Federal Aviation Administration

# U.S. Terminal Procedures Publication

## Southeast (SE) Vol 2 of 4

Effective: 0901Z
**10 SEP 2020**
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**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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# TABLE OF CONTENTS

Inoperative Components or Visual Aids Table....A1
Explanation of Terms/Landing Minima Data....B1
General Information....C1
Abbreviations....D1
Legend — IAP Planview....E1
Legend — IAP Profile....F1
Legend — Departure Procedures and Standard Terminal Arrival Charts....G1
Legend — Airport Diagram/Sketch....H1
Legend — Approach Lighting Systems....I1
Frequency Pairing....J1
Index of Terminal Charts and Minimums....K1
IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors)....L1
IFR Alternate Airport Minimums....M1
Radar Minimums....N1
Land and Hold-Short Operations (LAHSO)....O1
Hot Spots....P1
Standard Terminal Arrival Charts....Z1
Terminal Charts....Page 1
Rate of Climb/Descent Table....Inside Back Cover
Area of Coverage....Outside Back Cover

## 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:
For digital products, visit our website at:
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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†<br>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 |

INOP COMPONENTS 19339





SE-2, 10 SEP 2020 to 05 NOV 2020

# 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<br>288 (300-1) |
| CIRCLING | 1540-1<br>361 (400-1) | 1640-1<br>461 (500-1) | 1640-1½<br>461 (500-1½) | 1740-2<br>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 |

TERMS/LANDING MINIMA DATA 20142





SE-2, 10 SEP 2020 to 05 NOV 2020

# TERMS/LANDING MINIMA DATA 19339

## 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.

TERMS/LANDING MINIMA DATA 19339



SE-2, 10 SEP 2020 to 05 NOV 2020

# 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.

## 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.<br>#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)

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)

# 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, NDB/DME, VOR/DME, TACAN, NDB

Non-Compulsory:

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

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



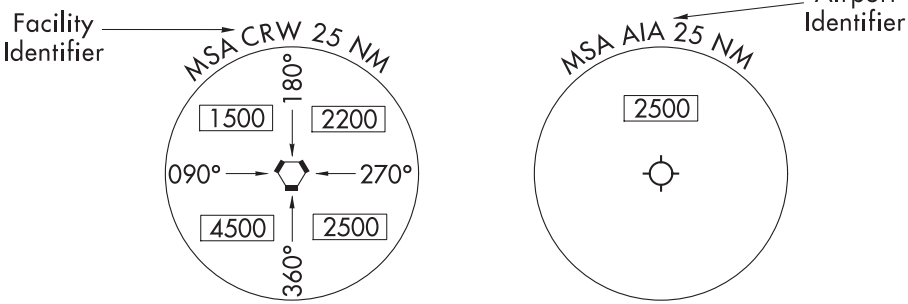




SE-2, 10 SEP 2020 to 05 NOV 2020

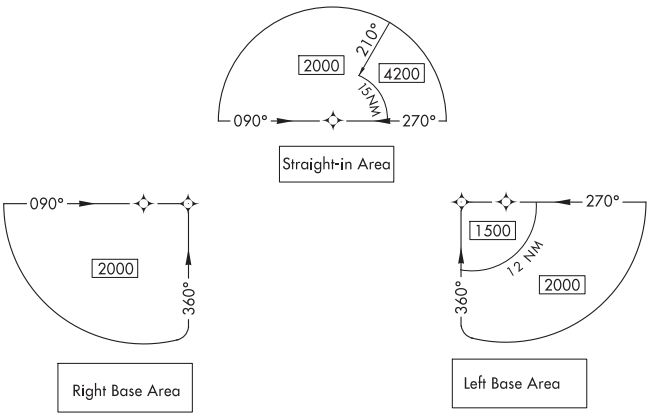
## PLANVIEW SYMBOLS

### 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







SE-2, 10 SEP 2020 to 05 NOV 2020

# LEGEND 20198

## INSTRUMENT APPROACH PROCEDURES (CHARTS)

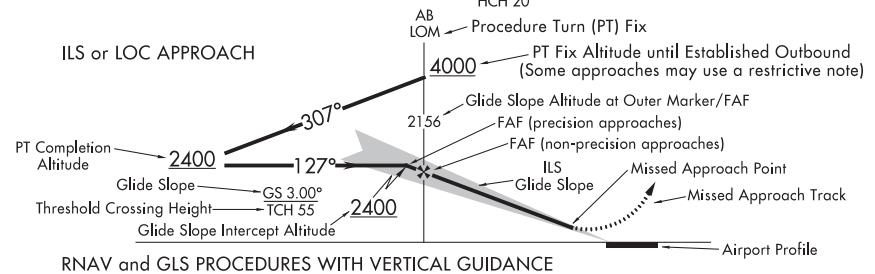
### PROFILE VIEW

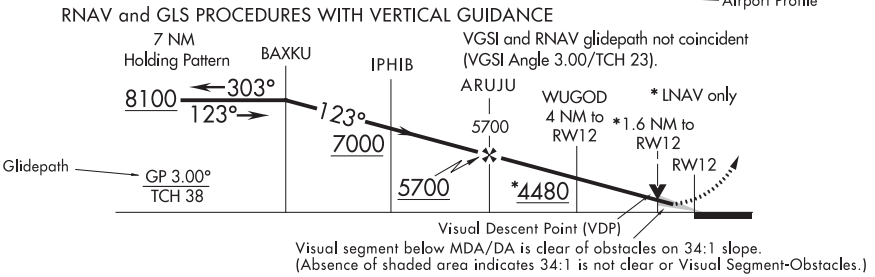
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

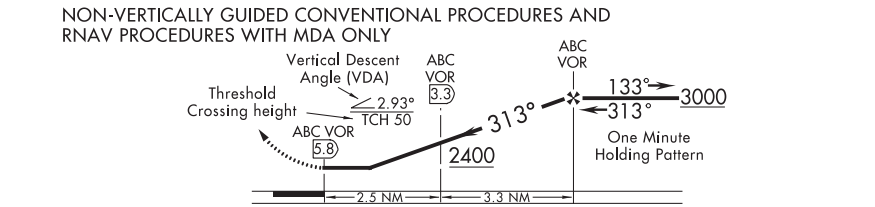
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°/TCH 55

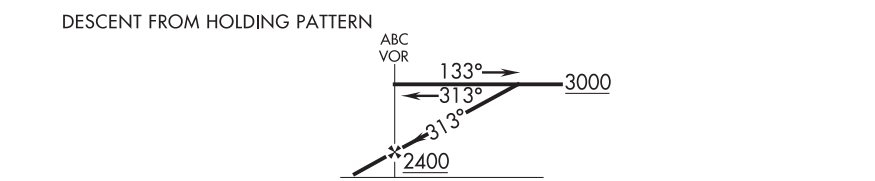
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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




**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.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 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)

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

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.

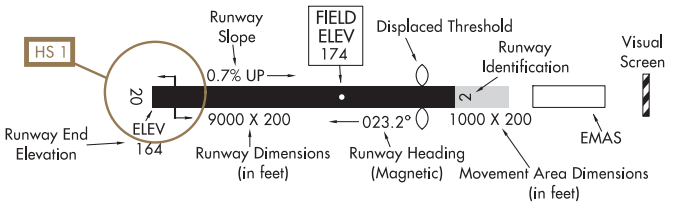
True/magnetic North orientation may vary from diagram to diagram

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.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

# LEGEND 15344

INSTRUMENT APPROACH PROCEDURES (CHARTS)

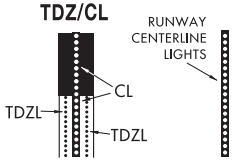
## APPROACH LIGHTING SYSTEM - UNITED STATES

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**

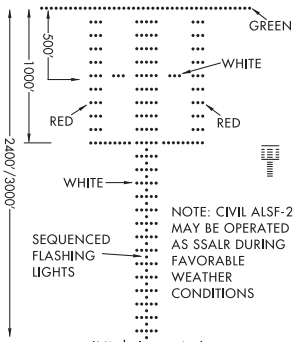



AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

### APPROACH LIGHTING SYSTEM

A

**ALSF-2**



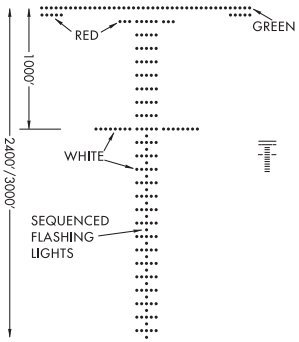

NOTE: CIVIL ALSF-2 MAY BE OPERATED AS SSALR DURING FAVORABLE WEATHER CONDITIONS

(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)

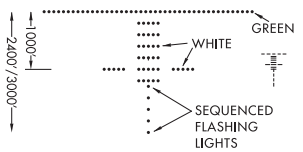
SAME AS INNER 1500' OF ALSF-1

### SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

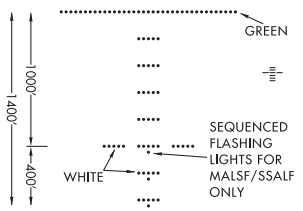
**SSALR**




(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

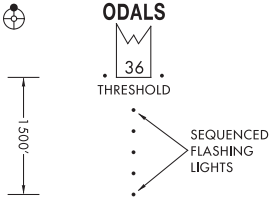
A5

**MALSR**

SAME LIGHT CONFIGURATION AS SSALR.

### OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

**ODALS**




LENGTH 1500 FEET

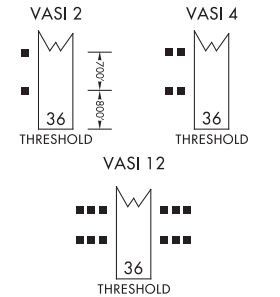
### VISUAL APPROACH SLOPE INDICATOR

V

**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

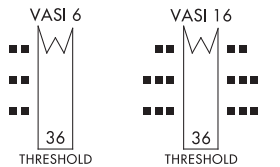



### VISUAL APPROACH SLOPE INDICATOR

V3

**VASI**

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




LEGEND 15344





SE-2, 10 SEP 2020 to 05 NOV 2020

LEGEND 18256

INSTRUMENT APPROACH PROCEDURES (CHARTS)

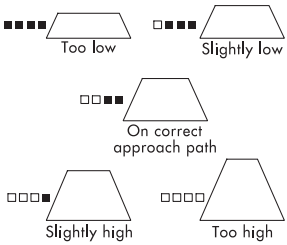
# APPROACH LIGHTING SYSTEM - UNITED STATES

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

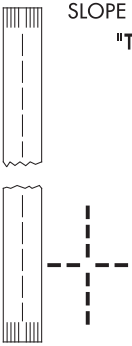
**PAPI**




Legend: □ White ■ Red

## (V1) "T"-VISUAL APPROACH SLOPE INDICATOR

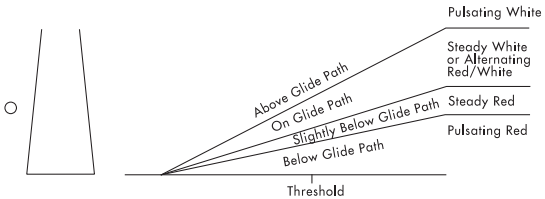
**"T"-VASI**



"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

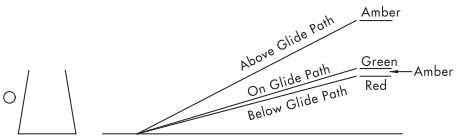
**PVASI**




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

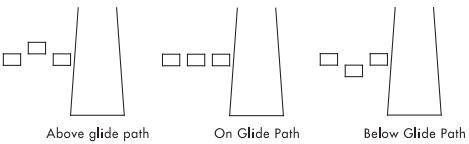
**TRCV**




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.



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# 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.



SE-2, 10 SEP 2020 to 05 NOV 2020

FREQ PAIRING 20198

# INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

## AHOSKIE, NC
### TRI-COUNTY(ASJ)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 01 ....1
RNAV (GPS) RWY 19 ....2

## AIKEN, SC
### AIKEN RGNL(AIK)
TAKEOFF MINIMUMS ....L
IAPS ..... ILS OR LOC/DME RWY 07 ....3
RNAV (GPS) RWY 07 ....4
RNAV (GPS) RWY 25 ....5
VOR/DME-A ....6
NDB RWY 25 ....7
DPS ..... CHATT SIX (RNAV) ....8
DOVER FIVE (RNAV) ....9
JUNPR FIVE (RNAV) ....10
KAOLN SIX (RNAV) ....11
RDBUD FOUR (RNAV) ....12
SAMMI FOUR (RNAV) ....13

## ALBEMARLE, NC
### STANLY COUNTY(VUJ)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
RADAR MINIMUMS ....N
STARS ..... CHPTR THREE .... Z15
KABEE THREE (RNAV) .... Z26
NASCR FOUR .... Z36
UNARM SIX .... Z48
IAPS ..... ILS OR LOC RWY 22L ....14
RNAV (GPS) RWY 04R ....15
RNAV (GPS) RWY 22L ....16
NDB RWY 22L ....17
AIRPORT DIAGRAM ....18
DPS ..... BARMY FOUR (RNAV) ....19
BEAVY FIVE (RNAV) ....20
BOBZY FOUR (RNAV) ....21
ESTRR FOUR (RNAV) ....22
ICONS FOUR (RNAV) ....23
JOJJO FOUR (RNAV) ....24
KERMIT THREE ....25
KILNS FOUR (RNAV) ....27
KNIGHTS TWO ....28
KRITR FIVE (RNAV) ....30
KWEEN FOUR (RNAV) ....31
LILLS TWO (RNAV) ....32
WEAZL FOUR (RNAV) ....33

## ALBERT J ELLIS
**---SEE JACKSONVILLE, NC**

## ALLENDALE, SC
### ALLENDALE COUNTY(AQX)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 ....34
RNAV (GPS) RWY 35 ....35
VOR-A ....36

## ANDERSON, SC
### ANDERSON RGNL(AND)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 05 ....37
RNAV (GPS) RWY 05 ....38
RNAV (GPS) RWY 17 ....39
RNAV (GPS) RWY 23 ....40
RNAV (GPS) RWY 35 ....41
VOR RWY 05 ....42

## ANDREWS, NC
### WESTERN CAROLINA RGNL(RHP)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 08 ....43

## ANDREWS, SC
### ROBERT F SWINNIE(PHH)
TAKEOFF MINIMUMS ....L
IAPS ..... NDB RWY 36 ....44

## ANSON COUNTY-JEFF CLOUD FIELD
**---SEE WADESBORO, NC**

## ASHE COUNTY
**---SEE JEFFERSON, NC**

## ASHEBORO, NC
### ASHEBORO RGNL(HBI)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 03 ....45
RNAV (GPS) RWY 21 ....46

## ASHEVILLE, NC
### ASHEVILLE RGNL(AVL)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT .... P
IAPS ..... ILS OR LOC RWY 35 ....47
RNAV (GPS) RWY 17 ....48
RNAV (GPS) RWY 35 ....49
AIRPORT DIAGRAM ....50
DPS ..... ASHEVILLE FIVE ....51

## BAMBERG, SC
### BAMBERG COUNTY(99N)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....52
RNAV (GPS) RWY 23 ....53

## BARNWELL, SC
### BARNWELL RGNL(BNL)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 17 ....54
RNAV (GPS) RWY 35 ....55

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

### BEAUFORT, NC
**MICHAEL J SMITH FIELD(MRH)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 03 ....56
RNAV (GPS) RWY 08 ....57
RNAV (GPS) RWY 14 ....58
RNAV (GPS) RWY 21 ....59
RNAV (GPS) RWY 26 ....60
RNAV (GPS) RWY 32 ....61

### BEAUFORT, SC
**BEAUFORT COUNTY(ARW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
RADAR MINIMUMS ....N
IAPS ..... RNAV (GPS) RWY 07 ....62
RNAV (GPS) RWY 25 ....63

### BEAUFORT MCAS (MERRITT FIELD)(KNBC)
**BEAUFORT, SC**
TAKEOFF MINIMUMS ....L
RADAR MINIMUMS ....N
IAPS ..... RNAV (GPS) RWY 05 ....64
RNAV (GPS) RWY 14 ....65
RNAV (GPS) RWY 23 ....66
RNAV (GPS) RWY 32 ....67
TACAN RWY 05 ....68
TACAN RWY 14 ....69
TACAN RWY 23 ....70
AIRPORT DIAGRAM ....71

### BENNETTSVILLE, SC
**MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 07 ....72
RNAV (GPS) RWY 25 ....73

**BERKELEY COUNTY**
**---SEE MONCKS CORNER, SC**

**BILLY MITCHELL**
**---SEE HATTERAS, NC**

### BURLINGTON, NC
**BURLINGTON-ALAMANCE RGNL(BUY)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS Y OR LOC Y RWY 06 ....74
ILS Z OR LOC Z RWY 06 ....75
RNAV (GPS) RWY 06 ....76
RNAV (GPS) RWY 24 ....77
VOR/DME-A ....78

**BURLINGTON-ALAMANCE RGNL**
**---SEE BURLINGTON, NC**

### CAMDEN, SC
**WOODWARD FIELD(CDN)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 06 ....79
RNAV (GPS) RWY 24 ....80
VOR/DME-A ....81

**CAMP MACKALL, NC**
**---SEE MACKALL AAF**

**CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD**
**---SEE OAK ISLAND, NC**

**CAUSEY**
**---SEE LIBERTY, NC**

# INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

## CHARLESTON, SC

### CHARLESTON AFB/INTL(CHS)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
LAHSO ..... O
HOT SPOT ..... P
STARS ..... AMYLU TWO (RNAV) ..... Z3
BAGGY TWO (RNAV) ..... Z6
OSPRI SIX (RNAV) ..... Z37
IAPS ..... ILS OR LOC RWY 15 ..... 82
ILS OR LOC RWY 33 ..... 83
ILS RWY 15 (SA CAT I) ..... 84
ILS RWY 15 (CAT II) ..... 85
RNAV (RNP) Z RWY 03 ..... 86
RNAV (RNP) Z RWY 15 ..... 87
RNAV (RNP) Z RWY 21 ..... 88
RNAV (RNP) Z RWY 33 ..... 89
RNAV (GPS) Y RWY 03 ..... 90
RNAV (GPS) Y RWY 15 ..... 91
RNAV (GPS) Y RWY 21 ..... 92
RNAV (GPS) Y RWY 33 ..... 93
VOR/DME OR TACAN RWY 03 ..... 94
VOR/DME OR TACAN RWY 15 ..... 95
VOR/DME OR TACAN RWY 21 ..... 96
VOR/DME OR TACAN RWY 33 ..... 97
AIRPORT DIAGRAM ..... 98
DPS ..... LGRHD TWO (RNAV) ..... 99
MLTRE TWO (RNAV) ..... 100
PLFMD TWO (RNAV) ..... 101
PLMTO TWO (RNAV) ..... 102
SWPFX TWO (RNAV) ..... 103

### CHARLESTON EXECUTIVE(JZI)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... AMYLU TWO (RNAV) ..... Z3
BAGGY TWO (RNAV) ..... Z6
OSPRI SIX (RNAV) ..... Z37
IAPS ..... ILS OR LOC RWY 09 ..... 104
RNAV (GPS) RWY 04 ..... 105
RNAV (GPS) RWY 09 ..... 106
RNAV (GPS) RWY 27 ..... 107
DPS ..... EXECUTIVE ONE (RNAV) ..... 108
KIAWAH ONE (RNAV) ..... 109
KMBEE ONE (RNAV) ..... 110

