

AL-5165 (FAA)

## ILS or LOC RWY 18

Circling NA east of Rwy 18-36. Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Autopilot coupled approach NA below 1900. For inop ALS, increase S-ILS 18 visibility to  $\frac{7}{8}$  SM.

MALSF



**MISSED APPROACH:** Climb to 2300 then climbing left turn to 4000 on heading 120° and RZC VORTAC R-150 to WESTY INT/RZC 18 DME and hold.

MSA RZC 25 NM

(IF/IAF) TINSE INT  
RZC **8**  
HRO **42.6**

360°  
270°  
360°

4000 NoPT  
RZC **8** Arc

(IAF) JAMDO  
RZC **8**

4000 to TINSE INT  
008° (8)

R-264

RAZORBACK  
116.4 RZC  
Chan 111

LOCALIZER 110.9  
I-ASG

1704±

R-046

WOVAD INT

R-080

(IAF) CATEX  
RZC **8**

4000 NoPT  
RZC **8** Arc

R-271

112.5 HRO  
Chan 072

MISSED APCH FIX

116.4 RZC  
Chan 111

WESTY  
RZC **18**

110.4 FSM  
R-016  
Chan 41

150°  
330°

Procedure NA for arrival on RZC VORTAC  
airway radials 333 CW 348.

ALTERNATE MISSED APCH FIX

FRAIN  
HRO **33.2**

112.5 HRO  
R-246  
Chan 072

066°  
246°

ELEV 1353

**D** TDZE 1351

183°

81

Procedure NA for arrival  
on RZC VORTAC  
airway radials 333 CW 348.

ALTERNATE MISSED APCH

FRAIN  
HRO 33.2 112.5 HRO  
R-246  
Chan 072  
066°  
246°

|           |                                  |            |
|-----------|----------------------------------|------------|
| 2300<br>↑ | 4000<br>hdg<br>120°<br>RZC R-150 | WESTY<br>△ |
|-----------|----------------------------------|------------|

| CATEGORY | A                                                                         | B                     | C                                                                              | D                                                                              |
|----------|---------------------------------------------------------------------------|-----------------------|--------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| S-ILS 18 | 1605- <sup>3</sup> / <sub>4</sub> 254 (300- <sup>3</sup> / <sub>4</sub> ) |                       |                                                                                |                                                                                |
| S-LOC 18 | 1960- <sup>3</sup> / <sub>4</sub> 609 (700- <sup>3</sup> / <sub>4</sub> ) |                       | 1960-1 <sup>1</sup> / <sub>2</sub> 609 (700-1 <sup>1</sup> / <sub>2</sub> )    |                                                                                |
| CIRCLING | 1960-1<br>607 (700-1)                                                     | 2000-1<br>647 (700-1) | 2020-1 <sup>3</sup> / <sub>4</sub><br>667 (700-1 <sup>3</sup> / <sub>4</sub> ) | 2220-2 <sup>3</sup> / <sub>4</sub><br>867 (900-2 <sup>3</sup> / <sub>4</sub> ) |

|           |          |           |
|-----------|----------|-----------|
| ELEV 1353 | <b>D</b> | TDZE 1351 |
|-----------|----------|-----------|

|                          |      |      |      |      |      |
|--------------------------|------|------|------|------|------|
| REIL Rwy 18, 36 <b>L</b> |      |      |      |      |      |
| HIRL Rwy 18-36 <b>L</b>  |      |      |      |      |      |
| FAF to MAP 4.5 NM        |      |      |      |      |      |
| Knots                    | 60   | 90   | 120  | 150  | 180  |
| Min:Sec                  | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SPRINGDALE MUNI (ASG)

ILS or LOC RWY 18

36°11'N-94°07'W

SC-1, 03 SEP 2026 to 01 OCT 2026

SC-1, 03 SEP 2026 to 01 OCT 2026