

12-JUL-2018

LMT-KLMT**1-10****AOI****AOI****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 BTW 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.

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LMT-KLMT**1-20****AOI****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.

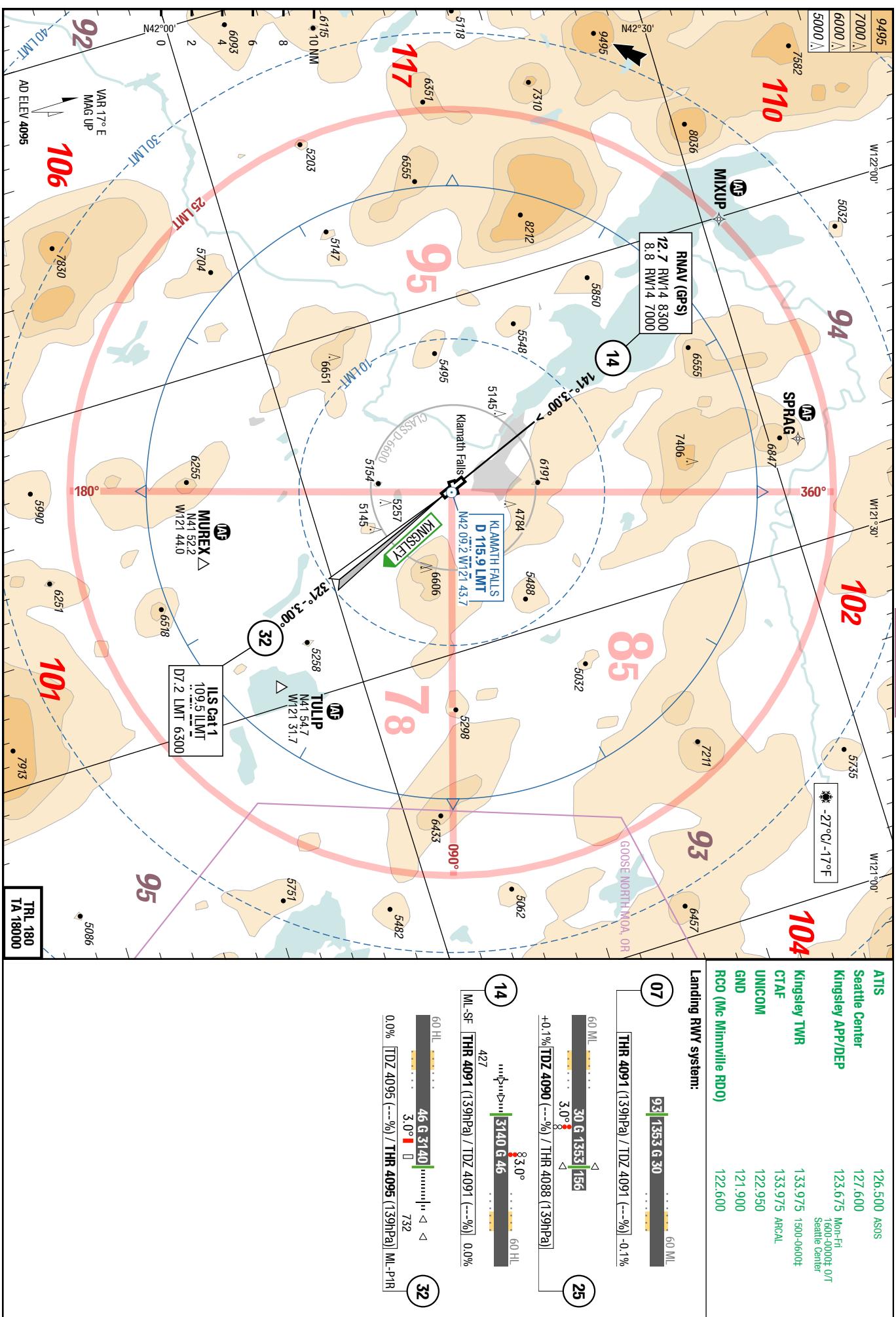
Communication**COM Failure:** See CRAR and in addition;

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 ...