## CHARLOTTE, NC

## CHARLOTTE, NC

### CHARLOTTE/DOUGLAS INTL(CLT)

TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... BANKR TWO (RNAV) ..... Z7
BTSEY TWO ..... Z13
CHPTR THREE ..... Z15
CHSLY FOUR (RNAV) ..... Z17
FILPZ THREE (RNAV) ..... Z20
JONZE TWO (RNAV) ..... Z23
LIINN THREE ..... Z29
MAJIC FOUR ..... Z31
MLLET TWO (RNAV) ..... Z35
PARQR THREE (RNAV) ..... Z39
RASLN THREE ..... Z41
STOCR THREE (RNAV) ..... Z44
UNARM SIX ..... Z48
IAPS ..... ILS OR LOC RWY 05 ..... 111
ILS OR LOC RWY 18C ..... 112
ILS OR LOC RWY 18L ..... 113
ILS OR LOC RWY 18R ..... 114
ILS OR LOC RWY 23 ..... 115
ILS OR LOC RWY 36C ..... 116
ILS OR LOC RWY 36L ..... 117
ILS OR LOC RWY 36R ..... 118
ILS RWY 18R (SA CAT I) ..... 119
ILS RWY 36L (SA CAT I) ..... 120
ILS RWY 36R (SA CAT I) ..... 121
ILS RWY 18R (CAT II - III) ..... 122
ILS RWY 36C (CAT II - III) ..... 123
ILS RWY 36L (CAT II - III) ..... 124
ILS RWY 36R (CAT II - III) ..... 125
RNAV (RNP) Z RWY 05 ..... 126
RNAV (RNP) Z RWY 18C ..... 127
RNAV (RNP) Z RWY 23 ..... 128
RNAV (RNP) Z RWY 36C ..... 129
RNAV (GPS) Y RWY 05 ..... 130
RNAV (GPS) Y RWY 18C ..... 131
RNAV (GPS) Y RWY 18L ..... 132
RNAV (GPS) Y RWY 18R ..... 133
RNAV (GPS) Y RWY 23 ..... 134
RNAV (GPS) Y RWY 36C ..... 135
RNAV (GPS) Y RWY 36L ..... 136
RNAV (GPS) Y RWY 36R ..... 137
AIRPORT DIAGRAM ..... 138
DPS ..... RNAV DP AAUP ..... 139
BARMY FOUR (RNAV) ..... 141
BEAVY FIVE (RNAV) ..... 143
BOBZY FOUR (RNAV) ..... 145
CHARLOTTE TWO ..... 147
ESTRR FOUR (RNAV) ..... 149
ICONS FOUR (RNAV) ..... 151
JOJJO FOUR (RNAV) ..... 153
KERMIT THREE ..... 155
KILNS FOUR (RNAV) ..... 157
KNIGHTS TWO ..... 159
KRITR FIVE (RNAV) ..... 161
KWEEN FOUR (RNAV) ..... 163
LILLS TWO (RNAV) ..... 165
WEAZL FOUR (RNAV) ..... 166

**CHARLOTTE-MONROE EXECUTIVE**
**---SEE MONROE, NC**

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

### CHERAW, SC
**CHERAW MUNI/LYNCH BELLINGER FIELD(CQW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 08 ....168
RNAV (GPS) RWY 26 ....169
VOR/DME RWY 08 ....170

### CHERRY POINT MCAS (CUNNINGHAM FIELD)(KNKT)
**CHERRY POINT, NC**
TAKEOFF MINIMUMS ....L
RADAR MINIMUMS ....N
IAPS ..... ILS OR LOC/DME RWY 23R ....171
RNAV (GPS) RWY 05R ....172
RNAV (GPS) RWY 14L ....173
RNAV (GPS) RWY 23R ....174
RNAV (GPS) RWY 32L ....175
TACAN RWY 05R ....176
TACAN RWY 14L ....177
TACAN RWY 32L ....178
COPTER TACAN RWY 23R ....179
AIRPORT DIAGRAM ....180

### CHESTER, SC
**CHESTER CATAWBA RGNL(DCM)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE ....Z15
LIINN THREE ....Z29
MAJIC FOUR ....Z31
RASLN THREE ....Z41
UNARM SIX ....Z48
IAPS ..... RNAV (GPS) RWY 17 ....181
RNAV (GPS) RWY 35 ....182
NDB RWY 35 ....183

### CLEMSON, SC
**OCONEE COUNTY RGNL(CEU)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 07 ....184
RNAV (GPS) RWY 25 ....185

### CLINTON, NC
**CLINTON-SAMPSON COUNTY(CTZ)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 06 ....186
RNAV (GPS) Y RWY 24 ....187
RNAV (GPS) Z RWY 24 ....188
LOC RWY 06 ....189
VOR/DME-A ....190

**CLINTON-SAMPSON COUNTY**
**---SEE CLINTON, NC**

**COASTAL CAROLINA RGNL**
**---SEE NEW BERN, NC**

### COLUMBIA, SC
**COLUMBIA METROPOLITAN(CAE)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT .... P
IAPS ..... ILS OR LOC RWY 05 ....191
ILS OR LOC RWY 11 ....192
ILS OR LOC RWY 29 ....193
ILS RWY 11 (CAT II - III) ....194
RNAV (GPS) RWY 05 ....195
RNAV (GPS) RWY 11 ....196
RNAV (GPS) RWY 23 ....197
RNAV (GPS) RWY 29 ....198
VOR-A ....199
AIRPORT DIAGRAM ....200
**JIM HAMILTON L B OWENS(CUB)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 13 ....201
RNAV (GPS) RWY 31 ....202
LOC RWY 31 ....203

**COLUMBUS COUNTY MUNI**
**---SEE WHITEVILLE, NC**

### CONCORD, NC
**CONCORD-PADGETT RGNL(JQF)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE ....Z15
KABEE THREE (RNAV) ....Z26
NASCR FOUR ....Z36
UNARM SIX ....Z48
IAPS ..... ILS OR LOC RWY 20 ....204
RNAV (GPS) RWY 02 ....205
RNAV (GPS) RWY 20 ....206
AIRPORT DIAGRAM ....207
DPS ..... BARMY FOUR (RNAV) ....208
BEAVY FIVE (RNAV) ....209
BOBZY FOUR (RNAV) ....210
ESTRR FOUR (RNAV) ....211
ICONS FOUR (RNAV) ....212
JOJJO FOUR (RNAV) ....213
KERMIT THREE ....214
KILNS FOUR (RNAV) ....216
KNIGHTS TWO ....217
KRITR FIVE (RNAV) ....219
KWEEN FOUR (RNAV) ....220
LILLS TWO (RNAV) ....221
WEAZL FOUR (RNAV) ....222

**CONCORD-PADGETT RGNL**
**---SEE CONCORD, NC**

### CONWAY, SC
**CONWAY-HORRY COUNTY(HYW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 04 ....223
RNAV (GPS) RWY 22 ....224
NDB RWY 04 ....225
NDB RWY 22 ....226

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**CURRITUCK, NC**
**CURRITUCK COUNTY RGNL(ONX)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....227
RNAV (GPS) RWY 23 ....228
VOR/DME-A ....229

**CURTIS L BROWN JR FIELD**
**---SEE ELIZABETHTOWN, NC**

**DARE COUNTY RGNL**
**---SEE MANTEO, NC**

**DARLINGTON, SC**
**DARLINGTON COUNTY(UDG)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....230
RNAV (GPS) RWY 23 ....231
VOR-A ....232

**DAVIDSON COUNTY**
**---SEE LEXINGTON, NC**

**DILLON, SC**
**DILLON COUNTY(DLC)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR/DME OR GPS RWY 07 ....233

**DONALDSON FIELD**
**---SEE GREENVILLE, SC**

**DUPLIN COUNTY**
**---SEE KENANSVILLE, NC**

**EASTOVER, SC**
**---SEE MC ENTIRE JNGB**

**EDENTON, NC**
**NORTHEASTERN RGNL(EDE)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 19 ....234
RNAV (GPS) RWY 01 ....235
RNAV (GPS) RWY 19 ....236

**ELIZABETH CITY, NC**
**ELIZABETH CITY COAST GUARD AIR STATION/ RGNL(ECG)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 10 ....237
RNAV (GPS) RWY 01 ....238
RNAV (GPS) RWY 10 ....239
RNAV (GPS) RWY 19 ....240
RNAV (GPS) RWY 28 ....241
VOR/DME RWY 10 ....242
VOR/DME RWY 19 ....243
VOR/DME RWY 28 ....244
NDB RWY 10 ....245
AIRPORT DIAGRAM ....246

**ELIZABETHTOWN, NC**
**CURTIS L BROWN JR FIELD(EYF)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 15 ....247
RNAV (GPS) RWY 33 ....248
VOR/DME RWY 15 ....249

**ELKIN, NC**
**ELKIN MUNI(ZEF)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 07 ....250
RNAV (GPS) RWY 25 ....251
NDB-A ....252

**ENGELHARD, NC**
**HYDE COUNTY(7W6)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 11 ....253

**ERWIN, NC**
**HARNETT RGNL JETPORT(HRJ)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....254
RNAV (GPS) RWY 23 ....255
LOC RWY 05 ....256
NDB RWY 23 ....257

**FAIRFIELD COUNTY**
**---SEE WINNSBORO, SC**

**FAYETTEVILLE, NC**
**FAYETTEVILLE RGNL/GRANNIS FIELD(FAY)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 04 ....258
RNAV (GPS) RWY 04 ....259
RNAV (GPS) RWY 10 ....260
RNAV (GPS) RWY 22 ....261
RNAV (GPS) RWY 28 ....262
LOC BC RWY 22 ....263
VOR RWY 04 ....264
VOR RWY 22 ....265
VOR RWY 28 ....266
AIRPORT DIAGRAM ....267
DPS ..... MOUNTY FOUR ....268

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**FAYETTEVILLE, NC**
**---SEE POPE AAF**

**FIRST FLIGHT**
**---SEE KILL DEVIL HILLS, NC**

**FLORENCE, SC**
**FLORENCE RGNL(FLO)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 09 ....269
RNAV (GPS) RWY 01 ....270
RNAV (GPS) RWY 09 ....271
RNAV (GPS) RWY 19 ....272
RNAV (GPS) RWY 27 ....273
VOR OR TACAN-A ....274
AIRPORT DIAGRAM ....275

**FOOTHILLS RGNL**
**---SEE MORGANTON, NC**

**FORT BRAGG, NC**
**---SEE SIMMONS AAF**

**FRANKLIN, NC**
**MACON COUNTY(1A5)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS)-A ....276

**GASTONIA, NC**
**GASTONIA MUNI(AKH)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE ....Z15
LIINN THREE ....Z29
MAJIC FOUR ....Z31
RASLN THREE ....Z41
UNARM SIX ....Z48
IAPS ..... RNAV (GPS) RWY 03 ....277
RNAV (GPS) RWY 21 ....278
NDB RWY 03 ....279
DPS ..... BARMY FOUR (RNAV) ....280
BEAVY FIVE (RNAV) ....281
BOBZY FOUR (RNAV) ....282
ESTRR FOUR (RNAV) ....283
ICONS FOUR (RNAV) ....284
JOJJO FOUR (RNAV) ....285
KERMIT THREE ....286
KILNS FOUR (RNAV) ....288
KNIGHTS TWO ....289
KRITR FIVE (RNAV) ....291
KWEEN FOUR (RNAV) ....292
LILLS TWO (RNAV) ....293
WEAZL FOUR (RNAV) ....294

**GEORGETOWN, SC**
**GEORGETOWN COUNTY(GGE)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....295
RNAV (GPS) RWY 23 ....296

**GOLDSBORO, NC**
**WAYNE EXECUTIVE JETPORT(GWW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 23 ....297
RNAV (GPS) RWY 05 ....298
RNAV (GPS) RWY 23 ....299
VOR-A ....300

