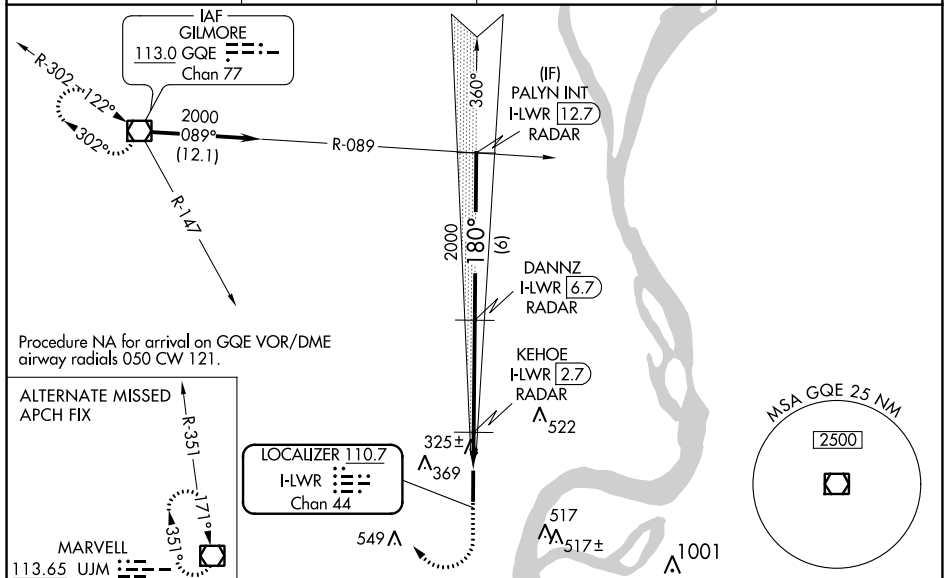


|                                                        |                        |                                                               |
|--------------------------------------------------------|------------------------|---------------------------------------------------------------|
| LOC/DME I-LWR<br><b><u>110.7</u></b><br>Chan <b>44</b> | APP CRS<br><b>180°</b> | Rwy Idg <b>6003</b><br>TDZE <b>213</b><br>Apt Elev <b>213</b> |
|--------------------------------------------------------|------------------------|---------------------------------------------------------------|

ILS or LOC RWY 17  
WEST MEMPHIS MUNI (AWM)

|                                                                                                                                                                                                                                                                                  |                                                                                                                                                                                          |                                                                                                                      |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|
| <p>DME or RADAR required.</p> <p> <b>NA</b> For inop ALS, increase S-LOC 17 Cat C/D visibility to 1<math>\frac{3}{4}</math> SM and KEHOE FIX MINIMUMS S-LOC 17 Cats C/D visibility to 1 SM.</p> | <p>MAISLR</p> <p> </p> | <p>MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on GQE VOR/DME R-147 to GQE VOR/DME and hold.</p> |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------|

|                        |                                       |                          |                                         |
|------------------------|---------------------------------------|--------------------------|-----------------------------------------|
| ASOS<br><b>118.175</b> | MEMPHIS APP CON<br><b>119.1 291.6</b> | CLNC DEL<br><b>121.7</b> | UNICOM<br><b>123.05</b> (CTAF) <b>0</b> |
|------------------------|---------------------------------------|--------------------------|-----------------------------------------|



Chan 83 (Y) 669A  $\Delta$  669

1000

2000

GQE

\*LOC only.

KEHOE  
I-LWR 2.7  
RADAR

2000

DANNZ  
I-LWR 6.7  
RADAR

PALYN INT  
I-LWR 12.7  
RADAR

GS 3.00°  
TCH 51

| CATEGORY | A                                            | B                    | C                                                 | D                                                 |
|----------|----------------------------------------------|----------------------|---------------------------------------------------|---------------------------------------------------|
| S-ILS 17 | 413- $\frac{1}{2}$ 200 (200- $\frac{1}{2}$ ) |                      |                                                   |                                                   |
| S-LOC 17 | 680- $\frac{1}{2}$ 467 (500- $\frac{1}{2}$ ) |                      | 680-1 467 (500-1)                                 |                                                   |
| CIRCLING | 680-1<br>467 (500-1)                         | 740-1<br>527 (600-1) | 800-1 $\frac{1}{2}$<br>587 (600-1 $\frac{1}{2}$ ) | 920-2 $\frac{1}{4}$<br>707 (800-2 $\frac{1}{4}$ ) |

KEHOE FIX MINIMUMS

|          |                                              |                      |                                                   |                                                   |
|----------|----------------------------------------------|----------------------|---------------------------------------------------|---------------------------------------------------|
| S-LOC 17 | 580- $\frac{1}{2}$ 367 (400- $\frac{1}{2}$ ) |                      | 580- $\frac{5}{8}$ 367 (400- $\frac{5}{8}$ )      |                                                   |
| CIRCLING | 640-1<br>427 (500-1)                         | 740-1<br>527 (600-1) | 800-1 $\frac{1}{2}$<br>587 (600-1 $\frac{1}{2}$ ) | 920-2 $\frac{1}{4}$<br>707 (800-2 $\frac{1}{4}$ ) |

ELEV 213 669A  $\Delta$  669

GS 3.00°  
TCH 51

TDZE 213

6003 X 100

35

MIRL Rwy 17-35 1

REIL Rwy 35 1

FAF to MAP 5.5 NM

|         | Knots | 60   | 90   | 120  | 150  | 180 |
|---------|-------|------|------|------|------|-----|
| Min:Sec | 5:30  | 3:40 | 2:45 | 2:12 | 1:50 |     |

6003 X 100

35