

**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
VOR STANDARD INSTRUMENT APPROACH PROCEDURE
TITLE 14 CFR PART 97.23**

Bearings, headings, courses, tracks and radials are magnetic. Elevations and altitudes are in feet, MSL, except HAT, HAA, TCH, and RA. Altitudes are minimum altitudes unless otherwise indicated.
Ceilings are in feet above airport elevation. Distances are in nautical miles unless otherwise indicated, except visibilities which are in statute miles or feet RVR.

<u>AIRPORT ID</u>	<u>PROCEDURE NAME</u>	<u>ORIGINAL/AMENDMENT</u>	<u>CITY</u>	<u>STATE</u>		
2W2	VOR-A	5	WESTMINSTER	MD		
<u>AIRPORT ELEVATION</u>	<u>TDZE</u>	<u>SUPERSEDED</u>	<u>ORIGINAL/AMENDMENT</u>	<u>DATED</u>	<u>MAG VAR</u>	<u>EPOCH YEAR</u>
799		VOR-A	4B	01/27/2022	8W	1965
<u>FACILITY</u>	<u>COORDINATES OF FACILITIES</u>	<u>ACTUAL EFFECTIVE DATE</u>	<u>REQUIRED EFFECTIVE DATE</u>	<u>CANCEL/SUSPEND</u>		
EMI			ROUTINE			

TERMINAL ROUTES

<u>FROM</u>	<u>FIX TYPE</u>	<u>TO</u>	<u>FIX TYPE</u>	<u>LEG TYPE</u>	<u>FO/FB</u>	<u>RNP</u>	<u>COURSE</u>	<u>DISTANCE</u>	<u>ALTITUDE</u>
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MISSED APPROACH

MAP:

2.44 NM AFTER EMI VORTAC OR AT ZUXET/EMI 2.44 DME

MISSED APPROACH INSTRUCTIONS:

CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2600 DIRECT EMI VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD.

ALTERNATE MISSED APPROACH INSTRUCTIONS:

PROFILE:

1. PT L SIDE OF COURSE 055.11 OUTBOUND 2600 FT WITHIN 5 MILES OF EMI VORTAC (IAF)
2.
3. FAC: 235.11 FAF: EMI VORTAC DIST FAF TO MAP: 2.44 DIST FAF TO THLD:
4. MIN ALT: EMI VORTAC 1900
8. MSA FROM: EMI VORTAC 045-225 2600, 225-045 3400

NOTES:

CHART NOTE: PROCEDURE NA AT NIGHT.
CHART NOTE: USE DMW ALTIMETER SETTING; WHEN NOT RECEIVED, USE GAI ALTIMETER SETTING AND INCREASE MDAS 60 FEET..

ADDITIONAL FLIGHT DATA:

CHART DMW AWOS-3.
HOLD NE, RT, 235.11 INBOUND.
FAS OBST: 1040 AAO 392924N/0765824W.



MINIMUMS:
TAKEOFF: SEE FAA FORM 8260-15A FOR THIS AIRPORT

ALTERNATE: NA ☒

CATEGORY:	A			B			C			D			E		
FINAL TYPE	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA	DA/MDA	VIS	HAT/HAA
CIRCLING	1320	1	521		NA			NA			NA				

CHANGES - REASONS

1. MISSED APPROACH POINT: CHANGED FROM: "2.43 NM AFTER EMI VORTAC" TO: "2.44 NM AFTER EMI VORTAC OR AT ZUXET/EMI 2.44 DME" - NEW EVALUATION, CHANGE IN MISSED APPROACH PROCEDURE.

2. MISSED APPROACH INSTRUCTIONS: CHANGED FROM: "CLIMB TO 1600 THEN CLIMBING LEFT TURN TO 2600 DIRECT EMI VORTAC AND HOLD" TO: "CLIMB TO 1500 THEN CLIMBING LEFT TURN TO 2600 DIRECT EMI VORTAC AND HOLD, CONTINUE CLIMB-IN-HOLD." - CLIMB IN HOLD EVALUATION REQUIRED.

3. PROFILE LINE 3: DIST FAF TO MAP: CHANGED FROM: "2.43" TO: "2.44" - MISSED APPROACH CHANGED

4. NOTE: "NOTES: USE CARROLL COUNTY REGIONAL/JACK POAGE FIELD ALTIMETER SETTING" TO: "CHART NOTE: USE DMW ALTIMETER SETTING; WHEN NOT RECEIVED, USE GAI ALTIMETER SETTING AND INCREASE MDAS 60 FEET." - 8260.19J 8-3-4D.(2).