**GOLDSBORO, NC**
**---SEE SEYMOUR JOHNSON AFB**

**GRAND STRAND**
**---SEE NORTH MYRTLE BEACH, SC**

**GREENSBORO, NC**
**PIEDMONT TRIAD INTL(GSO)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT ....P
STARS ..... BLOCC TWO ....Z9
BROOK FOUR ....Z12
HENBY THREE ....Z22
TRAKS THREE (RNAV) ....Z47
IAPS ..... ILS OR LOC RWY 05L ....301
ILS OR LOC RWY 05R ....302
ILS OR LOC RWY 23L ....303
ILS OR LOC RWY 23R ....304
ILS Y OR LOC/DME Y RWY 32 ....305
ILS Z OR LOC/DME Z RWY 32 ....306
ILS RWY 23L (CAT II) ....307
ILS RWY 05L (CAT II - III) ....308
ILS RWY 05R (SA CAT II) ....309
RNAV (GPS) RWY 05L ....310
RNAV (GPS) RWY 05R ....311
RNAV (GPS) RWY 14 ....312
RNAV (GPS) RWY 23L ....313
RNAV (GPS) RWY 23R ....314
RNAV (GPS) RWY 32 ....315
VOR/DME RWY 23L ....316
AIRPORT DIAGRAM ....317
DPS ..... QUAKER SEVEN ....318
TRIAD NINE ....319
TRSHA ONE (RNAV) ....320

## INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

### GREENVILLE, NC
**PITT-GREENVILLE(PGV)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS Y OR LOC Y RWY 20 ....321
ILS Z OR LOC Z RWY 20 ....322
RNAV (GPS) RWY 02 ....323
RNAV (GPS) RWY 08 ....324
RNAV (GPS) RWY 20 ....325
RNAV (GPS) RWY 26 ....326
AIRPORT DIAGRAM ....327

### GREENVILLE, SC
**DONALDSON FIELD(GYH)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... JUNNR THREE (RNAV) .... Z25
MCHLN TWO (RNAV) .... Z34
RCTOR TWO (RNAV) .... Z42
WORXS TWO (RNAV) .... Z50
IAPS ..... ILS OR LOC RWY 05 ....328
RNAV (GPS) RWY 05 ....329
RNAV (GPS) RWY 23 ....330
AIRPORT DIAGRAM ....331
DPS ..... BIMMR TWO (RNAV) ....332
BWALL TWO (RNAV) ....333

**GREENVILLE DOWNTOWN(GMU)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... JUNNR THREE (RNAV) .... Z25
MCHLN TWO (RNAV) .... Z34
RCTOR TWO (RNAV) .... Z42
WORXS TWO (RNAV) .... Z50
IAPS ..... ILS Y OR LOC Y RWY 01 ....334
ILS Z OR LOC Z RWY 01 ....335
RNAV (GPS) RWY 01 ....336
RNAV (GPS) RWY 10 ....337
RNAV (GPS) RWY 19 ....338
RNAV (GPS) RWY 28 ....339
AIRPORT DIAGRAM ....340
DPS ..... BIMMR TWO (RNAV) ....341
BWALL TWO (RNAV) ....342

**GREENVILLE-SPARTANBURG INTL**
**---SEE GREER, SC**

### GREENWOOD, SC
**GREENWOOD COUNTY(GRD)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 09 ....343
RNAV (GPS) RWY 27 ....344
VOR RWY 09 ....345

### GREER, SC
**GREENVILLE-SPARTANBURG INTL(GSP)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... JUNNR THREE (RNAV) .... Z25
MCHLN TWO (RNAV) .... Z34
RCTOR TWO (RNAV) .... Z42
WORXS TWO (RNAV) .... Z50
IAPS ..... ILS OR LOC RWY 04 ....346
ILS OR LOC RWY 22 ....347
ILS RWY 04 (SA CAT I) ....348
ILS RWY 04 (CAT II - III) ....349
RNAV (GPS) RWY 04 ....350
RNAV (GPS) RWY 22 ....351
AIRPORT DIAGRAM ....352
DPS ..... BIMMR TWO (RNAV) ....353
BWALL TWO (RNAV) ....354

**HALIFAX-NORTHAMPTON RGNL**
**---SEE ROANOKE RAPIDS, NC**

**HARNETT RGNL JETPORT**
**---SEE ERWIN, NC**

### HARTSVILLE, SC
**HARTSVILLE RGNL(HVS)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 03 ....355
RNAV (GPS) RWY 21 ....356
VOR-A ....357

### HATTERAS, NC
**BILLY MITCHELL(HSE)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 07 ....358
RNAV (GPS) RWY 25 ....359

**HENDERSON FIELD**
**---SEE WALLACE, NC**

**HENDERSON-OXFORD**
**---SEE OXFORD, NC**

### HICKORY, NC
**HICKORY RGNL(HKY)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
HOT SPOT .... P
IAPS ..... ILS OR LOC RWY 24 ....360
RNAV (GPS) RWY 01 ....361
RNAV (GPS) RWY 06 ....362
RNAV (GPS) RWY 19 ....363
RNAV (GPS) RWY 24 ....364
VOR/DME RWY 24 ....365
AIRPORT DIAGRAM ....366
DPS ..... HICKORY THREE (OBSTACLE) ....367

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**HILTON HEAD ISLAND, SC**
**HILTON HEAD(HXD)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 03 ....369
RNAV (GPS) RWY 21 ....370
LOC RWY 21 ....371
VOR-A ....372
BROAD CREEK VISUAL RWY 03 ....373
AIRPORT DIAGRAM ....374

**HYDE COUNTY**
**---SEE ENGELHARD, NC**

**JAARS-TOWNSEND**
**---SEE WAXHAW, NC**

**JACKSON COUNTY**
**---SEE SYLVA, NC**

**JACKSONVILLE, NC**
**ALBERT J ELLIS(OAJ)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 05 ....375
RNAV (GPS) RWY 05 ....376
RNAV (GPS) RWY 23 ....377
AIRPORT DIAGRAM ....378

**JACKSONVILLE, NC**
**---SEE NEW RIVER MCAS (MCCUTCHEON FIELD)**

**JEFFERSON, NC**
**ASHE COUNTY(GEV)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 28 ....379
LOC RWY 28 ....380

**JIM HAMILTON L B OWENS**
**---SEE COLUMBIA, SC**

**JOHNSTON RGNL**
**---SEE SMITHFIELD, NC**

**KENANSVILLE, NC**
**DUPLIN COUNTY(DPL)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....381
RNAV (GPS) RWY 23 ....382

**KILL DEVIL HILLS, NC**
**FIRST FLIGHT(FFA)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 03 ....383
RNAV (GPS) RWY 21 ....384

**KINGSTREE, SC**
**WILLIAMSBURG RGNL(CKI)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 14 ....385
RNAV (GPS) RWY 32 ....386

**KINSTON, NC**
**KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 05 ....387
RNAV (GPS) RWY 05 ....388
RNAV (GPS) RWY 23 ....389
AIRPORT DIAGRAM ....390

**LAKE CITY, SC**
**LAKE CITY MUNI CJ EVANS FIELD(51J)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 01 ....391
RNAV (GPS) RWY 19 ....392

**LAKE NORMAN AIRPARK**
**---SEE MOORESVILLE, NC**

**LANCASTER, SC**
**LANCASTER COUNTY-MCWHIRTER FIELD(LKR)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE ....Z15
LIINN THREE ....Z29
MAJIC FOUR ....Z31
RASLN THREE ....Z41
UNARM SIX ....Z48
IAPS ..... RNAV (GPS) RWY 06 ....393
RNAV (GPS) RWY 24 ....394
VOR/DME-A ....395
NDB RWY 24 ....396
DPS ..... BARMY FOUR (RNAV) ....397
BEAVY FIVE (RNAV) ....398
BOBZY FOUR (RNAV) ....399
ESTRR FOUR (RNAV) ....400
ICONS FOUR (RNAV) ....401
JOJJO FOUR (RNAV) ....402
KERMIT THREE ....403
KILNS FOUR (RNAV) ....405
KNIGHTS TWO ....406
KRITR FIVE (RNAV) ....408
KWEEN FOUR (RNAV) ....409
LILLS TWO (RNAV) ....410
WEAZL FOUR (RNAV) ....411

**LAURENS, SC**
**LAURENS COUNTY(LUX)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 08 ....412
RNAV (GPS) RWY 26 ....413

**LAURINBURG-MAXTON**
**---SEE MAXTON, NC**

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**LEXINGTON, NC**
**DAVIDSON COUNTY(EXX)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 06 ..... 414
RNAV (GPS) RWY 06 ..... 415
RNAV (GPS) RWY 24 ..... 416

**LEXINGTON COUNTY**
**---SEE PELION, SC**

**LIBERTY, NC**
**CAUSEY(2A5)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 02 ..... 417
RNAV (GPS) RWY 20 ..... 418

**LINCOLNTON, NC**
**LINCOLNTON-LINCOLN COUNTY RGNL(IPJ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... CHPTR THREE ..... Z15
LIINN THREE ..... Z29
MAJIC FOUR ..... Z31
RASLN THREE ..... Z41
UNARM SIX ..... Z48
IAPS ..... ILS Y OR LOC Y RWY 23 ..... 419
ILS Z OR LOC Z RWY 23 ..... 420
RNAV (GPS) RWY 05 ..... 421
RNAV (GPS) RWY 23 ..... 422
DPS ..... BARMY FOUR (RNAV) ..... 423
BEAVY FIVE (RNAV) ..... 424
BOBZY FOUR (RNAV) ..... 425
ESTRR FOUR (RNAV) ..... 426
ICONS FOUR (RNAV) ..... 427
JOJJO FOUR (RNAV) ..... 428
KERMIT THREE ..... 429
KILNS FOUR (RNAV) ..... 431
KNIGHTS TWO ..... 432
KRITR FIVE (RNAV) ..... 434
KWEEN FOUR (RNAV) ..... 435
LILLS TWO (RNAV) ..... 436
WEAZL FOUR (RNAV) ..... 437

**LINCOLNTON-LINCOLN COUNTY RGNL**
**---SEE LINCOLNTON, NC**

**LORIS, SC**
**TWIN CITY(5J9)**
TAKEOFF MINIMUMS ..... L
IAPS ..... GPS RWY 26 ..... 438

**LOUISBURG, NC**
**TRIANGLE NORTH EXECUTIVE(LHZ)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
STARS ..... SOUTH BOSTON SEVEN ..... Z43
IAPS ..... ILS OR LOC RWY 05 ..... 439
RNAV (GPS) RWY 05 ..... 440
RNAV (GPS) RWY 23 ..... 441
VOR-A ..... 442

