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### CORRECTIONS, COMMENTS AND/OR PROCUREMENT

**FOR CHARTING ERRORS,  
OR FOR CHANGES, ADDITIONS,  
RECOMMENDATIONS ON  
PROCEDURAL ASPECTS CONTACT:**

FAA, Aeronautical Information Services  
Customer Operations Team  
1305 East-West Highway  
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Silver Spring, MD 20910-3281  
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Email [9-AMC-Aerochart@faa.gov](mailto:9-AMC-Aerochart@faa.gov)

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Frequently asked questions (FAQ) are answered on our website at <http://www.faa.gov/go/ais>.  
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

## GENERAL INFORMATION/INSTRUCTIONS

### CHANGE NOTICE (CN) FOR UNITED STATES GOVERNMENT

#### TERMINAL PROCEDURES PUBLICATION

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

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

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

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

CONSULT CURRENT NOTAMS.

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Frequently asked questions (FAQ) are answered on our website at <http://www.faa.gov/go/ais>.  
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

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**INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE  
(For Civil Use Only)**

Straight-in and Sidestep landing minima published on instrument approach procedure charts are based on full operation of all components and visual aids associated with the particular approach chart being used. Higher minima are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minima are published on the instrument approach charts as localizer minima. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minima. See legend page for description of components indicated below.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800<sup>†</sup>/2000\*/2200\*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000 <sup>†</sup> To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MALS, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

# TERMS/LANDING MINIMA DATA 17117

## IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER). In the absence of COPTER MINIMA, helicopters may use the CAT A minima of other procedures.

### LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

CATEGORY	A	B	C	D
Straight-in ILS to Runway 27 S-ILS 27	1352/24		200	(200-½)
Straight-in with Glide Slope Inoperative or not used to Runway 27 S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Labels: DA (Decision Altitude), Visibility (RVR 100's of feet), Aircraft Approach Category (HAT/HATH), D (Category), MDA (Minimum Descent Altitude), HAA (Height Above Airport), Visibility in Statute Miles.

Notes: All weather minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

### COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction: H-176°  
Height of MDA/DA Above Landing Area (HAL): 680-½, 363 (400-½)  
No circling minimums are provided

NOTE: The **W** symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the **W** will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

### COLD TEMPERATURE RESTRICTED AIRPORTS

NOTE: A **❄**-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published restricted temperature. Pilots familiar with cold temperature procedure in the Notice to Airman Publication (NTAP) and correcting all altitudes from the IAF to the MA final holding altitude do not have to reference the NTAP. Pilots wishing to correct on individual segments must reference the NTAP airport list for affected segments. See Notice to Airman Publication (NTAP) Graphic Notices General for complete list of published airports, temperature, segments, and procedure information. [www.faa.gov/air\\_traffic/publications/notices](http://www.faa.gov/air_traffic/publications/notices). Pilots will advise ATC with the required altitude correction when making a correction to any segment other than the final segment. See following Cold Temperature Error Table to make manual corrections.

### COLD TEMPERATURE ERROR TABLE

#### HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000	
+10	10	10	10	10	20	20	20	20	20	30	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280	
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490	
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710	
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950	
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210	
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500	

### AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. However, if it is necessary to operate at a speed in excess of the upper limit of the speed range for an aircraft's category, the minimums for the category for that speed shall be used. For example, an airplane which fits into Category B, but is circling to land at a speed of 145 knots, shall use the approach Category D minimums. As an additional example, a Category A airplane (or helicopter) which is operating at 130 knots on a straight-in approach shall use the approach Category C minimums. See following category limits:

### MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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## CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

### STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the **C** symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

### **C** EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the **C** symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

### Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 1800 RVR, use 2400 RVR with the resultant visibility of ½ mile.

