

LOC/DME I-TTL 110.55 Chan 42 (Y)	APP CRS 360°	Rwy Idg 6015 TDZE 224 Apt Elev 224
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ILS or LOC RWY 36

STUTTGART MUNI CARL HUMPHREY FLD (SGT)

ADF required.



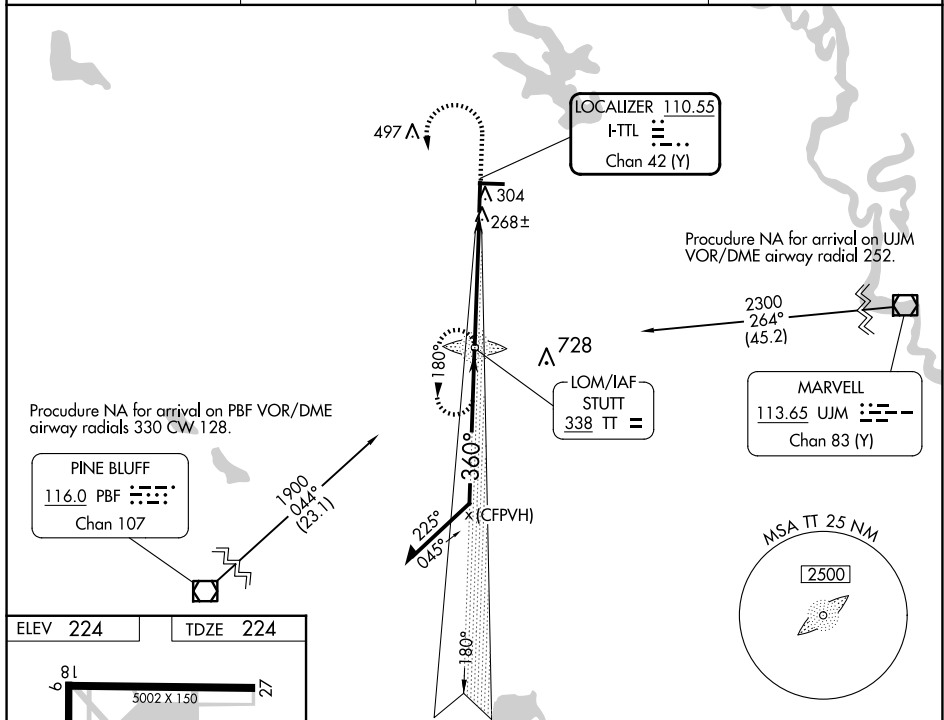
Rwy 36 helicopter visibility reduction below $\frac{3}{4}$ SM NA. Inop table does not apply to S-ILS all Cats. For Inop ALS increase S-LOC Cat C visibility to $\frac{7}{8}$ SM.

MALSF



MISSED APPROACH:
Climb to 800 then
climbing left turn to
1900 direct STUT LOM
and hold.

AWOS-3PT 119.025	LITTLE ROCK APP CON 135.4 353.6	CLNC DEL 123.7	UNICOM 122.8 (CTAF)
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ELEV 224 TDZE 224

81
6
5002 X 150
27
6015 X 100
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279
A
36
360°
MIRM Rwy 18-36 and 9-27
REIL Rwy 18 and 27
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

Diagram illustrating the ILS 36° approach for Runway 36. The diagram shows the 180° and 360° headings, the 1900 ft altitude, and the 1857 ft altitude. The diagram is labeled "GS 3.00° TCH 50" and "TT LOM STUTT". The diagram is divided into four categories: A, B, C, and D. Category A is the start of the final approach. Category B is the start of the transition. Category C is the end of the transition. Category D is the end of the final approach. The diagram also shows the 180° and 360° headings and the 1900 ft altitude. The diagram is labeled "GS 3.00° TCH 50" and "TT LOM STUTT".

CATEGORY	A	B	C	D
S-ILS 36		424- $\frac{3}{4}$	200 (200- $\frac{3}{4}$)	
S-LOC 36		520- $\frac{3}{4}$	296 (300- $\frac{3}{4}$)	520-1 296 (300-1)
CIRCLING	660-1 436 (500-1)	680-1 456 (500-1)	760-1 $\frac{1}{2}$ 536 (600-1 $\frac{1}{2}$)	860-2 636 (700-2)