

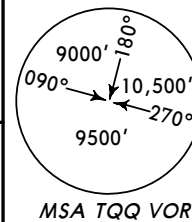
Airport Information

Details for TEST RANGE	
City	TONOPAH
State/Province	NV
Country	USA
Latitude	N 37° 47' 55.92"
Longitude	W 116° 46' 50.71"
Elevation	5550
Longest Runway	12000
Magnetic Variance	E 16.0°
Fuel Type	Unspecified fuel is available
Oxygen	Oxygen facilities are unavailable.
Repair Facility	Repair facilities are unavailable
Landing Fee	Unknown.
Jet Start Unit	A starting unit is not available at the airport.
Precision Approach	One or more charts for the airport support precision approaches.
Beacon Light	A beacon light is not available.
Customs Facilities	Availability is Unknown
Usage Type	Airport/Heliport is military.
Time Zone Conversion	+8:00=UTC
Daylight Savings	Airport observes daylight savings time
Change Notices Available	none

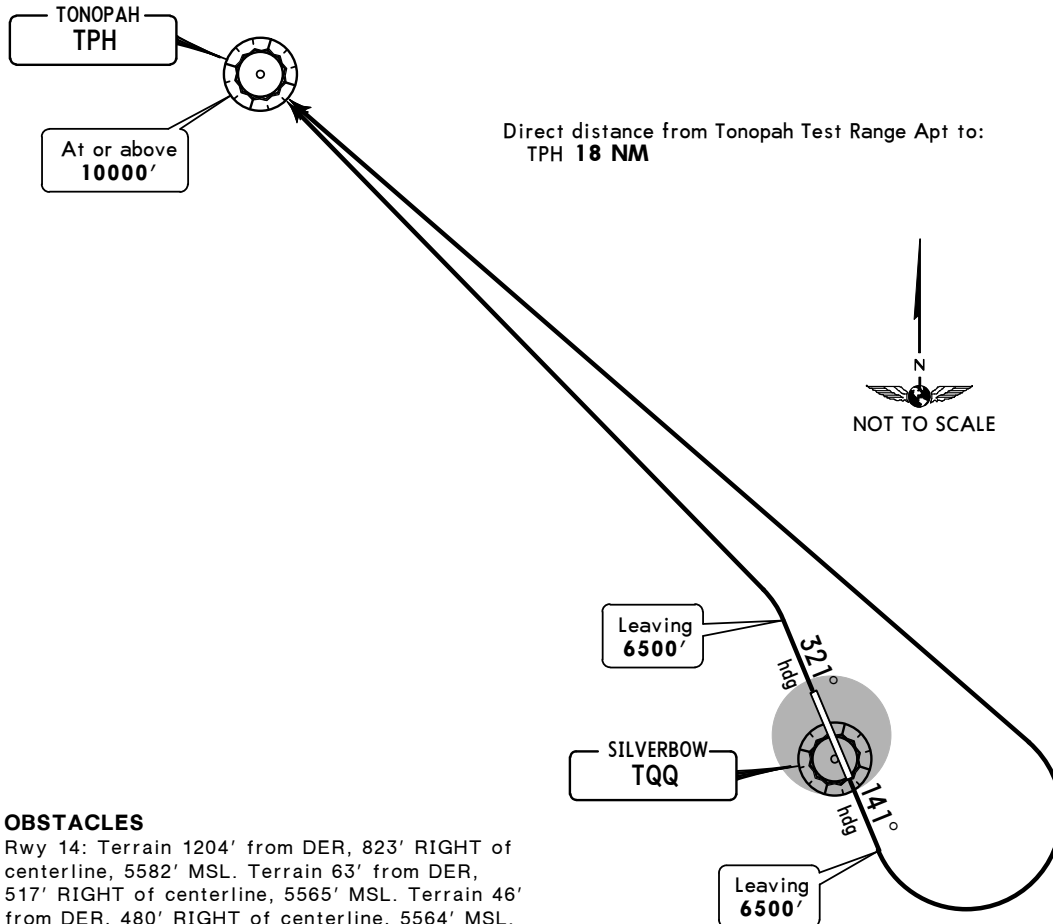
Terminal Chart Change Notices

Apt Elev
5550'

Trans level: FL180 Trans alt: 18000'
1. EMERG SAFE ALT 100 NM 16600'.
2. For use by /E, /F, /G and /R (RNP 2.0) equipped aircraft only.
3. GPS required.



RANGE TWO RNAV DEPARTURE (RANGE2.TPH)



OBSTACLES

Rwy 14: Terrain 1204' from DER, 823' RIGHT of centerline, 5582' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 5565' MSL. Terrain 46' from DER, 480' RIGHT of centerline, 5564' MSL. Terrain 0' from DER, 353' RIGHT of centerline, 5561' MSL. Terrain 62' from DER, 200' RIGHT of centerline, 5558' MSL. Terrain 14' from DER, 292' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 287' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 222' RIGHT of centerline, 5559' MSL. Surveyed terrain 215' from DER, 427' RIGHT of centerline, 0' AGL/5560' MSL.
Rwy 32: Terrain 0' from DER, 500' LEFT of centerline, 5476' MSL. Terrain 19' from DER, 465' LEFT of centerline, 5476' MSL. Terrain 110' from DER, 529' LEFT of centerline, 5476' MSL.

***Minimum Climb Rate**

Rwy	Gnd speed-KT	75	100	150	200	250	300
14	V/V (fpm) to 7500'	256	342	513	683	854	1025
32	V/V (fpm) to 5900'	325	433	650	867	1083	1300

***ATC Climb Rate to 10000'.**

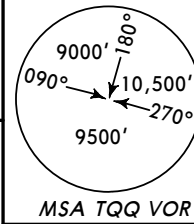
Rwy	Gnd speed-KT	75	100	150	200	250	300
32	V/V (fpm)	329	438	658	877	1096	1315

*Minimum climb rates are designed for obstacle clearance. ATC climb rates are designed for airspace utilization. The higher of the two gradients should be used within the altitude range(s) specified.

RWY	INITIAL CLIMB
14	Climb heading 141°. When leaving 6500' turn LEFT direct TPH.
32	Climb heading 321°. When leaving 6500' turn LEFT direct TPH.

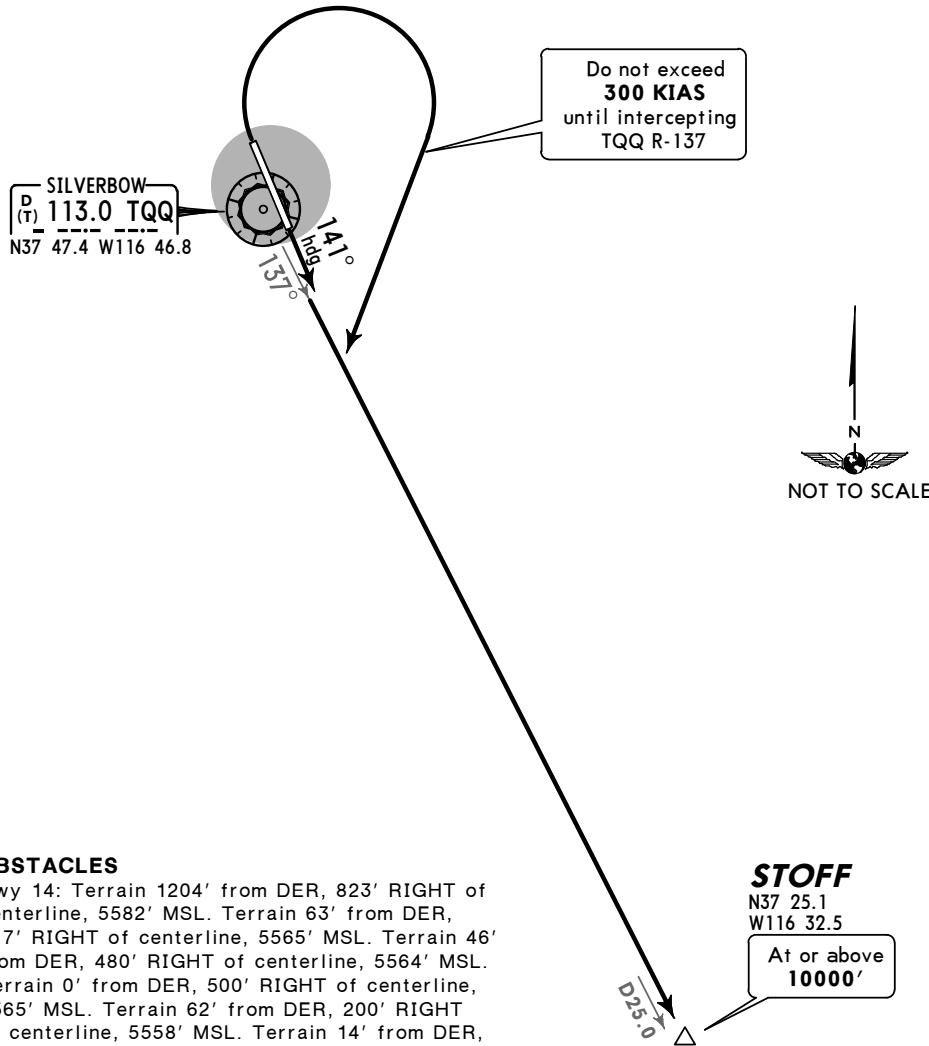
Apt Elev
5550'

Trans level: FL180 Trans alt: 18000'
1. EMERG SAFE ALT 100 NM 16600'.
2. Rwy 32: Procedure not authorized for CAT E aircraft.