5. ADDED: CHART DMW AWOS-3. - PRIMART ALTIMETER FROM REMOTE SOURCE. 8260.19J 8-2-4B(3).

6. MISSED APPROACH HOLDING: CHANGED FROM: "HOLD S,LT, 359 INBOUND." TO: "HOLD NE, RT, 235.11 INBOUND." - EMI VORTAC R-179 UNUSABLE.

7. FAS OBSTACLE UPDATED FROM: "927' TREE 392741/0770013" TO: "991 AAO 392936N/0765951W." - NEW OBSTACLE EVALUATION OF APPROACH.

8. 7:1 AAO: ADDED "1040 AAO 392924N/0765824W." TO ADDITIONAL FLIGHT DATA. - NEW EVALUATION OF PROCEDURE.

COORDINATED WITH:

A4A☐

ALPA☒

AOPA☒

APA☐

HAI☐

NBAA☒

OTHER:AMGR, ZDC ARTCC, ZNY ARTCC, PCT APP CON, MD AVIATION ADM (MAA).

FLIGHT CHECKED BY

OFFICE

DATE

DEVELOPED BY

JACOB CLARK

Digitally signed by

JACOB H CLARK

Mar 13, 2025

OFFICE

AJV-A423

DATE

11/26/2024

APPROVED BY

CASIMIR L. TABAKA

OFFICE

AJV-A423

DATE

TITLE

MANAGER



**FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS SERVICE
STANDARD INSTRUMENT APPROACH PROCEDURE DATA RECORD**

AIRPORT ID
2W2

PROCEDURE NAME
VOR-A

AMDT NO.
5

CITY
WESTMINSTER

STATE
MD

AIRPORT ELEVATION
799

FACILITY
EMI

PART A: OBSTRUCTION DATA SEGMENTS

INTERMEDIATE: PT

FROM
5 NM

TO
EMI VORTAC

RNP

DISTANCE
5.00

PAT

MAP

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	393021.00N/0765836.00W	1090	215	8	4B	500					1600
TERRAIN	393021.00N/0765836.00W	889 (900)								AS1000	1900

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

FINAL

FROM
EMI VORTAC

TO
2.44 NM AFTER EMI VORTAC OR AT ZUXET/EMI 2.44 DME

RNP

DISTANCE
2.44

PAT

MAP
2.44 NM AFTER EMI
VORTAC OR AT ZUXET/EMI
2.44 DME

HAT

HMAS

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
AAO	392924.00N/0765824.00W	1040	215	8	4B	250				RA21	1320

COMPUTATIONS

ALT KIAS KTAS HAA VKTW TR BA DTA COURSE CHANGE DVEB VEB OCS RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

QUALITY
25
CHECKED

ENTRY ZONE

FROM

EMI VORTAC

TO

5 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (24-000651)	392847.57N/0770439.76W	1112	20	3	1A	1000				AT488	2600
TERRAIN	392615.00N/0770615.00W	895 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

PROCEDURE TURN

FROM

EMI VORTAC

TO

5 NM

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>				<u>HAT</u>	<u>HMAS</u>			
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
TOWER (24-000503)	393659.00N/0765136.00W	1598	500	125	5E	1000					2600
TERRAIN	394221.00N/0765524.00W	1118 (1100)								AS1500	2600

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:



MISSSED APPROACH

FROM

2.44 NM AFTER EMI VORTAC OR AT ZUXET/EMI 2.44 DME

TO

EMI VORTAC

<u>RNP</u>	<u>DISTANCE</u>	<u>PAT</u>	<u>MAP</u>		<u>HAT</u>	<u>HMAS</u>					<u>1049</u>
<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>CG</u>	<u>CGTA</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
							ASC				
AAO	392715.00N/0770315.00W	1070	215	8	4B	1000					2600
TERRAIN	392748.00N/0770230.00W	879 (900)								AS1500	2400

COMPUTATIONS

ALT

KIAS

KTAS

HAA

VKTW

TR

BA

DTA

COURSE CHANGE

DVEB

VEB OCS

RF CENTER FIX/DISTANCE

SEGMENT REMARKS:

CIRCLING

☐ ALL CATS

☒ CAT A

☐ CAT B

☐ CAT C

☐ CAT D

☐ CAT E

☐ NOT AUTHORIZED

<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>RADIUS</u>	<u>HAA</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
CATEGORY A											
TREE	392748.00N/0770227.00W	1.30	521	980	250	10	4B	300		RA21	1320

CIRCLING REMARKS:

MSA

CENTER

EMI VORTAC

RADIUS

25

<u>SECTOR</u>	<u>OBSTRUCTION</u>	<u>COORDINATES</u>	<u>BEARING</u>	<u>DISTANCE</u>	<u>ELEV MSL</u>	<u>HORZ</u>	<u>VERT</u>	<u>AC</u>	<u>ROC</u>	<u>OCS</u>	<u>ADJUSTMENTS</u>	<u>MIN ALT</u>
045-225	TOWER (24-000503)	393659.00N/0765136.00W	045	9.1	1598	500	125	5E	1000			2600
225-045	TOWER (24-000052)	394147.00N/0773045.00W	304	27.5	2385	50	50	2D	1000			3400