RVR (feet)	Visibility (statute miles)	RVR (feet)	Visibility (statute miles)
1600	¼	4500	⅞
2400	½	5000	1
3200	⅝	6000	1¼
4000	¾		

## RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT/ HATH/ HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	195/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	187/16	100	(100-¼)				
ASR	10		ABC	560/40	463	(500-¾)	DE	560/50	463	(500-1)
	28		AB	600/50	513	(600-1)	CDE	600/60	513	(600-1¼)
CIR	10		AB	560-1¼	463	(500-1¼)	CDE	560-1½	463	(500-1½)
	28		AB	600-1¼	503	(600-1¼)	CDE	600-1½	503	(600-1½)

Visibility in Statute Miles ↙

All minima in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

### Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored (V) VHF emergency frequency (121.5) monitored (U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

- ⚠ Alternate Minima not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- ⚠ NA Alternate minima are Not Authorized due to unmonitored facility or absence of weather reporting service.
- ⚠ Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

# TERMS/LANDING MINIMA DATA 17229

## GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contains information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

**RNAV DP and STAR.** Effective March 15, 2007, these procedures, formerly identified as Type-A and Type-B, will be designated as RNAV 1 in accordance with amended Advisory Circular (AC) and ICAO terminology.

Refer to AC 90-100A U.S. TERMINAL AND EN ROUTE AREA NAVIGATION (RNAV) OPERATIONS and the Aeronautical Information Manual for additional guidance regarding these procedures.

**Standard RNAV 1 Procedure Chart Notes**

NOTE: RNAV 1

NOTE: DME/DME/IRU or GPS required




Some procedures may require use of GPS and will be identified by a "GPS required" note.





**RNAV 1 Procedure Characteristics and Operations**

1. Require use of an RNAV system with DME/DME/IRU, and/or GPS inputs.
2. Require use of a CDI, flight director, and/or autopilot, in lateral navigation mode, for flight guidance while operating on RNAV paths (track, course, or direct leg). Other methods providing an equivalent level of performance may be acceptable.
3. RNAV paths may start as low as 500 feet above airport elevation.

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., , , .
2. Approach lighting systems that do not bear a system identification are indicated with a negative "0" beside the name. A star (\*) indicates non-standard PCL, consult Chart Supplement, e.g., 0\*

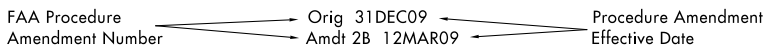
To activate lights, use frequency indicated in the communication section of the chart with a  or the appropriate lighting system identification e.g., UNICOM 122.8 , , .

<u>KEY MIKE</u>	<u>FUNCTION</u>
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

CHART CURRENCY INFORMATION

Date of Latest Revision                      09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.



The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc.

NOTE: Inclusion of the "Procedure Amendment Effective Date" will be phased in as procedures are amended. As this occurs, the Julian date will be relocated to the upper right corner of the chart.