STOFF TWO DEPARTURE (STOFF2.STOFF)

SPEED: RWY 32: DO NOT EXCEED 300 KIAS UNTIL INTERCEPTING TQQ R-137



OBSTACLES

Rwy 14: Terrain 1204' from DER, 823' RIGHT of centerline, 5582' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 5565' MSL. Terrain 46' from DER, 480' RIGHT of centerline, 5564' MSL. Terrain 0' from DER, 500' RIGHT of centerline, 5565' MSL. Terrain 62' from DER, 200' RIGHT of centerline, 5558' MSL. Terrain 14' from DER, 292' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 287' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 222' RIGHT of centerline, 5559' MSL. Terrain 3' from DER, 200' LEFT of centerline, 50' AGL/5599' MSL. Surveyed terrain 215' from DER, 427' RIGHT of centerline, 0' AGL/5560' MSL.

Rwy 32: Terrain 0' from DER, 500' LEFT of centerline, 5476' MSL. Terrain 19' from DER, 465' LEFT of centerline, 5476' MSL. Terrain 110' from DER, 529' LEFT of centerline, 5476' MSL.

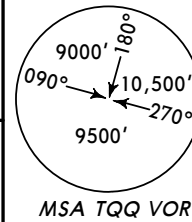
Minimum Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
14	V/V (fpm) to 7200'	256	342	513	683	854	1025
32	V/V (fpm) to 9100'	325	433	650	867	1083	1300

RWY	INITIAL CLIMB
14	Climb heading 141° to intercept TQQ R-137 to STOFF.
32	Climbing RIGHT turn to intercept TQQ R-137 to STOFF.

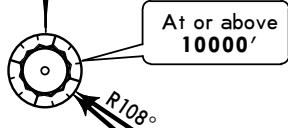
Apt Elev
5550'

Trans level: FL180 Trans alt: 18000'
EMERG SAFE ALT 100 NM 16600'.



TONOPAH TWO DEPARTURE (TPH2.TPH)

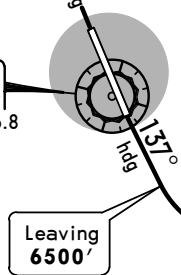
TONOPAH
D (L) 117.2 TPH
N38 01.8 W117 02.0



Direct distance from Tonopah Test Range Apt to:
TPH 18 NM



SILVERBOW
D (T) 113.0 TQQ
N37 47.4 W116 46.8



OBSTACLES

Rwy 14: Terrain 1204' from DER, 823' RIGHT of centerline, 5582' MSL. Terrain 63' from DER, 517' RIGHT of centerline, 5565' MSL. Terrain 46' from DER, 480' RIGHT of centerline, 5564' MSL. Terrain 0' from DER, 500' RIGHT of centerline, 5565' MSL. Terrain 62' from DER, 200' RIGHT of centerline, 5558' MSL. Terrain 14' from DER, 292' RIGHT of centerline, 5561' MSL. Terrain 0' from DER, 287' RIGHT of centerline, 5561' MSL. Surveyed terrain 215' from DER, 427' RIGHT of centerline, 0' AGL/5560' MSL.
Rwy 32: Terrain 0' from DER, 500' LEFT of centerline, 5476' MSL. Terrain 19' from DER, 465' LEFT of centerline, 5476' MSL. Terrain 110' from DER, 529' LEFT of centerline, 5476' MSL.

*Minimum Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
14	V/V (fpm) to 7300'	275	367	550	733	917	1100
32	V/V (fpm) to 5900'	325	433	650	867	1083	1300

*Minimum climb rates are designed for obstacle clearance. ATC climb rates are designed for airspace utilization. The higher of the two gradients should be used within the altitude range(s) specified.

*ATC Climb Rate

Rwy	Gnd speed-KT	75	100	150	200	250	300
32	V/V (fpm) to 10000'	326	435	653	870	1088	1305

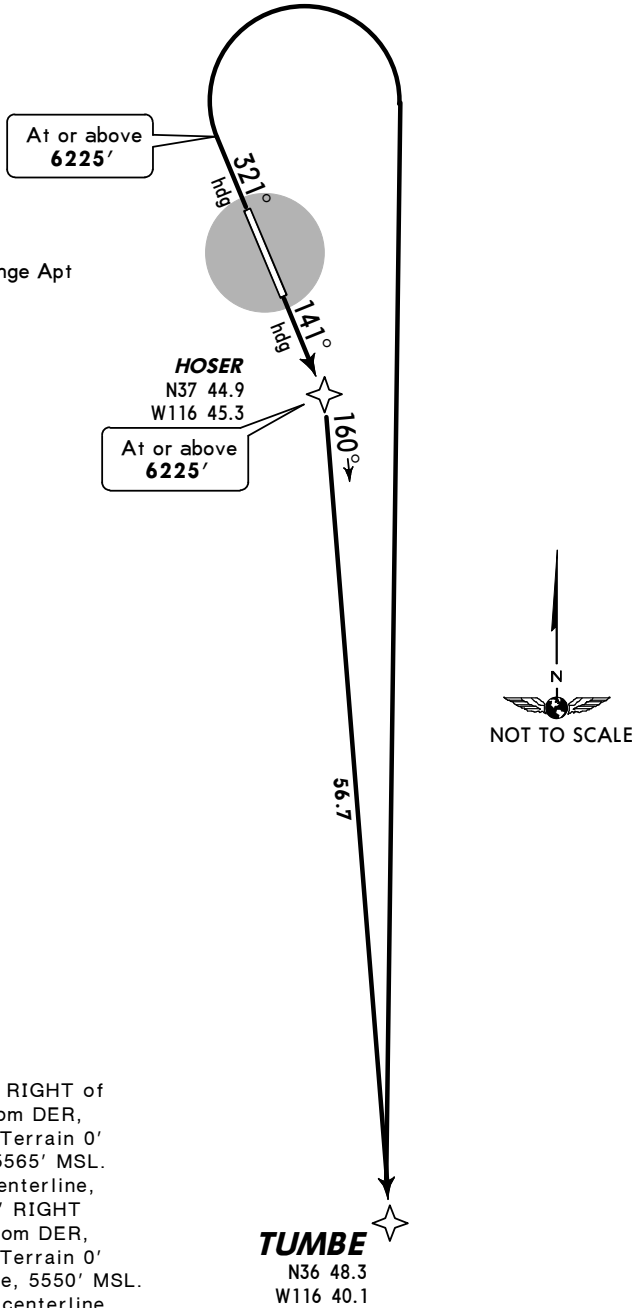
RWY	INITIAL CLIMB
14	Climb heading 137°. When leaving 6500' turn LEFT direct TPH.
32	Climb heading 321° to intercept TPH R-108 to TPH.

Apt Elev
5550'

Trans level: FL180 Trans alt: 18000'
1. EMERG SAFE ALT 100 NM 16600'.
2. For use by /E, /F, /G and /R (RNP 2.0) equipped aircraft only.
3. GPS required.

TUMBE ONE RNAV DEPARTURE (TUMBE1. TUMBE)

Direct distance from Tonopah Test Range Apt
(Rwy 14) to: HOSER **3 NM**
(Rwy 32) to: TUMBE **60 NM**



OBSTACLES

Rwy 14: Terrain 1141' from DER, 806' RIGHT of centerline, 5581' MSL. Terrain 232' from DER, 558' RIGHT of centerline, 5564' MSL. Terrain 0' from DER, 500' RIGHT of centerline, 5565' MSL. Terrain 0' from DER, 353' RIGHT of centerline, 5562' MSL. Terrain 45' from DER, 218' RIGHT of centerline, 5558' MSL. Terrain 0' from DER, 287' RIGHT of centerline, 5560' MSL. Terrain 0' inward of DER, 172' LEFT of centerline, 5550' MSL. Building 238' from DER, 575' LEFT of centerline, 0' AGL/5555' MSL.

