# PINE BLUFF, ARKANSAS ILS LOC RWY 18

Uidescit eum ilit aspel est, quiatis et essin cusci omnimus aut et et od utemolu ptatis mosam aliquidi.

BY JASON BLAIR

### ⚠ DME ARCS— THREE OF THEM

While some approaches will have a DME arc that a pilot may choose to use to establish onto an approach, this particular approach has three DME arcs. Three DME arcs?! Okay, one DME arc isn't that common anymore. Three of them on the same approach is downright rare. But you might choose one to establish yourself onto the approach. The one you choose depends on the direction you are coming toward the airport. They all start at the PBF VOR.

If you were coming from the south, you could transition from the PBF VOR onto the O22-degree radial for the teardrop-shaped DME arc 12.4 miles from the VOR, onto the inbound course of 178 degrees on the local-

A PILOT WILL FIND the town of Pine Bluff in the heart of a rich agricultural area in the Arkansas River Basin south of Little Rock, Arkansas. While you might consider it a straightforward approach—with the non-towered airport's single runway (18/36) served by an ILS to Runway 18—the approach plate is a pretty busy one at first glance.

izer. Coming from the west, you might choose to go to the PBF VOR and then outbound on the 128-degree radial to IYTEL and fly the 8-mile DME arc with a left turn onto the inbound course. Coming from the east, you might do the opposite and fly from the PBF VOR outbound on the 244-degree radial to the IYUNE IAF and fly right turns to the final approach fix while following the 8 DME arc. All of these get you onto the approach that doesn't have a procedure turn option for you to use to get established inbound—and one might help you avoid hard turns. You could always navigate to any of the IAFs using GPS, too. Or get vectors when available.

#### **B** DME ARC TO THE ILS

If you happen to be flying a DME arc using the PBV VOR, be sure to switch your navigation source over to the ILS/LOC when inbound. While the VOR is close to aligned with the inbound course, it isn't directly in alignment with the airport and isn't located on the field. A failure to switch navigation sources could have a pilot flying the "wrong line" toward the airport and result in being on the approach path incorrectly.

## **G** NO DME FOR THE MAPS

While you might be using DME on the ARC, there is no DME given for stepdown points or missed approach points along the ILS/LOC course. You will need to identify the

FAF at the TUKER OM and the missed approach point either using time (for a LOC approach) or at a decision height.

#### MISSED TRANSITION, ILS TO VOR

IGoing missed on this approach requires transitioning from navigating inbound on the ILS/ LOC frequency to using the VOR. It also isn't a straight transition. It requires the pilot to make a right turn to intercept the 211 radial and then fly it outbound to the RISON intersection at 15 DME where a hold will begin. This might require the pilot to pay a little extra attention to intercepting the radial than just following it immediately outbound. A turn to something more than 211 degrees after going missed will be required to intercept that radial.

PINE BLUFF, ARK JEPPESEN KPBF/PBF 1 OCT 21 (11-1) Eff 7 Oct ILS or LOC Rwy 18 PINE BLUFF REGL/GRIDER LITTLE ROCK Approach (R CTAF 123.0 120.775 119.85 LOC Apt Elev 206' TUKER 1900'(1694') (CONDITIONAL) 466'(260') TDZE 206' 178° 3300 MISSED APCH: Climb to 1000' then climbing RIGHT turn to 2000' 2500 outbound on PBF VOR R-211 to RISON/D15.0 PBF and hold. Alt Set: INCHES Trans level: FL 180 Trans alt: 1800

1. DME required. 2. Use local altimeter setting; if not received, use Stuttgart altimeter setting. 3. DME from PBF VOR/DME. DME use requires simultaneous reception of IPBF and PBF DME. 4. Rwy 18 helicopter visibility reduction below 3/4 SM not authorized. 5. Pilot controlled lighting 123.0. MSA PBF VOR The same A<sup>2237</sup>  $\infty$ NETAA D12.4 PBF REYLO 178° 111.7 IPBF ∆619′ -329' PINE BLUFF (L) 116.0 PBF ∧<sup>612′</sup> ₩[RW18] IYUNE D8.0 PBF MISSED APCH FIX ∆615° RISON VOR NETAA D12.4 PBF TUKER 2000' GS 1900' [RW18] 1.0 NM 1900 12000 REYLO TCH 54' **TDZE 206** 70 90 100 120 140 160 0° 372 478 531 637 743 849 and speed-Kts 1000' 2000' PBF VASI\_= on 116.0 RISON RT R-211 TUKER to MAP 5.1 4:22 3:24 3:04 2:33 2:11 1:55 STRAIGHT-IN LANDING RWY 18 CIRCLE-TO-LAND LOC (GS out) With Local With Stuttgart Altimeter Setting Altimeter Setting DA(H) 466 (260') MDA(H) 580 (374') MDA(H) 660'(454') 90 660'(454') - 1 740'(534') - 1 3/4 120 680'(474') - 1 760'(554') - 1 3/4 140 840'(634') - 13/4 920'(714') - 2 165 **| 880'**(674') - **2½ | 960'**(754') - **2**½ ■ DA(H) 541′(335′) with Stuttgart altimeter setting CHANGES: Procedure. © JEPPESEN, 2000, 2021. ALL RIGHTS RESERVED.

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19