Federal Aviation Administration

U.S. Terminal Procedures Publication

Northeast (NE) Vol 3 of 4

Effective: 0901Z

10 SEP 2020

to: 0901Z

05 NOV 2020

Consult the Change Notice (CN) effective 08 OCT 2020 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information

Consult/Subscribe to FAA Safety Alerts and Charting Notices at:

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 3424
Silver Spring, MD 20910
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

For inquiries regarding military charts, please contact aerohelp@nga.mil

FOR PROCUREMENT:
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For a list of approved FAA Print Providers, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/print_providers/

Frequently asked questions (FAQ) are answered on our website at https://www.faa.gov/go/ais
See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4.

INOP COMPONENTS 19339

INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

Straight-in and Sidestep landing minimums published on instrument approach procedure charts are based on full operation of all components and visual aids (see exception below for ALSF 1 & 2) associated with the particular approach chart being used. Higher minimums are required with inoperative components or visual aids as indicated below. If more than one component is inoperative, each minimum is raised to the highest minimum required by any single component that is inoperative. ILS glideslope inoperative minimums are published on the instrument approach charts as localizer minimums. This table applies to approach categories A thru D and is to be used unless amended by notes on the approach chart. Such notes apply only to the particular approach category(ies) as stated. Category E inoperative notes will be specified when published on civil charts. The inoperative table does not apply to Circling minimums. See legend page for description of components indicated below.

Full Operation Exception: For ALSF 1 & 2 operated as SSALR, or when the sequenced flashing lights are inoperative, there is no effect on visibility for ILS lines of minima.

(1) ILS, PAR, LPV, GLS minima

Inoperative Component or Visual Aid	Increase Visibility
All ALS types (except ODALS)	¼ mile

(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	To RVR 4000† To RVR 4500*
TDZL or RCLS	To RVR 2400#
RVR	To ½ mile

#For ILS, LPV, GLS procedures with a 200 foot HAT, RVR 1800 authorized with use of FD or AP or HUD to DA.

(3) All Approach Types and all lines of minima other than (1) & (2) above

Inoperative Component or Visual Aid	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile
MALSF, MALS, SSALF, SSALS, SALSF, SALS	¼ mile

(4) Sidestep minima (CAT C-D)

Inoperative Component or Visual Aid to Sidestep Runway	Increase Visibility
ALSF 1 & 2, MALSR, SSALR	½ mile

(5) All Approach Types, All lines of minima

Inoperative Component or Visual Aid	Increase Visibility
ODALS (CAT A-B)	¼ mile
ODALS (CAT C-D)	⅛ mile

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TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
In the absence of COPTER MINIMA, helicopters may use the CAT A minimums of other procedures.

LANDING MINIMA FORMAT

In this example airport elevation is 1179, and runway touchdown zone elevation is 1152.

Visibility (RVR 100's of feet) — DA — Aircraft Approach Category — HAT

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200 (200-½)	
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

All **weather** minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

MDA — HAA — Visibility in Statute Miles

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction — Height of MDA/DA Above Landing Area (HAL) — No circling minimums are provided

NOTE: The W symbol indicates outages of the WAAS vertical guidance may occur daily at this location due to initial system limitations. WAAS NOTAMS for vertical outages are not provided for this approach. Use LNAV minima for flight planning at these locations, whether as a destination or alternate. For flight operations at these locations, when the WAAS avionics indicate that LNAV/VNAV or LPV service is available, then vertical guidance may be used to complete the approach using the displayed level of service. Should an outage occur during the procedure, reversion to LNAV minima may be required. As the WAAS coverage is expanded, the W will be removed.

RNAV minimums are dependent on navigation equipment capability, as stated in the applicable AFM, AFMS, or other FAA approved document. See AIM paragraph 5-4-5, AC 90-105 and AC 90-107 for detailed requirements for each line of minima.

COLD TEMPERATURE AIRPORTS

NOTE: A ❄-12°C symbol indicates a cold temperature altitude correction is required at this airport when reported temperature is at or below the published temperature. See the following Cold Temperature Error Table to make manual corrections. Advise ATC with altitude correction. Advising ATC with altitude corrections is not required in the final segment. See Aeronautical Information Manual (AIM), Chapter 7, for guidance and additional information. For a complete list, see the "Cold Temperature Airports" link under the Additional Resources heading at the bottom of the following page: http://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/dtpp/search/

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

The circling MDA provides vertical obstacle clearance during a circle-to-land maneuver. The circling MDA protected area extends from the threshold of each runway authorized for landing following a circle-to-land maneuver for a distance as shown in the tables below. The resultant arcs are then connected tangentially to define the protected area.

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

Circling approach protected areas developed prior to late 2012 used the radius distances shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category. The approaches using standard circling approach areas can be identified by the absence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
All Altitudes	1.3	1.5	1.7	2.3	4.5

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling approach protected areas developed after late 2012 use the radius distance shown in the following table, expressed in nautical miles (NM), dependent on aircraft approach category, and the altitude of the circling MDA, which accounts for true airspeed increase with altitude. The approaches using expanded circling approach areas can be identified by the presence of the C symbol on the circling line of minima.

Circling MDA in feet MSL	Approach Category and Circling Radius (NM)				
	CAT A	CAT B	CAT C	CAT D	CAT E
1000 or less	1.3	1.7	2.7	3.6	4.5
1001-3000	1.3	1.8	2.8	3.7	4.6
3001-5000	1.3	1.8	2.9	3.8	4.8
5001-7000	1.3	1.9	3.0	4.0	5.0
7001-9000	1.4	2.0	3.2	4.2	5.3
9001 and above	1.4	2.1	3.3	4.4	5.5

Comparable Values of RVR and Visibility

The following table shall be used for converting RVR to ground or flight visibility. For converting RVR values that fall between listed values, use the next higher RVR value; do not interpolate. For example, when converting 4800 RVR, use 5000 RVR with the resultant visibility of 1 mile.

RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)	RVR (feet)	Visibility (SM)
1600	¼	2400	½	3500	⅝	5500	1
1800	½	2600	½	4000	¾	6000	1¼
2000	½	3000	⅝	4500	⅞		
2200	½	3200	⅝	5000	1		

RADAR MINIMA

	RWY	GP/TCH/RPI	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS	CAT	DA/ MDA-VIS	HAT HAA	CEIL-VIS
PAR	10	2.5°/42/1000	ABCDE	**195**/16	100	(100-¼)				
	28	2.5°/48/1068	ABCDE	**187**/16	100	(100-¼)				
ASR	10		ABC	**560**/40	463	(500-¾)	DE	**560**/50	463	(500-1)
	28		AB	**600**/50	513	(600-1)	CDE	**600**/60	513	(600-1¼)
CIR	10		AB	**560-**1¼	463	(500-1¼)	CDE	**560-**1½	463	(500-1½)
	28		AB	**600-**1¼	503	(600-1¼)	CDE	**600-**1½	503	(600-1½)

Visibility (RVR 100's of feet)

Visibility in Statute Miles

All minimums in parentheses not applicable to Civil Pilots. Military Pilots refer to appropriate regulations.

Radar Minima:

1. Minima shown are the lowest permitted by established criteria. Pilots should consult applicable directives for their category of aircraft.
2. The circling MDA and weather minima to be used are those for the runway to which the final approach is flown- not the landing runway. In the above RADAR MINIMA example, a category C aircraft flying a radar approach to runway 10, circling to land on runway 28, must use an MDA of 560 feet with weather minima of 500-1½.

NOTE: Military RADAR MINIMA may be shown with communications symbology that indicates emergency frequency monitoring capability by the radar facility as follows: (E) VHF and UHF emergency frequencies monitored
(V) VHF emergency frequency (121.5) monitored
(U) UHF emergency frequency (243.0) monitored

Additionally, unmonitored frequencies which are available on request from the controlling agency may be annotated with an "x".

A Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.

A NA Alternate minimums are Not Authorized due to unmonitored facility or absence of weather reporting service.

T Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed under Other Transaction Agreement (OTA) by private providers and have been certified by the FAA. See 14 CFR, Part 91.175 (a) and the AIM for further details. 14 CFR, Part 91.175 (g) and the Special Notices section of the Chart Supplement contain information on civil operations at military airports.

The FAA uses an internal numbering system on all charts in the TPP. This Approach and Landing (AL) number is located on the top center margin of the chart followed by the organization responsible for the procedure in parentheses, e.g., AL-18 (FAA), AL-227 (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

The Date of Latest Revision identifies the Julian date the chart was added or last revised for any reason. The first two digits indicate the year, the last three digits indicate the day of the year (001 to 365/6) in which the latest revision of any kind has been made to the chart.

FAA Procedure Amendment Number → Orig 31DEC09 ← Procedure Amendment Effective Date
FAA Procedure Amendment Number → Amdt 2B 12MAR09 ← Procedure Amendment Effective Date

The FAA Procedure Amendment Number represents the most current amendment of a given procedure. The Procedure Amendment Effective Date represents the AIRAC cycle date on which the procedure amendment was incorporated into the chart. Updates to the amendment number & effective date represent procedural/criteria revisions to the charted procedure, e.g., course, fix, altitude, minima, etc. On Departure Procedures and Standard Terminal Arrivals, procedural revisions to the current chart are indicated by an upnumber to the procedure title with the procedure amendment effective date following. On Radar Minima, Takeoff Minimums and (Obstacle) Departure Procedures and Diverse Vector Areas, the FAA Procedure Amendment Number, Procedure Effective Date, and the Julian Date of Last Revision will be shown on the same line, e.g., AMDT 2 10DEC15 (15344).

MISCELLANEOUS

★ Indicates a non-continuously operating facility, see Chart Supplement.

For Civil (FAA) instrument procedures, "RADAR REQUIRED" in the planview of the chart indicates that ATC radar must be available to assist the pilot when transitioning from the en route environment. "Radar required" in the pilot briefing portion of the chart indicates that ATC radar is required on portions of the procedure outside the final approach segment, including the missed approach. Some military procedures also have equipment requirements such as "Radar Required", but do not conform to the same charting application standards used by the FAA.

Distances are in nautical miles (except visibility in statute miles and Runway Visual Range in hundreds of feet). Runway dimensions are in feet. Elevations are in feet, Mean Sea Level (MSL). Ceilings are in feet above airport elevation. Radials/bearings/headings/courses are magnetic. Horizontal Datum: Unless otherwise noted on the chart, all coordinates are referenced to North American Datum 1983 (NAD 83), which for charting purposes is considered equivalent to World Geodetic System 1984 (WGS 84).

Terrain is scaled within the neat lines (planview boundaries) and does not accurately underlie not-to-scale distance depictions or symbols.

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STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans via teletype and are required for users filing flight plans via computer interface. It must be noted that when filing a STAR/DP with a transition, the first three coded characters of the STAR and the last three coded characters of the DP are replaced by the transition code. Examples: ACTON SIX ARRIVAL, file (AQN.AQN6); ACTON SIX ARRIVAL, EDNAS TRANSITION, file (EDNAS.AQN6). FREEHOLD THREE DEPARTURE, file (FREH3.RBV), FREEHOLD THREE DEPARTURE, ELWOOD CITY TRANSITION, file (FREH3.EWC).

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

Users will begin to see Performance-Based Navigation (PBN) Requirements and Equipment Requirements on Instrument Approach Procedures (IAPs), RNAV STARS and RNAV DPs prominently displayed in separate, standardized notes boxes. For procedures with PBN elements, the PBN box will contain the procedure's navigation specification(s); and, if required: specific sensors or infrastructure needed for the navigation solution; any additional or advanced functional requirements; the minimum Required Navigation Performance (RNP) value and any amplifying remarks. Items listed in this PBN box are REQUIRED for the procedure's PBN elements. The Equipment Requirements Box will list non-PBN requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
Equipment Requirements Box →	DME required for LOC only.
Standard Procedure Notes Box →	T Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box →	RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:

1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., A1, V, ✿
2. Approach lighting systems that do not bear a system identification are indicated with a negative "L" beside the name.

A star (★) indicates non-standard PCL, consult Chart Supplement, e.g., L★

To activate lights, use frequency indicated in the communication section of the chart with a L or the appropriate lighting system identification e.g., UNICOM 122.8 L, A1, V

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS

AAUP.....Attention All Users Page
ADF.....Automatic Direction Finder
ADIZ.....Air Defense Identification Zone
AFIS.....Automatic Flight Information Service
ALS.....Approach Light System
ALSF.....Approach Light System with Sequenced Flashing Lights
AOB.....At Or Below
AP.....Autopilot System
APCH.....Approach
APP CON.....Approach Control
ARR.....Arrival
ASOS.....Automated Surface Observing System
ASR/PAR.....Published Radar Minimums at this Airport
ASSC.....Airport Surface Surveillance Systems
ATIS.....Automatic Terminal Information Service
AUNICOM.....Automated UNICOM
AWOS.....Automated Weather Observing System
AZ.....Azimuth
BC.....Back Course
BND.....Bound
C.....Circling
CAT.....Category
CCW.....Counter Clockwise
CDI.....Course Deviation Indicator
Chan.....Channel
CIFP.....Coded Instrument Flight Procedures
CIR.....Circling
CLNC DEL.....Clearance Delivery
CNF.....Computer Navigation Fix
CPDLC.....Controller Pilot Data Link Communication
CTAF.....Common Traffic Advisory Frequency
CW.....Clockwise
D-ATIS.....Digital-Automatic Terminal Information Service
DA.....Decision Altitude
DER.....Departure End of Runway
DH.....Decision Height
DME.....Distance Measuring Equipment
DTHR.....Displaced Threshold
DVA.....Diverse Vector Area
ELEV.....Elevation
EMAS.....Engineered Material Arresting System
FAF.....Final Approach Fix
FD.....Flight Director System
FM.....Fan Marker
FMS.....Flight Management System
GBAS.....Ground Based Augmentation System
GCO.....Ground Communications Outlet
GLS.....Ground Based Augmentation System Landing System
GP.....Glidepath
GPI.....Ground Point of Interception
GPS.....Global Positioning System
GS.....Glide Slope
HAA.....Height above Airport
HAL.....Height above Landing
HAT.....Height above Touchdown
HATh.....Height Above Threshold
HCH.....Heliport Crossing Height
HGS.....Head-up Guidance System
HIRL.....High Intensity Runway Lights
HUD.....Head-up Display
IAF.....Initial Approach Fix
ICAO.....International Civil Aviation Organization
IF.....Intermediate Fix
IM.....Inner Marker
INOP.....Inoperative
INT.....Intersection
K.....Knots
KIAS.....Knots Indicated Airspeed
LAAS.....Local Area Augmentation System
LDA.....Localizer Type Directional Aid
Ldg.....Landing
LIRL.....Low Intensity Runway Lights
LNAV.....Lateral Navigation
LOC.....Localizer
LP.....Localizer Performance
LPV.....Localizer Performance with Vertical Guidance
LR.....Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.
MAA.....Maximum Authorized Altitude
MALS.....Medium Intensity Approach Light System
MALSF.....Medium Approach Lighting System with Sequenced Flashers
MALSR.....Medium Intensity Approach Light System with RAIL
MAP.....Missed Approach Point
MDA.....Minimum Descent Altitude
MIRL.....Medium Intensity Runway Lights
MM.....Middle Marker
MRA.....Minimum Reception Altitude
N/A.....Not Applicable
NA.....Not Authorized
NDB.....Non-directional Radio Beacon
NM.....Nautical Mile
NoPT.....No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)

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ODALS..... Omnidirectional Approach Light System
ODP..... Obstacle Departure Procedure
OM..... Outer Marker
PAR..... Precision Approach Radar
PDC..... Pre-Departure Clearance
PRM..... Precision Runway Monitor
R..... Radial
RA..... Radio Altimeter setting height
RAIL..... Runway Alignment Indicator Lights
RCLS..... Runway Centerline Light System
REIL..... Runway End Identifier Lights
RF..... Radius-to-Fix
RLLS..... Runway Lead-in Light System
RNAV..... Area Navigation
RNP..... Required Navigation Performance
RPI..... Runway Point of Intercept(ion)
RRL..... Runway Remaining Lights
Rwy..... Runway
RVR..... Runway Visual Range
S..... Straight-in
SALS..... Short Approach Light System
SALSF..... Short Approach Lighting System with Sequenced Flashing Lights
SSALF..... Simplified Short Approach Lighting System with Sequenced Flashers
SSALR..... Simplified Short Approach Light System with RAIL
SSALS..... Simplified Short Approach Lighting System
SDF..... Simplified Directional Facility
SM..... Statute Mile
SOIA..... Simultaneous Offset Instrument Approach
SR-SS..... Sunrise-Sunset
TAA..... Terminal Arrival Area
TAC..... TACAN
TCH..... Threshold Crossing Height (height in feet Above Ground level)
TDZ..... Touchdown Zone
TDZE..... Touchdown Zone Elevation
TDZ/CL..... Touchdown Zone and Runway Centerline Lighting
TDZL..... Touchdown Zone Lights
THR..... Threshold
TODA..... Takeoff Distance Available
TORA..... Takeoff Run Available
TR..... Track
VASI..... Visual Approach Slope Indicator
VCOA..... Visual Climb Over Airport
VDP..... Visual Descent Point
VGSI..... Visual Glide Slope Indicator
VNAV..... Vertical Navigation
WAAS..... Wide Area Augmentation System
WP/WPT..... Waypoint (RNAV)

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LEGEND 20086

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

165°
345°
Procedure Turn
(Type degree and point of turn optional)

3100 NoPT 5.6 NM to GS Intcpt
045°
(14.2 to LOM)
Minimum Route Altitude
2000
155°
Feeder Route
(15.1)
Mileage

HOLDING PATTERNS

Missed Approach
090°
270°

Hold-in-lieu of Procedure Turn
090°
1 min
270°
090°
(IAS)
270°
4 NM

HOLD 8000
Arrival
090°
270°

Holding pattern with max. restricted airspeed:
(175K) applies to all altitudes.
(210K) applies to altitudes above 6000′ to and including 14000′.
Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.
Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.
DME fixes may be shown.

FIXES/ATC REPORTING REQUIREMENTS

Reporting Point
▲ Name (Compulsory)
△ Name (Non-Compulsory)

Intersection

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

MAP WP (Flyover)

Computer Navigation Fix (CNF) - No ATC Function
x (NAME) ("x" omitted when it conflicts with runway pattern)

15 DME Distance From Facility

AUSTN INT
ARC/DME/RNAV Fix

R-198 → Radial line and value

LR-198 → Lead Radial

LB-198 → Lead Bearing

ALTITUDES

5500 Mandatory Altitude

2500 Minimum Altitude

4300 Maximum Altitude

3000 Recommended Altitude

5000 Mandatory Block
3000 Altitude

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LOM/LMM (Compass locator at Outer Marker/Middle Marker)

Marker Beacon

Marker beacons that are not specifically part of the procedure.

Localizer (LOC/LDA) Course
Right side shading- Front course; Left side shading- Back Course

SDF Course

LOC/DME

LOC/LDA/SDF Transmitter
(shown when installation is offset from its normal postion off the end of the runway.)

Primary Navaid with Coordinate Values
LIMA
114.5 LIM
Chan 92
S12°00.80′
W77°07.00′

Secondary Navaid
LMM
LIMA
248 NT

SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

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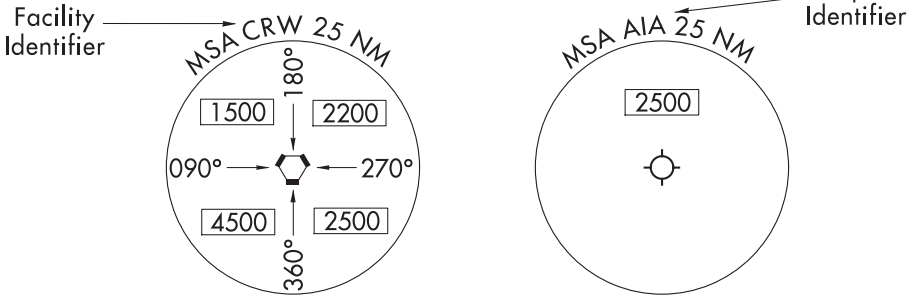
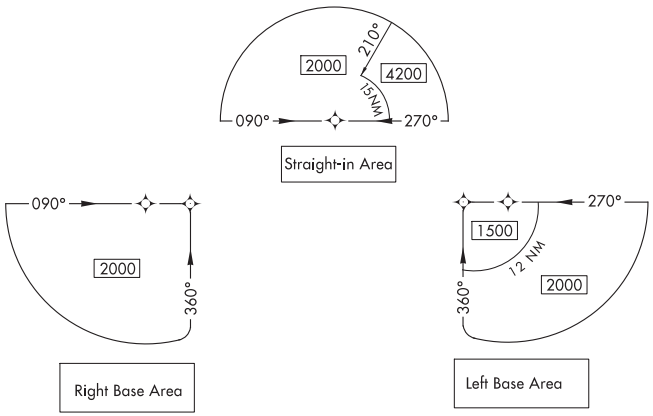
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DOD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

R-Restricted
P-Prohibited
W-Warning
A-Alert

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

OBSTACLES

Spot Elevation

Obstacle

Highest Obstacle

Highest Spot Elevation

Group of Obstacles

Doubtful accuracy

NE-3, 10 SEP 2020 to 05 NOV 2020

LEGEND 20198

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

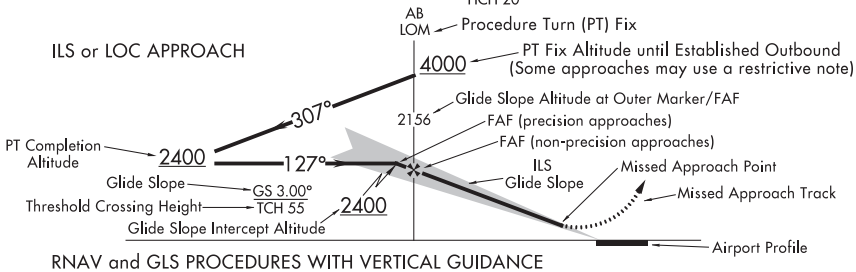
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55.

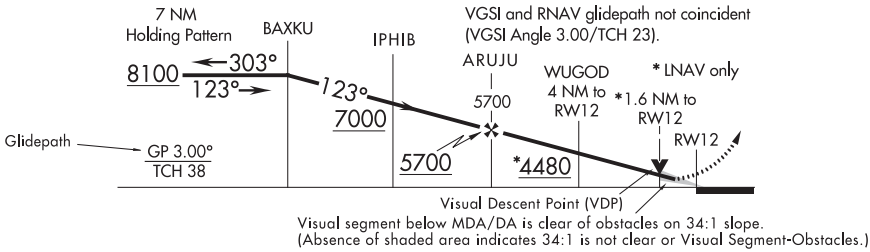
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle and TCH in the following format: GP 3.00°/TCH 50.

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: ∠3.00°/TCH 55. On Copter procedures this is depicted in the following format: ∠7.30°/HCH 20.

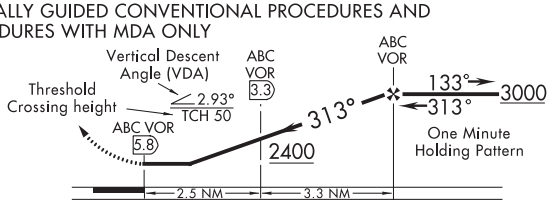
ILS or LOC APPROACH



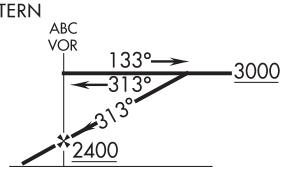
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



ALTITUDES

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000 / 3000	Mandatory Block Altitude
4300	Maximum Altitude		

PROFILE SYMBOLS

- 2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.
- ▼ Visual Descent Point (VDP)
- Visual Flight Path
- Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.

LEGEND 20198

NE-3, 10 SEP 2020 to 05 NOV 2020

LEGEND 19059

LEGEND
STANDARD TERMINAL ARRIVAL (STAR) CHARTS
DEPARTURE PROCEDURE (DP) CHARTS

Applies to both STAR and DP Charts unless otherwise noted.

RADIO AIDS TO NAVIGATION

Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:

VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

LMM, LOM (Compass locator)

Marker Beacon

LOC, LOC/DME (shown when installation is offset from its normal position off the end of the runway.) (DP)

Localizer Course

SDF Course

(T) indicates frequency protection range (STAR)

(Y) TACAN must be placed in "Y" mode to receive distance information

Identifier

Frequency

ORLANDO
112.25 (T) ORL
Chan 59 (Y)
N28°32.56′ - W81°20.10′

Geographic Position

L-19, H-5

DME or TACAN Channel

Underline indicates no voice transmitted on this frequency

Enroute Chart Reference

Coordinates

Waypoint Name

PRAYS
N38°58.30′ W89°51.50′
112.7 CAP 187.1°-56.2
590

Frequency

Identifier

Reference Facility Elevation

Radial-Distance (Facility to Waypoint)

FIXES/ATC REPORTING REQUIREMENTS

Reporting Points
N00°00.00′
W00°00.00′

75 → DME Mileage (when not obvious)

▲ Fix-Compulsory and

△ Non-Compulsory Position Report

→ | DME fix

WAYPOINT (Compulsory)

WAYPOINT (Non-Compulsory)

FLYOVER POINT

X Computer Navigation Fix (CNF) - No ATC Function
N00°00.00′
W00°00.00′

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route - Arrival Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path (DP)

V12 J80 Airway/Jet Route Identification

DP Holding Pattern (IAS)

STAR Holding Pattern (IAS)

Holding pattern with max. restricted airspeed
(175K) applies to all altitudes
(210K) applies to altitudes above 6000′ to and including 14000′

SPECIAL USE AIRSPACE

R-352

R-Restricted W-Warning
P-Prohibited A-Alert
MOA-Military Operations Area

ALTITUDES

5500	2300	4800
Mandatory Altitude (Cross at)	Minimum Altitude (Cross at or above)	Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

⊣ Altitude change at other than Radio Aids (STAR)

INDICATED AIRSPEED

175K	120K	250K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed

AIRPORTS

(DP)

Heliport

Civil Military Joint Civil-Military

Airports not served by the procedure shown in screened color (STAR)

Civil Military Joint Civil-Military

MISCELLANEOUS

Changeover Point

Distance not to scale (DP)

International Boundary (DP)

Air Defense Identification Zone

T Takeoff Minimums and (Obstacle) Departure Procedures entry published. (DP)

NE-3, 10 SEP 2020 to 05 NOV 2020

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LEGEND 19059

19339

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Stopways,Taxiways, Parking Areas | Metal Surface

Closed Runway | Closed Surface | Under Construction | Water Runway

ARRESTING GEAR: Specific arresting gear systems; e.g., BAK12, MA-1A etc., shown on airport diagrams, not applicable to Civil Pilots. Military Pilots refer to appropriate DOD publications.

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

Displaced Threshold.....
Hot Spot .....
Runway Holding Position Markings.....
Buildings.....
24-Hour Self-Serve Fuel ##.....
Tanks.....
Obstructions.....
Airport Beacon #.....
Runway
Radar Reflectors.....
Control Tower #..... TWR

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

A fuel symbol is shown to indicate 24-hour self-serve fuel available, see appropriate Chart Supplement for information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in FLIP. (Foreign Only)

Runway Weight Bearing Capacity/or PCN Pavement Classification Number is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCN 80 F/D/X/U S-75, D-185, 2S-175, 2D-325

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point.....

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope.....0.8% UP ⟵ 0.3% DOWN
(shown when runway slope is greater than or equal to 0.3%)

NOTE:
Runway Slope measured to midpoint on runways 8000 feet or longer.

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

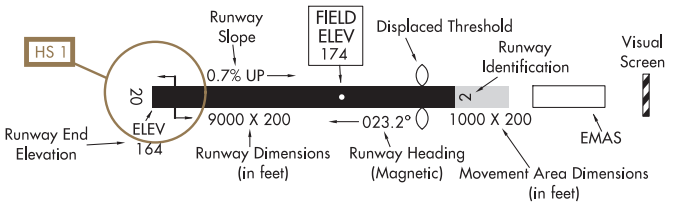
True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

Positional accuracy within ±600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.



SCOPE

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.

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NE-3, 10 SEP 2020 to 05 NOV 2020

LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

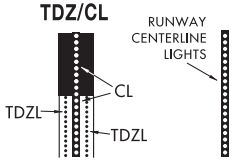
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A2, V, etc.

A dot "●" portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A1. Negative symbology, e.g., A1, V indicates Pilot Controlled Lighting (PCL).

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL

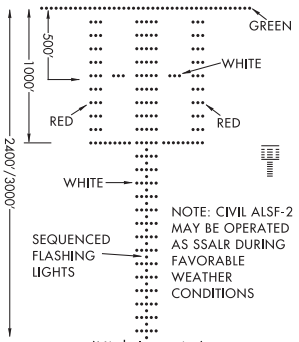


AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

APPROACH LIGHTING SYSTEM

A

ALSF-2



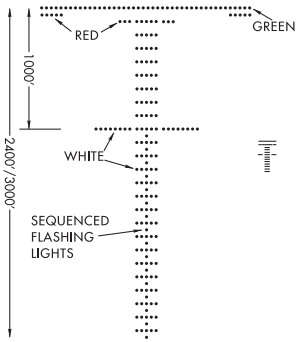
NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(High Intensity)
LENGTH 2400/3000 FEET

APPROACH LIGHTING SYSTEM

A1

ALSF-1



(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

A2

SALS/SALSF

(High Intensity)

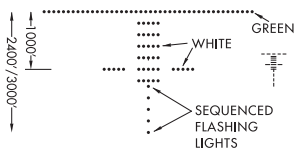
SAME AS INNER 1500' OF ALSF-1

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

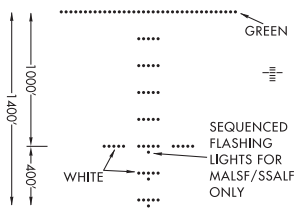
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

MEDIUM INTENSITY (**MALS** and **MALSF**) OR SIMPLIFIED SHORT (**SSALS** and **SSALF**) APPROACH LIGHTING SYSTEMS

A4



LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

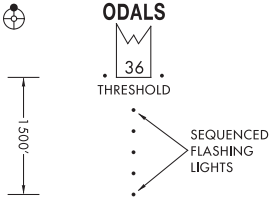
A5

MALSR

SAME LIGHT CONFIGURATION AS SSALR.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS



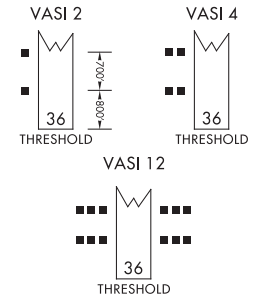
LENGTH 1500 FEET

V VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

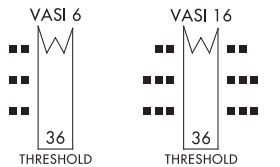
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



V3 VISUAL APPROACH SLOPE INDICATOR

VASI

3-BAR, 6 OR 16 BOX, VISUAL APPROACH SLOPE INDICATOR THAT PROVIDES 2 GLIDE ANGLES AND 2 THRESHOLD CROSSING HEIGHTS.



LEGEND 15344

NE-3, 10 SEP 2020 to 05 NOV 2020

LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

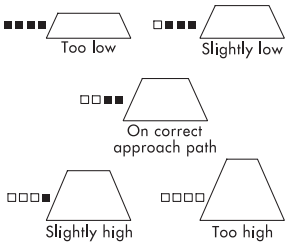
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

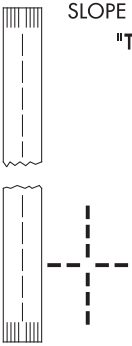
PAPI



Legend: □ White ■ Red

(V1) "T"-VISUAL APPROACH SLOPE INDICATOR

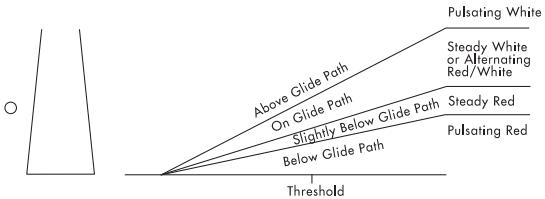
"T"-VASI



"T" ON BOTH SIDES OF RWY ALL LIGHTS VARIABLE WHITE. CORRECT APPROACH SLOPE-ONLY CROSS BAR VISIBLE. UPRIGHT "T"- FLY UP. INVERTED "T"- FLY DOWN. RED "T"- GROSS UNDERSHOOT.

(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

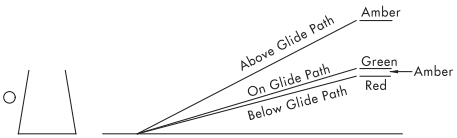
PVASI



CAUTION: When viewing the pulsating visual approach slope indicators in the pulsating white or pulsating red sectors, it is possible to mistake this lighting aid for another aircraft or a ground vehicle. Pilots should exercise caution when using this type of system.

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

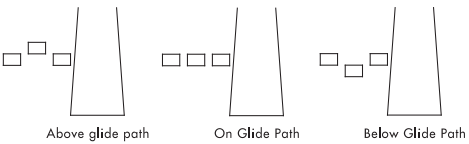
TRCV



CAUTION: When the aircraft descends from green to red, the pilot may see a dark amber color during the transition from green to red.

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.

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FREQ PAIRING 20198

FREQUENCY PAIRING TABLE

TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY	TACAN CHANNEL	VHF FREQUENCY
17Y	108.05	40X	110.30	88Y	114.15
18X	108.10	40Y	110.35	89Y	114.25
18Y	108.15	41Y	110.45	90Y	114.35
19Y	108.25	42X	110.50	91Y	114.45
20X	108.30	42Y	110.55	92Y	114.55
20Y	108.35	43Y	110.65	93Y	114.65
21Y	108.45	44X	110.70	94Y	114.75
22X	108.50	44Y	110.75	95Y	114.85
22Y	108.55	45Y	110.85	96Y	114.95
23Y	108.65	46X	110.90	97Y	115.05
24X	108.70	46Y	110.95	98Y	115.15
24Y	108.75	47Y	111.05	99Y	115.25
25Y	108.85	48X	111.10	100Y	115.35
26X	108.90	48Y	111.15	101Y	115.45
26Y	108.95	49Y	111.25	102Y	115.55
27Y	109.05	50X	111.30	103Y	115.65
28X	109.10	50Y	111.35	104Y	115.75
28Y	109.15	51Y	111.45	105Y	115.85
29Y	109.25	52X	111.50	106Y	115.95
30X	109.30	52Y	111.55	107Y	116.05
30Y	109.35	53Y	111.65	108Y	116.15
31Y	109.45	54X	111.70	109Y	116.25
32X	109.50	54Y	111.75	110Y	116.35
32Y	109.55	55Y	111.85	111Y	116.45
33Y	109.65	56X	111.90	112Y	116.55
34X	109.70	56Y	111.95	113Y	116.65
34Y	109.75	80Y	113.35	114Y	116.75
35Y	109.85	81Y	113.45	115Y	116.85
36X	109.90	82Y	113.55	116Y	116.95
36Y	109.95	83Y	113.65	117Y	117.05
37Y	110.05	84Y	113.75	118Y	117.15
38X	110.10	85Y	113.85	119Y	117.25
38Y	110.15	86Y	113.95		
39Y	110.25	87Y	114.05		

See the Chart Supplement for a complete listing.

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NE-3, 10 SEP 2020 to 05 NOV 2020

FREQ PAIRING 20198

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

ABERDEEN PROVING GROUND, MD
---SEE PHILLIPS AAF

ABINGDON, VA
VIRGINIA HIGHLANDS(VJI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 06 1
RNAV (GPS) RWY 24 2
LOC RWY 24 3

ACCOMACK COUNTY
---SEE MELFA, VA

ALLEN C PERKINSON BLACKSTONE AAF
---SEE BLACKSTONE, VA

ANNAPOLIS, MD
LEE(ANP)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS)-A 4

NAME PROC SECT PG

BALTIMORE, MD
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL(BWI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
STARS ..... ANTHM THREE (RNAV) Z1
MIIDY TWO (RNAV) Z30
RAVNN SIX (RNAV) Z35
RIPKN TWO Z37
TRISH THREE (RNAV) Z47
WESTMINSTER SEVEN Z54
IAPS ..... ILS OR LOC RWY 10 5
ILS OR LOC RWY 15L 6
ILS OR LOC RWY 28 7
ILS OR LOC RWY 33L 8
ILS OR LOC RWY 33R 9
ILS OR LOC RWY 15R 10
ILS RWY 10 (SA CAT I) 11
ILS RWY 33L (SA CAT I - II) 12
ILS RWY 10 (CAT II - III) 13
RNAV (RNP) Z RWY 10 14
RNAV (RNP) Z RWY 15R 15
RNAV (RNP) Z RWY 28 16
RNAV (RNP) Z RWY 33L 17
RNAV (GPS) RWY 15L 18
RNAV (GPS) RWY 33R 19
RNAV (GPS) Y RWY 10 20
RNAV (GPS) Y RWY 15R 21
RNAV (GPS) Y RWY 28 22
RNAV (GPS) Y RWY 33L 23
INTERSTATE VISUAL RWY 33L 24
AIRPORT DIAGRAM 25
DPS ..... CONLE THREE (RNAV) 26
FIXET THREE (RNAV) 28
PALEO THREE 30
SWANN THREE 31
TERPZ SEVEN (RNAV) 32

MARTIN STATE(MTN)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
STARS ..... ANTHM THREE (RNAV) Z1
MIIDY TWO (RNAV) Z30
RAVNN SIX (RNAV) Z35
RIPKN TWO Z37
TRISH THREE (RNAV) Z47
WESTMINSTER SEVEN Z54
IAPS ..... RNAV (GPS) RWY 15 34
RNAV (GPS) RWY 33 35
LOC RWY 15 36
LDA RWY 33 37
VOR OR TACAN RWY 15 38
AIRPORT DIAGRAM 39
DPS ..... CONLE THREE (RNAV) 40
TERPZ SEVEN (RNAV) 41

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL
---SEE BALTIMORE, MD

BAY BRIDGE
---SEE STEVENSVILLE, MD

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

BLACKSBURG, VA
VIRGINIA TECH/MONTGOMERY EXECUTIVE(BCB)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 13 43
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IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude, and/or airports that have civil IFR takeoff minimums other than standard, are listed below. Takeoff Minimums and Departure Procedures apply to all runways unless otherwise specified. An entry may also be listed that contains only Takeoff Obstacle Notes. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are textually described below, or published separately as a graphic procedure. If the ODP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or the applicable military volume, as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not specifically assigned an ODP, SID, or radar vector as part of an IFR clearance, an ODP may be required to be flown for obstacle clearance, even though not specifically stated in the IFR clearance. When doing so in this manner, ATC should be informed when the ODP being used contains a specified route to be flown, restrictions before turning, and/or altitude restrictions.

Some ODPs, which are established solely for obstacle avoidance, require a climb in visual conditions to cross the airport, a fix, or a NAVAID in a specified direction, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

At some locations where an ODP has been established, a diverse vector area (DVA) may be created to allow radar vectors to be used in lieu of an ODP. DVA information will state that headings will be as assigned by ATC and climb gradients, when applicable, will be published immediately following the specified departure procedure.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard takeoff rules and establishes takeoff minimums for certain operators as follows: (1) For aircraft, other than helicopters, having two engines or less – one statute mile visibility. (2) For aircraft having more than two engines – one-half statute mile visibility. (3) For helicopters – one-half statute mile visibility. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) takeoff minima are published below. For military takeoff minima, refer to appropriate service directives.

NE-3, 10 SEP 2020 to 05 NOV 2020

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (10266) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-2 or 300-1¼ w/ min. climb of 225' per NM to 2500, or std. w/ min. climb of 749' per NM to 2500.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 061° and HMV VORTAC R-034 to 5500 before proceeding on course.

Rwy 24, climb heading 241° to 3700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, vehicle 89' from DER, 411' left of centerline, 15' AGL/2094' MSL.
Obstruction light 504' from DER, 314' left of centerline, 22' AGL/2122' MSL.
Trees beginning 214' from DER, 245' right of centerline, up to 100' AGL/2240' MSL.
Trees beginning 579' from DER, 35' left of centerline, up to 100' AGL/2379' MSL.

Rwy 24, hangar vent 13' from DER, 496' left of centerline, 55' AGL/2086' MSL.
Buildings 828' from DER, 628' left of centerline, up to 25' AGL/2084' MSL.
Trees beginning 2222' from DER, 262' right of centerline, up to 100' AGL/2200' MSL.
Tree 3592' from DER, 14' left of centerline, 100' AGL/2167' MSL.

ANNAPOLIS, MD

LEE (ANP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27DEC01 (01361) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE:

Rwy 12, climb runway heading to 700 before proceeding on course.

Rwy 30, climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, cross DER at or above 35' AGL/66' MSL.

Rwy 30, trees, 1433' from DER, 85' left of centerline, 100' AGL/139' MSL.
Cross DER at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

Rwy 33L, std. w/min. climb of 268' per NM to 1900.

Rwy 33R, std. w/min. climb of 255' per NM to 2000.

DEPARTURE PROCEDURE:

Rwy 28, climb heading 285° to 900' before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 10, lighting 9' from DER, 54' left of centerline, 1' AGL/127' MSL.
Lighting 9' from DER, 54' right of centerline, 1' AGL/127' MSL.
Building beginning 51' from DER, 319' left of centerline, up to 10' AGL/133' MSL.
Tree 1143' from DER, 549' left of centerline, 65' AGL/157' MSL.
Trees beginning 1190' from DER, 457' left of centerline, up to 67' AGL/160' MSL.
Tree 1210' from DER, 452' left of centerline, 68' AGL/161' MSL.
Trees beginning 1230' from DER, 384' left of centerline, up to 70' AGL/163' MSL.
Rwy 15L, tree 615' from DER, 641' left of centerline, 47' AGL/131' MSL.
Trees beginning 646' from DER, 608' left of centerline, up to 52' AGL/136' MSL.
Tree 748' from DER, 624' left of centerline, 69' AGL/148' MSL.
Trees beginning 773' from DER, 647' left of centerline, up to 73' AGL/152' MSL.
Pole, tree beginning 920' from DER, 617' left of centerline, up to 79' AGL/161' MSL.
Trees beginning 962' from DER, 706' left of centerline, up to 77' AGL/162' MSL.
Antenna 1067' from DER, 640' left of centerline, 68' AGL/164' MSL.
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Rwy 15R, NAVAID 1' from DER, 85' right of centerline, 2' AGL/130' MSL.
Tree 1086' from DER, 755' right of centerline, 65' AGL/173' MSL.
Trees beginning 1126' from DER, 752' right of centerline, up to 77' AGL/184' MSL.
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Trees beginning 1389' from DER, 252' left of centerline, up to 87' AGL/182' MSL.
Trees beginning 1582' from DER, 299' left of centerline, up to 96' AGL/188' MSL.
Trees beginning 1632' from DER, 264' left of centerline, up to 197' MSL.
Tree 2830' from DER, 871' right of centerline, 134' AGL/211' MSL.
Trees beginning 2834' from DER, 839' right of centerline, up to 135' AGL/212' MSL.
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Pole 516' from DER, 573' right of centerline, 33' AGL/156' MSL.
Tree 910' from DER, 595' left of centerline, 82' AGL/165' MSL.
Trees beginning 1662' from DER, 852' right of centerline, up to 41' AGL/187' MSL.
Tree 1715' from DER, 888' right of centerline, 34' AGL/188' MSL.
Trees beginning 1716' from DER, 904' right of centerline, up to 34' AGL/190' MSL.
Trees beginning 2189' from DER, 940' right of centerline, up to 63' AGL/205' MSL
Trees beginning 2228' from DER, 877' right of centerline, up to 73' AGL/214' MSL.
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Rwy 33R, fence 400' from DER, 601' left of centerline, 1' AGL/157' MSL.
Fence 629' from DER, 600' left of centerline, 2' AGL/159' MSL.
Pole 758' from DER, 677' left of centerline, 19' AGL/176' MSL.
Building 880' from DER, 654' left of centerline, 25' AGL/181' MSL.
Building, pole beginning 951' from DER, 611' left of centerline, up to 29' AGL/184' MSL.
Trees beginning 1072' from DER, 518' right of centerline, up to 54' AGL/188' MSL.
Tree 1530' from DER, 807' right of centerline, 56' AGL/202' MSL.
Building, sign beginning 1556' from DER, 916' left of centerline, up to 42' AGL/198' MSL.
Tree 1565' from DER, 849' right of centerline, 63' AGL/212' MSL.
Tree 1582' from DER, 759' right of centerline, 64' AGL/213' MSL.
Trees beginning 1593' from DER, 779' right of centerline, up to 68' AGL/218' MSL.
Trees beginning 1662' from DER, 794' right of centerline, up to 63' AGL/220' MSL.
Trees beginning 1748' from DER, 791' right of centerline, up to 62' AGL/223' MSL.
Trees beginning 1785' from DER, 846' right of centerline, up to 64' AGL/226' MSL.
Tree 1866' from DER, 849' right of centerline, 59' AGL/230' MSL.
Tree 1907' from DER, 923' right of centerline, 60' AGL/236' MSL.
Trees beginning 1930' from DER, 858' right of centerline, up to 72' AGL/250' MSL.
Trees beginning 1985' from DER, 903' right of centerline, up to 68' AGL/253' MSL.
Trees beginning 2200' from DER, 967' right of centerline, up to 69' AGL/260' MSL.
Tree 2241' from DER, 1052' right of centerline, 75' AGL/261' MSL.
Tree pole beginning 2243' from DER, 15' right of centerline, up to 76' AGL/265' MSL.
Electrical_system 2452' from DER, 903' left of centerline, 44' AGL/204' MSL.

CON'T

NE-3, 10 SEP 2020 to 05 NOV 2020

BALTIMORE, MD (CON'T)

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI) (CON'T)

Rwy 33R (CON'T), trees beginning 2574' from DER, 685' left of centerline, up to 49' AGL/209' MSL.
Tree 2894' from DER, 902' left of centerline, 64' AGL/217' MSL.
Trees beginning 2908' from DER, 908' left of centerline, up to 69' AGL/220' MSL.
Trees beginning 2949' from DER, 348' left of centerline, up to 65' AGL/222' MSL.
Trees beginning 2984' from DER, 201' left of centerline, up to 79' AGL/231' MSL.
Trees beginning 3121' from DER, 154' left of centerline, up to 79' AGL/235' MSL.
Trees beginning 3151' from DER, 409' left of centerline, up to 84' AGL/237' MSL.
Trees beginning 3165' from DER, 89' left of centerline, up to 73' AGL/238' MSL.
Trees beginning 3185' from DER, 49' left of centerline, up to 73' AGL/241' MSL.
Trees beginning 3242' from DER, 122' left of centerline, up to 71' AGL/242' MSL.
Trees beginning 3252' from DER, 87' left of centerline, up to 73' AGL/244' MSL.
Trees beginning 3283' from DER, 50' left of centerline, up to 65' AGL/246' MSL.
Trees beginning 3373' from DER, 78' left of centerline, up to 62' AGL/248' MSL.
Trees beginning 3397' from DER, 2' left of centerline, up to 59' AGL/250' MSL.
Tree, pole beginning 3791' from DER, 20' left of centerline, up to 80' AGL/252' MSL.
Trees beginning 4001' from DER, 92' left of centerline, up to 75' AGL/255' MSL.
Trees beginning 4024' from DER, 312' right of centerline, up to 80' AGL/266' MSL.
Tree, pole beginning 4032' from DER, 55' right of centerline, up to 66' AGL/274' MSL.
Tree 4060' from DER, 1206' left of centerline, 85' AGL/257' MSL.
Trees beginning 4062' from DER, 34' left of centerline, up to 86' AGL/264' MSL.
Tree, pole beginning 4071' from DER, 2' right of centerline, up to 74' AGL/280' MSL.
Trees beginning 4157' from DER, 26' left of centerline, up to 75' AGL/268' MSL.
Trees beginning 4373' from DER, 333' left of centerline, up to 79' AGL/272' MSL.
Trees beginning 4384' from DER, 82' left of centerline, up to 68' AGL/275' MSL.
Trees beginning 4469' from DER, 87' left of centerline, up to 84' AGL/281' MSL.
Trees beginning 4511' from DER, 39' left of centerline, up to 73' AGL/282' MSL.
Trees beginning 4564' from DER, 610' right of centerline, up to 76' AGL/281' MSL.
Trees beginning 4600' from DER, 843' left of centerline, up to 65' AGL/283' MSL.
Trees beginning 4606' from DER, 213' left of centerline, up to 82' AGL/284' MSL.
Trees beginning 4635' from DER, 121' left of centerline, up to 85' AGL/289' MSL.
Trees beginning 5250' from DER, 345' left of centerline, up to 96' AGL/291' MSL.
Tree 1 NM from DER, 1991' left of centerline, 88' AGL/300' MSL.

MARTIN STATE (MTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:
Rwy 33, std. w/min. climb of 215' per NM to 1700 or 1300-2½ for climb in visual conditions.
VCOA:
Rwy 33, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Martin State airport at or above 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees 625' from DER, 184' right of centerline, up to 20' AGL/29' MSL.
Pole and trees beginning 1689' from DER, 580' left of centerline, up to 89' AGL/97' MSL.
Trees beginning 2568' from DER, 68' right of centerline, up to 92' AGL/103' MSL.
Trees beginning 2906' from DER, 550' left of centerline, up to 100' AGL/109' MSL.
Rwy 33, terrain 91' from DER, 482' right of centerline, 0' AGL/25' MSL.
Poles and trees beginning 1170' from DER, 3' left of centerline, up to 84' AGL/133' MSL.
Poles and trees beginning 1175' from DER, 10' right of centerline, up to 79' AGL/128' MSL.
Trees beginning 3108' from DER, 8' left of centerline, up to 86' AGL/145' MSL.
Trees beginning 2843' from DER, 14' right of centerline, up to 96' AGL/175' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 400-1½ or std. w/min. climb of 460' per NM to 2600.

DEPARTURE PROCEDURE:

Rwy 13, climbing right turn to heading 200° to 3400 before proceeding on course.

Rwy 31, climbing left turn to heading 235° to 4100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees, lighting, sign beginning abeam DER, 71' right of centerline, up to 2187' MSL.
Terrain 69' from DER, 497' left of centerline, 2134' MSL.
Tree, terrain beginning 82' from DER, 209' left of centerline, up to 2180' MSL.
Trees, terrain beginning 261' from DER, 216' left of centerline, up to 2184' MSL.
Trees beginning 775' from DER, 294' left of centerline, up to 2212' MSL.
Trees, antenna beginning 891' from DER, 256' left of centerline, up to 2216' MSL.
Tree 2907' from DER, 50' right of centerline, 2195' MSL.
Tree 3068' from DER, 73' right of centerline, 2201' MSL.
Tree 3114' from DER, 190' right of centerline, 2208' MSL.
Tree 4019' from DER, 1535' left of centerline, 2226' MSL.
Tree 4324' from DER, 1403' left of centerline, 2228' MSL.
Tree 4362' from DER, 1533' left of centerline, 2233' MSL.
Tree 4370' from DER, 1248' left of centerline, 2238' MSL.
Tree 4466' from DER, 1637' left of centerline, 2240' MSL.
Trees beginning 4472' from DER, 1157' left of centerline, up to 2260' MSL.
Trees beginning 5031' from DER, 1039' left of centerline, up to 2269' MSL.
Tree 5059' from DER, 1538' left of centerline, 2288' MSL.
Trees beginning 5186' from DER, 1256' left of centerline, up to 2307' MSL.
Trees beginning 5214' from DER, 1591' left of centerline, up to 2314' MSL.
Trees beginning 5336' from DER, 1199' left of centerline, up to 2327' MSL.
Trees beginning 5366' from DER, 1693' left of centerline, up to 2343' MSL.
Trees beginning 5411' from DER, 1149' left of centerline, up to 2356' MSL.
Trees beginning 5535' from DER, 1150' left of centerline, up to 2366' MSL.
Trees beginning 5668' from DER, 1097' left of centerline, up to 2404' MSL.
Trees beginning 5816' from DER, 1264' left of centerline, up to 2414' MSL.
Trees beginning 5862' from DER, 1018' left of centerline, up to 2435' MSL.
Trees beginning 5960' from DER, 1178' left of centerline, up to 2453' MSL.
Trees, building, terrain, transmission line beginning 5983' from DER, 855' left of centerline, up to 2459' MSL.
Tree 1.2 NM from DER, 1203' left of centerline, 2322' MSL.
Rwy 31, pole 22' from DER, 168' right of centerline, 52' AGL/2149' MSL.
Pole 92' from DER, 75' left of centerline, 40' AGL/2140' MSL.
Pole 139' from DER, 61' right of centerline, 57' AGL/2150' MSL.
Tree 157' from DER, 487' left of centerline, 2149' MSL.
Pole 402' from DER, 600' right of centerline, 73' AGL/2157' MSL.
Poles, trees beginning 571' from DER, 28' right of centerline, up to 78' AGL/2162' MSL.

BLACKSTONE, VA

ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03APR14 (14093) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA - environmental.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 044° to 1300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 4, sign and trees beginning 12' from DER, 177' left of centerline, up to 100' AGL/511' MSL.
Trees beginning 779' from DER, 707' right of centerline, up to 100' AGL/508' MSL.
Rwy 22, terrain, trees beginning 178' from DER, 426' left of centerline, up to 100' AGL/507' MSL.
Trees beginning 2624' from DER, 325' right of centerline, up to 100' AGL/507' MSL.

NOTE: Do not overfly ammunition dump 1.1 NM south southwest of runway 4.

BOWIE, MD

FREEWAY (W00)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-2 or std. w/min. climb of 391' per NM to 400.

Rwy 36, 300-2 or std. w/min. climb of 726' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 134' from DER, 505' right of centerline, 100' AGL/225' MSL.
Trees beginning 174' from DER, 38' right of centerline, up to 100' AGL/228' MSL.
Trees 254' from DER, 195' left of centerline, 100' AGL/232' MSL.
Trees beginning 293' from DER, 144' left of centerline, up to 100' AGL/242' MSL.
Trees beginning 513' from DER, 89' right of centerline, up to 100' AGL/235' MSL.
Tree 593' from DER, 378' left of centerline, 100' AGL/245' MSL.
Tree 632' from DER, 611' left of centerline, 100' AGL/251' MSL.
Trees beginning 812' from DER, 140' right of centerline, up to 100' AGL/245' MSL.
Trees beginning 852' from DER, 93' left of centerline, up to 100' AGL/255' MSL.
Tree 932' from DER, 560' left of centerline, 100' AGL/258' MSL.
Trees beginning 1111' from DER, 8' right of centerline, up to 100' AGL/248' MSL.
Trees beginning 1151' from DER, 42' left of centerline, up to 100' AGL/265' MSL.
Trees beginning 1271' from DER, 123' left of centerline, up to 100' AGL/268' MSL.
Trees beginning 1533' from DER, 30' right of centerline, up to 100' AGL/279' MSL.
Trees beginning 2388' from DER, 72' left of centerline, up to 100' AGL/271' MSL.
Trees beginning 2467' from DER, 20' left of centerline, up to 100' AGL/274' MSL.
Trees beginning 2807' from DER, 203' left of centerline, up to 100' AGL/281' MSL.
Trees beginning 3146' from DER, 152' left of centerline, up to 100' AGL/284' MSL.
Trees beginning 3485' from DER, 1087' left of centerline, up to 100' AGL/297' MSL.
Trees beginning 3590' from DER, 50' left of centerline, up to 100' AGL/319' MSL.
Rwy 36, trees beginning 58' from DER, 190' right of centerline, up to 100' AGL/274' MSL.
Vehicles on road beginning 112' from DER, on centerline, 15' AGL/167' MSL.
Tree 138' from DER, 42' left of centerline, 100' AGL/271' MSL.
Trees beginning 178' from DER, 121' left of centerline, up to 100' AGL/274' MSL.
Trees beginning 357' from DER, 8' right of centerline, up to 100' AGL/281' MSL.
Trees beginning 1116' from DER, 355' left of centerline, up to 100' AGL/278' MSL.
Trees beginning 1335' from DER, 163' right of centerline, up to 100' AGL/291' MSL.
Trees beginning 1375' from DER, 70' left of centerline, up to 100' AGL/288' MSL.
Trees beginning 1634' from DER, 32' right of centerline, up to 100' AGL/294' MSL.
Trees beginning 1674' from DER, 18' left of centerline, up to 100' AGL/294' MSL.
Trees beginning 2272' from DER, 83' right of centerline, up to 100' AGL/297' MSL.
Trees beginning 2393' from DER, 616' left of centerline, up to 100' AGL/297' MSL.
Trees beginning 2531' from DER, 4' right of centerline, up to 100' AGL/301' MSL.
T-L tower, trees beginning 2587' from DER, 3' left of centerline, up to 133' AGL/382' MSL.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 300-2¼ w/min. climb of 280'/NM to 3900, or std. w/min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions.

Rwy 33, 800-2½ w/min. climb of 390'/NM to 3900, or std. w/min. climb of 522' per NM to 2800, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

Rwy 33, climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL.
Trees beginning 158' from DER, 259' right of centerline, up to 100' AGL/1279' MSL.
Trees beginning 499' from DER, 628' left of centerline, up to 100' AGL/1279' MSL.
Pole 908' from DER, 183' left of centerline, 35' AGL/1200' MSL.
Trees beginning 3205' from DER, 1329' right of centerline, up to 100' AGL/1359' MSL.
Rwy 33, trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL.
Trees beginning 470' from DER, 191' left of centerline, up to 100' AGL/1249' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY (0V4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees beginning 48' from DER, 314' left of centerline, up to 100' AGL/626' MSL.
Multiple trees beginning 31' from DER, 341' right of centerline, up to 100' AGL/673' MSL.
Fence beginning 162' from DER, 379' right of centerline, up to 8' AGL/607' MSL.
Rwy 24, multiple trees beginning 61' from DER, 8' left of centerline, up to 100' AGL/692' MSL.
Multiple trees beginning 1938' from DER, 27' right of centerline, up to 100' AGL/677' MSL.

BUMPASS, VA

LAKE ANNA (7W4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

Rwy 8, climb heading 085° to 800 before turning.
Rwy 26, climb heading 265° to 800 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 32' from DER, 114' right of centerline, up to 100' AGL/469' MSL.
Buildings beginning 162' from DER, 152' left of centerline, up to 25' AGL/384' MSL.
Rwy 26, trees beginning 31' from DER, 97' left and 119' right of centerline, up to 100' AGL/459' MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER RGNL (CGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21JUL16 (16203) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, railroad 81' from DER, 375' right of centerline, 40' MSL.
Road 224' from DER, 397' right of centerline, 33' MSL.
Tree 1558' from DER, 546' left of centerline, 102' MSL.
Tree 1923' from DER, 298' left of centerline, 89' MSL.
Tree 1993' from DER, 380' left of centerline, 92' MSL.
Tree 2062' from DER, 575' left of centerline, 96' MSL.
Rwy 34, tree 331' from DER, 534' left of centerline, 73' MSL.
Pole 637' from DER, 323' left of centerline, 37' AGL/55' MSL.
Tree 861' from DER, 329' left of centerline, 97' MSL.
Tree 892' from DER, 340' left of centerline, 104' MSL.
Tree 953' from DER, 755' right of centerline, 98' MSL.
Tree 1151' from DER, 713' right of centerline, 113' MSL.
Tree 1286' from DER, 599' left of centerline, 106' MSL.
Tree 1517' from DER, 401' right of centerline, 97' MSL.
Tree 1981' from DER, 277' left of centerline, 124' MSL.
Tree 2178' from DER, 658' left of centerline, 116' MSL.
Tree 2824' from DER, 9' left of centerline, 98' MSL.
Tree 3106' from DER, 362' left of centerline, 108' MSL.
Tree 3178' from DER, 512' right of centerline, 103' MSL.
Tree 3204' from DER, 516' right of centerline, 109' MSL.

CAMP PEARY LNDG STRIP (KW94)

WILLIAMSBURG, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

31JUL08 (08213)

TAKEOFF OBSTACLE NOTES:

Rwy 5: trees and multiple transmission lines 120' from DER, 184' left of centerline up to 95' AGL/126' MSL.
Trees and multiple transmission lines 162' from DER, 257' right of centerline up to 100' AGL/132' MSL.
Rwy 23: trees and multiple transmission lines 1891' from DER, 69' left of centerline up to 95' AGL/136' MSL.
Multiple trees and transmission lines 537' from DER, 437' right of centerline up to 110' AGL/151' MSL.

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CHARLOTTESVILLE, VA

CHARLOTTESVILLE-ALBEMARLE (CHO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/min. climb of 342' per NM to 1500, or 1200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 3, climb on heading 030° to 1500 then climbing right turn direct GVE VORTAC before proceeding on course. For climb in visual conditions: cross Charlottesville-Albemarle airport at or above 1700 then proceed direct GVE VORTAC before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 21, climb on heading 210° to 1400 then climbing left turn direct GVE VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 183' from DER, left and right of centerline, up to 100' AGL/684' MSL.

Rwy 21, vehicles on road, 32' from DER, 496' right of centerline, up to 17' AGL/667' MSL.

Light support structures, 1178' from DER, 778' right of centerline, 62' AGL/670' MSL.

CHASE CITY, VA

CHASE CITY MUNI (CXE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27SEP07 (07270) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 191' from DER, 116' left of centerline, up to 100' AGL/609' MSL.

Multiple trees beginning 327' from DER, 133' right of centerline, up to 100' AGL/599' MSL.

Rwy 36, trees beginning 164' from DER, 154' right of centerline, up to 100' AGL/649' MSL.

Trees beginning 470' from DER, 124' left of centerline, up to 100' AGL/649' MSL.

CHURCHVILLE, MD

HARFORD COUNTY (0W3)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:

Rwys 1,14,19,32, N/A-Environmental.

Rwy 10, 300-2 or std. w/ min. climb of 210' per NM to 800' or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on roadway beginning 328' from DER, left and right of centerline, up to 17' AGL/416' MSL.

Trees beginning 690' from DER, 271' left of centerline, up to 100' AGL/499' MSL.

Trees beginning 2226' from DER, 454' right of centerline, up to 100' AGL/519' MSL.

Rising terrain beginning 1.6 NM from DER, 2510' left of centerline, up to 639' MSL.

Rwy 28, trees beginning 665' from DER, left and right of centerline, up to 100' AGL/519' MSL.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL.

Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL.

Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL.

Warehouse 313' from DER, on centerline, 75' AGL/495' MSL.

Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL.

Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL.

Rwy 22, trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL.

Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

CLINTON, MD

WASHINGTON EXECUTIVE/HYDE FIELD (W32)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG -A 06MAY10 (10126) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, Vehicle on road beginning 20' from DER, on centerline, up to 15' AGL/261' MSL.

Antenna on tower beginning 2333' from DER, 556' right of centerline, 137' AGL/361' MSL.

Rwy 23, Vehicle on road 23' from DER, 329' left of centerline, 15' AGL/260' MSL.

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COLLEGE PARK, MD

COLLEGE PARK (CGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 400-2¼ or std. w/ min. climb of 486' per NM to 600.

Rwy 33, 400-2½ or std. w/ min. climb of 433' per NM to 600.

DEPARTURE PROCEDURE:

Rwy 15, climb heading 149° to 600 before proceeding on course.

Rwy 33, climb heading 329° to 600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 2799' from DER, 570' left of centerline, up to 100' AGL/259' MSL.
Antenna 1.1 NM from DER, 149' left of centerline, 167' AGL/270' MSL.

Rwy 33, terrain beginning 1 NM from DER, 3700' right of centerline to 3700' left of centerline, up to 439' MSL.
Building 3811' from DER, 467' right of centerline, 184' AGL/254' MSL.
Tower 1.9 NM from DER, 1447' left of centerline, 255' AGL/405' MSL.

CREWE, VA

CREWE MUNI (W81)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 140' from DER, 464' left of centerline, up to 100' AGL/449' MSL.
Trees beginning 406' from DER, 448' right of centerline, up to 100' AGL/509' MSL.

Rwy 33, trees beginning 985' from DER, 587' left of centerline, up to 100' AGL/539' MSL.
Trees beginning 520' from DER, 513' right of centerline, up to 100' AGL/529' MSL.

CRISFIELD, MD

CRISFIELD-SOMERSET COUNTY AIRPORT (W41)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-obstacles

DEPARTURE PROCEDURE:

Rwy 14, climb via heading 142° to 900 before proceeding on course.

Rwy 32, climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb heading 218° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 79' from DER, 418' left of centerline 86' AGL/337' MSL.
Vehicle on road 207' from DER, 367' left of centerline, 15' AGL/330' MSL.
Tree 3396' from DER, 514' right of centerline, 91' AGL/410' MSL.

Rwy 22, tree 128' from DER, 332' left of centerline, 25' AGL/334' MSL.
Multiple trees beginning 272' from DER, 179' right of centerline up to 22' AGL/341' MSL.
Pole 1480' from DER, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD

GREATER CUMBERLAND RGNL (CBE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:

Rwy 11, 29, NA - obstacles.

Rwy 5, 700-3 w/min. climb of 310' per NM to 3200 or std. w/min. climb of 370' per NM to 2600 or 2500-3 for climb in visual conditions.

Rwy 23, 1000-3 w/min. climb of 480' per NM to 2000 or std. w/min. climb of 925' per NM to 1900 or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 049° to 2900 before proceeding on course..

Rwy 23, climb heading 214° to 3400 before proceeding on course.

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Greater Cumberland Rgnl Airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 146' from DER, 388' left of centerline, up to 50' AGL/798' MSL.
Trees beginning 511' from DER, 466' right of centerline, up to 48' AGL/821' MSL.
Trees 2.3 NM from DER, 4178' right of centerline, up to 100' AGL/1439' MSL.

CON'T

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

CUMBERLAND, MD (CON'T)

GREATER CUMBERLAND RGNL (CBE) (CON'T)

Rwy 23, NAVAID 169' from DER, 269' left of centerline, 22' AGL/732' MSL.
Trees 53' from DER, 497' right of centerline, up to 42' AGL/751' MSL.
Trees beginning 1188' from DER, 422' right of centerline, up to 67' AGL/836' MSL.
Tower 2029' from DER, 757' right of centerline, 99' AGL/958' MSL.
Trees 2.4 NM from DER, 729' right of centerline, up to 100' AGL/1679' MSL.

DANVILLE, VA

DANVILLE RGNL (DAN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 28APR16 (16119) (FAA)

TAKEOFF MINIMUMS:
Rwy 13, 300-1¼ or std. w/ min. climb of 232' per NM to 800.

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 285' from DER, 455' right of centerline, up to 22' AGL/587' MSL.
Rwy 20, tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL.
Rwy 13, trees beginning 189' from DER, 90' right of centerline, up to 100' AGL/711' MSL.
Building 1310' from DER, 194' right of centerline, 10' AGL/562' MSL.
Pole 1496' from DER, 277' right of centerline, 29' AGL/590' MSL.
Trees beginning at DER, 8' left of centerline, up to 74' AGL/613' MSL.
Rwy 31, Trees beginning 823' from DER, 6' left of centerline, up to 85' AGL/699' MSL.
Pole 1185' from DER, 253' left of centerline, 30' AGL/608' MSL.
Pole 2056' from DER, 253 left of centerline, 38' AGL/626' MSL.
Sign 2196' from DER, 328' left of centerline, 36' AGL/628' MSL.
Tower 1165' from DER, 416' left of centerline, 64' AGL/641' MSL.
Building 568' from DER, 455' left of centerline, 37' AGL/612' MSL.
Building 395' from DER, 573' left of centerline, 28' AGL/602' MSL.
Trees beginning 1358' from DER. 24' right of centerline, up to 73' AGL/700' MSL.
Pole 1540' from DER, 111' right of centerline, 44' AGL/613' MSL.
Pole 1365' from DER, 131' right of centerline, 32' AGL/606' MSL.
Pole 3042' from DER, 174' right of centerline, 75' AGL/681' MSL.
Pole 2897' from DER, 284' right of centerline, 75' AGL/682' MSL.
Building 2308' from DER, 584' right of centerline, 40' AGL/647' MSL.
Sign 1839' from DER, 104' right of centerline, 30' AGL/636' MSL.

DAVISON AAF (KDAA)

FORT BELVOIR, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAR17 (17061)

TAKEOFF MINIMUMS:
Rwy 14, standard.
Rwy 32, 400-2, or std with min climb of 300 ft/NM to 500.

TAKEOFF OBSTACLE NOTES:
Rwy 14, trees 190' from DER, 492' left of cntrln, 129' MSL.
Trees 1126' from DER, 595' right of cntrln, 157' MSL.
Trees beginning 1318' from DER, 660' right of cntrln, up to 181' MSL.
Trees 3102' from DER, 846' right of cntrln, 192' MSL.
Rwy 32, gen utilities beginning 138' from DER, 519' right of cntrln, up to 28' AGL/75' MSL.
Trees 348' from DER, 455' right of cntrln, 100' MSL.
Trees 889' from DER, 560' left of cntrln, 141' MSL.
Trees 941' from DER, 293' left of cntrln, 142' MSL.
Trees 1897' from DER, 600' left of cntrln, 155' MSL.
Pole 2090' from DER, 741' right of cntrln, 35' AGL/132' MSL.
Trees 2100' from DER, 650' left of cntrln, 155' MSL.
T-L towers beginning 1 NM from DER, 323' right of cntrln, up to 108' AGL/243' MSL.
Trees 1.1 NM from DER, 1749' left of cntrln, 307' MSL.
Trees 1.2 NM from DER, 1692' left of cntrln, 308' MSL.
T-L towers beginning 1.2 NM from DER, 265' left of cntrln, up to 85' AGL/308' MSL.
Tower 1.4 NM from DER, 1883' right of cntrln, 83' AGL/319' MSL.
Tower 1.5 NM from DER, 1328' right of cntrln, 149' AGL/375' MSL.

DOVER AFB (KDOV)

DOVER, DE

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

28MAR19 (19087)

TAKEOFF OBSTACLE NOTES:

Rwy 1, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just left of rwy cntrln, up to 65' AGL/89' MSL.
Rwy 14, no obstacles penetrate the obstacle departure surface.
Rwy 19, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just right of rwy cntrln, up to 65' AGL/92' MSL.
Rwy 32, building 945 3739' from DER, 614' left of cntrln, 67' AGL/113' MSL.
Multiple C-5s parked on ramp beginning 2047' thru 2529' from DER, 1010' left of cntrln, up to 65' AGL/92' MSL.
Possible large aircraft 2800' from DER, on Twy G just left of cntrln, up to 65' AGL/98' MSL.
Possible taxiing C-5 1091' from DER, 744' left of cntrln, 65' AGL/88' MSL.
Pylon 4876' from DER, 1755' left of cntrln, 85' AGL/120' MSL.
Pylon 5078' from DER, 724' left of cntrln, 85' AGL/124' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK (33N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, terrain 13' from DER, 56' right of centerline, 48' MSL.
Tree 65' from DER, 306' left of centerline, 95' AGL/132' MSL.
Tree 74' from DER, 310' right of centerline, 59' MSL.
Trees beginning 83' from DER, 333' left of centerline, up to 97' AGL/134' MSL.
Tree, traverse way, transmission line, poles beginning 131' from DER, 8' right of centerline, up to 125' MSL.
Trees, poles, transmission line beginning 356' from DER, 2' left of centerline, up to 103' AGL/138' MSL.
Trees beginning 2106' from DER, 12' left of centerline, up to 151' MSL.
Trees beginning 2285' from DER, 405' right of centerline, up to 132' MSL.
Trees, tower beginning 2320' from DER, 23' right of centerline, up to 101' AGL/133' MSL.
Rwy 27, vertical structure 14' from DER, 67' right of centerline, 5' AGL/50' MSL.
Tree 19' from DER, 314' right of centerline, 105' MSL.
Tree 37' from DER, 413' left of centerline, 72' MSL.
Trees beginning 104' from DER, 353' right of centerline, up to 130' MSL.
Tree 134' from DER, 315' left of centerline, 74' MSL.
Trees beginning 188' from DER, 303' left of centerline, up to 94' MSL.
Tree 417' from DER, 494' right of centerline, 149' MSL.
Trees beginning 418' from DER, 552' left of centerline, up to 96' MSL.
Trees beginning 420' from DER, 414' right of centerline, up to 108' AGL/154' MSL.
Tree 611' from DER, 653' left of centerline, 141' MSL.
Trees beginning 667' from DER, 19' left of centerline, up to 150' MSL.
Trees beginning 884' from DER, 8' right of centerline, up to 161' MSL.
Trees beginning 2360' from DER, 50' left of centerline, up to 102' AGL/151' MSL.
Trees beginning 2500' from DER, 6' left of centerline, up to 105' AGL/155' MSL.
Trees beginning 2634' from DER, 42' left of centerline, up to 161' MSL.
Trees beginning 2697' from DER, 15' left of centerline, up to 106' AGL/163' MSL.
Trees beginning 2972' from DER, 24' right of centerline, up to 113' AGL/165' MSL.

DUBLIN, VA

NEW RIVER VALLEY (PSK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

Rwy 24, 200-1½ or std. w/min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE:

Rwy 6, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course.
Rwy 24, climb heading 238° to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL.
Terrain 122' from DER, 460' left of centerline, up to 2105' MSL.
Rwy 24, pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL.
Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL.
Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL.
Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL.
Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL.
Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FIELD (ESN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-2 or std. w/min. climb of 245' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 4, pole and vehicles on road beginning 199' from DER, 278' right of centerline, up to 21' AGL/91' MSL.
Poles beginning 834' from DER, 27' right of centerline, up to 34' AGL/100' MSL.
Trees beginning 1508' from DER, 38' left of centerline, up to 37' AGL/116' MSL.
Trees beginning 1484' from DER, 45' right of centerline, up to 54' AGL/133' MSL.
Rwy 15, fence 2' from DER, 410' left of centerline, 8' AGL/57' MSL.
Poles beginning 720' from DER, 331' left of centerline, up to 36' AGL/92' MSL.
Trees beginning 861' from DER, 621' left of centerline, up to 89' AGL/148' MSL.
Poles and trees beginning 827' from DER, 514' right of centerline, up to 57' AGL/116' MSL.
Trees beginning 1924' from DER, 237' right of centerline, up to 94' AGL/153' MSL.
Pole and trees beginning 2017' from DER, 182' left of centerline, up to 89' AGL/148' MSL.
Rwy 22, trees 1250' from DER, 785' right of centerline, up to 56' AGL/95' MSL.
Trees beginning 1322' from DER, 759' left of centerline, up to 90' AGL/129' MSL.
Tower 1.6 NM from DER, 2374' left of centerline, 276' AGL/290' MSL.
Rwy 33, vehicles on road and trees beginning 9' from DER, 405' right of centerline, up to 49' AGL/88' MSL.
Pole 887' from DER, 409' left of centerline, 34' AGL/58' MSL.
Trees 1497' from DER, 19' right of centerline, up to 48' AGL/87' MSL.
Trees beginning 1884' from DER, 209' right of centerline, up to 99' AGL/158' MSL.
Trees 2889' from DER, 682' left of centerline, up to 69' AGL/118' MSL.

ELKTON, MD

CLAREMONT (58M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 600-2¼ or std. w/min. climb of 360' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 31, climb heading 308° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, poles beginning 9' from DER, 39' left of centerline, up to 30' AGL/95' MSL.
Trees beginning 22' from DER, 55' left of centerline, up to 47' AGL/107' MSL.
Trees beginning 154' from DER, 145' left of centerline, up to 93' AGL/153' MSL.
Trees beginning 389' from DER, 14' left of centerline, up to 117' AGL/177' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Tires beginning 1379' from DER, 59' right of centerline, up to 92' AGL/142' MSL.
Rwy 31, trees beginning 2' from DER, 231' left of centerline, up to 84' AGL/184' MSL.
Trees beginning 177' from DER, 152' left of centerline, up to 101' AGL/201' MSL.
Trees beginning 655' from DER, 8' left of centerline, up to 99' AGL/199' MSL.
Trees beginning 2214' from DER, 10' left of centerline, up to 109' AGL/189' MSL.
Antenna 1.9 NM from DER, 3436' left of centerline, 345' AGL/620' MSL.
Terrain beginning 6' from DER. 67' right of centerline, 117' MSL.
Trees beginning 256' from DER, 81' right of centerline, up to 60' AGL/170' MSL.
Trees beginning 776' from DER, 23' right of centerline, up to 91' AGL/201' MSL.
Trees beginning 1965' from DER, 15' right of centerline, up to 81' AGL/261' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 188' from DER, 433' left of centerline, up to 42' AGL/141' MSL.
Rwy 34, trees beginning 56' from DER, 489' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 2290' from DER, 250' right of centerline, up to 111' AGL/230' MSL.
Trees beginning 2131' from DER, 106' left of centerline, up to 101' AGL/220' MSL.
Trees beginning 1276' from DER, 459' left of centerline, up to 66' AGL/195' MSL.
Trees beginning 1889' from DER, 9' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 1804' from DER, 136' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 1982' from DER, 83' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 571' from DER, 5' right of centerline, up to 23' AGL/152' MSL.
Trees beginning 565' from DER, 57' left of centerline, up to 14' AGL/143' MSL.
Trees beginning 3423' from DER, 256' left of centerline, up to 105' AGL/214' MSL.
Trees beginning 3444' from DER, 140' left of centerline, up to 105' AGL/214' MSL.
Trees beginning 3508' from DER, 44' right of centerline, up to 105' AGL/214' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15SEP16 (16259) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 35' from DER, 406' right of centerline, 436' MSL.
Trees beginning 56' from DER, 403' right of centerline, up to 437' MSL.
Trees beginning 56' from DER, 334' left of centerline, up to 491' MSL.
Trees beginning 66' from DER, 295' left of centerline, up to 496' MSL.
Trees beginning 148' from DER, 332' right of centerline, up to 440' MSL.
Tree 453' from DER, 561' right of centerline, 456' MSL.
Trees beginning 460' from DER, 409' right of centerline, up to 459' MSL.
Trees beginning 518' from DER, 414' right of centerline, up to 467' MSL.
Trees beginning 623' from DER, 413' right of centerline, up to 468' MSL.
Trees beginning 647' from DER, 504' right of centerline, up to 476' MSL.
Trees beginning 661' from DER, 452' right of centerline, up to 480' MSL.
Trees beginning 752' from DER, 402' right of centerline, up to 495' MSL.
Trees beginning 757' from DER, 402' right of centerline, up to 498' MSL.
Trees beginning 837' from DER, 398' right of centerline, up to 502' MSL.
Trees beginning 994' from DER, 295' left of centerline, up to 506' MSL.
Trees beginning 1136' from DER, 153' left of centerline, up to 513' MSL.
Rwy 21, terrain and tree beginning abeam DER, 90' right of centerline, up to 471' MSL.
Vehicles on road beginning 2' from DER, 475' left of centerline, up to 413' MSL.
Vehicles on road beginning 22' from DER, 475' left of centerline, up to 414' MSL.
Vehicles on road beginning 116' from DER, 475' left of centerline, up to 415' MSL.
Terrain and vehicles on road beginning 163' from DER, 213' left of centerline, up to 416' MSL.
Terrain, pole, and vehicles on road beginning 199' from DER, 14' left of centerline, up to 26' AGL/429' MSL.
Trees beginning 298' from DER, 427' right of centerline, up to 478' MSL.
Trees beginning 399' from DER, 480' right of centerline, up to 479' MSL.
Tree 450' from DER, 496' right of centerline, 480' MSL.
Trees beginning 482' from DER, 454' right of centerline, up to 483' MSL.
Pole and vehicles on road beginning 506' from DER, 475' left of centerline, up to 30' AGL/438' MSL.
Tree 538' from DER, 539' left of centerline, 471' MSL.
Tree, pole, and vehicles on road beginning 553' from DER, 21' left of centerline, up to 474' MSL.
Tree and fence beginning 570' from DER, 5' right of centerline, up to 489' MSL.
Trees beginning 1798' from DER, 59' left of centerline, up to 475' MSL.
Tree 2118' from DER, 476' left of centerline, 479' MSL.
Trees beginning 2127' from DER, 258' left of centerline, up to 482' MSL.
Trees beginning 2363' from DER, 379' left of centerline, up to 483' MSL.
Trees beginning 2465' from DER, 436' left of centerline, up to 491' MSL.

FELKER AAF (KFAF)

FORT EUSTIS, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

23OCTO8 (08297)

Rwy 14, 32 standard.

TAKEOFF OBSTACLE NOTES:

Rwy 14: Tree 3133' from DER, 167' left of centerline, 103' AGL/112' MSL.
Rwy 32: Crane 2938' from DER, 941' left of centerline, 114' AGL/124' MSL.
Trees beginning 2931' from DER, 186' left of centerline up to 74' AGL/85' MSL.

FOREST, VA

NEW LONDON (W90)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1 or std. w/min. climb of 511' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 176° to 2200 before proceeding on course.
Rwy 36, climbing right turn heading 066° and on LYH R-005 outbound to 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning at DER, left and right of centerline, up to 100' AGL/ 919' MSL.
Rwy 36, trees beginning at DER, left and right of centerline, up to 100' AGL/979' MSL.
Vehicle on roadway, 19' from DER, 186' left of centerline, up to 15' AGL/ 894' MSL.

FORT MEADE (ODENTON), MD

TIPTON (FME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 21FEB02 (02052) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, cross DER at or above 17' AGL/167' MSL.
Trees 1052' right of DER, 88' AGL/238' MSL.

FRANKLIN, VA

FRANKLIN RGNL (FKN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 05DEC19 (19339) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 159' from DER, 306' right of centerline, 69' MSL.
Tree 233' from DER, 315' right of centerline, 73' MSL.
Trees beginning 235' from DER, 386' right of centerline, up to 96' MSL.
Tree and vehicle on road beginning 432' from DER, 191' right of centerline, up to 102' MSL.
Trees beginning 944' from DER, 621' left of centerline, up to 106' MSL.
Trees beginning 1191' from DER, 594' left of centerline, up to 109' MSL.
Trees beginning 1279' from DER, 79' left of centerline, up to 117' MSL.
Trees beginning 1877' from DER, 178' right of centerline, up to 118' MSL.
Tree 2341' from DER, 770' right of centerline, 128' MSL.
Trees beginning 2386' from DER, 931' right of centerline, up to 139' MSL.
Trees beginning 2523' from DER, 312' right of centerline, up to 144' MSL.
Trees beginning 3122' from DER, 901' right of centerline, up to 149' MSL.
Trees beginning 3203' from DER, 415' right of centerline, up to 151' MSL.
Trees beginning 3484' from DER, 107' right of centerline, up to 159' MSL.
Tree 3573' from DER, 20' left of centerline, 131' MSL.
Tree 4245' from DER, 157' left of centerline, 149' MSL.
Rwy 27, trees beginning abeam DER, 362' left of centerline, up to 119' MSL.
Trees beginning 211' from DER, 121' right of centerline, up to 55' MSL.
Pole and tree beginning 559' from DER, 470' right of centerline, up to 33' AGL/63' MSL.
Pole 596' from DER, 299' right of centerline, 43' AGL/68' MSL.
Trees beginning 606' from DER, 298' right of centerline, up to 71' MSL.
Tree 946' from DER, 550' right of centerline, 96' MSL.
Trees beginning 997' from DER, 593 ' right of centerline, up to 107' MSL.
Trees beginning 1017' from DER, 24' right of centerline, up to 109' MSL.

FREDERICK, MD

FREDERICK MUNI (FDK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-2 or std. w/min. climb of 260' per NM to 600.
Rwy 12, 500-2¾ or std. w/min. climb of 410' per NM to 800.
Rwy 30, std. w/min. climb of 285' per NM to 900 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climbing left turn heading 340° and on FDK VOR R-010 to 2100 before proceeding on course.
Rwy 12, climb heading 124° to 900 before proceeding westbound.
Rwy 23, climb heading 229° to 1200 before turning right.
Rwy 30, climbing right turn heading 040° and on FDK R-010 to 2400 before proceeding on course.

VCOA:

Rwy 30, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Frederick Muni airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, light and sign beginning 44' from DER, 123' left of centerline, up to 3' AGL/286' MSL.
Trees beginning 1467' from DER, 630' right of centerline, up to 90' AGL/389' MSL.
Trees beginning 2645' from DER, 610' left of centerline, up to 75' AGL/394' MSL.
Trees beginning 4525' from DER, 597' left of centerline, up to 75' AGL/434' MSL.
Elevator and trees beginning 4824' from DER, 341' right of centerline, up to 76' AGL/435' MSL.
Trees 1.2 NM from DER, 1562' right of centerline, up to 95' AGL/514' MSL.
Trees 1.4 NM from DER, 936' right of centerline, up to 89' AGL/508' MSL.
Rwy 12, wall and trees beginning 45' from DER, 283' right of centerline, up to 14' AGL/308' MSL.
Trees beginning 1312' from DER, 228' left of centerline, up to 82' AGL/391' MSL.
Trees beginning 1667' from DER, 75' right of centerline, up to 83' AGL/362' MSL.
Building and trees beginning 3292' from DER, 45' left of centerline, up to 113' AGL/552' MSL.
Tower, pole, grain silos, and trees beginning 3365' from DER, 41' from DER, up to 101' AGL/520' MSL.
Trees 2.1 NM from DER, 1377' left of centerline, up to 90' AGL/779' MSL.
Trees 2.3 NM from DER, 2711' left of centerline, up to 107' AGL/636' MSL.
Rwy 23, vehicles on road and trees beginning 134' from DER, 376' right of centerline, up to 21' AGL/327' MSL.
Pole, buildings, and trees beginning 737' from DER, 286' right of centerline, up to 47' AGL/362' MSL.
Poles and trees beginning 1477' from DER, 41' left of centerline, up to 72' AGL/411' MSL.
Trees beginning 1701' from DER, 55' right of centerline, up to 78' AGL/397' MSL.

CON'T

FREDERICK, MD (CON'T)

FREDERICK MUNI (FDK) (CON'T)

Rwy 30, poles and trees beginning 4' from DER, 320' right of centerline, up to 22' AGL/316' MSL.
Antenna on building and trees beginning 1255' from DER, 750' left of centerline, up to 56' AGL/335' MSL.
Trees beginning 1096' from DER, 351' right of centerline, up to 77' AGL/336' MSL.
Trees 1962' from DER, 105' right of centerline, up to 77' AGL/356' MSL.

FREDERICKSBURG, VA

SHANNON (EZF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:
Rwys 15,33, NA- Environmental.
Rwy 6, 300-2¼ or std. w/min. climb of 270' per NM to 500.
Rwy 24, 400-3 or std. with a min. climb of 380' per NM to 600.

DEPARTURE PROCEDURE:
Rwy 6, climb heading 055° to 700 before turning left.
Rwy 24, climb heading 235° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 6, hanger abeam DER, 208' left of centerline, 25' AGL/119' MSL.
Trees abeam DER. 154' right of centerline, up to 100' AGL/189' MSL.
Power lines abeam DER, 193' right of centerline, up to 75' AGL/164' MSL.
Buildings abeam DER, 237' right of centerline, up to 25' AGL/114' MSL.
Vehicle on road 237' from DER, left and right of centerline, up to 15' AGL/104' MSL.
Building 449' from DER, 234' left of centerline, 25' AGL/124' MSL.
Building 382' from DER, 180' left of centerline, 25' AGL/104' MSL.
Light poles beginning 439' from DER, 162' left of centerline, 75' AGL/154' MSL.
Power lines beginning 315' from DER, 308' left of centerline, up to 75' AGL/154' MSL.
Power lines beginning 613' from DER, left and right of centerline, up to 75' AGL/144' MSL.
Building 668' from DER, 169' left of centerline, 25' AGL/104' MSL.
Tower 4876' from DER, 1092' left of centerline, 210' AGL/250' MSL.
Rwy 24, trees beginning abeam DER, left and right of centerline, up to 100' AGL/369' MSL.
Train 10' from DER, left and right of centerline, 23' AGL/112' MSL.
Rising terrain beginning 5161' from DER, left and right of centerline, up to 269' MSL.
Power lines beginning 7248' from DER, left and right of centerline, up to 125' AGL/374' MSL.

FRIENDLY, MD

POTOMAC AIRFIELD (VKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, 500-2½ or std. w/ min. climb of 290' per NM to 700.
Rwy 24, 300-1.

TAKEOFF OBSTACLE NOTES:
Rwy 6, 50' AGL trees 300' left of DER, 75' AGL trees 320' right of DER.
Tower 1.9 NM from DER, on centerline 301' AGL/550' MSL.
Rwy 24, 80' AGL trees 200' right of DER, 75' AGL.
Trees 200' left of DER, 30' AGL hanger 200' from DER, 190' right of centerline.

FRONT ROYAL, VA

FRONT ROYAL-WARREN COUNTY (FRR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, 300-1¼ or std. w/ min. climb of 415' per NM to 1100.
Rwy 28, NA-obstacles.

DEPARTURE PROCEDURE:
Rwy 10, climbing left turn direct MRB VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 10, vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL.
Power lines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL.
Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL.
Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK (GAI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, building, pole, and trees beginning 217' from DER, 81' right of centerline, up to 52' AGL/601' MSL.
Building, poles, and trees beginning 244' from DER, 196' left of centerline, up to 51' AGL/610' MSL.
Trees 1323' from DER, 841' right of centerline, up to 117' AGL/656' MSL.
Trees beginning 1965' from DER, 628' left of centerline, up to 104' AGL/663' MSL.
Rwy 32, trees beginning 26' from DER, 181' left of centerline, up to 77' AGL/556' MSL.
Trees beginning 72' from DER, 202' right of centerline, up to 53' AGL/532' MSL.
Trees beginning 3350' from DER, 903' right of centerline, up to 93' AGL/592' MSL.

GALAX-HILLSVILLE, VA

TWIN COUNTY (HLX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1 or std. w/ min. climb of 310' per NM to 2900.

DEPARTURE PROCEDURE:

Rwy 19, climb heading 187° to 3300 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 1, vehicles on roadway beginning 122' from DER, left and right of centerline, up to 15' AGL/2674' MSL.
Tree 195' from DER, 432' right of centerline, 49' AGL/2669' MSL.
Trees beginning 1215' from DER, left and right of centerline, up to 107' AGL/2699' MSL.
Trees beginning 2098' from DER, left and right of centerline, up to 105' AGL/2768' MSL.
Trees beginning 4071' from DER, 1192' left of centerline, up to 79' AGL/2799' MSL.
Rwy 19, trees beginning 135' from DER, 455' left of centerline, up to 108' AGL/2748' MSL.
Trees beginning 314' from DER, 434' right of centerline, up to 100' AGL/2760' MSL.
Tree 925' from DER, 254' left of centerline, 80' AGL/2720' MSL.
Trees beginning 1470' from DER, 248' right of centerline, up to 113' AGL/2753' MSL.

GEORGETOWN, DE

DELAWARE COASTAL (GED)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4B 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 200-1¼ or std. w/min. climb of 201' per NM to 300, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 7' from DER, 459' left of centerline, up to 74' AGL/118' MSL.
Tree 2322' from DER, 428' right of centerline, 61' AGL/109' MSL.
Tree 5161' from DER, 710' left of centerline, 180' MSL.
Rwy 10, vehicle on road 94' from DER, 446' left of centerline, 15' AGL/59' MSL.
Trees and pole beginning 443' from DER, 87' left of centerline, up to 100' AGL/144' MSL.
Trees beginning 641' from DER, 109' right of centerline, up to 100' AGL/144' MSL.
Tree 3732' from DER, 37' left of centerline, 100' AGL/149' MSL.
Rwy 22, tree 2035' from DER, 781' left of centerline, 172' MSL.
Tower 1 NM from DER, 465' left of centerline, 215' MSL.
Rwy 28, trees beginning 358' from DER, 567' left of centerline, up to 100' AGL/149' MSL.
Trees beginning 1299' from DER, 686' right of centerline, up to 100' AGL/149' MSL.
Trees beginning 1595' from DER, 647' right of centerline, up to 100' AGL/154' MSL.
Trees beginning 1892' from DER, crossing centerline, up to 100' AGL/154' MSL.
Tank 4498' from DER, 219' right of centerline, 180' MSL.

GORDONSVILLE, VA

GORDONSVILLE MUNI (GVE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 500-2½ or std. w/min. climb of 317' per NM to 1100.
Rwy 23, 300-2½ or std. w/min. climb of 384' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 048° to 1500 before proceeding on course.
Rwy 23, climb heading 213° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 341' from DER, 529' right of centerline, up to 100' AGL/699' MSL.
Vehicles on roadway 738' from DER, 477' left of centerline, up to 17' AGL/476' MSL.
Trees beginning 789' from DER, 507' left of centerline, up to 100' AGL/939' MSL.
Railroad 1111' from DER, 255' right of centerline, up to 23' AGL/482' MSL.
Rwy 23, trees beginning 300' from DER, 199' right of centerline, up to 100' AGL/739' MSL.
Trees beginning 805' from DER, 423' left of centerline, up to 100' AGL/739' MSL.
Rising terrain beginning 2.9 NM from DER, 2.5 NM right of centerline, up to 2039' MSL.

HAGERSTOWN, MD

HAGERSTOWN RGNL-RICHARD A. HENSON FIELD (HGR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 17OCT13 (13290) (FAA)

DEPARTURE PROCEDURE:

Rwy 9, climb left turn to intercept HGR VOR R-084 to 2500 before proceeding on course.

Rwy 27, climb on heading 272° to 2300 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 2, pole 22' from DER, 434' right of centerline, 20' AGL/719' MSL.
Telephone pylon 98' from DER, 351' right of centerline, 30' AGL/729' MSL.
Pole 100' from DER, 352' right of centerline, 31' AGL/730' MSL.
Catenary 113' from DER, 515' right of centerline, 32' AGL/731' MSL.
Antenna 190' from DER, 392' right of centerline, 38' AGL/737' MSL.
Building 1115' from DER, 289' left of centerline, 10' AGL/749' MSL.
Road 1215' from DER, 8' right of centerline, 3' AGL/742' MSL.
Trees beginning 1295' from DER, left and right of centerline, up to 99' AGL/838' MSL.
Rwy 9, MALSR 6' from DER, 5' left of centerline, 48' AGL/687' MSL.
Tree 963' from DER, 754' left of centerline, 75' AGL/714' MSL.
Rwy 20, light and poles beginning 334' from DER, left and right of centerline, up to 40' AGL/734' MSL.
Tree 1504' from DER, 342' left of centerline, 36' AGL/735' MSL.
Silo 1590' from DER, 93' left of centerline, 34' AGL/733' MSL.
Tree 2051' from DER, 592' left of centerline, 100' AGL/759' MSL.
Tree 2540' from DER, 722' left of centerline, 100' AGL/779' MSL.
Rwy 27, trees beginning 668' from DER, 515' left of centerline, up to 80' AGL/719' MSL.
Building 1895' from DER, 510' left of centerline, 73' AGL/713' MSL.

HOT SPRINGS, VA

INGALLS FIELD (HSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13JAN11 (11013) (FAA)

DEPARTURE PROCEDURE:

Rwy 25, climb heading 247° to 4400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 52' from DER, 395' left of centerline, 64' AGL/3784' MSL.
Rwy 25, trees, building, and terrain beginning 172' from DER, 167' left of centerline, up to 60' AGL/3860' MSL.
Obstacle light on pipe 376' from DER, 421' left of centerline, up to 28' AGL/3828' MSL.

INDIAN HEAD, MD

MARYLAND (2W5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24JUL14 (14205) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning at DER, 208' right of centerline up to 100' AGL/279' MSL.
Trees beginning 1103' from DER, 366' left of centerline up to 100' AGL/279' MSL.
Trees beginning 1564' from DER, left and right of centerline up to 100' AGL/279' MSL.
Building beginning 1255' from DER, 759' right of centerline, 25' AGL/204' MSL.
Rwy 20, trees beginning 404' from DER, 25' right of centerline up to 100' AGL/259' MSL.
Trees beginning at DER, 243' left of centerline up to 100' AGL/249' MSL.
Trees beginning 1069' from DER, 316' right of centerline up to 100' AGL/279' MSL.
Trees beginning 1388' from DER, 332' left of centerline up to 100' AGL/279' MSL.
Building 1401' from DER, 744' right of centerline, 25' AGL/194' MSL.

JOINT BASE ANDREWS (KADW)

CAMP SPRINGS, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10OCT19 (19283)

TAKEOFF OBSTACLE NOTES:

Rwy 1L, tree 3761' from DER, 1564' left of cntrln, 362' MSL.
Tree 3073' from DER, 907' right of cntrln, 352' MSL.
Tree 2960' from DER, 767' right of cntrln, 351' MSL.
Tree 2842' from DER, 1082' right of cntrln, 344' MSL.
Tree 2373' from DER, 742' left of cntrln, 335' MSL.
Rwy 1R, crane 5460' from DER, 892' right of cntrln, 381' MSL.
Stadium light 3036' from DER, 1020' right of cntrln, 361' MSL.
Tree 2879' from DER, 362' left of cntrln, 349' MSL.
Tree 2626' from DER, 1093' left of cntrln, 352' MSL.
Tree 2395' from DER, 918' left of cntrln, 344' MSL.
Tree 2355' from DER, 478' right of cntrln, 335' MSL.
Tree 1659' from DER, 507' left of cntrln, 326' MSL.
Tree 1551' from DER, 641' right of cntrln, 327' MSL.
Tree 1585' from DER, 536' right of cntrln, 322' MSL.
Tree 1665' from DER, 521' left of cntrln, 320' MSL.
Tree 1509' from DER, 857' right of cntrln, 333' MSL.
Rwy 19L, tree 3696' from DER, 499' left of cntrln, 341' MSL.
Tree 3660' from DER, 784' left of cntrln, 353' MSL.
Tree 2877' from DER, 1111' right of cntrln, 314' MSL.
Tree 2654' from DER, 944' right of cntrln, 311' MSL.
Tree 2653' from DER, 1107' right of cntrln, 314' MSL.
Tree 1706' from DER, 700' left of cntrln, 320' MSL.
Tree 1454' from DER, 852' left of cntrln, 317' MSL.
Terrain 270' from DER, 581' left of cntrln, 260' MSL.
Rwy 19R, twr 4659' from DER, 1650' right of cntrln, 355' MSL.
Twr 4624' from DER, 1663' right of cntrln, 372' MSL.
Twr 4561' from DER, 1658 right of cntrln, 359' MSL.
Twr 4529' from DER, 1590' right of cntrln, 358' MSL.
Twr 4473' from DER, 1553' right of cntrln, 360' MSL.
Twr 4386' from DER, 1659' right of cntrln, 355' MSL.
Tree 2868' from DER, 888' left of cntrln, 314' MSL.
Tree 2645' from DER, 891' left of cntrln, 314' MSL.
Tree 2645' from DER, 1054' left of cntrln, 331' MSL.
Trees beginning 2645' from DER, 1054' left of cntrln, 331' MSL.

JONESVILLE, VA

LEE COUNTY (0VG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions.
Rwy 25, std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwys 7, 25, for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, terrain 116' from DER, 72' right of centerline, 1439' MSL.
Terrain 691' from DER, 53' right of centerline, 1459' MSL.
Terrain 267' from DER, 190' left of centerline, 1439' MSL.
Terrain 479' from DER, 68' left of centerline, 1459' MSL.

KENBRIDGE, VA

LUNENBURG COUNTY (W31)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 219' from DER, left and right of centerline, up to 100' AGL/639' MSL.
Vehicles on roadway, beginning 561' from DER, 519' right of centerline, up to 15' AGL/544' MSL.
Rwy 20, trees at DER, left and right of centerline, up to 100' AGL/599' MSL.

LANGLEY AFB (KLFI)
HAMPTON, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22AUG13 (13234)
Rwy 8, 600-3*
*Or standard with minimum climb of 256 ft/NM to 800.
TAKEOFF OBSTACLE NOTES:
Rwy 8, Boat 2257' from DER, 777' left of centerline, 60' AGL/60' MSL.
Boat 2497' from DER, 57' left of centerline, 60' AGL/60' MSL.
Vehicle on road 1048' from DER, 703' right of centerline, 15' AGL/23' MSL.
Boat 1807' from DER, 552' right of centerline, 60' AGL/60' MSL.
Boat 2837' from DER, 643' right of centerline, 60' GL/60' MSL.
Rwy 26, Terrain 0' from DER, 369' left of centerline, 11' MSL.
Tree 4052' from DER, 688' left of centerline,100' AGL/116' MSL.
Tree 4842' from DER, 690' left of centerline, 100' AGL/116' MSL.
Tree 4093' from DER, 82' left of centerline, 99' AGL/111' MSL.
Tree 4155' from DER, 339' right of centerline, 100' AGL/113' MSL.
Tree 4039' from DER, 620' right of centerline, 100' AGL/109' MSL.
Tree 3807' from DER, 1181' right of centerline, 100' AGL/113' MSL.
Building 1390' from DER, 825' left of centerline, 24' AGL/36' MSL.

LAUREL, DE
LAUREL (N06)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05APR12 (12096) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, 600-2¾ or std. w/min. climb of 286' per NM to 800.
DEPARTURE PROCEDURE:
Rwy 15, climb heading 148° to 1200 before proceeding on course.
Rwy 33, climb heading 328° to 1200 before preceding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 15, tower 2.4 NM from DER, 253' left of centerline, 500' AGL/542' MSL.

LAWRENCEVILLE, VA
BRUNSWICK MUNI (LVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 30JAN20 (20030) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees 1654' from DER, 772' left of centerline, 88' AGL/407' MSL.
Trees 200' from DER, on centerline, 22' AGL/321' MSL.
Rwy 36, trees 1487' from DER, 20' left of centerline, 88' AGL/420' MSL.
Trees 113' from DER, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA
LEESBURG EXECUTIVE (JYO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23SEP10 (10266) (FAA)
DEPARTURE PROCEDURE:
Rwy 35, climb heading 351° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL.
Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL.
Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL.
Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL.
Rwy 35, terrain 96' from DER, 453' left of centerline, 381' MSL.
Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL.
Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST MARY'S COUNTY RGNL (2W6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18JAN07 (07018) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, multiple trees beginning 88' from DER, 339' left of centerline, up to 80' AGL/205' MSL.
Multiple trees beginning 61' from DER, 193' right of centerline up to 80' AGL/205' MSL.
Rwy 29, multiple trees beginning 996' from DER, 227' left of centerline up to 79' AGL/221' MSL.
Multiple trees beginning 596' from DER, 277' right of centerline up to 71' AGL/213' MSL.
Multiple towers on buildings beginning 53' from DER, 400' right of centerline up to 26' AGL/168' MSL.
Equipment on building 223' from DER, 449' right of centerline, 15' AGL/169' MSL.
Tower 402' from DER, 399' right of centerline, 33' AGL/175' MSL.
Fence 496' from DER, 241' right of centerline, 22' AGL/164' MSL.

LOUISA, VA

LOUISA COUNTY/FREEMAN FIELD (LKU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL.
Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL.
Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL.
Rwy 27, trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL.
Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL.
Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL.
Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL.
Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS (LUA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 26MAR20 (20086) (FAA)

TAKEOFF MINIMUMS:

Rwy 4, std. w/min. climb of 400' per NM to 3900 or 3200-3 for VCOA.
Rwy 22, std. w/min. climb of 400' per NM to 4000 or 3200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 044° to intercept bearing 044° from LUA NDB to 4000 before proceeding on course.
Rwy 22, climbing left turn heading 200° to intercept LDN VORTAC R-230 to 5000 before proceeding on course.

VCOA:

All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Luray Caverns airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees, traverse ways, pole, antennas, and building beginning 113' from DER, 138' right of centerline, up to 44' AGL/938' MSL.
Tree 1080' from DER, 584' right of centerline, 941' MSL.
Trees beginning 1099' from DER, 280' right of centerline, up to 942' MSL.
Trees and poles beginning 1282' from DER, 103' right of centerline, up to 959' MSL.
Trees beginning 1596' from DER, 220' right of centerline, up to 964' MSL.
Trees beginning 1693' from DER, 178' right of centerline, up to 967' MSL.
Trees beginning 1807' from DER, 22' right of centerline, up to 968' MSL.
Trees beginning 2247' from DER, 254' right of centerline, up to 972' MSL.
Tree 2306' from DER, 88' right of centerline, 983' MSL.
Tree 2331' from DER, 187' right of centerline, 985' MSL.
Trees beginning 2360' from DER, 5' left of centerline, up to 976' MSL.
Trees beginning 2422' from DER, 14' right of centerline, up to 987' MSL.
Trees beginning 2459' from DER, 33' right of centerline, up to 93' AGL/995' MSL.
Rwy 22, trees beginning 23' from DER, 313' right of centerline, up to 34' AGL/929' MSL.
Tree 68' from DER, 304' left of centerline, 905' MSL.
Tree 135' from DER, 186' left of centerline, 910' MSL.
Trees beginning 261' from DER, 26' left of centerline, up to 65' AGL/955' MSL.
Trees beginning 333' from DER, 184' right of centerline, up to 936' MSL.

LYNCHBURG, VA

FALWELL (W24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 1100-2½ for climb in visual conditions.
Rwy 28, NA-obstacle.

DEPARTURE PROCEDURE:

Rwy 10, for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, multiple trees 9' from DER, 87' right of centerline, up to 100' AGL/899' MSL.
Multiple power lines 2896' from DER, 1192' right of centerline, up to 149' AGL/968' MSL.

NE-3, 10 SEP 2020 to 05 NOV 2020

LYNCHBURG, VA (CON'T)

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 13MAR08 (08073) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-2¼ or std. w/ min. climb of 232' per NM to 1500.

Rwy 35, std. w/ min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 036° to 2200 before proceeding on course.

Rwy 17, climb heading 169° to 1800 before turning right.

Rwy 22, climb heading 216° to 1800 before turning right.

Rwy 35, climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/ Preston Glenn Field at or above 2500' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 2029' from DER, 62' right of centerline up to 81' AGL/999' MSL.
Trees beginning 1422' from DER, 3' left of centerline up to 76' AGL/995' MSL.
Poles beginning 427' from DER, 483' right of centerline up to 44' AGL/1044' MSL.
Obstruction lights on fence beginning 2' from DER, 500' right of centerline up to 30' AGL/ 948' MSL.
Antenna on building 395' from DER, 277' right of centerline 15' AGL/954' MSL.
Light 606' from DER, 599' right of centerline, 18' AGL/982' MSL.
Building 400' from DER, 345' right of centerline, 12' AGL/951' MSL.

Rwy 17, trees beginning 284' from DER, 77' left of centerline up to 277' AGL/1195' MSL.
Trees beginning 265' from DER, 178' right of centerline up to 57' AGL/969' MSL.
Obstruction light on pole 9326' from DER 333' left of centerline, 270' AGL/1188MSL.

Rwy 22, trees beginning 274' from DER, 245' right of centerline up to 41' AGL/979' MSL.
Trees beginning 2616' from DER, 206' left of centerline up to 41' AGL/ 979' MSL.
Poles beginning 2872' from DER, 603' right of centerline up to 44' AGL/982' MSL.

Rwy 35, trees beginning 2955' from DER, 140' right of centerline up to 96' AGL/ 1014' MSL.
Trees beginning 722' from DER, 71' left of centerline up to 119' AGL/1037' MSL.
Pole 36' from DER 98' left of centerline, 25' AGL/ 943' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE (MKJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26JUL12 (12208)

TAKEOFF MINIMUMS:

Rwy 8, 300-1¾.

Rwy 26, std. w/min. climb of 265' per NM to 3400 or 4600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 079° to 4100 before proceeding on course.

Rwy 26, climb heading 259° to 4400 before proceeding on course or for climb in visual conditions: cross Mountain Empire airport at or above 4600' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 58' from DER, left and right of centerline, up to 100' AGL/2819' MSL.
Vehicles beginning 225' from DER, left and right of centerline, up to 17' AGL/2540' MSL.
Poles beginning 703' from DER, left and right of centerline, up to 123' AGL/2537' MSL.

Rwy 26, trees and vehicles beginning 250' from DER, left and right of centerline, up to 100' AGL/3039' MSL.

MARTINSVILLE, VA

BLUE RIDGE (MTV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 11FEB10 (10042) (FAA)

TAKEOFF MINIMUMS:

Rwy 12, std. with a min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions.

Rwy 30, std. with a min. climb of 321' per NM to 4300 or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 12, climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

Rwy 30, for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 12, trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL.
Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL.

Rwy 30, trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL.
Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL.
Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL.
Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL.
Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA
ACCOMACK COUNTY (MFV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25OCT07 (07298) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple trees beginning 41' from DER, 221' right of centerline, up to 84' AGL/128' MSL.
Truck on road 204' from DER, 231' left of centerline, 15' AGL/61' MSL.
Multiple trees beginning 249' from DER, 14' left of centerline, up to 106' AGL/155' MSL.
Truck on road 494' from DER, 228' left of centerline, 15' AGL/62' MSL.
Rod on obstruction light tower 862' from DER, 402' left of centerline, 55' AGL/99' MSL.
Rwy 21, multiple trees beginning 27' from DER, 395' right of centerline, up to 91' AGL/135' MSL.
Multiple trees 504' from DER, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE
SUMMIT (EVY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwys 11, 29, NA-Environmental.
Rwy 35, 300-1⅛ or std. w/min. climb of 300' per NM to 400.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 14' from DER, 474' right of centerline, up to 45' AGL/111' MSL.
Tree 1277' from DER, 395' right of centerline, 60' AGL/126' MSL.
Tree 1349' from DER, 661' right of centerline, 91' AGL/156' MSL.
Pole and catenary beginning 1379' from DER, 378' left of centerline, up to 34' AGL/101' MSL.
Tree 1627' from DER, 906' right of centerline, 97' AGL/160' MSL.
Trees beginning 1639' from DER, 384' right of centerline, up to 97' AGL/161' MSL.
Rwy 35, tree 39' from DER, 475' left of centerline, 50' AGL/115' MSL.
Traverse way 350' from DER, 404' right of centerline, 81' MSL.
Pole 357' from DER, 487' right of centerline, 43' AGL/104' MSL.
Trees beginning 381' from DER, 359' left of centerline, up to 53' AGL/119' MSL.
Poles and tree beginning 689' from DER, 28' right of centerline, up to 43' AGL/106' MSL.
Trees beginning 1380' from DER, 43' right of centerline, up to 67' AGL/127' MSL.
Trees and elevator beginning 1782' from DER, 194' right of centerline, up to 77' AGL/128' MSL.
Trees beginning 1970' from DER, 368' left of centerline, up to 61' AGL/127' MSL.
Tree 3473' from DER, 167' left of centerline, 88' AGL/157' MSL.
Transmission line 5084' from DER, 575' right of centerline, 178' AGL/243' MSL.
Tower 5086' from DER, 1066' right of centerline, 202' AGL/255' MSL.
Tower 5591' from DER, 1094' right of centerline, 169' AGL/257' MSL.
Transmission line 5734' from DER, 564' right of centerline, 170' AGL/245' MSL.

MONETA, VA
SMITH MOUNTAIN LAKE (W91)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 18SEP14 (14261) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 400-2¼ or std. w/min. climb of 565' per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 054° to 2600 before proceeding on course.
Rwy 23, climb heading 234° to 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning abeam DER, 144' right of centerline, up to 100' AGL/1019' MSL.
Vehicles on road beginning 3' from DER, left and right of centerline, up to 15' AGL/1034' MSL.
Aircraft on taxiway, 132' left of centerline, up to 20' AGL/939' MSL.
Trees beginning 303' from DER, 211' left of centerline, up to 100' AGL/1039' MSL.
Trees beginning 3234' from DER, 44' right of centerline, up to 100' AGL/1119' MSL.
Trees beginning 2954' from DER, 83' left of centerline, up to 100' AGL/1099' MSL.
Rwy 23, trees beginning 13' from DER, 149' left of centerline, up to 100' AGL/979' MSL.
Vehicles on road beginning 19' from DER, left and right of centerline, up to 15' AGL/894' MSL.
Trees beginning 622' from DER, 316' right of centerline, up to 100' AGL/979' MSL.

NEWPORT NEWS, VA
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26MAY16 (16147) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, REIL 15' from DER, 150' left of centerline, 43' MSL.
Tree and airport sign beginning 21' from DER, 259' left of centerline, up to 50' MSL.
Trees beginning 45' from DER, 386' right of centerline, up to 51' MSL.
Trees beginning 212' from DER, 375' right of centerline, up to 53' MSL.
Tree 366' from DER, 597' right of centerline, 55' MSL.
Tree 439' from DER, 487' right of centerline, 56' MSL.
CON'T

NEWPORT NEWS, VA (CON'T)

NEWPORT NEWS/WILLIAMSBURG INTL (PHF) (CON'T)

Rwy 2 (CON'T), tree 689' from DER, 652' right of centerline, 60' MSL.
Pole 840' from DER, 625' left of centerline, 78' MSL.
Poles beginning 840' from DER, 522' left of centerline, up to 37' AGL/80' MSL.
Trees beginning 898' from DER, 723' right of centerline, up to 124' MSL.
Tree and pole beginning 935' from DER, 427' left of centerline, up to 131' MSL.
Trees beginning 1067' from DER, 253' right of centerline, up to 135' MSL.
Tree and pole beginning 1183' from DER, 498' right of centerline, up to 140' MSL.
Trees beginning 1399' from DER, 428' left of centerline, up to 150' MSL.
Trees beginning 1629' from DER, 413' right of centerline, up to 151' MSL.
Tree and t-l tower beginning 1704' from DER, 47' left of centerline, up to 156' MSL.
T-l towers and trees beginning 3347' from DER, 5' left of centerline, up to 163' MSL.
Rwy 7, signs beginning 55' from DER, 282' left of centerline, up to 8' AGL/42' MSL.
Tree 368' from DER, 588' left of centerline, 73' MSL.
Tree 1557' from DER, 906' right of centerline, 95' MSL.
Trees beginning 1557' from DER, 904' right of centerline, up to 96' MSL.
Tree 2279' from DER, 932' right of centerline, 99' MSL.
Trees beginning 2477' from DER, 909' right of centerline, up to 110' MSL.
Tree 3535' from DER, 1395' left of centerline, 140' MSL.
Trees beginning 3535' from DER, 1291' left of centerline, up to 141' MSL.
Trees beginning 3884' from DER, 965' left of centerline, up to 144' MSL.
Trees beginning 3927' from DER, 315' left of centerline, up to 147' MSL.
Trees beginning 3958' from DER, 235' left of centerline, up to 153' MSL.
Tree 4288' from DER, 454' right of centerline, 154' MSL.
T-l towers beginning 5621' from DER, 1337' left of centerline, up to 189' MSL.
Rwy 20, airport sign 41' from DER, 310' right of centerline, 39' MSL.
Bush 96' from DER, 290' left of centerline, 52' MSL.
Trees beginning 1038' from DER, 489' left of centerline, up to 90' MSL.
Trees beginning 2779 ' from DER, 1002' right of centerline, up to 111' MSL.
Rwy 25, tree 357' from DER, 563' right of centerline, 48' MSL.
Tree 539' from DER, 594' right of centerline, 59' MSL.
Trees beginning 623' from DER, 550' right of centerline, up to 71' MSL.
Tree 719' from DER, 580' right of centerline, 79' MSL.
Trees beginning 776' from DER, 581' right of centerline, up to 86' MSL.
Trees beginning 853' from DER, 600' right of centerline, up to 91' MSL.
Trees beginning 1021' from DER, 587' right of centerline, up to 97' MSL.
Tree 1046' from DER, 672' right of centerline, 112' MSL.
Tree 1121' from DER, 726' right of centerline, 115' MSL.
Tree 1121' from DER, 745' right of centerline, 119' MSL.
Trees beginning 1125' from DER, 335' right of centerline, up to 123' MSL.
Tree 3437' from DER, 1126' right of centerline, 139' MSL.

NEW MARKET, VA

NEW MARKET (8W2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, 1100-3 w/ min. climb of 376' per NM to 3700 or 2600-3 for climb in visual conditions.
Rwy 24, 1100-3 w/ min. climb of 290' per NM to 3700 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 6, climb heading 048° to 3700 before proceeding on course or for climb in visual conditions: cross New Market airport at or above 3400 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 24, climb heading 243° to 3700 before proceeding on course or for climb in visual conditions: cross New Market airport at or above 3400 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 6, train beginning 2' from DER, 396' left of centerline, up to 23' AGL/1002' MSL.
Vehicles on road beginning 57' from DER, left and right of centerline, up to 15' AGL/994' MSL.
Trees beginning 754' from DER, 522' left of centerline, up to 100' AGL/1279' MSL.
Rwy 24, train beginning 11' from DER, 404' right of centerline, up to 23' AGL/1002' MSL.
Trees beginning 564' from DER, 257' right of centerline, up to 100' AGL/1319' MSL.

NORFOLK, VA

CHESAPEAKE RGNL (CPK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 143' from DER, left and right of centerline, up to 100' AGL/108' MSL.
Rwy 23, trees beginning 153' from DER, left and right of centerline, up to 105' AGL/122' MSL.

NORFOLK, VA (CON'T)

HAMPTON ROADS EXECUTIVE (PVG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/ min. climb of 210' per NM to 600, or alternatively w/std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 019° to 1600 before turning west.

Rwy 10, climb heading 102° to 1000 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Executive Airport at or above 1600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 20, climb heading 199° to 900 before turning North.

Rwy 28, climb heading 282° to 1500 before turning North.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on roadway beginning 213' from DER, left and right of centerline, up to 15' AGL/39' MSL.
Trees beginning 663' from DER, left and right of centerline, up to 100' AGL/124' MSL.
Rwy 10, aircraft on taxiway beginning 9' from DER, 390' right of centerline, up to 26' AGL/49' MSL.
Bushes beginning 30' from DER, 156' right of centerline, up to 5' AGL/26' MSL.
Bushes beginning 96' from DER, 486' left of centerline, up to 12' AGL/33' MSL.
Trees beginning 2086' from DER, 19' left of centerline, up to 103' AGL/124' MSL.
Trees beginning 2103' from DER, 13' right of centerline, up to 113' AGL/134' MSL.
Rwy 20, aircraft on taxiway and buildings beginning 11' from DER, 144' right of centerline, up to 40' AGL/50' MSL.
Vehicles on roadway beginning 97' from DER, 14' left of centerline, up to 23' AGL/47' MSL.
Trains on railroad tracks and trees beginning 333' from DER, 571' left of centerline, up to 100' AGL/124' MSL.
Trains on railroad tracks and trees beginning 796' from DER, 90' right of centerline, up to 100' AGL/124' MSL.
Rwy 28, trees beginning 2267' from DER, 1071' left of centerline, up to 100' AGL/121' MSL.
Trees beginning 3793' from DER, 408' left of centerline, up to 113' AGL/134' MSL.

NORFOLK INTL (ORF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, multiple trees beginning 1521' from DER, 628' right of centerline, up to 85' AGL/95' MSL.
Towers beginning 2974' from DER, 773' right of centerline, up to 127' AGL/131' MSL.
Mobile crane 4334' from DER, 1106' right of centerline, 162' AGL/163' MSL.
Sign 82' from DER, 301' left of centerline, 11' AGL/19' MSL.
Pole 2696' from DER, 1063' left of centerline, 87' AGL/91' MSL.
Multiple towers beginning 2938' from DER, 927' left of centerline, up to 145' AGL/146' MSL.
Rwy 14, vehicle on road 2' from DER, 450' right of centerline, up to 10' AGL/36' MSL.
Multiple trees beginning 1193' from DER, 117' right of centerline, up to 82' AGL/97' MSL.
Multiple trees beginning 1755' from DER, 413' right of centerline, up to 85' AGL/100' MSL.
Numerous trees beginning 2109' from DER, 150' right of centerline, up to 121' AGL/136' MSL.
Tree 3323' from DER, 308' right of centerline, 101' AGL/121' MSL.
Poles beginning 1307' from DER, 255' right of centerline, up to 43' AGL/62' MSL.
Numerous trees beginning 1230' from DER, 40' left of centerline, up to 84' AGL/104' MSL.
Pole 1567' from DER, 95' left of centerline, 42' AGL/62' MSL.
Multiple trees beginning 2347' from DER, 57' left of centerline, up to 83' AGL/103' MSL.
Multiple trees beginning 3086' from DER, 235' left of centerline, up to 101' AGL/121' MSL.
Rwy 23, trees beginning 324' from DER, 484' right of centerline, up to 28' AGL/43' MSL.
Trees beginning 1989' from DER, 26' right of centerline, up to 61' AGL/76' MSL.
Pole 1012' from DER, 650' right of centerline, 62' AGL/73' MSL.
Pole 2166' from DER, 840' right of centerline, 41' AGL/74' MSL.
Vehicle on road 128' from DER, 508' left of centerline, 10' AGL/31' MSL.
Multiple trees beginning 619' from DER, 560' left of centerline, up to 66' AGL/76' MSL.
Pole 1434' from DER, 739' left of centerline, 57' AGL/71' MSL.
Multiple trees beginning 1801' from DER, 46' left of centerline, up to 65' AGL/85' MSL.
Trees beginning 2797' from DER, 448' left of centerline, up to 103' AGL/113' MSL.
Rwy 32, multiple trees beginning 17' from DER, 459' right of centerline, up to 92' AGL/112' MSL.
Vehicles on road beginning 207' from DER, 231' right of centerline, up to 15' AGL/29' MSL.
Tree 317' from DER, 183' right of centerline, 24' AGL/31' MSL.
Trees 775' from DER, 54' right of centerline, up to 61' AGL/71' MSL.
Multiple trees beginning 1085' from DER, 698' right of centerline, up to 88' AGL/98' MSL.
Multiple trees beginning 1696' from DER, 1' right of centerline, up to 85' AGL/95' MSL.
Numerous trees beginning 2128' from DER, 1' right of centerline, up to 103' AGL/113' MSL.
Multiple trees beginning 3955' from DER, 936' right of centerline, up to 124' AGL/134' MSL.
Vehicles on road beginning 265' from DER, on centerline, up to 15' AGL/26' MSL.
Tree 9' from DER, 414' left of centerline, 25' AGL/35' MSL.
Tree 166' from DER, 264' left of centerline, 17' AGL/27' MSL.
Towers beginning 201' from DER, 86' left of centerline, 12' AGL/27' MSL.
Vehicle on road 217' from DER, 81' left of centerline, 10' AGL/27' MSL.
Trees beginning 677' from DER, 568' left of centerline, up to 60' AGL/70' MSL.
Trees beginning 764' from DER, 109' left of centerline, up to 40' AGL/47' MSL.
Poles beginning 846' from DER, 223' left of centerline, up to 41' AGL/51' MSL.

CON'T

NORFOLK, VA (CON'T)

NORFOLK INTL (ORF) (CON'T)

Rwy 32 (CON'T), multiple trees beginning 1110' from DER, 181' left of centerline, up to 49' AGL/59' MSL.
Tree 1359' from DER, 817' left of centerline, 93' AGL/103' MSL.
Multiple trees located 1566' from DER, 7' left of centerline, up to 85' AGL/95' MSL.
Trees beginning 3528' from DER, 186' left of centerline, up to 106' AGL/113' MSL.

NORFOLK NS (CHAMBERS FIELD) (KNGU)

(KNGU), VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26MAR20 (20086)

TAKEOFF MINIMUMS:

Rwy 10, ATC restriction to de-conflict with ORF traffic, std. w/min. CG 400' per NM to 500 MSL, if unable advise ATC, then 300-1.
Rwy 28, 500-2¼, or std. w/min climb of 200' per NM to 700.

TAKEOFF OBSTACLE NOTES:

Rwy 10, trees with a maximum height of 108' within 2300' of DER.
Localizer antenna 20' from DER, 0' from cntrln, 6.5' AGL/16.5' MSL.
Camera pole 218' from DER, 263' right of cntrln, 34' MSL.
Utility pole 4444' from DER, 627' right of cntrln, 40' AGL/49' MSL.
Rwy 28, four stadium lights 2327' to 2588' from DER, 742' to 865' left of cntrln, 74' AGL/73' MSL.
Cranes 1.3 NM from DER, 1600' left to 2000' right of cntrln, 215' MSL.
Cranes 1.3 NM from DER, 2000' to 4000' right of cntrln, 245' MSL.

OAKLAND, MD

GARRETT COUNTY (2G4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10APR08 (08101) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, Multiple trees beginning 75' from DER, 94' left of centerline, up to 100' AGL/2939' MSL.
Multiple trees beginning 76' from DER, 47' right of centerline, up to 100' AGL/2939' MSL.
Rwy 27, Multiple trees beginning 15' from DER, 334' left of centerline, up to 100' AGL/3019' MSL.
Multiple trees beginning 19' from DER, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD

OCEAN CITY MUNI (OXB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 25JUN15 (15176) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1½ or std. w/min. climb of 262' per NM to 300.
Rwy 32, 400-2 or std. w/min. climb of 280' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning 158' from DER, 499' right of centerline, up to 78' AGL/88' MSL.
Tower 5556' from DER, 1981' right of centerline, 146' AGL/157' MSL.
Trees beginning 679' from DER, 523' left of centerline, up to 64' AGL/74' MSL.
Pole 1535' from DER, 79' left of centerline, 42' AGL/54' MSL.
Tank 4708' from DER, 1600' right of centerline, 160' AGL/169' MSL.
Trees beginning 1141' from DER, left and right of centerline, up to 104' AGL/114' MSL.
Pole 1126' from DER, 522' right of centerline, 31' AGL/40' MSL.
Antenna 4675' from DER, 1653' right of centerline, 129' AGL/137' MSL.
Rwy 14, tree 94' from DER, 182' right of centerline, 20' AGL/29' MSL.
Rwy 20, trees beginning 8' from DER, 154' right of centerline, up to 32' AGL/42' MSL.
Trees beginning 185' from DER, 162' left of centerline, up to 48' AGL/58' MSL.
Trees beginning 959' from DER, 16' right of centerline, up to 62' AGL/72' MSL.
Rwy 32, bushes beginning 7' from DER, 250' left of centerline, up to 13' AGL/23' MSL.
Poles beginning 626' from DER, 493' left of centerline, up to 47' AGL/58' MSL.
Trees beginning 858' from DER, 18' right of centerline, up to 91' AGL/101' MSL.
Trees beginning 303' from DER, 71' left of centerline, up to 104' AGL/114' MSL.
Tower 1.7 NM from DER, 929' right of centerline, 347' AGL/357' MSL.

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

VIRGINIA BEACH, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03JAN19 (19003)

TAKEOFF OBSTACLE NOTES:

Rwy 5L, trees 3707' from DER, 98' right of cntrln, 91' AGL/114' MSL.
Rwy 5R, trees 3706' from DER, 602' left of cntrln, 91' AGL/114' MSL.
Trees 966' from DER, 598' right of cntrln, 0' AGL/47' MSL.
Rwy 14L, trees 198' from DER, 592' left of cntrln, 0' AGL/60' MSL.
Trees 1047' from DER, 252' left of cntrln, 0' AGL/47' MSL.
Rwy 14R, trees 286' from DER, 527' right of cntrln, 45' MSL.

CON'T

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU) (CON'T)

VIRGINIA BEACH, VA (CON'T)

Rwy 23L, smokestack 4243' from DER, 1470' right of cntrln, 70' AGL/94' MSL.
Rwy 32L, terrain 0' from DER, 91' right of cntrln, 20' MSL.
Terrain 0' from DER, 500' left of cntrln, 20' MSL.
Trees 2792' from DER, 7' left of cntrln, 89' AGL/104' MSL.
Rwy 32R, terrain 0' from DER, 25' right of cntrln, 19' MSL.
Trees 2792' from DER, 707' left of cntrln, 89' AGL/104' MSL.

ORANGE, VA

ORANGE COUNTY (OMH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA).

DEPARTURE PROCEDURE:

Rwy 8, climb heading 075° to 1500 before turning left.
Rwy 26, climb heading 255° to 2000 before turning.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain, trees and poles beginning 103' from DER, 361' right of centerline, up to 126' AGL/576' MSL.
Terrain, trees and poles beginning 404' from DER, 600' left of centerline, up to 101' AGL/581' MSL.
Rwy 26, terrain, trees, and poles beginning 14' from DER, 429' right of centerline, up to 101' AGL/559' MSL.
Vehicle on road 378' from DER, 406' right of centerline, 17' AGL/463' MSL.
Terrain, trees, poles, building and catenary beginning 101' from DER, 888' left of centerline, up to 102' AGL/522' MSL.

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK), MD

TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES

25MAY17 (17145)

TAKEOFF OBSTACLE NOTES:

Rwy 6, pylon 1976' from DER, 982' left of cntrln, 63' AGL/83' MSL.
Rwy 14, tree 271' from DER, 572' left of cntrln, 79' AGL/87' MSL.
Rwy 24, tower 3' from DER, 259' right of cntrln, 2' AGL/47' MSL.

PETERSBURG, VA

DINWIDDIE COUNTY (PTB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25APR19 (19115) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, fence 160' from DER, 472' right of centerline, 13' AGL/196' MSL.
Tree 910' from DER, 705' left of centerline, 244' MSL.
Tree 1855' from DER, 551' left of centerline, 252' MSL.
Tree 2342' from DER, 600' left of centerline, 254' MSL.
Rwy 23, fence 10' from DER, 475' left of centerline, 10' AGL/199' MSL.
Tree 819' from DER, 658' left of centerline, 253' MSL.
Tree 1040' from DER, 643' left of centerline, 265' MSL.
Tree 1452' from DER, 802' left of centerline, 276' MSL.
Trees beginning 2614' from DER, 534' right of centerline, up to 276' MSL.
Trees beginning 3145' from DER, 69' right of centerline, up to 289' MSL.
Tree 3151' from DER, 527' left of centerline, 281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

27SEP07 (07270)

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL.
Tree 1126' from DER, 118' left of centerline, 29' AGL/88' MSL.
Rwy 22, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL.
Multiple trees beginning 398' from DER, 311' right of centerline, up to 50' AGL/89' MSL.
Tree 1094' from DER, 49' left of centerline, 43' AGL/62' MSL.

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10OCT19 (19283)

DEPARTURE PROCEDURE:

Rwy 2, diverse departures authorized only from 026° CW to 205° with min. civil climb of 298'per NM to 600, min. military climb of 274' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 2, pylon 2457' from DER, 799' left of cntrln, 62' AGL/100' MSL.
Twr 2641' from DER, 1221' left of cntrln, 69' AGL/ 103' MSL.
Twr 3081' from DER, 1139' left of cntrln, 69' AGL/121' MSL.

CON'T

NE-3, 10 SEP 2020 to 05 NOV 2020

QUANTICO MCAF (TURNER FIELD) (KNYG) (CON'T)

QUANTICO, VA (CON'T)

Rwy 2 (CON'T), twr 3119' from DER, 1346' left of cntrln, 69' AGL/126' MSL.
Terrain 5117' from DER, 1871' left of cntrln, 151' MSL.
Terrain 5177' from DER, 1646' left of cntrln, 148' MSL.
Pole 5394' from DER, 1625' right of cntrln, 102' MSL.
Terrain 5434' from DER, 1956' left of cntrln, 157' MSL.
Terrain 5470' from DER, 1723' left of cntrln, 157' MSL.
Rwy 20, terrain at DER, 287' right of cntrln, 36' MSL.
Terrain at DER, 484' right of cntrln, 40' MSL.
Traffic light 6' from DER, 283' right of cntrln, 6' AGL/15' MSL.
Pole 9' from DER, 457' right of cntrln, 30' MSL.
Terrain 271' from DER, 352' right of cntrln, 33' MSL.
Terrain 332' from DER, 582' right of cntrln, 43' MSL.
Jetty 393' from DER, 273' right of cntrln, 27' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
ORIG 10OCT19 (19283)

Rwy 2, headings as assigned by ATC; requires min. civilian climb of 298' per NM to 700, min. military climb of 274' per NM to 700.

QUINTON, VA

NEW KENT COUNTY (W96)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning abeam DER, 189' right of centerline, up to 100' AGL/199' MSL.
Trees beginning abeam DER, 113' left of centerline, up to 100' AGL/209' MSL.
Trees beginning 257' from DER, left and right of centerline, up to 100' AGL/199' MSL.
Rwy 29, trees beginning abeam DER, 183' right of centerline, up to 100' AGL/189' MSL.
Trees beginning abeam DER, 209' left of centerline, up to 100' AGL/219' MSL.
Fence 246' from DER, 8' AGL/127' MSL.
Trees beginning 247' from DER, 153' right of centerline up to 100' AGL/199' MSL.
Vehicles on roadway 269' from DER, left and right of centerline, 15' AGL/134' MSL.
Trees beginning 396' from DER, 5' right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY (JFZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:
Rwy 7, std. w/min. climb of 630' per NM to 3200 or 300-1½ w/ min. climb of 235' per NM to 5000 or 2000-2½ for climb in visual conditions.
Rwy 25, std. w/min. climb of 713' per NM to 2900 or 300-1 w/ min. climb of 220' per NM to 5000 or 2000-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 7, climb heading 072° to 5000 before proceeding on course, or for climb in visual conditions: cross Tazewell County airport at or above 4500 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 25, climb heading 252° to 5000 before proceeding on course or for climb in visual conditions: cross Tazewell County airport at or above 4500 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 7, rising terrain beginning at DER, left and right of centerline, up to 2773' MSL.
Vehicles on road beginning at DER, 425' right of centerline, up to 15' AGL/2682' MSL.
Trees beginning at DER, left and right of centerline, up to 100' AGL/2939' MSL.
Rwy 25, trees beginning 116' from DER, left and right of centerline, up to 100' AGL/2828' MSL.
DME facility 176' from DER, 256' left of centerline, 28' AGL/2668' MSL.
Fence beginning 566' from DER, 363' left of centerline, up to 10' AGL/2734' MSL.
Rising terrain beginning 620' from DER, 361' left of centerline, up to 2669' MSL.

RICHMOND, VA

RICHMOND EXECUTIVE-CHESTERFIELD COUNTY (FCI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 02MAY13 (13122) (FAA)

DEPARTURE PROCEDURE:
Rwy 33, climb heading 316° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 15, vehicles on roadway and trees beginning abeam DER, 260' right of centerline, up to 59' AGL/260' MSL. Trees beginning 99' from DER, 266' left of centerline, up to 57' AGL/258' MSL.
Rwy 33, rising terrain, trees and pole beginning 62' from DER, 29' right of centerline, up to 37' AGL/278' MSL.
Trees beginning 1844' from DER, 660' left of centerline, up to 95' AGL/306' MSL.

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1¼ or std. w/min. climb of 230' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1700' prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 2, lighting 40' from DER, 115' left of centerline, 4' AGL/168' MSL.
Lighting 40' from DER, 115' right of centerline, 3' AGL/168' MSL.
Sign, lighting beginning 47' from DER, 204' right of centerline, up to 4' AGL/169' MSL.
Tree 2340' from DER, 335' left of centerline, 224' MSL.
Tree 2360' from DER, 327' left of centerline, 229' MSL.
Trees beginning 2377' from DER, 316' left of centerline, up to 235' MSL.
Tree 2460' from DER, 813' right of centerline, 232' MSL.
Trees beginning 2483' from DER, 201' left of centerline, up to 236' MSL.
Trees beginning 2540' from DER, 993' right of centerline, up to 241' MSL.
Tree 2557' from DER, 959' right of centerline, 245' MSL.
Trees beginning 2623' from DER, 42' right of centerline, up to 253' MSL.
Trees beginning 2643' from DER, 1' left of centerline, up to 249' MSL.
Trees beginning 2916' from DER, 17' right of centerline, up to 259' MSL.
Trees beginning 3051' from DER, 37' left of centerline, up to 251' MSL.
Trees beginning 3135' from DER, 357' right of centerline, up to 263' MSL.
Trees beginning 3382' from DER, 462' right of centerline, up to 270' MSL.
Trees beginning 3385' from DER, 119' right of centerline, up to 275' MSL.
Tree 3428' from DER, 368' left of centerline, 252' MSL.
Tower 5423' from DER, 1710' left of centerline, 157' AGL/321' MSL.
Rwy 16, lighting 2' from DER, 80' right of centerline, 2' AGL/161' MSL.
Lighting 2' from DER, 80' left of centerline, 2' AGL/161' MSL.
Trees beginning 1671' from DER, 776' right of centerline, up to 214' MSL.
Tree 2873' from DER, 1218' left of centerline, 241' MSL.
Rwy 20, lighting 3' from DER, 5' right of centerline, 1' AGL/160' MSL.
Lighting 4' from DER, 4' left of centerline, 1' AGL/160' MSL.
Building 724' from DER, 680' right of centerline, 35' AGL/195' MSL.
Building 816' from DER, 654' right of centerline, up to 53' AGL/212' MSL.
Tree 2304' from DER, 1111' right of centerline, 219' MSL.
Trees beginning 2367' from DER, 986' left of centerline, up to 241' MSL.
Trees beginning 2567' from DER, 724' right of centerline, up to 253' MSL.
Tree 2616' from DER, 1189' right of centerline, 257' MSL.
Tree, pole beginning 2637' from DER, 281' right of centerline, up to 264' MSL.
Trees beginning 3013' from DER, 1046' left of centerline, up to 251' MSL.
Rwy 34, lighting beginning 1' from DER, 4' left of centerline, up to 1' AGL/168' MSL.
Terrain 3' from DER, 6' right of centerline, 167' MSL.
Sign 40' from DER, 413' right of centerline, 3' AGL/168' MSL.
Pole 1262' from DER, 732' left of centerline, 41' AGL/200' MSL.
Tree 2256' from DER, 1090' right of centerline, 231' MSL.
Trees beginning 2458' from DER, 952' left of centerline, up to 240' MSL.
Tree 2602' from DER, 998' left of centerline, 250' MSL.
Tree 2604' from DER, 1172' left of centerline, 251' MSL.
Trees beginning 2674' from DER, 952' left of centerline, up to 252' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 34, tree 410' from DER, 567' left of centerline, 278' MSL.
Tree 1125' from DER, 750' left of centerline, 279' MSL.
Trees beginning 1402' from DER, 445' right of centerline, up to 290' MSL.
Tree 1502' from DER, 774' left of centerline, 292' MSL.
Trees beginning 1836' from DER, 739' left of centerline, up to 293' MSL.
Trees beginning 2731' from DER, 487' right of centerline, up to 304' MSL.

RIDGELY, MD

RIDGELY AIRPARK (RJD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (07219) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, multiple trees beginning 592' from DER, 6' left of centerline, up to 100' AGL/160' MSL.
Multiple trees beginning 239' from DER, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE-BLACKSBURG RGNL/ WOODRUM FIELD (ROA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11A 15AUG19 (19227) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 585' per NM to 3000 or 2600-3 for climb in visual conditions.
Rwy 16, std. w/min. climb of 340' per NM to 3300 or 2600-3 for climb in visual conditions.
Rwy 24, std. w/min. climb of 365' per NM to 5100, or 2600-3 for climb in visual conditions.
Rwy 34, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 058° to 3200 before proceeding on course.
Rwy 16, climb on heading 156° to 3000 before proceeding on course.
Rwy 24, climb on heading 238° to 3000 before proceeding on course.

VCOA: Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Roanoke-Blacksburg Rgnl/Woodrum Field at or above 3600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees and bushes beginning 88' from DER, 340' right of centerline, up to 59' AGL/1159' MSL.
Trees 238' from DER, 540' right of centerline, up to 71' AGL/1171' MSL.
Trees beginning 1536' from DER, 298' right of centerline, up to 100' AGL/1219' MSL.
Trees beginning 2.7 NM from DER, 2645' left of centerline, up to 84' AGL/1864' MSL.
Trees beginning 2.8 NM from DER, 2912' left of centerline, up to 51' AGL/2271' MSL.
Towers beginning 2.9 NM from DER, 3455' left of centerline, up to 216' AGL/2407' MSL.
Rwy 16, sign 40' from DER, 252' left of centerline, 18' AGL/1144' MSL.
Trees on hilltop 1.1 NM from DER, 2211' left of centerline, up to 56' AGL/1336' MSL.
Rwy 24, sign 42' from DER, 249' left of centerline, 13' AGL/1154' MSL.
Tree 2872' from DER, 1246' left of centerline, 92' AGL/1232' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain and trees beginning 21' from DER, right and left of centerline, up to 100' AGL/148' MSL.
Poles beginning 1213' from DER, 664' right of centerline, up to 36' AGL/85' MSL.
Antenna on building 1388' from DER, 49' left of centerline, 36' AGL/86' MSL.
Rwy 14, trees beginning 1539' from DER, right and left of centerline, up to 100' AGL/153' MSL.
Rwy 23, trees beginning 22' from DER, right and left of centerline, up to 100' AGL/163' MSL.
Vehicles on road beginning 220' from DER, right and left of centerline, up to 17' AGL/60' MSL.
Antenna on building 1141' from DER, 304' right of centerline, 47' AGL/83' MSL.
Rwy 32, trees beginning 14' from DER, right and left of centerline, up to 100' AGL/134' MSL.
Hangars beginning 121' from DER, 510' left of centerline, up to 23' AGL/72' MSL.
Trailer 396' from DER, 275' left of centerline, 10' AGL/59' MSL.

SALUDA, VA

HUMMEL FIELD (W75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23APR20 (20114) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 300-2 or std. w/min. climb of 295' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree 193' from DER, 347' right of centerline, 100' AGL/27' MSL.
Trees beginning 209' from DER, 106' right of centerline, up to 100' AGL/30' MSL.
Trees beginning 226' from DER, 72' left of centerline, up to 100' AGL/30' MSL.
Trees beginning 1167' from DER, 10' left of centerline, up to 100' AGL/40' MSL.
Trees beginning 1976' from DER, 9' right of centerline, up to 100' AGL/43' MSL.
Rwy 19, terrain+veg, transmission_line beginning 29' from DER, 25' right of centerline, up to 100' AGL/140' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, transmission_line beginning 1003' from DER, 38' left of centerline, up to 100' AGL/140' MSL.
Terrain+veg beginning 2115' from DER, 2' right of centerline, up to 100' AGL/143' MSL.
Terrain+veg beginning 2214' from DER, 17' left of centerline, up to 100' AGL/143' MSL.
Terrain+veg beginning 3007' from DER, 64' right of centerline, up to 100' AGL/150' MSL.
Terrain+veg beginning 3425' from DER, 437' left of centerline, up to 100' AGL/146' MSL.
Terrain+veg 3474' from DER, 1160' left of centerline, 100' AGL/150' MSL.
Terrain+veg beginning 3490' from DER, 135' left of centerline, up to 100' AGL/160' MSL.
Terrain+aao 1.5 NM from DER, 2885' right of centerline, 279' AGL/200' MSL.
Terrain+aao beginning 1.6 NM from DER, 2665' right of centerline, up to 279' AGL/200' MSL.

SOUTH BOSTON, VA

WILLIAM M. TUCK (W78)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 12JAN12 (12012) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1.

Rwys 6, 24, NA.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tower 334' from DER, 283' left of centerline, 72' AGL/502' MSL.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29JUL10 (10210) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL.
Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL.
Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL.
Rwy 19, trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL.
Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL (RMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-2 or std. w/min. climb of 304' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 15, climbing left turn to 2000 on BRV R-310 direct BRV VORTAC before proceeding on course.
Rwy 33, climbing left turn to 2000 on BRV R-306 direct BRV VORTAC before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, approach light, 8' from DER, 9' right of centerline, 2' AGL/174' MSL.
Multiple trees beginning 183' from DER, 598' left of centerline, up to 100' AGL/323' MSL.
Multiple trees beginning 2197' from DER, 912' right of centerline, up to 100' AGL/274' MSL.
Rwy 33, REIL, 40' from DER, 123' right of centerline, 2' AGL/214' MSL.
REIL, 40' from DER, 123' left of centerline, 2' AGL/214' MSL.
Tower, 9344' from DER, 420' left of centerline, 168' AGL/529' MSL.
Tower, 9312' from DER, 357' left of centerline, 151' AGL/467' MSL.
Multiple trees, beginning 978' from DER, 10' left of centerline, up to 100' AGL/245' MSL.
Multiple trees, beginning 234' from DER, 100' right of centerline, up to 100' AGL/384' MSL.

STAUNTON-WAYNESBORO-HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std. w/ min. climb of 273' per NM to 3800, or 2200-2½ for climb in visual conditions.
Rwy 23, standard, or 2200-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 047° to 3400 before turning right, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.
Rwy 23, climb heading 227° to 4400 before proceeding on course, or for climb in visual conditions cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees 1720' from DER, 635' right of centerline, up to 100' AGL/1279' MSL.
Rwy 23, tree 679' from DER, 616' left of centerline, 35' AGL/1194' MSL.

STEVENSVILLE, MD

BAY BRIDGE (W29)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

Rwy 29, 400-2¾ or std. w/min. climb of 220' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 109' from DER, 513' right of centerline, 71' MSL.
Tree, parking lot, vehicles on road, building, and sign beginning 150' from DER, 23' right of centerline, up to 79' MSL.
Tree 193' from DER, 488' left of centerline, 25' MSL.
Tree 221' from DER, 489' left of centerline, 27' MSL.
Pole and tree beginning 318' from DER, 157' left of centerline, up to 37' MSL.
Tree and vehicles on road beginning 350' from DER, 54' left of centerline, up to 44' MSL.
Pole, vehicles on road, and tree beginning 611' from DER, 120' left of centerline, up to 51' MSL.
Pole and tree beginning 751' from DER, 334' left of centerline, up to 54' MSL.
Pole and tree beginning 876' from DER, 445' left of centerline, up to 83' MSL.
Pole, tree, and building beginning 1195' from DER, 22' left of centerline, up to 87' MSL.
Tree 2141' from DER, 53' left of centerline, 90' MSL.
Rwy 29, windsock 14' from DER, 161' left of centerline, 18' MSL.
Trees beginning 17' from DER, 329' left of centerline, up to 46' MSL.
Tree 93' from DER, 502' left of centerline, 52' MSL.
Bridge 2.2 NM from DER, 3052' right of centerline, 377' AGL/377' MSL.

SUFFOLK, VA

SUFFOLK EXECUTIVE (SFQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02MAY13 (13122) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 4' from DER, 462' right and 428' left of centerline, up to 100' AGL/173' MSL.
Trees beginning 1052' from DER, 783' right and 554' left of centerline, up to 100' AGL/173' MSL.
Transmission poles and T-L towers beginning 1291' from DER, 600' right of centerline, up to 65' AGL/130' MSL.
Rwy 7, trees beginning 10' from DER, 541' right and 400' left of centerline, up to 100' AGL/161' MSL.
Trees beginning 1004' from DER 689' right of and 1280' left of centerline, up to 100' AGL/160' MSL.
Transmission poles and T-L towers beginning 1152' from DER, right and left of centerline, up to 65' AGL/130' MSL.
Rwy 22, trees beginning 44' from DER, 342' right and 494' left of centerline, up to 100' AGL/174' MSL.
Trees beginning 1005' from DER, 1078' right and 481' left of centerline, up to 100' AGL/174' MSL.
Vehicles on road beginning 483' from DER, right and left of centerline, up to 15' AGL/80' MSL.
Rwy 25, vehicles on road beginning 199' from DER, right and left of centerline, up to 17' AGL/84' MSL.
Trees beginning 231' from DER, right and left of centerline, up to 100' AGL/186' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicle on road 343' from DER, on centerline, 15' AGL/19' MSL.
Boat masts 638' from DER, 632' right to 755' left of centerline, up to 63' MSL.
Rwy 20, buildings beginning 7' from DER, 206' left of centerline, 45' AGL/50' MSL.
Rock wall at DER, 57' right of centerline, 4' AGL/8' MSL.

TAPPAHANNOCK, VA

TAPPAHANNOCK-ESSEX COUNTY (XSA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1¼ or std. w/ min. climb of 303' per NM to 500.

Rwy 28, 300-1 or std. w/ min. climb of 366' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 10, terrain 6' from DER, 20' left of centerline, up to 135' MSL.

Terrain 29' from DER, 281' left of centerline, up to 139' MSL.

Rwy 28, terrain beginning 12' from DER, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL.

Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL.

Rwy 10, trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL.

Rwy 17, trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL.

Rwy 22, trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL.

Rwy 28, trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL.

Rwy 35, trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL.

Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI (AKQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (17229) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree, vehicle beginning 54' from DER, 39' left of centerline, up to 183' MSL.

Tree 277' from DER, 83' right of centerline, 119' MSL.

Trees beginning 412' from DER, 41' right of centerline, up to 188' MSL.

Tree 802' from DER, 492' left of centerline, 187' MSL.

Trees beginning 1012' from DER, 117' left of centerline, up to 197' MSL.

Tree 3117' from DER, 210' right of centerline, 191' MSL.

Tree 3203' from DER, 522' right of centerline, 192' MSL.

Rwy 20, pole 16' from DER, 408' left of centerline, 140' MSL.

Tree, building beginning 67' from DER, 18' right of centerline, up to 170' MSL.

Tree, pole, beginning 103' from DER, 72' left of centerline, up to 179' MSL.

Trees beginning 460' from DER, 26' right of centerline, up to 179' MSL.

Tree 1265' from DER, 567' right of centerline, 193' MSL.

Trees beginning 1280' from DER, 499' left of centerline, up to 191' MSL.

Tree 1299' from DER, 463' right of centerline, 198' MSL.

Tree, transmission tower, utility line beginning 1344' from DER, 13' right of centerline, up to 206' MSL.

Tree, transmission tower beginning 1398' from DER, 40' left of centerline, up to 196' MSL.

Trees beginning 3250' from DER, 556' left of centerline, up to 200' MSL.

Tree 3919' from DER, 519' left of centerline, 207' MSL.

WARRENTON, VA

WARRENTON-FAUQUIER (HWY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (09099) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL.

Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL.

Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL.

Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL.

Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL.

Rwy 33, trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL.

Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

MANASSAS RGNL/HARRY P DAVIS FIELD (HEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 25JUN15 (15176) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16L, trees beginning 1247' from DER, 178' left of centerline, up to 99' AGL/268' MSL.
Trees beginning 1810' from DER, 88' right of centerline, up to 73' AGL/272' MSL.
Trees beginning 2618' from DER, 4' left of centerline, up to 84' AGL/293' MSL.
Trees beginning 3414' from DER, 14' right of centerline, up to 75' AGL/284' MSL.
Trees beginning 3703' from DER, 145' left of centerline, up to 100' AGL/299' MSL.
Trees beginning 4193' from DER, 1343' left of centerline, up to 82' AGL/311' MSL.
Trees beginning 4677' from DER, 313' right of centerline, up to 89' AGL/303' MSL.
Rwy 16R, trees beginning 119' from DER, 473' right of centerline, up to 32' AGL/221' MSL.
Trees beginning 749' from DER, on centerline, up to 29' AGL/197' MSL.
Trees beginning 745' from DER, 85' right of centerline, up to 33' AGL/212' MSL.
Trees beginning 588' from DER, 536' right of centerline, up to 37' AGL/236' MSL.
Rwy 34L, terrain and sign beginning 1' from DER, 392' right of centerline, up to 5' AGL/192' MSL.
Trees and poles beginning 877' from DER, 616' left of centerline, up to 54' AGL/247' MSL.
Building and trees beginning 1573' from DER, 249' left of centerline, up to 39' AGL/252' MSL.
Trees beginning 1752' from DER, 187' right of centerline, up to 39' AGL/238' MSL.
Tower and trees beginning 2563' from DER, 182' left of centerline, up to 64' AGL/283' MSL.
Trees beginning 2563' from DER, 250' right of centerline, up to 56' AGL/279' MSL.
Rwy 34R, terrain, airfield light, and sign beginning 25' from DER, 92' right of centerline, up to 7' AGL/196' MSL.
Airfield light and vegetation beginning 26' from DER, 78' left of centerline, up to 9' AGL/197' MSL.
Vehicles on road and poles beginning 518' from DER, 595' right of centerline, up to 24' AGL/215' MSL.
Trees beginning 1759' from DER, 448' left of centerline, up to 39' AGL/238' MSL.
Trees 1859' from DER, 828' right of centerline, up to 39' AGL/248' MSL.
Trees beginning 2548' from DER, 828' left of centerline, up to 54' AGL/283' MSL.
Trees beginning 2653' from DER, 1082' right of centerline, up to 57' AGL/280' MSL.

RONALD REAGAN WASHINGTON NATIONAL (DCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8B 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 600-2 w/min. climb of 275' per NM to 1500 or std. w/min. climb of 460' per NM to 800.
Rwy 4, 300-2 or std. w/min. climb of 210' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 15, 300-1¾ or std. w/min. climb of 215' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
Rwy 19, 300-1½ or std. w/min. climb of 205' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
Rwy 22, 500-2¾ or std. w/min. climb of 305' per NM to 600.
Rwy 33, std. w/min. climb of 285' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 1, climbing left turn as soon as practical to intercept DCA VOR/DME R-328. Maintain 5000 or as assigned.
Rwy 4, climbing right turn as soon as practical to intercept DCA VOR/DME R-070. Maintain 2000 or as assigned.
Rwy 15, climb on heading 154° to 5000 or as assigned.
Rwy 19, climb on heading 187° to 500 before turning right. Maintain 5000 or as assigned.
Rwy 22, climb on heading 217° to 3000 or as assigned.
Rwy 33, climb on DCA VOR/DME R-328. Maintain 5000 or as assigned.

TAKEOFF OBSTACLE NOTES:

Rwy 1, building beginning 118' from DER, 331' right of centerline, up to 22' AGL/23' MSL.
Fence 261' from DER, 514' left of centerline, 10' AGL/20' MSL.
Tree and pole beginning 995' from DER, 476' left of centerline, up to 47' AGL/49' MSL.
Trees beginning 1007' from DER, 152' left of centerline, up to 71' AGL/72' MSL.
Tree 1364' from DER, 333' right of centerline, 50' AGL/51' MSL.
Monument 1.6 NM from DER, 1785' right of centerline, 556' AGL/595' MSL.
Rwy 4, microwave sensor and terrain beginning 3' from DER, 334' right of centerline, up to 4' AGL/16' MSL.
Microwave sensor 206' from DER, 260' right of centerline, 7' AGL/18' MSL.
Sign 857' from DER, 681' left of centerline, 83' MSL.
Tower 860' from DER, 677' left of centerline, 72' AGL/84' MSL.
Spire 1.6 NM from DER, 206' right of centerline, 265' MSL.
Rwy 15, lighting beginning 178' from DER, 288' right of centerline, up to 11' AGL/20' MSL.
Tree 1.4 NM from DER, 12' right of centerline, up to 94' AGL/245' MSL.
Tree 1.5 NM from DER, 519' right of centerline, up to 80' AGL/239' MSL.
Rwy 19, pole 395' from DER, 549' right of centerline, 18' AGL/22' MSL.
Tree 3434' from DER, 1134' right of centerline, 105' MSL.
Building 1.1 NM from DER, 1911' right of centerline, 153' AGL/183' MSL.
Building 1.1 NM from DER, 1889' right of centerline, 172' AGL/190' MSL.
Stacks beginning 1.2 NM from DER, 1673' right of centerline, up to 162' AGL/197' MSL.
Building 1.2 NM from DER, 1691' right of centerline, 198' MSL.
Building 1.7 NM from DER, 2444' right of centerline, 272' MSL.
Rwy 22, pole 217' from DER, 478' left of centerline, 15' AGL/23' MSL.
Trees beginning 550' from DER, 498' right of centerline, up to 45' AGL/51' MSL.

CON'T

WASHINGTON, DC (CON'T)

RONALD REAGAN WASHINGTON NATIONAL (DCA) (CON'T)

Rwy 22 (CON'T), tree 661' from DER, 566' right of centerline, 56' AGL/57' MSL.
Tree 1325' from DER, 586' right of centerline, 59' AGL/61' MSL.
Tree 1351' from DER, 704' right of centerline, 67' AGL/93' MSL.
Tree, building, pole beginning 1411' from DER, 19' right of centerline, up to 82' AGL/110' MSL.
Tree 2899' from DER, 605' left of centerline, 102' MSL.
Building 3336' from DER, 513' right of centerline, 114' AGL/148' MSL.
Building and pole beginning 3440' from DER, 114' right of centerline, up to 118' AGL/153' MSL.
Crane 1.5 NM from DER, 1913' right of centerline, 240' AGL/276' MSL.
Building 2.3 NM from DER, 1067' right of centerline, 336' AGL/440' MSL.
Building 2.3 NM from DER, 1008' right of centerline, 324' AGL/443' MSL.
Rwy 33, sign 18' from DER, 191' left of centerline, 3' AGL/15' MSL.
Fence 27' from DER, 332' right of centerline, 8' AGL/18' MSL.
Pole 93' from DER, 423' right of centerline, 19' AGL/29' MSL.
Tree, vehicles on road beginning 365' from DER, 344' left of centerline, up to 70' MSL.
Pole 580' from DER, 481' right of centerline, 31' AGL/41' MSL.
Trees beginning 699' from DER, 78' right of centerline, up to 56' AGL/60' MSL.
Trees beginning 882' from DER, 349' left of centerline, up to 84' AGL/93' MSL.
Crane, tree, pole beginning 1389' from DER, 289' left of centerline, up to 82' AGL/95' MSL.
Tree 1665' from DER, 236' right of centerline, 62' AGL/62' MSL.
Tree 1691' from DER, 215' right of centerline, 59' AGL/68' MSL.
Tree 1715' from DER, 882' right of centerline, 79' MSL.
Building, pole, antenna beginning 1776' from DER, 247' left of centerline, up to 128' AGL/145' MSL.
Trees beginning 1784' from DER, 934' right of centerline, up to 79' AGL/83' MSL.
Pole 2917' from DER, 524' right of centerline, 102' MSL.
Pole 2925' from DER, 510' right of centerline, 79' AGL/106' MSL.
Antenna beginning 4608' from DER, 277' left of centerline, up to 115' AGL/151' MSL.
Tree 1.5 NM from DER, 3046' left of centerline, 81' AGL/254' MSL.
Pole 1.7 NM from DER, 2115' left of centerline, 101' AGL/308' MSL.
Trees beginning 1.8 NM from DER, 1912' left of centerline, up to 311' MSL.
Building and tower beginning 2.2 NM from DER, 1374' right of centerline, up to 353' AGL/420' MSL.
Building, crane, spire beginning 2.4 NM from DER, 1089' right of centerline, up to 387' AGL/470' MSL.
Building 2.4 NM from DER, 3481' left of centerline, 178' AGL/387' MSL.
Building 2.4 NM from DER, 3585' left of centerline, 185' AGL/392' MSL.
Buildings beginning 2.4 NM from DER, 154' left of centerline, up to 182' AGL/416' MSL.
Building, antenna beginning 2.4 NM from DER, 2457' left of centerline, up to 196' AGL/427' MSL.
NOTE: Prohibited area P-56 1.5 NM north of airport.

WASHINGTON DULLES INTL (IAD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 26JUL12 (12208) (FAA)

DEPARTURE PROCEDURE:
Rwy 12, climb heading 121° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 1C, trees 2815' from DER, 1031' left of centerline, up to 80' AGL/345' MSL.
Sign 64' from DER, 303' right of centerline, 13' AGL/272' MSL.
Rwy 1L, tower 1917' from DER, 680' left of centerline, 51' AGL/330' MSL.
Rwy 19C, sign 100' from DER, 472' left of centerline, 4' AGL/289' MSL.
Vehicles on road 24' from DER, 274' right of centerline, up to 15' AGL/293' MSL.
Rwy 30, trees 2264' from DER, 1033' right of centerline, up to 72' AGL/383' MSL.

WAYNESBORO, VA

EAGLE'S NEST (W13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 400' per NM to 3300, or 2100-3 for climb in visual conditions.
Rwy 24, 300-2 w/min. climb of 400' per NM to 3800 or 2100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 6, climb heading 061° to 3300 before proceeding on course, or for climb in visual conditions: cross Eagle's Nest Airport at or above 3400 MSL before proceeding on course.
Rwy 24, climb heading 241° to 3800 before proceeding on course. Or for climb in visual conditions: cross Eagle's Nest Airport at or above 3400 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, hangar at DER, 220' left of centerline, 30' AGL/1469' MSL.
Trees beginning 35' from DER, 158' right of centerline, up to 100' AGL/1539' MSL.
Vehicles on road beginning 131' from DER. 201' left of centerline, up to 15' AGL/1454' MSL.
Trees beginning 263' from DER, 189' left of centerline, up to 100' AGL/1539' MSL.
Towers beginning 1.41NM from DER, 2539' right of centerline, 300' AGL/1670' MSL.
Rwy 24, Trees beginning at DER left and right of centerline up to 100' AGL/1579' MSL.
Trees beginning 1259' from DER, 143' right of centerline, up to 100' AGL/1730' MSL.

WEIDE AHP (ABERDEEN PROVING GROUNDS) (KEDG)
EDGEWOOD, MD
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20JUN19 (19171)
DEPARTURE PROCEDURE:
Use JIRET DEPARTURE.

WEST POINT, VA
MIDDLE PENINSULA RGNL (FYJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, multiple trees beginning 86' from DER, left and right of centerline, up to 100' AGL/129' MSL.
Rwy 28, multiple trees beginning 33' from DER, left and right of centerline, up to 100' AGL/119' MSL.
Ship mast 3427' from DER, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD
CARROLL COUNTY RGNL/JACK B POAGE FIELD (DMW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 05MAR15 (15064) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 400-2¾ or std. w/min. climb of 255' per NM to 1400.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees 1995' from DER, 657' left of centerline, up to 59' AGL/838' MSL.
Tower 2.3 NM from DER, 2042' left of centerline, 195' AGL/1144' MSL.
Rwy 34, trees beginning 105' from DER, 423' left of centerline, up to 87' AGL/886' MSL.
Trees beginning 967' from DER, 395' right of centerline, up to 85' AGL/864' MSL.
Terrain and trees beginning 1851' from DER, 123' left of centerline, up to 63' AGL/902' MSL.
Trees beginning 2603' from DER, 470' right of centerline, up to 69' AGL/868' MSL.

CLEARVIEW AIRPARK (2W2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27AUG09 (09239) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 300-2¼ or std. w/ min. climb of 290' per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL.
Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL.
Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL.
Rwy 32, vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL.
Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL.
Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA
WILLIAMSBURG-JAMESTOWN (JGG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15DEC11 (11349) (FAA)
DEPARTURE PROCEDURE:
Rwy 31, climb heading 311° to 700 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 13, boat on creek 468' from DER, 608' left of centerline, up to 35' AGL/35' MSL.
Homes beginning 1399' from DER, 278' left of centerline, up to 25' AGL/94' MSL.
Trees beginning 712' from DER, left and right of centerline, up to 100' AGL/169' MSL.
Rwy 31, aircraft on tarmac 2' from DER, 209' right of centerline, up to 20' AGL/79' MSL.
Hanger 418' from DER, 268' right of centerline, up to 25' AGL/84' MSL.
Multiple buildings and homes beginning 320' from DER, left and right of centerline, up to 30' AGL/109' MSL.
Multiple trees beginning 1' from DER, left and right of centerline, up to 100' AGL/199' MSL.

WILMINGTON, DE
NEW CASTLE (ILG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, 300-1 or std. w/ min. climb of 266' per NM to 300.
TAKEOFF OBSTACLE NOTES:
Rwy 1, multiple trees beginning 751' from DER, 32' left of centerline, up to 59' AGL/120' MSL.
Tree 1219' from DER, 482' right of centerline, 57' AGL/118' MSL.
Bush 118' from DER, 385' left of centerline, 4' AGL/65' MSL.
Rwy 9, multiple trees beginning 1229' from DER, 30' right of centerline up to 62' AGL/133' MSL.
Tree 975' from DER, 66' left of centerline, 53' AGL/124' MSL.
CON'T

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, DE (CON'T)

NEW CASTLE (ILG) (CON'T)

Rwy 9 (CON'T), light pole 948' from DER, 596' right of centerline, 44' AGL/115' MSL.
Tree 1740' from DER, 458' left of centerline, 83' AGL/134' MSL.
Light pole 945' from DER, 316' right of centerline, 38' AGL/109' MSL.
Rod on building 916' from DER, 457' left of centerline, 29' AGL/100' MSL.
Rwy 14, obstacle light 553' from DER, 440' left of centerline, 29' AGL/103' MSL.
Rod on obstacle light 606' from DER, 615' left of centerline, 19' AGL/93' MSL.
Rwy 19, antenna on obstruction light tower 4469' from DER, 1684' right of centerline, 153' AGL/228' MSL.
Tree 1575' from DER, 850' right of centerline, 45' AGL/120' MSL.
Obstruction light on sign 971' from DER, 448' left of centerline, 28' AGL/103' MSL.
Rwy 27, tree 697' from DER, 533' left of centerline, 68' AGL/147' MSL.
Tree 1110' from DER, 584' right of centerline, 38' AGL/117' MSL.
Pole 793' from DER, 615' right of centerline, 28' AGL/107' MSL.
Bush 408' from DER, 415' left of centerline, 12' AGL/91' MSL.
Rwy 32, tree 711' from DER, 207' right of centerline, 29' AGL/104' MSL.
Tree 1162' from DER, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL (OKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28APR16 (16119) (FAA)

TAKEOFF MINIMUMS:
Rwy 32, std. w/min. climb of 240' per NM to 1900 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 32, climb heading 339° to 2500 before turning left.

VCOA:
Rwy 32, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Rgnl airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 14, tree 496' from DER, 587' right of centerline, 720' MSL.
Tree 591' from DER, 561' left of centerline, 729' MSL.
Tree 594' from DER, 566' left of centerline, 730' MSL.
Tree 1490' from DER, 652' right of centerline, 739' MSL.
Tree 1491' from DER, 666' right of centerline, 743' MSL.
Tree 1971' from DER, 778' right of centerline, 753' MSL.
Tree 2048' from DER, 882' right of centerline, 761' MSL.
Trees beginning 2059' from DER, 876' right of centerline, up to 765' MSL.
Rwy 32, terrain beginning 2' from DER, 428' left of centerline, up to 729' MSL.
Tree 86' from DER, 508' left of centerline, 762' MSL.
Tree 94' from DER, 474' left of centerline, 763' MSL.
Tree 102' from DER, 478' left of centerline, 764' MSL.
Trees beginning 118' from DER, 209' left of centerline, up to 772' MSL.
Tree 374' from DER, 596' right of centerline, 774' MSL.
Trees beginning 452' from DER, 482' right of centerline, up to 776' MSL.
Tree 1589' from DER, 243' left of centerline, 774' MSL.
Trees beginning 1610' from DER, 248' left of centerline, up to 777' MSL.
Trees beginning 1718' from DER, 269' left of centerline, up to 782' MSL.
Tree 1754' from DER, 291' left of centerline, 786' MSL.
Tree 1760' from DER, 754' left of centerline, 791' MSL.
Trees beginning 1774' from DER, 27' left of centerline, up to 794' MSL.
Trees beginning 1974' from DER, 9' right of centerline, up to 787' MSL.
Trees beginning 2169' from DER, 625' right of centerline, up to 799' MSL.
Trees beginning 2255' from DER, 742' right of centerline, up to 805' MSL.

WISE, VA

LONESOME PINE (LNP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:
Rwy 6, climb on heading 062° to 3600 before proceeding on course.
Rwy 24, climb on heading 247° to 4900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL.
Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL.
Rwy 24, trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL.
Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL.
Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL.
Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL.
Terrain 159' from DER, 363' left of centerline, 2676' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Standard alternate minimums for non-precision approaches and approaches with vertical guidance [NDB, VOR, LOC, TACAN, LDA, SDF, VOR/DME, ASR, RNAV (GPS) or RNAV (RNP)] are 800-2. Standard alternate minimums for precision approaches (ILS, PAR, or GLS) are 600-2. Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Civil pilots see FAR 91. IFR Alternate Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Minimums Notes for alternate airfield suitability.

NAME	ALTERNATE MINIMUMS
ABINGDON, VA	
VIRGINIA HIGHLANDS (VJI).....	**LOC Rwy 24[12]**
	RNAV (GPS) Rwy 6[13]
	RNAV (GPS) Rwy 24[3]
[1]NA when local weather not available.	
[2]Categories A, B, 900-2, Category C, 900-2½, Category D, 1000-3.	
[3]Category C, 800-2¼, Category D, 1000-3.	
ANNAPOLIS, MD	
LEE (ANP).....	**RNAV (GPS)-A**
NA when local weather not available.	
BALTIMORE, MD	
BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL (BWI).....	**ILS or LOC Rwy 10[1]**
	ILS or LOC Rwy 15R[2]
	ILS or LOC Rwy 28[2]
	ILS or LOC Rwy 33L[2]
	RNAV (GPS) Y Rwy 10[3]
	RNAV (GPS) Y Rwy 15R[3]
	RNAV (GPS) Y Rwy 28[3]
	RNAV (GPS) Y Rwy 33L[3]
[1]LOC, Category D, 800-2¼.	
[2]ILS, LOC, Category D, 800-2¼.	
[3]Category D, 800-2¼.	
MARTIN STATE (MTN).....	**LDA Rwy 33[1]**
	LOC Rwy 15[12]
	RNAV (GPS) Rwy 15
	RNAV (GPS) Rwy 33
	VOR or TACAN Rwy 15[3]
NA when local weather not available.	
[1]NA when control tower closed.	
[2]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.	
[3]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.	
BLACKSBURG, VA	
VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB).....	**RNAV (GPS) Rwy 13**
	RNAV (GPS) Rwy 31
NA when local weather not available.	
Category C, 900-2½.	
BROOKNEAL, VA	
BROOKNEAL/CAMPBELL COUNTY (0V4).....	**RNAV (GPS) Rwy 6**
	RNAV (GPS) Rwy 24
NA when local weather not available.	
BUMPASS, VA	
LAKE ANNA (7W4).....	**RNAV (GPS) Rwy 8**
	RNAV (GPS) Rwy 26
NA when local weather not available.	
CAMBRIDGE, MD	
CAMBRIDGE-DORCHESTER RGNL (CGE).....	**RNAV (GPS) Rwy 34**
	RNAV (GPS)-A[1]
Category D, 800-2½.	
[1]NA when local weather not available.	
CHARLOTTESVILLE, VA	
CHARLOTTESVILLE-ALBEMARLE (CHO).....	**ILS or LOC Rwy 3[2]**
	RNAV (GPS) Rwy 3[3]
	RNAV (GPS) Y Rwy 21[3]
	RNAV (GPS) Z Rwy 21[1]
NA when local weather not available.	
[1]Categories, A, B, C, D, 1000-4.	
[2]ILS, Categories A, B, 700-2; Category C, 900-2½; Category D, 900-2¾. LOC, Category C, 900-2½; Category D, 900-2¾.	
[3]Category C, 900-2½; Category D, 900-2¾.	
CLARKSVILLE, VA	
LAKE COUNTRY REGIONAL (W63).....	**RNAV (GPS)-A**
	RNAV (GPS)-B
NA when local weather not available.	
CREWE, VA	
CREWE MUNI (W81).....	**RNAV (GPS)-A**
Categories A, B, 1000-3.	

NAME — ALTERNATE MINIMUMS

CULPEPER, VA
CULPEPER RGNL (CJR)……**LOC Rwy 4[1]**
NDB RWY 4[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
VOR-A[2]
[1]NA when FBO closed.
[2]NA when local weather not available.

CUMBERLAND, MD
GREATER CUMBERLAND
RGNL (CBE)……**LOC/DME Rwy 23[14]**
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[3]
NA when local weather not available.
[1]Category A, 1000-2; Category B, 1400-2; Category C 1500-3, Category D 1600-3.
[2]Category A, 1100-2; Category B, 1400-2; Category C, 1500-3; Category D, 1600-3.
[3]Category A, 1100-2; Category B, 1400-2; Category C, 1500-3.
[4]NA when CBE FBO closed.

DANVILLE, VA
DANVILLE RGNL (DAN)……..**ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 31
NA when local weather not available.

DUBLIN, VA
NEW RIVER
VALLEY (PSK)……**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME Rwy 6
NA when local weather not available.

EASTON, MD
EASTON/NEWNAM
FIELD (ESN)……**ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
[1]ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.

FARMVILLE, VA
FARMVILLE RGNL (FVX)……..**NDB Rwy 3[1]**
RNAV (GPS) Rwy 3
RNAV (GPS) Rwy 21
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½.

FELKER AAF (KFAF)
FORT EUSTIS, VA……**RNAV (GPS) Rwy 14**
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD
TIPTON (FME)……**RNAV (GPS) Rwy 28**
NA when local weather not available.

FRANKLIN, VA
FRANKLIN
RGNL (FKN)……**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

FREDERICK, MD
FREDERICK
MUNI (FDK)……..**ILS or LOC Rwy 23[123]**
RNAV (GPS) Rwy 5[14]
RNAV (GPS) Y Rwy 23[4]
RNAV (GPS) Z Rwy 23[5]
[1]NA when local weather not available.
[2]NA when tower closed.
[3]LOC, Category C, 800-2½; Category D, 900-3.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 900-2¾.

FREDERICKSBURG, VA
SHANNON (EZF)……..**RNAV (GPS) Rwy 24**
Categories A, B, C, 1100-3
NA when local weather not available.

FRONT ROYAL, VA
FRONT ROYAL-WARREN
COUNTY (FRR)……**RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1200-2.

GAITHERSBURG, MD
MONTGOMERY COUNTY
AIRPARK (GAI)……**RNAV (GPS)-A**
RNAV (GPS) Rwy 14
NA when local weather not available.

GALAX/HILLSVILLE, VA
TWIN COUNTY (HLX)……**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.

GEORGETOWN, DE
DELAWARE
COASTAL (GED)……**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22
NA when local weather not available.

HAGERSTOWN, MD
HAGERSTOWN RGNL-RICHARD A.
HENSON FIELD (HGR)……..**ILS or LOC Rwy 9[12]**
ILS or LOC Rwy 27[13]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 700-2.
[3]ILS, Categories A, B, C, D, 700-2.

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

NAME ALTERNATE MINIMUMS

HOT SPRINGS, VA
INGALLS FIELD (HSP).....**RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA
LEE COUNTY (0VG).....**RNAV (GPS) Rwy 7[1]**
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Category C, 1200-3.
[2]Categories A, B, 900-2; Category C, 1200-3.

KENBRIDGE, VA
LUNENBURG COUNTY (W31).....**RNAV (GPS)-A**
RNAV (GPS)-B[1]
NA when local weather not available.
[1]Categories A, B, 1100-3.

LAWRENCEVILLE, VA
BRUNSWICK MUNI (LVL).....**RNAV (GPS)-A**
RNAV (GPS)-B
NA when local weather not available.
Categories A, B, 1100-3.

LEESBURG, VA
LEESBURG EXECUTIVE (JYO).....**RNAV (GPS) Rwy 17**
NA when local weather not available.

LEONARDTOWN, MD
ST MARY'S COUNTY RGNL (2W6).....**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29[1]
Category D, 800-2¼.
[1]NA when local weather not available.

LOUISA, VA
LOUISA COUNTY/ FREEMAN FIELD (LKU).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

LURAY, VA
LURAY CAVERNS (LUA).....**NDB-A[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[3]
VOR/DME-B[4]
NA when local weather not available.
[1]Categories A, B, 1500-2, Category C, 1500-3.
[2]Categories A, B, 1400-2, Category C, 1400-3.
[3]Categories A, B, 1000-2, Category C, 1000-2¾.
[4]Categories A, B, 1300-2, Category C, 1300-3.

NAME ALTERNATE MINIMUMS

LYNCHBURG, VA
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH).....**ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 17[3]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 35[3]
VOR Rwy 22[5]
[1]LOC, Category B, 900-2, Category C, 900-2½, Category D, 900-2¾.
[2]Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Category B, 900-2.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 900-2; Category C, 900-2½, Category D, 900-2¾.

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE (MKJ).....**RNAV (GPS) Rwy 26**
Category C, 1900-3.

MARTINSVILLE, VA
BLUE RIDGE (MTV).....**RNAV (GPS) Rwy 12**
RNAV (GPS) Rwy 30[1]
NA when local weather not available.
[1]Category D, 800-2¼.

MELFA, VA
ACCOMACK COUNTY (MFV).....**LOC Rwy 3**
NA when airport operations closed.

NEW MARKET, VA
NEW MARKET (8W2).....**RNAV (GPS)-A**
RNAV (GPS)-B
Categories A, B, 1100-3.
NA when local weather not available.

NEWPORT NEWS, VA
NEWPORT NEWS/WILLIAMSBURG INTL (PHF).....**ILS or LOC Rwy 7[123]**
ILS or LOC Rwy 25[3]
LOC Rwy 20[14]
RNAV (GPS) Rwy 2[4]
RNAV (GPS) Rwy 7[4]
RNAV (GPS) Rwy 20[4]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

NORFOLK, VA
CHESAPEAKE RGNL (CPK).....**ILS or LOC Rwy 5**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.

NAME ALTERNATE MINIMUMS

NORFOLK, VA (CON'T)

HAMPTON ROADS
EXECUTIVE (PVG).....**RNAV (GPS) Rwy 10**
Category C, 800-2¼.

NORFOLK
INTL (ORF).....**ILS or LOC Rwy 5**[1]
ILS or LOC Rwy 23[2]
RNAV (GPS) Rwy 14[3]
RNAV (GPS) Z Rwy 5[3]
RNAV (GPS) Z Rwy 23[3]
VOR Rwy 14[3]
[1]LOC, Category D, 900-2¾.
[2]ILS, LOC, Category D, 900-2¾.
[3]Category D, 900-2¾.

OAKLAND, MD

GARRETT
COUNTY (2G4).....**VOR Rwy 9**
NA when local weather not available.

OCEAN CITY, MD

OCEAN CITY
MUNI (OXB).....**RNAV (GPS) Rwy 2**[1]
RNAV (GPS) Rwy 32[12]
VOR-A[3]
[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

ORANGE, VA

ORANGE
COUNTY (OMH).....**RNAV (GPS) Rwy 8**[1]
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
NA when local weather not available.
[1]Categories A, B, 900-2.
[2]Categories A, B, 1600-2.

PETERSBURG, VA

DINWIDDIE
COUNTY (PTB).....**LOC Rwy 5**[1]
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.
[1]NA when arpt unattended.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING
GROUND, MD.....**RNAV (GPS) Rwy 22**
NA when control tower closed.

RICHLANDS, VA

TAZEWELL
COUNTY (JFZ).....**LOC/DME Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

NAME ALTERNATE MINIMUMS

RICHMOND, VA

RICHMOND INTL (RIC).....**ILS or LOC Rwy 16**
LOC, Categories C, D, 800-2½.

RICHMOND/ASHLAND, VA

HANOVER COUNTY
MUNI (OFP).....**LOC Rwy 16**[1]
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34[1]
VOR Rwy 16
Category D, 900-2¾.
[1]NA when local weather not available.

ROANOKE, VA

ROANOKE-BLACKSBURG RGNL/WOODRUM
FIELD (ROA).....**ILS or LOC Rwy 34**[1]
LDA Y Rwy 6[2]
RNAV (GPS) Y Rwy 6[3]
RNAV (GPS) Y Rwy 24[4]
RNAV (GPS) Y Rwy 34[5]
RNAV (RNP) Z Rwy 34[6]
VOR/DME-A[7]
[1]ILS, LOC, Categories A, B, 900-2; Category C, 1300-3; Category D, 1700-3.
[2]Categories A, B, 1600-2; Category C, 1600-3; Category D, 1700-3.
[3]Categories A, B, 900-2; Category C, 1300-3; Category D, 1700-3.
[4]Categories A, B, 1900-2; Categories C, D, 1900-3.
[5]Categories A, B, C 1500-5; Category D, 1700-5.
[6]Categories A, B, C, D 1000-4.
[7]Category C, 1300-3; Category D, 1700-3.

SALISBURY, MD

SALISBURY-OCEAN CITY
WICOMICO RGNL (SBY).....**ILS or LOC Rwy 32**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
VOR Rwy 5
NA when local weather not available.

SOUTH BOSTON, VA

WILLIAM M TUCK (W78).....**RNAV (GPS) Rwy 1**
VOR-A[1]
NA when local weather not available.
[1]Category C 800-2¼.

SOUTH HILL, VA

MECKLENBURG-
BRUNSWICK RGNL (AVC).....**LOC Rwy 1**
NA when AVC FBO closed.

NAME ALTERNATE MINIMUMS

STAUNTON-WAYNESBORO-HARRISONBURG, VA
SHENANDOAH VALLEY
RGNL (SHD).....**ILS or LOC Rwy 5[1]**
NDB Rwy 5
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
NA when local weather not available.
[1]ILS, Category D, 700-2.

STEVENSVILLE, MD
BAY BRIDGE (W29).....**RNAV (GPS) Rwy 29**
NA when local weather not available.

SUFFOLK, VA
SUFFOLK
EXECUTIVE (SFQ).....**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 25
NA when local weather not available.

WAKEFIELD, VA
WAKEFIELD
MUNI (AKQ).....**RNAV (GPS) Rwy 20**
Categories A, B, C, D, 1100-3.

WALLOPS ISLAND, VA
WALLOPS FLIGHT
FACILITY (WAL).....**RNAV (GPS) Rwy 4[2]**
RNAV (GPS) Rwy 10[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 28[2]
RNAV (GPS) Rwy 35[2]
VOR/DME or TACAN Rwy 10[1]
VOR or TACAN Rwy 17[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

WARRENTON, VA
WARRENTON-
FAQUIER (HWY).....**RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR Rwy 15[1]
NA when local weather not available.
[1]Category D 800-2¼.

NAME ALTERNATE MINIMUMS

WASHINGTON, DC
MANASSAS RGNL/HARRY P DAVIS
FIELD (HEF).....**ILS or LOC Rwy 16L[1]**
RNAV (GPS) Rwy 16L[2]
RNAV (GPS) Rwy 16R[2]
RNAV (GPS) Rwy 34L[2]
RNAV (GPS) Rwy 34R[2]
NA when local weather not available.
[1]ILS, Category C, 700-2; Category D, 700-2¼.
LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

RONALD REAGAN WASHINGTON
NATIONAL (DCA).....**ILS or LOC Rwy 1[1]**
LDA Y Rwy 19[2]
LDA Z Rwy 19[3]
RNAV (GPS) Rwy 15[4]
RNAV (GPS) RWY 33[4]
[1]ILS, Categories A, B, 800-2; Category C, 900-2½; Category D, 900-3; LOC, Category C, 900-2½; Category D, 900-3.
[2]LDA, Categories A, B, C, D, 1100-3.
[3]Category C, 900-2; Category D, 900-3.
[4]Category C, 900-2½; Category D, 900-3.

WASHINGTON
DULLES INTL (IAD).....**ILS or LOC/DME Rwy 1C[1]**
ILS or LOC/DME Rwy 1L[1]
ILS or LOC/DME Rwy 12[1]
ILS or LOC/DME Rwy 19C[1]
ILS or LOC/DME Rwy 19R[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19L[1]
RNAV (GPS) Y Rwy 19R[2]
[1]ILS, Categories A, B, C, D, 700-2.
[2]Category D, 800-2¼.

WEST POINT, VA
MIDDLE PENINSULA
RGNL (FYJ).....**RNAV (GPS)-B**
RNAV (GPS) Rwy 10
VOR-A
NA when local weather not available.

WESTMINSTER, MD
CARROLL COUNTY RGNL/JACK B POAGE
FIELD (DMW).....**RNAV (GPS) Rwy 34**
NA when local weather not available.

WILLIAMSBURG, VA
WILLIAMSBURG-
JAMESTOWN (JGG).....**RNAV (GPS)-C**
VOR-B
NA when local weather not available.
Categories A, B, C, 1100-3.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS

WILMINGTON, DE

NEW CASTLE (ILG)……**ILS or LOC Rwy 1**[13]
RNAV (GPS) Rwy 1
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 19
RNAV (GPS) Rwy 27
VOR Rwy 9[1]
VOR Rwy 27[12]

NA when local weather not available.
[1]NA when control tower closed.
[2]Category D, 800-2¼.
[3]LOC, Category D, 800-2¼.

WINCHESTER, VA

WINCHESTER
RGNL (OKV)……**RNAV (GPS) Rwy 14**[1]
RNAV (GPS) Rwy 32
VOR/DME-A

NA when local weather not available.
[1]Category D, 800-2½.

WISE, VA

LONESOME
PINE (LNP)……**LOC/DME Rwy 24**[12]
RNAV (GPS) Rwy 6[12]
RNAV (GPS) Rwy 24[3]

[1]NA when local weather not available.
[2]Category D, 800-2¼.
[3]Category C, 800-2¼; Category D, 900-2¾.

DAVISON AAF (KDAA), Ft. Belvoir, VA Amdt 11A 16JUL20 (20198) (USA) ELEV **74**

RADAR[1] **- (E)** 118.85 119.95 248.5x 265.6 T A NA

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	32	3.0°/34/689	ABCD	**346**/50	278	(300-1)
	14	3.0°/59/1114	ABCD	**642**-2	582	(600-2)

When control tower clsd procedure NA.
[1]Opr 1100-0230Z++ Mon-Fri excld hol.

NE-3, 10 SEP 2020 to 05 NOV 2020

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
20254
N1

NORFOLK NS (KNGU), (CHAMBERS FIELD), VA (Amdt 6, 20086 USN) ELEV 15

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2 3]	3.0°/54/1020	ABCDE	**114**-¼	100	(100-¼)
	28[4]	3.0°/37/719	ABCDE	**313**-¾	299	(300-¾)
PAR W/O GS[1]	28[5]		ABCDE	**380**-¾	366	(400-¾)
	10[10]		AB	**500**-⅝	486	(500-⅝)
			CDE	**500**-1	486	(500-1)
ASR	28[6]		ABCDE	**460**-1	446	(500-1)
	10[9]		AB	**720**-¾	706	(800-¾)
			CDE	**720**-1⅝	706	(800-1⅝)
C CIR PAR W/O GS[7 8]	10		A	**500**-1	485	(500-1)
			B	**560**-1	545	(600-1)
			C	**560**-1½	545	(600-1½)
			DE	**580**-2	565	(600-2)
	28		A	**540**-1⅛	525	(600-1⅛)
			B	**740**-1⅛	725	(800-1⅛)
			C	**780**-2¼	765	(800-2¼)
			D	**820**-2½	805	(900-2½)
			E	**820**-2¾	805	(900-2¾)
C CIR ASR[7 8]	28		A	**500**-1¼	485	(500-1¼)
			B	**560**-1¼	545	(600-1¼)
			C	**560**-1½	545	(600-1½)
			D	**580**-2	565	(600-2)
			E	**700**-2½	685	(700-2½)
	10		AB	**720**-1¼	705	(800-1¼)
			C	**720**-2	705	(800-2)
			D	**720**-2¼	705	(800-2¼)
			E	**720**-2½	705	(800-2½)

[1]No-NOTAM MP Sun 1230-1630Z++.
[2]When ALS inop, increase vis CAT ABCDE to ½ mile.
[3]PAPI RRP/TCH 669/35 not coincident with PAR RPI/TCH 1020/54.
[4]When ALS inop, increase vis CAT ABCDE to ⅞ mile.
[5]When ALS inop, increase vis CAT ABCDE to 1⅛ miles.
[6]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CDE to 1⅜ miles.
[7]Cir not auth south of Rwy 10-28.
[8]Norfolk NS Heliport lctd 1 NM NW, use caution in cir aprch.
[9]When ALS inop, increase vis CAT AB to 1¼ miles, CAT CDE to 2 miles.
[10]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅜ miles.

OCEANA NAS (KNTU), (APOLLO SOUCEK FIELD) VA (Amdt 5, 20086 USN) ELEV 22

RADAR - (E) 124.825 310.8 328.4 346.4 348.75 352.1 363.1 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR	5R[1]	3.0°/34/652	ABCDE	**119**-¼	100	(100-¼)
	23L[1]	3.0°/39/741	ABCDE	**121**-¼	100	(100-¼)
	32L[1]	3.0°/38/734	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/39/745	ABCDE	**120**-½	100	(100-½)
	23R	3.0°/40/781	ABCDE	**121**-½	100	(100-½)
SIDESTEP[3]	5L		ABCDE	**440**-1⅛	420	(500-1⅛)
	23L		ABCDE	**460**-1¼	439	(500-1¼)
	23R		ABCDE	**460**-1¼	439	(500-1¼)
	32R		ABCDE	**460**-1¼	439	(500-1¼)
ASR[4]	5R[2]		AB	**440**-⅝	421	(500-⅝)
			CDE	**440**-¾	421	(500-¾)
	23L[2]		AB	**460**-⅝	439	(500-⅝)
			CDE	**460**-¾	439	(500-¾)
	32L[2]		AB	**460**-⅝	438	(500-⅝)
			CDE	**460**-¾	438	(500-¾)
	5L		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
	14L		AB	**460**-1	440	(500-1)
			CDE	**460**-1¼	440	(500-1¼)
	14R		AB	**460**-1	439	(500-1)
			CDE	**460**-1¼	439	(500-1¼)
	23R		AB	**460**-1	439	(500-1)
			CDE	**460**-1¼	439	(500-1¼)
	32R		AB	**460**-1	439	(500-1)
			CDE	**460**-1¼	439	(500-1¼)
C CIR	ALL RWY		AB	**500**-1⅛	478	(500-1⅛)
			C	**640**-1¾	618	(700-1¾)
			D	**640**-2	618	(700-2)
			E	**900**-3	878	(900-3)

[1]When ALS inop, increase vis CAT ABCDE to ½ mile.
[2]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.
[3]Sidestep ASR only.
[4]Step Down Fix at 3 NM from thld, 1020' min.

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK), Patuxent River, MD

Amdt 1 10SEP20 (20254) (USN) ELEV **39**

RADAR - (E) 120.05 121.0 135.025 250.3 257.75 281.8 318.8 348.0 362.6 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2]	3.0°/46/999	ABCDE	**139**-¼	100	(100-¼)
	24	3.0°/45/857	ABCDE	**120**-½	100	(100-½)
	14	3.0°/42/814	ABCDE	**127**-½	100	(100-½)
	32	3.0°/48/906	ABCDE	**266**-¾	250	(300-¾)
PAR W/O GS	14		ABCDE	**360**-1	333	(400-1)
	24		ABCDE	**360**-1	340	(400-1)
	32		ABCDE	**340**-1	324	(400-1)
	6[4]		AB	**460**-½	421	(500-½)
			CDE	**460**-¾	421	(500-¾)
ASR	14		ABCDE	**400**-1	373	(400-1)
	32		AB	**400**-1	384	(400-1)
			CDE	**400**-1⅛	384	(400-1⅛)
	6[3]		AB	**520**-½	481	(500-½)
			CDE	**520**-1	481	(500-1)
	24		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
CIR	6-24, 14-32		A	**560**-1	521	(600-1)
			B	**600**-1	561	(600-1)
			C	**620**-1½	581	(600-1½)
			D	**660**-2	621	(700-2)
			E	**800**-2¾	761	(800-2¾)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++.
[2]When ALS inop, increase CAT ABCDE vis to ½ mile.
[3]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
[4]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

QUANTICO MCAF (KNYG), (TURNER FIELD) VA (Amdt 5, 19311) ELEV **11**

RADAR[1] **-** 120.925 351.95 353.65 363.15

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[4]	2	3.0°/35/666	ABCD	**260-**¾	250	(300-¾)
ASR[2]	2		AB	**560-**1	550	(600-1)
			CD	**560-**1⅝	550	(600-1⅝)
CIR ASR[3]	2		A	**560-**1	549	(600-1)
			B	**640-**1	629	(700-1)
			C	**720-**2	709	(800-2)
			D	**800-**2½	789	(800-2½)

[1]GCA avbl daily during published field opr hours. Ctc twr for freq asgn.
[2]VGSI and final descent angle not coincident.
[3]Circling not authorized W of Rwy 2-20.
[4]WCH (Group 3: 15 ft, Group 4: 10 ft) is less than the minimum height (20 ft).

NE-3, 10 SEP 2020 to 05 NOV 2020

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
20254
N5

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
NEWPORT NEWS, VA			
NEWPORT NEWS/WILLIAMSBURG NTL (PHF)	20	07-25	5,200 feet
	25	02-20	6,550 feet
WILMINGTON, DE			
NEW CASTLE (ILG)	01	09-27	4,050 feet
	14	01-19	4,450 feet
	19	14-32	5,750 feet
	32	09-27	3,600 feet

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HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or polygons designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DOVER, DE		
DOVER AFB (DOV)	HS 1	Intersecting of Rwy 01-19, Rwy 14-32 and Twy D between the runways can create confusion. Query tower if lost or need help.
EASTON, MD		
EASTON/NEWNAM FIELD (ESN)	HS 1	Twy A and Twy B int in close proximity to the rwy.
FREDERICK, MD		
FREDERICK MUNI (FDK)	HS 1	Twy A and Twy E at Rwy 05-23.
	HS 2	Int of Twy A and Twy B.
	HS 3	Potential for inadvertent entry onto Rwy 30.
	HS 4	Potential for inadvertent entry onto Rwy 23.
HAGERSTOWN, MD		
HAGERSTOWN RGNL-RICHARD A HENSON FLD (HGR)	HS 1	Maintain vigilance congestion area and close proximity to rwys.
NEWPORT NEWS, VA		
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)	HS1	Int of Rwy 07-25 and Rwy 02-20.
	HS2	Rwy 07 and Rwy 02 thlds in close proximity.
RICHMOND, VA		
RICHMOND INTL (RIC)	HS 1	Wrong rwy departure risk. Frequent rwy crossings due to aircraft exiting Rwy 34.
ROANOKE, VA		
ROANOKE RGNL/ WOODRUM FIELD (ROA)	HS 1	Twy A and Twy G at Rwy 24.
	HS 2	Maintain situation awareness at Twy A and Twy D.
WASHINGTON, DC		
MANASSAS RGNL / HARRY P DAVIS FIELD (HEF)	HS 1	Twy K, Twy B3 and Rwy 16L-34R.
RONALD REAGAN WASHINGTON NATIONAL (DCA)	HS 1	Twy N, Twy K, Twy L, and Twy J, Rwy 15-33.
	HS 2	Maintain awareness of Hold Line position for Rwy 19 from the Hold Bay and while approaching Rwy 19 on Twy J.
WILMINGTON, DE		
NEW CASTLE (ILG)	HS 1	Twy F, Rwy 09-27 and Rwy 14-32.

*See appropriate Chart Supplement HOT SPOT table for additional information.

20254

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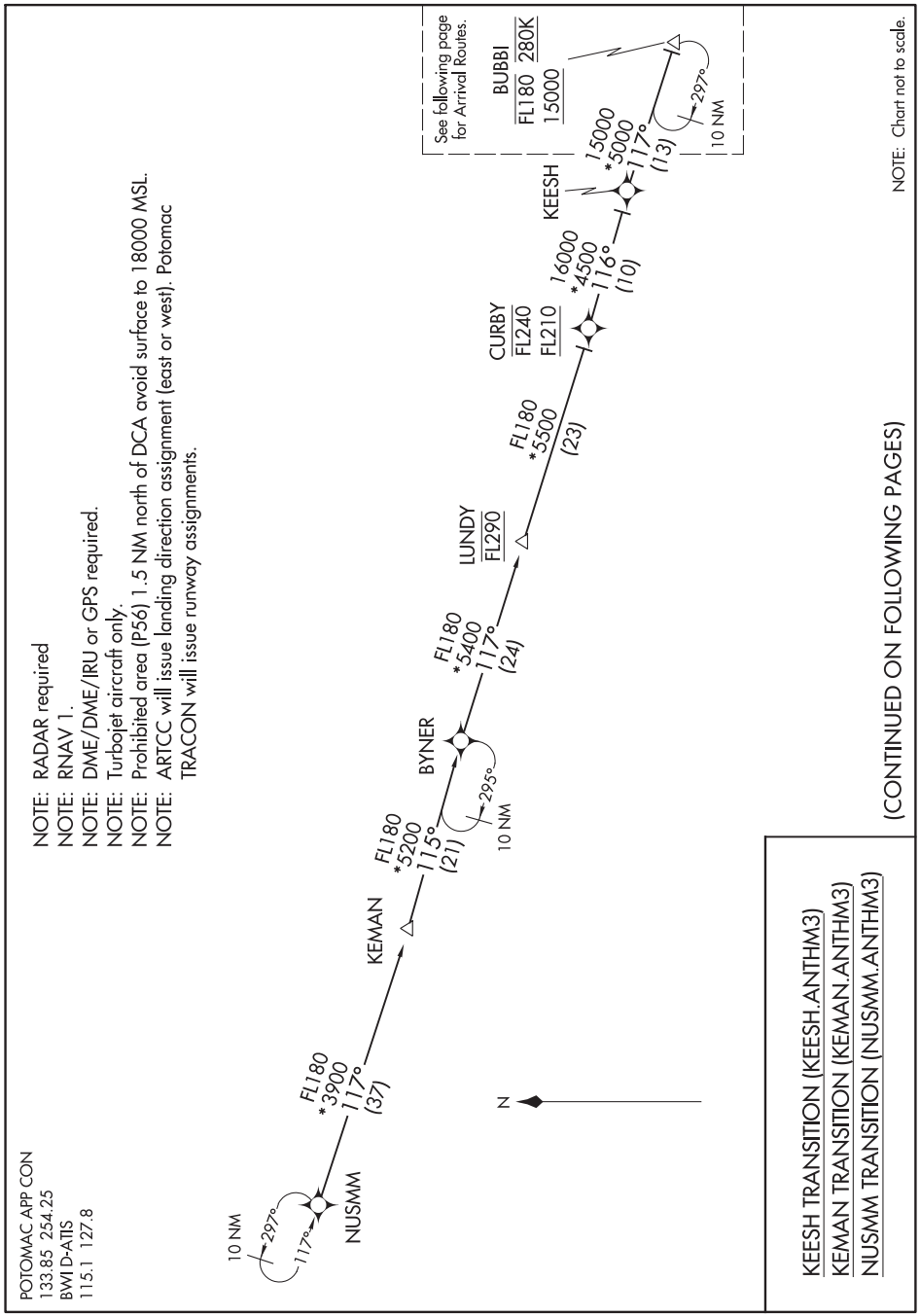
ANTHM THREE ARRIVAL (RNAV) Transition Routes

BALTIMORE, MARYLAND



NE-3, 10 SEP 2020 to 05 NOV 2020

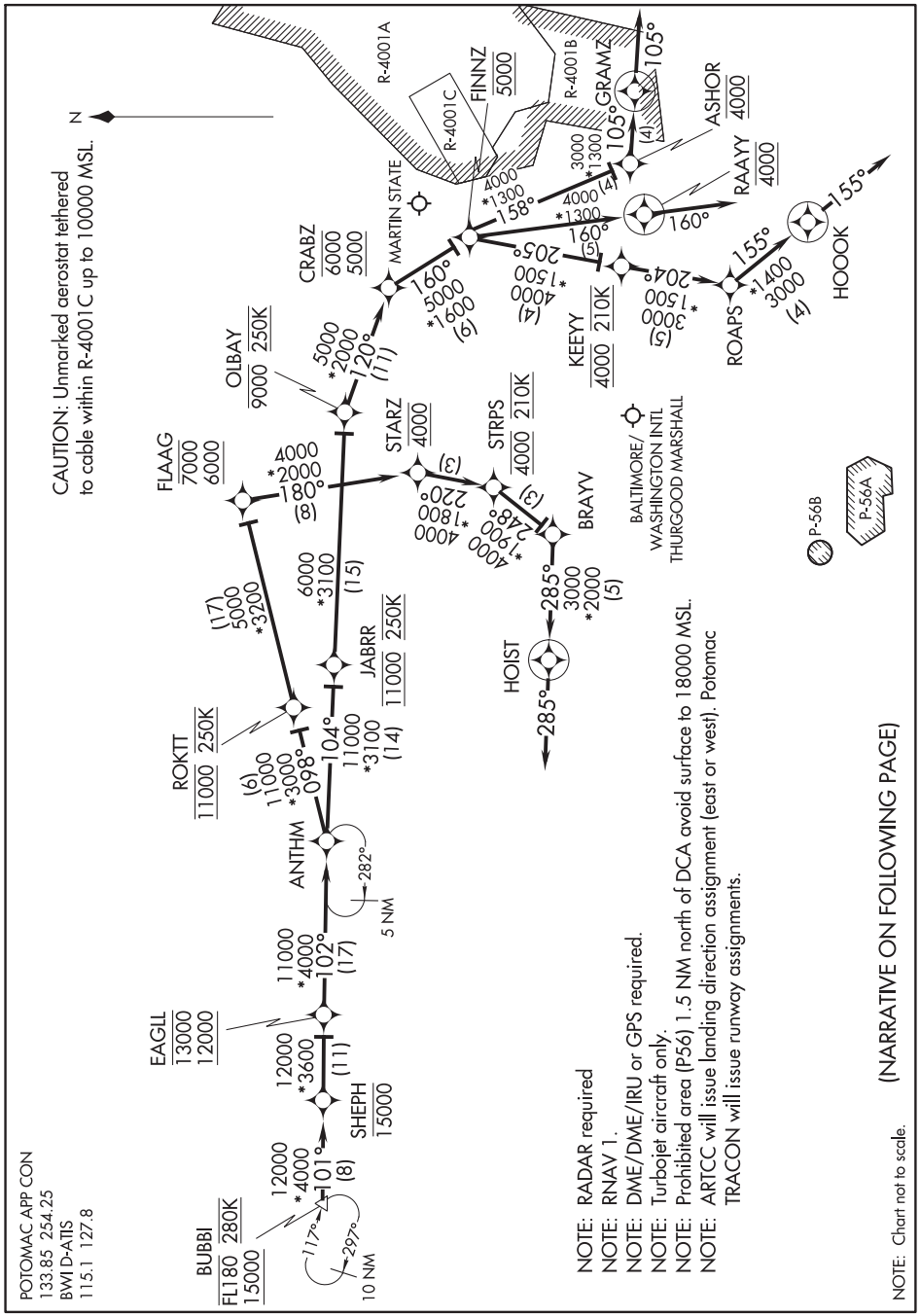
ANTHM THREE ARRIVAL (RNAV) Transition Routes

BALTIMORE, MARYLAND

(BUBBI.ANTHM3) 20198 AL-804 (FAA)

ANTHM THREE ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND



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NE-3, 10 SEP 2020 to 05 NOV 2020

ANTHM THREE ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

Landing BWI:

From BUBBI on track 101° to cross SHEPH at or below 15000, then on track 101° to cross EAGLL between 12000 and 13000, then on track 102° to cross ANTHM.

LANDING EAST: RWYS 10 and 15L/R: From ANTHM on track 098° to cross ROKTT at 11000 and at 250K, then on track 098° to cross FLAAG between 6000 and 7000, then on track 180° to cross STARZ at 4000, then on track 220° to cross STRPS at 4000 and at 210K, then on track 248° to BRAYV, then on track 285° to HOIST, then on heading 285° or as assigned by ATC.
Expect RADAR vectors to final approach course.

LANDING WEST: RWY 28: From ANTHM on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000, then on track 158° to cross ASHOR at 4000, then on track 105° to GRAMZ, then on heading 105°.
Expect RADAR vectors to final approach course.

LANDING WEST: RWYS 33L/R: From ANTHM on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000, then on track 205° to cross KEEYY at 4000 and at 210K, then on track 204° to ROAPS, then on track 155° to HOOOK, then on heading 155°.
Expect RADAR vectors to final approach course.

LANDING MTN: From BUBBI on track 101° to cross SHEPH at or below 15000, then on track 101° to cross EAGLL between 12000 and 13000, then on track 102° to ANTHM, then on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000, then on track 160° to cross RAAYY at 4000, then on heading 160°.
Expect RADAR vectors to final approach course.

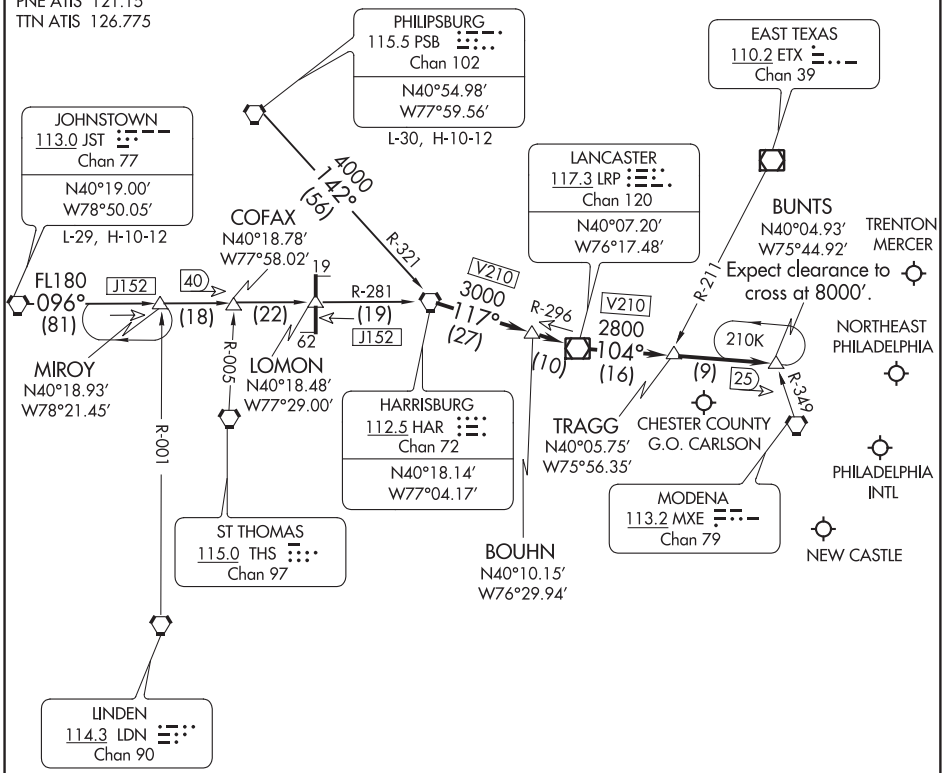
NE-3, 10 SEP 2020 to 05 NOV 2020

(HAR.BUNTS2) 20198

BUNTS TWO ARRIVAL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON
128.4 272.575
ILG ATIS 123.95
PHL ARR D-ATIS 133.4
PNE ATIS 121.15
TTN ATIS 126.775



NOTE: This STAR is for aircraft capable of 250K or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS2):

PHILIPSBURG TRANSITION (PSB.BUNTS2):

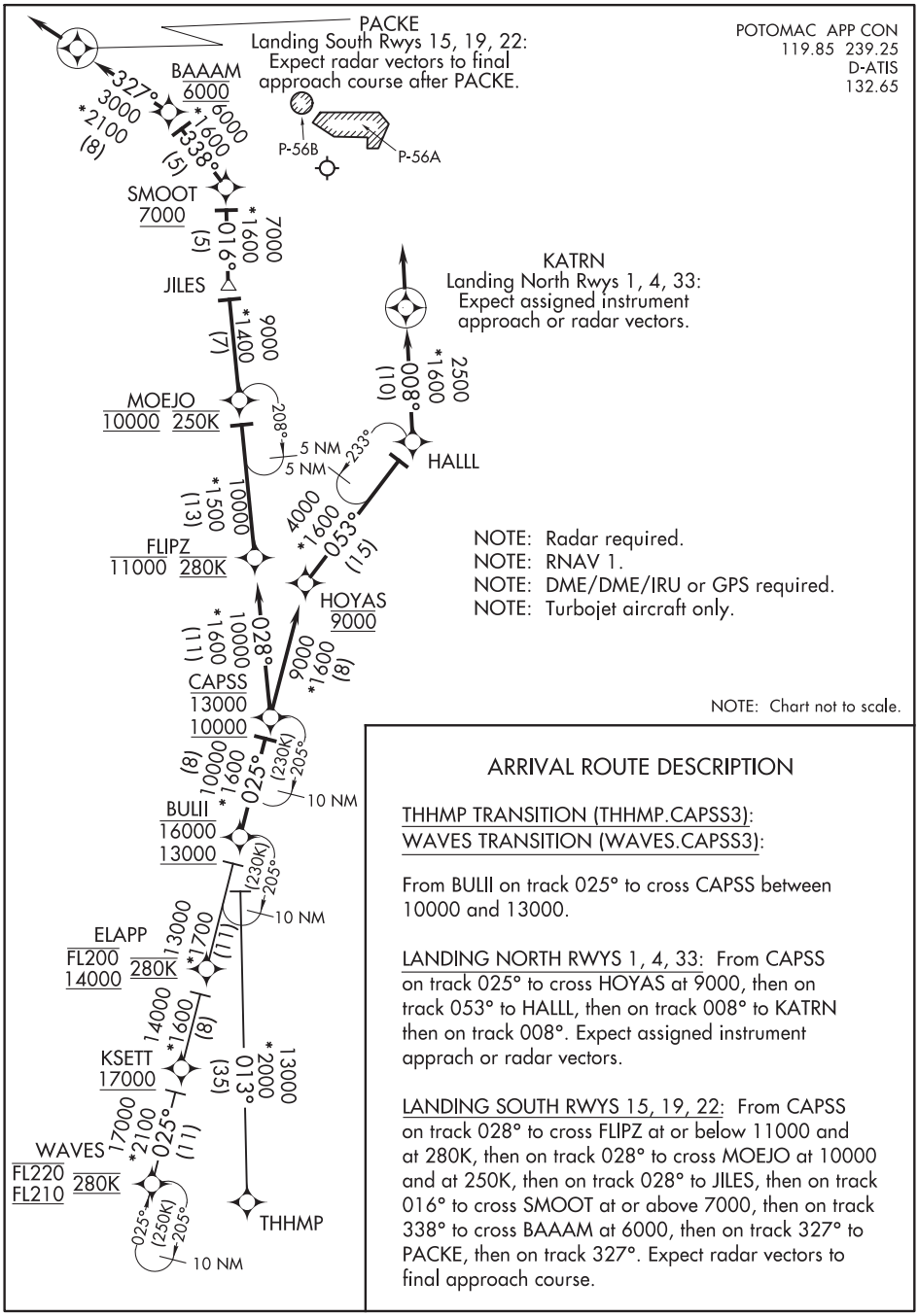
From over HAR VORTAC via HAR R-117 (V210) and LRP R-296 to LRP VOR/DME, thence via LRP R-104 (V210) to BUNTS INT. Expect RADAR vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

BUNTS TWO ARRIVAL
PHILADELPHIA, PENNSYLVANIA
(HAR.BUNTS2) 15SEP16

CAPSS THREE ARRIVAL (RNAV)

AL-443 (FAA)



ARRIVAL ROUTE DESCRIPTION

THHMP TRANSITION (THHMP.CAPSS3):
WAVES TRANSITION (WAVES.CAPSS3):

From BULII on track 025° to cross CAPSS between 10000 and 13000.

LANDING NORTH RWYS 1, 4, 33: From CAPSS on track 025° to cross HOYAS at 9000, then on track 053° to HALLL, then on track 008° to KATRN then on track 008°. Expect assigned instrument apprach or radar vectors.

LANDING SOUTH RWYS 15, 19, 22: From CAPSS on track 028° to cross FLIPZ at or below 11000 and at 280K, then on track 028° to cross MOEJO at 10000 and at 250K, then on track 028° to JILES, then on track 016° to cross SMOOT at or above 7000, then on track 338° to cross BAAAM at 6000, then on track 327° to PACKE, then on track 327°. Expect radar vectors to final approach course.

(BNTLY.CAVLR3) 17117

CAVLR THREE ARRIVAL (RNAV)

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

POTOMAC APP CON
128.525 306.925
D-ATIS
134.85

MIXNN
Landing South Rwys 19L/C/R:
Expect RADAR vectors to final approach course after MIXNN.

012°
3200
012° (13)
TRING
3200
*2700
012° (15)
STAYO
4000

COINZ
Landing North Rwys 1L/C/R, 30:
Expect RADAR vectors to final approach course after COINZ.
6000

010°
012°
4000
*2100
(11)
BARIN
6000

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: ARTCC will issue landing direction (North or South) and Potomac TRACON will issue runway assignments.

R-6608A
R-6608B
R-6608C

3000
*2100
020°
(5)
024°
5000
*1600
(5)
KASDY
7000

5000
*1800
026°
(16)
CAVLR
10000 250K

NOTE: Chart not to scale.

MEEGO
11000
5 NM
217°
(210K)
8000
*1900
(5)
(7)
10000
*1900
037°
(210K)
217°
BNTLY
13000
10 NM

13000
*1700
034°
(11)
(230K)
214°
10 NM
13000
*1700
359°
(6)
JROBB

KHOOD
FL220
14000

14000
*1800
034°
(15)
13000
*1700
346°
(30)
PERKN
FL220

DORRN
FL220
034°
(8)
214°
10 NM
034°
FL220
011°
(26)
THHMP
TRSSK

ARRIVAL ROUTE DESCRIPTION

DORRN TRANSITION (DORRN.CAVLR3)
THHMP TRANSITION (THHMP.CAVLR3)
TRSSK TRANSITION (TRSSK.CAVLR3)

From BNTLY on track 037° to cross MEEGO at or above 11000, then on track 037° to cross CAVLR at 10000 and at 250K.

LANDING NORTH RUNWAYS 1L/C/R, 30:
From CAVLR on track 026° to cross KASDY at 7000, then on track 020° to cross COINZ at 6000, then on track 010°. Expect RADAR vectors to final approach course.

LANDING SOUTH RUNWAYS 19L/C/R:
From CAVLR on track 026° to cross KASDY at 7000, then on track 024° to cross BARIN at 6000, then on track 012° to cross STAYO at 4000, then on track 012° to TRING, then on track 012° to MIXNN, then on track 012°. Expect RADAR vectors to final approach course.

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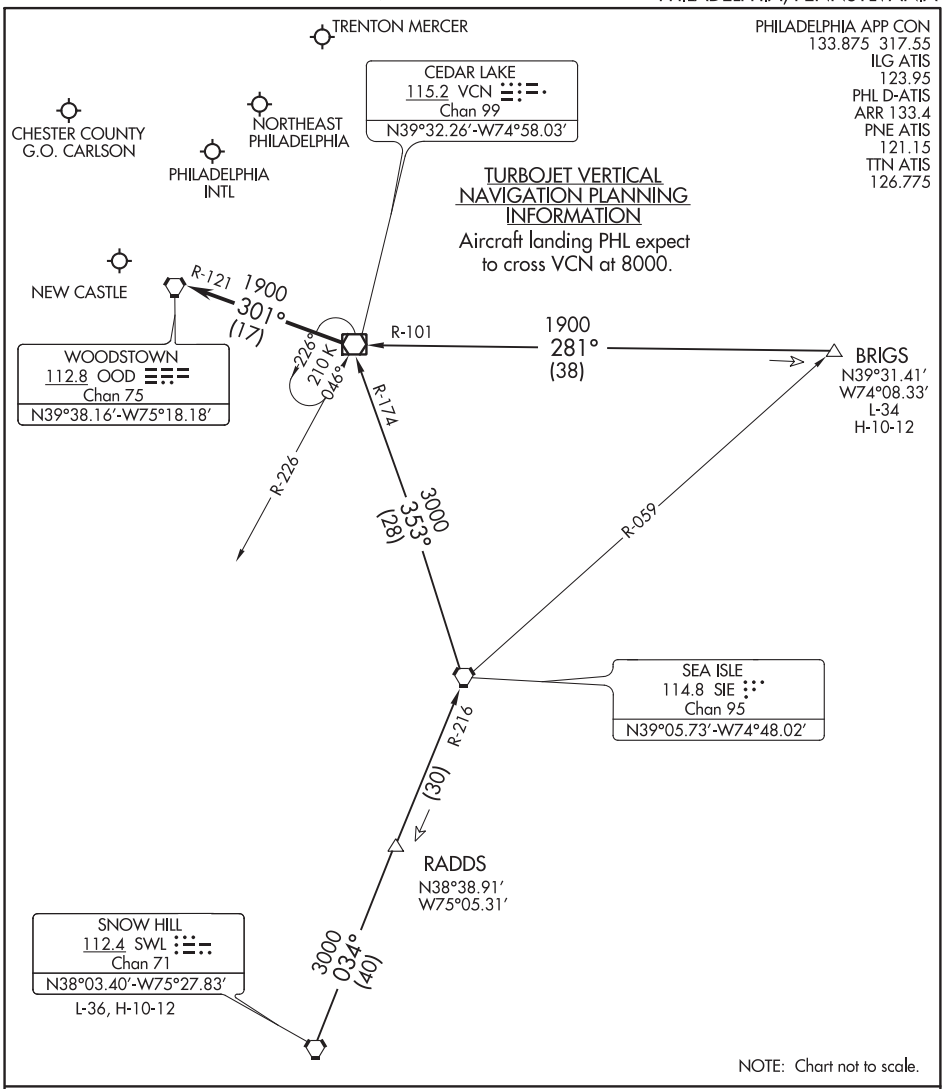
CAVLR THREE ARRIVAL (RNAV)

(BNTLY.CAVLR3) 04FEB16

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

CEDAR LAKE NINE ARRIVAL

PHILADELPHIA, PENNSYLVANIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

BRIGS TRANSITION (BRIGS.VCN9): From over BRIGS on VCN R-101 to VCN VOR/DME. Thence. . . .

SNOW HILL TRANSITION (SWL.VCN9): From over SWL VORTAC on SWL R-034 and SIE R-216 to SIE VORTAC, then on SIE R-353 and VCN R-174 to VCN VOR/DME. Thence. . . .

. . . .from over VCN VOR/DME: Turbojets expect RADAR vectors to final approach course. Non-Turbojets continue on the VCN R-301and the OOD R-121to OOD VORTAC; expect RADAR vectors to final approach course.

CEDAR LAKE NINE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

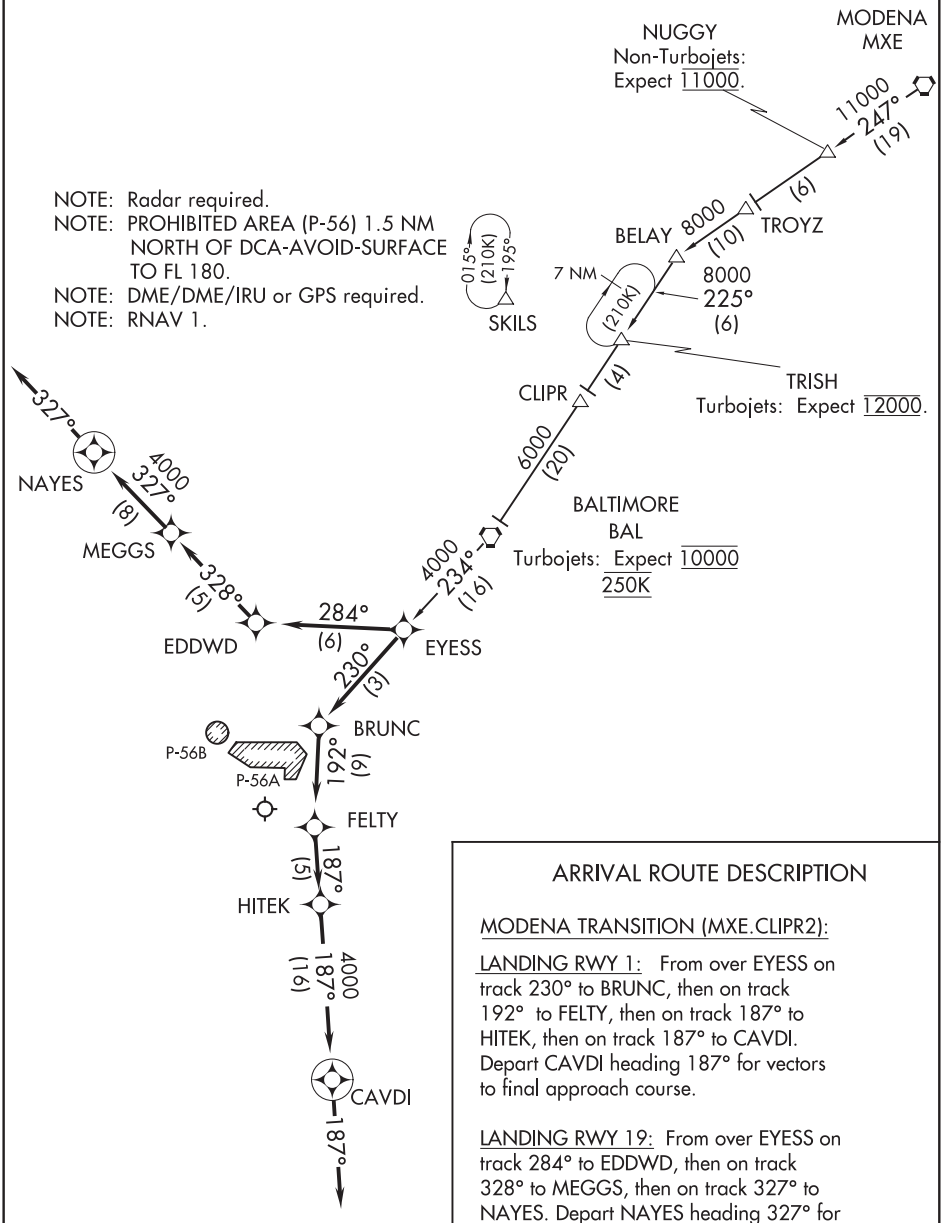
(CLIPR.CLIPR2) 20198

CLIPR TWO ARRIVAL (RNAV)

RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443 (FAA)
WASHINGTON, DC

POTOMAC APP CON
128.7 307.9
D-ATIS
132.65

NOTE: Radar required.
NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO FL 180.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.



ARRIVAL ROUTE DESCRIPTION

MODENA TRANSITION (MXE.CLIPR2):

LANDING RWY 1: From over EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI. Depart CAVDI heading 187° for vectors to final approach course.

LANDING RWY 19: From over EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES. Depart NAYES heading 327° for vectors to final approach course.

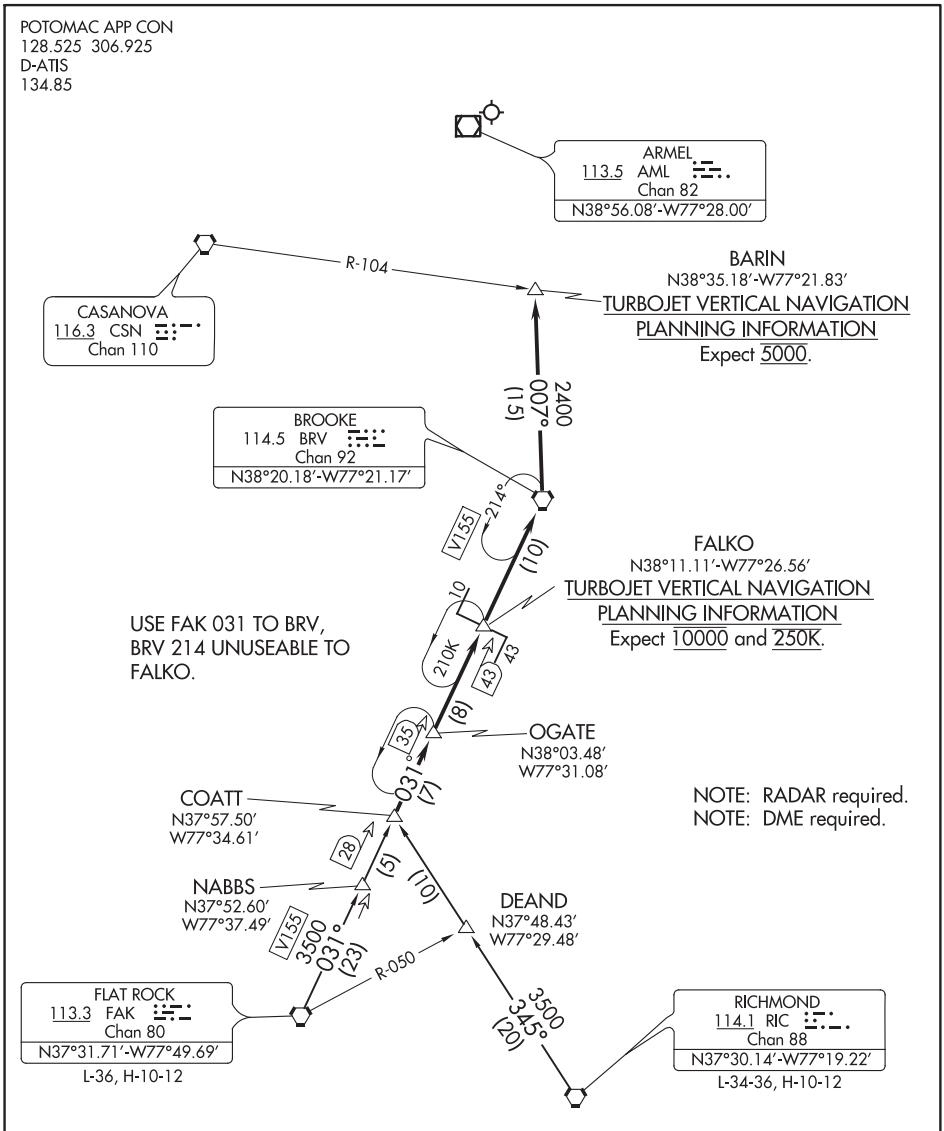
NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

CLIPR TWO ARRIVAL (RNAV)
(CLIPR.CLIPR2) 29MAR18
RONALD REAGAN WASHINGTON NATIONAL (DCA)
WASHINGTON, DC

COATT FIVE ARRIVAL

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



FLAT ROCK TRANSITION (FAK.COATT5): From over FAK VORTAC on FAK R-031 to COATT. Thence . . . .

RICHMOND TRANSITION (RIC.COATT5): From over RIC VORTAC on RIC R-345 to COATT. Thence . . . .

. . . . From over COATT on FAK R-031 to BRV VORTAC, then on BRV R-007 to BARIN. Expect radar vectors to final approach course after BARIN.

NE-3, 10 SEP 2020 to 05 NOV 2020

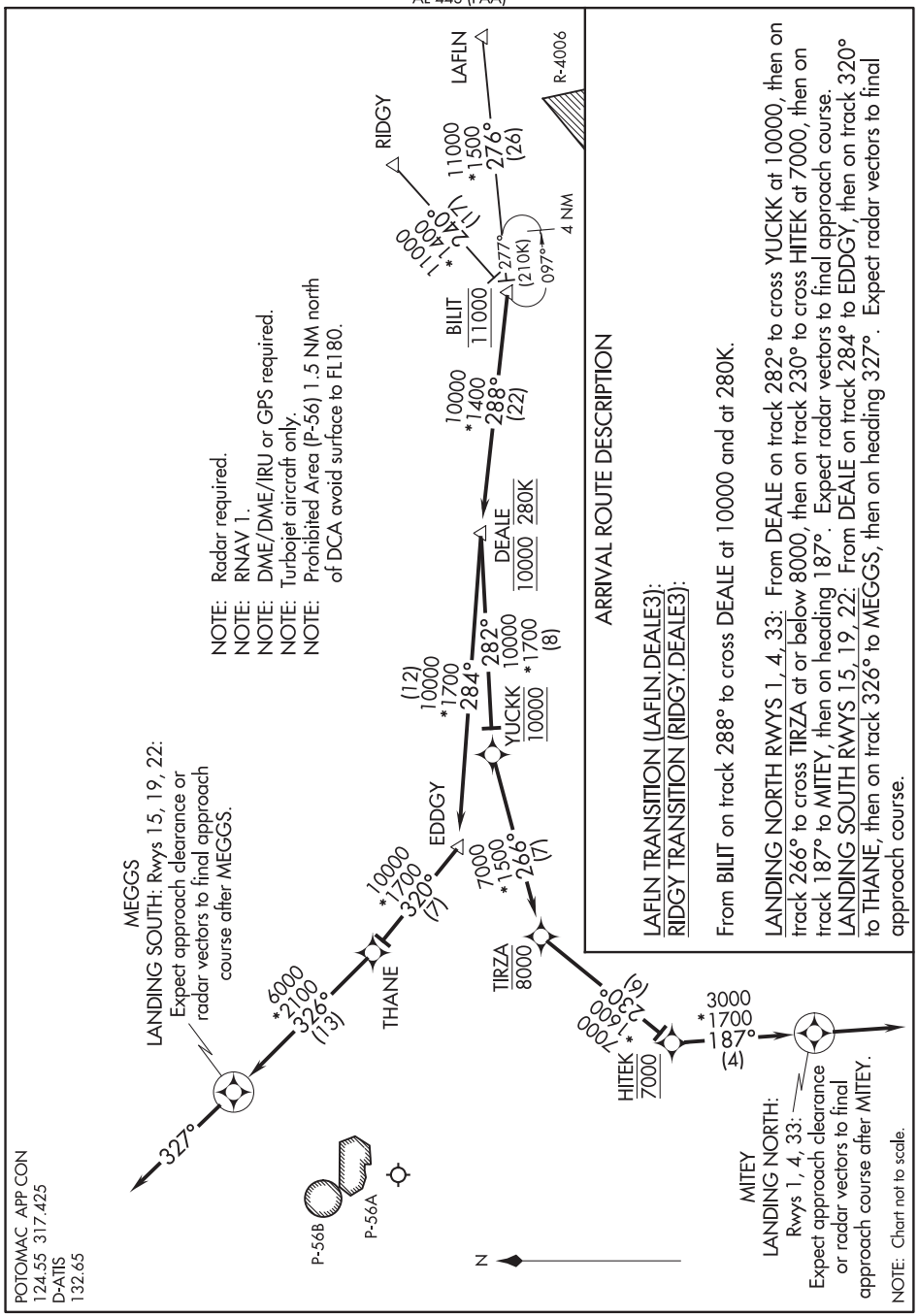
NE-3, 10 SEP 2020 to 05 NOV 2020

(BILIT.DEALE3) 20198

DEALE THREE ARRIVAL (RNAV)

RONALD REAGAN WASHINGTON NATIONAL (DCA)
WASHINGTON, DC

AL-443 (FAA)

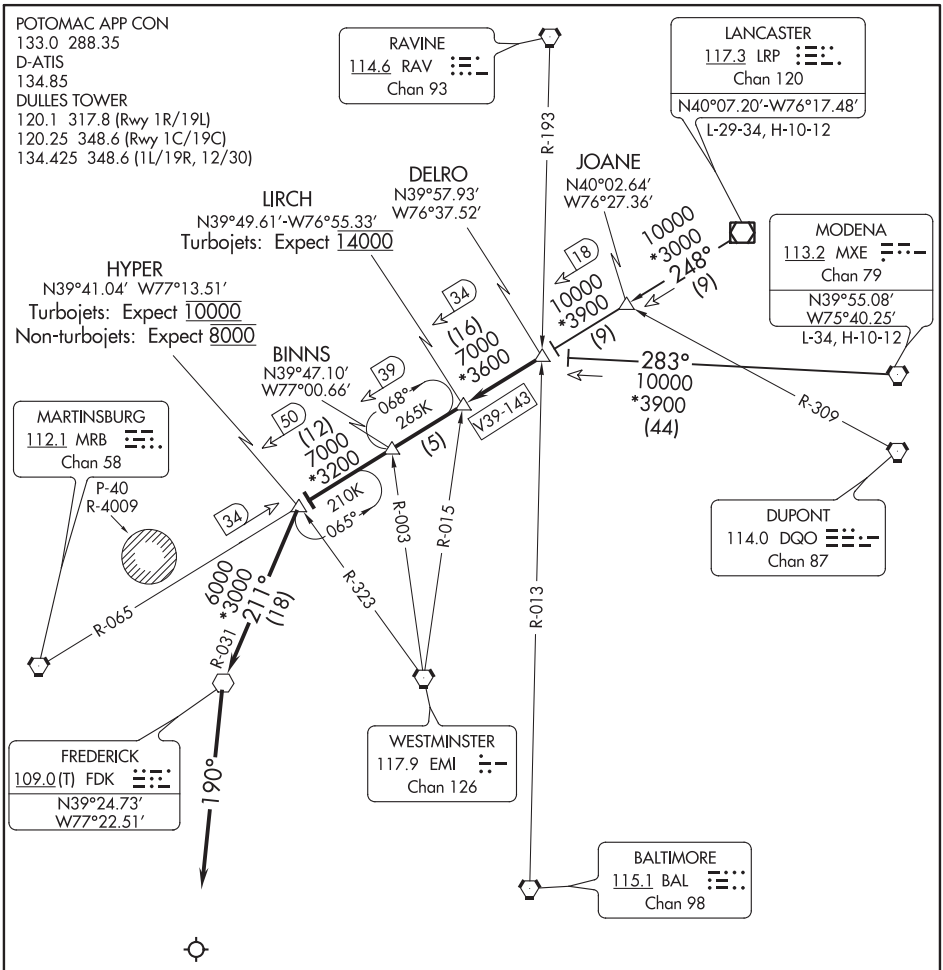


DEALE THREE ARRIVAL (RNAV)

(BILIT.DEALE3) 29MAR18

WASHINGTON, DC
RONALD REAGAN WASHINGTON NATIONAL (DCA)

DELRO FIVE ARRIVAL



NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: For aircraft capable of 180K or greater.

ARRIVAL ROUTE DESCRIPTION

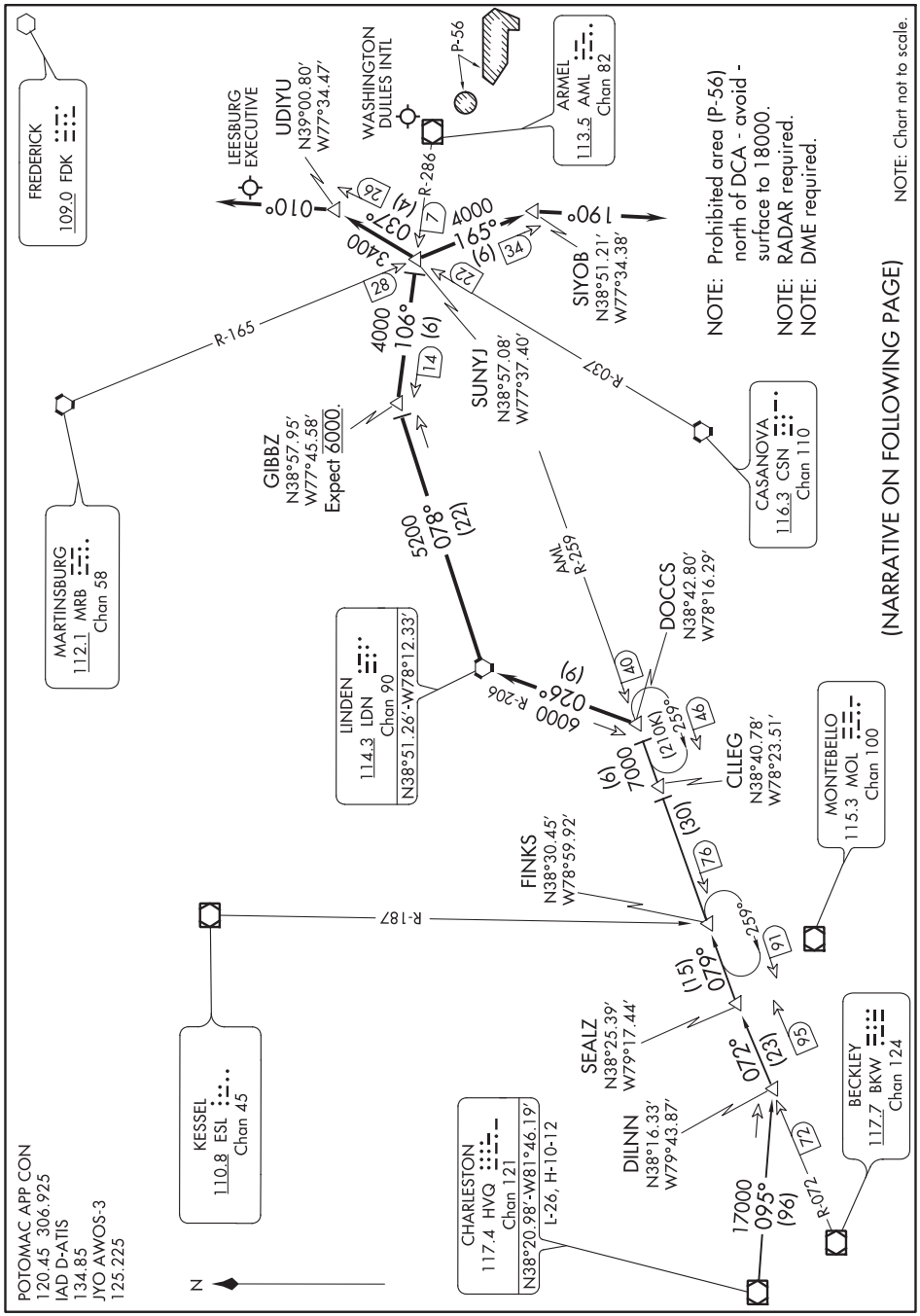
LANCASTER TRANSITION (LRP.DELRO5): From over LRP VOR/DME on LRP R-248 to DELRO. Thence. . . .
MODENA TRANSITION (MXE.DELRO5): From over MXE VORTAC on MXE R-283 to DELRO. Thence. . . .

. . . .From DELRO on LRP R-248 to LIRCH, then on LRP R-248 to BINNS, then on LRP R-248 to HYPER, then on FDK R-031 to FDK VOR, then on heading 190° or as assigned by ATC. Expect RADAR vectors to final approach course.

(DOCCS.DOCCS3) 20198

DOCCS THREE ARRIVAL

WASHINGTON, DC



NE-3, 10 SEP 2020 to 05 NOV 2020

DOCCS THREE ARRIVAL

WASHINGTON, DC

(DOCCS.DOCCS3) 25APR19

ARRIVAL ROUTE DESCRIPTION

CHARLESTON TRANSITION (HVQ.DOCCS3): From over HVQ VOR/DME on HVQ R-095 to DILNN, then on BKW R-072 to SEALZ, then on AML R-259 to DOCCS. Thence....

LANDING IAD RUNWAYS 1C,1L, 1R, 30: From over DOCCS on LDN VORTAC R-206 to LDN VORTAC, then on LDN VORTAC R-078 to GIBBZ, then on AML VOR/DME R-286 to SUNYJ, then on MRB VORTAC R-165 to SIYOB, then fly heading 190°, expect radar vectors to final approach course.

LANDING IAD RUNWAYS 19C, 19L, 19R: From over DOCCS on LDN VORTAC R-206 to LDN VORTAC, then on LDN VORTAC R-078 to GIBBZ, then on AML VOR/DME R-286 to SUNYJ, then on CSN VORTAC R-037 to UDIYU, then fly heading 010°, expect radar vectors to final approach course.

LANDING IAD RUNWAY 12: From over DOCCS, expect radar vectors to final approach course.

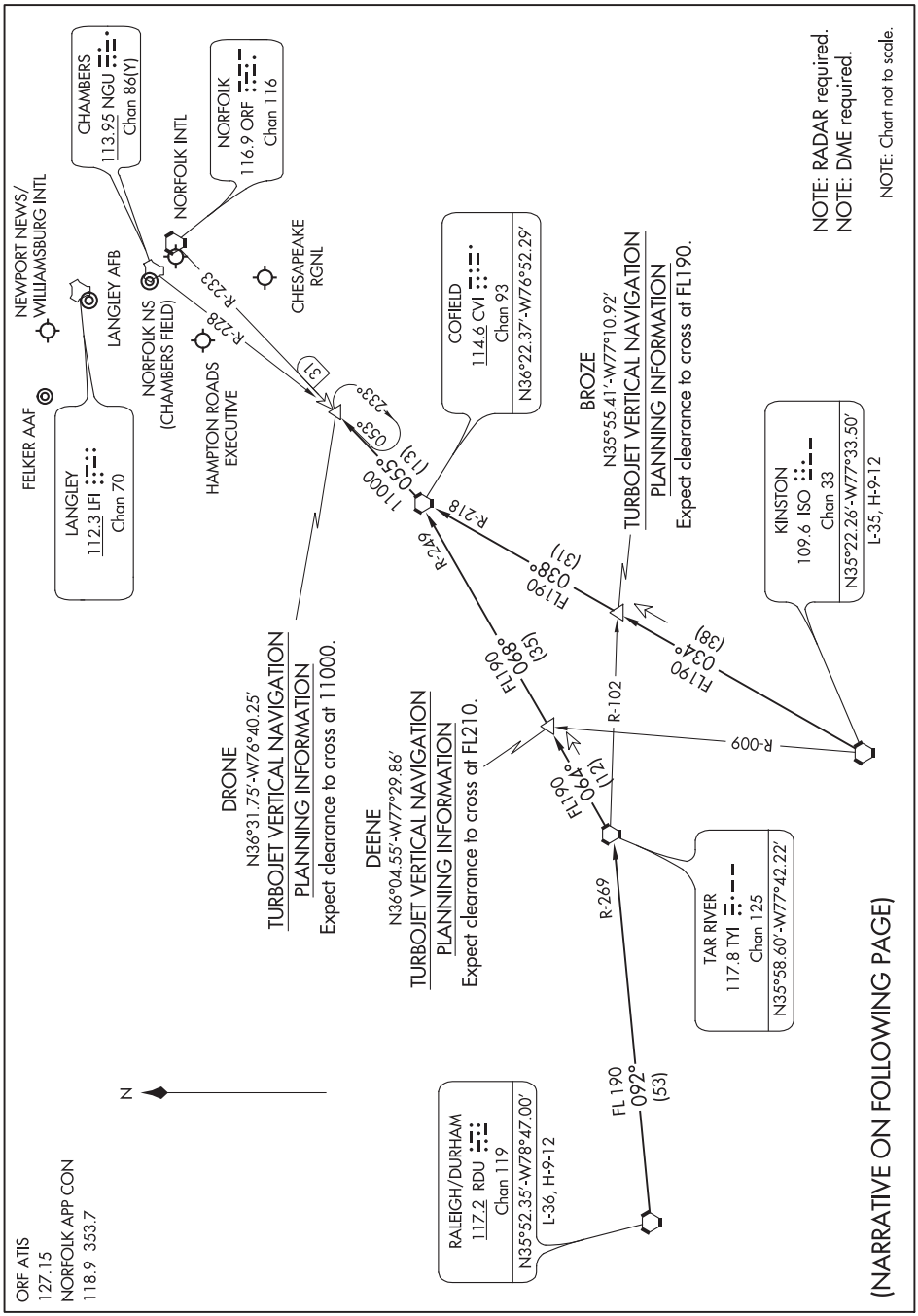
LANDING JYO: From over DOCCS on LDN VORTAC R-206 to LDN VORTAC, expect radar vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

(DRONE.DRONE2) 20198

DRONE TWO ARRIVAL

NORFOLK, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

DRONE TWO ARRIVAL

NORFOLK, VIRGINIA

(DRONE.DRONE2) 24MAY18

ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE2): From over ISO VORTAC on ISO R-034 and CVI R-218 to CVI VORTAC, then on CVI R-055 to DRONE. Thence. . . .
RALEIGH/DURHAM (RDU.DRONE2): From over RDU VORTAC on RDU R-092 and TYI R-269 to TYI VORTAC, then on TYI R-064 and CVI R-249 to CVI VORTAC, then on CVI R-055 to DRONE. Thence. . . .

....from over DRONE expect radar vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

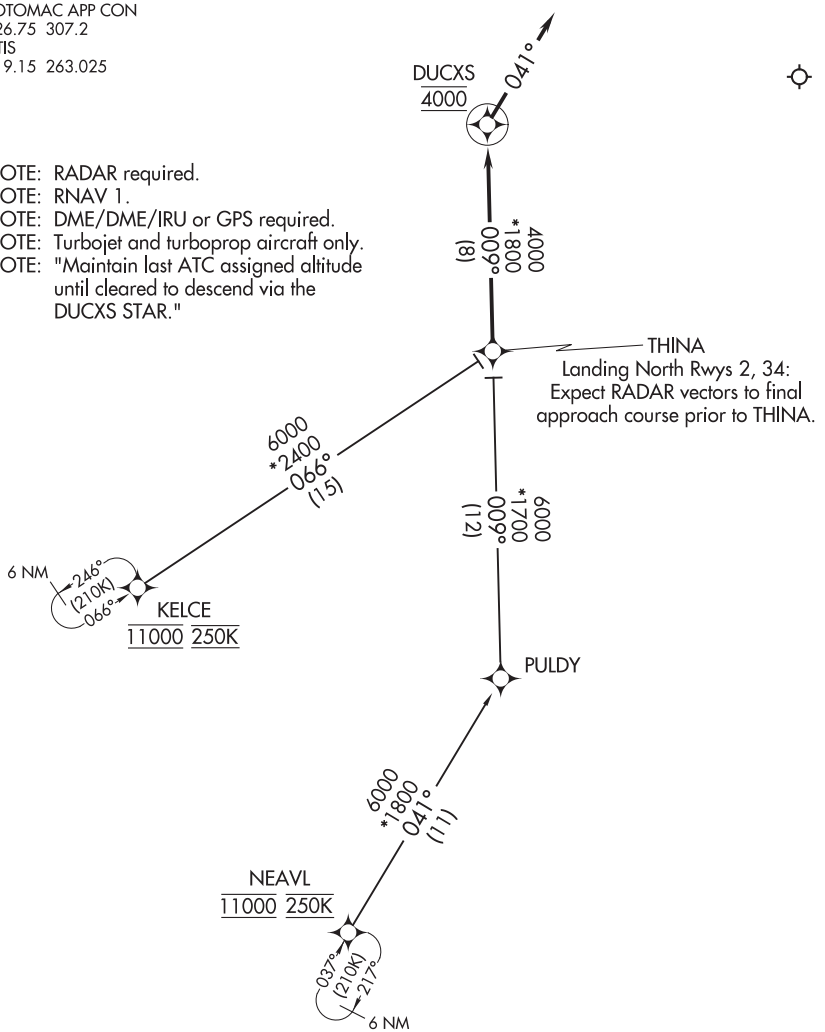
(THINA.DUCXS5) 20254

DUCXS FIVE ARRIVAL (RNAV)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

POTOMAC APP CON
126.75 307.2
ATIS
119.15 263.025

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: "Maintain last ATC assigned altitude until cleared to descend via the DUCXS STAR."



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

KELCE TRANSITION (KELCE.DUCXS5):
NEAVL TRANSITION (NEAVL.DUCXS5):

From THINA on track 009° to cross DUCXS at 4000, then on heading 041° or as assigned by ATC. Expect RADAR vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

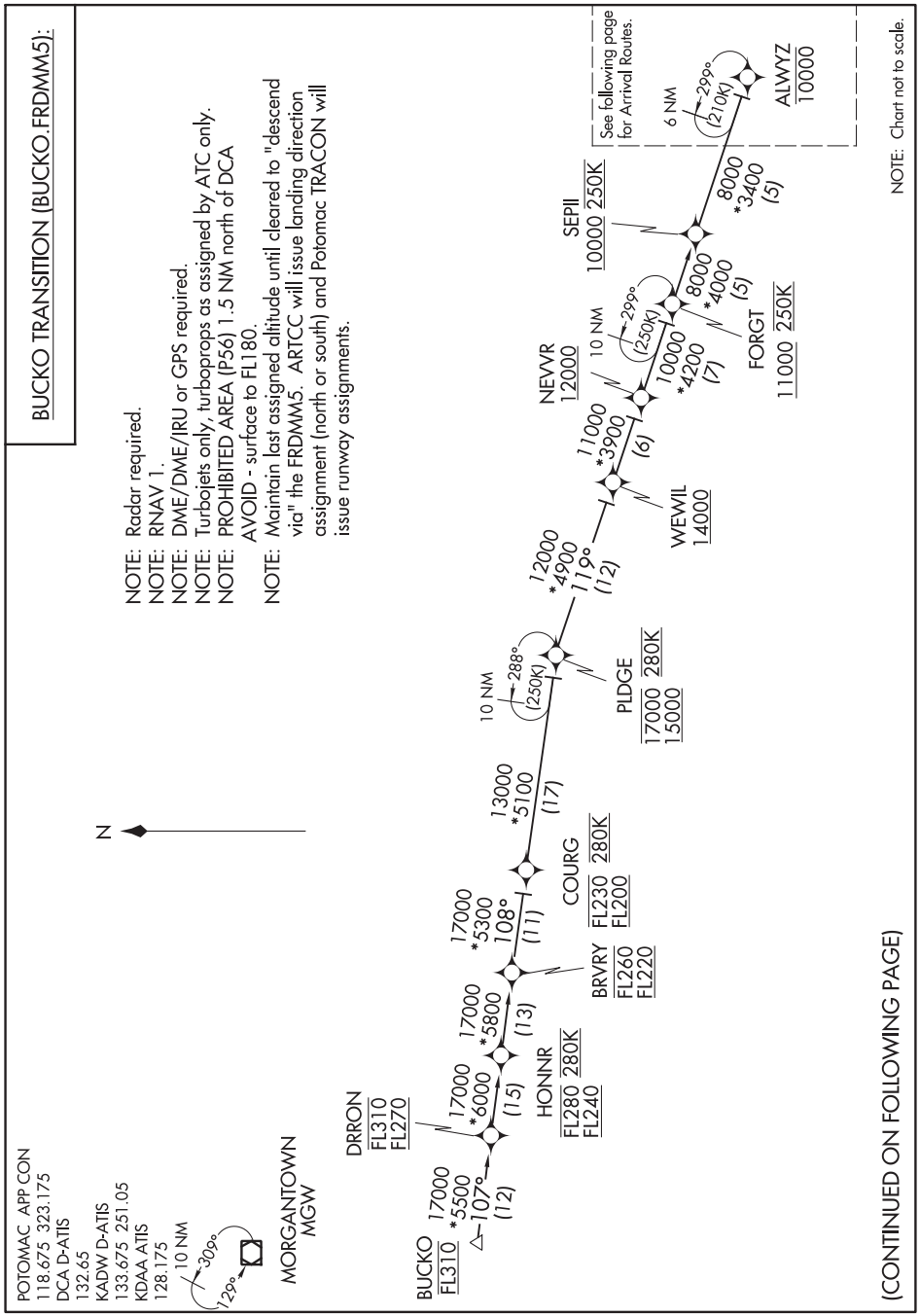
DUCXS FIVE ARRIVAL (RNAV)
(THINA.DUCXS5) 10SEP20
RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

FRDMM FIVE ARRIVAL (RNAV) Transition Route

WASHINGTON, DC

BUCKO TRANSITION (BUCKO.FRDMM5):

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only, turboprops as assigned by ATC only.
NOTE: PROHIBITED AREA (P56) 1.5 NM north of DCA AVOID - surface to FL180.
NOTE: Maintain last assigned altitude until cleared to "descend via" the FRDMM5. ARTCC will issue landing direction assignment (north or south) and Potomac TRACON will issue runway assignments.



NE-3, 10 SEP 2020 to 05 NOV 2020

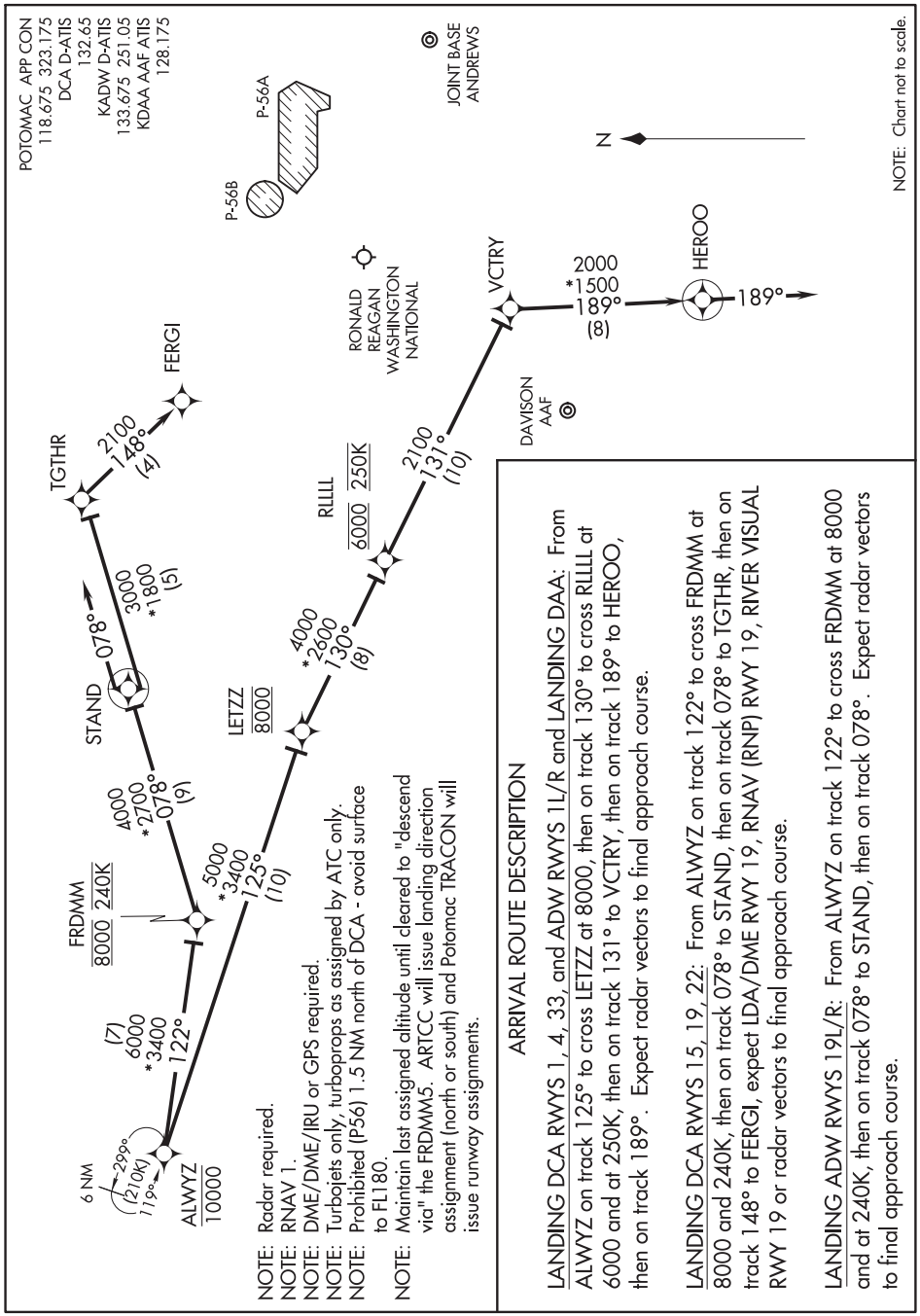
NE-3, 10 SEP 2020 to 05 NOV 2020

FRDMM FIVE ARRIVAL (RNAV) Transition Route

WASHINGTON, DC

FRDMM FIVE ARRIVAL (RNAV) Arrival Routes

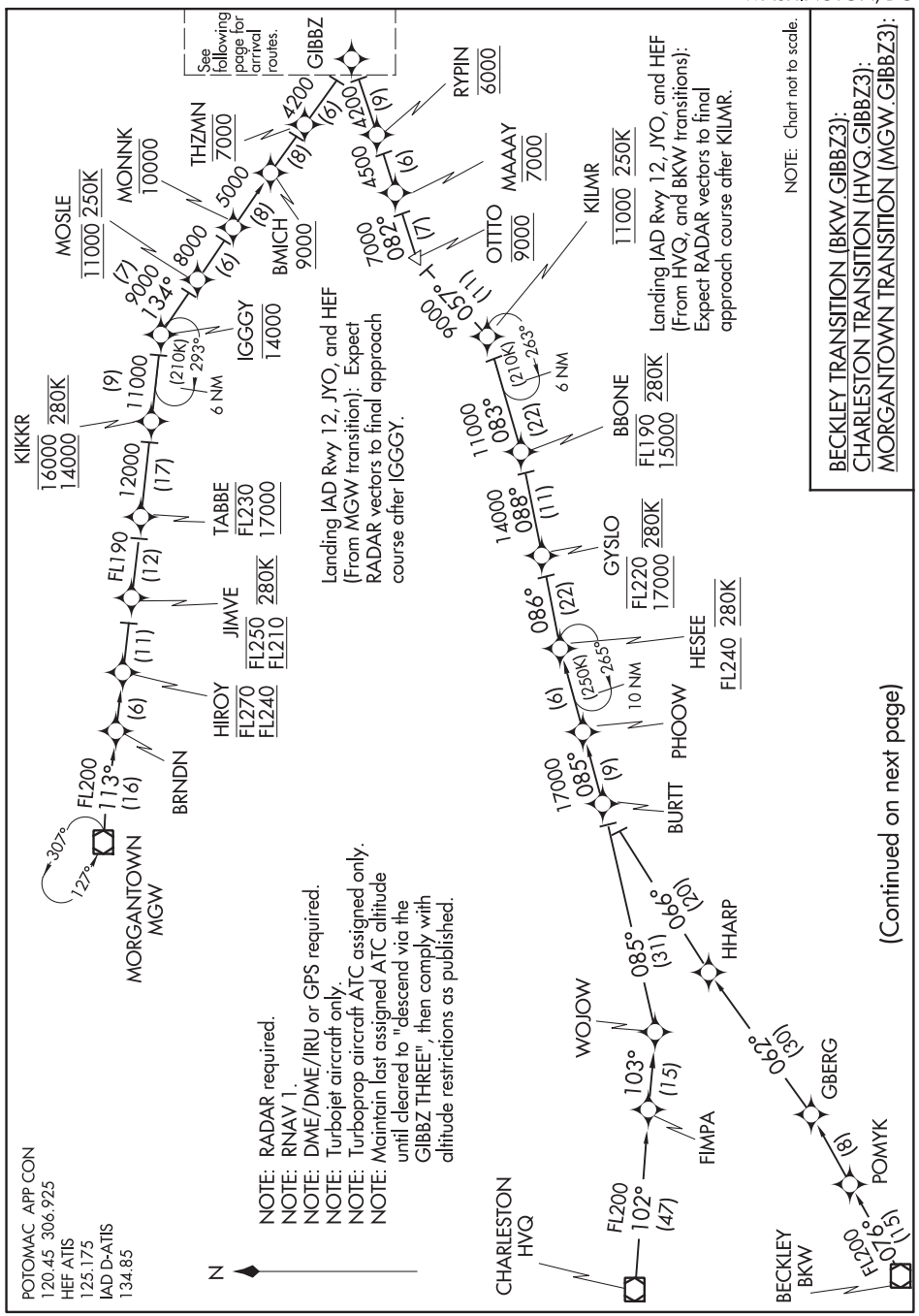
WASHINGTON, DC



FRDMM FIVE ARRIVAL (RNAV) Arrival Routes
WASHINGTON, DC

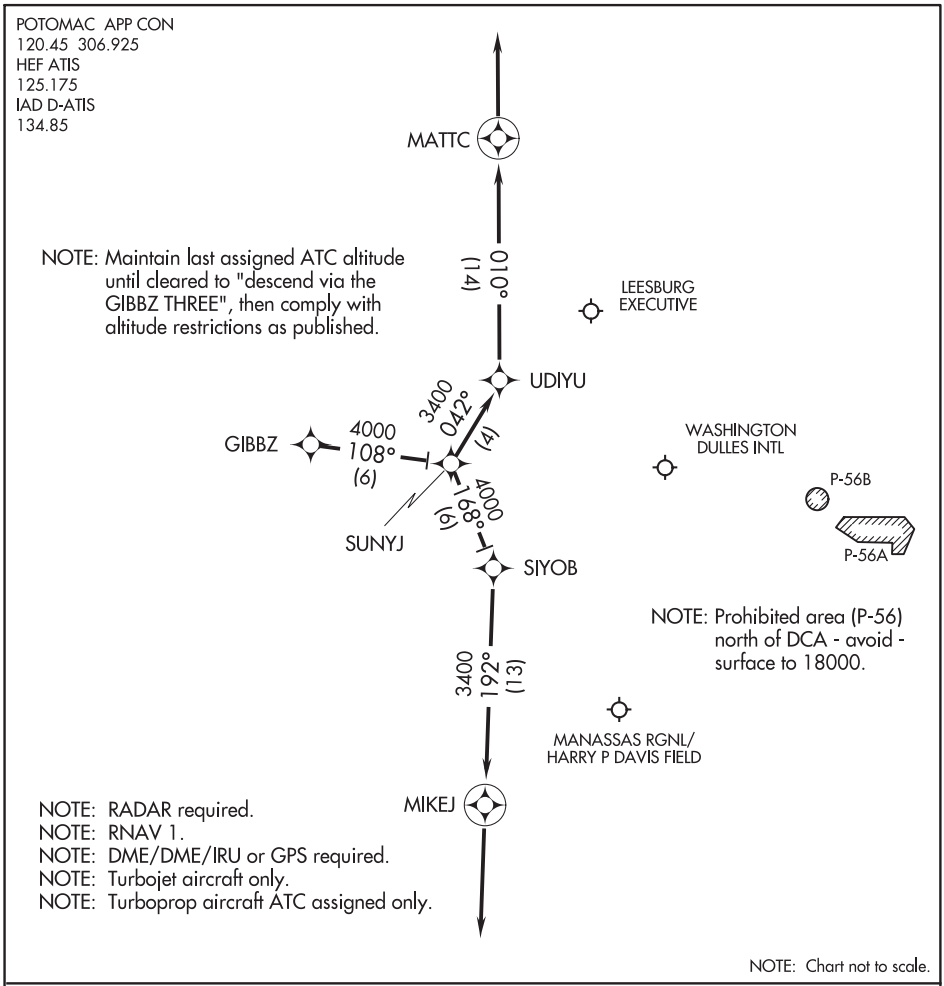
GIBBZ THREE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



GIBBZ THREE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

LANDING IAD RUNWAYS 19C, 19L, 19R: From GIBBZ on track 108° to SUNYJ, then on track 042° to UDIYU, then on track 010° to MATTC. Expect radar vectors to final approach course.

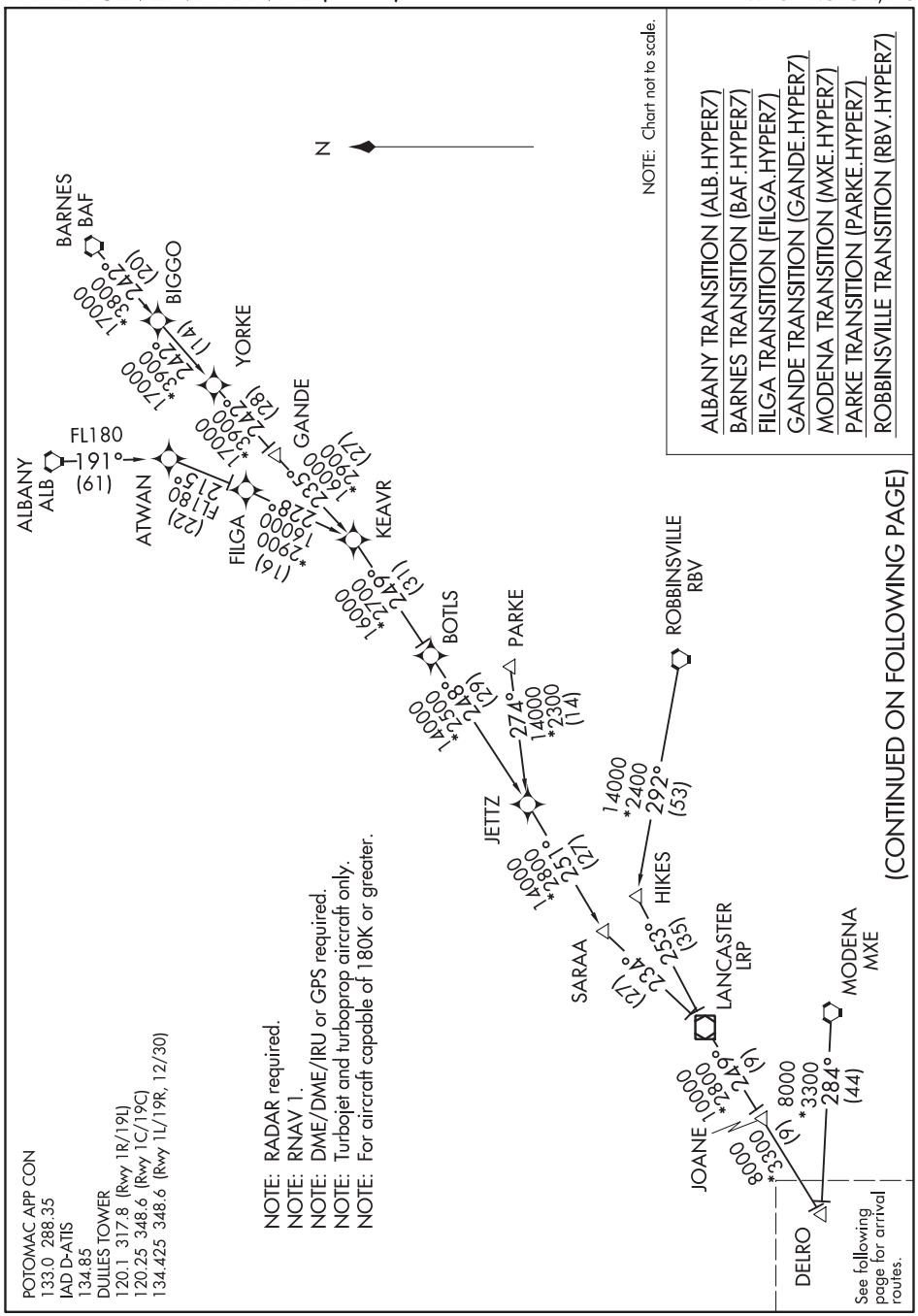
LANDING IAD RUNWAYS 1C, 1L, 1R, 30: From over GIBBZ on track 108° to SUNYJ, then on track 168° to SIYOB, then on track 192° to MIKEJ. Expect radar vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

GIBBZ THREE ARRIVAL (RNAV) Arrival Routes
WASHINGTON, DC

HYPER SEVEN ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



(CONTINUED ON FOLLOWING PAGE)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

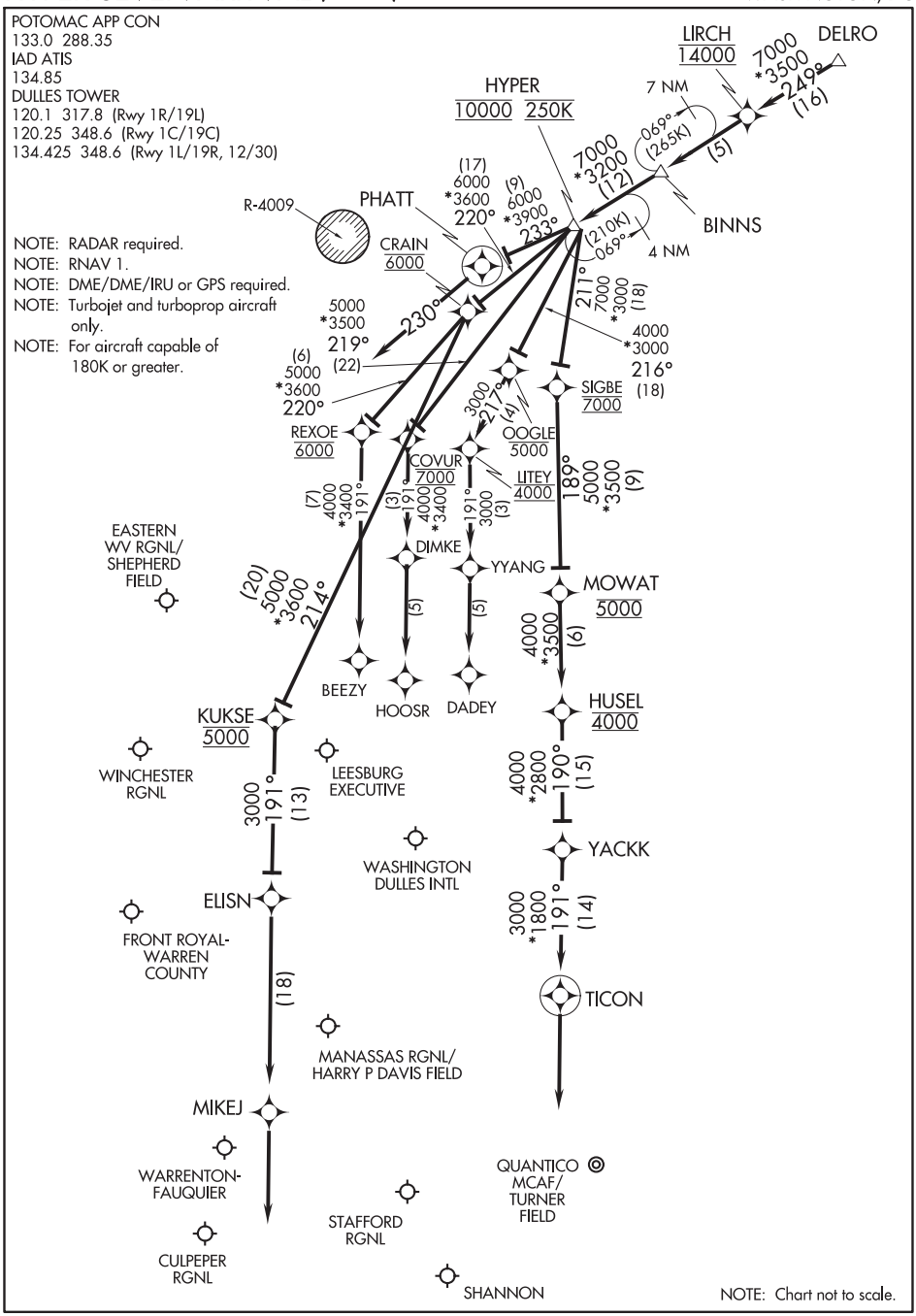
HYPER SEVEN ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

(DELRO.HYPER7) 20198 AL-5100 (FAA)

HYPER SEVEN ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

HYPER SEVEN ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

(DELRO.HYPER7) 15SEP16

ARRIVAL ROUTE DESCRIPTION

From DELRO on track 249° to cross LIRCH at 14000, then on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K.

LANDING RWY 1C/R: From HYPER on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK , then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RWY 1L: From HYPER on track 220° to cross CRAIN at 6000, then on track 214° to cross KUKSE at 5000, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RWY 19L: From HYPER on track 216° to cross OOGLE at/below 5000, then on track 217° to cross LITEY at 4000, then on track 191° to YYANG, then on track 191° to DADEY. Expect ILS or LOC to RWY 19L.

LANDING RWY 19C: From HYPER on track 219° to cross COVUR at 7000, then on track 191° to DIMKE, then on track 191° to HOOSR. Expect ILS or LOC to RWY 19C.

LANDING RWY 19R: From HYPER on track 220° to cross CRAIN at 6000, then on track 220° to cross REXOE at 6000, then on track 191° to BEEZY. Expect ILS or LOC to RWY 19R.

LANDING KNYG/KRMN/KHWY/KCJR/KEZF/KHEF: From DELRO on track 249° to cross LIRCH at 14000, then on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

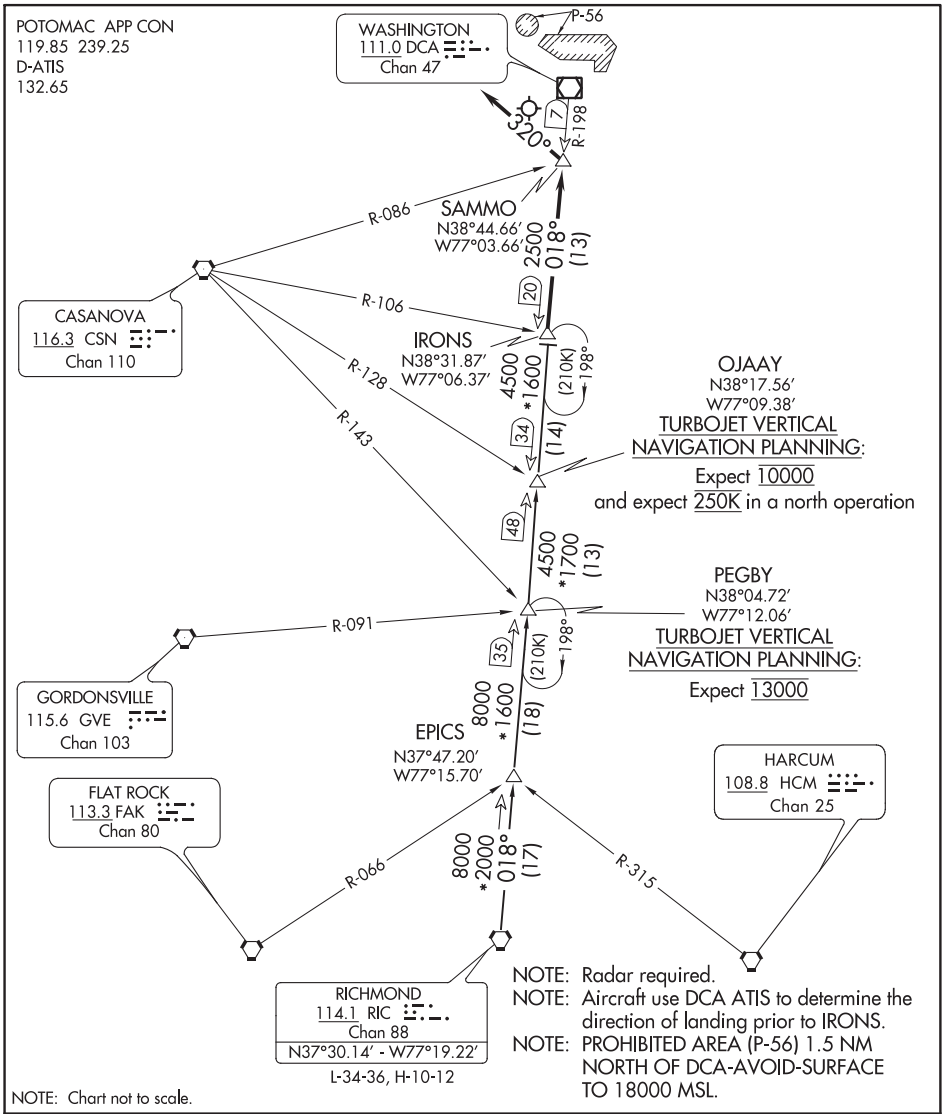
LANDING KFRR/KOKV/KMRB/KJYO: From DELRO on track 249° to cross LIRCH at 14000, then on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 233° to PHATT, then on heading 230° or as assigned by ATC. Expect RADAR vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

(IRONS.IRONS7) 20198

IRONS SEVEN ARRIVAL

RONALD REAGAN WASHINGTON NATIONAL (DCA)
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

RICHMOND TRANSITION (RIC.IRONS7): From over RIC VORTAC via RIC R-018 and DCA R-198 to IRONS. Thence....

....from IRONS:

LANDING SOUTH: Then on DCA R-198 to SAMMO, then on 320° heading or assigned by ATC, expect radar vectors to final approach course.

LANDING NORTH: Expect radar vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

IRONS SEVEN ARRIVAL
(IRONS.IRONS7) 15SEP16
WASHINGTON, DC
RONALD REAGAN WASHINGTON NATIONAL (DCA)

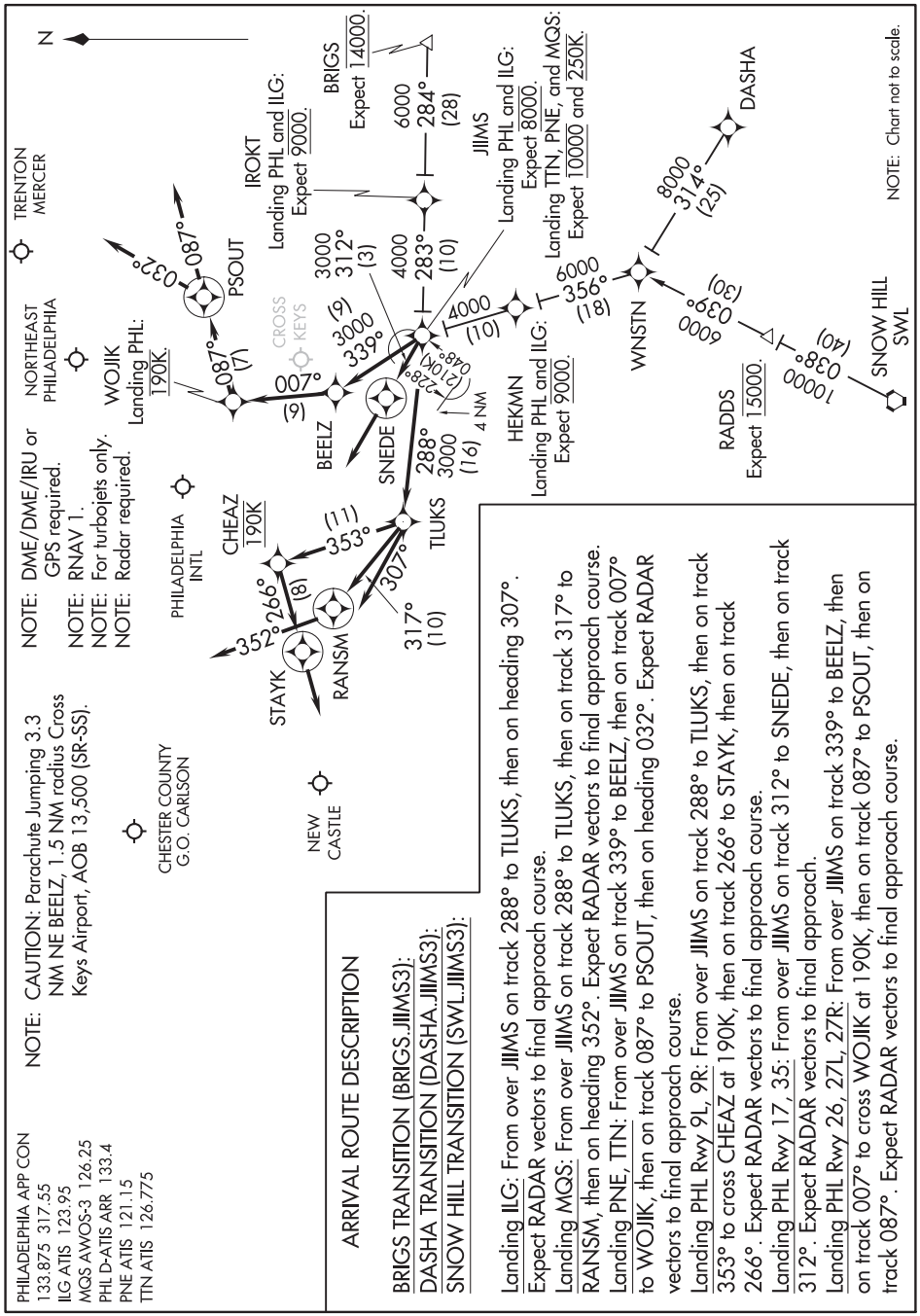
JIIMS THREE ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON
133.875 317.55
ILG ATIS 123.95
MQS AWOS-3 126.25
PHL D-ATIS ARR 133.4
PNE ATIS 121.15
TTN ATIS 126.775

NOTE: CAUTION: Parachute Jumping 3.3 NM NE BEELZ, 1.5 NM radius Cross Keys Airport, AOB 13,500 (SR-SS).

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojets only.
NOTE: Radar required.



ARRIVAL ROUTE DESCRIPTION

BRIGS TRANSITION (BRIGS.JIIMS3):
DASHA TRANSITION (DASHA.JIIMS3):
SNOW HILL TRANSITION (SWL.JIIMS3):

Landing ILG: From over JIIMS on track 288° to TLUKS, then on heading 307°. Expect RADAR vectors to final approach course.

Landing MQS: From over JIIMS on track 288° to TLUKS, then on track 317° to RANSM, then on heading 352°. Expect RADAR vectors to final approach course.

Landing PNE, TTN: From over JIIMS on track 339° to BEELZ, then on track 007° to WOJIK, then on track 087° to PSOUT, then on heading 032°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 9L, 9R: From over JIIMS on track 288° to TLUKS, then on track 353° to cross CHEAZ at 190K, then on track 266° to STAYK, then on track 266°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 17, 35: From over JIIMS on track 312° to SNEDE, then on track 312°. Expect RADAR vectors to final approach.

Landing PHL Rwy 26, 27L, 27R: From over JIIMS on track 339° to BEELZ, then on track 007° to cross WOJIK at 190K, then on track 087° to PSOUT, then on track 087°. Expect RADAR vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

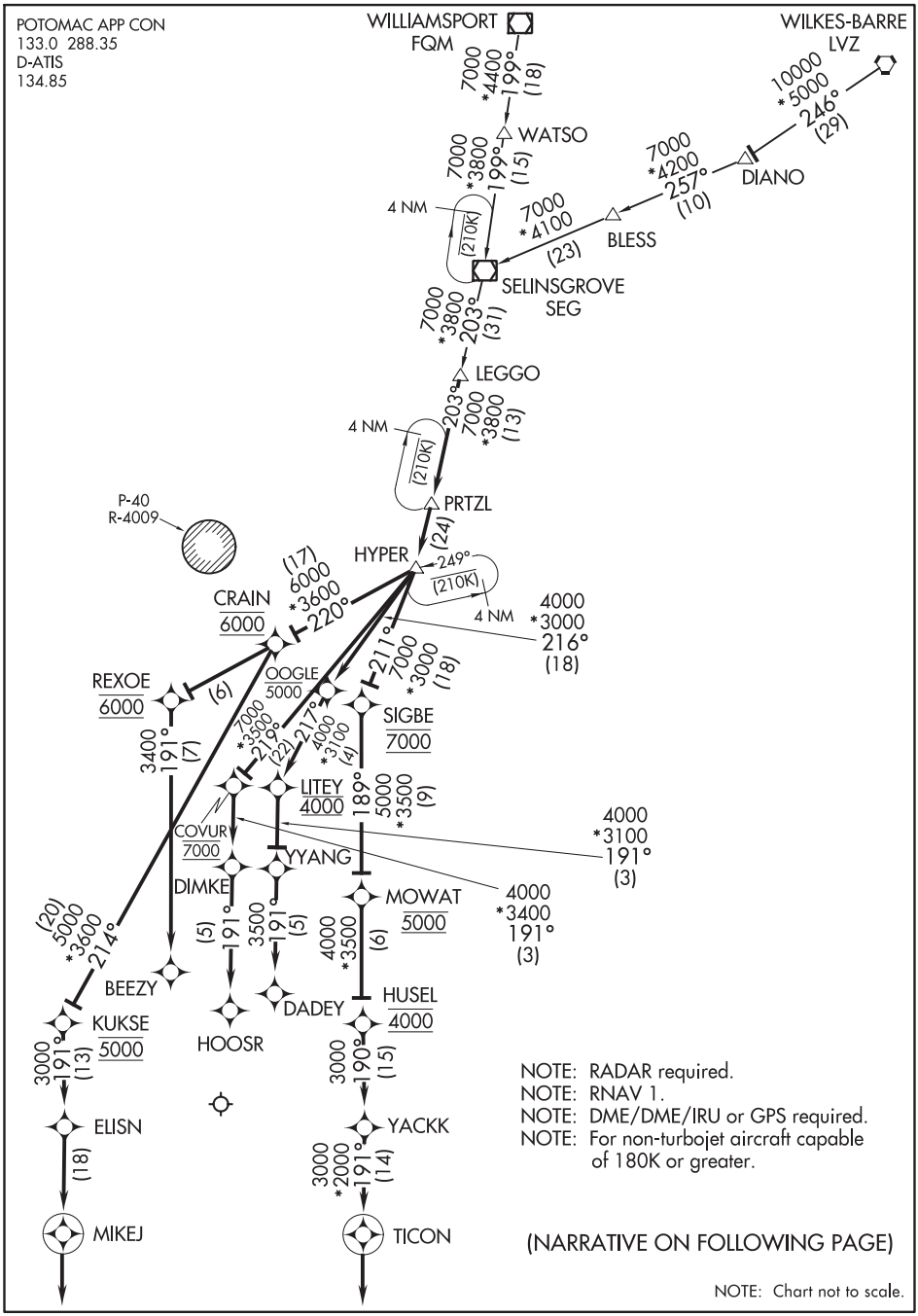
JIIMS THREE ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA

(LEGGO.LEGGO5) 20198 AL-5100 (FAA)

LEGGO FIVE ARRIVAL (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LEGGO FIVE ARRIVAL (RNAV)

(LEGGO.LEGGO5) 08NOV18

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.LEGGO5):
WILLIAMSPORT TRANSITION (FQM.LEGGO5):
SELINSGROVE TRANSITION (SEG.LEGGO5):

From LEGGO on track 203° to PRTZL, then on track 203° to HYPER.

LANDING RWYS 01R/C: From HYPER on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final apporach course.

LANDING RWY 01L: From HYPER on track 220° to cross CRAIN at 6000, then on track 214° to cross KUKSE at 5000, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RWY 19C: From HYPER on track 219° to cross COVUR at 7000, then on track 191° to DIMKE, then on track 191° to HOOSR. Expect ILS or LOC to Rwy 19C.

LANDING RWY 19L: From HYPER on track 216° to cross OOGLE at/below 5000, then on track 217° to cross LITEY at 4000, then on track 191° to YYANG, then on track 191° to DADEY. Expect ILS or LOC to Rwy 19L.

LANDING RWY 19R: From HYPER on track 220° to cross CRAIN at 6000, then on track 220° to cross REXOE at 6000, then on track 191° to BEEZY.
Expect ILS or LOC to Rwy 19R.

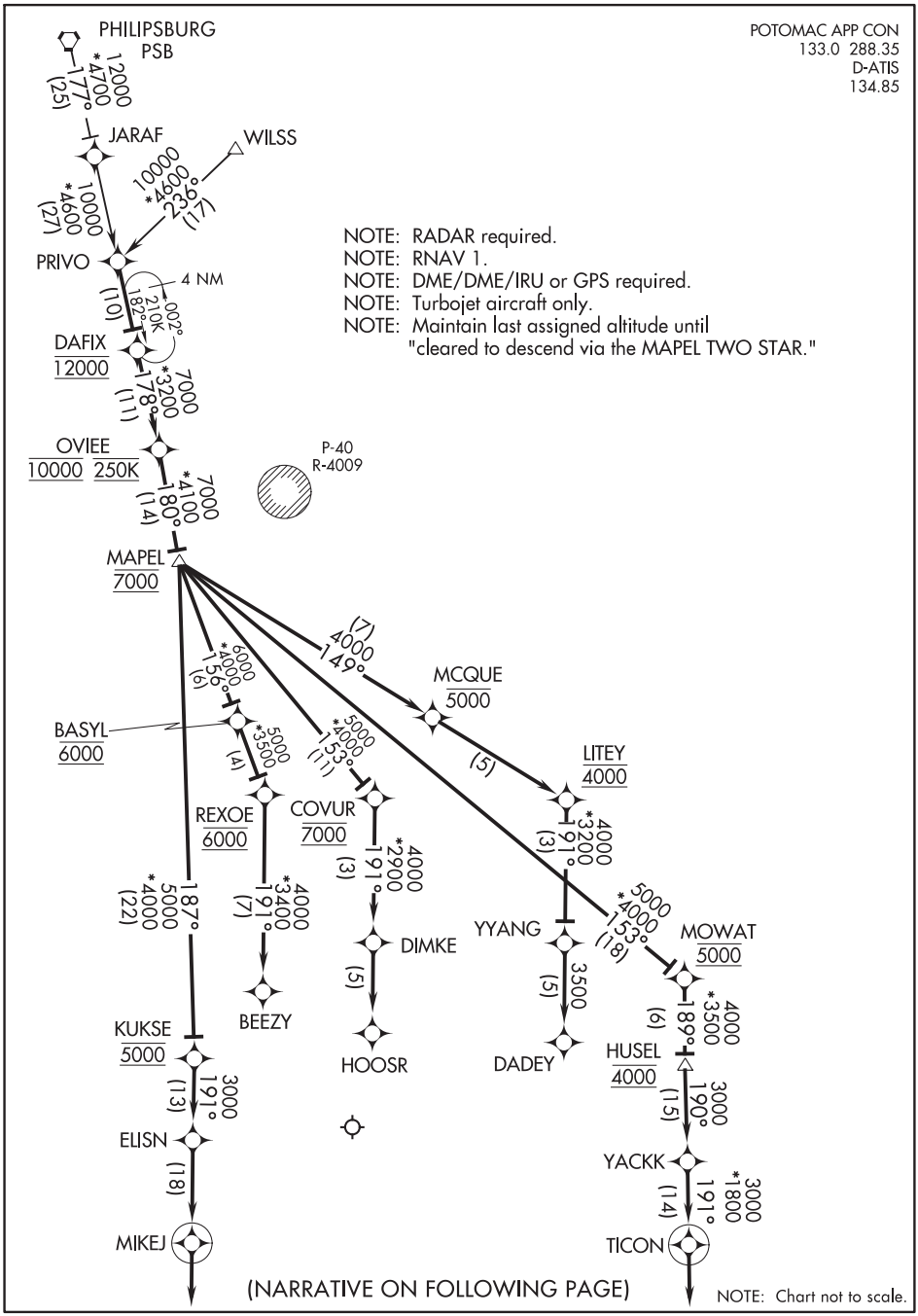
NE-3, 10 SEP 2020 to 05 NOV 2020

(PRIVO.MAPEL2) 17117

AL-5100 (FAA)

MAPEL TWO ARRIVAL (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Maintain last assigned altitude until "cleared to descend via the MAPEL TWO STAR."

NE-3, 10 SEP 2020 to 05 NOV 2020

MAPEL TWO ARRIVAL (RNAV)

(PRIVO.MAPEL2) 05JAN17

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.MAPEL2):
WILSS TRANSITION (WILSS.MAPEL2):

From PRIVO on track 177° to cross DAFIX at 12000, then on track 178° to cross OVIEE at 10000 and at 250K, then on track 180° to cross MAPEL at 7000.

LANDING RWYS 01R/C: From MAPEL on track 153° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final apporach course.

LANDING RWY 01L: From MAPEL on track 187° to cross KUKSE at 5000, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RWY 19C: From MAPEL on track 153° to cross COVUR at 7000, then on track 191° to DIMKE, then on track 191° to HOOSR. Expect ILS or LOC to Rwy 19C.

LANDING RWY 19L: From MAPEL on track 149° to cross MCQUE at/below 5000, then on track 149° to cross LITEY at 4000, then on track 191° to YYANG, then on track 191° to DADEY. Expect ILS or LOC to Rwy 19L.

LANDING RWY 19R: From MAPEL on track 156° to cross BASYL at 6000, then on track 156° to cross REXOE at 6000, then on track 191° to BEEZY. Expect ILS or LOC to Rwy 19R.

NE-3, 10 SEP 2020 to 05 NOV 2020

MIIDY TWO ARRIVAL (RNAV)

BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (MIIDY.MIIDY2)

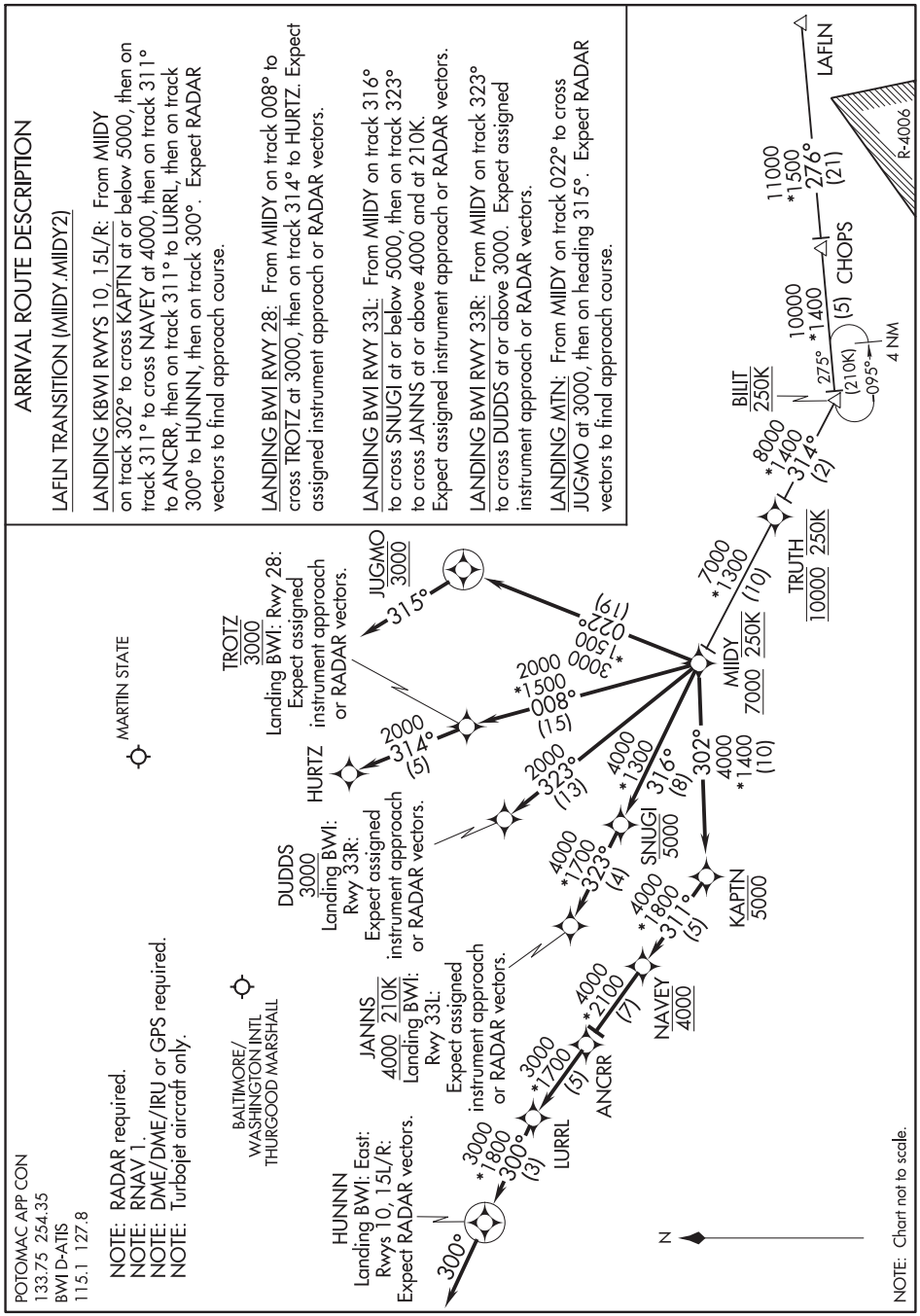
LANDING KBWI RWYS 10, 15L/R: From MIIDY on track 302° to cross KAPTN at or below 5000, then on track 311° to cross NAVEY at 4000, then on track 311° to ANCRR, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 300°. Expect RADAR vectors to final approach course.

LANDING BWI RWY 28: From MIIDY on track 008° to cross TROTZ at 3000, then on track 314° to HURTZ. Expect assigned instrument approach or RADAR vectors.

LANDING BWI RWY 33L: From MIIDY on track 316° to cross SNUGI at or below 5000, then on track 323° to cross JANNS at or above 4000 and at 210K. Expect assigned instrument approach or RADAR vectors.

LANDING BWI RWY 33R: From MIIDY on track 323° to cross DUDDS at or above 3000. Expect assigned instrument approach or RADAR vectors.

LANDING MTN: From MIIDY on track 022° to cross JUGMO at 3000, then on heading 315°. Expect RADAR vectors to final approach course.



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NUMMY THREE ARRIVAL

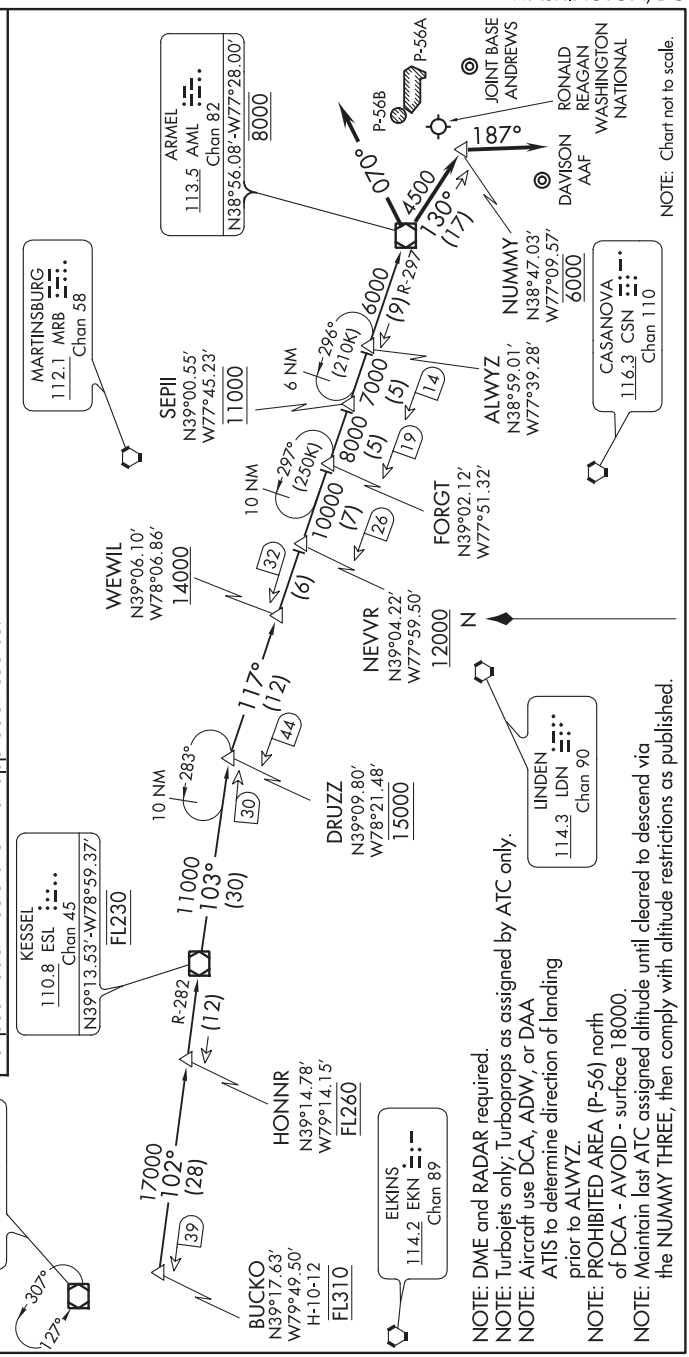
WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

BUCKO TRANSITION (BUCKO.NUMMY3): From over BUCKO on ESL R-282 to ESL VOR/DME, then on ESL R-103 to DRUZZ, then on AML R-297 to AML VOR/DME.

Landing DCA Rwys 1, 4, 33, ADW Rwys 1L, 1R, and DAA: From over AML VOR/DME on AML VOR/DME R-130 to cross NUMMY at 6000, then on heading 187°, expect radar vectors to final approach course.

Landing DCA Rwys 15, 19, 22 and ADW Rwys 19L, 19R: Depart AML VOR/DME on heading 070°, expect radar vectors to final approach course.



NE-3, 10 SEP 2020 to 05 NOV 2020

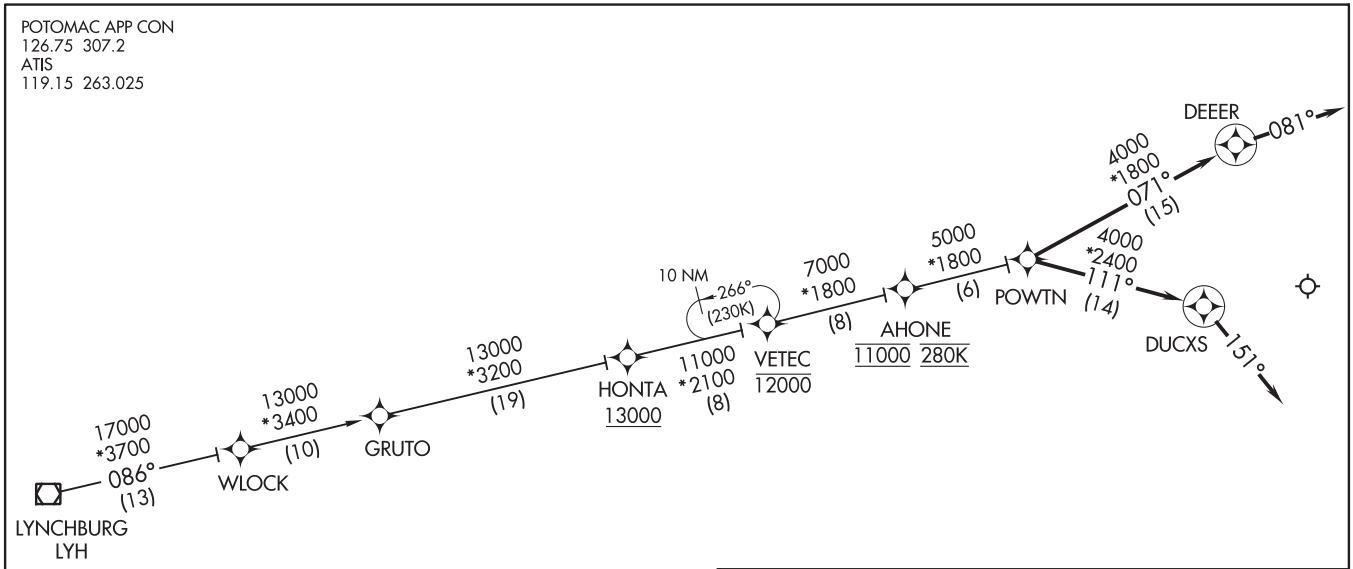
NUMMY THREE ARRIVAL

WASHINGTON, DC

POWTN FIVE ARRIVAL (RNAV)

(POWTN.POWTN5) 10SEP20

RICHMOND, VIRGINIA
RICHMOND INTL (RIC)



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aicraft only.
NOTE: Maintain last ATC assigned altitude until cleared to "descend via the POWTN STAR".
ARTCC will issue landing direction assignment (north or south) and Potomac TRACON will issue runway assignments.

N

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LYNCHBURG TRANSITION (LYH.POWTN5)

LANDING NORTH RUNWAYS 2, 34: From POWTN on track 111° to DUCXS, then on heading 151° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING SOUTH RUNWAYS 16, 20: From POWTN on track 071° to DEEER, then on heading 081° or as assigned by ATC. Expect RADAR vectors to final approach course.

(POWTN.POWTN5) 20254

POWTN FIVE ARRIVAL (RNAV)

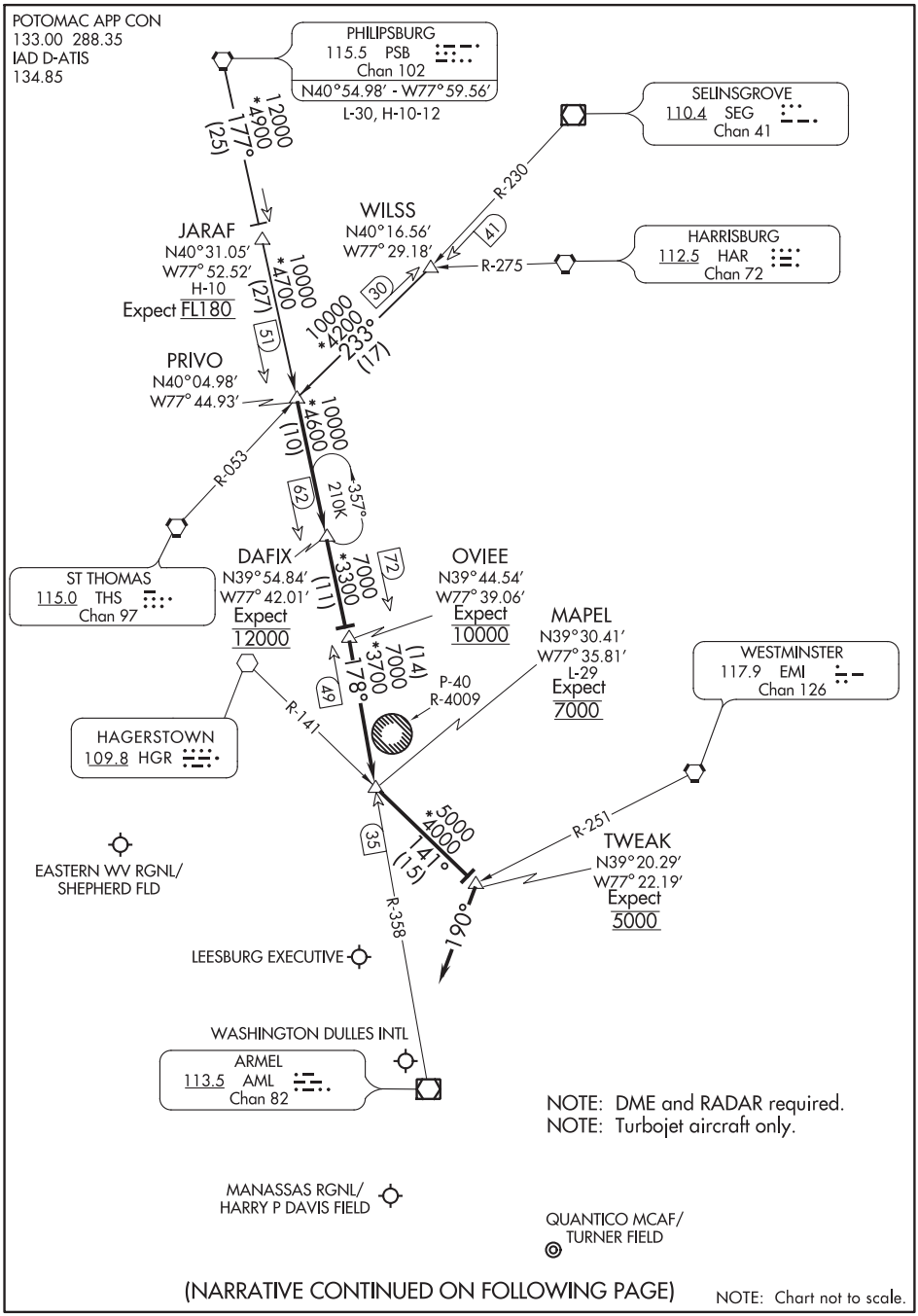
RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

Z32

AL-347 (FAA)

PRIVO TWO ARRIVAL

WASHINGTON, DC



(NARRATIVE CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PRIVO TWO ARRIVAL

WASHINGTON, DC

NE-3, 10 SEP 2020 to 05 NOV 2020

ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.PRIVO2): From over PSB VORTAC on PSB R-177 to PRIVO. Thence...
WILSS TRANSITION (WILSS.PRIVO2): From over WILSS on THS R-053 to PRIVO. Thence...

...from PRIVO on PSB R-177 to DAFIX, then on PSB R-177 to OVIEE, then on AML R-358 to MAPEL. Then on HGR R-141 to TWEAK. Then on heading 190° or as assigned by ATC.

LANDING RWYS 01L/C/R and 30: Expect RADAR vectors to final approach course after TWEAK.
LANDING RWYS 19L/C/R and 12: Expect RADAR vectors to final approach course after MAPEL.
LANDING KHEF and KNYG: Expect RADAR vectors to destination airport after TWEAK.
LANDING KMRB and KJYO: Expect RADAR vectors to destination airport after MAPEL.