NAME PROC SECT PG

**LOWCOUNTRY RGNL**
**---SEE WALTERBORO, SC**

**LUMBERTON, NC**
**LUMBERTON RGNL(LBT)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 443
RNAV (GPS) RWY 05 ..... 444
RNAV (GPS) RWY 13 ..... 445
RNAV (GPS) RWY 23 ..... 446

**MACKALL AAF(HFF)**
**CAMP MACKALL, NC**
IAPS ..... NDB OR GPS RWY 11 ..... 447

**MACON COUNTY**
**---SEE FRANKLIN, NC**

**MANNING, SC**
**SANTEE COOPER RGNL(MNI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... VOR/DME OR GPS-A ..... 448
NDB OR GPS RWY 02 ..... 449

**MANTEO, NC**
**DARE COUNTY RGNL(MQI)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 05 ..... 450
RNAV (GPS) RWY 17 ..... 451
RNAV (GPS) RWY 23 ..... 452
AIRPORT DIAGRAM ..... 453

**MARION, SC**
**MARION COUNTY(MAO)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 04 ..... 454
RNAV (GPS) RWY 22 ..... 455
VOR/DME-A ..... 456

**MARLBORO COUNTY JETPORT-H E AVENT FIELD**
**---SEE BENNETTSVILLE, SC**

**MARTIN COUNTY**
**---SEE WILLIAMSTON, NC**

**MAXTON, NC**
**LAURINBURG-MAXTON(MEB)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... ILS OR LOC RWY 05 ..... 457
RNAV (GPS) RWY 05 ..... 458
RNAV (GPS) RWY 23 ..... 459

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**MC ENTIRE JNGB(MMT)**
**EASTOVER, SC**
TAKEOFF MINIMUMS ....L
IAPS ..... ILS OR LOC/DME RWY 32 ....460
TACAN RWY 14 ....461
TACAN RWY 32 ....462
AIRPORT DIAGRAM ....463

**MEADOW BROOK FIELD**
**---SEE WALNUT COVE, NC**

**MICHAEL J SMITH FIELD**
**---SEE BEAUFORT, NC**

**MID-CAROLINA RGNL**
**---SEE SALISBURY, NC**

**MOCKSVILLE, NC**
**TWIN LAKES(8A7)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....464

**MONCKS CORNER, SC**
**BERKELEY COUNTY(MKS)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....465
RNAV (GPS) RWY 23 ....466
VOR/DME-A ....467

**MONROE, NC**
**CHARLOTTE-MONROE EXECUTIVE(EQY)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE ....Z15
LIINN THREE ....Z29
MAJIC FOUR ....Z31
RASLN THREE ....Z41
UNARM SIX ....Z48
IAPS ..... ILS OR LOC RWY 05 ....468
RNAV (GPS) RWY 05 ....469
RNAV (GPS) RWY 23 ....470
DPS ..... BARMY FOUR (RNAV) ....471
BEAVY FIVE (RNAV) ....472
BOBZY FOUR (RNAV) ....473
ESTRR FOUR (RNAV) ....474
ICONS FOUR (RNAV) ....475
JOJJO FOUR (RNAV) ....476
KERMIT THREE ....477
KILNS FOUR (RNAV) ....479
KNIGHTS TWO ....480
KRITR FIVE (RNAV) ....482
KWEEN FOUR (RNAV) ....483
LILLS TWO (RNAV) ....484
WEAZL FOUR (RNAV) ....485

**MONTGOMERY COUNTY**
**---SEE STAR, NC**

**MOORE COUNTY**
**---SEE PINEHURST/SOUTHERN PINES, NC**

**MOORESVILLE, NC**
**LAKE NORMAN AIRPARK(14A)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 14 ....486

**MORGANTON, NC**
**FOOTHILLS RGNL(MRN)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 03 ....487
RNAV (GPS) RWY 21 ....488
LOC RWY 03 ....489

**MOUNT AIRY, NC**
**MOUNT AIRY/SURRY COUNTY(MWK)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 18 ....490
RNAV (GPS) RWY 36 ....491

**MOUNT OLIVE, NC**
**MOUNT OLIVE MUNI(W40)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....492
RNAV (GPS) RWY 23 ....493
VOR-A ....494

**MOUNT PLEASANT, SC**
**MT PLEASANT RGNL-FAISON FIELD(LRO)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 17 ....495
RNAV (GPS) RWY 35 ....496
VOR/DME-A ....497

**MT PLEASANT RGNL-FAISON FIELD**
**---SEE MOUNT PLEASANT, SC**

**MYRTLE BEACH, SC**
**MYRTLE BEACH INTL(MYR)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 18 ....498
ILS OR LOC RWY 36 ....499
ILS RWY 18 (SA CAT I - II) ....500
RNAV (GPS) RWY 18 ....501
RNAV (GPS) RWY 36 ....502
RNAV (GPS)-A ....503
VOR/DME-A ....504
AIRPORT DIAGRAM ....505

**NEW BERN, NC**
**COASTAL CAROLINA RGNL(EWN)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 04 ....506
RNAV (GPS) RWY 04 ....507
RNAV (GPS) RWY 22 ....508
VOR RWY 22 ....509
AIRPORT DIAGRAM ....510

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**NEW RIVER MCAS (MCCUTCHEON FIELD) (KNCA)**
**JACKSONVILLE, NC**
TAKEOFF MINIMUMS ....L
RADAR MINIMUMS ....N
IAPS ..... ILS OR LOC/DME RWY 01 ....511
RNAV (GPS) RWY 01 ....512
RNAV (GPS) RWY 05 ....513
RNAV (GPS) RWY 19 ....514
RNAV (GPS) RWY 23 ....515
TACAN RWY 01 ....516
TACAN RWY 05 ....517
TACAN RWY 19 ....518
TACAN RWY 23 ....519
AIRPORT DIAGRAM ....520

**NEWBERRY, SC**
**NEWBERRY COUNTY(EOE)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 04 ....521
RNAV (GPS) RWY 22 ....522
NDB RWY 22 ....523

**NORTH AF AUX(KXNO)**
**NORTH, SC**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 06 ....524
RNAV (GPS) RWY 24 ....525
VOR/DME-A ....526
AIRPORT DIAGRAM ....527

**NORTH MYRTLE BEACH, SC**
**GRAND STRAND(CRE)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 23 ....528
RNAV (GPS) RWY 05 ....529
RNAV (GPS) RWY 23 ....530
VOR RWY 05 ....531
VOR RWY 23 ....532
AIRPORT DIAGRAM ....533

**NORTH WILKESBORO, NC**
**WILKES COUNTY(UKF)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS Y OR LOC Y RWY 01 ....534
ILS Z OR LOC Z RWY 01 ....535
RNAV (GPS) RWY 01 ....536
RNAV (GPS) RWY 19 ....537

**NORTHEASTERN RGNL**
**---SEE EDENTON, NC**

**OAK ISLAND, NC**
**CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD(SUT)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....538
RNAV (GPS) RWY 23 ....539

**OCONEE COUNTY RGNL**
**---SEE CLEMSON, SC**

**OCRACOKE, NC**
**OCRACOKE ISLAND(W95)**
IAPS ..... RNAV (GPS) RWY 06 ....540
RNAV (GPS) RWY 24 ....541

**ORANGEBURG, SC**
**ORANGEBURG MUNI(OGB)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....542
RNAV (GPS) RWY 17 ....543
RNAV (GPS) RWY 23 ....544
RNAV (GPS) RWY 35 ....545

**OXFORD, NC**
**HENDERSON-OXFORD(HNZ)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... BUZZY NINE ....Z14
SOUTH BOSTON SEVEN ....Z43
IAPS ..... RNAV (GPS) RWY 06 ....546
RNAV (GPS) RWY 24 ....547
LOC RWY 06 ....548

**P K AIRPARK**
**---SEE RAEFORD, NC**

**PAGELAND, SC**
**PAGELAND(PYG)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 06 ....549
RNAV (GPS) RWY 24 ....550

**PELION, SC**
**LEXINGTON COUNTY(6J0)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 18 ....551
RNAV (GPS) RWY 36 ....552
VOR-A ....553

**PICKENS, SC**
**PICKENS COUNTY(LQK)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....554
RNAV (GPS) RWY 23 ....555

**PIEDMONT TRIAD INTL**
**---SEE GREENSBORO, NC**

**PINEHURST/SOUTHERN PINES, NC**
**MOORE COUNTY(SOP)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS Y OR LOC Y RWY 05 ....556
ILS Z OR LOC Z RWY 05 ....557
RNAV (GPS) RWY 05 ....558
RNAV (GPS) RWY 23 ....559

# INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

**PITT-GREENVILLE**
**---SEE GREENVILLE, NC**

## PLYMOUTH, NC
**PLYMOUTH MUNI(PMZ)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS) RWY 03 ..... 560
RNAV (GPS) RWY 21 ..... 561

## POPE AAF(KPOB)
**FAYETTEVILLE, NC**
TAKEOFF MINIMUMS ..... L
IAPS ..... ILS OR LOC Y RWY 23 ..... 562
ILS OR LOC Z RWY 23 ..... 563
RNAV (GPS) RWY 23 ..... 564
TACAN RWY 23 ..... 565
TACAN-A ..... 566
NDB RWY 23 ..... 567
AIRPORT DIAGRAM ..... 568

