

GENERAL**Operational Hours****ATS Hours:** TWR 1500-0600±**AD OPS Hours:** Attended MON-FRI 1430-0100±, SAT, SUN unattended.**Airport Information****RFF:** FAA INDEX A / CAT 4**Fuel:** JET A**PCN:** RWY 07/25 19/F/B/Y/U,
RWY 14/32 41/F/A/X/T**Operation****Traffic Note**

RWY and APCH lights are turned off when TWR CLSD, thereafter activation by CTAF.

TWY Restrictions

TWY G, southern run-up pad CLSD.

Following TWYs restricted to MIL use only:

TWY A West of TWY D.

TWY D BTN TWY E and TWY F.

Warnings**LMT VOR** portion unusable:

R060-R120 beyond 25NM below 12000ft.

R170-R195 beyond 20NM.

R210-R245 beyond 25NM below 12000ft.

R270-R280 beyond 20NM.

R320-R050 beyond 23NM below 12000ft.

LMT DME portion unusable:

R105-R125 beyond 7NM below 12000ft.

R153-R195 beyond 20NM below 11000ft.

R210-R305 beyond 25NM below 10500ft.

R320-R105 beyond 13NM below 13000ft.

R320-R125 beyond 20NM.

Flocks of large waterfowl in vicinity of AD.

ARRIVAL**Speed**

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR.**Arrival Procedure****Non-standard GP intercept position on RWY 32**GP intercepts RWY 32 at *320m / 1049ft* after landing threshold.Remaining DIST beyond GP is *2820m / 9252ft*.**Warnings****PAPI RWY 14** unusable beyond 3.5NM.

DEPARTURE**Take-off Minima**

RWY		32	
	ft - ft/SM	SID KINGSLEY	
1+2 ENG		0 - 5000R/1.0V	MNM climb gradient 5.8% up to 9200
3+4 ENG		0 - 2400R/0.5V	
		All other departures	
1+2 ENG		0 - 5000R/1.0V	MNM climb gradient 5.8% up to 7100
3+4 ENG		0 - 2400R/0.5V	
RWY		14	
	ft - ft/SM	SID KINGSLEY	
1+2 ENG		0 - 1.0V	MNM climb gradient 6.3% up to 8600
3+4 ENG		0 - 0.5V	
		All other departures	
1+2 ENG		0 - 1.0V	MNM climb gradient 5.0% up to 7100
3+4 ENG		0 - 0.5V	
RWY		25	
	ft - ft/SM	SID KINGSLEY	
1+2 ENG		0 - 1.0V	MNM climb gradient 6.5% up to 8200
3+4 ENG		0 - 0.5V	
		All other departures	
1+2 ENG		0 - 1.0V	MNM climb gradient 6.6% up to 7100
3+4 ENG		0 - 0.5V	
RWY		07	
All ACFT	ft - ft/SM	Not authorized	-

Speed

MAX IAS 250KT below 10000ft.

Communication**COM Failure:** See CRAR and in addition;

If not in contact with Seattle Center after reaching 10000ft or assigned altitude, if lower; climb to assigned altitude and:

RWY 14: Climbing right turn direct LMT VOR, thence...

RWY 25: Climbing right turn direct LMT VOR, thence ...

RWY 32: Climbing left turn direct LMT VOR, thence ...