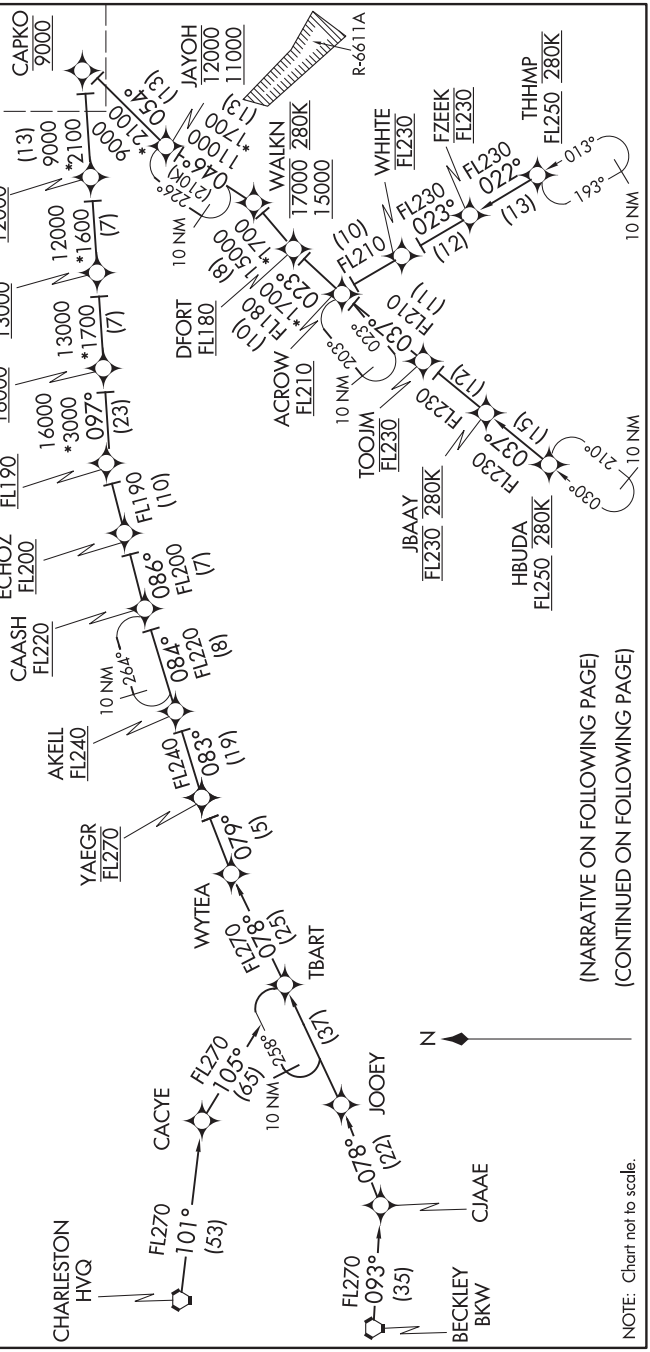
RAVNN SIX ARRIVAL (RNAV) Transition Routes

BALTIMORE, MARYLAND

BECKLEY TRANSITION (BKW.RAVNN6)
CHARLESTON TRANSITION (HVQ.RAVNN6)
HBUDA TRANSITION (HBUDA.RAVNN6): (ATC assigned only).
JOOEY TRANSITION (JOOEY.RAVNN6): (ATC assigned only).
THHMP TRANSITION (THHMP.RAVNN6)

POTOMAC APP CON
128.35 270.275
BWI D-ATIS
115.1 127.8

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: All part 91, 101, 103, 105, 125, 133, 135, and 137 flight operations are prohibited on the HVQ/BKW/JOOEY transitions.



NE-3, 10 SEP 2020 to 05 NOV 2020

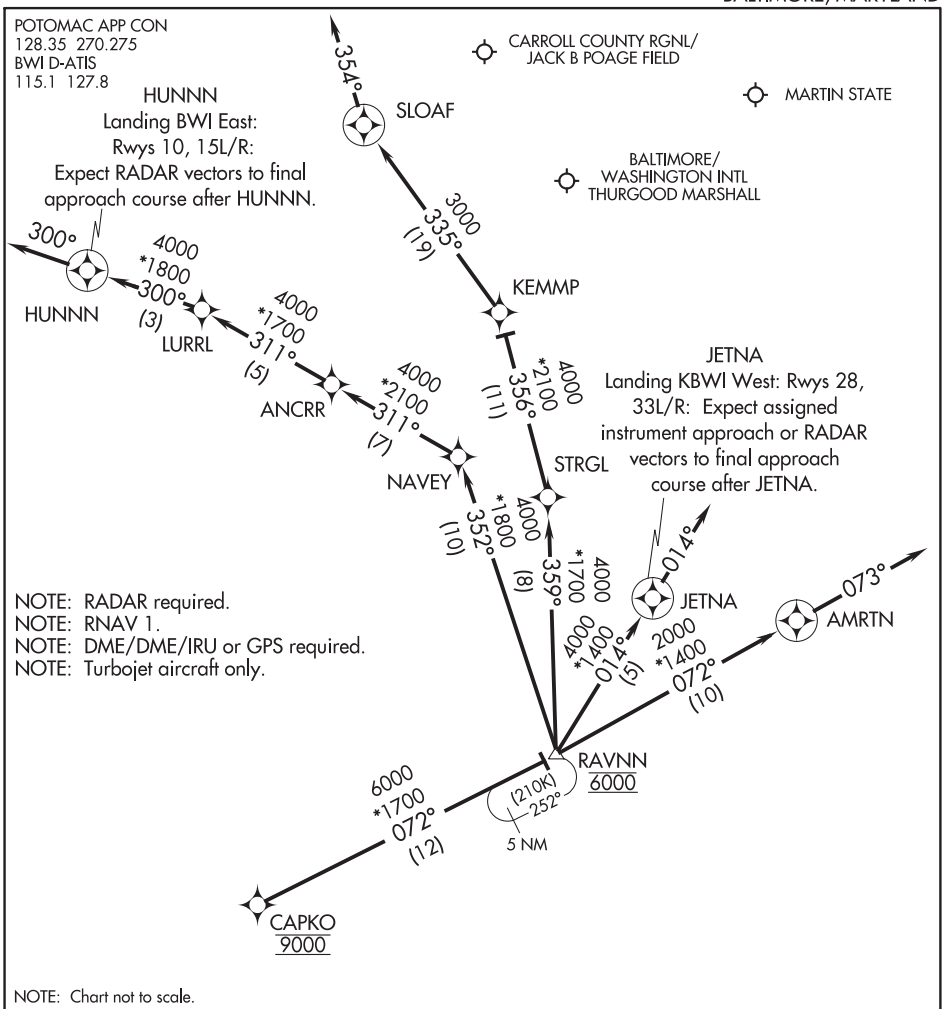
RAVNN SIX ARRIVAL (RNAV) Transition Routes

BALTIMORE, MARYLAND

(CAPKO.RAVNN6) 20198 AL-804 (FAA)

RAVNN SIX ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ARRIVAL ROUTE DESCRIPTION

From CAPKO on track 072° to cross RAVNN at 6000.

LANDING BWI RUNWAYS 10, 15L/R: From RAVNN on track 352° to NAVEY, then on track 311° to ANCRR, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 300°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAYS 28, 33L/R: From RAVNN on track 014° to JETNA, then on track 014°. Expect assigned instrument approach or RADAR vectors to final approach course.

LANDING DMW: From CAPKO on track 072° to cross RAVNN at 6000, then on track 359° to STRGL, then on track 356° to KEMMP, then on track 335° to SLOAF, then on heading 354°. Expect RADAR vectors to final approach course.

LANDING MTN: From CAPKO on track 072° to cross RAVNN at 6000, then on track 072° to AMRTN, then on track 073°. Expect RADAR vectors to final approach course.

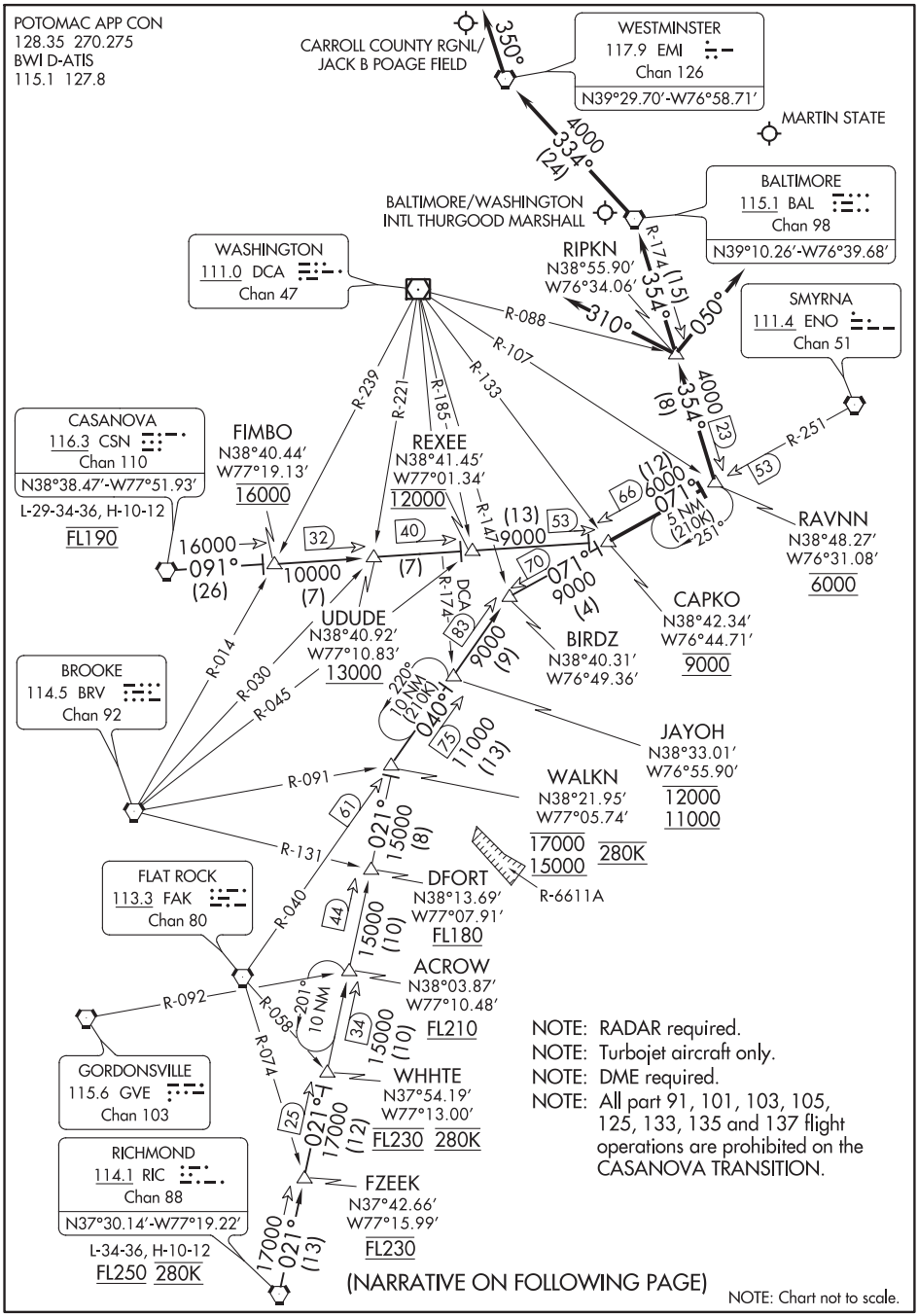
RAVNN SIX ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

(CAPKO.RAVNN6) 10DEC15

RIPKN TWO ARRIVAL

BALTIMORE, MARYLAND



NE-3, 10 SEP 2020 to 05 NOV 2020

RIPKN TWO ARRIVAL
BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

CASANOVA TRANSITION (CSN.RIPKN2): From over CSN VORTAC on CSN R-091 to CAPKO INT, thence....

RICHMOND TRANSITION (RIC.RIPKN2): From over RIC VORTAC on RIC R-021 to WALKN INT, then on FAK R-040 to BIRDZ INT, then on ENO R-251 to CAPKO INT, thence....

....from CAPKO INT on ENO R-251 to cross RAVNN INT at 6000.

RWY 28, 33L/R: From RAVNN on BAL R-174 to RIPKN, then on heading 354°. Expect RADAR vectors to final approach course.

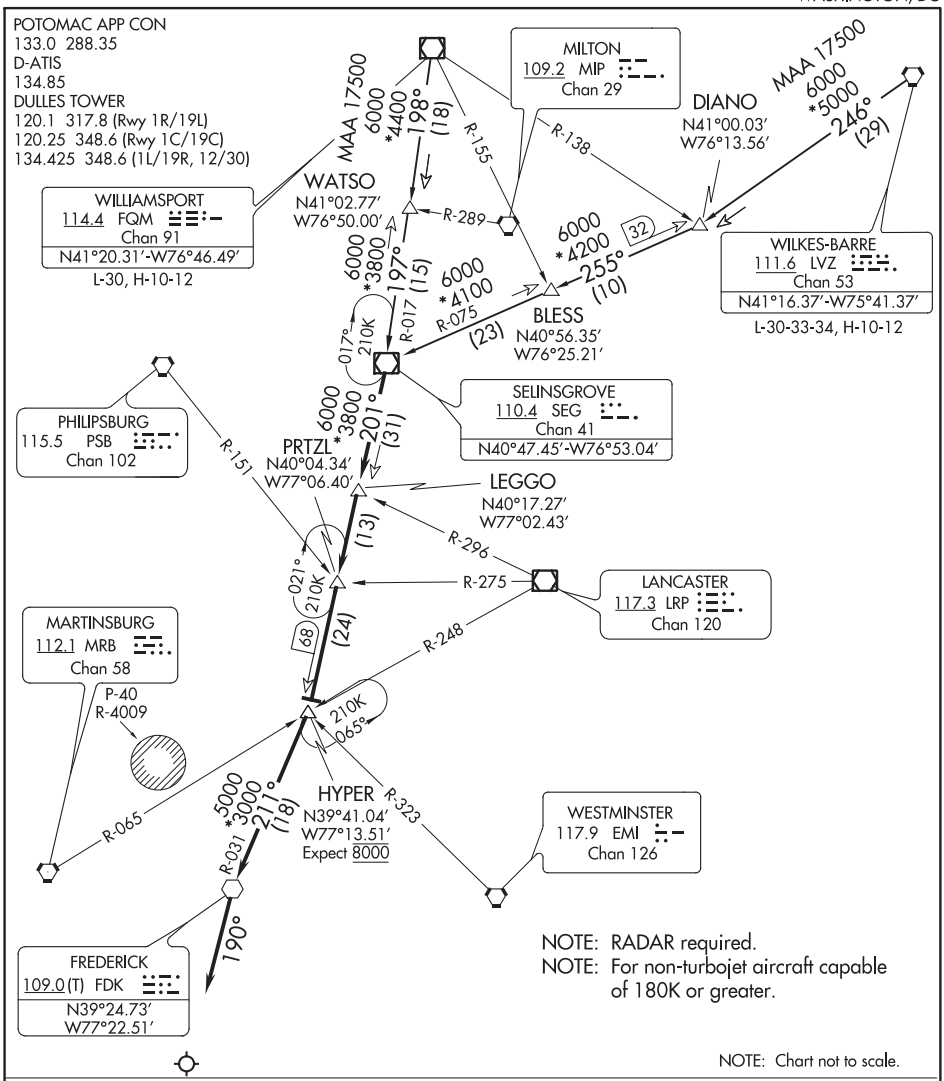
RWY 10, 15L/R: From RAVNN on BAL R-174 to RIPKN, then on heading 310°. Expect RADAR vectors to final approach course.

LANDING MTN: From RAVNN on BAL R-174 to RIPKN, then on heading 050°. Expect RADAR vectors to final approach course.

LANDING DMW: From RAVNN on BAL R-174 to RIPKN, then on BAL R-174 to BAL, then on BAL R-334 to EMI, then on heading 350°. Expect RADAR vectors to final approach course.

SELINSGROVE SIX ARRIVAL

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

WILKES-BARRE TRANSITION (LVZ.SEG6):
From over LVZ VORTAC on LVZ R-246 and SEG R-075 to SEG VOR/DME. Thence....

WILLIAMSPORT TRANSITION (FQM.SEG6):
From over FQM VOR/DME on FQM R-198 and SEG R-017 to SEG VOR/DME. Thence....

....From SEG VOR/DME on SEG R-201 to LEGGO, then on SEG R-201 to PRTZL, then on SEG R-201 to HYPER, then on FDK R-031 to FDK VOR, then on heading 190° or as assigned by ATC. Expect RADAR vectors to final approach course.

SELINSGROVE SIX ARRIVAL

NE-3, 10 SEP 2020 to 05 NOV 2020

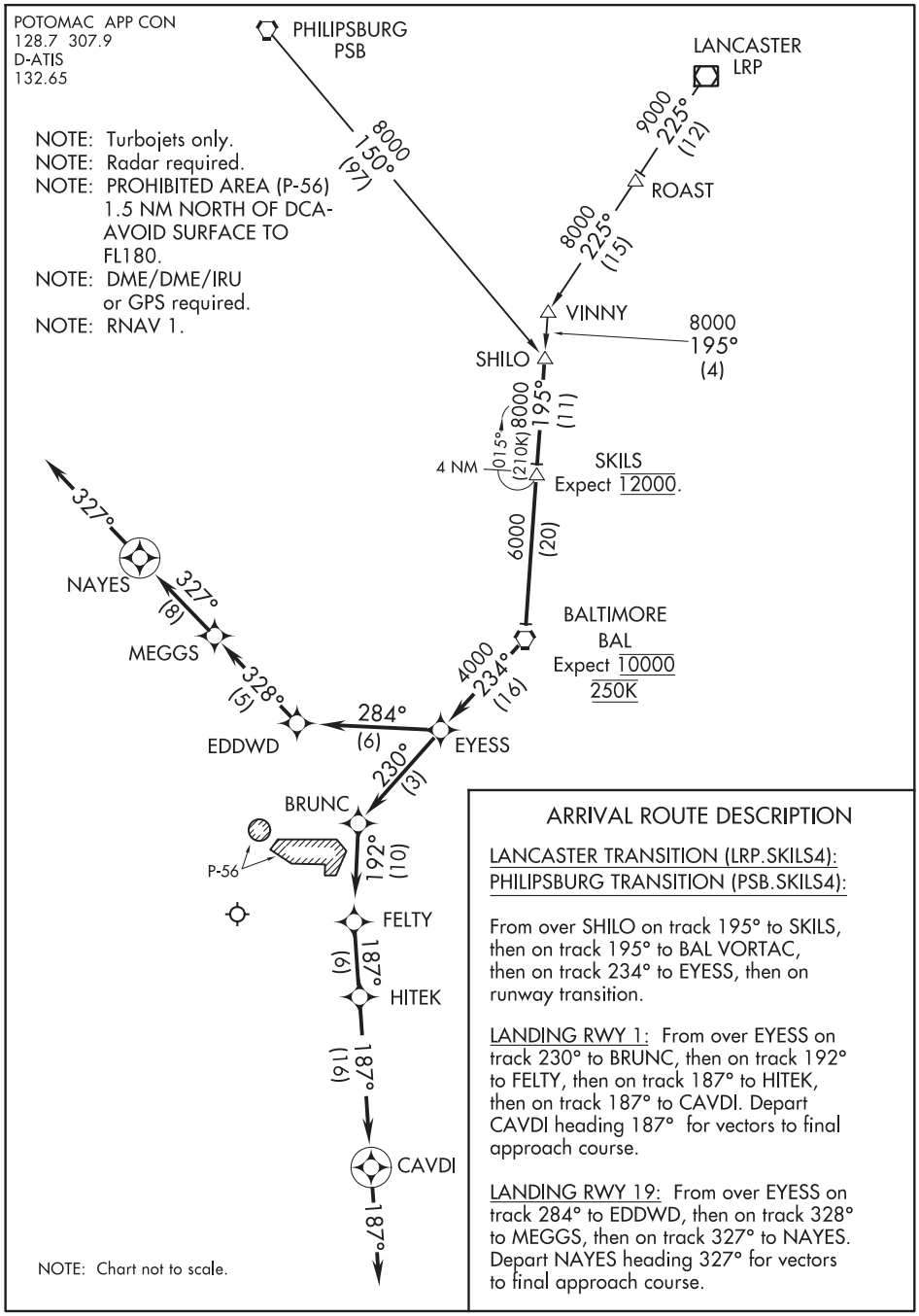
(SKILS.SKILS4) 20198

AL-443 (FAA)

WASHINGTON, DC

SKILS FOUR ARRIVAL (RNAV)

RONALD REAGAN WASHINGTON NATIONAL (DCA)



ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.SKILS4):
PHILIPSBURG TRANSITION (PSB.SKILS4):

From over SHILO on track 195° to SKILS, then on track 195° to BAL VORTAC, then on track 234° to EYESS, then on runway transition.

LANDING RWY 1: From over EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI. Depart CAVDI heading 187° for vectors to final approach course.

LANDING RWY 19: From over EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES. Depart NAYES heading 327° for vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SKILS FOUR ARRIVAL (RNAV)

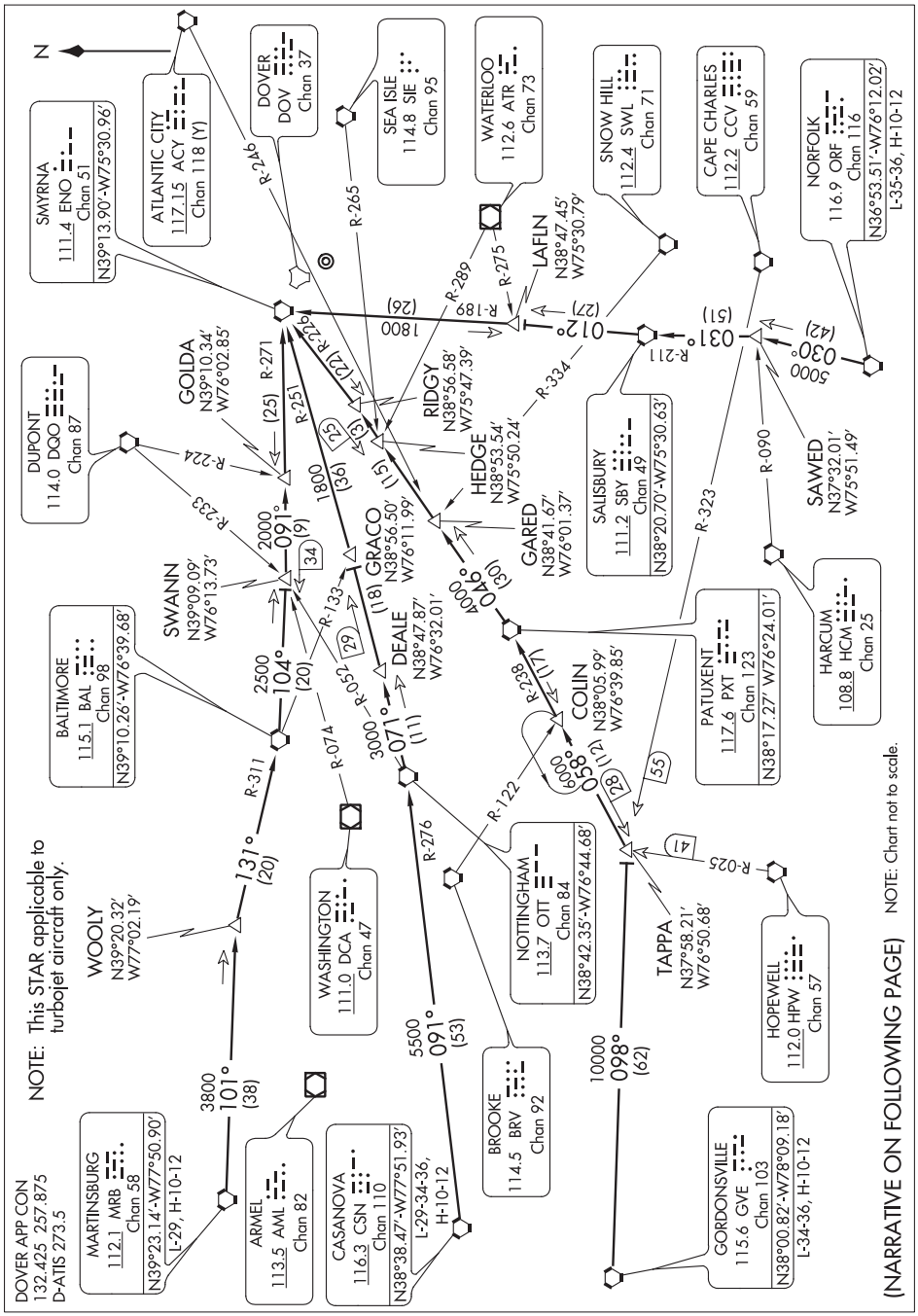
(SKILS.SKILS4) 29MAR18

WASHINGTON, DC

RONALD REAGAN WASHINGTON NATIONAL (DCA)

SMYRNA THREE ARRIVAL

DOVER AFB (KDOV)
DOVER, DELAWARE



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ARRIVAL DESCRIPTION

CASANOVA TRANSITION (CSN.ENO3): From over CSN VORTAC via CSN R-091 and OTT R-276 to OTT VORTAC. Then from OTT VORTAC via OTT R-071 and ENO R-251 to ENO VORTAC. Thence . . . .

GORDONSVILLE TRANSITION (GVE.ENO3): From over GVE VORTAC via GVE R-098 and PXT R-238 to PXT VORTAC. Then from PXT VORTAC via PXT R-046 and ENO R-226 to ENO VORTAC. Thence . . . .

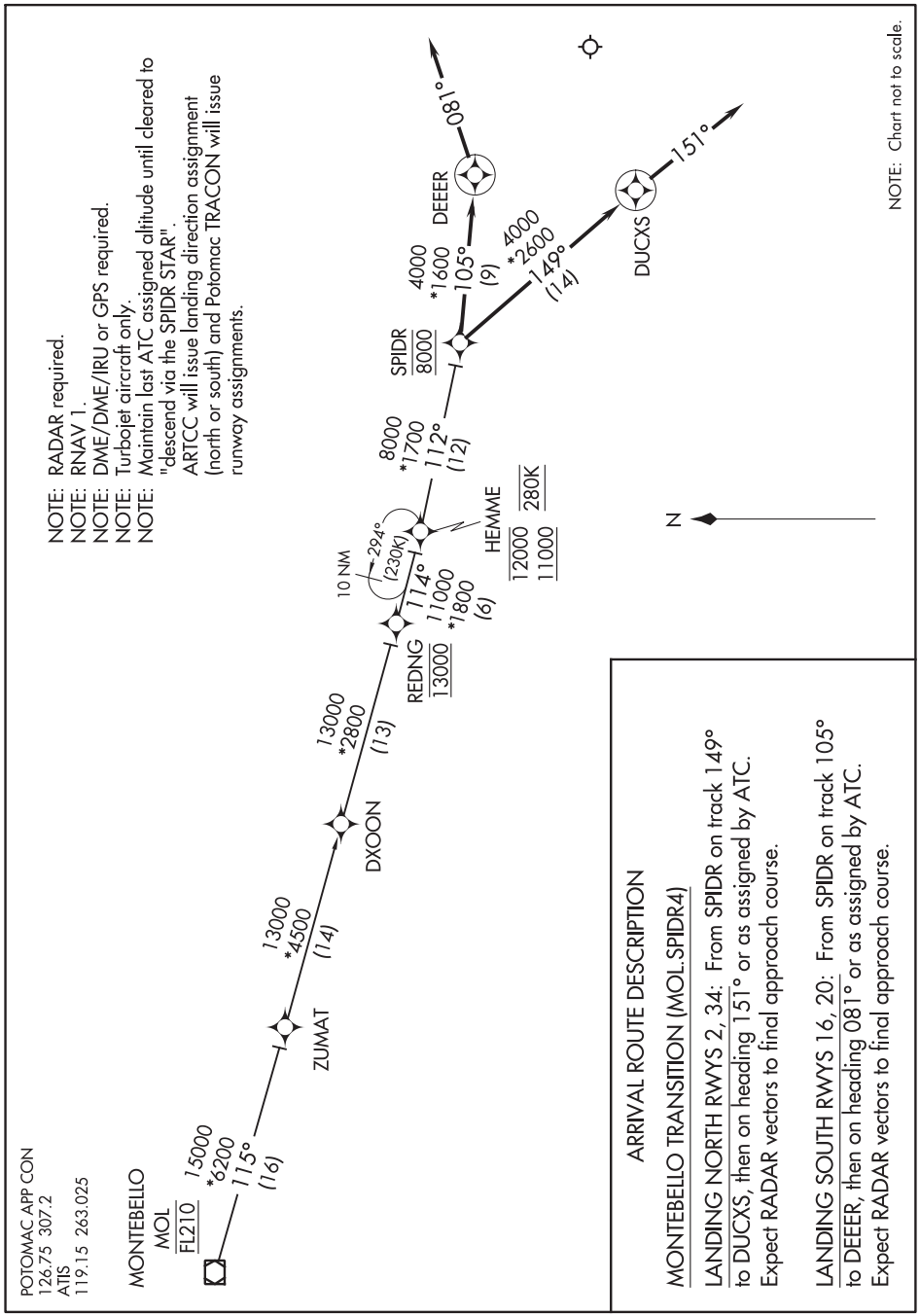
MARTINSBURG TRANSITION (MRB.ENO3): From over MRB VORTAC via MRB R-101 and BAL R-311 to BAL VORTAC. Then from BAL VORTAC via BAL R-104 and ENO R-271 to ENO VORTAC. Thence. . . .

NORFOLK TRANSITION (ORF.ENO3): From over ORF VORTAC via ORF R-030 and SBY R-211 to SBY VORTAC. Then from SBY VORTAC via SBY R-012 and ENO R-189 to ENO VORTAC. Thence. . . .

. . . . Expect radar vectors to final approach course from ENO VORTAC.

NE-3, 10 SEP 2020 to 05 NOV 2020

SPIDR FOUR ARRIVAL (RNAV)



NE-3, 10 SEP 2020 to 05 NOV 2020

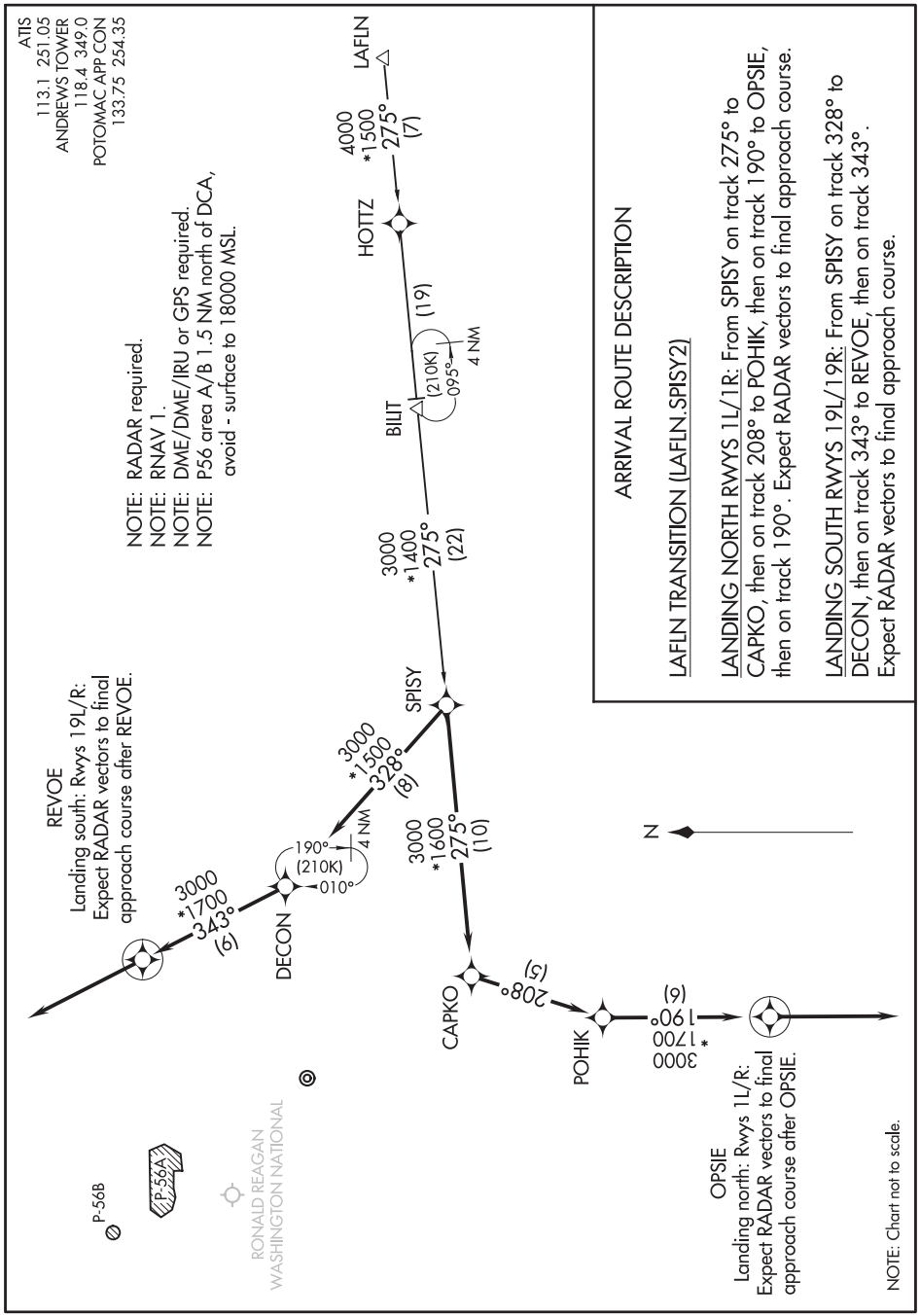
SPIDR FOUR ARRIVAL (RNAV)

RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

(SPISY.SPISY2) 15344

SPISY TWO ARRIVAL (RNAV)

JOINT BASE ANDREWS (ADW)
CAMP SPRINGS, MARYLAND



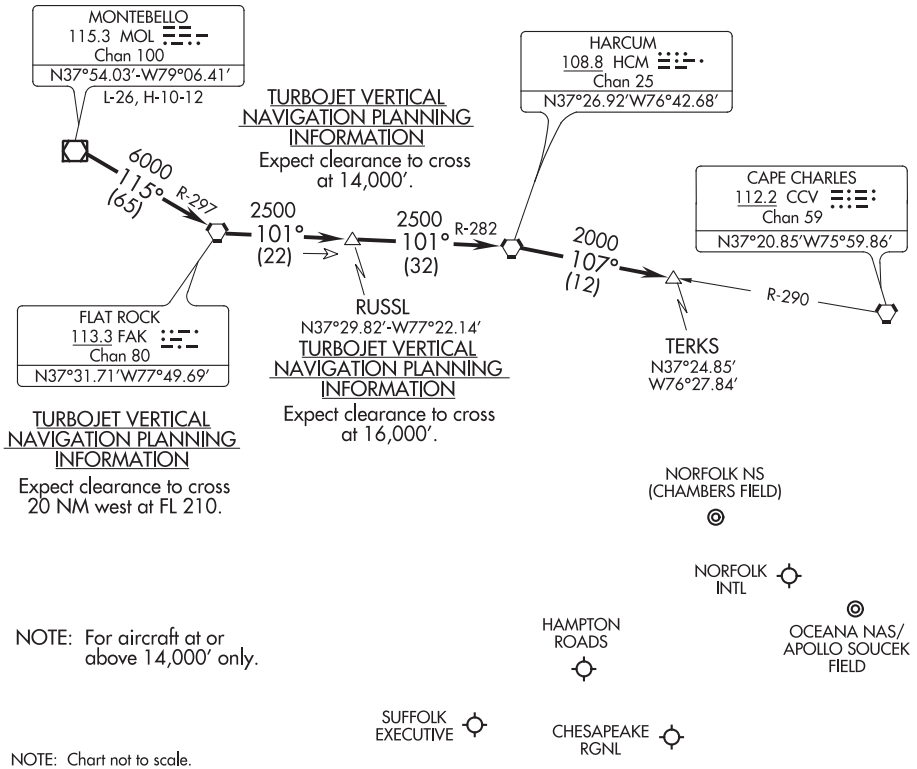
NE-3, 10 SEP 2020 to 05 NOV 2020

SPISY TWO ARRIVAL (RNAV)
(SPISY.SPISY2) 15344
CAMP SPRINGS, MARYLAND
JOINT BASE ANDREWS (ADW)

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NORFOLK APP CON
118.9 353.7
KNGU ATIS
118.425 342.0
KNTU ATIS
317.6
ORF INTL ATIS
127.15



NOTE: For aircraft at or above 14,000' only.

NOTE: Chart not to scale.

From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

NE-3, 10 SEP 2020 to 05 NOV 2020

(TIKEE.TIKEE3) 20198

TIKEE THREE ARRIVAL (RNAV)

WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

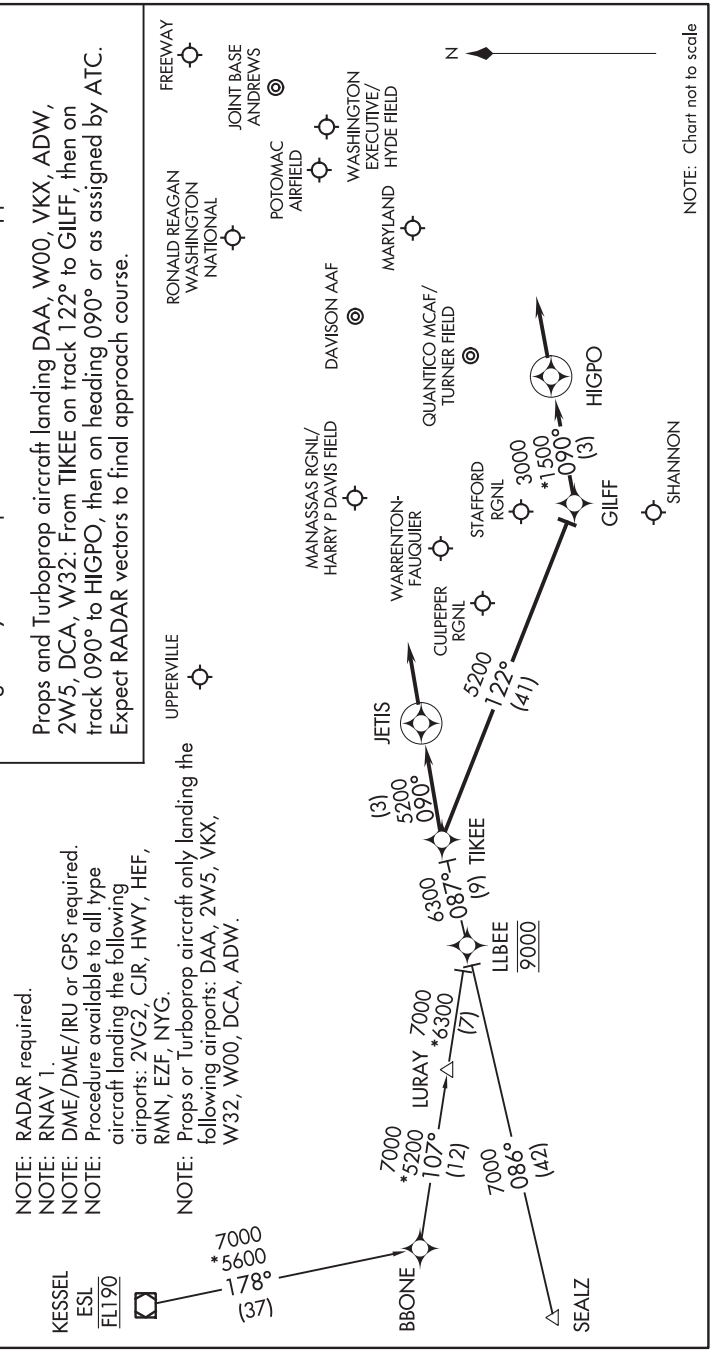
BBONE TRANSITION (BBONE.TIKEE3):
KESSEL TRANSITION (ESL.TIKEE3):
SEALZ TRANSITION (SEALZ.TIKEE3):

All aircraft types landing HEF, 2VG2, NYG, RMN, HWY, CJR, EZF: From TIKEE on track 090° to JETIS, then on heading 090° or as assigned by ATC. Expect RADAR vectors to final approach course.

Props and Turboprop aircraft landing DAA, W00, VKX, ADW, 2W5, DCA, W32: From TIKEE on track 122° to GILFF, then on track 090° to HIGPO, then on heading 090° or as assigned by ATC. Expect RADAR vectors to final approach course.

POTOMAC APP CON
120.45 306.925
DCA D-ATIS
132.65
KADW D-ATIS
113.1 251.05
KDAA ATIS
128.175

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Procedure available to all type aircraft landing the following airports: 2VG2, CJR, HWY, HEF, RMN, EZF, NYG.
NOTE: Props or Turboprop aircraft only landing the following airports: DAA, 2W5, VKX, W32, W00, DCA, ADW.



NE-3, 10 SEP 2020 to 05 NOV 2020

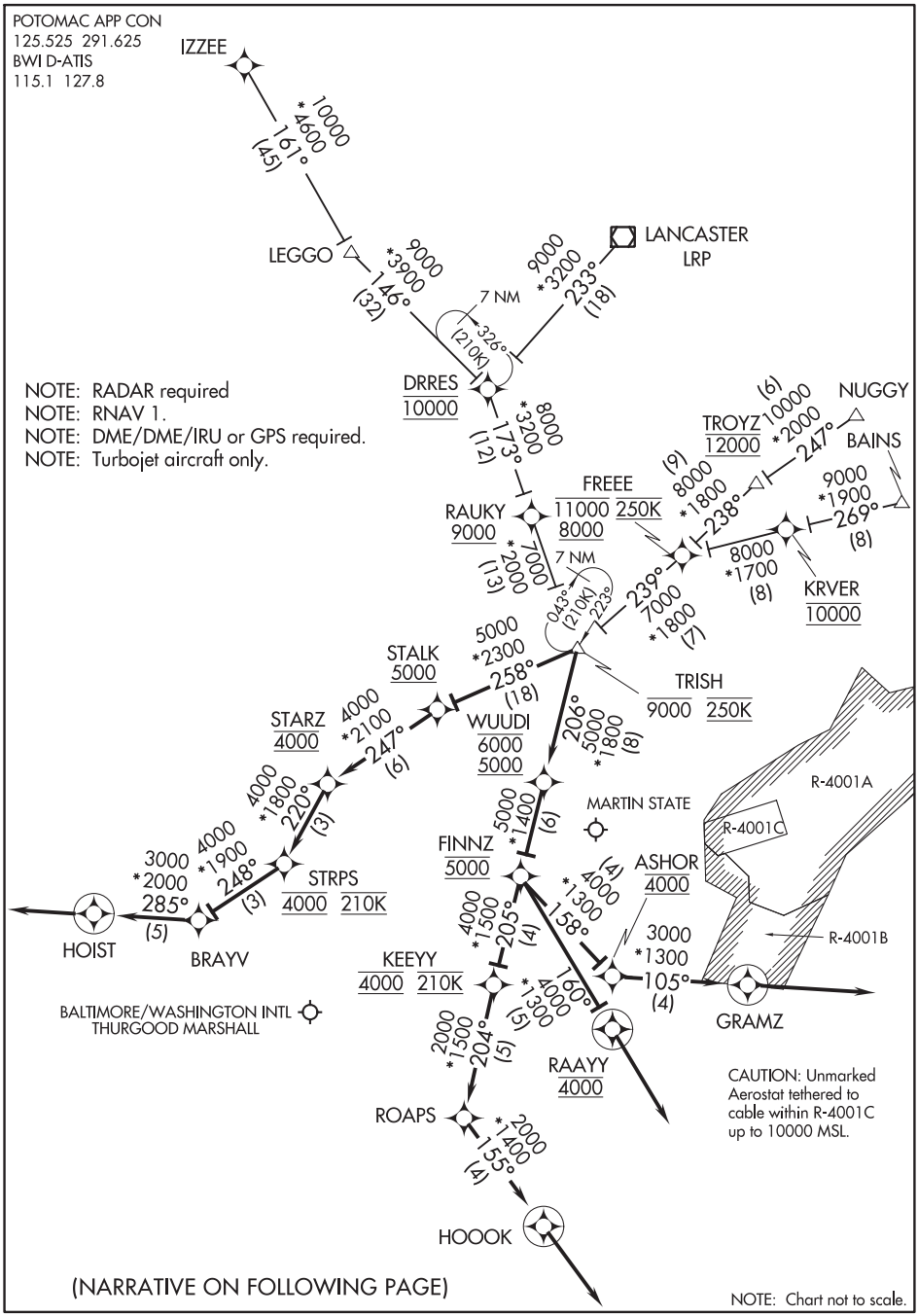
NE-3, 10 SEP 2020 to 05 NOV 2020

TIKEE THREE ARRIVAL (RNAV)
WASHINGTON, DC

(TIKEE.TIKEE3) 21JUL16

TRISH THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

TRISH THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

BAINS TRANSITION (BAINS.TRISH3):
IZZEE TRANSITION (IZZEE.TRISH3):
LANCASTER TRANSITION (LRP.TRISH3):
NUGGY TRANSITION (NUGGY.TRISH3):

LANDING BWI:

LANDING RWYS 10, 15L, 15R: From TRISH on track 258° to cross STALK at or above 5000, then on track 247° to cross STARZ at 4000, then on track 220° to cross STRPS at 4000 and at 210K, then on track 248° to BRAYV, then on track 285° to HOIST, then on heading 285° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING RWY 28: From TRISH on track 206° to cross WUUDI between 5000 and 6000, then on track 206° to cross FINNZ at 5000, then on track 158° to cross ASHOR at 4000, then on track 105° to GRAMZ, then on heading 105° or as assigned by ATC. Expect RADAR vectors to final approach course.

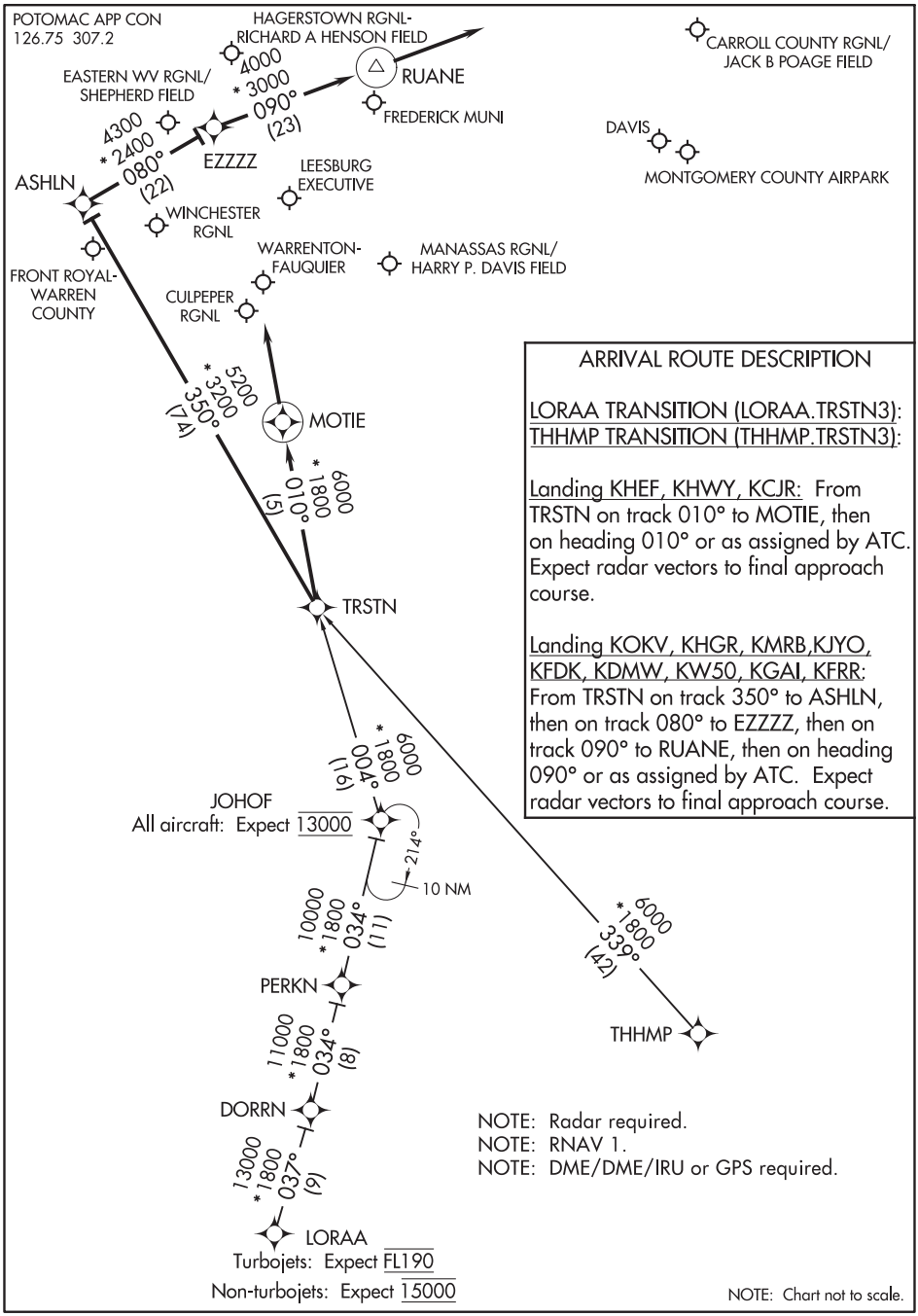
LANDING RWYS 33L/R: From TRISH on track 206° to cross WUUDI between 5000 and 6000, then on track 206° to cross FINNZ at 5000, then on track 205° to cross KEEYY at 4000 and at 210K, then on track 204° to ROAPS, then on track 155° to HOOOK, then on track 155°. Expect RADAR vectors to final approach course.

LANDING MTN: From TRISH on track 206° to cross WUUDI between 5000 and 6000, then on track 206° to cross FINNZ at 5000, then on track 160° to cross RAAYY at 4000, then on heading 160° or as assigned by ATC. Expect RADAR vectors to final approach course.

TRSTN THREE ARRIVAL (RNAV)

ST-5326

WASHINGTON, D.C.



ARRIVAL ROUTE DESCRIPTION

LORAA TRANSITION (LORAA.TRSTN3):
THHMP TRANSITION (THHMP.TRSTN3):

Landing KHEF, KHWY, KCJR: From TRSTN on track 010° to MOTIE, then on heading 010° or as assigned by ATC. Expect radar vectors to final approach course.

Landing KOKV, KHGR, KMRB,KJYO, KFDK, KDMW, KW50, KGAI, KFRR: From TRSTN on track 350° to ASHLN, then on track 080° to EZZZZ, then on track 090° to RUANE, then on heading 090° or as assigned by ATC. Expect radar vectors to final approach course.

NE-3, 10 SEP 2020 to 05 NOV 2020

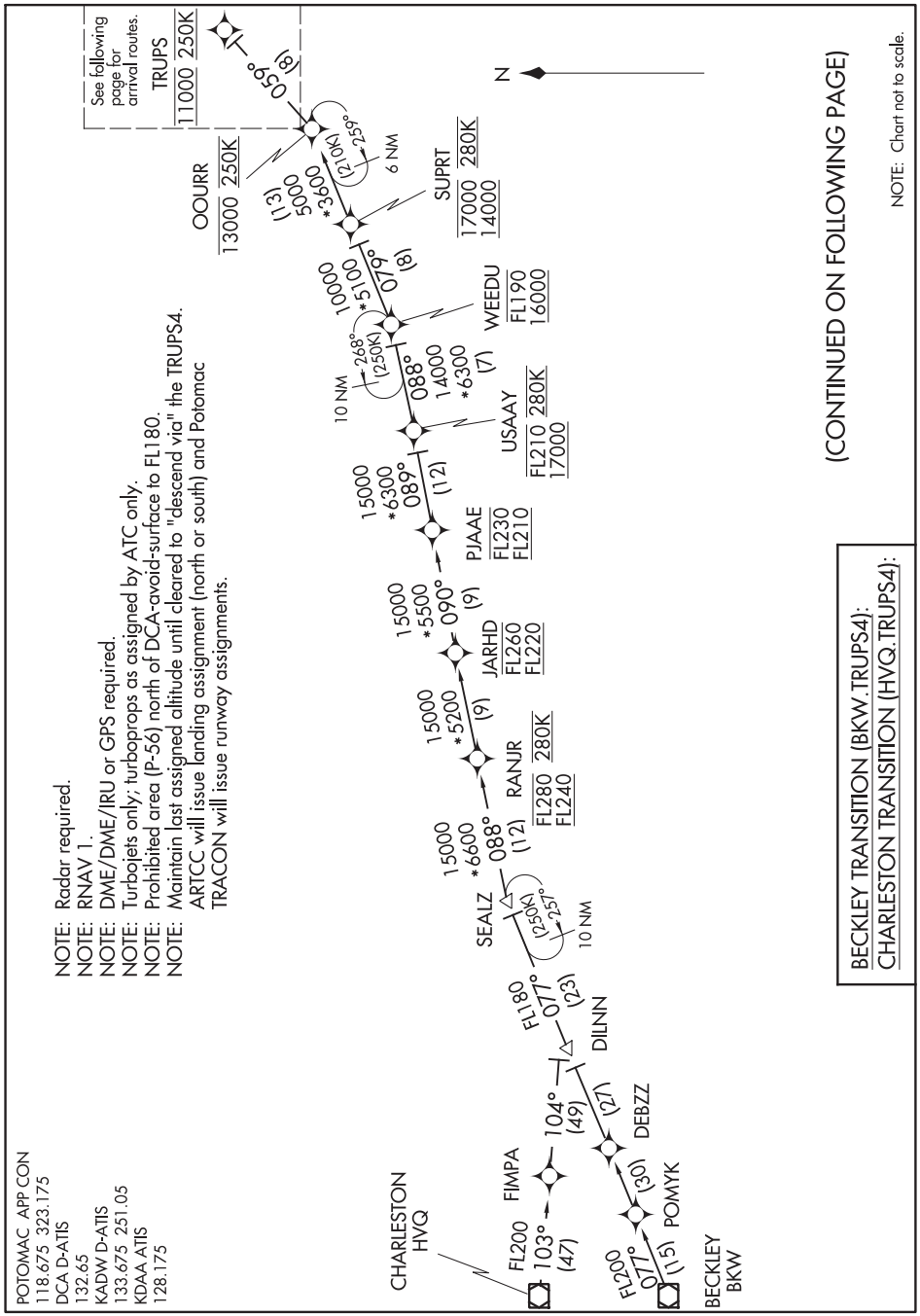
TRSTN THREE ARRIVAL (RNAV)

WASHINGTON, D.C.

(TRUPS.TRUPS4) 20198

TRUPS FOUR ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojets only; turboprops as assigned by ATC only.
NOTE: Prohibited area (P-56) north of DCA-avoid-surface to FL180.
NOTE: Maintain last assigned altitude until cleared to "descend via" the TRUPS4.
ARTCC will issue landing assignment (north or south) and Potomac TRACON will issue runway assignments.

POTOMAC APP CON
118.675 323.175
DCA D-ATIS
132.65
KADW D-ATIS
133.675 251.05
KDAA ATIS
128.175

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

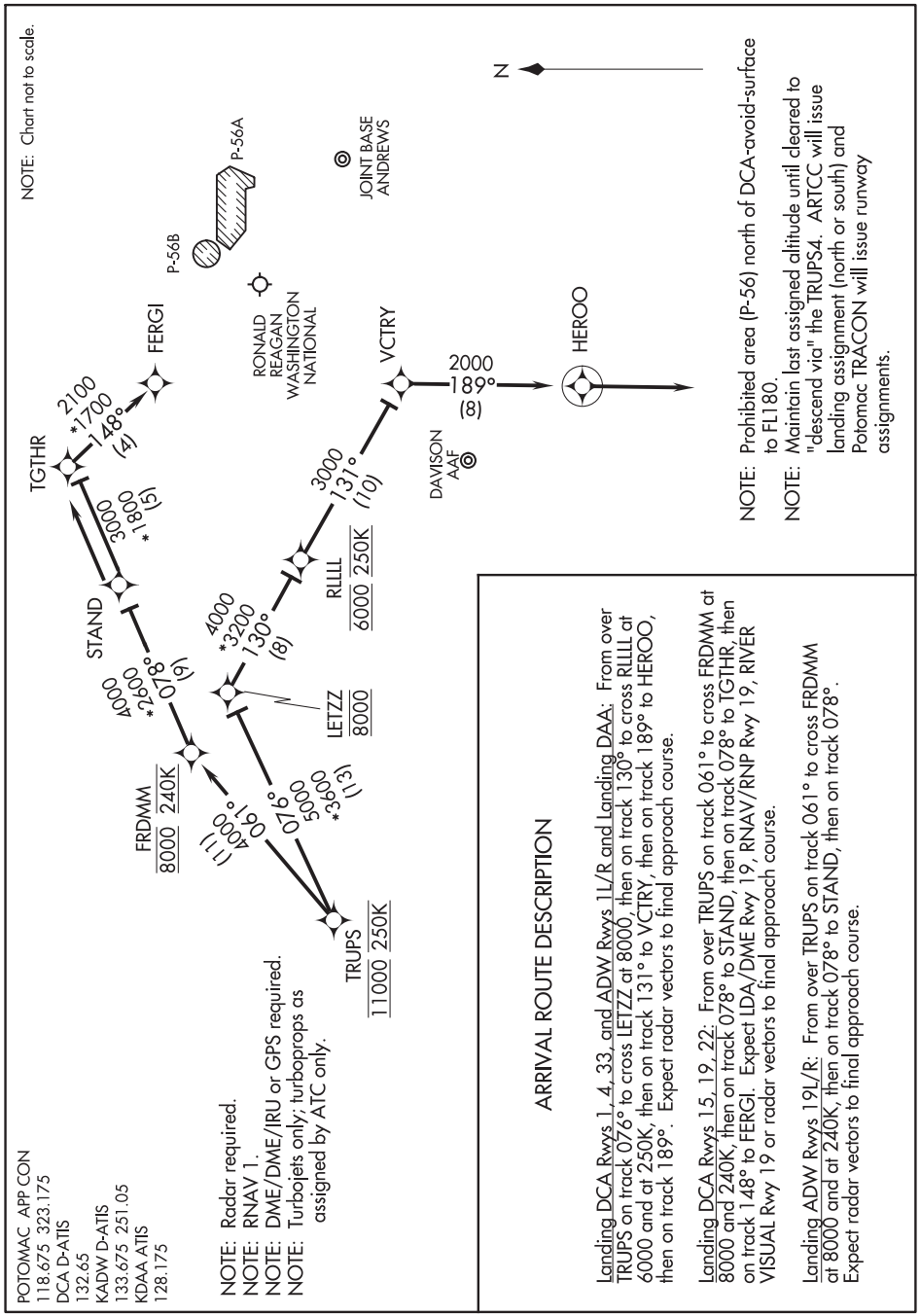
TRUPS FOUR ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

(TRUPS.TRUPS4) 29MAR18

TRUPS FOUR ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



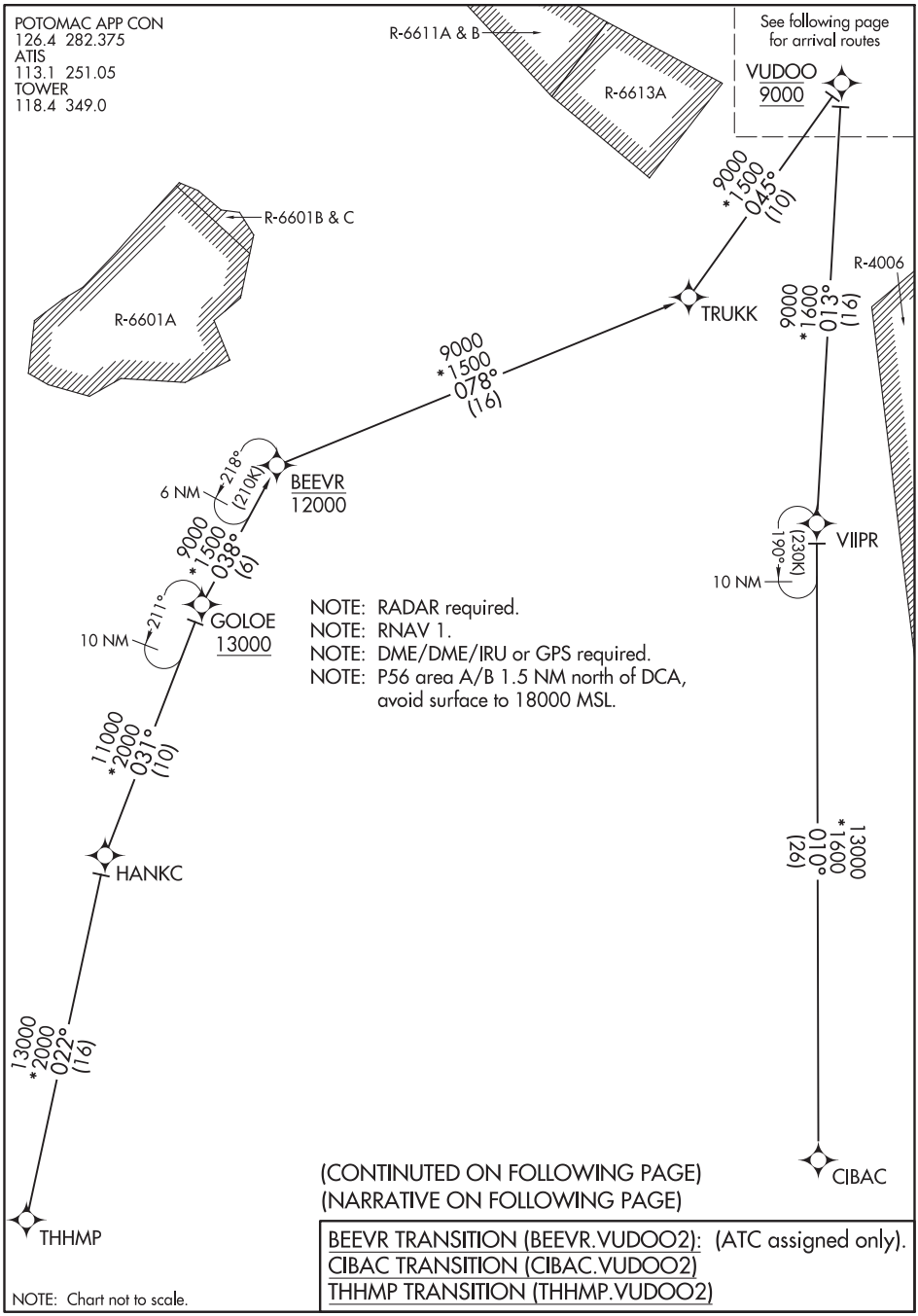
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

TRUPS FOUR ARRIVAL (RNAV) Arrival Routes

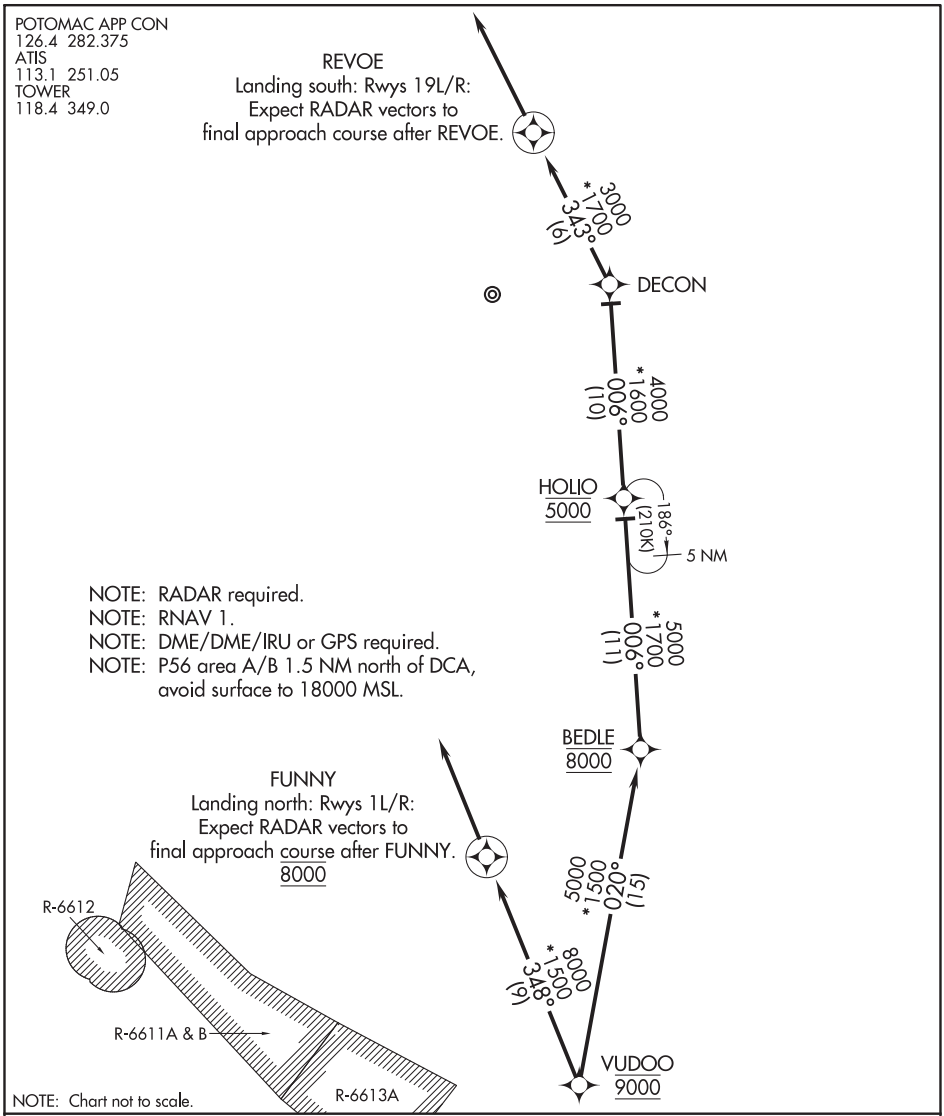
WASHINGTON, DC

VUDOO TWO ARRIVAL (RNAV) Transition Routes



VUDOO TWO ARRIVAL (RNAV) Transition Routes
(VUDOO.VUDOO2) 15344
CAMP SPRINGS, MARYLAND
JOINT BASE ANDREWS (ADW)

VUDOO TWO ARRIVAL (RNAV) Arrival Routes



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: P56 area A/B 1.5 NM north of DCA, avoid surface to 18000 MSL.

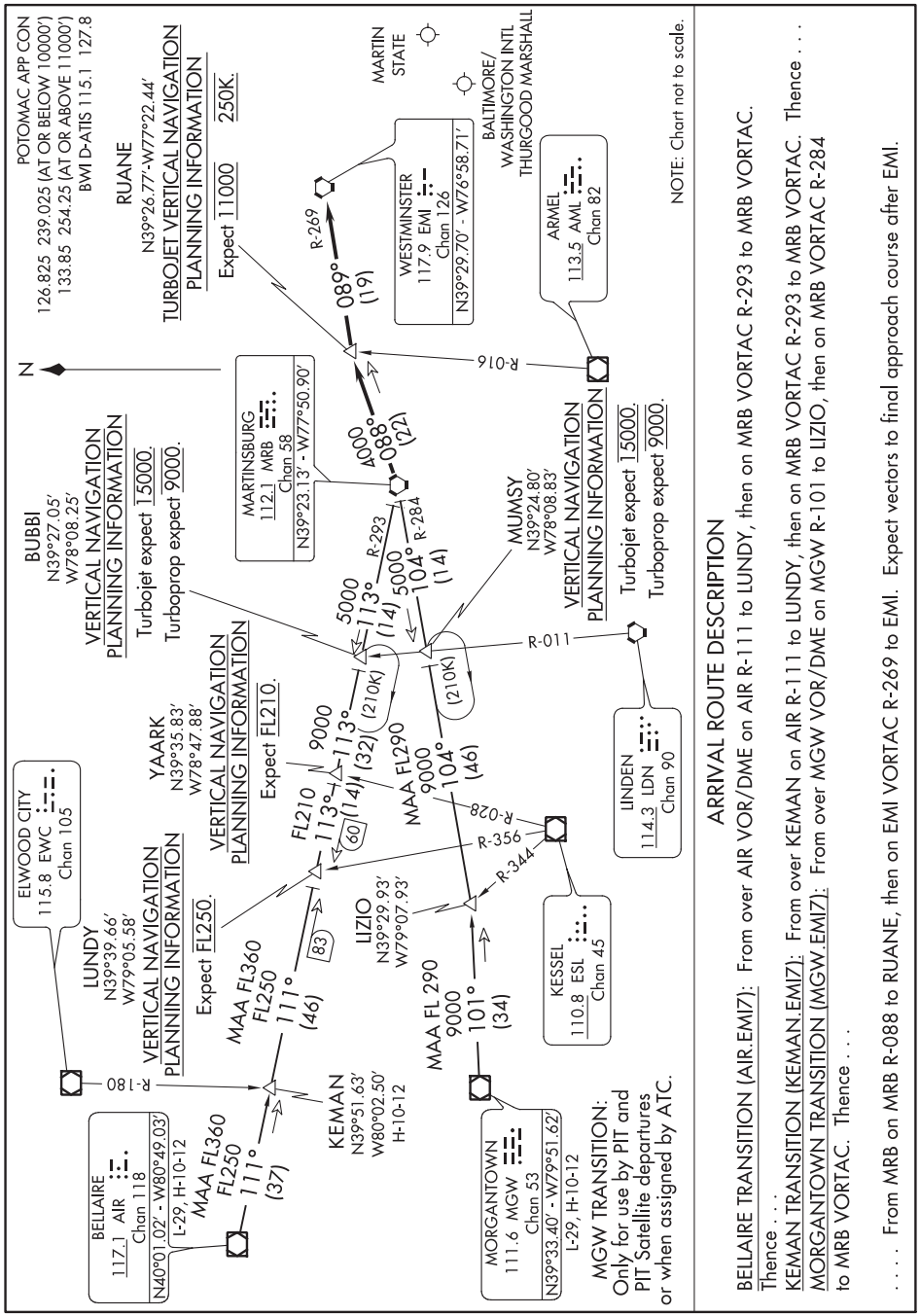
ARRIVAL ROUTE DESCRIPTION

LANDING NORTH RWYS 1L/R: From VUDOO on track 348° to cross FUNNY at 8000, then on track 348°. Expect RADAR vectors to final approach course.

LANDING SOUTH RWYS 19L/R: From VUDOO on track 020° to cross BEDLE at 8000, then on track 006° to cross HOLIO at 5000, then on track 006° to DECON, then on track 343° to REVOE, then on track 343°. Expect RADAR vectors to final approach course.

WESTMINSTER SEVEN ARRIVAL

BALTIMORE, MARYLAND



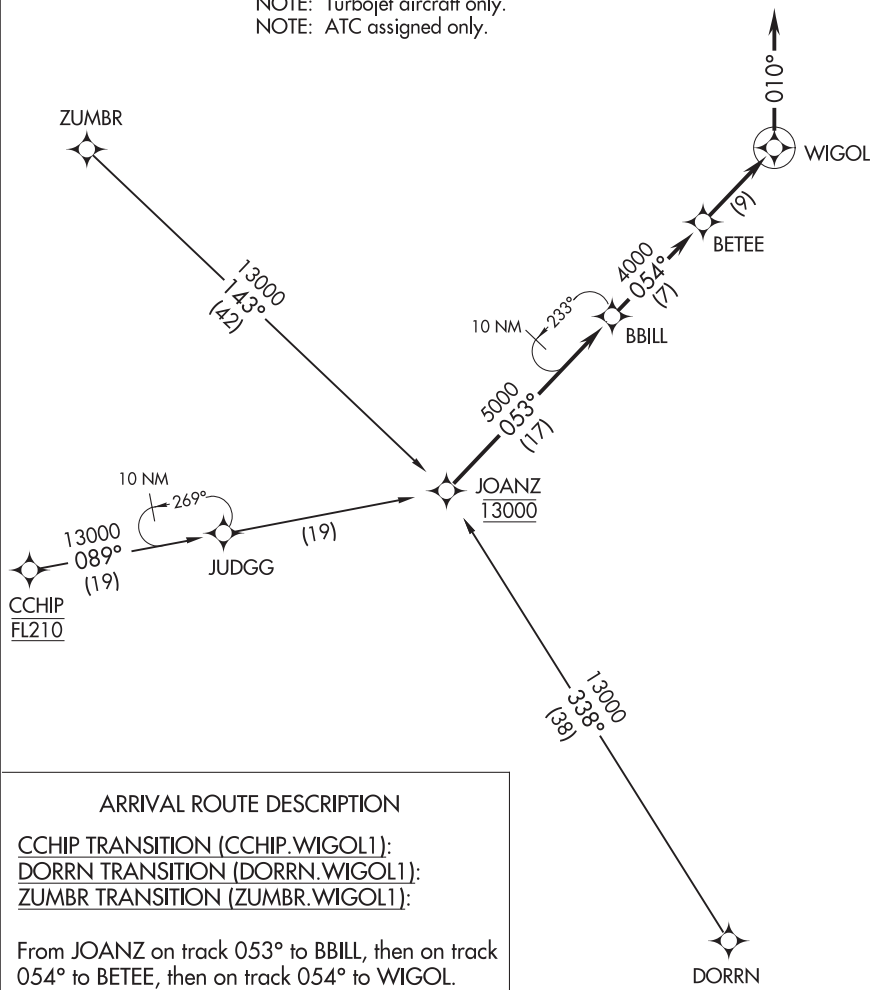
WESTMINSTER SEVEN ARRIVAL
BALTIMORE, MARYLAND

WIGOL ONE ARRIVAL (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

POTOMAC APP CON
132.85 323.125
D-ATIS
134.85

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: ATC assigned only.



ARRIVAL ROUTE DESCRIPTION

CCHIP TRANSITION (CCHIP.WIGOL1):
DORRN TRANSITION (DORRN.WIGOL1):
ZUMBR TRANSITION (ZUMBR.WIGOL1):

From JOANZ on track 053° to BBILL, then on track 054° to BETEE, then on track 054° to WIGOL.

Landing Rwys 19L, 19C, 19R, 30, 1L, 1C, 1R: From WIGOL on heading 010°. Expect radar vectors to final approach course.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

WIGOL ONE ARRIVAL (RNAV)
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)
(WIGOL.WIGOL1) 03APR14

INTENTIONALLY

LEFT

BLANK

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 82411 W06A	APP CRS 061°	Rwy ldg 4471 TDZE 2068 Apt Elev 2087

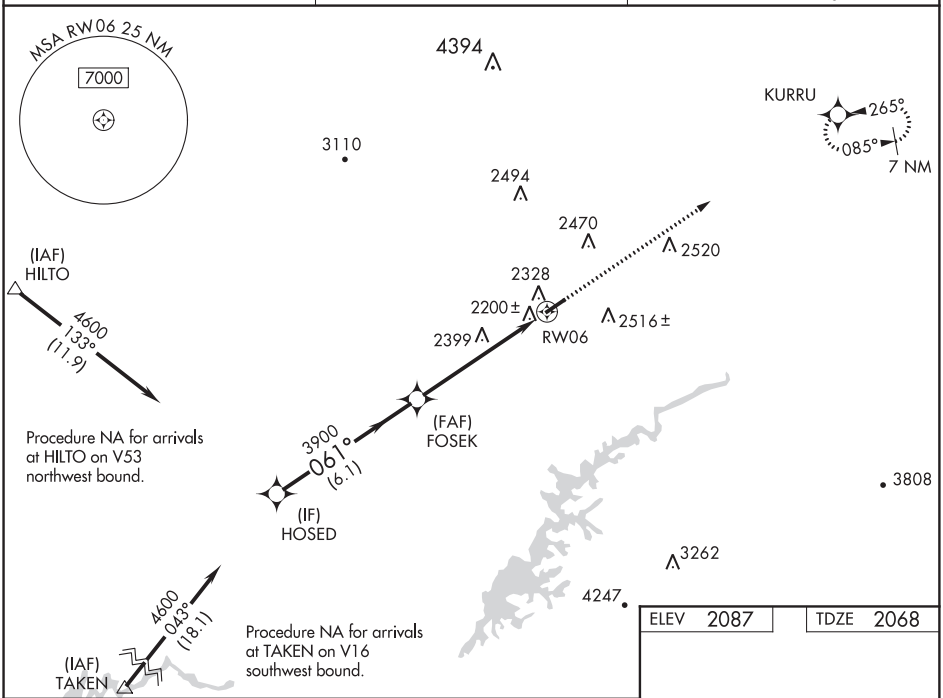
RNAV (GPS) RWY 6
VIRGINIA HIGHLANDS (VJI)

RNP APCH.

Rwy 6 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

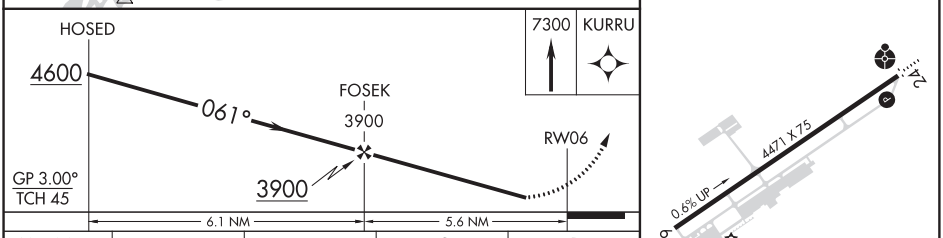
MISSED APPROACH: Climb to 7300 direct KURRU and hold, continue climb-in-hold to 7300.

AWOS-3	TRI-CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 2087	TDZE 2068



CATEGORY	A	B	C	D
LPV DA	2443-1¼ 375 (400-1¼)			
LNAV/VNAV DA	2489-1¼ 421 (500-1¼)			
LNAV MDA	2660-1 592 (600-1)		2660-1¾ 592 (600-1¾)	
C CIRCLING	2860-1 773 (800-1)		2860-2¼ 773 (800-2¼)	3080-3 993 (1000-3)

MIRL Rwy 6-24 L
REIL Rwy 24 L

ABINGDON, VIRGINIA | AL-5719 (FAA) | 19171

WAAS CH 77827 W24A	APP CRS 241°	Rwy ldg 4471 TDZE 2087 Apt Elev 2087

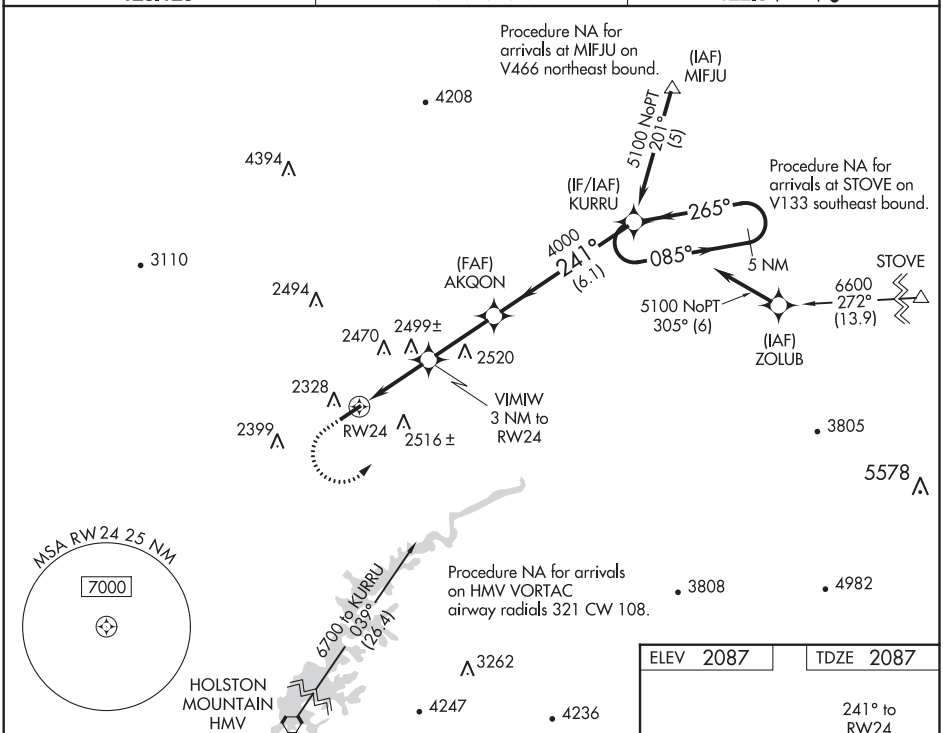
RNAV (GPS) RWY 24
VIRGINIA HIGHLANDS (VJI)

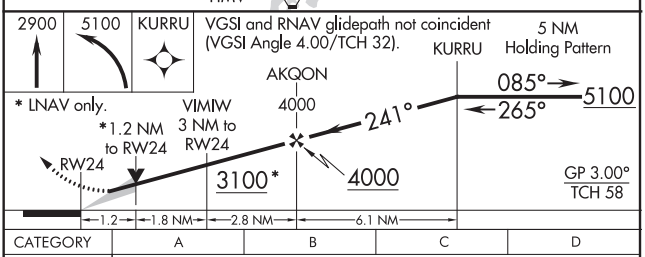
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (127°F). DME/DME RNP-0.3 NA. Inop table does not apply to LPV.

ODALS

MISSED APPROACH: Climb to 2900 then climbing left turn to 5100 direct KURRU and hold.

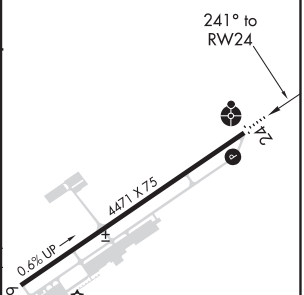
AWOS-3	TRI-CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2337-1 250 (300-1)			
LNAV/VNAV DA	2525-1¼ 438 (500-1¼)			
LNAV MDA	2760-1 673 (700-1)		2760-1¾ 673 (700-1¾)	
C CIRCLING	2860-1 773 (800-1)		2860-2¼ 773 (800-2¼)	3080-3 993 (1000-3)

ELEV 2087	TDZE 2087



MIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-VJI	APP CRS	Rwy ldg	4471
108.3	241°	TDZE	2087
Chan 20		Apt Elev	2087

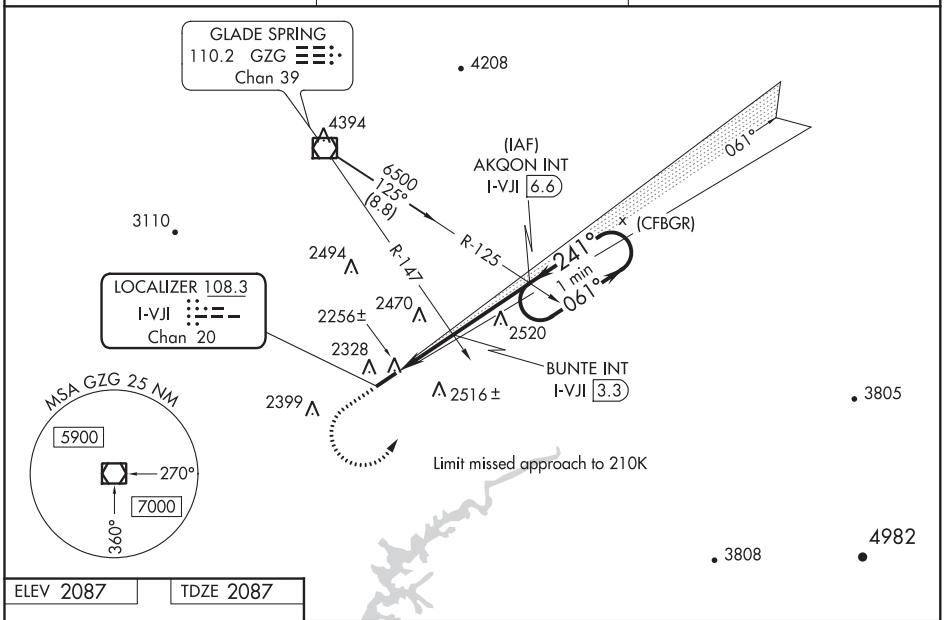
LOC RWY 24
VIRGINIA HIGHLANDS (VJI)

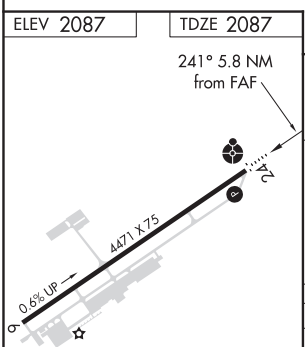
Inop table does not apply. GPS required. Cat D Straight-in minima NA when using Tri-Cities altimeter setting. When local altimeter setting not received; use Tri-Cities altimeter setting and increase all MDA 140 feet; and increase S-24 Cat A and B and Circling Cat B visibility ¼ mile, and S-24 Cat C and Circling Cat C visibility ½ mile. Increase BUNTE fix minimums S-24 Cat C visibility ⅜ mile, Circling Cats A and B visibility ¼ mile, and Circling Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA.

ODALS

MISSED APPROACH: Climb to 3200 then climbing left turn to 4300 direct AKQON INT and hold.

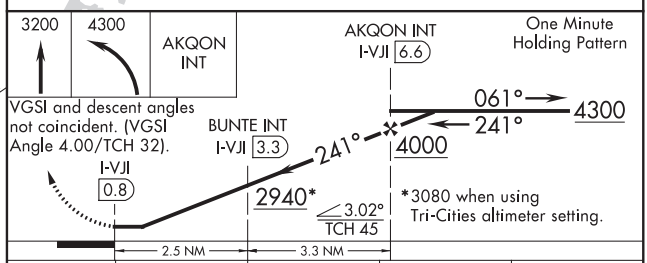
AWOS-3	TRI-CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L





MIRL Rwy 6-24 L
REIL Rwy 24 L

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-24	2940-1 853 (900-1)	2940-1¼ 853 (900-1¼)	2940-2½ 853 (900-2½)	
C CIRCLING	2940-1¼ 853 (900-1¼)		2940-2½ 853 (900-2½)	3080-3 993 (1000-3)
BUNTE FIX MINIMUMS				
S-24	2520-1 433 (500-1)		2520-1¼ 433 (500-1¼)	
C CIRCLING	2860-1 773 (800-1)		2900-2½ 813 (900-2½)	3080-3 993 (1000-3)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ANNAPOLIS, MARYLAND

AL-9806 (FAA)

19115

RNAV (GPS)-A

LEE (ANP)

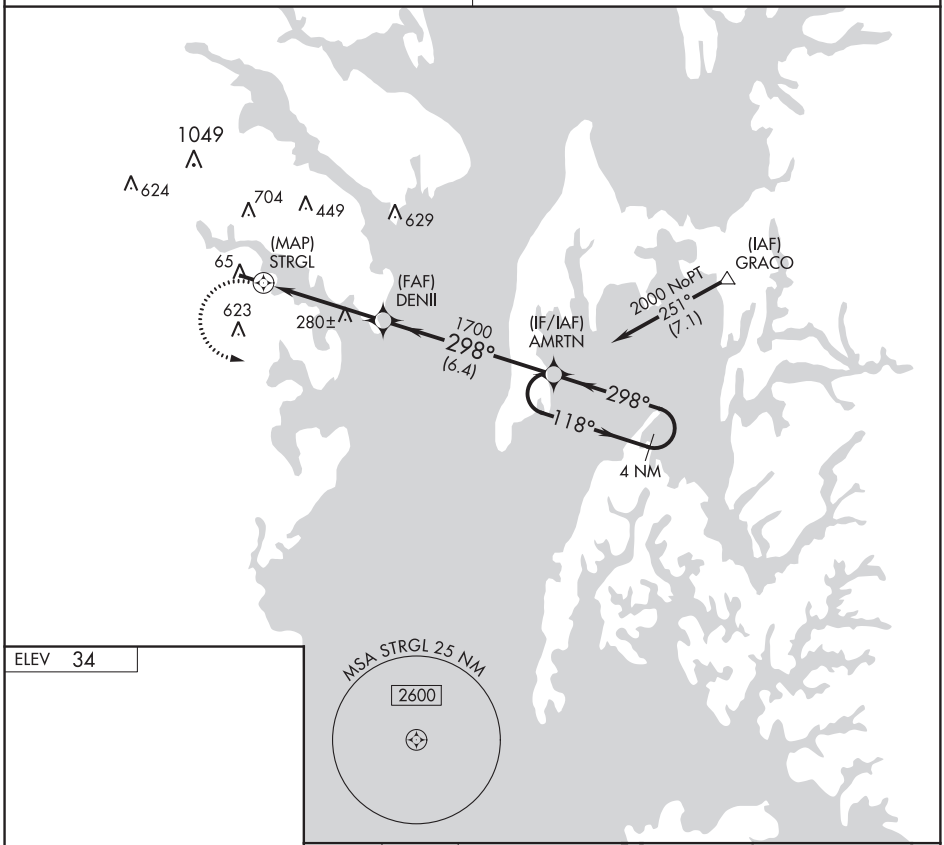
APP CRS	Rwy ldg	N/A
298°	TDZE	N/A
	Apt Elev	34

RNP APCH.

When local altimeter setting not received, use Baltimore-Washington Intl altimeter setting and increase all MDA 60 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

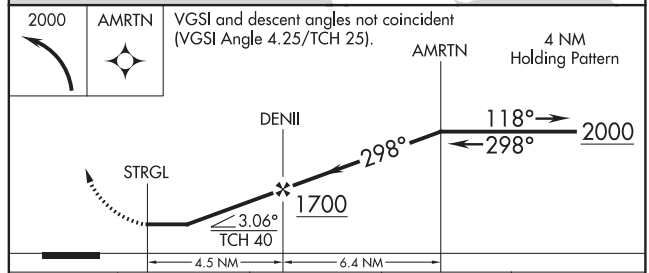
MISSED APPROACH: Climbing left turn to 2000 direct AMRTN and hold.

POTOMAC APP CON	CTAF
119.7 290.475	122.9 L



ELEV 34

LIRL Rwy 12-30 L



CATEGORY	A	B	C	D
CIRCLING	660-1 626 (700-1)		NA	

ANNAPOLIS, MARYLAND
Orig-A 13SEP18

38°57′N-76°34′W

LEE (ANP)

RNAV (GPS)-A

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-BAL	APP CRS	Rwy ldg	9953
109.7	105°	TDZE	143
		Apt Elev	143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 10

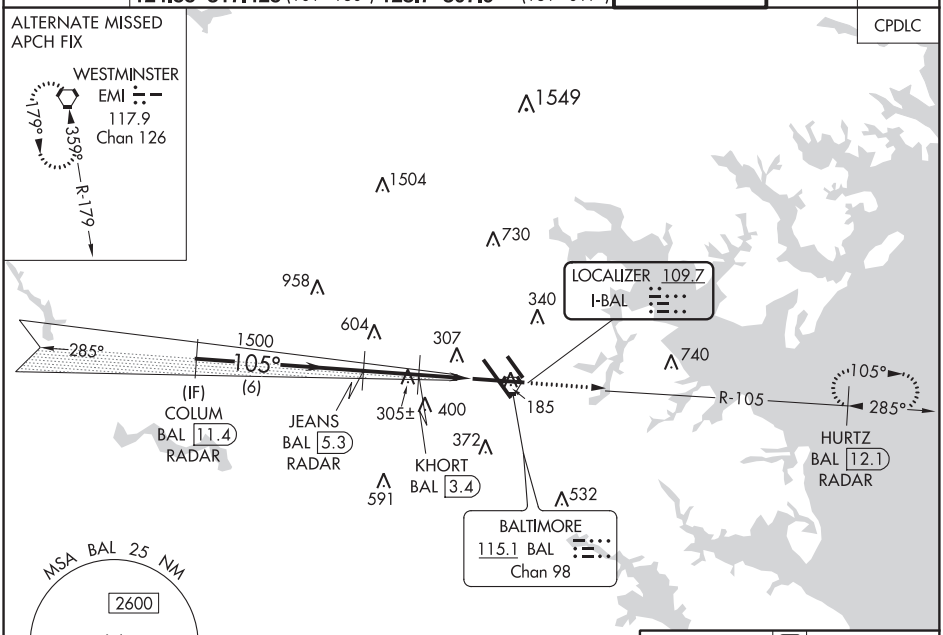
RADAR required for procedure entry.
DME required.

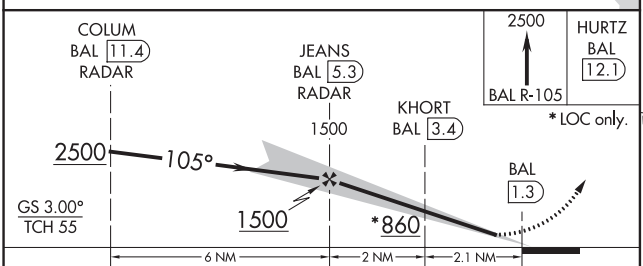
ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

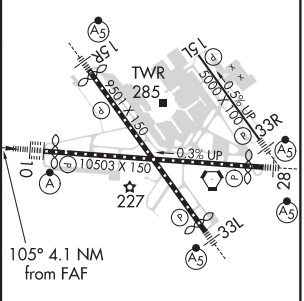
CPDLC





CATEGORY	A	B	C	D
S-ILS 10	343/18 200 (200-½)			
S-LOC 10	580/24 437 (500-½)		580/40 437 (500-¾)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)

ELEV 143 D TDZE 143



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

BALTIMORE, MARYLAND

AL-804 (FAA)

20114

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 15L

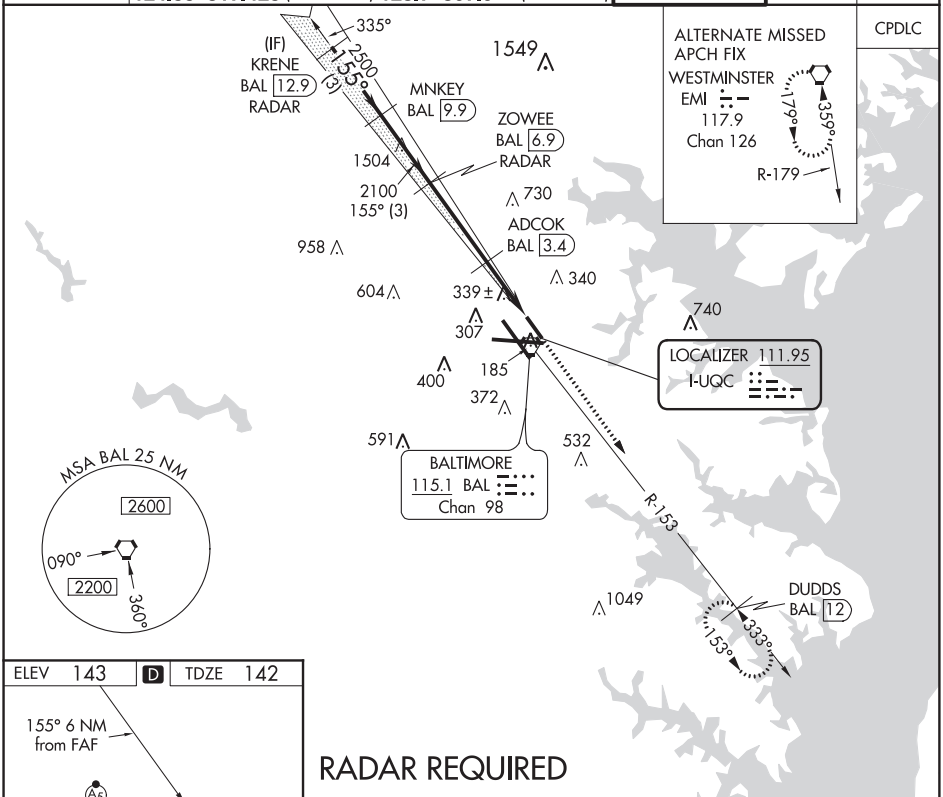
LOC I-UQC	APP CRS	Rwy ldg	5000
111.95	155°	TDZE	142
		Apt Elev	143

T DME from BAL VORTAC. Simultaneous reception of I-UQC and BAL DME required. DME required. Simultaneous approach authorized with Rwy 15R. Helicopter visibility reduction below RVR 4000 NA.

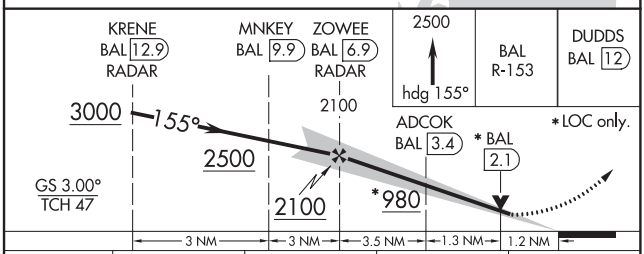
MISSED APPROACH: Climb to 2500 on heading 155° and BAL VORTAC R-153 to DUDDS/BAL 12 DME and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC

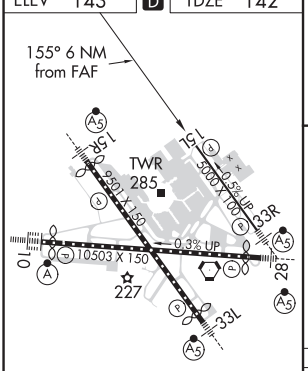


RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 15L	544-1⅜ 402 (500-1⅜)		NA	
S-LOC 15L	560/55 418 (500-1)		NA	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

ELEV 143 D TDZE 142



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all Rwys

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-OEH	APP CRS	Rwy ldg	9803
109.7	285°	TDZE	143
		Apt Elev	143

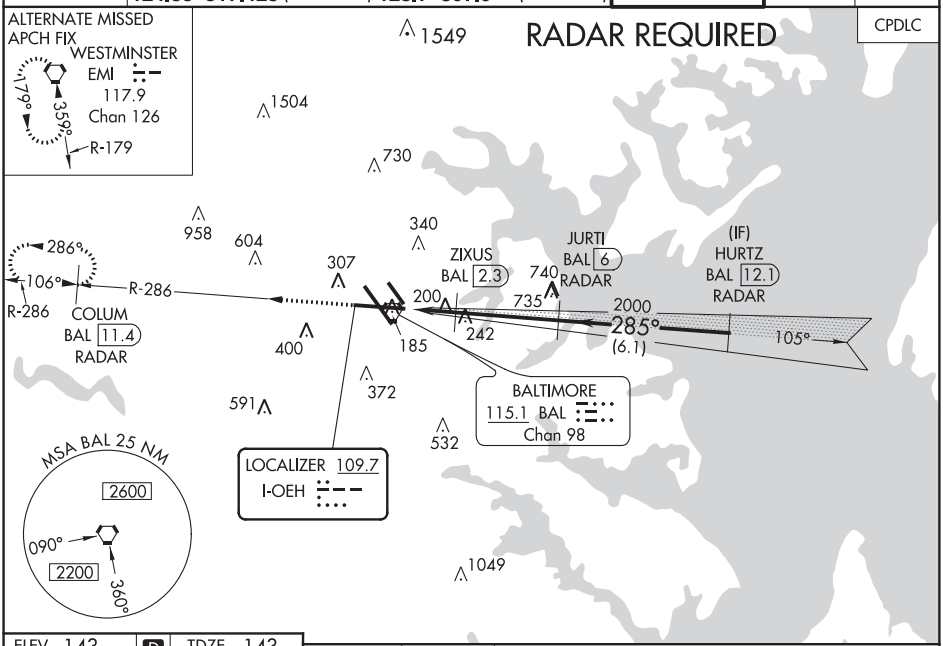
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 28

T DME or radar required. For inoperative MALSR, increase S-LOC 28 Cat C/D visibility to 1⅜ mile, and increase ZIXUS fix S-LOC 28 Cat C/D visibility to RVR 4500.
A **RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

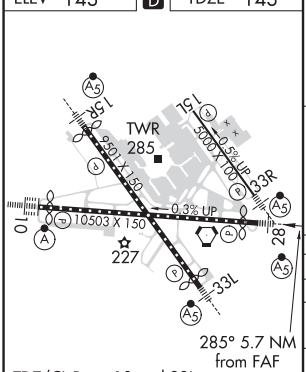
MISSED APPROACH: Climb to 2500 on BAL VORTAC R-286 to COLUM/BAL 11.4 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°)		119.4 257.8	121.9	118.05
	124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)				



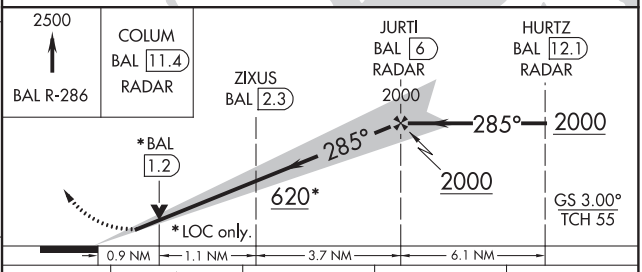
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 143 D TDZE 143



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 28	**343/24 200 (200-½)			
S-LOC 28	620/24 477 (500-½)		620/50 477 (500-1)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)
ZIXUS FIX MINIMUMS (DME REQUIRED)				
S-LOC 28	460/24 317 (400-½)			
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)

BALTIMORE, MARYLAND

AL-804 (FAA)

20086

LOC I-RUX	APP CRS	Rwy ldg	8301
111.7	335°	TDZE	143
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 33L

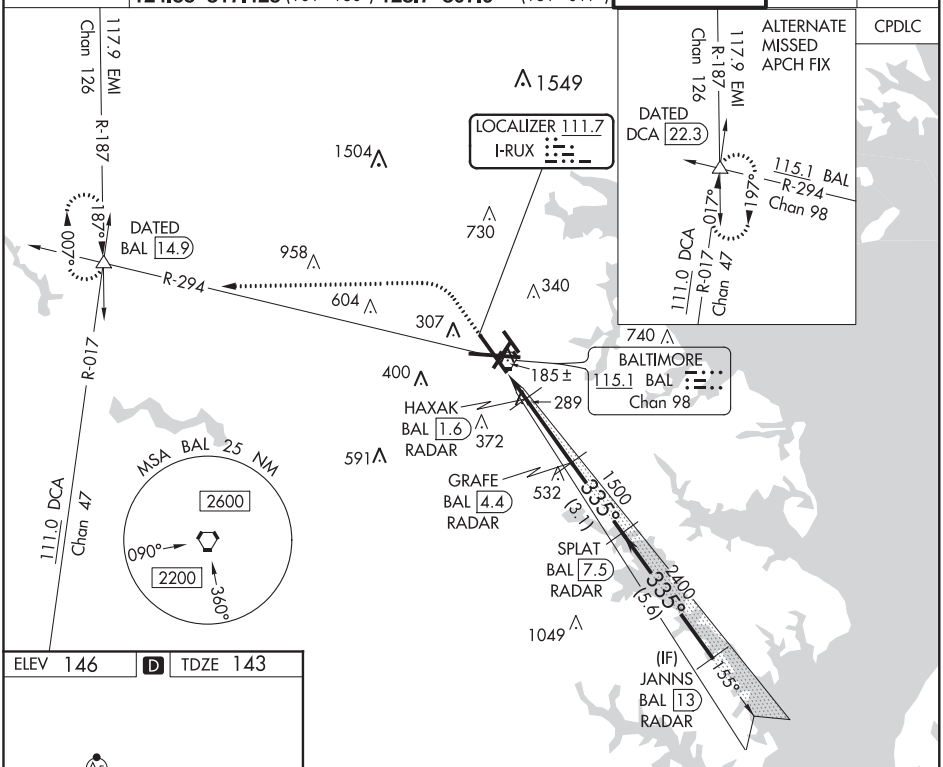
DME or RADAR required for LOC only. RADAR required for procedure entry.

Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from BAL VORTAC.

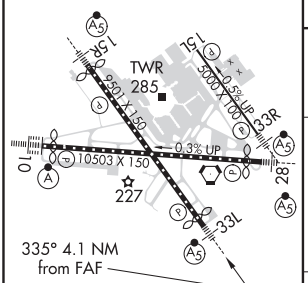
MALSR

MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 280° and BAL R-294 to DATED INT/BAL 14.9 DME and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

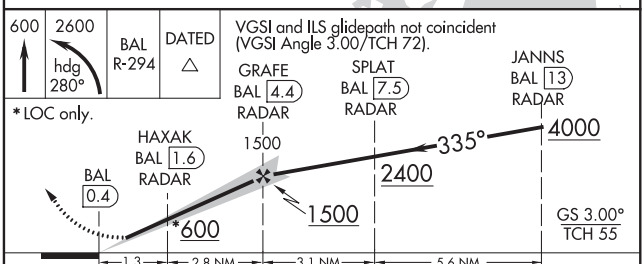


ELEV 146 | D | TDZE 143



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 4.1 NM					
Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22



CATEGORY	A	B	C	D
S-ILS 33L	343/18 200 (200-½)			
S-LOC 33L	540/24 397 (400-½)		540/40 397 (400-¾)	
C CIRCLING	640-1 494 (500-1)	660-1 514 (600-1)	700-1½ 554 (600-1½)	880-2¼ 734 (800-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-BWI	APP CRS	Rwy ldg	5000
111.95	335°	TDZE	124
		Apt Elev	143

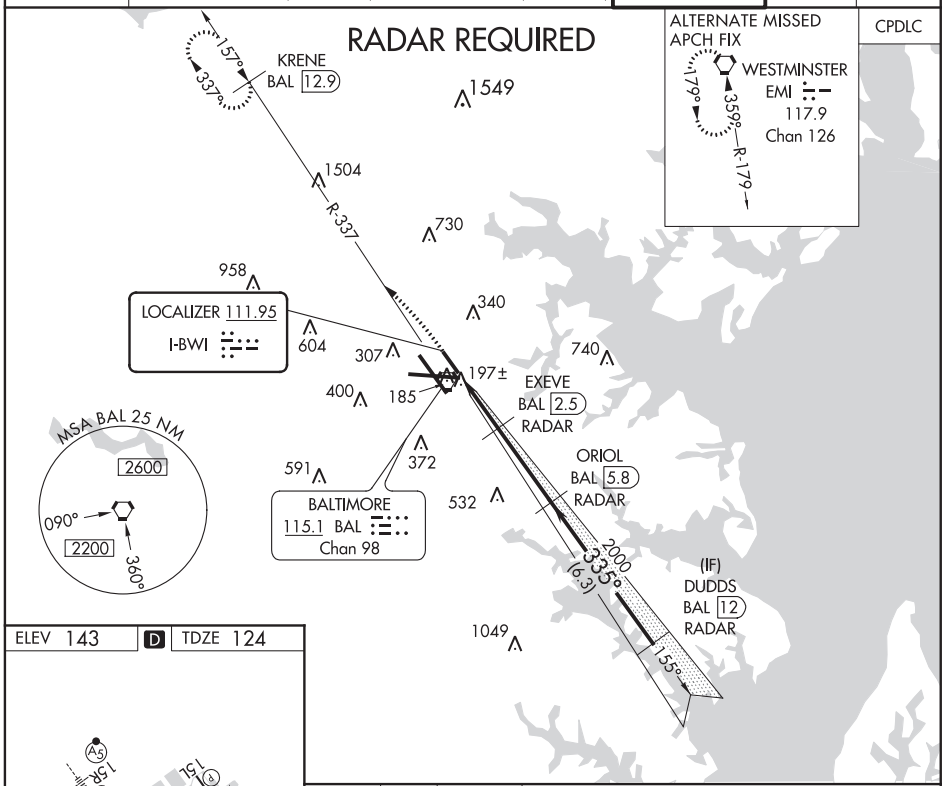
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 33R

DME required. DME from BAL VORTAC. Simultaneous reception of I-BWI and BAL DME required. Simultaneous approach authorized with Rwy 33L. Inoperative table does not apply to S-ILS 33R. For inoperative MALSR, increase S-LOC 33R visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 NA.

MALSR

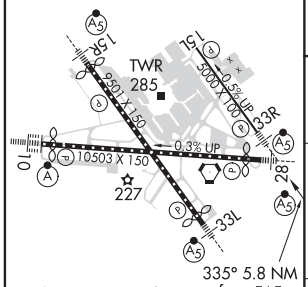
MISSED APPROACH: Climb to 3000 on heading 335° and BAL VORTAC R-337 to KRENE/ BAL 12.9 DME and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05



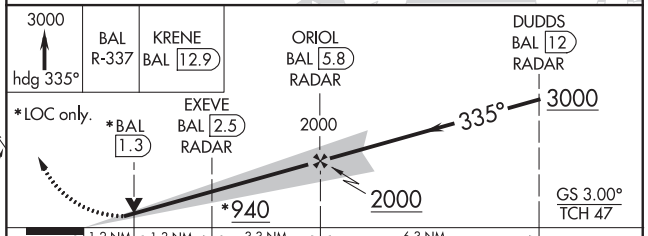
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 143 | D | TDZE 124



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all Rwys

FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56



CATEGORY	A	B	C	D
S-ILS 33R	333/40	209 (200-¾)	NA	
S-LOC 33R	540/40	416 (400-¾)	NA	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

BALTIMORE, MARYLAND

AL-804 (FAA)

20086

LOC I-FND	APP CRS	Rwy ldg	8301
111.7	155°	TDZE	138
		Apt Elev	146

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 15R

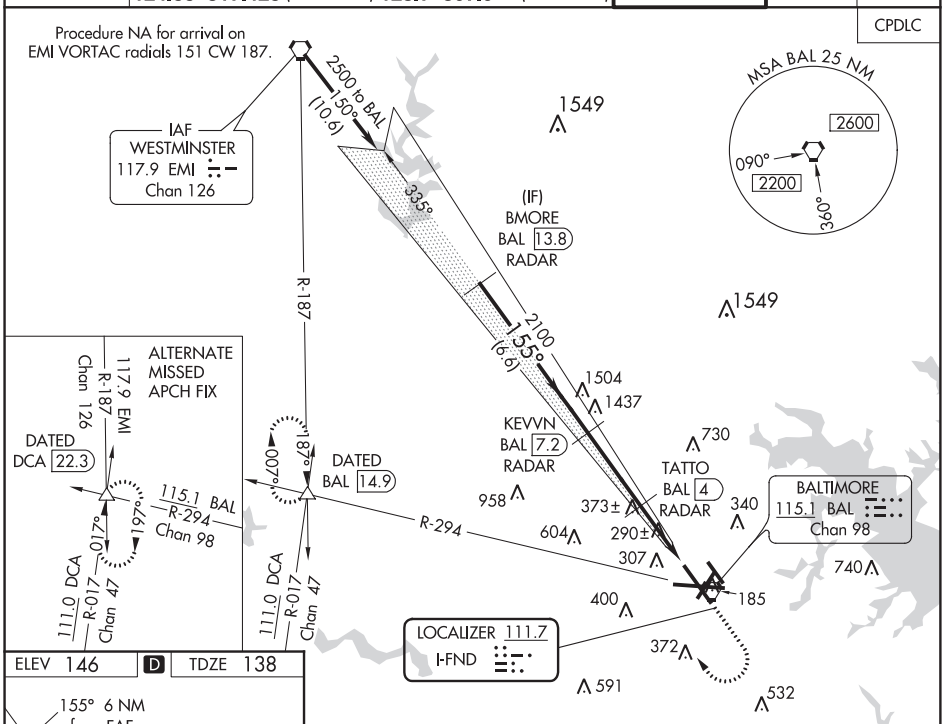
Simultaneous approach authorized with Rwy 15L. DME or Radar required. DME from BAL VORTAC.
RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

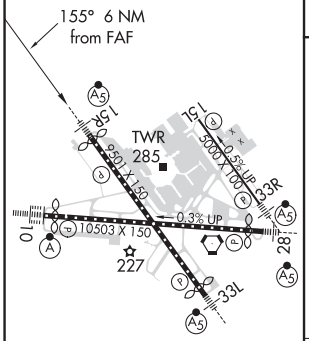
MISSED APPROACH: Climb to 900 then climbing right turn to 2600 on BAL VORTAC R-294 to DATED INT/BAL 14.9 DME and hold.

D-ATIS	POTOMAC APP CON					BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275	(020°-100°)	119.7 290.475	(131°-180°)		119.4 257.8	121.9	118.05
	124.55 317.425	(101°-130°)	128.7 307.9	(181°-019°)				

CPDLC

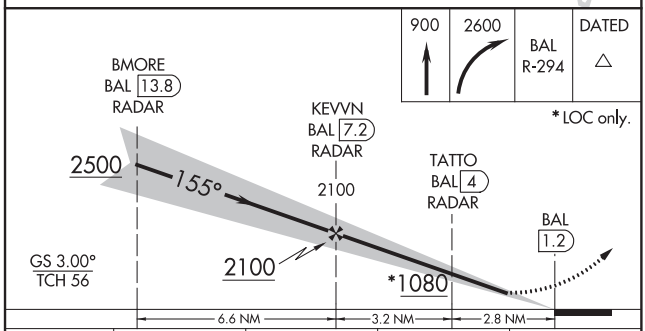


ELEV 146	D	TDZE 138



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 15R	#338/24	200 (200-½)		
S-LOC 15R	540/24	402 (400-½)	540/40	402 (400-¾)
C CIRCLING	640-1 494 (500-1)	660-1 514 (600-1)	700-1½ 554 (600-1½)	880-2¼ 734 (800-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-BAL	APP CRS	Rwy ldg	9953
109.7	105°	TDZE	143
		Apt Elev	143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS RWY 10 (SA CAT I)

RADAR required for procedure entry.
DME required.

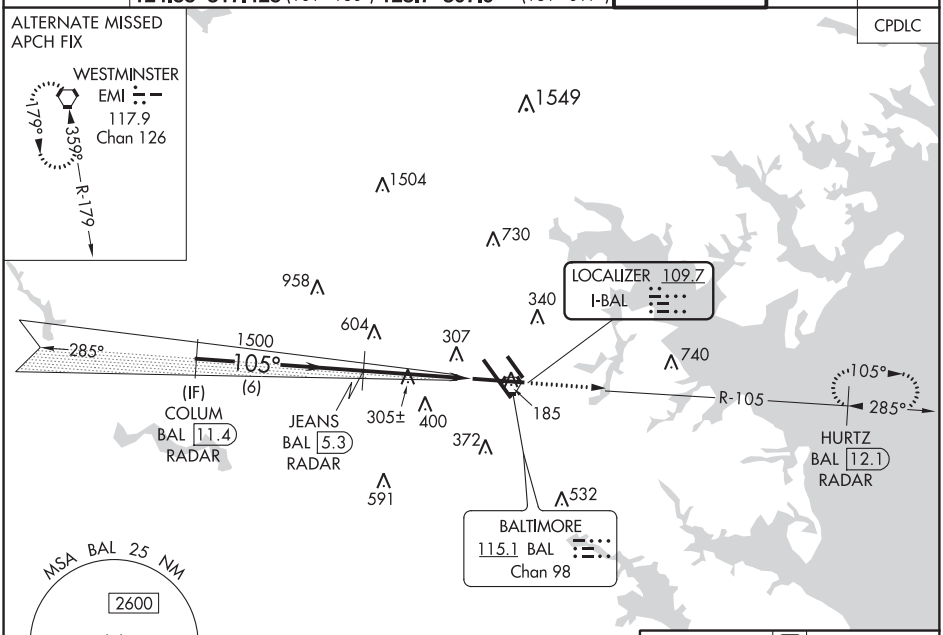
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

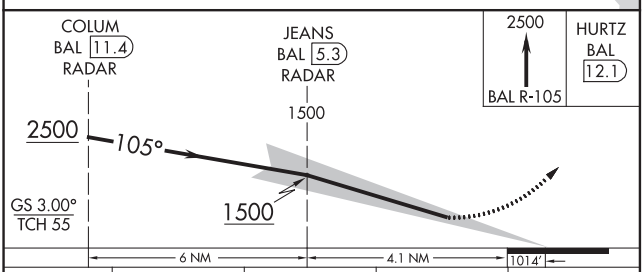
ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

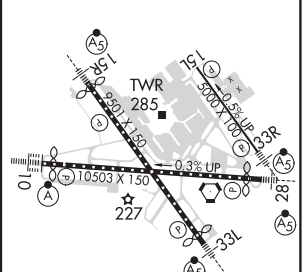
CPDLC





CATEGORY	A	B	C	D
S-ILS 10	RA 191/14 150 DA 293			

ELEV 143 D TDZE 143



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

BALTIMORE, MARYLAND

AL-804 (FAA)

20086

LOC I-RUX	APP CRS	Rwy ldg	8301
111.7	335°	TDZE	143
		Apt Elev	146

ILS RWY 33L (SA CAT I & II)

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RADAR required for procedure entry.

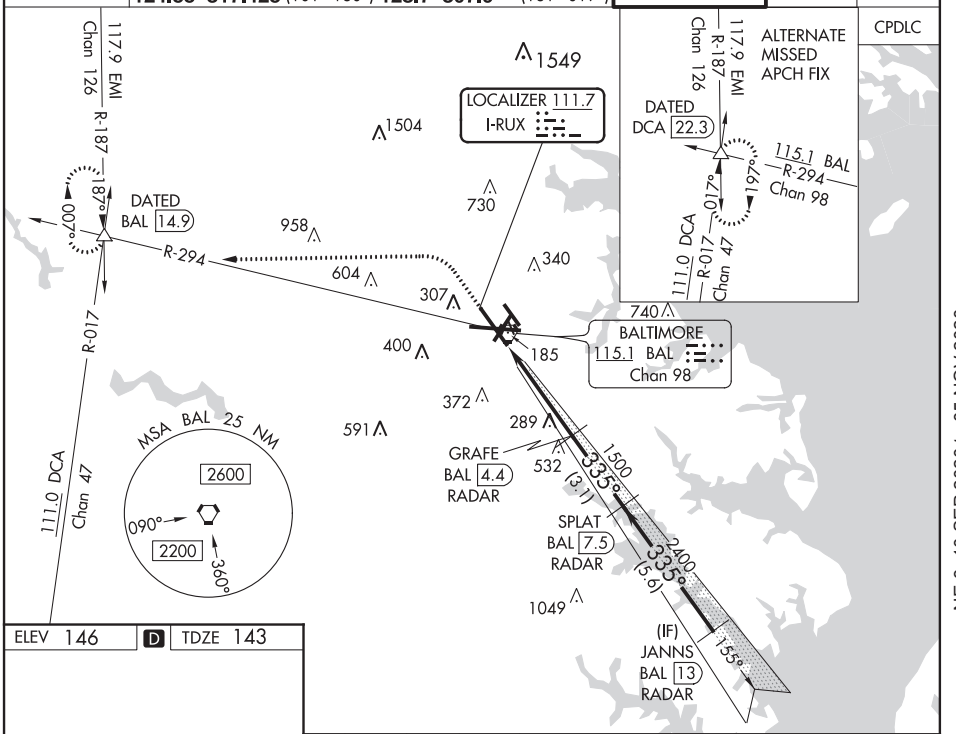
Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from BAL VORTAC. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

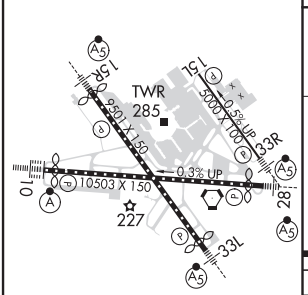
MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 280° and BAL R-294 to DATED INT/BAL 14.9 DME and hold.

D-ATIS	POTOMAC APP CON					BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275	(020°-100°)	119.7 290.475	(131°-180°)		119.4 257.8	121.9	118.05
	124.55 317.425	(101°-130°)	128.7 307.9	(181°-019°)				

CPDLC



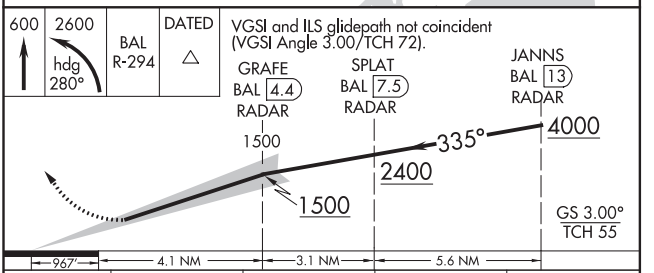
ELEV 146 | D | TDZE 143



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

600	2600 hdg 280°	BAL R-294	DATED

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 72).



CATEGORY	A	B	C
S-ILS 33L	SA CAT I RA 186/14 150 DA 293		
S-ILS 33L	SA CAT II RA 132/12 100 DA 243		

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-BAL	APP CRS	Rwy ldg	9953
109.7	105°	TDZE	143
		Apt Elev	143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS RWY 10 (CAT II & III)

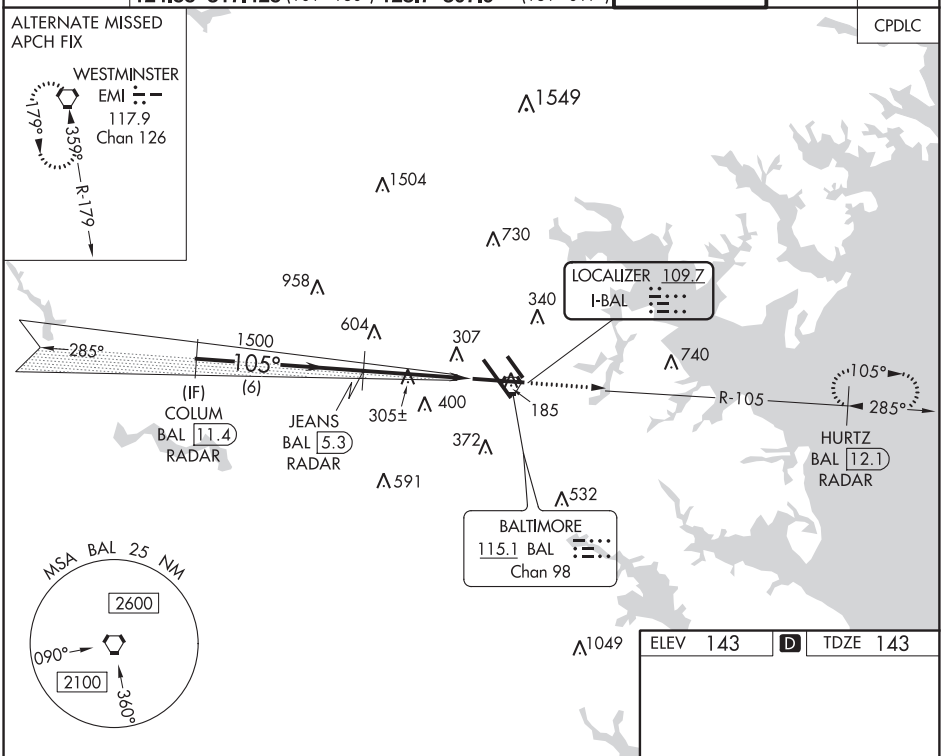
RADAR required for procedure entry.
DME required.

ALSF-2

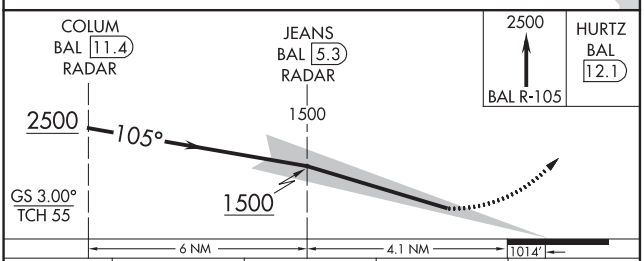
MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.1 DME/RADAR and hold.

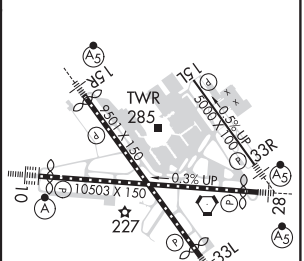
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC



ELEV 143 D TDZE 143





CATEGORY	A	B	C	D
S-ILS 10	CAT II RA 102/12 100 DA 243			
S-ILS 10	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	9953
105°	TDZE	143
	Apt Elev	143

RNAV (RNP) Z RWY 10
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH.

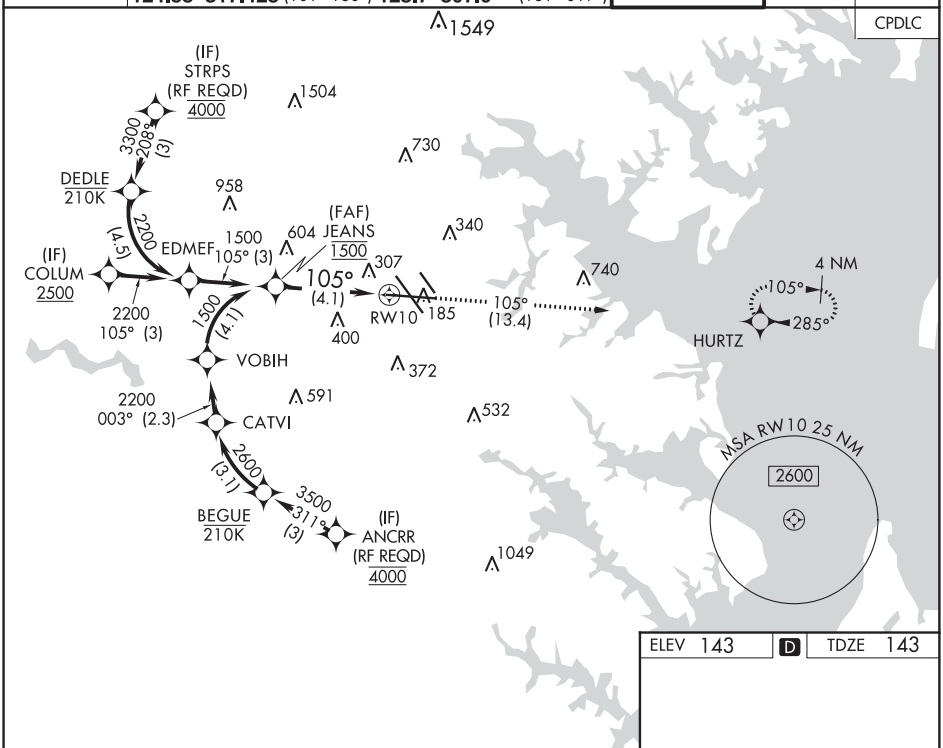
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1⅜.

ALSF-2

MISSED APPROACH: Climb to 2500 on track 105° to HURTZ and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

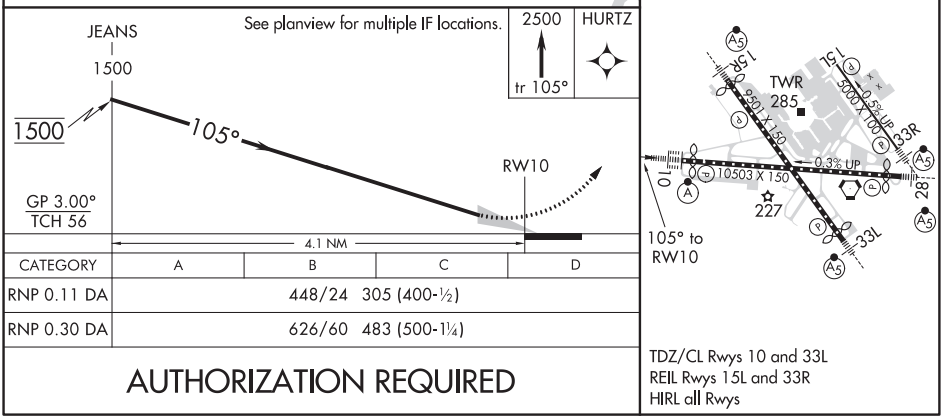
CPDLC



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 143 D TDZE 143



CATEGORY	A	B	C	D
RNP 0.11 DA	448/24 305 (400-½)			
RNP 0.30 DA	626/60 483 (500-1¼)			

TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all Rwys

AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	8301
155°	TDZE	138
	Apt Elev	143

RNAV (RNP) Z RWY 15R
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

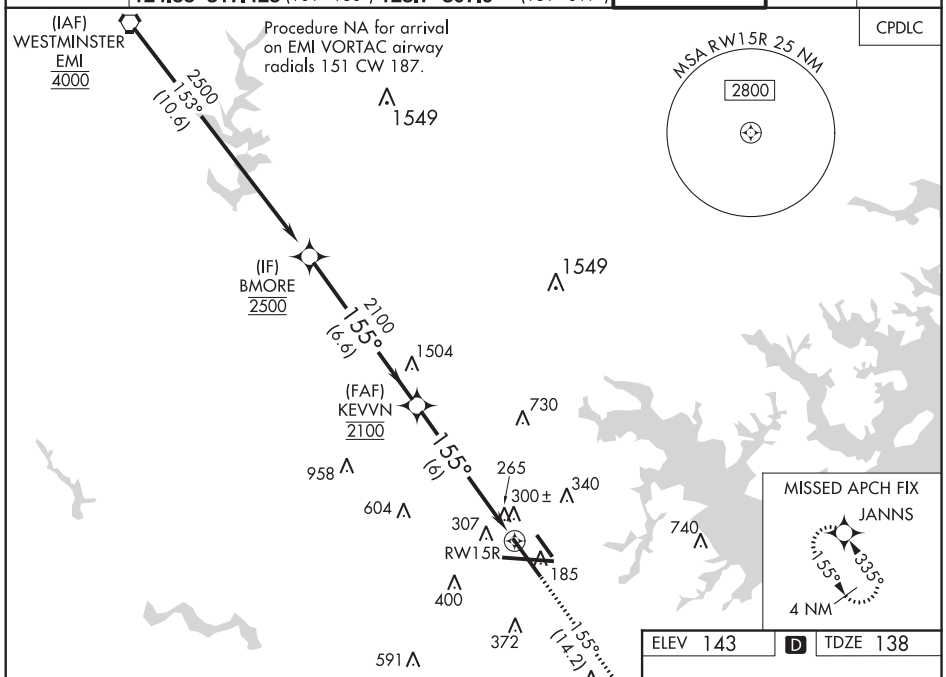
For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.11 DA all Cats visibility to 1¼ mile, and RNP 0.30 DA all Cats visibility to 1½ mile. GPS Required.

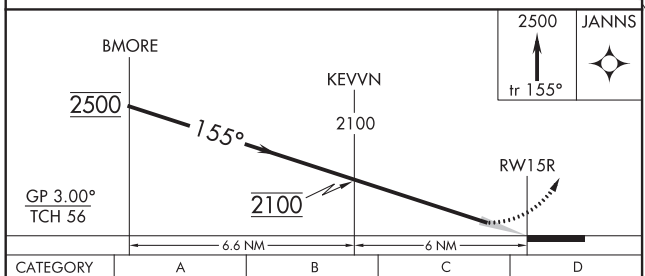
MALSR

MISSED APPROACH: Climb to 2500 on track 155° to JANNS and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

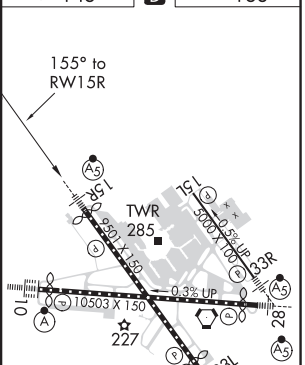
CPDLC





CATEGORY	A	B	C	D
RNP 0.11 DA	513/38	375 (400-¾)		
RNP 0.30 DA	588/52	450 (500-1)		

AUTHORIZATION REQUIRED



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	9803
285°	TDZE	143
	Apt Elev	143

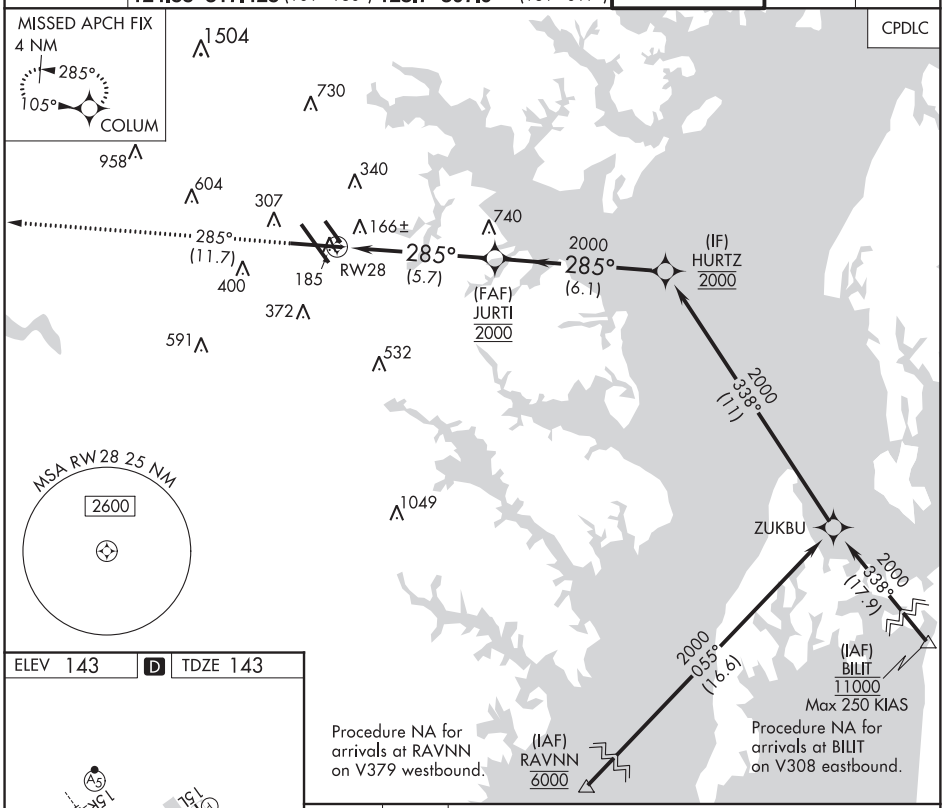
RNAV (RNP) Z RWY 28
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). GPS Required. For inoperative MALSR, increase RNP 0.30 all Cats visibility to 1¼.

MALSR

MISSED APPROACH: Climb to 2500 on track 285° to COLUM and hold.

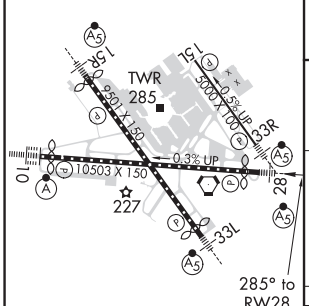
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05



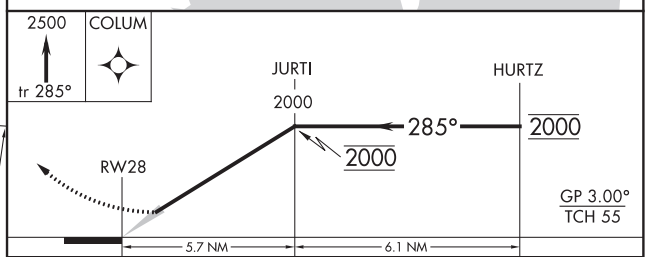
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 143 | D | TDZE 143



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	521/45 378 (400-⅞)			

AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	8301
335°	TDZE	143
	Apt Elev	146

RNAV (RNP) Z RWY 33L
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

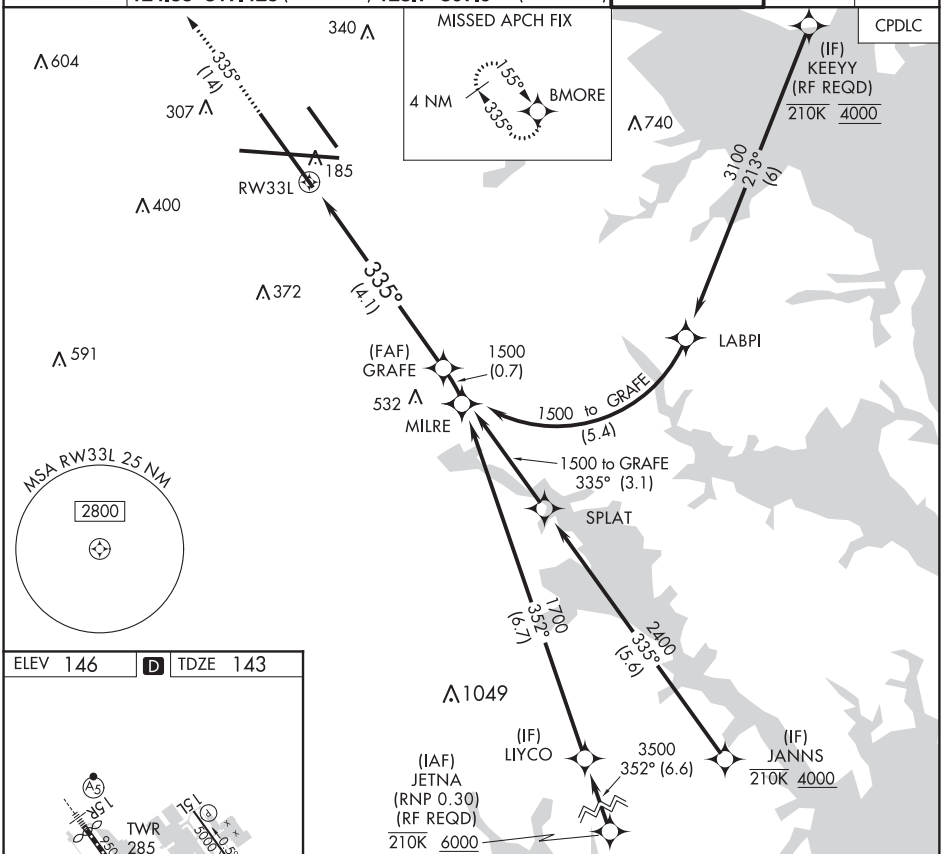
RNP AR APCH.

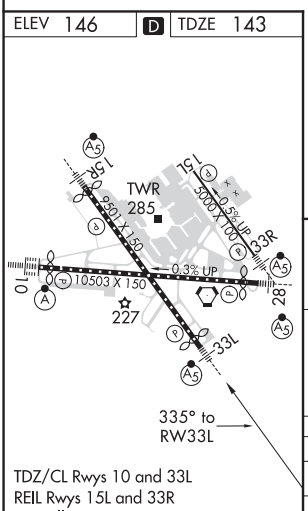
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

MALSR

MISSED APPROACH: Climb to 3000 on track 335° to BMORE and hold.

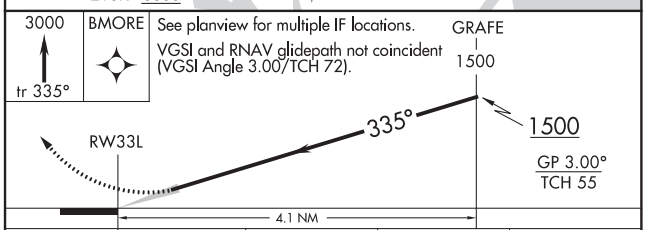
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 124.55 317.425 (101°-130°)	119.7 290.475 (131°-180°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05





TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all Rwys

3000	BMORE	See planview for multiple IF locations. VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).
tr 335°		



CATEGORY	A	B	C	D
RNP 0.30 DA	496/35 353 (400-⅝)			

AUTHORIZATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 40108 W15A	APP CRS 155°	Rwy ldg 5000 TDZE 142 Apt Elev 143

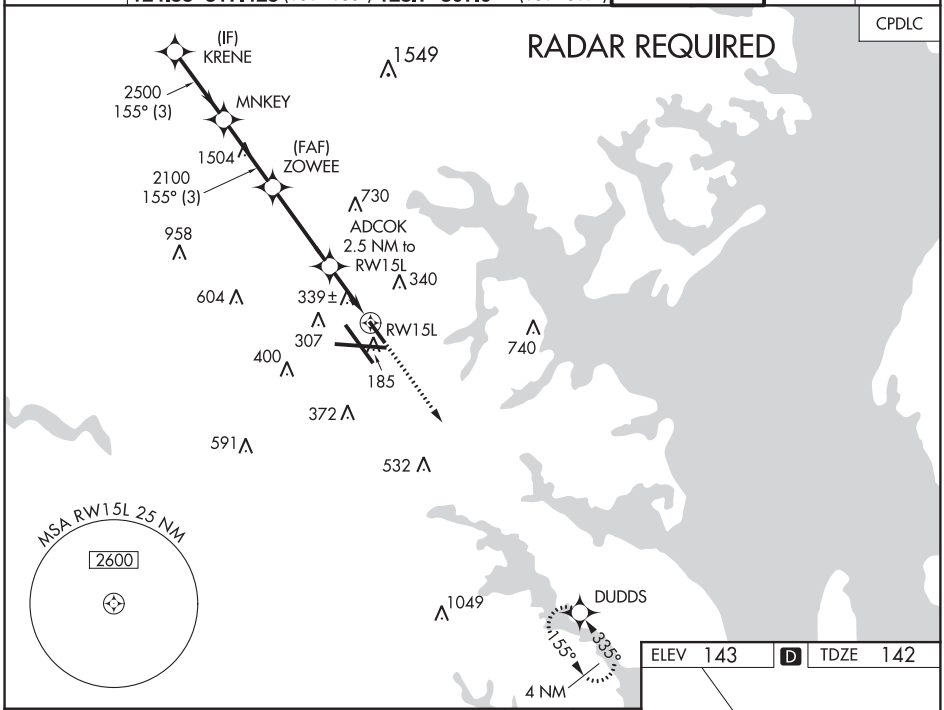
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 15L

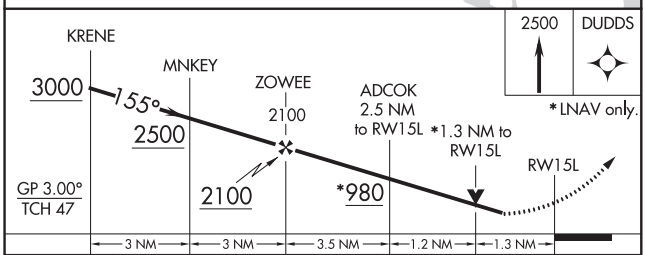
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 2500 direct DUDDS and hold.

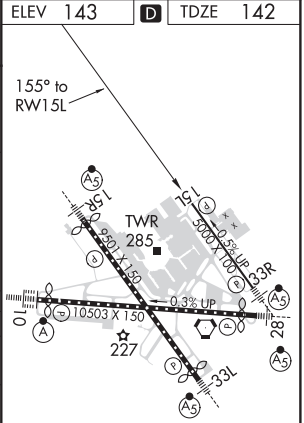
D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

CPDLC





CATEGORY	A	B	C	D
LPV DA	544-1⅜	402 (500-1⅜)	NA	
LNAV/VNAV DA	656-1¾	514 (600-1¾)	NA	
LNAV MDA	600/55	458 (500-1)	NA	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 69208 W33B	APP CRS 335°	Rwy ldg 5000 TDZE 124 Apt Elev 143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) RWY 33R

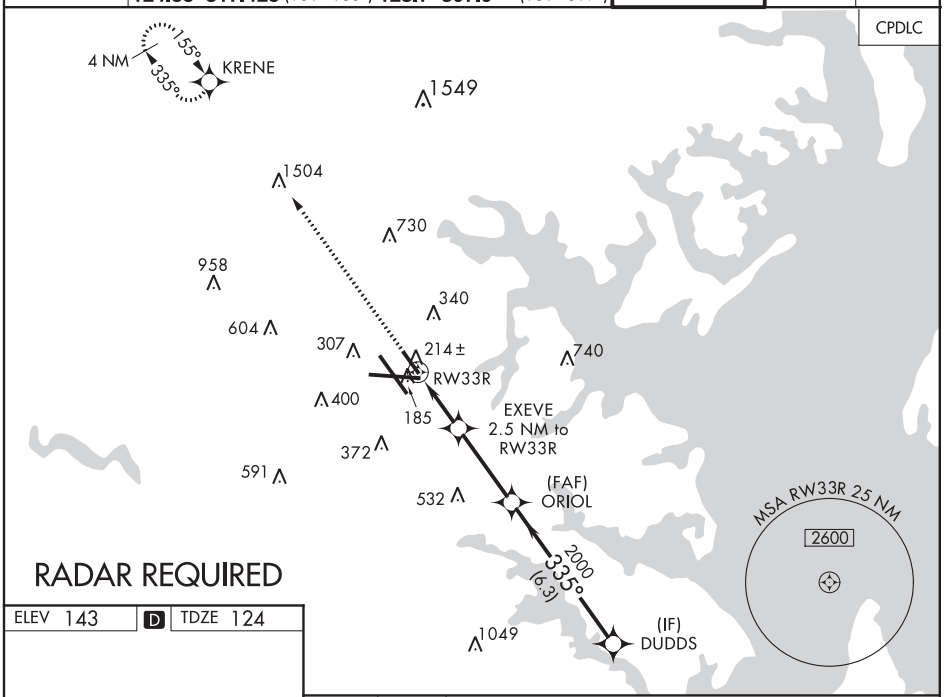
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (-9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inoperative MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. Inoperative table does not apply to LPV, all Cats.

MALSR

MISSED APPROACH: Climb to 3000 direct KRENE and hold.

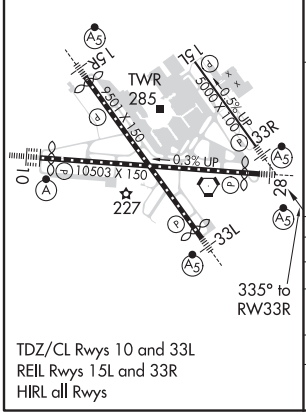
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC

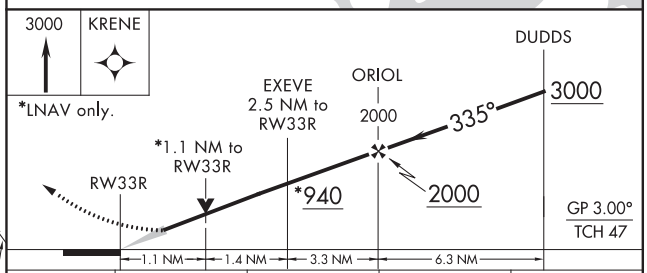


RADAR REQUIRED

ELEV 143 | D | TDZE 124



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA	333/40	209 (200-¾)	NA	
LNAV/VNAV DA	406/40	282 (300-¾)	NA	
LNAV MDA	520/40	396 (400-¾)	NA	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 53707 W10A	APP CRS 105°	Rwy ldg 9953 TDZE 143 Apt Elev 143

RNAV (GPS) Y RWY 10
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH.

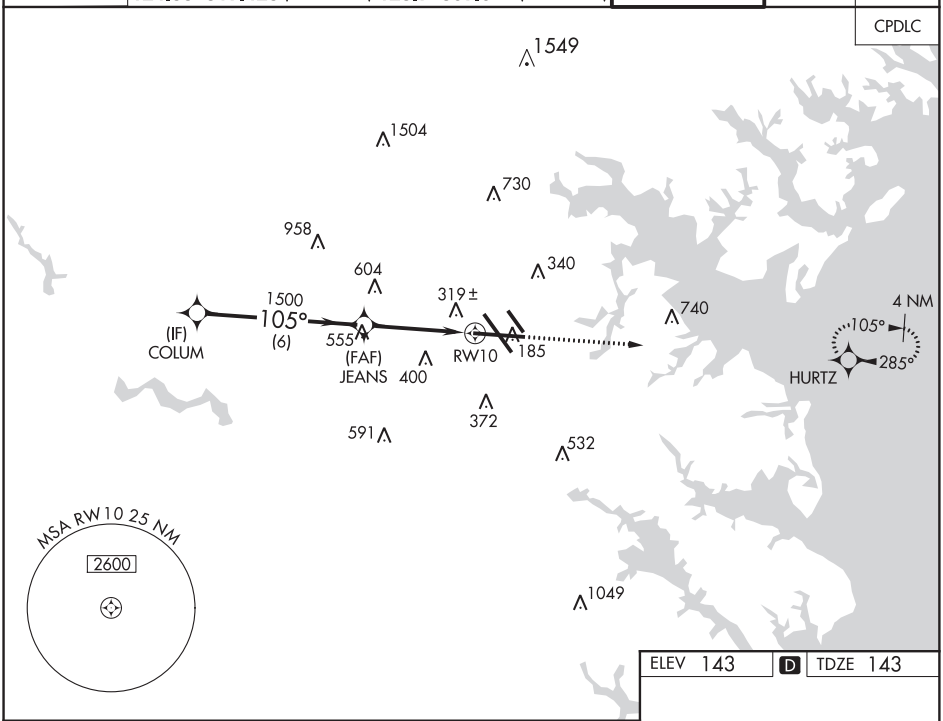
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F).

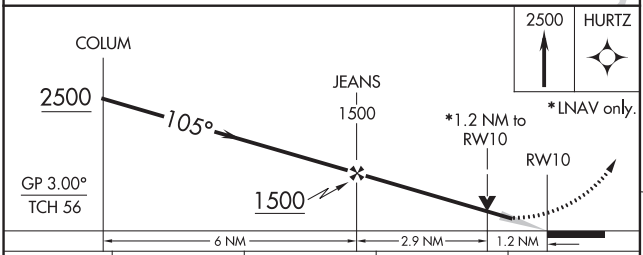
ALSF-2

MISSED APPROACH: Climb to 2500 direct HURTZ and hold.

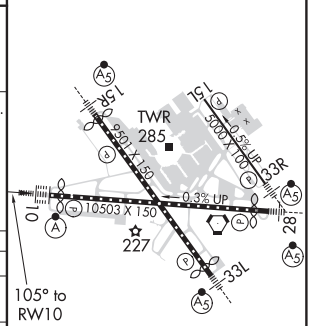
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC





ELEV 143 | D | TDZE 143



CATEGORY	A	B	C	D
LPV DA	343/18 200 (200-½)			
LNAV/VNAV DA	586/50 443 (500-1)			
LNAV MDA	580/24 437 (500-½)		580/40 437 (500-¾)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)

TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 66007 W15B	APP CRS 155°	Rwy ldg 8301 TDZE 138 Apt Elev 143

RNAV (GPS) Y RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

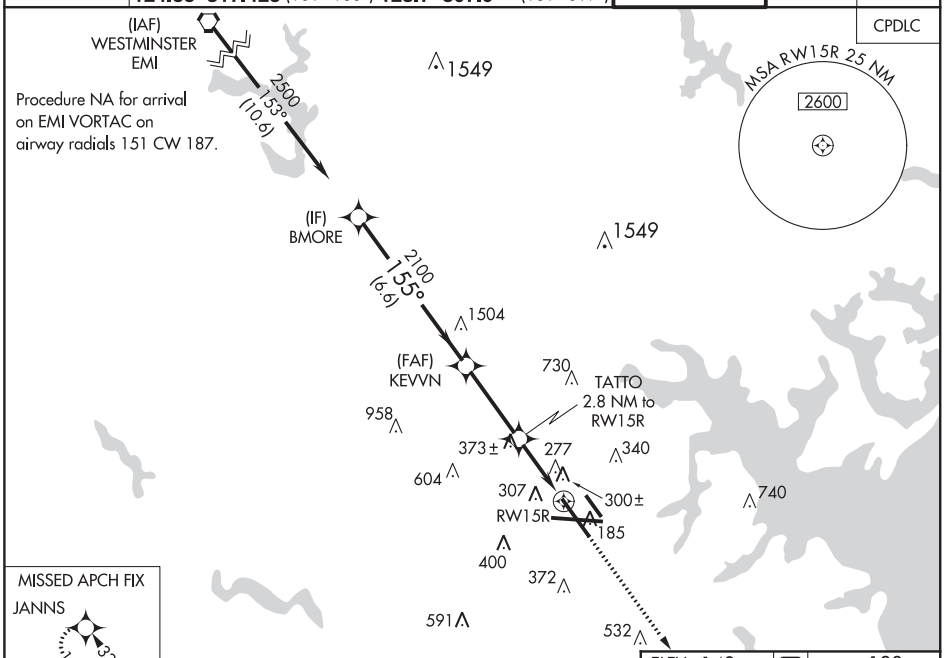
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅜. DME/DME RNP-0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

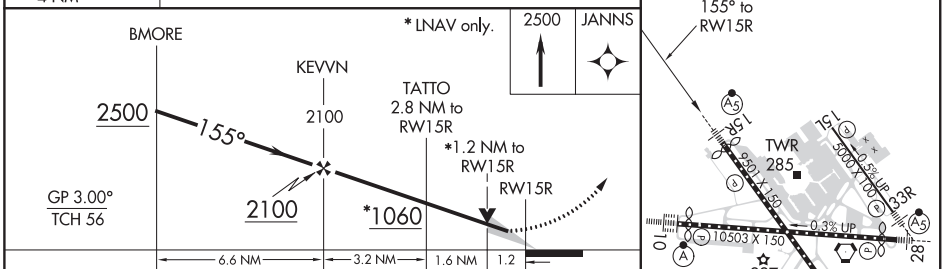
MISSED APPROACH: Climb to 2500 direct JANNS and hold.

D-ATIS	POTOMAC APP CON				BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275	(020°-100°)	119.7 290.475	(131°-180°)	119.4 257.8	121.9	118.05
	124.55 317.425	(101°-130°)	128.7 307.9	(181°-019°)			

CPDLC



ELEV 143 | D | TDZE 138



CATEGORY	A	B	C	D
LPV DA	**338/24 200 (200-½)			
LNAV/VNAV DA	557/46 419 (500-1)			
LNAV MDA	560/24 422 (500-½)		560/40 422 (500-¾)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

BALTIMORE, MARYLAND

AL-804 (FAA)

19283

WAAS CH 48808 W28A	APP CRS 285°	Rwy ldg 9803 TDZE 143 Apt Elev 143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) RNAV (GPS) Y RWY 28

RNP APCH.

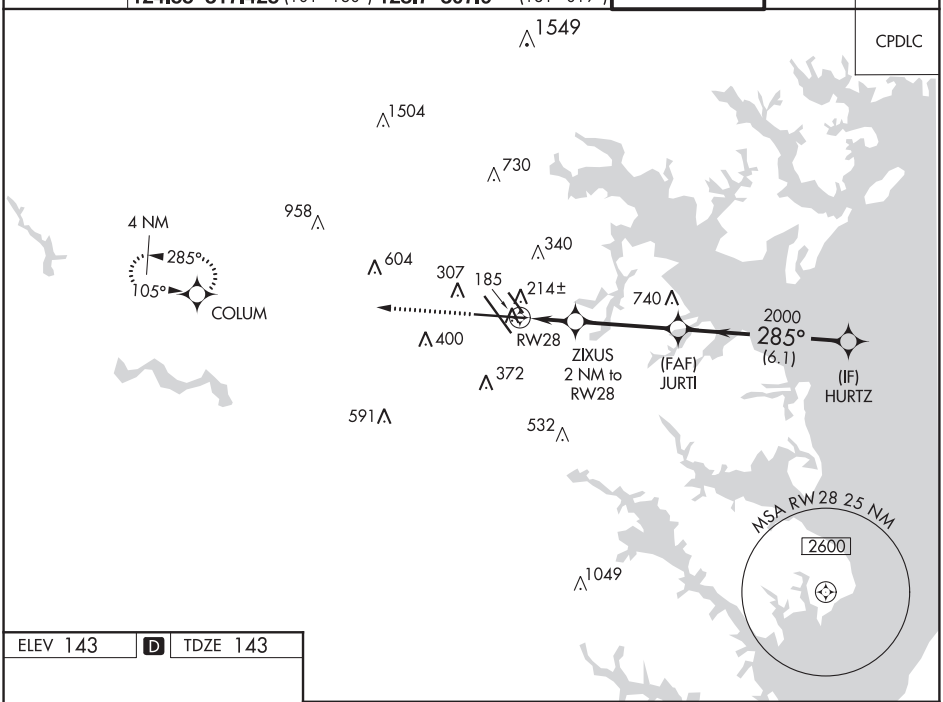
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

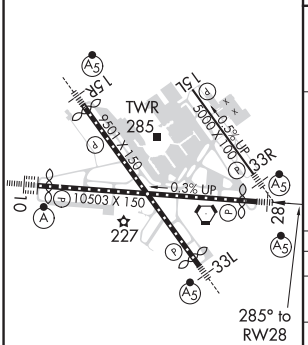
MISSED APPROACH: Climb to 2500 direct COLUM and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

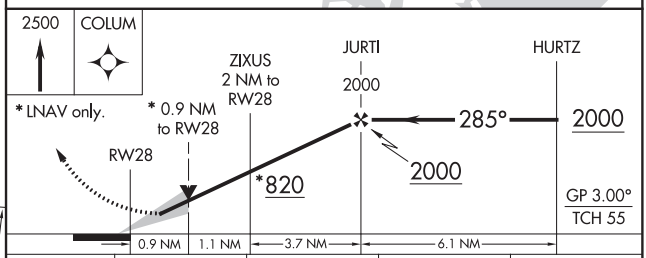
CPDLC



ELEV 143 | D | TDZE 143



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys



CATEGORY	A	B	C	D
LPV DA**	343/24 200 (200-½)			
LNAV/VNAV DA	395/24 252 (300-½)			
LNAV MDA	480/24 337 (400-½)		480/26 337 (400- ½)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	860-2¼ 717 (800-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 82207 W33A	APP CRS 335°	Rwy ldg 8301 TDZE 143 Apt Elev 146

RNAV (GPS) Y RWY 33L
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

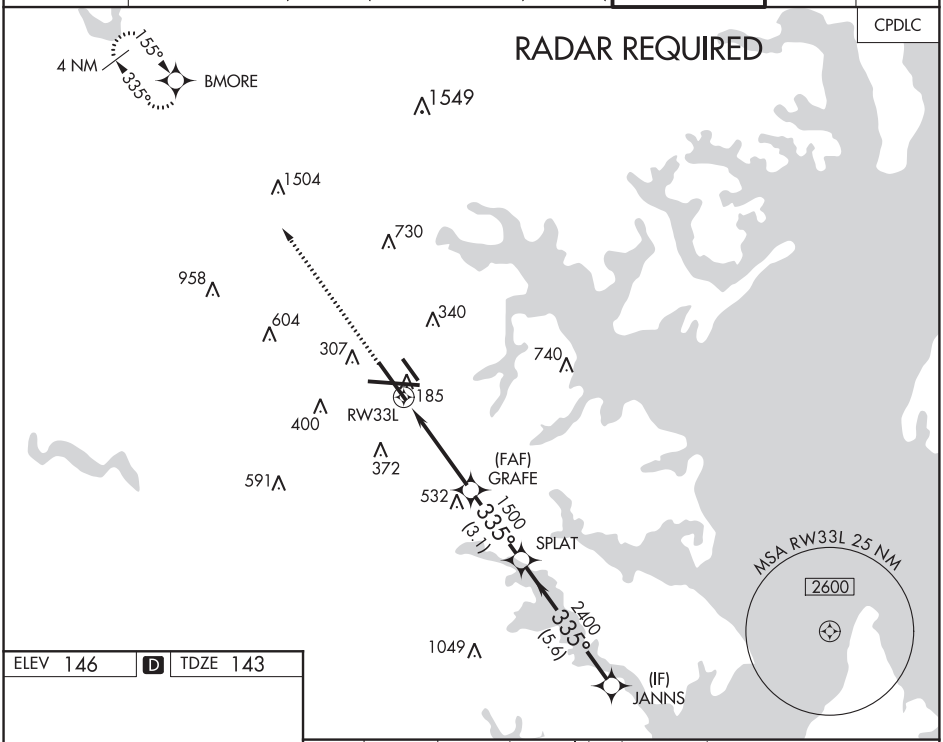
MALSR

MISSED APPROACH: Climb to 3000 direct BMORE and hold.

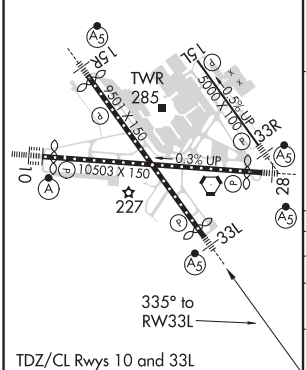
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 124.55 317.425 (101°-130°)	119.7 290.475 (131°-180°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

CPDLC

RADAR REQUIRED



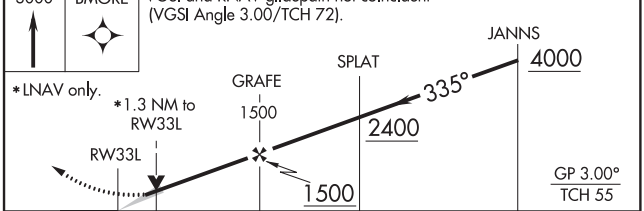
ELEV 146 D TDZE 143



TDZ/CL Rwys 10 and 33L
REIL Rwys 15L and 33R
HIRL all rwys

3000 BMORE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).



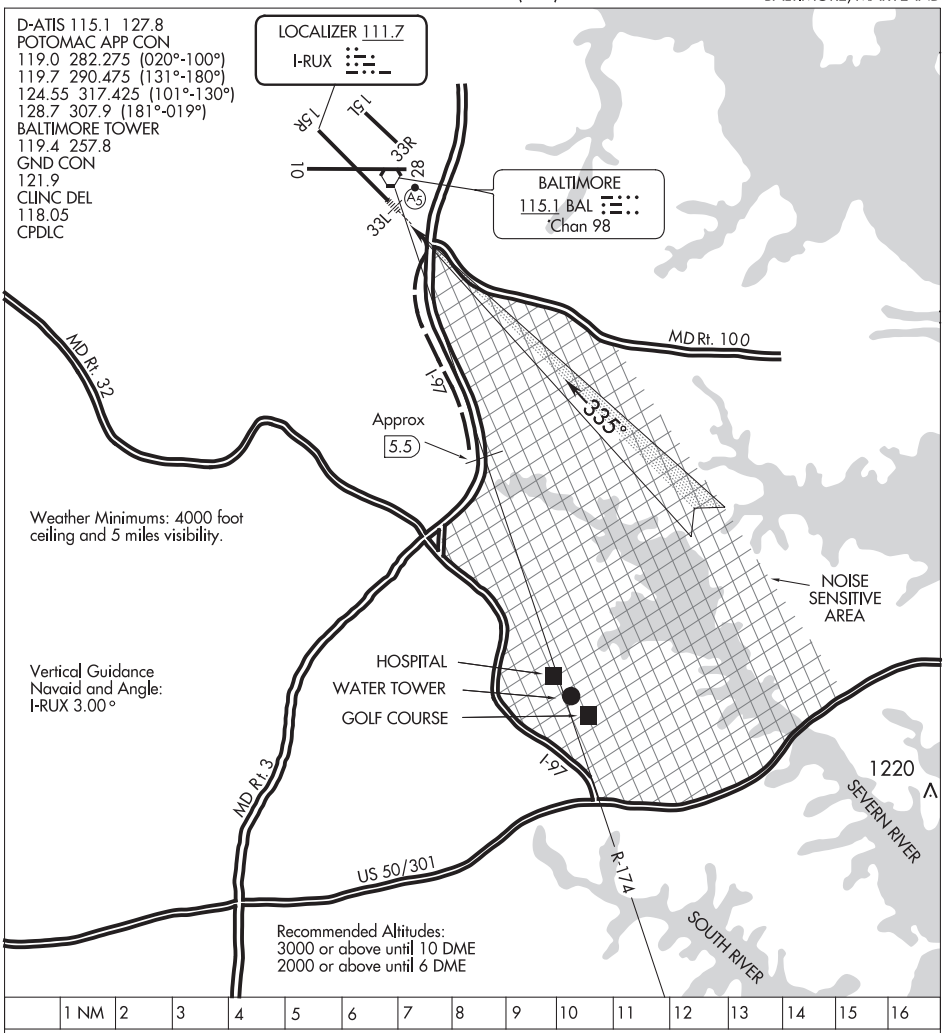
CATEGORY	A	B	C	D
LPV DA	343/18 200 (200-½)			
LNAV/VNAV DA	432/24 289 (300-½)			
LNAV MDA	600/24 457 (500-½)		600/50 457 (500-1)	
C CIRCLING	640-1 494 (500-1)	660-1 514 (600-1)	700-1½ 554 (600-1½)	880-2¼ 734 (800-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

20086

INTERSTATE VISUAL RWY 33L

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
AL-804 (FAA)
BALTIMORE, MARYLAND

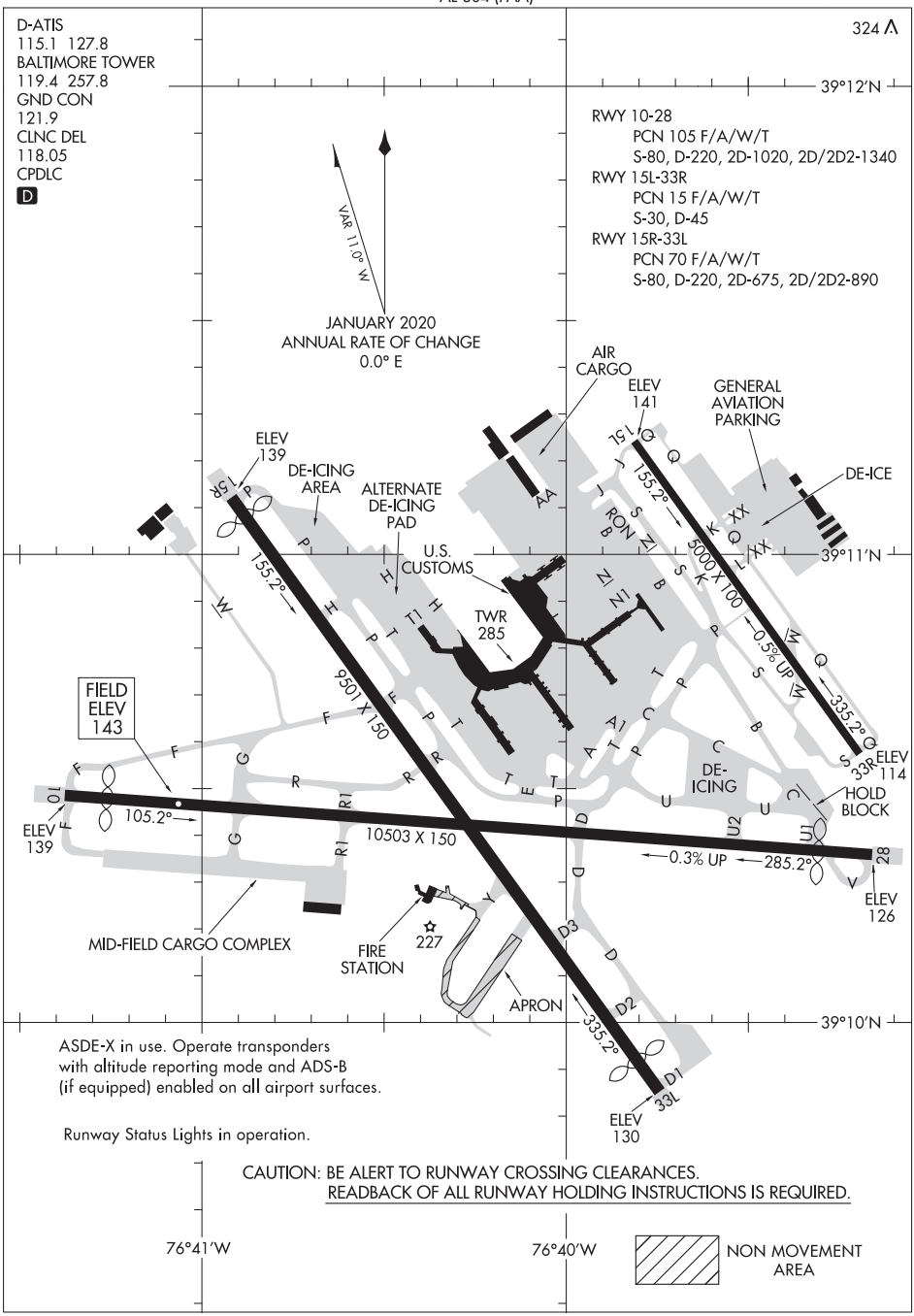


NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

INTERSTATE VISUAL RWY 33L

Radar vectors will be provided to the BAL 174 RADIAL. When cleared for the Interstate Visual Runway 33L Approach, aircraft will proceed via the BAL 174 radial until over I-97 (Approx. 5.5 DME). Then via I-97 to join Runway 33L final approach course. Runway 33L ILS with MALSR will be on and available for use. Noise sensitive area east of I-97. This procedure applicable to turbo-jets arriving via OTT VORTAC.



NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

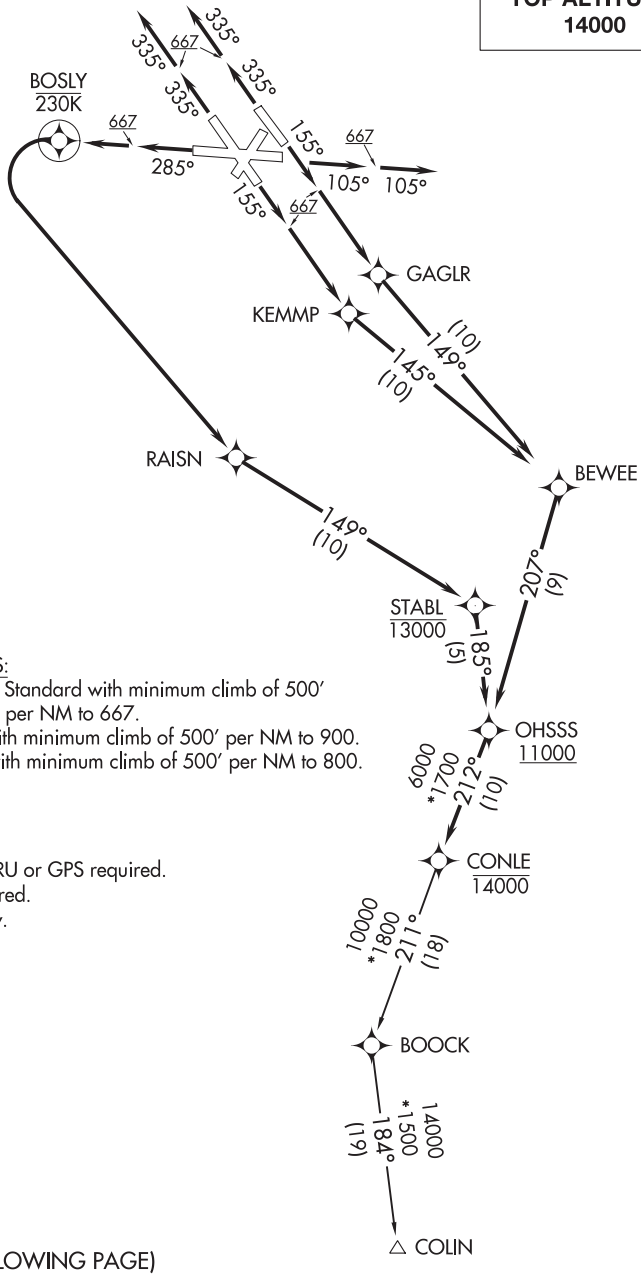
(CONLE3.CONLE) 17173 AL-804 (FAA)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

CONLE THREE DEPARTURE (RNAV)

D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8
POTOMAC DEP CON
124.55 317.425

TOP ALTITUDE: 14000



TAKEOFF MINIMUMS:
Rwys 10, 15L/R, 28: Standard with minimum climb of 500′ per NM to 667.
Rwy 33L: Standard with minimum climb of 500′ per NM to 900.
Rwy 33R: Standard with minimum climb of 500′ per NM to 800.

NOTE: RNAV 1
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb heading 105° to 667, then on heading 105°, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000. Thence....
TAKEOFF RWY 15L: Climb heading 155° to 667, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000. Thence....
TAKEOFF RWY 15R: Climb heading 155° to 667, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000. Thence....
TAKEOFF RWY 28: Climb heading 285° to 667, then direct BOSLY, then left turn direct RAISN, then on track 149° to cross STABL at or below 13000, then on track 185° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000. Thence....
TAKEOFF RWY 33L/R: Climb heading 335° to 667, then on heading 335°, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000. Thence....

...on COLIN transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

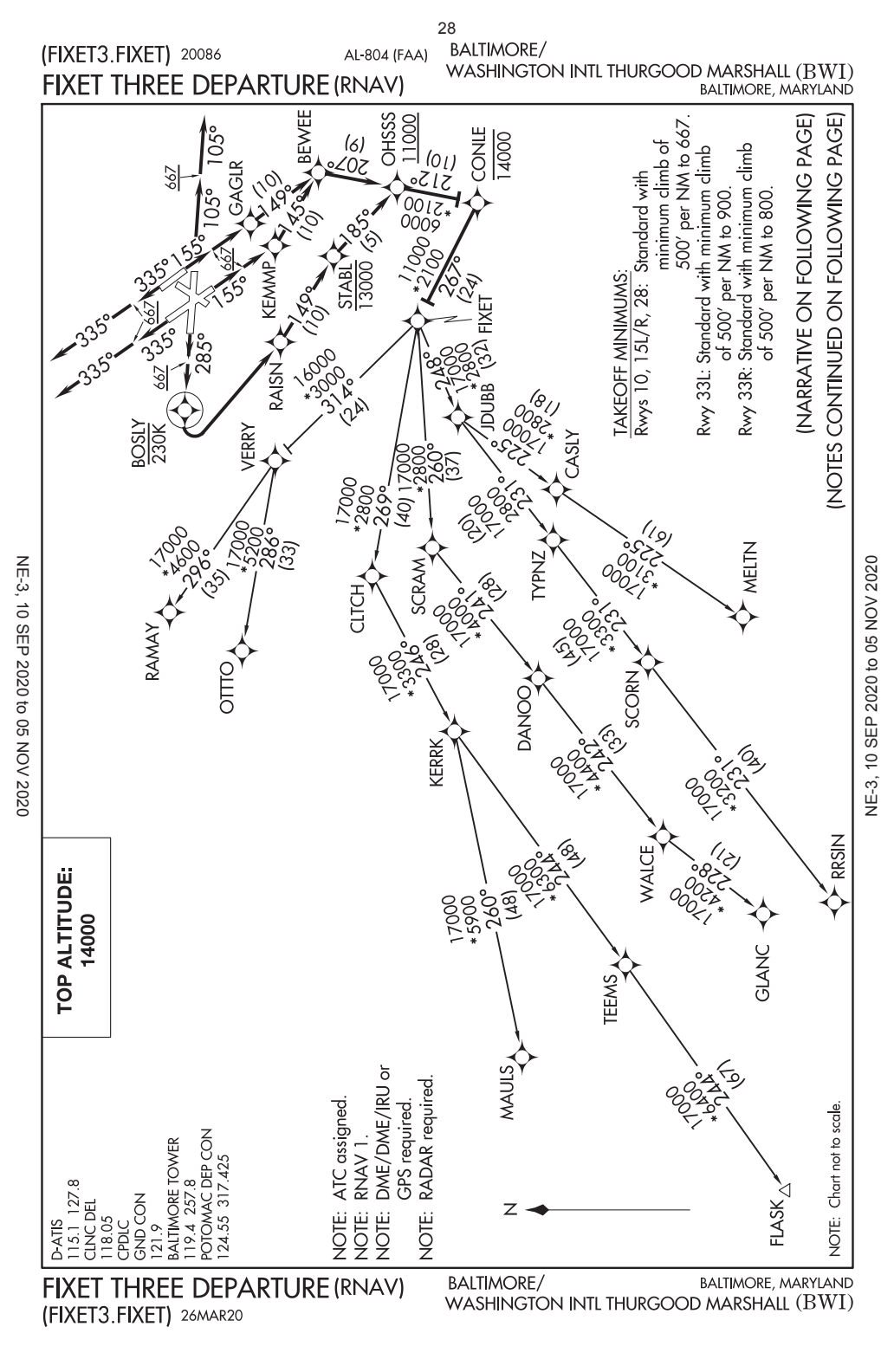
COLIN TRANSITION (CONLE3.COLIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

(FIXET3.FIXET) 20086 AL-804 (FAA)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

FIXET THREE DEPARTURE (RNAV)



NE-3, 10 SEP 2020 to 05 NOV 2020

FIXET THREE DEPARTURE (RNAV)

(FIXET3.FIXET) 26MAR20

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb on heading 105° to 667, then on heading 105°, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence . . . .
TAKEOFF RWY 15L: Climb on heading 155° to 667, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence . . . .
TAKEOFF RWY 15R: Climb on heading 155° to 667, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence . . . .
TAKEOFF RWY 28: Climb on heading 285° to 667, then direct BOSLY, then left turn direct RAISN, then on track 149° to cross STABL at or below 13000, then on track 185° to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence . . . .
TAKEOFF RWY 33L/R: Climb on heading 335° to 667, then on heading 335°, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, thence . . . .

. . . . on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (FIXET3.FLASK)
GLANC TRANSITION (FIXET3.GLANC)
MAULS TRANSITION (FIXET3.MAULS)
MELTN TRANSITION (FIXET3.MELTN)
OTTTO TRANSITION (FIXET3.OTTTO)
RAMAY TRANSITION (FIXET3.RAMAY)
RRSIN TRANSITION (FIXET3.RRSIN)

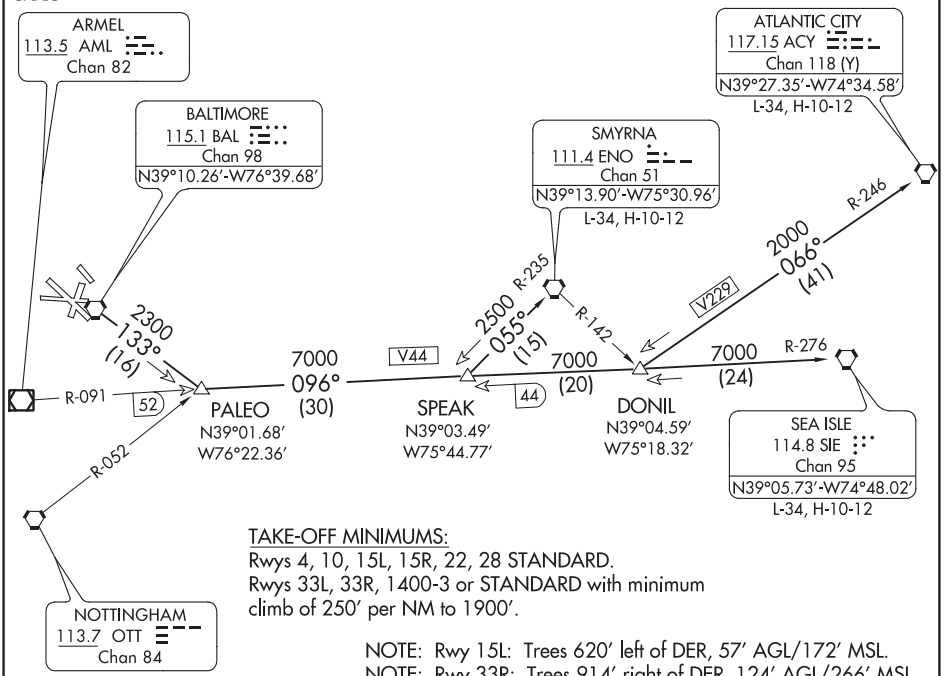
NE-3, 10 SEP 2020 to 05 NOV 2020

(PALEO3.PALEO) 20086

PALEO THREE DEPARTURE

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
AL-804 (FAA)
BALTIMORE, MARYLAND

D-ATIS 115.1 127.8
CLNC DEL 118.05
GND CON 121.9
BALTIMORE TOWER
119.4 257.8
POTOMAC DEP CON
124.55
CPDLC



TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R, 1400-3 or STANDARD with minimum climb of 250′ per NM to 1900′.

NOTE: Rwy 15L: Trees 620′ left of DER, 57′ AGL/172′ MSL.
NOTE: Rwy 33R: Trees 914′ right of DER, 124′ AGL/266′ MSL.
Trees 648′ left of DER, 106′ AGL/248′ MSL.

NOTE: Chart not to scale.

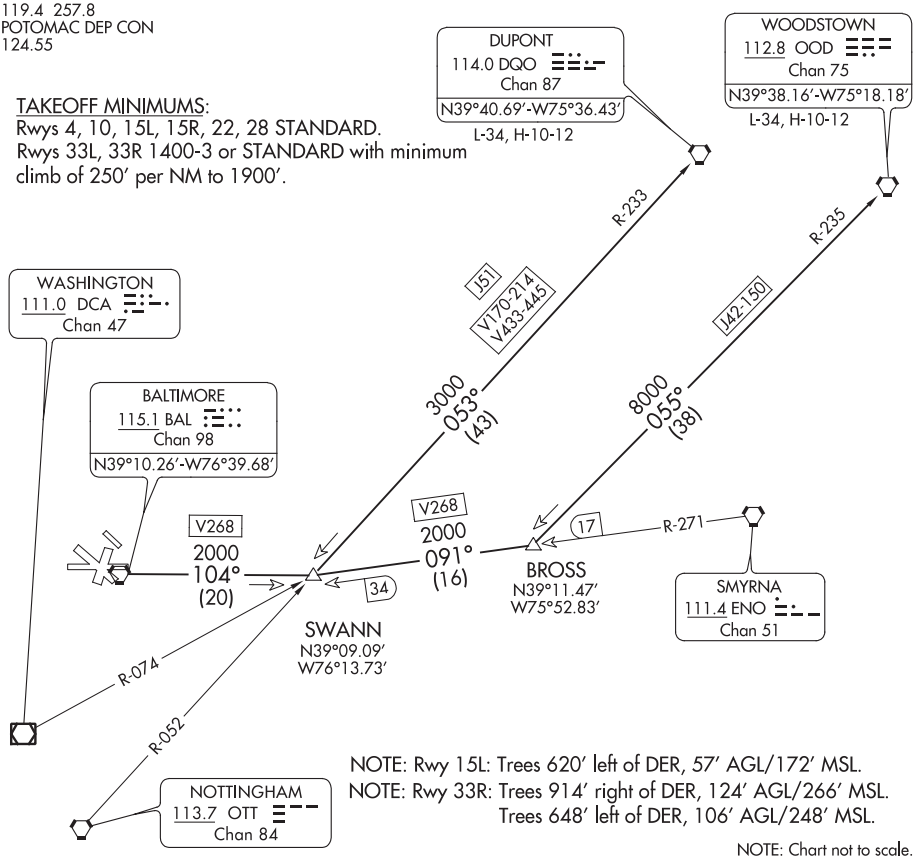
NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150°. Thence . . . .
PROPS: Fly runway heading. Thence . . . .
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence . . . .
. . . . For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
ATLANTIC CITY TRANSITION (PALEO3.ACY): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to DONIL INT, then via ACY VORTAC R-246 to ACY VORTAC.
SEA ISLE TRANSITION (PALEO3.SIE): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SIE VORTAC.
SMYRNA TRANSITION (PALEO3.ENO): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SPEAK INT, then via ENO VORTAC R-235 to ENO VORTAC.

D-ATIS 115.1 127.8
CLNC DEL 118.05
CPDLC
GND CON 121.9
BALTIMORE TOWER
119.4 257.8
POTOMAC DEP CON
124.55

TAKEOFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R 1400-3 or STANDARD with minimum climb of 250′ per NM to 1900′.



NOTE: Rwy 15L: Trees 620′ left of DER, 57′ AGL/172′ MSL.
NOTE: Rwy 33R: Trees 914′ right of DER, 124′ AGL/266′ MSL.
Trees 648′ left of DER, 106′ AGL/248′ MSL.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150° Thence....
PROPS: Fly runway heading. Thence....
TAKEOFF ALL OTHER RUNWAYS: Fly runway heading. Thence....
....For vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.
DUPONT TRANSITION (SWANN3.DQO): From over BAL VORTAC via BAL R-104 to SWANN INT, then via DQO VORTAC R-233 to DQO VORTAC.
WOODSTOWN TRANSITION (SWANN3.OOD): From over BAL VORTAC via BAL R-104 to SWANN INT, then via ENO VORTAC R-271 to BROSS INT, then via OOD VORTAC R-235 to OOD VORTAC.

(TERPZ7.TERPZ) 20086

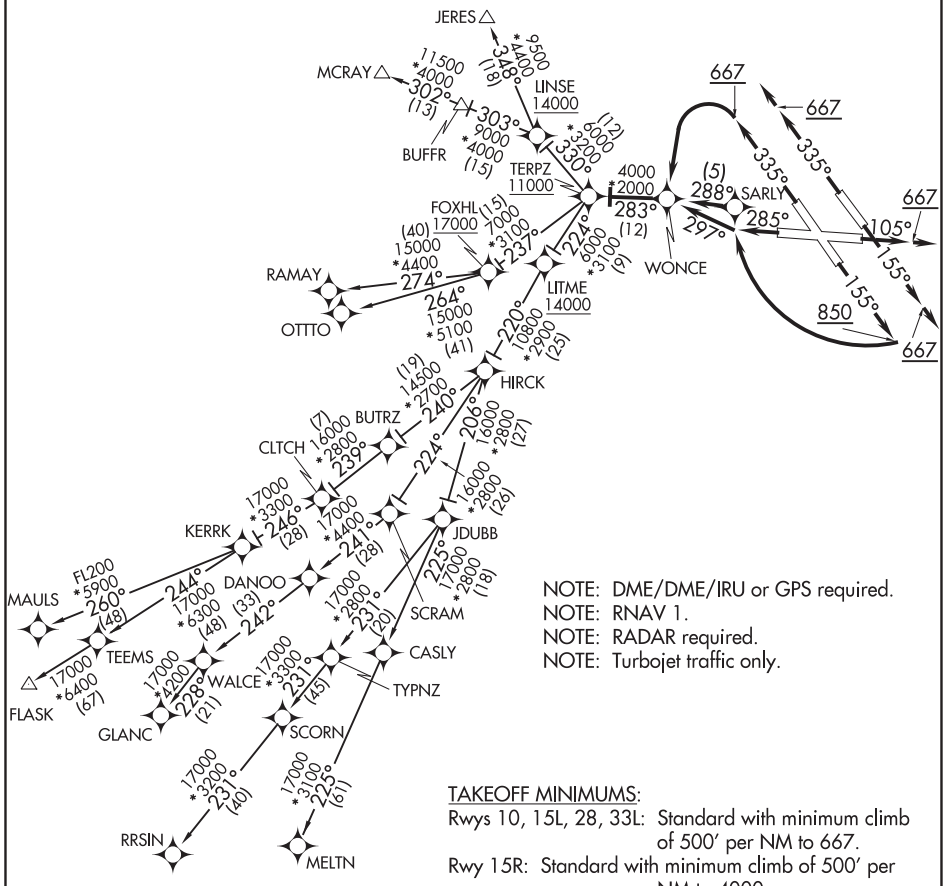
TERPZ SEVEN DEPARTURE (RNAV)

AL-804

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8
POTOMAC DEP CON
128.7 307.9

TOP ALTITUDE:
RAMAY, OTTTO, MAULS, FLASK, RRSIN, GLANC, MELTN TRANSITIONS: 17000
JERES, MCRAY TRANSITIONS: 16000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet traffic only.

TAKEOFF MINIMUMS:
Rwys 10, 15L, 28, 33L: Standard with minimum climb of 500′ per NM to 667.
Rwy 15R: Standard with minimum climb of 500′ per NM to 4000.
Rwy 33R: Standard with minimum climb of 500′ per NM to 800.

(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 667, then on heading 105°, expect RADAR vectors to WONCE, then on track 283° to cross TERPZ at or above 11000, thence . . . .
TAKEOFF RUNWAY 15L: Climb on heading 155° to 667, then on heading 155°, expect RADAR vectors to WONCE, then on track 283° to cross TERPZ at or above 11000, thence . . . .
TAKEOFF RUNWAY 15R: Climb on heading 155° to 850, then right turn direct SARLY, then on track 288° to WONCE, then on track 283° to cross TERPZ at or above 11000, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 285° to intercept course 297° to WONCE, then on track 283° to cross TERPZ at or above 11000, thence . . . .
TAKEOFF RUNWAY 33L: Climb on heading 335° to 667, then left turn direct WONCE, then on track 283° to cross TERPZ at or above 11000, thence . . . .
TAKEOFF RUNWAY 33R: Climb on heading 335° to 667, then on heading 335°, expect RADAR vectors to WONCE, then on track 283° to cross TERPZ at or above 11000, thence . . . .

. . . on assigned transition: Departures on JERES and MCRAY transitions maintain 16000. Departures on RAMAY, OTTTO, MAULS, FLASK, MELTN, RRSIN, GLANC transitions maintain 17000, expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (TERPZ7.FLASK)
GLANC TRANSITION (TERPZ7.GLANC)
JERES TRANSITION (TERPZ7.JERES)
MAULS TRANSITION (TERPZ7.MAULS)
MCRAY TRANSITION (TERPZ7.MCRAY)
MELTN TRANSITION (TERPZ7.MELTN)
OTTTO TRANSITION (TERPZ7.OTTTO)
RAMAY TRANSITION (TERPZ7.RAMAY)
RRSIN TRANSITION (TERPZ7.RRSIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

BALTIMORE, MARYLAND — AL-5222 (FAA) — 20086

WAAS CH 45622 W15A	APP CRS 146°	Rwy ldg 6997 TDZE 22 Apt Elev 22

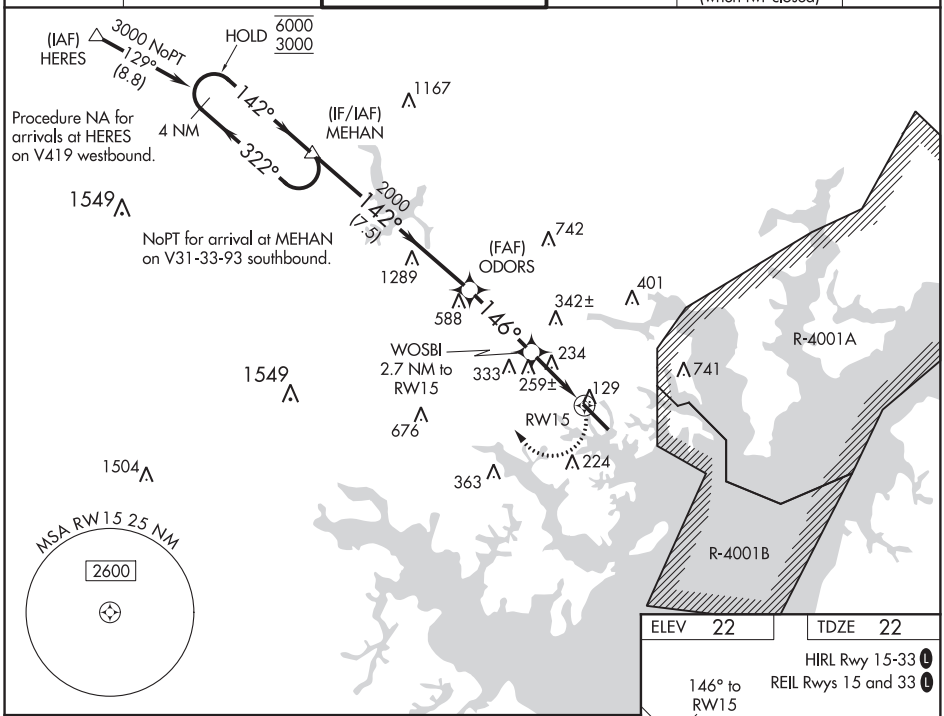
RNAV (GPS) RWY 15
MARTIN STATE (MTN)

RNP APCH.

Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDA 60 feet and increase LP Cats C and D visibility ⅛ SM, LNAV Cats C and D visibility ¼ SM, Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct MEHAN and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	121.8 (when twr closed)	122.95

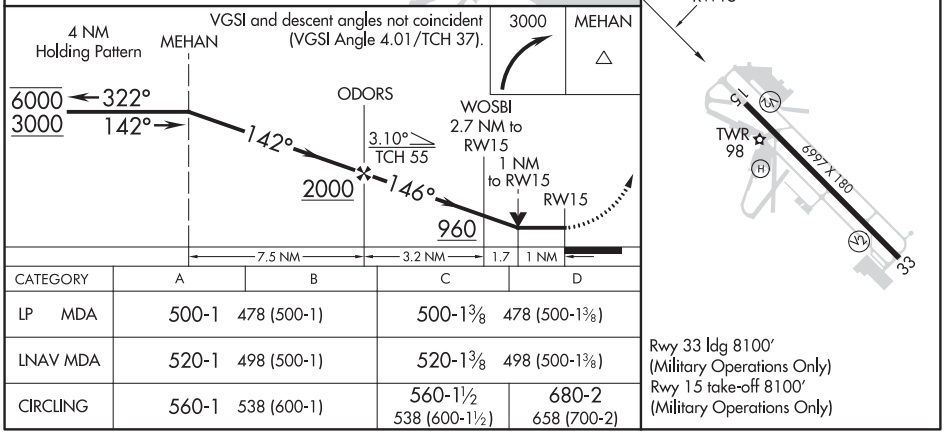


NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 22 | TDZE 22

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

146° to RW15



CATEGORY	A	B	C	D
LP MDA	500-1 478 (500-1)		500-1⅜ 478 (500-1⅜)	
LNAV MDA	520-1 498 (500-1)		520-1⅜ 498 (500-1⅜)	
CIRCLING	560-1 538 (600-1)		560-1½ 538 (600-1½)	680-2 658 (700-2)

Rwy 33 ldg 8100′ (Military Operations Only)
Rwy 15 take-off 8100′ (Military Operations Only)

BALTIMORE, MARYLAND
Amdt 1B 20JUN19

39°20′N-76°25′W

MARTIN STATE (MTN)
RNAV (GPS) RWY 15

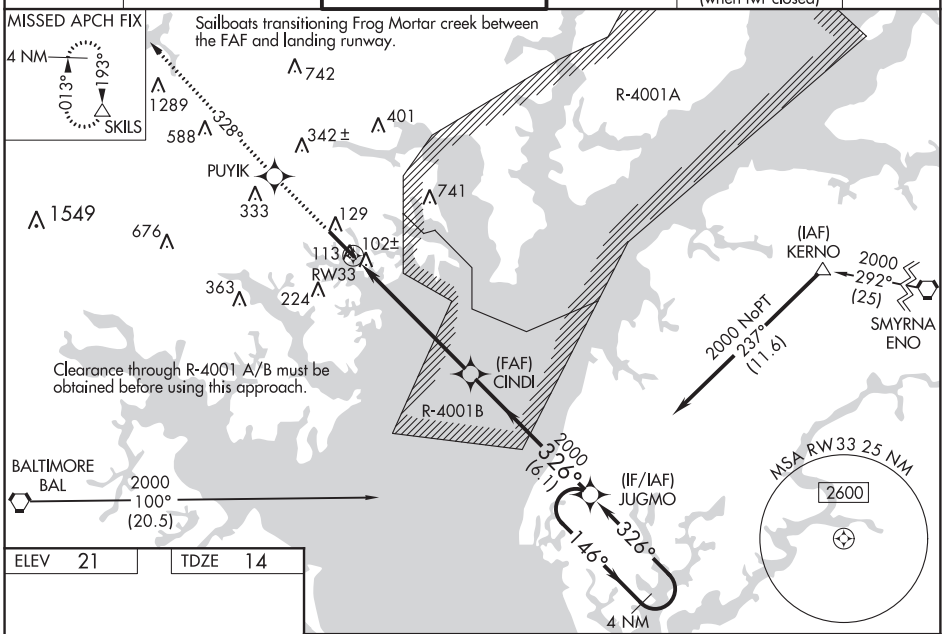
WAAS CH 40307 W33A	APP CRS 326°	Rwy ldg 6997 TDZE 14 Apt Elev 21

RNAV (GPS) RWY 33
MARTIN STATE (MTN)

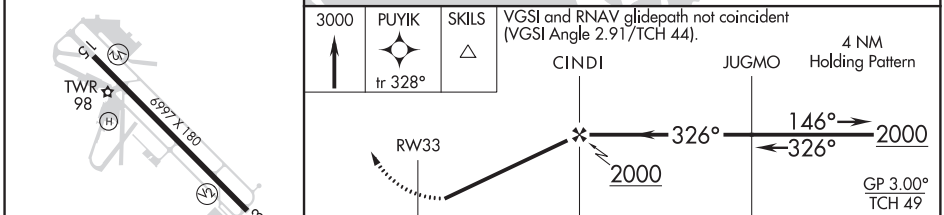
Baro-VNAV NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all DA to 454 and all MDA 60 feet, and increase LPV and LNAV/VNAV all Cats visibility to 1½ and LNAV Cat C to 1¼ and Circling Cat D visibility to 2¼.

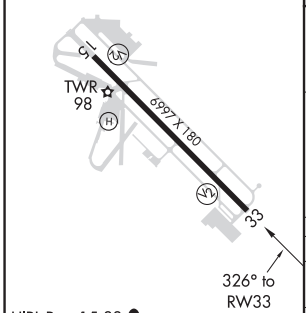
MISSED APPROACH: Climb to 3000 direct PUYIK and on track 328° to SKILS and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	121.8 (when twr closed)	122.95



ELEV 21	TDZE 14





HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

CATEGORY	A	B	C	D
LPV DA	402-1¼ 388 (400- 1¼)			
LNAV/VNAV DA	402-1¼ 388 (400- 1¼)			
LNAV MDA	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	540-1 519 (600-1)		540-1½ 519 (600-1½)	680-2 659 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

BALTIMORE, MARYLAND AL-5222 (FAA) 20198

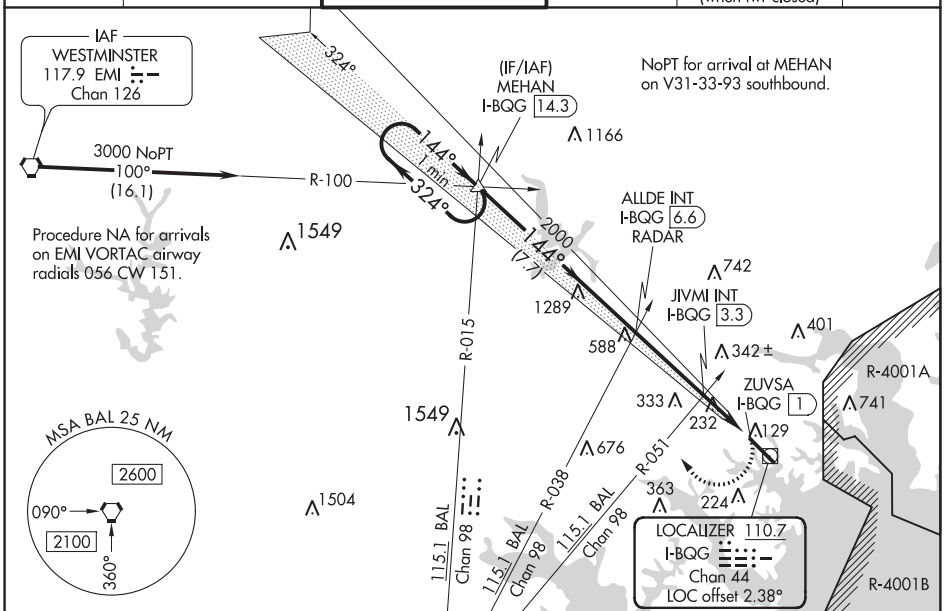
LOC RWY 15
MARTIN STATE (MTN)

LOC/DME I-BQG	APP CRS	Rwy ldg	6997
110.7	144°	TDZE	22
Chan 44		Apt Elev	22

When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDA 60 feet and increase S-15 Cat A and Circling Cats C and D visibility ¼ mile and increase JIVMI Fix Minimums S-15 Cats C and D visibility ⅛ mile and Circling Cat D visibility ¼ mile. Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 3000 on heading 312° and BAL VORTAC R-015 to MEHAN INT/I-BQG 14.3 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	121.8 (when twr closed)	122.95

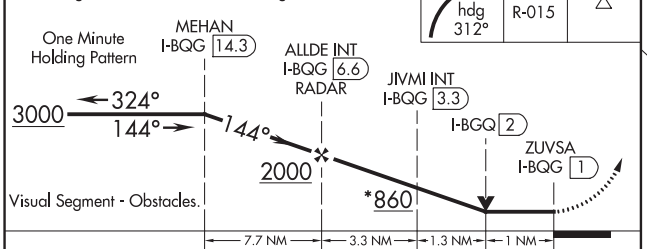


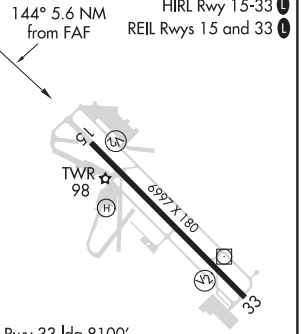
*920 when using Baltimore/Washington Intl Thurgood Marshall altimeter setting.

3000	BAL	MEHAN
hdg 312°	R-015	△

ELEV	22	TDZE	22

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L





Rwy 33 ldg 8100′ (Military Operations Only)
Rwy 15 take-off 8100′ (Military Operations Only)

CATEGORY	A	B	C	D
S-15	860-1 838 (900-1)	860-1¼ 838 (900-1¼)	860-2½ 838 (900-2½)	
CIRCLING	860-1¼ 838 (900-1¼)		860-2½ 838 (900-2½)	860-2¾ 838 (900-2¾)
JIVMI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-15	500-1 478 (500-1)		500-1⅜ 478 (500-1⅜)	
CIRCLING	560-1 538 (600-1)		560-1½ 538 (600-1½)	680-2 658 (700-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

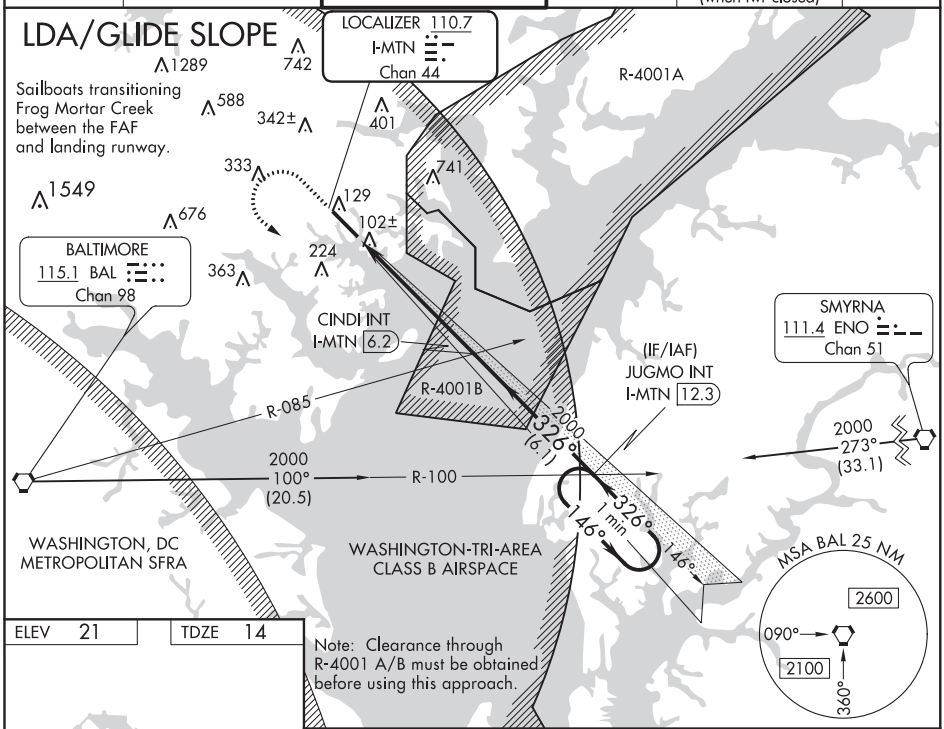
LDA RWY 33
MARTIN STATE (MTN)

LOC/DME I-MTN	APP CRS	Rwy ldg	6997
110.7	326°	TDZE	14
Chan 44		Apt Elev	21

RADAR Required. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and raise all MDA 60 feet and raise S-LDA 33 Cat C and Circling Cat D visibility ¼ mile.

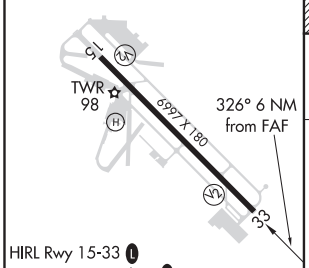
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 146°and BAL VORTAC R-100 to JUGMO INT/12.3 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	121.8 (when twr closed)	122.95



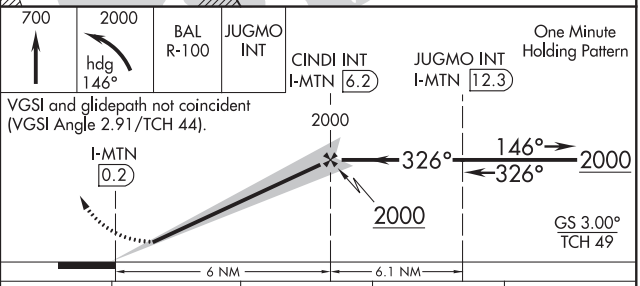
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 21	TDZE 14



HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-LDA/GS 33	264-1 250 (300-1)			
S-LDA 33	380-1 366 (400-1)			380-1¼ 366 (400-1¼)
CIRCLING	540-1 519 (600-1)		540-1½ 519 (600-1½)	680-2 659 (700-2)

BALTIMORE, MARYLAND AL-5222 (FAA) 20254

VOR or TACAN RWY 15

MARTIN STATE (MTN)

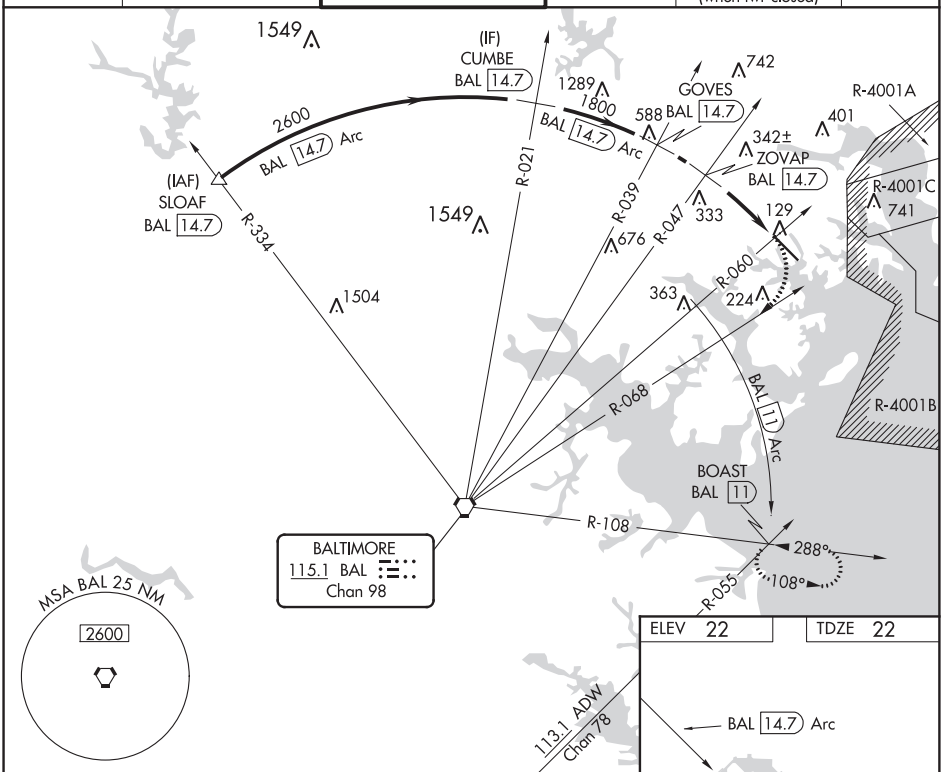
VORTAC BAL	BAL	Rwy ldg 6997
115.1	14.7	TDZE 22
Chan 98	Arc	Apt Elev 22

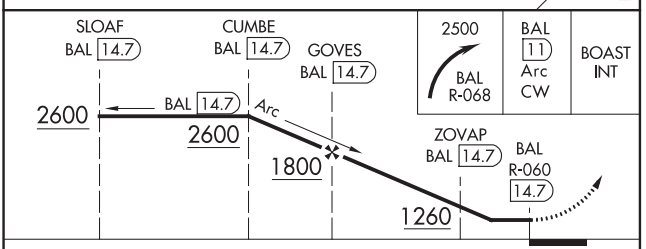
DME required.

Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDA 60 feet, and increase S-15 Cat B visibility ¼ SM, Cat C/D ½ SM and Circling Cats B/C ¼ SM.

MISSED APPROACH: Climbing right turn to 2500 on BAL VORTAC R-068 and BAL 11 DME Arc clockwise to BOAST INT/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	CLNC DEL	UNICOM
124.925	119.0 282.275	121.3 (CTAF) (L) 254.425	121.8 253.4	121.8 (when twr closed)	122.95





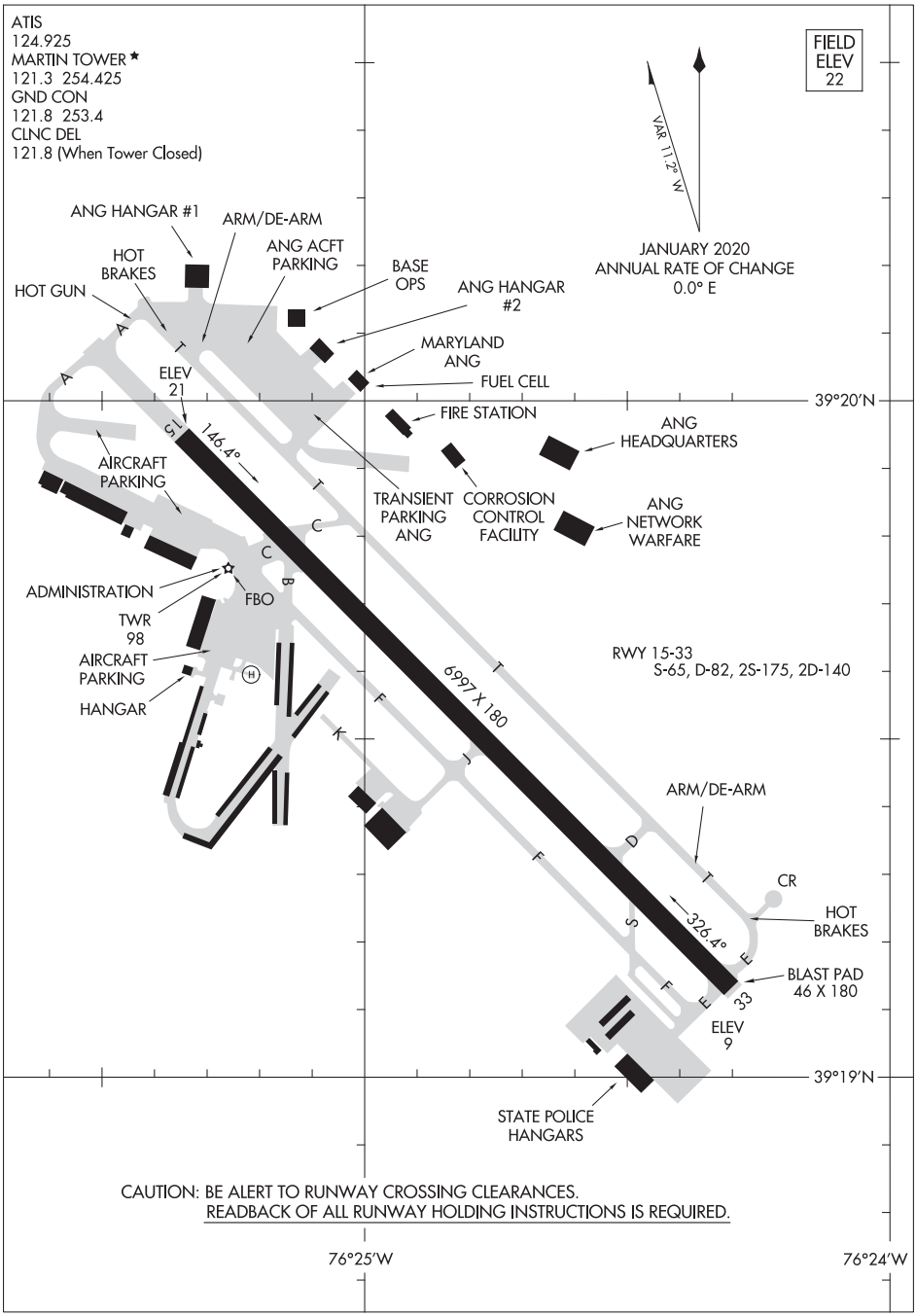
CATEGORY	A	B	C	D
S-15	920-1¼ 898 (900-1¼)		920-2½ 898 (900-2½)	
CIRCLING	920-1¼ 898 (900-1¼)		920-2¾ 898 (900-2¾)	920-3 898 (900-3)

Rwy 33 ldg 8100′ (Military Operations only)
Rwy 15 take-off 8100′ (Military Operations only)

HIRL Rwy 15-33 (L)
REIL Rwys 15 and 33 (L)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

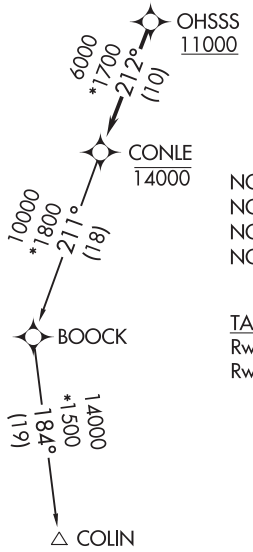
(CONLE3.CONLE) 18312 AL-5222 (FAA)

CONLE THREE DEPARTURE (RNAV)

MARTIN STATE (MTN)
BALTIMORE, MARYLAND

ATIS
124.925
CLNC DEL
121.8 (when twr closed)
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 (CTAF) 254.425
UNICOM
122.95
POTOMAC DEP CON
119.7 290.47

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215′ per NM to 1700.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

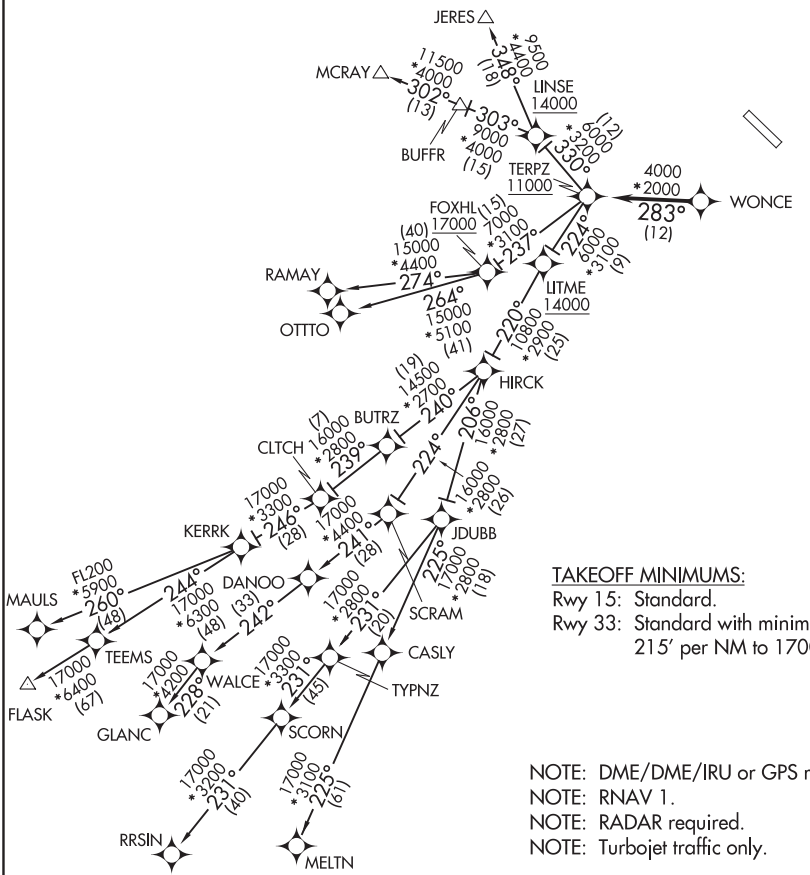
Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on COLIN transition. Expect filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE3.COLIN)

TERPZ SEVEN DEPARTURE (RNAV)

ATIS
124.925
CLNC DEL
121.8 (when twr closed)
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 (CTAF) 254.425
UNICOM
122.95
POTOMAC DEP CON
119.7 290.475

TOP ALTITUDE:
RAMAY, OTTTO, MAULS, FLASK, RRSIN, GLANC, MELTN TRANSITIONS: 17000
JERES, MCRAY TRANSITIONS: 16000



TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215′ per NM to 1700.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet traffic only.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

TERPZ SEVEN DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to WONCE, then on track 283° to cross TERPZ at or above 11000, thence. . . .

. . . on assigned transition: Departures on JERES and MCRAY transitions maintain 16000. Departures on RAMAY, OTTTO, MAULS, FLASK, MELTN, RRSIN, GLANC transitions maintain 17000, expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (TERPZ7.FLASK)
GLANC TRANSITION (TERPZ7.GLANC)
JERES TRANSITION (TERPZ7.JERES)
MAULS TRANSITION (TERPZ7.MAULS)
MCRAY TRANSITION (TERPZ7.MCRAY)
MELTN TRANSITION (TERPZ7.MELTN)
OTTTO TRANSITION (TERPZ7.OTTTO)
RAMAY TRANSITION (TERPZ7.RAMAY)
RRSIN TRANSITION (TERPZ7.RRSIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 86712 W13A	APP CRS 125°	Rwy ldg 5501 TDZE 2119 Apt Elev 2120

RNAV (GPS) RWY 13
VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

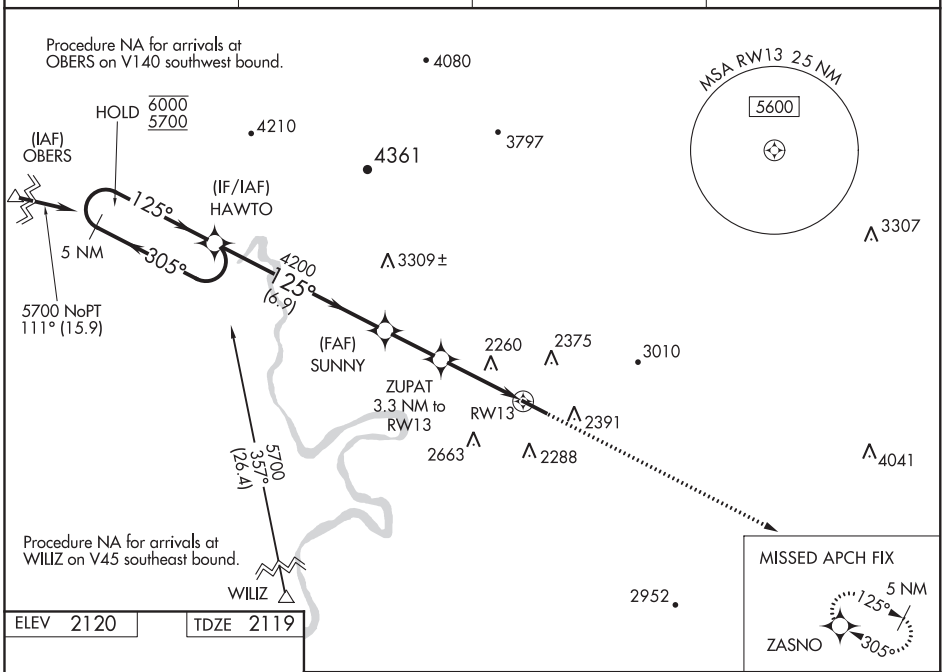
RNP APCH.

Rwy 13 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A and B.

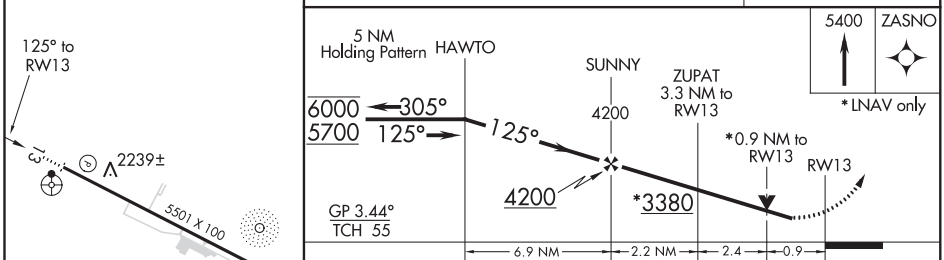
ODALS

MISSED APPROACH: Climb to 5400 direct ZASNO and hold, continue climb-in-hold to 5400.

AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L



ELEV 2120 TDZE 2119



CATEGORY	A	B	C	D
LPV DA	2389-1	270 (300-1)		NA
LNAV/VNAV DA	2419-1	300 (300-1)		NA
LNAV MDA	2520-1	401 (400-1)		NA
C CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

BLACKSBURG, VIRGINIA

AL-5475 (FAA)

20254

RNAV (GPS) RWY 31
VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

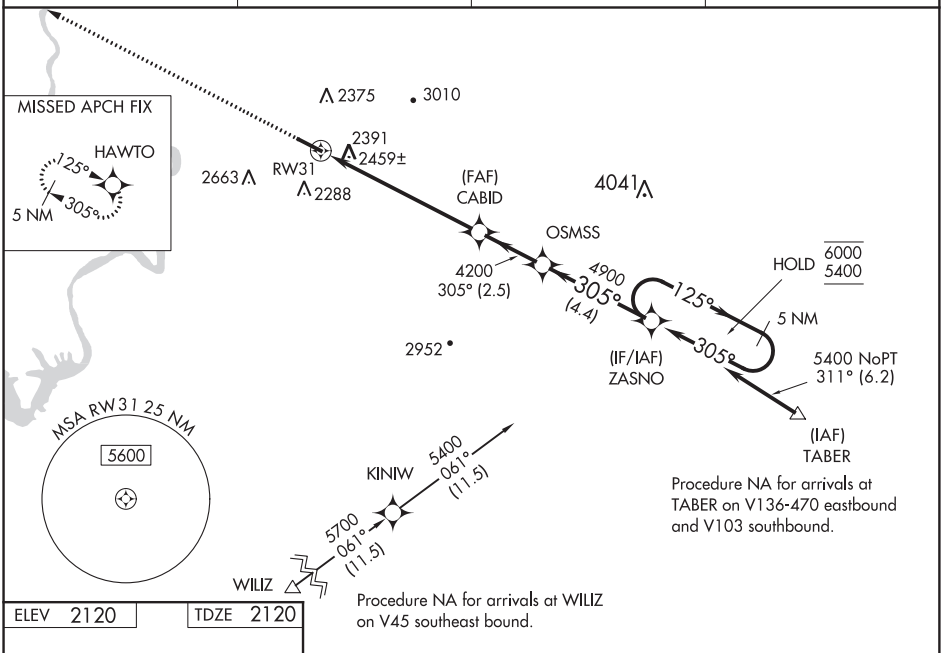
WAAS CH 86743 W31A	APP CRS 305°	Rwy ldg 5501 TDZE 2120 Apt Elev 2120

RNP APCH.

Rwy 31 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct HAWTO and hold, continue climb-in-hold to 5900.

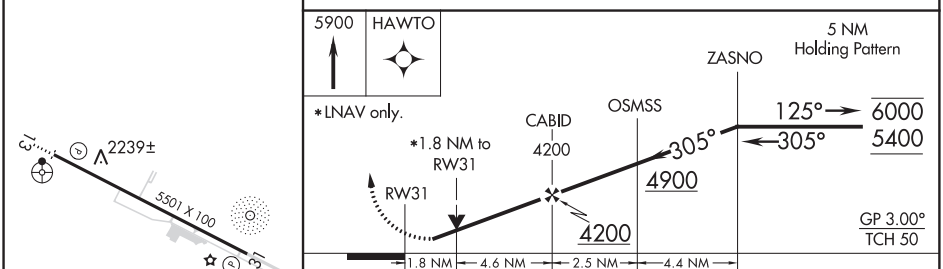
AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L



Procedure NA for arrivals at TABER on V136-470 eastbound and V103 southbound.

Procedure NA for arrivals at WILIZ on V45 southeast bound.

ELEV 2120	TDZE 2120



CATEGORY	A	B	C	D
LPV DA	2412-⅞ 292 (300-⅞)			NA
LNAV/VNAV DA	2740-1¾ 620 (700-1¾)			NA
LNAV MDA	2740-1 620 (700-1)		2740-1¾ 620 (700-1¾)	NA
C CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-BCB	APP CRS	Rwy ldg	5501
109.1	125°	TDZE	2119
Chan 28		Apt Elev	2120

LOC RWY 13
VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

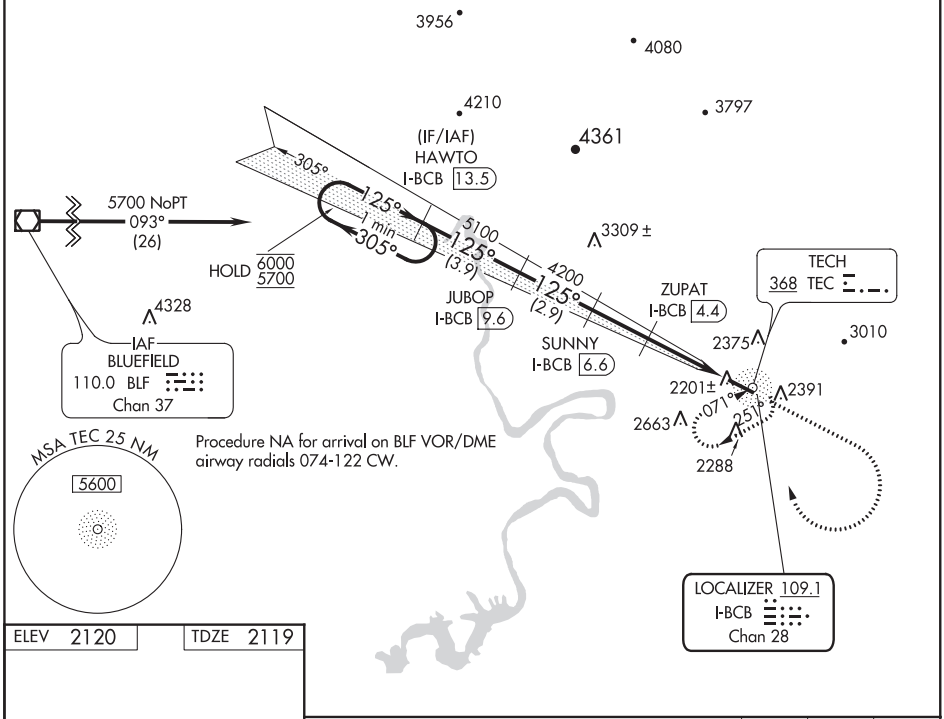
ADF and DME required.

NA — Rwy 13 helicopter visibility reduction below 1 SM NA. Inop table does not apply.

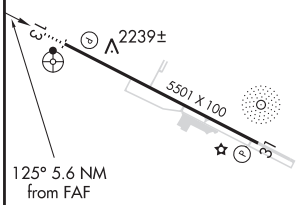
ODALS

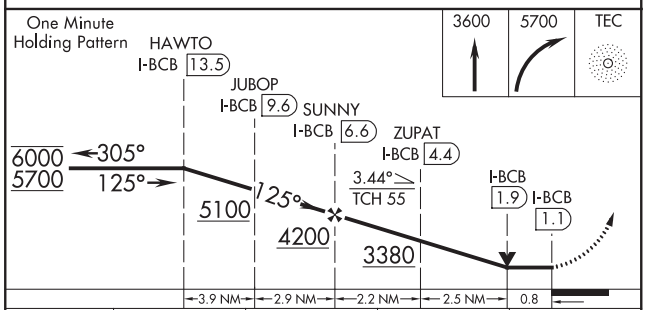
MISSED APPROACH: Climb to 3600 then climbing right turn to 5700 direct TEC NDB and hold, continue climb-in-hold to 5700.

AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L



ELEV 2120	TDZE 2119





CATEGORY	A	B	C	D
S-13	2480-1 361 (400-1)			NA
C CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

REIL Rwy 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

BLACKSBURG, VIRGINIA

AL-5475 (FAA)

20254

NDB-A

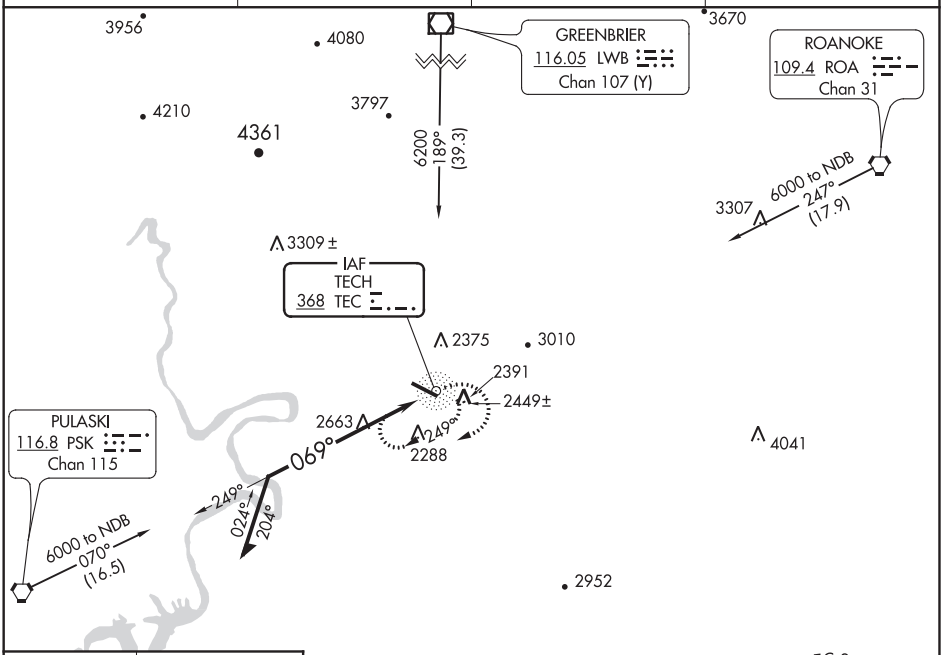
VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

NDB TEC	APP CRS	Rwy ldg / TDZE / Apt Elev
368	069°	N/A / N/A / 2132

T A NA — When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 6000 in TEC NDB holding pattern.

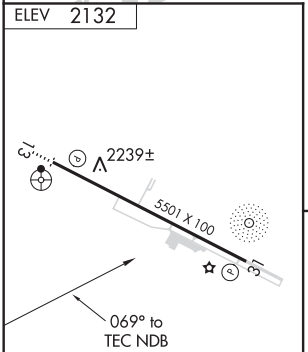
AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L

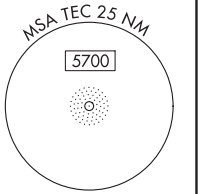


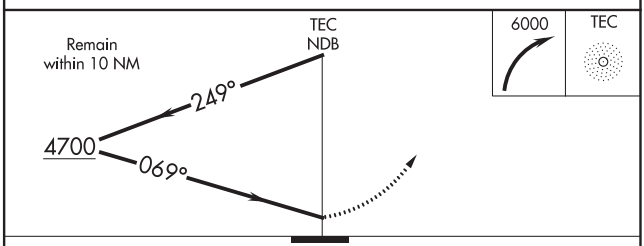
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 2132







REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
C CIRCLING	3200-1¼ 1068 (1100-1¼)	3200-1½ 1068 (1100-1½)	3200-3 1068 (1100-3)	NA

BLACKSBURG, VIRGINIA
Amdt 4A 10DEC15

37°13'N-80°25'W

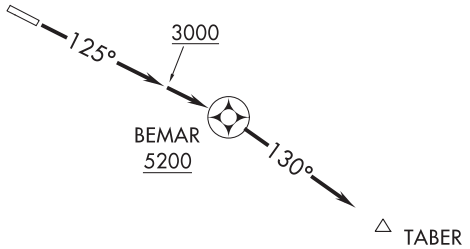
VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

NDB-A

BEMAR THREE DEPARTURE (RNAV)

TOP ALTITUDE: 6000

AWOS-3
133.325
CTAF
123.05
ROANOKE DEP CON
126.9 339.8
CLNC DEL
124.85



NOTE: GPS required.
NOTE: RNAV-1.
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 31: NA-ATC.
Rwy 13: Standard with minimum climb of 500′ per NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 125° to 3000, then direct BEMAR, cross BEMAR at or above 5200, then fly heading 130°or assigned by ATC, thence...

....For radar vectors to filed route, maintain 6000, expect clearance to filed altitude/ flight level 10 minutes after departure.

NE-3, 10 SEP 2020 to 05 NOV 2020

(SETHY5.SETHY) 20254

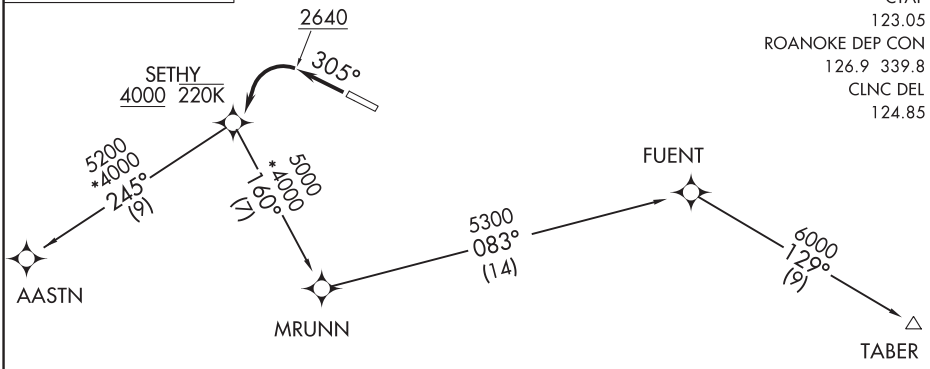
VIRGINIA TECH/MONTGOMERY EXECUTIVE (BCB)

SETHY FIVE DEPARTURE (RNAV)

BLACKSBURG, VIRGINIA

TOP ALTITUDE: 6000

AWOS-3
133.325
CTAF
123.05
ROANOKE DEP CON
126.9 339.8
CLNC DEL
124.85



NOTE: GPS Required.
NOTE: RNAV-1.
NOTE: RADAR Required.
NOTE: When in RADAR contact, vectors will be provided to filed/assigned route.

TAKEOFF MINIMUMS:

Rwy 13: NA-ATC.
Rwy 31: Standard with minimum climb of 300′ per NM to 2640 then minimum climb of 230′ per NM to 4000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 305° to 2640, then left turn direct SETHY, cross SETHY at or above 4000, thence....

....On TABER transition. Maintain 6000. Expect clearance to filed altitude/flight level 10 minutes after departure.

....On AASTN transition. At AASTN fly heading 245° or assigned by ATC. Maintain 6000. RADAR vectors will be provided to filed route. Expect clearance to filed altitude/flight level within ten minutes after departure.

AASTN TRANSITION (SETHY5.AASTN):
TABER TRANSITION (SETHY5.TABER):

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 42934 W04A	APP CRS 044°	Rwy ldg 5333 TDZE 428 Apt Elev 437

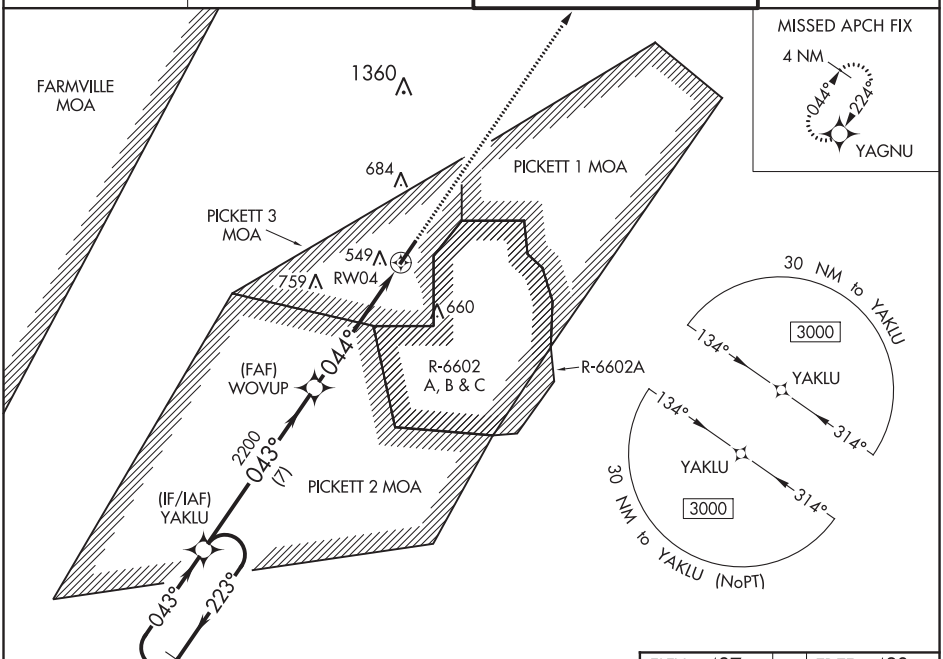
RNAV (GPS) RWY 4
ALLEN C PERKINSON BLACKSTONE AAF (BKT)

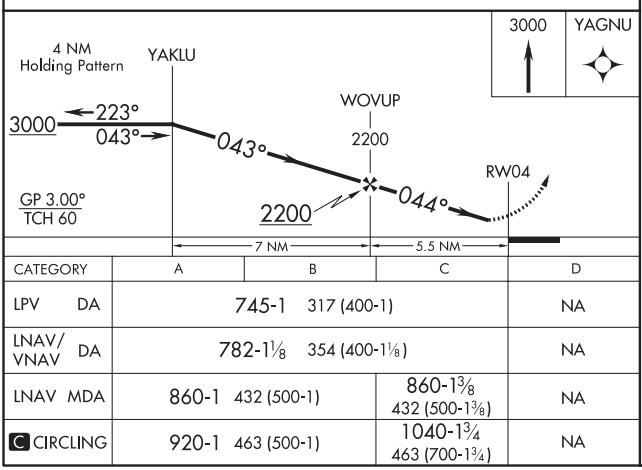
T
A NA

Use South Hill altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA. Rwy 4 helicopter visibility reduction below ¾ SM NA. Circling NA E of Rwy 4-22.

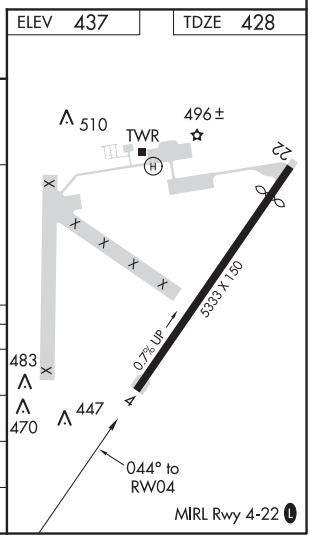
MISSED APPROACH: Climb to 3000 direct YAGNU and hold.

AWOS-3	WASHINGTON CENTER	BLACKSTONE TOWER ★	CTAF
119.225	118.75 377.1	126.2 241.0	126.2 L





CATEGORY	A	B	C	D
LPV DA	745-1 317 (400-1)			NA
LNAV/VNAV DA	782-1⅛ 354 (400-1⅛)			NA
LNAV MDA	860-1 432 (500-1)		860-1⅜ 432 (500-1⅜)	NA
C CIRCLING	920-1 463 (500-1)		1040-1¾ 463 (700-1¾)	NA



NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

BLACKSTONE, VIRGINIA — AL-52 (FAA) — 19339

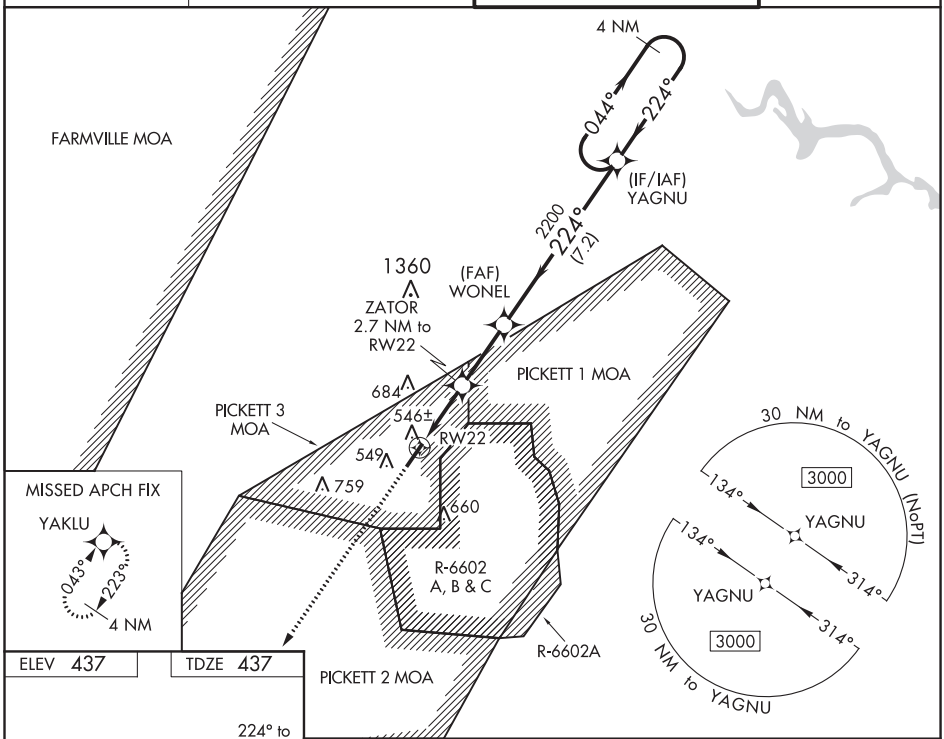
RNAV (GPS) RWY 22
ALLEN C PERKINSON BLACKSTONE AAF (BKT)

WAAS CH 53734 W22A	APP CRS 224°	Rwy ldg 4633 TDZE 437 Apt Elev 437

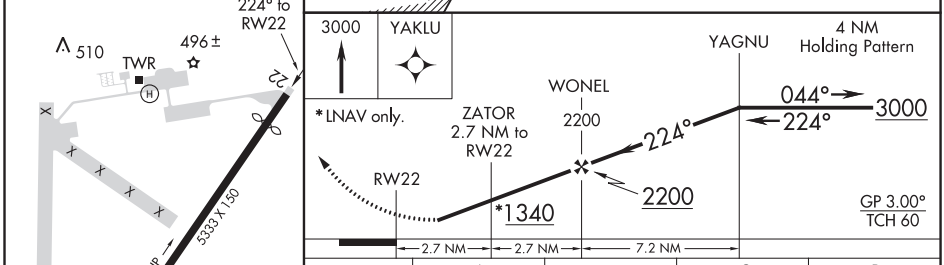
T A NA — Use South Hill altimeter setting. DME/DME RNP-0.3 NA. Baro-VNAV NA. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling NA E of Rwy 4-22.

MISSED APPROACH: Climb to 3000 direct YAKLU and hold.

AWOS-3	WASHINGTON CENTER	BLACKSTONE TOWER *	CTAF
119.225	118.75 377.1	126.2 241.0	126.2 L



ELEV 437 — TDZE 437



CATEGORY	A	B	C	D
LPV DA	742-1 305 (400-1)			NA
LNAV/VNAV DA	751-1 314 (400-1)			NA
LNAV MDA	860-1 423 (500-1)		860-1¼ 423 (500-1¼)	NA
C CIRCLING	920-1 483 (500-1)		1040-1¾ 603 (700-1¾)	NA

MIRL Rwy 4-22 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

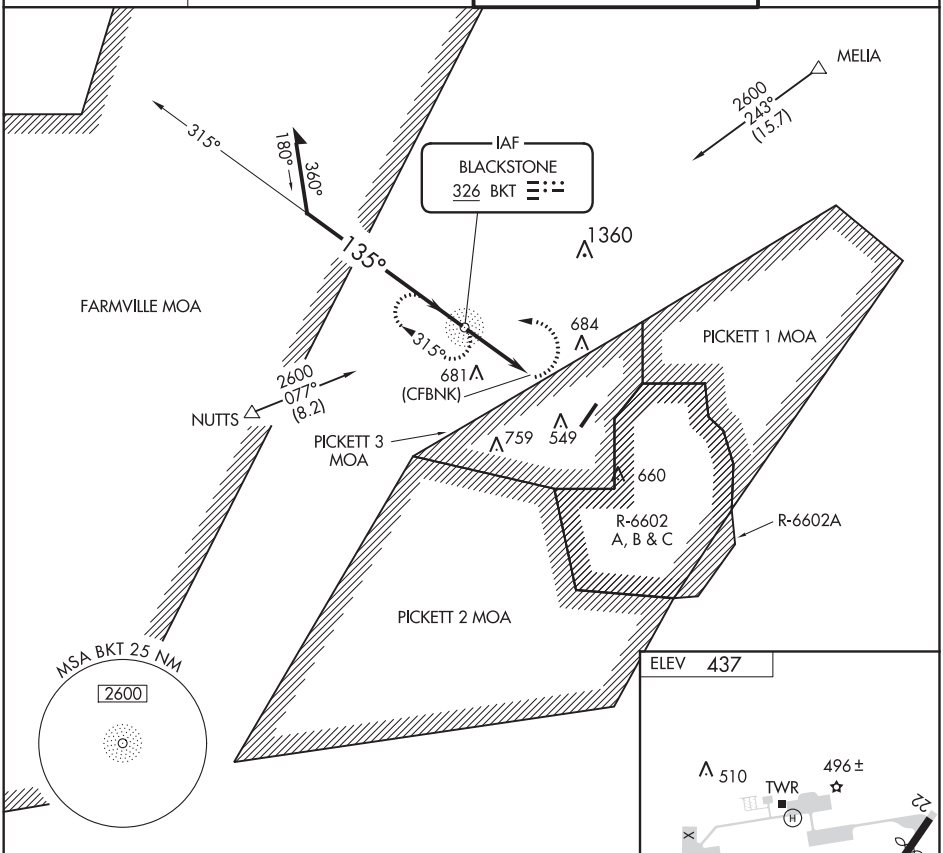
NDB BKT	APP CRS	Rwy ldg / TDZE / Apt Elev
326	135°	N/A / N/A / 437

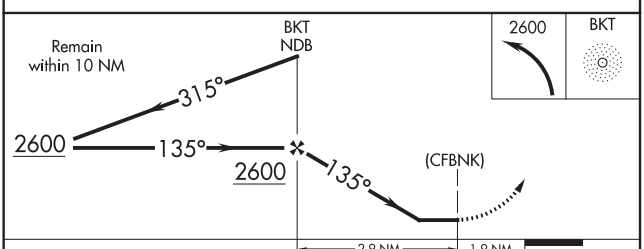
NDB-A
ALLEN C PERKINSON BLACKSTONE AAF (BKT)

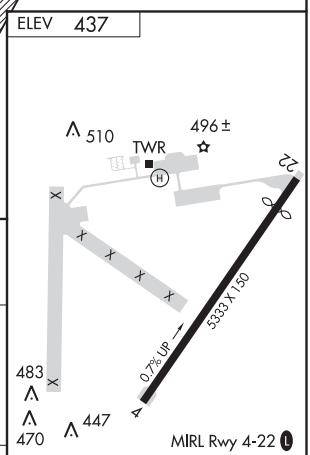
T NA — Use South Hill altimeter setting. Circling NA east of Rwy 4-22.

MISSED APPROACH: Climbing left turn 2600 direct BKT NDB and hold. Continue climb-in-hold to 2600.

AWOS-3	WASHINGTON CENTER	BLACKSTONE TOWER *	CTAF
119.225	118.75 377.1	126.2 241.0	126.2 L







CATEGORY	A	B	C	D
C CIRCLING	1040-2¼ 603 (700-2¼)			NA

FAF to MAP 2.9 NM

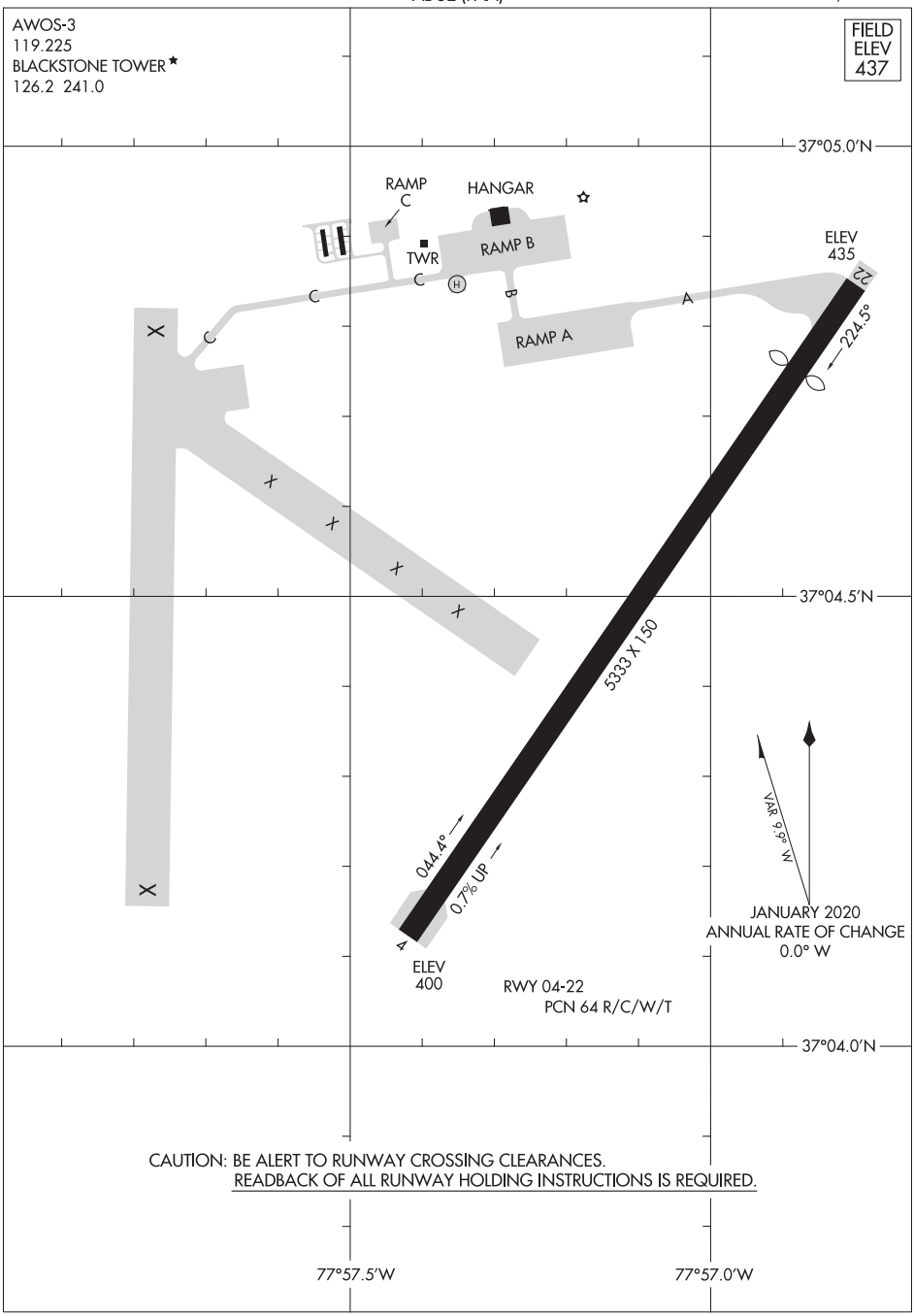
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3, 10 SEP 2020 to 05 NOV 2020

20086

AIRPORT DIAGRAM

ALLEN C. PERKINSON BLACKSTONE AAF (BKT)
AL-52 (FAA)
BLACKSTONE, VIRGINIA



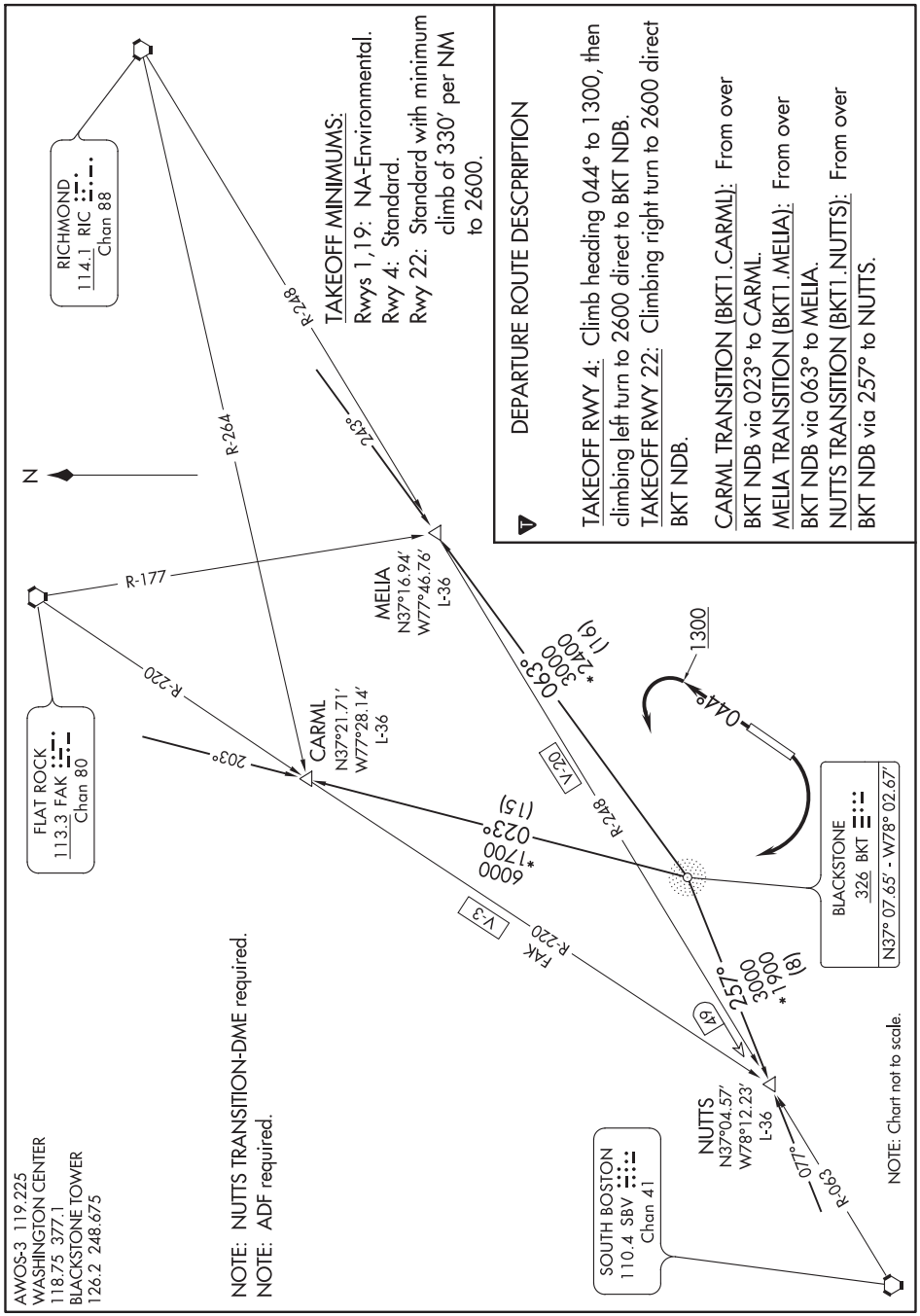
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
BLACKSTONE, VIRGINIA
ALLEN C. PERKINSON BLACKSTONE AAF (BKT)

BLACKSTONE ONE DEPARTURE

ALLEN C PERKINSON BLACKSTONE AAF (BKT)
BLACKSTONE, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

BLACKSTONE ONE DEPARTURE
BLACKSTONE, VIRGINIA
ALLEN C PERKINSON BLACKSTONE AAF (BKT)

BLUEMONT, VIRGINIA

20030

COPTER RNAV (GPS) 040°

APCH CRS	Rwy ldg	50
037°	TDZE	1707
	Arpt Elev	1707

AL-11678 [USN]

BLUEGRASS (9VA5)

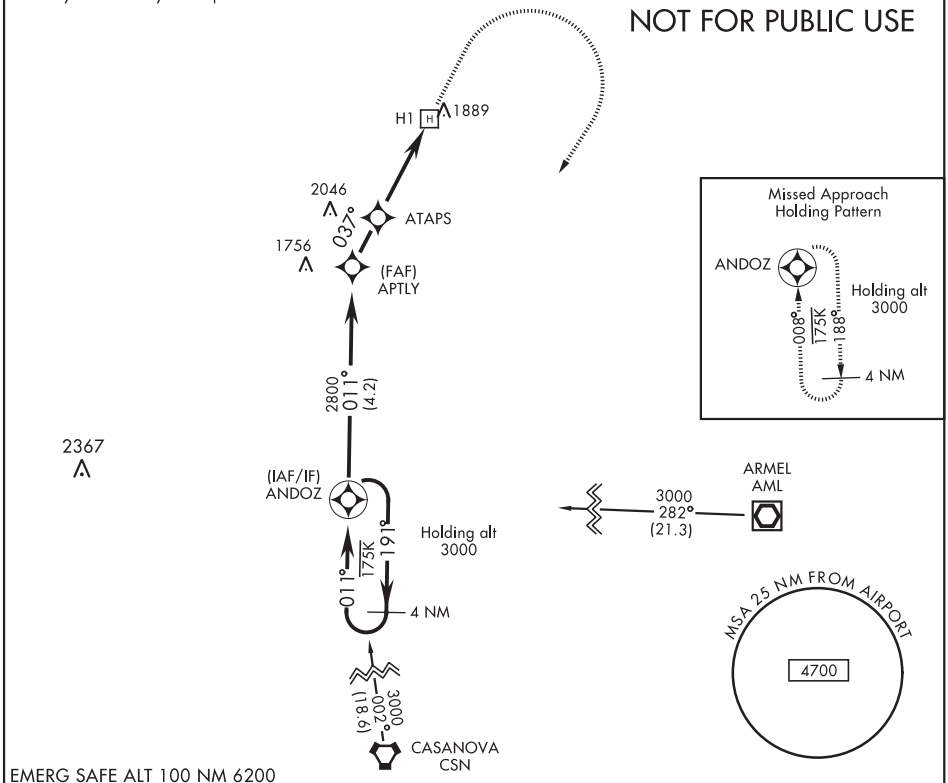
Obtain local altimeter on Bluegrass Advsy, when not rcvd use DULLES Intl altimeter. FEMA SPECIAL FACILITY (Bluegrass) normal opr 0745-1630L Mon-Fri. Phone 504-542-3014 for PPR.

MISSED APPROACH: Climb to 2700 then climbing right turn to 3000 direct ANDOZ and hold.

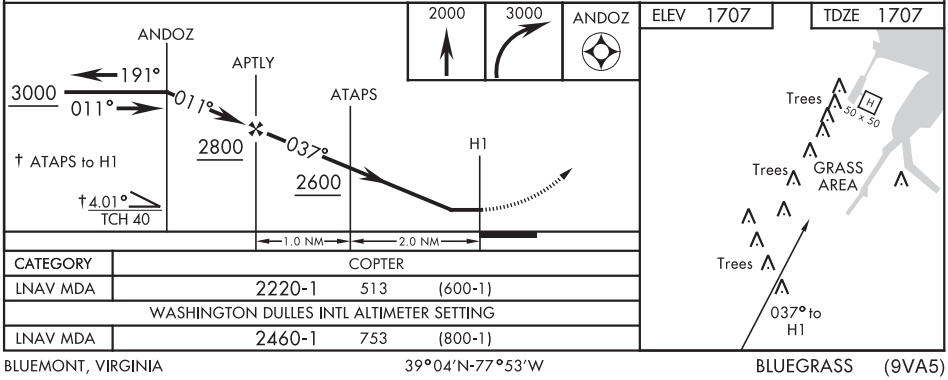
POTOMAC APP CON	BLUEGRASS ADVISORY ★
120.45 306.925	126.2 241.0

DME/DME RNP-0.3 NA
Visibility reduction by Helicopters NA.

RESTRICTED
NOT FOR PUBLIC USE



EMERG SAFE ALT 100 NM 6200



CATEGORY	COPTER		
LNAV MDA	2220-1	513	(600-1)
WASHINGTON DULLES INTL ALTIMETER SETTING			
LNAV MDA	2460-1	753	(800-1)

BLUEMONT, VIRGINIA 39°04'N-77°53'W BLUEGRASS (9VA5)

Orig 02JAN20

COPTER RNAV (GPS) 040°

NE-3, 10 SEP 2020 to 05 NOV 2020

BLUEMONT, VIRGINIA

COPTER VOR/DME or TACAN 056°

AL-11678 [USN]

BLUEGRASS (9VA5)

VORTAC LDN 114.3 Chan 90	APCH CRS 056°	Rwy ldg 50 TDZE 1707 Arpt Elev 1707

Circling not authorized.

MISSED APPROACH: Climb to 3000, then climbing right turn to 4000, intercept LDN VORTAC R-056 to WLCAT and hold.

POTOMAC APP CON
120.45 306.925

BLUEGRASS ADVISORY ★
126.2 241.0

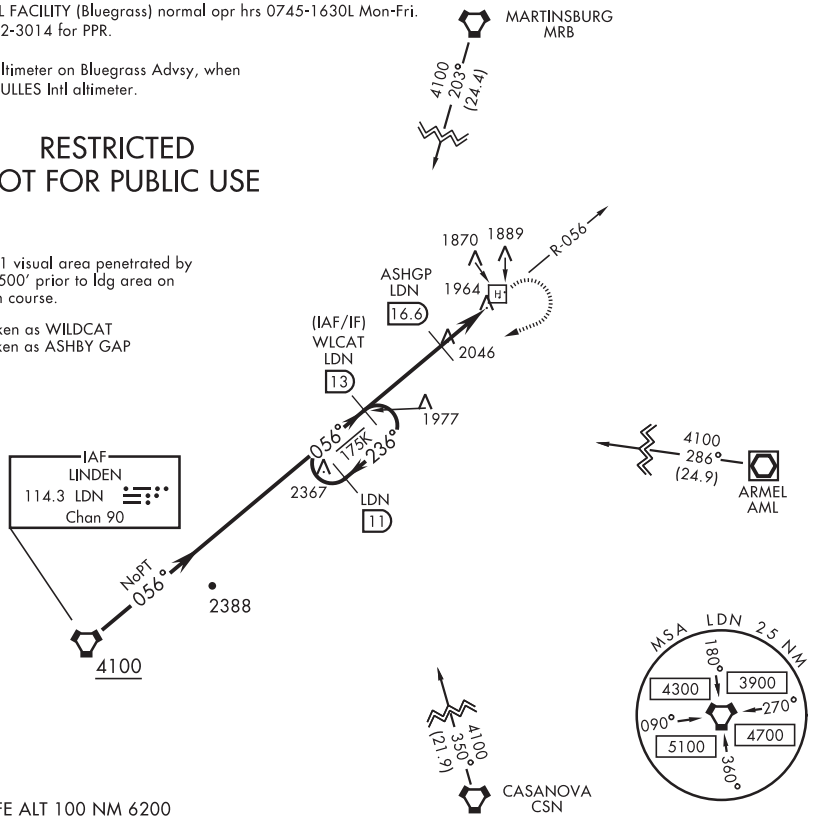
FEMA SPECIAL FACILITY (Bluegrass) normal opr hrs 0745-1630L Mon-Fri. Phone 540-542-3014 for PPR.

Obtain local altimeter on Bluegrass Advsy, when not rcvd use DULLES Intl altimeter.

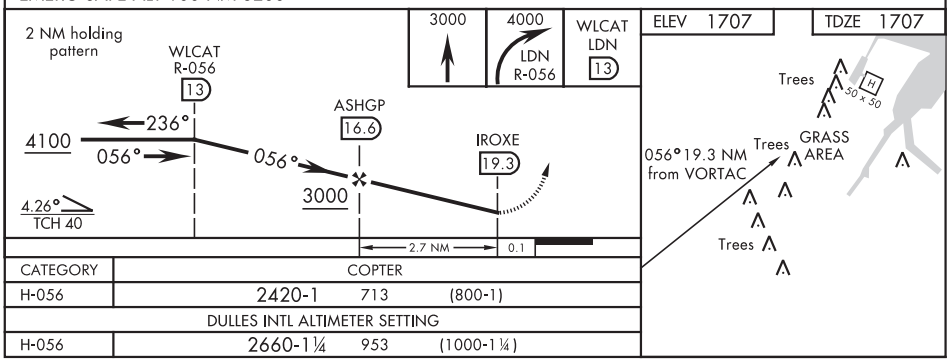
RESTRICTED
NOT FOR PUBLIC USE

CAUTION:20:1 visual area penetrated by unlit building 500' prior to ldg area on final approach course.

WLCAT - spoken as WILDCAT
ASHGP - spoken as ASHBY GAP



EMERG SAFE ALT 100 NM 6200



CATEGORY	COPTER		
H-056	2420-1	713	(800-1)
DULLES INTL ALTIMETER SETTING			
H-056	2660-1¼	953	(1000-1¼)

BLUEMONT, VIRGINIA
Amdt 4 02JAN20

39°04'N-77°53'W

BLUEGRASS (9VA5)

COPTER VOR/DME or TACAN 056°

NE-3, 10 SEP 2020 to 05 NOV 2020

BOWIE, MARYLAND

AL-6997 (FAA)

20198

RNAV (GPS) RWY 18

FREEWAY (W00)

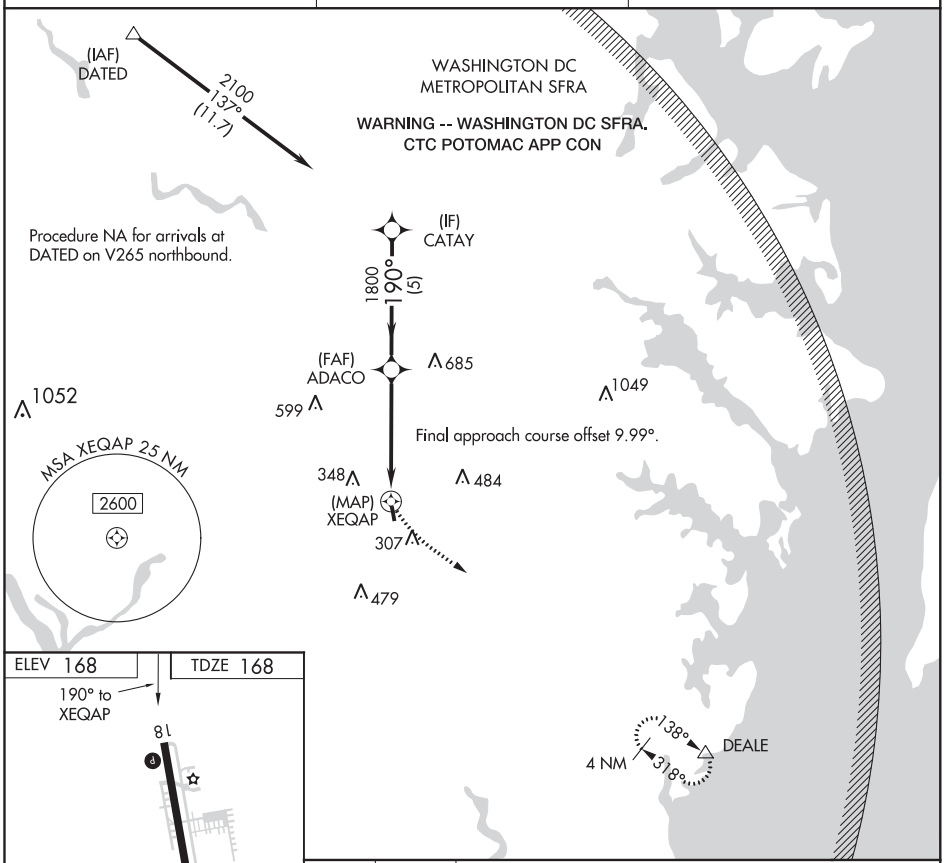
APP CRS	Rwy ldg	2420
190°	TDZE	168
	Apt Elev	168

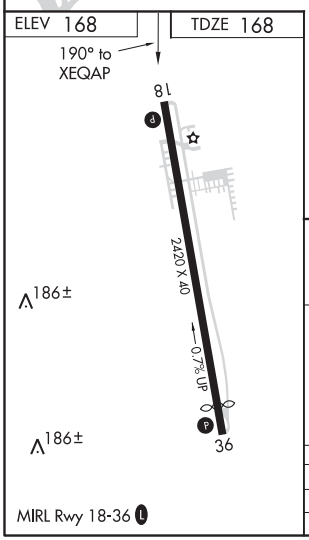
Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDA 20 feet.

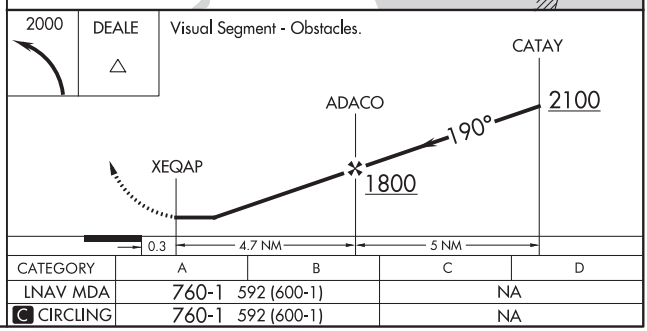
NA

MISSED APPROACH: Climbing left turn to 2000 direct DEALE and hold.

FME AWOS-3	POTOMAC APP CON	UNICOM
123.925	128.0 335.5	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 592 (600-1)		NA	
C CIRCLING	760-1 592 (600-1)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) RWY 36
FREEWAY (W00)

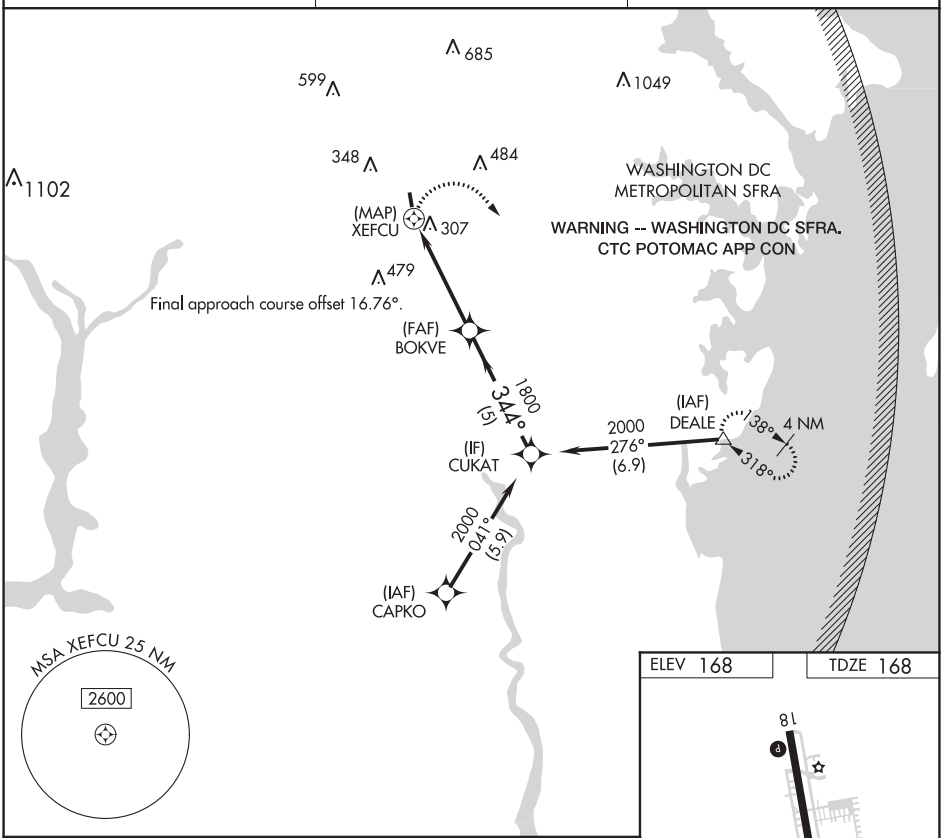
APP CRS	Rwy ldg	2190
344°	TDZE	168
	Apt Elev	168

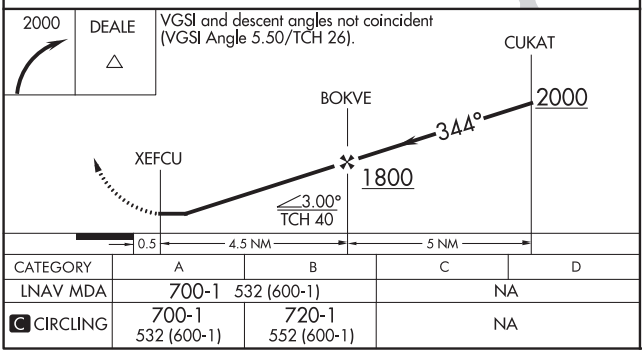
Rwy 36 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDA 20 feet.

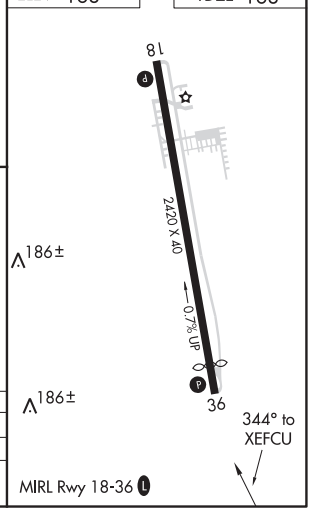
NA

MISSED APPROACH: Climbing right turn to 2000 direct DEALE and hold.

FME AWOS-3	POTOMAC APP CON	UNICOM
123.925	128.0 335.5	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	700-1 532 (600-1)		NA	
C CIRCLING	700-1 532 (600-1)	720-1 552 (600-1)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

BRIDGEWATER, VIRGINIA | AL-5637 (FAA) | 20198

RNAV (GPS) RWY 15
BRIDGEWATER AIR PARK (VBW)

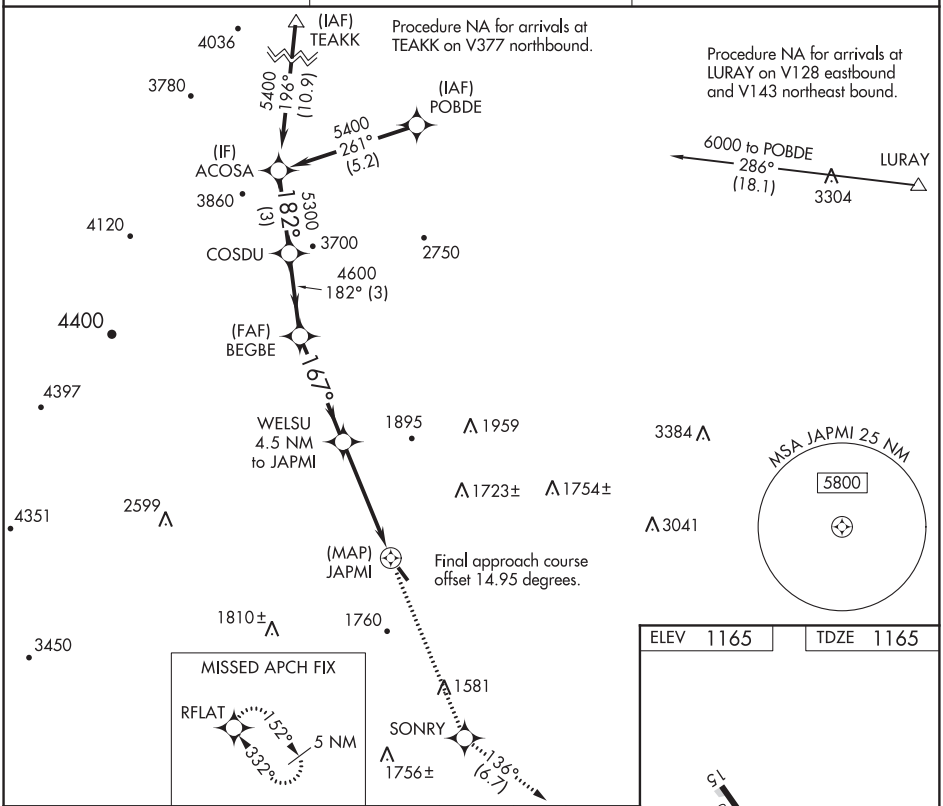
APP CRS	Rwy ldg	2745
167°	TDZE	1165
	Apt Elev	1165

T
NA
-20°C

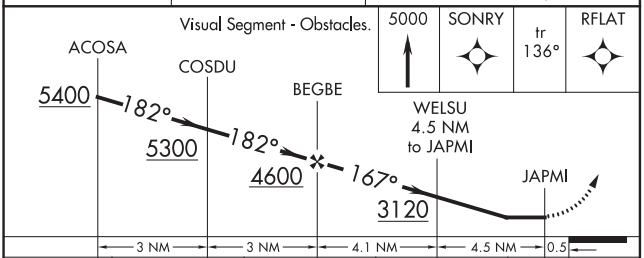
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 40 feet and visibility Cat B ¼ mile.

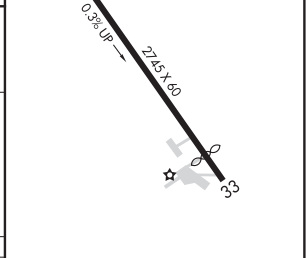
MISSED APPROACH: Climb to 5000 direct SONRY and on track 136° to RFLAT and hold, continue climb-in-hold to 5000.

AWOS-3	POTOMAC APP CON	UNICOM
119.55	132.85 323.125	122.7 (CTAF) L



ELEV	1165	TDZE	1165





CATEGORY	A	B	C	D
LNAV MDA	2080-1¼ 915 (1000-1¼)		NA	
C CIRCLING	2080-1¼ 915 (1000-1¼)		NA	

MIRL Rwy 15-33 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) RWY 33
BRIDGEWATER AIR PARK (VBW)

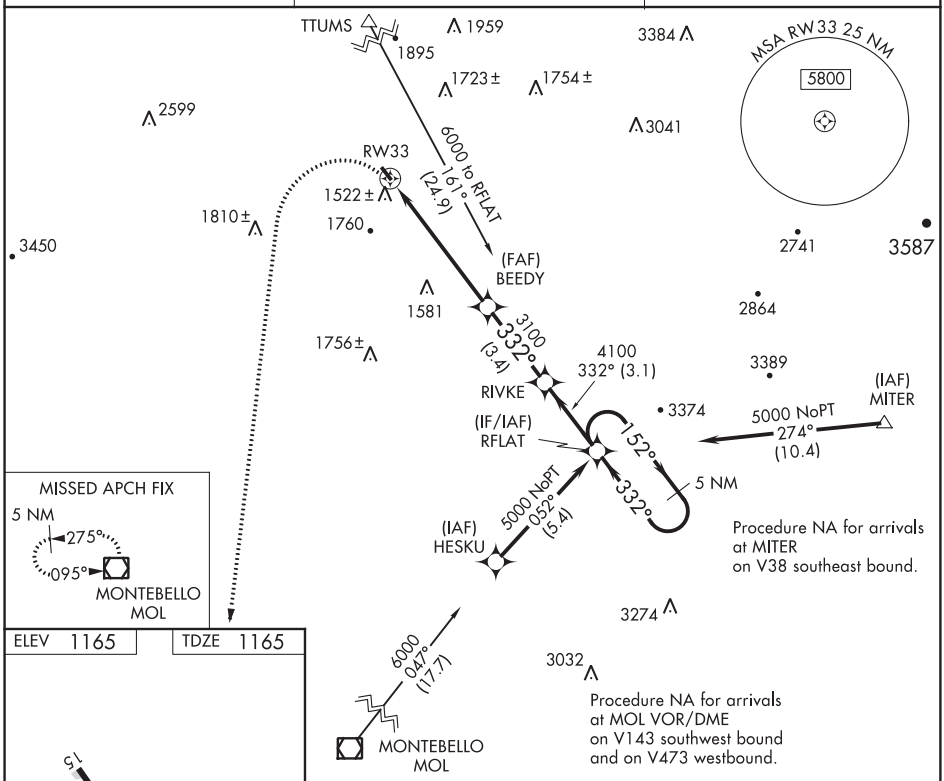
APP CRS	Rwy ldg	2377
332°	TDZE	1165
	Apt Elev	1165

T NA -20°C

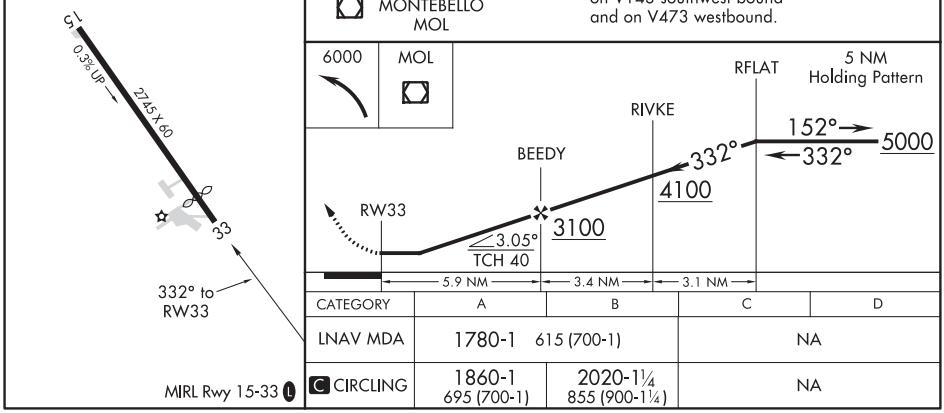
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Stauton/Waynesboro/ Harrisonburg altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 6000 direct MOL VOR/DME and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.55	132.85 323.125	122.7 (CTAF) L



ELEV 1165 TDZE 1165



CATEGORY	A	B	C	D
LNAV MDA	1780-1 615 (700-1)		NA	
C CIRCLING	1860-1 695 (700-1)	2020-1¼ 855 (900-1¼)	NA	

MIRL Rwy 15-33 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

BROOKNEAL, VIRGINIA

AL-6852 (FAA)

18256

RNAV (GPS) RWY 6

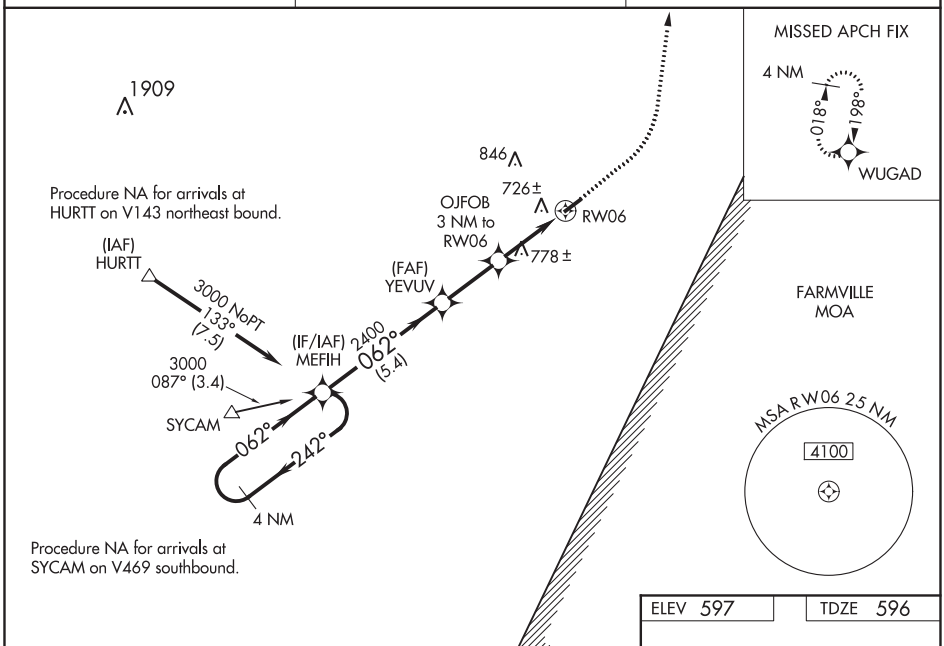
BROOKNEAL/CAMPBELL COUNTY (ØV4)

WAAS CH 82333 W06A	APP CRS 062°	Rwy ldg 3798	TDZE 596	Apt Elev 597

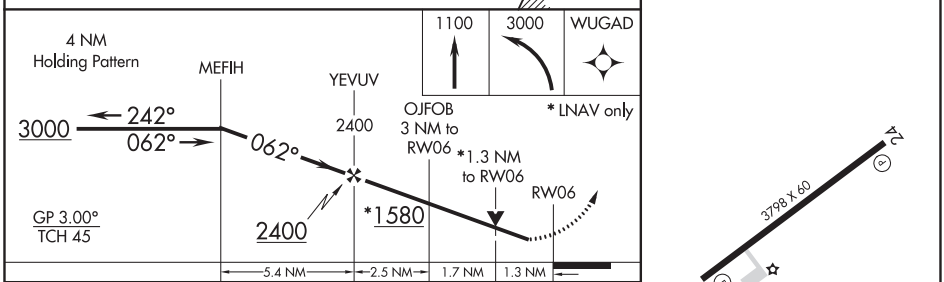
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats visibility ⅛ mile, and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro VNAV and VDP NA when using Lynchburg Rgnl/Preston Glenn Field altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct WUGAD and hold.

AWOS-3	ROANOKE APP CON	UNICOM
120.575	135.0 254.325	122.7 (CTAF) L



ELEV 597	TDZE 596



CATEGORY	A	B	C	D
LPV DA	868-1 272 (300-1)		NA	
LNAV/VNAV DA	1031-1½ 435 (500-1½)		NA	
LNAV MDA	1040-1 444 (500-1)		NA	
C CIRCLING	1120-1 523 (600-1)	1180-1 583 (600-1)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 97334 W24A	APP CRS 227°	Rwy ldg 3798 TDZE 596 Apt Elev 597

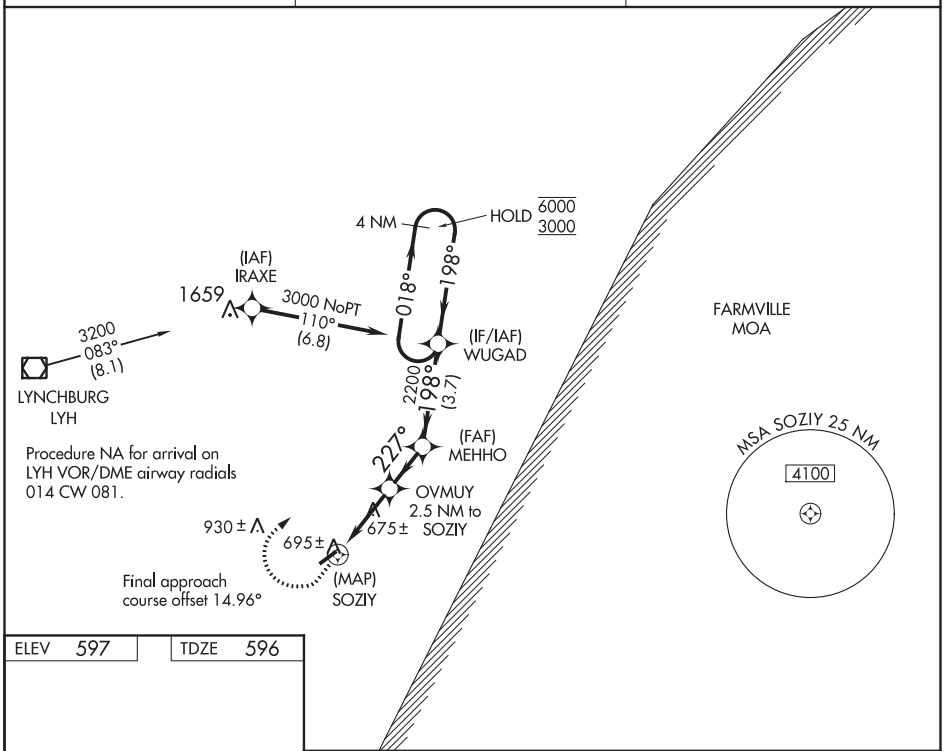
RNAV (GPS) RWY 24
BROOKNEAL/CAMPBELL COUNTY (ØV4)

RNP APCH.

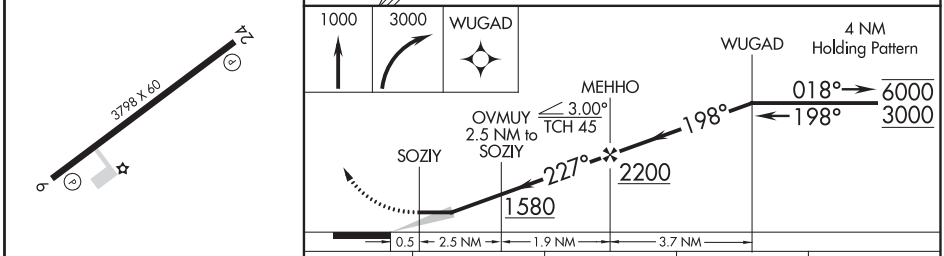
When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Field altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WUGAD and hold.

AWOS-3	ROANOKE APP CON	UNICOM
120.575	135.0 254.325	122.7 (CTAF) L



ELEV 597	TDZE 596



CATEGORY	A	B	C	D
LP MDA	940-1 344 (400-1)		NA	
LNAV MDA	960-1 364 (400-1)		NA	
C CIRCLING	1120-1 523 (600-1)	1180-1 583 (600-1)	NA	

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

BUMPASS, VIRGINIA | AL-10652 (FAA) | 19283

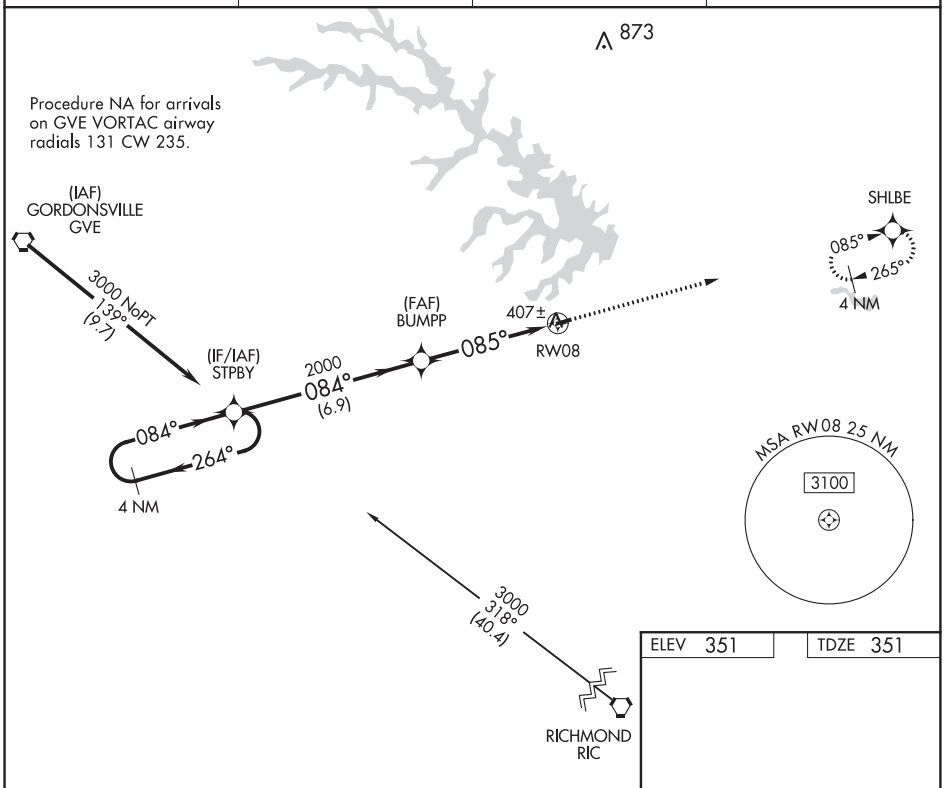
RNAV (GPS) RWY 8
LAKE ANNA (7W4)

APP CRS	Rwy ldg	2558
085°	TDZE	351
	Apt Elev	351

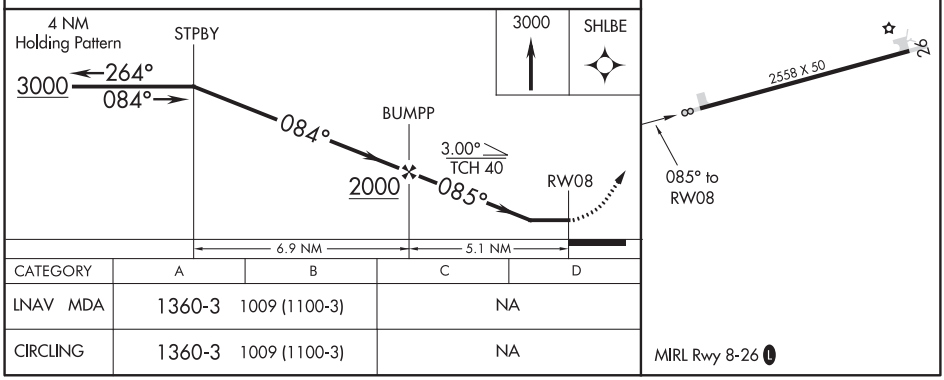
DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Louisa County/Freeman Field altimeter setting. Helicopter visibility reduction below 3 SM NA.

MISSED APPROACH: Climb to 3000 direct SHLBE and hold.

AWOS-3	LKU AWOS-3	POTOMAC APP CON	CTAF
120.775	119.475	126.75 307.2	122.9 L



ELEV 351	TDZE 351



CATEGORY	A	B	C	D
LNAV MDA	1360-3	1009 (1100-3)	NA	
CIRCLING	1360-3	1009 (1100-3)	NA	

MIRL Rwy 8-26 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

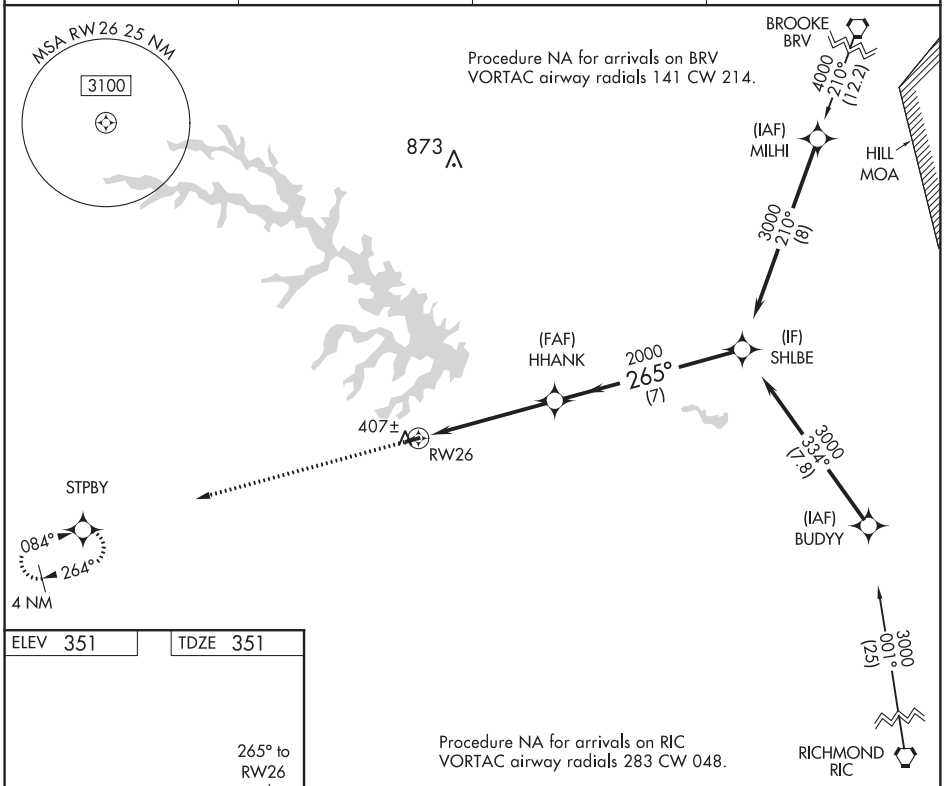
APP CRS	Rwy ldg	2558
265°	TDZE	351
	Apt Elev	351

RNAV (GPS) RWY 26
LAKE ANNA (7W4)

Procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Louisa County/Freeman Field altimeter setting. Helicopter visibility reduction below 3 SM NA.

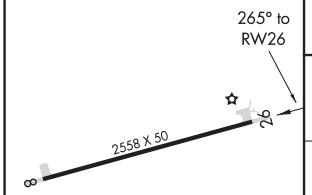
MISSED APPROACH: Climb to 3000 direct STPBY and hold.

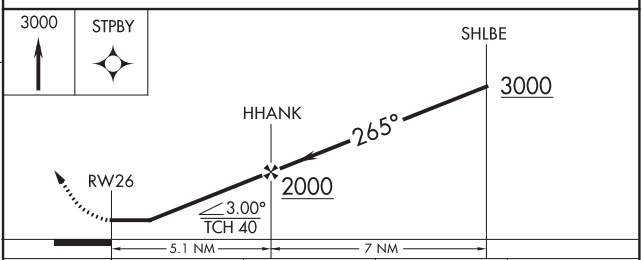
AWOS-3	LKU AWOS-3	POTOMAC APP CON	CTAF
120.775	119.475	126.75 307.2	122.9 L



NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 351 TDZE 351





CATEGORY	A	B	C	D
LNAV MDA	1360-3	1009 (1100-3)	NA	
CIRCLING	1360-3	1009 (1100-3)	NA	

MIRL Rwy 8-26 L

CAMBRIDGE, MARYLAND | AL-5571 (FAA) | 19171

WAAS CH 45540 W34A	APP CRS 334°	Rwy ldg 4477 TDZE 20 Apt Elev 20

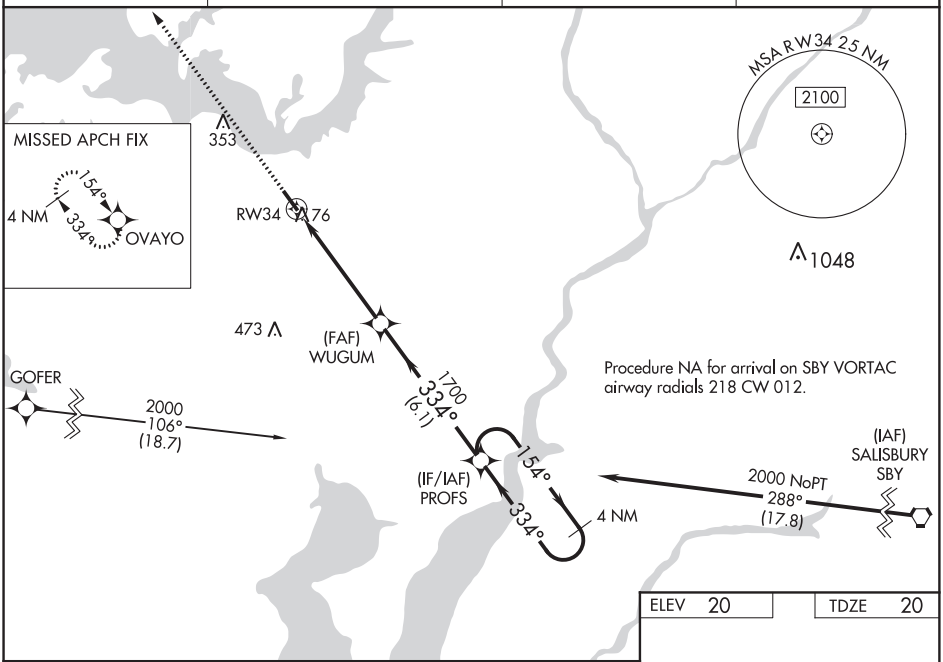
RNAV (GPS) RWY 34
CAMBRIDGE-DORCHESTER RGNL (CGE)

T A

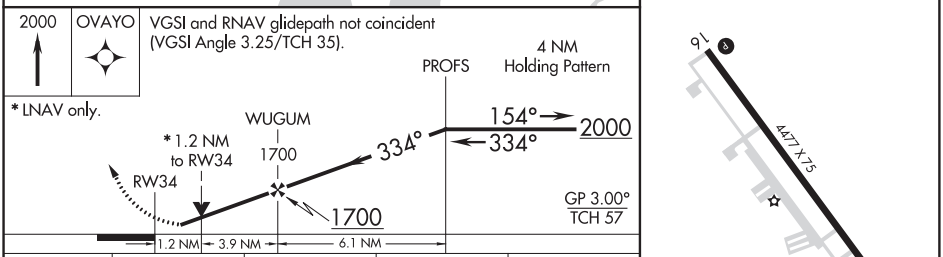
Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 34 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

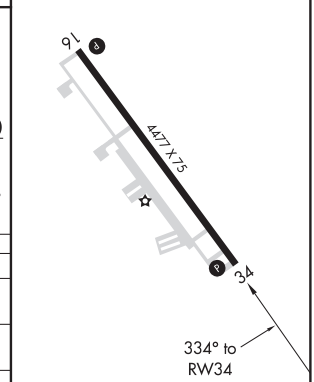
MISSED APPROACH: Climb to 2000 direct OVAYO and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L



ELEV 20	TDZE 20





CATEGORY	A	B	C	D
LPV DA	286-⅞ 266 (300-⅞)			
LNAV/VNAV DA	309-⅞ 289 (300-⅞)			
LNAV MDA	480-1 460 (500-1)		480-1⅜ 460 (500-1⅜)	
C CIRCLING	480-1 460 (500-1)		660-1¾ 640 (700-1¾)	780-2½ 760 (800-2½)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	N/A
154°	TDZE	N/A
	Apt Elev	20

RNAV (GPS)-A

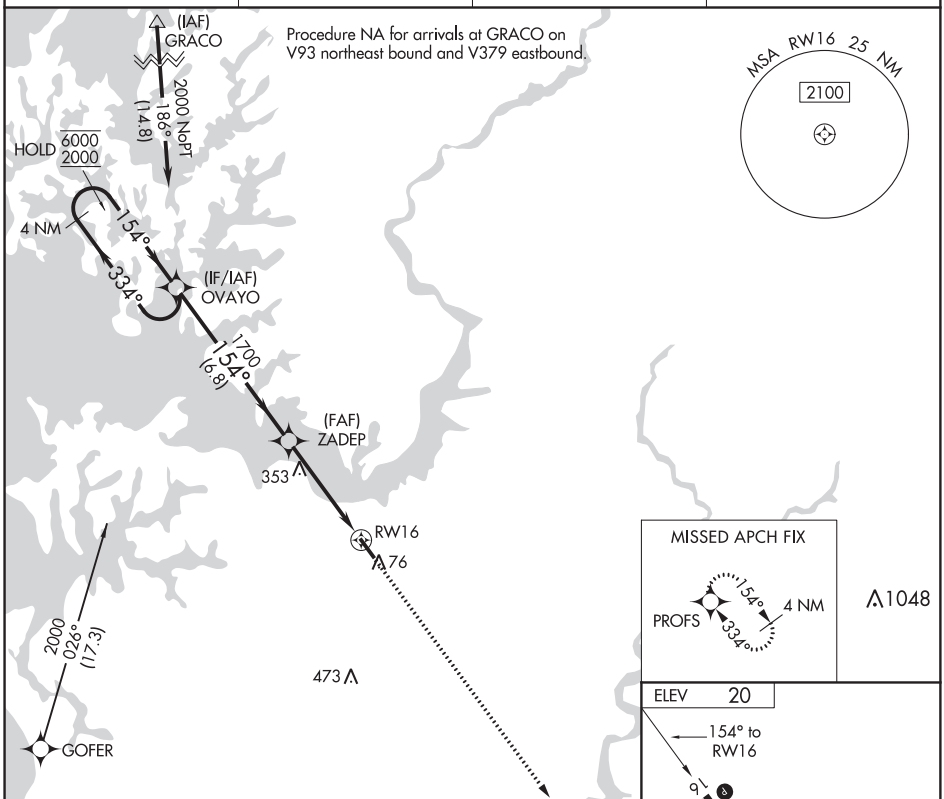
CAMBRIDGE-DORCHESTER RGNL (CGE)

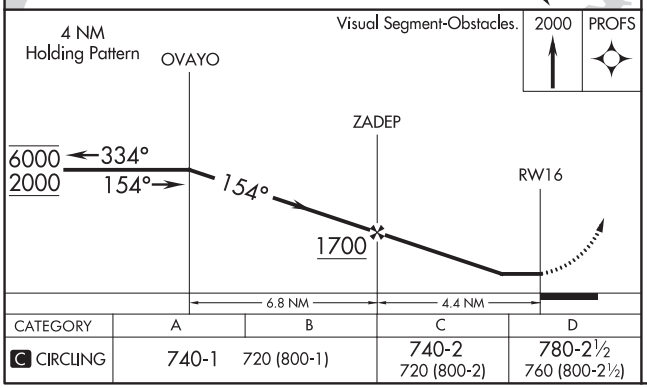
RNP APCH.

Circling Rwy 16 NA at night.
Rwy 16 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct PROFS and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L





CATEGORY	A	B	C	D
C CIRCLING	740-1	720 (800-1)	740-2 720 (800-2)	780-2½ 760 (800-2½)

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WILLIAMSBURG, VIRGINIA

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	5018
050°	TDZE	41
	Arpt Elev	41

AL-3214 [USA]

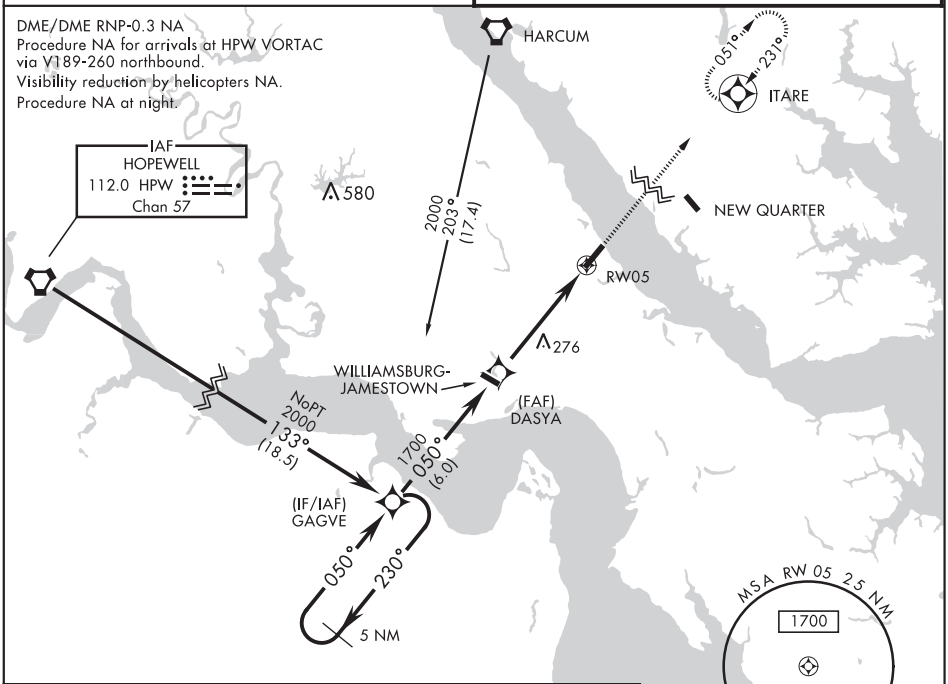
CAMP PEARY LNDG STRIP (KW94)

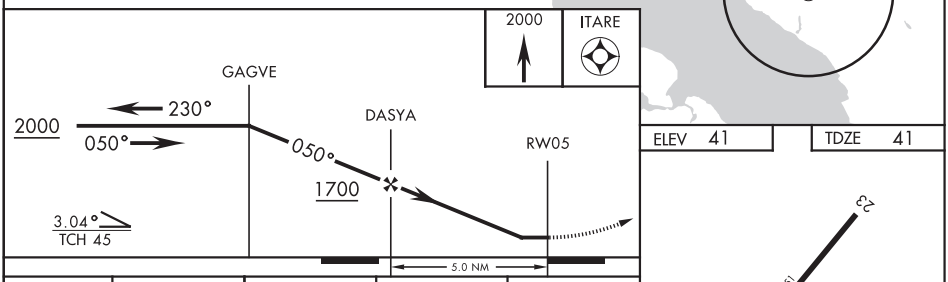
Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

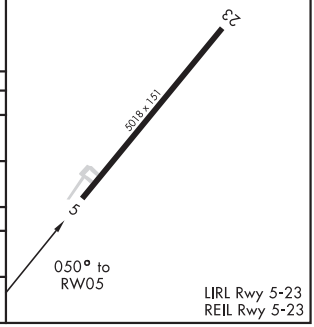
WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

DME/DME RNP-0.3 NA
Procedure NA for arrivals at HPW VORTAC via V189-260 northbound.
Visibility reduction by helicopters NA.
Procedure NA at night.





