
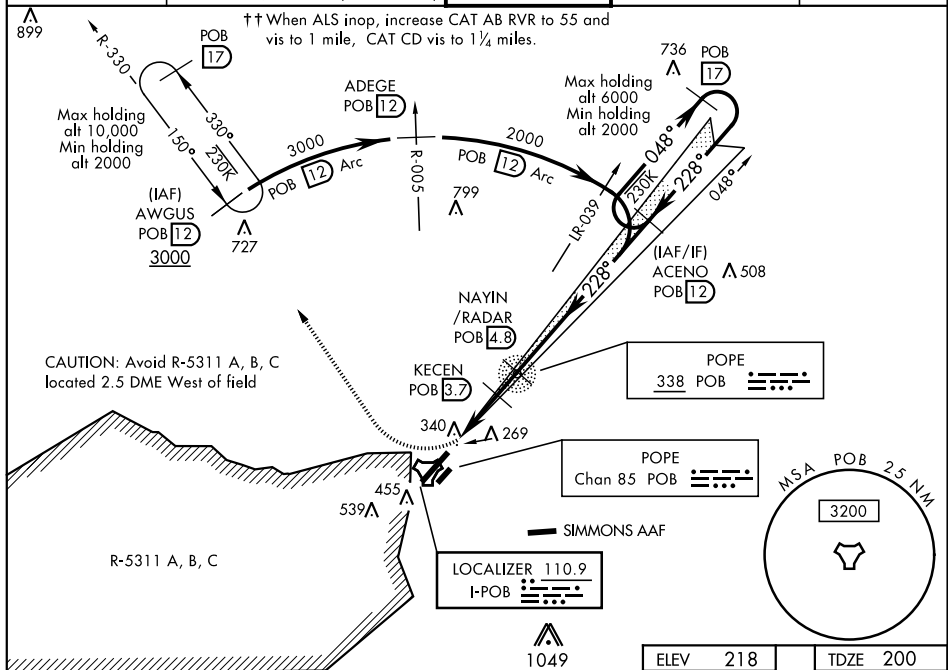


## ILS or LOC Z RWY 23

LOC I-POB <b>110.9</b>	APCH CRS <b>228°</b>	Rwy Idg <b>7501</b> TDZE <b>200</b> Arpt Elev <b>218</b>	AL-147 [USAF]	POPE AAF (KPOB)
<p><b>▼</b> * When ALS inop, increase RVR to 40 and vis to <math>\frac{3}{4}</math> mile.          ** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60, vis to <math>1\frac{1}{2}</math> miles.          *** Circling not authorized SE of Rwy 5-23.</p>			ALSF-1 	MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and Hold.

ATIS		FAYETTEVILLE APP CON		POPE TOWER	GND CON	CLNC DEL
132.3	353.725	125.175	285.575 (271° - 090°)	135.025	291.1	124.55 275.8
		133.0	290.25 (091° - 270°)			275.8



## RADAR REQUIRED

EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN

Diagram illustrating a Standard Instrument Departure (SID) profile for Runway 34. The profile shows a climb path starting from a 7 NM distance from the runway, passing through waypoints TACAN, WIBAX (2.1 NM from TACAN), KECCN (4.8 NM from WIBAX), and ACENO (1500 feet MSL, 228 degrees heading). The profile ends at a 2000 feet MSL altitude. The diagram also shows the location of the NDB NAYIN/RADAR and the ACENO VORTAC. A table below the diagram provides the SID data for various aircraft categories and altitudes.

CATEGORY	A	B	C	D
S-ILS 23 *	400/24		200	(200-½)
S-LOC 23 **	620/24	420 (500-½)	620/40	420 (500-¾)
*** C CIRCLING	760-1	542 (600-1)	920-2 702 (800-2)	1060-2¾ 842 (900-2¾)
WITHOUT LAST STEPDOWN FIX				
S-LOC 23 ††	640/24	440 (500-½)	640/45	440 (500-¾)

