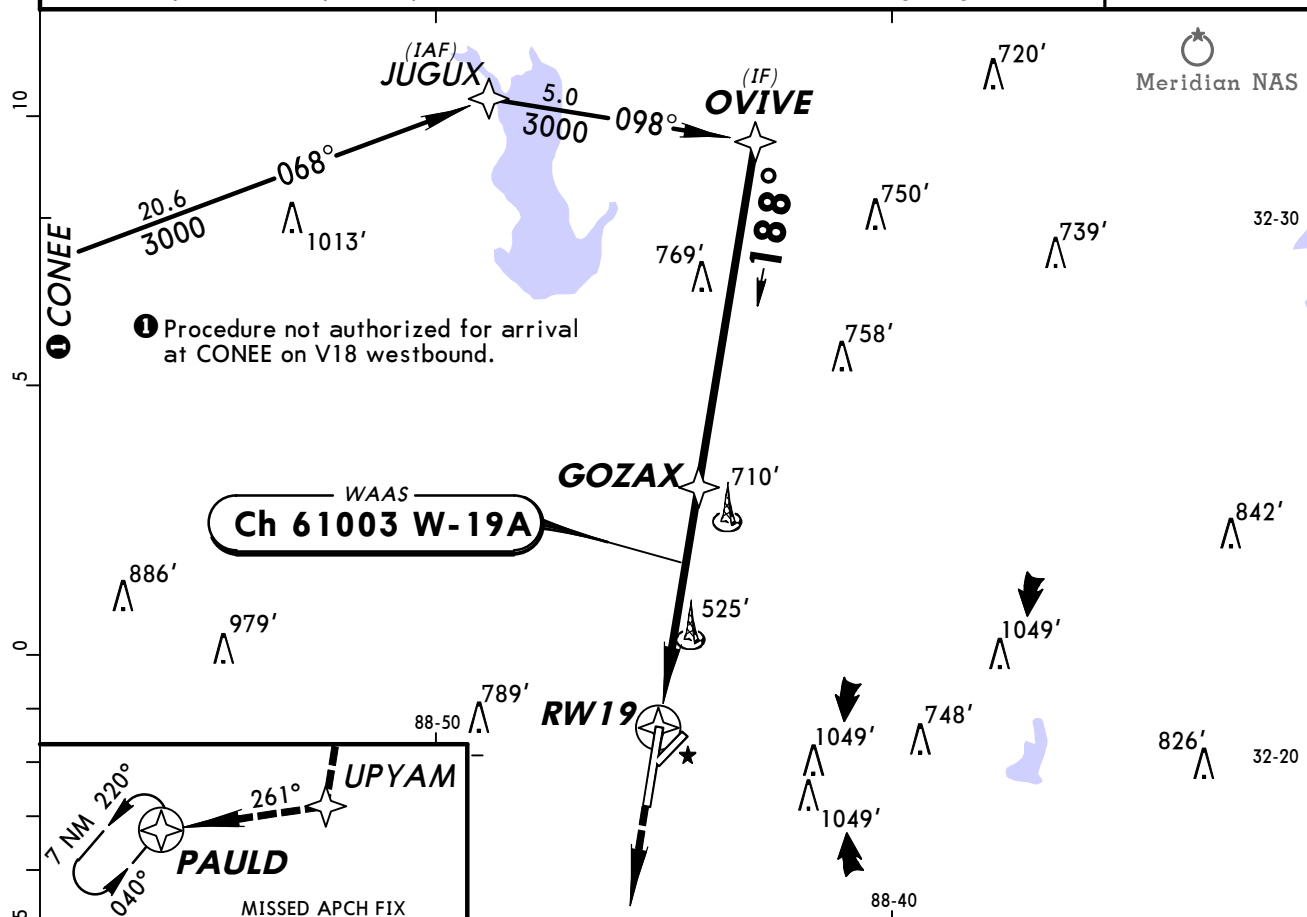
1 STRAIGHT-IN LANDING RWY 4				1 CIRCLE-TO-LAND			
LNAV				Not Authorized Southeast of Rwy 1 and 22			
MDA(H) 920' (625')		MDA(H) 1060' (765')		With Local Altimeter Setting		With Hattiesburg-Laurel Regl Altimeter Setting	
With Local Altimeter Setting		With Hattiesburg-Laurel Regl Altimeter Setting		MDA(H)		MDA(H)	
A	1	1	90	920' (623')-1	1060' (763')-1		
B	1 1/4	1 1/4	120				
C	1 3/4	2 1/4	140	920' (623')-1 3/4	1060' (763')-2 1/4		
D	2	2 1/2	165	960' (663')-2	1100' (803')-2 1/2		

1 Straight-in/Circling Rwy 4 and Circling Rwy 22 not authorized at night.

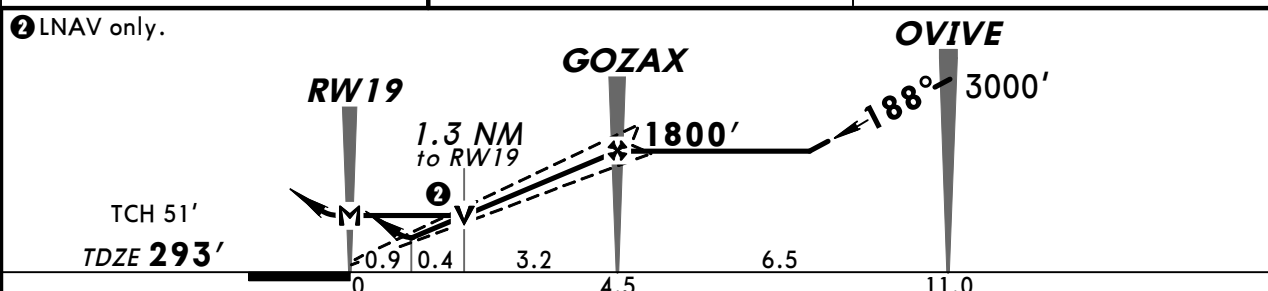
CHANGES: Notes, minimums.

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ATIS (ASOS when Twr inop)	*MERIDIAN Approach (R)	MEMPHIS Center (R)	*KEY Tower	*Ground
126.47	120.5	125.97 when App inop.	CTAF 119.8	121.9
WAAS Ch 61003 W-19A	Final Aptch Crs 188°	Minimum Alt GOZAX 1800' (1507')	LPV DA(H) (CONDITIONAL) 635' (342')	Apt Elev 297' TDZE 293'
MISSED APCH: Climb to 3000' direct UPYAM and via 261° track to PAULD and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Hattiesburg-Laurel Regl altimeter setting. 2. VDP not authorized when using Hattiesburg-Laurel Regl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. VGSI and RNAV glidepath not coincident. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 119.8.				
2700'				
MSA RW19				



② LNAV only.

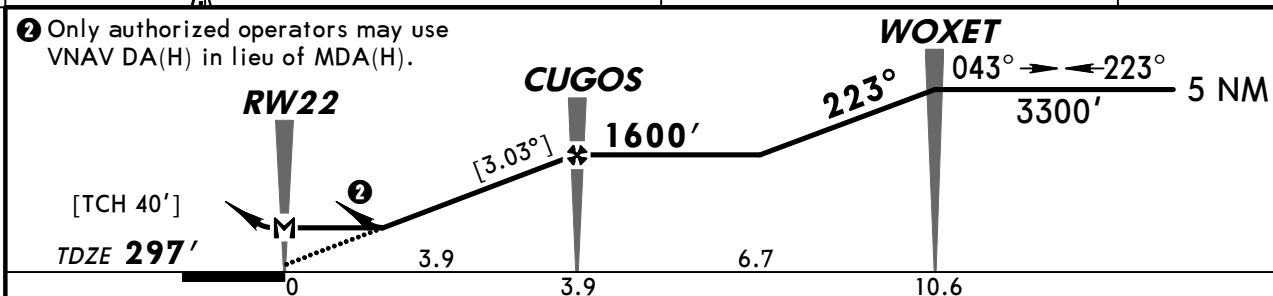
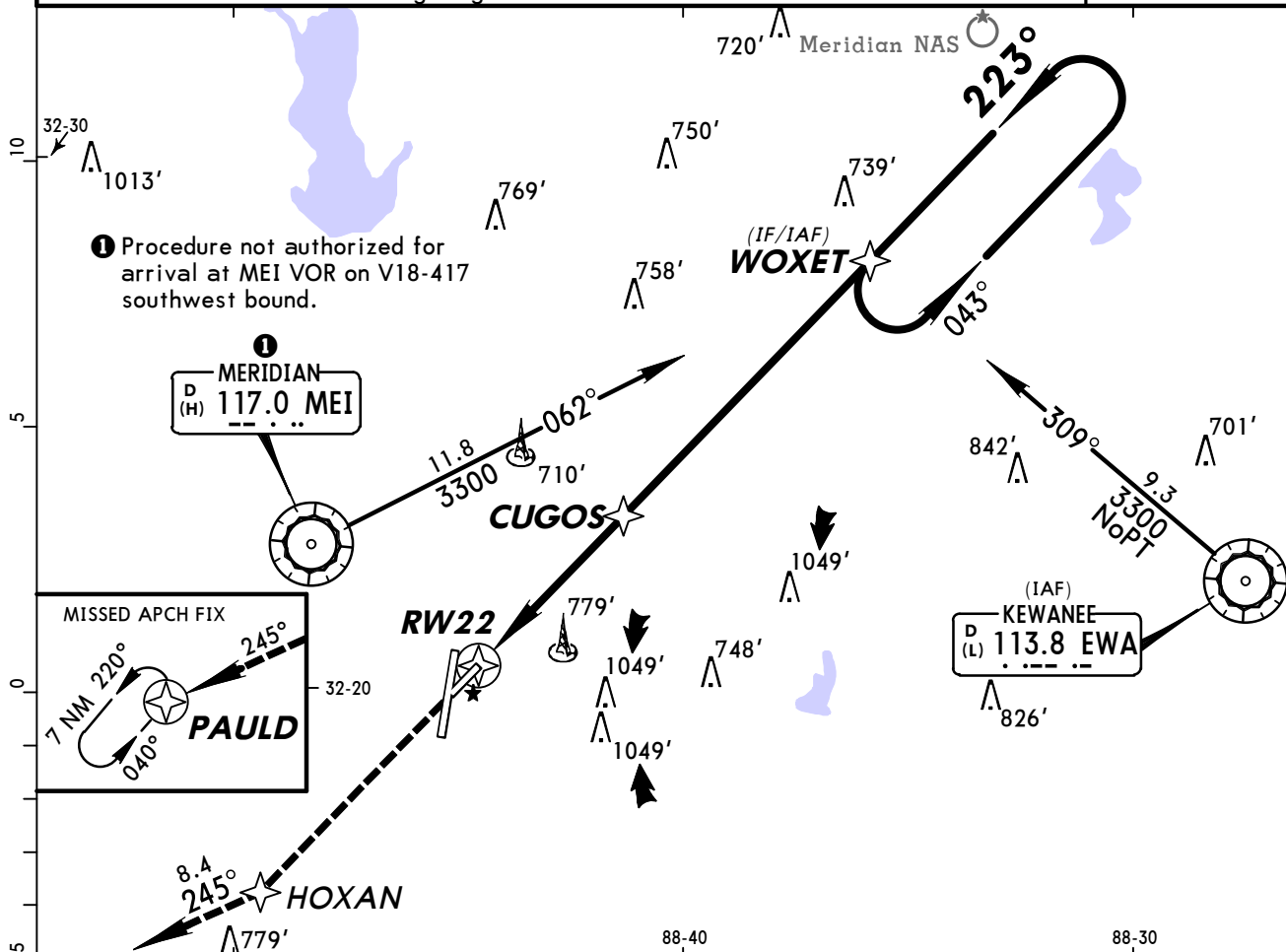


Gnd speed-Kts	70	90	100	120	140	160		MALSR	3000'	UPYAM
Glide Path Angle 3.00°	372	478	531	637	743	849		PAPI		
MAP at RW19										

STRAIGHT-IN LANDING RWY 19						CIRCLE-TO-LAND			
LPV		LNAV				Circling to Rwy 22 not authorized at night			
DA(H) 635'(342')		DA(H) 775'(482')		MDA(H) 780'(487')		MDA(H) 920'(627')		Not Authorized Southeast of Rwys 1 and 22	
With Local Altimeter Setting		With Hattiesburg- Laurel Regl Altimeter Setting		With Local Altimeter Setting		With Hattiesburg- Laurel Regl Altimeter Setting			
RAIL or ALS out		RAIL or ALS out		RAIL or ALS out		RAIL or ALS out		Max Kts	
A	1¼	1¾	1	1¼	90	MDA(H) 860'(563')-1		MDA(H) 1000'(703')-1	
B					120	880'(583')-1¼		1020'(723')-1¼	
C					140	880'(583')-1½		1020'(723')-2	
D					165	960'(663')-2½		1100'(803')-3	

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 126.47	*MERIDIAN Approach (R) 120.5	MEMPHIS Center (R) 125.97 when App inop.	*KEY Tower CTAF 119.8	*Ground 121.9
RNAV	Final Aptch Crs 223°	Minimum Alt CUGOS 1600' (1303')	LNAV MDA(H) (CONDITIONAL) 940' (643')	Apt Elev 297' TDZE 297'
MISSED APCH: Climb to 3000' direct HOXAN and via 245° track to PAULD and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Hattiesburg-Laurel Regl altimeter setting. 2. DME/DME RNP-0.30 not authorized. 3. VGSI and descent angles not coincident. 4. Pilot controlled lighting 119.8.				
2700' MSA RW22				



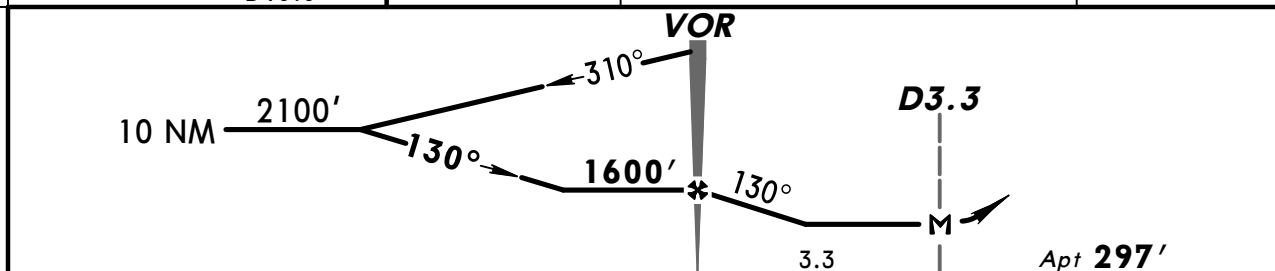
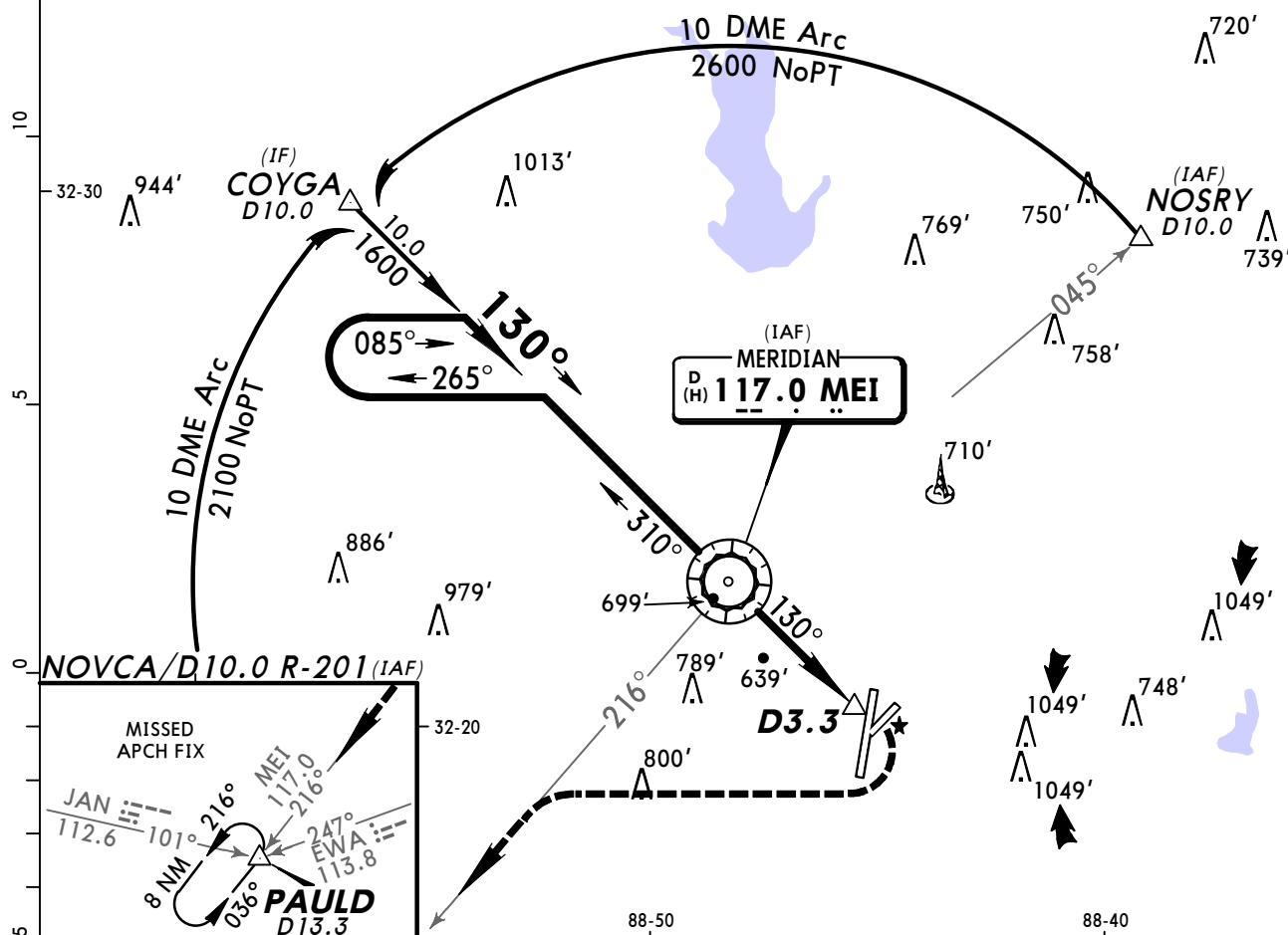
Gnd speed-Kts	70	90	100	120	140	160		PAPI-L	3000'	HOXAN
Descent Angle [3.03°]	375	482	536	643	750	858				
MAP at RW22										

1 STRAIGHT-IN LANDING RWY 22				1 CIRCLE-TO-LAND			
LNAV				Not Authorized Southeast of Rwy 1 and 22			
MDA(H) 940' (643')		MDA(H) 1080' (783')		With Local Altimeter Setting		With Hattiesburg-Laurel Regl Altimeter Setting	
With Local Altimeter Setting		With Hattiesburg-Laurel Regl Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1	1	90	940' (643')-1	1080' (783')-1	
B	1 1/4	1 1/4	1 1/4	120	940' (643')-1 1/4	1080' (783')-1 1/4	
C	1 3/4	2 1/4	2 1/4	140	940' (643')-1 3/4	1080' (783')-2 1/4	
D	2	2 1/2	2 1/2	165	960' (663')-2	1100' (803')-2 1/2	

1 Straight-in/Circling Rwy 22 not authorized at night.

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		*MERIDIAN Approach (R)		MEMPHIS Center (R)		*KEY Tower		*Ground	
126.47		120.5		125.97 when App inop.		CTAF 119.8		121.9	
VOR MEI 117.0	Final Apch Crs 130°	Minimum Alt VOR 1600' (1303')	MDA(H) Refer to Minimums	Apt Elev 297'			2700' MSA MEI VOR		
MISSED APCH: Climbing RIGHT turn to 3000' outbound via MEI VOR R-216 to PAULD/D13.3 and hold.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Hattiesburg-Laurel Regl altimeter setting. 3. Pilot controlled lighting 119.8.									