Effective 19-JUL-2018

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LMT-KLMT

United States Klamath Falls Crater Lake-Klamath Rgnl

3-20

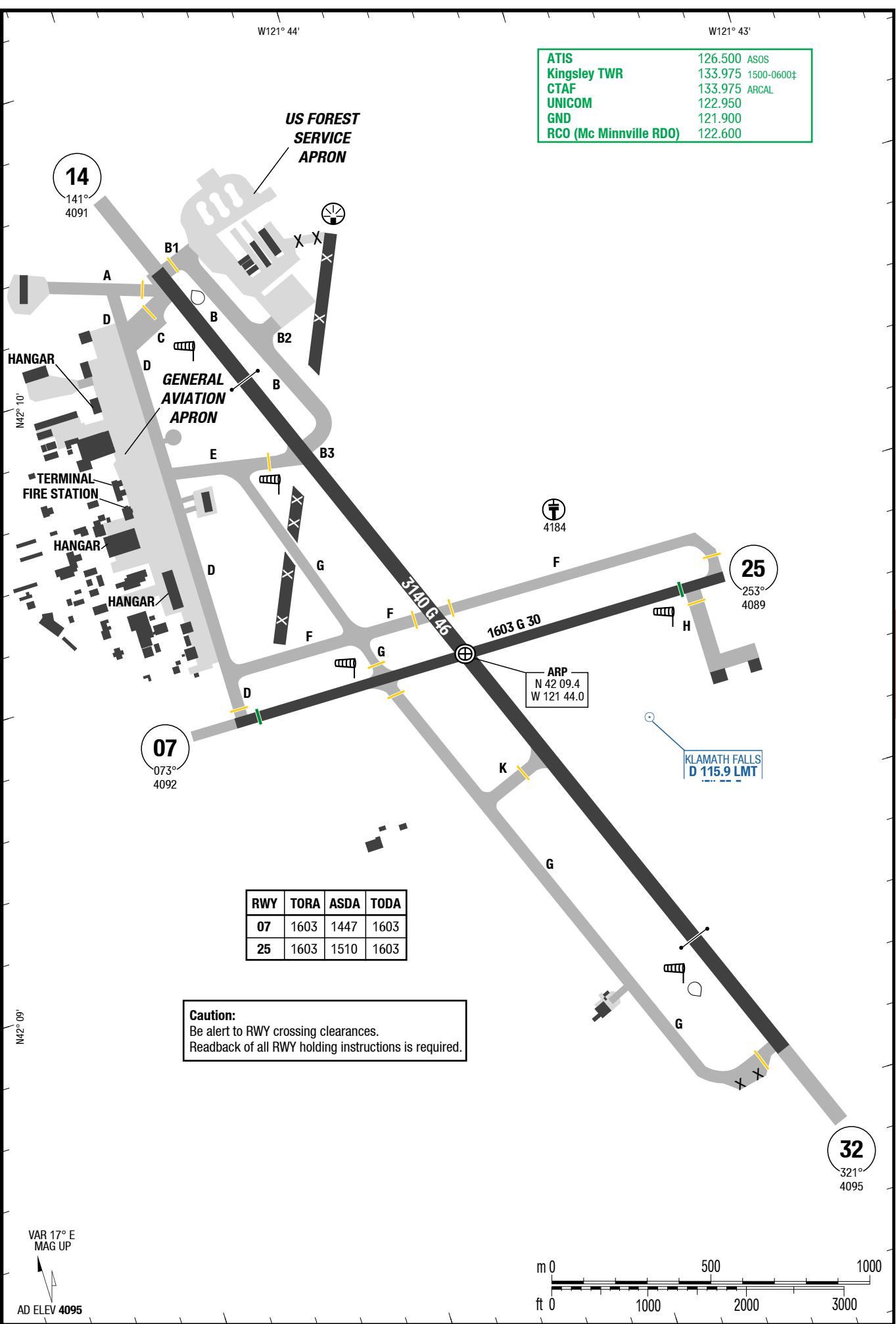
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Crater Lake-Klamath Rgnl Klamath Falls United States