MISCELLANEOUS

- ★ Indicates a non-continuously operating facility, see Chart Supplement.
- For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA. Distances in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway Dimensions in feet. Elevations in feet. Mean Sea Level (MSL). Ceilings in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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AAUP.....	Attention All Users Page	GPS.....	Global Positioning System
ADF.....	Automatic Direction Finder	GS.....	Glide Slope
ADIZ.....	Air Defense Identification Zone	HAA.....	Height above Airport
AFIS.....	Automatic Flight Information Service	HAL.....	Height above Landing
ALS.....	Approach Light System	HAT.....	Height above Touchdown
ALSF.....	Approach Light System with Sequenced Flashing Lights	HATH.....	Height Above Threshold
AP.....	Autopilot System	HGS.....	Head-up Guidance System
APCH.....	Approach	HIRL.....	High Intensity Runway Lights
APP CON.....	Approach Control	HUD.....	Head-up Display
ARR.....	Arrival	IAF.....	Initial Approach Fix
ASOS.....	Automated Surface Observing System	ICAO.....	International Civil Aviation Organization
ASR/PAR.....	Published Radar Minimums at this Airport	IF.....	Intermediate Fix
ASSC.....	Airport Surface Surveillance Systems	IM.....	Inner Marker
ATIS.....	Automatic Terminal Information Service	INOP.....	Inoperative
AUNICOM.....	Automated UNICOM	INT.....	Intersection
AWOS.....	Automated Weather Observing System	K.....	Knots
AZ.....	Azimuth	KIAS.....	Knots Indicated Airspeed
BC.....	Back Course	LAAS.....	Local Area Augmentation System
BND.....	Bound	LDA.....	Localizer Type Directional Aid
C.....	Circling	Ldg.....	Landing
CAT.....	Category	LRL.....	Low Intensity Runway Lights
CCW.....	Counter Clockwise	LNAV.....	Lateral Navigation
CDI.....	Course Deviation Indicator	LOC.....	Localizer
Chan.....	Channel	LP.....	Localizer Performance
CIFP.....	Coded Instrument Flight Procedures	LPV.....	Localizer Performance with Vertical Guidance
CIR.....	Circling	LR.....	Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
CLNC DEL.....	Clearance Delivery	MAA.....	Maximum Authorized Altitude
CNF.....	Computer Navigation Fix	MALS.....	Medium Intensity Approach Light System
CTAF.....	Common Traffic Advisory Frequency	MALSF.....	Medium Approach Lighting System with Sequenced Flashers
CW.....	Clockwise	MALSRS.....	Medium Intensity Approach Light System with RAIL
D-ATIS.....	Digital-Automatic Terminal Information Service	MAP.....	Missed Approach Point
DA.....	Decision Altitude	MDA.....	Minimum Descent Altitude
DER.....	Departure End of Runway	MIRL.....	Medium Intensity Runway Lights
DH.....	Decision Height	MM.....	Middle Marker
DME.....	Distance Measuring Equipment	MRA.....	Minimum Reception Altitude
DTHR.....	Displaced Threshold	N/A.....	Not Applicable
DVA.....	Diverse Vector Area	NA.....	Not Authorized
ELEV.....	Elevation	NDB.....	Non-directional Radio Beacon
EMAS.....	Engineered Material Arresting System	NFD.....	National Flight Database
FAF.....	Final Approach Fix	NM.....	Nautical Mile
FD.....	Flight Director System	NoPT.....	No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)
FM.....	Fan Marker	ODALS.....	Omnidirectional Approach Light System
FMS.....	Flight Management System	ODP.....	Obstacle Departure Procedure
GBAS.....	Ground Based Augmentation System	OM.....	Outer Marker
GCO.....	Ground Communications Outlet	PAR.....	Precision Approach Radar
GLS.....	Ground Based Augmentation System Landing System	PRM.....	Precision Runway Monitor
GP.....	Glidepath		
GPI.....	Ground Point of Interception		

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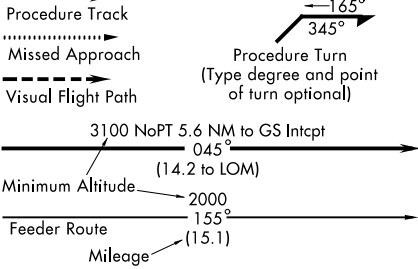
R.....	Radial
RA.....	Radio Altimeter setting height
RAIL.....	Runway Alignment Indicator Lights
RCLS.....	Runway Centerline Light System
REIL.....	Runway End Identifier Lights
RF.....	Radius-to-Fix
RLLS.....	Runway Lead-in Light System
RNAV.....	Area Navigation
RNP.....	Required Navigation Performance
RPI.....	Runway Point of Intercept(ion)
RRL.....	Runway Remaining Lights
Rwy.....	Runway
RVR.....	Runway Visual Range
S.....	Straight-in
SALS.....	Short Approach Light System
SALSF.....	Short Approach Lighting System with Sequenced Flashing Lights
SSALF.....	Simplified Short Approach Lighting System with Sequenced Flashers
SSALR.....	Simplified Short Approach Light System with RAIL
SSALS.....	Simplified Short Approach Lighting System
SDF.....	Simplified Directional Facility
SM.....	Statute Mile
SOIA.....	Simultaneous Offset Instrument Approach
TAA.....	Terminal Arrival Area
TAC.....	TACAN
TCH.....	Threshold Crossing Height (height in feet Above Ground level)
TDZ.....	Touchdown Zone
TDZE.....	Touchdown Zone Elevation
TDZ/CL.....	Touchdown Zone and Runway Centerline Lighting
TDZL.....	Touchdown Zone Lights
THR.....	Threshold
THRE.....	Threshold Elevation
TODA.....	Takeoff Distance Available
TORA.....	Takeoff Run Available
TR.....	Track
VASI.....	Visual Approach Slope Indicator
VCOA.....	Visual Climb Over Airport
VDP.....	Visual Descent Point
VGSI.....	Visual Glide Slope Indicator
VNAV.....	Vertical Navigation
WAAS.....	Wide Area Augmentation System
WP/WPT.....	Waypoint (RNAV)