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	3000' via RT MEI 117.0 PAULD R-216	
MAP at D3.3 or VOR to MAP 3.3	2:50	2:12	1:59	1:39	1:25	1:14			

CIRCLE-TO-LAND				Not Authorized Southeast of Rwy 1 and 22	
		Max Kts	With Local Altimeter Setting MDA(H)	With Hattiesburg-Laurel Regl Altimeter Setting MDA(H)	
	A	90	900' (603') - 1	1040' (743') - 1	
	B	120		1040' (743') - 1 1/4	
	C	140	900' (603') - 1 3/4	1040' (743') - 2 1/4	
	D	165	960' (663') - 2	1100' (803') - 2 1/2	

1 Circling to Rwy 22 not authorized at night.

CHANGES: Notes, circling minimums.

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TERPS AMEND 16A 12 JAN 2012

General Information

Location: Meridian MS USA

IATA Code:

Lat/Long: N32° 33.2' W088° 33.3'

Elevation: 316 ft

Airport Use: Military

Magnetic Variation: 1.6°W

Sectional Chart: Memphis

Fuel Types: 115-145 Octane, Jet 5

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

Pattern Altitude: 900 ft AGL

Sunrise: 1225 Z

Sunset: 2350 Z,

Runway Information

Runway: 01L

Length x Width: 8003 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 253 ft

Lighting: Edge, ALS

Runway: 01R

Length x Width: 7999 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 270 ft

Lighting: Edge

Runway: 10

Length x Width: 6402 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 304 ft

Lighting: Edge

Runway: 19L

Length x Width: 7999 ft x 200 ft

Surface Type: concrete

TDZ-Elev: 316 ft

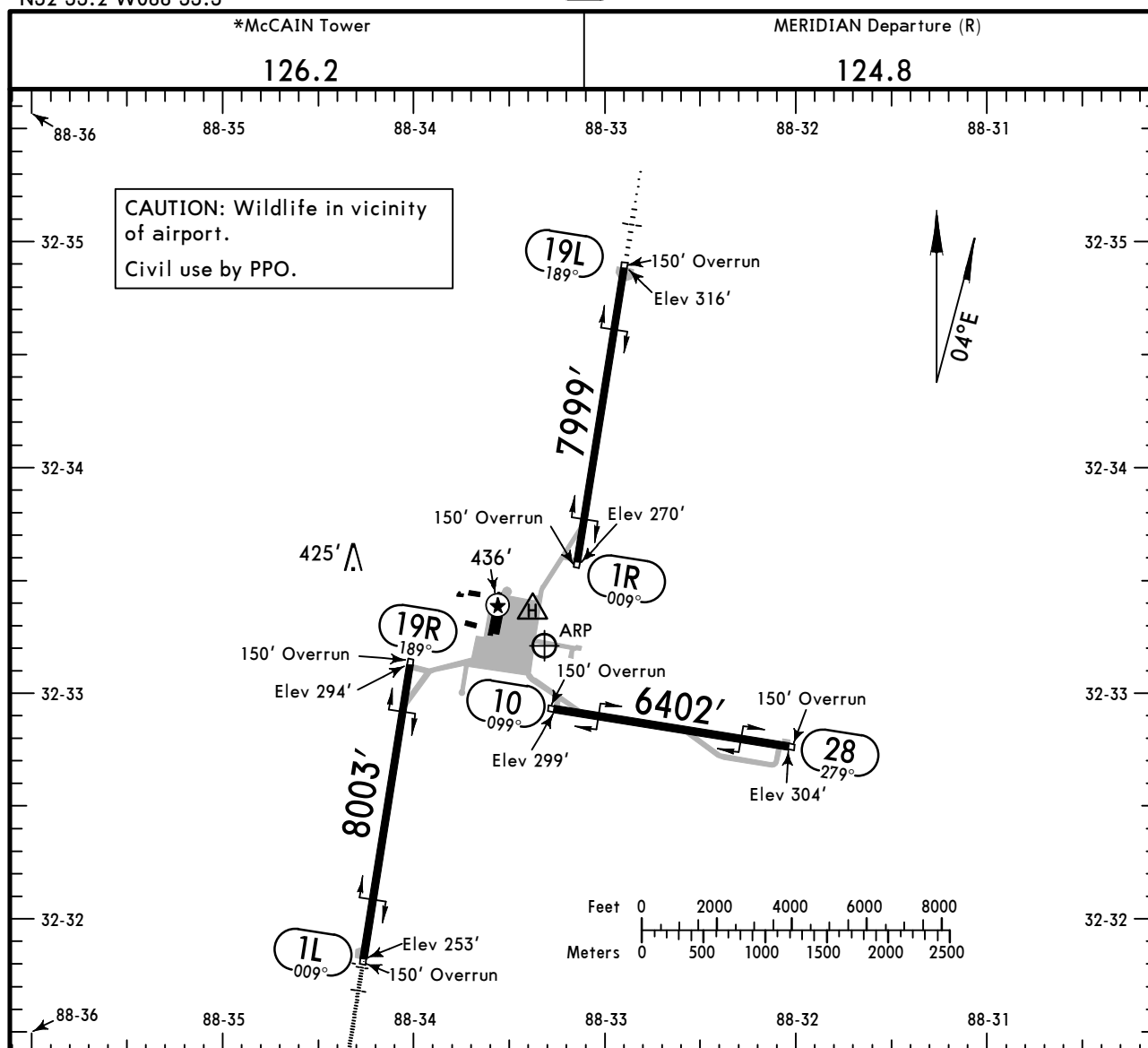
Lighting: Edge, ALS

Runway: 19R
Length x Width: 8003 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 294 ft
Lighting: Edge

Runway: 28
Length x Width: 6402 ft x 200 ft
Surface Type: concrete
TDZ-Elev: 305 ft
Lighting: Edge

Communication Information

MC Cain Tower 126.2
Meridian Approach Control 120.95
Meridian Approach Control 120.5
Meridian Approach Control 119.2 Initial Contact
Meridian Departure Control 124.8
MC Cain Radar 134.1
Memphis Center 125.975 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS		TAKE-OFF	WIDTH
			LANDING BEYOND			
RWY			Threshold	Glide Slope		
1R	HIRL	CL				200'
19L	HIRL	SSALR CL				
1L	HIRL	ALSF-I CL				200'
19R	HIRL	CL				
10						200'
28	MIRL					

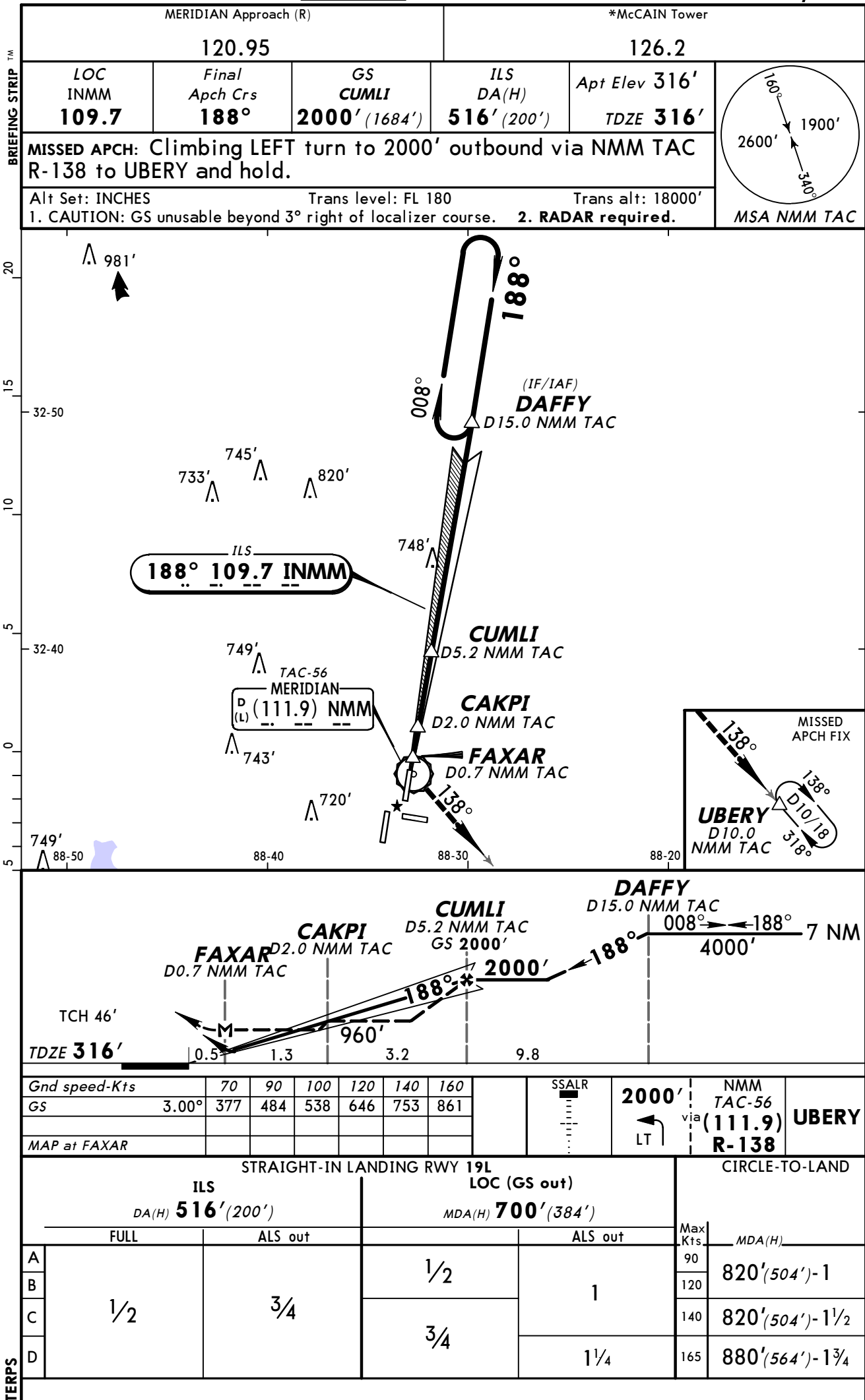
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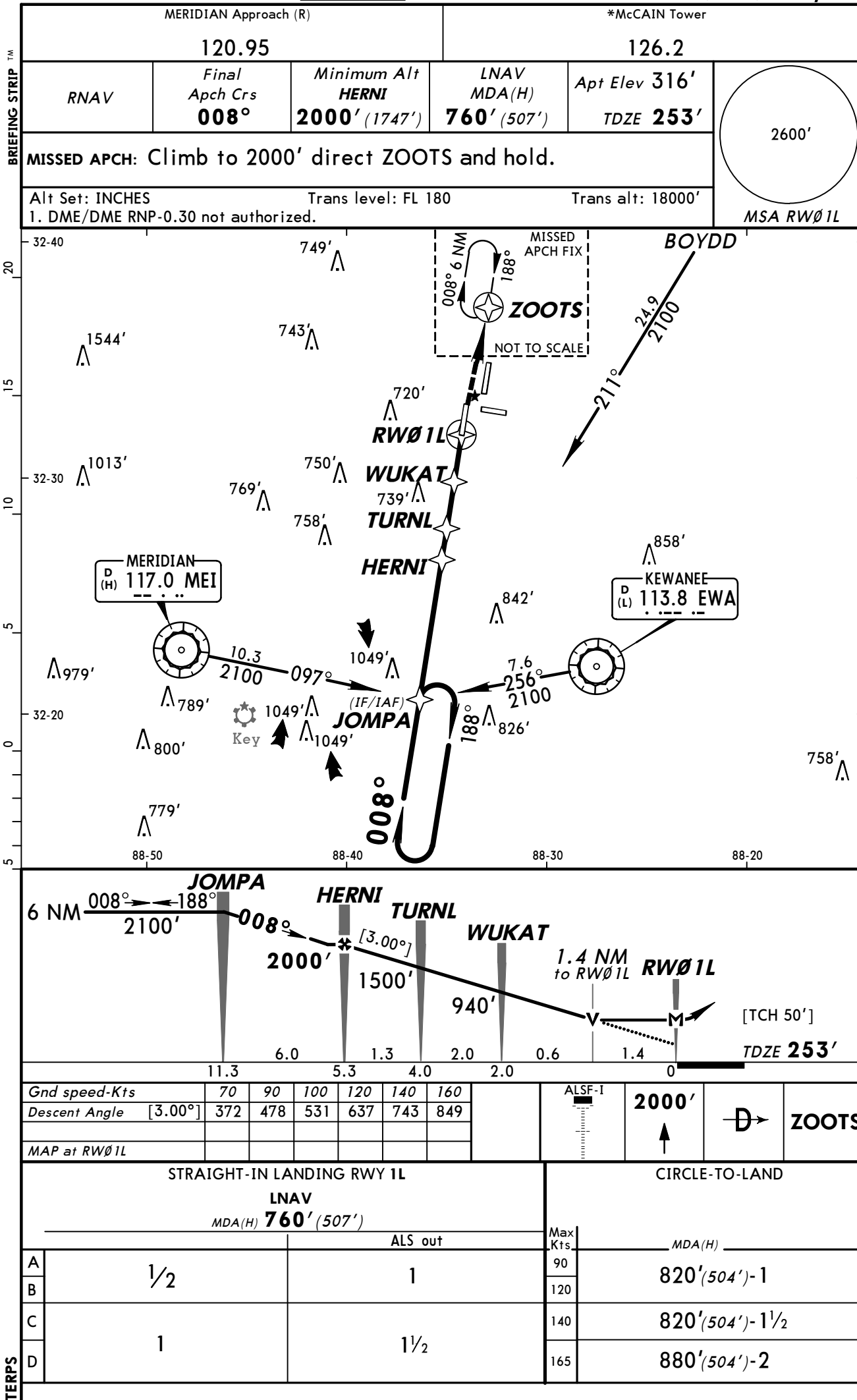
FOR FILING AS ALTERNATE

	FAKES ON								AS ALTERNATE		
	Rwys 1L, 10, 19L, 28		Rwy 1R			Rwy 19R					
	Adequate Vis Ref	STD	With Mim climb of 215'/NM to 600'		Other	With Mim climb of 210'/NM to 600'		Other			
			Adequate Vis Ref	STD		Adequate Vis Ref	STD				
1 & 2 Eng	1/4	1	1/4	1	600- 1½	1/4	1	600- 2	A	Precision 600-2	Non-Precision 800-2
3 & 4 Eng		1/2		1/2			1/2		B		
									D		

TAKE-OFF OBSTACLES: Rwy 1R: multiple trees, 2708' from DER, 1137' left of centerline, 95' AGL/399' MSL; Multiple trees, 3147' from DER, 950' left of centerline, 95' AGL/399' MSL; multiple trees, 6025' from DER, 2057' left of centerline, 75' AGL/474' MSL; multiple trees, 6896' from DER, 2315' left of centerline, 75' AGL/499' MSL. Rwy 19L: Trees 4831' from DER, 875' left of

centerline, 95' AGL/414' MSL. Rwy 19R: Trees 9429' from DER, 1203' right of centerline, 100' AGL/499' MSL. Rwy 10: Terrain, 1344' from DER, 253' right of centerline, 339' MSL; multiple trees, 3235' from DER, 371' right of centerline, 90' AGL/399' MSL; multiple trees, 3692' from DER, 458' left of centerline, 85' AGL/424' MSL.





BRIEFING STRIP™



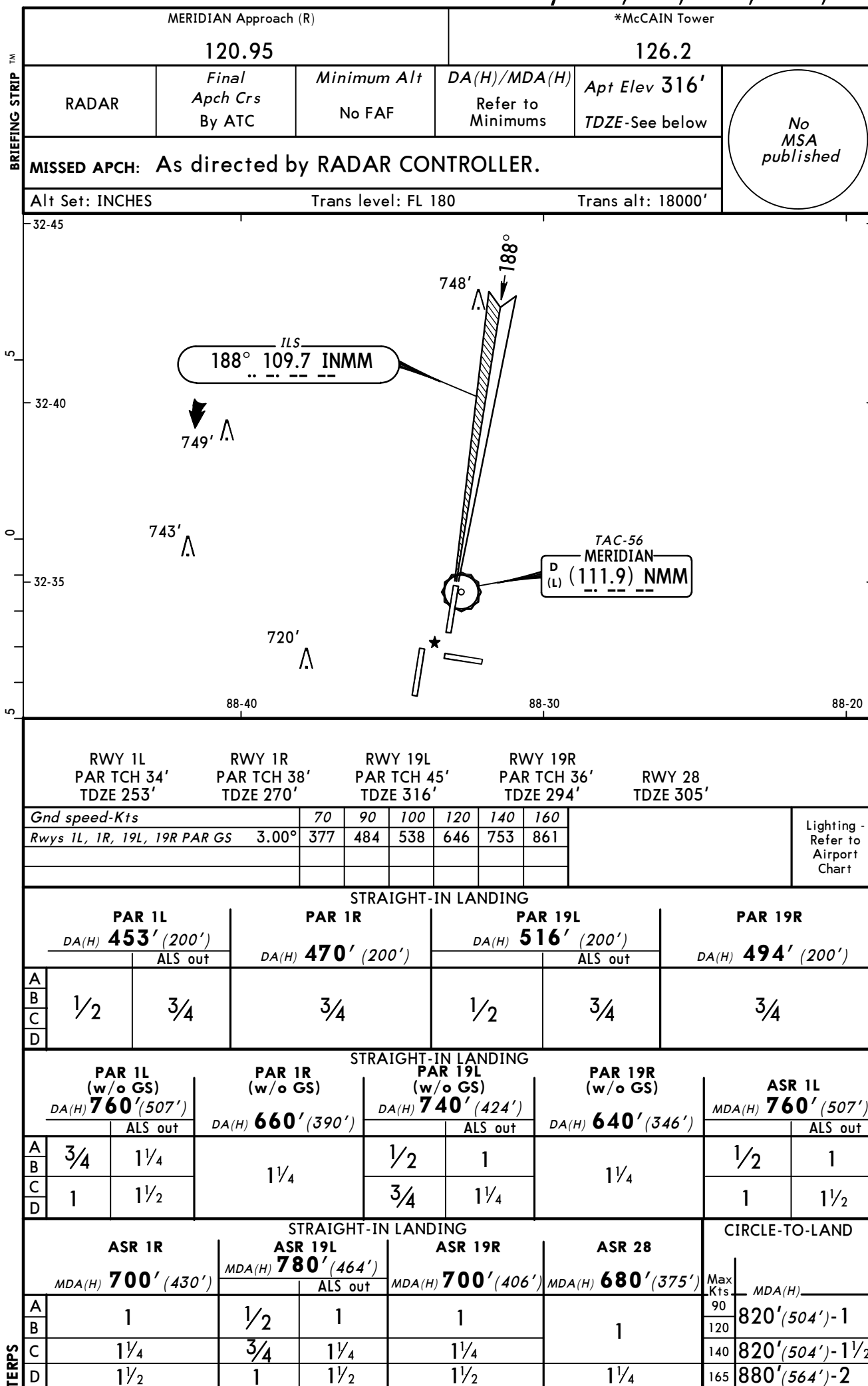
TERPS

KNMM

MERIDIAN, MISS

JEPPesen
16 OCT 09 (38-1)
Eff 22 Oct

MERIDIAN NAS
PAR RwyS 1L, 1R, 19L, 19R
ASR RwyS 1L, 1R, 19L, 19R, 28



CHANGES: Chart revised.