ELEV 41 TDZE 41



LIRL Rwy 5-23
REIL Rwy 5-23

CATEGORY	A	B	C	D
LNAV MDA	560-1 519 (600-1)		560-1½ 519 (600-1½)	560-1¾ 519 (600-1¾)
CIRCLING	560-1 519 (600-1)		560-1½ 519 (600-1½)	620-2 579 (600-2)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
LNAV MDA	580-1 539 (600-1)		580-1¾ 539 (600-1¾)	580-2 539 (600-2)
CIRCLING	580-1 539 (600-1)		580-1½ 539 (600-1½)	640-2 599 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	5018
230°	TDZE	34
	Arpt Elev	41

AL-3214 [USA]

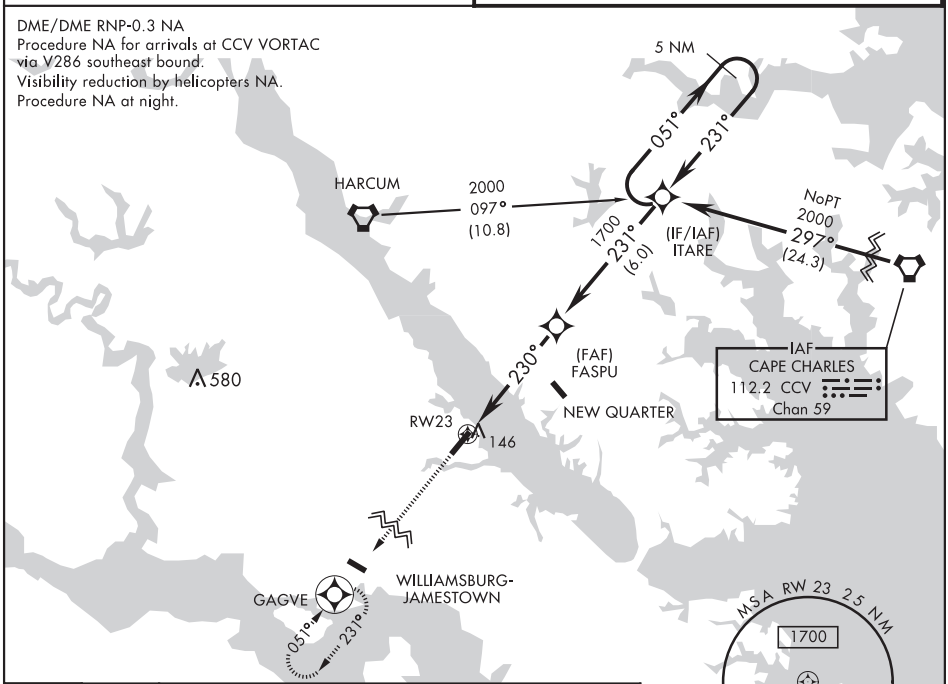
CAMP PEARY LNDG STRIP (KW94)

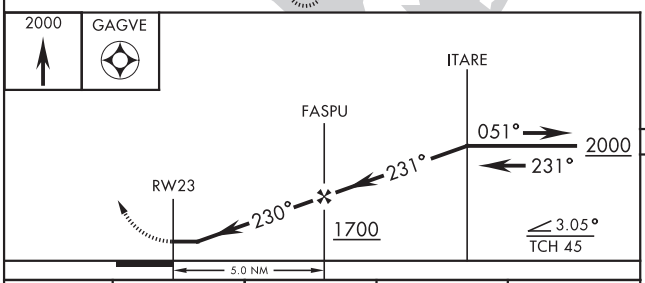
Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

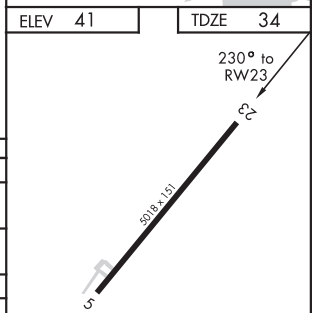
WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625

DME/DME RNP-0.3 NA
Procedure NA for arrivals at CCV VORTAC via V286 southeast bound.
Visibility reduction by helicopters NA.
Procedure NA at night.





ELEV 41	TDZE 34



CATEGORY	A	B	C	D
LNAV MDA	420-1 386 (400-1)			420-1¼ 386 (400-1¼)
CIRCLING	500-1 459 (500-1)		500-1½ 459 (500-1½)	620-2 579 (600-2)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
LNAV MDA	440-1 404 (400-1)		440-1¼ 404 (400-1¼)	
CIRCLING	520-1 479 (500-1)		520-1½ 479 (500-1½)	640-2 599 (600-2)

LIRL Rwy 5-23
REIL Rwy 5-23

37°18′N-76°38′W

NE-3, 10 SEP 2020 to 05 NOV 2020

WILLIAMSBURG, VIRGINIA

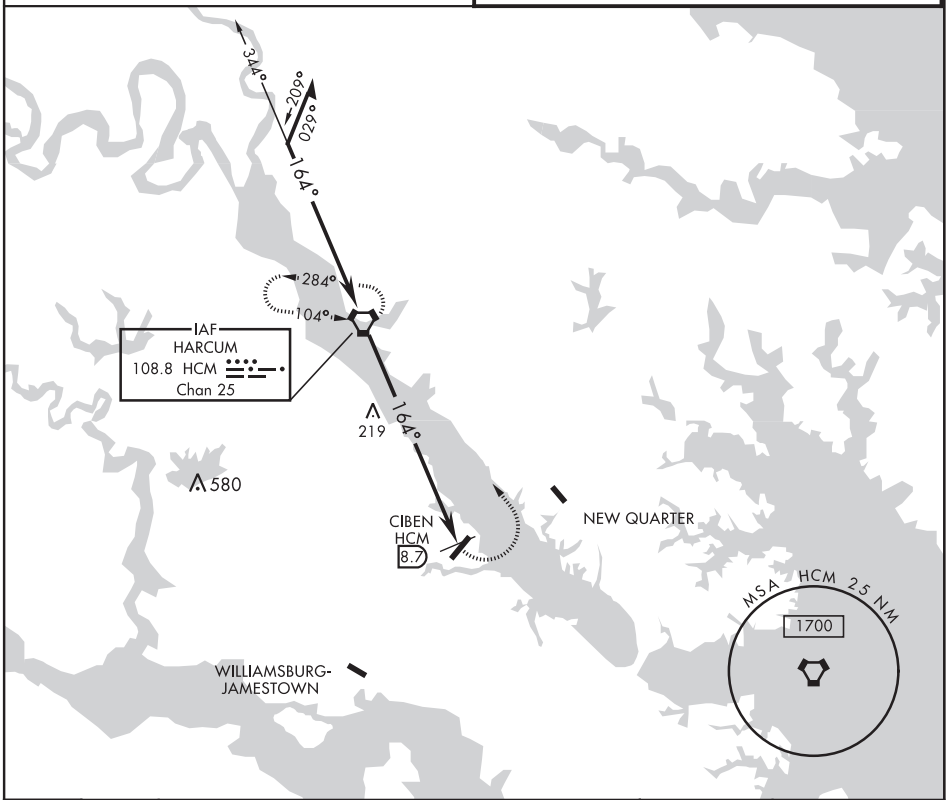
VOR-A

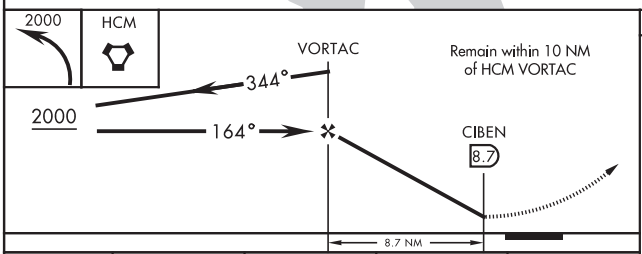
VORTAC HCM 108.8 Chan 25	APCH CRS 164°	Rwy ldg 5018 TDZE N/A Arpt Elev 41	AL-3214 [USA]	CAMP PEARY LNDG STRIP (KW94)

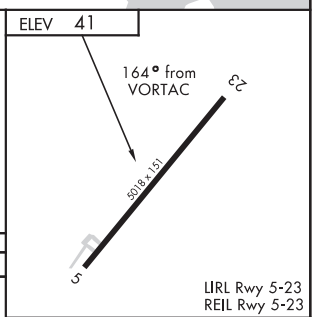
* Circling to Rwy 23 NA at night.
Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625







LIRL Rwy 5-23
REIL Rwy 5-23

CATEGORY	A	B	C	D
CIRCLING *	620-1 579 (600-1)		620-1½ 579 (600-1½)	620-2 579 (600-2)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
CIRCLING *	640-1 599 (600-1)		640-1½ 599 (600-1½)	640-2 599 (600-2)

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NE-3, 10 SEP 2020 to 05 NOV 2020

ILS or LOC RWY 3
CHARLOTTESVILLE-ALBEMARLE (CHO)

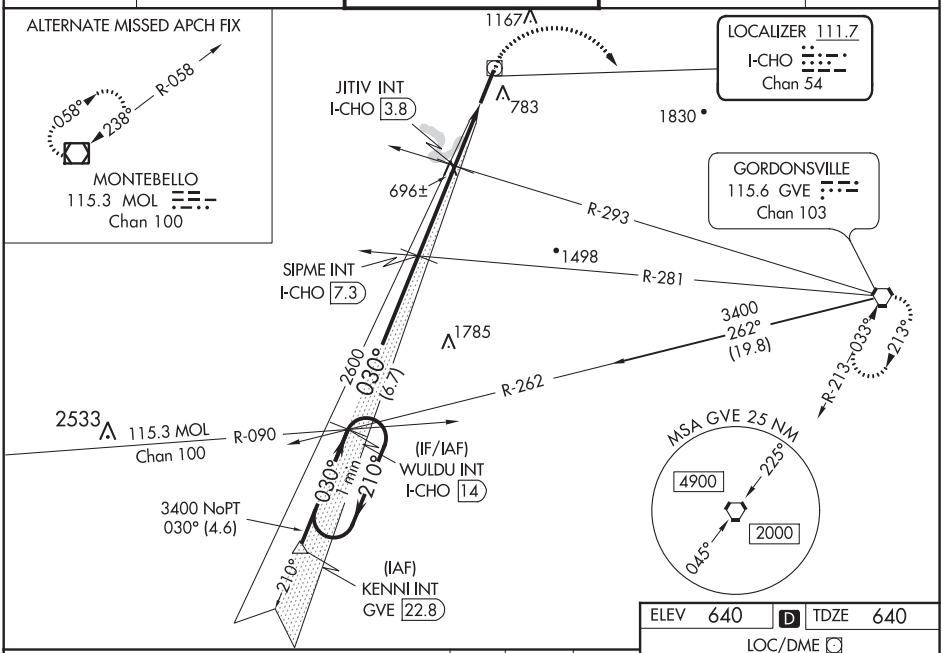
LOC/DME I-CHO	APP CRS	Rwy ldg	6801
111.7	030°	TDZE	640
Chan 54		Apt Elev	640

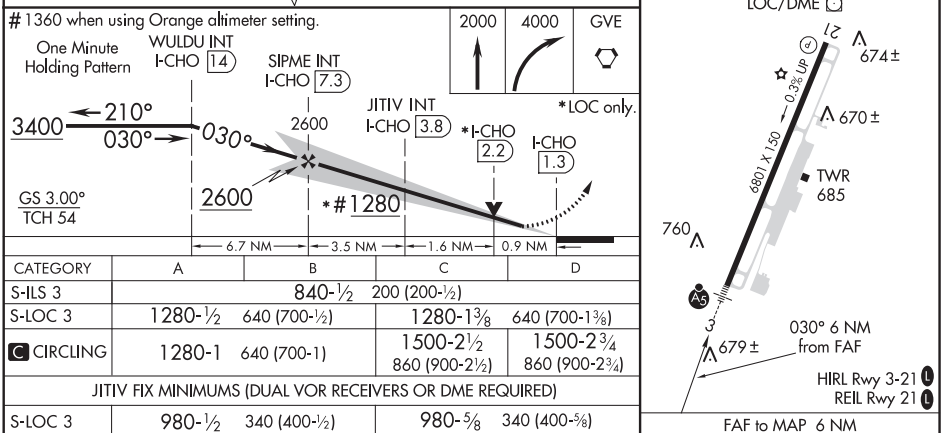
When local altimeter setting not received, use Orange altimeter setting and increase S-ILS 3 DA to 912 and all MDA 80 feet; increase S-LOC 3 Cats C/D, Circling Cats C/D, JITIV fix minimums S-LOC 3 Cats C/D, and JITIV fix minimums Circling Cats C/D visibility ¼ mile. VDP NA when using Orange altimeter setting. For inop ALS when using Orange altimeter setting increase S-ILS 3 all Cats visibility to ⅞, S-LOC 3 Cats C, D visibility to 2 miles, and S-LOC 3 JITIV fix minimums Cat C, D visibility to 1⅛ mile.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95





CATEGORY	A	B	C	D
S-ILS 3	840-½ 200 (200-½)			
S-LOC 3	1280-½ 640 (700-½)		1280-1⅜ 640 (700-1⅜)	
C CIRCLING	1280-1 640 (700-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)
JITIV FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 3	980-½ 340 (400-½)		980-⅝ 340 (400-⅝)	
C CIRCLING	1100-1 460 (500-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CHARLOTTESVILLE, VIRGINIA | AL-765 (FAA) | 18144

RNAV (GPS) RWY 3
CHARLOTTESVILLE-ALBEMARLE (CHO)

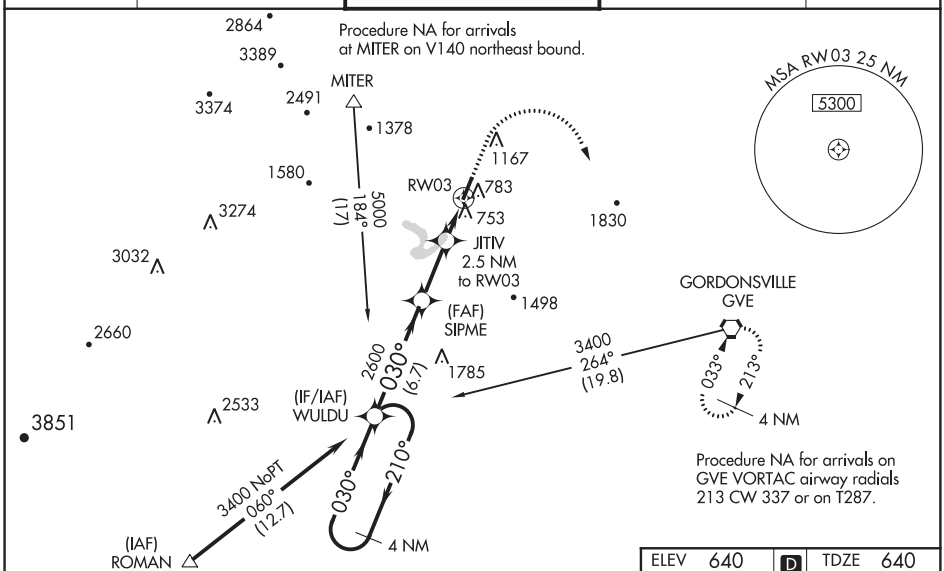
WAAS CH 61105 W03A	APP CRS 030°	Rwy ldg 6801 TDZE 640 Apt Elev 640

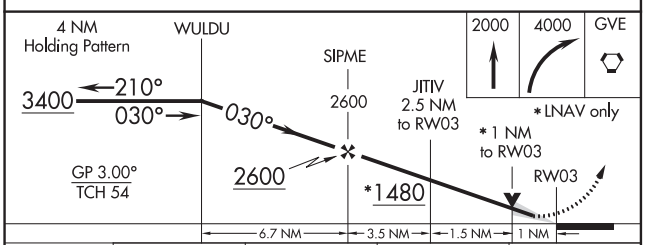
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 912, LNAV/VNAV DA to 986, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ⅛ mile, Circling Cats C/D visibility ¼ mile, and LNAV Cats C/D visibility ⅜ mile. Baro-VNAV and VDP NA when using Orange altimeter setting. For inoperative MALSR, increase LNAV/VNAV Cats C/D to ⅞ mile and LNAV Cats C/D visibility to 1 mile. For inoperative MALSR when using Orange altimeter setting, increase LPV all Cats visibility to ⅞ mile, and LNAV Cats C/D visibility to 1⅜ mile.

MALSR

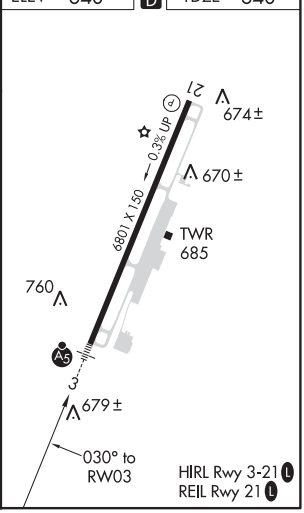
MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95





CATEGORY	A	B	C	D
LPV DA	840-½ 200 (200-½)			
LNAV/VNAV DA	914-½ 274 (300-½)			
LNAV MDA	1020-½ 380 (400-½)		1020-⅝ 380 (400-⅝)	
C CIRCLING	1060-1 420 (500-1)	1100-1 460 (500-1)	1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)



NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 62831 W21A	APP CRS 196°	Rwy ldg 6801 TDZE 626 Apt Elev 640

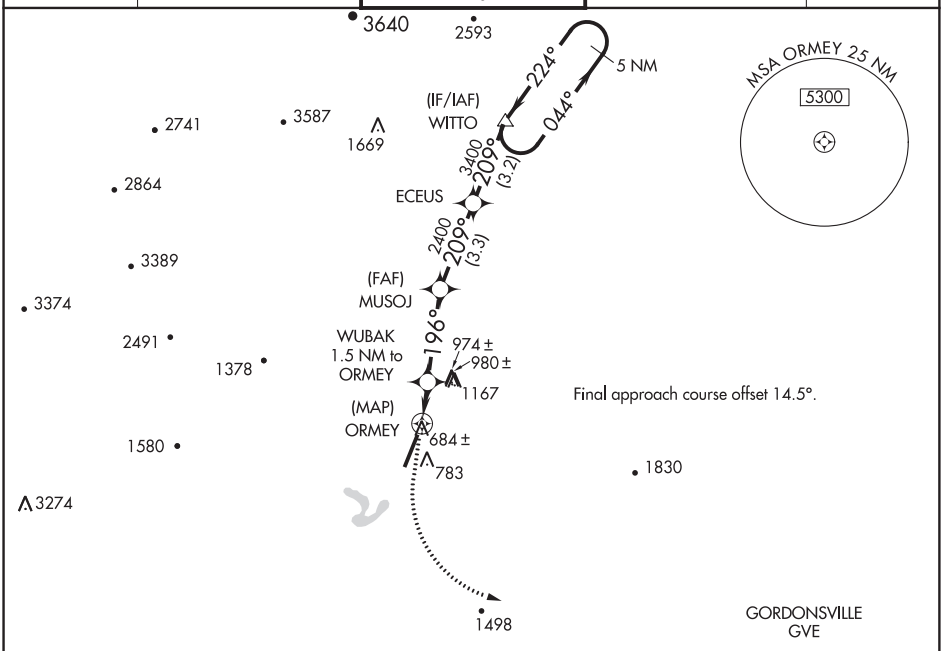
RNAV (GPS) Y RWY 21
CHARLOTTESVILLE-ALBEMARLE (CHO)

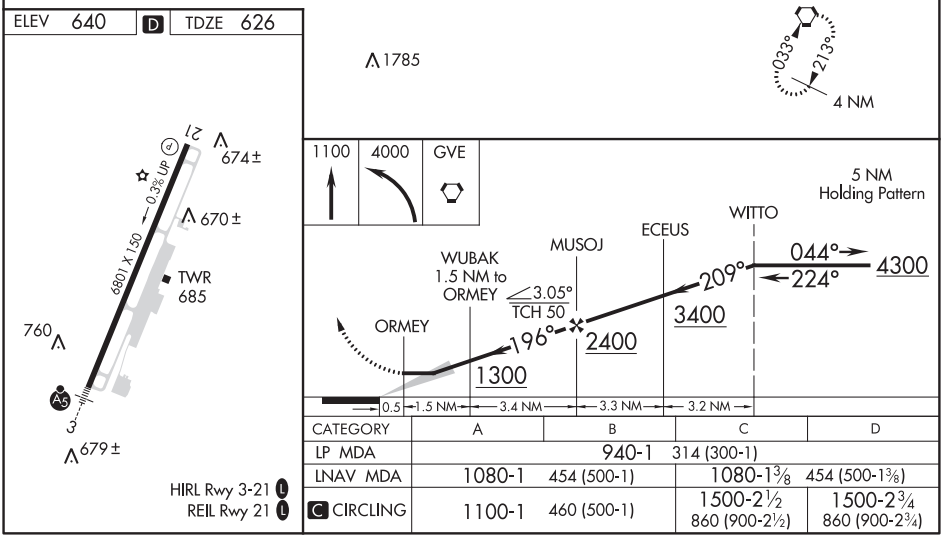
RNP APCH.

When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 140 feet, and increase LP Cats C/D visibility to 1⅜ SM, LNAV Cats C/D to 1¾ SM, and Circling Cat C/D to 3 SM.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95





CATEGORY	A	B	C	D
LP MDA	940-1 314 (300-1)			
LNAV MDA	1080-1 454 (500-1)		1080-1⅜ 454 (500-1⅜)	
C CIRCLING	1100-1 460 (500-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CHARLOTTESVILLE, VIRGINIA | AL-765 (FAA) | 19115

RNAV (GPS) Z RWY 21
CHARLOTTESVILLE-ALBEMARLE (CHO)

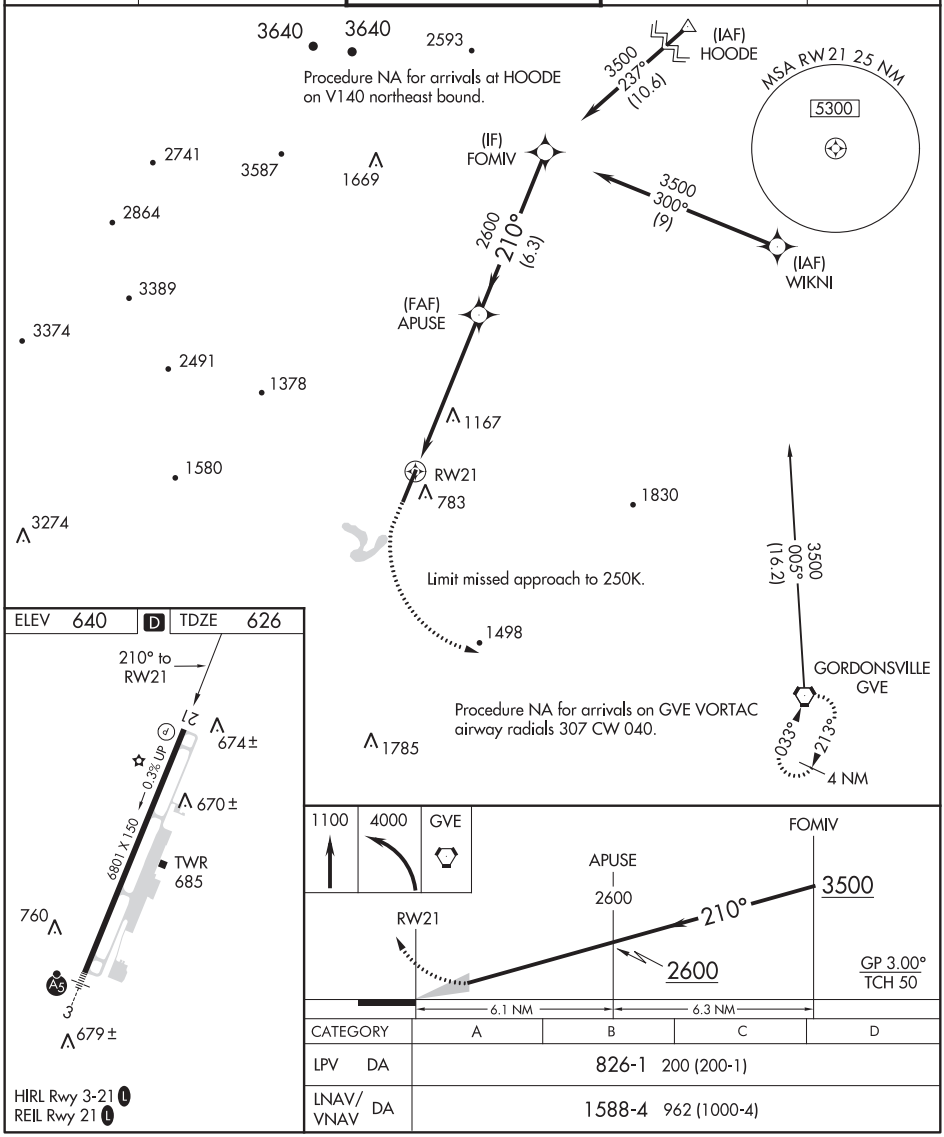
WAAS CH 45602 W21B	APP CRS 210°	Rwy ldg 6801 TDZE 626 Apt Elev 640

RNP APCH.

Baro-VNAV NA when using Staunton/Waynesboro/Harrisonburg altimeter setting.
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.
When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all DA 130 feet and LPV visibility ⅛ mile.

MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95

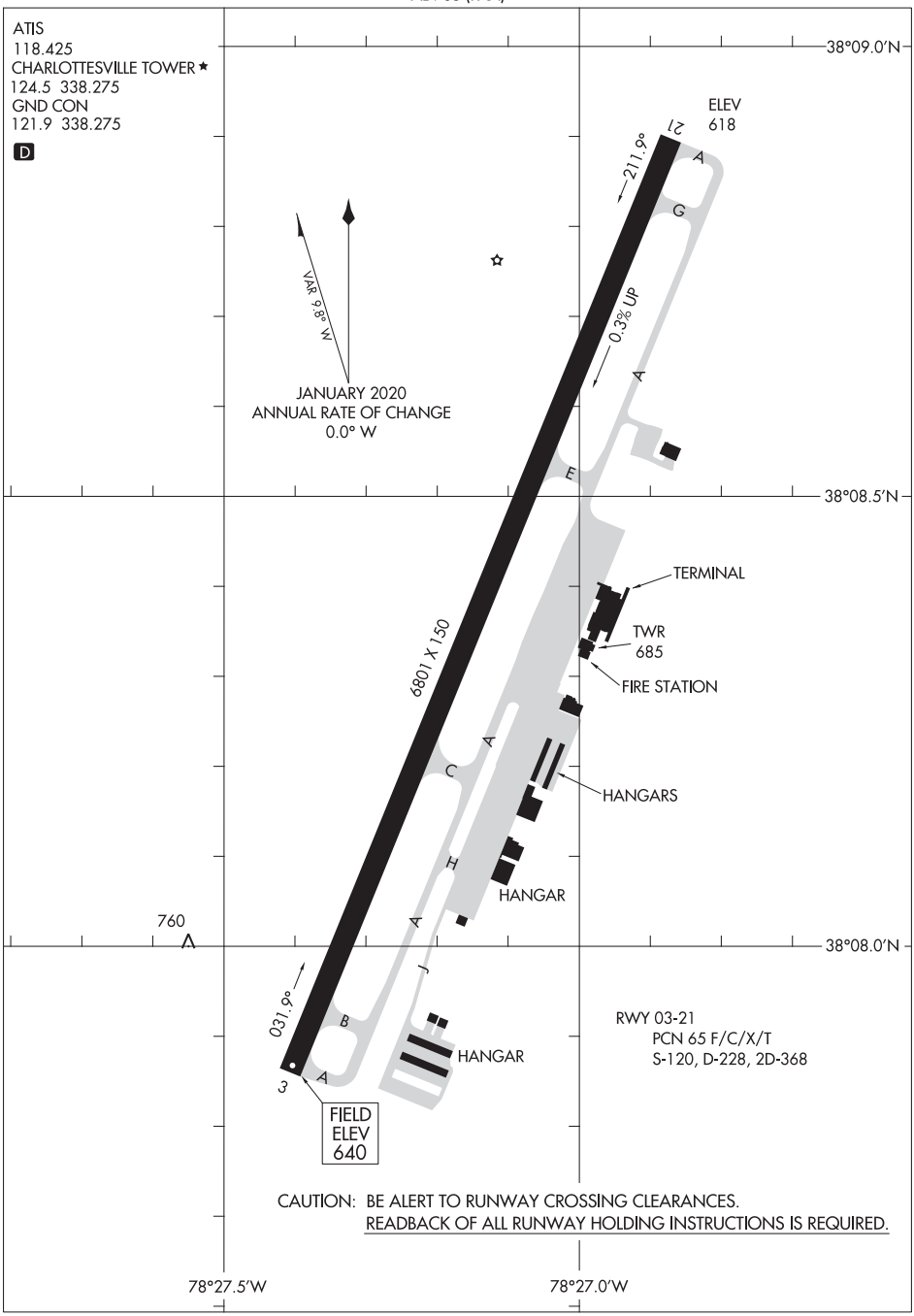


CATEGORY	A	B	C	D
LPV DA	826-1 200 (200-1)			
LNAV/VNAV DA	1588-4 962 (1000-4)			

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AL-765 (FAA)



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CHASE CITY, VIRGINIA | AL-6263 (FAA) | 19311

RNAV (GPS) RWY 18
CHASE CITY MUNI (CXE)

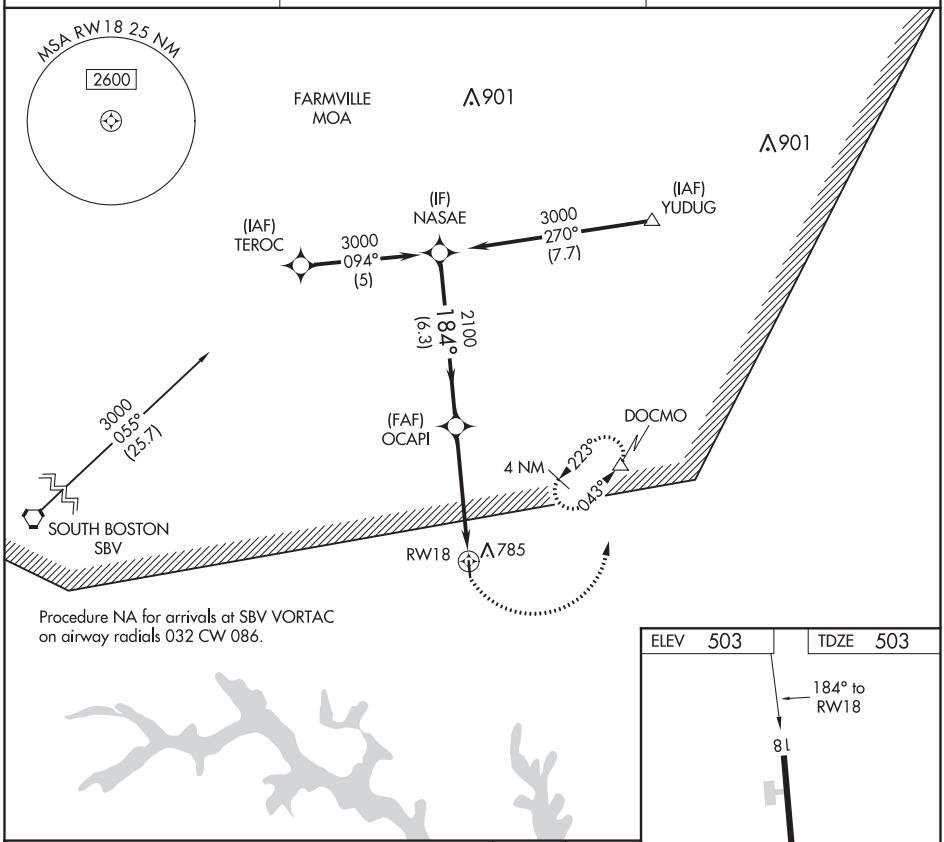
APP CRS	Rwy ldg	3400
184°	TDZE	503
	Apt Elev	503

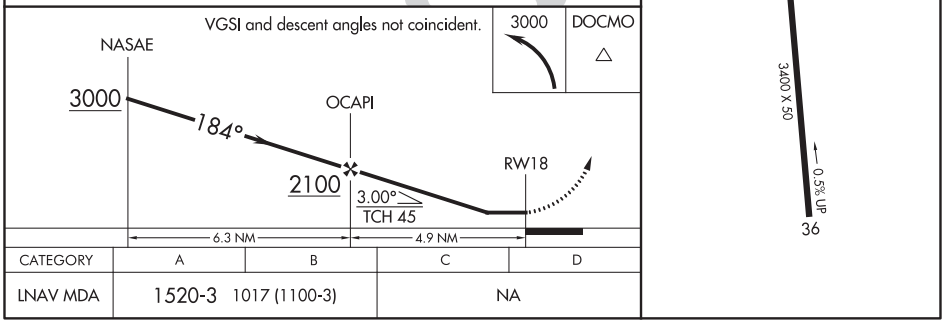
RNP APCH.

NA — Use South Hill altimeter setting, when not received use Danville altimeter setting and increase all MDA 60 feet. Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct DOCMO and hold, continue climb-in-hold to 3000.

AWOS-3	WASHINGTON CENTER	UNICOM
121.225	118.75 353.9	122.9 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1520-3 1017 (1100-3)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	3400
004°	TDZE	503
	Apt Elev	503

RNAV (GPS) RWY 36
CHASE CITY MUNI (CXE)

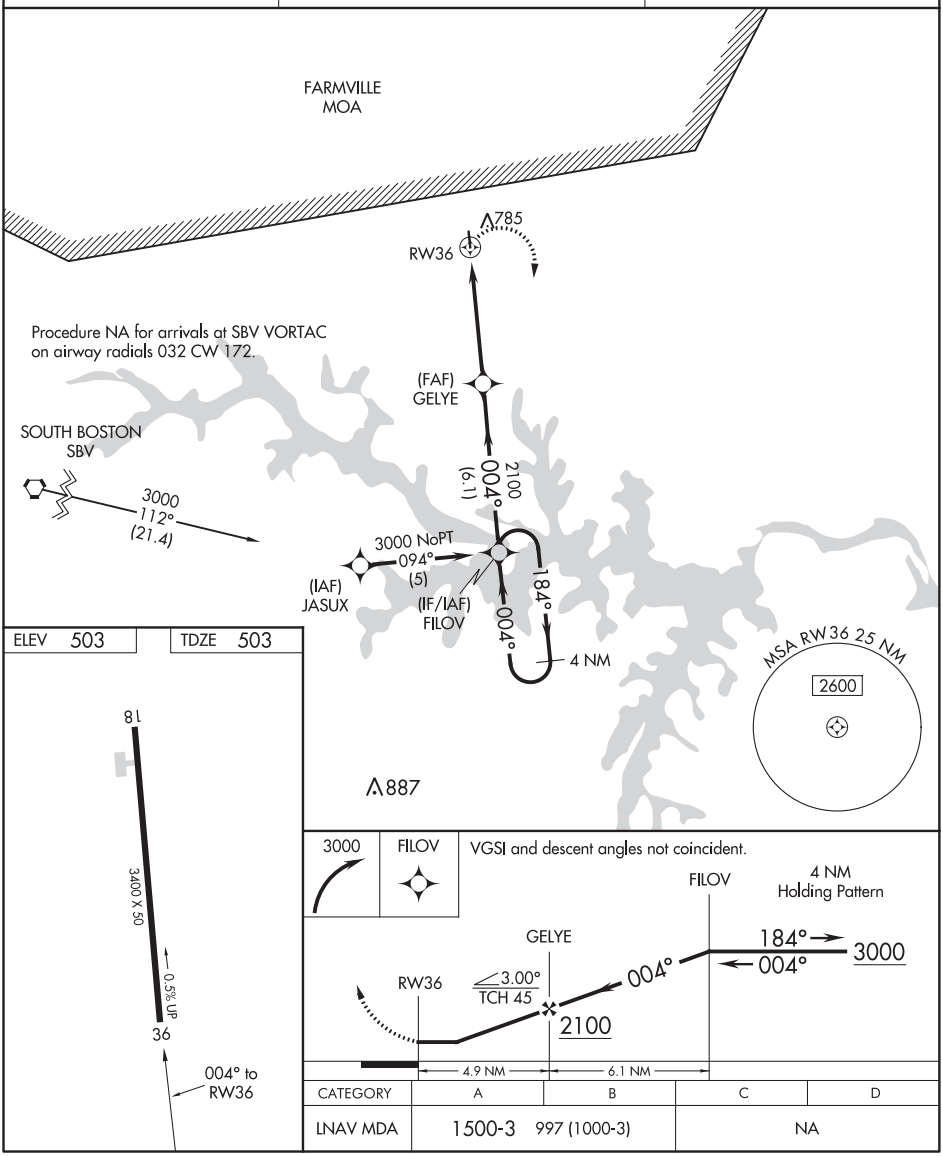
RNP APCH.

NA

Use South Hill altimeter setting, when not received use Danville altimeter setting and increase all MDA 60 feet. Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct FILOV and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
121.225	118.75 353.9	122.9 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1500-3 997 (1000-3)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

CHURCHVILLE, MARYLAND | AL-9277 (FAA) | 20254

RNAV (GPS)-B
HARFORD COUNTY (ØW3)

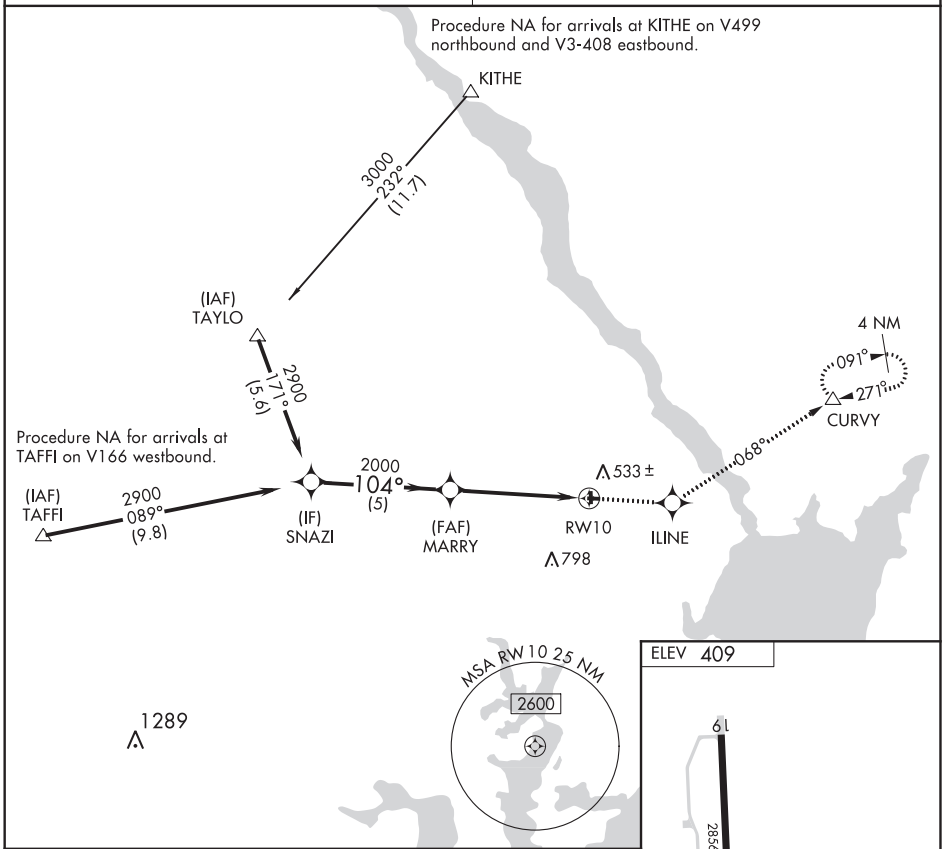
APP CRS	Rwy ldg	N/A
104°	TDZE	N/A
	Apt Elev	409

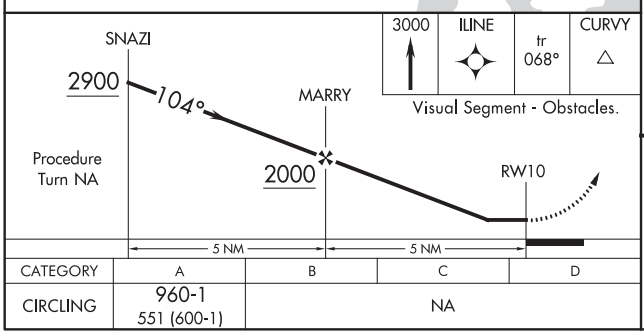
RNP APCH.

NA — Use Phillips AAF altimeter setting; when not received use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase MDA 60 feet. Circling NA to Rwys 1, 14, 19 and 32.

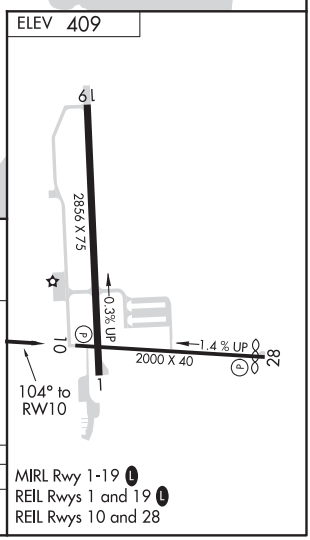
MISSED APPROACH: Climb to 3000 direct ILINE and on track 068° to CURVY and hold, continue climb-in-hold to 3000.

POTOMAC APP CON	UNICOM
125.525 291.625	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	960-1 551 (600-1)	NA		



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	N/A
036°	TDZE	N/A
	Apt Elev	419

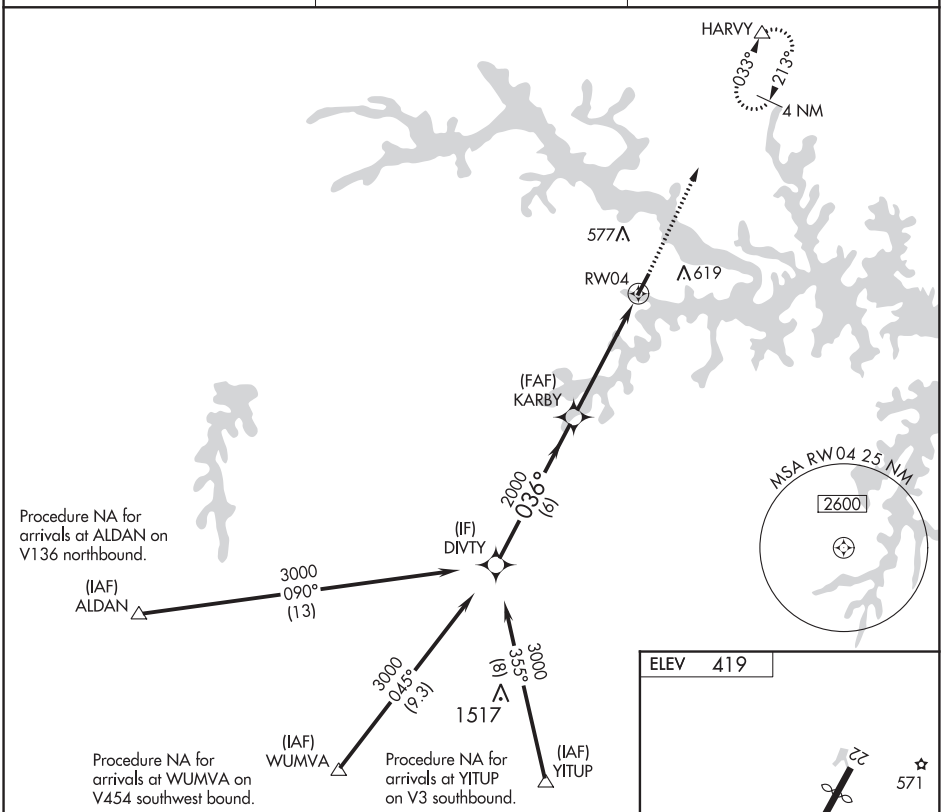
RNAV (GPS)-A

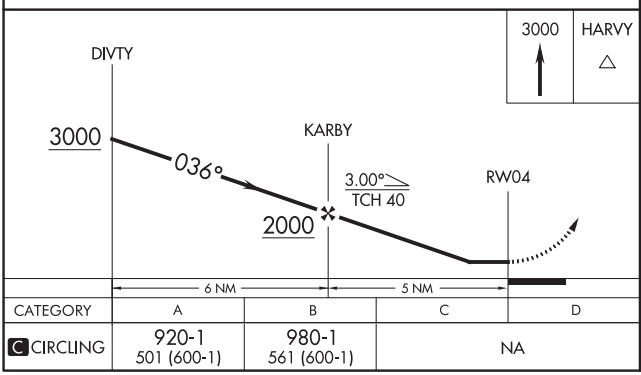
LAKE COUNTRY RGNL (W63)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chase City altimeter setting and increase all MDA 40 feet. Night landing: Rwy 22 NA. Helicopter visibility reduction below ¾ SM NA.

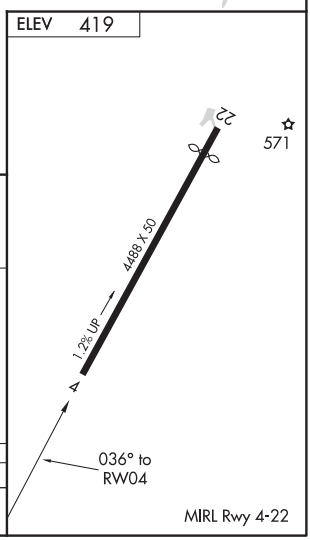
MISSED APPROACH: Climb to 3000 direct HARVY and hold.

AWOS-3	WASHINGTON CENTER	CTAF
118.225	118.75 377.1	122.9





CATEGORY	A	B	C	D
C CIRCLING	920-1 501 (600-1)	980-1 561 (600-1)	NA	



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CLARKSVILLE, VIRGINIA | AL-9200 (FAA) | 15288

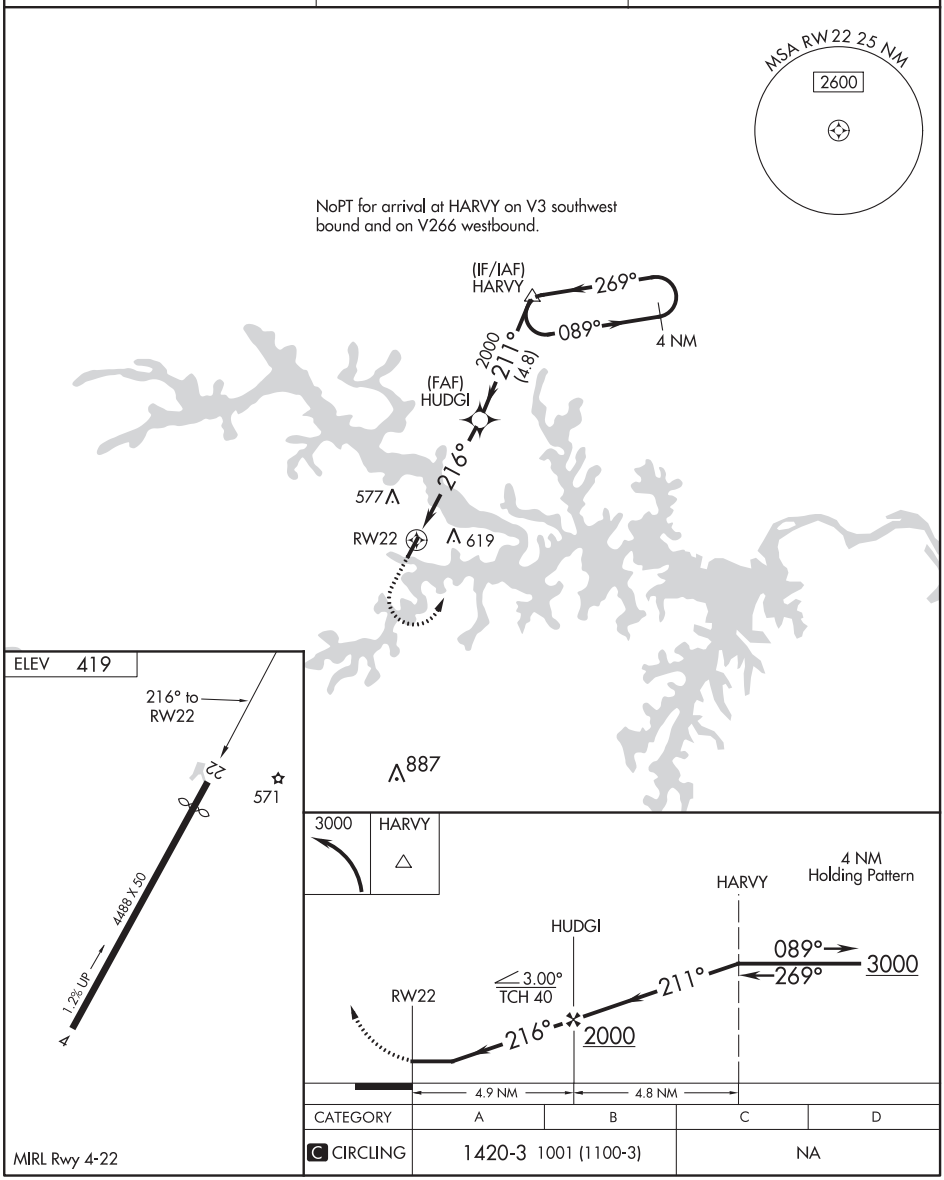
APP CRS	Rwy ldg	N/A
216°	TDZE	N/A
	Apt Elev	419

RNAV (GPS)-B
LAKE COUNTRY RGNL (W63)

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Chase City altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct HARVY and hold.

AWOS-3	WASHINGTON CENTER	CTAF
118.225	118.75 377.1	122.9



CATEGORY	A	B	C	D
C CIRCLING	1420-3 1001 (1100-3)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	3000
052°	TDZE	249
	Apt Elev	249

RNAV (GPS) RWY 5

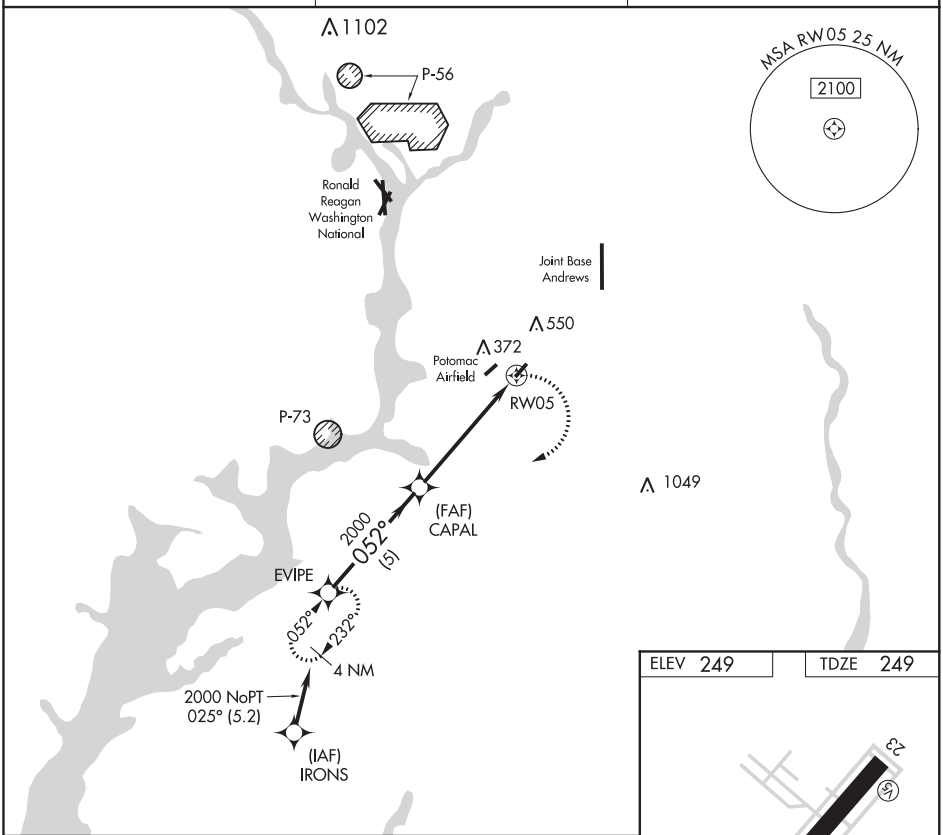
WASHINGTON EXECUTIVE/HYDE FIELD (W32)

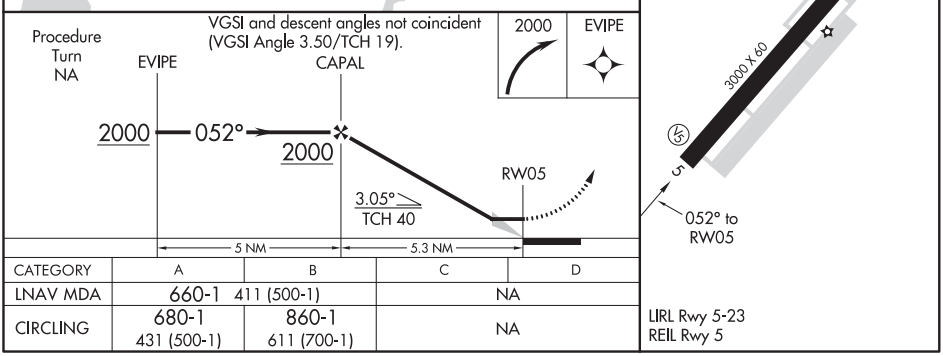
RNP APCH.

Use Joint Base Andrews altimeter setting.
Circling NW Rwy 5-23 NA.

MISSED APPROACH: Climbing right turn to 2000 direct EVIPE WP and hold.

ADW ATIS	POTOMAC APP CON	UNICOM
133.675 251.05	124.7 338.2	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	660-1 411 (500-1)		NA	
CIRCLING	680-1 431 (500-1)	860-1 611 (700-1)	NA	

LIRL Rwy 5-23
REIL Rwy 5

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

COLLEGE PARK, MARYLAND

AL-6720 (FAA)

20198

RNAV (GPS)-A
COLLEGE PARK (CGS)

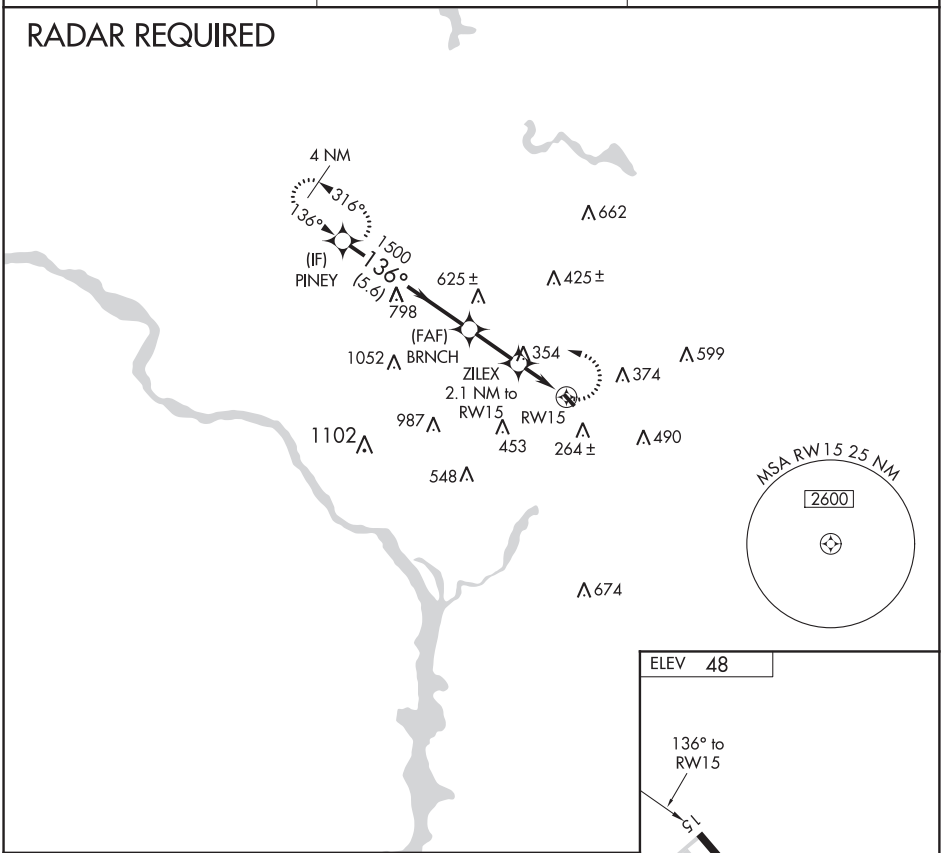
APP CRS	Rwy ldg	N/A
136°	TDZE	N/A
	Apt Elev	48

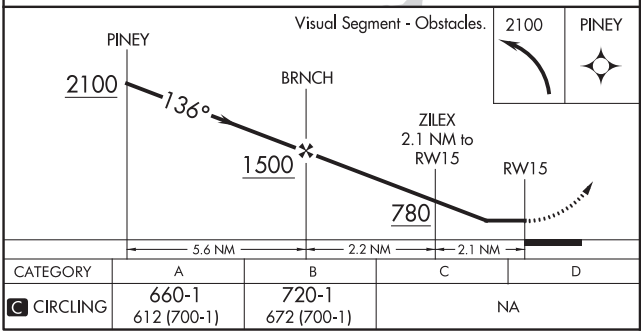
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct PINEY and hold.

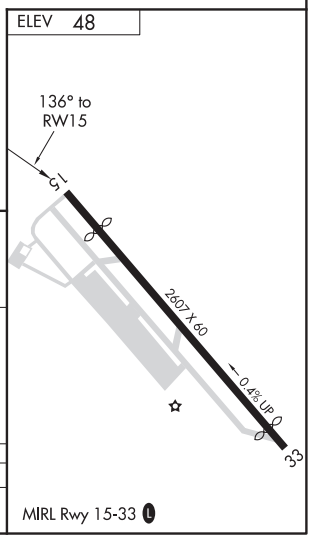
AWOS-3	POTOMAC APP CON	UNICOM
121.225	125.65 348.725	122.975 (CTAF) L

RADAR REQUIRED





CATEGORY	A	B	C	D
C CIRCLING	660-1 612 (700-1)	720-1 672 (700-1)	NA	



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS)-B
COLLEGE PARK (CGS)

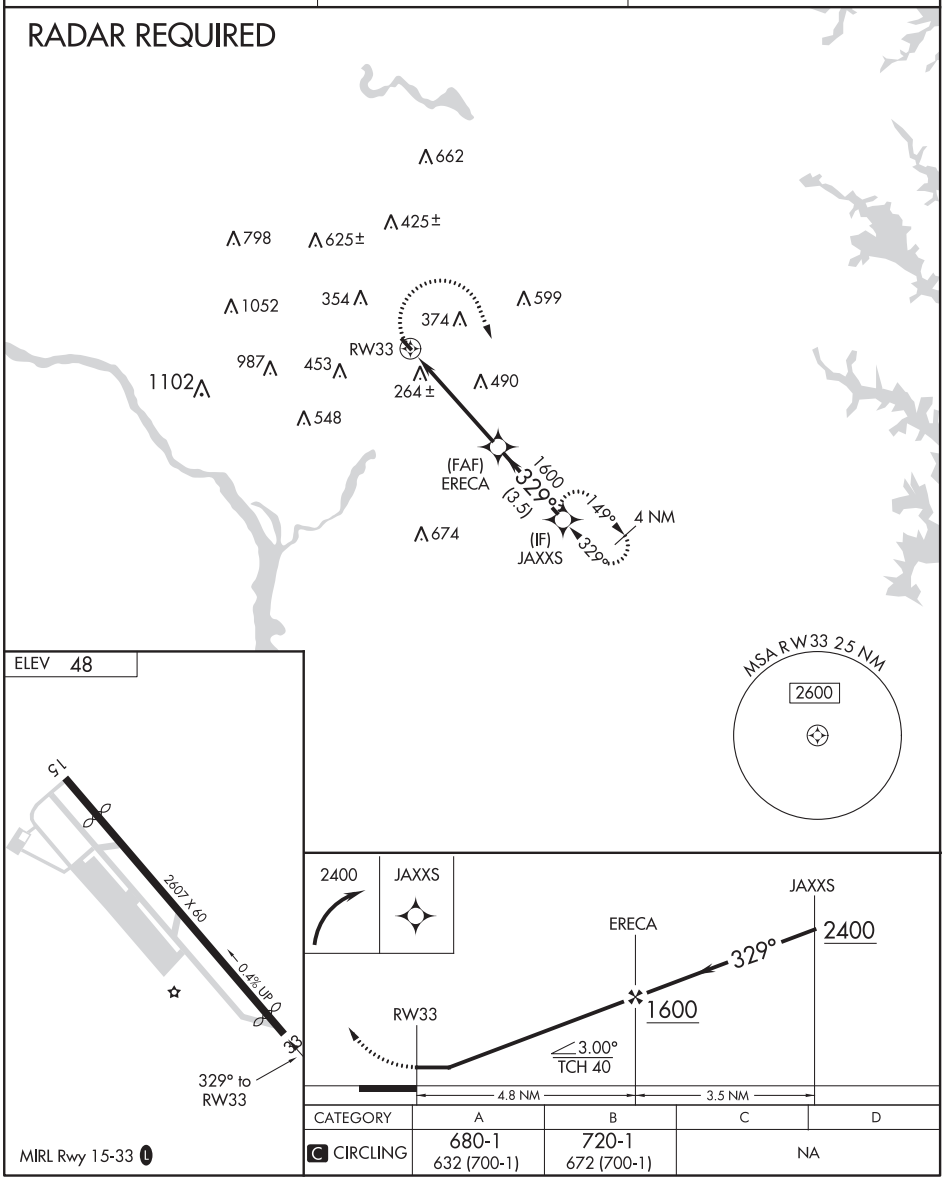
APP CRS	Rwy ldg	N/A
329°	TDZE	N/A
	Apt Elev	48

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2400 direct JAXXS and hold.

AWOS-3	POTOMAC APP CON	UNICOM
121.225	125.65 348.725	122.975 (CTAF) L

RADAR REQUIRED



CATEGORY	A	B	C	D
C CIRCLING	680-1 632 (700-1)	720-1 672 (700-1)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

CREWE, VIRGINIA | AL-10445 (FAA) | 20198

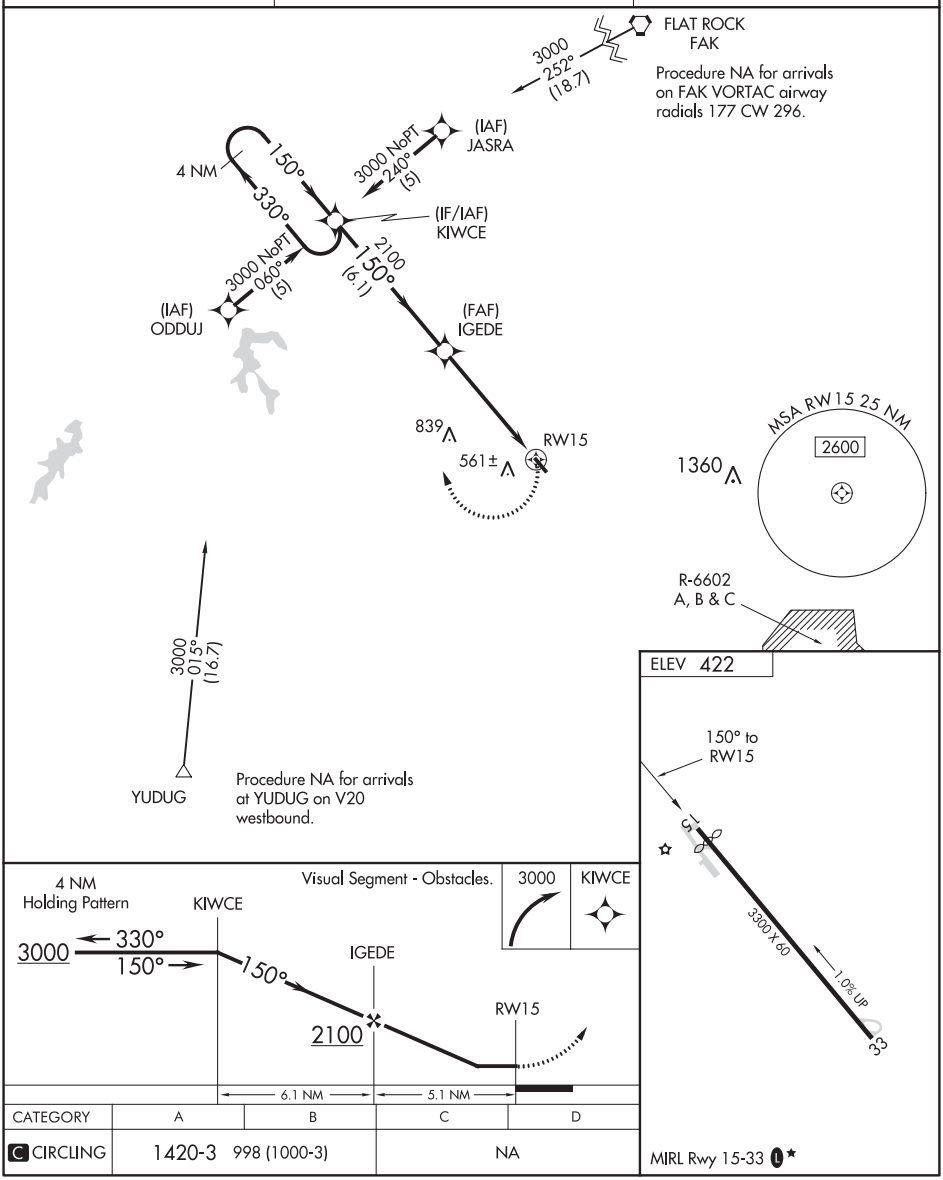
RNAV (GPS)-A
CREWE MUNI (W81)

APP CRS	Rwy ldg	N/A
150°	TDZE	N/A
	Apt Elev	422

Circling to Rwy 15 NA at night. DME/DME RNP-0.3 NA.
Rwy 15: helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct KIWCE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.05	118.75 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1420-3	998 (1000-3)	NA	

MIRL Rwy 15-33 L ★

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

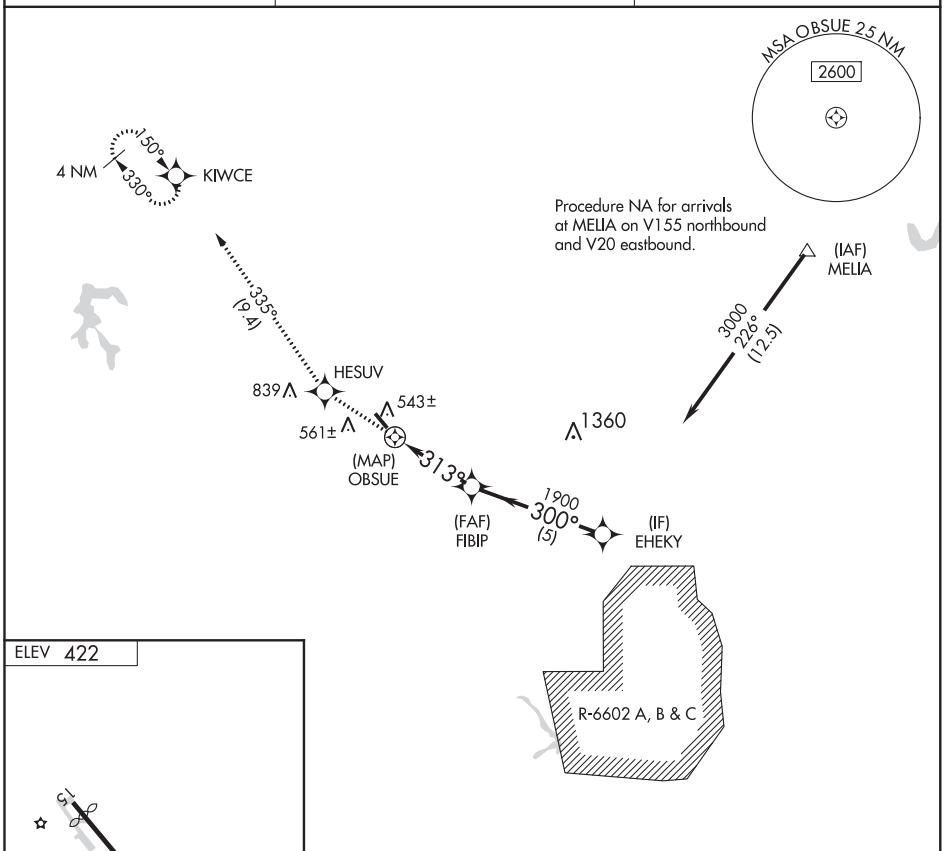
APP CRS	Rwy ldg	N/A
313°	TDZE	N/A
	Apt Elev	422

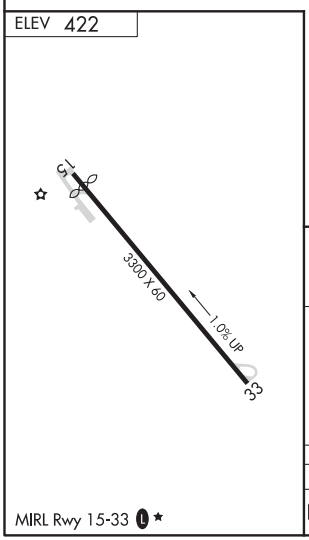
RNAV (GPS)-B
CREWE MUNI (W81)

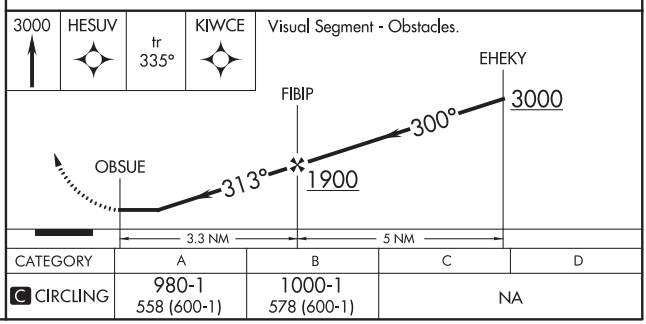
Circling to Rwy 15 NA at night.
DME/DME RNP-0.3 NA.
Rwy 15: helicopter visibility reduction by 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HESUV and on track 335° to KIWCE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.05	118.75 377.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	980-1 558 (600-1)	1000-1 578 (600-1)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

CRISFIELD, MARYLAND AL-10239 (FAA) 19283

RNAV (GPS)-B

CRISFIELD-SOMERSET COUNTY (W41)

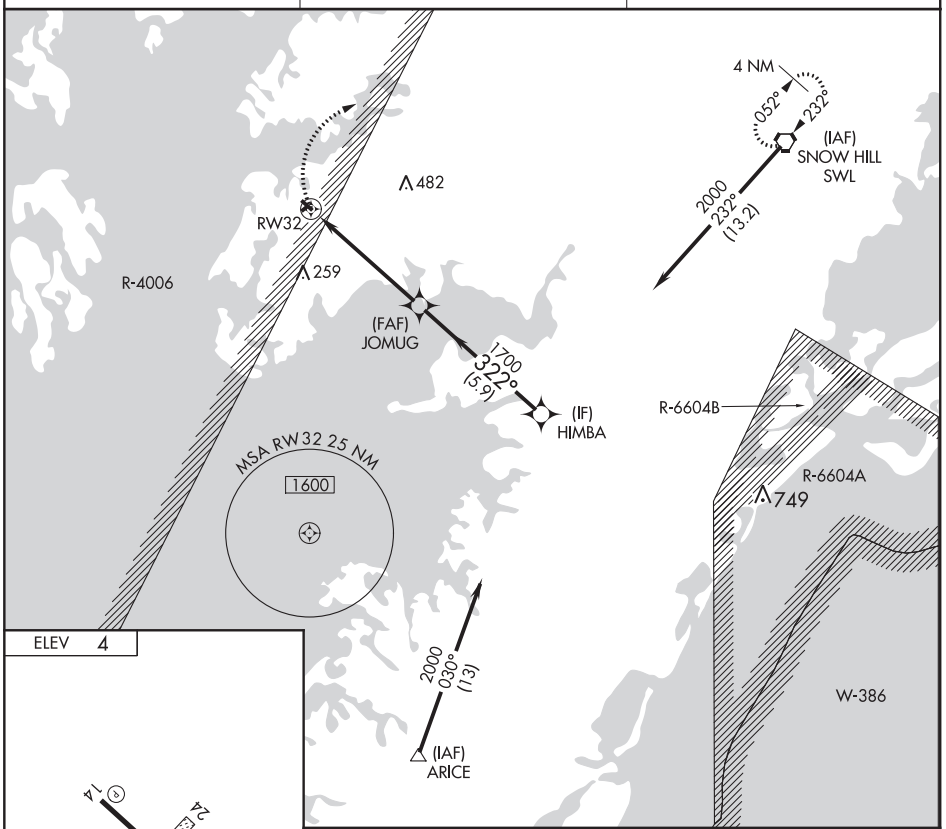
APP CRS	Rwy ldg	N/A
322°	TDZE	N/A
	Apt Elev	4

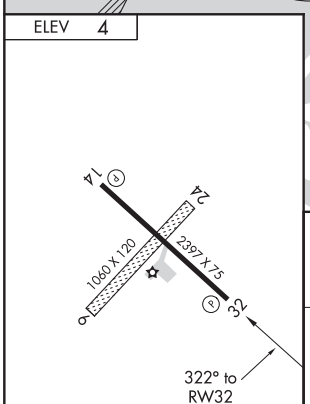
T
A NA

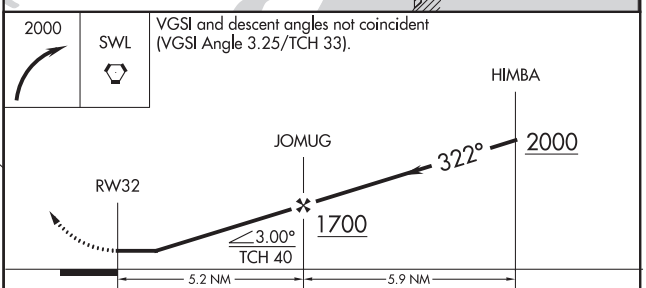
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Wallops Island altimeter setting; when not received, use Salisbury altimeter setting and increase all MDA 20 feet. Circling NA to Rwy 6 and 24. Procedure NA at night.

MISSED APPROACH:
Climbing right turn to 2000 direct SWL VORTAC and hold.

WAL ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L







MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

CATEGORY	A	B	C	D
CIRCLING	520-1 516 (600-1)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 77606 W04A	APP CRS 038°	Rwy ldg 5000 TDZE 316 Apt Elev 316

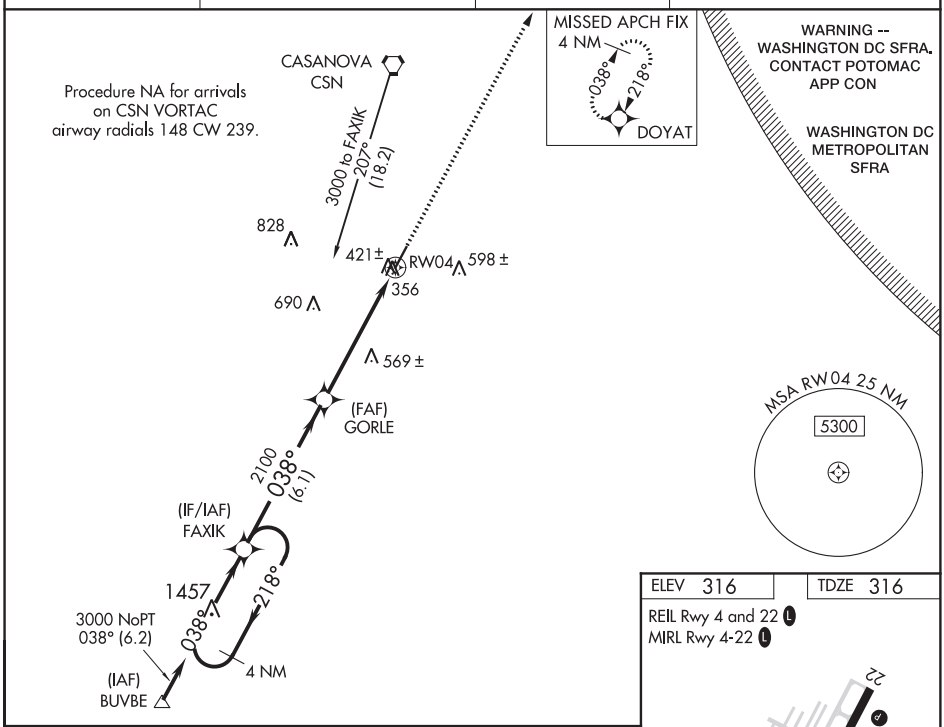
RNAV (GPS) RWY 4
CULPEPER RGNL (CJR)

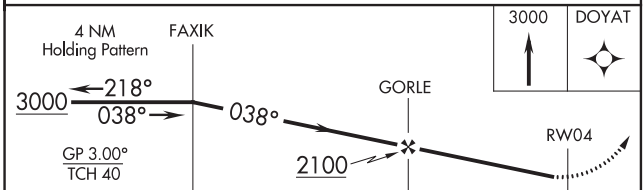
RNP APCH.

When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs 73 feet, all MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct DOYAT and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L

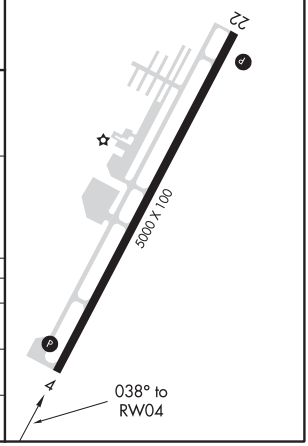




CATEGORY	A	B	C	D
LPV DA	610-1 294 (300-1)			
LNAV/VNAV DA	833-1¾ 517 (600-1¾)			
LNAV MDA	820-1 504 (600-1)		820-1½ 504 (600-1½)	

ELEV 316 TDZE 316

REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L



NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

CULPEPER, VIRGINIA | AL-5877 (FAA) | 19311

RNAV (GPS) RWY 22

CULPEPER RGNL (CJR)

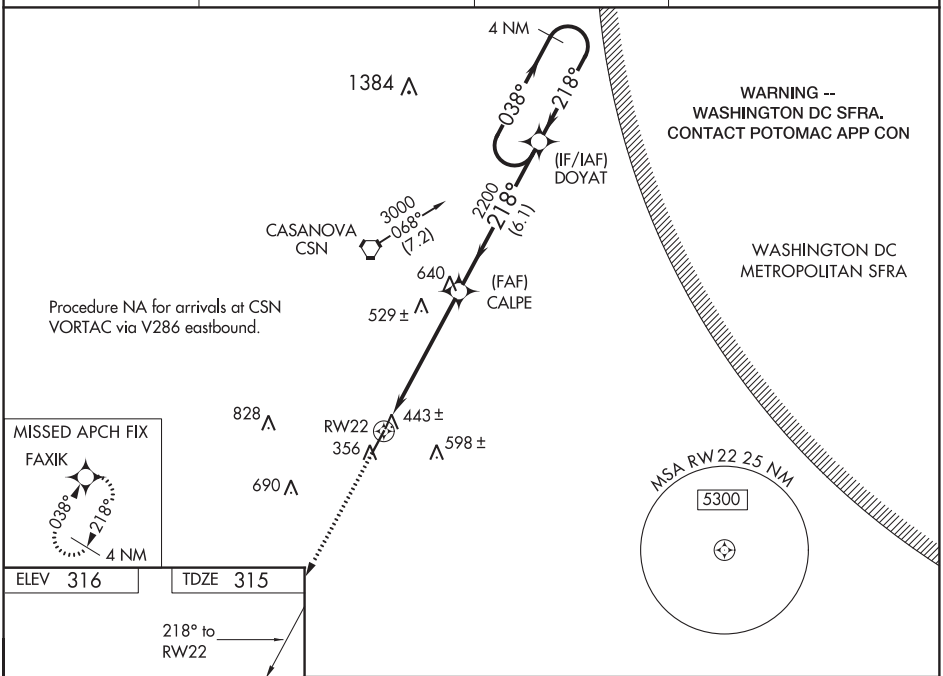
WAAS CH 56306 W22A	APP CRS 218°	Rwy ldg 5000 TDZE 315 Apt Elev 316

RNP APCH.

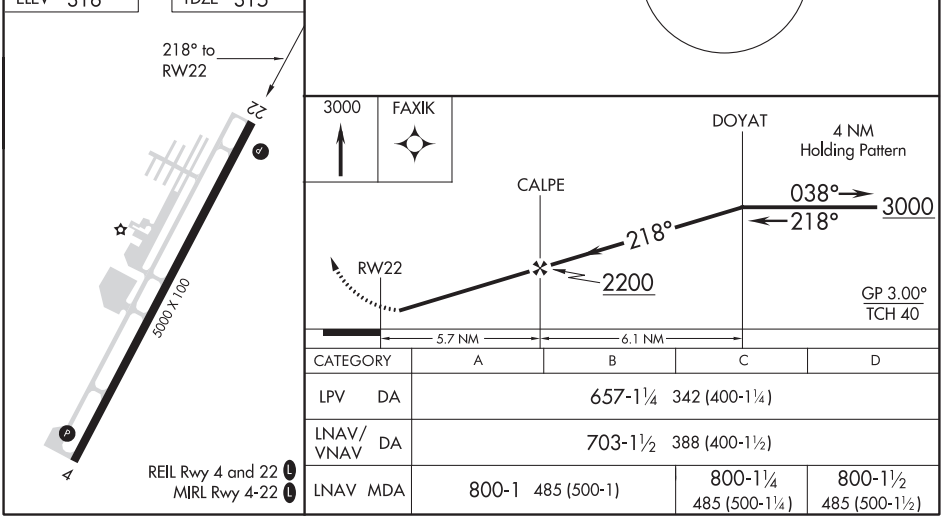
When VGSI inoperative, procedure NA at night. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L



ELEV 316 | TDZE 315



CATEGORY	A	B	C	D
LPV DA	657-1¼ 342 (400-1¼)			
LNAV/VNAV DA	703-1½ 388 (400-1½)			
LNAV MDA	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

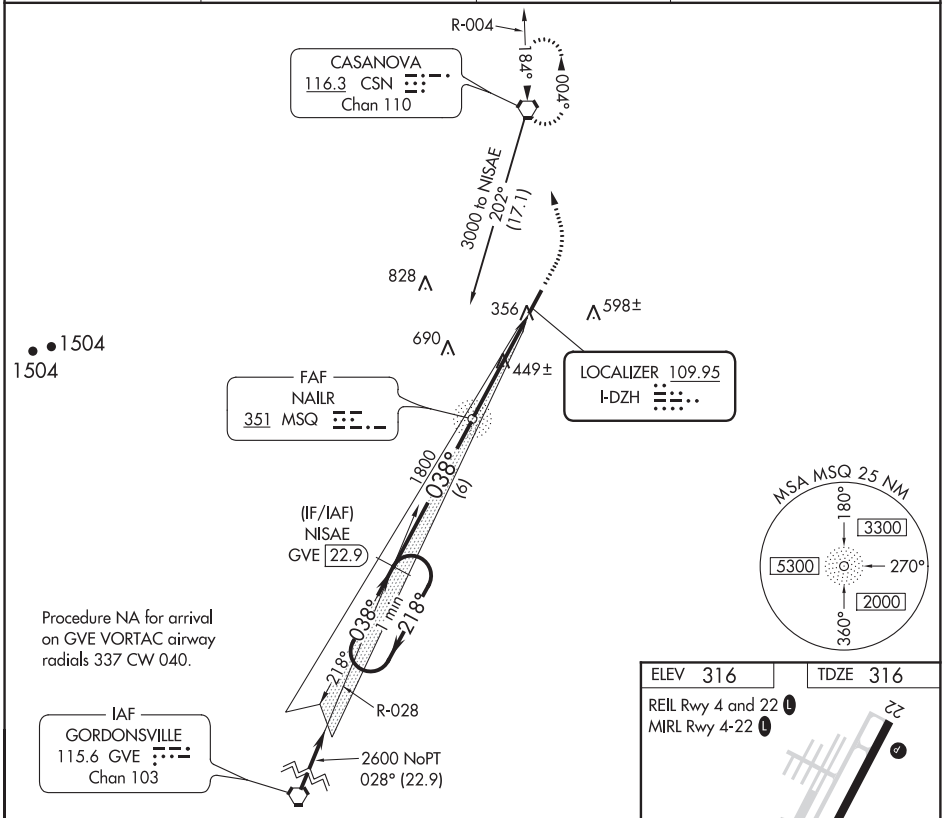
LOC I-DZH	APP CRS	Rwy ldg	5000
109.95	038°	TDZE	316
		Apt Elev	316

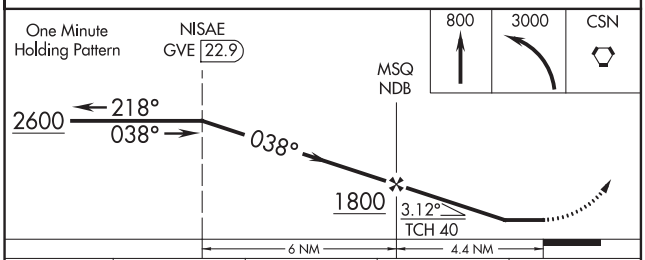
LOC RWY 4
CULPEPER RGNL (CJR)

ADF required.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L

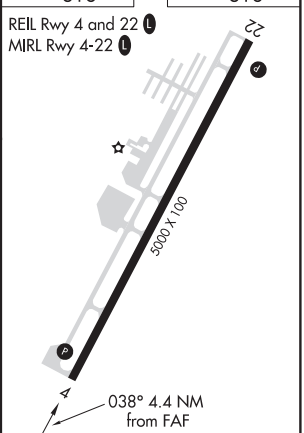




CATEGORY	A	B	C	D
S-4	700-1 384 (400-1)			NA
CIRCLING	820-1 504 (600-1)	920-1 604 (700-1)	920-1¾ 604 (700-1¾)	NA

ELEV 316 TDZE 316

REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CULPEPER, VIRGINIA AL-5877 (FAA) 20254

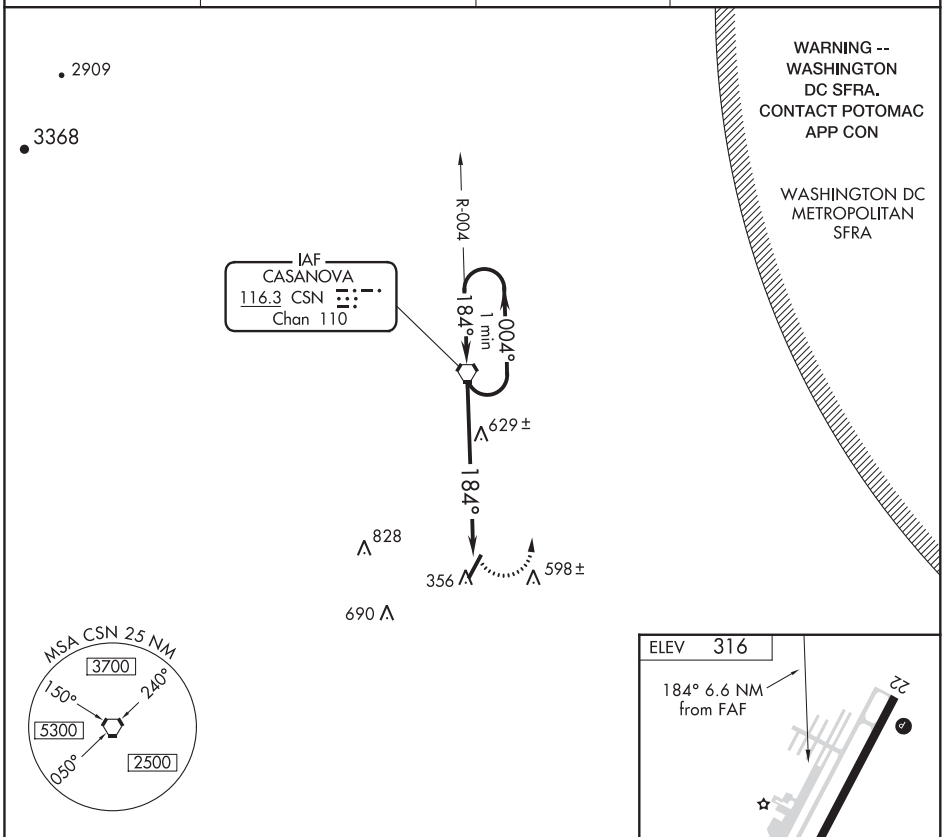
VOR-A
CULPEPER RGNL (CJR)

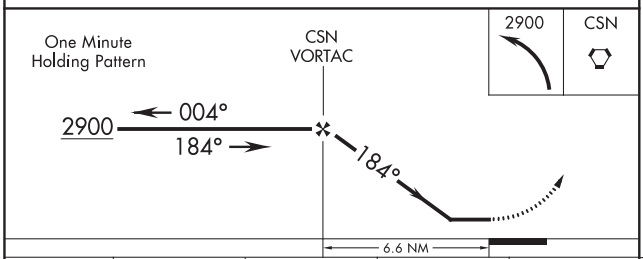
VORTAC CSN	APP CRS	Rwy ldg	N/A
116.3	184°	TDZE	N/A
Chan 110		Apt Elev	316

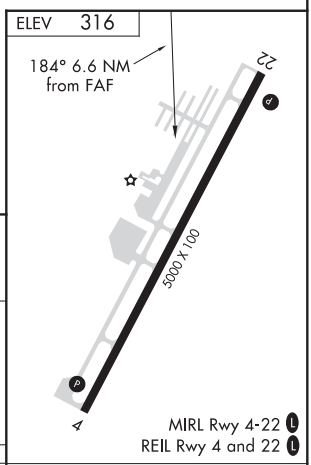
When VGSI inoperative, procedure NA at night. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	960-2 644 (700-2)

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NE-3, 10 SEP 2020 to 05 NOV 2020

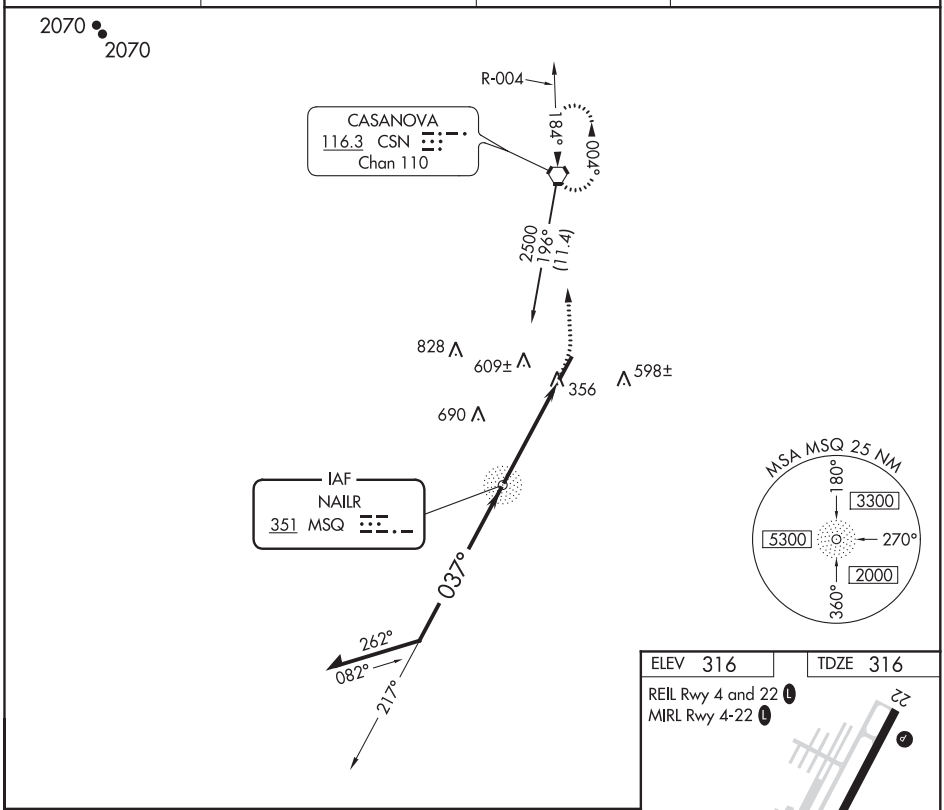
NE-3, 10 SEP 2020 to 05 NOV 2020

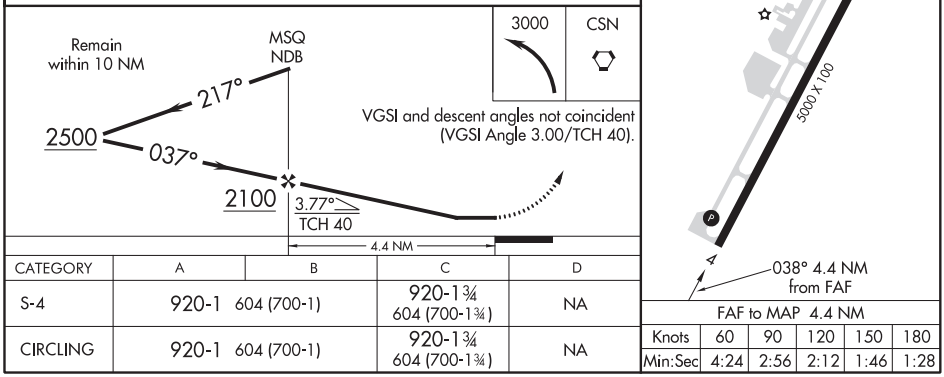
NDB MSQ	APP CRS	Rwy ldg	5000
351	037°	TDZE	316
		Apt Elev	316

NDB RWY 4
CULPEPER RGNL (CJR)

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-4	920-1 604 (700-1)		920-1¾ 604 (700-1¾)	NA
CIRCLING	920-1 604 (700-1)		920-1¾ 604 (700-1¾)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CUMBERLAND, MARYLAND

AL-5263 (FAA)

20198

RNAV (GPS) RWY 5
GREATER CUMBERLAND RGNL (CBE)

WAAS CH 99336 W05A	APP CRS 029°	Rwy ldg 5047 TDZE 746 Apt Elev 775

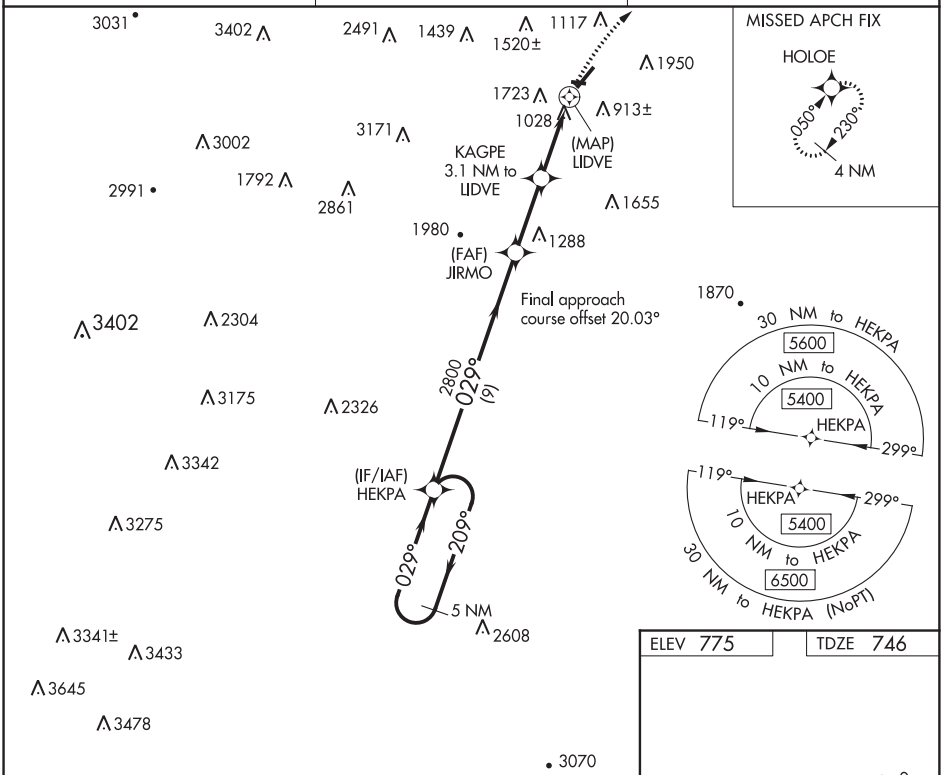
RNP APCH.

Circling NA NW of Rwy 5-23. When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 100 feet and increase LP visibility Cat B ¼ mile, Cats C and D ½ mile. Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

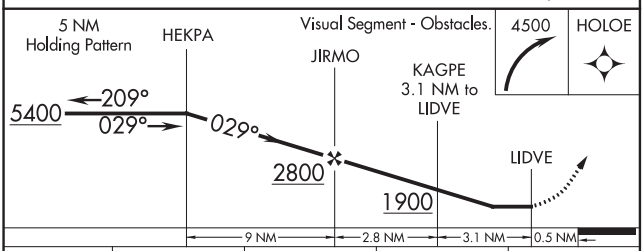
-15°C

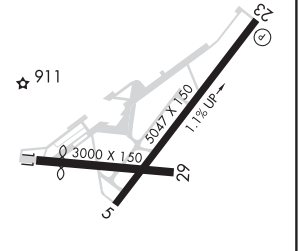
MISSED APPROACH: Climbing right turn to 4500 direct HOLOE and hold, continue climb-in-hold to 4500.

AWOS-3	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L



ELEV 775	TDZE 746





CATEGORY	A	B	C	D
LP MDA	1440-1 694 (700-1)		1440-2 694 (700-2)	
LNAV MDA	1840-1¼ 1094 (1100-1¼)	1840-1½ 1094 (1100-1½)	1840-3 1094 (1100-3)	
C CIRCLING	1840-1¼ 1065 (1100-1¼)	2140-1½ 1365 (1400-1½)	2260-3 1485 (1500-3)	2360-3 1585 (1600-3)

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 63021 W23A	APP CRS 229°	Rwy ldg 5047 TDZE 775 Apt Elev 775

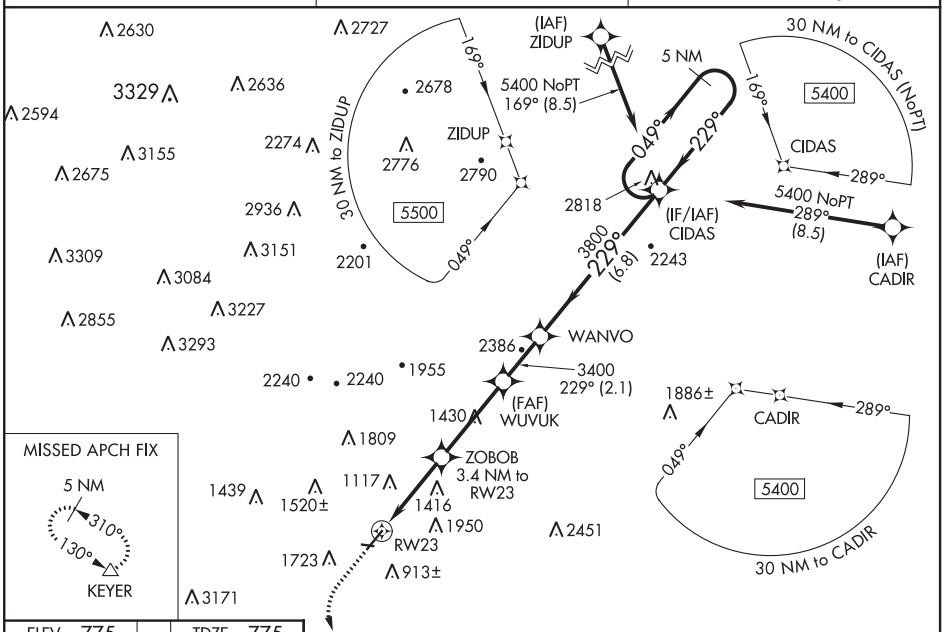
RNAV (GPS) RWY 23
GREATER CUMBERLAND RGNL (CBE)

Circling NA NW of Rwy 5-23. Baro-VNAV and VDP NA when using Winchester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winchester altimeter setting and increase all DAs/MDAs 100 feet; increase all LPV visibilities ¼ SM. Rwy 5, 29 helicopter visibility reduction below 1 SM NA. Circling Rwy 5, 29 NA at night. # Missed approach requires minimum climb of 424 feet per NM to 1950.

-15°C

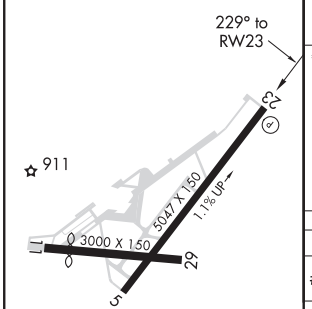
MISSED APPROACH: Climb to 1220 then climbing left turn to 5000 direct KEYER and hold, continue climb-in-hold to 5000.

AWOS-3	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L

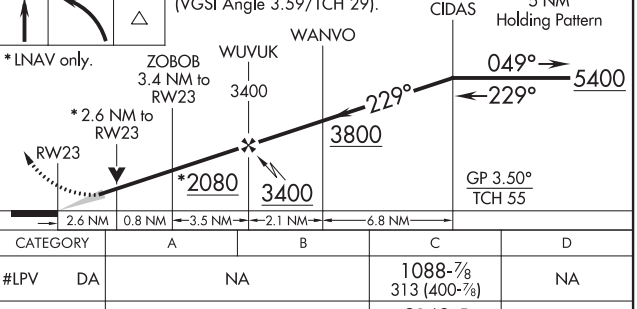


NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 775	TDZE 775



REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L



CATEGORY		A	B	C	D
#LPV	DA	NA		1088-⅞ 313 (400-⅞)	NA
LPV	DA	1025-¾ 250 (300-¾)		2168-5 1393 (1400-5)	NA
LNAV/VNAV	DA	1930-4 1155 (1200-4)			NA
LNAV	MDA	1780-1¼ 1005 (1100-1¼)	1780-1½ 1005 (1100-1½)	1780-3 1005 (1100-3)	NA
C CIRCLING		1780-1¼ 1005 (1100-1¼)	2140-1½ 1365 (1400-1½)	2260-3 1485 (1500-3)	NA

CUMBERLAND, MARYLAND AL-5263 (FAA) 20198

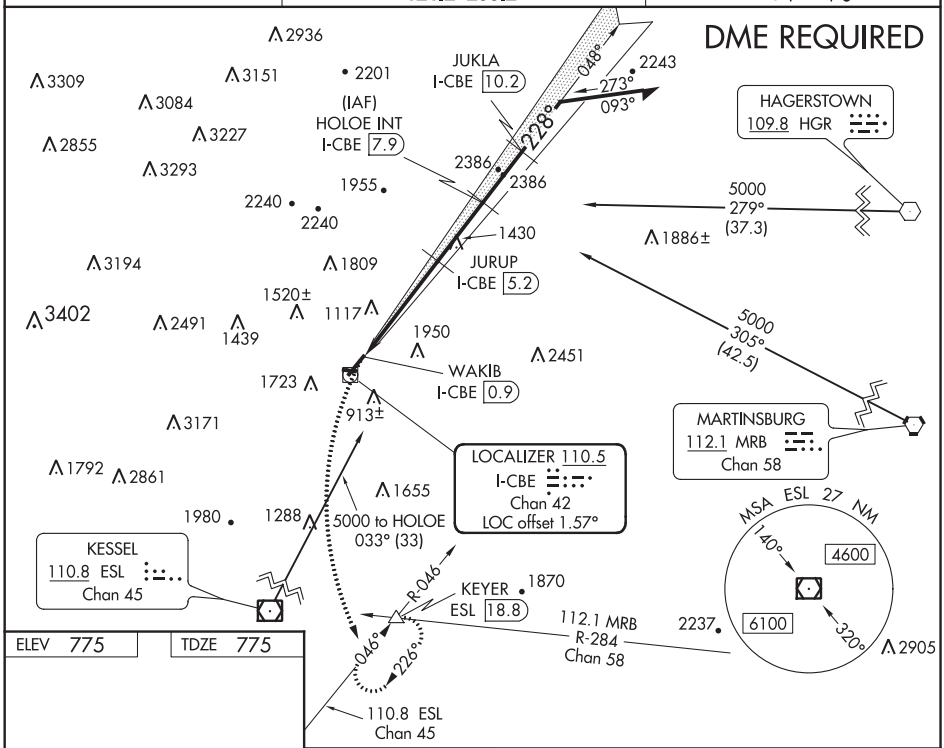
LOC/DME RWY 23
GREATER CUMBERLAND RGNL (CBE)

LOC/DME I-CBE	APP CRS	Rwy ldg	5047
110.5	228°	TDZE	775
Chan 42		Apt Elev	775

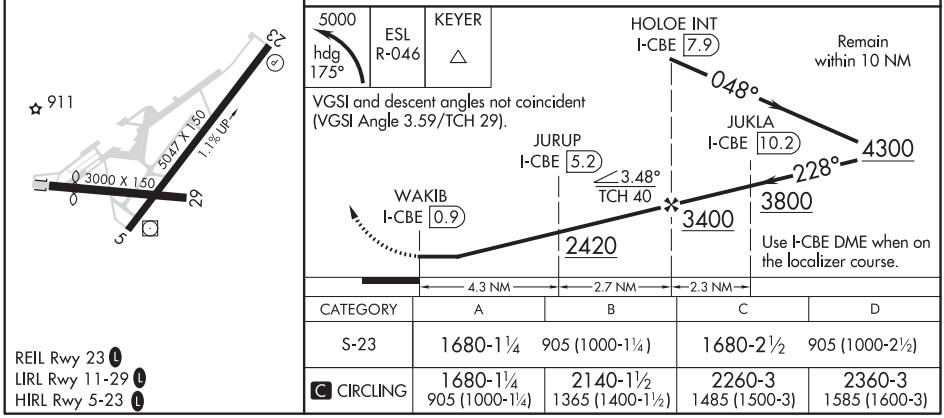
When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 100 feet, increase S-23 Cat B visibility ¼ mile, Cats C and D ½ mile. Night landing: Rwy 5, 11, 29 NA. Circling NA northwest of Rwy 5/23. Helicopter visibility reduction below ¾ SM NA. -15°C

MISSED APPROACH: Climbing left turn to 5000 on heading 175° and on ESL VOR/DME R-046 to KEYER/ESL 18.8 DME and hold, continue climb-in-hold to 5000.

AWOS-3	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L



ELEV 775	TDZE 775



5000 hdg 175°	ESL R-046	KEYER △

VGSI and descent angles not coincident (VGSI Angle 3.59/TCH 29).

HOLOE INT I-CBE 7.9 — Remain within 10 NM

JUKLA I-CBE 10.2 — 048° — 4300

228° — 3800

JURUP I-CBE 5.2 — 3.48° — TCH 40 — 3400

WAKIB I-CBE 0.9 — 2420

Use I-CBE DME when on the localizer course.

4.3 NM — 2.7 NM — 2.3 NM

CATEGORY	A	B	C	D
S-23	1680-1¼ 905 (1000-1¼)		1680-2½	905 (1000-2½)
C CIRCLING	1680-1¼ 905 (1000-1¼)	2140-1½ 1365 (1400-1½)	2260-3 1485 (1500-3)	2360-3 1585 (1600-3)

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-DAN	APP CRS	Rwy ldg	5600
110.7	025°	TDZE	559
		Apt Elev	571

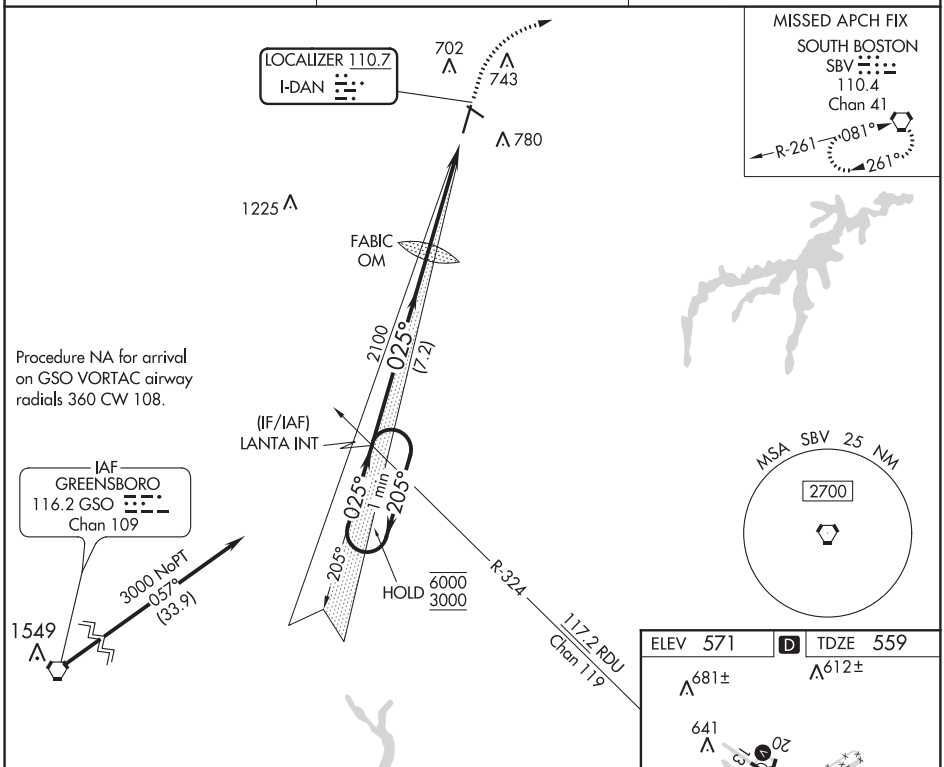
ILS or LOC RWY 2
DANVILLE RGNL (DAN)

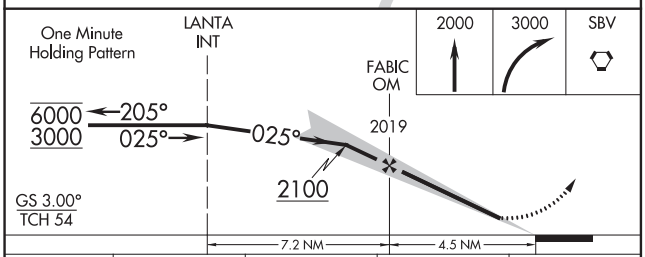
For inop ALS, increase S-LOC 2 Cat C/D visibility to 1⅜ SM.

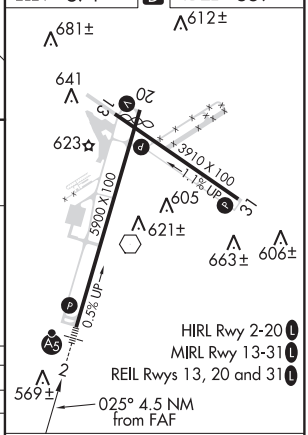
MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SBV VORTAC and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
S-ILS 2	759-½ 200 (200-½)			
S-LOC 2	1020-½ 461 (500-½)		1020-1 461 (500-1)	
CIRCLING	1120-1 549 (600-1)		1120-1½ 549 (600-1½)	1200-2 629 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DANVILLE, VIRGINIA | AL-599 (FAA) | 20254

RNAV (GPS) RWY 2
DANVILLE RGNL (DAN)

WAAS CH 42916 W02A	APP CRS 025°	Rwy ldg 5600 TDZE 559 Apt Elev 571

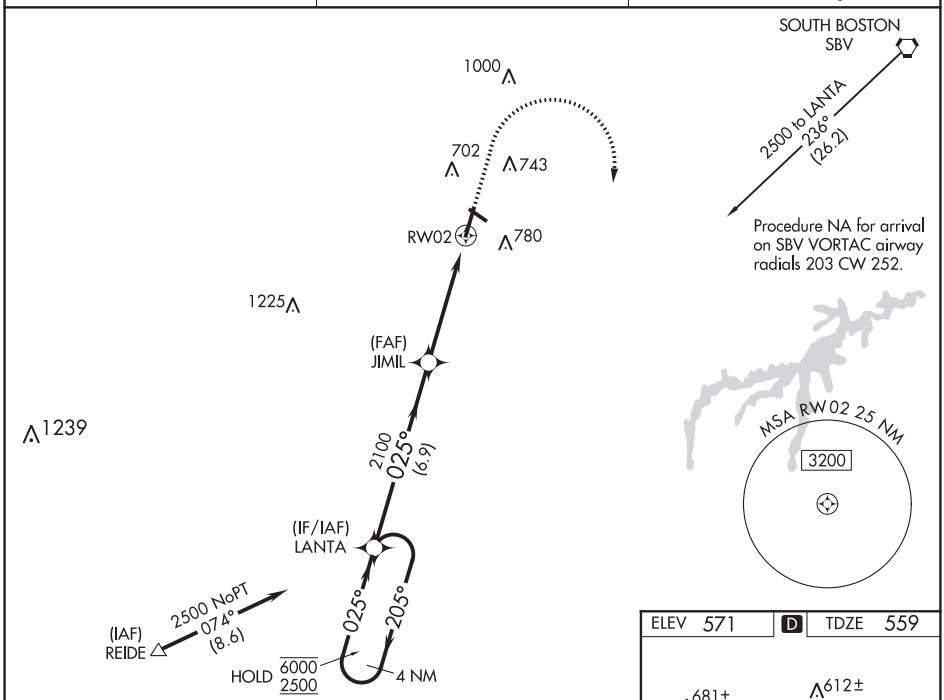
RNP APCH.

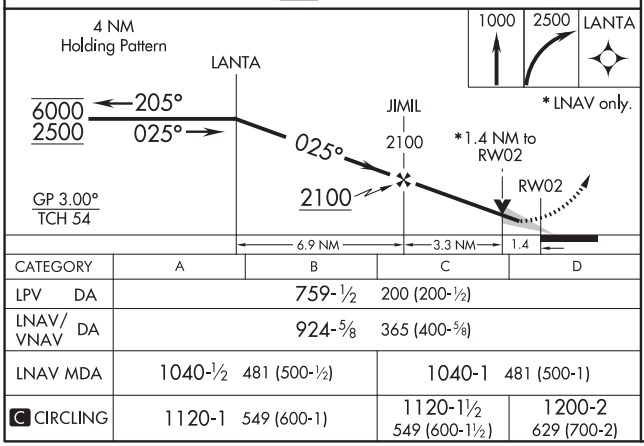
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM. Increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

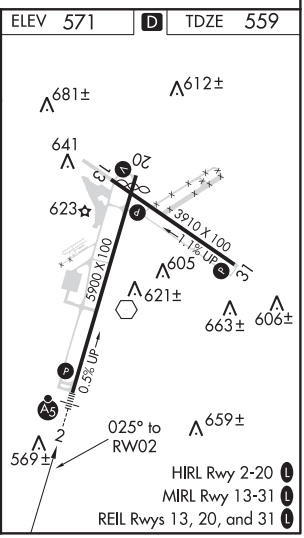
MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LANTA and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	759-½ 200 (200-½)			
LNAV/VNAV DA	924-⅝ 365 (400-⅝)			
LNAV MDA	1040-½ 481 (500-½)		1040-1 481 (500-1)	
C CIRCLING	1120-1 549 (600-1)		1120-1½ 549 (600-1½)	1200-2 629 (700-2)



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 87116 W20A	APP CRS 205°	Rwy ldg 5600 TDZE 568 Apt Elev 571

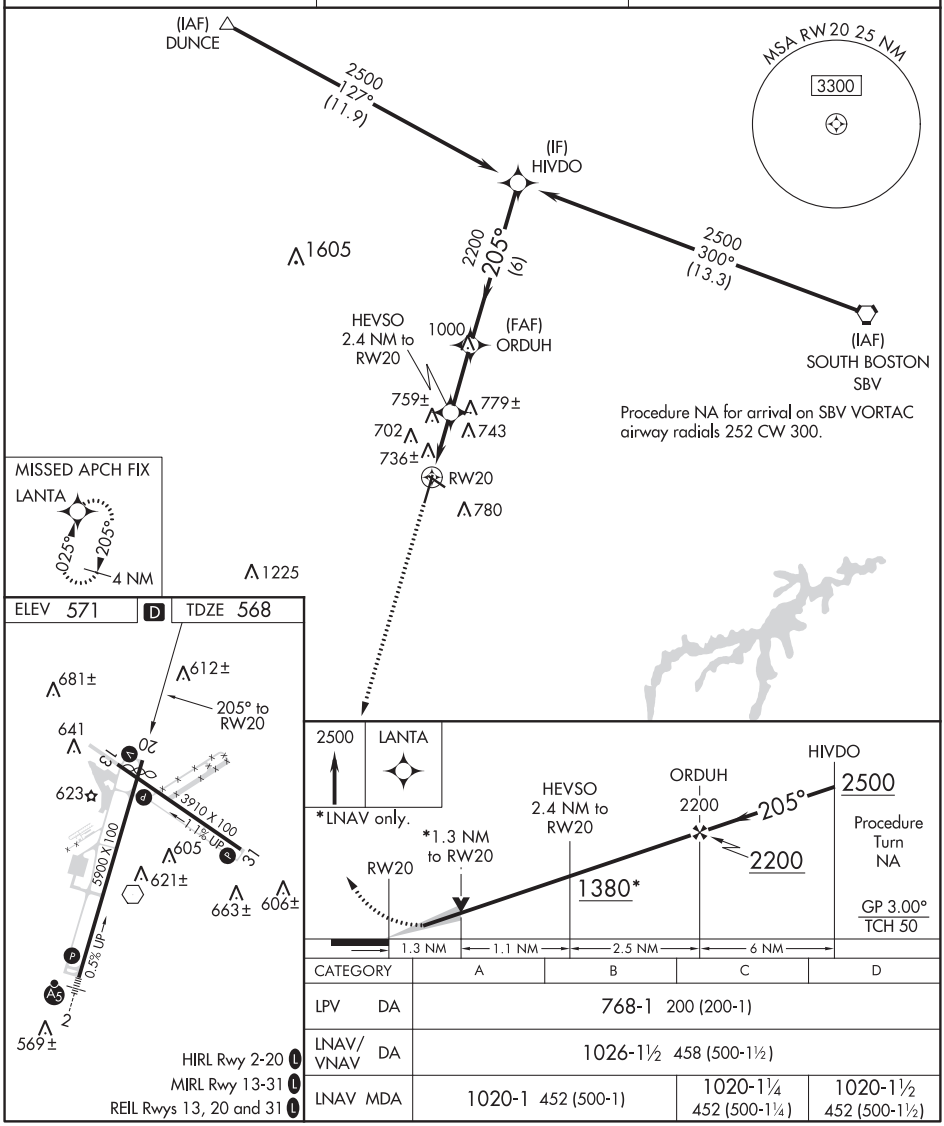
RNAV (GPS) RWY 20
DANVILLE RGNL (DAN)

RNP APCH.

Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D ¼ mile. VDP NA with Roxboro, NC altimeter setting.

MISSED APPROACH: Climb to 2500 direct LANTA and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L



CATEGORY		A	B	C	D
LPV	DA	768-1 200 (200-1)			
LNAV/VNAV	DA	1026-1½ 458 (500-1½)			
LNAV	MDA	1020-1 452 (500-1)		1020-1¼ 452 (500-1¼)	1020-1½ 452 (500-1½)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DANVILLE, VIRGINIA

AL-599 (FAA)

20254

RNAV (GPS) RWY 31
DANVILLE RGNL (DAN)

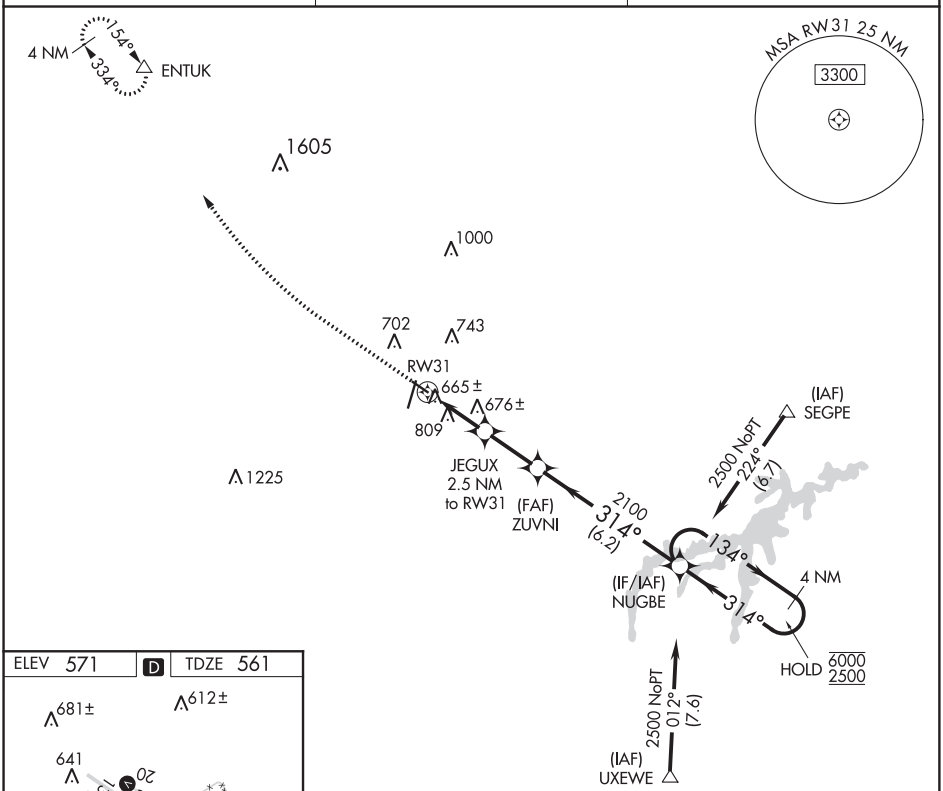
WAAS CH 93631 W31A	APP CRS 314°	Rwy ldg 3910 TDZE 561 Apt Elev 571

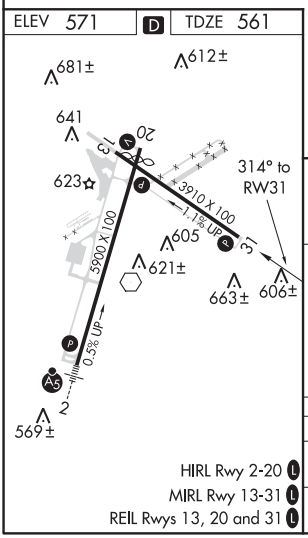
RNP APCH.

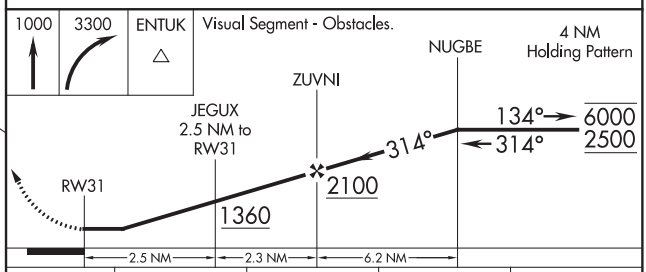
Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 direct ENTUK and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 307.0	123.05 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	920-1 359 (400-1)		NA	
LNAV MDA	1060-1 499 (500-1)		NA	

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20 and 31 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

FORT BELVOIR, VIRGINIA

ILS or LOC RWY 32

LOC/DME I-DAA	APCH CRS	Rwy ldg	4519
108.9	322°	TDZE	68
Chan 26		Arpt Elev	74

AL-5504 [USA]

DAVISON AAF (KDAA)

T * When ALS inop, increase CAT D vis to 1½ miles.
** When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles.

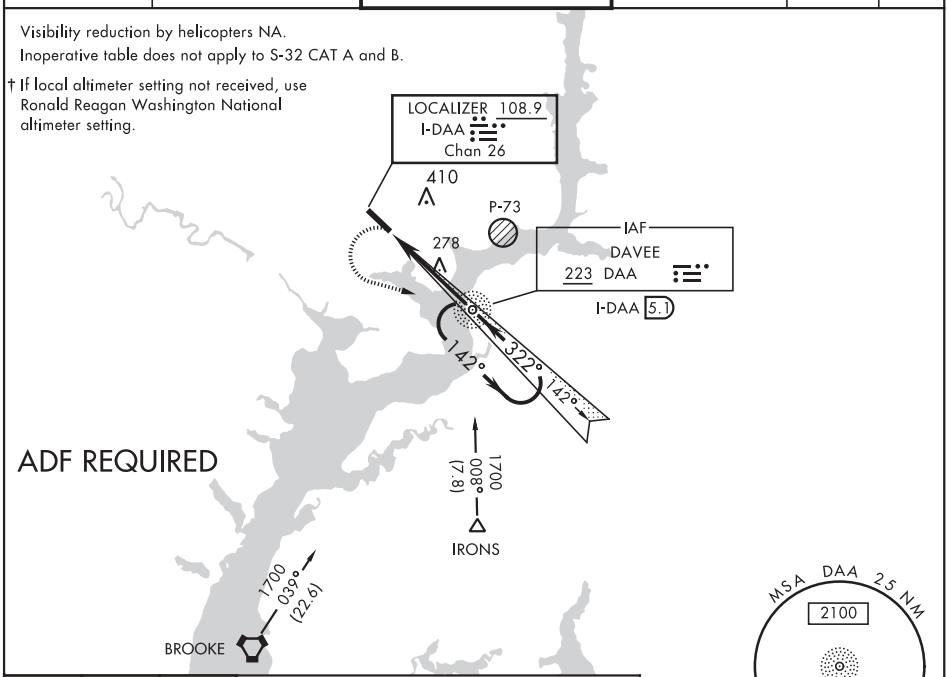
MALSF

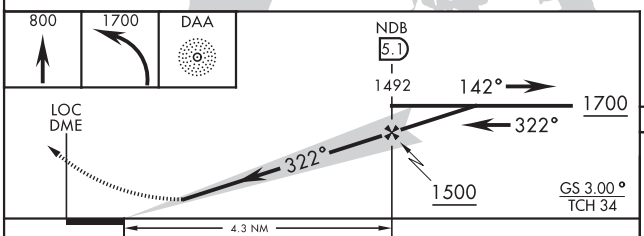
MISSED APPROACH: Climb to 800, then climbing left turn to 1700 direct DAA NDB and hold; or when directed by ATC, climb to 800, then climbing left turn to 2000 hdg 190° within 10 NM, expect radar vectors.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175	118.95 319.1	126.3 (CTAF) L 229.4	121.9 351.8	351.8	

Visibility reduction by helicopters NA.
Inoperative table does not apply to S-32 CAT A and B.

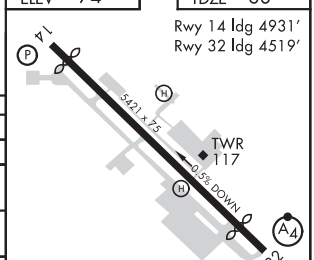
† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.





ELEV 74 | TDZE 68

Rwy 14 ldg 4931′
Rwy 32 ldg 4519′



HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-ILS 32	348/50 280 (300-1)			
S-LOC 32*	540/50 472 (500-1)			540/60 472 (500-1¼)
CIRCLING	740-1 666 (700-1)		740-1¾ 666 (700-1¾)	760-2¼ 686 (700-2¼)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	381/50 313 (400- 1)			
S-LOC 32**	580/50 512 (600-1)		580/60 512 (600-1¼)	580-1½ 512 (600-1½)
CIRCLING	780-1 706 (800-1)		780-2 706 (800-2)	800-2¼ 726 (800-2¼)

FAF to MAP 4.3 NM

Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

FORT BELVOIR, VIRGINIA

RNAV (GPS) RWY 14

AL-5504 (USA)

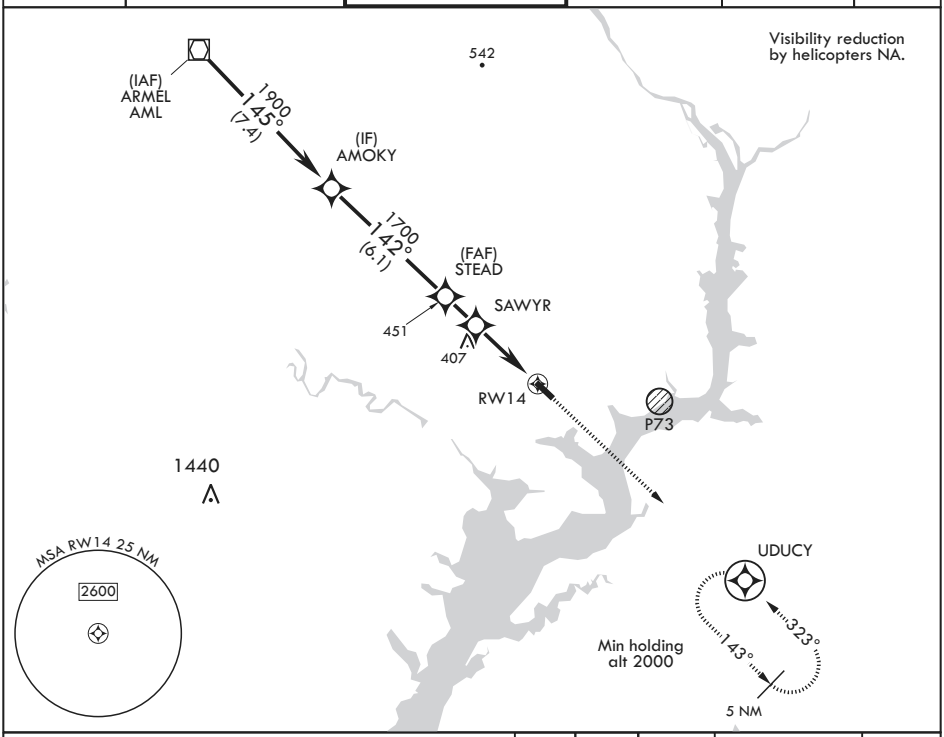
DAVISON AAF (KDAA)

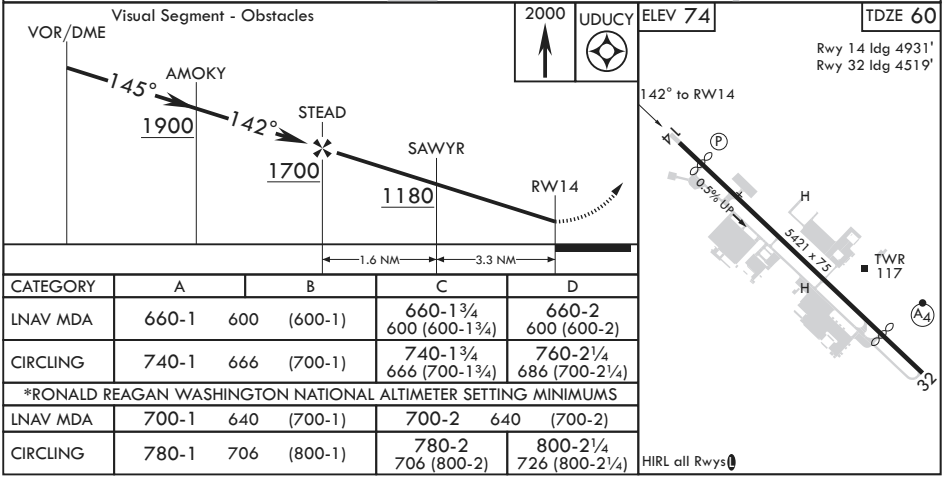
APCH CRS	Rwy ldg	4931
142°	TDZE	60
	Arpt Elev	74

* If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct UDUCY and hold.

ATIS	POTOMAC APP CON	TOWER*	GND CON	CLNC DEL	PAR
128.175	118.95 319.1	126.3 (CTAF) 229.4	121.9 351.8	351.8	





CATEGORY	A	B	C	D
LNAV MDA	660-1 600	(600-1)	660-1¾ 600 (600-1¾)	660-2 600 (600-2)
CIRCLING	740-1 666	(700-1)	740-1¾ 666 (700-1¾)	760-2¼ 686 (700-2¼)
*RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA	700-1 640	(700-1)	700-2 640	(700-2)
CIRCLING	780-1 706	(800-1)	780-2 706 (800-2)	800-2¼ 726 (800-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

FORT BELVOIR, VIRGINIA

RNAV (GPS) RWY 32

WAAS CH 91281 W32A	APCH CRS 323°	Rwy ldg 4519 TDZE 68 Arpt Elev 74

AL-5504 (USA)

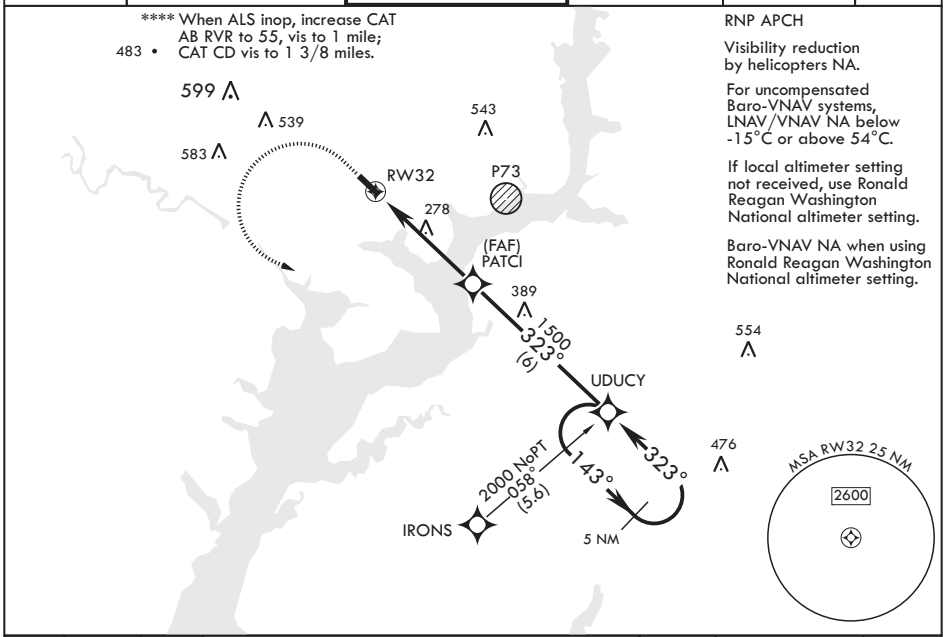
DAVISON AAF (KDAA)

* When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.
*** When ALS inop, increase vis to 1 3/8 miles.

MALS (A4)

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct UDUCY and hold.

ATIS	POTOMAC APP CON	TOWER★	GND CON	CLNC DEL	PAR
128.175	118.95 319.1	126.3 (CTAF) 229.4	121.9 351.8	351.8	



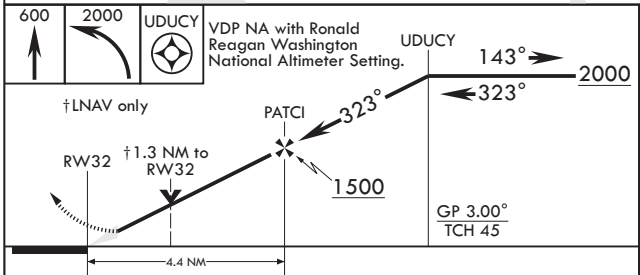
RNP APCH

Visibility reduction by helicopters NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

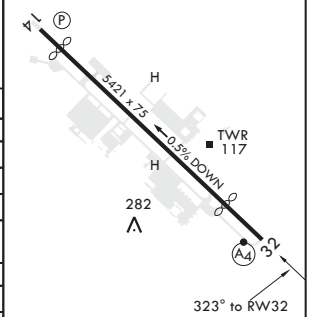
If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

Baro-VNAV NA when using Ronald Reagan Washington National altimeter setting.



ELEV 74 TDZE 68

Rwy 14 ldg 4931'
Rwy 32 ldg 4519'



CATEGORY	A	B	C	D
LPV DA*	351/40 283 (300-¾)			
LNAV/VNAV DA**	481/50 413 (500-1)			
LNAV MDA****	540/40 472 (500-¾)		540/60 472 (500-1⅛)	
C CIRCLING	700-1 626 (700-1)	740-1 666 (700-1)	800-2 726 (800-2)	1000-3 926 (1000-3)
RONALD REAGAN WASHINGTON NATIONAL ALTIMETER MINIMUMS				
LPV DA*	384/40 316 (400-¾)			
LNAV/VNAV DA***	514/55 446 (500-1)			
LNAV MDA****	580/40 512 (600-¾)		580-1¼ 512 (600-1¼)	
C CIRCLING	720-1 646 (700-1)	780-1 706 (800-1)	820-2¼ 746 (800-2¼)	1040-3 966 (1000-3)

HIRL all Rwys

FORT BELVOIR, VIRGINIA 38°43'N - 77°11'W DAVISON AAF (KDAA)

Amdt 2 10SEP20

RNAV (GPS) RWY 32

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

FORT BELVOIR, VIRGINIA

NDB RWY 32

NDB DAA	APCH CRS	Rwy ldg 4519 TDZE 68 Arpt Elev 74
223	323°	

AL-5504 [USA]

DAVISON AAF (KDAA)

T * When ALS inop, increase CAT D vis to 2 ¼ miles.
** If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

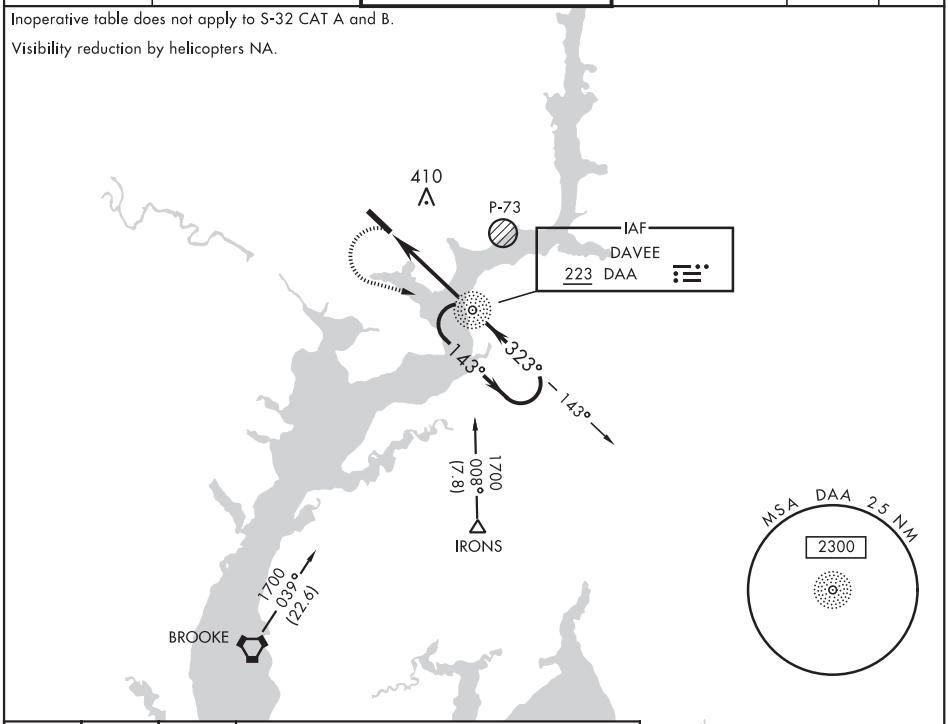
MALSF

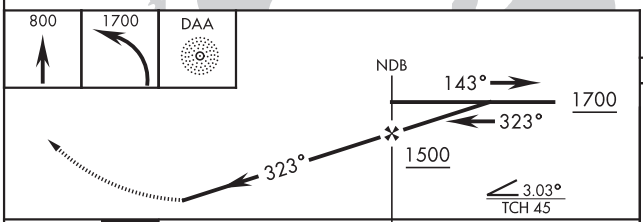
MISSED APPROACH: Climb to 800 then climbing left turn to 1700 direct DAA NDB and hold.

ATIS	POTOMAC APP CON	DAVISON TOWER ★	GND CON	CLNC DEL	PAR
128.175	118.95 319.1	126.3 (CTAF) L 229.4	121.9 351.8	351.8	

Inoperative table does not apply to S-32 CAT A and B.

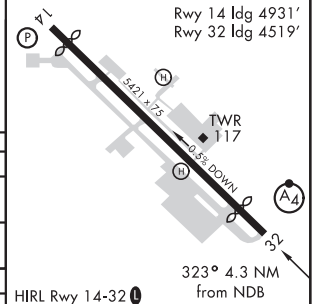
Visibility reduction by helicopters NA.





ELEV 74 TDZE 68

Rwy 14 ldg 4931′
Rwy 32 ldg 4519′



323° 4.3 NM from NDB

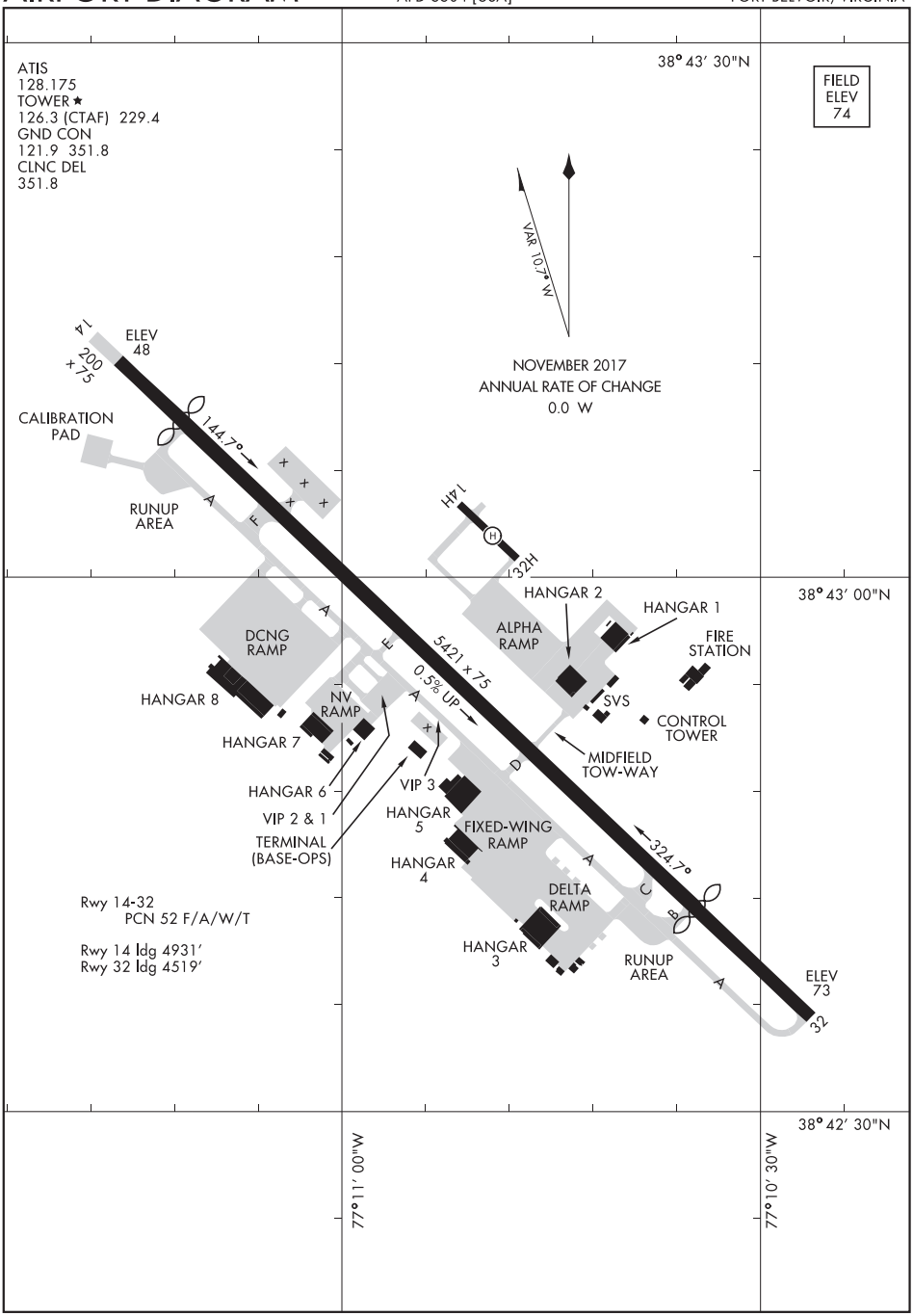
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-32 *	740/50	672 (700-1)	740-1¾ 672 (700-1¾)	740-2 672 (700-2)
CIRCLING	740-1	666 (700-1)	740-1¾ 666 (700-1¾)	760-2 ¼ 686 (700-2 ¼)
** RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-32 *	780/50	712 (800-1)	780-1¾ 712 (800-1¾)	780-2 712 (800-2)
CIRCLING	780-1	706 (800-1)	780-1¾ 706 (800-1¾)	800-2 ¼ 726 (800-2 ¼)

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

(CLTCH2.CLTCH) 18088 AL-5504 (FAA)

CLTCH TWO DEPARTURE (RNAV)

DAVISON AAF (DAA)
FORT BELVOIR, VIRGINIA

TOP ALTITUDE: 3000

ATIS 128.175
CLNC DEL 351.8
GND CON 121.9 351.8
DAVISON TOWER ★ 126.3 (CTAF) 229.4
POTOMAC DEP CON 118.95 257.2

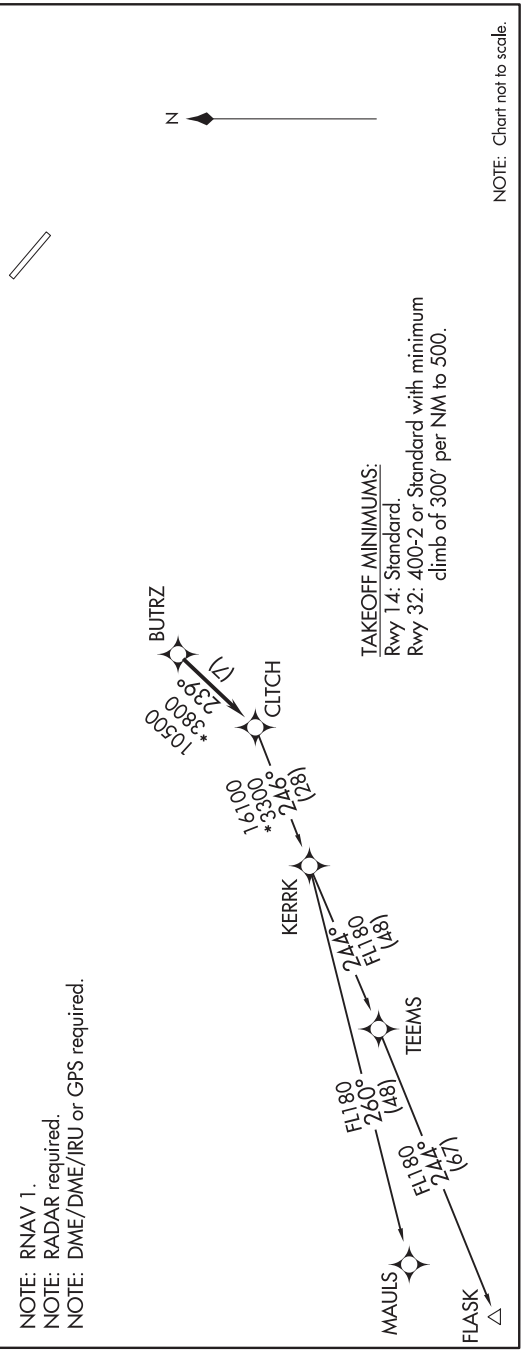
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence....

....on assigned transition. Maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH2.FLASK)
MAULS TRANSITION (CLTCH2.MAULS)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.



TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or Standard with minimum climb of 300' per NM to 500.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

CLTCH TWO DEPARTURE (RNAV)

(CLTCH2.CLTCH) 29MAR18

FORT BELVOIR, VIRGINIA
DAVISON AAF (DAA)

JDUBB THREE DEPARTURE (RNAV)

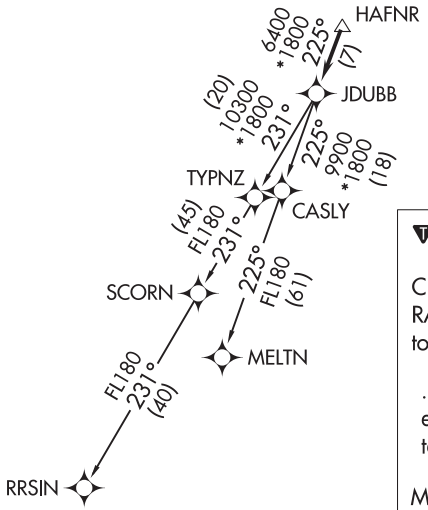
ATIS
128.175
CLNC DEL
351.8
GND CON
121.9 351.8
DAVISON TOWER ★
126.3 (CTAF) 229.4
POTOMAC DEP CON
118.95 257.2

TOP ALTITUDE: 3000

P-56B

P-56A

TAKEOFF MINIMUMS:
Rwy 14: Standard
Rwy 32: 400-2 or standard with minimum climb of 300′ per NM to 500.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence....

....on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB3.MELTN)
RRSIN TRANSITION (JDUBB3.RRSIN)

NOTE: Chart not to scale.

SCRAM FIVE DEPARTURE (RNAV)
(SCRAM5.SCRAM) 26MAR20

FORT BELVOIR, VIRGINIA
DAVISON AAF (DAA)

ATIS
128.175
CLNC DEL
351.8
GND CON
121.9 351.8
DAVISON TOWER *
126.3 (CTAF) 229.4
POTOMAC DEP CON
118.95 257.2

DEPARTURE ROUTE DESCRIPTION

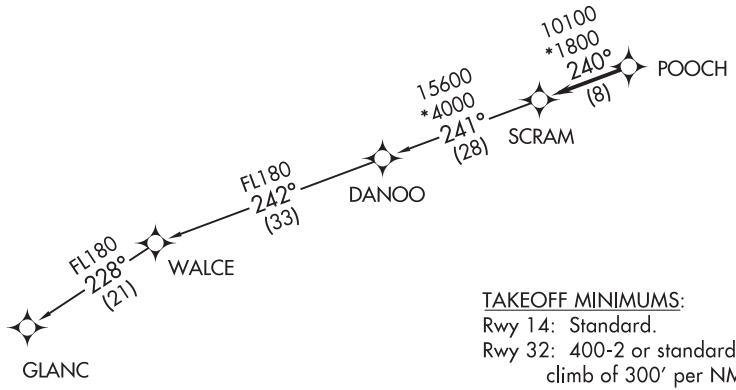
Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence....

....on GLANC transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM5.GLANC):

TOP ALTITUDE: 3000

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.



TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or standard with minimum climb of 300′ per NM to 500.

NOTE: Chart not to scale.

(SCRAM5.SCRAM) 20086
SCRAM FIVE DEPARTURE (RNAV)

P-56B
P-56A

N

DAVISON AAF (DAA)
FORT BELVOIR, VIRGINIA

NE-3, 10 SEP 2020 to 05 NOV 2020

DOVER, DELAWARE

ILS or LOC RWY 1

LOC I-DOV	APCH CRS	Rwy ldg 9602
109.95	015°	TDZE 25
		Arpt Elev 29

AL-562 [USAF]

DOVER AFB (KDOV)

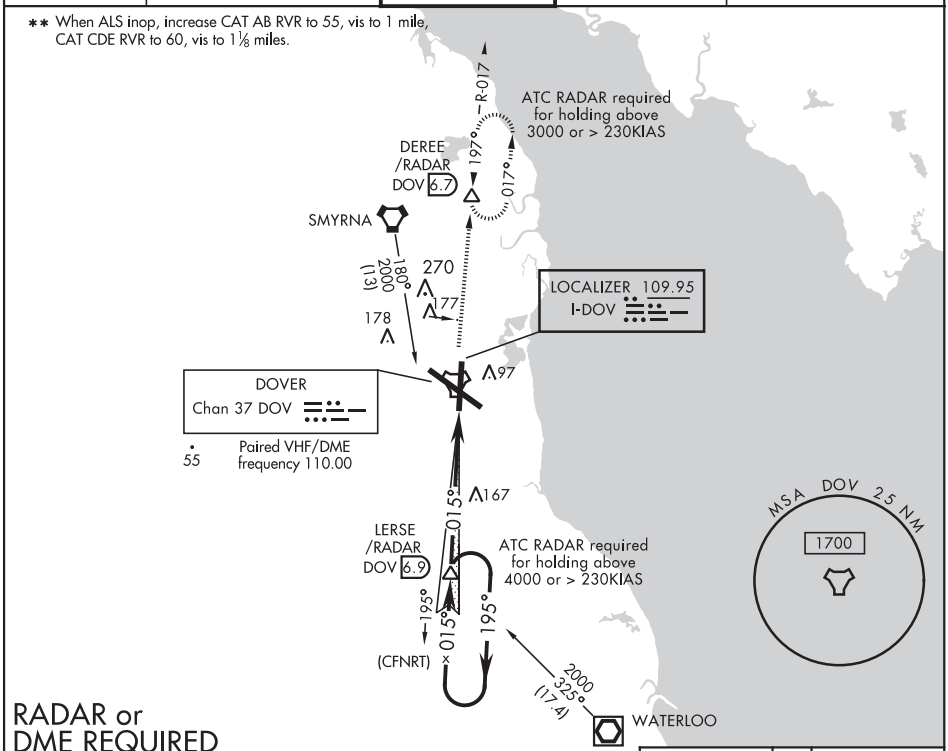
* When ALS inop, increase RVR to 40, vis to ¾ mile.
* When TDZ/CL inop increase RVR to 24, RVR of 18 authorized with use of FD or AP or HUD to DA.

ALSF-2

MISSED APPROACH: Climb to 2000 via DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

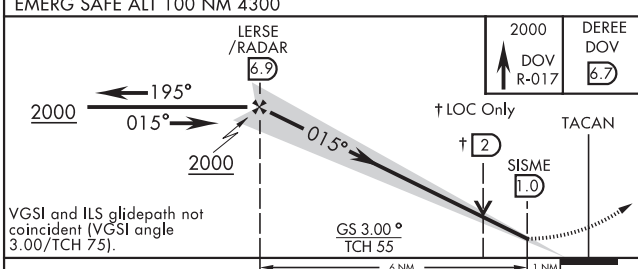
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

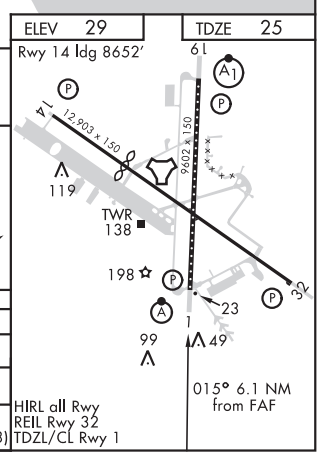


RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4300



VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 75).



CATEGORY	A	B	C	D	E
S-ILS 1 *	225/18		200	(200-½)	
S-LOC 1**	440/24	415 (500-½)	440/40	415	(500-¾)
C CIRCLING	500-1 471 (500-1)	540-1 511 (600-1)	580-1½ 551 (600-1½)	620-2 591 (600-2)	1080-3 1051(1100-3)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DOVER, DELAWARE

39°08'N-75°28'W

DOVER AFB (KDOV)

Amdt 1 05DEC19

ILS or LOC RWY 1

19339

DOVER, DELAWARE

ILS or LOC RWY 19

LOC I-LIR	APCH CRS	Rwy ldg	9602
111.9	195°	TDZE	23
		Arpt Elev	29

AL-562 [USAF]

DOVER AFB (KDOV)

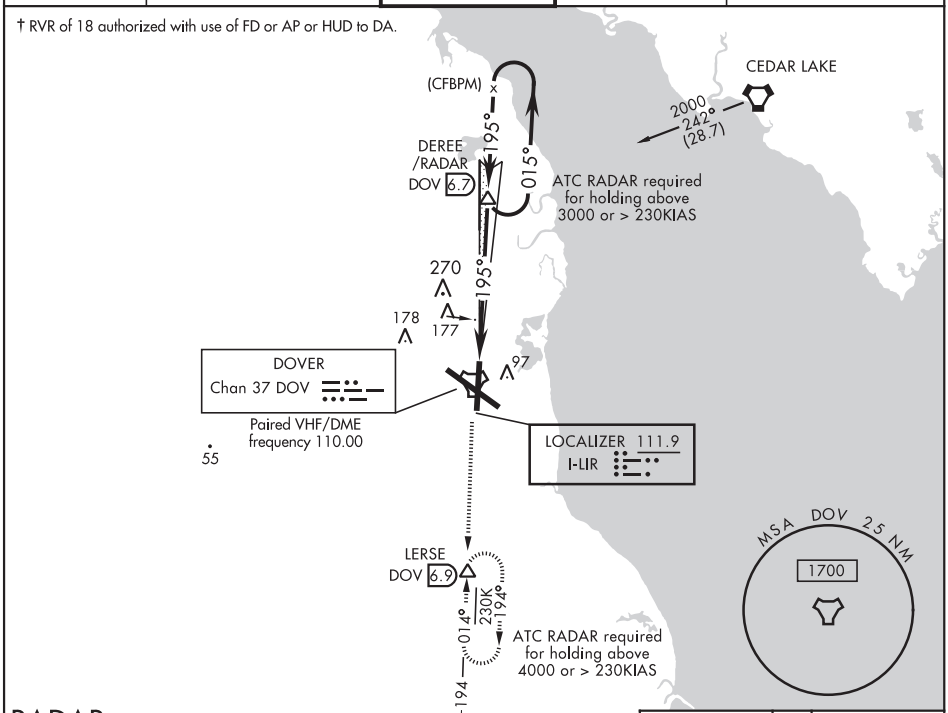
T * When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1¼ miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2000 via DOV TACAN R-194 to LERSE/DOV 6.9 DME and hold.

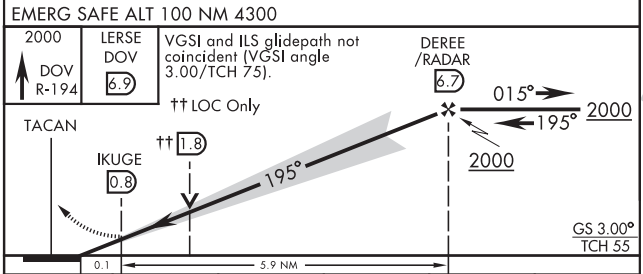
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

† RVR of 18 authorized with use of FD or AP or HUD to DA.



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4300

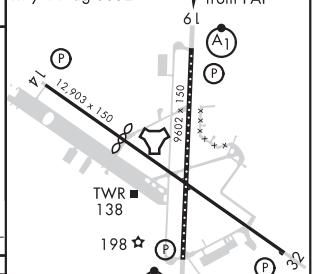


CATEGORY	A	B	C	D	E
S-ILS 19 * †	223/24 200 (200-½)				
S-LOC 19 **	460/24 437 (500-½)		460/40 437 (500-¾)		
C CIRCLING	500-1 471 (500-1)	540-1 511 (600-1)	580-1½ 551 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

ELEV 29 | TDZE 23

Rwy 14 ldg 8652′

195° 6 NM from FAF



HIRL all Rwys
REIL Rwy 32
TDZL/CL Rwy 1

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-3, 10 SEP 2020 to 05 NOV 2020

DOVER, DELAWARE

ILS RWY 1 (CAT II)

LOC I-DOV	APCH CRS	Rwy ldg 9602
109.95	015°	TDZE 25
		Arpt Elev 29

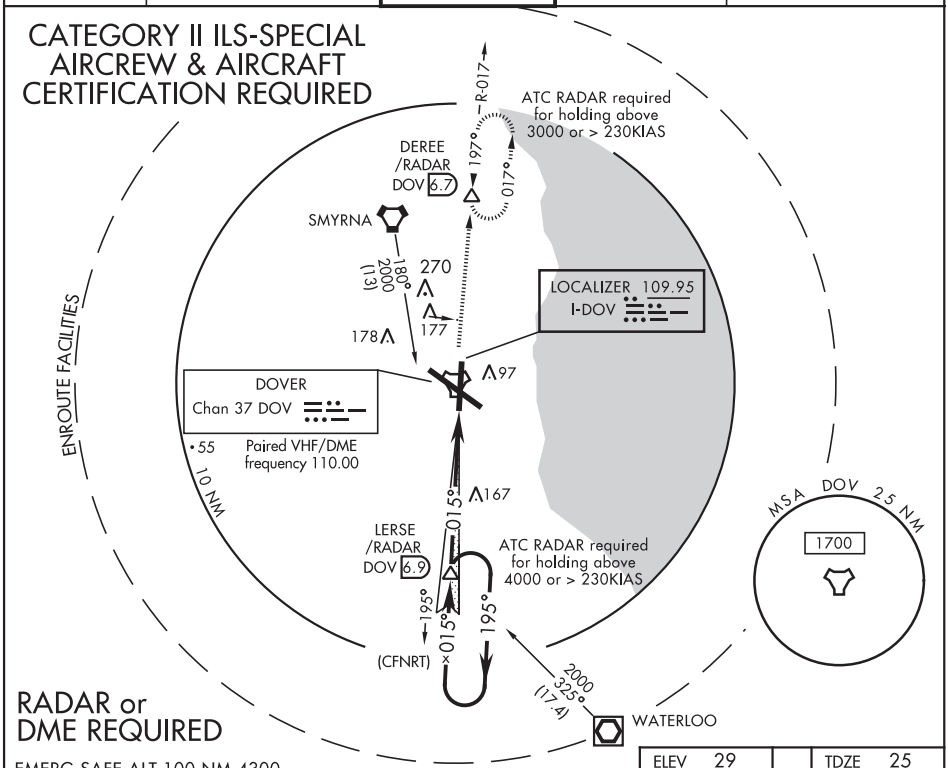
AL-562 [USAF]

DOVER AFB (KDOV)

ALSF-2

MISSED APPROACH: Climb to 2000 via DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

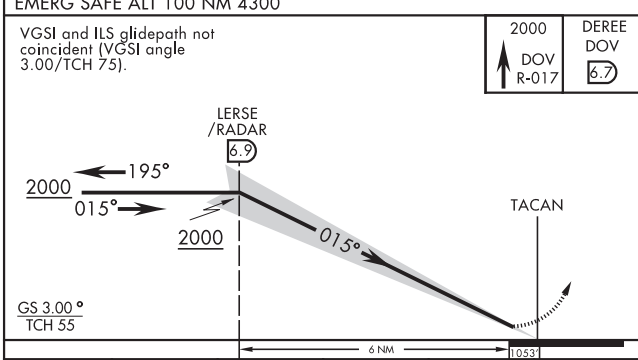
ATIS	DOVER APP CON	DOVER TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4


CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

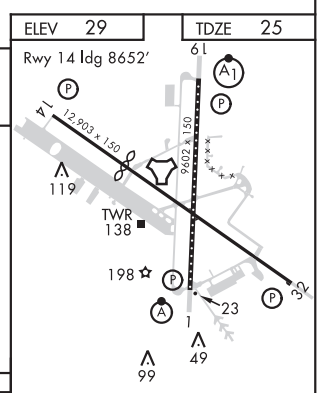
RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4300

VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 75).



CATEGORY	A	B	C	D	E
S-ILS 1	RA 99/12	100	DA 125		



HIRL all Rwy
REIL Rwy 32
TDZL/CL Rwy 1

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DOVER, DELAWARE

39°08'N-75°28'W

DOVER AFB (KDOV)

Amdt 1 05DEC19

ILS RWY 1 (CAT II)

19339

DOVER, DELAWARE

RNAV (GPS) RWY 1

WAAS CH 52207 W01A	APCH CRS 015°	Rwy ldg 9602 TDZE 25 Arpt Elev 29

AL-562 (USAF)

DOVER AFB (KDOV)

* When ALS inop increase RVR to 40, vis to 3/4 mile. When TDZ/CL lights inop increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 45, vis to 7/8 mile; CAT CD RVR to 50, vis to 1 mile.
*** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CD vis to 1 1/4 miles.

ALSF-2

MISSED APPROACH: Climb to 2000 direct DEREE and hold, continue climb-in-hold to 2000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4

128

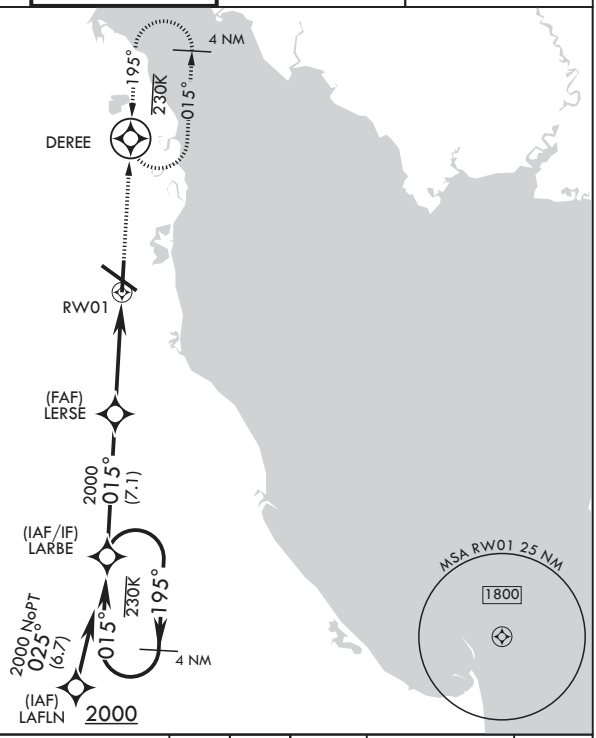
DME/DME RNP - 0.3 NA

Circling visibility reduction by helicopters NA.

CAUTION: When Rwy 14 VGSI inop, circling to Rwy 14 not authorized at night.

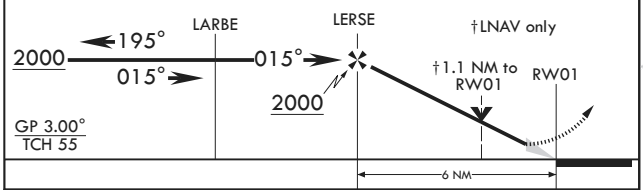
For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 52°C (126°F).

Average Cold Temperature based on standard -30.00°C ISA deviation.



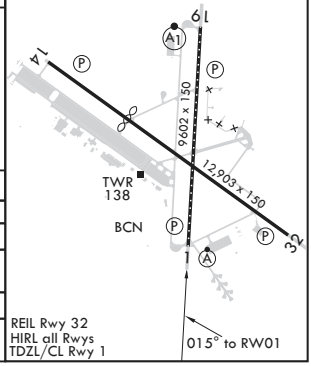
EMERG SAFE ALT 100 NM 4300

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 75.10).



ELEV 29 | TDZE 25

Rwy 14 ldg 8652'



CATEGORY	A	B	C	D
LPV DA*	225/18 200 (200-½)			
LNAV/VNAV DA**	329/24 304 (300-½)	340/24 315 (400-½)	348/26 323 (400-½)	359/26 334 (400-½)
LNAV MDA***	460/24 435 (500-½)		460/40 435 (500-¾)	
C CIRCLING	500-1 471 (500-1)	520-1 491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)

DOVER, DELAWARE

39°08'N - 75°28'W

DOVER AFB (KDOV)

Amdt 2 05DEC19
TERPS

RNAV (GPS) RWY 1

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DOVER, DELAWARE

RNAV (GPS) RWY 19

WAAS CH **52208** **W19A**	APCH CRS **195°**	Rwy ldg **9602** TDZE **23** Arpt Elev **29**

AL-562 (USAF)

DOVER AFB (KDOV)

* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 45, vis to 7/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 1/4 miles.

ALSF-1

MISSED APPROACH: Climb to 2000 direct LERSE and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	**132.425 257.875**	**126.35 279.625**	**118.875 225.4**	**125.55 289.4**

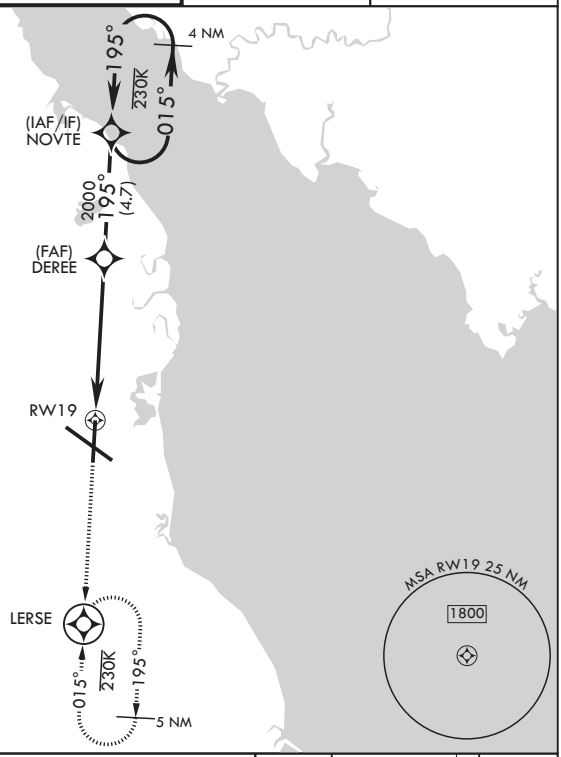
DME/DME RNP - 0.3 NA

Circling visibility reduction by helicopters NA.

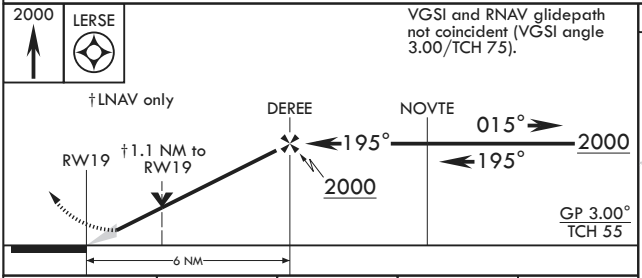
128

CAUTION: When Rwy 14 VGSI inop, circling to Rwy 14 NA at night.

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 52°C (127°F).



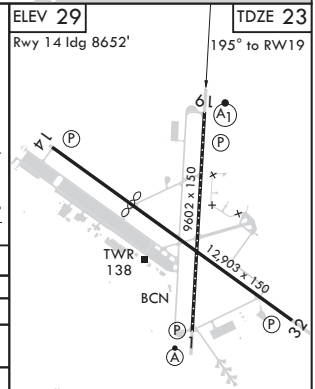
EMERG SAFE ALT 100 NM 4300



ELEV 29 | TDZE 23

Rwy 14 ldg 8652'

195° to RW19



HIRL all Rwys
REIL Rwy 32
TDZL/CL Rwy 1

CATEGORY	A	B	C	D
LPV DA*	223/24 200 (200-½)			
LNAV/VNAV DA**	310/24 287 (300-½)	321/24 298 (300-½)	329/24 306 (300-½)	340/24 317 (400-½)
LNAV MDA***	460/24 437 (500-½)		460/40 437 (500-¾)	
C CIRCLING	500-1 471 (500-1)	520-1 491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)

DOVER, DELAWARE

39°08'N - 75°28'W

DOVER AFB (KDOV)

Amdt 2 05DEC19
TERPS

RNAV (GPS) RWY 19

NE-3, 10 SEP 2020 to 05 NOV 2020

19339

DOVER, DELAWARE

RNAV (GPS) RWY 32

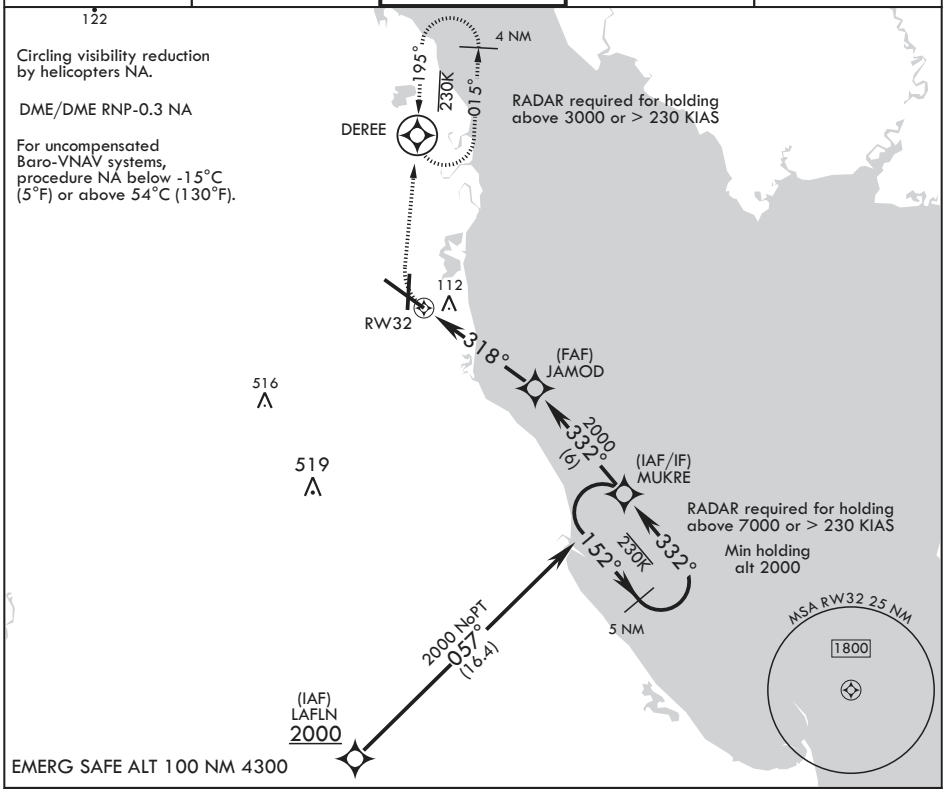
WAAS CH 91360 W32A	APCH CRS 318°	Rwy ldg 12,903 TDZE 26 Arpt Elev 29

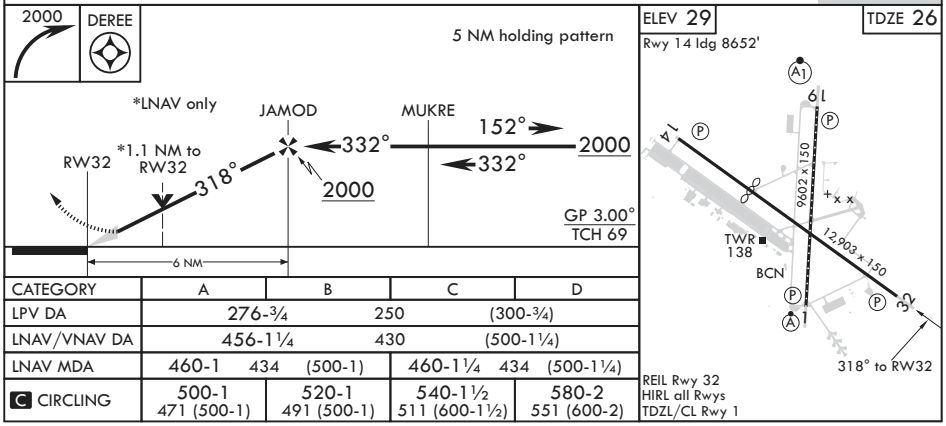
AL-562 (USAF)

DOVER AFB (KDOV)

MISSED APPROACH: Climbing right turn to 2000 direct DEREE and hold, continue climb-in-hold to 2000.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4





CATEGORY	A	B	C	D
LPV DA	276-¾ 250 (300-¾)			
LNAV/VNAV DA	456-1¼ 430 (500-1¼)			
LNAV MDA	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	
C CIRCLING	500-1 471 (500-1)	520-1 491 (500-1)	540-1½ 511 (600-1½)	580-2 551 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

DOVER, DELAWARE

TACAN RWY 1

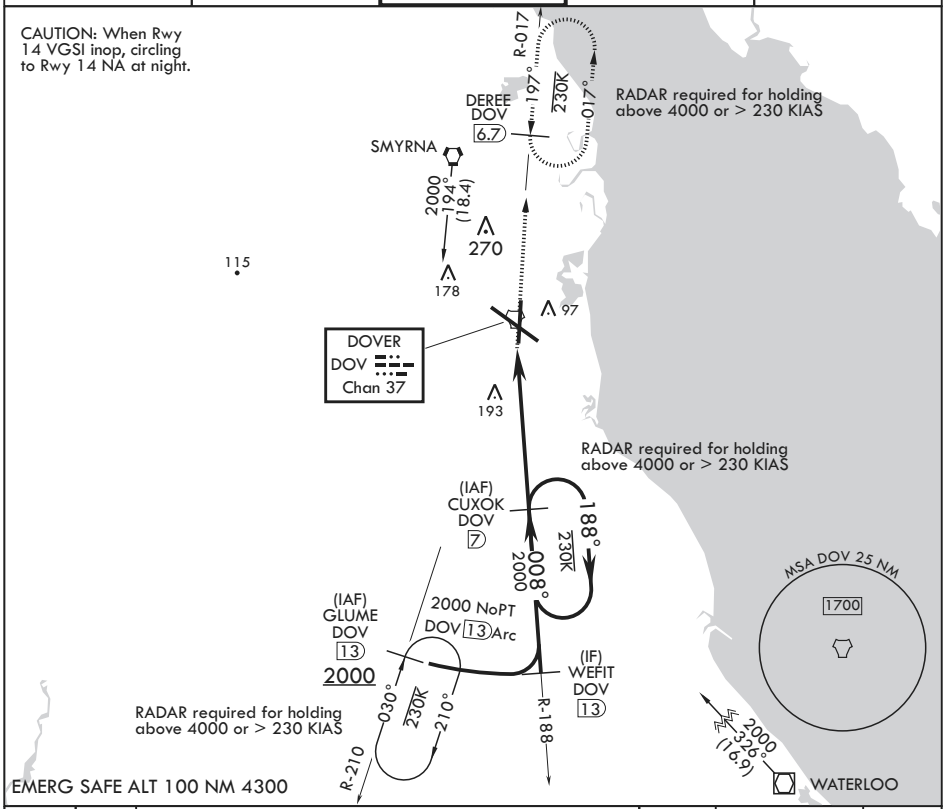
TACAN DOV Chan **37**	APCH CRS **008°**	Rwy ldg **9602** TDZE **25** Arpt Elev **29**	AL-562 (USAF)	DOVER AFB (KDOV)

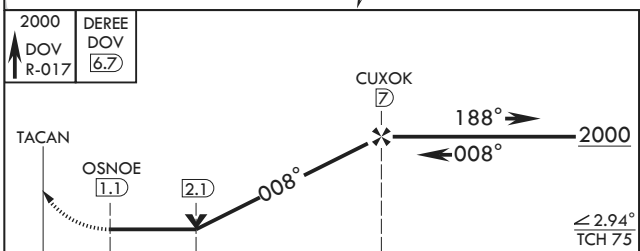
T * When ALS inop, increase CAT AB to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

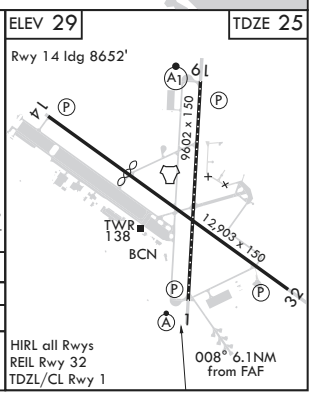
ALSF-2

MISSED APPROACH: Climb to 2000 via DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	**132.425 257.875**	**126.35 279.625**	**118.875 225.4**	**125.55 289.4**







CATEGORY	A	B	C	D	E
S-1*	480/24 455 (500-½)		480/45 455		(500-⅞)
C CIRCLING	500-1 471 (500-1)	540-1 511 (600-1)	580-1½ 551 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

19339

DOVER, DELAWARE

TACAN RWY 19

TACAN DOV Chan **37**	APCH CRS **204°**	Rwy ldg **9602** TDZE **23** Arpt Elev **29**

AL-562 (USAF)

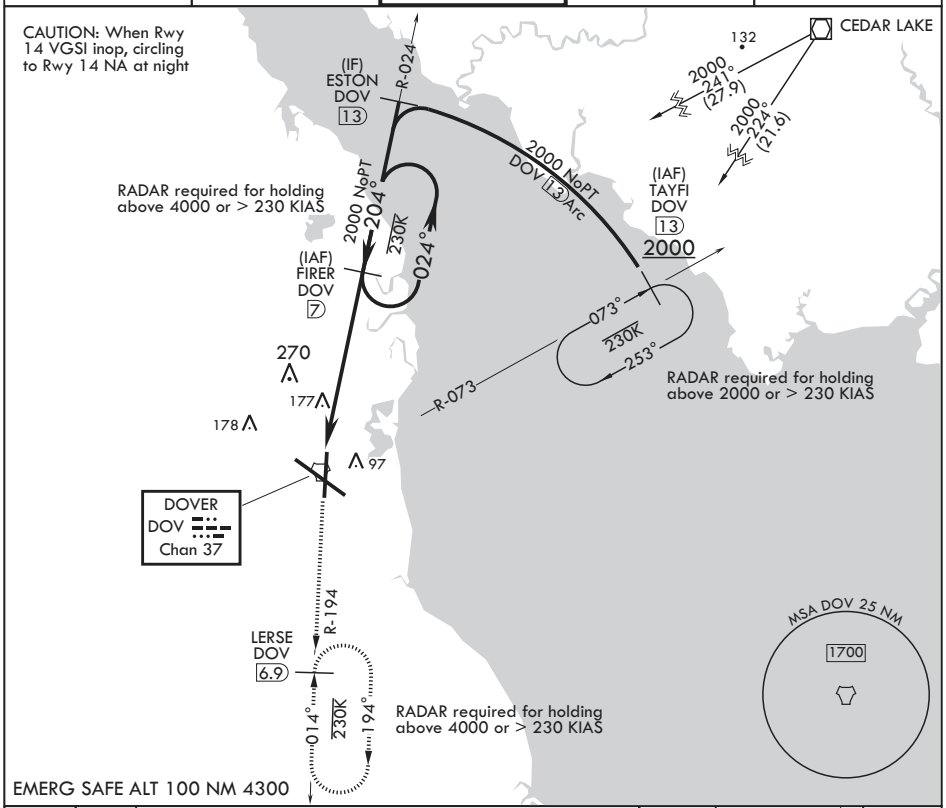
DOVER AFB (KDOV)

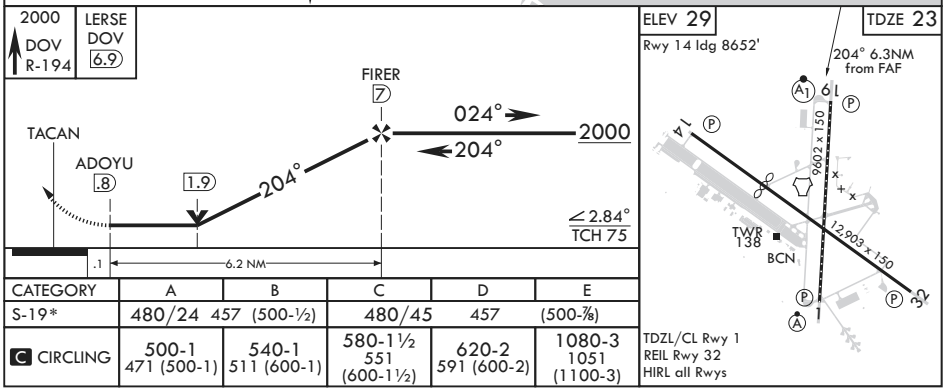
T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2000 via DOV TACAN R-194 to LERSE/DOV 6.9 DME and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	**132.425 257.875**	**126.35 279.625**	**118.875 225.4**	**125.55 289.4**





CATEGORY	A	B	C	D	E
S-19*	480/24 457 (500-½)		480/45 457		(500-⅞)
C CIRCLING	500-1 471 (500-1)	540-1 511 (600-1)	580-1½ 551 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

DOVER, DELAWARE

Amdt 2 05DEC19

39°08'N - 75°28'W

DOVER AFB (KDOV)

TACAN RWY 19

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DOVER, DELAWARE

TACAN RWY 32

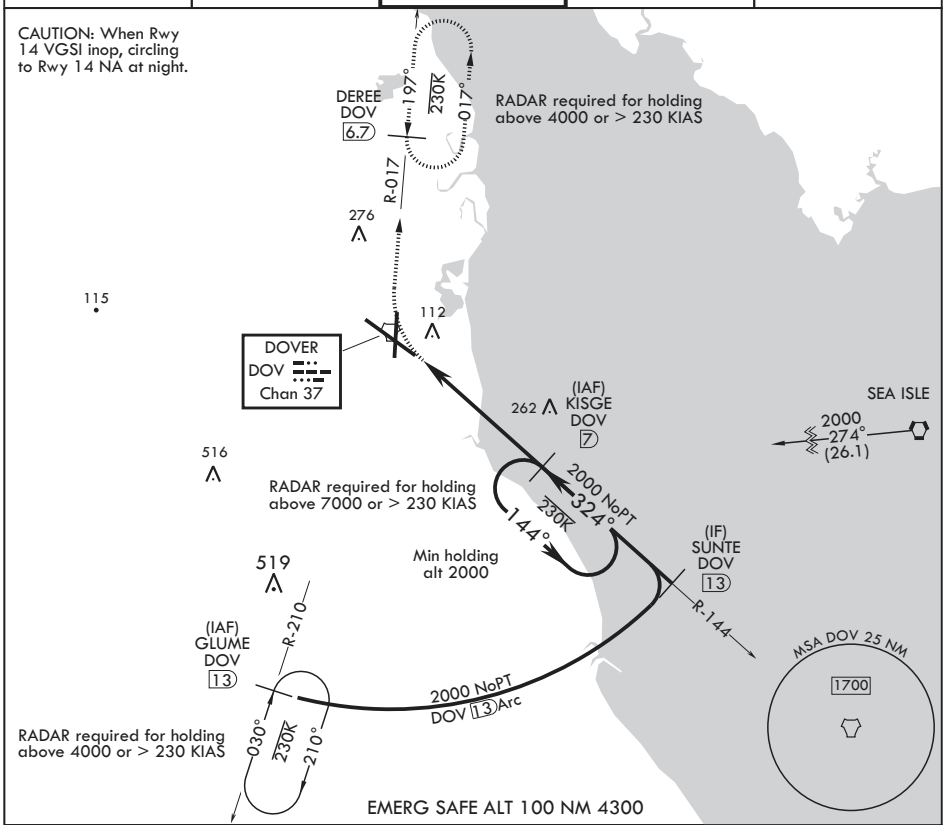
TACAN DOV Chan 37	APCH CRS 324°	Rwy ldg 12,903 TDZE 26 Arpt Elev 29

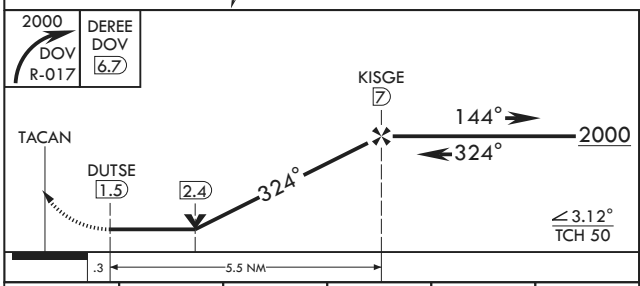
AL-562 (USAF)

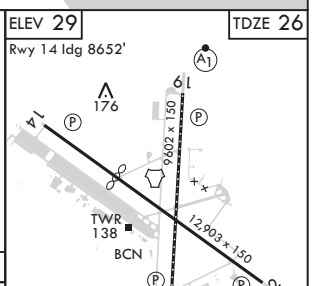
DOVER AFB (KDOV)

MISSED APPROACH: Climbing right turn to 2000, intercept DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4







CATEGORY	A	B	C	D	E
S-32	460-1 434 (500-1)		460-1¼ 434 (500-1¼)		
C CIRCLING	500-1 471 (500-1)	540-1 511 (600-1)	580-1½ 551 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

DOVER, DELAWARE

39°08'N - 75°28'W

DOVER AFB (KDOV)

Amdt 4 05DEC19

TACAN RWY 32

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

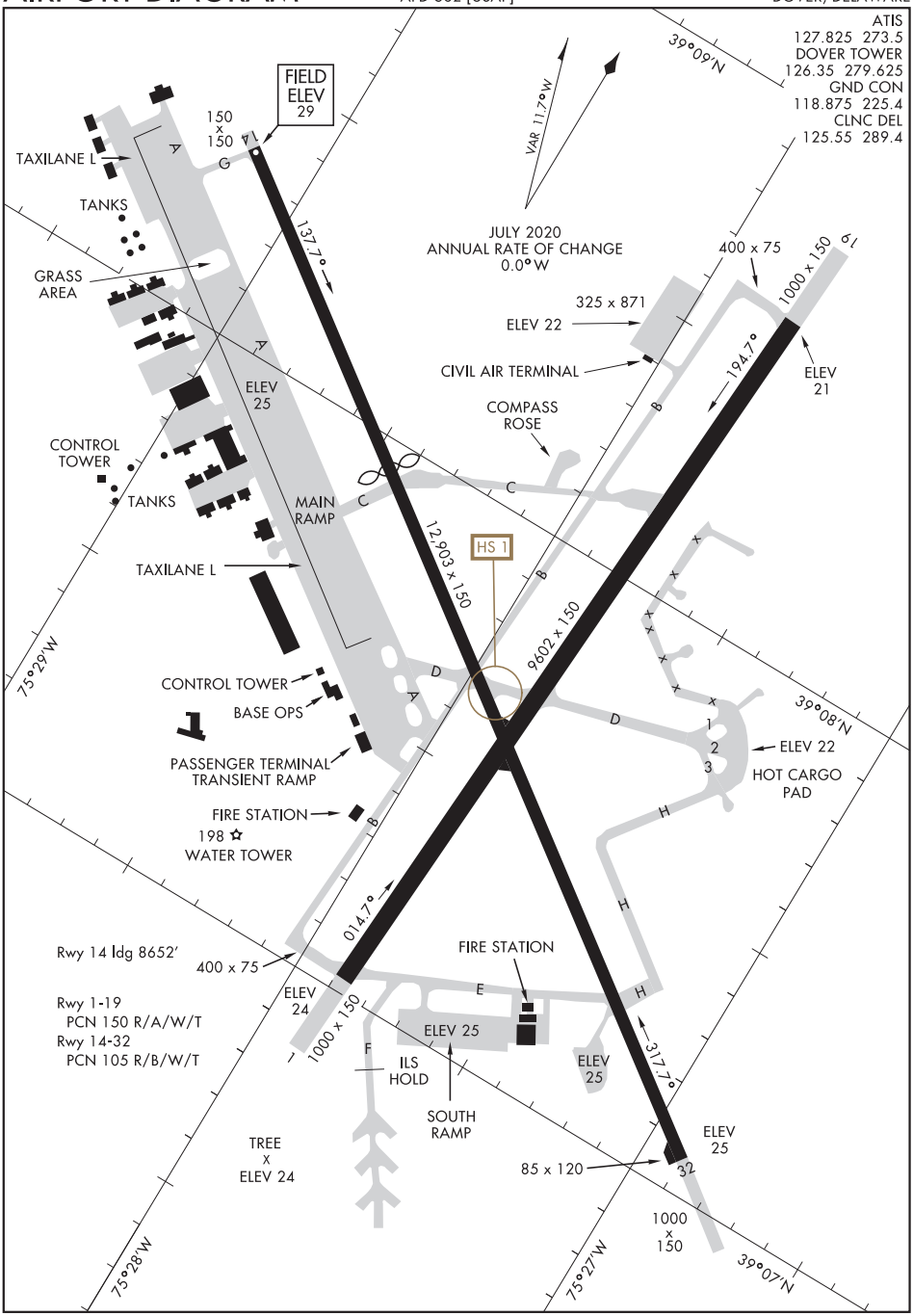
20198

AIRPORT DIAGRAM

DOVER AFB (KDOV)

AFD-562 [USAF]

DOVER, DELAWARE



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

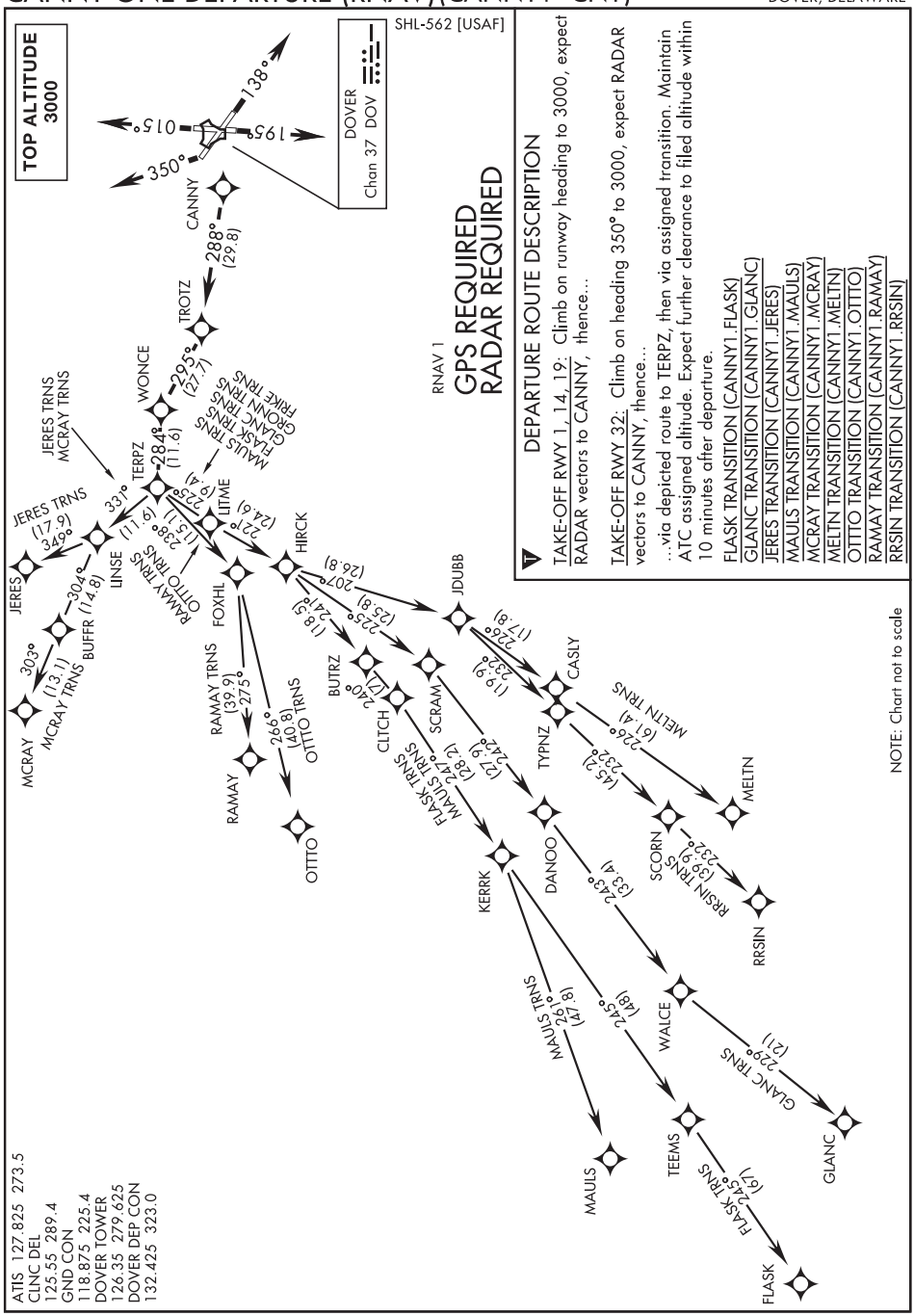
AIRPORT DIAGRAM

DOVER, DELAWARE

DOVER AFB (KDOV)

CANNY ONE DEPARTURE (RNAV)(CANNY1•CNY)

DOVER, DELAWARE



NE-3, 10 SEP 2020 to 05 NOV 2020

CANNY ONE DEPARTURE (RNAV)(CANNY1•CNY)
DOVER, DELAWARE

20142

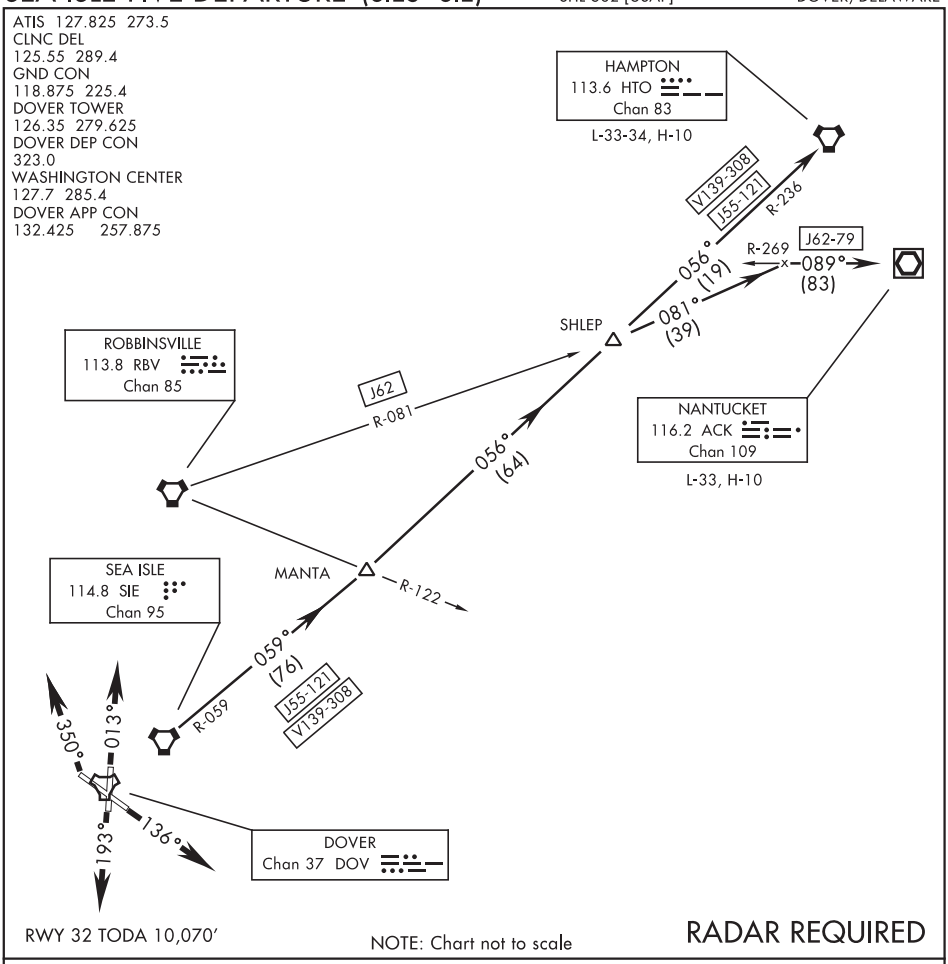
DOVER AFB (KDOV)

SEA ISLE-FIVE DEPARTURE (SIE5•SIE)

SHL-562 [USAF]

DOVER, DELAWARE

ATIS 127.825 273.5
CLNC DEL
125.55 289.4
GND CON
118.875 225.4
DOVER TOWER
126.35 279.625
DOVER DEP CON
323.0
WASHINGTON CENTER
127.7 285.4
DOVER APP CON
132.425 257.875



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1: Climb on a track of 013° for RADAR vectors to SIE VORTAC. Thence...

TAKE-OFF RWY 14: Climb on a track of 136° for RADAR vectors to SIE VORTAC. Thence...

TAKE-OFF RWY 19: Climb on a track of 193° for RADAR vectors to SIE VORTAC. Thence...

TAKE-OFF RWY 32: Climb on a track of 350° for RADAR vectors to SIE VORTAC. Thence...

Via (Transition) or (Assigned Route).

HAMPTON TRANSITION: (SIE5•HTO) Via SIE R-059 and HTO VORTAC R-236 to HTO.

NANTUCKET TRANSITION: (HIGH ALT ONLY) (SIE5•ACK) Via SIE R-059, HTO VORTAC R-236 and J62 to ACK VOR/DME.

SEA ISLE-FIVE DEPARTURE (SIE5•SIE)

DOVER, DELAWARE

DOVER AFB (KDOV)

APP CRS	Rwy ldg	4201
085°	TDZE	55
	Apt Elev	55

RNAV (GPS) RWY 9
DELAWARE AIRPARK (33N)

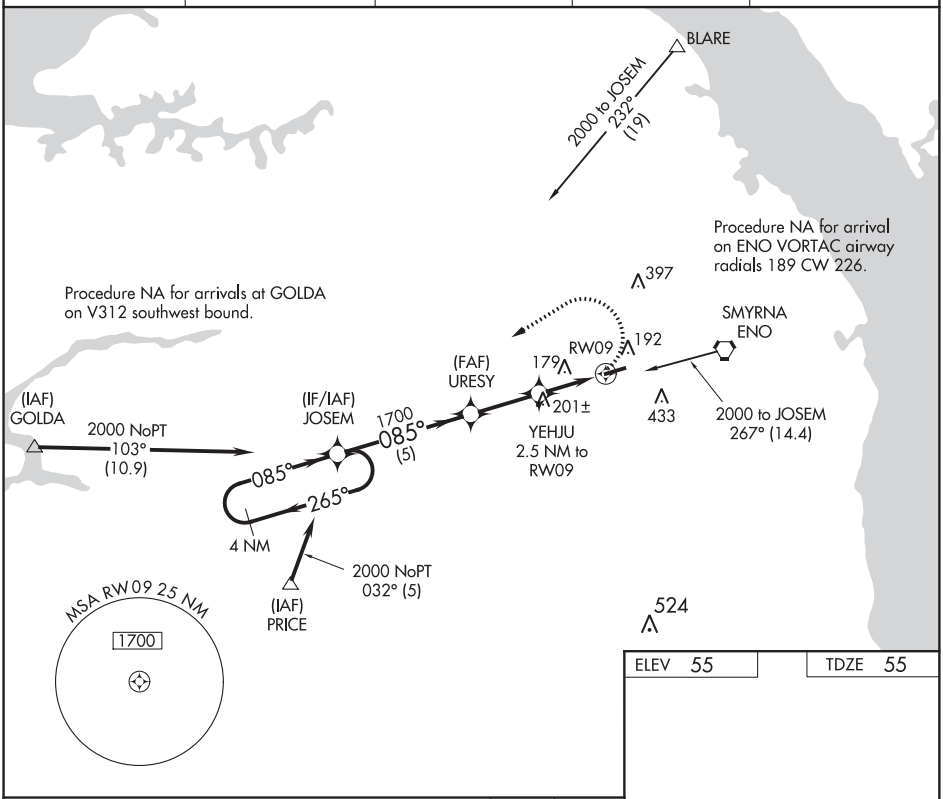
RNP APCH.

T
A NA

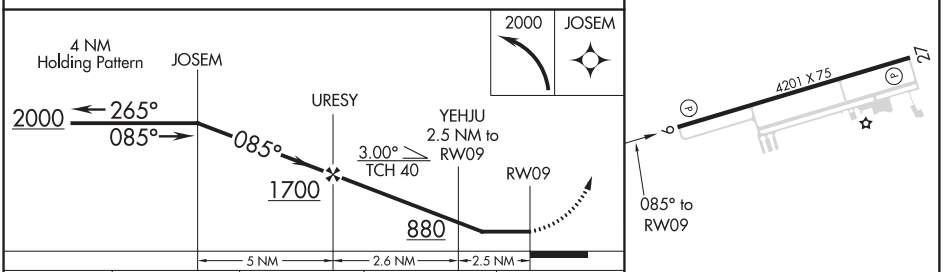
Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 direct JOSEM and hold.

AWOS-3	DOV D-ATIS	DOVER APP CON	CLNC DEL	UNICOM
120.125	127.825 273.5	132.425 257.875	125.55	123.075 (CTAF) L



ELEV 55	TDZE 55



CATEGORY	A	B	C	D
LNAV MDA	460-1 405 (500-1)		460-1⅛ 405 (500-1⅛)	
C CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DOVER/CHESWOLD, DELAWARE AL-5365 (FAA) 19283

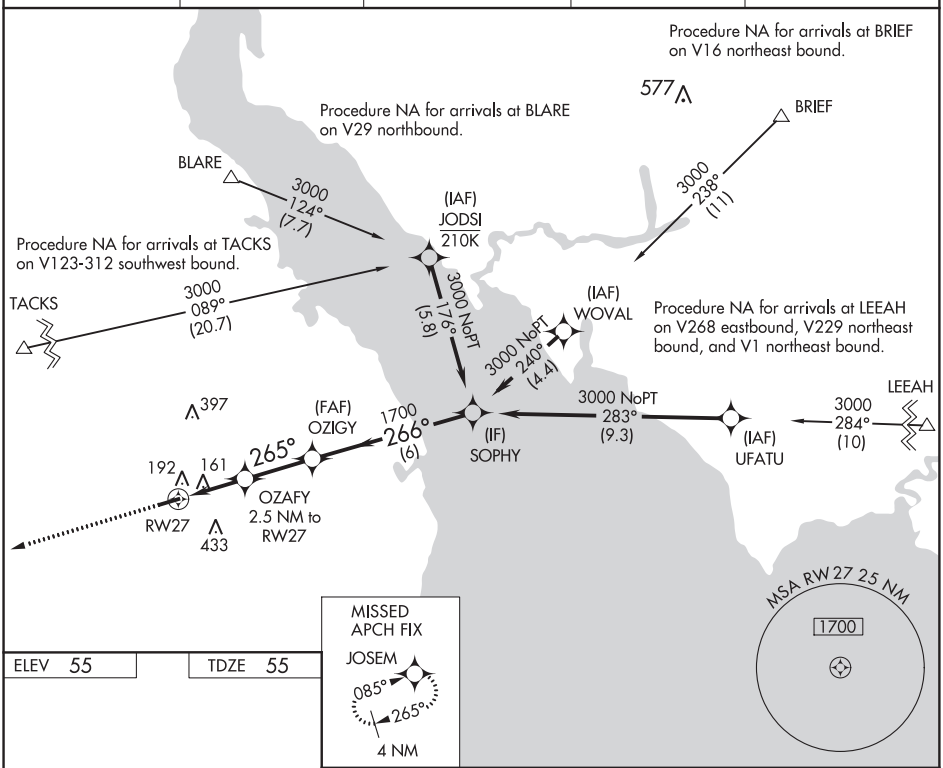
RNAV (GPS) RWY 27
DELAWARE AIRPARK (33N)

WAAS CH 78041 W27A	APP CRS 265°	Rwy ldg 4201 TDZE 55 Apt Elev 55

RNP APCH.
NA
Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct JOSEM and hold.

AWOS-3	DOV D-ATIS	DOVER APP CON	CLNC DEL	UNICOM
120.125	127.825 273.5	132.425 257.875	125.55	123.075 (CTAF) L



CATEGORY	A	B	C	D
LP MDA	440-1 385 (400-1)		440-1⅛ 385 (400-1⅛)	
LNAV MDA	480-1 425 (500-1)		480-1¼ 425 (500-1¼)	
C CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VORTAC ENO	APP CRS	Rwy ldg	4201
111.4	268°	TDZE	55
Chan 51		Apt Elev	55

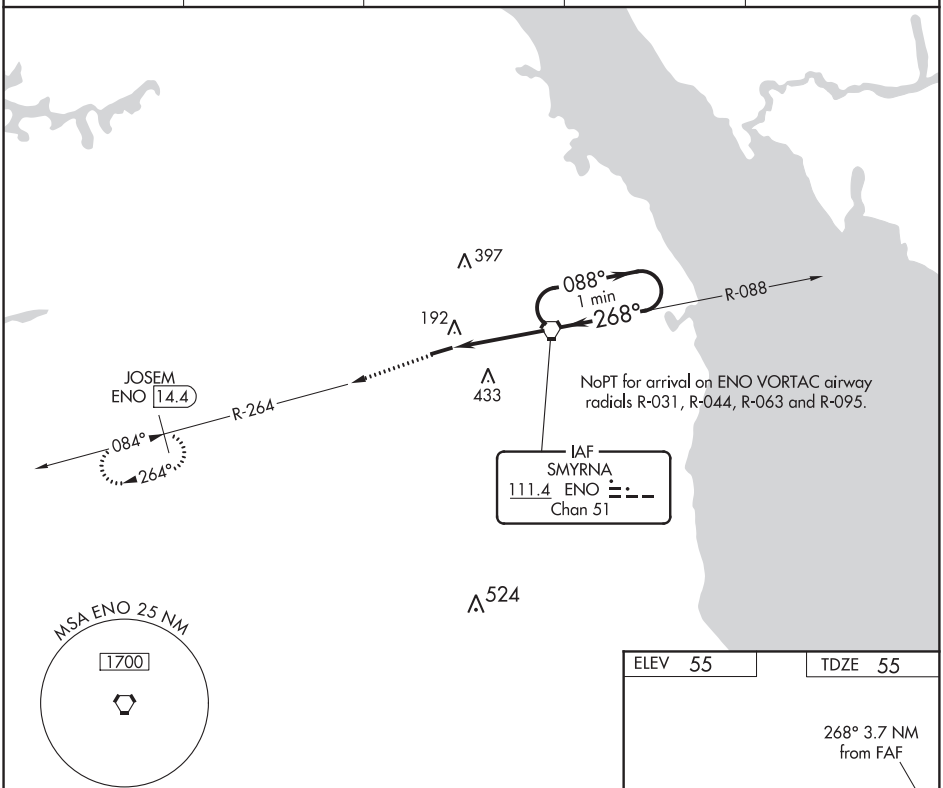
VOR RWY 27
DELAWARE AIRPARK (33N)

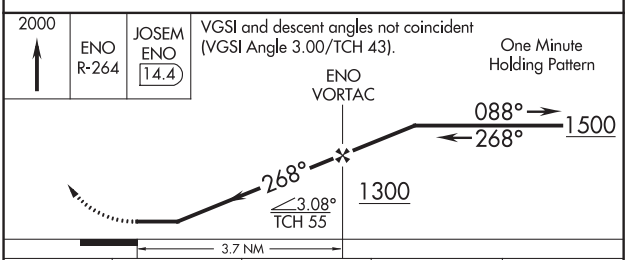
Rwy 27 helicopter visibility reduction below ¾ SM NA.
DME required.

NA

MISSED APPROACH: Climb to 2000 on ENO VORTAC R-264 to JOSEM/14.4 DME and hold.

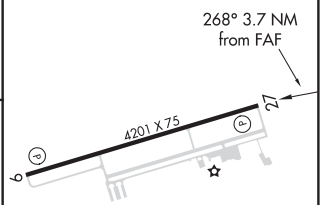
AWOS-3	DOV D-ATIS	DOVER APP CON	CLNC DEL	UNICOM
120.125	127.825 273.5	132.425 257.875	125.55	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-27	700-1 645 (700-1)		700-1⅞	645 (700-1⅞)
C CIRCLING	700-1 645 (700-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

ELEV 55 TDZE 55



REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DUBLIN, VIRGINIA

AL-5084 (FAA)

20086

ILS or LOC Y RWY 6
NEW RIVER VALLEY (PSK)

LOC I-PSK	APP CRS	Rwy ldg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

DME required.

T

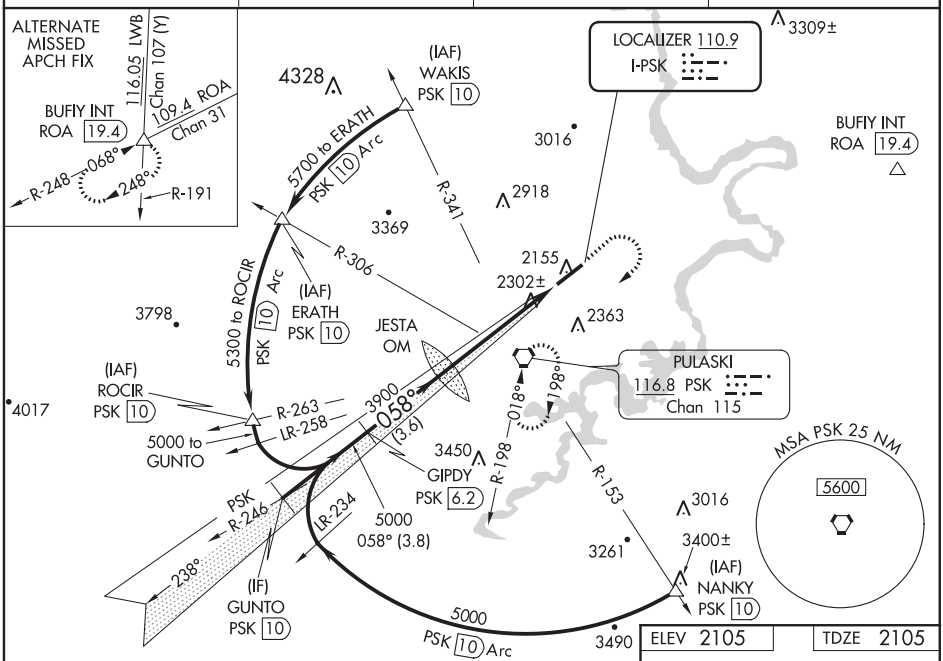
A NA

When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop MALSR, increase S-LOC 6 Cat C visibility to 1¼ SM.

MALSR A5

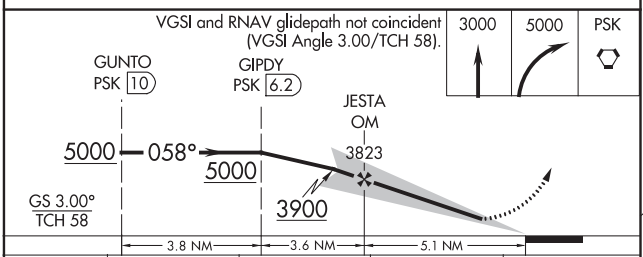
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L



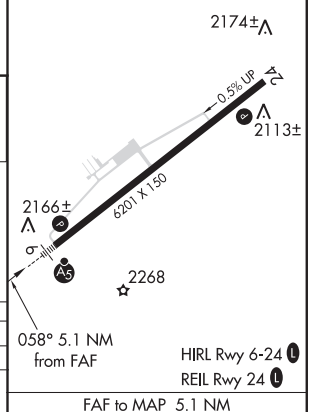
DME REQUIRED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 58).



CATEGORY	A	B	C	D
S-ILS 6	2305-1 200 (200-1)			
S-LOC 6	2560-1 455 (500-1)			
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

ELEV 2105 TDZE 2105



HIRL Rwy 6-24 L

REIL Rwy 24 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DUBLIN, VIRGINIA
Orig-A 20JUN19

37°08'N-80°41'W

NEW RIVER VALLEY (PSK)
ILS or LOC Y RWY 6

LOC I-PSK	APP CRS	Rwy ldg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

ILS or LOC Z RWY 6
NEW RIVER VALLEY (PSK)

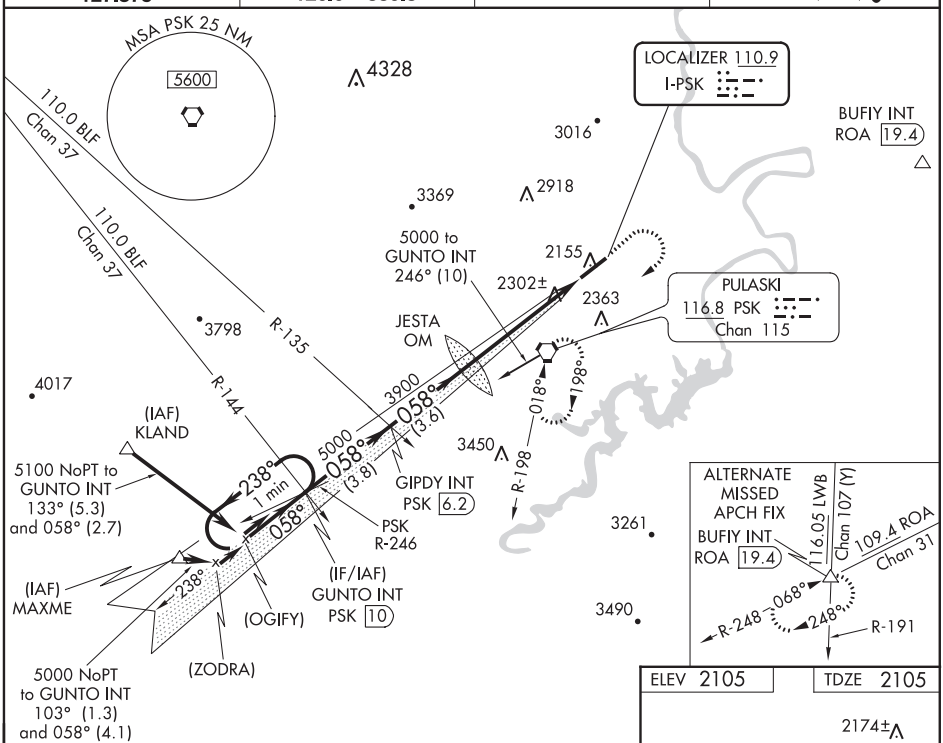
When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop MALSR, increase S-LOC 6 Cat C visibility to 1¼ SM.

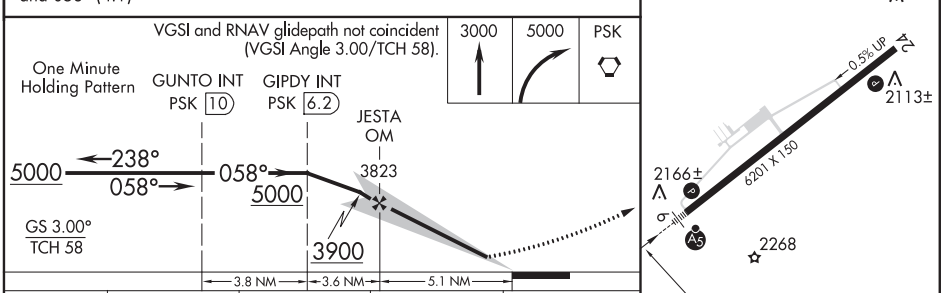
NA

MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 6	2305-1 200 (200-1)			
S-LOC 6	2560-1 455 (500-1)			
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 10 SEP 2020 to 05 NOV 2020

DUBLIN, VIRGINIA

AL-5084 (FAA)

19171

RNAV (GPS) RWY 6
NEW RIVER VALLEY (PSK)

WAAS CH 87015 W06A	APP CRS 058°	Rwy ldg 6201 TDZE 2105 Apt Elev 2105

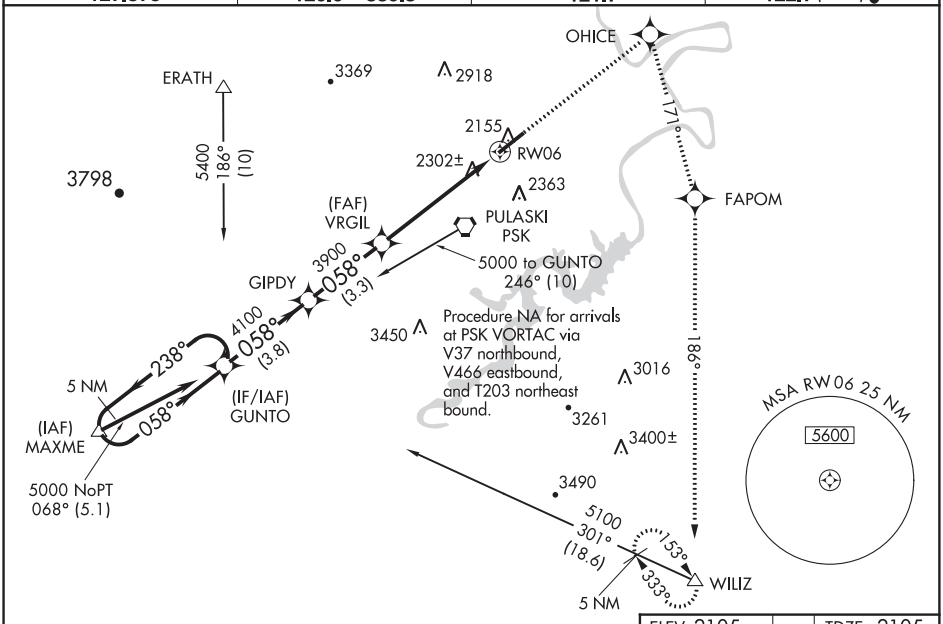
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. VDP and Baro-VNAV NA when using Blacksburg altimeter setting. Inop table does not apply to LPV all Cats and LNAV Cats A and B. For inop MALSR, increase LNAV Cat C visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 6000 direct OHICE and right turn via track 171° to FAPOM and via track 186° to WILIZ and hold.

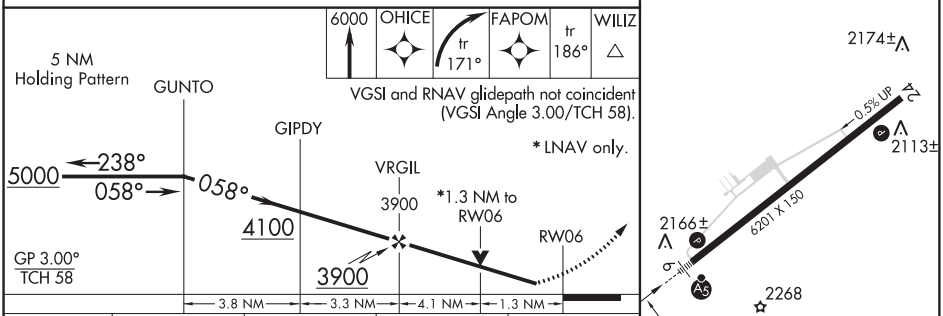
AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 2105 | TDZE 2105



CATEGORY	A	B	C	D
LPV DA	2305-1 200 (200-1)			
LNAV/VNAV DA	2597-1¼ 492 (500-1¼)			
LNAV MDA	2560-1 455 (500-1)			
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

WAAS CH 86227 W24A	APP CRS 238°	Rwy ldg 6201 TDZE 2087 Apt Elev 2105

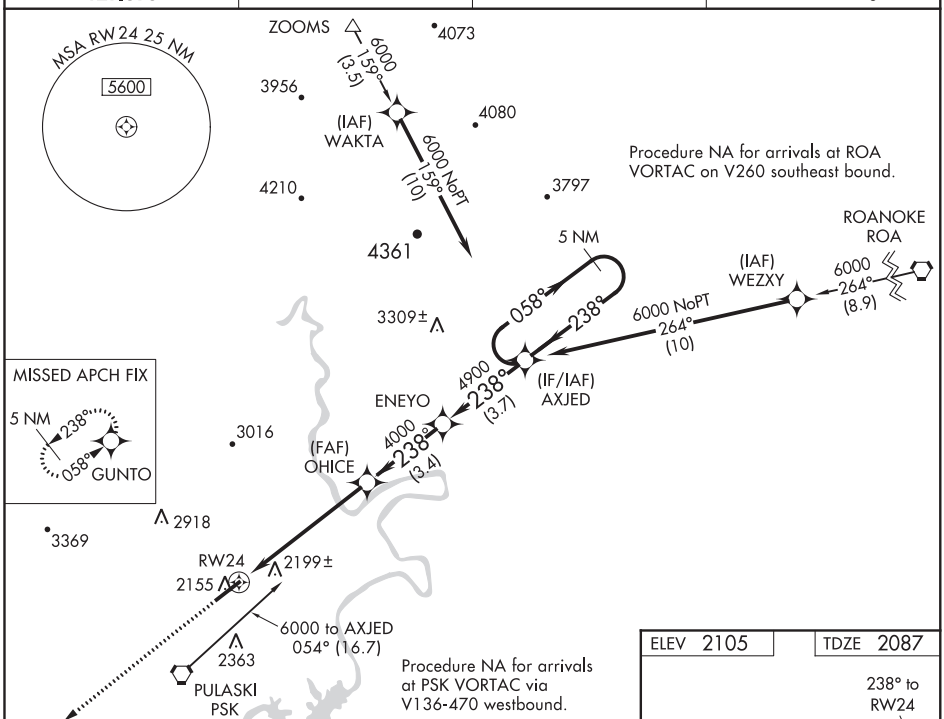
RNAV (GPS) RWY 24
NEW RIVER VALLEY (PSK)

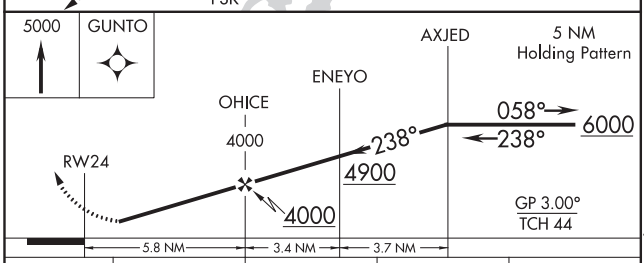
RNP APCH.

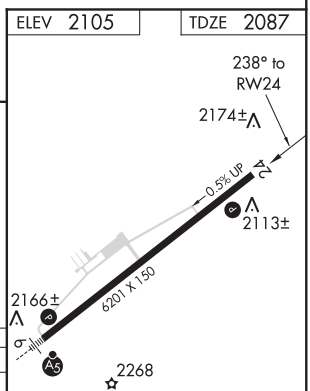
Baro-VNAV NA when using Blacksburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 45°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 5000 direct GUNTO and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	2337-1 250 (300-1)			
LNAV/VNAV DA	2502-1½ 415 (400-1½)			
LNAV MDA	2460-1 373 (400-1)			2460-1¼ 373 (400-1¼)
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

HIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DUBLIN, VIRGINIA

AL-5084 (FAA)

20086

VOR/DME RWY 6
NEW RIVER VALLEY (PSK)

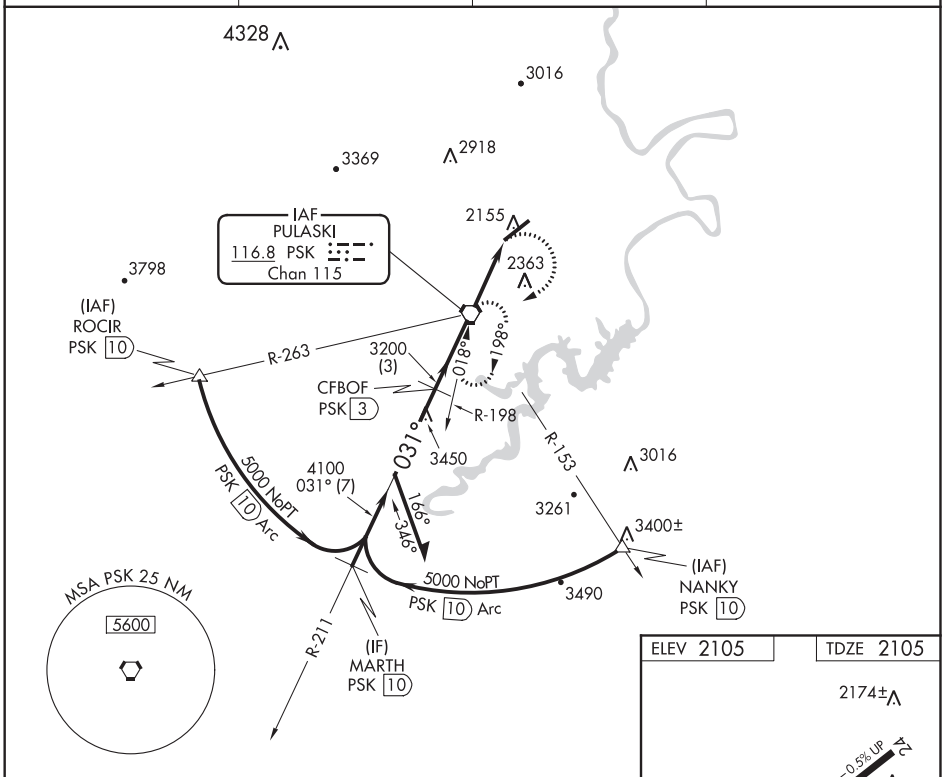
VORTAC PSK	APP CRS	Rwy ldg	6201
116.8	031°	TDZE	2105
Chan 115		Apt Elev	2105

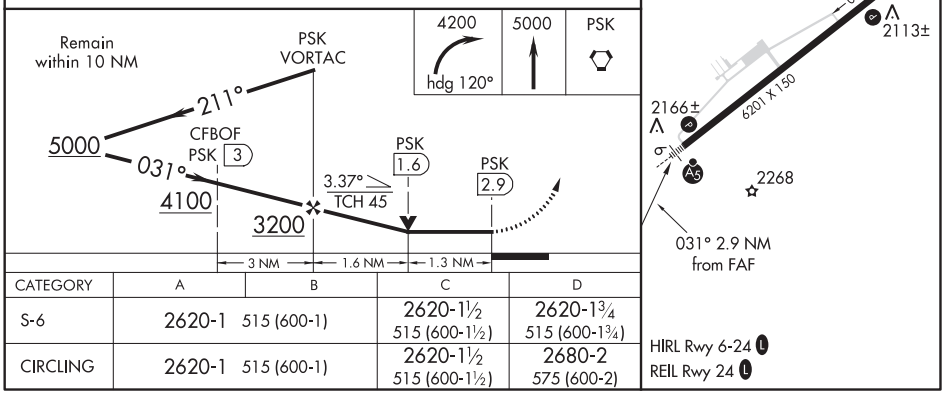
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Blacksburg altimeter setting and increase all MDA 40 feet. VDP NA when using Blacksburg altimeter setting.

MALSR

MISSED APPROACH: Climbing right turn to 4200 via heading 120° then climb to 5000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-6	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2620-1¾ 515 (600-1¾)
CIRCLING	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2680-2 575 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DUBLIN, VIRGINIA
Amdt 8 30JUN11

37°08′N - 80°41′W

NEW RIVER VALLEY (PSK)
VOR/DME RWY 6

LOC/DME I-FGH	APP CRS	Rwy ldg	4775
109.35	041°	TDZE	58
Chan 30 (Y)		Apt Elev	72

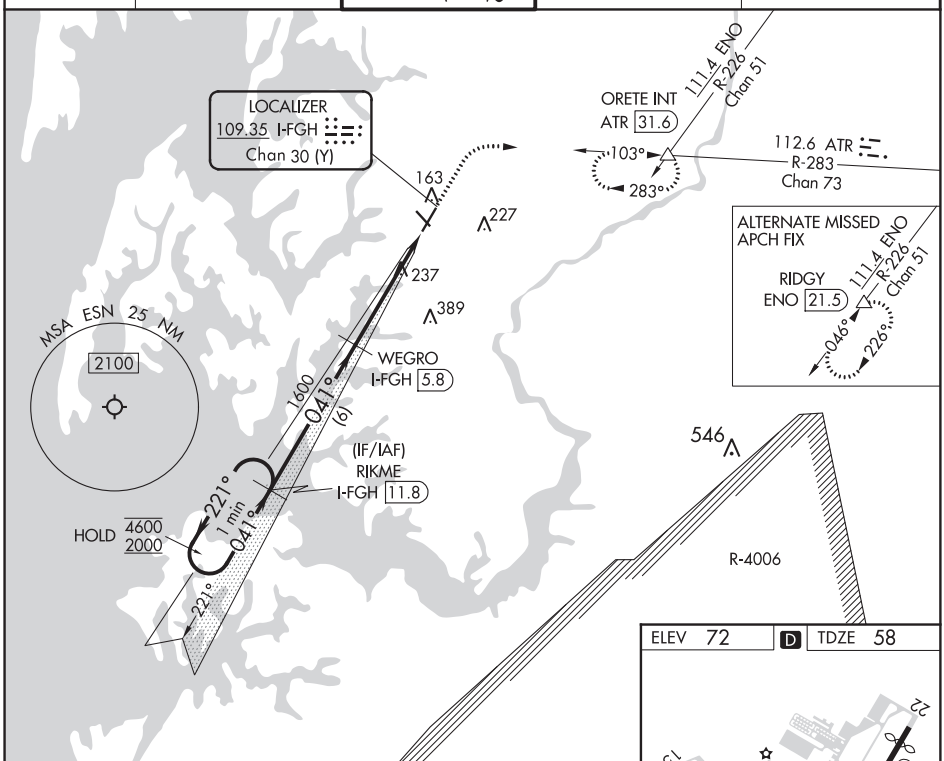
ILS or LOC RWY 4
EASTON/NEWNAM FIELD (ESN)

RADAR and DME required for procedure entry. DME required for LOC only.

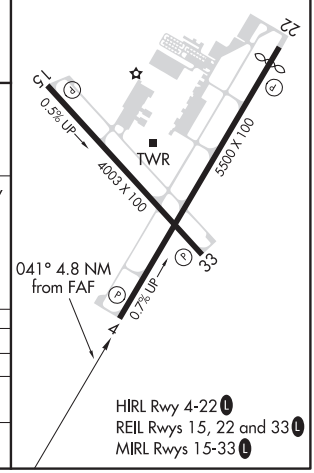
Circling Rwy 15, 33 NA at night. Autopilot coupled approach NA below 660.

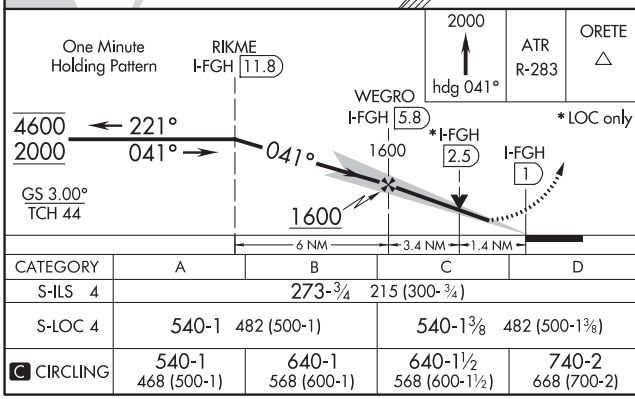
MISSED APPROACH: Climb to 2000 on heading 041° and on ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER*	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075



ELEV 72	D	TDZE 58





CATEGORY	A	B	C	D
S-ILS 4	273-¾ 215 (300-¾)			
S-LOC 4	540-1 482 (500-1)		540-1⅜ 482 (500-1⅜)	
C CIRCLING	540-1 468 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2 668 (700-2)

HIRL Rwy 4-22 L
REIL Rwys 15, 22 and 33 L
MIRL Rwys 15-33 L

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NE-3, 10 SEP 2020 to 05 NOV 2020

EASTON, MARYLAND AL-5596 (FAA) 19227

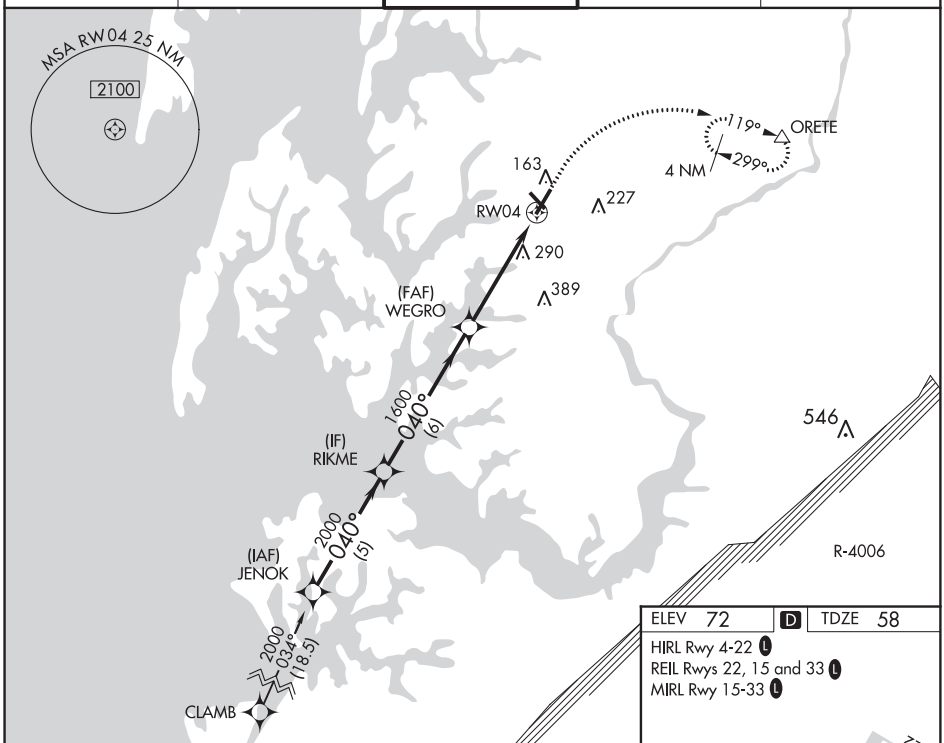
WAAS CH 86905 W04A	APP CRS 040°	Rwy ldg 4775 TDZE 58 Apt Elev 72

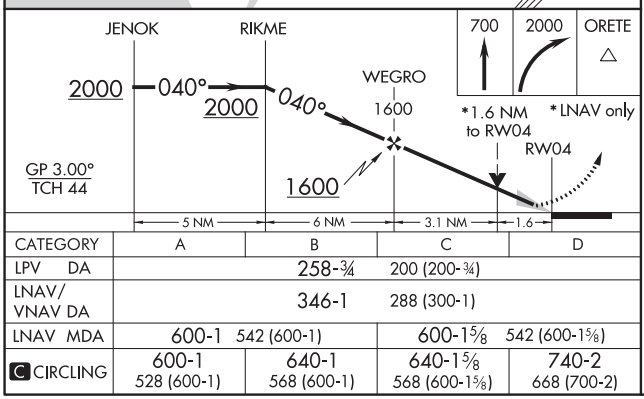
RNAV (GPS) RWY 4
EASTON/NEWNAM FIELD (ESN)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cambridge altimeter setting; increase LPV DA to 303 feet, LNAV/VNAV DA to 391 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility and LNAV Cat C/D visibility ⅛ SM and increase Circling Cat C/D visibility ¼ SM. VDP and Baro-VNAV NA when using Cambridge altimeter setting. Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

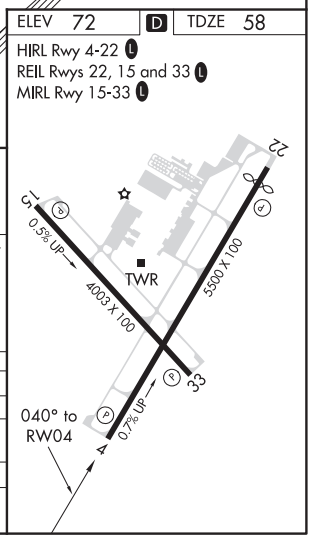
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075





CATEGORY	A	B	C	D
LPV DA	258-¾ 200 (200-¾)			
LNAV/VNAV DA	346-1 288 (300-1)			
LNAV MDA	600-1 542 (600-1)		600-1⅝ 542 (600-1⅝)	
C CIRCLING	600-1 528 (600-1)	640-1 568 (600-1)	640-1⅝ 568 (600-1⅝)	740-2 668 (700-2)



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APP CRS	Rwy ldg	4003
148°	TDZE	47
	Apt Elev	72

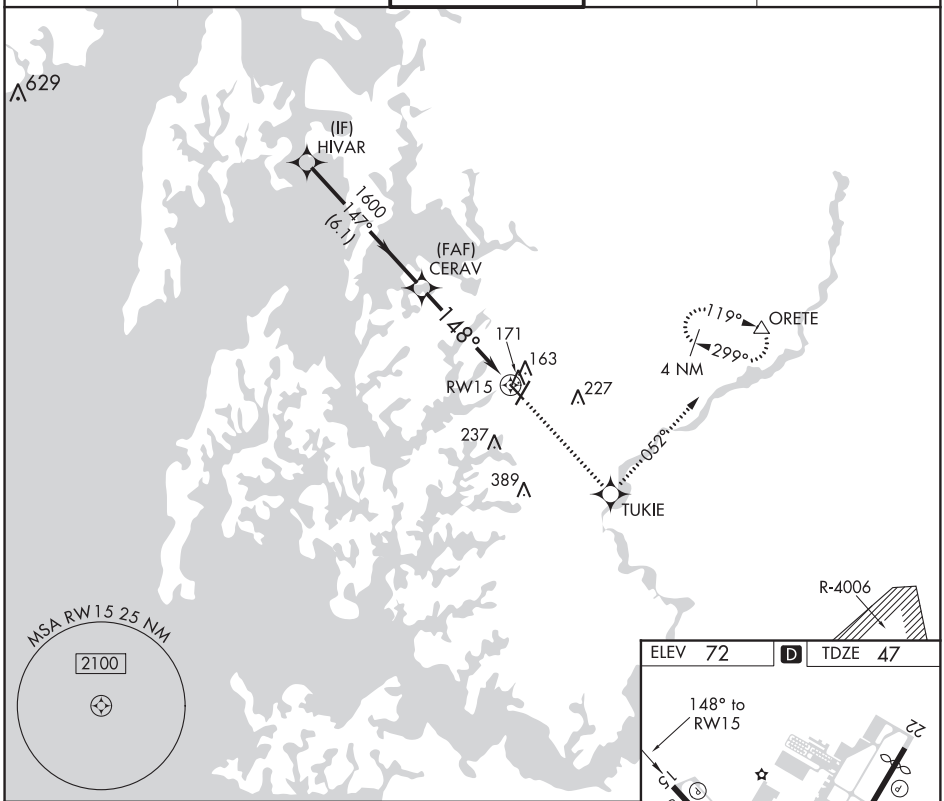
RNAV (GPS) RWY 15
EASTON/NEWNAM FIELD (ESN)

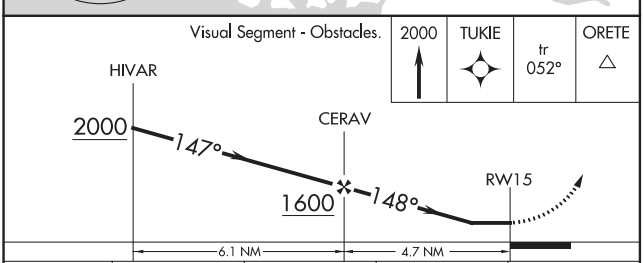
RNP APCH.

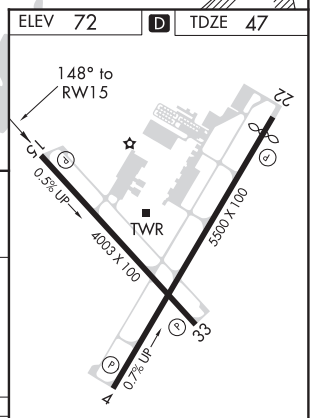
T Rwy 15 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2000 direct TUKIE and on track 052° to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075







CATEGORY	A	B	C	D
LNAV MDA	440-1 393 (400-1)		440-1⅛ 393 (400-1⅛)	440-1¼ 393 (400-1¼)
C CIRCLING	480-1 408 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2 668 (700-2)

HIRL Rwy 4-22 L
REIL Rwys 15, 22 and 33 L
MIRL Rwys 15-33 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

EASTON, MARYLAND | AL-5596 (FAA) | 19227

RNAV (GPS) RWY 22
EASTON/NEWNAM FIELD (ESN)

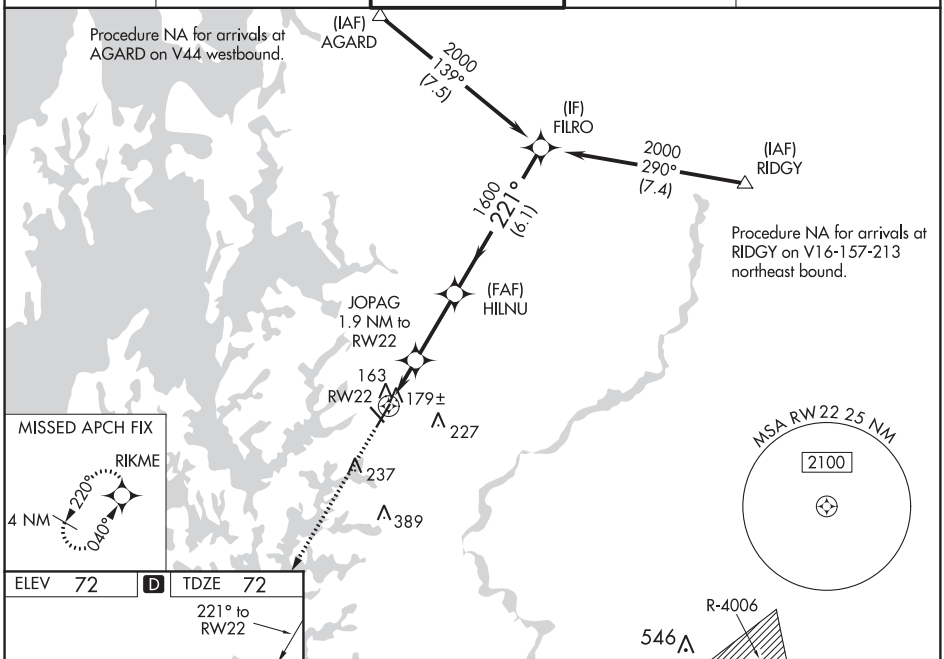
WAAS CH 40207 W22A	APP CRS 221°	Rwy ldg 5175 TDZE 72 Apt Elev 72

RNP APCH.

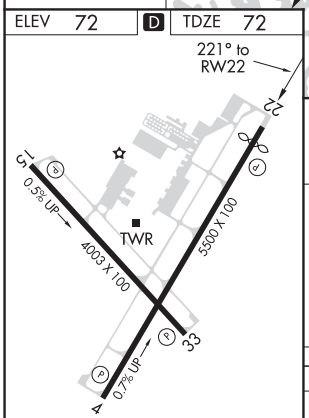
Baro-VNAV NA when using Baltimore altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ SM, increase LNAV/VNAV all Cats visibility ¼ SM, and increase LNAV Cats C and D ¼ SM.

MISSED APPROACH: Climb to 2000 direct RIKME and hold.

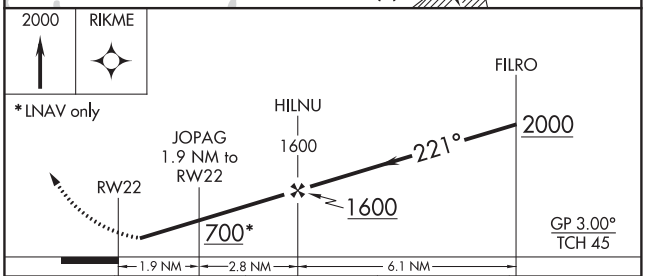
ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075



ELEV 72	D	TDZE 72



HIRL Rwy 4-22 L
REIL Rwys 22, 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	322-1 250 (300-1)			
LNAV/VNAV DA	362-1 290 (300-1)			
LNAV MDA	440-1 368 (400-1)			

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APP CRS	Rwy ldg	4003
328°	TDZE	51
	Apt Elev	72

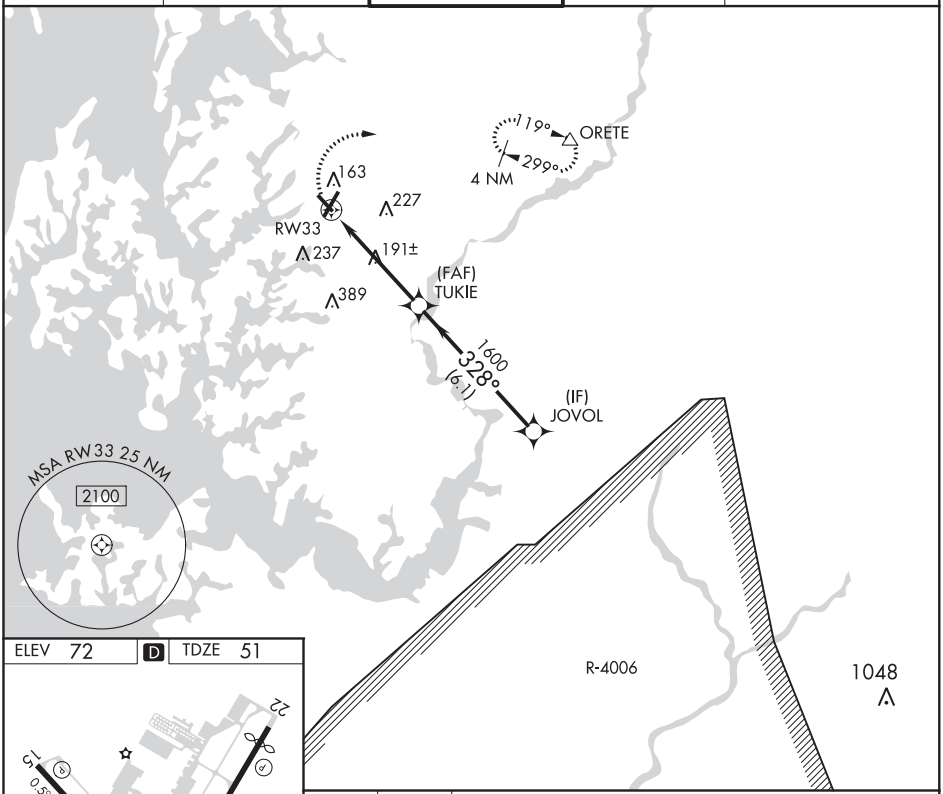
RNAV (GPS) RWY 33
EASTON/NEWNAM FIELD (ESN)

RNP APCH.

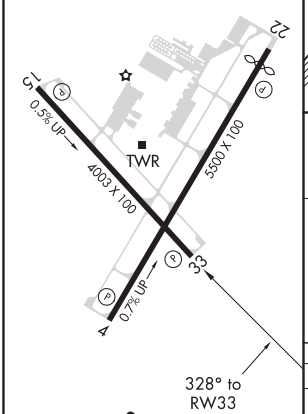
Straight-in Rwy 33 NA at night, Circling Rwy 15, 33 NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climbing right turn to 2000 direct ORETE and hold.

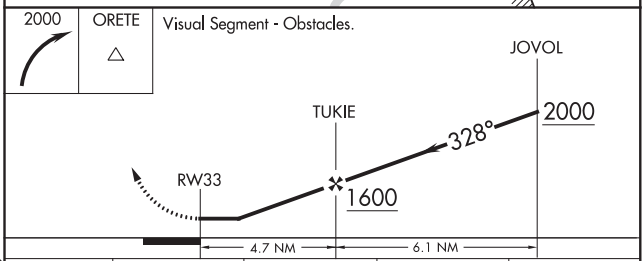
ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075



ELEV 72 | D | TDZE 51



HIRL Rwy 4-22 L
REIL Rwys 22, 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	520-1 469 (500-1)		520-1 3/8 469 (500-1 3/8)	520-1½ 469 (500-1½)
C CIRCLING	520-1 448 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2 668 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

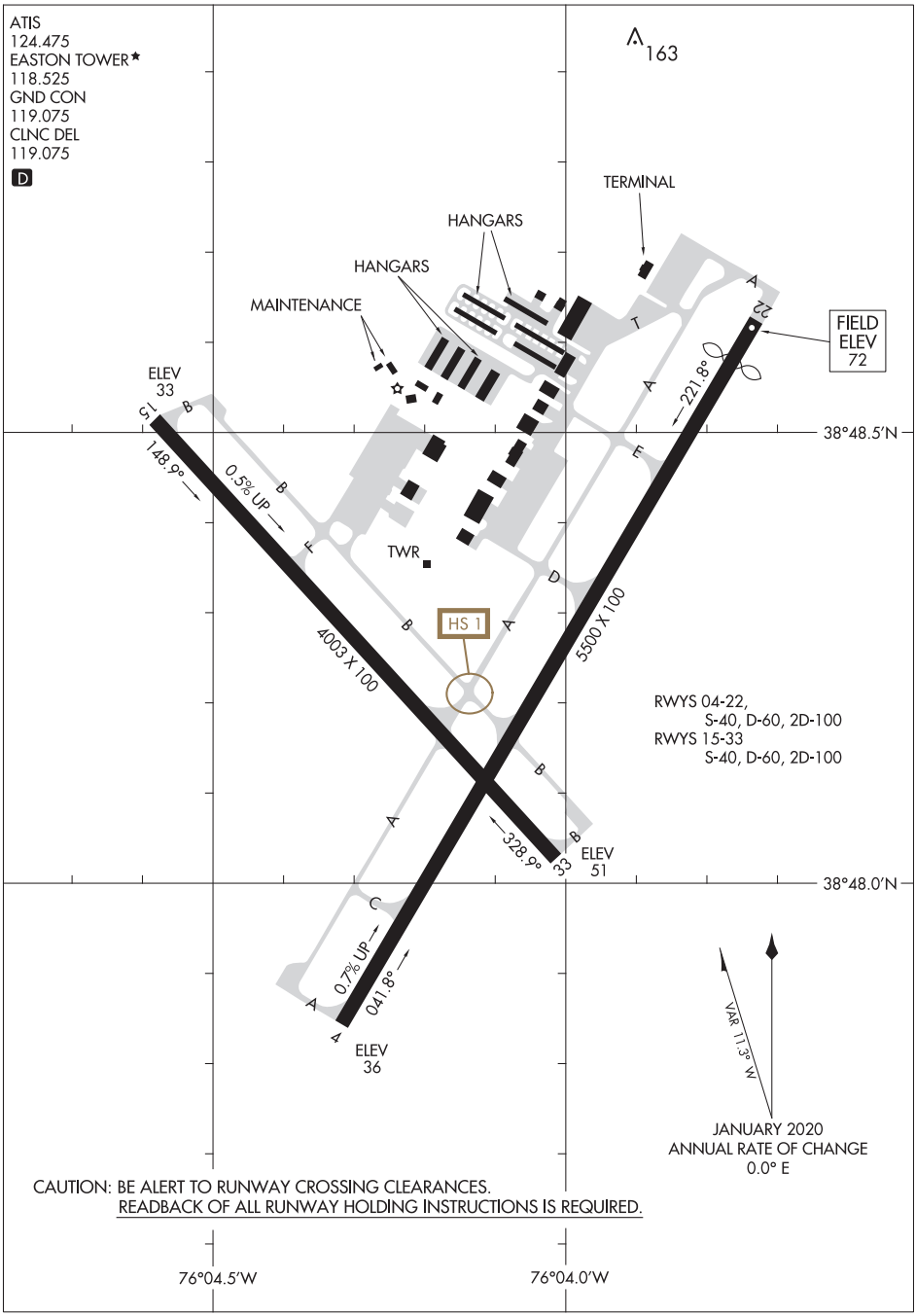
20086

AIRPORT DIAGRAM

AL-5596 (FAA)

EASTON/NEWNAM FIELD (ESN)

EASTON, MARYLAND



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

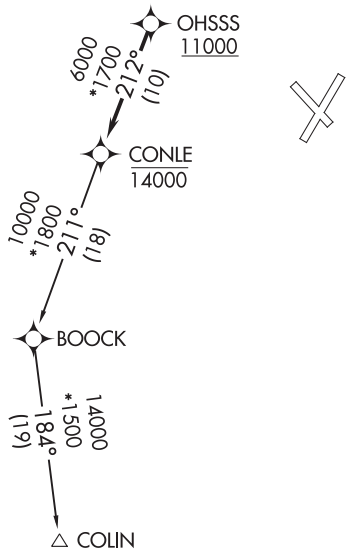
AIRPORT DIAGRAM
20086
EASTON, MARYLAND
EASTON/NEWNAM FIELD (ESN)

CONLE THREE DEPARTURE (RNAV)

ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER★
118.525 (CTAF)
UNICOM
122.95
POTOMAC DEP CON
124.55 317.425

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.



TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or standard with minimum climb of 245′ per NM to 500.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on COLIN transition. Expect filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE3.COLIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

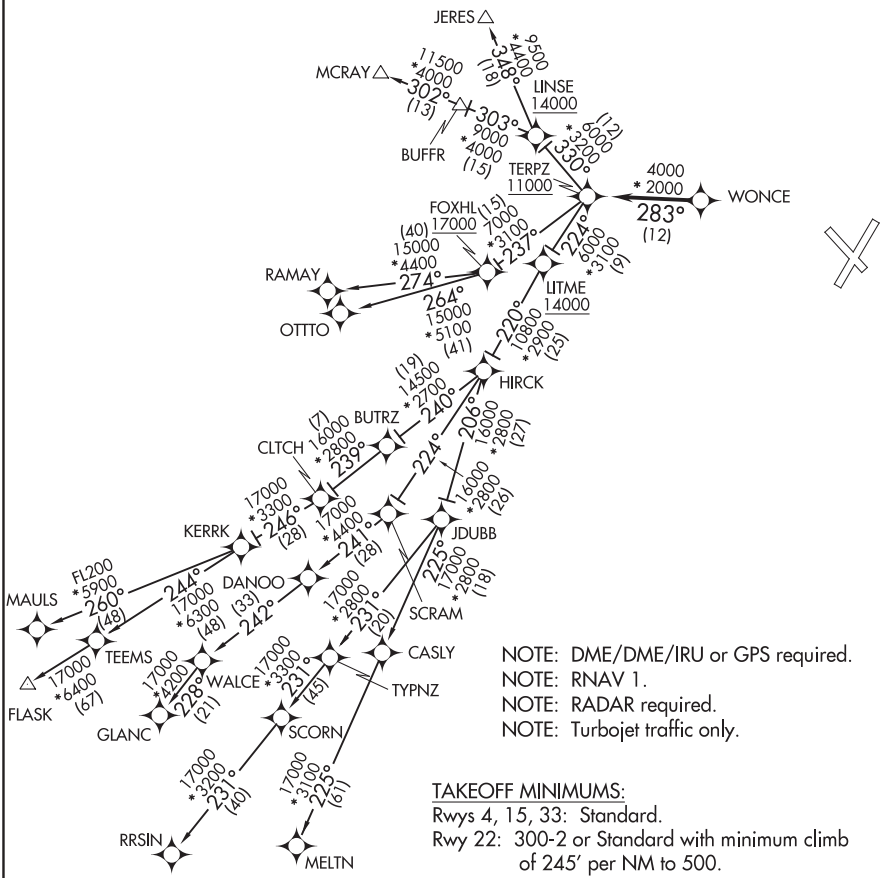
(TERPZ7.TERPZ) 20086 AL-5596 (FAA)

EASTON/NEWNAM FIELD (ESN)
EASTON, MARYLAND

TERPZ SEVEN DEPARTURE (RNAV)

ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525 (CTAF)
POTOMAC DEP CON
133.75 254.35

TOP ALTITUDE:
RAMAY, OTTTO, MAULS, FLASK, RRSIN, GLANC, MELTN TRANSITIONS: 17000
JERES, MCRAY TRANSITIONS: 16000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet traffic only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or Standard with minimum climb of 245′ per NM to 500.

NOTE: Chart not to scale.

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NE-3, 10 SEP 2020 to 05 NOV 2020

TERPZ SEVEN DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to WONCE, then on track 283° to cross TERPZ at or above 11000, thence. . . .

. . . on assigned transition: Departures on JERES and MCRAY transitions maintain 16000. Departures on RAMAY, OTTTO, MAULS, FLASK, MELTN, RRSIN, GLANC transitions maintain 17000, expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (TERPZ7.FLASK)
GLANC TRANSITION (TERPZ7.GLANC)
JERES TRANSITION (TERPZ7.JERES)
MAULS TRANSITION (TERPZ7.MAULS)
MCRAY TRANSITION (TERPZ7.MCRAY)
MELTN TRANSITION (TERPZ7.MELTN)
OTTTO TRANSITION (TERPZ7.OTTTO)
RAMAY TRANSITION (TERPZ7.RAMAY)
RRSIN TRANSITION (TERPZ7.RRSIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

ELKTON, MARYLAND | AL-9807 (FAA) | 20254

RNAV (GPS)-B

CLAREMONT (58M)

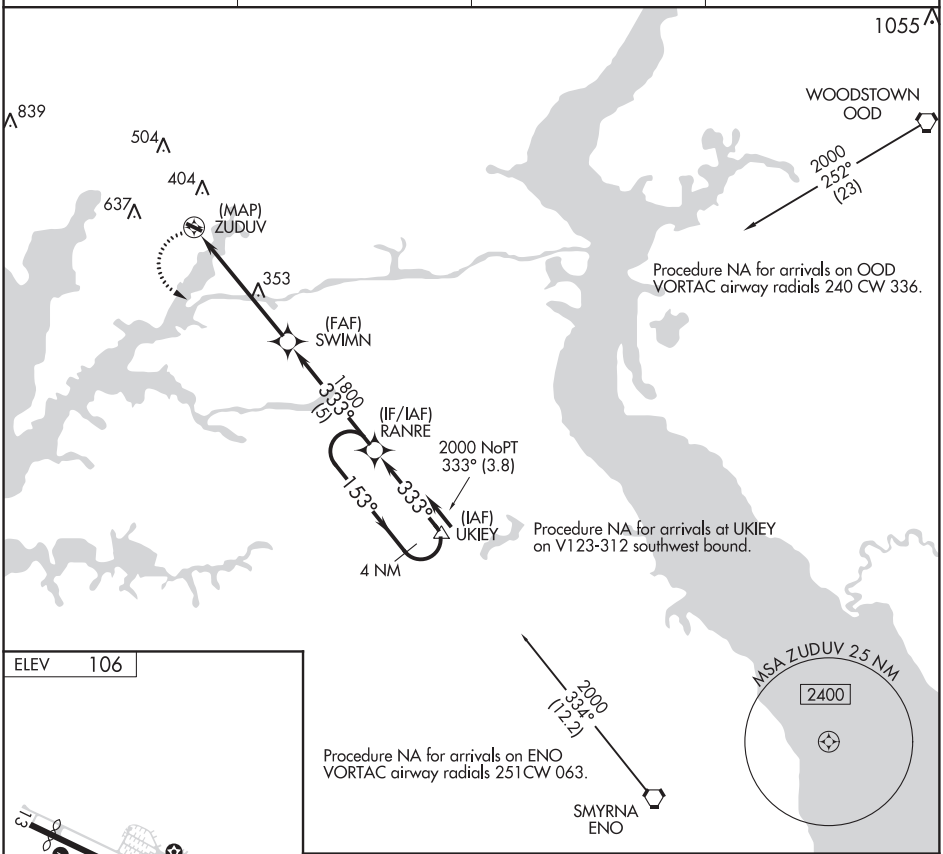
APP CRS	Rwy ldg	NA
333°	TDZE	NA
	Apt Elev	106

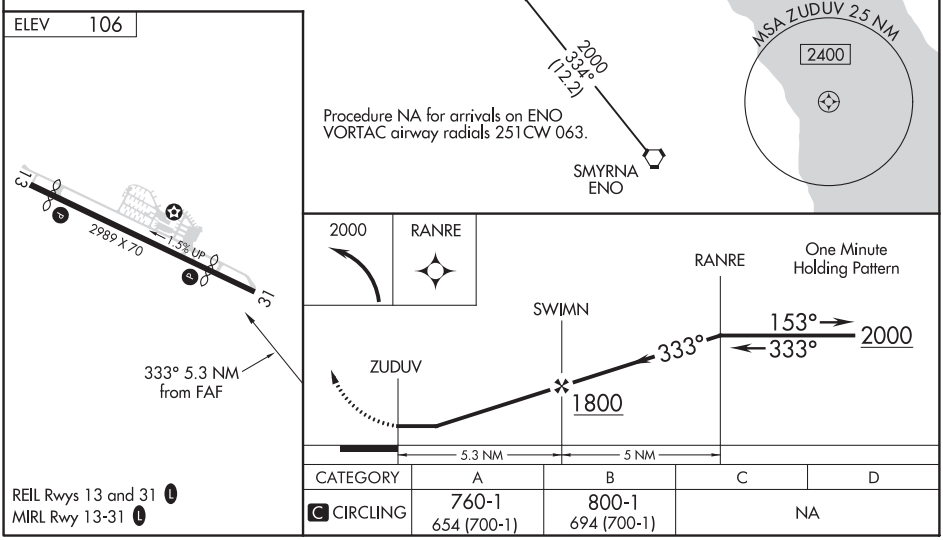
T A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Middletown, DE altimeter setting; when not received use Wilmington, DE altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2000 direct RANRE and hold.

EVY AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.8 (CTAF)	123.0 L





CATEGORY	A	B	C	D
C CIRCLING	760-1 654 (700-1)	800-1 694 (700-1)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VOR/DME-A
CLAREMONT (58M)

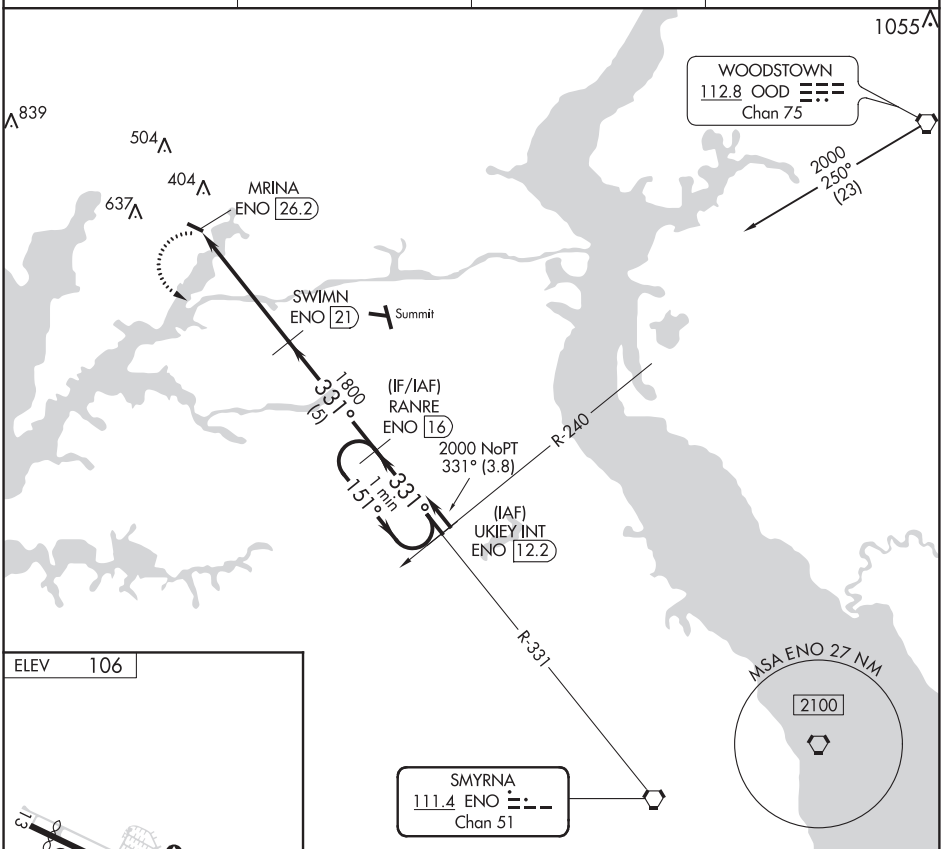
VORTAC ENO	APP CRS	Rwy ldg	NA
111.4	331°	TDZE	NA
Chan 51		Apt Elev	106

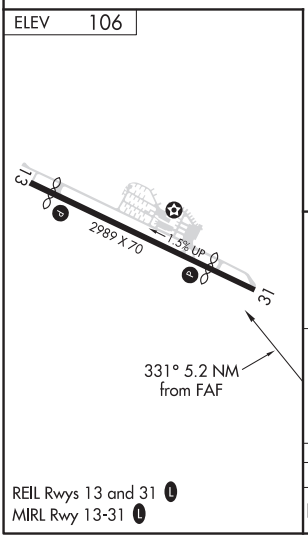
T
A NA

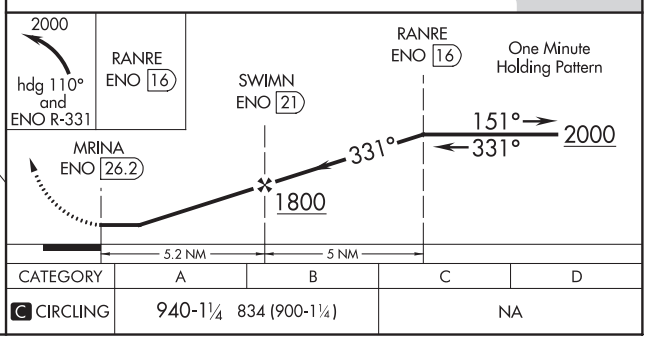
Use Middletown, DE altimeter setting; when not received, use Wilmington, DE altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climbing left turn to 2000 on heading 110° and ENO R-331 to RANRE/ENO 16 DME and hold.

EVY AWOS-3	PHILADELPHIA APP CON	UNICOM	123.0 L
132.325	118.35 323.1	122.8 (CTAF)	







REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

CATEGORY	A	B	C	D
C CIRCLING	940-1¼ 834 (900-1¼)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

EMPORIA, VIRGINIA | AL-5534 (FAA) | 20198

APP CRS	Rwy ldg	5010
155°	TDZE	127
	Apt Elev	127

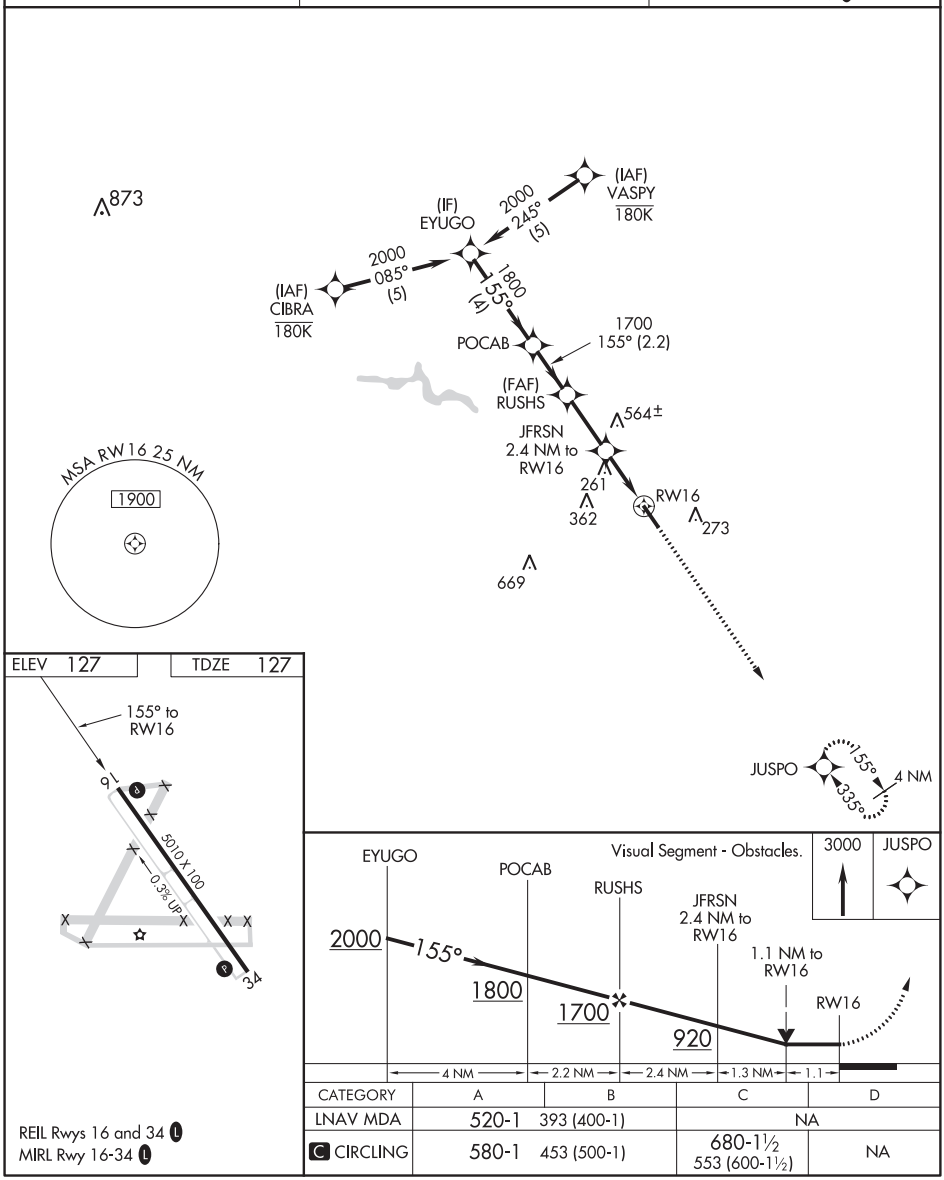
RNAV (GPS) RWY 16
EMPORIA-GREENSVILLE RGNL (EMV)

RNP APCH.

Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	520-1	393 (400-1)	NA	
C CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

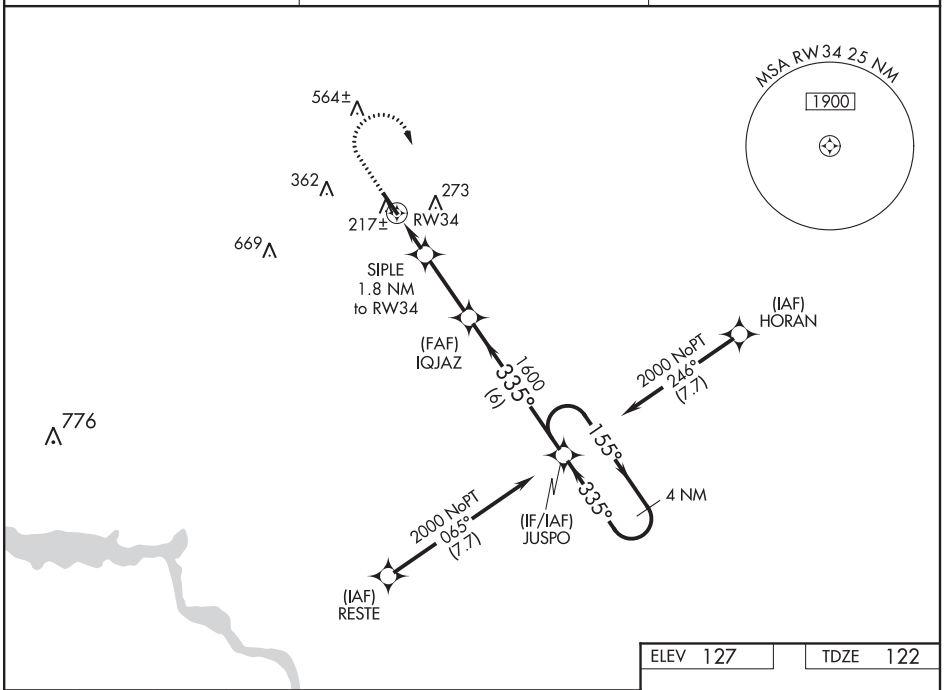
RNAV (GPS) RWY 34
EMPORIA-GREENSVILLE RGNL (EMV)

WAAS CH 63226 W34A	APP CRS 335°	Rwy ldg 5010 TDZE 122 Apt Elev 127

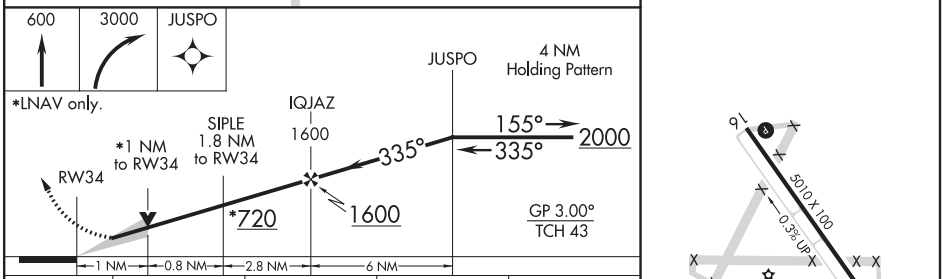
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

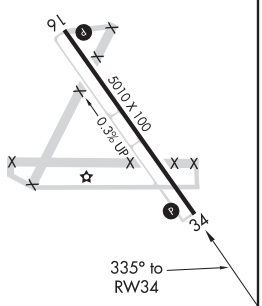
MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct JUSPO and hold, continue climb-in-hold to 3000.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L



ELEV 127	TDZE 122





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
LPV DA	372-1	250 (300-1)	NA	
LNAV/VNAV DA	372-1	250 (300-1)	NA	
LNAV MDA	480-1	358 (400-1)	NA	
C CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

NE-3, 10 SEP 2020 to 05 NOV 2020

EMPORIA, VIRGINIA | AL-5534 (FAA) | 20254

LOC RWY 34

EMPORIA-GREENSVILLE RGNL (EMV)

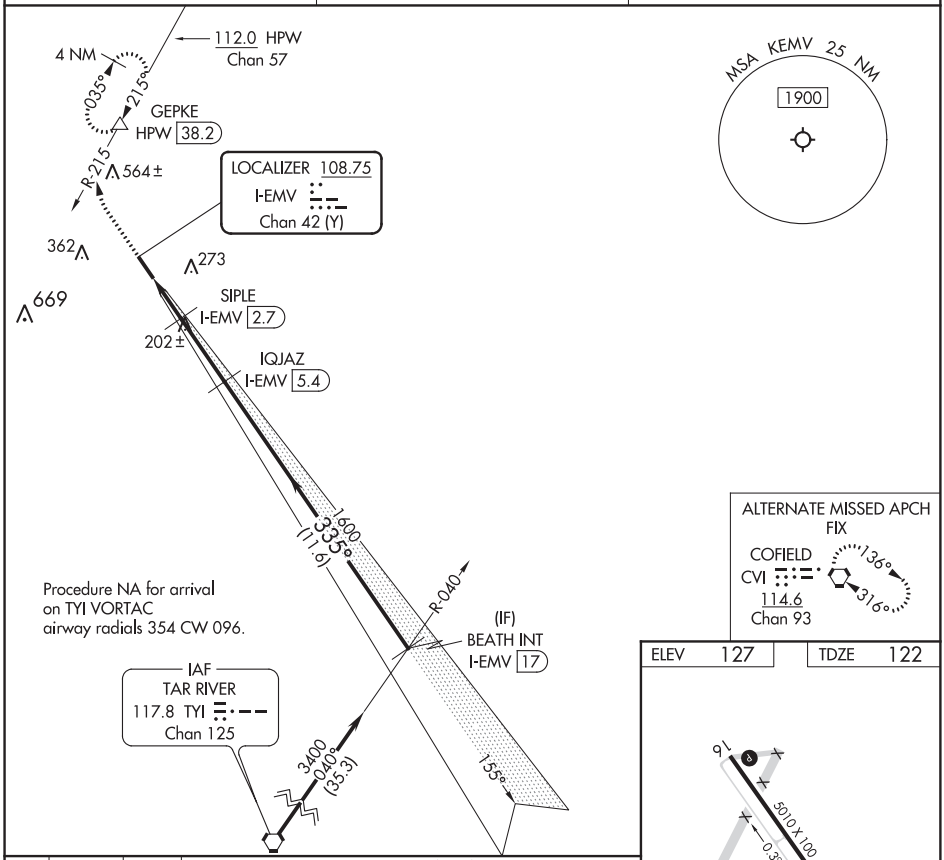
LOC/DME I-EMV	APP CRS	Rwy ldg	5010
108.75	335°	TDZE	122
Chan 42 (Y)		Apt Elev	127

DME required.

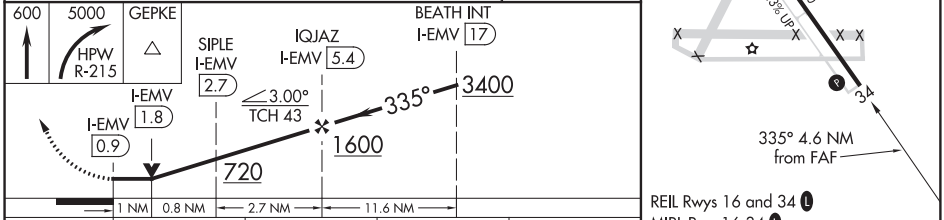
NA

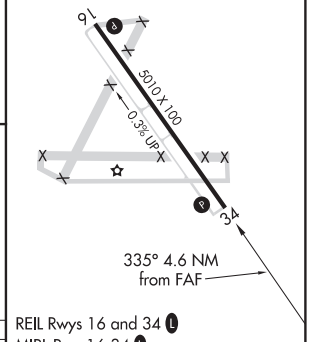
MISSED APPROACH: Climb to 600 then climbing right turn to 5000 on HPW VORTAC R-215 to GEPKE/HPW 38.2 DME and hold, continue climb-in-hold to 5000.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 269.4	123.0 (CTAF) L



ELEV	127	TDZE	122





REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-LOC 34	460-1	338 (400-1)	NA	
C CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

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NE-3, 10 SEP 2020 to 05 NOV 2020

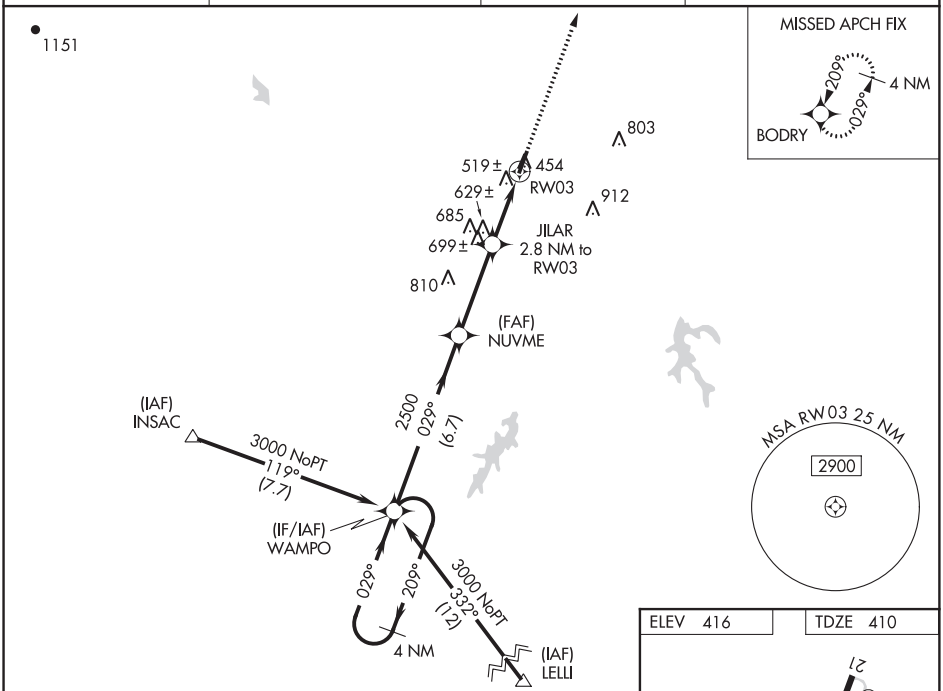
WAAS CH 49017 W03A	APP CRS 029°	Rwy ldg 4400 TDZE 410 Apt Elev 416

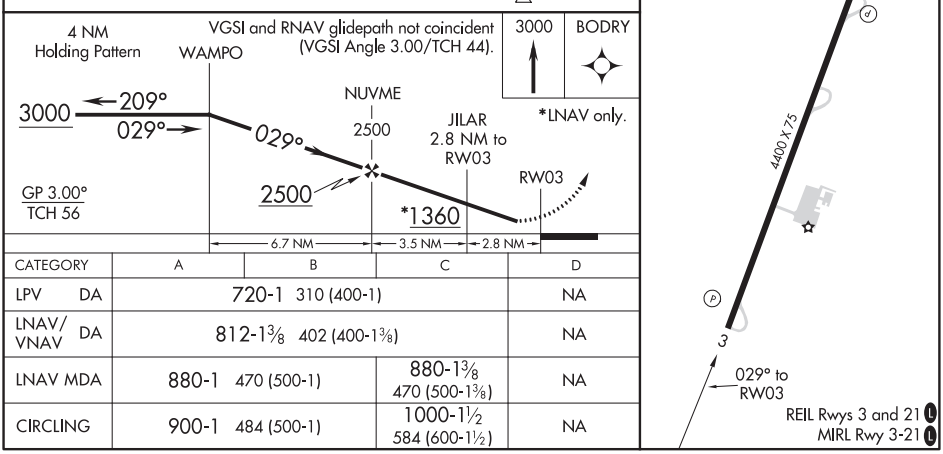
RNAV (GPS) RWY 3
FARMVILLE RGNL (FVX)

Baro-VNAV NA when using Lynchburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Straight-in/Circling Rwy 3 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all DA 158 feet and all MDA 160 feet. Increase LPV and LNAV/VNAV visibility ½ mile all Cats; LNAV Cat C visibility ⅜ mile and Circling Cat C visibility ¾ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct BODRY and hold.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
132.725	135.0 254.325	135.075	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	720-1 310 (400-1)			NA
LNAV/VNAV DA	812-1⅜ 402 (400-1⅜)			NA
LNAV MDA	880-1 470 (500-1)		880-1⅜ 470 (500-1⅜)	NA
CIRCLING	900-1 484 (500-1)		1000-1½ 584 (600-1½)	NA

NE-3, 10 SEP 2020 to 05 NOV 2020

FARMVILLE, VIRGINIA

AL-5805 (FAA)

20086

WAAS CH 70517 W21A	APP CRS 209°	Rwy ldg 4400 TDZE 416 Apt Elev 416

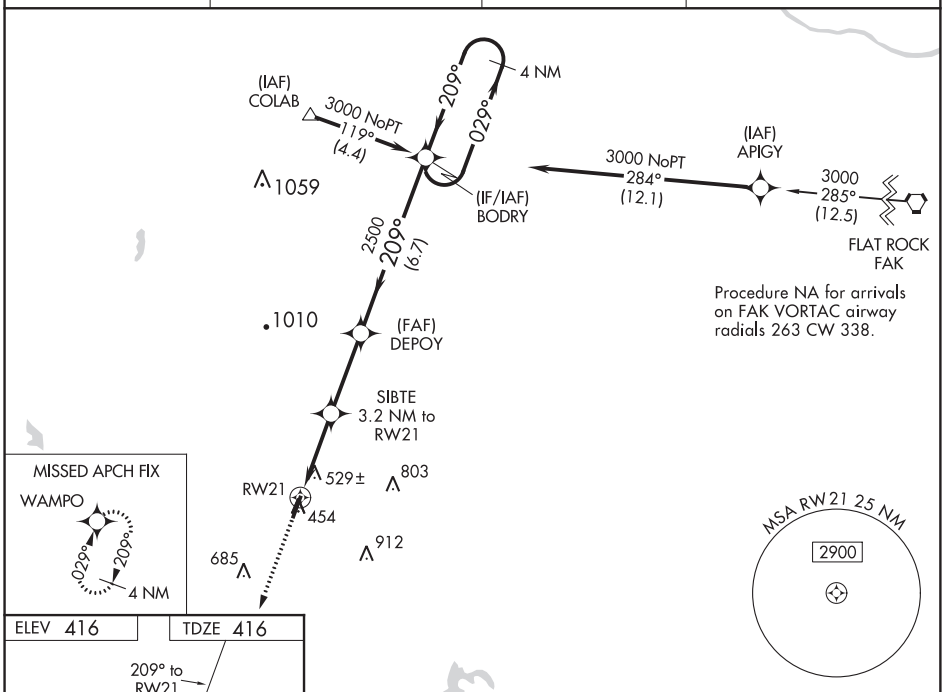
RNAV (GPS) RWY 21

FARMVILLE RGNL (FVX)

Baro-VNAV NA when using Lynchburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lynchburg altimeter setting and increase all DA 158 feet and all MDA 160 feet. Increase LPV all Cats ½ mile; increase LNAV/VNAV visibility all Cats and Circling Cat C visibility ⅞ mile, increase LNAV Cat C visibility ⅜ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WAMPO and hold.

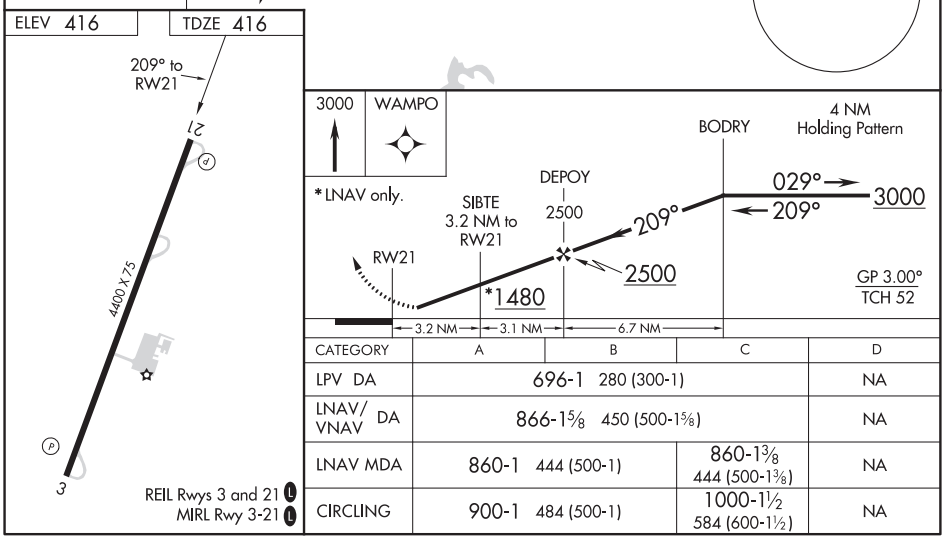
AWOS-3	ROANOKE APP CON	GCO	UNICOM
132.725	135.0 254.325	135.075	122.8 (CTAF) L



Procedure NA for arrivals on FAK VORTAC airway radials 263 CW 338.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



CATEGORY	A	B	C	D
LPV DA	696-1 280 (300-1)			NA
LNAV/VNAV DA	866-1⅝ 450 (500-1⅝)			NA
LNAV MDA	860-1 444 (500-1)		860-1⅜ 444 (500-1⅜)	NA
CIRCLING	900-1 484 (500-1)		1000-1½ 584 (600-1½)	NA

FARMVILLE, VIRGINIA

Orig-B 14NOV13

37°21′N-78°26′W

FARMVILLE RGNL (FVX)

RNAV (GPS) RWY 21

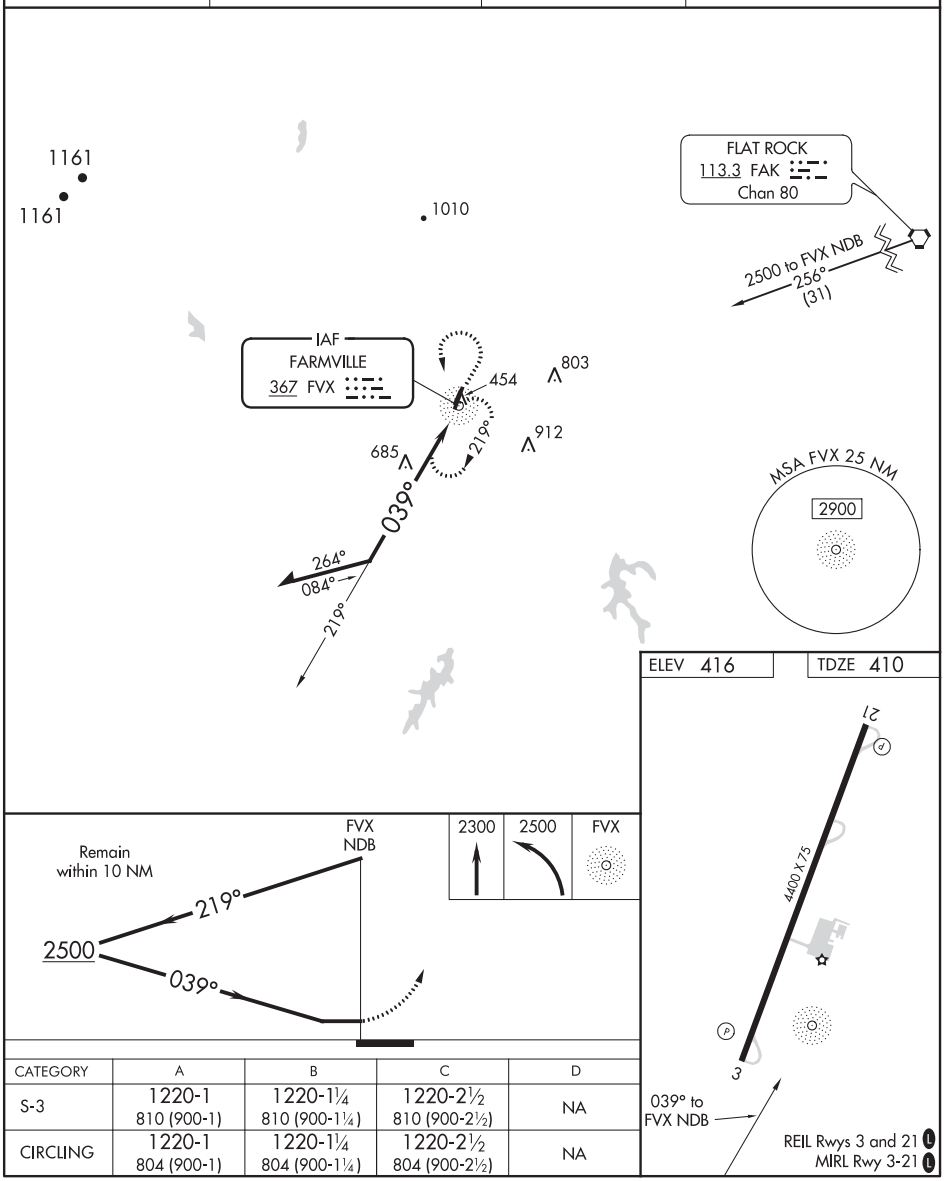
NDB RWY 3
FARMVILLE RGNL (FVX)

NDB FVX	APP CRS	Rwy ldg	4400
367	039°	TDZE	410
		Apt Elev	416

When local altimeter setting not received, use Lynchburg altimeter setting and increase all MDAs 160 feet increase Cats A/B and Circling Cat A/B visibility ¼ mile, increase Cat C and Circling Cat C visibility ½ mile. Straight- in/Circling Rwy 3 procedure NA at night.

MISSED APPROACH: Climb to 2300 then climbing left turn to 2500 direct FVX NDB and hold.

AWOS-3	ROANOKE APP CON	GCO	UNICOM
132.725	135.0 254.325	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-3	1220-1 810 (900-1)	1220-1¼ 810 (900-1¼)	1220-2½ 810 (900-2½)	NA
CIRCLING	1220-1 804 (900-1)	1220-1¼ 804 (900-1¼)	1220-2½ 804 (900-2½)	NA

20254

FORT EUSTIS, VIRGINIA

RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	3025
139°	TDZE	11
	Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

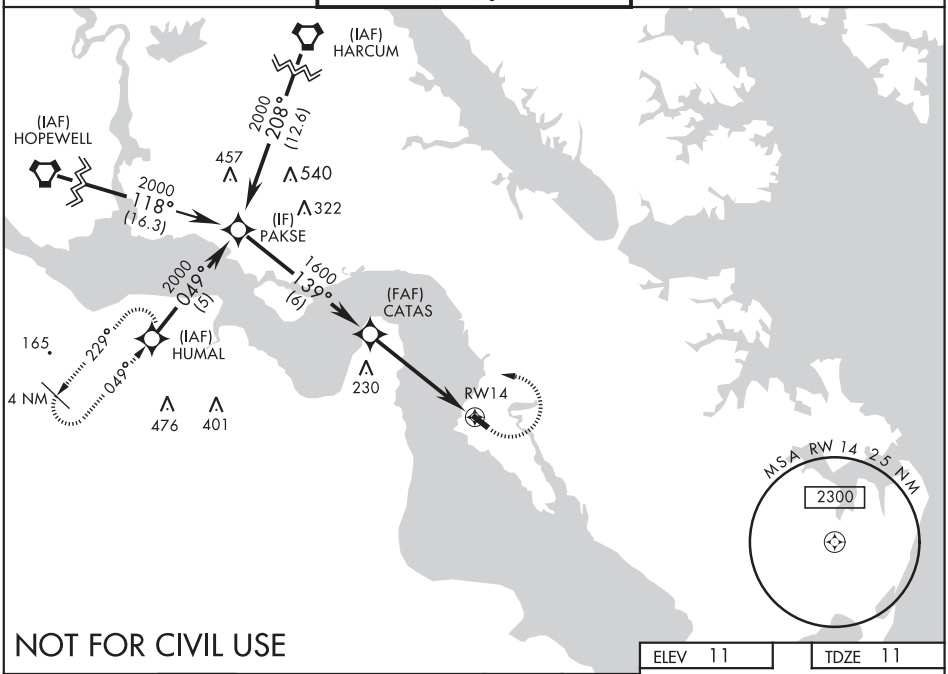
DME/DME RNP - 0.3 NA

When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting. Visibility reduction by helicopters NA.

ODALS

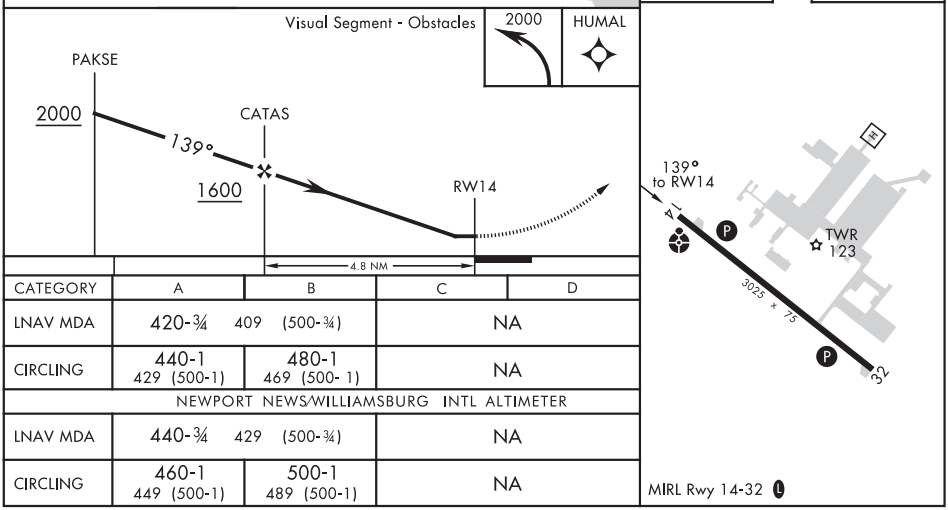
MISSED APPROACH: Climbing left turn to 2000 direct HUMAL and hold.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4



NOT FOR CIVIL USE

ELEV 11 TDZE 11



CATEGORY	A	B	C	D
LNAV MDA	420-¾ 409 (500-¾)		NA	
CIRCLING	440-1 429 (500-1)	480-1 469 (500- 1)	NA	
NEWPORT NEWS/WILLIAMSBURG INTL ALTIMETER				
LNAV MDA	440-¾ 429 (500-¾)		NA	
CIRCLING	460-1 449 (500-1)	500-1 489 (500-1)	NA	

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NE-3, 10 SEP 2020 to 05 NOV 2020

FORT EUSTIS, VIRGINIA

COPTER RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	3025
139°	TDZE	11
	Arpt Elev	11

AL-5211 [USA]

FELKER AAF (KFAF)

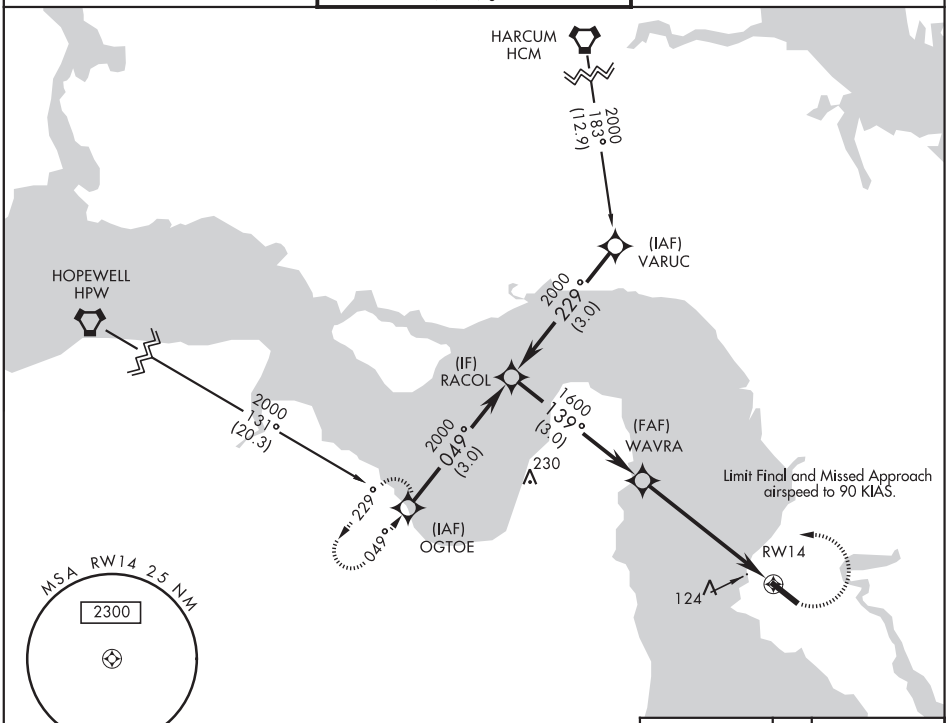
DME/DME RNP - 0.3 NA

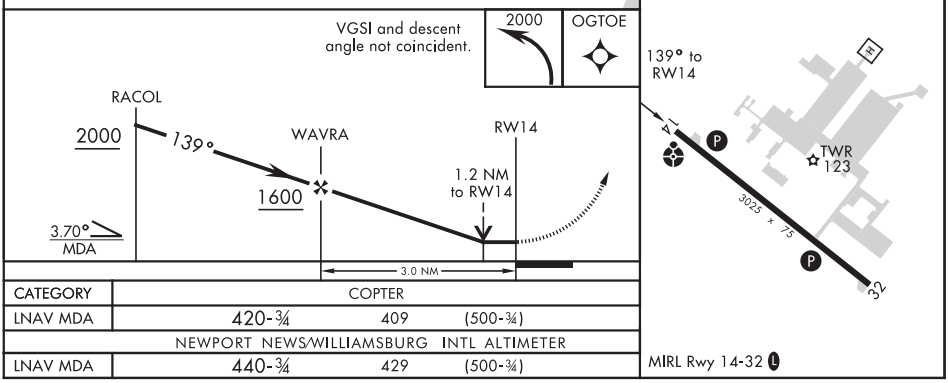
When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting.
VDP NA when using Newport News/Williamsburg Intl altimeter setting.

ODALS

MISSED APPROACH: Climbing left turn to 2000 direct OGTOE and hold.

