

VOR FXU 108.4	APCH CRS 158°	Rwy ldg TDZE Arpt Elev 3913 328 330
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[USA]

VOR RWY 16

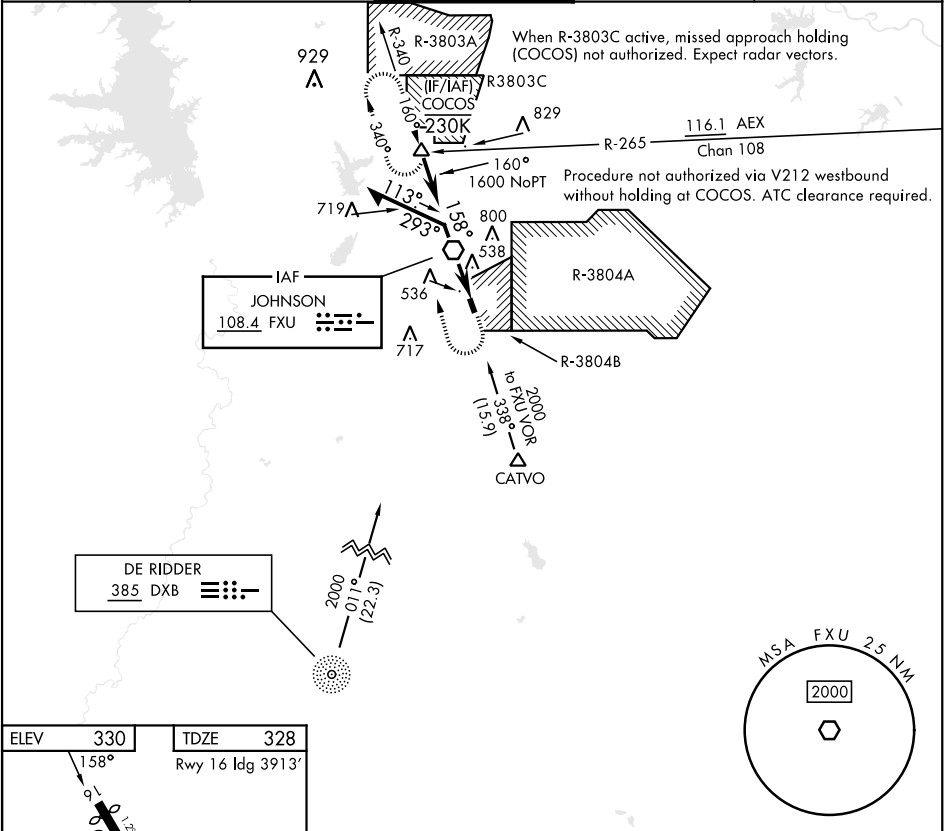
MAKS AAF (KPOE)

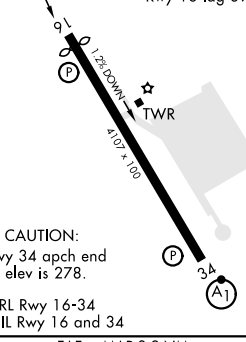
RADAR required for arrivals at DXB NDB and CATVO.

Helicopter visibility reduction below ¾ miles NA.

MISSED APPROACH: Climbing right turn to 2000 on FXU
VOR R-340 to COCOS int and hold.

ATIS 134.85 282.2	APP CON 123.7 261.3	TOWER★ 119.0(CTAF) 257.75	GND CON 121.8 239.25	ASR/PAR
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ELEV	330	TDZE	328												
 The diagram shows a runway oriented at 158°. At the top left, a circle with 'P' is labeled '1.26 DOWN'. Further down the runway, a star symbol is labeled 'TWR'. At the bottom right, a circle with 'A1' is labeled '3.4'. The runway is labeled 'Rwy 16 ldg 3913\'' at the top right. A 'CAUTION' note states 'Rwy 34 apch end elev is 278.' Below this, it says 'HIRL Rwy 16-34' and 'REIL Rwy 16 and 34'. At the bottom, a table provides speed and time data for the FAF to MAP 3.9 NM. 158° Rwy 16 ldg 3913' 1.26 DOWN TWR 3.4 A1 CAUTION: Rwy 34 apch end elev is 278. HIRL Rwy 16-34 REIL Rwy 16 and 34 FAF to MAP 3.9 NM <table><tr><td>Knots</td><td>60</td><td>90</td><td>120</td><td>150</td><td>180</td></tr><tr><td>Min:Sec</td><td>3:54</td><td>2:36</td><td>1:57</td><td>1:34</td><td>1:18</td></tr></table>				Knots	60	90	120	150	180	Min:Sec	3:54	2:36	1:57	1:34	1:18
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Min:Sec	3:54	2:36	1:57	1:34	1:18										

VGSI and descent angles not coincident.				2000 R-340 COCOS
Remain within 10 NM				
VOR				
2000				
338°				
158°				
1600				
2.94°				
TCH 45				
3.9 NM				
CATEGORY	A	B	C	D
S-16	820-1	492 (500-1)	820-1½	492 (500-1½)
CIRCLING	880-1	550 (600-1)	880-1½	550 (600-2)

VOR RWY 16

SC-4, 04 SEP 2025 to 02 OCT 2025

SC-4, 04 SEP 2025 to 02 OCT 2025