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General Information

Location: Hattiesburg-Laurel MS USA

IATA Code: PIB

Lat/Long: N31° 28.0' W089° 20.2'

Elevation: 298 ft

Airport Use: Public

Magnetic Variation: 0.9°W

Sectional Chart: New Orleans

Fuel Types: 100-130 Octane, Jet A

Repair Types: Minor Airframe, Minor Engine

Customs: No

Airport Type: IFR

Landing Fee: No

Control Tower: No

Jet Start Unit: Yes

LLWS Alert: No

Beacon: Yes

Sunrise: 1227 Z

Sunset: 2354 Z,

Runway Information

Runway: 18

Length x Width: 6501 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 298 ft

Lighting: Edge, ALS, REIL, Pilot controlled

Runway: 36

Length x Width: 6501 ft x 150 ft

Surface Type: asphalt

TDZ-Elev: 296 ft

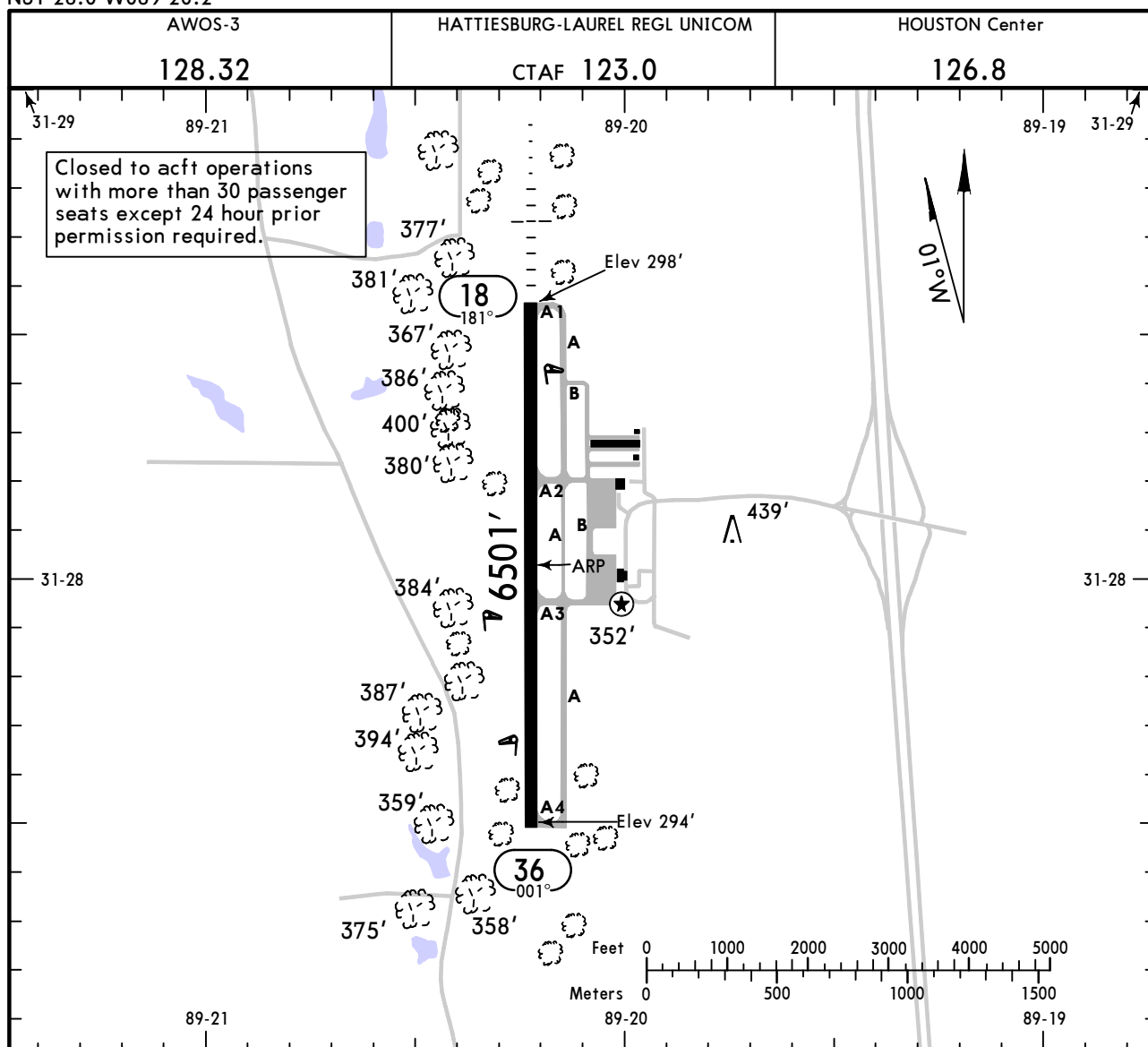
Lighting: Edge, REIL, Pilot controlled

Communication Information

AWOS 128.325

Hattiesburg-Laurel Regl Unicom 123.0 CTAF PCL

Houston Center 126.8 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			WIDTH
		Threshold	Landing Beyond Glide Slope	Take-Off	
18	② HIRL ③ MALSR ③ REIL ③ PAPI-L (angle 3.0°)		5343'		150'
36	② HIRL ③ REIL ③ PAPI-L (angle 3.0°)				

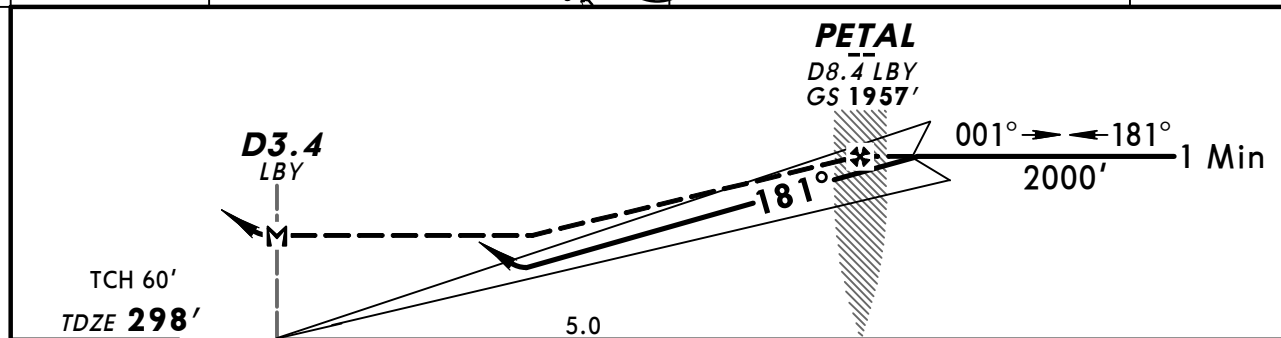
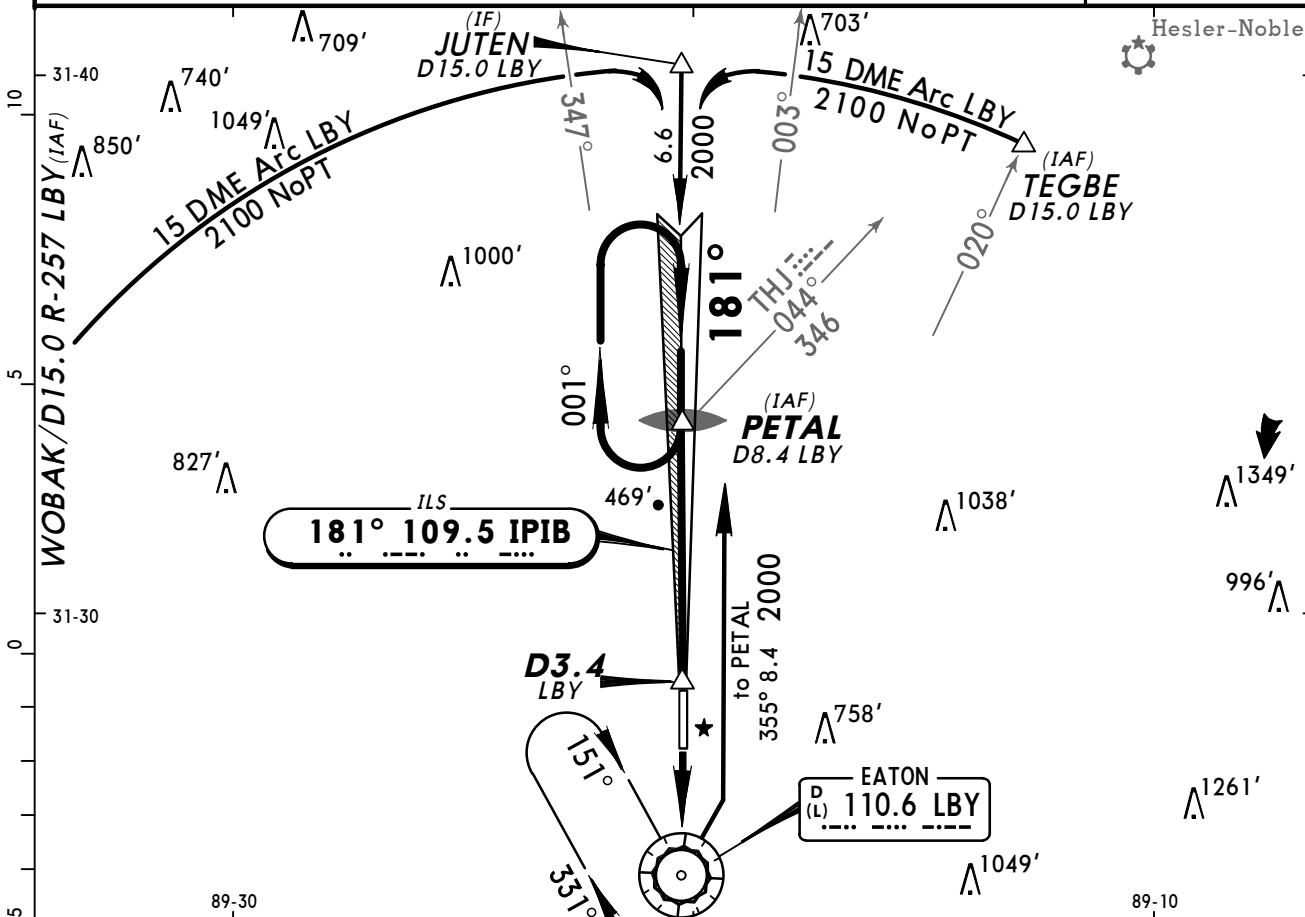
- ① Grooved.
- ② Increase intensity on 123.0.
- ③ Activate on 123.0.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE			
All Rwys			VOR-A		Authorized Only When Local Weather Available	
Adequate Vis Ref	STD	RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36			Other	
1 & 2 Eng	1/4	1	A	800-2	800-2	NA
		B				
3 & 4 Eng		1/2	C			
		D				

OBSTACLE DP: Rwy 18 & 36, climb runway heading to 1000' before turning east. Rwy 36, 86' AGL tree 2117' from departure end of runway, 911' left of centerline.

BRIEFING STRIP™

AWOS-3 128.32		HOUSTON Center 126.8		HATTIESBURG-LAUREL REGL UNICOM CTAF 123.0	
LOC IPIB 109.5	Final Apch Crs 181°	GS PETAL 1957' (1659')	ILS DA(H) (CONDITIONAL) 498' (200')	Apt Elev 298' TDZE 298'	2400' MSA LBY VOR
MISSED APCH: Climb to 2100' direct LBY VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME Required. 2. Use local altimeter setting; if not received, use Hattiesburg Chain Mun altimeter setting. 3. Pilot controlled lighting 123.0.					



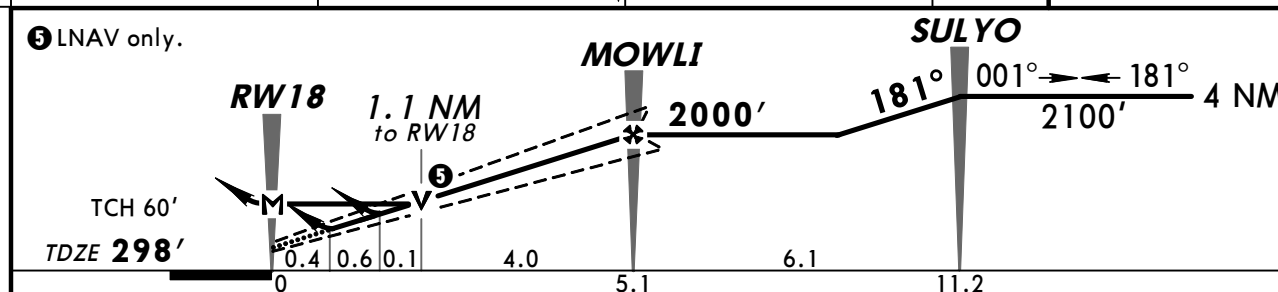
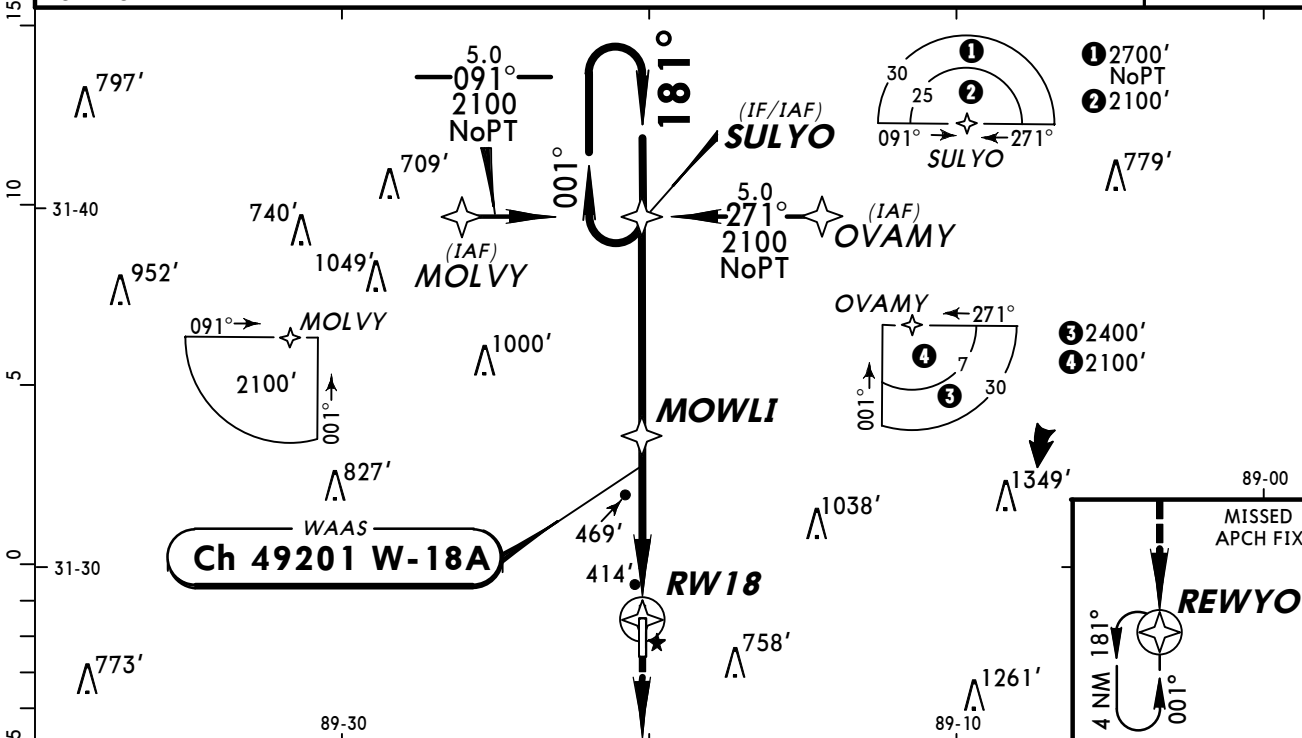
Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	2100' ↑	D→	LBV 110.6
GS	3.00°	377	484	538	646	753				
MAP at D3.4 LBV or PETAL to MAP	5.0	4:17	3:20	3:00	2:30	2:09				

STRAIGHT-IN LANDING RWY 18									CIRCLE-TO-LAND	
ILS 1 DA(H) 498' (200')			LOC (GS out) MDA(H) 720' (422') With Local Altimeter Setting			LOC (GS out) MDA(H) 780' (482') With Hattiesburg Chain Mun Altimeter Setting			With Local Altimeter Setting	With Hattiesburg Chain Mun Altimeter Setting
FULL			RAIL out			RAIL out			Max Kts	MDA(H)
									90	740' (442')-1
									120	760' (462')-1
									140	760' (462')-1 1/2
									165	860' (562')-2

