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Terminal Charts For KRAP

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Terminal Charts For KRCA

Revision Letter For Cycle 04-2012

Change Notices

Notebook

General Information

Location: Aberdeen SD USA
IATA Code: ABR
Lat/Long: N45° 26.9' W098° 25.3'
Elevation: 1302 ft

Airport Use: Public
Magnetic Variation: 4.8°E
Sectional Chart: Twin Cities

Fuel Types: 100 Octane (LL), Mogas, Jet A
Oxygen Types: High Pressure
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: 1316 Z
Sunset: 0017 Z,

Runway Information

Runway: 13
Length x Width: 6901 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1302 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 5500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1302 ft
Lighting: Edge, REIL

Runway: 31
Length x Width: 6901 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1301 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 5500 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1301 ft
Lighting: Edge, REIL

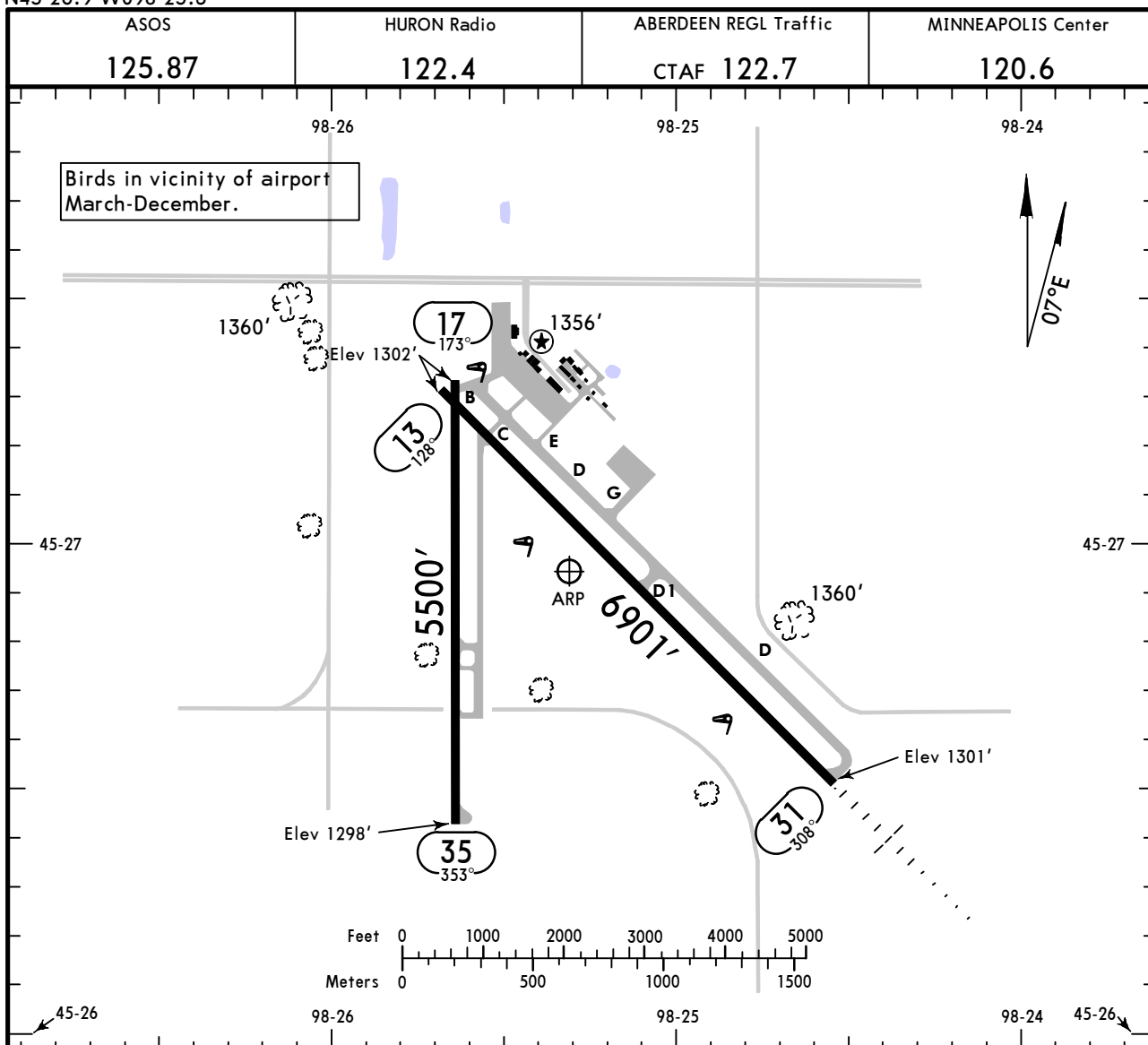
Communication Information

ASOS 125.875
Quest Unicom 122.95
Aberdeen Flying Service Unicom 123.3
Aberdeen Multicom 122.7 CTAF PCL
Huron Flight Service Station 122.4 RCO
Huron Flight Service Station 122.1 RCO
Huron Flight Service Station 113.0 RCO
Minneapolis Center 120.6 Remote Communications Air-Ground

KABR/ABR
Apt Elev 1302'
N45 26.9 W098 25.3

JEPPesen
16 OCT 09 11-1 Eff 22 Oct

ABERDEEN, S DAK
ABERDEEN REGL



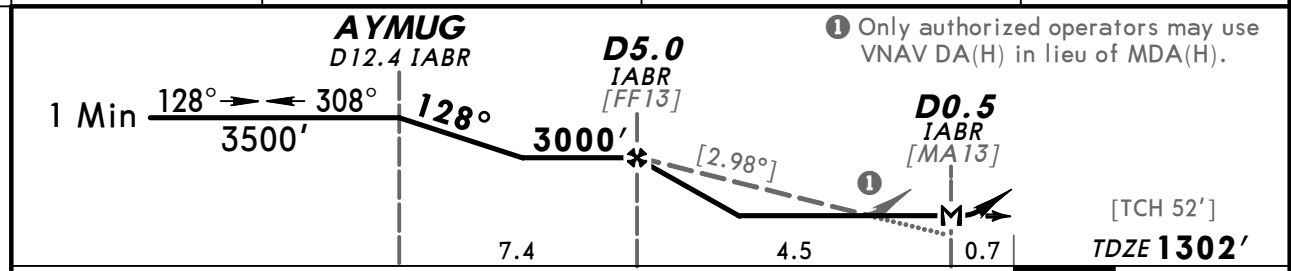
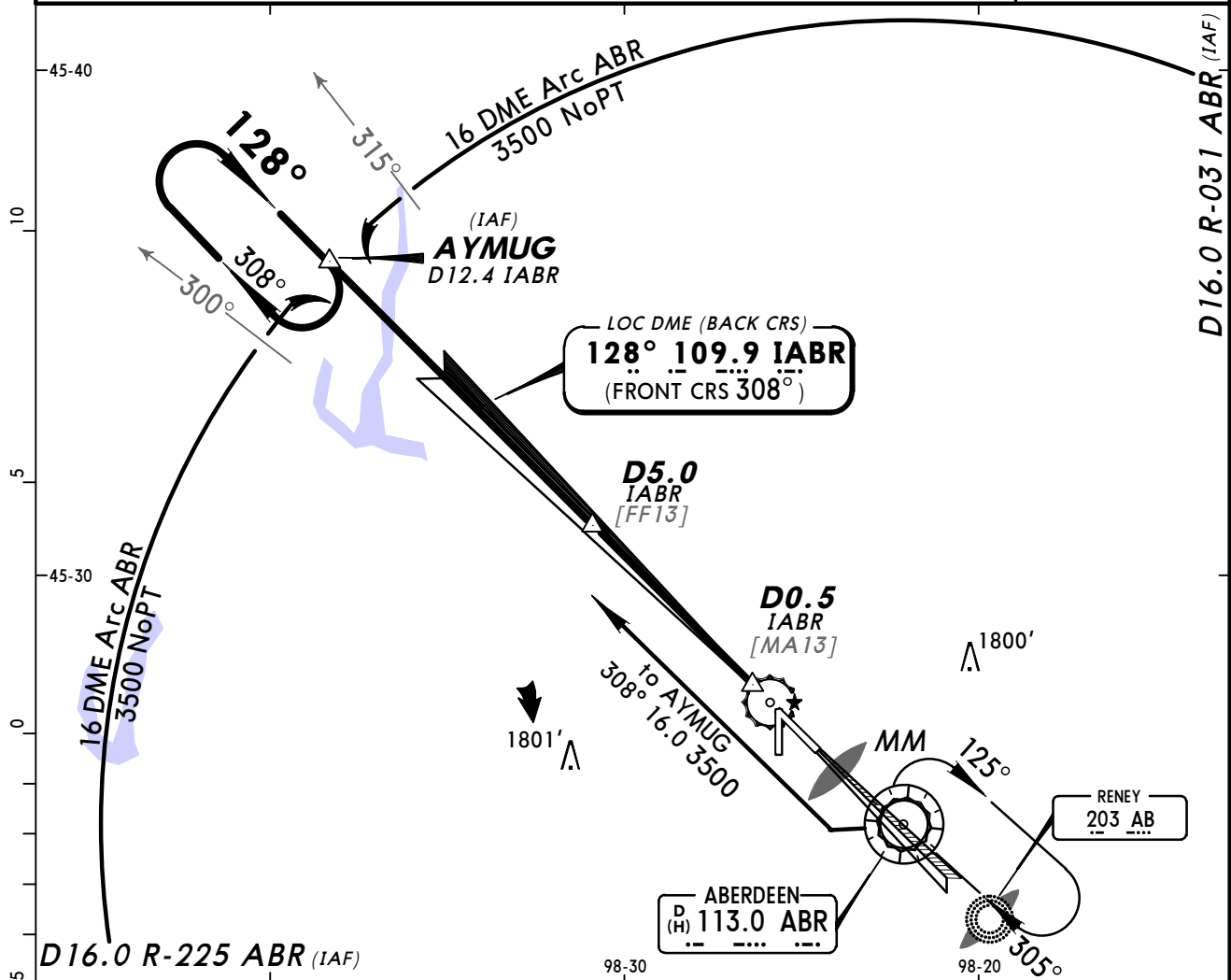
ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		LANDING BEYOND		TAKE-OFF	WIDTH
		Threshold	Glide Slope		
13	① HIRL ② REIL VASI-L grooved				100'
31	① HIRL ② MALSR ③ PAPI-L grooved		5653'		
17	MIRL ② REIL ③ PAPI-R porous friction				100'
35	MIRL ② REIL ③ PAPI-L course overlay				

- ① Increase intensity on 122.7.
- ② Activate on 122.7.
- ③ Angle 3.00°.

TAKE-OFF			FOR FILING AS ALTERNATE			
			Authorized Only When Local Weather Available		VOR DME Rwy 13 VOR Rwy 31 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 31 RNAV (GPS) Rwy 35	LOC DME (Back Course) Rwy 13
1 & 2 Eng	All Rwys		ILS Rwy 31	NDB Rwy 31 LOC Rwy 31	800-2	NA
	Adequate Vis Ref	STD				
3 & 4 Eng	1/4	1				
		1/2				

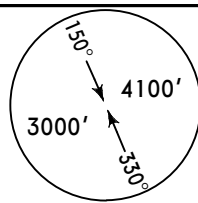
ASOS 125.87	MINNEAPOLIS Center 120.6	HURON Radio 122.4	ABERDEEN REGL Traffic CTAF 122.7
LOC IABR 109.9	Final Apch Crs 128° (Front Crs 308°)	Minimum Alt D5.0 IABR 3000' (1698')	MDA(H) 1760' (458')
Apt Elev 1302'			TDZE 1302'
MISSED APCH: Climb to 3500' direct ABR VOR and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'			
1. Use IABR DME when on LOC course. 2. Disregard glide slope indications. 3. Pilot controlled lighting 122.7.			

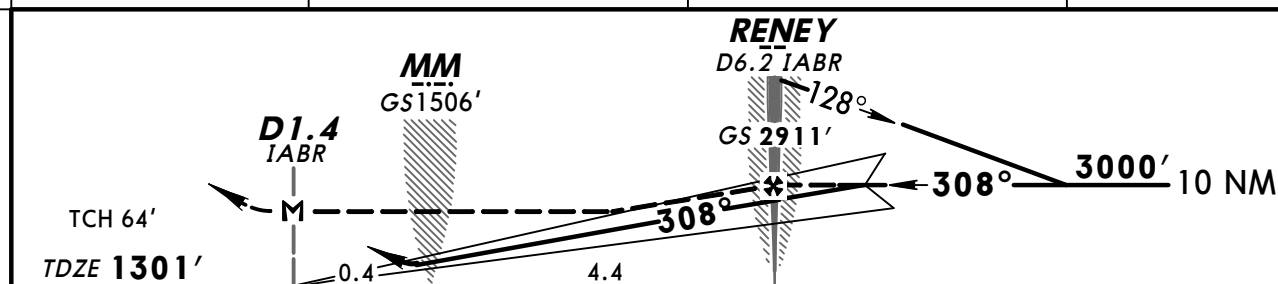
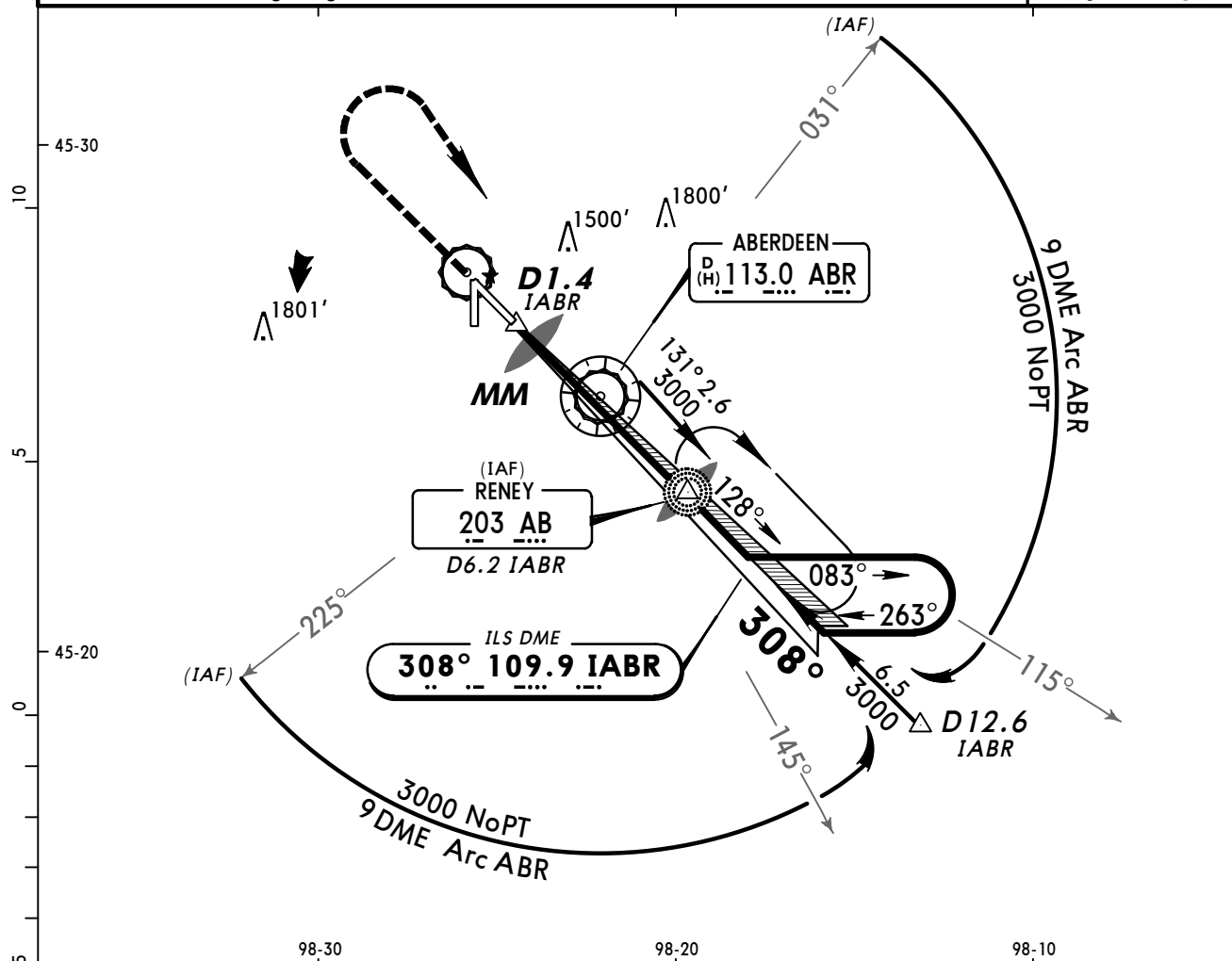


Gnd speed-Kts	70	90	100	120	140	160		REIL VASI-L	3500'	ABR 113.0
Descent angle [2.98°]	369	474	527	633	738	843				
MAP at D0.5 IABR										

STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
MDA(H) 1760' (458')							
A	1			Max Kts	MDA(H)		
B				90	1760' (458') - 1		
C	1 1/4			120	1760' (458') - 1 1/2		
D	1 1/2			140	1760' (458') - 1 1/2		
				165	1860' (558') - 2		

BRIEFING STRIP

ASOS 125.87		MINNEAPOLIS Center 120.6		HURON Radio 122.4		ABERDEEN REGL Traffic CTAF 122.7	
LOC IABR 109.9	Final Apch Crs 308°	GS RENEY 2911' (1610')	ILS DA(H) 1501' (200')	Apt Elev 1302' TDZE 1301'			
MISSED APCH: Climb to 3000' then RIGHT turn direct AB LOM and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. ADF or DME required. 2. Use IABR DME when on LOC course. 3. Pilot controlled lighting 122.7.							

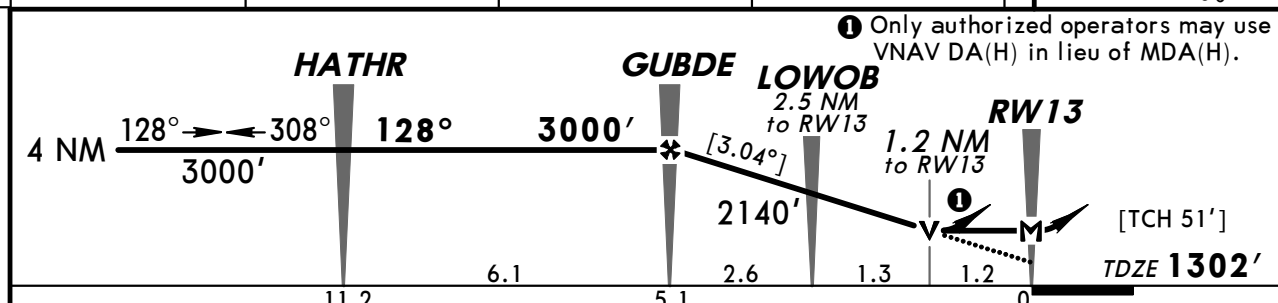
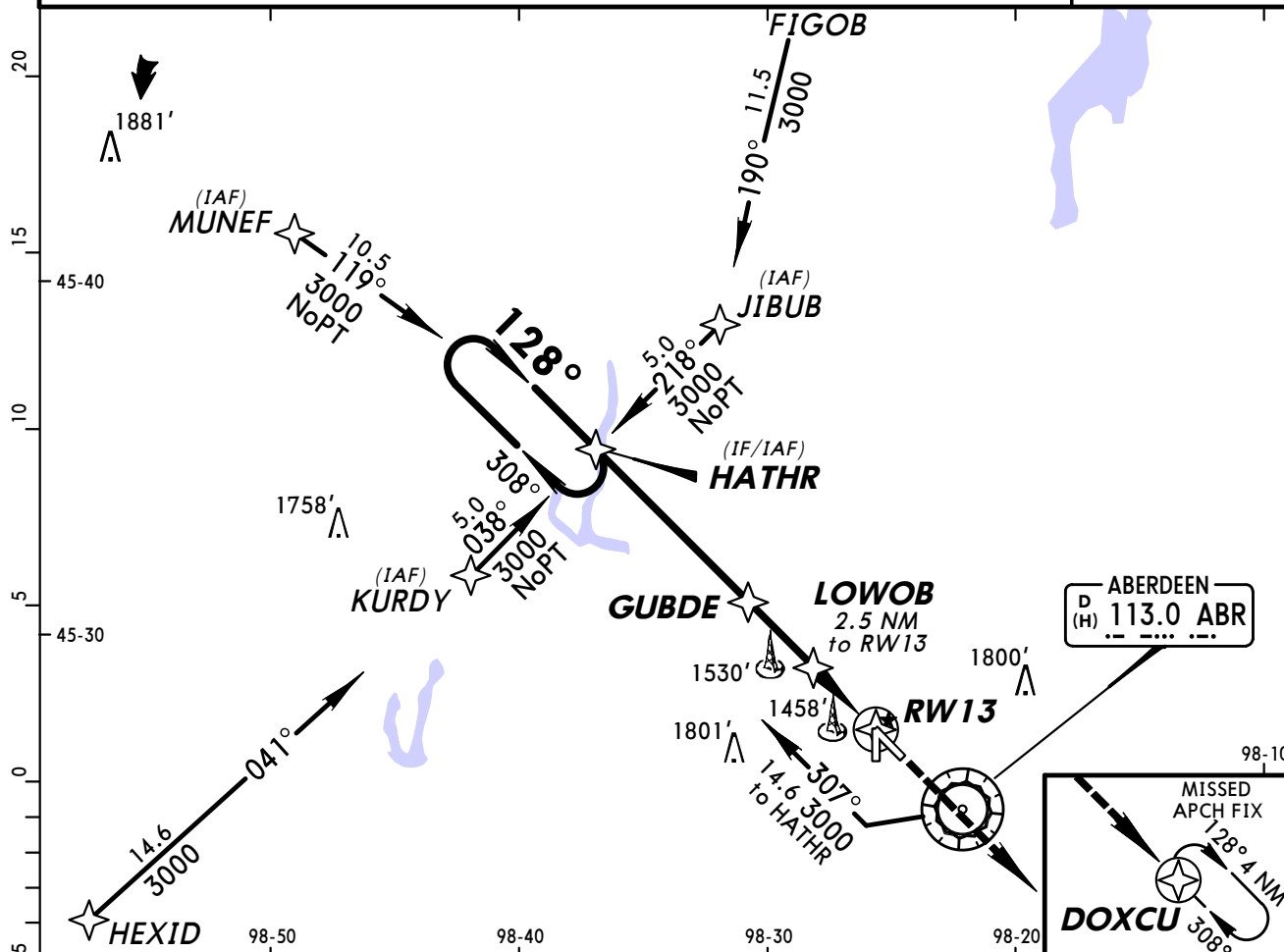


Gnd speed-Kts	70	90	100	120	140	160	MALSR  PAPI 	3000' 	RT 	AB 203
GS	3.00°	377	484	538	646	753				
MAP at D1.4 IABR or										
RENEY to MAP	4.8	4:07	3:12	2:53	2:24	2:03				

STRAIGHT-IN LANDING RWY31						CIRCLE-TO-LAND	
ILS			LOC (GS out)			Max Kts	MDA(H)
DA(H) 1501' (200')			MDA(H) 1660' (359')				
FULL		RAIL or ALS out		RAIL out	ALS out		
A	1/2	3/4	1/2	3/4	1	90	1760' (458')-1
B						120	
C						140	
D				3/4	1 1/4		165

BRIEFING STRIP™

ASOS 125.87		MINNEAPOLIS Center 120.6		HURON Radio 122.4		ABERDEEN REGL Traffic CTAF 122.7	
RNAV	Final Apch Crs 128°	Minimum Alt GUBDE 3000' (1698')	LNAV MDA(H) (CONDITIONAL) 1720' (418')	Apt Elev 1302' TDZE 1302'		3300' MSA RW13	
MISSED APCH: Climb to 3000' direct DOXCU and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Watertown Regl altimeter setting. 2. VDP not authorized when using Watertown Regl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.7.							

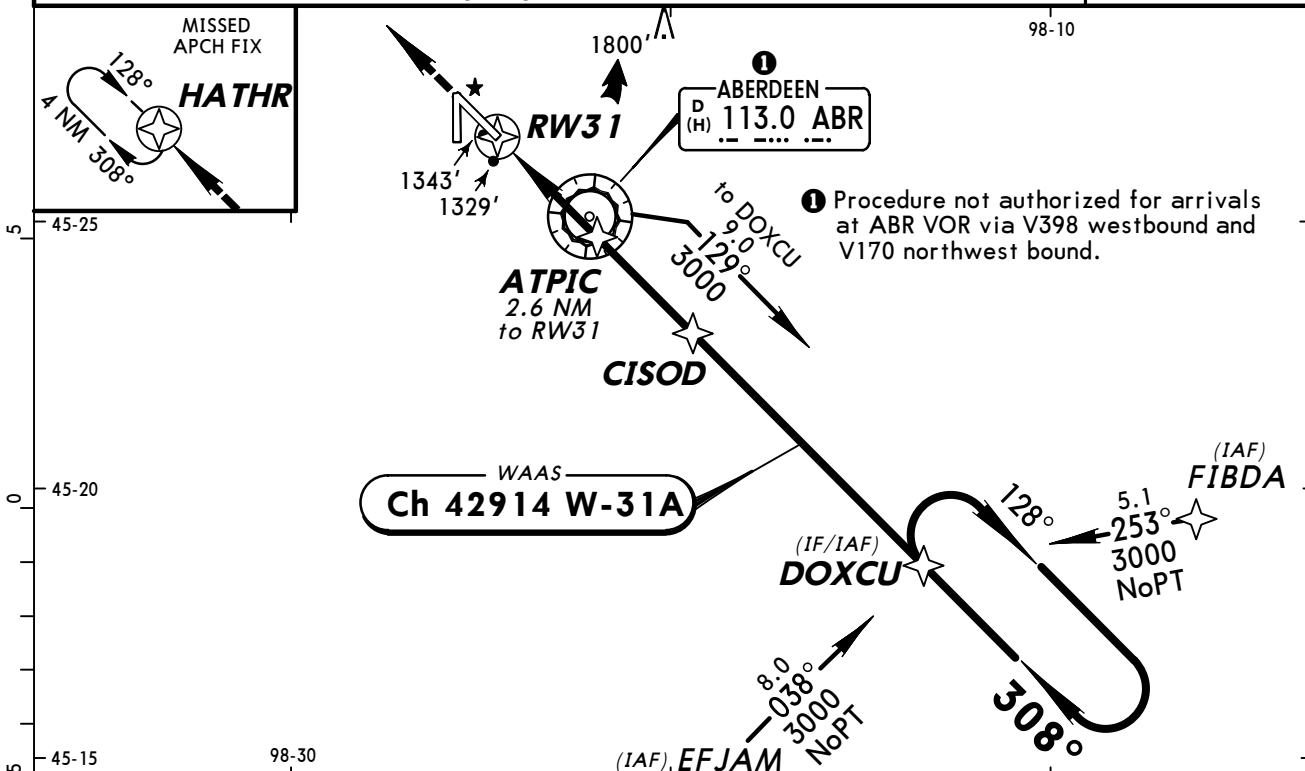


Gnd speed-Kts	70	90	100	120	140	160	REIL	3000'	DOXCU
Descent angle [3.04°]	376	484	538	645	753	861	VASI-L		
MAP at RW13									

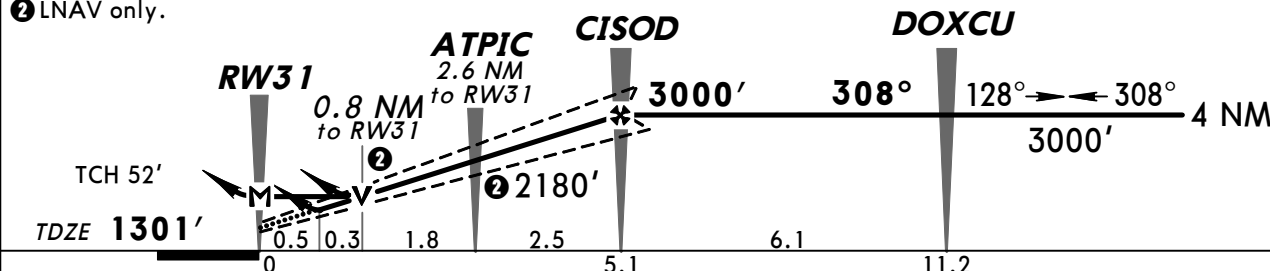
STRAIGHT-IN LANDING RWY 13			CIRCLE-TO-LAND		
LNAV					
MDA(H) 1720' (418') With Local Altimeter Setting		MDA(H) 1940' (638') With Watertown Regl Altimeter Setting	Max Kts	With Local Altimeter Setting MDA(H)	With Watertown Regl Altimeter Setting MDA(H)
A	1	1	90	1760' (458')-1	1980' (678')-1
			120	1760' (458')-1 1/2	1980' (678')-2
C	1 1/4	1 3/4	140	1760' (458')-1 1/2	1980' (678')-2
			165	1860' (558')-2	2080' (778')-2 1/2

BRIEFING STRIP™

ASOS 125.87		MINNEAPOLIS Center 120.6		HURON Radio 122.4		ABERDEEN REGL Traffic CTAF 122.7	
WAAS Ch 42914 W-31A	Final Apch Crs 308°	Minimum Alt CISOD 3000' (1699')	LPV DA(H) (CONDITIONAL) 1501' (200')	Apt Elev 1302' TDZE 1301'		3300' MSA RW31	
MISSED APCH: Climb to 3000' direct HATHR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Watertown Regl altimeter setting. 2. Baro-VNAV not authorized when using Watertown Regl altimeter setting. 3. DME/DME RNP-0.30 not authorized. 4. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (114°F). 5. VDP not authorized when using Watertown Regl altimeter setting. 6. VGSI and RNAV glidepath not coincident. 7. Pilot controlled lighting 122.7.							

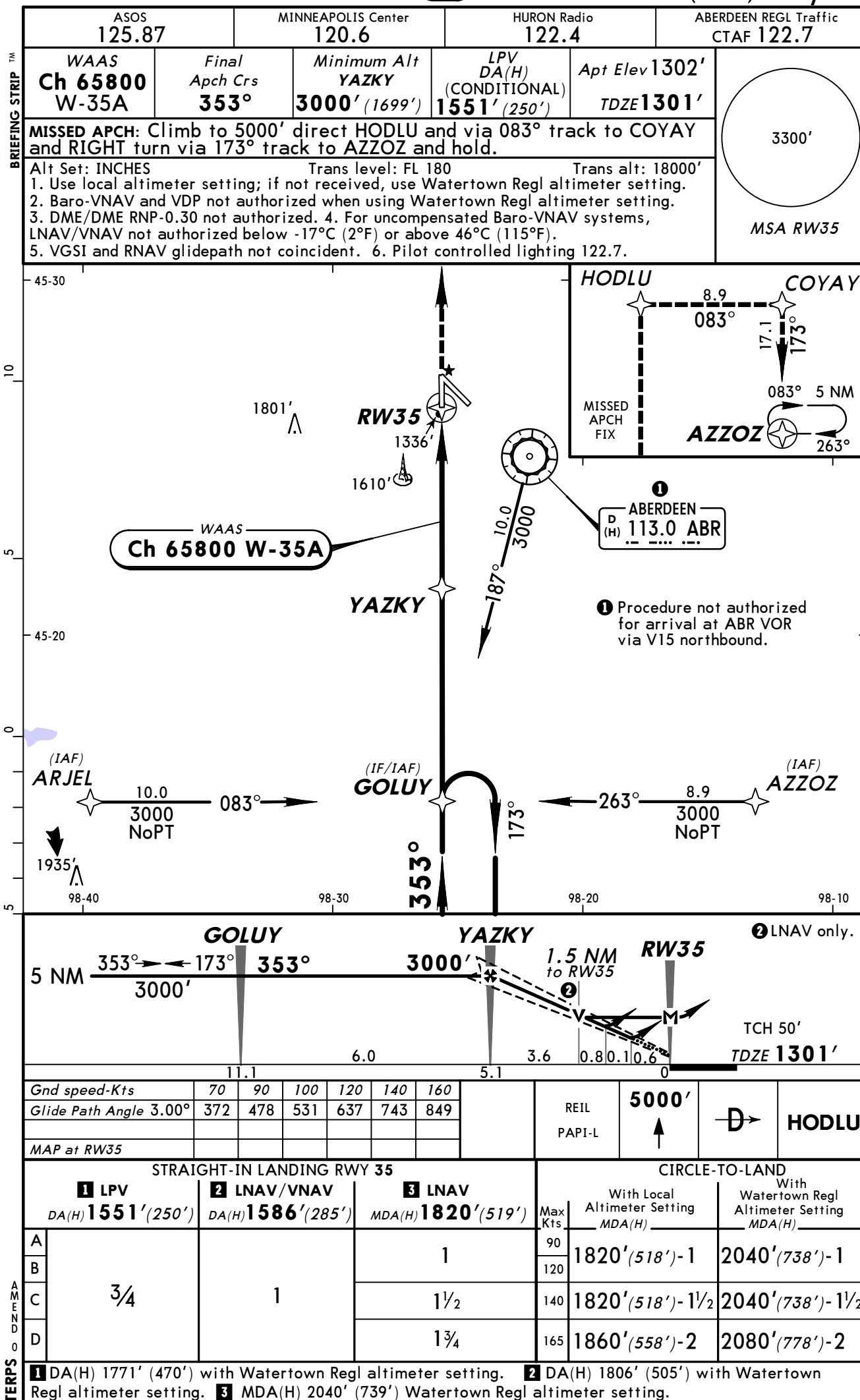


② LNAV only.

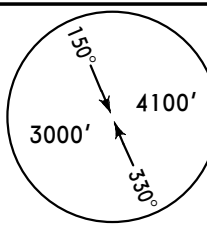


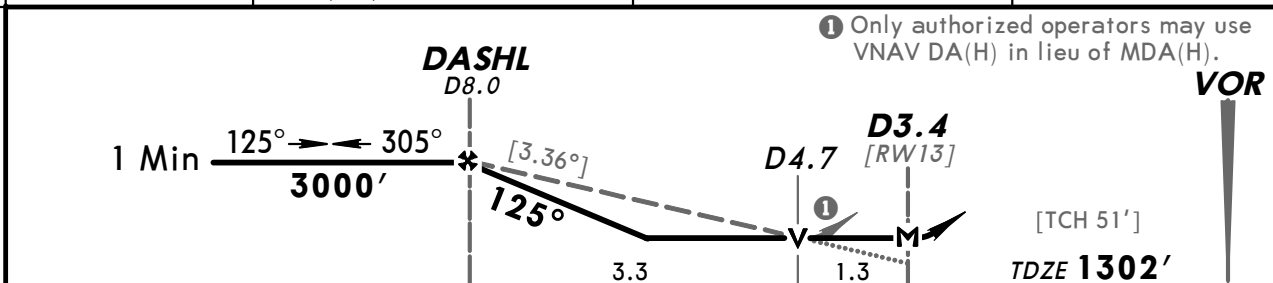
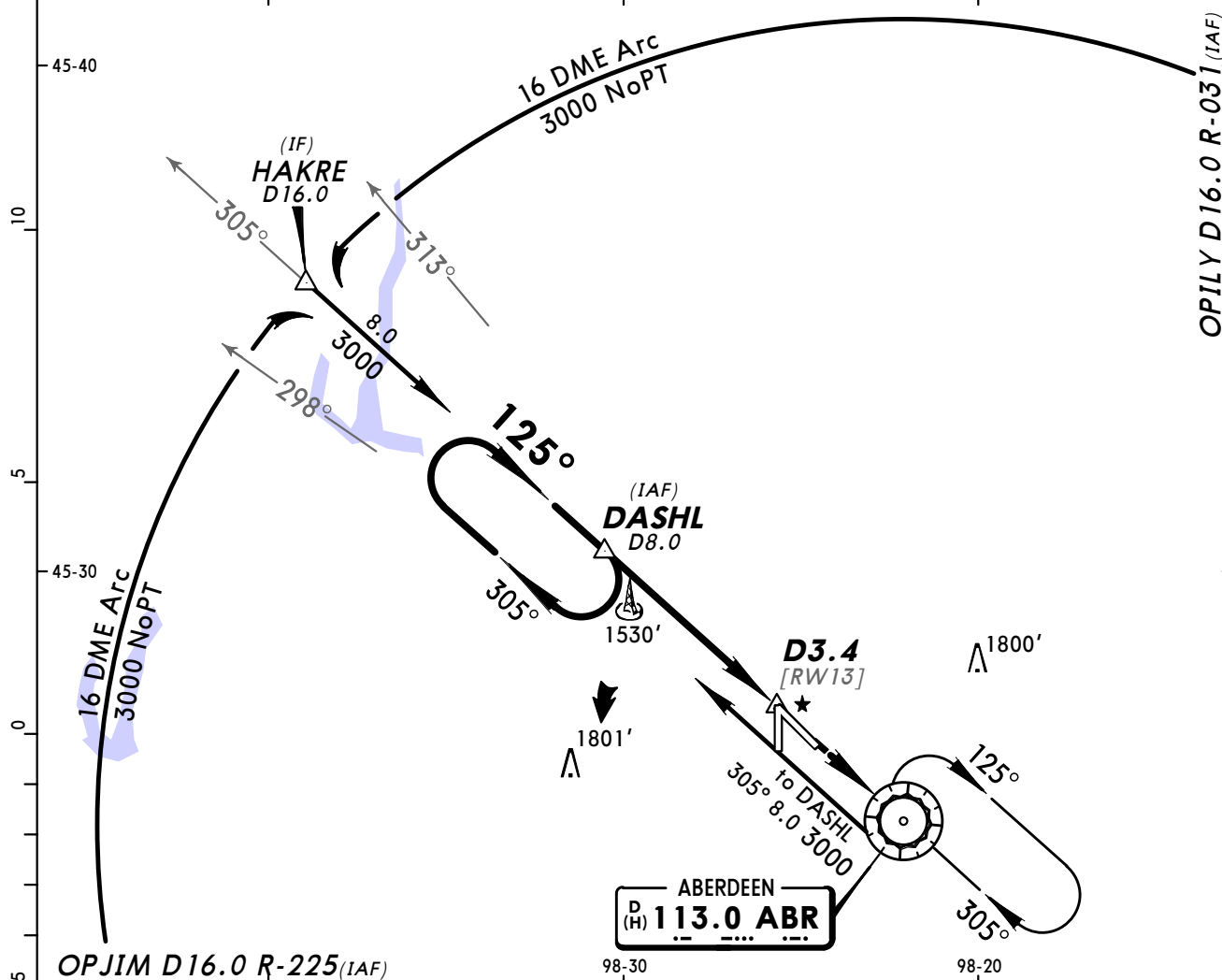
Gnd speed-Kts	70	90	100	120	140	160	MALSR 3000'	PAPI ↑	D HATHR
Glide Path Angle 3.00°	372	478	531	637	743	849			
MAP at RW31									

STRAIGHT-IN LANDING RWY 31 With Local Altimeter Setting								CIRCLE-TO-LAND With Local Altimeter Setting		
LPV DA(H) 1501' (200')		LNAV/VNAV DA(H) 1599' (298')		LNAV MDA(H) 1620' (319')			Max Kts	MDA(H)		
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out						
A	1/2	3/4	1/2	1	1/2	3/4	1	90	1760' (458') - 1	
B								120		1760' (458') - 1 1/2
C								140		
D			3/4		1			165		1860' (558) - 2
With Watertown Regl Altimeter Setting								With Watertown Regl Altimeter Setting		
DA(H) 1708' (407')		DA(H) 1806' (505')		MDA(H) 1840' (539')			Max Kts	MDA(H)		
RAIL or ALS out		RAIL out ALS out		RAIL out ALS out						
A	3/4	1 1/2	1 1/4	1 3/4	1/2	3/4	1	90	1980' (678') - 1	
B								120		1980' (678') - 2
C								140		
D								1 1/4		1 3/4



BRIEFING STRIP™

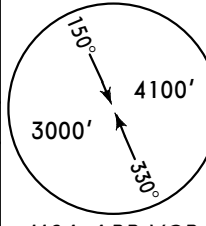
ASOS 125.87	MINNEAPOLIS Center 120.6	HURON Radio 122.4	ABERDEEN REGL Traffic CTAF 122.7
VOR ABR 113.0	Final Apch Crs 125°	Minimum Alt DASHL 3000' (1698')	MDA(H) (CONDITIONAL) 1780' (478') Apt Elev 1302' TDZE 1302'
MISSED APCH: Climb to 3000' direct ABR VOR and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Watertown altimeter setting. 2. VDP not authorized when using Watertown altimeter setting. 3. VGSI and descent angles not coincident. 4. Visibility reduction by helicopters not authorized. 5. Pilot controlled lighting 122.7.			
			 MSA ABR VOR

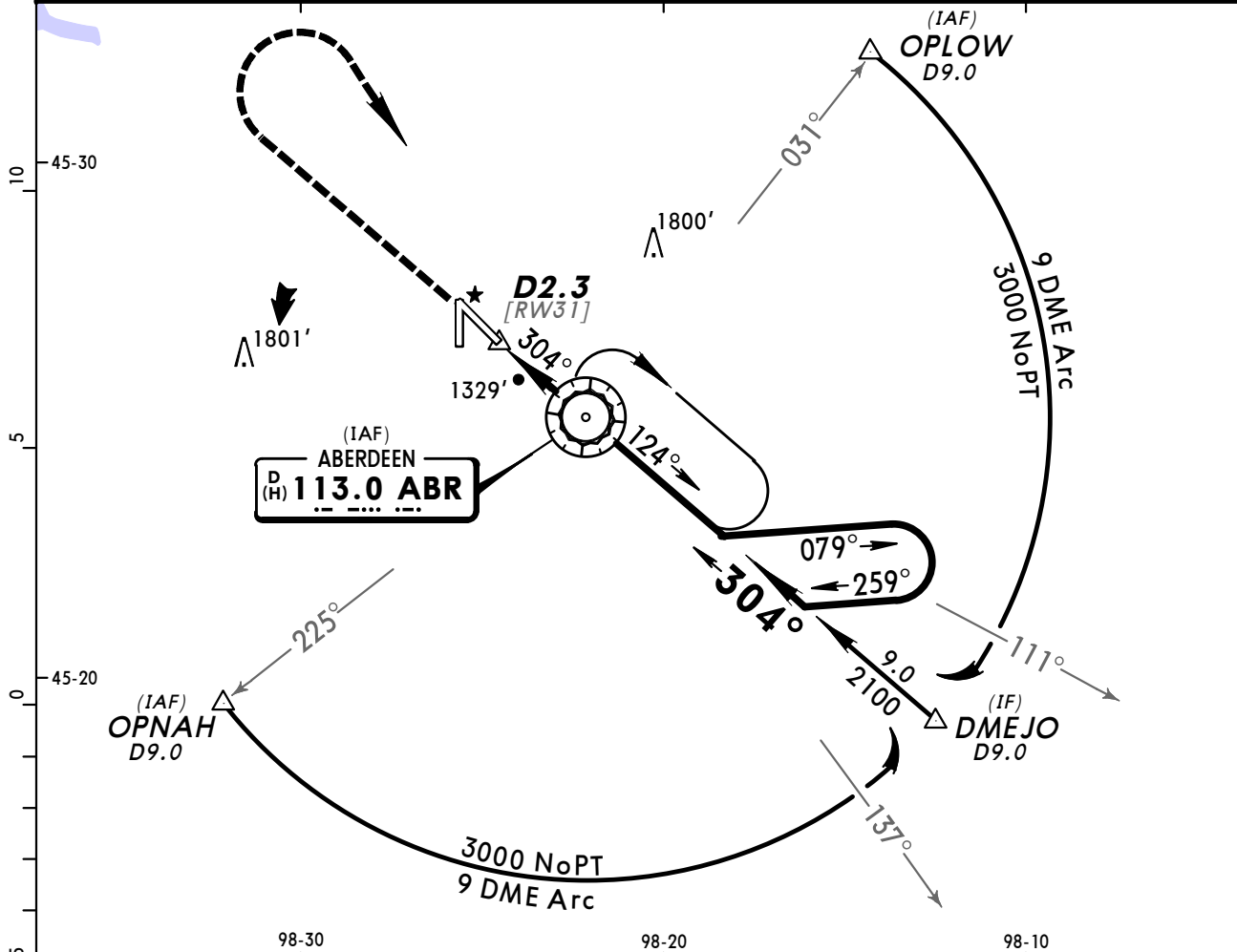


Gnd speed-Kts	70	90	100	120	140	160				
Descent angle [3.36°]	416	535	595	713	832	951				
MAP at D3.4										

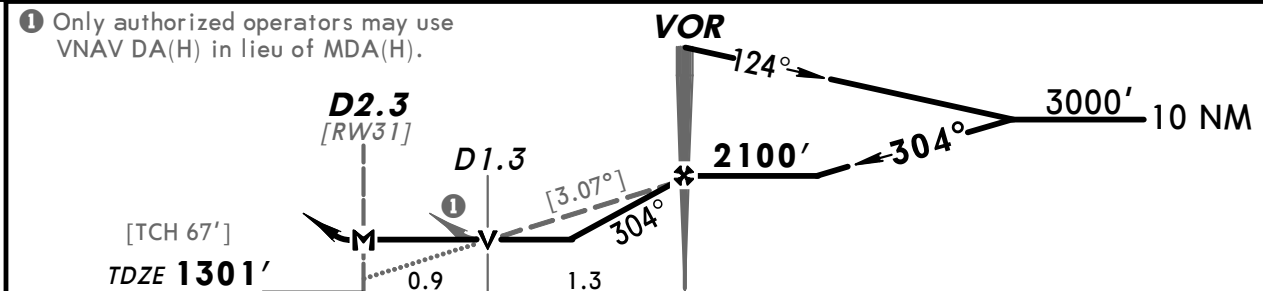
STRAIGHT-IN LANDING RWY 13				CIRCLE-TO-LAND			
MDA(H) 1780' (478')		MDA(H) 2000' (698')		With Local Altimeter Setting		With Watertown Altimeter Setting	
With Local Altimeter Setting		With Watertown Altimeter Setting		Max Kts	MDA(H)	MDA(H)	
A	1	1		90	1780' (478') - 1	2000' (698') - 1	
B				120			
C	1 1/4	2		140	1780' (478') - 1 1/2	2000' (698') - 2	
D	1 1/2	2 1/4		165	1860' (558') - 2	2080' (778') - 2 1/2	

BRIEFING STRIP™

ASOS 125.87		MINNEAPOLIS Center 120.6		HURON Radio 122.4		ABERDEEN REGL Traffic CTAF 122.7	
VOR ABR 113.0	Final Apch Crs 304°	Minimum Alt VOR 2100' (799')	MDA(H) (CONDITIONAL) 1660' (359')	Apt Elev 1302' TDZE 1301'		 MSA ABR VOR	
MISSED APCH: Climb to 3000' then RIGHT turn direct ABR VOR and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Watertown altimeter setting. 2. VDP not authorized when using Watertown altimeter setting. 3. Pilot controlled lighting 122.7.							