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4





CATEGORY	COPTER		
LNAV MDA	420-¾	409	(500-¾)
	NEWPORT NEWS/WILLIAMSBURG INTL ALTIMETER		
LNAV MDA	440-¾	429	(500-¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

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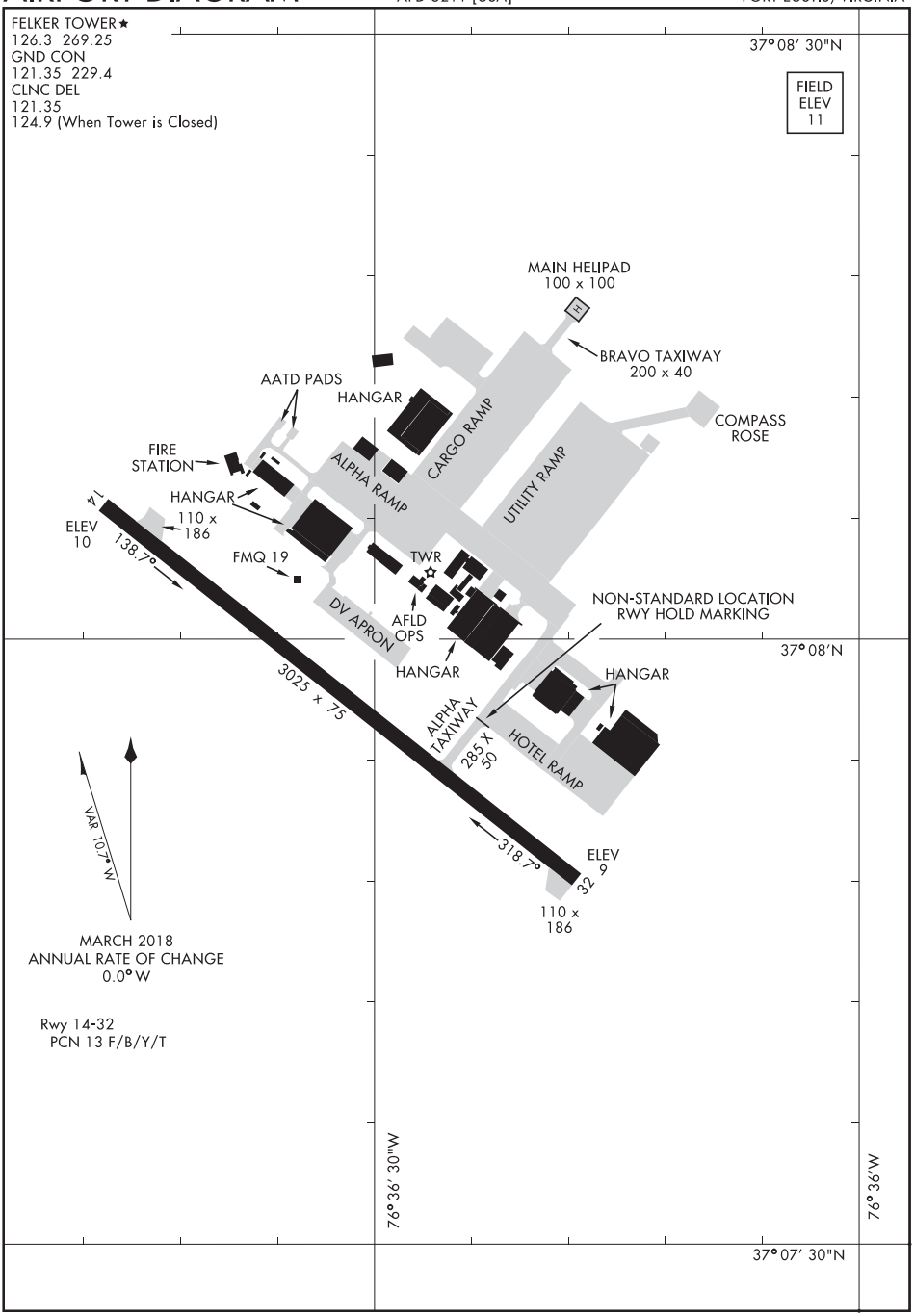
18088

AIRPORT DIAGRAM

AFD-5211 [USA]

FELKER AAF (KFAF)
FORT EUSTIS, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

FORT EUSTIS, VIRGINIA
FELKER AAF (KFAF)

RNAV (GPS) RWY 18
NEW LONDON (W90)

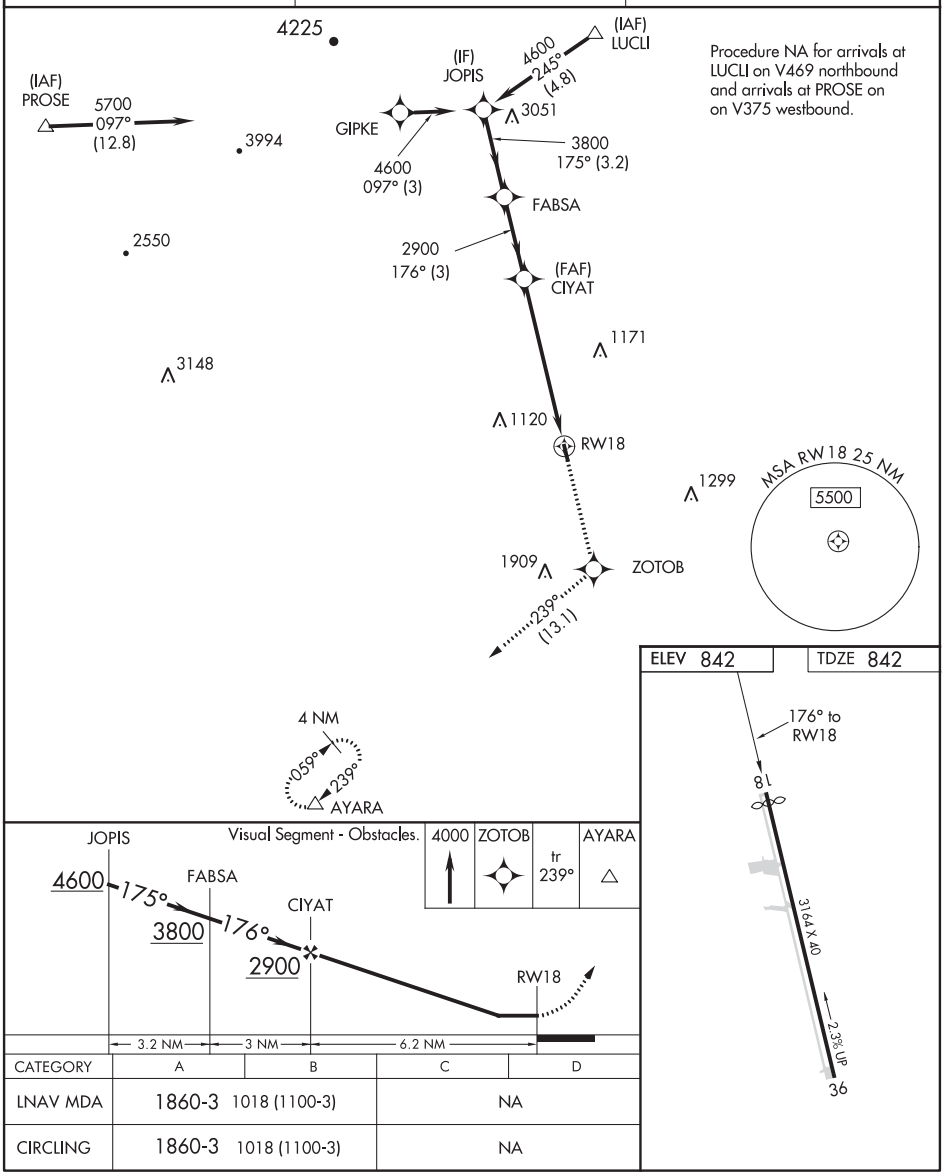
APP CRS	Rwy ldg	3049
176°	TDZE	842
	Apt Elev	842

RNP APCH.

T NA Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Lynchburg altimeter setting.

MISSED APPROACH: Climb to 4000 direct ZOTOB and on track 239° to AYARA and hold.

LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1860-3 1018 (1100-3)		NA	
CIRCLING	1860-3 1018 (1100-3)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

FOREST, VIRGINIA

AL-10610 (FAA)

20198

RNAV (GPS) RWY 36
NEW LONDON (W90)

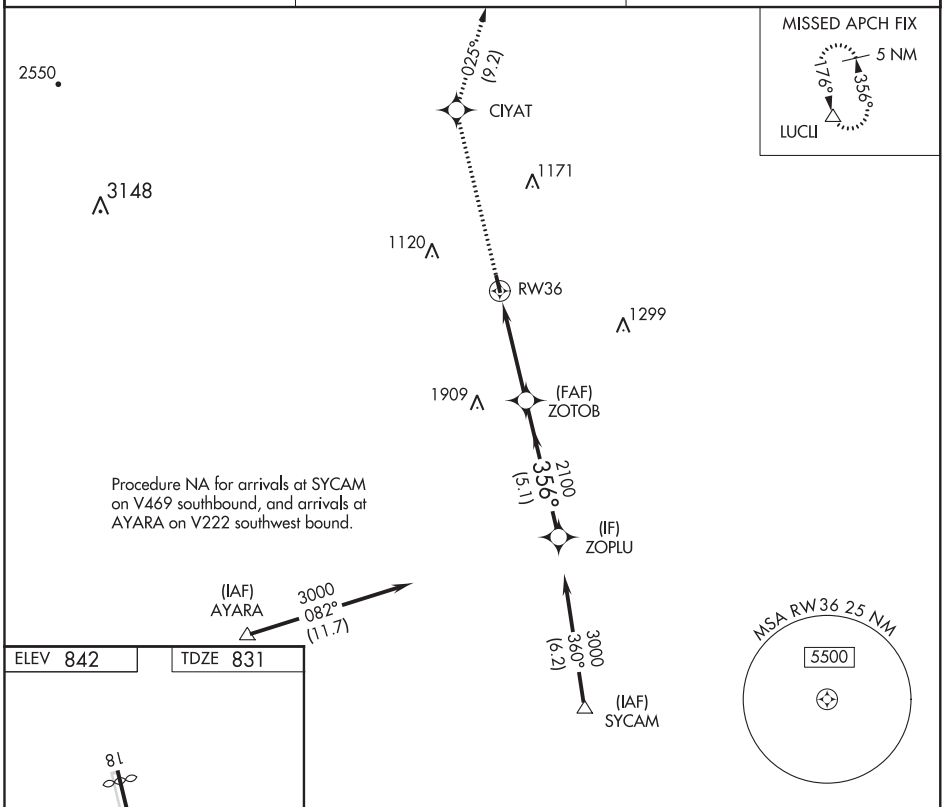
APP CRS	Rwy ldg	3164
356°	TDZE	831
	Apt Elev	842

RNP APCH.

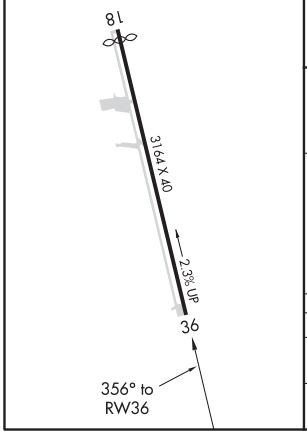
Rwy 36 helicopter visibility reduction below 1 SM NA. Use Lynchburg altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4700 direct CIYAT and on track 025° to LUCLI and hold.

LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	122.8 (CTAF)

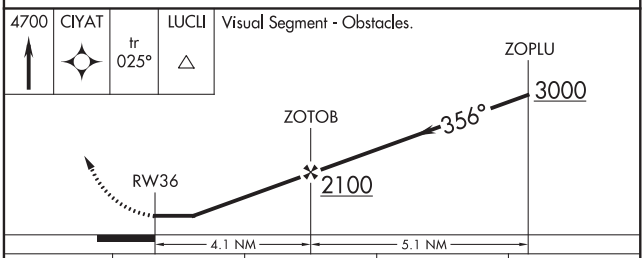


ELEV 842 | TDZE 831



4700	CIYAT	tr 025°	LUCLI

Visual Segment - Obstacles.



CATEGORY	A	B	C	D
LNAV MDA	1840-3 1009 (1000-3)		NA	
CIRCLING	1860-3 1018 (1100-3)		NA	

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NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	3000
114°	TDZE	150
	Apt Elev	150

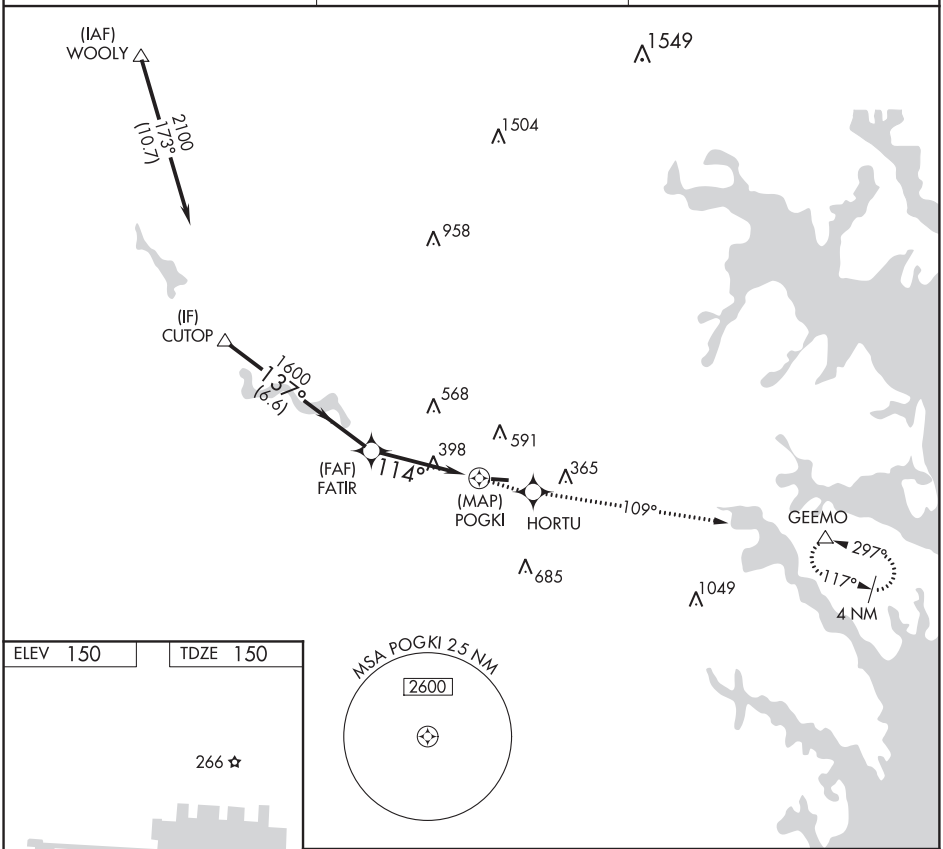
RNAV (GPS) RWY 10
TIPTON (FME)

NA

DME/DME RNP-0.3 NA. Night landing: Rwy 10 NA. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 20 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2200 direct HORTU and via 109° track to GEEMO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L



ELEV 150 TDZE 150

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 51).

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

CATEGORY	A	B	C	D
LNAV MDA	800-1 650 (700-1)		NA	
CIRCLING	840-1 690 (700-1)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

FORT MEADE (ODENTON), MARYLAND AL-5225 (FAA) 17173

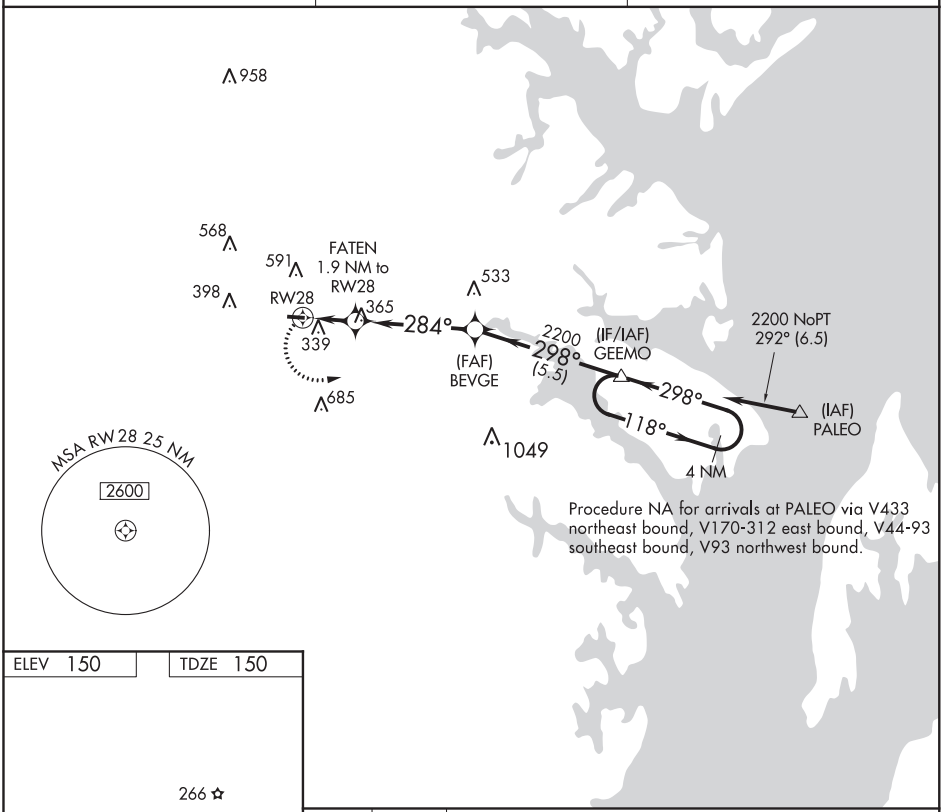
RNAV (GPS) RWY 28
TIPTON (FME)

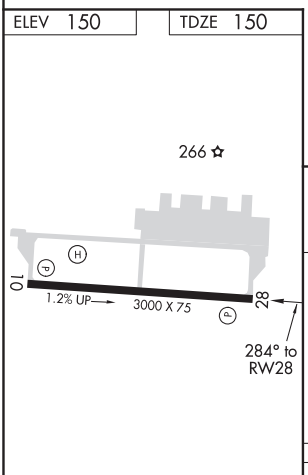
APP CRS	Rwy ldg	3000
284°	TDZE	150
	Apt Elev	150

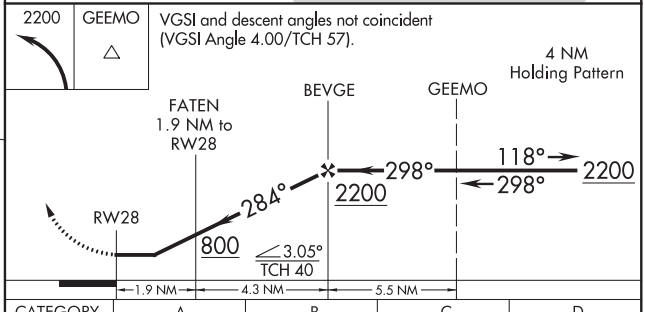
DME/DME RNP-0.3 NA. Night landing: Rwy 10 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore-Washington Intl Thurgood Marshall altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2200 direct GEEMO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	600-1 450 (500-1)		NA	
CIRCLING	820-1 670 (700-1)		NA	

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 86327 W09A	APP CRS 090°	Rwy ldg 4977 TDZE 35 Apt Elev 40

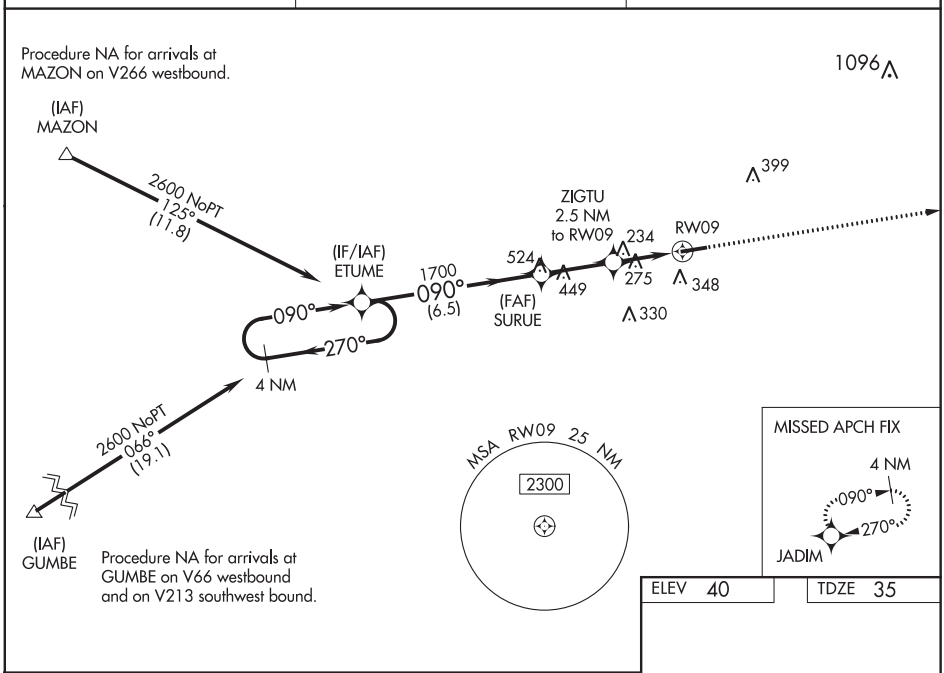
RNAV (GPS) RWY 9
FRANKLIN RGNL (FKN)

RNP APCH.

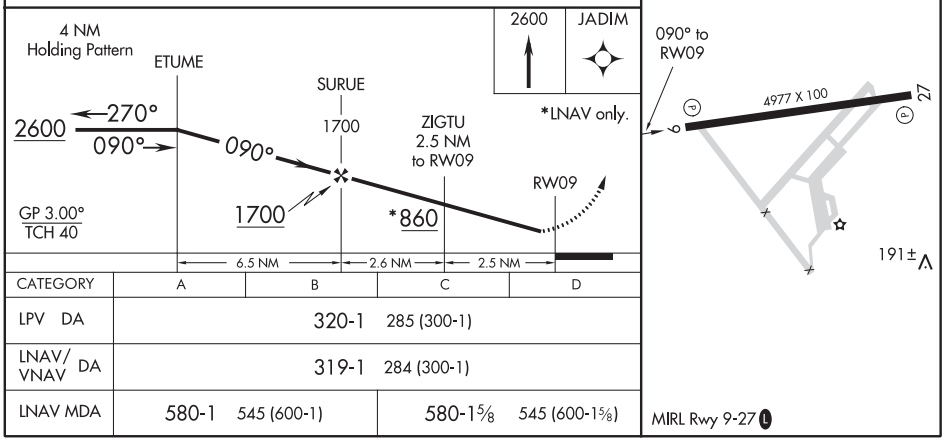
Baro-VNAV NA when using Suffolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Suffolk altimeter setting: increase LPV DA to 358 feet and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 357 feet and visibility all Cats ⅛ SM; increase all MDA 40 feet and LNAV Cats C/D visibility ⅛ SM. Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct JADIM and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
124.675	127.9 269.425	122.8 (CTAF) L



ELEV 40 TDZE 35



CATEGORY	A	B	C	D
LPV DA	320-1 285 (300-1)			
LNAV/VNAV DA	319-1 284 (300-1)			
LNAV MDA	580-1 545 (600-1)		580-1⅝ 545 (600-1⅝)	

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

FRANKLIN, VIRGINIA | AL-5025 (FAA) | 20142

WAAS CH 90227 W27A	APP CRS 270°	Rwy ldg 4977 TDZE 40 Apt Elev 40

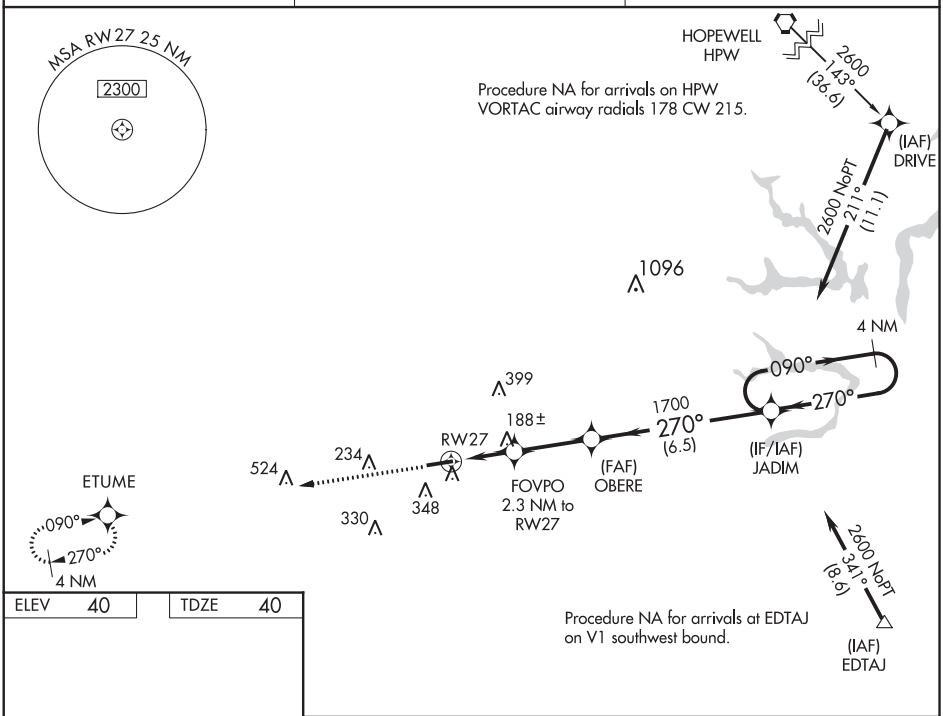
RNAV (GPS) RWY 27
FRANKLIN RGNL (FKN)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Baro-VNAV and VDP NA when using Suffolk altimeter setting. When local altimeter setting not received, use Suffolk altimeter setting: increase LPV DA to 404 feet and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 392 feet and visibility all Cats ¼ SM; increase all MDA 40 feet and LNAV Cats C/D visibility ⅛ SM. Rwy 27 helicopter visibility reduction below ¾ SM NA.

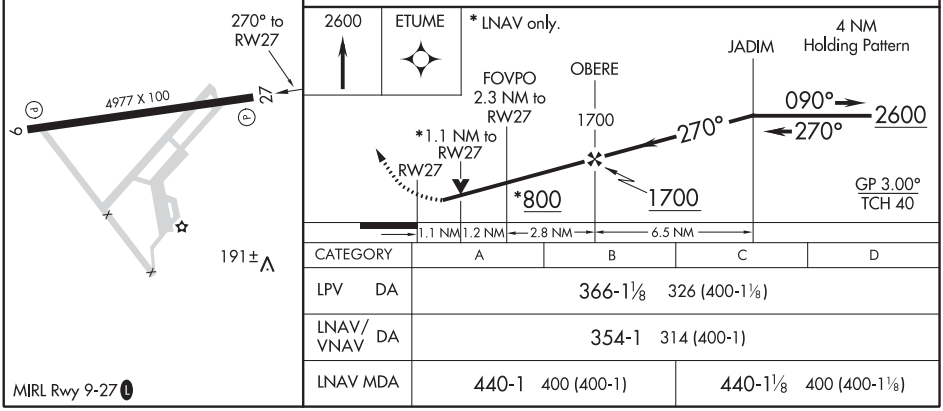
MISSED APPROACH: Climb to 2600 direct ETUME and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
124.675	127.9 269.425	122.8 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 40	TDZE 40



CATEGORY	A	B	C	D
LPV DA	366-1⅛ 326 (400-1⅛)			
LNAV/VNAV DA	354-1 314 (400-1)			
LNAV MDA	440-1 400 (400-1)		440-1⅛ 400 (400-1⅛)	

MIRL Rwy 9-27 L

ILS or LOC RWY 23

FREDERICK MUNI (FDK)

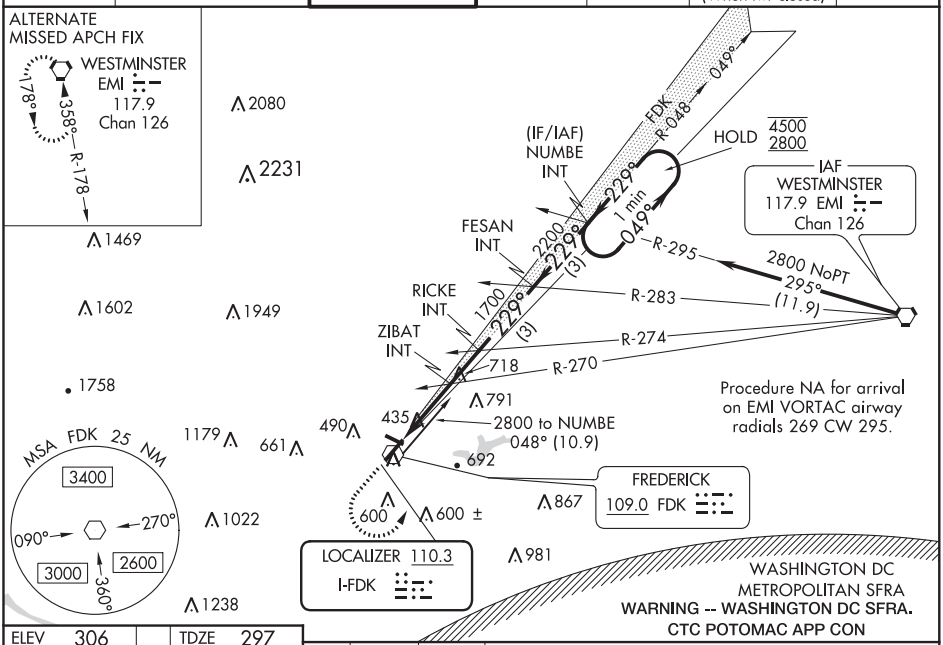
LOC I-FDK	APP CRS	Rwy ldg / TDZE / Apt Elev
110.3	229°	5219 / 297 / 306

Circling Rwy 30 NA at night. Rwy 23 helicopter visibility reduction below ¾ NA. For inop ALS, increase S-ILS 23 Cat A/B visibility to 1⅛ SM. For inop ALS, increase S-LOC 23 Cat C/D visibility to 2½ SM. ZIBAT fix minimums: Inop table does not apply to S-LOC 23 Cats C/D.

ODALS

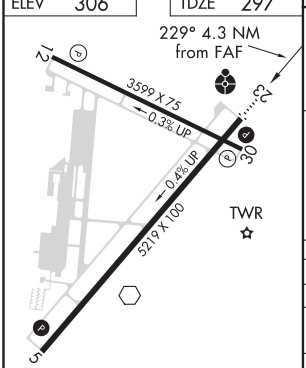
MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 on FDK VOR R-048 to NUMBE INT and hold.

ATIS	POTOMAC APP CON		FREDERICK TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.875	125.525	291.625	132.4 (CTAF) L	121.975	121.975	126.9 (When twr closed)	122.95



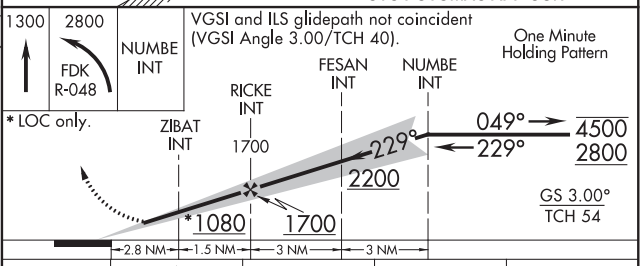
ELEV	TDZE
306	297

229° 4.3 NM from FAF



REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 23	689-1		392 (400-1)	
S-LOC 23	1080-¾ 783 (800-¾)	1080-1 783 (800-1)	1080-2 783 (800-2)	
C CIRCLING	1080-1 774 (800-1)	1080-1¼ 774 (800-1¼)	1100-2½ 794 (800-2½)	1140-2¾ 834 (900-2¾)
ZIBAT FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 23	1020-¾ 723 (800-¾)		1020-2 723 (800-2)	
C CIRCLING	1020-1 714 (800-1)		1100-2¼ 794 (800-2¼)	1140-2¾ 834 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

FREDERICK, MARYLAND | AL-5089 (FAA) | 19339

RNAV (GPS) RWY 5
FREDERICK MUNI (FDK)

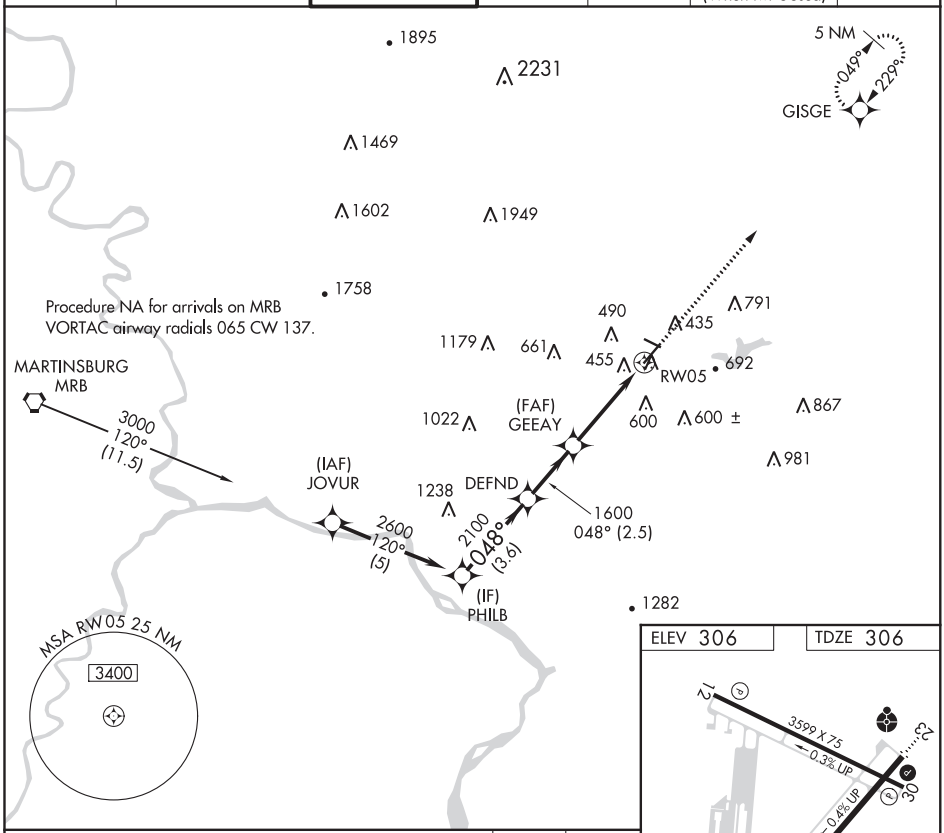
APP CRS	Rwy ldg	5219
048°	TDZE	306
	Apt Elev	306

RNP APCH.

When local altimeter setting not received, use Leesburg altimeter setting and increase all MDA 80 feet; increase LNAV Cat D visibility ¼ SM. Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct GISGE and hold.

ATIS	POTOMAC APP CON		FREDERICK TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.875	125.525	291.625	132.4 (CTAF) L	121.975	121.975	126.9 (When twr closed)	122.95



CATEGORY	A	B	C	D
LNAV MDA	780-1 474 (500-1)		780-1⅜ 474 (500-1⅜)	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	5219
229°	TDZE	296
	Apt Elev	306

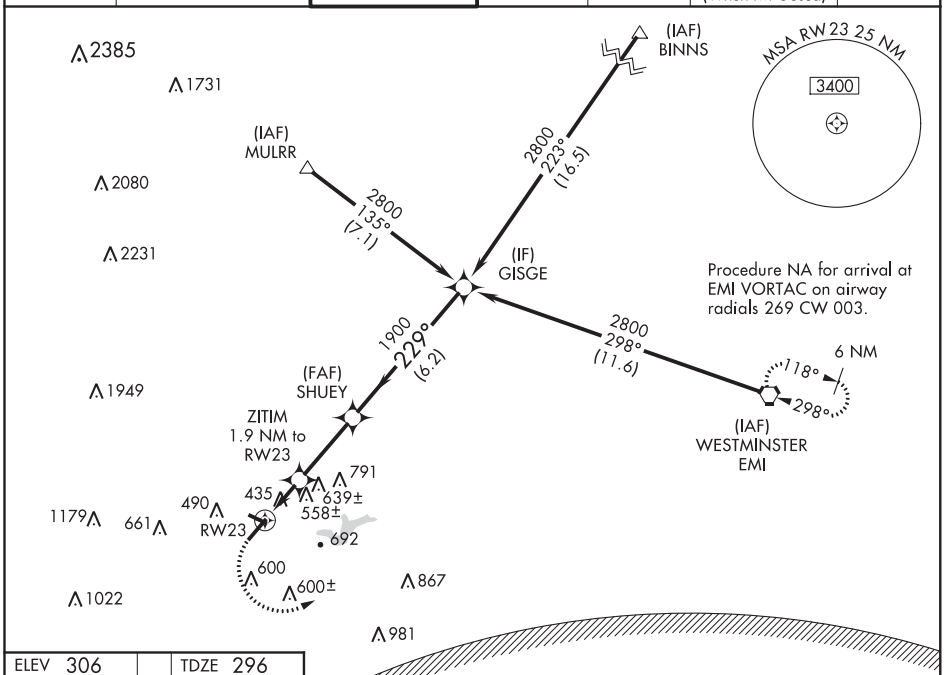
RNAV (GPS) Y RWY 23
FREDERICK MUNI (FDK)

RNP APCH.
Inop table does not apply to Cat C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 30 NA at night.

ODALS

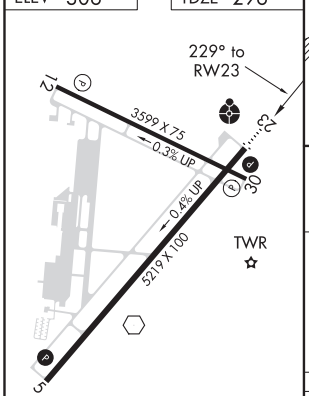
MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.

ATIS	POTOMAC APP CON		FREDERICK TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.875	125.525	291.625	132.4 (CTAF) L	121.975	121.975	126.9 (When twr closed)	122.95



NE-3, 10 SEP 2020 to 05 NOV 2020

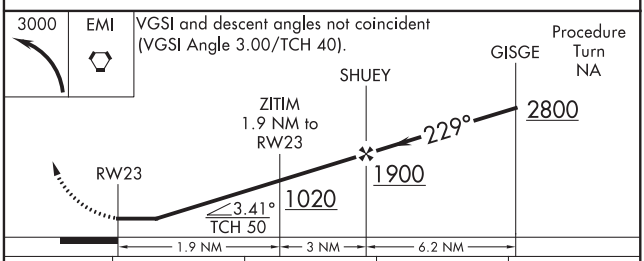
ELEV 306 TDZE 296



REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

3000 EMI

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).



CATEGORY	A	B	C	D
LNAV MDA	820-¾ 524 (600-¾)		820-1½ 524 (600-1½)	820-1¾ 524 (600-1¾)
C CIRCLING	920-1 614 (700-1)		1100-2¼ 794 (800-2¼)	1200-2¾ 894 (900-2¾)

FREDERICK, MARYLAND — AL-5089 (FAA) — 20030

WAAS CH 81802 W23A	APP CRS 229°	Rwy ldg 5219 TDZE 296 Apt Elev 306

RNAV (GPS) Z RWY 23
FREDERICK MUNI (FDK)

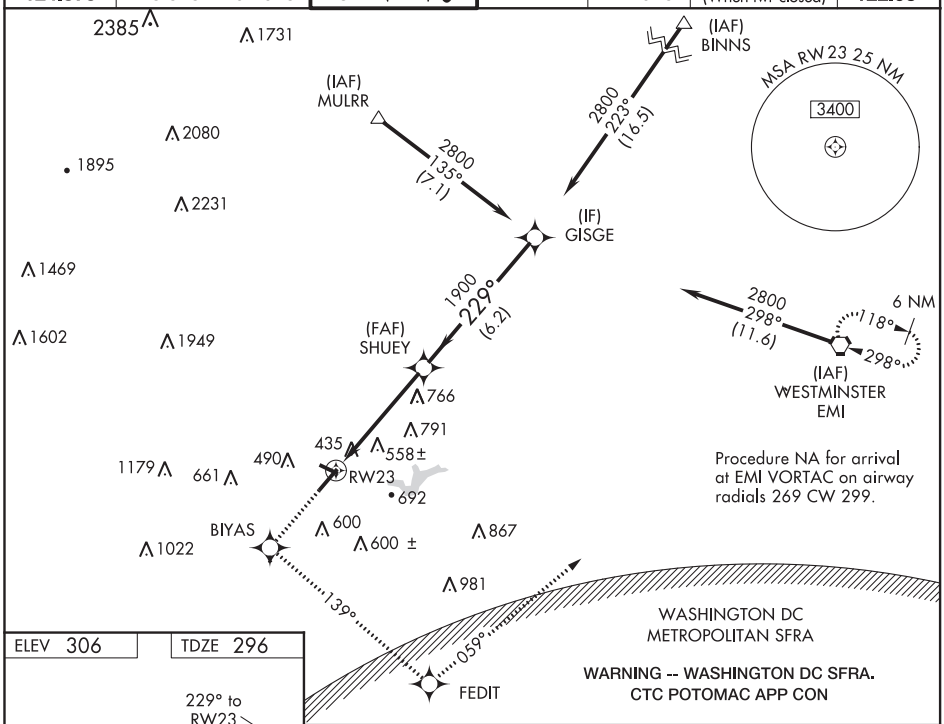
RNP APCH.

Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

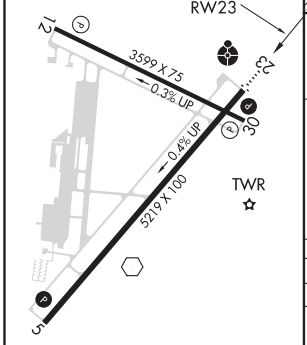
ODALS

MISSED APPROACH: Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

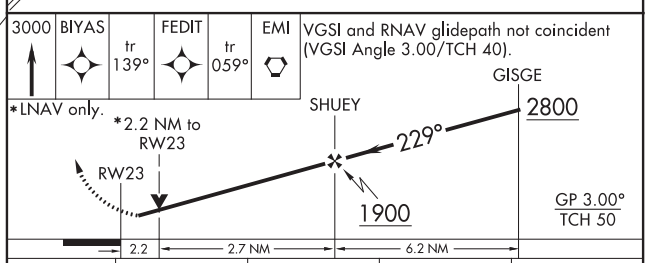
ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.875	125.525 291.625	132.4 (CTAF) L	121.975	121.975	126.9 (When twr closed)	122.95



ELEV 306 | TDZE 296



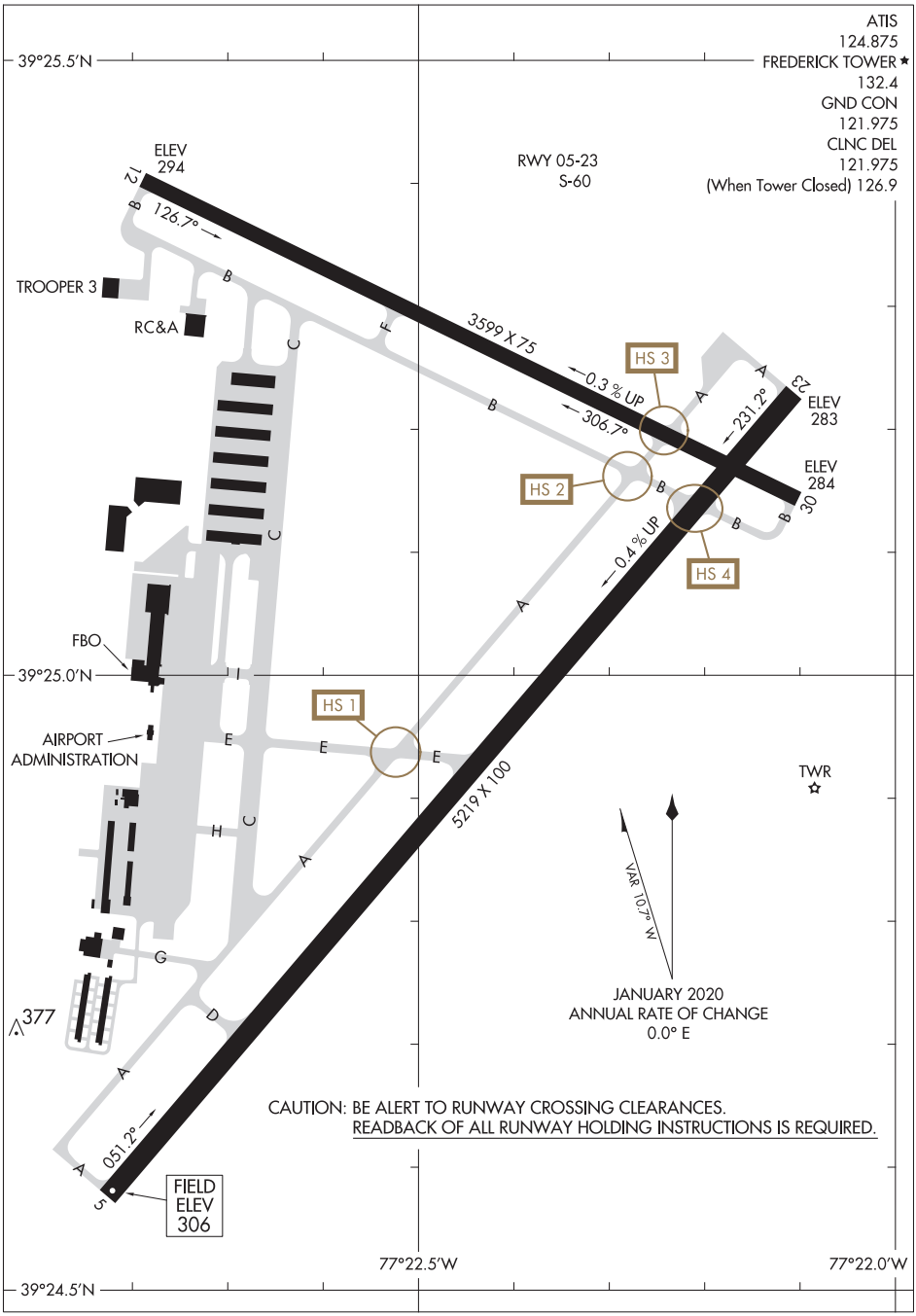
REIL Rwys 5, 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	690-1½ 394 (400-1½)			
LNAV/VNAV DA	1020-2½ 724 (800-2½)			
LNAV MDA	1020-¾ 724 (800-¾)		1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
C CIRCLING	1020-1 714 (800-1)		1100-2¼ 794 (800-2¼)	1200-2¾ 894 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020


ATIS
124.875
FREDERICK TOWER ★
132.4
GND CON
121.975
CLNC DEL
121.975
(When Tower Closed) 126.9
39°25.5'N
39°25.0'N
39°24.5'N
77°22.5'W
77°22.0'W
ELEV
294
12
126.7°
RWY 05-23
S-60
TROOPER 3
RC&A
3599 X 75
0.3 % UP
306.7°
231.2°
23
ELEV
283
ELEV
284
30
HS 3
HS 2
HS 4
HS 1
0.4 % UP
5219 X 100
FBO
AIRPORT
ADMINISTRATION
TWR
VAR 10.7° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E
377
051.2°
5
FIELD
ELEV
306
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

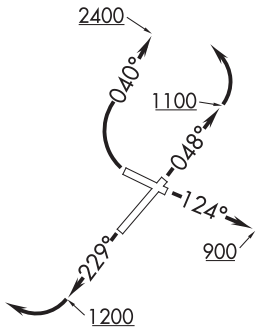
(CONLE3.CONLE) 18312 AL-5089 (FAA)

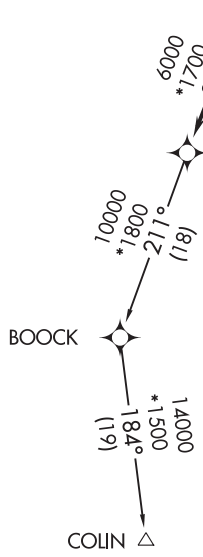
CONLE THREE DEPARTURE (RNAV)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

TOP ALTITUDE: ASSIGNED BY ATC

ATIS
124.875
CLNC DEL
121.975
GND CON
121.975
FREDERICK TOWER★
132.4 (CTAF)
UNICOM
122.95
POTOMAC DEP CON
125.52 291.62





TAKEOFF MINIMUMS:
Rwy 5: Standard with minimum climb of 260′ per NM to 1100.
Rwy 12: 500-2¾ or standard with minimum climb of 395′ per NM to 1000.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 285′ per NM to 900.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 048° to 1100 before turning left.
TAKEOFF RWY 12: Climb heading 124° to 900 before proceeding westbound.
TAKEOFF RWY 23: Climb heading 229° to 1200 before turning right.
TAKEOFF RWY 30: Climbing right turn heading 040° to 2400 before proceeding on course.
Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on COLIN transition. Expect filed altitude within 10 minutes after departure.

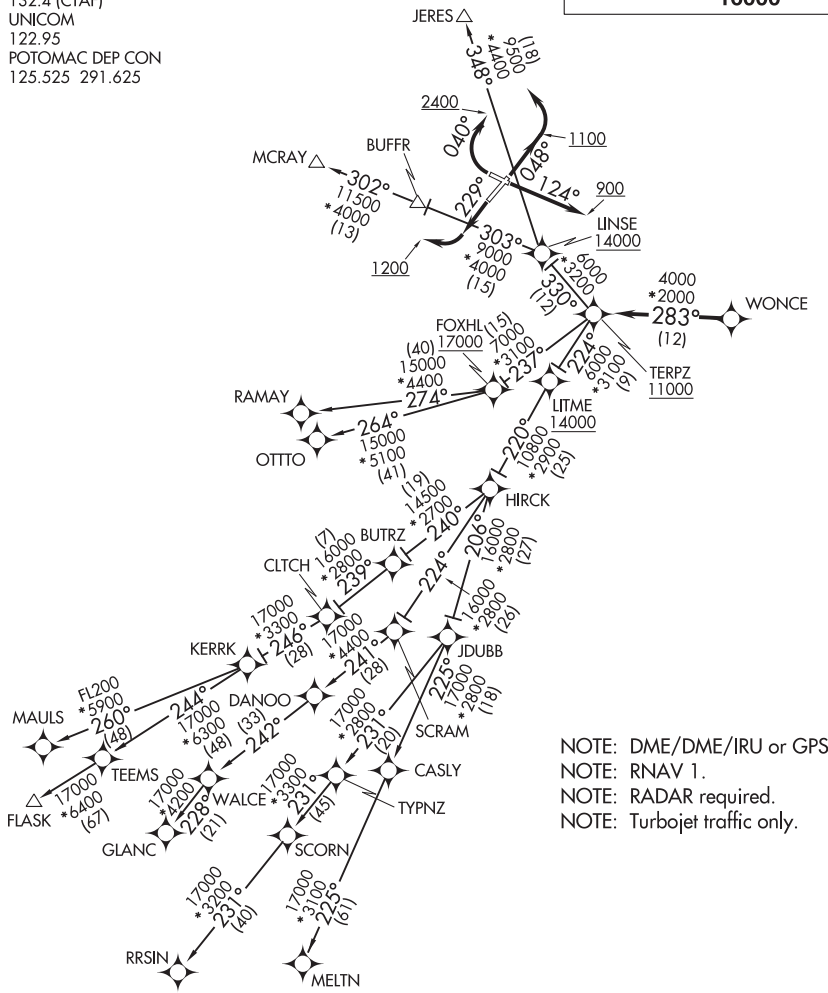
COLIN TRANSITION (CONLE3.COLIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

TERPZ SEVEN DEPARTURE (RNAV)

ATIS
124.875
CLNC DEL
121.975
GND CON
121.975
FREDERICK TOWER★
132.4 (CTAF)
UNICOM
122.95
POTOMAC DEP CON
125.525 291.625

TOP ALTITUDE:
RAMAY, OTTTO, MAULS, FLASK, RRSIN, GLANC, MELTN TRANSITIONS: 17000
JERES, MCRAY TRANSITIONS: 16000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet traffic only.

TAKEOFF MINIMUMS:
Rwy 23: Standard.
Rwy 5: Standard with minimum climb of 260′ per NM to 1100.
Rwy 12: 500-2¾ or Standard with minimum climb of 395′ per NM to 1000.
Rwy 30: Standard with minimum climb of 285′ per NM to 900.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RWY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RWY 23: Climb on heading 229° to 1200 before turning right.
TAKEOFF RWY 30: Climbing right turn heading 040° to 2400 before proceeding on course.

Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to WONCE, then on track 283° to cross TERPZ at or above 11000, thence. . . .

. . . on assigned transition: Departures on JERES and MCRAY transitions maintain 16000. Departures on RAMAY, OTTTO, MAULS, FLASK, MELTN, RRSIN, GLANC transitions maintain 17000, expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (TERPZ7.FLASK)
GLANC TRANSITION (TERPZ7.GLANC)
JERES TRANSITION (TERPZ7.JERES)
MAULS TRANSITION (TERPZ7.MAULS)
MCRAY TRANSITION (TERPZ7.MCRAY)
MELTN TRANSITION (TERPZ7.MELTN)
OTTTO TRANSITION (TERPZ7.OTTTO)
RAMAY TRANSITION (TERPZ7.RAMAY)
RRSIN TRANSITION (TERPZ7.RRSIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	2964
235°	TDZE	85
	Apt Elev	85

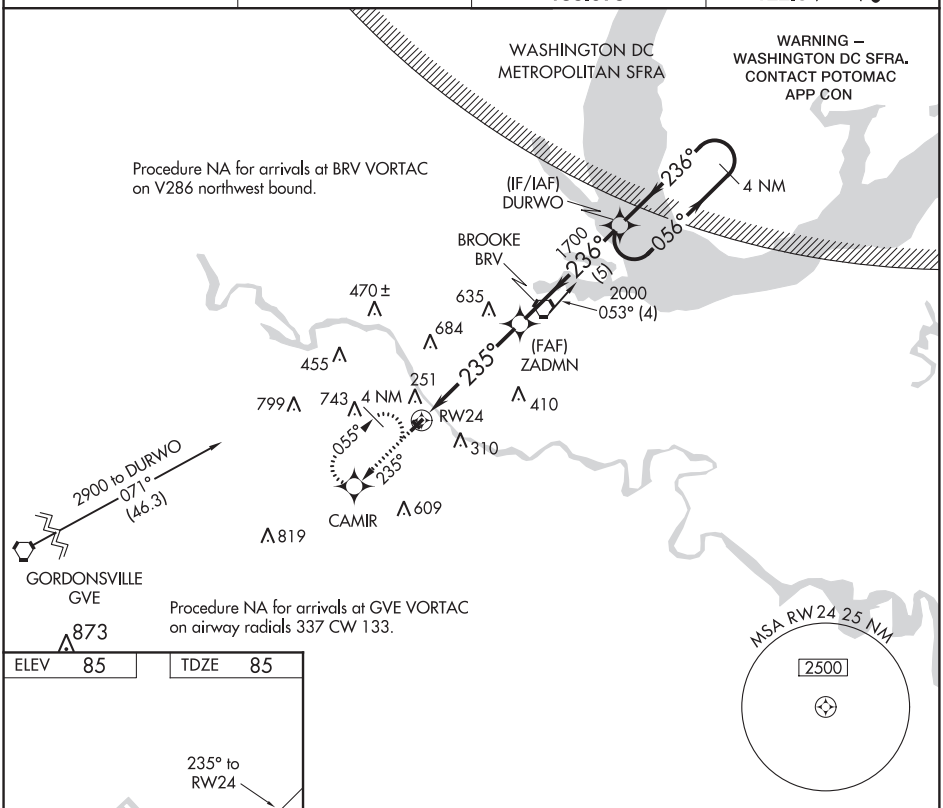
RNAV (GPS) RWY 24
SHANNON (EZF)

RNP APCH.

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Stafford altimeter setting and increase all MDA 40 feet. Procedure NA at night. Circling NA to Rwy 15-33.

MISSED APPROACH: Climb to 2000 direct CAMIR and hold.

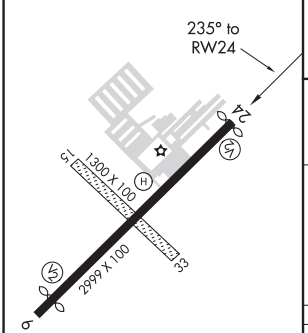
AWOS-3	QUANTICO APP CON	GCO	UNICOM
128.125	127.05 290.375	135.075	122.8 (CTAF) L



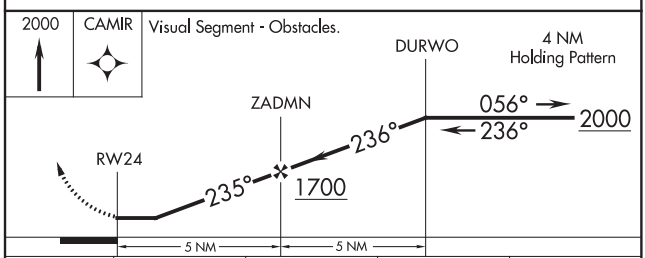
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV	85	TDZE	85



MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	1100-3 1015 (1100-3)			NA
CIRCLING	1100-3 1015 (1100-3)			NA

FREDERICKSBURG, VIRGINIA | AL-5172 (FAA) | 20254

NDB RWY 24
SHANNON (EZF)

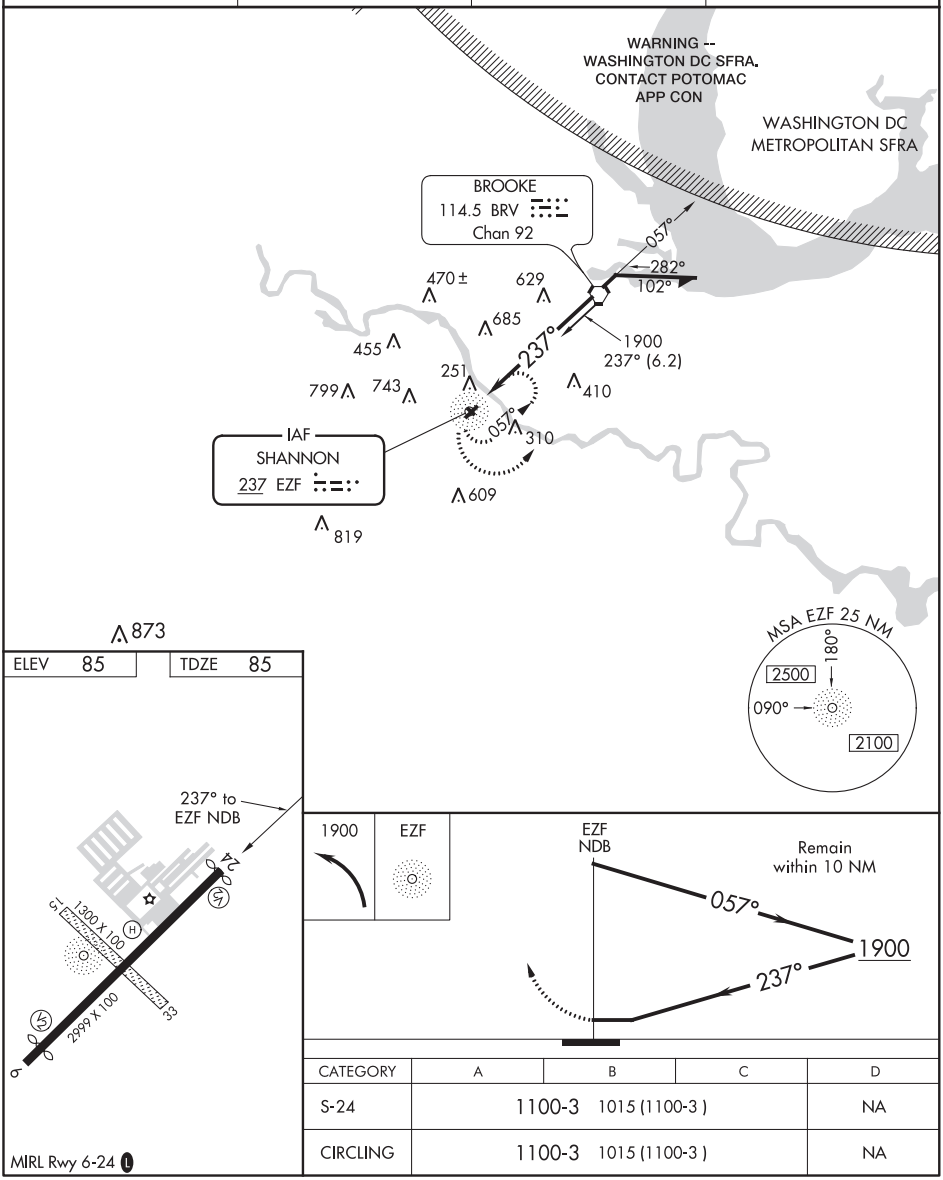
NDB EZF	APP CRS	Rwy ldg	2964
237	237°	TDZE	85
		Apt Elev	85

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Stafford altimeter setting and increase all MDA 40 feet. Procedure NA at night. Circling NA to Rwy 15-33.

NA

MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.

AWOS-3	QUANTICO APP CON	GCO	UNICOM
128.125	127.05 290.375	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1100-3	1015 (1100-3)		NA
CIRCLING	1100-3	1015 (1100-3)		NA

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	2289
059°	TDZE	118
	Apt Elev	118

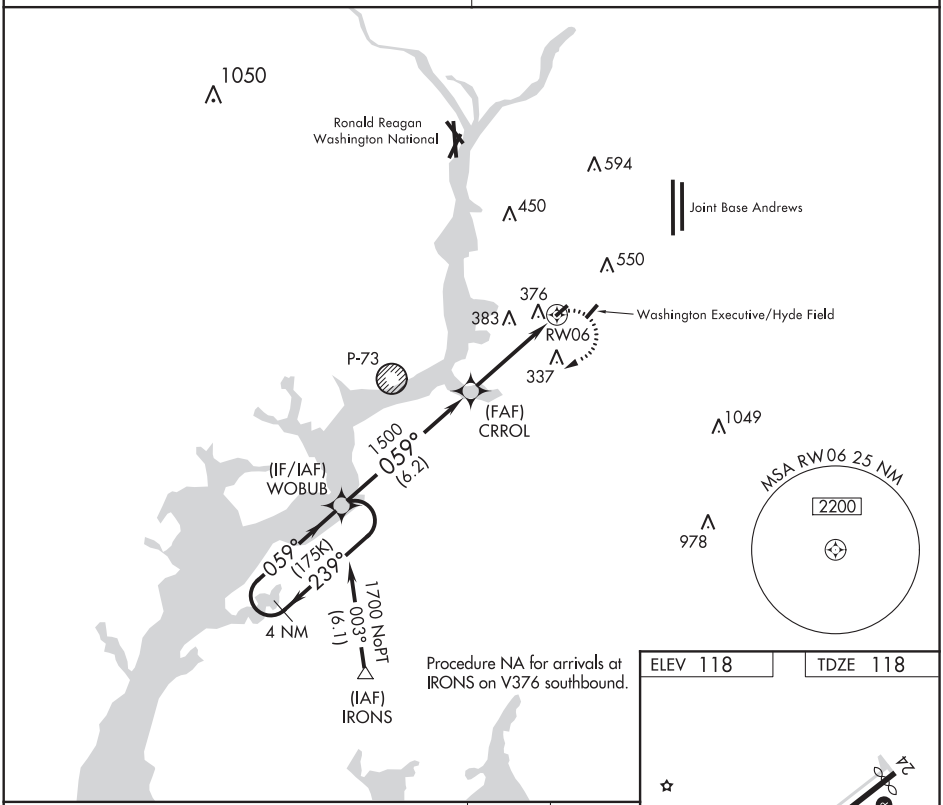
RNAV (GPS) RWY 6
POTOMAC AIRFIELD (VKX)

T NA

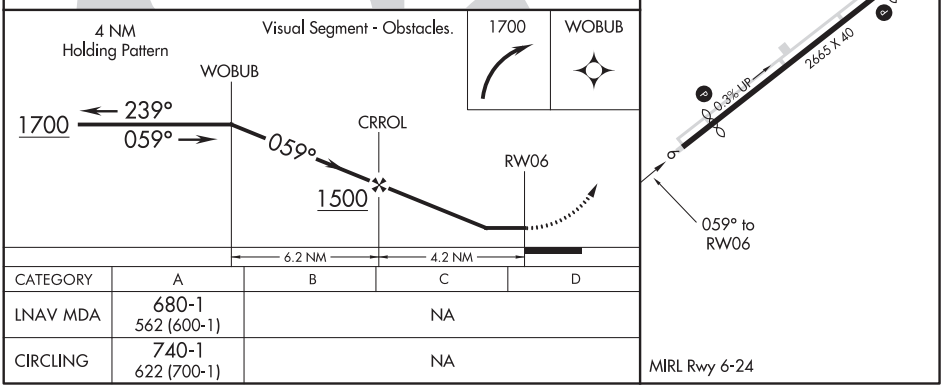
Circling NA SE of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Joint Base Andrews altimeter setting and increase all MDAs 40 feet. Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.

POTOMAC APP CON	UNICOM
124.7 338.2	122.8 (CTAF) L



ELEV 118	TDZE 118



CATEGORY	A	B	C	D
LNAV MDA	680-1 562 (600-1)	NA		
CIRCLING	740-1 622 (700-1)	NA		

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

FRONT ROYAL, VIRGINIA | AL-10327 (FAA) | 20254

APP CRS	Rwy ldg	N/A
260°	TDZE	N/A
	Apt Elev	704

RNAV (GPS) -A

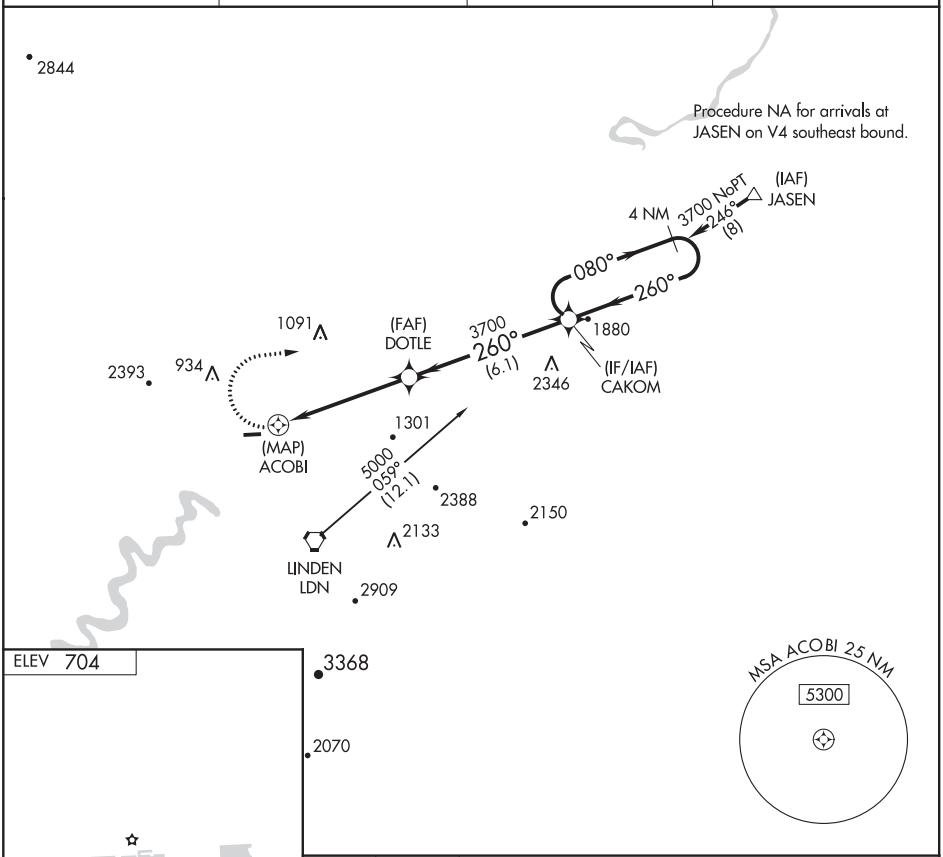
FRONT ROYAL-WARREN COUNTY (FRR)

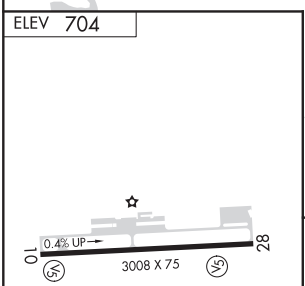
RNP APCH.

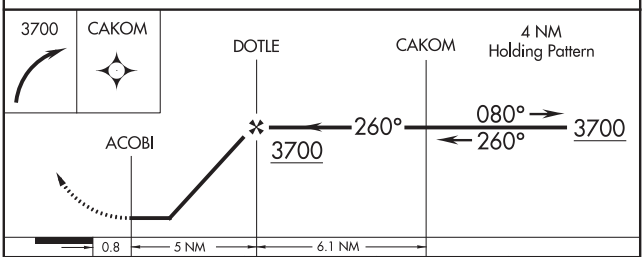
Procedure NA at night. When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.

AWOS-3	OKV AWOS-3	POTOMAC APP CON	UNICOM
121.85	124.85	120.45	123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1116 (1200-1¼)	1820-1½ 1116 (1200-1½)	NA	

MIRL Rwy 10-28 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VORTAC LDN 114.3 Chan 90	APP CRS 335°	Rwy ldg N/A TDZE N/A Apt Elev 704

VOR-B

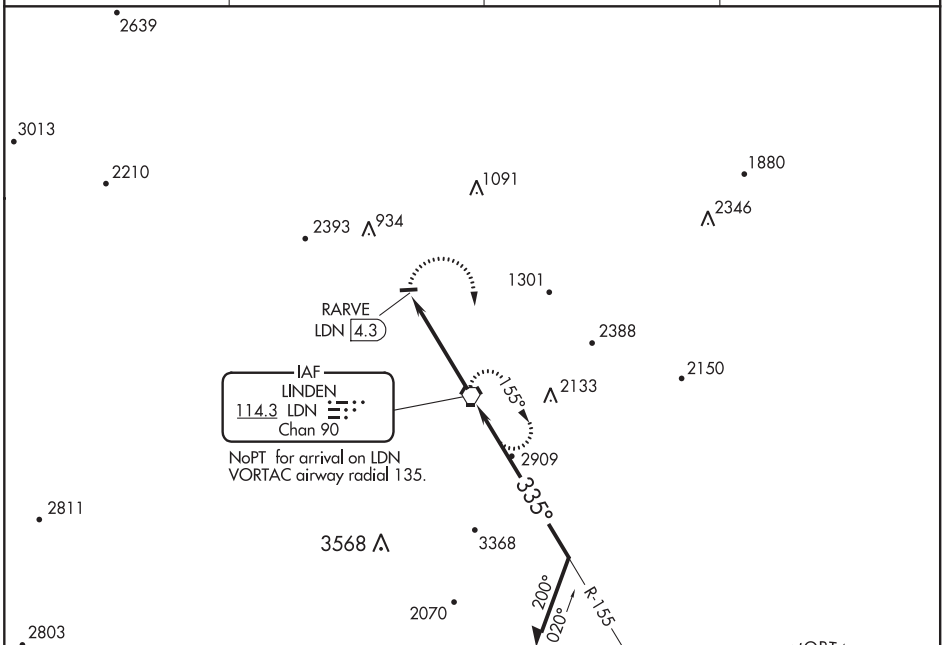
FRONT ROYAL-WARREN COUNTY (FRR)

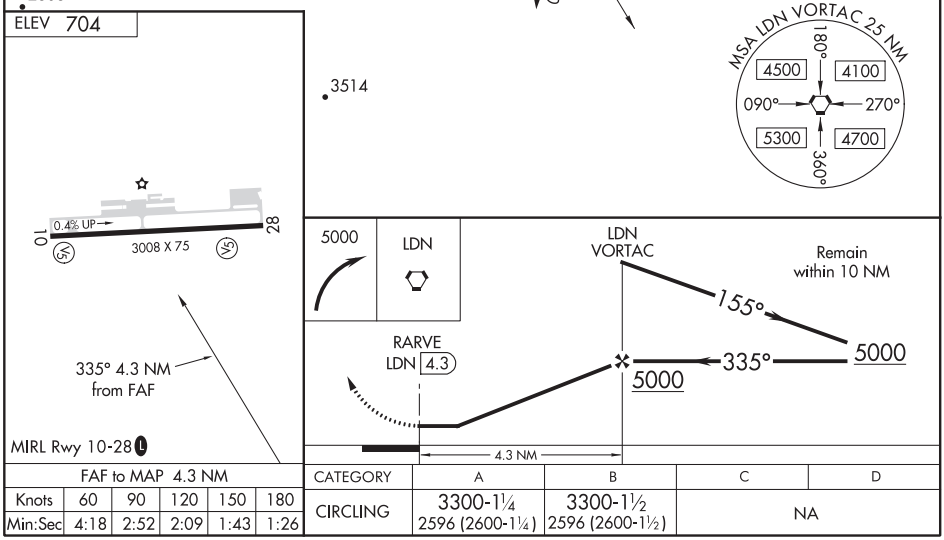
NA

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 5000 direct LDN VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	OKV AWOS-3	POTOMAC APP CON	UNICOM
121.85	124.85	120.45	123.0 (CTAF) L





FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

CATEGORY	A	B	C	D
CIRCLING	3300-1¼ 2596 (2600-1¼)	3300-1½ 2596 (2600-1½)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

GAITHERSBURG, MARYLAND AL-5212 (FAA) 19199

WAAS CH 77502 W14A	APP CRS 136°	Rwy ldg 4202 TDZE 520 Apt Elev 539

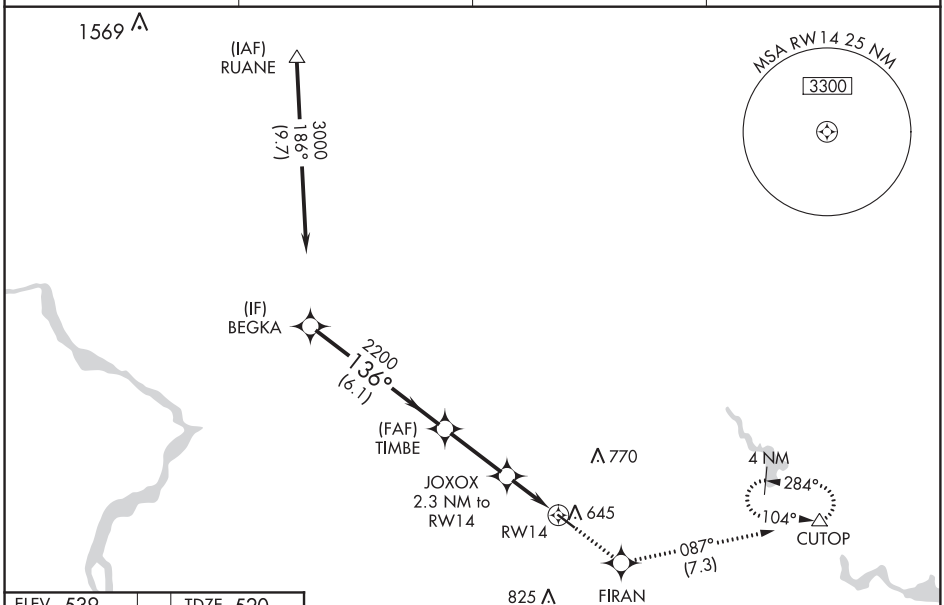
RNAV (GPS) RWY 14
MONTGOMERY COUNTY AIRPARK (GAI)

RNP APCH.

Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 36°C. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DA/MDAs 80 feet and all visibilities ¼ mile. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct FIRAN and on track 087° to CUTOP and hold.

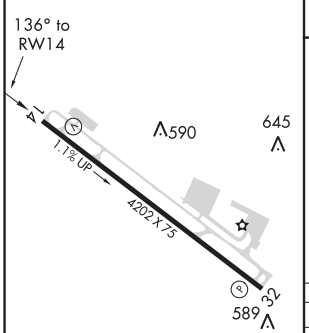
AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 307.9	121.6	123.075 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

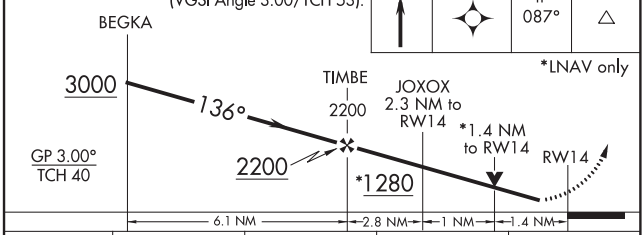
ELEV 539 | TDZE 520



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 53).

2100	FIRAN	tr 087°	CUTOP



*LNAV only

CATEGORY	A	B	C	D
LPV DA	789-1 269 (300-1)			
LNAV/VNAV DA	919-1½ 399 (400-1½)			
LNAV MDA	980-1 460 (500-1)		980-1⅜ 460 (500-1⅜)	980-1½ 460 (500-1½)

APP CRS	Rwy ldg	N/A
220°	TDZE	N/A
	Apt Elev	539

RNAV (GPS)-A

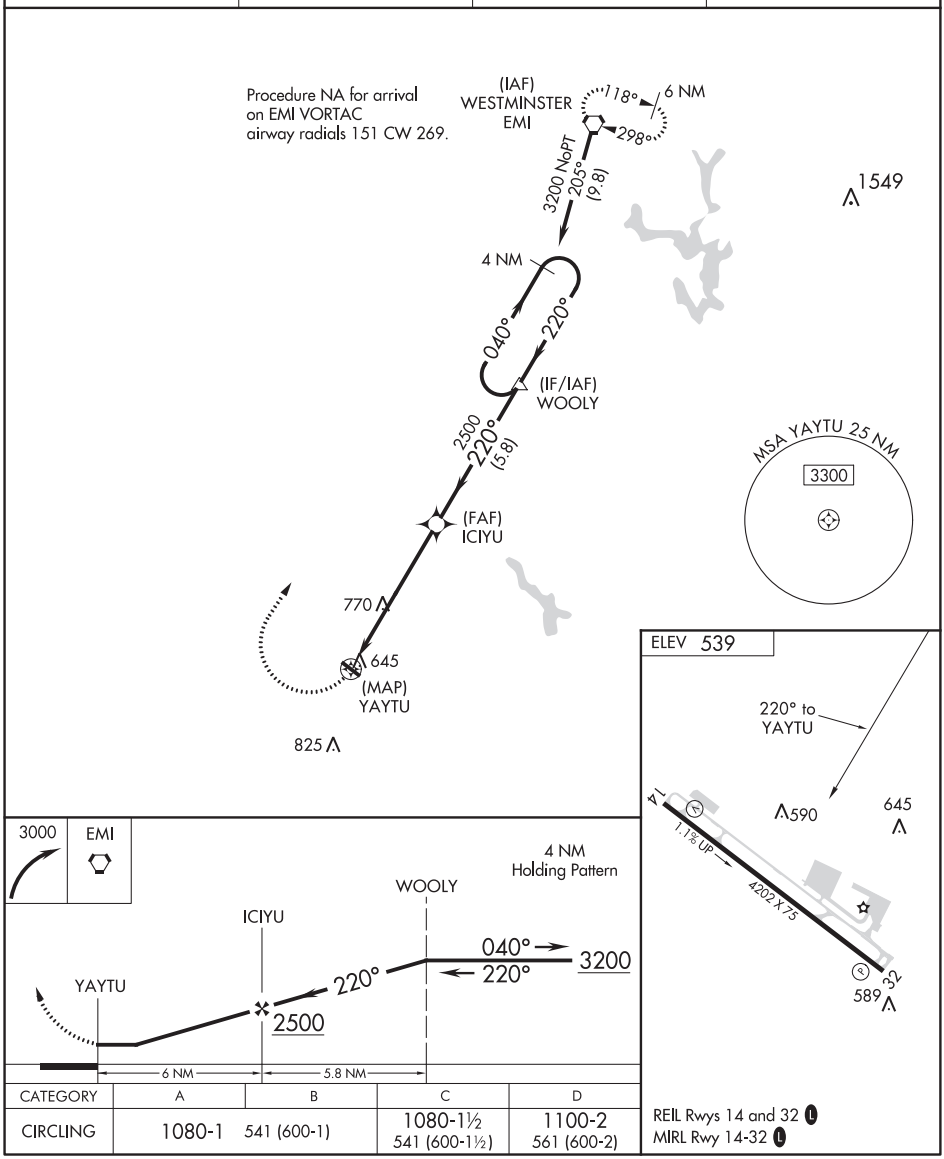
MONTGOMERY COUNTY AIRPARK (GAI)

RNP APCH.

When local altimeter setting is not received use Washington Dulles Intl altimeter setting and increase all MDA 80 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct EMI VORTAC and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 307.9	121.6	123.075 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1080-1 541 (600-1)		1080-1½ 541 (600-1½)	1100-2 561 (600-2)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

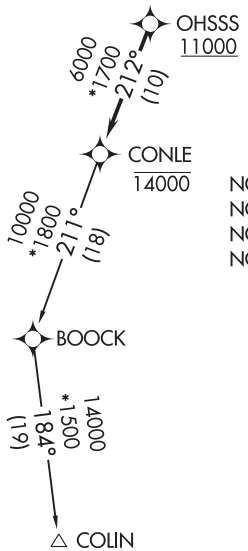
(CONLE3.CONLE) 18312 AL-5212 (FAA)

CONLE THREE DEPARTURE (RNAV)

MONTGOMERY COUNTY AIRPARK (GAI)
GAITHERSBURG, MARYLAND

AWOS-3
128.275
CLNC DEL
121.6
UNICOM
123.075 (CTAF)
POTOMAC DEP CON
128.7 307.9

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on COLIN transition. Expect filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE3.COLIN)

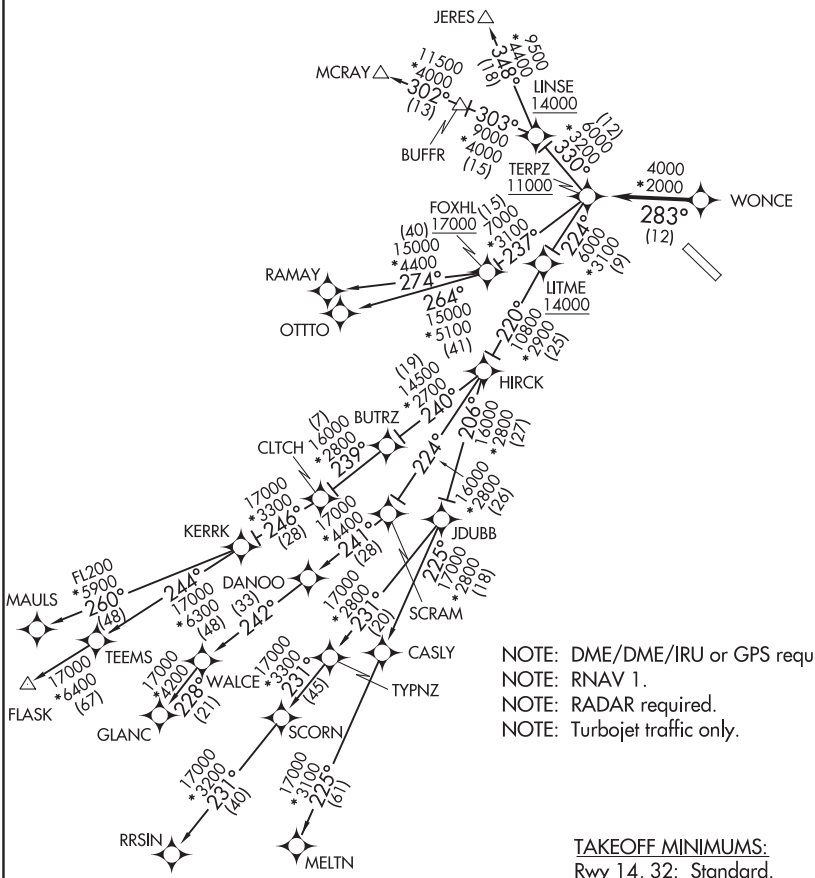
NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

TERPZ SEVEN DEPARTURE (RNAV)

MONTGOMERY COUNTY AIRPARK (GAI)
GAITHERSBURG, MARYLAND

AWOS-3PT
128.275
CLNC DEL
121.6
UNICOM
123.075 (CTAF)
POTOMAC DEP CON
128.7 307.9

TOP ALTITUDE:
RAMAY, OTTTO, MAULS, FLASK, RRSIN, GLANC, MELTN TRANSITIONS: 17000
JERES, MCRAY TRANSITIONS: 16000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet traffic only.

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to WONCE, then on track 283° to cross TERPZ at or above 11000, thence. . . .

. . . on assigned transition: Departures on JERES and MCRAY transitions maintain 16000. Departures on RAMAY, OTTTO, MAULS, FLASK, MELTN, RRSIN, GLANC transitions maintain 17000, expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (TERPZ7.FLASK)
GLANC TRANSITION (TERPZ7.GLANC)
JERES TRANSITION (TERPZ7.JERES)
MAULS TRANSITION (TERPZ7.MAULS)
MCRAY TRANSITION (TERPZ7.MCRAY)
MELTN TRANSITION (TERPZ7.MELTN)
OTTTO TRANSITION (TERPZ7.OTTTO)
RAMAY TRANSITION (TERPZ7.RAMAY)
RRSIN TRANSITION (TERPZ7.RRSIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

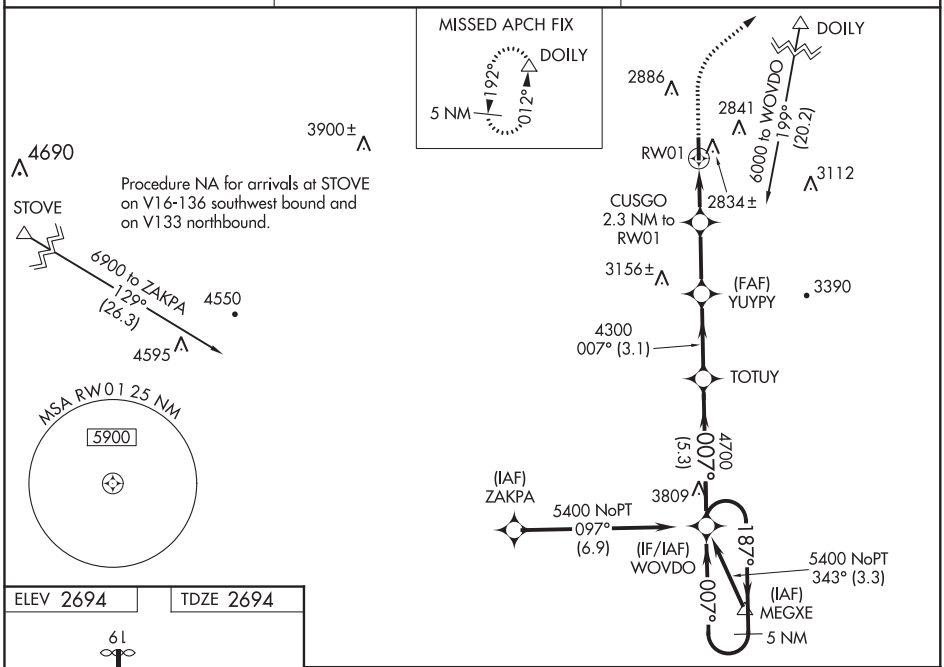
WAAS CH 69527 W01A	APP CRS 007°	Rwy ldg 4204 TDZE 2694 Apt Elev 2694

RNAV (GPS) RWY 1
TWIN COUNTY (HLX)

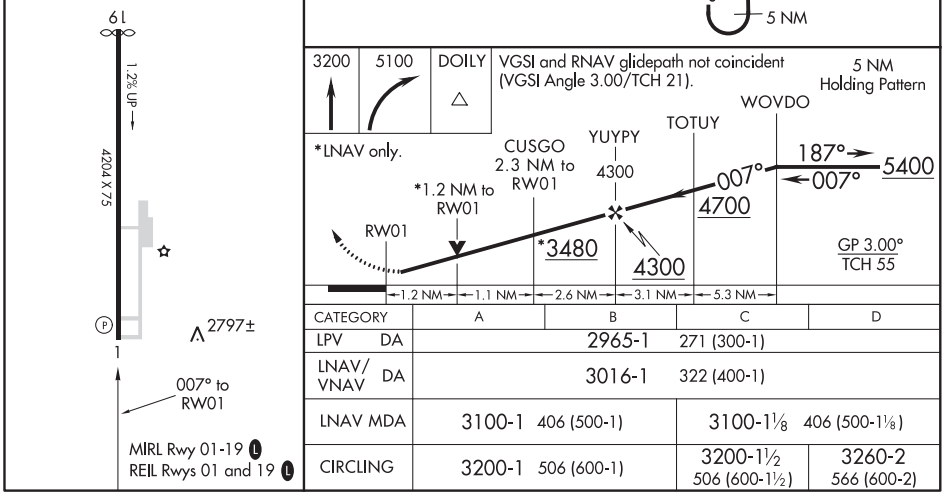
Baro-VNAV NA when using Dublin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting and increase all DA 137 feet and all MDA 140 feet, increase LPV all Cats visibility, LNAV/VNAV all Cats visibility and LNAV Cats C/D visibility ½ mile, and increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 then climbing right turn to 5100 direct DOILY and hold, continue climb-in-hold to 5100.

AWOS-3	ROANOKE APP CON	UNICOM
118.375	126.0 339.8	122.8 (CTAF) L



ELEV 2694	TDZE 2694



MIRL Rwy 01-19 L
REIL Rwys 01 and 19 L

CATEGORY	A	B	C	D
LPV DA	2965-1 271 (300-1)			
LNAV/VNAV DA	3016-1 322 (400-1)			
LNAV MDA	3100-1 406 (500-1)		3100-1⅛ 406 (500-1⅛)	
CIRCLING	3200-1 506 (600-1)		3200-1½ 506 (600-1½)	3260-2 566 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

GALAX-HILLSVILLE, VIRGINIA AL-5631 (FAA) 20030

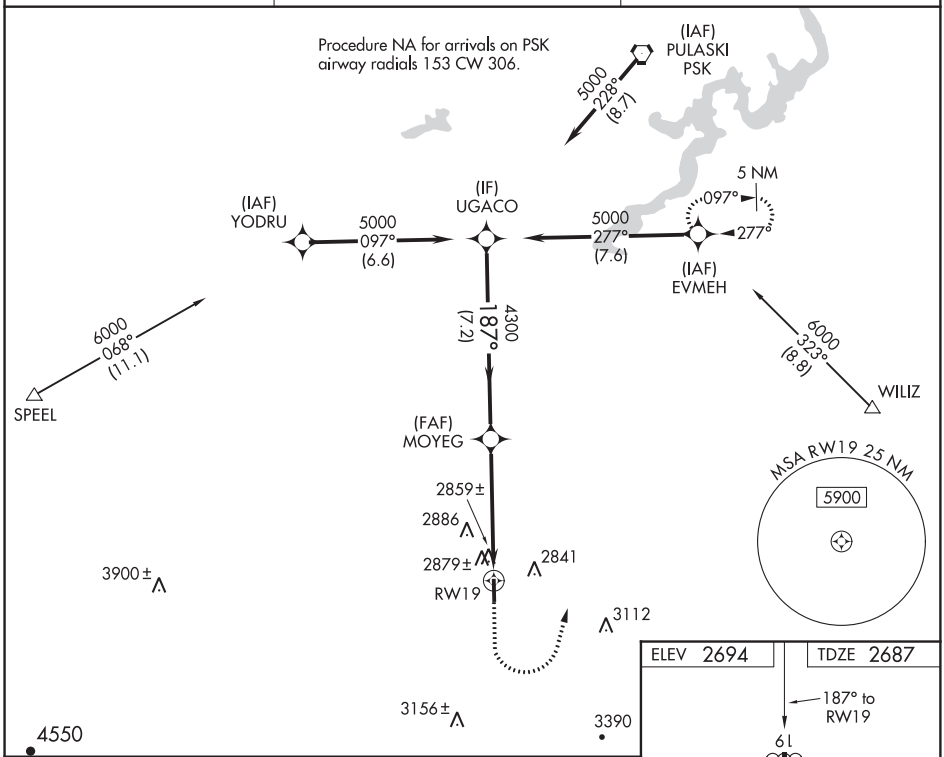
WAAS CH 58027 W19A	APP CRS 187°	Rwy ldg 4154 TDZE 2687 Apt Elev 2694

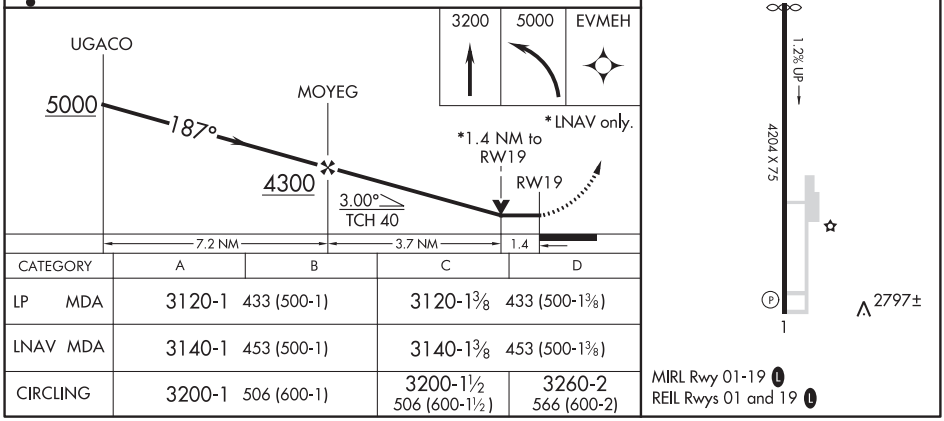
RNAV (GPS) RWY 19
TWIN COUNTY (HLX)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA with Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting and increase all MDA 140 feet, increase LP Cats C/D visibility and LNAV Cats C/D visibility ⅜ mile, increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct EVMEH and hold.

AWOS-3	ROANOKE APP CON	UNICOM
118.375	126.0 339.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	3120-1 433 (500-1)		3120-1⅜ 433 (500-1⅜)	
LNAV MDA	3140-1 453 (500-1)		3140-1⅜ 453 (500-1⅜)	
CIRCLING	3200-1 506 (600-1)		3200-1½ 506 (600-1½)	3260-2 566 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

GALAX-HILLSVILLE, VIRGINIA
Amdt 1A 18SEP14

36°46′N-80°49′W

TWIN COUNTY (HLX)
RNAV (GPS) RWY 19

WAAS CH 65621 W04A	APP CRS 045°	Rwy ldg 5130 TDZE 51 Apt Elev 53

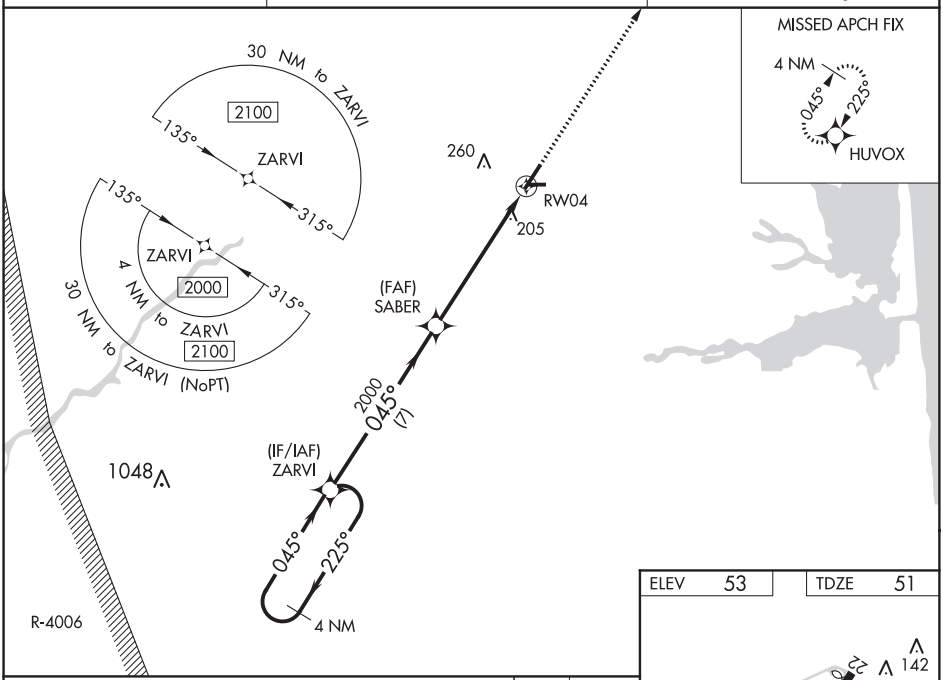
RNAV (GPS) RWY 4
DELAWARE COASTAL (GED)

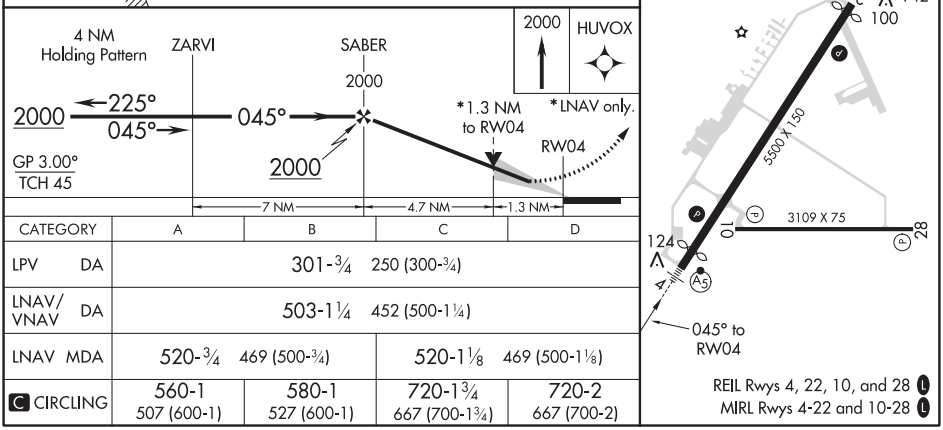
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting and increase LPV DA to 353 feet, LNAV/VNAV DA to 555 feet, increase all MDA 60 feet. Increase LNAV/VNAV all Cats visibility to 1½ mile, LNAV Cats C/D visibility to 1¼ mile and increase Circling Cat C visibility to 2 miles and Cat D visibility to 2¼ miles. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Salisbury altimeter setting. For inoperative MALS increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. For inoperative MALS when using Salisbury altimeter increase LPV visibility all Cats, LNAV/VNAV and LNAV Cat D ¼ mile. Night Landing: Rwy 10, 28 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct HUVOX and hold.

ASOS	DOVER APP CON	UNICOM
118.375	132.425 257.875	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	301-¾ 250 (300-¾)			
LNAV/VNAV DA	503-1¼ 452 (500-1¼)			
LNAV MDA	520-¾ 469 (500-¾)		520-1⅛ 469 (500-1⅛)	
C CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	720-1¾ 667 (700-1¾)	720-2 667 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

GEORGETOWN, DELAWARE AL-935 (FAA) 20254

RNAV (GPS) RWY 22
DELAWARE COASTAL (GED)

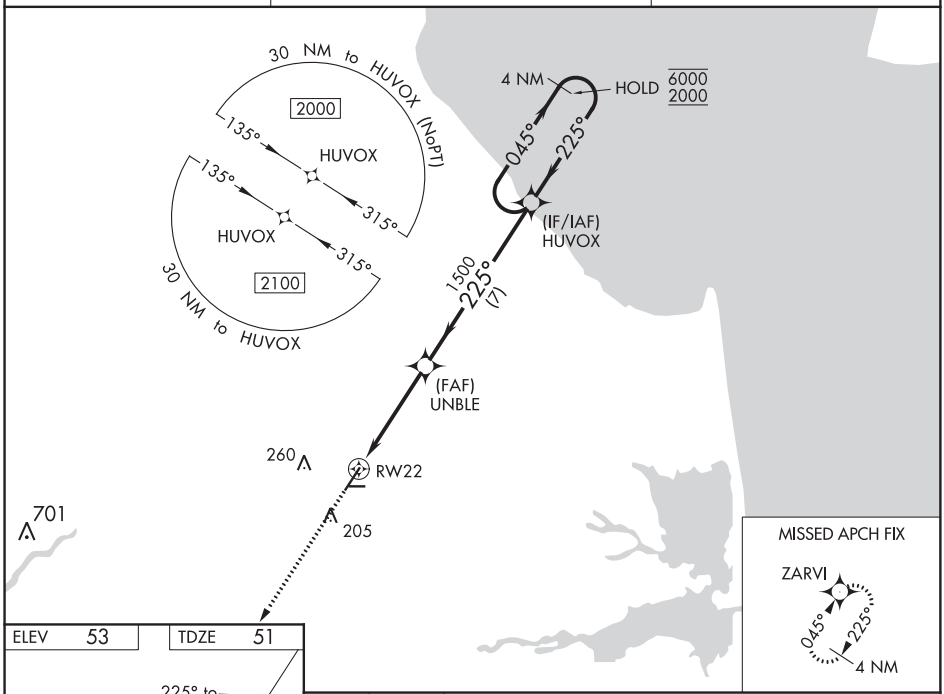
WAAS CH 60921 W22A	APP CRS 225°	Rwy ldg 5331 TDZE 51 Apt Elev 53

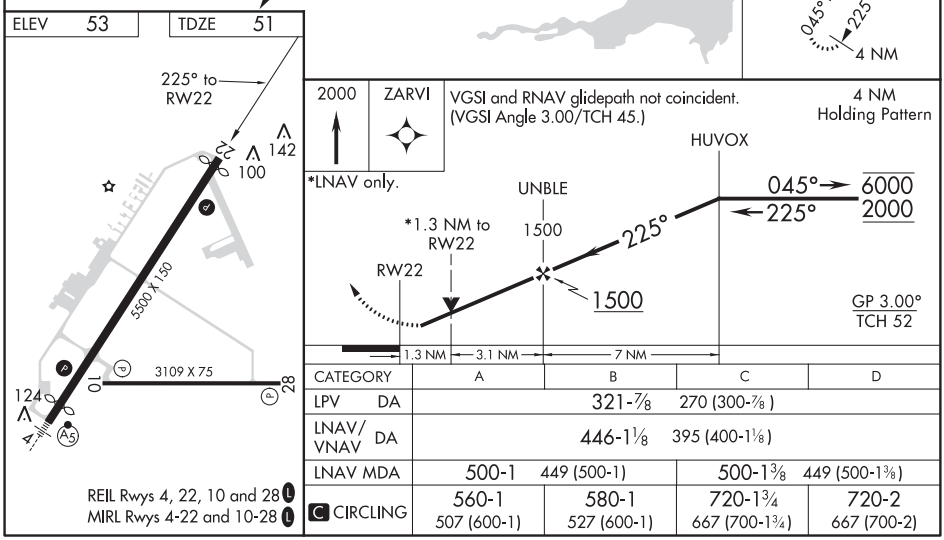
RNP APCH.

Rwy 22 helicopter visibility reduction below ¾ NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C .

MISSED APPROACH: Climb to 2000 direct ZARVI and hold.

ASOS	DOVER APP CON	UNICOM
118.375	132.425 257.875	123.0 (CTAF)





CATEGORY	A	B	C	D
LPV DA	321-⅞ 270 (300-⅞)			
LNAV/VNAV DA	446-1⅛ 395 (400-1⅛)			
LNAV MDA	500-1 449 (500-1)		500-1⅜ 449 (500-1⅜)	
C CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	720-1¾ 667 (700-1¾)	720-2 667 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VOR RWY 4
DELAWARE COASTAL (GED)

VOR/DME ATR	APP CRS	Rwy ldg 5130
112.6	053°	TDZE 51
Chan 73		Apt Elev 53

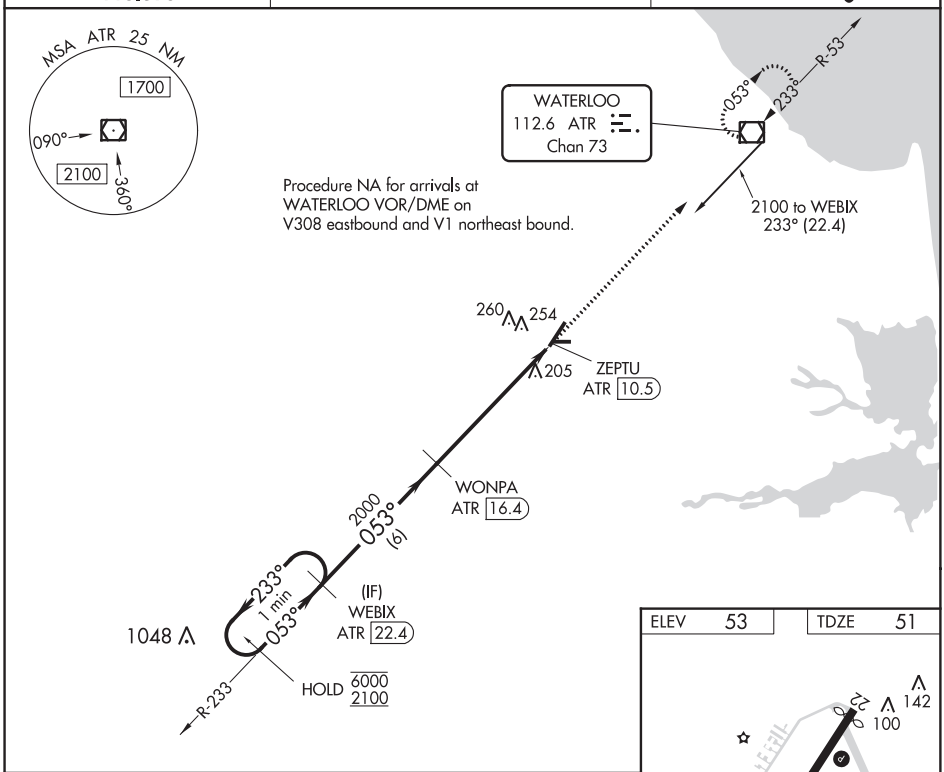
DME required.

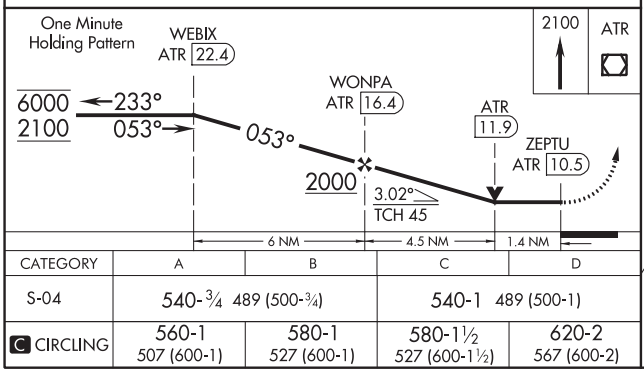
T Rwy 4 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase Cat A/B visibility to 1 SM, and Cat C/D to 1⅜ SM. When local altimeter setting not received, use Salisbury altimeter setting increase all MDA 60 feet; increase S-4 Cats C/D visibility ⅛ mile, and Cat C Circling visibility ⅜ SM. For inop ALS when using Salisbury altimeter setting, increase Cat A/B visibility to 1 SM.

MALSR A5

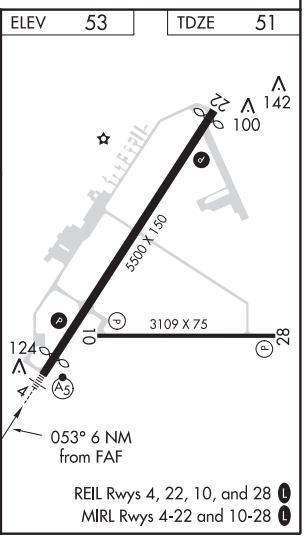
MISSED APPROACH: Climb to 2100 direct ATR VOR/DME and hold.

ASOS	DOVER APP CON	UNICOM
118.375	132.425 257.875	123.0 (CTAF) L





CATEGORY	A	B	C	D
S-04	540-¾ 489 (500-¾)		540-1 489 (500-1)	
C CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	580-1½ 527 (600-1½)	620-2 567 (600-2)



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

GEORGETOWN, DELAWARE — AL-935 (FAA) — 20254

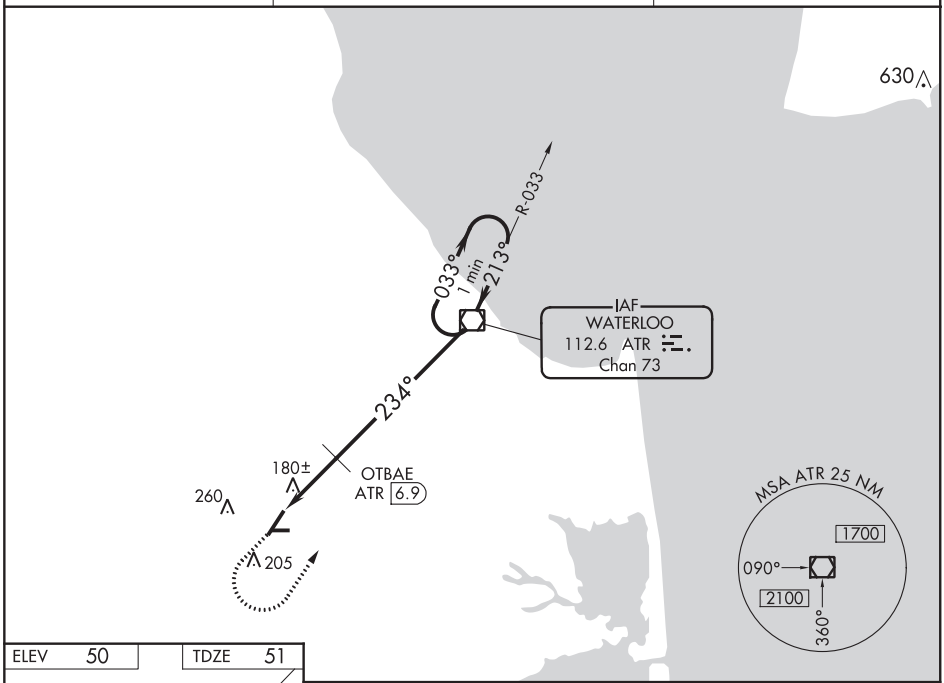
VOR RWY 22
DELAWARE COASTAL (GED)

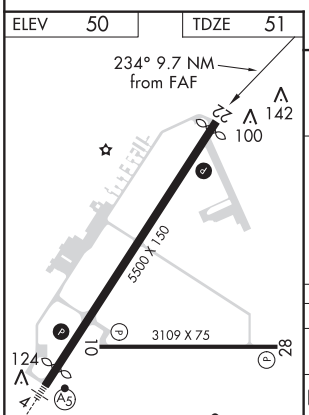
VOR/DME ATR	APP CRS	Rwy ldg 5331
112.6	234°	TDZE 51
Chan 73		Apt Elev 50

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDA 60 feet; increase S-22 and Circling Cats C/D visibility ¼ mile; OTBAE fix minimums increase S-22 and Circling Cats C/D visibility ¼ mile. Circling Rwy 10, 28 NA at night.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ATR VOR/DME and hold.

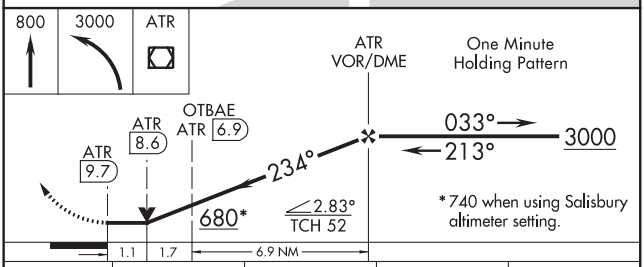
ASOS	DOVER APP CON	UNICOM
118.375	132.425 257.875	123.0 (CTAF) L





REIL Rwys 4, 22, 10 and 28 L
MIRL Rwys 4-22 and 10-28 L

FAF to MAP 9.7 NM					
Knots	60	90	120	150	180
Min:Sec	9:42	6:28	4:51	3:53	3:14



CATEGORY	A	B	C	D
S-22	680-1 629 (700-1)		680-1¾ 629 (700-1¾)	
C CIRCLING	680-1 630 (700-1)		720-1¾ 670 (700-1¾)	720-2 670 (700-2)
OTBAE FIX MINIMUMS				
S-22	440-1 389 (400-1)		440-1⅛ 389 (400-1⅛)	
C CIRCLING	560-1 510 (600-1)	580-1 530 (600-1)	720-1¾ 670 (700-1¾)	720-2 670 (700-2)

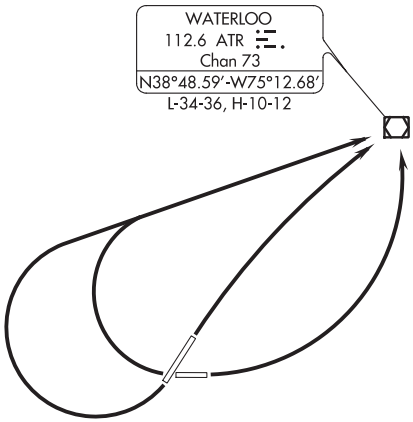
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

GEORGETOWN ONE DEPARTURE

DOVER APP CON
132.425 257.875
DOVER CLNC DEL
125.55
ASOS
118.375
UNICOM
123.0

TOP ALTITUDE: 2000



TAKEOFF MINIMUMS:
Rwys 4, 10, 28: Standard.
Rwy 22: 200-1¼ or standard with a minimum climb of 201′ per NM to 300, or alternatively with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1100′ prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turn right direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 10: Turn left direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 22: Turn right direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 28: Turn right direct ATR VOR/DME, thence . . .
. . . maintain 2000. Expect clearance to filed altitude three (3) minutes after departure.

GORDONSVILLE, VIRGINIA | AL-10643 (FAA) | 20198

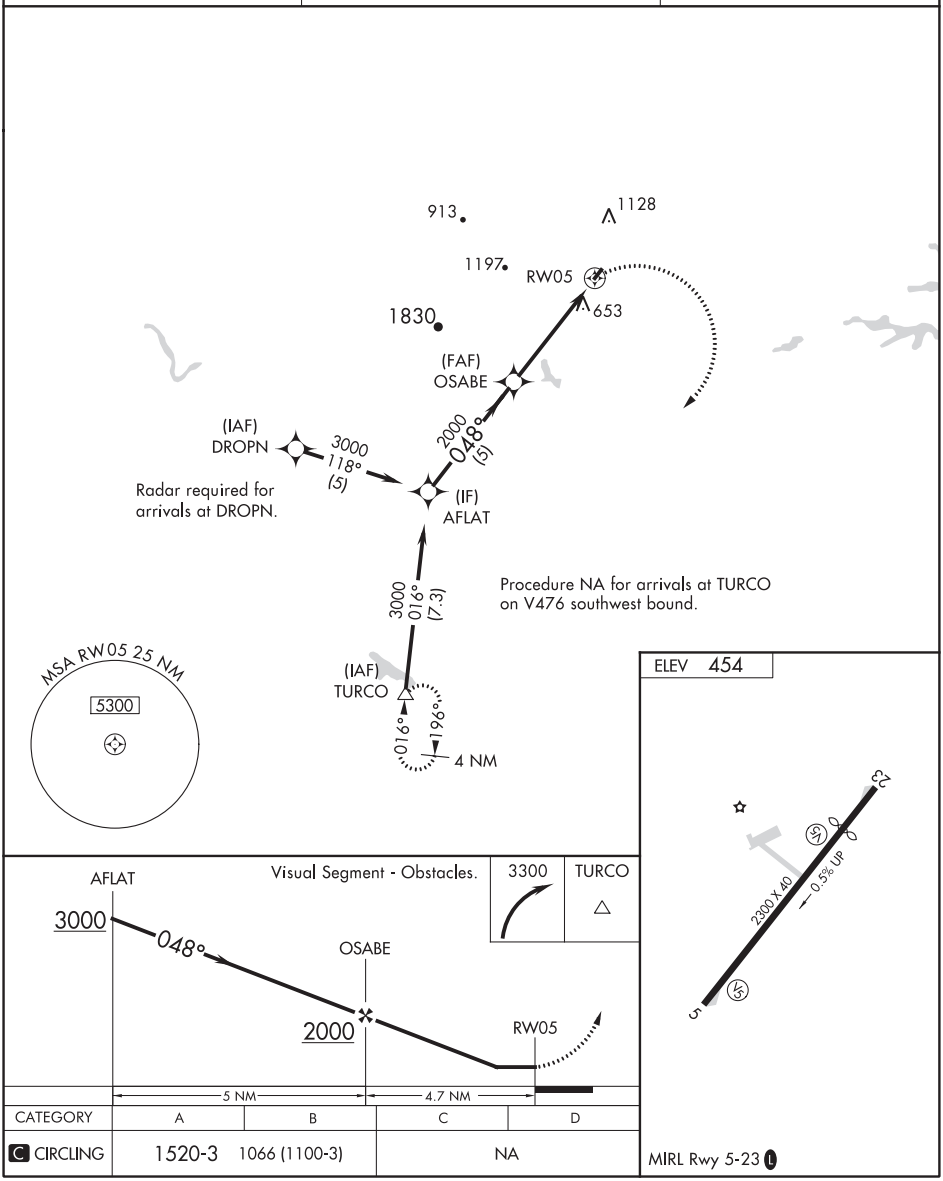
RNAV (GPS)-A
GORDONSVILLE MUNI (GVE)

APP CRS	Rwy ldg	N/A
048°	TDZE	N/A
	Apt Elev	454

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3300 direct TURCO and hold.

AWOS-3	POTOMAC APP CON		UNICOM
120.225	132.85	323.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1520-3	1066 (1100-3)	NA	

MIRL Rwy 5-23 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS)-B

GORDONSVILLE MUNI (GVE)

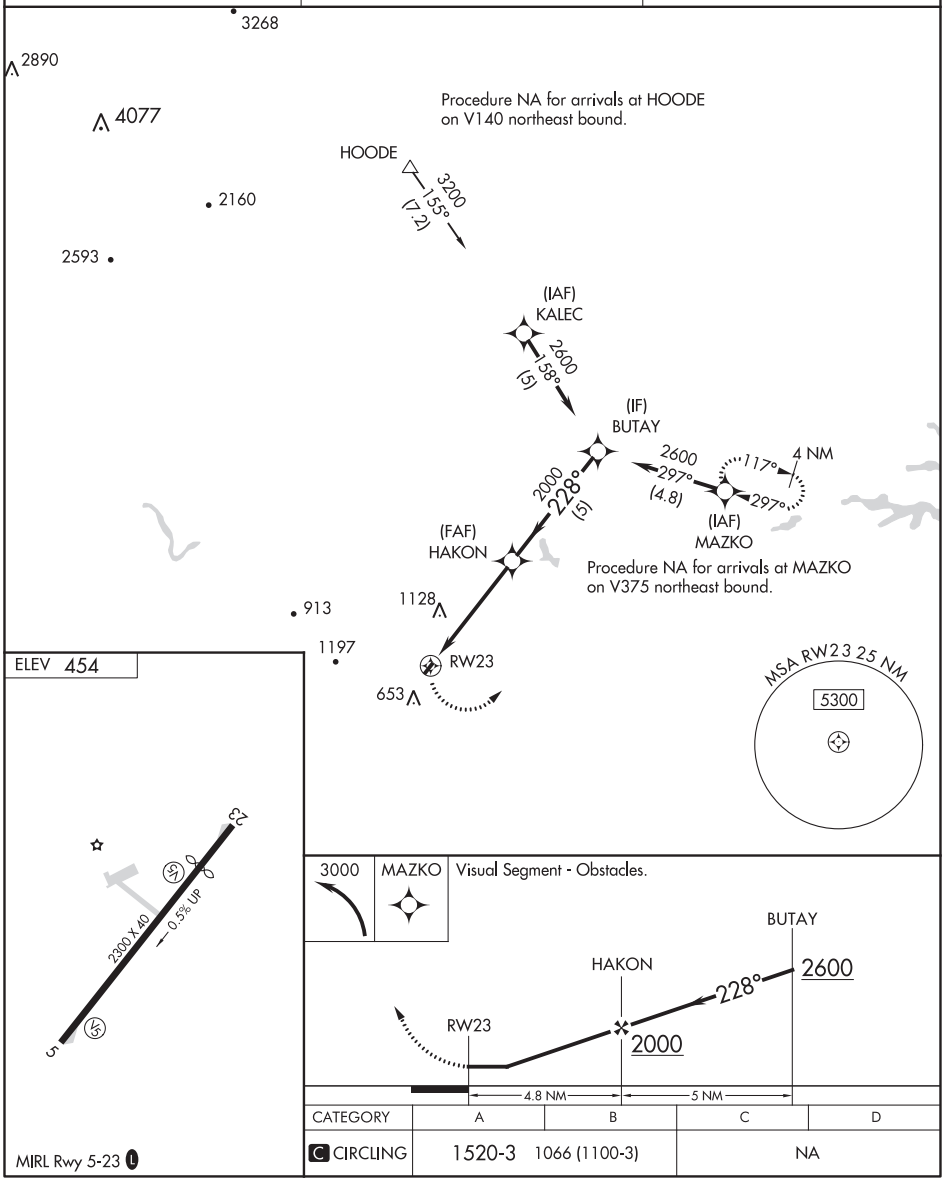
APP CRS	Rwy ldg	N/A
228°	TDZE	N/A
	Apt Elev	454

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct MAZKO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.225	132.85 323.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1520-3	1066 (1100-3)	NA	

MIRL Rwy 5-23 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

HAGERSTOWN, MARYLAND

AL-5114 (FAA)

20086

ILS or LOC RWY 9

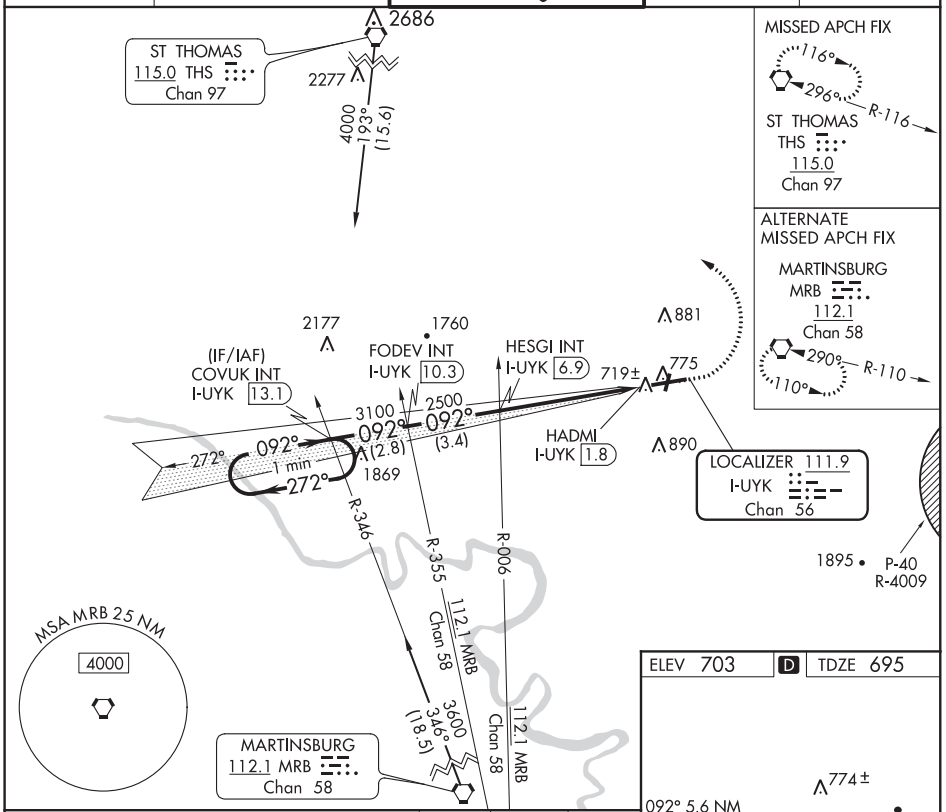
HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)

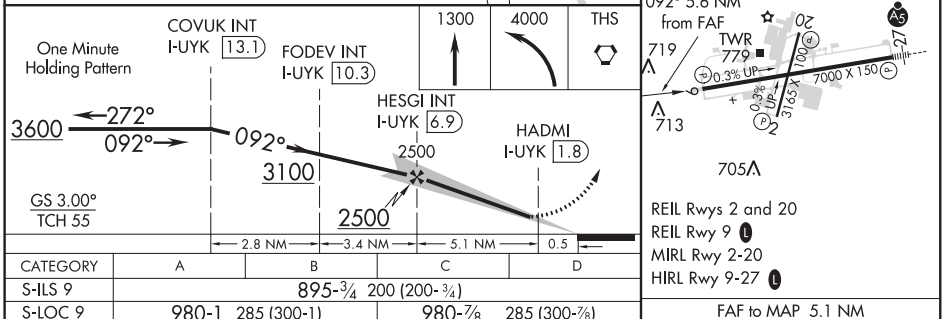
LOC/DME I-UYK	APP CRS	Rwy ldg	7000
111.9	092°	TDZE	695
Chan 56		Apt Elev	703

Rwy 20 helicopter visibility reduction below 1 SM NA. Circling Rwy 20 NA at night. When local altimeter setting not received, use Martinsburg altimeter setting and increase DA to 934 and all MDA 80 feet; increase S-ILS all Cats and S-LOC Cats C/D visibility ⅛ and Circling Cat D ¼ mile.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct THS VORTAC and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95





CATEGORY	A	B	C	D
S-ILS 9	895-¾ 200 (200-¾)			
S-LOC 9	980-1 285 (300-1)		980-⅞ 285 (300-⅞)	
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1320-2 617 (700-2)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-HGR	APP CRS	Rwy ldg 7000
111.9	272°	TDZE 701
Chan 56		Apt Elev 703

ILS or LOC RWY 27

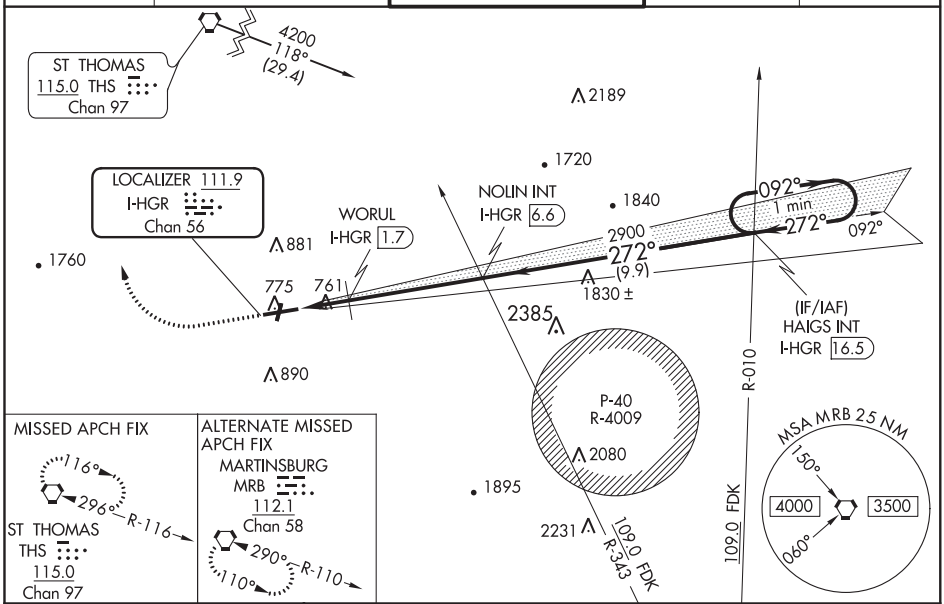
HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)

T A Rwy 20 helicopter visibility reduction below 1 SM NA. Circling Rwy 20 NA at night. When local altimeter setting not received, use Martinsburg altimeter setting and increase DA to 956 and all MDA 80 feet; increase S-LOC 27 and Circling Cat C/D visibility ¼ mile, WORUL Fix minimums increase S-LOC 27 Cat C/D visibility ⅛ mile and Circling Cat D visibility ¼ mile. For inop MALSR when using Martinsburg altimeter setting, increase S-ILS 27 all Cats visibility to ⅞ mile. VDP NA when using Martinsburg altimeter setting.

MALSR A5

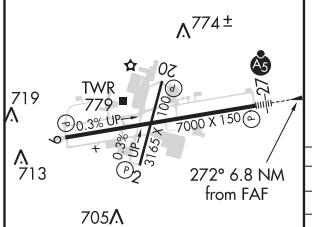
MISSED APPROACH: Climb to 1200 then climbing right turn to 4200 direct THS VORTAC and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95



NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 703 D TDZE 701



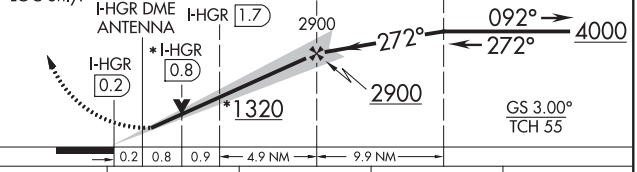
REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

1200 4200 THS

*LOC only.

*1400 when using Martinsburg altimeter setting.



CATEGORY	A	B	C	D
S-ILS 27	901-½ 200 (200-½)			
S-LOC 27	1320-½ 619 (700-½)		1320-1⅜ 619 (700-1⅜)	
C CIRCLING	1320-1 617 (700-1)		1320-1¾ 617 (700-1¾)	1320-2 617 (700-2)
WORUL FIX MINIMUMS				
S-LOC 27	1040-½ 339 (400-½)		1040-⅝ 339 (400-⅝)	
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1320-2 617 (700-2)

HAGERSTOWN, MARYLAND

AL-5114 (FAA)

17173

WAAS CH 49011 W09A	APP CRS 091°	Rwy ldg 7000 TDZE 695 Apt Elev 703

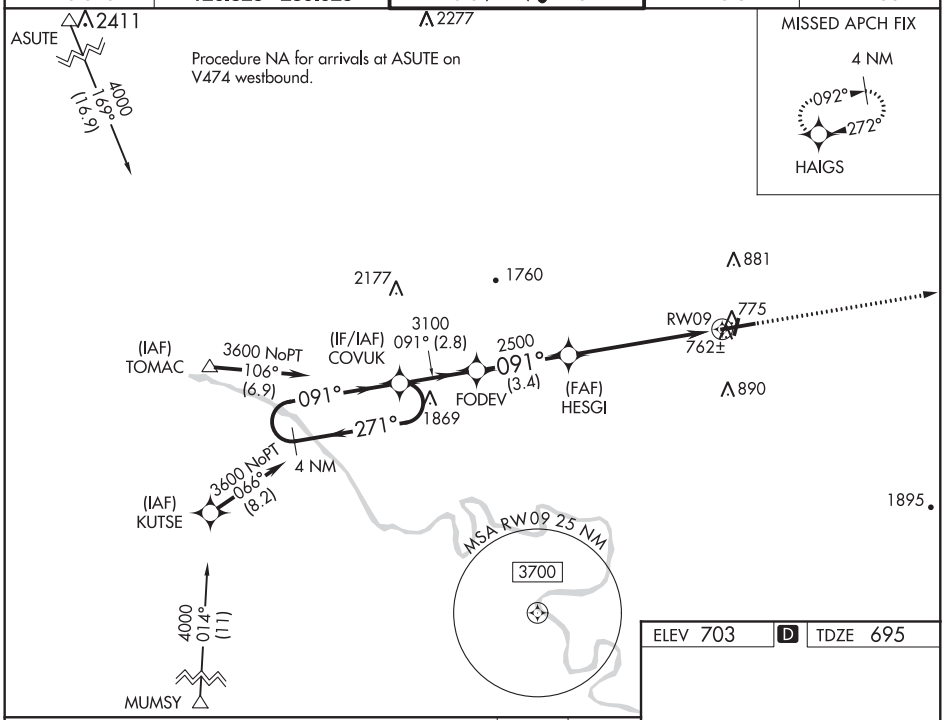
RNAV (GPS) RWY 9

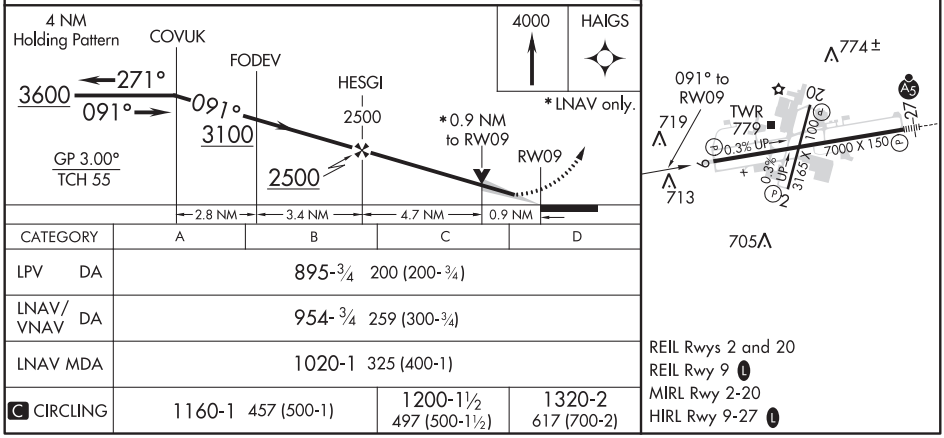
HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)

Rwy 20 helicopter visibility reduction below 1 SM NA .Circling Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats and LNAV Cats C-D and Circling Cat D visibility ¼ mile. Baro-VNAV and VDP NA with Martinsburg altimeter setting.

MISSED APPROACH: Climb to 4000 direct HAIGS and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95





CATEGORY	A	B	C	D
LPV DA	895-¾ 200 (200-¾)			
LNAV/VNAV DA	954-¾ 259 (300-¾)			
LNAV MDA	1020-1 325 (400-1)			
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1320-2 617 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 86911 W27A	APP CRS 272°	Rwy ldg 7000 TDZE 701 Apt Elev 703

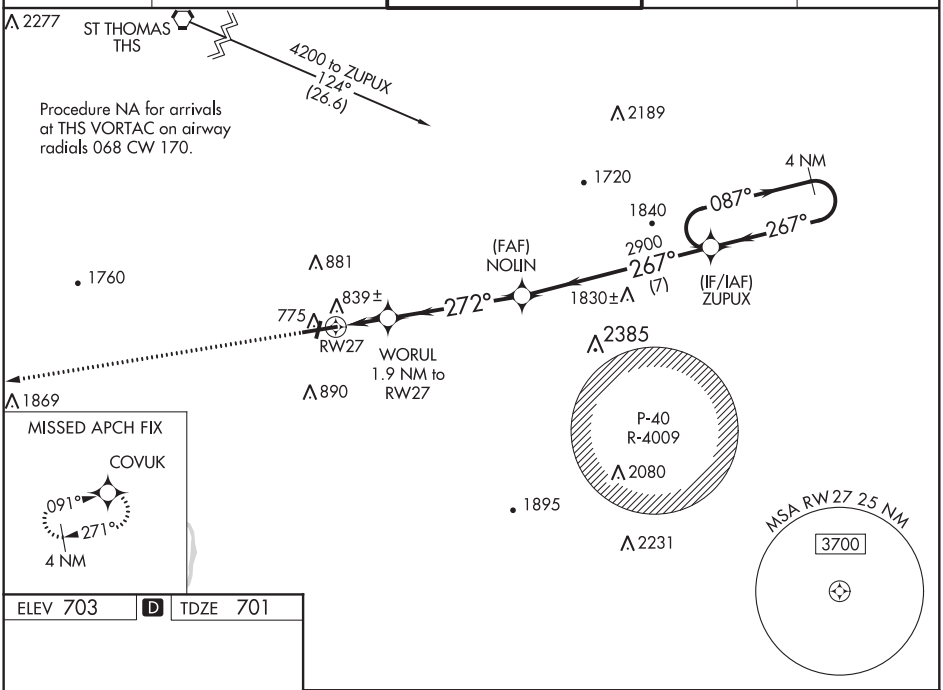
RNAV (GPS) RWY 27
HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)

Rwy 20 helicopter visibility reduction below 1 SM NA. Circling Rwy 20 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C (7°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase LNAV/VNAV all Cats, LNAV Cats C-D and Circling Cat D visibility ¼ mile. VDP and Baro-VNAV NA with Martinsburg altimeter setting.

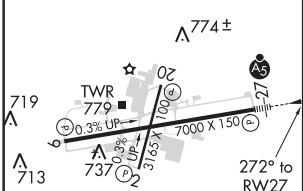
MALSR

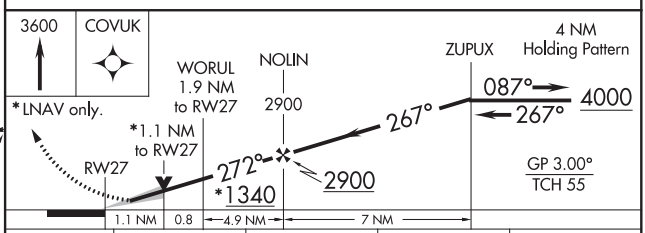
MISSED APPROACH: Climb to 3600 direct COVUK and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95



ELEV 703 D TDZE 701





CATEGORY	A	B	C	D
LPV DA	901-½ 200 (200-½)			
LNAV/VNAV DA	1035-⅝ 334 (400-⅝)			
LNAV MDA	1100-½ 399 (400-½)		1100-¾ 399 (400-¾)	
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1320-2 617 (700-2)

REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

HAGERSTOWN, MARYLAND AL-5114 (FAA) 20086

VOR HGR	APP CRS	Rwy ldg	7000
109.8	091°	TDZE	695
		Apt Elev	703

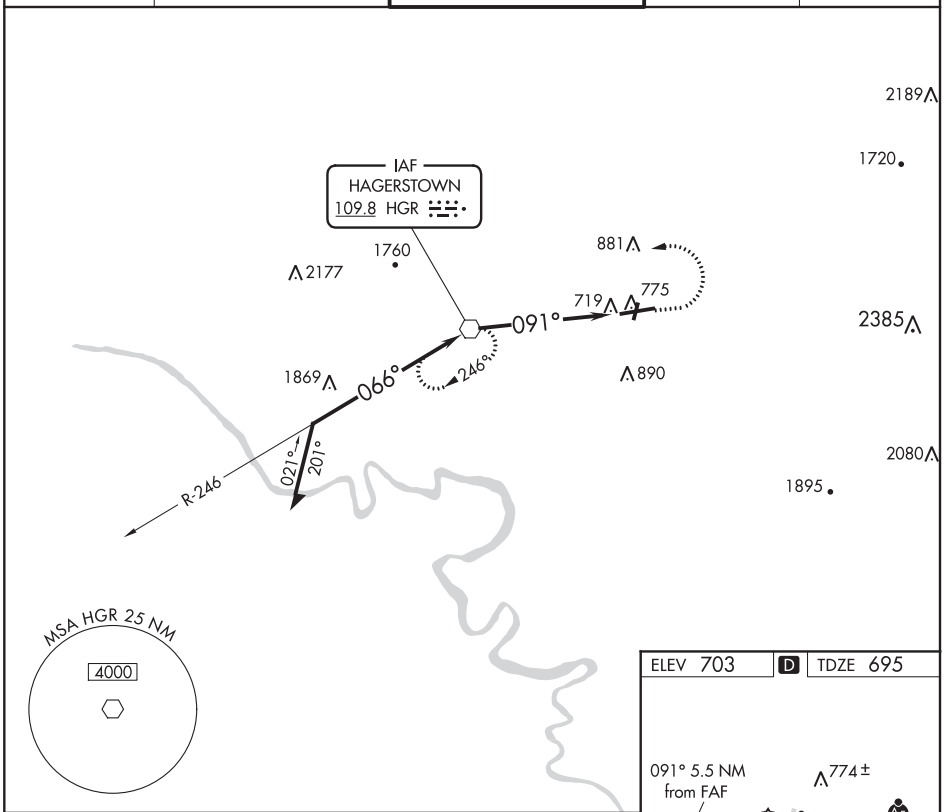
VOR RWY 9

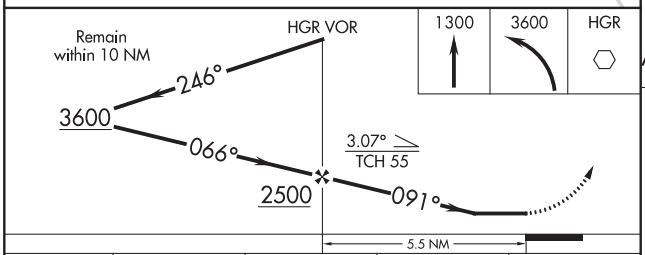
HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)

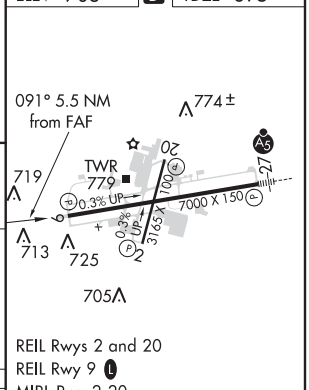
T A When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet; increase S-9 Cat C and D visibility ¼ mile. Circling to Rwy 20 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb- in-hold to 3600.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95







CATEGORY	A	B	C	D
S-9	1060-1 365 (400-1)			1060-1¼ 365 (400-1¼)
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1320-2 617 (700-2)

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	7000
091°	TDZE	695
	Apt Elev	703

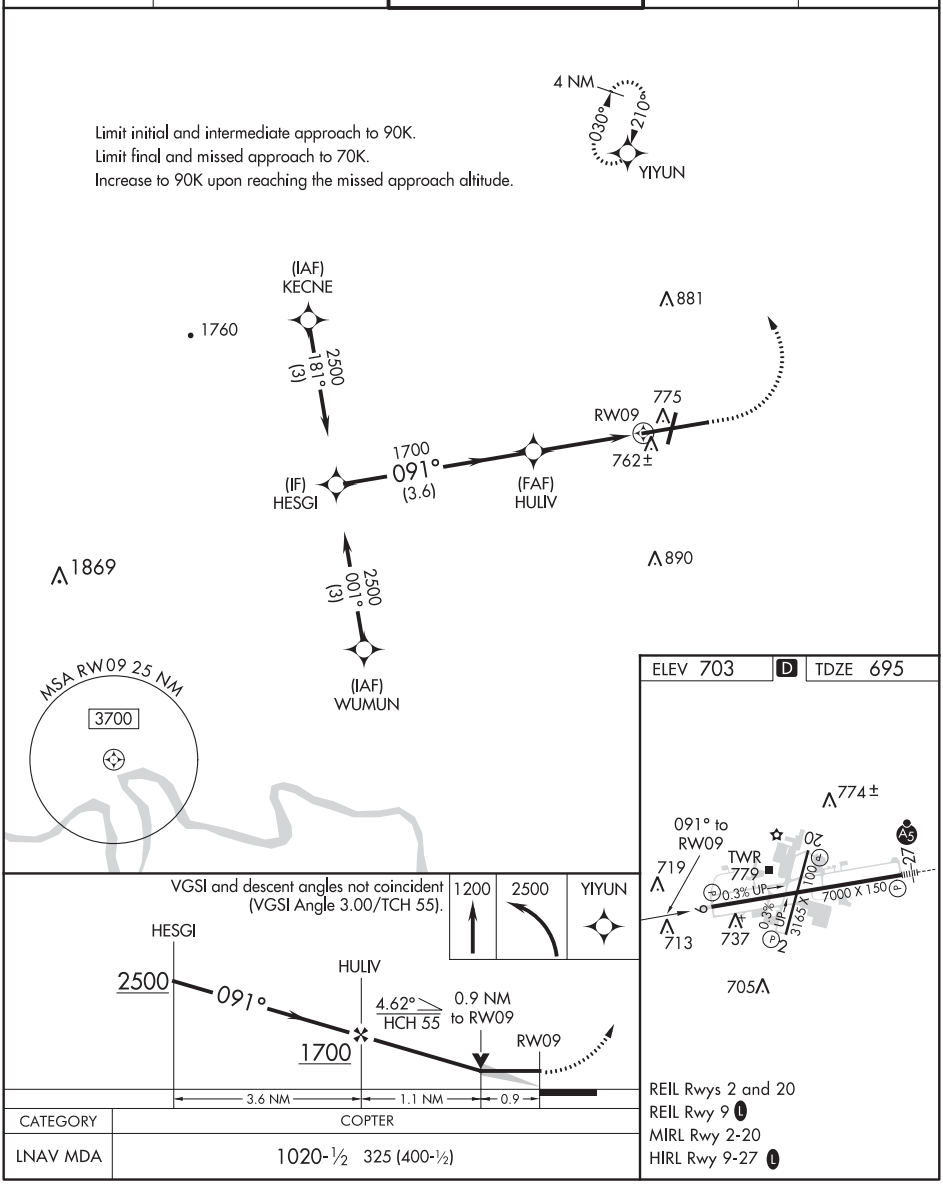
COPTER RNAV (GPS) RWY 9

HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)

DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting. When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct YIYUN and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95



CATEGORY	COPTER
LNAV MDA	1020-½ 325 (400-½)

REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

HAGERSTOWN, MARYLAND AL-5114 (FAA) 20142

COPTER RNAV (GPS) RWY 27

HAGERSTOWN RGNL-RICHARD A HENSON FIELD (HGR)

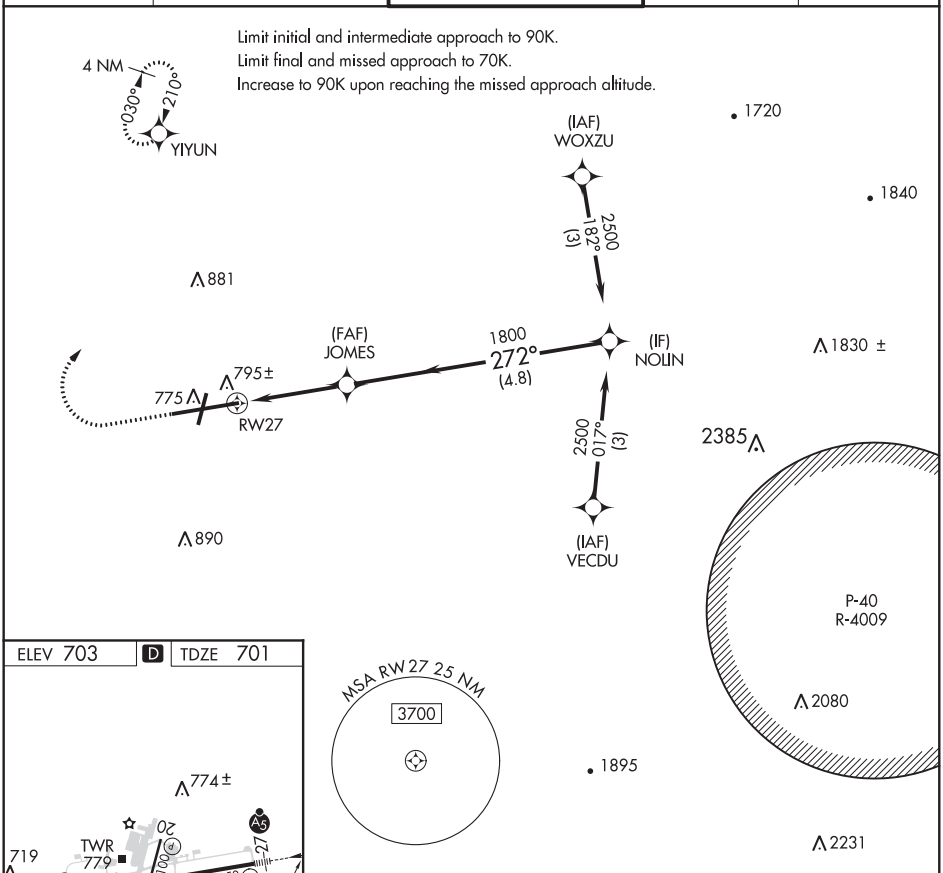
APP CRS	Rwy ldg	7000
272°	TDZE	701
	Apt Elev	703

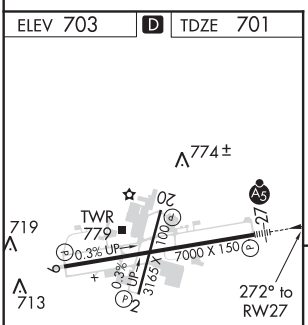
Inop table does not apply.
DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting.
When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

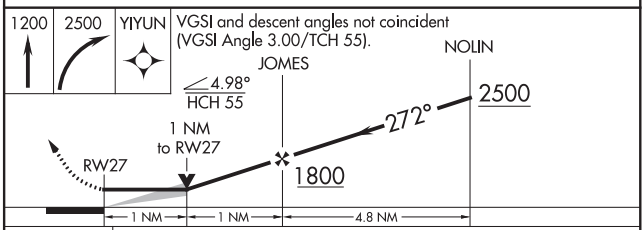
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct YIYUN and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95





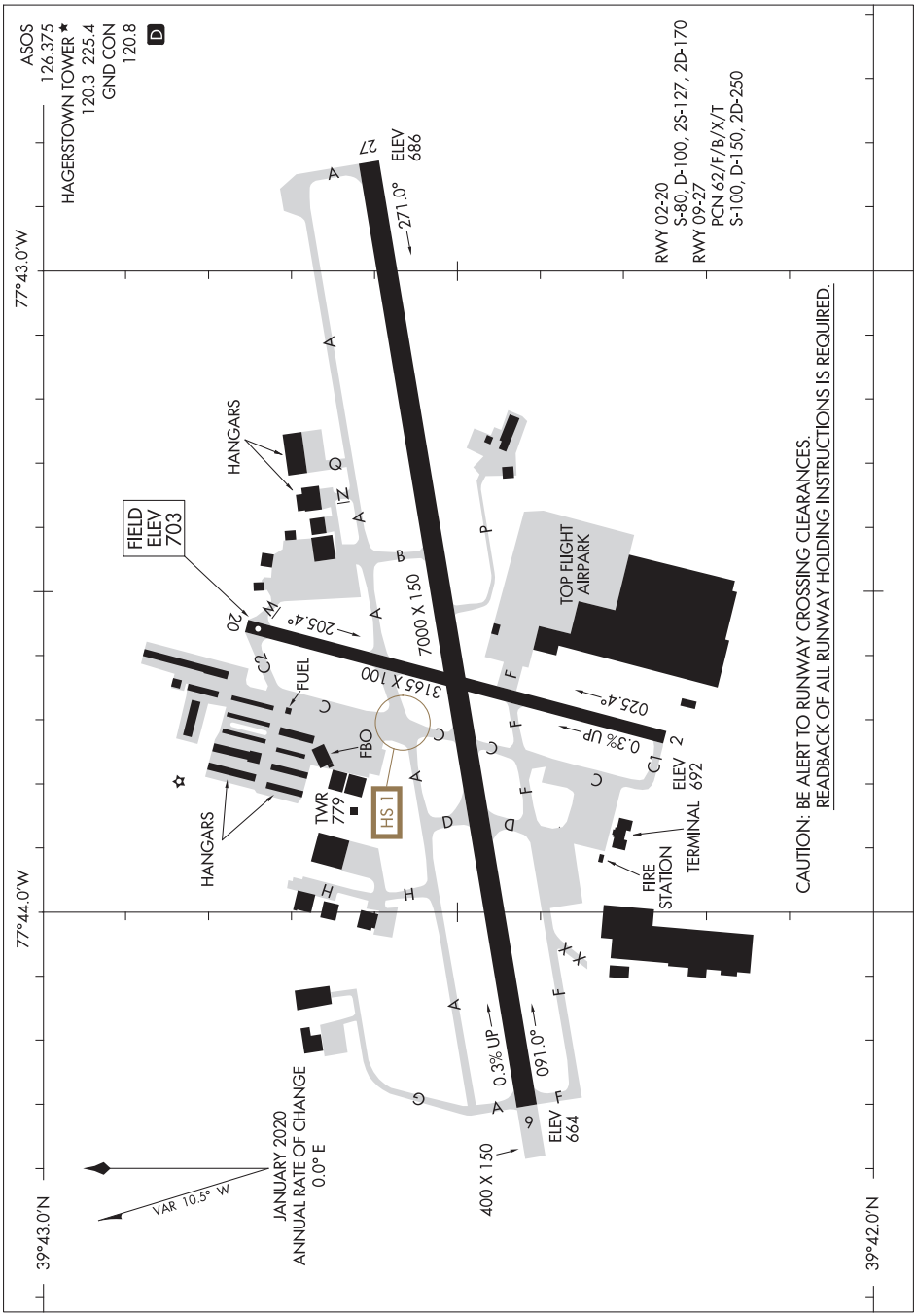


CATEGORY	COPTER
LNAV MDA	1060-½ 359 (400-½)

REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

HOT SPRINGS, VIRGINIA

AL-5246 (FAA)

19227

ILS or LOC RWY 25
INGALLS FIELD (HSP)

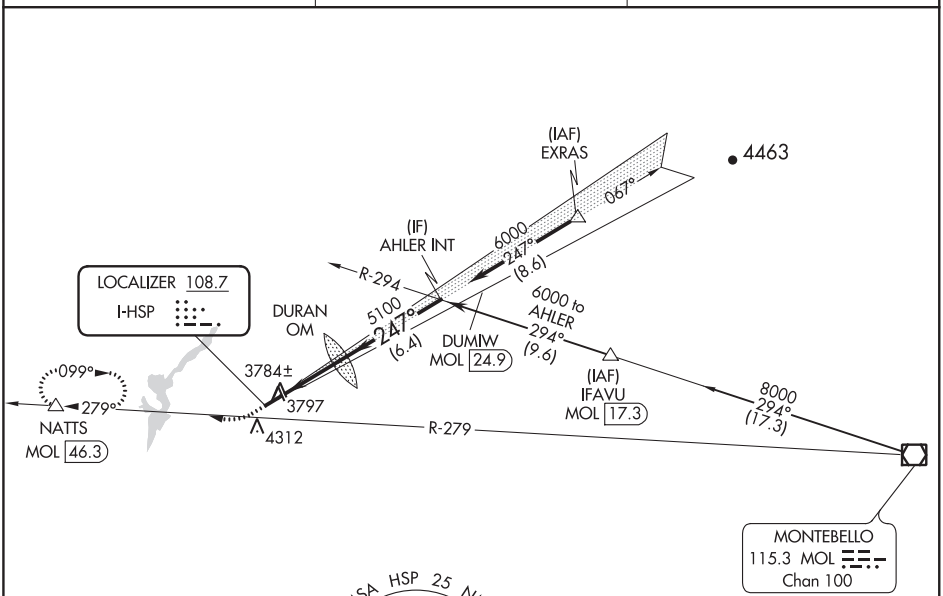
LOC I-HSP	APP CRS	Rwy ldg / TDZE / Apt Elev
108.7	247°	5600 / 3773 / 3793

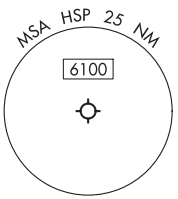
DME required.

T Circling to Rwy 7 NA at night.
A NA Circling NA southeast of Rwy 7-25.

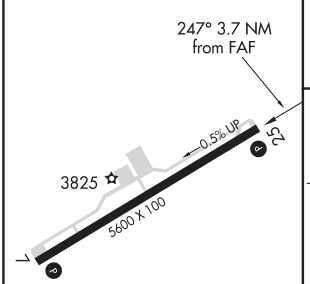
MISSED APPROACH: Climb to 4360, then climbing right turn to 6200 on heading 270° and MOL R-279 to NATTS/MOL 46.3 DME and hold. (DME required).

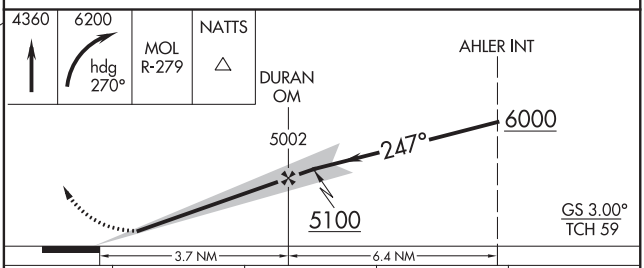
AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L





ELEV 3793	TDZE 3773





REIL Rwy 25 L
HIRL Rwy 7-25 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

CATEGORY	A	B	C	D
S-ILS 25	4073-⅞ 300 (300-⅞)			
S-LOC 25	4240-1 467 (500-1)		4240-1⅜ 467 (500-1⅜)	
C CIRCLING	4440-1 647 (700-1)	4480-1 687 (700-1)	4480-1½ 687 (700-1½)	4480-2¼ 687 (700-2¼)

HOT SPRINGS, VIRGINIA
Amdt 5 15AUG19

37°57′N-79°50′W

INGALLS FIELD (HSP)
ILS or LOC RWY 25

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

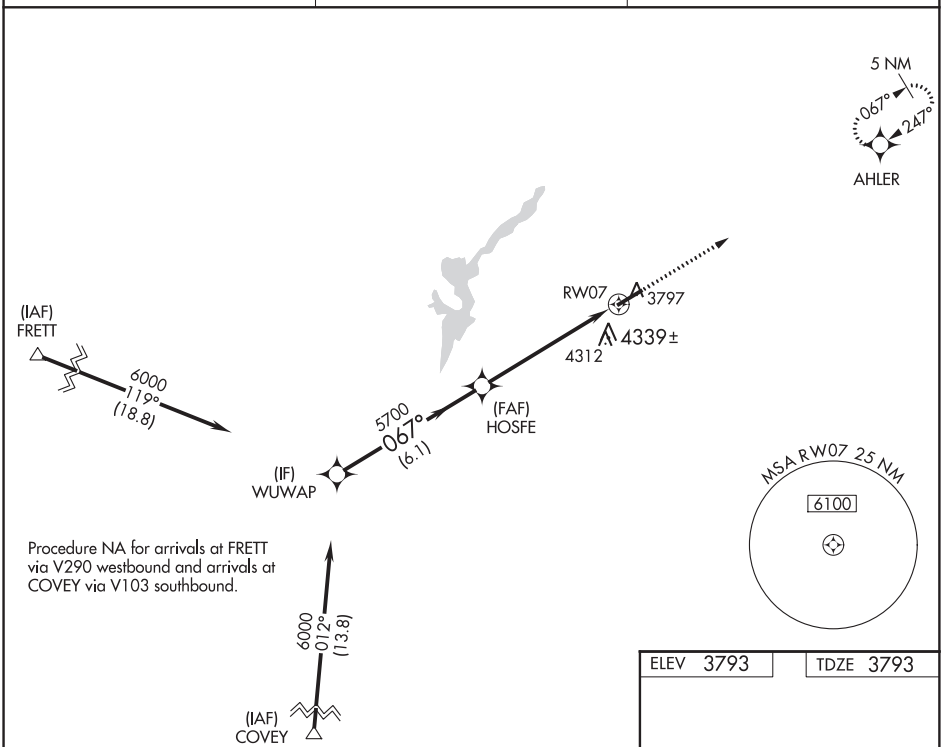
WAAS CH 86813 W07A	APP CRS 067°	Rwy ldg 5600 TDZE 3793 Apt Elev 3793

RNAV (GPS) RWY 7
INGALLS FIELD (HSP)

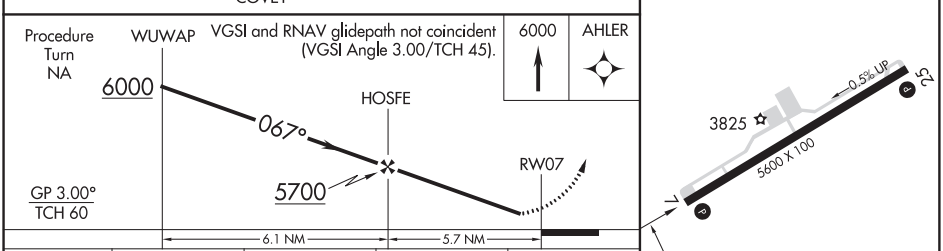
Circling NA southeast of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct AHLER and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L



ELEV 3793	TDZE 3793



CATEGORY	A	B	C	D
LPV DA	4143-1¼ 350 (400-1¼)			
LNAV/VNAV DA	4619-3 826 (900-3)			
LNAV MDA	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)
C CIRCLING	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)

REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

HOT SPRINGS, VIRGINIA

AL-5246 (FAA)

20086

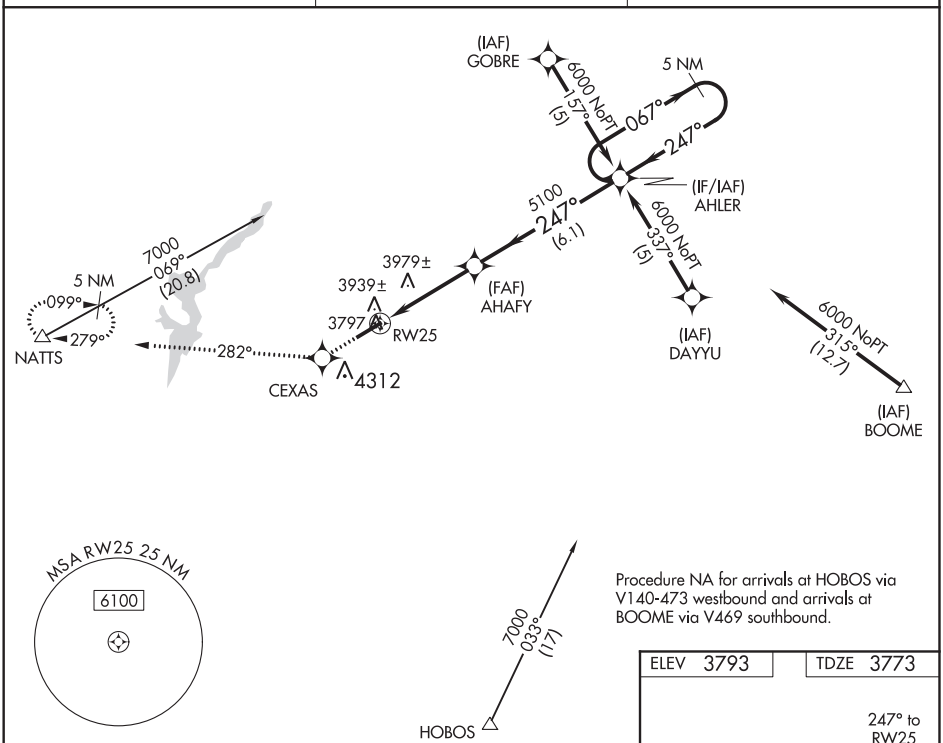
RNAV (GPS) RWY 25
INGALLS FIELD (HSP)

WAAS CH 53713 W25A	APP CRS 247°	Rwy ldg 5600 TDZE 3773 Apt Elev 3793

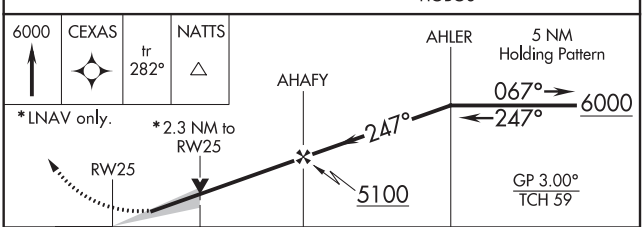
Circling NA SE of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CEXAS and via track 282° to NATTS and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L

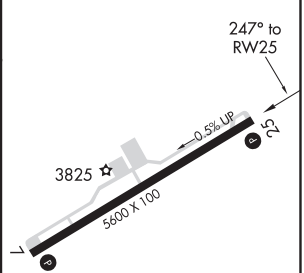


Procedure NA for arrivals at HOBOS via V140-473 westbound and arrivals at BOOME via V469 southbound.



CATEGORY	A	B	C	D
LPV DA	4164-1¼ 391 (400-1¼)			
LNAV/VNAV DA	4309-2 536 (600-2)			
LNAV MDA	4560-1 787 (800-1)	4560-1¼ 787 (800-1¼)	4560-2¼ 787 (800-2¼)	4560-2½ 787 (800-2½)
C CIRCLING	4560-1 767 (800-1)	4560-1¼ 767 (800-1¼)	4560-2¼ 767 (800-2¼)	4560-2½ 767 (800-2½)

ELEV 3793 | TDZE 3773



REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) RWY 2
MARYLAND (2W5)

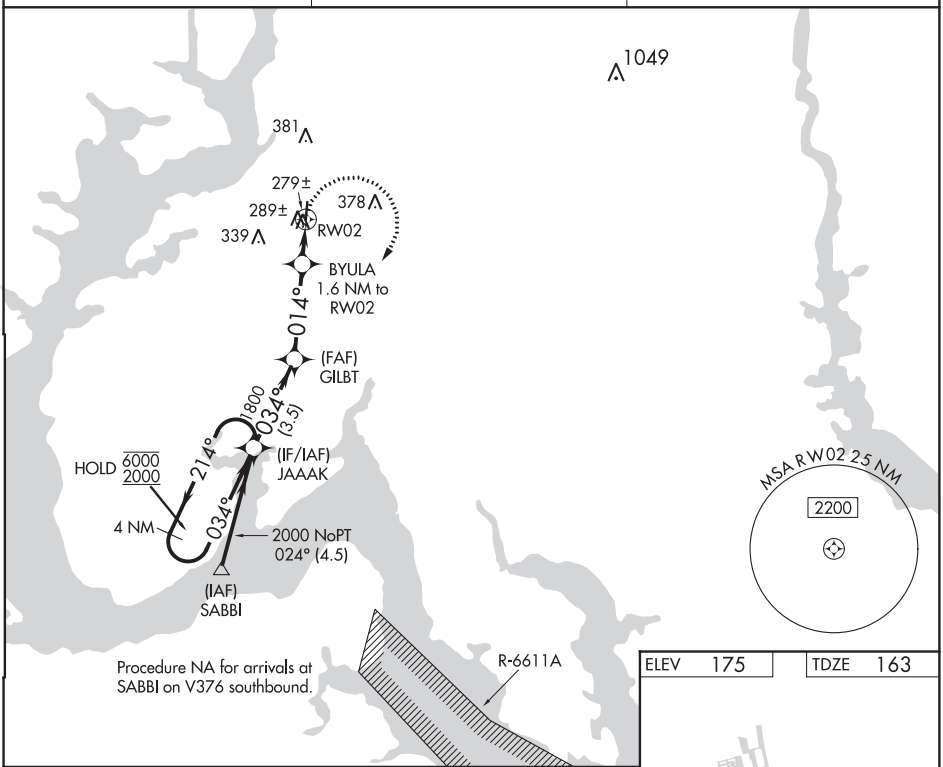
WAAS CH 78036 W02A	APP CRS 014°	Rwy ldg 3740 TDZE 163 Apt Elev 175

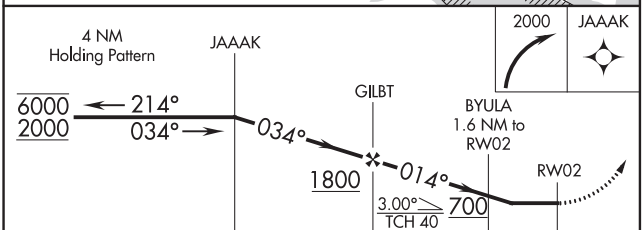
RNP APCH.

T A NA — Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Use Ronald Reagan Washington National altimeter setting.

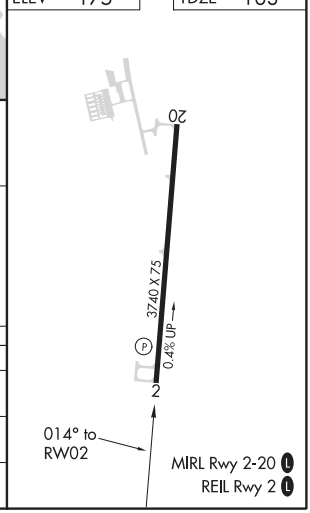
MISSED APPROACH: Climbing right turn to 2000 direct JAAAK and hold.

DCA ASOS	POTOMAC APP CON	UNICOM
132.65	124.7 338.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	600-1	437 (500-1)	NA	
LNAV MDA	620-1	457 (500-1)	NA	
C CIRCLING	700-1	525 (600-1)	NA	



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 1L

LOC I-RWS	APCH CRS	Rwy ldg	9318
111.5	010°	TDZE	261
		Arpt Elev	280

AL-561 (USAF)

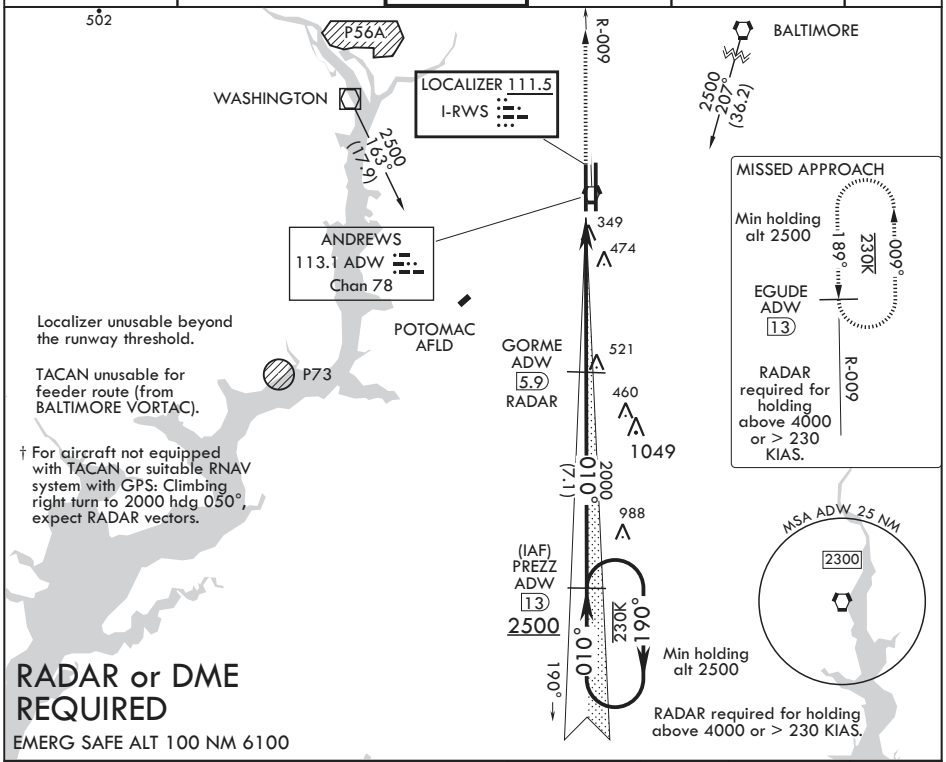
JOINT BASE ANDREWS (KADW)

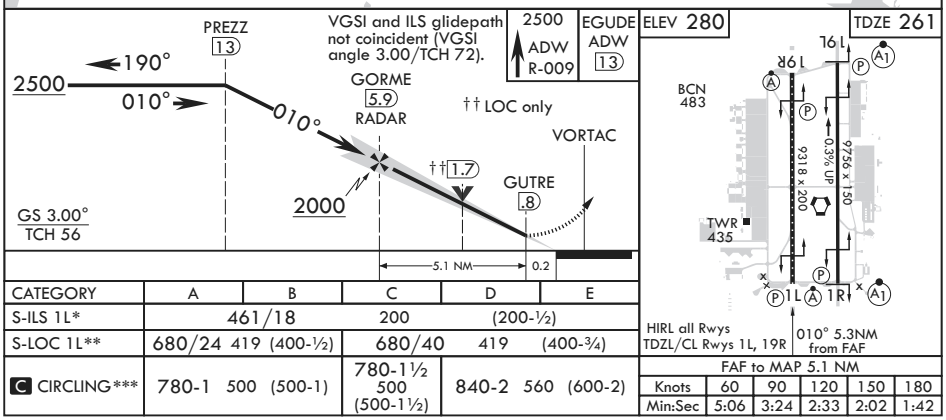
T * When ALS inop increase RVR to 40 and vis to 3/4 mile. When TDZL/CL inop, increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.
*** Circling not authorized W of Rwy 1L-19R.

ALSF-2

† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-ILS 1L*	461/18		200	(200-½)	
S-LOC 1L**	680/24	419 (400-½)	680/40	419	(400-¾)
C CIRCLING***	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 1R

LOC I-VJM	APCH CRS	Rwy ldg	9756
110.5	010°	TDZE	265
		Arpt Elev	280

AL-561 (USAF)

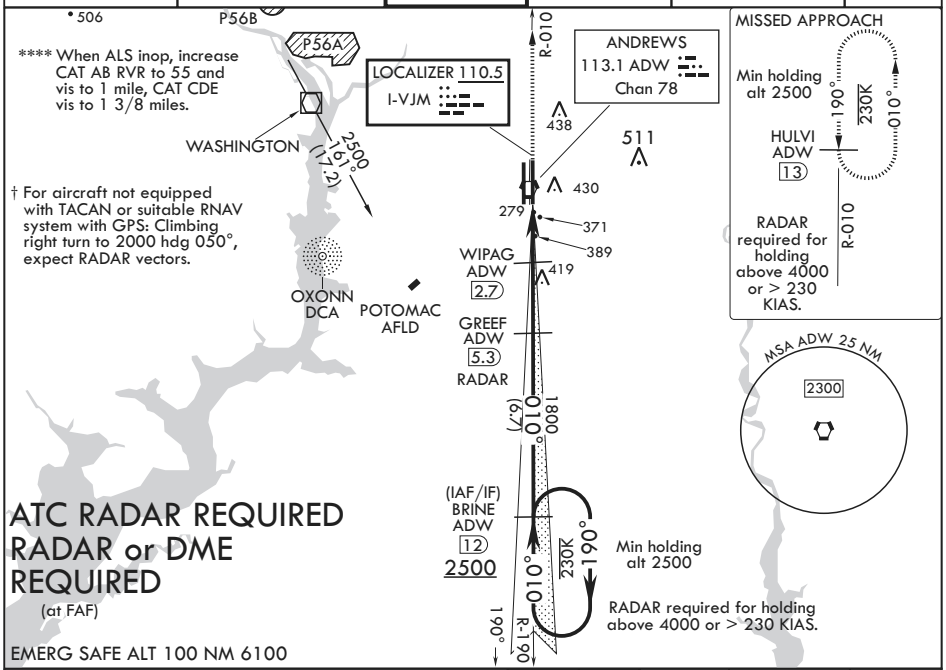
JOINT BASE ANDREWS (KADW)

* When ALS inop, increase RVR to 40, vis to 3/4 mile. RVR 18 authorized with use of Flight Director System or Autopilot System or Heads-Up-Display to DA.
** When ALS inop, increase RVR to 55, vis to 1 mile.
*** Circling not authorized W of Rwy 1L-19R.

ALSF-1

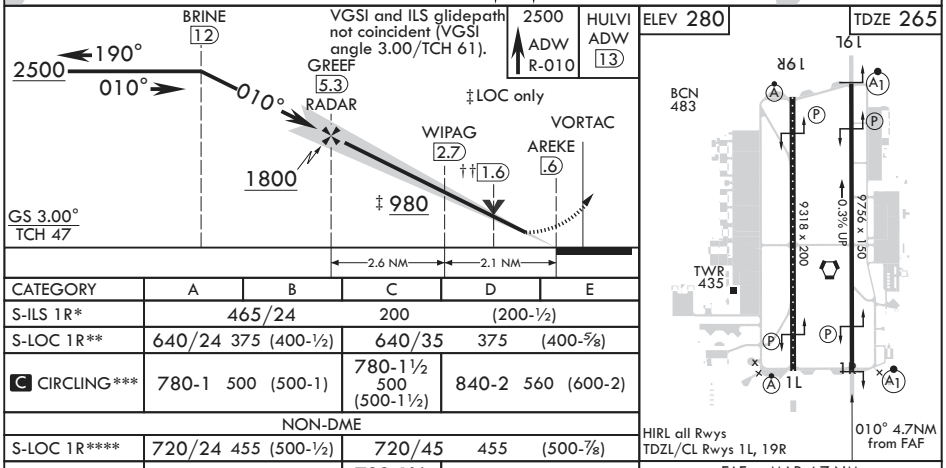
† MISSED APPROACH: Climb to 2500 via ADW VORTAC R-010 to HULVI/ADW 13 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



ATC RADAR REQUIRED
RADAR or DME REQUIRED
(at FAF)

EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D	E
S-ILS 1R*	465/24		200	(200-½)	
S-LOC 1R**	640/24 375 (400-½)		640/35 375 (400-⅝)		
C CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	
NON-DME					
S-LOC 1R****	720/24 455 (500-½)		720/45 455 (500-⅞)		
C CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W

JOINT BASE ANDREWS (KADW)

Orig 15AUG19

ILS or LOC RWY 1R

NE-3, 10 SEP 2020 to 05 NOV 2020

20170

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 19L

LOC I-GQZ	APCH CRS	Rwy ldg	9756
110.5	190°	TDZE	279
		Arpt Elev	280

AL-561 (USAF)

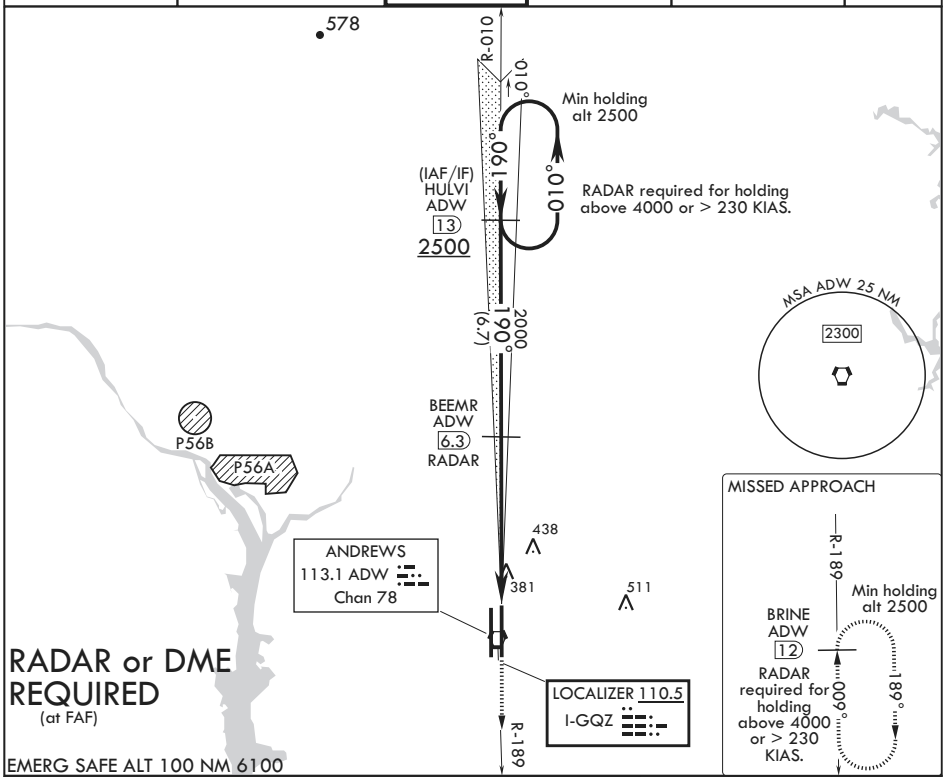
JOINT BASE ANDREWS (KADW)

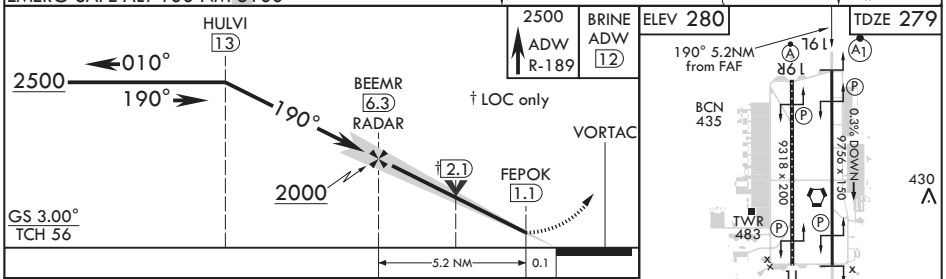
* When ALS inop, increase RVR to 40, vis to 3/4.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 mile.
*** Circling not authorized W of Rwy 1L-19R.

ALSF-1

MISSED APPROACH: Climb to 2500 via ADW R-189 to BRINE/ADW 12 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-ILS 19L*	479/24		200	(200-½)	
S-LOC 19L**	680/24 401 (400-½)		680/40 401 (400-¾)		
C CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 19R

JOINT BASE ANDREWS (KADW)

LOC I-MXK	APCH CRS	Rwy ldg	9318
111.5	190°	TDZE	274
		Arpt Elev	280

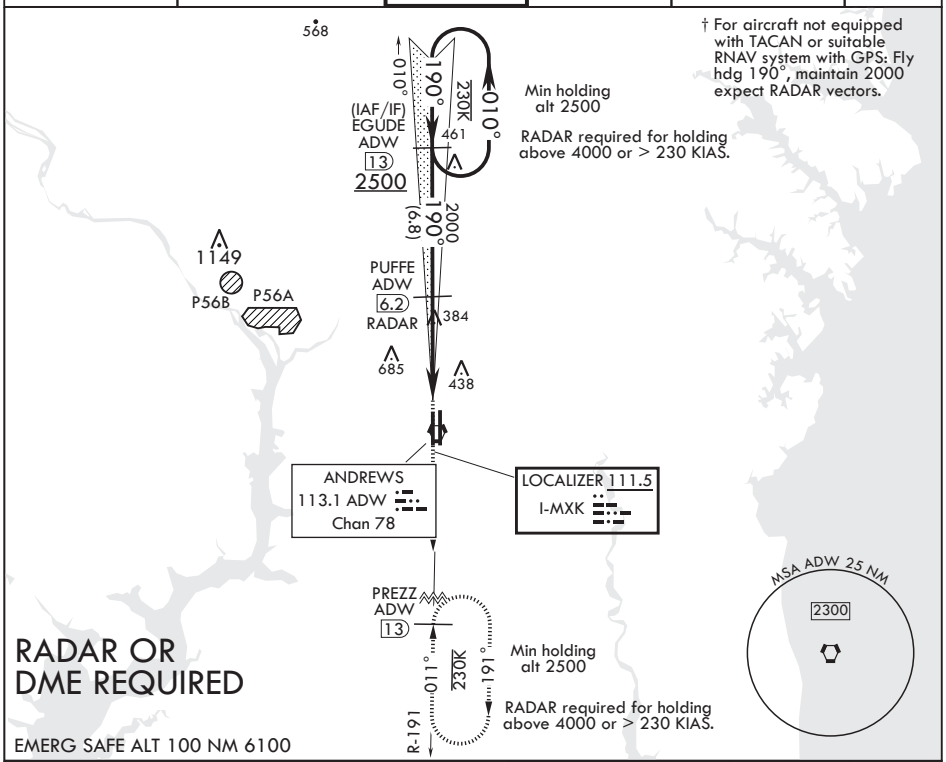
AL-561 (USAF)

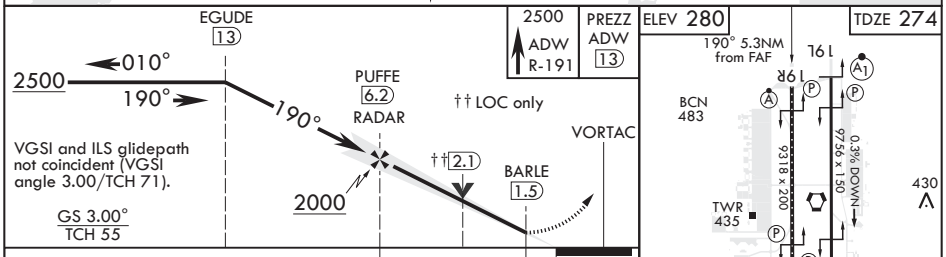
* When ALS inop, increase RVR to 40 and vis to 3/4 mile. When TDZL/CL inop, increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1 1/8 miles.
*** Circling NA West of Rwy 1L-19R.

ALSF-2

† MISSED APPROACH: Climb to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-ILS 19R*	474/18		200	(200-½)	
S-LOC 19R**	660/24	386 (400-½)	660/35	386	(400-⅝)
C CIRCLING***	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

20086

CAMP SPRINGS, MARYLAND

ILS RWY 1L (CAT II)

JOINT BASE ANDREWS (KADW)

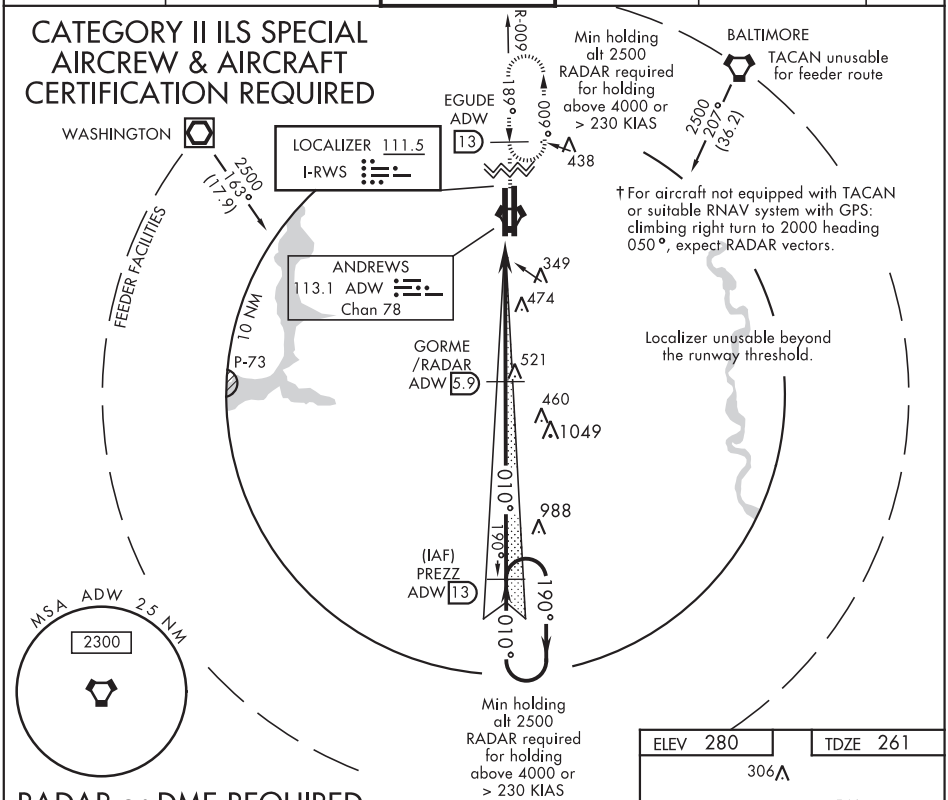
LOC I-RWS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	010°	9318 / 261 / 280

AL-561 [USAF]

ALSF-2

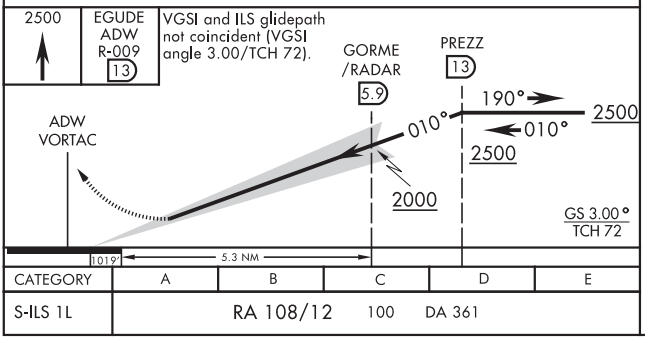
† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

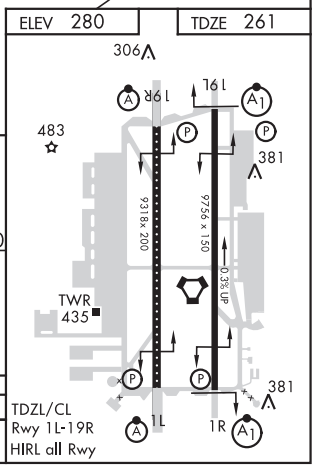


RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D	E
S-ILS 1L	RA 108/12	100	DA 361		



CAMP SPRINGS, MARYLAND 38°49′N-76°52′W JOINT BASE ANDREWS (KADW)

Amdt 4 15AUG19

ILS RWY 1L (CAT II)

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

ILS RWY 19R (CAT II)

LOC I-MXK	APCH CRS	Rwy ldg	9318
111.5	190°	TDZE	274
		Arpt Elev	280

AL-561 [USAF]

JOINT BASE ANDREWS (KADW)

ALSF-2

† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

CATEGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

† For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000 expect RADAR vectors.

Min holding alt 2500 RADAR required for holding above 4000 or > 230 KIAS

190° 010°

(IAF) EGUDE ADW 13

461

1149

358

P-56B

P-56A

PUFFE /RADAR ADW 6.2

384

685

438

10 NM

FEEDER FACILITIES

ANDREWS 113.1 ADW Chan 78

LOCALIZER 111.5 I-MXK

474

RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 6100

PREZZ ADW 13

Min holding alt 2500 RADAR required for holding above 4000 or > 230 KIAS

011° 191°

R-191

MSA ADW 25 NM

2300

ELEV 280 | TDZE 274

306

19R 19L

483

381

9318 x 200

9756 x 150

0.2% DOWN

TWR 435

381

TDZL/CL Rwy 1L-19R HIRL all Rwy

1L 1R

VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 71).

2500

PREZZ ADW R-191 13

EGUDE 13

PUFFE /RADAR 6.2

010°

190°

2500

2000

190°

GS 3.00°

TCH 55

5.2 NM

1099'

CATEGORY	A	B	C	D	E
S-ILS 19R	RA 99/12		100	DA 374	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

20086

CAMP SPRINGS, MARYLAND

ILS RWY 1L (CAT III)

JOINT BASE ANDREWS (KADW)

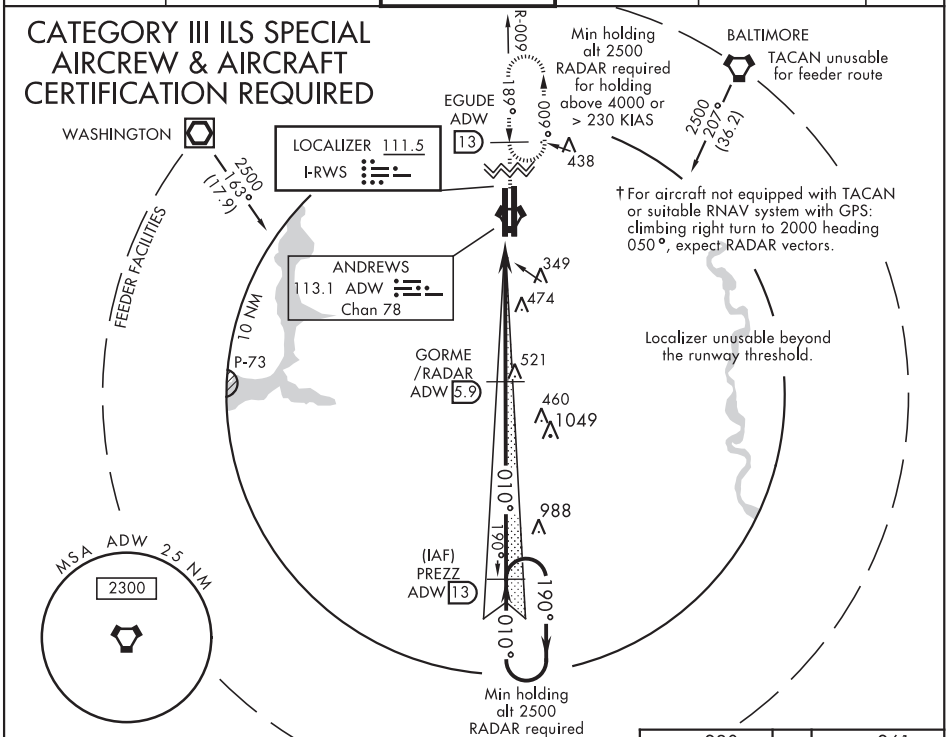
LOC I-RWS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	010°	9318 / 261 / 280

AL-561 [USAF]

ALSF-2

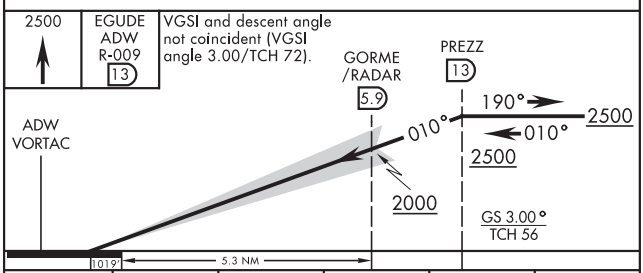
† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



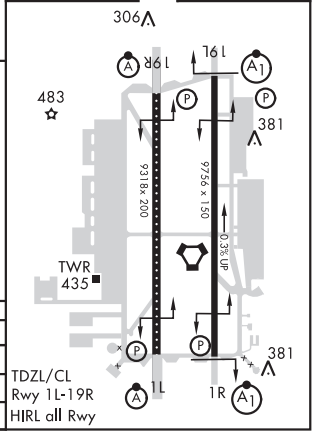
RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D	E
S-ILS 1L	S-ILS 1L CAT IIIa			RVR 07	
S-ILS 1L	S-ILS 1L CAT IIIb			RVR 06	
S-ILS 1L	S-ILS 1L CAT IIIc			NA	

ELEV 280 TDZE 261



CAMP SPRINGS, MARYLAND 38°49′N-76°52′W JOINT BASE ANDREWS (KADW)

Amdt 2 05DEC19

ILS RWY 1L (CAT III)

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

ILS RWY 19R (CAT III)

JOINT BASE ANDREWS (KADW)

LOC I-MXK	APCH CRS	Rwy ldg	9318
111.5	190°	TDZE	274
		Arpt Elev	280

AL-561 [USAF]

ALSF-2

† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.

ATIS	POTOMAC APP CON	ANDREWS TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

CATEGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

† For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000 expect RADAR vectors.

Min holding alt 2500 RADAR required for holding above 4000 or > 230 KIAS

190° 010°

(IAF) EGUDE ADW 13

461

1149

358

P-56B

P-56A

PUFFE /RADAR ADW 6.2

384

685

438

10 NM

FEEDER FACILITIES

ANDREWS 113.1 ADW Chan 78

LOCALIZER 111.5 I-MXK

474

PREZZ ADW 13

011° 191°

R-191

Min holding alt 2500 RADAR required for holding above 4000 or > 230 KIAS

MSA ADW 2.5 NM

2300

ATC RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 6100

ELEV 280 TDZE 274

306

19R 19L

483

381

9318 x 200

9756 x 150

0.3% UP

TWR 435

381

TDZL/CL Rwy 1L-19R HIRL all Rwy

1L 1R

VGSI and ILS glidepath not coincident (VGSI angle 3.00/TCH 71).

2500

PREZZ ADW R-191 13

EGUDE 13

PUFFE /RADAR 6.2

010°

190°

2500

2000

190°

GS 3.00° TCH 55

5.2 NM

1099'

CATEGORY	A	B	C	D	E
S-ILS 19R	CAT IIIa		RVR 07		
S-ILS 19R	CAT IIIb		RVR 06		
S-ILS 19R	CAT IIIc		NA		

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND 38°49′N-76°52′W JOINT BASE ANDREWS (KADW)

Amdt 4 05DEC19

ILS RWY 19R (CAT III)

20086

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 1L

WAAS CH 52205 W01A	APCH CRS 010°	Rwy ldg 9318 TDZE 261 Arpt Elev 280

AL-561 (USAF)

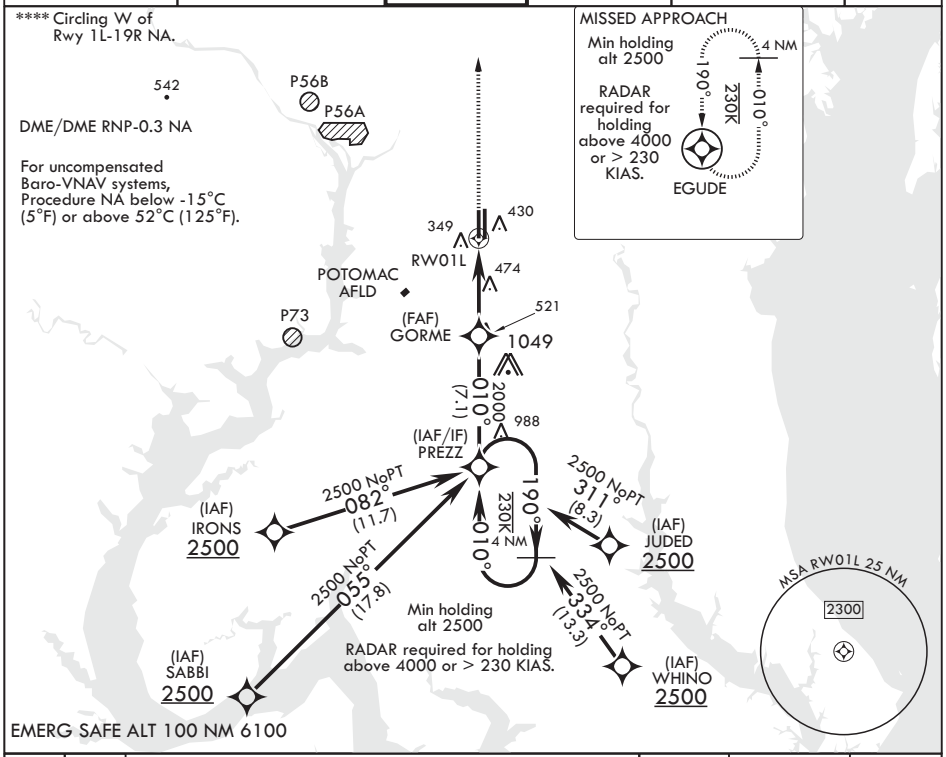
JOINT BASE ANDREWS (KADW)

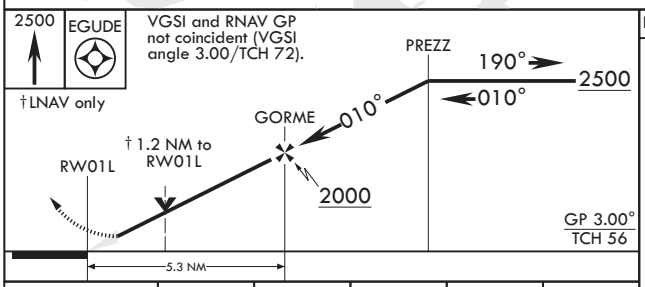
* When ALS inop, increase RVR to 40, vis to ¾. When TDZ/CL lights inop, increase RVR to 24.
** When ALS inop increase vis to 1 1/4 miles.
*** When ALS inop increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

ALSF-2

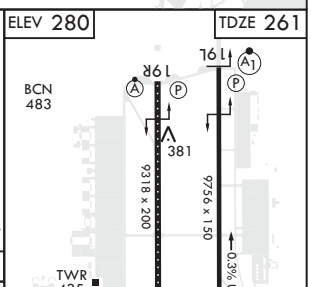
MISSED APPROACH: Climb to 2500 direct EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





† LNAV only



CATEGORY	A	B	C	D	E
LPV DA*	461/18		200 (200-½)		
LNAV/VNAV DA**	687/40		426 (500-¾)		
LNAV MDA***	700/24 439 (500-½)		700/40 439 (500-¾)		
CIRCLING****	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 1R

JOINT BASE ANDREWS (KADW)

AL-561 (USAF)

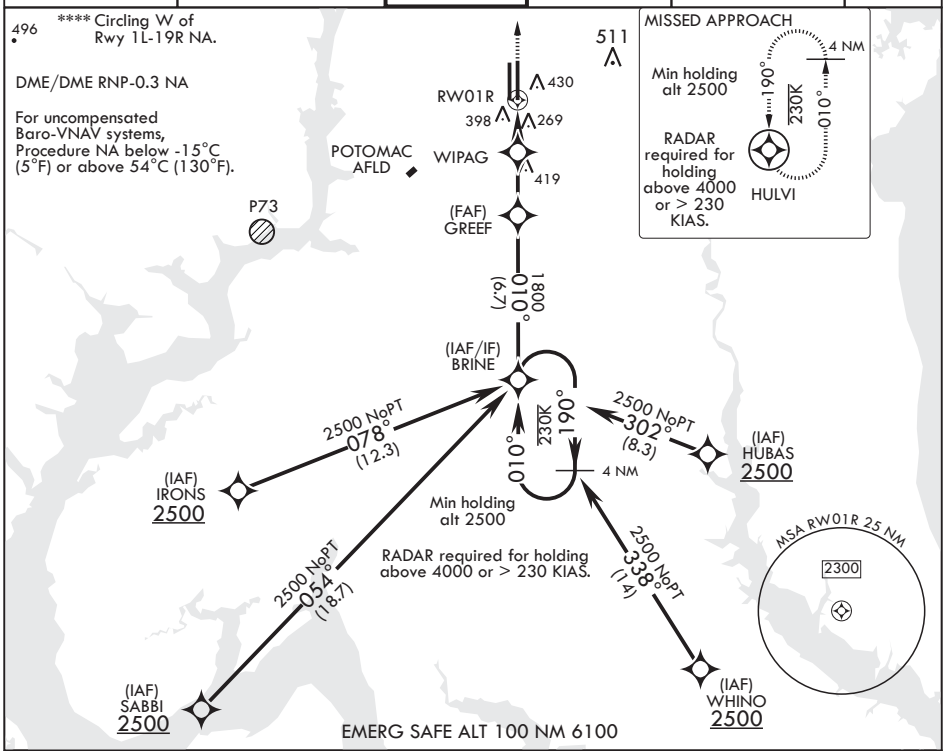
WAAS CH 52206 W01B	APCH CRS 010°	Rwy ldg 9756 TDZE 265 Arpt Elev 280

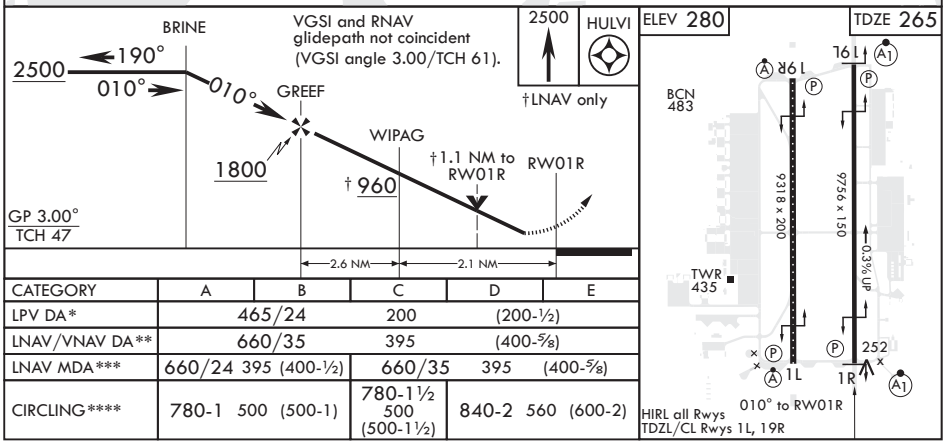
* When ALS inop increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct HULVI and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
LPV DA*	465/24		200	(200-½)	
LNAV/VNAV DA**	660/35		395	(400-⅝)	
LNAV MDA***	660/24 395 (400-½)		660/35 395 (400-⅝)		
CIRCLING****	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W

JOINT BASE ANDREWS (KADW)

Amdt 2 10OCT19
TERPS

RNAV (GPS) RWY 1R

NE-3, 10 SEP 2020 to 05 NOV 2020

20086

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 19L

WAAS CH 52203 W19A	APCH CRS 190°	Rwy ldg 9756 TDZE 279 Arpt Elev 280

AL-561 (USAF)

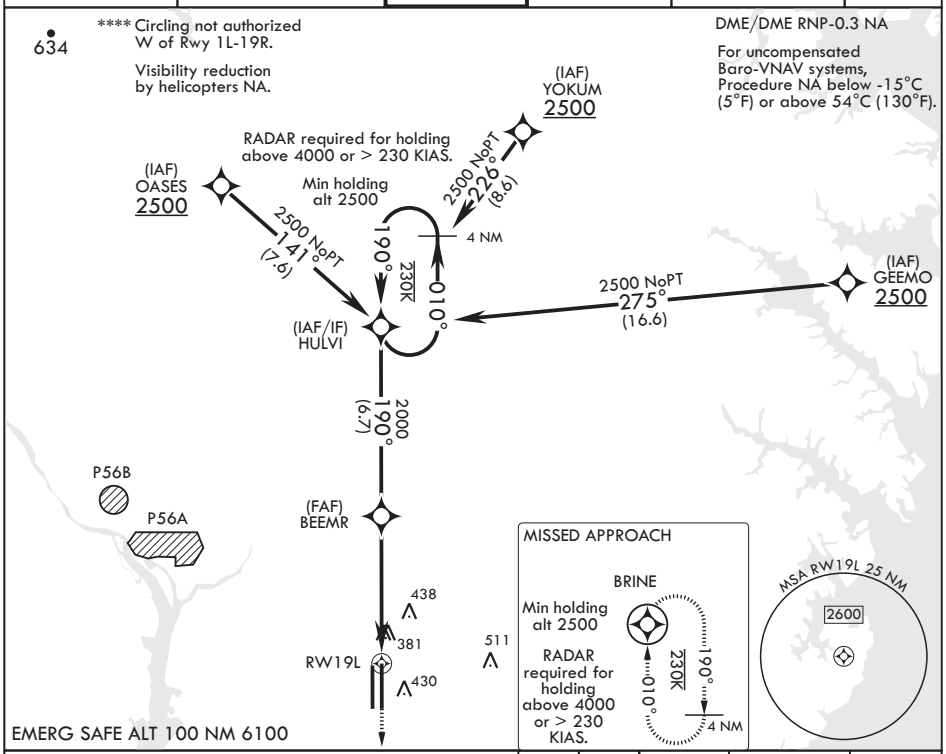
JOINT BASE ANDREWS (KADW)

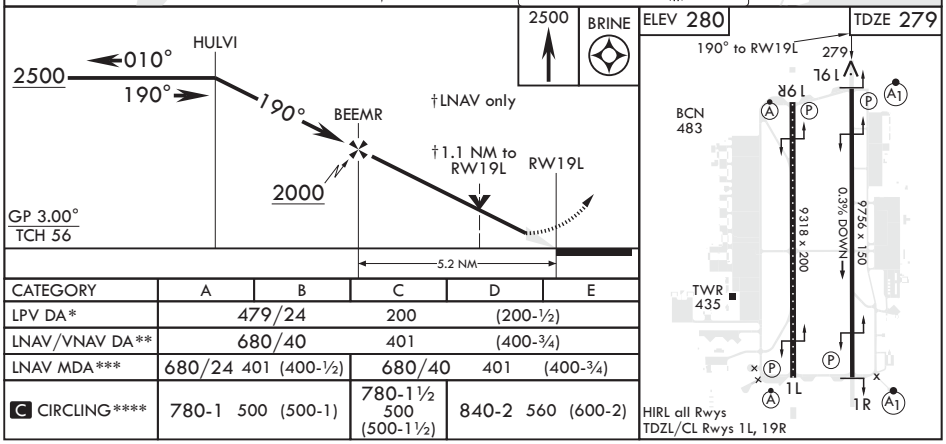
* When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1mile; CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct BRINE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
LPV DA*	479/24		200 (200-½)		
LNAV/VNAV DA**	680/40		401 (400-¾)		
LNAV MDA***	680/24 401 (400-½)		680/40 401 (400-¾)		
C CIRCLING****	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 19R

WAAS CH 52204 W19B	APCH CRS 190°	Rwy ldg 9318 TDZE 274 Arpt Elev 280

AL-561 (USAF)

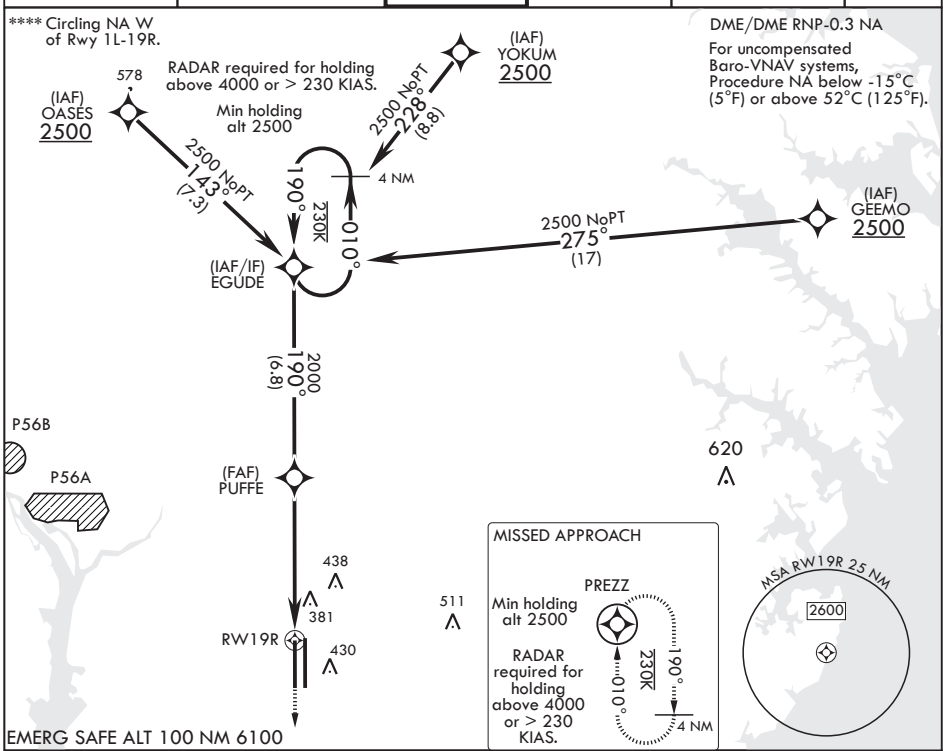
JOINT BASE ANDREWS (KADW)

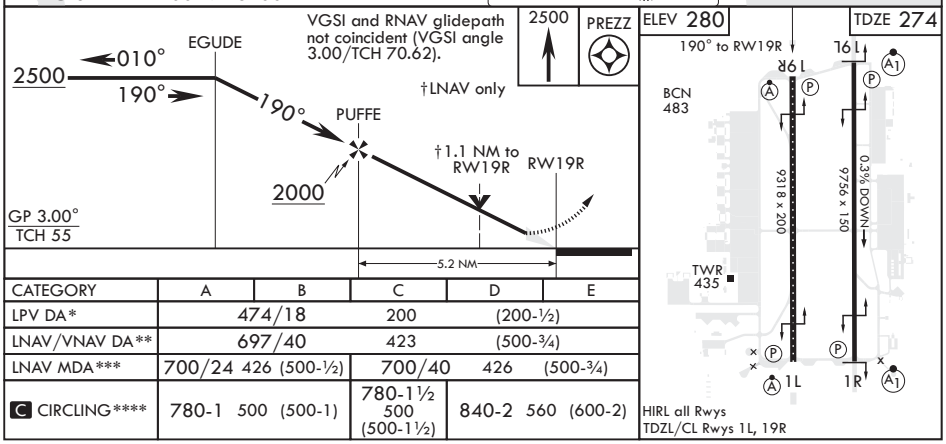
* When ALS inop, increase RVR to 40, vis to 3/4. When TDZ/CL lights inop, increase RVR to 24.
** When ALS inop, increase vis to 1 1/4 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

ALSF-2

MISSED APPROACH: Climb to 2500 direct PREZZ and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
LPV DA*	474/18		200 (200-½)		
LNAV/VNAV DA**	697/40		423 (500-¾)		
LNAV MDA***	700/24 426 (500-½)		700/40 426 (500-¾)		
C CIRCLING****	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

HIRL all Rwys
TDZL/CL Rwys 1L, 19R

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W

JOINT BASE ANDREWS (KADW)

Orig 15AUG19
TERPS

RNAV (GPS) RWY 19R

CAMP SPRINGS, MARYLAND

RNAV (GPS)-A

APCH CRS 325°	Rwy ldg N/A TDZE N/A Arpt Elev 280

AL-561 (USAF)

JOINT BASE ANDREWS (KADW)

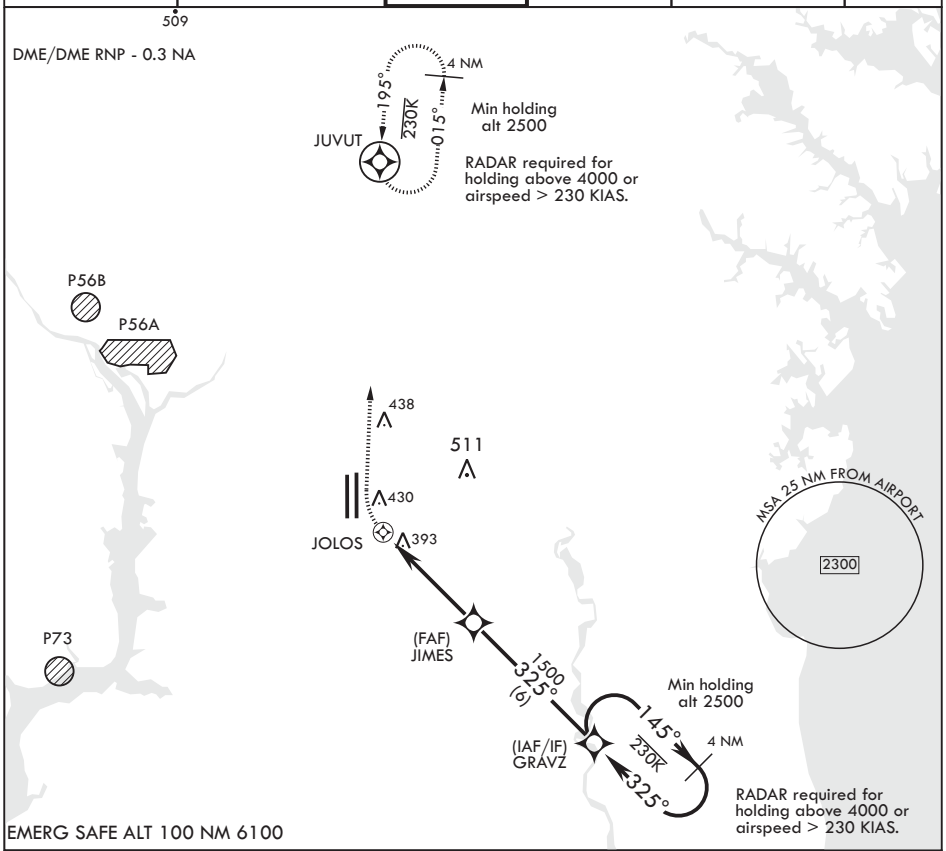
* Circling NA West of Rwy 1L-19R.

MISSED APPROACH: Climbing right turn to 2500 direct JUVUT and hold.

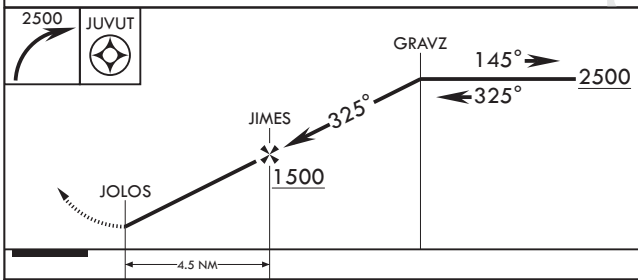
ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

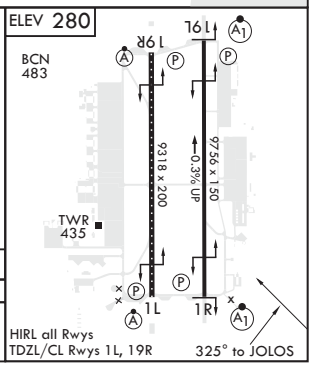
509

DME/DME RNP - 0.3 NA



EMERG SAFE ALT 100 NM 6100





CATEGORY	A	B	C	D	E
C CIRCLING*	780-1¼ 501 (600-1¼)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W

JOINT BASE ANDREWS (KADW)

Orig 02MAR17
TERPS

RNAV (GPS)-A

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

TACAN RWY 1L

VORTAC ADW 113.1 Chan 78	APCH CRS 021°	Rwy ldg 9318 TDZE 261 Arpt Elev 280

AL-561 (USAF)

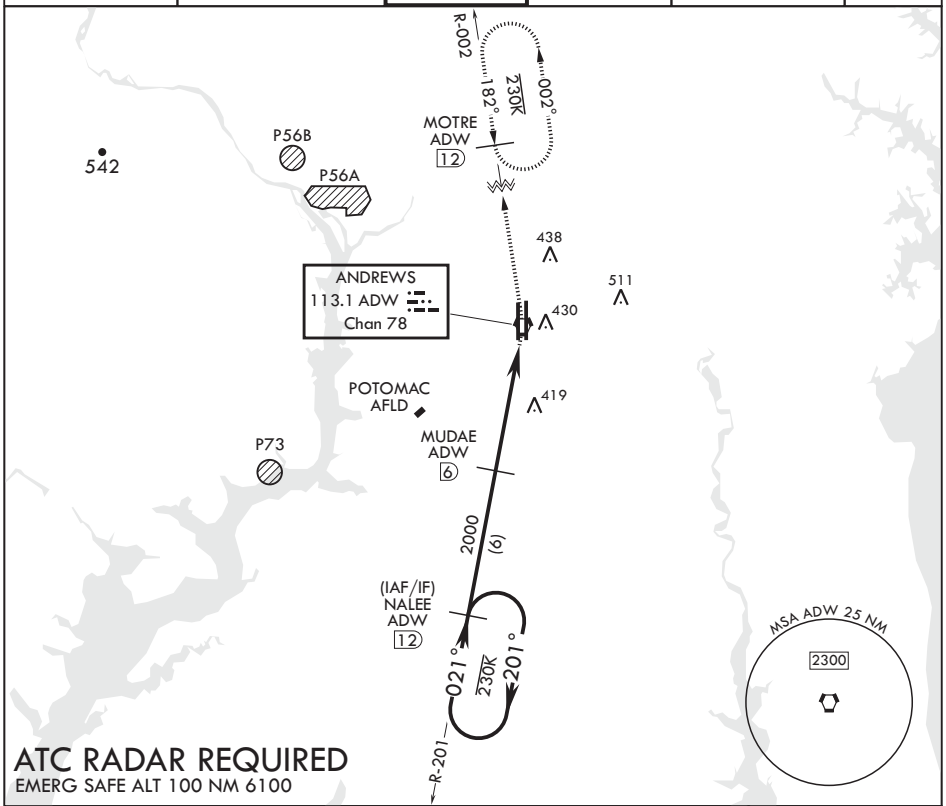
JOINT BASE ANDREWS (KADW)

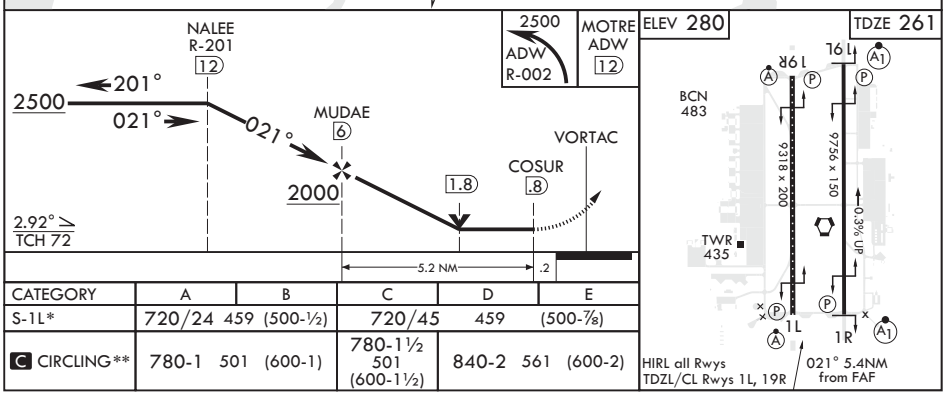
* When ALS inop, increase CAT AB RVR to 55, and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climb to 2500 via ADW VORTAC R-002 to MOTRE/ADW 12 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-1L*	720/24 459 (500-½)		720/45 459 (500-⅞)		
C CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W

JOINT BASE ANDREWS (KADW)

Amdt 1 02MAR17

TACAN RWY 1L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

20086

CAMP SPRINGS, MARYLAND

TACAN RWY 1R

VORTAC ADW 113.1 Chan 78	APCH CRS 003°	Rwy ldg 9756 TDZE 265 Arpt Elev 280

AL-561 (USAF)

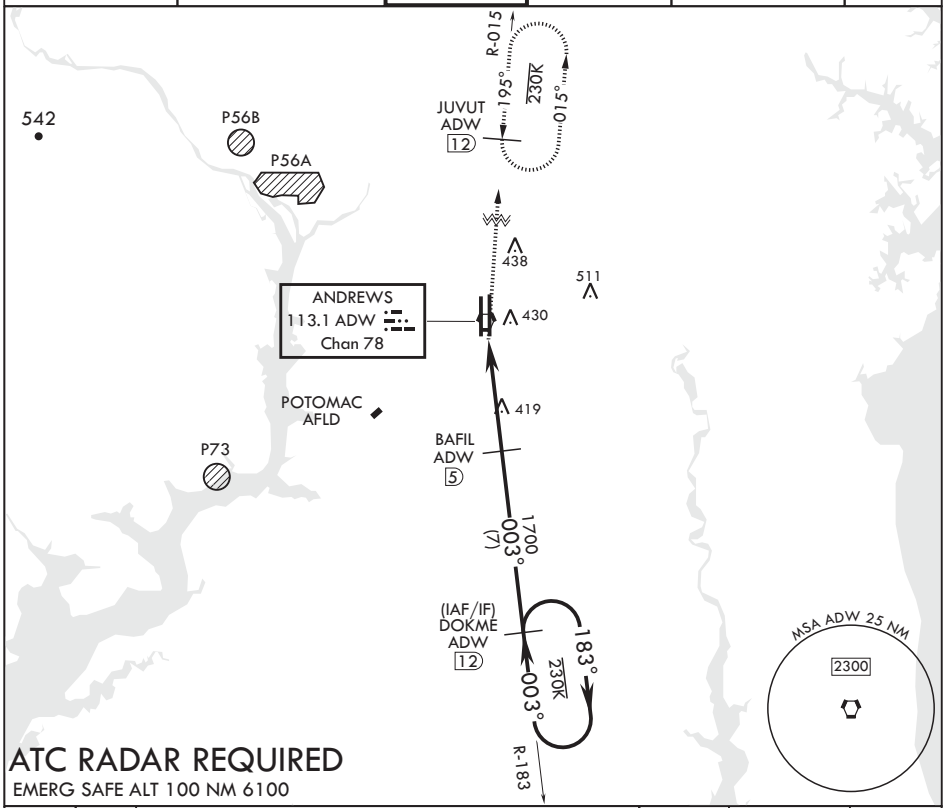
JOINT BASE ANDREWS (KADW)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1

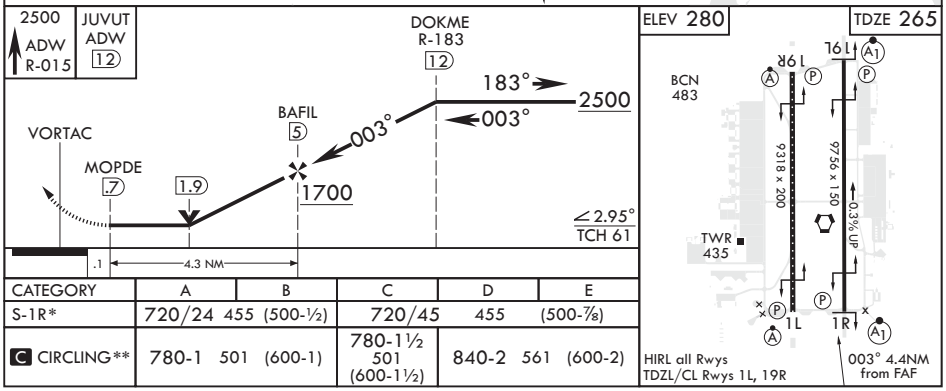
MISSED APPROACH: Climb to 2500 via ADW VORTAC R-015 to JUVUT and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



ATC RADAR REQUIRED

EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D	E
S-1R*	720/24 455 (500-½)		720/45 455 (500-⅞)		
C CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

TACAN RWY 19L

VORTAC ADW 113.1 Chan 78	APCH CRS 195°	Rwy ldg 9756 TDZE 279 Arpt Elev 280

AL-561 (USAF)

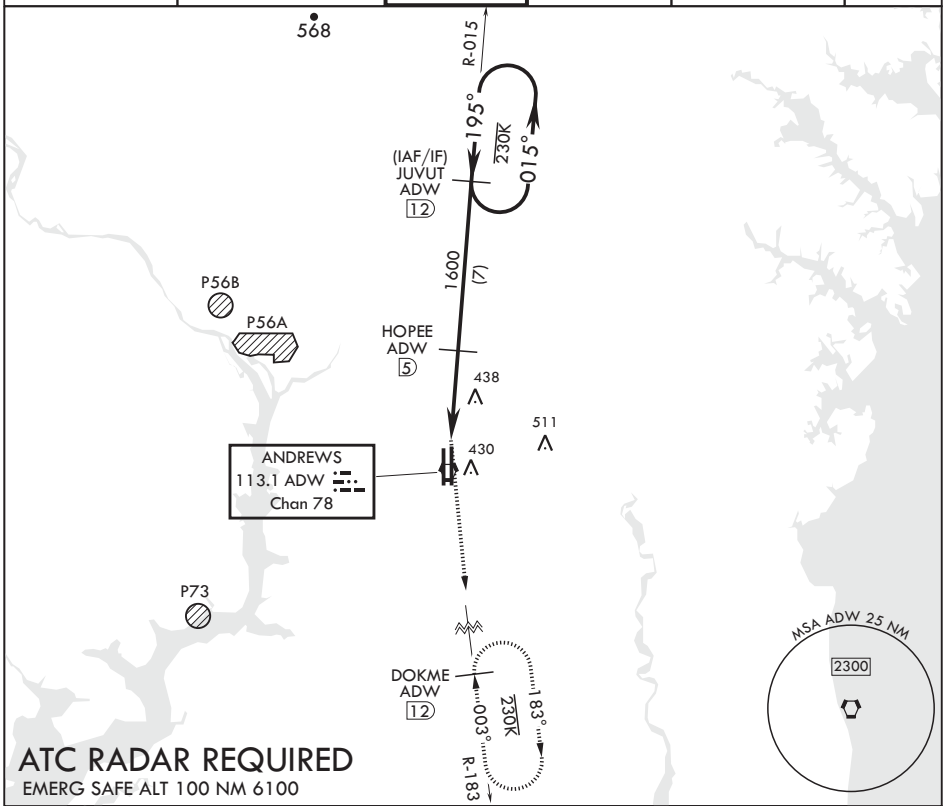
JOINT BASE ANDREWS (KADW)

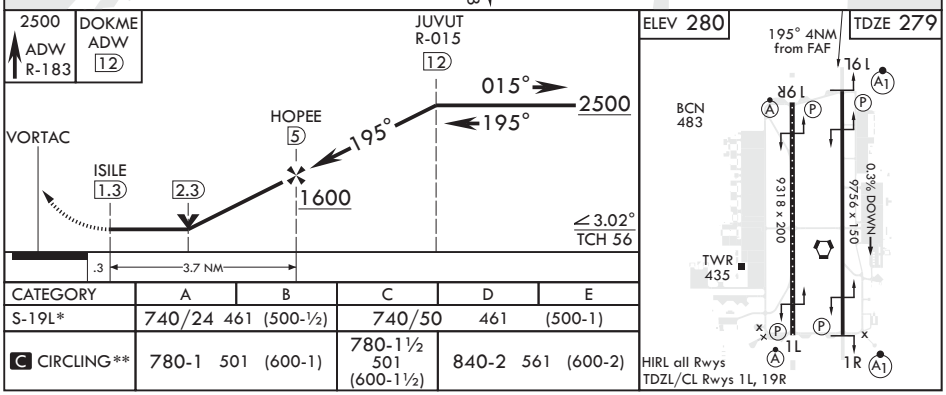
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1

MISSED APPROACH: Climbing to 2500 via ADW VORTAC R-183 to DOKME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-19L*	740/24 461 (500-½)		740/50	461	(500-1)
C CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W

JOINT BASE ANDREWS (KADW)

Amdt 2 02MAR17

TACAN RWY 19L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

20086

CAMP SPRINGS, MARYLAND

TACAN RWY 19R

VORTAC ADW 113.1 Chan 78	APCH CRS 182°	Rwy ldg 9318 TDZE 274 Arpt Elev 280

AL-561 (USAF)

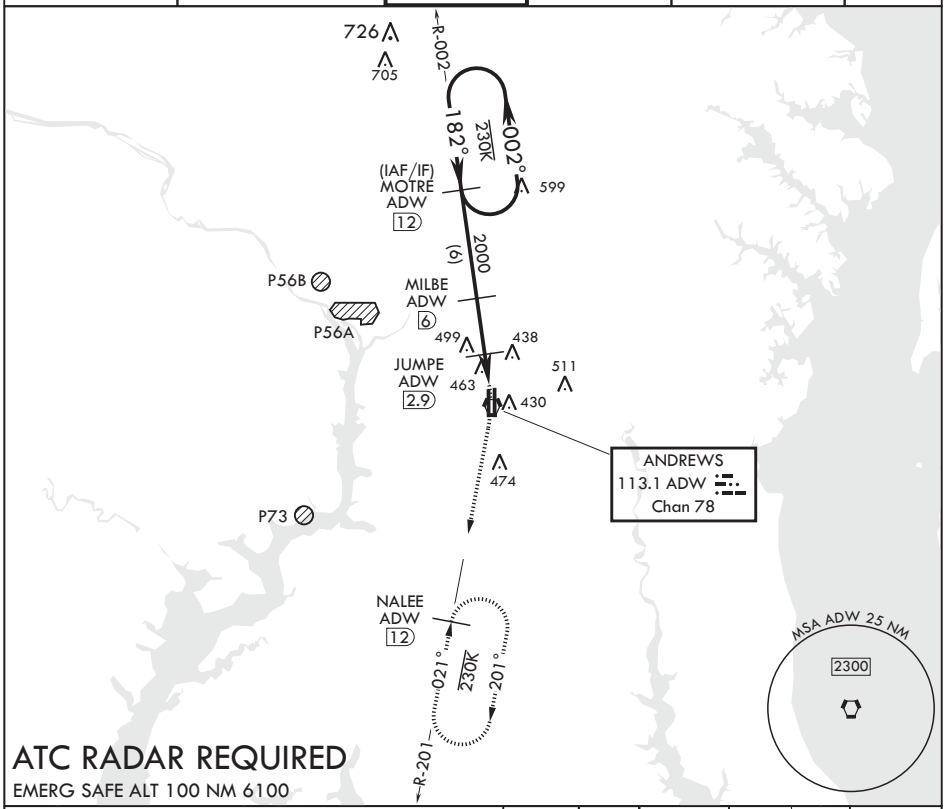
JOINT BASE ANDREWS (KADW)

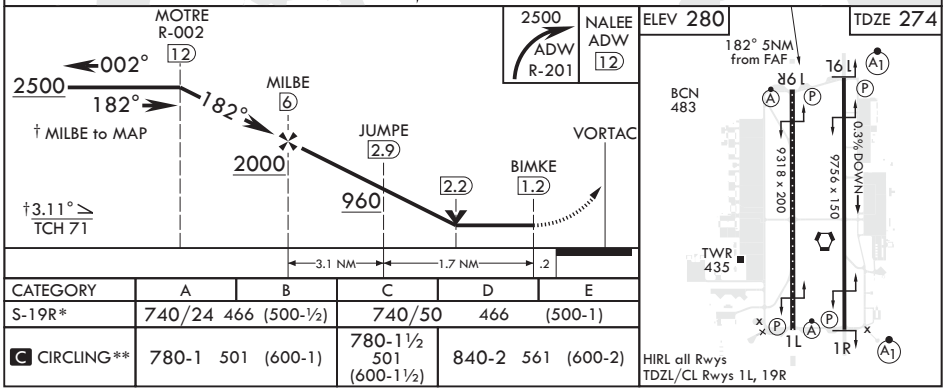
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-201 to NALEE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-19R*	740/24 466 (500-½)		740/50 466 (500-1)		
C CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

CAMP SPRINGS, MARYLAND

Amdt 1 02MAR17

38°49'N - 76°52'W

JOINT BASE ANDREWS (KADW)

TACAN RWY 19R

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CAMP SPRINGS, MARYLAND

TACAN-A

VORTAC ADW 113.1 Chan 78	APCH CRS 325°	Rwy ldg N/A TDZE N/A Arpt Elev 280

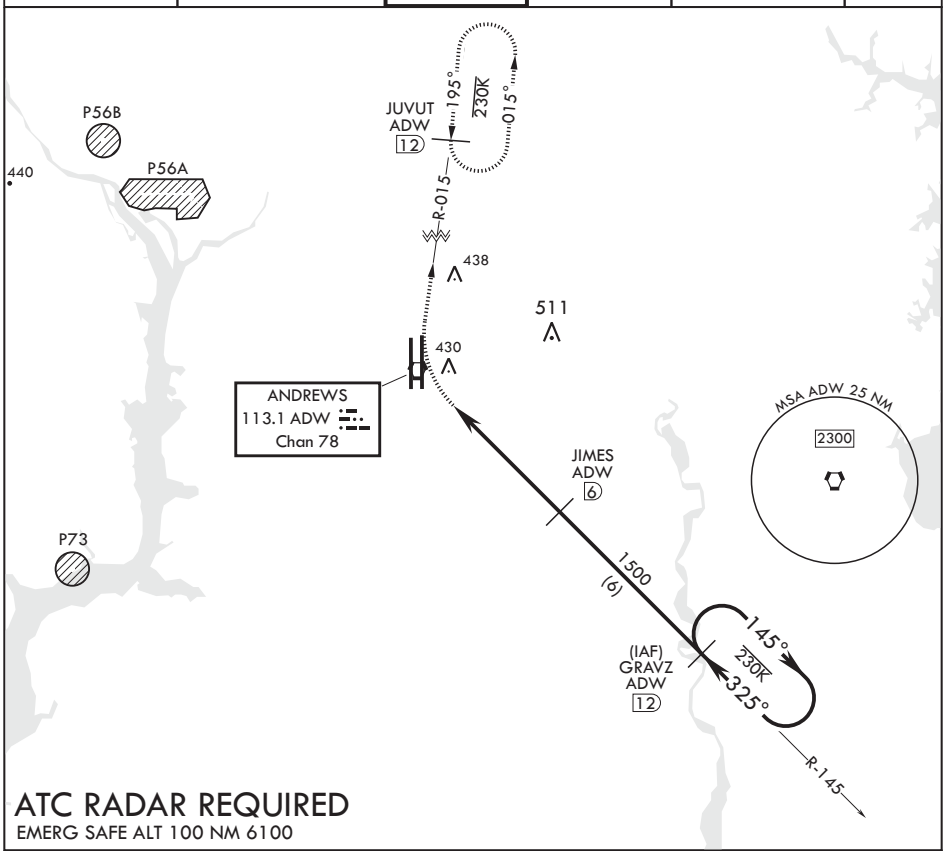
AL-561 (USAF)

JOINT BASE ANDREWS (KADW)

* Circling not authorized west of Rwy 1L-19R.

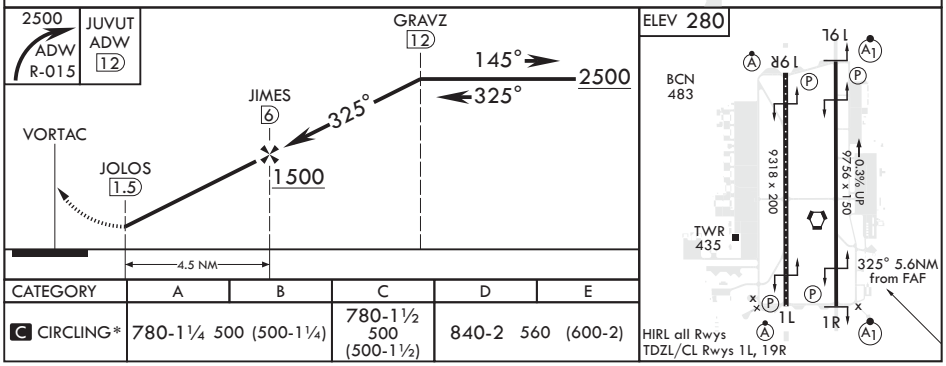
MISSED APPROACH: Climbing right turn to 2500 via ADW R-015 to JUVUT and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



ATC RADAR REQUIRED

EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D	E
C CIRCLING*	780-1¼ 500 (500-1¼)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W

JOINT BASE ANDREWS (KADW)

Amdt 2 12OCT17

TACAN-A

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

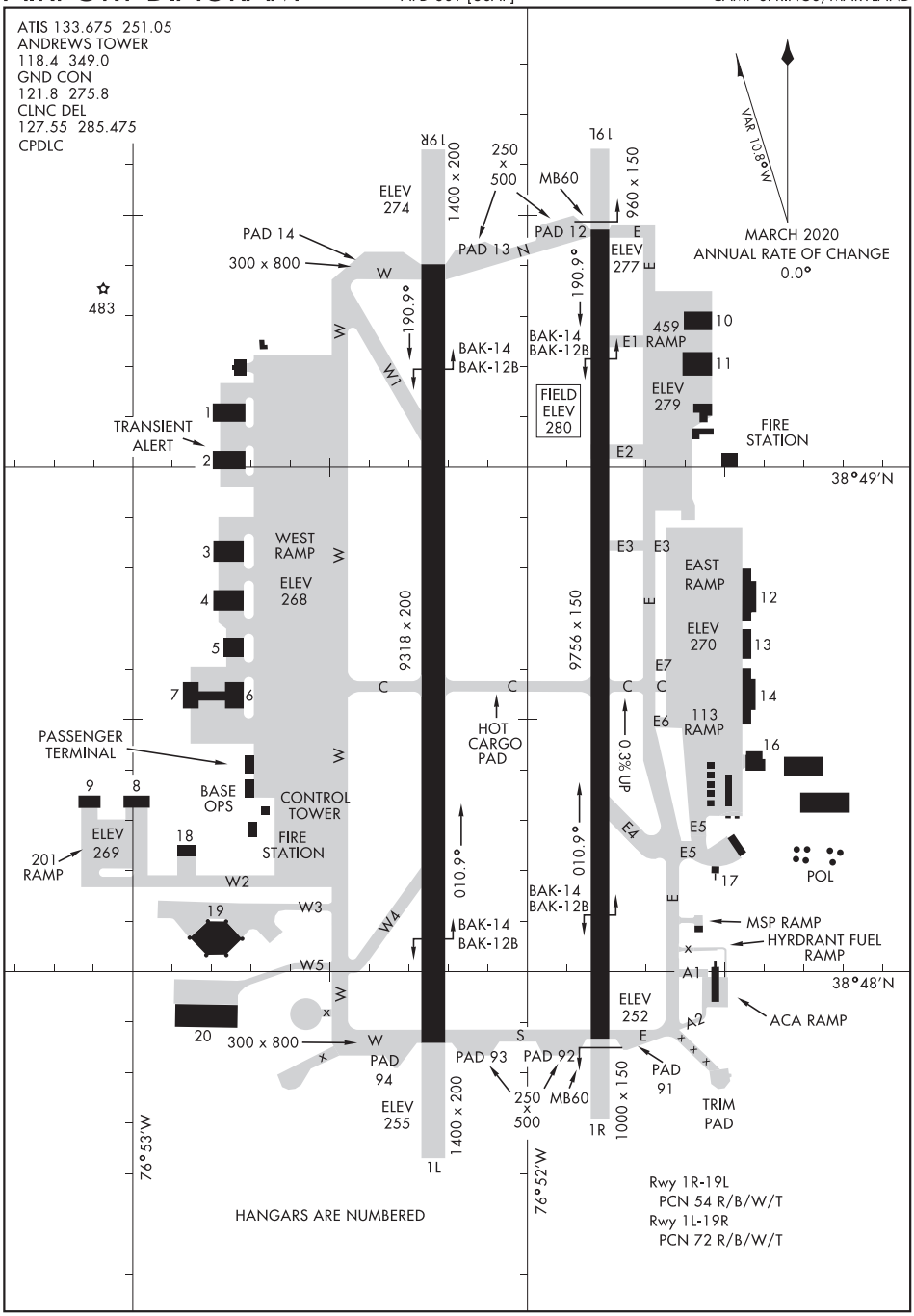
20086

AIRPORT DIAGRAM

JOINT BASE ANDREWS (KADW)

AFD-561 [USAF]

CAMP SPRINGS, MARYLAND



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

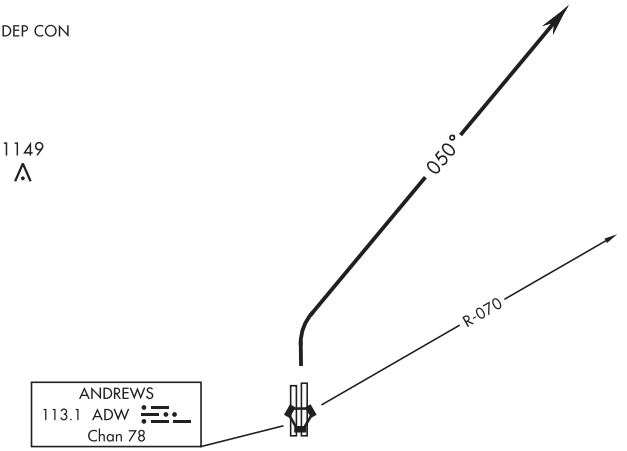
CAMP SPRINGS, MARYLAND

JOINT BASE ANDREWS (KADW)

ANDREWS ONE DEPARTURE (ADW1•ADW)

SL-561 [USAF]

ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
125.65 348.725



RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climbing right turn to 3000 heading 050°. Expect radar vectors to intercept ADW VORTAC R-070.

NE-3, 10 SEP 2020 to 05 NOV 2020

Orig 18312

JOINT BASE ANDREWS (KADW)

CAMP SPRINGS ONE DEPARTURE (CAMP1•ADW)

CAMP SPRINGS, MARYLAND

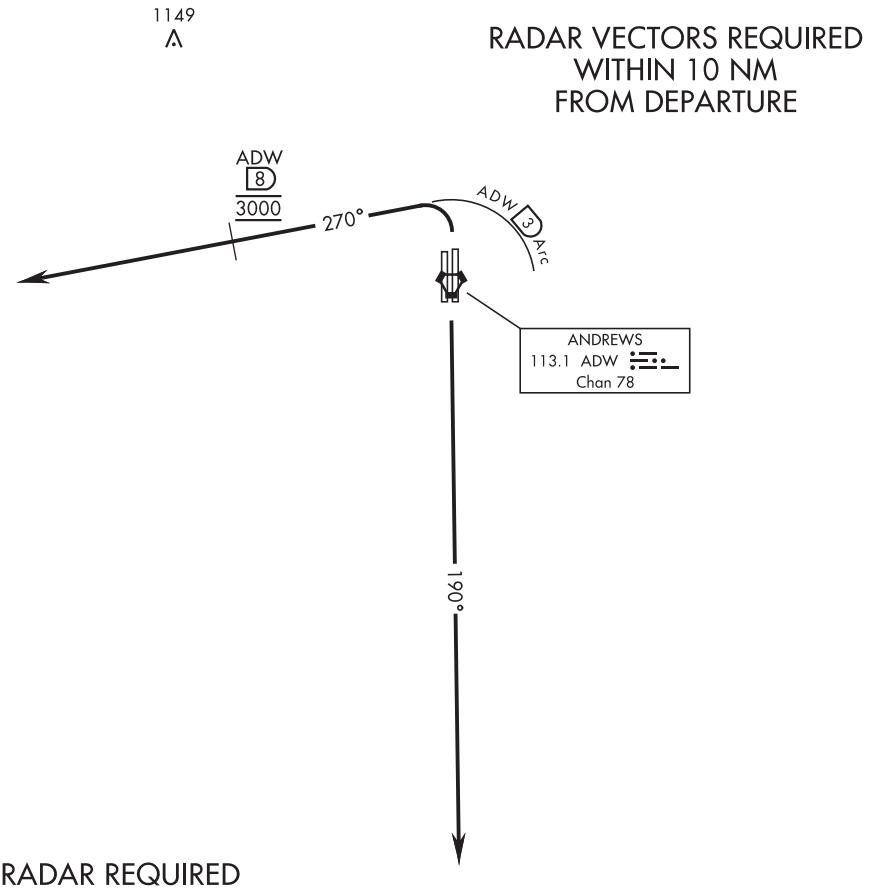
ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
118.95 257.2

SL-561 [USAF]

Rwy	Knots	60	120	180	240	300	360
1L/R	V/V(fpm)	380	760	1140	1520	1900	2280

ATC Climb Rate to 3000

If unable to make published climb gradient advise ATC prior to departure.



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn left climb on heading 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the west.

CAMP SPRINGS ONE DEPARTURE (CAMP1•ADW)

CAMP SPRINGS, MARYLAND

JOINT BASE ANDREWS (KADW)

JEFSN ONE DEPARTURE (RNAV) (JEFSN1•JEFSN)

ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
118.95 257.2

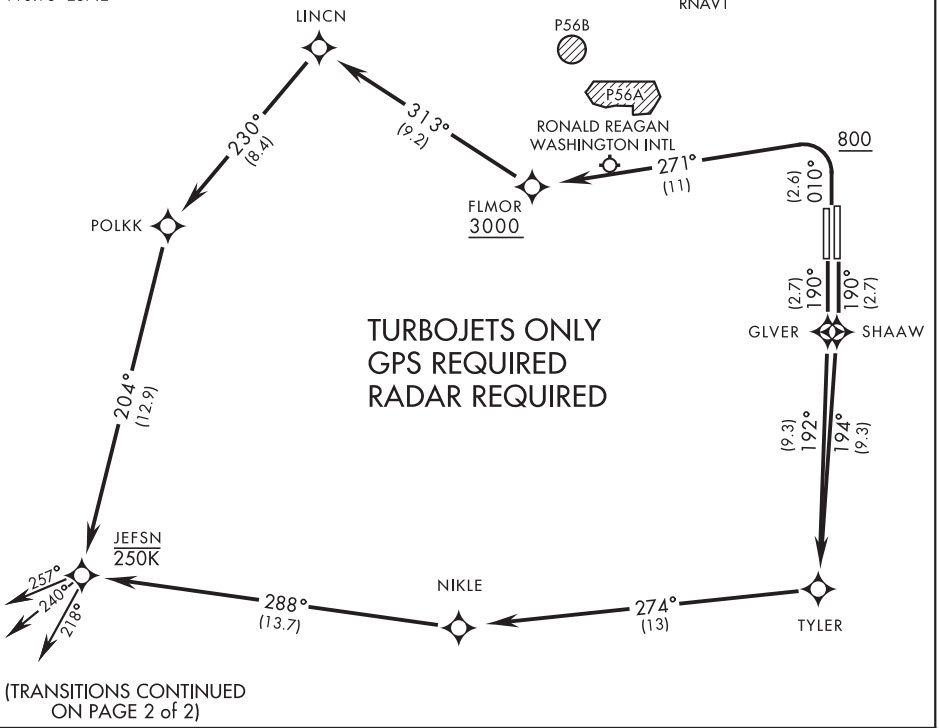
SL-561 [USAF]
(PAGE 1 of 2)

TOP ALTITUDE: 3000

Max speed 250KIAS until JEFSN.

Prohibited (P56) 1.5NM north of DCA avoid surface to FL180.

RNAV1



(TRANSITIONS CONTINUED ON PAGE 2 of 2)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to JEFSN, thence...

TAKE-OFF RWY 19L: Climb on heading 190° direct SHAAW then via depicted route to JEFSN, thence...

TAKE-OFF RWY 19R: Climb on heading 190° direct GLVER then via depicted route to JEFSN, thence...

... on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

FLASK TRANSITION (JEFSN1•FLASK)
GLANC TRANSITION (JEFSN1•GLANC)
MAULS TRANSITION (JEFSN1•MAULS)
MELTN TRANSITION (JEFSN1•MELTN)
RRSIN TRANSITION (JEFSN1•RRSIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

20086

JOINT BASE ANDREWS (KADW)

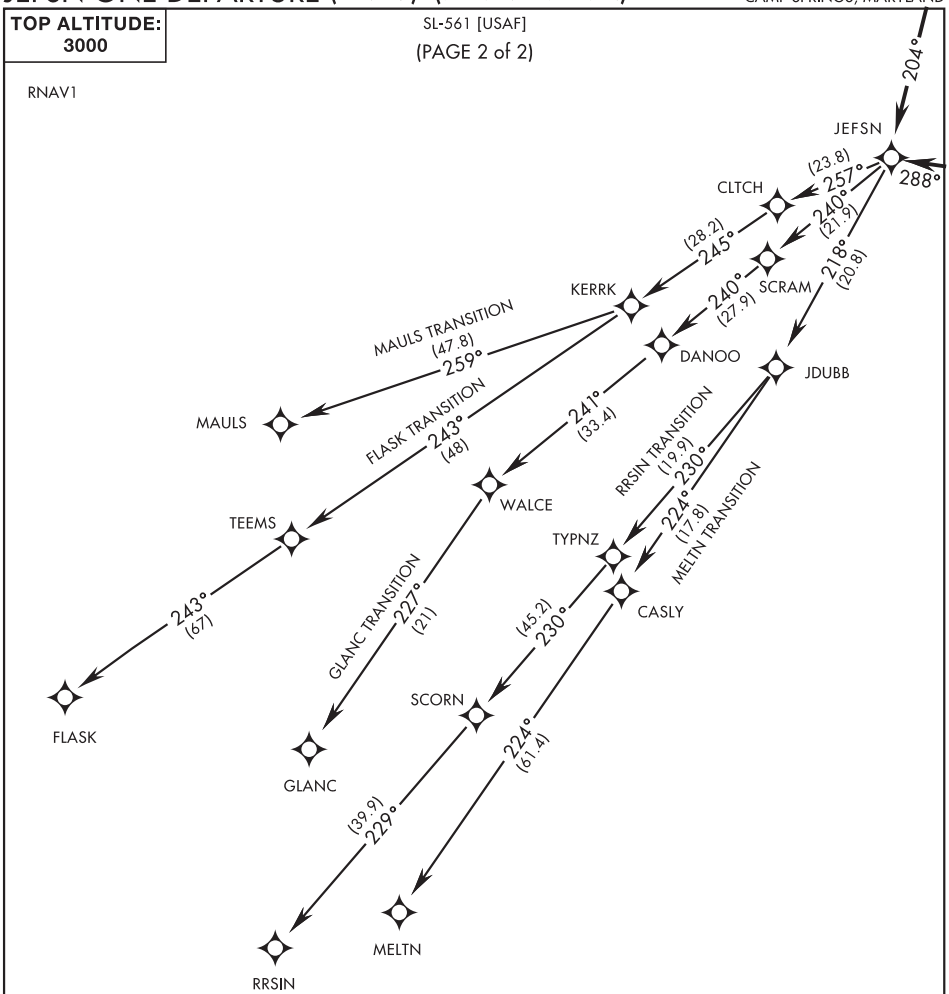
JEFSN ONE DEPARTURE (RNAV) (JEFSN1•JEFSN)

CAMP SPRINGS, MARYLAND

TOP ALTITUDE: 3000

SL-561 [USAF]

(PAGE 2 of 2)



TURBOJETS ONLY
GPS REQUIRED
RADAR REQUIRED

NOTE: Chart not to scale

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

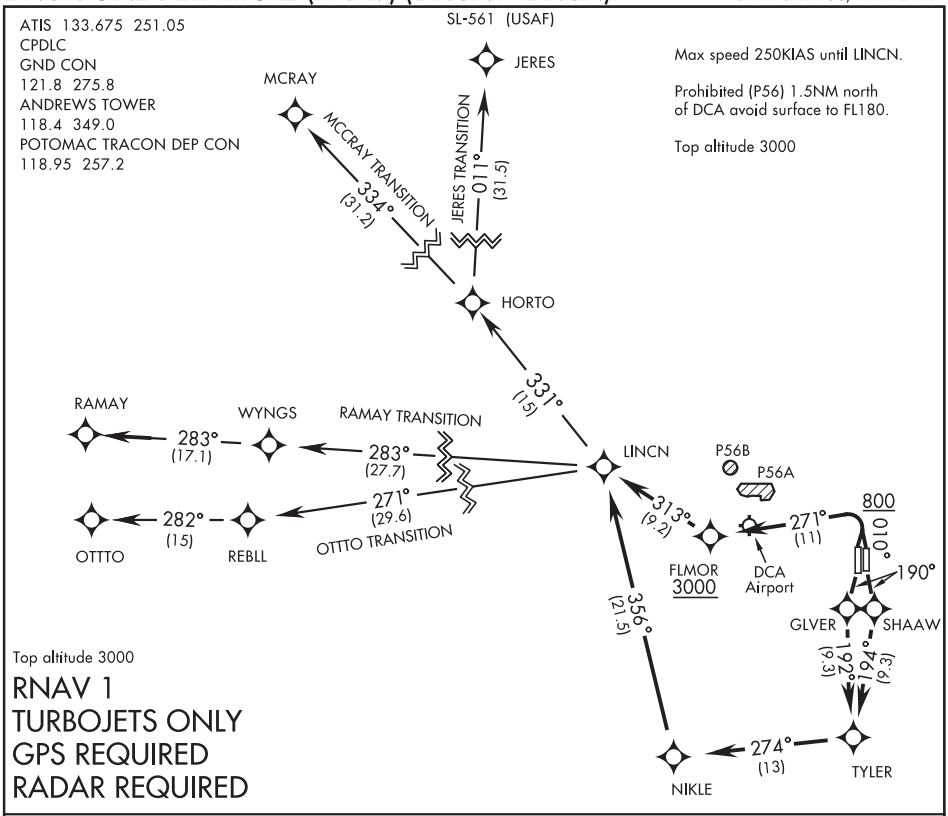
JEFSN ONE DEPARTURE (RNAV) (JEFSN1•JEFSN)

CAMP SPRINGS, MARYLAND

Amdt 3 26MAR20

JOINT BASE ANDREWS (KADW)

LINCN ONE DEPARTURE (RNAV) (LINCN1•LINCN)



DEPARTURE ROUTE DESCRIPTION

RWY 01L/R: Climb heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to LINCN, thence...

RWY 19L: Climb heading 190° direct SHAAW then via depicted route to LINCN, thence...

RWY 19R: Climb heading 190° direct GLVER then via depicted route to LINCN, thence...

...on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

JERES TRANSITION (LINCN1.JERES)

MCCRAY TRANSITION (LINCN1.MCRAY)

OTTO TRANSITION (LINCN1.OTTO)

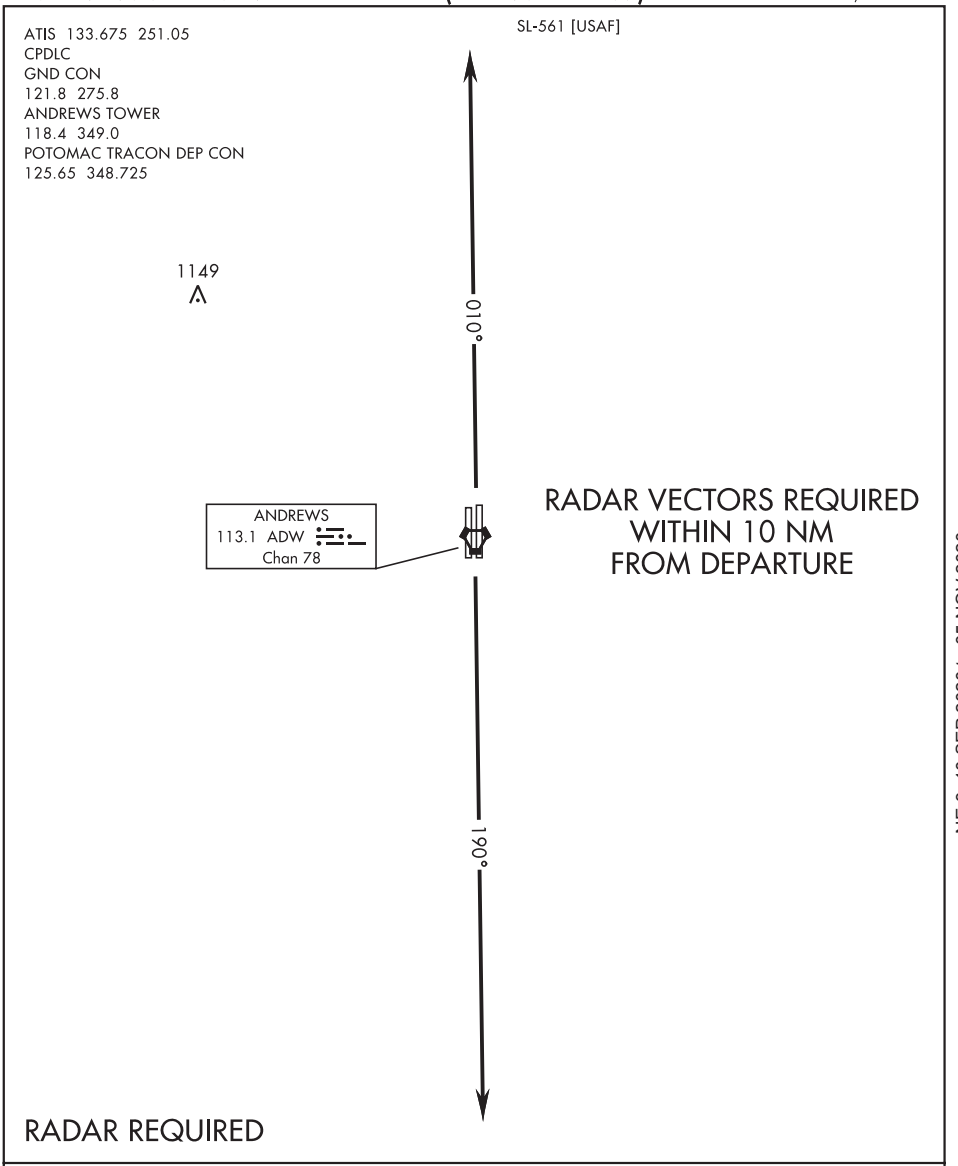
RAMAY TRANSITION (LINCN1.RAMAY)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

18312

JOINT BASE ANDREWS (KADW)
CAMP SPRINGS, MARYLAND

MORNINGSIDE ONE DEPARTURE (MRNG1•ADW)



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on heading 010° to 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the South or East.

MORNINGSIDE ONE DEPARTURE (MRNG1•ADW)

Orig 12OCT17

CAMP SPRINGS, MARYLAND
JOINT BASE ANDREWS (KADW)

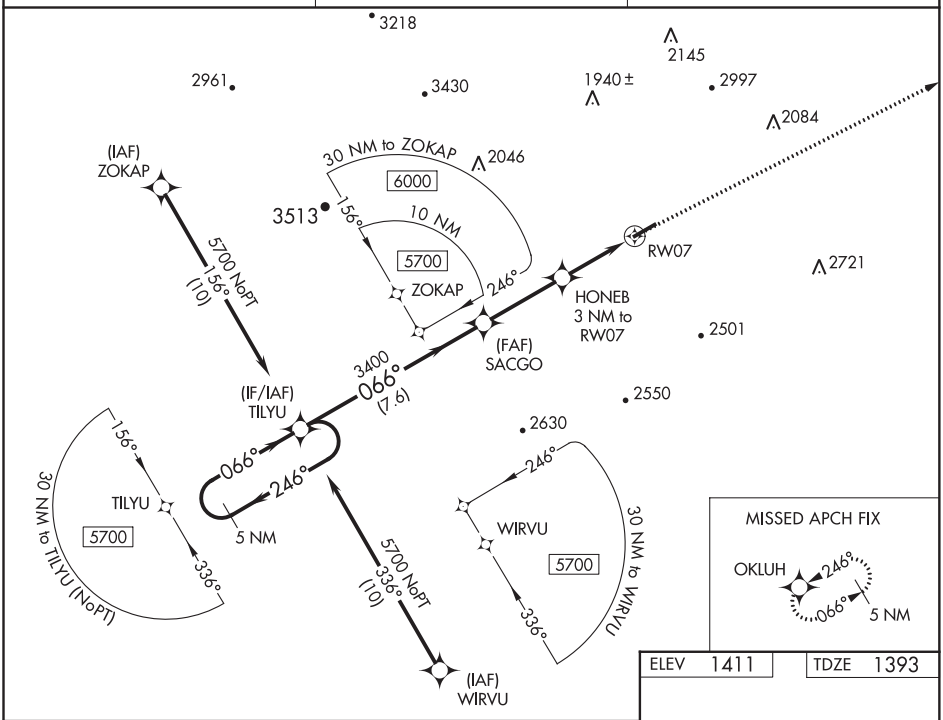
WAAS CH 78430 W07A	APP CRS 066°	Rwy ldg 5003 TDZE 1393 Apt Elev 1411

RNAV (GPS) RWY 7
LEE COUNTY (ØVG)

DME/DME RNP-0.3 NA. Rwy 07 helicopter visibility reduction below ¾ SM NA.
** Missed approach requires minimum climb gradient of 240 feet per NM to 3400.

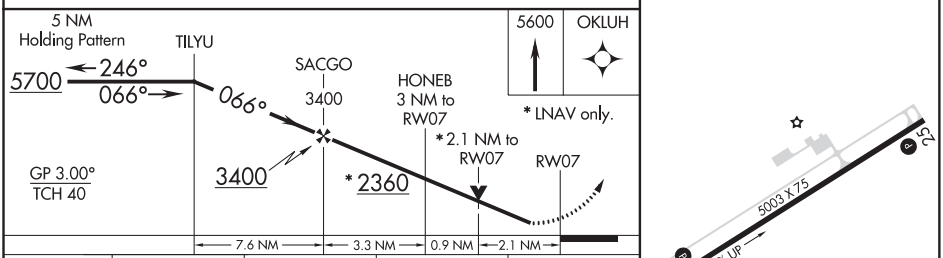
MISSED APPROACH: Climb to 5600 direct OKLUH and hold, continue climb-in-hold to 5600.

AWOS-3	ATLANTA CENTER	CTAF
120.125	127.55 269.50	122.9 L

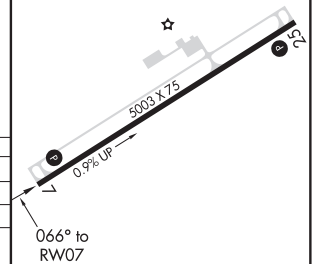


NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 1411	TDZE 1393



CATEGORY	A	B	C	D
LPV DA	** 1643-1 250 (300-1)			NA
LPV DA	1881-1¾ 488 (500-1¾)			NA
LNAV/VNAV DA	2024-2½ 631 (700-2½)			NA
LNAV MDA	2080-1 687 (700-1)		2080-1¾ 687 (700-1¾)	NA
C CIRCLING	2140-1 729 (800-1)	2180-1 769 (800-1)	2600-3 1189 (1200-3)	NA



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

JONESVILLE, VIRGINIA | AL-9373 (FAA) | 19143

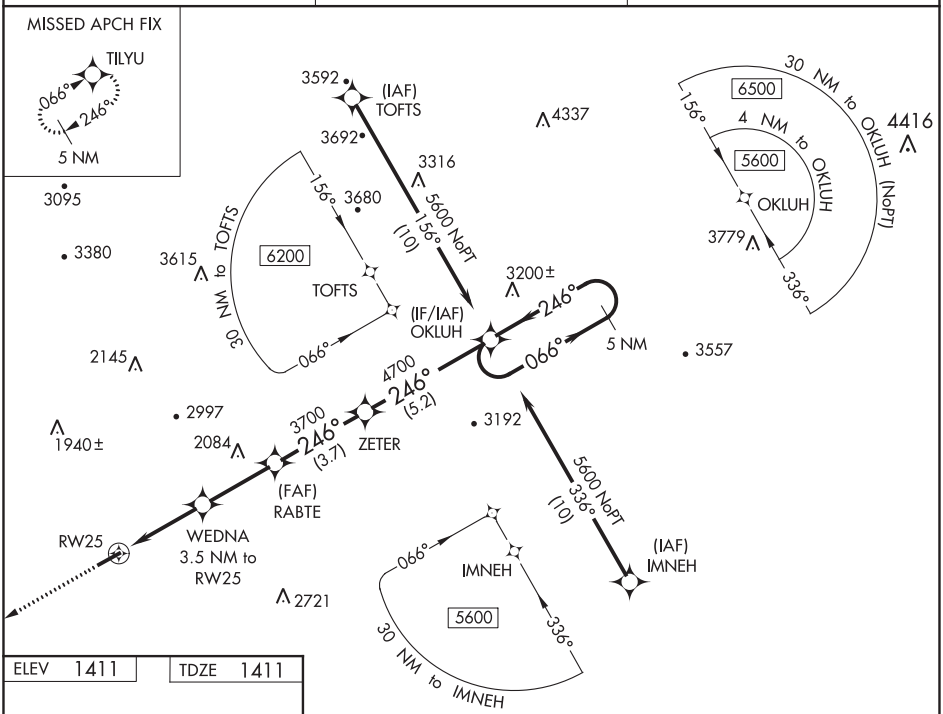
WAAS CH 82717 W25A	APP CRS 246°	Rwy ldg 5003 TDZE 1411 Apt Elev 1411

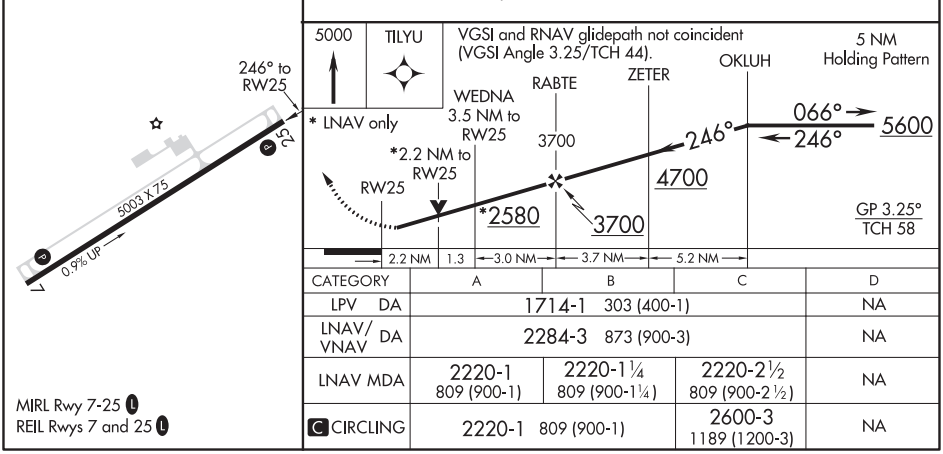
RNAV (GPS) RWY 25
LEE COUNTY (ØVG)

Helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct TILYU and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	CTAF
120.125	127.55 269.50	122.9 L





CATEGORY	A	B	C	D
LPV DA	1714-1 303 (400-1)			NA
LNAV/VNAV DA	2284-3 873 (900-3)			NA
LNAV MDA	2220-1 809 (900-1)	2220-1¼ 809 (900-1¼)	2220-2½ 809 (900-2½)	NA
C CIRCLING	2220-1 809 (900-1)		2600-3 1189 (1200-3)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

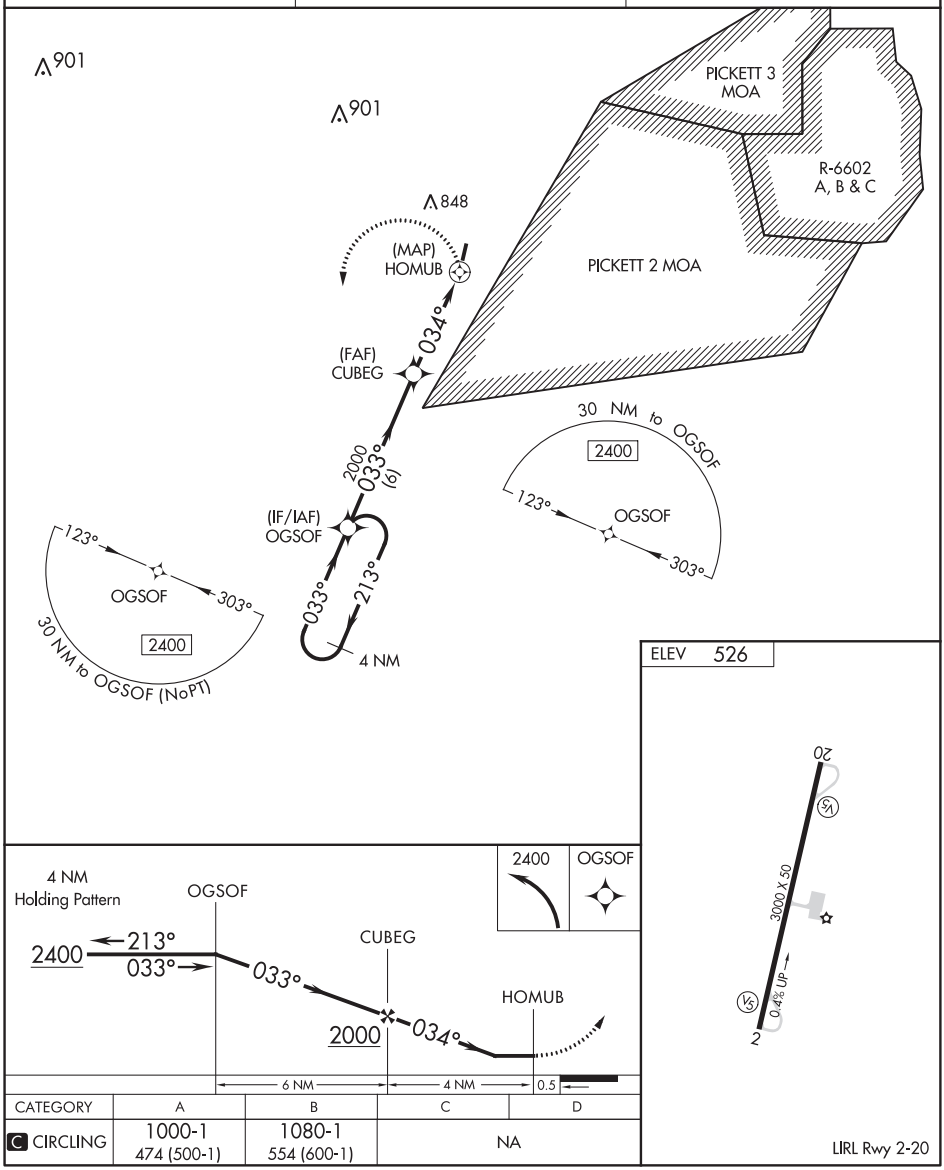
APP CRS	Rwy ldg	N/A
034°	TDZE	N/A
	Apt Elev	526

RNAV (GPS)-A
LUNENBURG COUNTY (W31)

Helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2400 direct OGSOF and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
123.875	118.75 377.1	122.7 (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	1000-1 474 (500-1)	1080-1 554 (600-1)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

KENBRIDGE, VIRGINIA AL-10440 (FAA) 20254

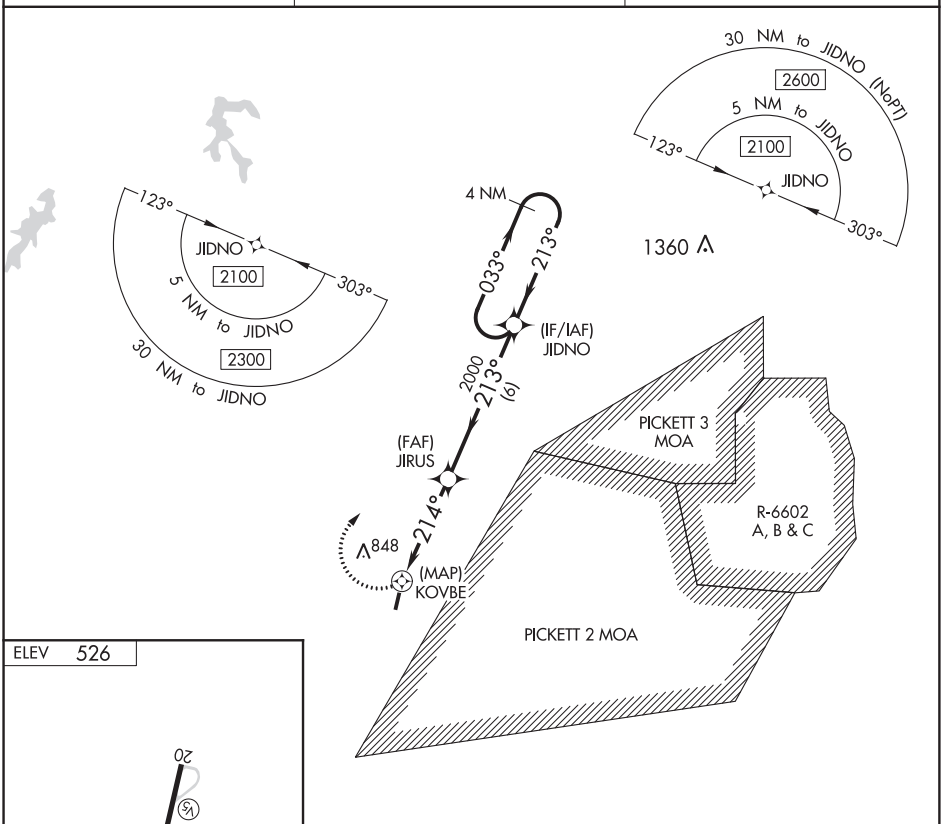
APP CRS	Rwy ldg	N/A
214°	TDZE	N/A
	Apt Elev	526

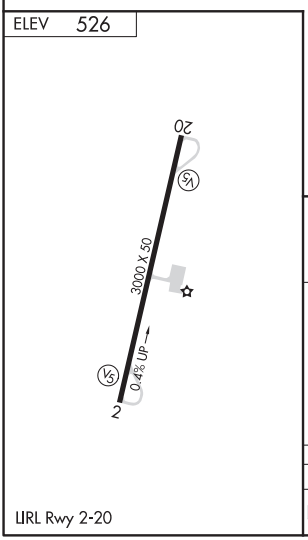
RNAV (GPS)-B
LUNENBURG COUNTY (W31)

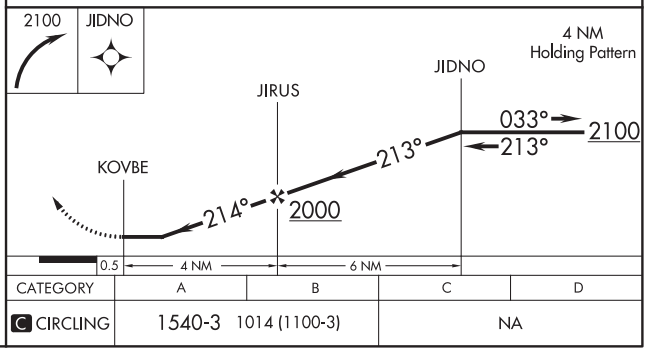
Helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2100 direct JIDNO and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
123.875	118.75 377.1	122.7 (CTAF)







CATEGORY	A	B	C	D
C CIRCLING	1540-3 1014 (1100-3)		NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

HAMPTON, VIRGINIA

ILS or LOC Y RWY 8

LOC I-LFI	APCH CRS	Rwy ldg 10,002 TDZE 8 Arpt Elev 8	AL-185 [USAF]	LANGLEY AFB (KLFI)
109.9	078°			

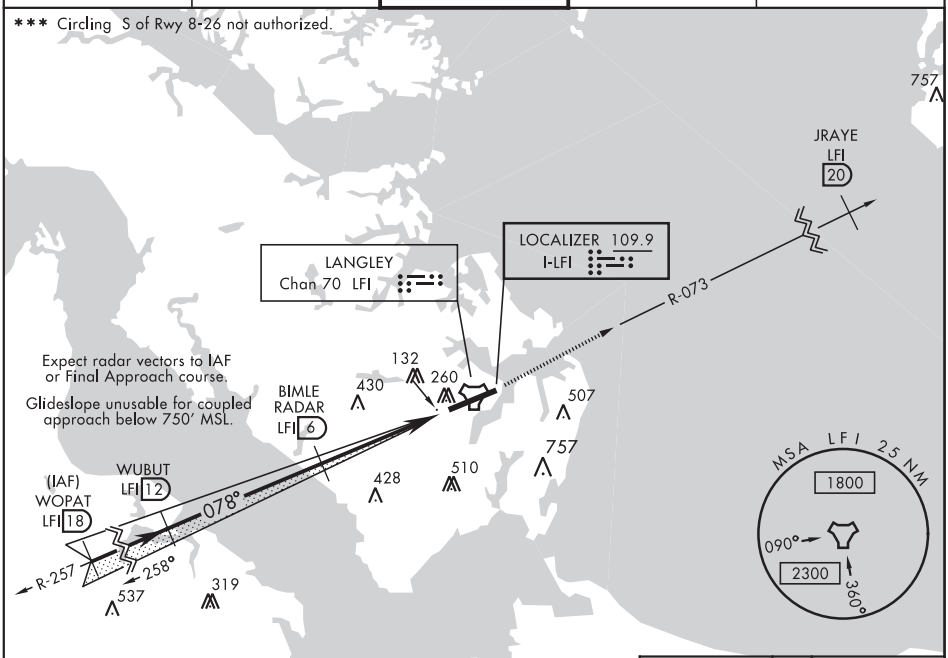
T * When ALS inop, increase all CAT RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE), then as instructed by ATC.

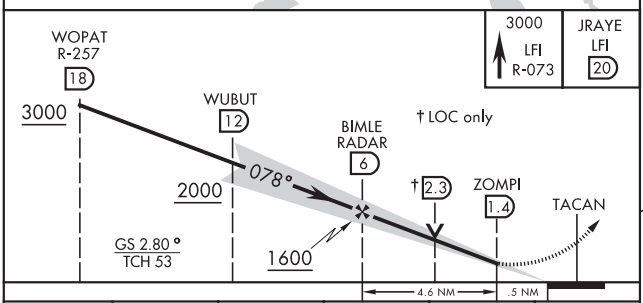
ATIS★	NORFOLK APP CON	LANGLEY TOWER★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

*** Circling S of Rwy 8-26 not authorized.

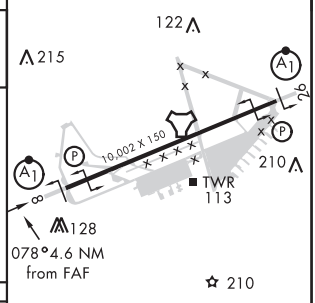


RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4100



ELEV 8	TDZE 8



HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-ILS 8 *	208/24		200	(200-½)	
S-LOC 8 **	480/24	472 (500-½)	480/50	472 (500-1)	
C CIRCLING ***	540-1 532 (600-1)	580-1 572 (600-1)	660-1¾ 652 (700-1¾)	760-2½ 752 (800-2½)	760-2¾ 752 (800-2¾)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

HAMPTON, VIRGINIA 37°05′N-76°21′W LANGLEY AFB (KLFI)

Amdt 5 22JUN17

ILS or LOC Y RWY 8

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

18032

HAMPTON, VIRGINIA

ILS or LOC Y RWY 26

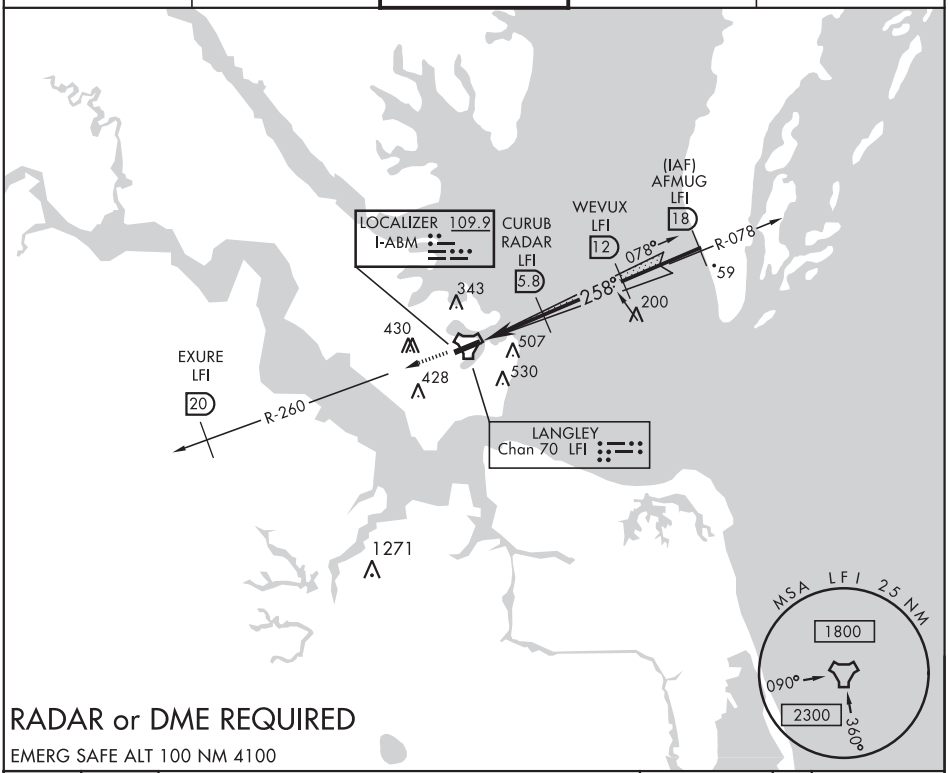
LOC I-ABM	APCH CRS	Rwy ldg 10,002 TDZE 8 Arpt Elev 8	JAL-185 [USAF]	LANGLEY AFB (KLFI)
109.9	258°			

T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.
** Circling S of Rwy 8-26 not authorized.

ALSF-1 A1

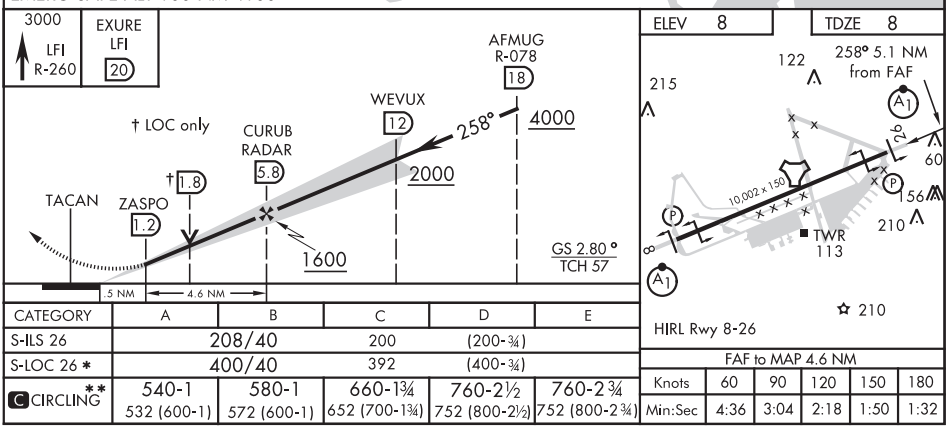
MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE), then as instructed by ATC.

ATIS ★	NORFOLK APP CON	LANGLEY TOWER ★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D	E
S-ILS 26	208/40		200	(200-¾)	
S-LOC 26 *	400/40		392	(400-¾)	
C CIRCLING **	540-1 532 (600-1)	580-1 572 (600-1)	660-1¾ 652 (700-1¾)	760-2½ 752 (800-2½)	760-2¾ 752 (800-2¾)

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

HAMPTON, VIRGINIA

RNAV (GPS) RWY 26

APCH CRS	Rwy ldg	10,002
258°	TDZE	8
	Arpt Elev	8

AL-185 (USAF)

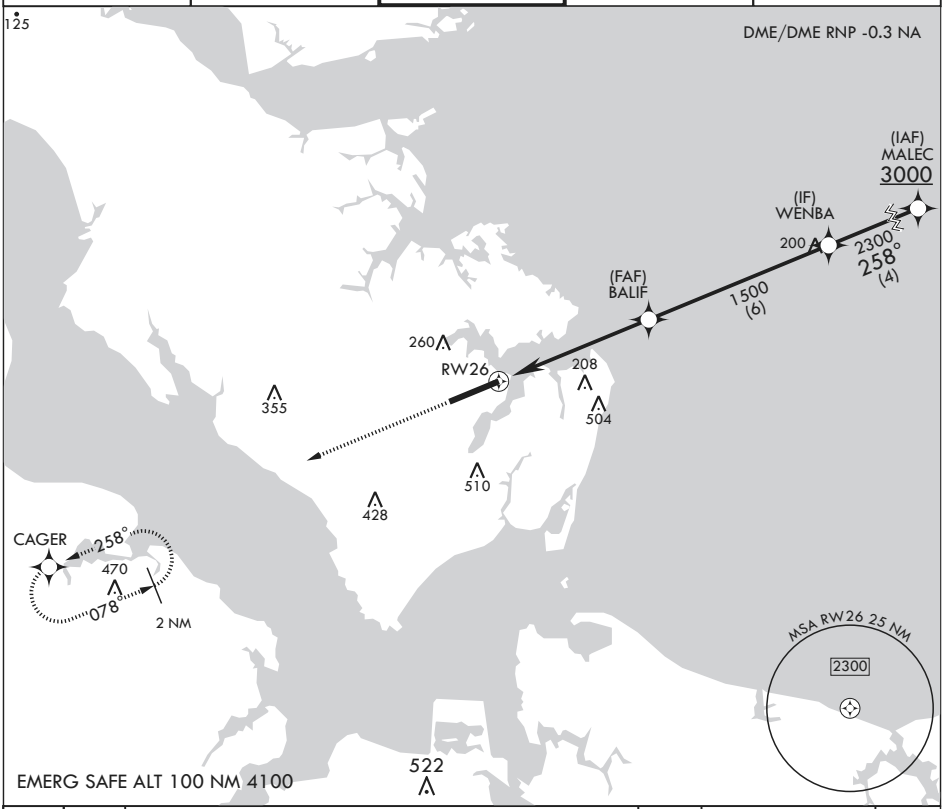
LANGLEY AFB (KLFI)

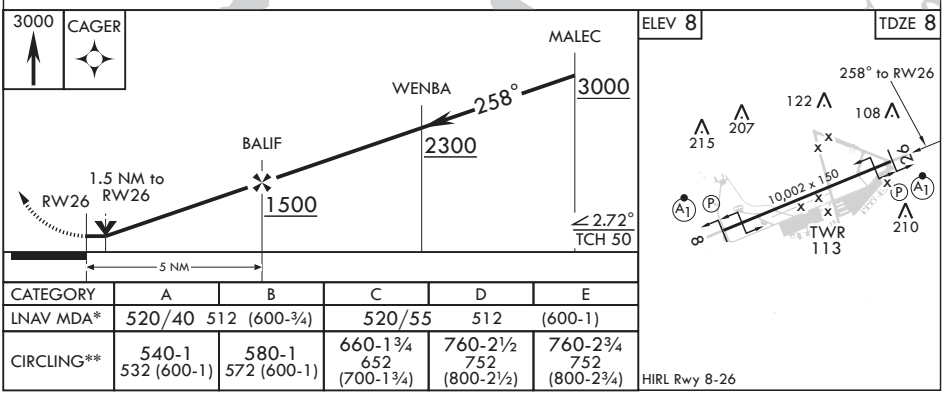
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized S of Rwy 8-26.

ALSF-1

MISSED APPROACH: Climb to 3000 on course 258° to CAGER WPT and hold.

ATIS★	NORFOLK APP CON	TOWER★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625





CATEGORY	A	B	C	D	E
LNAV MDA*	520/40 512 (600-¾)		520/55 512 (600-1)		
CIRCLING**	540-1 532 (600-1)	580-1 572 (600-1)	660-1¾ 652 (700-1¾)	760-2½ 752 (800-2½)	760-2¾ 752 (800-2¾)

HAMPTON, VIRGINIA

Amdt 4 22JUN17

37°05'N - 76°22'W

LANGLEY AFB (KLFI)

RNAV (GPS) RWY 26

NE-3, 10 SEP 2020 to 05 NOV 2020

18032

HAMPTON, VIRGINIA

TACAN Y RWY 8

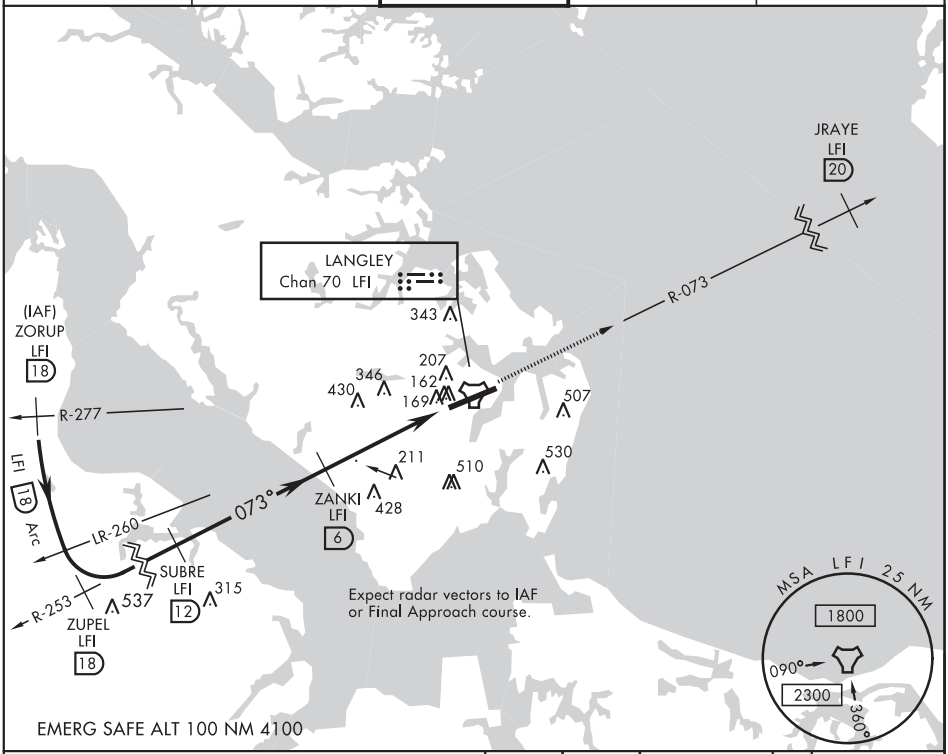
TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,002 TDZE 8 Arpt Elev 8	AL-185 [USAF]	LANGLEY AFB (KLFI)

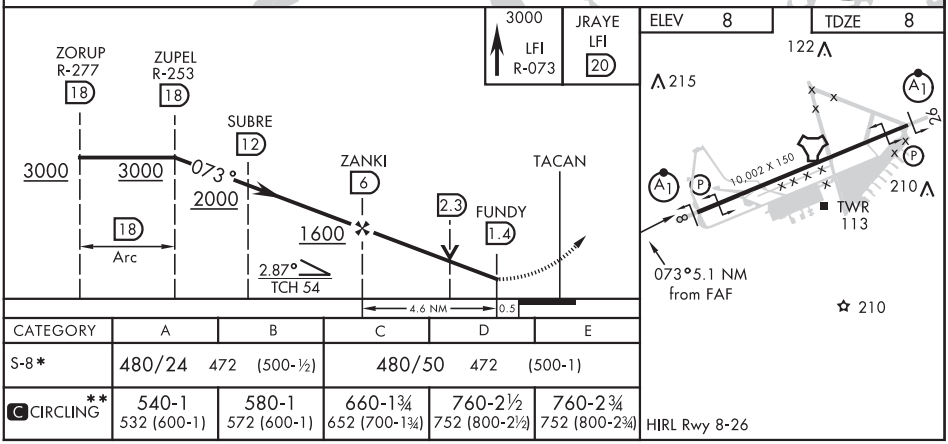
T *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
**Circling S of Rwy 8-26 not authorized.

ALSF-1 A1

MISSED APPROACH: Climb to 3000 via LFI R-073 to 20 DME (JRAYE), then as instructed by ATC.

ATIS *	NORFOLK APP CON	LANGLEY TOWER *	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625





CATEGORY	A	B	C	D	E
S-8*	480/24 472 (500-½)		480/50 472 (500-1)		
C CIRCLING**	540-1 532 (600-1)	580-1 572 (600-1)	660-1¾ 652 (700-1¾)	760-2½ 752 (800-2½)	760-2¾ 752 (800-2¾)

HIRL Rwy 8-26

HAMPTON, VIRGINIA 37°05'N-76°21'W LANGLEY AFB (KLFI)

Amdt 5 22JUN17

TACAN Y RWY 8

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

HAMPTON, VIRGINIA

TACAN Y RWY 26

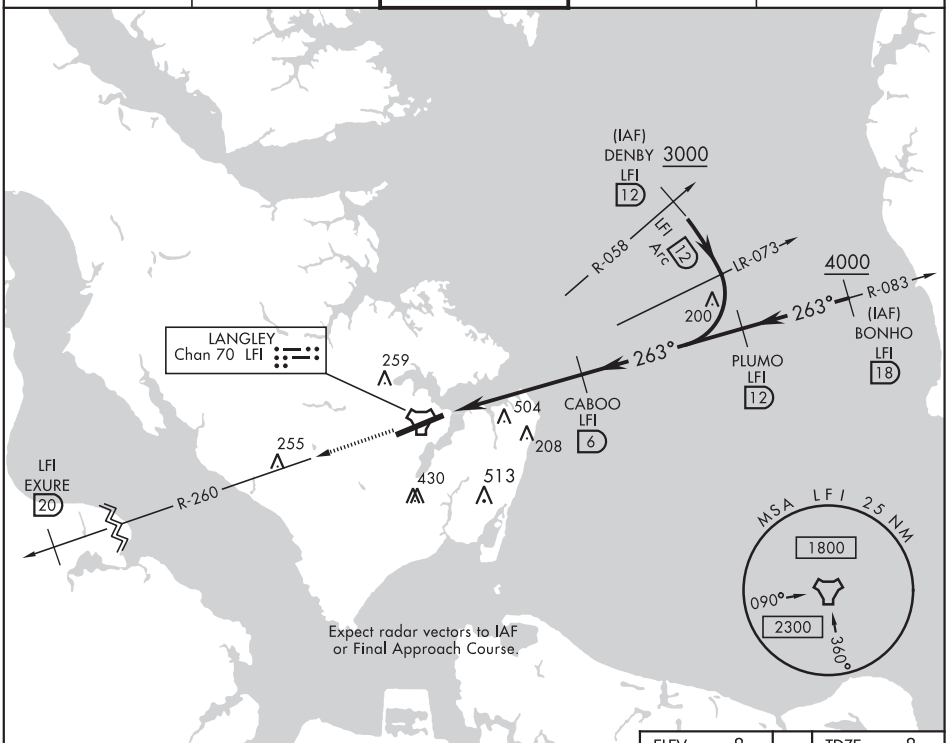
TACAN LFI Chan 70	APCH CRS 263°	Rwy ldg 10,002 TDZE 8 Arpt Elev 8	AL-185 [USAF]	LANGLEY AFB (KLFI)

T *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1¼ miles.
**Circling S of Rwy 8-26 not authorized.

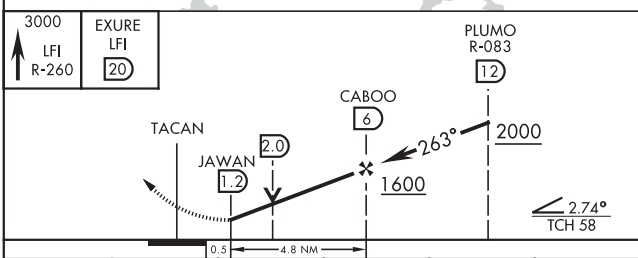
ALSF-1

MISSED APPROACH: Climb to 3000 via LFI R-260 to 20 DME (EXURE), then as instructed by ATC.

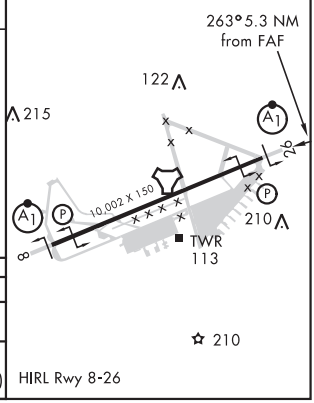
ATIS ★	NORFOLK APP CON	LANGLEY TOWER ★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



EMERG SAFE ALT 100 NM 4100



ELEV 8	TDZE 8



CATEGORY	A	B	C	D	E
S-26*	440/40		432	(500-¾)	
C CIRCLING**	540-1 532 (600-1)	580-1 572 (600-1)	660-1¾ 652 (700-1¾)	760-2½ 752 (800-2½)	760-2¾ 752 (800-2¾)

HAMPTON, VIRGINIA 37°05′N-76°21′W LANGLEY AFB (KLFI)

Amdt 5 22JUN17

TACAN Y RWY 26

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

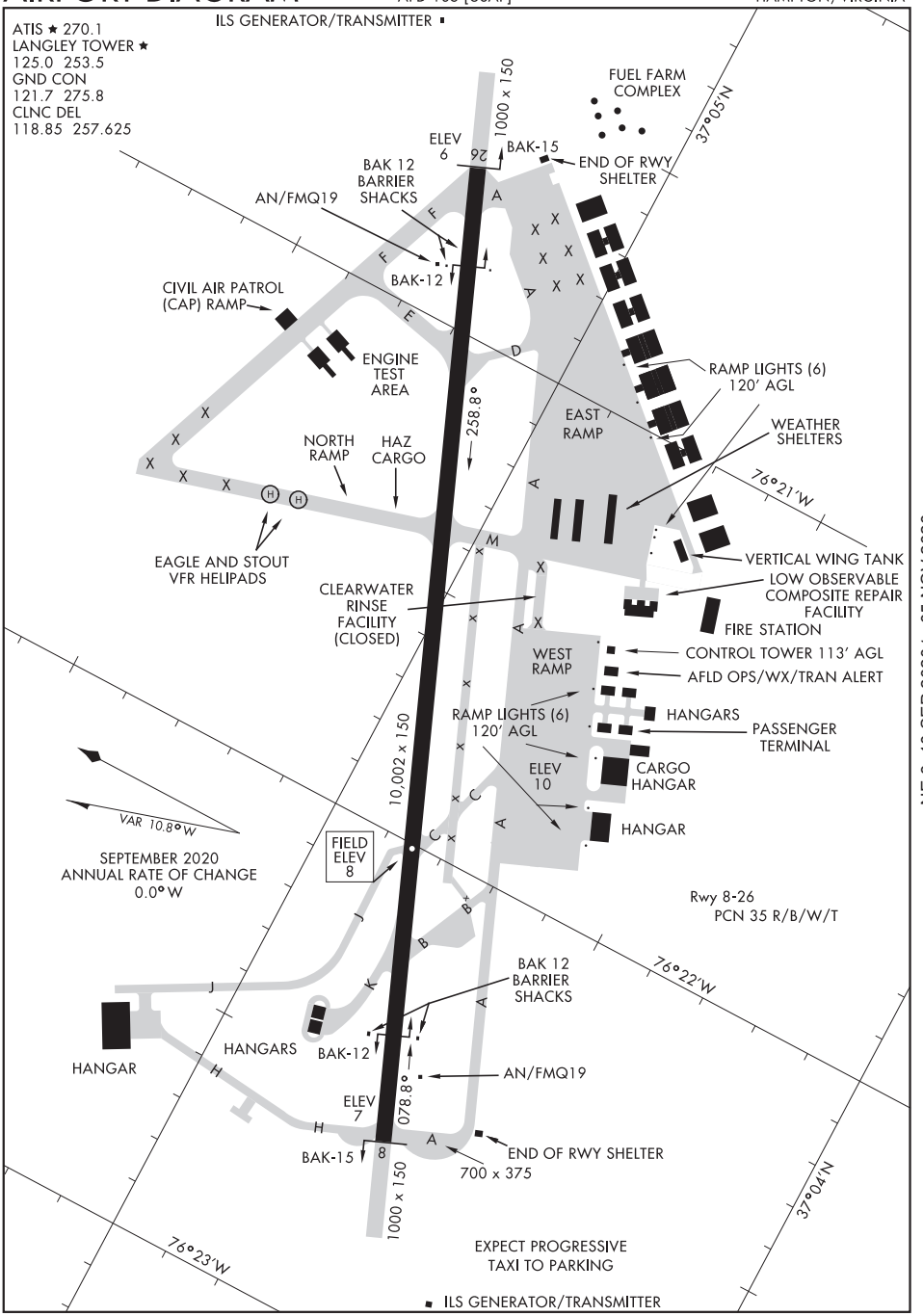
20254

AIRPORT DIAGRAM

LANGLEY AFB (KLFI)

AFD-185 [USAF]

HAMPTON, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

HAMPTON, VIRGINIA

LANGLEY AFB (KLFI)

RNAV (GPS)-A
LAUREL (NØ6)

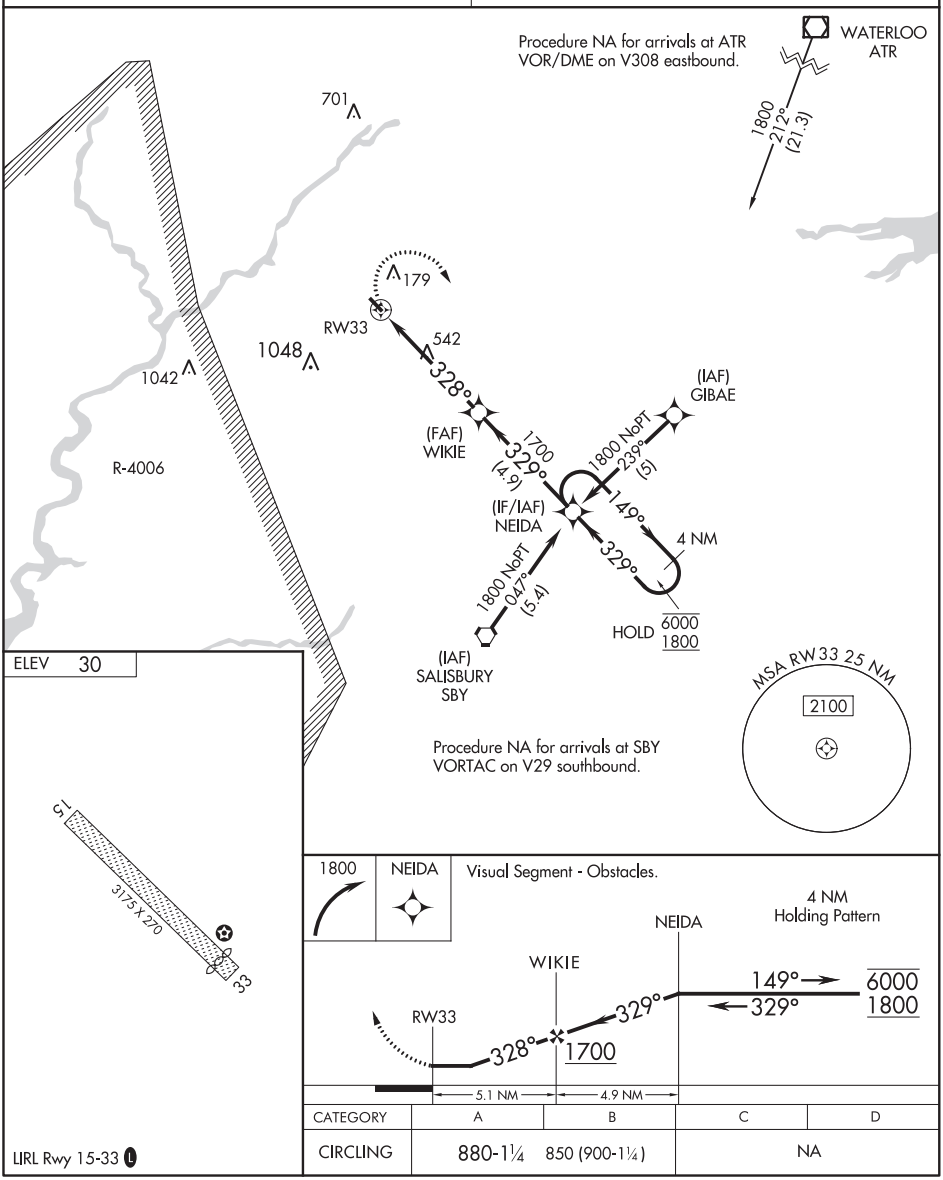
APP CRS	Rwy ldg	N/A
328°	TDZE	N/A
	Apt Elev	30

RNP APCH.

Procedure NA at night. Use Salisbury altimeter setting; when not received, use Georgetown altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 direct NEIDA and hold.

PATUXENT APP CON ★	UNICOM
127.95 314.0	122.8 (CTAF) Ⓛ



CATEGORY	A	B	C	D
CIRCLING	880-1¼ 850 (900-1¼)		NA	

LIRL Rwy 15-33 Ⓛ

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LAWRENCEVILLE, VIRGINIA | AL-5359 (FAA) | 20198

RNAV (GPS)-A
BRUNSWICK MUNI (LVL)

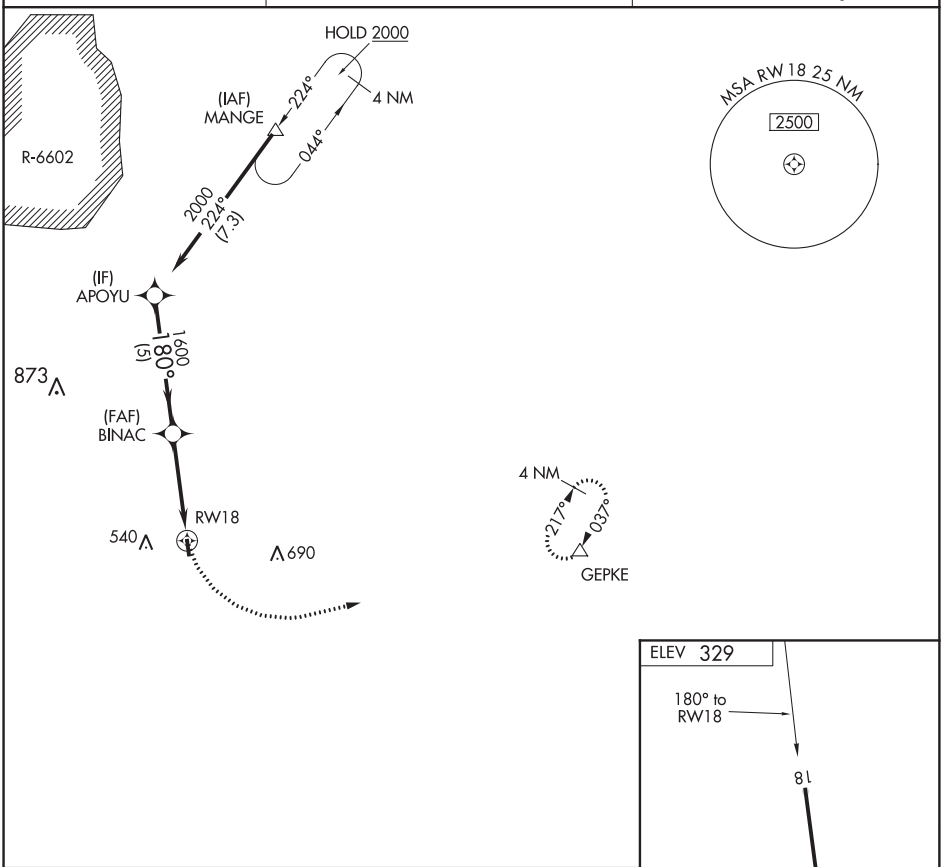
APP CRS	Rwy ldg	N/A
180°	TDZE	N/A
	Apt Elev	329

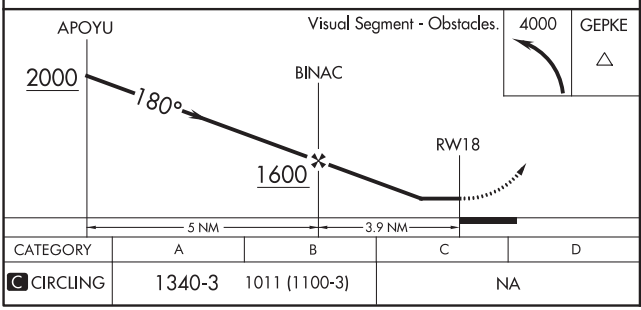
RNP APCH.