1 DA(H) 549' (251') with Hattiesburg Chain Mun altimeter setting.

BRIEFING STRIP TM

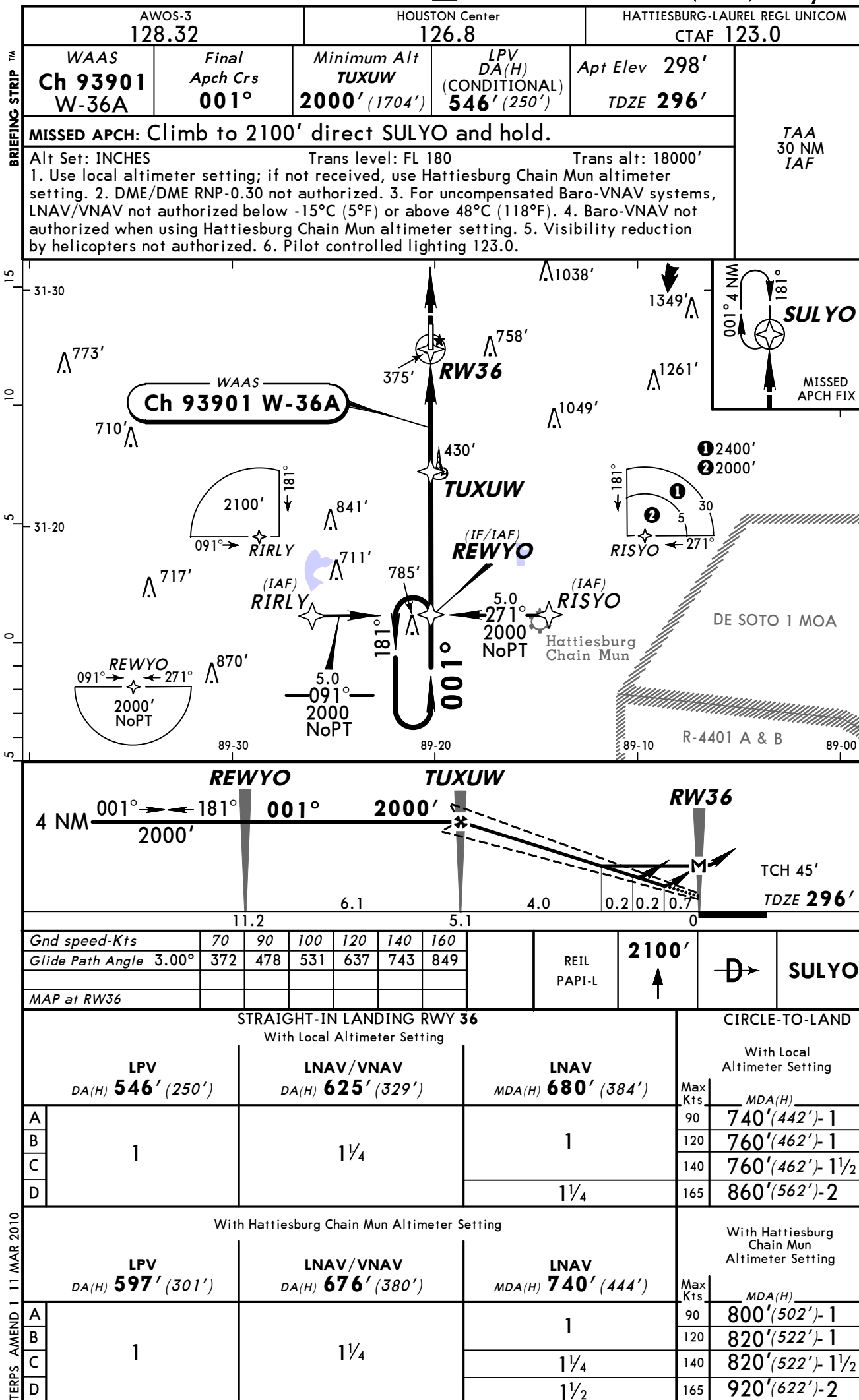
AWOS-3 128.32		HOUSTON Center 126.8		HATTIESBURG-LAUREL REGL UNICOM CTAF 123.0	
WAAS Ch 49201 W-18A	Final Apch Crs 181°	Minimum Alt MOWLI 2000' (1702')	LPV DA(H) (CONDITIONAL) 498' (200')	Apt Elev 298' TDZE 298'	TAA 30 NM IAF
MISSED APCH: Climb to 2000' direct REWYO and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Use local altimeter setting; if not received, use Hattiesburg Chain Mun 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 48°C (118°F). 4. VDP and Baro-VNAV not authorized when using Hattiesburg Chain Mun altimeter setting. 5. Pilot controlled lighting 123.0.					



Gnd speed-Kts	70	90	100	120	140	160	MALSR REIL PAPI	2000'	D	REWYO
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW18										

STRAIGHT-IN LANDING RWY 18							CIRCLE-TO-LAND		
With Local Altimeter Setting							With Local Altimeter Setting		
LPV DA(H) 498' (200')		LNAV/VNAV DA(H) 691' (393')		LNAV MDA(H) 720' (422')			Max Kts MDA(H)		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out					
A				1/2	3/4	1	90	740' (442')- 1	
B	1/2	3/4	3/4	1 1/4	3/4	1 1/4	120	760' (462')- 1	
C							140	760' (462')- 1 1/2	
D							165	860' (562')- 2	

With Hattiesburg Chain Mun Altimeter Setting							With Hattiesburg Chain Mun Altimeter Setting		
LPV DA(H) 549' (251')		LNAV/VNAV DA(H) 742' (444')		LNAV MDA(H) 780' (482')			Max Kts MDA(H)		
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out					
A				1/2	3/4	1	90	800' (502')- 1	
B	1/2	3/4	1	1 1/2	3/4	1 1/2	120	820' (522')- 1	
C							140	820' (522')- 1 1/2	
D							165	920' (622')- 2	



AWOS-3

HOUSTON Center

HATTIESBURG-LAUREL REGL UNICOM

128.32

126.8

CTAF 123.0

VOR
LBY
110.6

Final
Apch Crs
356°

Minimum Alt
VOR
1400' (1102')

MDA(H)
Refer to
Minimums

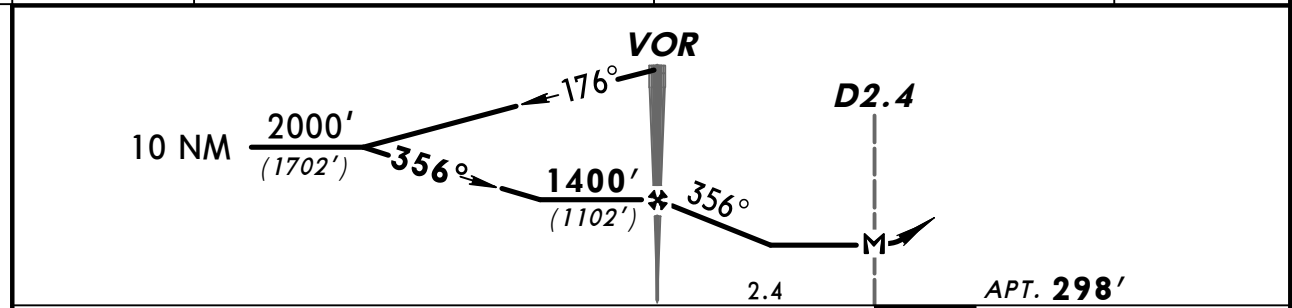
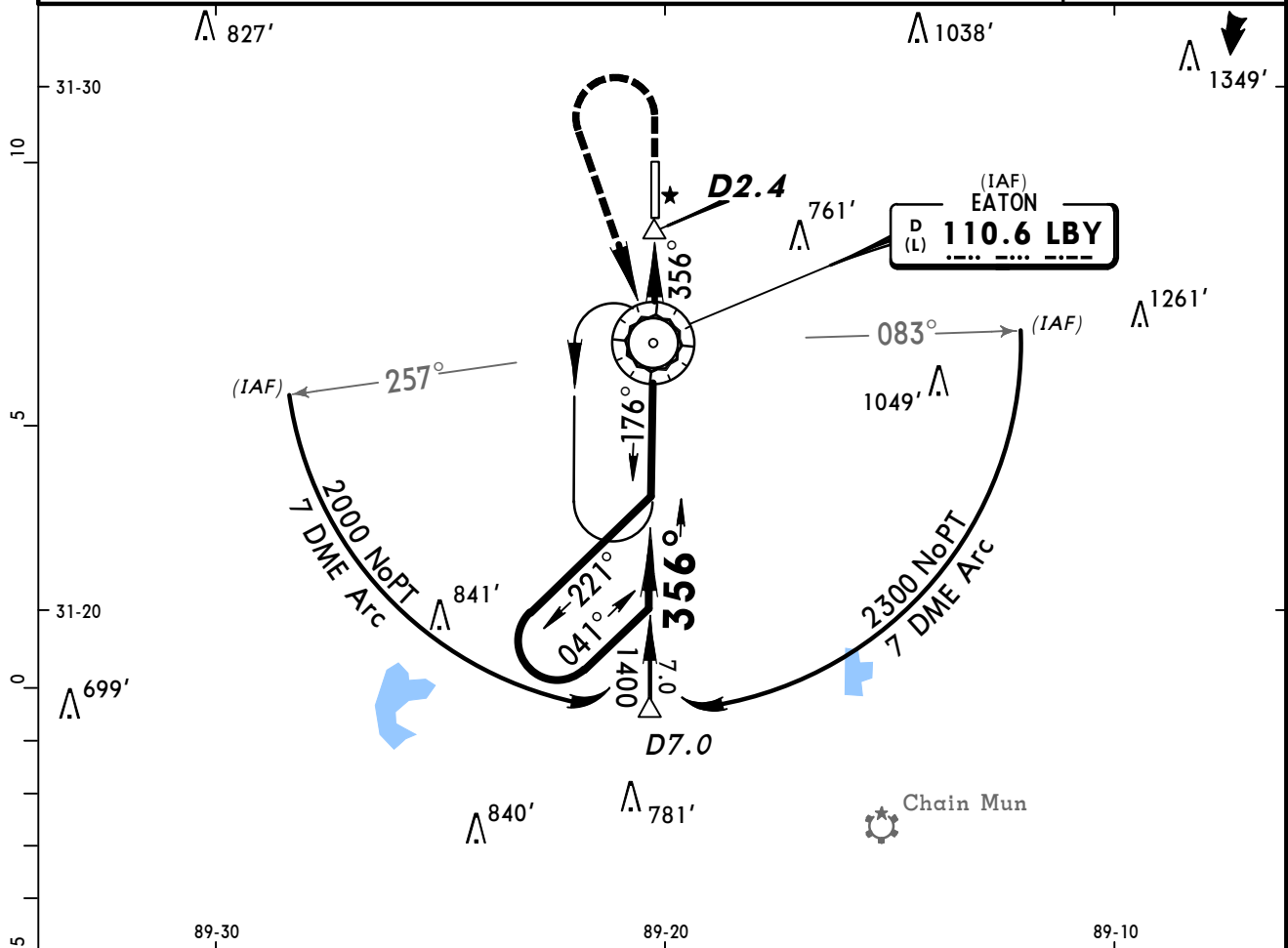
Apt Elev 298'

2400'

MISSED APCH: Climb to 1300', then climbing LEFT turn to 2000' direct LBY VOR and hold.

Pilot controlled lighting 123.0

MSA LBY VOR



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	1300'	2000'	LBY 110.6
MAP at D2.4 or VOR to MAP 2.4	2:03	1:36	1:26	1:12	1:02	0:54		↑	LT	

CIRCLE-TO-LAND		
	Max Kts	MDA(H)
A	90	740' (442') -1
B	120	760' (462') -1
C	140	760' (462') -1½
D	165	860' (562') -2

General Information

Location: Pascagoula MS USA
IATA Code:
Lat/Long: N30° 27.8' W088° 31.8'
Elevation: 17 ft

Airport Use: Joint
Magnetic Variation: 1.3°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: No
Control Tower: Yes
Jet Start Unit: No
LLWS Alert: No
Beacon: Yes

Sunrise: 1223 Z
Sunset: 2351 Z,

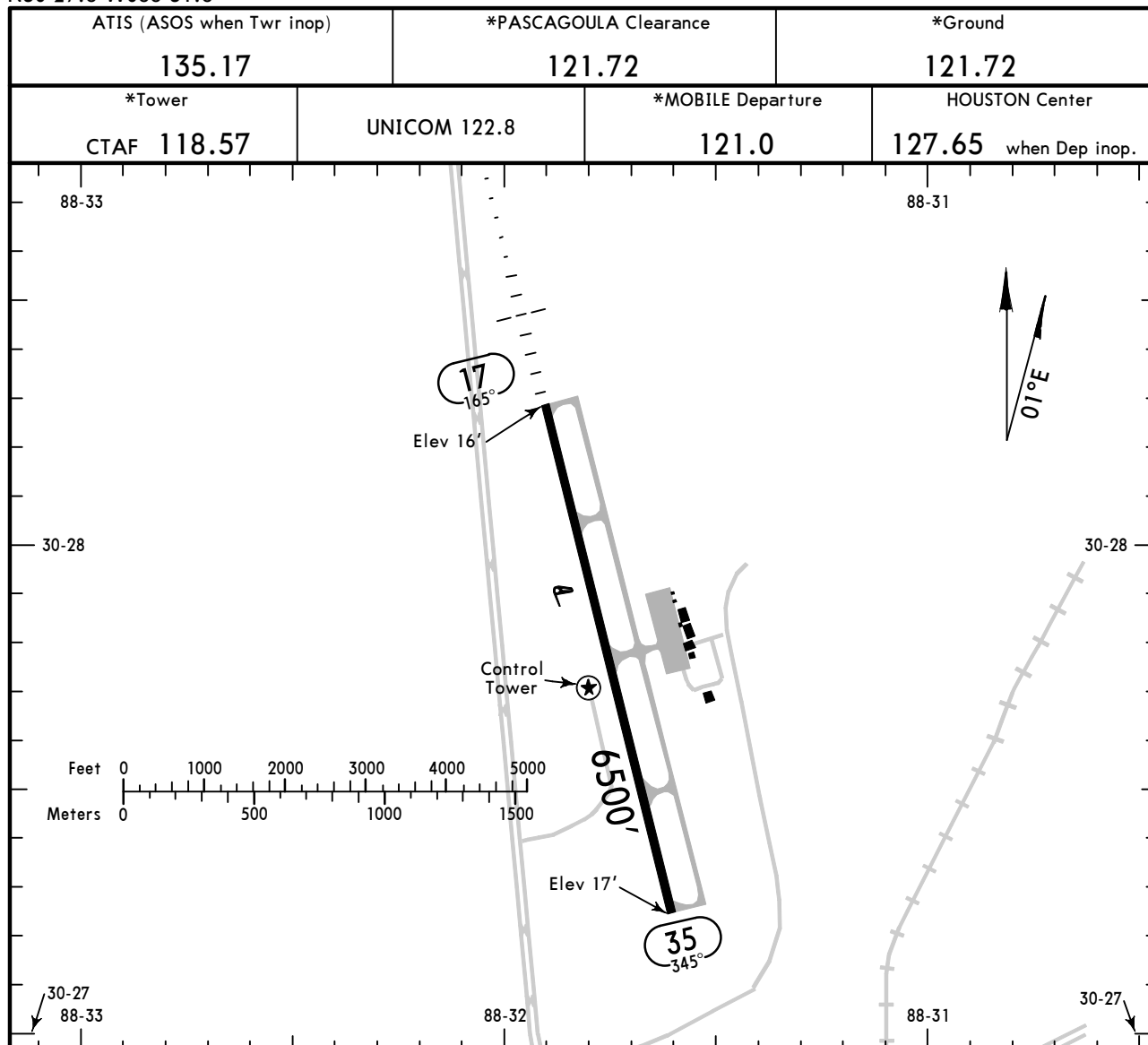
Runway Information

Runway: 17
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 6500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 17 ft
Lighting: Edge, Pilot controlled

Communication Information

ATIS 135.175
ASOS 135.175
Trent Lott Tower Tower 118.575 CTAF PCL
Trent Lott Ground Control 121.725
Trent Lott Clearance Delivery 121.725
Mobile Approach Control 121.0
Mobile Departure Control 121.0
Trent Lott Intl Unicom 122.8
Houston Center 127.65 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
17	① MIRL ① MALSR ① ② PAPI-L grooved		5543'		100'
35	① MIRL ① PAPI-L (angle 3.03°) grooved				

- ① Activate on 118.57.
 ② Angle 3.00°.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 35			① Rwy 17		
	With Min climb of 217'/NM to 1000'		For Climb In Visual Conditions	With Min climb of 226'/NM to 400'		Other
	Adequate Vis Ref	STD		Adequate Vis Ref	STD	
	1/4	1		1/4	1	
1 & 2 Eng	1/4	1	900-2½	1/4	1	300-1¼
3 & 4 Eng		1/2			1/2	

FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available			
VOR-A	ILS Rwy 17 LOC Rwy 17	RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 35	
A	800-2	900-2	800-2
B		900-2¾	
C		900-3	
D	800-2¼		

- ① Alternatively, with standard takeoff mims and a normal 200'/NM climb gradient, take-off must occur no later than 1600' prior to departure end of runway.
 OBSTACLE DP: Rwy 35, For climb in visual conditions: Cross Lott Intl at or above 800' MSL before proceeding on course.