LMT-KLMT

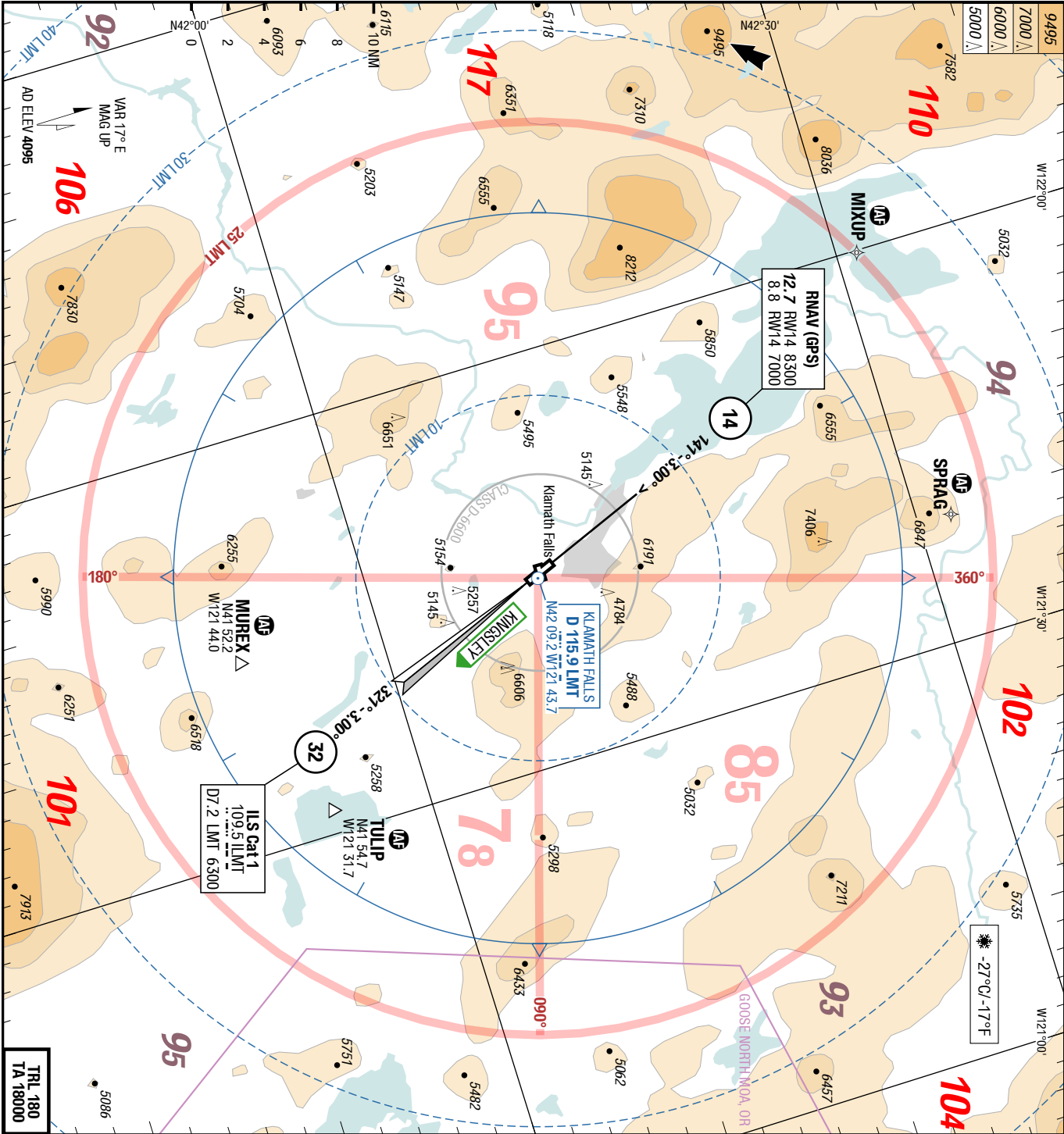
2-10

AFC

AFC

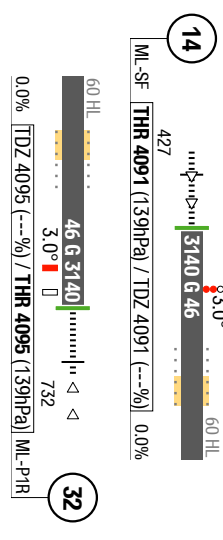