Minimum Climb Rate

	Gnd speed-KT	75	100	150	200	250	300
Rwy 14	300' per NM to 8300'	375	500	750	1000	1250	1500
Rwy 32	265' per NM to 8400'	331	442	663	883	1104	1325

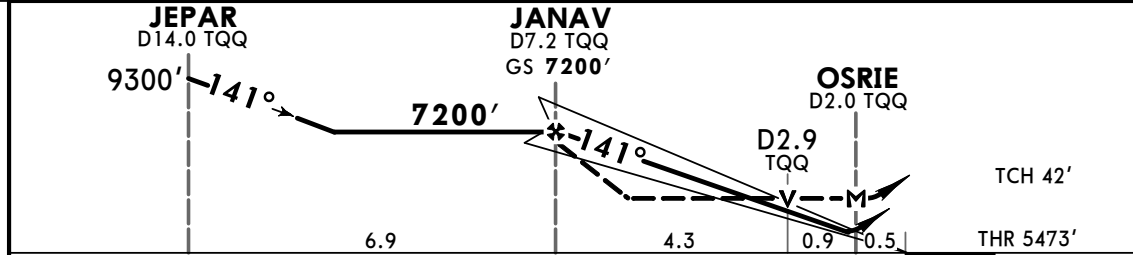
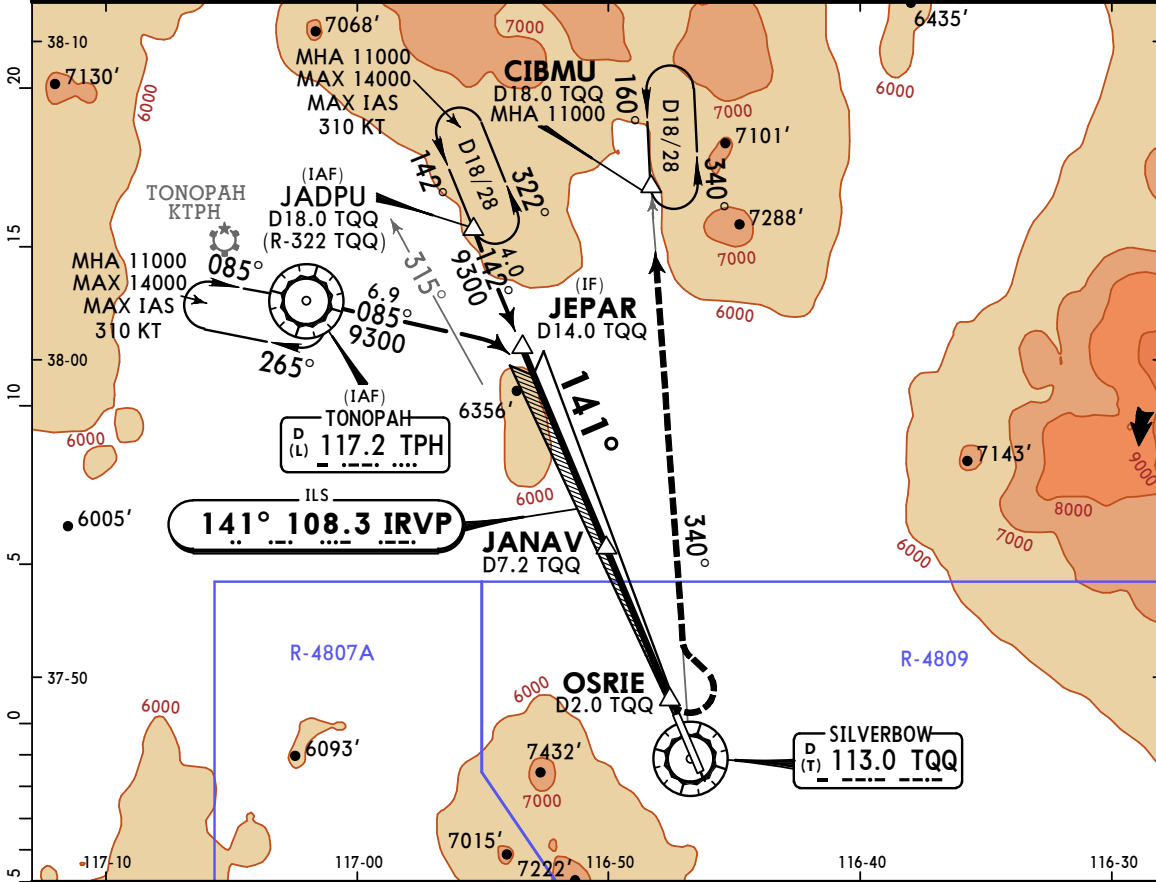
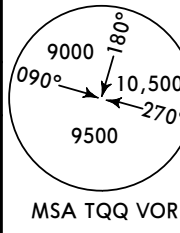
RWY	INITIAL CLIMB
14	Climb heading 141°, when leaving 6225' turn RIGHT direct TUMBE.
32	Climb heading 321°. At 6225' turn RIGHT direct TUMBE.

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TONOPAH, NEV

JEPPESEN
25 DEC 20
Eff 31 Dec (31-1)

TONOPAH TEST RANGE
ILS or LOC DME Rwy 14

AWOS 113.0		NELLIS Control 119.35		* SILVERBOW Tower 124.75		* Ground 127.25	
LOC IRVP 108.3	Final Apch Crs 141°	JANAV 7200' (1727')		ILS DA(H) 5673' (200')		Apt Elev 5550' THR 5473'	
MISSED APCH: Turn LEFT climbing to 11,000' via TQQ R-340 to CIBMU and hold, continue climb-in-hold to 11,000'.							
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. EMERG SAFE ALT 100 NM 16600'. 2. CAUTION: ILS Rwy 14; procedure not authorized for Height group 4 aircraft due to low TCH. 3. CAUTION: High terrain 3 NM west of Rwy. Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline. 4. CAUTION: When VGS1 inop, procedure not authorized at night. USAF only: When Rwy 14 VGS1 inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 5. CAUTION: when Rwy 32 VGS1 inop, circling to Rwy 32 not authorized at night. 6. VGS1 and descent angles not coincident. 7. Pilot controlled lighting 124.75.							



Gnd speed-Kts	70	90	100	120	140	160	ALSFI PAPI	11000' TQQ via 113.0 LT R-340 CIBMU
GS	2.75°	340	438	486	584	681		
MAP at OSRIE								

Military STRAIGHT-IN LANDING RWY 14				CIRCLE-TO-LAND			
ILS DA(H) 5673' (200')		LOC (GS out) MDA(H) 5960' (487')		Not Authorized West of Rwy 14-32			
FULL		ALS out		ALS out		MDA(H)	
A				Max Kts			
B			1/2	90	6040' (490') - 1		
C	1/2	3/4	1	120	6040' (490') - 1 1/2		
D			1 3/8	140	6040' (490') - 2		
				165	6100' (550') - 2		

CHANGES: PCL note, chart format.

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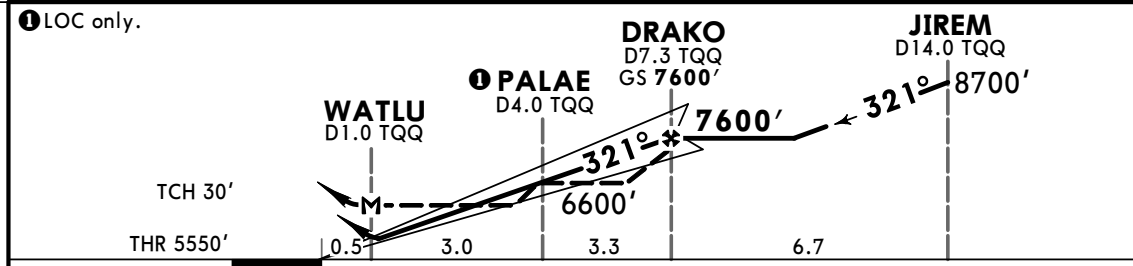
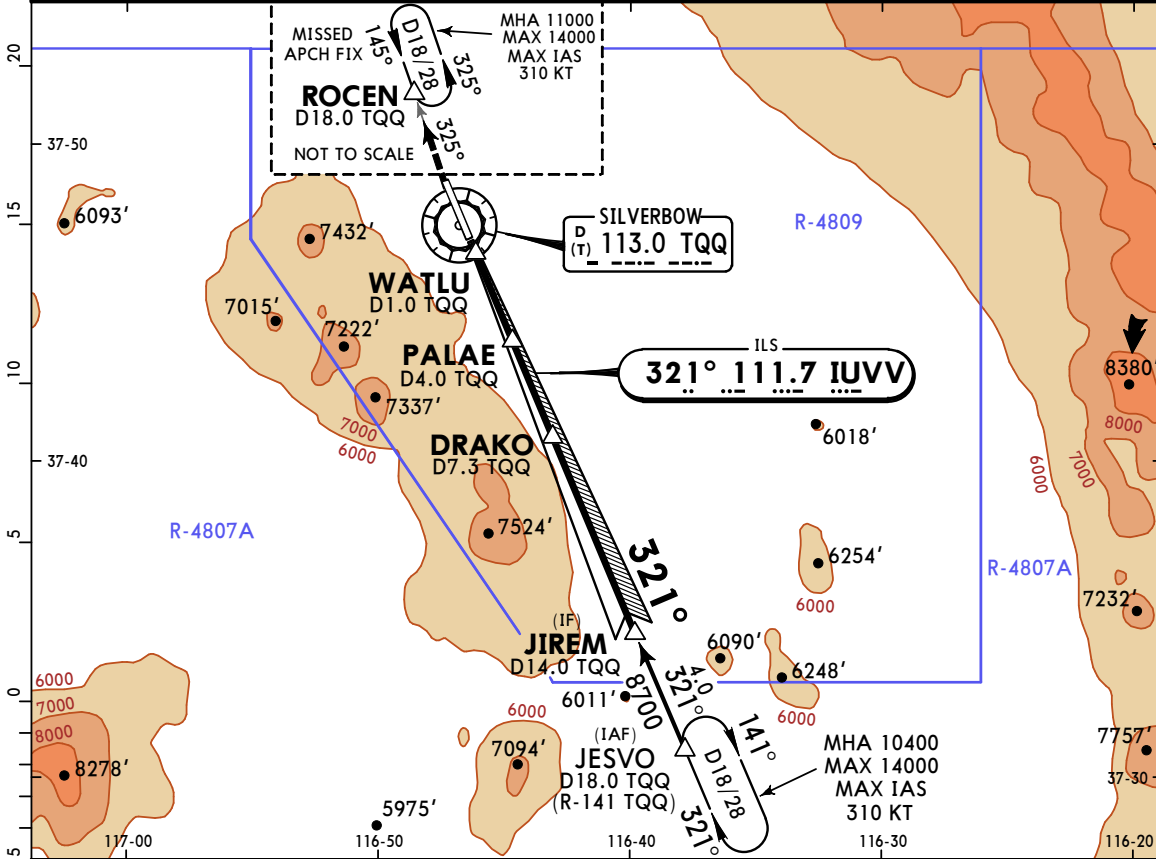
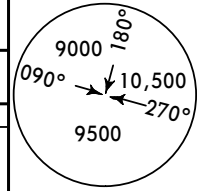
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TONOPAH, NEV

