

LOC I-PBF <u>111.7</u>	APP CRS 178°	Rwy Idg 5998 TDZE 206 Apt Elev 206
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ILS or LOC RWY 18

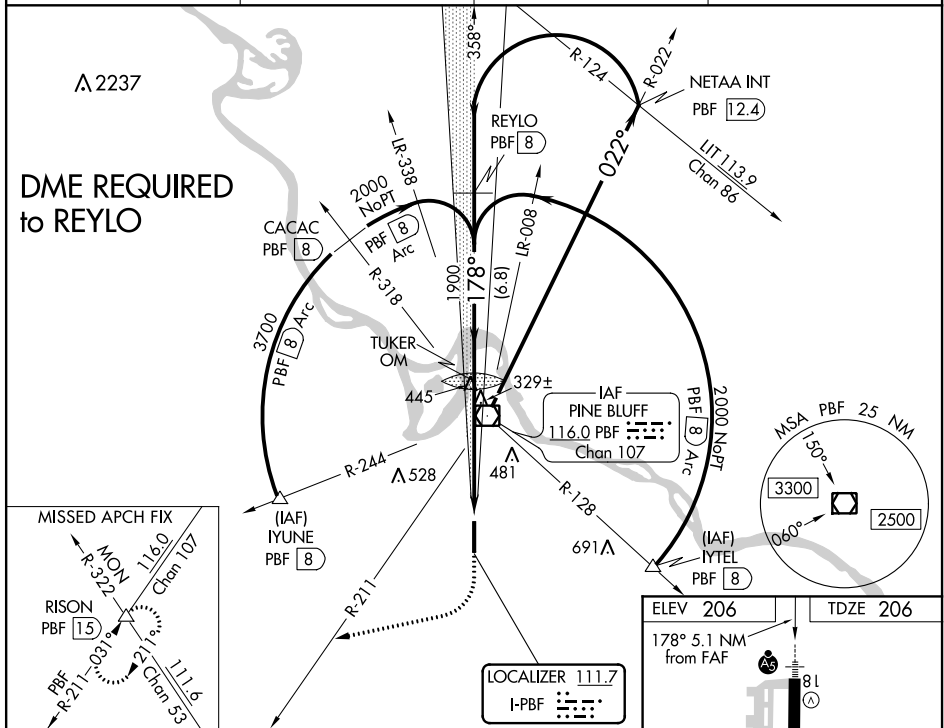
PINE BLUFF RGNL AIRPORT GRIDER FIELD (PBF)

NA Inop table does not apply to S-ILS 18. For inop MALSR increase S-LOC 18 Cat A/B/C visibility to 1. Rwy 18 helicopter visibility reduction below $\frac{3}{4}$ SM NA. When local altimeter setting not received, use Stuttgart altimeter setting and increase all DA 75 feet; increase all MDA 80 feet and S-LOC 18 Cat D visibility $\frac{1}{4}$ miles. For inop MALSR when using Stuttgart altimeter setting increase S-LOC 18 Cat A/B visibility to 1.

MALS R

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 on PBF R-211 to RISON INT and hold.

ASOS 120.775	LITTLE ROCK APP CON 119.85 353.6	CLNC DEL 119.85	UNICOM 123.0 (CTAF) 0
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1000 ↑	2000 ↷ PBF R-211	RISON △	<p>PBF VOR/DME</p> <p>022°</p> <p>TUKER OM 1900</p> <p>178°</p> <p>REYLO PBF 8</p> <p>NETAA INT PBF 12.4</p> <p>2000</p> <p>2000</p> <p>1900</p> <p>GS 3.00° TCH 54</p> <p>5.1 NM</p> <p>6.8 NM</p>				
CATEGORY	A		B		C		D
S-ILS 18			466- ³ / ₄		260 (300- ³ / ₄)		
S-LOC 18			580- ³ / ₄		374 (400- ³ / ₄)		
CIRCLING	660-1		454 (500-1)		660-1½ 454 (500-1½)		760-2 554 (600-2)

The diagram shows a vertical profile of the runway. At the top left, 'ELEV 206' is indicated. At the top right, 'TDZE 206' is indicated. A vertical line represents the runway, with a '36' at the bottom and an '81' at the top. A horizontal line segment is labeled '5998 X 150'. A star symbol is located to the left of the runway. A circle with 'A' is at the top, and a circle with 'V' is at the bottom. A text label '178° 5.1 NM from FAF' points to the top of the runway. Below the diagram, the text 'MIRL Rwy 18-36' is present. At the bottom, a table titled 'FAF to MAP 5.1 NM' provides timing data.

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42