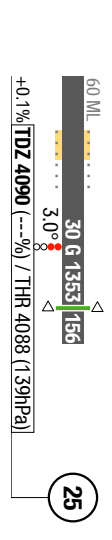
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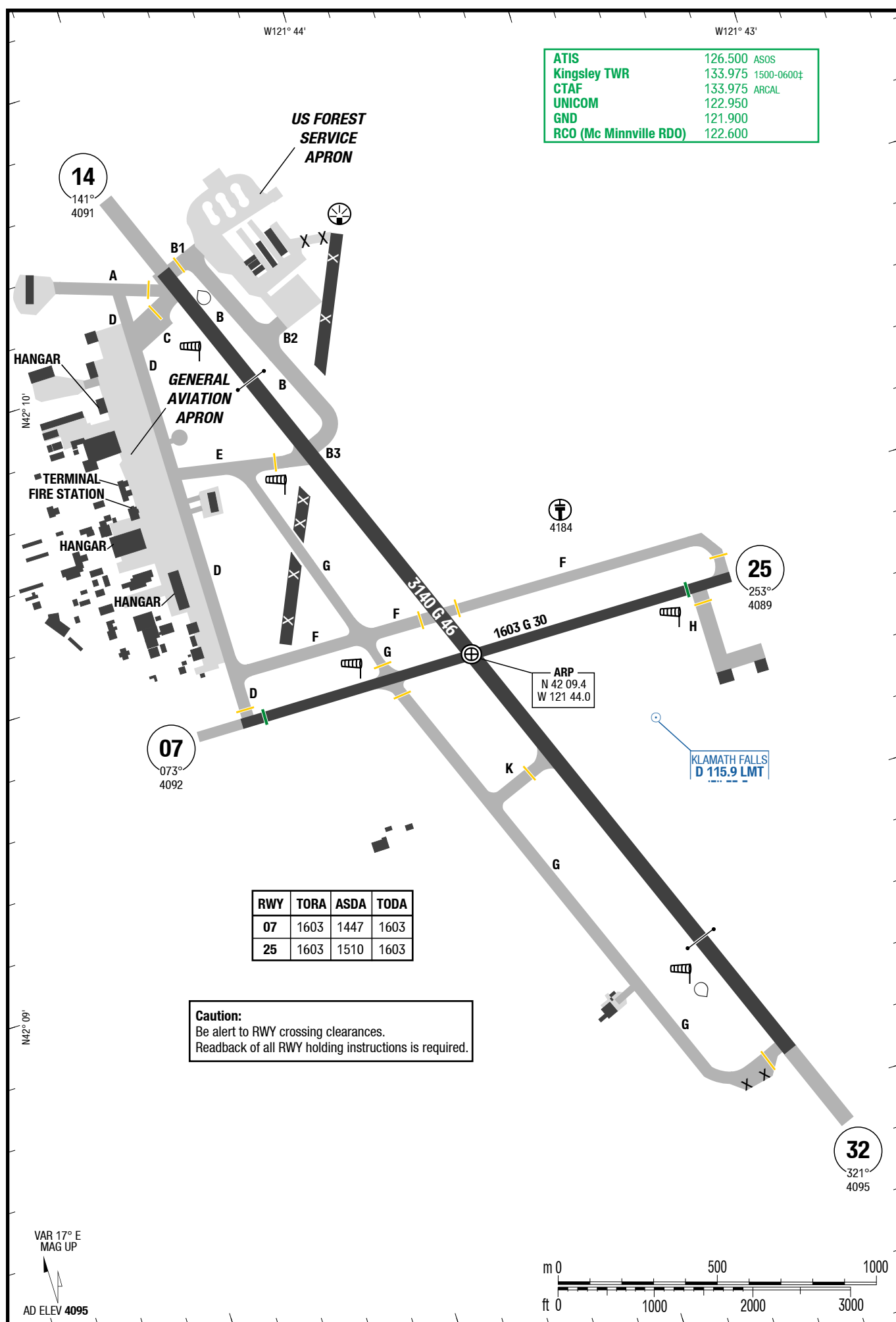
AFC