25 DEC 20
Eff 31 Dec

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(31-2)

TONOPAH TEST RANGE
ILS or LOC DME Rwy 32

AWOS 113.0		NELLIS Control 119.35		* SILVERBOW Tower 124.75		* Ground 127.25	
LOC IUVV 111.7		Final Apch Crs 321°		DRAKO 7600' (2050')		ILS DA(H) 5800' (250')	
Apt Elev 5550'		THR 5550'		MISSED APCH: Climb to 11000' via R-325 TQQ to ROCEN and hold, continue climb in hold to 11000'.			
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. EMERG SAFE ALT 100 NM 16600'. 2. CAUTION: High terrain 3 NM west of Rwy. Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course. 3. CAUTION: When VGSI inop, procedure not authorized at night. USAF only: When VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 4. VGSI and descent angles not coincident. 5. ILS Rwy 32: CV340/440/580, B737, C9, DC9, C130, T43, B2, S3 wheel crossing height 15'. ILS procedure not authorized for Height group 3 and 4 aircraft due too low TCH. 6. Pilot controlled lighting 124.75.							



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	11000'	TQQ via 113.0 ROCEN R-325
GS	2.75°	340	438	486	584	681			

Military				STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND Not Authorized West of Rwy 14-32			
ILS DA(H) 5800' (250')		LOC (GS out) MDA(H) 5980' (430')		Max Kts		MDA(H)					
FULL		ALS out		ALS out							
A			1		90	6040' (490') - 1					
B	1				120	6040' (490') - 1½					
C			1		140	6040' (490') - 1½					
D			1¼		165	6100' (550') - 2					

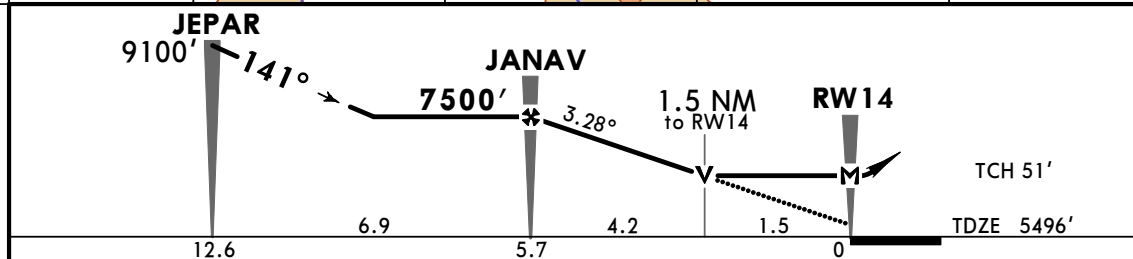
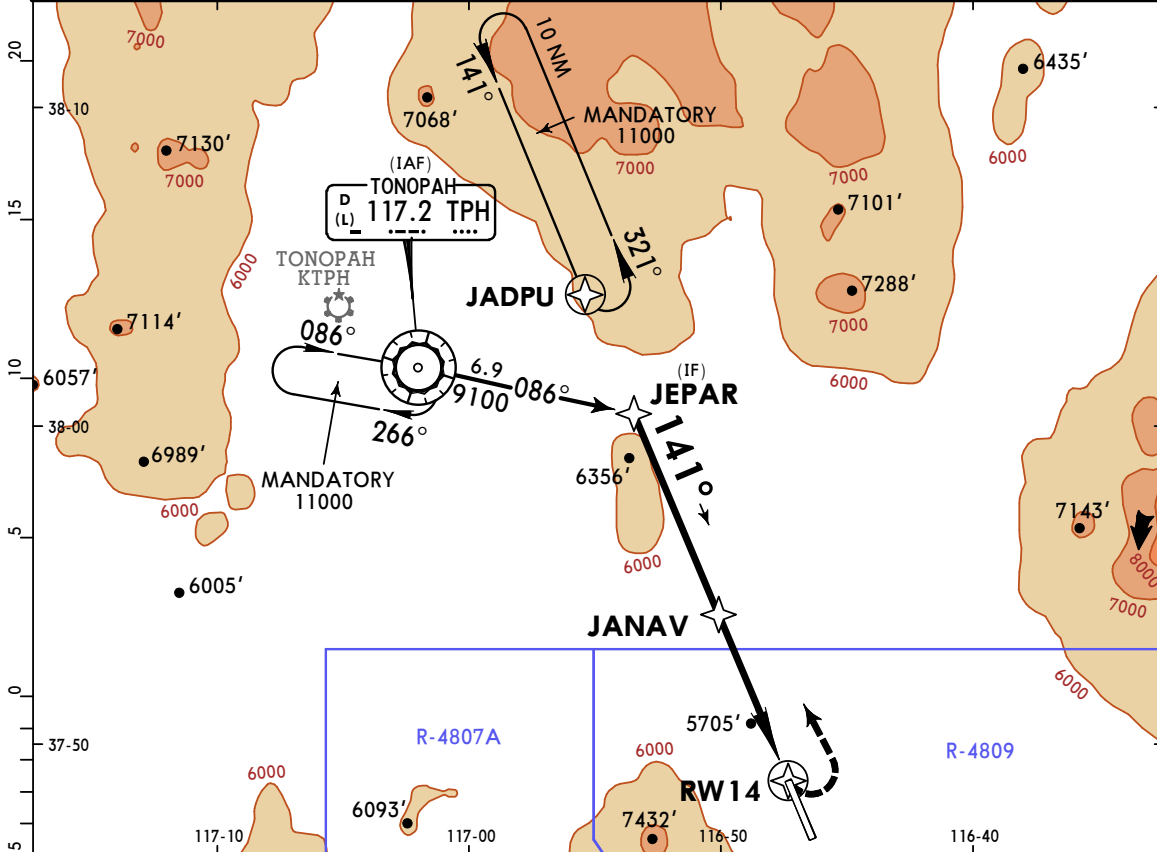
CHANGES: PCL note, chart format.

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TONOPAH TEST RANGE
RNAV (GPS) Rwy 14

AWOS 113.0		NELLIS Control 119.35		* SILVERBOW Tower 124.75		* Ground 127.25		
RNAV	Final Apch Crs 141°	JANAV 7500' (2004')	LNAV MDA(H) 5960' (464')	Apt Elev 5550' TDZE 5496'				
MISSED APCH: Turn LEFT climbing to 11,000' direct JADPU and hold, continue climb-in-hold to 11,000'.								
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'								
1. CAUTION: High terrain 3 NM west of Rwy. Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline. 2. CAUTION: When VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. DME/DME RNP-0.30 not authorized. 5. VGSI and descent angles not coincident (VGSI angle 2.75°/TCH 51'). 6. USAF only: when Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 7. When Rwy 32 VGSI inop, circling to Rwy 32 not authorized at night. 8. Pilot controlled lighting 124.75.								