W121° 43'

W121° 44'

ATIS	126.500 ASOS
Kingsley TWR	133.975 1500-0600‡
CTAF	133.975 ARCAL
UNICOM	122.950
GND	121.900
RCO (Mc Minnville RDO)	122.600



Effective 26-MAY-2016

19-MAY-2016

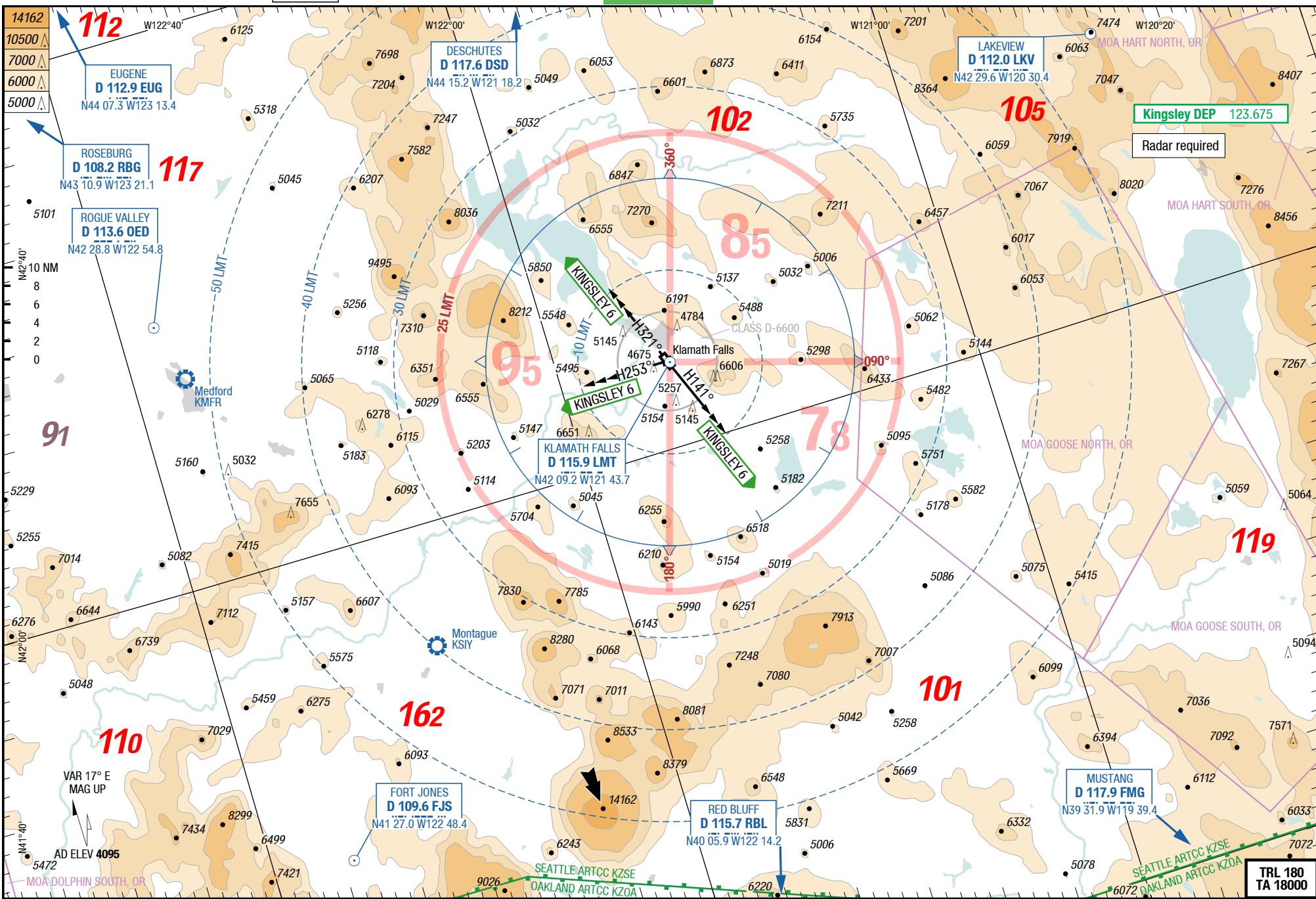
United States Klamath Falls Crater Lake-Klamath Rgnl

4-10

SID SID

Crater Lake-Klamath Rgnl Klamath Falls United States

LMT-KLMT



Changes: SUAs, PROC renumbered, HDG, AD Name

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>

LMT-KLMT

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Obstacle Departure 2

SIDPT

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.

