

VOR/DME RWY 15

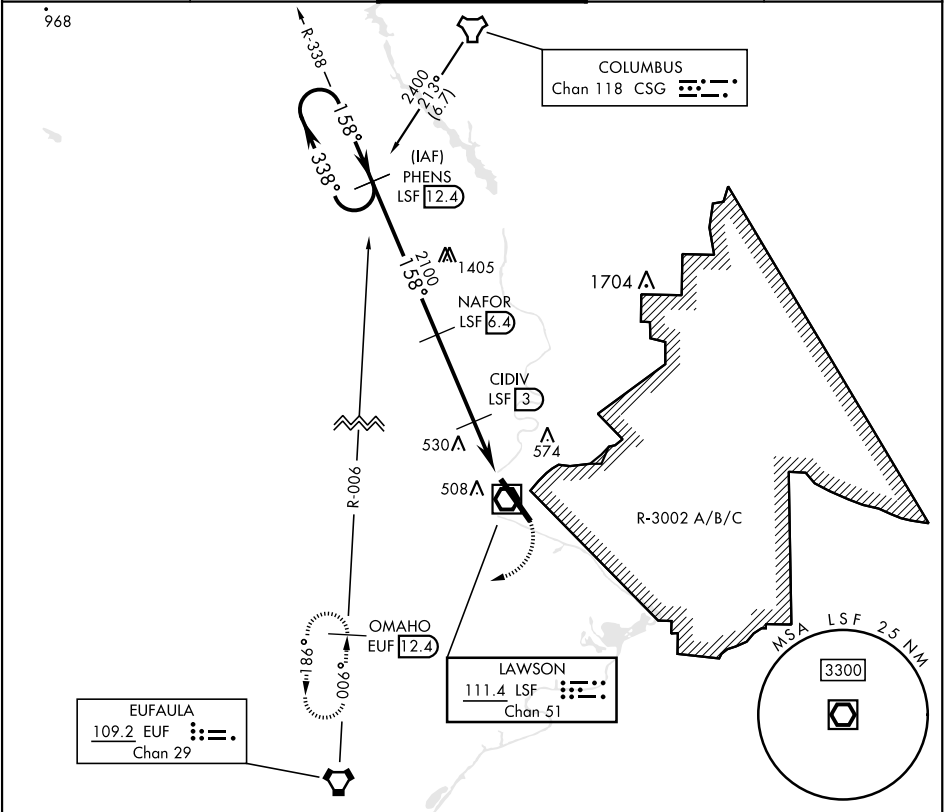
|                                               |                         |                                                                  |
|-----------------------------------------------|-------------------------|------------------------------------------------------------------|
| VOR/DME LSF<br><b>111.4</b><br>Chan <b>51</b> | APCH CRS<br><b>158°</b> | Rwy ldg <b>10,002</b><br>TDZE <b>227</b><br>Arpt Elev <b>227</b> |
|-----------------------------------------------|-------------------------|------------------------------------------------------------------|

[USA]

LAWSON AAF (KLSF)

|                                                    |                                                                                                                        |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|
| <b>▼</b> * Circling not authorized E of Rwy 15-33. | MISSED APPROACH: Climbing right turn to 2400 via heading 240° and EUF VORTAC R-006 to OMAHO INT/EUF 12.4 DME and hold. |
|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|

|                          |                                       |                                              |                                |                                 |
|--------------------------|---------------------------------------|----------------------------------------------|--------------------------------|---------------------------------|
| ATIS ★<br><b>134.375</b> | ATLANTA APP CON<br><b>125.5 323.1</b> | TOWER<br><b>119.05</b> (CTAF) <b>269.525</b> | GND CON<br><b>121.7 254.25</b> | CLNC DEL<br><b>121.7 251.15</b> |
|--------------------------|---------------------------------------|----------------------------------------------|--------------------------------|---------------------------------|



|                            |        |                      |                        |                                         |  |                  |  |                     |  |                      |  |                   |  |            |  |            |  |         |  |
|----------------------------|--------|----------------------|------------------------|-----------------------------------------|--|------------------|--|---------------------|--|----------------------|--|-------------------|--|------------|--|------------|--|---------|--|
| One Minute Holding Pattern |        | PHENS<br>LSF<br>12.4 |                        | VGSI and descent angles not coincident. |  | 2400<br>hdg 240° |  | EUF<br>R-006        |  | OMAHO<br>EUF<br>12.4 |  | ELEV 227          |  | TDZE 227   |  |            |  |         |  |
| 2400                       |        | 338°                 |                        | 158°                                    |  | 158°             |  | NAFOR<br>LSF<br>6.4 |  | 3.00°<br>TCH 45      |  | CIDIV<br>LSF<br>3 |  | LSF<br>2.4 |  | LSF<br>0.7 |  | VOR/DME |  |
| 2100                       |        | 1000                 |                        | 3.4 NM                                  |  | 2.3 NM           |  |                     |  |                      |  |                   |  |            |  |            |  |         |  |
| CATEGORY                   | A      | B                    | C                      | D                                       |  |                  |  |                     |  |                      |  |                   |  |            |  |            |  |         |  |
| S-15                       | 820/50 | 594 (600-1)          | 820-1½<br>594 (600-1½) | 820-1¾<br>594 (600-1¾)                  |  |                  |  |                     |  |                      |  |                   |  |            |  |            |  |         |  |
| CIRCLING*                  | 820-1  | 593 (600-1)          | 840-1¾<br>613 (700-1¾) | 880-2<br>653 (700-2)                    |  |                  |  |                     |  |                      |  |                   |  |            |  |            |  |         |  |

The diagram illustrates the layout of HIRL Rwy 15-33. Key features include:

- ELEV 227** and **TDZE 227** at the top.
- Rwy 33 ldg 9302'** at the top right.
- 158°** heading indicator.
- 380** and **370** distance markers.
- 330** and **330** distance markers.
- 1000' x 150'** dimensions.
- 33** and **A2** distance markers.
- HIRL Rwy 15-33** at the bottom.

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SE-4, 12 JUN 2025 to 10 JUL 2025

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