

LOC I-ASG <b><u>110.9</u></b>	APP CRS <b>183°</b>	Rwy Idg <b>4939</b> TDZE <b>1351</b> Apt Elev <b>1353</b>
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AL-5165 (FAA)

ILS or LOC RWY 18  
SPRINGDALE MUNI (ASG)

**T**

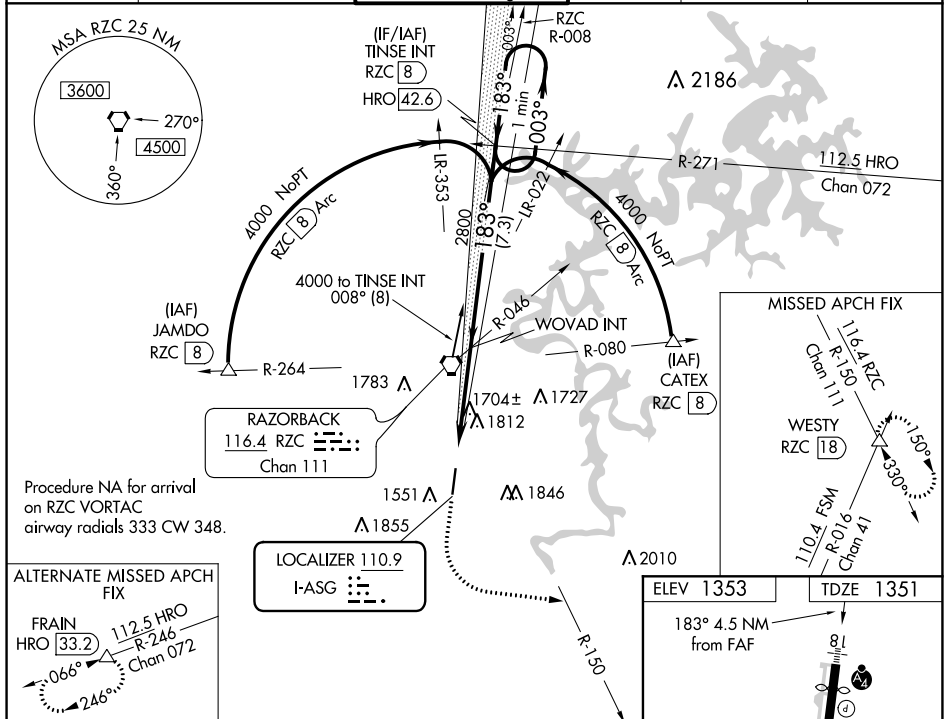
Circling NA east of Rwy 18-36. Rwy 18 helicopter visibility reduction below  $\frac{3}{4}$  SM NA. Autopilot coupled approach NA below 1900. For inop ALS, increase S-ILS 18 visibility to  $\frac{7}{8}$  SM.

MALSF



**MISSED APPROACH:** Climb to 2300 then climbing left turn to 4000 on heading 120° and RZC VORTAC R-150 to WESTY INT/RZC 18 DME and hold.

AWOS-3 124.675	RAZORBACK APP CON★ 126.6 305.2	SPRINGDALE TOWER★ 118.2 (CTAF) L	GND CON 121.6	REIL 18, 36 122.8 0	UNICOM 122.95
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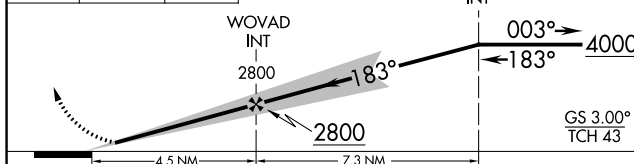
Procedure NA for arrival  
on RZC VORTAC  
airway radials 333 CW 348.


ALTERNATE MISSED APCH

Diagram of a 112.5 HRO (High Rate Oscillator) circuit. The circuit includes a transformer with a primary winding connected to a 112.5 HRO and a secondary winding connected to a 0.066 microfarad capacitor. The HRO is connected to a 33.2 microfarad capacitor. The circuit is labeled "FIX" and "FRAIN". The HRO is connected to a 33.2 microfarad capacitor. The secondary winding is connected to a 0.066 microfarad capacitor. The circuit is labeled "R-246" and "Chan 072".

2300 ↑	4000 hdg 120° RZC R-150	WESTY △
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### One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 18	1605- <sup>3</sup> / <sub>4</sub> 254 (300- <sup>3</sup> / <sub>4</sub> )			
S-LOC 18	1960- <sup>3</sup> / <sub>4</sub> 609 (700- <sup>3</sup> / <sub>4</sub> )	1960-1 <sup>1</sup> / <sub>2</sub> 609 (700-1 <sup>1</sup> / <sub>2</sub> )		
 CIRCLING	1960-1 607 (700-1)	2000-1 647 (700-1)	2020-1 <sup>3</sup> / <sub>4</sub> 667 (700-1 <sup>3</sup> / <sub>4</sub> )	2220-2 <sup>3</sup> / <sub>4</sub> 867 (900-2 <sup>3</sup> / <sub>4</sub> )

ELEV 1353

183° 4.5 NM from FAF

TDZE 1351

5302 x 76

5302 x 76

5302 x 76

36

36

36

TWR 1436

REIL Rwy 18, 36

HIRL Rwy 18-36

FAF to MAP					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30