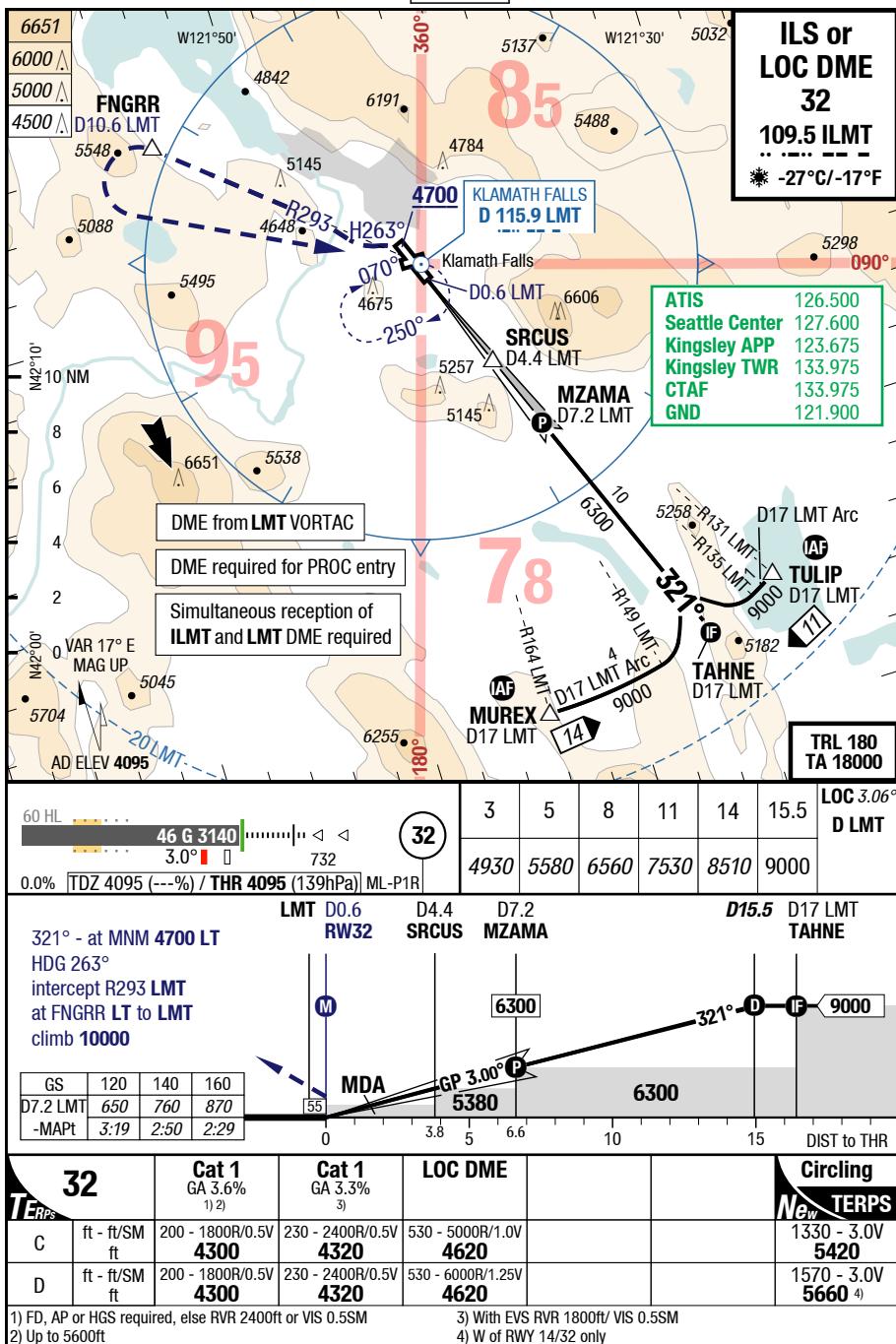
23-MAR-2017

IAC

LMT-KLMT

7-10

ILS or LOC DME 32



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