KPQL
LOTT INTL

6 JAN 12

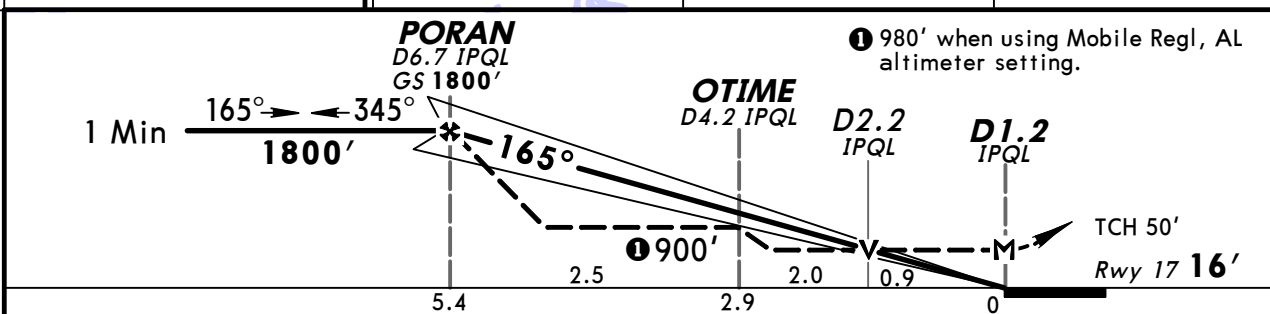
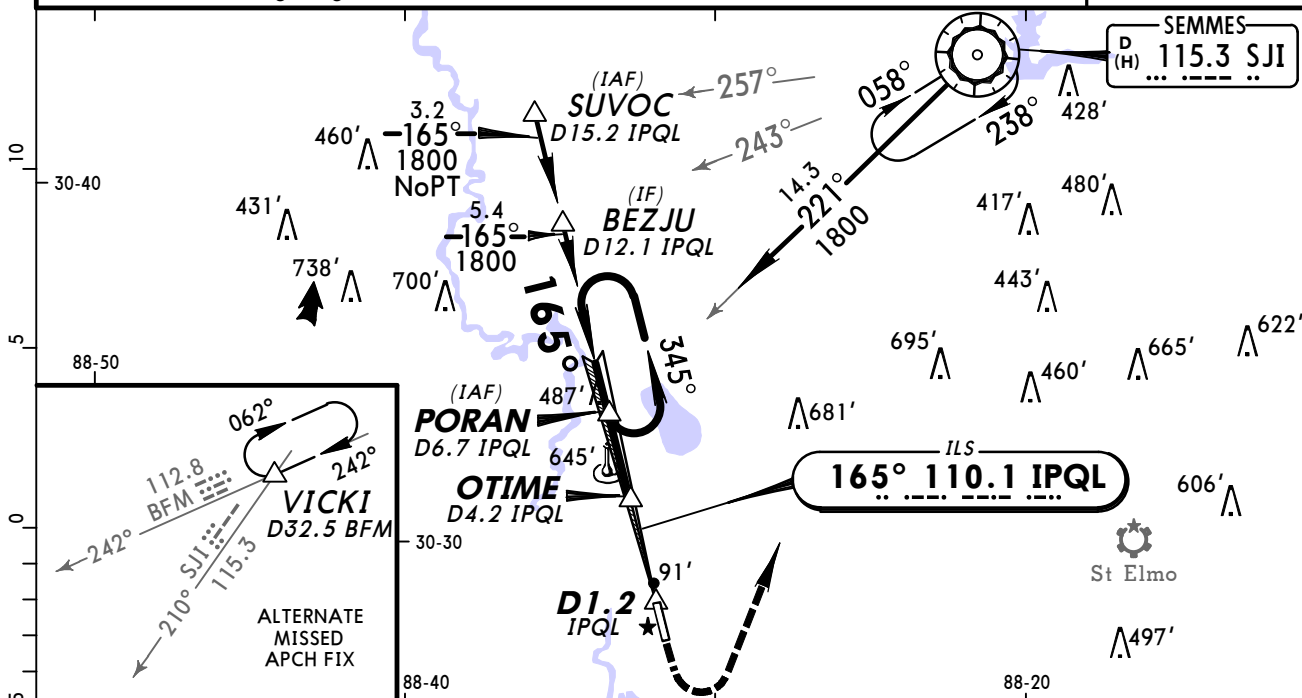
(11-1)

JEPPesen

PASCAGOULA, MISS
ILS or LOC Rwy 17

BRIEFING STRIP

ATIS (ASOS when Twr inop) 135.17	*MOBILE Approach 121.0	HOUSTON Center 127.65 when App inop.	*PASCAGOULA Tower CTAF 118.57	*Ground 121.72
LOC IPQL 110.1	Final Apch Crs 165°	GS PORAN 1800' (1784')	ILS DA(H) (CONDITIONAL) 216' (200')	Apt Elev 17' Rwy 17 16'
MISSED APCH: Climb to 900' then climbing LEFT turn to 2000' direct SJI VOR 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 Mobile Regl, AL altimeter setting. 2. VGSI and ILS glidepath not coincident. 3. Pilot controlled lighting 118.57.				
3100' MSA SJI VOR				



Gnd speed-Kts	70	90	100	120	140	160	MALS	900'	2000'	SJI
GS	3.00°	372	478	531	637	743	849	↑	LT	115.3
MAP at D1.2 IPQL or PORAN to MAP	5.4	4:38	3:36	3:14	2:42	2:19	2:02			

TERPS									
STRAIGHT-IN LANDING RWY 17									
LOC (GS out)									
With OTIME									
Without OTIME									
With Local Altimeter Setting									
DA(H) 216' (200')									
MDA(H) 360' (344')									
MDA(H) 900' (884')									
FULL	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts
A			1/2	3/4	1	3/4	1	1 1/4	90
B	1/2	3/4		3/4	1		1	1 1/4	120
C			5/8			2		2 1/2	140
D									165
With Mobile Regl, AL Altimeter Setting									
DA(H) 291' (275')									
MDA(H) 440' (424')									
MDA(H) 980' (964')									
FULL	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	RAIL out	ALS out	Max Kts
A			1/2	3/4	1	3/4	1	1 1/4	90
B	1/2	3/4		3/4	1		1	1 1/4	120
C			3/4	1	1 1/4		2 1/2	3	140
D									165

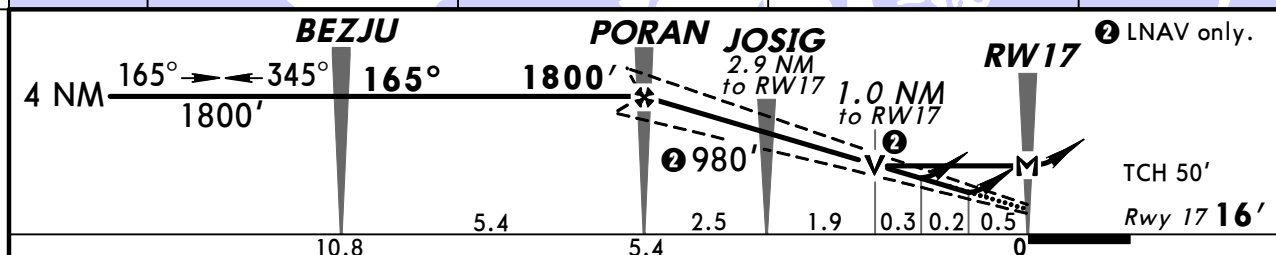
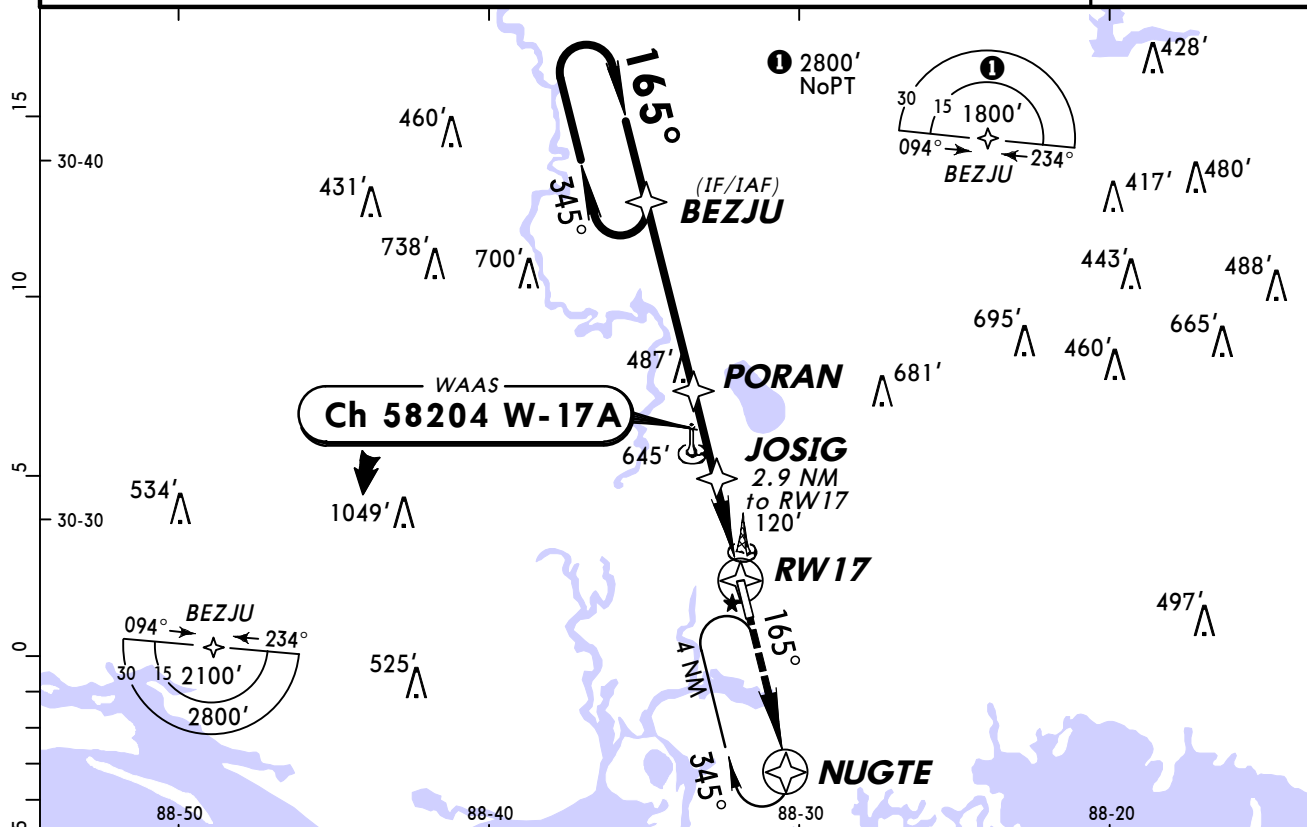
TERPS AMEND 2 25 AUG 2011

CHANGES: None.

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PASCAGOULA, MISS
RNAV (GPS) Rwy 17

BRIEFING STRIP™



<i>Gnd speed-Kts</i>	70	90	100	120	140	160				NUGT
<i>Glide Path Angle 3.00°</i>	372	478	531	637	743	849				
<i>MAP at RW17</i>										

STRAIGHT-IN LANDING RWY 17 With Local Altimeter Setting									CIRCLE-TO-LAND	
LPV DA(H) 216' (200')			LNAV/VNAV DA(H) 281' (265')			LNAV MDA(H) 380' (364')			Max Kts	With Local Altimeter Setting MDA(H)
	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	90	480' (463')-1
B									120	680' (663')-1
C						5/8	3/4	1	140	680' (663')-1 3/4
D									165	680' (663')-2
With Mobile Regl, AL Altimeter Setting									Max Kts	With Mobile Regl, AL Altimeter Setting MDA(H)
LPV DA(H) 291' (275')			LNAV/VNAV DA(H) 356' (340')			LNAV MDA(H) 460' (444')				
	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	90	560' (543')-1
B									120	760' (743')-1
C						7/8	1	1 3/8	140	760' (743')-2 1/4
D									165	760' (743')-2 1/2

CHANGES: Procedure.

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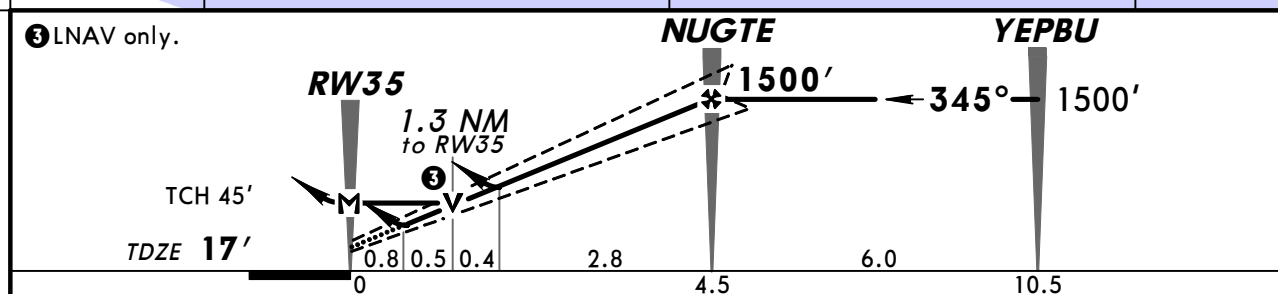
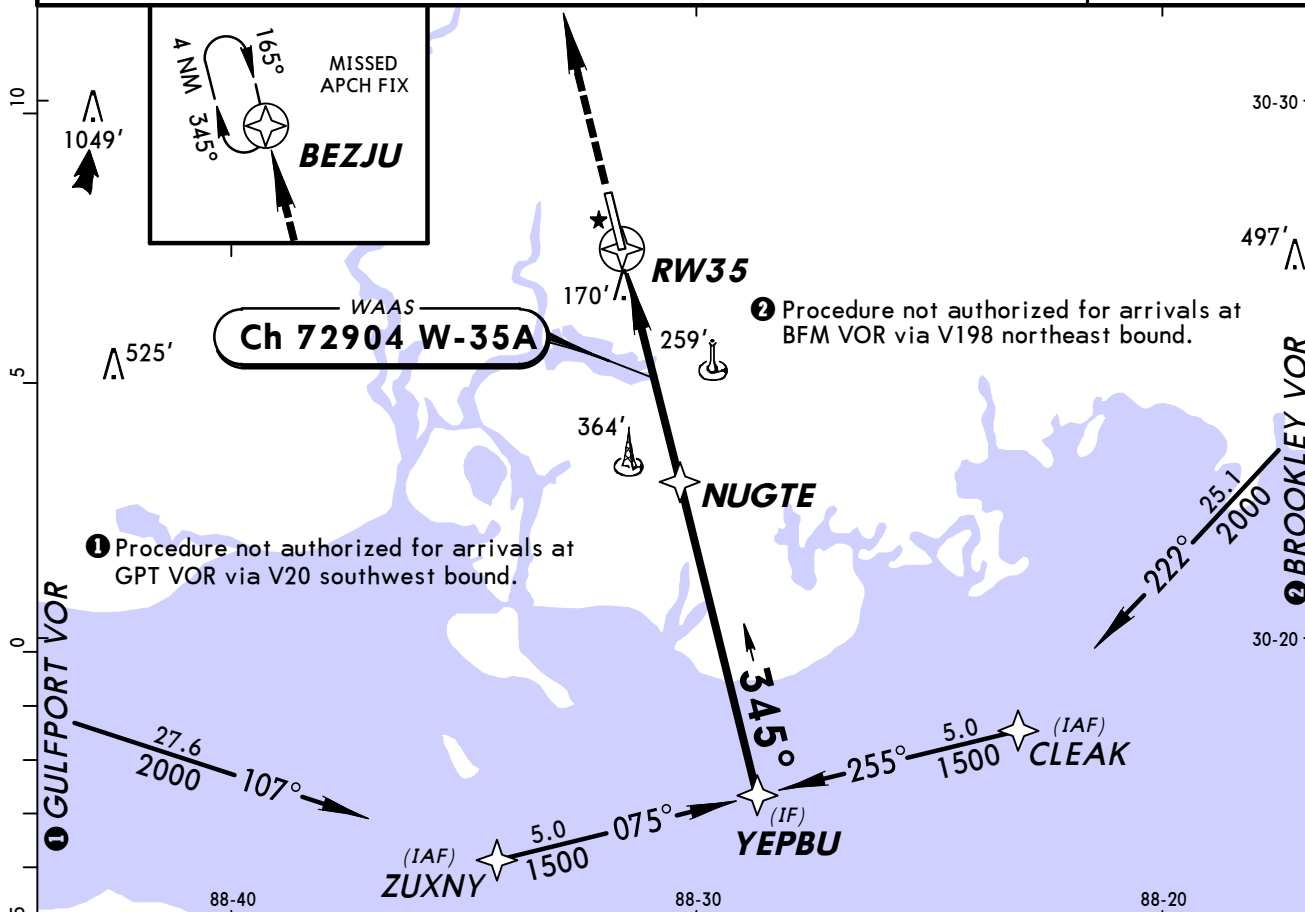
TERPS AMEND 1 25 AUG 2011

KPQL
LOTT INTL

JEPPESSEN
19 AUG 11 **(12-2)** **Eff 25 Aug**

PASCAGOULA, MISS
RNAV (GPS) Rwy 35

ATIS (ASOS when Twr inop) 135.17	*MOBILE Approach 121.0	HOUSTON Center 127.65 when App inop.	*PASCAGOULA Tower CTAF 118.57	*Ground 121.72
WAAS Ch 72904 W-35A	Final Aptch Crs 345°	Minimum Alt NUGTE 1500' (1483')	LPV DA(H) (CONDITIONAL) 323' (306')	Apt Elev 17' TDZE 17'
MISSED APCH: Climb to 1700' direct BEZJU and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Use local altimeter setting; if not received, use Mobile Regl, AL 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 not authorized when using Mobile Regl, AL altimeter setting. 4. DME/DME RNP-0.30 not authorized. 5. Visibility reduction by helicopters not authorized. 6. VDP not authorized when using Mobile Regl, AL altimeter setting. 7. Pilot controlled lighting 118.57.				
				2800' MSA RW35



Gnd speed-Kts	70	90	100	120	140	160					
Glide Path Angle 3.00°	372	478	531	637	743	849					
MAP at RW35											

STRAIGHT-IN LANDING RWY 35				CIRCLE-TO-LAND			
1 LPV	2 LNAV/VNAV	3 LNAV		With Local Altimeter Setting	With Mobile Regl, AL Altimeter Setting		
DA(H) 323' (306')	DA(H) 598' (581')	MDA(H) 480' (463')		MDA(H)	MDA(H)		
A		1	90	480' (463')-1	560' (543')-1		
B			120	680' (663')-1	760' (743')-1		
C	1	1 1/4	140	680' (663')-1 3/4	760' (743')-1 3/4		
D	2	1 1/2	165	680' (663')-2	760' (743')-2		

1 DA(H) **398'** (381') with Mobile Regl, AL altimeter setting.
2 DA(H) **673'** (656') with Mobile Regl, AL altimeter setting.
3 MDA(H) **560'** (543') with Mobile Regl, AL altimeter setting.

CHANGES: None.