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



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' RT D ABR 113.0		
Descent angle [3.07°]	380	489	543	652	760	869			
MAP at D2.3 or VOR to MAP	2.3	1:58	1:32	1:23	1:09	0:59			

STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND			
MDA(H) 1660' (359') With Local Altimeter Setting			MDA(H) 1880' (579') With Watertown Altimeter Setting			With Local Altimeter Setting		With Watertown Altimeter Setting	
RAIL out			RAIL out			MDA(H)		MDA(H)	
ALS out			ALS out						
A						Max Kts			
B	1/2	3/4	1	1/2	3/4	90	1760' (458') - 1	1980' (678') - 1	
C				1	1 1/2	120	1760' (458') - 1 1/2	1980' (678') - 2	
D	1	1 1/4		1 1/4	1 3/4	140	1860' (558') - 2	2080' (778') - 2 1/2	

General Information

Location: Watertown SD USA
IATA Code: ATY
Lat/Long: N44° 54.8' W097° 09.3'
Elevation: 1749 ft

Airport Use: Public
Magnetic Variation: 3.8°E
Sectional Chart: Twin Cities

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: 1310 Z
Sunset: 0013 Z,

Runway Information

Runway: 12
Length x Width: 6899 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1749 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 6894 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1740 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 6899 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1736 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 6894 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1745 ft
Lighting: Edge, ALS, Pilot controlled

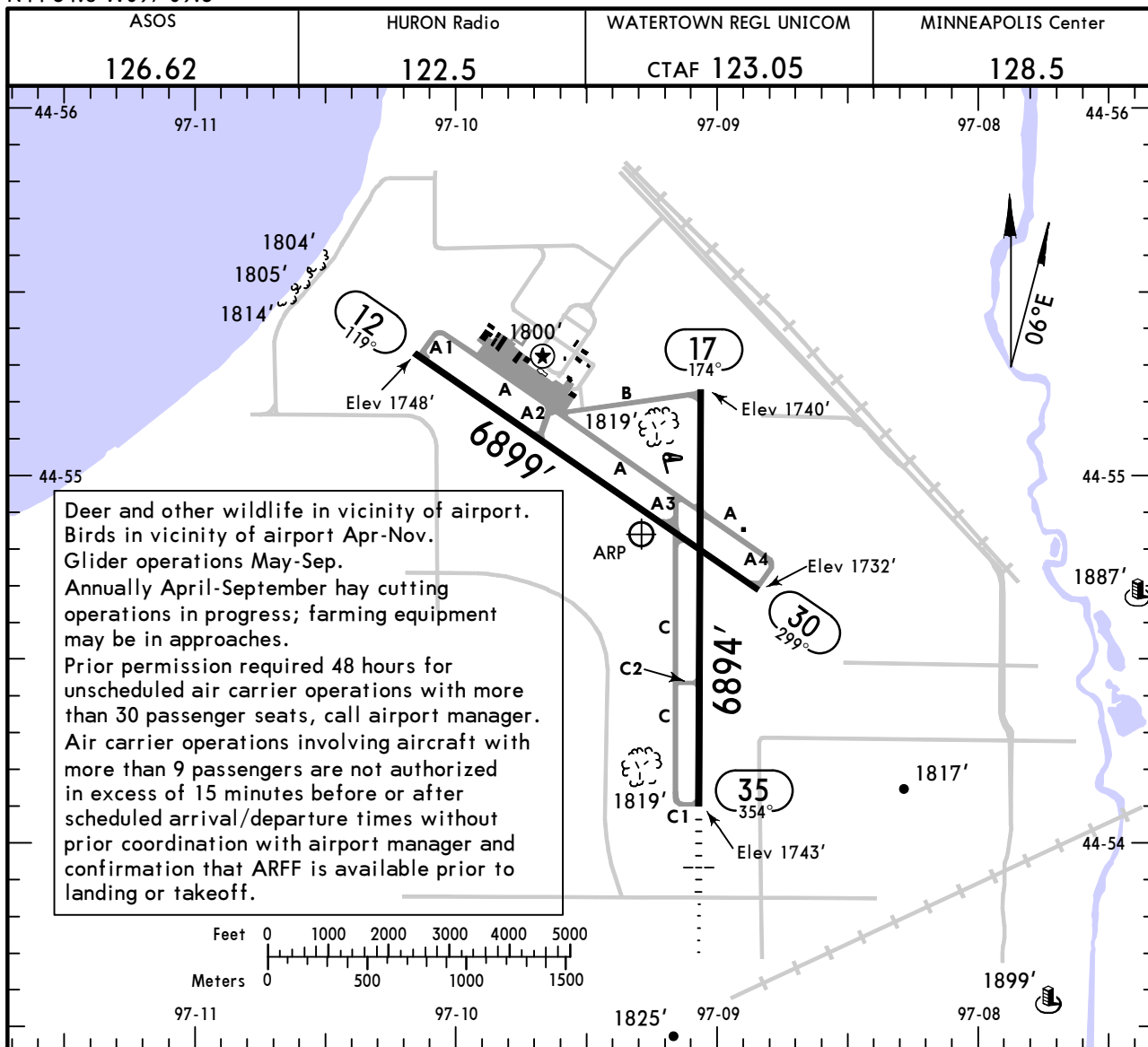
Communication Information

ASOS 126.625
Watertown Regional Unicom 123.05 CTAF PCL
Huron Flight Service Station 122.5 RCO
Minneapolis Center 128.5 Remote Communications Air-Ground

KATY/ATY
 Apt Elev **1749'**
 N44 54.8 W097 09.3

JEPPESSEN
 21 AUG 09 **(10-9)** **Eff 27 Aug**

WATERTOWN, S DAK
WATERTOWN REGL



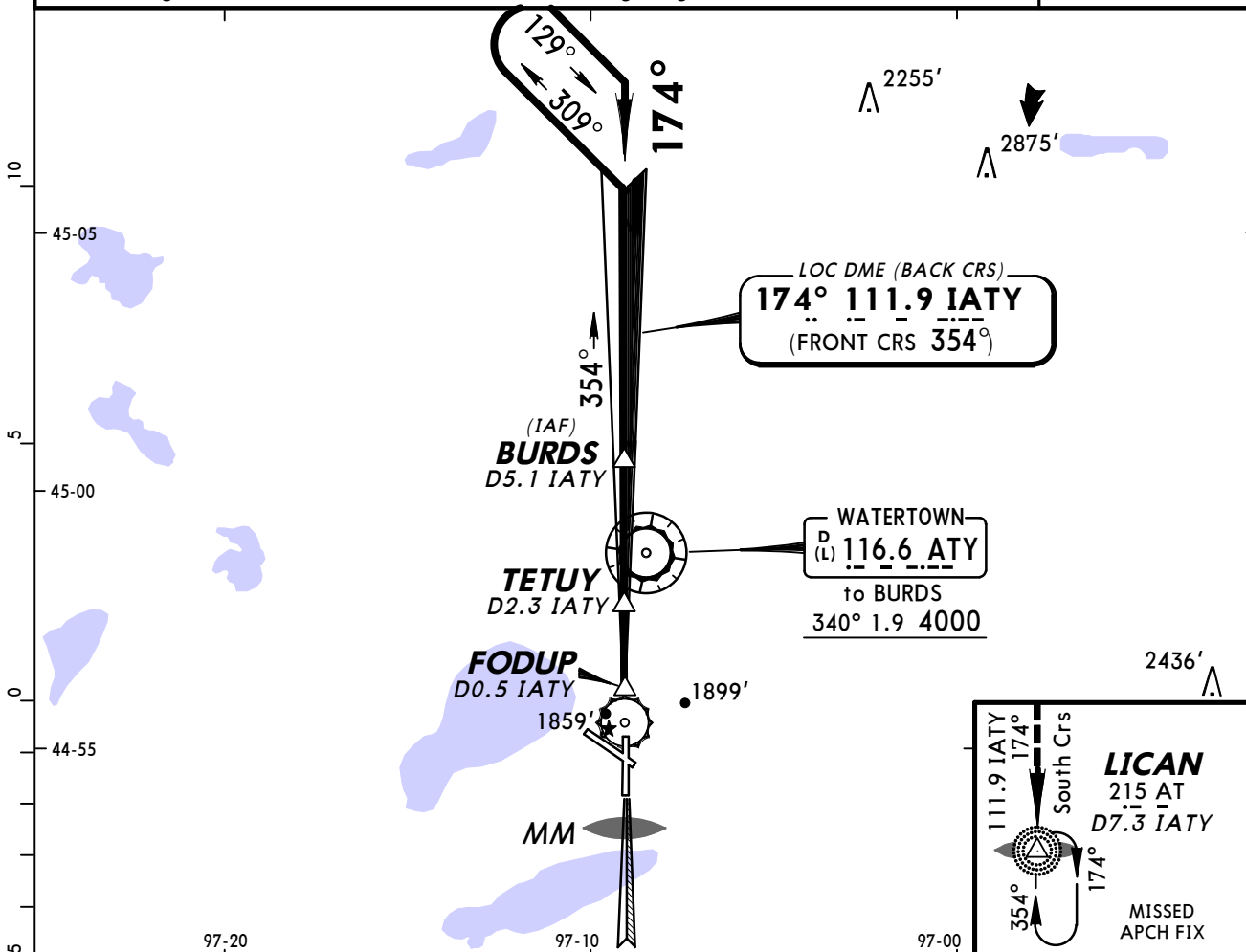
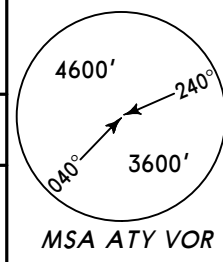
ADDITIONAL RUNWAY INFORMATION

RWY					USABLE LENGTHS			WIDTH
					—LANDING BEYOND—		TAKE-OFF	
12	30	① MIRL ① REIL ① PAPI-L (angle 3.0°)	porous friction course overlay					100'
17	35	① HIRL REIL ① PAPI-L (angle 3.0°)	porous friction course overlay					100'
		① HIRL ① MALSR ① PAPI-L (angle 3.0°)			5907'			

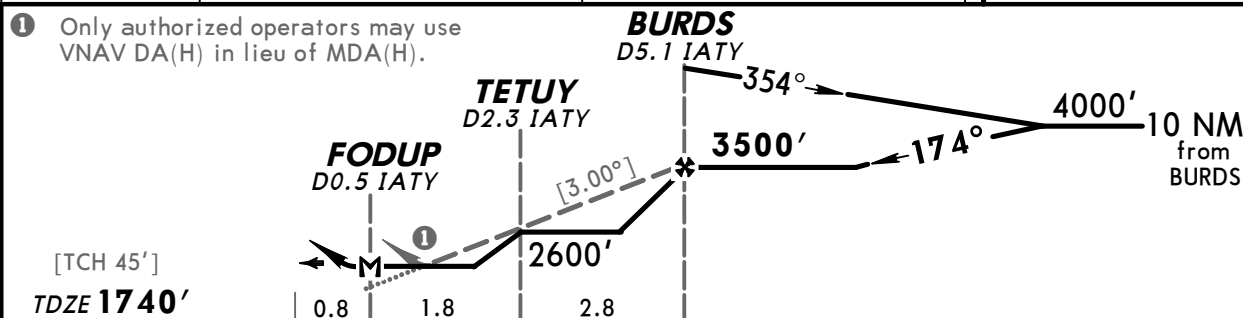
① Activate on 123.05.

TAKE-OFF			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available		
Adequate Vis Ref			ILS Rwy 35	LOC Rwy 35 VOR DME Rwy 35	LOC DME (BC) Rwy 17 VOR Rwy 17 NDB Rwy 35 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 17 RNAV (GPS) Rwy 30 RNAV (GPS) Rwy 35
1 & 2 Eng	1/4	1	A	600-2	800-2
3 & 4 Eng		1/2	B		
			C		
			D		

ASOS 126.62	MINNEAPOLIS Center 128.5	HURON Radio 122.5	WATERTOWN REGL UNICOM CTAF 123.05
LOC IATY 111.9	Final Apch Crs 174° (Front Crs 354°)	Minimum Alt BURDS 3500' (1760')	MDA(H) (CONDITIONAL) 2120' (380')
Apt Elev 1749'			TDZE 1740'
MISSED APCH: Climb to 4000' via IATY LOC SOUTH course to LICAN LOM/D7.3 IATY and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. When local altimeter setting not received, use Brookings altimeter setting. 2. Use IATY DME when on LOC course. 3. Disregard glide slope indications. 4. VGSI and descent angles not coincident. 5. Pilot controlled lighting 123.05.			



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 [3.00°]	372	478	531	637	743	849			
MAP at FODUP							REIL	4000'	IATY 111.9
							PAPI-L	↑	AT 215

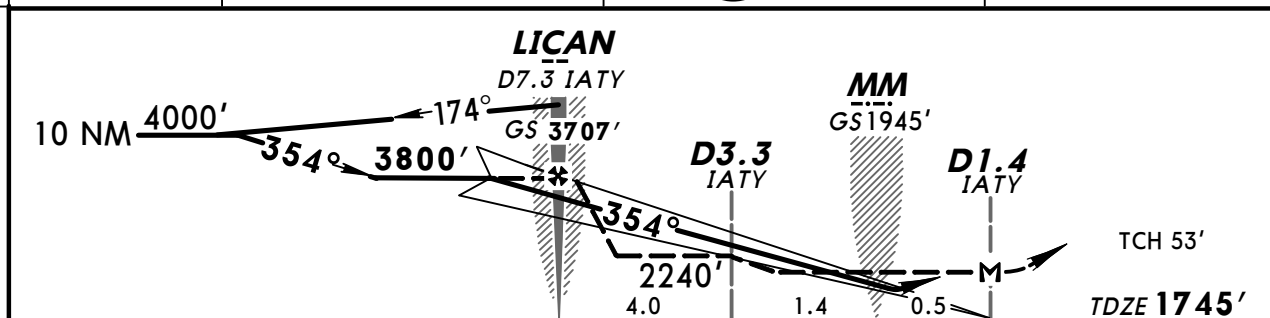
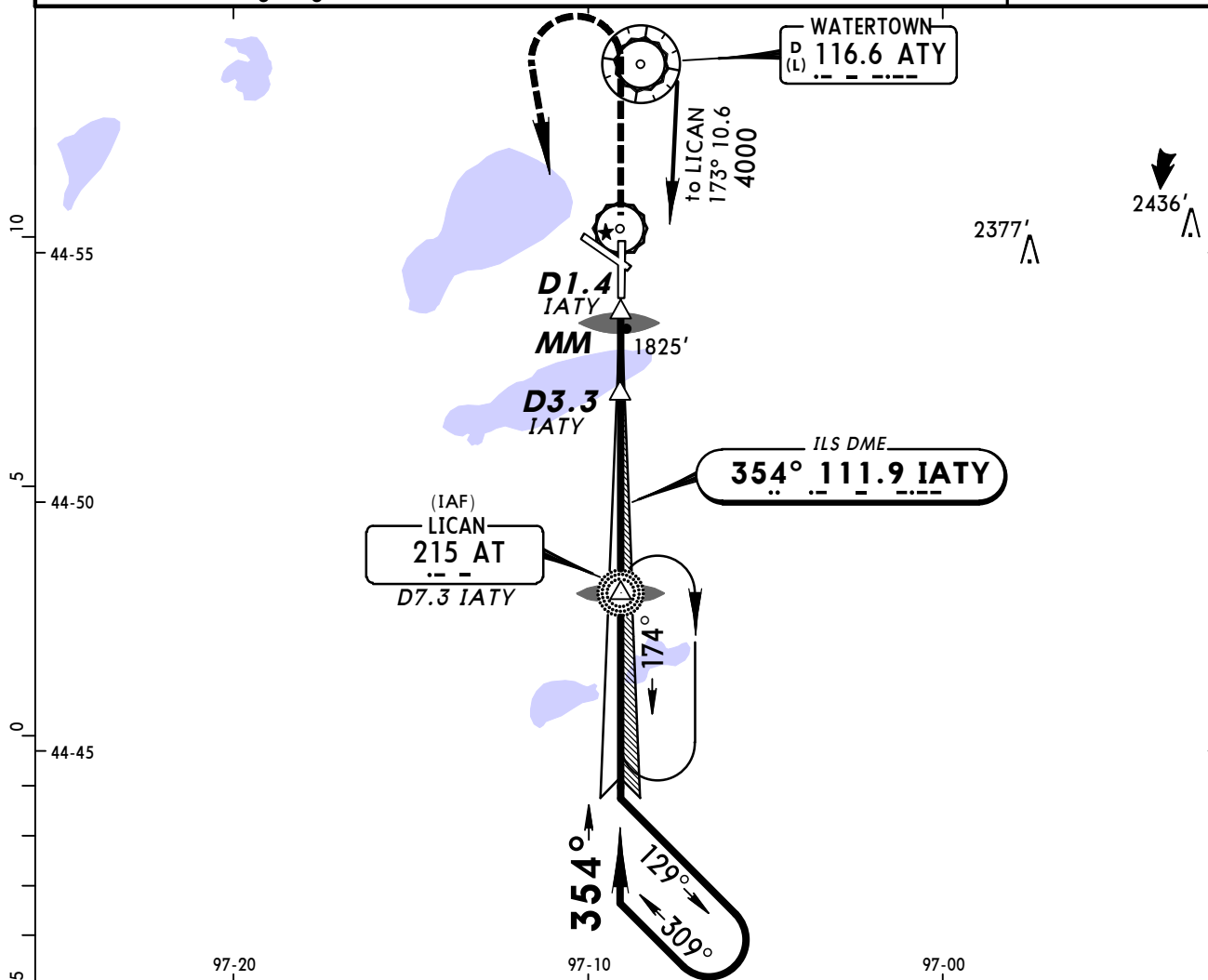
STRAIGHT-IN LANDING RWY17				CIRCLE-TO-LAND			
MDA(H) 2120' (380') With Local Altimeter Setting		MDA(H) 2240' (500') With Brookings Altimeter Setting		Max Kts	With Local Altimeter Setting MDA(H)	With Brookings Altimeter Setting MDA(H)	
A		1		90	2260' (511')-1	2380' (631')-1	
B	1			120			
C		1¼		140	2260' (511')-1½	2380' (631')-1¾	
D	1¼		1½	165	2340' (591')-2	2460' (711')-2¼	

KATY/ATY WATERTOWN REGL

JEPPesen 19 SEP 08 **11-2** Eff 25 Sep

WATERTOWN, S DAK
ILS or LOC Rwy 35

ASOS 126.62		MINNEAPOLIS Center 128.5		HURON Radio 122.5		WATERTOWN REGL UNICOM CTAF 123.05	
LOC IATY 111.9	Final Apch Crs 354°	GS LICAN 3707' (1962')	ILS DA(H) 1945' (200')	Apt Elev 1749' TDZE 1745'		 MSA AT LOM	
MISSED APCH: Climb to 4000' then LEFT turn direct LICAN LOM/D7.3 IATY and hold.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. ADF or DME required. 2. Use IATY DME when on LOC course. 3. Pilot controlled lighting 123.05.							



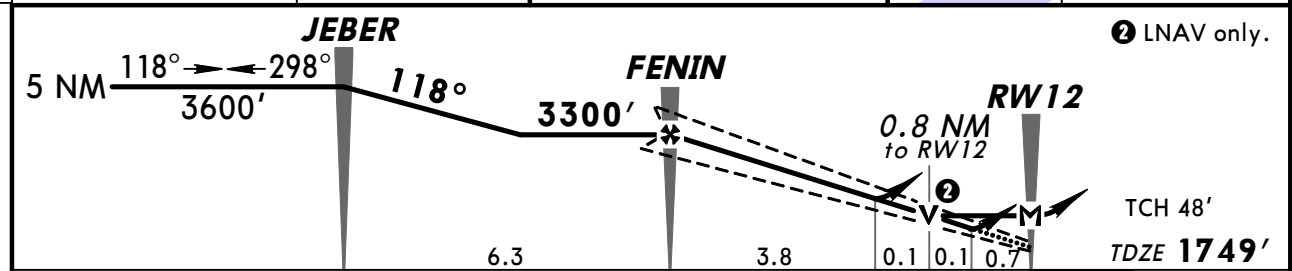
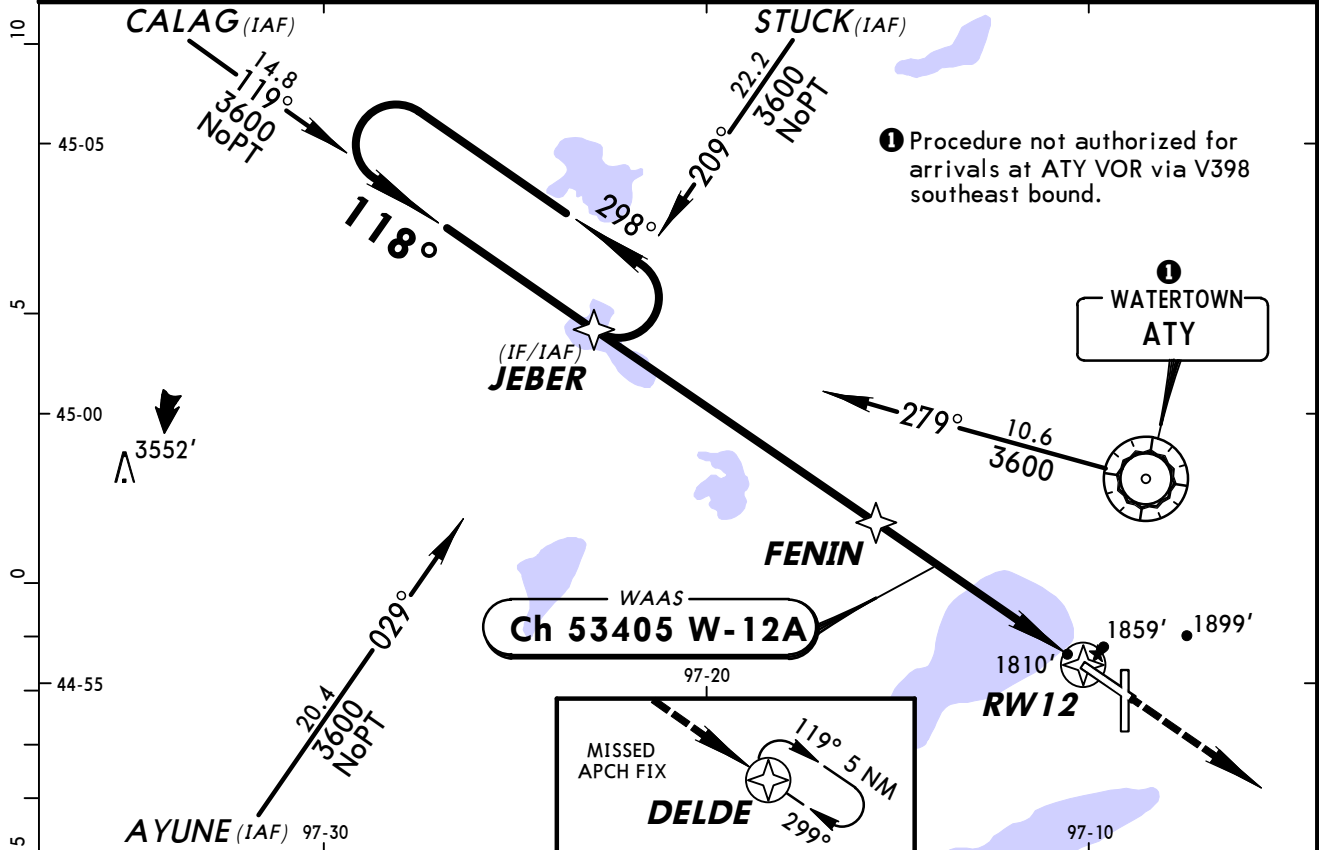
Gnd speed-Kts	70	90	100	120	140	160	MALSR	4000'	LT	AT 215
GS	3.00°	377	484	538	646	753	PAPI			
MAP at D1.4 IATY or LICAN to MAP	5.9	5:03	3:56	3:32	2:57	2:32				

STRAIGHT-IN LANDING RWY 35										CIRCLE-TO-LAND	
ILS			LOC (GS out)								
DA(H) 1945' (200')			MDA(H) 2080' (335') With D3.3 IATY			MDA(H) 2240' (495') Without D3.3 IATY			Max		
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Kts	MDA(H)	
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1	90	2260' (511')-1	
B									120		
C						140	2260' (511')-1 1/2				
D						165	2340' (591')-2				

CHANGES: None.

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ASOS 126.62		MINNEAPOLIS Center 128.5		HURON Radio 122.5		WATERTOWN REGL UNICOM CTAF 123.05	
WAAS Ch 53405 W-12A	Final Apch Crs 118°	Minimum Alt FENIN 3300' (1551')	LPV DA(H) (CONDITIONAL) 2021' (272')	Apt Elev 1749' TDZE 1749'	4600' MSA RW12		
MISSED APCH: Climb to 3600' direct DELDE and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Brookings altimeter setting. 2. Baro-VNAV and VDP not authorized when using Brookings altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 4. DME/DME RNP-0.3 not authorized. 5. Visibility reduction by helicopters not authorized. 6. Pilot controlled lighting 123.05.							



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3600'	D→	DELDE
Glide Path Angle 3.00°	372	478	531	637	743	849				

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND	
1 LPV	2 LNAV/VNAV	3 LNAV	With Local Altimeter Setting	With Brookings Altimeter Setting
DA(H) 2021' (272')	DA(H) 2076' (327')	MDA(H) 2060' (311')	Max Kts	MDA(H)
A	1	1	90	2260' (511')-1
			120	2260' (511')-1
			140	2260' (511')-1½
			165	2340' (591')-2

- 1 DA(H) 2126' (377') with Brookings altimeter setting.

2 DA(H) 2181' (432') with Brookings altimeter setting.

3 MDA(H) 2180' (431') with Brookings altimeter setting.

KATY/ATY WATERTOWN REGL

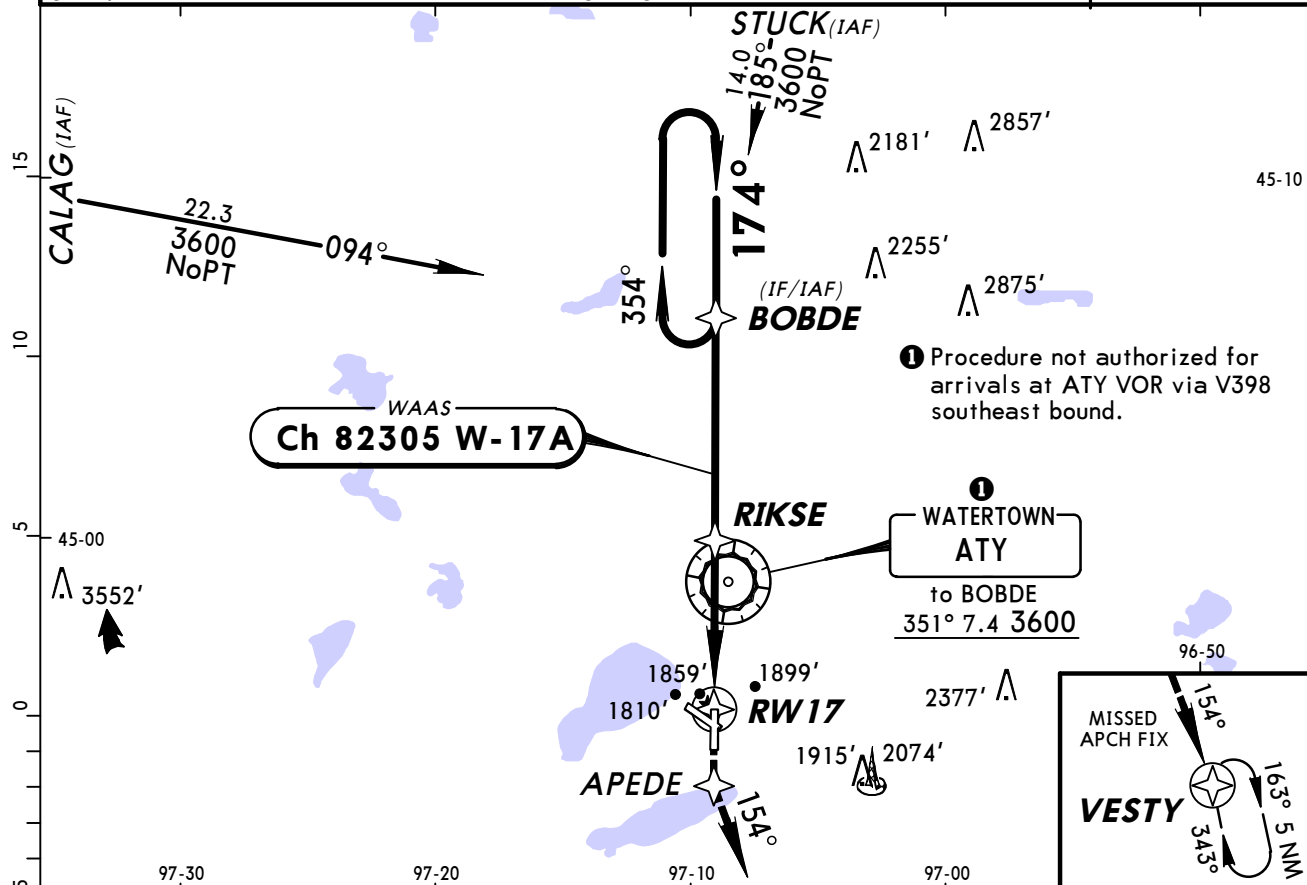
JEPPesen
24 AUG 07 **12-2** Eff 30 Aug

WATERTOWN, S DAK
RNAV (GPS) Rwy 17

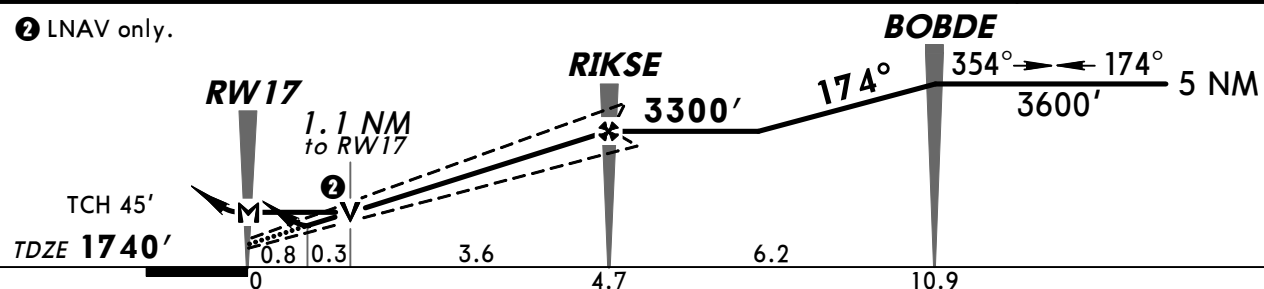
ASOS 126.62	MINNEAPOLIS Center 128.5	HURON Radio 122.5	WATERTOWN REGL UNICOM CTAF 123.05
WAAS Ch 82305 W-17A	Final Apch Crs 174°	Minimum Alt RIKSE 3300' (1560')	LPV DA(H) (CONDITIONAL) 2054' (314')
Apt Elev 1749'			
TDZE 1740'			
MISSED APCH: Climb to 4000' direct APEDE and via 154° track to VESTY and hold.			
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Brookings altimeter setting. 2. Baro-VNAV and VDP not authorized when using Brookings altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 4. DME/DME RNP-0.3 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 123.05.			

4600'

MSA RW17



② LNAV only.



Gnd speed-Kts	70	90	100	120	140	160	REIL	4000'	→	APEDE
Glide Path Angle 3.00°	372	478	531	637	743	849	PAPI-L	↑		
MAP at RW17										

STRAIGHT-IN LANDING RWY 17

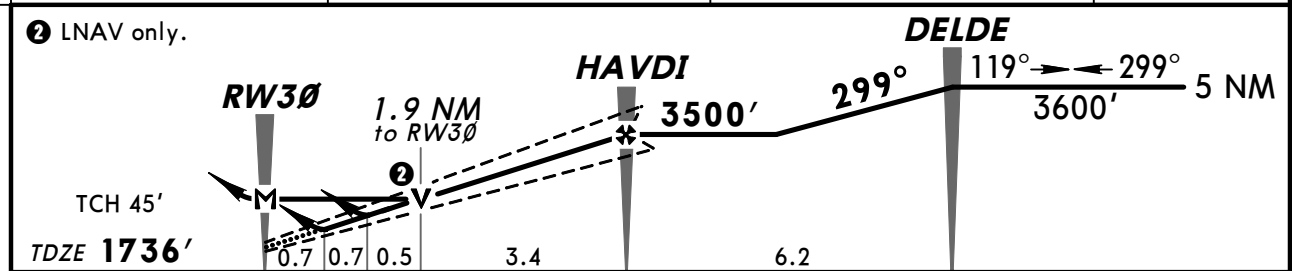
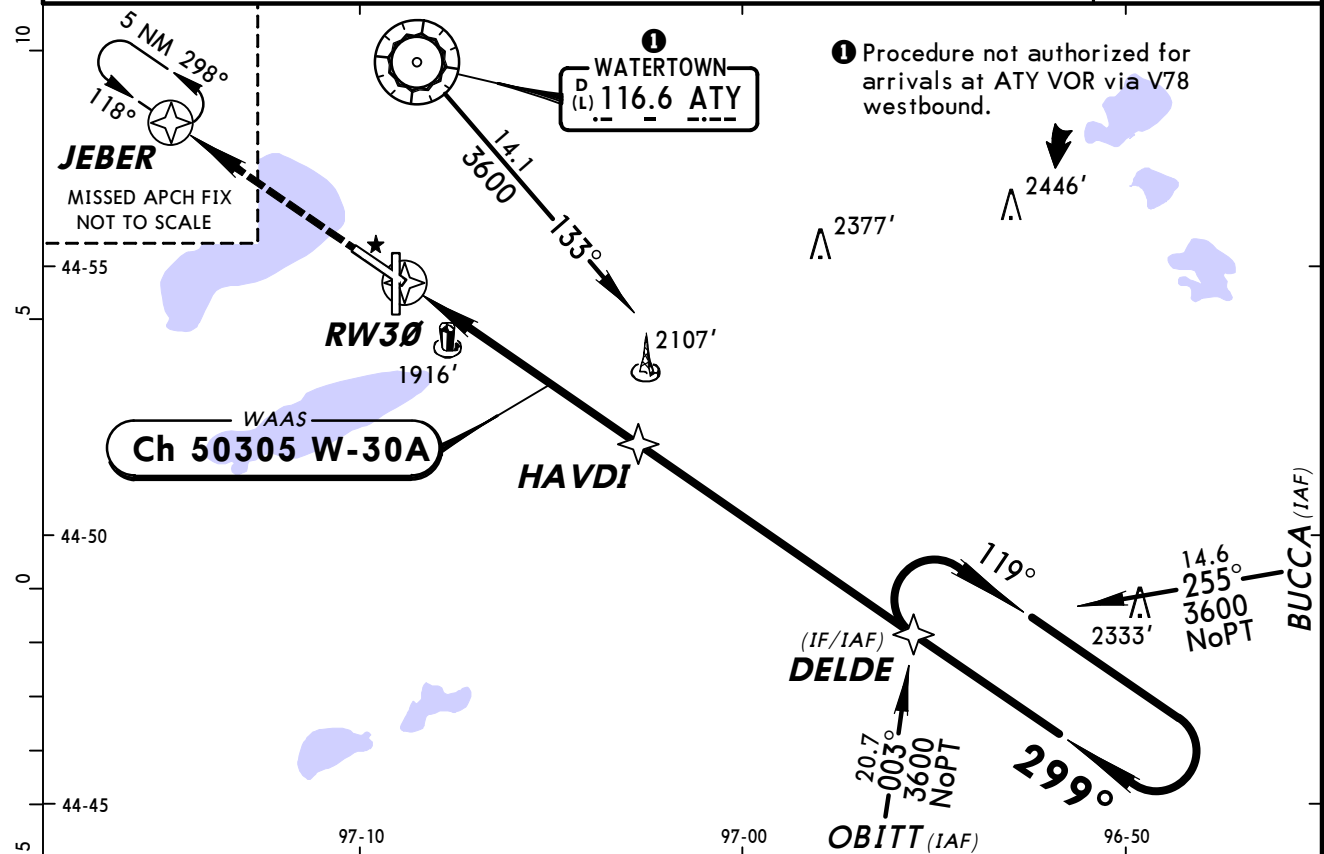
	① LPV DA(H) 2054' (314')	② LNAV/VNAV DA(H) 2129' (389')	③ LNAV MDA(H) 2120' (380')	Max Kts	With Local Altimeter Setting MDA(H)	With Brookings Altimeter Setting MDA(H)
A				90	2260' (511')-1	2380' (631')-1
B				120	2260' (511')-1	2380' (631')-1
C	1	1 1/4	1	140	2260' (511')-1 1/2	2380' (631')-1 1/2
D			1 1/4	165	2340' (591')-2	2460' (711')-2

- ① DA(H) 2159' (419') with Brookings altimeter setting.
 ② DA(H) 2234' (494') with Brookings altimeter setting.
 ③ MDA(H) 2240' (500') with Brookings altimeter setting.

CHANGES: New procedure.