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	11000'		
Descent Angle	3.28°	406	522	580	696	813				
MAP at RW14										

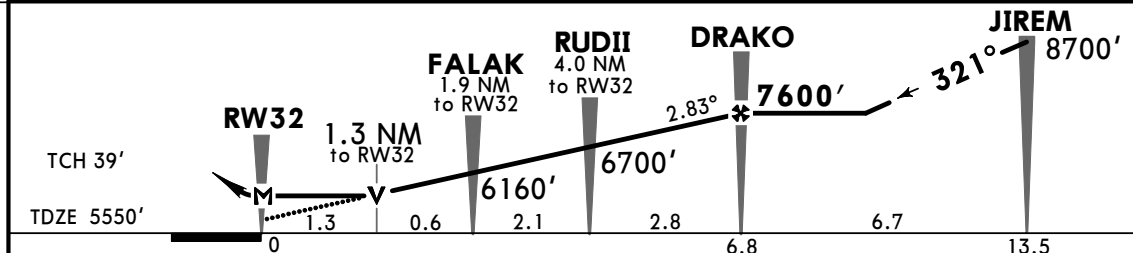
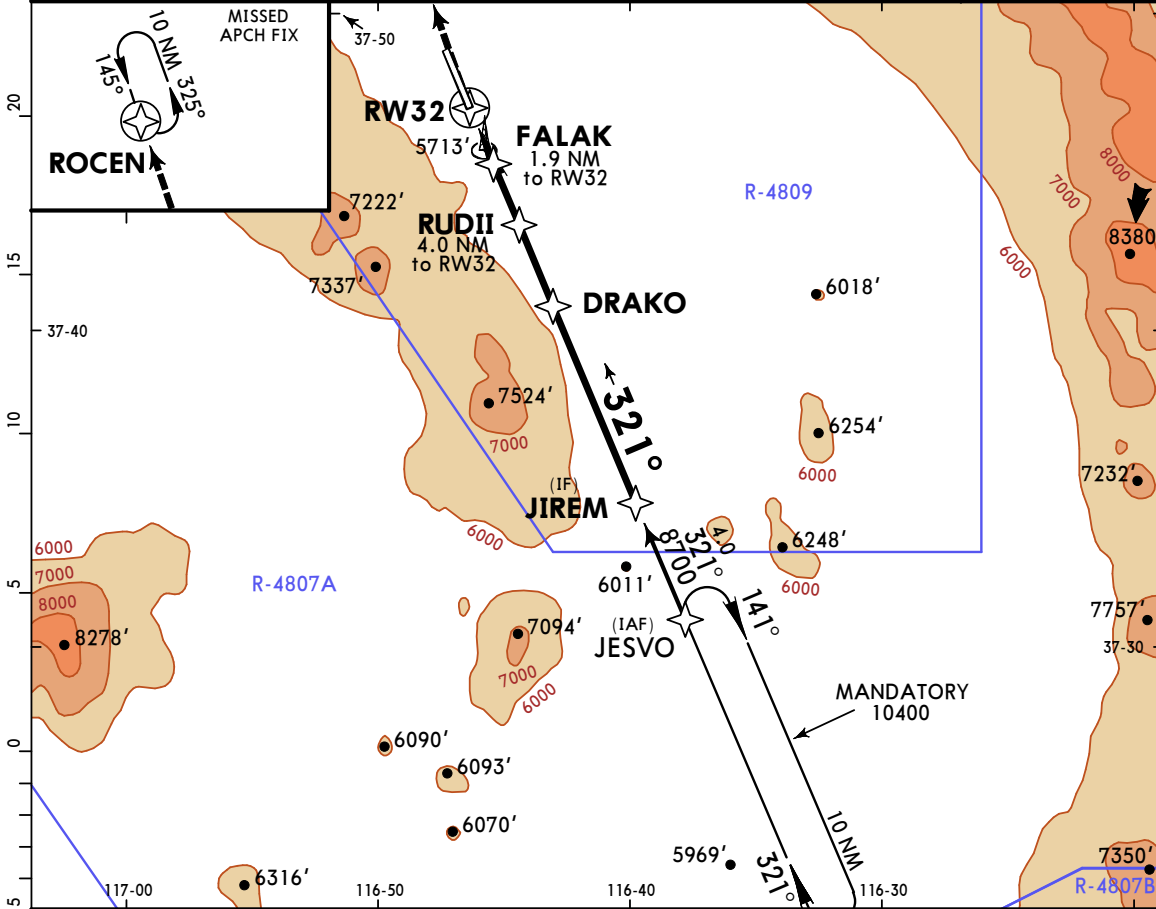
TERPS	Military STRAIGHT-IN LANDING RWY 14 LNAV MDA(H) 5960' (464')				CIRCLE-TO-LAND Not Authorized west of Rwy 14-32				
	ALS out				Max Kts				
	A	1/2			1			90	6040' (490') - 1
	B	1			1 1/8			120	6040' (490') - 1 1/2
	C	1			1 3/8			140	6100' (550') - 2
D	1			1 3/8			165	6100' (550') - 2	

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25 DEC 20 (32-2) Eff 31 Dec

TONOPAH TEST RANGE
RNAV (GPS) Rwy 32

AWOS 113.0		NELLIS Control 119.35		* SILVERBOW Tower 124.75		* Ground 127.25	
RNAV	Final Apch Crs 321°	DRAKO 7600' (2050')	RNAV MDA(H) 5980' (430')	Apt Elev 5550'	TDZE 5550'	10,500 MSA RW32	
MISSED APCH: Climb to 11000' direct ROCEN and hold, continue climb-in-hold to 11000'. Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'							
1. CAUTION: High terrain 3 NM west of Rwy. Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course. 2. CAUTION: when VGSI inop, procedure not authorized at night. 3. EMERG SAFE ALT 100 NM 16600'. 4. DME/DME RNP-0.30 not authorized. 5. USAF only: When VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 6. Pilot controlled lighting 124.75.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	11000'	ROCEN
Descent Angle 2.83°	350	451	501	601	701	801			

MAP at RW32 Military		STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND	
		LNAV				Not Authorized west of Rwy 14-32	
		MDA(H) 5980' (430')				MDA(H)	
		ALS out				Max Kts	
A	1/2					90	6040' (490') - 1
B						120	
C	3/4					140	6040' (490') - 1 1/2
D						165	6100' (550') - 2

CHANGES: PCL note, chart format.

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25 DEC 20
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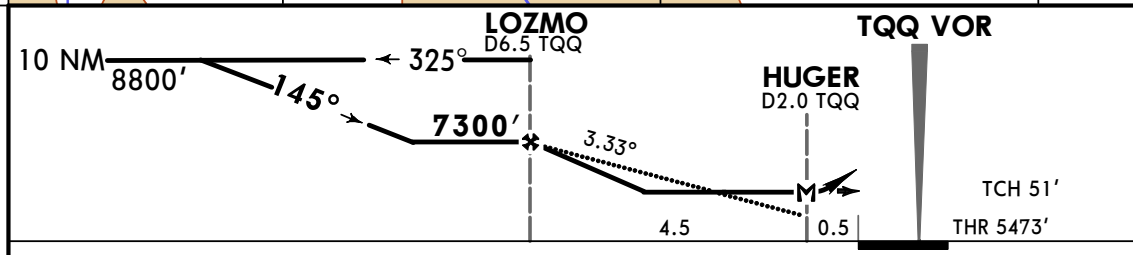
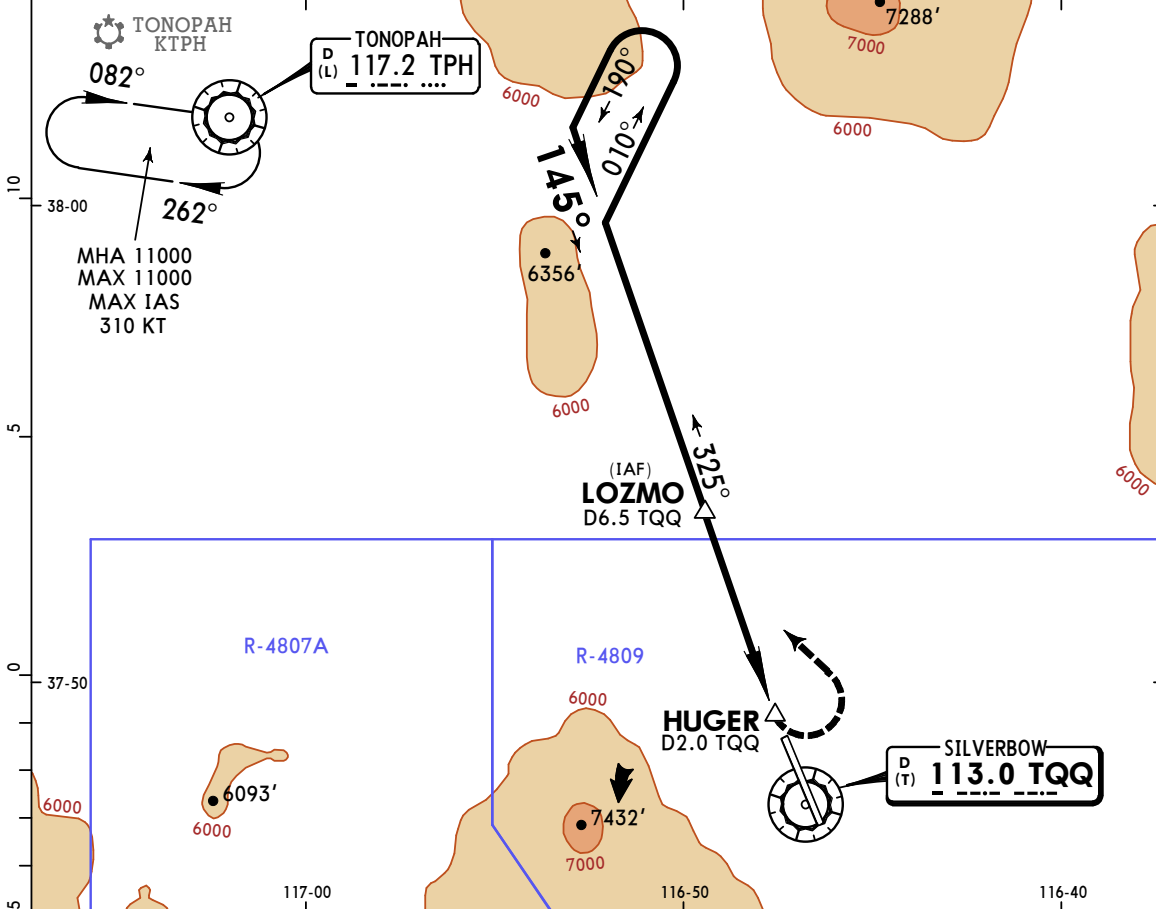
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(33-1)