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

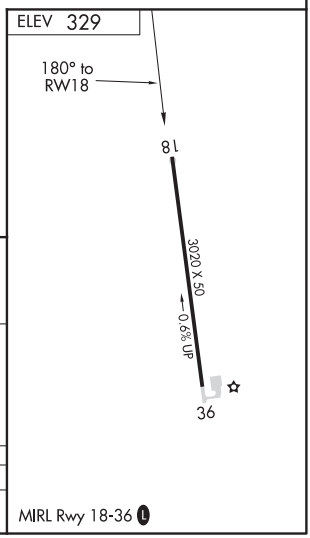
MISSED APPROACH: Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

AWOS-3	WASHINGTON APP CON	UNICOM
119.625	118.75 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	1340-3	1011 (1100-3)	NA	



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	N/A
001°	TDZE	N/A
	Apt Elev	329

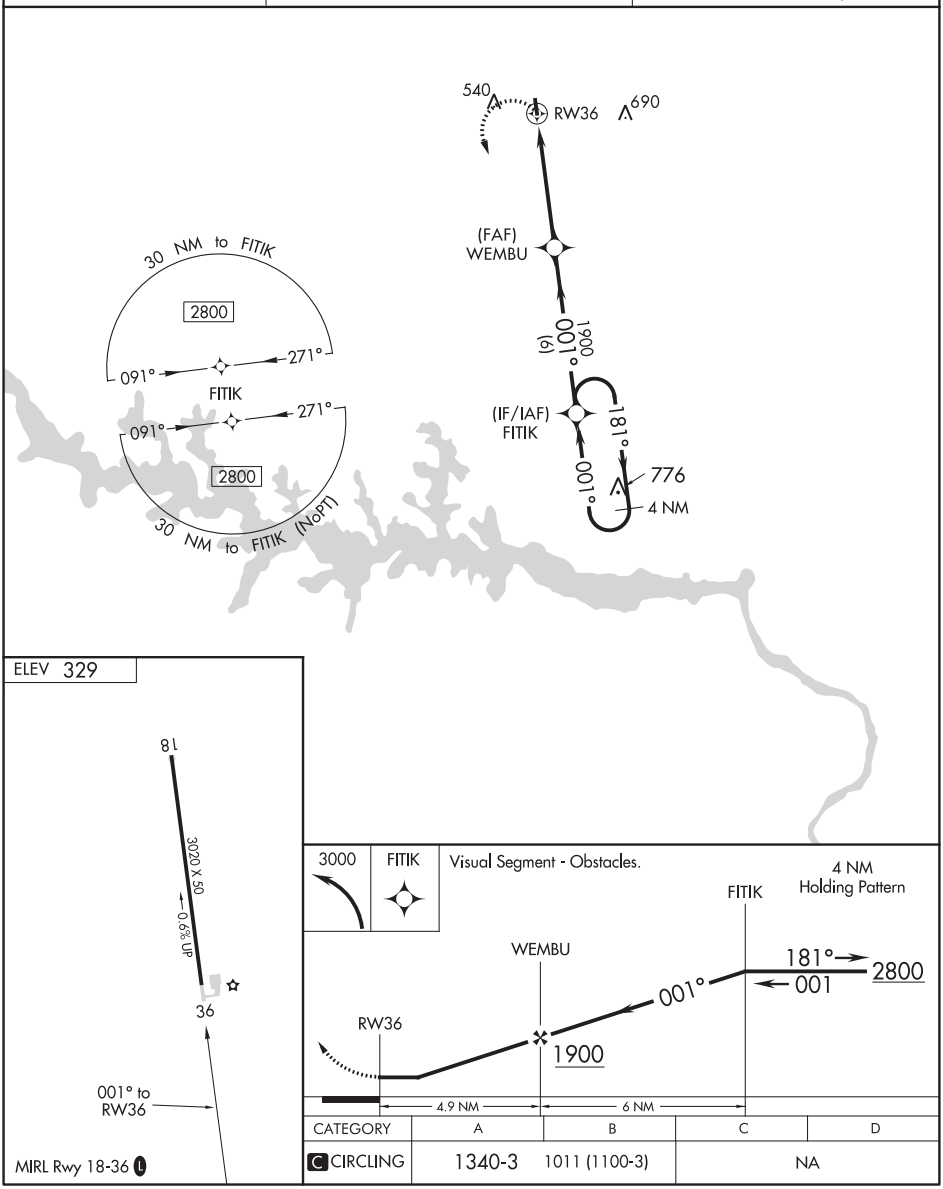
RNAV (GPS)-B
BRUNSWICK MUNI (LVL)

RNP APCH.

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct FITIK and hold.

AWOS-3	WASHINGTON APP CON	UNICOM
119.625	118.75 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1340-3	1011 (1100-3)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LEESBURG, VIRGINIA

AL-5288 (FAA)

20142

ILS or LOC RWY 17
LEESBURG EXECUTIVE (JYO)

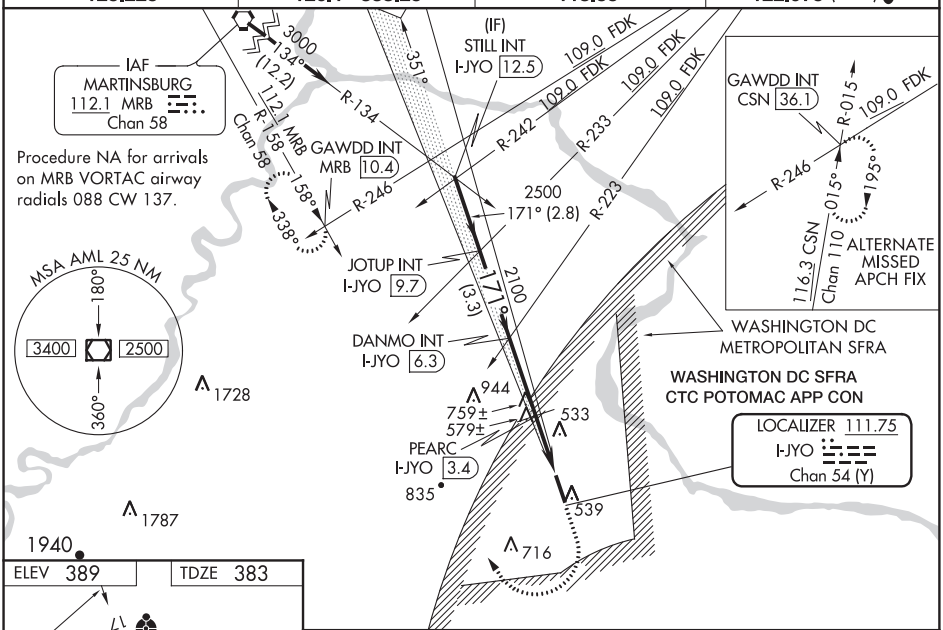
LOC/DME I-JYO	APP CRS	Rwy ldg	5500
111.75	171°	TDZE	383
Chan 54 (Y)		Apt Elev	389

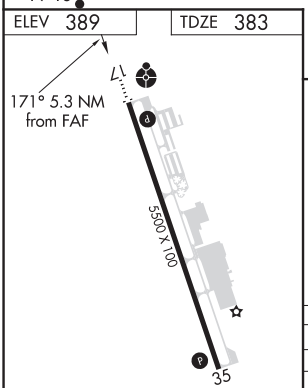
When VGSI inop, Straight-in/Circling Rwy 17 procedure NA at night. Inoperative table does not apply to S-LOC 17 Cats A/C and PEARC Fix minimums S-LOC 17 Cats A/B. For inoperative ODALS, increase PEARC Fix minimums S-LOC 17 Cats C/D visibility to 1⅜. Visibility reduction by helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting; increase all DA 32 feet; increase all MDA 40 feet and PEARC Fix minimums S-LOC 17 Cats C/D visibility ⅛ mile and Circling Cats C/D and PEARC Fix minimums Circling Cat D visibility ¼ mile; inoperative table does not apply to S-LOC 17 Cat C and PEARC Fix minimums S-LOC 17 Cats A/B/C.

ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 340° and MRB VORTAC R-158 to GAWDD INT/MRB 10.4 DME and hold, continue climb-in hold to 4000.

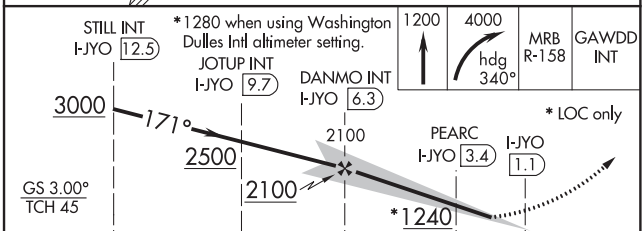
AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
125.225	126.1 338.25	118.55	122.975 (CTAF)





REIL Rwys 17 and 35
HIRL Rwy 17-35

FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-ILS 17	633-1 250 (300-1)			
S-LOC 17	1240-1 857 (900-1)		1240-2½ 857 (900-2½)	
CIRCLING	1240-1¼ 851 (900-1¼)		1240-2½ 851 (900-2½)	1240-2¾ 851 (900-2¾)
PEARC FIX MINIMUMS				
S-LOC 17	840-1 457 (500-1)		840-1¼ 457 (500-1¼)	
CIRCLING	840-1 451 (500-1)		860-1½ 471 (500-1½)	1040-2 651 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 60902 W17A	APP CRS 171°	Rwy ldg 5500 TDZE 383 Apt Elev 389

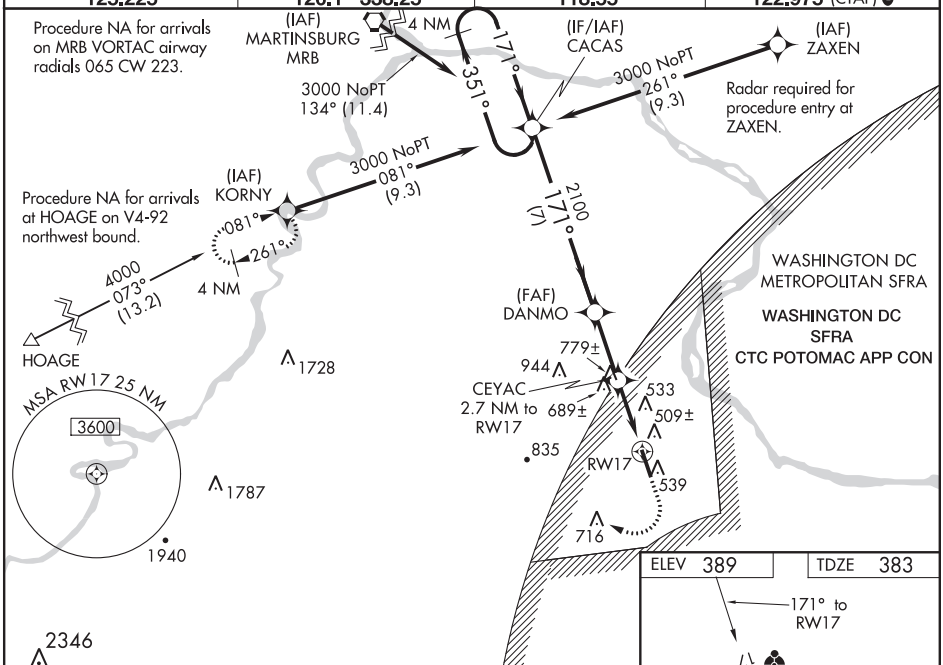
RNAV (GPS) RWY 17
LEESBURG EXECUTIVE (JYO)

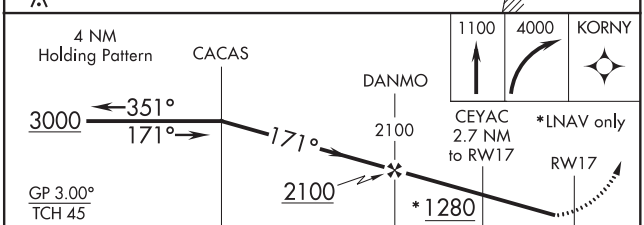
When VGSI inop, Straight-in/Circling Rwy 17 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). Inoperative table does not apply to LNAV Cats A/B. For inoperative ODALS, increase LNAV/VNAV all Cats visibility to 1⅛ and LNAV Cats C/D visibility to 1⅜ . When local altimeter setting not received, use Washington Dulles Intl altimeter setting; increase all DA 32 feet and LNAV/VNAV all Cats visibility ⅛ mile; increase all MDA 40 feet and LNAV Cats C/D and Circling Cat C visibility ⅛ mile and Circling Cat D visibility ¼ mile. When using Washington Dulles Intl altimeter setting, inoperative table does not apply to LNAV Cats A/B. For inoperative ODALS when using Washington Dulles Intl altimeter setting: increase LNAV/VNAV all Cats visibility to 1¼ and LNAV Cats C/D visibility to 1¾ . Baro-VNAV NA when using Washington Dulles Intl altimeter setting.

ODALS

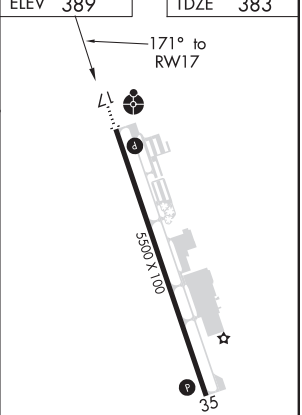
MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct KORNY and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
125.225	126.1 338.25	118.55	122.975 (CTAF) L





ELEV 389 TDZE 383



CATEGORY	A	B	C	D
LPV DA	633-1 250 (300-1)			
LNAV/VNAV DA	725-1 342 (400-1)			
LNAV MDA	940-1 557 (600-1)		940-1½ 557 (600-1½)	
CIRCLING	940-1 551 (600-1)		940-1⅝ 551 (600-1⅝)	1040-2 651 (700-2)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

NE-3, 10 SEP 2020 to 05 NOV 2020

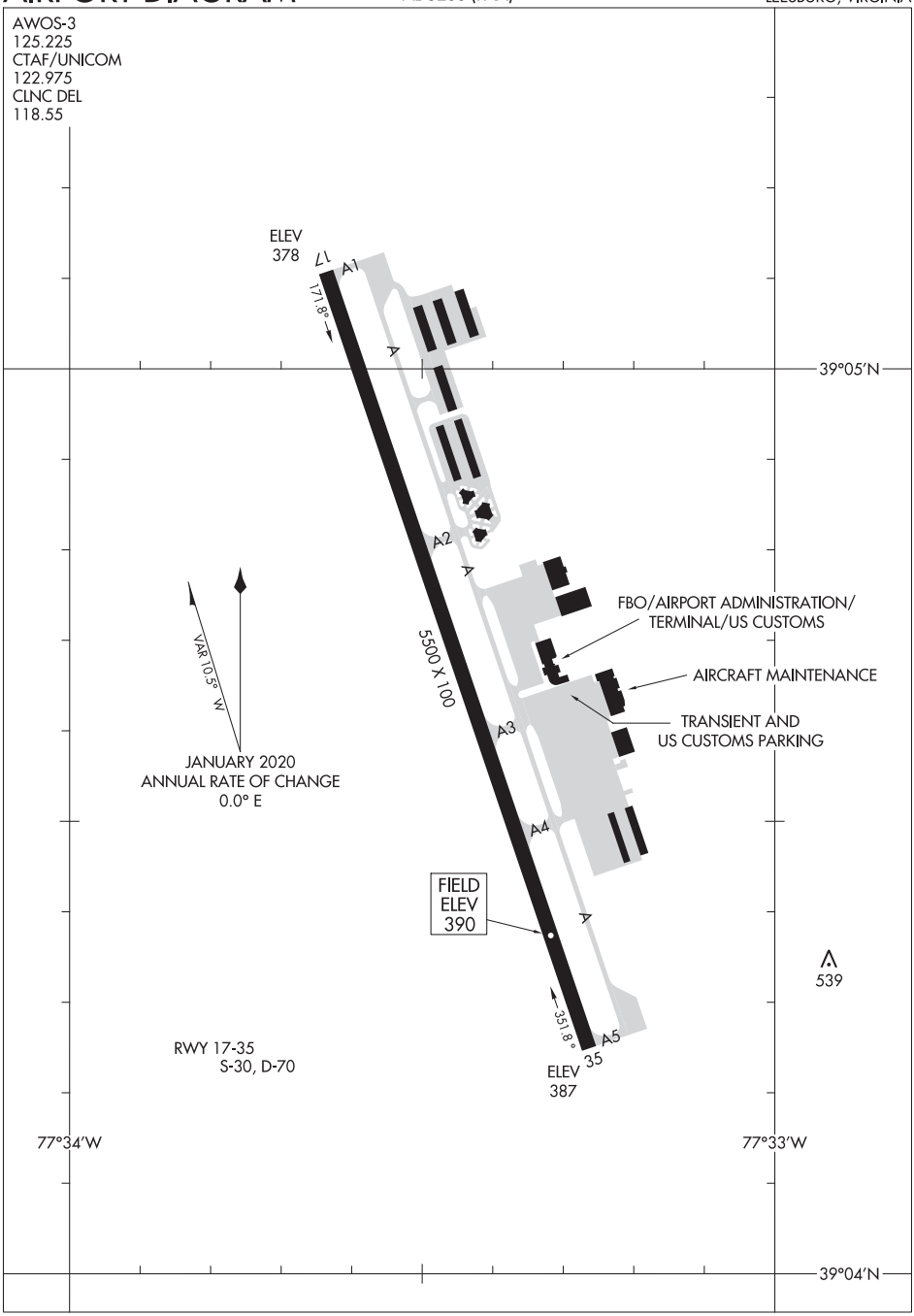
NE-3, 10 SEP 2020 to 05 NOV 2020

20142

AIRPORT DIAGRAM

AL-5288 (FAA)

LEESBURG EXECUTIVE (JYO)
LEESBURG, VIRGINIA



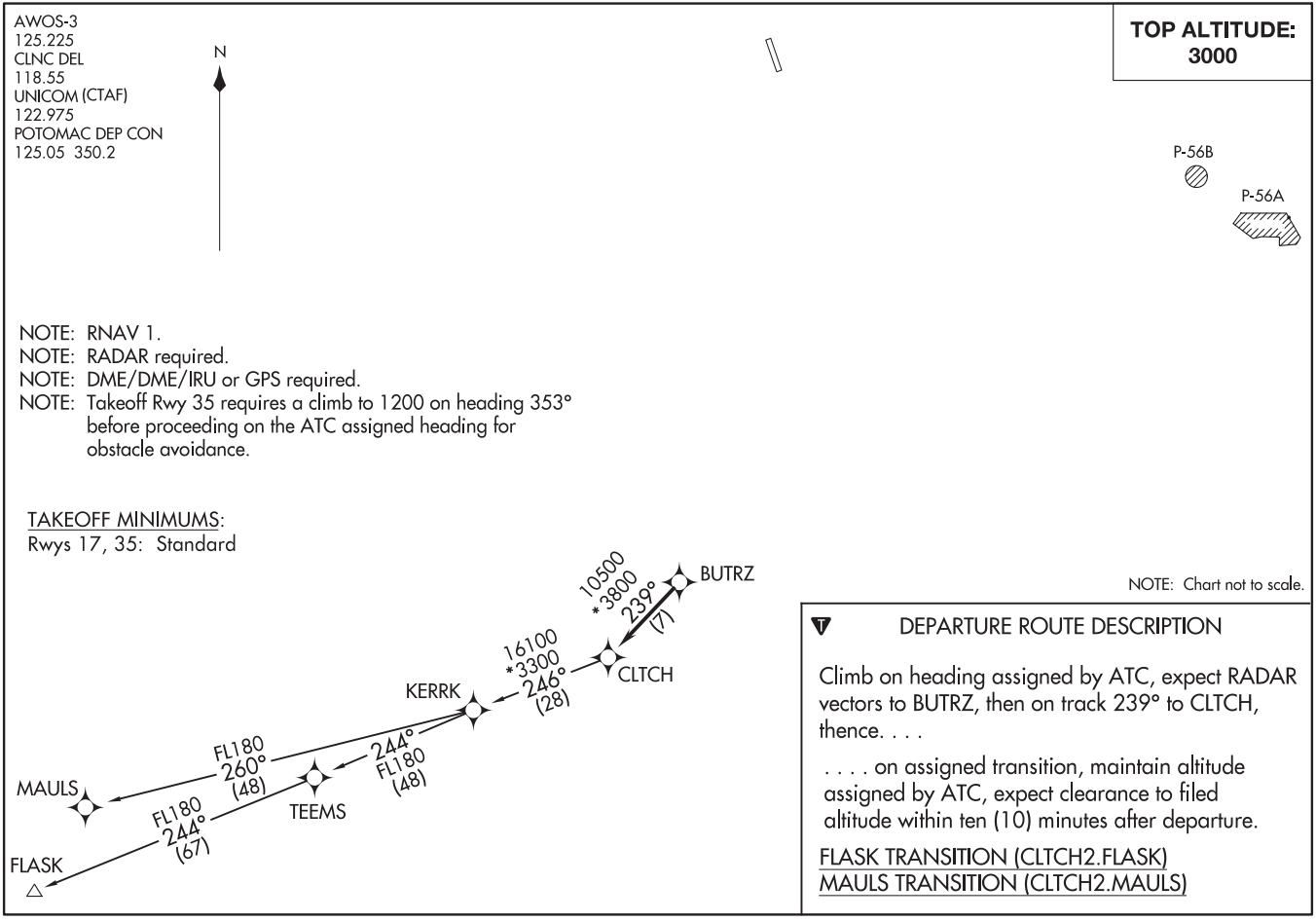
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20142
LEESBURG, VIRGINIA
LEESBURG EXECUTIVE (JYO)

TOP ALTITUDE: 3000

AWOS-3
125.225
CLNC DEL
118.55
UNICOM (CTAF)
122.975
POTOMAC DEP CON
125.05 350.2



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.

TAKEOFF MINIMUMS:
Rwys 17, 35: Standard

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH2.FLASK)
MAULS TRANSITION (CLTCH2.MAULS)

NE-3, 10 SEP 2020 to 05 NOV 2020
CLTCH TWO DEPARTURE (RNAV)
(CLTCH2.CLTCH) 29MAR18
LEESBURG, VIRGINIA
LEESBURG EXECUTIVE (JYO)

(JDUBB3.JDUBB) 20086 AL-5288 (FAA)

LEESBURG EXECUTIVE (JYO)
LEESBURG, VIRGINIA

JDUBB THREE DEPARTURE (RNAV)

TOP ALTITUDE: 3000

AWOS-3
125.225
CLNC DEL
118.55
UNICOM (CTAF)
122.975
POTOMAC DEP CON
125.05 350.2

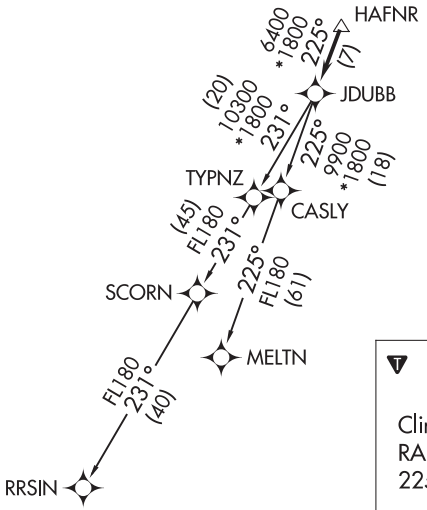
P-56B

P-56A

TAKEOFF MINIMUMS:
Rwys 17, 35: Standard

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.

NE-3, 10 SEP 2020 to 05 NOV 2020



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

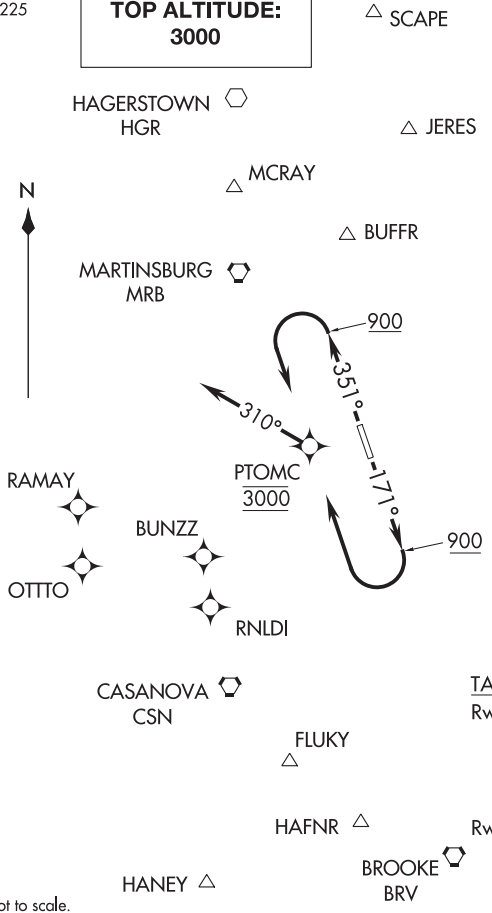
Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . . on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB3.MELTN)
RRSIN TRANSITION (JDUBB3.RRSIN)

AWOS-3 125.225
CLNC DEL
118.55
DEP CON
125.05 350.2

TOP ALTITUDE: 3000



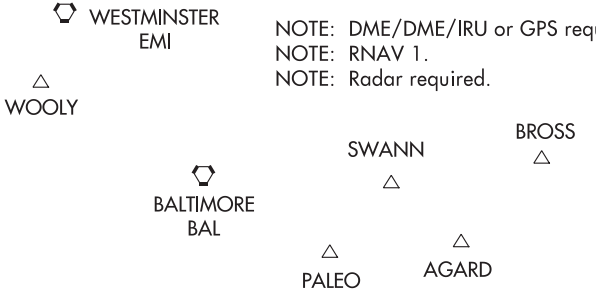
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 171° to 900, then climbing right turn direct to cross PTOMC at 3000, do not exceed 210K until PTOMC, thence . . .

TAKEOFF RUNWAY 35: Climb heading 351° to 900, then climbing left turn direct to cross PTOMC at 3000, do not exceed 210K until PTOMC, thence . . .

. . . . on heading 310°, maintain 3000, expect radar vectors on course. Expect filed altitude within ten (10) minutes after departure.



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Radar required.

TAKEOFF MINIMUMS:

Rwy 17: Standard with minimum climb of 500′ per NM to 900. Then 327′ per NM to 3000.

Rwy 35: Standard with minimum climb of 500′ per NM to 900. Then 370′ per NM to 3000.

TAKEOFF OBSTACLES:

Rwy 17: Vehicle on roadway, 320′ from DER, 565′ left of centerline, up to 15′ AGL/414′ MSL. Building 167′ from DER, 360′ left of centerline, 22′ AGL/401′ MSL. Pole 958′ from DER, 373′ left of centerline, 32′ AGL/421′ MSL. Trees beginning 138′ from DER, left and right of centerline, up to 100′ AGL/464′ MSL.

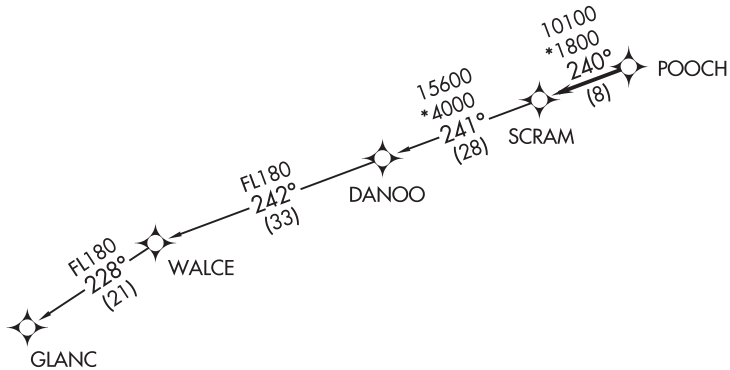
Rwy 35: Terrain 96′ from DER, 453′ left of centerline, 381′ MSL. Tree 1078′ from DER, 525′ left of centerline, up to 100′ AGL/413′ MSL. Pole 638′ from DER, 642′ right of centerline, 49′ AGL/428′ MSL.

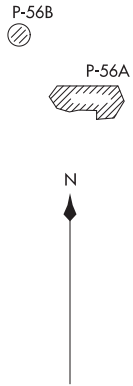
TOP ALTITUDE: 3000

AWOS-3
125.225
CLNC DEL
118.55
UNICOM (CTAF)
122.975
POTOMAC DEP CON
125.05 350.2

TAKEOFF MINIMUMS:
Rwys 17, 35: Standard

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.





NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .

. . . . on GLANC transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM5.GLANC):

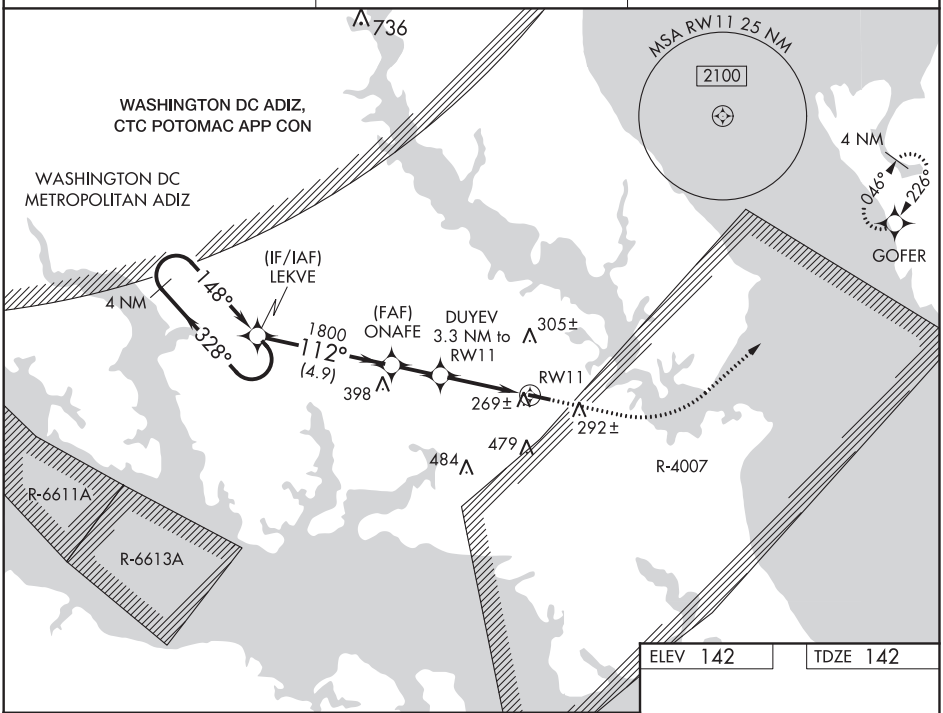
WAAS CH 70502 W11A	APP CRS 112°	Rwy ldg 4150 TDZE 142 Apt Elev 142

RNAV (GPS) RWY 11
ST MARY'S COUNTY RGNL (2W6)

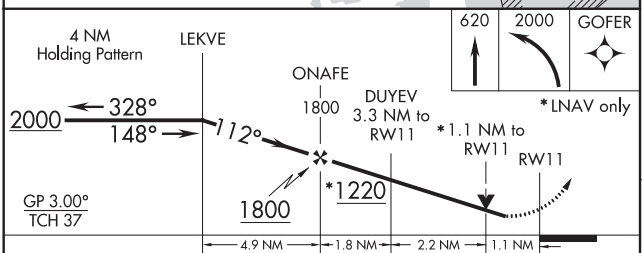
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 11 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

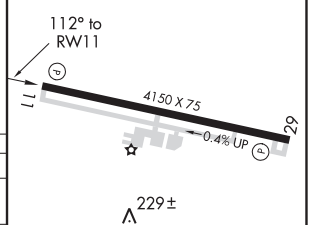
MISSED APPROACH: Climb to 620 then climbing left turn to 2000 direct GOFER and hold.

AWOS-3	PATUXENT APP CON *	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L



ELEV 142	TDZE 142





CATEGORY	A	B	C	D
LPV DA	419-1 277 (300-1)			
LNAV/VNAV DA	503-1 361 (400-1)			
LNAV MDA	520-1 378 (400-1)			
C CIRCLING	660-1 518 (600-1)		840-2 698 (700-2)	840-2¼ 698 (700-2¼)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LEONARDTOWN, MARYLAND

AL-6344 (FAA)

19115

RNAV (GPS) RWY 29

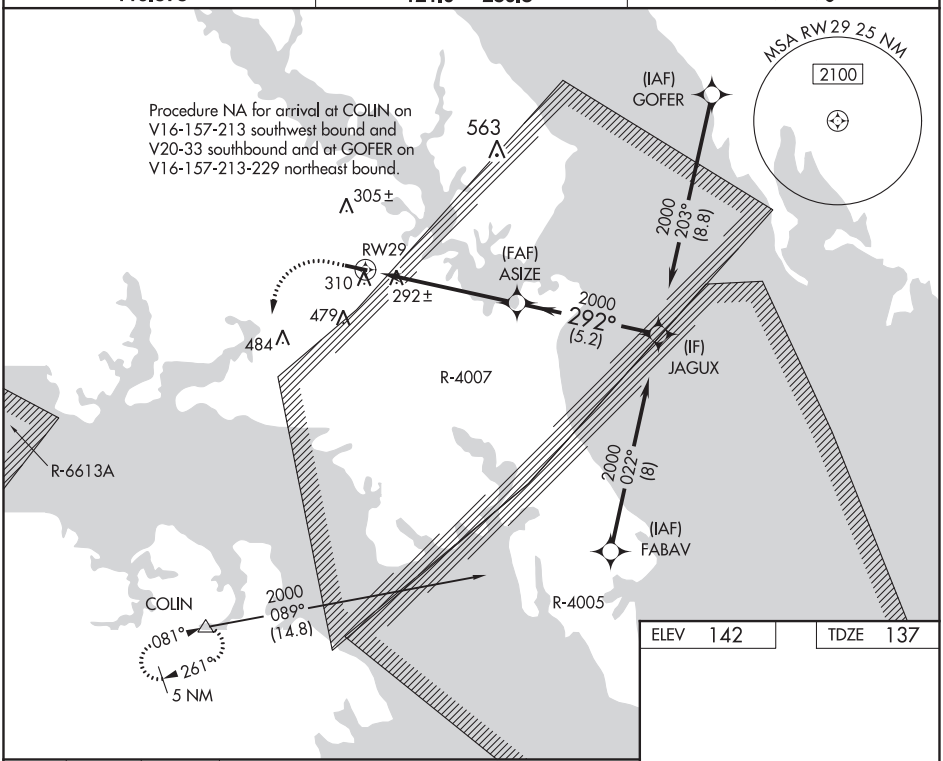
ST MARY'S COUNTY RGNL (2W6)

WAAS CH 61313 W29A	APP CRS 292°	Rwy ldg 4150 TDZE 137 Apt Elev 142

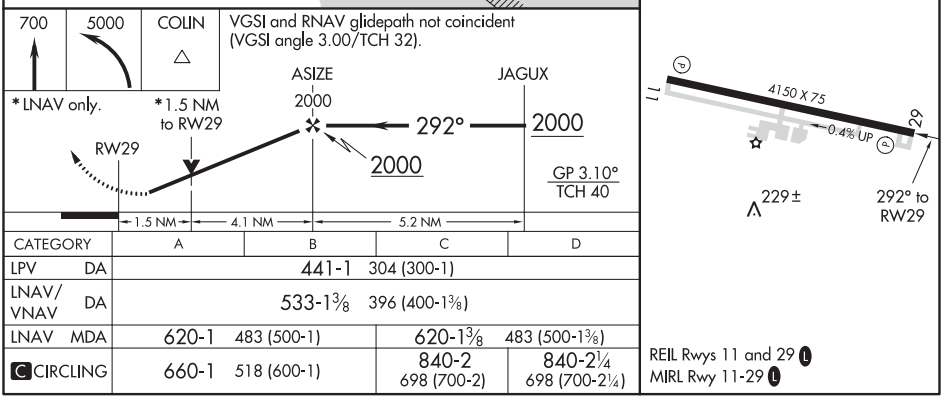
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). Baro-VNAV and VDP NA when using Patuxent River altimeter setting. DME/DME RNP-0.3 NA. Rwy 29 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Patuxent River altimeter setting and increase all LPV DA to 472, LNAV/VNAV DA to 584 and all MDA 40 feet, increase LPV visibility all Cats ⅛ SM, increase LNAV/VNAV all Cats visibility ⅛ SM, and increase LNAV Cats C and D visibility ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 5000 direct COLIN and hold, continue climb in hold to 5000.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L



ELEV 142	TDZE 137



CATEGORY	A	B	C	D
LPV DA	441-1 304 (300-1)			
LNAV/VNAV DA	533-1⅜ 396 (400-1⅜)			
LNAV MDA	620-1 483 (500-1)		620-1⅜ 483 (500-1⅜)	
C CIRCLING	660-1 518 (600-1)		840-2 698 (700-2)	840-2¼ 698 (700-2¼)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 48843 W09A	APP CRS 092°	Rwy ldg 4300 TDZE 489 Apt Elev 494

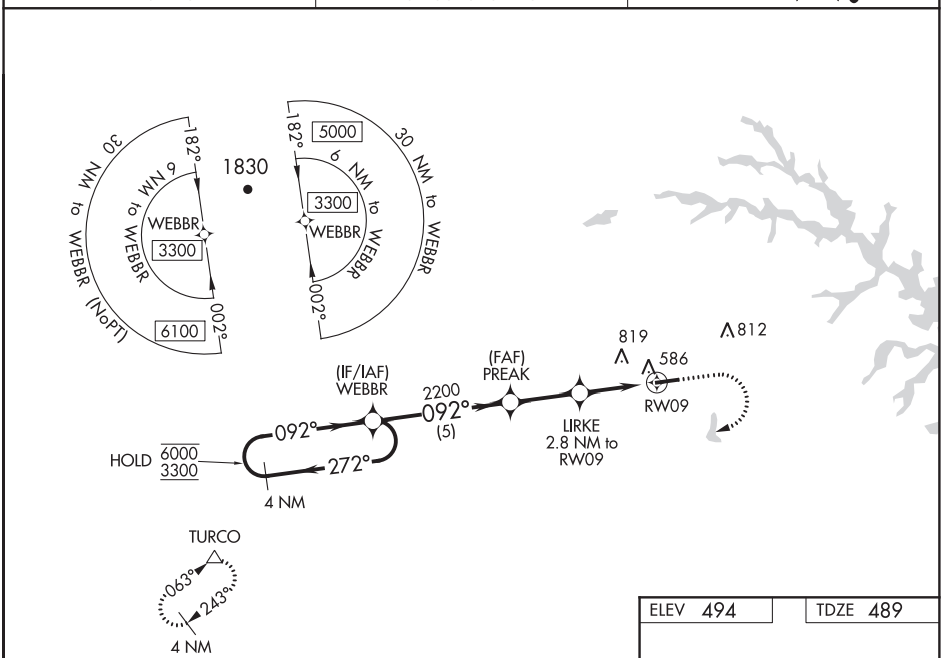
RNAV (GPS) RWY 9
LOUISA COUNTY/FREEMAN FIELD (LKU)

RNP APCH.

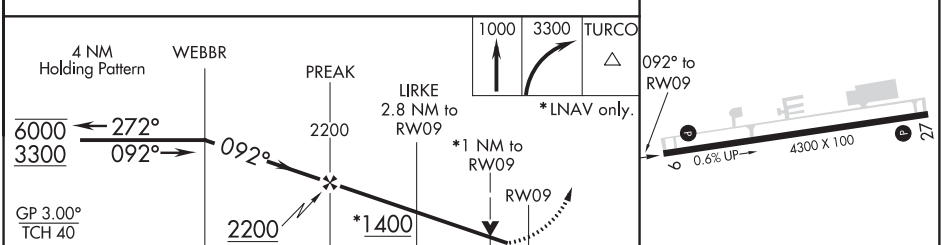
Circling NA north of Rwy 9-27. Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54° C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 775 feet, LNAV/VNAV DA to 784 feet and MDA 40 feet; increase LPV and LNAV/VNAV visibility ⅛ SM. Baro-VNAV and VDP NA when using Orange altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 direct TURCO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 323.125	122.975 (CTAF) L



ELEV 494 TDZE 489



CATEGORY	A	B	C	D
LPV DA	739-¾	250 (300-¾)	NA	
LNAV/VNAV DA	748-¾	259 (300-¾)	NA	
LNAV MDA	840-1	351 (400-1)	NA	
C CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

LOUISA, VIRGINIA | AL-6909 (FAA) | 20254

WAAS CH 58318 W27A	APP CRS 272°	Rwy ldg 4300 TDZE 494 Apt Elev 494

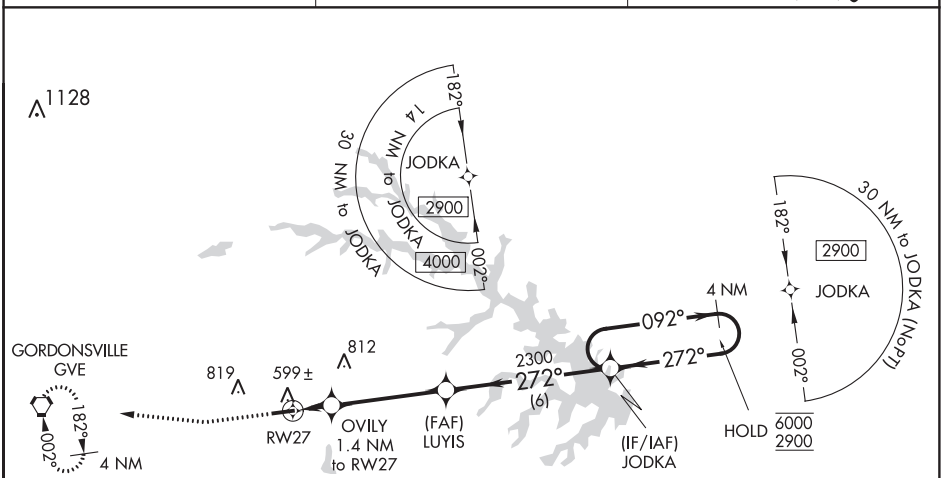
RNAV (GPS) RWY 27
LOUISA COUNTY/FREEMAN FIELD (LKU)

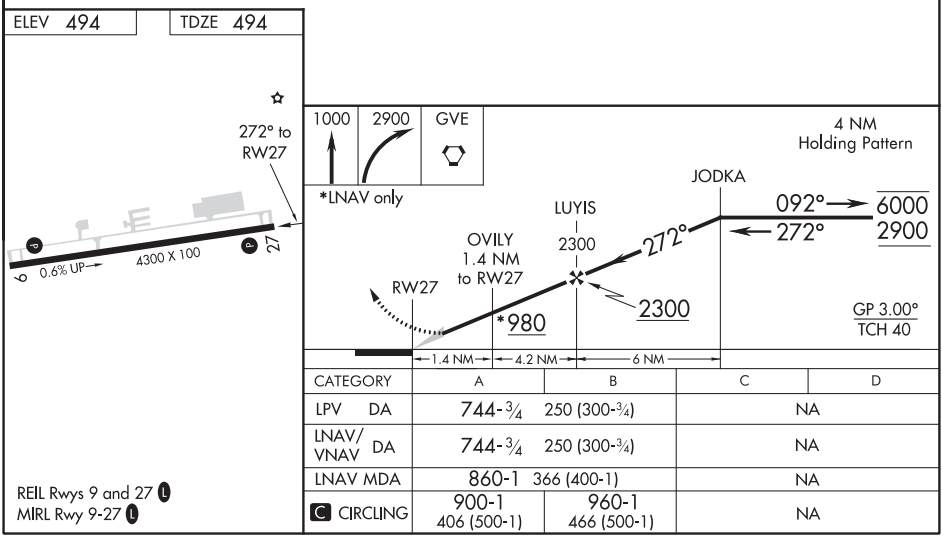
RNP APCH.

Circling NA north of Rwy 9-27. Baro-VNAV NA when using Orange altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase all DA to 780 feet and all MDA 40 feet and increase LPV and LNAV/VNAV visibility ⅛ SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2900 direct GVE VORTAC and hold, continue climb-in-hold to 2900.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 323.125	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	744-¾	250 (300-¾)	NA	
LNAV/VNAV DA	744-¾	250 (300-¾)	NA	
LNAV MDA	860-1	366 (400-1)	NA	
C CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC RWY 27

LOUISA COUNTY/FREEMAN FIELD (LKU)

LOC I-LKU	APP CRS	Rwy ldg	4300
108.55	272°	TDZE	494
		Apt Elev	494

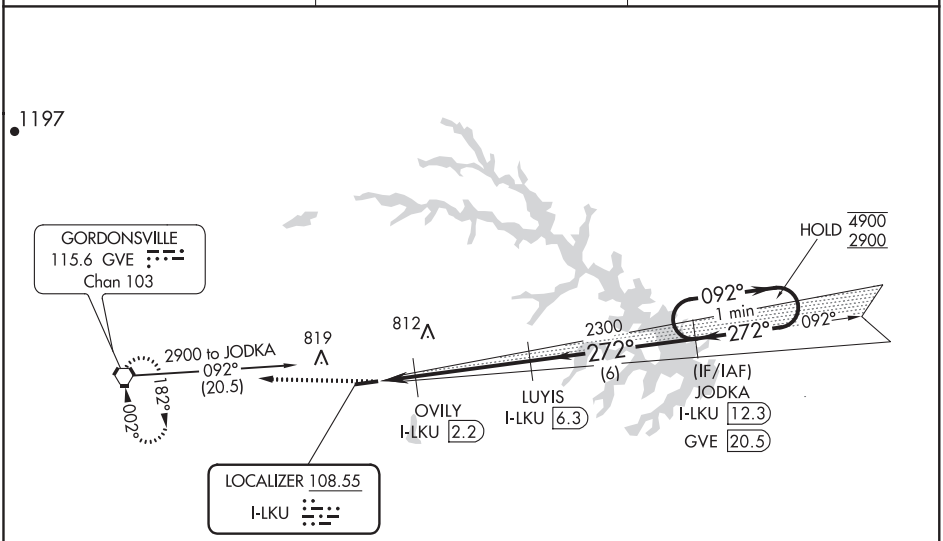
DME required.

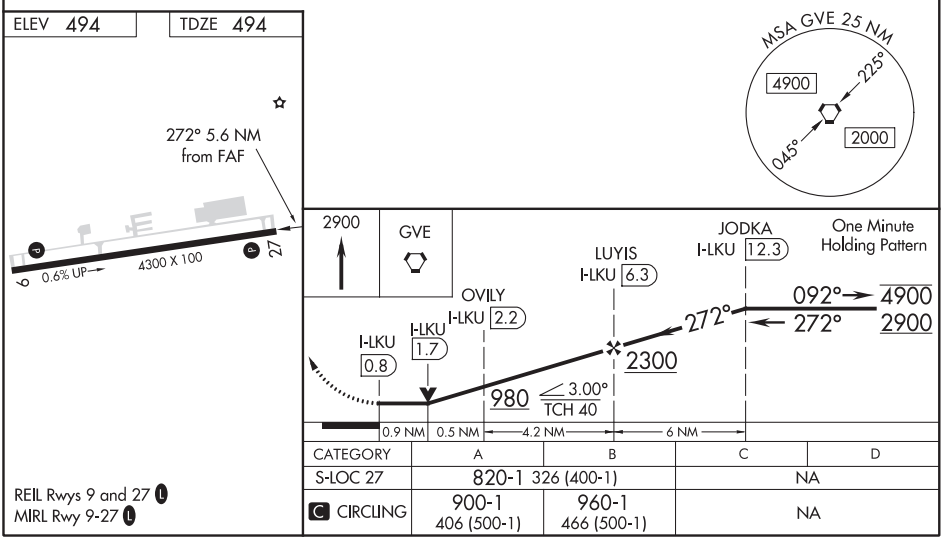
NA

Circling NA north of Rwy 9-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDA 40 feet.
VDP NA when using Orange altimeter setting.

MISSED APPROACH:
Climb to 2900 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 323.125	122.975 (CTAF) L





CATEGORY	A	B	C	D
S-LOC 27	820-1 326 (400-1)		NA	
C CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LURAY, VIRGINIA

AL-6229 (FAA)

19059

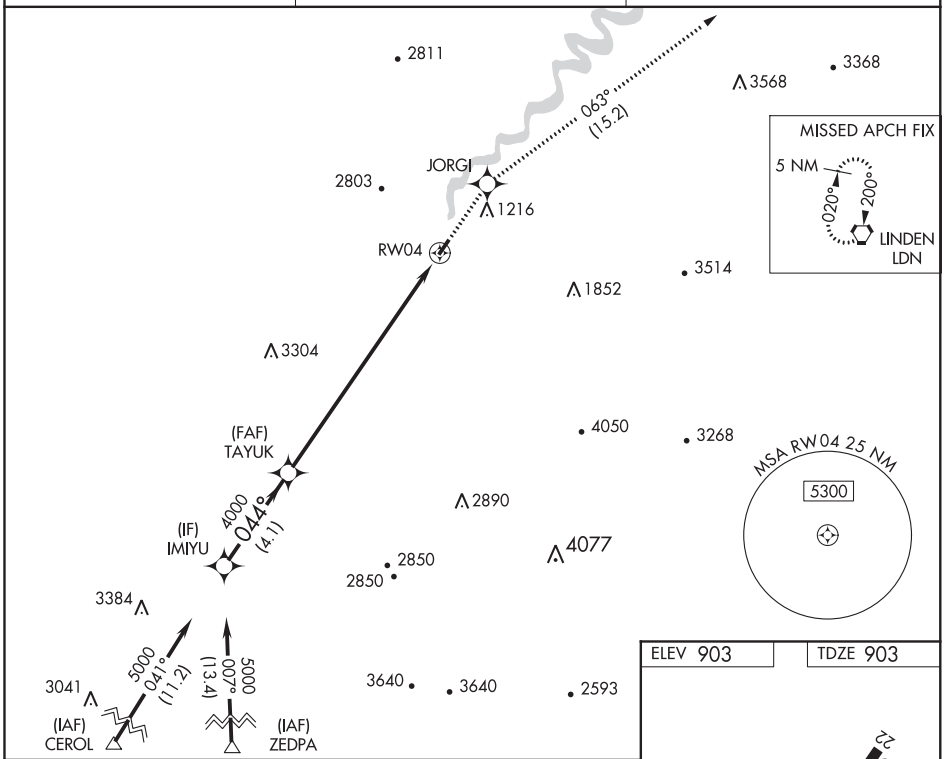
RNAV (GPS) RWY 4
LURAY CAVERNS (LUA)

WAAS CH 65727 W04A	APP CRS 044°	Rwy ldg 3125 TDZE 903 Apt Elev 903

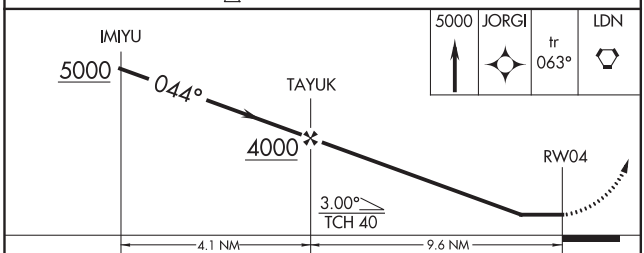
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet.

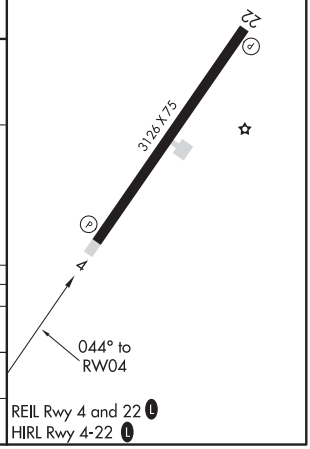
MISSED APPROACH: Climb to 5000 direct JORGI and on track 063° to LDN VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L



ELEV 903 | TDZE 903





REIL Rwy 4 and 22 L
HIRL Rwy 4-22 L

CATEGORY	A	B	C	D
LP MDA	2180-1¼ 1277 (1300-1¼)	2180-1½ 1277 (1300-1½)	NA	NA
LNAV MDA	2240-1¼ 1337 (1400-1¼)	2240-1½ 1337 (1400-1½)	NA	NA
CIRCLING	2240-1¼ 1337 (1400-1¼)	2240-1½ 1337 (1400-1½)	NA	NA

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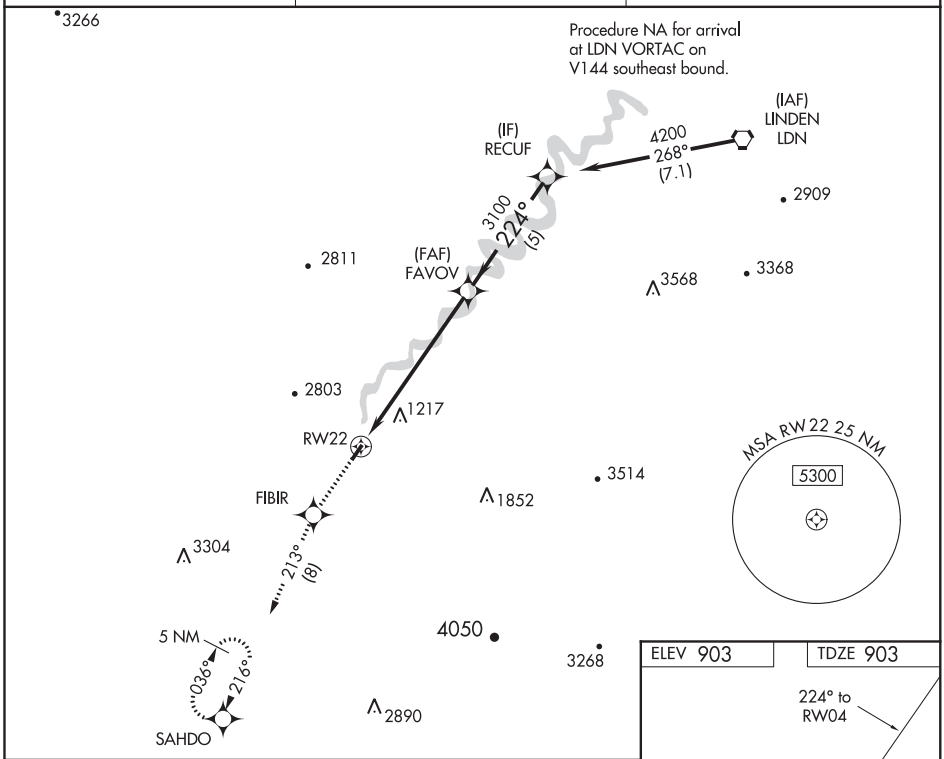
WAAS CH 77627 W22A	APP CRS 224°	Rwy ldg 3125 TDZE 903 Apt Elev 903

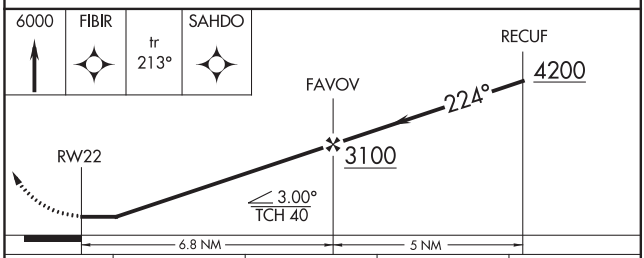
RNAV (GPS) RWY 22
LURAY CAVERNS (LUA)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile.

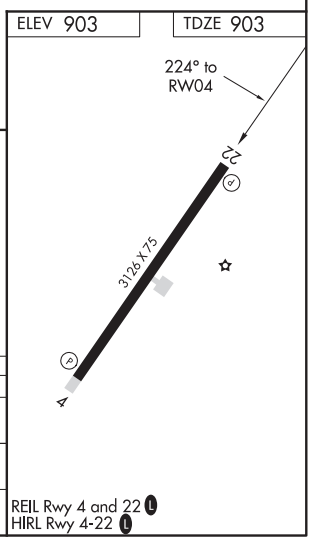
MISSED APPROACH: Climb to 6000 direct FIBIR and on track 213° to SAHDO and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	1460-1	557 (600-1)	NA	NA
LNAV MDA	1820-1¼	917 (1000-1¼)	NA	NA
CIRCLING	1820-1¼	917 (1000-1¼)	NA	NA



REIL Rwy 4 and 22 L
HIRL Rwy 4-22 L

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NE-3, 10 SEP 2020 to 05 NOV 2020

LURAY, VIRGINIA

AL-6229 (FAA)

20086

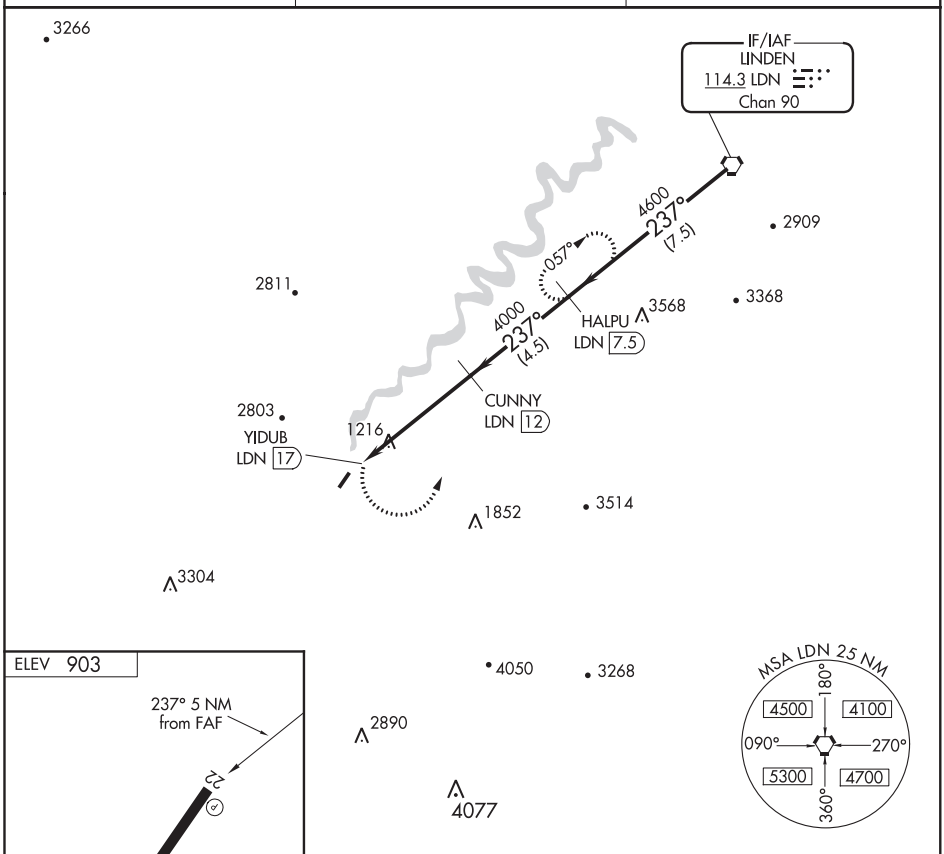
VOR/DME-B
LURAY CAVERNS (LUA)

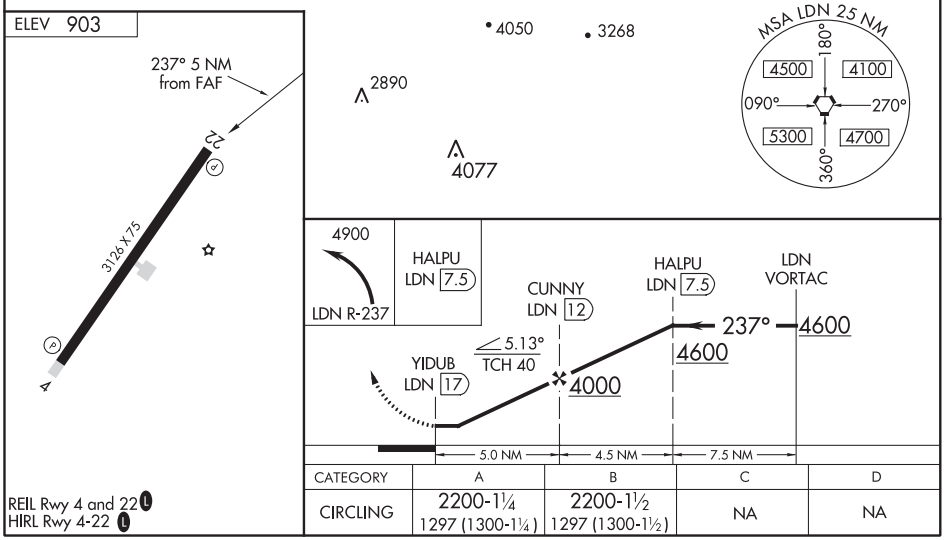
VORTAC LDN	APP CRS	Rwy ldg	N/A
114.3	237°	TDZE	N/A
Chan 90		Apt Elev	903

Visibility reduction by helicopters NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisburg altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 4900 on LDN VORTAC R-237 to HALPU/LDN 7.5 DME and hold, continue climb-in-hold to 4900.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1297 (1300-1¼)	2200-1½ 1297 (1300-1½)	NA	NA

REIL Rwy 4 and 22 L
HIRL Rwy 4-22 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

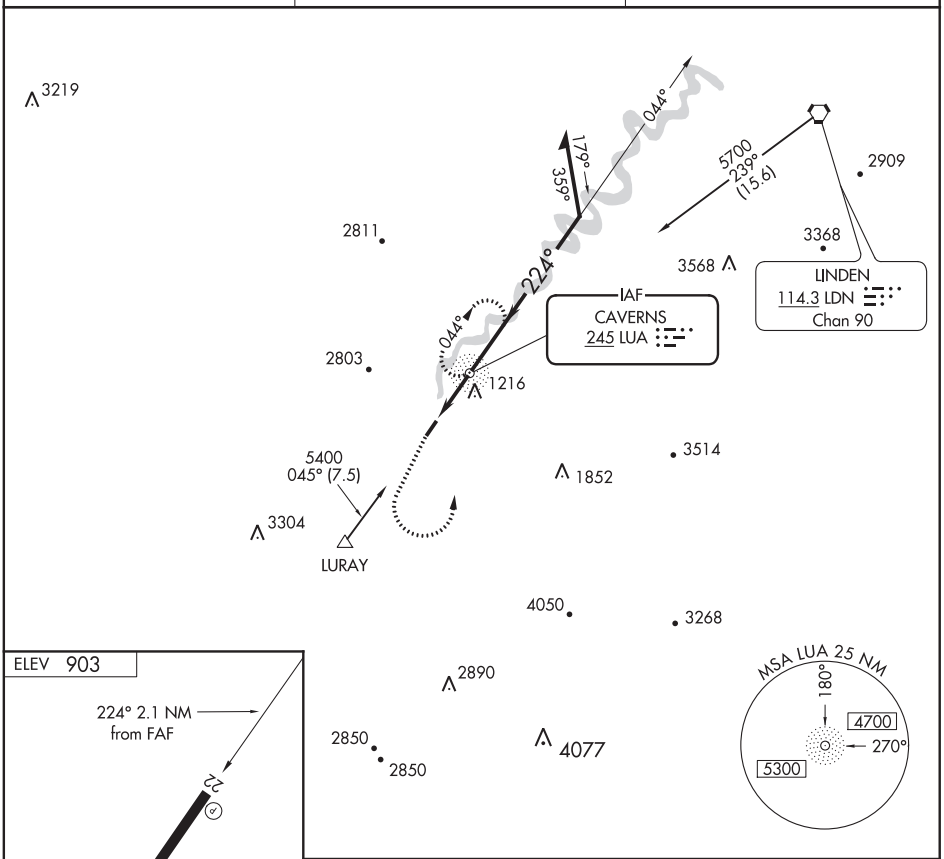
NDB LUA 245	APP CRS 224°	Rwy ldg N/A TDZE N/A Apt Elev 903

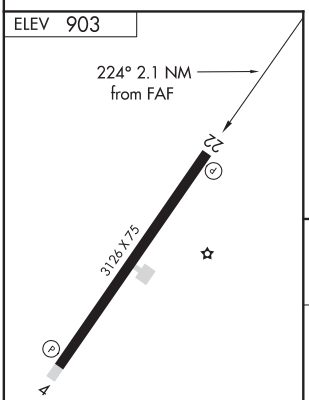
NDB-A
LURAY CAVERNS (LUA)

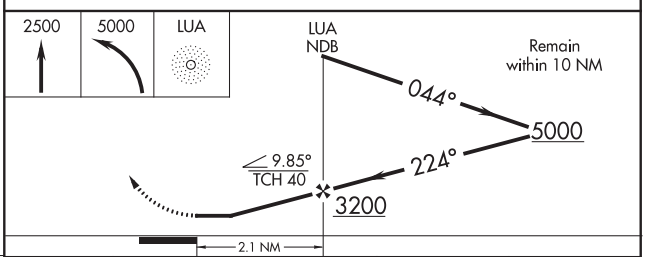
When local altimeter setting not received, use Staunton/Waynesboro/Harrisburg altimeter setting.

MISSED APPROACH: Climb to 2500 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L







FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

CATEGORY	A	B	C	D
CIRCLING	2360-1¼ 1457 (1500-1¼)	2360-1½ 1457 (1500-1½)	NA	NA

NE-3, 10 SEP 2020 to 05 NOV 2020

LYNCHBURG, VIRGINIA AL-10250 (FAA) 20198

APP CRS	Rwy ldg	2932
283°	TDZE	939
	Apt Elev	939

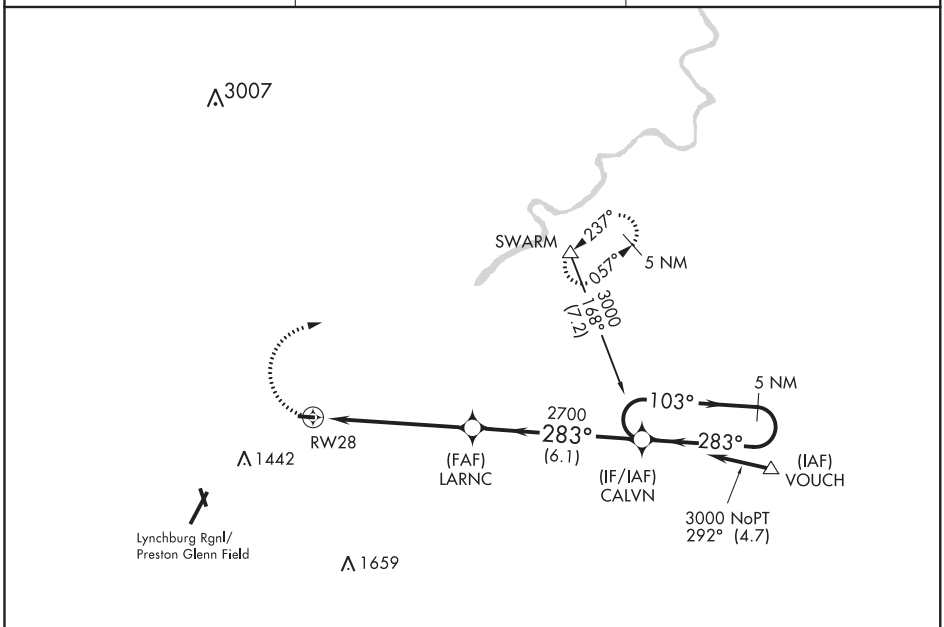
RNAV (GPS) RWY 28
FALWELL (W24)

DME/DME RNP-0.3 NA. Use Lynchburg Regional/Preston Glenn Field altimeter setting, when not received use Farmville altimeter setting and increase all MDA 160 feet. Procedure NA at night.

NA

MISSED APPROACH: Climbing right turn to 3500 direct SWARM and hold.

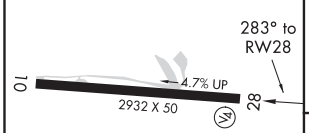
LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	123.0 (CTAF)

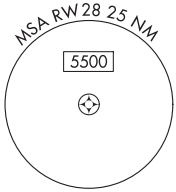


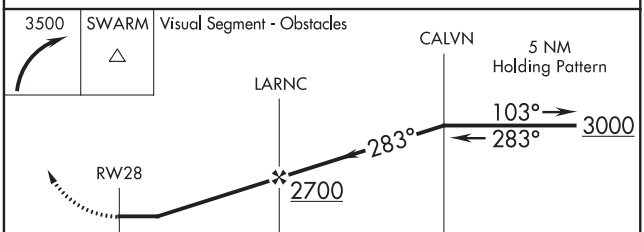
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 939 TDZE 939







CATEGORY	A	B	C	D
LNAV MDA	1460-1 521 (600-1)		NA	

MIRL Rwy 10-28

LYNCHBURG, VIRGINIA
Orig-B 07JAN16

37°23'N-79°07'W

FALWELL (W24)
RNAV (GPS) RWY 28

LOC I-LYH	APP CRS	Rwy ldg	6800
110.1	036°	TDZE	905
		Apt Elev	938

ILS or LOC RWY 4

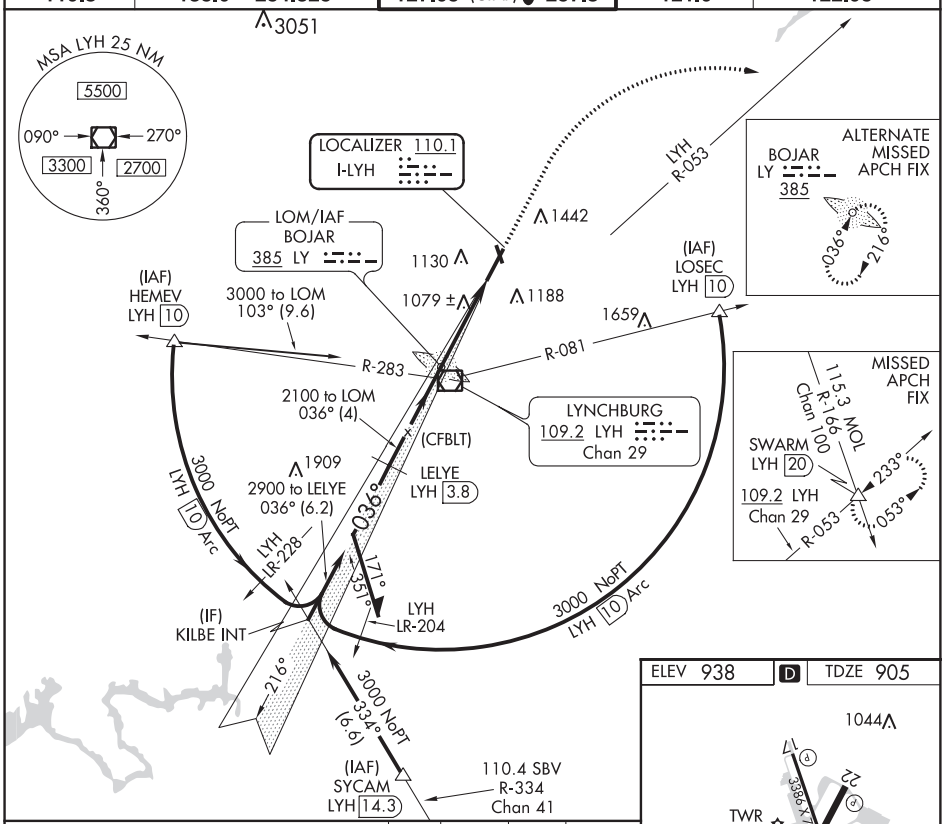
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

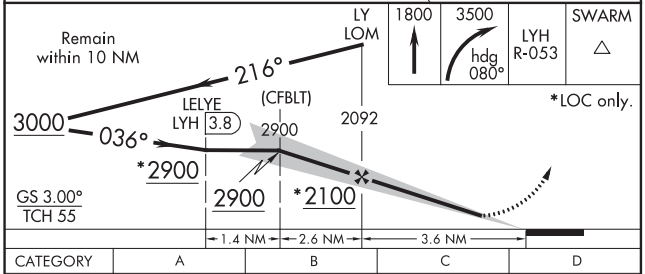
ADF required for LOC only. DME required.
Circling Rwy 17 NA at night. DME from LYH VOR/DME.
Simultaneous reception of I-LYH and LYH DME required.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

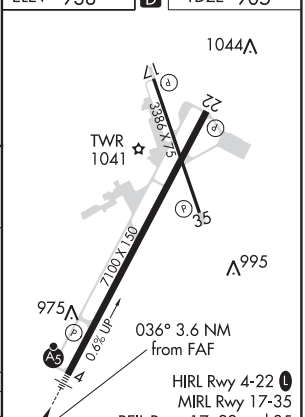
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 on heading 080° and on LYH VOR/DME R-053 to SWARM INT/LYH 20 DME and hold.

ATIS	ROANOKE APP CON		LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0	254.325	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-ILS 4 **	1105/24 200 (200-½)			
S-LOC 4	1320/24 415 (400-½)		1320/40 415 (400-¾)	
C CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.6 NM					
Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

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NE-3, 10 SEP 2020 to 05 NOV 2020

LYNCHBURG, VIRGINIA | AL-499 (FAA) | 19003

WAAS CH 58205 W04A	APP CRS 036°	Rwy ldg 6800 TDZE 905 Apt Elev 938

RNAV (GPS) RWY 4

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

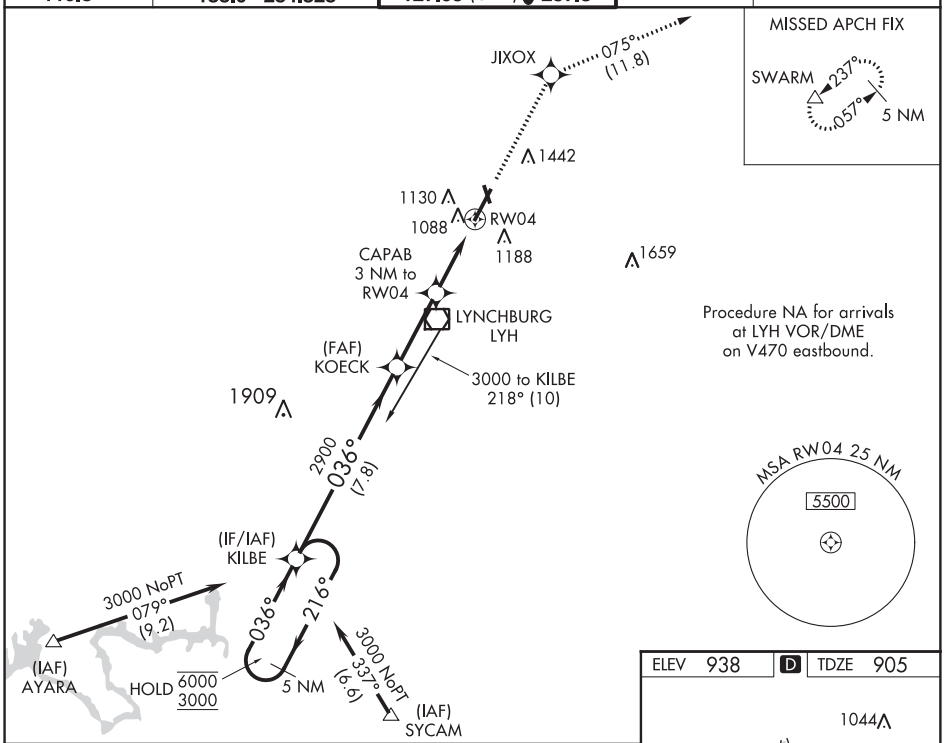
RNP APCH.

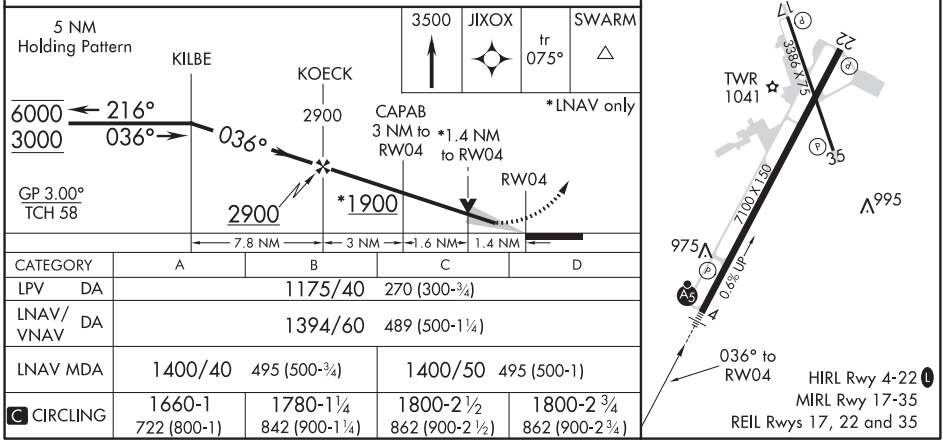
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Circling Rwy 17 NA at night.

MALSR

MISSED APPROACH: Climb to 3500 direct JIXOX and track 075° to SWARM and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1175/40 270 (300-¾)			
LNAV/VNAV DA	1394/60 489 (500-1¼)			
LNAV MDA	1400/40 495 (500-¾)		1400/50 495 (500-1)	
C CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

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NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 48934 W17A	APP CRS 169°	Rwy ldg 3386 TDZE 933 Apt Elev 938

RNAV (GPS) RWY 17

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

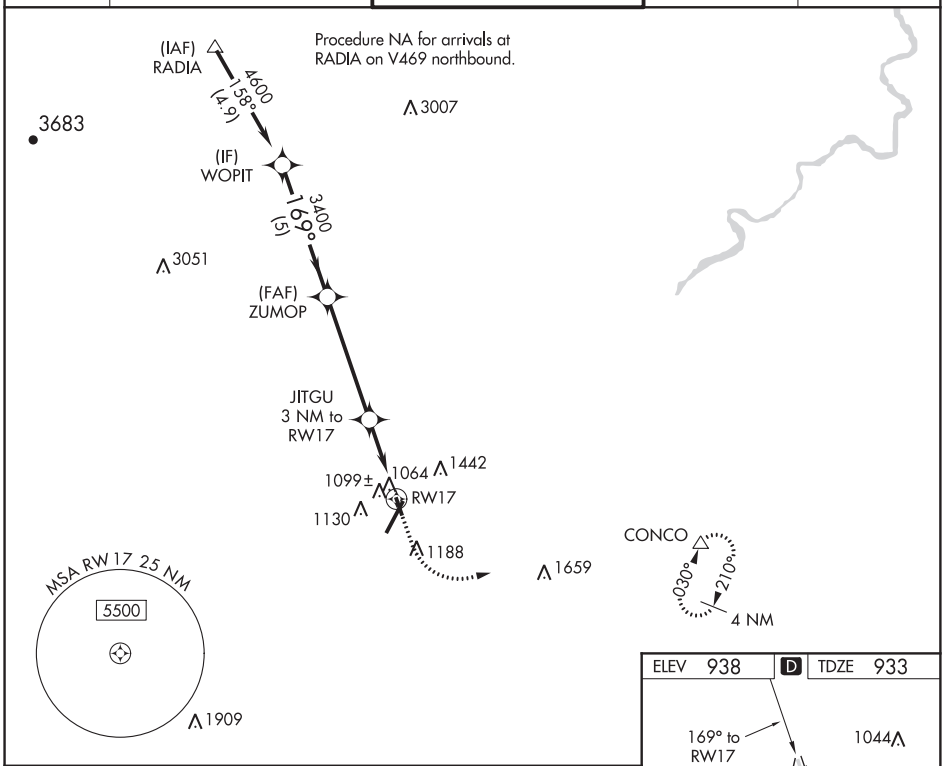
RNP APCH.

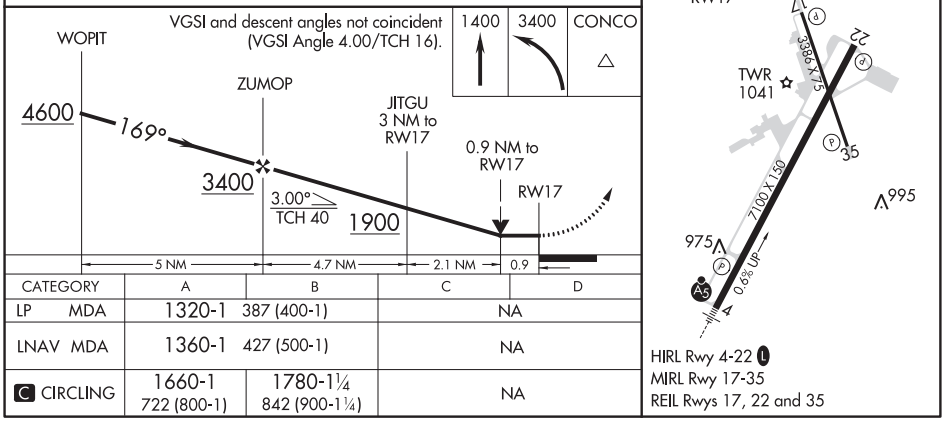
Procedure NA at night.

Rwy 17 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3400 direct CONCO and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LP MDA	1320-1 387 (400-1)		NA	
LNAV MDA	1360-1 427 (500-1)		NA	
C CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LYNCHBURG, VIRGINIA | AL-499 (FAA) | 19003

RNAV (GPS) RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

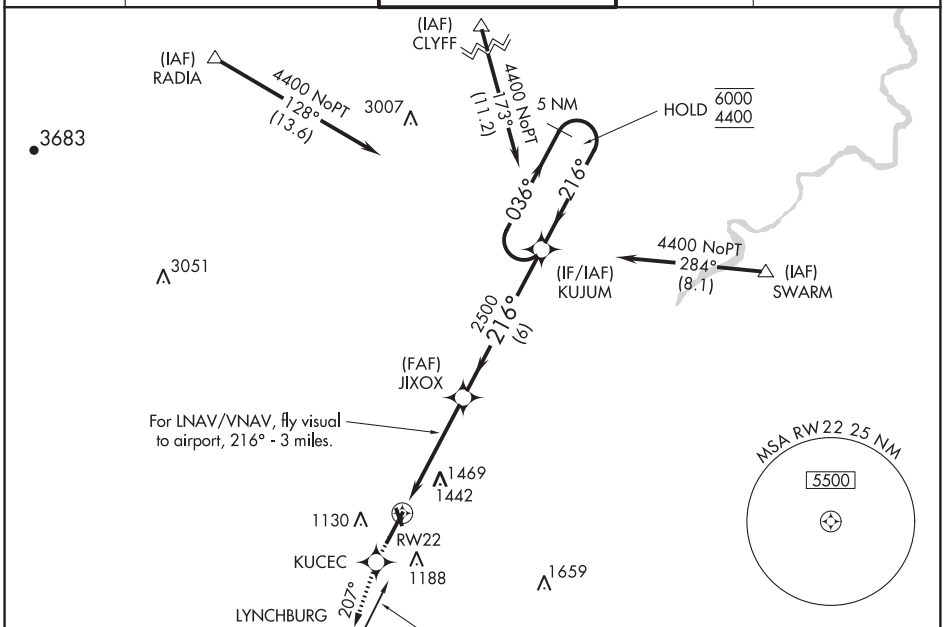
WAAS CH 97705 W22A	APP CRS 216°	Rwy ldg 7100 TDZE 938 Apt Elev 938

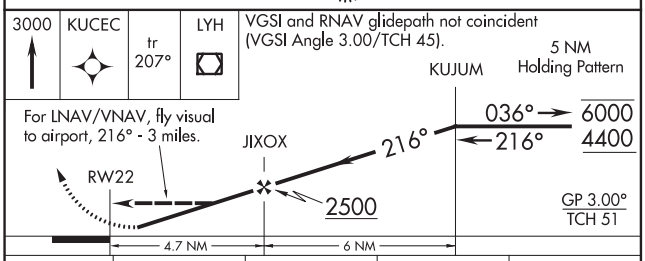
RNP APCH.

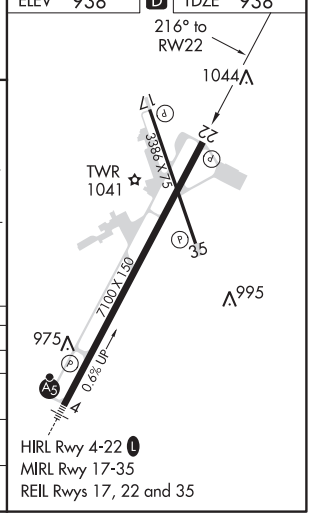
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 3000 direct KUCEC and track 207° to LYH VOR/DME and hold, continue climb-in hold to 3000.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
LPV DA	1250-1 312 (400-1)			
LNAV/VNAV DA	1939-2 1001 (1100-2)		1939-3 1001 (1100-3)	
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2 ½)
C CIRCLING	1720-1 782 (800-1)	1780-1 ¼ 842 (900-1¼)	1800-2 ½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2 ¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 93634 W35A	APP CRS 349°	Rwy ldg 3386 TDZE 933 Apt Elev 938

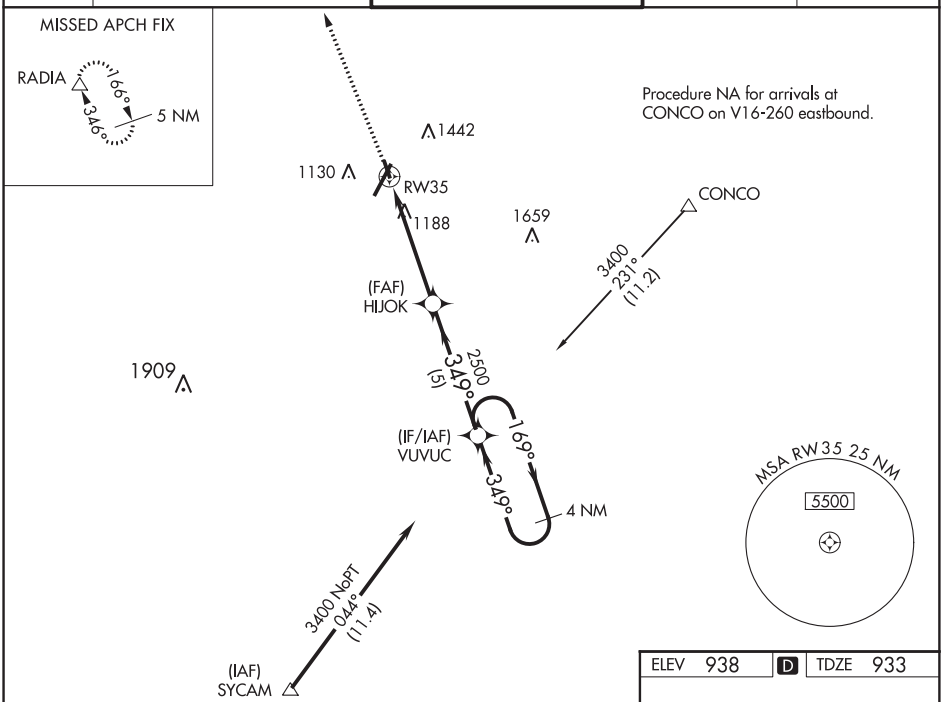
RNAV (GPS) RWY 35
LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

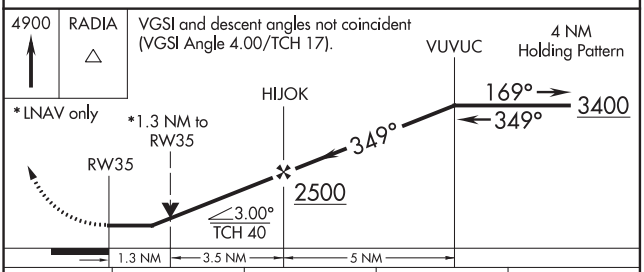
RNP APCH.

Circling Rwy 17 NA at night.
Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4900 direct RADIA and hold.

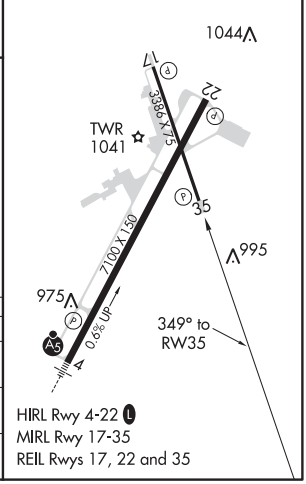
ATIS	ROANOKE APP CON	LYNCHBURG TOWER *	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LP MDA	1480-1 547 (600-1)		NA	
LNAV MDA	1500-1 567 (600-1)		NA	
C CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	NA	

ELEV 938 D TDZE 933



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LYNCHBURG, VIRGINIA | AL-499 (FAA) | 20086

VOR RWY 22

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)

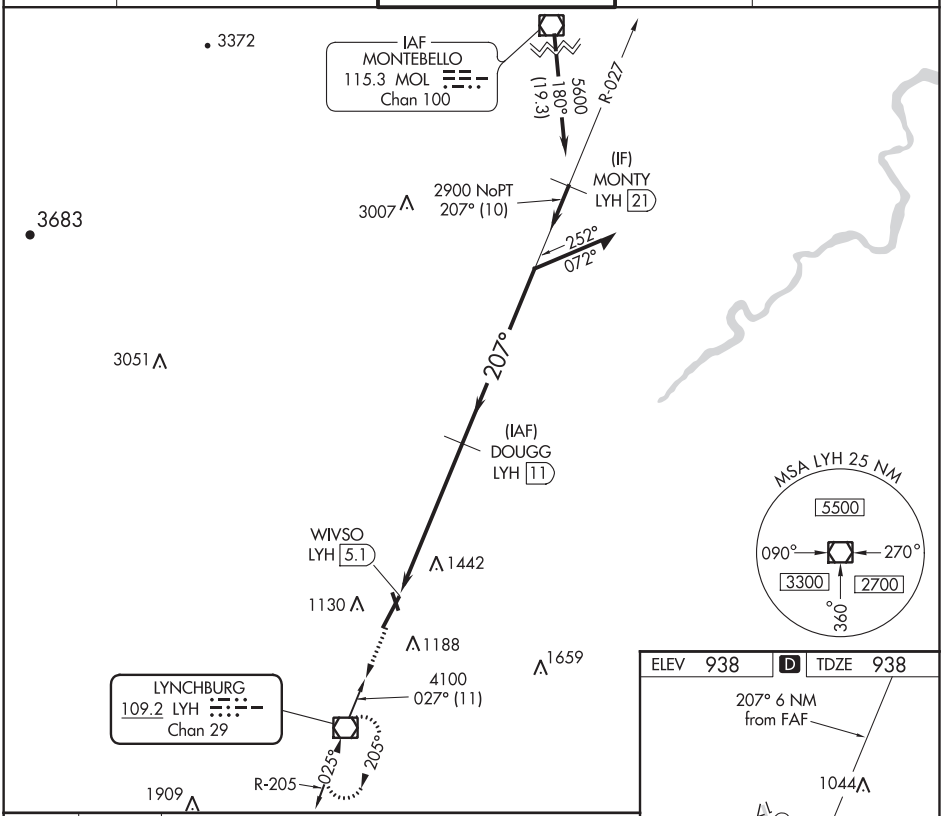
VOR/DME LYH 109.2 Chan 29	APP CRS 207°	Rwy ldg 7100 TDZE 938 Apt Elev 938

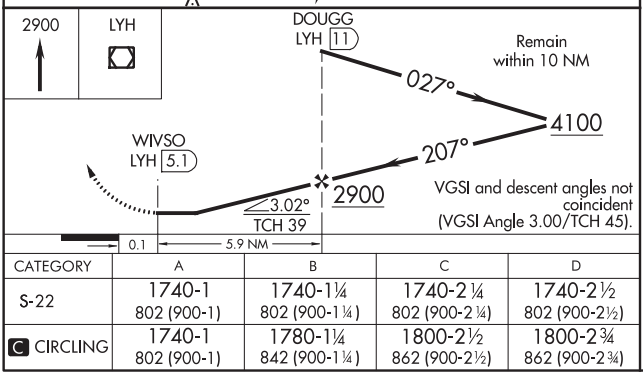
DME required.

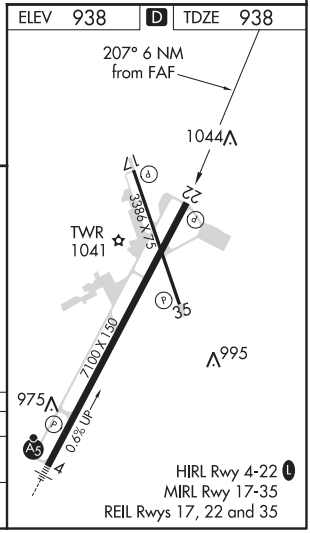
Rwy 22 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 2900 direct LYH VOR/DME and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95



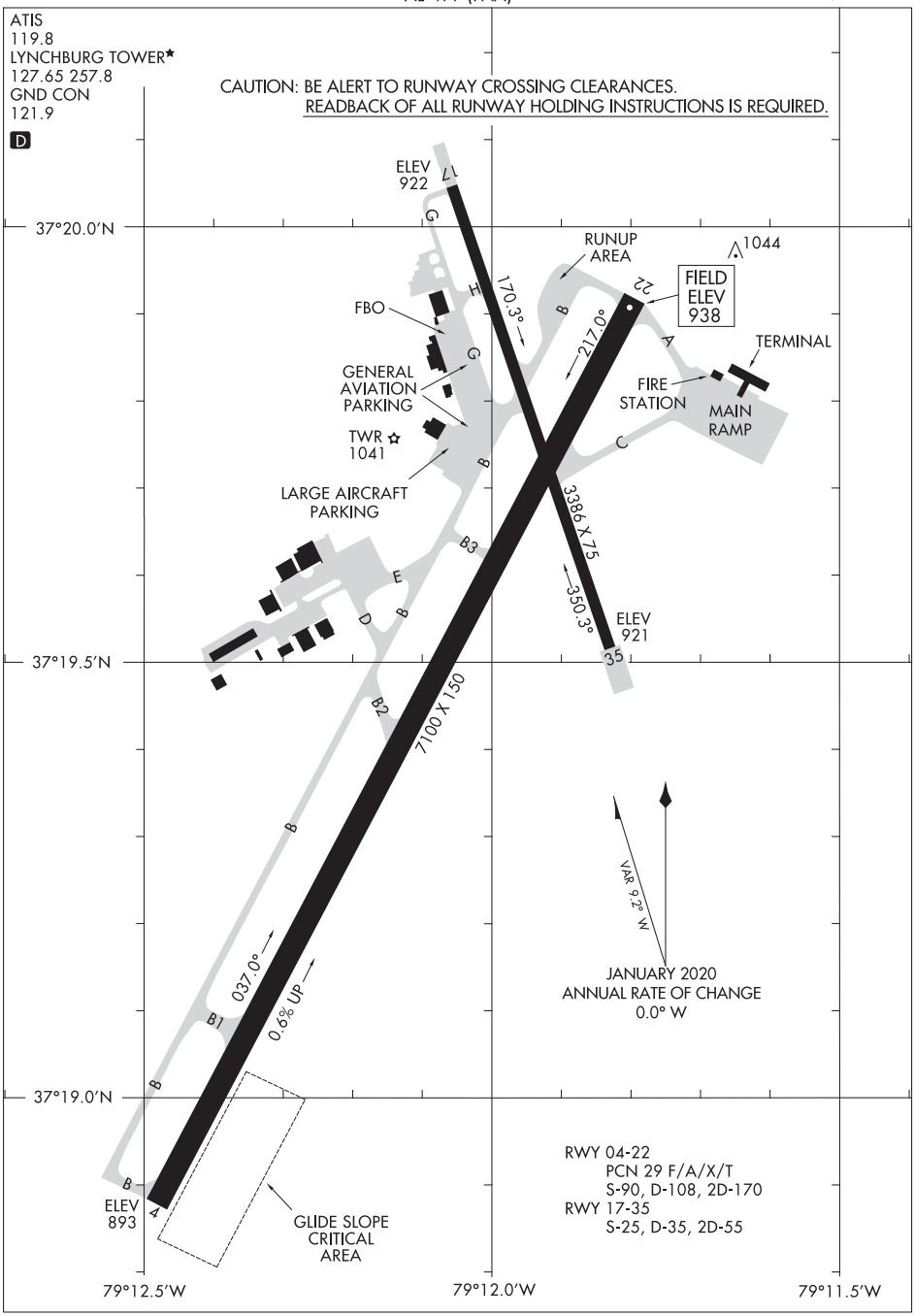




CATEGORY	A	B	C	D
S-22	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	1740-2½ 802 (900-2½)
C CIRCLING	1740-1 802 (900-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

(HURTT4.HURTT) 19059 AL-499 (FAA)

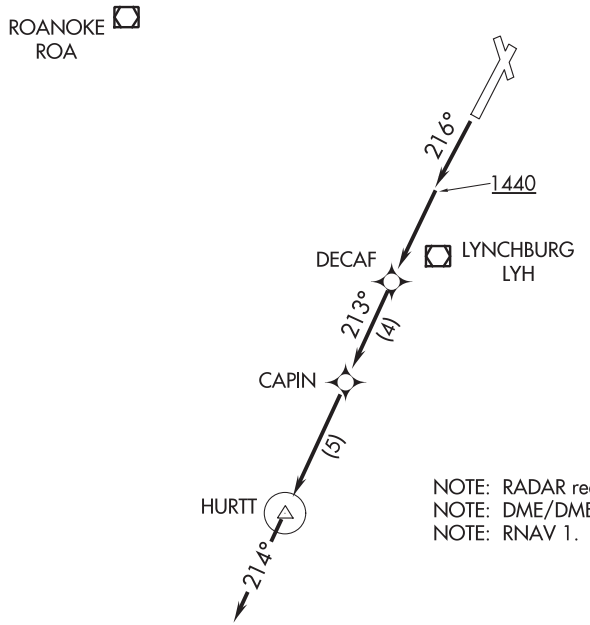
HURTT FOUR DEPARTURE (RNAV)

LYNCHBURG RGNL/PRESTON GLENN FIELD (LYH)
LYNCHBURG, VA

ATIS 119.8
GND CON
121.9
LYNCHBURG TOWER ★
127.65 (CTAF) 257.8
ROANOKE DEP CON
126.9 339.8

TOP ALTITUDE: 4000

TAKEOFF MINIMUMS:
Rwys 4, 17, 35: NA-ATC.
Rwy 22: Standard with minimum climb of 500′ per NM to 1440.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb heading 216° to 1440, then direct DECAF. Then on depicted route to HURTT, then on heading 214°, expect vectors on course.
Maintain 4000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

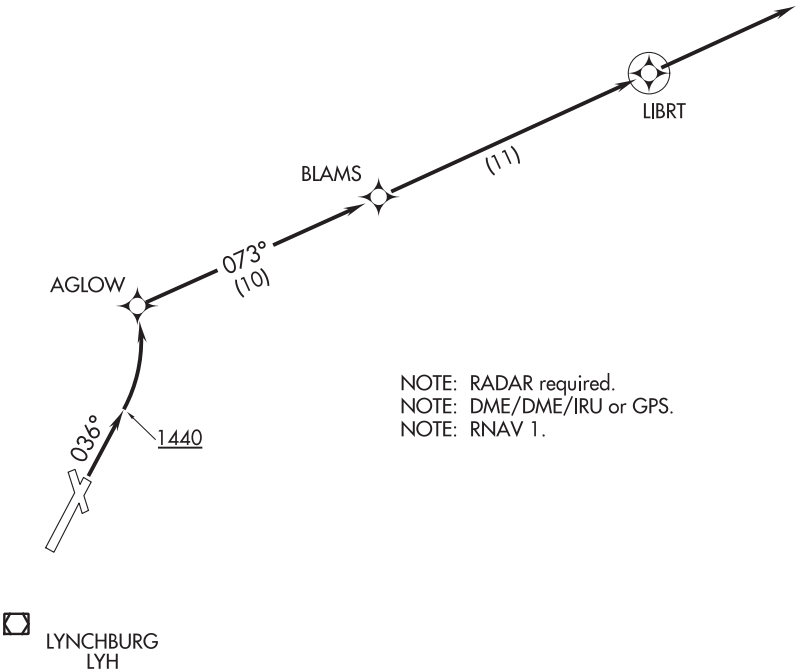
NE-3, 10 SEP 2020 to 05 NOV 2020

LIBRT THREE DEPARTURE (RNAV)

TOP ALTITUDE: 4000

ATIS 119.8
GND CON
121.9
LYNCHBURG TOWER ★
127.65 (CTAF) 257.8
ROANOKE DEP CON
135.0 254.325

TAKEOFF MINIMUMS:
Rwys 17, 22, 35: NA-ATC.
Rwy 4: Standard with minimum climb of 500′ per NM to 4000.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 036° to 1440, then left turn direct AGLOW, then on depicted route to LIBRT, then on heading 073°, expect vectors on course. Maintain 4000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

NE-3, 10 SEP 2020 to 05 NOV 2020

MARION/WYTHEVILLE, VIRGINIA

AL-6416 (FAA)

19115

RNAV (GPS) RWY 26

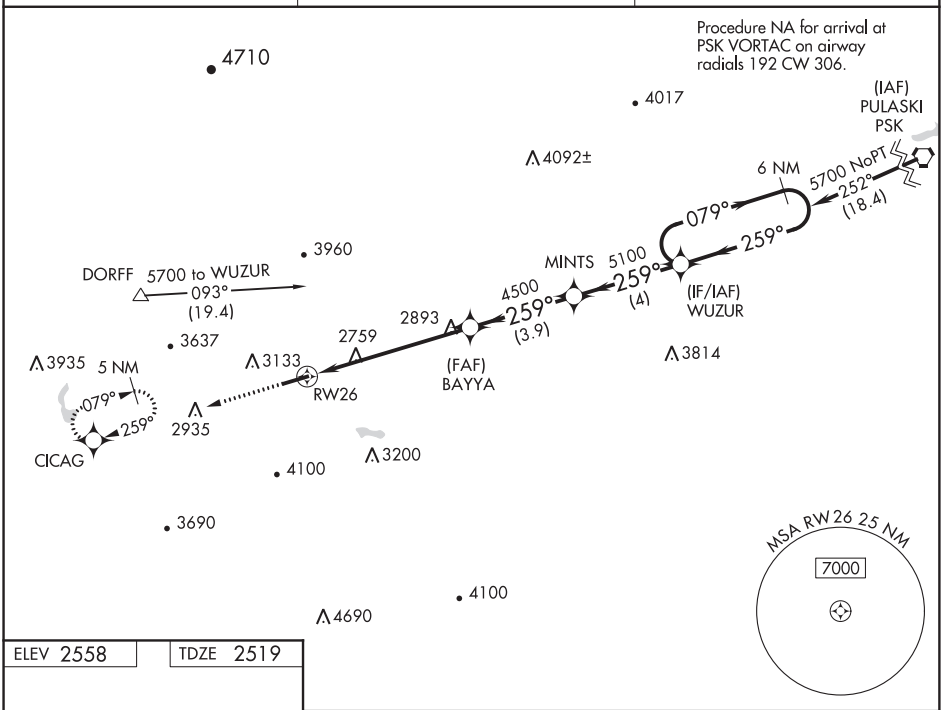
MOUNTAIN EMPIRE (MKJ)

WAAS CH 72802 W26A	APP CRS 259°	Rwy ldg 5252 TDZE 2519 Apt Elev 2558

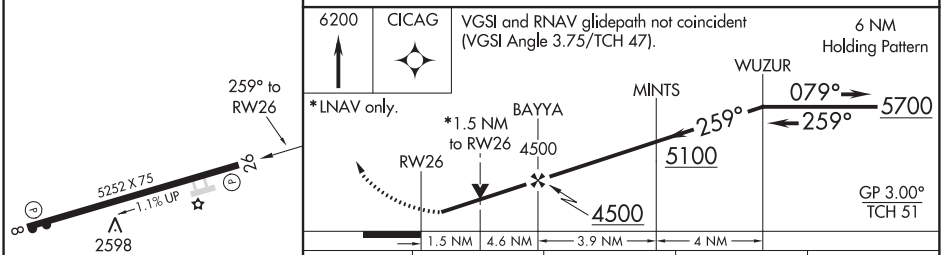
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA north of Rwy 8-26. Rwy 26 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 6200 direct CICAG and hold, continue climb-in-hold to 6200.

AWOS-3	ATLANTA CENTER	UNICOM
123.875	127.85 269.3	122.7 (CTAF) L



ELEV 2558	TDZE 2519



CATEGORY	A	B	C	D
LPV DA	3096-2 577 (600-2)			NA
LNAV/VNAV DA	3159-2½ 640 (700-2½)			NA
LNAV MDA	3140-1 621 (600-1)		3140-1¾ 621 (600-1¾)	NA
C CIRCLING	3260-1 702 (800-1)		4440-3 1882 (1900-3)	NA

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

MARION/WYTHEVILLE, VIRGINIA
Amdt 1 22JUN17

36°54′N-81°21′W

MOUNTAIN EMPIRE (MKJ)
RNAV (GPS) RWY 26

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-MKJ	APP CRS	Rwy ldg	5252
110.5	259°	TDZE	2519
Chan 42		Apt Elev	2558

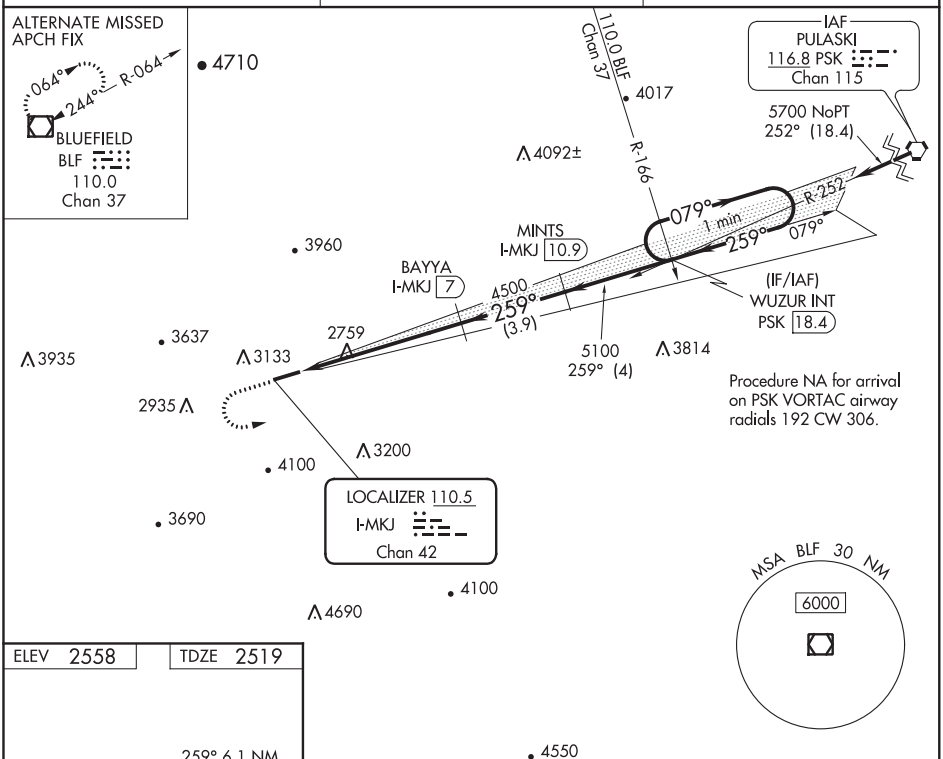
LOC RWY 26
MOUNTAIN EMPIRE (MKJ)

Circling NA north of Rwy 8-26.
Helicopter visibility reduction below ¾ SM NA.
DME required.

NA

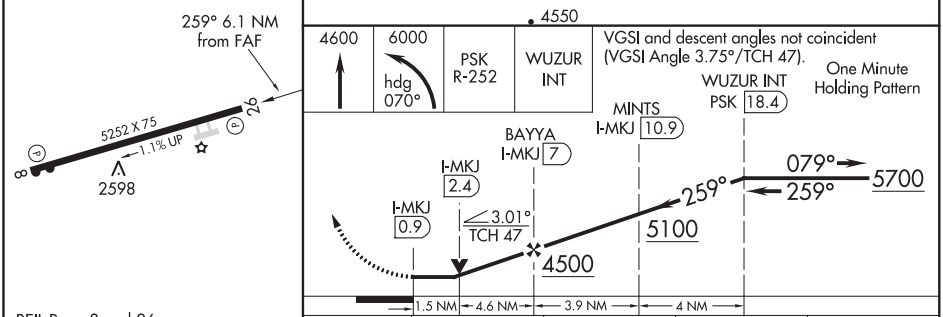
MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 on heading 070° and PSK VORTAC R-252 to WUZUR INT and hold.

AWOS-3	ATLANTA CENTER	UNICOM
123.875	127.85 269.3	122.7 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 2558 TDZE 2519



REIL Rwys 8 and 26
MIRL Rwy 8-26 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-26	3160-1	641 (700-1)	3160-1⅞ 641 (700-1⅞)	NA
C CIRCLING	3260-1	702 (800-1)	4440-3 1882 (1900-3)	NA

MARTINSVILLE, VIRGINIA AL-5648 (FAA) 19227

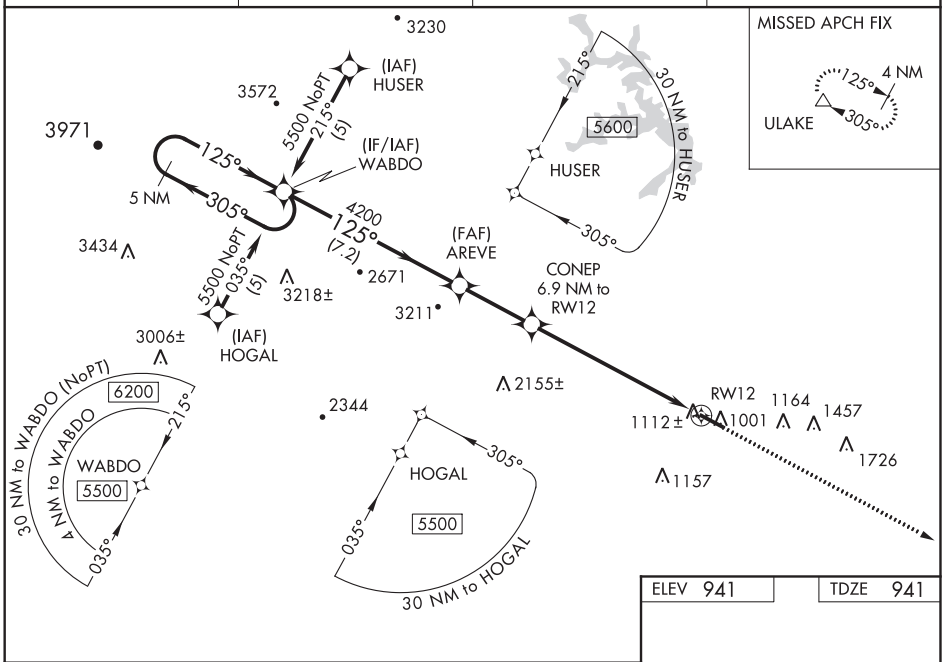
WAAS CH 50218 W12A	APP CRS 125°	Rwy ldg 5002 TDZE 941 Apt Elev 941

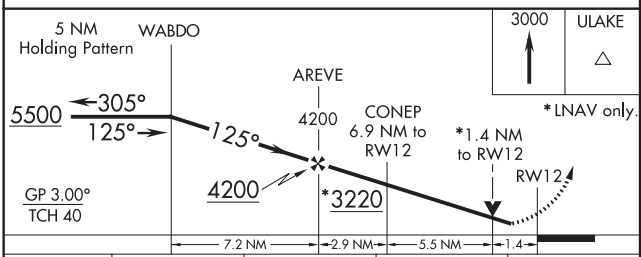
RNAV (GPS) RWY 12
BLUE RIDGE (MTV)

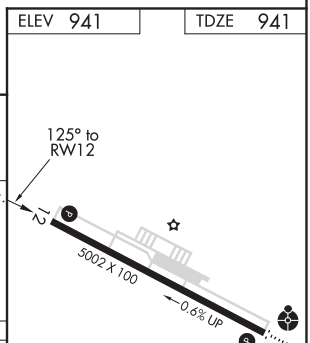
Straight-in minimums NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase LPV DA to 1468, LNAV/VNAV DA to 1585 and all MDA 180 feet; increase LPV visibility all Cats ¾ mile, LNAV/VNAV visibility all Cats, and Circling Cat D ½ mile, increase Circling Cat C visibility ¼ mile. Baro-VNAV, VDP, and LNAV MDA NA when using Reidsville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F).

MISSED APPROACH: Climb to 3000 direct ULAKE and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1292-1¼ 351 (400-1¼)			
LNAV/VNAV DA	1409-1¾ 468 (500-1¾)			
LNAV MDA	1420-1 479 (500-1)		1420-1¼ 479 (500-1¼)	1420-1½ 479 (500-1½)
CIRCLING	1420-1 479 (500-1)		1420-1½ 479 (500-1½)	1520-2 579 (600-2)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

MARTINSVILLE, VIRGINIA
Amdt 1 23SEP10

36°38'N-80°01'W

BLUE RIDGE (MTV)
RNAV (GPS) RWY 12

WAAS CH 65802 W30A	APP CRS 305°	Rwy ldg 5002 TDZE 925 Apt Elev 941

RNAV (GPS) RWY 30
BLUE RIDGE (MTV)

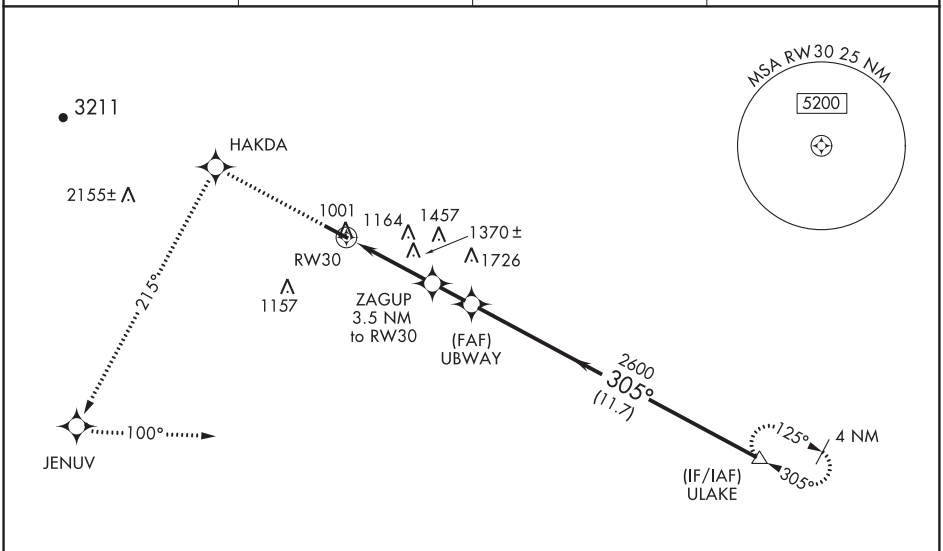
RNP APCH.

When local altimeter setting not received, use Reidsville, NC altimeter setting and increase LPV DA to 1351, LNAV/VNAV DA to 2043 and all MDA 180 feet; increase LPV all Cats and LNAV Cats A/B visibility ½ mile, increase LNAV Cats C/D and Circling Cats C/D visibility ¾ mile, increase Circling Cats A/B visibility ¼ mile. Baro-VNAV and VDP NA when using Reidsville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Inoperative table does not apply.

ODALS

MISSED APPROACH: Climb to 3200 direct HAKDA and left turn on track 215° to JENUV and left turn on track 100° to ULAKE and hold.

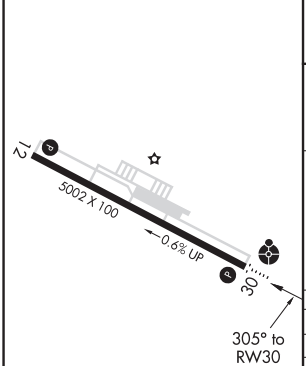
AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L

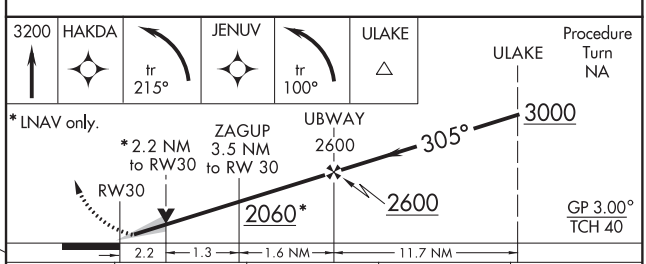


NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 941 TDZE 925





CATEGORY	A	B	C	D
LPV DA	1175-1 250 (300-1)			
LNAV/VNAV DA	1815-4 890 (900-4)			
LNAV MDA	1640-1 715 (700-1)		1640-2 715 (700-2)	1640-2¼ 715 (700-2¼)
CIRCLING	1640-1 699 (700-1)		1640-2 699 (700-2)	1760-2¾ 820 (900-2¾)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

MARTINSVILLE, VIRGINIA | AL-5648 (FAA) | 19227

LOC RWY 30

BLUE RIDGE (MTV)

LOC/DME I-UVM	APP CRS	Rwy ldg	5002
111.3	305°	TDZE	925
Chan 50		Apt Elev	941

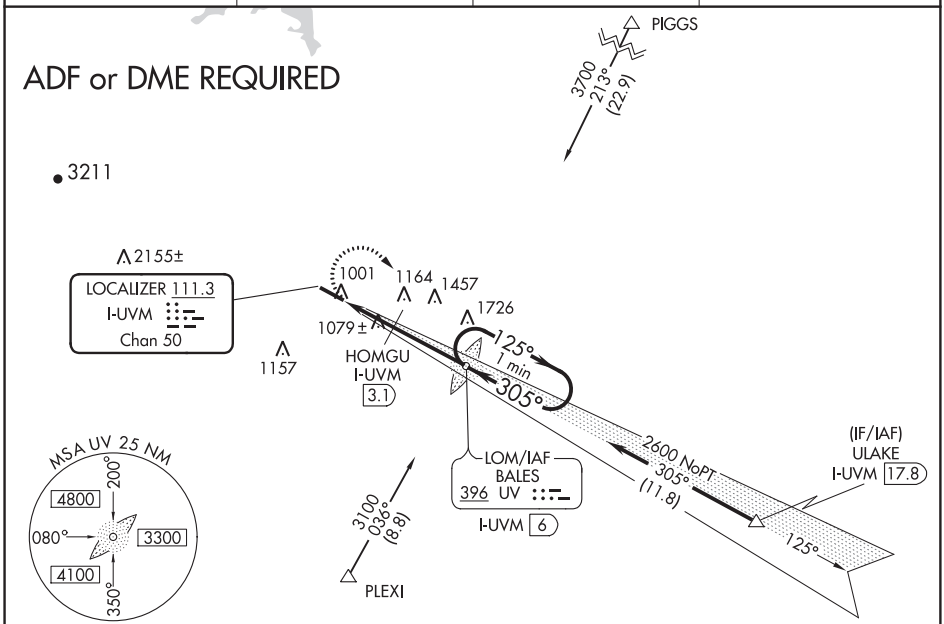
T NA

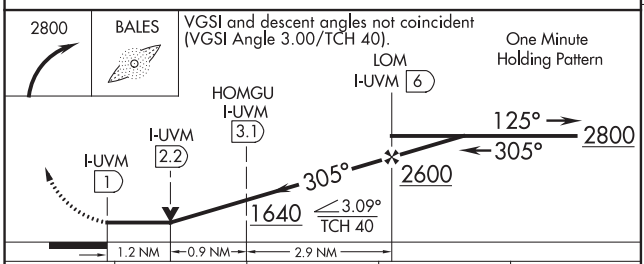
Inoperative table does not apply. ADF required. When local altimeter setting not received, use Reidsville, NC altimeter setting and increase all MDA 180 feet; increase S-30 Cats A/B visibility ½ mile, Cats C/D and Circling Cats C/D ¾ mile and Circling Cats A/B ¼ mile. HOMGU Fix minimums NA when using Reidsville, NC altimeter setting. When using Reidsville, NC altimeter setting, inop table does not apply.

ODALS

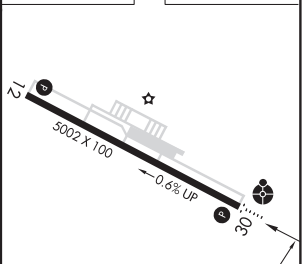
MISSED APPROACH: Climbing right turn to 2800 direct BALES LOM/I-UVM 6.02 DME and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L





ELEV 941 | TDZE 925



CATEGORY	A	B	C	D
S-30	1640-1 715 (700-1)		1640-2 715 (700-2)	1640-2¼ 715 (700-2¼)
CIRCLING	1640-1 699 (700-1)		1640-2 699 (700-2)	1760-2¾ 819 (900-2¾)
HOMGU FIX MINIMUMS				
S-30	1420-1 495 (500-1)		1420-1¼ 495 (500-1¼)	
CIRCLING	1420-1 479 (500-1)		1540-1½ 599 (600-1½)	1760-2¾ 819 (900-2¾)

REIL Rwys 12 and 30 L
MIRL Rwy 12-30 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) RWY 3
ACCOMACK COUNTY (MFV)

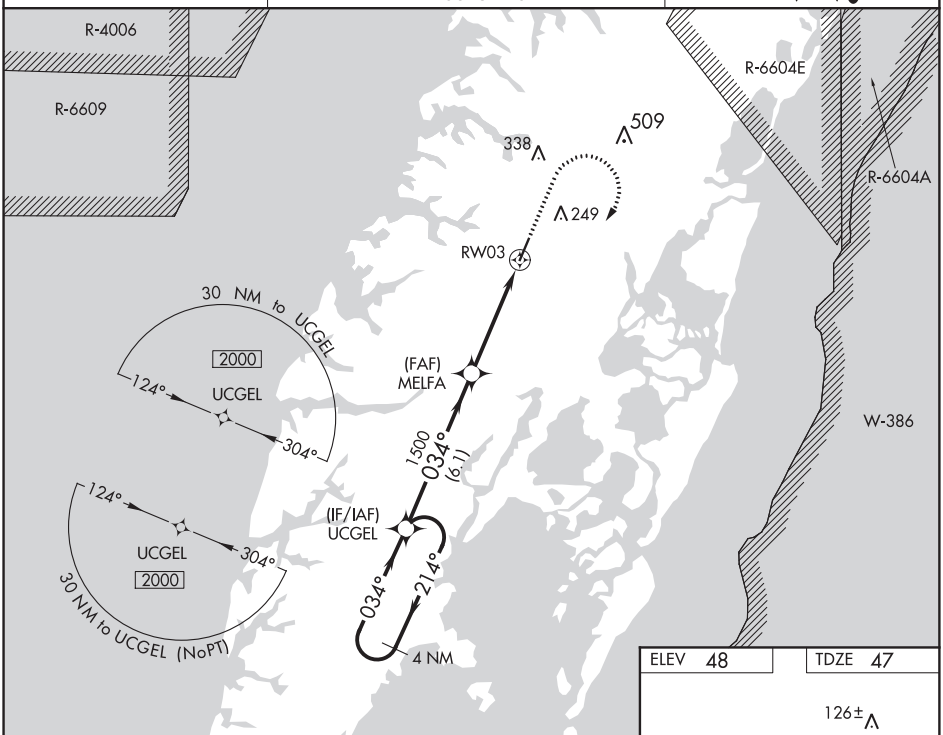
WAAS CH 42905 W03A	APP CRS 034°	Rwy ldg 5000 TDZE 47 Apt Elev 48

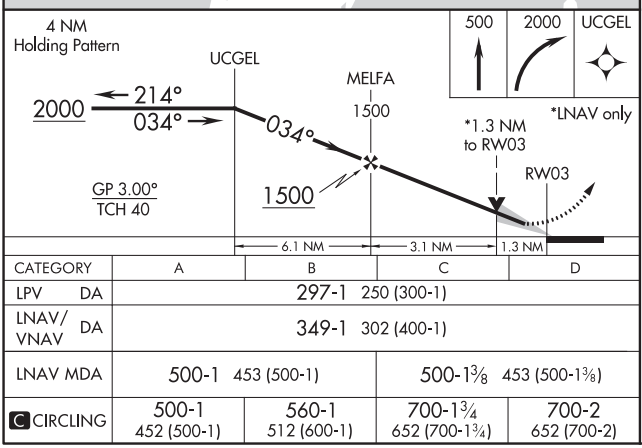
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

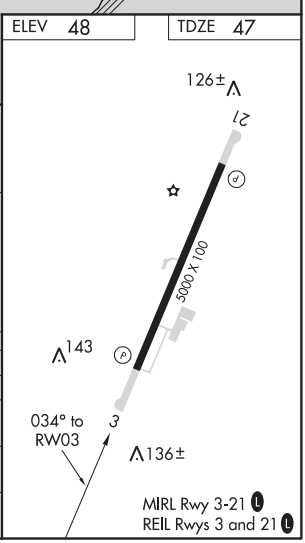
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
118.175	127.95 314.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	297-1 250 (300-1)			
LNAV/VNAV DA	349-1 302 (400-1)			
LNAV MDA	500-1 453 (500-1)		500-1⅜ 453 (500-1⅜)	
C CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)



NE-3, 10 SEP 2020 to 05 NOV 2020

MELFA, VIRGINIA AL-5598 (FAA) 19115

RNAV (GPS) RWY 21
ACCOMACK COUNTY (MFV)

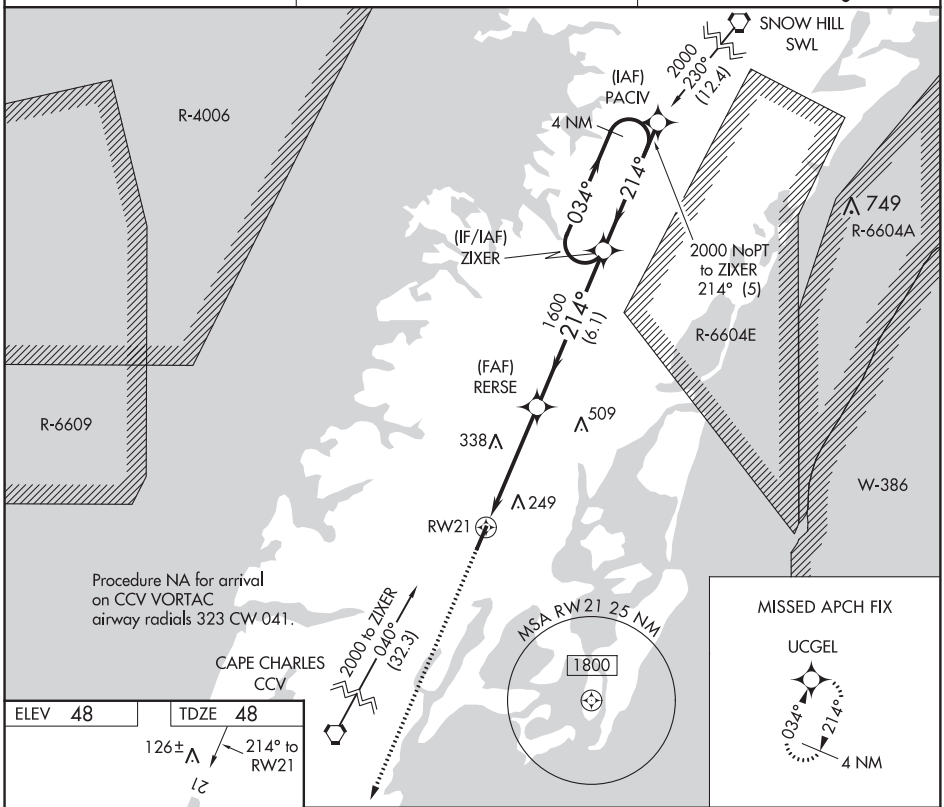
APP CRS	Rwy ldg	5000
214°	TDZE	48
	Apt Elev	48

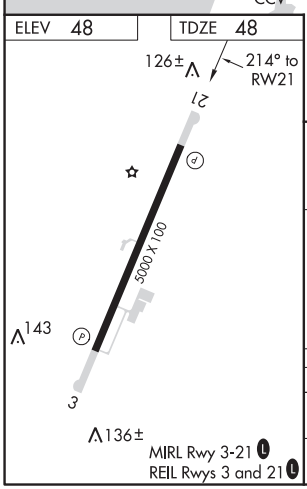
RNP APCH.

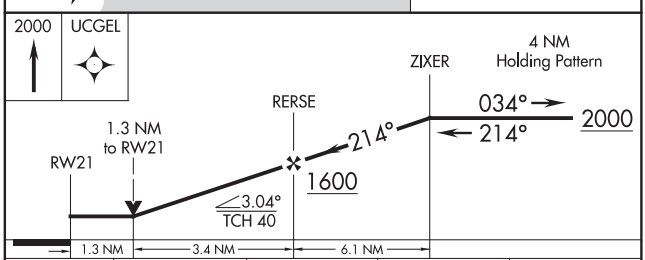
Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON★	UNICOM
118.175	127.95 314.0	122.8 (CTAF)







CATEGORY	A	B	C	D
LNAV MDA	500-1 452 (500-1)		500-1⅜ 452 (500-1⅜)	
C CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

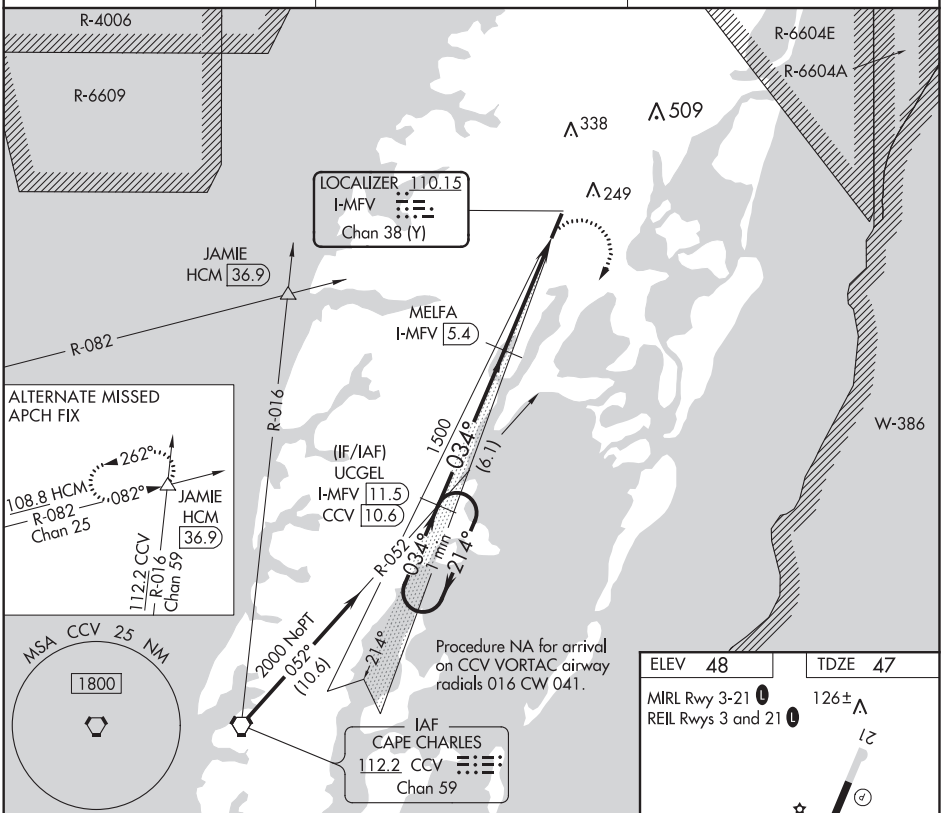
LOC RWY 3
ACCOMACK COUNTY (MFV)

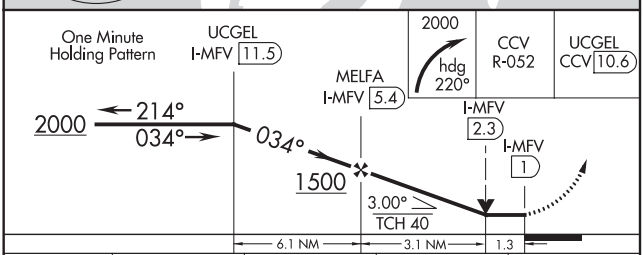
LOC/DME I-MFV	APP CRS	Rwy ldg	5000
110.15	034°	TDZE	47
Chan 38 (Y)		Apt Elev	48

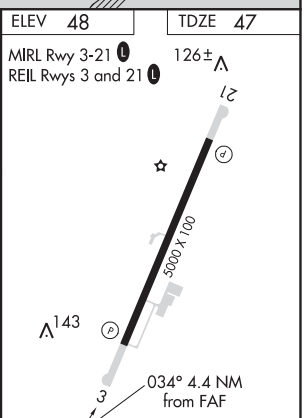
DME required.

MISSED APPROACH: Climbing right turn to 2000 on heading 220° and CCV VORTAC R-052 to UCGEL/CCV 10.6 DME and hold.

AWOS-3	PATUXENT APP CON *	UNICOM
118.175	127.95 314.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
S-3	500-1 453 (500-1)		500-1⅜ 453 (500-1⅜)	
C CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 10 SEP 2020 to 05 NOV 2020

MELFA, VIRGINIA

AL-5598 (FAA)

20086

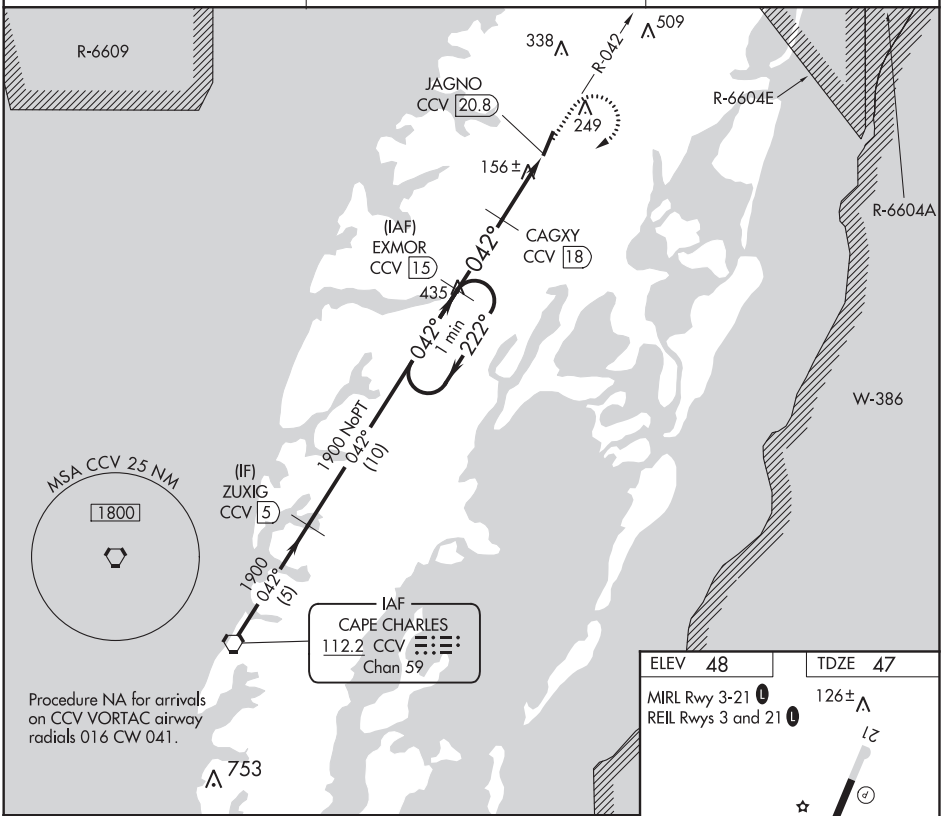
VOR RWY 3
ACCOMACK COUNTY (MFV)

VORTAC CCV	APP CRS	Rwy ldg	5000
112.2	042°	TDZE	47
Chan 59		Apt Elev	48

DME required.

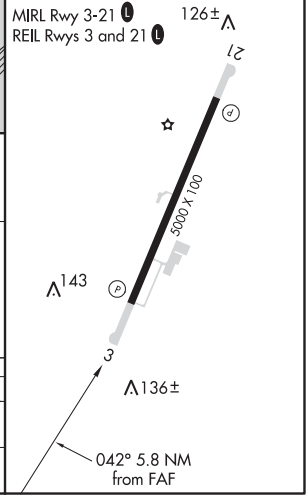
MISSED APPROACH: Climb to 460 then climbing right turn to 1900 on heading 240° and CCV VORTAC R-042 to EXMOR/CCV 15 DME and hold.

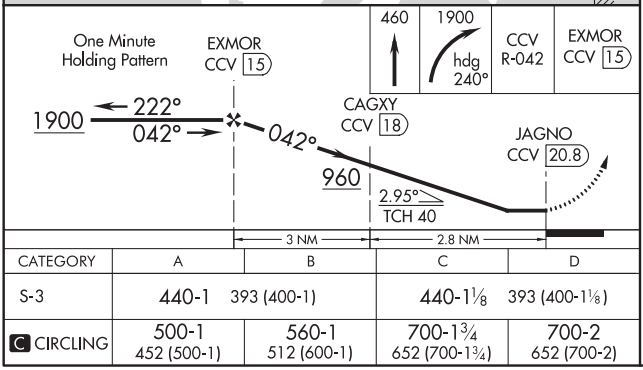
AWOS-3	PATUXENT APP CON ★	UNICOM
118.175	127.95 314.0	122.8 (CTAF) L



ELEV 48	TDZE 47

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L





CATEGORY	A	B	C	D
S-3	440-1 393 (400-1)		440-1⅛ 393 (400-1⅛)	
C CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 49002 W17A	APP CRS 175°	Rwy ldg 4488 TDZE 70 Apt Elev 70

RNAV (GPS) RWY 17
SUMMIT (EVY)

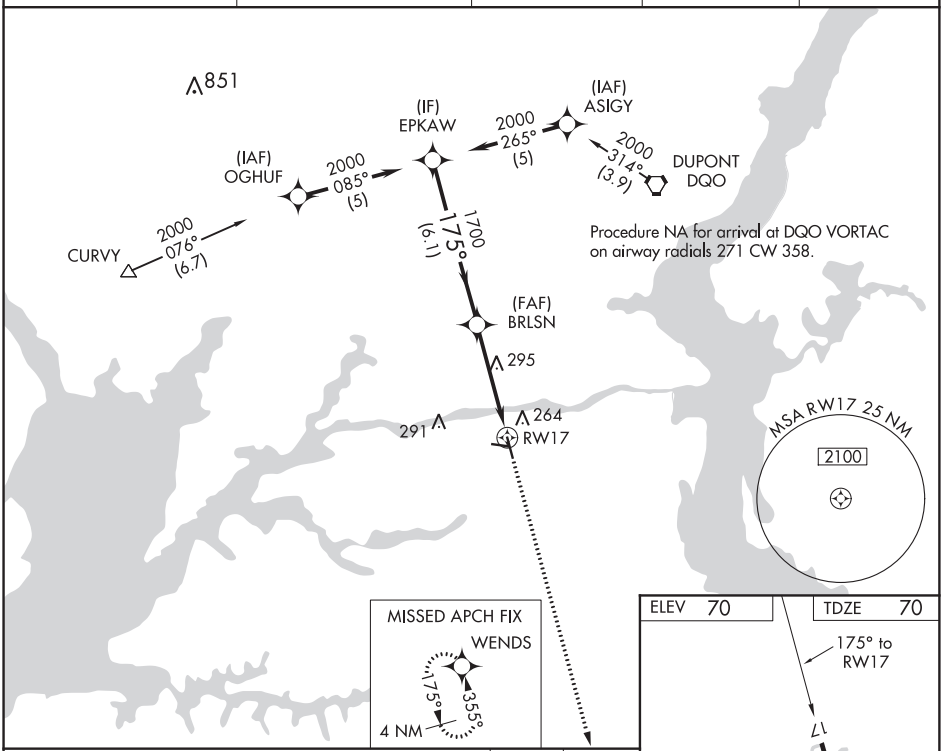
RNP APCH.

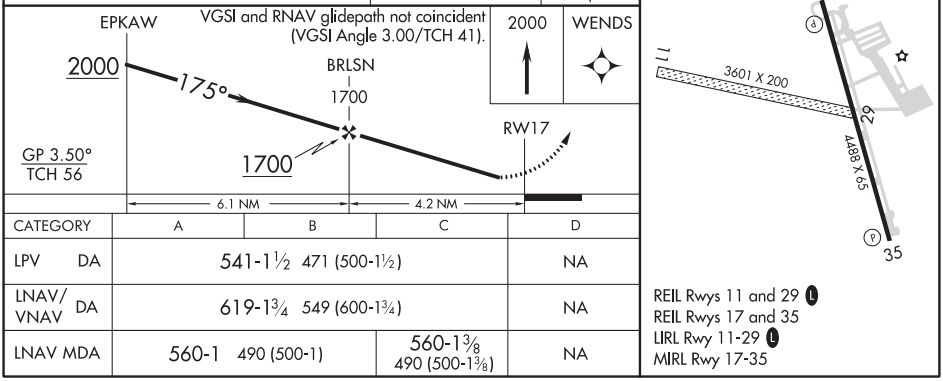
NA

Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 27 feet, all MDA 40 feet and LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 2000 direct WENDS and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	118.35 323.1	125.3	122.725 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LPV DA	541-1½ 471 (500-1½)			NA
LNAV/VNAV DA	619-1¾ 549 (600-1¾)			NA
LNAV MDA	560-1 490 (500-1)		560-1⅜ 490 (500-1⅜)	NA

REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

MIDDLETOWN, DELAWARE AL-5392 (FAA) 19227

RNAV (GPS) RWY 35
SUMMIT (EVY)

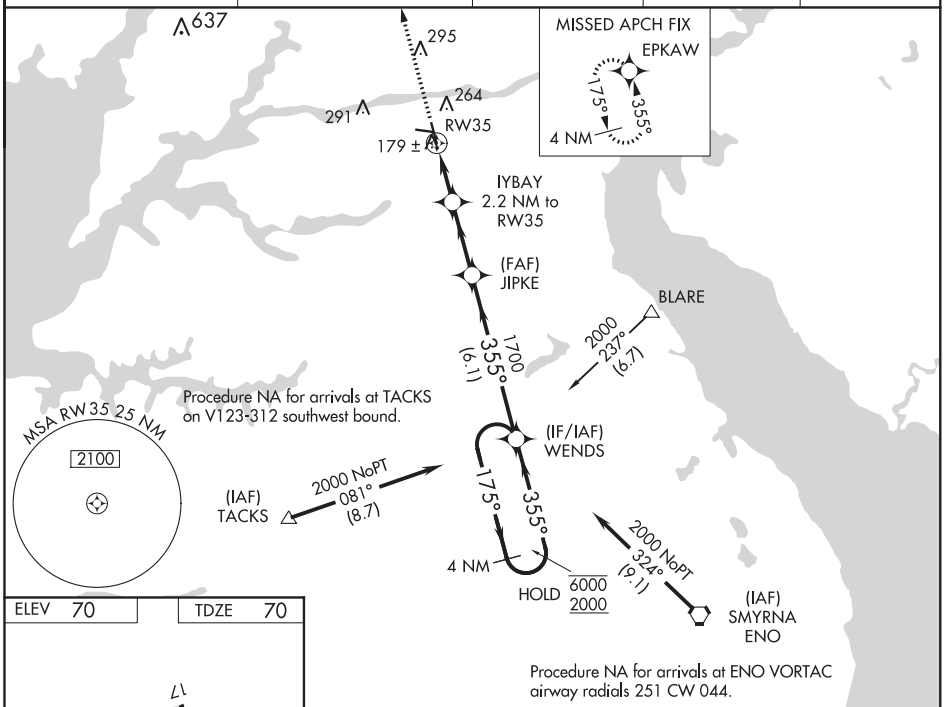
WAAS CH 40302 W35A	APP CRS 355°	Rwy ldg 4488 TDZE 70 Apt Elev 70

RNP APCH.

NA Baro-VNAV and VDP NA when using Wilmington altimeter setting. Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 27 feet, all MDA 40 feet and LNAV Cat C visibility ⅛ SM.

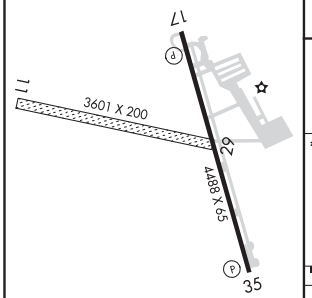
MISSED APPROACH: Climb to 2000 direct EPKAW and hold.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	118.35 323.1	125.3	122.725 (CTAF)	123.5 L

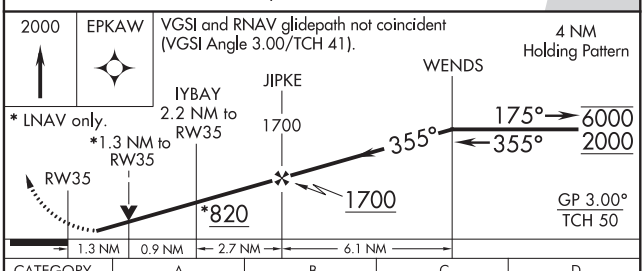


NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 70	TDZE 70



REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35



CATEGORY	A	B	C	D
LPV DA	320-1 250 (300-1)			
LNAV/VNAV DA	480-1½ 410 (500-1½)			
LNAV MDA	440-1 370 (400-1)			440-1¼ 370 (400-1¼)

MIDDLETOWN, DELAWARE
Amdt 1C 15AUG19

39°31′N-75°43′W

SUMMIT (EVY)
RNAV (GPS) RWY 35

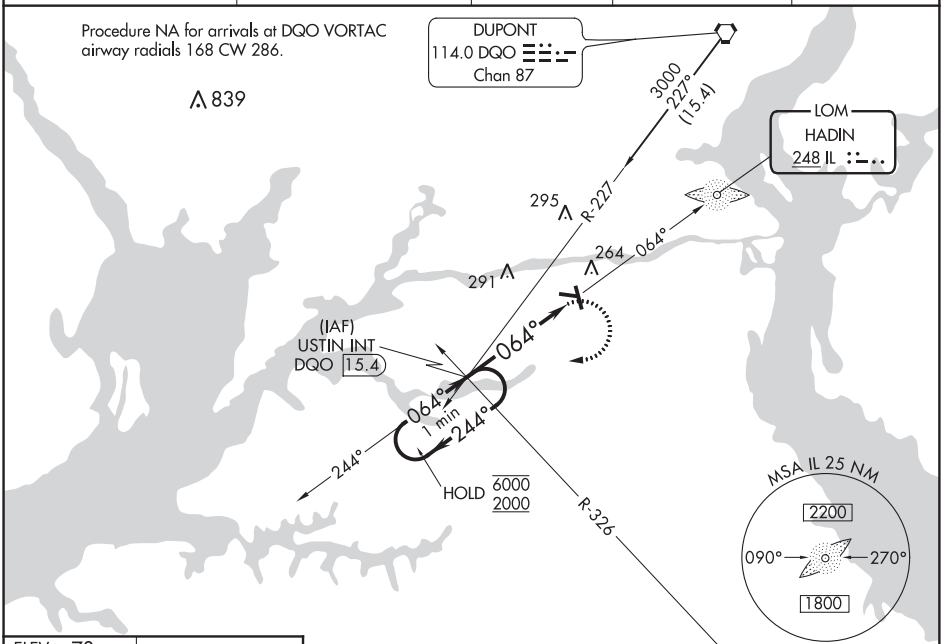
NDB-A
SUMMIT (EVY)

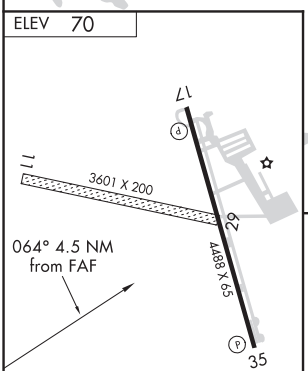
LOM IL	APP CRS	Rwy ldg	N/A
248	064°	TDZE	N/A
		Apt Elev	70

Circling NA to Rwys 11 and 29. Circling Rwy 17 NA at night. When local altimeter setting not received, use Wilmington altimeter setting and increase all MDA 40 feet and Circling Cat C visibility ¼ SM.

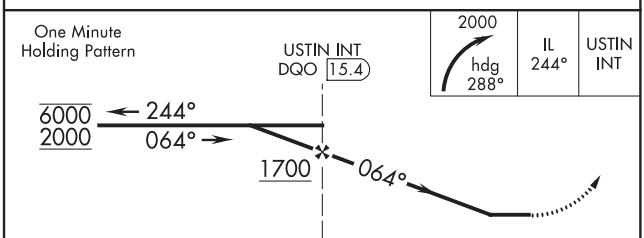
MISSED APPROACH: Climbing right turn to 2000 on heading 288° and 244° bearing from HADIN LOM to USTIN INT/DQO 15.4 DME and hold, continue climb-in-hold to 2000.

AWOS-3	PHILADELPHIA APP CON	CLNC DEL	UNICOM	
132.325	118.35 323.1	125.3	122.725 (CTAF)	123.5 L





REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35



FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

CATEGORY	A	B	C	D
CIRCLING	660-1 590 (600-1)		660-1½ 590 (600-1½)	660-2 590 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

MONETA, VIRGINIA | AL-6865 (FAA) | 20198

RNAV (GPS) RWY 23
SMITH MOUNTAIN LAKE (W91)

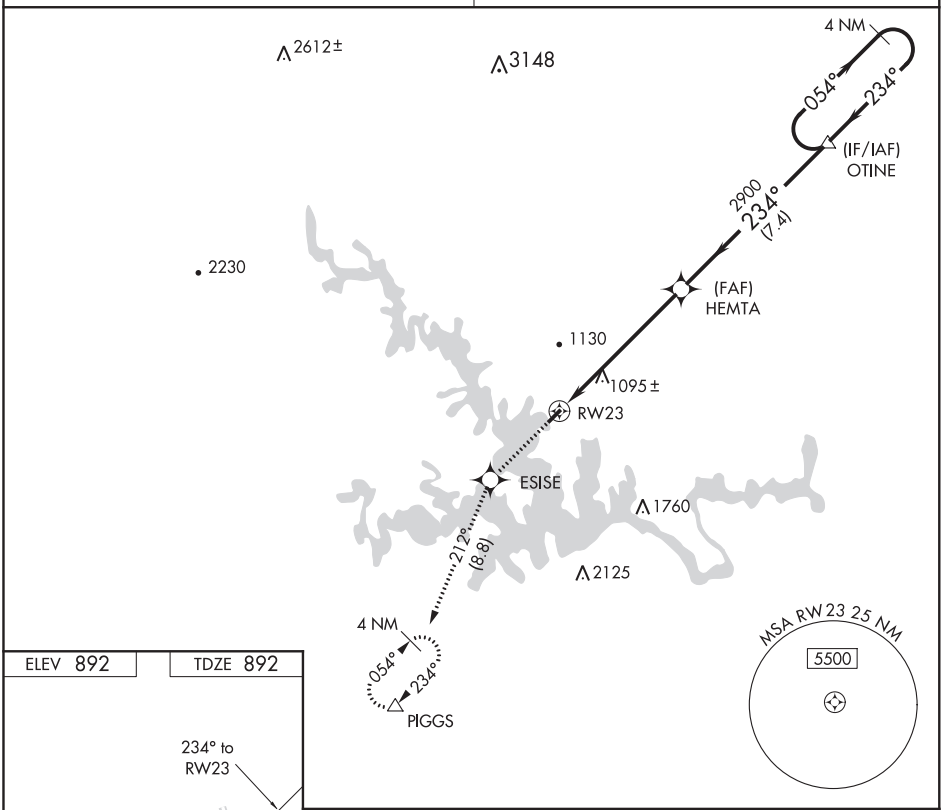
APP CRS	Rwy ldg	3058
234°	TDZE	892
	Apt Elev	892

NA

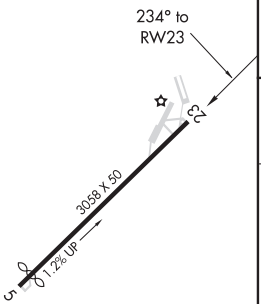
DME/DME RNP-0.3 NA. Use Lynchburg altimeter setting; when not received, use Roanoke altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

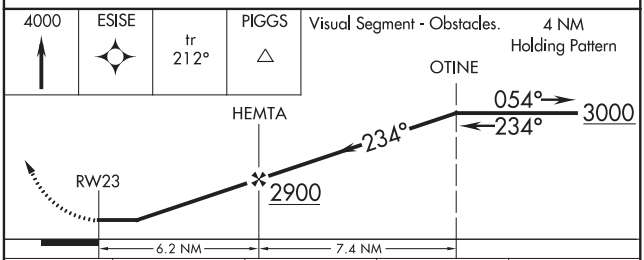
MISSED APPROACH: Climb to 4000 direct ESISE and on track 212° to PIGGS and hold.

ROANOKE APP CON	UNICOM
135.0 254.325	122.975 (CTAF)



ELEV 892	TDZE 892





CATEGORY	A	B	C	D
LNAV MDA	1900-3 1008 (1100-3)		NA	
CIRCLING	1900-3 1008 (1100-3)		NA	

MIRL Rwy 5-23
REIL Rwy 23

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

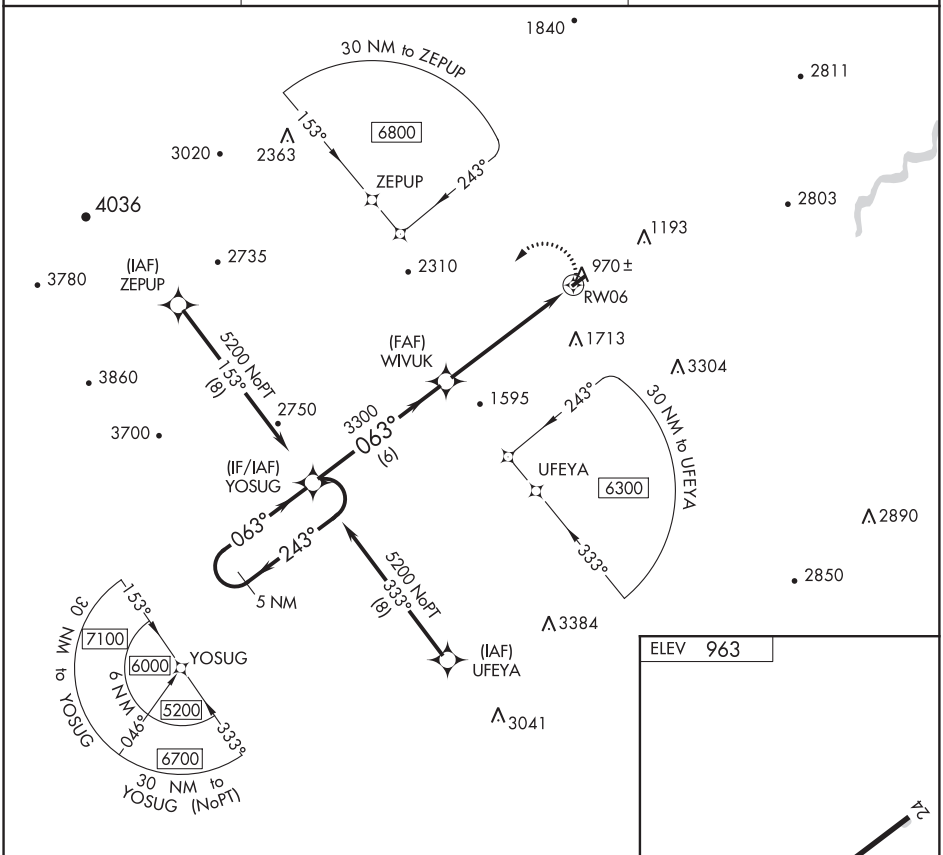
APP CRS	Rwy ldg	NA
063°	TDZE	NA
	Apt Elev	963

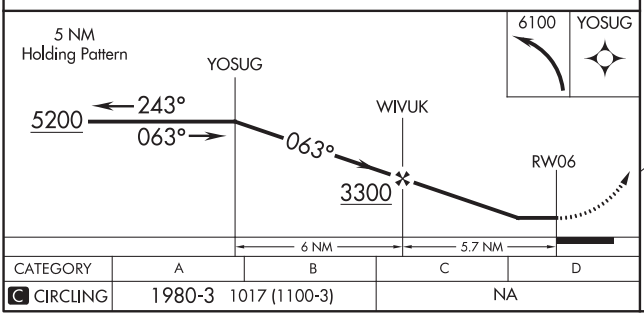
RNAV (GPS)-A
NEW MARKET (8W2)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, Use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.

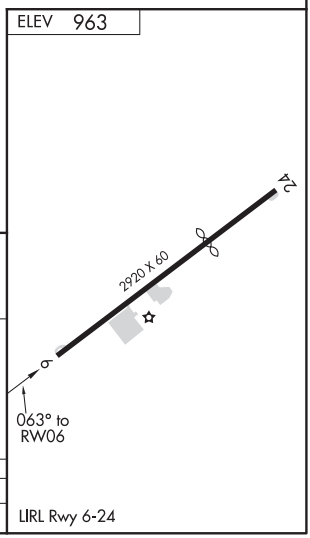
MISSED APPROACH: Climbing left turn to 6100 direct YOSUG and hold, continue climb-in-hold to 6100.

AWOS-3	WASHINGTON CENTER	UNICOM
118.175	133.2 282.2	122.8 (CTAF)





CATEGORY	A	B	C	D
C CIRCLING	1980-3 1017 (1100-3)		NA	



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NEW MARKET, VIRGINIA | AL-10650 (FAA) | 20198

APP CRS	Rwy ldg	NA
213°	TDZE	NA
	Apt Elev	963

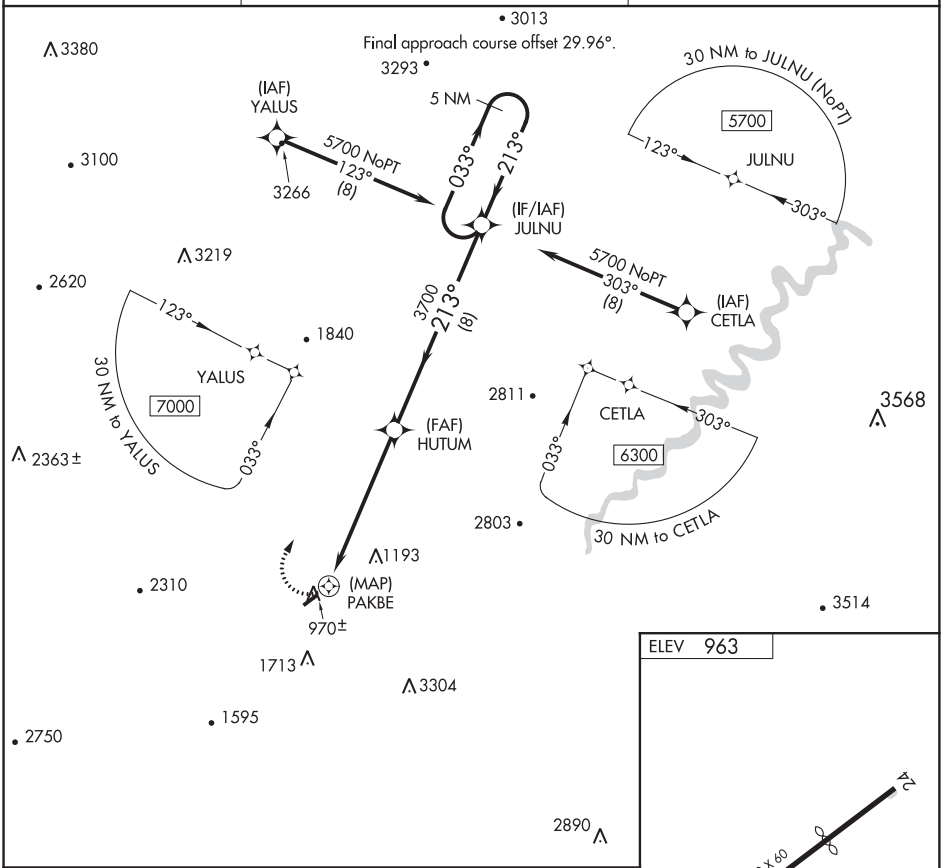
RNAV (GPS)-B
NEW MARKET (8W2)

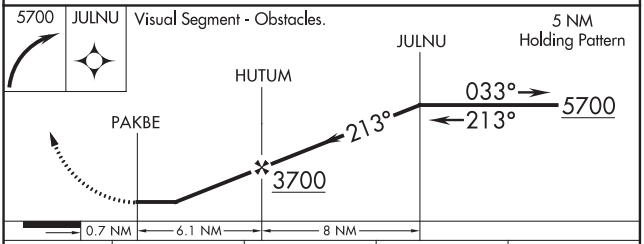
RNP APCH.

Procedure NA at night. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.

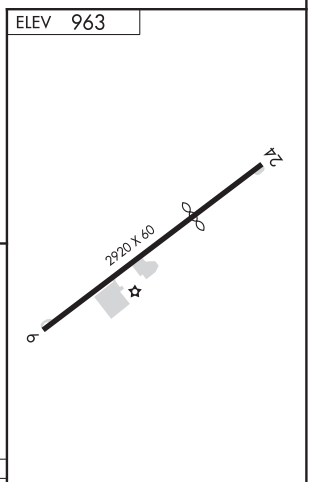
MISSED APPROACH: Climbing right turn to 5700 direct JULNU and hold, continue climb-in-hold to 5700.

AWOS-3	WASHINGTON CENTER	UNICOM
118.175	133.2 282.2	122.8 (CTAF)





CATEGORY	A	B	C	D
C CIRCLING	1980-3	1017 (1100-3)	NA	



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ILS or LOC RWY 7

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

LOC/DME I-PHF	APP CRS	Rwy ldg 8003
110.1	067°	TDZE 40
Chan 38		Apt Elev 42

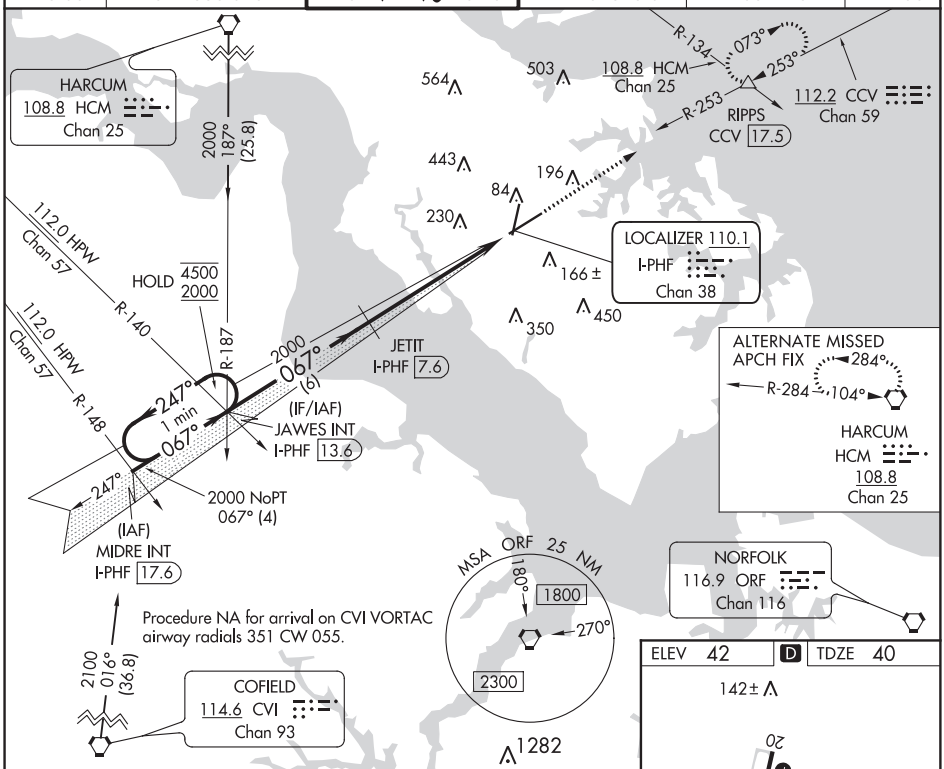
DME required.

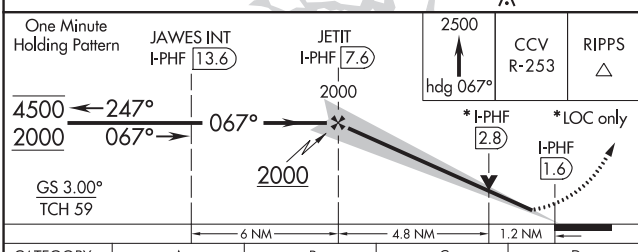
T A # RVR 1800 authorized with use of FD or AP or HUD to DA.

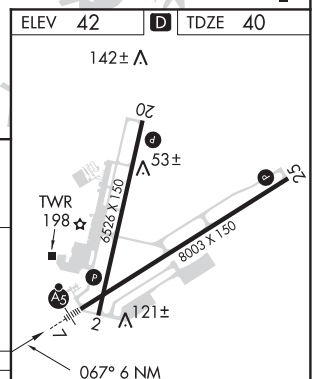
MALSR A5

MISSED APPROACH: Climb to 2500 on heading 067° and on CCV VORTAC R-253 to RIPPS INT/CCV 17.5 DME and hold, continue climb-in-hold to 2500.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 7 #	240/24 200 (200-½)			
S-LOC 7	480/24 440 (500-½)		480/40 440 (500-¾)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NEWPORT NEWS, VIRGINIA
Amdt 35 21MAY20
37°08'N-76°30'W
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
ILS or LOC RWY 7
269

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

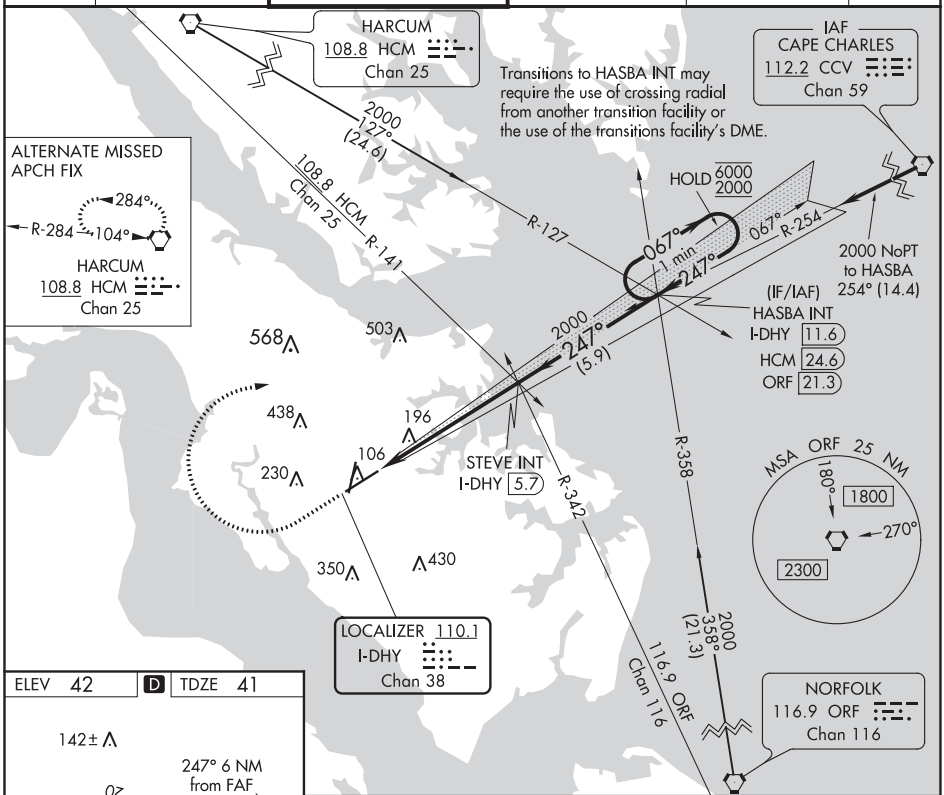
20086

ILS or LOC RWY 25
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

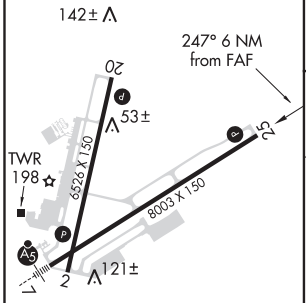
LOC/DME I-DHY	APP CRS	Rwy ldg	8003
110.1	247°	TDZE	41
Chan 38		Apt Elev	42

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 on heading 080° and CCV VORTAC R-254 to HASBA INT/I-DHY 11.6 DME and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95

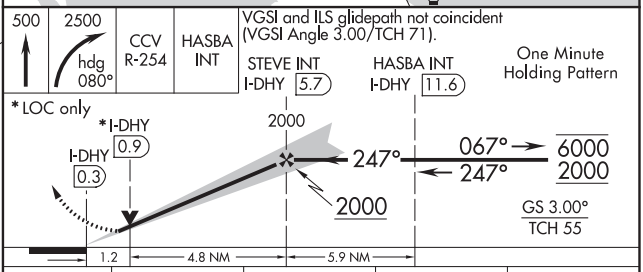


ELEV 42	D	TDZE 41



REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 25	241-¾ 200 (200-¾)			
S-LOC 25	480-1 439 (500-1)		480-1¼ 439 (500-1¼)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 61020 W02A	APP CRS 022°	Rwy ldg 6526 TDZE 38 Apt Elev 42

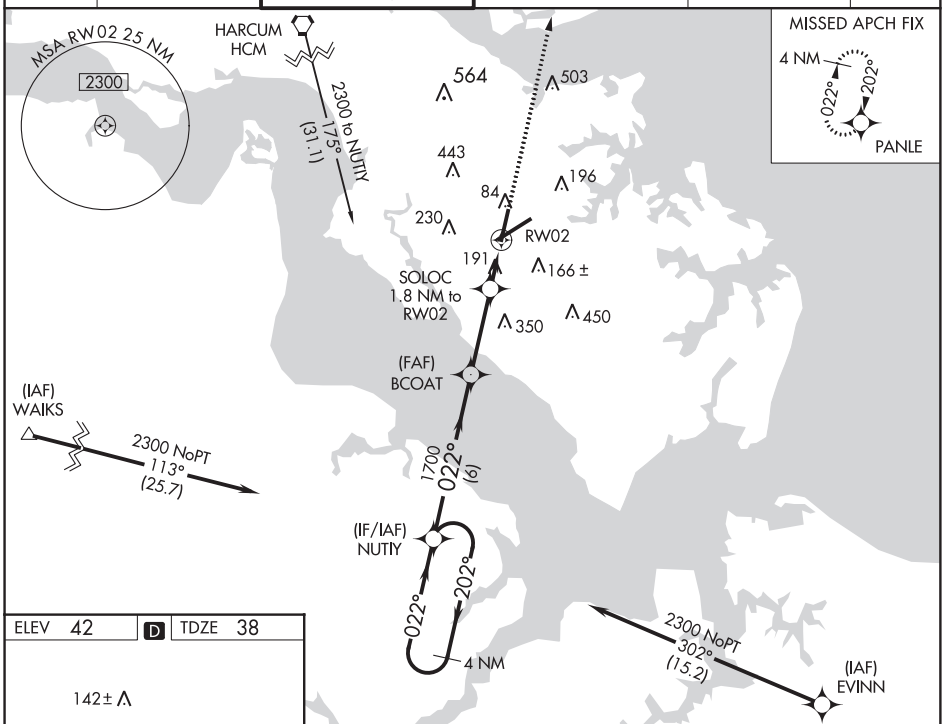
RNAV (GPS) RWY 2
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

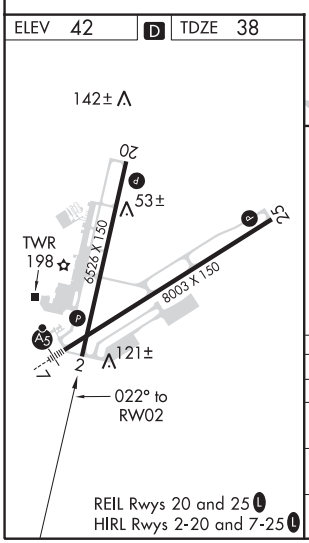
RNP APCH.

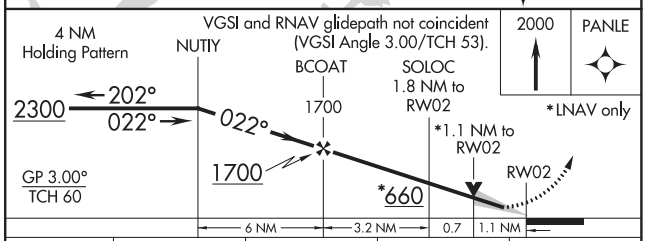
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct PANLE and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	241-1 203 (200-1)			
LNAV/VNAV DA	476-1½ 438 (500-1½)			
LNAV MDA	460-1 422 (500-1)		460-1¼ 422 (500-1¼)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

20142

RNAV (GPS) RWY 7

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

WAAS CH 45607 W07A	APP CRS 067°	Rwy ldg 8003 TDZE 40 Apt Elev 42

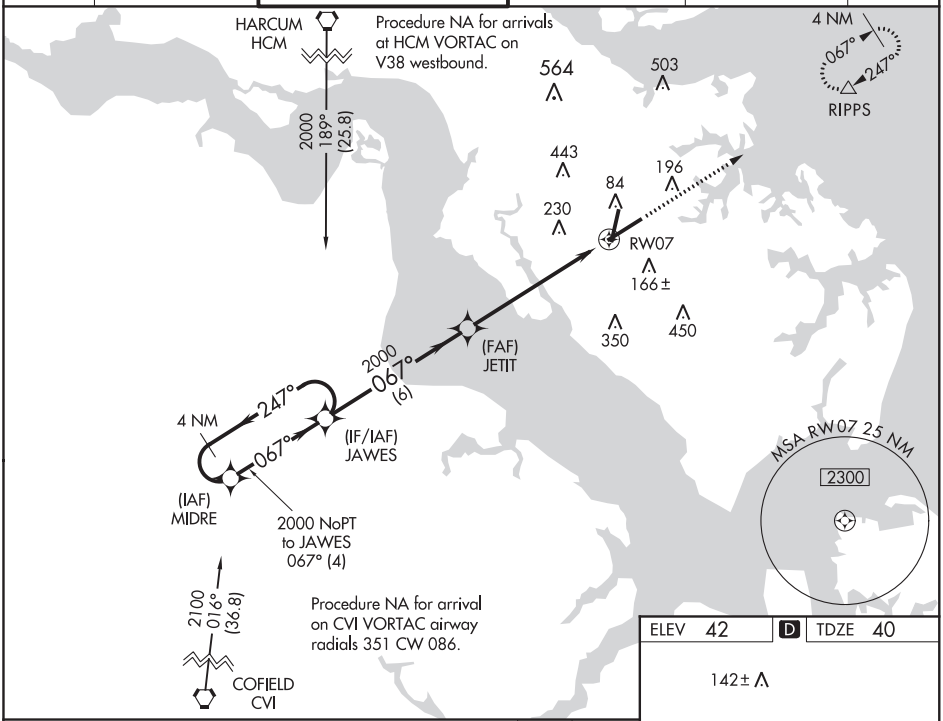
RNP APCH.

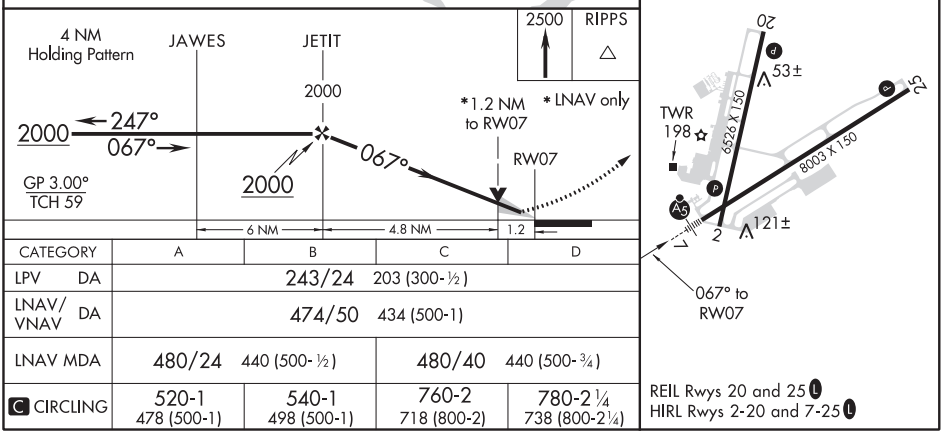
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅜.

MALSR

MISSED APPROACH: Climb to 2500 direct RIPPS and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95





CATEGORY	A	B	C	D
LPV DA	243/24 203 (300-½)			
LNAV/VNAV DA	474/50 434 (500-1)			
LNAV MDA	480/24 440 (500-½)		480/40 440 (500-¾)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 97420 W20A	APP CRS 202°	Rwy ldg 6526 TDZE 42 Apt Elev 42

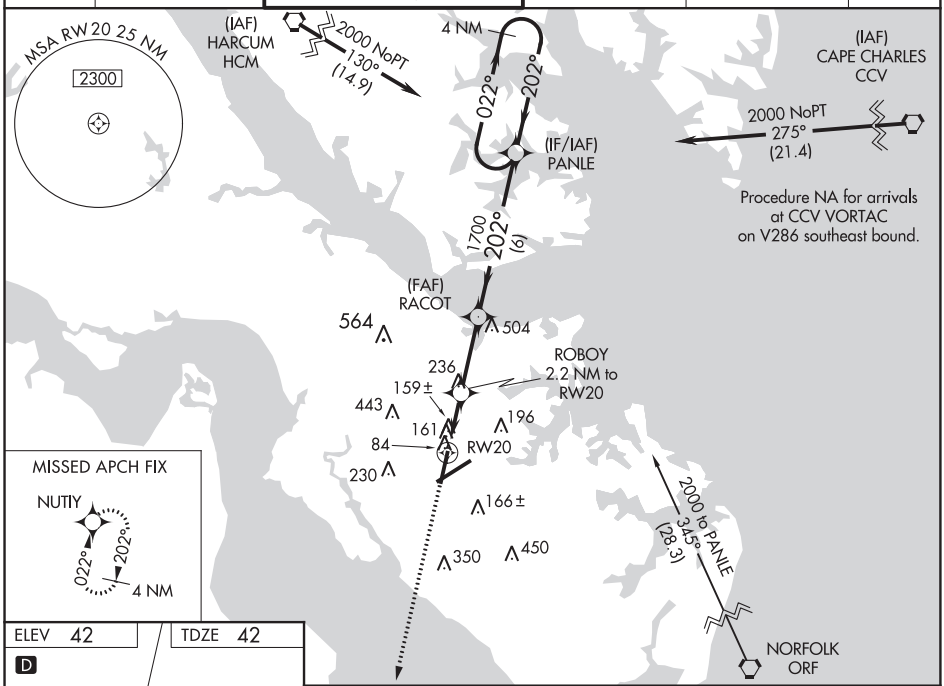
RNAV (GPS) RWY 20
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

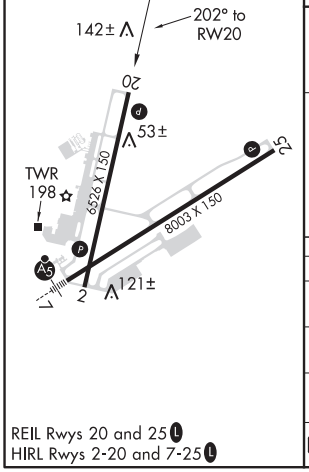
RNP APCH.

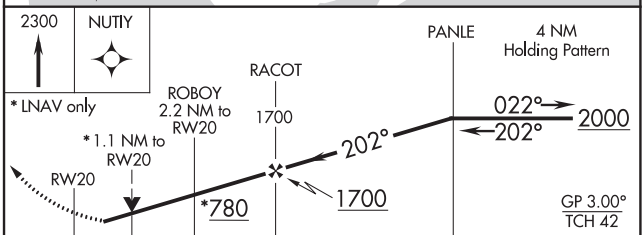
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 2300 direct NUTIY and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	379-1⅛ 337 (400-1⅛)			
LNAV/VNAV DA	474-1½ 432 (500-1½)			
LNAV MDA	440-1 398 (400-1)		440-1⅛ 398 (400-1⅛)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

19227

RNAV (GPS) RWY 25
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

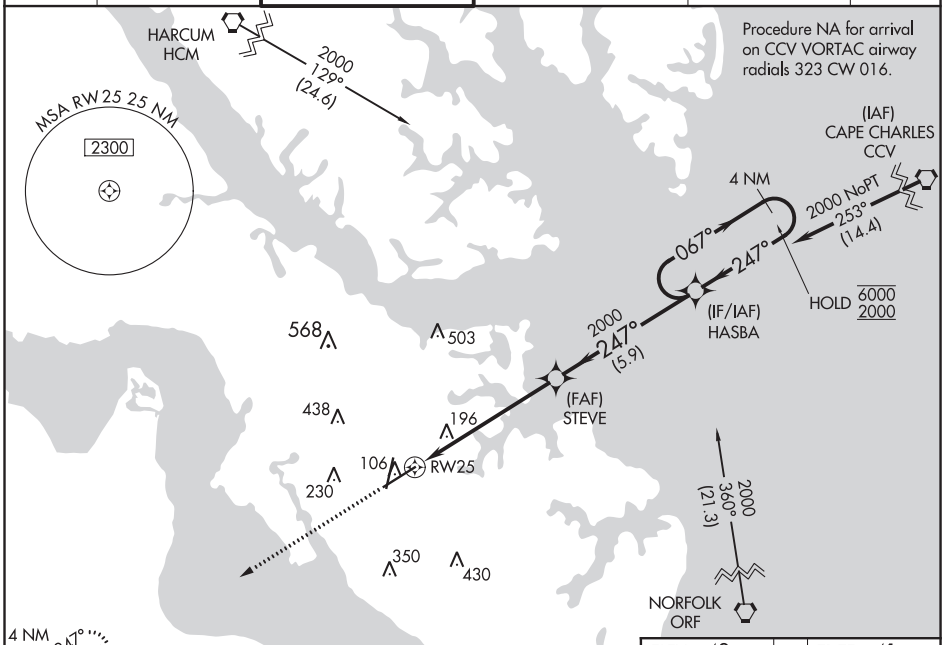
WAAS CH 45510 W25A	APP CRS 247°	Rwy ldg 8003 TDZE 41 Apt Elev 42

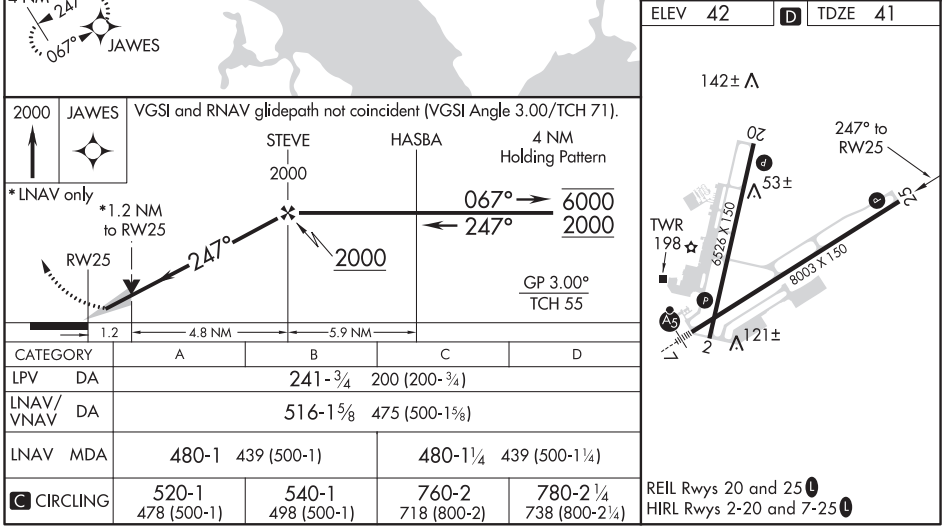
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11° C or above 54° C.

MISSED APPROACH: Climb to 2000 direct JAWES and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95





* LNAV only

CATEGORY	A	B	C	D
LPV DA	241-¾ 200 (200-¾)			
LNAV/VNAV DA	516-1⅝ 475 (500-1⅝)			
LNAV MDA	480-1 439 (500-1)		480-1¼ 439 (500-1¼)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-FJQ 109.3 Chan 30	APP CRS 202°	Rwy ldg 6526 TDZE 42 Apt Elev 42

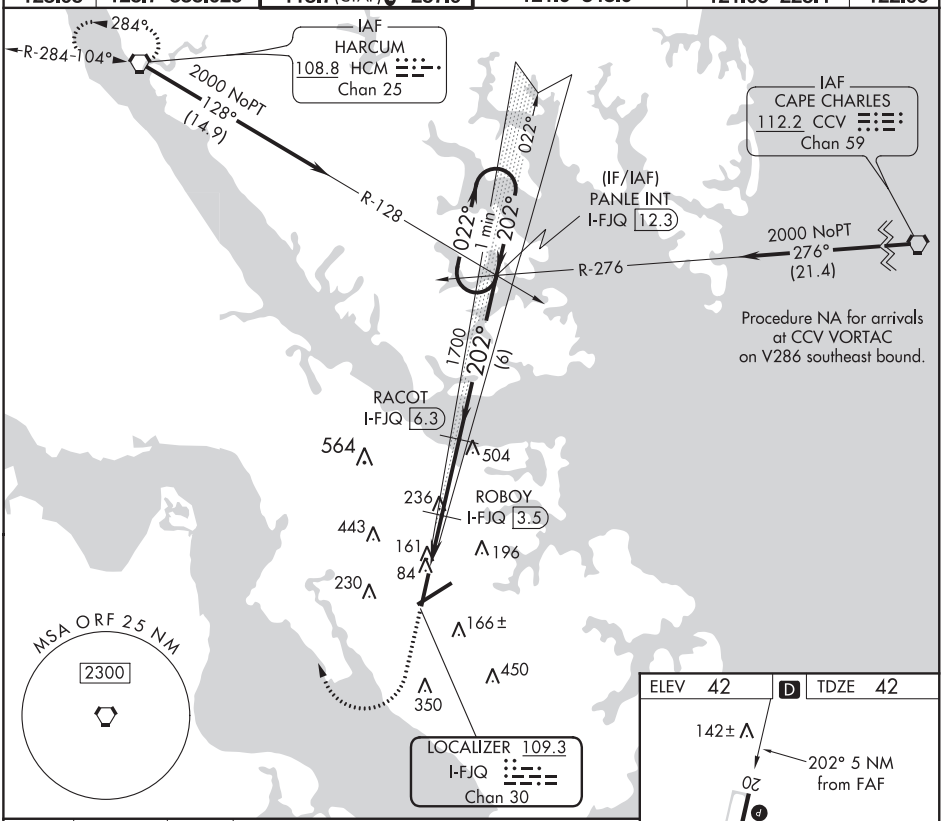
LOC RWY 20
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

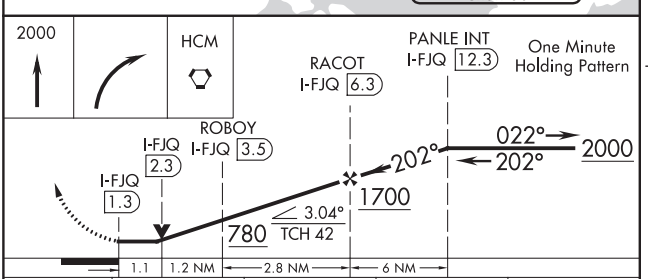
DME required.

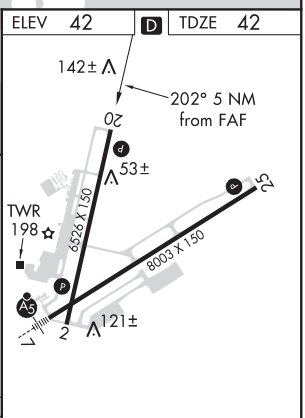
Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then right turn direct HCM VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-20	420-1 378 (400-1)			
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

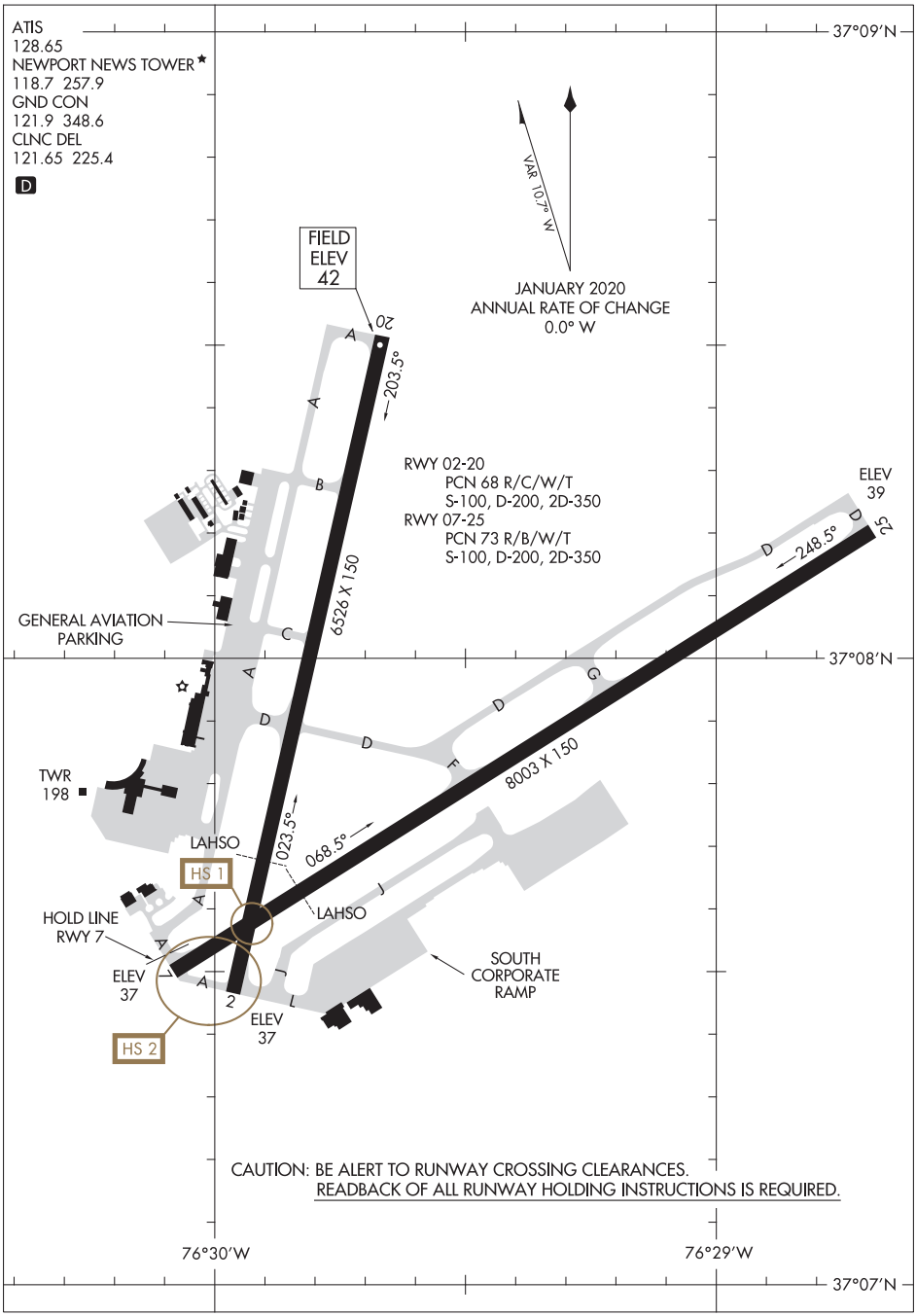
REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

20254

AIRPORT DIAGRAM

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
AL-957 (FAA)
NEWPORT NEWS, VIRGINIA



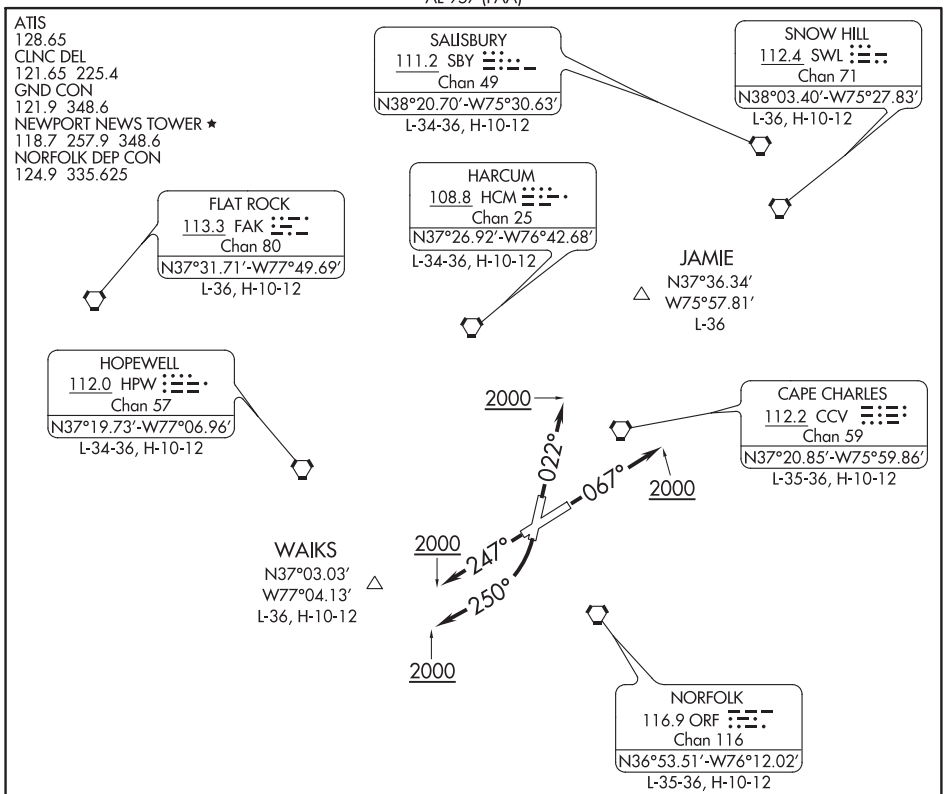
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20254
NEWPORT NEWS, VIRGINIA
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

HENRY THREE DEPARTURE

AL-957 (FAA)



TAKEOFF MINIMUMS
Rwys 2, 7, 20, 25: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 2000, thence . . .
TAKEOFF RUNWAY 7: Climb heading 067° to 2000, thence . . .
TAKEOFF RUNWAY 20: Climbing right turn to 2000 on heading 250°, thence . . .
TAKEOFF RUNWAY 25: Climb heading 247° to 2000, thence . . .

. . . on vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.

NORFOLK, VIRGINIA | AL-6488 (FAA) | 20086

ILS or LOC RWY 5
CHESAPEAKE RGNL (CPK)

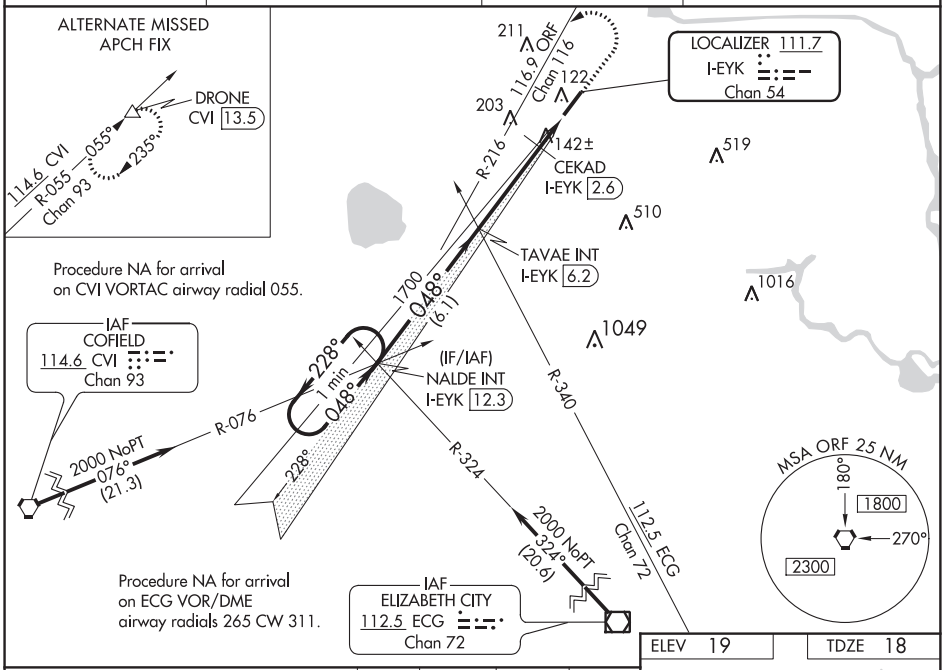
LOC/DME I-EYK	APP CRS	Rwy ldg 5500
111.7	048°	TDZE 18
Chan 54		Apt Elev 19

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase CEKAD Fix Minimums S-LOC 5 Cats C and D visibility ⅛ mile. For inoperative MALSR, increase S-LOC 5 Cats C and D visibility to 1⅜ mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on ORF VORTAC R-216 to NALDE INT/I-EYK 12.3 DME and hold.

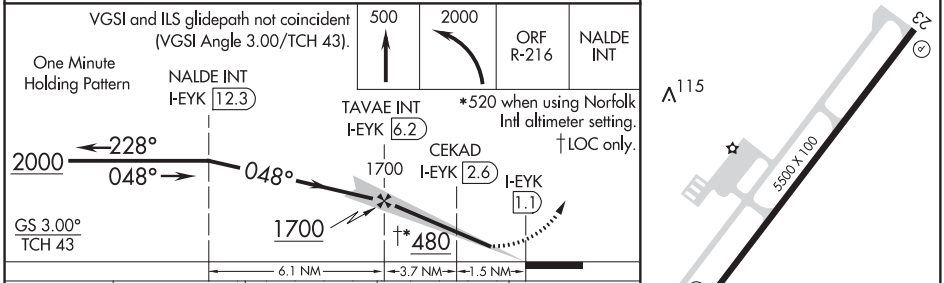
AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 19	TDZE 18

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 43).



CATEGORY	A	B	C	D
S-ILS 5	218-½ 200 (200-½)			
S-LOC 5	480-½ 462 (500-½)		480-1 462 (500-1)	
CIRCLING	480-1 461 (500-1)		480-1½ 461 (500-1½)	580-2 561 (600-2)
CEKAD FIX MINIMUMS				
S-LOC 5	400-½ 382 (400-½)		400-⅝ 382 (400-⅝)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 78222 W05A	APP CRS 048°	Rwy ldg 5500 TDZE 18 Apt Elev 19

RNAV (GPS) RWY 5
CHESAPEAKE RGNL (CPK)

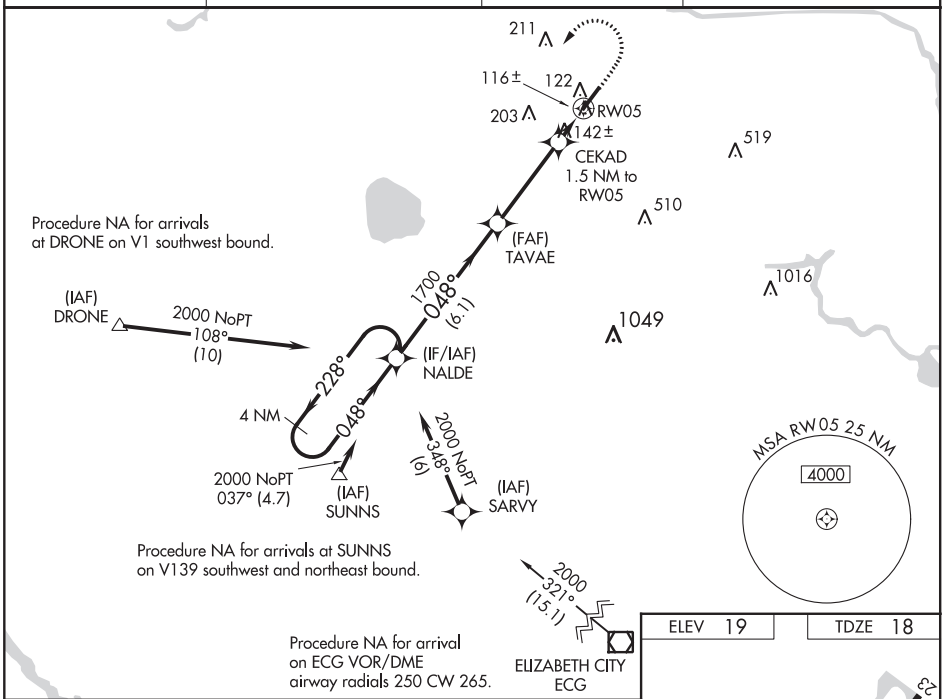
RNP APCH.

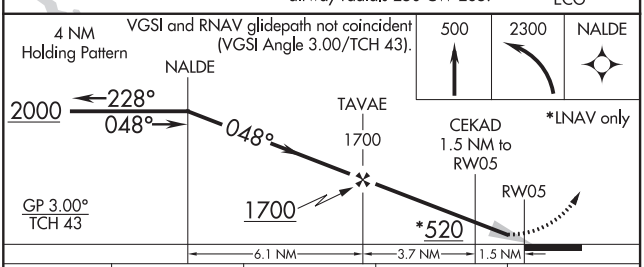
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase LNAV Cats C and D visibility ⅛ mile. Baro-VNAV NA when using Norfolk Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile.

MALSR

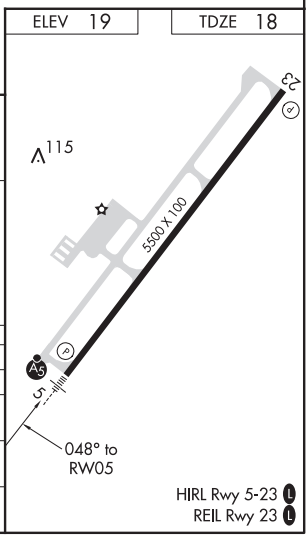
MISSED APPROACH: Climb to 500 then climbing left turn to 2300 direct NALDE and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	218-½ 200 (200-½)			
LNAV/VNAV DA	278-½ 260 (300-½)			
LNAV MDA	400-½ 382 (400-½)		400-⅝ 382 (400-⅝)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	480-1½ 461 (500-1½)	580-2 561 (600-2)



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA | AL-6488 (FAA) | 19311

RNAV (GPS) RWY 23
CHESAPEAKE RGNL (CPK)

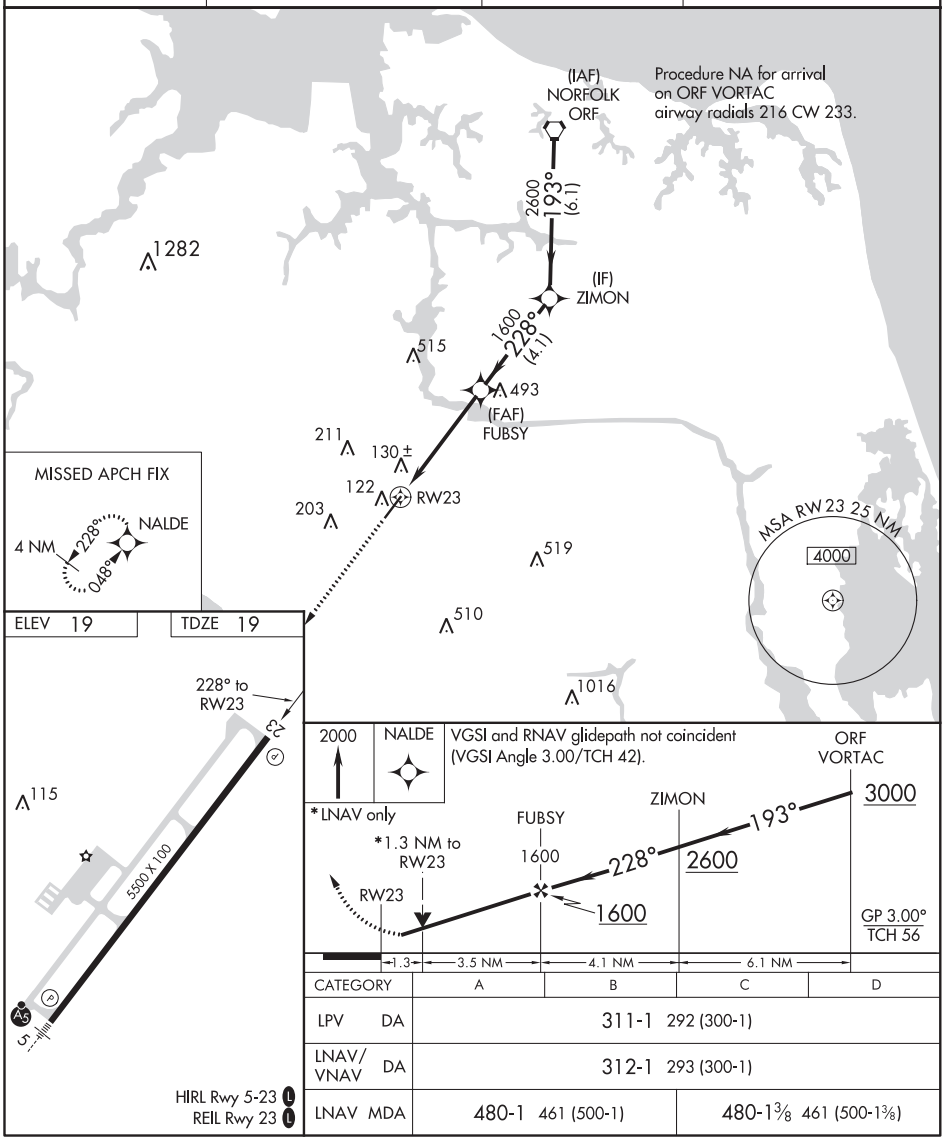
WAAS CH 65922 W23A	APP CRS 228°	Rwy ldg 5500 TDZE 19 Apt Elev 19

RNP APCH.

Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet. Baro-VNAV and VDP NA with Norfolk Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.

MISSED APPROACH: Climb to 2000 direct NALDE and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L



CATEGORY	A	B	C	D
LPV DA	311-1 292 (300-1)			
LNAV/VNAV DA	312-1 293 (300-1)			
LNAV MDA	480-1 461 (500-1)		480-1⅜ 461 (500-1⅜)	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-PVG	APP CRS	Rwy ldg	5350
110.75	102°	TDZE	28
Chan 44 (Y)		Apt Elev	28

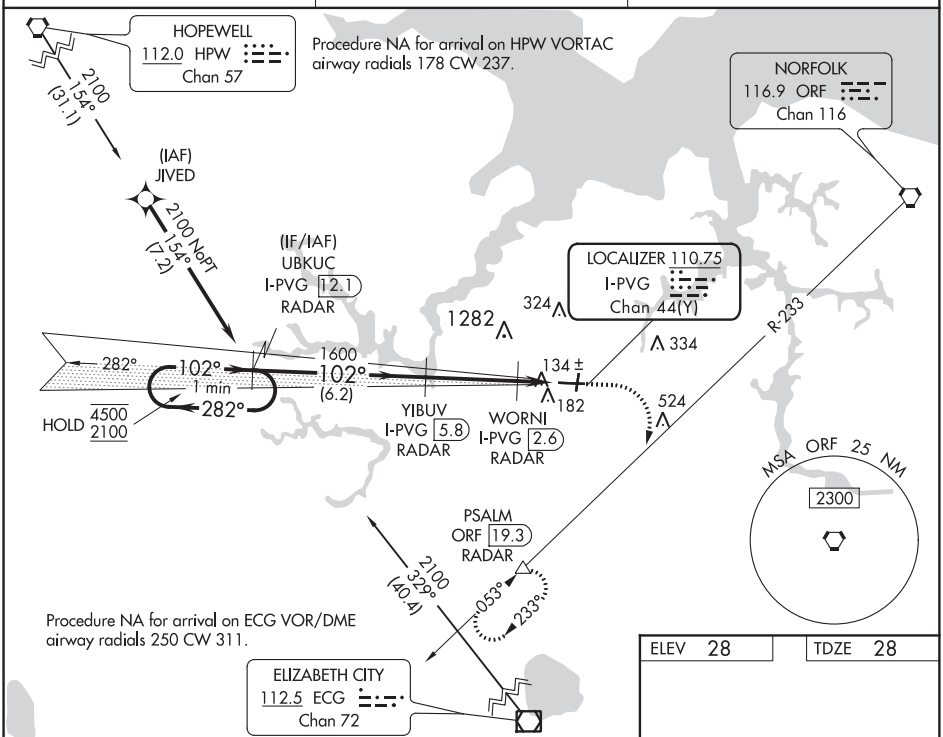
ILS or LOC RWY 10
HAMPTON ROADS EXECUTIVE (PVG)

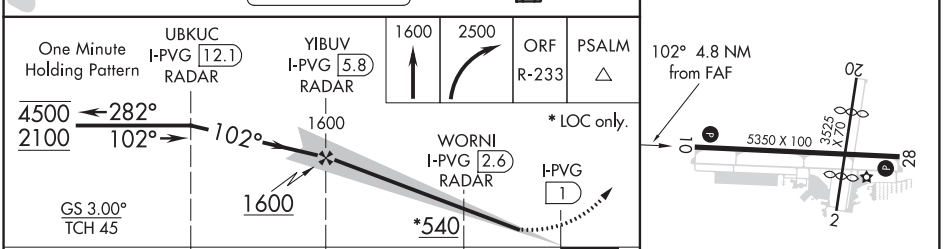
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

T A NA — Circling NA to Rwys 2 and 20. Circling NA for Cat C north of Rwys 10-28.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on ORF VORTAC R-233 to PSALM/ORF 19.3 DME/RADAR and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L





ELEV 28	TDZE 28

CATEGORY	A	B	C	D
S-ILS 10	228-¾ 200 (200-¾)			NA
S-LOC 10	400-1 372 (400-1)			NA
C CIRCLING	500-1 472 (500-1)		780-2¼ 752 (800-2¼)	NA

HIRL Rwy 10-28 L
REIL Rwys 10 and 28 L
MIRL Rwys 2-20 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA | AL-5870 (FAA) | 19283

WAAS CH 58236 W10A	APP CRS 102°	Rwy ldg 5350 TDZE 28 Apt Elev 28

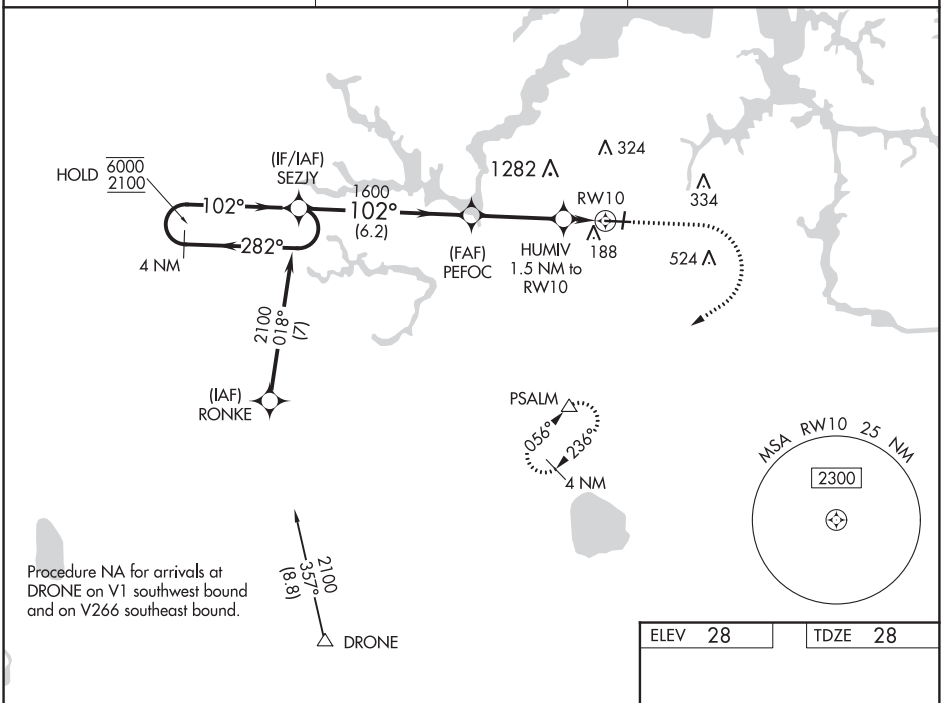
RNAV (GPS) RWY 10
HAMPTON ROADS EXECUTIVE (PVG)

RNP APCH.

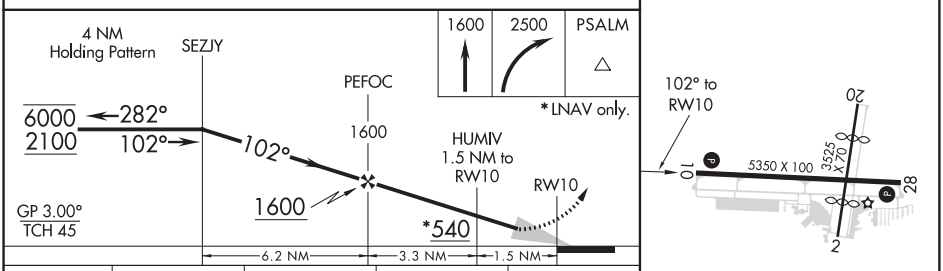
Circling NA to Rwys 2 and 20. Circling Cat C NA north of Rwy 10-28. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct PSALM and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L



ELEV 28 | TDZE 28



CATEGORY	A	B	C	D
LPV DA	228-¾ 200 (200-¾)			NA
LNAV/VNAV DA	338-⅞ 310 (400-⅞)			NA
LNAV MDA	420-1 392 (400-1)		420-1⅛ 392 (400-1⅛)	NA
C CIRCLING	500-1 472 (500-1)		780-2¼ 752 (800-2¼)	NA

HIRL Rwy 10-28 L
REIL Rwys 10 and 28 L
MIRL Rwy 2-20 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	5350
282°	TDZE	25
	Apt Elev	28

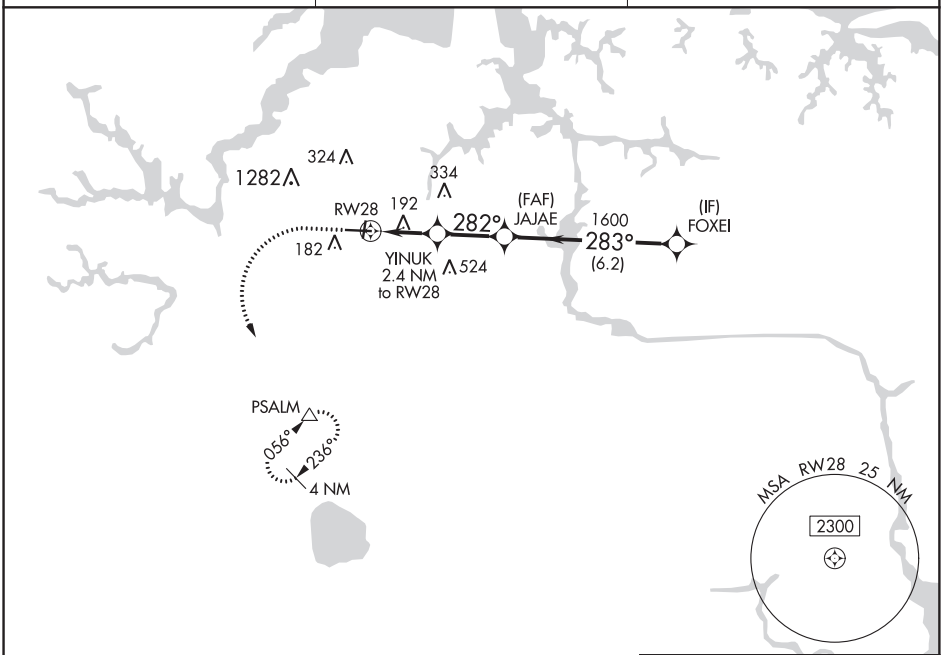
RNAV (GPS) RWY 28
HAMPTON ROADS EXECUTIVE (PVG)

RNP APCH.

Circling NA to Rwys 2 and 20.
Circling Cat C NA north of Rwy 10-28.
Rwy 28 helicopter visibility reduction below 1 SM NA.

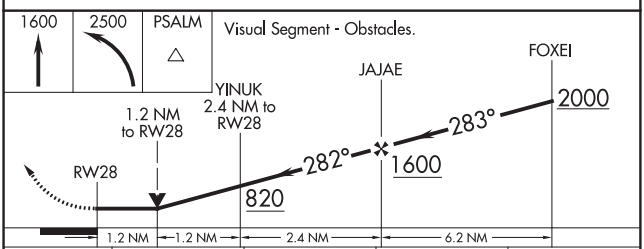
MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct PSALM and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L



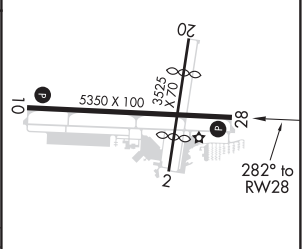
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



CATEGORY	A	B	C	D
LNAV MDA	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	NA
C CIRCLING	500-1 472 (500-1)		780-2 752 (800-2)	NA

ELEV	28	TDZE	25



HIRL Rwy 10-28 L
MIRL Rwy 2-20 L
REIL Rwys 10 and 28 L

NORFOLK, VIRGINIA | AL-291 (FAA) | 20086

ILS or LOC RWY 5
NORFOLK INTL (ORF)

LOC/DME I-ORF	APP CRS	Rwy ldg	7809
109.1	047°	TDZE	26
Chan 28		Apt Elev	27

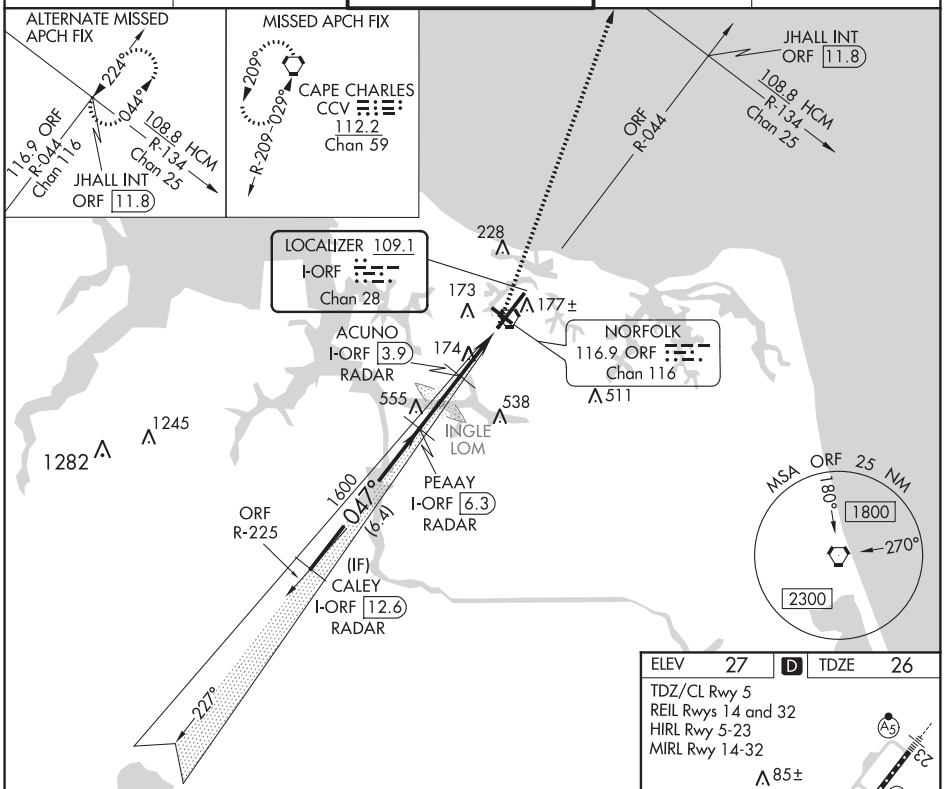
DME or RADAR required. RADAR required for procedure entry.

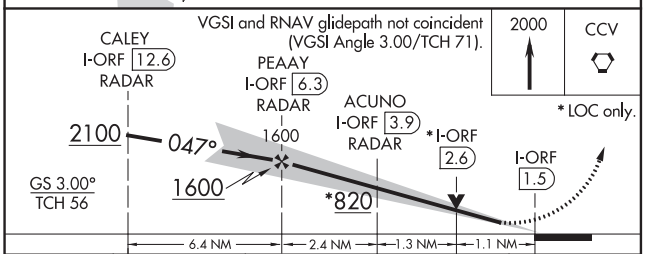
Autopilot coupled approach NA below 744. For inop ALS, increase S-LOC 5 Cat C and D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

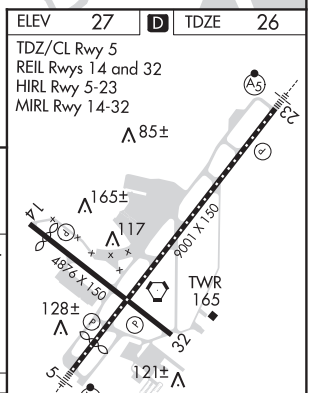
MALSR

MISSED APPROACH: Climb to 2000 direct CCV VORTAC and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-ILS 5 **	226/24 200 (200-½)			
S-LOC 5	440/24 414 (500-½)		440/40 414 (500-¾)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

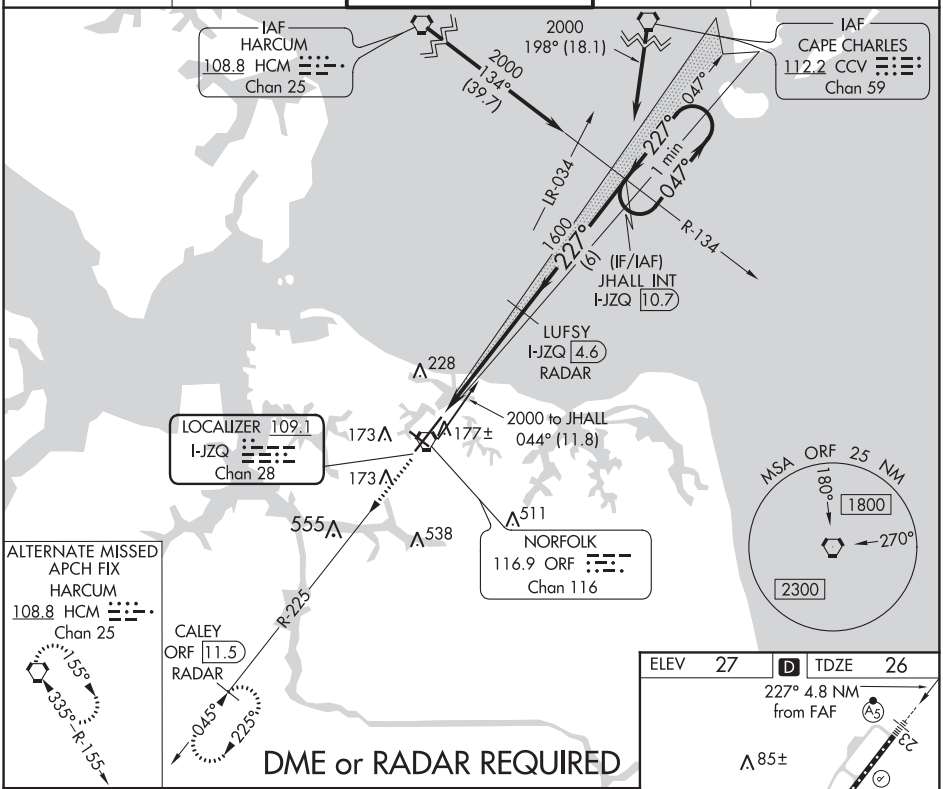
ILS or LOC RWY 23
NORFOLK INTL (ORF)

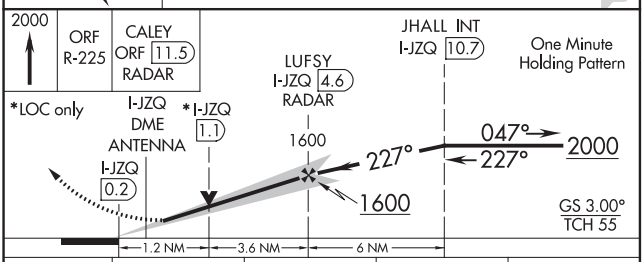
LOC/DME I-JZQ 109.1 Chan 28	APP CRS 227°	Rwy ldg 8995 TDZE 26 Apt Elev 27

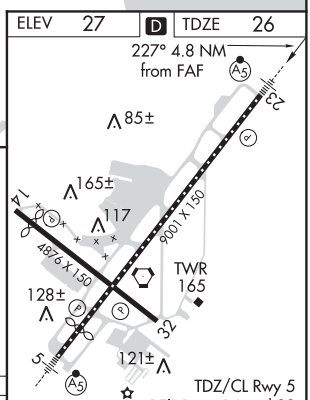
MALSR

MISSED APPROACH: Climb to 2000 on ORF VORTAC R-225 to CALEY/ORF 11.5 DME/RADAR and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-ILS 23	226-½ 200 (200-½)			
S-LOC 23	460-½ 434 (500-½)		460-¾ 434 (500-¾)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NORFOLK, VIRGINIA | AL-291 (FAA) | 19227

APP CRS	Rwy ldg	7809
047°	TDZE	26
	Apt Elev	27

RNAV (RNP) Y RWY 5

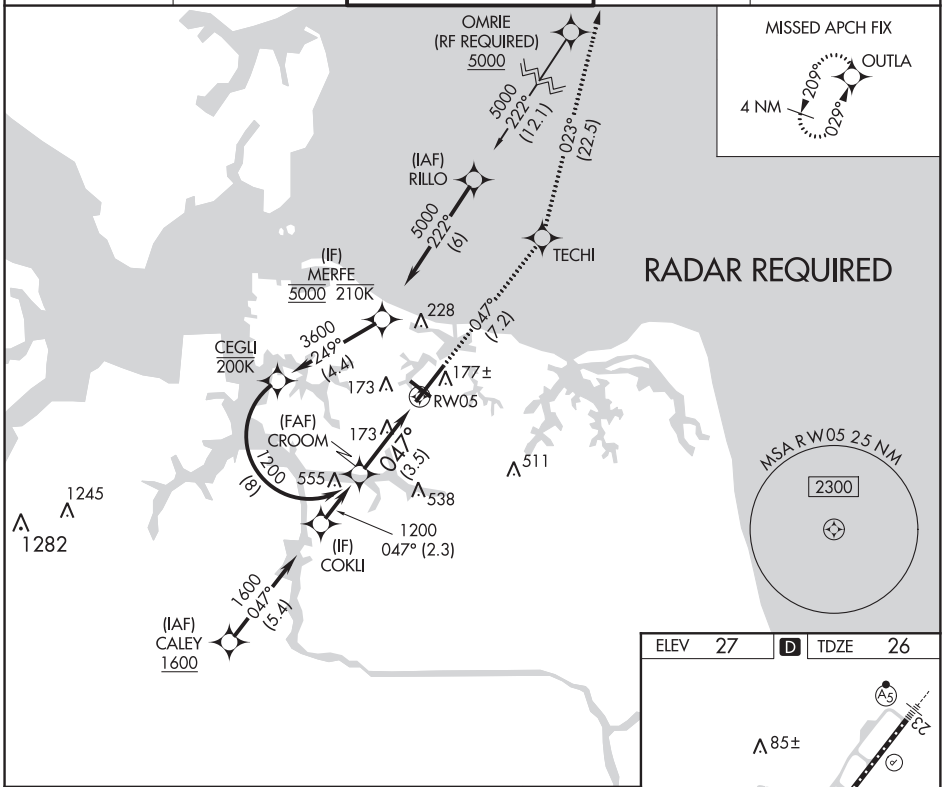
NORFOLK INTL (ORF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). GPS required.

MALSR

MISSED APPROACH: Climb to 2000 on track 047° to TECHI and on track 023° to OUTLA and hold.

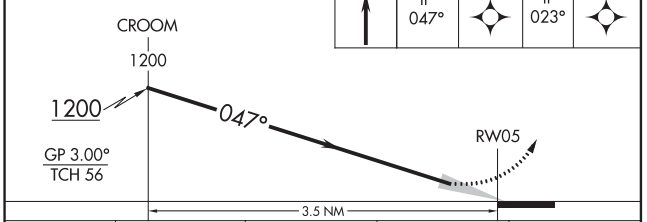
ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5



NE-3, 10 SEP 2020 to 05 NOV 2020

See planview for multiple IF locations.

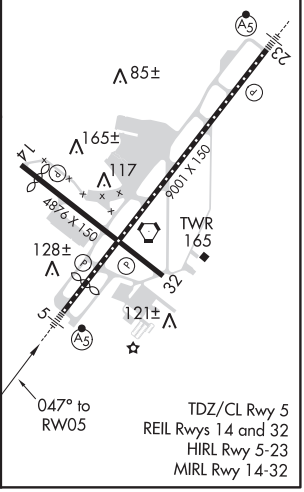
2000	tr 047°	TECHI	tr 023°	OUTLA



CATEGORY	A	B	C	D
RNP 0.10 DA	350/26		324 (400-½)	
RNP 0.30 DA	454/40		428 (500-¾)	

AUTHORIZATION REQUIRED

ELEV 27 | D | TDZE 26



TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA
Amdt 1 01FEB18

36°54′N-76°12′W

NORFOLK INTL (ORF)
RNAV (RNP) Y RWY 5

APP CRS	Rwy ldg	8995
227°	TDZE	26
	Apt Elev	27

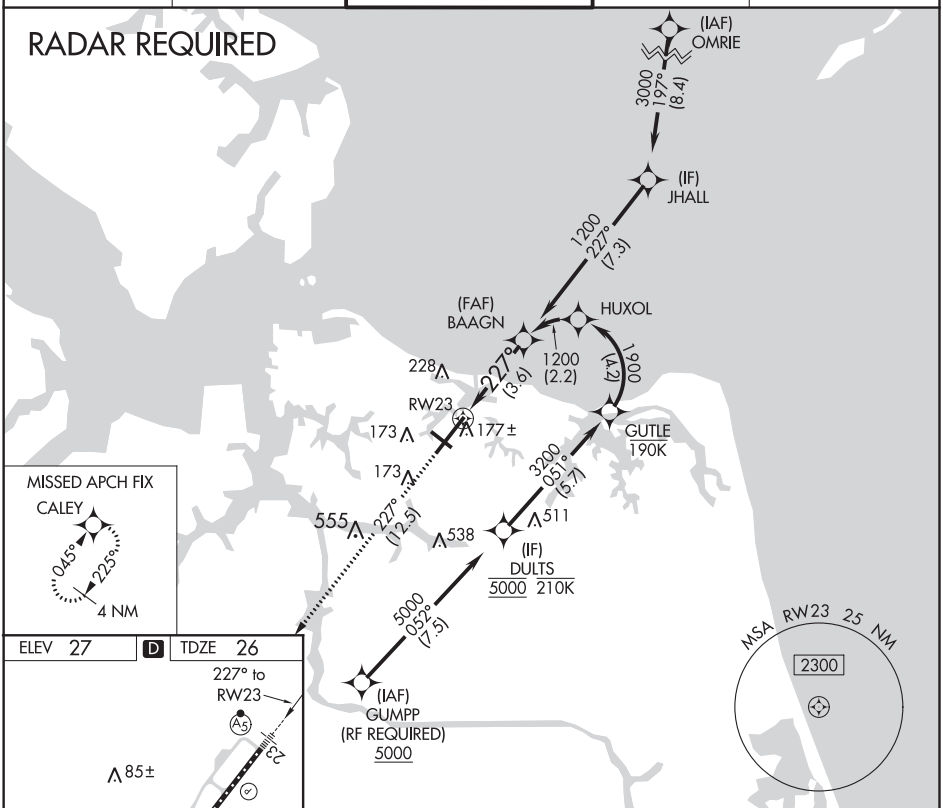
RNAV (RNP) Y RWY 23
NORFOLK INTL (ORF)

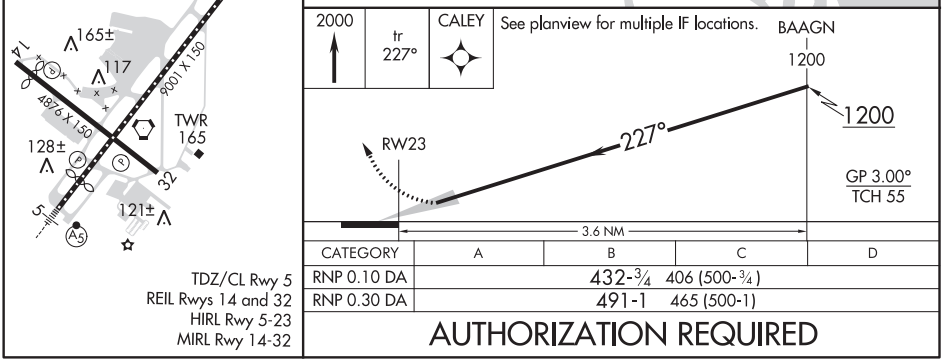
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.10 DA visibility all Cats to 1⅛ SM, increase RNP 0.30 DA visibility all Cats to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 2000 on track 227° to CALEY and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

CATEGORY	A	B	C	D
RNP 0.10 DA	432-¾ 406 (500-¾)			
RNP 0.30 DA	491-1 465 (500-1)			

AUTHORIZATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA | AL-291 (FAA) | 19227

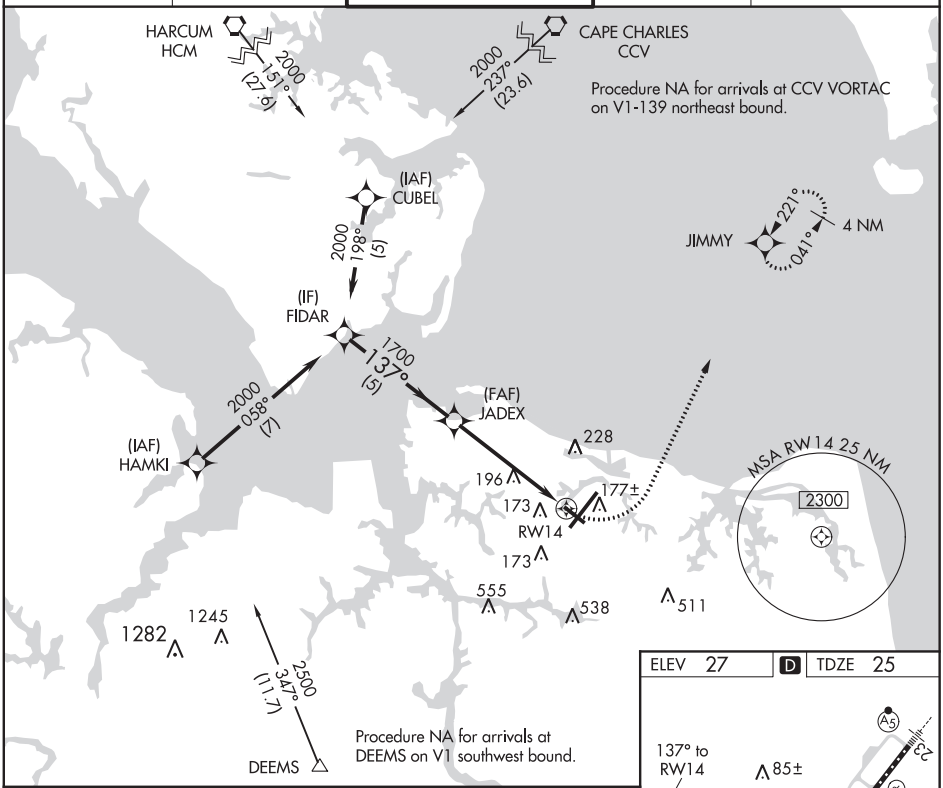
RNAV (GPS) RWY 14
NORFOLK INTL (ORF)

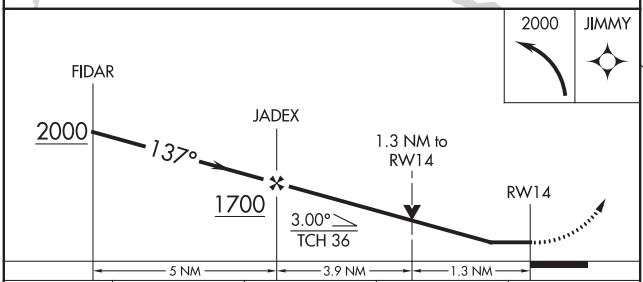
APP CRS	Rwy ldg	4300
137°	TDZE	25
	Apt Elev	27

Rwy 14 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

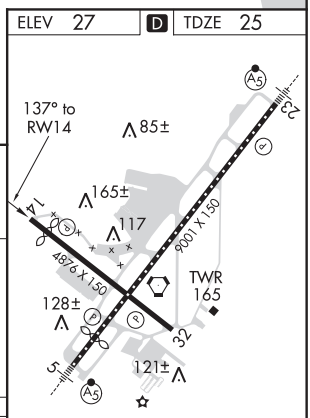
MISSED APPROACH: Climbing left turn to 2000 direct JIMMY and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
LNAV MDA	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)



TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

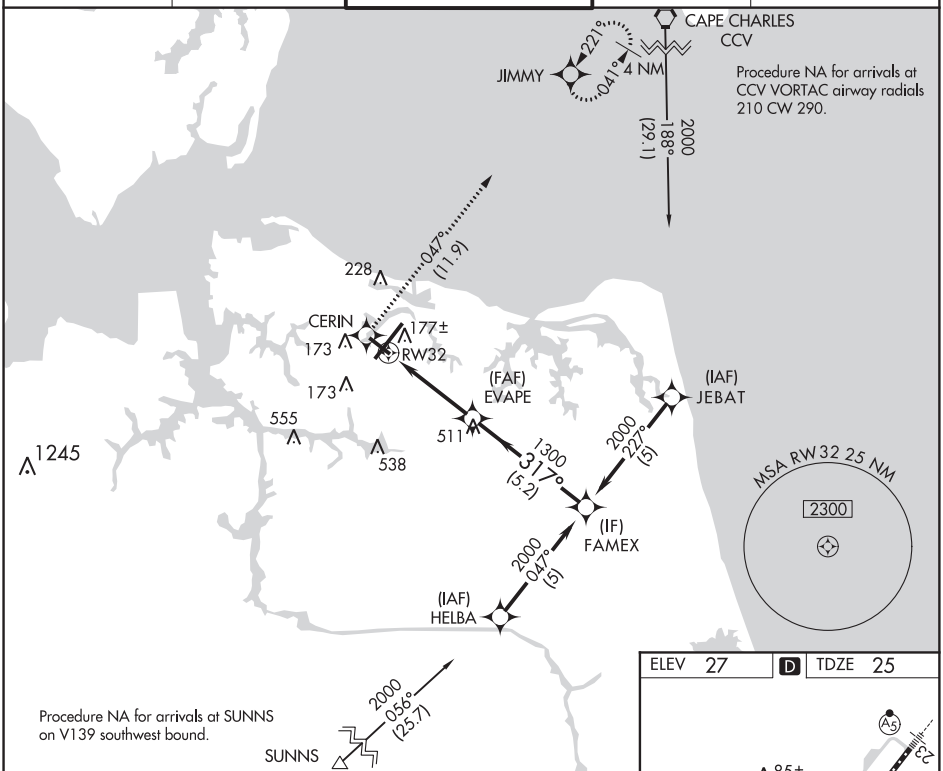
APP CRS	Rwy ldg	3900
317°	TDZE	25
	Apt Elev	27

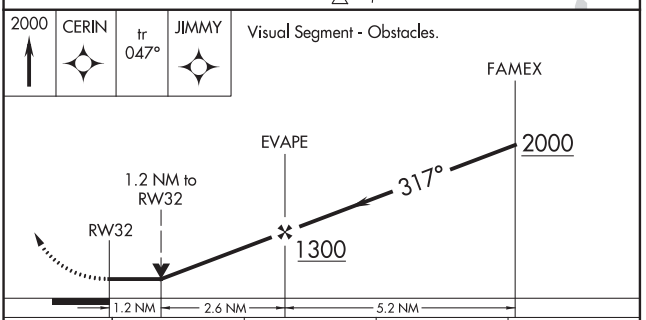
RNAV (GPS) RWY 32
NORFOLK INTL (ORF)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

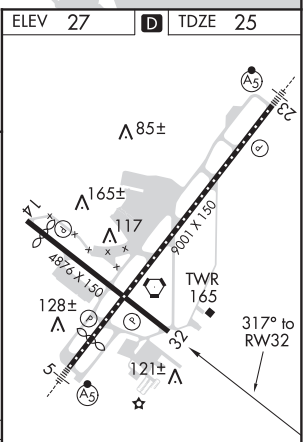
MISSED APPROACH: Climb to 2000 direct CERIN and on track 047° to JIMMY and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
LNAV MDA	440-1 415 (500-1)		440-1⅛ 415 (500-1⅛)	
CIRCLING	520-1 493 (500-1)		540-1½ 513 (600-1½)	580-2 553 (600-2)



TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA | AL-291 (FAA) | 19283

RNAV (GPS) Z RWY 5
NORFOLK INTL (ORF)

WAAS CH 50222 W05A	APP CRS 047°	Rwy ldg 7809 TDZE 26 Apt Elev 27

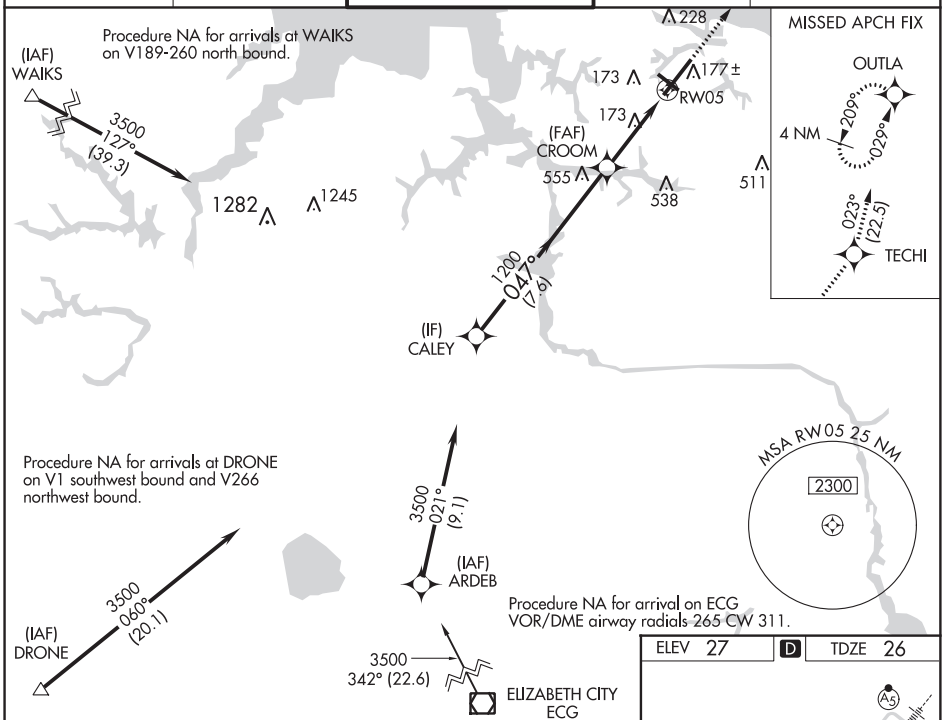
RNP APCH.

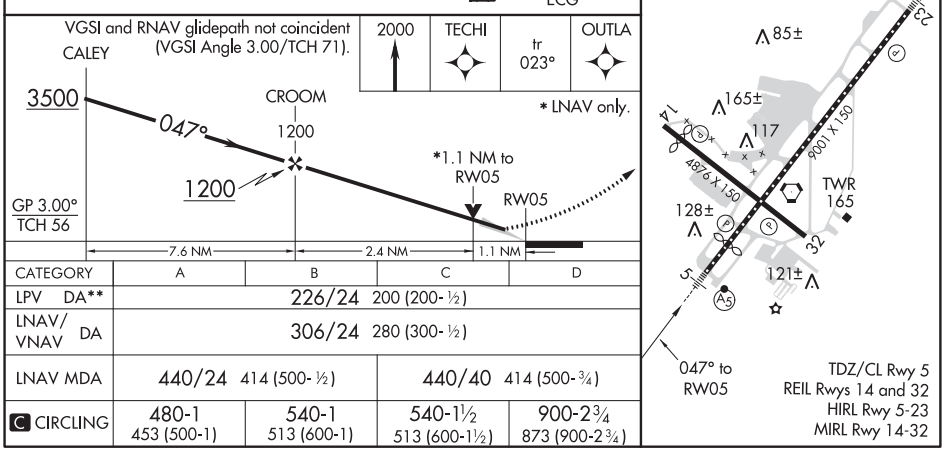
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 6000.**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 direct TECHI then on track 023° to OUTLA and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
LPV DA**	226/24 200 (200-½)			
LNAV/VNAV DA	306/24 280 (300-½)			
LNAV MDA	440/24 414 (500-½)		440/40 414 (500-¾)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) Z RWY 23
NORFOLK INTL (ORF)

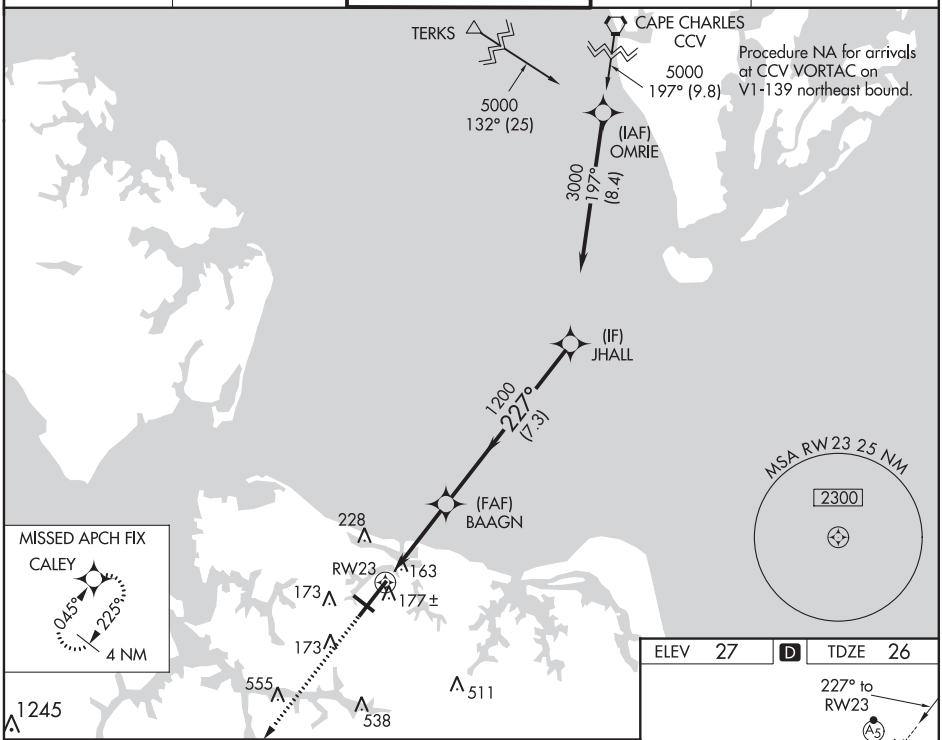
WAAS CH 56322 W23A	APP CRS 227°	Rwy ldg 8995 TDZE 26 Apt Elev 27

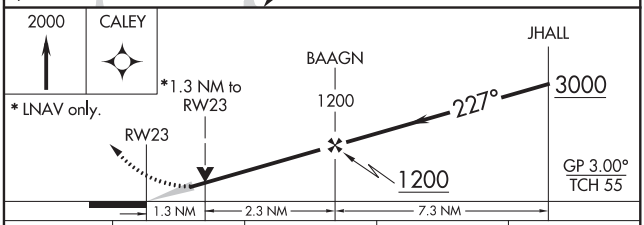
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct CALEY and hold.

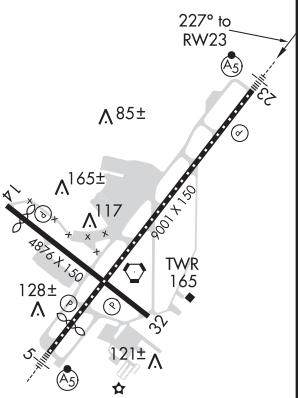
ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
LPV DA	226-½ 200 (200-½)			
LNAV/VNAV DA	403-¾ 377 (400-¾)			
LNAV MDA	480-½ 454 (500-½)		480-⅞ 454 (500-⅞)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

ELEV 27 D TDZE 26



TDZ/CL Rwy 5
REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA

AL-291 (FAA)

20086

VOR/DME RWY 32

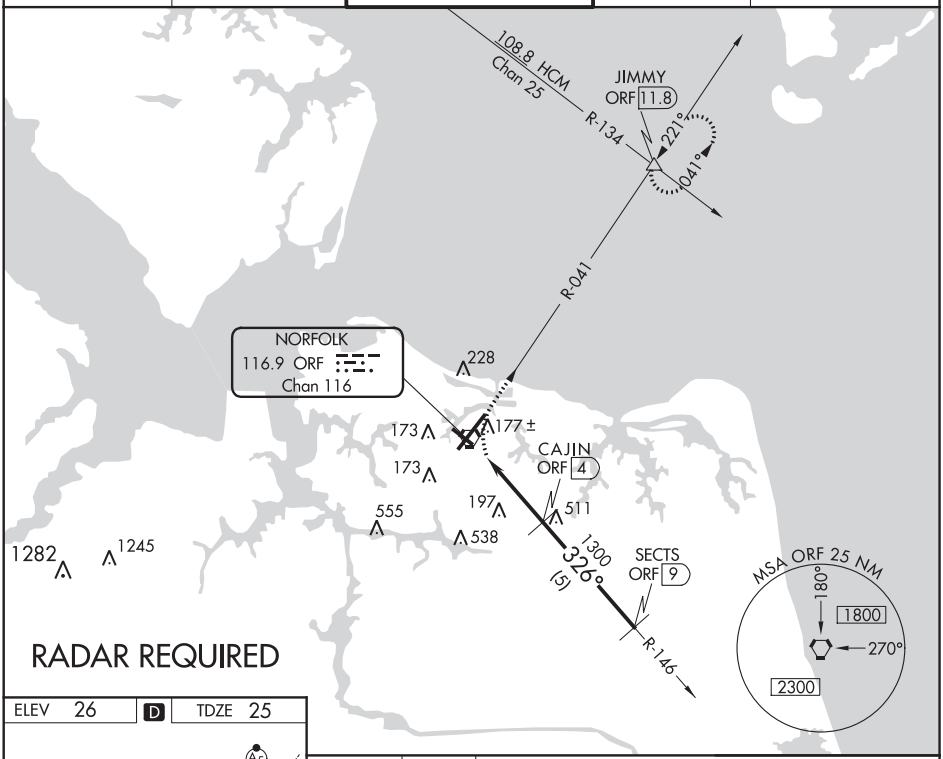
NORFOLK INTL (ORF)

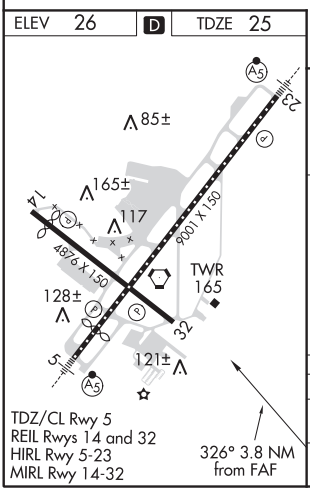
VORTAC ORF 116.9 Chan 116	APP CRS 326°	Rwy ldg 3900 TDZE 25 Apt Elev 26

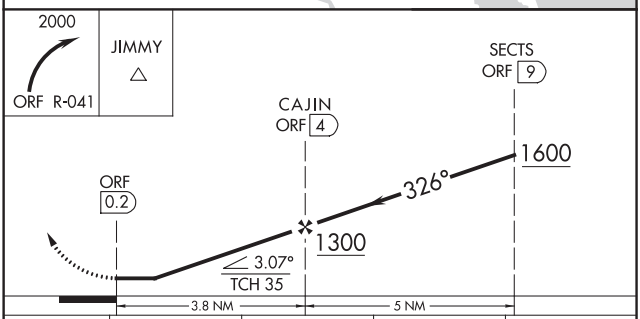
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-32	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	460-1½ 435 (500-1½)
CIRCLING	520-1 494 (500-1)		540-1½ 514 (600-1½)	580-2 554 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

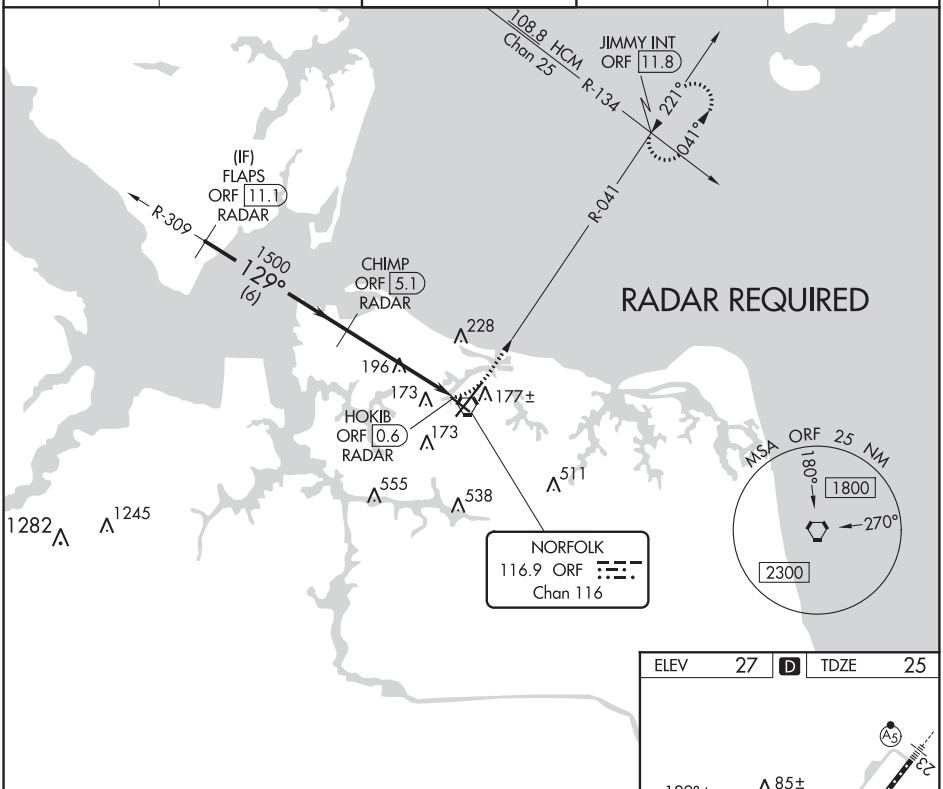
VORTAC ORF	APP CRS	Rwy ldg	4300
116.9	129°	TDZE	25
Chan 116		Apt Elev	27

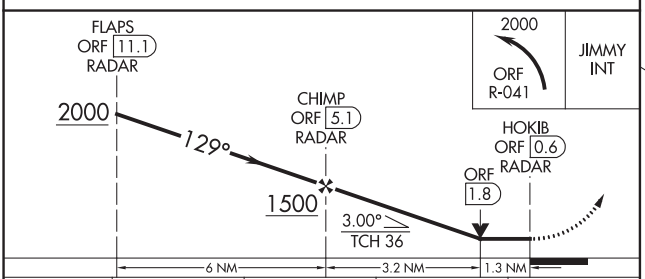
VOR RWY 14
NORFOLK INTL (ORF)

Rwy 14 helicopter visibility reduction below ¾ SM NA.
DME required.

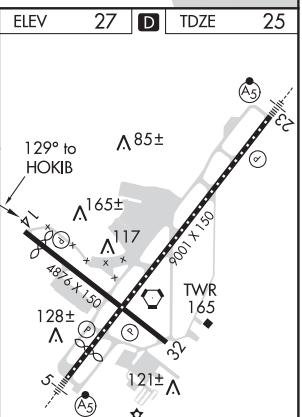
MISSED APPROACH: Climbing left turn to 2000 on ORF VORTAC R-041 to JIMMY INT/ORF 11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
S-14	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)



HIRL Rwy 5-23
MIRL Rwy 14-32
REIL Rwys 14 and 32
TDZ/CL Rwy 5

NE-3, 10 SEP 2020 to 05 NOV 2020

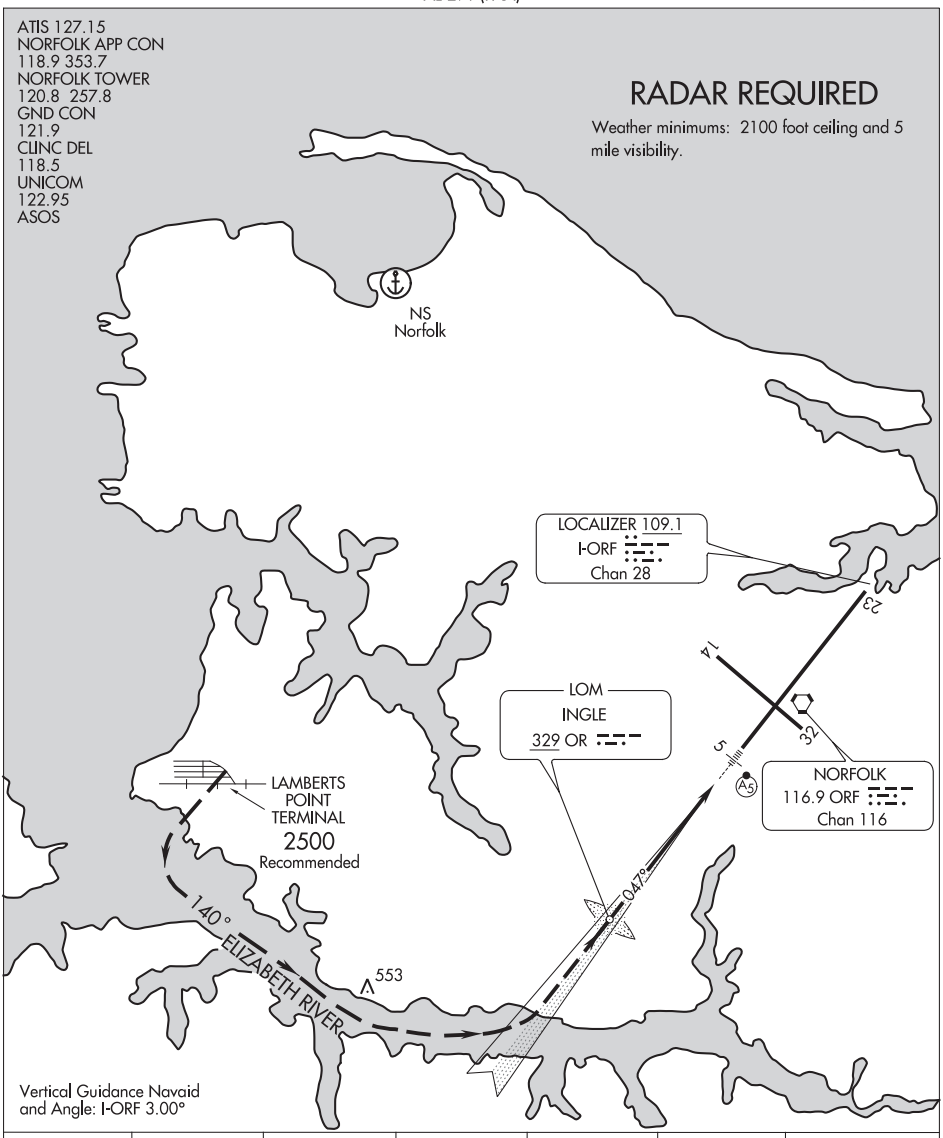
NE-3, 10 SEP 2020 to 05 NOV 2020

Orig 09015

RIVER VISUAL RWY 5

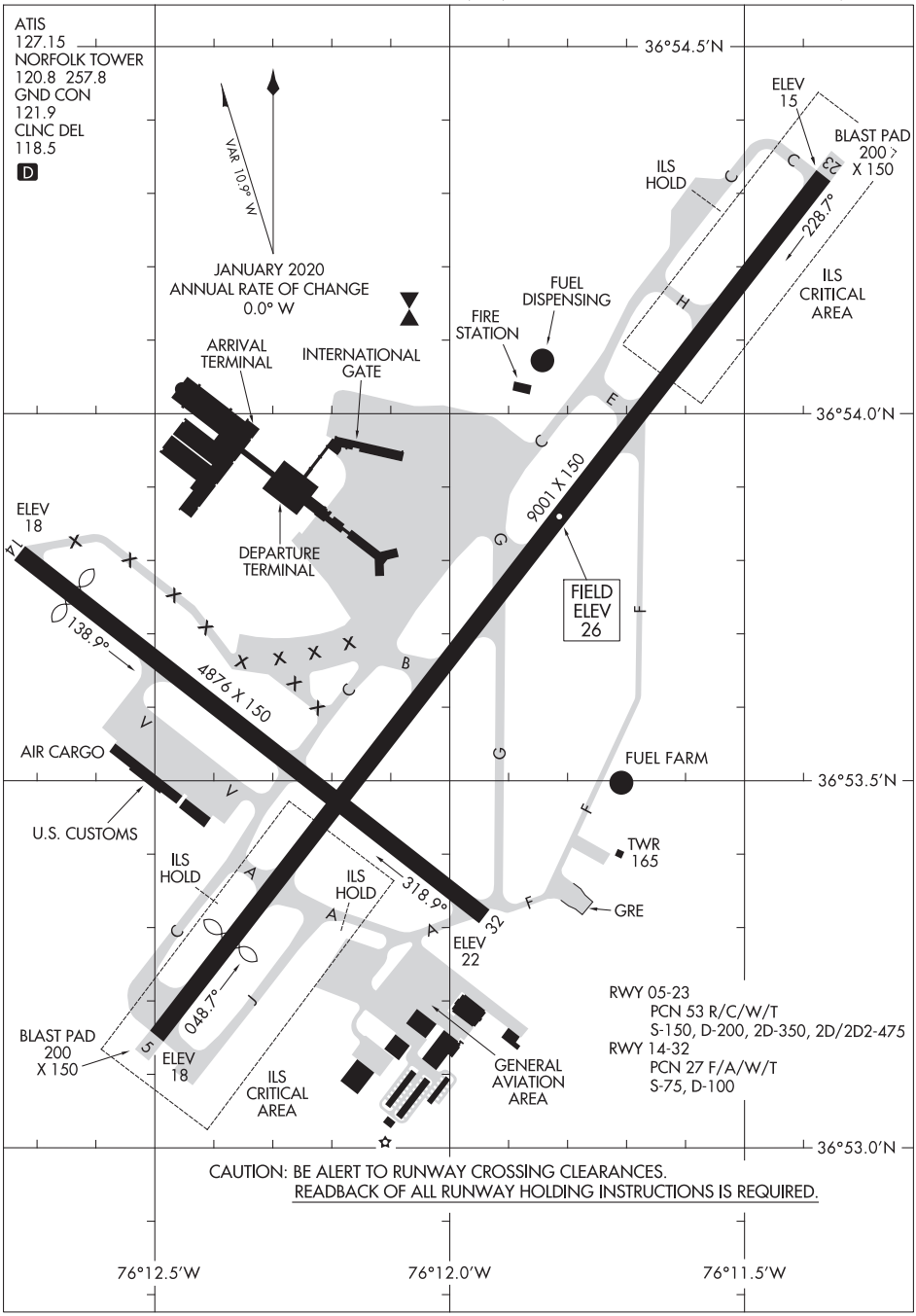
AL-291 (FAA)

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA



RIVER VISUAL RWY 5

PROCEDURE NOT AUTHORIZED AT NIGHT



NE-3, 10 SEP 2020 to 05 NOV 2020

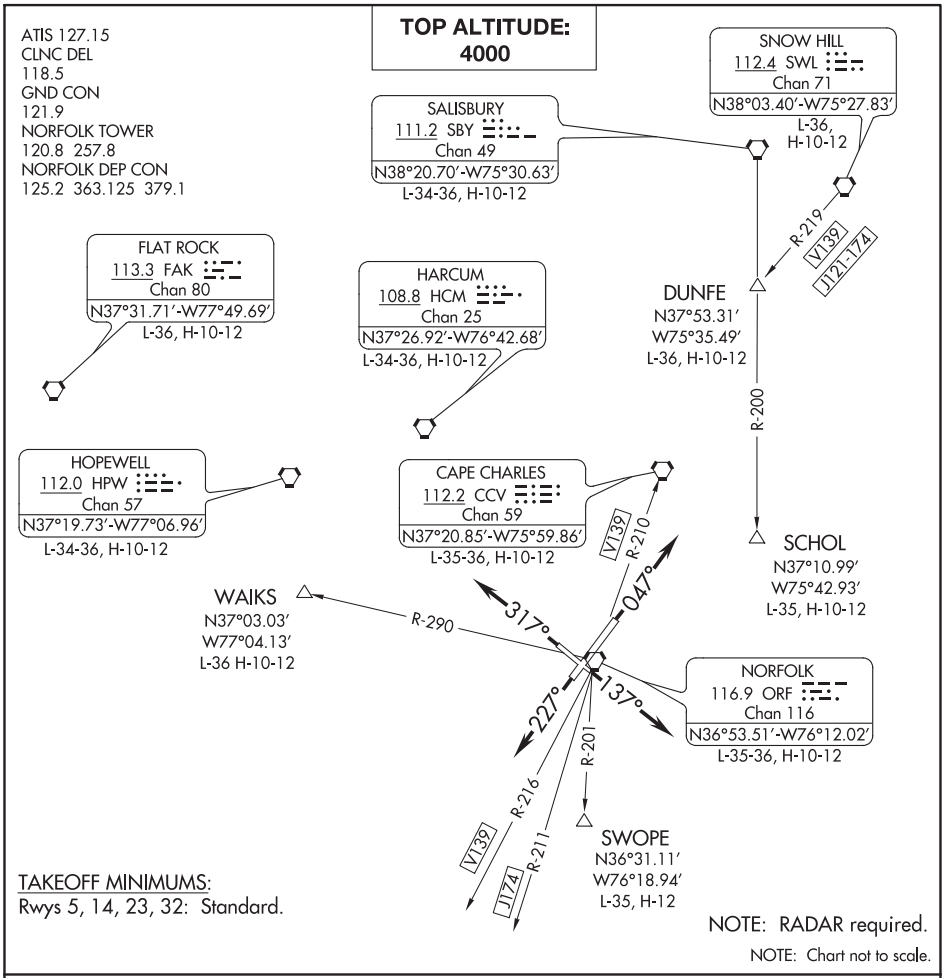
NE-3, 10 SEP 2020 to 05 NOV 2020

(KISRR3.ORF) 20254

AL-291 (FAA)

KISRR THREE DEPARTURE

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . . .
TAKEOFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . . .
TAKEOFF RWY 23: Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence . . . .
TAKEOFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence . . . .

. . . . maintain 4000 feet, expect clearance to requested altitude 10 minutes after departure.

NORFOLK, VIRGINIA

ILS or LOC/DME RWY 10

LOC I-NGU	APCH CRS	Rwy ldg	8071
108.95	100°	TDZE	14
		Arpt Elev	15

AL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-2

MISSED APPROACH: Climbing left turn to 2100 via NGU TACAN R-053 to RUVNE and hold.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 339.8	

*** Circling not authorized S of Rwy 10-28.

NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach

CAUTION: Do not mistake Norfolk Intl 5 NM SE for Chambers Fld. Chambers Fld has a single runway, Norfolk Intl has intersecting runways.

PAR RPI 1020/TCH 54 not coincident with ILS RPI 950/TCH 50.

Langley AFB

NGU 15

Max holding alt 4000
Min holding alt 2100

053° 230K 233°

RUVNE NGU 10

R-053

530

CHAMBERS
Chan 86(Y) NGU

(IAF/IF) NONNU NGU 10.3

HISAM NGU 5.7

537

431

179

229

280° 100° 230K 100° 280°

219

251

NGU 15.3

Max holding alt 4000
Min holding alt 2300

LOCALIZER 108.95
I-NGU

Norfolk Intl

556

M.S.A NGU 2.5 NM
1800
095° 335°
2300

TACAN REQUIRED

EMERG SAFE ALT 100 NM 4100

CAUTION: VGSI TCH 35 is not coincident with the procedure TCH 50.

2100
NGU R-053

5 NM Holding pattern

NONNU NGU 10.3

HISAM NGU 5.7

†LOC only

2300 280° 100° 100° 2300

NGU †2.5

OTPEE NGU 1.6

TACAN

1500

GS 3.00°
TCH 50

4.1 NM .4 NM

CATEGORY	A	B	C	D	E
S-ILS 10 *	214-½ 200 (200-½)				
S-LOC 10 **	480-½ 466 (500-½)		480-1 466 (500-1)		
*** C CIRCLING	500-1 485 (500-1)	560-1 545 (600-1)	560-1½ 545 (600-1½)	580-2 545 (600-2)	700-2½ 685 (700-2½)

ELEV 15 TDZE 14

Rwy 10 ldg 8071'
Rwy 28 ldg 7375'

NORFOLK NS Heliport

162

175

100° 4.5 NM from FAF

112

168

68

8370 x 200

10 28

TWR 131

163

HIRL Rwy 10-28
REIL Rwy 10-28
TDZL/CL Rwy 10-28

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA 36° 56'N-76° 17'W NORFOLK NS (CHAMBERS FIELD) (KNGU)

Amdt 6 26MAR20

ILS or LOC/DME RWY 10

NORFOLK, VIRGINIA

RNAV (GPS) RWY 10

APCH CRS	Rwy ldg	8071
100°	TDZE	14
	Arpt Elev	15

AL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase vis to 1⅜ miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-2

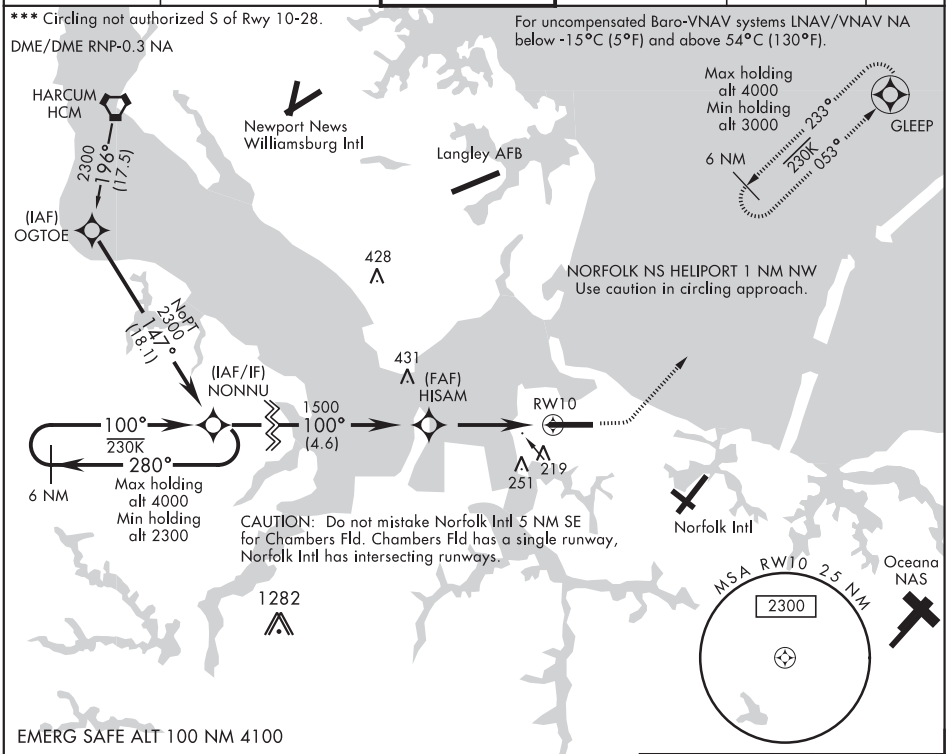
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct GLEEP and hold.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 339.8	

*** Circling not authorized S of Rwy 10-28.

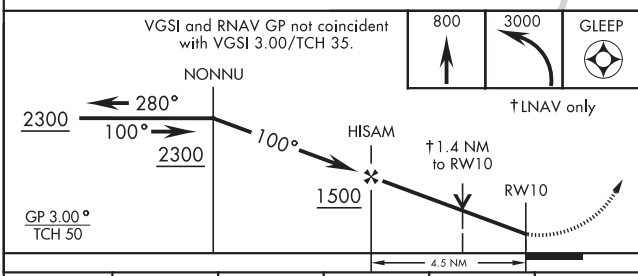
DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F).



EMERG SAFE ALT 100 NM 4100

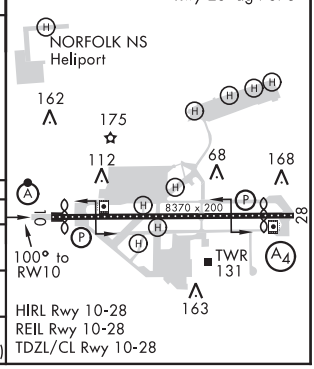
VGSI and RNAV GP not coincident with VGSI 3.00/TCH 35.



CATEGORY	A	B	C	D	E
LNAV/ VNAV DA *	500-1 486 (500-1)				
LNAV MDA **	500-½ 486 (500-½)		500- 1 486 (500-1)		
C CIRCLING ***	500-1 485 (500-1)	560-1 545 (600-1)	560-1½ 545 (600-1½)	580-2 565 (600-2)	700-2½ 685 (700-2½)

ELEV 15 TDZE 14

Rwy 10 ldg 8071′
Rwy 28 ldg 7375′



HIRL Rwy 10-28
REIL Rwy 10-28
TDZL/CL Rwy 10-28

36°56′N-76°17′W

RNAV (GPS) RWY 10

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA

RNAV (GPS) RWY 28

APCH CRS	Rwy ldg	7375
280°	TDZE	14
	Arpt Elev	15

AL-290 [USN] NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase vis to 1⅛ mile. Helicopter vis reduction below ¾ NA.
** When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1⅜ miles.
*** Circling not authorized S of Rwy 10-28.

SSALS A4

MISSED APPROACH: Climb to 3000 direct NONNU and hold, continue climb in hold to 3000.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 339.8	

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) and above 54°C (130°F).

NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

CAPE CHARLES CCV

2300 191° (10.5)

Newport News Williamsburg Intl

6 NM

Max holding alt 4000 Min holding alt 2300

022° 230K 202°

Langley AFB

(IAF) ELMER

(IAF) SCHOL

CAUTION:
Do not mistake Norfolk Intl 5 NM SE for Chambers Fld. Chambers Fld has a single rwy, Norfolk Intl has intersecting runways.

2300 202° (14.4)

2300 239° (22.3)

NONNU

100° 230K 280°

6 NM Max holding alt 4000 Min holding alt 3000

219 251

RW28 280°

(FAF) MESLE

228

Norfolk Intl

1100 280° (7)

(IF) MIMAE

208

MSA RW28 2.5 NM

2300

EMERG SAFE ALT 100 NM 4100

3000

NONNU

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 36).

† LNAV only

MIMAE

2300

280°

MESLE

† 1.3 NM to RW28

1100

RW28

GP 3.00 °
TCH 45

3.3 NM

ELEV 15

TDZE 14

Rwy 10 ldg 8071′
Rwy 28 ldg 7375′

NORFOLK NS Heliport

162 175 112 68 168

280° to RW28

8370 x 200

10 28

TWR 131

163

HIRL Rwy 10-28
REIL Rwy 10-28
TDZL/CL Rwy 10-28

CATEGORY	A	B	C	D	E
LNAV/VNAV DA *	400-⅞ 386 (400-⅞)				
LNAV MDA **	460-¾ 446 (500-¾)		460-1 446 (500-1)		
C CIRCLING ***	500-1 485 (500-1)	560-1 545 (600-1)	560-1½ 545 (600-1½)	580-2 565 (600-2)	700-2½ 685 (700-2½)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA
Amdt 5 26MAR20

36° 56′N-76° 17′W

NORFOLK NS (CHAMBERS FIELD) (KNGU)

RNAV (GPS) RWY 28

NORFOLK, VIRGINIA

TACAN RWY 10

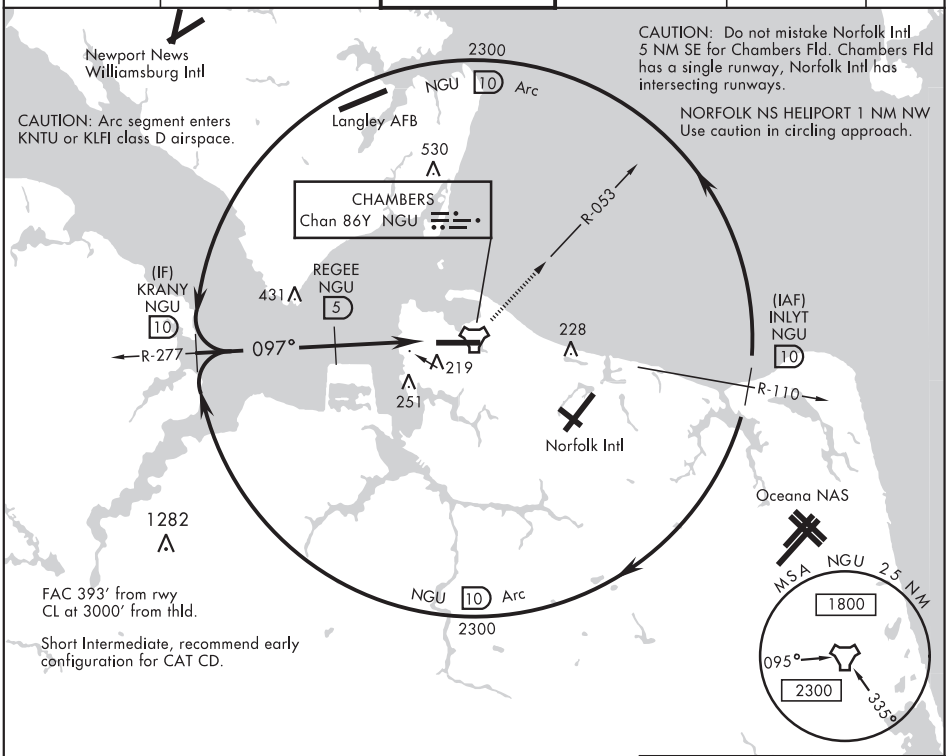
TACAN NGU Chan 86(Y)	APCH CRS 097°	Rwy ldg 8071 TDZE 14 Arpt Elev 15	AL-290 [USN]	NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.
** Circling not authorized S of Rwy 10-28.

ALSF-2

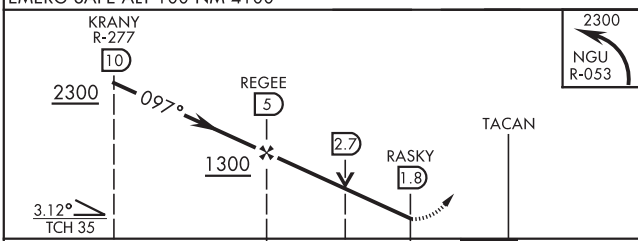
MISSED APPROACH: Climbing left turn to 2300 on NGU TACAN R-053 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 339.8	



RADAR REQUIRED

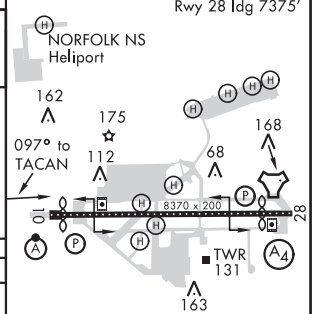
EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
S-10*	520-½ 506 (600-½)		520-1 506 (600-1)	
C CIRCLING**	520-1 505 (600-1)	560-1 545 (600-1)	560-1½ 545 (600-1½)	580-2 565 (600-2)

ELEV 15 | TDZE 14

Rwy 10 ldg 8071'
Rwy 28 ldg 7375'



HIRL Rwy 10-28
REIL Rwy 10-28
TDZL/CL Rwy 10-28

NORFOLK, VIRGINIA 36°56'N-76°17'W NORFOLK NS (CHAMBERS FIELD) (KNGU)

Amdt 4 26MAR20

TACAN RWY 10

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

NORFOLK, VIRGINIA

TACAN RWY 28

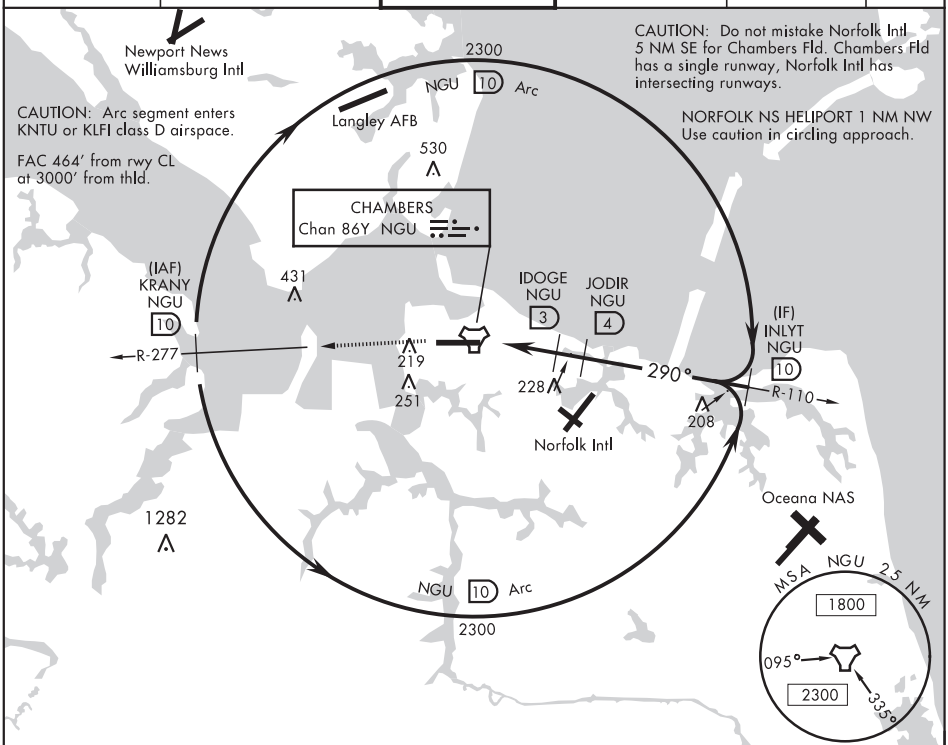
TACAN NGU Chan 86Y	APCH CRS 290°	Rwy ldg 7375 TDZE 14 Arpt Elev 15	AL-290 [USN]	NORFOLK NS (CHAMBERS FIELD) (KNGU)

T * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.
** Circling not authorized S of Rwy 10-28.
Helicopter vis reduction below ¾ mile not authorized.

SSALS A4

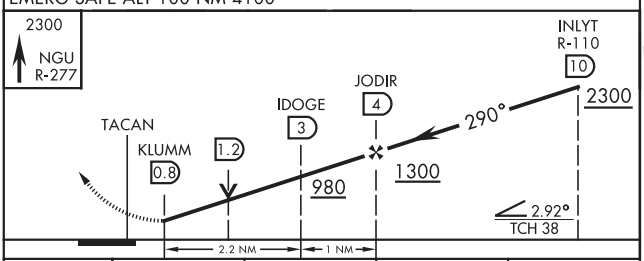
MISSED APPROACH: Climb to 2300 on NGU TACAN R-277 then as directed by ATC.

ATIS	NORFOLK APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 342.0	118.9 353.7	124.3 379.15	121.8 370.85	120.7 339.8	



RADAR REQUIRED

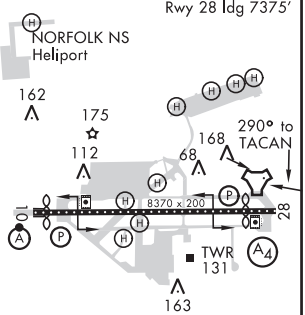
EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
S-28 *	460-¾ 446 (500-¾)		460-1 446 (500-1)	
C CIRCLING **	500-1 485 (500-1)	560-1 545 (600-1)	560-1½ 545 (600-1½)	580-2 565 (600-2)

ELEV 15 | TDZE 14

Rwy 10 ldg 8071′
Rwy 28 ldg 7375′



HIRL Rwy 10-28
REIL Rwy 10-28
TDZL/CL Rwy 10-28

NORFOLK, VIRGINIA 36°56′N-76°17′W NORFOLK NS (CHAMBERS FIELD) (KNGU)

Amdt 6 26MAR20

TACAN RWY 28

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

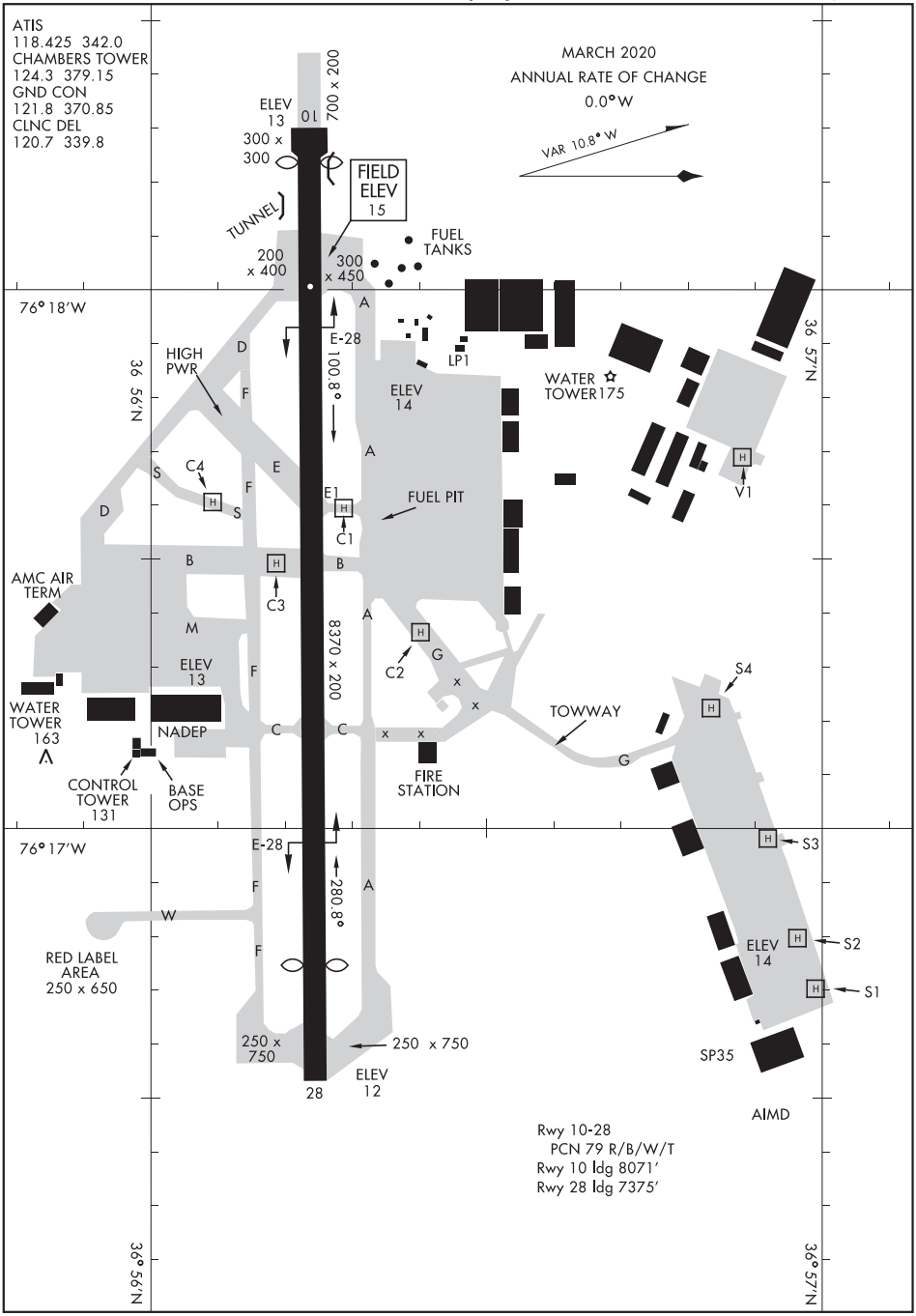
20086

AIRPORT DIAGRAM

NORFOLK NS (CHAMBERS FIELD) (KNGU)

AFD-290 [USN]

NORFOLK, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

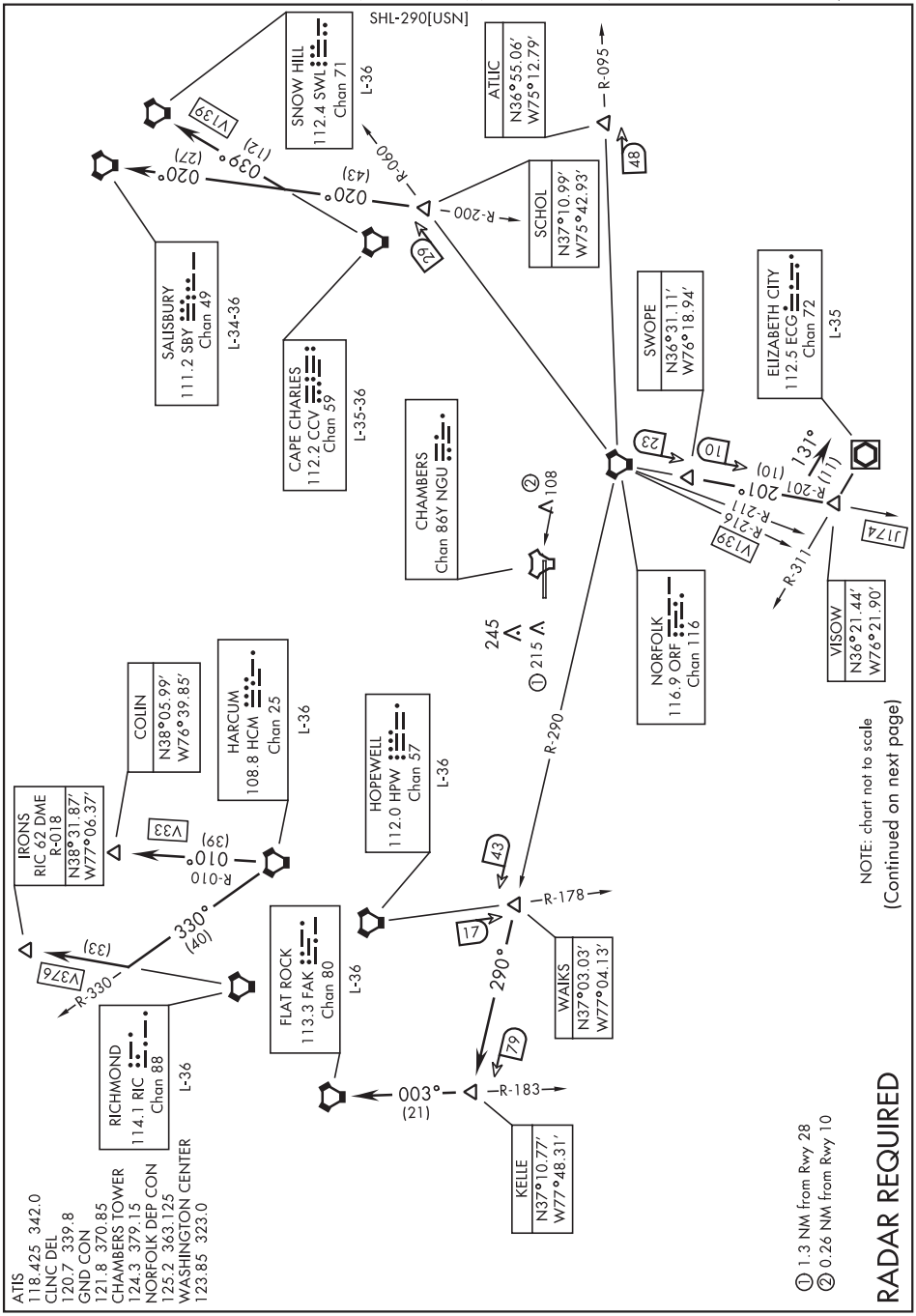
AIRPORT DIAGRAM

NORFOLK, VIRGINIA

NORFOLK NS (CHAMBERS FIELD) (KNGU)

CHAMBERS ONE DEPARTURE (OBSTACLE) (NGU1•NGU)

NORFOLK, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CHAMBERS ONE DEPARTURE (OBSTACLE) (NGU1•NGU)
NORFOLK, VIRGINIA

SHL-290[USN]

T

DEPARTURE ROUTE DESCRIPTION
(Continued)

TAKE-OFF RWY 10: Climbing left turn heading 050°. Thence...

TAKE-OFF RWY 28: Climb heading 280°. Thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU1•ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU1•CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU1•ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU1•FAK): Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NGU1•HCM): * Via vectors to HCM VORTAC.

HOPEWELL TRANSITION (NGU1•HPW): Via vectors to HPW VORTAC.

J174 TRANSITION (NGU1•ORF): Via vectors to J174.

SALISBURY TRANSITION (NGU1•SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU1•SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NGU1•ORF): Via vectors to V139.

* For routing to NHK/BWI/MTN/DCA METRO AREA via the following:
NHK-V33 COLIN V213 PXT. (NOTE For altitudes 7000 or 9000 only.)
BWI/MTN-V33 COLIN V213 PXT V93 GRACO. (NOTE: For altitudes 7000 or 9000 only.)
DCA/ADW/DAA-HCM R-330 V376 IRONS. (NOTE: For altitude 8000 only.)

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

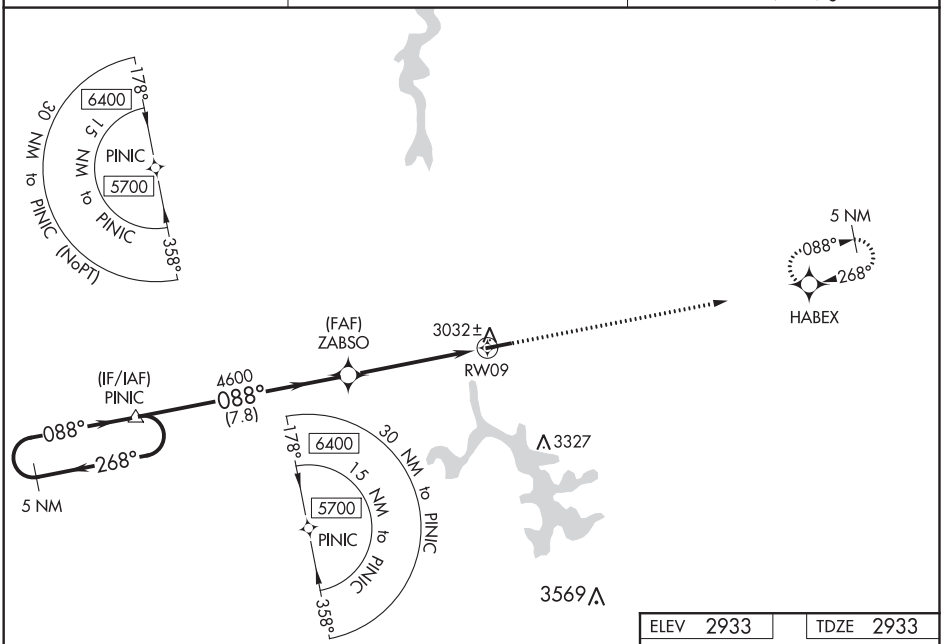
WAAS CH 69624 W09A	APP CRS 088°	Rwy ldg 5000 TDZE 2933 Apt Elev 2933

RNAV (GPS) RWY 9
GARRETT COUNTY (2G4)

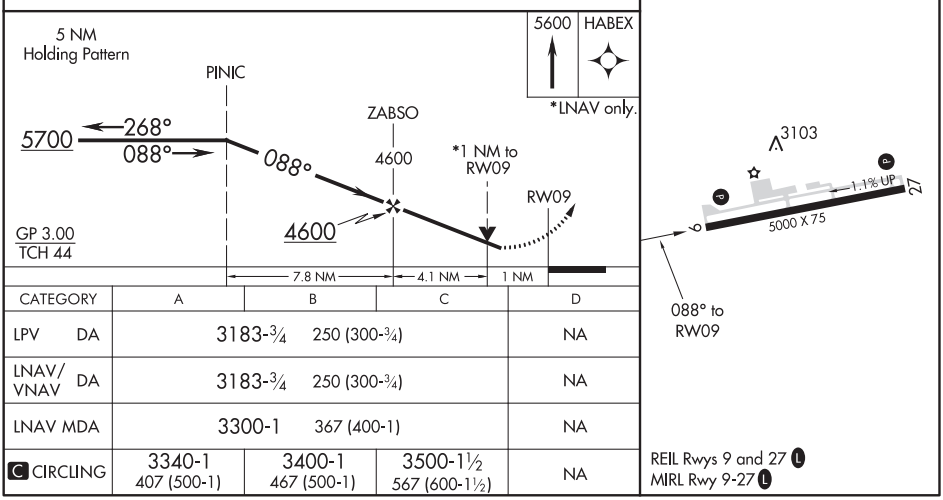
T A NA Baro-VNAV and VDP NA when using Morgantown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° (-4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA and MDA 300 feet. Increase LPV and LNAV/VNAV all Cats visibility 1⅛ mile, LNAV Cat C visibility ⅞ mile and Circling Cat C visibility 1 mile.

MISSED APPROACH: Climb to 5600 direct HABEX and hold.

AWOS-3	CLARKSBURG APP CON ★	UNICOM
120.125	119.425 284.65	123.0 (CTAF) L



ELEV 2933 TDZE 2933



CATEGORY	A	B	C	D
LPV DA	3183-¾ 250 (300-¾)			NA
LNAV/VNAV DA	3183-¾ 250 (300-¾)			NA
LNAV MDA	3300-1 367 (400-1)			NA
C CIRCLING	3340-1 407 (500-1)	3400-1 467 (500-1)	3500-1½ 567 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

OAKLAND, MARYLAND | AL-5876 (FAA) | 20254

RNAV (GPS) RWY 27

GARRETT COUNTY (2G4)

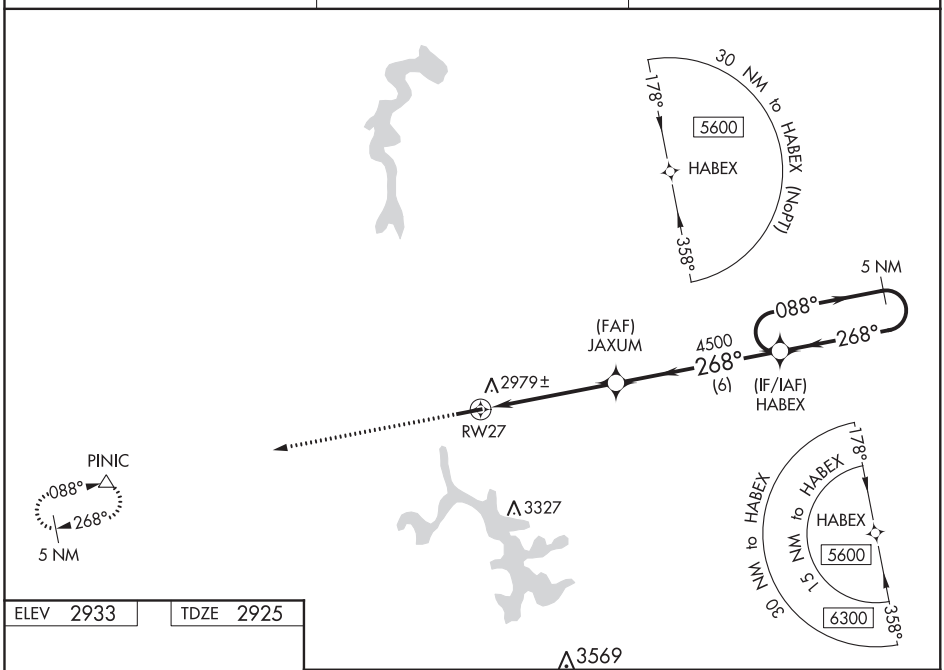
WAAS CH 86524 W27A	APP CRS 268°	Rwy ldg 5000 TDZE 2925 Apt Elev 2933

T A NA

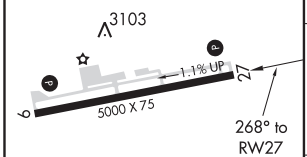
Baro-VNAV and VDP NA when using Morgantown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA and all MDA 300 feet. Increase LPV and LNAV/VNAV all Cats visibility 1⅛ mile, LNAV Cat C visibility ⅞ mile and Circling Cat C visibility 1 mile.

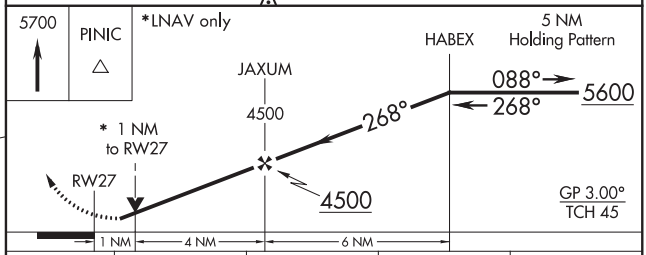
MISSED APPROACH: Climb 5700 direct PINIC and hold.

AWOS-3	CLARKSBURG APP CON ★	UNICOM
120.125	119.425 284.65	123.0 (CTAF) L



ELEV 2933	TDZE 2925





CATEGORY	A	B	C	D
LPV DA	3175-1 250 (300-1)			NA
LNAV/VNAV DA	3197-1 272 (300-1)			NA
LNAV MDA	3240-1 315 (400-1)			NA
C CIRCLING	3340-1 407 (500-1)	3400-1 467 (500-1)	3500-1½ 567 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VOR RWY 9
GARRETT COUNTY (2G4)

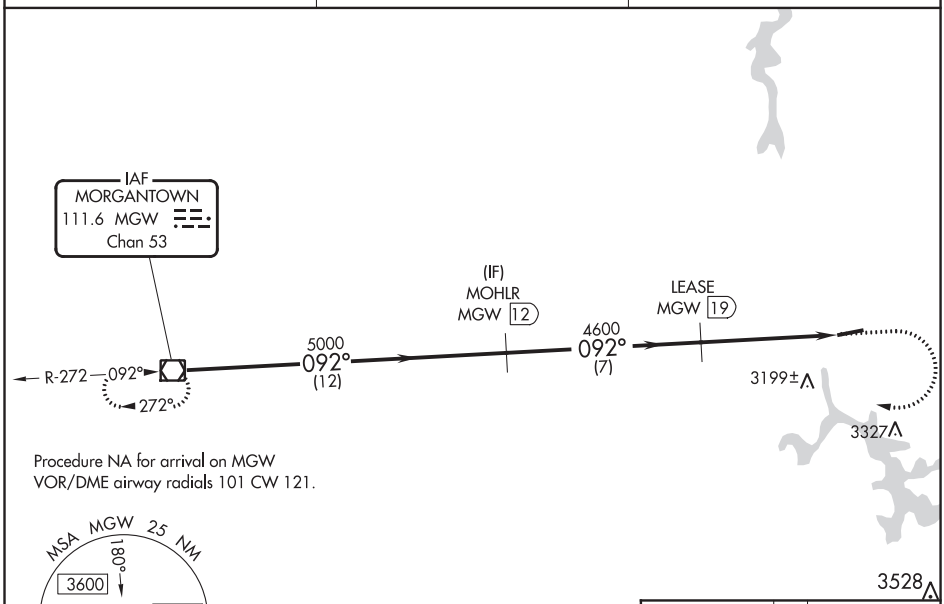
VOR/DME MGW	APP CRS	Rwy ldg	5000
111.6	092°	TDZE	2933
Chan 53		Apt Elev	2933

DME required.

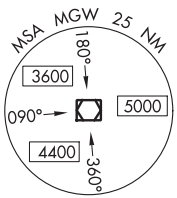
T A Rwy 09 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDA 300 feet; increase S-09 Cat B and Circling Cat A and B visibility ¼ SM and S-09 and Circling Cat C visibility 1 SM.

MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct MGW VOR/DME and hold.

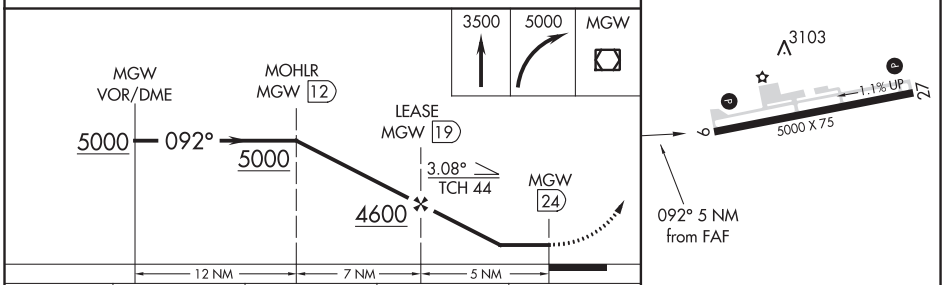
AWOS-3	CLARKSBURG APP CON ★	UNICOM
120.125	119.425 284.65	123.0 (CTAF) L



Procedure NA for arrival on MGW VOR/DME airway radials 101 CW 121.



ELEV 2933	TDZE 2933



CATEGORY	A	B	C	D
S-09	3460-1 527 (600-1)		3460-1½ 527 (600-1½)	NA
C CIRCLING	3460-1 527 (600-1)		3500-1½ 567 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

OCEAN CITY, MARYLAND

AL-5284 (FAA)

20226

RNAV (GPS) RWY 2
OCEAN CITY MUNI (OXB)

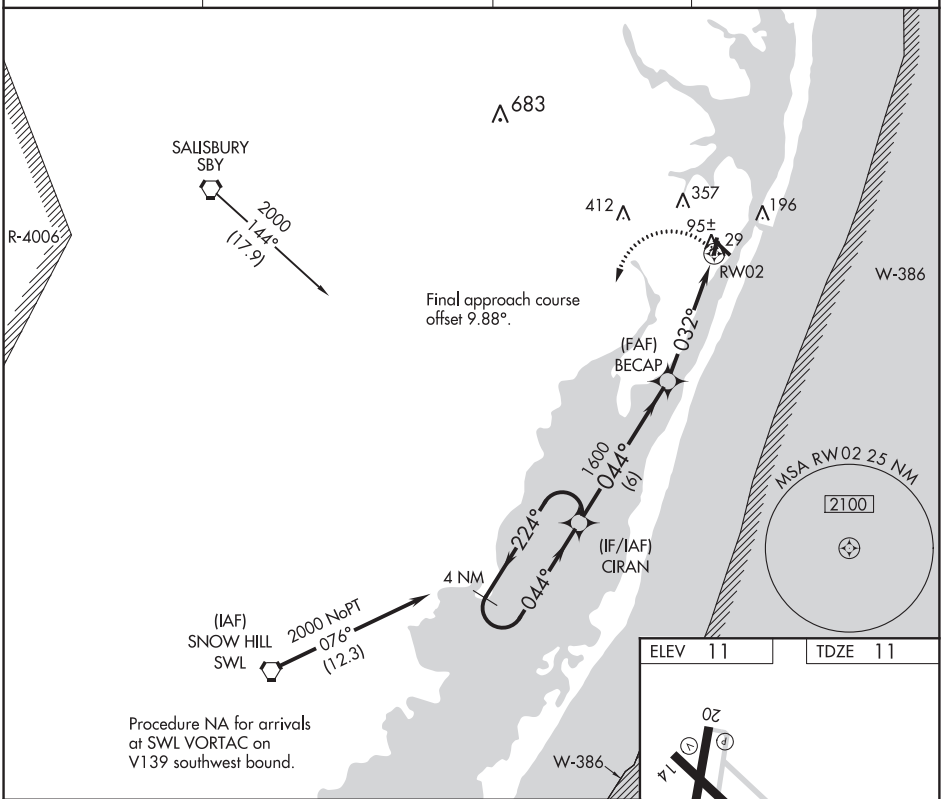
APP CRS	Rwy ldg	3204
032°	TDZE	11
	Apt Elev	11

RNP APCH.

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet and visibility LNAV Cat C ⅛ SM and Circling Cat C ¼ SM. Straight-in Rwy 2 NA at night, Circling Rwy 2, 14, 20 NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA.