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ASOS 126.62		MINNEAPOLIS Center 128.5		HURON Radio 122.5		WATERTOWN REGL UNICOM CTAF 123.05	
WAAS Ch 50305 W-30A	Final Apch Crs 299°	Minimum Alt HAVDI 3500' (1764')	LPV DA(H) (CONDITIONAL) 1990' (254')	Apt Elev 1749' TDZE 1736'	4600' MSA RW30		
MISSED APCH: Climb to 3600' direct JEBER and hold.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Brookings altimeter setting. 2. Baro-VNAV and VDP not authorized when using Brookings altimeter setting. 3. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -18°C (0°F) or above 45°C (113°F). 4. DME/DME RNP-0.30 not authorized. 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 123.05.							



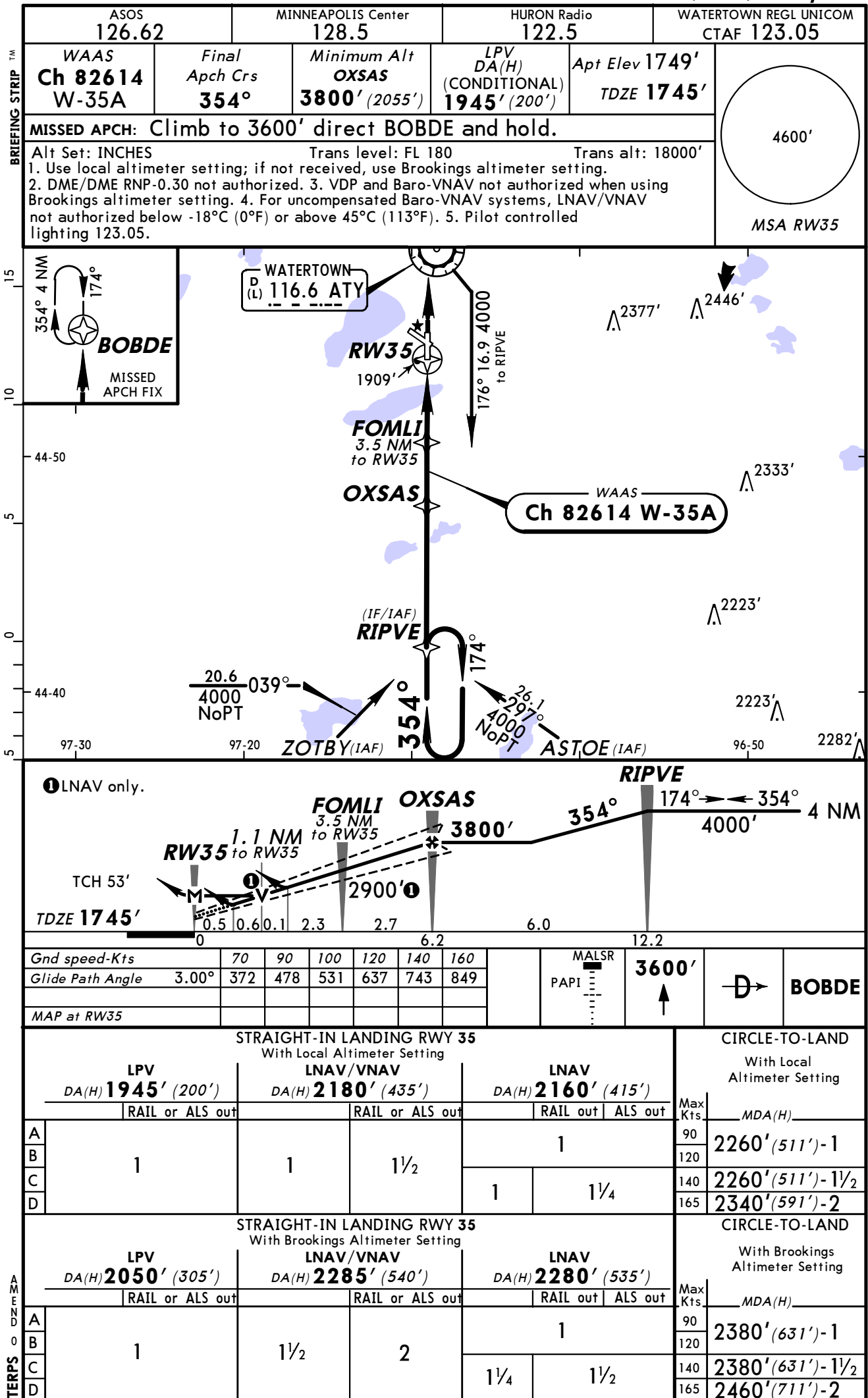
Gnd speed-Kts		70	90	100	120	140	160	REIL PAPI-L	3600'	D→	JEBER
Glide Path Angle 3.00°		372	478	531	637	743	849				
MAP at RW30											

STRAIGHT-IN LANDING RWY 30				CIRCLE-TO-LAND		
1 LPV DA(H) 1990'(254')		2 LNAV/VNAV DA(H) 2208'(472')	3 LNAV MDA(H) 2360'(624')	Max Kts	With Local Altimeter Setting MDA(H)	With Brookings Altimeter Setting MDA(H)
A	1	1¾	1	90	2360'(611')-1	2480'(731')-1
B				120		2480'(731')-1¼
C			1¾	140	2360'(611')-1¾	2480'(731')-2¼
D			2	165	2360'(611')-2	2480'(731')-2½

1 DA(H) 2095' (359') VIS ALL CATS: 1 1/4 with Brookings altimeter setting.
2 DA(H) 2313' (577') VIS ALL CATS: 2 with Brookings altimeter setting.
3 MDA(H) 2480' (744') VIS CAT B: 1 1/4, C: 2 1/4, D: 2 1/2 with Brookings altimeter setting.

CHANGES: Charted obstructions, minimums.

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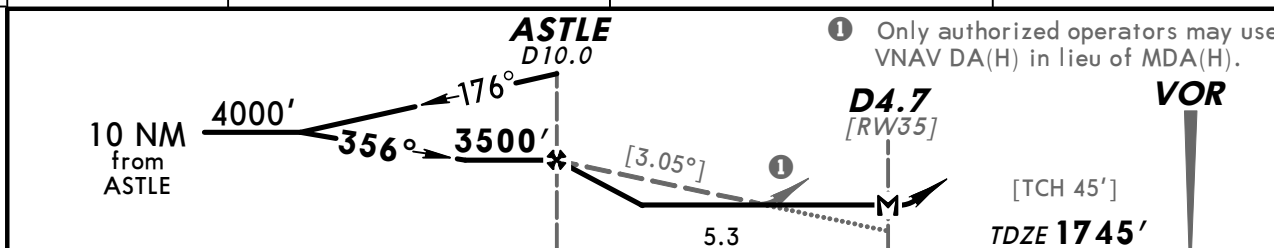
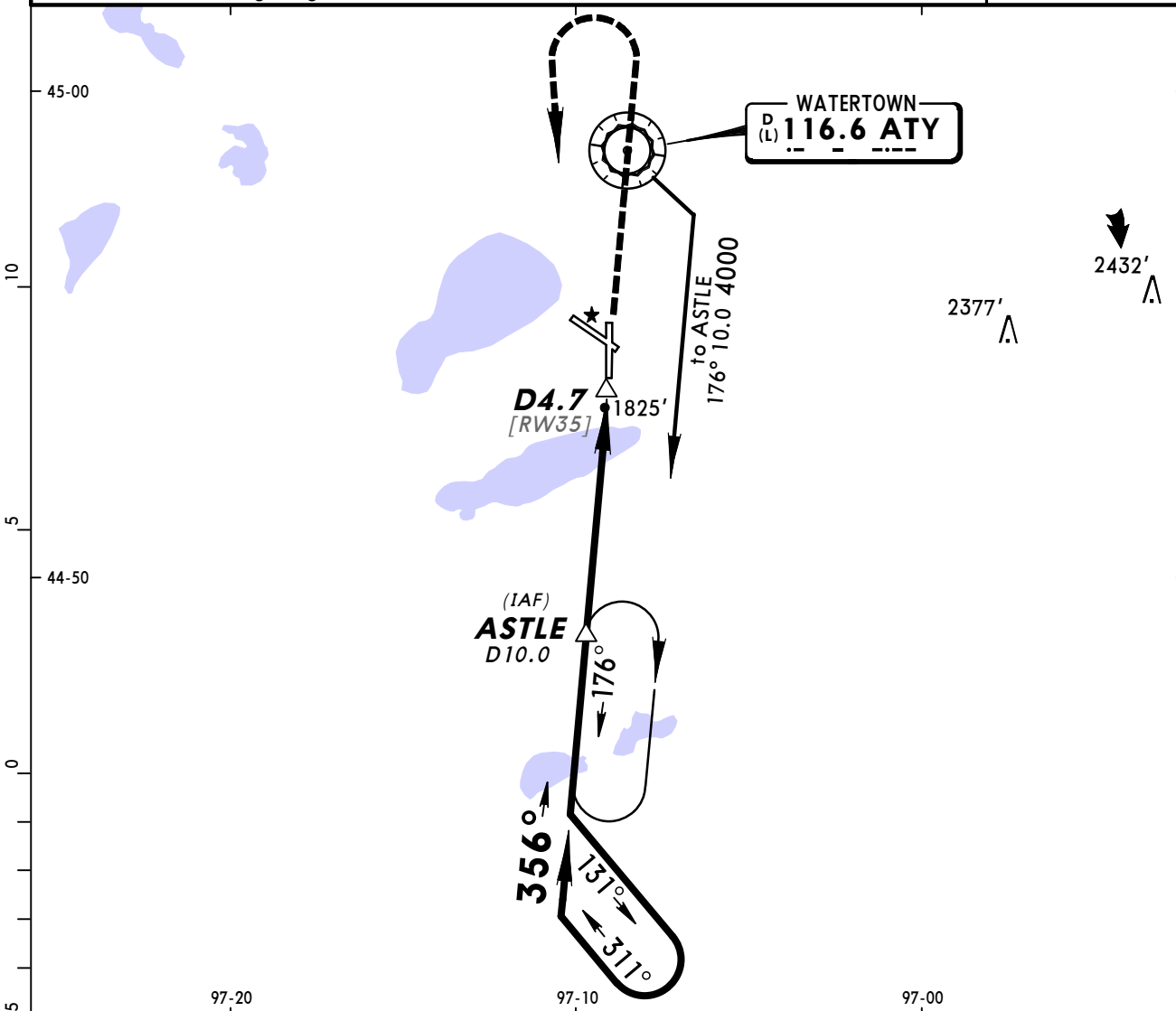
BRIEFING STRIP™



- | | | | | | | | |
|------------------------------|------|------|------|------|------|------|--|
| <i>Gnd speed-Kts</i> | 70 | 90 | 100 | 120 | 140 | 160 | <div>REIL</div> <div>PAPI-L</div> <div> <div>2400'</div> <div>↑</div> </div> <div> <div>4000'</div> <div>↷
RT</div> </div> <div> <div>→</div> <div>ATY</div> <div>116.6</div> </div> |
| <i>Descent angle [3.21°]</i> | 398 | 511 | 568 | 682 | 795 | 909 | |
| <i>MAP at D3.6 or</i> | | | | | | | |
| <i>VOR to MAP 3.6</i> | 3:05 | 2:24 | 2:10 | 1:48 | 1:33 | 1:21 | |

TERPS
AMEND
17

ASOS 126.62	MINNEAPOLIS Center 128.5	HURON Radio 122.5	WATERTOWN REGL UNICOM CTAF 123.05
VOR ATY 116.6	Final Apch Crs 356°	Minimum Alt ASTLE 3500' (1755')	MDA(H) 2240' (495')
Apt Elev 1749'			TDZE 1745'
MISSED APCH: Climb to 4000' then LEFT turn direct ASTLE D10.0 and hold.			
Alt Set: INCHES		Trans level: FL 180	Trans alt: 18000'
1. Pilot controlled lighting 123.05.			MSA ATY VOR



Gnd speed-Kts	70	90	100	120	140	160	MALS	4000'	LT	ASTLE
Descent angle [3.05°]	378	486	540	648	755	863	PAPI			
MAP at D4.7										

STRAIGHT-IN LANDING RWY35				CIRCLE-TO-LAND			
MDA(H) 2240' (495')				MDA(H)			
	RAIL out	ALS out	Max Kts				
A	1/2	3/4	90	2260' (511') - 1			
B			120				
C	3/4	1 1/4	140	2260' (511') - 1 1/2			
D	1	1 1/2	165	2340' (591') - 2			

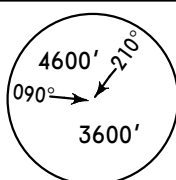
KATY/ATY

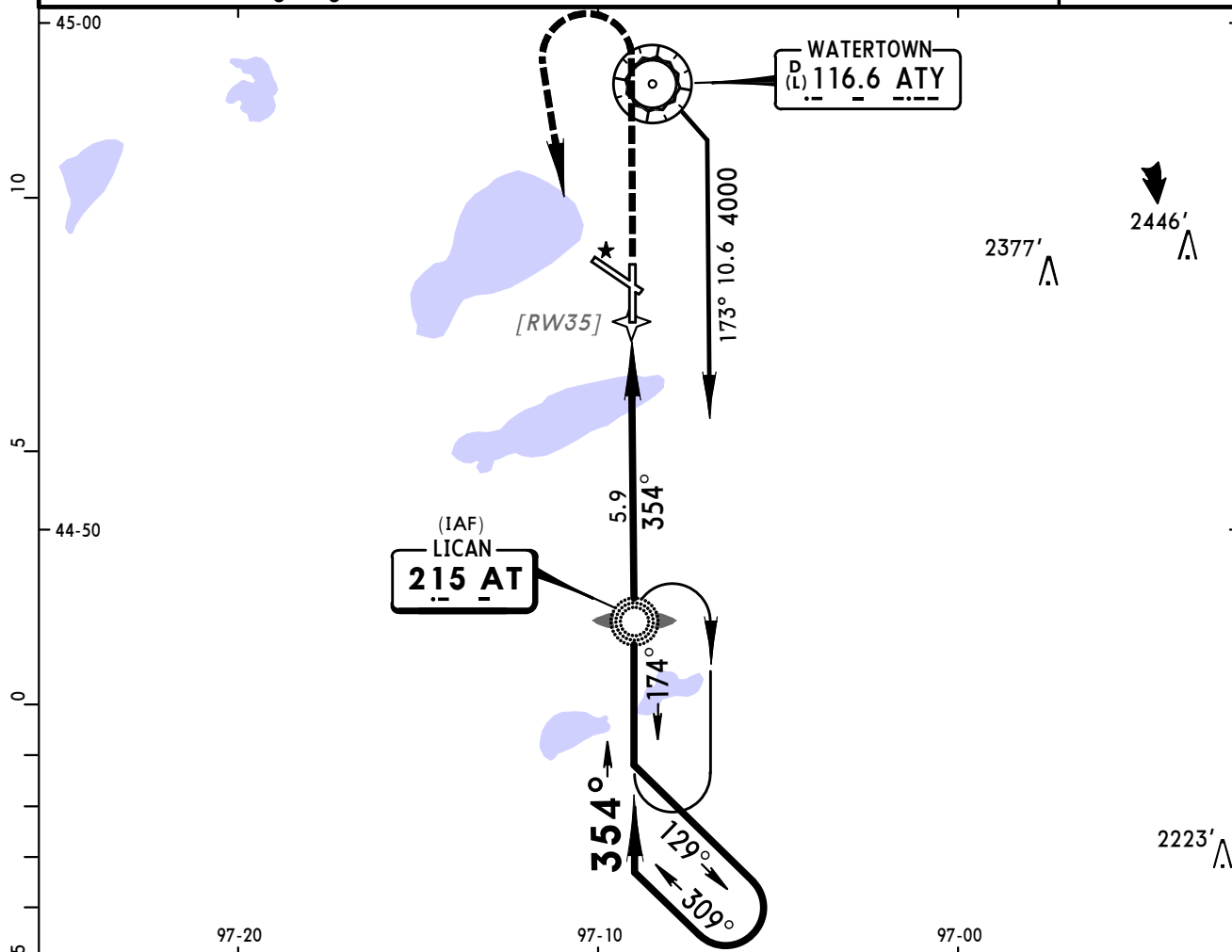
WATERTOWN REGL

JEPPesen
21 AUG 09 **16-1** Eff 27 Aug

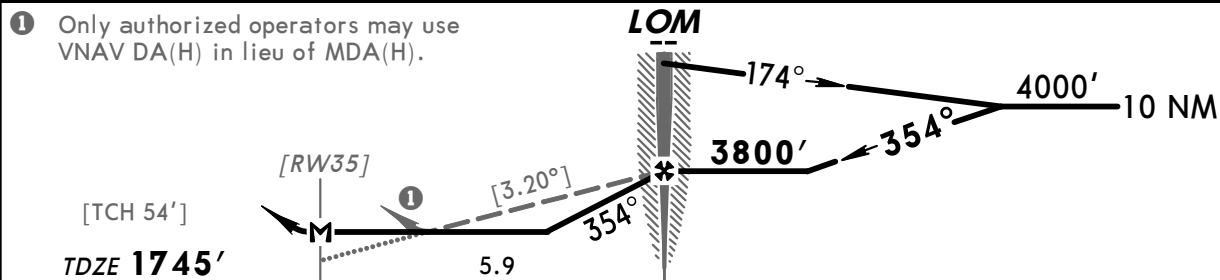
WATERTOWN, S DAK
NDB Rwy 35

BRIEFING STRIP™

ASOS 126.62		MINNEAPOLIS Center 128.5		HURON Radio 122.5		WATERTOWN REGL UNICOM CTAF 123.05	
LOM AT 215	Final Apch Crs 354°	Minimum Alt LOM 3800' (2055')	MDA(H) 2340' (595')		Apt Elev 1749' TDZE 1745'		
MISSED APCH: Climb to 4000' then LEFT turn direct AT LOM and hold.							
Alt Set: INCHES			Trans level: FL 180		Trans alt: 18000'		
1. Use local altimeter setting; if not received, use Brookings altimeter setting. 2. Pilot controlled lighting 123.05.							
							MSA AT LOM



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



Gnd speed-Kts	70	90	100	120	140	160	MALS	4000'	LT	AT 215
Descent angle	3.28°	5.10	5.66	6.79	7.93	9.06	PAPI			
LOM to MAP	5.9	5:03	3:56	3:32	2:57	2:32				

STRAIGHT-IN LANDING RWY 35						CIRCLE-TO-LAND			
MDA(H) 2340' (595')			MDA(H) 2460' (715')			Max Kts	With Local Altimeter Setting	With Brookings Altimeter Setting	
With Local Altimeter Setting			With Brookings Altimeter Setting				MDA(H)	MDA(H)	
		RAIL out	ALS out			RAIL out	ALS out		
A	1			1			90	2340' (591') - 1	2460' (711') - 1
B							120		
C							140	2340' (591') - 1½	2460' (711') - 2
D	1½			2			165	2340' (591') - 2	2460' (711') - 2¼

CHANGES: Altimeter setting note, minimums.

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General Information

Location: Sioux Falls SD USA
IATA Code: FSD
Lat/Long: N43° 34.9' W096° 44.5'
Elevation: 1430 ft

Airport Use: Public
Magnetic Variation: 3.6°E
Sectional Chart: Omaha

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

Sunrise: 1307 Z
Sunset: 0012 Z,

Runway Information

Runway: 03
Length x Width: 8999 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1424 ft
Lighting: Edge, ALS, Centerline, Part time, Pilot controlled
Stopway: 800 ft

Runway: 09
Length x Width: 3151 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1424 ft
Lighting: Edge, Part time, Pilot controlled

Runway: 15
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1429 ft
Lighting: Edge, REIL, Part time, Pilot controlled
Stopway: 150 ft

Runway: 21
Length x Width: 8999 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1430 ft
Lighting: Edge, ALS, Centerline, TDZ, Part time, Pilot controlled

Runway: 27
Length x Width: 3151 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1424 ft
Lighting: Edge, Part time, Pilot controlled

Runway: 33
Length x Width: 8000 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 1424 ft
Lighting: Edge, REIL, Part time, Pilot controlled
Stopway: 150 ft

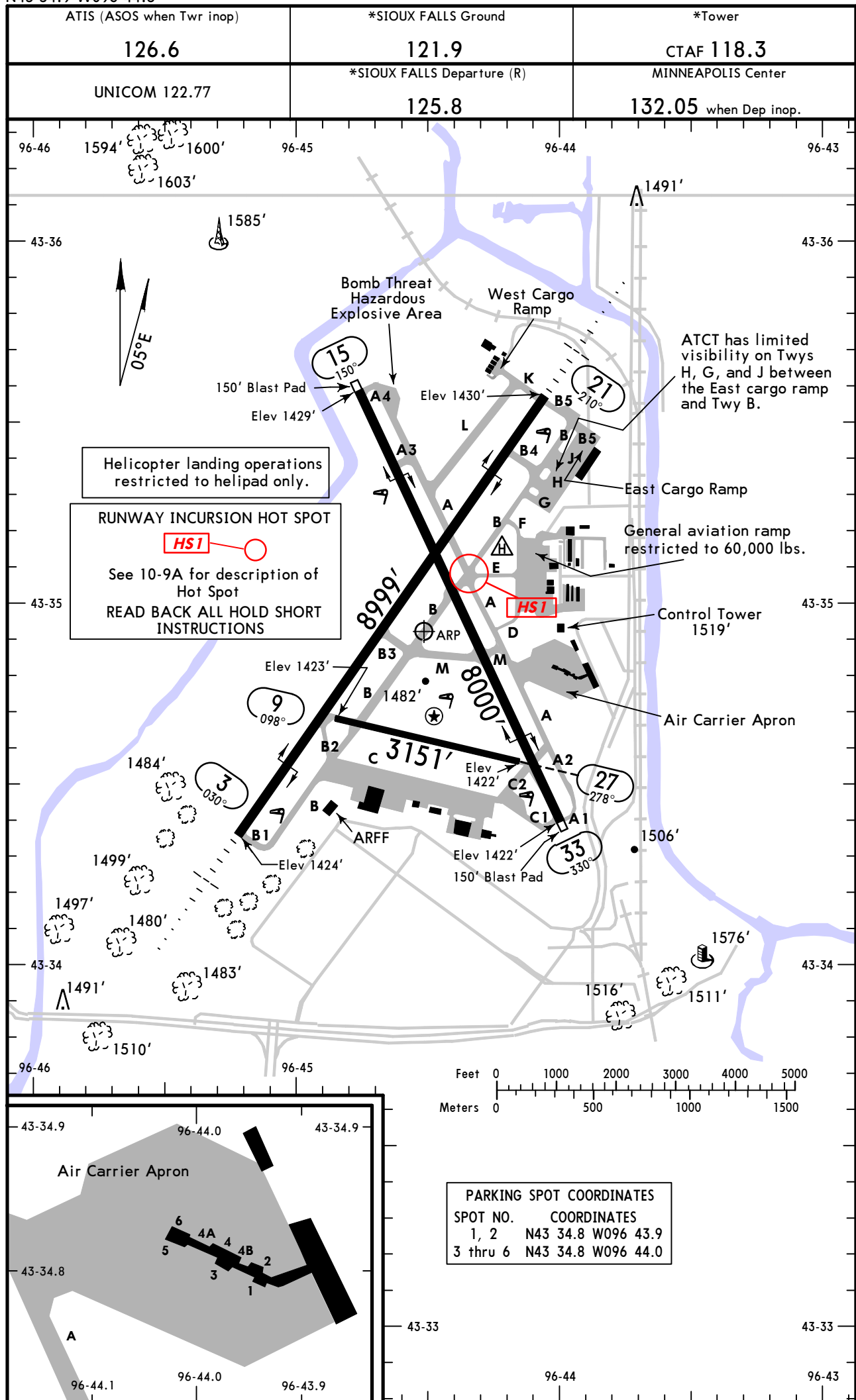
Communication Information

ATIS 126.6
ASOS 126.6
Sioux Falls Tower 118.3 CTAF PCL
Sioux Falls Ground Control 121.9
Sioux Falls Approach Control 125.8 Arrival Service
Sioux Falls Approach Control 126.9 Arrival Service Secondary
Sioux Falls Departure Control 126.9 Departure Service Secondary
Sioux Falls Departure Control 125.8 Departure Service
Foss Unicom 122.775
Sioux Falls Radar 125.8
Huron Flight Service Station 122.2 RCO
Minneapolis Center 132.05 Remote Communications Air-Ground

KFSD/FSD
Apt Elev 1430'
N43 34.9 W096 44.5

JEPPesen
20 JAN 12 10-9

SIOUX FALLS, S DAK
FOSS



GENERAL

CAUTION: Marv Skie Lincoln Co Airport (Y14) located 7.2 miles southwest of KFSD and 2 miles east of ROKKY has heavy VFR traffic.
 CAUTION: Wide body aircraft must use wingwalkers to taxi in front/behind parked F-16 aircraft.
 Low-level wind shear alert system.
 Birds & deer in vicinity of airport.

ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		LANDING	BEYOND		
		Threshold	Glide Slope		
3	① HIRL ② CL ③ MALSR PAPI-L RVR		7958'		150'
21	① HIRL ② CL ③ MALSR ② TDZ VASI-L RVR		8027'		

- ① Increase intensity on 118.3. Activate on 118.3 after 0500 LT.
 ② On request only when visibility greater than 5 miles.
 ③ Activate on 118.3 when Twr inop.

9	④ MIRL				75'
27					

- ④ Increase intensity on 118.3. Activate on 118.3 after 0500 LT.

15	⑤ HIRL ⑥ REIL ⑦ PAPI-L grooved				150'
33					

- ⑤ Increase intensity on 118.3. Activate on 118.3 after 0500 LT.
 ⑥ Activate on 118.3.
 ⑦ Angle 3.0°.

RUNWAY INCURSION HOT SPOT

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

HS1 Complex taxiway intersection in close proximity of runways.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE**Rwys 3, 21**

Both RVRs are required & controlling		Adequate Vis Ref	STD	
CL & HIRL	CL, or RCLM & HIRL		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
Rollout RVR 5	Rollout RVR 10			

Rwy 15**Rwy 33****Rwys 9, 27**

With Mim climb of 404' /NM to 1700'			Other	With Mim climb of 343' /NM to 1700'			Other	Adequate Vis Ref	STD	
Adequate Vis Ref	STD			Adequate Vis Ref	STD				3 & 4 Eng	1 & 2 Eng
	3 & 4 Eng	1 & 2 Eng			3 & 4 Eng	1 & 2 Eng				
1/4	1/2	1	200- 1	1/4	1/2	1	200- 1 1/4	1/4	1/2	1

OBSTACLE DP

Rwy 3: Climb via heading 030° to 2300' before turning eastbound.
 Rwy 9: Climb via heading 098° to 2000', then left turn direct FSD VOR.
 Rwy 15: Climb via heading 150° to 2000', then right turn direct FSD VOR.
 Rwy 21: Climb via heading 210° to 2200' before turning eastbound.
 Rwy 27: Climb via heading 278° to 2100' before turning eastbound.
 Rwy 33: Climb via heading 330° to 2200' before turning eastbound.

FOR FILING AS ALTERNATE

Authorized Only When Tower Operating

	ILS Rwy 3	ILS Rwy 21	LOC Rwy 21	RADAR-1 RNAV (GPS) Rwy 3 RNAV (GPS) Rwy 21	VOR Rwy 15 VOR DME Rwy 33	Other
A	600-2	700-2	800-2	800-2	800-2	NA
B						
C						
D		700-2 1/4	800-2 1/4			

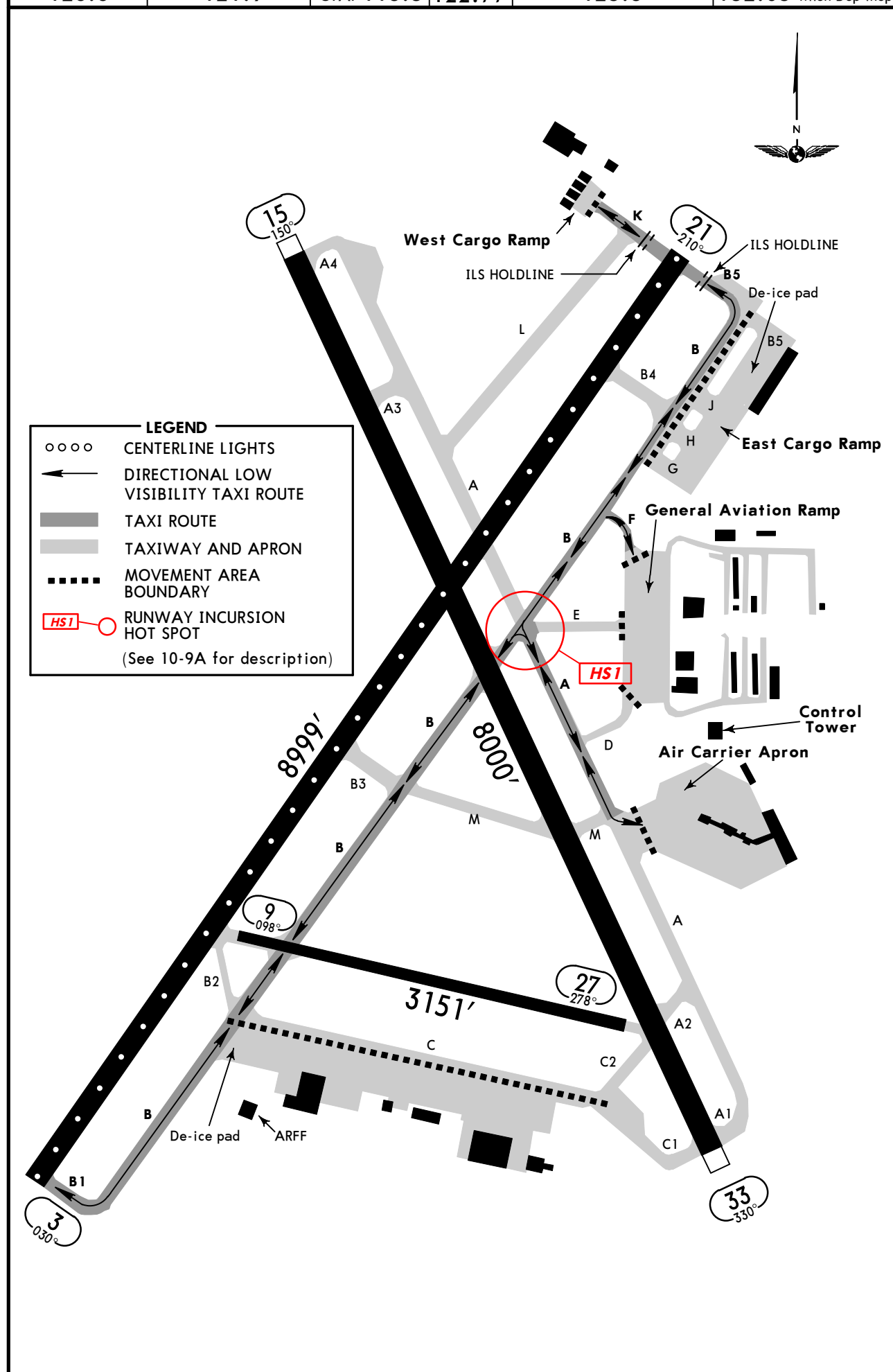
CHANGES: Rwy 21 landing distance beyond GS.

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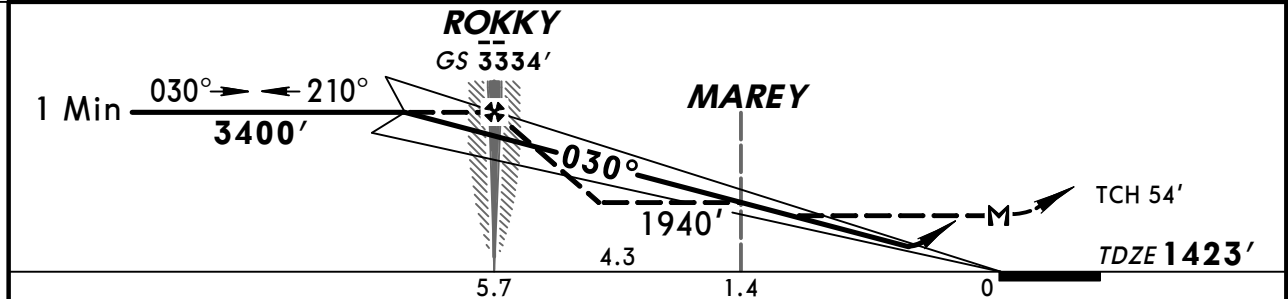
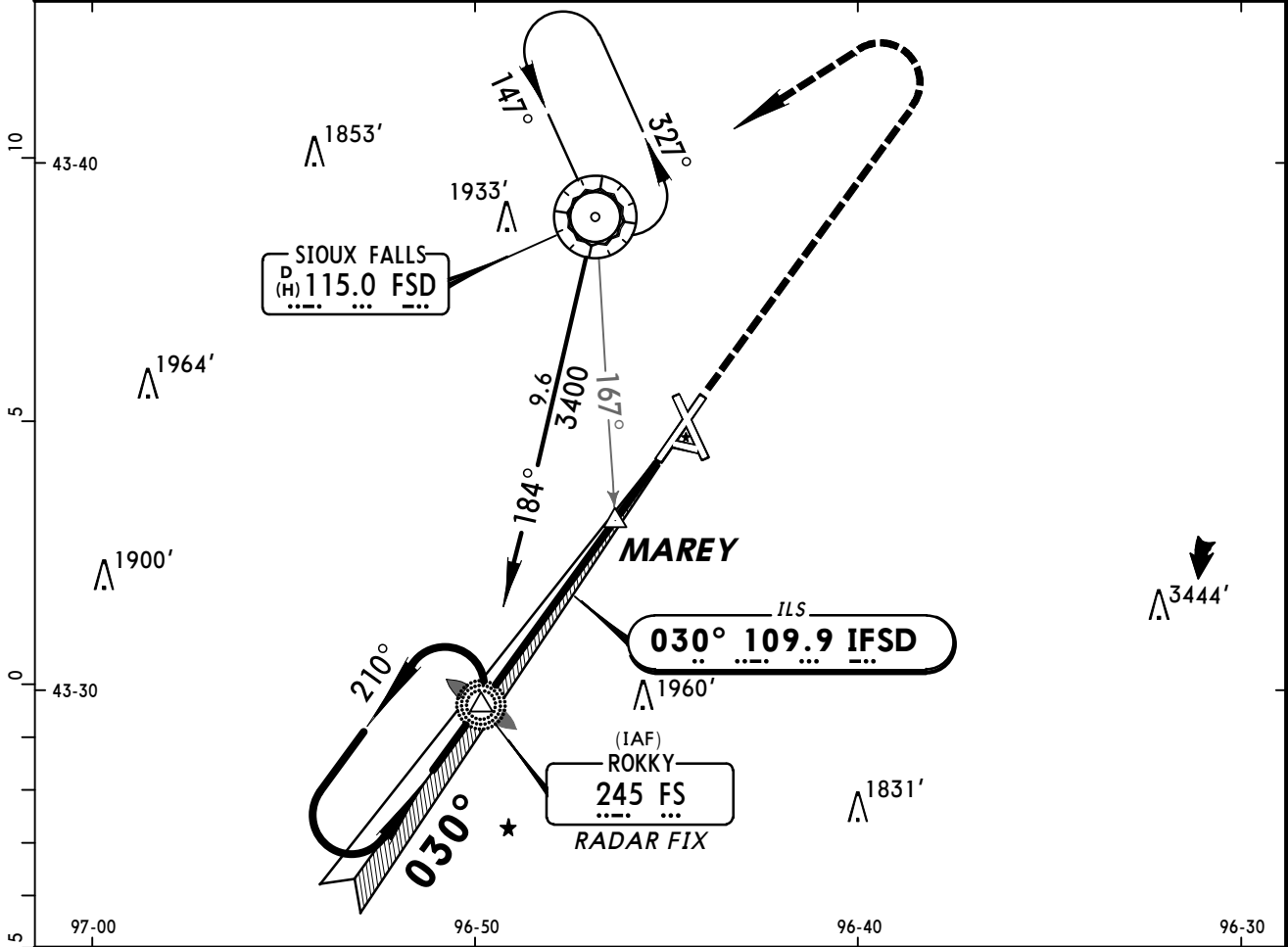
RVR 1200 to 600

SIOUX FALLS, S DAK
LOW VISIBILITY TAXI ROUTES

ATIS (ASOS when Twr inop)	*SIOUX FALLS Ground	*Tower	UNICOM	*SIOUX FALLS Departure (R)	MINNEAPOLIS Center
126.6	121.9	CTAF 118.3	122.77	125.8	132.05 when Dep inop.



ATIS (ASOS when Twr inop)	*SIOUX FALLS Approach (R)	MINNEAPOLIS Center	*SIOUX FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
LOC IFSD 109.9	Final Apch Crs 030°	GS ROKKY 3334' (1911')	ILS DA(H) 1623' (200')	Apt Elev 1429' TDZE 1423'
MISSED APCH: Climb to 3400' then LEFT turn direct FSD VOR and hold.				
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'
1. ADF or Radar required.		2. Pilot controlled lighting 118.3.		MSA FS LOM



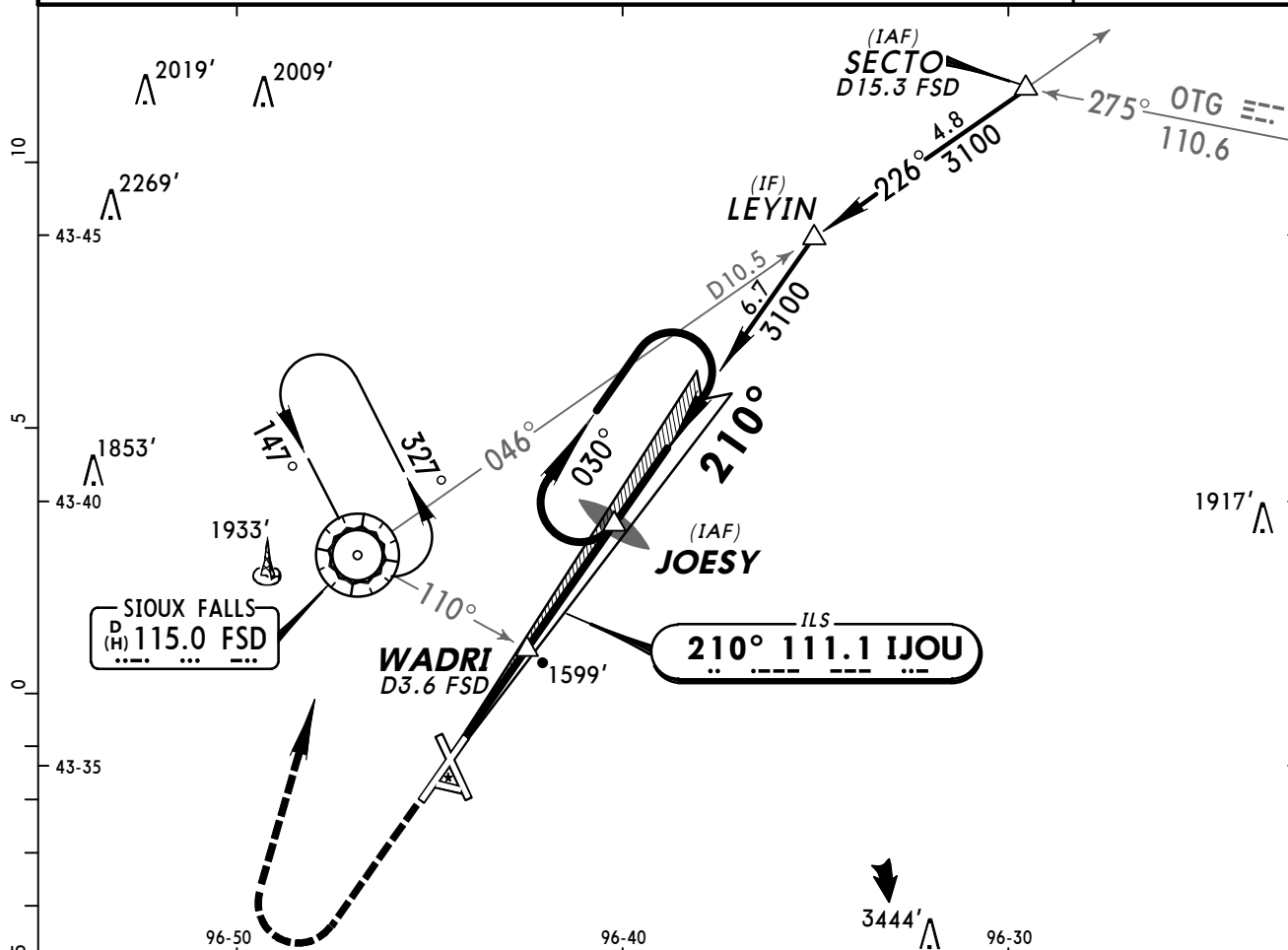
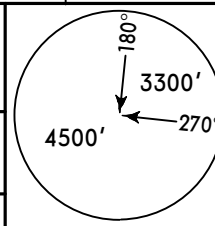
Gnd speed-Kts	70	90	100	120	140	160				
GS	3.00°	372	478	531	637	743	849			
ROKKY to MAP	5.7	4:53	3:48	3:25	2:51	2:27	2:08			

STRAIGHT-IN LANDING RWY 3										CIRCLE-TO-LAND	
ILS			LOC (GS out)								
DA(H) 1623' (200')			MDA(H) 1780' (357')			MDA(H) 1940' (517')					
			With MAREY			Without MAREY					
FULL		RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts	MDA(H)	
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	RVR 24	RVR 40	RVR 50	90	1960'(531')-1	
B						or 1/2	or 3/4	or 1	120		
C						RVR 50 or 1	1 1/2		140		
D						RVR 40 or 3/4	RVR 60 or 1 1/4		RVR 60 or 1 1/4		1 3/4
										2040'(611')-2	

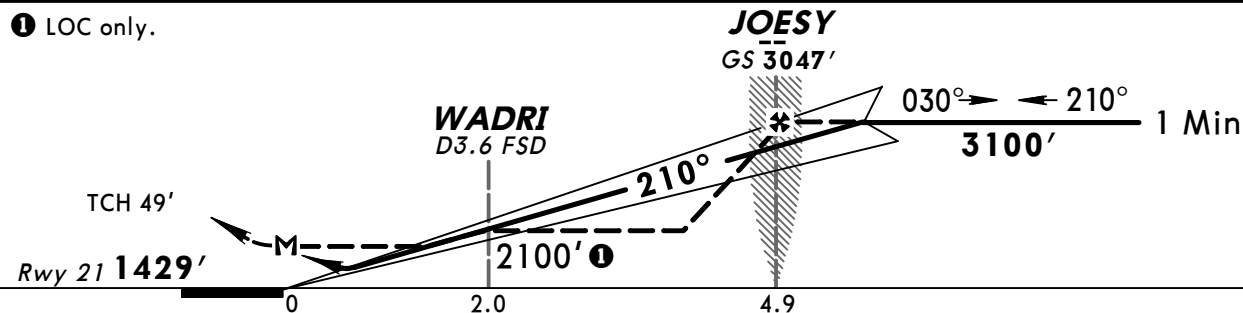
1 RVR 18 with Flight Director or Autopilot or HUD to DA.