ATIS	126.500	ASOS
Seattle Center	127.600	
Kingsley APP/DEP	123.675	Non-FH (600-06004 O/T Seattle Center
Kingsley TWR	133.975	1500-06004
CTAF	133.975	ARCAL
UNICOM	122.950	
GND	121.900	
RCO (Mc Minnville RDO)	122.600	

Landing RWY system:





Effective 26-MAY-2016

19-MAY-2016

United States Klamath Falls Crater Lake-Klamath Rgnl

NIL

SID

SID

Crater Lake-Klamath Rgnl Klamath Falls United States

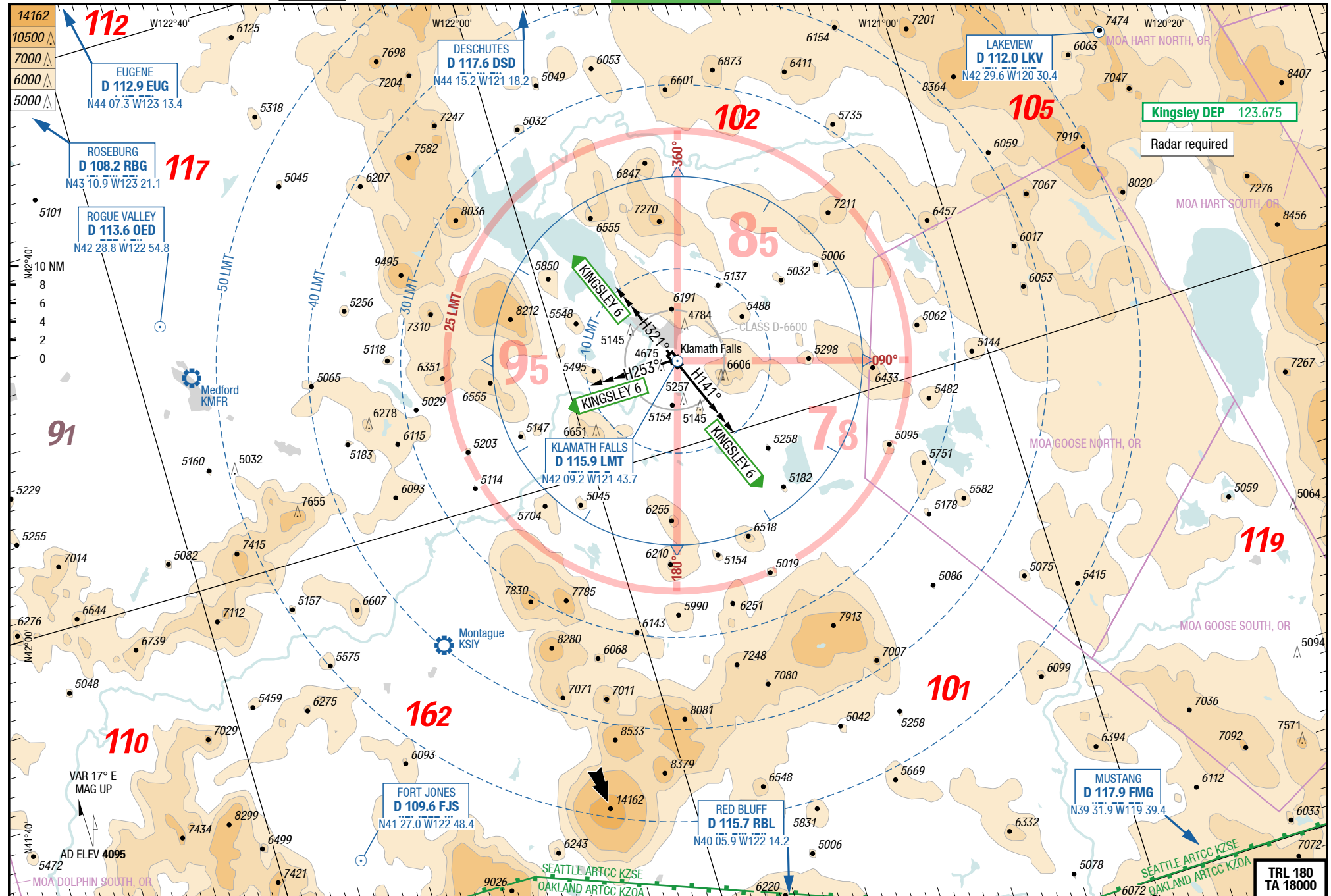
NIL

LMT-KLMT

4-10

KINGSLEY 6 (LMT 6)

KINGSLEY 6 (LMT 6)



Changes: SUAs, PROC renumbered, HDG, AD Name

19-MAY-2016

LMT-KLMT

5-10

KINGSLEY 6 (LMT 6)

SIDPT

KINGSLEY 6

RWYs 14 (141°) / 25 (253°) / 32 (321°)

DESIGNATOR	ROUTING	ALTITUDES
KINGSLEY 6 LMT 6 123.675 ①		initial climb 10000 or assigned altitude
RWY 14	HDG 141° or ATC assigned HDG 140°CW HDG 320° - expect radar vectors to assigned route/fix	
RWY 25	HDG 253° - expect radar vectors to assigned route/fix	
RWY 32	HDG 321° - expect radar vectors to assigned route/fix	

① Expect clearance to filed ALT five minutes after DEP.

LMT-KLMT

5-30

Obstacle Departure 1

Obstacle Departure	
RWY	Routing
14	<p>Obstacle Departure: climb HDG 141° to 6500 - climbing RT intercept R181 LMT to LMT climb in LMT HLDG (070° INBD, RT) to cross LMT at or above MEA for route of flight before proceeding on course</p> <p>Visual Climb Over Airport (ATC clearance required): climb in visual conditions to cross KLMT at or above 7000 - direct LMT climb in LMT HLDG (070° INBD, RT) to cross LMT at or above MEA for route of flight before proceeding on course</p>
25	<p>Obstacle Departure: climb HDG 253° to 6000 - climbing RT intercept R306 LMT to LMT climb in LMT HLDG (070° INBD, RT) to cross LMT at or above MEA for route of flight before proceeding on course</p> <p>Visual Climb Over Airport (ATC clearance required): climb in visual conditions to cross KLMT at or above 7000 - direct LMT climb in LMT HLDG (070° INBD, RT) to cross LMT at or above MEA for route of flight before proceeding on course</p>
32	<p>Obstacle Departure: climb HDG 321° to 6700 - climbing LT intercept R277 LMT to LMT climb in LMT HLDG (070° INBD, RT) to cross LMT at or above MEA for route of flight before proceeding on course</p> <p>Visual Climb Over Airport (ATC clearance required): climb in visual conditions to cross KLMT at or above 7000 - direct LMT climb in LMT HLDG (070° INBD, RT) to cross LMT at or above MEA for route of flight before proceeding on course</p>