CAT A, B & C

TONOPAH TEST RANGE
VOR DME Z Rwy 14

AWOS 113.0		NELLIS Control 119.35		* SILVERBOW Tower 124.75		* Ground 127.25	
VOR TQQ 113.0	Final Apch Crs 145°	LOZMO 7300' (1827')	MDA(H) 5960' (487')	Apt Elev 5550' THR 5473'			
MISSED APCH: Turn LEFT climb to 11,000' direct TPH VOR and hold. Continue climb in holding to 11,000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. EMERG SAFE ALT 100 NM 16600'. 2. CAUTION: High terrain 3 NM west of Rwy. Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline. 3. CAUTION: When VGSI inop, procedure not authorized at night. USAF only: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 4. CAUTION: when Rwy 32 VGSI inop, circling to Rwy 32 not authorized at night. 5. VGSI and descent angles not coincident. 6. Pilot controlled lighting 124.75.							



Gnd speed-Kts	70	90	100	120	140	160	ALSF-I	11000'	TPH	117.2
Descent angle	3.33°	412	530	589	707	825	943	PAPI	LT	

MAP at HUGER				Military STRAIGHT-IN LANDING RWY 14 MDA(H) 5960' (487')		CIRCLE-TO-LAND Not Authorized west of Rwy 14-32	
				ALS out		Max Kts	
A	1/2		1		90	6040' (490') - 1	
B	1		1 3/8		120	6040' (490') - 1 1/2	
C			NA		140	NA	
D					D	NA	

CHANGES: PCL note, chart format.

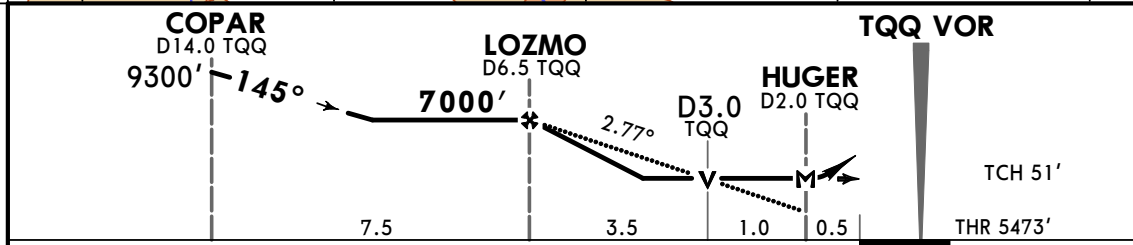
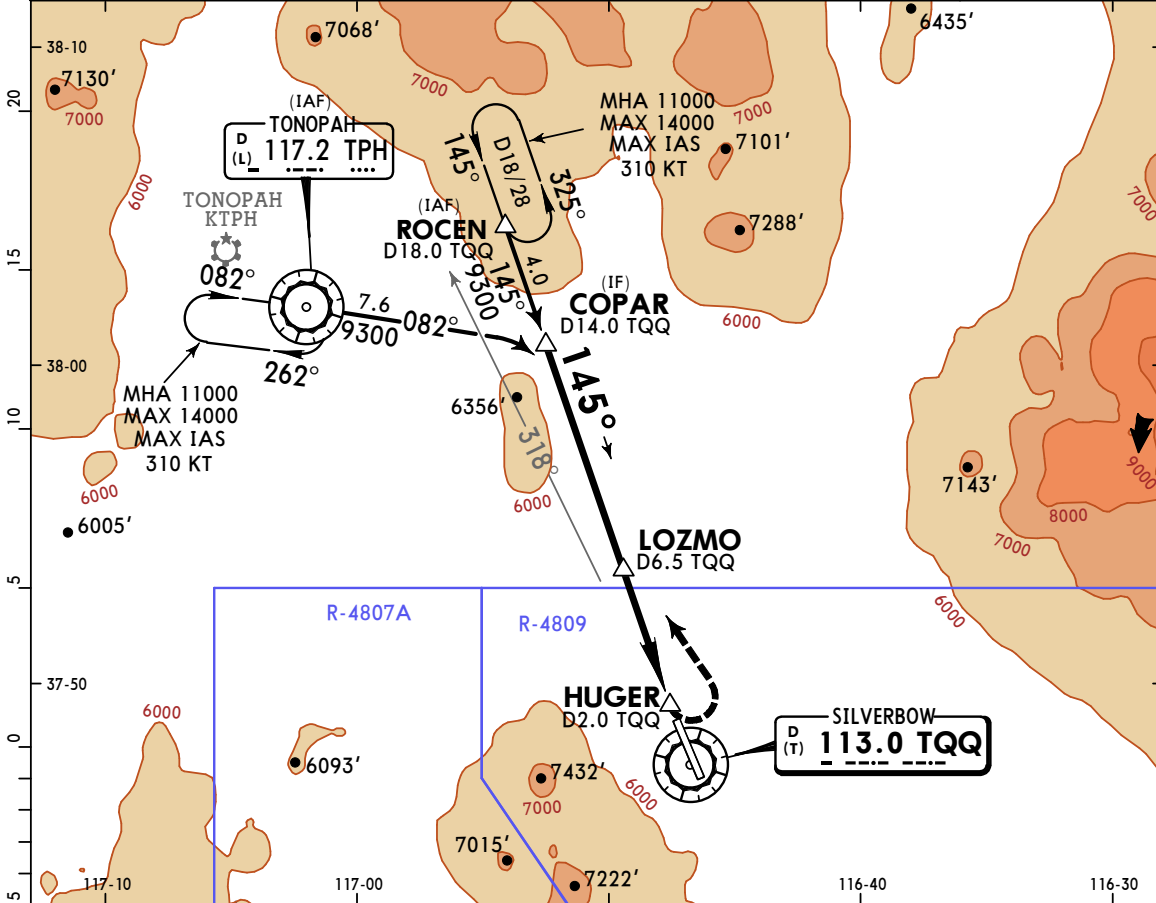
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25 DEC 20 (33-2) Eff 31 Dec

TONOPAH TEST RANGE
VOR DME Rwy 14

AWOS 113.0		NELLIS Control 119.35		* SILVERBOW Tower 124.75		* Ground 127.25	
VOR TQQ 113.0	Final Apch Crs 145°	LOZMO 7000' (1527')	MDA(H) 5980' (507')	Apt Elev 5550' THR 5473'			
MISSED APCH: Turn LEFT climb to 11,000' via TQQ R-325 to ROCEN and hold. Continue climb in holding to 11,000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. EMERG SAFE ALT 100 NM 16600'. 2. CAUTION: High terrain 3 NM west of Rwy. Unlit terrain 5558' MSL, 200' prior to Rwy 32 threshold, 200' left of centerline. 3. CAUTION: When VGSI inop, procedure not authorized at night. USAF only: When Rwy 14 VGSI inop, straight-in Rwy 14 authorized at night with MAJCOM A3 approval. 4. CAUTION: when Rwy 32 VGSI inop, circling to Rwy 32 not authorized at night. 5. Pilot controlled lighting 124.75.							



Gnd speed-Kts	70	90	100	120	140	160	ALS F-I PAPI	11000' TQQ via 113.0 R-325 ROCEN	
Descent angle	2.77°	343	441	490	588	686			784
MAP at HUGER									

TERPS	Military STRAIGHT-IN LANDING RWY 14		CIRCLE-TO-LAND	
	MDA(H) 5980' (507')		Not Authorized west of Rwy 14-32	
	ALS out		MDA(H)	
	A	1/2	1	90
	B			120
C	1	1 3/8	140	
D			165	
				6040' (490') - 1
				6040' (490') - 1 1/2
				6100' (550') - 2

CHANGES: PCL note, chart format.