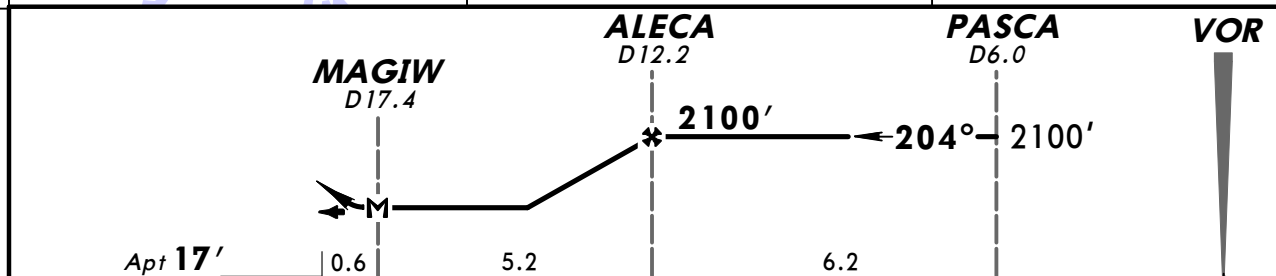
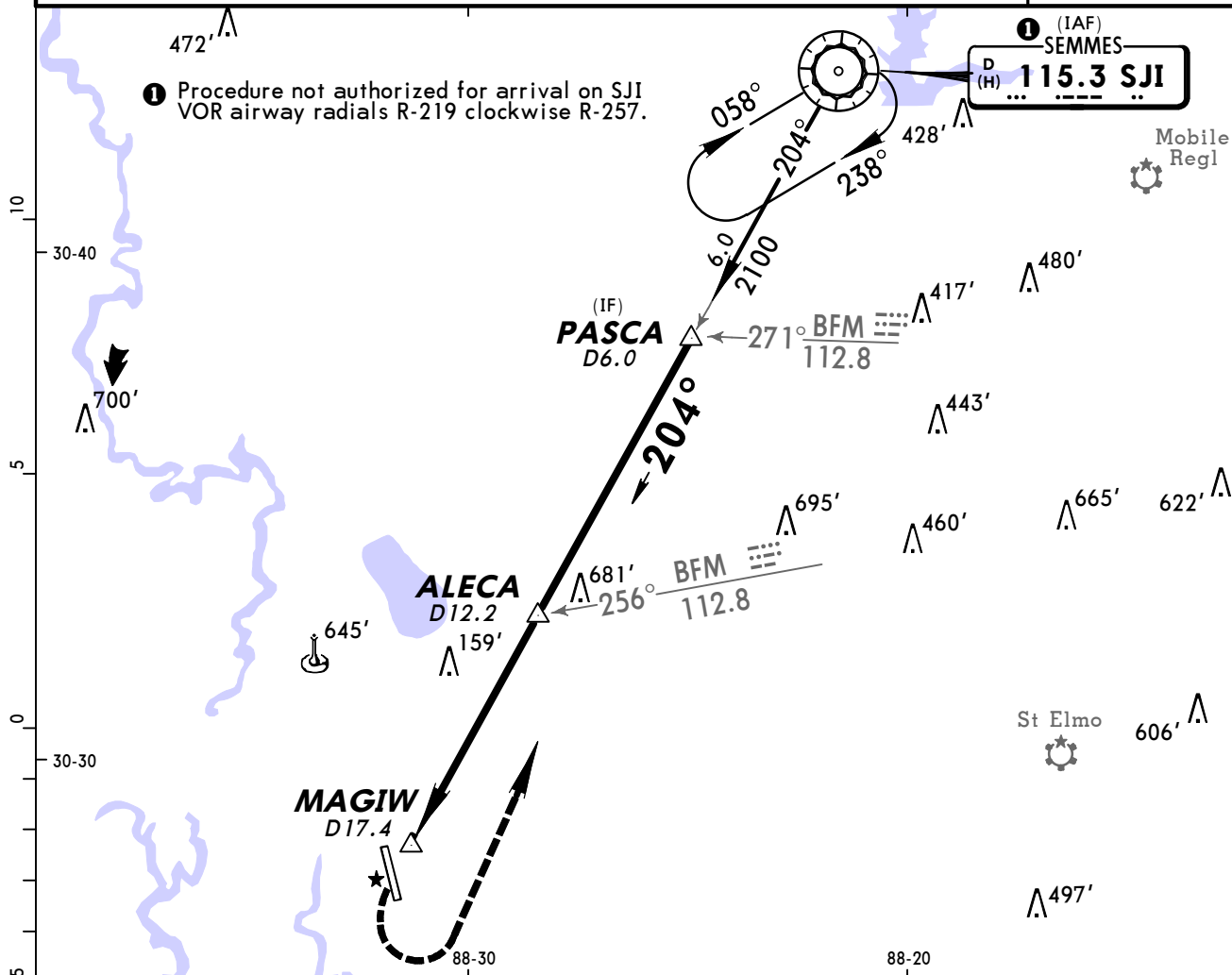
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KPQL
LOTT INTL

JEPPESSEN
6 JAN 12 **(13-1)**

PASCAGOULA, MISS
VOR-A

ATIS (ASOS when Twr inop)	*MOBILE Approach	HOUSTON Center	*PASCAGOULA Tower	*Ground
135.17	121.0	127.65 when App inop.	CTAF 118.57	121.72
VOR SJI 115.3	Final Apch Crs 204°	Minimum Alt ALECA 2100' (2083')	MDA(H) Refer to Minimums	Apt Elev 17'
MISSED APCH: Climb to 1000' then climbing LEFT turn to 2000' direct SJI VOR and hold.				3100' MSA SJI VOR
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Mobile Regl, AL altimeter setting. 2. Pilot controlled lighting 118.57.				



Gnd speed-Kts	70	90	100	120	140	160	Lighting - Refer to Airport Chart	1000'	2000'	→	SJI 115.3
MAP at MAGIW or ALECA to MAP 5.2	4:27	3:28	3:07	2:36	2:14	1:57		↑	LT		

CIRCLE-TO-LAND			
	Max Kts	With Local Altimeter Setting MDA(H)	With Mobile Regl, AL Altimeter Setting MDA(H)
A	90	700' (683')-1	780' (763')-1
B	120	700' (683')-1	780' (763')-1 1/4
C	140	700' (683')-2	780' (763')-2 1/4
D	165	700' (683')-2 1/4	780' (763')-2 1/2

CHANGES: Transition altitude, minimum altitude, minimums.

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TERPS AMEND 1A 12 JAN 2012

General Information

Location: Tupelo MS USA
IATA Code: TUP
Lat/Long: N34° 16.1' W088° 46.2'
Elevation: 346 ft

Airport Use: Public
Magnetic Variation: 1.6°W
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A, Jet A+
Oxygen Types: HP Bottle, LP Bottle
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: 1227 Z
Sunset: 2349 Z,

Runway Information

Runway: 18
Length x Width: 6502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 344 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 36
Length x Width: 6502 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 346 ft
Lighting: Edge, ALS, Pilot controlled

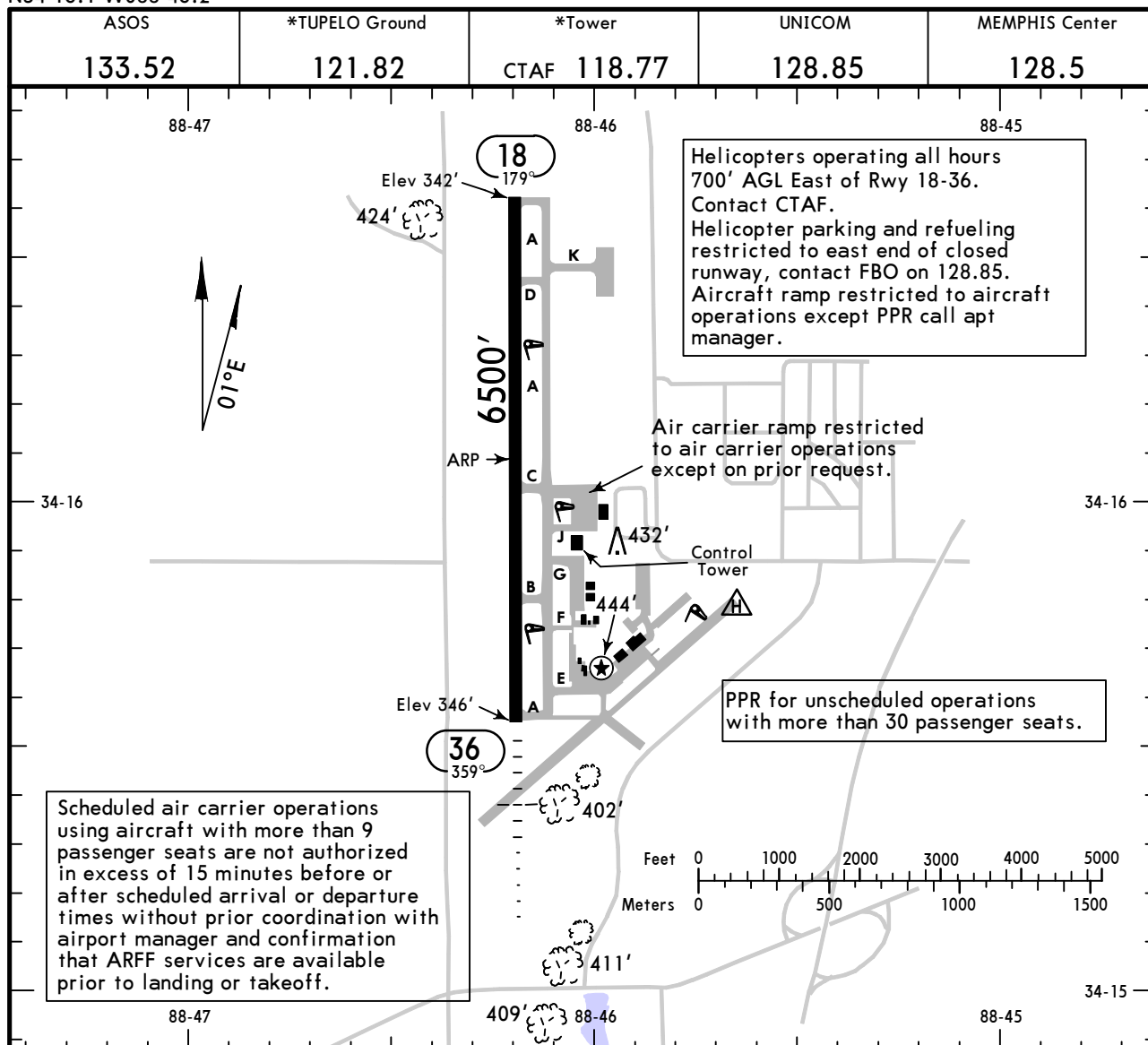
Communication Information

ASOS 133.525
Tupelo Tower 118.775 CTAF PCL
Tupelo Ground Control 121.825
Tupelo Unicom 128.85
Greenwood Flight Service Station 122.5 RCO
Memphis Center 128.5 Remote Communications Air-Ground

KTUP/TUP
Apt Elev **346'**
N34 16.1 W088 46.2

JEPPesen
27 MAY 11 **(11-1)**

TUPELO, MISS
TUPELO REGL



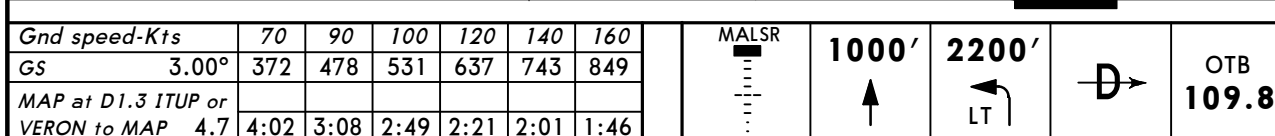
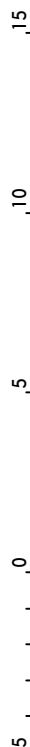
ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS			WIDTH
	LANDING BEYOND		TAKE-OFF	
	Threshold	Glide Slope		
18	① HIRL ① REIL PAPI-L (angle 3.0°)	grooved		150'
36	① HIRL ① MALSR	grooved		

① Activate on 118.77.

TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available		
Adequate Vis Ref		STD	ILS Rwy 36	LOC Rwy 36 RNAV (GPS) Rwy 18 RNAV (GPS) Rwy 36	NDB Rwy 36 VOR DME Rwy 18
1 & 2 Eng	1/4	1	A B C D 600-2	800-2	800-2
3 & 4 Eng		1/2			

BRIEFING STRIP™



STRAIGHT-IN LANDING RWY 36						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
ILS DA(H) 546' (200')			1 LOC (GS out) MDA(H) 740' (394')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out			
A	1/2	3/4	1/2	3/4	1	90	800' (454')-1
B						120	
C						140	800' (454')- 1 1/2
D			3/4	1 1/4	165	900' (554')-2	
With Columbus AFB Altimeter Setting						With Columbus AFB Altimeter Setting	
ILS DA(H) 666' (320')			1 LOC (GS out) MDA(H) 860' (514')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out			
A	1/2	1	1/2	3/4	1	90	920' (574')-1
B						120	
C			1	1 1/2	140	920' (574')- 1 1/2	
D			1 1/4	1 3/4	165	1020' (674')-2 1/4	

S. 1111 AMEND 9A 2 JUN 2011

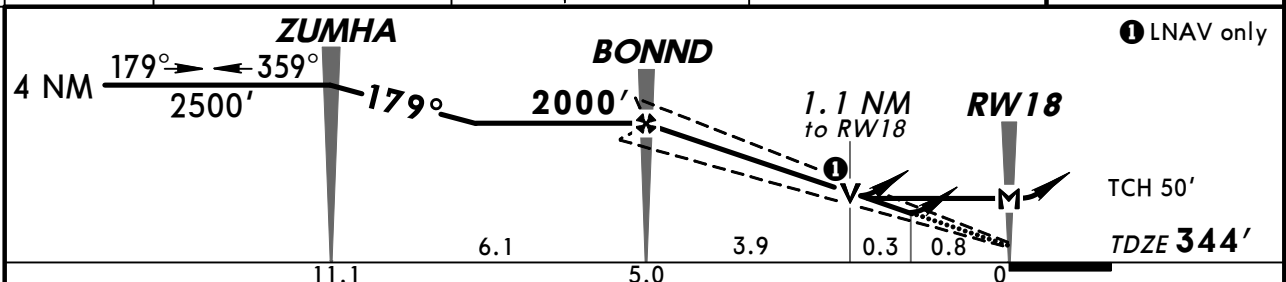
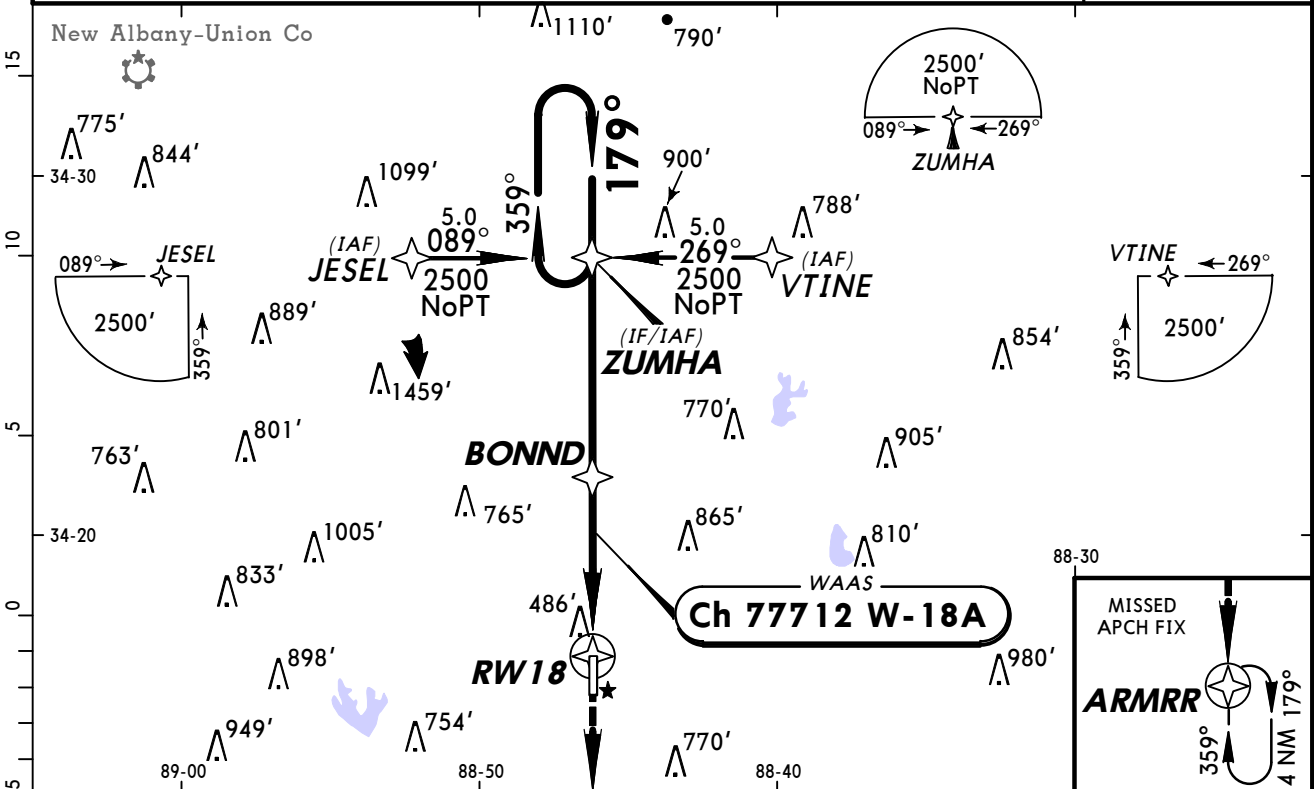
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KTUP/TUP TUPELO REGL

JEPPESSEN
1 MAY 09 **12-1** Eff 7 May

TUPELO, MISS
RNAV (GPS) Rwy 18

ASOS 133.52	MEMPHIS Center 128.5	*TUPELO Tower CTAF 118.77	*Ground 121.82
WAAS Ch 77712 W-18A	Final Apch Crs 179°	Minimum Alt BONND 2000' (1656')	LPV DA(H) (CONDITIONAL) 634' (290')
MISSED APCH: Climb to 3500' direct ARMRR and hold, continue climb-in-hold to 3500'.			
Alt Set: INCHES 1. Use local altimeter setting; if not received, use Columbus AFB altimeter setting. 2. Baro-VNAV and VDP not authorized when using Columbus AFB 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. VGSI and RNAV glidepath not coincident. 6. Visibility reduction by helicopters not authorized. 7. Pilot controlled lighting 118.77.			
TAA 30 NM IAF			



Gnd speed-Kts	70	90	100	120	140	160	REIL	3500'	ARMRR
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI-L		
MAP at RW18									

STRAIGHT-IN LANDING RWY 18						CIRCLE-TO-LAND	
With Local Altimeter Setting						With Local Altimeter Setting	
LPV DA(H) 634' (290')		LNAV/VNAV DA(H) 757' (413')		LNAV MDA(H) 740' (396')		Max Kts	MDA(H) _____
A	1	1½	1	1¼	90	800' (454') - 1	
B					120		
C					140	800' (454') - 1½	
D					165	900' (554') - 2	
With Columbus AFB Altimeter Setting						With Columbus AFB Altimeter Setting	
DA(H) 754' (410')		DA(H) 877' (533')		MDA(H) 860' (516')		Max Kts	MDA(H) _____
A	1½	1¾	1	1½	90	920' (574') - 1	
B					120		
C					140	920' (574') - 1½	
D					165	1020' (674') - 2¼	

CHANGES: New procedure.