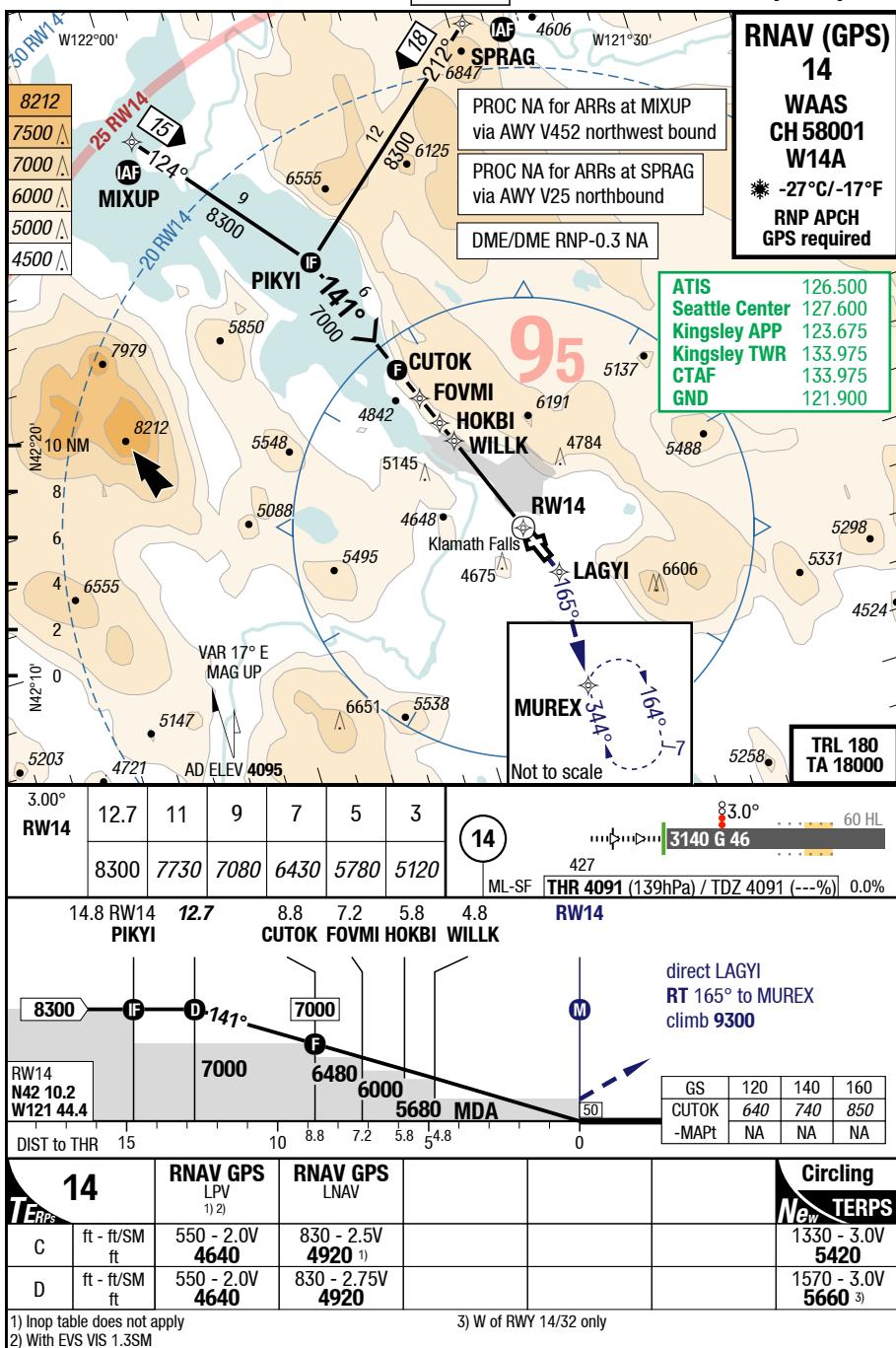
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RNAV (GPS) 14