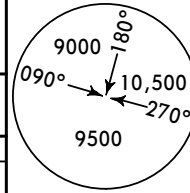
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KTNX/XSD
TONOPAH, NEV

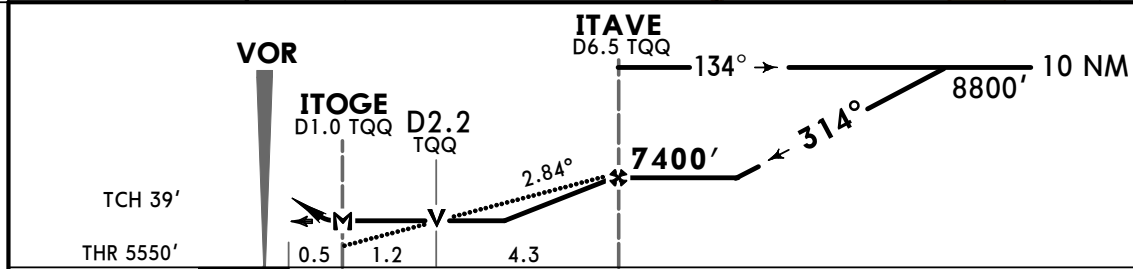
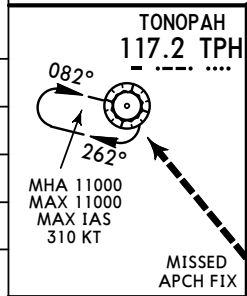
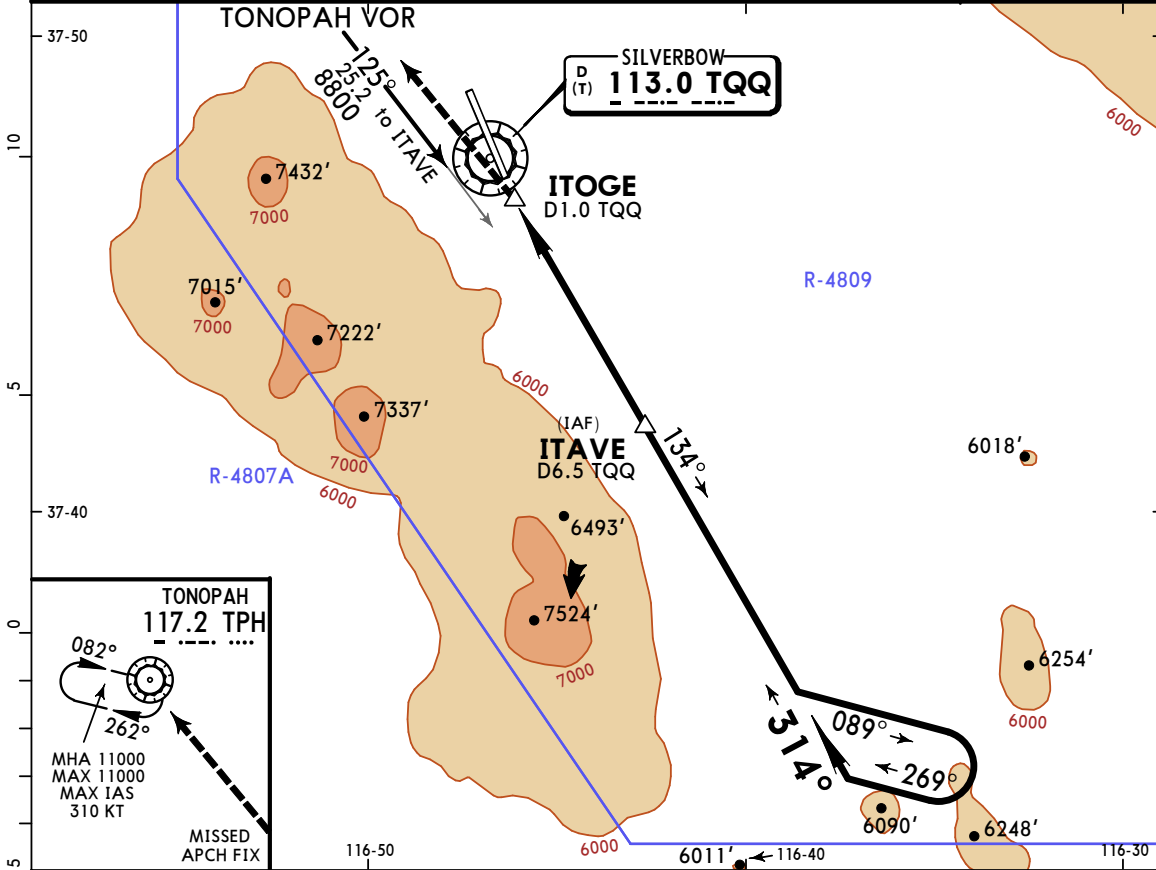
25 DEC 20
Eff 31 Dec

JEPPESEN TONOPAH TEST RANGE
CAT A, B & C VOR DME Z Rwy 32

AWOS 113.0		NELLIS Control 119.35		* SILVERBOW Tower 124.75		* Ground 127.25	
VOR TQQ 113.0	Final Apch Crs 314°	ITAVE 7400' (1850')		MDA(H) 6080' (530')		Apt Elev 5550' THR 5550'	
MISSED APCH: Climb to 11000' direct TPH VOR and hold. Continue climb in hold to 11000'.							
Alt Set: INCHES		Trans level: FL 180		Trans alt: 18000'			
1. EMERG SAFE ALT 100 NM 16600'. 2. CAUTION: High terrain 3 NM west of Rwy. Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course. 3. CAUTION: When VGSI inop, procedure not authorized at night. USAF only: When VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 4. Pilot controlled lighting 124.75.							



MSA TQQ VOR



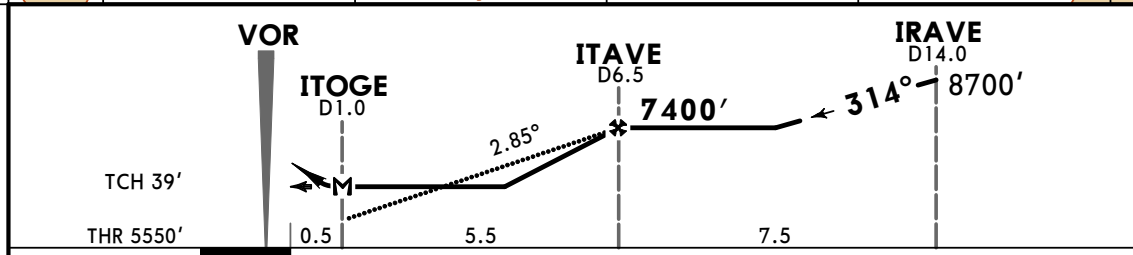
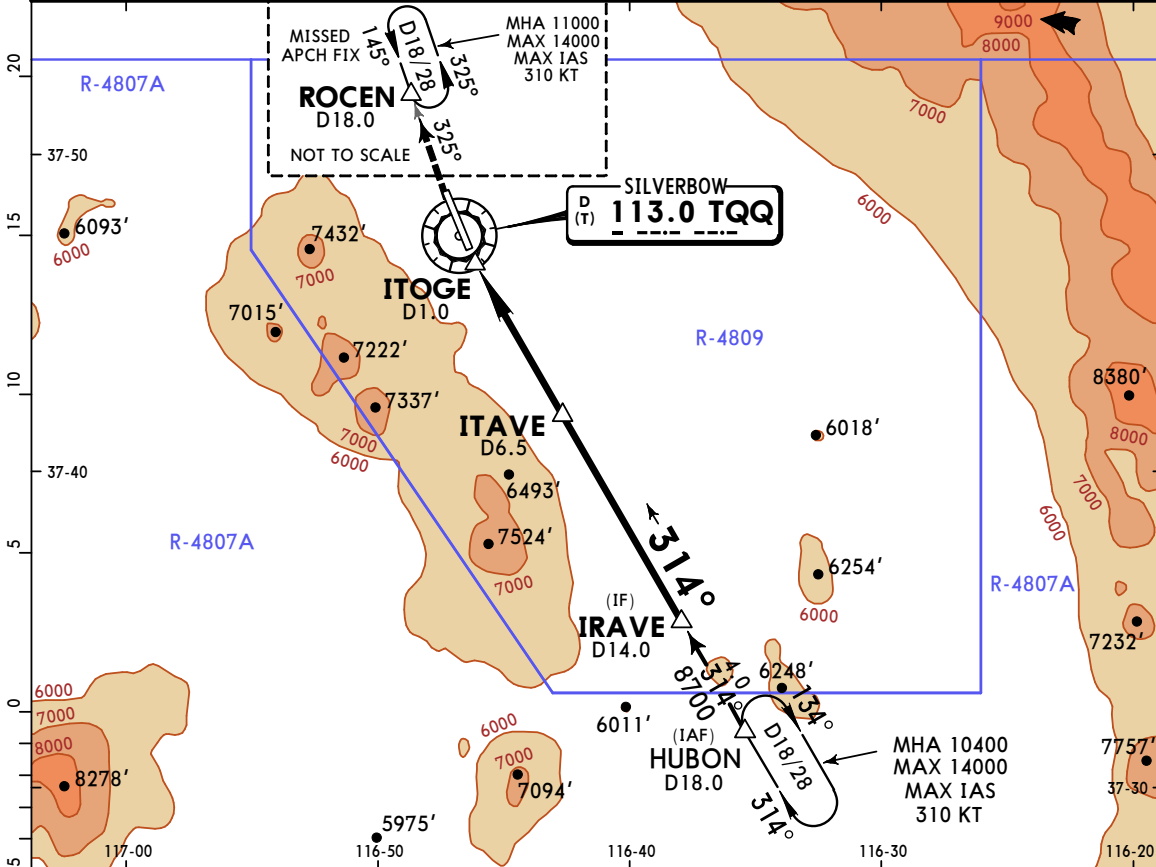
Gnd speed-Kts	70	90	100	120	140	160	ALSF-I PAPI	11000'	D →	TPH 117.2
Descent Angle	2.84°	352	452	502	603	804				
MAP at ITOGE										

