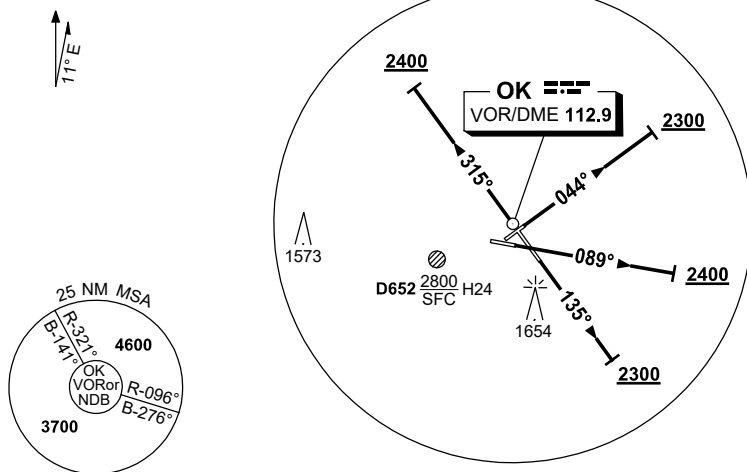


5 SEP 2024

ATIS 124.3 254	APP 125.4	ACD 133.35	TWR 120.1	SMC 121.9	FIA (AH) BN CEN 121.2	CTAF+AFRU (AH) 127.65	PAL 121.3	Bearings are Magnetic Elevations in FEET AMSL
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NOT TO SCALE



10 NM MSA 3700

RWY 05

GRAD 3.3%

- Track 044°
- At 2300FT, but not before DER, turn to assigned heading or track
- When directed contact Approach for radar vectors

RWY 09

GRAD 3.6% to 2800FT, thence 3.3%
(5% to 2400FT)

- Track 089°
- At 2400FT, but not before DER, turn to assigned heading or track
- When directed contact Approach for radar vectors

RWY 14

GRAD 4.1% to 2800FT, thence 3.3%
(5% to 2300FT)

- Track 135°
- At 2300FT, but not before DER, turn to assigned heading or track
- When directed contact Approach for radar vectors

RWY 32

GRAD 3.3%

- Track 315°
- At 2400FT but not before DER, turn to assigned heading or track
- When directed contact Approach for radar vectors

On recognition of communication failure:

- Squawk 7600
- Maintain last assigned vector for two minutes and, if necessary, climb to minimum safe altitude to maintain terrain clearance, then
- Proceed in accordance with the latest ATC route clearance acknowledged.

Changes: Editorial.

BOKDP01-180