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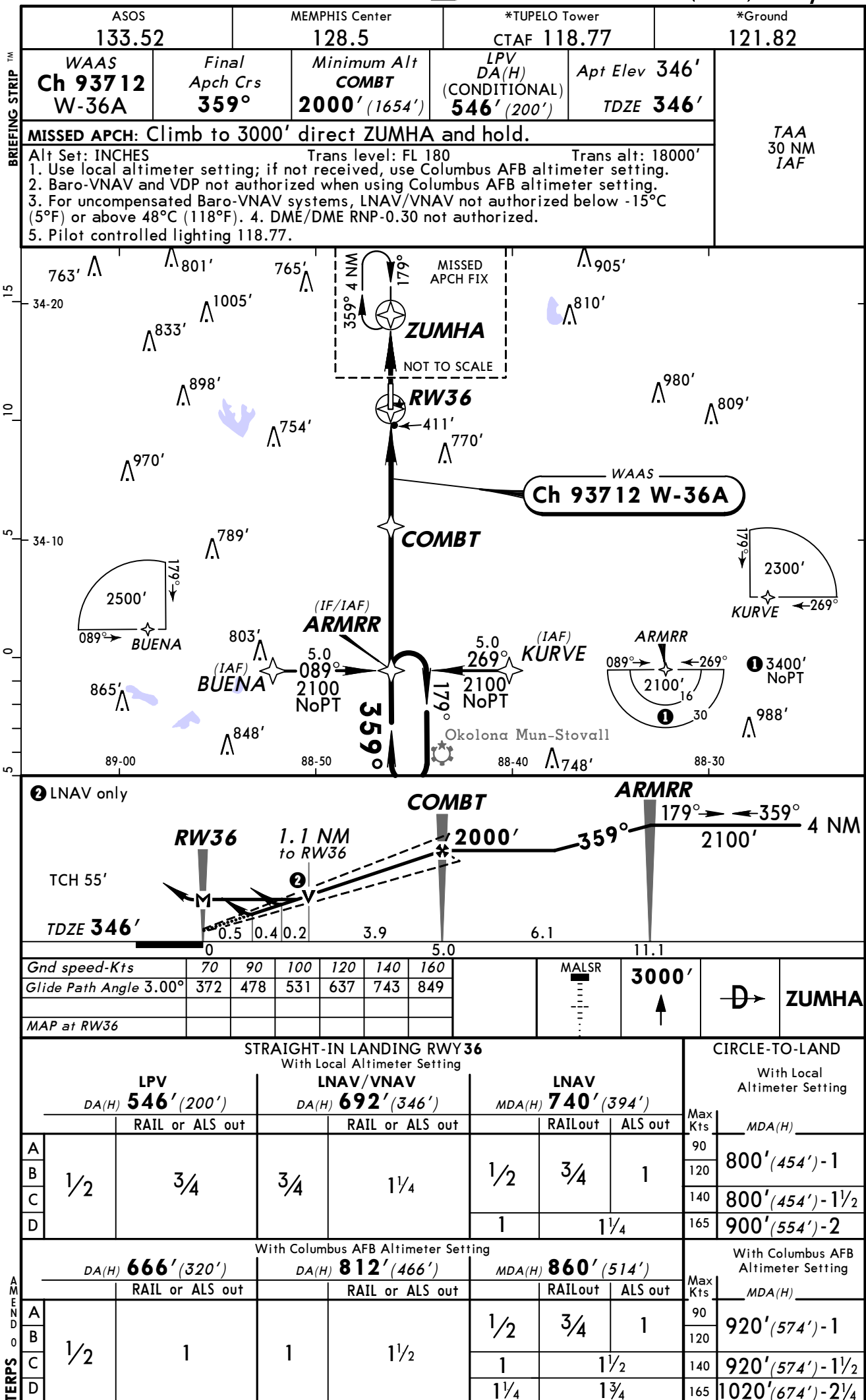
KTUP/TUP TUPELO REGI

JEPPESSEN

1 MAY 09 12-2

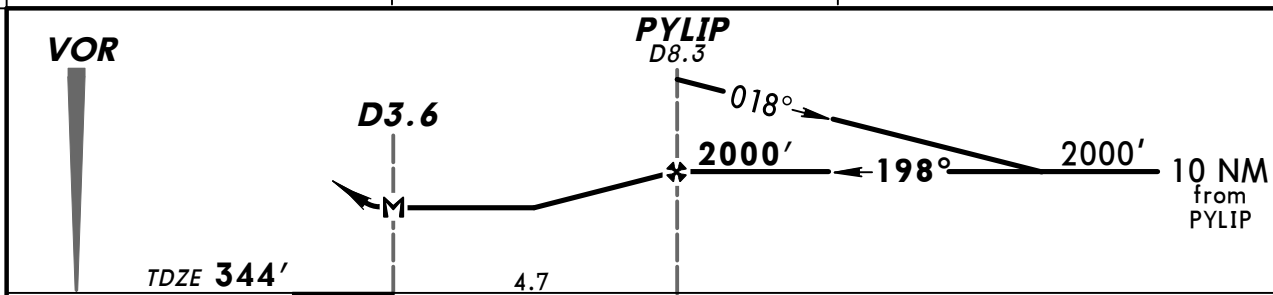
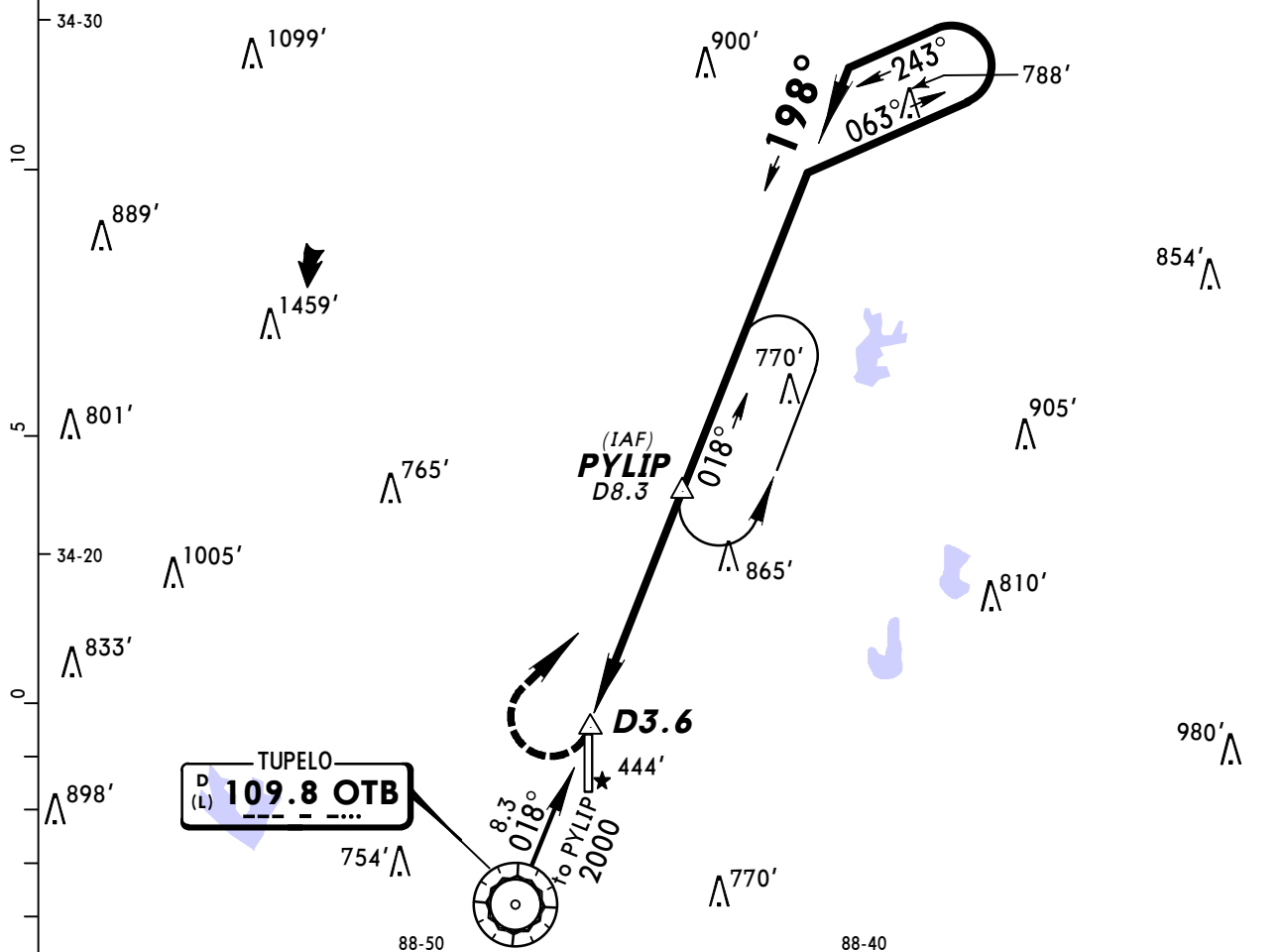
Eff 7 May

TUPELO, MISS
RNAV (GPS) Rwy 36



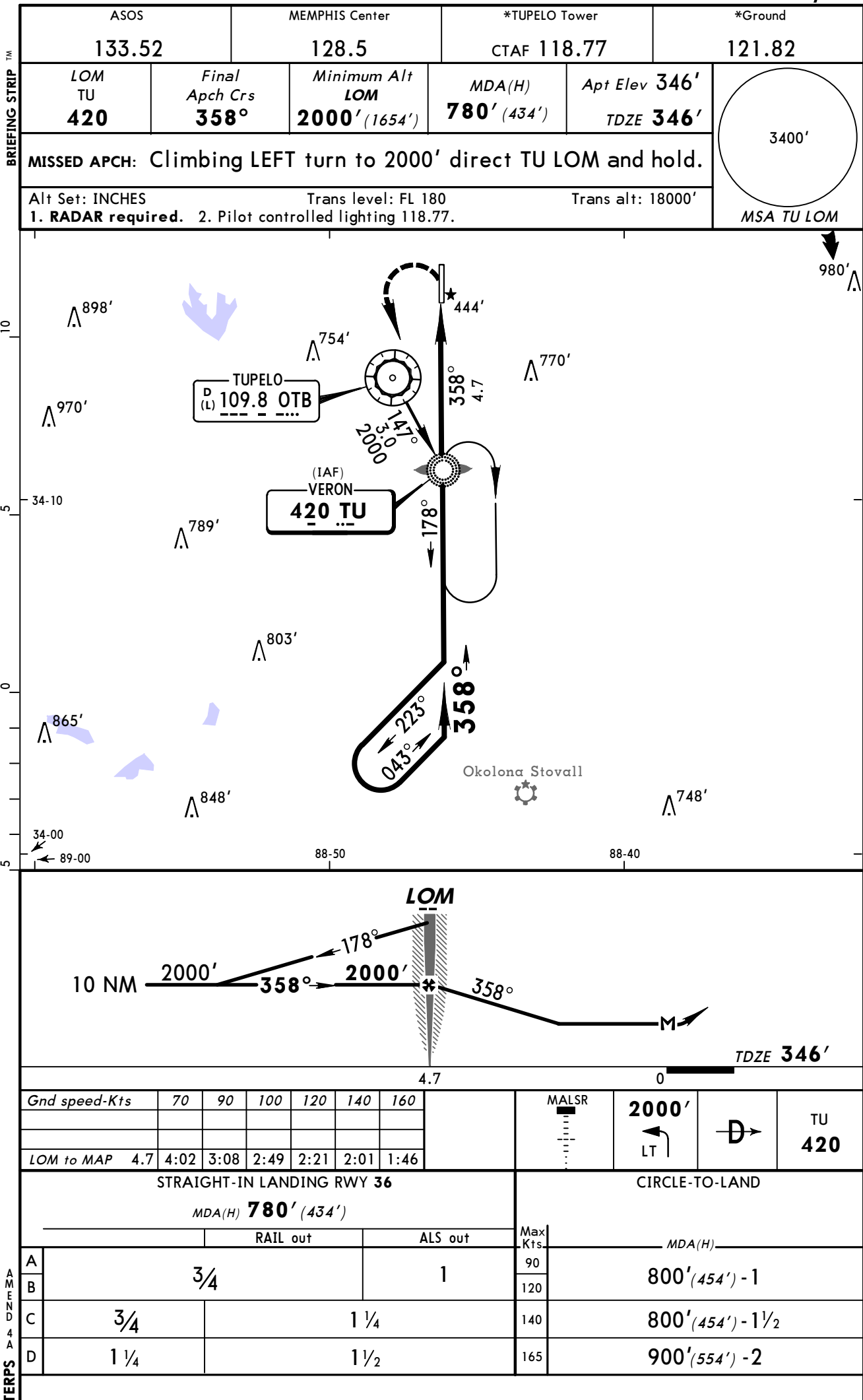
BRIEFING STRIP™

ASOS 133.52		MEMPHIS Center 128.5		*TUPELO Tower CTAF 118.77		*Ground 121.82	
VOR OTB 109.8	Final Apch Crs 198°	Minimum Alt PYLIP 2000'(1656')	MDA(H) 740'(396')	Apt Elev 346' TDZE 344'	3400' MSA OTB VOR		
MISSED APCH: Climbing RIGHT turn to 2000' outbound via OTB VOR R-018 to PYLIP D8.3 and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. RADAR required. 2. Pilot controlled lighting 118.77.							



MAP at D3.6					REIL PAPI-L	2000' via RT	OTB 109.8 R-018	PYLIP
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STRAIGHT-IN LANDING RWY 18			CIRCLE-TO-LAND		
MDA(H) 740' (396')			MDA(H)		
A			Max Kts		
B	1		90	800' (454') - 1	
C			120		
D	1 1/4		140	800' (454') - 1 1/2	
			165	900' (554') - 2	



General Information

Location: Tunica MS USA
IATA Code: UTM
Lat/Long: N34° 41.1' W090° 20.9'
Elevation: 194 ft

Airport Use: Public
Magnetic Variation: 0.5°W
Sectional Chart: Memphis

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: High Pressure, HP Bottle
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: 1233 Z
Sunset: 2355 Z,

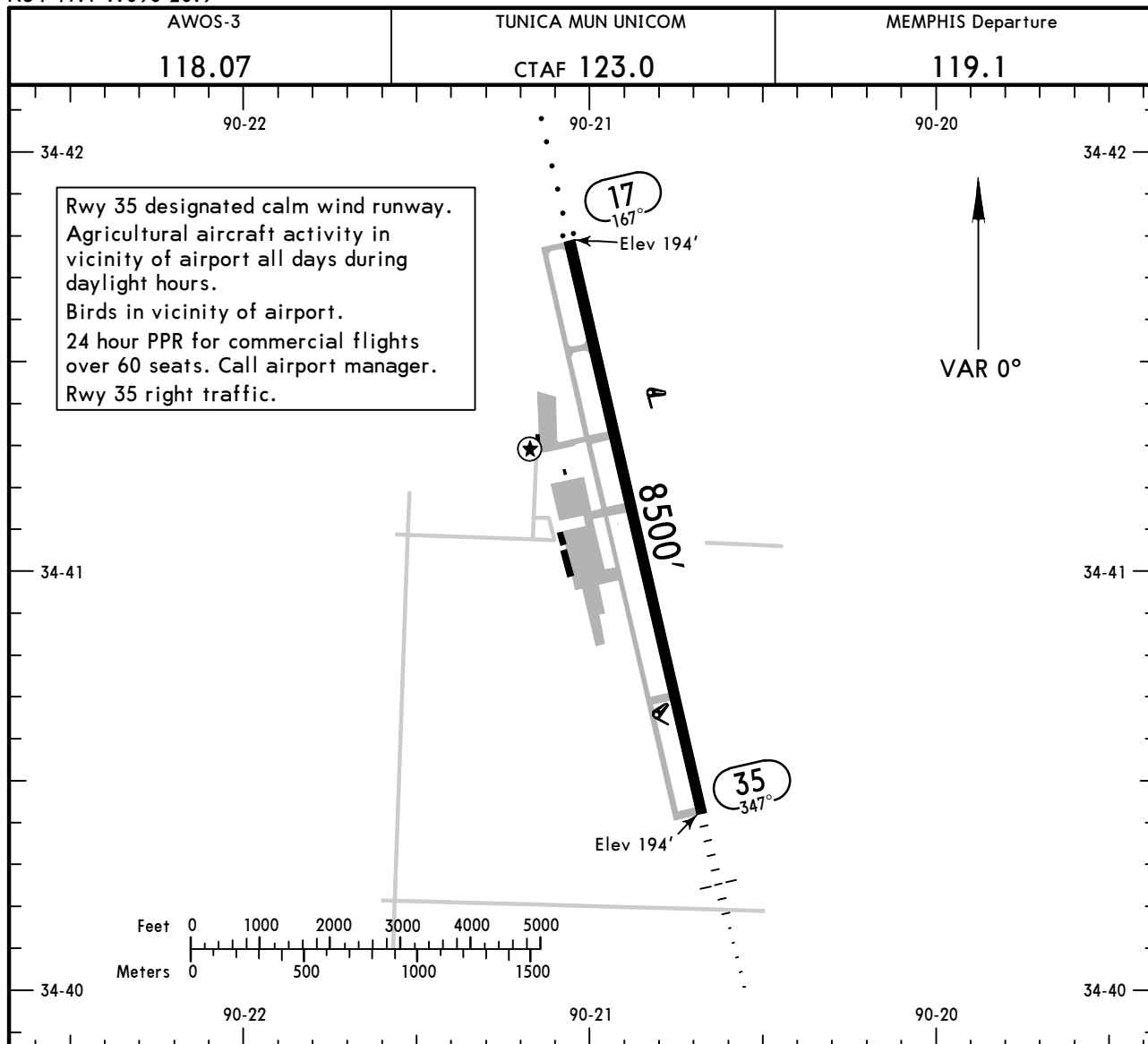
Runway Information

Runway: 17
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 194 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 8500 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 194 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

AWOS 118.075
Tunica Mun Unicom 123.0 CTAF PCL
Memphis Approach Control 119.1 Arrival Service
Memphis Departure Control 119.1 Departure Service



ADDITIONAL RUNWAY INFORMATION					
RWY			USABLE LENGTHS		WIDTH
			Threshold	Landing Beyond Glide Slope	
17	① HIRL ODALS	grooved			150'
35	① HIRL ① MALSR PAPI-L (angle 3.0°)	grooved		7546'	

① Activate on 123.0.