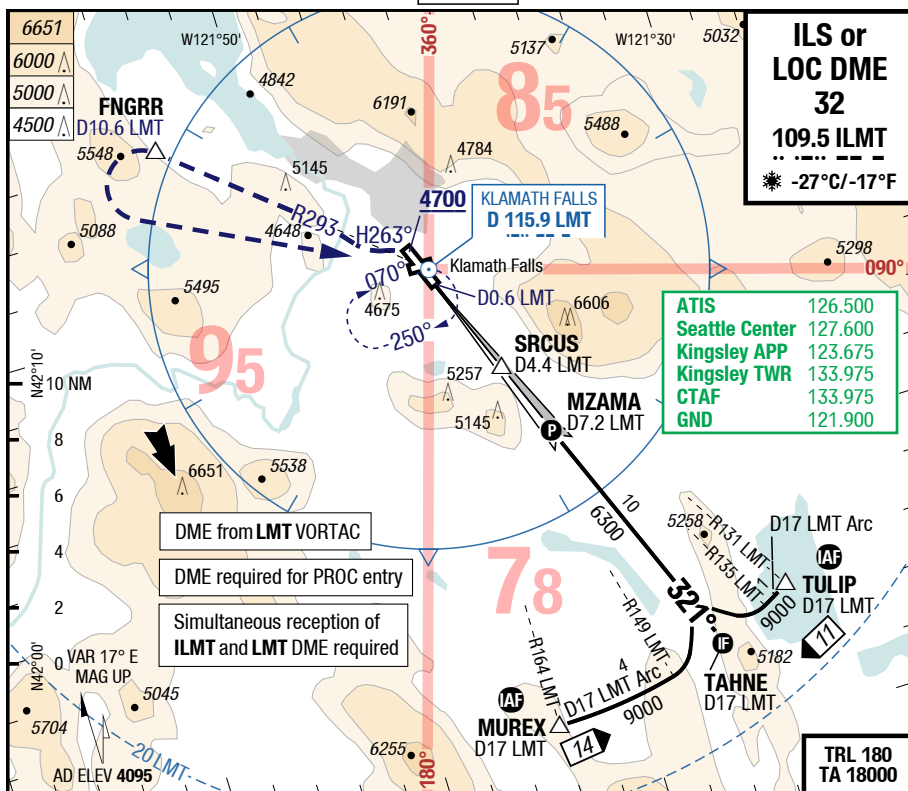
Obstacle Departure	
RWY	Notes
14	Tree 3108ft from DER, 1240 left of centerline, 88ft AGL / 4183ft MSL.
25	Vehicle on road and railroad beginning 254ft from DER, 127ft left of centerline, up to 23ft AGL / 4113ft MSL. Tree 597ft from DER, 419ft left of centerline, 18ft AGL / 4122ft MSL. Tree and terrain beginning 8254ft from DER, 2238ft left of centerline, up to 100ft AGL / 4499ft MSL.
32	Trees beginning 2625ft from DER, 742ft left of centerline, up to 100ft AGL / 4191ft MSL.

23-MAR-2017

LMT-KLMT

7-10

ILS or LOC DME 32



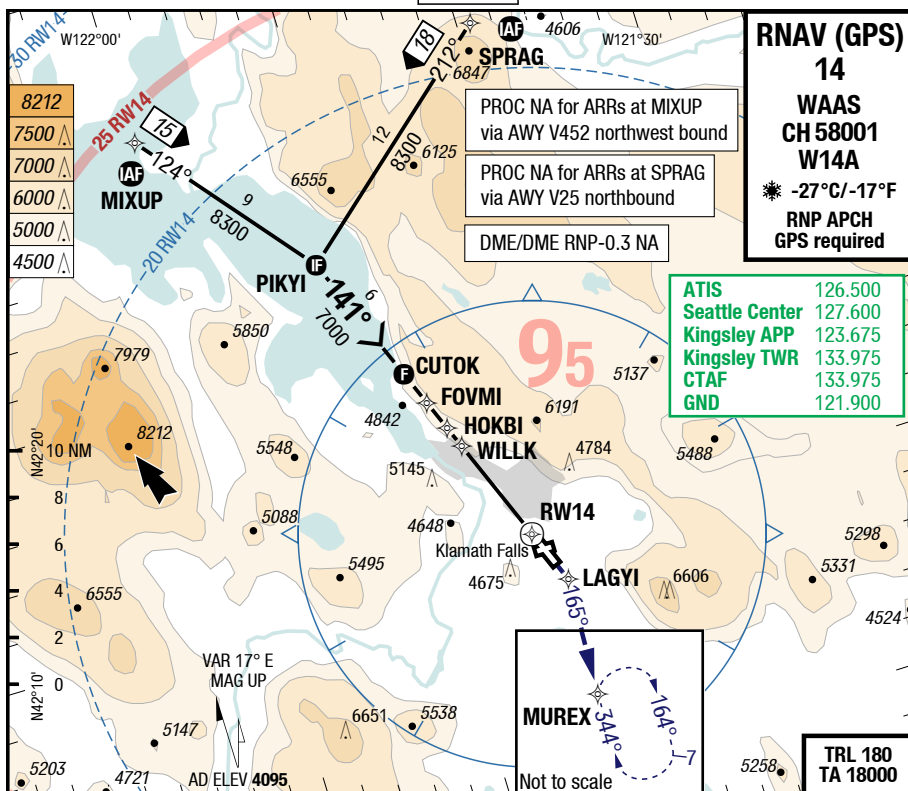
TERPS		Cat 1		Cat 1		LOC DME		Circling	
32		GA 3.6% 1) 2)		GA 3.3% 3)				TERPS	
C	ft - ft/SM ft	200 - 1800R/0.5V 4300		230 - 2400R/0.5V 4320		530 - 5000R/1.0V 4620		1330 - 3.0V 5420	
D	ft - ft/SM ft	200 - 1800R/0.5V 4300		230 - 2400R/0.5V 4320		530 - 6000R/1.25V 4620		1570 - 3.0V 5660 4)	