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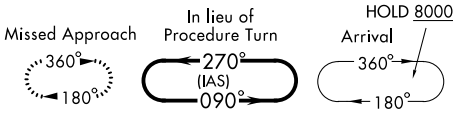
07 DEC 2017 to 04 JAN 2018

PLANVIEW SYMBOLS

TERMINAL ROUTES

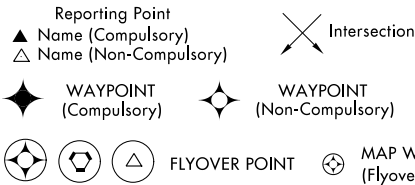


HOLDING PATTERNS

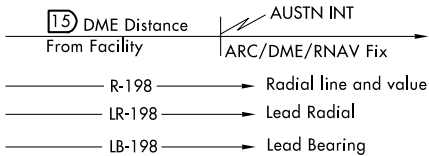


Holding pattern with max. restricted airspeed: (175K) applies to all altitudes. (210K) applies to altitudes above 6000' to and including 14000'. Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg. Limits will only be specified when they deviate from the standard. DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS



Computer Navigation Fix (CNF)  
x (NAME) ("x" omitted when it conflicts with runway pattern)



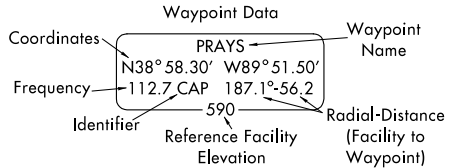
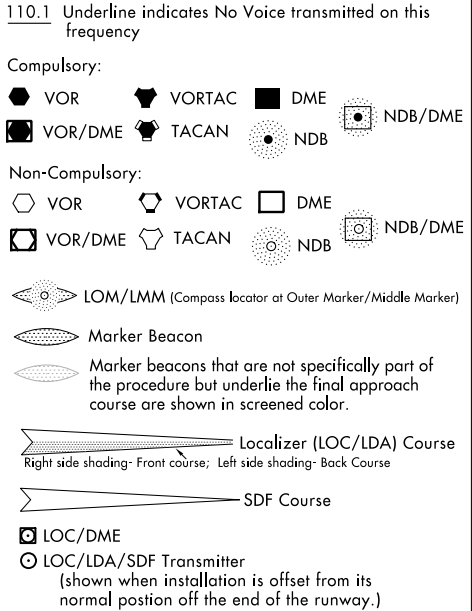
ALTITUDES

5500 Mandatory Altitude	3000 Recommended Altitude
2500 Minimum Altitude	5000 Mandatory Block Altitude
4300 Maximum Altitude	3000 Altitude

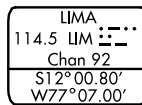
INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

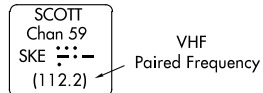
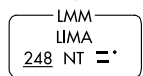
RADIO AIDS TO NAVIGATION