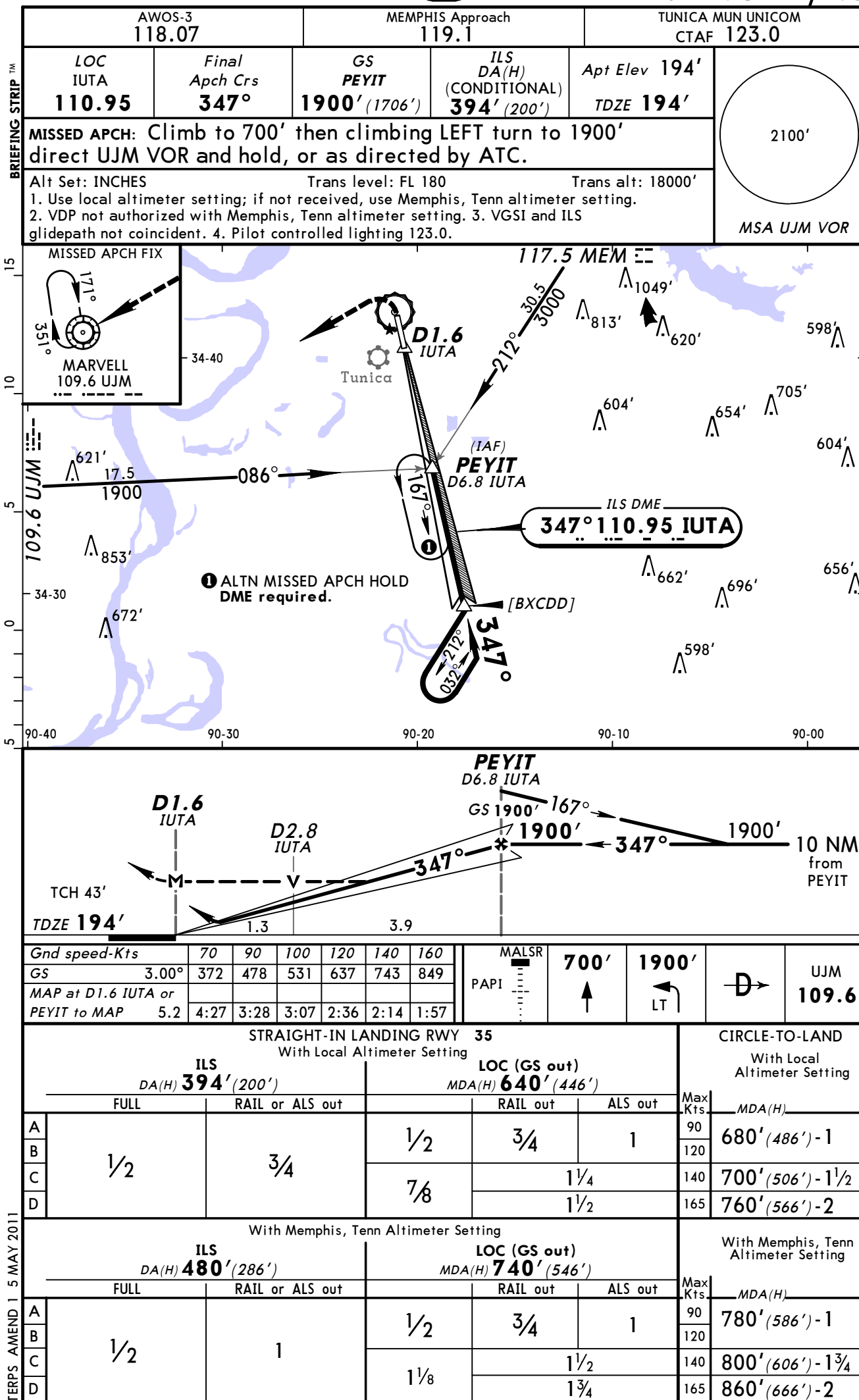
TAKE-OFF			FOR FILING AS ALTERNATE	
All Rwys			Authorized Only When Local Weather Available	
	Adequate Vis Ref	STD	Precision	Non-Precision
1 & 2 Eng	1/4	1	600-2	800-2
3 & 4 Eng		1/2		

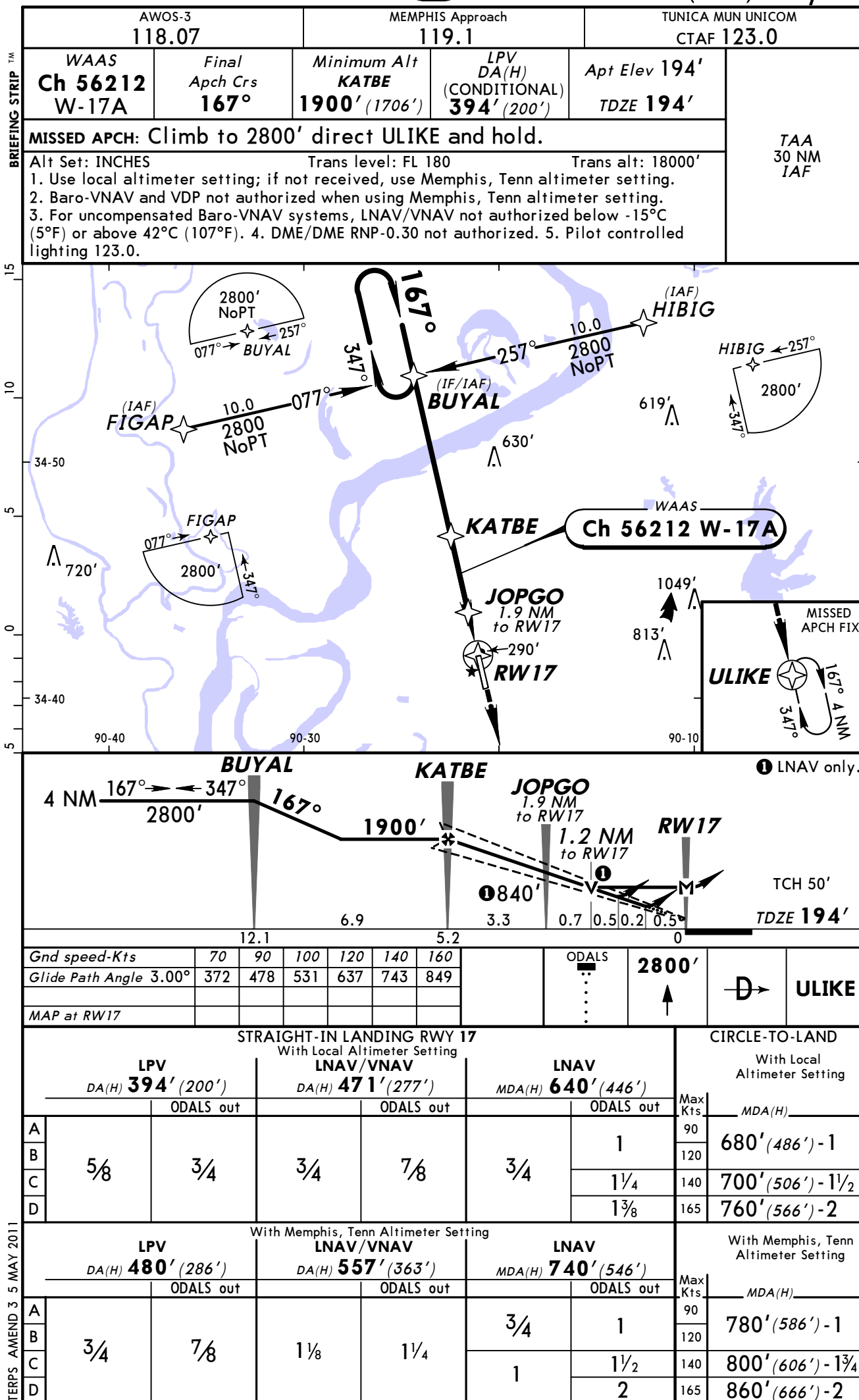
AMEND 2				
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KUTA/UTM TUNICA MUN

JEPPESSEN
29 APR 11 11-1 Eff 5 May

TUNICA, MISS ILS or LOC Rwy 35

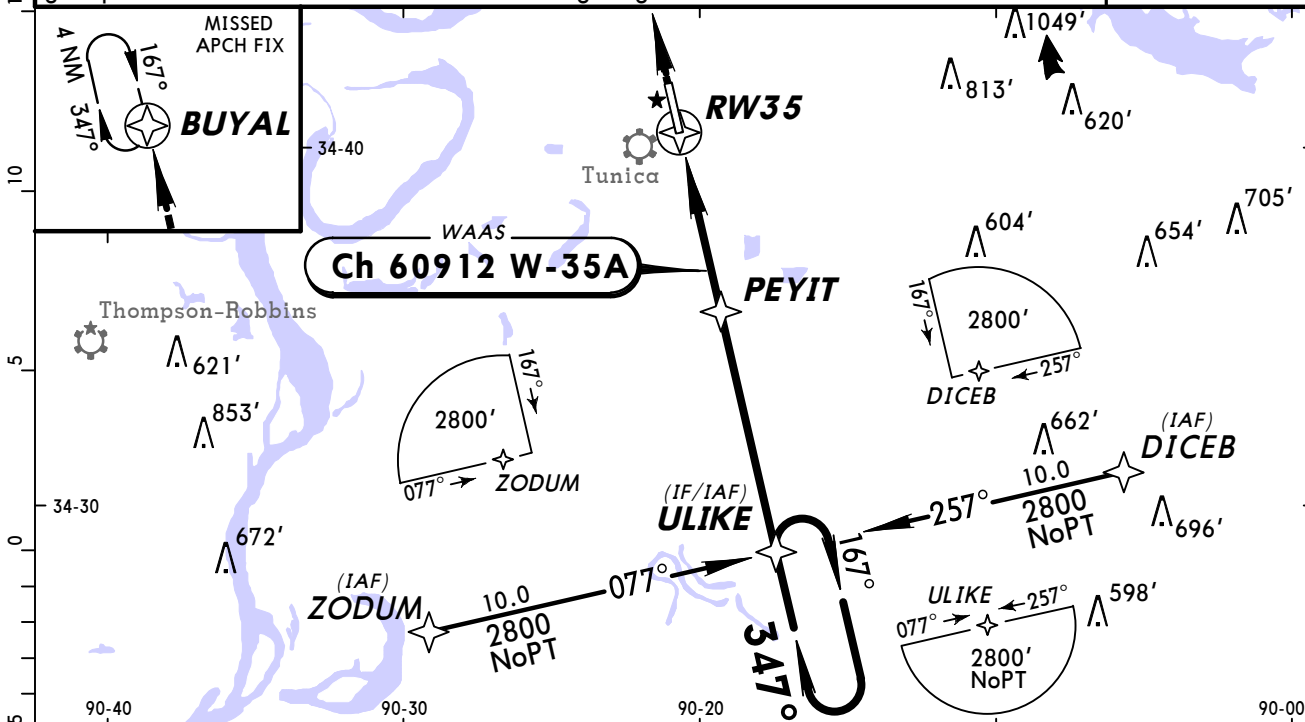




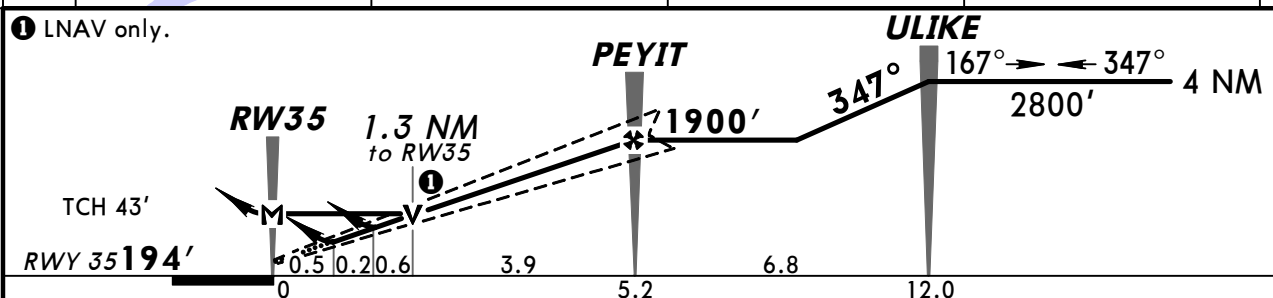
BRIEFING STRIP™

AWOS-3		MEMPHIS Approach		TUNICA MUN UNICOM	
118.07		119.1		CTAF 123.0	
WAAS Ch 60912 W-35A	Final Aptch Crs 347°	Minimum Alt PEYIT 1900' (1706')	LPV DA(H) (CONDITIONAL) 394' (200')	Apt Elev 194' Rwy 35 194'	TAA 30 NM IAF
MISSED APCH: Climb to 2800' direct BUYAL and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Memphis, Tenn altimeter setting. 2. Baro-VNAV and VDP not authorized when using Memphis, Tenn 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. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 123.0.					

5

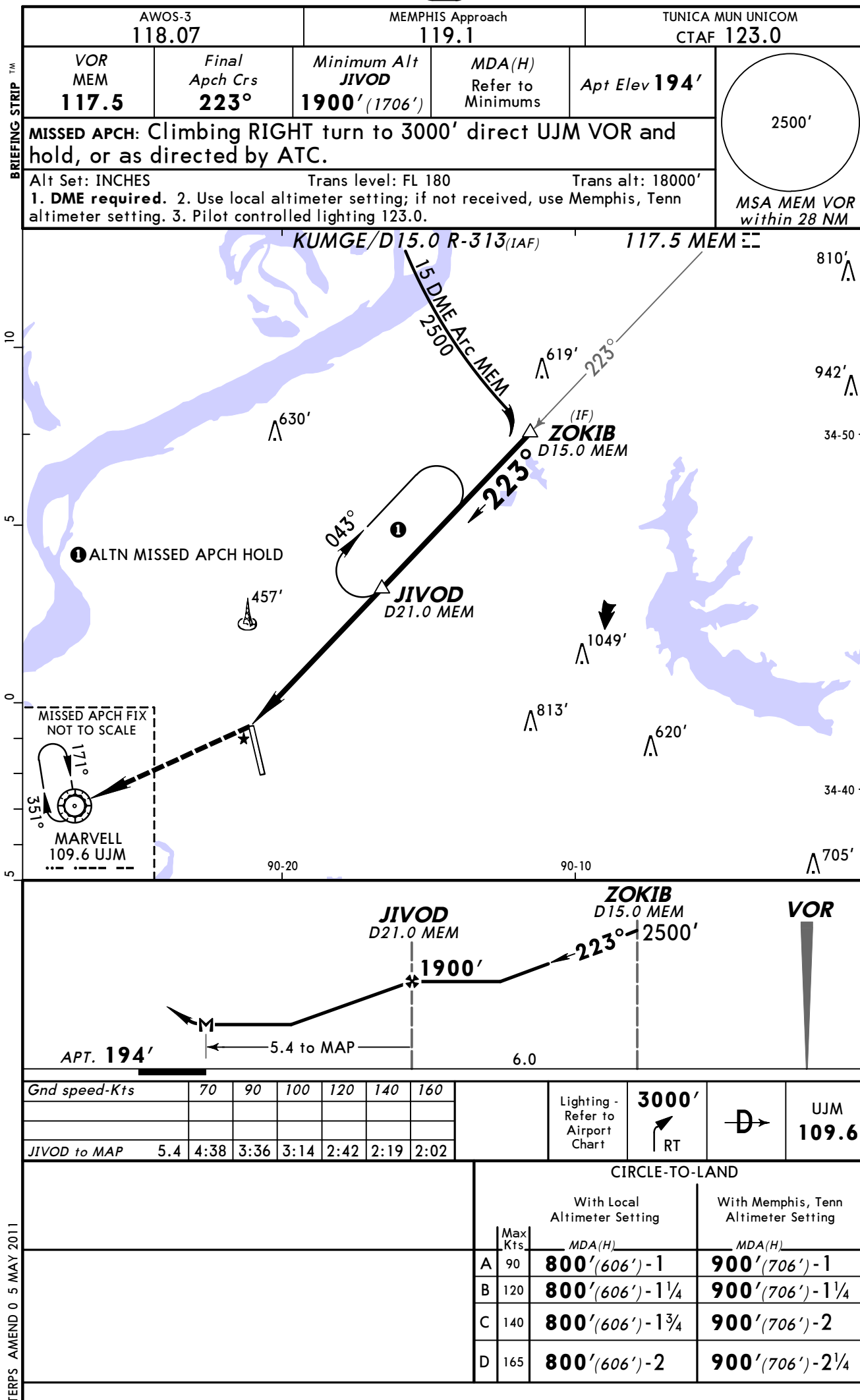


① LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2800'	D	BUYAL
Glide Path Angle 3.00°	372	478	531	637	743	849				
MAP at RW35										

STRAIGHT-IN LANDING RWY 35 With Local Altimeter Setting									CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 394' (200')			LNAV/VNAV DA(H) 444' (250')			LNAV MDA(H) 640' (446')			With Local Altimeter Setting		
RAIL out			RAIL out			RAIL out			MDA(H)		
A						1/2	3/4	1	Max Kts		
B	1/2	3/4	1/2	3/4		1/2	3/4	1	90	680' (486') - 1	
C						7/8	1	1 3/8	120	700' (506') - 1 1/2	
D									140	760' (566') - 2	
									165		
With Memphis, Tenn Altimeter Setting									With Memphis, Tenn Altimeter Setting		
LPV DA(H) 480' (286')			LNAV/VNAV DA(H) 530' (336')			LNAV MDA(H) 740' (546')			With Memphis, Tenn Altimeter Setting		
RAIL out			RAIL out			RAIL out			MDA(H)		
A						1/2	3/4	1	Max Kts		
B	1/2	5/8	7/8	5/8	1	1/2	3/4	1	90	780' (586') - 1	
C						1 1/8	1 3/8	1 5/8	120	800' (606') - 1 3/4	
D									140	860' (666') - 2	
									165		



TUNICA, MS (TUNICA MUN - KUTA)

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KBIX

No Chart Change Notices for Airport KCBM

No Chart Change Notices for Airport KCRX

No Chart Change Notices for Airport KGLH

No Chart Change Notices for Airport KGNF

No Chart Change Notices for Airport KGPT

No Chart Change Notices for Airport KGTR

Chart Change Notices for Airport KGWO

Type: Terminal

Effectivity: Temporary

Begin Date: Immediately

End Date: Until Further Notice

(11-1) ILS or LOC Rwy 18 MM decmsnd.

No Chart Change Notices for Airport KHEZ

No Chart Change Notices for Airport KHSA

No Chart Change Notices for Airport KIDL

Chart Change Notices for Airport KJAN

Type: Terminal

Effectivity: Permanent

Begin Date: 20080731

End Date: No end date

(20-3) Jackson 4 Dep computer code (JAN4.JAN) added.

No Chart Change Notices for Airport KMEI

No Chart Change Notices for Airport KNMM

No Chart Change Notices for Airport KPIB

No Chart Change Notices for Airport KPQL

No Chart Change Notices for Airport KTUP

No Chart Change Notices for Airport KUTA