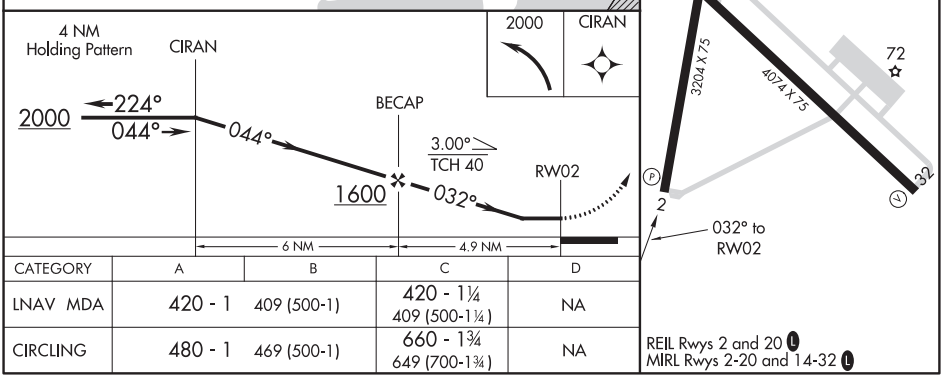
MISSED APPROACH: Climbing left turn to 2000 direct CIRAN and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



CATEGORY	A	B	C	D
LNAV MDA	420 - 1	409 (500-1)	420 - 1¼ 409 (500-1¼)	NA
CIRCLING	480 - 1	469 (500-1)	660 - 1¾ 649 (700-1¾)	NA

RNAV (GPS) RWY 14
OCEAN CITY MUNI (OXB)

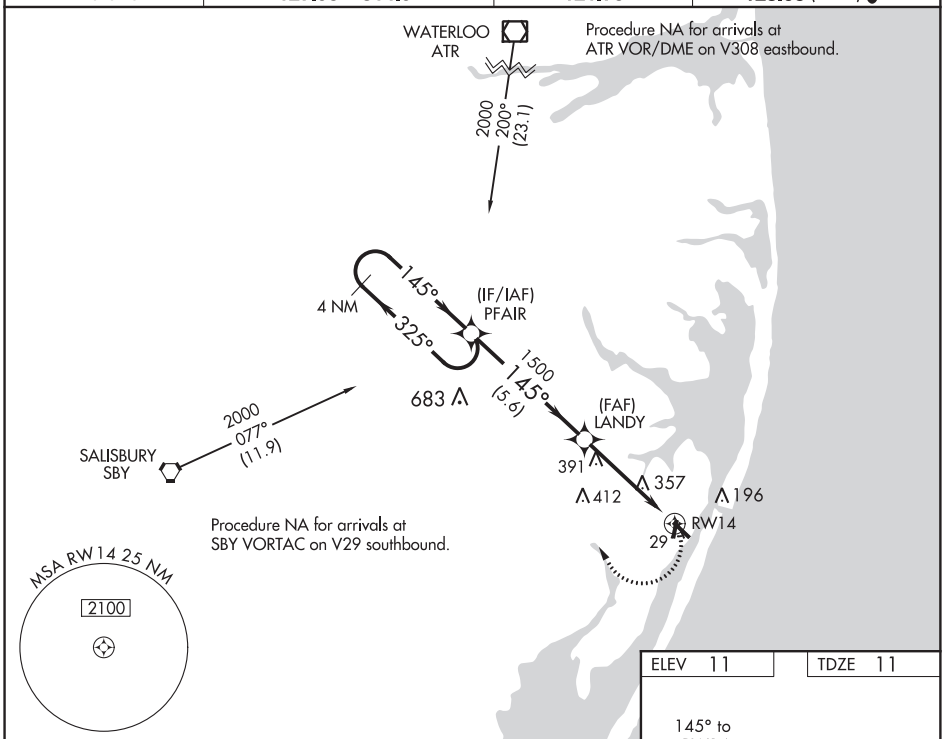
APP CRS	Rwy ldg	4074
145°	TDZE	11
	Apt Elev	11

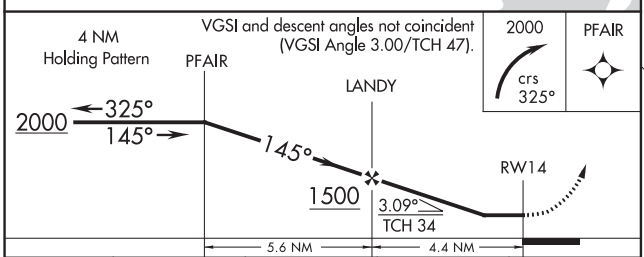
RNP APCH.

NA Straight-in Rwy 14 NA at night, Circling Rwy 2, 14, 20 NA at night. When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet and visibility LNAV Cat B and Circling Cat B/C/D ¼ SM. Rwy 14 helicopter visibility reduction below 1 SM NA.

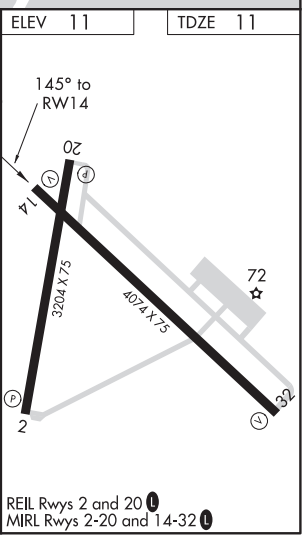
MISSED APPROACH: Climbing right turn to 2000 on 325°course to PFAIR and hold.

ASOS	PATUXENT APP CON ★		CLNC DEL	UNICOM
119.025	127.95	314.0	121.75	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	NA			
LNAV/VNAV DA	NA			
LNAV MDA	700-1 689 (700-1)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	720-2¼ 709 (800-2¼)



REIL Rwys 2 and 20 L
MIRL Rwys 2-20 and 14-32 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

OCEAN CITY, MARYLAND AL-5284 (FAA) 20226

WAAS CH 40413 W32A	APP CRS 325°	Rwy ldg 4074 TDZE 11 Apt Elev 11

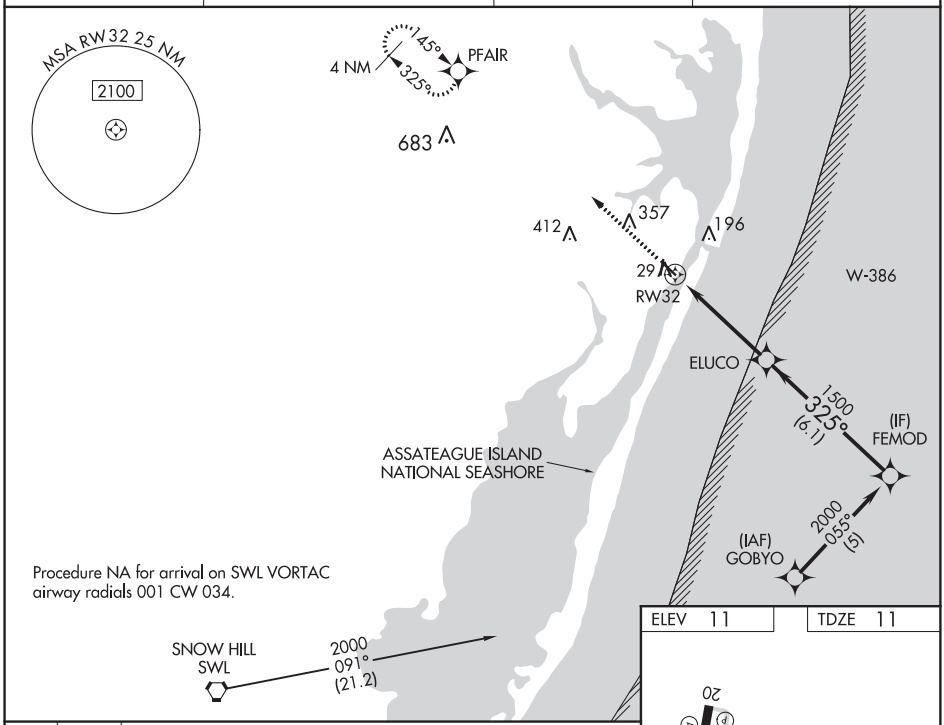
RNAV (GPS) RWY 32
OCEAN CITY MUNI (OXB)

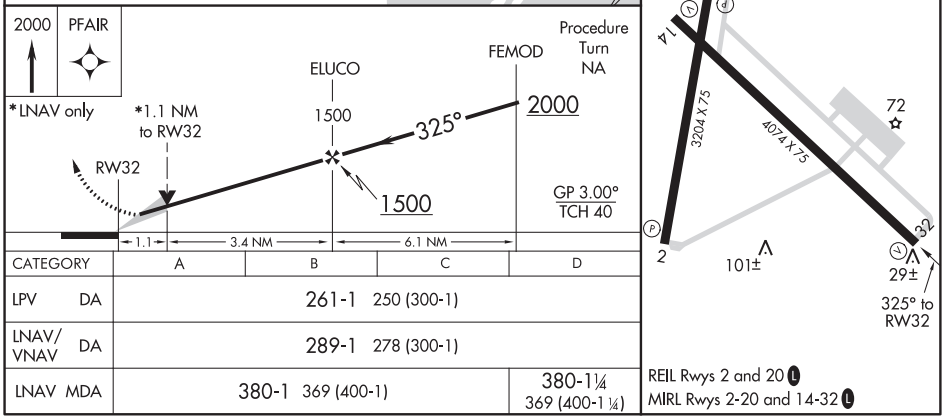
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Baro-VNAV and VDP NA when using Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 309 feet, LNAV/VNAV DA to 337 feet; increase all MDAs 60 feet and visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2000 direct PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	261-1 250 (300-1)			
LNAV/VNAV DA	289-1 278 (300-1)			
LNAV MDA	380-1 369 (400-1)			380-1¼ 369 (400-1¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC RWY 14
OCEAN CITY MUNI (OXB)

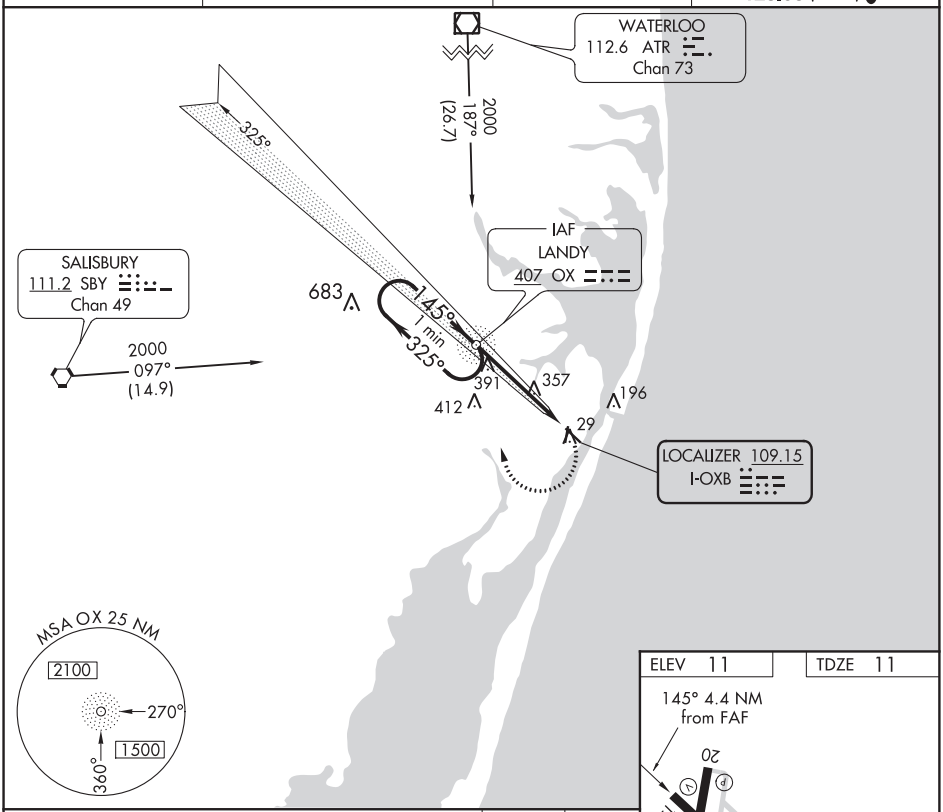
LOC I-OXB	APP CRS	Rwy ldg	4074
109.15	145°	TDZE	11
		Apt Elev	11

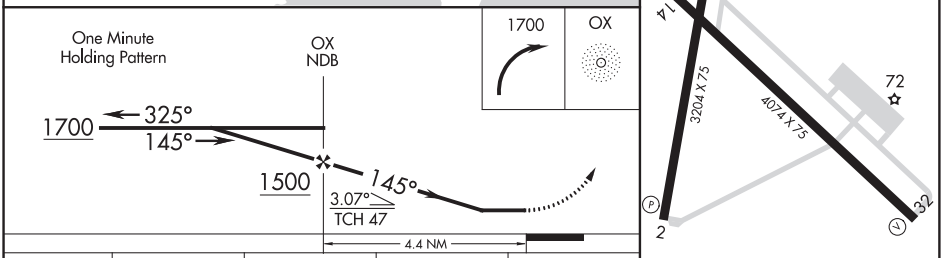
ADF required for procedure entry. ADF required.

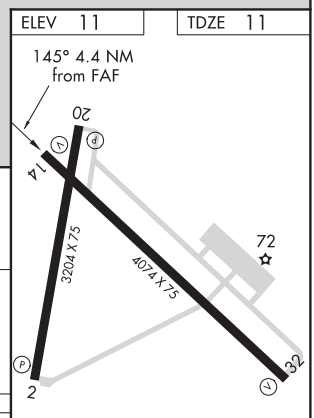
T A NA Straight-in Rwy 14 NA at night. Circling Rwy 2, 14, 20 NA at night. When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet and visibility S-14 Cat B and Circling Cat B/C/D ¼ SM. Rwy 14 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 1700 direct OX NDB and hold.

ASOS	PATUXENT APP CON ★		CLNC DEL	UNICOM
119.025	127.95	314.0	121.75	123.05 (CTAF) L







REIL Rwys 2 and 20 L
MIRL Rwys 2-20 and 14-32 L

CATEGORY	A	B	C	D
S-14	700-1 689 (700-1)		700-2 689 (700-2)	700-2¼ 689 (700-2¼)
CIRCLING	700-1 689 (700-1)		700-2 689 (700-2)	720-2¼ 709 (800-2¼)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

OCEAN CITY, MARYLAND

AL-5284 (FAA)

20254

VOR-A

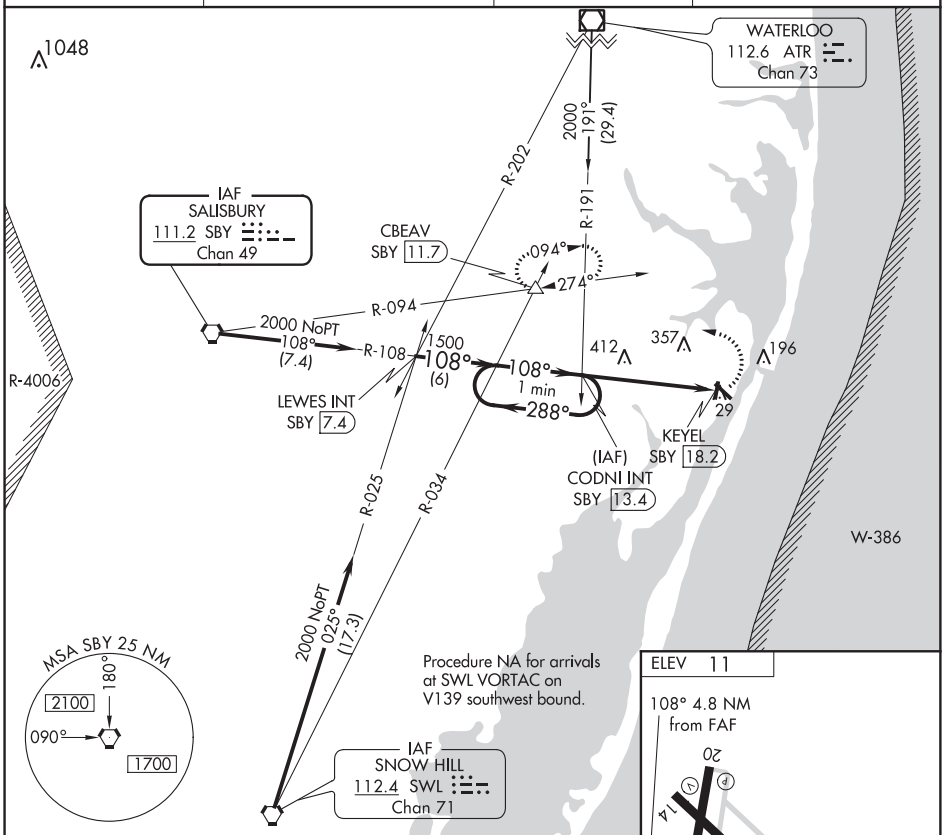
OCEAN CITY MUNI (OXB)

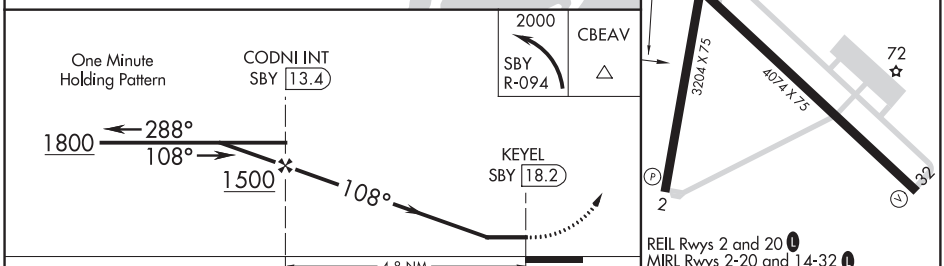
VORTAC SBY	APP CRS	Rwy ldg	N/A
111.2	108°	TDZE	N/A
Chan 49		Apt Elev	11

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet and visibility Circling Cat C/D ¼ mile. Circling Rwy 2, 14, 20 NA at night.

MISSED APPROACH: Climbing left turn to 2000 on SBY R-094 to CBEAV INT/11.7 DME and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	860-1¼ 849 (900-1¼)		860-2½ 849 (900-2½)	860-2¾ 849 (900-2¾)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VIRGINIA BEACH, VIRGINIA

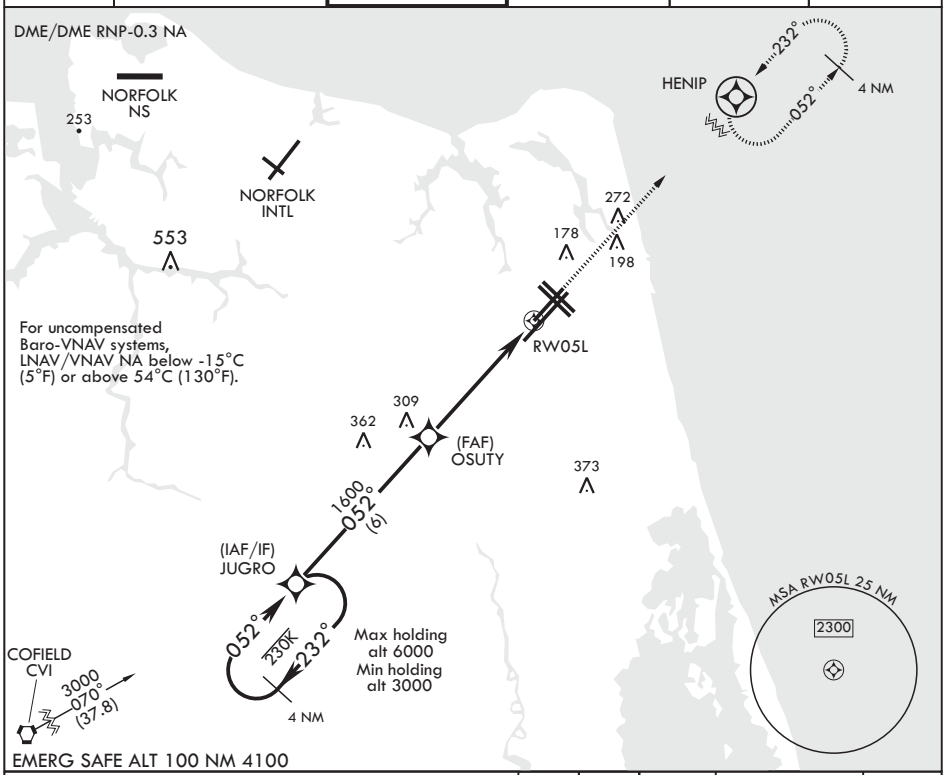
RNAV (GPS) RWY 5L

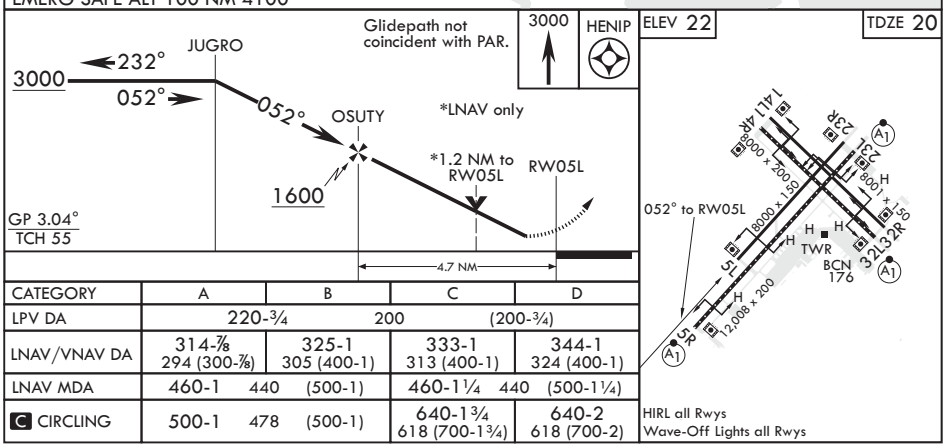
AL-934 (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

WAAS CH 63997 W05A	APCH CRS 052°	Rwy ldg 8000 TDZE 20 Arpt Elev 22

MISSED APPROACH: Climb to 3000 direct HENIP and hold. Continue climb in hold to 3000.

ATIS	OCEANA APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	





CATEGORY	A	B	C	D
LPV DA	220-¾ 200 (200-¾)			
LNAV/VNAV DA	314-⅞ 294 (300-⅞)	325-1 305 (400-1)	333-1 313 (400-1)	344-1 324 (400-1)
LNAV MDA	460-1 440 (500-1)		460-1¼ 440 (500-1¼)	
C CIRCLING	500-1 478 (500-1)		640-1¾ 618 (700-1¾)	640-2 618 (700-2)

VIRGINIA BEACH, VIRGINIA

Amdt 3 10OCT19

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNAV (GPS) RWY 5L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 5R

AL-934 (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

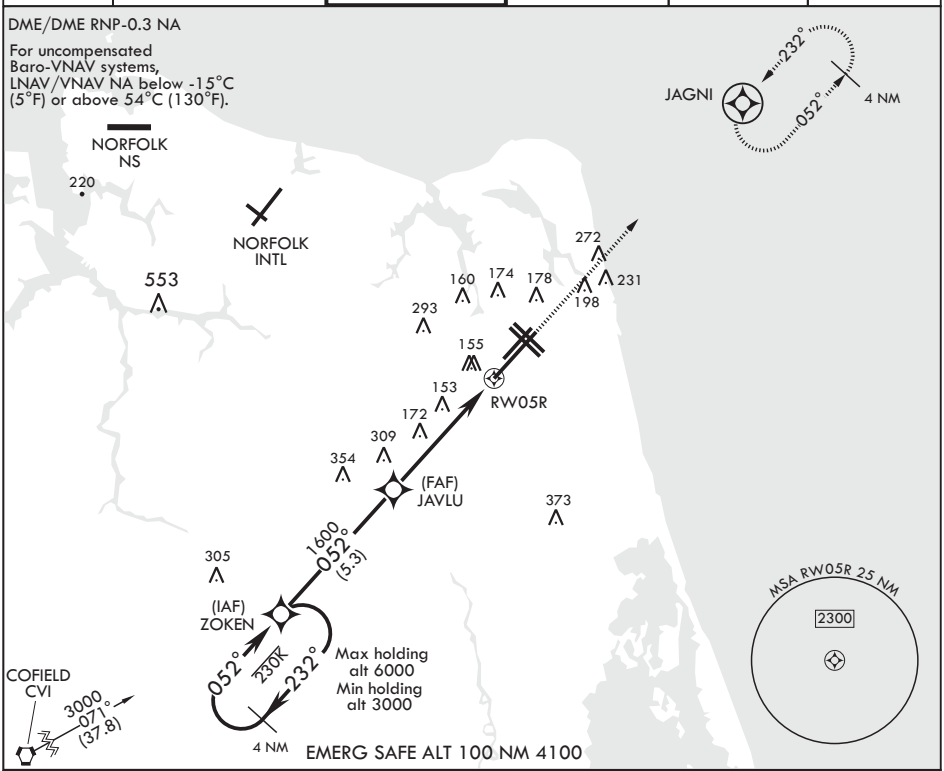
WAAS CH 69870 W05B	APCH CRS 052°	Rwy ldg 12,008 TDZE 19 Arpt Elev 22

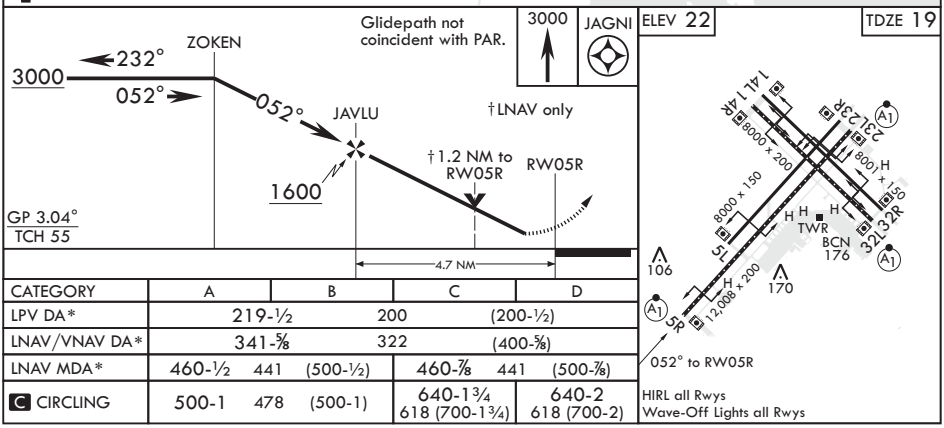
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct JAGNI and hold. Continue climb in hold to 3000.

ATIS	OCEANA APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	





CATEGORY	A	B	C	D
LPV DA*	219-½ 200 (200-½)			
LNAV/VNAV DA*	341-⅝ 322 (400-⅝)			
LNAV MDA*	460-½ 441 (500-½)		460-⅞ 441 (500-⅞)	
C CIRCLING	500-1 478 (500-1)		640-1¾ 618 (700-1¾)	640-2 618 (700-2)

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNAV (GPS) RWY 5R

NE-3, 10 SEP 2020 to 05 NOV 2020

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 23L

AL-934 (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

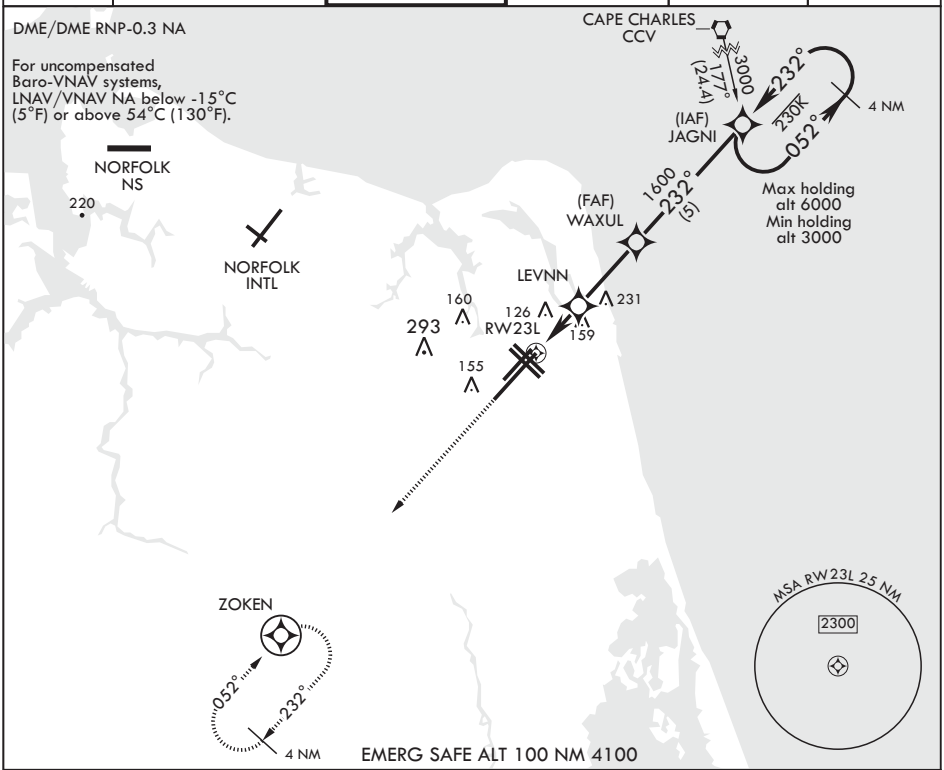
WAAS CH 67300 W23A	APCH CRS 232°	Rwy ldg 12,008 TDZE 21 Arpt Elev 22

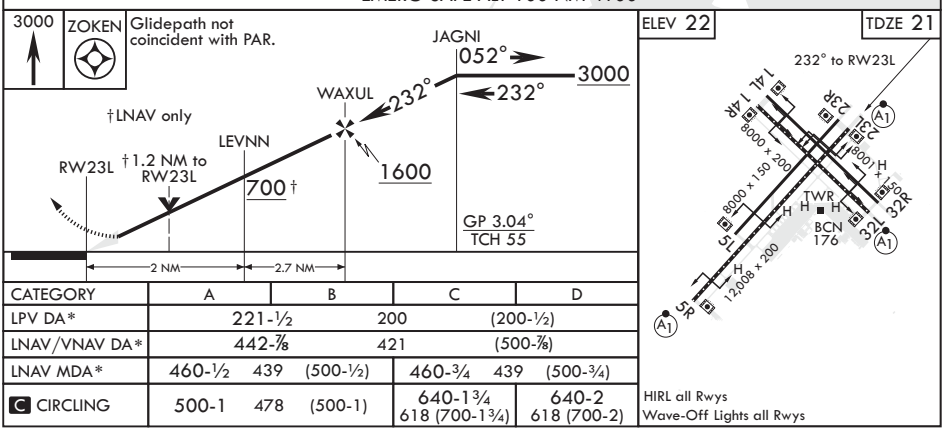
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/4 miles.

ALSF-1

MISSED APPROACH: Climb to 3000 direct ZOKEN and hold. Continue climb in hold to 3000.

ATIS	OCEANA APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	





CATEGORY	A	B	C	D
LPV DA*	221-½ 200 (200-½)			
LNAV/VNAV DA*	442-⅞ 421 (500-⅞)			
LNAV MDA*	460-½ 439 (500-½)		460-¾ 439 (500-¾)	
C CIRCLING	500-1 478 (500-1)		640-1¾ 618 (700-1¾)	640-2 618 (700-2)

HIRL all Rwys
Wave-Off Lights all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VIRGINIA BEACH, VIRGINIA

36°49'N - 76°02'W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 3 03JAN19

RNAV (GPS) RWY 23L

20254

VIRGINIA BEACH, VIRGINIA

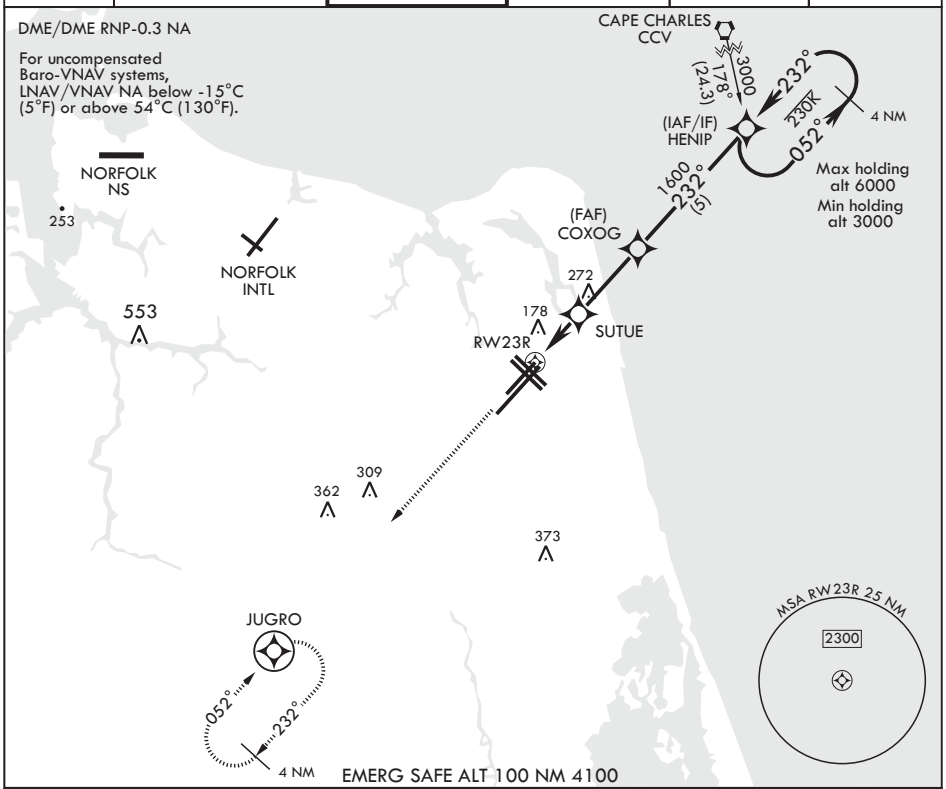
RNAV (GPS) RWY 23R

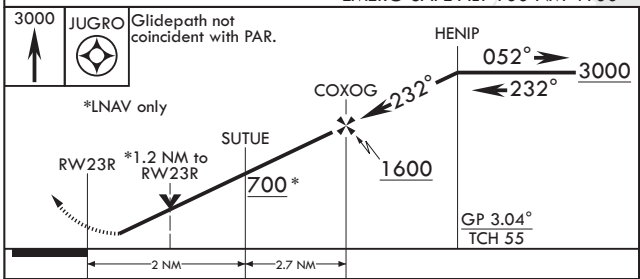
AL-934 (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

WAAS CH 71079 W23B	APCH CRS 232°	Rwy ldg 8000 TDZE 21 Arpt Elev 22

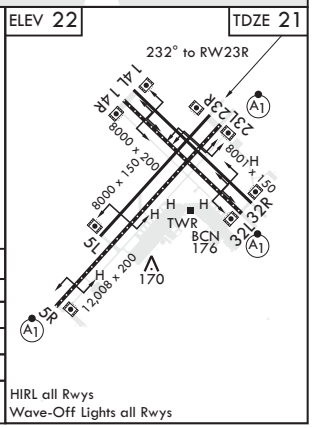
MISSED APPROACH: Climb to 3000 direct JUGRO and hold. Continue climb in hold to 3000.

ATIS	OCEANA APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	





ELEV 22 TDZE 21



CATEGORY	A	B	C	D
LPV DA	221-¾ 200 (200-¾)			
LNAV/VNAV DA	446-1⅜ 425 (500-1⅜)			
LNAV MDA	460-1 439 (500-1)		460-1¼ 439 (500-1¼)	
C CIRCLING	500-1 478 (500-1)		640-1¾ 618 (700-1¾)	640-2 618 (700-2)

HIRL all Rwys
Wave-Off Lights all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) RWY 32L/R

AL-934 (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

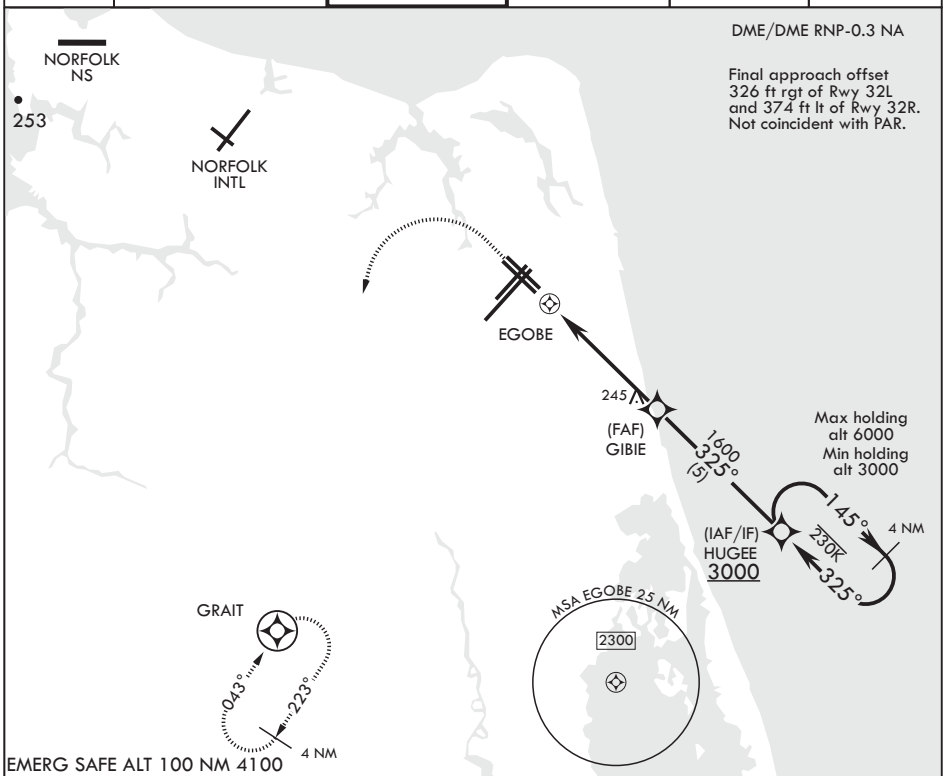
APCH CRS 325°		32L	32R
	Rwy ldg	8000	8001
	TDZE	22	21
	Arpt Elev	22	

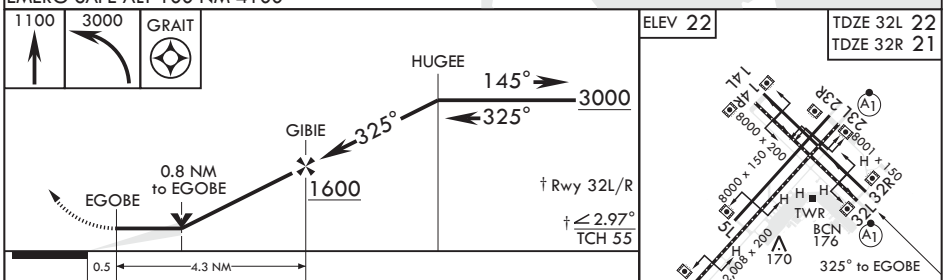
* When ALS inop increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.

Rwy 32L ALSF-1

MISSED APPROACH: Climbing 1100 then climbing left turn to 3000 direct GRAIT and hold.

ATIS	OCEANA APP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	





CATEGORY	A		B	C		D	
LNAV MDA	480-1	459	(500-1)	480-1⅜	459	(500-1⅜)	
LNAV MDA*	480-½	458	(500-½)	480-⅞	458	(500-⅞)	
CIRCLING	500-1	478	(500-1)	640-1¾ 618 (700-1¾)		640-2 618 (700-2)	

20254

VIRGINIA BEACH, VIRGINIA

TACAN RWY 5L

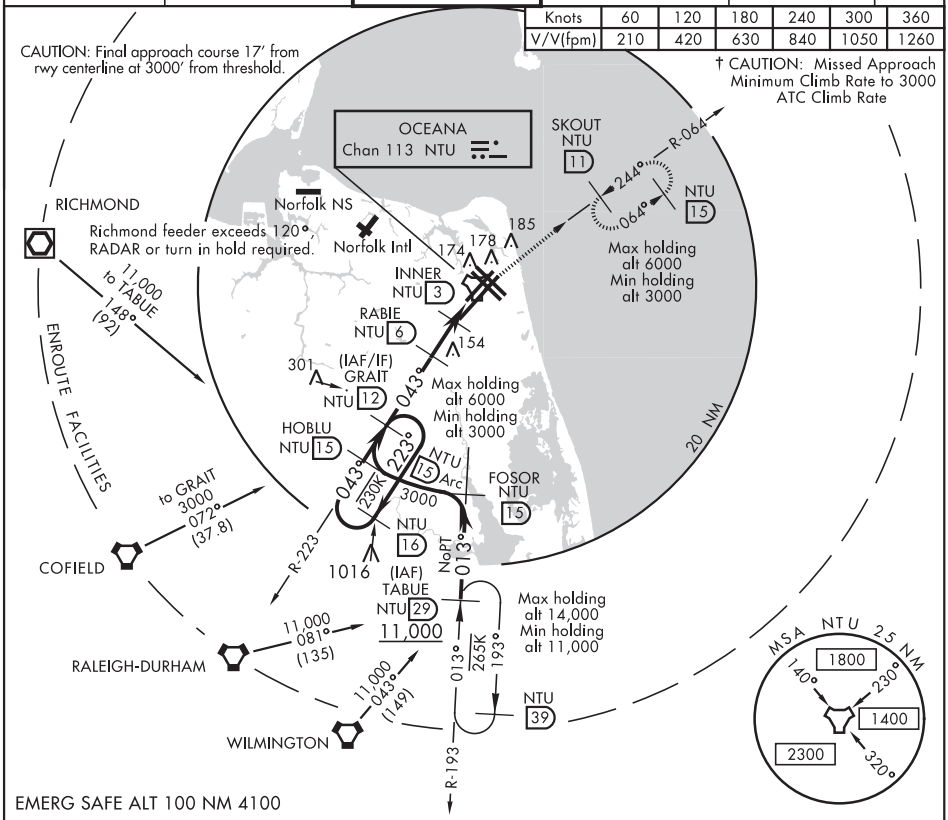
TACAN NTU Chan 113	APCH CRS 043°	Rwy ldg 8000 TDZE 20 Arpt Elev 22

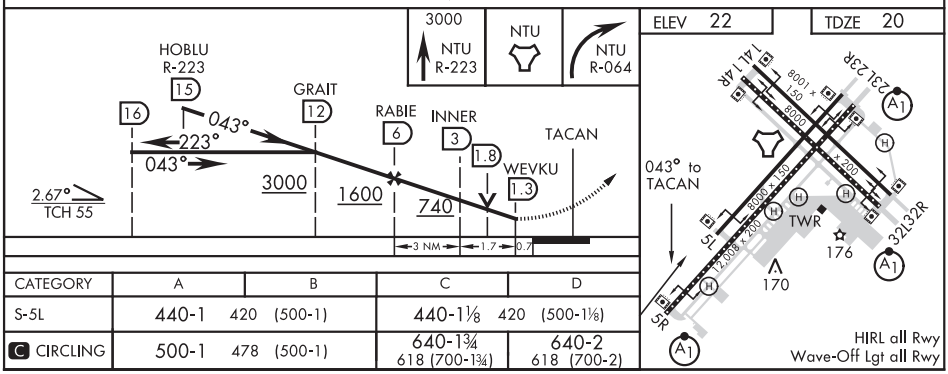
AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

† MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN and via R-064 to SKOUT and hold.

ATIS	APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	

Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260





CATEGORY	A	B	C	D
S-5L	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)	
C CIRCLING	500-1 478 (500-1)		640-1¾ 618 (700-1¾)	640-2 618 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

VIRGINIA BEACH, VIRGINIA

TACAN RWY 5R

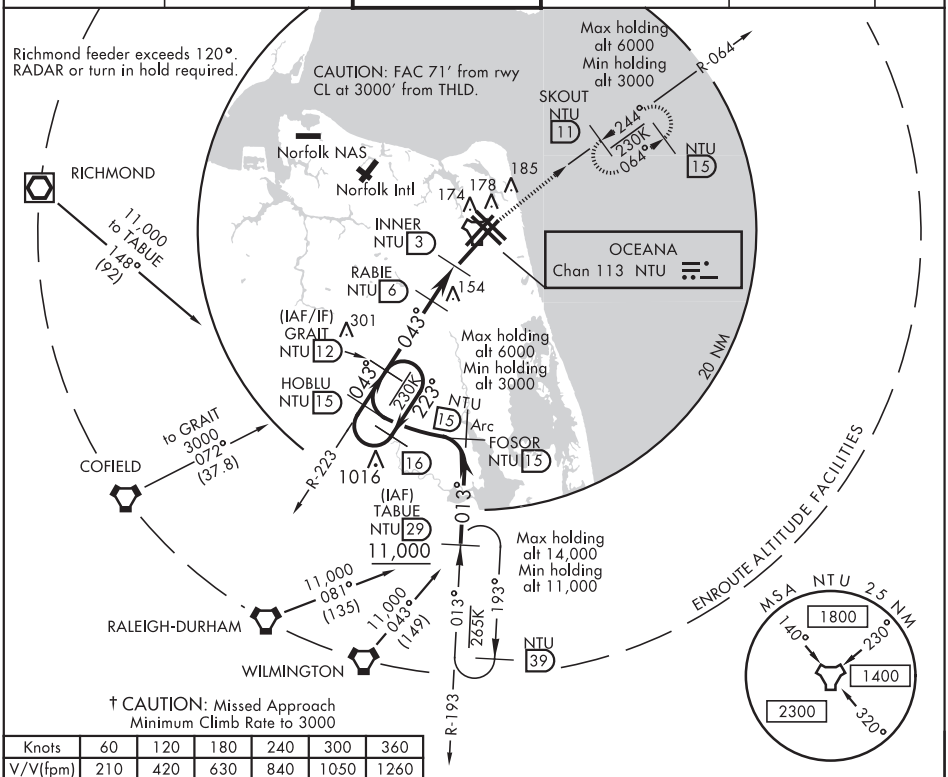
TACAN NTU Chan 113	APCH CRS 043°	Rwy ldg 12,008 TDZE 19 Arpt Elev 22	AL-934 [USN]	OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

ALSF-1 A1

† MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN and via R-064 to SKOUT and hold.

ATIS	APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	

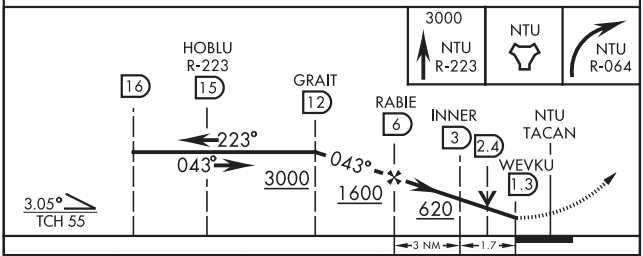


† CAUTION: Missed Approach Minimum Climb Rate to 3000

Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260

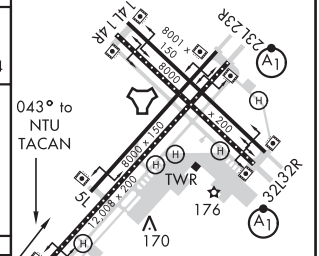
ATC Minimum Climb Rate

EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
S-5R *	440-½ 421 (500-½)		440-¾ 421 (500-¾)	
C CIRCLING	500-1 478 (500-1)		640-1¾ 618 (700-1¾)	640-2 618 (700-2)

ELEV 22 | TDZE 19



HIRL all Rwy
Wave-Off Lgt all Rwy

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

20254

VIRGINIA BEACH, VIRGINIA

TACAN RWY 23L/R

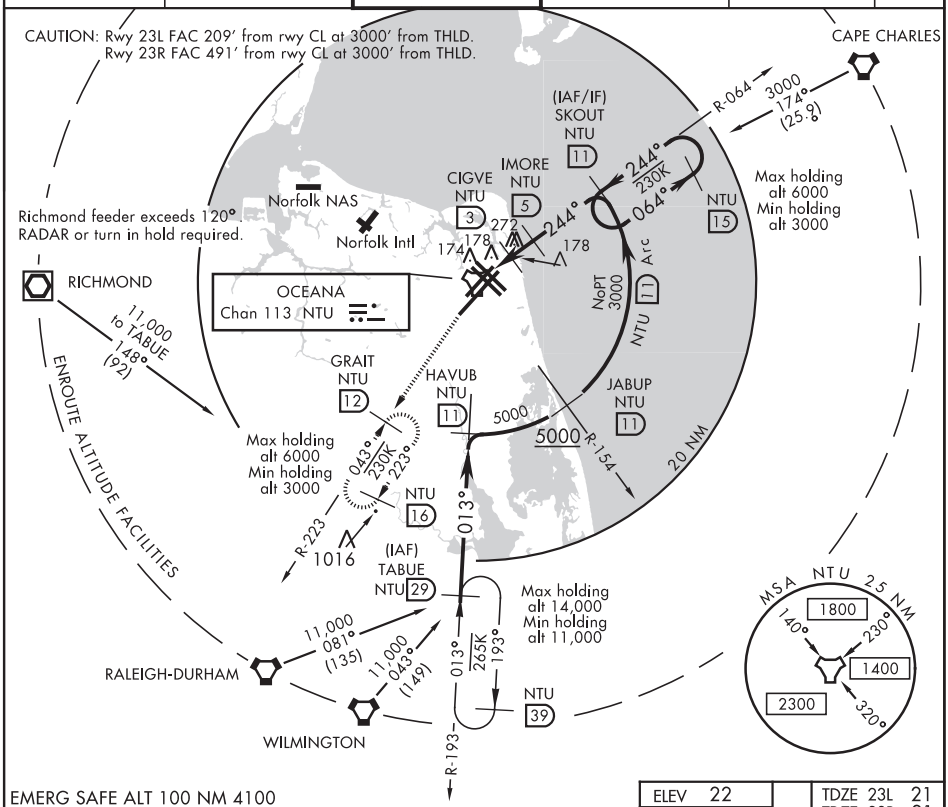
TACAN NTU Chan 113	APCH CRS 244°	Rwy ldg 23L 12,008 23R 8000 TDZE 23L 21 23R 21 Arpt Elev 22	AL-934 [USN] OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1¼ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN and via R-223 to GRAIT and hold.

ATIS	APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	



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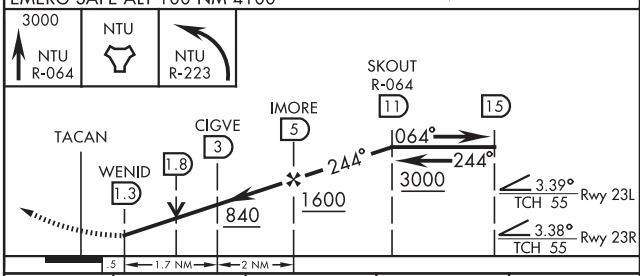
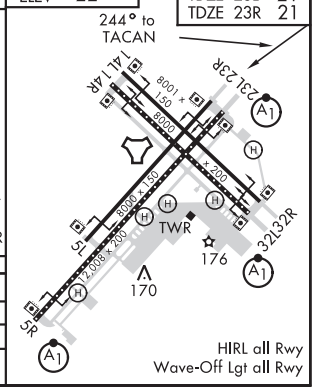


CATEGORY	A	B	C	D
S-23L *	460-¾ 439 (500-¾)			
S-23R	460-1 439 (500-1)		460-1¼ 439 (500-1¼)	
C CIRCLING	500-1 478 (500-1)		640-1¾ 618 (700-1¾)	640-2 618 (700-2)

ELEV 22

TDZE 23L 21
TDZE 23R 21



VIRGINIA BEACH, VIRGINIA 36°49′N-76°02′W OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

Amdt 4 03JAN19

TACAN RWY 23L/R

NE-3, 10 SEP 2020 to 05 NOV 2020

VIRGINIA BEACH, VIRGINIA

TACAN RWY 32L/R

TACAN NTU Chan 113	APCH CRS 309°	Rwy ldg 32L 8000 32R 8001 TDZE 32L 22 32R 21 Arpt Elev 22	AL-934 [USN]

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

* When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.

ALSF-1

† MISSED APPROACH: Climbing left turn to 3000, intercept NTU TACAN R-223 to GRAIT and hold.

ATIS	APP CON	OCEANA TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	

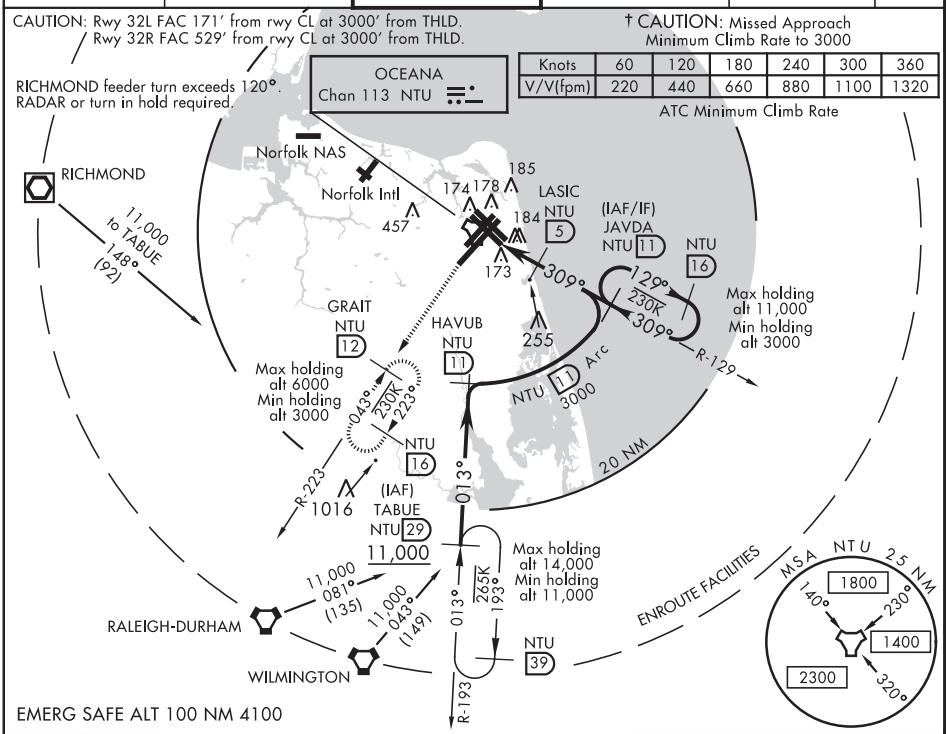
CAUTION: Rwy 32L FAC 171′ from rwy CL at 3000′ from THLD. Rwy 32R FAC 529′ from rwy CL at 3000′ from THLD.

† CAUTION: Missed Approach Minimum Climb Rate to 3000

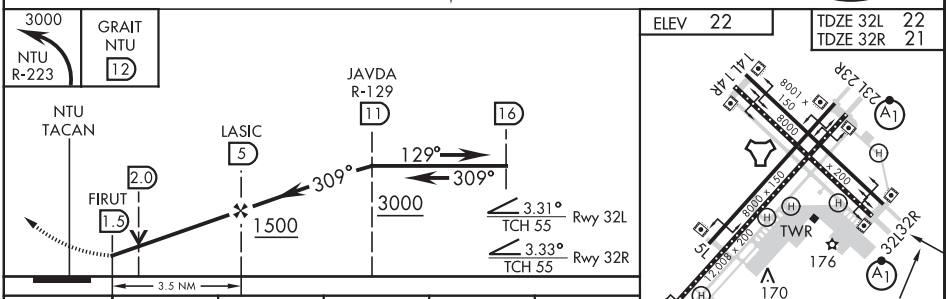
Knots	60	120	180	240	300	360
V/V(fpm)	220	440	660	880	1100	1320

ATC Minimum Climb Rate

RICHMOND feeder turn exceeds 120°. RADAR or turn in hold required.



EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D	E
S-32L*	460-½ 438 (500-½)		460-¾ 438 (500-¾)		
S-32R	460-1 439 (500-1)		460-1¼ 439 (500-1¼)		
C CIRCLING	500-1 478 (500-1)		640-1¾ 618 (700-1¾)	640-2 618 (700-2)	900-3 878 (900-3)

HIRL all Rwy
Wave-Off Lgt all Rwy

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

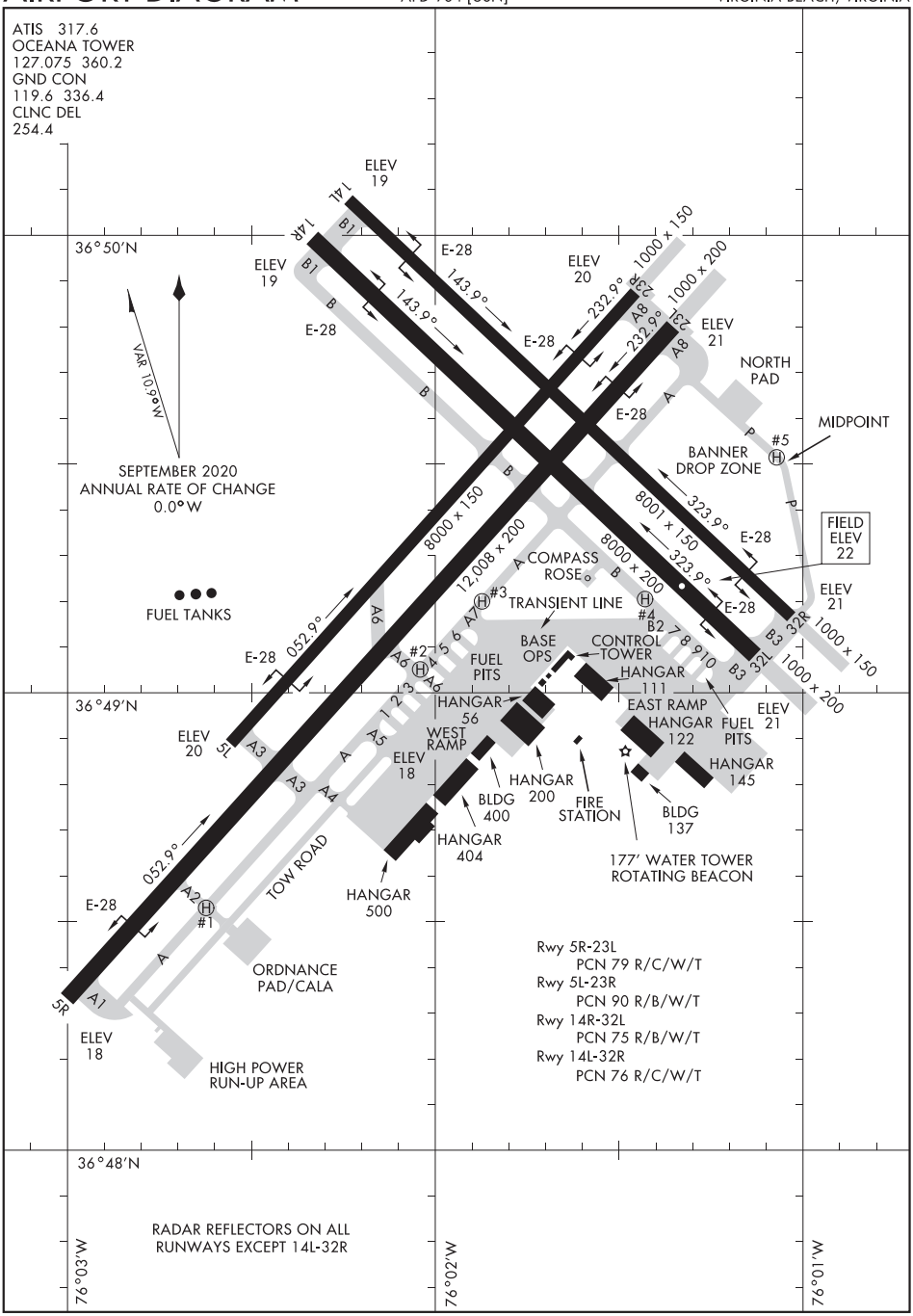
20254

AIRPORT DIAGRAM

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

AFD-934 [USN]

VIRGINIA BEACH, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

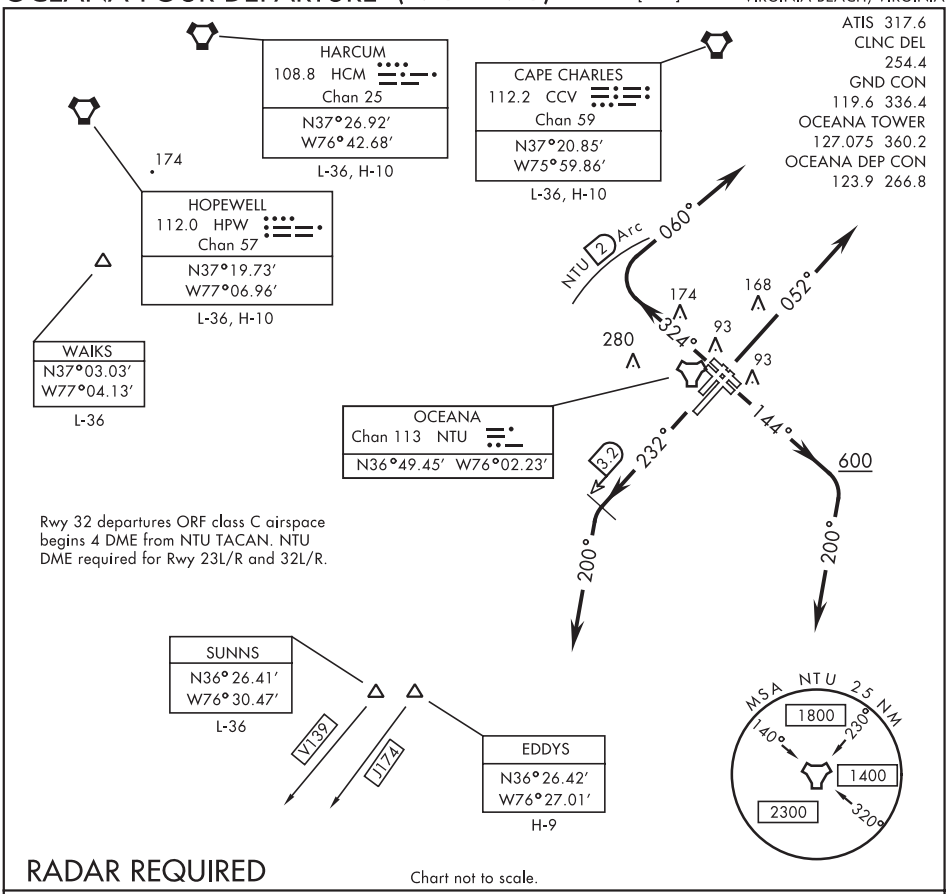
VIRGINIA BEACH, VIRGINIA

OCEANA NAS (APOLLO SOUCEK FIELD) (KNTU)

OCEANA-FOUR DEPARTURE (NTU4•NTU)

SHL-934 [USN]

VIRGINIA BEACH, VIRGINIA



DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 5L/R: Climb heading 052°. Thence...
TAKE-OFF RWY 14L/R: Climb heading 144° to 600 then climbing right turn heading 200°. Thence...
TAKE-OFF RWY 23L/R: Climb heading 232°, crossing NTU TACAN 3.2 DME, turn left heading 200°. Thence...
TAKE-OFF RWY 32L/R: Climb heading 324° to assigned altitude, turn right heading 060° within NTU TACAN 2 DME. Thence...
...Maintain 4000 or assigned lower altitude.

CAPE CHARLES TRANSITION (NTU4.CCV): Via RADAR vectors to CCV VORTAC.
EDDYS TRANSITION (NTU4.EDDYS): Via RADAR vectors to EDDYS.
HARCUM TRANSITION (NTU4.HCM): Via RADAR vectors to HCM VORTAC.
HOPEWELL TRANSITION (NTU4.HPW): Via RADAR vectors to HPW VORTAC. (At or below 17,000 only).
SUNNS TRANSITION (NTU4.SUNNS): Via RADAR vectors to SUNNS. (At or below 17,000 only).
WAIKS TRANSITION (NTU4.WAIKS): Via RADAR vectors to WAIKS.

NE-3, 10 SEP 2020 to 05 NOV 2020

ORANGE, VIRGINIA | AL-6565 (FAA) | 20198

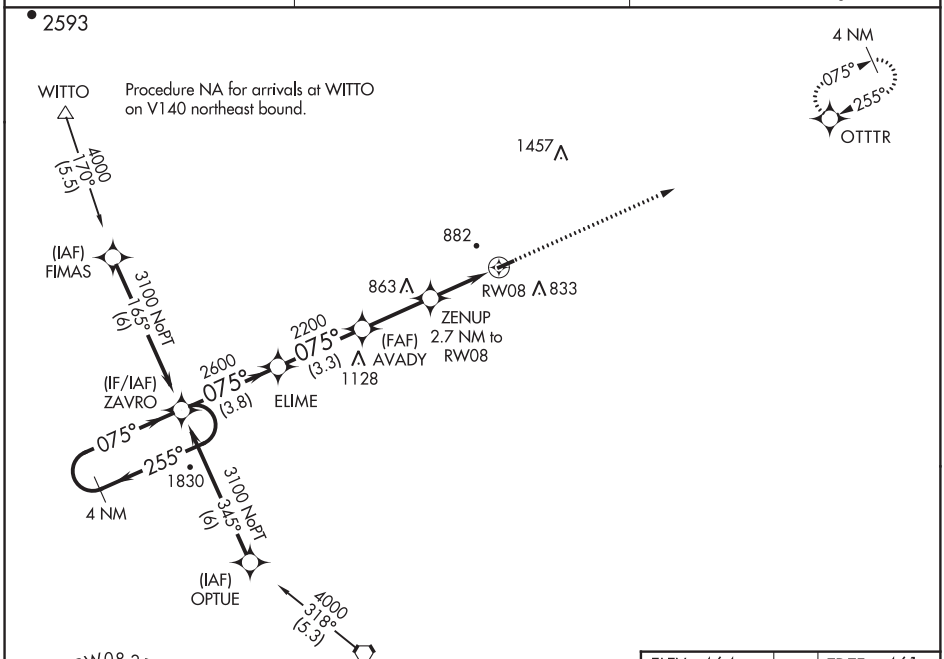
APP CRS	Rwy ldg	3200
075°	TDZE	461
	Apt Elev	464

RNAV (GPS) RWY 8
ORANGE COUNTY (OMH)

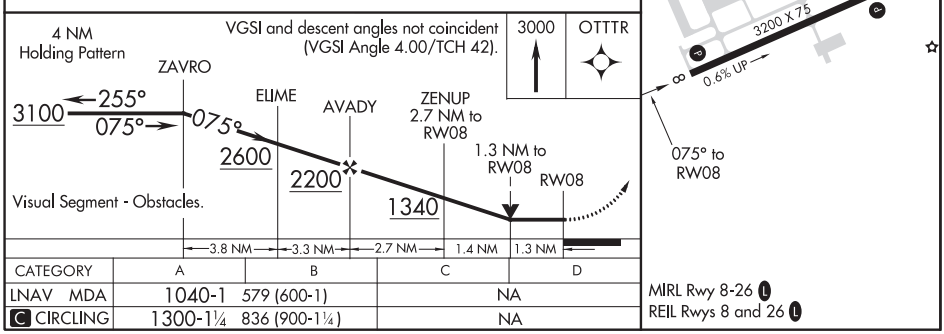
Circling Rwy 26 NA at night. DME/DME RNP-0.3 NA. VDP NA with Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Rwy 8 helicopter visibility reduction below ¾ SM NA. Rwy 26 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct OTTTR and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L



ELEV 464	TDZE 461



CATEGORY	A	B	C	D
LNAV MDA	1040-1 579 (600-1)		NA	
C CIRCLING	1300-1¼ 836 (900-1¼)		NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

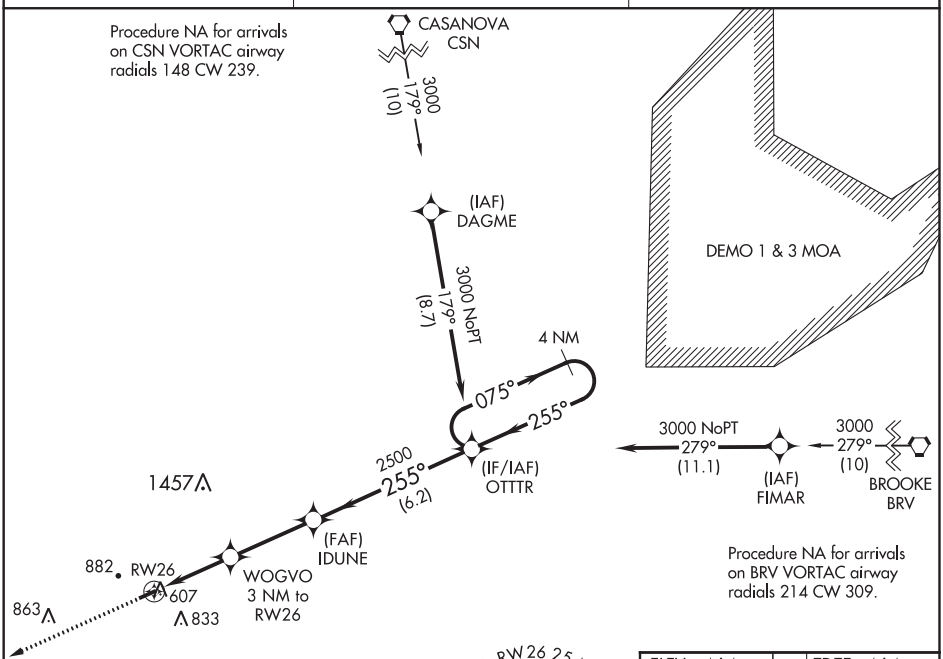
RNAV (GPS) RWY 26
ORANGE COUNTY (OMH)

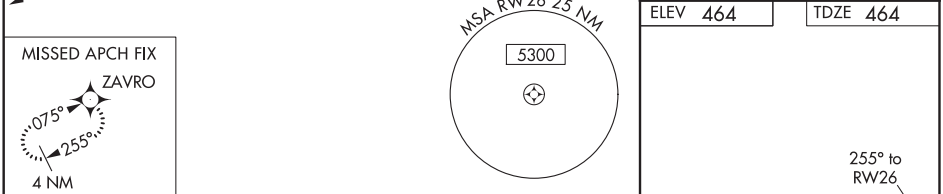
APP CRS	Rwy ldg	3200
255°	TDZE	464
	Apt Elev	464

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Rwy 26 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 26 NA at night, Circling Rwy 26 NA at night.

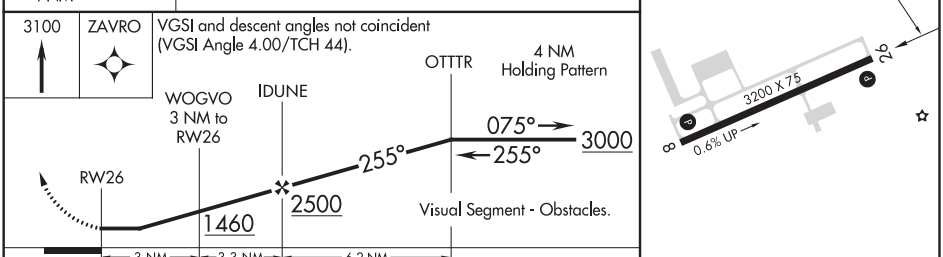
MISSED APPROACH: Climb to 3100 direct ZAVRO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L





ELEV 464	TDZE 464



CATEGORY	A	B	C	D
LNAV MDA	980-1 516 (600-1)		NA	
C CIRCLING	1300-1¼ 836 (900-1¼)		NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ORANGE, VIRGINIA | AL-6565 (FAA) | 20254

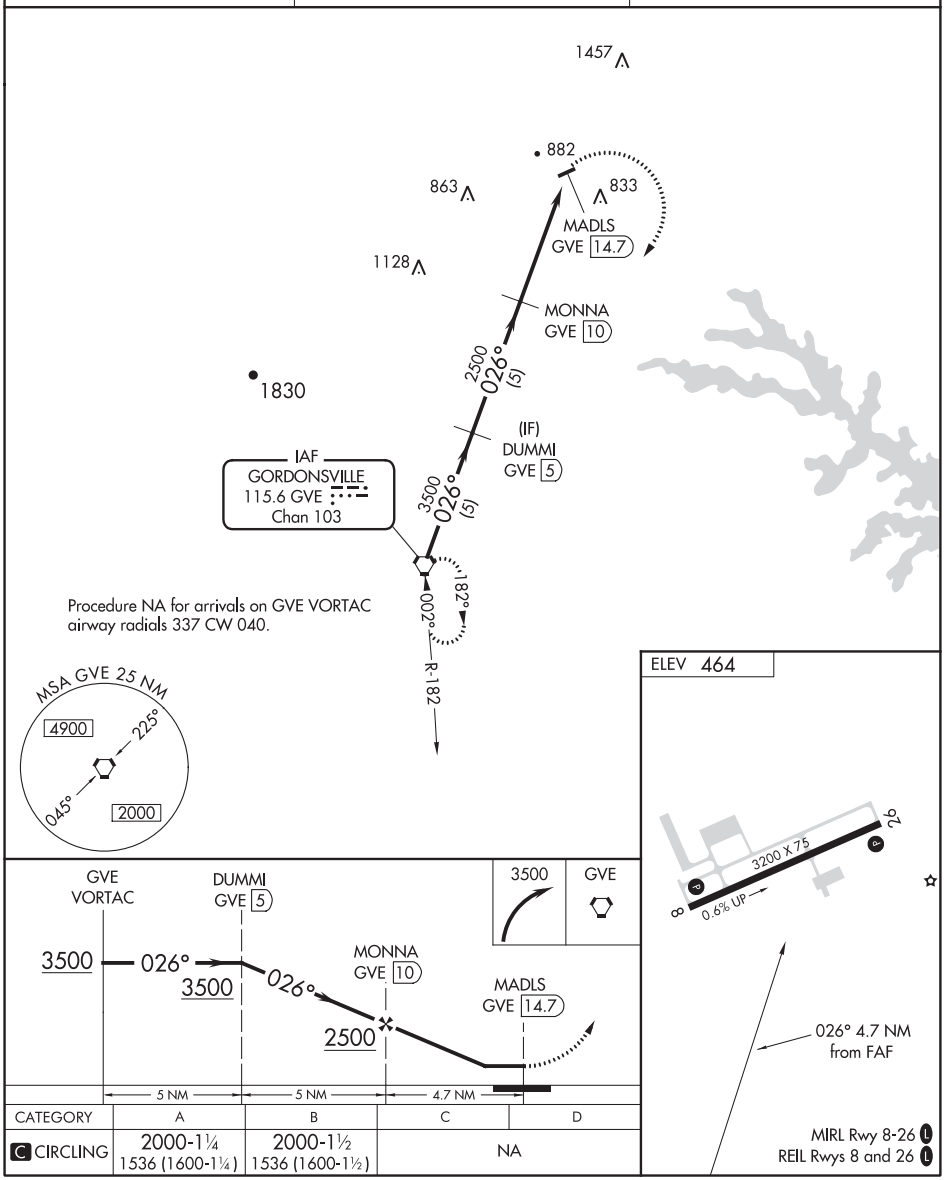
VOR/DME-A
ORANGE COUNTY (OMH)

VORTAC GVE	APP CRS	Rwy ldg	N/A
115.6	026°	TDZE	N/A
Chan 103		Apt Elev	464

Circling to Rwy 26 NA at night. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	2000-1¼ 1536 (1600-1¼)	2000-1½ 1536 (1600-1½)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

PATUXENT RIVER, MARYLAND

ILS RWY 6

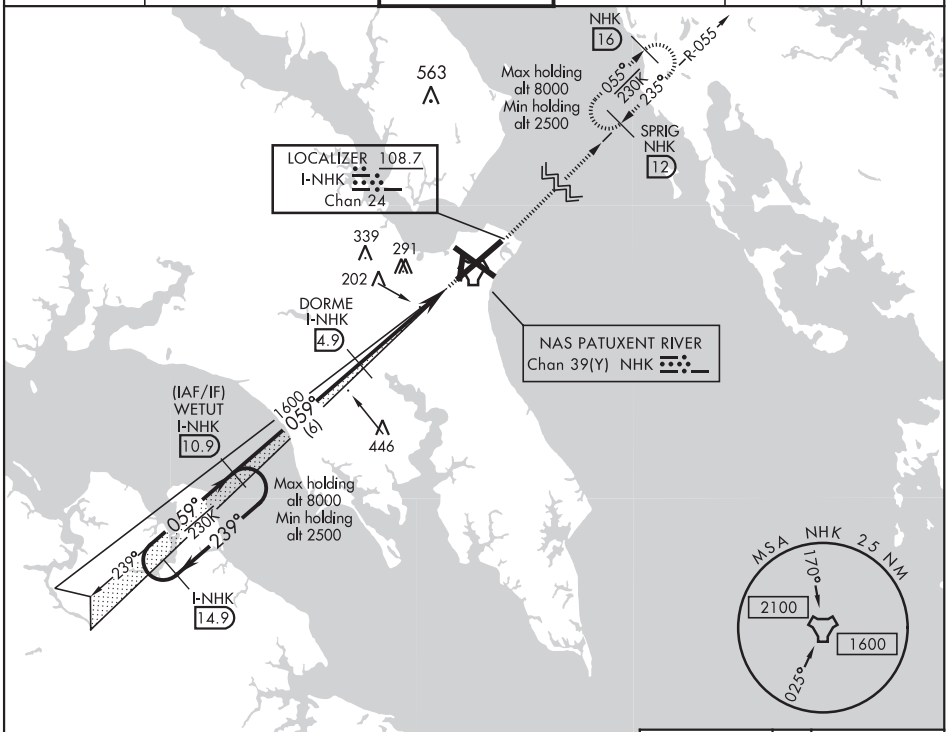
LOC/DME I-NHK 108.7 Chan 24	APCH CRS 059°	Rwy ldg 11,799 TDZE 39 Arpt Elev 39	AL-314 [USN]	PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

T *When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 2500 to join NHK TACAN R-055 direct SPRIG and hold.

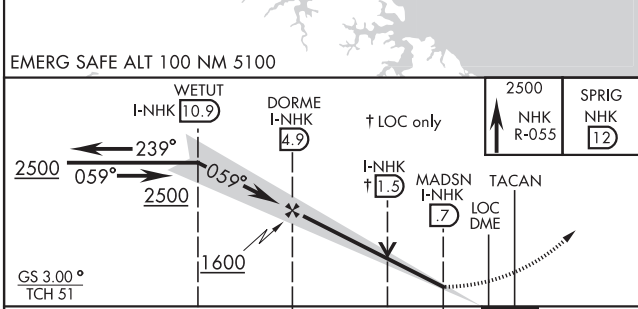
ATIS	PATUXENT APP/DEP CON	PATUXENT TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



NE-3, 10 SEP 2020 to 05 NOV 2020

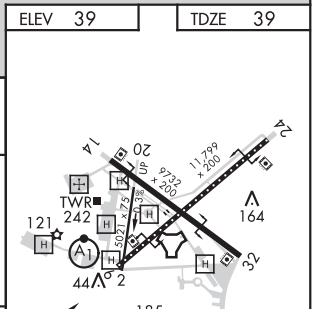
NE-3, 10 SEP 2020 to 05 NOV 2020

EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D
S-ILS 6 *	239-½ 200 (200-½)			
S-LOC 6 **	500-½ 461 (500-½)		500-1 461 (500-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)

ELEV 39 | TDZE 39



HIRL Rwy 6-24, 14-32

20254

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 6

APCH CRS	Rwy ldg	11,799
059°	TDZE	39
	Arpt Elev	39

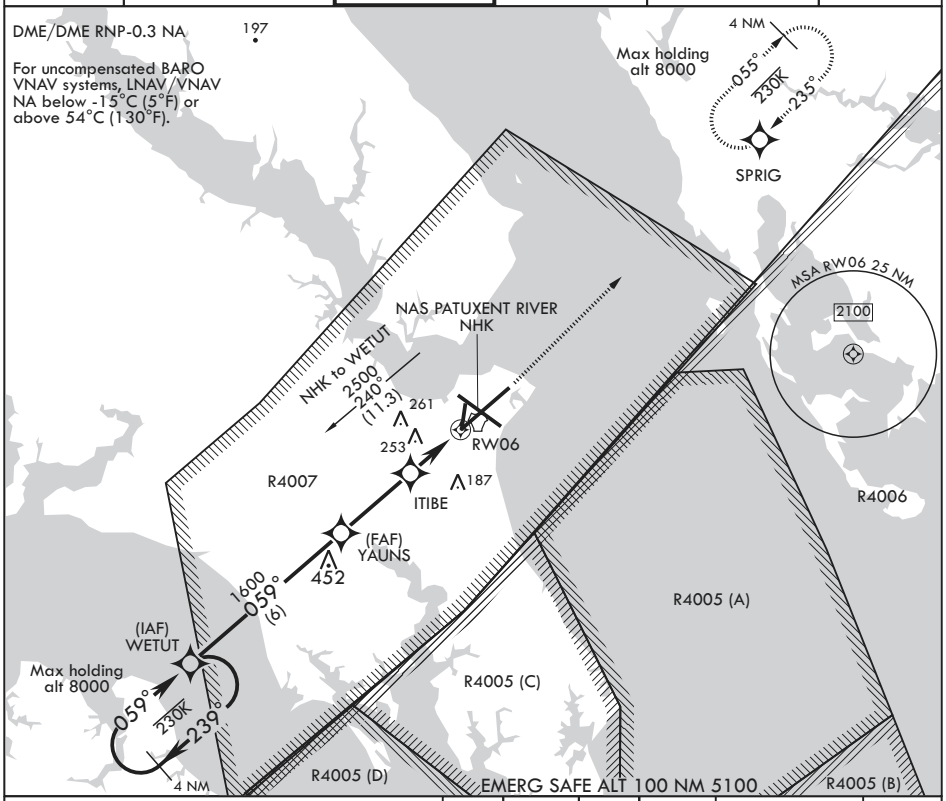
AL-314 (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

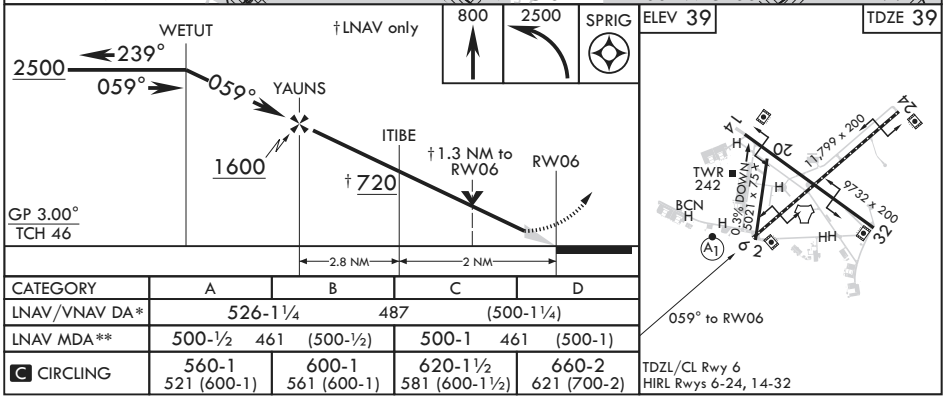
* When ALS inop, increase CAT ABCD vis to 1 5/8 miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 800 then climbing left turn to 2500 direct SPRIG and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
LNAV/VNAV DA*	526-1¼ 487 (500-1¼)			
LNAV MDA**	500-½ 461 (500-½)		500-1 461 (500-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	660-2 621 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

PATUXENT RIVER, MARYLAND

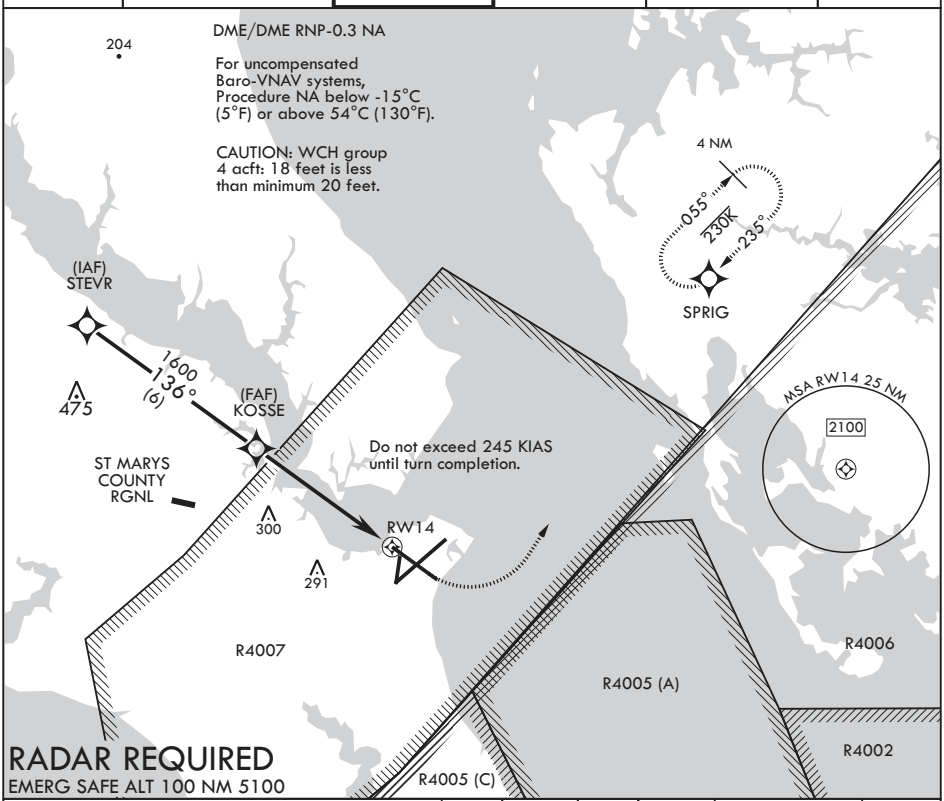
RNAV (GPS) RWY 14

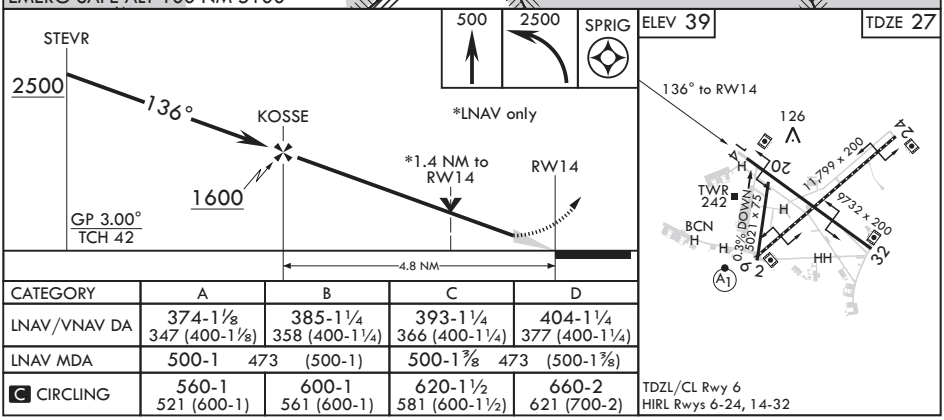
AL-314 (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

APCH CRS	Rwy ldg	9732
136°	TDZE	27
	Arpt Elev	39

MISSED APPROACH: Climb to 500 then climbing left turn to 2500 direct SPRIG, do not exceed 245 KIAS until turn completion and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
LNAV/VNAV DA	374-1⅛ 347 (400-1⅛)	385-1¼ 358 (400-1¼)	393-1¼ 366 (400-1¼)	404-1¼ 377 (400-1¼)
LNAV MDA	500-1 473 (500-1)		500-1⅜ 473 (500-1⅜)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	660-2 621 (700-2)

TDZL/CL Rwy 6
HIRL Rwys 6-24, 14-32

NE-3, 10 SEP 2020 to 05 NOV 2020

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PATUXENT RIVER, MARYLAND

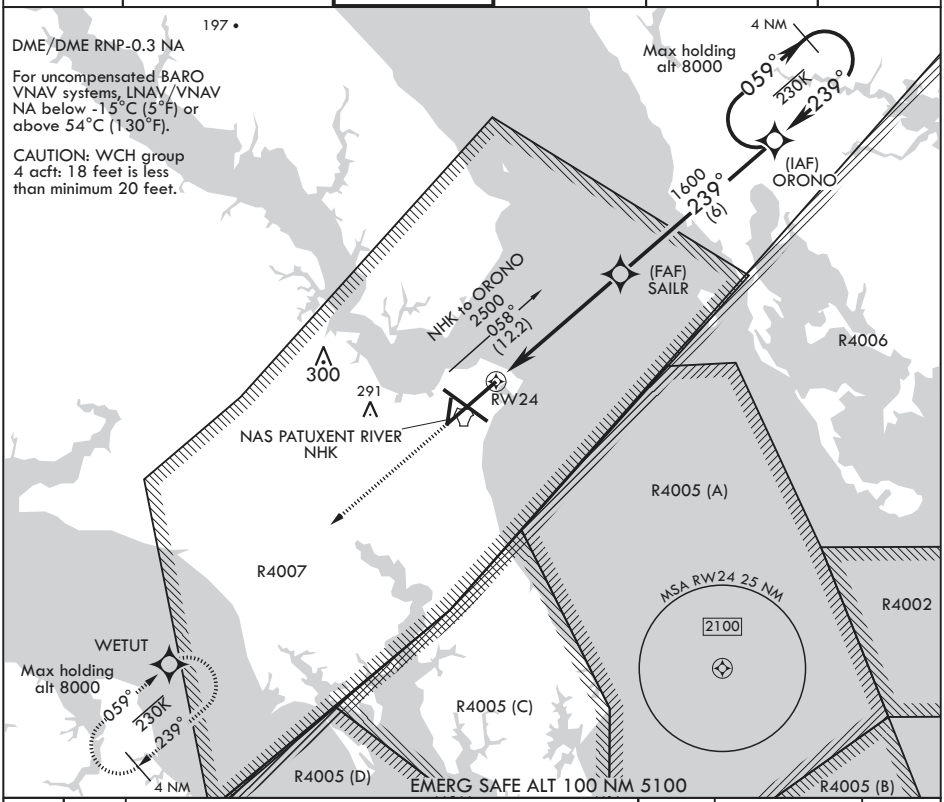
RNAV (GPS) RWY 24

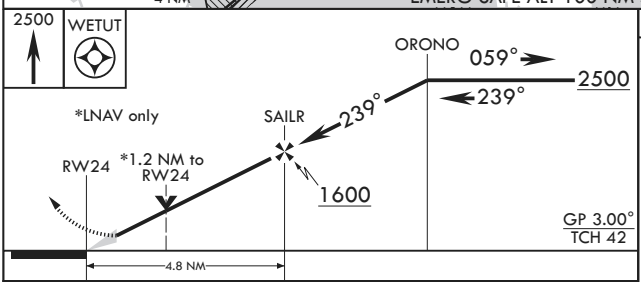
AL-314 (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

APCH CRS	Rwy ldg	11,799
239°	TDZE	20
	Arpt Elev	39

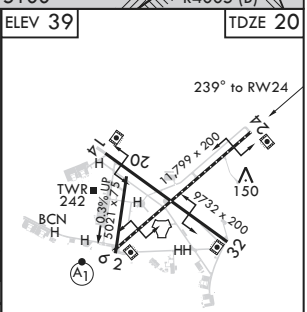
MISSED APPROACH: Climb to 2500 direct WETUT and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





ELEV 39 TDZE 20



CATEGORY	A	B	C	D
LNAV/VNAV DA	309-1 289 (300-1)	320-1 300 (300-1)	328-1 308 (300-1)	339-1⅛ 319 (300-1⅛)
LNAV MDA	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	660-2 621 (700-2)

TDZL/CL Rwy 6
HIRL Rwys 6-24, 14-32

NE-3, 10 SEP 2020 to 05 NOV 2020

PATUXENT RIVER, MARYLAND

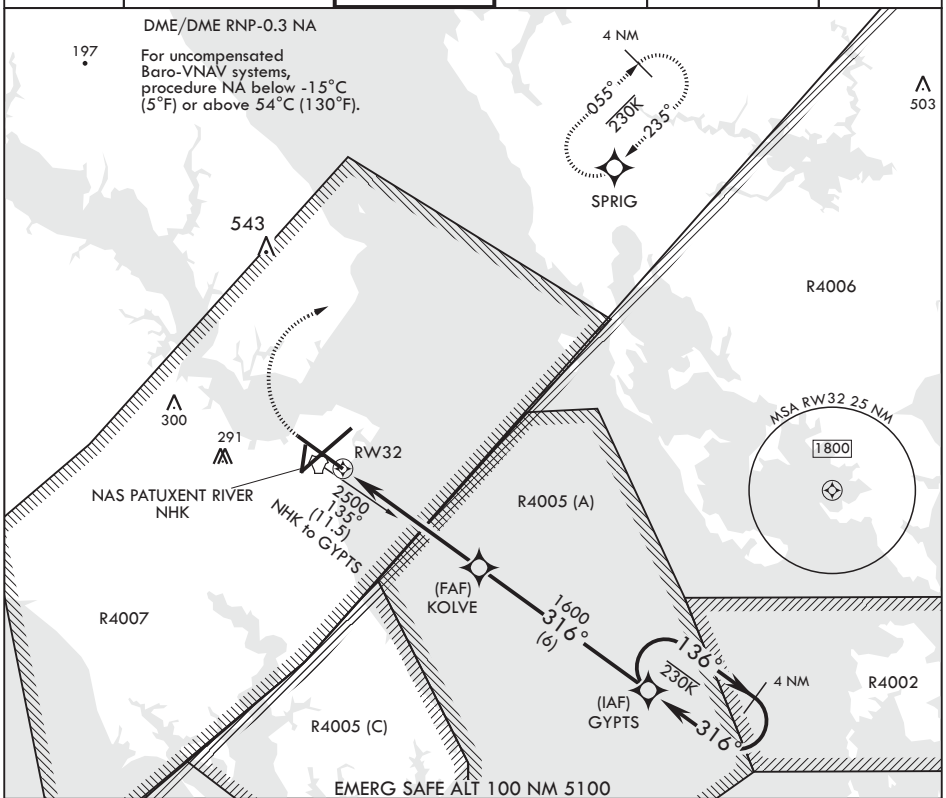
RNAV (GPS) RWY 32

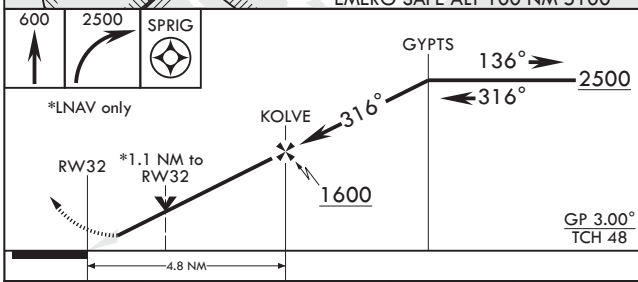
APCH CRS	Rwy ldg	9732
316°	TDZE	18
	Arpt Elev	39

AL-314 (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

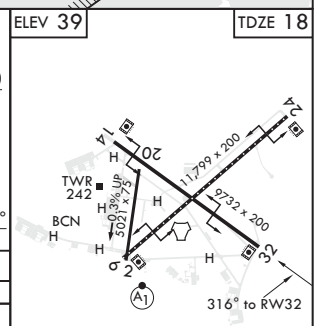
MISSED APPROACH: Climb to 600, then climbing right turn to 2500 direct SPRIG and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





ELEV 39 TDZE 18



CATEGORY	A	B	C	D
LNAV/VNAV DA	298-7/8 280 (300-7/8)	309-7/8 291 (300-7/8)	317-7/8 299 (300-7/8)	328-7/8 310 (300-7/8)
LNAV MDA	420-1 402 (400-1)		420-1 1/8 402 (400-1 1/8)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1 1/2 581 (600-1 1/2)	660-2 621 (700-2)

TDZL/CL Rwy 6
HIRL Rwys 6-24, 14-32

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PATUXENT RIVER, MARYLAND

TACAN RWY 6

TACAN NHK Chan 39 (Y)	APCH CRS 067°	Rwy ldg 11,799 TDZE 39 Arpt Elev 39

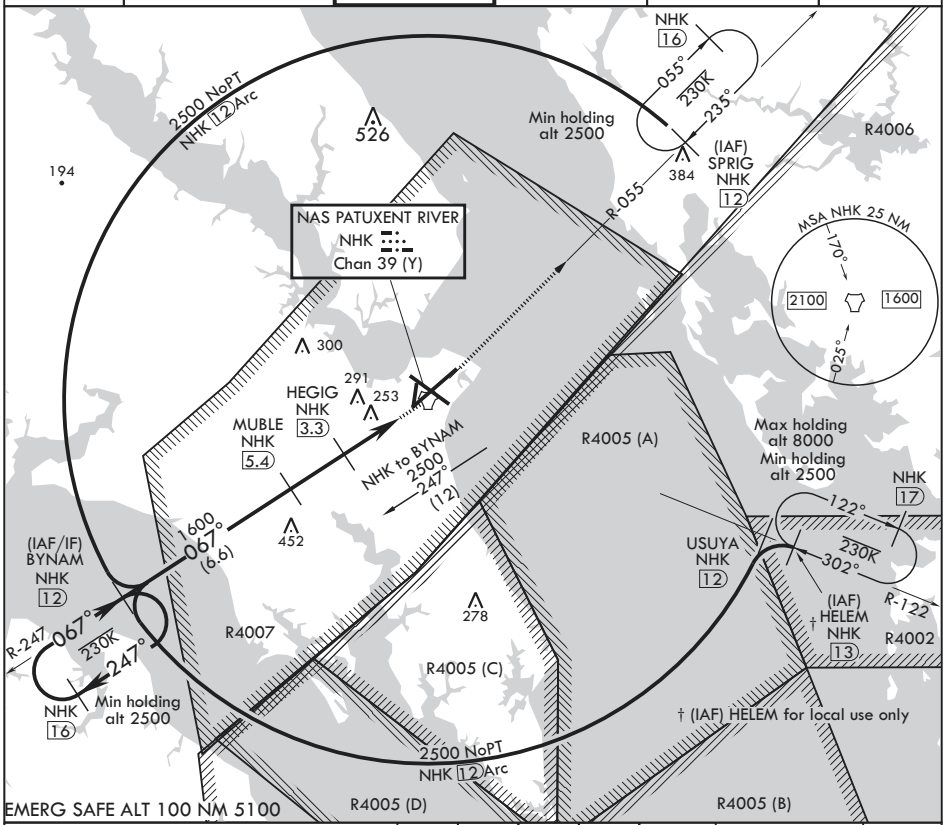
AL-314 (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

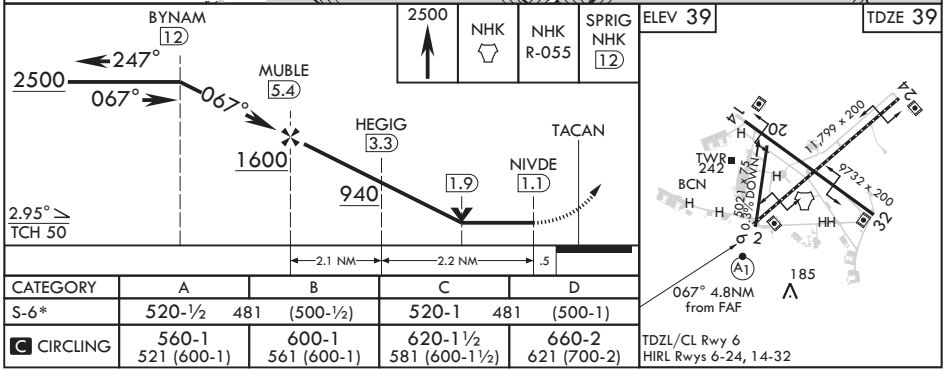
* When ALS inop, increase vis CAT AB to 1 mile, CAT CD vis to 1 3/8 miles.

ALSF-1

MISSED APPROACH: Climb to 2500 direct NHK TACAN and NHK R-055 to SPRIG and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-6*	520-½ 481 (500-½)		520-1 481 (500-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	660-2 621 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

PATUXENT RIVER, MARYLAND

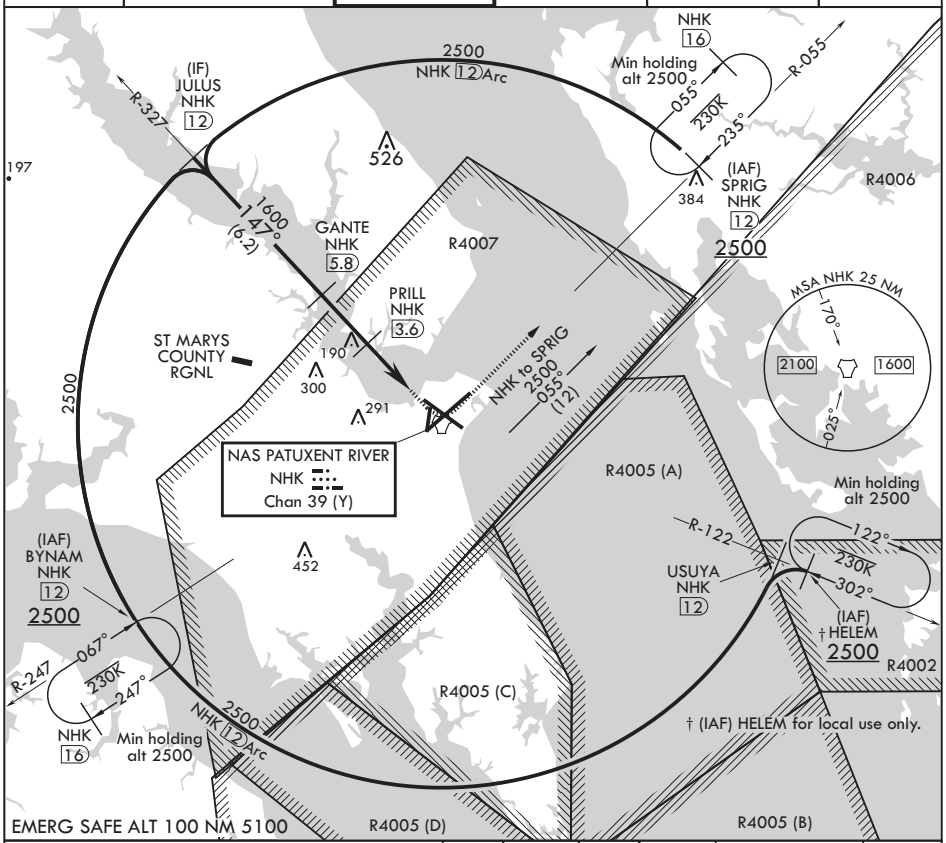
TACAN RWY 14

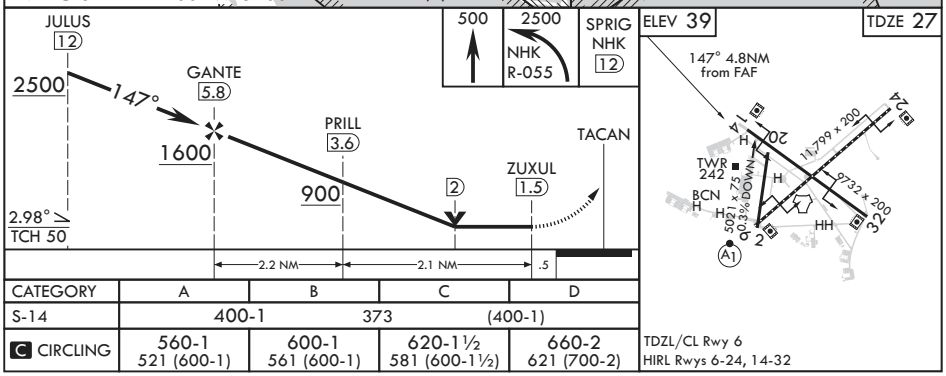
TACAN NHK Chan 39 (Y)	APCH CRS 147°	Rwy ldg 9732 TDZE 27 Arpt Elev 39

AL-314 (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 on NHK TACAN R-055 to SPRIG and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-14	400-1	373	(400-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	660-2 621 (700-2)

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NE-3, 10 SEP 2020 to 05 NOV 2020

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PATUXENT RIVER, MARYLAND

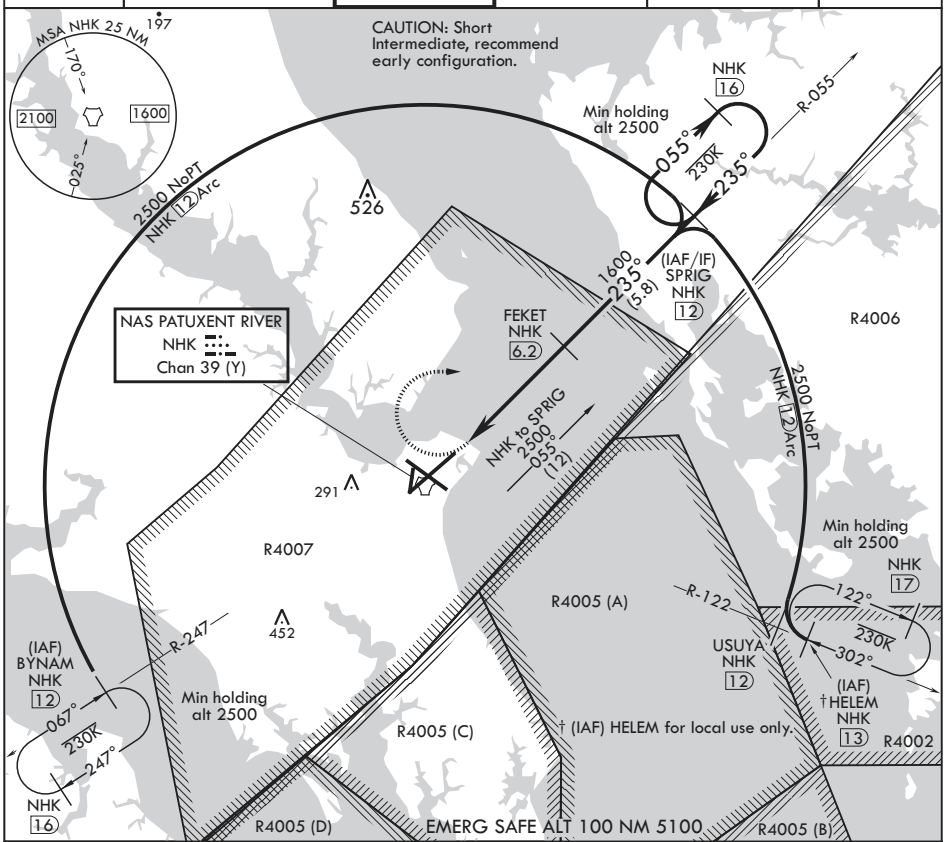
TACAN RWY 24

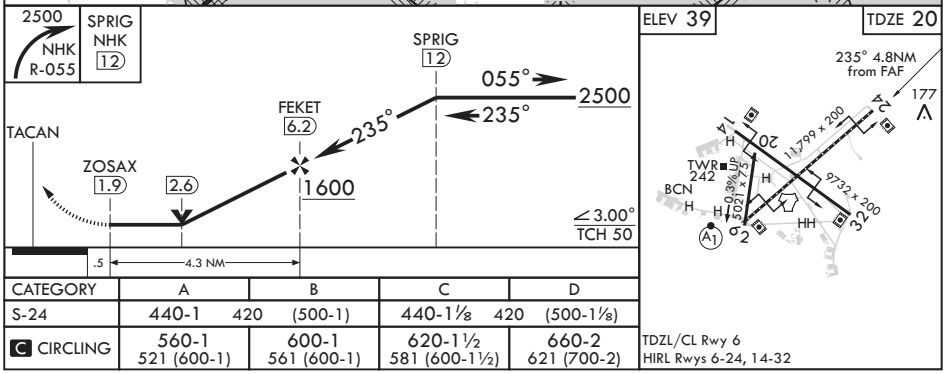
TACAN NHK Chan 39 (Y)	APCH CRS 235°	Rwy ldg 11,799 TDZE 20 Arpt Elev 39

AL-314 (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climbing right turn to 2500, intercept NHK TACAN R-055 to SPRIG and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-24	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	660-2 621 (700-2)

TDZL/CL Rwy 6
HIRL Rwys 6-24, 14-32

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

PATUXENT RIVER, MARYLAND

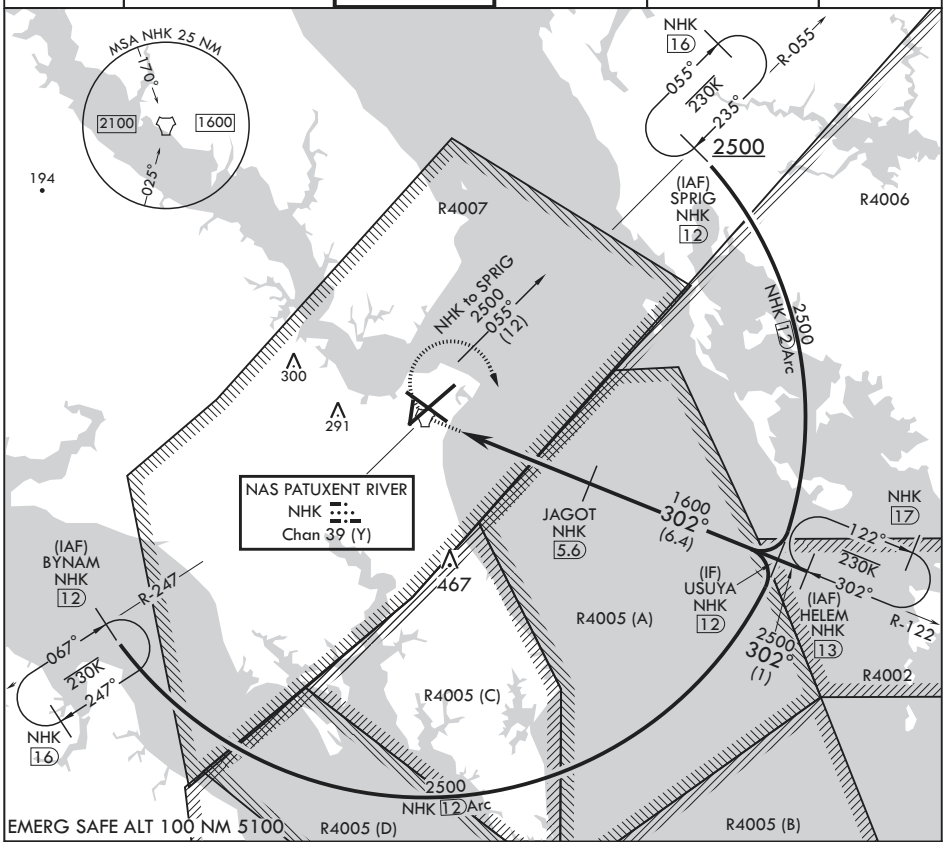
TACAN RWY 32

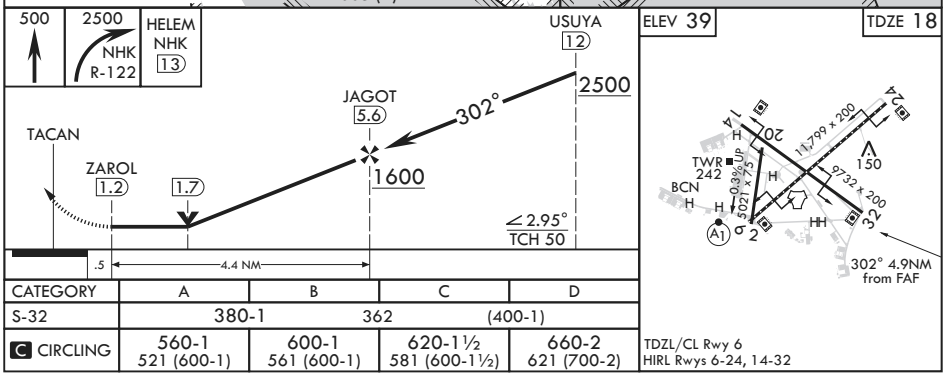
TACAN NHK Chan 39 (Y)	APCH CRS 302°	Rwy ldg 9732 TDZE 18 Arpt Elev 39

AL-314 (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 on NHK TACAN R-122 to HELEM and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-32	380-1	362	(400-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	660-2 621 (700-2)

TDZL/CL Rwy 6
HIRL Rwys 6-24, 14-32

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

PATUXENT RIVER, MARYLAND

NDB/DME RWY 6

AL-314 [USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

NDB NHK	APCH CRS	Rwy ldg 11,799
400	065°	TDZE 39
		Arpt Elev 39

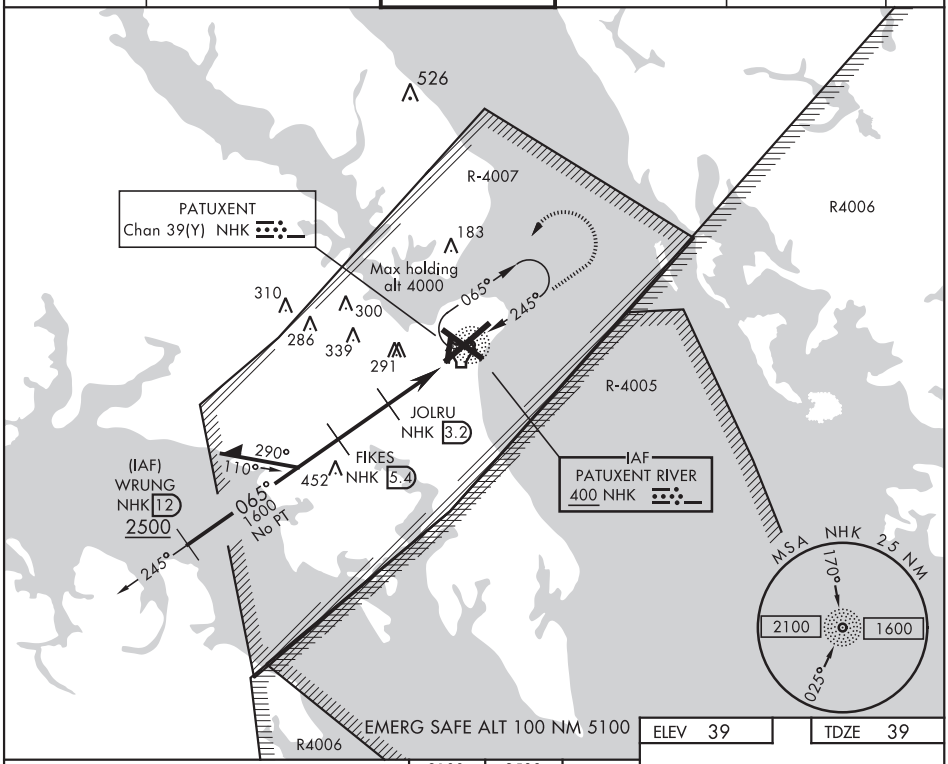
DME or RADAR required.

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

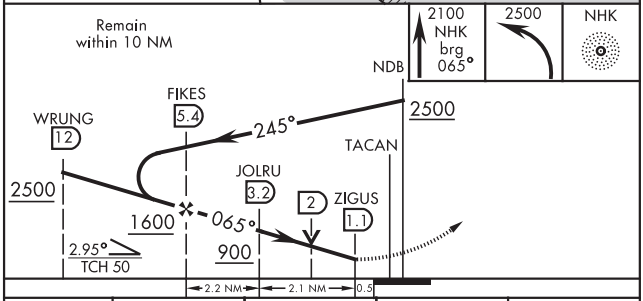
ALSF-1

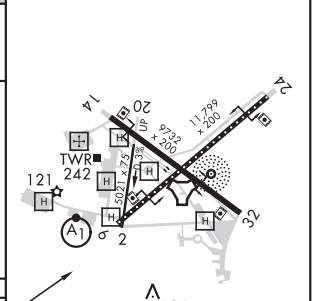
MISSED APPROACH: Climb to 2100 on 065° bearing from NHK NDB, then climbing left turn to 2500 direct NHK NDB and hold.

ATIS	PATUXENT APP/DEP CON	PATUXENT TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



ELEV 39	TDZE 39

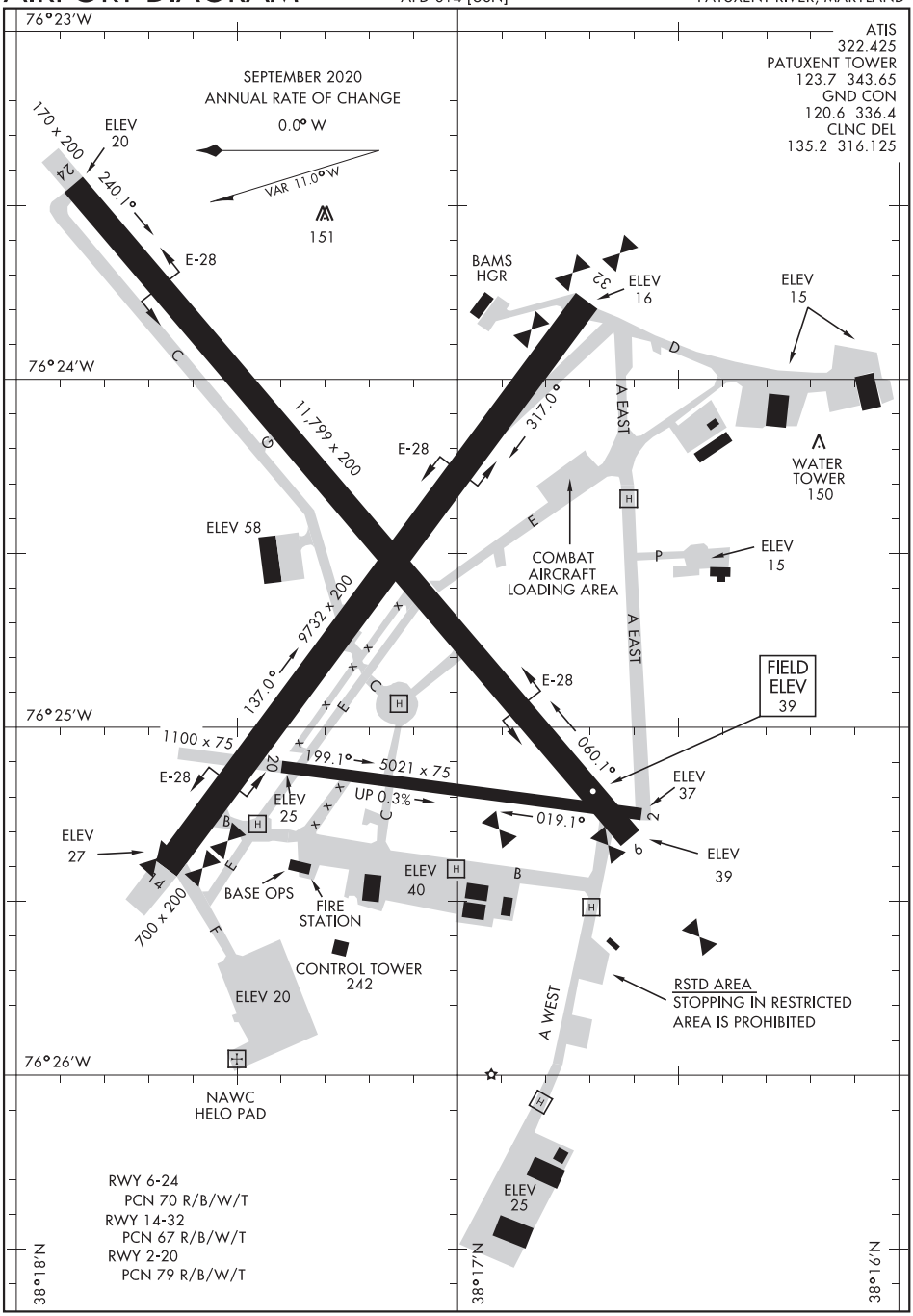




CATEGORY	A	B	C	D
S-6 *	560-¾ 521 (600-¾)		560-1 521 (600-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	660-2 621 (700-2)

HIRL Rwy 14-32, 6-24

NE-3, 10 SEP 2020 to 05 NOV 2020

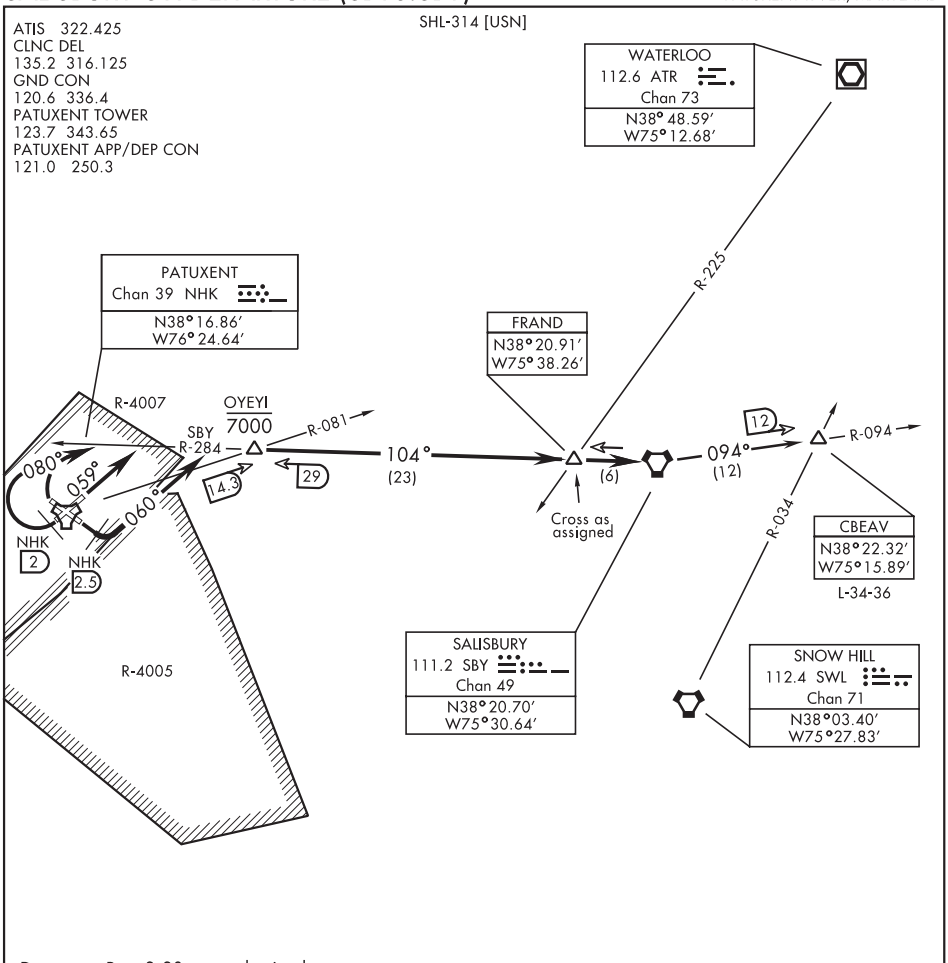

76°23'W
76°24'W
76°25'W
76°26'W
38°18'N
38°17'N
38°16'N
ATIS
322.425
PATUXENT TOWER
123.7 343.65
GND CON
120.6 336.4
CLNC DEL
135.2 316.125
SEPTEMBER 2020
ANNUAL RATE OF CHANGE
0.0° W
VAR 11.0° W
151
170 x 200
ELEV 20
240.1°
E-28
11,799 x 200
BAMS HGR
ELEV 16
ELEV 15
317.0°
A EAST
WATER TOWER 150
ELEV 58
COMBAT AIRCRAFT LOADING AREA
ELEV 15
9732 x 200
137.0°
FIELD ELEV 39
060.1°
1100 x 75
199.1°
5021 x 75
UP 0.3%
ELEV 25
ELEV 37
019.1°
ELEV 27
ELEV 39
ELEV 40
BASE OPS
FIRE STATION
700 x 200
CONTROL TOWER 242
ELEV 20
A WEST
RSTD AREA
STOPPING IN RESTRICTED AREA IS PROHIBITED
NAWC HELO PAD
ELEV 25
RWY 6-24
PCN 70 R/B/W/T
RWY 14-32
PCN 67 R/B/W/T
RWY 2-20
PCN 79 R/B/W/T
NE-3, 10 SEP 2020 to 05 NOV 2020

20254

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

SALISBURY-SIX DEPARTURE (SBY6.SBY)

PATUXENT RIVER, MARYLAND



Departure Rwy 2-20 not authorized.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 6: Climb to 6000 to heading 059°, thence...

TAKE-OFF RWY 14: Climbing left turn to 6000 to heading 060° within NHK TACAN 2.5 DME, thence...

TAKE-OFF RWY 24: Climb on heading 239° to NHK TACAN 2 DME, then climbing right turn to 6000 to heading 080°, thence...

TAKE-OFF RWY 32: Climbing right turn to 6000 to heading 080°, thence...

Intercept SBY VORTAC R-284, then on SBY R-284 to SBY. Cross FRAND as assigned. Then on assigned route or transition..

CBEAV TRANSITION (SBY6.CBEAV): Then on SBY R-094 to CBEAV.

NE-3, 10 SEP 2020 to 05 NOV 2020

SALISBURY-SIX DEPARTURE (SBY6.SBY)

PATUXENT RIVER, MARYLAND

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

Amdt 1 25MAY17

SWABY-EIGHT DEPARTURE (SWABY8.SWABY)

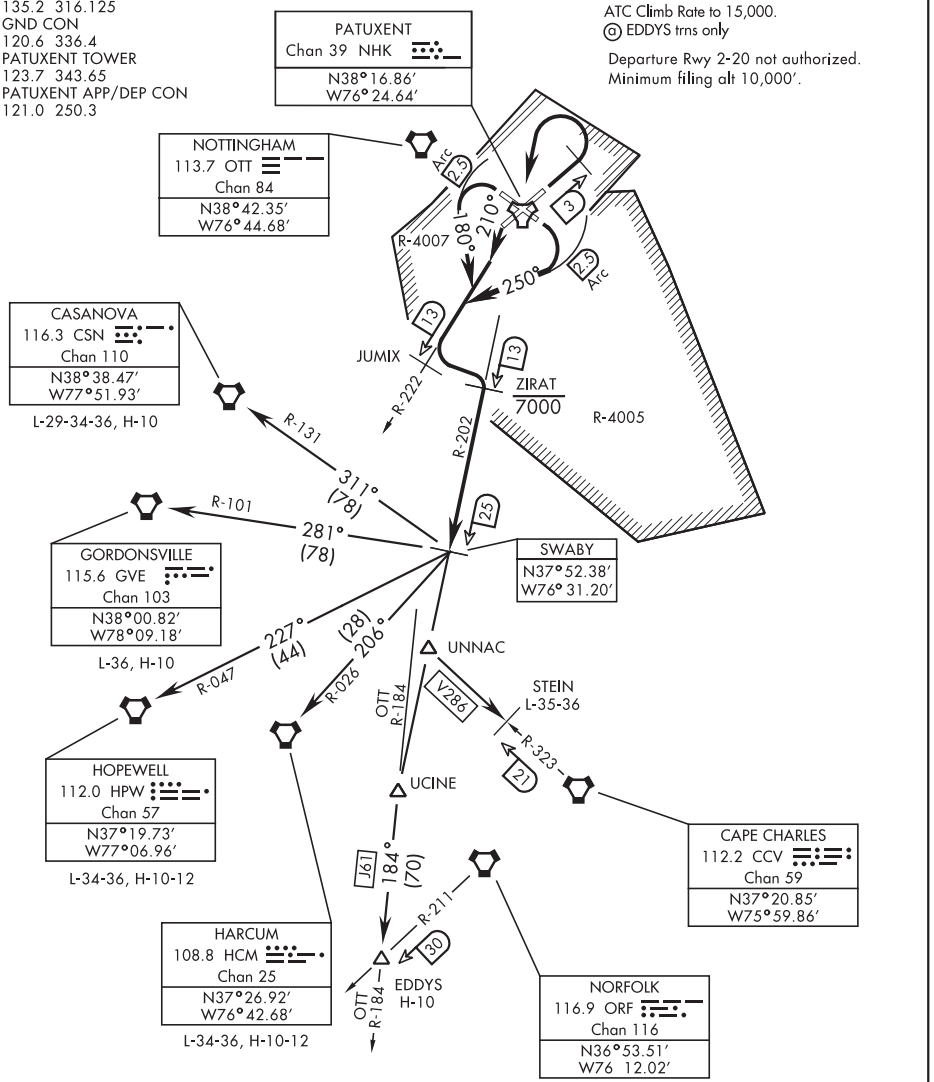
SHL-314 [USN] PATUXENT RIVER, MARYLAND

Rwy	Knots	60	120	180	240	300	360
ⓐ	V/V(fpm)	602	1204	1806	2408	3010	3612

ATIS 322.425
CLNC DEL
135.2 316.125
GND CON
120.6 336.4
PATUXENT TOWER
123.7 343.65
PATUXENT APP/DEP CON
121.0 250.3

ATC Climb Rate to 15,000.
ⓐ EDDYS trns only

Departure Rwy 2-20 not authorized.
Minimum filing alt 10,000′.



ATC BRIEF
REQUIRED
135.2 316.125

TACAN REQUIRED

Note: Chart not to scale

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 059°, at NHK TACAN 3 DME turn left direct NHK to 3000, thence...

TAKE-OFF RWY 14: Climbing right turn to 3000 heading 250° within NHK TACAN 2.5 DME, intercept NHK R-222, thence...

TAKE-OFF RWY 24: Climbing left turn to 3000 heading 210°, intercept NHK TACAN R-222, thence...

TAKE-OFF RWY 32: Climbing left turn to 3000 heading 180°, intercept NHK TACAN R-222, thence...

...then on depicted route to the assigned transition or expect radar vectors. Cross ZIRAT at or below 7000.

CASANOVA TRANSITION (SWABY8.CSN): Then on CSN VORTAC R-131 to CSN.

EDDYS TRANSITION (SWABY8.EDDYS): Then on NHK R-202 to UCINE, then via OTT R-184 to EDDYS. Cross SWABY at or above 15,000.

GORDONSVILLE TRANSITION (SWABY8.GVE): Then on GVE VORTAC R-101 to GVE.

HARCUM TRANSITION (SWABY8.HCM): Then on HCM VORTAC R-026 to HCM.

HOPEWELL TRANSITION (SWABY8.HPW): Then on HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY8.STEIN): Then on NHK R-202 to UNNAC, then via CCV VORTAC R-323 to STEIN.

WAAS CH 70705 W05A	APP CRS 051°	Rwy ldg 5002 TDZE 193 Apt Elev 193

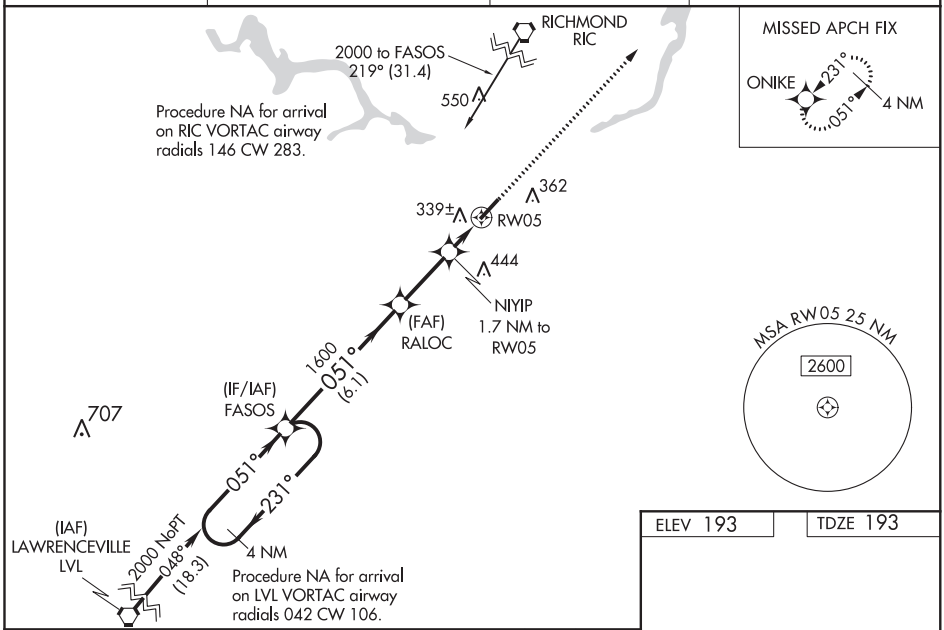
RNAV (GPS) RWY 5
DINWIDDIE COUNTY (PTB)

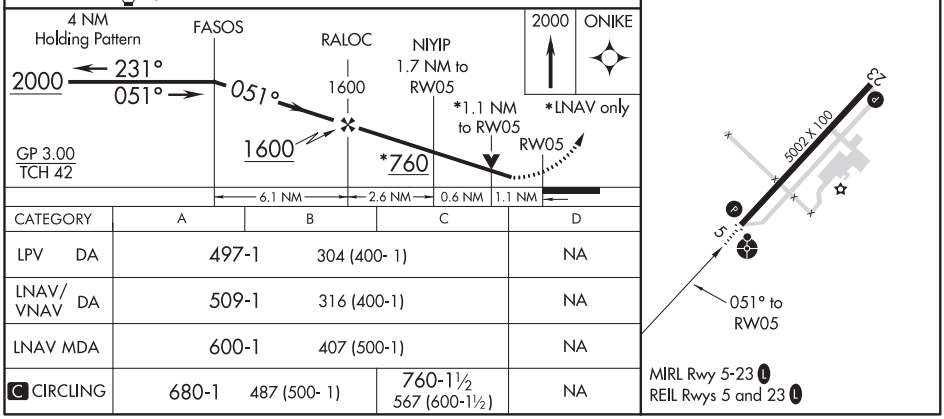
T A Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat A and B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Richmond Executive-Chesterfield County altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Richmond Executive-Chesterfield County altimeter setting: increase LPV DA to 534 feet and LNAV/VNAV DA to 546 feet and all MDA 40 feet; increase LNAV Cat C visibility ⅛ mile and increase Circling Cat C visibility ¼ mile. For inop ODALS when using Richmond Executive-Chesterfield County altimeter setting, increase LPV all Cats visibility and LNAV/VNAV all Cats visibility to 1⅛ mile. Inop table does not apply to LNAV Cat A and B when using Richmond Executive-Chesterfield County altimeter setting. For inop ODALS, increase LNAV Cat C visibility to 1⅛ mile.

ODALS

MISSED APPROACH: Climb to 2000 direct ONIKE and hold.

AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	126.75	307.2	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	497-1	304 (400- 1)		NA
LNAV/VNAV DA	509-1	316 (400-1)		NA
LNAV MDA	600-1	407 (500-1)		NA
C CIRCLING	680-1	487 (500- 1)	760-1½ 567 (600-1½)	NA

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

PETERSBURG, VIRGINIA | AL-5664 (FAA) | 19339

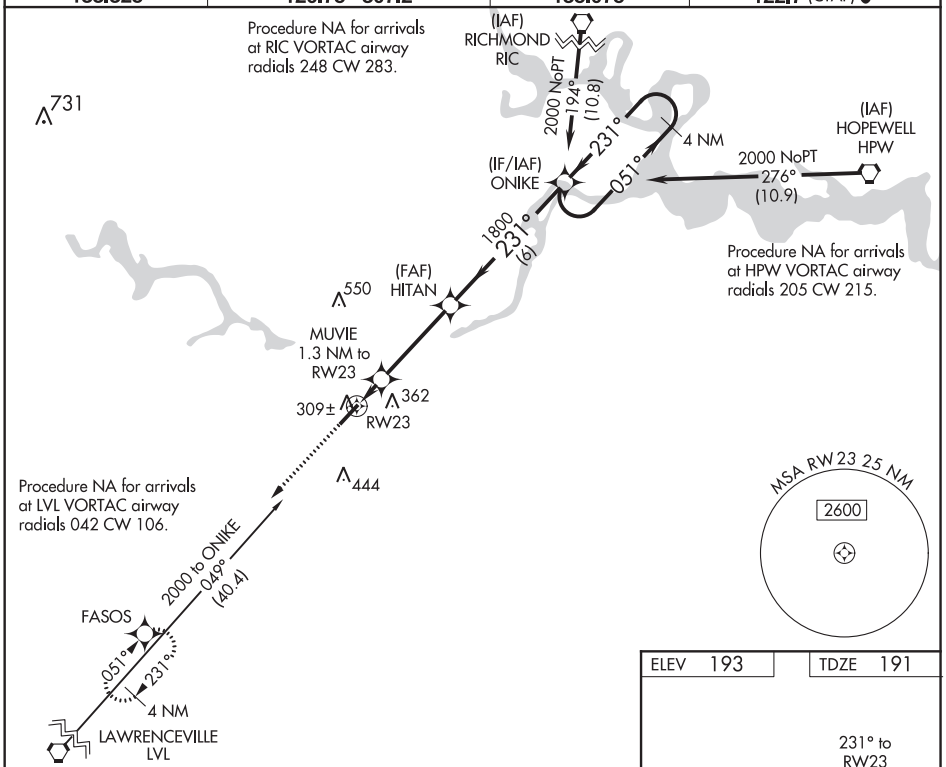
WAAS CH 86706 W23A	APP CRS 231°	Rwy ldg 5002 TDZE 191 Apt Elev 193

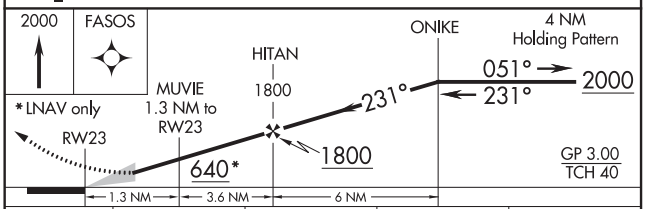
RNAV (GPS) RWY 23
DINWIDDIE COUNTY (PTB)

T A Baro-VNAV NA when using Richmond Executive-Chesterfield County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Executive-Chesterfield County altimeter setting: increase LPV DA to 478 feet and LNAV/VNAV DA to 517 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility and LNAV Cat C visibility ⅛ mile, and increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct FASOS and hold.

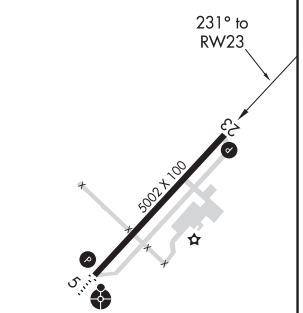
AWOS-3	POTOMAC APP CON	GCO	UNICOM
133.325	126.75 307.2	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	441-1	250 (300-1)		NA
LNAV/VNAV DA	480-1	289 (300-1)		NA
LNAV MDA	560-1	369 (400- 1)		NA
C CIRCLING	680-1	487 (500- 1)	760-1½ 567 (600-1½)	NA

ELEV 193 | TDZE 191



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC RWY 5
DINWIDDIE COUNTY (PTB)

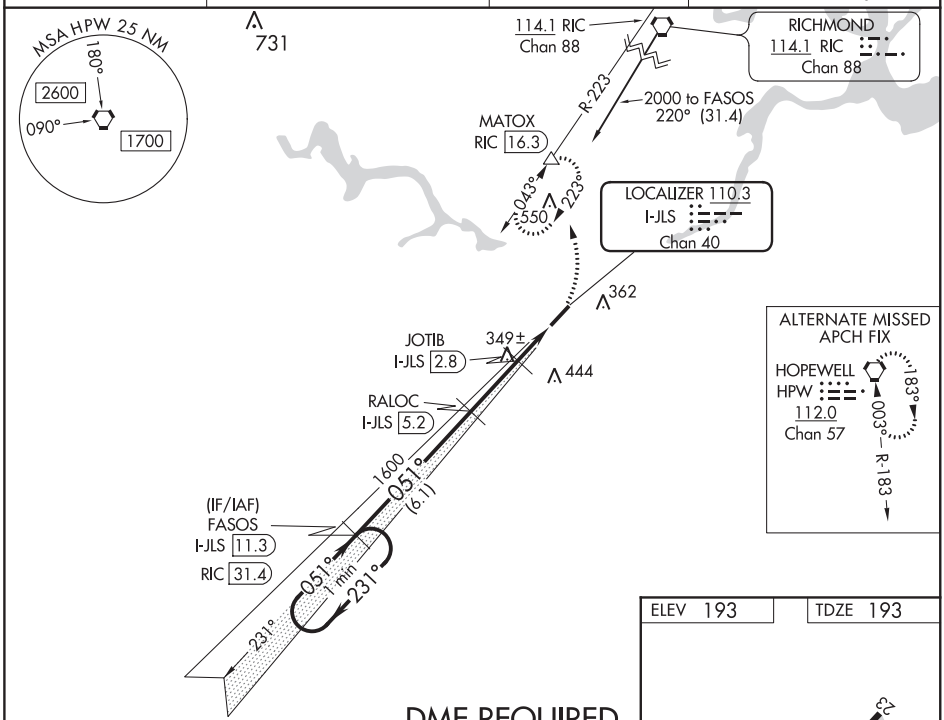
LOC/DME I-JLS	APP CRS	Rwy ldg	5002
110.3	051°	TDZE	193
		Apt Elev	193

DME required. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Richmond Executive-Chesterfield County altimeter setting. When local altimeter setting not received, use Richmond Executive-Chesterfield County altimeter setting and increase all MDA 40 feet; increase S-LOC 5 Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. For inop ODALS, increase S-LOC 5 Cat C visibility to 1⅛ mile. Inop table does not apply to S-LOC 5 Cat A and B. Inop table does not apply to S-LOC Cat A and B when using Richmond Executive-Chesterfield County altimeter setting.

ODALS

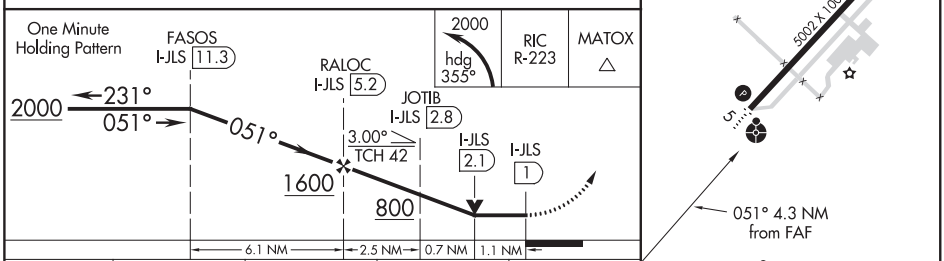
MISSED APPROACH: Climbing left turn to 2000 on heading 355° and on RIC VORTAC R-223 to MATOX/RIC 16.3 DME and hold.

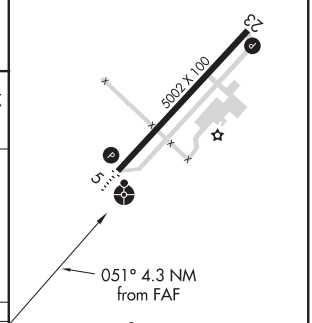
AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	126.75	307.2	135.075	122.7 (CTAF) L



DME REQUIRED

ELEV 193	TDZE 193





MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-5	600-1 407 (500-1)			NA
C CIRCLING	680-1 487 (500-1)		760-1½ 567 (600-1½)	NA

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

PETERSBURG, VIRGINIA | AL-5664 (FAA) | 20254

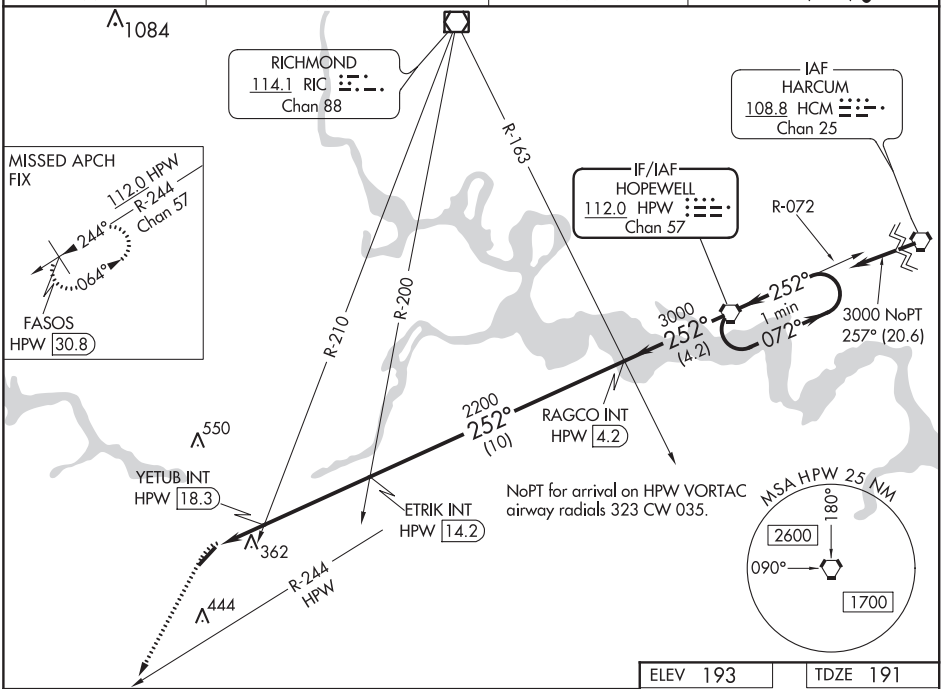
VOR RWY 23
DINWIDDIE COUNTY (PTB)

VORTAC HPW	APP CRS	Rwy ldg	5002
112.0	252°	TDZE	191
Chan 57		Apt Elev	193

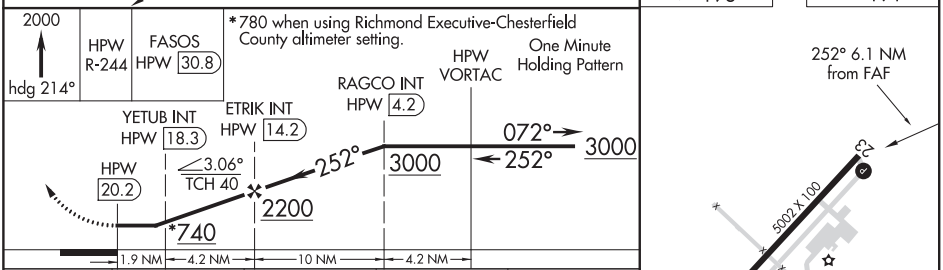
When local altimeter setting not received, use Richmond Executive-Chesterfield County altimeter setting and increase all MDA 40 feet; increase S-23 Cat C and Circling Cat C visibility ⅛ mile and YETUB fix minimums S-23 Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. DME required.

MISSED APPROACH: Climb to 2000 on heading 214° and HPW R-244 to FASOS/HPW 30.8 DME and hold.

AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	126.75	307.2	135.075	122.7 (CTAF) L



ELEV 193	TDZE 191



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

CATEGORY	A	B	C	D
S-23	740-1 549 (600-1)		740-1⅝ 549 (600-1⅝)	NA
C CIRCLING	740-1 547 (600-1)		760-1⅝ 567 (600-1⅝)	NA
YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-23	620-1 429 (500-1)		620-1¼ 429 (500-1¼)	NA
C CIRCLING	680-1 487 (500-1)		760-1½ 567 (600-1½)	NA

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ABERDEEN, MARYLAND

RNAV (GPS) RWY 22

AL-555 (USA)

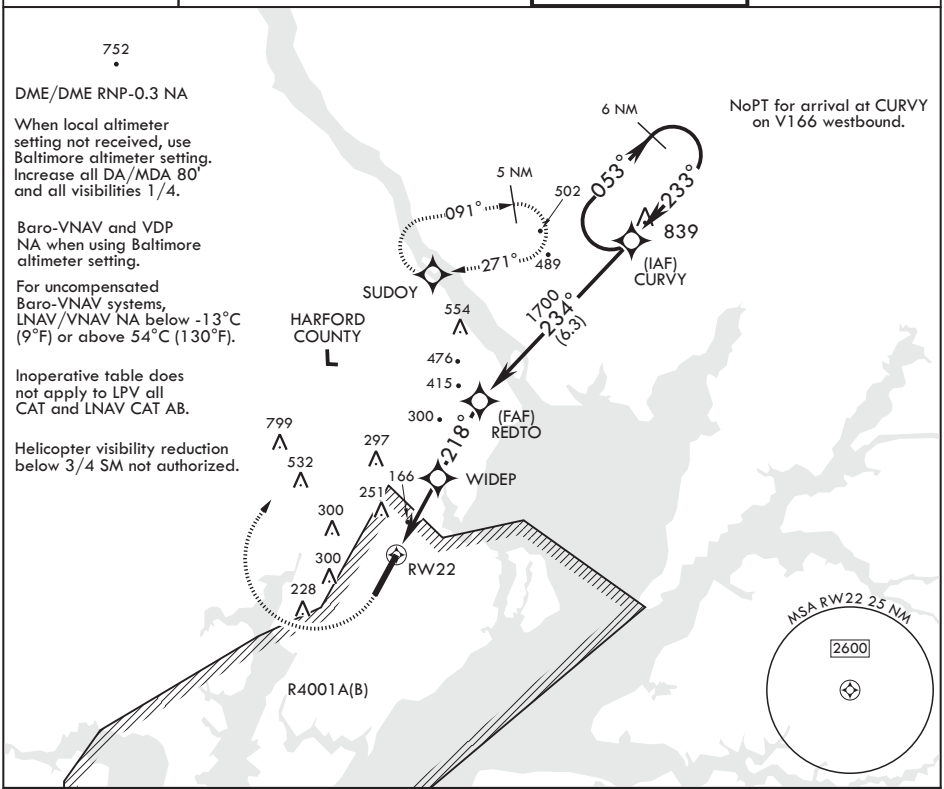
PHILLIPS AAF (ABERDEEN PROVING GROUND) (KAPG)

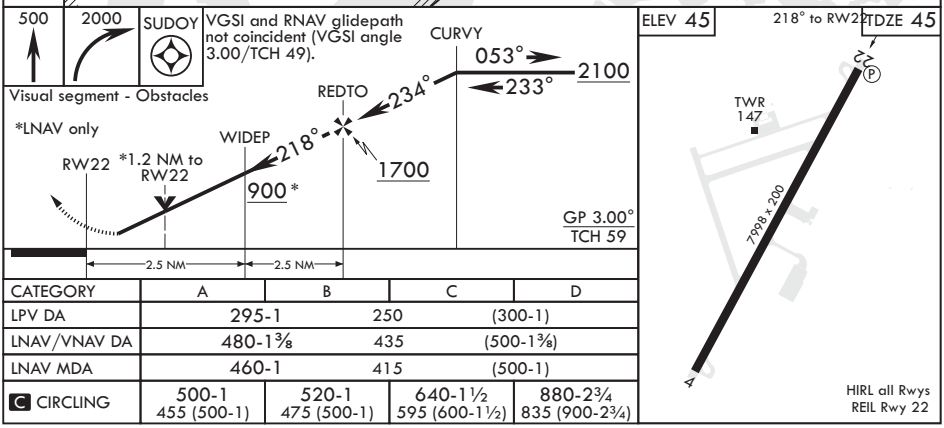
WAAS CH 70342 W22A	APCH CRS 218°	Rwy ldg 7998 TDZE 45 Arpt Elev 45

T A

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct SUDOY and hold.

ATIS★	POTOMAC APP CON/DEP CON	TOWER★	GND CON
124.425	125.525 291.625	126.15 229.6	121.9





CATEGORY	A	B	C	D
LPV DA	295-1	250	(300-1)	
LNAV/VNAV DA	480-1⅜	435	(500-1⅜)	
LNAV MDA	460-1	415	(500-1)	
C CIRCLING	500-1 455 (500-1)	520-1 475 (500-1)	640-1½ 595 (600-1½)	880-2¾ 835 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

20254

QUANTICO, VIRGINIA

RNAV (GPS) RWY 2

APCH CRS	Rwy ldg	4250
026°	TDZE	10
	Arpt Elev	11

AL-339 (USN)

QUANTICO MCAF (KNYG)

* Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct BRV VORTAC and hold.

ATIS	POTOMAC APP CON/DEP CON	TOWER	GND CON	ASR/PAR
263.15	128.525 306.925	118.6 360.2	121.75 340.2	

RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

Wheel crossing height
Group 3: 15 ft;
Group 4: 10 ft (is less than the minimum height).

476

RW02

026°

(FAF) POWLL

494

Max holding alt 4000
Min holding alt 2000

1800

021° (4.4)

244°

4 NM

230K

064°

685

(IAF/IF) BROOKE BRV

2000 NoPT 036° (10)

2000 NoPT 323° (11.4)

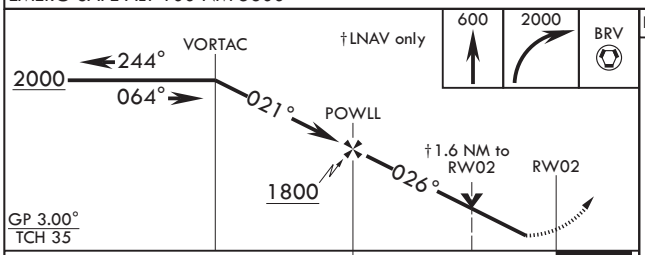
(IAF) FALKO 2000

(IAF) GRUBY 2000

MSA RW02 25 NM

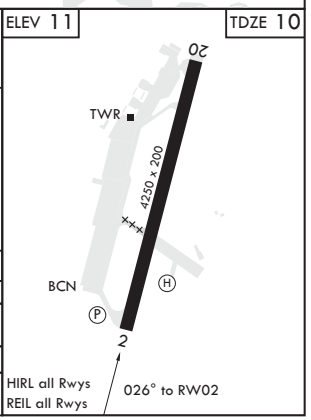
2500

EMERG SAFE ALT 100 NM 5600



ELEV 11

TDZE 10



CATEGORY	A	B	C	D
LNAV/VNAV DA	432-1¼ 422 (500-1¼)	443-1¼ 433 (500-1¼)	451-1⅜ 441 (500-1⅜)	462-1⅜ 452 (500-1⅜)
LNAV MDA	560-1 550 (600-1)		560-1⅝ 550 (600-1⅝)	
CIRCLING*	560-1 549 (600-1)	640-1 629 (700-1)	720-2 709 (800-2)	800-2½ 789 (800-2½)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

QUANTICO, VIRGINIA

TACAN RWY 2

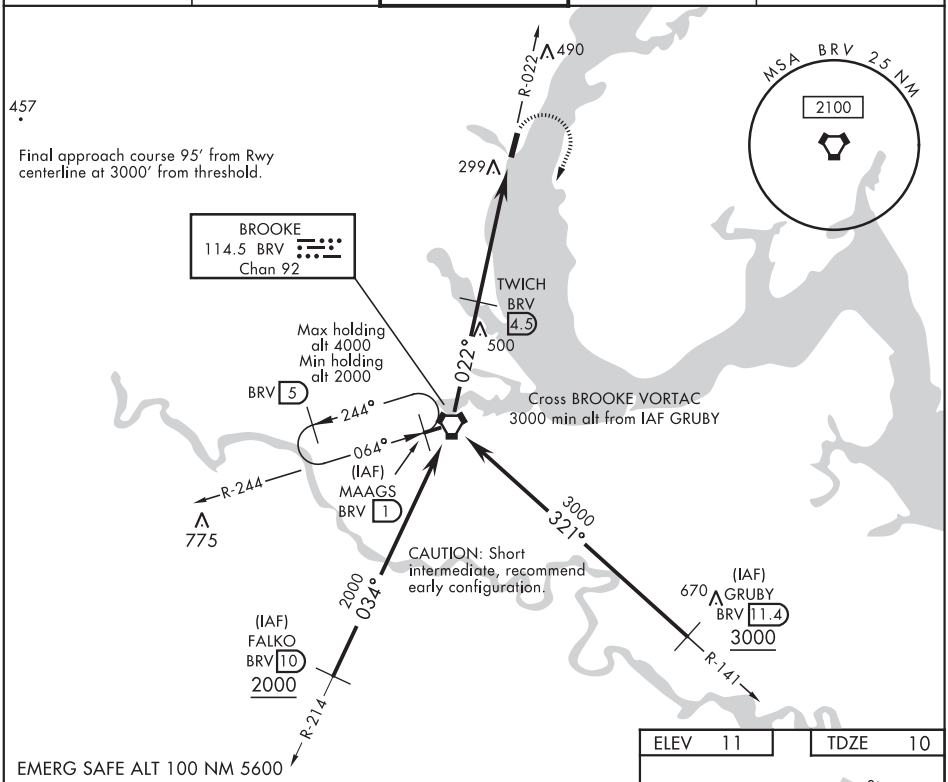
BRV VORTAC	APCH CRS	Rwy ldg 4250
114.5	022°	TDZE 10
Chan 92		Arpt Elev 11

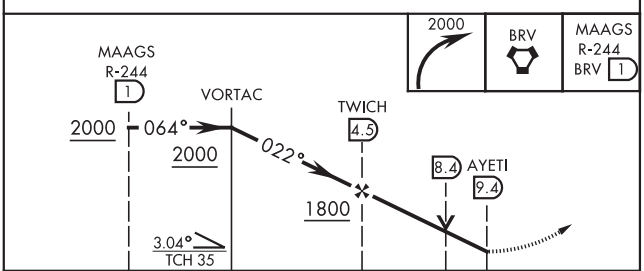
AL-339 [USN] QUANTICO MCAF (TURNER FIELD) (KNYG)

* Circling not authorized W of Rwy 2-20.

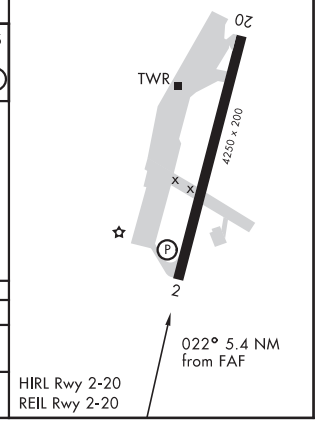
MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via BRV R-244 to MAAGS and hold.

ATIS ★	POTOMAC APP CON	QUANTICO TOWER ★	GND CON	ASR/PAR
263.15	128.525 306.925	118.6 360.2	121.75 340.2	





ELEV 11 | TDZE 10



CATEGORY	A	B	C	D
S-2	560-1 550 (600-1)		560-1⅝ 550 (600-1⅝)	
CIRCLING *	560-1 549 (600-1)	640-1 629 (700-1)	720-2 709 (800-2)	800-2½ 789 (800-2½)

HIRL Rwy 2-20
REIL Rwy 2-20

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

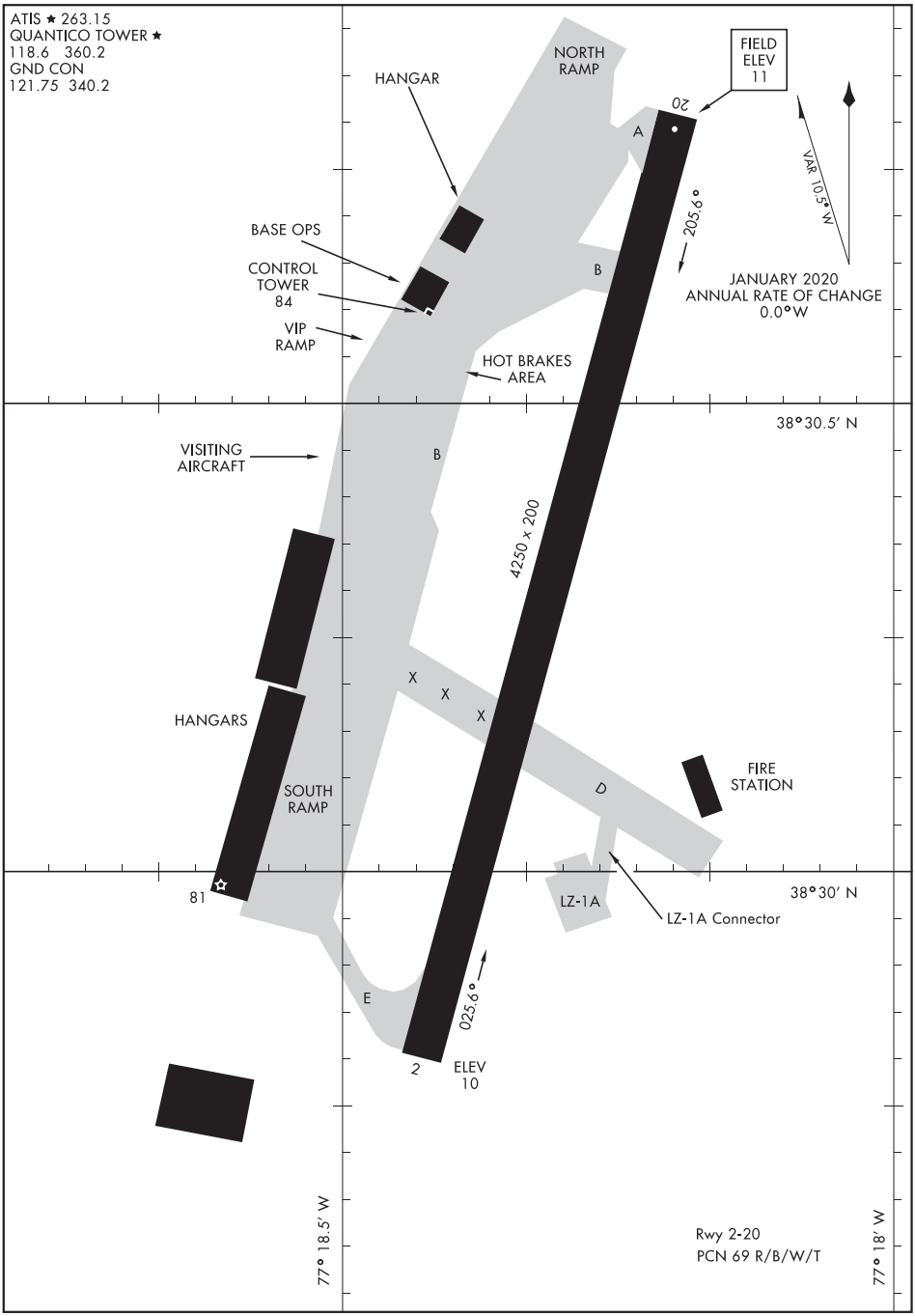
20030

AIRPORT DIAGRAM

AFD-339 [USN]

QUANTICO MCAF (TURNER FIELD) (KNYG)

QUANTICO, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

QUANTICO, VIRGINIA

QUANTICO MCAF (TURNER FIELD) (KNYG)

WAAS CH 45932 W11A	APP CRS 106°	Rwy ldg 3600 TDZE 121 Apt Elev 121

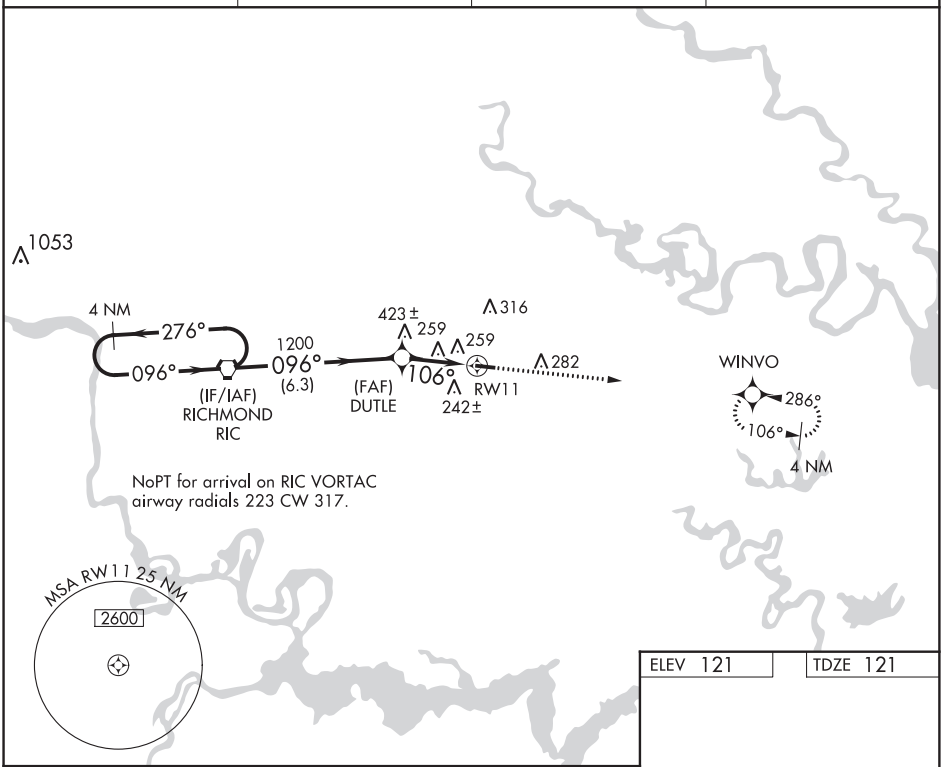
RNAV (GPS) RWY 11
NEW KENT COUNTY (W96)

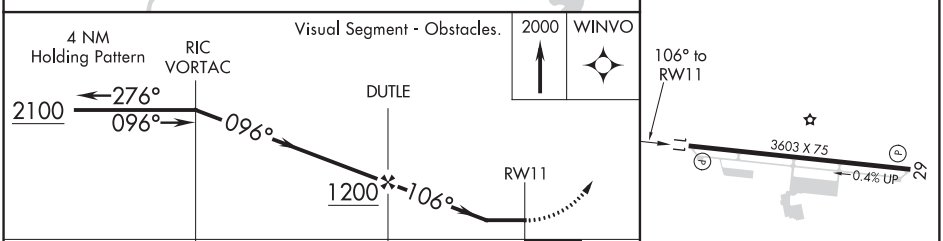
T A NA

Use Richmond Intl altimeter setting. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 2000 direct WINVO and hold.

AWOS-3	RIC ASOS	POTOMAC APP CON	UNICOM
119.875	119.15 263.025	126.4 282.375	122.8 (CTAF) L





ELEV 121 TDZE 121

CATEGORY	A	B	C	D
LP MDA	540-1	419 (500-1)	540-1⅛ 419 (500-1⅛)	NA
LNAV MDA	560-1	439 (500-1)	560-1¼ 439 (500-1¼)	NA
C CIRCLING	620-1	499 (500-1)	760-1¾ 639 (700-1¾)	NA

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

QUINTON, VIRGINIA | AL-6855 (FAA) | 20198

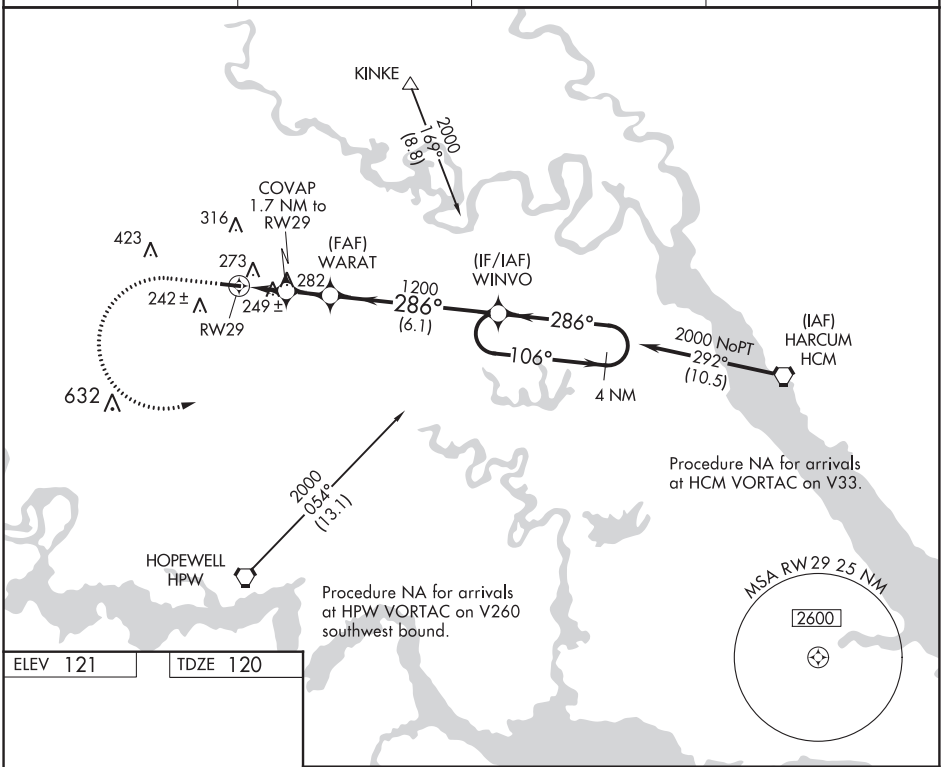
WAAS CH 90532 W29A	APP CRS 286°	Rwy ldg 3600 TDZE 120 Apt Elev 121

RNAV (GPS) RWY 29
NEW KENT COUNTY (W96)

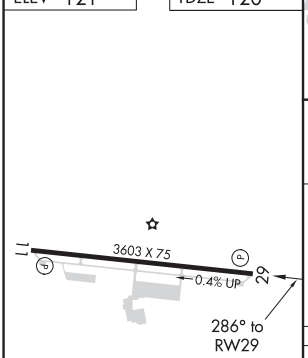
Use Richmond Intl altimeter setting. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

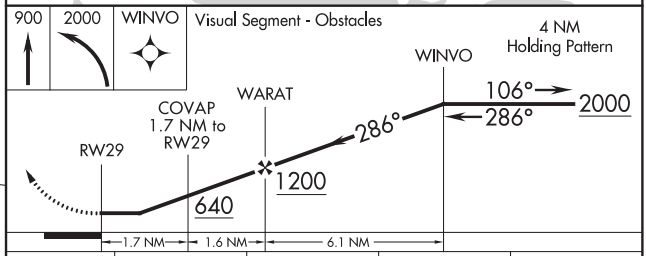
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct WINVO and hold.

AWOS-3	RIC ASOS	POTOMAC APP CON	UNICOM
119.875	119.15 263.025	126.4 282.375	122.8 (CTAF) L



ELEV 121 | TDZE 120





CATEGORY	A	B	C	D
LP MDA	540-1	420 (500-1)	540-1 1/4 420 (500-1 1/4)	NA
LNAV MDA	560-1	440 (500-1)	560-1 3/8 440 (500-1 3/8)	NA
C CIRCLING	620-1	499 (500-1)	760-1 3/4 639 (700-1 3/4)	NA

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

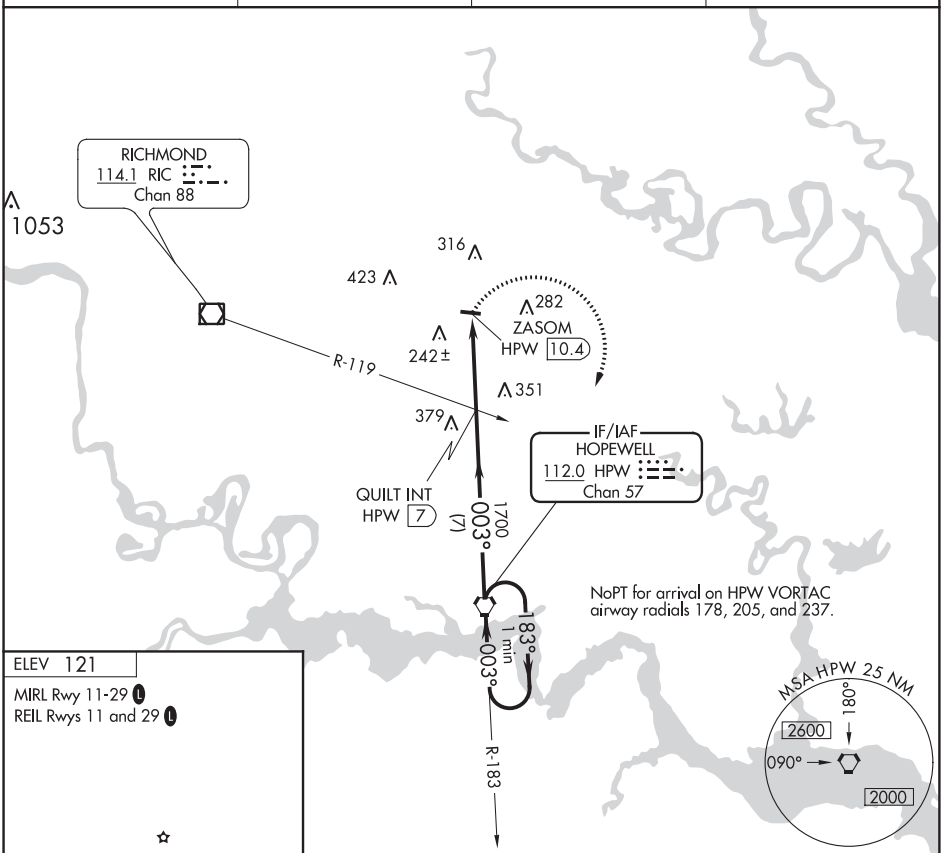
VORTAC HPW	APP CRS	Rwy ldg	N/A
112.0	003°	TDZE	N/A
Chan 57		Apt Elev	121

VOR-A
NEW KENT COUNTY (W96)

T A NA — Use Richmond Intl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

AWOS-3	RIC ASOS	POTOMAC APP CON	UNICOM
119.875	119.15 263.025	126.4 282.375	122.8 (CTAF) L

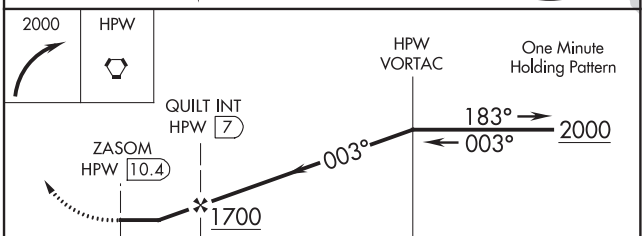


ELEV 121

MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L

003° 3.4 NM from FAF



FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
C CIRCLING	660-1 539 (600-1)		760-1¾ 639 (700-1¾)	NA

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

RICHLANDS, VIRGINIA AL-9221 (FAA) 20086

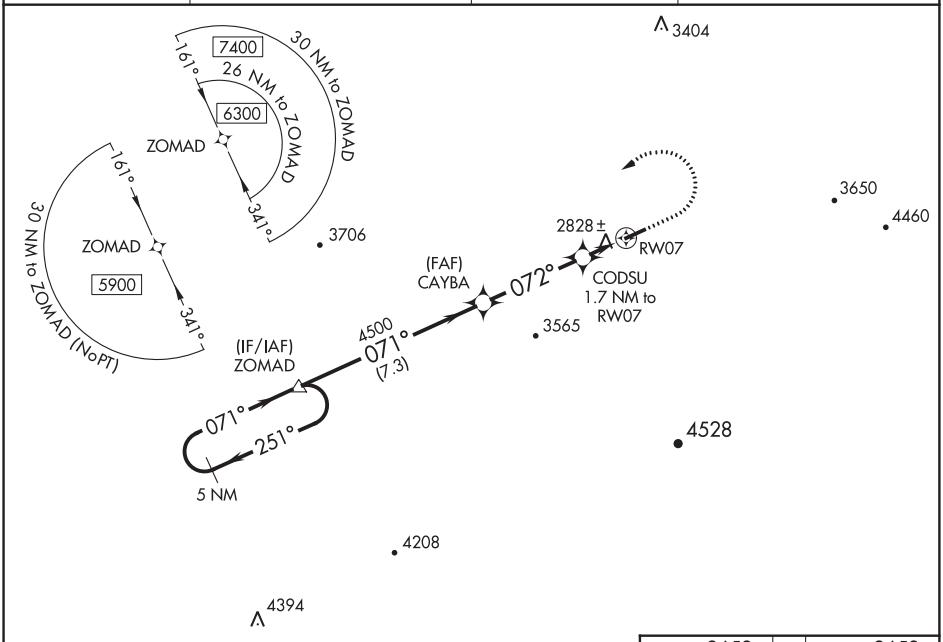
WAAS CH 63224 W07A	APP CRS 072°	Rwy ldg 4299 TDZE 2653 Apt Elev 2653

RNAV (GPS) RWY 7
TAZEWELL COUNTY (JFZ)

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wise altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile. Procedure NA at night.

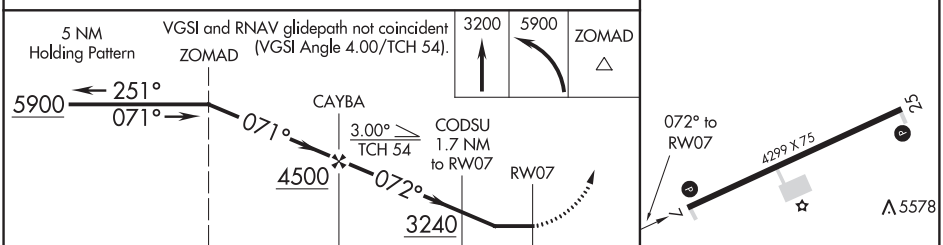
MISSED APPROACH: Climb to 3200 then climbing left turn to 5900 direct ZOMAD and hold, continue climb-in-hold to 5900.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 2653	TDZE 2653



CATEGORY	A	B	C	D
LP MDA	3080-1 427 (500-1)		3080-1¼ 427 (500-1¼)	NA
LNAV MDA	3080-1 427 (500-1)		3080-1¼ 427 (500-1¼)	NA
CIRCLING	3240-1 587 (600-1)		3240-1½ 587 (600-1½)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

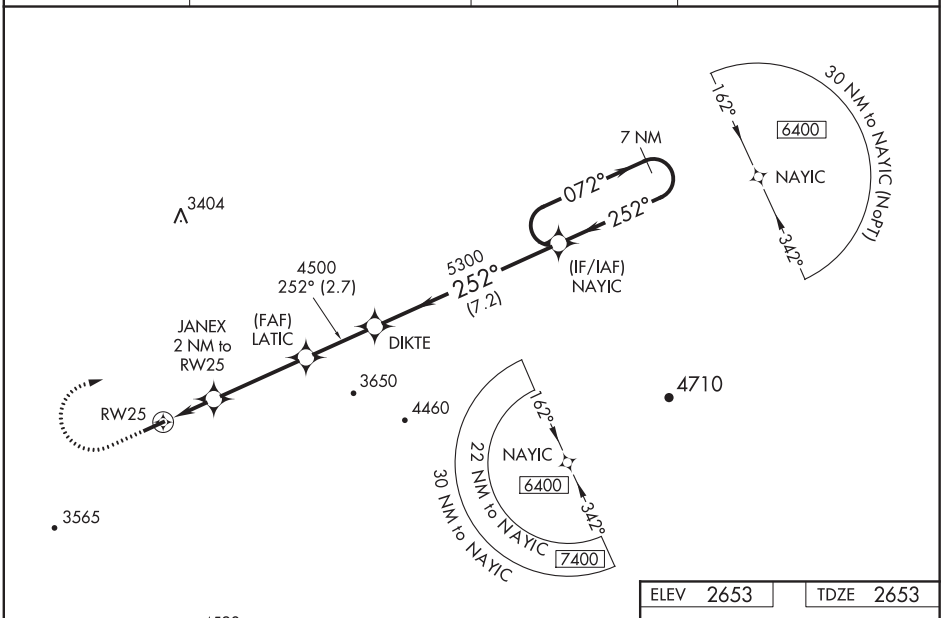
WAAS CH 53524 W25A	APP CRS 252°	Rwy ldg 4299 TDZE 2653 Apt Elev 2653

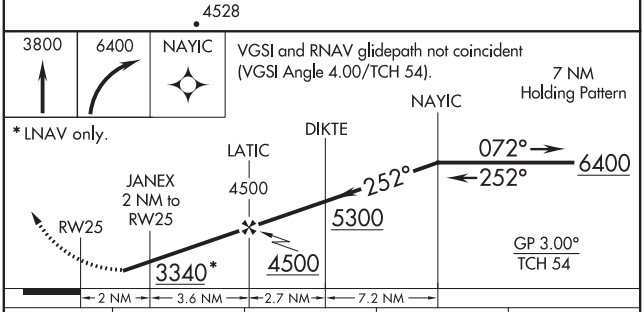
RNAV (GPS) RWY 25
TAZEWELL COUNTY (JFZ)

Baro-VNAV NA when using Wise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wise altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ⅜ mile, increase LNAV Cat C visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. When VGSI inop, Circling Rwy 7 NA at night.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6400 direct NAYIC and hold, continue climb-in-hold to 6400.

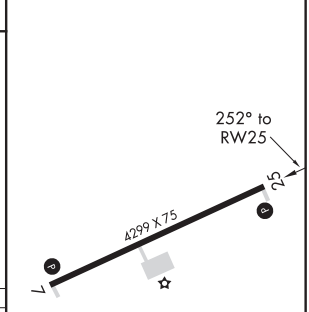
AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	3201-1⅞ 548 (600-1⅞)			NA
LNAV/VNAV DA	3210-1⅞ 557 (600-1⅞)			NA
LNAV MDA	3200-1 547 (600-1)		3200-1⅝ 547 (600-1⅝)	NA
CIRCLING	3240-1 587 (600-1)		3240-1⅝ 587 (600-1⅝)	NA

ELEV 2653	TDZE 2653



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

RICHLANDS, VIRGINIA
Amdt 1A 13NOV14
37°04'N-81°48'W
353
TAZEWELL COUNTY (JFZ)
RNAV (GPS) RWY 25

RICHLANDS, VIRGINIA

AL-9221 (FAA)

20086

LOC/DME RWY 25

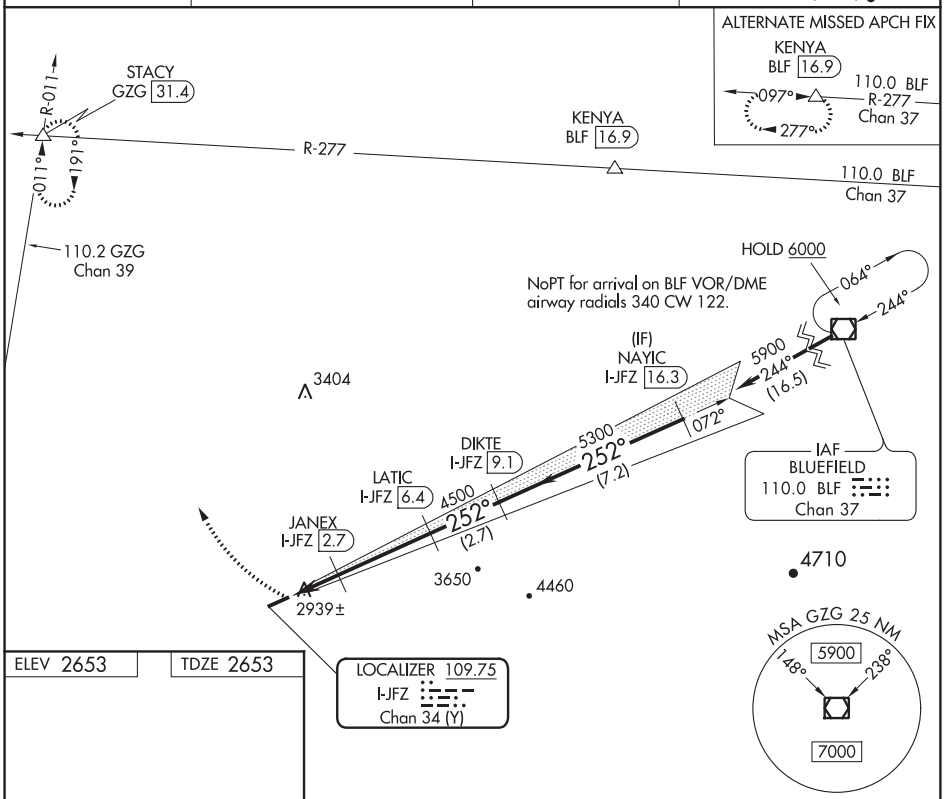
TAZEWELL COUNTY (JFZ)

LOC/DME I-JFZ	APP CRS	Rwy ldg	4299
109.75	252°	TDZE	2653
Chan 34 (Y)		Apt Elev	2653

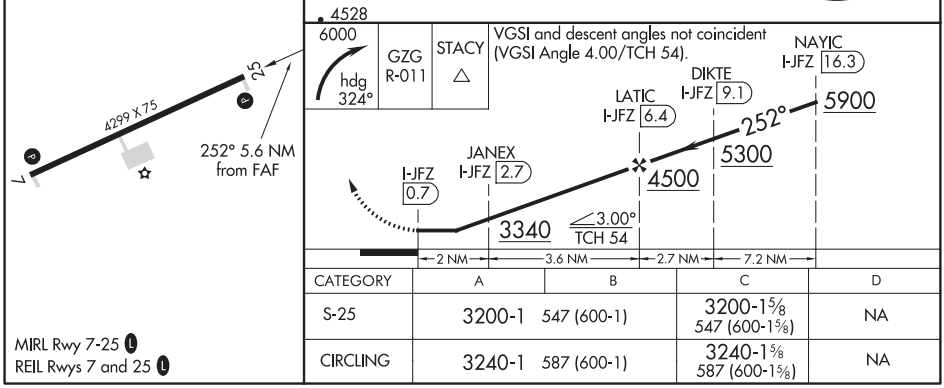
Visibility reduction by helicopters NA. When local altimeter setting not received use Wise altimeter setting and increase all MDA 100 feet, increase S-25 Cat C visibility ¼ mile and Circling Cat C visibility ⅜ mile. When VGSI inop, Straight-in/Circling Rwy 25 NA at night. When VGSI inop, Circling Rwy 7 NA at night.

MISSED APPROACH: Climbing right turn to 6000 on heading 324° and GZG R-011 to STACY INT/GZG 31.4 DME and hold.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L



ELEV 2653	TDZE 2653



CATEGORY	A	B	C	D
S-25	3200-1	547 (600-1)	3200-1⅝ 547 (600-1⅝)	NA
CIRCLING	3240-1	587 (600-1)	3240-1⅝ 587 (600-1⅝)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-CFU	APP CRS	Rwy ldg	5500
108.3	331°	TDZE	217
Chan 20		Apt Elev	236

ILS or LOC RWY 33

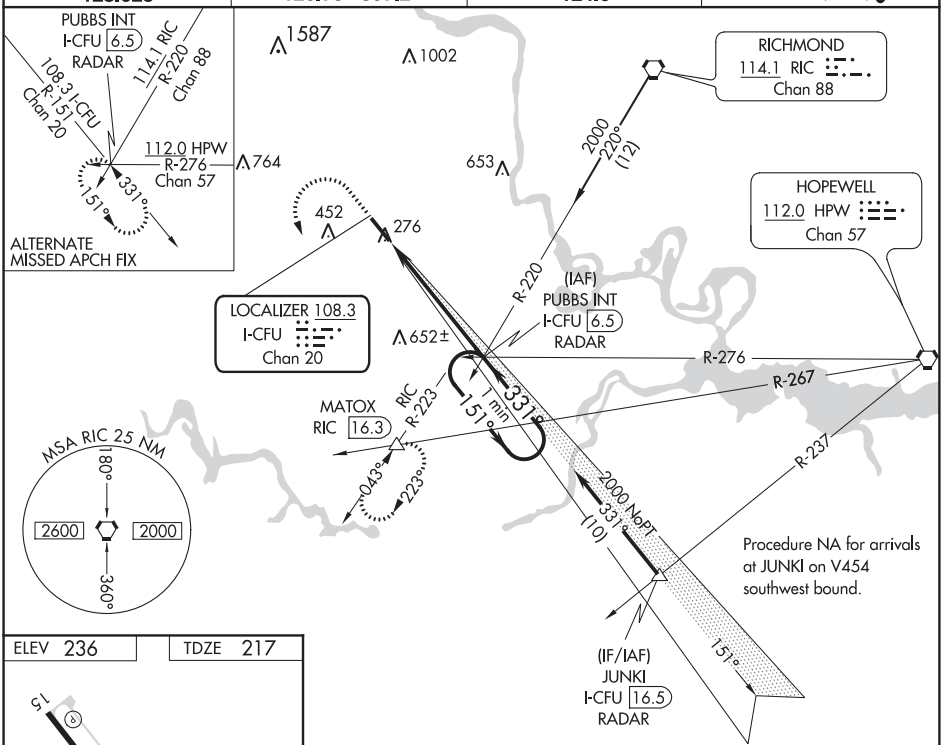
RICHMOND EXECUTIVE-CHESTERFIELD COUNTY (FCI)

When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase S-LOC 33 Cat C and D visibility ⅛ mile. VDP NA with Richmond Intl altimeter setting.

MALSR

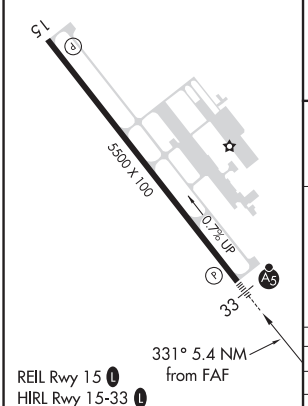
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC VORTAC R-223 to MATOX INT/RIC 16.3 DME and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L



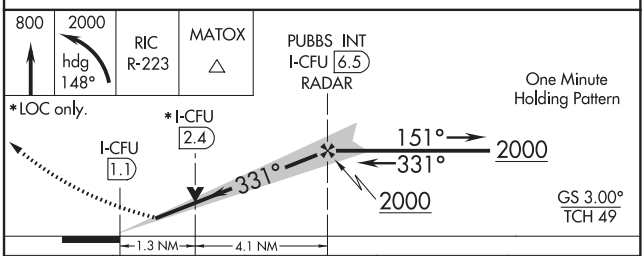
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 236 TDZE 217



REIL Rwy 15 L
HIRL Rwy 15-33 L

FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48



CATEGORY	A	B	C	D
S-ILS 33	417-½ 200 (200-½)			
S-LOC 33	660-½ 443 (500-½)		660-⅞ 443 (500-⅞)	
CIRCLING	720-1 484 (500-1)		760-1½ 524 (600-1½)	800-2 564 (600-2)

RICHMOND, VIRGINIA | AL-6066 (FAA) | 19311

WAAS CH 63216 W15A	APP CRS 151°	Rwy ldg 5500 TDZE 236 Apt Elev 236

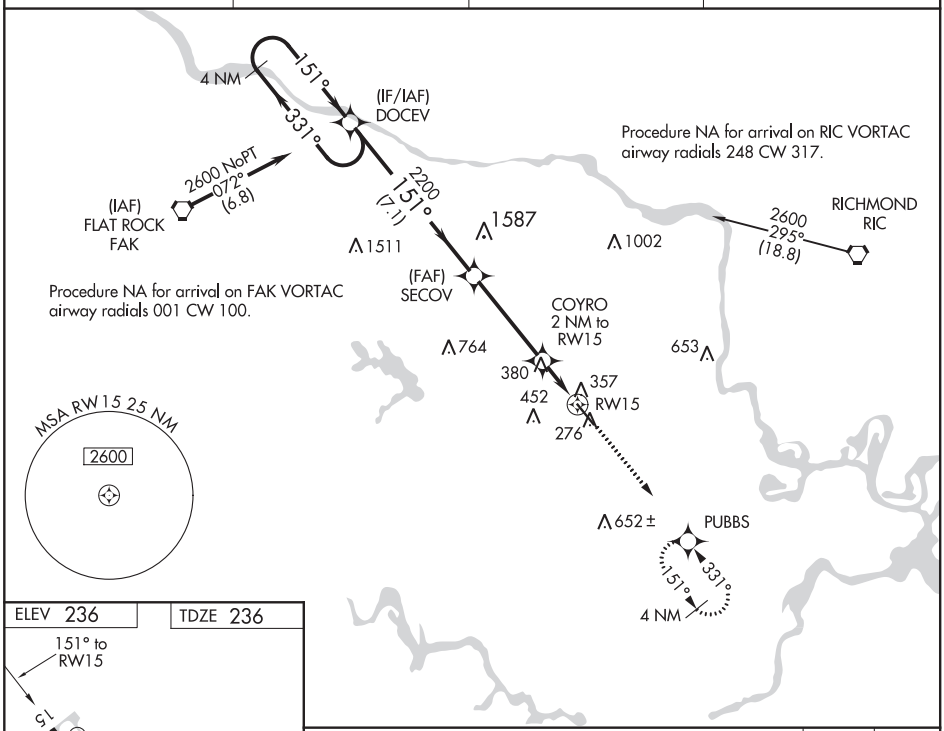
RNAV (GPS) RWY 15
RICHMOND EXECUTIVE-CHESTERFIELD COUNTY (FCI)

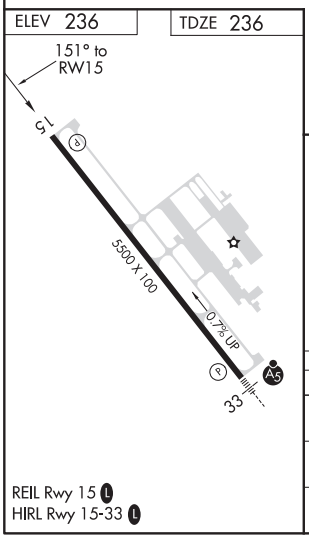
RNP APCH.

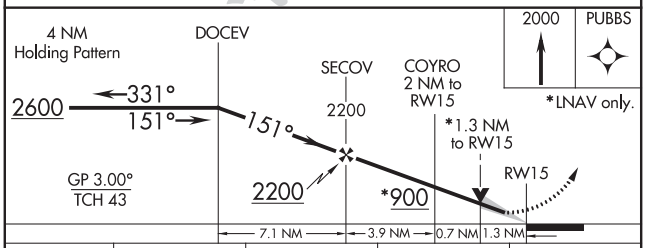
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PUBBS and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	486-1 250 (300-1)			
LNAV/VNAV DA	692-1½ 456 (500-1½)			
LNAV MDA	680-1 444 (500-1)		680-1⅜ 444 (500-1⅜)	680-1½ 444 (500-1½)

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 56221 W33A	APP CRS 331°	Rwy ldg 5500 TDZE 217 Apt Elev 236

RNAV (GPS) RWY 33

RICHMOND EXECUTIVE-CHESTERFIELD COUNTY (FCI)

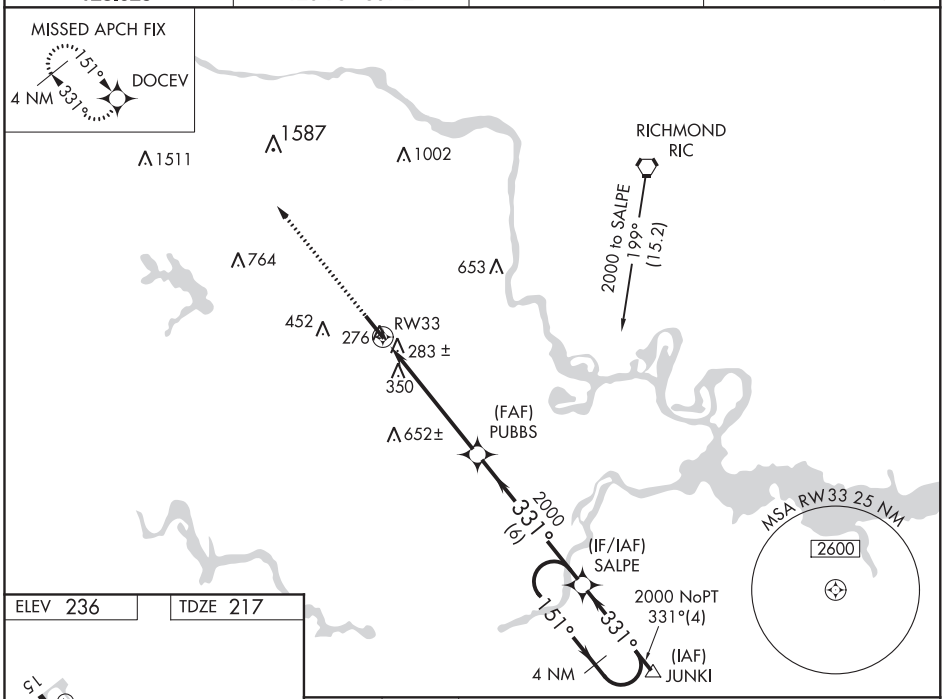
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats and LNAV Cats C/D and Circling Cat C visibility ⅛ mile. DME/DME RNP-0.3 NA. For inop MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat C/D to 1⅜ mile. For inop MALSR when using Richmond Intl altimeter setting, increase LPV all Cats visibility to 1⅛ mile. Baro-VNAV and VDP NA when using Richmond Intl altimeter setting.

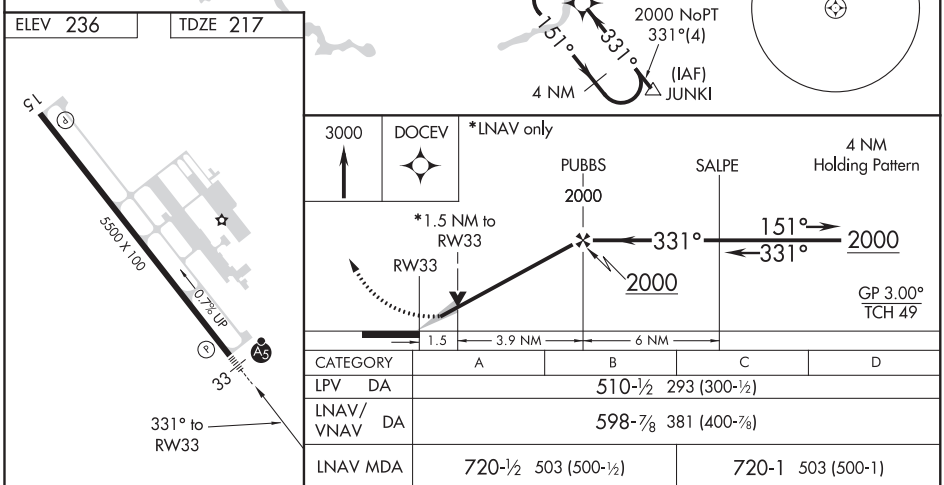
NA

MALSR

MISSED APPROACH: Climb to 3000 direct DOCEV and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	510-½ 293 (300-½)			
LNAV/VNAV DA	598-⅞ 381 (400-⅞)			
LNAV MDA	720-½ 503 (500-½)		720-1 503 (500-1)	
CIRCLING	720-1 484 (500-1)		760-1½ 524 (600-1½)	800-2 564 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ILS or LOC RWY 2
RICHMOND INTL (RIC)

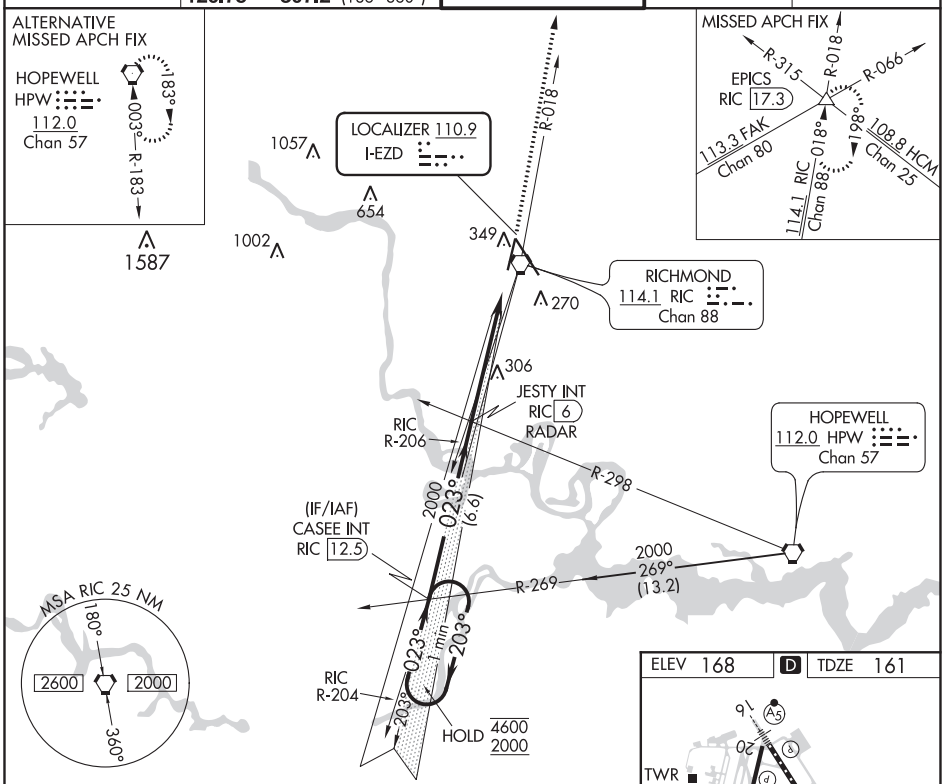
LOC I-EZD	APP CRS	Rwy ldg / TDZE / Apt Elev
110.9	023°	6607 / 161 / 168

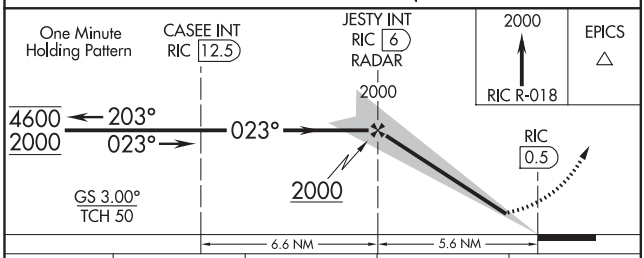
Rwy 2 helicopter visibility reduction below ¾ SM NA.
For inop ALS, increase S-ILS 2 all Cats visibility to ⅞ SM and S-LOC 2 Cats A and B visibility to 1 SM.

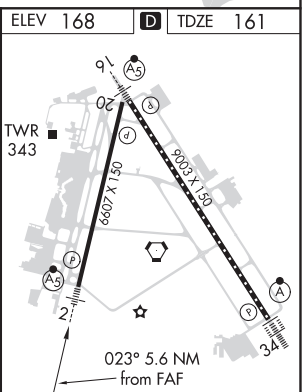
MALSR

MISSED APPROACH: Climb to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 2	457- ¾ 296 (300-¾)			
S-LOC 2	560- ¾ 399 (400-¾)			
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-RGJ	APP CRS	Rwy ldg	9003
110.7	157°	TDZE	167
		Apt Elev	168

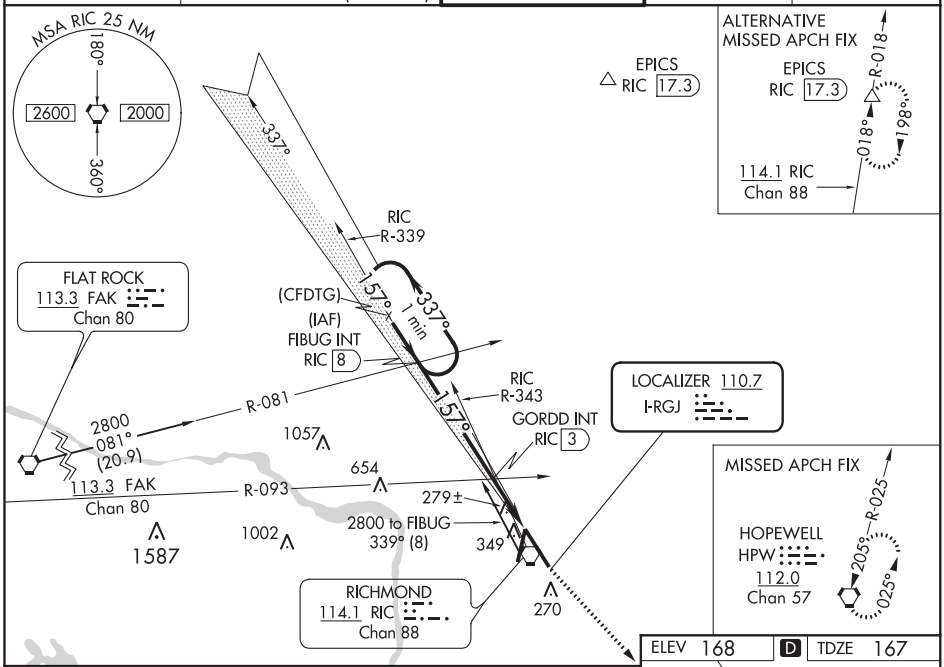
ILS or LOC RWY 16
RICHMOND INTL (RIC)

For inop ALS, increase S-LOC 16 Cats C and D visibility to 2 SM. GORDD Fix Minimums: for inop ALS, increase S-LOC 16 Cats C and D visibility to 1⅛ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.
% DME from RIC VORTAC.

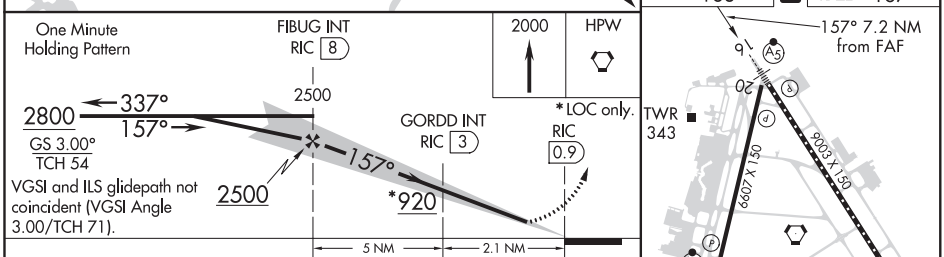
MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 168 | D | TDZE 167



CATEGORY	A	B	C	D
S-ILS 16 **	367/24 200 (200-½)			
S-LOC 16	920/24 753 (800-½)	920/40 753 (800-¾)	920-1¾ 753 (800-1¾)	
C CIRCLING	920-1 752 (800-1)	920-1¼ 752 (800-1¼)	920-2½ 752 (800-2½)	
GORDD FIX MINIMUMS %				
S-LOC 16	580/24 413 (500-½)		580/40 413 (500-¾)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

ILS or LOC RWY 34
RICHMOND INTL (RIC)

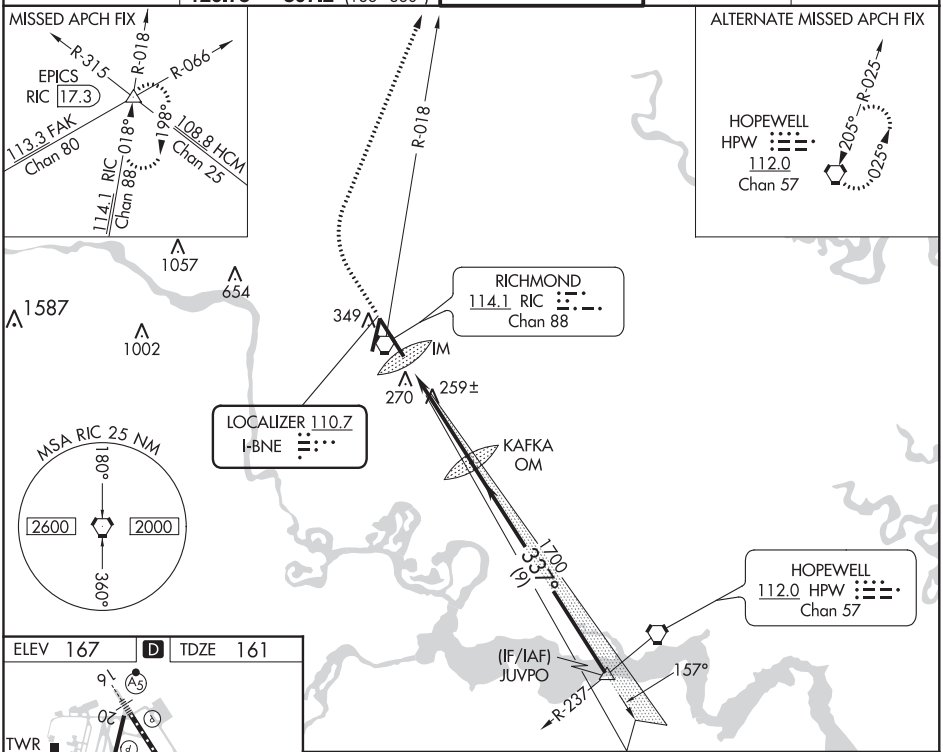
LOC I-BNE	APP CRS	Rwy ldg	9003
110.7	337°	TDZE	161
		Apt Elev	167

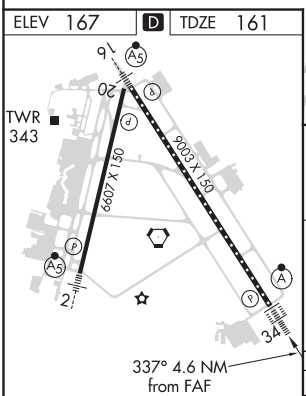
For inoperative ALSF-2, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cats C, D, and E visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

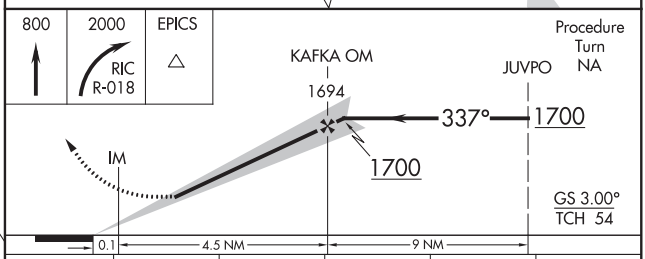
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32



CATEGORY	A	B	C	D	E
S-ILS 34	361/18 200 (200-½)				361/24 200 (200-½)
S-LOC 34	520/24 359 (400-½)		520/30 359 (400-⅝)		
CIRCLING	660-1 493 (500-1)		660-1½ 493 (500-1½)	720-2 553 (600-2)	740-2 573 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-BNE	APP CRS	Rwy ldg	9003
110.7	337°	TDZE	161
		Apt Elev	167

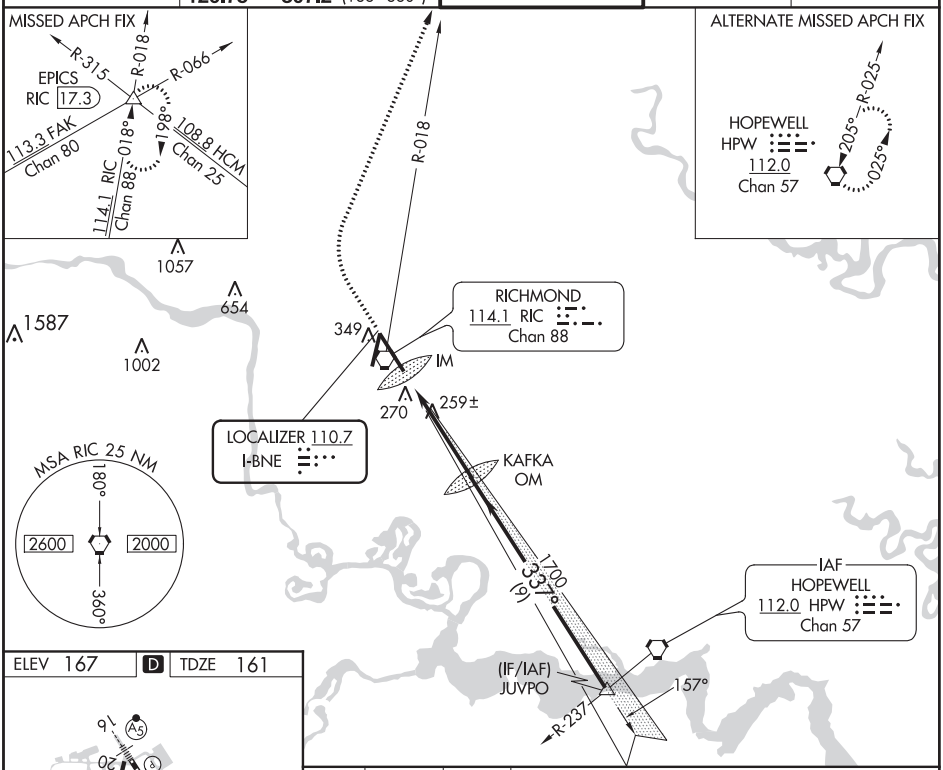
ILS RWY 34 (SA CAT I)
RICHMOND INTL (RIC)

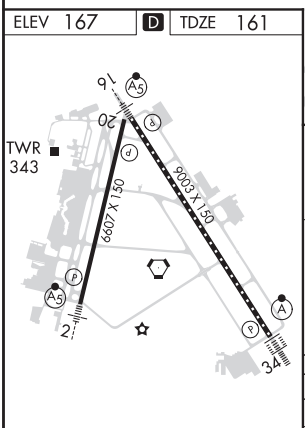
T Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

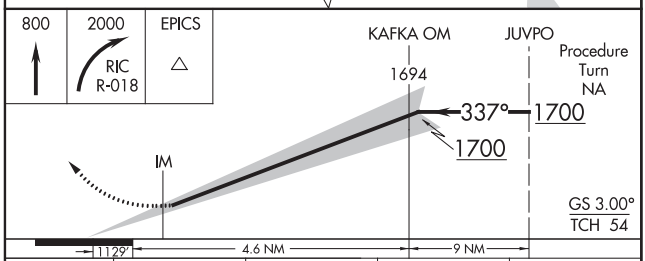
ALSF-2 (A)

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 34	RA 156/14 150 DA 311			

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

SA CATEGORY I ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-BNE	APP CRS	Rwy ldg	9003
110.7	337°	TDZE	161
		Apt Elev	167

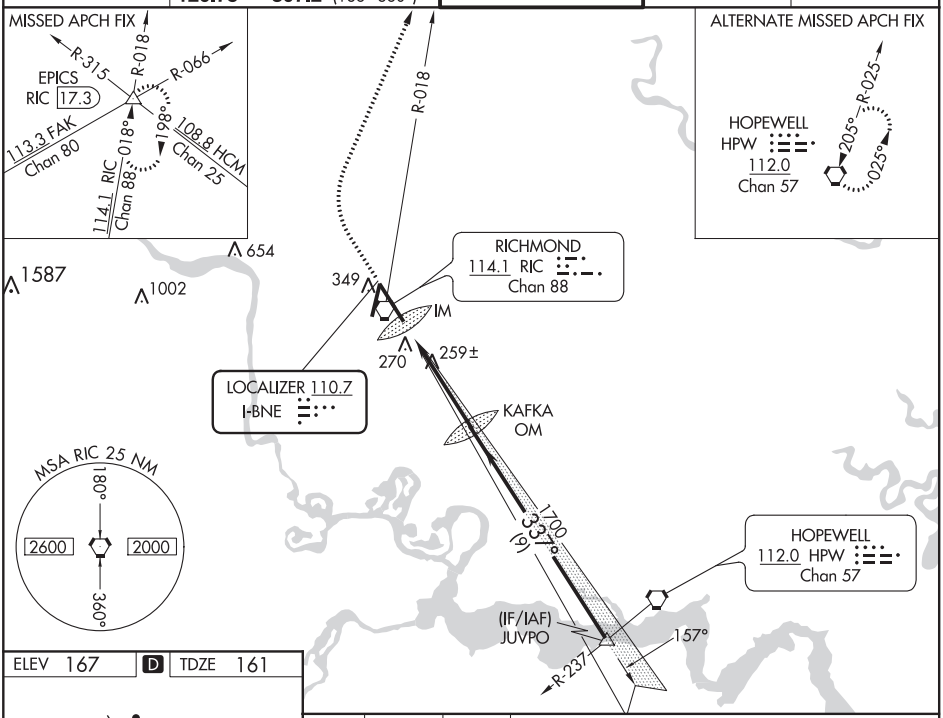
ILS RWY 34 (CAT II & III)
RICHMOND INTL (RIC)

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

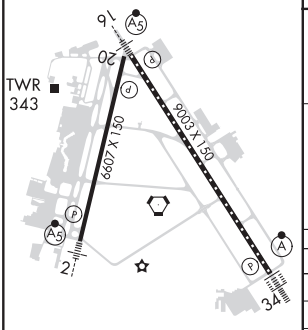
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 via RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

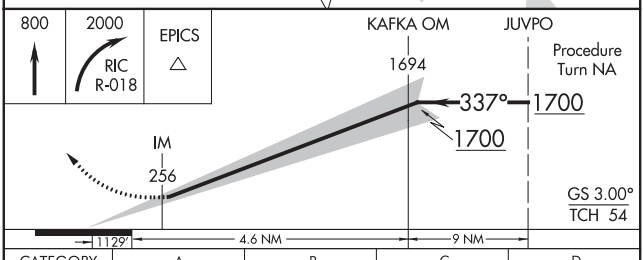
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 167	D	TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
S-ILS 34	CAT II RA 101/12 100 DA 261			
S-ILS 34	CAT IIIa RVR 07			
S-ILS 34	CAT IIIb RVR 06			
S-ILS 34	CAT IIIc NA			

CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	6607
023°	TDZE	161
	Apt Elev	168

RNAV (RNP) Y RWY 2

RICHMOND INTL (RIC)

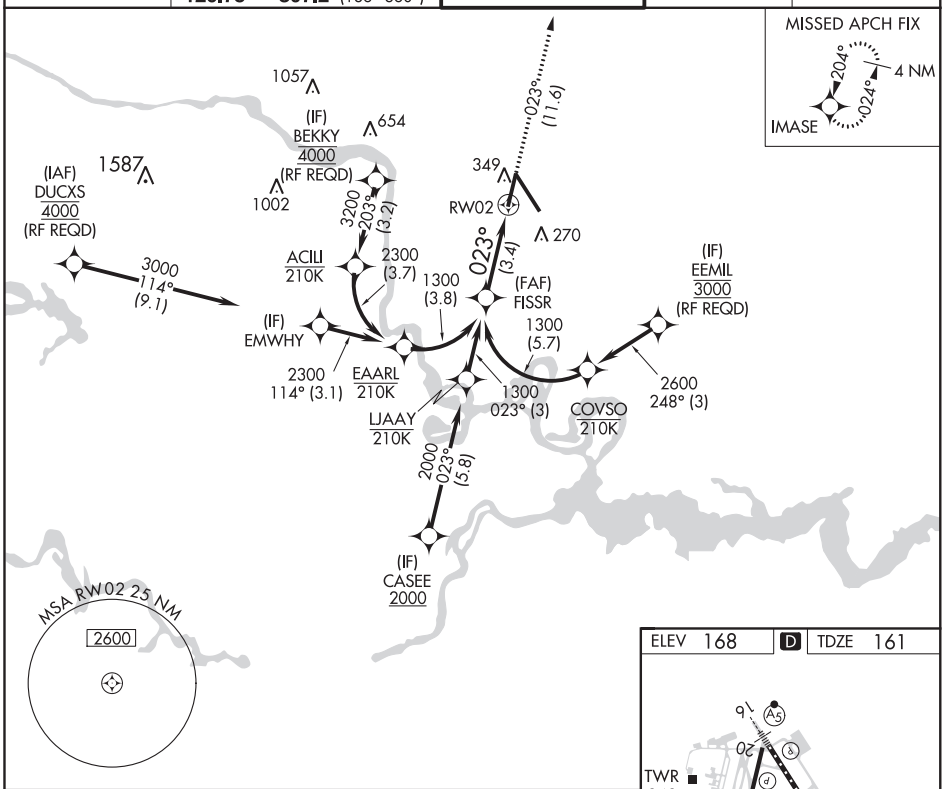
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase RNP 0.11 all Cats visibility to 1 SM and RNP 0.3 all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 2100 on track 023° to IMASE and hold.

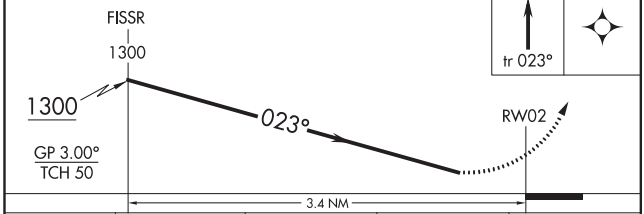
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



See planview for multiple IF locations.

2100 tr 023°

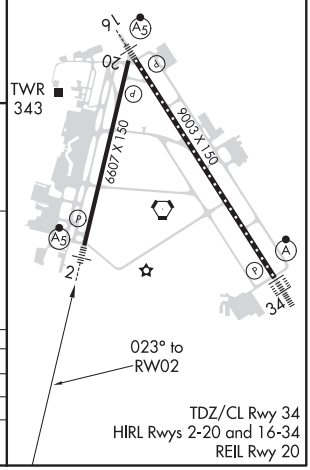
IMASE



CATEGORY	A	B	C	D
RNP 0.11 DA	506-¾	345 (400-¾)		
RNP 0.30 DA	595-1	434 (500-1)		

AUTHORIZATION REQUIRED

ELEV 168 D TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RICHMOND, VIRGINIA | AL-347 (FAA) | 20086

RNAV (RNP) Y RWY 16

RICHMOND INTL (RIC)

APP CRS	Rwy ldg	9003
157°	TDZE	167
	Apt Elev	168

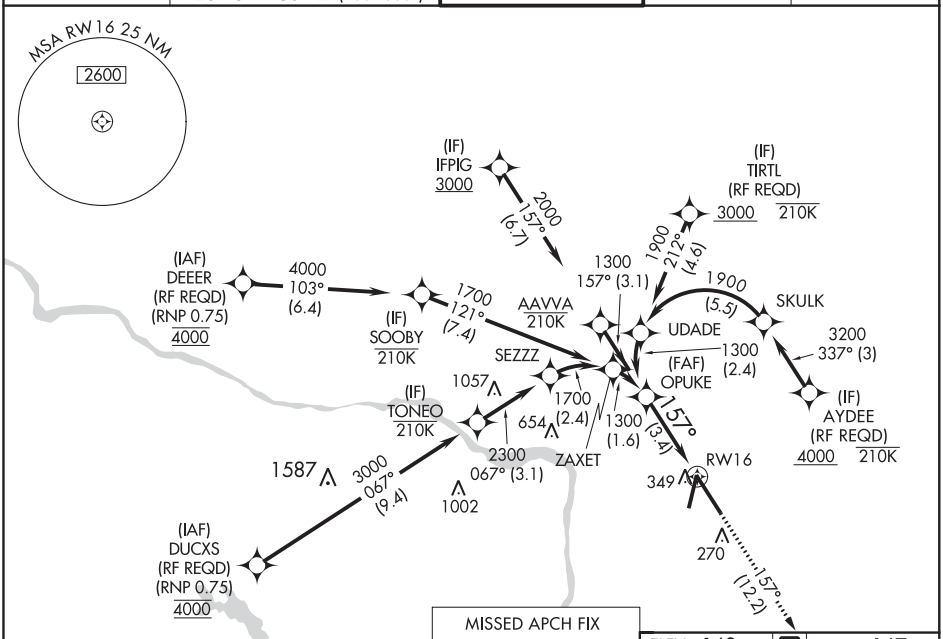
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 2500 on track 157° to HAGLI and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



NE-3, 10 SEP 2020 to 05 NOV 2020

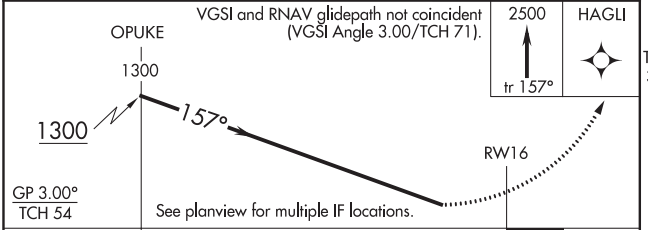
NE-3, 10 SEP 2020 to 05 NOV 2020

MISSED APCH FIX

HAGLI 158° 338° 6 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

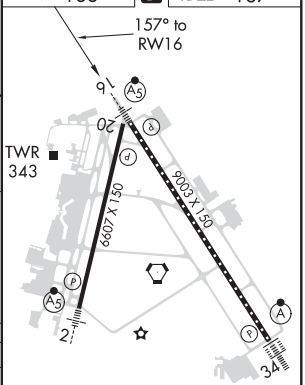
2500 tr 157° | HAGLI



CATEGORY	A	B	C	D
RNP 0.11 DA	506/40 339 (400-¾)			
RNP 0.30 DA	606/50 439 (500-1)			

AUTHORIZATION REQUIRED

ELEV 168 | D | TDZE 167



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

RICHMOND, VIRGINIA
Orig-C 19JUL18

37°30'N-77°19'W

RICHMOND INTL (RIC)
RNAV (RNP) Y RWY 16

APP CRS	Rwy ldg	6607
203°	TDZE	168
	Apt Elev	168

RNAV (RNP) Y RWY 20

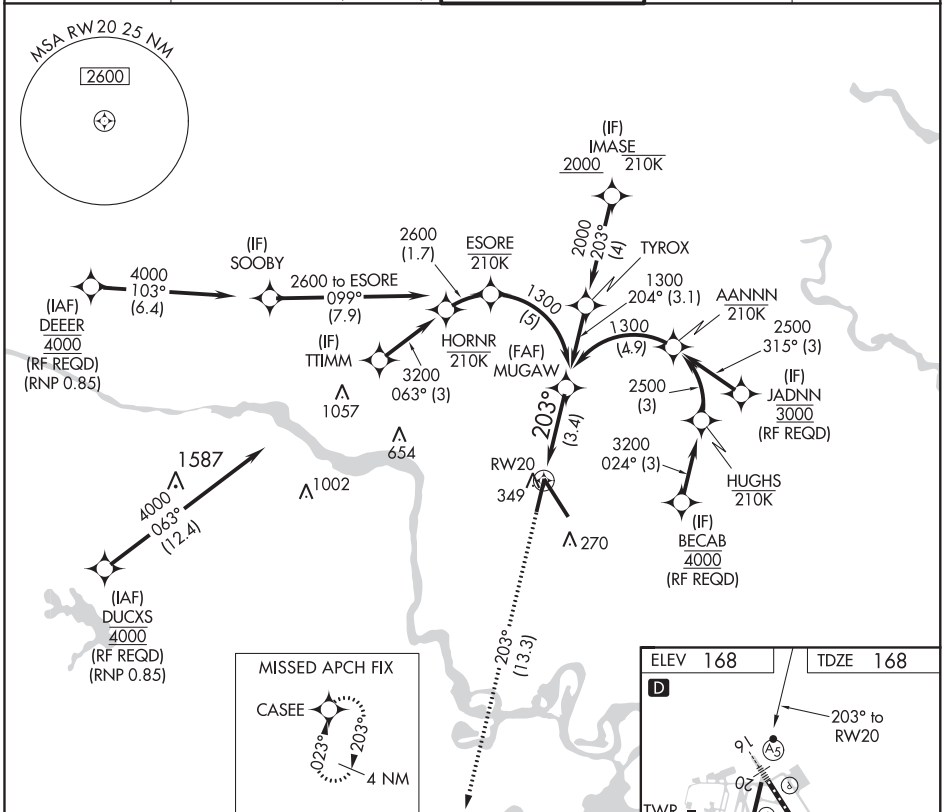
RICHMOND INTL (RIC)

RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 2000 on track 203° CASEE and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



CATEGORY	A	B	C	D
RNP 0.11 DA	505-1	337 (400-1)		
RNP 0.30 DA	613-1½	445 (500-1½)		

AUTHORIZATION REQUIRED

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RICHMOND, VIRGINIA | AL-347 (FAA) | 20086

RNAV (RNP) Y RWY 34
RICHMOND INTL (RIC)

APP CRS	Rwy ldg	9003
337°	TDZE	161
	Apt Elev	168

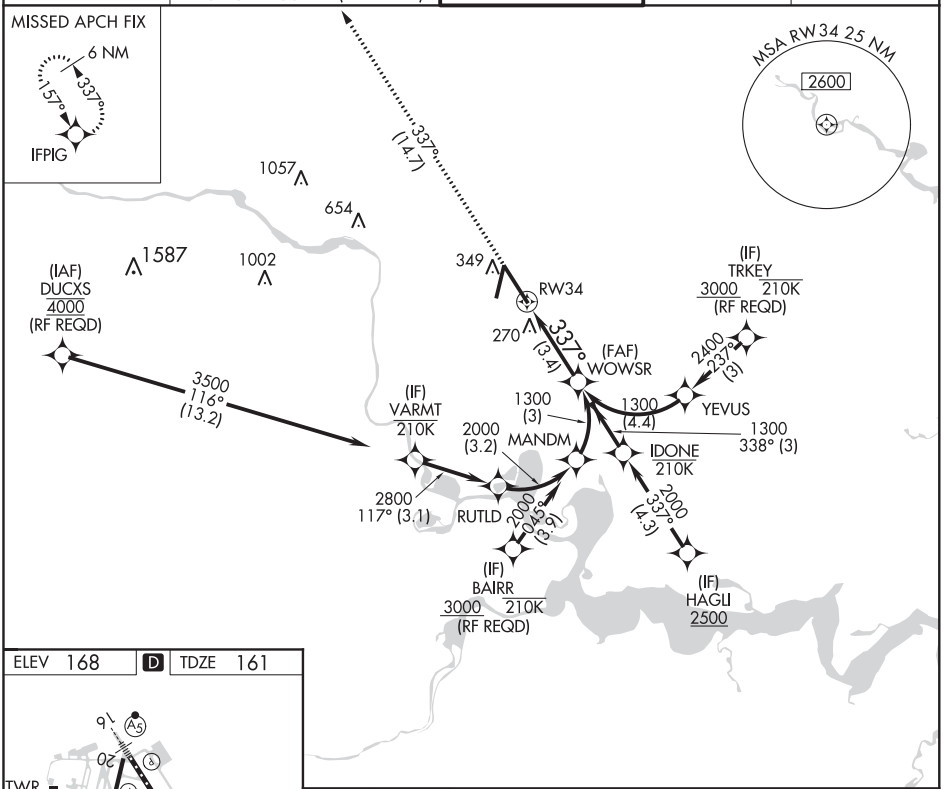
RNP AR APCH.

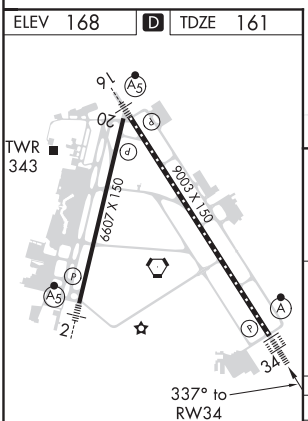
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1¼ SM.

ALSF-2

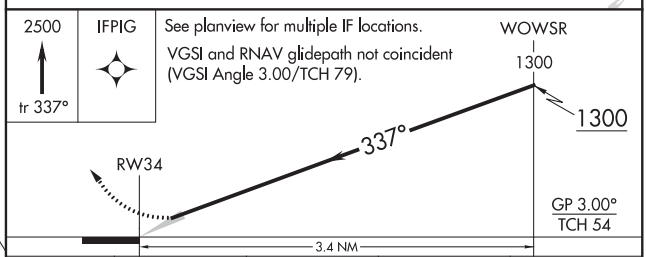
MISSED APPROACH: Climb to 2500 on track 337° to IFPIG and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
RNP 0.11 DA	482/26	321 (400-½)		
RNP 0.30 DA	596/49	435 (500-1)		

AUTHORIZATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) Z RWY 2
RICHMOND INTL (RIC)

WAAS CH 72716 W02A	APP CRS 023°	Rwy ldg 6607 TDZE 161 Apt Elev 168

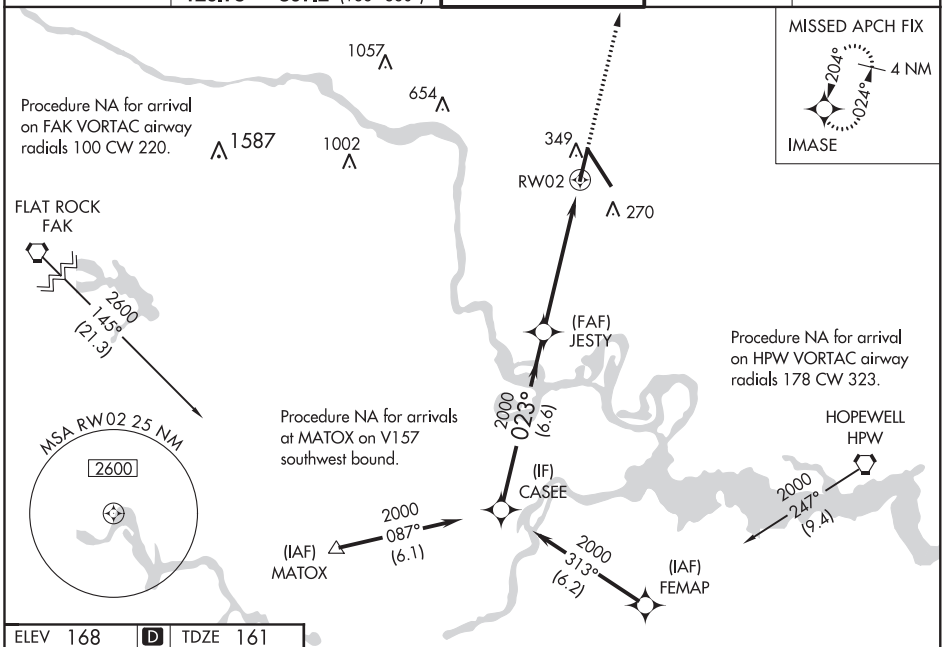
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).
Rwy 2 helicopter visibility reduction below ¾ SM NA.

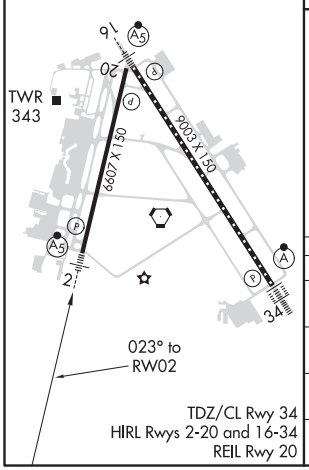
MALSR

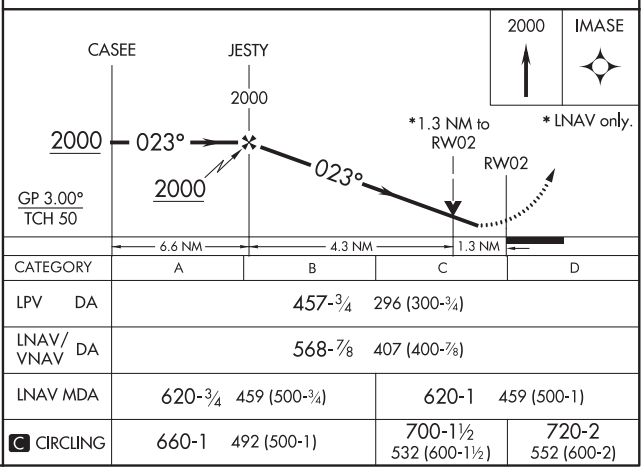
MISSED APPROACH: Climb to 2000 direct IMASE and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 168	D	TDZE 161





CATEGORY	A	B	C	D
LPV DA	457-¾ 296 (300-¾)			
LNAV/VNAV DA	568-⅞ 407 (400-⅞)			
LNAV MDA	620-¾ 459 (500-¾)		620-1 459 (500-1)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

RICHMOND, VIRGINIA | AL-347 (FAA) | 20086

RNAV (GPS) Z RWY 16

RICHMOND INTL (RIC)

WAAS CH 72720 W16A	APP CRS 157°	Rwy ldg 9003 TDZE 167 Apt Elev 168

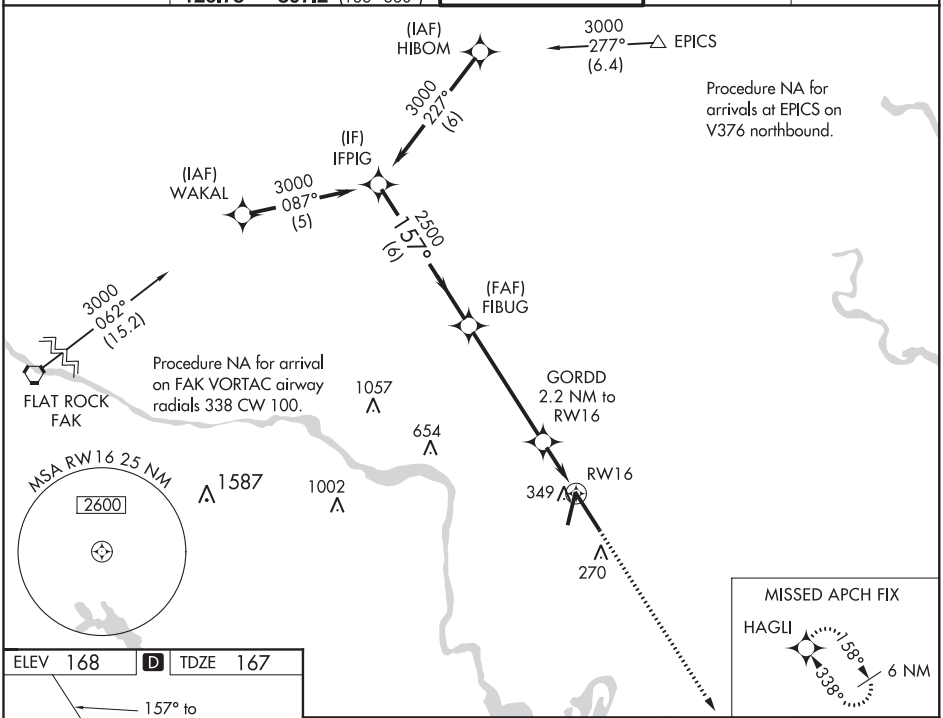
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). For inop ALS increase LNAV/VNAV all Cats visibility to RVR 5400. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2500 direct HAGLI and hold.

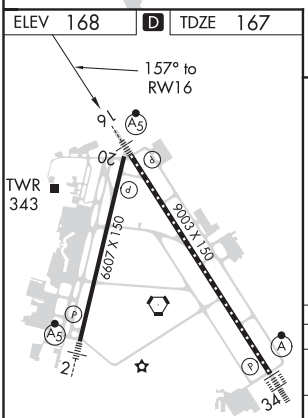
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



NE-3, 10 SEP 2020 to 05 NOV 2020

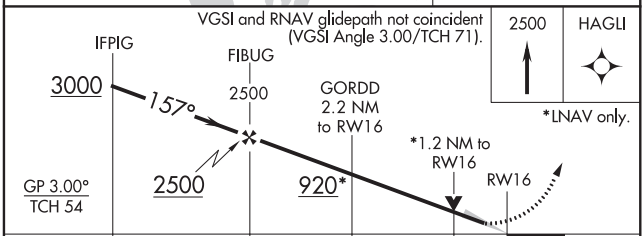
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 168 | D | TDZE 167



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



CATEGORY	A	B	C	D
LPV DA **	367/24 200 (200-½)			
LNAV/VNAV DA	504/31 337 (400-⅝)			
LNAV MDA	600/24 433 (500-½)		600/40 433 (500-¾)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

RICHMOND, VIRGINIA
Amdt 1D 19JUL18

37°30'N-77°19'W

RICHMOND INTL (RIC)
RNAV (GPS) Z RWY 16

RNAV (GPS) Z RWY 20
RICHMOND INTL (RIC)

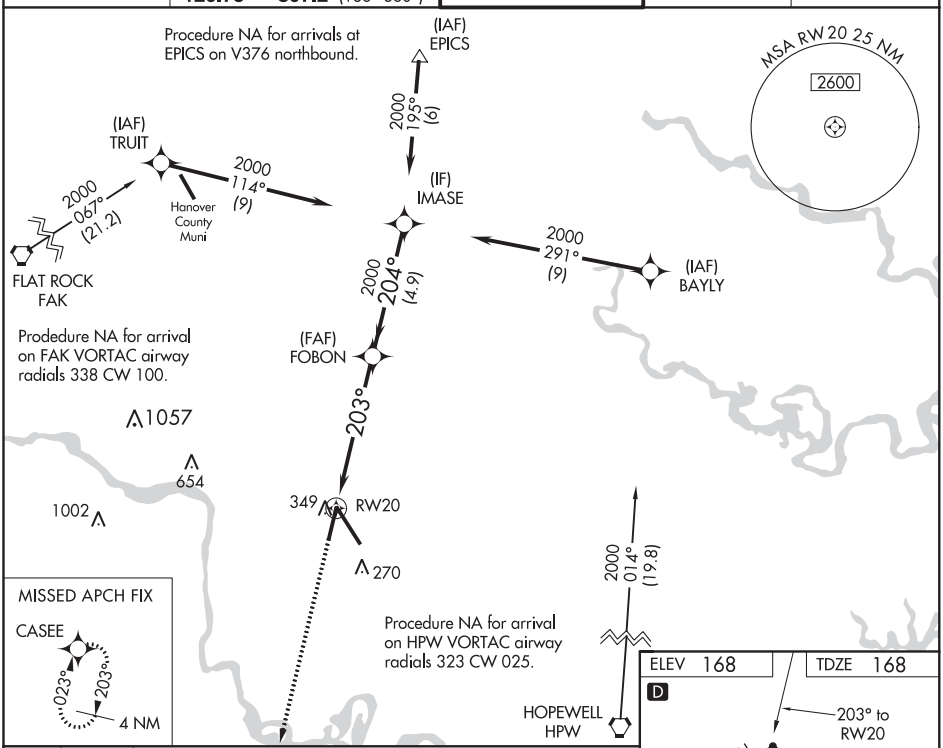
WAAS CH 69320 W20A	APP CRS 203°	Rwy ldg 6607 TDZE 168 Apt Elev 168

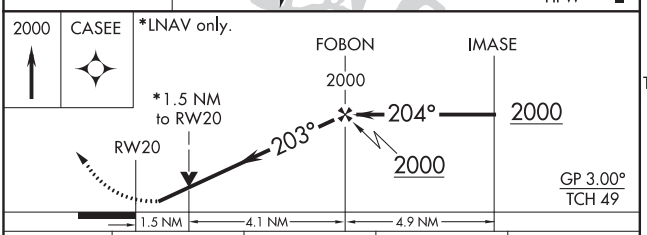
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 20 helicopter visibility reduction below ¾ SM NA.

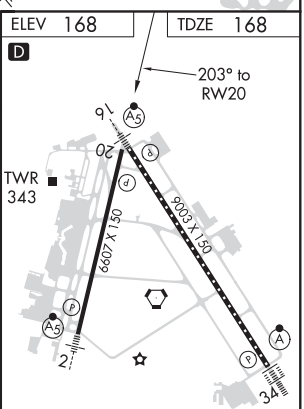
MISSED APPROACH: Climb to 2000 direct CASEE and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
LPV DA	464-⅞ 296 (300-⅞)			
LNAV/VNAV DA	603-1½ 435 (500-1½)			
LNAV MDA	680-1 512 (600-1)		680-1⅜ 512 (600-1⅜)	
C CIRCLING	680-1 512 (600-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RICHMOND, VIRGINIA | AL-347 (FAA) | 20086

RNAV (GPS) Z RWY 34
RICHMOND INTL (RIC)

WAAS CH 97520 W34A	APP CRS 338°	Rwy ldg 9003 TDZE 161 Apt Elev 168

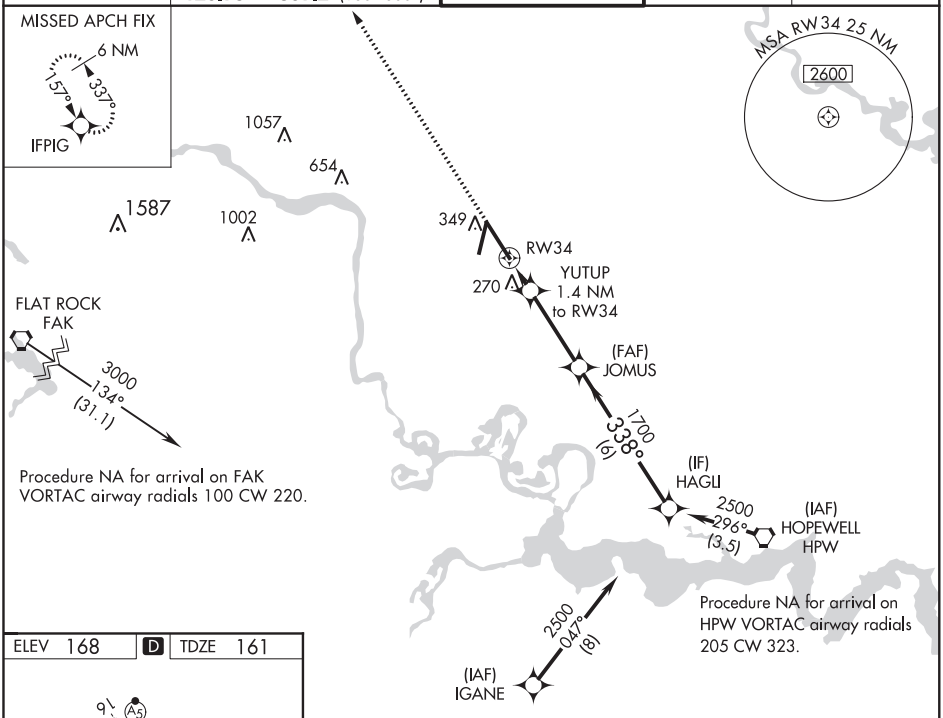
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1¼ SM and LNAV Cats C and D visibility to RVR 5500.

ALSF-2

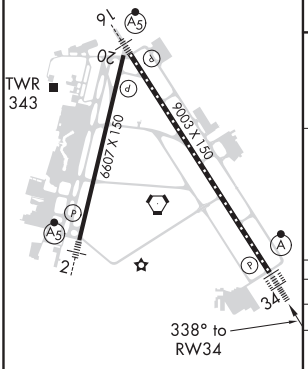
MISSED APPROACH: Climb to 2500 direct IFPIG and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6

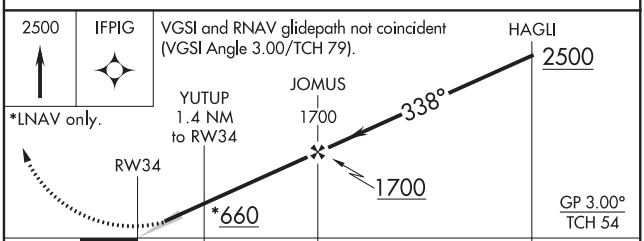


NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 168 | D | TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
LPV DA	361/18 200 (200-½)			
LNAV/VNAV DA	530/37 369 (400-¾)			
LNAV MDA	520/24 359 (400-½)		520/30 359 (400-⅝)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

VOR RWY 2
RICHMOND INTL (RIC)

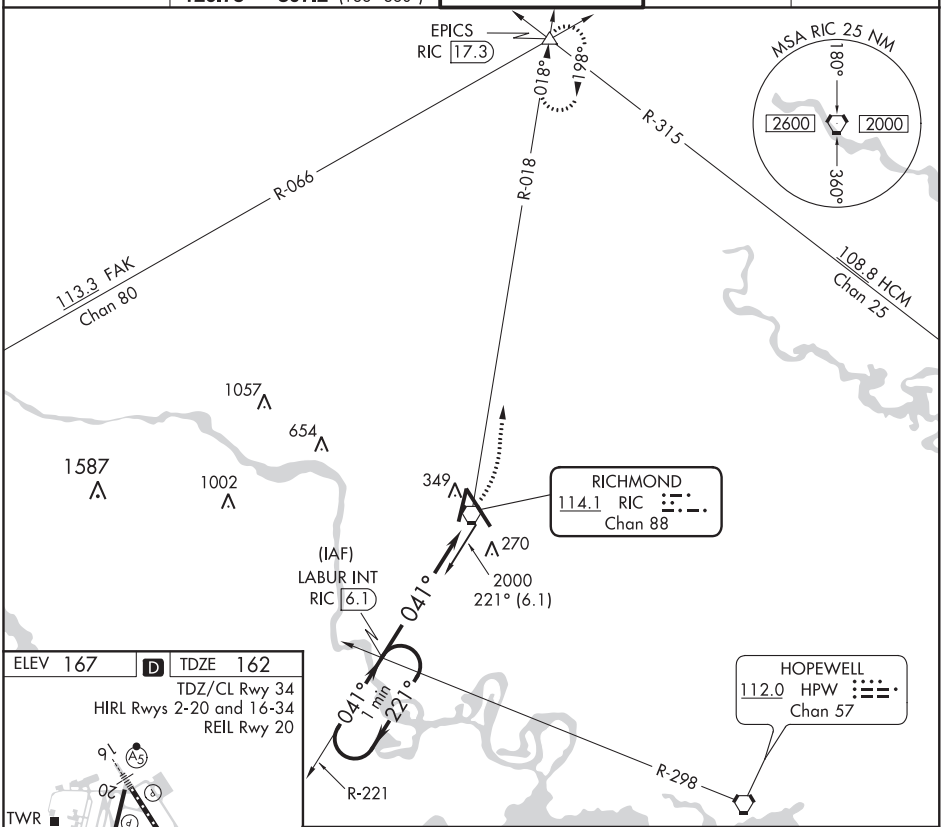
VORTAC RIC	APP CRS	Rwy ldg	6607
114.1	041°	TDZE	162
Chan 88		Apt Elev	167

T Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-2 Cat A/B visibility to 1 SM, and Cat C/D to 1⅜ SM.

MALSR A5

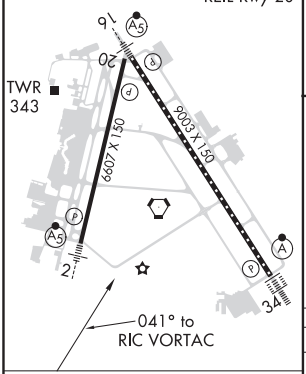
MISSED APPROACH: Climbing left turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

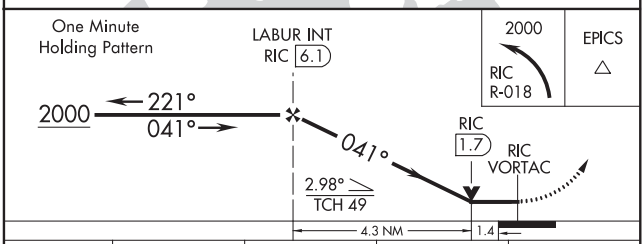
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 167 D TDZE 162

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-2	640-¾ 478 (500-¾)		640-1 478 (500-1)	
C CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

VOR RWY 16
RICHMOND INTL (RIC)

VORTAC RIC	APP CRS	Rwy ldg	9003
114.1	171°	TDZE	167
Chan 88		Apt Elev	167

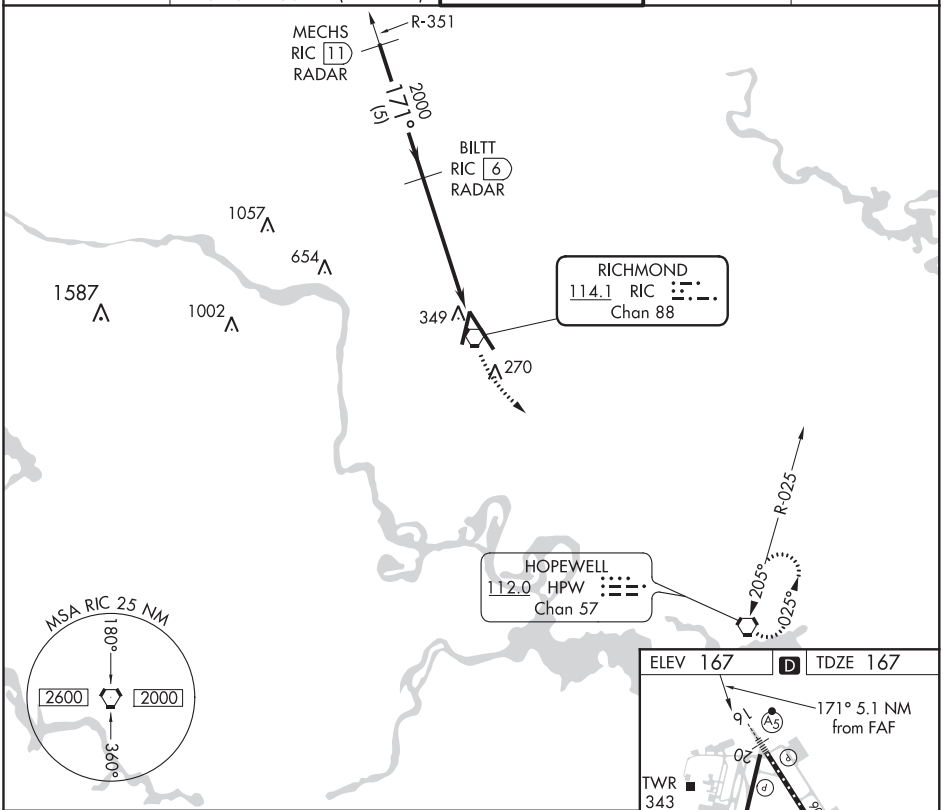
DME or RADAR required. RADAR required for procedure entry.

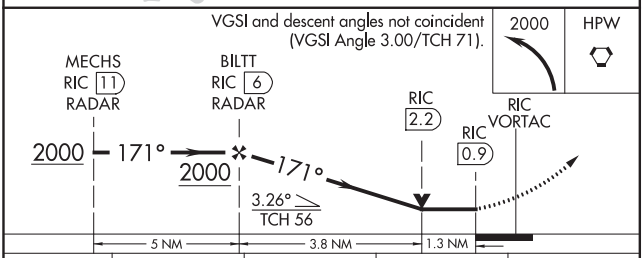
Rwy 16 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-16 Cat A/B visbility to RVR 5500, and Cat C/D to 1⅜ SM.

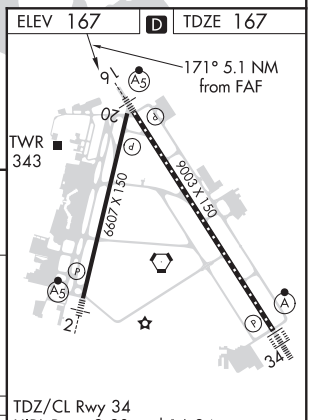
MALSR

MISSED APPROACH: Climbing left turn to 2000 direct HPW VORTAC and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

CATEGORY	A	B	C	D
S-16	640/40 473 (500-¾)			640/50 473 (500-1)
C CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 10 SEP 2020 to 05 NOV 2020

VOR RWY 20
RICHMOND INTL (RIC)

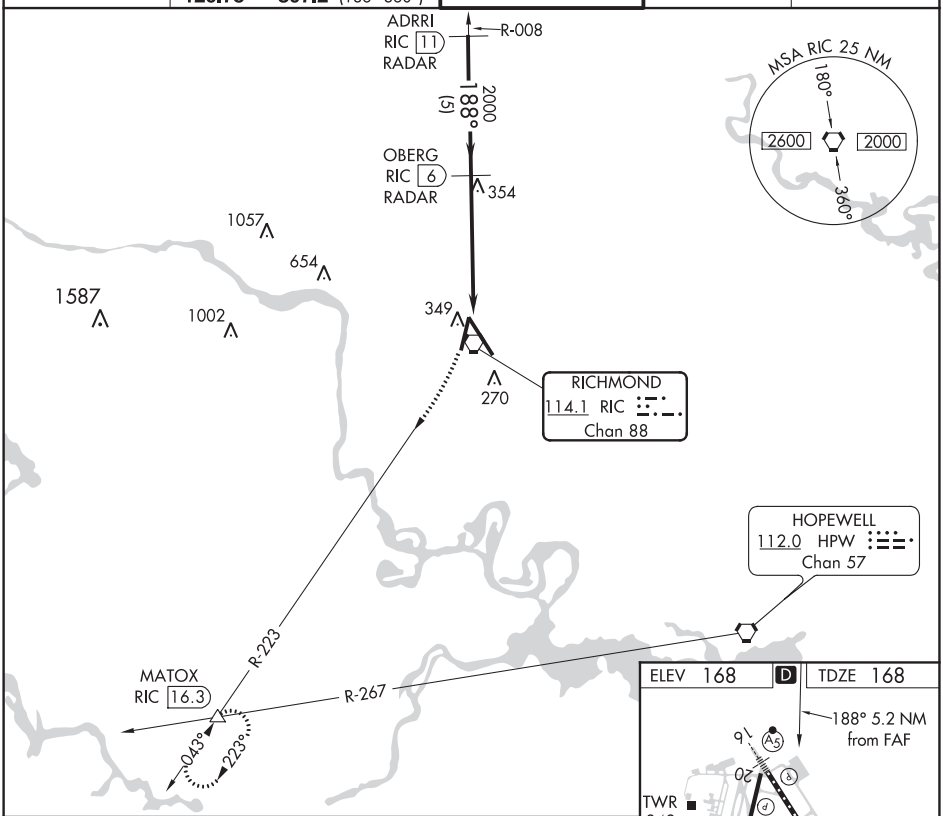
VORTAC RIC	APP CRS	Rwy ldg	6607
114.1	188°	TDZE	168
Chan 88		Apt Elev	168

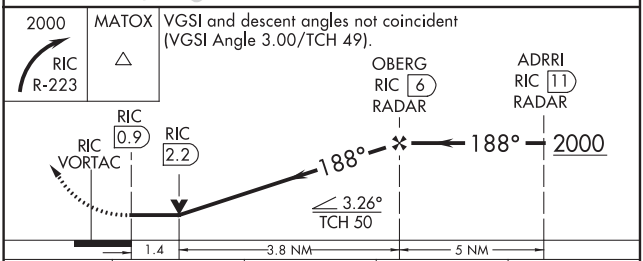
RADAR required for procedure entry. DME or RADAR required.

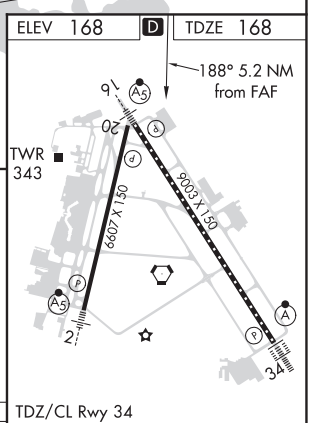
Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 on RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

CATEGORY	A	B	C	D
S-20	660-1 492 (500-1)		660-1⅜ 492 (500-1⅜)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VOR RWY 34
RICHMOND INTL (RIC)

VORTAC RIC 114.1 Chan 88	APP CRS 323°	Rwy ldg 9003 TDZE 161 Apt Elev 167

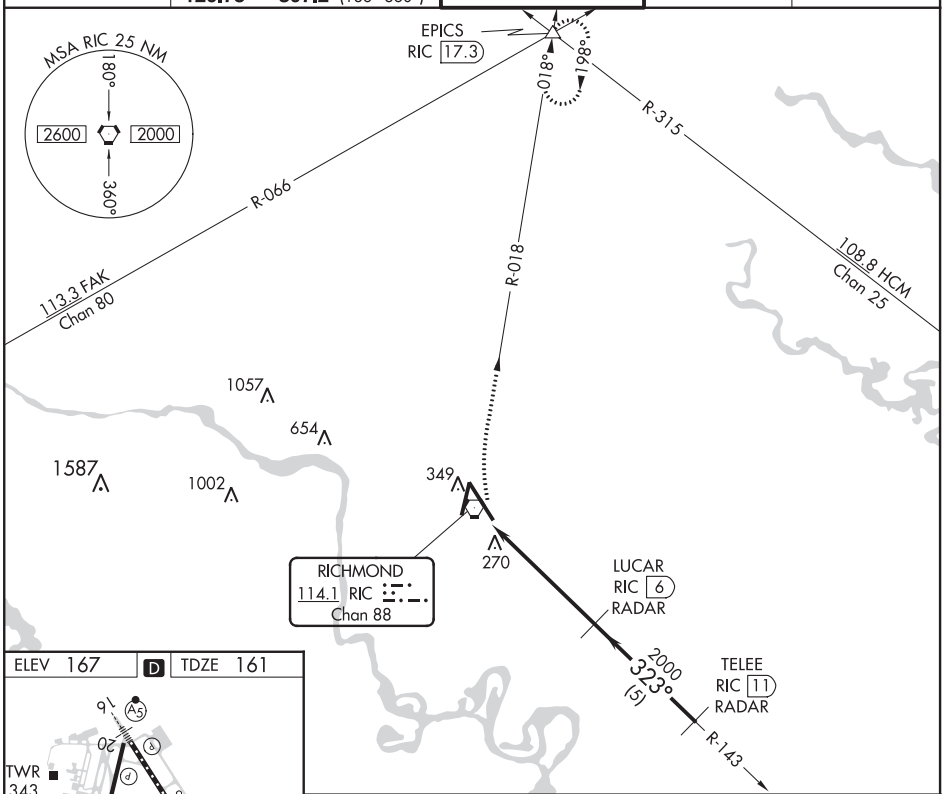
DME or RADAR required. RADAR required for procedure entry.

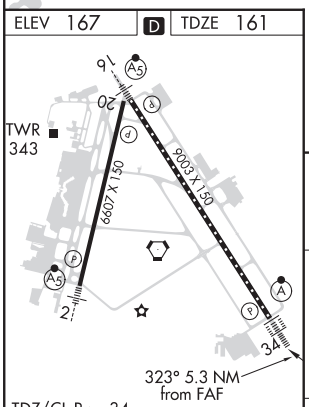
For inop ALS, increase S-34 Cat C/D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

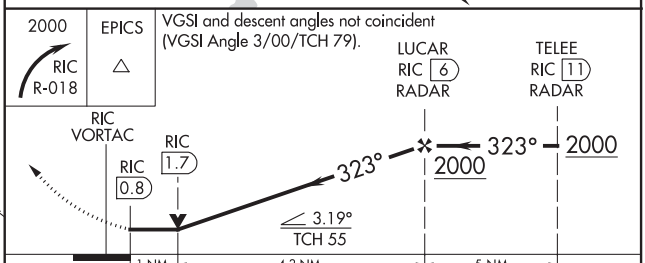
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

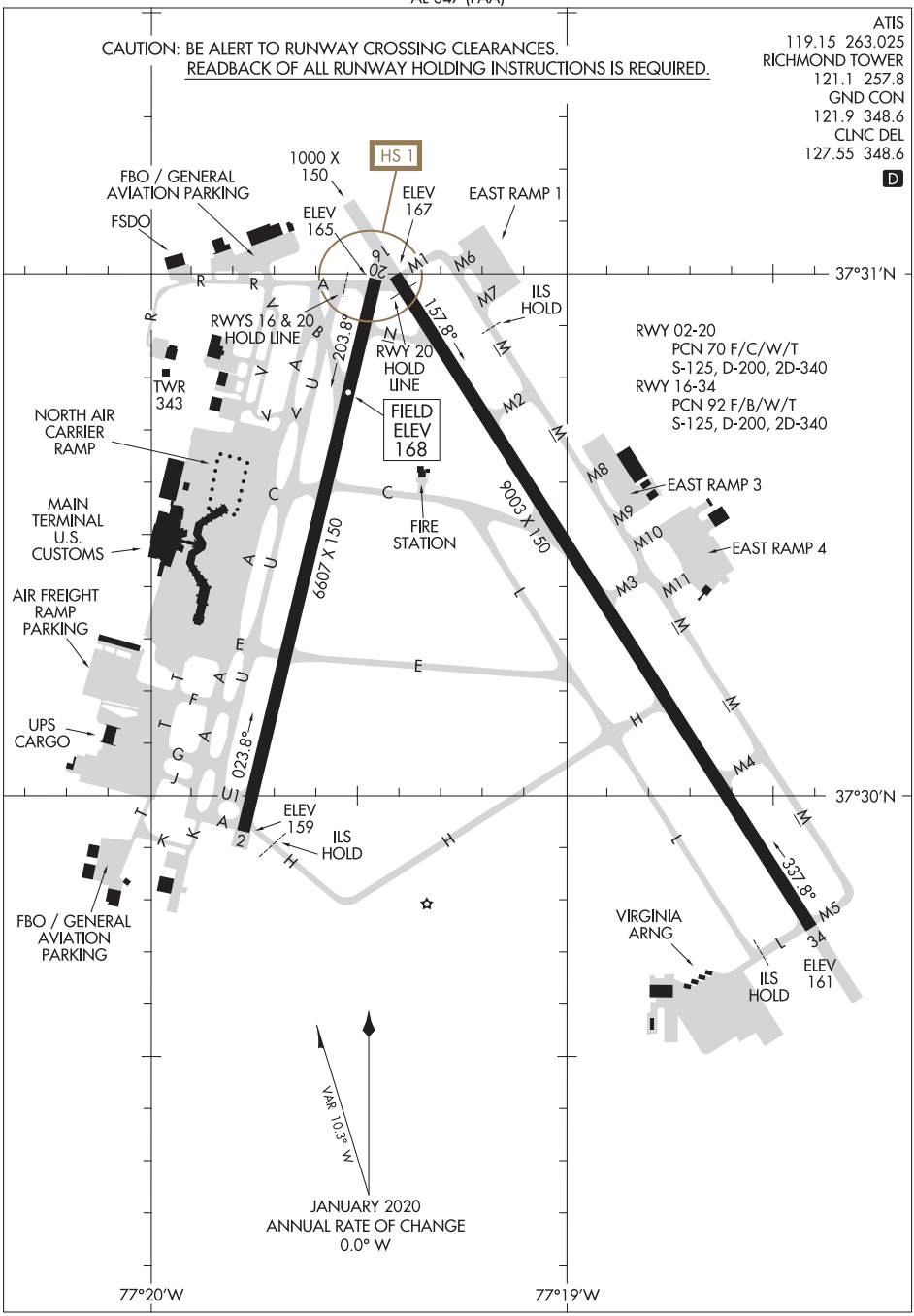
FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46



CATEGORY	A	B	C	D
S-34	540/24 379 (400-½)		540/40 379 (400-¾)	540/50 379 (400-1)
C CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

AL-347 (FAA)



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

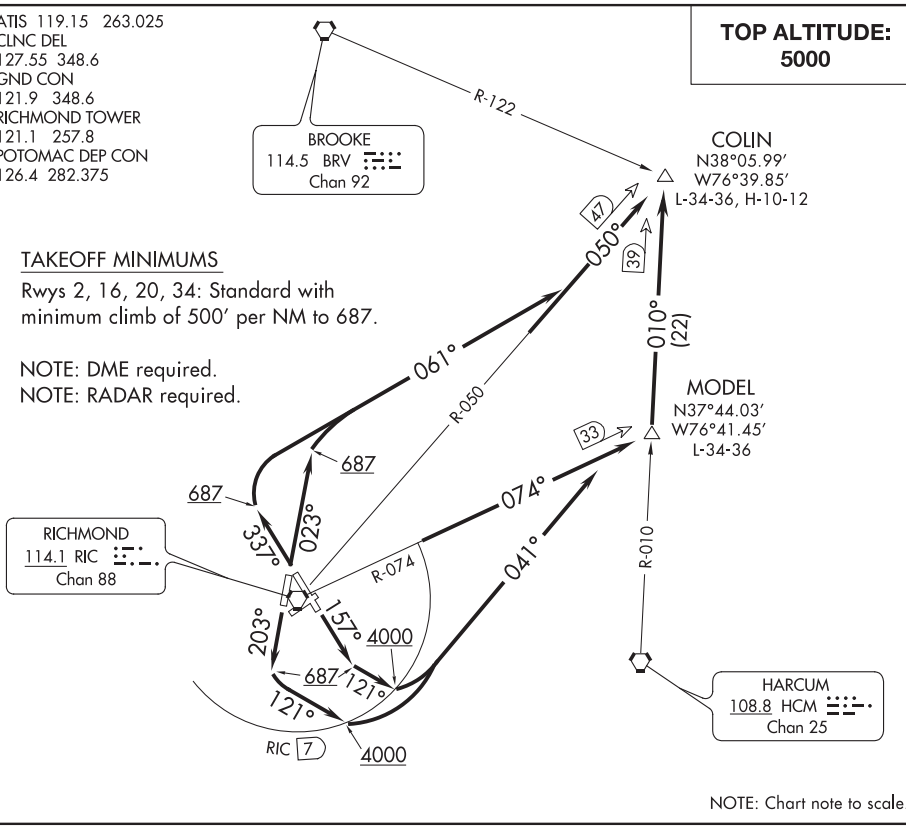
(COLIN8.COLIN) 20086

COLIN EIGHT DEPARTURE

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

ATIS 119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
126.4 282.375

TOP ALTITUDE: 5000



TAKEOFF MINIMUMS

Rwys 2, 16, 20, 34: Standard with minimum climb of 500′ per NM to 687.

NOTE: DME required.
NOTE: RADAR required.

NOTE: Chart note to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . . .
TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . . .
TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . . .
TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . . .

. . . . maintain 5000 or assigned altitude. Expect filed altitude within ten minutes after departure.

NE-3, 10 SEP 2020 to 05 NOV 2020

COLIN EIGHT DEPARTURE
(COLIN8.COLIN) 19JUL18

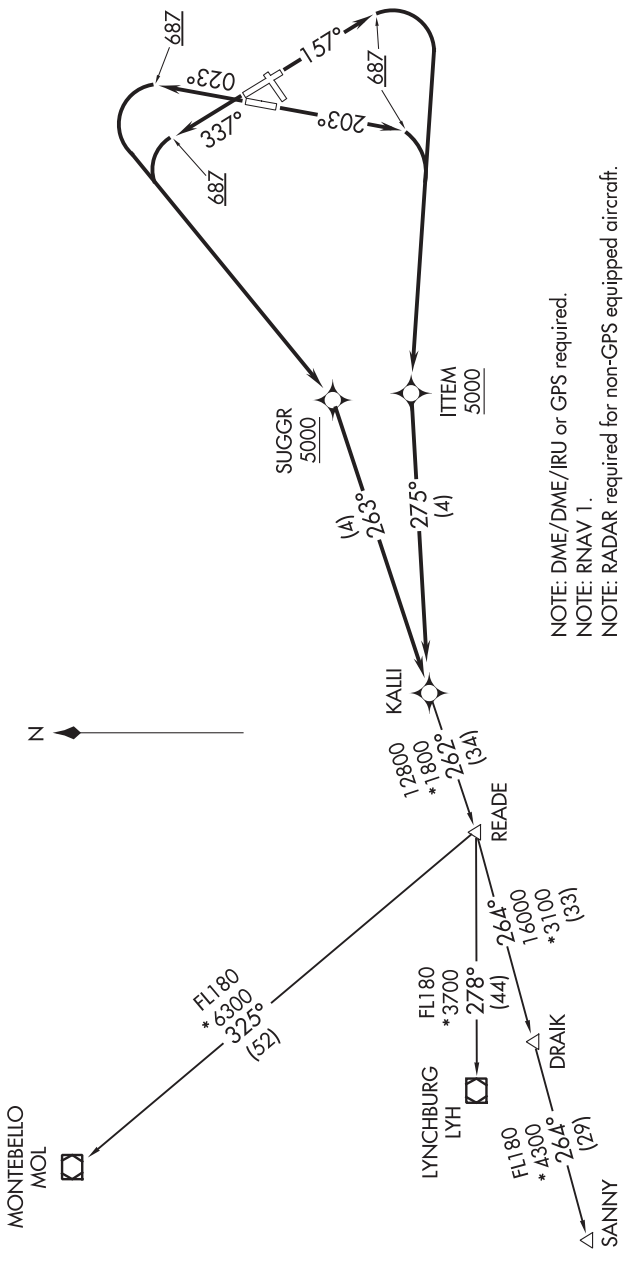
RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

KALLI SIX DEPARTURE (RNAV)

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS
Rwys 2, 16, 20, 34: Standard with minimum climb of 500' per NM to 687.

ATIS
119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
126.75 307.2



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

KALLI SIX DEPARTURE (RNAV)

RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence . . . .
TAKEOFF RUNWAY 16: Climb on heading 157° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence . . . .
TAKEOFF RUNWAY 20: Climb on heading 203° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence . . . .
TAKEOFF RUNWAY 34: Climb on heading 337° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence . . . .

. . . . on assigned transition. Maintain 5000, expect filed altitude within ten minutes after departure.

LYNCHBURG TRANSITION (KALLI6.LYH)
MONTEBELLO TRANSITION (KALLI6.MOL)
SANNY TRANSITION (KALLI6.SANNY)

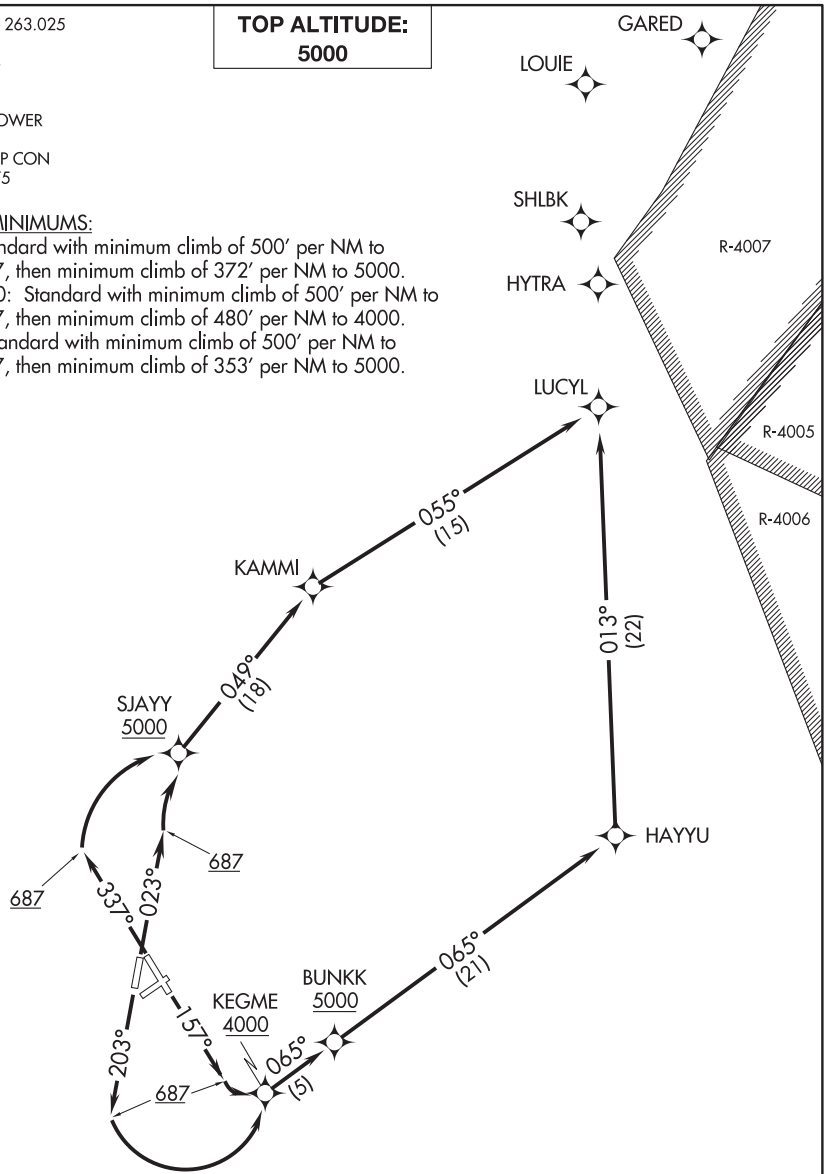
LUCYL SIX DEPARTURE (RNAV)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

ATIS 119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
126.4 282.375

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 372′ per NM to 5000.
Rwys 16, 20: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 480′ per NM to 4000.
Rwy 34: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 353′ per NM to 5000.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

LUCYL SIX DEPARTURE (RNAV)
RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

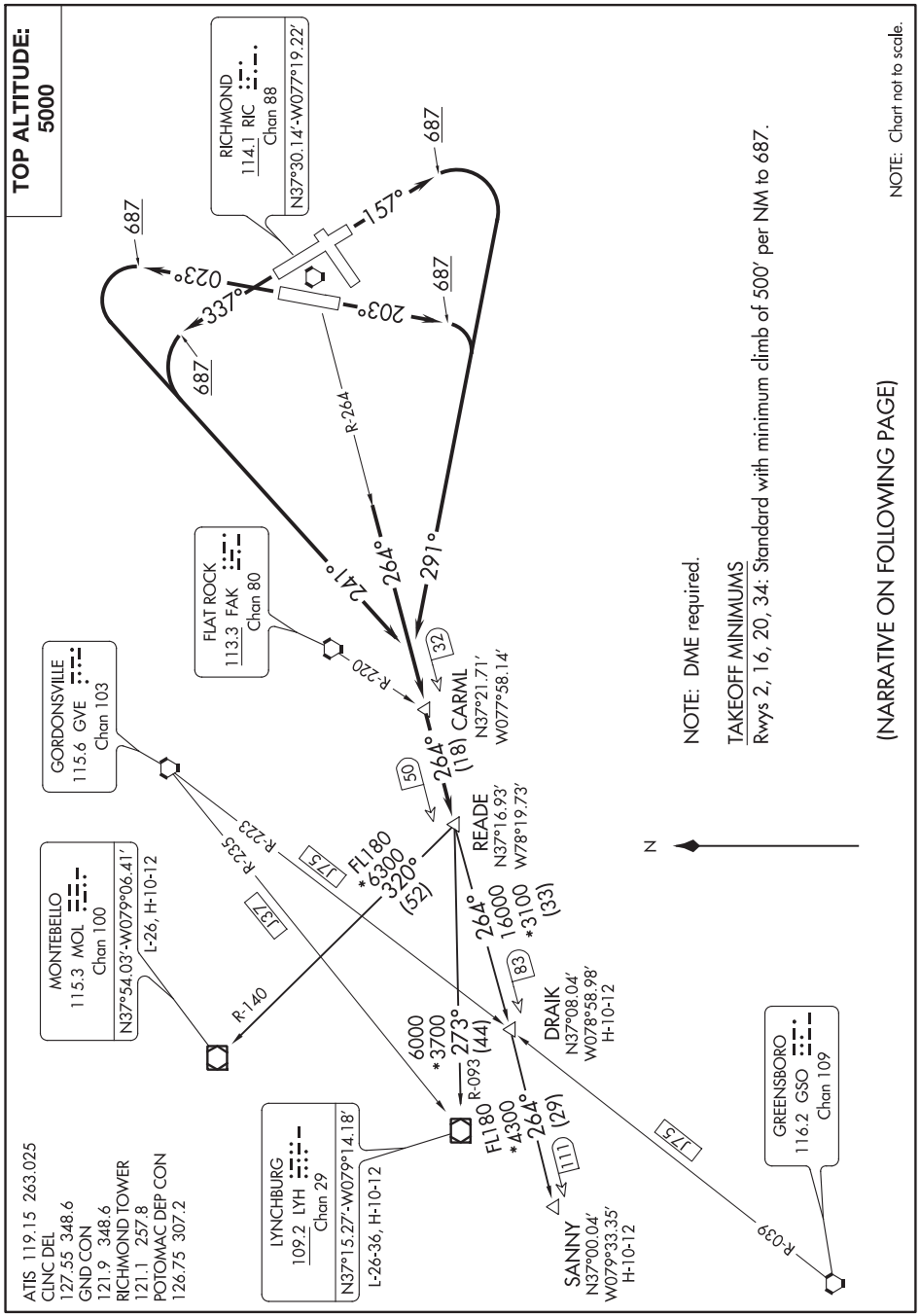
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 16: Climb on heading 157° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 203° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 34: Climb on heading 337° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence. . . .

. . . .maintain 5000, expect filed altitude within ten (10) minutes after departure.

READE SEVEN DEPARTURE

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing left turn heading 241°, thence . . . .
TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing right turn heading 291°, thence . . . .
TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing right turn heading 291°, thence . . . .
TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing left turn heading 241°, thence . . . .

. . . . intercept RIC VORTAC R-264 to CARML INT/RIC 32 DME, then on RIC VORTAC R-264 to READE INT/RIC 50 DME, then on assigned transition, maintain 5000. Expect filed altitude within ten minutes after departure.

DRAIK TRANSITION (READE7.DRAIK): From over READE INT/RIC 50 DME on RIC R-264 to DRAIK INT.
LYNCHBURG TRANSITION (READE7.LYH): From over READE INT/RIC 50 DME on LYH R-093 to LYH VOR/DME.
MONTEBELLO TRANSITION (READE7.MOL): From over READE INT/RIC 50 DME on MOL R-140 to MOL VOR/DME.
SANNY TRANSITION (READE7.SANNY): From over READE INT/RIC 50 DME on RIC R-264 to SANNY.

WAAS CH **42904** **W16A**	APP CRS **159°**	Rwy ldg **5402** TDZE **207** Apt Elev **207**

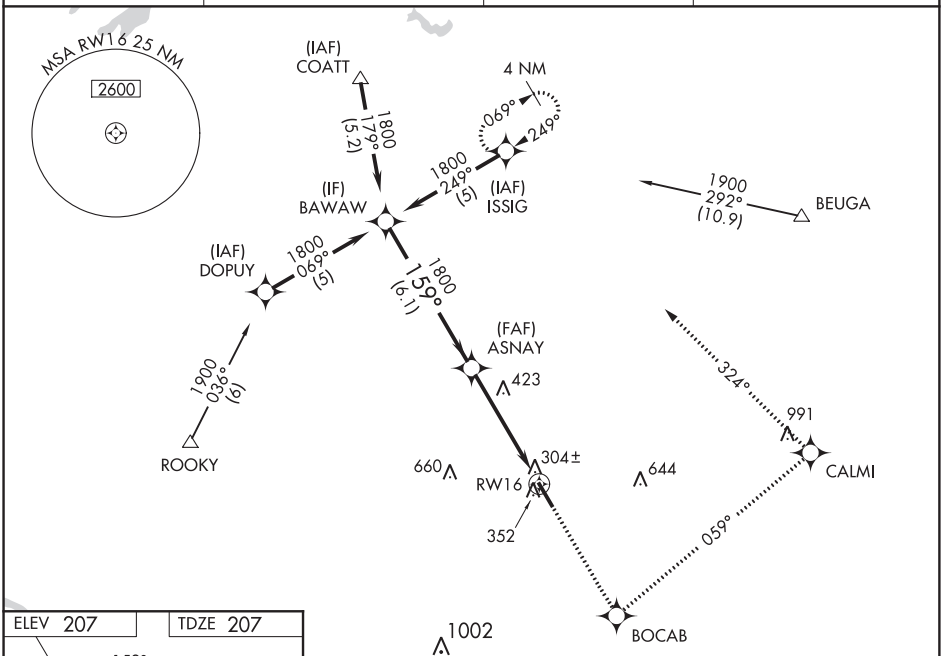
RNAV (GPS) RWY 16
HANOVER COUNTY MUNI (OFP)

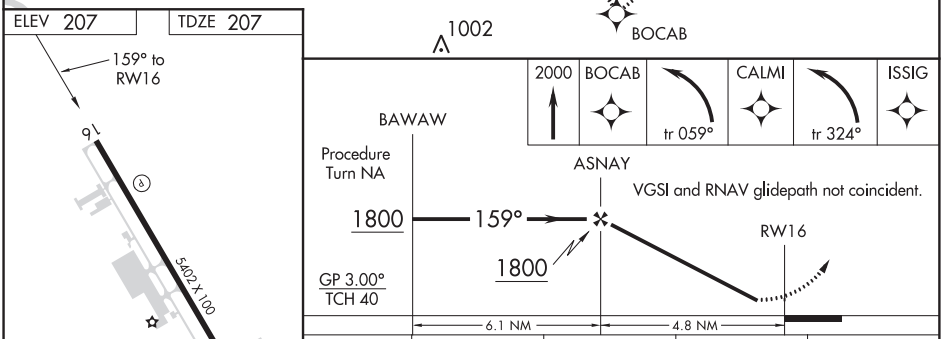
RNP APCH.

When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C or above 54°C. Rwy 16 helicopter visibility reduction below ¾ SM NA.

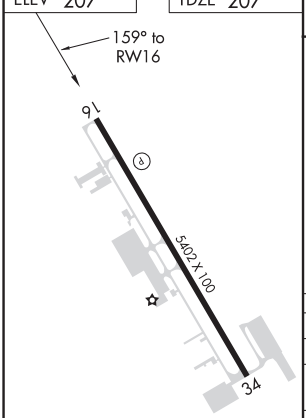
MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	**126.75 307.2**	**125.4**	**122.7** (CTAF) L





ELEV 207 TDZE 207



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	700-1 493 (500-1)		700-1¼ 493 (500-1¼)	700-1½ 493 (500-1½)
C CIRCLING	700-1 493 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

RICHMOND/ASHLAND, VIRGINIA AL-5965 (FAA) 19115

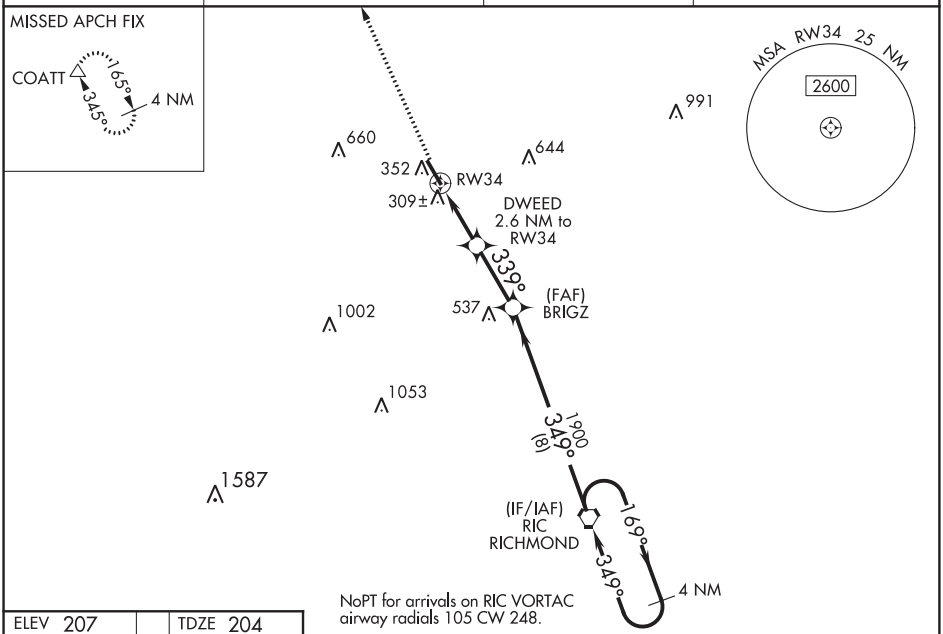
WAAS CH 72937 W34A	APP CRS 339°	Rwy ldg 5402 TDZE 204 Apt Elev 207

RNAV (GPS) RWY 34
HANOVER COUNTY MUNI (OFP)

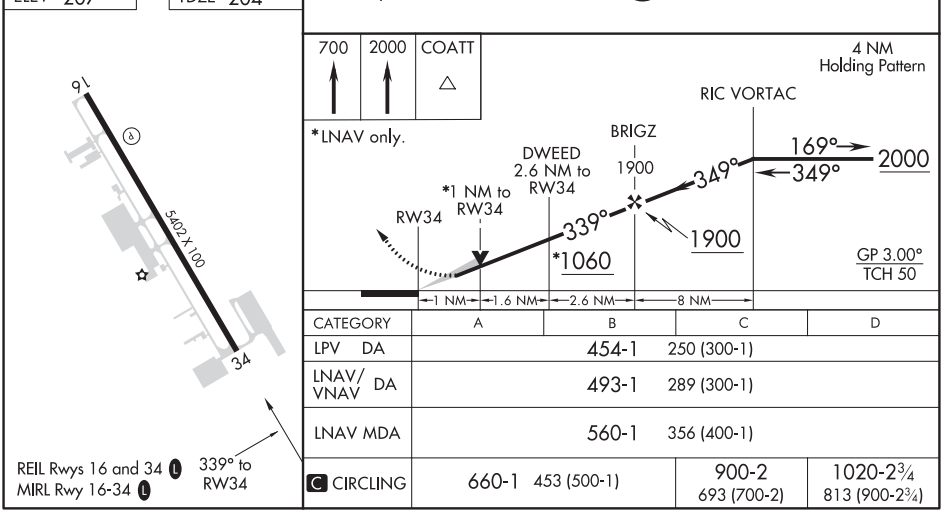
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Baro-VNAV and VDP NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 700 then climb to 2000 direct COATT and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	126.75 307.2	125.4	122.7 (CTAF) L



ELEV 207 TDZE 204



CATEGORY	A	B	C	D
LPV DA	454-1	250 (300-1)		
LNAV/VNAV DA	493-1	289 (300-1)		
LNAV MDA	560-1	356 (400-1)		
C CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L
339° to RW34

RICHMOND/ASHLAND, VIRGINIA
Orig 25JUN15

37°42′N-77°26′W

HANOVER COUNTY MUNI (OFP)
RNAV (GPS) RWY 34

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

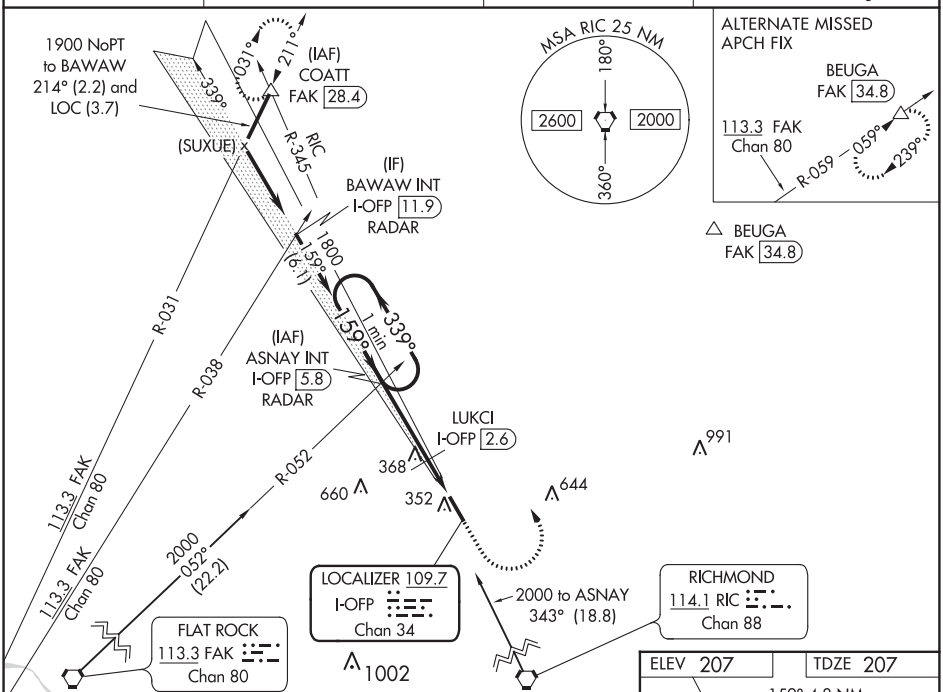
LOC/DME I-OFP	APP CRS	Rwy ldg	5402
109.7	159°	TDZE	207
Chan 34		Apt Elev	207

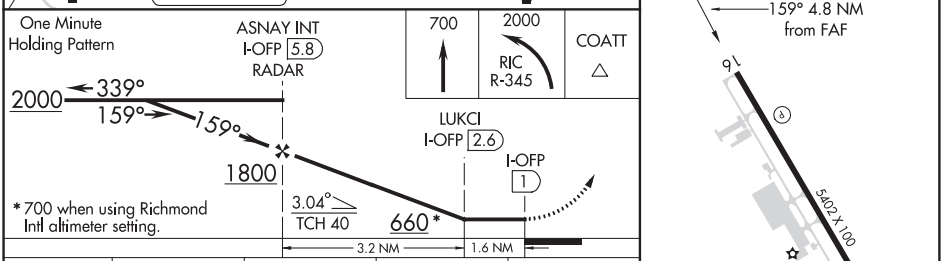
LOC RWY 16
HANOVER COUNTY MUNI (OFP)

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet; increase LUKCI fix minimums S-16 Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	126.75 307.2	125.4	122.7 (CTAF) L





*700 when using Richmond Intl altimeter setting.

CATEGORY	A	B	C	D
S-16	660-1 453 (500-1)		660-1⅜ 453 (500-1⅜)	660-1½ 453 (500-1½)
C CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)
LUKCI FIX MINIMUMS				
S-16	560-1 353 (400-1)			560-1¼ 353 (400-1¼)
C CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

RICHMOND/ASHLAND, VIRGINIA AL-5965 (FAA) 20086

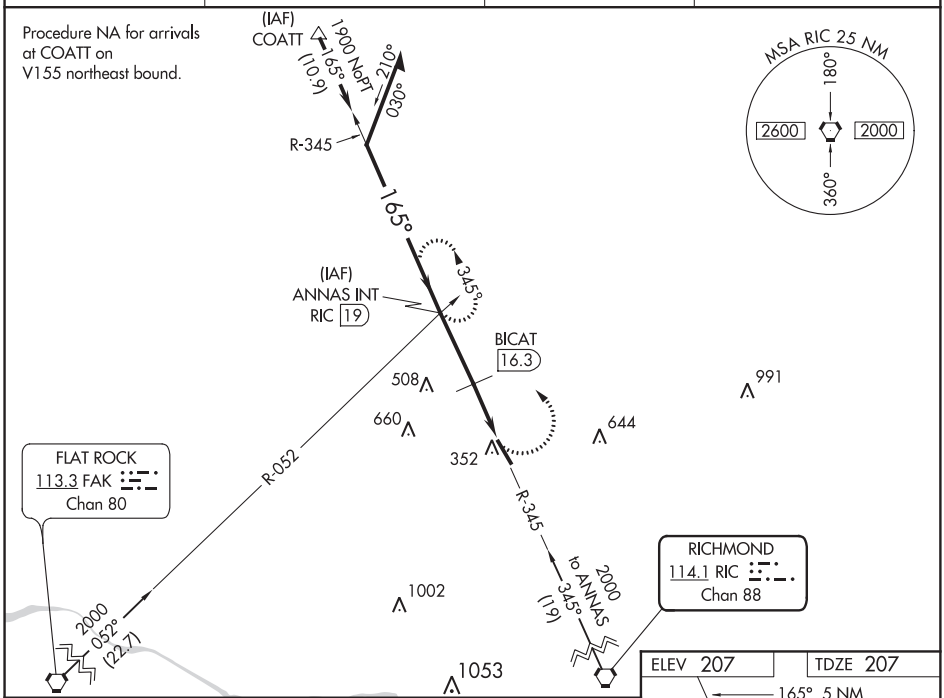
VORTAC RIC 114.1 Chan 88	APP CRS 165°	Rwy ldg 5402 TDZE 207 Apt Elev 207

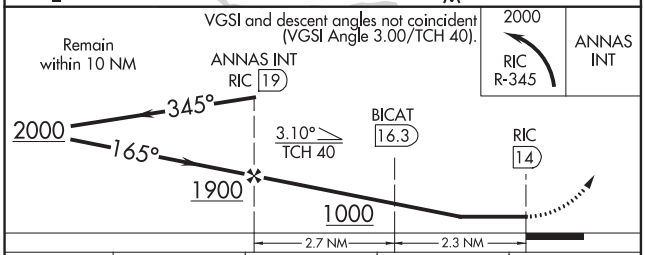
VOR RWY 16
HANOVER COUNTY MUNI (OFP)

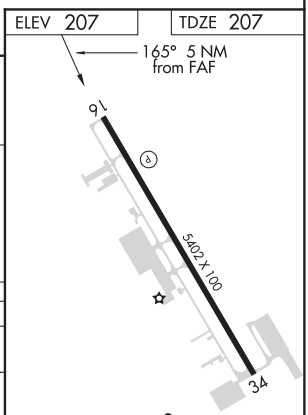
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 via RIC R-345 to ANNAS INT/19 DME and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	126.75 307.2	125.4	122.7 (CTAF) L







REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-16	1000-1 793 (800-1)	1000-1¼ 793 (800-1¼)	1000-2¼ 793 (800-2¼)	1000-2½ 793 (800-2½)
C CIRCLING	1000-1 793 (800-1)	1000-1¼ 793 (800-1¼)	1000-2¼ 793 (800-2¼)	1020-2¾ 813 (900-2¾)
BICAT FIX MINIMUMS (DME REQUIRED)				
S-16	820-1 613 (700-1)		820-1¾ 613 (700-1¾)	
C CIRCLING	820-1 613 (700-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	3214
121°	TDZE	64
	Apt Elev	64

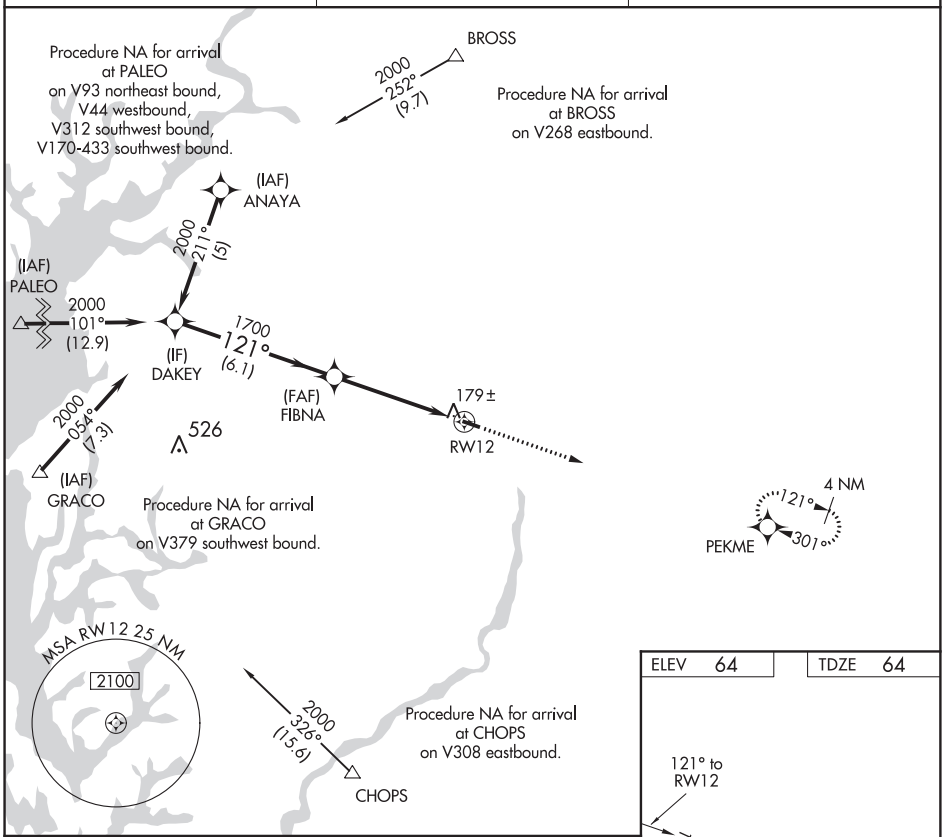
RNAV (GPS) RWY 12
RIDGELY AIRPARK (RJD)

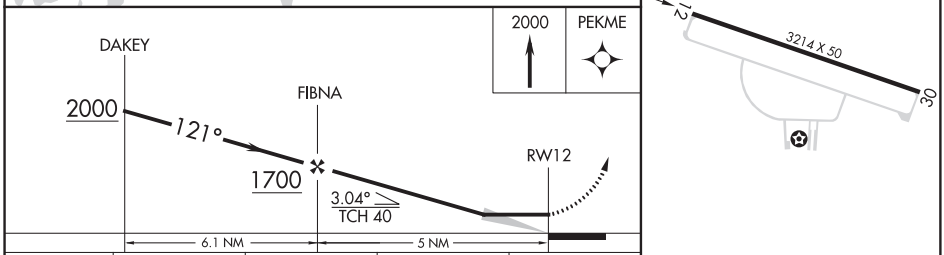
NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Easton altimeter source. When not received, procedure NA.

MISSED APPROACH: Climb to 2000 direct PEKME and hold.

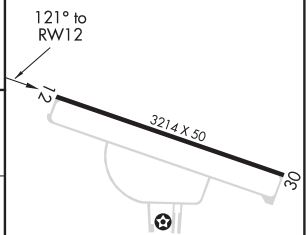
ESN AWOS-3	POTOMAC APP CON	UNICOM
124.475	124.55 317.425	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 416 (500-1)		NA	
CIRCLING	520-1 456 (500-1)		NA	

ELEV 64	TDZE 64



LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RIDGELY, MARYLAND

AL-10248 (FAA)

19283

RNAV (GPS) RWY 30
RIDGELY AIRPARK (RJD)

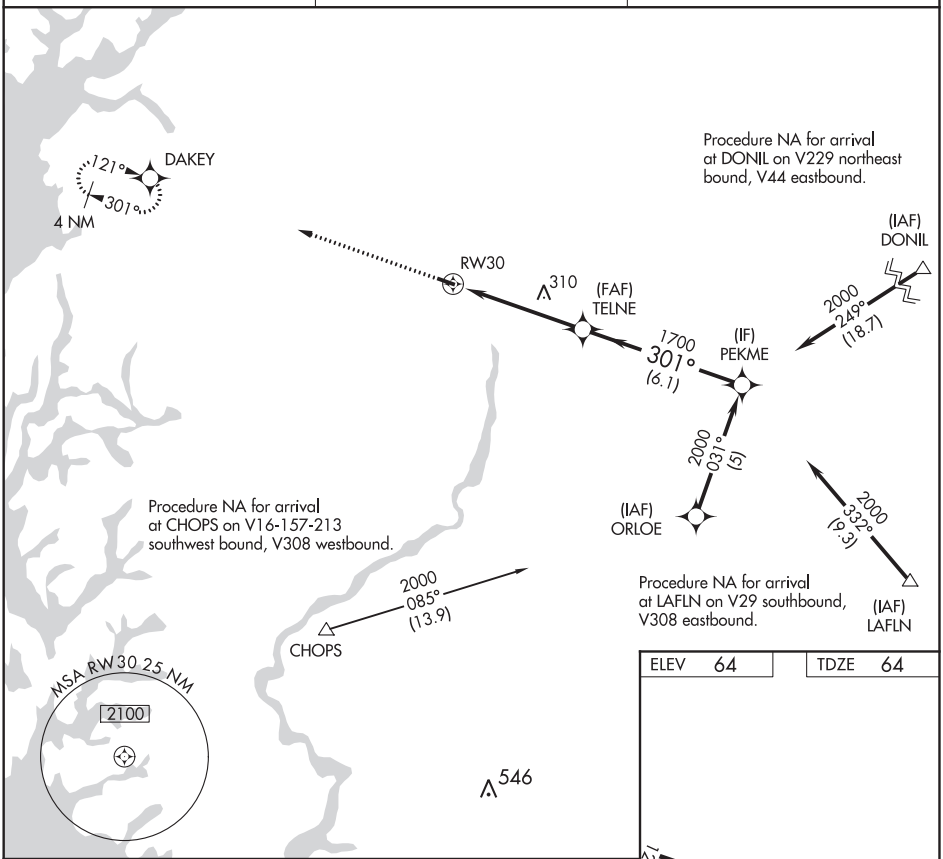
APP CRS	Rwy ldg	3214
301°	TDZE	64
	Apt Elev	64

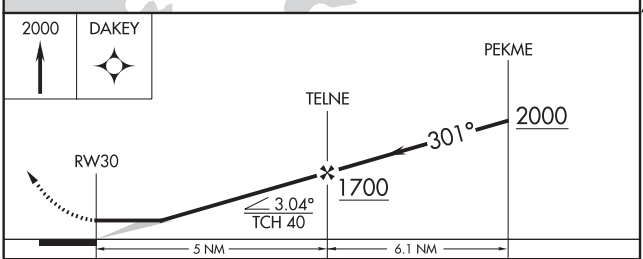
T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Use Easton altimeter source. When not received, procedure NA. Rwy 12, 30 helicopter visibility reduction below 1 SM NA.

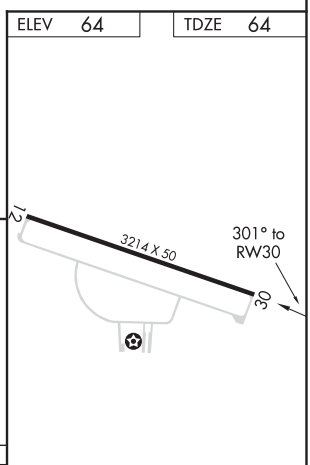
MISSED APPROACH: Climb to 2000 direct DAKEY and hold.

ESN AWOS-3	DOVER APP CON	UNICOM
124.475	132.425 257.875	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	660-1 596 (600-1)		NA	
CIRCLING	660-1 596 (600-1)		NA	



LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-ROA	APP CRS	Rwy ldg / TDZE / Apt Elev
109.7	336°	5810 / 1160 / 1175

ILS or LOC RWY 34

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

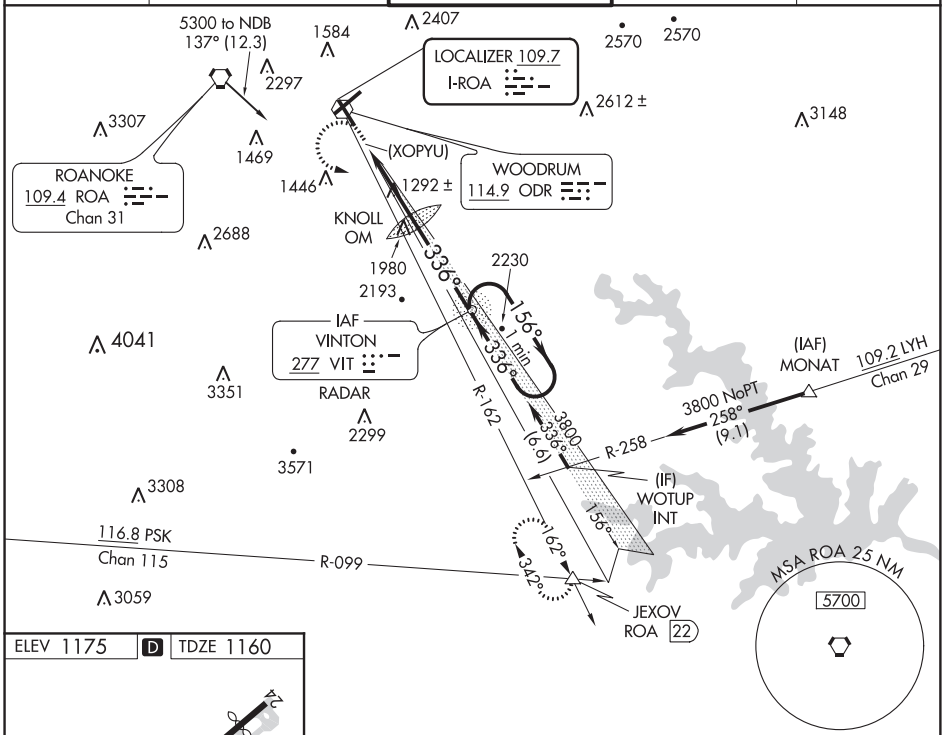
T A -13°C

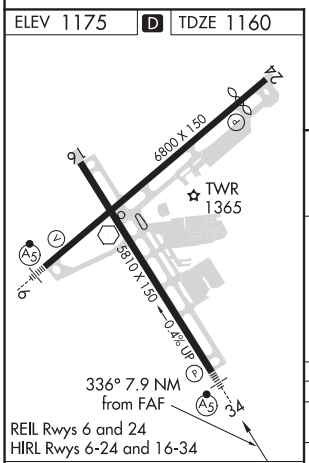
Circling NA northwest of Rwy 6-24. ADF or RADAR required. For inop MALSR, increase S-ILS 34 all Cats visibility ½ mile and S-LOC 34 Cat B ¼ mile, Cats C/D ⅝ mile. Inop table does not apply to S-LOC 34 Cat A.