BRIEFING STRIP™

ATIS (ASOS when Twr inop)		*SIOUX FALLS Approach (R)		MINNEAPOLIS Center		*SIOUX FALLS Tower		*Ground	
126.6		125.8		132.05 when App inop.		CTAF 118.3		121.9	
LOC IJOU 111.1	Final Apch Crs 210°	GS JOESY 3047' (1618')	ILS DA(H) 1629' (200')	Apt Elev 1429'	Rwy 21 1429'	180° 3300' 270° 4500' MSA FSD VOR			
MISSED APCH: Climb to 3400' then RIGHT turn direct FSD VOR and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. Pilot controlled lighting 118.3.									



① LOC only.



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

MALSR

VASI

3400'

↑

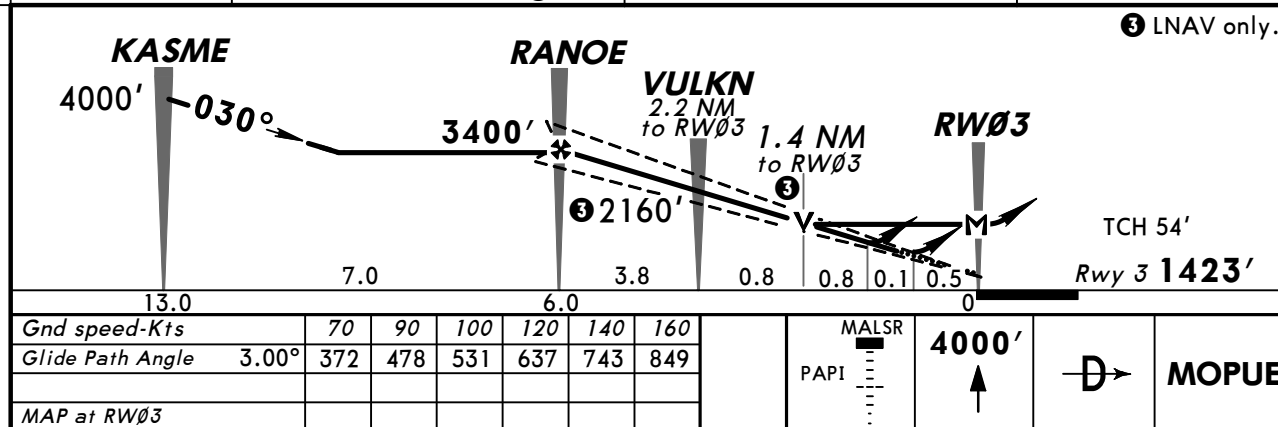
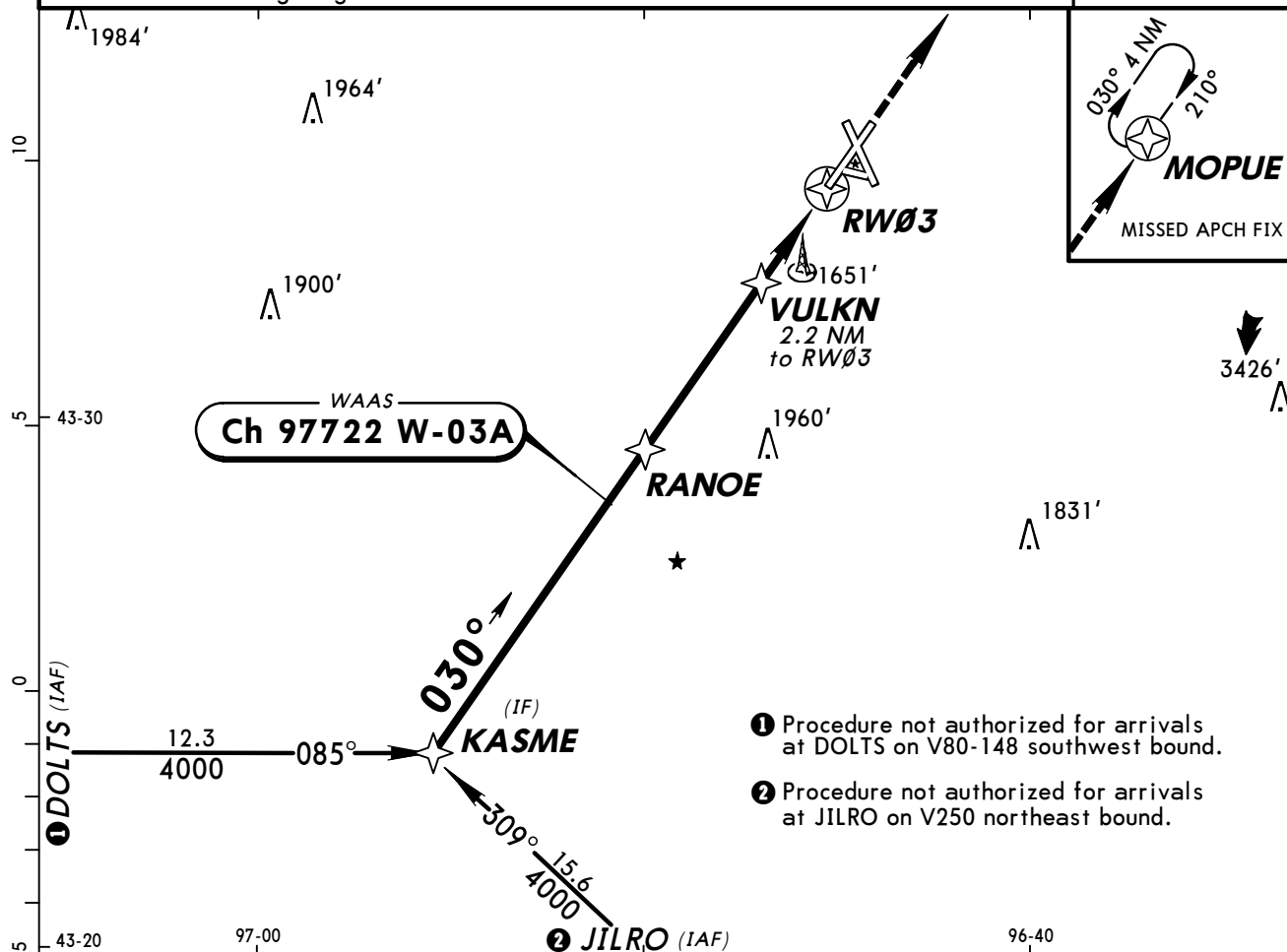
RT

→

FSD
115.0

STRAIGHT-IN LANDING RWY21										CIRCLE-TO-LAND			
ILS				LOC (GS out)						With WADRI		Without WADRI	
DA(H) 1629' (200')				MDA(H) 1800' (371')			MDA(H) 2100' (671')						
				With WADRI			Without WADRI						
FULL		TDZ or CL out	RAIL or ALS out		RAIL out	ALS out		RAIL out	ALS out	Max Kts.	MDA(H)	MDA(H)	
A	RVR 18 or 3/8	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	90	1960' -1 (531')	2100' -1 (671')	
B											120		
C											140		
D											165		

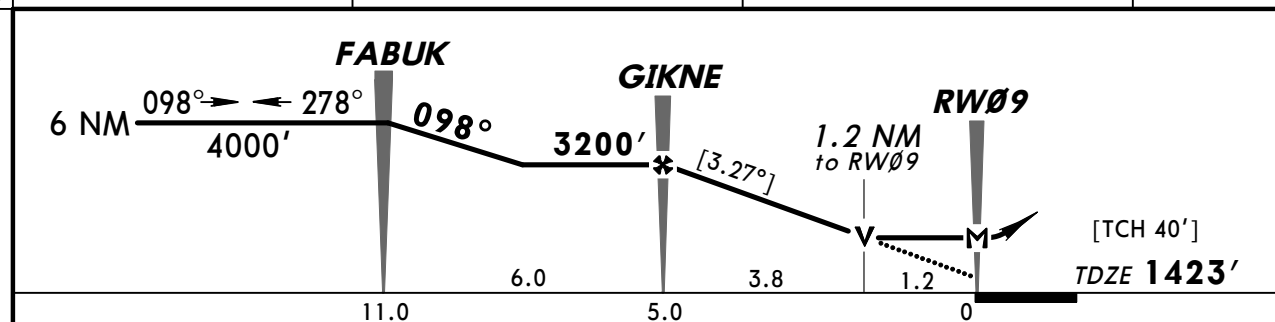
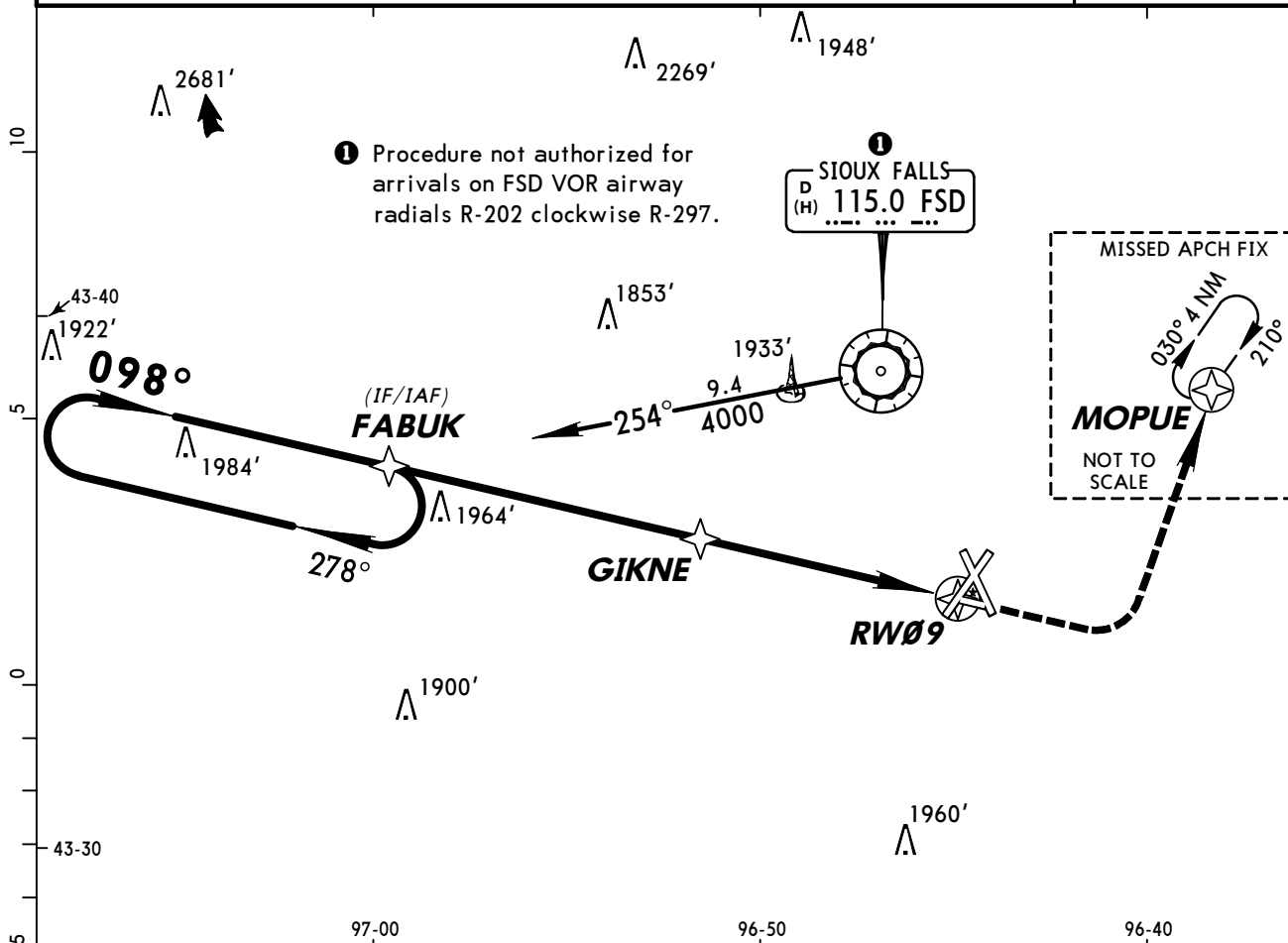
ATIS (ASOS when Twr inop)	*SIOUX FALLS Approach (R)	MINNEAPOLIS Center	*SIOUX FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
WAAS Ch 97722 W-03A	Final Apch Crs 030°	Minimum Alt RANOE 3400' (1977')	LPV DA(H) 1623' (200')	Apt Elev 1429' Rwy 3 1423'
MISSED APCH: Climb to 4000' direct MOPUE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. For uncompensated Baro-VNAV Systems, LNAV/VNAV not authorized below -17C (2°F) or above 34°C (93°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.3.				
				4500'
				MSA RW03



STRAIGHT-IN LANDING RWY 3				CIRCLE-TO-LAND			
LPV DA(H) 1623' (200')		LNAV/VNAV DA(H) 1673' (250')		LNAV MDA(H) 1920' (497')		Max Kts	
RAIL or ALS out		RAIL or ALS out		RAIL out ALS out		MDA(H)	
A	RVR 24	RVR 40	RVR 24	RVR 24	RVR 40	90	1960'(531') - 1
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 55 or 1	120	1960'(531') - 1 1/2
C				RVR 50 or 1	RVR 60 or 1 1/8	140	2040'(611') - 2
D					1 3/8	165	

BRIEFING STRIP

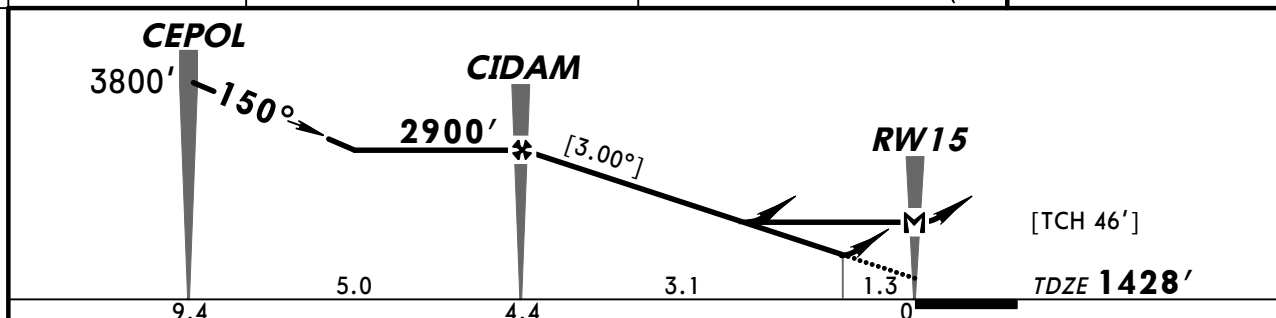
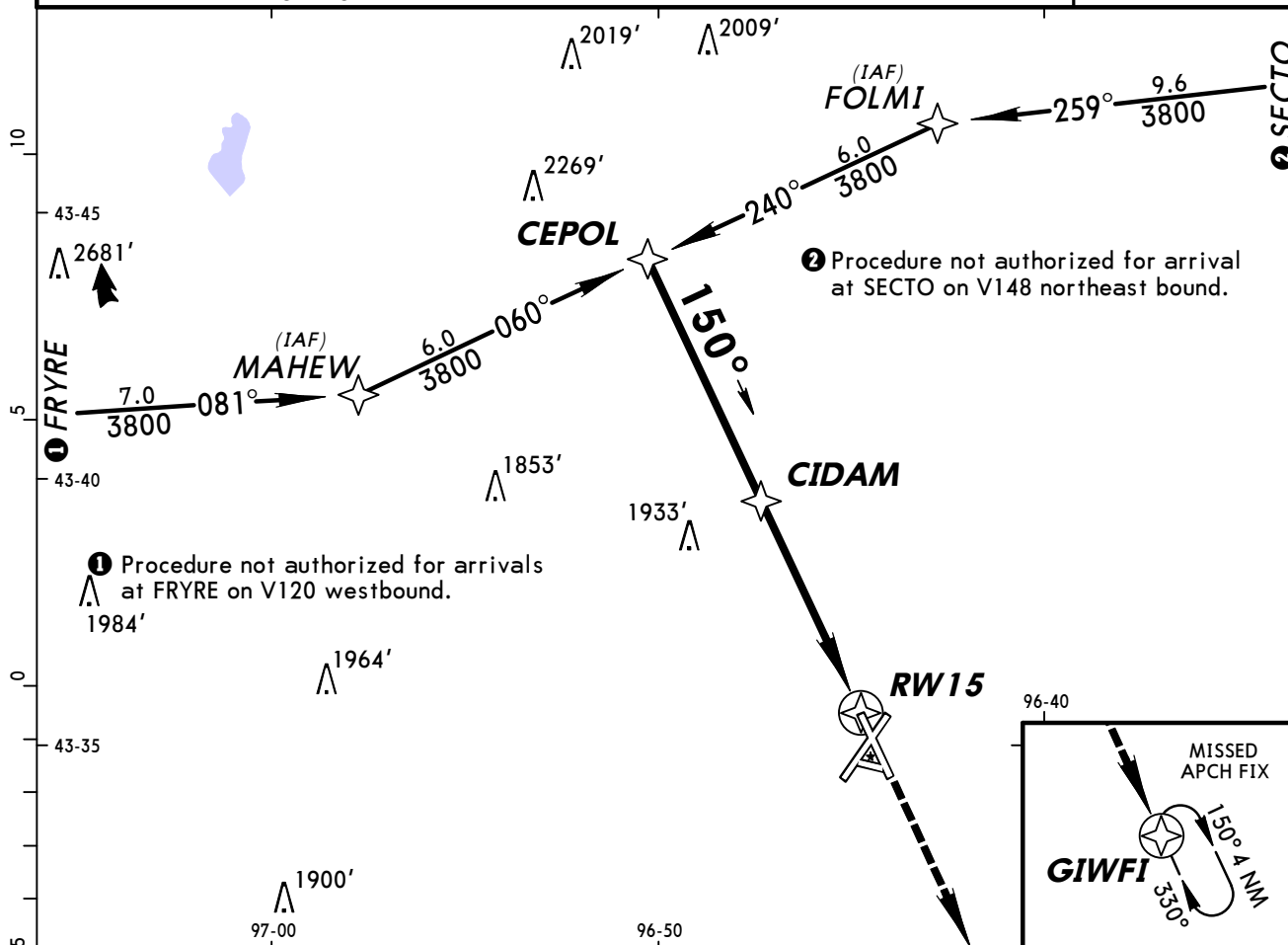
ATIS (ASOS when Twr inop)		*SIOUX FALLS Approach (R)		MINNEAPOLIS Center		*SIOUX FALLS Tower		*Ground	
126.6		125.8		132.05 when App inop.		CTAF 118.3		121.9	
RNAV	Final Apch Crs 098°	Minimum Alt GIKNE 3200' (1777')	LNAV MDA(H) 1880' (457')	Apt Elev 1429' TDZE 1423'		4500' MSA RW09			
MISSED APCH: Climb to 2500' then climbing LEFT turn to 4000' direct MOPUE and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 118.3.									



Gnd speed-Kts	70	90	100	120	140	160		2500'	4000'	→ D →	MOPUE
Descent angle [3.27°]	405	521	579	694	810	926		↑	LT		
MAP at RW09											

STRAIGHT-IN LANDING RWY 9				CIRCLE-TO-LAND			
LNAV							
MDA(H) 1880' (457')							
A	1			Max Kts	MDA(H)		
B				90	1960' (531') -1		
C	NA			120			
D				C	NA		
				D			

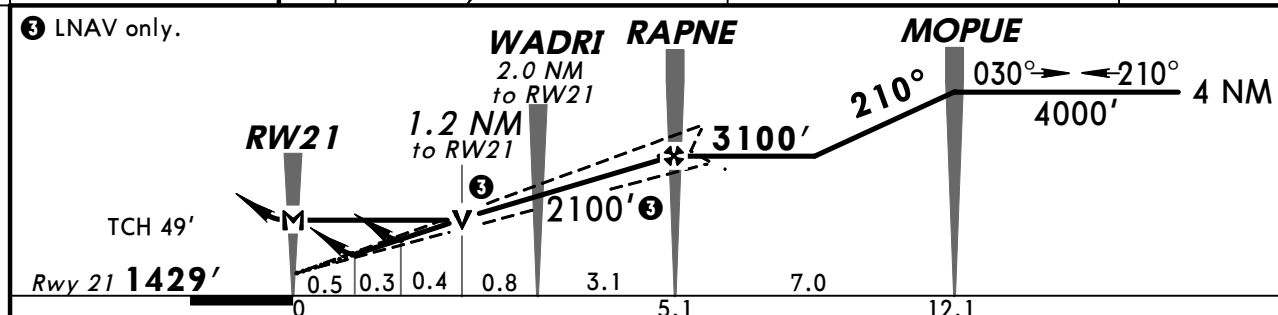
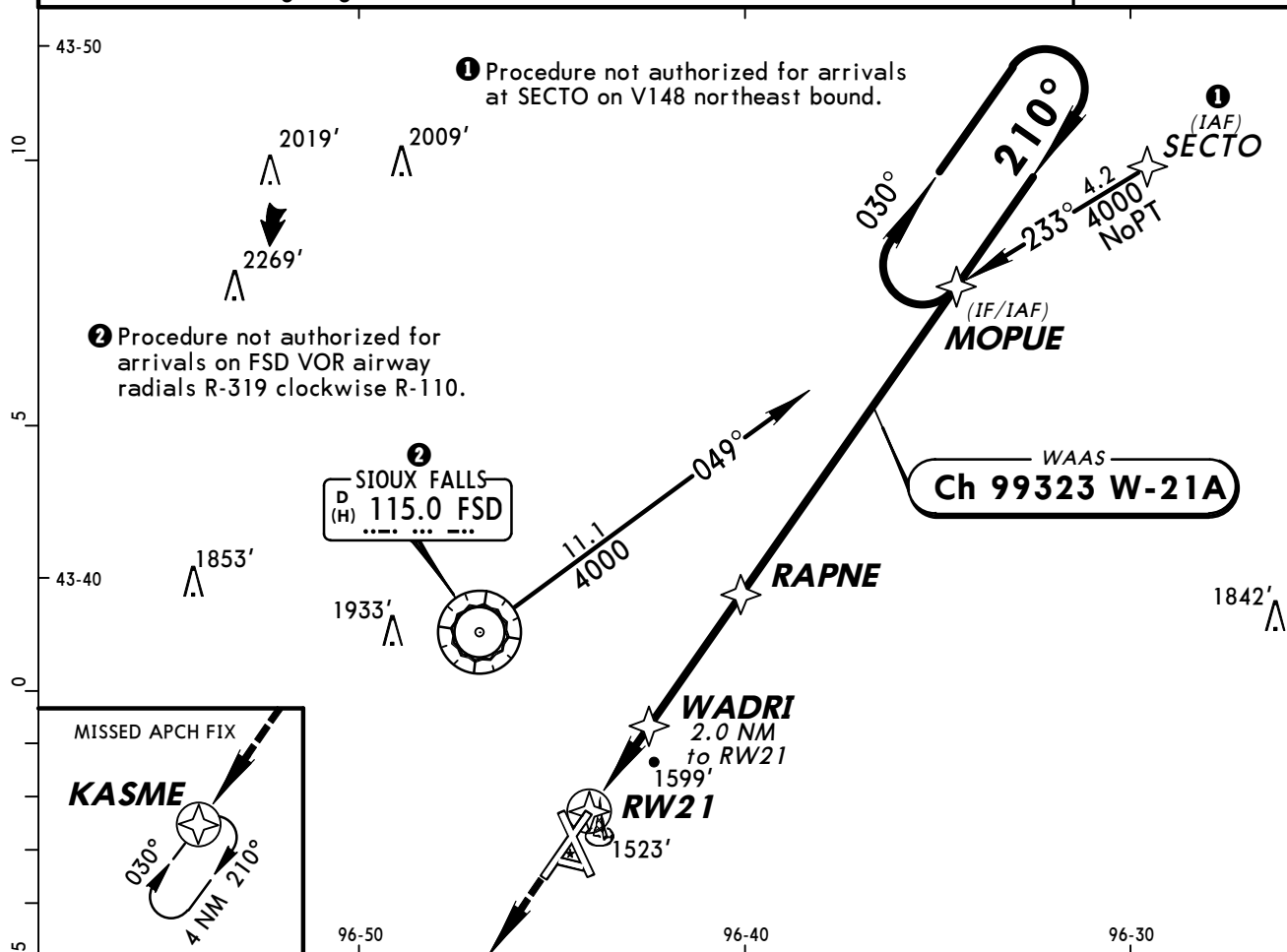
ATIS (ASOS when Twr inop)	*SIOUX FALLS Approach (R)	MINNEAPOLIS Center	*SIOUX FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
RNAV	Final Apch Crs 150°	Minimum Alt CIDAM 2900' (1472')	LNAV/VNAV DA(H) 1893' (465')	Apt Elev 1429' TDZE 1428'
MISSED APCH: Climb to 3800' direct GIWFI and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.3.				
				4500'
				MSA RW15



Gnd speed-Kts	70	90	100	120	140	160		REIL	3800'		GIWFI
Descent angle [3.00°]	372	478	531	637	743	849		PAPI-L			
MAP at RW15											

STRAIGHT-IN LANDING RWY 15				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Max Kts		MDA(H)	
DA(H) 1893' (465')		MDA(H) 1920' (492')					
1 3/4		1		90		1960' (531') - 1	
		1 1/4		120		1960' (531') - 1 1/2	
		1 1/2		140		2040' (611') - 2	
				165			

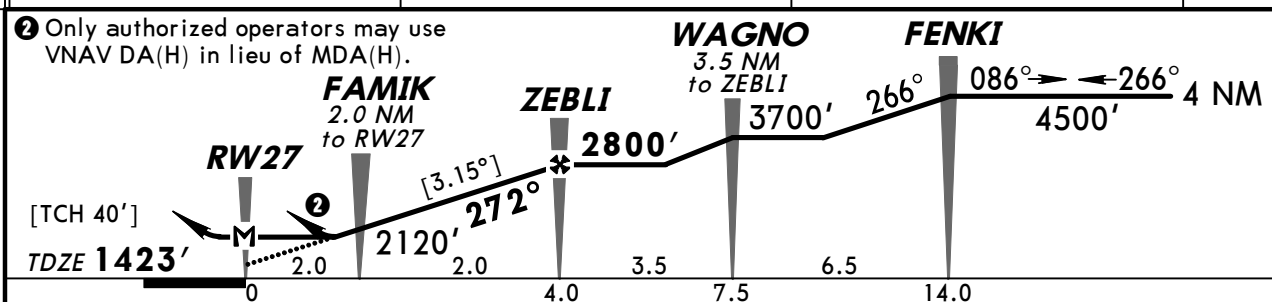
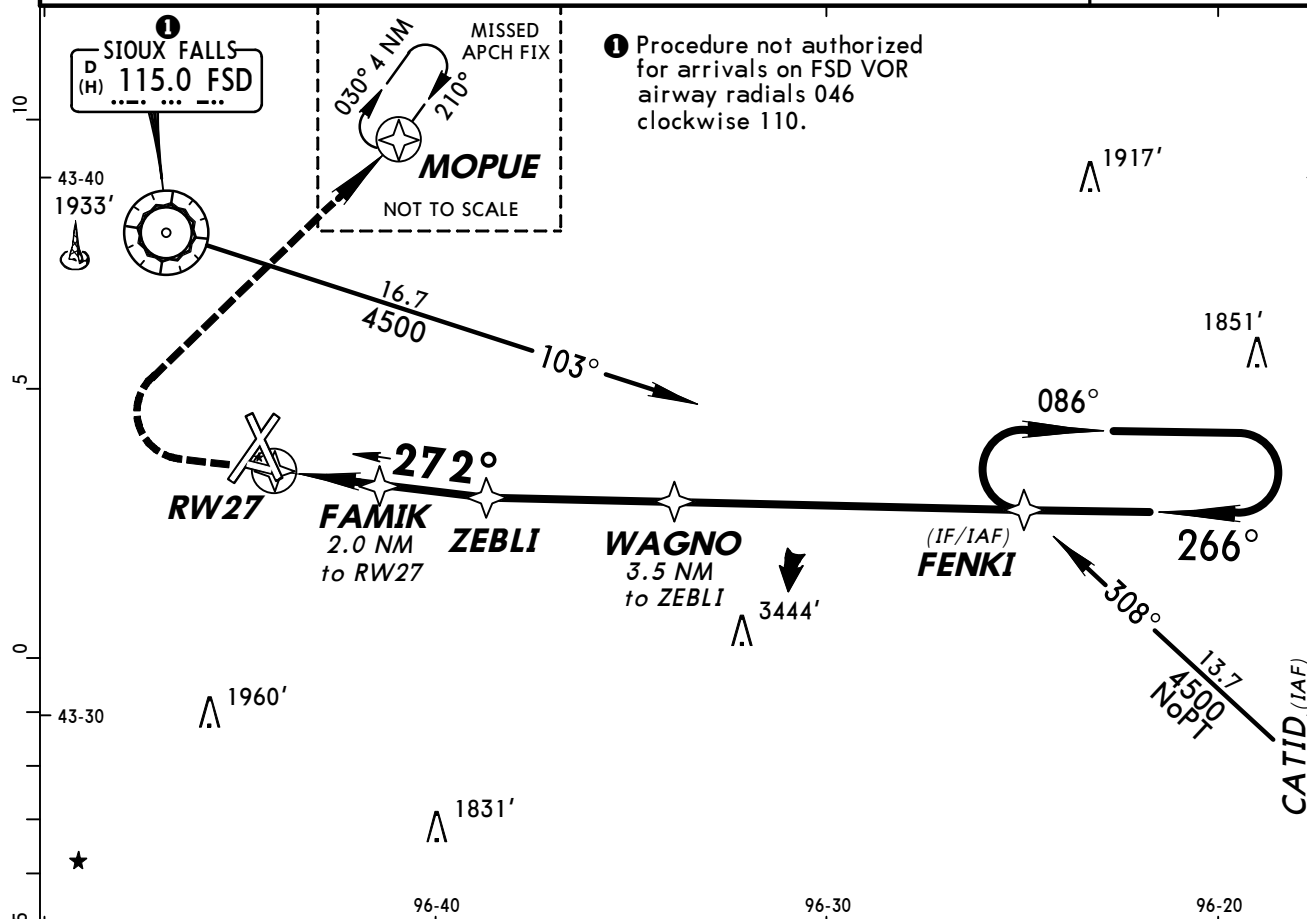
ATIS (ASOS when Twr inop)	*SIOUX FALLS Approach (R)	MINNEAPOLIS Center	*SIOUX FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
WAAS Ch 99323 W-21A	Final Apth Crs 210°	Minimum Alt RAPNE 3100' (1671')	LPV DA(H) 1629' (200')	Apt Elev 1429' Rwy 21 1429'
MISSED APCH: Climb to 4000' direct KASME and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 34°C (93°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.3.				
				4500' MSA RW21



Gnd speed-Kts	70	90	100	120	140	160	MALS	4000'	→	KASME
Glide Path Angle	3.00°	372	478	531	637	743	VASI	↑		
MAP at RW21										

STRAIGHT-IN LANDING RWY 21							CIRCLE-TO-LAND		
LPV DA(H) 1629' (200')		LNAV/VNAV DA(H) 1734' (305')		LNAV MDA(H) 1860 (431')			Max Kts	MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		ALS out			
A				RVR 24	RVR 40	RVR 55	90	1960' (531') - 1	
B	RVR 24 or 1/2	RVR 40 or 3/4	RVR 24 or 1/2	RVR 40 or 3/4	RVR 40 or 3/4	RVR 50 or 1	120		
C							140	1960' (531') - 1 1/2	
D							165	2040' (611') - 2	

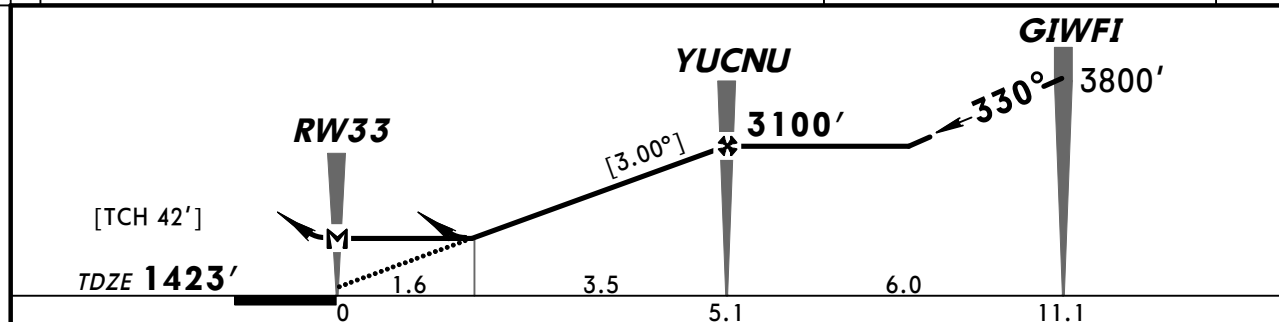
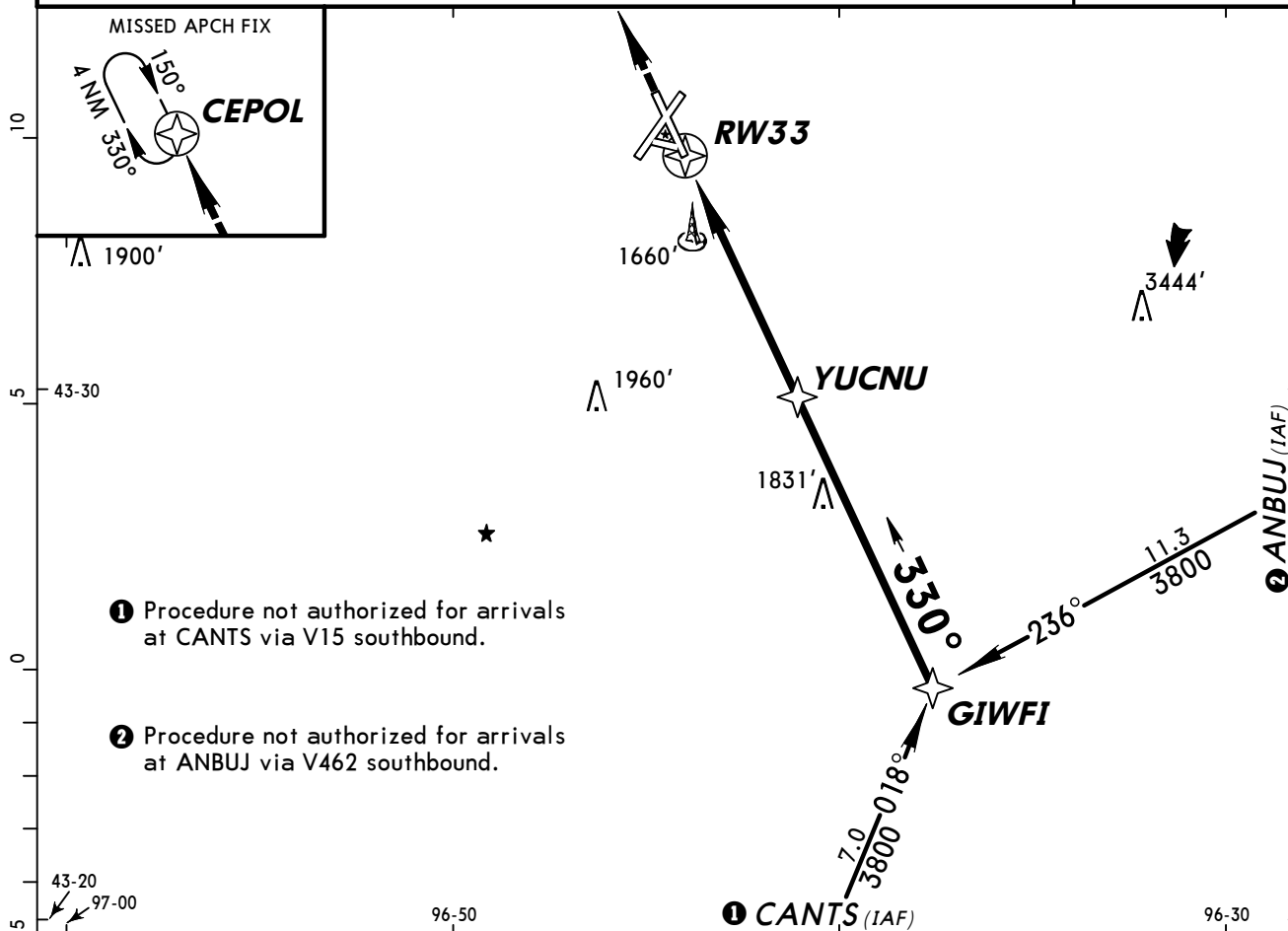
ATIS (ASOS when Twr inop)	*SIOUX FALLS Approach (R)	MINNEAPOLIS Center	*SIOUX FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
RNAV	Final Apch Crs 272°	Minimum Alt ZEBLI 2800' (1377')	LNAV MDA(H) 1960' (537')	Apt Elev 1429' TDZE 1423'
MISSED APCH: Climb to 2500', then climbing RIGHT turn to 4000' direct MOPUE and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				MSA RW27
1. DME/DME RNP-0.30 not authorized. 2. Pilot controlled lighting 118.3.				



Gnd speed-Kts	70	90	100	120	140	160	2500'	4000'	MOPUE
Descent angle [3.15°]	390	502	557	669	780	892	↑	RT	
MAP at RW27									

STRAIGHT-IN LANDING RWY 27			CIRCLE-TO-LAND		
LNAV					
MDA(H) 1960' (537')					
A	1		Max Kts	MDA(H)	
B			90	1960' (531') - 1	
C	NA		120		
D			C	NA	
			D		

ATIS (ASOS when Twr inop)	*SIOUX FALLS Approach (R)	MINNEAPOLIS Center	*SIOUX FALLS Tower	*Ground
126.6	125.8	132.05 when App inop.	CTAF 118.3	121.9
RNAV	Final Apch Crs 330°	Minimum Alt YUCNU 3100' (1677')	LNAV MDA(H) 1920' (497')	Apt Elev 1429' TDZE 1423'
MISSED APCH: Climb to 3800' direct CEPOL and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'				
1. Baro-VNAV not authorized below -17°C (2°F). 2. DME/DME RNP-0.30 not authorized. 3. Pilot controlled lighting 118.3.				
				4500'
				MSA RW33

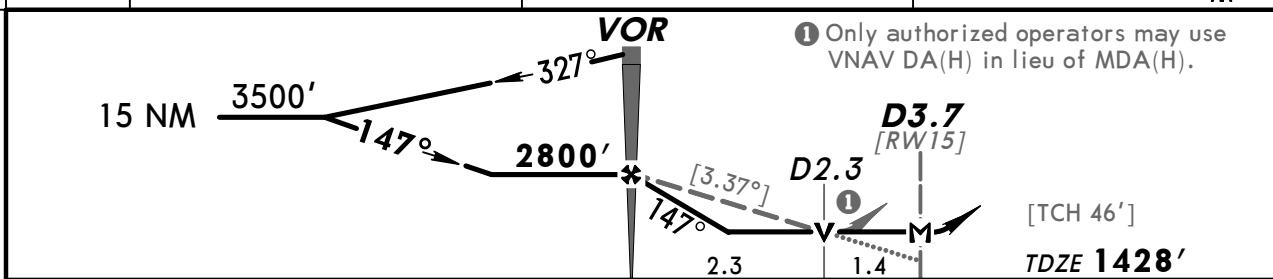
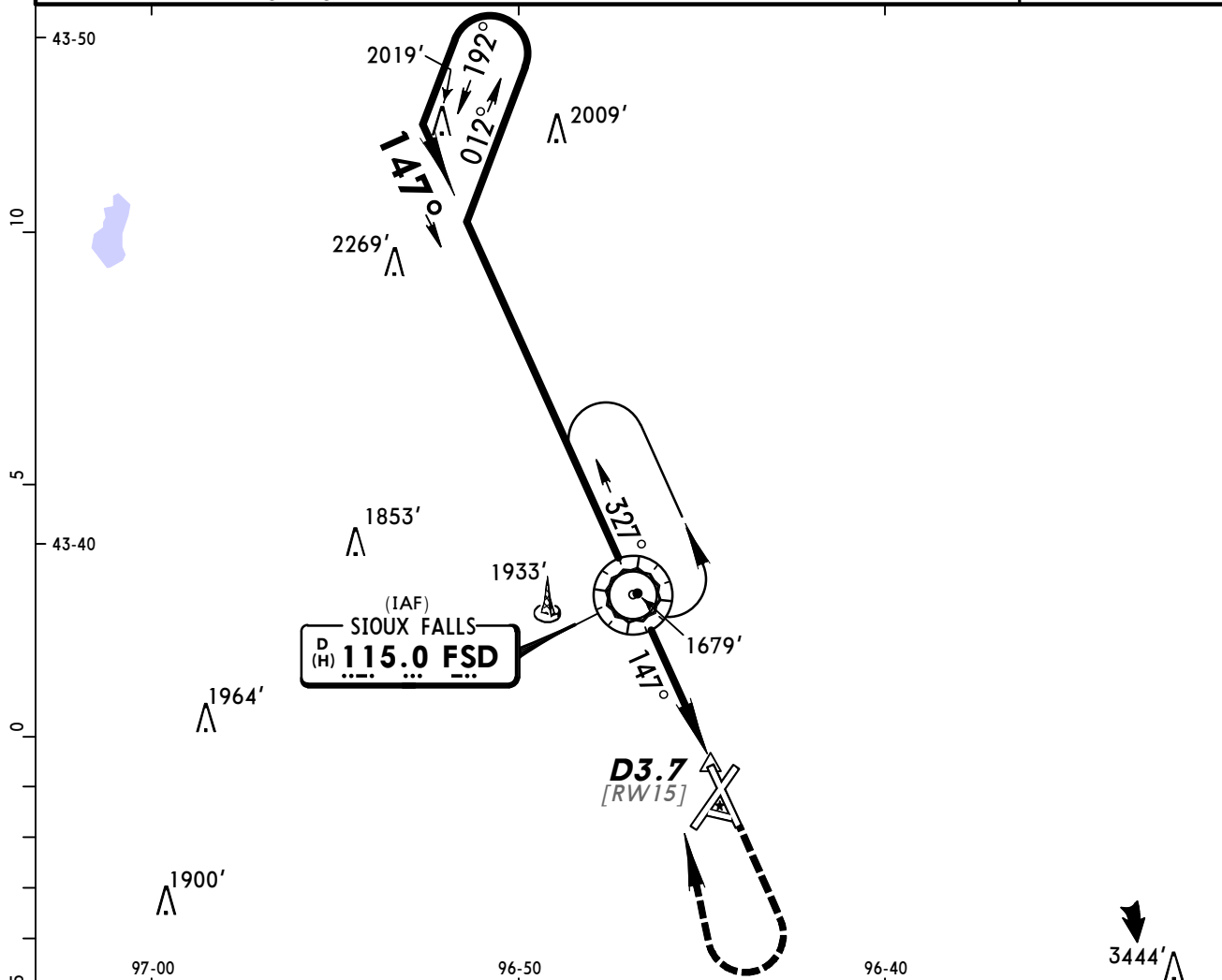
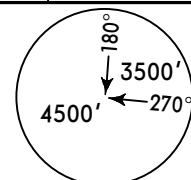


Gnd speed-Kts	70	90	100	120	140	160		REIL	3800'		CEPOL
Descent angle [3.00°]	372	478	531	637	743	849		PAPI-L	↑	→	
MAP at RW33											

STRAIGHT-IN LANDING RWY 33				CIRCLE-TO-LAND			
LNAV/VNAV		LNAV		Max Kts		MDA(H)	
DA(H) 1964' (541')		MDA(H) 1920' (497')					
A				90		1960' (531') - 1	
B			1	120		1960' (531') - 1 1/2	
C	2		1 1/4	140		1960' (531') - 1 1/2	
D			1 1/2	165		2040' (611') - 2	

BRIEFING STRIP™

ATIS (ASOS when Twr inop) 126.6		*SIOUX FALLS Approach (R) 125.8		MINNEAPOLIS Center 132.05 when App inop.		*SIOUX FALLS Tower CTAF 118.3		*Ground 121.9	
VOR FSD 115.0	Final Apch Crs 147°	Minimum Alt VOR 2800' (1372')	MDA(H) 1920' (492')	Apt Elev 1429' TDZE 1428'	 MSA FSD VOR				
MISSED APCH: Climb to 3500' then RIGHT turn direct FSD VOR and hold.									
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'					
1. Pilot controlled lighting 118.3.									



