

LOC/DME I-TZX <b>109.55</b> Chan <b>32 (Y)</b>	APP CRS <b>324°</b>	Rwy Idg TDZE Apt Elev	<b>5498</b> <b>715</b> <b>726</b>
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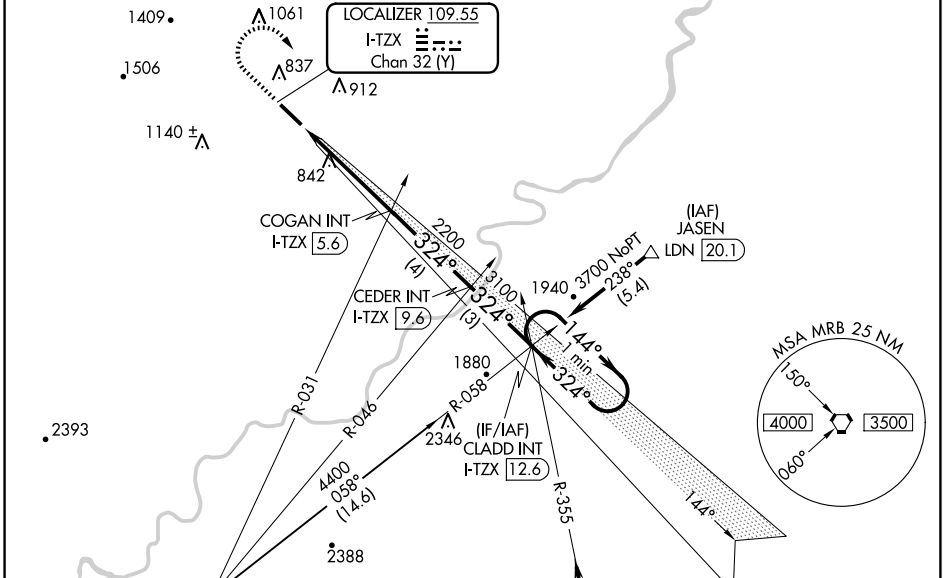
# ILS or LOC RWY 32

WINCHESTER RGNL (OKV)

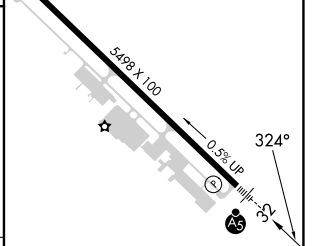
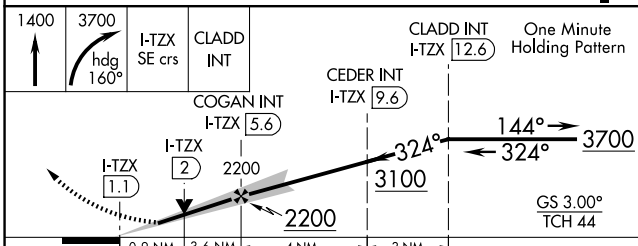
**NA** Rwy 32 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility 1/4 mile. For inoperative MALSRS, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSRS when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility 1/2 mile. VDP NA when using Martinsburg altimeter setting.

**MALSRS** MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD INT/I-TZX 12.6 DME and hold.

AWOS-3 <b>124.85</b>	POTOMAC APP CON <b>120.45 306.925</b>	CLNC DEL <b>126.15</b>	UNICOM <b>122.975 (CTAF)</b>
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LINDEN 114.3 LDN Chan 90	IAF CASANOVA 116.3 CSN Chan 110	ELEV 726	TDZE 715
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CATEGORY	A	B	C	D
S-ILS 32	915-1/2 200 (200-1/2)			
S-LOC 32	1040-1/2 325 (400-1/2)		1040-3/4 325 (400-3/4)	
CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1 3/4 654 (700-1 3/4)	1480-2 1/2 754 (800-2 1/2)
REIL Rwy 14	FAF to MAP 4.5 NM			
HIRL Rwy 14-32				
Knots	60	90	120	150 180
Min:Sec	4:30	3:00	2:15	1:48 1:30

NE-3, 20 FEB 2025 to 20 MAR 2025

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