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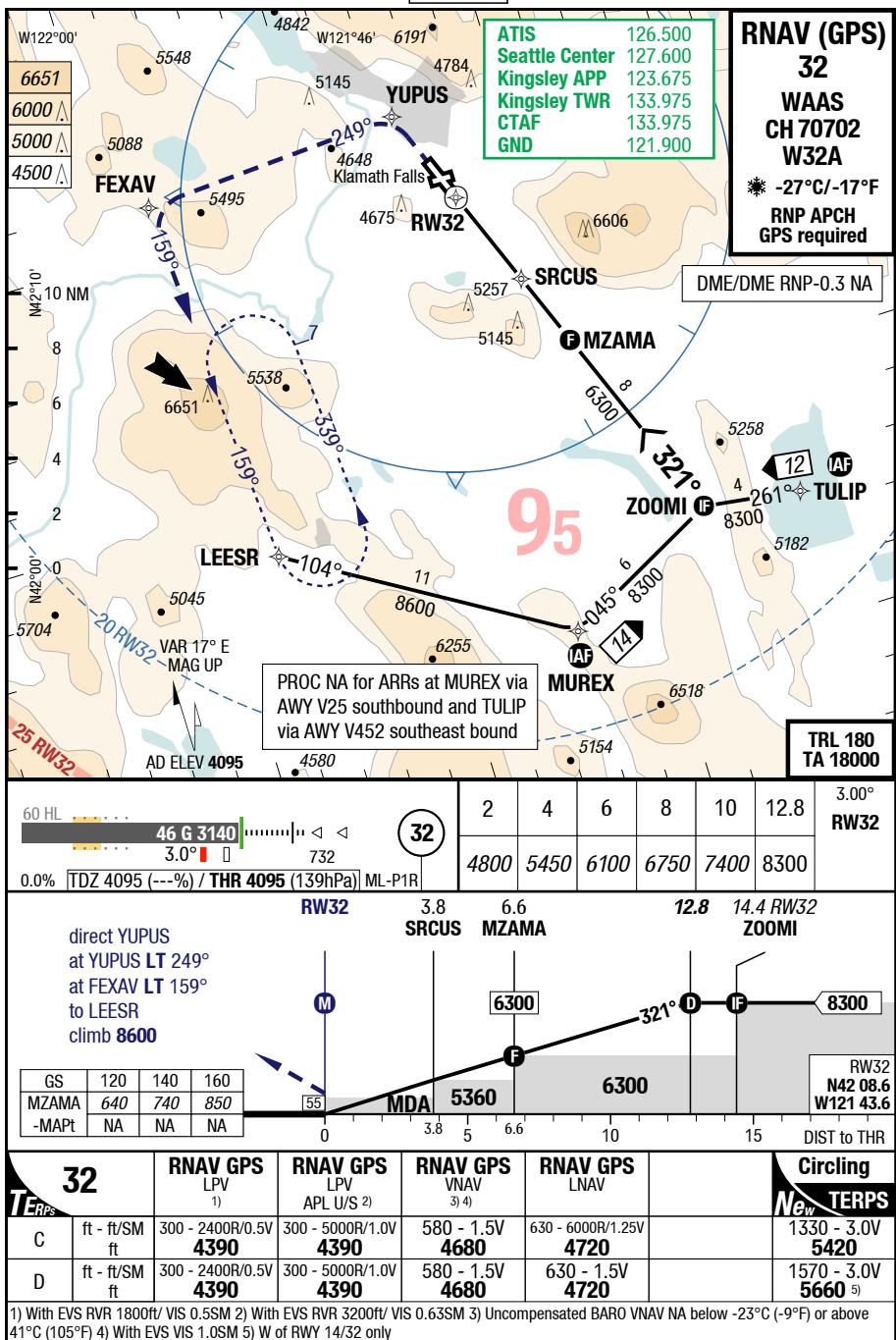
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RNAV (GPS) 32