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3500' ↑	RT ↻	D→	FSD 115.0
Descent angle [3.37°]	417	537	596	716	835	954					
MAP at D3.7 or VOR to MAP	3.7	3:10	2:28	2:13	1:51	1:35					

STRAIGHT-IN LANDING RWY15			CIRCLE-TO-LAND	
MDA(H) 1920' (492')			Max Kts	MDA(H)
A	1		90	1960' (531') - 1
B			120	
C	1¼		140	1960' (531') - 1½
D	1½		165	2040' (611') - 2

SIOUX FALLS, S DAK
 VOR DME Rwy 33

13-2

MSA FSD VOR



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

NEISH

D10.0

D5.0
[RW33]

[TCH 42']

TDZE 1423'

5.0

-15 NM
from
NEISH

PAPI-L

3400'

D)

FSD
115.0

STRAIGHT-IN LANDING RWY33

CIRCLE-TO-LAND

*MDA*_(H) **1940'** (517')

Max
Kts. $MDA(H)$

A
B
C
D

1

1960' (531') - 1

 $1\frac{1}{2}$

1960' (531') - 1½

 $1\frac{3}{4}$ $2040'_{(611')} - 2$

TERPS AMEND 12B 10 MAR 2011

CHANGES: Transition altitudes.

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KFSD/FSD

JEPPesen

SIOUX FALLS, S DAK

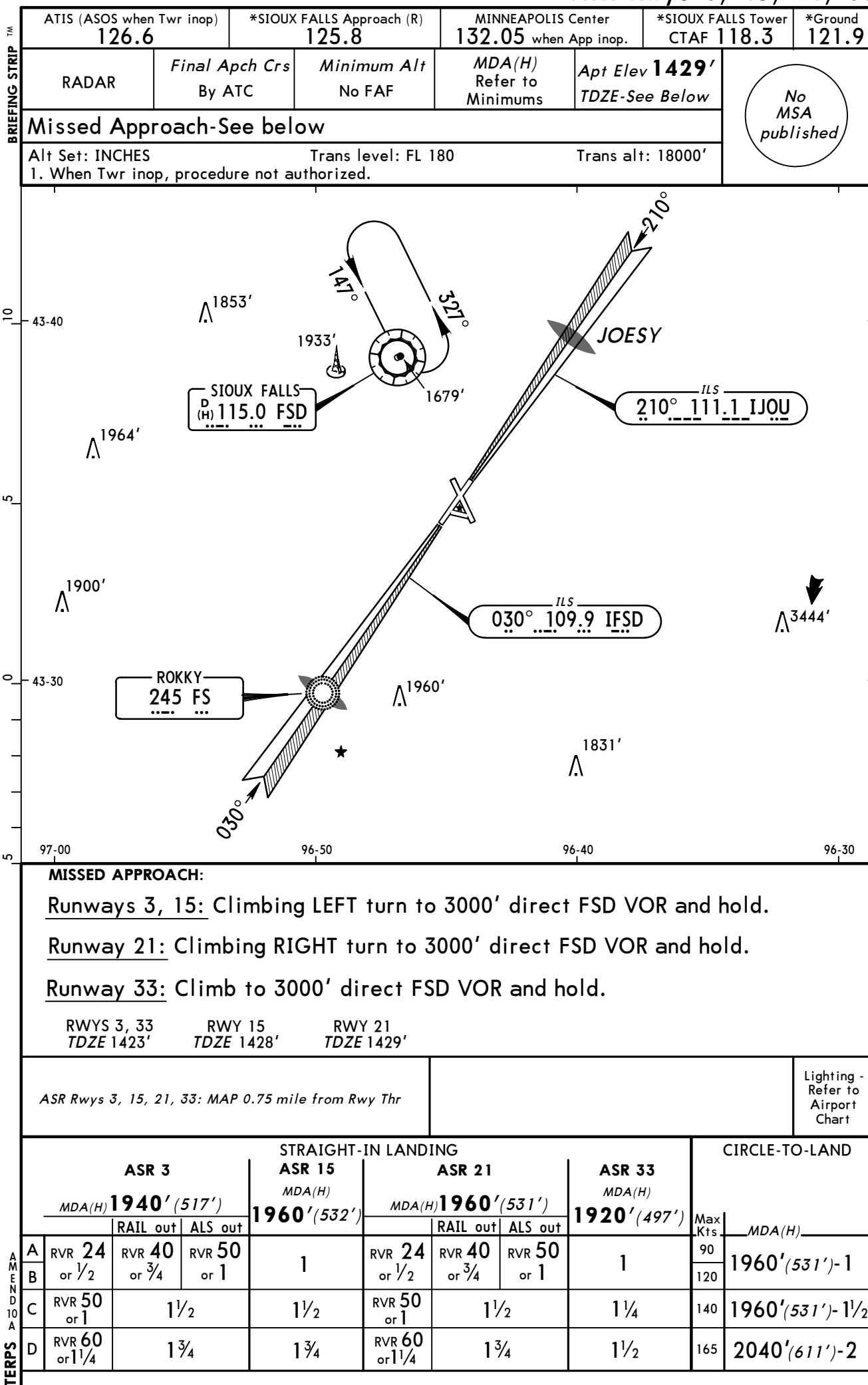
RADAR-1

FOSS

24 FEB 06

(18-1)

*ASR Rwy 3, 15, 21, 33



General Information

Location: Huron SD USA
IATA Code: HON
Lat/Long: N44° 23.1' W098° 13.7'
Elevation: 1289 ft

Airport Use: Public
Magnetic Variation: 4.7°E
Sectional Chart: Omaha

Fuel Types: 100 Octane (LL), Jet A
Oxygen Types: LP Bottle
Repair Types: Major Airframe, Major Engine
Customs: No
Airport Type: IFR
Landing Fee: No
Control Tower: No
Jet Start Unit: Yes
LLWS Alert: No
Beacon: Yes
Pattern Altitude: 812 ft AGL

Sunrise: 1314 Z
Sunset: 0018 Z,

Runway Information

Runway: 12
Length x Width: 7201 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1289 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 17
Length x Width: 5000 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1288 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 7201 ft x 100 ft
Surface Type: concrete
TDZ-Elev: 1286 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 35
Length x Width: 5000 ft x 75 ft
Surface Type: concrete
TDZ-Elev: 1288 ft
Lighting: Edge, REIL, Pilot controlled

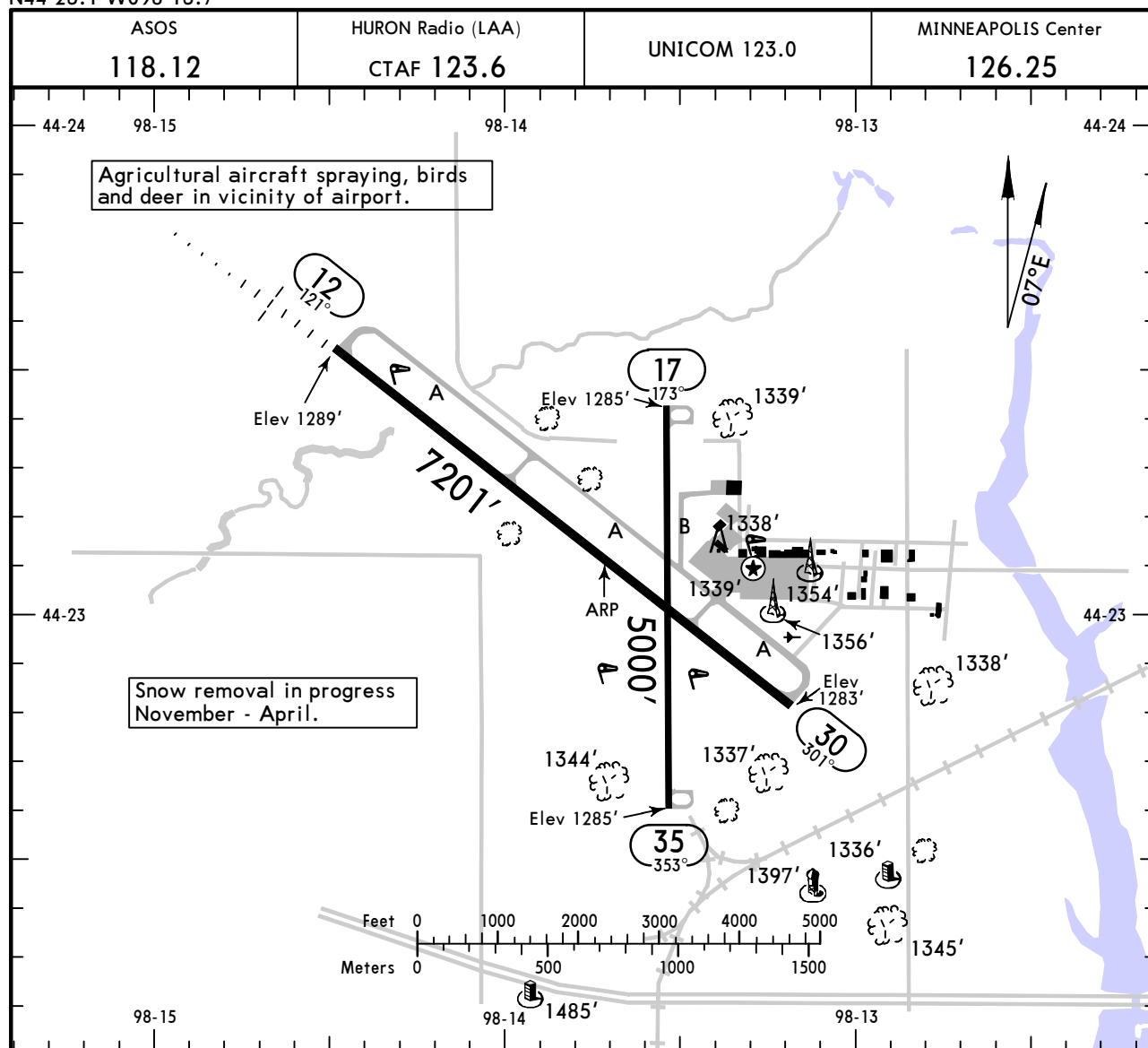
Communication Information

ASOS 118.125
Huron Regl Unicom 123.0 PCL
Huron Flight Service Station 123.6 AAS CTAF RCO
Huron Flight Service Station 122.6 RCO
Huron Flight Service Station 122.2 RCO
Huron Flight Service Station 122.1 RCO
Minneapolis Center 126.25 Remote Communications Air-Ground

KHON/HON
Apt Elev **1289'**
N44 23.1 W098 13.7

JEPPESSEN
22 JAN 10 **(10-9)**

HURON, S DAK
HURON REGL



ADDITIONAL RUNWAY INFORMATION

			USABLE LENGTHS				TAKE-OFF	WIDTH
			LANDING BEYOND		Threshold	Glide Slope		
RWY								
12 ① 30	② HIRL ③ MALSR ④ PAPI-L (angle 3.0°)	grooved		6233'		100'		
	② HIRL ③ REIL ④ PAPI-L (angle 3.0°)	grooved						
17 35	③ MIRL ③ REIL ④ PAPI-L (angle 3.0°)					75'		

- ① Porous friction course overlay.
- ② Increase intensity on 123.0 sunset-2200 LT.
- ③ Activate on 123.0.
- ④ Activate on 123.0 after 2200 LT.

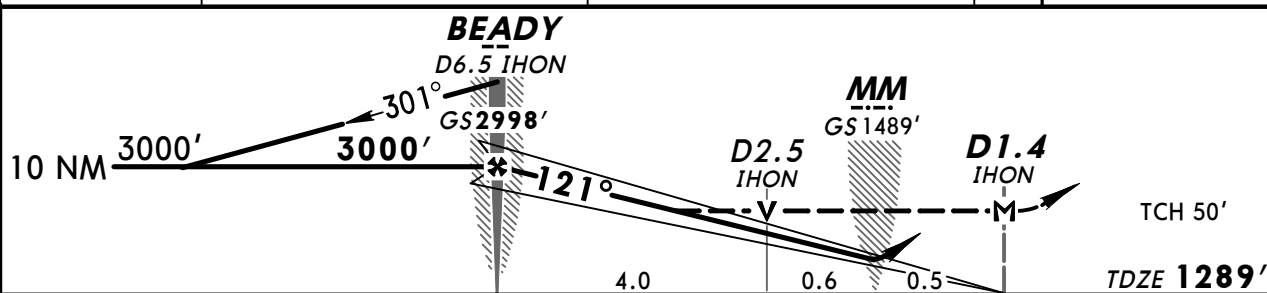
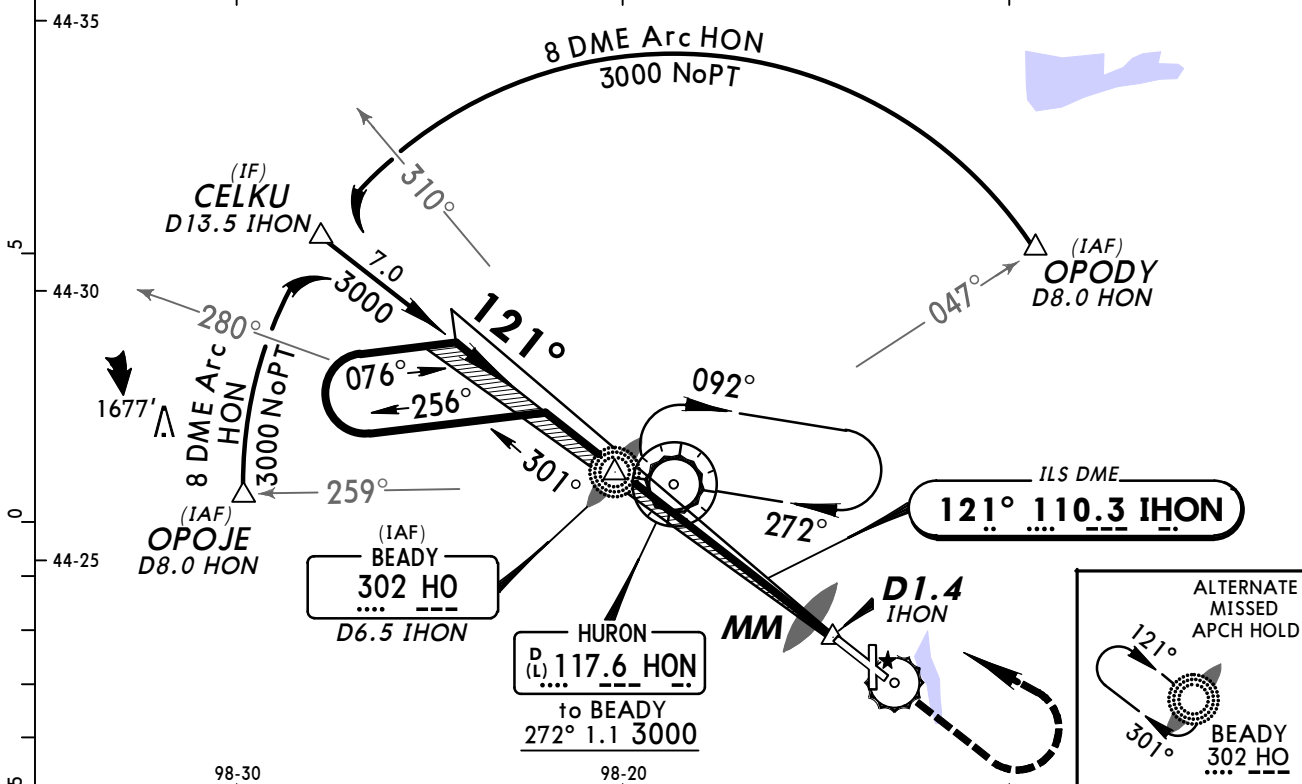
TAKE-OFF			FOR FILING AS ALTERNATE Authorized Only When Local Weather Available.		
All Rwys			ILS Rwy 12	LOC Rwy 12	Other
1 & 2 Eng	Adequate Vis Ref	STD	A	600-2	800-2
	1/4	1	B	800-2	800-2
3 & 4 Eng		1/2	C	700-2 1/4	800-2 1/4
			D	800-2 1/4	800-2 1/4

CHANGES: Taxiways, taxiway idents.

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BRIEFING STRIP™

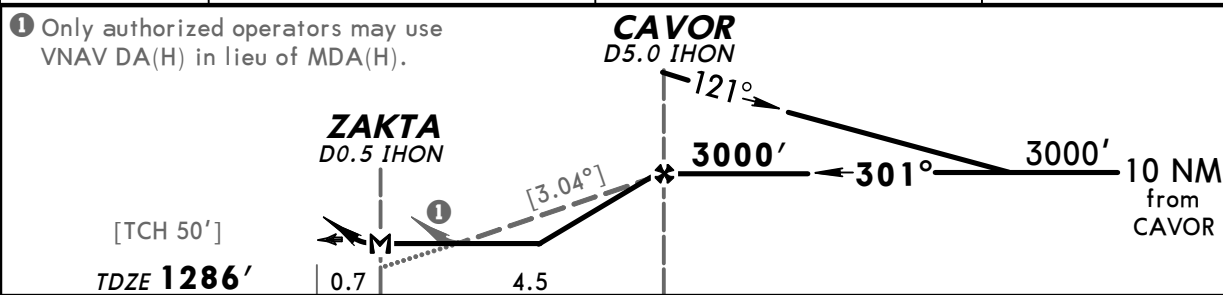
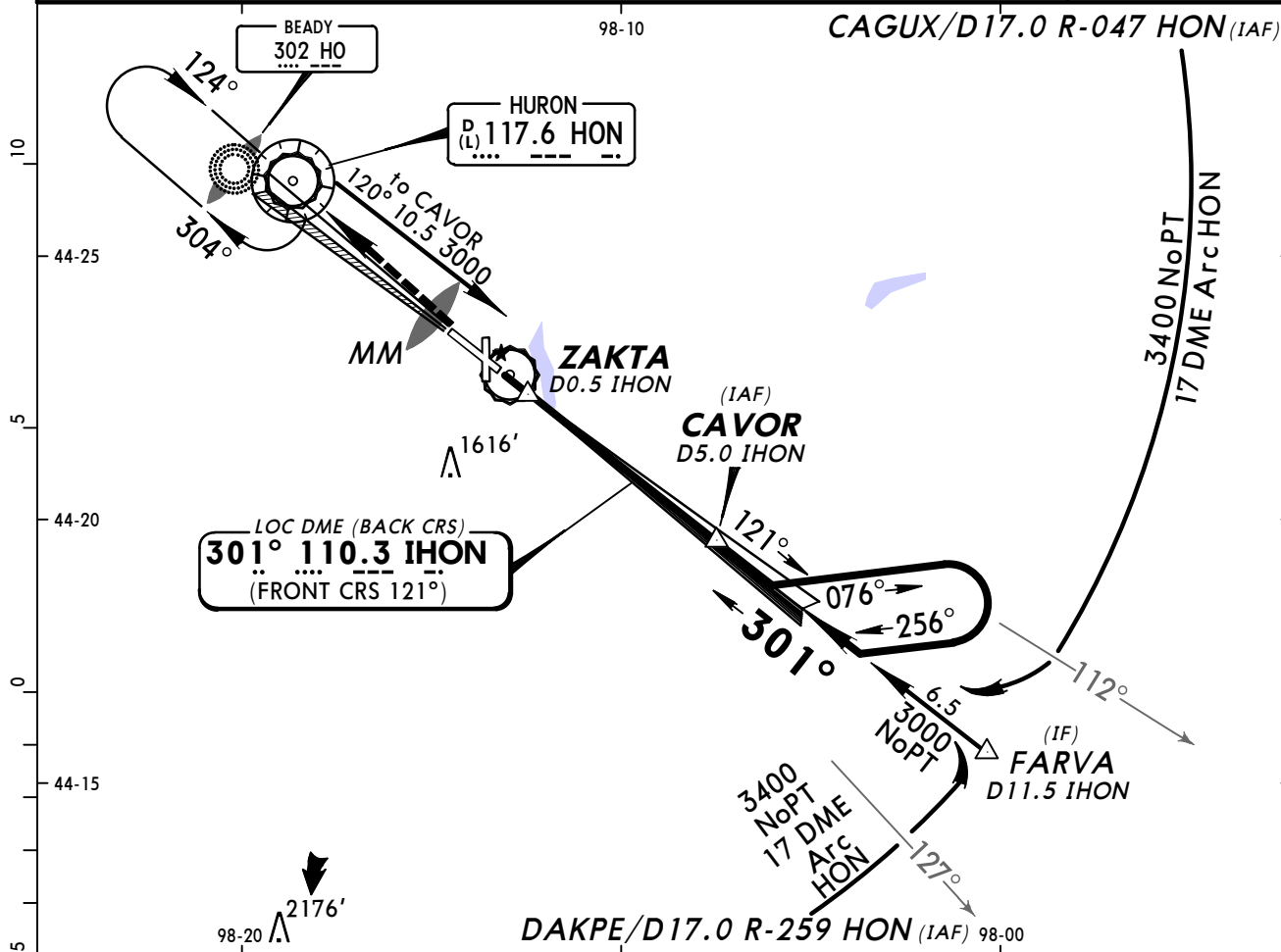
ASOS 118.12		MINNEAPOLIS Center 126.25		HURON Radio (LAA) CTAF 123.6	
LOC IHON 110.3	Final Apch Crs 121°	GS BEADY 2998' (1709')	ILS DA(H) 1489' (200')	Apt Elev 1289' TDZE 1289'	3300' MSA HO LOM
MISSED APCH: Climb to 3000' then LEFT turn direct HON VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME required. 2. Use local altimeter setting; if not received, use Mitchell Mun altimeter setting. 3. Use IHON DME when on LOC course. 4. VDP not authorized when using Mitchell altimeter setting. 5. Pilot controlled lighting 123.0.					



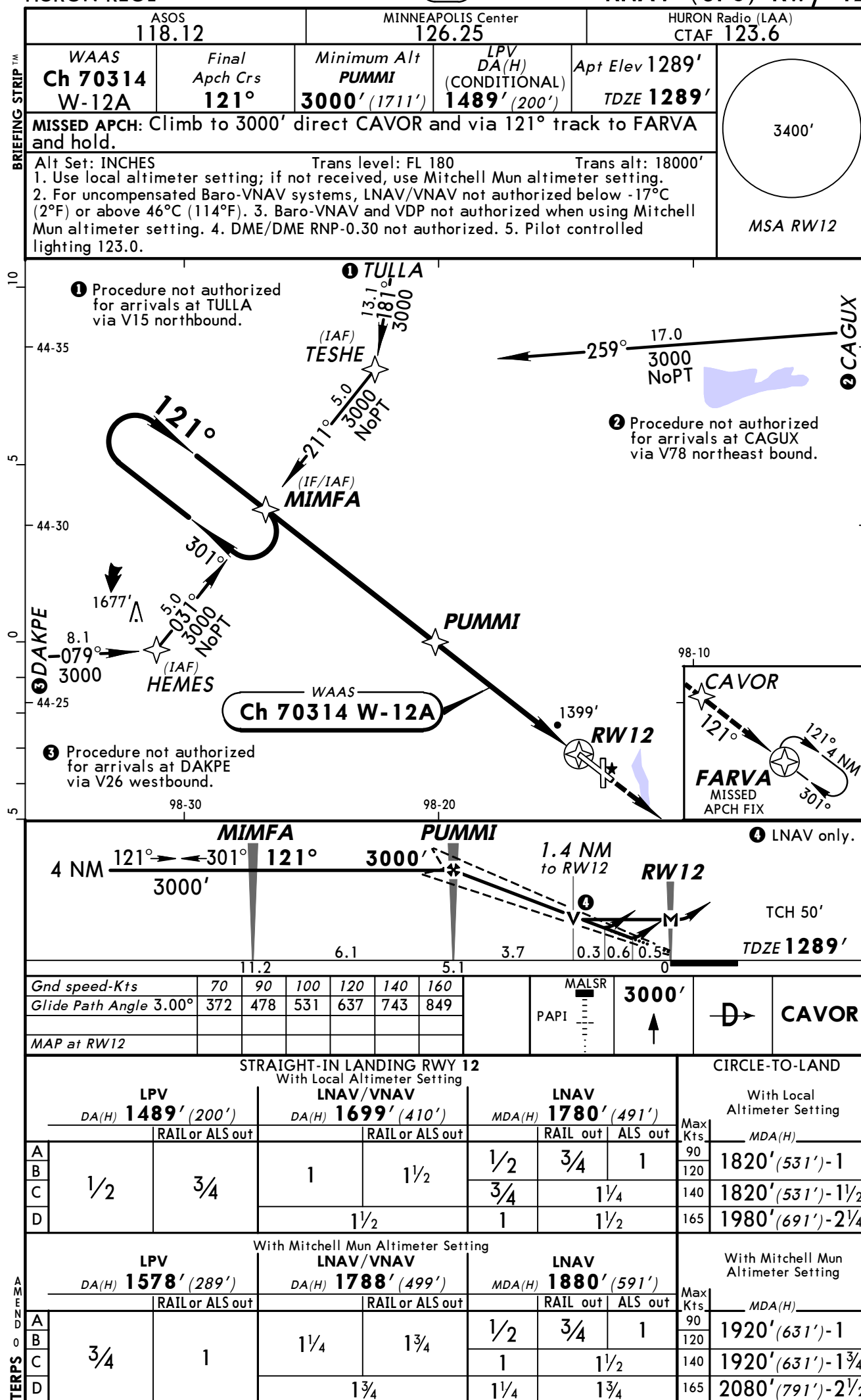
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3000' ↑	LT →	HON 117.6
GS	3.00°	377	484	538	646	753			
MAP at D1.4 IHON or BEADY to MAP	5.1	4:22	3:24	3:04	2:33	2:11			

STRAIGHT-IN LANDING RWY12 With Local Altimeter Setting						CIRCLE-TO-LAND With Local Altimeter Setting	
ILS DA(H) 1489' (200')			LOC (GS out) MDA(H) 1680' (391')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		90	1820' (531')-1
A						120	1820' (531')-1 1/2
B	1/2	3/4	1/2	3/4	1	140	1820' (531')-1 1/2
C						165	1980' (691')-2 1/4
D			3/4	1 1/4			
With Mitchell Mun Altimeter Setting						Max Kts	MDA(H)
DA(H) 1578' (289')			MDA(H) 1780' (491')			90	1920' (631')-1
FULL	RAIL or ALS out		RAIL out	ALS out		120	1920' (631')-1 1/2
A						140	1920' (631')-1 3/4
B	1/2	1	1/2	3/4	1	165	2080' (791')-2 1/2
C			3/4	1 1/4			
D			1	1 1/2			

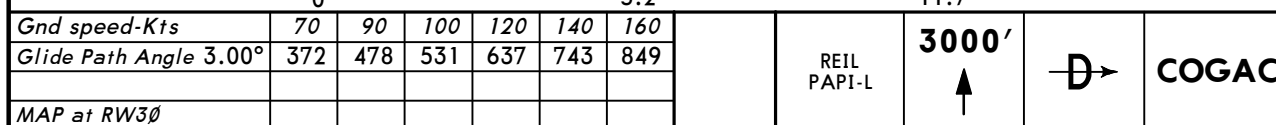
ASOS 118.12		MINNEAPOLIS Center 126.25		HURON Radio (LAA) CTAF 123.6	
LOC IHON 110.3	Final Apch Crs 301° (Front Crs 121°)	Minimum Alt CAVOR 3000' (1714')	MDA(H) (CONDITIONAL) 1700' (414')	Apt Elev 1289' TDZE 1286'	3400' MSA HON VOR
MISSED APCH: Climb to 3000' direct HON VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Use local altimeter setting; if not received, use Mitchell Mun altimeter setting. 3. Use IHON DME when on LOC course. 3. Disregard glide slope indications. 4. Pilot controlled lighting 123.0.					



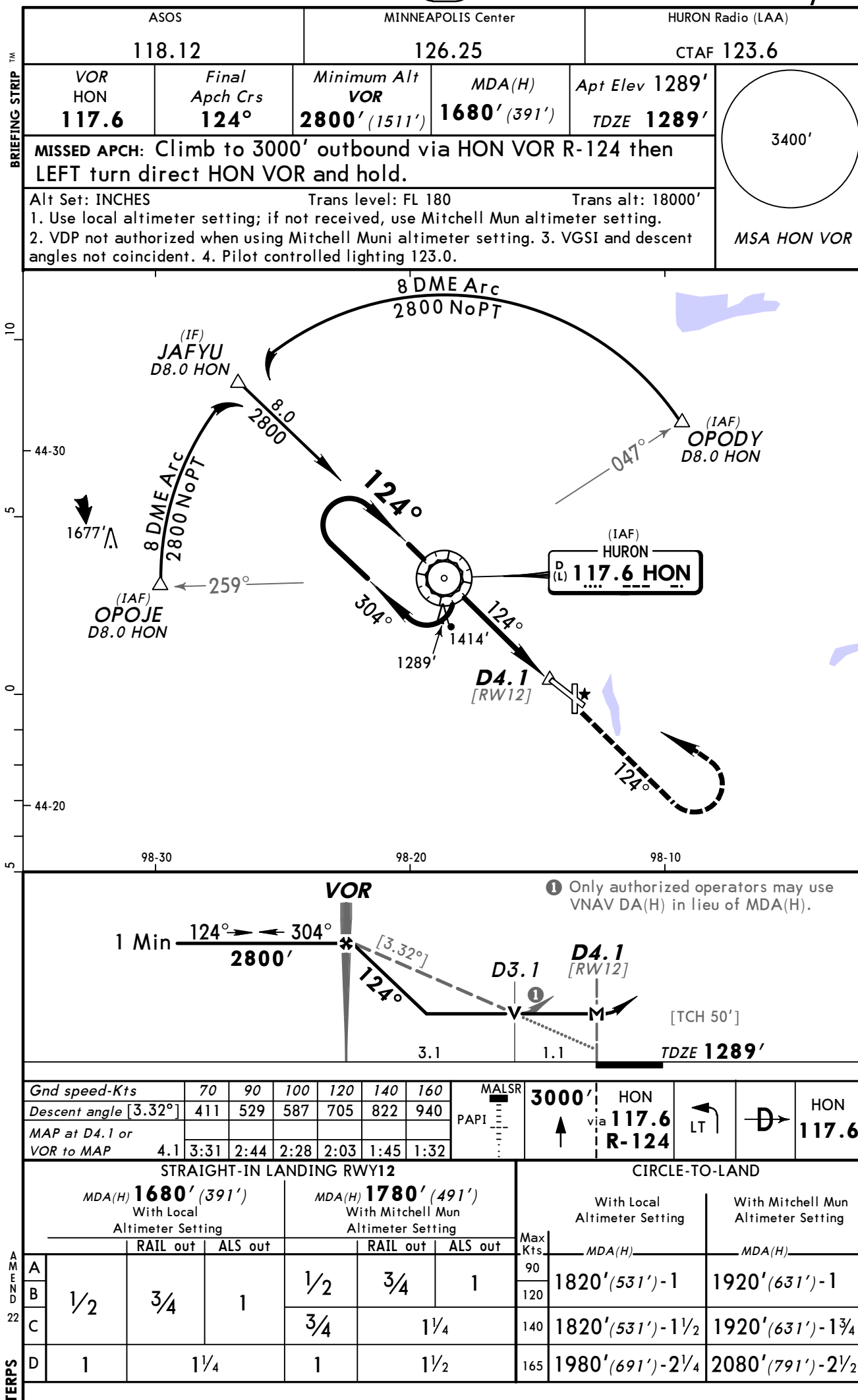
Gnd Speed-Kts		70	90	100	120	140	160		REIL PAPI-L	3000' ↑	D→	HON 117.6
Descent angle [3.04°]		376	484	538	645	753	861					
MAP at ZAKTA												
STRAIGHT-IN LANDING RWY30								CIRCLE-TO-LAND				
MDA(H) 1700' (414')				MDA(H) 1800' (514')				With Local Altimeter Setting		With Mitchell Mun Altimeter Setting		
With Local Altimeter Setting				With Mitchell Mun Altimeter Setting				Max Kts.	MDA(H)	MDA(H)		
A	1			1			90	1820' (531')-1	1920' (631')-1			
B							120					
C	1¼			1¼			140	1820' (531')-1½	1920' (631')-1½			
D							165					1980' (691')-2¼



BRIEFING STRIP™

TERPS AMEND 1A 19 NOV 2009

CHANGES: Notes, minimums.



General Information

Location: Mitchell SD USA
IATA Code: MHE
Lat/Long: N43° 46.5' W098° 02.3'
Elevation: 1304 ft

Airport Use: Public
Magnetic Variation: 4.5°E
Sectional Chart: Omaha

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: 1313 Z
Sunset: 0017 Z,

Runway Information

Runway: 12
Length x Width: 6700 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1301 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 17
Length x Width: 5512 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1283 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 30
Length x Width: 6700 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1304 ft
Lighting: Edge, ALS, Pilot controlled

Runway: 35
Length x Width: 5512 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1303 ft
Lighting: Edge, Pilot controlled

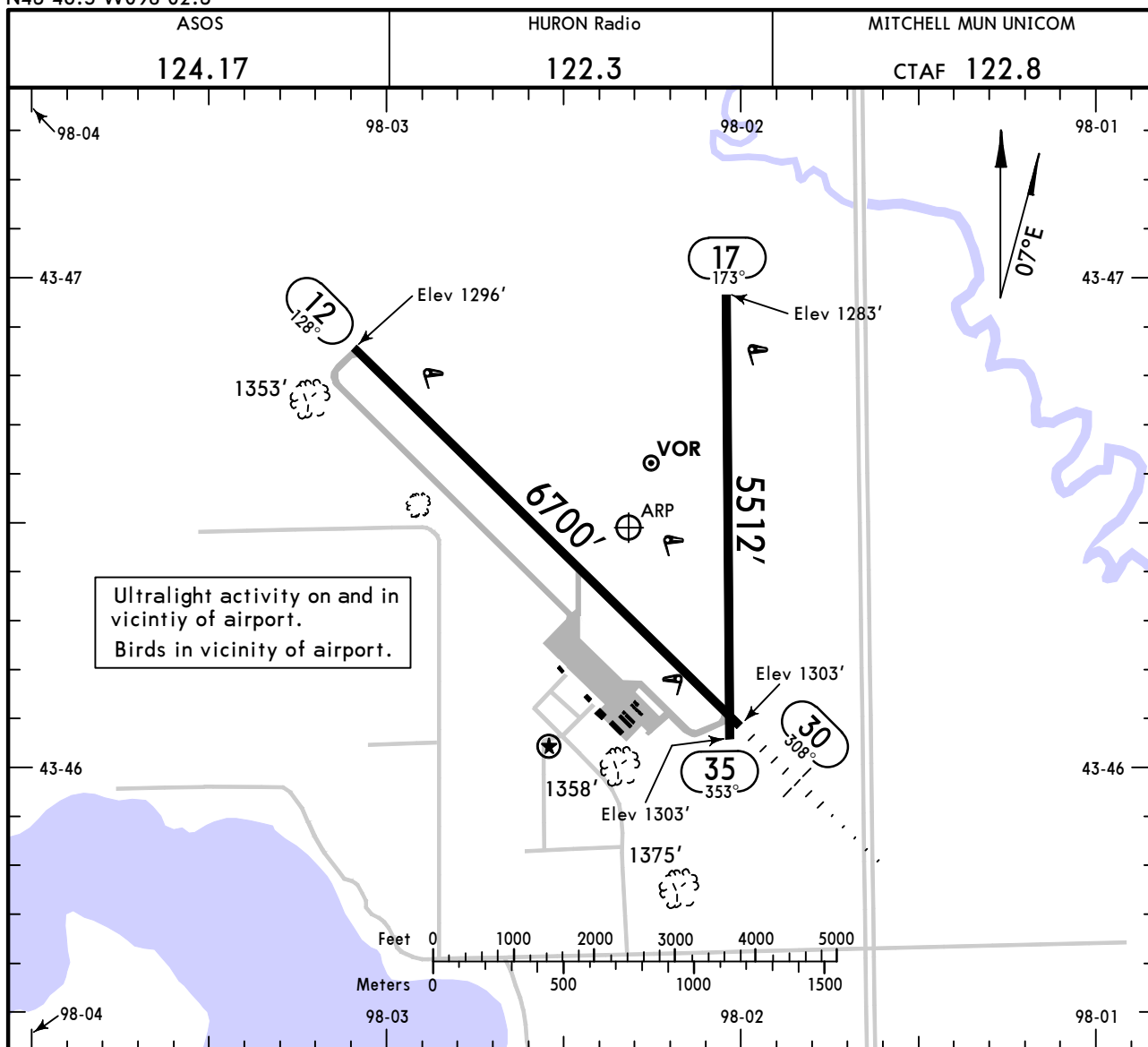
Communication Information

ASOS 124.175
Mitchell Mun Unicom 122.8 CTAF PCL
Huron Flight Service Station 122.3 RCO

KMHE/MHE
Apt Elev 1304'
N43 46.5 W098 02.3

JEPPESSEN
11 JUL 08 (11-1)

MITCHELL, S DAK
MITCHELL MUN



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS		TAKE-OFF	WIDTH
		Threshold	Landing Beyond Glide Slope		
12	① HIRL ① REIL ① PAPI-L (angle 3.0°)				100'
30	① HIRL ① MALSR ① PAPI-L (angle 3.0°)		5552'		
17	① MIRL ① REIL ① PAPI-L (angle 3.0°)				100'
35	① MIRL ① PAPI-L (angle 3.0°)				

① Activate on 122.8.