1) FD, AP or HGS required, else RVR 2400ft or VIS 0.5SM
2) Up to 5600ft
3) With EVS RVR 1800ft/ VIS 0.5SM
4) W of RWY 14/32 only

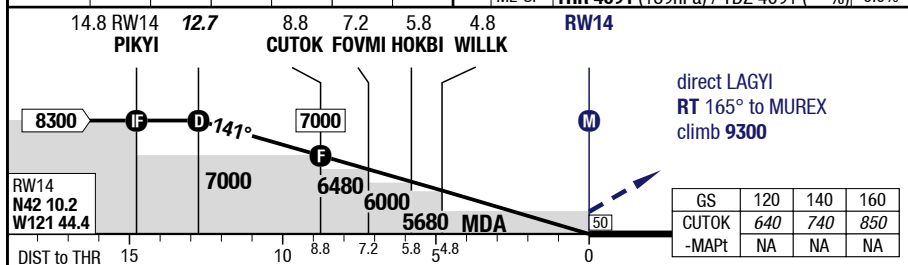
LMT-KLMT

7-30

RNAV (GPS) 14



3.00° RW14	12.7	11	9	7	5	3	<div> <div>14</div> <div> </div> </div>
	8300	7730	7080	6430	5780	5120	



TERPS		RNAV GPS LPV 1) 2)	RNAV GPS LNAV				Circling NEW TERPS
14	ft - ft/SM ft	550 - 2.0V 4640	830 - 2.5V 4920 1)				1330 - 3.0V 5420
C	ft - ft/SM ft	550 - 2.0V 4640	830 - 2.75V 4920				1570 - 3.0V 5660 3)
D	ft - ft/SM ft	550 - 2.0V 4640	830 - 2.75V 4920				1570 - 3.0V 5660 3)

1) Inop table does not apply	
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3) W of RWY 14/32 only

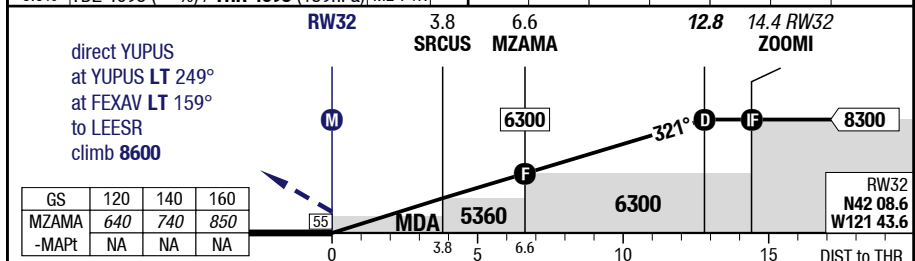
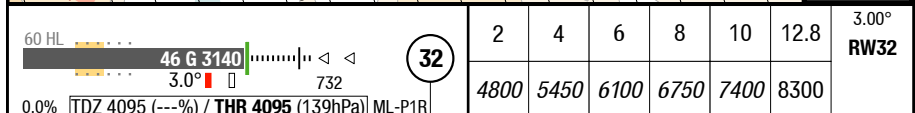
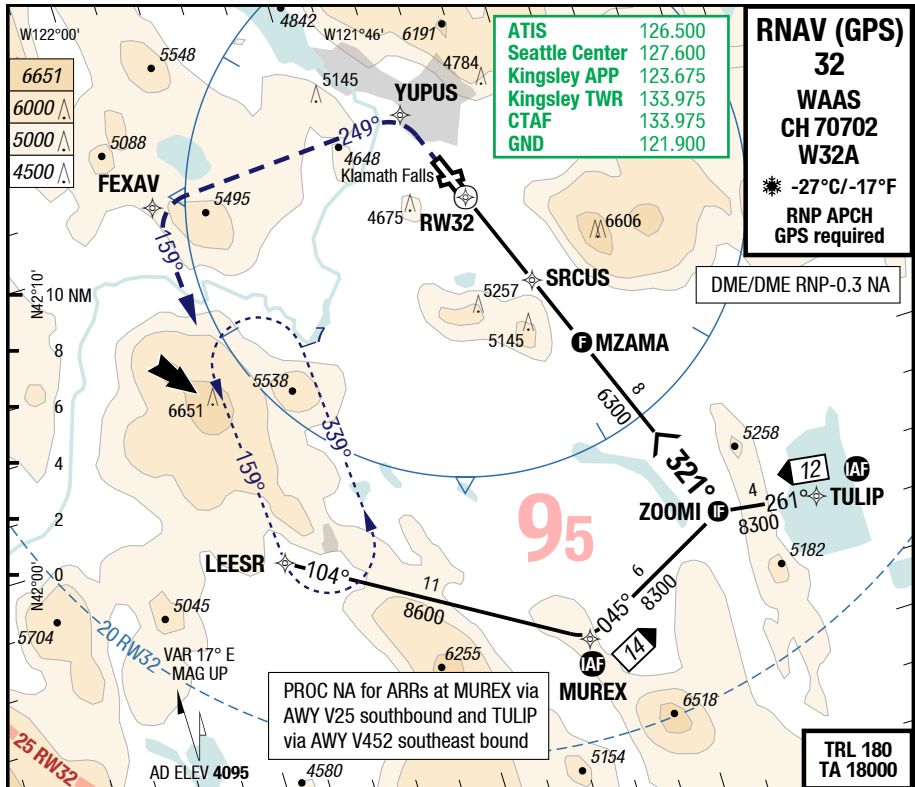
Changes: APL