IAC



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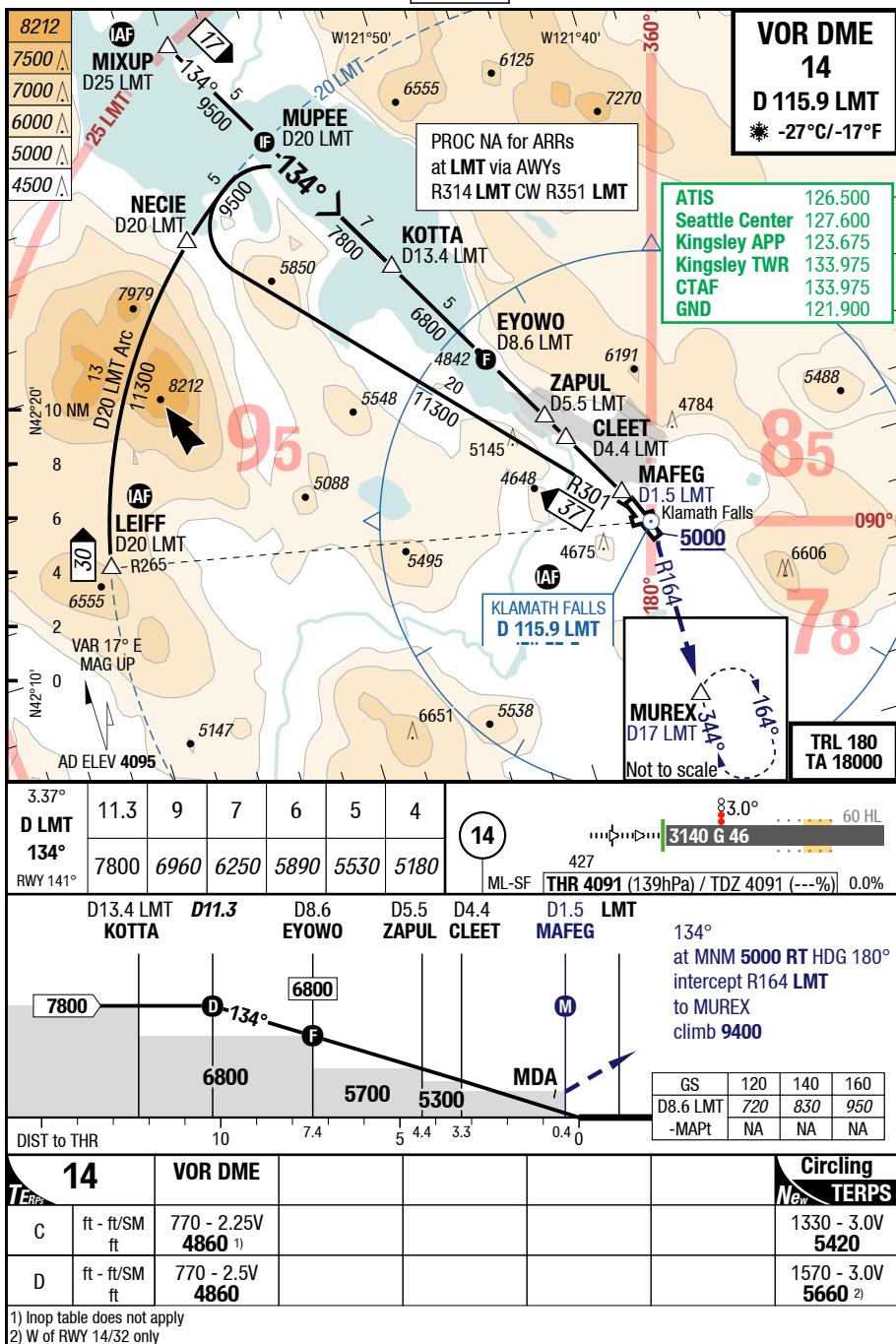
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LMT-KLMT

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VOR DME 14

IAC



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LMT-KLMT

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VOR DME 32