Primary Navaid with Coordinate Values



Secondary Navaid



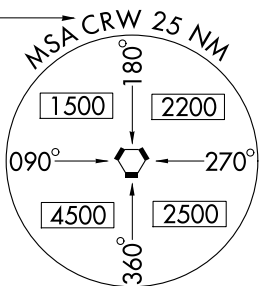
07 DEC 2017 to 04 JAN 2018

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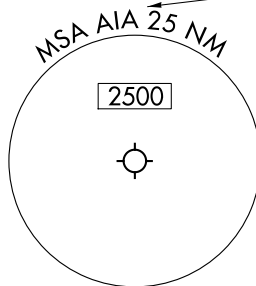
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

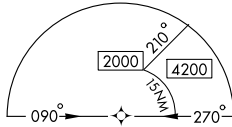


Airport Identifier

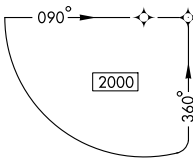


(arrows on distance circle identify sectors)

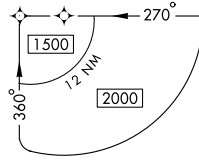
TERMINAL ARRIVAL AREA (TAA)



Straight-in Area

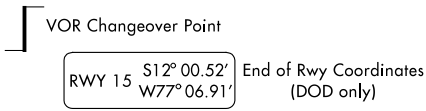


Right Base Area



Left Base Area

MISCELLANEOUS

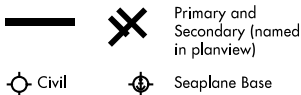


Distance not to scale

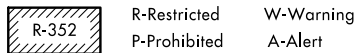
International Boundary

Air Defense Identification Zone

AIRPORTS



SPECIAL USE AIRSPACE



OBSTACLES



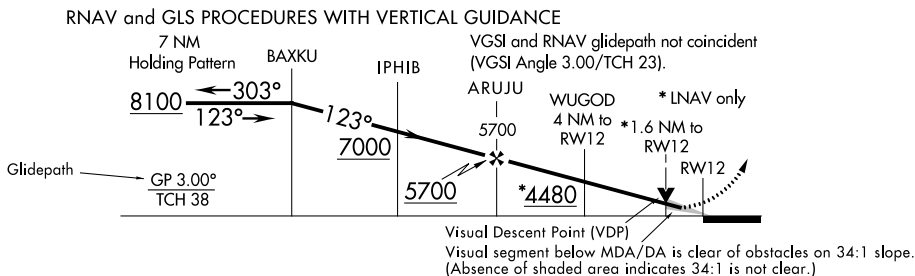
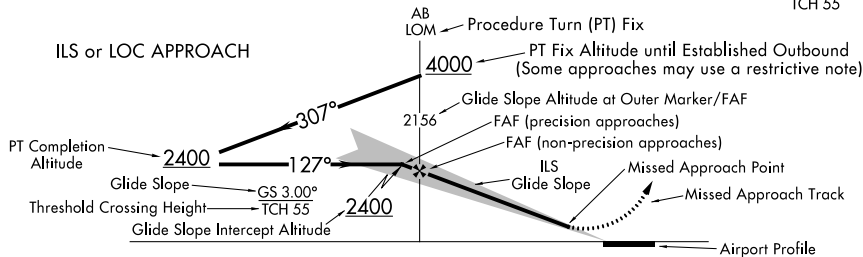
PROFILE VIEW

Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

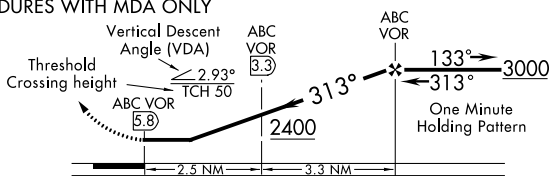
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format:  $GS\ 3.00^\circ$ . TCH 55

2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format:  $GP\ 3.00^\circ$ . TCH 50