MALSR A5

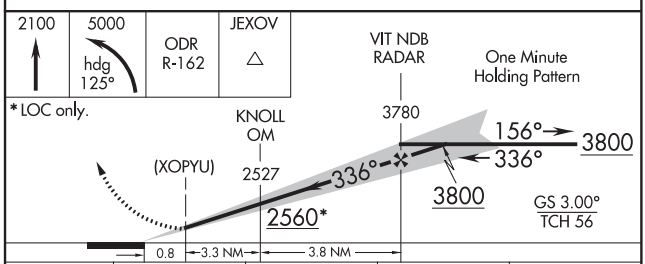
MISSED APPROACH: Climb to 2100 then climbing left turn to 5000 on heading 125° and ODR R-162 to JEXOV INT/ROA 22 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22



CATEGORY	A	B	C	D
S-ILS 34	1810-1¾ 650 (700-1¾)			1913-2¼ 753 (700-2¼)
S-LOC 34	1980-1 820 (900-1)		1980-1⅞ 820 (900-1⅞)	
C CIRCLING	1980-1 805 (900-1)	1980-1¼ 805 (900-1¼)	2420-3 1245 (1300-3)	2800-3 1625 (1700-3)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ROANOKE, VIRGINIA | AL-349 (FAA) | 19227

APP CRS	Rwy ldg	6800
058°	TDZE	1175
	Apt Elev	1175

RNAV (RNP) Z RWY 6

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

RNP AR APCH. RF required.

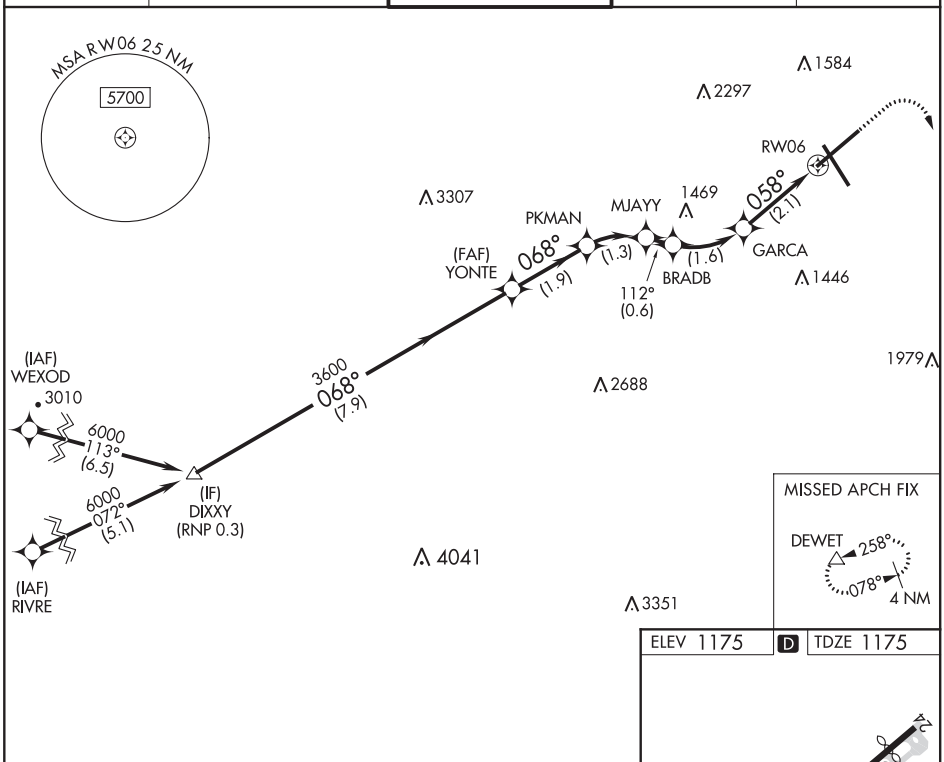
T

-13°C For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

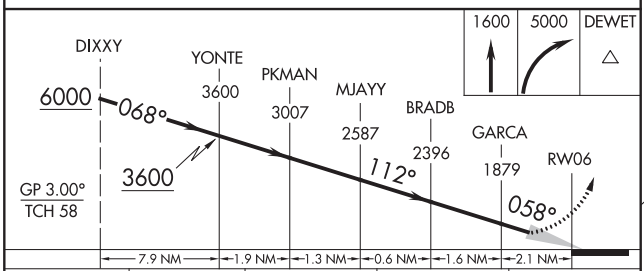
MALSR

MISSED APPROACH: (Do not exceed 240K until DEWET) Climb to 1600 then climbing right turn to 5000 direct DEWET and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 370 feet per NM to 2900.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7

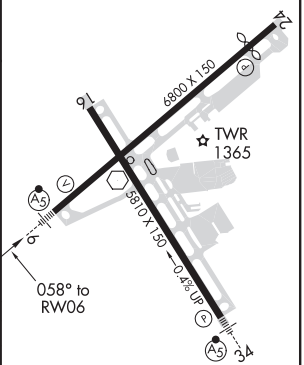


ELEV 1175 | D | TDZE 1175



CATEGORY	A	B	C	D
RNP 0.20 DA*	1425-½	250 (300-½)		
RNP 0.30 DA	1605-¾	430 (500-¾)		

AUTHORIZATION REQUIRED



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	6010
238°	TDZE	1170
	Apt Elev	1175

RNAV (RNP) Z RWY 24

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

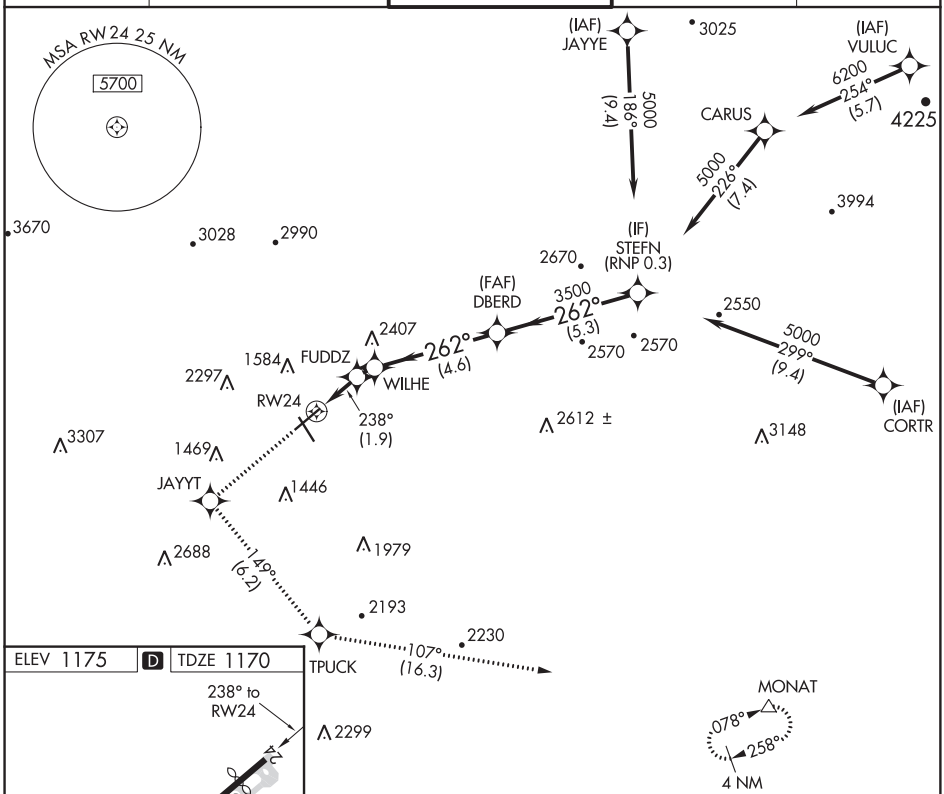
RNP AR APCH. RF required.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

-13°C

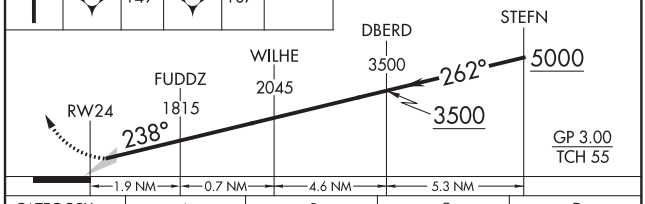
MISSED APPROACH: Climb to 4000 direct JAYYT and on track 149° to TPUCK and on track 107° to MONAT and hold. # Missed approach requires minimum climb of 217 feet per NM to 3200.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



4000	JAYYT	tr 149°	TPUCK	tr 107°	MONAT

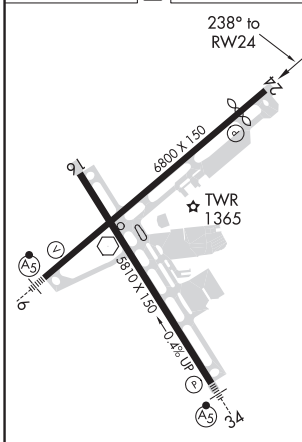
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 58).



CATEGORY	A	B	C	D
#RNP 0.15 DA	1491-1	321 (400-1)		
RNP 0.30 DA	1579-1⅛	409 (500-1⅛)		

AUTHORIZATION REQUIRED

ELEV 1175 | D | TDZE 1170



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ROANOKE, VIRGINIA

AL-349 (FAA)

19227

RNAV (RNP) Z RWY 34

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

APP CRS	Rwy ldg	5810
336°	TDZE	1160
	Apt Elev	1175

RNP AR APCH. RF required.

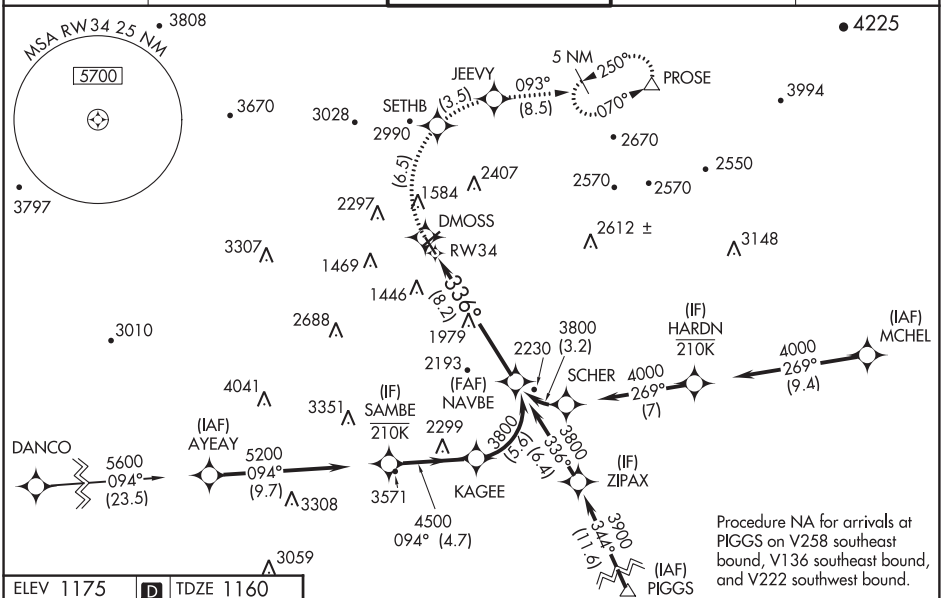
Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30* all Cats visibility to 1⅜ SM. Inop table does not apply to RNP 0.30. For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

-13°C

MALSR

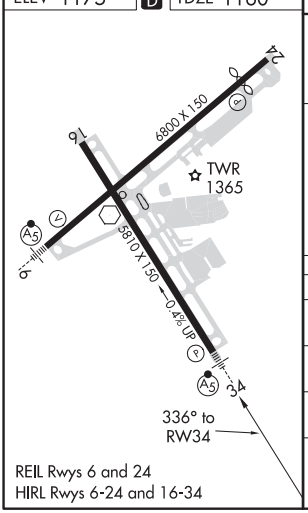
MISSED APPROACH: Climb to 6000 on track 336° to DMOSS, right turn to SETHB, right turn to JEEVY and on track 093° to PROSE and hold. * Missed approach requires minimum climb of 350 feet per NM to 4100. # Missed approach requires minimum climb of 415 feet per NM to 4100.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7

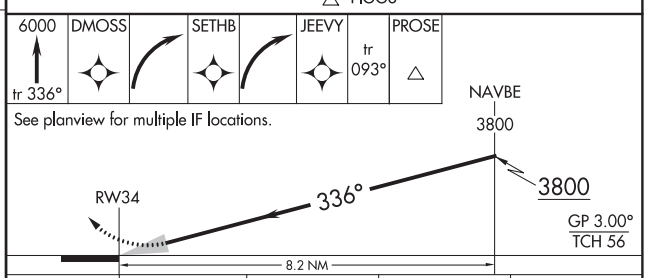


Procedure NA for arrivals at PIGGS on V258 southeast bound, V136 southeast bound, and V222 southwest bound.

ELEV 1175 | D | TDZE 1160



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34



CATEGORY	A	B	C	D
RNP 0.15 DA #	1495-½ 335 (400-½)			
RNP 0.30 DA*	1646-1 486 (500-1)			
RNP 0.30 DA	2115-4 955 (1000-4)			

AUTHORIZATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	6800
072°	TDZE	1175
	Apt Elev	1175

RNAV (GPS) Y RWY 6
ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

RNP APCH.

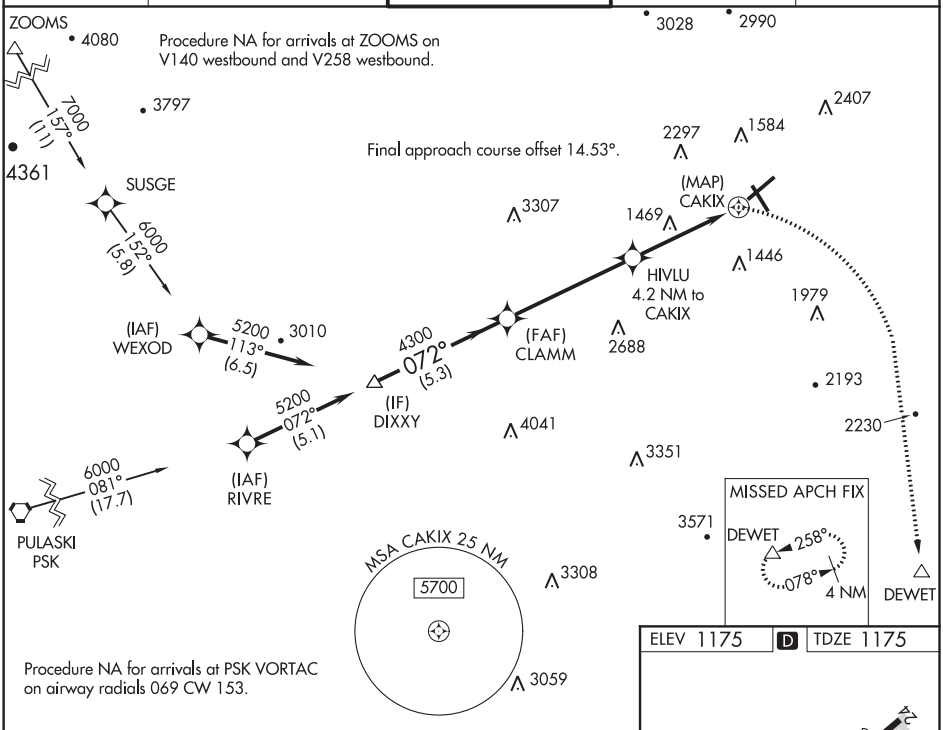
T A -13°C

Circling NA northwest of Rwy 6-24. For inop ALS, increase LNAV** Cat A and B visibility to 1 SM, LNAV Cat A visibility to 1 SM, and LNAV Cat C and D visibility to 2½ SM.

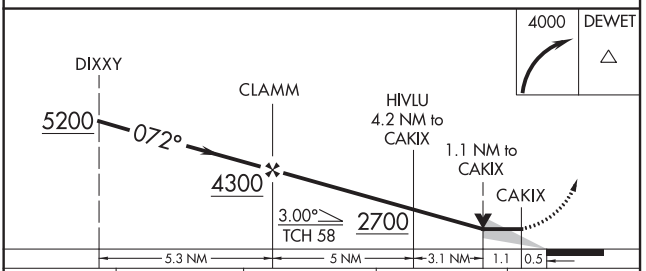
MALSR A5

MISSED APPROACH: Climbing right turn to 4000 direct DEWET and hold.
**Missed approach requires minimum climb of 276 feet per NM to 2700.

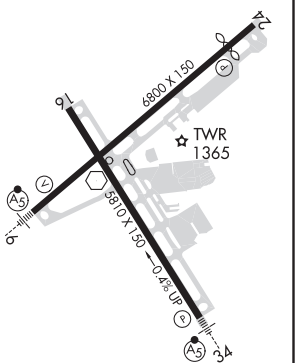
ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



ELEV 1175 D TDZE 1175



CATEGORY	A	B	C	D
LNAV MDA**	1720-¾ 545 (600-¾)		1720-1⅛ 545 (600-1⅛)	
LNAV MDA	1980-¾ 805 (900-¾)		1980-1⅞ 805 (900-1⅞)	
C CIRCLING	1980-1 805 (900-1)	1980-1¼ 805 (900-1¼)	2420-3 1245 (1300-3)	2820-3 1645 (1700-3)



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ROANOKE, VIRGINIA | AL-349 (FAA) | 20198

RNAV (GPS) Y RWY 24
ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

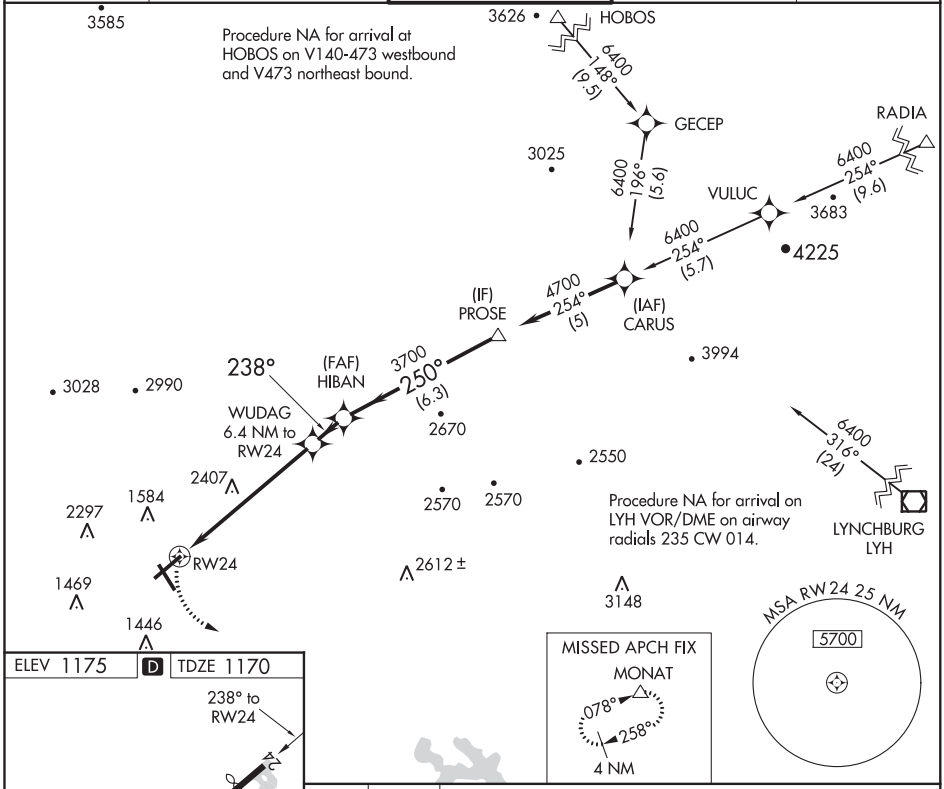
WAAS CH 99522 W24A	APP CRS 238°	Rwy ldg 6010 TDZE 1170 Apt Elev 1175

RNP APCH.

Circling NA northwest of Rwy 6-24.
Rwy 24 helicopter visibility reduction below ¾ SM NA.
-13°C

MISSED APPROACH: Climbing left turn to 4000 direct MONAT and hold.

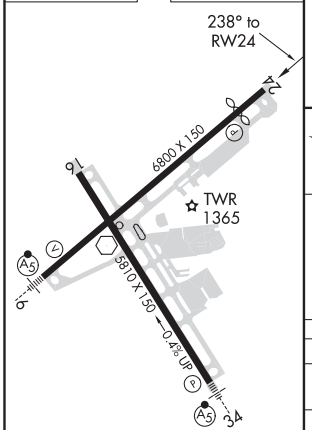
ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



NE-3, 10 SEP 2020 to 05 NOV 2020

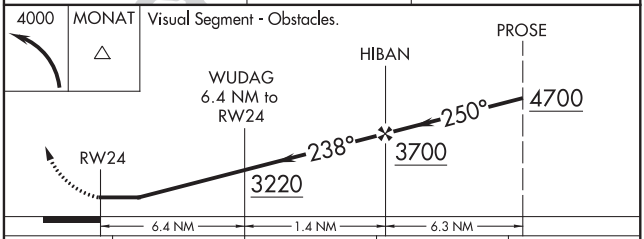
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 1175 | D | TDZE 1170



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

4000 | MONAT | Visual Segment - Obstacles.



CATEGORY	A	B	C	D
LP MDA	2500-1¼ 1330 (1400-1¼)	2500-1½ 1330 (1400-1½)	2500-3	1330 (1400-3)
LNAV MDA	3000-1¼ 1830 (1900-1¼)	3000-1½ 1830 (1900-1½)	3000-3	1830 (1900-3)
C CIRCLING	3000-1¼ 1825 (1900-1¼)	3000-1½ 1825 (1900-1½)	3000-3	1825 (1900-3)

WAAS CH 70722 W34A	APP CRS 336°	Rwy ldg 5810 TDZE 1160 Apt Elev 1175

RNAV (GPS) Y RWY 34
ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

RNP APCH.

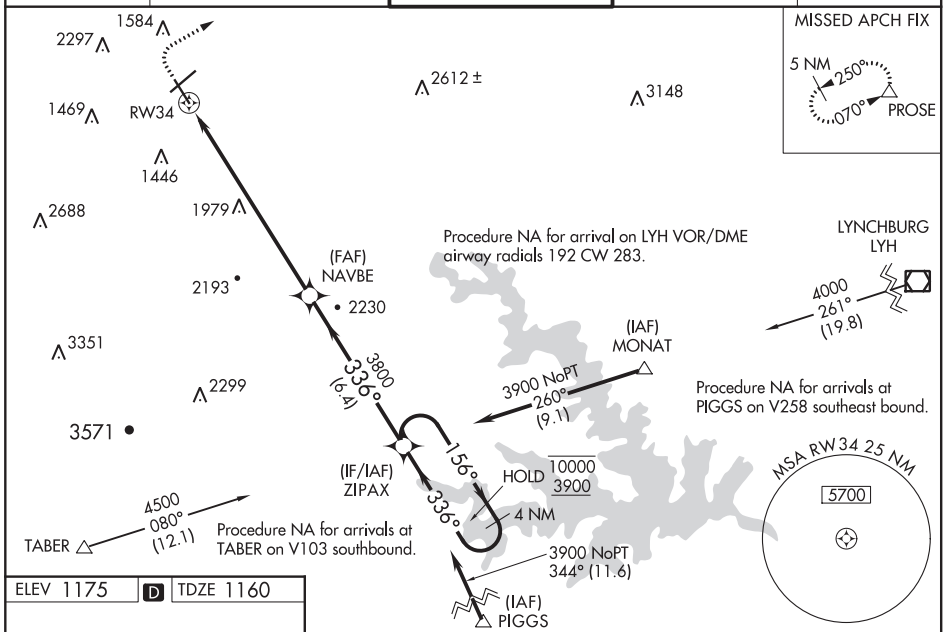
Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1⅛ SM.

-13°C

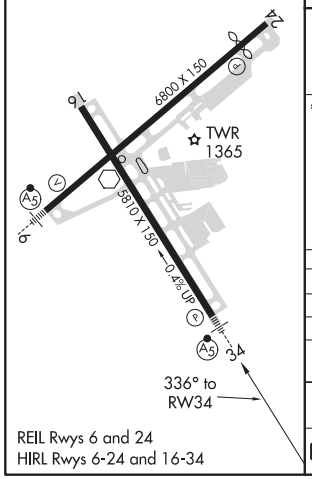
MALSR

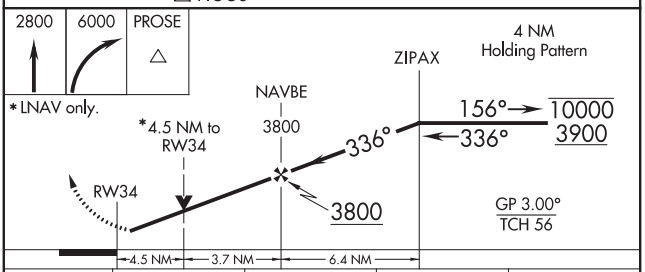
MISSED APPROACH: (Do not exceed 240K until PROSE) Climb to 2800 then climbing right turn to 6000 direct PROSE and hold, continue climb-in-hold to 6000. # Missed approach requires minimum climb of 405 feet per NM to 3900.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



ELEV 1175 D TDZE 1160





CATEGORY	A	B	C	D
LPV DA #	1560-¾ 400 (400-¾)			
LPV DA	2568-5 1408 (1400-5)			
LNAV/VNAV DA	2300-4 1140 (1200-4)			
LNAV MDA	2640-¾ 1480 (1500-¾)	2640-1 1480 (1500-1)	2640-3 1480 (1500-3)	
C CIRCLING	2640-1¼ 1465 (1500-1¼)	2640-1½ 1465 (1500-1½)	2640-3 1465 (1500-3)	2820-3 1645 (1700-3)

ROANOKE, VIRGINIA AL-349 (FAA) 20086

LOC/DME I-SZK	APP CRS	Rwy ldg 6800
111.1	072°	TDZE 1175
Chan 48		Apt Elev 1175

LDA Y RWY 6

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

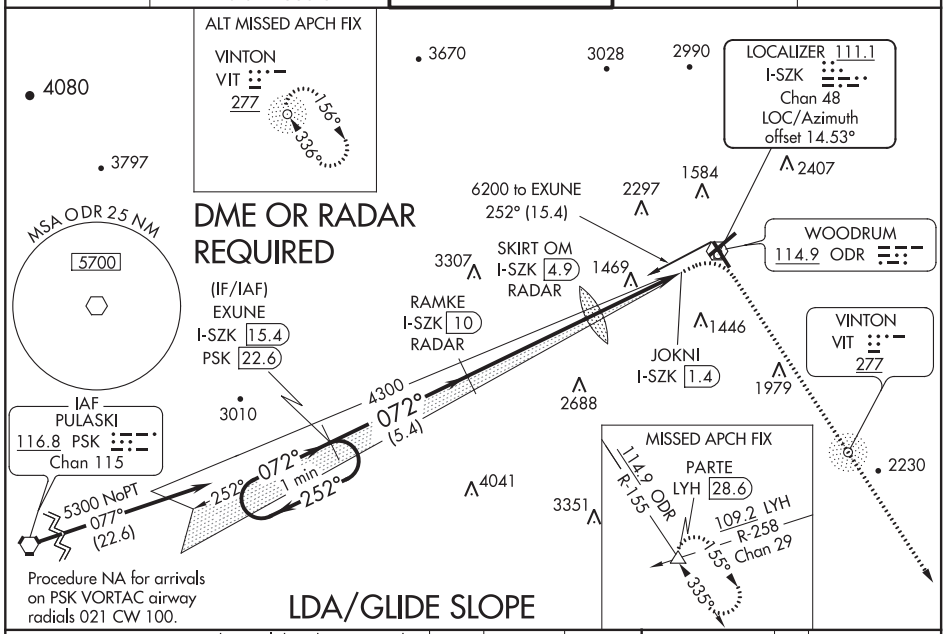
Inop table does not apply to S-LDA 6 Cats C and D. Circling NA NW of Rwy 6-24. For inop MALSR, increase S-LDA/GS 6 all Cats visibility to 1½ .

-13° C

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 on ODR VOR R-155 to PARTE INT/LYH 28.6 DME and hold, continue climb-in-hold to 5000.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7

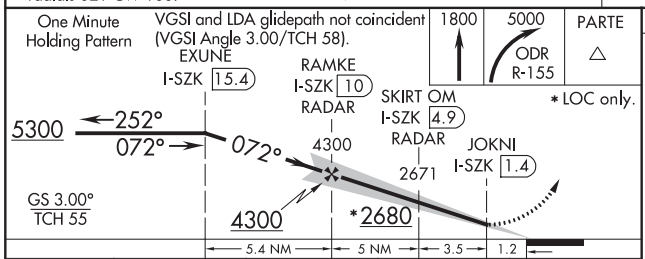


One Minute Holding Pattern

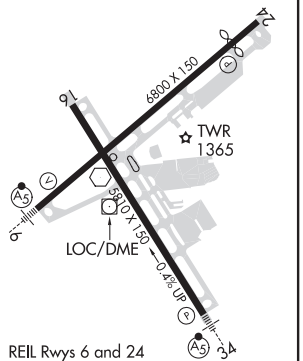
VGSI and LDA glidepath not coincident (VGSI Angle 3.00/TCH 58).

1800	5000	PARTE
	ODR R-155	

* LOC only.



ELEV 1175 D TDZE 1175



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

CATEGORY	A	B	C	D
S-LDA/GS 6	1615-1⅛ 440 (500-1⅛)			
S-LDA 6	2680-1 1505 (1600-1)		2680-3 1505 (1600-3)	
C CIRCLING	2680-1⅜ 1505 (1600-1⅜)	2680-1½ 1505 (1600-1½)	2680-3 1505 (1600-3)	2800-3 1625 (1700-3)
SKIRT OM/DME/RADAR				
S-LDA 6	1720-1 545 (600-1)		1720-1⅛ 545 (600-1⅛)	
C CIRCLING	1720-1⅜ 545 (600-1⅜)		2420-3 1245 (1300-3)	2800-3 1625 (1700-3)

FAF to MAP 8.5 NM

Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-SZK	APP CRS	Rwy ldg 6800
111.1	072°	TDZE 1175
Chan 48		Apt Elev 1175

LDA Z RWY 6

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

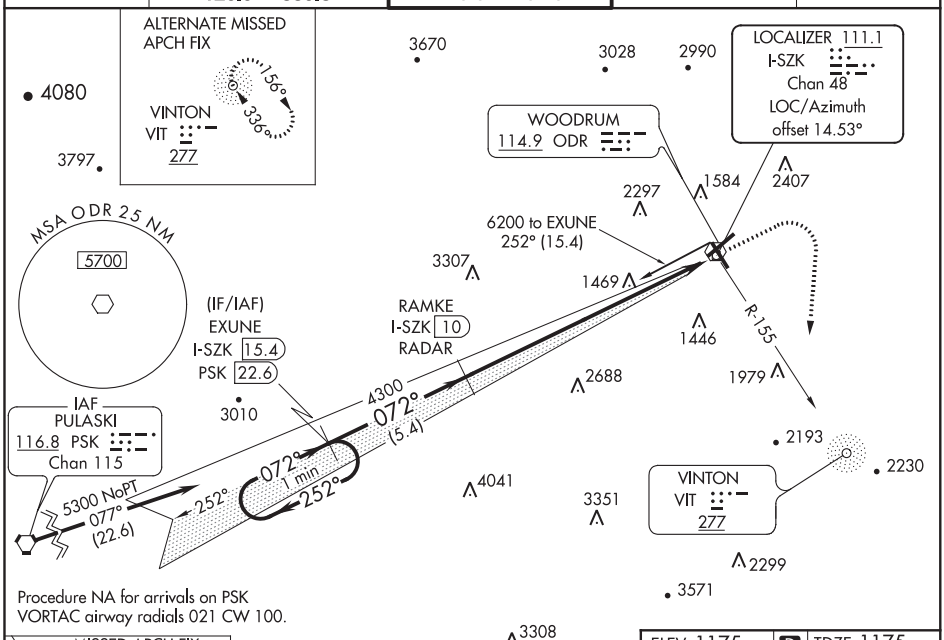
For inop MALSR, increase S-LDA/GS 6 all Cats visibility to ⅞ mile. Missed approach requires a minimum climb of 350 feet per NM to 3600, if unable to meet climb gradient, see LDA Y Rwy 6.

-13°C

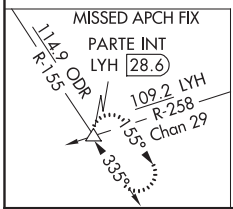
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 on ODR VOR R-155 to PARTE INT/LYH 28.6 DME and hold, continue climb-in-hold to 5000.

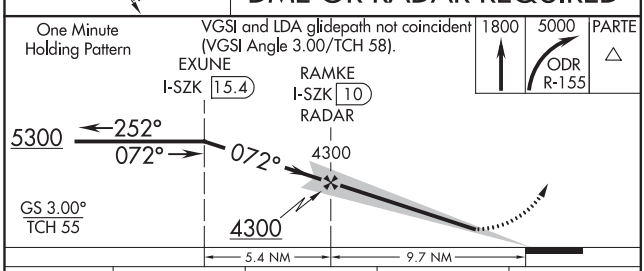
ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



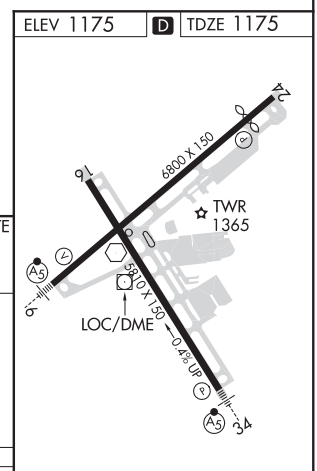
Procedure NA for arrivals on PSK VORTAC airway radials 021 CW 100.



LDA/GLIDE SLOPE
DME OR RADAR REQUIRED



CATEGORY	A	B	C	D
S-LDA/GS 6	1425-¾ 250 (300-¾)			



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 10 SEP 2020 to 05 NOV 2020

ROANOKE, VIRGINIA
Orig 20AUG15
ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)
37°20'N-79°59'W
LDA Z RWY 6
397

ROANOKE, VIRGINIA AL-349 (FAA) 20086

VOR/DME-A

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

VOR ODR	APP CRS	Rwy ldg	N/A
114.9	236°	TDZE	N/A
		Apt Elev	1175

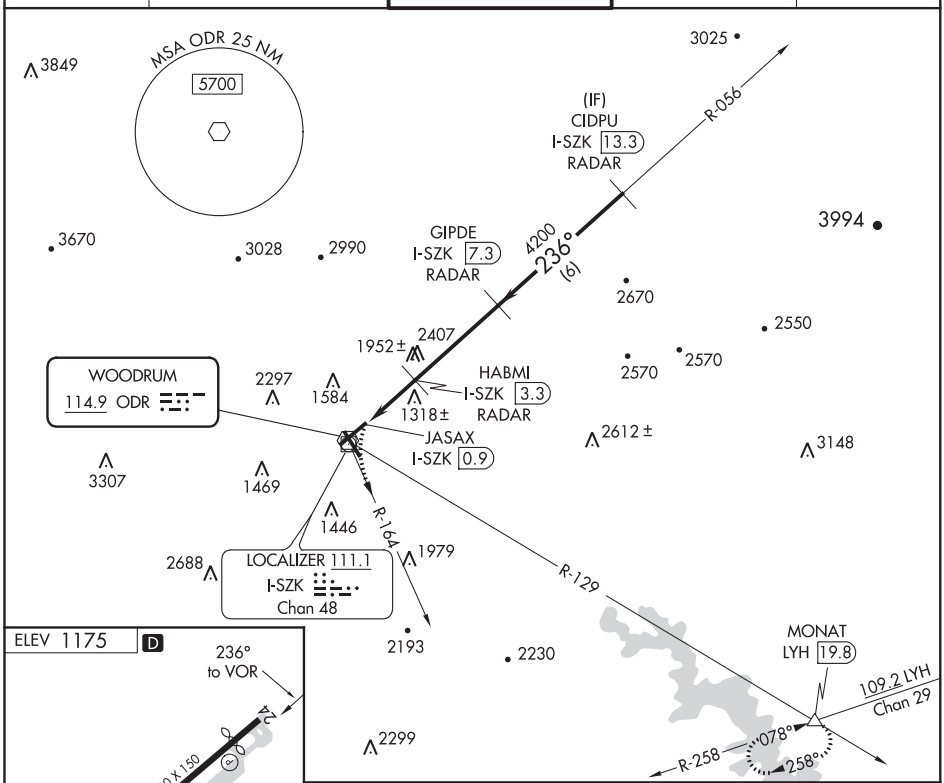
RADAR required.

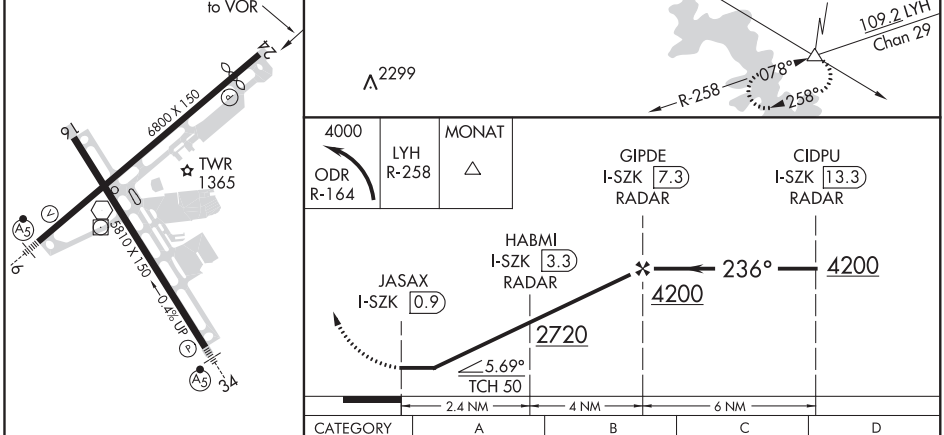
Circling NA northwest of Rwy 6-24. DME from I-SZK LDA. Simultaneous reception of ODR VOR and I-SZK DME required.

-13°C

MISSED APPROACH: Climbing left turn to 4000 on ODR VOR R-164 and LYH VOR/DME R-258 to MONAT/LYH 19.8 DME and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



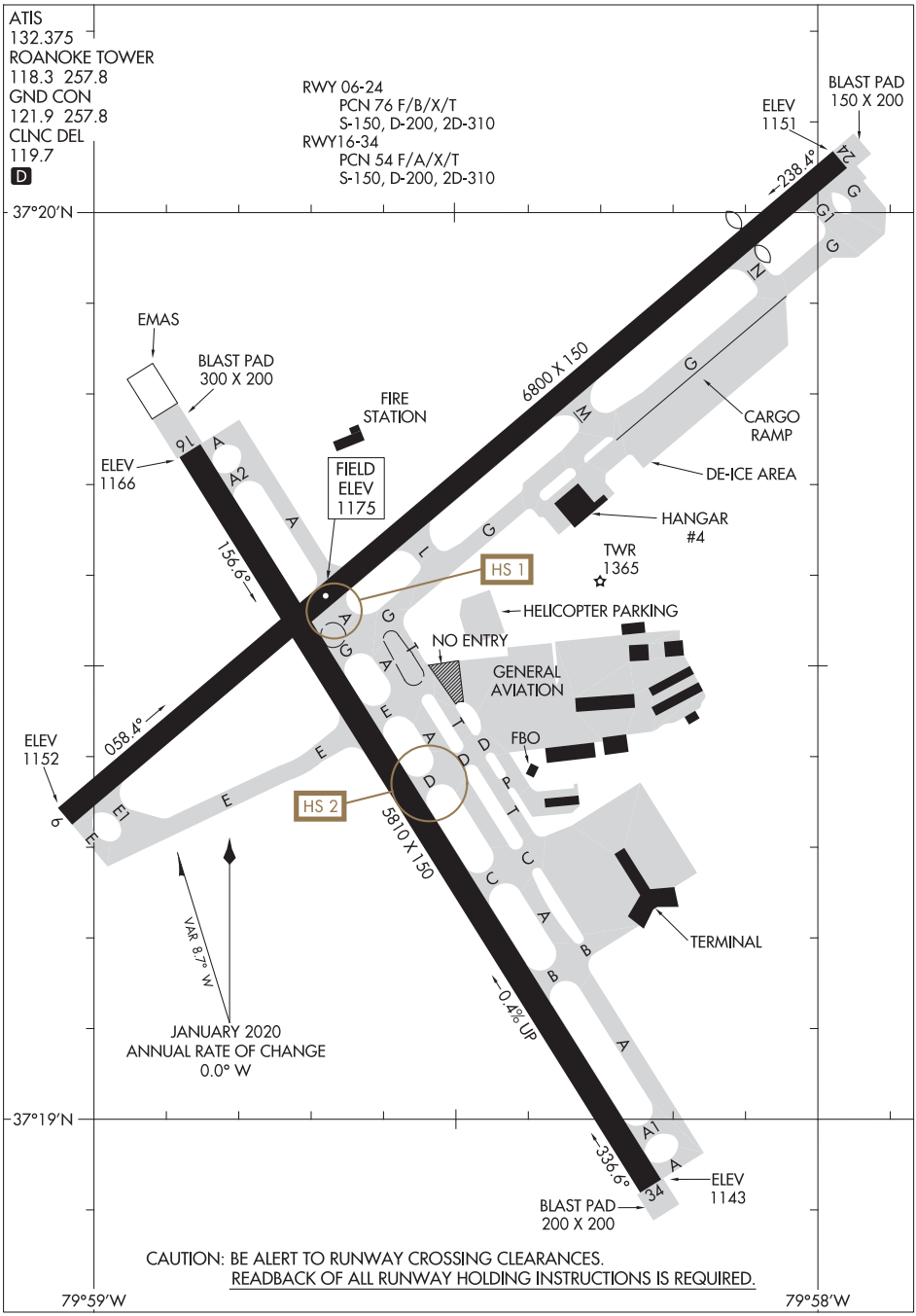


REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

CATEGORY	A	B	C	D
C CIRCLING	1740-1	565 (600-1)	2420-3 1245 (1300-3)	2800-3 1625 (1700-3)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

(BUFIY3.BUFIY) 19283

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

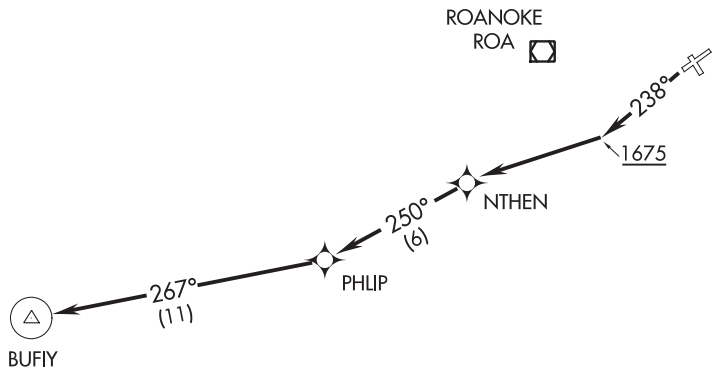
BUFIY THREE DEPARTURE (RNAV)

AL-349 (FAA)

ROANOKE, VIRGINIA

ATIS 132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
126.9 339.8
ROANOKE TOWER
118.3 257.8

TOP ALTITUDE: 5000



NOTE: GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.

TAKEOFF MINIMUMS:
Rwys 6, 16, 34: NA-Air Traffic.
Rwy 24: Standard with minimum climb of 500′ per NM to 1675.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb heading 238° to 1675, then direct NTHEN, then on depicted route to BUFIY.

. . . .Maintain 5000 or assigned altitude by ATC; expect clearance to filed altitude within 10 minutes after departure.

BUFIY THREE DEPARTURE (RNAV)

ROANOKE, VIRGINIA

(BUFIY3.BUFIY) 10OCT19

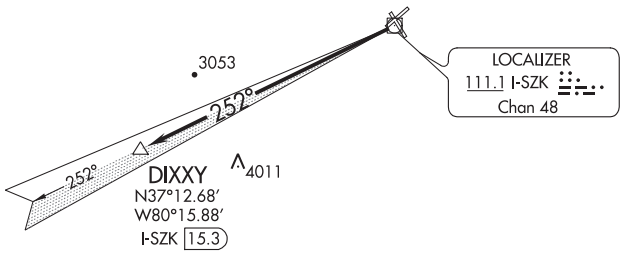
ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE TOWER
118.3 257.8
ROANOKE DEP CON
126.9 339.8

TOP ALTITUDE: 4200

NOTE: RADAR required.
NOTE: DME required.

TAKEOFF MINIMUMS:
Rwys 6, 16, 34: NA - ATC.
Rwy 24: Standard with minimum climb of 242′ per NM to 2800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on I-SZK LDA Localizer west course to 4200 to DIXXY I-SZK 15.3 DME. Expect RADAR vectors to filed/assigned route.

(HOKEE3.HOKEE) 20086

HOKEE THREE DEPARTURE

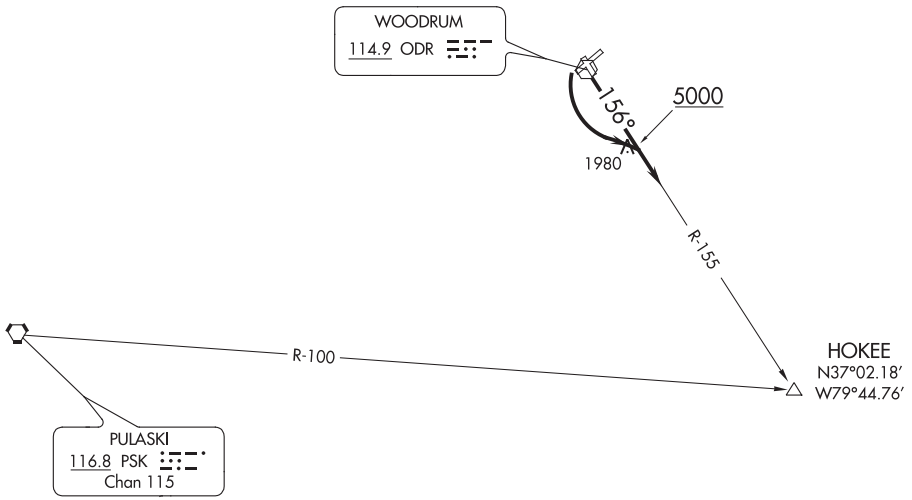
ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)
AL-349 (FAA)
ROANOKE, VIRGINIA

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE TOWER
118.3 257.8
ROANOKE DEP CON
126.9 339.8

TOP ALTITUDE: 5000

NOTE: RADAR Required.

TAKEOFF MINIMUMS:
Rwys 6, 34: NA - Obstacles
Rwy 16: Standard with minimum climb of 260′ per NM to 2300
Rwy 24: Standard with minimum climb of 205′ per NM to 2800



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb to 5000 on heading 156° to intercept ODR R-155 to HOKEE INT. Expect RADAR vectors to filed/assigned route.
TAKEOFF RUNWAY 24: Climbing left turn to 5000 to intercept ODR R-155 to HOKEE INT. Expect RADAR vectors to filed/assigned route.

NE-3, 10 SEP 2020 to 05 NOV 2020

MONAT THREE DEPARTURE (RNAV)

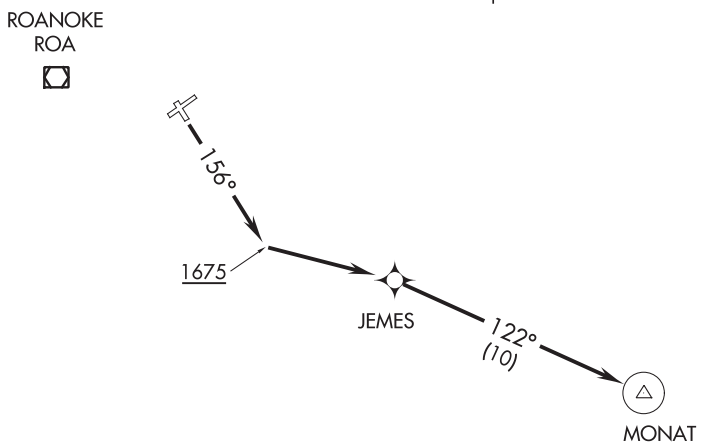
AL-349 (FAA)

ROANOKE, VIRGINIA

TOP ALTITUDE: 5000

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
126.9 339.8
ROANOKE TOWER
118.3 257.8

TAKEOFF MINIMUMS:
Rwys 6, 24, 34: NA-Air Traffic.
Rwy 16: Standard with minimum climb of 500′ per NM to 1675.



NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 156° to 1675, then direct JEMES, then on track 122° to MONAT.

. . . .Maintain 5000 or assigned altitude by ATC, expect clearance to filed altitude within 10 minutes after departure.

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

(SCUTA3.SCUTA) 19283

ROANOKE-BLACKSBURG RGNL/WOODRUM FIELD (ROA)

SCUTA THREE DEPARTURE (RNAV)

AL-349 (FAA)

ROANOKE, VIRGINIA

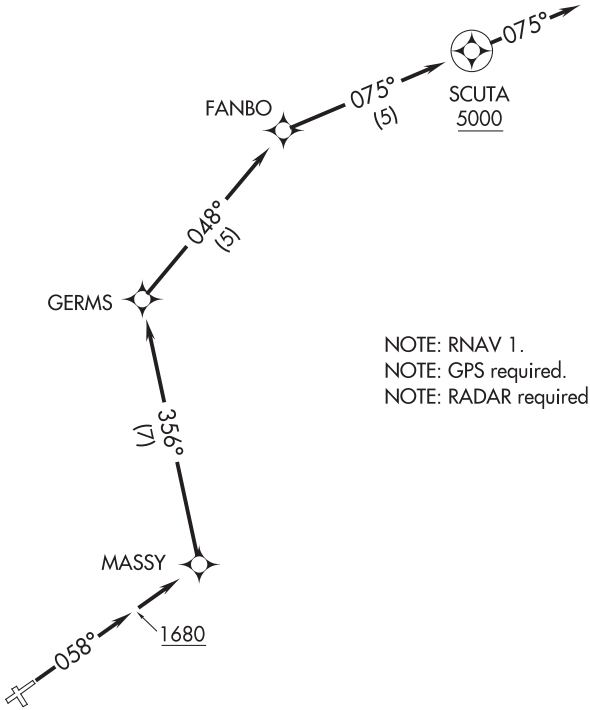
TOP ALTITUDE: 5000

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
126.9 339.8
ROANOKE TOWER
118.3 257.8

TAKEOFF MINIMUMS

Rwys 16, 24, 34: NA - Air Traffic.

Rwy 6: Standard with minimum climb of 560′ per NM to 2900.



NOTE: RNAV 1.
NOTE: GPS required.
NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° to 1680, then direct MASSY. Then on depicted route to cross SCUTA at or above 5000 on heading 075° for RADAR vectors. Maintain 5000 or assigned altitude, expect clearance to filed altitude 10 minutes after departure.

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-SBY	APP CRS	Rwy ldg	6400
108.7	319°	TDZE	53
		Apt Elev	53

ILS or LOC RWY 32

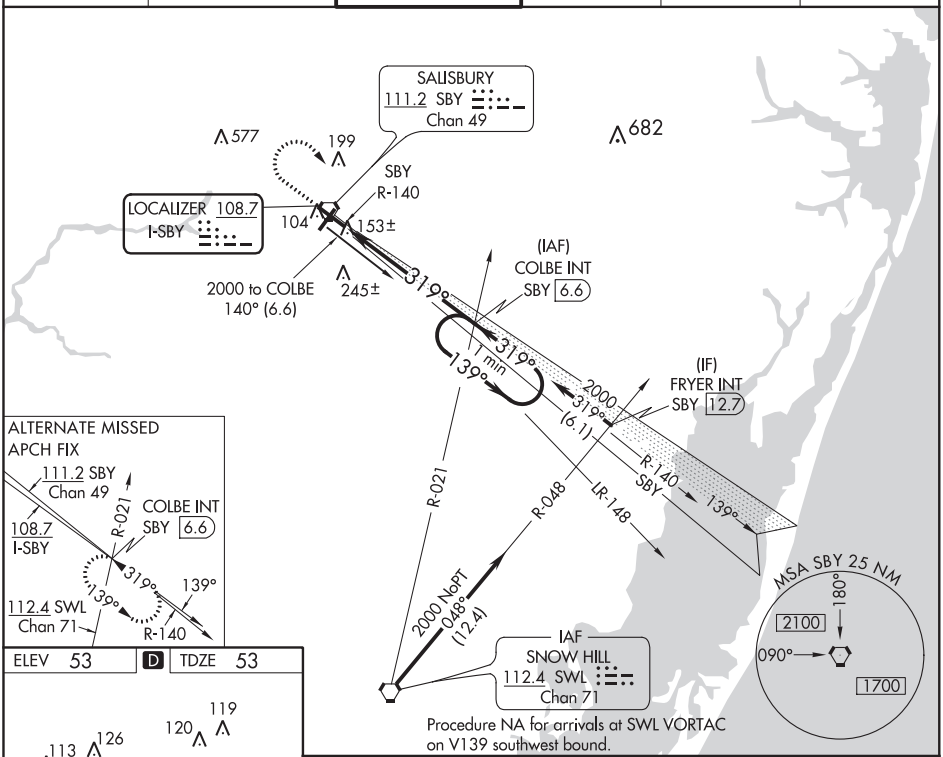
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

When local altimeter setting not received, use Georgetown altimeter setting and increase DA 52 feet and all MDA 60 feet, and increase S-LOC 32 Cat C visibility ¼ mile.

MALSR

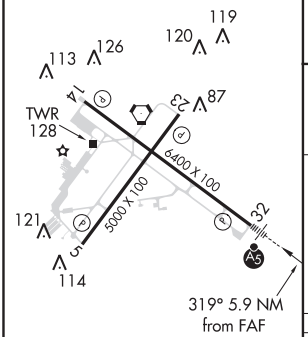
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 170° and on SBY VORTAC R-140 to COLBE INT/SBY VORTAC 6.6 DME and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNL DEL ★	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	122.95



Procedure NA for arrivals at SWL VORTAC on V139 southwest bound.

ELEV 53	D	TDZE 53

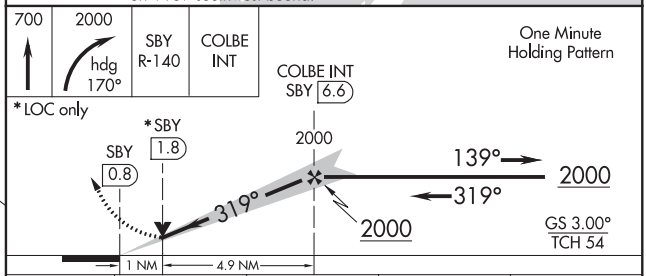


REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

700	2000	SBY R-140	COLBE INT
	hdg 170°		

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 32	253-½ 200 (200-½)			
S-LOC 32	420-½ 367 (400-½)			420-¾ 367 (400-¾)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	520-1½ 467 (500-1½)	620-2 567 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SALISBURY, MARYLAND — AL-977 (FAA) — 19115

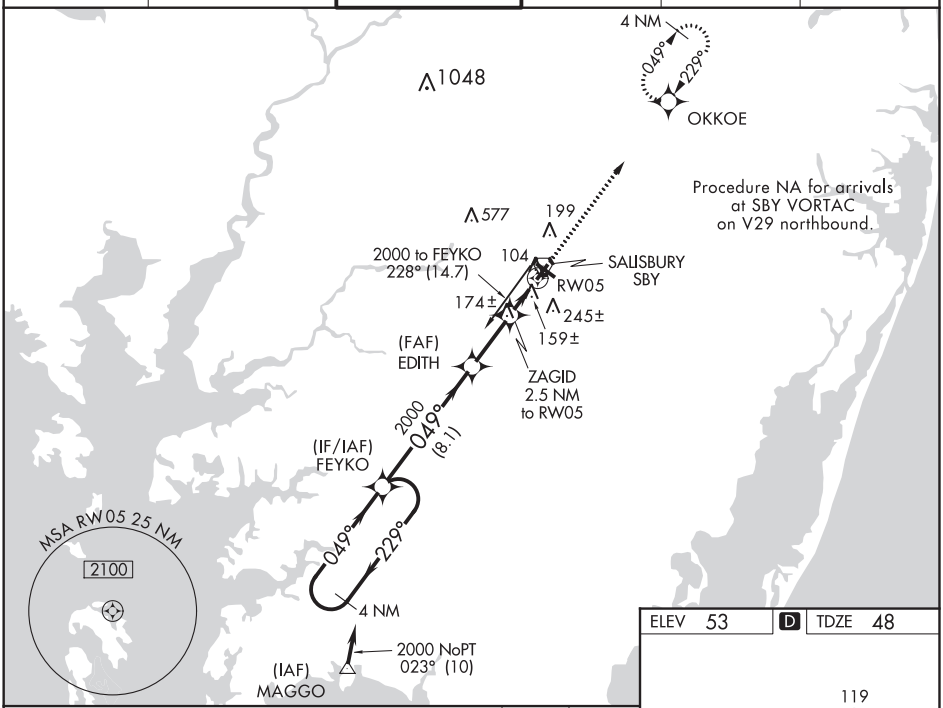
WAAS CH 62820 W05A	APP CRS 049°	Rwy ldg 5000 TDZE 48 Apt Elev 53

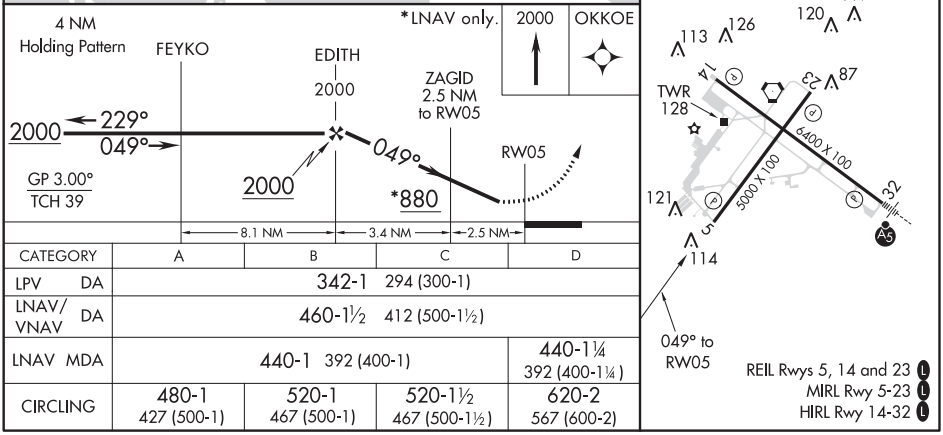
RNAV (GPS) RWY 5
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

Baro-VNAV NA when using Georgetown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Georgetown altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct OKKOE and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNL DEL ★	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	122.95





CATEGORY	A	B	C	D
LPV DA	342-1 294 (300-1)			
LNAV/VNAV DA	460-1½ 412 (500-1½)			
LNAV MDA	440-1 392 (400-1)			440-1¼ 392 (400-1¼)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	520-1½ 467 (500-1½)	620-2 567 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) RWY 14
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

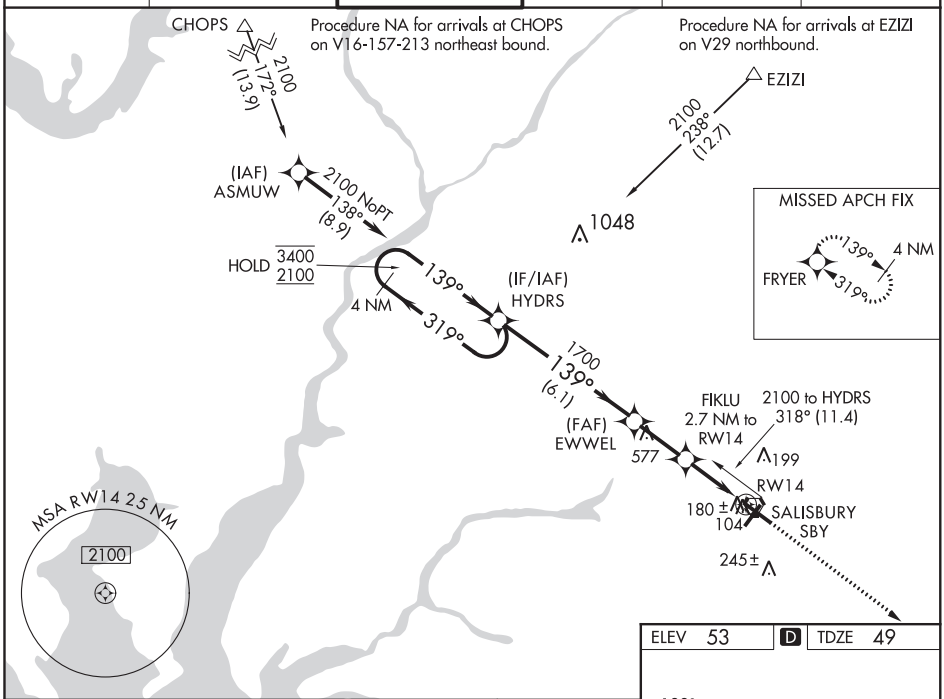
WAAS CH 56320 W14A	APP CRS 139°	Rwy ldg 6400 TDZE 49 Apt Elev 53

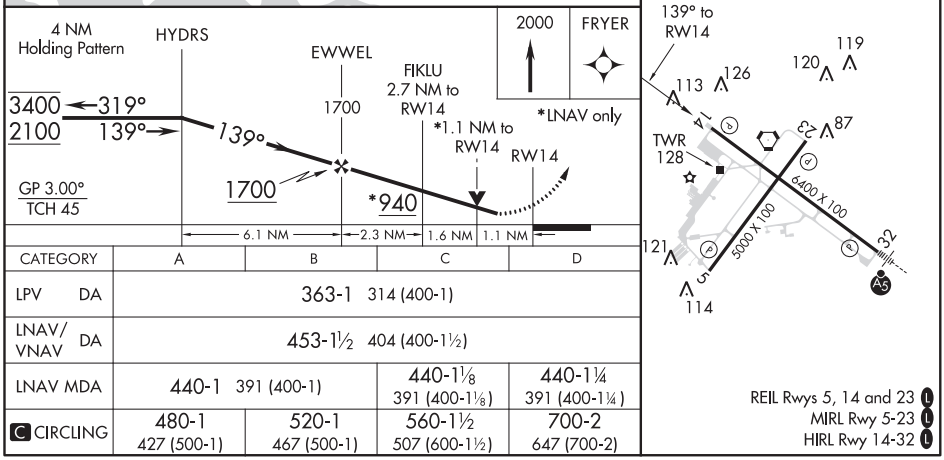
RNP APCH.

Rwy 14 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH: Climb to 2000 direct FRYER and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNL DEL ★	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	122.95





CATEGORY	A	B	C	D
LPV DA	363-1 314 (400-1)			
LNAV/VNAV DA	453-1½ 404 (400-1½)			
LNAV MDA	440-1 391 (400-1)		440-1⅛ 391 (400-1⅛)	440-1¼ 391 (400-1¼)
C CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SALISBURY, MARYLAND — AL-977 (FAA) — 19115

RNAV (GPS) RWY 23
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

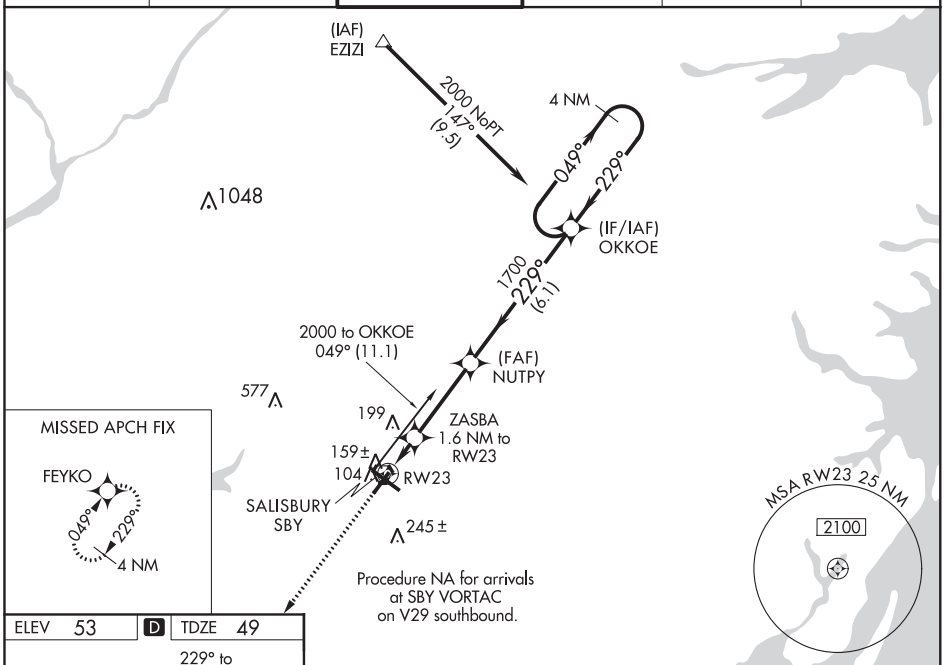
WAAS CH 78018 W23A	APP CRS 229°	Rwy ldg 5000 TDZE 49 Apt Elev 53

RNP APCH.

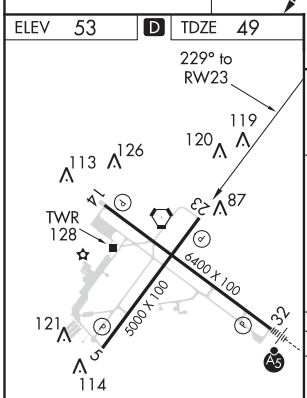
Baro-VNAV NA when using Georgetown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Georgetown altimeter setting and increase all DA 52 feet and all MDA 60 feet; increase LPV all Cats and LNAV Cats C/D visibility ¼ mile.

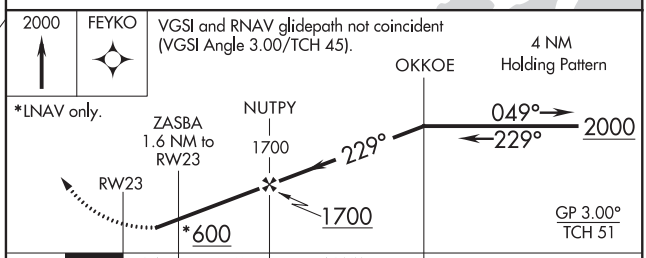
MISSED APPROACH: Climb to 2000 direct FEYKO and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNL DEL ★	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	122.95



ELEV 53 | D | TDZE 49





CATEGORY	A	B	C	D
LPV DA	374-1 325 (400-1)			
LNAV/VNAV DA	451-1½ 402 (400-1½)			
LNAV MDA	420-1 371(400-1)			420-1¼ 371 (400-1¼)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	520-1½ 467 (500-1½)	620-2 567 (600-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 48912 W32A	APP CRS 319°	Rwy ldg 6400 TDZE 53 Apt Elev 53

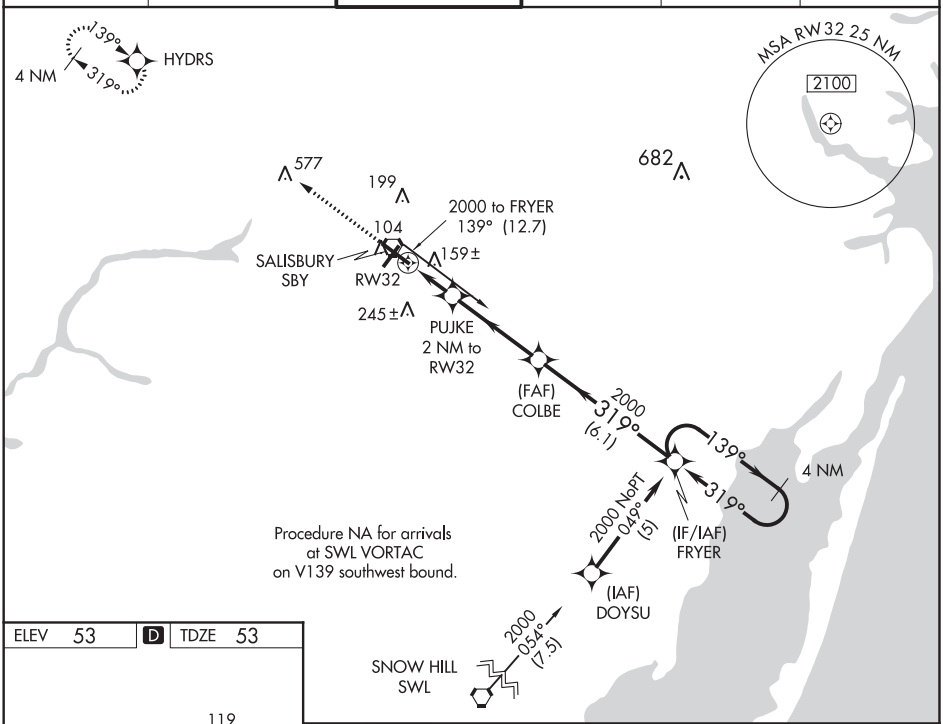
RNAV (GPS) RWY 32
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

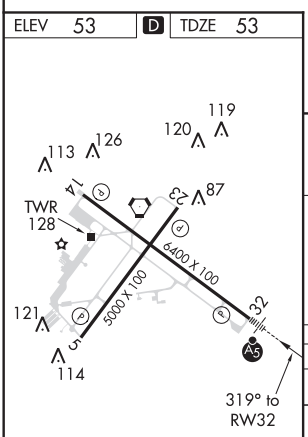
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Georgetown altimeter setting and increase all DA 52 feet and all MDA 60 feet, increase LNAV Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cat D visibility to 1¼. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

MALSR

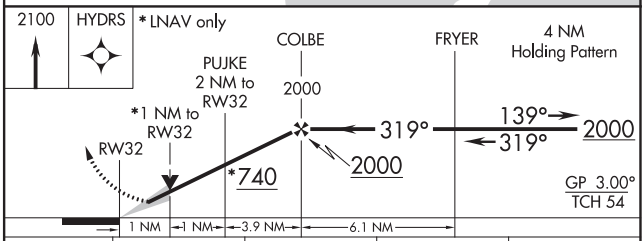
MISSED APPROACH: Climb to 2100 direct HYDRS and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNL DEL ★	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	122.95





REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	253-½ 200 (200-½)			
LNAV/VNAV DA	458-1 405 (500-1)			
LNAV MDA	420-½ 367 (400-½)			420-1 367 (400-1)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	520-1½ 467 (500-1½)	620-2 567 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SALISBURY, MARYLAND | AL-977 (FAA) | 20254

VORTAC SBY 111.2 Chan 49	APP CRS 041°	Rwy ldg 5000 TDZE 47 Apt Elev 53

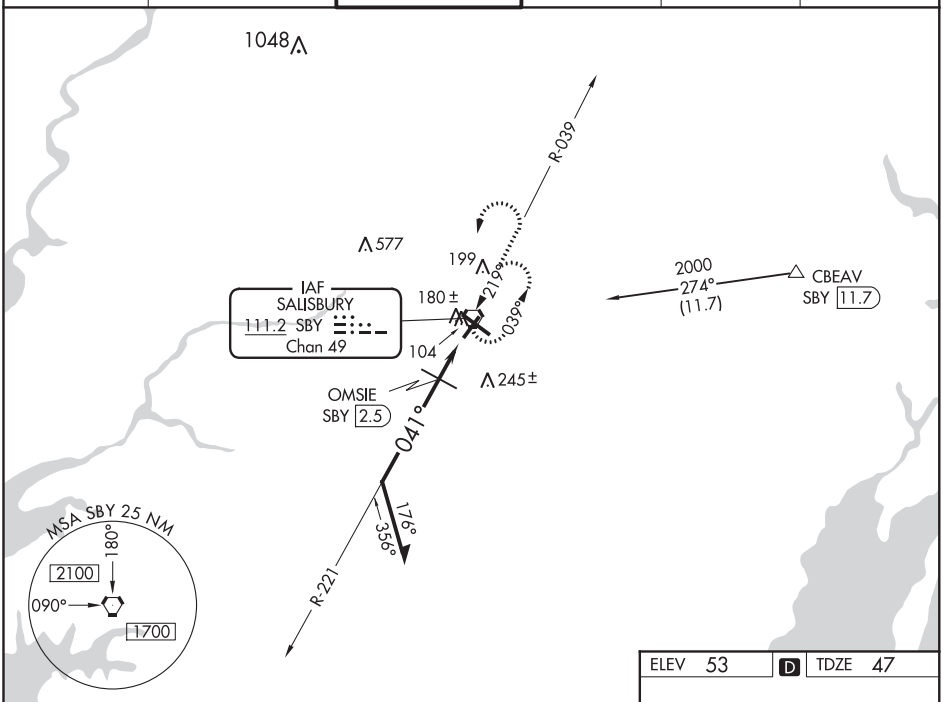
VOR RWY 5

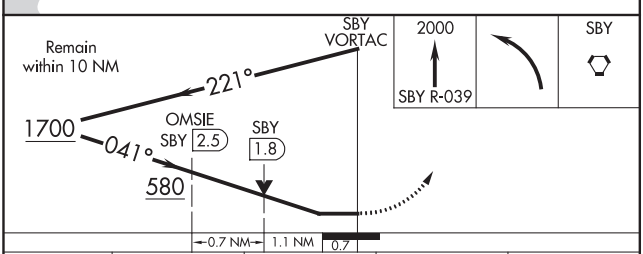
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

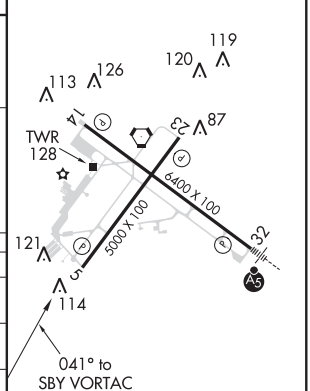
Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 on SBY VORTAC R-039 then left turn direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNL DEL ★	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	122.95



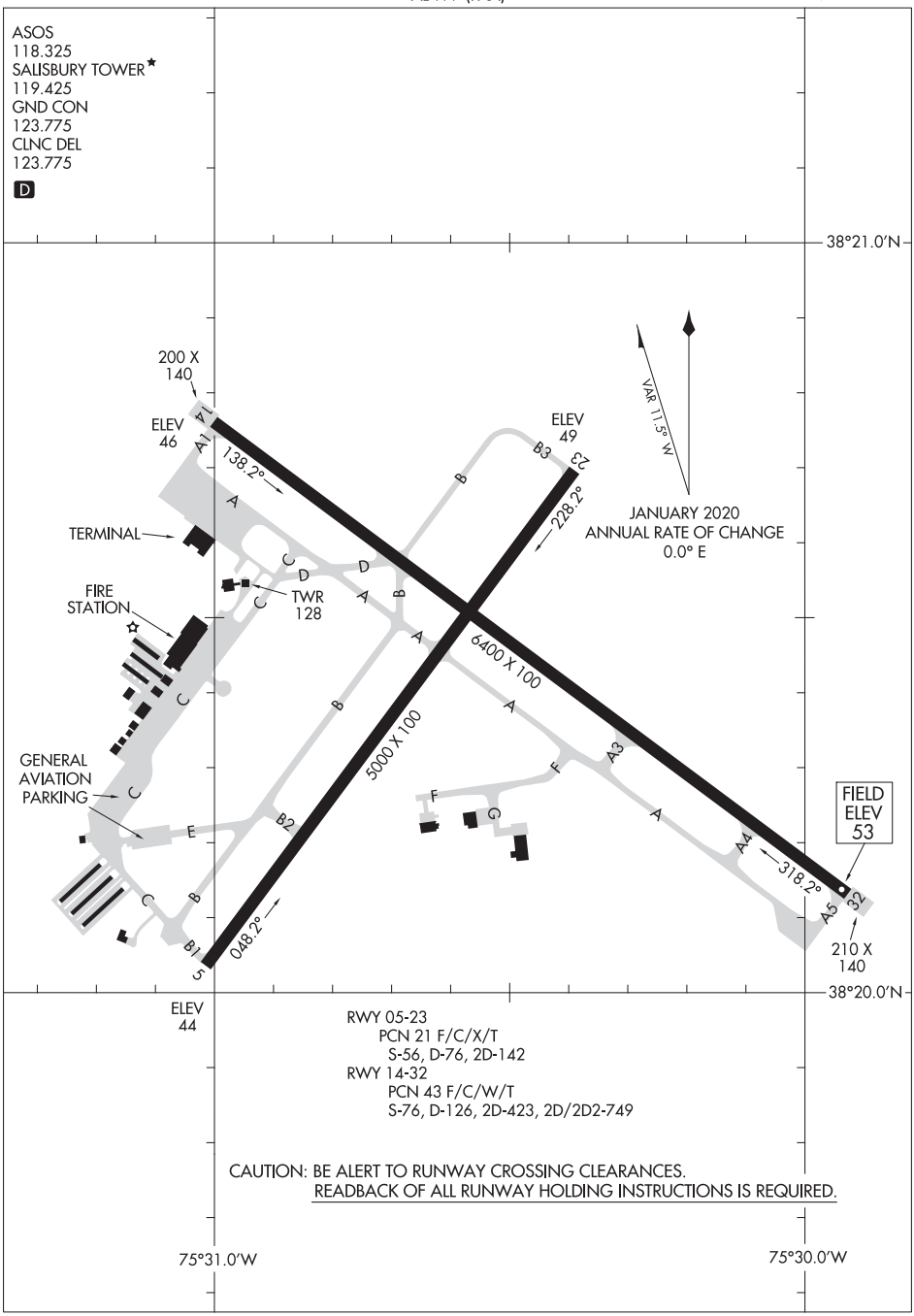




REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-5	580-1 533 (600-1)		580-1½ 533 (600-1½)	580-1¾ 533 (600-1¾)
C CIRCLING	580-1 527 (600-1)		580-1½ 527 (600-1½)	700-2 647 (700-2)
OMSIE FIX MINIMUMS				
S-5	440-1 393 (400-1)		440-1⅛ 393 (400-1⅛)	440-1¼ 393 (400-1¼)
C CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SALUDA, VIRGINIA | AL-9364 (FAA) | 20254

APP CRS	Rwy ldg	2042
006°	TDZE	30
	Apt Elev	30

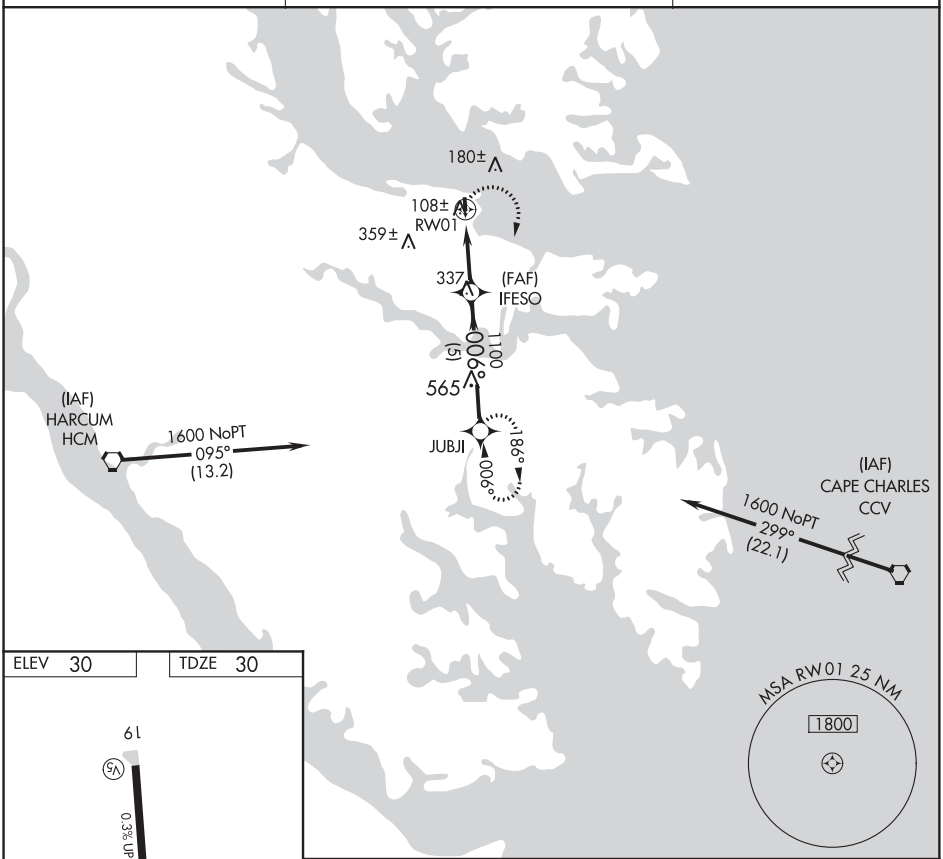
GPS RWY 1
HUMMEL FIELD (W75)

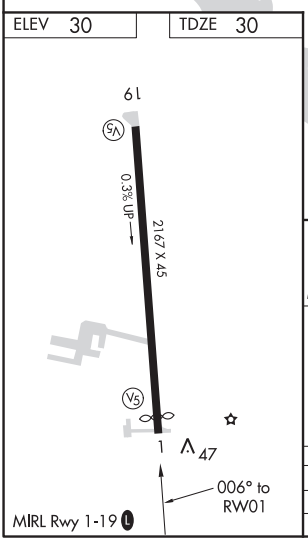
NA

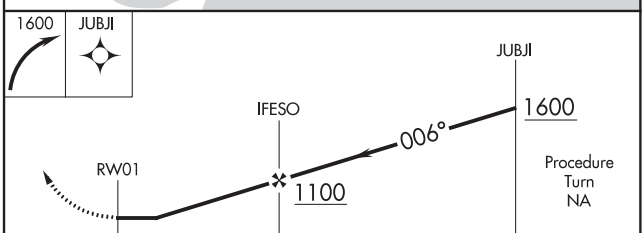
Use Newport News/Williamsburg Intl altimeter setting.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 1600 direct JUBJI WP and hold.

AWOS-3	NORFOLK APP CON		UNICOM
118.45	126.05	370.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
S-1	1040-3	1010 (1100-3)	NA	
CIRCLING	1040-3	1010 (1100-3)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

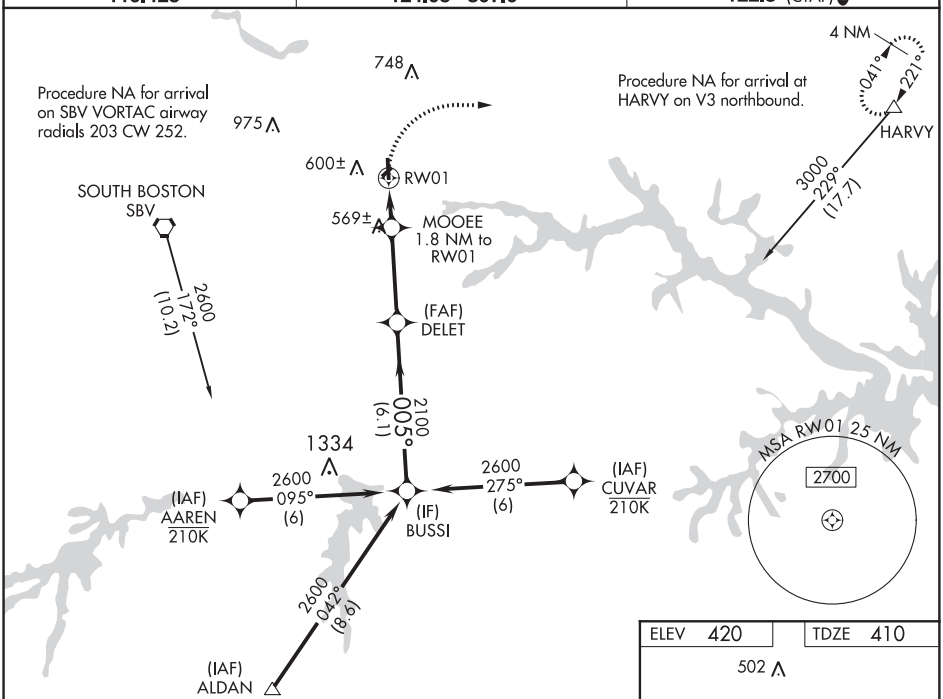
WAAS CH 77614 W01A	APP CRS 005°	Rwy ldg 4003 TDZE 410 Apt Elev 420

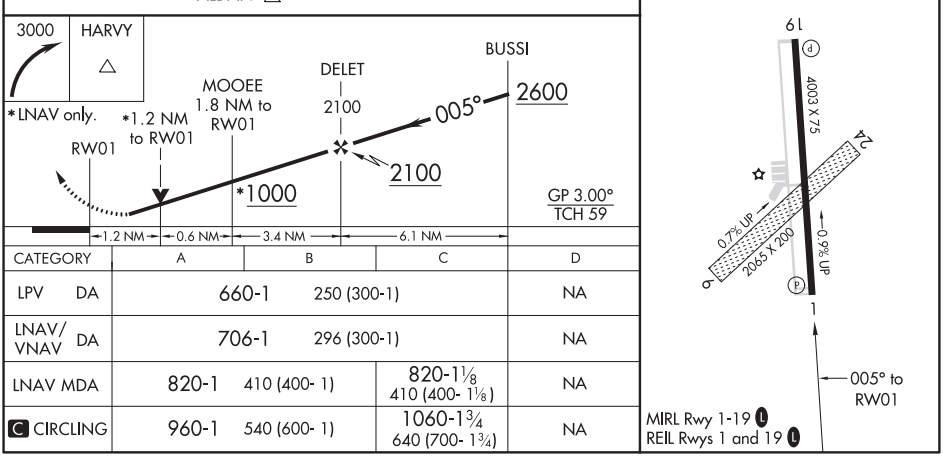
RNAV (GPS) RWY 1
WILLIAM M TUCK (W78)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Danville altimeter setting and increase LPV DA to 739 feet and LNAV/VNAV DA to 785 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile. Night landing: Rwy 19 NA. Baro-VNAV and VDP NA when using Danville altimeter setting. Circling NA to Rwys 6-24.

MISSED APPROACH: Climbing right turn to 3000 direct HARVY and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.425	124.05 307.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	660-1 250 (300-1)			NA
LNAV/VNAV DA	706-1 296 (300-1)			NA
LNAV MDA	820-1 410 (400- 1)		820-1⅛ 410 (400- 1⅛)	NA
C CIRCLING	960-1 540 (600- 1)		1060-1¾ 640 (700- 1¾)	NA

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SOUTH BOSTON, VIRGINIA

AL-5112 (FAA)

20254

VOR-A

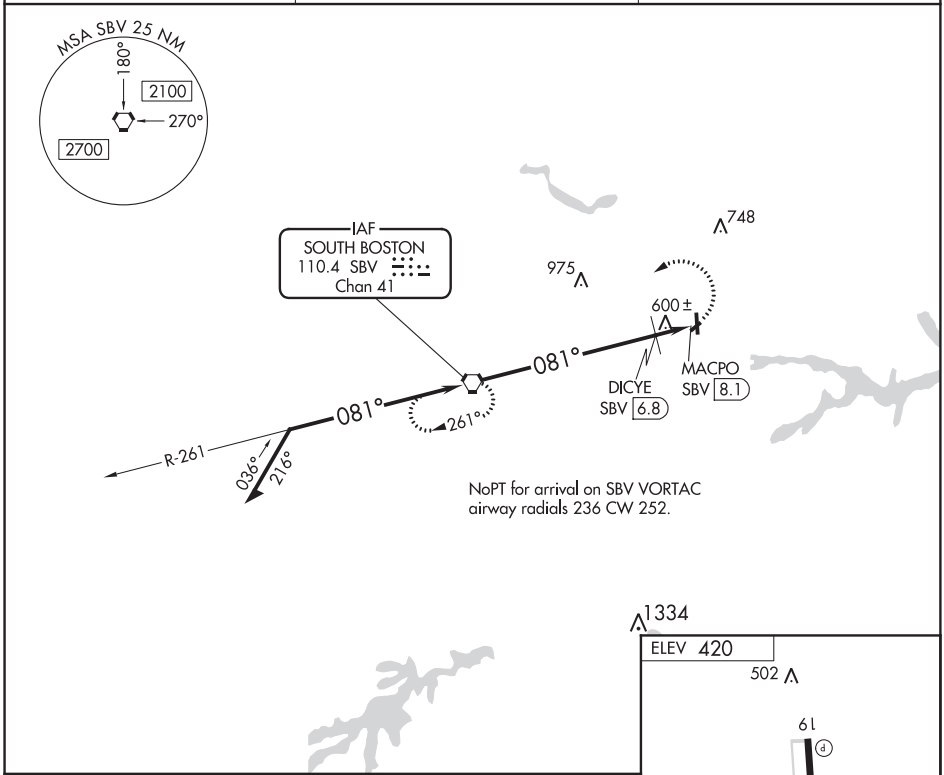
WILLIAM M TUCK (W78)

VORTAC SBV 110.4 Chan 41	APP CRS 081°	Rwy ldg N/A TDZE N/A Apt Elev 420

T A Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Danville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.425	124.05 307.0	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1200-1 780 (800-1)		1200-2¼ 780 (800-2¼)	NA
DICYE FIX MINIMUMS				
C CIRCLING	960-1 540 (600-1)		1060-1¾ 640 (700-1¾)	NA

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

FAF to MAP 8.1 NM					
Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 63118 W01A	APP CRS 007°	Rwy ldg 5002 TDZE 417 Apt Elev 441

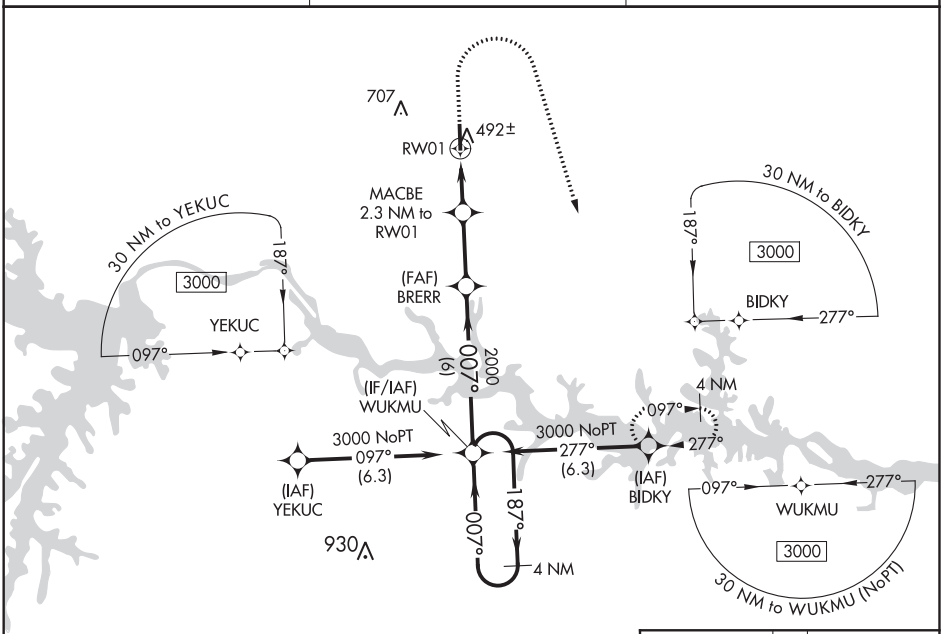
RNAV (GPS) RWY 1
MECKLENBURG-BRUNSWICK RGNL (AVC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 1 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV all visibility to 1⅛ SM.

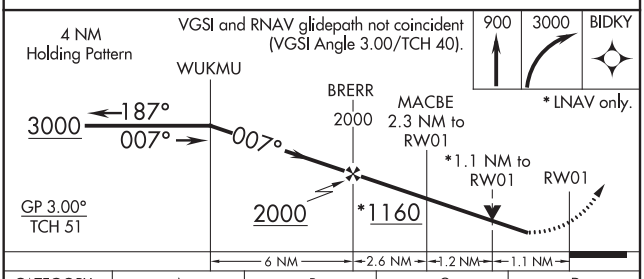
ODALS

MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct BIDKY and hold.

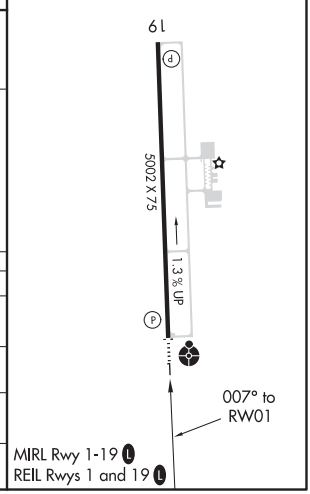
AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L



ELEV 441 TDZE 417



CATEGORY	A	B	C	D
LPV DA	714-1 297 (300-1)			
LNAV/VNAV DA	692-1 275 (300-1)			
LNAV MDA	760-1 343 (400-1)			
C CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)



NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

SOUTH HILL, VIRGINIA | AL-6793 (FAA) | 20198

WAAS CH 93718 W19A	APP CRS 187°	Rwy ldg 5002 TDZE 441 Apt Elev 441

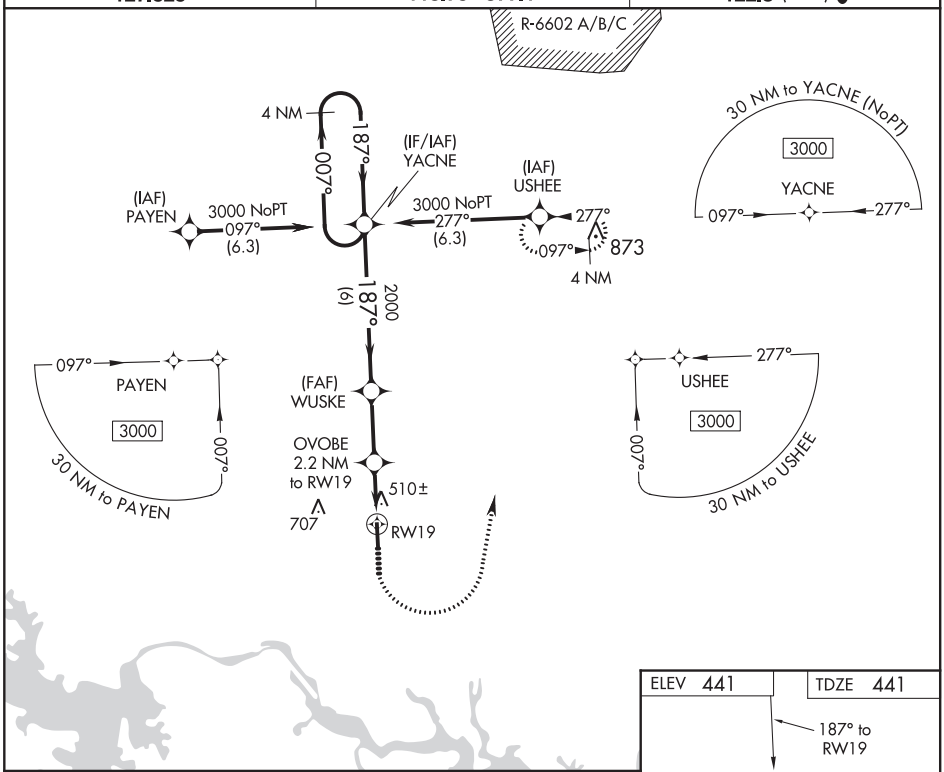
RNAV (GPS) RWY 19

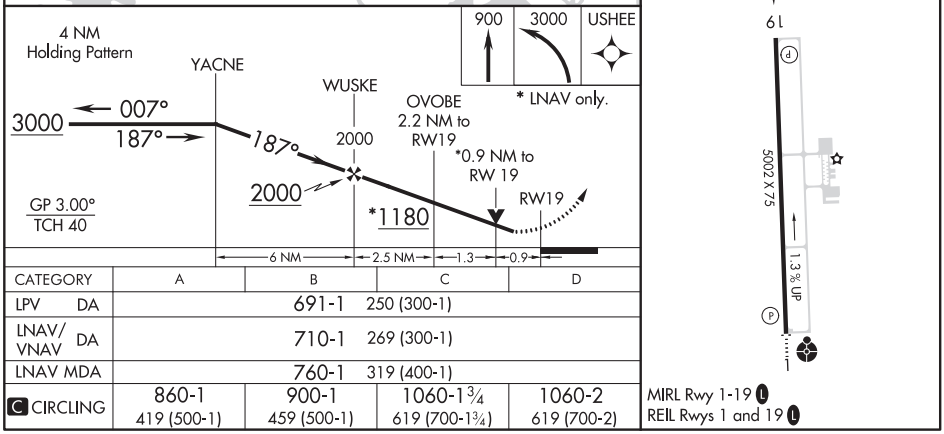
MECKLENBURG-BRUNSWICK RGNL (AVC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct USHEE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	691-1 250 (300-1)			
LNAV/VNAV DA	710-1 269 (300-1)			
LNAV MDA	760-1 319 (400-1)			
C CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-AVC	APP CRS	Rwy ldg	5002
110.5	007°	TDZE	417
Chan 42		Apt Elev	441

LOC RWY 1
MECKLENBURG-BRUNSWICK RGNL (AVC)

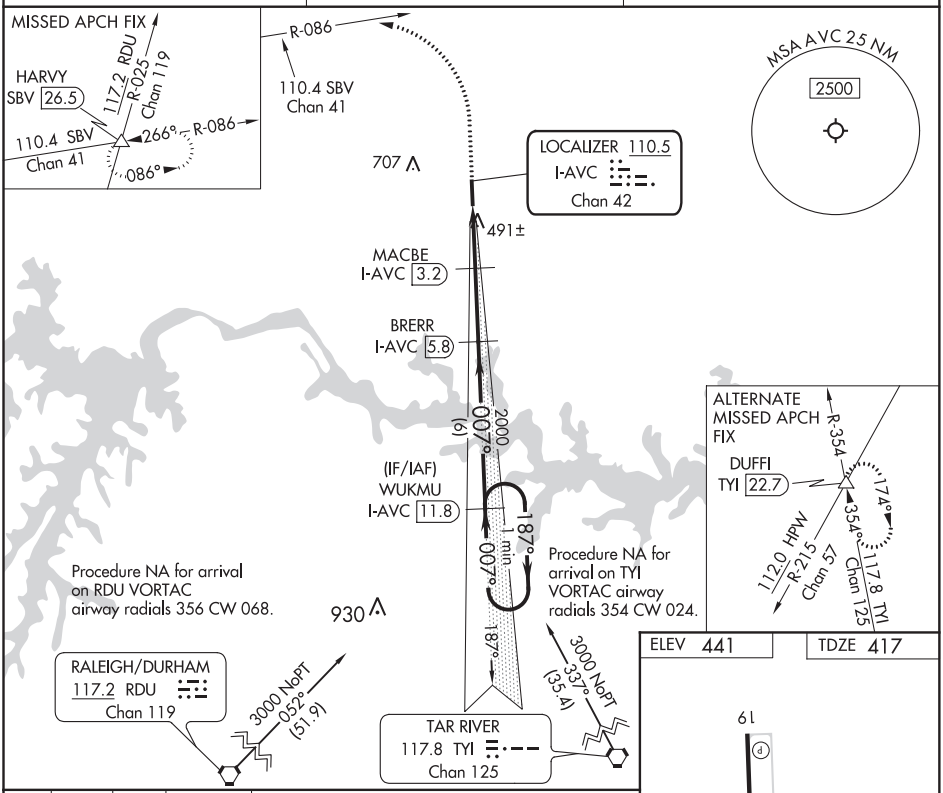
DME required.
DME required for procedure entry.

Rwy 1 helicopter visibility reduction below ¾ SM NA.
Inop table does not apply.

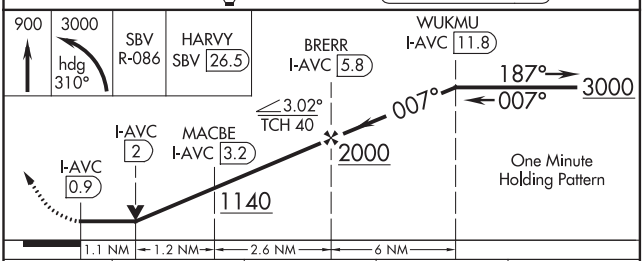
ODALS

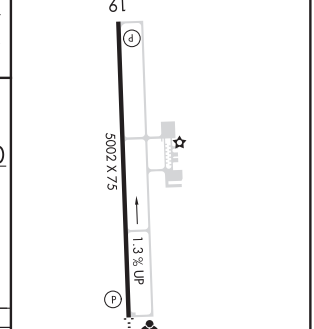
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 310° and SBV VORTAC R-086 to HARVY INT/SBV 26.5 DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L



ELEV 441	TDZE 417





MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

CATEGORY	A	B	C	D
S-01	760-1 343 (400-1)			
C CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

STAFFORD, VIRGINIA

AL-9743 (FAA)

20142

ILS or LOC RWY 33
STAFFORD RGNL (RMN)

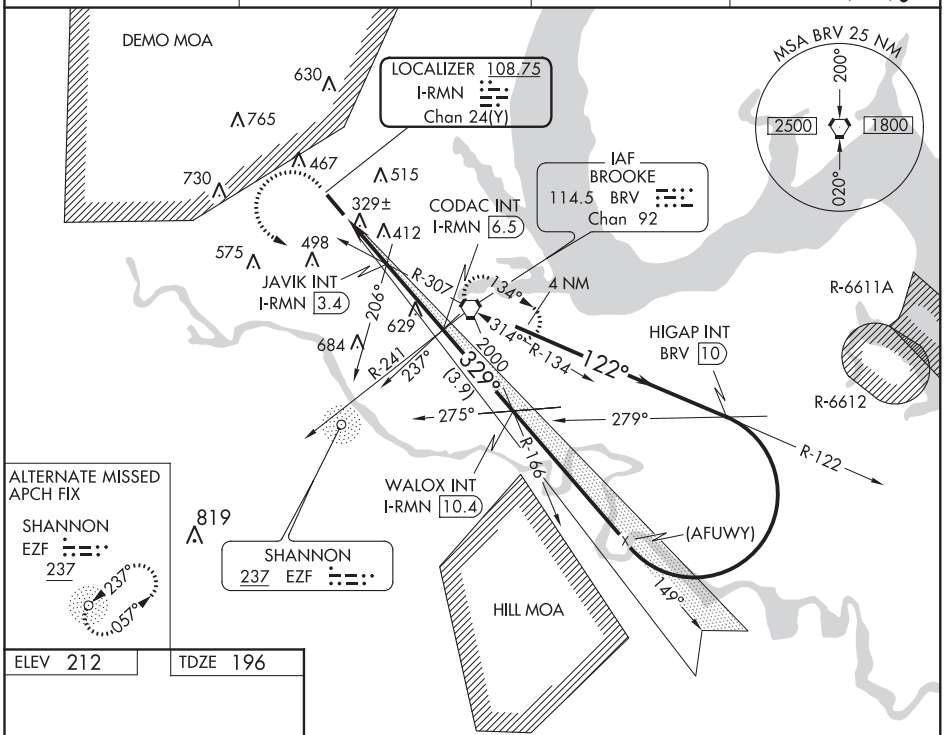
LOC/DME I-RMN	APP CRS	Rwy ldg	5000
108.75	329°	TDZE	196
Chan 24 (Y)		Apt Elev	212

If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all DH/MDAs 40 feet.
NA Inoperative table does not apply to S-ILS 33 and to S-LOC Cats B and C. DME or ADF required.

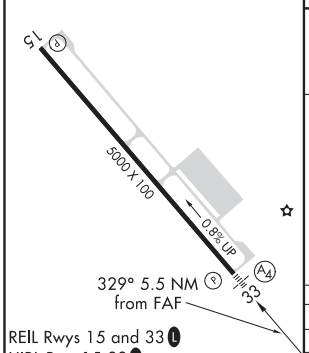
MALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3	POTOMAC APP CON *	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L

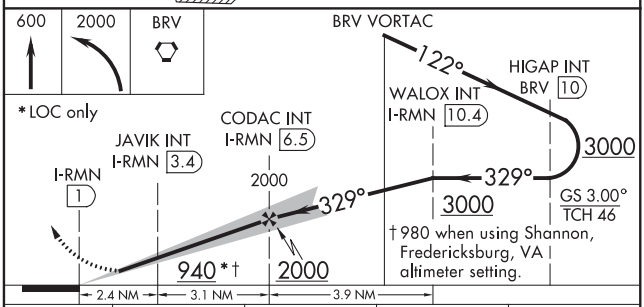


ELEV 212	TDZE 196



REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50



CATEGORY	A	B	C	D
S-ILS 33	396-¾ 200 (200-¾)			
S-LOC 33	580-¾ 384 (400-¾)			580-1¼ 384 (400-1¼)
CIRCLING	720-1 508 (600-1)	740-1 528 (600-1)	840-1¾ 628 (700-1¾)	860-2 648 (700-2)

STAFFORD, VIRGINIA
Orig-A 03APR14

38°24′N - 77°27′W

STAFFORD RGNL (RMN)
ILS or LOC RWY 33

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 81805 W33A	APP CRS 329°	Rwy ldg 5000 TDZE 195 Apt Elev 211

RNAV (GPS) RWY 33
STAFFORD RGNL (RMN)

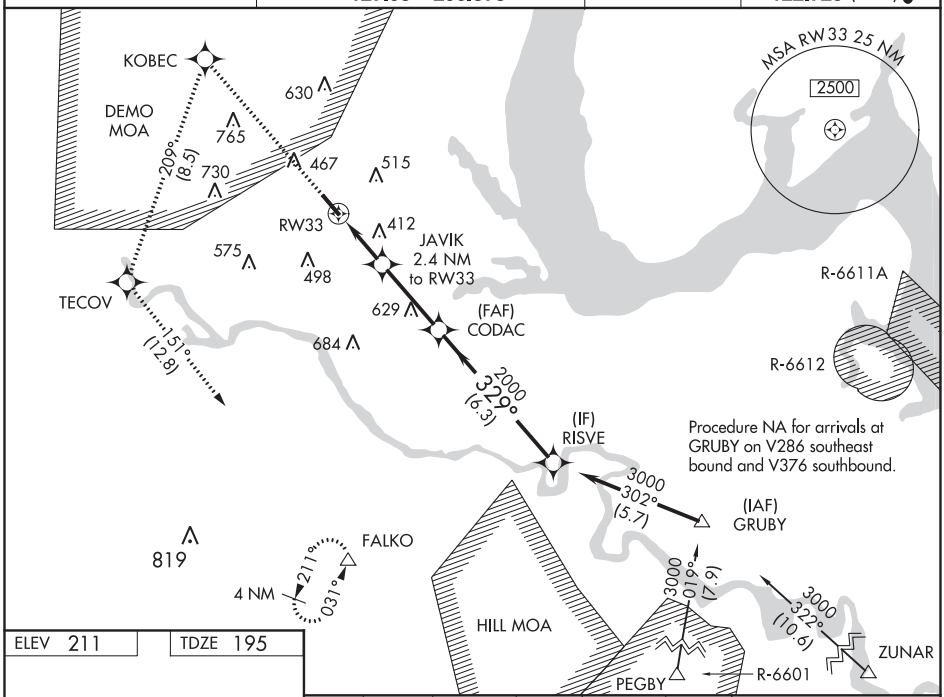
RNP APCH.

Inop table does not apply to LPV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

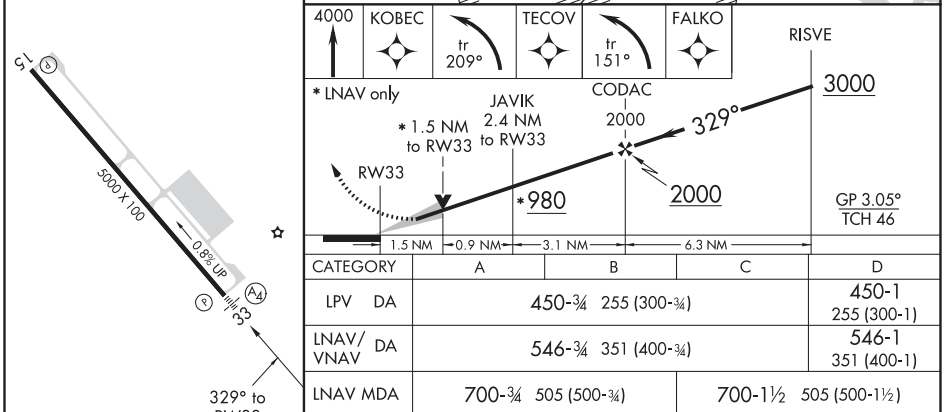
MALS

MISSED APPROACH: Climb to 4000 direct KOBEC and left turn on track 209° to TECOV and left turn on track 151° to FALKO and hold.

AWOS-3	POTOMAC APP CON ★	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L



ELEV 211 TDZE 195



CATEGORY	A	B	C	D
LPV DA	450-¾ 255 (300-¾)			450-1 255 (300-1)
LNAV/VNAV DA	546-¾ 351 (400-¾)			546-1 351 (400-1)
LNAV MDA	700-¾ 505 (500-¾)		700-1½ 505 (500-1½)	
CIRCLING	720-1 509 (600-1)	740-1 529 (600-1)	840-1¾ 629 (700-1¾)	880-2 669 (700-2)

REIL Rwys 15 and 33 L
HIRL Rwy 15-33 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

STAFFORD, VIRGINIA | AL-9743 (FAA) | 20142

VOR RWY 33
STAFFORD RGNL (RMN)

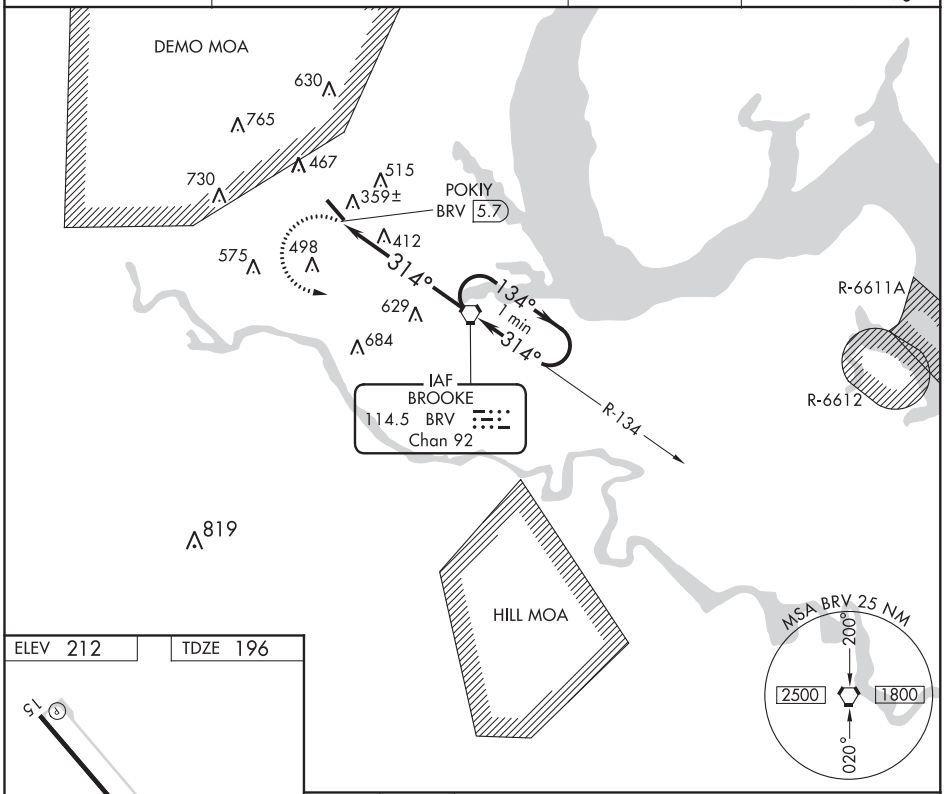
VORTAC BRV	APP CRS	Rwy ldg	5000
114.5	314°	TDZE	196
Chan 92		Apt Elev	212

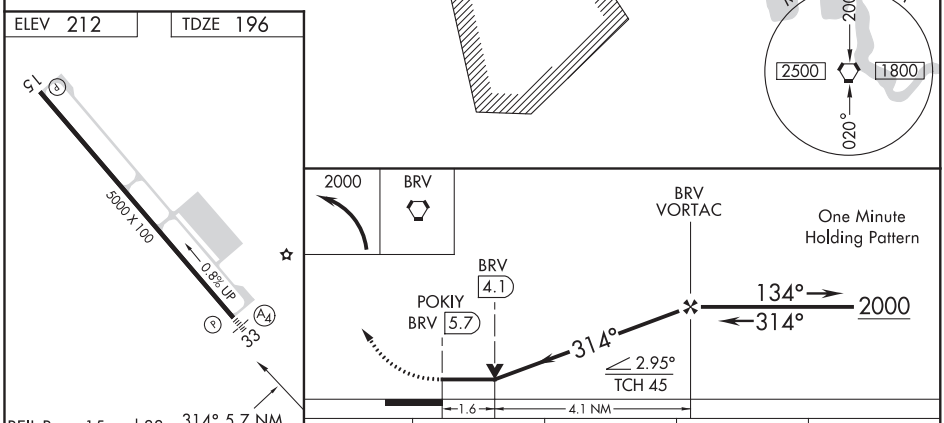
If local altimeter setting not received, use Shannon, Fredericksburg, VA altimeter setting and increase all MDAs 40 feet. VDP NA with Shannon, Fredericksburg, VA altimeter setting. Inoperative table does not apply to Cat C.

MALS A4

MISSED APPROACH: Climbing left turn to 2000 direct BRV VORTAC and hold.

AWOS-3	POTOMAC APP CON ★	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-33	740-¾ 544 (600-¾)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 528 (600-1)		840-1¾ 628 (700-1¾)	860-2 648 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-SHD	APP CRS	Rwy ldg	6002
109.5	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

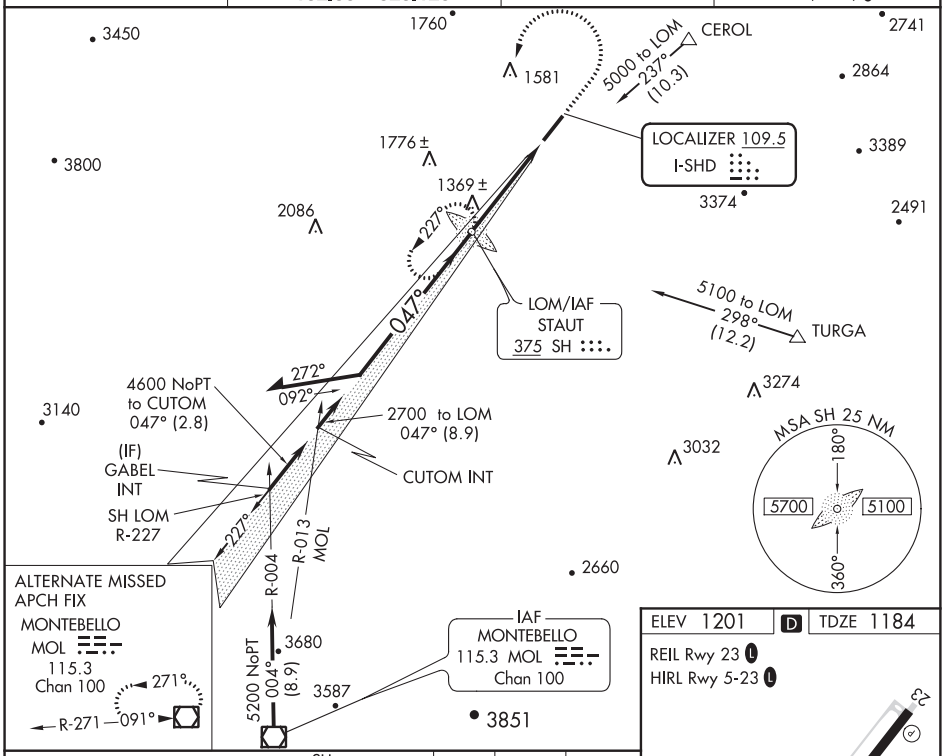
ILS or LOC RWY 5
SHENANDOAH VALLEY RGNL (SHD)

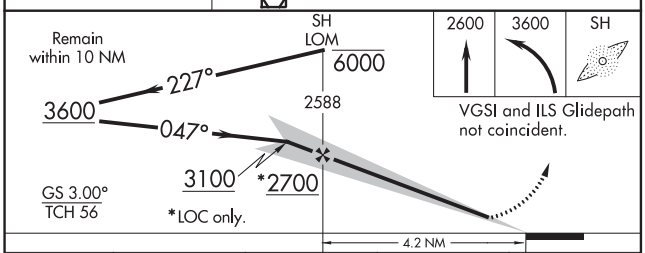
ADF Required. Autopilot coupled approach NA below 1494 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase ILS visibility ¼ mile all Cats, LOC visibility Cat C/D ¼ mile and Circling Cat D ½ mile. For inoperative MALSR when using Charlottesville altimeter setting, increase ILS visibility to 1¼ miles.

MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

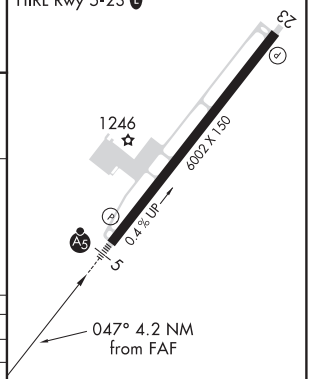
AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.925	132.85 323.125	118.35	123.0 (CTAF) L





ELEV 1201	D	TDZE 1184

REIL Rwy 23 L
HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-ILS 5	1384-½ 200 (200-½)			
S-LOC 5	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

19227

WAAS CH 81913 W05A	APP CRS 047°	Rwy ldg 6002 TDZE 1184 Apt Elev 1201

AL-5369 (FAA)

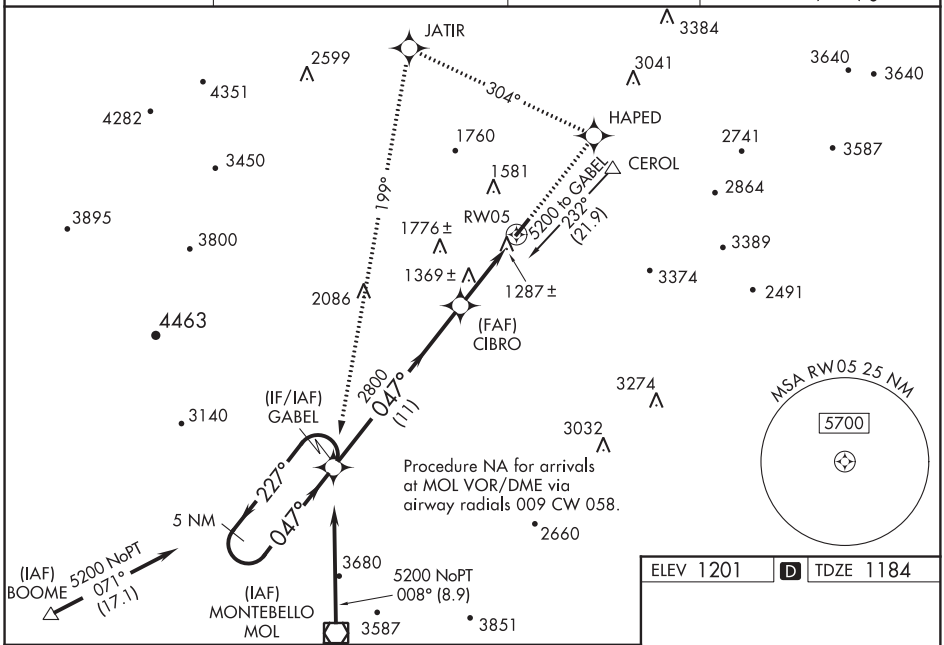
RNAV (GPS) RWY 5
SHENANDOAH VALLEY RGNL (SHD)

For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ½ mile, LNAV Cat C/D ¼ mile and Circling Cat D ½ mile.

MALSR

MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.925	132.85 323.125	118.35	123.0 (CTAF) L



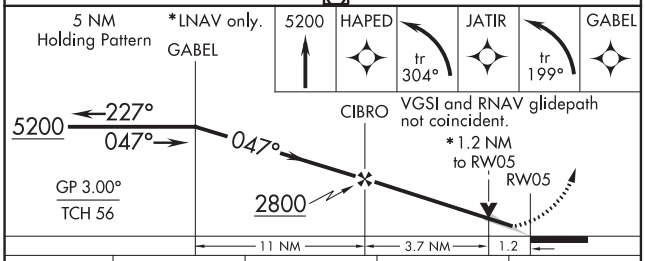
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

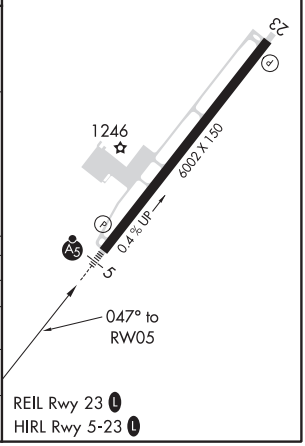
5 NM Holding Pattern

*LNAV only.

5200	HAPED	tr 304°	JATIR	tr 199°	GABEL



ELEV 1201 D TDZE 1184



REIL Rwy 23 L
HIRL Rwy 5-23 L

CATEGORY	A	B	C	D
LPV DA	1384-½ 200 (200-½)			
LNAV/VNAV DA	1563-¾ 379 (400-¾)			
LNAV MDA	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1620-1 419 (500-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

Orig 27AUG09

38°16'N-78°54'W

SHENANDOAH VALLEY RGNL (SHD)

RNAV (GPS) RWY 5

WAAS CH 78113 W23A	APP CRS 227°	Rwy ldg 6002 TDZE 1201 Apt Elev 1201

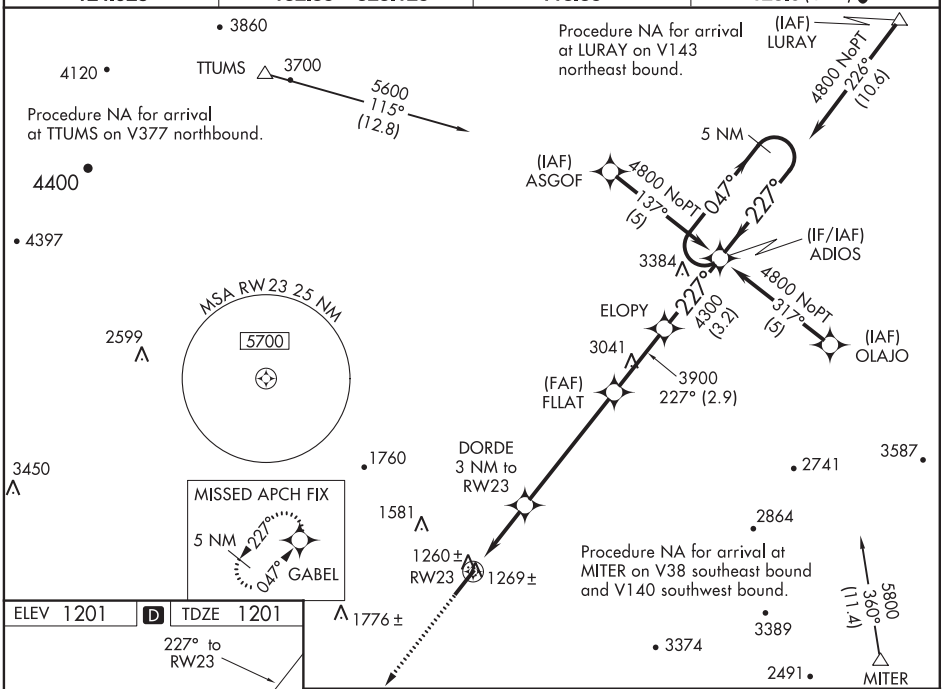
AL-5369 (FAA)

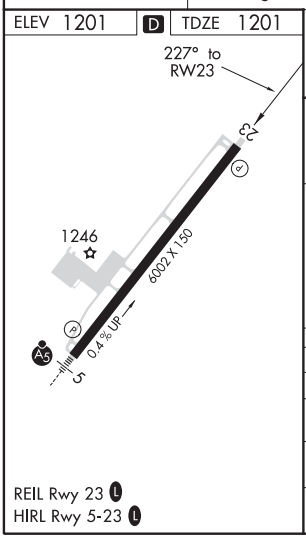
RNAV (GPS) RWY 23
SHENANDOAH VALLEY RGNL (SHD)

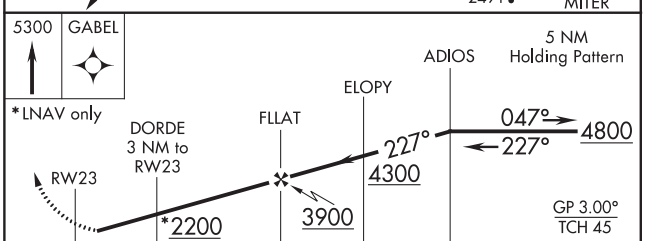
Baro-VNAV NA when using Charlottesville altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet, all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV Cat C visibility ¼ mile and LNAV Cat D and Circling Cat D visibility ½ mile.

MISSED APPROACH: Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.925	132.85 323.125	118.35	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	1451-1 250 (300-1)			
LNAV/VNAV DA	1530-1¼ 329 (400-1¼)			
LNAV MDA	1520-1 319 (400-1)			
CIRCLING	1600-1 399 (400-1)	1660-1 459 (500-1)	1660-1½ 459 (500-1½)	1820-2 619 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

STAUNTON-WAYNESBORO-HARRISONBURG, VIRGINIA

19171

AL-5369 (FAA)

NDB RWY 5

SHENANDOAH VALLEY RGNL (SHD)

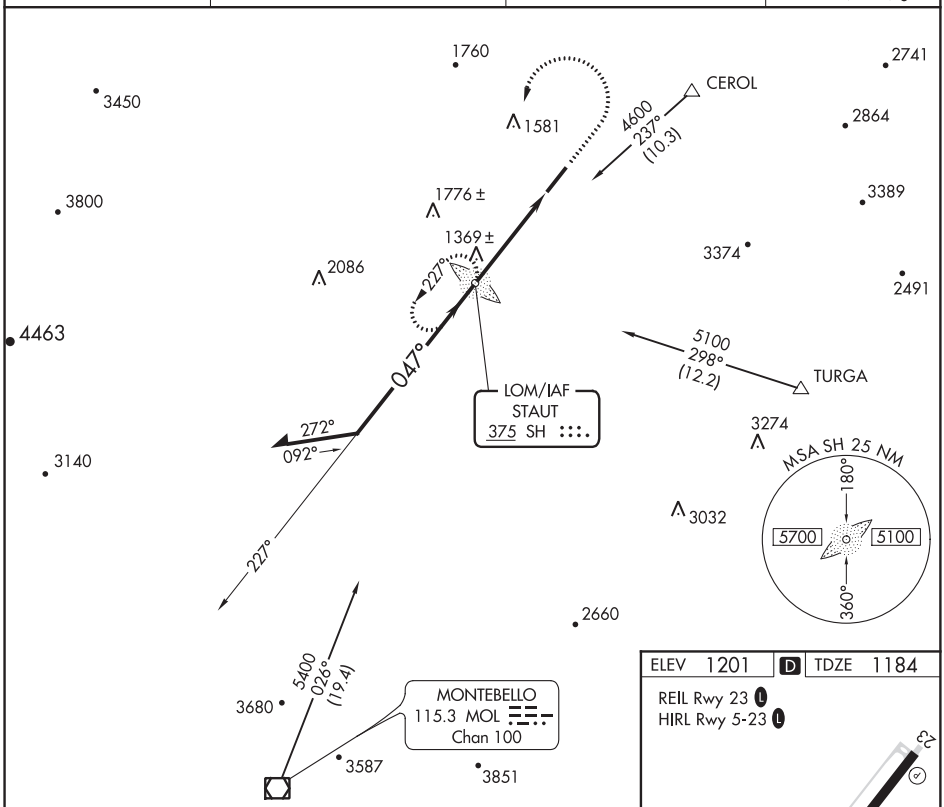
LOM SH	APP CRS	Rwy ldg	6002
375	047°	TDZE	1184
		Apt Elev	1201

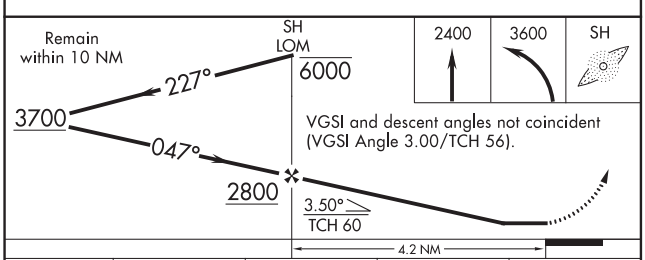
When local altimeter setting not received, use Charlottesville altimeter setting: increase all MDAs 140 feet and visibility S-5 and Circling Cat C/D ½ mile.

MALSR

MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.925	132.85 323.125	118.35	123.0 (CTAF) L

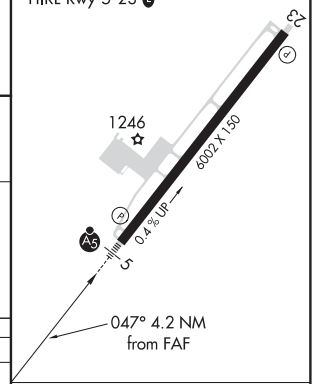




ELEV 1201 D TDZE 1184

REIL Rwy 23 L

HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-5	1760-¾ 576 (600-¾)		1760-1 576 (600-1)	1760-1½ 576 (600-1½)
CIRCLING	1760-1 559 (600-1)		1760-1½ 559 (600-1½)	1820-2 619 (700-2)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SHENANDOAH THREE DEPARTURE

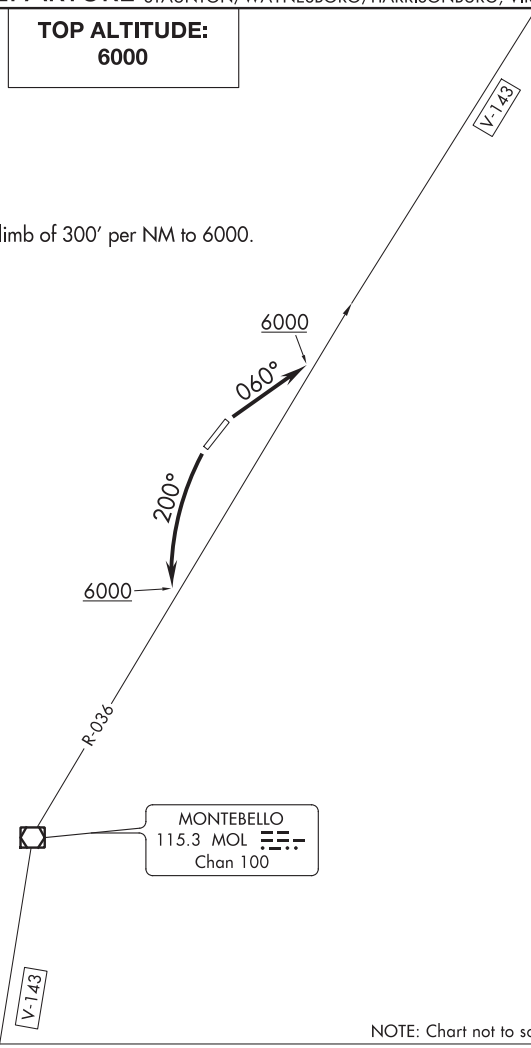
STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

AWOS-3
124.925
CTAF
123.0
CLNC
118.35
POTOMAC DEP CON
132.85 323.125

TOP ALTITUDE: 6000

TAKEOFF MINIMUMS:
Rwys 5, 23: Standard with minimum climb of 300′ per NM to 6000.

NOTE: RADAR required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence....
TAKEOFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence....

....expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

STEVENSVILLE, MARYLAND

AL-9148 (FAA)

20086

RNAV (GPS) RWY 11

BAY BRIDGE (W29)

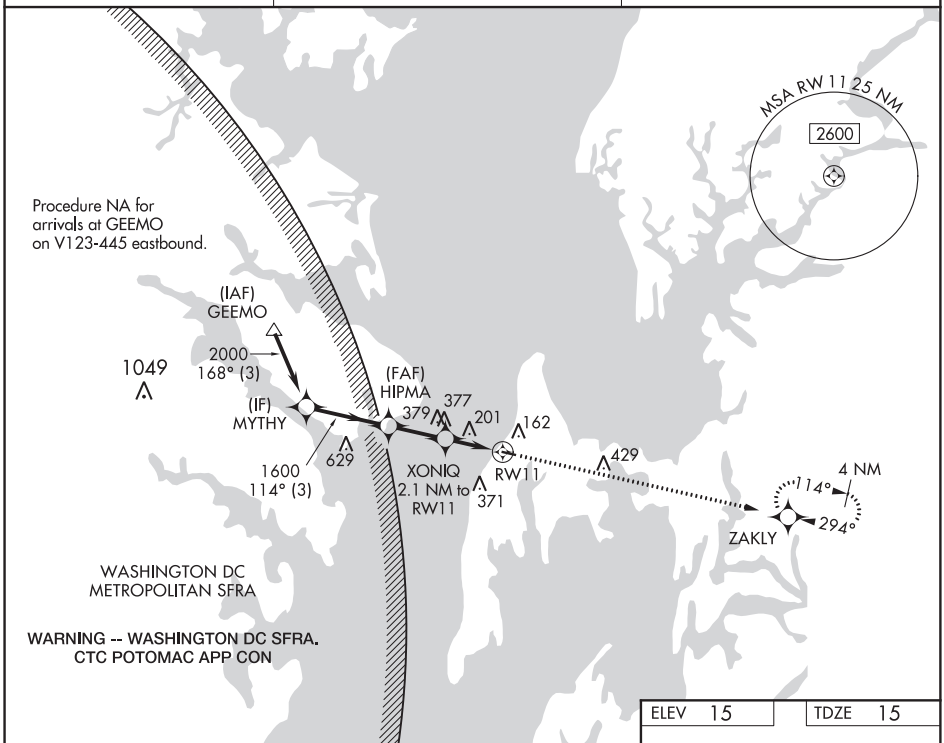
WAAS CH 56639 W11A	APP CRS 114°	Rwy ldg 2713 TDZE 15 Apt Elev 15

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2100 direct ZAKLY and hold.

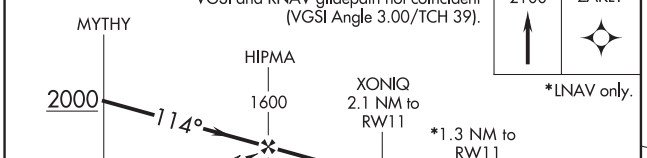
AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	122.725 (CTAF) L



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 39).

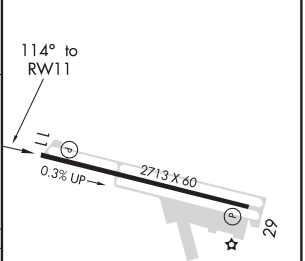
2100 ZAKLY

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	265-1	250 (300-1)	NA	
LNAV/VNAV DA	489-1 3/8	474 (500-1 3/8)	NA	
LNAV MDA	460-1	445 (500-1)	NA	
C CIRCLING	500-1 485 (500-1)	800-1 785 (800-1)	NA	

ELEV 15 TDZE 15



REIL Rwys 11 and 29 L

MIRL Rwy 11-29 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	2713
294°	TDZE	15
	Apt Elev	15

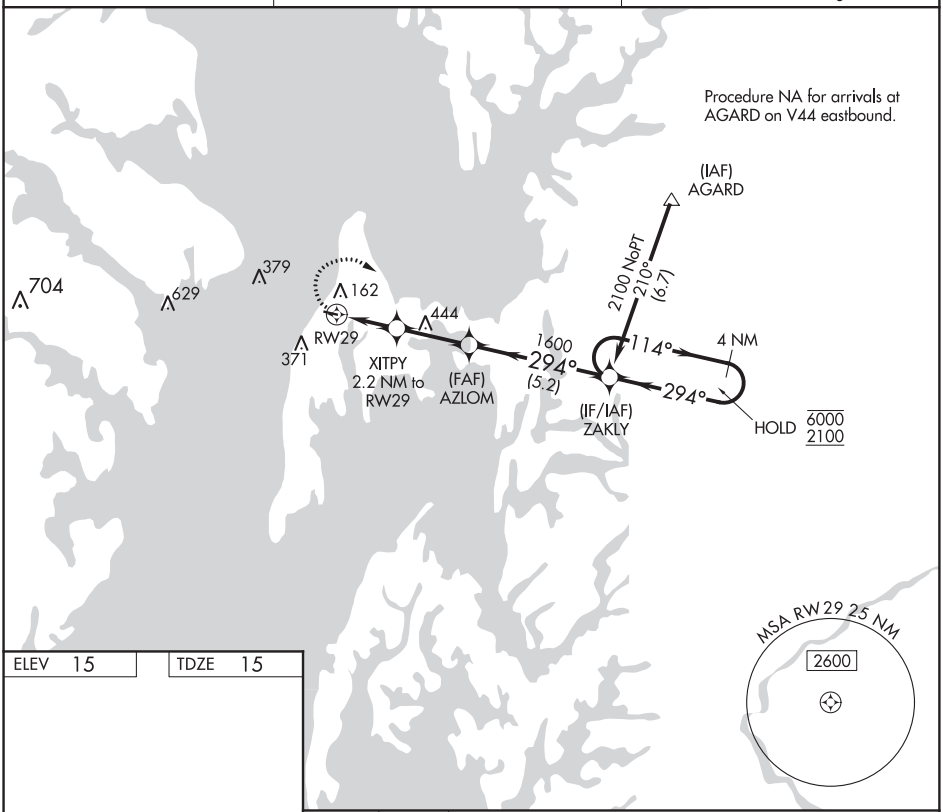
RNAV (GPS) RWY 29
BAY BRIDGE (W29)

RNP APCH.

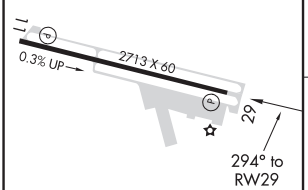
Rwy 29 helicopter visibility reduction below 1 SM NA.

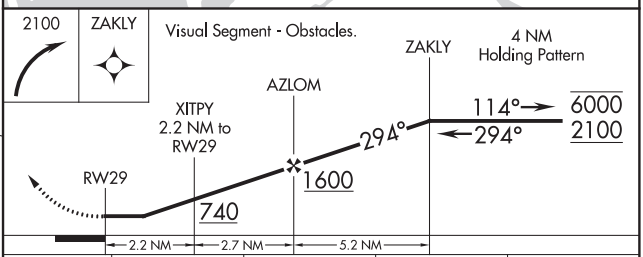
MISSED APPROACH: Climbing right turn to 2100 direct ZAKLY and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	122.725 (CTAF) L



ELEV 15	TDZE 15





CATEGORY	A	B	C	D
LNAV MDA	480-1 465 (500-1)		NA	
C CIRCLING	500-1 485 (500-1)	800-1 785 (800-1)	NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SUFFOLK, VIRGINIA AL-6498 (FAA) 20142

RNAV (GPS) RWY 4
SUFFOLK EXECUTIVE (SFQ)

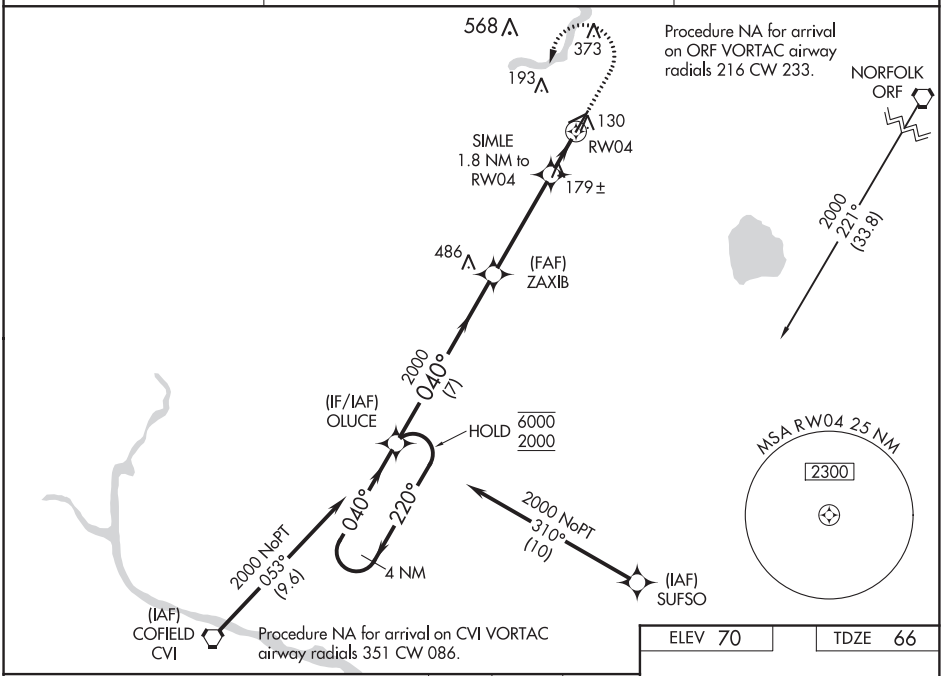
WAAS CH 65824 W04A	APP CRS 040°	Rwy ldg 5007 TDZE 66 Apt Elev 70

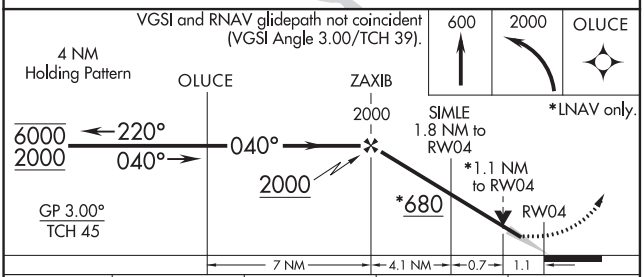
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:
Climb to 600 then climbing left turn to 2000 direct OLUCE and hold.

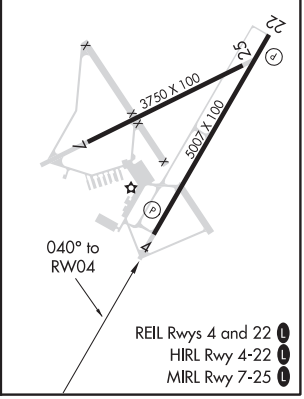
AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	322-⅞ 256 (300-⅞)			
LNAV/VNAV DA	474-1⅜ 408 (500-1⅜)			
LNAV MDA	440-1 374 (400-1)			
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

ELEV 70 TDZE 66



REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L
MIRL Rwy 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SUFFOLK, VIRGINIA
Amdt 4A 08NOV18

36°41'N-76°36'W

SUFFOLK EXECUTIVE (SFQ)
RNAV (GPS) RWY 4

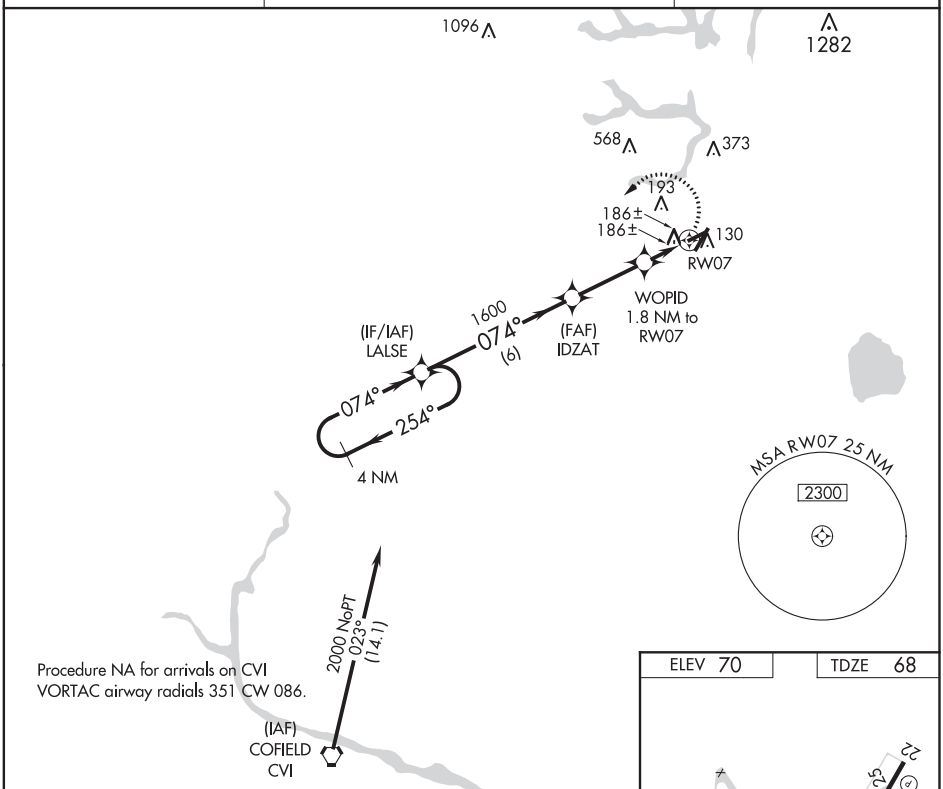
WAAS CH 78424 W07A	APP CRS 074°	Rwy ldg 3750 TDZE 68 Apt Elev 70

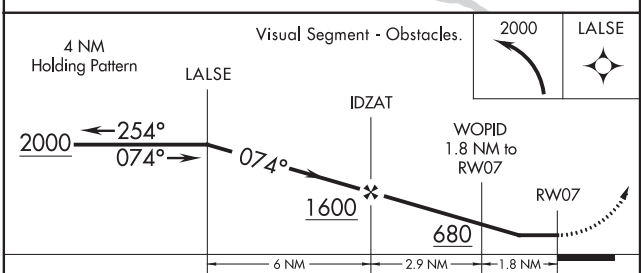
RNAV (GPS) RWY 7
SUFFOLK EXECUTIVE (SFQ)

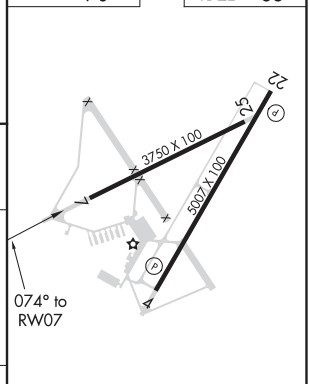
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2000 direct LALSE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	480-1 412 (500-1)		NA	
LNAV MDA	500-1 432 (500-1)		NA	
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	NA	

REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L
MIRL Rwy 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SUFFOLK, VIRGINIA

AL-6498 (FAA)

20142

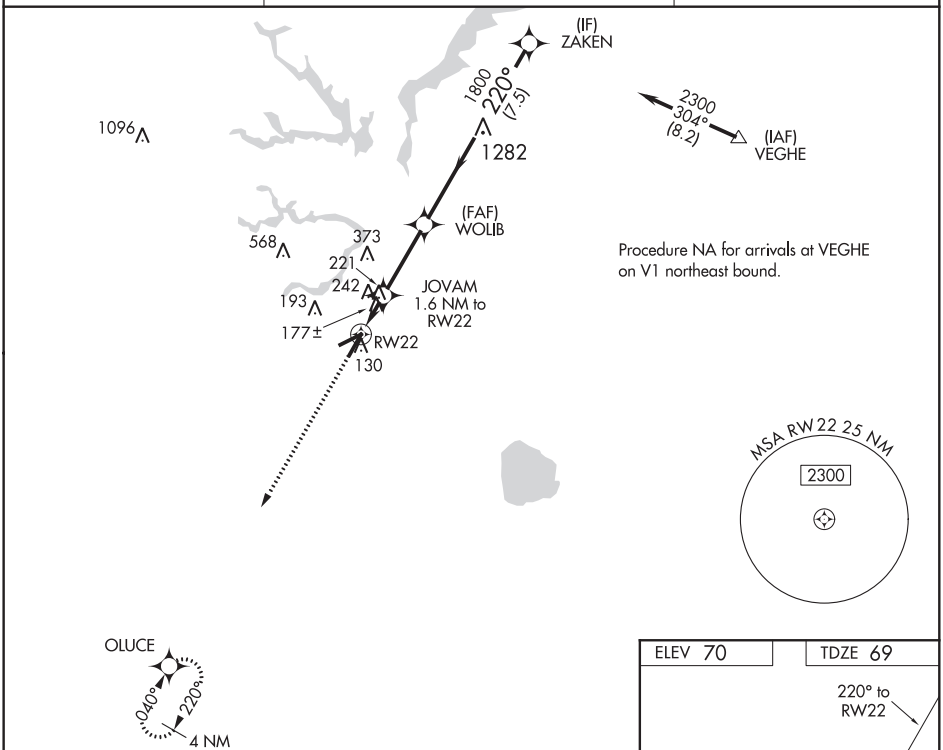
RNAV (GPS) RWY 22
SUFFOLK EXECUTIVE (SFQ)

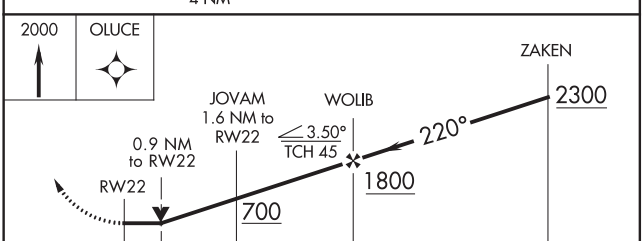
WAAS CH 99325 W22A	APP CRS 220°	Rwy ldg 5007 TDZE 69 Apt Elev 70

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Norfolk Intl altimeter setting. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet, and increase LP Cats C and D visibility ¼ mile and LNAV Cats C and D visibility ⅛ mile.

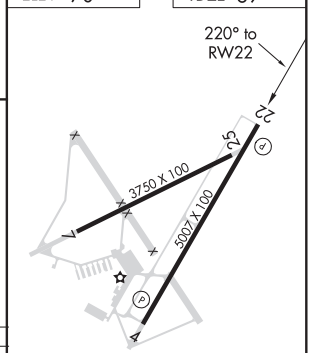
MISSED APPROACH: Climb to 2000 direct OLUCE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L





ELEV 70 | TDZE 69



CATEGORY	A	B	C	D
LP MDA	440-1 371 (400-1)			
LNAV MDA	500-1 431 (500-1)		500-1¼ 431 (500-1¼)	
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L
MIRL Rwy 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

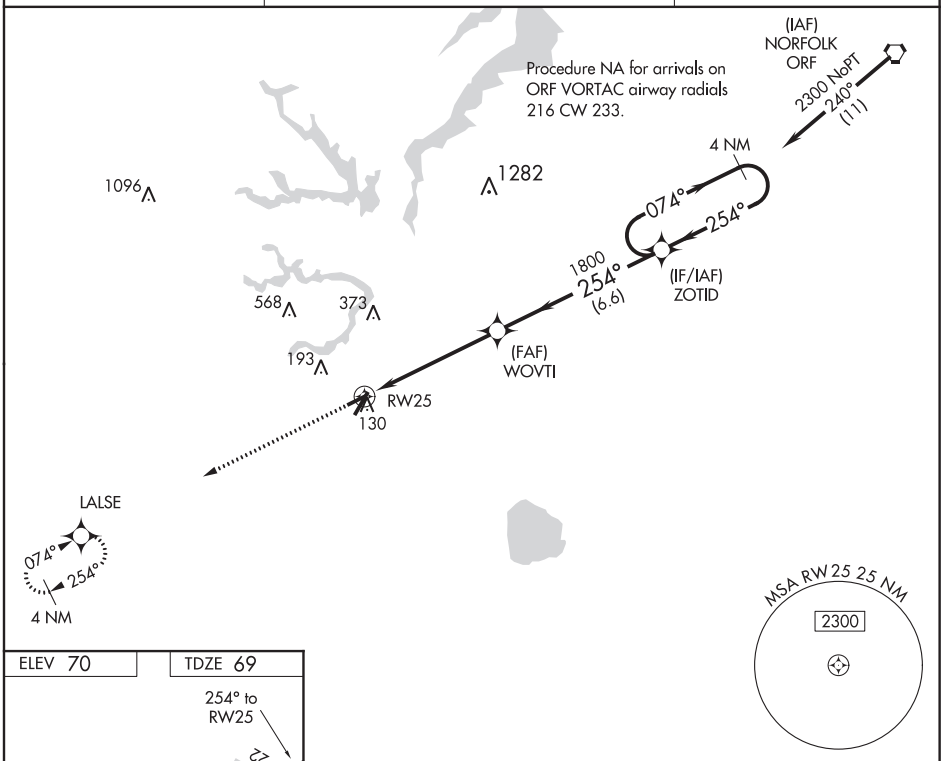
APP CRS	Rwy ldg	3750
254°	TDZE	69
	Apt Elev	70

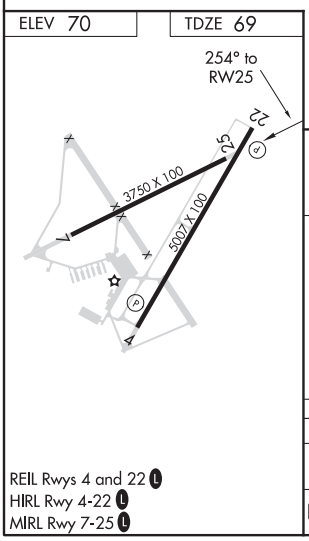
RNAV (GPS) RWY 25
SUFFOLK EXECUTIVE (SFQ)

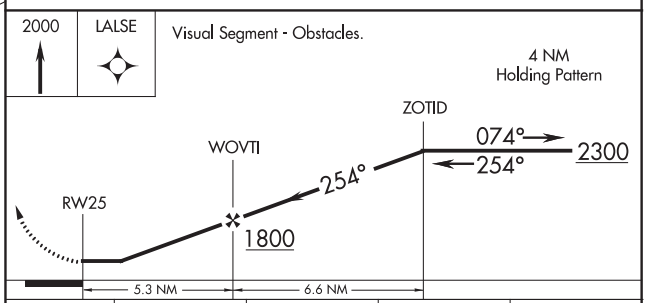
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct LALSE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 411 (500-1)		NA	
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	NA	

REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L
MIRL Rwy 7-25 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SUFFOLK, VIRGINIA | AL-6498 (FAA) | 20142

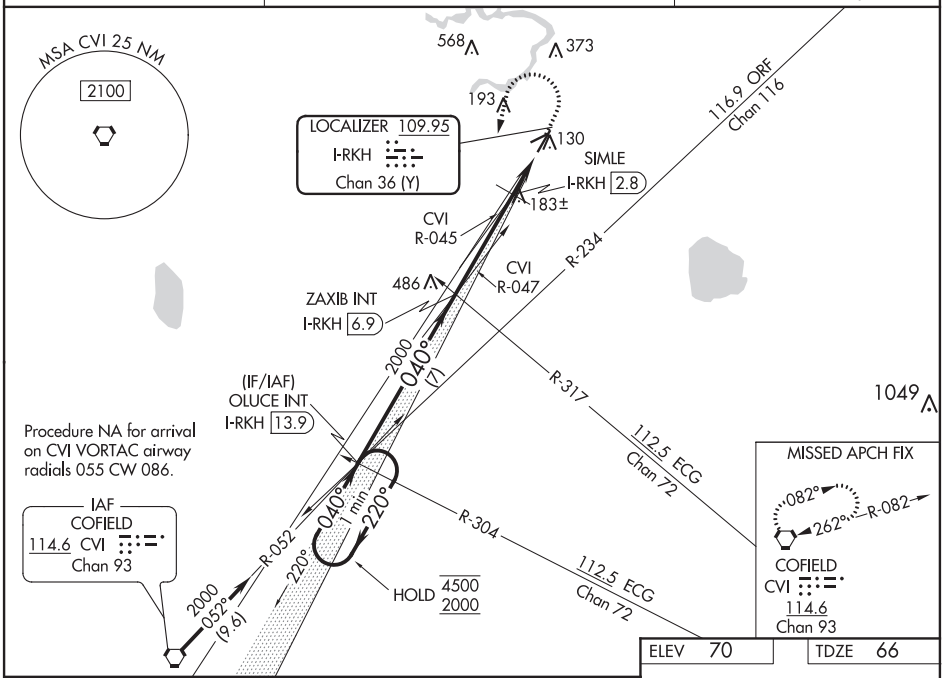
LOC/DME I-RKH	APP CRS	Rwy ldg	5007
109.95	040°	TDZE	66
Chan 36 (Y)		Apt Elev	70

LOC RWY 4
SUFFOLK EXECUTIVE (SFQ)

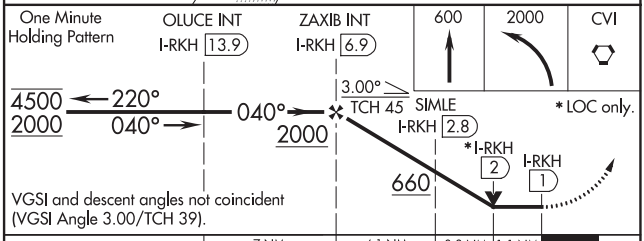
T
A NA

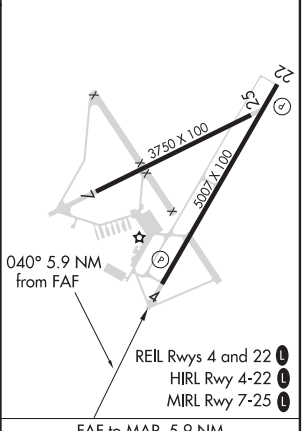
MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct CVI VORTAC and hold.

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L



ELEV	70	TDZE	66





CATEGORY	A	B	C	D
S-4	660-1 594 (600-1)		660-1¾ 594 (600-1¾)	
C CIRCLING	660-1 590 (600-1)		680-1¾ 610 (700-1¾)	680-2 610 (700-2)
SIMLE FIX MINIMUMS (DME REQUIRED)				
S-4	440-1 374 (400-1)			
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

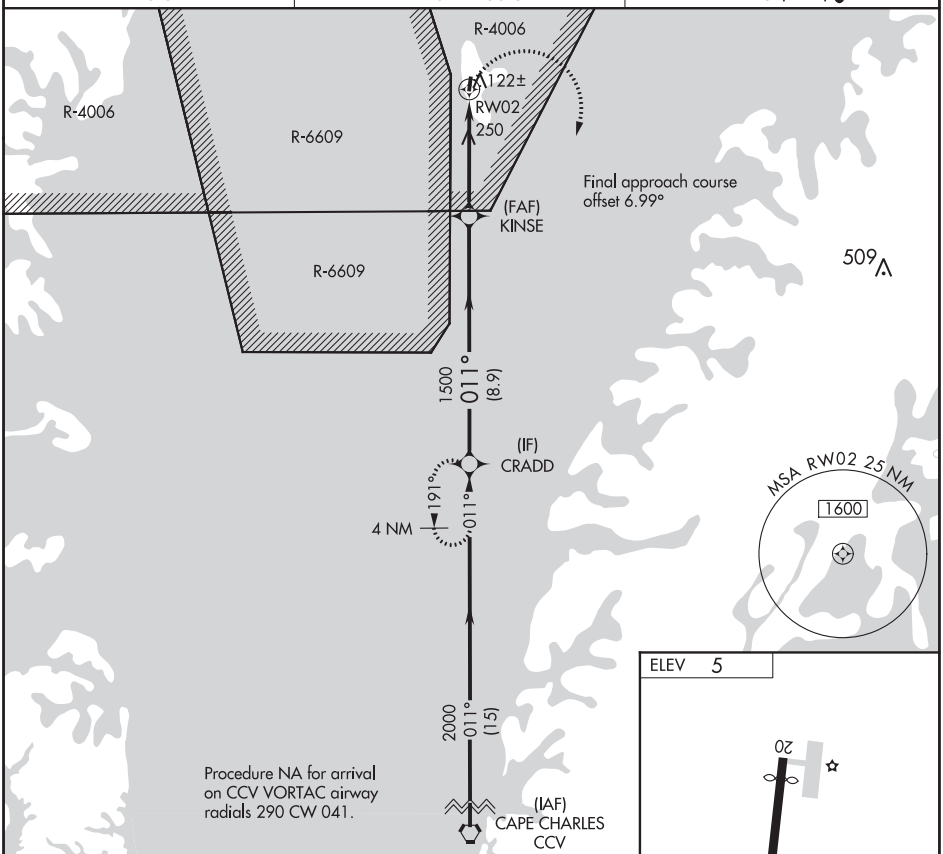
APP CRS	Rwy ldg	N/A
011°	TDZE	N/A
	Apt Elev	5

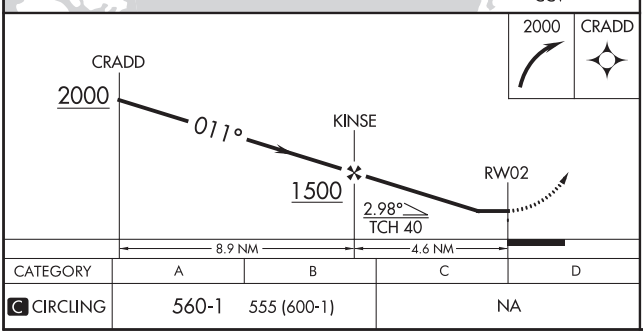
RNAV (GPS)-B
TANGIER ISLAND (TGI)

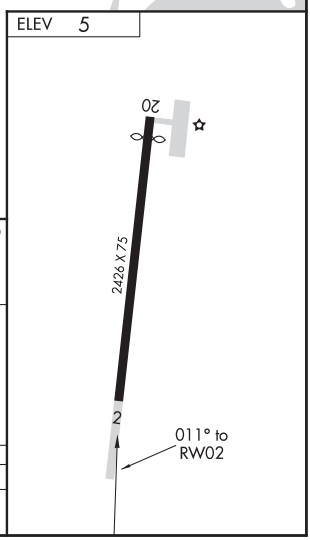
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Patuxent River NAS altimeter setting and increase all MDAs 100 feet. Specific clearance from Patuxent App Con required before proceeding northbound from CRADD. Approach is within R-6609 and underlies R-4006. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct CRADD and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.8	121.0 250.3	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	560-1	555 (600-1)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

TAPPAHANNOCK, VIRGINIA

AL-10331 (FAA)

20198

APP CRS	Rwy ldg	4300
097°	TDZE	135
	Apt Elev	135

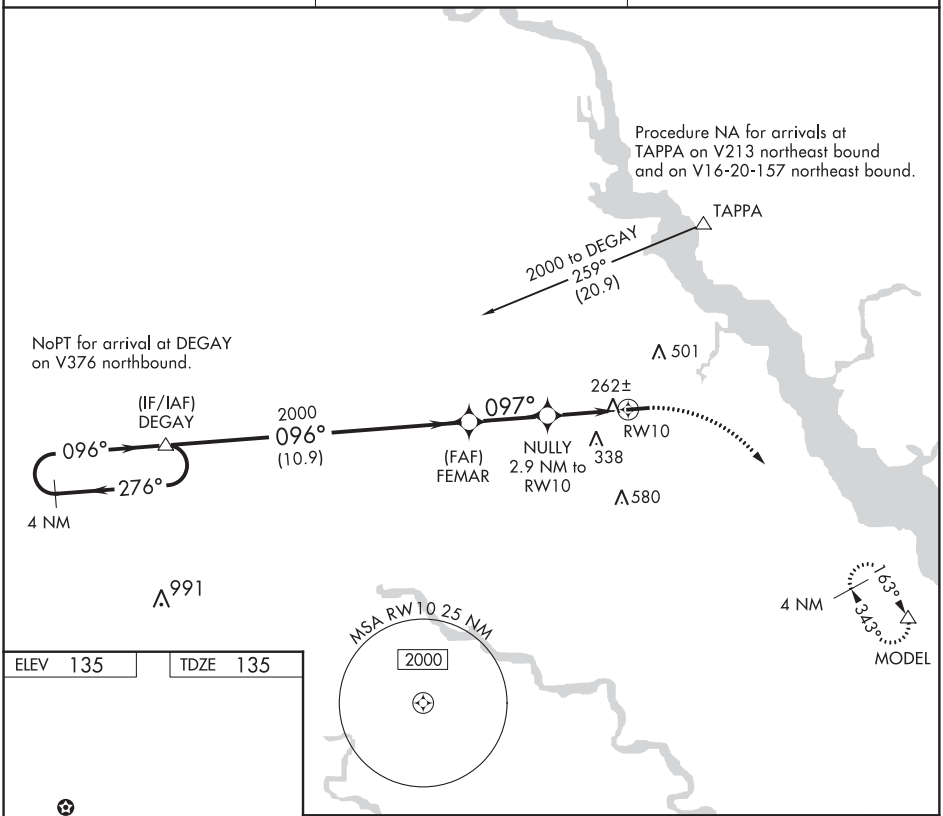
RNAV (GPS) RWY 10

TAPPAHANNOCK-ESSEX COUNTY (XSA)

DME/DME RNP-0.3 NA.
Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct MODEL and hold.

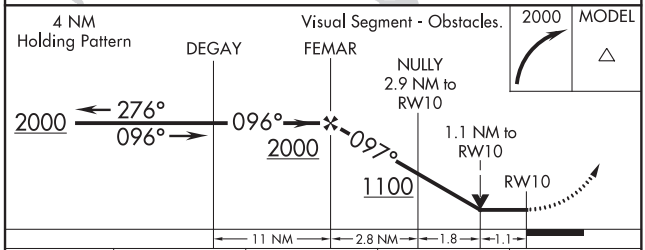
AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 135 | TDZE 135



CATEGORY	A	B	C	D
LNAV MDA	540-1 405 (500-1)		NA	
C CIRCLING	580-1 445 (500-1)	640-1 505 (600-1)	820-2 685 (700-2)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

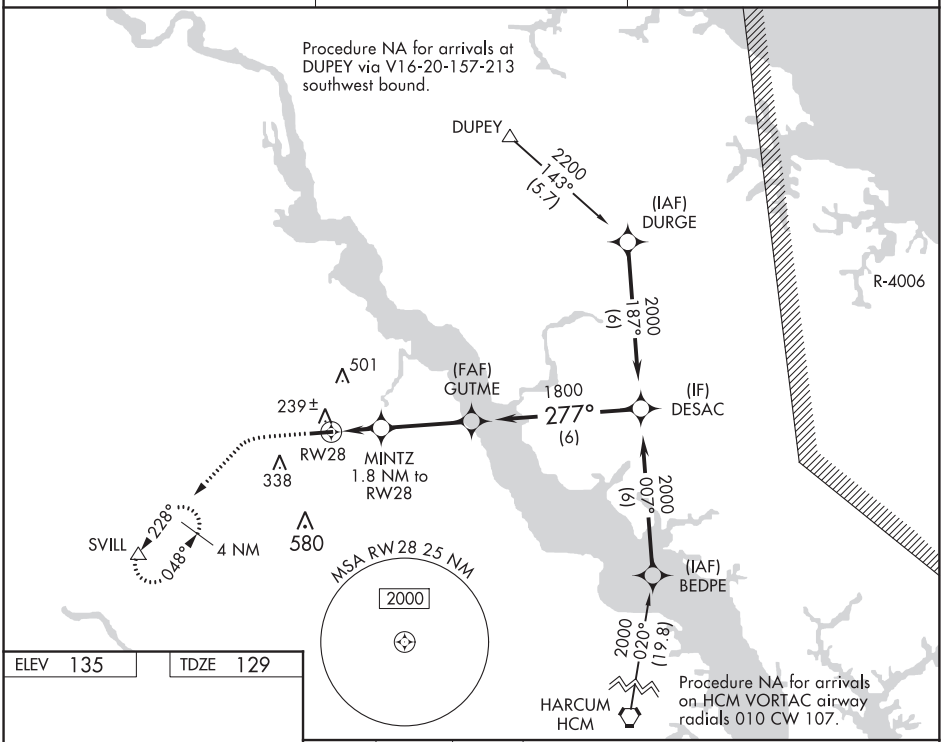
WAAS CH 99409 W28A	APP CRS 277°	Rwy ldg 4300 TDZE 129 Apt Elev 135

RNAV (GPS) RWY 28
TAPPAHANNOCK-ESSEX COUNTY (XSA)

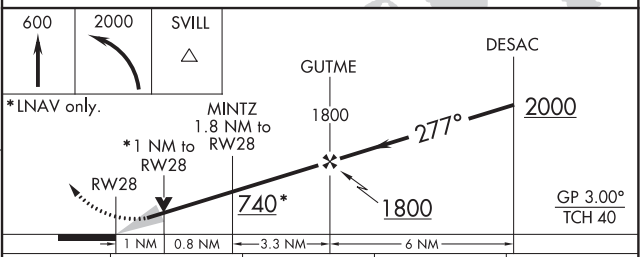
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct SVILL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L



ELEV 135	TDZE 129



CATEGORY	A	B	C	D
LPV DA	379-1	250 (300-1)	NA	
LNAV/VNAV DA	402-1	273 (300-1)	NA	
LNAV MDA	500-1	371 (400-1)	NA	
C CIRCLING	580-1 445 (500-1)	640-1 505 (600-1)	820-2 685 (700-2)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WAKEFIELD, VIRGINIA | AL-5781 (FAA) | 18032

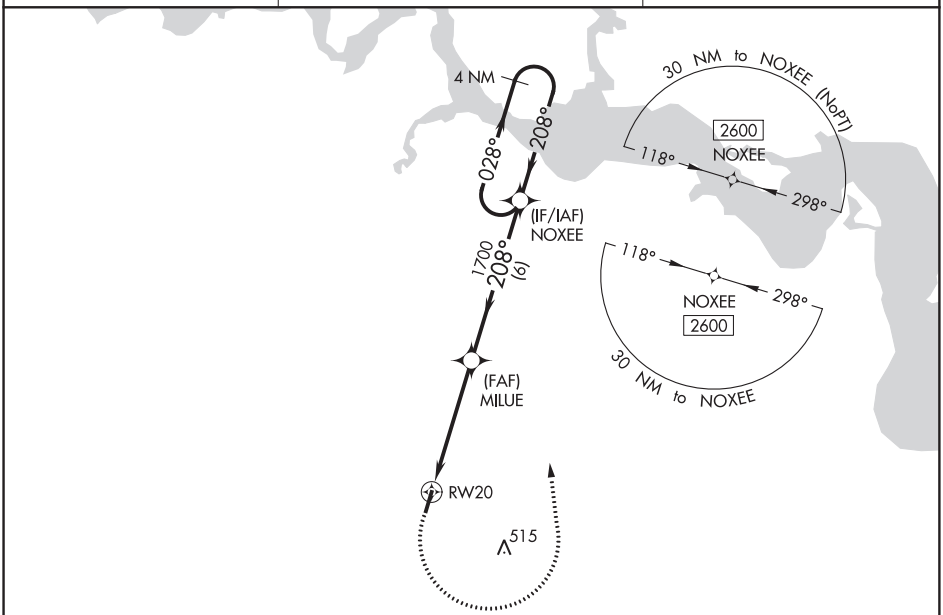
APP CRS	Rwy ldg	3866
208°	TDZE	110
	Apt Elev	111

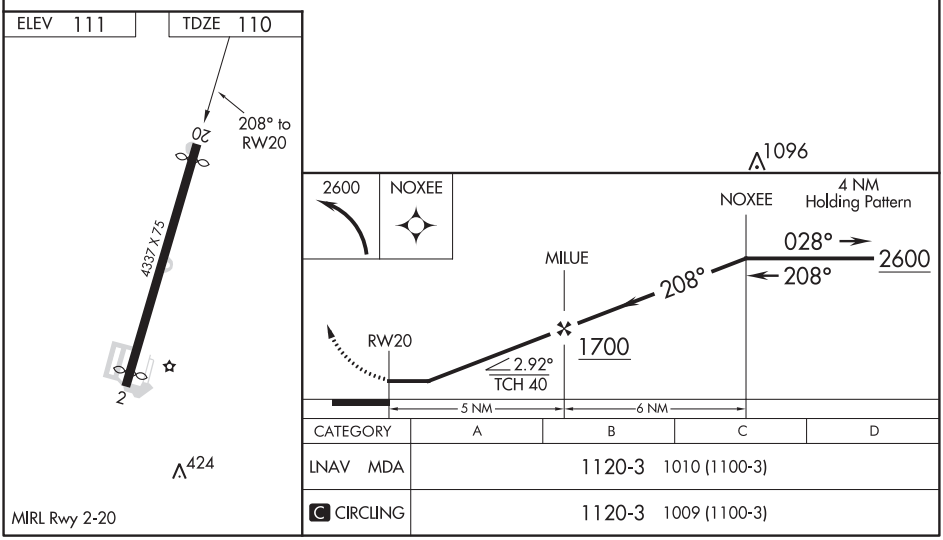
RNAV (GPS) RWY 20
WAKEFIELD MUNI (AKQ)

DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn 2600 direct NOXEE and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.425	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1120-3 1010 (1100-3)			
C CIRCLING	1120-3 1009 (1100-3)			

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

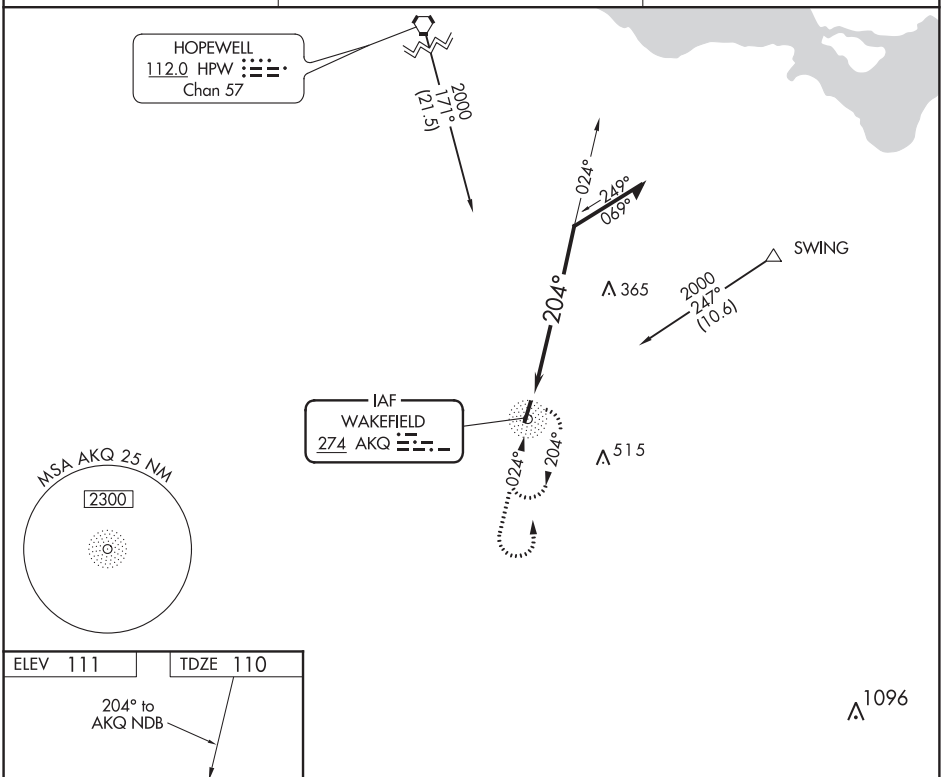
NDB AKQ	APP CRS	Rwy ldg	3866
274	204°	TDZE	110
		Apt Elev	111

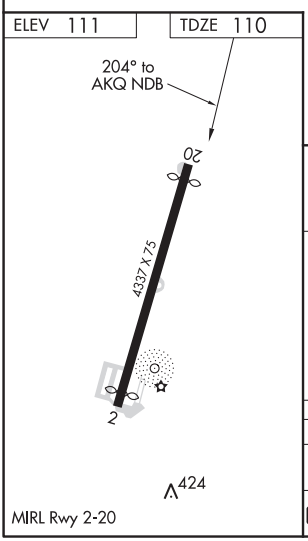
NDB RWY 20
WAKEFIELD MUNI (AKQ)

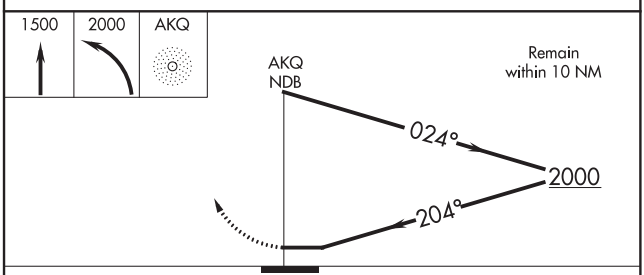
NA — Procedure NA at night.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct AKQ NDB and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.425	122.8 (CTAF)







CATEGORY	A	B	C	D
S-20		1120-3	1010 (1100-3)	
C CIRCLING		1120-3	1009 (1100-3)	

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WALLOPS ISLAND, VIRGINIA | AL-639 (FAA) | 19059

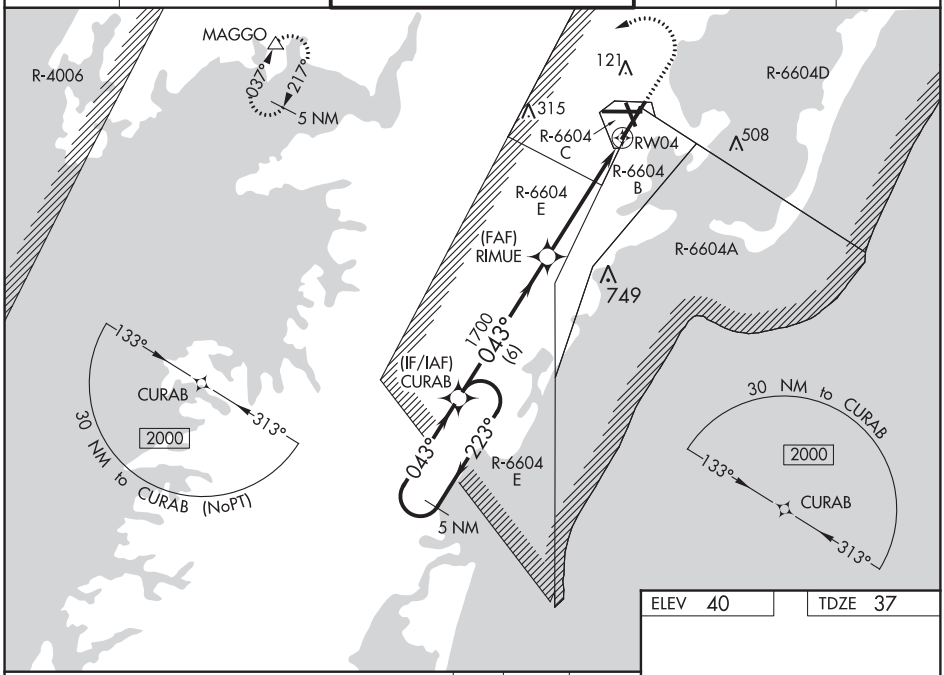
WAAS CH 56331 W04A	APP CRS 043°	Rwy ldg 8748 TDZE 37 Apt Elev 40

RNAV (GPS) RWY 4
WALLOPS FLIGHT FACILITY (WAL)

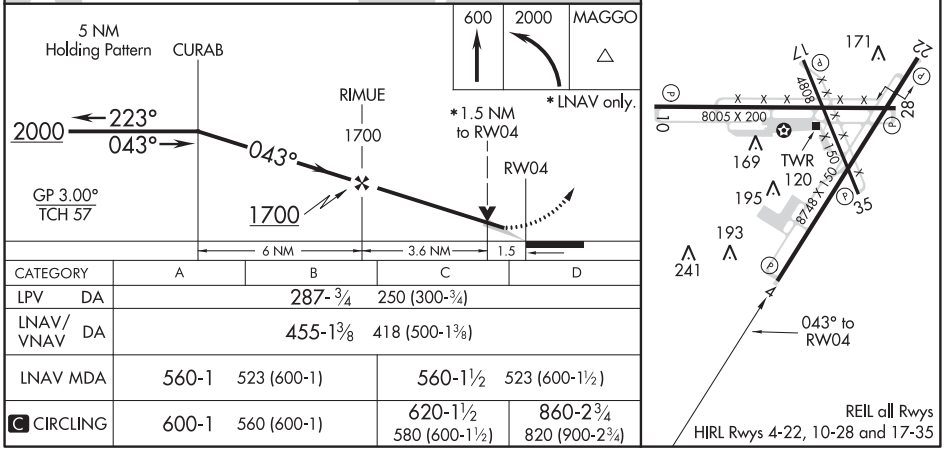
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 342 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 510 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7



NE-3, 10 SEP 2020 to 05 NOV 2020



CATEGORY	A	B	C	D
LPV DA	287-¾ 250 (300-¾)			
LNAV/VNAV DA	455-1⅜ 418 (500-1⅜)			
LNAV MDA	560-1 523 (600-1)		560-1½ 523 (600-1½)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

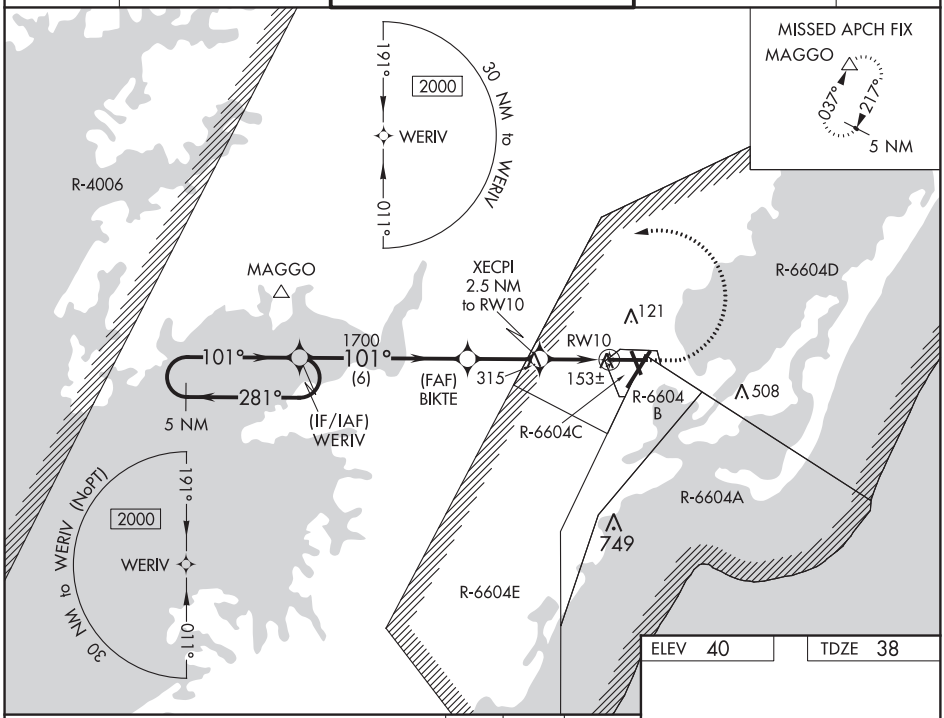
WAAS CH 99732 W10A	APP CRS 101°	Rwy ldg 8005 TDZE 38 Apt Elev 40

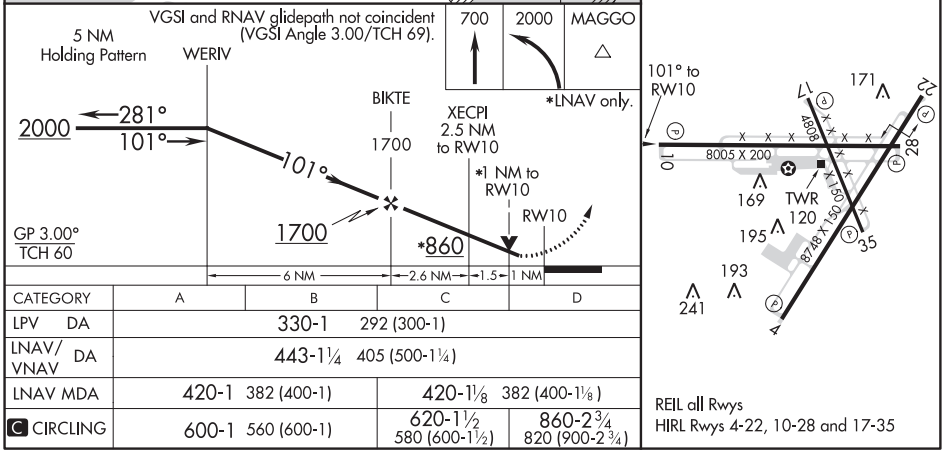
RNAV (GPS) RWY 10
WALLOPS FLIGHT FACILITY (WAL)

T A DME/DME RNP -0.3 NA. Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 60 feet and all visibilities ¼ SM. Increase all MDA 60 feet and all Cat C and D visibilities ¼ SM. Baro-VNAV and VDP NA when using Salisbury altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON ★		WALLOPS TOWER ★		GND CON		CLNC DEL
119.175	127.95	314.0	126.5 (CTAF) L	306.975 (CTAF) L	127.875	269.325	121.7





CATEGORY	A	B	C	D
LPV DA	330-1 292 (300-1)			
LNAV/VNAV DA	443-1¼ 405 (500-1¼)			
LNAV MDA	420-1 382 (400-1)		420-1⅛ 382 (400-1⅛)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WALLOPS ISLAND, VIRGINIA | AL-639 (FAA) | 19059

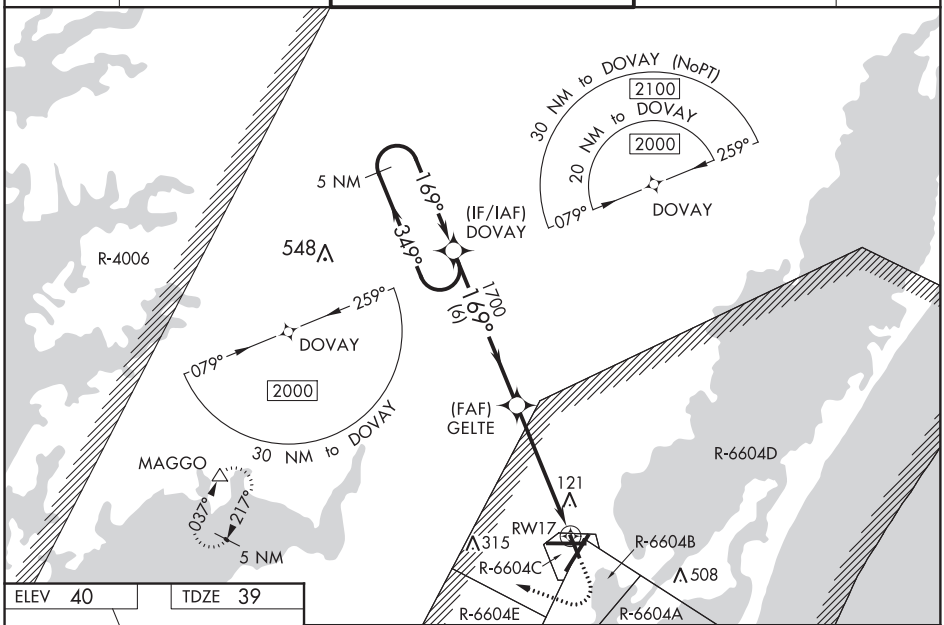
WAAS CH 69632 W17A	APP CRS 169°	Rwy ldg 4808 TDZE 39 Apt Elev 40

RNAV (GPS) RWY 17
WALLOPS FLIGHT FACILITY (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 372 and all Cats visibility ⅛ mile, increase LNAV/VNAV DA to 437 and all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

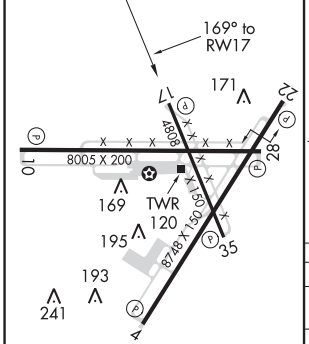
ASOS	PATUXENT APP CON ★		WALLOPS TOWER ★	GND CON		CLNC DEL
119.175	127.95	314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875	269.325	121.7



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

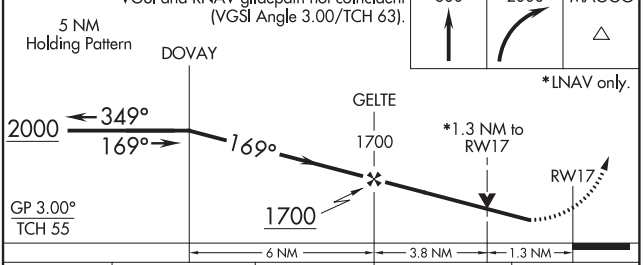
ELEV 40 | TDZE 39



REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 63).

600	2000	MAGGO



*LNAV only.

CATEGORY	A	B	C	D
LPV DA	322-1 283 (300-1)			
LNAV/VNAV DA	387-1⅛ 348 (400-1⅛)			
LNAV MDA	500-1 461 (500-1)		500-1⅜ 461 (500-1⅜)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

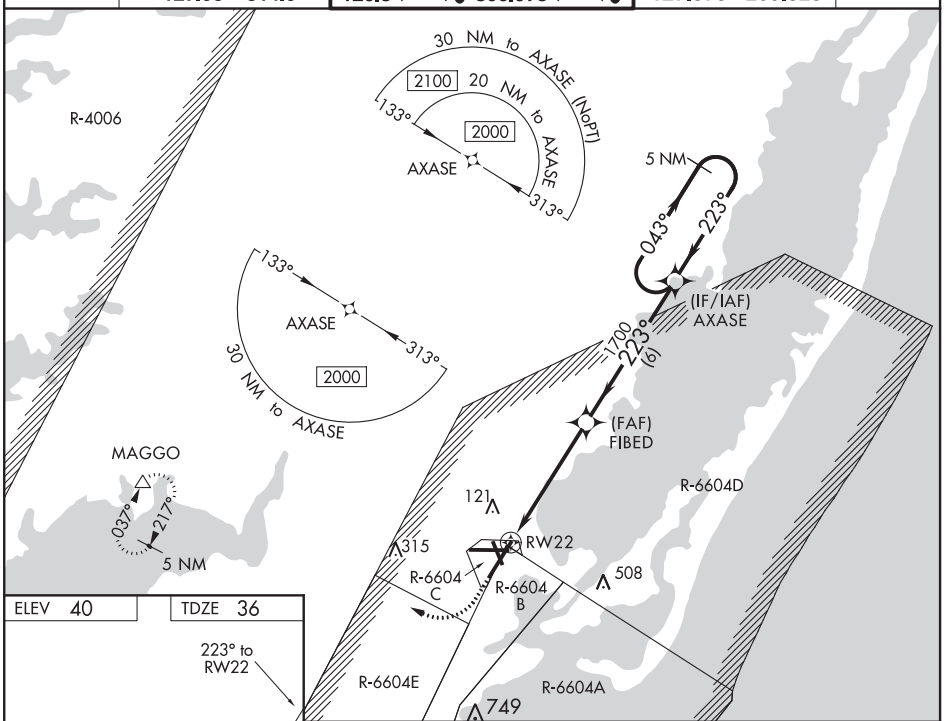
WAAS CH 86234 W22A	APP CRS 223°	Rwy ldg 8748 TDZE 36 Apt Elev 40

RNAV (GPS) RWY 22
WALLOPS FLIGHT FACILITY (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME-RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 367 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 489 and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

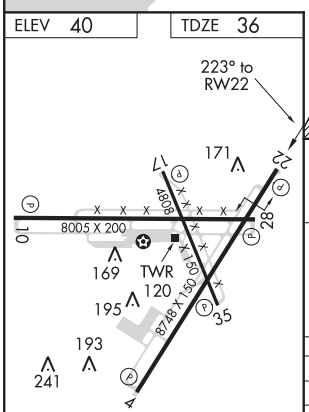
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

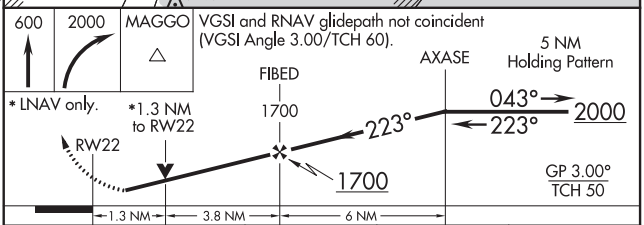
ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7



NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 40 TDZE 36





CATEGORY	A	B	C	D
LPV DA	314-⅞ 278 (300-⅞)			
LNAV/VNAV DA	436-1⅜ 400 (400-1⅜)			
LNAV MDA	500-1 464 (500-1)		500-1⅜ 464 (500-1⅜)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

WALLOPS ISLAND, VIRGINIA | AL-639 (FAA) | 19059

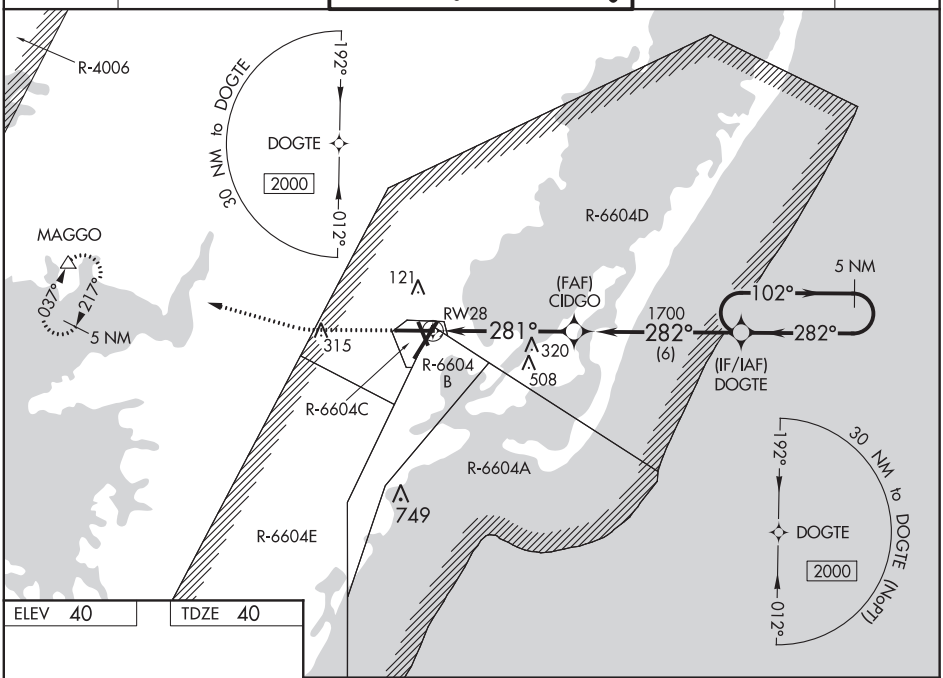
WAAS CH 45534 W28A	APP CRS 281°	Rwy ldg 8005 TDZE 40 Apt Elev 40

RNAV (GPS) RWY 28
WALLOPS FLIGHT FACILITY (WAL)

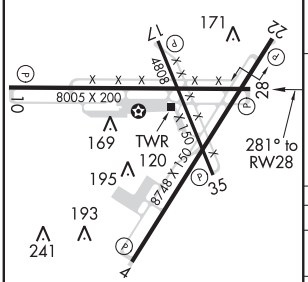
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 343 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 453 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

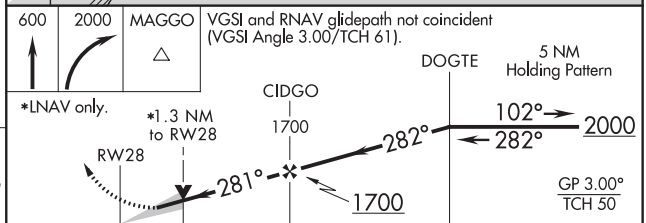
ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325	121.7



ELEV 40	TDZE 40



REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35



CATEGORY	A	B	C	D
LPV DA	290-¾ 250 (300-¾)			
LNAV/VNAV DA	400-1⅛ 360 (400-1⅛)			
LNAV MDA	520-1 480 (500-1)		520-1⅜ 480 (500-1⅜)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

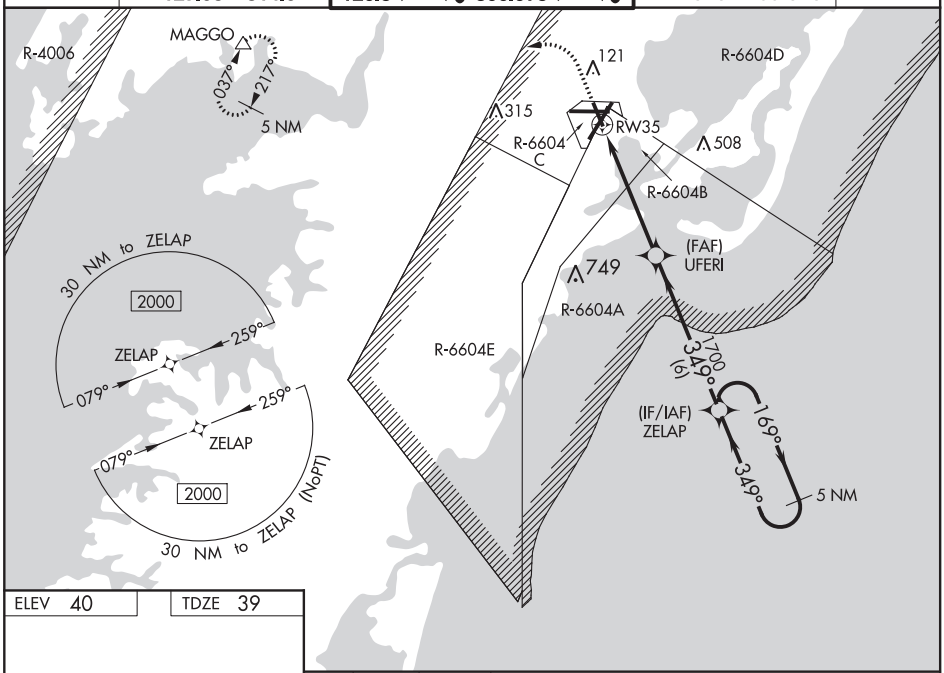
WAAS CH 53732 W35A	APP CRS 349°	Rwy ldg 4808 TDZE 39 Apt Elev 40

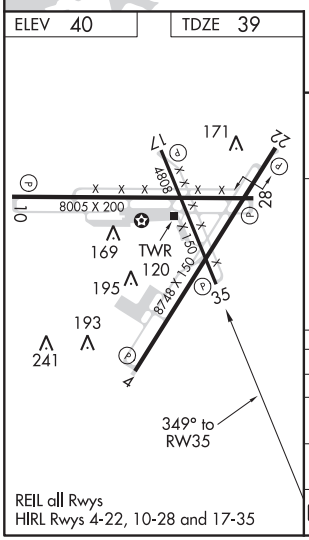
RNAV (GPS) RWY 35
WALLOPS FLIGHT FACILITY (WAL)

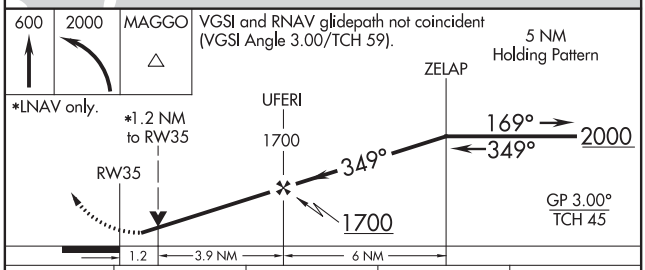
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 343; increase LNAV/VNAV DA to 464 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-6604 active.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7







CATEGORY	A	B	C	D
LPV DA	289-1 250 (300-1)			
LNAV/VNAV DA	410-1¼ 371 (400-1¼)			
LNAV MDA	460-1 421 (500-1)		460-1¼ 421 (500-1¼)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WALLOPS ISLAND, VIRGINIA | AL-639 (FAA) | 20254

VORTAC SBY 111.2 Chan 49	APP CRS SBY 24.1 Arc	Rwy ldg 8005 TDZE 38 Apt Elev 40

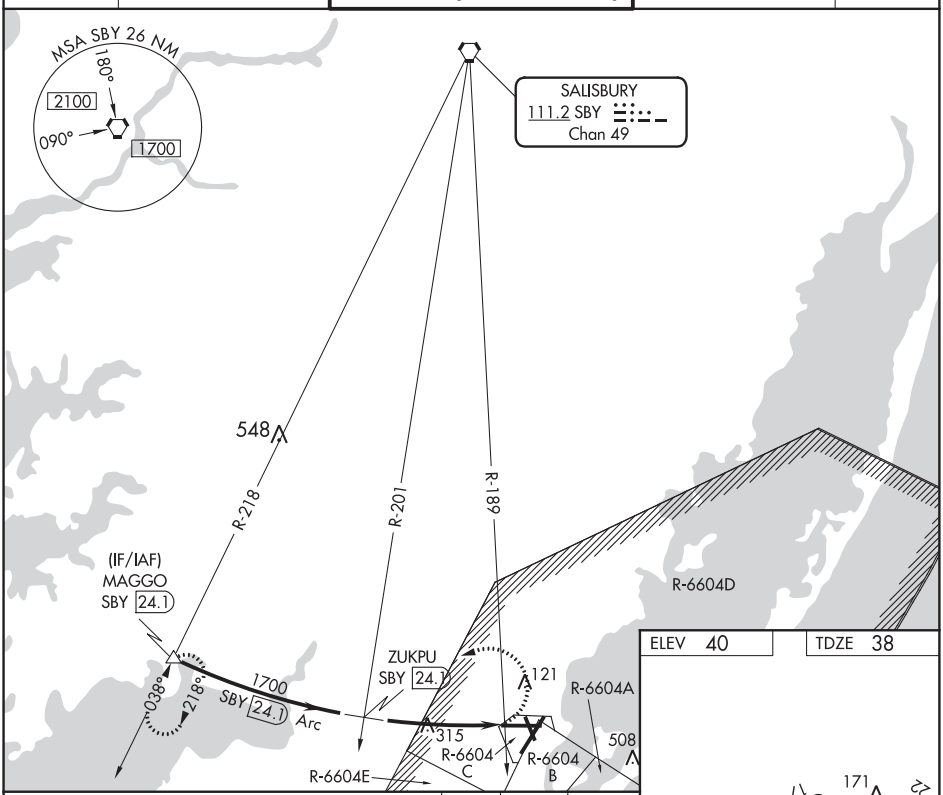
VOR/DME or TACAN RWY 10

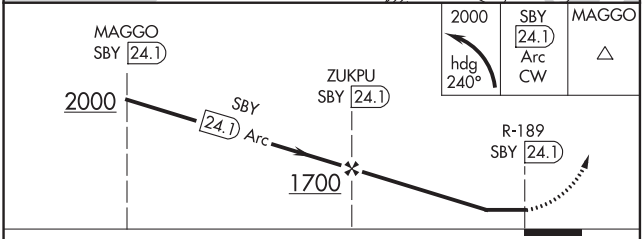
WALLOPS FLIGHT FACILITY (WAL)

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDA 60 feet and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

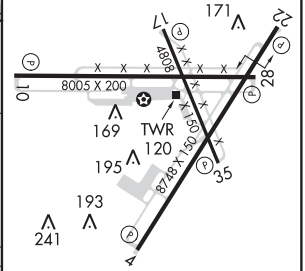
MISSED APPROACH: Climbing left turn to 2000 on heading 240° and SBY VORTAC 24.1 DME Arc clockwise to MAGGO/SBY 24.1 DME and hold.

ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7





ELEV 40 | TDZE 38



CATEGORY	A	B	C	D
S-10	900-1¼	862 (900-1¼)	900-2½	862 (900-2½)
C CIRCLING	900-1¼	860 (900-1¼)	900-2½ 860 (900-2½)	900-2¾ 860 (900-2¾)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

VORTAC SWL	APP CRS	Rwy ldg	4808
112.4	190°	TDZE	39
Chan 71		Apt Elev	40

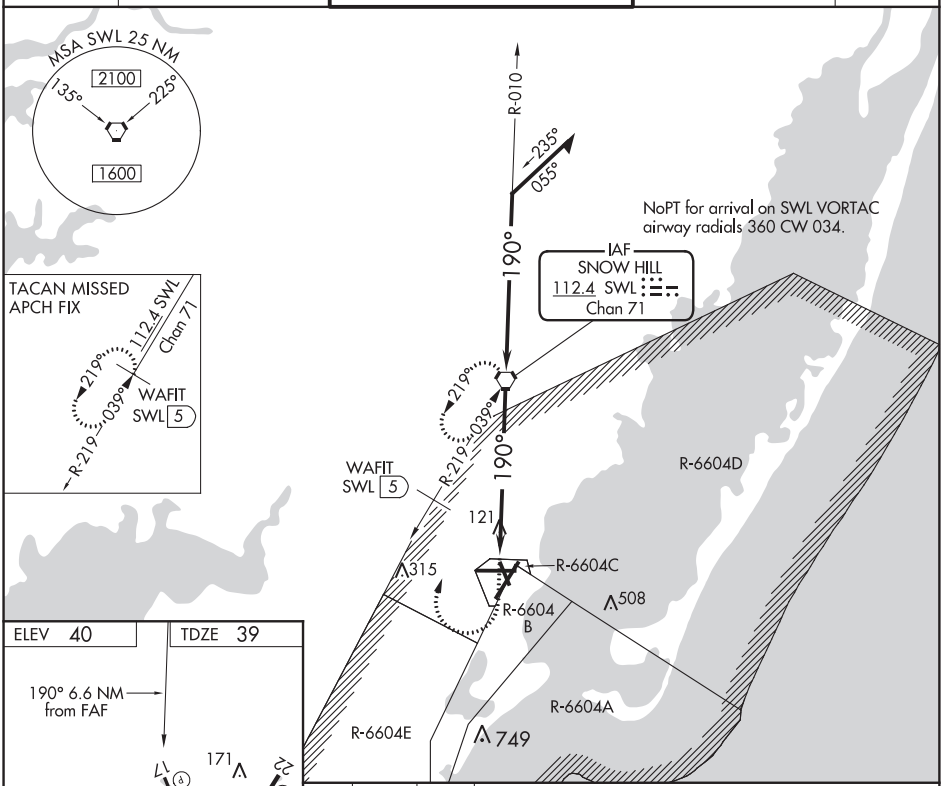
VOR or TACAN RWY 17

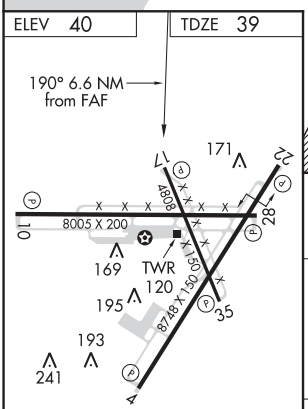
WALLOPS FLIGHT FACILITY (WAL)

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDA 60 feet and S-17 Cats C/D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

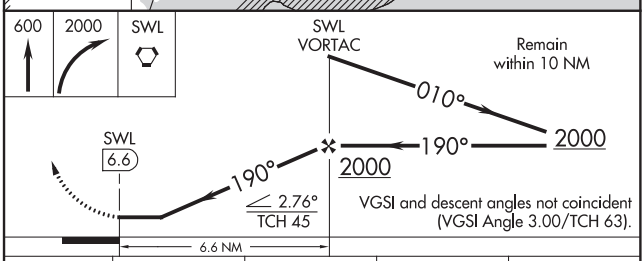
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct SWL VORTAC and hold. (TACAN aircraft climb to 600 then climbing right turn to 2000 on heading 300° and SWL VORTAC R-219 to WAFIT/SWL 5 DME and hold SW, LT 039° inbound.)

ASOS	PATUXENT APP CON ★		WALLOPS TOWER ★		GND CON		CLNC DEL
119.175	127.95	314.0	126.5 (CTAF) L	306.975 (CTAF) L	127.875	269.325	121.7





REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35



FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-17	540-1	501 (500-1)	540-1⅜	501 (500-1⅜)
C CIRCLING	600-1	560 (600-1)	620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

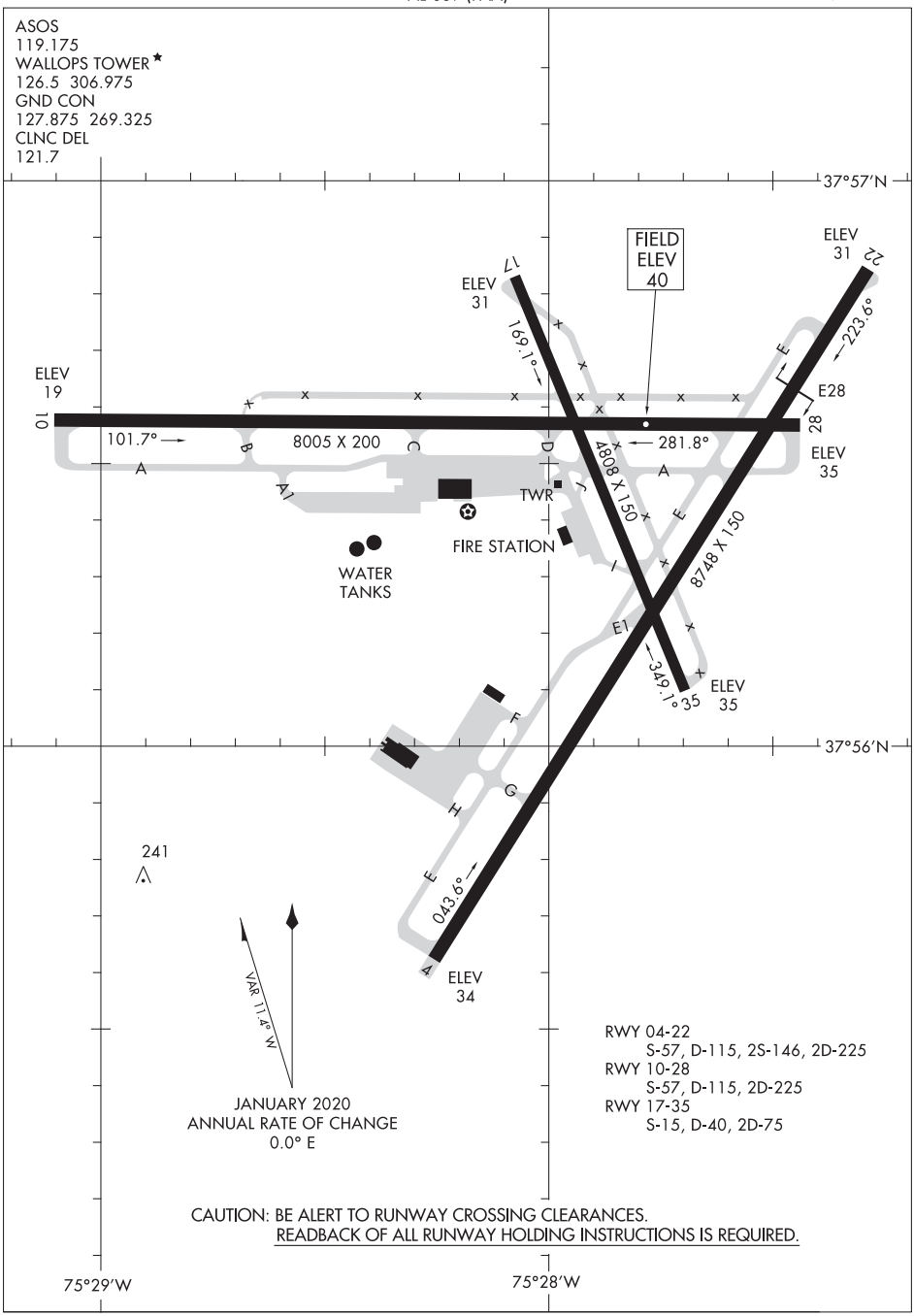
NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

20086

AIRPORT DIAGRAM

AL-639 (FAA)

WALLOPS FLIGHT FACILITY (WAL)
WALLOPS ISLAND, VIRGINIA



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
WALLOPS ISLAND, VIRGINIA
WALLOPS FLIGHT FACILITY (WAL)

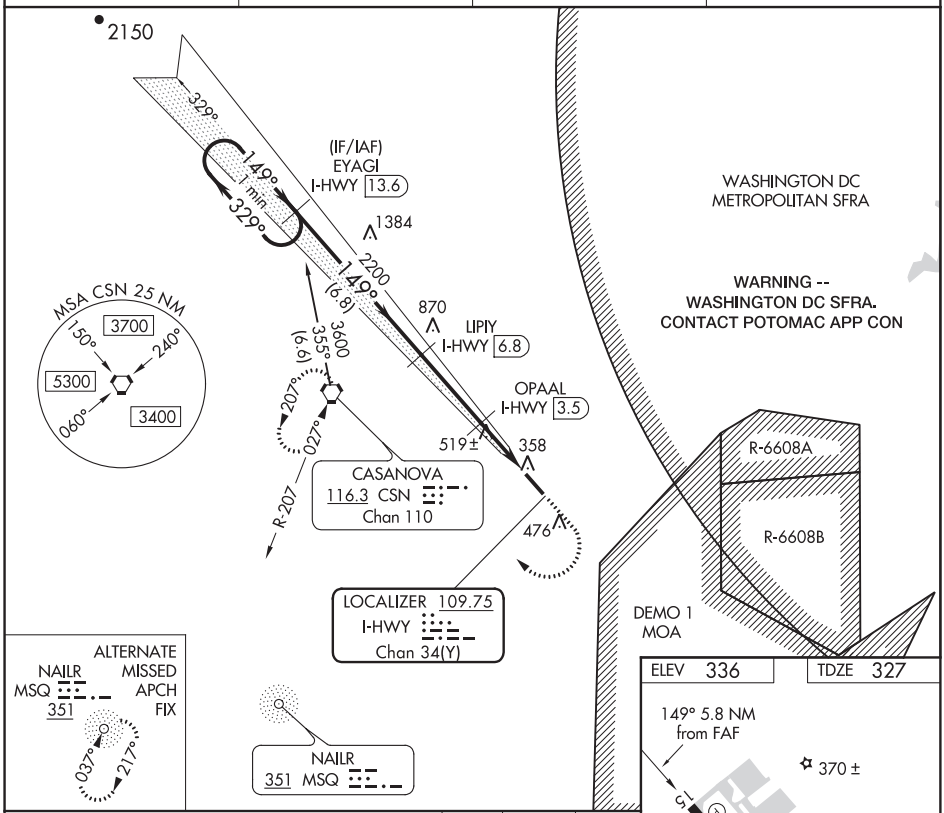
LOC/DME RWY 15
WARRENTON-FAUQUIER (HWY)

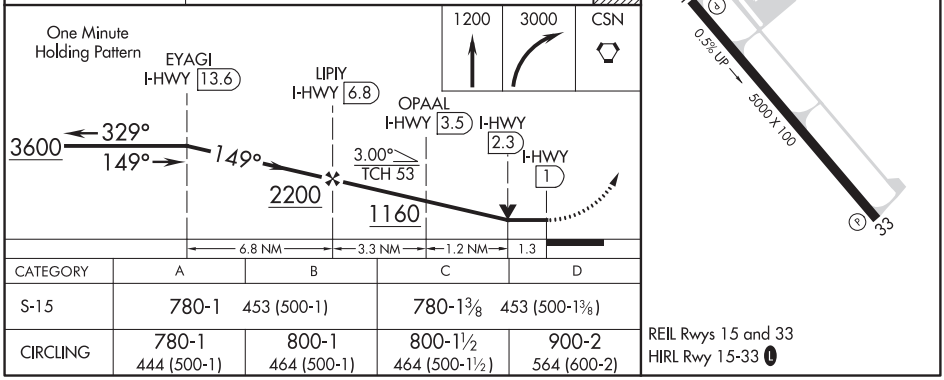
LOC/DME I-HWY	APP CRS	Rwy ldg	5000
109.75	149°	TDZE	327
Chan 34 (Y)		Apt Elev	336

NA — Helicopter visibility reduction below ¾ SM NA. VDP NA with Culpeper altimeter setting. When local altimeter setting not received, use Culpeper altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct CSN VORTAC and hold.

AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.35	119.325	128.525 306.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-15	780-1 453 (500-1)		780-1⅜ 453 (500-1⅜)	
CIRCLING	780-1 444 (500-1)	800-1 464 (500-1)	800-1½ 464 (500-1½)	900-2 564 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WARRENTON, VIRGINIA | AL-5747 (FAA) | 19283

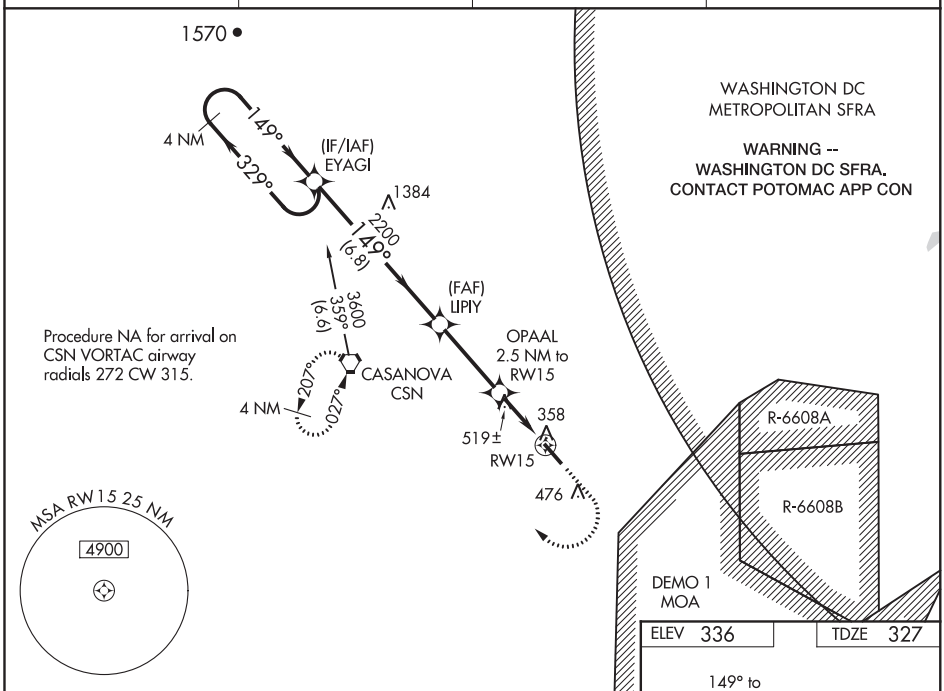
RNAV (GPS) RWY 15
WARRENTON-FAUQUIER (HWY)

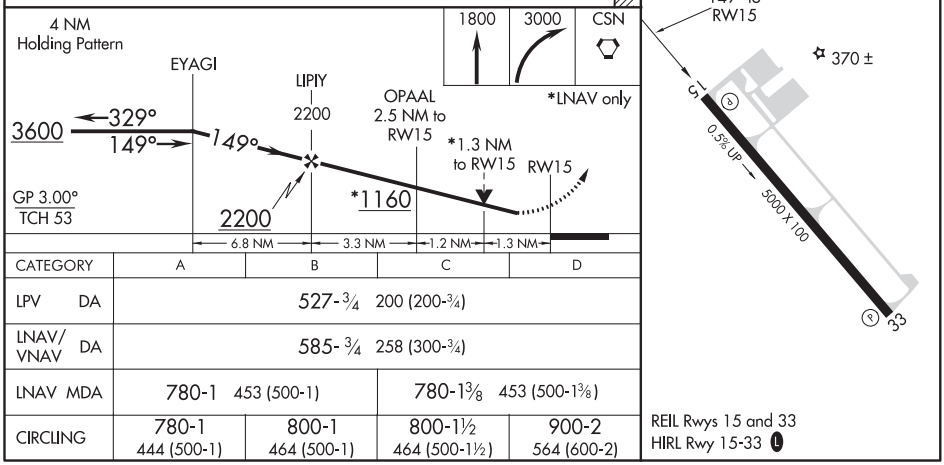
WAAS CH 81926 W15A	APP CRS 149°	Rwy ldg 5000 TDZE 327 Apt Elev 336

Baro-VNAV NA when using Culpeper altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Culpeper altimeter setting and increase all DA 22 feet, and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ mile.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CSN VORTAC and hold.

AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.35	119.325	128.525 306.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	527-¾ 200 (200-¾)			
LNAV/VNAV DA	585-¾ 258 (300-¾)			
LNAV MDA	780-1 453 (500-1)		780-1⅜ 453 (500-1⅜)	
CIRCLING	780-1 444 (500-1)	800-1 464 (500-1)	800-1½ 464 (500-1½)	900-2 564 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

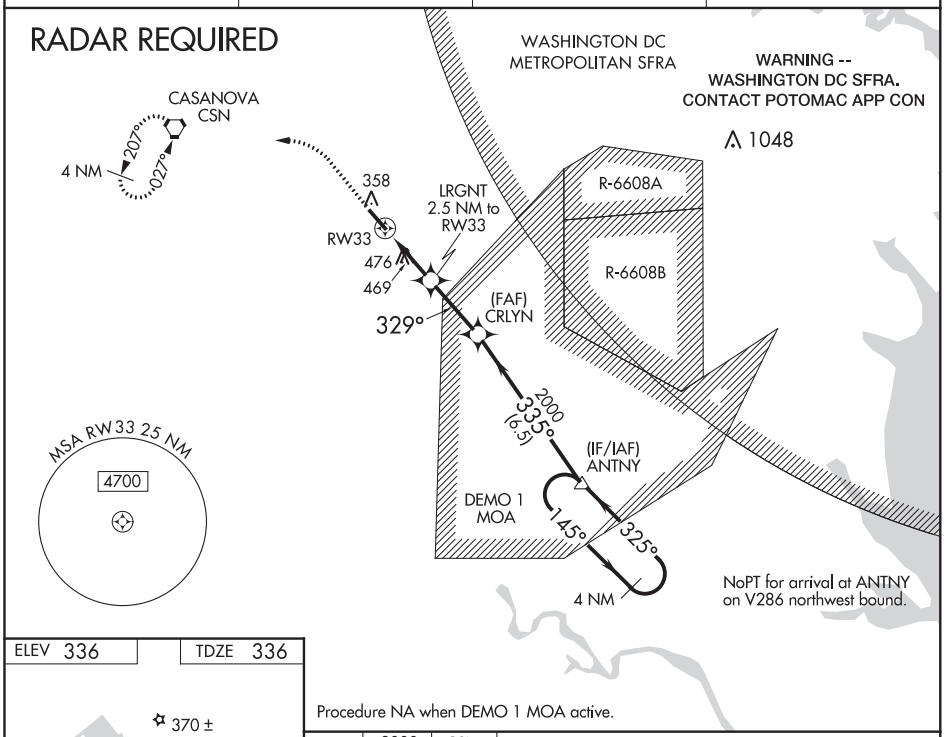
WAAS CH 70426 W33A	APP CRS 329°	Rwy ldg 5000 TDZE 336 Apt Elev 336

RNAV (GPS) RWY 33
WARRENTON-FAUQUIER (HWY)

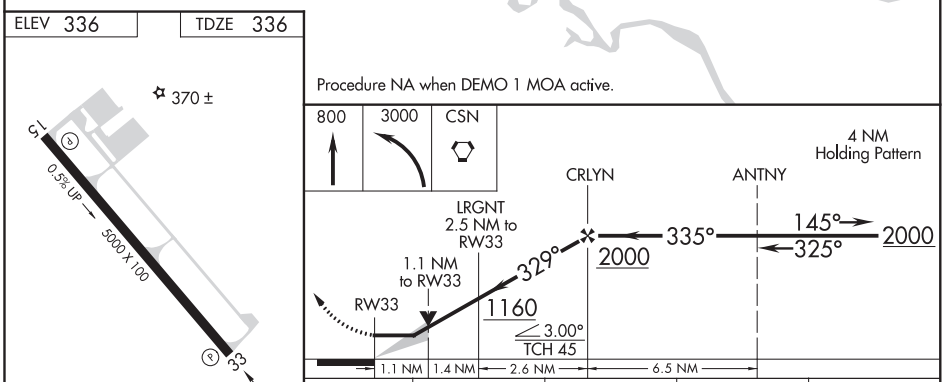
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Culpeper altimeter setting; increase all MDA 40 feet, increase LP Cat C/D visibility ⅛ mile, increase LNAV Cat C/D visibility ¼ mile.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb in hold to 3000.

AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.35	119.325	128.525 306.925	122.7 (CTAF) L



Procedure NA when DEMO 1 MOA active.



CATEGORY	A	B	C	D
LP MDA	720-1 384 (400-1)		720-1⅛ 384 (400-1⅛)	
LNAV MDA	740-1 404 (500-1)		740-1⅛ 404 (500-1⅛)	
CIRCLING	760-1 424 (500-1)	800-1 464 (500-1)	800-1½ 464 (500-1½)	900-2 564 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

WARRENTON, VIRGINIA | AL-5747 (FAA) | 20086

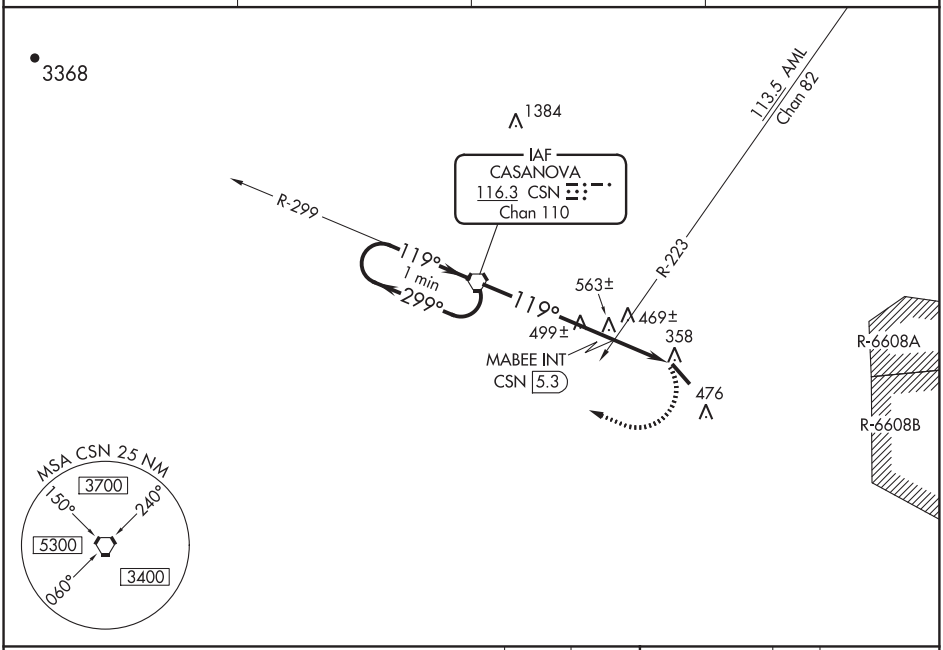
VOR RWY 15
WARRENTON-FAUQUIER (HWY)

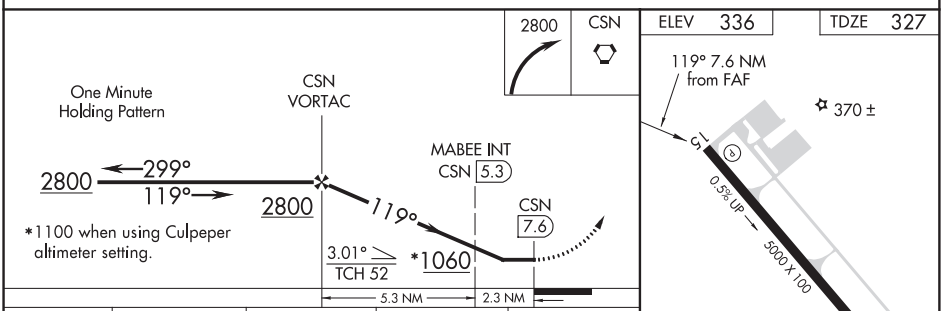
VORTAC CSN	APP CRS	Rwy ldg	5000
116.3	119°	TDZE	327
Chan 110		Apt Elev	336

When local altimeter setting not received, use Culpeper altimeter setting and increase all MDA 40 feet; increase S-15 Cats C/D and Circling Cats C/D visibility ½ mile; increase MABEE fix minimums S-15 Cats C/D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2800 direct to CSN VORTAC and hold.

AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.350	119.325	128.525 306.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-15	1060-1 733 (800-1)	1060-1¼ 733 (800-1¼)	1060-2 733 (800-2)	1060-2¼ 733 (800-2¼)
CIRCLING	1060-1 724 (800-1)		1060-2 724 (800-2)	1060-2¼ 724 (800-2¼)
MABEE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-15	820-1 493 (500-1)		820-1⅜ 493 (500-1⅜)	
CIRCLING	820-1 484 (500-1)		820-1½ 484 (500-1½)	900-2 564 (600-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-HEF	APP CRS	Rwy ldg	6200
109.1	161°	TDZE	192
		Apt Elev	192

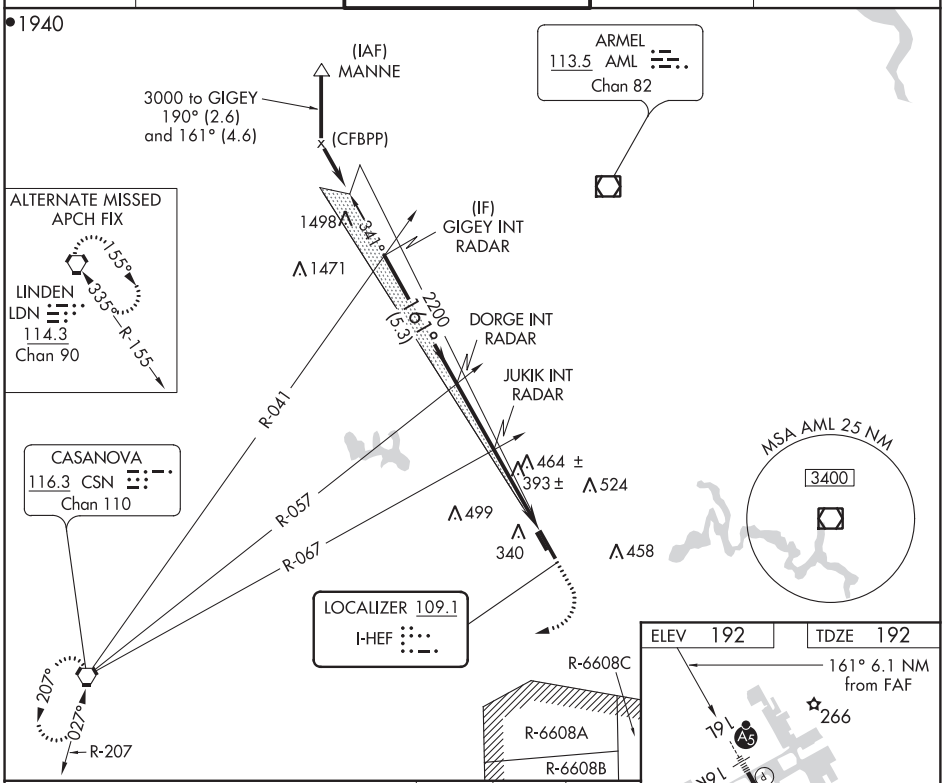
ILS or LOC RWY 16L
MANASSAS RGNL/HARRY P DAVIS FIELD (HEF)

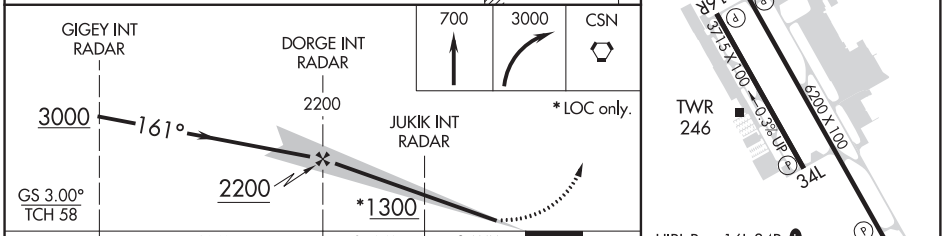
When local altimeter setting not received, use Dulles altimeter setting and increase DA 49 feet, all MDA 60 feet, and increase Cat C/D Circling visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER *	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2





CATEGORY	A	B	C	D
S-ILS 16L	392-½ 200 (200-½)			
S-LOC 16L	660-½ 468 (500-½)		660-1 468 (500-1)	
C CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON D.C. AL-5326 (FAA) 20254

WAAS CH 70302 W16A	APP CRS 161°	Rwy ldg 6200 TDZE 192 Apt Elev 192

RNAV (GPS) RWY 16L
MANASSAS RGNL/HARRY P DAVIS FIELD (HEF)

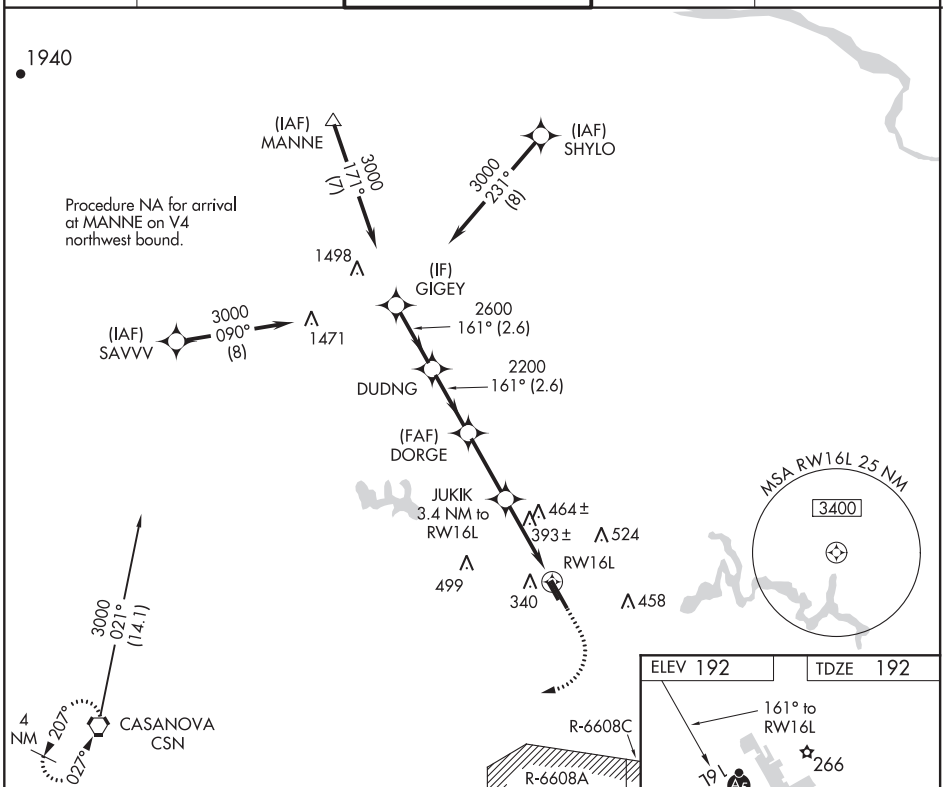
RNP APCH. RADAR required.

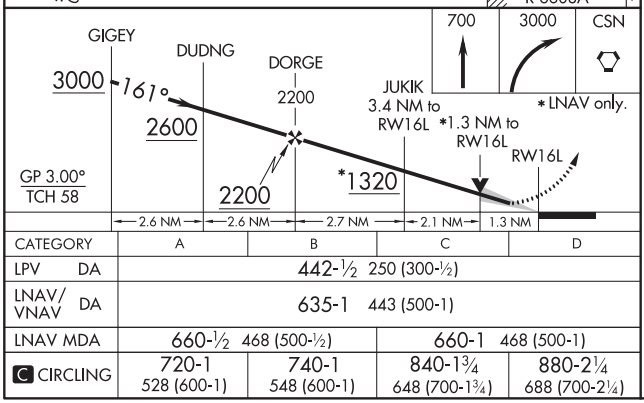
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

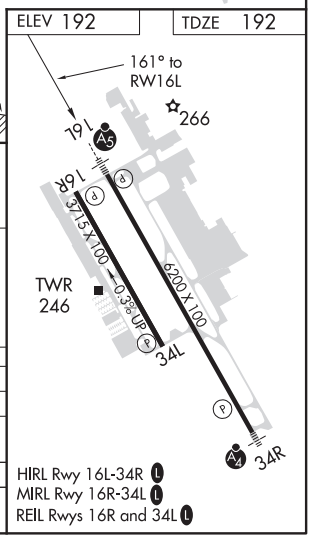
MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER *	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2







CATEGORY	A	B	C	D
LPV DA	442-½ 250 (300-½)			
LNAV/VNAV DA	635-1 443 (500-1)			
LNAV MDA	660-½ 468 (500-½)		660-1 468 (500-1)	
C CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 78035 W16B	APP CRS 161°	Rwy ldg 3715 TDZE 186 Apt Elev 192

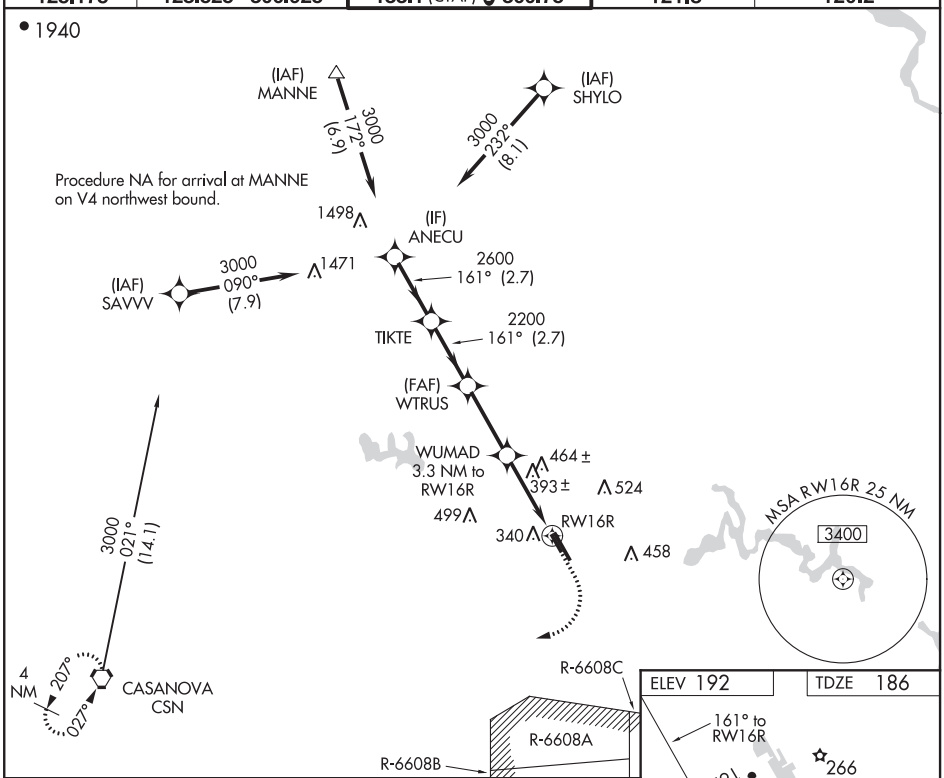
RNAV (GPS) RWY 16R
MANASSAS RGNL/HARRY P DAVIS FIELD (HEF)

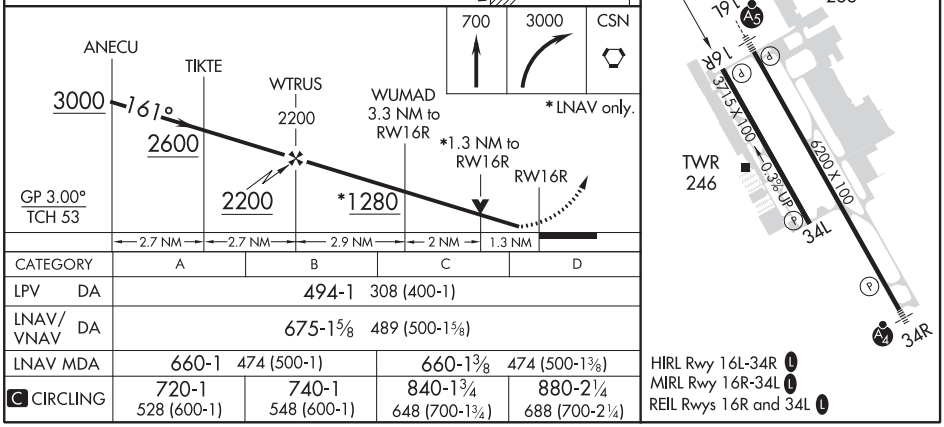
RNP APCH. RADAR required.

Rwy 16R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER *	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2





CATEGORY	A	B	C	D
LPV DA	494-1 308 (400-1)			
LNAV/VNAV DA	675-1⅝ 489 (500-1⅝)			
LNAV MDA	660-1 474 (500-1)		660-1⅜ 474 (500-1⅜)	
C CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC

AL-5326 (FAA)

20254

RNAV (GPS) RWY 34L

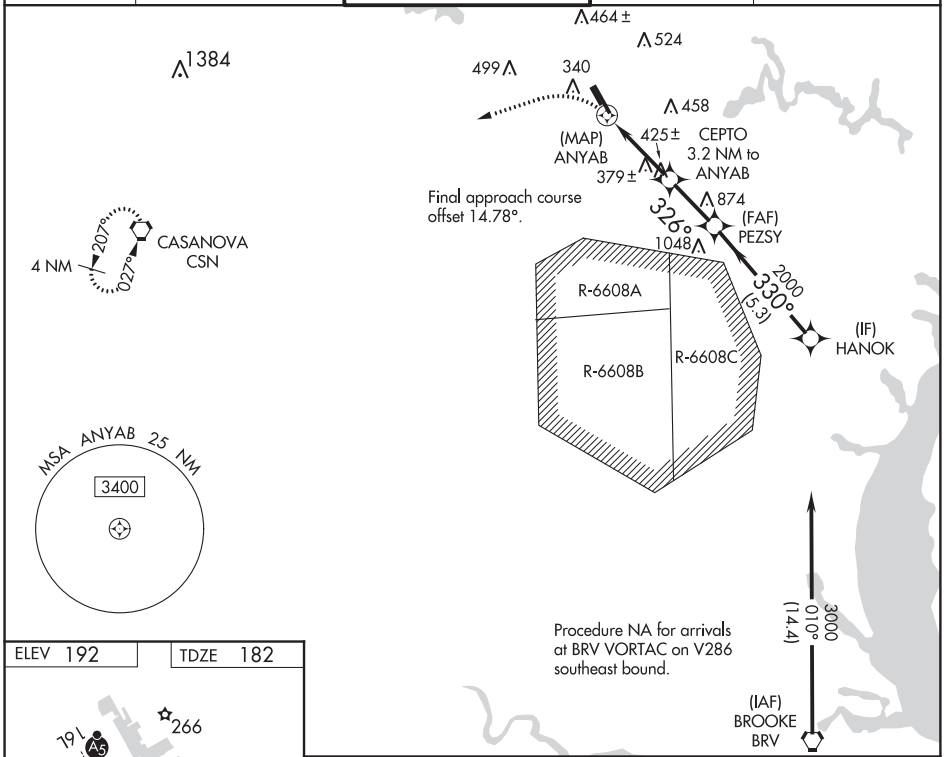
MANASSAS RGNL/HARRY P DAVIS FIELD (HEF)

WAAS CH 56239 W34B	APP CRS 326°	Rwy ldg 3715 TDZE 182 Apt Elev 192

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all MDA 60 feet; increase LNAV Cat C/D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.

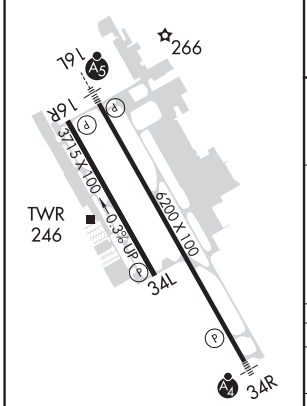
ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2



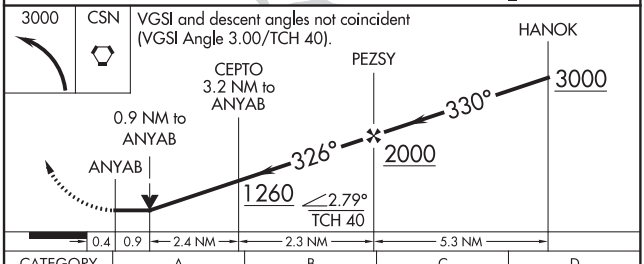
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 192 | TDZE 182



HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL Rwys 16R and 34L L



CATEGORY	A	B	C	D
LP MDA	640-1 458 (500-1)		640-1⅜ 458 (500-1⅜)	
LNAV MDA	680-1 498 (500-1)		680-1⅜ 498 (500-1⅜)	
C CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

WAAS CH 63130 W34A	APP CRS 326°	Rwy ldg 6200 TDZE 178 Apt Elev 192

RNAV (GPS) RWY 34R
MANASSAS RGNL/HARRY P DAVIS FIELD (HEF)

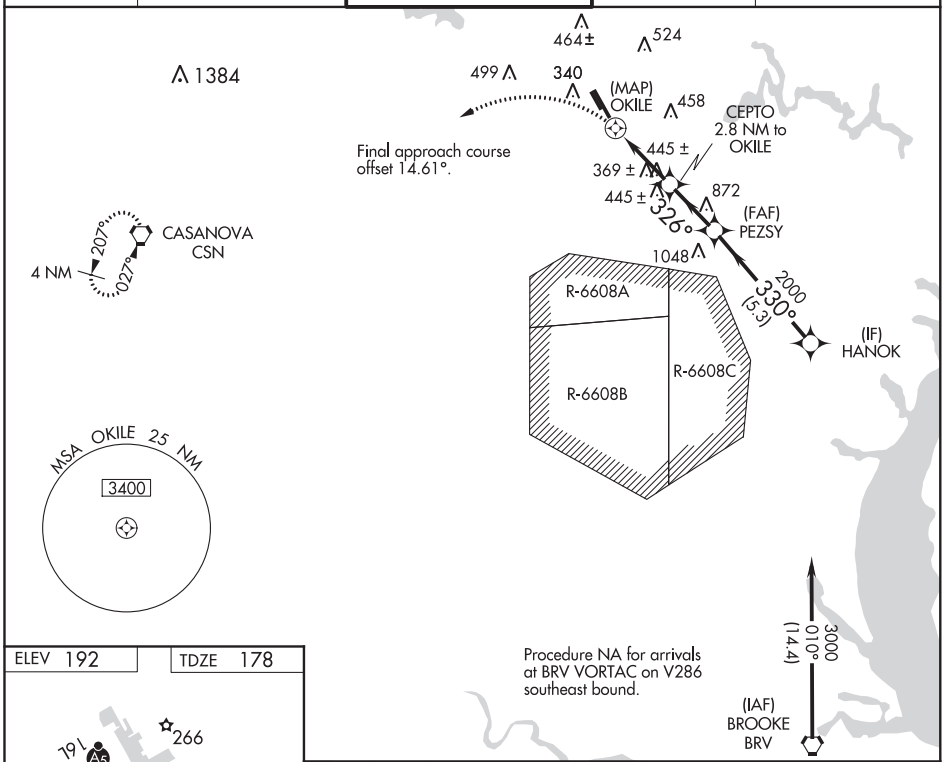
RNP APCH.

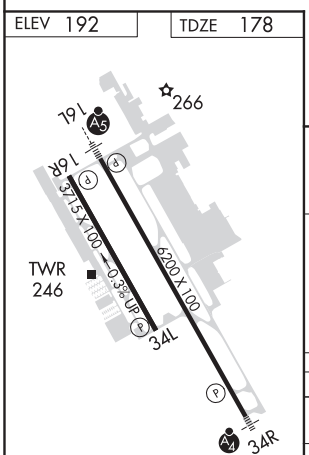
Rwy 34R helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LP and LNAV Cats C/D visibility to 1⅜ SM.

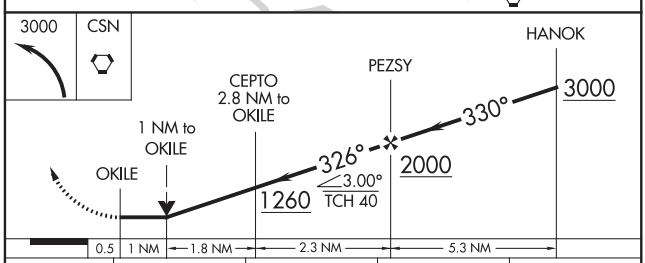
MALSF

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2







CATEGORY	A	B	C	D
LP MDA	620-1 442 (500-1)			
LNAV MDA	640-1 462 (500-1)		640-1⅛ 462 (500-1⅛)	
C CIRCLING	700-1 508 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	920-2¼ 728 (800-2¼)

NE-3, 10 SEP 2020 to 05 NOV 2020

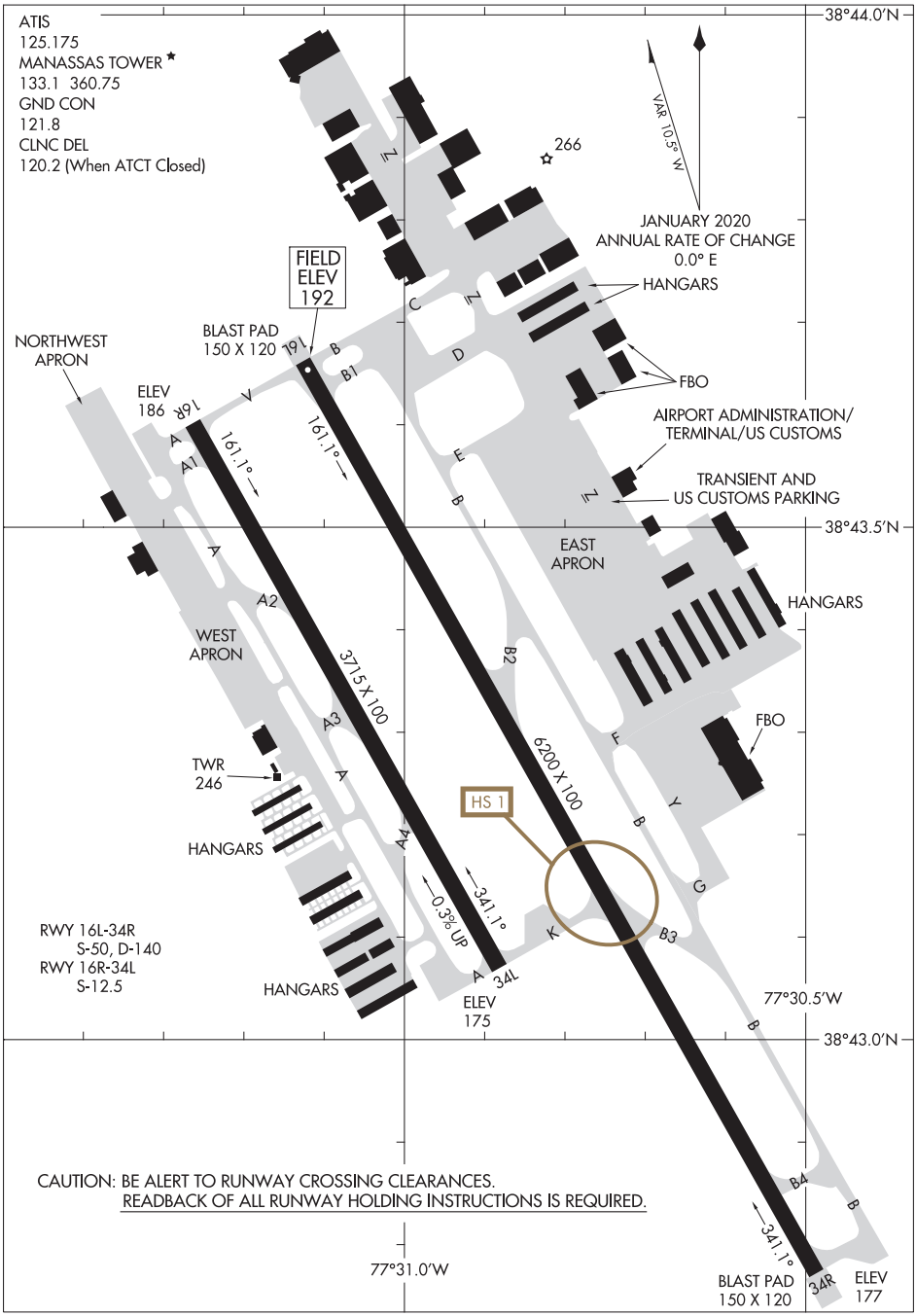
20254

AIRPORT DIAGRAM

MANASSAS RGNL/HARRY P DAVIS FIELD (HEF)

AL-5326 (FAA)

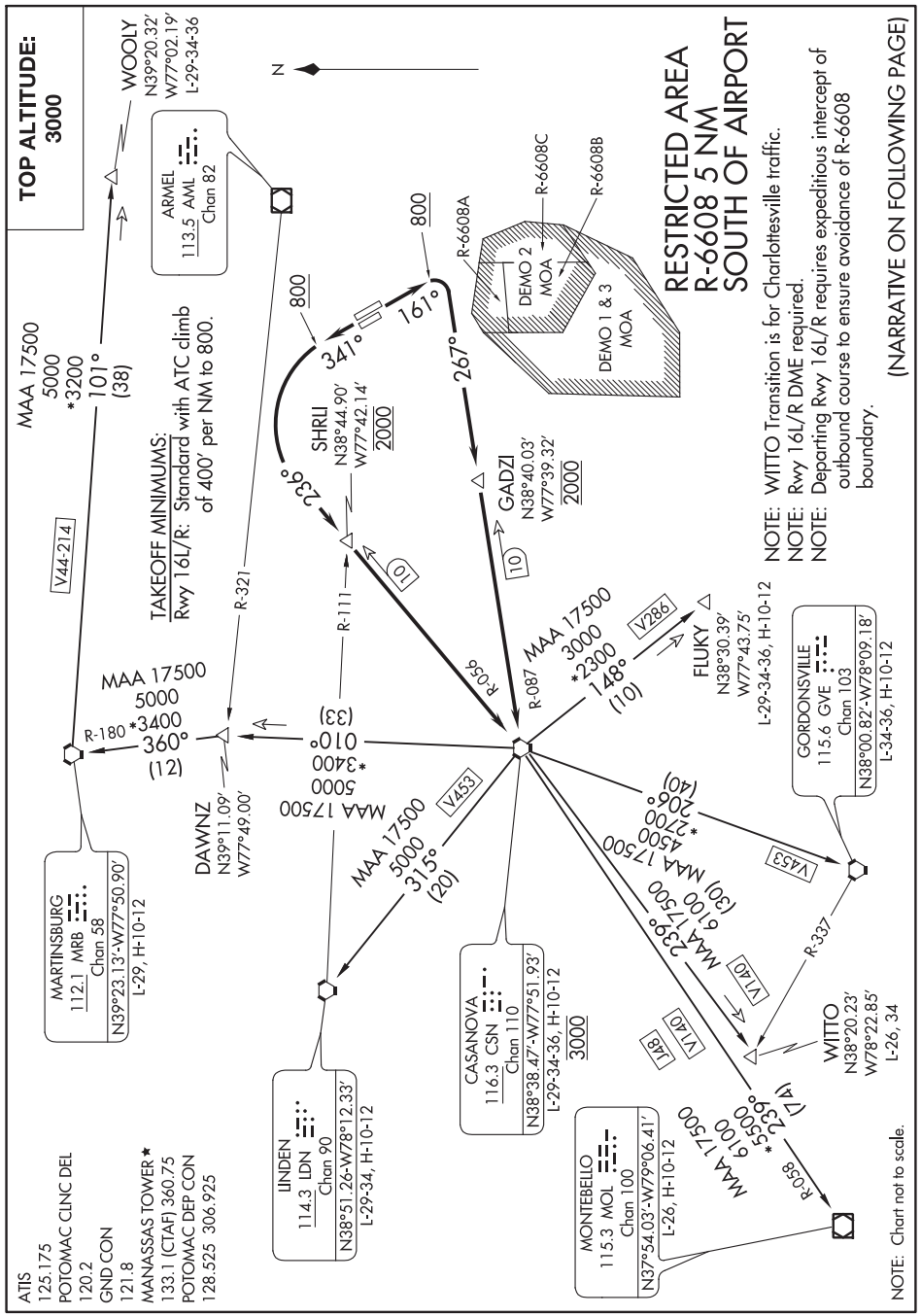
WASHINGTON, D.C.



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20254
MANASSAS RGNL/HARRY P DAVIS FIELD (HEF)
WASHINGTON, D.C.


TOP ALTITUDE: 3000
WOOLY
N39°20.32'
W77°02.19'
L-29-34-36
ARMEL
113.5 AML
Chan 82
N
MAA 17500
5000
*3200
101°
(38)
V44-214
TAKEOFF MINIMUMS:
Rwy 16L/R: Standard with ATC climb of 400' per NM to 800.
R-321
800
341°
161°
800
R-6608A
R-6608C
R-6608B
DEMO 2 MOA
DEMO 1 & 3 MOA
RESTRICTED AREA
R-6608 5 NM
SOUTH OF AIRPORT
NOTE: WITTO Transition is for Charlottesville traffic.
NOTE: Rwy 16L/R DME required.
NOTE: Departing Rwy 16L/R requires expeditious intercept of outbound course to ensure avoidance of R-6608 boundary.
(NARRATIVE ON FOLLOWING PAGE)
239°
SHRLI
N38°44.90'
W77°42.14'
2000
267°
GADZI
N38°40.03'
W77°39.32'
2000
10
10
R-111
R-054
R-087
MAA 17500
3000
*2300
148°
(10)
V286
FLUKY
N38°30.39'
W77°43.75'
L-29-34-36, H-10-12
GORDONSVILLE
115.6 GVE
Chan 103
N38°00.82'-W78°09.18'
L-34-36, H-10-12
MAA 17500
5000
*3400
360°
(12)
R-180
MAA 17500
5000
*3400
010°
(33)
DAWNZ
N39°11.09'
W77°49.00'
V453
MAA 17500
5000
315°
(20)
MAA 17500
4500
*2700
206°
(40)
V453
R-337
MAA 17500
6100
(30)
239°
V140
V140
V140
48
WITTO
N38°20.23'
W78°22.85'
L-26, 34
MAA 17500
6100
*5500
239°
(A)
R-058
MARTINSBURG
112.1 MRB
Chan 58
N39°23.13'-W77°50.90'
L-29, H-10-12
LINDEN
114.3 LDN
Chan 90
N38°51.26'-W78°12.33'
L-29-34, H-10-12
CASANOVA
116.3 CSN
Chan 110
N38°38.47'-W77°51.93'
L-29-34-36, H-10-12
3000
MONITEBELLO
115.3 MOL
Chan 100
N37°54.03'-W79°06.41'
L-26, H-10-12
ATIS
125.175
POTOMAC CLNC DEL
120.2
GND CON
121.8
MANASSAS TOWER ★
133.1 (CTAF) 360.75
POTOMAC DEP CON
128.525 306.925
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 34L/R: Climb heading 341° to 800, then climbing left turn on CSN VORTAC R-056. Cross SHRLI INT/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence....
TAKEOFF RWY 16L/R: Climb heading 161° to 800, then climbing right turn on CSN VORTAC R-087, cross GADZI/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence....

....via assigned transition.

FLUKY TRANSITION (ARSNL5.FLUKY): From over CSN VORTAC on CSN R-148 to FLUKY INT.
GORDONSVILLE TRANSITION (ARSNL5.GVE): From over CSN VORTAC on CSN R-206 to GVE VORTAC.
LINDEN TRANSITION (ARSNL5.LDN): From over CSN VORTAC on CSN R-315 to LDN VORTAC.
MARTINSBURG TRANSITION (ARSNL5.MRB): From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC.
MONTEBELLO TRANSITION (ARSNL5.MOL): From over CSN VORTAC on CSN R-239 and MOL R-058 to MOL VOR/DME.
WITTO TRANSITION (ARSNL5.WITTO): From over CSN VORTAC on CSN R-239 to WITTO INT.
WOOLY TRANSITION (ARSNL5.WOOLY): From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC, then on MRB R-101 to WOOLY INT.

NE-3, 10 SEP 2020 to 05 NOV 2020

GABBE THREE DEPARTURE(RNAV)

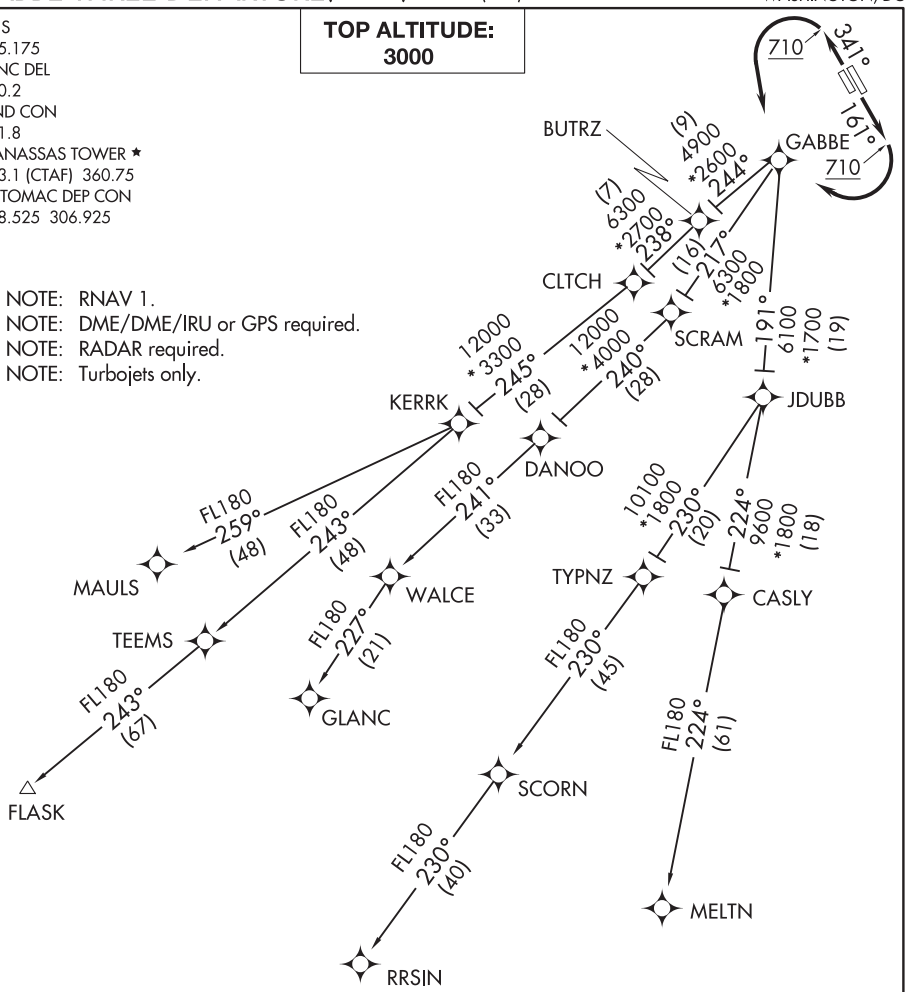
AL-5326 (FAA)

WASHINGTON, DC

ATIS
125.175
CLNC DEL
120.2
GND CON
121.8
MANASSAS TOWER ★
133.1 (CTAF) 360.75
POTOMAC DEP CON
128.525 306.925

TOP ALTITUDE: 3000

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.



TAKEOFF MINIMUMS:
Rwy 16L/R, 34L/R: Standard with minimum climb of 500′ per NM to 710.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

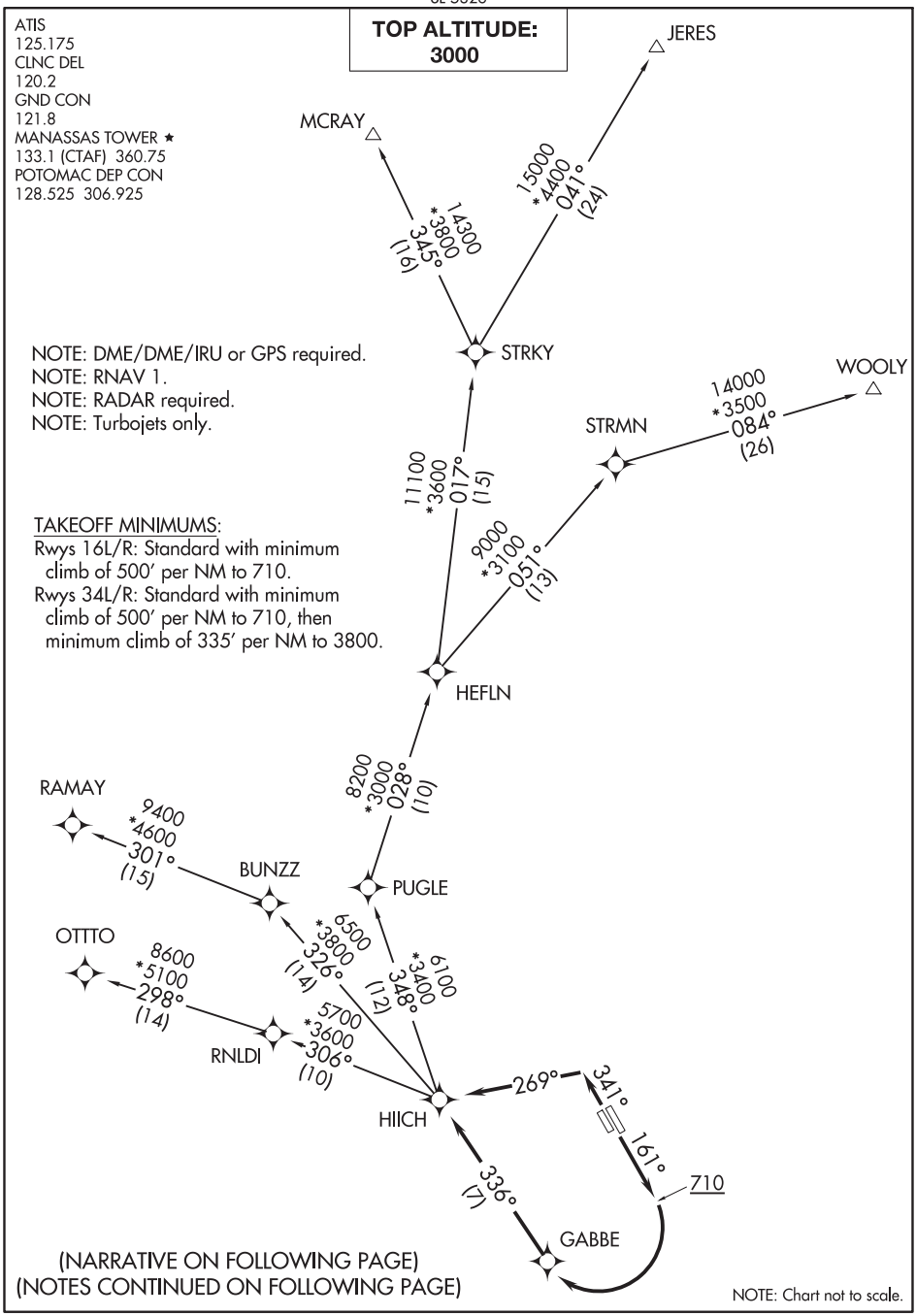
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16L/R: Climb on heading 161° to 710, then right turn direct GABBE, thence....
TAKEOFF RWY 34L/R: Climb on heading 341° to 710, then left turn direct GABBE, thence....

....on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (GABBE3.FLASK):
GLANC TRANSITION (GABBE3.GLANC):
MAULS TRANSITION (GABBE3.MAULS):
MELTN TRANSITION (GABBE3.MELTN):
RRSIN TRANSITION (GABBE3.RRSIN):

NE-3, 10 SEP 2020 to 05 NOV 2020


ATIS
125.175
CLNC DEL
120.2
GND CON
121.8
MANASSAS TOWER ★
133.1 (CTAF) 360.75
POTOMAC DEP CON
128.525 306.925
TOP ALTITUDE:
3000
JERES
MCRAY
15000
*4400
041°
(24)
14300
*3800
345°
(16)
STRKY
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets only.
WOOLY
14000
*3500
084°
(26)
STRMN
11100
*3600
017°
(15)
9000
*3100
051°
(13)
TAKEOFF MINIMUMS:
Rwys 16L/R: Standard with minimum climb of 500′ per NM to 710.
Rwys 34L/R: Standard with minimum climb of 500′ per NM to 710, then minimum climb of 335′ per NM to 3800.
HEFLN
8200
*3000
028°
(10)
RAMAY
9400
*4600
301°
(15)
BUNZZ
PUGLE
OTTO
8600
*5100
298°
(14)
6500
*3800
326°
(14)
6100
*3400
348°
(12)
RNLDI
5700
*3600
306°
(10)
269°
341°
161°
HIICH
336°
(7)
710
GABBE
(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb heading 161° to 710, then right turn direct GABBE, then on track 336° to HIICH, thence . . . .
TAKEOFF RUNWAYS 34L/R: Climb heading 341° to intercept course 269° to HIICH, thence . . . .
. . . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JERES TRANSITION (HIICH2.JERES)
MCRAY TRANSITION (HIICH2.MCRAY)
OTTTO TRANSITION (HIICH2.OTTTO)
RAMAY TRANSITION (HIICH2.RAMAY)
WOOLY TRANSITION (HIICH2.WOOLY)

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-DCA	APP CRS	Rwy ldg	6869
109.9	006°	TDZE	14
Chan 36		Apt Elev	14

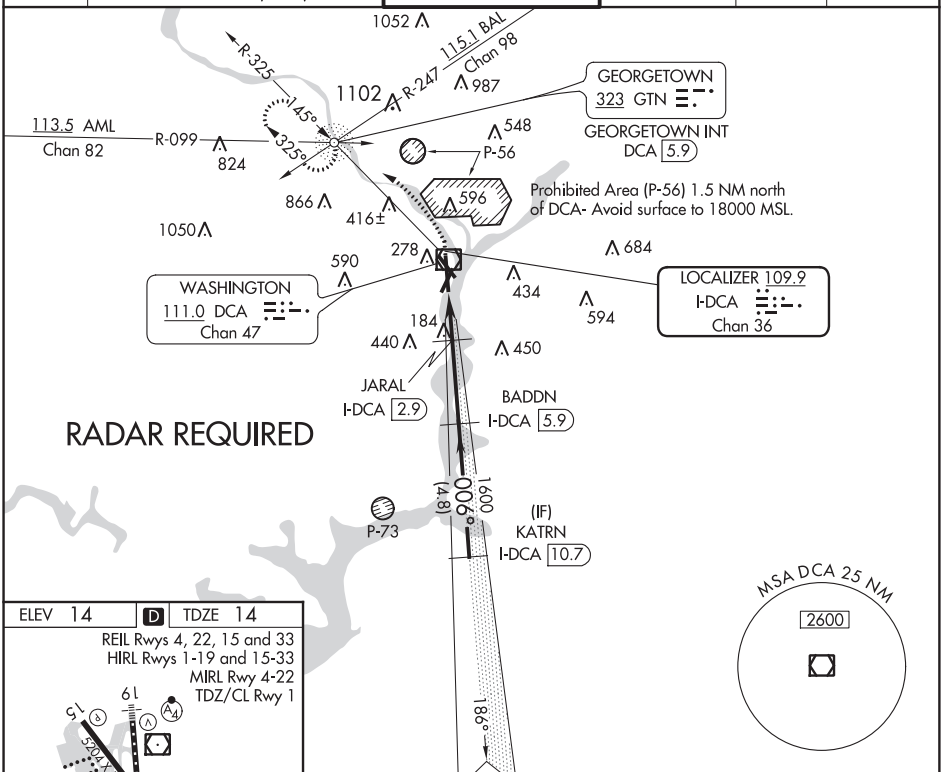
ILS or LOC RWY 1
RONALD REAGAN WASHINGTON NATIONAL (DCA)

Circling to Rwy 4 NA at night.
Circling NA northeast of Rwy 15-33.
DME required.
For inop ALS, increase S-LOC 1 Cats C and D visibility to 1⅜ mile.

ALSF-2

MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

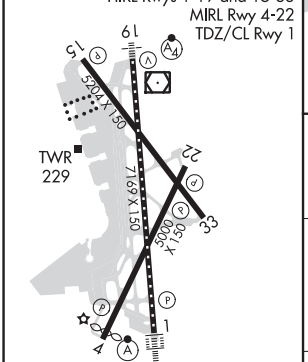
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	



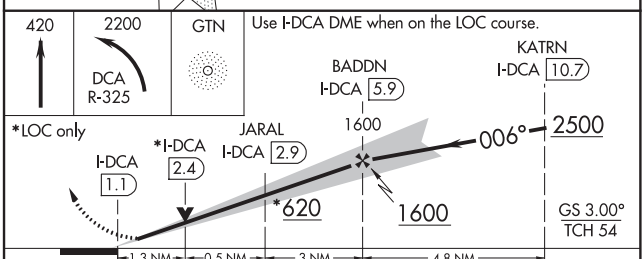
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 14 | D | TDZE 14

REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22
TDZ/CL Rwy 1



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36



CATEGORY	A	B	C	D
S-ILS 1	214/18 200 (200-½)			
S-LOC 1	480/24 466 (500-½)		480/50 466 (500-1)	
C CIRCLING	720-1 706 (800-1)		840-2½ 826 (900-2½)	900-3 886 (900-3)

ILS RWY 1 (SA CAT I)
RONALD REAGAN WASHINGTON NATIONAL (DCA)

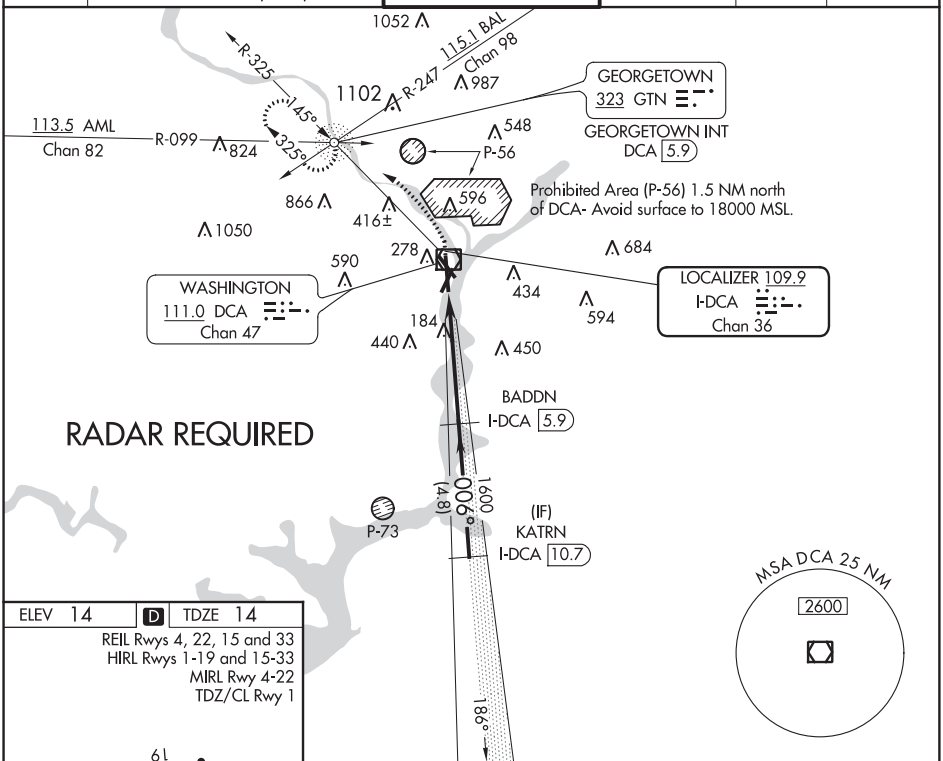
LOC/DME I-DCA	APP CRS	Rwy ldg	6869
109.9	006°	TDZE	14
Chan 36		Apt Elev	14

DME required.
Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2

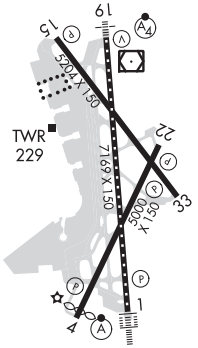
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

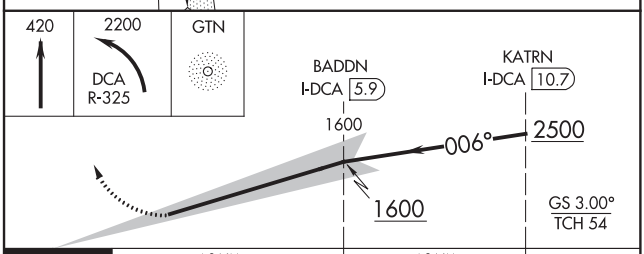
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	



ELEV 14 | D | TDZE 14

REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22
TDZ/CL Rwy 1





CATEGORY	A	B	C	D
S-ILS 1	RA 156/14 150 DA 164			

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

ILS RWY 1 (CAT II)
RONALD REAGAN WASHINGTON NATIONAL (DCA)

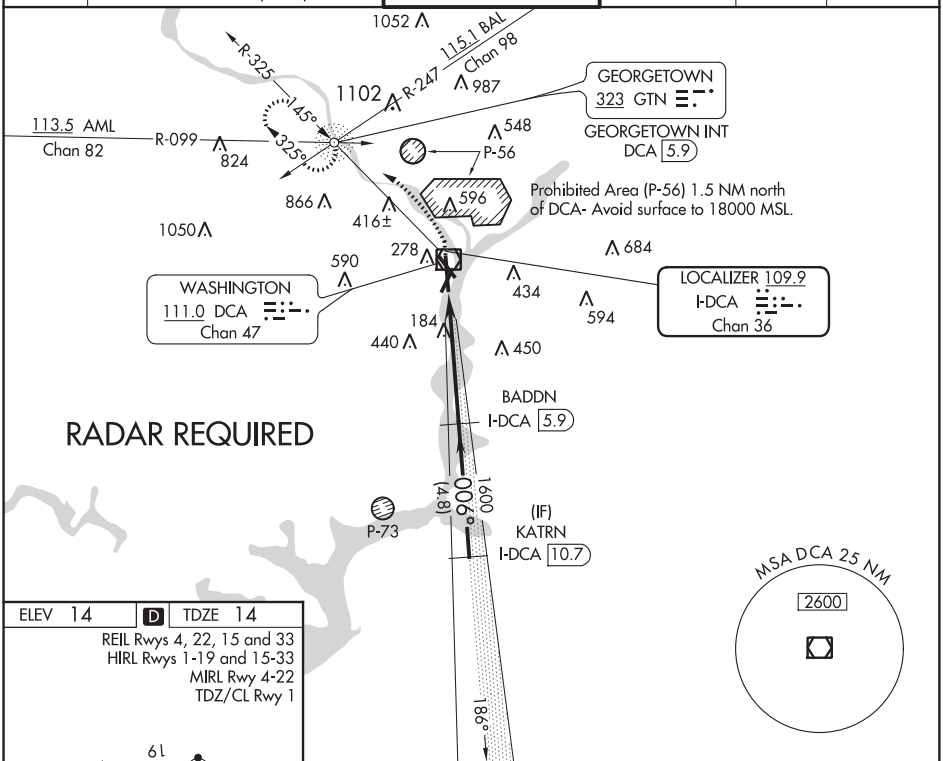
LOC/DME I-DCA	APP CRS	Rwy ldg	6869
109.9	006°	TDZE	14
Chan 36		Apt Elev	14

DME required.

ALSF-2

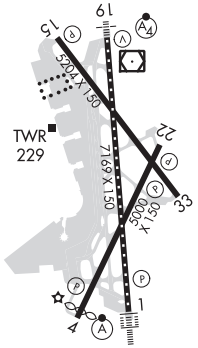
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

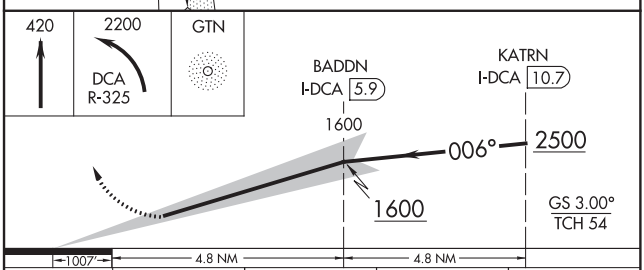
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	



ELEV 14 | D | TDZE 14

REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22
TDZ/CL Rwy 1





CATEGORY	A	B	C	D
S-ILS 1	RA 106/12		100 DA 114	

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC | AL-443 (FAA) | 20142

RNAV (RNP) RWY 1
RONALD REAGAN WASHINGTON NATIONAL (DCA)

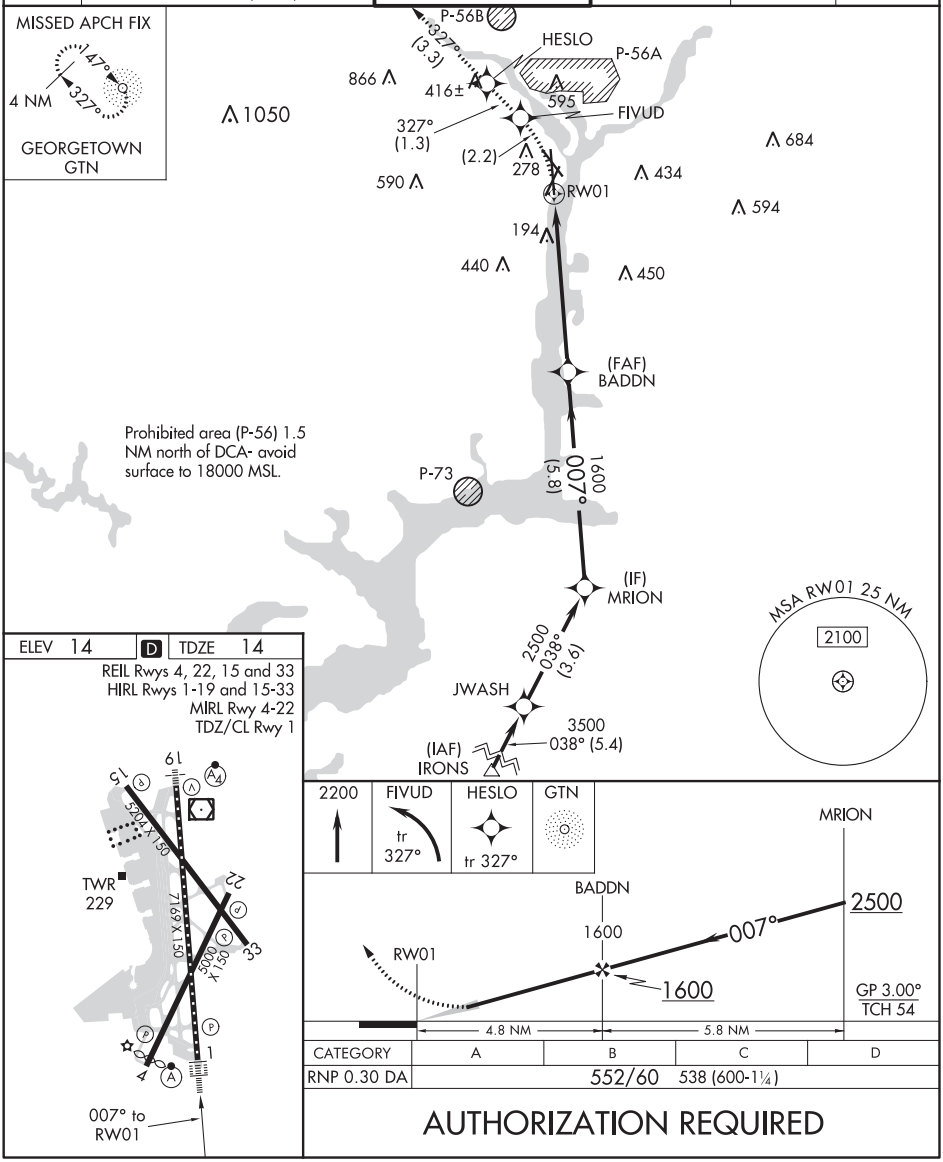
APP CRS	Rwy ldg	6869
007°	TDZE	14
	Apt Elev	14

For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 48°C (120°F). RF required. GPS required. Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 all Cats visibility to 1¾ mile.

ALSF-2

MISSED APPROACH: (Do not exceed 185K until FIVUD) Climb to 2200 left turn to FIVUD and on track 327° to HESLO and on track 327° to GTN NDB and hold.

D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25	(WEST/SOUTH)	119.1 257.6	121.7 257.6	128.25	
	124.2 360.8	(EAST)				



CATEGORY	A	B	C	D
RNP 0.30 DA	552/60 538 (600-1¼)			

AUTHORIZATION REQUIRED

ELEV 14 | D | TDZE 14

REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22
TDZ/CL Rwy 1

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	6869
187°	TDZE	13
	Apt Elev	14

RNAV (RNP) RWY 19

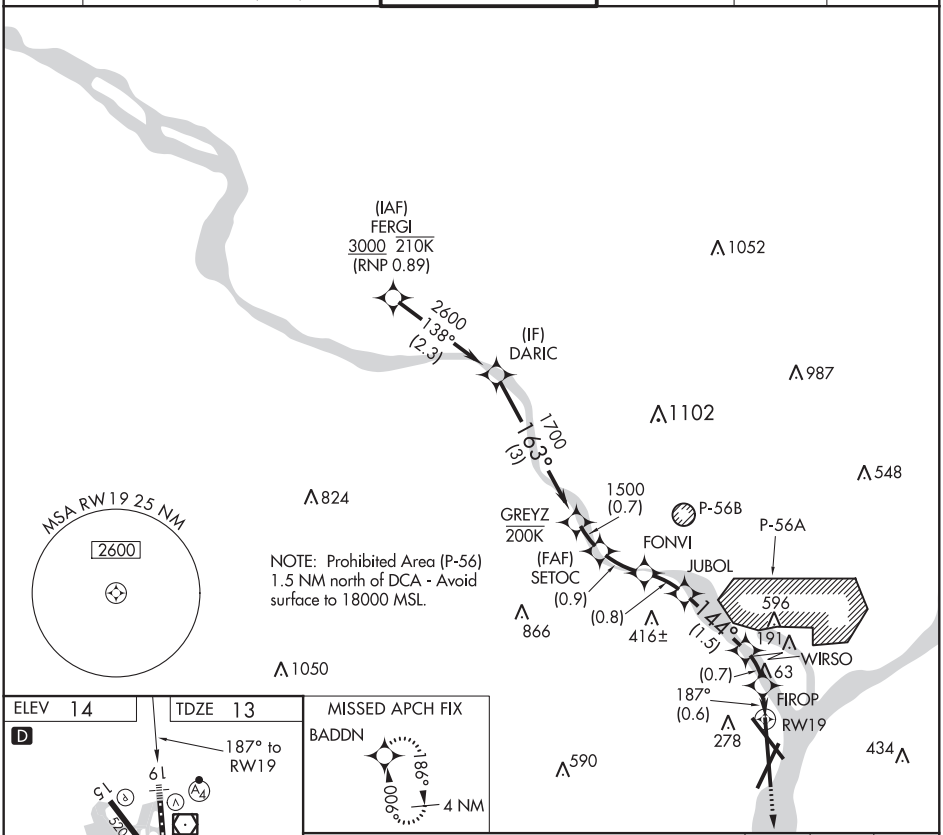
RONALD REAGAN WASHINGTON NATIONAL (DCA)

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). Inoperative table does not apply. RF and GPS required.

MALSF

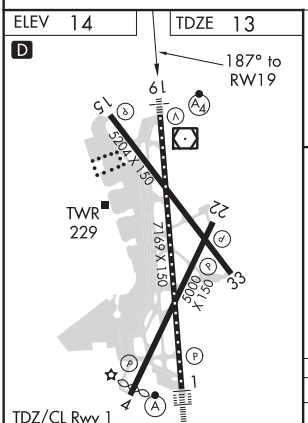
MISSED APPROACH: Climb to 3000 on the final approach track to RW19 then direct BADDN and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25	(WEST/SOUTH)	119.1 257.6	121.7 257.6	128.25	
	124.2 360.8	(EAST)				



ELEV 14 TDZE 13

D



TDZ/CL Rwy 1
MIRL Rwy 4-22
REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33

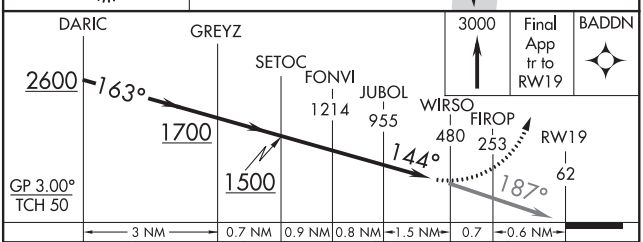
MISSED APCH FIX

BADDN

186°

006°

4 NM



CATEGORY	A	B	C	D
RNP 0.11 DA	491-1½ 478 (500-1½)			
RNP 0.30 DA	550-1¾ 537 (600-1¾)			

AUTHORIZATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 70737 W15A	APP CRS 151°	Rwy ldg 5204 TDZE 14 Apt Elev 14

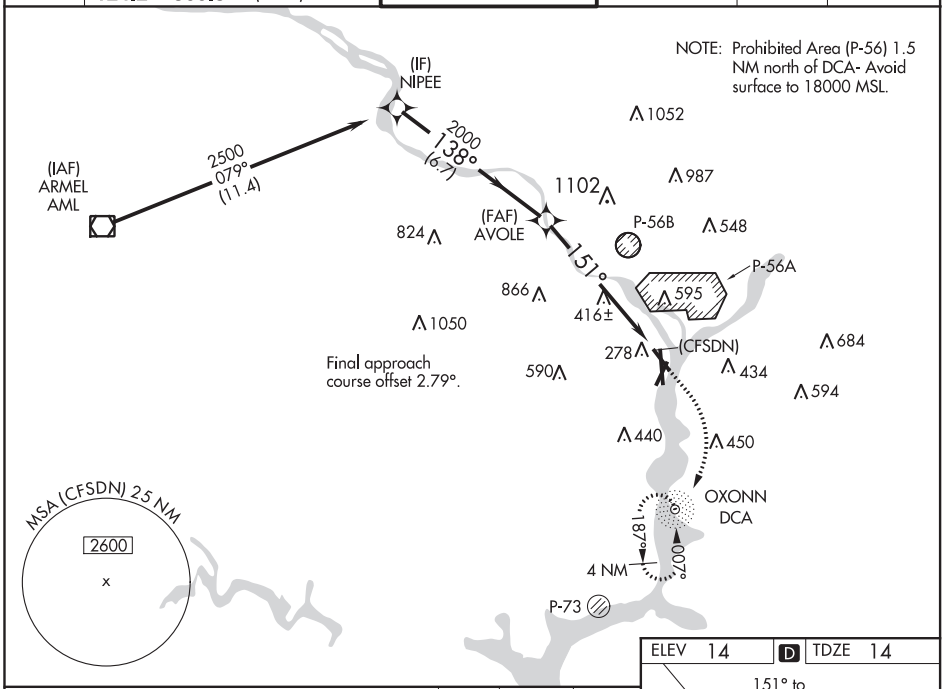
RNAV (GPS) RWY 15
RONALD REAGAN WASHINGTON NATIONAL (DCA)

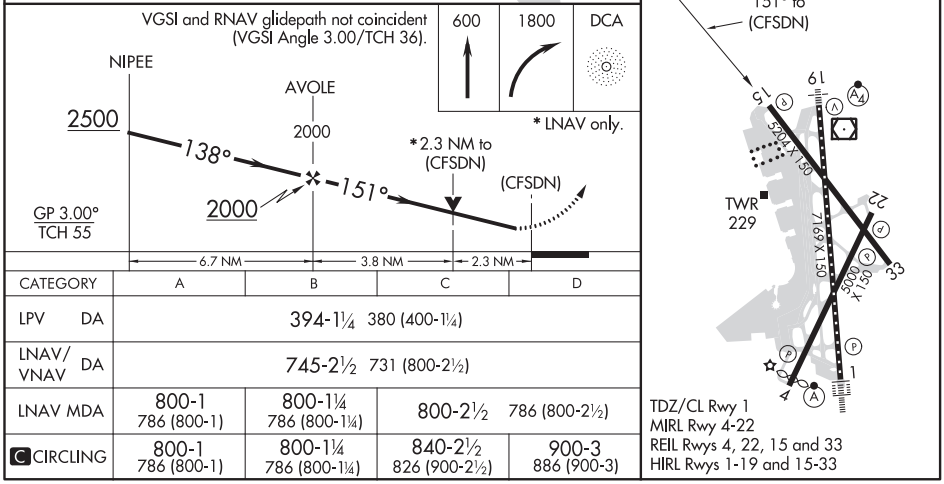
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). Circling NA northeast of Rwy 15-33. Rwy 15 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: (Do not exceed 210 KIAS until reaching 600 MSL) Climb to 600 then climbing right turn to 1800 direct DCA NDB and hold.

D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 124.2 360.8	(WEST/SOUTH) (EAST)	119.1 257.6	121.7 257.6	128.25	





CATEGORY	A	B	C	D
LPV DA	394-1¼ 380 (400-1¼)			
LNAV/VNAV DA	745-2½ 731 (800-2½)			
LNAV MDA	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	800-2½ 786 (800-2½)	
C CIRCLING	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	840-2½ 826 (900-2½)	900-3 886 (900-3)

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 90123 W33A	APP CRS 334°	Rwy ldg 5204 TDZE 13 Apt Elev 14

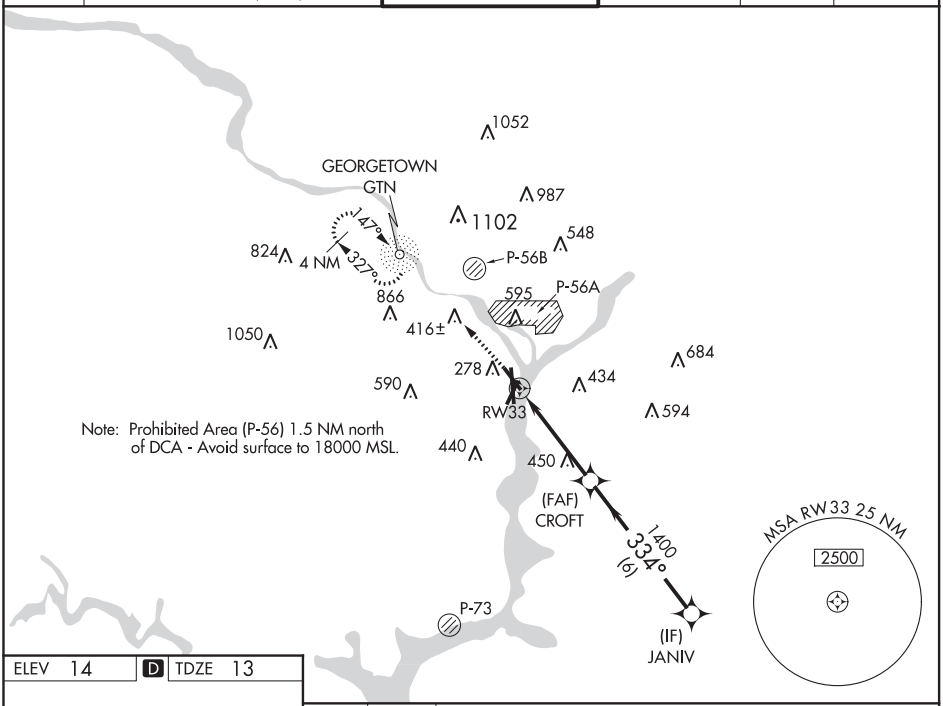
RNAV (GPS) RWY 33

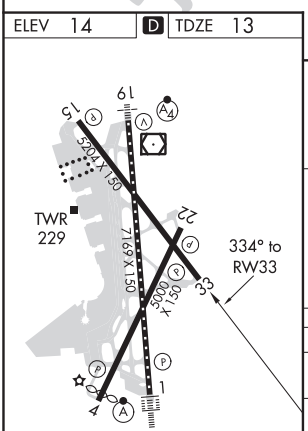
RONALD REAGAN WASHINGTON NATIONAL (DCA)

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). Circling NA northeast of Rwy 15-33. DME/DME RNP-0.3 NA.

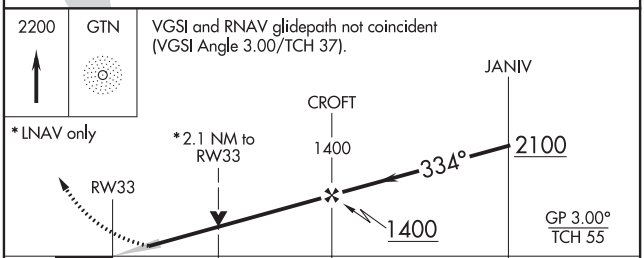
MISSED APPROACH: Climb to 2200 direct GTN NDB and hold, continue climb-in-hold to 2200.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	





TDZ/CL Rwy 1
MIRL Rwy 4-22
REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33



CATEGORY	A	B	C	D
LPV DA	263-¾ 250 (300-¾)			
LNAV/VNAV DA	609-2 596 (600-2)			
LNAV MDA	720-1 707 (800-1)		720-2 707 (800-2)	
C CIRCLING	720-1 706 (800-1)		840-2½ 826 (900-2½)	900-3 886 (900-3)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC | AL-443 (FAA) | 20142

LDA Y RWY 19
RONALD REAGAN WASHINGTON NATIONAL (DCA)

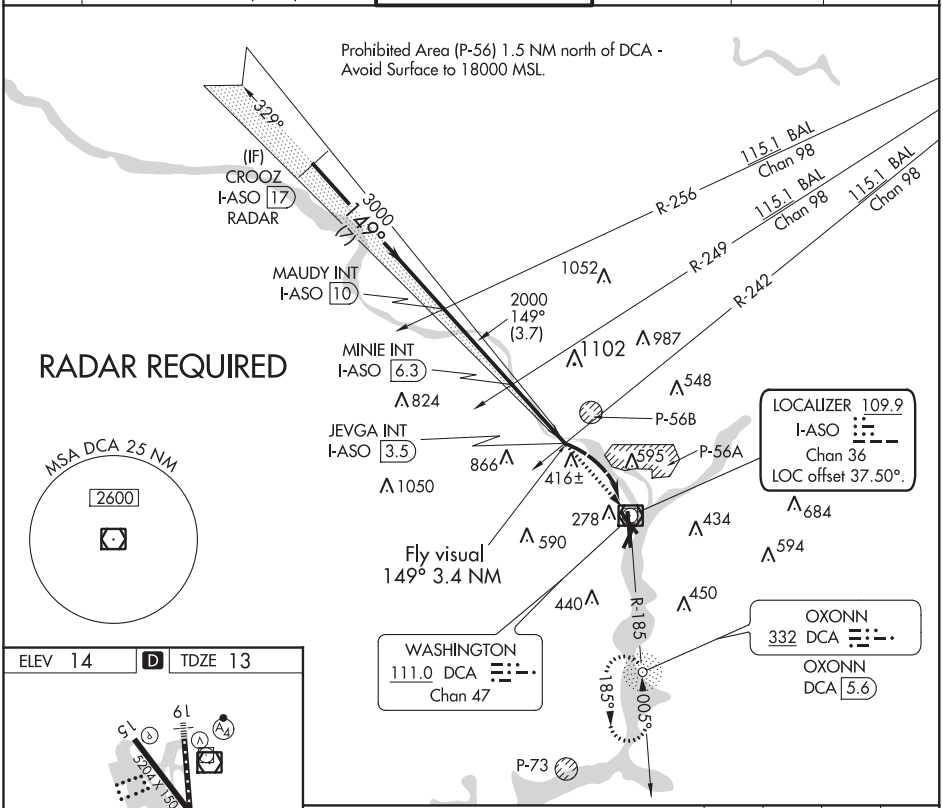
LOC/DME I-ASO	APP CRS	Rwy ldg	6869
109.9	149°	TDZE	13
Chan 36		Apt Elev	14

T A Inoperative table does not apply. Circling NA northeast of Rwy 15-33. ADF or DME required.

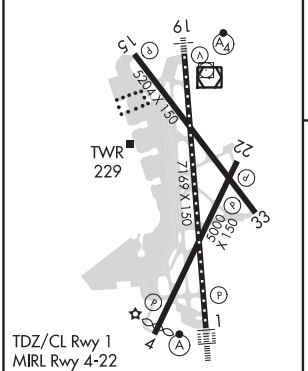
MALSF

MISSED APPROACH: Climb to 1800 direct DCA VOR/DME and on DCA VOR/DME R-185 to OXONN NDB/DCA 5.6 DME and hold.

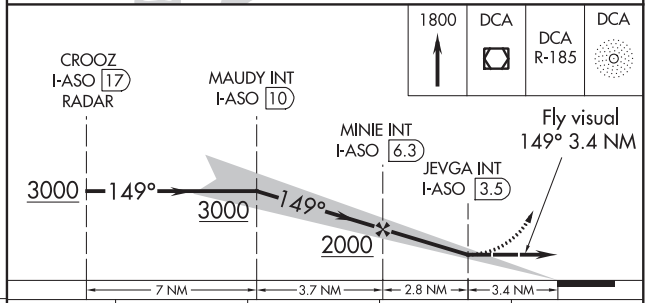
D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25	(WEST/SOUTH)	119.1 257.6	121.7 257.6	128.25	
	124.2 360.8	(EAST)				



ELEV 14 | D | TDZE 13



TDZ/CL Rwy 1
MIRL Rwy 4-22
REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33



FAF to MAP 2.8 NM					
Knots	60	90	120	150	180
Min:Sec	2:48	1:52	1:24	1:07	0:56

CATEGORY	A	B	C	D
S-LDA 19	1100-3 1087 (1100-3)			
C CIRCLING	1100-3 1086 (1100-3)			

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-VWH	APP CRS	Rwy ldg 6869
108.5	147°	TDZE 13
Chan 22		Apt Elev 14

LDA Z RWY 19

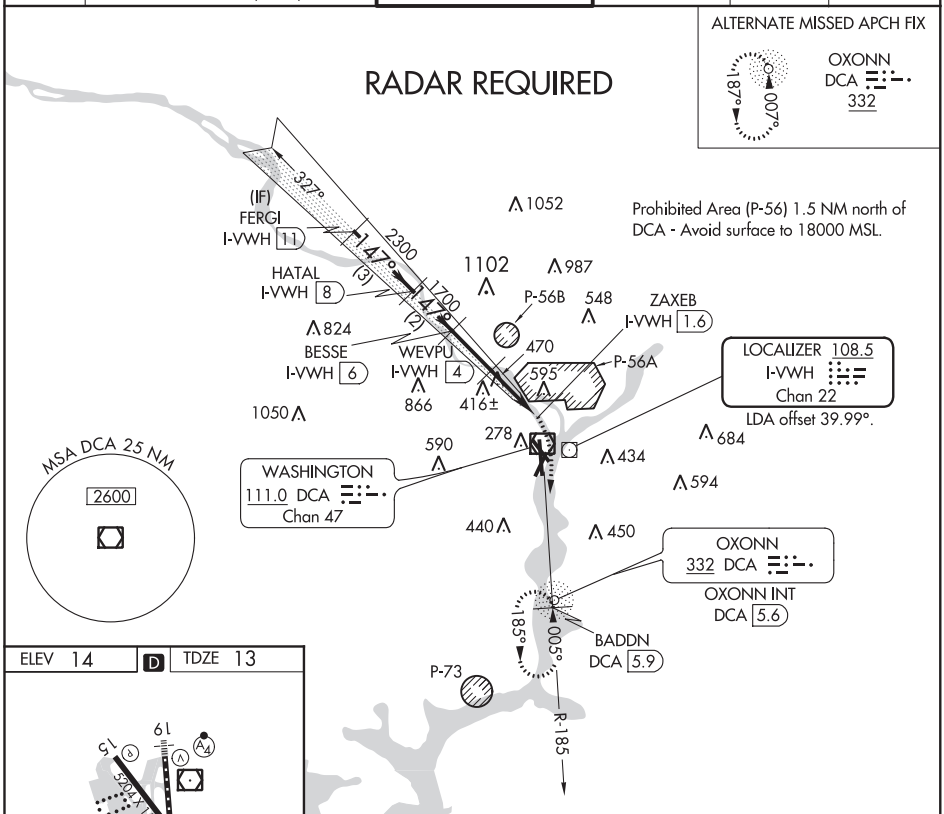
RONALD REAGAN WASHINGTON NATIONAL (DCA)

T A Inop table does not apply. Circling NA northeast of Rwy 15-33. Rwy 19 helicopter visibility reduction below 1 SM NA. DME required.

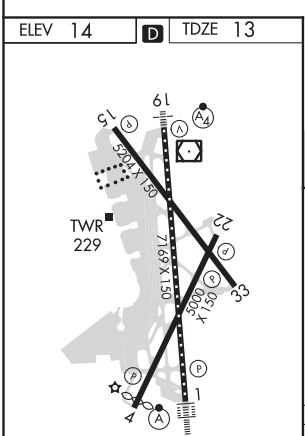
MALSF A4

MISSED APPROACH: Climbing right turn to 3000 on DCA VOR/DME R-185 to BADDN/DCA VOR/DME 5.9 DME and hold, continue climb-in-hold to 3000.