MSA REMARKS:

NOTES/EXPLANATIONS FROM PROCEDURE SEGMENTS:



PART B: SUPPLEMENTAL DATA

COMMUNICATIONS WITH

PCT APP CON, ZNY ARTCC, LEESBURG FSS

<u>WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3	DMW	24	DMW	8.48	Y	21
<u>BACK-UP WX SERVICE</u>	<u>LOCATION</u>	<u>HRS OPERATION</u>	<u>ALTIMETER SOURCE</u>	<u>DISTANCE</u>	<u>WMSCR</u>	<u>ADJUSTMENTS</u>
AWOS-3PT	GAI	24	GAI	19.20	Y	81

WX REMARKS:

PRIMARY ALTIMETER

PRESSURE PATTERNS THE SAME
K2W2 799, KDMW 789
RA= 20.9

SECONDARY ALTIMETER

PRESSURE PATTERNS THE SAME
K2W2 799, KGAI 539
RA=80.6

<u>PRIMARY NAVAID</u>	<u>MONITOR POINT</u>	<u>HRS OPERATION</u>	<u>CAT</u>
EMI VORTAC	LEESBURG FSS	24 HRS	1

<u>APPROACH AND RUNWAY LIGHTING SYSTEM</u>	<u>RUNWAY MARKINGS</u>	<u>RUNWAY VISUAL RANGE</u>
RW14 - LIRLNSTD (PCL)	NPI-G	
RW32 - LIRLNSTD (PCL)	NPI-G	

<u>GLIDESLOPE ANGLE</u>	<u>ELEV RWY THRESHOLD</u>	<u>TCH</u>	<u>ELEV GS ANTENNA</u>	<u>DISTANCE FROM RWY</u>	<u>VGSI ANGLE</u>	<u>TCH</u>
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FINAL APPROACH COURSE AIMING

RUNWAY THRESHOLD	<input type="checkbox"/>	FT FROM THRESHOLD	DISPLACED THRESHOLD DISTANCE
ON CENTERLINE	<input type="checkbox"/>	FT FROM CENTERLINE	

CRITICAL TEMPERATURES

<u>CRITICAL LOW</u>	<u>CRITICAL HIGH</u>	<u>ACT</u>	<u>APT ISA</u>
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CRITICAL TEMPERATURE REMARKS:

"VISUAL PORTION OF FINAL" PENETRATIONS

PENETRATIONS REMARKS:

NO SURVEY, 20:1 ASSUMED.



HELICOPTER 'VISUAL PORTION OF FINAL' PENETRATIONS

and/or

5280-FT "PROCEED VFR" SEGMENT LEVEL SURFACE AREA PENETRATIONS

PENETRATIONS REMARKS:

PART C: GENERAL REMARKS:

PRECIPITOUS TERRAIN EVALUATION COMPLETED.

VEGETATION HEIGHT: 100 FT.

ORDER 8260.3, CHAPTER 2, NEW CIRCLING CRITERIA APPLIED.

PART D: AIRSPACE

DOCKET #

ALL DISTANCES TO 1/100NM; ELEVATION TO NEAREST 100 FEET; COORDINATES TO 1/100 SECOND; DEG TO 1/100 DEGREE

DISTANCE FROM	ARP	TO 1000FT POINT	2.11
WIDTH OF	FINAL	SEGMENT AT 1000FT POINT	2.28
TRUE COURSE OF	FINAL	SEGMENT CONTAINING 1000FT POINT	227.11
HIGH TERRAIN IN	FINAL	SEGMENT CONTAINING 1000FT POINT	800
DISTANCE FROM	FAF	TO 1500FT POINT	4.00
WIDTH OF	INTERMEDIATE	SEGMENT AT 1500FT POINT	2.30
TRUE COURSE OF	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	227.11
HIGH TERRAIN IN	INTERMEDIATE	SEGMENT CONTAINING 1500FT POINT	900

THRESHOLD COORDINATES (IF STR-IN)

ARP COORDINATES	392801.27N/0770102.76W
RUNWAY APCH END AND DIST FURTHEST FROM ARP	RUNWAY 32 DISTANCE 0.15 NM
FAF COORDINATES	392942.03N/0765842.86W
FIX NAME COORDINATES	

REMARKS

NO ADDITIONAL AIRSPACE REQUIRED.

PART E: PREPARED BY

NAME	OFFICE	DATE	TITLE
JACOB CLARK	AJV-A423	11/26/2024	AERONAUTICAL INFORMATION SPECIALIST