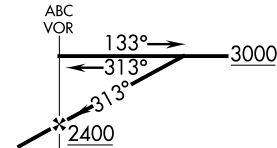
3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format:  $\leq 3.00^\circ$ . TCH 55



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



DESCENT FROM HOLDING PATTERN



ALTITUDES	
<u>5500</u> Mandatory Altitude	<u>3000</u> Recommended Altitude
<u>2500</u> Minimum Altitude	<u>5000</u> Mandatory Block Altitude
<u>4300</u> Maximum Altitude	<u>3000</u> Altitude

**PROFILE SYMBOLS**

- Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- Visual Descent Point (VDP)
- Visual Flight Path

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

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# LEGEND

## STANDARD TERMINAL ARRIVAL (STAR) CHARTS DEPARTURE PROCEDURE (DP) CHARTS

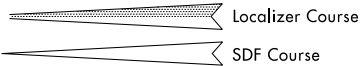
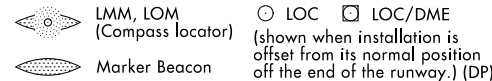
Applies to both STAR and DP Charts unless otherwise noted.

### RADIO AIDS TO NAVIGATION

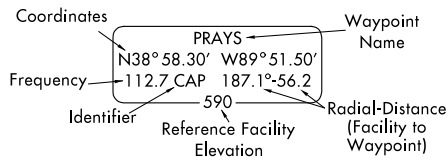
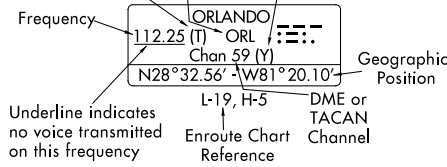
Compulsory:



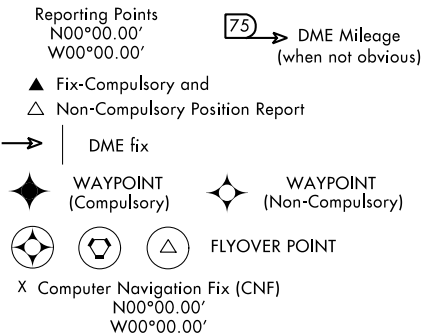
Non-Compulsory:



(T) indicates frequency protection range (STAR)  
 Identifier  
 Frequency  
 (Y) TACAN must be placed in "Y" mode to receive distance information  
 Geographic Position

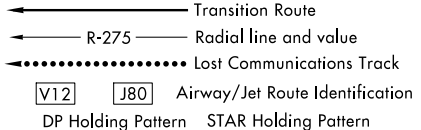


### FIXES/ATC REPORTING REQUIREMENTS



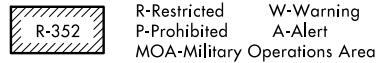
### ROUTES

4500 MEA-Minimum Enroute Altitude  
 \*3500 MOCA-Minimum Obstruction Clearance Altitude  
 270° Departure Route - Arrival Route  
 (65) Mileage between Radio Aids, Reporting Points, and Route Breaks



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

### SPECIAL USE AIRSPACE



### ALTITUDES

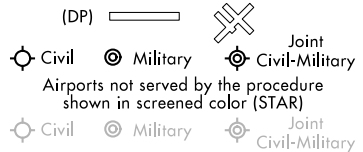
5500 Mandatory Altitude (Cross at)  
 2300 Minimum Altitude (Cross at or above)  
 4800 Maximum Altitude (Cross at or below)

15000 Block Altitude  
 12000 Altitude change at other than Radio Aids (STAR)

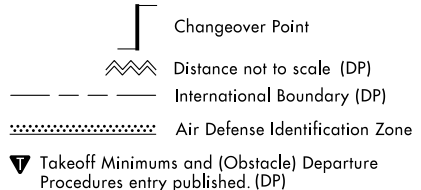
### INDICATED AIRSPEED

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

### AIRPORTS



### MISCELLANEOUS

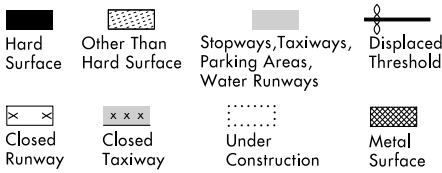


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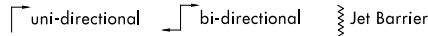
07 DEC 2017 to 04 JAN 2018