AMDT 1A

LMT-KLMT

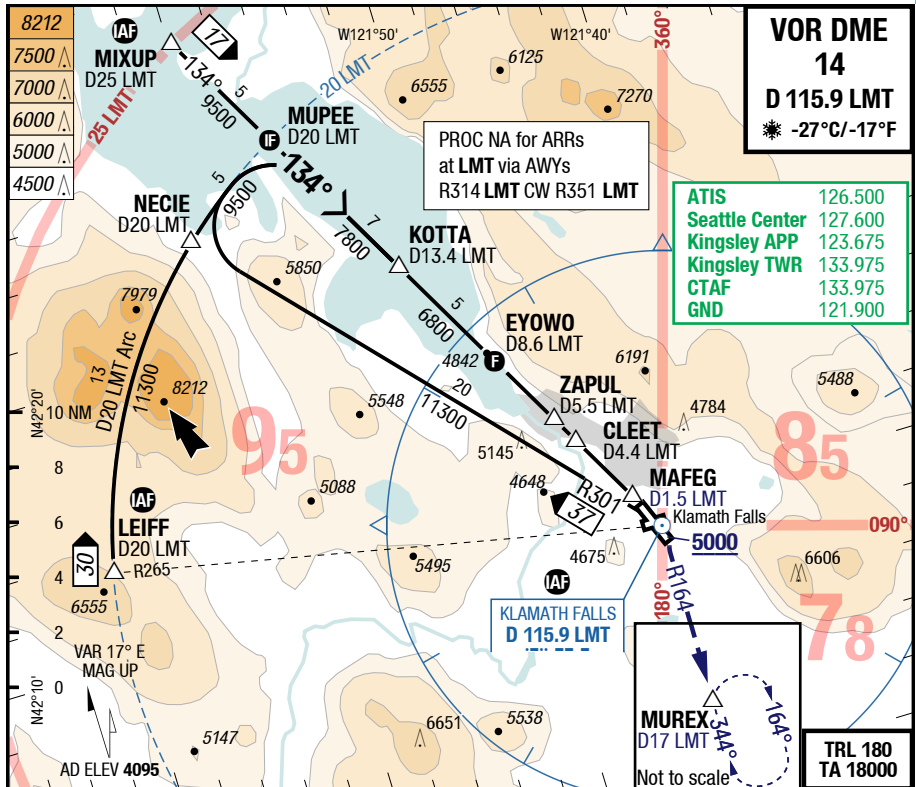
7-40

RNAV (GPS) 32

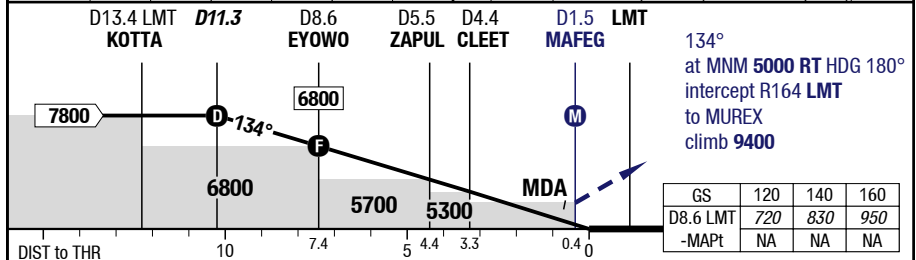


32		RNAV GPS	RNAV GPS	RNAV GPS	RNAV GPS	Circling
		LPV 1)	LPV APL U/S 2)	VNAV 3) 4)	LNAV	
C	ft - ft/SM ft	300 - 2400R/0.5V 4390	300 - 5000R/1.0V 4390	580 - 1.5V 4680	630 - 6000R/1.25V 4720	1330 - 3.0V 5420
D	ft - ft/SM ft	300 - 2400R/0.5V 4390	300 - 5000R/1.0V 4390	580 - 1.5V 4680	630 - 1.5V 4720	1570 - 3.0V 5660 5)