Military STRAIGHT-IN LANDING RWY 32				CIRCLE-TO-LAND Not Authorized West of Rwy 14-32			
MDA(H) 6080' (530')				Max Kts			
ALS out				MDA(H)			
A	1/2		1		90		6080'(530') - 1
B					120		
C	1		1 1/2		140		6080'(530') - 1 1/2
D	NA		NA		D		NA

CHANGES: PCL note, chart format.

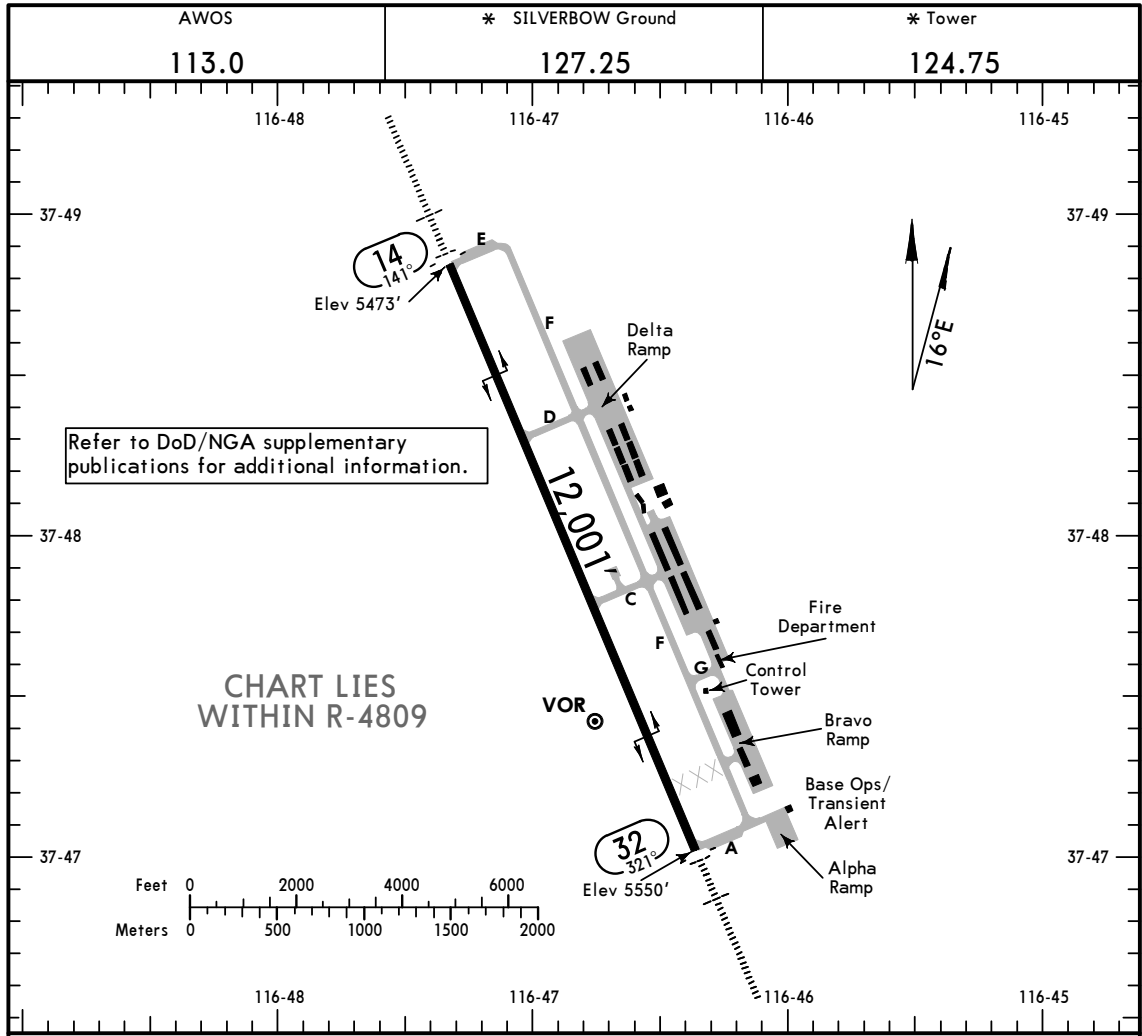
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AWOS 113.0		NELLIS Control 119.35		* SILVERBOW Tower 124.75		* Ground 127.25			
VOR TQQ 113.0	Final Apch Crs 314°	ITAVE 7400' (1850')	MDA(H) 6080' (530')	Apt Elev 5550' THR 5550'		<p>MSA TQQ VOR</p>			
MISSED APCH: Climb to 11000' via TQQ R-325 to ROCEN and hold, continue climb in hold to 11000'.									
Alt Set: INCHES Trans level: FL 180 Trans alt: 18000'									
<p>1. EMERG SAFE ALT 100 NM 16600'. 2. CAUTION: High terrain 3 NM west of Rwy. Unlit terrain 5561' MSL, 200' prior to threshold, 385' left of course. 3. CAUTION: When VGSI inop, procedure not authorized at night. USAF only: When VGSI inop, straight-in Rwy 32 authorized at night with MAJCOM A3 approval. 4. Pilot controlled lighting 124.75.</p>									



Gnd speed-Kts	70	90	100	120	140	160	ALSIF-I PAPI	11000'	TQQ via 113.0 R-325	ROCEN
Descent angle	2.85°	353	454	504	605	807				
MAP at ITOGE										

Military STRAIGHT-IN LANDING RWY 32					CIRCLE-TO-LAND Not Authorized West of Rwy 14-32	
MDA(H) 6080' (530')						
ALS out					Max Kts	
A	1				90	6080'(530') - 1
B	1				120	6080'(530') - 1
C	1		1½		140	6080'(530') - 1½
D	1				165	6100'(550') - 2



ADDITIONAL RUNWAY INFORMATION

RWY	USABLE LENGTHS	LANDING BEYOND	TAKE-OFF	WIDTH
14 32	11,320'			150'
	11,482'			

① Activate on 124.75.

TAKE-OFF & OBSTACLE DEPARTURE PROCEDURE

	Rwy 32		Rwy 14	
	With Min climb of 260'/NM to 5900'	For Climb in Visual Conditions	With Min climb of 320'/NM to 10700'	For Climb in Visual Conditions
	Other		Other	
1 & 2 Eng	1000-3	2700-3	1000-3	2700-3
3 & 4 Eng				

OBSTACLE DP: Rwy 14, climb on a heading between 325° clockwise to 155° from departure end of runway or Climb in Visual Conditions to cross the airport at or above 8100' MSL before proceeding on course. Rwy 32, climb on a heading between 295° clockwise to 005° from departure end of runway or climb in visual conditions to cross airport at or above 8100' MSL before proceeding on course.
TAKE-OFF OBSTACLES: Rwy 14, terrain 5582' MSL, 1204' from DER, 823' right of centerline. Terrain 5565' MSL, 63' from DER, 517' right of centerline.

Terrain 5564' MSL, 46' from DER, 480' right of centerline. Terrain 5561' MSL, 0' from DER, 353' right of centerline. Terrain 5558' MSL, 62' from DER, 200' right of centerline. Terrain 5561' MSL 14' from DER, 292' right of centerline. Terrain 5561' MSL 0' from DER, 287' right of centerline. Terrain 5559' MSL 0' from DER, 222' right of centerline. Surveyed terrain 5560' MSL, 215' from DER, 427' right of centerline. Rwy 32, terrain 5476' MSL, 0' from DER, 500' left of centerline. Terrain 5476' MSL, 19' from DER, 465' left of centerline. Terrain 5476' MSL, 110' from DER, 529' left of centerline.

A
M
E
N
D
1