

LOC I-PBF <u>111.7</u>	APP CRS 178°	Rwy Ldg 5998 TDZE 206 Apt Elev 206
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ILS or LOC RWY 18
PINEBLUFF RGNL/GRIDER FLD(PBF)

DME required.

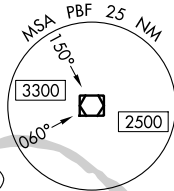
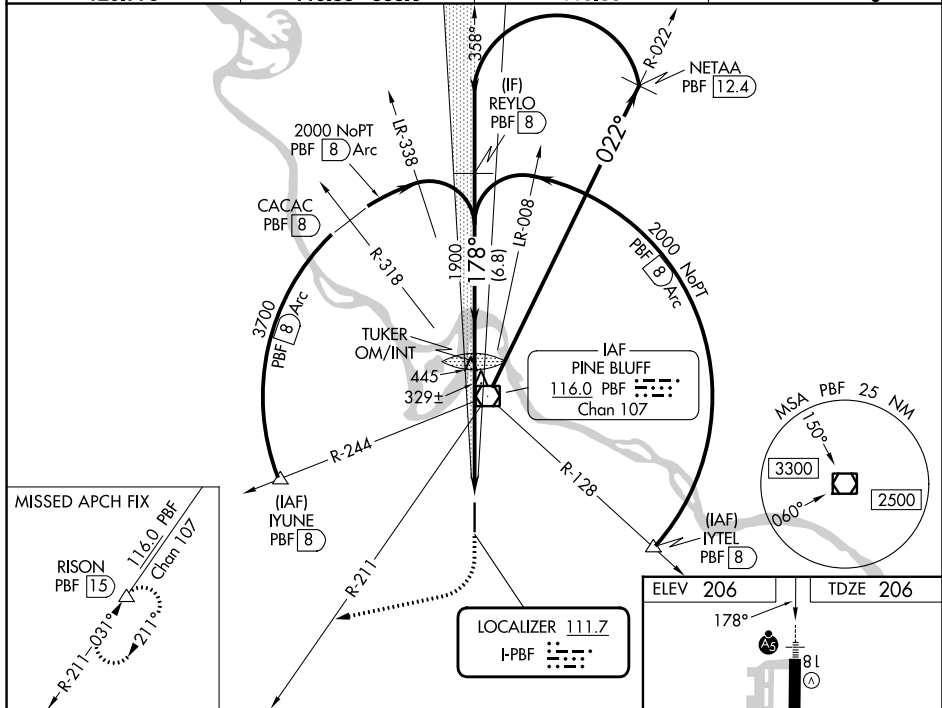
NA Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-LSL 18. For inop ALS, increase S-LOC 18 all Cats visibility to 1 SM. For inop ALS when using Stuttgart altimeter setting, increase S-LOC 18 Cat A/B visibility to 1 SM. DME from PBF VOR/DME. DME requires simultaneous reception of I-PBF and PBF DME. When local altimeter setting not received, use Stuttgart altimeter setting; increase DA to 541 feet and all MDA 80 feet; increase S-LOC 18 Cat C/D visibility $\frac{1}{8}$ SM and Circling Cats C/D visibility $\frac{1}{4}$ SM. Autopilot coupled approach NA below 900.

MALSR



MISSED APPROACH:
Climb to 1000 then
climbing right turn to
2000 on PBF VOR/DME
R-211 to RISON/
PBF 15 DME and hold.

ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) L
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[illegible]

CATEGORY	A	B	C	D
S-ILS 18		466- $\frac{3}{4}$	260 (300- $\frac{3}{4}$)	
S-LOC 18		580- $\frac{3}{4}$	374 (400- $\frac{3}{4}$)	
CIRCLING	660-1 454 (500-1)	680-1 474 (500-1)	840- $\frac{1}{4}$ 634 (700- $\frac{1}{4}$)	880-2 $\frac{1}{4}$ 674 (700-2 $\frac{1}{4}$)

Diagram illustrating the MRL Rwy 18-36 instrumented runway. The runway is 5998 x 150 feet. The diagram shows the runway layout, including the threshold, stop bar, and taxiway. The runway is marked with a centerline, edge lights, and a 178° heading. The diagram also shows the runway's elevation (ELEV 206) and the TDZE (206).

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42