1) With EVS RVR 1800ft/ VIS 0.5SM 2) With EVS RVR 3200ft/ VIS 0.63SM 3) Uncompensated BARO VNAV NA below -23°C (-9°F) or above 41°C (105°F) 4) With EVS VIS 1.0SM 5) W of RWY 14/32 only



3.37° D LMT 134° RWY 141°	11.3	9	7	6	5	4	14	83.0° 3140 G 46 60 HL
	7800	6960	6250	5890	5530	5180	ML-SF	THR 4091 (139hPa) / TDZ 4091 (---%) 0.0%



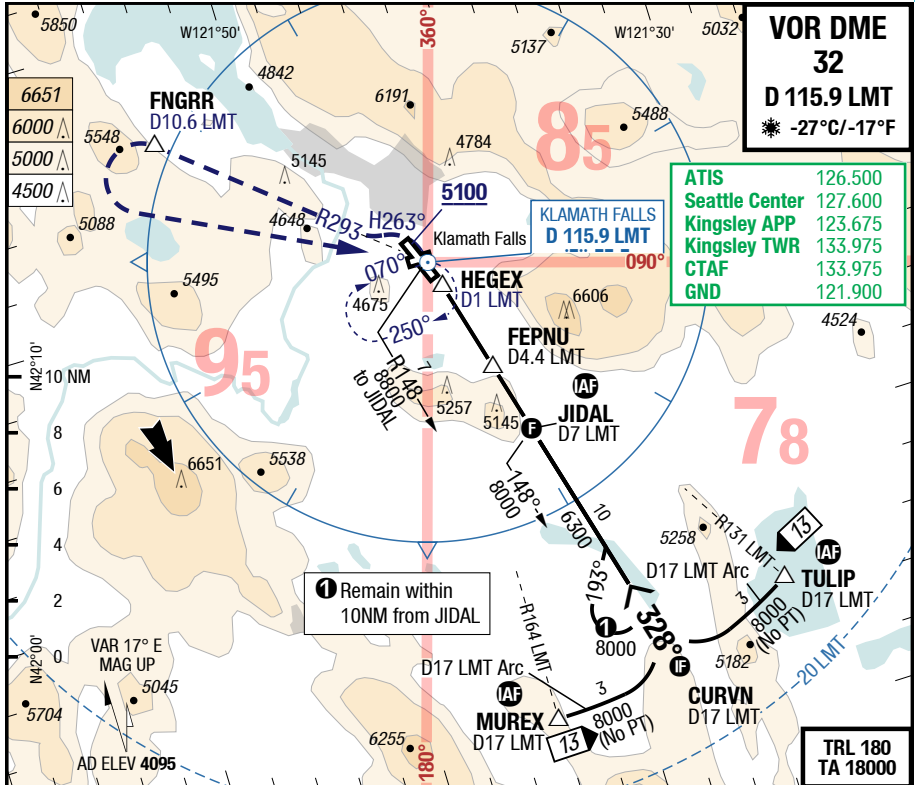
14	VOR DME					Circling TERPS
C	ft - ft/SM ft	770 - 2.25V 4860 ¹⁾				1330 - 3.0V 5420
D	ft - ft/SM ft	770 - 2.5V 4860				1570 - 3.0V 5660 ²⁾

1) Inop table does not apply
2) W of RWY 14/32 only

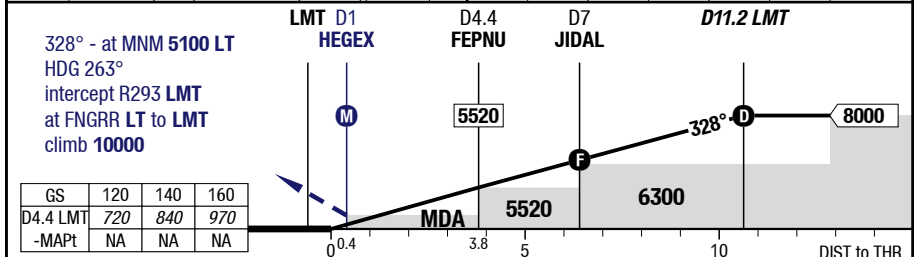
LMT-KLMT

7-60

VOR DME 32



2	4	6	8	10	11.2	3.41°
4660	5380	6110	6830	7560	8000	D LMT 328°
						RWY 321°



32	VOR DME	Circling
TERPS	TERPS	TERPS
C	ft - ft/SM 470 - 5000R/1.0V 4560	1330 - 3.0V 5420
D	ft - ft/SM 470 - 5000R/1.0V 4560	1570 - 3.0V 5660 1)

1) W of RWY 14/32 only