## RAEFORD, NC
**P K AIRPARK(5W4)**
TAKEOFF MINIMUMS ..... L
IAPS ..... RNAV (GPS)-A ..... 569
VOR-A ..... 570

**RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY**
**---SEE SANFORD, NC**

**RALEIGH RGNL AT PERSON COUNTY**
**---SEE ROXBORO, NC**

## RALEIGH/DURHAM, NC
**RALEIGH-DURHAM INTL(RDU)**
TAKEOFF MINIMUMS ..... L
DIVERSE VECTOR AREA ..... L
ALTERNATE MINIMUMS ..... M
HOT SPOT ..... P
STARS ..... ALDAN TWO (RNAV) ..... Z1
ARGAL SIX ..... Z5
BLOGS TWO (RNAV) ..... Z10
BRADE SIX ..... Z11
BUZZY NINE ..... Z14
KAROO TWO (RNAV) ..... Z27
MALNR FOUR (RNAV) ..... Z32
SOUTH BOSTON SEVEN ..... Z43
IAPS ..... ILS OR LOC RWY 05L ..... 571
ILS OR LOC RWY 05R ..... 572
ILS OR LOC RWY 23L ..... 573
ILS OR LOC RWY 23R ..... 574
ILS RWY 05R (SA CAT I - II) ..... 575
ILS RWY 23R (CAT II - III) ..... 576
RNAV (RNP) Z RWY 05L ..... 577
RNAV (RNP) Z RWY 05R ..... 578
RNAV (RNP) Z RWY 23L ..... 579
RNAV (RNP) Z RWY 23R ..... 580
RNAV (GPS) RWY 32 ..... 581
RNAV (GPS) Y RWY 05L ..... 582
RNAV (GPS) Y RWY 05R ..... 583
RNAV (GPS) Y RWY 23L ..... 584
RNAV (GPS) Y RWY 23R ..... 585
VOR RWY 05R ..... 586
VOR RWY 23L ..... 587
AIRPORT DIAGRAM ..... 588
DPS ..... BEXGO THREE (RNAV) ..... 589
BLUE DEVIL SEVEN ..... 590
FAYETTEVILLE FOUR ..... 591
HOOKZ THREE (RNAV) ..... 592
HURIC THREE (RNAV) ..... 593
LWOOD THREE (RNAV) ..... 594
OXFRD THREE (RNAV) ..... 595
PACKK EIGHT ..... 596
RALEIGH NINE ..... 597
ROZBO THREE (RNAV) ..... 599
SHPRD THREE (RNAV) ..... 600
TAR HEEL ONE ..... 601

## REIDSVILLE, NC
**ROCKINGHAM COUNTY NC SHILOH(SIF)**
TAKEOFF MINIMUMS ..... L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 13 ..... 602
RNAV (GPS) RWY 31 ..... 603
VOR/DME-A ..... 604
NDB RWY 31 ..... 605

**RICHMOND COUNTY**
**---SEE ROCKINGHAM, NC**

# INDEX OF TERMINAL CHARTS AND MINIMUMS


NAME PROC SECT PG

## ROANOKE RAPIDS, NC
### HALIFAX-NORTHAMPTON RGNL(IXA)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 02 ....606
RNAV (GPS) RWY 20 ....607
VOR RWY 02 ....608

### ROBERT F SWINNIE
**---SEE ANDREWS, SC**

## ROCK HILL, SC
### ROCK HILL/YORK COUNTY/BRYANT FIELD(UZA)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE .... Z15
LIINN THREE .... Z29
MAJIC FOUR .... Z31
RASLN THREE .... Z41
UNARM SIX .... Z48
IAPS ..... ILS Y OR LOC Y RWY 02 ....609
ILS Z OR LOC Z RWY 02 ....610
RNAV (GPS) RWY 02 ....611
RNAV (GPS) RWY 20 ....612
DPS ..... BARMY FOUR (RNAV) ....613
BEAVY FIVE (RNAV) ....614
BOBZY FOUR (RNAV) ....615
ESTRR FOUR (RNAV) ....616
ICONS FOUR (RNAV) ....617
JOJJO FOUR (RNAV) ....618
KERMIT THREE ....619
KILNS FOUR (RNAV) ....621
KNIGHTS TWO ....622
KRITR FIVE (RNAV) ....624
KWEEN FOUR (RNAV) ....625
LILLS TWO (RNAV) ....626
WEAZL FOUR (RNAV) ....627

## ROCKINGHAM, NC
### RICHMOND COUNTY(RCZ)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 32 ....628

### ROCKINGHAM COUNTY NC SHILOH
**---SEE REIDSVILLE, NC**

## ROCKY MOUNT, NC
### ROCKY MOUNT-WILSON RGNL(RWI)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 04 ....629
RNAV (GPS) RWY 04 ....630
RNAV (GPS) RWY 22 ....631
VOR/DME RWY 22 ....632

## ROXBORO, NC
### RALEIGH RGNL AT PERSON COUNTY(TDF)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... BUZZY NINE ....Z14
SOUTH BOSTON SEVEN ....Z43
IAPS ..... ILS OR LOC RWY 06 ....633
RNAV (GPS) RWY 06 ....634
RNAV (GPS) RWY 24 ....635
DPS ..... BLUE DEVIL SEVEN ....636

### RUTHERFORD COUNTY-MARCHMAN FIELD
**---SEE RUTHERFORDTON, NC**

## RUTHERFORDTON, NC
### RUTHERFORD COUNTY-MARCHMAN FIELD(FQD)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 01 ....637
RNAV (GPS) RWY 19 ....638
LOC RWY 01 ....639

## ST GEORGE, SC
### ST GEORGE(6J2)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....640

## SALISBURY, NC
### MID-CAROLINA RGNL(RUQ)
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE ....Z15
KABEE THREE (RNAV) ....Z26
NASCR FOUR ....Z36
UNARM SIX ....Z48
IAPS ..... ILS OR LOC RWY 20 ....641
RNAV (GPS) RWY 02 ....642
RNAV (GPS) RWY 20 ....643
NDB RWY 20 ....644
AIRPORT DIAGRAM ....645
DPS ..... BARMY FOUR (RNAV) ....646
BEAVY FIVE (RNAV) ....647
BOBZY FOUR (RNAV) ....648
ESTRR FOUR (RNAV) ....649
ICONS FOUR (RNAV) ....650
JOJJO FOUR (RNAV) ....651
KERMIT THREE ....652
KILNS FOUR (RNAV) ....654
KNIGHTS TWO ....655
KRITR FIVE (RNAV) ....657
KWEEN FOUR (RNAV) ....658
LILLS TWO (RNAV) ....659
WEAZL FOUR (RNAV) ....660

## SALUDA, SC
### SALUDA COUNTY(6J4)
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 01 ....661
RNAV (GPS) RWY 19 ....662

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**SANFORD, NC**
**RALEIGH EXEC JETPORT AT SANFORD-LEE COUNTY(TTA)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... BUZZY NINE .... Z14
SOUTH BOSTON SEVEN .... Z43
IAPS ..... ILS Y OR LOC Y RWY 03 ....663
ILS Z OR LOC Z RWY 03 ....664
RNAV (GPS) RWY 03 ....665
RNAV (GPS) RWY 21 ....666

**SANTEE COOPER RGNL**
**---SEE MANNING, SC**

**SEYMOUR JOHNSON AFB(KGSB)**
**GOLDSBORO, NC**
TAKEOFF MINIMUMS ....L
IAPS ..... ILS OR LOC Y RWY 08 ....667
ILS OR LOC Y RWY 26 ....668
RNAV (GPS) RWY 08 ....669
RNAV (GPS) RWY 26 ....670
TACAN Y RWY 08 ....671
TACAN Y RWY 26 ....672
TACAN-A ....673
AIRPORT DIAGRAM ....674
DPS ..... SEYMOUR THREE ....675

**SHAW AFB(KSSC)**
**SUMTER, SC**
TAKEOFF MINIMUMS ....L
IAPS ..... ILS OR LOC RWY 04R ....676
ILS OR LOC Y RWY 04L ....677
ILS OR LOC Y RWY 22R ....678
TACAN Y RWY 04L ....679
TACAN Y RWY 22R ....680
AIRPORT DIAGRAM ....681
DPS ..... GABLE FOUR ....682
PINIE FOUR ....683

**SHELBY, NC**
**SHELBY-CLEVELAND COUNTY RGNL(EHO)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE .... Z15
LIINN THREE .... Z29
MAJIC FOUR .... Z31
RASLN THREE .... Z41
UNARM SIX .... Z48
IAPS ..... RNAV (GPS) RWY 05 ....684
RNAV (GPS) RWY 23 ....685
NDB RWY 23 ....686

**SHELBY-CLEVELAND COUNTY RGNL**
**---SEE SHELBY, NC**

**SILER CITY, NC**
**SILER CITY MUNI(SCR)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 04 ....687
RNAV (GPS) RWY 22 ....688

**SIMMONS AAF(KFBG)**
**FORT BRAGG, NC**
TAKEOFF MINIMUMS ....L
RADAR MINIMUMS ....N
IAPS ..... RNAV (GPS) RWY 27 ....689
NDB RWY 27 ....690
COPTER RNAV (GPS) RWY 09 ....691
AIRPORT DIAGRAM ....692

**SMITH REYNOLDS**
**---SEE WINSTON-SALEM, NC**

**SMITHFIELD, NC**
**JOHNSTON RGNL(JNX)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... SOUTH BOSTON SEVEN ....Z43
IAPS ..... ILS Y OR LOC Y RWY 03 ....693
ILS Z OR LOC Z RWY 03 ....694
RNAV (GPS) RWY 03 ....695
RNAV (GPS) RWY 21 ....696

**SPARTANBURG, SC**
**SPARTANBURG DOWNTOWN MEMORIAL/ SIMPSON FIELD(SPA)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... JUNNR THREE (RNAV) ....Z25
MCHLN TWO (RNAV) ....Z34
RCTOR TWO (RNAV) ....Z42
WORXS TWO (RNAV) ....Z50
IAPS ..... ILS OR LOC RWY 05 ....697
RNAV (GPS) RWY 05 ....698
RNAV (GPS) RWY 23 ....699
DPS ..... BIMMR TWO (RNAV) ....700
BWALL TWO (RNAV) ....701

**STANLY COUNTY**
**---SEE ALBEMARLE, NC**

**STAR, NC**
**MONTGOMERY COUNTY(43A)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 03 ....702
RNAV (GPS) RWY 21 ....703

**STATESVILLE, NC**
**STATESVILLE RGNL(SVH)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... KABEE THREE (RNAV) ....Z26
IAPS ..... ILS Y OR LOC Y RWY 28 ....704
ILS Z OR LOC Z RWY 28 ....705
RNAV (GPS) RWY 10 ....706
RNAV (GPS) RWY 28 ....707

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

**SUMMERVILLE, SC**
**SUMMERVILLE(DYB)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 06 ....708
RNAV (GPS) RWY 24 ....709
NDB RWY 06 ....710

**SUMTER, SC**
**SUMTER(SMS)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS OR LOC RWY 23 ....711
RNAV (GPS) RWY 05 ....712
RNAV (GPS) RWY 23 ....713
NDB RWY 23 ....714

