

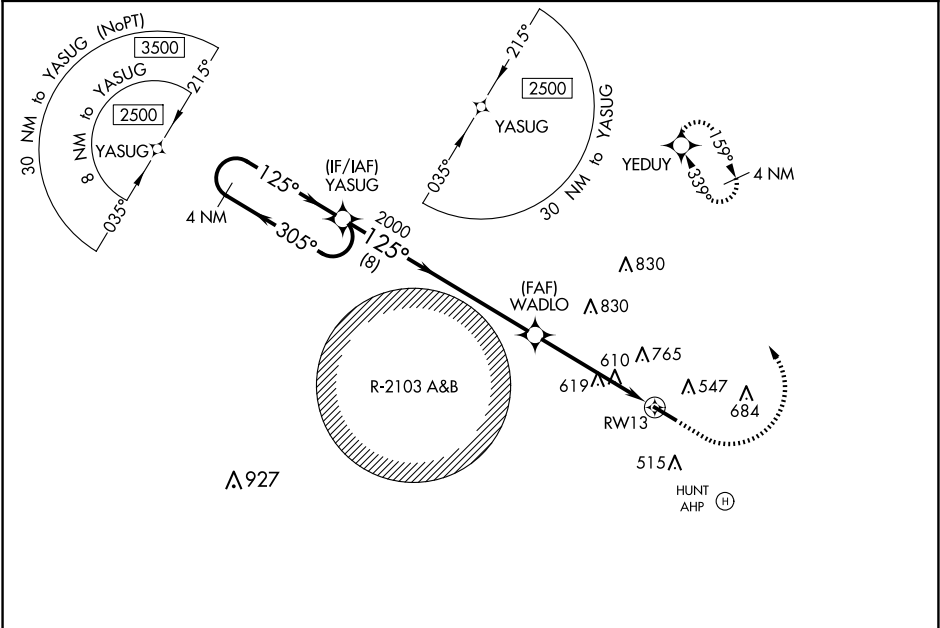
|                                        |                        |                             |                                         |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|
| WAAS<br>CH <b>50232</b><br><b>W13A</b> | APP CRS<br><b>125°</b> | Rwy Idg<br>TDZE<br>Apt Elev | <b>5152</b><br><b>358</b><br><b>358</b> |
|----------------------------------------|------------------------|-----------------------------|-----------------------------------------|

RNAV (GPS) RWY 13

OZARK/BLACKWELL FLD (71J)

|           |                                                                                                                                                                                |                                                                                       |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|
| RNP APCH. | Use Dothan altimeter setting; when not received, use Cairns AAF (Fort Novosel) altimeter setting. Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA. | MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct YEDUY and hold. |
|-----------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------|

|                            |                                          |                                 |
|----------------------------|------------------------------------------|---------------------------------|
| DHN ASOS<br><b>135.725</b> | CAIRNS APP CON ★<br><b>125.4 327.125</b> | UNICOM<br><b>122.7 (CTAF) 0</b> |
|----------------------------|------------------------------------------|---------------------------------|



|                                                                  |                      |                               |                               |       |
|------------------------------------------------------------------|----------------------|-------------------------------|-------------------------------|-------|
| VGSI and descent angles not coincident (VGSI Angle 3.60/TCH 36). |                      | 1600                          | 2000                          | YEDUY |
| 4 NM Holding Pattern YASUG                                       |                      | 2500                          | 2000                          | 125°  |
| WADLO                                                            |                      | 3.00° TCH 36                  | RW13                          |       |
| 8 NM                                                             |                      | 5 NM                          |                               |       |
| CATEGORY                                                         | A                    | B                             | C                             | D     |
| LP MDA                                                           | 900-1                | 542 (600-1)                   | 900-1 5/8<br>542 (600-1 5/8)  | NA    |
| LNNAV MDA                                                        | 960-1                | 602 (700-1)                   | 960-1 3/4<br>602 (700-1 3/4)  | NA    |
| CIRCLING                                                         | 960-1<br>602 (700-1) | 1100-1 3/4<br>742 (800-1 3/4) | 1100-2 1/4<br>742 (800-2 1/4) | NA    |

ELEV 358

TDZE 358

The inset chart shows the approach path and runway details. It includes the runway number 13, the runway width 5152 x 80, and the runway slope 0.3% UP. The chart is labeled with 'REIL Rws 13 and 31 0' and 'MIRL Rwy 13-31 0'.