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

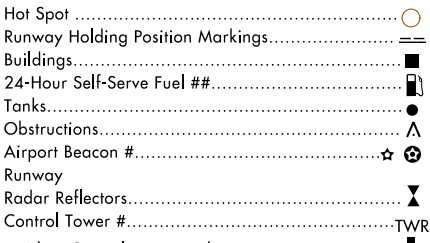


ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.



ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES



# When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

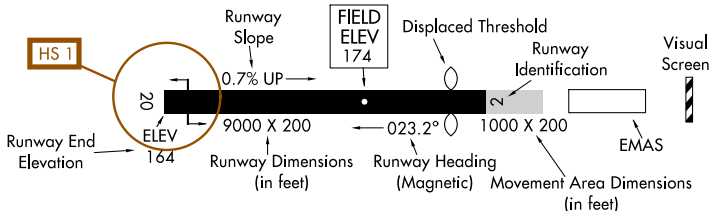
## A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A **D** symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression.

Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325



SCOPE

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

Helicopter Alighting Areas Negative Symbols used to identify Copter Procedures landing point.....

Runway Threshold elevation.....THRE 123  
Runway TDZ elevation.....TDZE 123  
Runway Slope.....0.8% UP  
(shown when runway slope is greater than or equal to 0.3%)  
→ 0.3% DOWN

NOTE:

Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or 1/2 minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

NOTE:

All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

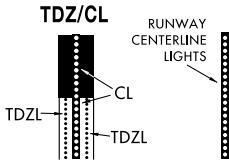
07 DEC 2017 to 04 JAN 2018

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

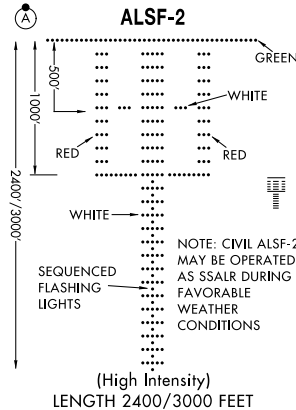
A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

**RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS**

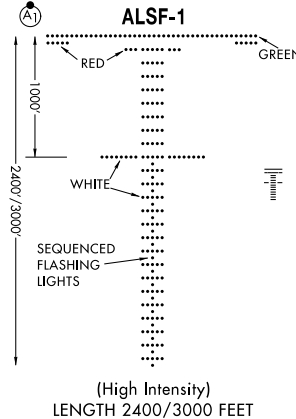


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

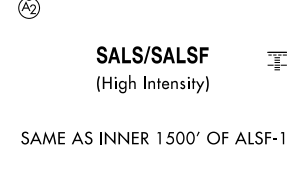
**APPROACH LIGHTING SYSTEM**



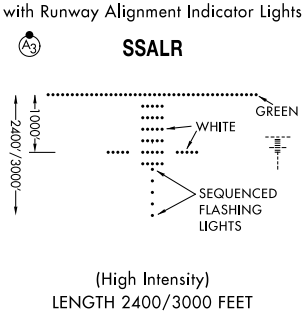
**APPROACH LIGHTING SYSTEM**



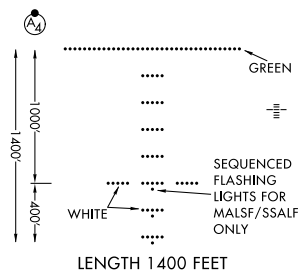
**SHORT APPROACH LIGHTING SYSTEM**



**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**  
 with Runway Alignment Indicator Lights



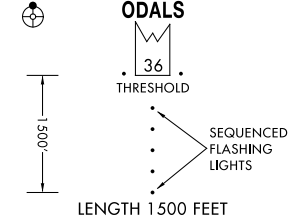
**MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF) APPROACH LIGHTING SYSTEMS**