**SUMTER, SC**
**---SEE SHAW AFB**

**SYLVA, NC**
**JACKSON COUNTY(24A)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 33 ....715

**TARBORO, NC**
**TARBORO-EDGECOMBE(ETC)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR/DME OR GPS RWY 27 ....716

**TRIANGLE NORTH EXECUTIVE**
**---SEE LOUISBURG, NC**

**TRI-COUNTY**
**---SEE AHOSKIE, NC**

**TWIN CITY**
**---SEE LORIS, SC**

**TWIN LAKES**
**---SEE MOCKSVILLE, NC**

**UNION, SC**
**UNION COUNTY, TROY SHELTON FIELD(35A)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 05 ....717
RNAV (GPS) RWY 23 ....718

**WADESBORO, NC**
**ANSON COUNTY-JEFF CLOUD FIELD(AFP)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
STARS ..... CHPTR THREE ....Z15
LIINN THREE ....Z29
MAJIC FOUR ....Z31
RASLN THREE ....Z41
UNARM SIX ....Z48
IAPS ..... ILS OR LOC RWY 34 ....719
RNAV (GPS) RWY 16 ....720
RNAV (GPS) RWY 34 ....721

**WALLACE, NC**
**HENDERSON FIELD(ACZ)**
TAKEOFF MINIMUMS ....L
IAPS ..... RNAV (GPS) RWY 09 ....722
RNAV (GPS) RWY 27 ....723

**WALNUT COVE, NC**
**MEADOW BROOK FIELD(N63)**
TAKEOFF MINIMUMS ....L
IAPS ..... VOR/DME OR GPS RWY 34 ....724

**WALTERBORO, SC**
**LOWCOUNTRY RGNL(RBW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... ILS Y OR LOC Y RWY 23 ....725
ILS Z OR LOC Z RWY 23 ....726
RNAV (GPS) RWY 05 ....727
RNAV (GPS) RWY 17 ....728
RNAV (GPS) RWY 23 ....729
RNAV (GPS) RWY 35 ....730

**WASHINGTON, NC**
**WASHINGTON-WARREN(OCW)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 05 ....731
RNAV (GPS) RWY 23 ....732
RNAV (GPS) RWY 35 ....733
LOC RWY 05 ....734

**WASHINGTON-WARREN**
**---SEE WASHINGTON, NC**

**WAXHAW, NC**
**JAARS-TOWNSEND(N52)**
TAKEOFF MINIMUMS ....L
STARS ..... CHPTR THREE ....Z15
LIINN THREE ....Z29
MAJIC FOUR ....Z31
RASLN THREE ....Z41
UNARM SIX ....Z48
IAPS ..... RNAV (GPS) RWY 04 ....735
RNAV (GPS) RWY 22 ....736

**WAYNE EXECUTIVE JETPORT**
**---SEE GOLDSBORO, NC**

**WESTERN CAROLINA RGNL**
**---SEE ANDREWS, NC**

**WHITEVILLE, NC**
**COLUMBUS COUNTY MUNI(CPC)**
TAKEOFF MINIMUMS ....L
ALTERNATE MINIMUMS ....M
IAPS ..... RNAV (GPS) RWY 06 ....737
RNAV (GPS) RWY 24 ....738
NDB RWY 06 ....739

**WILKES COUNTY**
**---SEE NORTH WILKESBORO, NC**

**WILLIAMSBURG RGNL**
**---SEE KINGSTREE, SC**

## INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG NAME PROC SECT PG

**WILLIAMSTON, NC**
**MARTIN COUNTY(MCZ)**
TAKEOFF MINIMUMS .....L
IAPS ..... RNAV (GPS) RWY 03 .....740
RNAV (GPS) RWY 21 .....741

**WILMINGTON, NC**
**WILMINGTON INTL(ILM)**
TAKEOFF MINIMUMS .....L
ALTERNATE MINIMUMS .....M
RADAR MINIMUMS .....N
HOT SPOT ..... P
IAPS ..... ILS Y OR LOC RWY 06 .....742
ILS Y OR LOC RWY 24 .....743
ILS Y OR LOC RWY 35 .....744
ILS Z RWY 06 .....745
ILS Z RWY 24 .....746
ILS Z RWY 35 .....747
ILS Y RWY 24 (SA CAT I - II) .....748
RNAV (GPS) RWY 06 .....749
RNAV (GPS) RWY 17 .....750
RNAV (GPS) RWY 24 .....751
RNAV (GPS) RWY 35 .....752
TACAN-A .....753
AIRPORT DIAGRAM .....754

**WILSON, NC**
**WILSON INDUSTRIAL AIR CENTER(W03)**
TAKEOFF MINIMUMS .....L
IAPS ..... RNAV (GPS) RWY 03 .....755
RNAV (GPS) RWY 09 .....756
RNAV (GPS) RWY 15 .....757
RNAV (GPS) RWY 21 .....758
RNAV (GPS) RWY 33 .....759

**WINNSBORO, SC**
**FAIRFIELD COUNTY(FDW)**
TAKEOFF MINIMUMS .....L
ALTERNATE MINIMUMS .....M
IAPS ..... RNAV (GPS) RWY 04 .....760
RNAV (GPS) RWY 22 .....761

**WINSTON-SALEM, NC**
**SMITH REYNOLDS(INT)**
TAKEOFF MINIMUMS .....L
ALTERNATE MINIMUMS .....M
LAHSO .....O
STARS ..... BLOCC TWO ..... Z9
BROOK FOUR ..... Z12
HENBY THREE ..... Z22
TRAKS THREE (RNAV) ..... Z47
IAPS ..... ILS OR LOC RWY 33 .....762
RNAV (GPS) RWY 15 .....763
RNAV (GPS) RWY 33 .....764
AIRPORT DIAGRAM .....765
DPS ..... QUAKER SEVEN .....766
TRIAD NINE .....767
TRSHA ONE (RNAV) .....768

**WOODWARD FIELD**
**---SEE CAMDEN, SC**

# 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.

SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

## AHOSKIE, NC

### TRI-COUNTY (ASJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (11125) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning at DER, 219' left of centerline, up to 100' AGL/169' MSL.
Vehicles on road beginning 206' from DER, 443' left of centerline, up to 10' AGL/79' MSL.
Trees beginning 457' from DER, 461' right of centerline, up to 100' AGL/169' MSL.
Power lines beginning 5130' from DER, 1827' right of centerline, up to 150' AGL/219' MSL.
**Rwy 19,** vehicles on road 234' from DER, 502' right of centerline, up to 10' AGL/79' MSL.
Vehicles on road beginning 244' from DER, left and right of centerline, up to 15' AGL/84' MSL.
Trees beginning 717' from DER, 626' right of centerline, up to 100' AGL/169' MSL.
Trees beginning 277' from DER, 244' left of centerline, up to 100' AGL/169' MSL.

## AIKEN, SC

### AIKEN RGNL (AIK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 29MAR18 (18088) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** 200-1¼ or std. w/ min. climb of 220' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400 feet prior to DER.

DEPARTURE PROCEDURE:

**Rwy 19,** climb heading 186° to 1100 before turning west.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** terrain 74' from DER, 9' left of centerline, 496' MSL.
Trees beginning 169' from DER, 35' left of centerline, up to 100' AGL/659' MSL.
Tree 6023' from DER, 1609' left of centerline, up to 100' AGL/649' MSL.
Terrain beginning 75' from DER, 246' right of centerline up to 496' MSL.
Trees beginning 1322' from DER, 241' right of centerline, up to 100' AGL/609' MSL.
**Rwy 7,** terrain beginning 51' from DER, 207' right of centerline up to 499' MSL.
Trees beginning 1230' from DER, 550' right of centerline, up to 100' AGL/609' MSL.
Trees beginning 1601' from DER, 731' left of centerline, up to 56' AGL/563' MSL.
**Rwy 19,** trees beginning abeam DER, 110' right of centerline, up to 100' AGL/629' MSL.
Trees beginning 6' from DER, 82' left of centerline, up to 100' AGL/639' MSL.
**Rwy 25,** tree 1244' from DER, 766' right of centerline, 73' AGL/572' MSL.
Tree 1506' from DER, 661' left of centerline, 72' AGL/561' MSL.

## ALBEMARLE, NC
STANLY COUNTY (VUJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17NOV11 (11321) (FAA)
TAKEOFF MINIMUMS:
**Rwys 4L, 22R,** NA - VFR runway.
**Rwy 4R,** 300-1½ or std. w/min. climb of 276' per NM to 1000.
TAKEOFF OBSTACLE NOTES:
**Rwy 4R,** tree 4312' from DER, 374' right of centerline, 78' AGL/692' MSL.
Tree 1.2 NM from DER, 2063' left of centerline, 98' AGL/837' MSL.
**Rwy 22L,** trees beginning 190' from DER, 142' right of centerline, up to 82' AGL/682' MSL.
Railroad 438' from DER, 403' right of centerline, 23' AGL/620' MSL.

## ALLENDALE, SC
ALLENDALE COUNTY (AQX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17OCT13 (13290) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 17,** trees beginning 11' from DER, 366' right of centerline, up to 100' AGL/222' MSL.
Vehicles on roadway beginning 293' from DER, 558' left of centerline, up to 15' AGL/164' MSL.
Trees 342' from DER, 577' left of centerline, up to 100' AGL/214' MSL.
Trees beginning 1962' from DER, 603' left of centerline, up to 100' AGL/246' MSL.
**Rwy 35,** trees beginning 38' from DER, 306' right of centerline, up to 100' AGL/269' MSL.
Trees beginning 95' from DER, 324' left of centerline, up to 100' AGL/289' MSL.

## ANDERSON, SC
ANDERSON RGNL (AND)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18JAN07 (07018) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** multiple trees beginning 1282' from DER, 172' right of centerline, up to 93' AGL/879' MSL.
Multiple trees beginning 85' from DER, 299' left of centerline, up to 89' AGL/878' MSL.
**Rwy 17,** multiple trees beginning 1017' from DER, 25' right of centerline, up to 73' AGL/800' MSL.
Multiple trees beginning 3' from DER, 47' left of centerline, up to 77' AGL/820' MSL.
**Rwy 23,** transmission line tower and multiple trees beginning 1186' from DER, 552' left of centerline, up to 100' AGL/890' MSL.
**Rwy 35,** multiple trees beginning 131' from DER, 279' right of centerline, up to 87' AGL/854' MSL.
Ceilometer and tree beginning 257' from DER, 319' left of centerline, up to 73' AGL/820' MSL.