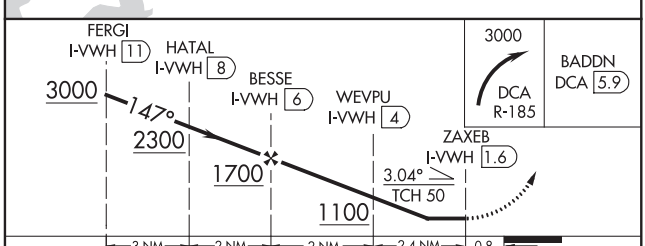
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	



NE-3, 10 SEP 2020 to 05 NOV 2020



TDZ/CL Rwy 1
MIRL Rwy 4-22
REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33



CATEGORY	A	B	C	D
S-19	720/55 707 (800-1)		720-2 707 (800-2)	
C CIRCLING	720-1 706 (800-1)		840-1½ 826 (900-1½)	900-3 886 (900-3)

WASHINGTON, DC

AL-443 (FAA)

20142

COPTER ILS or LOC/DME RWY 1

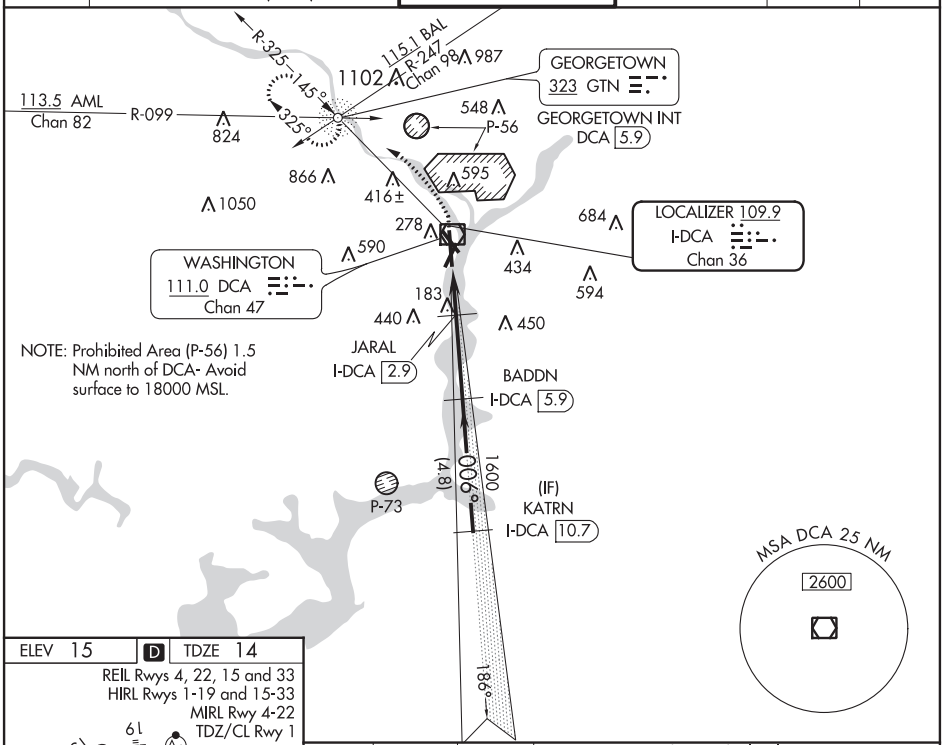
RONALD REAGAN WASHINGTON NATIONAL (DCA)

LOC/DME I-DCA	APP CRS	Rwy ldg 6869
109.9	006°	TDZE 14
Chan 36		Apt Elev 15

T
A NA

ALSF-2 — MISSED APPROACH: Climb to 420 then climbing left turn to 2100 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	

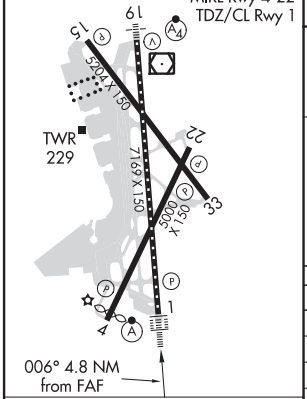


NE-3, 10 SEP 2020 to 05 NOV 2020

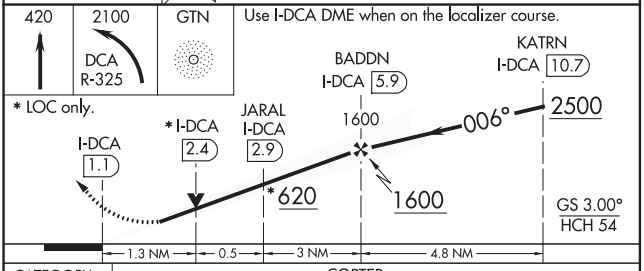
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 15 | D | TDZE 14

REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22
TDZ/CL Rwy 1



FAF to MAP 4.8 NM					
Knots	45	60	75	90	105
Min:Sec	6:24	4:48	3:50	3:12	2:45



CATEGORY	COPTER
H-ILS 1	114/12 100 (100-⅛)
H-LOC 1	480/24 466 (500-½)
H-ILS 1	CAT II RA 106

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WASHINGTON, DC
Amdt 1A 29MAY14

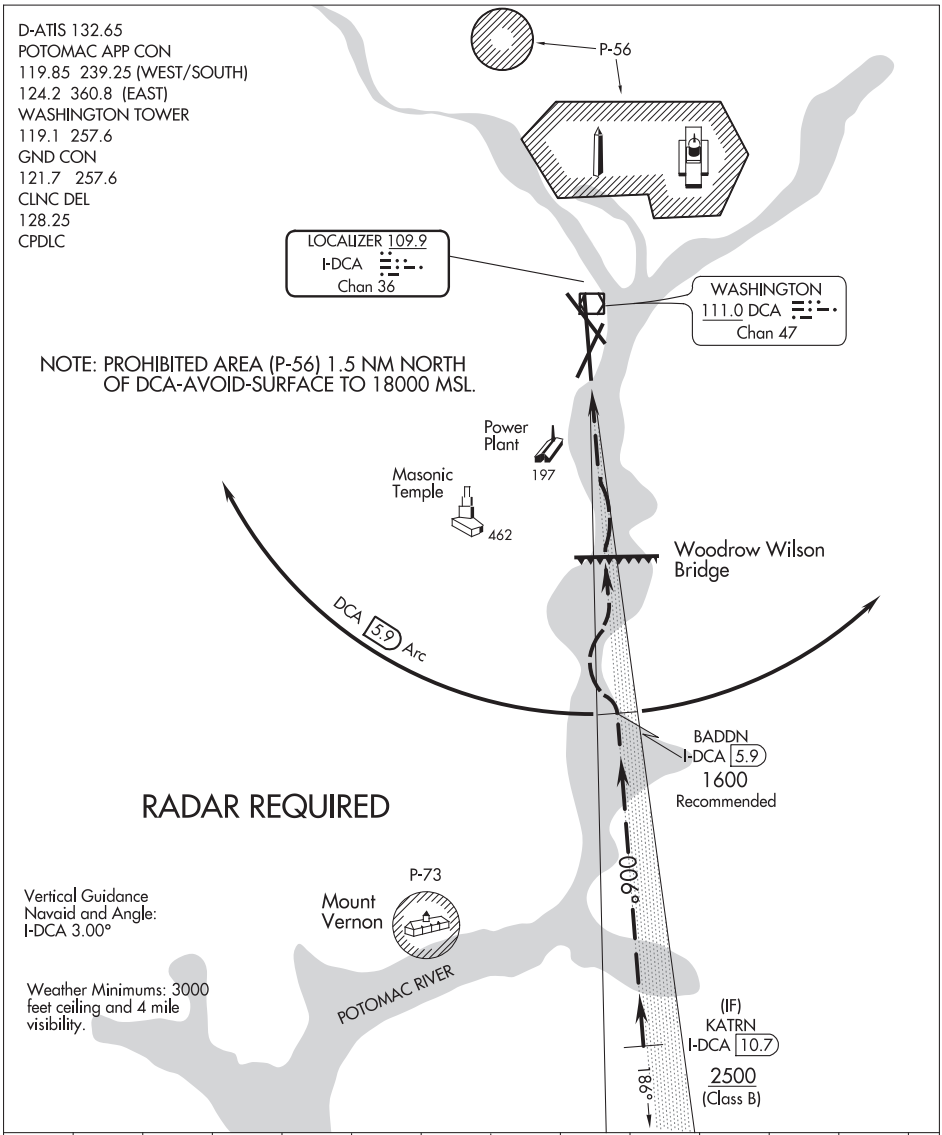
38°51′N-77°02′W

RONALD REAGAN WASHINGTON NATIONAL (DCA)

COPTER ILS or LOC/DME RWY 1

MOUNT VERNON VISUAL RUNWAY 1

AL-443 (FAA) WASHINGTON, DC



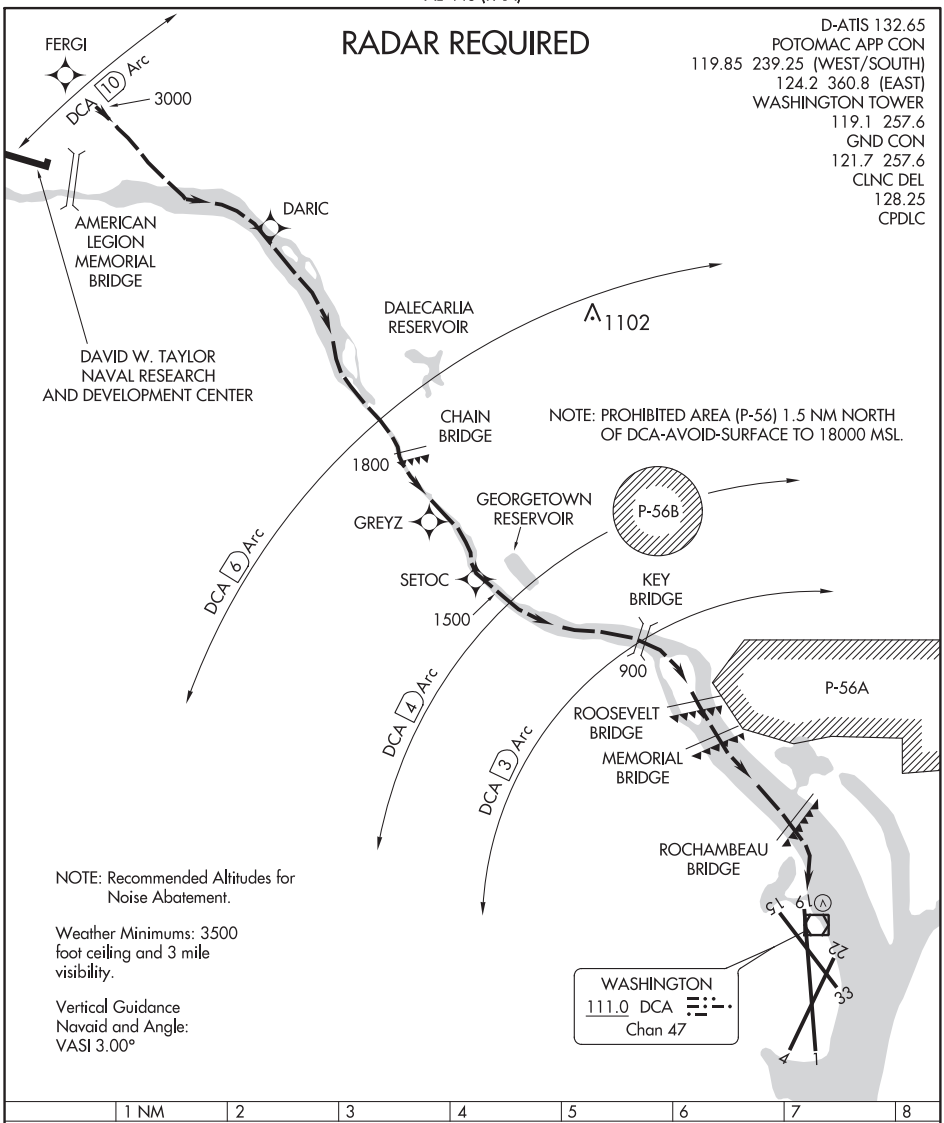
Aircraft may proceed via DCA VOR/DME R-185 (inbound 005°), or via the ILS or LOC/DME RWY 1 approach to 5.9 DME, then follow the Potomac River to the airport.

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

19227

RIVER VISUAL RWY 19

RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443 (FAA)
WASHINGTON, DC



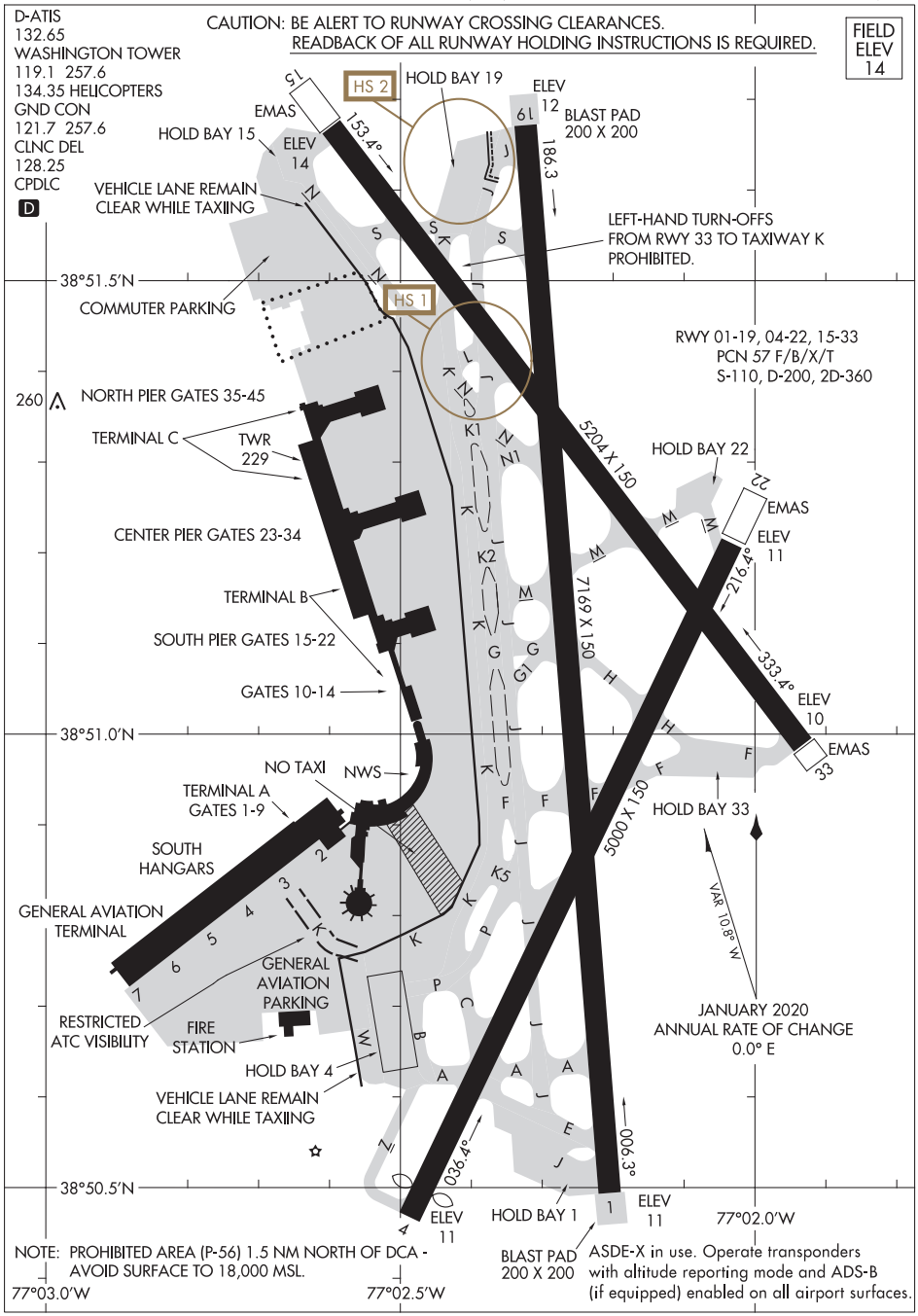
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RIVER VISUAL RWY 19

Aircraft may visually follow the river to the airport, or may proceed via the RNAV (RNP) RWY 19 Approach to SETOC waypoint, then follow the river to the airport.

NOTE: Clearance for visual approach does not authorize penetration of P-56.



NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA - AVOID SURFACE TO 18,000 MSL.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

(BOOCK3.BOOCK) 18284

RONALD REAGAN WASHINGTON NATIONAL (DCA)

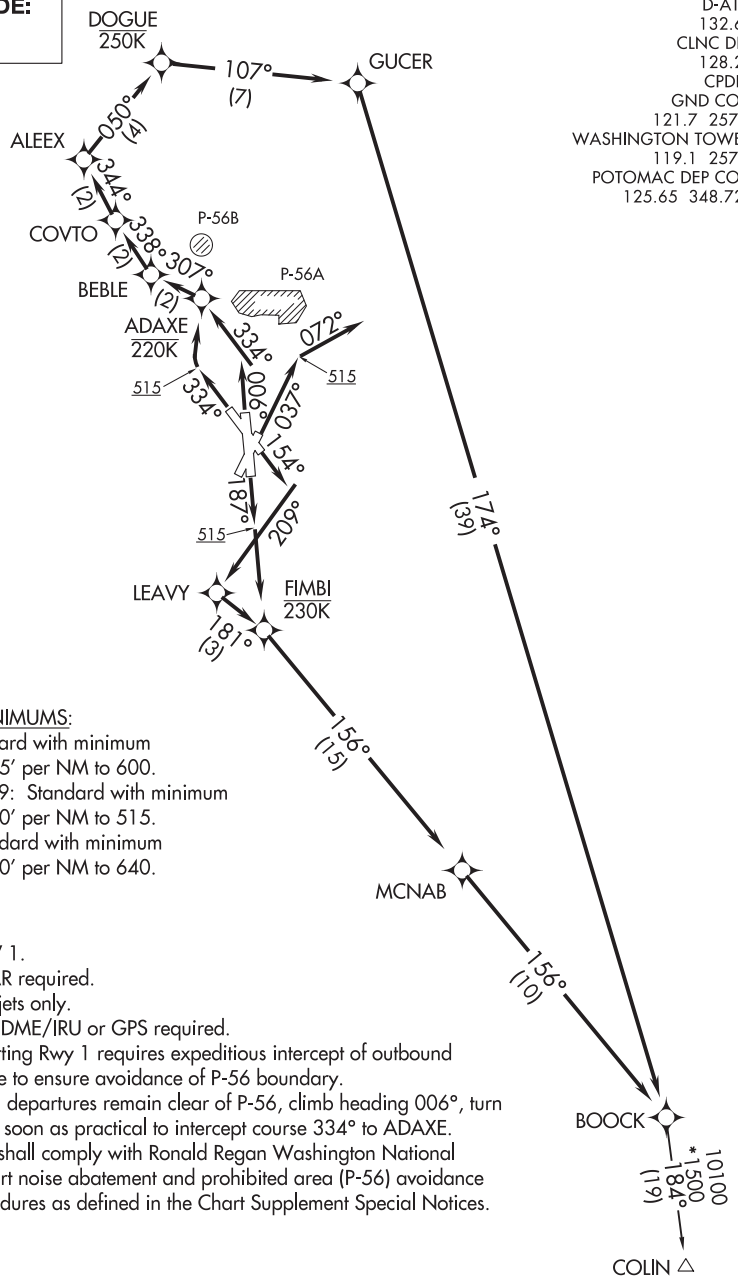
BOOCK THREE DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC

TOP ALTITUDE: 5000

D-ATIS 132.65
CLNC DEL 128.25
CPDLC
GND CON 121.7 257.6
WASHINGTON TOWER 119.1 257.6
POTOMAC DEP CON 125.65 348.725



TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwys 4, 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb heading 006°, turn left as soon as practical to intercept course 334° to ADAXE.
NOTE: Pilots shall comply with Ronald Regan Washington National Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 10 SEP 2020 to 05 NOV 2020

BOOCK THREE DEPARTURE (RNAV)
WASHINGTON, DC
(BOOCK3.BOOCK) 29MAR18
RONALD REAGAN WASHINGTON NATIONAL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 006° to intercept course 334° to ADAXE, then on depicted route to BOOCK, thence . . . .
TAKEOFF RWY 4: Climb heading 037° to 515, then right turn on heading 072° or as assigned by ATC, expect vectors to MCNAB, then on track 156° to BOOCK, thence . . . .
TAKEOFF RWY 15: Climb heading 154° to intercept course 209° to LEAVY, then on depicted route to BOOCK, thence . . . .
TAKEOFF RWY 19: Climb heading 187° to 515, then direct FIMBI, then on depicted route to BOOCK, thence . . . .
TAKEOFF RWY 33: Climb heading 334° to 515, then right turn direct ADAXE, then on depicted route to BOOCK, thence . . . .

. . . . on COLIN transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

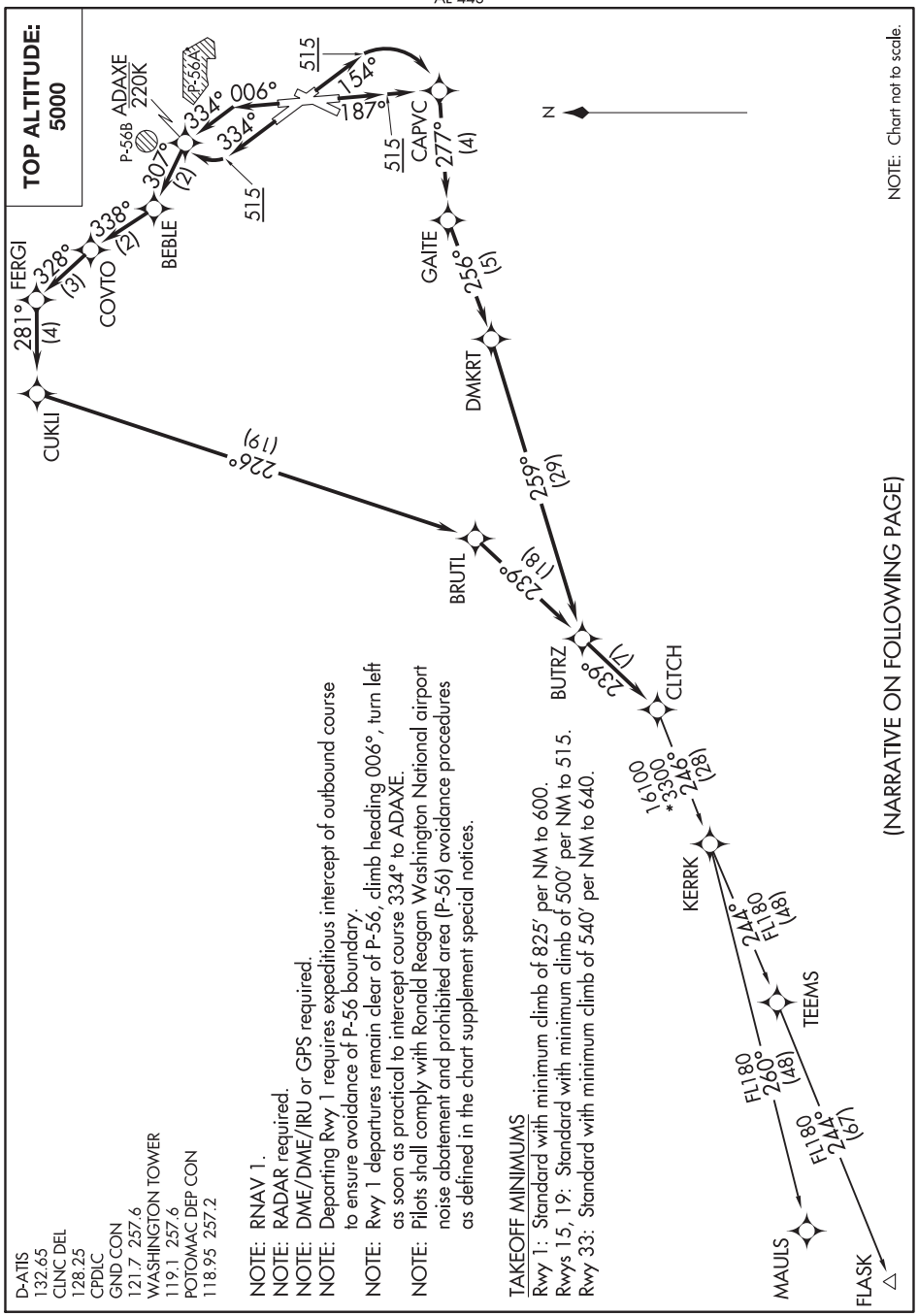
COLIN TRANSITION (BOOCK3.COLIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

(CLTCH2.CLTCH) 18088

CLTCH TWO DEPARTURE (RNAV)

RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443
WASHINGTON, DC



NE-3, 10 SEP 2020 to 05 NOV 2020

CLTCH TWO DEPARTURE (RNAV)

(CLTCH2.CLTCH) 29MAR18

RONALD REAGAN WASHINGTON NATIONAL (DCA)
WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 006° to intercept course 334° to ADAXE, then on depicted route to CLTCH, thence . . . .
TAKEOFF RUNWAY 15: Climb heading 153° to 515, then right turn direct CAPVC, then on depicted route to CLTCH, thence . . . .
TAKEOFF RUNWAY 19: Climb heading 187° to 515, then direct CAPVC, then on depicted route to CLTCH, thence . . . .
TAKEOFF RUNWAY 33: Climb heading 334° to 515, then right turn direct ADAXE, then on depicted route to CLTCH, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH2.FLASK)
MAULS TRANSITION (CLTCH2.MAULS)

NE-3, 10 SEP 2020 to 05 NOV 2020

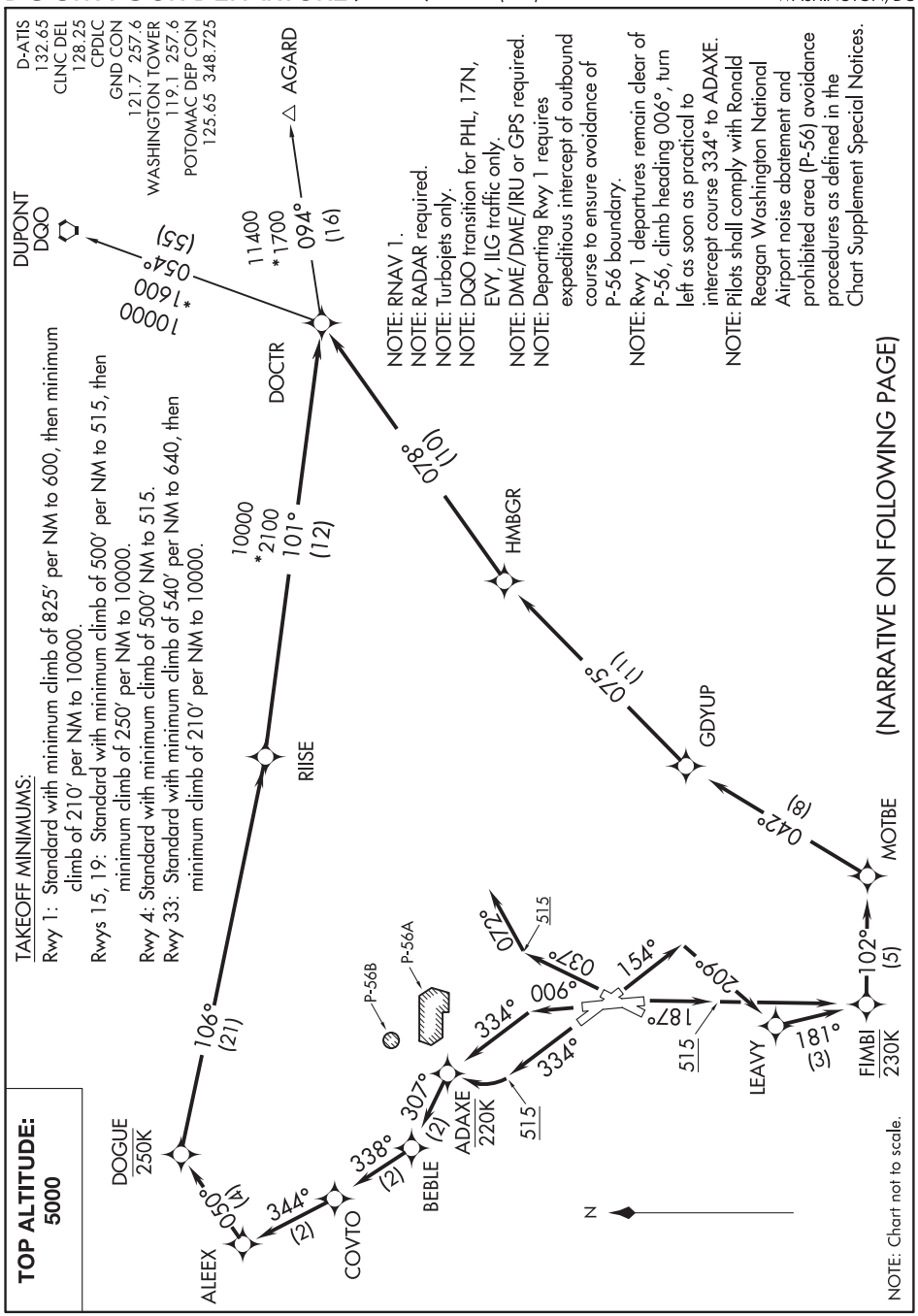
(DOCTR4.DOCTR) 18088

RONALD REAGAN WASHINGTON NATIONAL (DCA)

DOCTR FOUR DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC



NE-3, 10 SEP 2020 to 05 NOV 2020

DOCTR FOUR DEPARTURE (RNAV)

WASHINGTON, DC

(DOCTR4.DOCTR) 29MAR18

RONALD REAGAN WASHINGTON NATIONAL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 006° to intercept course 334° to ADAXE, then on depicted route to DOCTR, thence . . . .
TAKEOFF RWY 4: Climb heading 037° to 515, then climbing right turn on heading 072° or as assigned by ATC, expect vectors to RIISE, then on track 101° to DOCTR, thence . . . .
TAKEOFF RWY 15: Climb heading 154° to intercept course 209° to LEAVY, then on depicted route to DOCTR, thence . . . .
TAKEOFF RWY 19: Climb heading 187° to 515, then direct FIMBI, then on depicted route to DOCTR, thence . . . .
TAKEOFF RWY 33: Climb heading 334° to 515, then right turn direct ADAXE, then on depicted route to DOCTR, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (DOCTR4.AGARD)

DUPONT TRANSITION (DOCTR4.DQO)

NE-3, 10 SEP 2020 to 05 NOV 2020

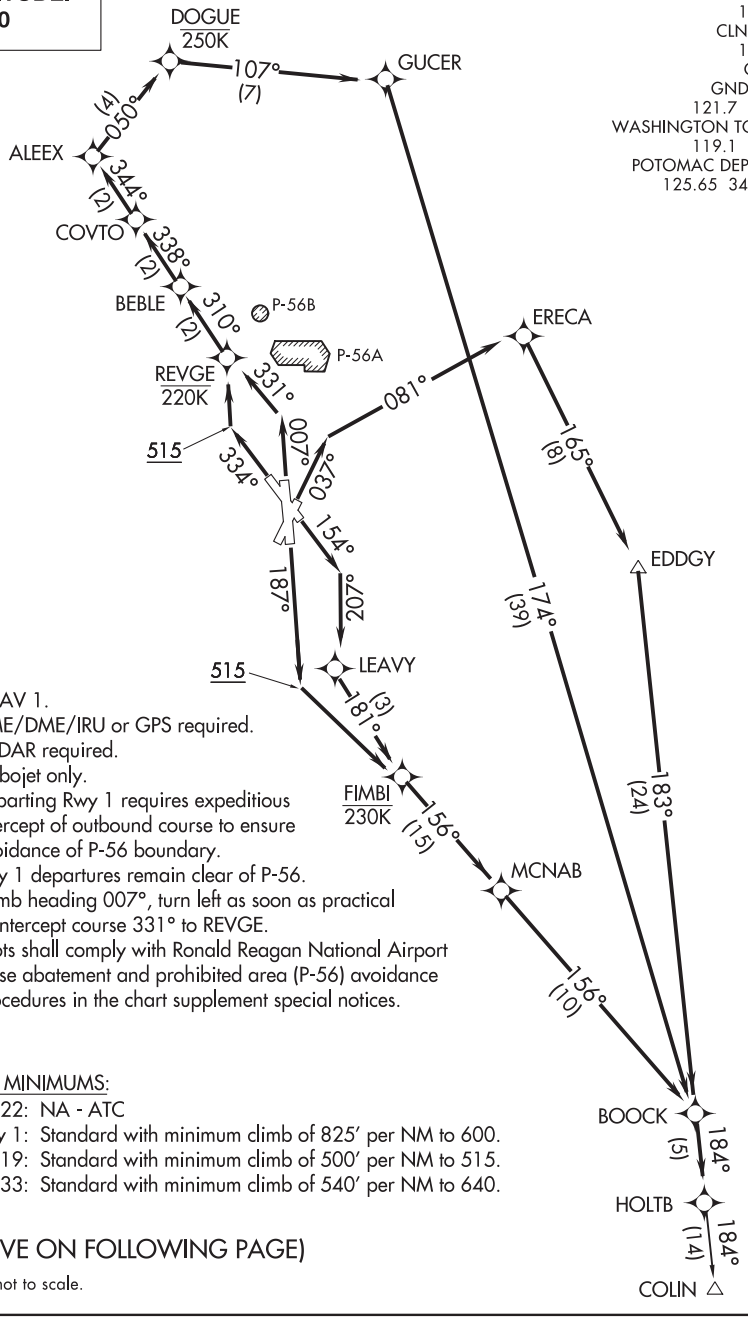
(HOLTB1.HOLTB) 20030

HOLTB ONE DEPARTURE (RNAV)

RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443 (FAA)
WASHINGTON, DC

TOP ALTITUDE: 5000

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
125.65 348.725



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojet only.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56. Climb heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan National Airport noise abatement and prohibited area (P-56) avoidance procedures in the chart supplement special notices.

TAKEOFF MINIMUMS:
Rwy 22: NA - ATC
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwy 4, 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb on heading 007° to intercept course 331° to REVGE, then on depicted route to BOOCK, thence....
TAKEOFF RWY 4: Climb on heading 037° to intercept course 081° to ERECA, then on depicted route to BOOCK, thence....
TAKEOFF RWY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on depicted route to BOOCK, thence....
TAKEOFF RWY 19: Climb on heading 187° to 515, then direct FIMBI, then on depicted route to BOOCK, thence....
TAKEOFF RWY 33: Climb on heading 334° to 515, then direct REVGE, then on depicted route to BOOCK, thence....

....on track 184° to HOLTB, then (transition). Maintain 5000, expect filed altitude 10 minutes after departure.

COLIN TRANSITION (HOLTB1.COLIN):

NE-3, 10 SEP 2020 to 05 NOV 2020

(HORTO3.HORTO) 18088

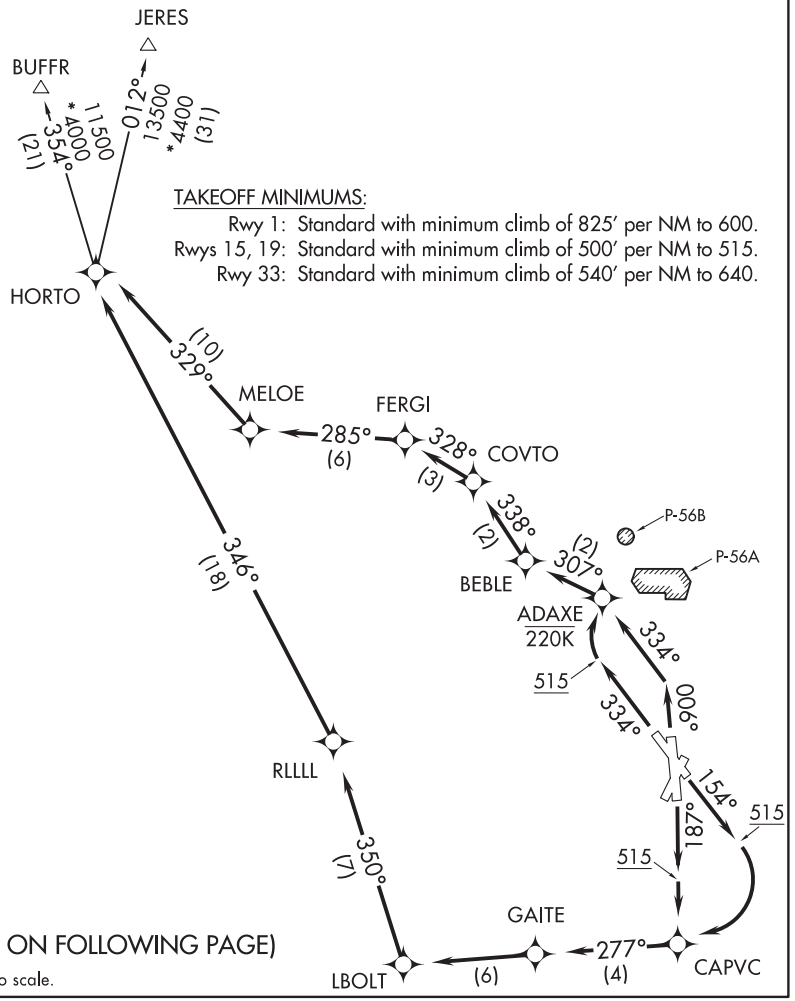
HORTO THREE DEPARTURE(RNAV)

RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443 (FAA)
WASHINGTON, DC

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

TOP ALTITUDE: 5000

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb heading 006°, turn left as soon as practical to intercept course 334° to ADAXE.
NOTE: Pilots shall comply with Ronald Reagan Washington National Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in Airport/Facility Directory special notices.



TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 006° to intercept course 334° to ADAXE, then on depicted route to HORTO, thence . . . .
TAKEOFF RWY 15: Climb heading 154° to 515, then right turn direct CAPVC, then on depicted route to HORTO, thence . . . .
TAKEOFF RWY 19: Climb heading 187° to 515, then direct CAPVC, then on depicted route to HORTO, thence . . . .
TAKEOFF RWY 33: Climb heading 334° to 515, then right turn direct ADAXE, then on depicted route to HORTO, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BUFFR TRANSITION (HORTO3.BUFFR):

JERES TRANSITION (HORTO3.JERES):

NE-3, 10 SEP 2020 to 05 NOV 2020

(JDUBB3.JDUBB) 20086

RONALD REAGAN WASHINGTON NATIONAL (DCA)

JDUBB THREE DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC

TOP ALTITUDE: 5000

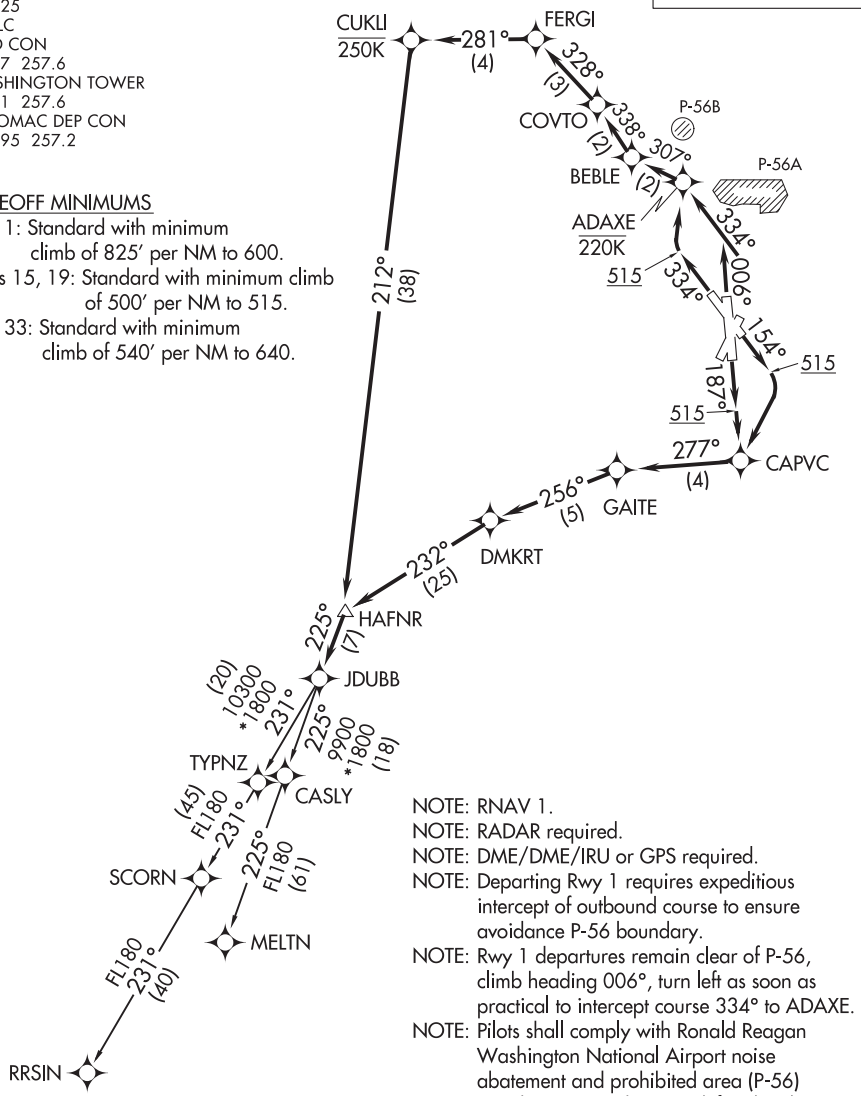
D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

TAKEOFF MINIMUMS

Rwy 1: Standard with minimum climb of 825′ per NM to 600.

Rwys 15, 19: Standard with minimum climb of 500′ per NM to 515.

Rwy 33: Standard with minimum climb of 540′ per NM to 640.



NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance P-56 boundary.

NOTE: Rwy 1 departures remain clear of P-56, climb heading 006°, turn left as soon as practical to intercept course 334° to ADAXE.

NOTE: Pilots shall comply with Ronald Reagan Washington National Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement special notices.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 006° to intercept course 334° to ADAXE, then on depicted route to JDUBB, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on depicted route to JDUBB, thence . . . .
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on depicted route to JDUBB, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then right turn direct ADAXE, then on depicted route to JDUBB, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB3.MELTN)
RRSIN TRANSITION (JDUBB3.RRSIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

NATIONAL SEVEN DEPARTURE

(NATNL7.NATNL) 20086

RONALD REAGAN WASHINGTON NATIONAL (DCA)

WASHINGTON, DC

AL-443 (FAA)

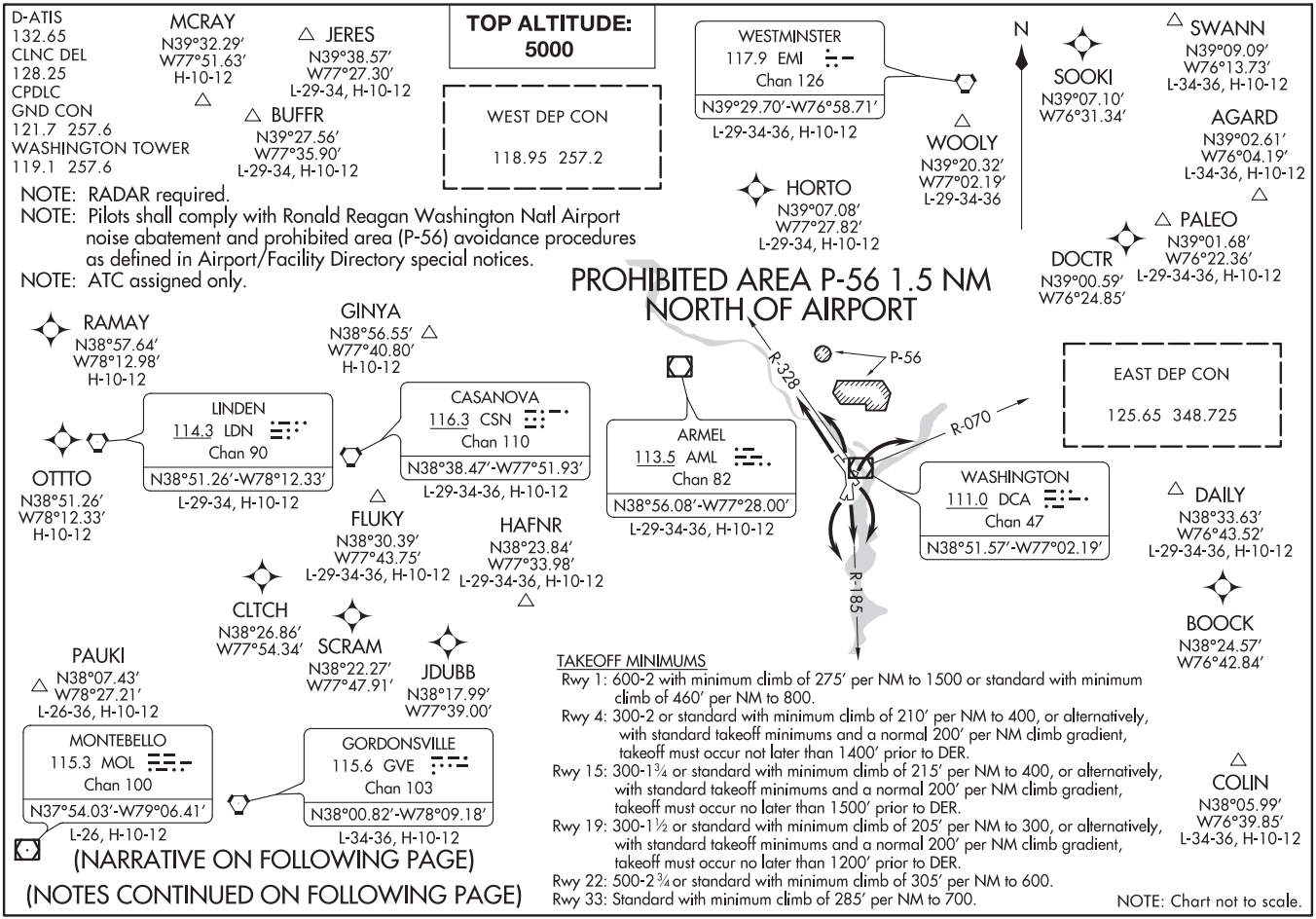
D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6

TOP ALTITUDE: 5000

NOTE: RADAR required.

NOTE: Pilots shall comply with Ronald Reagan Washington Natl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in Airport/Facility Directory special notices.

NOTE: ATC assigned only.



(NARRATIVE ON FOLLOWING PAGE)

(NOTES CONTINUED ON FOLLOWING PAGE)

TAKEOFF MINIMUMS

Rwy 1: 600-2 with minimum climb of 275′ per NM to 1500 or standard with minimum climb of 460′ per NM to 800.

Rwy 4: 300-2 or standard with minimum climb of 210′ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur not later than 1400′ prior to DER.

Rwy 15: 300-1¾ or standard with minimum climb of 215′ per NM to 400, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1500′ prior to DER.

Rwy 19: 300-1½ or standard with minimum climb of 205′ per NM to 300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

Rwy 22: 500-2¾ or standard with minimum climb of 305′ per NM to 600.

Rwy 33: Standard with minimum climb of 285′ per NM to 700.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climbing left turn as soon as practical to intercept DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .
TAKEOFF RWY 4: Climbing right turn as soon as practical to intercept DCA VOR/DME R-070 to 2000 or as assigned, thence . . . .
TAKEOFF RWY 15: Climbing right turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RWY 19: Climb on DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RWY 22: Climbing left turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RWY 33: Climb on DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .

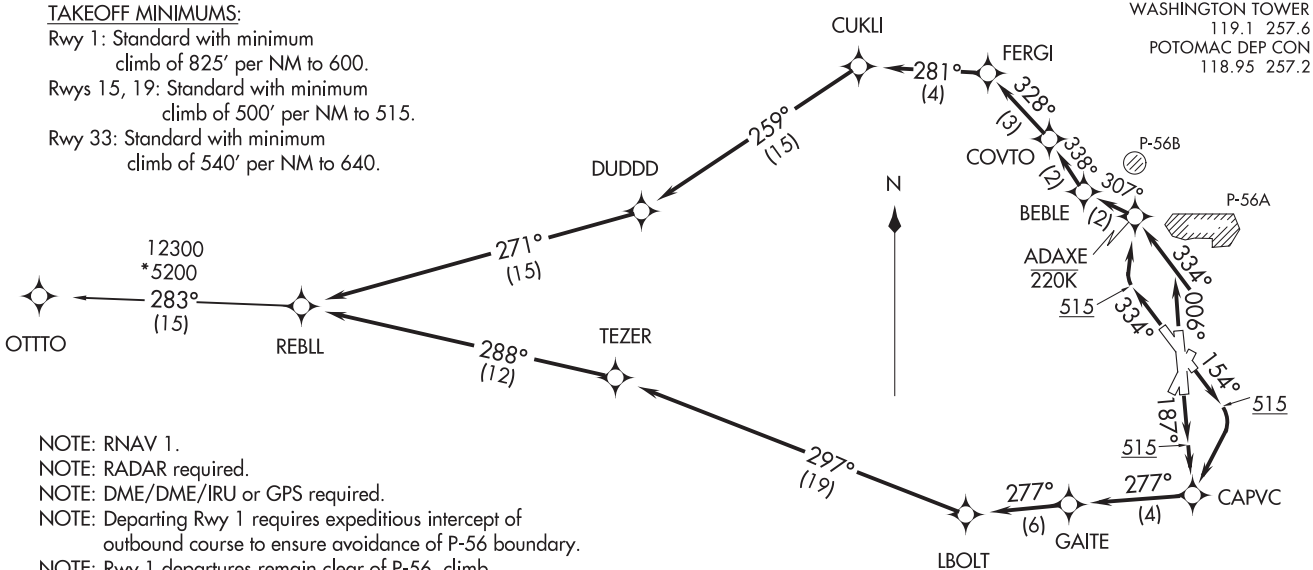
. . . . expect RADAR vectors to filed/assigned fix. Expect clearance to filed altitude ten (10) minutes after departure.

NE-3, 10 SEP 2020 to 05 NOV 2020

TOP ALTITUDE: 5000

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb heading 006°, turn left as soon as practical to intercept course 334° to ADAXE.
NOTE: Pilots shall comply with Ronald Reagan Washington National Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 006° to intercept course 334° to ADAXE, then on depicted route to REBLL, thence. . . .
TAKEOFF RWY 15: Climb heading 154° to 515, then right turn direct CAPVC, then on depicted route to REBLL, thence. . . .
TAKEOFF RWY 19: Climb heading 187° to 515, then direct CAPVC, then on depicted route to REBLL, thence. . . .
TAKEOFF RWY 33: Climb heading 334° to 515, then right turn direct ADAXE, then on depicted route to REBLL, thence. . . .

. . . . on OTTTO transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (REBLL4.OTTTO)

NE-3, 10 SEP 2020 to 05 NOV 2020

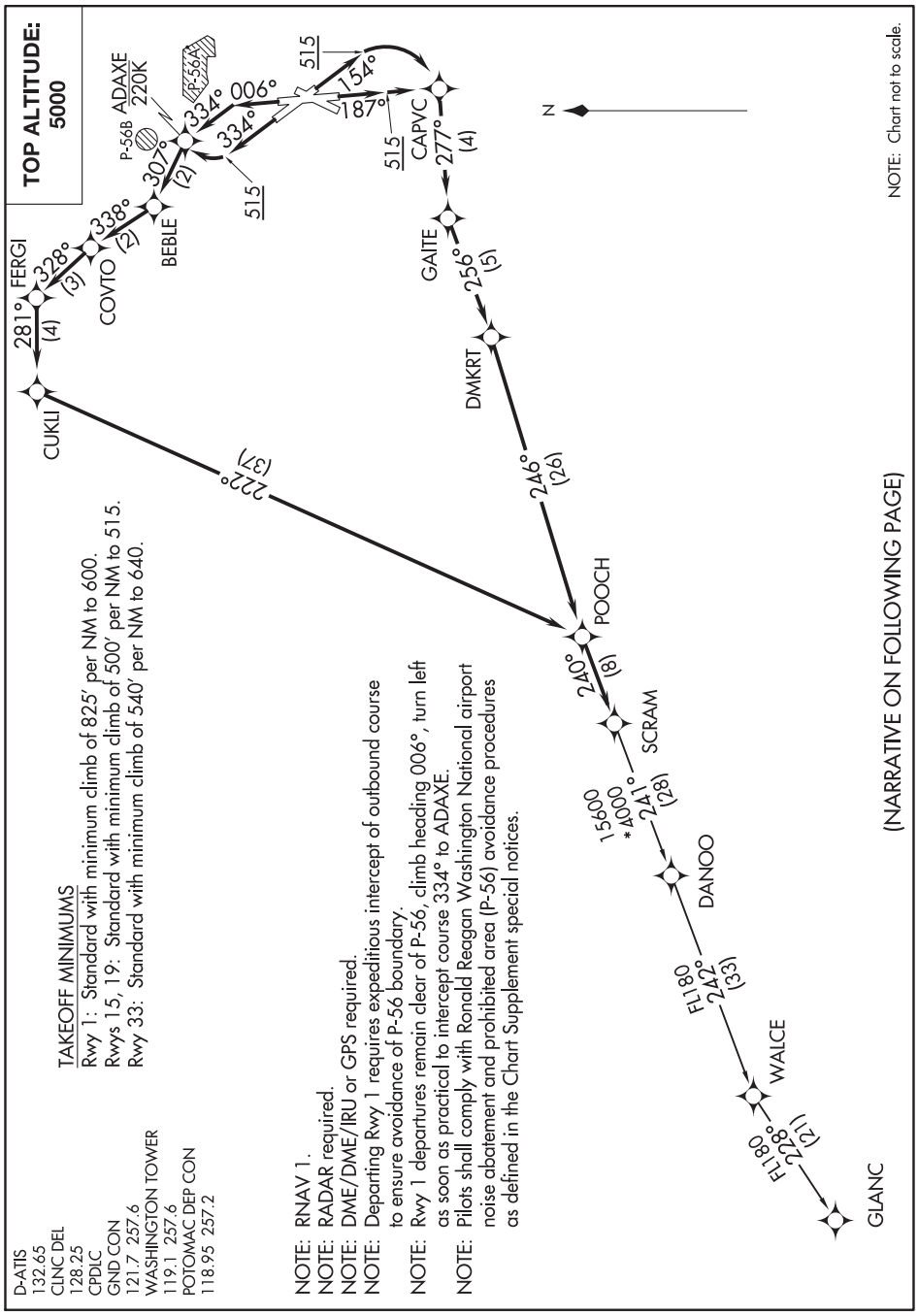
(SCRAM5.SCRAM) 20086

RONALD REAGAN WASHINGTON NATIONAL (DCA)

SCRAM FIVE DEPARTURE (RNAV)

AL-443

WASHINGTON, DC



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

SCRAM FIVE DEPARTURE (RNAV)

WASHINGTON, DC

(SCRAM5.SCRAM) 26MAR20

RONALD REAGAN WASHINGTON NATIONAL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 006° to intercept course 334° to ADAXE, then on depicted route to SCRAM, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on depicted route to SCRAM, thence . . . .
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on depicted route to SCRAM, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then right turn direct ADAXE, then on depicted route to SCRAM, thence . . . .

. . . . on GLANC transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

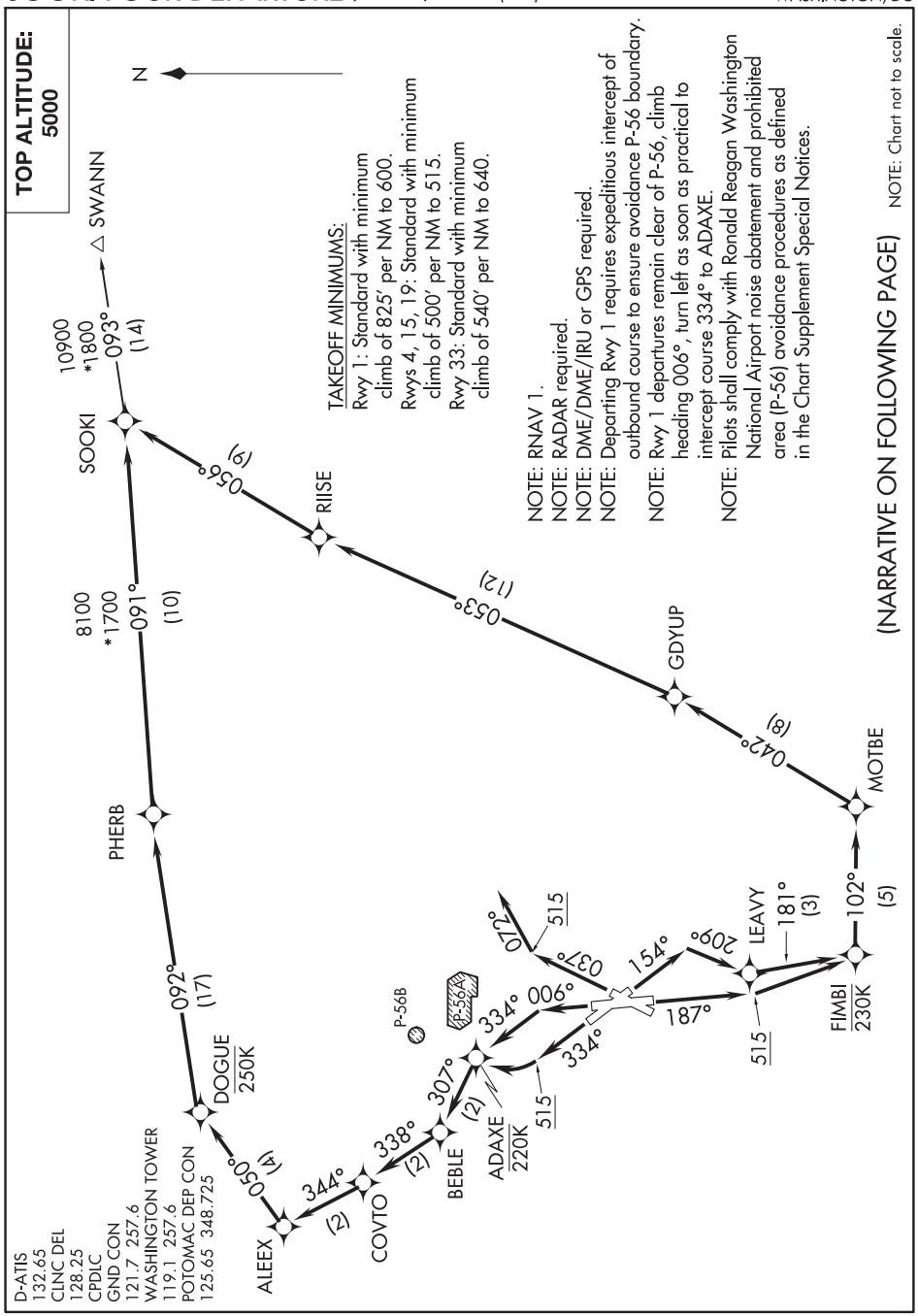
GLANC TRANSITION (SCRAM5.GLANC):

NE-3, 10 SEP 2020 to 05 NOV 2020

(SOOKI4.SOOKI) 20058

SOOKI FOUR DEPARTURE (RNAV)

RONALD REAGAN WASHINGTON NATIONAL (DCA)
AL-443 (FAA)
WASHINGTON, DC



NE-3, 10 SEP 2020 to 05 NOV 2020

SOOKI FOUR DEPARTURE (RNAV)

(SOOKI4.SOOKI) 29MAR18

RONALD REAGAN WASHINGTON NATIONAL (DCA)
WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 006° to intercept course 334° to ADAXE, then on depicted route to SOOKI, thence . . . .
TAKEOFF RWY 4: Climb heading 037° to 515, then on heading 072° or as assigned by ATC, expect vectors to PHERB, then on track 091° to SOOKI, thence . . . .
TAKEOFF RWY 15: Climb heading 154° to intercept course 209° to LEAVY, then on depicted route to SOOKI, thence . . . .
TAKEOFF RWY 19: Climb heading 187° to 515, then direct FIMBI, then on depicted route to SOOKI, thence . . . .
TAKEOFF RWY 33: Climb heading 334° to 515, then right turn direct ADAXE, then on depicted route to SOOKI, thence . . . .

. . . . on SWANN transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

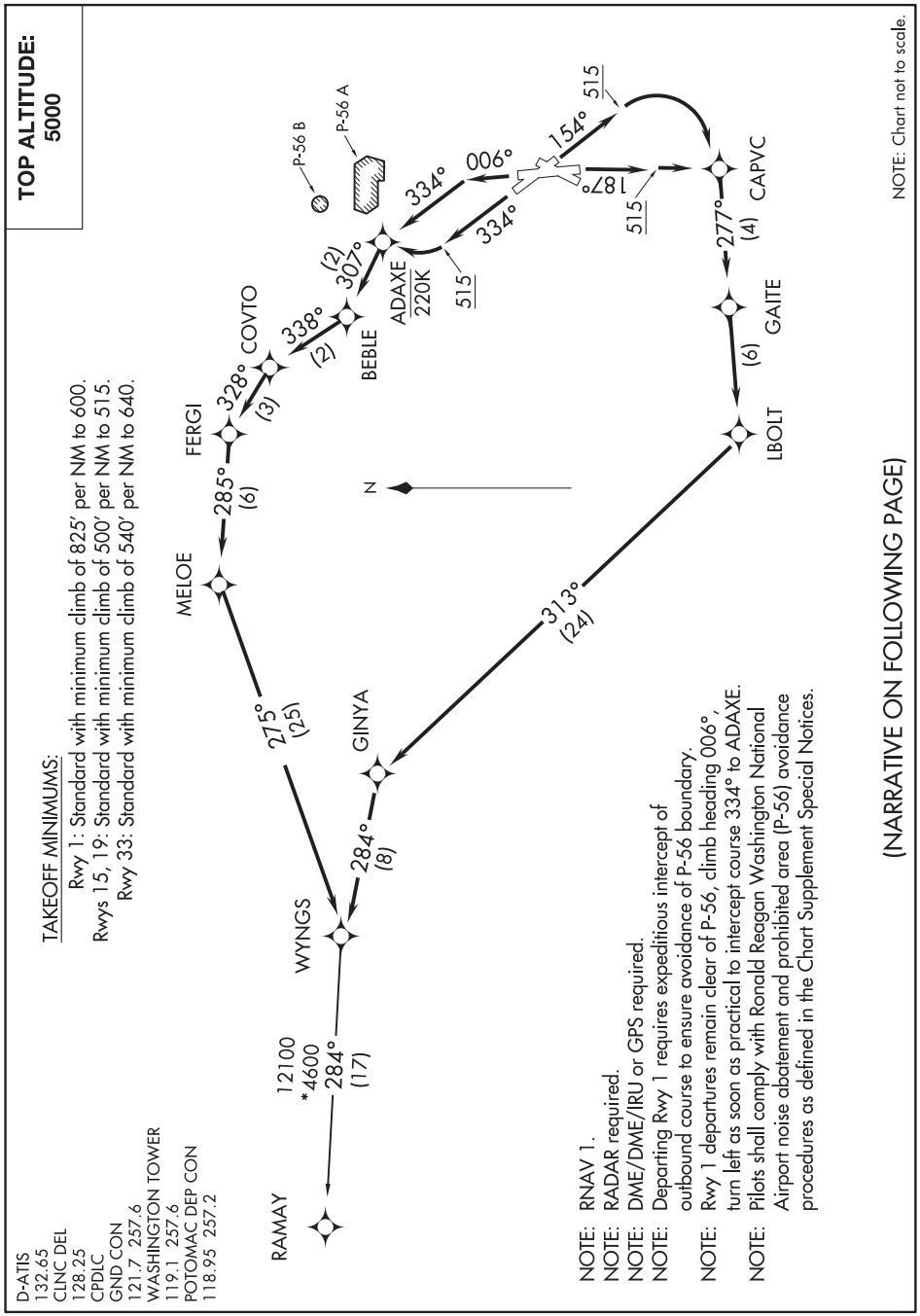
SWANN TRANSITION (SOOKI4.SWANN)

NE-3, 10 SEP 2020 to 05 NOV 2020

(WYNGS4.WYNGS) 18088 RONALD REAGAN WASHINGTON NATIONAL (DCA)

WYNGS FOUR DEPARTURE (RNAV)

AL-443 (FAA) WASHINGTON, DC



(NARRATIVE ON FOLLOWING PAGE)

NE-3, 10 SEP 2020 to 05 NOV 2020

WYNGS FOUR DEPARTURE (RNAV) WASHINGTON, DC

(WYNGS4.WYNGS) 29MAR18 RONALD REAGAN WASHINGTON NATIONAL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1: Climb heading 006° to intercept course 334° to ADAXE, then on depicted route to WYNGS, thence . . . .
TAKEOFF RWY 15: Climb heading 154° to 515, then right turn direct CAPVC, then on depicted route to WYNGS, thence . . . .
TAKEOFF RWY 19: Climb heading 187° to 515, then direct CAPVC, then on depicted route to WYNGS, thence . . . .
TAKEOFF RWY 33: Climb heading 334° to 515, then right turn direct ADAXE, then on depicted route to WYNGS, thence . . . .

. . . . on RAMAY transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

RAMAY TRANSITION (WYNGS4.RAMAY)

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC | AL-5100 (FAA) | 20254

ILS or LOC RWY 1R
WASHINGTON DULLES INTL (IAD)

LOC/DME I-IAD	APP CRS	Rwy ldg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

Simultaneous approach authorized with Rwy 1C or 1L.

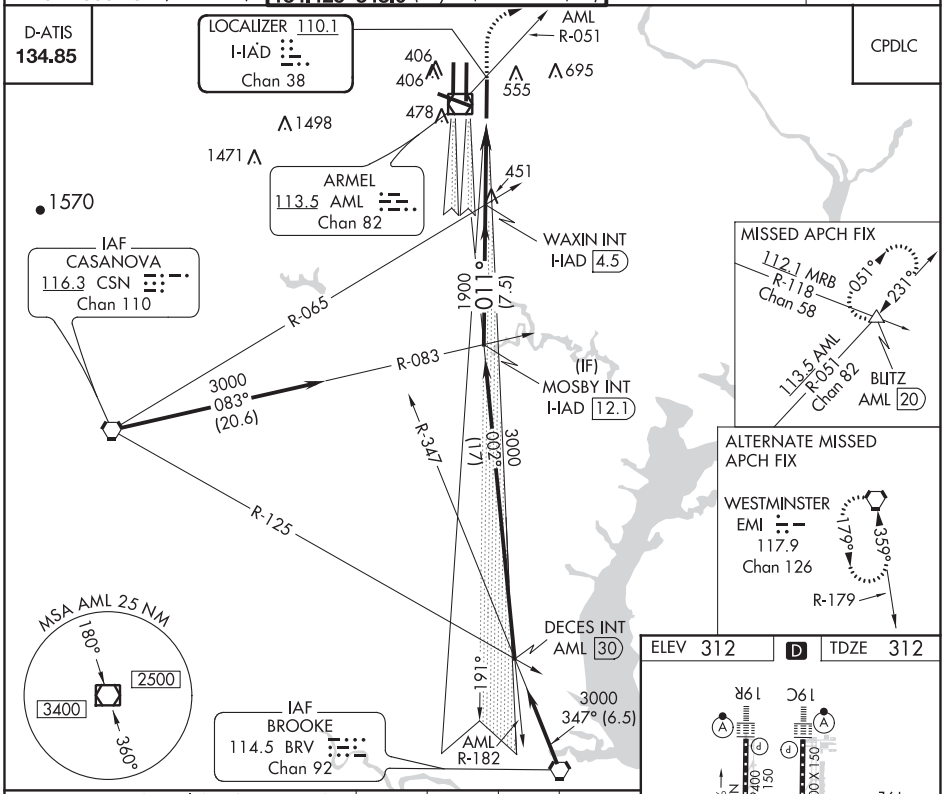
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VOR/DME R-051 to BLITZ INT/AML 20 DME and hold.

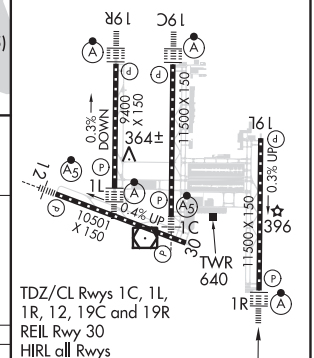
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

CPDLC



ELEV 312	D	TDZE 312



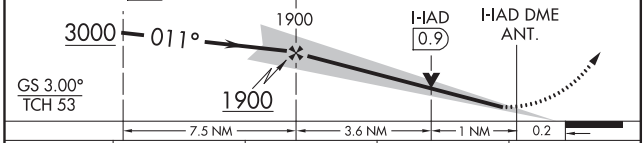
VGSI and ILS Glidepath not coincident (VGSI Angle 3.00/TCH 72).

Procedure Turn NA

MOSBY INT I-IAD 12.1

WAXIN INT I-IAD 4.5

800	3000 hdg 060°	AML R-051	BLITZ



CATEGORY	A	B	C	D
S-ILS 1R	512/18 200 (200-½)			
S-LOC 1R	760/24 448 (500-½)		760/40 448 (500-¾)	760/50 448 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-SGC	APP CRS	Rwy ldg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 313

ILS or LOC RWY 19L
WASHINGTON DULLES INTL (IAD)

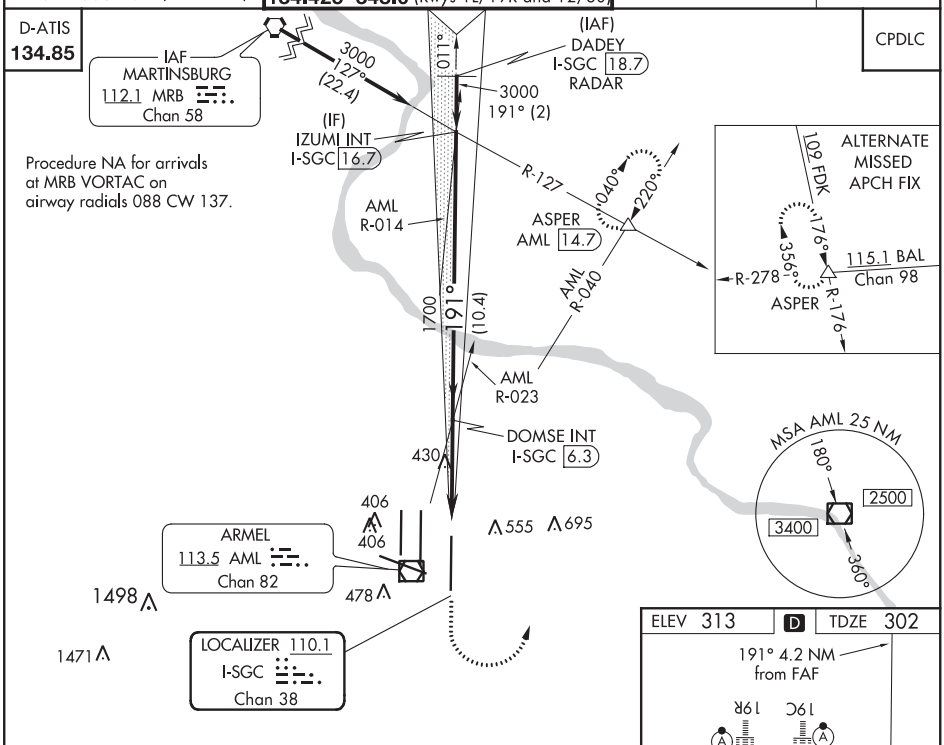
Simultaneous approach authorized with Rwy 19C or 19R.
**1800 RVR authorized with the use of FD or AP or HUD to DA.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

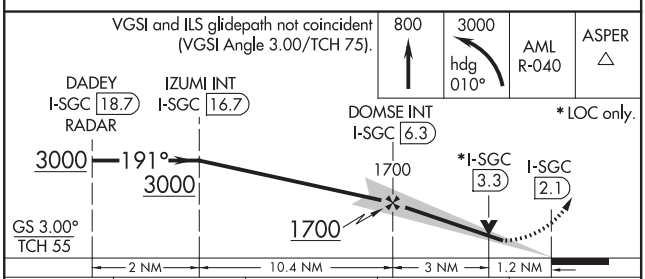
CPDLC



Procedure NA for arrivals at MRB VORTAC on airway radials 088 CW 137.

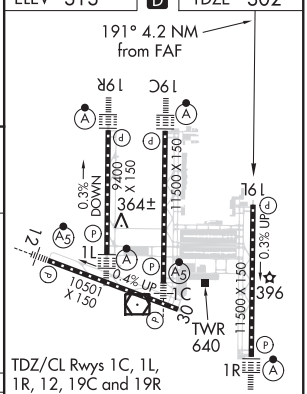
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

800	3000 hdg 010°	AML R-040	ASPER



* LOC only.

ELEV 313 D TDZE 302



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 19L	**502/24 200 (200-½)			
S-LOC 19L	740/24 438 (500-½)		740/40 438 (500-¾)	740/50 438 (500-1)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC | AL-5100 (FAA) | 20254

ILS or LOC/DME RWY 1C
WASHINGTON DULLES INTL (IAD)

LOC I-OSZ	APP CRS	Rwy ldg	11500
111.3	011°	TDZE	286
		Apt Elev	313

DME from AML VOR/DME. Simultaneous reception of I-OSZ and AML DME required. Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III), ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). DME required. For Inoperative MALSR, increase S-LOC Cats C/D visibility to RVR 5000. **1800 RVR authorized with the use of FD or AP or HUD to DA.

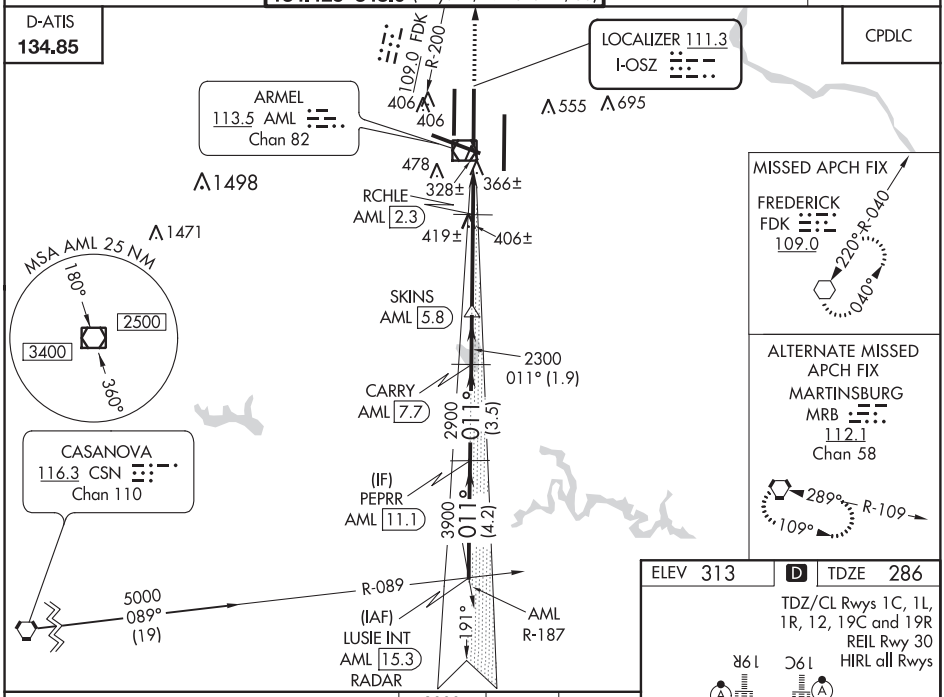
MALSR

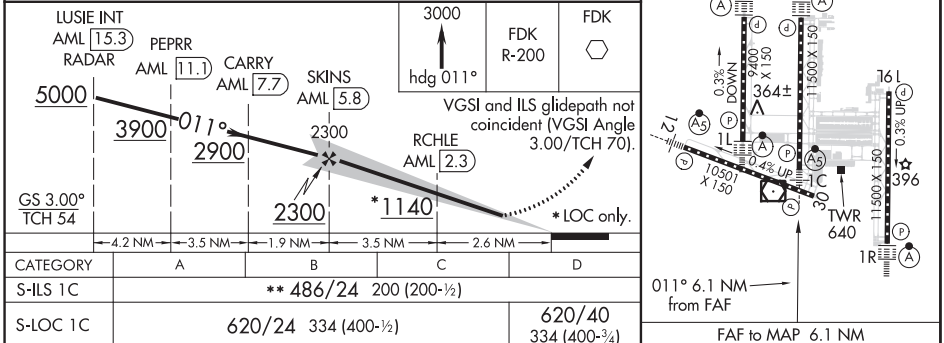
MISSED APPROACH: Climb to 3000 on heading 011° and FDK VOR R-200 to FDK VOR and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

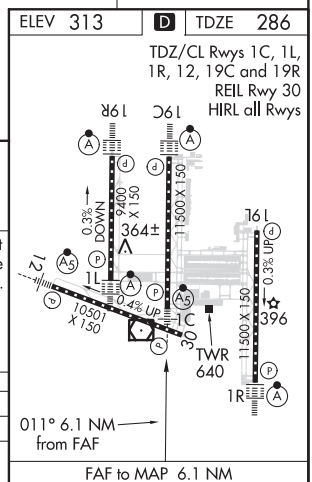
D-ATIS 134.85

CPDLC





CATEGORY	A	B	C	D
S-ILS 1C	** 486/24 200 (200-½)			
S-LOC 1C	620/24 334 (400-½)			620/40 334 (400-¾)
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	940-2 627 (700-2)



FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ILS or LOC/DME RWY 1L
WASHINGTON DULLES INTL (IAD)

LOC/DME I-OIU	APP CRS	Rwy ldg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

Simultaneous approach authorized with ILS or LOC/DME Rwy 1C, ILS Rwy 1C (Cat II), RNAV (GPS) Y Rwy 1C, ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III), RNAV (GPS) Y Rwy 1R.

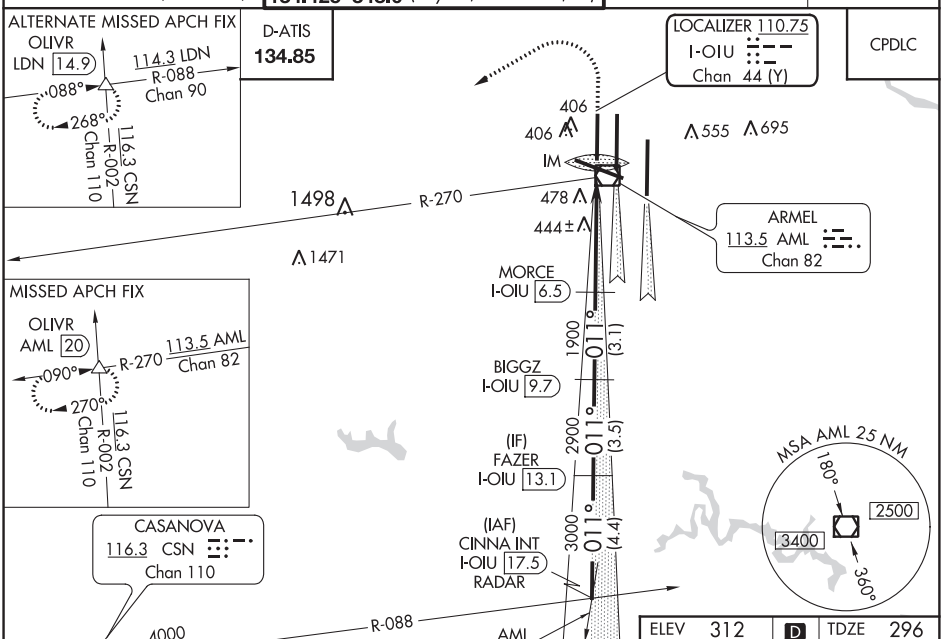
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

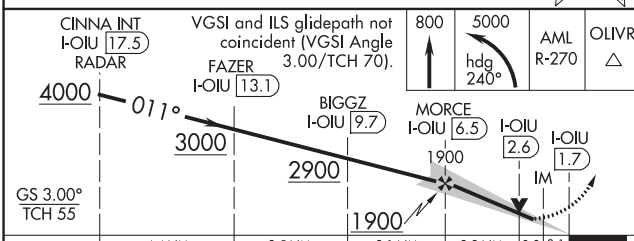
D-ATIS 134.85

CPDLC

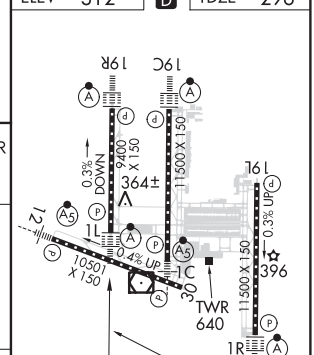


NE-3, 10 SEP 2020 to 05 NOV 2020

DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 1L	496/18 200 (200-½)			
S-LOC 1L	660/24 364 (400-½)			660/40 364 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)



NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-AJU	APP CRS	Rwy ldg	10501
109.3	121°	TDZE	310
		Apt Elev	312

ILS or LOC/DME RWY 12
WASHINGTON DULLES INTL (IAD)

DME from AML VOR/DME. Simultaneous reception of I-AJU and AML DME required.

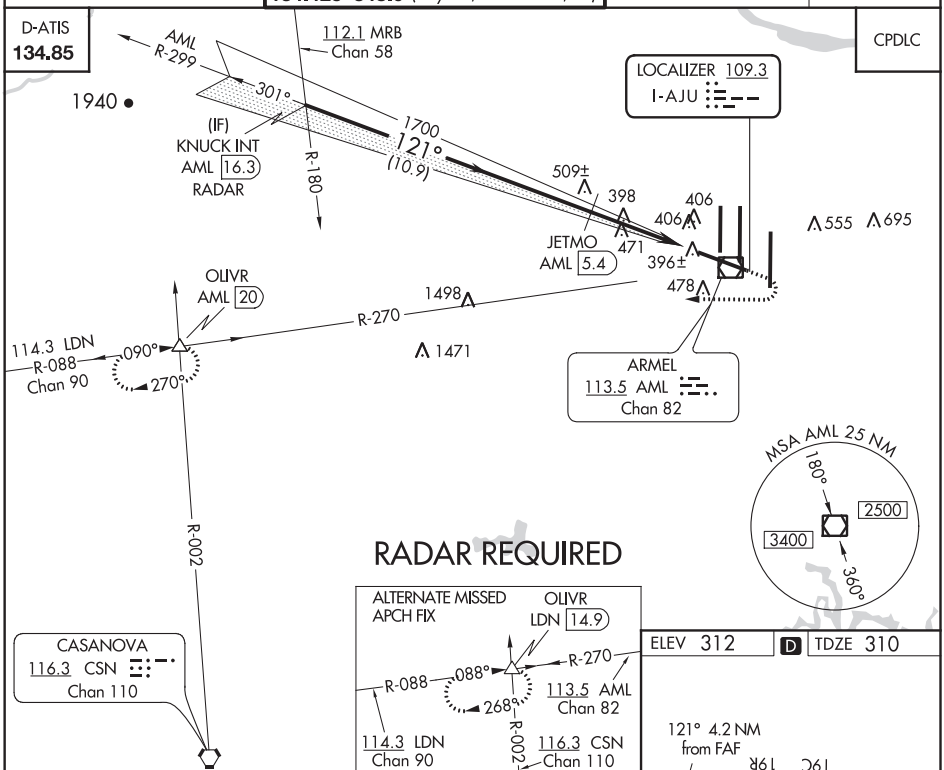
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC

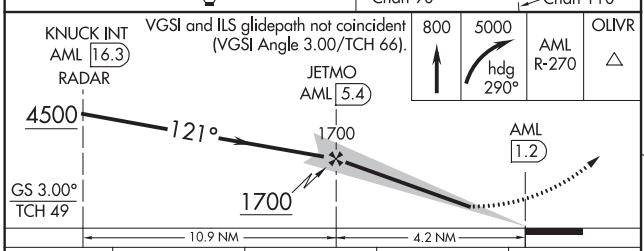


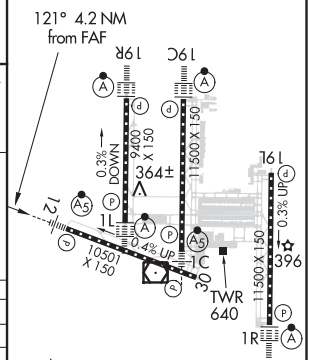
ALTERNATE MISSED APCH FIX OLIVR LDN 14.9

ELEV 312 | D | TDZE 310

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

800	5000	AML R-270	OLIVR
↑	hdg 290°		△





CATEGORY	A	B	C	D
S-ILS 12	510/18 200 (200- ½)			
S-LOC 12	740/24 430 (500- ½)		740/40 430 (500- ¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-DLX	APP CRS	Rwy ldg 11089
111.3	191°	TDZE 272
		Apt Elev 312

ILS or LOC/DME RWY 19C
WASHINGTON DULLES INTL (IAD)

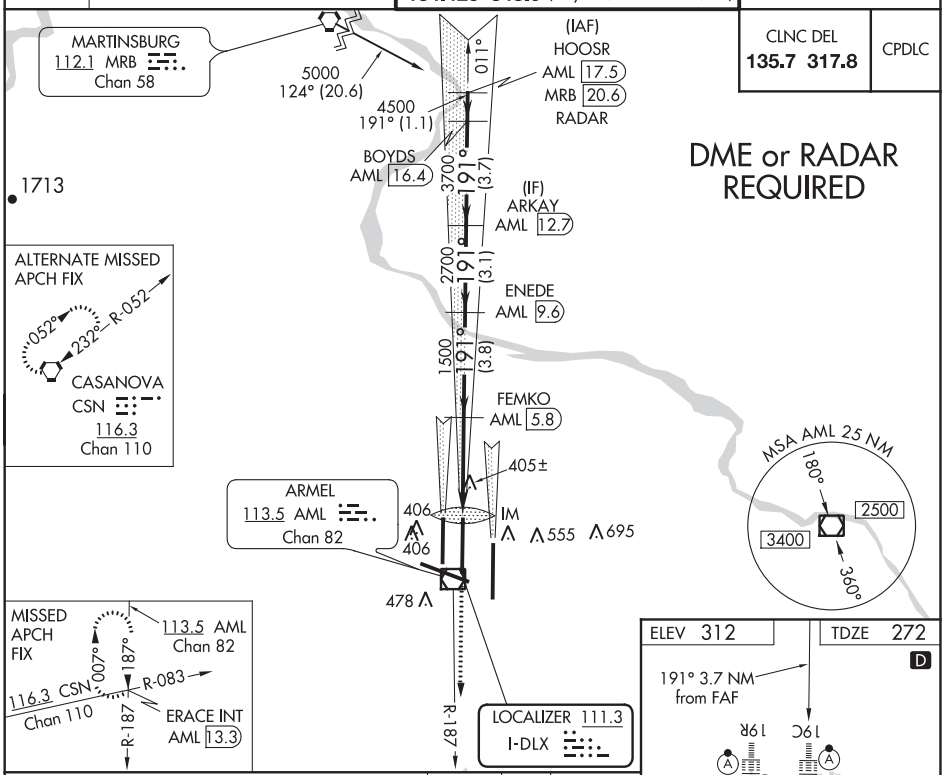
DME from AML VOR/DME. Simultaneous reception of I-DLX and AML DME required. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II), ILS or LOC/DME Rwy 19R, ILS Rwy 19R (Cat II), ILS Rwy 19R (Cat III).

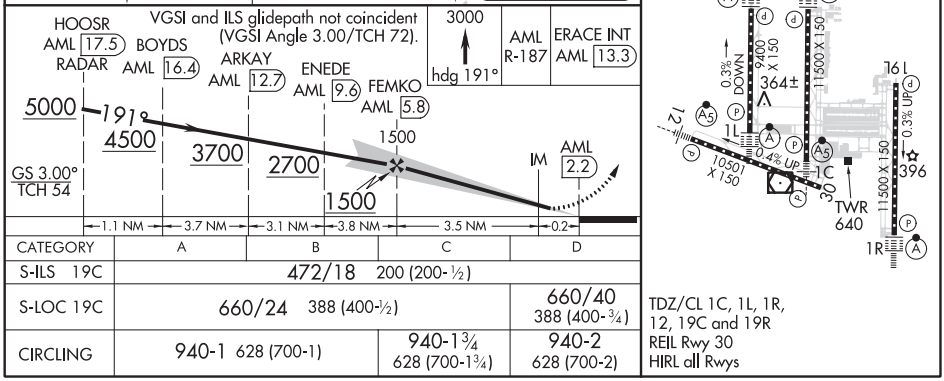
ALSF-2

MISSED APPROACH: Climb to 3000 via heading 191° and AML VOR/DME R-187 to ERACE INT/AML 13.3 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



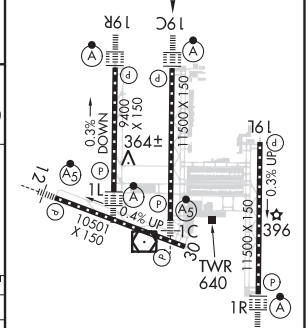


CATEGORY	A	B	C	D
S-ILS 19C	472/18 200 (200-½)			
S-LOC 19C	660/24 388 (400-½)			660/40 388 (400-¾)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

ELEV 312 TDZE 272

D

191° 3.7 NM from FAF



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC | AL-5100 (FAA) | 20254

ILS or LOC/DME RWY 19R
WASHINGTON DULLES INTL (IAD)

LOC/DME I-ISU	APP CRS	Rwy ldg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

Simultaneous approach authorized with ILS or LOC/DME Rwy 19C, ILS Rwy 19C (Cat II), ILS Rwy 19C (Cat III), Rwy 19L.

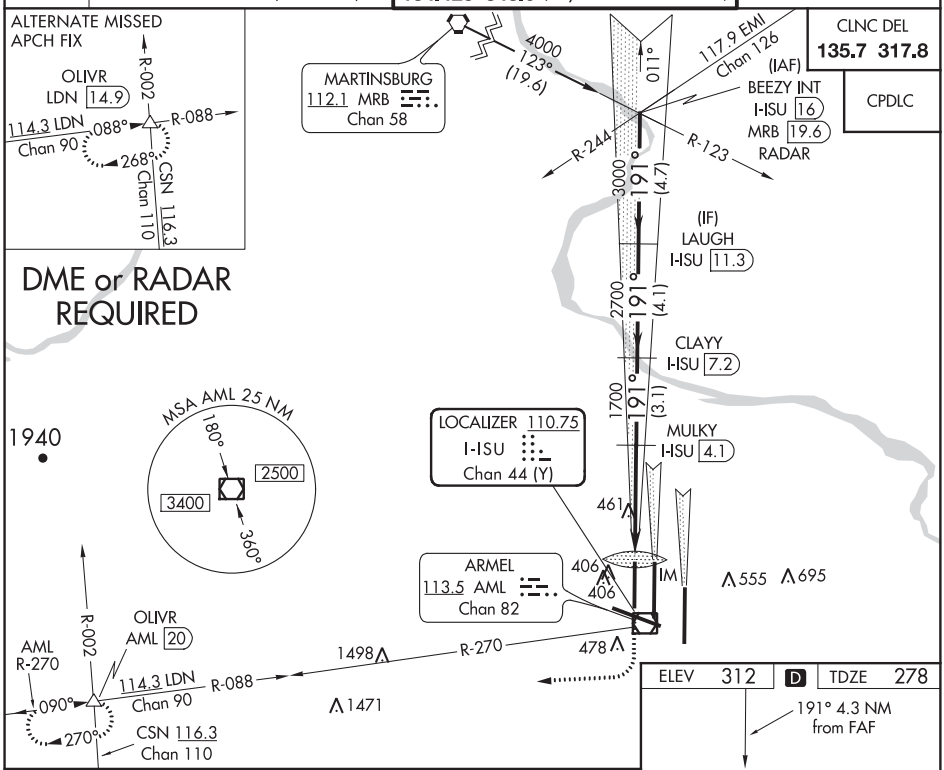
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VOR/DME R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

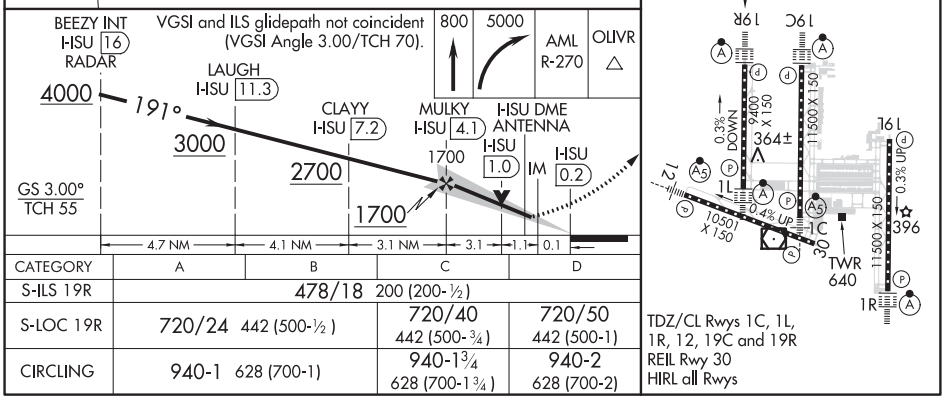
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL 135.7 317.8

CPDLC



NE-3, 10 SEP 2020 to 05 NOV 2020



CATEGORY	A	B	C	D
S-ILS 19R	478/18 200 (200-½)			
S-LOC 19R	720/24 442 (500-½)		720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

LOC/DME I-OIU 110.75 Chan 44 (Y)	APP CRS 011°	Rwy ldg 9400 TDZE 296 Apt Elev 312

ILS RWY 1L (CAT II & III)
WASHINGTON DULLES INTL (IAD)

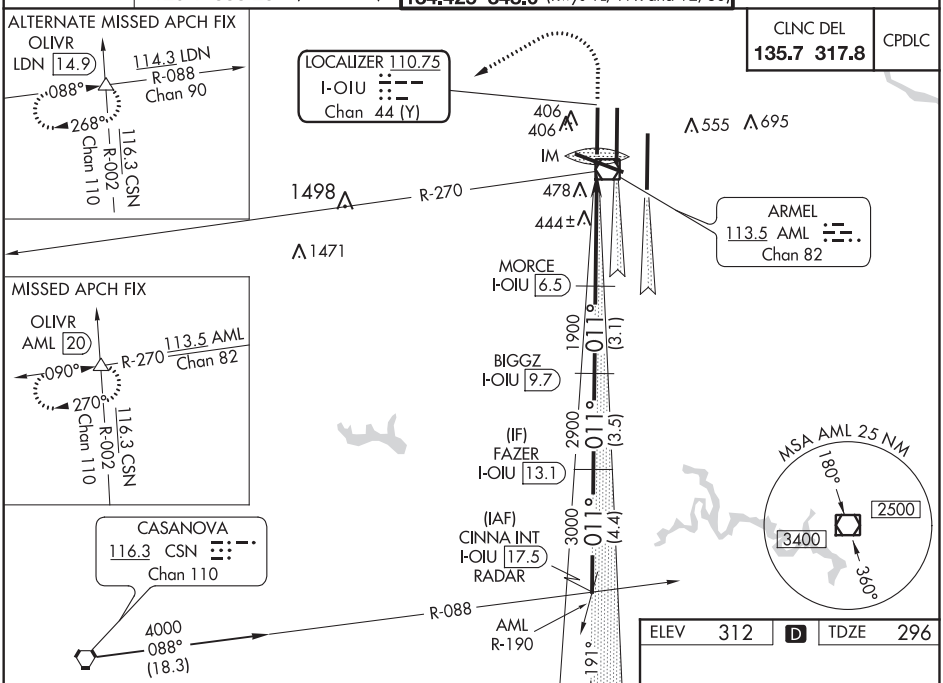
Simultaneous approach authorized with ILS or LOC/DME Rwy 1C, ILS Rwy 1C (Cat II), RNAV (GPS) Y Rwy 1C, ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III), RNAV (GPS) Y Rwy 1R.

ALSF-2

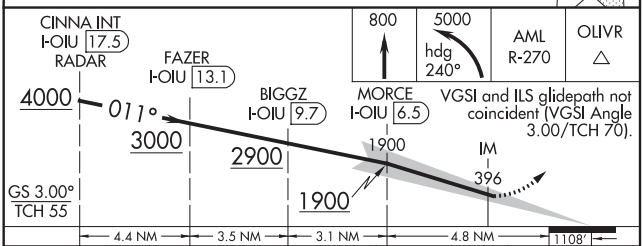
MISSED APPROACH: Climb to 800 then climbing left turn to 5000 via heading 240° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



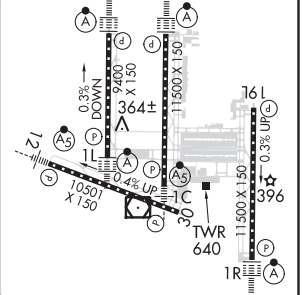
DME or RADAR REQUIRED



CATEGORY	A	B	C	D
S-ILS 1L	CAT II RA 97/12 100 DA 396			
S-ILS 1L		CAT IIIa RVR 07		
S-ILS 1L		CAT IIIb RVR 06		
S-ILS 1L		CAT IIIc NA		

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 312	D	TDZE 296



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC | AL-5100 (FAA) | 20254

ILS RWY 1R (CAT II & III)
WASHINGTON DULLES INTL (IAD)

LOC/DME I-IAD	APP CRS	Rwy ldg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

Simultaneous approach authorized with Rwy 1C or 1L.

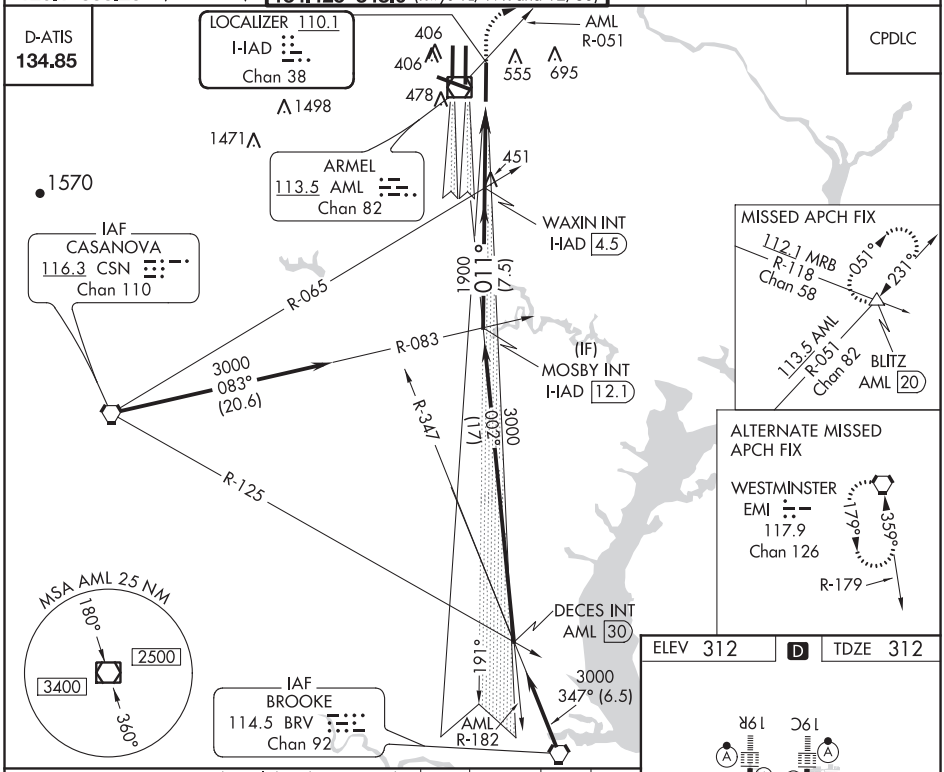
ALSF-2

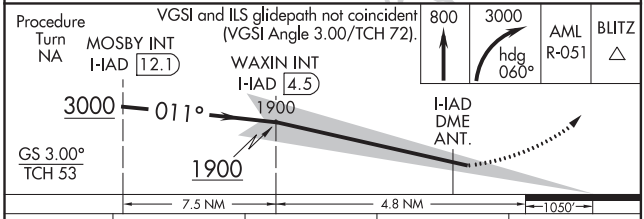
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 via heading 060° and AML VOR/DME R-051 to BLITZ INT/AML 20 DME and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

CPDLC

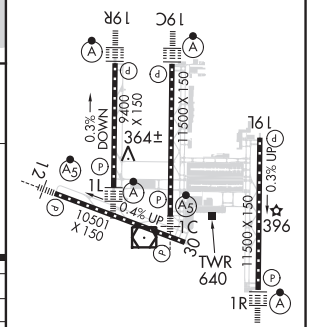




CATEGORY	A	B	C	D
S-ILS 1R	CAT II RA 94/12 100 DA 412			
S-ILS 1R	CAT IIIa RVR 07			
S-ILS 1R	CAT IIIb RVR 06			
S-ILS 1R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 312 | D | TDZE 312



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-DLX	APP CRS	Rwy ldg 11089
111.3	191°	TDZE 272
		Apt Elev 312

ILS RWY 19C (CAT II & III)
WASHINGTON DULLES INTL (IAD)

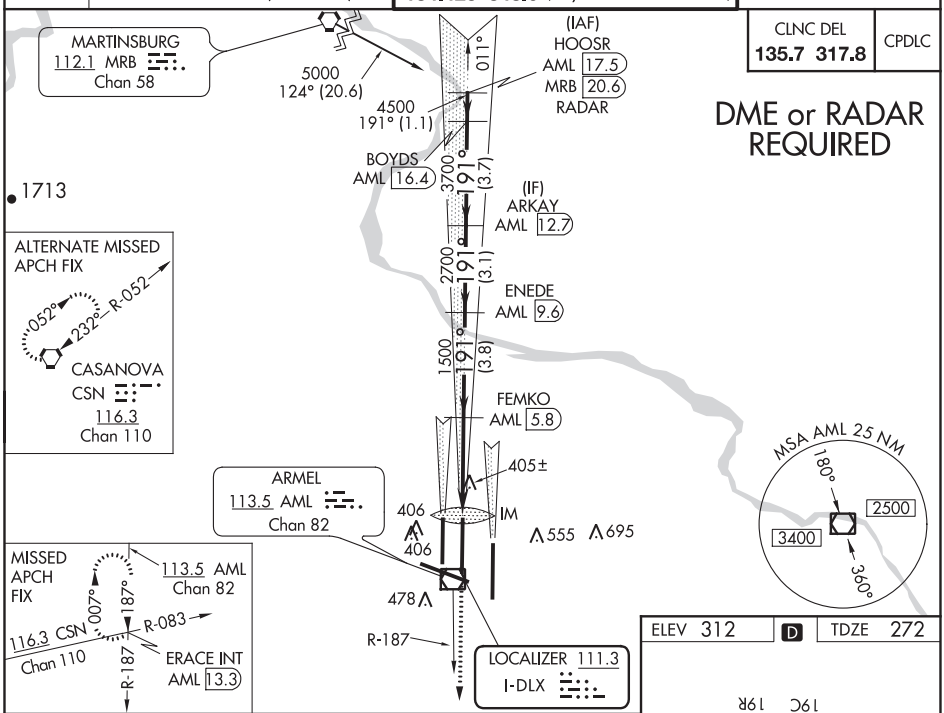
DME from AML VOR/DME. Simultaneous reception of I-DLX and AML DME required. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II), ILS or LOC/DME Rwy 19R, ILS Rwy 19R (Cat II), ILS Rwy 19R (Cat III).

ALSF-2

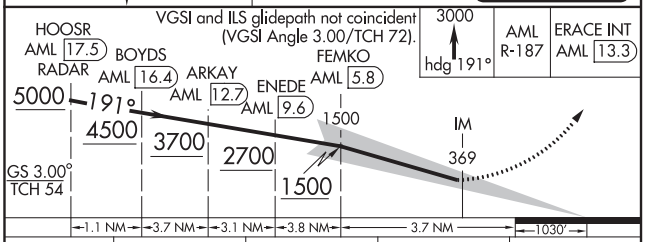
MISSED APPROACH: Climb to 3000 via heading 191° and AML VOR/DME R-187 to ERACE INT/AML 13.3 DME and hold.

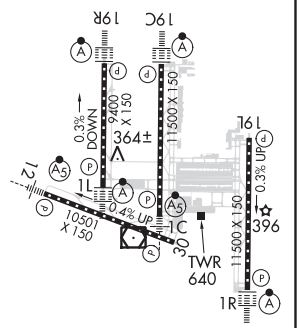
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



ELEV 312	D	TDZE 272





CATEGORY	A	B	C	D
S-ILS 19C	CAT II RA 108/12 100 DA 372			
S-ILS 19C	CAT IIIa RVR 07			
S-ILS 19C	CAT IIIb RVR 06			
S-ILS 19C	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC | AL-5100 (FAA) | 20254

LOC/DME I-ISU	APP CRS	Rwy ldg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS RWY 19R (CAT II & III)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with ILS or LOC/DME Rwy 19C, ILS Rwy 19C (Cat II), ILS Rwy 19C (Cat III), Rwy 19L.

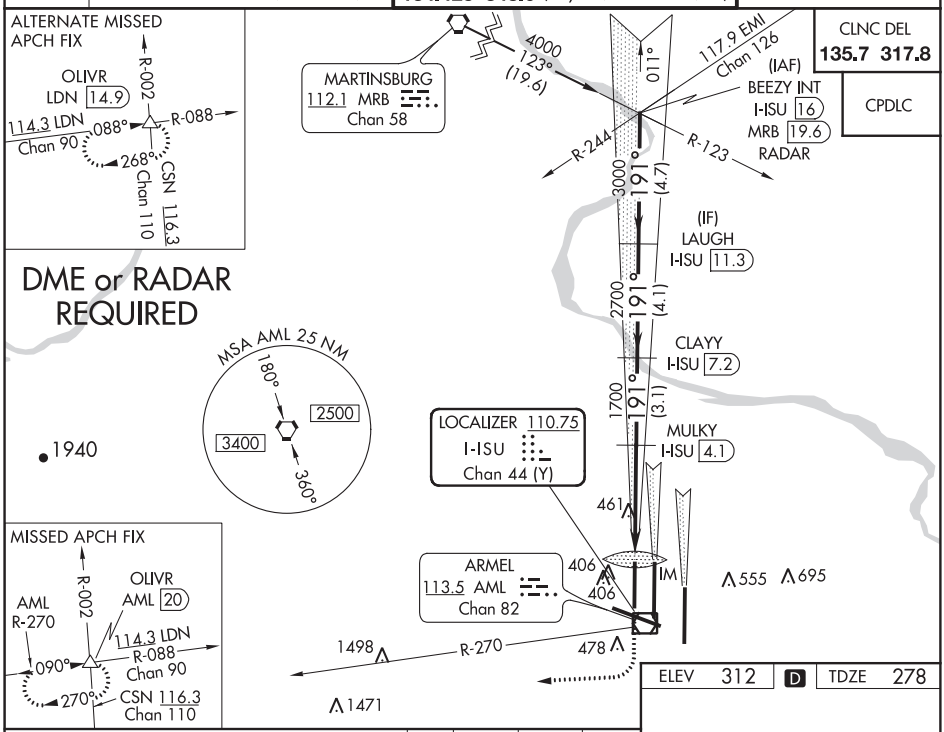
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via AML VOR/DME R-270 to OLIVR INT/ AML 20 DME and hold, continue climb-in-hold to 5000.

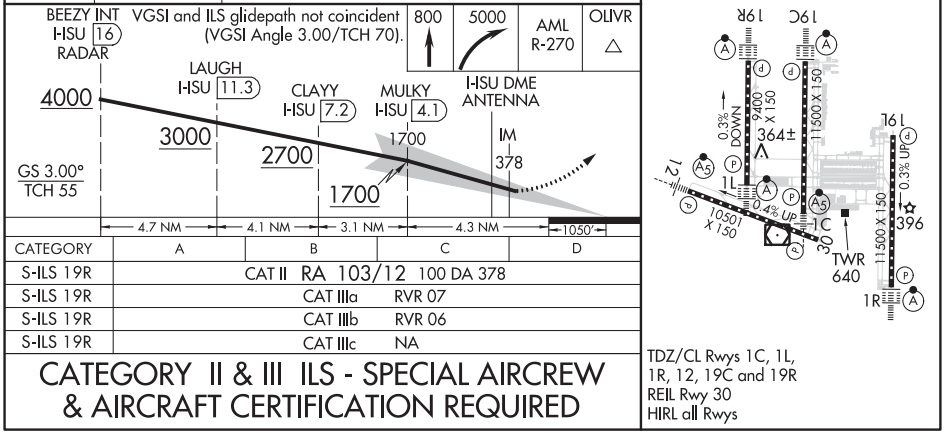
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL 135.7 317.8

CPDLC



ELEV 312 | D | TDZE 278



CATEGORY	A	B	C	D
S-ILS 19R	CAT II RA 103/12 100 DA 378			
S-ILS 19R	CAT IIIa RVR 07			
S-ILS 19R	CAT IIIb RVR 06			
S-ILS 19R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC I-OSZ	APP CRS	Rwy ldg 11500
111.3	011°	TDZE 286
		Apt Elev 313

ILS RWY 1C (SA CAT II)
WASHINGTON DULLES INTL (IAD)

DME from AML VOR/DME. Simultaneous reception of I-OSZ and AML DME required. Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III), ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. DME required.

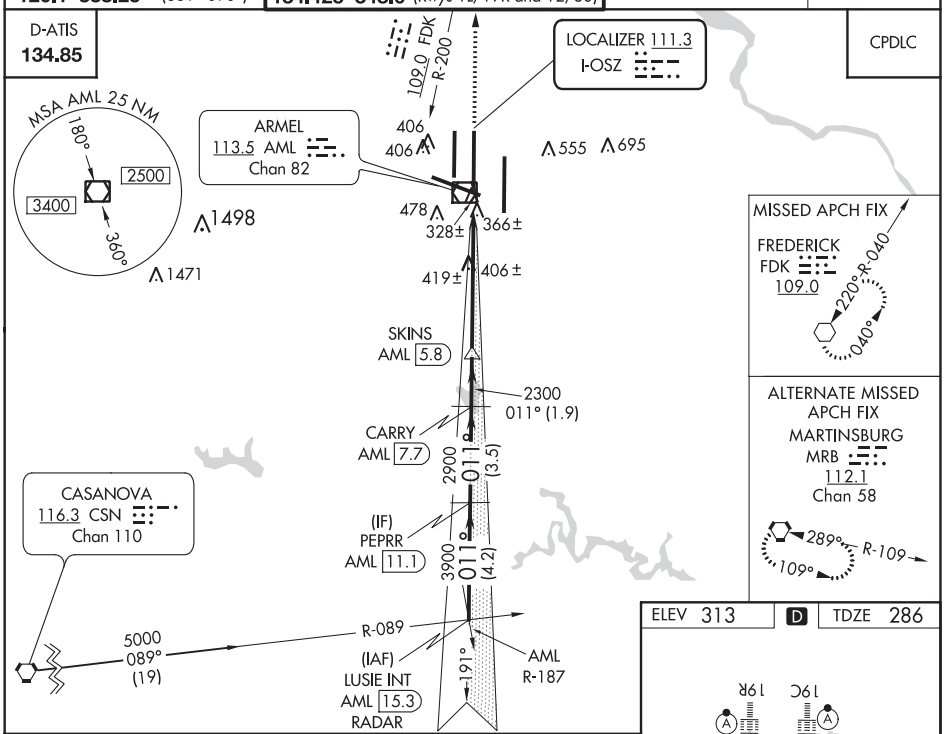
MALSR

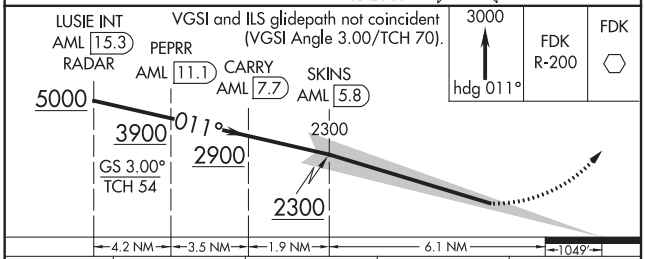
MISSED APPROACH: Climb to 3000 on heading 011° and FDK VOR R-200 to FDK VOR and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

CPDLC

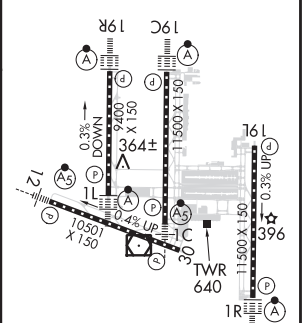




CATEGORY	A	B	C	D
S-ILS 1C	RA 104/12 100 DA 386			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 313 D TDZE 286



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

LOC/DME I-SGC	APP CRS	Rwy ldg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 313

ILS RWY 19L (SA CAT II)
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized with Rwy 19C or 19R.
Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of Autoland or HUD to touchdown.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

CPDLC

IAF MARTINSBURG 112.1 MRB Chan 58

3000 127° (22.4)

(IAF) DADEY I-SGC 18.7 RADAR

010°

3000 191° (2)

(IF) IZUMI INT I-SGC 16.7

Procedure NA for arrivals at MRB VORTAC on airway radials 088 CW 137.

R-127

040° 220°

AML R-014

ASPER AML 14.7

AML R-040

1700 191° (10.4)

AML R-023

DOMSE INT I-SGC 6.3

430

406 406

555 695

ARMEL 113.5 AML Chan 82

478

1498

1471

LOCALIZER 110.1 I-SGC Chan 38

ALTERNATE MISSED APCH FIX

109 FDK

176° 356°

115.1 BAL Chan 98

R-278 R-176

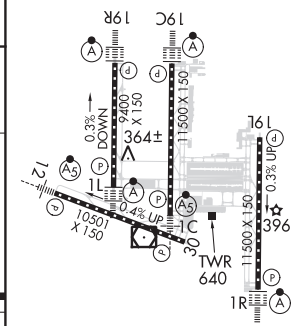
ASPER

MSA AML 25 NM

180° 360°

2500 3400

ELEV 313 D TDZE 302



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).

800	3000	AML R-040	ASPER
	hdg 010°		

DADEY I-SGC 18.7 RADAR

IZUMI INT I-SGC 16.7

DOMSE INT I-SGC 6.3

3000 191° 3000

1700

1700

GS 3.00°
TCH 55

2 NM 10.4 NM 4.2 NM 999'

CATEGORY	A	B	C	D
S-ILS 19L	RA 102/12 100 DA 402			

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	11500
011°	TDZE	286
	Apt Elev	312

RNAV (RNP) Z RWY 1C
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1¾. GPS required. Simultaneous approach authorized with ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

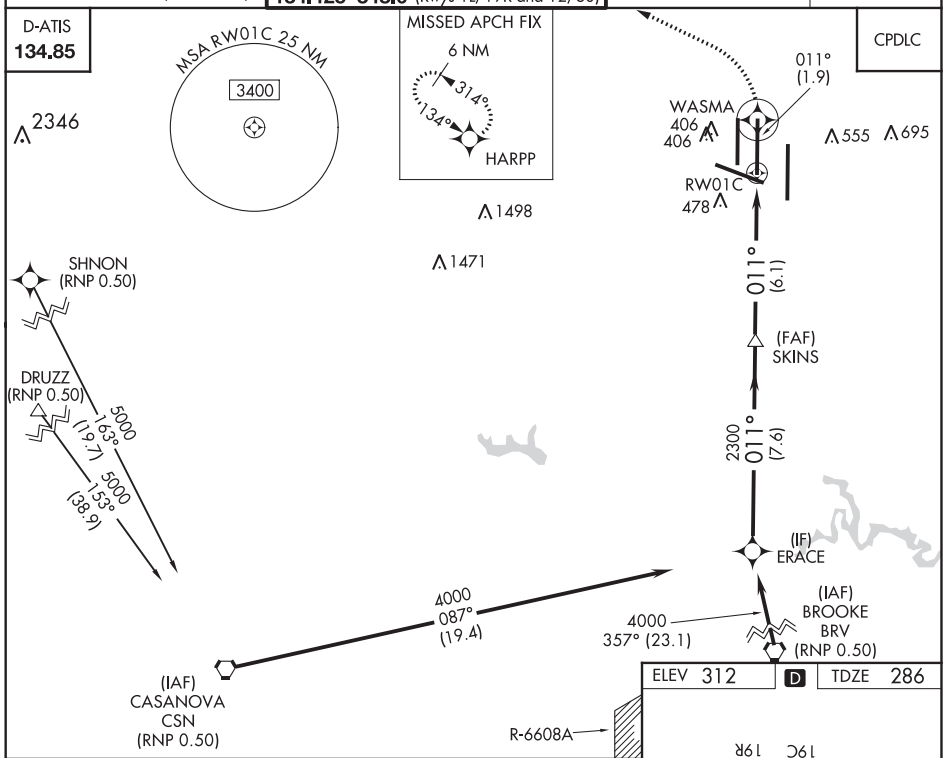
MALSR

MISSED APPROACH: Climb to 5000 on track 011° to WASMA and left turn direct HARPP and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

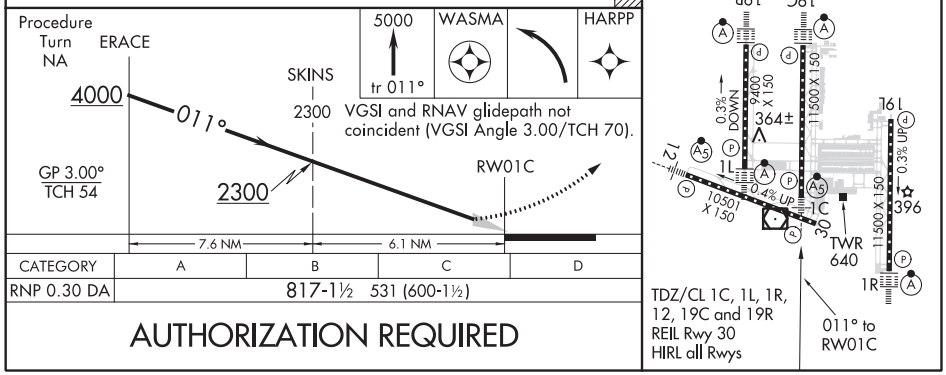
D-ATIS 134.85

CPDLC



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020



APP CRS	Rwy ldg	11500
011°	TDZE	312
	Apt Elev	312

RNAV (RNP) Z RWY 1R
WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 48°C (119°F). For inoperative ALSF-2, increase RNP 0.30 visibility to 1¾. Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

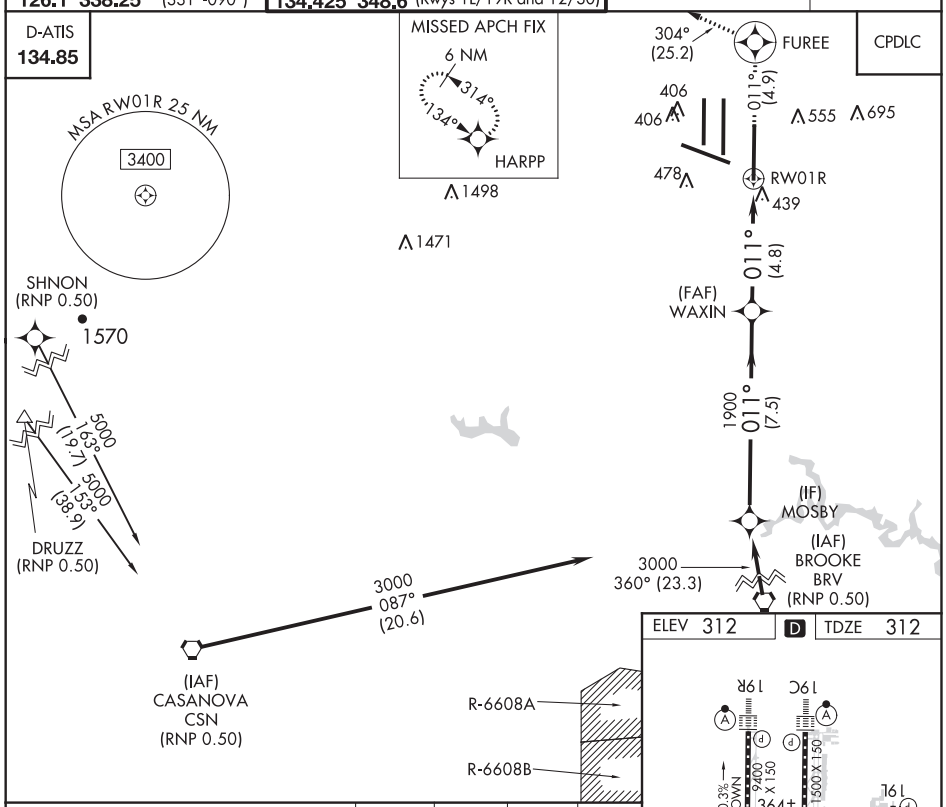
ALSF-2

MISSED APPROACH: Climb to 5000 via track 011° to FUREE and left turn direct HARPP and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

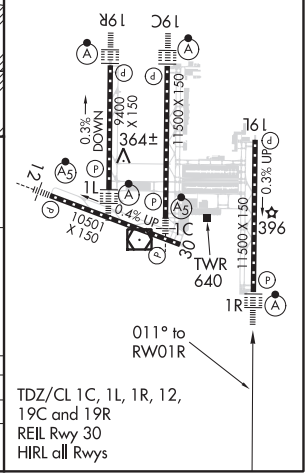
D-ATIS 134.85

CPDLC

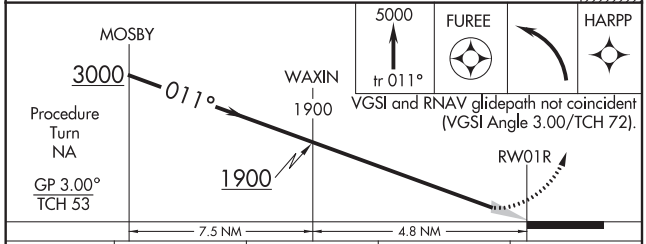


NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 312 | D | TDZE 312



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

CATEGORY	A	B	C	D
RNP 0.30 DA	819/60 507 (600-1¼)			

AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	11089
191°	TDZE	272
	Apt Elev	312

RNAV (RNP) Z RWY 19C
WASHINGTON DULLES INTL (IAD)

GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (117°F). For inoperative ALSF, increase RNP 0.30 visibility to 1¾. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

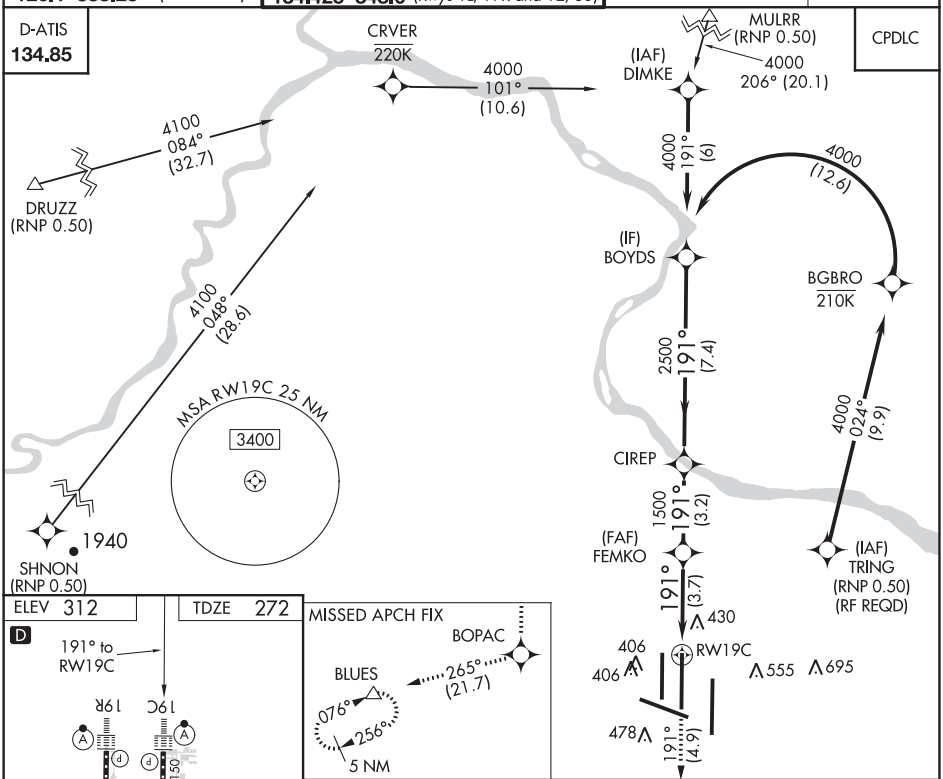
ALSF-2

MISSED APPROACH: Climb to 4000 via track 191° to BOPAC and via track 265° to BLUES and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC

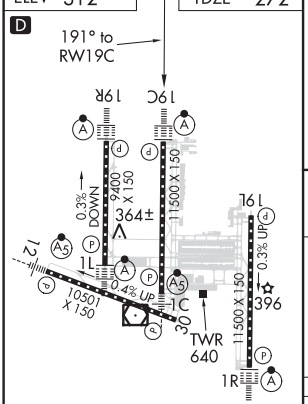


NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

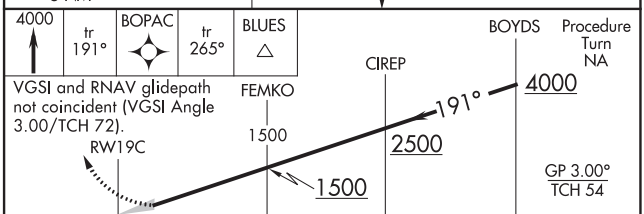
ELEV 312 TDZE 272

D



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

MISSED APCH FIX



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

CATEGORY	A	B	C	D
RNP 0.30 DA	740/60 468 (500-1¼)			

AUTHORIZATION REQUIRED

APP CRS	Rwy ldg	11500
191°	TDZE	302
	Apt Elev	312

RNAV (RNP) Z RWY 19L
WASHINGTON DULLES INTL (IAD)

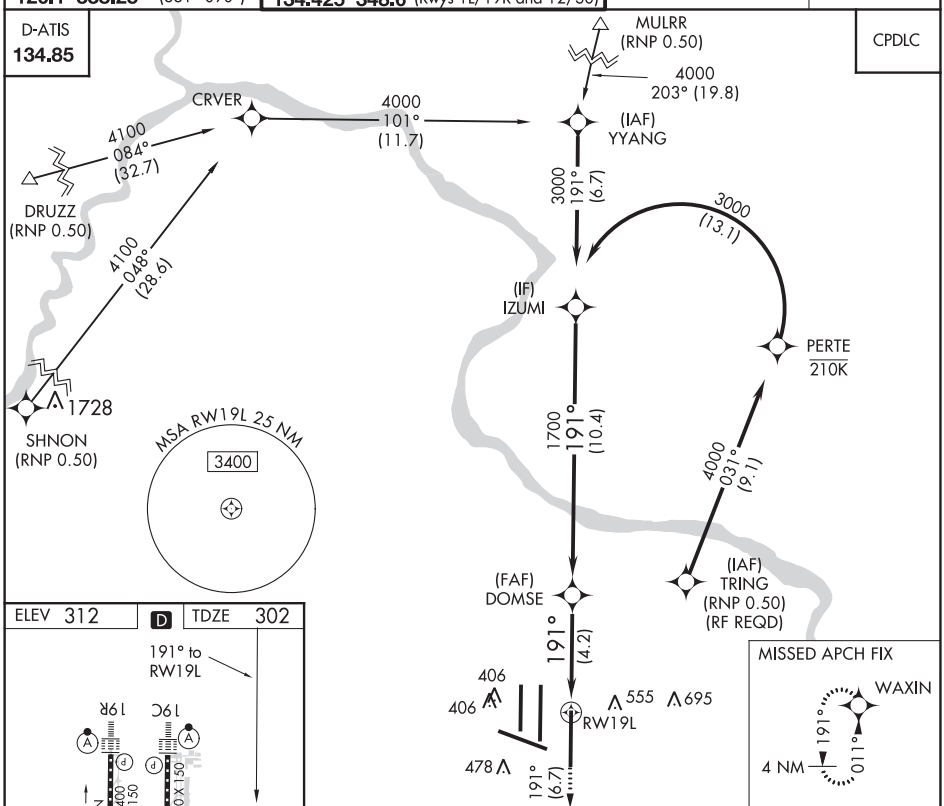
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -14°C (6°F) or above 47°C (118°F). For inoperative MALSR, increase RNP 0.30 visibility to 1½. Simultaneous approach authorized with ILS or LOC/DME Rwy 19R, ILS Rwy 19R (Cat II), ILS Rwy 19R (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 2000 via track 191° to WAXIN and hold.

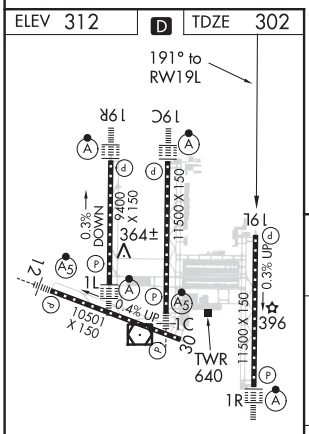
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

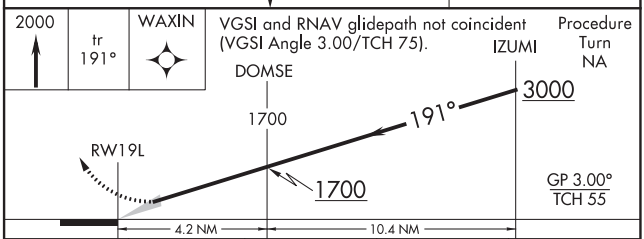
CPDLC



ELEV 312 | D | TDZE 302



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.30 DA	743/50 441 (500-1)			

AUTHORIZATION REQUIRED

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 99309 W01D	APP CRS 011°	Rwy ldg 9400 TDZE 296 Apt Elev 312

RNAV (GPS) RWY 1L
WASHINGTON DULLES INTL (IAD)

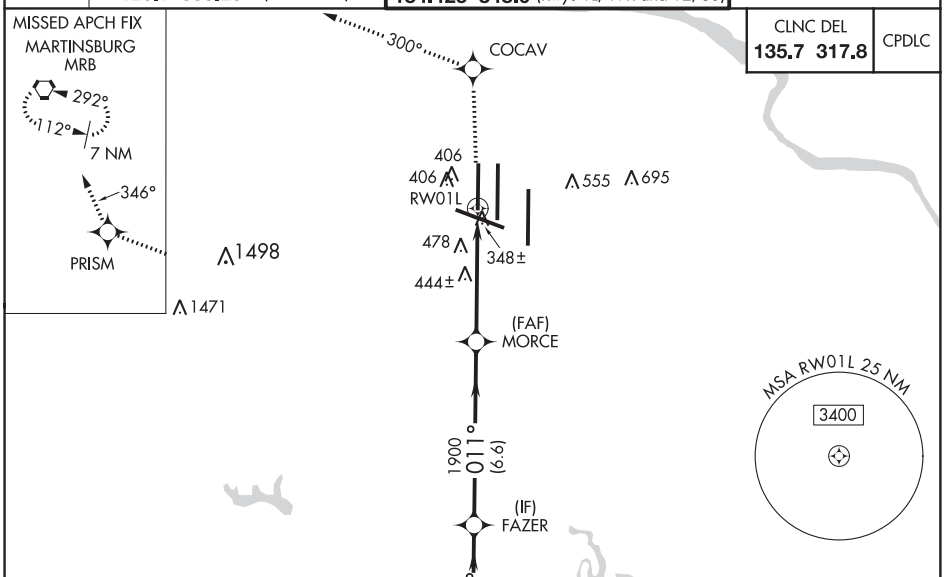
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 4000 direct COCAV and on 300° track to PRISM and on 346° track to MRB VORTAC and hold.

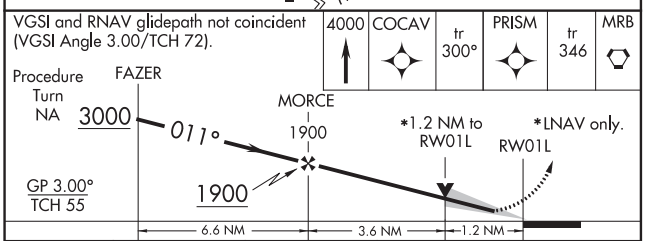
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



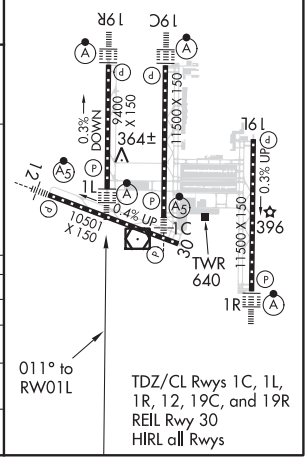
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).

4000	COCAV	tr 300°	PRISM	tr 346	MRB



CATEGORY	A	B	C	D
LPV DA	496/18 200 (200-½)			
LNAV/VNAV DA	828/60 532 (600- 1¼)			
LNAV MDA	740/24 444 (500-½)		740/40 444 (500-1)	740/50 444 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

ELEV 312 D TDZE 296



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC AL-5100 (FAA) 20254

RNAV (GPS) RWY 12
WASHINGTON DULLES INTL (IAD)

WAAS CH 86310 W12A	APP CRS 121°	Rwy ldg 10501 TDZE 310 Apt Elev 312

For inoperative MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

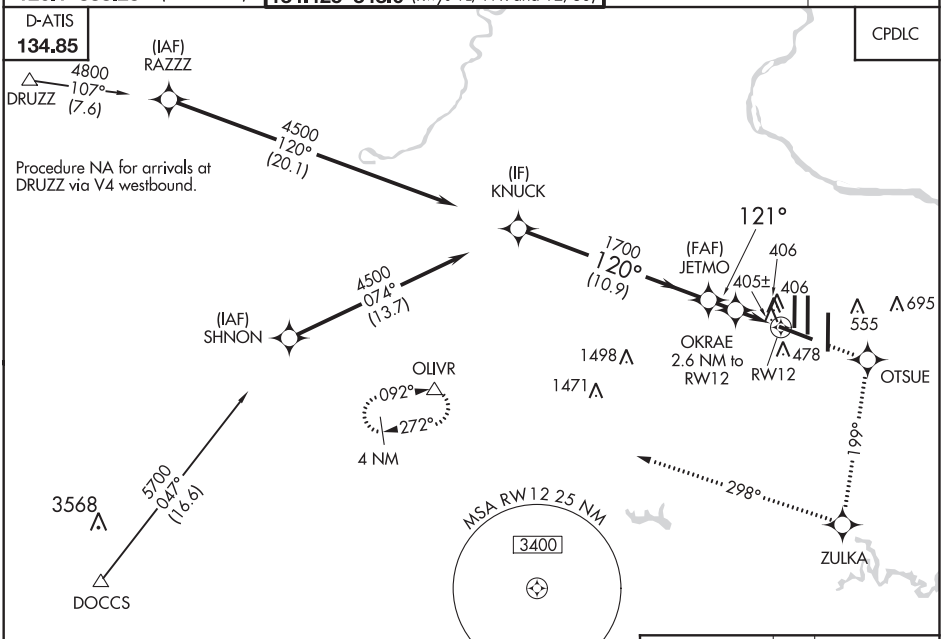
MALSR A5

MISSED APPROACH: Climb to 4000 direct OTSUE and via 199° track to ZULKA and right turn via 298° track to OLIVR and hold.

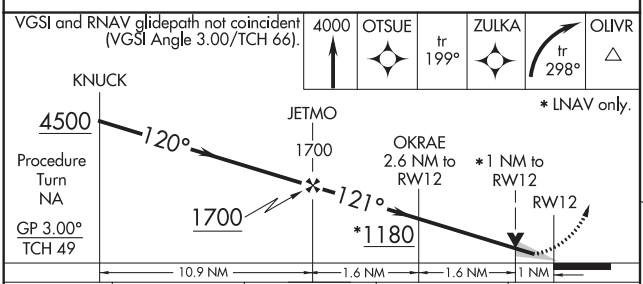
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC

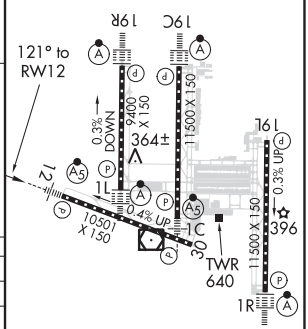


VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).



CATEGORY	A	B	C	D
LPV DA	510/18 200 (200-½)			
LNAV/VNAV DA	737/50 427 (500-1)			
LNAV MDA	680/24 370 (400-½)			680/50 370 (400-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

ELEV 312 D TDZE 310



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC
Amdt 1C 17AUG17 38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)
RNAV (GPS) RWY 12

WAAS CH 86709 W19D	APP CRS 191°	Rwy ldg 9400 TDZE 278 Apt Elev 312

RNAV (GPS) RWY 19R
WASHINGTON DULLES INTL (IAD)

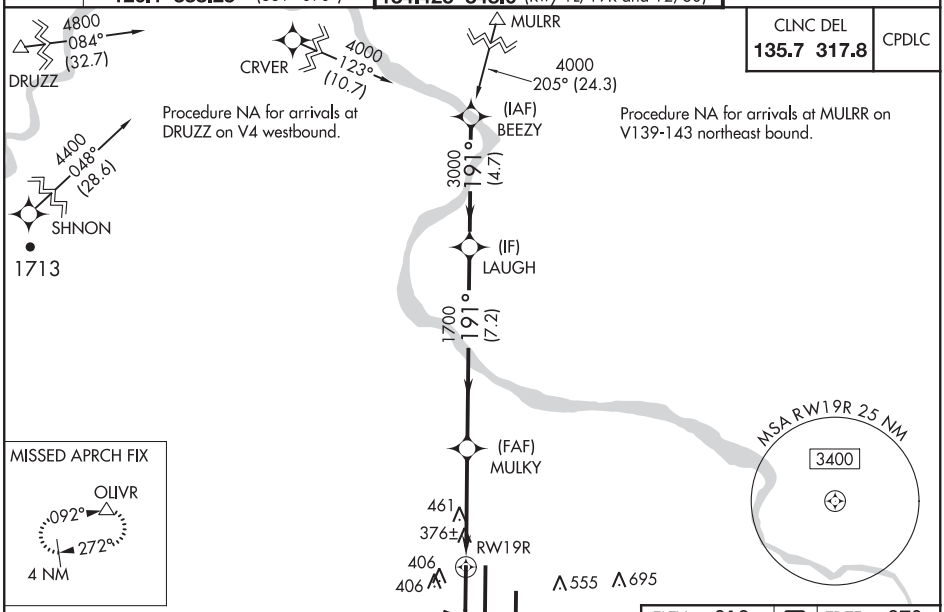
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

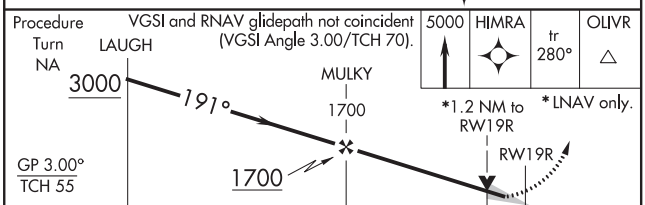
ALSF-2

MISSED APPROACH: Climb to 5000 direct HIMRA and on 280° track to OLIVR and hold, continue climb-in-hold to 5000.

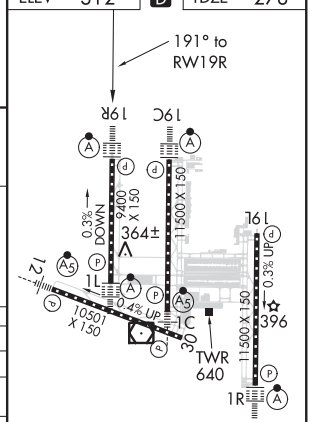
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	





CATEGORY	A	B	C	D
LPV DA	478/18 200 (200-½)			
LNAV/VNAV DA	714/50 436 (500-1)			
LNAV MDA	720/24 442 (500-½)		720/40 442 (500-¾)	720/50 442 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 97509 W01B	APP CRS 011°	Rwy ldg 11500 TDZE 286 Apt Elev 312

RNAV (GPS) Y RWY 1C
WASHINGTON DULLES INTL (IAD)

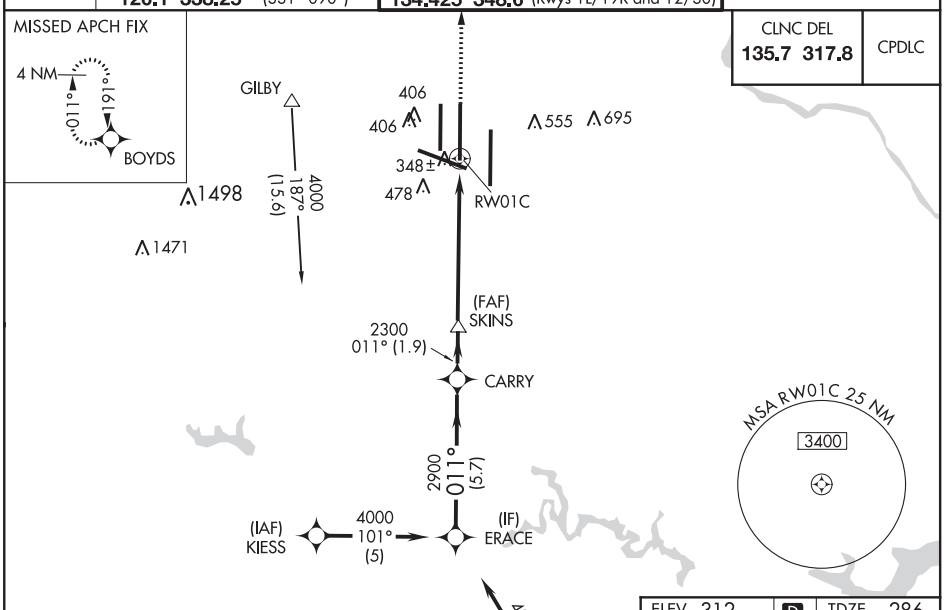
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III), ILS or LOC Rwy 1R, ILS Rwy 1R (Cat II), ILS Rwy 1R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct BOYDS and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

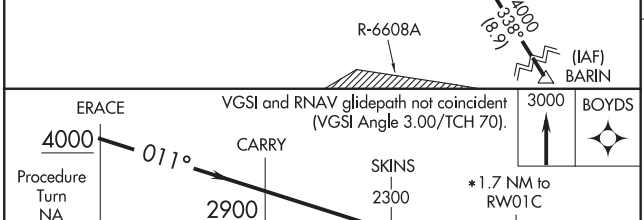
CLNC DEL 135.7 317.8 | CPDLC



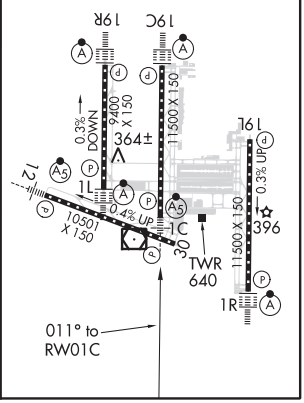
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 312 | D | TDZE 286

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA**	486/24 200 (200-½)			
LNAV/VNAV DA	801/60 515 (600-1¼)			
LNAV MDA	900/24 614 (600-½)		900/60 614 (600-1¼)	900-1½ 614 (600-1½)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)



WAAS CH 56409 W01A	APP CRS 011°	Rwy ldg 11500 TDZE 312 Apt Elev 312

RNAV (GPS) Y RWY 1R
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC/DME Rwy 1L, ILS Rwy 1L (Cat II), ILS Rwy 1L (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

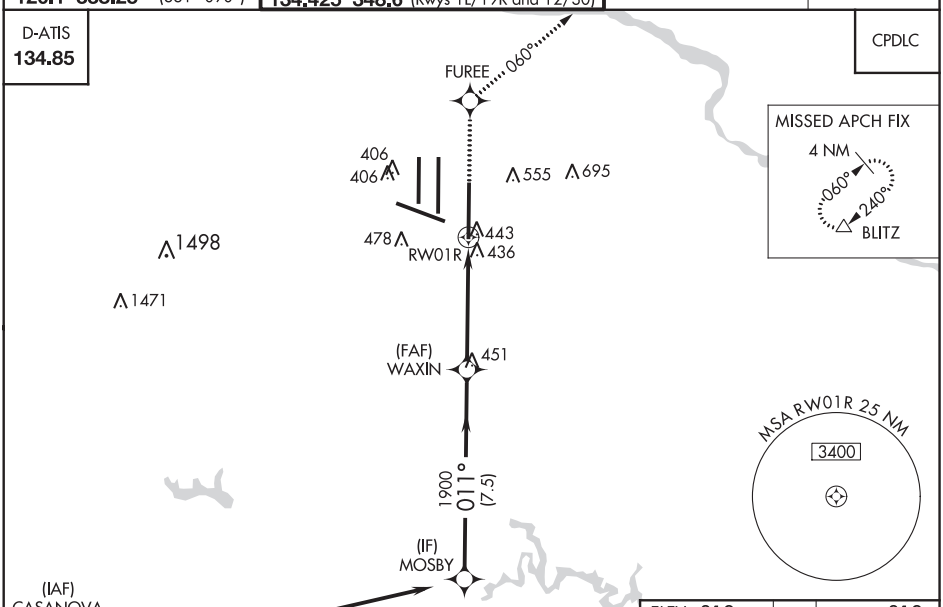
ALSF-2

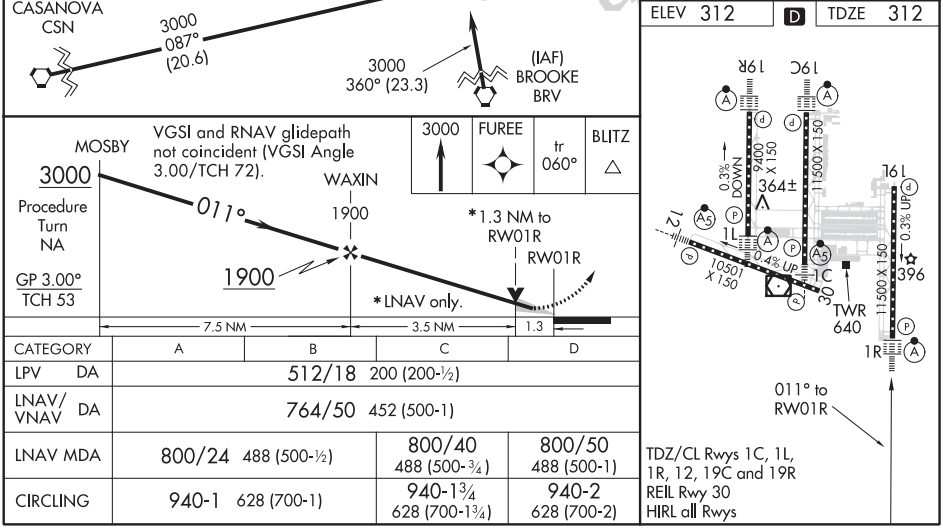
MISSED APPROACH: Climb to 3000 direct FUREE and on 060° track to BLITZ and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC





CATEGORY	A	B	C	D
LPV DA	512/18 200 (200-½)			
LNAV/VNAV DA	764/50 452 (500-1)			
LNAV MDA	800/24 488 (500-½)		800/40 488 (500-¾)	800/50 488 (500-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 40305 W19B	APP CRS 191°	Rwy ldg 11089 TDZE 272 Apt Elev 312

RNAV (GPS) Y RWY 19C
WASHINGTON DULLES INTL (IAD)

For inoperative ALSF-2, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 19L, ILS Rwy 19L (Cat II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

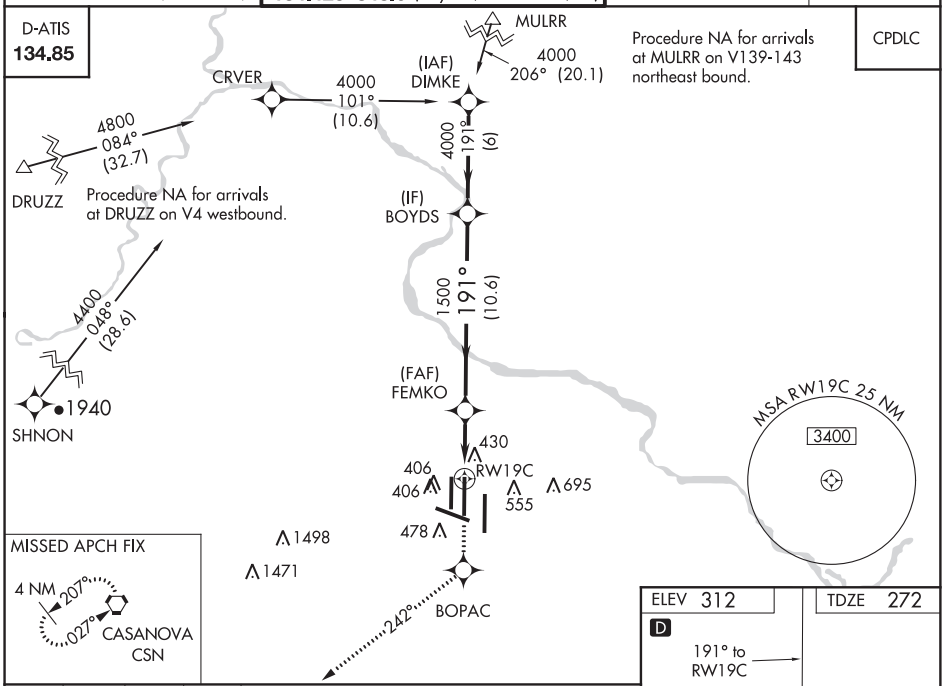
ALSF-2

MISSED APPROACH: Climb to 4000 direct BOPAC and on 242° track to CSN VORTAC and hold.

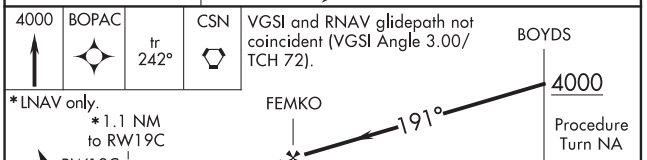
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC

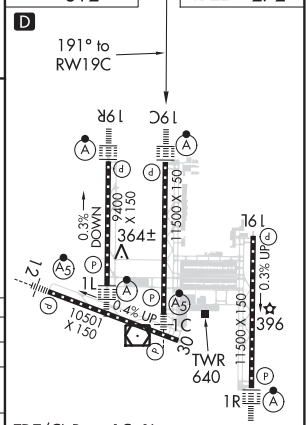


NE-3, 10 SEP 2020 to 05 NOV 2020



CATEGORY	A	B	C	D
LPV DA	472/18 200 (200-½)			
LNAV/VNAV DA	717/50 445 (500-1)			
LNAV MDA	700/24 428 (400-½)		700/40 428 (400-¾)	700/50 428 (400-1)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

ELEV 312 TDZE 272



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

WAAS CH 58105 W19A	APP CRS 191°	Rwy ldg 11500 TDZE 302 Apt Elev 312

RNAV (GPS) Y RWY 19L
WASHINGTON DULLES INTL (IAD)

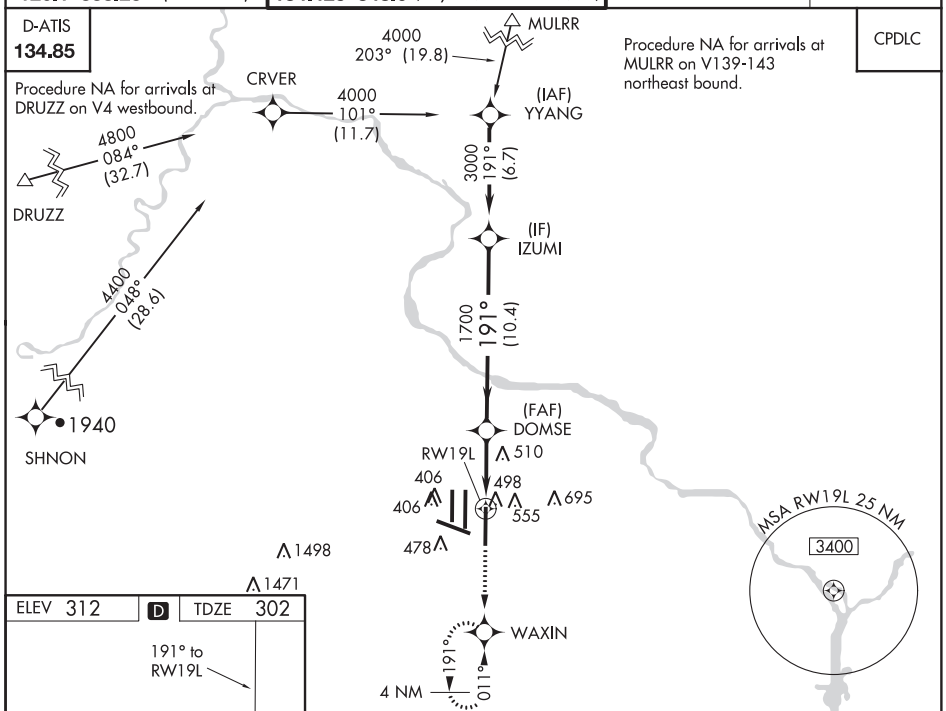
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC/DME Rwy 19R, ILS Rwy 19R (Cat II), ILS Rwy 19R (Cat III). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. **RVR 1800 authorized with use of FD or AP or HUD to DA.

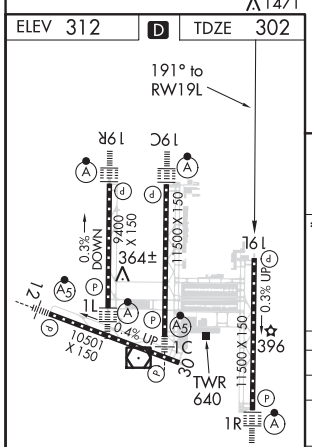
MISSED APPROACH: Climb to 2000 direct WAXIN and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

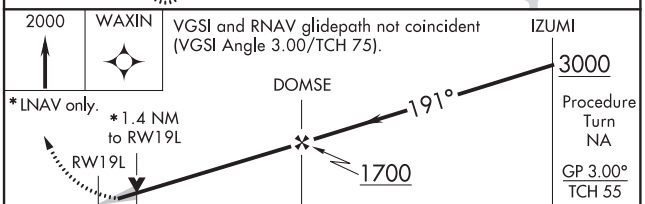
D-ATIS 134.85

CPDLC





TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA**	502/24 200 (200-½)			
LNAV/VNAV DA	829/60 527 (600-1¼)			
LNAV MDA	820/24 518 (600-½)		820/50 518 (600-1)	820/60 518 (600-1¼)
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	940-2 628 (700-2)

NE-3, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, DC | AL-5100 (FAA) | 20254

VOR/DME RWY 12
WASHINGTON DULLES INTL (IAD)

VOR/DME AML	APP CRS	Rwy ldg	10501
113.5	120°	TDZE	310
Chan 82		Apt Elev	313

MALSR

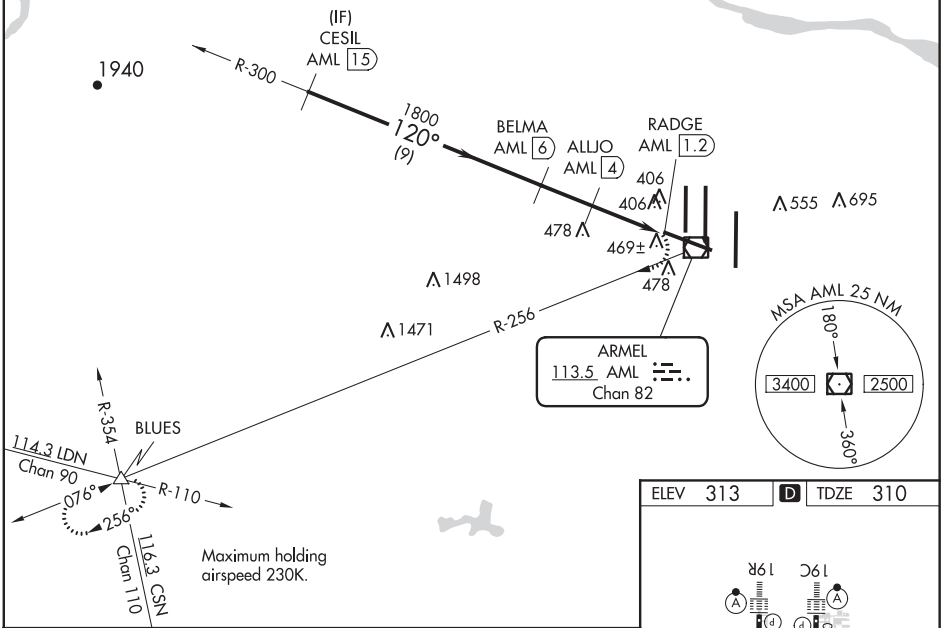
MISSED APPROACH: Climbing right turn to 4000 on AML VOR/DME R-256 to BLUES INT and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

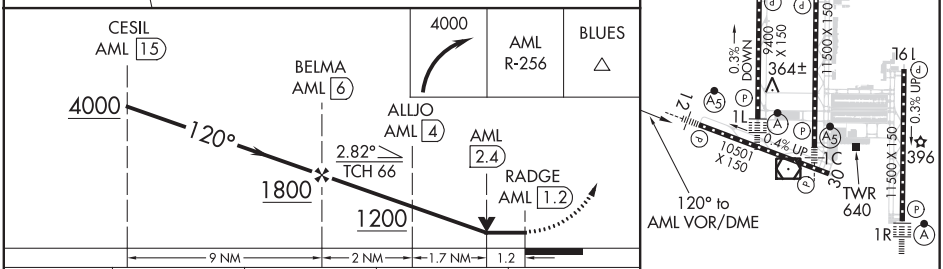
D-ATIS 134.85

RADAR REQUIRED

CPDLC



ELEV 313 | D | TDZE 310



CATEGORY	A	B	C	D
S-12	740/24 430 (500-½)		740/40 430 (500-¾)	
CIRCLING	940-1 627 (700-1)		940-1¾ 627 (700-1¾)	940-2 627 (700-2)

TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

D-ATIS
134.85
DULLES TOWER
120.1 317.8 (RWY 01R-19L)
120.25 348.6 (RWY 01C-19C)
134.425 348.6
(RWYS 01L-19R, 12-30)
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
CLNC DEL
135.7 317.8
MIDFIELD RAMP CON
129.55
CPDLC

D

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Runway Status Lights in operation.

FIELD ELEV 313

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

VAR 10.5° W

ELEV 277 19R 191.1° 9400 X 150 0.3% DOWN 011.1° 19L ELEV 296

ELEV 269 01C 191.2° 11500 X 150 011.2° 19C ELEV 286

ELEV 293 16L 191.2° 0.3% UP 11500 X 150 011.2° 1R ELEV 312

ELEV 310 12 121.1° 10501 X 150 0.4% UP 301.1° 30 ELEV 288

CARGO RAMP

GENERAL AVIATION TERMINAL AND RAMP U.S. CUSTOMS

CARGO RAMP

SEE INSET

APRON W

TWR 640

HOLD BLOCK

38°58′N
38°57′N
38°56′N
38°55′N
77°29′W
77°28′W
77°27′W

RAMP TOWER
MIDFIELD TERMINAL RAMP
MIDFIELD TERMINAL RAMP
R RAMP
R RAMP
R RAMP
TWR 640

RWYS 01C-19C, 01L-19R, 01R-19L, 12-30
PCN 81 R/C/W/T
S-200, D-250, 2D-450, 2D/2D2-875

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 10 SEP 2020 to 05 NOV 2020

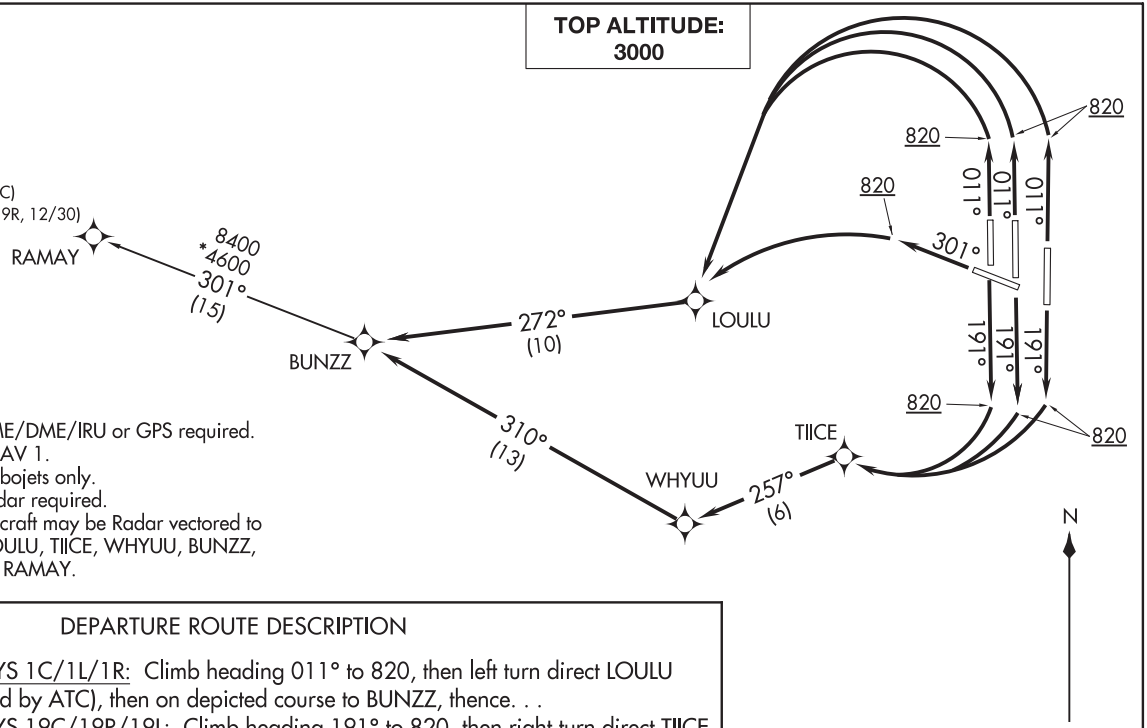
BUNZZ THREE DEPARTURE (RNAV)

(BUNZZ3.BUNZZ) 25JUN15

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

D-ATIS 134.85
CLNC DEL 135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65

TOP ALTITUDE: 3000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Radar required.
NOTE: Aircraft may be Radar vectored to LOULU, TIICE, WHYUU, BUNZZ, or RAMAY.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1C/1L/1R: Climb heading 011° to 820, then left turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
TAKEOFF RUNWAYS 19C/19R/19L: Climb heading 191° to 820, then right turn direct TIICE (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then left turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
. . . Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

RAMAY TRANSITION (BUNZZ3.RAMAY)

TAKEOFF MINIMUMS:
Rwy 12: NA-ATC.
Rwy 1C, 1L, 1R, 19C, 19L, 19R, 30: Standard with minimum climb of 500′ per NM to 820.

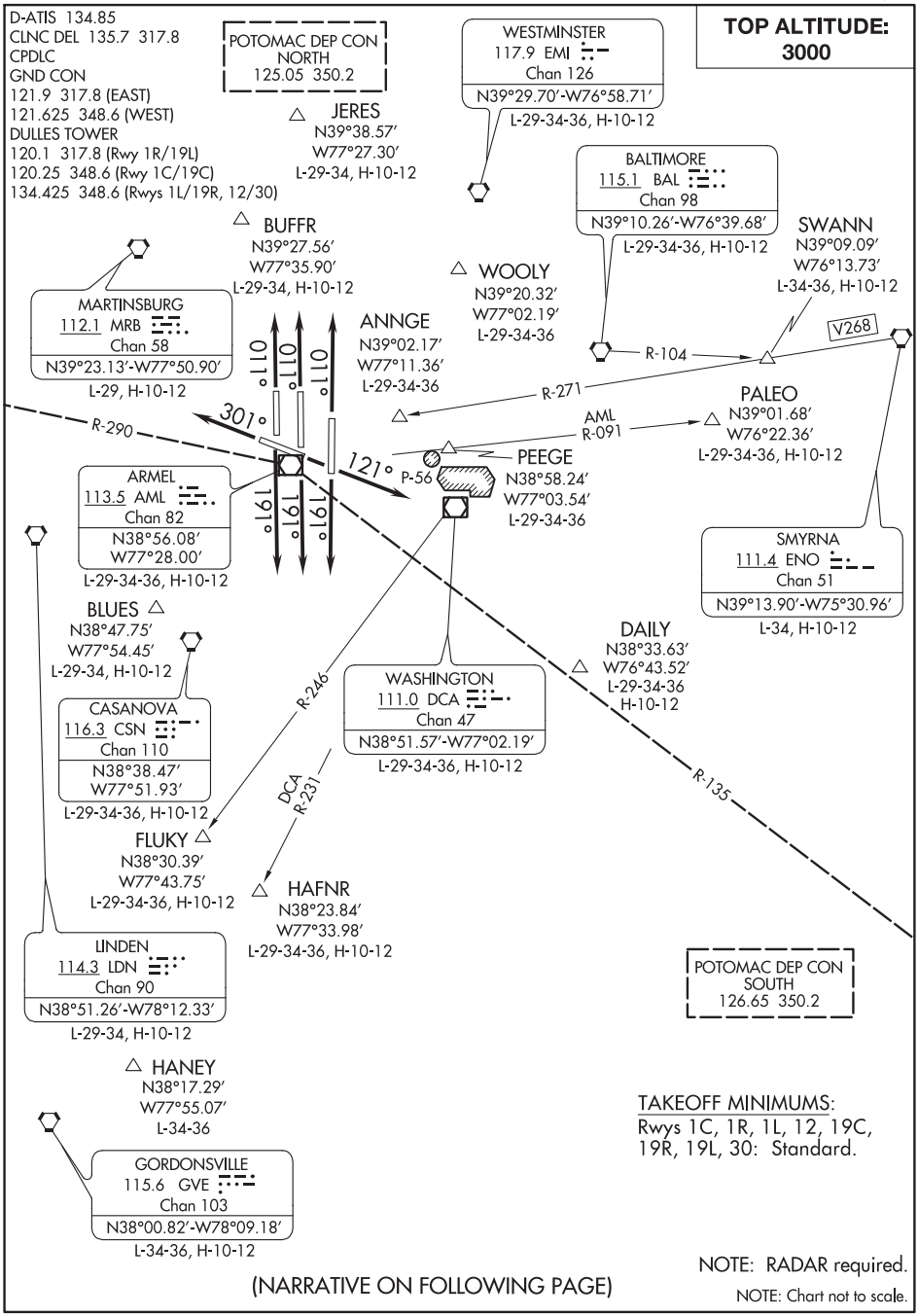
NOTE: Chart not to scale.

(BUNZZ3.BUNZZ) 18032
BUNZZ THREE DEPARTURE (RNAV)
WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

NE-3, 10 SEP 2020 to 05 NOV 2020

CAPITAL ONE DEPARTURE

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



(NARRATIVE ON FOLLOWING PAGE)

NE-3, 10 SEP 2020 to 05 NOV 2020

CAPITAL ONE DEPARTURE
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAY 12: Climb heading 121° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAY 30: Climb heading 301° or as assigned by ATC, Thence. . . .

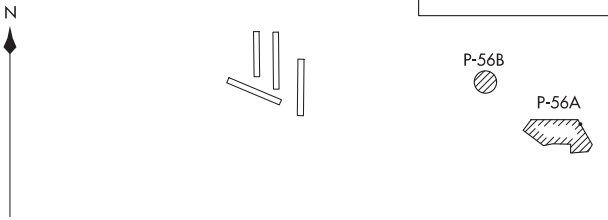
. . . .Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first Navaid/Fix/Route is located, or as assigned.

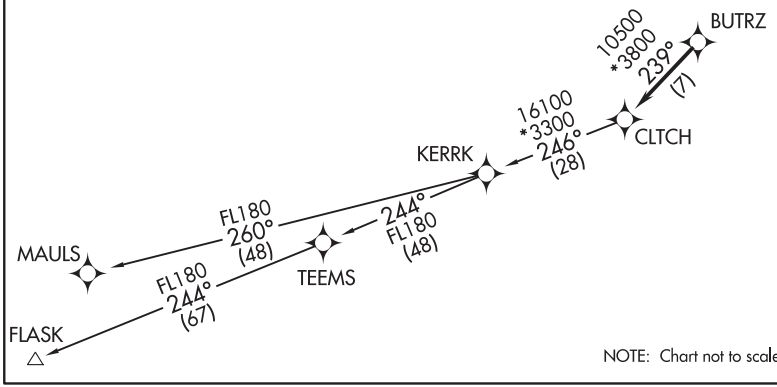
TOP ALTITUDE: 3000

D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L, 1C, 1R, 19C, 19L, 19R, 30:
Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH2.FLASK)
MAULS TRANSITION (CLTCH2.MAULS)

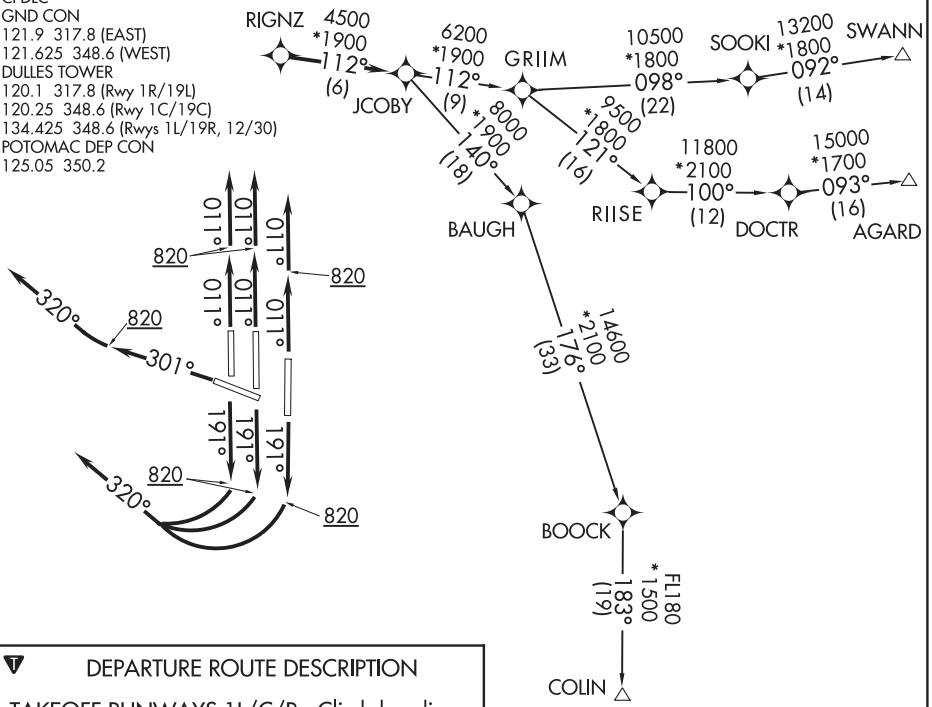
(JCOBY3.JCOBY) 18032 AL-5100 (FAA)

JCOBY THREE DEPARTURE (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

D-ATIS 134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/C/R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to RIGNZ, thence....

TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then turn right heading 320° or as assigned by ATC, expect RADAR vectors to RIGNZ, thence....

TAKEOFF RUNWAY 30: Climb heading 301° to 820, then turn right heading 320° or as assigned by ATC, expect RADAR vectors to RIGNZ, thence....

....on track 112° to JCOBY. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (JCOBY3.AGARD):
COLIN TRANSITION (JCOBY3.COLIN):
SWANN TRANSITION (JCOBY3.SWANN):

TAKEOFF MINIMUMS
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500' per NM to 820.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.
NOTE: COLIN Transition - Part 121 aircraft only.
NOTE: SWANN/AGARD Transitions - Part 121 and Part 129 aircraft only.

NOTE: Chart not to scale.

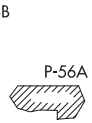
NE-3, 10 SEP 2020 to 05 NOV 2020

JCOBY THREE DEPARTURE (RNAV)
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)
(JCOBY3.JCOBY) 31MAR16

JDUBB THREE DEPARTURE (RNAV)

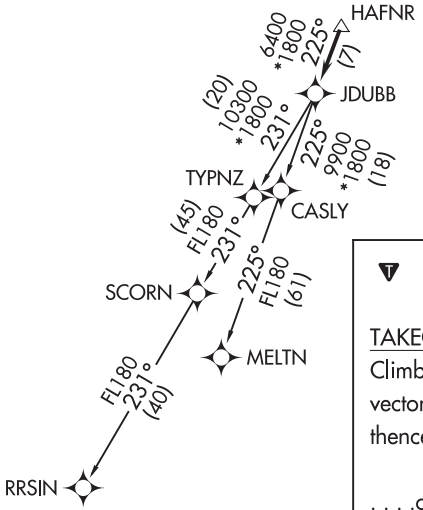
TOP ALTITUDE: 3000

D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2



TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L, 1C, 1R, 19C, 19L, 19R, 30:
Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB3.MELTN)
RRSIN TRANSITION (JDUBB3.RRSIN)

(JERES2.JERES) 18032 AL-5100 (FAA)

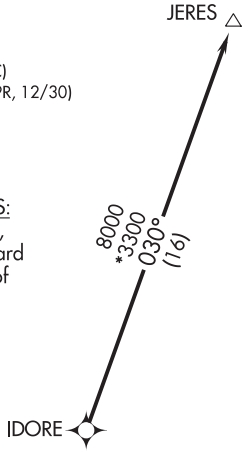
JERES TWO DEPARTURE (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

D-ATIS 134.85
CLNC DEL 135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000

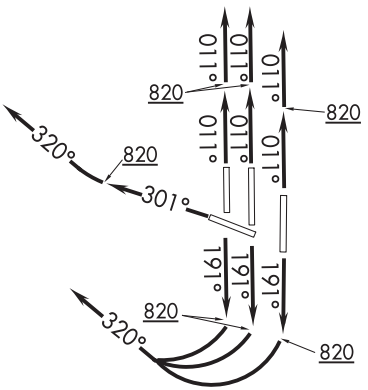
TAKEOFF MINIMUMS:
Rwys 1C, 1L, 1R, 19L, 19C, 19R, 30: Standard with minimum climb of 500′ per NM to 820.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1C/1L/1R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to IDORE, thence....
TAKEOFF RUNWAY 19L/19C/19R: Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....

.... on track 030° to JERES, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

NOTE: Chart not to scale.

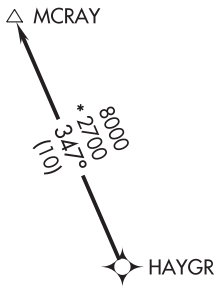
NE-3, 10 SEP 2020 to 05 NOV 2020

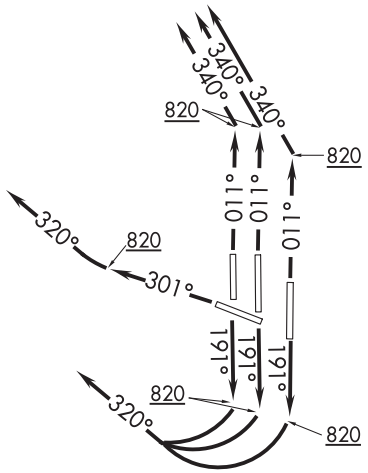
JERES TWO DEPARTURE (RNAV)
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)
(JERES2.JERES) 15OCT15

MCRAY TWO DEPARTURE (RNAV)

TOP ALTITUDE: 3000

D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2





NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/C/R: Climb heading 011° to 820, then on heading 340° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

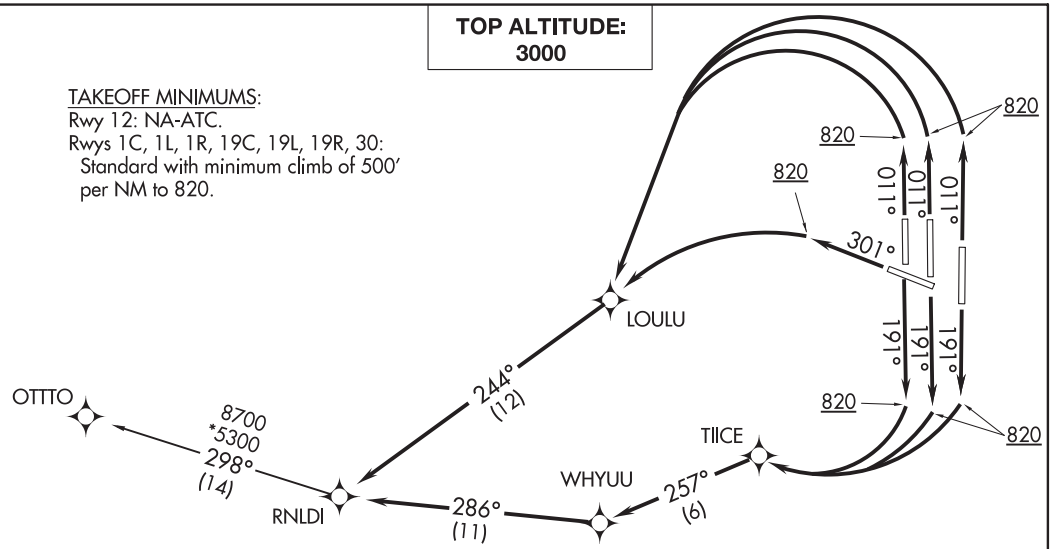
. . . . on track 347° to MCRAY, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

NE-3, 10 SEP 2020 to 05 NOV 2020

D-ATIS 134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS:
Rwy 12: NA-ATC.
Rwys 1C, 1L, 1R, 19C, 19L, 19R, 30:
Standard with minimum climb of 500′ per NM to 820.



NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Aircraft may be Radar vectored to LOULU, TIICE, WHYUU, RNLDI or OTTTO.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1C/1L/1R: Climb heading 011° to 820, then climbing left turn direct LOULU (or assigned ATC heading), then on track 244° to RNLDI, thence...
TAKEOFF RWYS 19C/19R/19L: Climb heading 191° to 820, then climbing right turn direct TIICE (or assigned ATC heading), then on depicted route to RNLDI, thence...
TAKEOFF RWY 30: Climb heading 301° to 820, then climbing left turn direct LOULU (or assigned ATC heading), then on track 244° to RNLDI, thence...
... maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (RNLDI4.OTTTO):

(SCRAM5.SCRAM) 20086

SCRAM FIVE DEPARTURE (RNAV)

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2

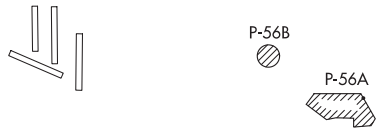
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L, 1C, 1R, 19L, 19C, 19R, 30: Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .

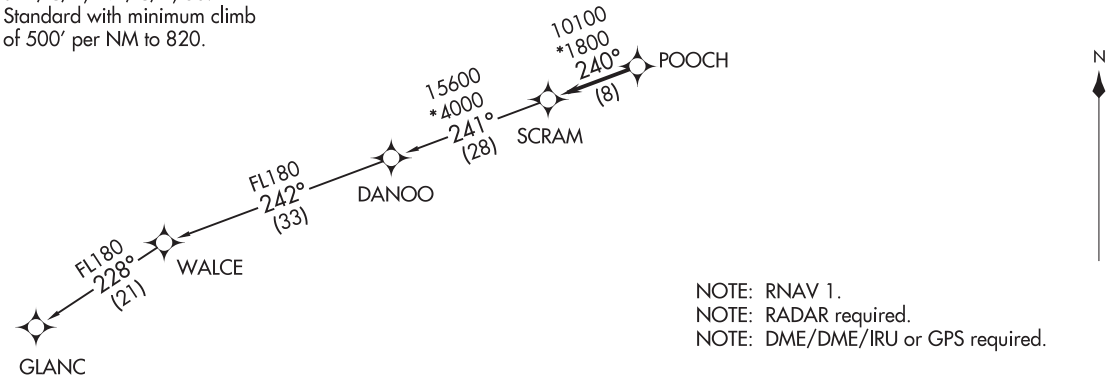
. . . .on GLANC transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM5.GLANC):

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.

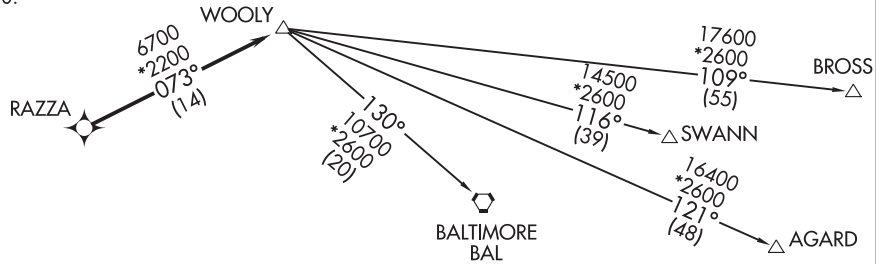
SCRAM FIVE DEPARTURE (RNAV)
(SCRAM5.SCRAM) 26MAR20

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

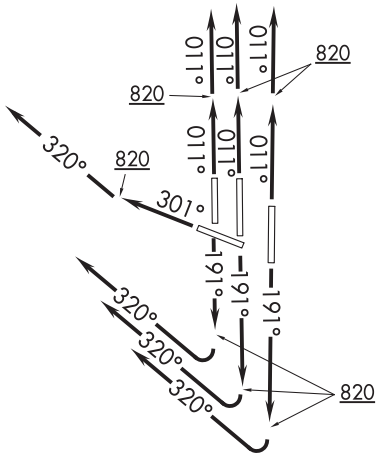
TOP ALTITUDE: 3000

D-ATIS 134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/C/R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .
TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then on heading 320°or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .

. . . . on track 073° to WOOLY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (WOOLY1.AGARD)
BALTIMORE TRANSITION (WOOLY1.BAL)
BROSS TRANSITION (WOOLY1.BROSS)
SWANN TRANSITION (WOOLY1.SWANN)

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	2004
061°	TDZE	1436
	Apt Elev	1436

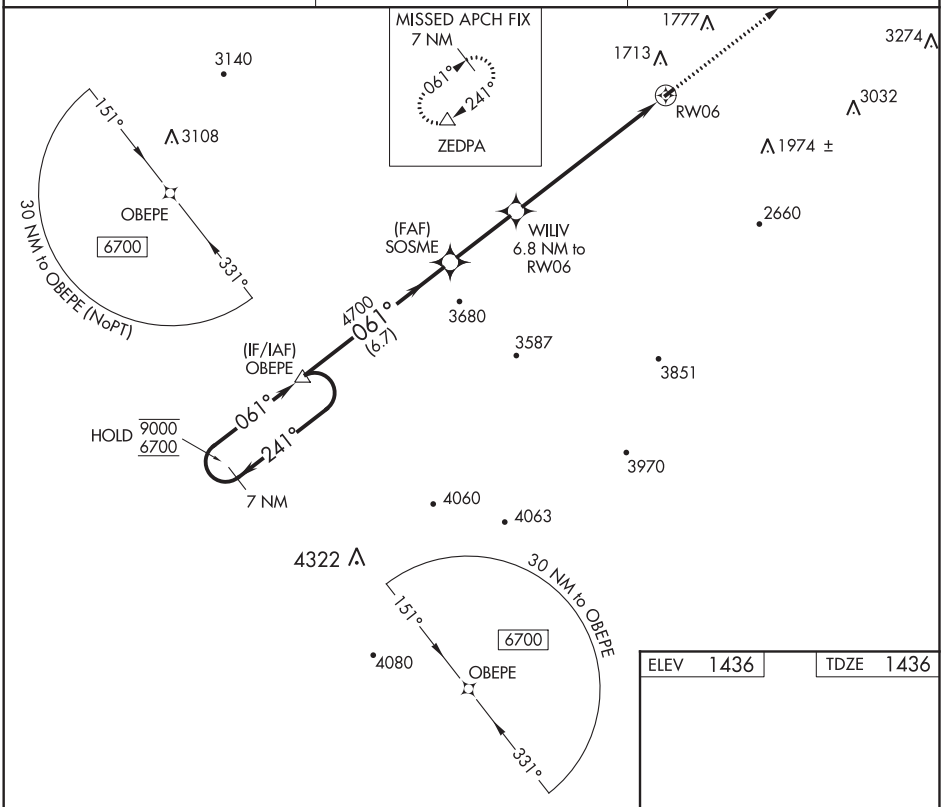
RNAV (GPS) RWY 6
EAGLE'S NEST (W13)

RNP APCH.

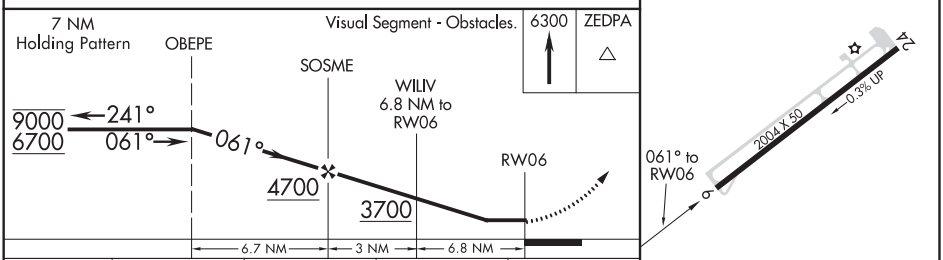
NA Rwy 6 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 6300 direct ZEDPA and hold, continue climb-in-hold to 6300.

AWOS-3PT	POTOMAC APP CON	UNICOM
118.625	132.85 323.125	123.05 (CTAF) L



ELEV 1436	TDZE 1436



CATEGORY	A	B	C	D
LNAV MDA	2440-3	1004 (1100-3)	NA	
C CIRCLING	2440-3	1004 (1100-3)	NA	

MIRL Rwy 6-24 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAYNESBORO, VIRGINIA | AL-10584 (FAA) | 20254

RNAV (GPS) RWY 24
EAGLE'S NEST (W13)

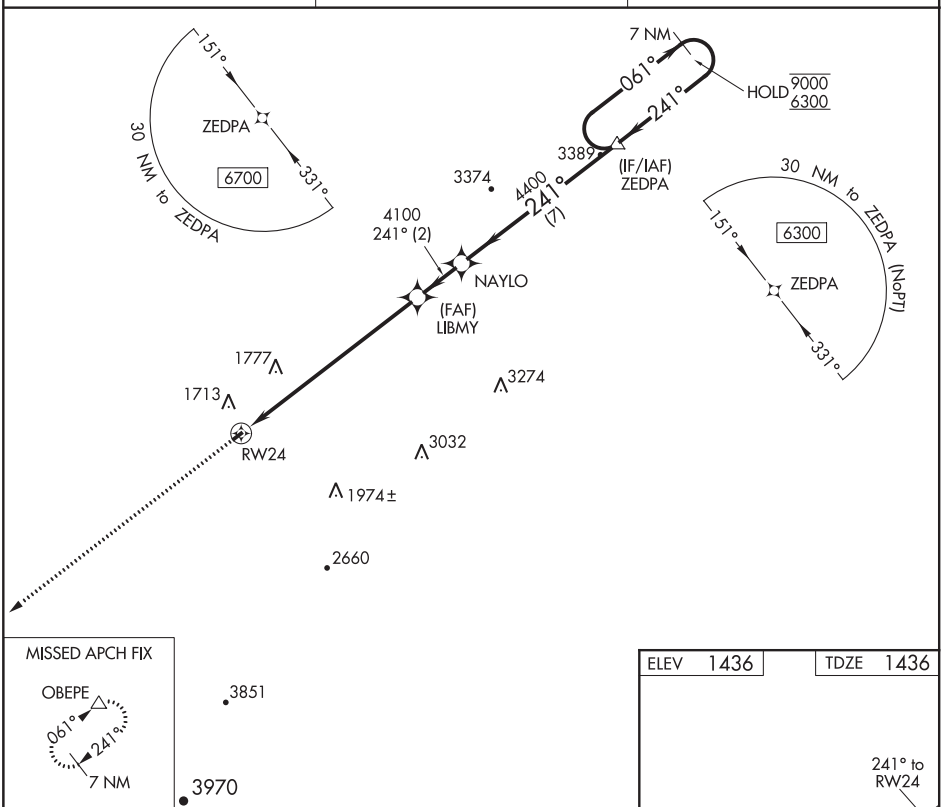
APP CRS	Rwy ldg	2004
241°	TDZE	1436
	Apt Elev	1436

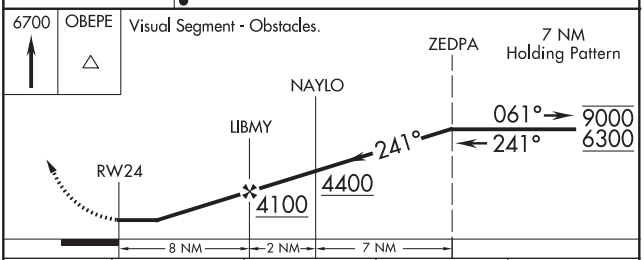
RNP APCH.

T A NA Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6700 direct OBEPE and hold, continue climb-in-hold to 6700.

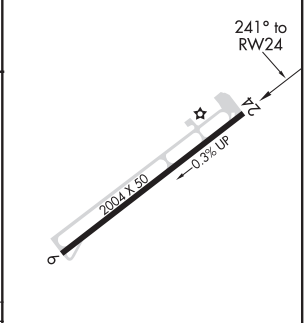
AWOS-3PT	POTOMAC APP CON	UNICOM
118.625	132.85 323.125	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2640-3	1204 (1300-3)	NA	
C CIRCLING	2640-3	1204 (1300-3)	NA	

ELEV 1436 | TDZE 1436



MIRL Rwy 6-24 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

EDGEWOOD, MARYLAND

COPTER RNAV (GPS) 185

AL-11589 (USA)

WEIDE AHP (ABERDEEN PROVING GROUND) (KEDG)

APCH CRS	Rwy ldg	1704
185°	TDZE	N/A
	Arpt Elev	21

A NA

MISSED APPROACH: Climbing left turn to 2500 direct JIRET and hold.

AWOS-AV	POTOMAC APP CON/DEP CON
126.2 (CTAF)	**125.525 291.625**

RNP APCH

Use Phillips AAF altimeter setting.

4 NM

185°

005°

394

375

(IAF/IF) JIRET

743

545

2500 185° (3)

Limit all segments to 90 KIAS.

(FAF) ZATOL

Proceed VFR from XUHSO or conduct the specified missed approach.

R4001A(B)

XUHSO

Fly Visual 185° 0.7 NM

MSA XUHSO 25 NM

2600

2500

JIRET

JIRET

ZATOL

2500

185°

2500

Fly Visual 185° 0.7 NM

XUHSO

3 NM

0.6

ELEV 21

185° to XUHSO

6 L

1704 x 85

0.4% UP

1

HIRL all Rwys

CATEGORY	COPTER		
LNAV MDA	640-¾	619	(700-¾)

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

19227

WEIDE AHP (ABERDEEN PROVING GROUND) (KEDG)

JIRET ONE DEPARTURE (RNAV)

EDGEWOOD, MARYLAND

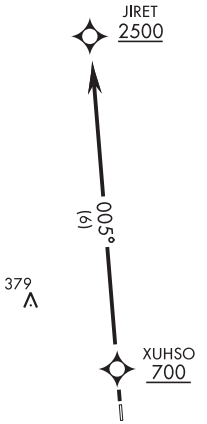
POTOMAC APP CON/DEP CON
125.525 291.625
AWOS-AV
126.2 (CTAF)

SL-11589 [USA]

TOP ALTITUDE: ASSIGNED BY ATC

RNAV 1

Use Phillips AAF altimeter setting.



GPS REQUIRED

DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: VFR climb to XUHSO, cross XUHSO at or above 700.

IFR SEGMENT: From XUHSO climb on track 005° to cross JIRET at or above 2500.

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	N/A
277°	TDZE	N/A
	Apt Elev	20

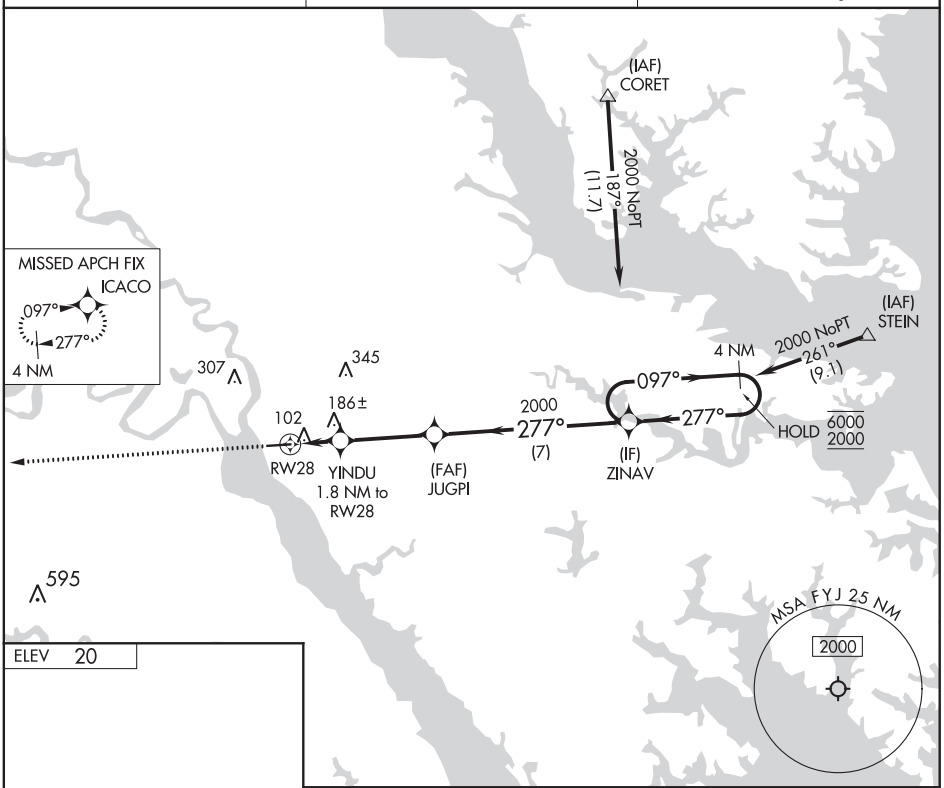
RNAV (GPS)-B

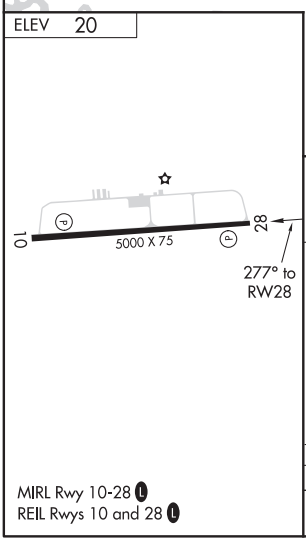
MIDDLE PENINSULA RGNL (FYJ)

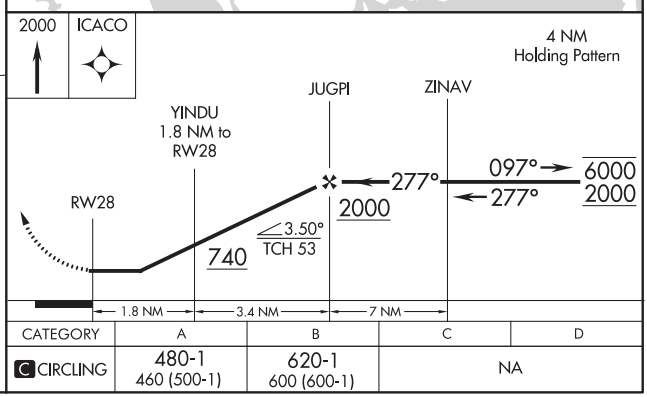
RNP APCH.

MISSED APPROACH: Climb to 2000 direct ICACO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

WEST POINT, VIRGINIA
Orig 10OCT19
37°31′N-76°46′W
539
MIDDLE PENINSULA RGNL (FYJ)
RNAV (GPS)-B

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WEST POINT, VIRGINIA | AL-5160 (FAA) | 20086

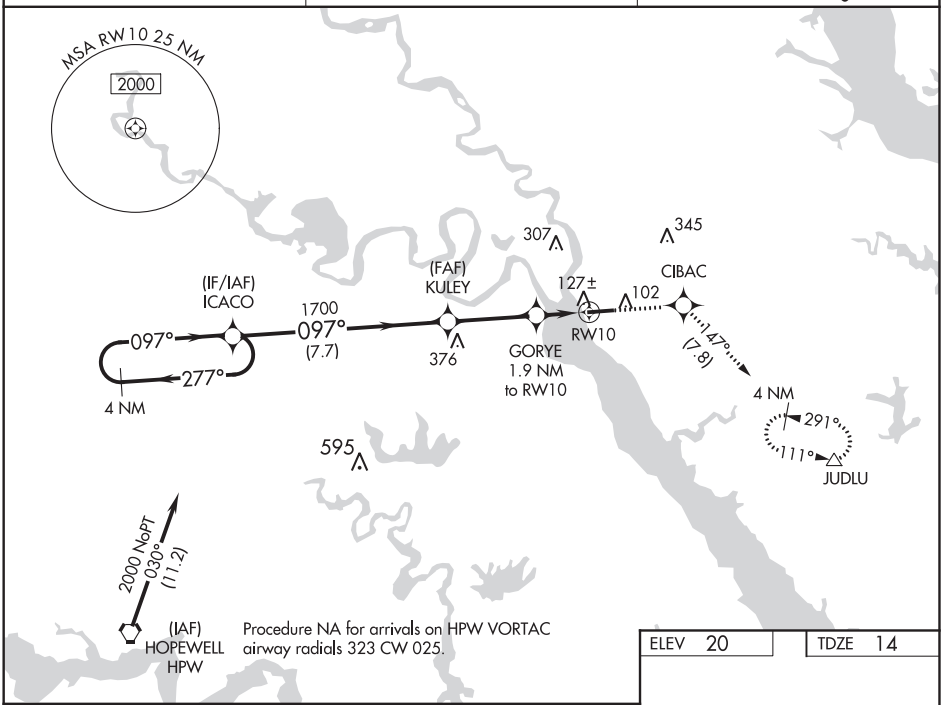
RNAV (GPS) RWY 10
MIDDLE PENINSULA RGNL (FYJ)

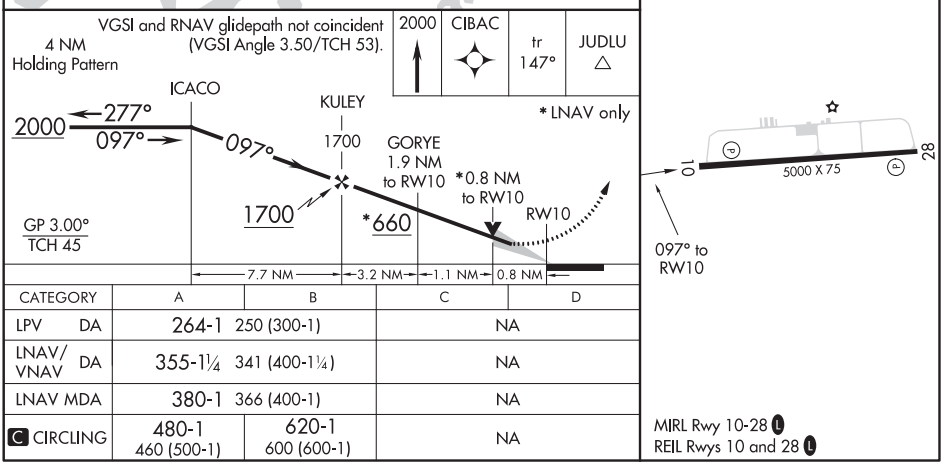
WAAS Ch 40317 W10A	APP CRS 097°	Rwy ldg 5000 TDZE 14 Apt Elev 20

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Newport News altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newport News altimeter setting: increase LPV DA to 329 feet; increase LNAV/VNAV DA to 420 feet and Cats A/B visibility ¼ SM; increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct CIBAC and on track 147° to JUDLU and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	264-1 250 (300-1)		NA	
LNAV/VNAV DA	355-1¼ 341 (400-1¼)		NA	
LNAV MDA	380-1 366 (400-1)		NA	
C CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

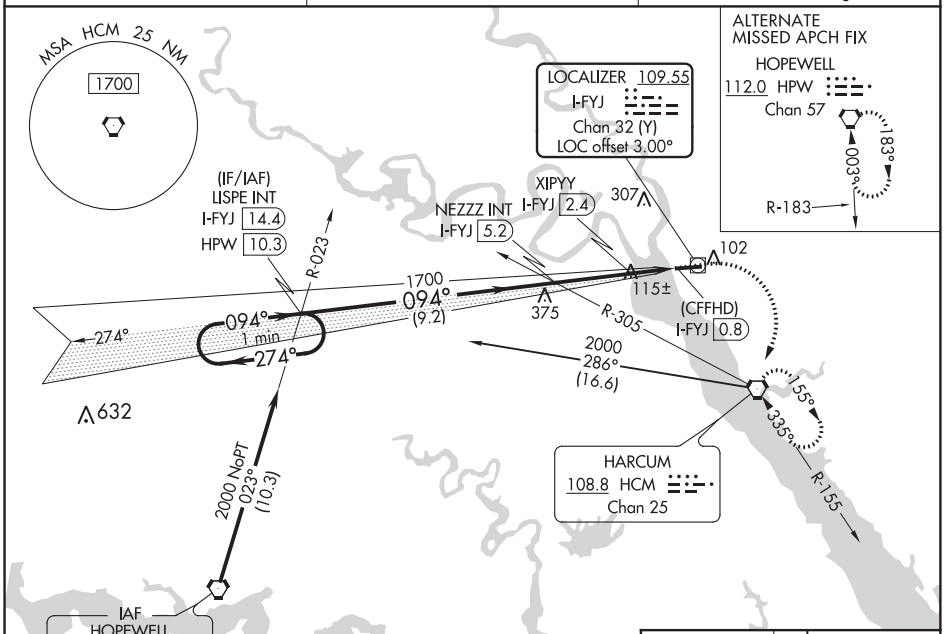
LOC/DME I-FYJ	APP CRS	Rwy ldg	5000
109.55	094°	TDZE	14
Chan 32 (Y)		Apt Elev	20

LOC RWY 10
MIDDLE PENINSULA RGNL (FYJ)

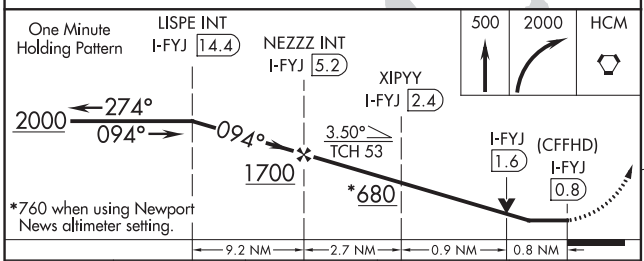
When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet and increase S-10 Cat B and Circling Cat B visibility ¼ SM. VDP NA when using Newport News altimeter setting.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct HCM VORTAC and hold, continue climb-in-hold to 2000.

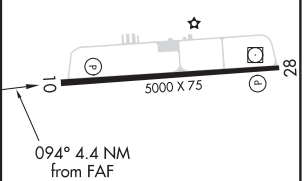
AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L



Procedure NA for arrivals on HPW VORTAC airway radials 323 CW 025.



ELEV 20	TDZE 14



MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

CATEGORY	A	B	C	D
S-10	680-1	666 (700-1)	NA	
C CIRCLING	680-1	660 (700-1)	NA	
XIPYY FIX MINIMUMS				
S-10	380-1	366 (400-1)	NA	
C CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WEST POINT, VIRGINIA | AL-5160 (FAA) | 20254

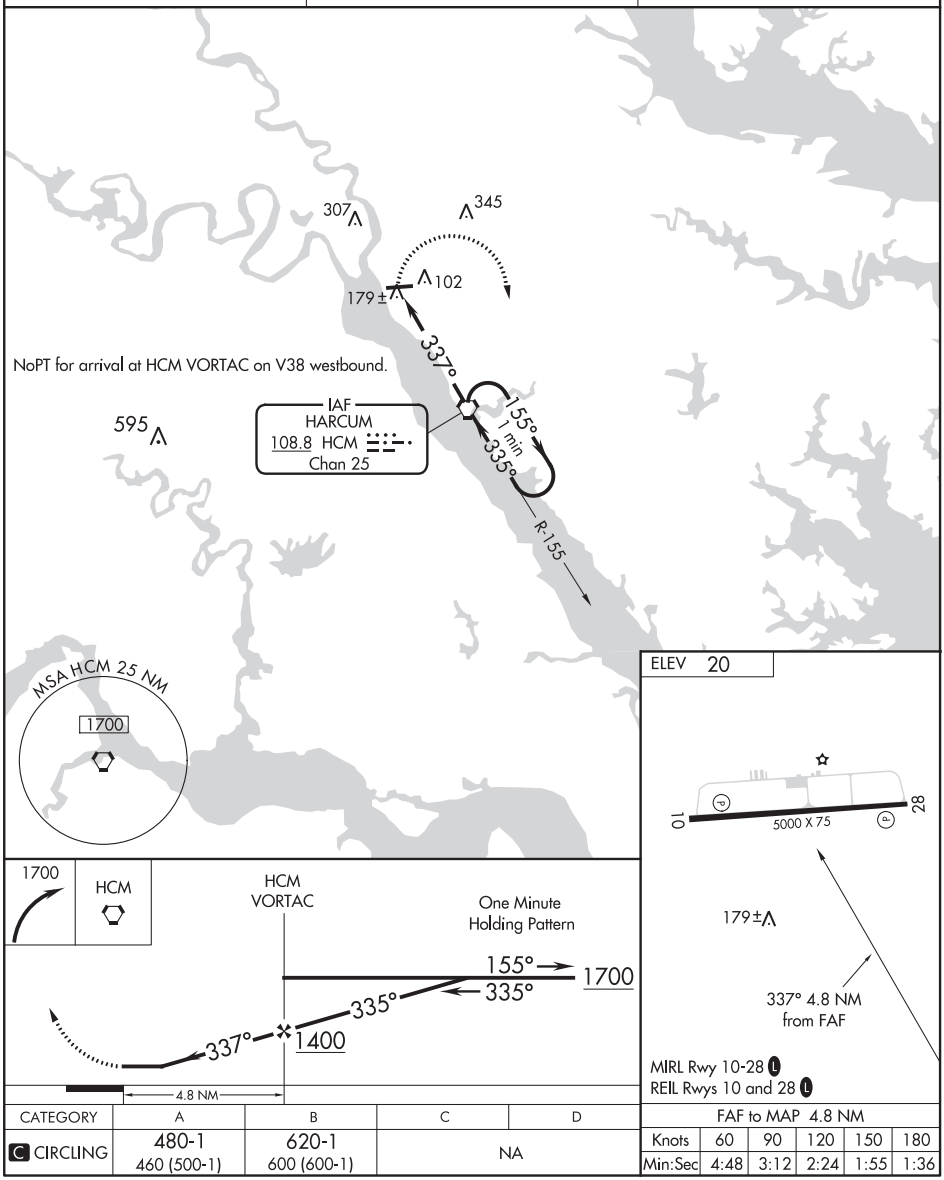
VOR-A
MIDDLE PENINSULA RGNL (FYJ)

VORTAC HCM	APP CRS	Rwy ldg	N/A
108.8	337°	TDZE	N/A
Chan 25		Apt Elev	20

When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WAAS CH 65607 W16A	APP CRS 159°	Rwy ldg 5100 TDZE 789 Apt Elev 789

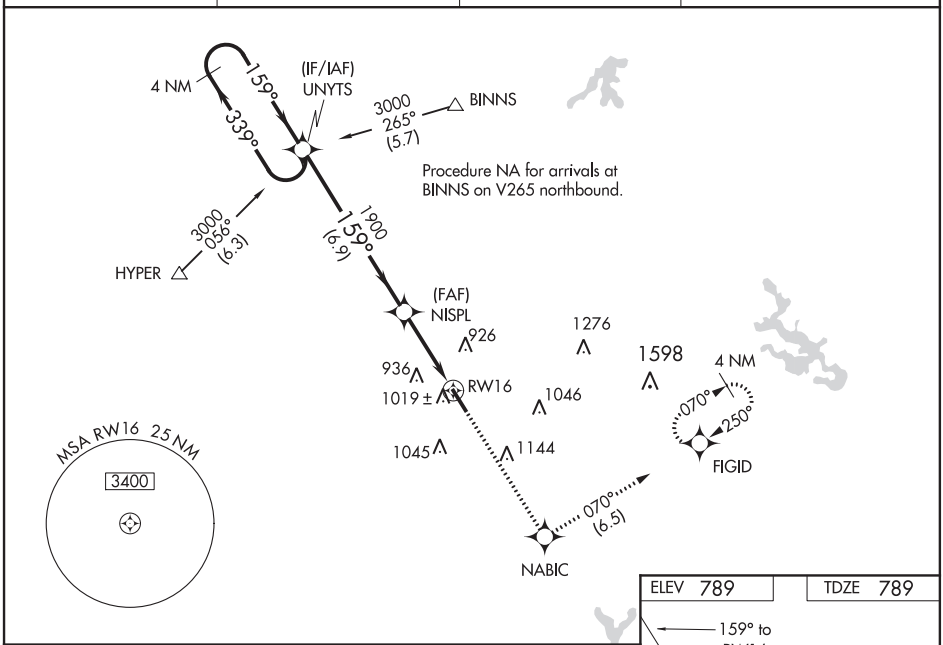
RNAV (GPS) RWY 16

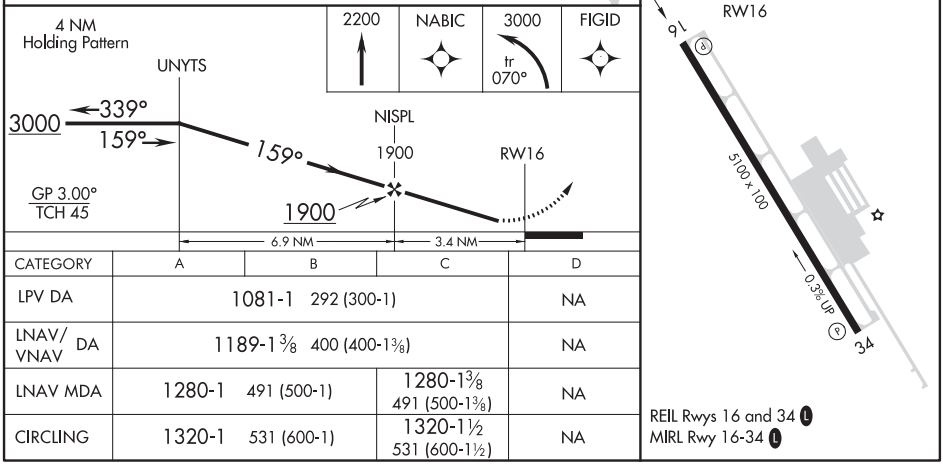
CARROLL COUNTY RGNL/JACK B POAGE FIELD (DMW)

Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Frederick altimeter setting and increase all DA 116 feet and all MDA 120 feet; increase LPV all Cats and LNAV Cat C visibility ⅜ mile, and LNAV/VNAV all Cats visibility to 1¾ mile and Circling Cat C visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct NABIC then climbing left turn to 3000 on track 070° to FIGID and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1081-1 292 (300-1)			NA
LNAV/VNAV DA	1189-1⅜ 400 (400-1⅜)			NA
LNAV MDA	1280-1 491 (500-1)		1280-1⅜ 491 (500-1⅜)	NA
CIRCLING	1320-1 531 (600-1)		1320-1½ 531 (600-1½)	NA

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WESTMINSTER, MARYLAND

AL-5533 (FAA)

19115

RNAV (GPS) RWY 34

CARROLL COUNTY RGNL/JACK B POAGE FIELD (DMW)

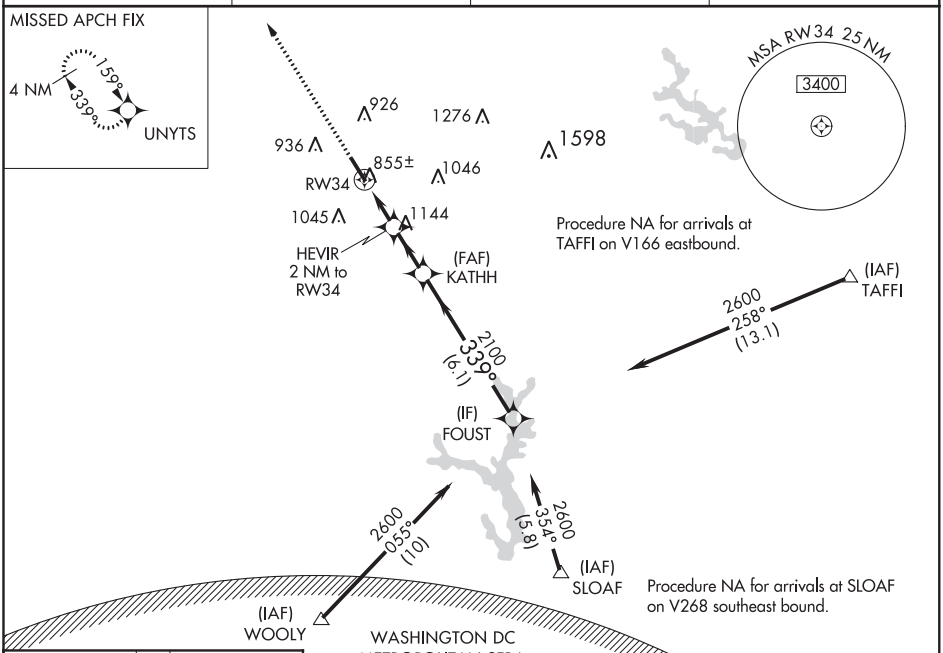
WAAS CH 82117 W34A	APP CRS 339°	Rwy ldg 5100 TDZE 788 Apt Elev 789

RNP APCH.

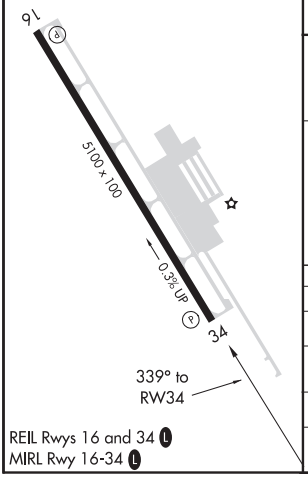
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct UNYTS and hold

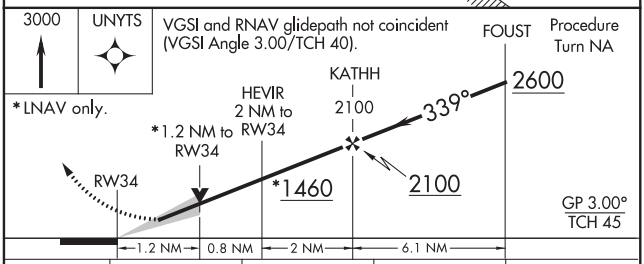
AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L



ELEV 789 | TDZE 788



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	988-1 200 (200-1)			NA
LNAV/VNAV DA	1105-1¼ 317 (400-1¼)			NA
LNAV MDA	1180-1 392 (400-1)			NA
CIRCLING	1320-1 531 (600-1)			NA

VORTAC EMI 117.9 Chan 126	APP CRS 358°	Rwy ldg 5100 TDZE 788 Apt Elev 789

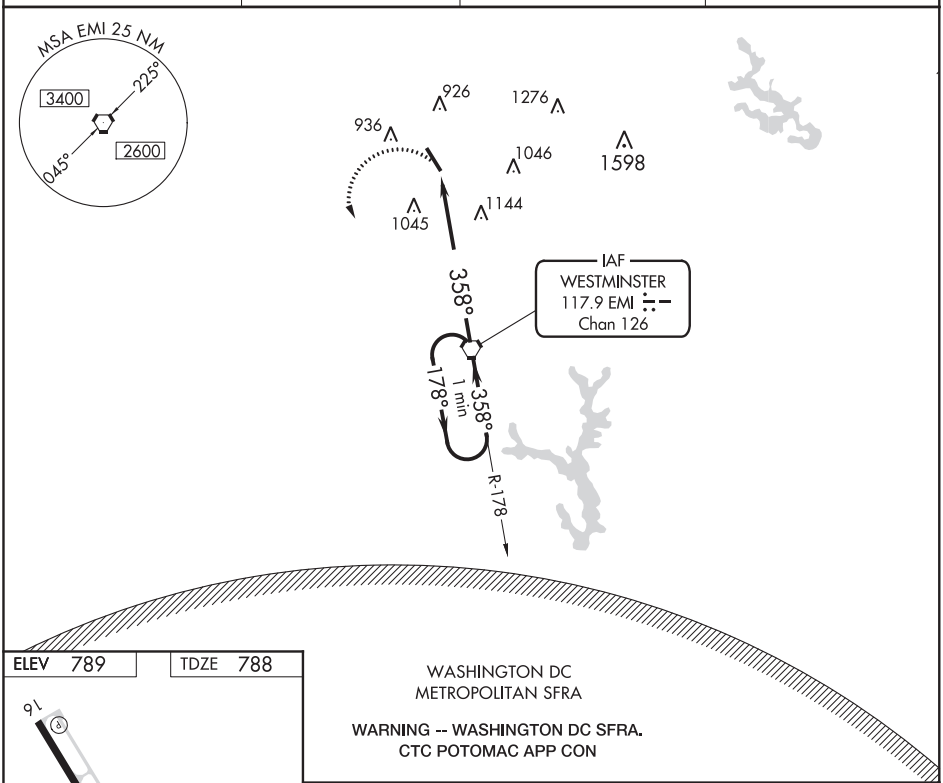
VOR RWY 34

CARROLL COUNTY RGNL/JACK B POAGE FIELD (DMW)

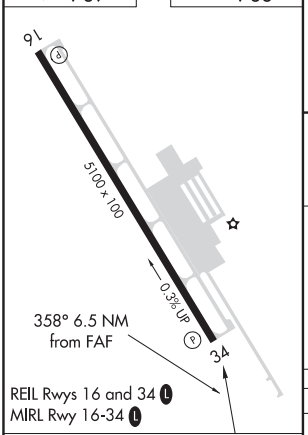
NA

MISSED APPROACH: Climbing left turn to 2900 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF)

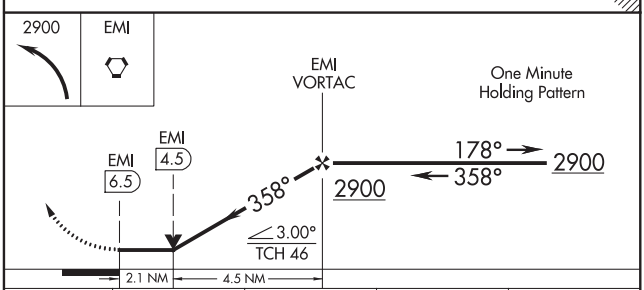


ELEV 789 TDZE 788



REIL Rwys 16 and 34
MIRL Rwy 16-34

FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10



CATEGORY	A	B	C	D
S-34	1480-1	692 (700-1)	1480-2 692 (700-2)	NA
CIRCLING	1480-1	691 (700-1)	1480-2 691 (700-2)	NA

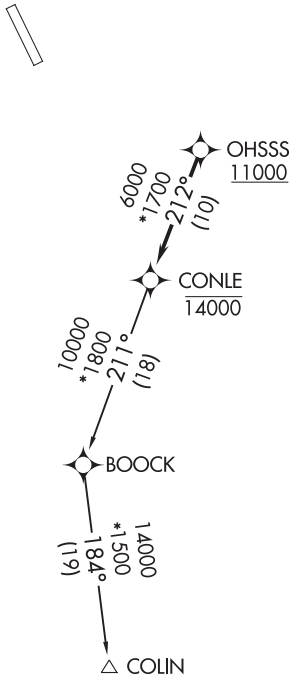
(CONLE3.CONLE) 18312 AL-5533 (FAA)

CONLE THREE DEPARTURE (RNAV)

CARROLL COUNTY RGNL/JACK B POAGE FIELD (DMW)
WESTMINSTER, MARYLAND

AWOS-3
121.25
CLNC DEL
129.525
UNICOM
122.7 (CTAF)
POTOMAC DEP CON
125.52 291.62

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or Standard with minimum climb of 225′ per NM to 1300.
Rwy 34: Standard.

NOTE: Chart not to scale.

T

DEPARTURE ROUTE DESCRIPTION

Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on COLIN transition. Expect filed altitude within 10 minutes after departure.

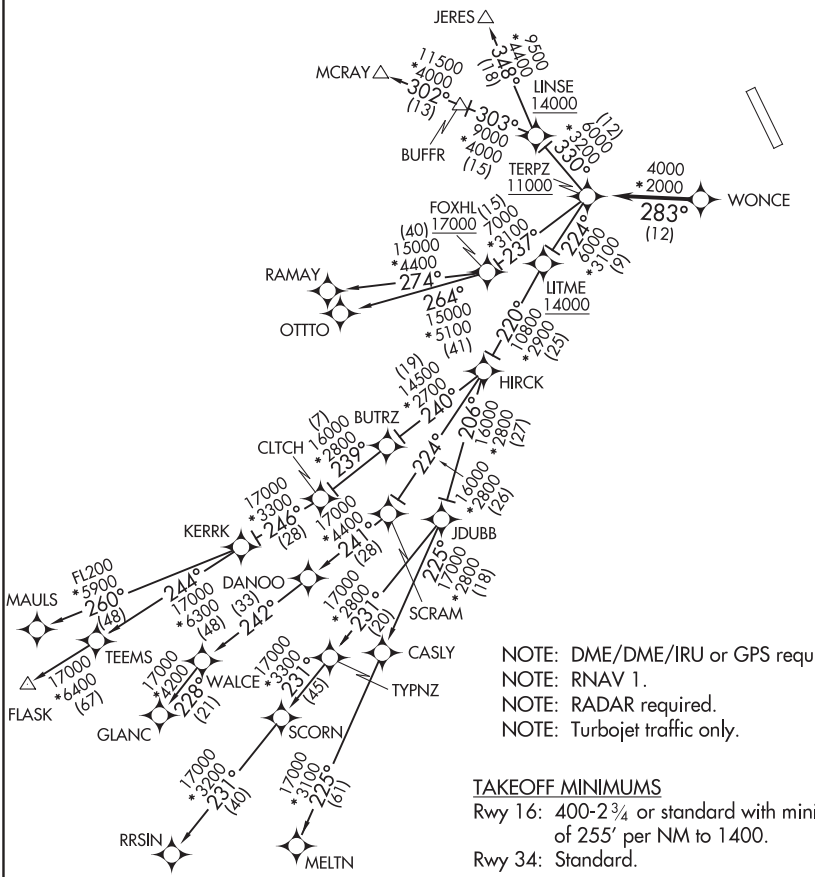
COLIN TRANSITION (CONLE3.COLIN)

TERPZ SEVEN DEPARTURE (RNAV)

CARROLL COUNTY RGNL/JACK B POAGE FIELD (DMW)
WESTMINSTER, MARYLAND

AWOS-3
121.25
UNICOM
122.7 (CTAF)
POTOMAC DEP CON
125.525 291.625

TOP ALTITUDE:
RAMAY, OTTTO, MAULS, FLASK, RRSIN, GLANC, MELTN TRANSITIONS: 17000
JERES, MCRAY TRANSITIONS: 16000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbojet traffic only.

TAKEOFF MINIMUMS
Rwy 16: 400-2 3/4 or standard with minimum climb of 255′ per NM to 1400.
Rwy 34: Standard.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

TERPZ SEVEN DEPARTURE (RNAV) CARROLL COUNTY RGNL/JACK B POAGE FIELD (DMW)
WESTMINSTER, MARYLAND

DEPARTURE ROUTE DESCRIPTION

Fly heading and maintain altitude assigned by ATC, expect RADAR vectors to WONCE, then on track 283° to cross TERPZ at or above 11000, thence....

....on assigned transition: Departures on JERES and MCRAY transitions maintain 16000. Departures on RAMAY, OTTTO, MAULS, FLASK, MELTN, RRSIN, GLANC transitions maintain 17000, expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (TERPZ7.FLASK)
GLANC TRANSITION (TERPZ7.GLANC)
JERES TRANSITION (TERPZ7.JERES)
MAULS TRANSITION (TERPZ7.MAULS)
MCRAY TRANSITION (TERPZ7.MCRAY)
MELTN TRANSITION (TERPZ7.MELTN)
OTTTO TRANSITION (TERPZ7.OTTTO)
RAMAY TRANSITION (TERPZ7.RAMAY)
RRSIN TRANSITION (TERPZ7.RRSIN)

NE-3, 10 SEP 2020 to 05 NOV 2020

APP CRS	Rwy ldg	1510
135°	TDZE	799
	Apt Elev	799

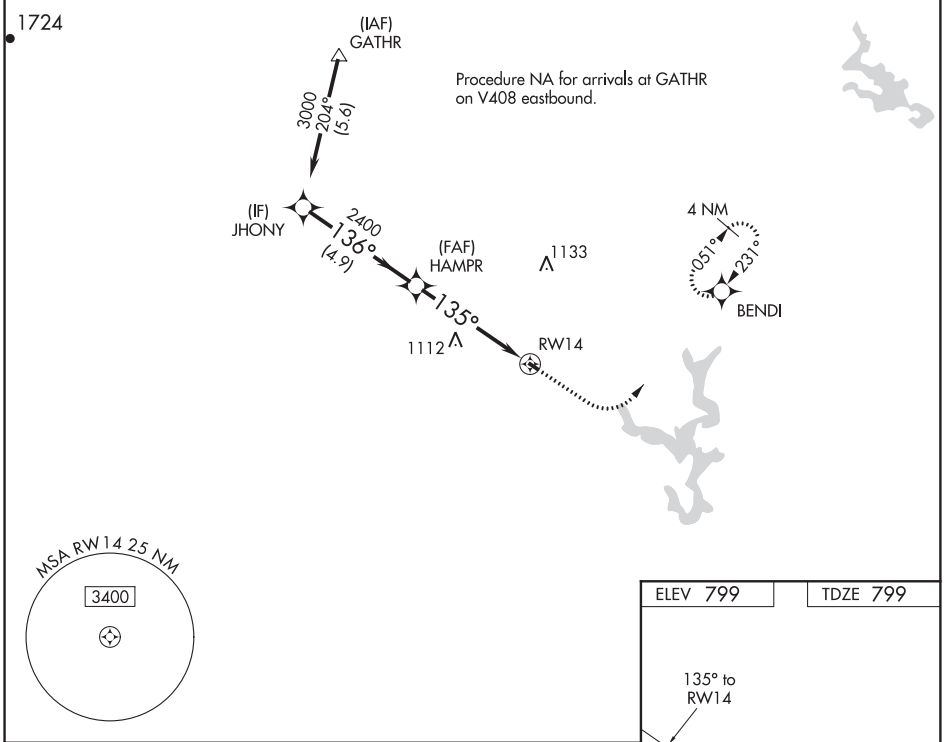
RNAV (GPS) RWY 14
CLEARVIEW AIRPARK (2W2)

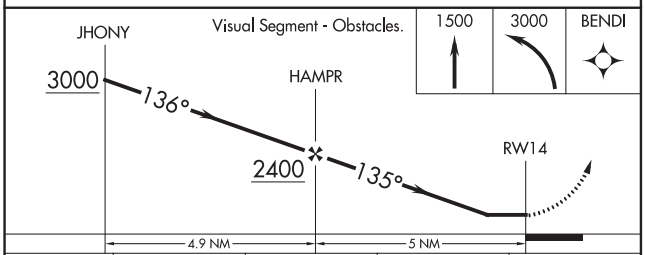
RNP APCH.

NA Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Carroll County Rgnl/Jack B. Poage Field altimeter setting, when not received, use Gaithersburg altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BENDI and hold.

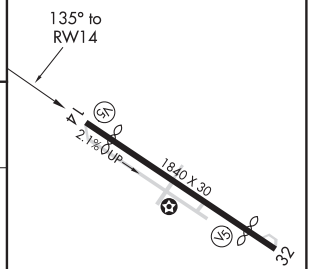
DMW AWOS-3	POTOMAC APP CON	UNICOM
121.25	125.525 291.625	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1 561 (600-1)	NA		
C CIRCLING	1360-1 561 (600-1)	NA		

ELEV 799 TDZE 799



LIRL Rwy 14-32 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WESTMINSTER, MARYLAND AL-6188 (FAA) 20254

VOR-A

CLEARVIEW AIRPARK (2W2)

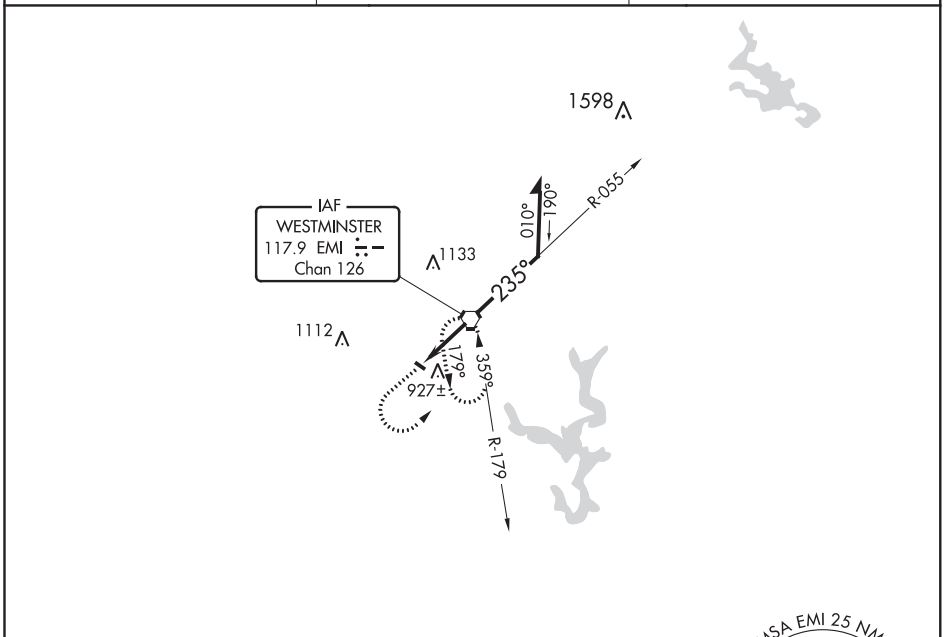
VORTAC EMI	APP CRS	Rwy ldg	N/A
117.9	235°	TDZE	N/A
Chan 126		Apt Elev	799

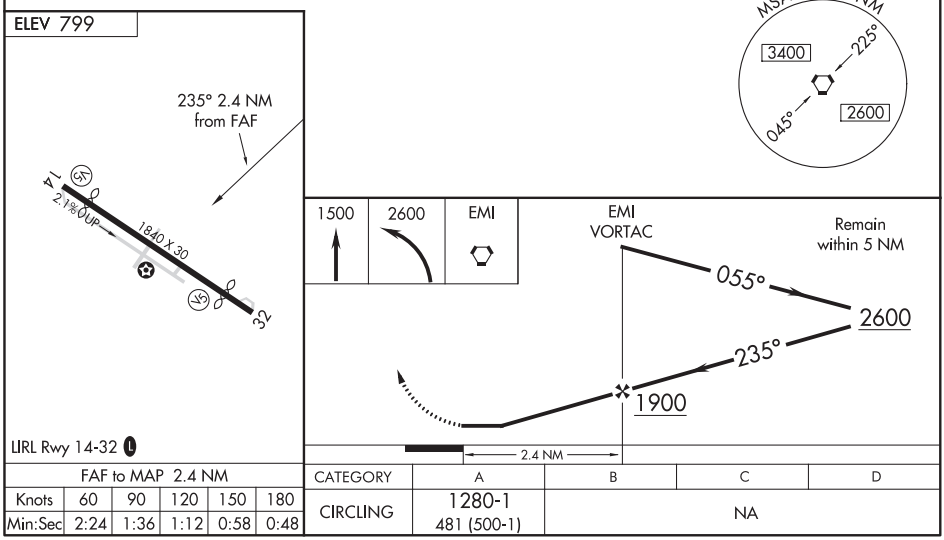
T
A NA

Use Carroll County Rgnl/Jack B Poage Field altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2600 direct EMI VORTAC and hold.

DMW AWOS-3	POTOMAC APP CON	UNICOM
121.25	125.525 291.625	122.8 (CTAF) L





FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	1280-1 481 (500-1)	NA		

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

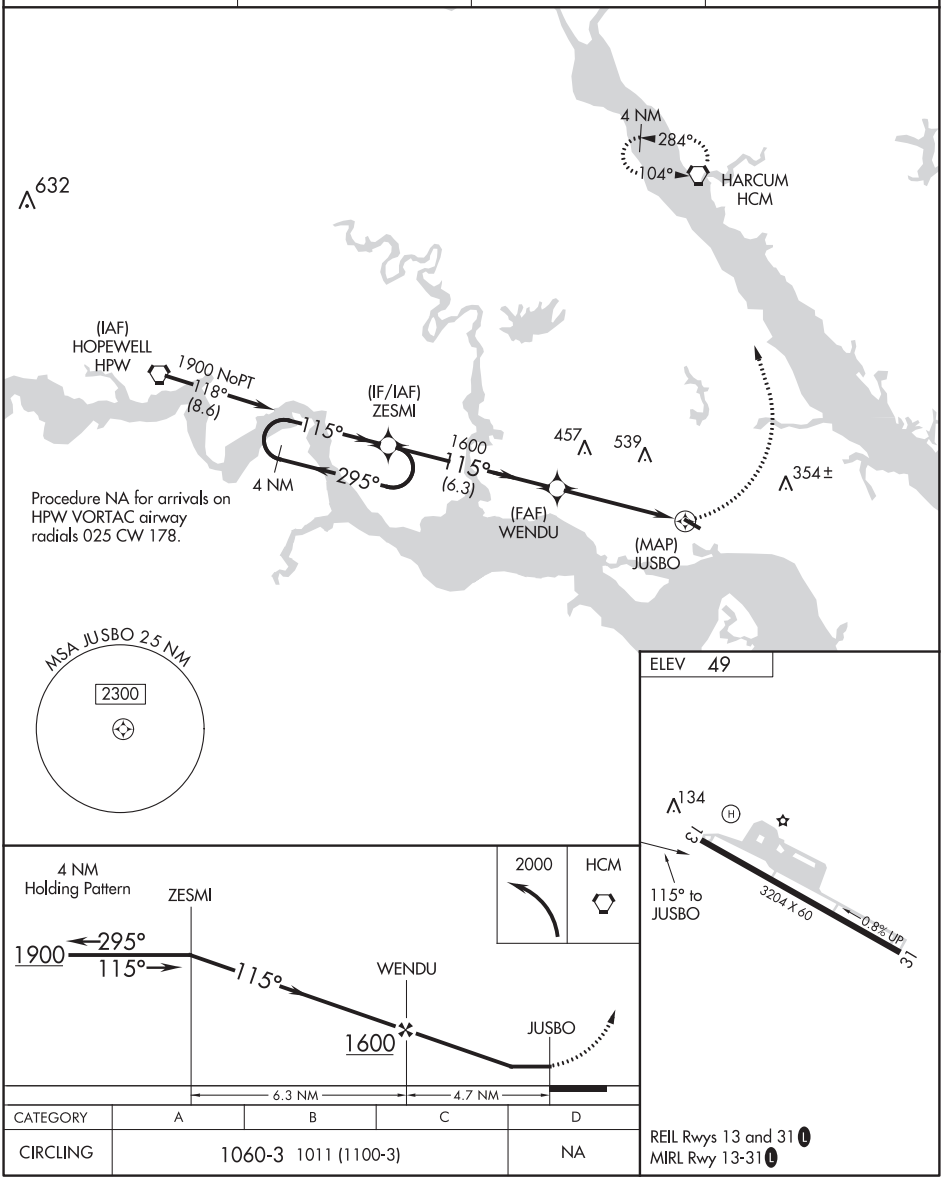
APP CRS	Rwy ldg	N/A
115°	TDZE	N/A
	Apt Elev	49

RNAV (GPS)-C
WILLIAMSBURG-JAMESTOWN (JGG)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Newport News altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2000 direct HCM VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-3 1011 (1100-3)			NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WILLIAMSBURG, VIRGINIA

AL-6425 (FAA)

20254

VOR-B

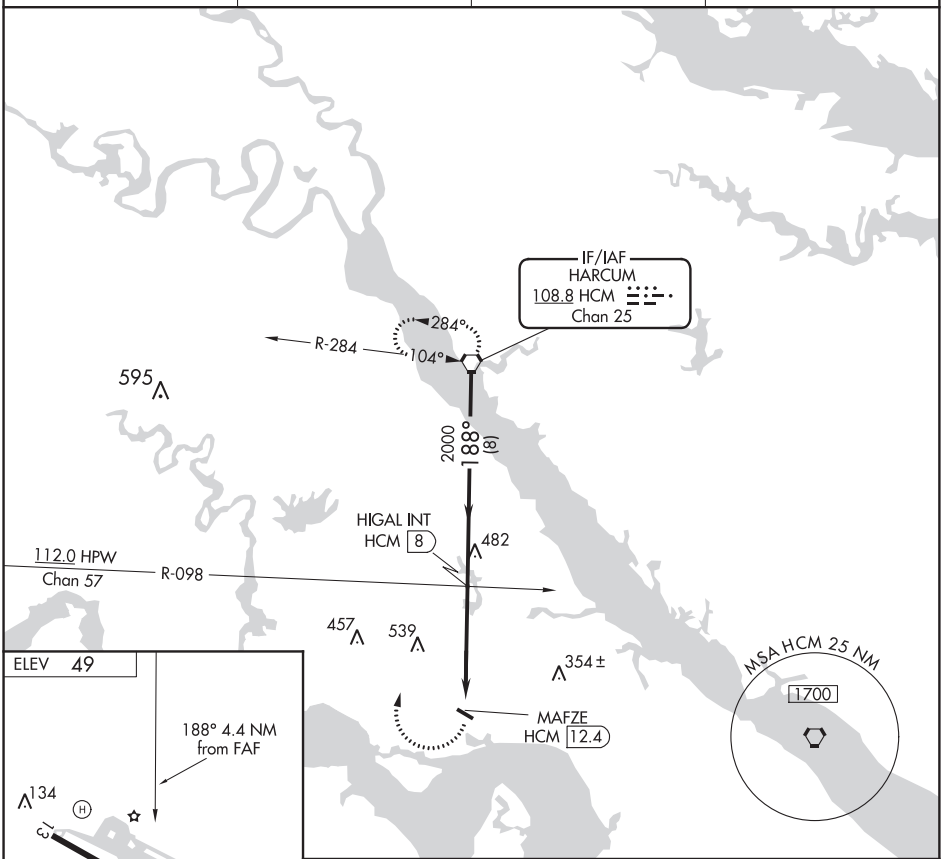
WILLIAMSBURG-JAMESTOWN (JGG)

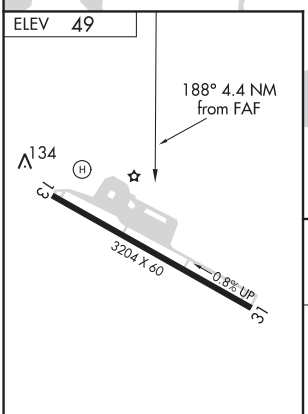
VORTAC HCM	APP CRS	Rwy ldg	N/A
108.8	188°	TDZE	N/A
Chan 25		Apt Elev	49

Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Newport News altimeter setting and increase all MDA 40 feet.

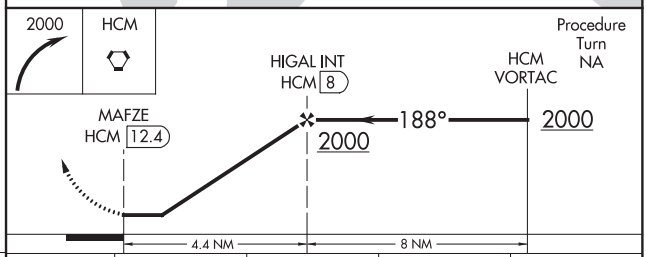
MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
CIRCLING	1060-3 1011 (1100-3)			NA

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ILS or LOC RWY 1
NEW CASTLE (ILG)

LOC I-ILG	APP CRS	Rwy ldg 7012
110.3	015°	TDZE 76
		Apt Elev 80

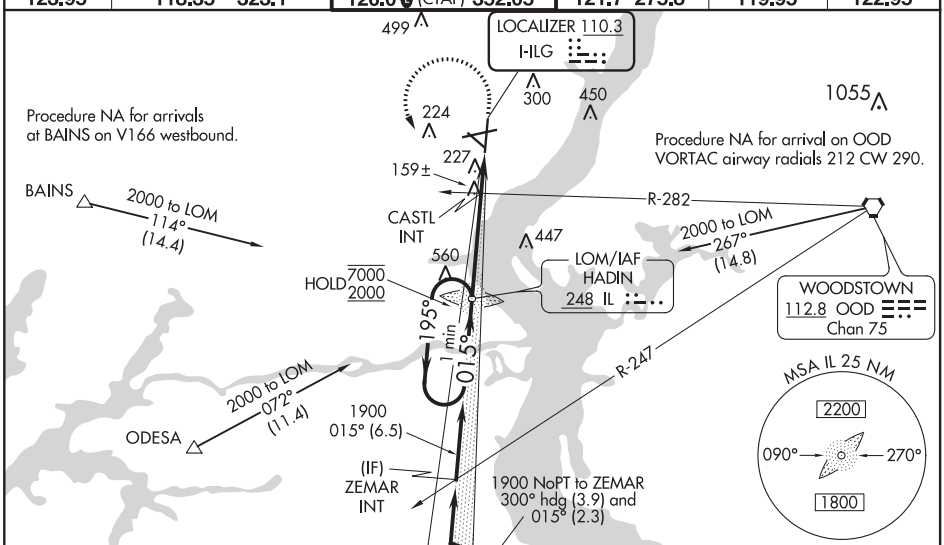
ADF required.
RADAR required to define BLARE.

When local altimeter setting not received, use Philadelphia altimeter setting increase all DA to 330 feet and all MDA 60 feet; increase S-LOC 1 Cats C/D visibility to 1¼ SM and Circling visibility Cat C to 1⅝ SM, Cat D to 2½ SM; increase CASTL fix minimums S-LOC 1 Cats C/D visibility to RVR 5000 and Circling Cat D to 2½ SM. For inop ALS increase S-LOC 1 Cat C/D to 1⅜ SM for CASTL fix minimums, increase S-LOC 1 Cats C/D visibility to 1⅛ SM. For inop ALS when using Philadelphia Intl altimeter setting, increase S-LOC 1 Cat C and D visibility to 1⅝ SM; CASTL fix minimums S-LOC 1 Cats C/D to 1⅜ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Philadelphia Intl altimeter setting).

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct HADIN LOM and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER*	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 (CTAF) 352.05	121.7 275.8	119.95	122.95



ELEV	80	D	TDZE	76

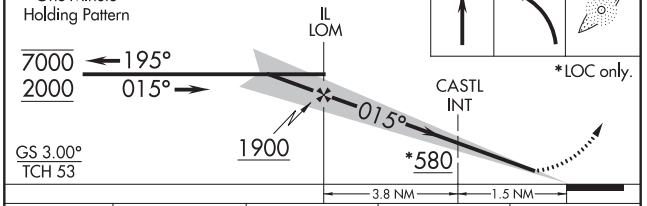
REIL Rwys 9, 19 and 27
HIRL Rwys 9-27 and 1-19
MIRL Rwy 14-32

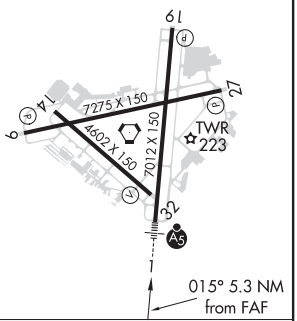
*640 when using Philadelphia Intl altimeter setting.

900	2000	HADIN

*LOC only.

One Minute Holding Pattern





CATEGORY	A	B	C	D
S-ILS 1**	276/24 200 (200-½)			
S-LOC 1	580/24 504 (500-½)		580/55 504 (500-1)	
C CIRCLING	580-1 500 (500-1)		600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)
CASTL FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 1	480/24 404 (400-½)		480/40 404 (400-¾)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, DELAWARE AL-458 (FAA) 20142

WAAS CH 65815 W01A	APP CRS 015°	Rwy ldg 7012 TDZE 76 Apt Elev 80

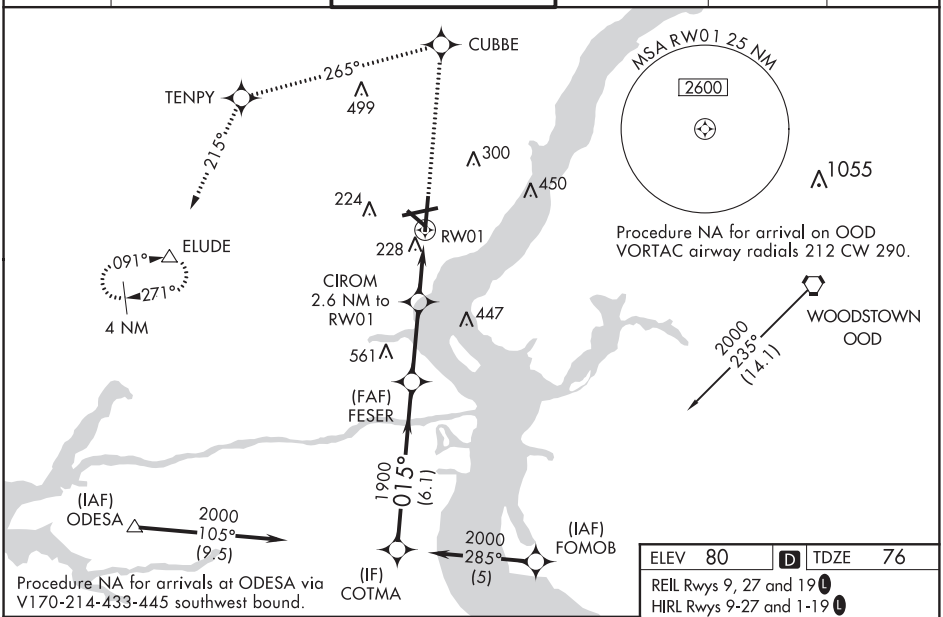
RNAV (GPS) RWY 1
NEW CASTLE (ILG)

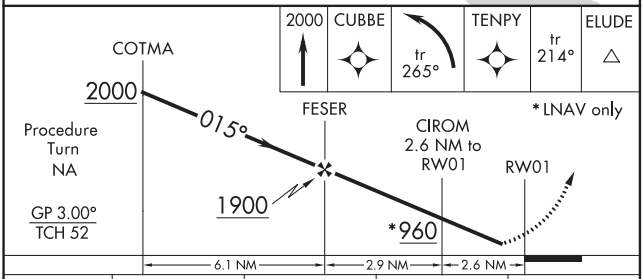
Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDA 60 feet; increase LNAV/VNAV all Cats visibility to RVR 6000. For inoperative MALSR, increase LNAV Cats C and D visibility ¼ mile. For inoperative MALSR, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat C ¼ mile.

MALSR

MISSED APPROACH: Climb to 2000 direct CUBBE and left turn via track 265° to TENPY and via track 214° to ELUDE and hold.

ATIS	PHILADELPHIA APP CON		WILMINGTON TOWER*	GND CON	CLNC DEL	UNICOM
123.95	118.35	323.1	126.0 L (CTAF) 352.05	121.7	275.8	119.95	122.95

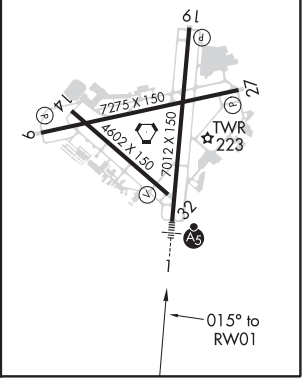




CATEGORY	A	B	C	D
LPV DA	326/50 250 (300-1)			
LNAV/VNAV DA	525/50 449 (500-1)			
LNAV MDA	480/50 404 (400-1)			
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

ELEV 80	D	TDZE 76

REIL Rwys 9, 27 and 19 L
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L



NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

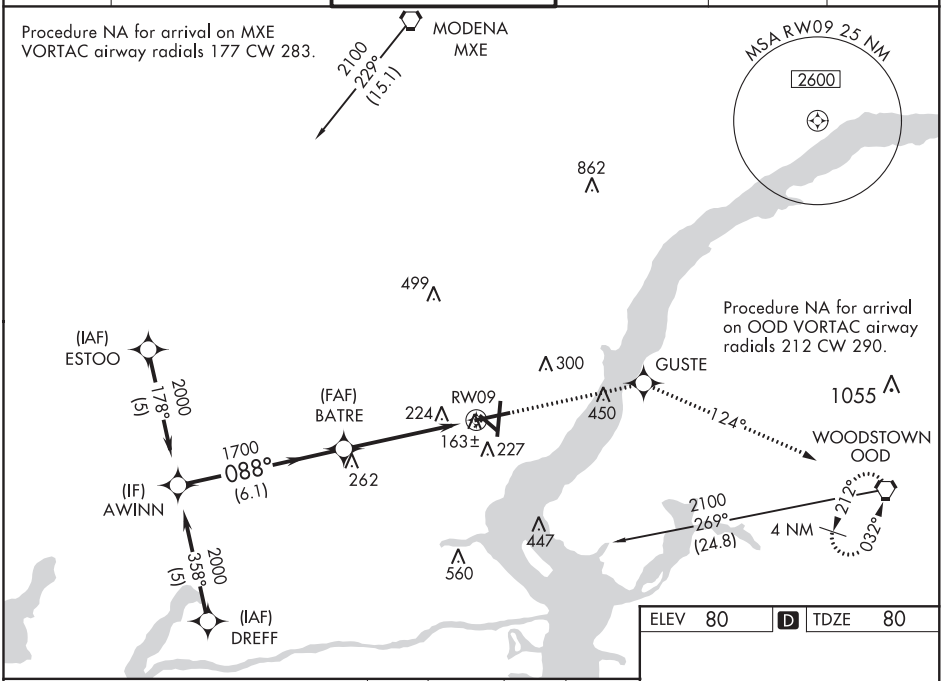
WAAS CH 49015 W09A	APP CRS 088°	Rwy ldg 7000 TDZE 80 Apt Elev 80

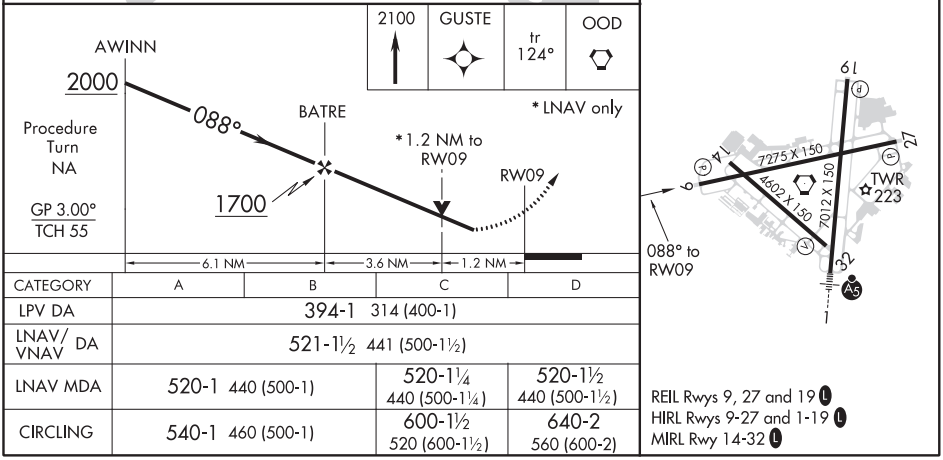
RNAV (GPS) RWY 9
NEW CASTLE (ILG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ mile NA. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 448, LNAV/VNAV DA to 568 and all MDA 60 feet; increase LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats visibility ½ mile.

MISSED APPROACH: Climb to 2100 direct GUSTE and via track 124° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER *	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95





CATEGORY	A	B	C	D
LPV DA	394-1 314 (400-1)			
LNAV/VNAV DA	521-1½ 441 (500-1½)			
LNAV MDA	520-1 440 (500-1)		520-1¼ 440 (500-1¼)	520-1½ 440 (500-1½)
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, DELAWARE AL-458 (FAA) 20142

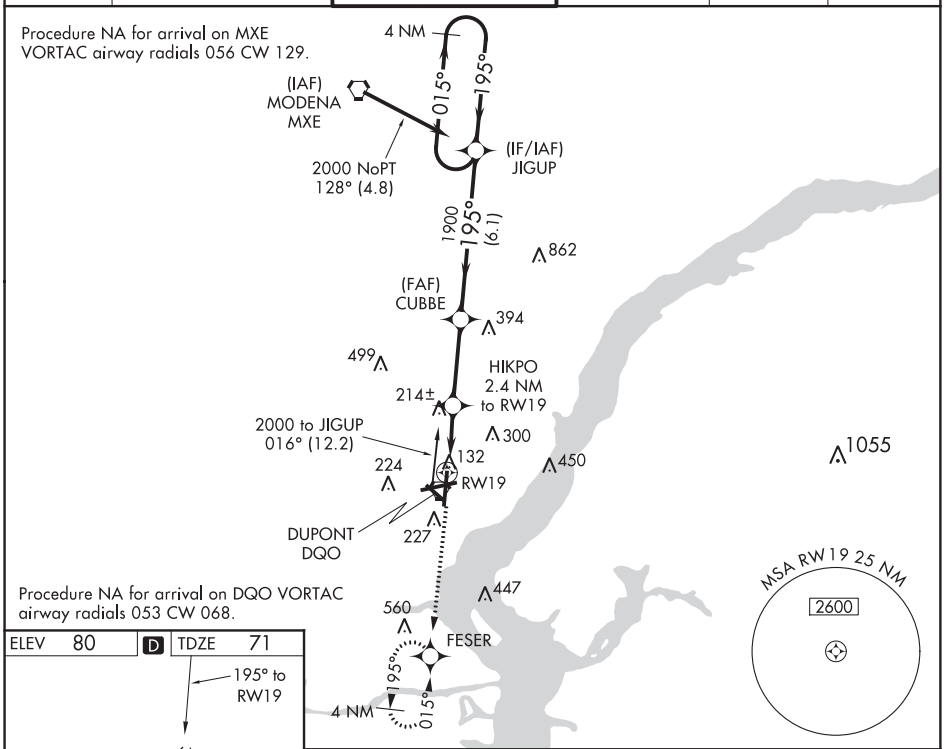
WAAS CH 82115 W19A	APP CRS 195°	Rwy ldg 7012 TDZE 71 Apt Elev 80

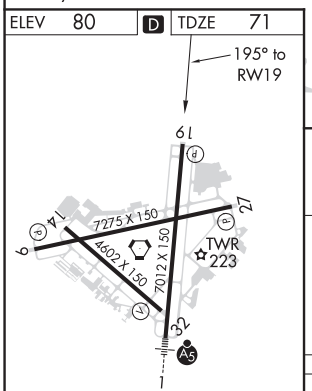
RNAV (GPS) RWY 19
NEW CASTLE (ILG)

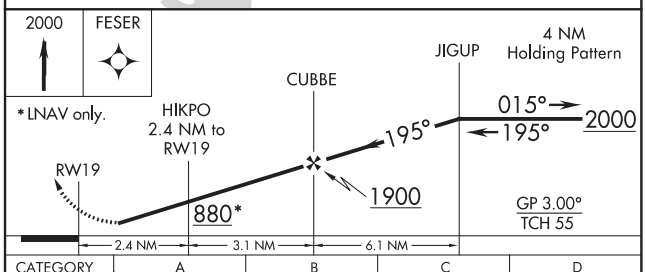
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F).
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 425, LNAV/VNAV DA to 592, and all MDA 60 feet; increase LPV all Cats and LNAV Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct FESER and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95







CATEGORY	A	B	C	D
LPV DA	371-1 300 (300-1)			
LNAV/VNAV DA	538-1¾ 467 (500-1¾)			
LNAV MDA	480-1 409 (400-1)		480-1¼ 409 (400-1¼)	
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

REIL Rwys 9, 27 and 19 L
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, DELAWARE
Orig 05APR12

39°41′N-75°36′W

NEW CASTLE (ILG)
RNAV (GPS) RWY 19

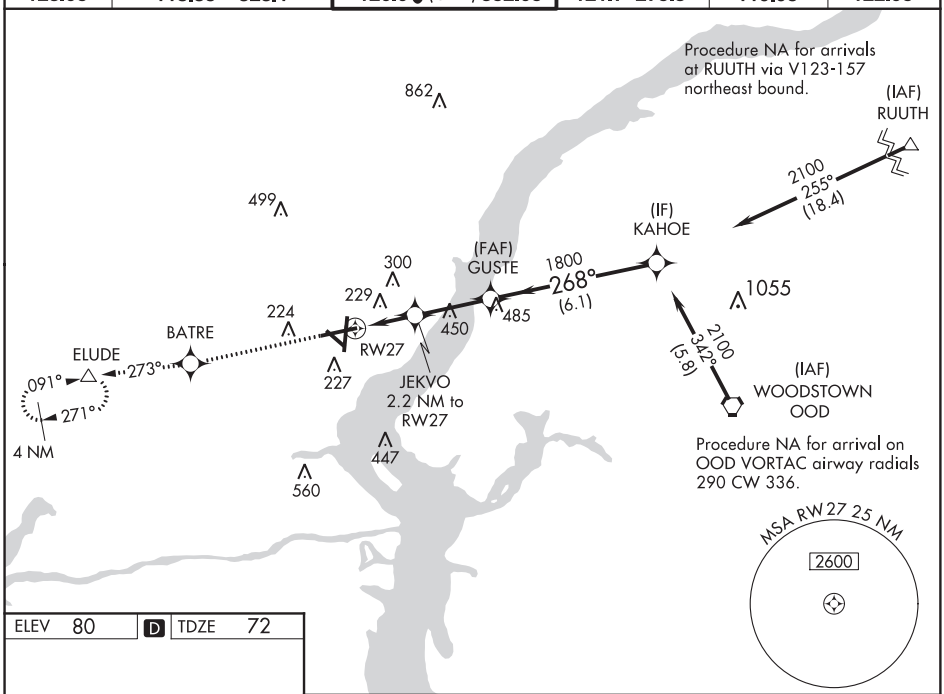
WAAS CH 53515 W27A	APP CRS 268°	Rwy ldg 7000 TDZE 72 Apt Elev 80

RNAV (GPS) RWY 27
NEW CASTLE (ILG)

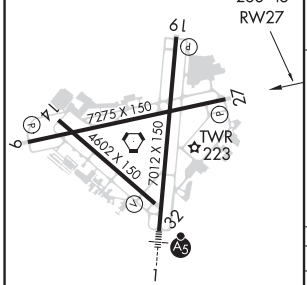
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV to 584, and all MDA 60 feet; increase LPV all Cats and LNAV Cats C and D visibility ⅛ mile and LNAV/VNAV all Cats visibility ¼ mile.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

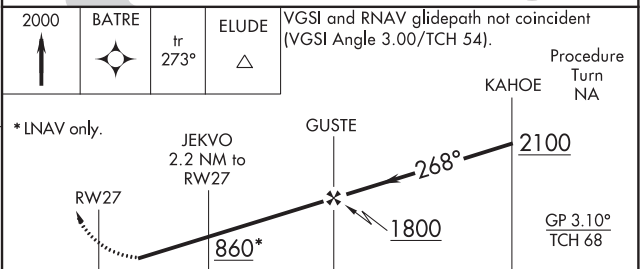
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER*	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 (CTAF) 352.05	121.7 275.8	119.95	122.95



ELEV 80	D	TDZE 72



REIL Rwys 9, 27 and 19
HIRL Rwys 9-27 and 1-19
MIRL Rwy 14-32



CATEGORY	A	B	C	D
LPV DA	426-1⅛ 354 (400-1⅛)			
LNAV/VNAV DA	530-1⅜ 458 (500-1⅜)			
LNAV MDA	500-1 428 (500-1)		500-1¼ 428 (500-1¼)	
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

NE-3, 10 SEP 2020 to 05 NOV 2020
NE-3, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, DELAWARE | AL-458 (FAA) | 20142

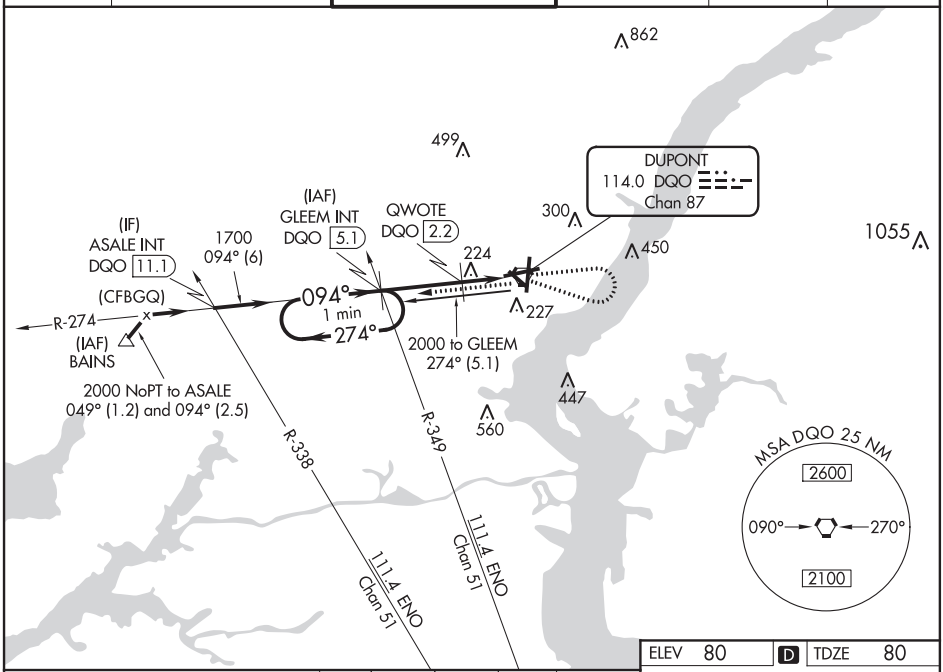
VOR RWY 9
NEW CASTLE (ILG)

VORTAC DQO	APP CRS	Rwy ldg 7000
114.0 Chan 87	094°	TDZE 80
		Apt Elev 80

Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet, and increase S-9 Cats C and D visibility and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct DQO VORTAC then on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER*	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95



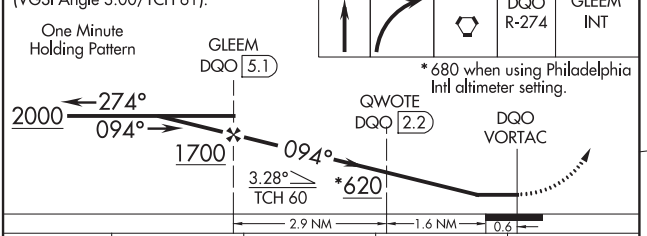
NE-3, 10 SEP 2020 to 05 NOV 2020

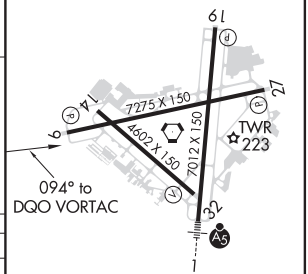
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 80 | D | TDZE 80

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 61).

1200	2000	DQO	DQO R-274	GLEEM INT





CATEGORY	A	B	C	D
S-9	620-1 540 (600-1)		620-1½ 540 (600-1½)	
CIRCLING	620-1 540 (600-1)		620-1½ 540 (600-1½)	640-2 560 (600-2)
QWOTE FIX MINIMUMS				
S-9	540-1 460 (500-1)		540-1⅜ 460 (500-1⅜)	
CIRCLING	540-1 460 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

REIL Rwys 9, 27 and 19 L
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

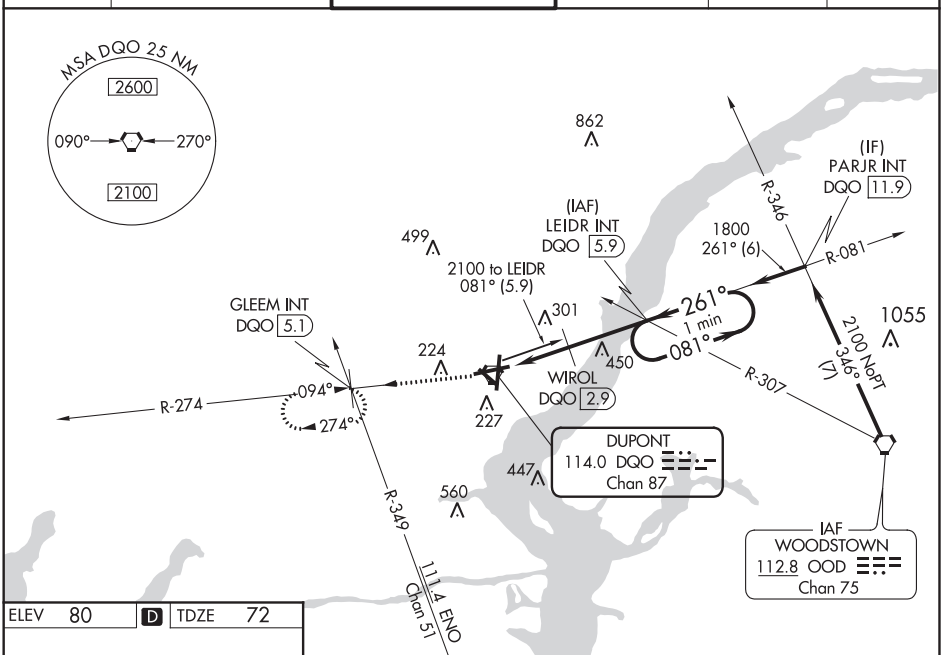
VOR RWY 27
NEW CASTLE (ILG)

VORTAC DQO	APP CRS	Rwy ldg 7000
114.0	261°	TDZE 72
Chan 87		Apt Elev 80

Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDA 60 feet; increase S-27 Cat B visibility ¼ mile and increase S-9 Cats C and D visibility ½ mile; increase Circling Cats B and D visibility ¼ mile and increase Circling Cat C ½ mile; WIROL FIX minimums S-27 increase Cats C and D visibility ¼ mile, and increase Circling Cat C ⅛ mile.

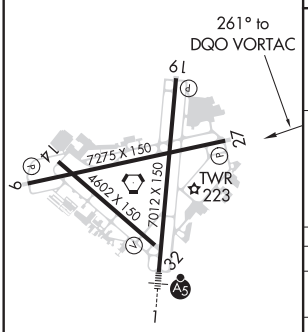
MISSED APPROACH: Climb to 2000 on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER *	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95



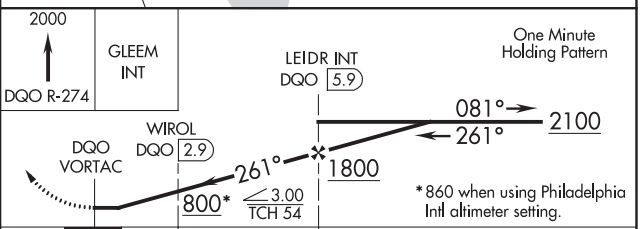
NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 80 | D | TDZE 72



REIL Rwys 9, 27 and 19 L
HIRL Rwys 9-27 and 1-19 L
MIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



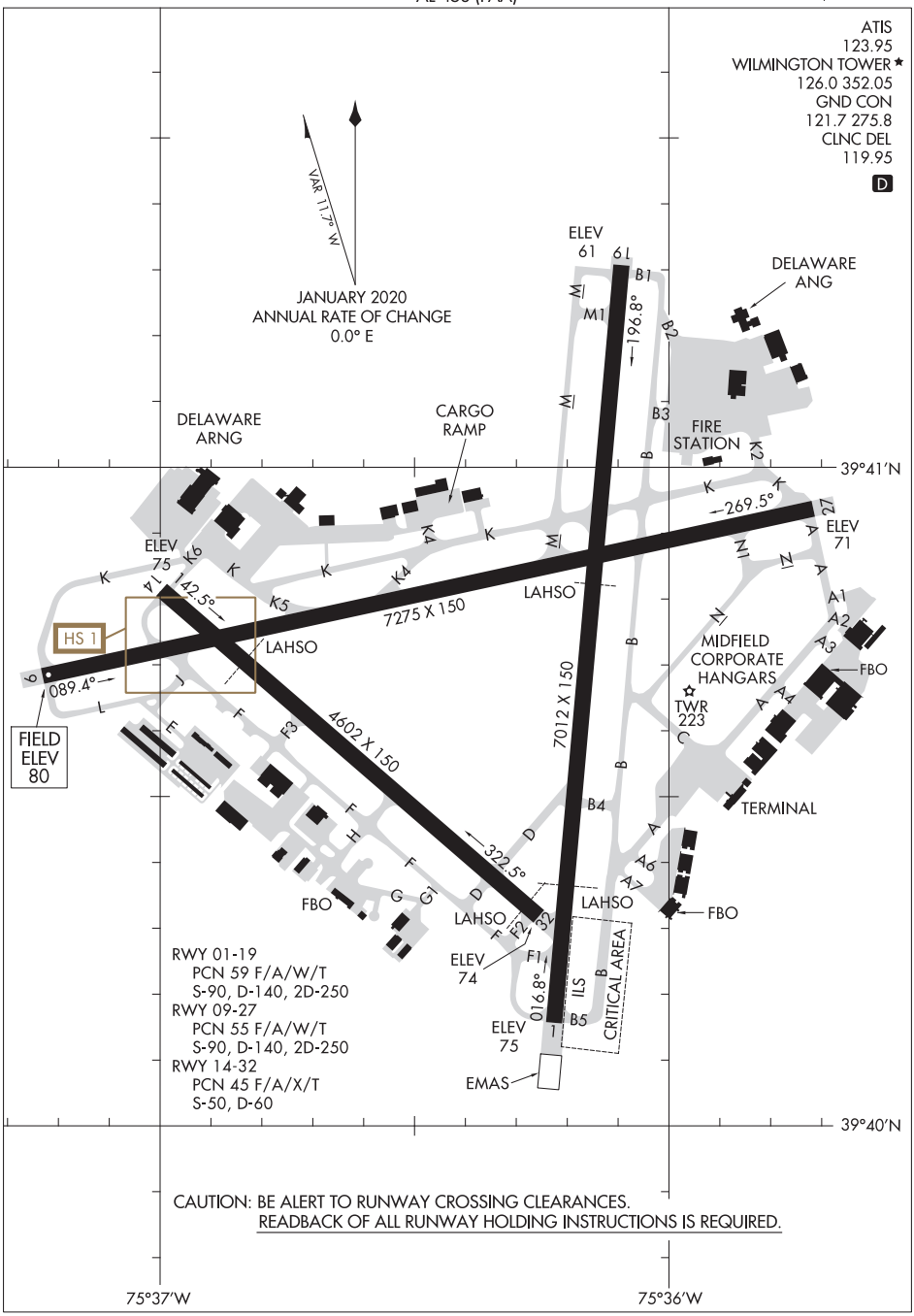
CATEGORY	A	B	C	D
S-27	800-1 728 (800-1)		800-2 728 (800-2)	
CIRCLING	800-1 720 (800-1)		800-2 720 (800-2)	800-2¼ 720 (800-2¼)
WIROL FIX MINIMUMS (DME REQUIRED)				
S-27	560-1 488 (500-1)		560-1⅜ 488 (500-1⅜)	
CIRCLING	560-1 480 (500-1)		600-1½ 520 (600-1½)	640-2 560 (600-2)

20086

AIRPORT DIAGRAM

AL-458 (FAA)

NEW CASTLE (ILG)
WILMINGTON, DELAWARE



CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
WILMINGTON, DELAWARE
NEW CASTLE (ILG)

LOC/DME I-TZX	APP CRS	Rwy ldg	5498
109.55	324°	TDZE	715
Chan 32 (Y)		Apt Elev	726

ILS or LOC RWY 32
WINCHESTER RGNL (OKV)

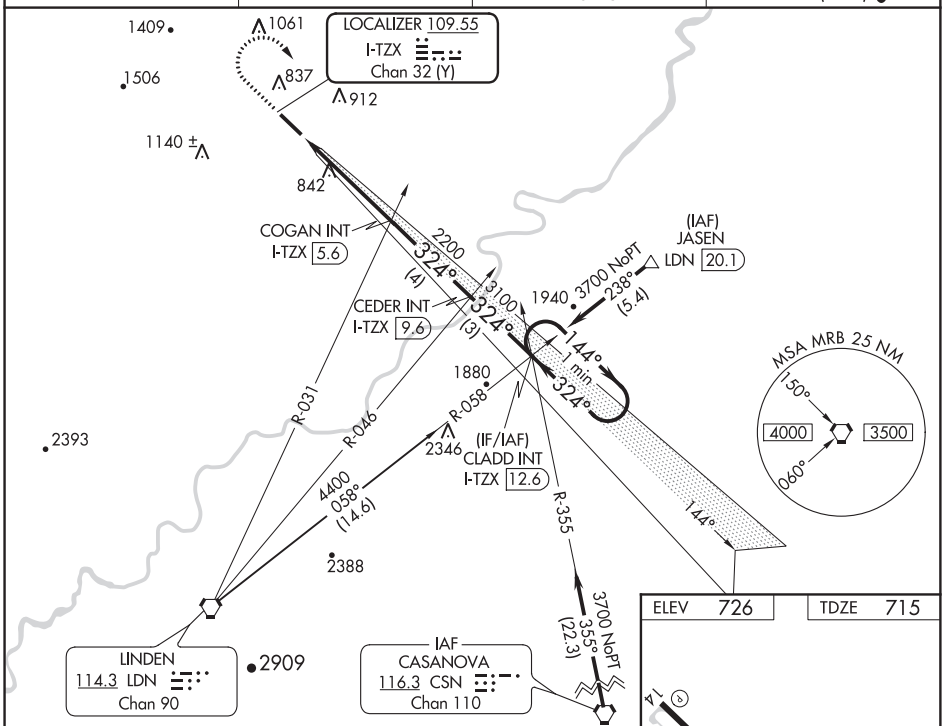
Rwy 32 helicopter visibility reduction below ¾SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

NA

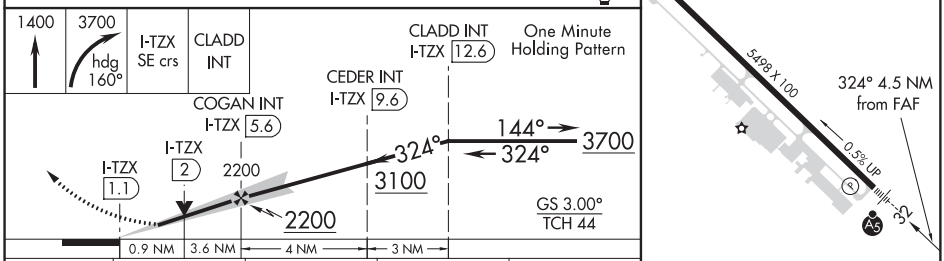
MALSR

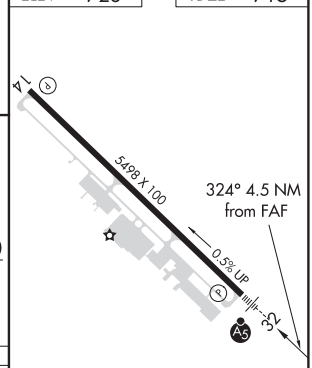
MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD INT/I-TZX 12.6 DME and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L



ELEV	726	TDZE	715





REIL Rwy 14 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-ILS 32	915-½ 200 (200-½)			
S-LOC 32	1040-½ 325 (400-½)			1040-¾ 325 (400-¾)
C CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WINCHESTER, VIRGINIA AL-5251 (FAA) 19227

RNAV (GPS) RWY 14
WINCHESTER RGNL (OKV)

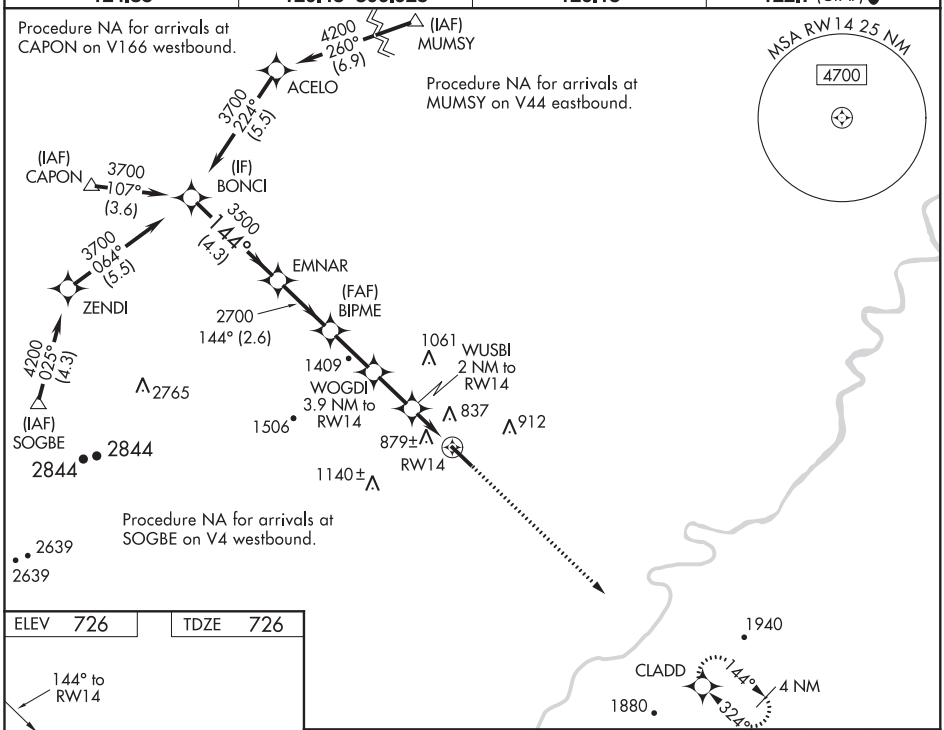
WAAS CH 70712 W14A	APP CRS 144°	Rwy ldg 5498	TDZE 726	Apt Elev 726

RNP APCH.

Baro-VNAV and VDP NA when using Martinsburg altimeter setting. Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Martinsburg altimeter setting: increase all DA 63 feet and all MDA 80 feet; increase LPV all Cats and LNAV/VNAV Cats A/B visibility ⅛ SM; increase LNAV Cats C/D and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3700 direct CLADD and hold, continue climb-in-hold to 3700.

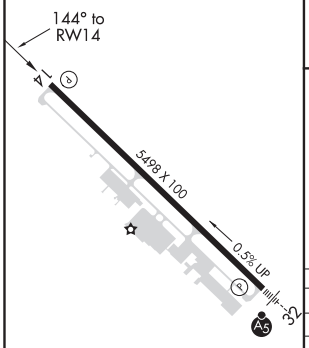
AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L



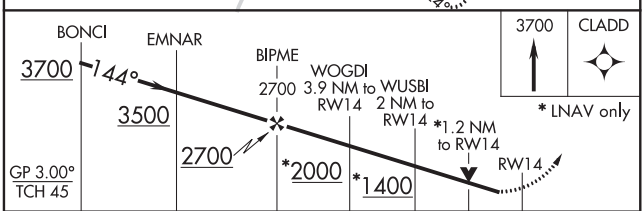
NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 726	TDZE 726



REIL Rwy 14 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	976-¾	250 (300-¾)		
LNAV/VNAV DA	1060-1	334 (400-1)	1060-1⅛	334 (400-1⅛)
LNAV MDA	1140-1	414 (500-1)	1140-1⅛	414 (500-1⅛)
C CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

RNAV (GPS) RWY 32
WINCHESTER RGNL (OKV)

WAAS CH 97512 W32A	APP CRS 324°	Rwy ldg 5498 TDZE 715 Apt Elev 726

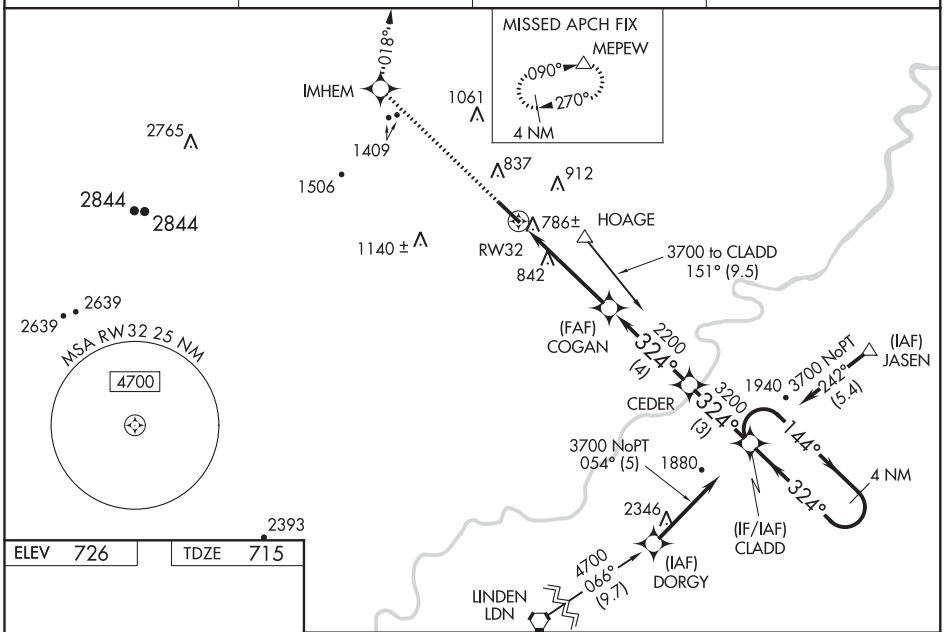
RNP APCH.

T A Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.
Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

MALSR A5

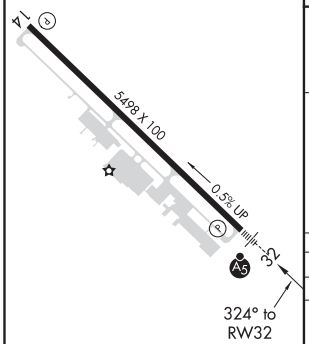
MISSED APPROACH: Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L

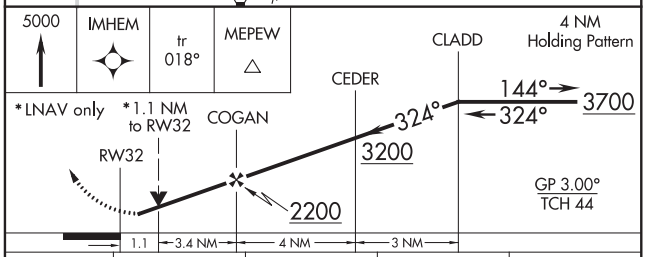


NE-3, 10 SEP 2020 to 05 NOV 2020

ELEV 726	TDZE 715



REIL Rwy 14 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	915-¾ 200 (200-¾)			
LNAV/ VNAV DA	1056-¾ 341 (400-¾)			
LNAV MDA	1100-¾ 385 (400-¾)			1100-1 385 (400-1)
C CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

WINCHESTER, VIRGINIA AL-5251 (FAA) 20254

VOR/DME-A

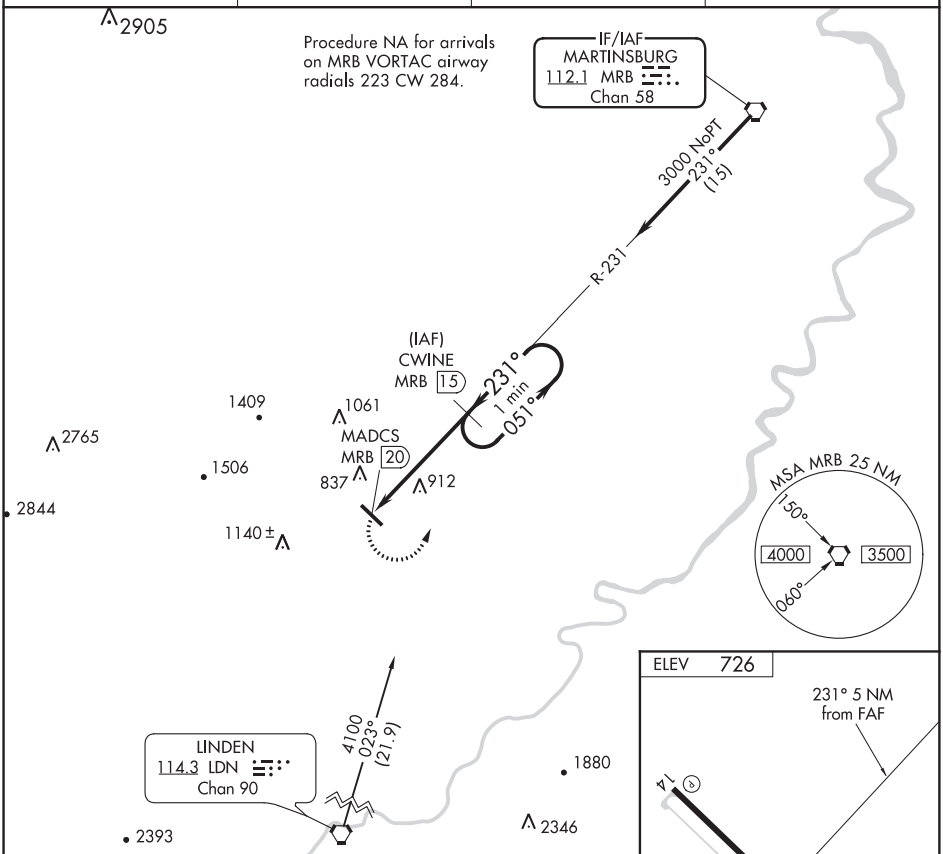
WINCHESTER RGNL (OKV)

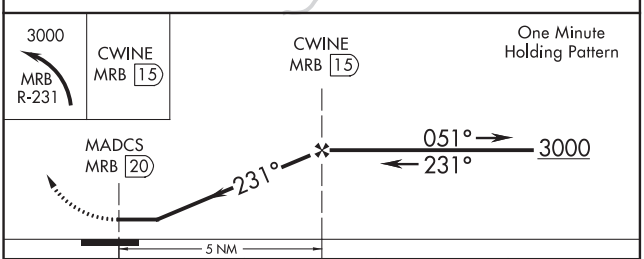
VORTAC MRB	APP CRS	Rwy ldg	N/A
112.1	231°	TDZE	N/A
Chan 58		Apt Elev	726

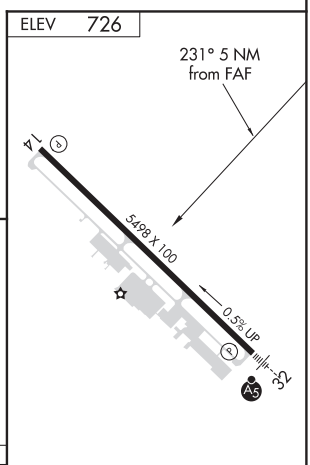
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.7 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

REIL Rwy 14 L
HIRL Rwy 14-32 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CLTCH TWO DEPARTURE (RNAV)

(CLTCH2.CLTCH) 29MAR18

WINCHESTER, VIRGINIA
WINCHESTER RGNL (OKV)

AWOS-3
124.85
CLNC DEL
126.15
UNICOM
122.7 (CTAF)
POTOMAC DEP CON
120.45 306.925

TOP ALTITUDE: 3000

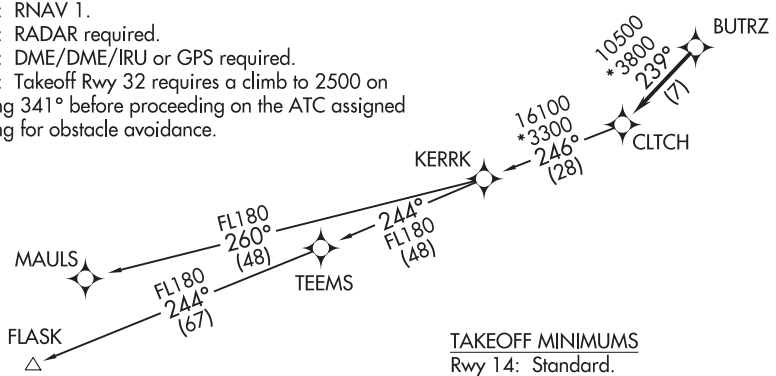
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH2.FLASK)
MAULS TRANSITION (CLTCH2.MAULS)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.



TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.

NOTE: Chart not to scale.

(CLTCH2.CLTCH) 18088

CLTCH TWO DEPARTURE (RNAV)

AL-5251

WINCHESTER RGNL (OKV)
WINCHESTER, VIRGINIA

(JDUBB3.JDUBB) 20086

JDUBB THREE DEPARTURE (RNAV) AL-5251

WINCHESTER RGNL (OKV)
WINCHESTER, VIRGINIA

AWOS-3
124.85
CLNC DEL
126.15
UNICOM
122.7 (CTAF)
POTOMAC DEP CON
120.45 306.925

TOP ALTITUDE: 3000

P-56B

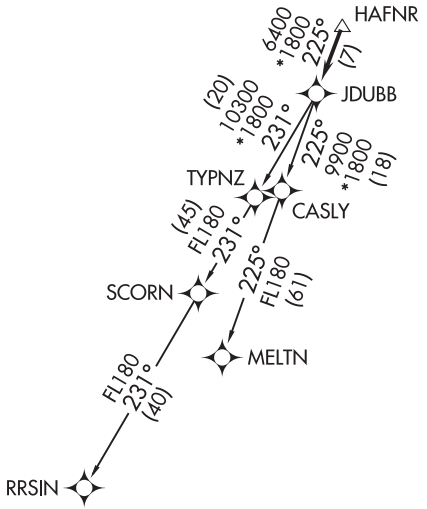
P-56A

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . . on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB3.MELTN)
RRSIN TRANSITION (JDUBB3.RRSIN)



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.

TAKEOFF MINIMUMS
Rwy 14: Standard
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

TOP ALTITUDE: 3000

AWOS-3
124.85
CLNC DEL
126.15
UNICOM
122.7 (CTAF)
POTOMAC DEP CON
120.45 306.925

P-56B
P-56A

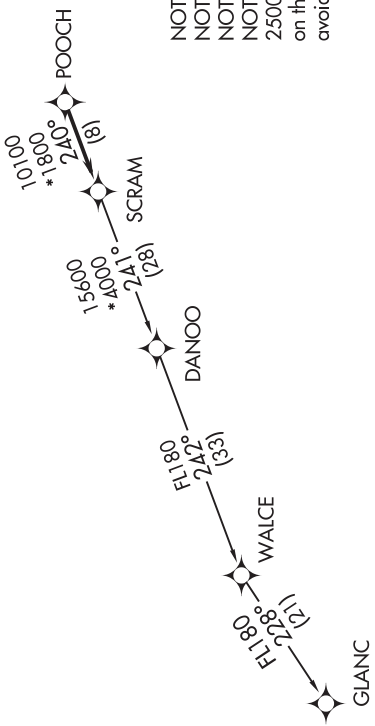
TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .

. . . . on GLANC transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM5.GLANC):



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.

N

NOTE: Chart not to scale.

NE-3, 10 SEP 2020 to 05 NOV 2020

WISE, VIRGINIA | AL-5973 (FAA) | 20142

RNAV (GPS) RWY 6
LONESOME PINE (LNP)

APP CRS	Rwy ldg	5280
066°	TDZE	2671
	Apt Elev	2684

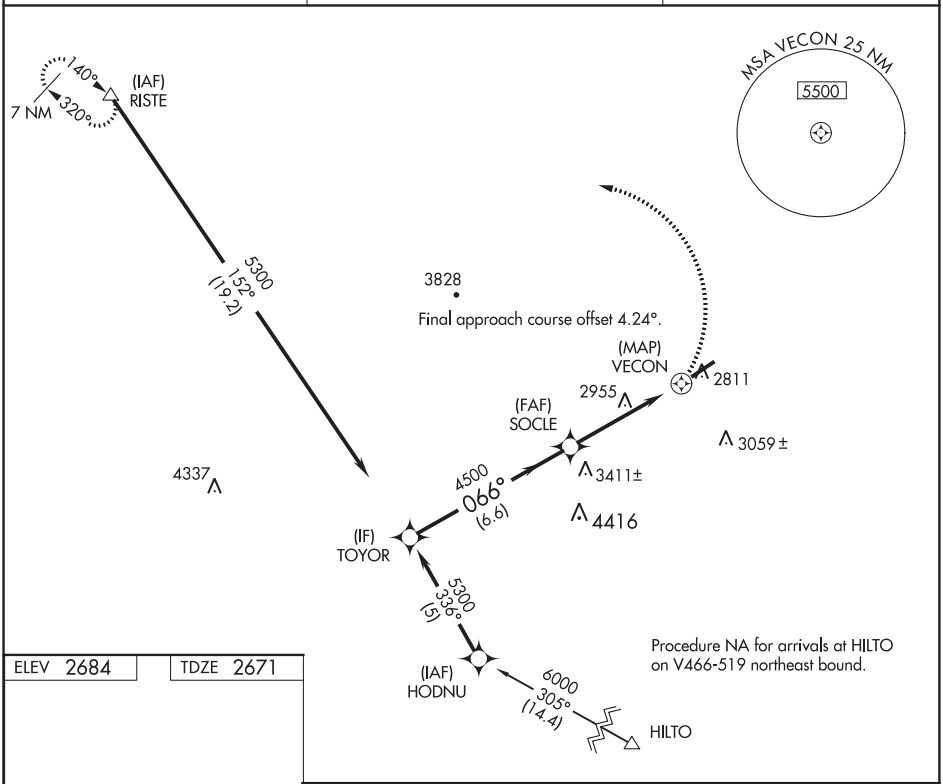
RNP APCH.

Procedure NA at night.

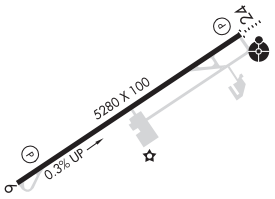
Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6400 direct RISTE and hold.

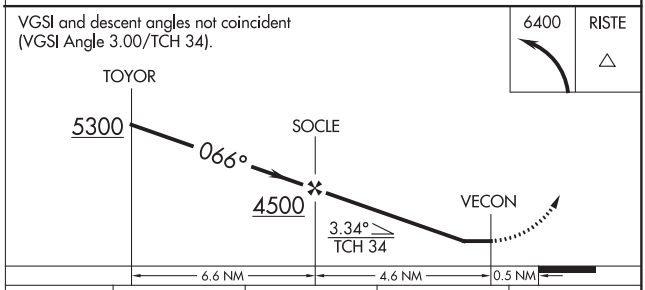
AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 253.5	123.0 (CTAF) L



ELEV 2684 | TDZE 2671



VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 34).



CATEGORY	A	B	C	D
LNAV MDA	3260-1	589 (600-1)	3260-1¾	589 (600-1¾)
CIRCLING	3260-1	576 (600-1)	3260-1¾ 576 (600-1¾)	3360-2¼ 676 (700-2¼)

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

RNAV (GPS) RWY 24
LONESOME PINE (LNP)

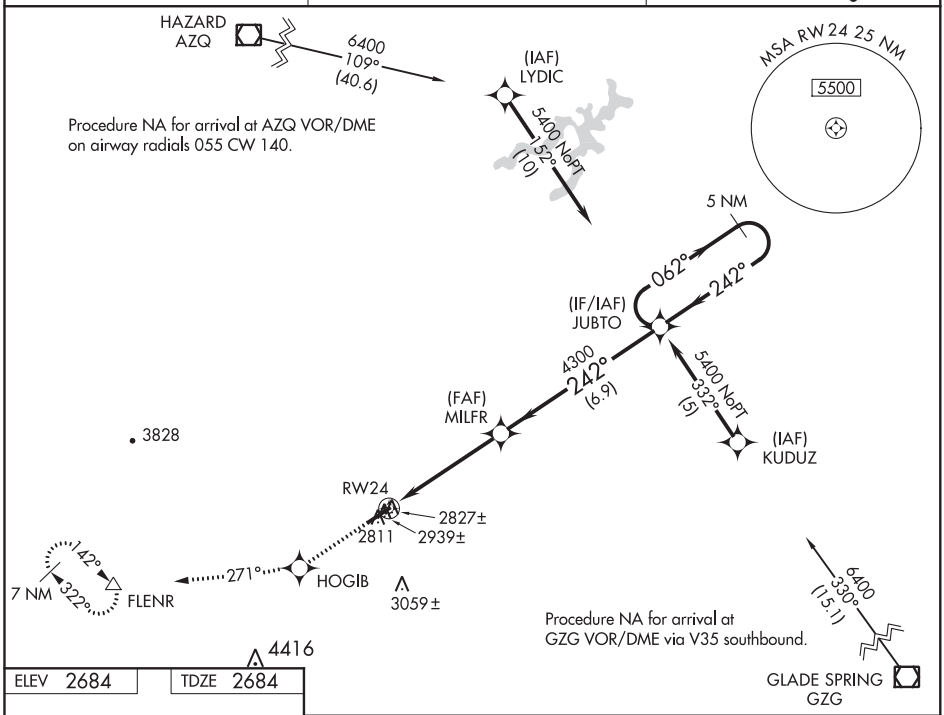
WAAS CH 77602 W24A	APP CRS 242°	Rwy ldg 5280 TDZE 2684 Apt Elev 2684

Inoperative table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 43°C (110°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

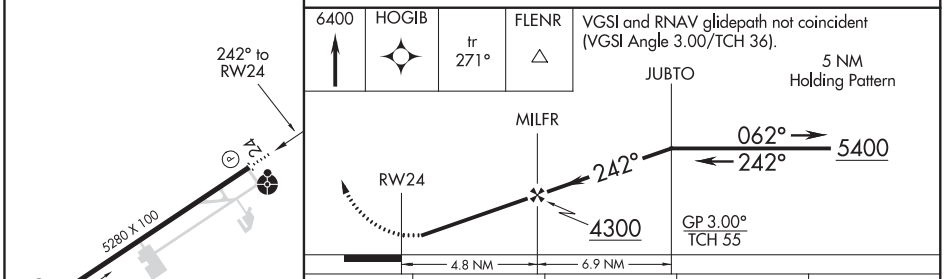
ODALS

MISSED APPROACH: Climb to 6400 direct HOGIB and via 271° track to FLENR and hold, continue climb-in-hold to 6400.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 253.5	123.0 (CTAF) L



ELEV 2684	TDZE 2684



CATEGORY	A	B	C	D
LPV DA	3021 - 1¼ 337 (400-1¼)			
LNAV/VNAV DA	3126 - 1½ 442 (500-1½)			
LNAV MDA	3400 - 1 716 (800-1)		3400 - 2 716 (800-2)	3400 - 2¼ 716 (800-2¼)
CIRCLING	3440 - 1½ 756 (800-1½)		3460 - 2¼ 776 (800-2¼)	3560 - 2¾ 876 (900-2¾)

REIL Rwy 6 and 24 L
MIRL Rwy 6-24 L

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

WISE, VIRGINIA

AL-5973 (FAA)

20142

LOC/DME RWY 24

LONESOME PINE (LNP)

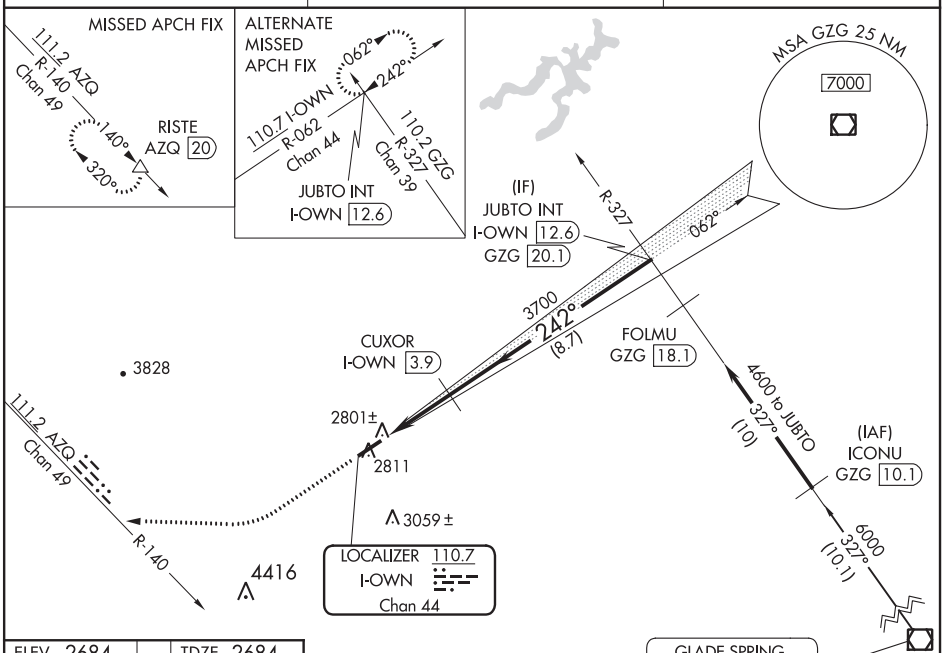
LOC/DME I-OWN	APP CRS	Rwy ldg	5280
110.7	242°	TDZE	2684
Chan 44		Apt Elev	2684

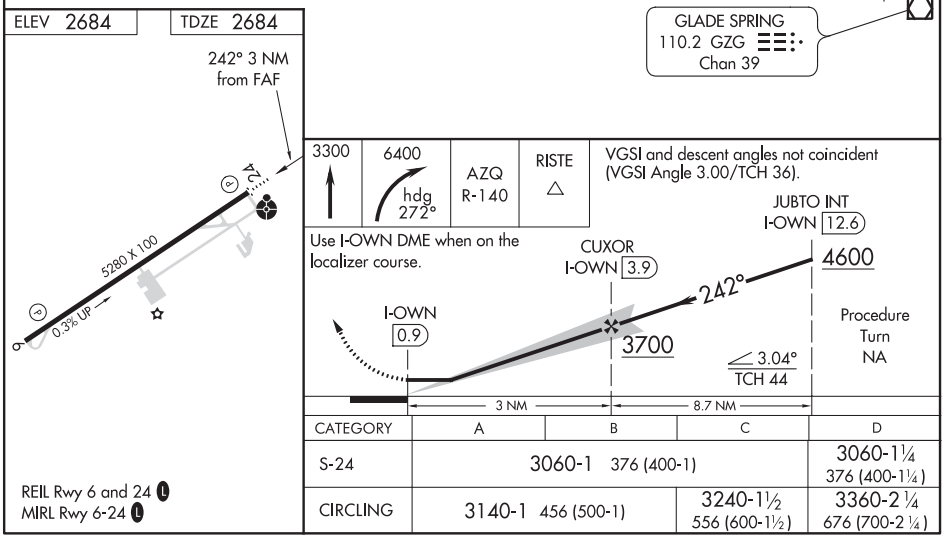
Visibility reduction by helicopters NA. When local altimeter setting not received, use Virginia Highlands altimeter setting and increase all MDA 160 feet and increase S-LOC and Circling Cats C/D visibility ½ mile.

ODALS

MISSED APROACH: Climb to 3300 then climbing right turn to 6400 via heading 272° and AZQ VOR/DME R-140 to RISTE/AZQ 20 DME and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 253.5	123.0 (CTAF)





CATEGORY	A	B	C	D
S-24	3060-1 376 (400-1)			3060-1¼ 376 (400-1¼)
CIRCLING	3140-1 456 (500-1)		3240-1½ 556 (600-1½)	3360-2¼ 676 (700-2¼)

REIL Rwy 6 and 24

MIRL Rwy 6-24

NE-3, 10 SEP 2020 to 05 NOV 2020

NE-3, 10 SEP 2020 to 05 NOV 2020

CLIMB/DESCENT TABLE 10042

INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
RATE OF CLIMB/DESCENT TABLE

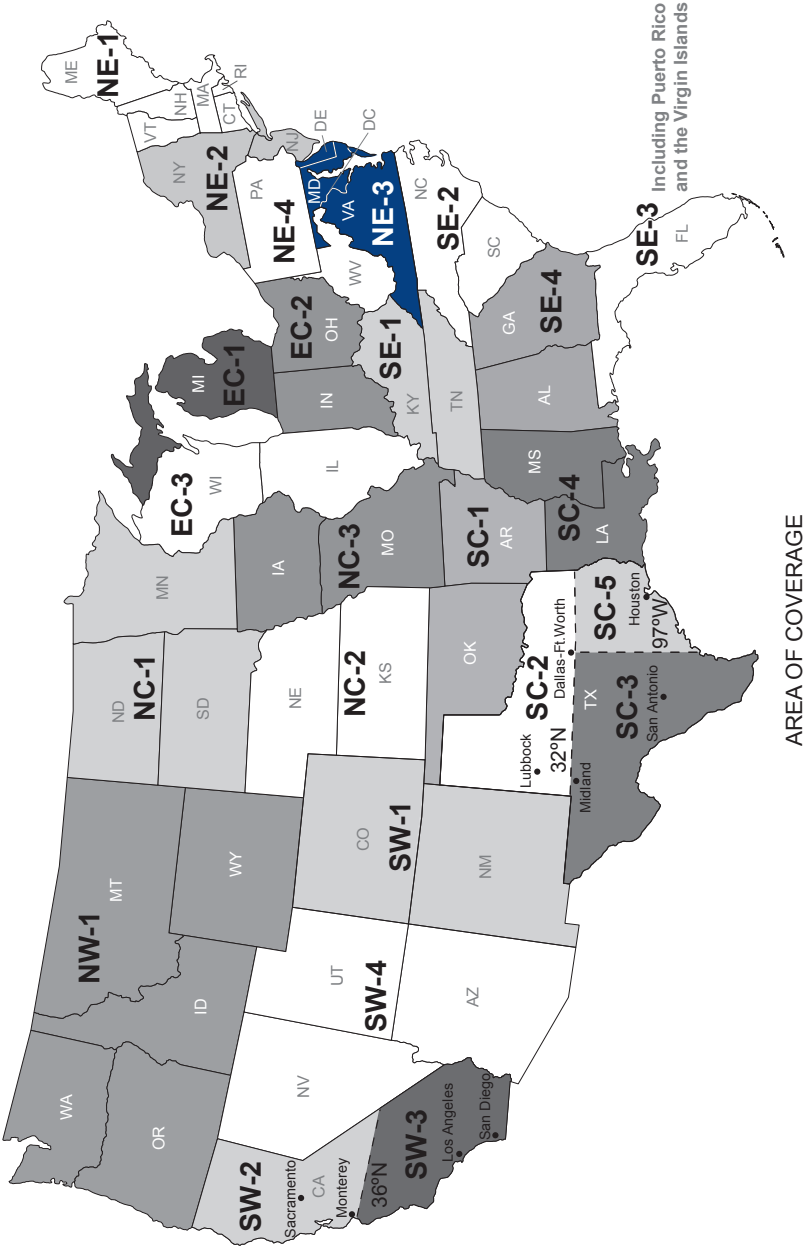
(ft. per min)

A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

CLIMB/ DESCENT ANGLE (degrees and tenths)	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	210	210	320	425	530	635	743	850	955	1060	1165	1275
2.5	265	265	400	530	665	795	930	1060	1195	1325	1460	1590
VERTICAL PATH ANGLE 2.7	287	287	430	574	717	860	1003	1147	1290	1433	1576	1720
2.8	297	297	446	595	743	892	1041	1189	1338	1486	1635	1783
2.9	308	308	462	616	770	924	1078	1232	1386	1539	1693	1847
3.0	318	318	478	637	797	956	1115	1274	1433	1593	1752	1911
3.1	329	329	494	659	823	988	1152	1317	1481	1646	1810	1975
3.2	340	340	510	680	850	1020	1189	1359	1529	1699	1869	2039
3.3	350	350	526	701	876	1052	1227	1402	1577	1752	1927	2103
3.4	361	361	542	722	903	1083	1264	1444	1625	1805	1986	2166
3.5	370	370	555	745	930	1115	1300	1485	1670	1860	2045	2230
4.0	425	425	640	850	1065	1275	1490	1700	1915	2125	2340	2550
4.5	480	480	715	955	1195	1435	1675	1915	2150	2390	2630	2870
5.0	530	530	795	1065	1330	1595	1860	2125	2390	2660	2925	3190
5.5	585	585	880	1170	1465	1755	2050	2340	2635	2925	3220	3510
6.0	640	640	960	1275	1595	1915	2235	2555	2875	3195	3510	3830
6.5	690	690	1040	1385	1730	2075	2425	2770	3115	3460	3805	4155
7.0	745	745	1120	1490	1865	2240	2610	2985	3355	3730	4105	4475
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	855	855	1280	1710	2135	2560	2990	3415	3845	4270	4695	5125
8.5	910	910	1360	1815	2270	2725	3180	3630	4085	4540	4995	5450
9.0	960	960	1445	1925	2405	2885	3370	3850	4330	4810	5295	5775
9.5	1015	1015	1525	2035	2540	3050	3560	4065	4575	5085	5590	6100
10.0	1070	1070	1605	2145	2680	3215	3750	4285	4820	5355	5890	6430

CLIMB/DESCENT TABLE 10042

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE

FAA Product ID: BTPPNE3

NSN 7641015059584

NGA REF. NO. OK-10-2859 TERMXFAABTPPNE3

EFF. DATE 20254