② Porous friction course overlay.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

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

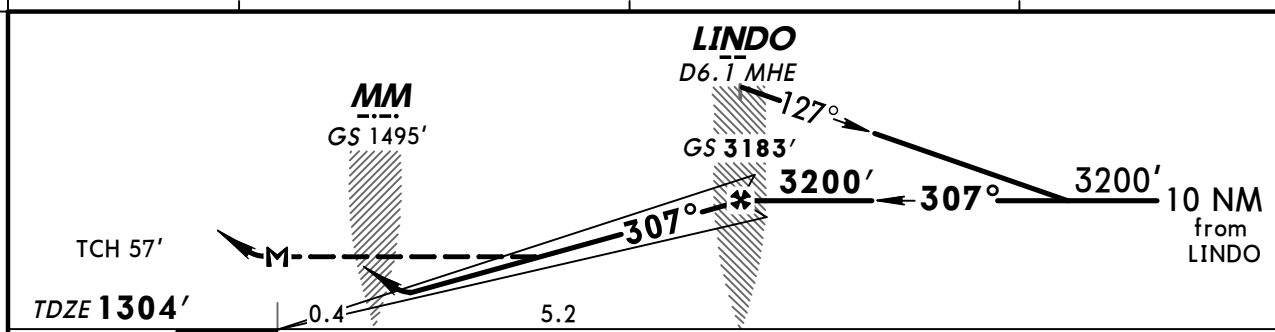
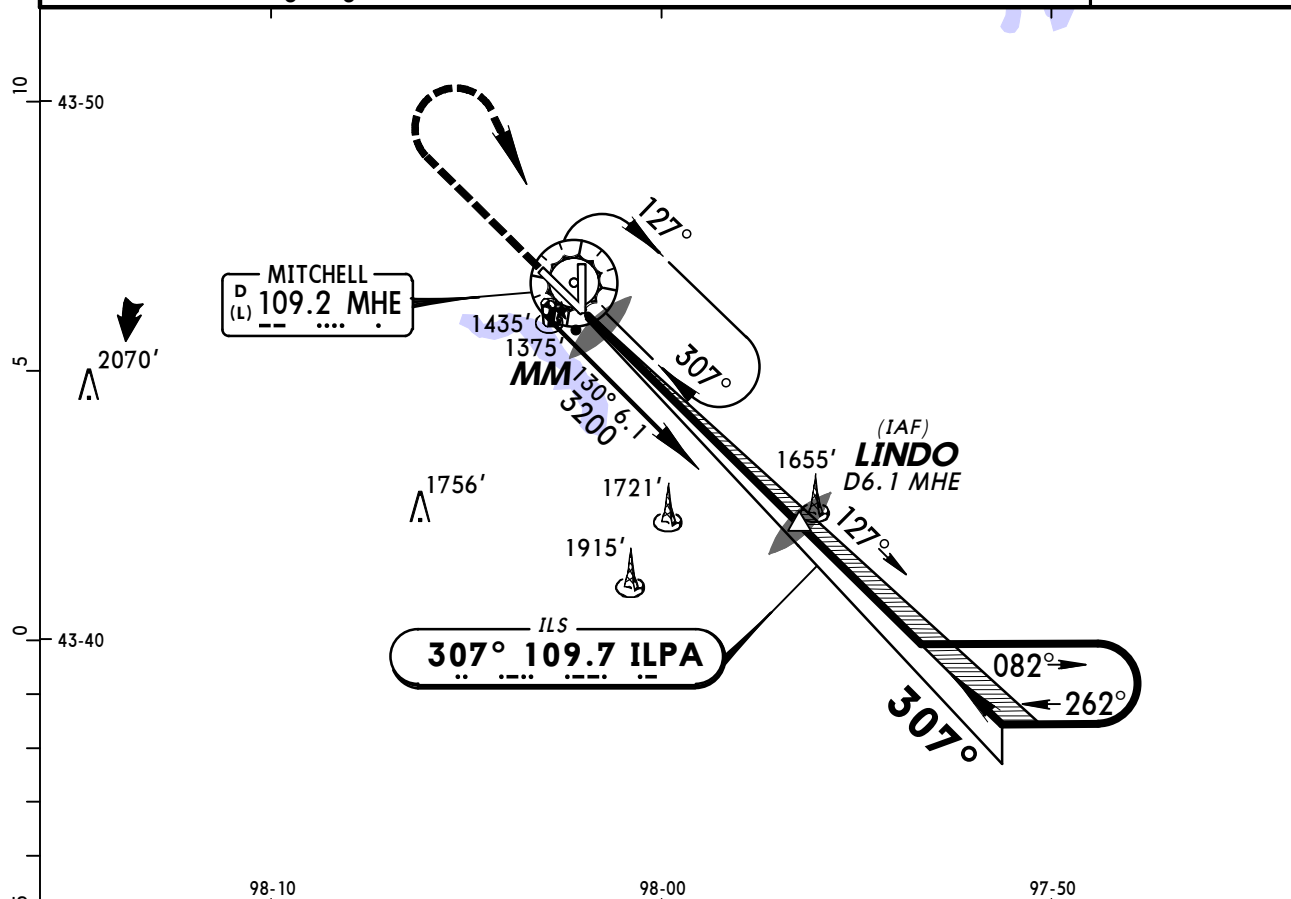
FOR FILING AS ALTERNATE

Authorized Only When Local Weather Available VOR Rwy 12 RNAV (GPS) Rwy 12 RNAV (GPS) Rwy 30		Authorized Only When Local Weather Available VOR Rwy 30	Other
A B C D	800-2	1000-2	NA
		1000-3	

OBSTACLE DP: Rwy 12, 17, climb to 1800' before turning.

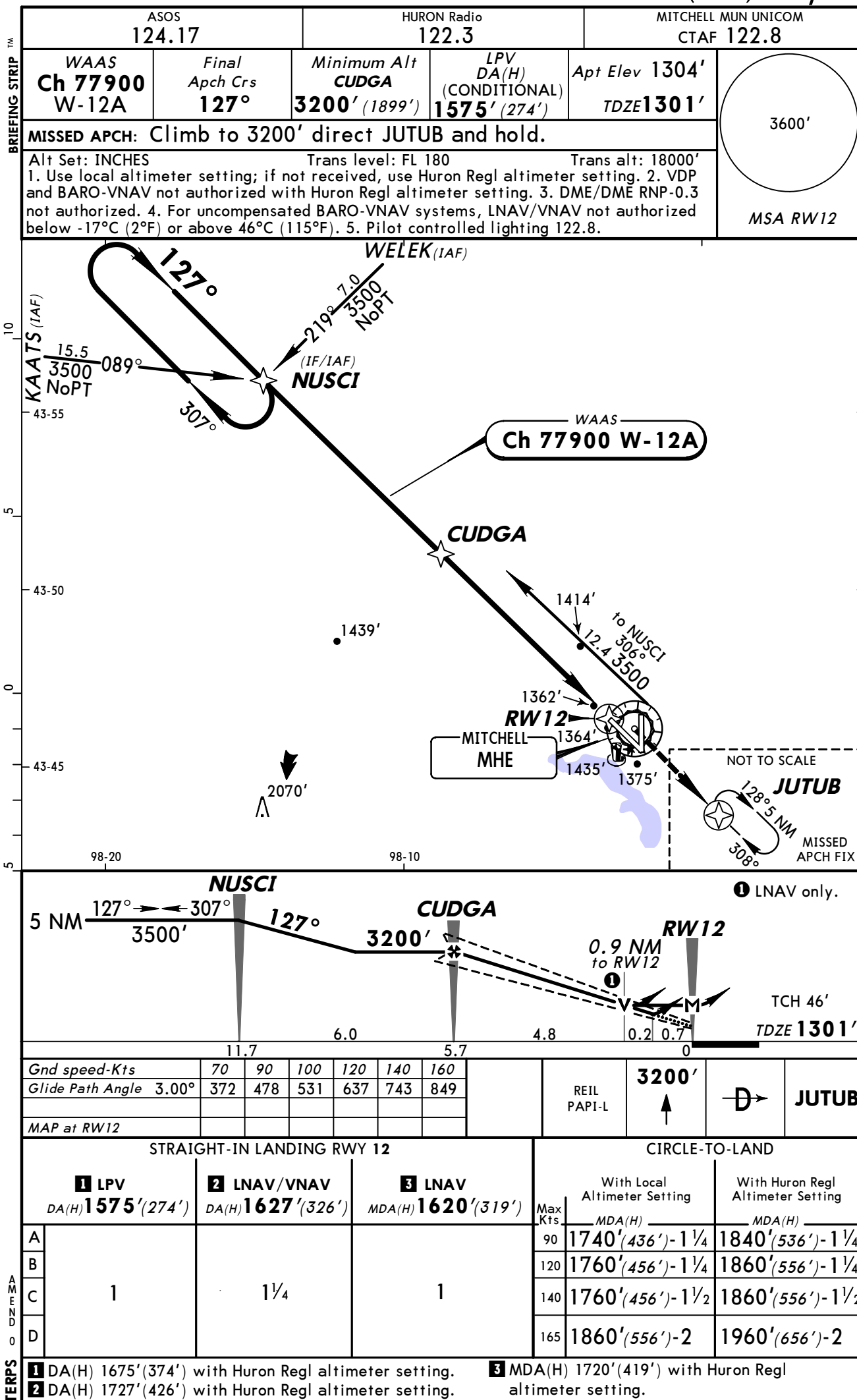
AMEND
1

ASOS		HURON Radio		MITCHELL MUN UNICOM	
124.17		122.3		CTAF 122.8	
LOC ILPA 109.7	Final Apch Crs 307°	GS LINDO 3183' (1879')	ILS DA(H) 1504' (200')	Apt Elev 1304' TDZE 1304'	3600' MSA MHE VOR
MISSED APCH: Climb to 3200' then RIGHT turn direct MHE VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. DME required. 2. Autopilot coupled approach not authorized below 2174' MSL. 3. Pilot controlled lighting 122.8.					



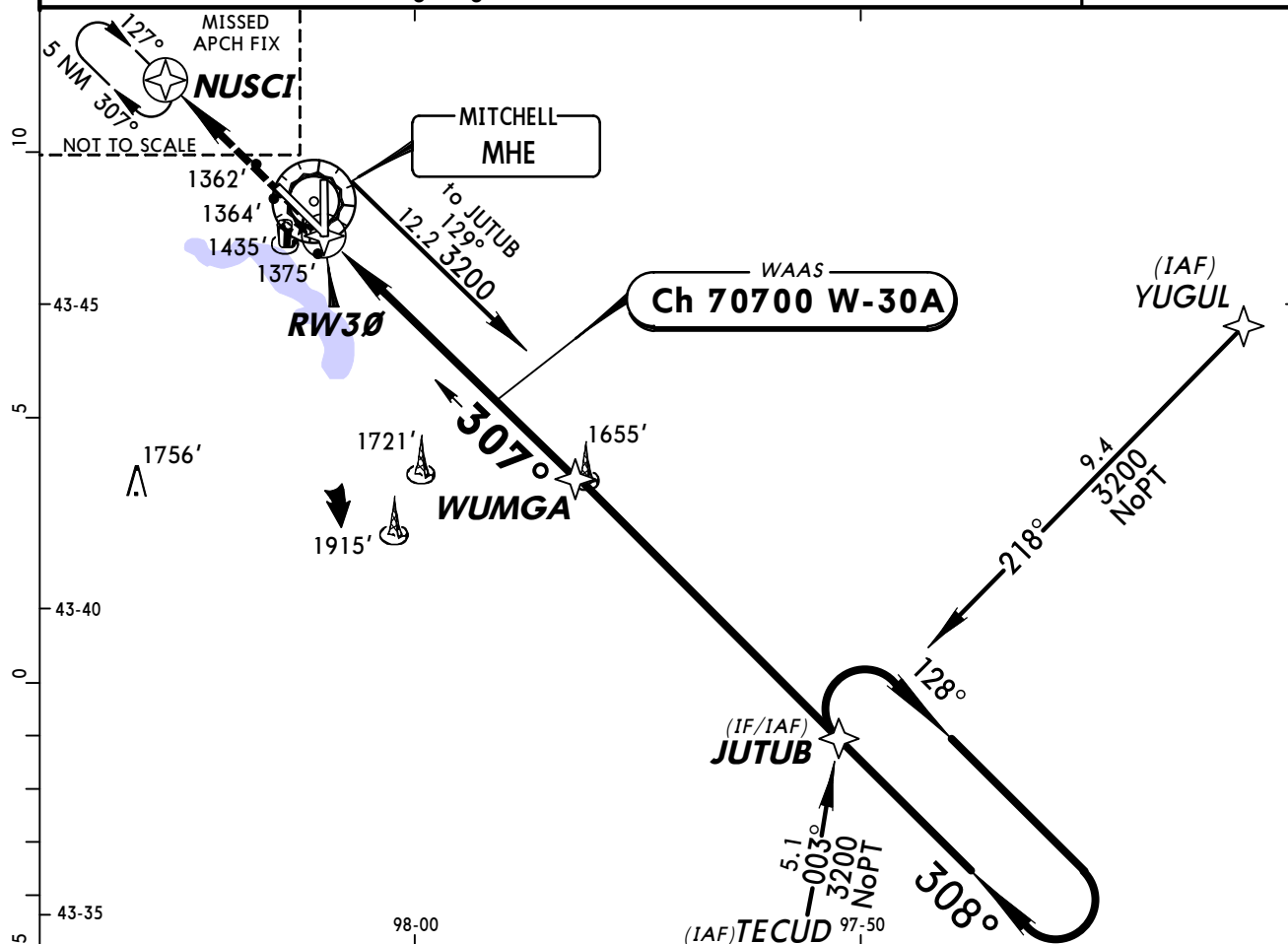
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	3200'	RT	D	MHE 109.2
GS 3.00°	377	484	538	646	753	861					
LINDO to MAP 5.6	4:48	3:44	3:22	2:48	2:24	2:06					

STRAIGHT-IN LANDING RWY 30					CIRCLE-TO-LAND	
ILS DA(H) 1504' (200')		LOC (GS out) MDA(H) 1700' (396')			Max Kts	MDA(H)
FULL	RAIL or ALS out		RAIL out	ALS out		
A					90	1740' (436')-1
B					120	1760' (456')-1
C	1/2	3/4	1/2	3/4	140	1760' (456')-1 1/2
D			3/4	1 1/4	165	1860' (556')-2

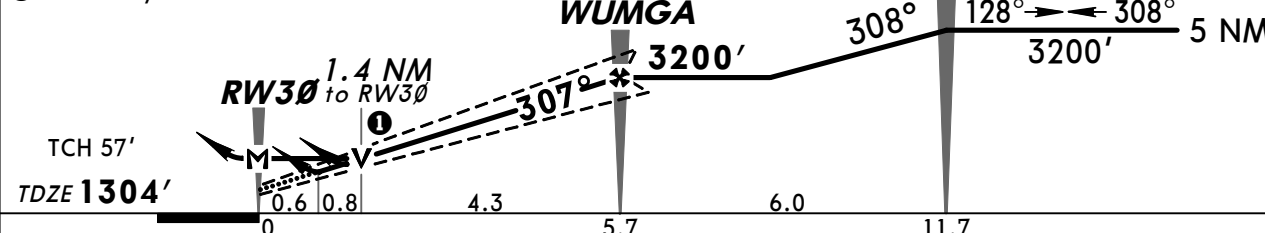


BRIEFING STRIP™

ASOS 124.17		HURON Radio 122.3		MITCHELL MUN UNICOM CTAF 122.8	
WAAS Ch 70700 W-30A	<i>Final</i> <i>Apch Crs</i> 307°	<i>Minimum Alt</i> <i>WUMGA</i> 3200' (1896')	<i>LPV</i> <i>DA(H)</i> (CONDITIONAL) 1554' (250')	<i>Apt Elev</i> 1304' <i>TDZE</i> 1304'	3600' MSA RW30
MISSED APCH: Climb to 3500' direct NUSCI and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Huron Regl altimeter setting. 2. DME/DME RNP-0.3 not authorized. 3. VDP and BARO-VNAV not authorized with Huron Regl altimeter setting. 4. For uncompensated BARO-VNAV systems, LNAV/VNAV not authorized below -17°C (2°F) or above 46°C (115°F). 5. VGSI and RNAV glidepath not coincident. 6. Pilot controlled lighting 122.8.					



① LNAV only.



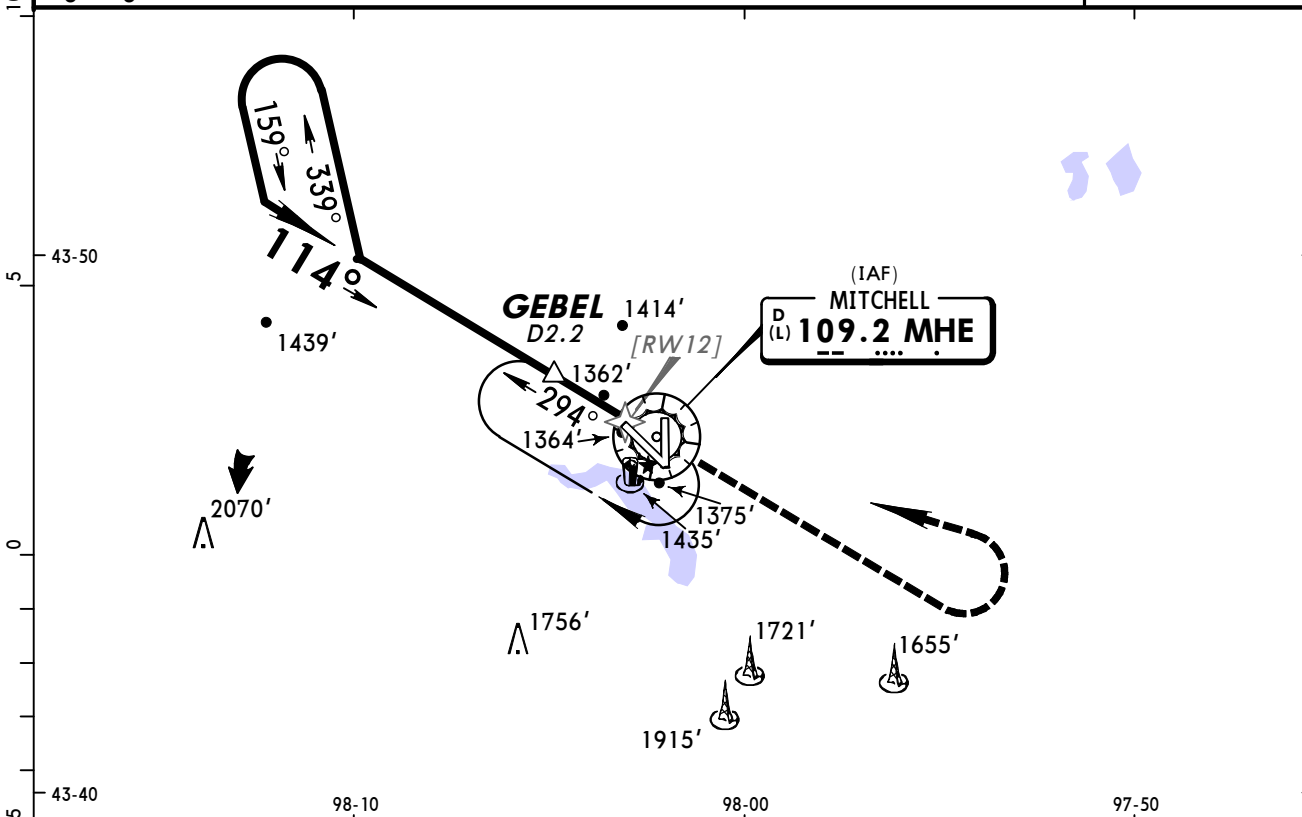
Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI 3500' NUSCI
Glide Path Angle 3.00°	372	478	531	637	743	849	
MAP at RW30							

STRAIGHT-IN LANDING RWY 30									CIRCLE-TO-LAND		
1 LPV DA(H) 1554'(250')			2 LNAV/VNAV DA(H) 1625'(321')			3 LNAV MDA(H) 1800'(496')			Max Kts	With Local Altimeter Setting	With Huron Regl Altimeter Setting
RAIL or ALS out			RAIL out ALS out			RAIL out ALS out				MDA(H)	MDA(H)
A	1/2	3/4	1/2	3/4	1	1/2	3/4	1	90	1800'(496')-1	1900'(596')-1
B									120		
C									140	1800'(496')-1 1/2	1900'(596')-1 1/2
D									165	1860'(556')-2	1960'(656')-2

① DA(H) 1654' (350') with Huron Regl altimeter setting.
 ② DA(H) 1725' (421') with Huron Regl altimeter setting.
 ③ MDA(H) 1900' (596') with Huron Regl altimeter setting.

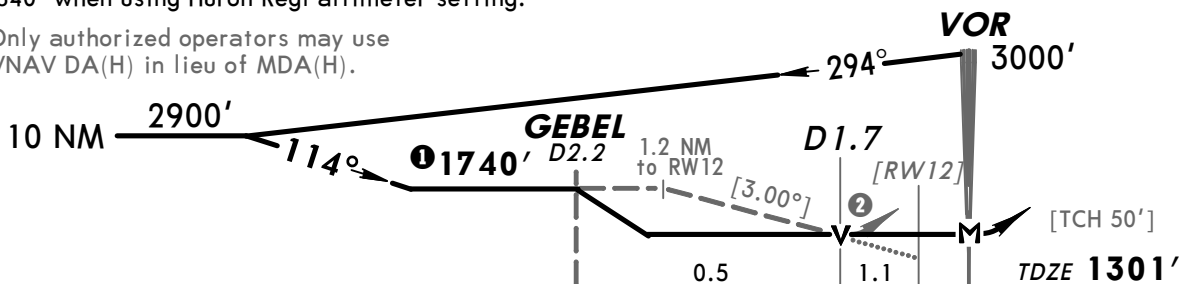
BRIEFING STRIP™

ASOS 124.17		HURON Radio 122.3		MITCHELL MUN UNICOM CTAF 122.8	
VOR MHE 109.2	Final Apch Crs 114°	Minimum Alt (CONDITIONAL) GEBEL 1740' (439')	MDA(H) (CONDITIONAL) 1680' (379')	Apt Elev 1304' TDZE 1301'	3600' MSA MHE VOR
MISSED APCH: Climb to 2900' then climbing LEFT turn to 3000' direct MHE VOR and hold.					
Alt Set: INCHES					



① 1840' when using Huron Regl altimeter setting.

② Only authorized operators may use VNAV DA(H) in lieu of MDA(H).



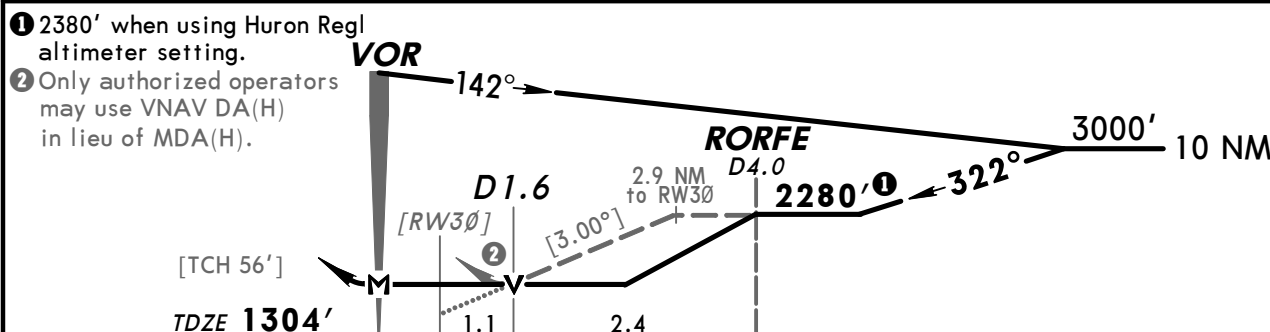
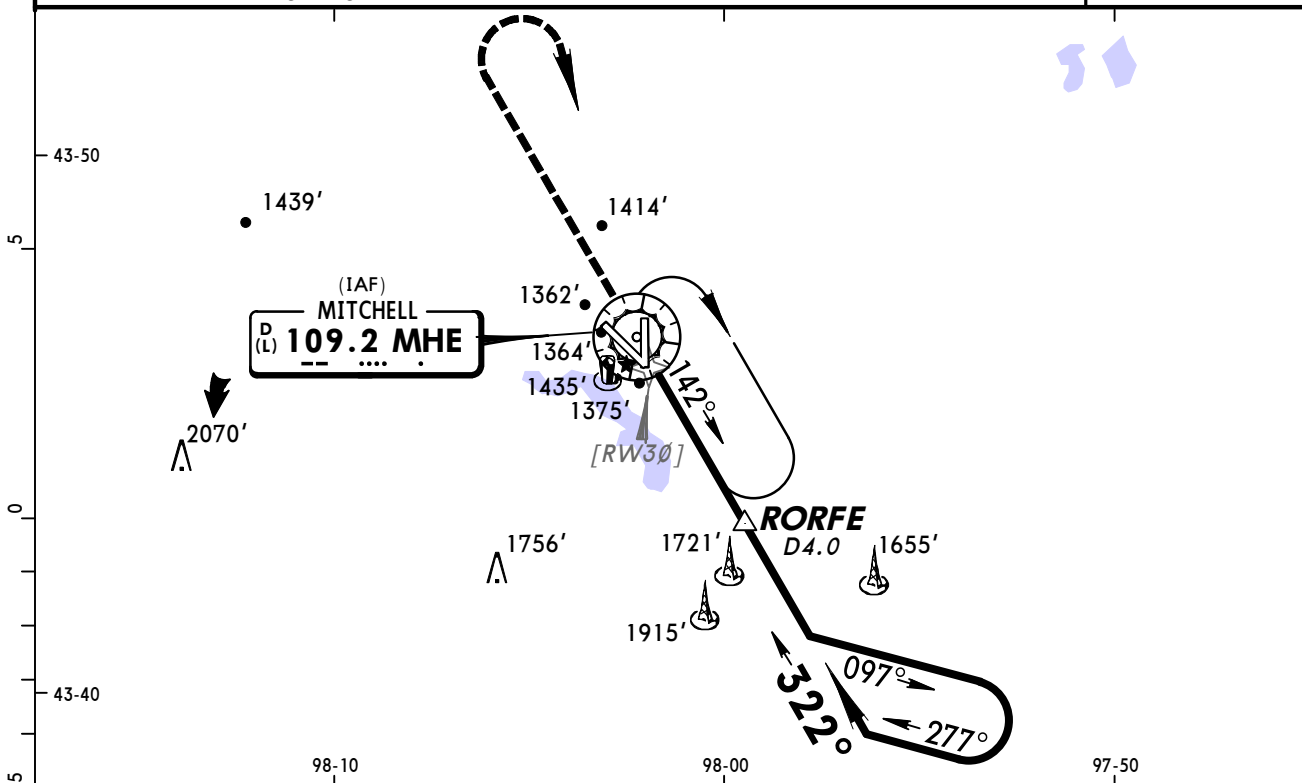
Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	2900'	3000'	→	MHE 109.2
Descent angle [3.00°]	372	478	531	637	743	849		↑	↩	↪	
MAP at VOR											

STRAIGHT-IN LANDING RWY 12			CIRCLE-TO-LAND	
With Gebel		Without Gebel	Max Kts	With Local Altimeter Setting MDA(H)
With Local Altimeter Setting			90	1740' (436')- 1
MDA(H) 1680' (379')		MDA(H) 1740' (439')	120	1760' (456')- 1
With Huron Regl Altimeter Setting			140	1760' (456')- 1½
MDA(H) 1780' (479')		MDA(H) 1840' (539')	165	1860' (556')- 2
			Max Kts	With Huron Regl Altimeter Setting MDA(H)
A	1	1	90	1840' (536')- 1
B			120	1860' (556')- 1
C		1¼	140	1860' (556')- 1½
D	1¼	1½	165	1960' (656')- 2

BRIEFING STRIP™

ASOS 124.17		HURON Radio 122.3		MITCHELL MUN UNICOM CTAF 122.8	
VOR MHE 109.2	Final Apch Crs 322°	Minimum Alt (CONDITIONAL) RORFE 2280' (976')	MDA(H) (CONDITIONAL) 1700' (396')	Apt Elev 1304' TDZE 1304'	3600'
MISSED APCH: Climb to 2900' then climbing RIGHT turn to 3000' direct MHE VOR and hold.					
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'					
1. Use local altimeter setting; if not received, use Huron Regl altimeter setting. 2. VDP not authorized when using Huron Regl altimeter setting. 3. Pilot controlled lighting 122.8.					
					MSA MHE VOR

10



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2900' ↑	3000' RT	→D	MHE 109.2
Descent angle [3.00°]	372	478	531	637	743	849					
MAP at VOR											

STRAIGHT-IN LANDING RWY 30						CIRCLE-TO-LAND					
With Rorfe				Without Rorfe		With Rorfe		Without Rorfe			
With Local Altimeter Setting						Max Kts	With Local Altimeter Setting				
MDA(H) 1700' (396')						MDA(H) 2280' (976')		MDA(H) 2280' (976')			
With Huron Regl Altimeter Setting						90	MDA(H) 1740' (436') - 1		MDA(H) 2280' (976') - 1 1/4		
MDA(H) 1800' (496')						MDA(H) 2380' (1076')		MDA(H) 2280' (976') - 1 1/2			
RAIL out						ALS out		RAIL out		ALS out	
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RAIL out						ALS out					

General Information

Location: Pierre SD USA
IATA Code: PIR
Lat/Long: N44° 23.0' W100° 17.2'
Elevation: 1744 ft

Airport Use: Public
Magnetic Variation: 6.2°E
Sectional Chart: Omaha

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

Sunrise: 1322 Z
Sunset: 0026 Z,

Runway Information

Runway: 07
Length x Width: 6881 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1744 ft
Lighting: Edge, REIL, Pilot controlled

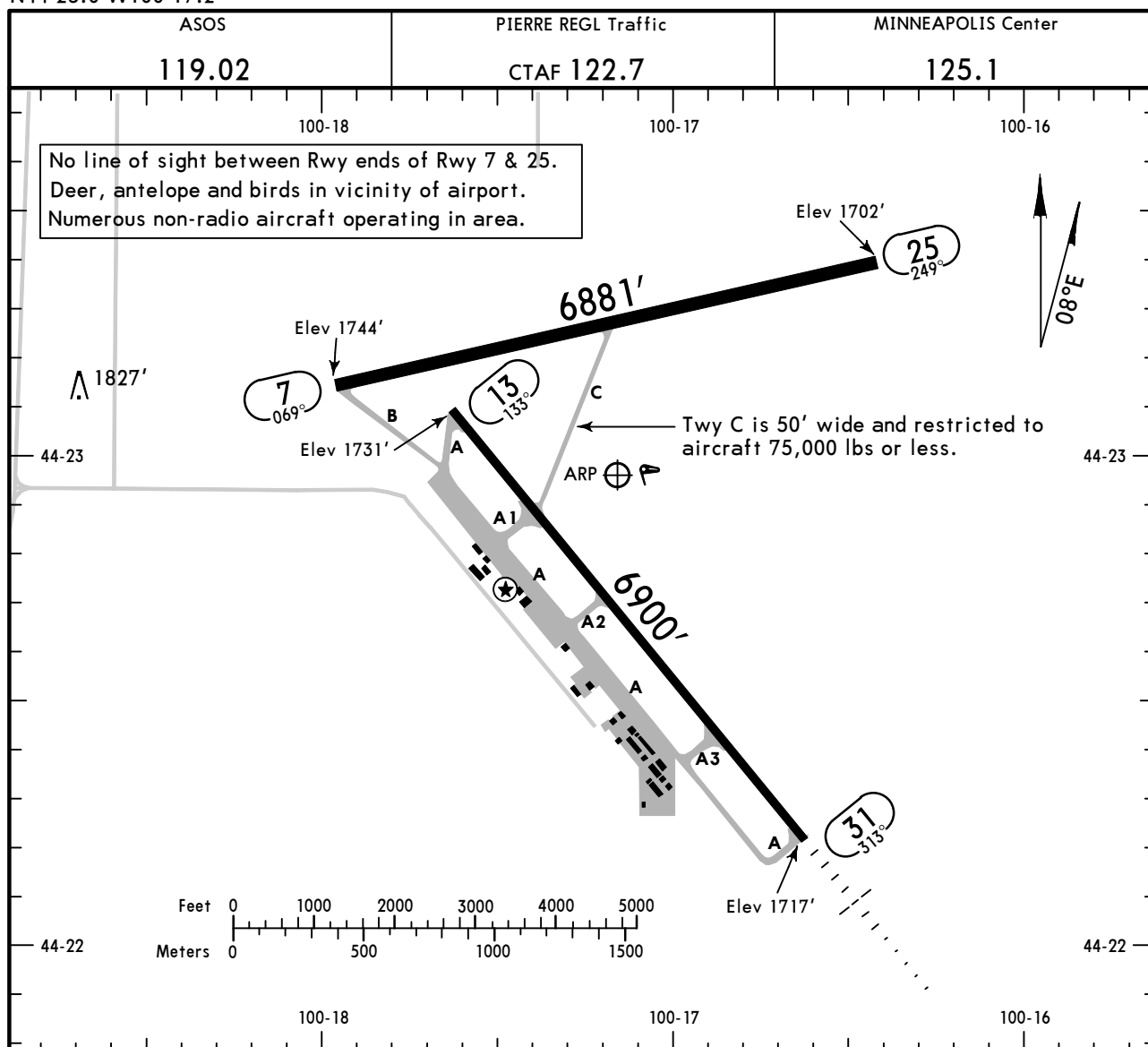
Runway: 13
Length x Width: 6900 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1731 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 25
Length x Width: 6881 ft x 150 ft
Surface Type: asphalt
TDZ-Elev: 1725 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 31
Length x Width: 6900 ft x 100 ft
Surface Type: asphalt
TDZ-Elev: 1720 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ASOS 119.025
Pierre Regl Unicom 122.95
Pierre Multicom 122.7 CTAF PCL
Huron Flight Service Station 122.2 RCO
Minneapolis Center 125.1 Remote Communications Air-Ground



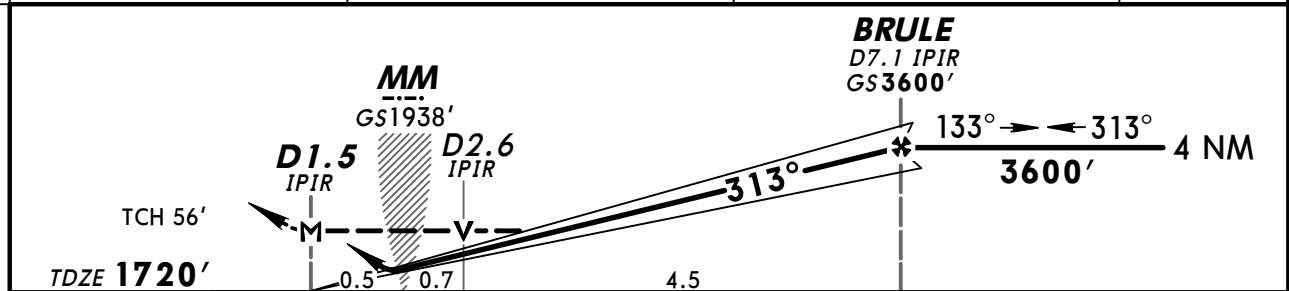
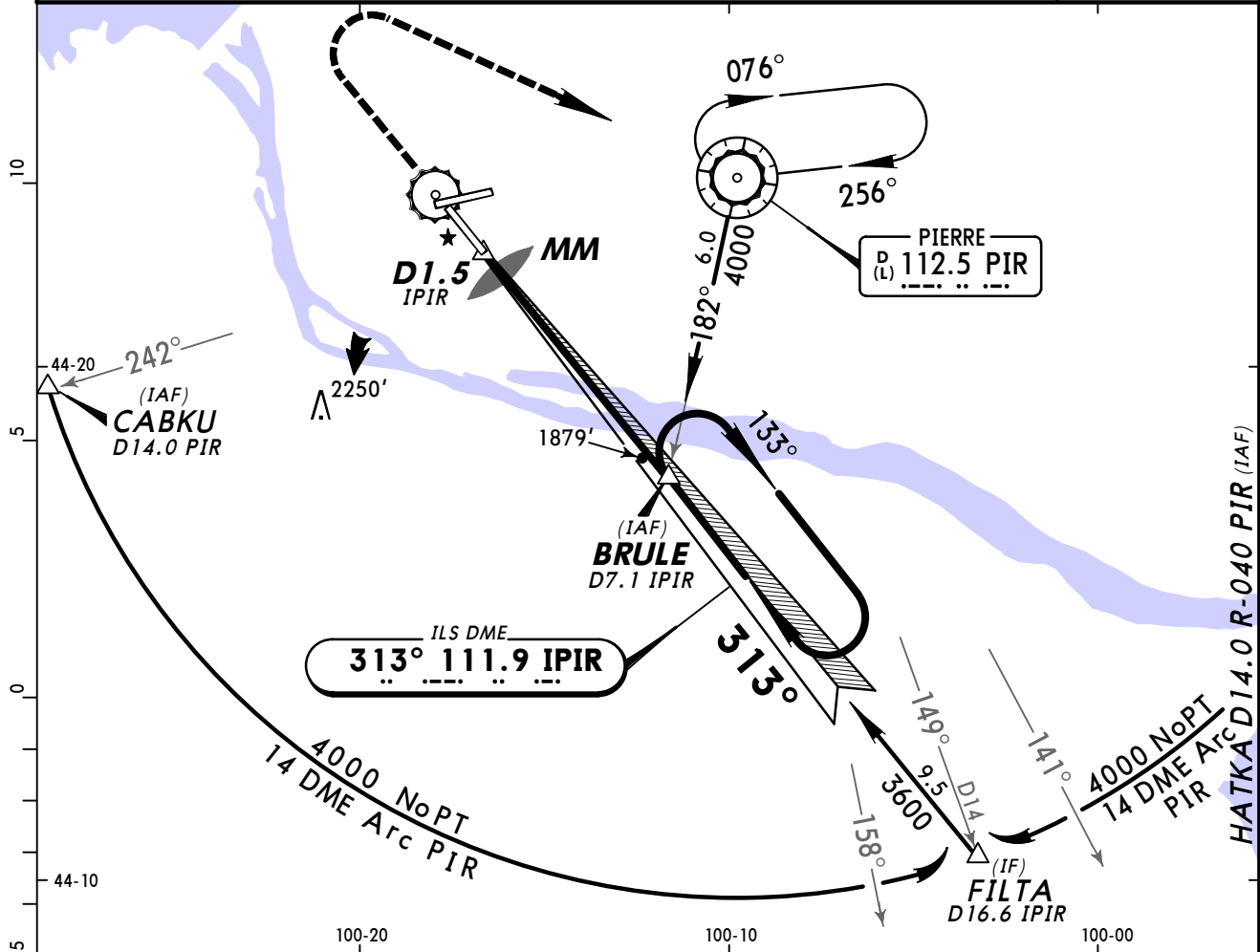
ADDITIONAL RUNWAY INFORMATION

RWY				USABLE LENGTHS		TAKE-OFF	WIDTH
				LANDING	BEYOND		
7	25	① HIRL ① REIL ① PAPI-L (angle 3.0°)	grooved				150'
13	31	① HIRL ① REIL ① PAPI-L (angle 3.0°)	grooved				100'
		① HIRL ① MALSR ① PAPI-L (angle 3.0°)	grooved		5841'		

① Activate on 122.7.

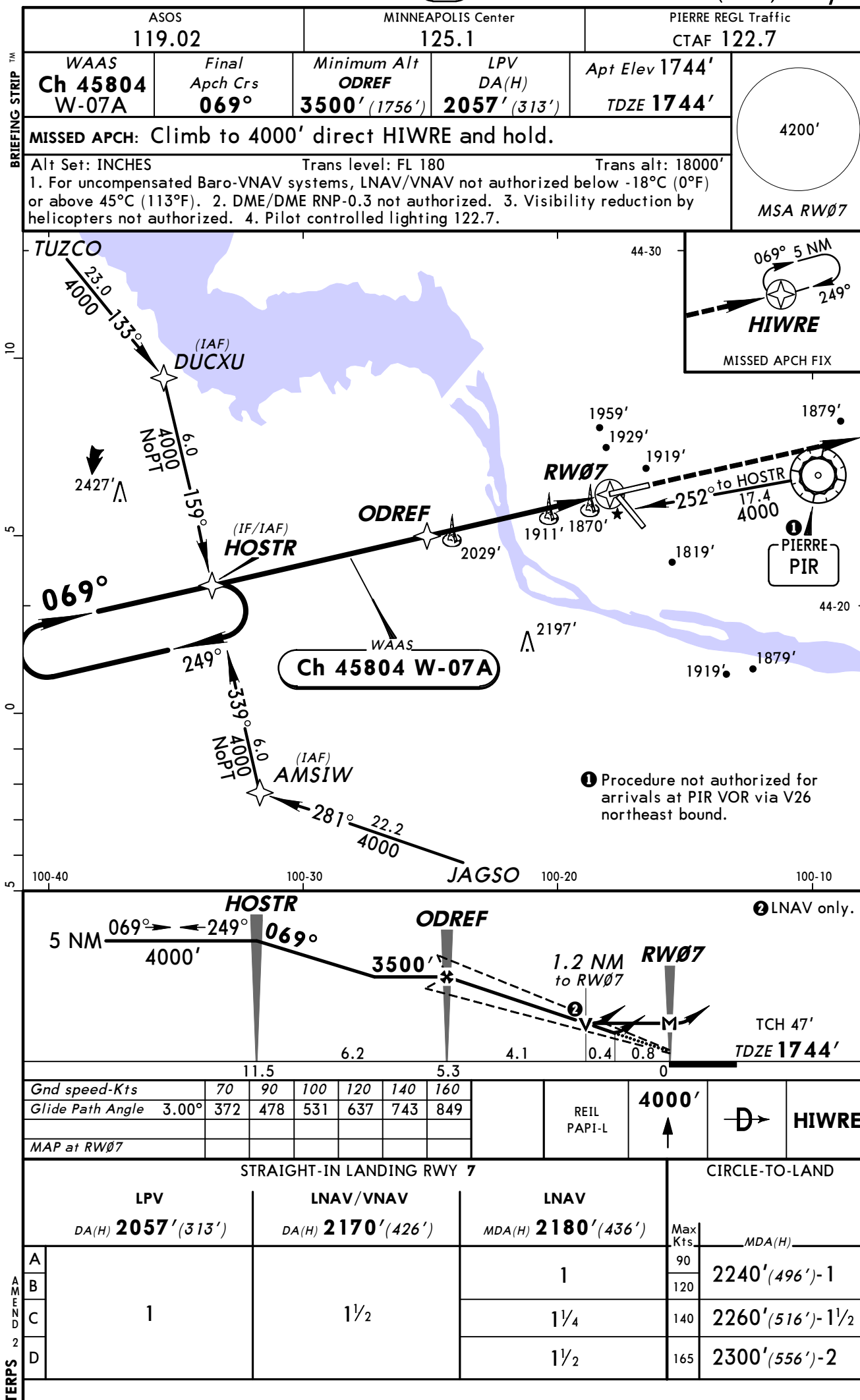
TAKE-OFF				FOR FILING AS ALTERNATE	
	Rwys 7, 13, 31		Rwy 25	ILS Rwy 31	RNAV (GPS) Rwy 7 RNAV (GPS) Rwy 13 RNAV (GPS) Rwy 25 RNAV (GPS) Rwy 31 LOC Rwy 31 VOR DME Rwy 7 VOR Rwy 25
	Adequate Vis Ref	STD			
1 & 2 Eng	1/4	1	300-1	A	600-2 800-2
3 & 4 Eng		1/2		B	
				C	
				D	

ASOS 119.02		MINNEAPOLIS Center 125.1		PIERRE REGL Traffic CTAF 122.7	
LOC IPIR 111.9	Final Apch Crs 313°	GS BRULE 3600' (1880')	ILS DA(H) 1920' (200')	Apt Elev 1744'	TDZE 1720'
MISSED APCH: Climb to 2400' then climbing RIGHT turn to 4000' direct PIR VOR and hold, continue climb-in-hold to 4000'.					4200'
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use IPIR DME when on LOC course. 2. VGSI and ILS glidepath not coincident. 3. Autopilot coupled approach not authorized below 2255'. 4. Pilot controlled lighting 122.7.					MSA PIR VOR



Gnd speed-Kts	70	90	100	120	140	160	MALSR PAPI	2400'	4000'	D	PIR 112.5
GS	3.00°	377	484	538	646	753					
MAP at D1.5 IPIR or BRULE to MAP 5.7	4:53	3:48	3:25	2:51	2:27	2:08					

STRAIGHT-IN LANDING RWY 31						CIRCLE-TO-LAND	
ILS <i>DA(H)</i> 1920' (200')			LOC (GS out) <i>MDA(H)</i> 2140' (420')			Max Kts	<i>MDA(H)</i>
FULL		RAIL or ALS out		RAIL out	ALS out		
A	1/2	3/4	1/2	3/4	1	90	2240' (496') - 1
B						120	
C			3/4	1 1/4	140	2260' (516') - 1 1/2	
D					165		2300' (556') - 2



② LNAV only.