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

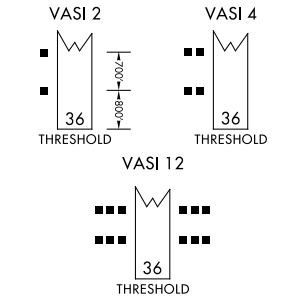


**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**



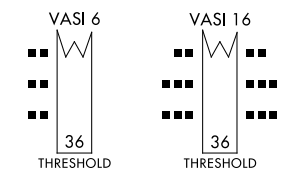
**VISUAL APPROACH SLOPE INDICATOR**

**VASI**  
 VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.  
 ALL LIGHTS WHITE — TOO HIGH  
 FAR LIGHTS RED — ON GUIDE SLOPE  
 NEAR LIGHTS WHITE — TOO LOW  
 ALL LIGHTS RED — TOO LOW



**VISUAL APPROACH SLOPE INDICATOR**

**VASI**  
 3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



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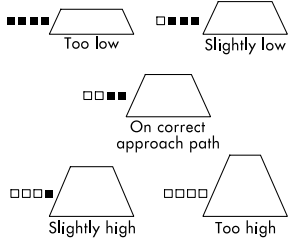


Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A<sub>2</sub>), (V) etc.

A dot "•" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A<sub>1</sub>F). Negative symbology, e.g., (A<sub>1</sub>), (V) indicates Pilot Controlled Lighting (PCL).

(P) **PRECISION APPROACH PATH INDICATOR**

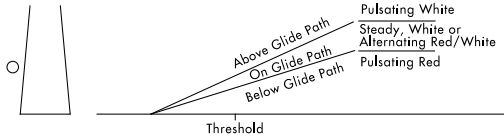
**PAPI**



Legend: □ White ■ Red

(V<sub>2</sub>) **PULSATING VISUAL APPROACH SLOPE INDICATOR**

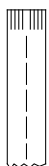
**PVASI**



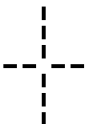
CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V<sub>1</sub>) **"T"-VISUAL APPROACH SLOPE INDICATOR**

**"T"-VASI**

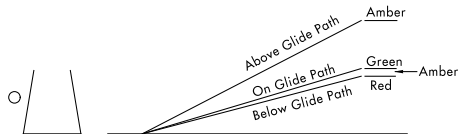


"T" ON BOTH SIDES OF RWY  
 ALL LIGHTS VARIABLE WHITE.  
 CORRECT APPROACH SLOPE-  
 ONLY CROSS BAR VISIBLE.  
 UPRIGHT "T"- FLY UP.  
 INVERTED "T"- FLY DOWN.  
 RED "T"- GROSS  
 UNDERSHOOT.



(V<sub>4</sub>) **TRI-COLOR VISUAL APPROACH SLOPE INDICATOR**

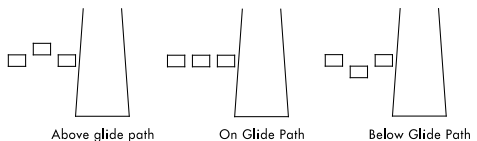
**TRCV**



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V<sub>5</sub>) **ALIGNMENT OF ELEMENTS SYSTEMS**

**APAP**



Painted panels which may be lighted at night.  
 To use the system the pilot positions the aircraft  
 so the elements are in alignment.

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FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

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# CLIMB/DESCENT TABLE <sup>10042</sup>

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS RATE OF CLIMB/DESCENT TABLE

(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft./NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590
2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430

07 DEC 2017 to 04 JAN 2018

07 DEC 2017 to 04 JAN 2018

# CLIMB/DESCENT TABLE <sup>10042</sup>