STRAIGHT-IN LANDING RWY 7

	LPV DA(H) 2057' (313')	LNAV/VNAV DA(H) 2170' (426')	LNAV MDA(H) 2180' (436')
A			
B			1
C	1	1½	1¼
D			1½

CIRCLE-TO-LAND

Max Kts	MDA(H)
90	2240' (496')-1
120	
140	2260' (516')-1½
165	2300' (556')-2

REIL
PAPI-L

4000'

↑

→ **HIWRE**

BRIEFING STRIP TM



<i>Gnd speed-Kts</i>	70	90	100	120	140	160
<i>Glide Path Angle</i> 3.00°	372	478	531	637	743	849
<i>MAP at RW13</i>						

ERPS
AMEND
2

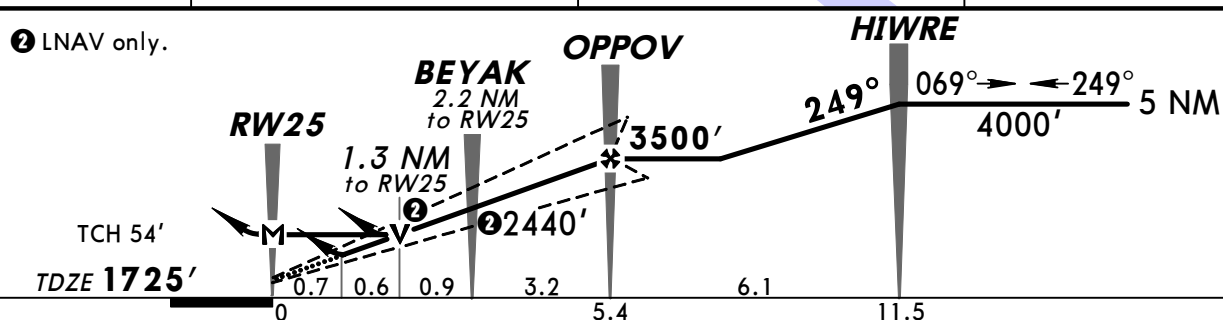
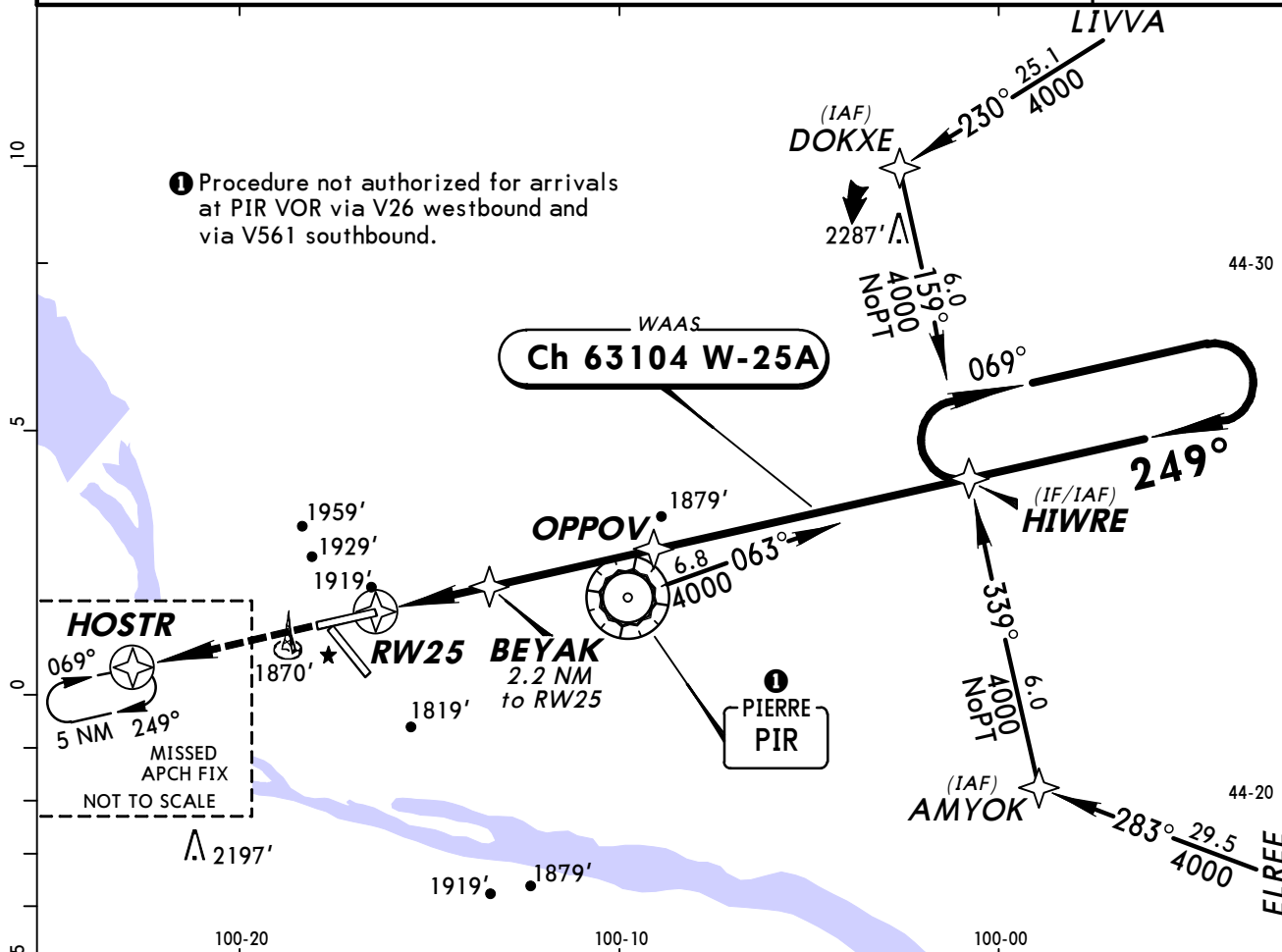
KPIR/PIR
PIERRE REGL

JEPPESEN
24 AUG 07 (12-3) Eff 30 Aug

PIERRE, S DAK
RNAV (GPS) Rwy 25

BRIEFING STRIP TM

ASOS 119.02		MINNEAPOLIS Center 125.1		PIERRE REGL Traffic CTAF 122.7	
WAAS Ch 63104 W-25A	Final Apch Crs 249°	Minimum Alt OPPOV 3500' (1775')	LPV DA(H) 1975' (250')	Apt Elev 1744' TDZE 1725'	4200' MSA RW25
MISSED APCH: Climb to 4000' direct HOSTR and hold.					
Alt Set: INCHES					

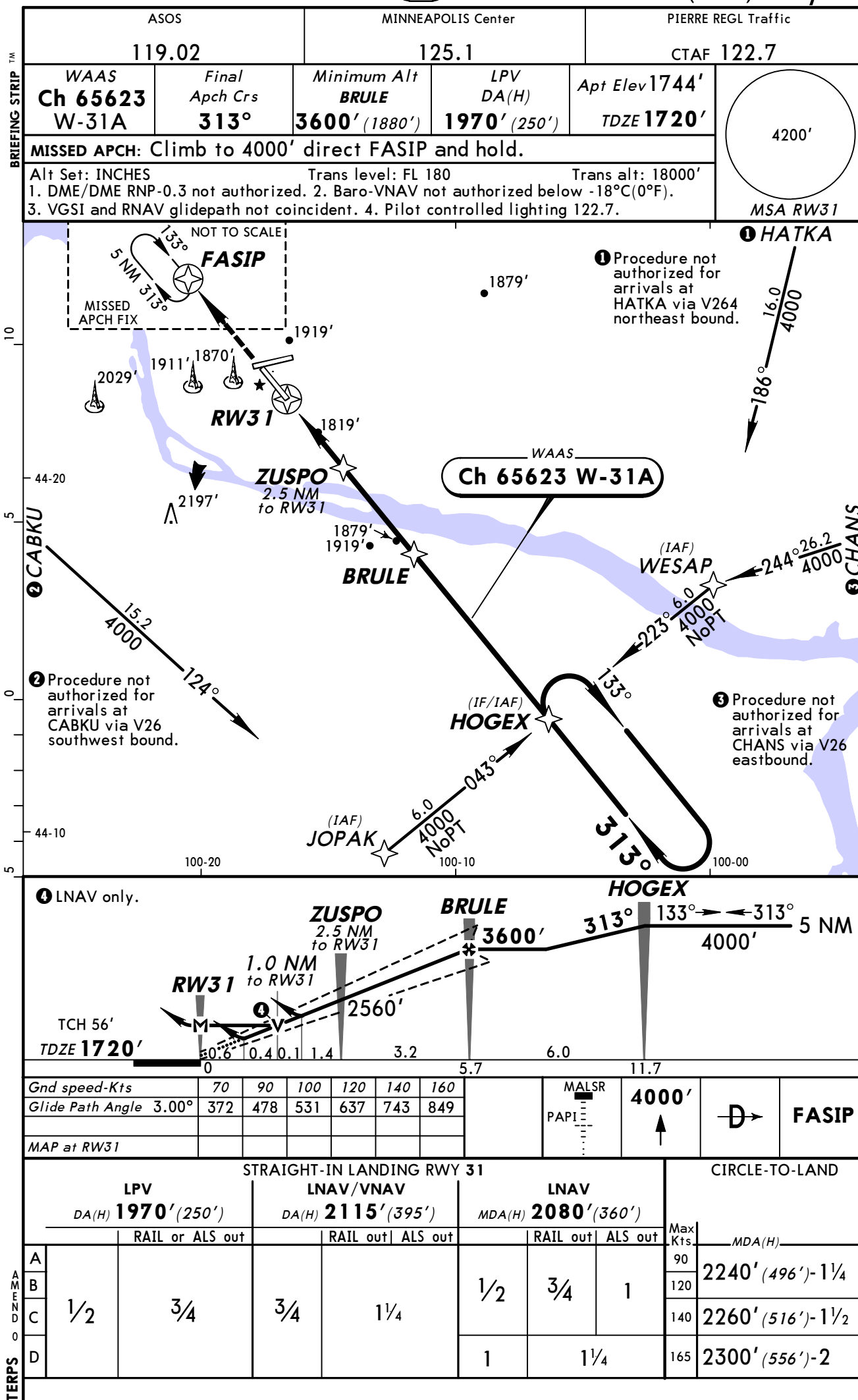


Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	4000'	→	HOSTR
Glide Path Angle	3.00°	372	478	531	637	743				
MAP at RW25										

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND	
LPV	LNAV/VNAV	LNAV		Max Kts	MDA(H)
DA(H) 1975' (250')	DA(H) 2179' (454')	MDA(H) 2180' (455')		90	2240' (496') - 1
1	1 3/4	1		120	
		1 1/4		140	2260' (516') - 1 1/2
		1 1/2		165	2300' (556') - 2

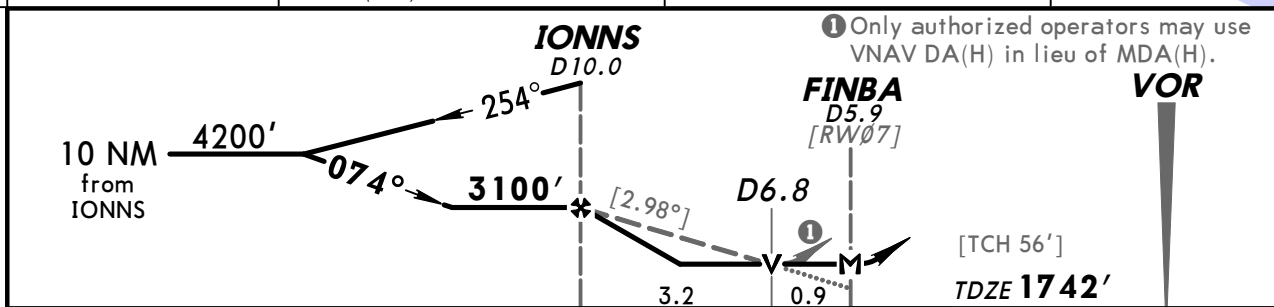
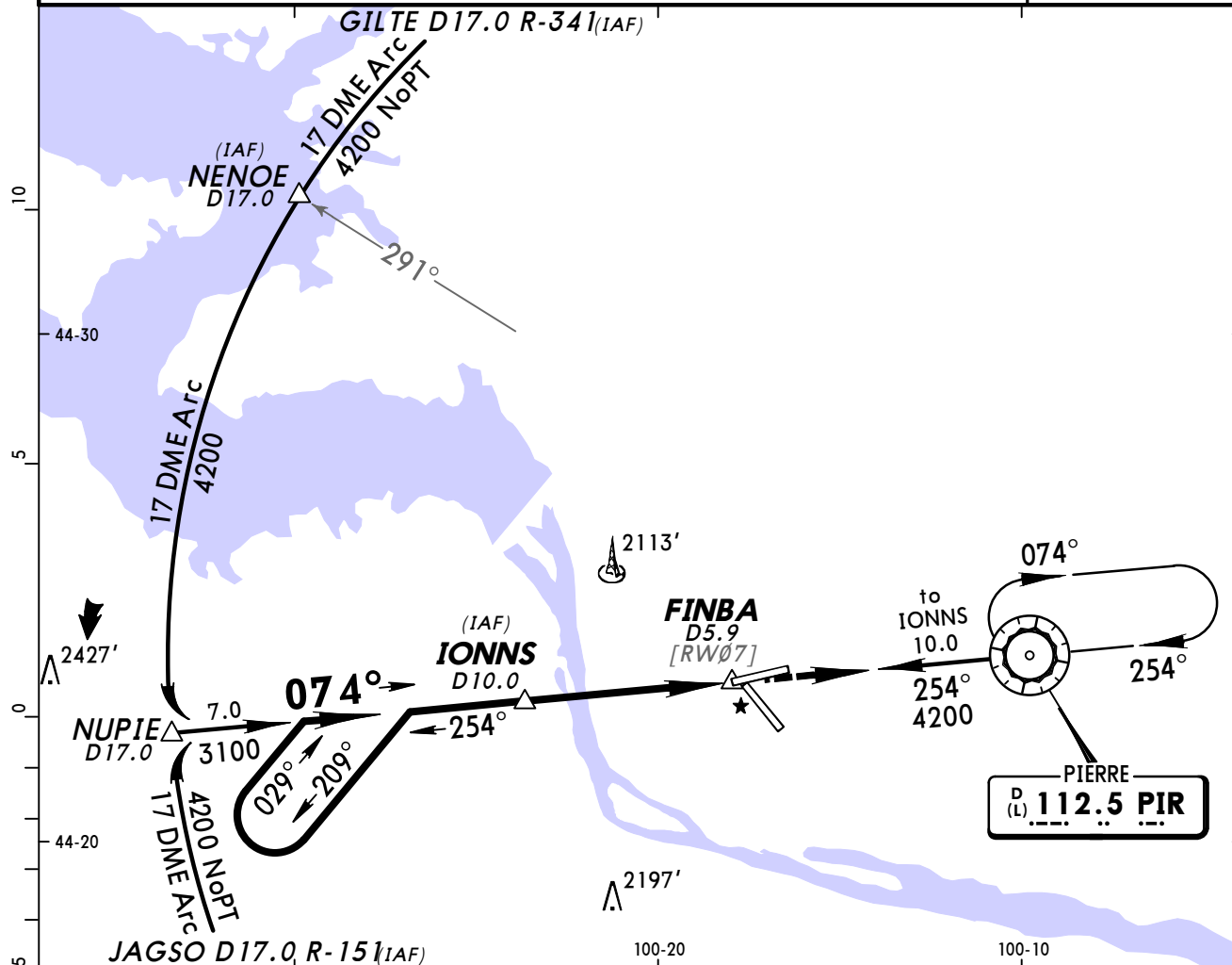
CHANGES: Procedure.

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BRIEFING STRIP™

ASOS 119.02		MINNEAPOLIS Center 125.1		PIERRE REGL Traffic CTAF 122.7	
VOR PIR 112.5	Final Apch Crs 074°	Minimum Alt IONNS 3100' (1358')	MDA(H) 2180' (438')	Apt Elev 1742' TDZE 1742'	4200' MSA PIR VOR
MISSED APCH: Climb to 4000' then RIGHT turn direct PIR VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. Pilot controlled lighting 122.7.					

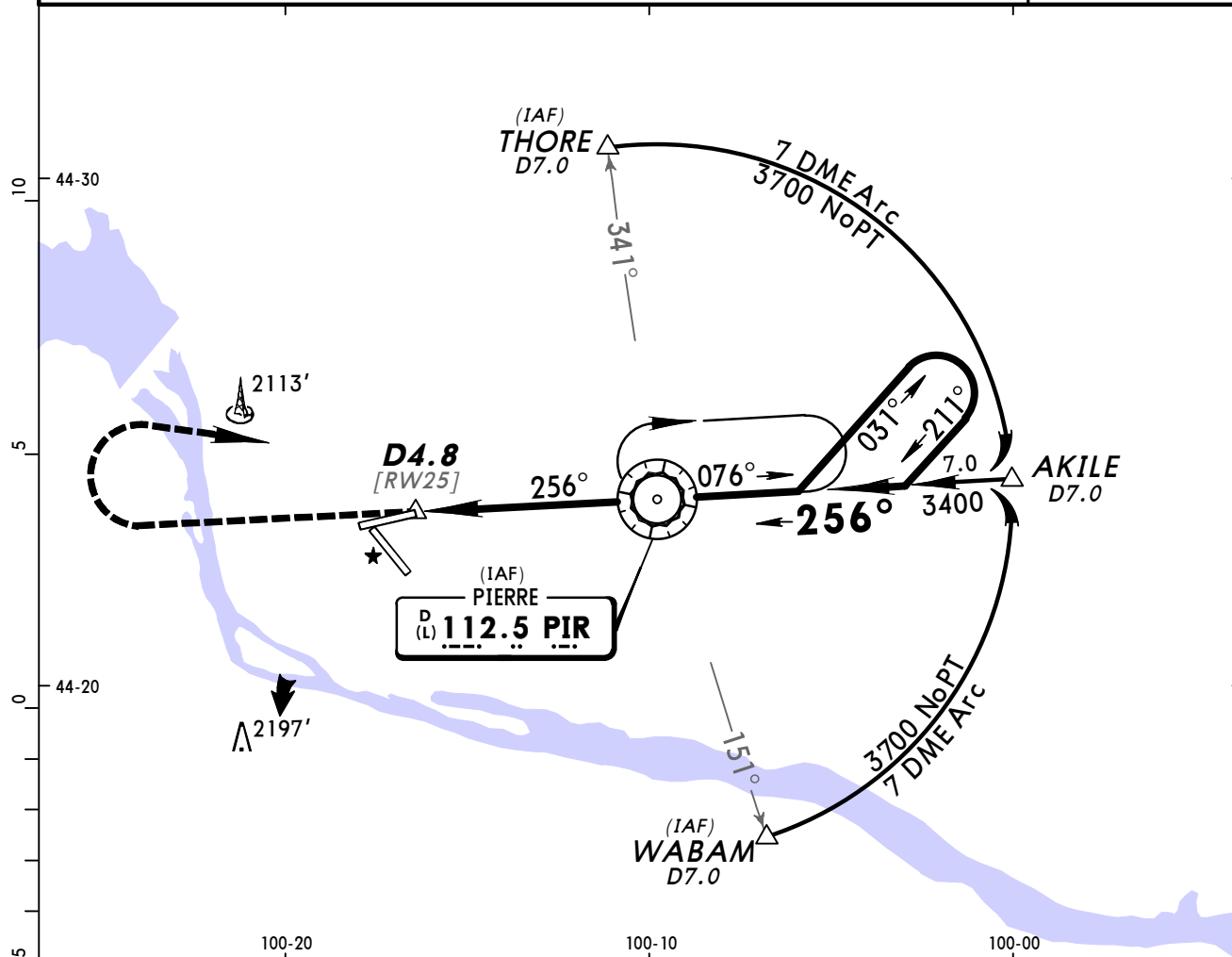


Gnd Speed-Kts	70	90	100	120	140	160	REIL PAPI-L	4000'	RT	D	PIR 112.5
Descent angle [2.98°]	369	474	527	633	738	843					
MAP at FINBA/D5.9											

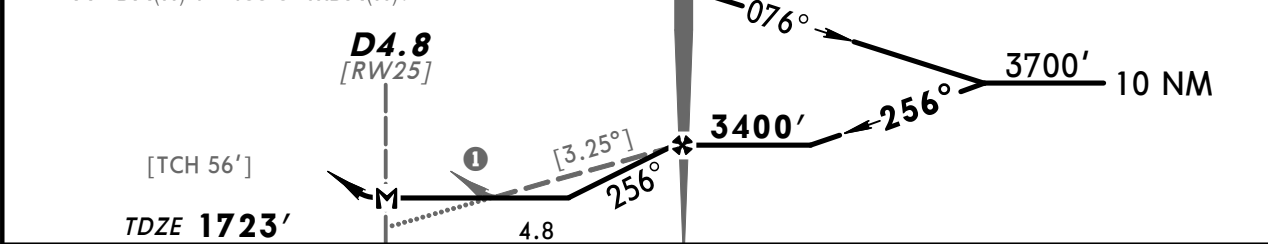
STRAIGHT-IN LANDING RWY 7			CIRCLE-TO-LAND	
MDA(H) 2180' (438')			Max Kts	MDA(H)
A	1		90	2240' (498') - 1
B			120	
C	1¼		140	2260' (518') - 1½
D	1½		165	2300' (558') - 2

BRIEFING STRIP

ASOS 119.02		MINNEAPOLIS Center 125.1		PIERRE REGL Traffic CTAF 122.7	
VOR PIR 112.5	Final Apch Crs 256°	Minimum Alt VOR 3400' (1677')	MDA(H) 2120' (397')	Apt Elev 1742' TDZE 1723'	4200' MSA PIR VOR
MISSED APCH: Climb to 3700' then RIGHT turn direct PIR VOR and hold.					
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'	
1. VGSI and descent angles not coincident. 2. Pilot controlled lighting 122.7.					



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



Gnd speed-Kts	70	90	100	120	140	160	REIL PAPI-L	3700'	RT	D→	PIR 112.5
Descent angle [3.25°]	403	518	575	690	805	920					
MAP at D4.8 or VOR to MAP	4.8	4:07	3:12	2:53	2:24	2:03					

STRAIGHT-IN LANDING RWY 25				CIRCLE-TO-LAND			
MDA(H) 2120' (397')							
A	1			Max Kts	MDA(H)		
B				90	2240' (498') - 1		
C				120	2260' (518') - 1½		
D				140	2260' (518') - 1½		
	1¼			165	2300' (558') - 2		

General Information

Location: Rapid City SD USA
IATA Code: RAP
Lat/Long: N44° 02.7' W103° 03.4'
Elevation: 3204 ft

Airport Use: Public
Magnetic Variation: 8.0°E
Sectional Chart: Cheyenne

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

Sunrise: 1333 Z
Sunset: 0037 Z,

Runway Information

Runway: 05
Length x Width: 3601 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3199 ft
Lighting: Edge, Part time

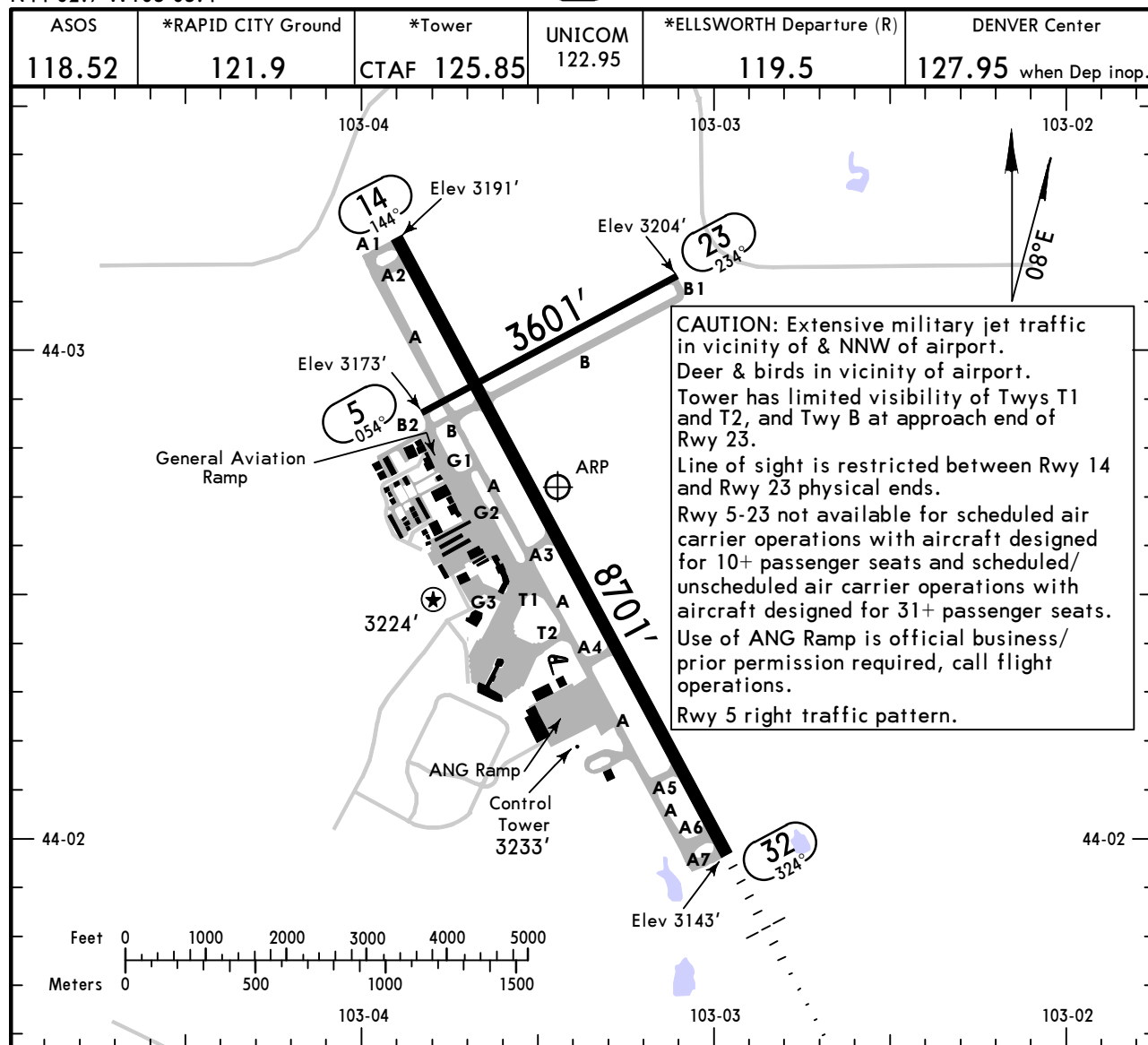
Runway: 14
Length x Width: 8701 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 3191 ft
Lighting: Edge, REIL, Pilot controlled

Runway: 23
Length x Width: 3601 ft x 75 ft
Surface Type: asphalt
TDZ-Elev: 3204 ft
Lighting: Edge, Part time

Runway: 32
Length x Width: 8701 ft x 150 ft
Surface Type: concrete
TDZ-Elev: 3160 ft
Lighting: Edge, ALS, Pilot controlled

Communication Information

ASOS 118.525
Rapid City Tower 125.85 CTAF PCL
Rapid City Ground Control 121.9
Ellsworth Approach Control 119.5
Ellsworth Departure Control 119.5
Rapid City Regl Unicom 122.95
Army Guard Operations 123.05 Military
Huron Flight Service Station 122.65 RCO
Huron Flight Service Station 122.1 RCO
Huron Flight Service Station 112.3 RCO
Denver Center 127.95 Remote Communications Air-Ground



ADDITIONAL RUNWAY INFORMATION

RWY		USABLE LENGTHS			
		Threshold	Landing Beyond Glide Slope	TAKE-OFF	WIDTH
5	① MRL ① PAPI-L (angle 3.0°)				75'
14	① HIRL ① REIL ① PAPI-L (angle 3.0°) grooved				150'
32	① HIRL ① MALSR ① PAPI-L (angle 3.0°) grooved RVR		7825'		

① Activate on 125.85 when Twr inop.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE			FOR FILING AS ALTERNATE		
All Rwys			Authorized Only When Local Weather Available RNAV (GPS) Rwy 14 RNAV (GPS) Rwy 32 VOR Rwy 14 VOR Rwy 32		
	Adequate Vis Ref	STD	ILS Rwy 32	LOC Rwy 32	
1 & 2 Eng	RVR 16 or 1/4	RVR 50 or 1	A 600-2	800-2	800-2
3 & 4 Eng		RVR 24 or 1/2	C 700-2		

OBSTACLE DP: Rwy 5, climb on heading between 255° clockwise to 210° from departure end of runway, or minimum climb of 240'/NM to 8800' for all other courses. Rwy 14, climb on heading between 325° clockwise to 210° from departure end of runway, or minimum climb of 245'/NM to 8900' for all other courses. Rwy 23, climb on heading between

210° counterclockwise to 055° from departure end of runway, or minimum climb of 245'/NM to 8900' for all other courses. Rwy 32, climb heading 324° to 3700' for courses between 255° clockwise to 140° from departure end of runway, or minimum climb of 244'/NM to 8800' for all other courses.

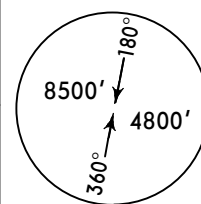
KRAP/RAP

RAPID CITY REGL

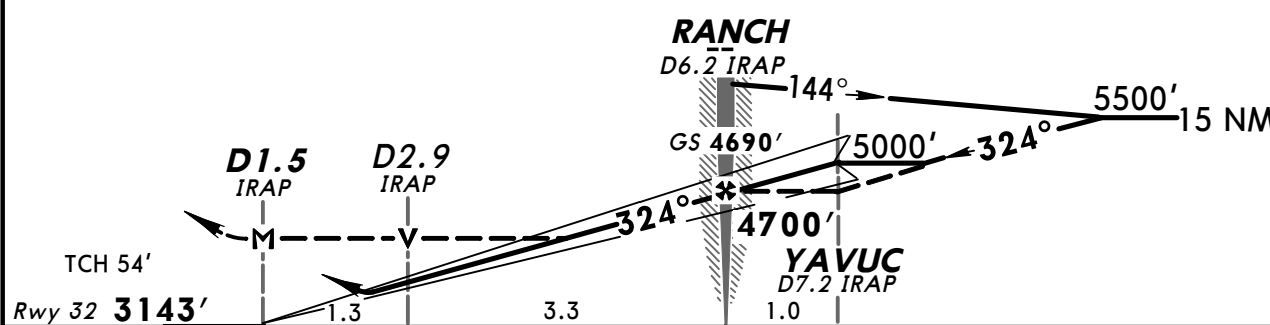
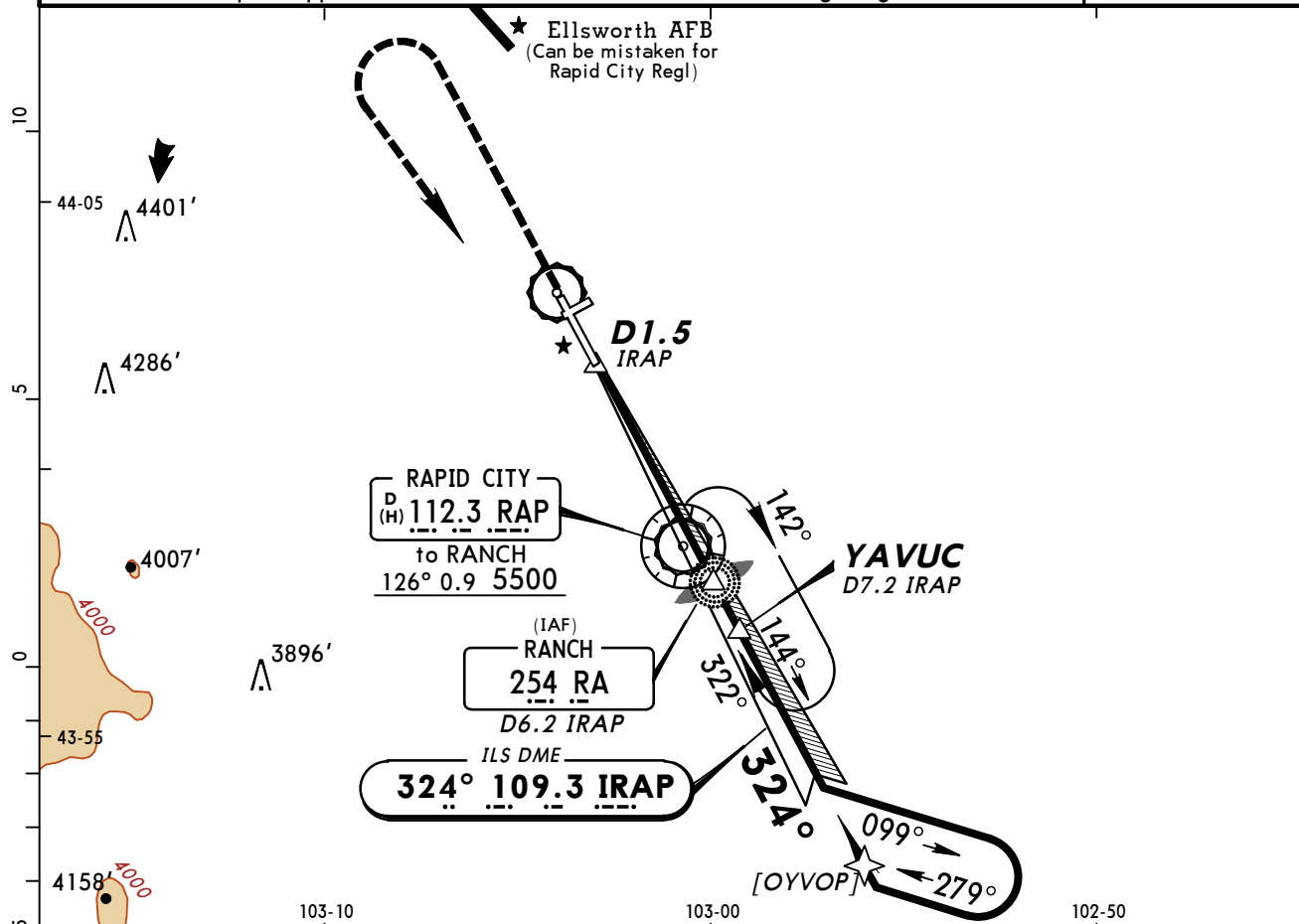
17 FEB 12 (11-1)

RAPID CITY, S DAK
ILS or LOC Rwy 32

ASOS 118.52	*ELLSWORTH Approach (R) 119.5	DENVER Center 127.95 when App inop.	*RAPID CITY Tower CTAF 125.85	*Ground 121.9
LOC IRAP 109.3	Final Apch Crs 324°	GS RANCH 4690' (1547')	ILS DA(H) 3343' (200')	Apt Elev 3204' Rwy 32 3143'
MISSED APCH: Climb to 5500' then LEFT turn direct RAP VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. ADF or DME required. 2. Use IRAP DME when on LOC course. 3. ILS glideslope unusable for coupled approaches below 3360'. 4. Pilot controlled lighting 125.85.				



MSA RA LOM



Gnd speed-Kts	70	90	100	120	140	160	MALS R	5500'	LT	RAP 112.3
GS 3.00°	372	478	531	637	743	849	PAPI			
MAP at D1.5 IRAP or RANCH to MAP 4.6	3:57	3:04	2:46	2:18	1:58	1:43				

TERPS STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND	
ILS DA(H) 3343' (200')			LOC (GS out) MDA(H) 3620' (477')			Not authorized to Rwy 5-23 at night.	
FULL	RAIL out	ALS out	RAIL out	ALS out	Max Kts	MDA(H)	
A			RVR 24 or 1/2	RVR 40 or 3/4	90	3660' (456') - 1	
B	RVR 24 or 1/2	RVR 26 or 1/2			120	3680' (476') - 1	
C		RVR 40 or 3/4	RVR 50 or 1	RVR 60 or 1 1/8	140	3680' (476') - 1 1/2	
D					165	3820' (616') - 2	

CHANGES: Charted obstructions.

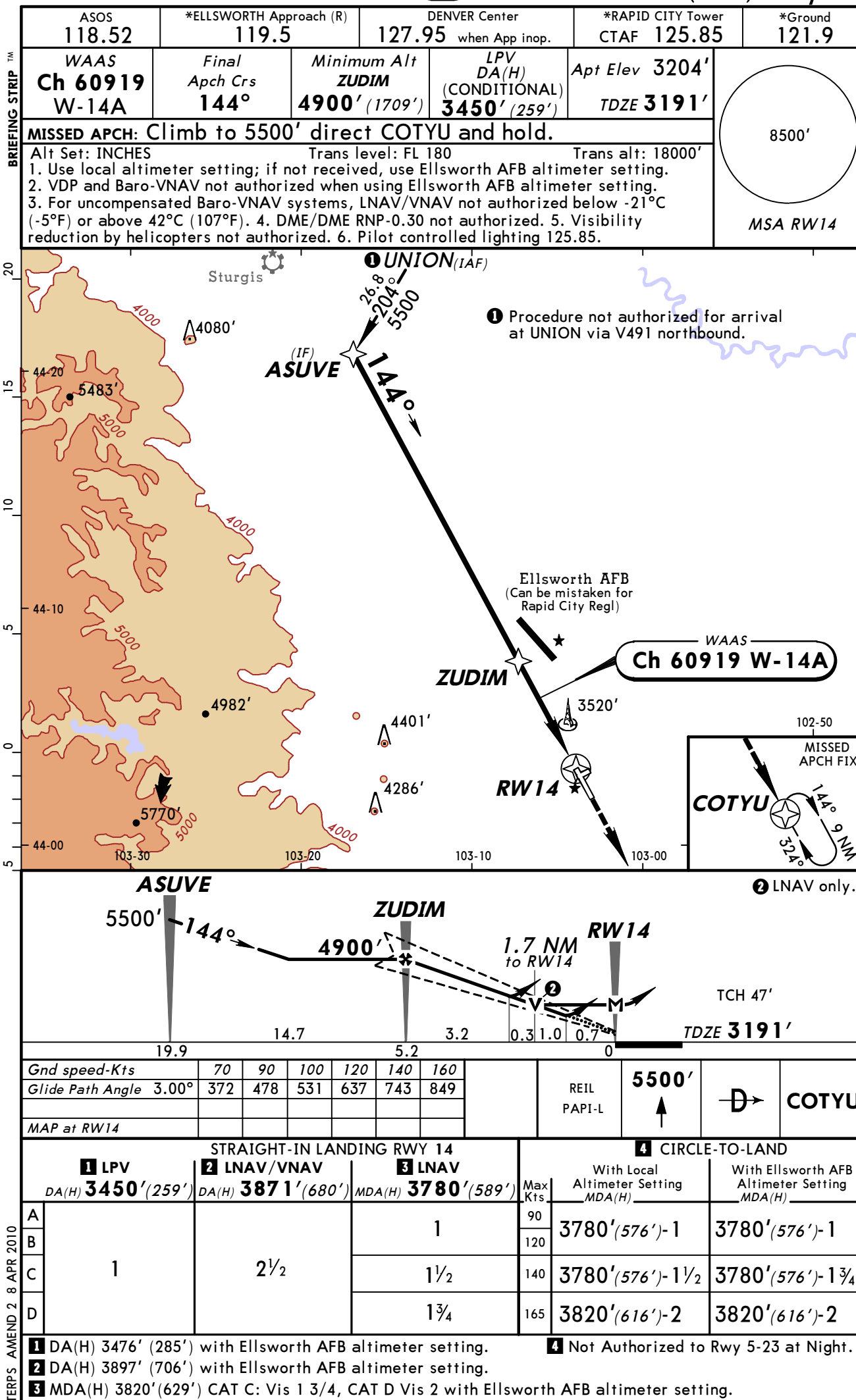
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TERPS AMEND 19 13 JAN 2011

KRAP/RAP RAPID CITY REGL

JEPPesen
2 APR 10 (12-1) Eff 8 Apr

RAPID CITY, S DAK
RNAV (GPS) Rwy 14



TERPS AMEND 2 8 APR 2010

CHANGES: Procedure.

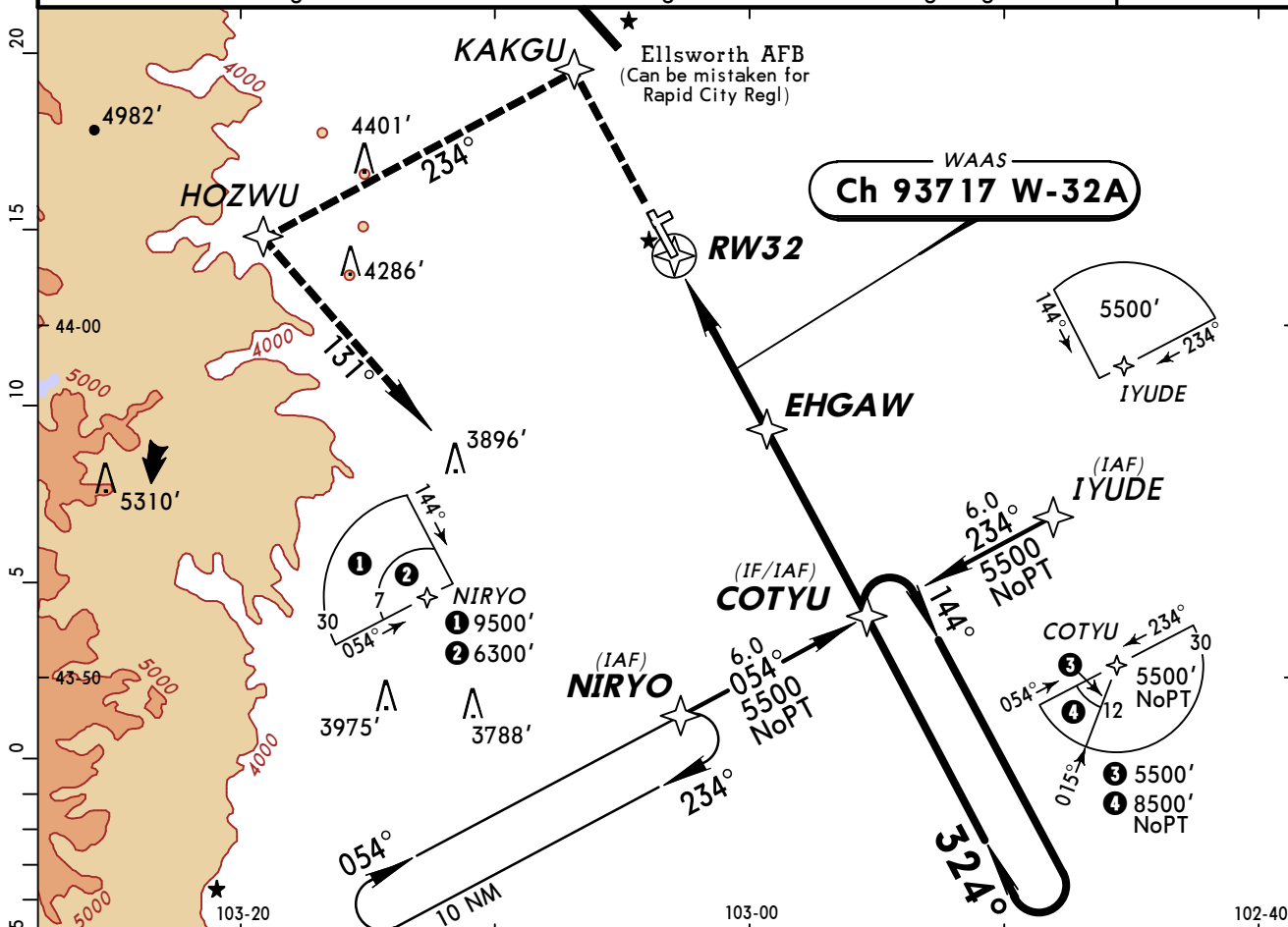
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KRAP/RAP **RAPID CITY REGL**

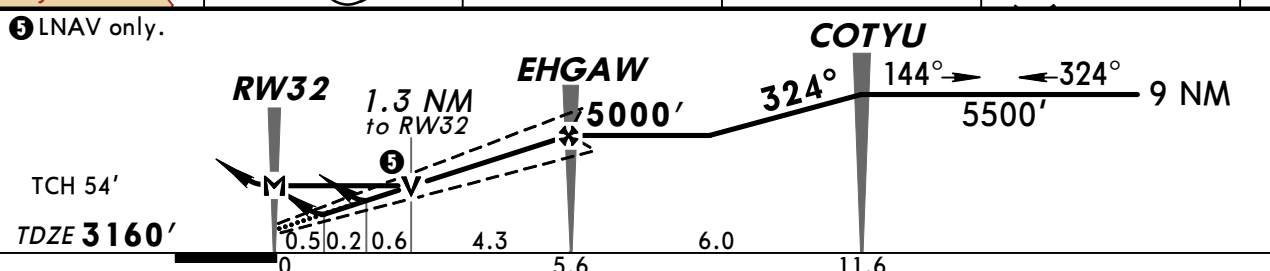
JEPPesen
 2 APR 10 **(12-2)** **Eff 8 Apr**

RAPID CITY, S DAK **RNAV (GPS) Rwy 32**

ASOS 118.52	*ELLSWORTH Approach (R) 119.5	DENVER Center 127.95 when App inop.	*RAPID CITY Tower CTAF 125.85	*Ground 121.9
WAAS Ch 93717 W-32A	Final Apch Crs 324°	Minimum Alt EHGAW 5000' (1840')	LPV DA(H) (CONDITIONAL) 3360' (200')	Apt Elev 3204' TDZE 3160'
MISSED APCH: Climb to 6500' direct KAKGU and LEFT turn via 234° track to HOZWU then LEFT turn via 131° track to NIRYO and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ellsworth AFB altimeter setting. 2. For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -21°C (-5°F) or above 42°C (107°F). 3. DME/DME RNP-0.30 not authorized. 4. VDP and Baro-VNAV not authorized when using Ellsworth AFB altimeter setting. 5. Pilot controlled lighting 125.85.				



⑤ LNAV only.



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

STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND			
With Local Altimeter Setting						Not authorized to Rwy 5-23 at night.			
① LPV		② LNAV/VNAV		③ LNAV		With Local Altimeter Setting		With Ellsworth AFB Altimeter Setting	
DA(H) 3360' (200')		DA(H) 3410' (250')		MDA(H) 3620' (460')		MDA(H)		MDA(H)	
RAIL or ALS out		RAIL or ALS out		RAIL out		RAIL out		RAIL out	
A						Max Kts			
B	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	3660' (456')-1	3700' (496')-1	
C			RVR 50 or 1	RVR 40 or 3/4	RVR 60 or 1/4	120	3680' (476')-1	3720' (516')-1	
D			RVR 40 or 3/4	RVR 50 or 1	1 1/2	140	3680' (476')-1 1/2	3720' (516')-1 1/2	
						165	3820' (616')-2	3860' (656')-2	

- ① DA(H) 3386' (226') with Ellsworth AFB altimeter setting.
- ② DA(H) 3436' (276') with Ellsworth AFB altimeter setting.
- ③ MDA(H) 3660' (500') with Ellsworth AFB altimeter setting.

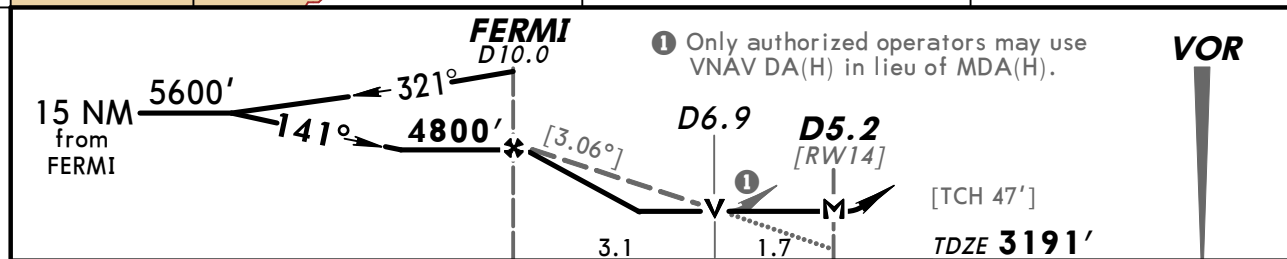
CHANGES: Procedure.

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TERPS AMEND 1 8 APR 2010

RAPID CITY, S DAK
VOR Rwy 14

13-1

[illegible]

<i>Gnd speed-Kts</i>	70	90	100	120	140	160		REIL PAPI-L	5600' ↑	→D←	RAP 112.3
<i>Descent angle [3.06°]</i>	379	487	541	650	758	866					
<i>MAP at D5.2 or FERMI to MAP 4.8</i>	4:07	3:12	2:53	2:24	2:03	1:48					

STRAIGHT-IN LANDING RWY 14			CIRCLE-TO-LAND		
MDA(H) 3780' (589')		MDA(H) 3820' (629')	Max Kts	With Local Altimeter Setting	With Ellsworth AFB Altimeter Setting
With Local Altimeter Setting		With Ellsworth AFB Altimeter Setting		MDA(H)	MDA(H)
A	1	1	90	3780' (576') - 1	3820' (616') - 1
B			120		
C	1½	1½	140	3780' (576') - 1½	3820' (616') - 1½
D	1¾	1¾	165	3820' (616') - 2	3860' (656') - 2

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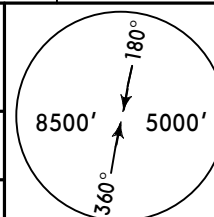
KRAP/RAP

RAPID CITY REGL

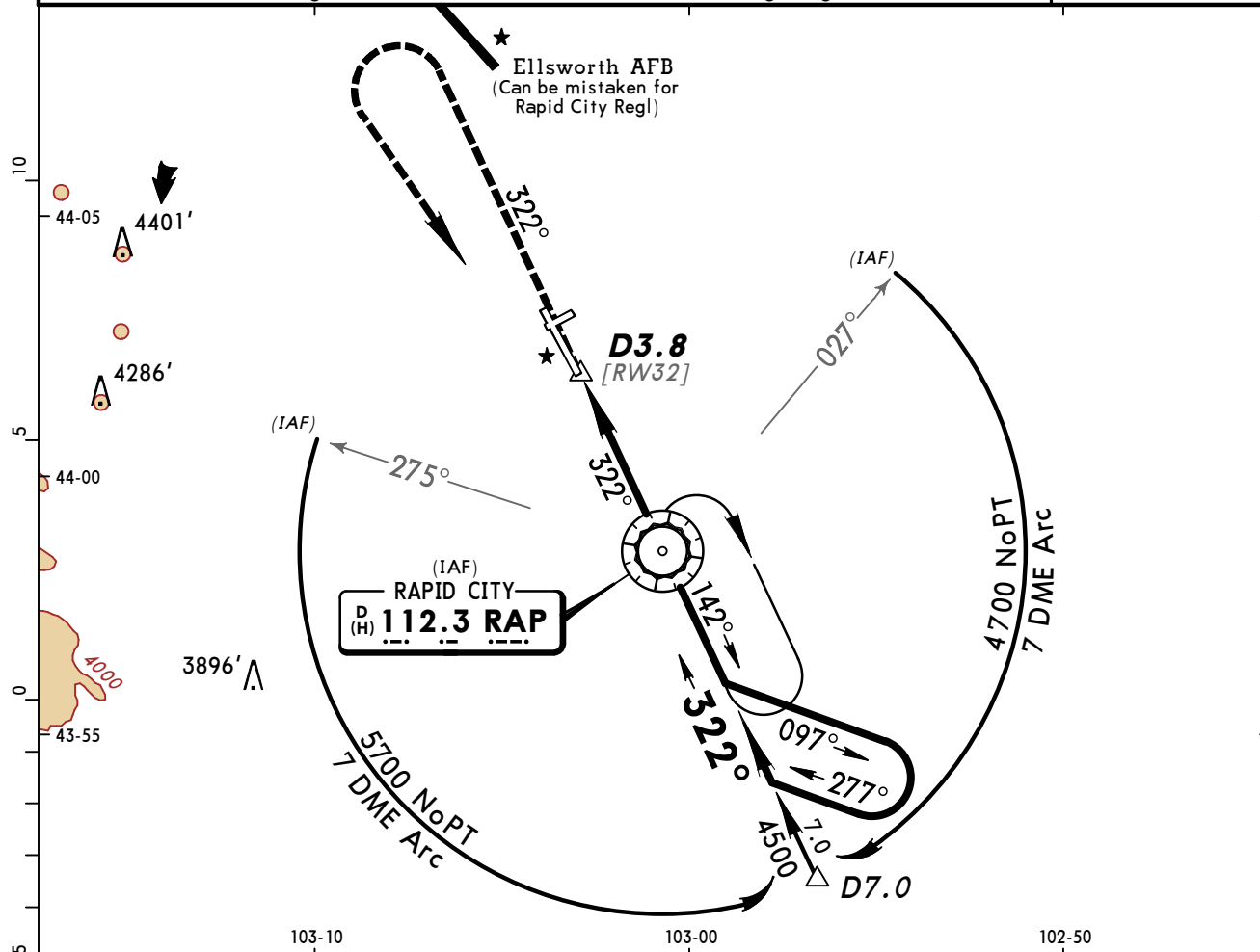
22 JAN 10 **(13-2)**

RAPID CITY, S DAK
VOR Rwy 32

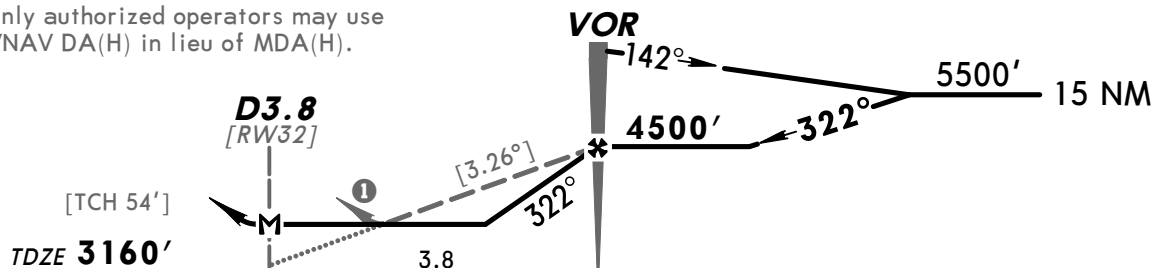
ASOS 118.52	*ELLSWORTH Approach (R) 119.5	DENVER Center 127.95 when App inop.	*RAPID CITY Tower CTAF 125.85	*Ground 121.9
VOR RAP 112.3	Final Apch Crs 322°	Minimum Alt VOR 4500' (1340')	MDA(H) (CONDITIONAL) 3440' (280')	Apt Elev 3204' TDZE 3160'
MISSED APCH: Climb to 5500' outbound via RAP VOR R-322 then LEFT turn direct RAP VOR and hold.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Use local altimeter setting; if not received, use Ellsworth AFB altimeter setting. 2. VGSI and descent angles not coincident. 3. Pilot controlled lighting 125.85.				



MSA RAP VOR



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



Gnd speed-Kts	70	90	100	120	140	160		MALSR	5500'	RAP
Descent angle [3.26°]	404	519	577	692	808	923		PAPI	↑	112.3
MAP at D3.8 or VOR to MAP	3.8	3:15	2:32	2:17	1:54	1:38	1:26			R-322

STRAIGHT-IN LANDING RWY 32						CIRCLE-TO-LAND			
MDA(H) 3440' (280')			MDA(H) 3480' (320')			With Local Altimeter Setting		With Ellsworth AFB Altimeter Setting	
With Local Altimeter Setting			With Ellsworth AFB Altimeter Setting			MDA(H)		MDA(H)	
RAIL out			RAIL out			Max Kts		Max Kts	
ALS out			ALS out			90		90	
A	RVR 24	RVR 40	RVR 50	RVR 24	RVR 40	RVR 50	3660'(456')-1	3700'(496')-1	
B	or 1/2	or 3/4	or 1	or 1/2	or 3/4	or 1			
C							3660'(456')-1 1/2	3700'(496')-1 1/2	
D							3820'(616')-2	3860'(656')-2	

CHANGES: Terrain contours added.

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General Information

Location: Rapid City SD USA
IATA Code: RCA
Lat/Long: N44° 08.7' W103° 06.2'
Elevation: 3276 ft

Airport Use: Military
Magnetic Variation: 8.1 °E
Sectional Chart: Cheyenne

Fuel Types: 115-145 Octane, Jet 4
Oxygen Types: 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: 1333 Z
Sunset: 0037 Z,

Runway Information

Runway: 13
Length x Width: 13497 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 3276 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

Runway: 31
Length x Width: 13497 ft x 300 ft
Surface Type: concrete
TDZ-Elev: 3192 ft
Lighting: Edge, ALS, REIL
Stopway: 1000 ft

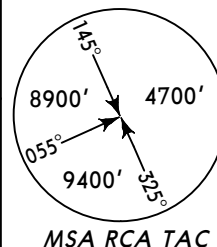
Communication Information

ATIS 120.625
Ellsworth Tower 126.05
Ellsworth Ground Control 121.8
Ellsworth Approach Control 119.5 Arrival Service
Ellsworth Departure Control 119.5 Departure Service
Denver Center 127.95 Remote Communications Air-Ground

ELLSWORTH
Departure
119.5

Apt Elev
3276'

Trans level: FL 180 Trans alt: 18000'
1. TACAN AZIMUTH REQUIRED.
2. RADAR required for RWY 13 departure.



ELLSWORTH ONE DEPARTURE (RCA1.RCA)

PRIDE
N44 34.7 W103 36.0

D34
4

D30 RCA

At or above
10000'



TAC 25
ELLSWORTH
D (L) (108.8) RCA
N44 08.3 W103 06.1

CAUTION

Traffic transitioning
IR-492 between
10000' and **16000'**

ATC Climb rate to **10000'**

Rwy	Gnd speed-KT	75	100	150	200	250	300
31	V/V(fpm)	300	400	600	800	1000	1200

MILITARY

RWY

INITIAL CLIMB

13

Track 127° to 7 DME RCA. Turn LEFT track 285° to intercept RCA R-310, outbound to PRIDE.

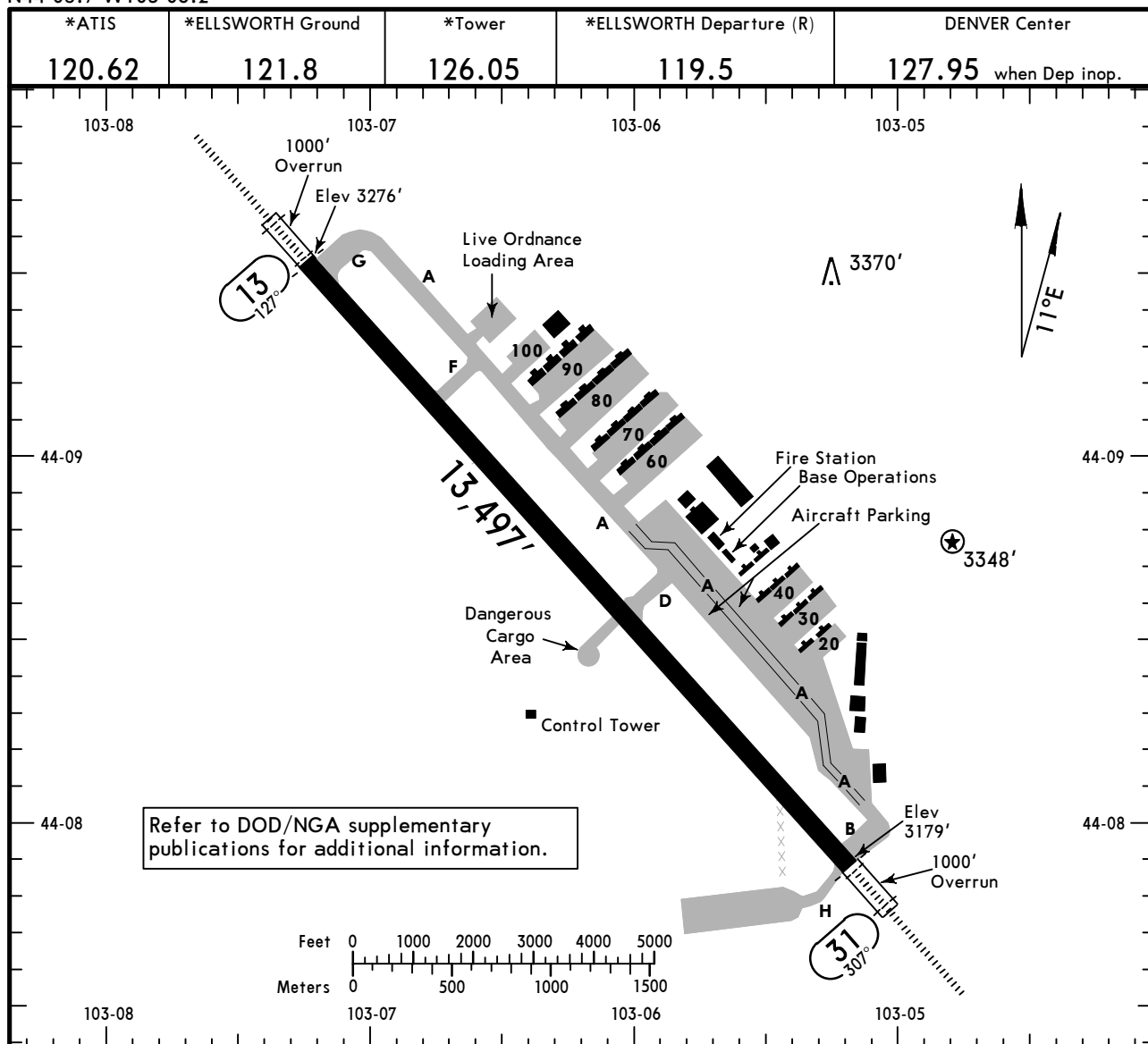
31

Track 307° to intercept RCA R-310, outbound to PRIDE.

KRCA/RCA
Apt Elev **3276'**
 N44 08.7 W103 06.2

JEPPesen
 6 JAN 12 **(31-1)** **Eff 12 Jan**

ELLSWORTH AFB
RAPID CITY, S DAK

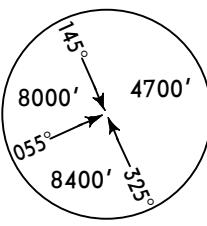


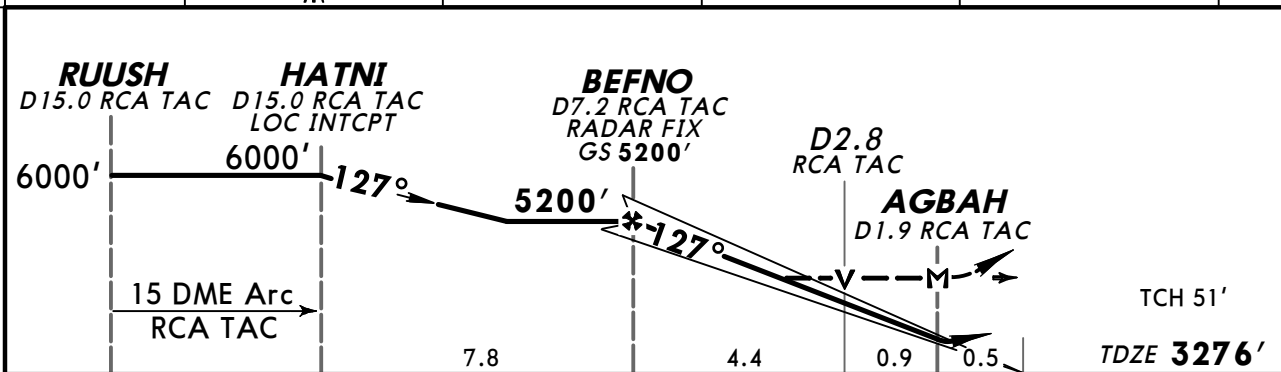
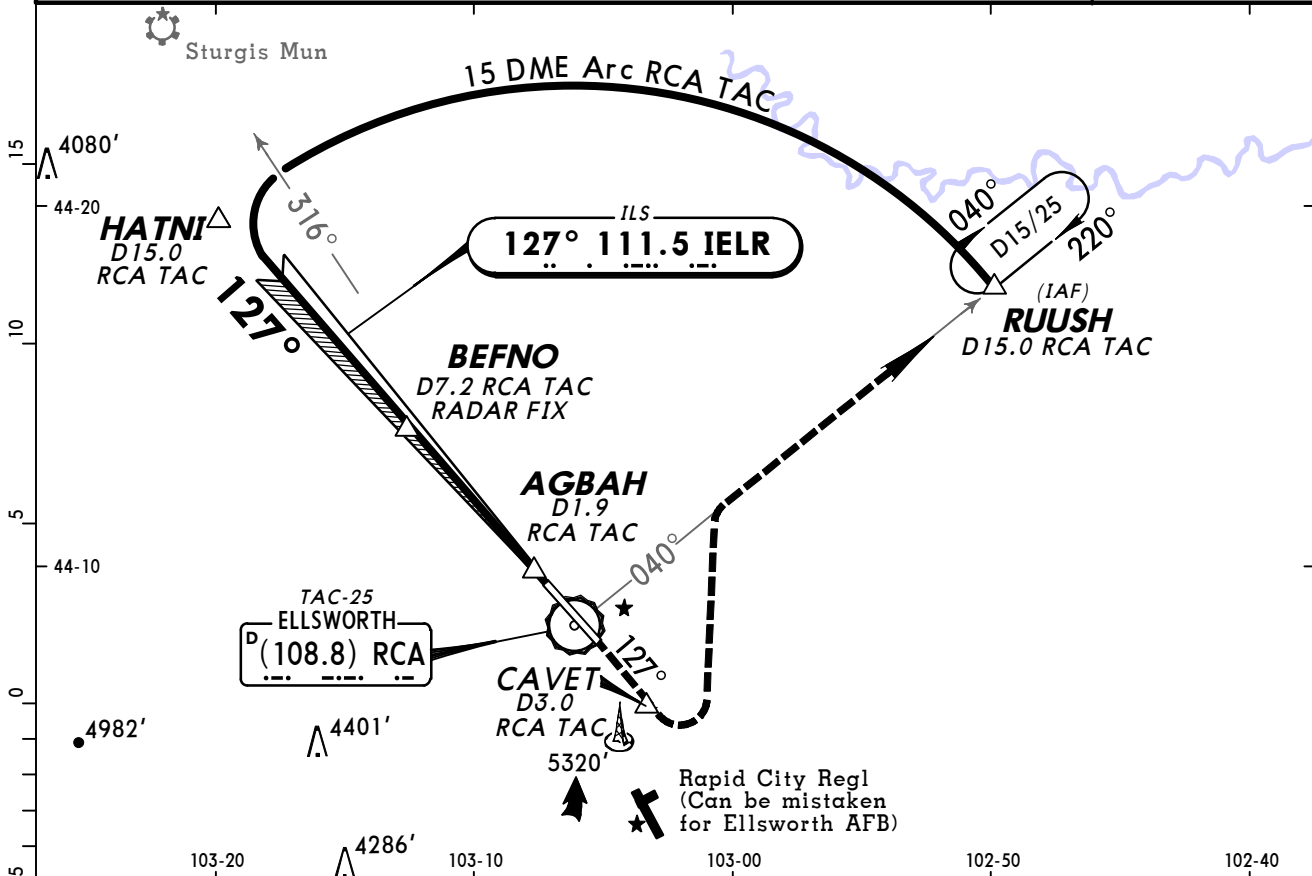
ADDITIONAL RUNWAY INFORMATION					
RWY				USABLE LENGTHS	
				LANDING BEYOND	
				Threshold	Glide Slope
13		HIRL ALSF-I REIL PAPI-L	RVR		12,069'
31					12,472'

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
3 & 4 Eng			RVR 24 or 1/2	B	
				C	
				D	

CHANGES: Mag var, rwy info, usable lengths, notes.

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*ATIS 120.62	*ELLSWORTH Approach (R) 119.5	DENVER Center 127.95 when App inop.	*ELLSWORTH Tower 126.05	*Ground 121.8
LOC IELR 111.5	Final Apch Crs 127°	GS BEFNO 5200' (1924')	ILS DA(H) 3476' (200')	Apt Elev 3276' TDZE 3276'
MISSED APCH: Track outbound on RCA R-127 to CAVET/D3.0, then turn LEFT to join RCA R-040 outbound to RUUSH/D15.0 and hold. Maintain 6000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or DME required. 2. EMERG SAFE ALT 100 NM 9800'. 3. Expect radar altimeter alert at D2.3 RCA due to rising terrain on final. 4. VGSI and descent angle not coincident.				
				 MSA RCA TAC



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I	RCA TAC-25 (108.8) R-127	CAVET	RCA TAC-25 (108.8) R-040
GS	3.00°	372	478	531	637	743	849			
MAP at AGBAH or BEFNO to MAP	5.3	4:33	3:32	3:11	2:39	2:16	1:59			

Military				STRAIGHT-IN LANDING RWY13		CIRCLE-TO-LAND	
ILS		LOC (GS out) DME					
DA(H) 3476' (200')		MDA(H) 3780' (504')					
FULL	ALS out	ALS out	ALS out			Max Kts	MDA(H)
A						90	3860' (584') - 1
B						120	3880' (604') - 1
C	RVR 24 or 1/2	RVR 40 or 3/4				140	3880' (604') - 1 3/4
D						165	3880' (604') - 2

KRCA/RCA

RAPID CITY, S DAK

6 JAN 12

(31-2)

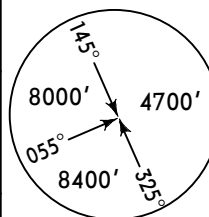
Eff 12 Jan

ELLSWORTH AFB

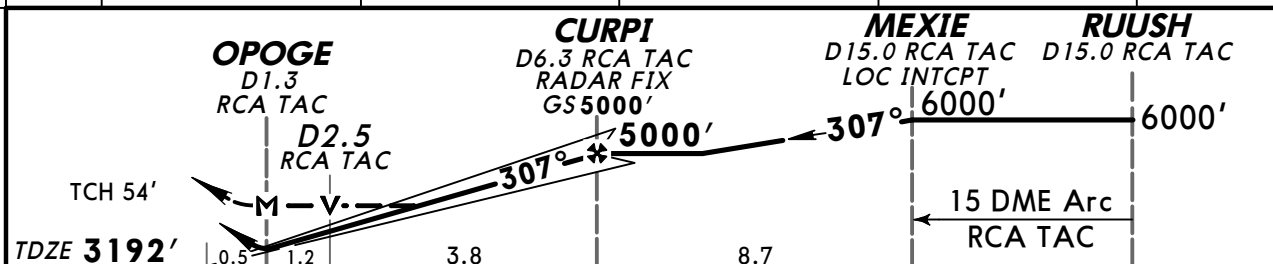
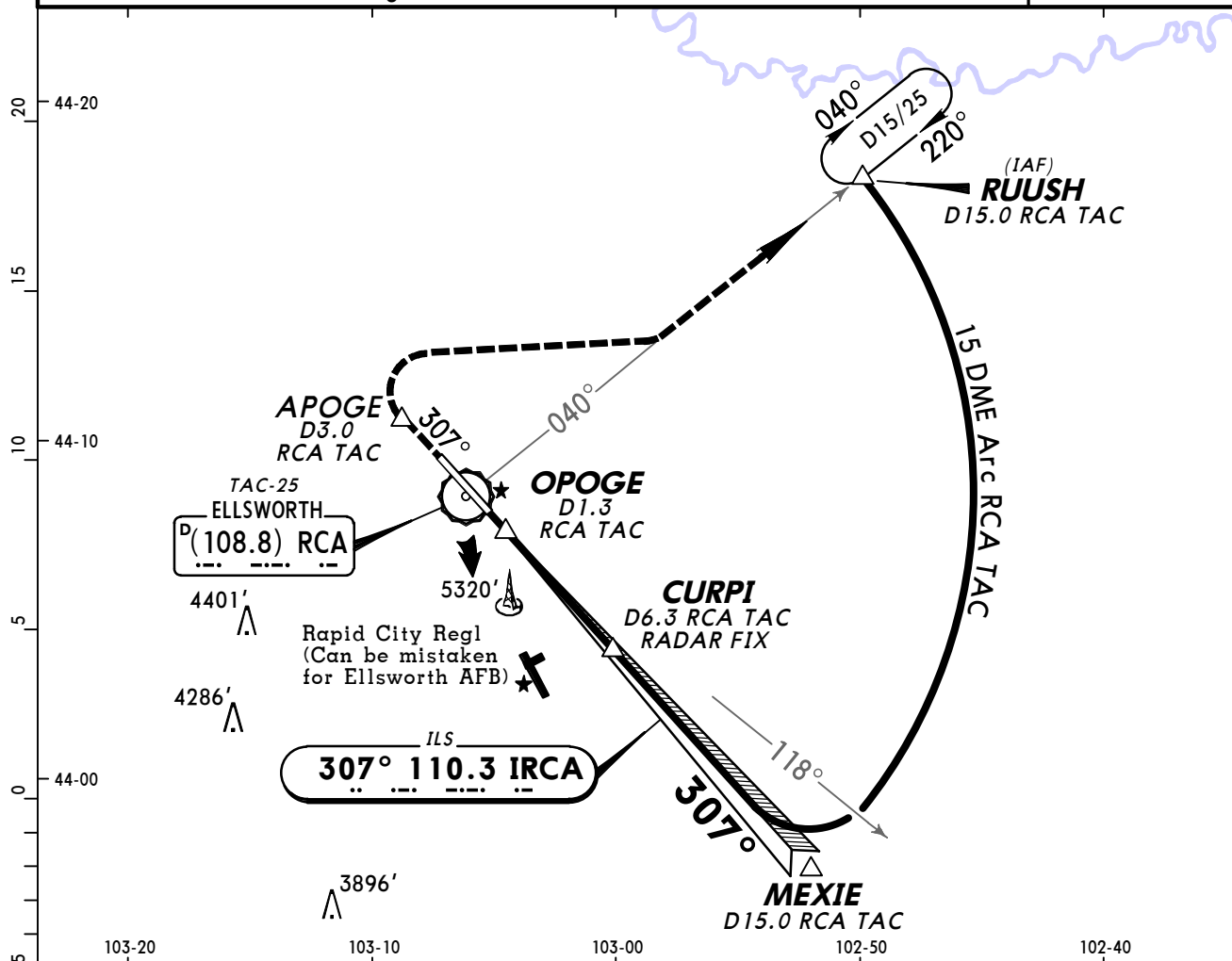
ILS or LOC Rwy 31

BRIEFING STRIP™

*ATIS 120.62	*ELLSWORTH Approach (R) 119.5	DENVER Center 127.95 when App inop.	*ELLSWORTH Tower 126.05	*Ground 121.8
LOC IRCA 110.3	Final Apch Crs 307°	GS CURPI 5000' (1808')	ILS DA(H) 3392' (200')	Apt Elev 3276' TDZE 3192'
MISSED APCH: Track outbound on RCA R-307 to APOGE/D3.0, then turn RIGHT to join RCA R-040 outbound to RUUSH/D15.0 and hold. Maintain 6000'.				
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000' 1. Radar or DME required. 2. EMERG SAFE ALT 100 NM 9800'. 3. LOC usable within 30 NM. 4. VGSI and descent angle not coincident.				



MSA RCA TAC



Gnd speed-Kts	70	90	100	120	140	160	ALSF-1	RCA TAC-25 (108.8) R-307	APOGE	RT	RCA TAC-25 (108.8) R-040
GS	3.00°	372	478	531	637	743	849	REIL PAPI			
MAP at OPOGE or CURPI to MAP	5.0	4:17	3:20	3:00	2:30	2:09	1:53				

Military				STRAIGHT-IN LANDING RWY 31				CIRCLE-TO-LAND			
ILS				LOC (GS out) DME							
DA(H) 3392' (200')				MDA(H) 3800' (608')							
FULL		ALS out		ALS out		Max Kts		MDA(H)			
A						90		3860' (584')-1			
B						120		3880' (604')-1			
C	RVR 24 or 1/2		RVR 40 or 3/4			140		3880' (604')-1 3/4			
D						165		3880' (604')-2			

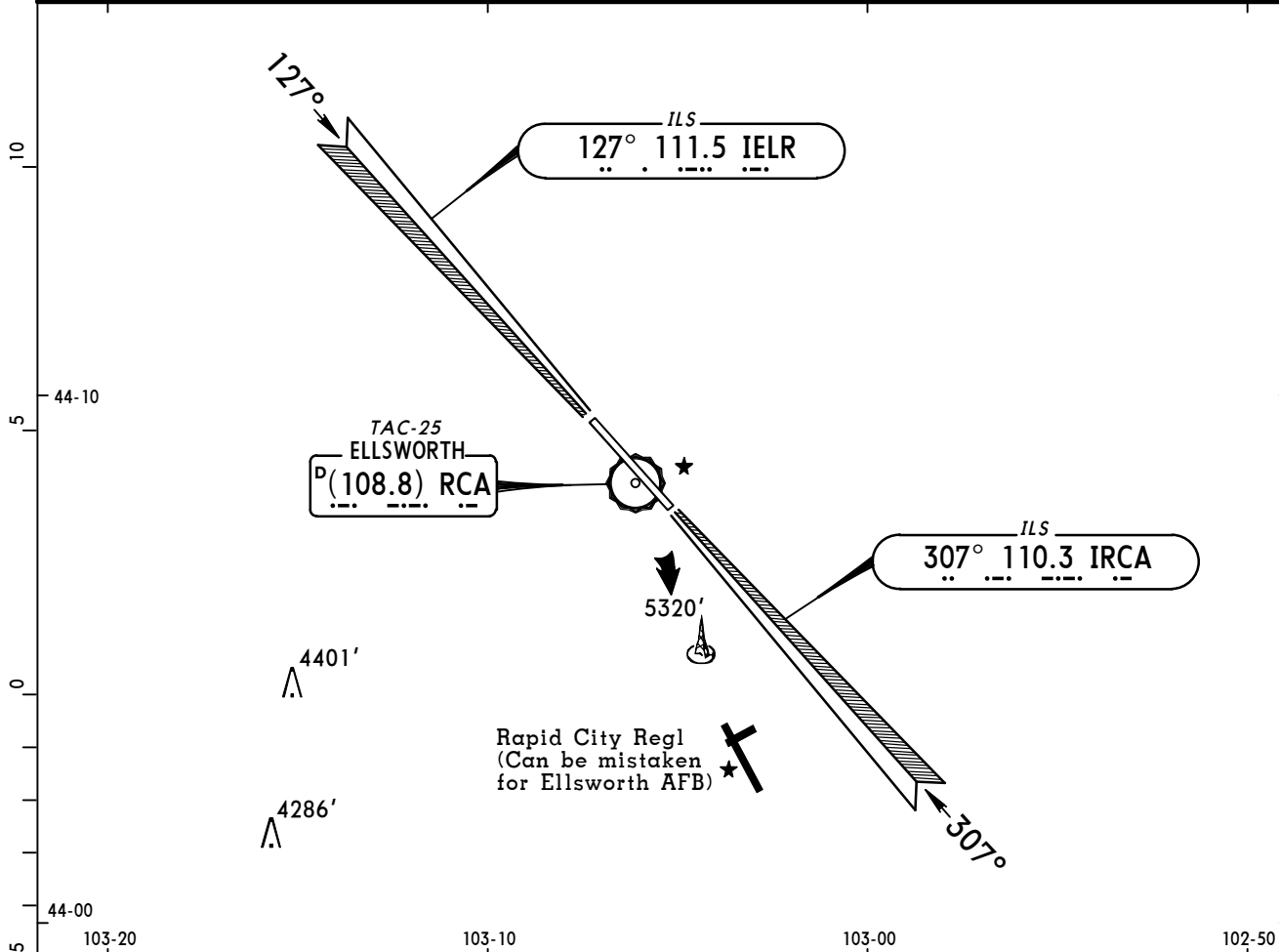
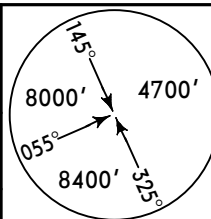
CHANGES: Missed apch text, procedure notes.

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BRIEFING STRIP™

*ATIS 120.62	*ELLSWORTH Approach (R) 119.5	DENVER Center 127.95 when App inop.	*ELLSWORTH Tower 126.05	*Ground 121.8
RADAR	<i>Final Apch Crs By ATC</i>	<i>Minimum Alt No FAF</i>	<i>MDA(H) Refer to Minimums</i>	<i>Apt Elev 3276' TDZE -See below</i>
MISSED APCH: As directed by RADAR CONTROLLER.				
Alt Set: INCHES 1. EMERG SAFE ALT 100 NM 9800'.		Trans level: FL 180		Trans alt: 18000'

MSA RCA TAC



RWY 13 TDZE 3276'		RWY 31 TDZE 3192'	
----------------------	--	----------------------	--

						ALSIF-I
						REIL PAPI

Military		STRAIGHT-IN LANDING				CIRCLE-TO-LAND	
		ASR 13 MDA(H) 3820' (544')		ASR 31 MDA(H) 3820' (628')			
		ALS out		ALS out		Max Kts	MDA(H)
A	RVR 40 or 3/4	RVR 60 or 1/4		RVR 40 or 3/4	RVR 60 or 1/4	90	3860' (584')-1 1/4
B						120	3880' (604')-1 1/4
C	RVR 50 or 1	1 1/2		RVR 60 or 1/4	1 3/4	140	3880' (604')-1 3/4
D	RVR 60 or 1/4	1 3/4		1 1/2	2	165	3880' (604')-2

Chart changes since cycle 03-2012

ADD = added chart, REV = revised chart, DEL = deleted chart.				
ACT	PROCEDURE IDENT	INDEX	REV DATE	EFF DATE
ABERDEEN, SD (ABERDEEN REGL - KABR)				
WATERTOWN, SD (WATERTOWN REGIONAL - KATY)				
SIOUX FALLS, SD (FOSS - KFSD)				
HURON, SD (HURON REGL - KHON)				
MITCHELL, SD (MITCHELL MUN - KMHE)				
PIERRE, SD (PIERRE REGL - KPIR)				
RAPID CITY, SD (RAPID CITY REGL - KRAP)				
REV	ILS OR LOC RWY 32	11-1	17 Feb 2012	
REV	AIRPORT, AIRPORT INFO, TA...	APT	17 Feb 2012	
RAPID CITY, SD (ELLSWORTH AFB - KRCA)				

TERMINAL CHART CHANGE NOTICES

No Chart Change Notices for Airport KABR

No Chart Change Notices for Airport KATY

No Chart Change Notices for Airport KFSD

Chart Change Notices for Airport KHON

Type: Terminal

Effectivity: Permanent

Begin Date: Immediately

End Date: No end date

(11-1) ILS or LOC Rwy 12 MM removed.

No Chart Change Notices for Airport KMHE

No Chart Change Notices for Airport KPIR

No Chart Change Notices for Airport KRAP

No Chart Change Notices for Airport KRCA