## ANDREWS, NC
WESTERN CAROLINA RGNL (RHP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 14JAN10 (10014) (FAA)
TAKEOFF MINIMUMS:
**Rwys 8, 26,** max. 180 KIAS 3400-2, max. 210 KIAS 3400-2½, max. 250 KIAS 3400-3.
DEPARTURE PROCEDURE:
**Rwys 8, 26,** procedure NA at night. Remain within 3 NM of Western Carolina RGNL while climbing in visual conditions to cross airport westbound at or above 4900. Then climb to 7000 via heading 251° and HARRIS (HRS) VORTAC R-356 to HRS VORTAC before proceeding on course.

## ANDREWS, SC
ROBERT F. SWINE (PHH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 03OCT02 (02276) (FAA)
TAKEOFF MINIMUMS:
**Rwy 18,** 300-1.
**Rwy 36,** 400-1.
DEPARTURE PROCEDURE:
**Rwys 18, 36,** climb runway heading to 500 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 18,** tower 165' from DER, 500' right of centerline, 118' AGL/145' MSL.
Tree 630' from DER, 350' left of centerline, 87' AGL/114' MSL.
Water tank 340' from DER, 1040' right of centerline, 129' AGL/156' MSL.
**Rwy 36,** tree 60' from DER, 500' left of centerline, 67' AGL/85' MSL.
Tree 10' from DER, 210' right of centerline, 55' AGL/73' MSL.
Tree 10' from DER, 190' left of centerline, 32' AGL/50' MSL.
Tree 720' from DER, 265' right of centerline, 34' AGL/61' MSL.

## ASHEBORO, NC

ASHEBORO RGNL (HBI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 28NOV02 (02332) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3,** std. with a min. climb of 230' per NM to 1200.

**Rwy 21,** 400-2 or std. with a min. climb of 340' per NM to 1200.

DEPARTURE PROCEDURE:

**Rwy 21,** climb runway heading to 1500 before turning southeast.

## ASHEVILLE, NC

ASHEVILLE RGNL (AVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10DEC15 (15344) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** std. w/ min. climb of 250' per NM to 4600 or 3600-3 for climb in visual conditions.

**Rwy 35,** std. w/ min. climb of 410' per NM to 5700 or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 17,** climb heading 167° to 4600 before proceeding on course.

**Rwy 35,** climb heading 347° to 5700 before proceeding on course.

VCOA:

**Rwy 17,** obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Asheville Rgnl airport at or above 5600 before proceeding on course. Note: VCOA NA at night.

**Rwy 35,** obtain ATC approval for climb in visual conditions when requesting IFR clearance. For climb in visual conditions to cross Asheville Rgnl airport at or above 5600 before proceeding on course. Note: VCOA NA at night.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** trees beginning 79' from DER, 452' right of centerline, up to 73' AGL/2144' MSL.

**Rwy 35,** vehicle on road 44' from DER, 202' left of centerline, 15' AGL/2166' MSL.

Trees beginning 65' from DER, 245' left of centerline, up to 92' AGL/2232' MSL.

Trees beginning 701' from DER, 16' left of centerline, up to 65' AGL/2197' MSL.

## BAMBERG, SC

BAMBERG COUNTY (99N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 400-2½ or std. w/ min. climb of 259' per NM to 800.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning at DER, 500' left/right of centerline, up to 100' AGL/329' MSL.

Power lines 2,527' from DER, crossing centerline, up to 100' AGL/319' MSL.

Tower 2 NM from DER, 2738' right of centerline, 380' AGL/627' MSL.

**Rwy 23,** trees beginning at DER, 500' left of centerline, up to 100' AGL/319' MSL.

## BARNWELL, SC

BARNWELL RGNL (BNL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 02AUG07 (07214) (FAA)

TAKEOFF MINIMUMS:

**Rwy 17,** 300-2½ or std. w/ min. climb of 241' per NM to 800.

DEPARTURE PROCEDURE:

**Rwy 17,** climb heading 165° to 1100 before turning.

**Rwy 23,** climb heading 230° to 1100 before turning south.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 1959' from DER, 506' right of centerline, up to 100' AGL/329' MSL.

Trees beginning 2458' from DER, 440' left of centerline, up to 100' AGL/359' MSL.

**Rwy 17,** trees beginning 3225' from DER, 1092' right of centerline, up to 100' AGL/ 339' MSL.

Tower 1.9 NM from DER, 3064' left of centerline, 366' AGL/544' MSL.

**Rwy 23,** trees beginning 717' from DER, 237' right of centerline, up to 100' AGL/339' MSL.

Trees beginning 971' from DER, 254' left of centerline, 100' AGL/349' MSL.

Tree 2933' from DER, 559' left of centerline, 100' AGL/319' MSL.

**Rwy 35,** trees beginning 948' from DER, 570' left of centerline, up to 100' AGL/349' MSL.

Trees beginning 2805' from DER, 440' right of centerline, up to 100' AGL/359' MSL.

## BEAUFORT, NC
MICHAEL J. SMITH FIELD (MRH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 02MAY13 (13122) (FAA)
TAKEOFF MINIMUMS:
**Rwy 21,** 300-1 or std. w/ min. climb of 740' per NM to 300.
TAKEOFF OBSTACLE NOTES:
**Rwy 3**, tree 41' from DER, 379' left of centerline, 58' AGL/64' MSL.
Trees beginning 1030' from DER, 351' right of centerline, up to 54' AGL/62' MSL.
Trees beginning 1873' from DER, 21' left of centerline, up to 100' AGL/109' MSL.
Tree 2070' from DER, 106' right of centerline, 80' AGL/86' MSL.
Tree 3039' from DER, 613' right of centerline, 100' AGL/114' MSL.
**Rwy 8**, trees beginning 447' from DER, 140' left of centerline, up to 31' AGL/51' MSL.
Tree 3609' from DER, 577' left of centerline, 100' AGL/104' MSL.
**Rwy 14**, trees beginning 148' from DER, left and right of centerline, up to 100' AGL/114' MSL.
**Rwy 21**, vehicles on roadway 262' from DER, left and right of centerline, up to 15' AGL/24' MSL.
Trees beginning 475' from DER, 132' right of centerline, up to 100' AGL/104' MSL.
Boats beginning 506' from DER, left and right of centerline, up to 77' AGL/77' MSL.
Tower 2566' from DER, 925' left of centerline, 162' AGL/172' MSL.
**Rwy 26**, trees beginning 52' from DER, 308' left of centerline, up to 43' AGL/49' MSL.
Building and trees beginning 131' from DER, 417' right of centerline, 18' AGL/24' MSL.
Boats beginning 383' from DER, left and right of centerline, up to 77' AGL/77' MSL.
**Rwy 32**, trees beginning 30' from DER, 182' left of centerline, up to 100' AGL/104' MSL.
Trees beginning 30' from DER, 419' right of centerline, up to 100' AGL/104' MSL.
Boats beginning 452' from DER, left and right of centerline, up to 77' AGL/77' MSL.

## BEAUFORT, SC
BEAUFORT COUNTY (ARW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10JUL03 (03191) (FAA)
DEPARTURE PROCEDURE:
**Rwy 7,** climb runway heading to 1700 before turning right.
**Rwy 25,** climb runway heading to 300 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 25,** tree 1100' from DER, 70' left of centerline, 40' AGL/50' MSL.
Power line 1000' from DER, on centerline, 30' AGL/35' MSL.

## BEAUFORT MCAS (MERRITT FLD) (KNBC)
BEAUFORT, SC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10SEP20 (20254)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** parked aircraft 1485' from DER, 679' left of cntrln, 38' AGL/51' MSL.
**Rwy 14,** bldg 1099' from DER, 842' right of cntrln, 13' AGL/25' MSL.
**Rwy 23,** pylon 3113' from DER, 1195' right of cntrln, 69' AGL/122' MSL.
Pylon 3370' from DER, 1050' right of cntrln, 69' AGL/114' MSL.
Pylon 4398' from DER, 1255' left of cntrln, 69' AGL/129' MSL.
Pylon 3514' from DER, 774' right of cntrln, 69' AGL/130' MSL.
**Rwy 32,** pylon 3700' from DER, 1455' left of cntrln, 69' AGL/121' MSL.
Pylon 3934' from DER, 1356' left of cntrln, 69' AGL/120' MSL.
Pylon 4209' from DER, 1230' left of cntrln, 69' AGL/124' MSL.
Pylon 5017' from DER, 607' left of cntrln, 69' AGL/122' MSL.

## BENNETTSVILLE, SC
MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** pole 97' from DER, 379' right of centerline, 35' AGL/181' MSL.
Trees beginning 1415' from DER, 412' left of centerline, up to 86' AGL/232' MSL.
Trees beginning 2495' from DER, 256' right of centerline, up to 89' AGL/235' MSL.
**Rwy 25,** tree 77' from DER, 148' right of centerline, 18' AGL/156' MSL.
Trees beginning 2681' from DER, 382' right of centerline, up to 89' AGL/227' MSL.

## BURLINGTON, NC

BURLINGTON-ALAMANCE RGNL (BUY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06FEB14 (14037) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** 300-3 or std. w/ min. climb of 285' per NM to 900.

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 060° to 1500 before turning.

**Rwy 24,** climb heading 240° to 1500 before turning.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** trees, antenna, transmission towers, communications towers, tank and poles left and right of centerline beginning 158' from DER, 482' right of centerline up to 163' AGL/785' MSL.

**Rwy 24,** trees, pole and runway 6 REILs left and right of centerline beginning 10' from DER, 125' left and right of centerline up to 100' AGL/676' MSL.

## CAMDEN, SC

WOODWARD FIELD (CDN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (07298) (FAA)

TAKEOFF MINIMUMS:

**Rwy 6,** 200-1¼ or std. w/ min. climb of 362' per NM to 700.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** light 184' from DER, 500' right of centerline, 27' AGL/316' MSL.

Trees beginning 867' from DER, 113' right of centerline, up to 83' AGL/373' MSL.

Trees beginning 736' from DER, 256' left of centerline, up to 100' AGL/419' MSL.

Water tank 5407' from DER, 1852' left of centerline, 168' AGL/487' MSL.

**Rwy 14,** trees and terrain beginning 90' from DER, 68' left of centerline, up to 100' AGL/409' MSL.

Trees and terrain beginning 159' from DER, 148' right of centerline, up to 100' AGL/399' MSL.

**Rwy 24,** trees beginning 137' from DER, 413' right of centerline, up to 100' AGL/338' MSL.

Trees beginning 234' from DER, 389' left of centerline, up to 100' AGL/347' MSL.

**Rwy 32,** trees beginning 3059' from DER, 455' right of centerline, up to 100' AGL/449' MSL.

Tree 5066' from DER, 858' left of centerline, 100' AGL/429' MSL.

## CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 25AUG11 (11237) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** electrical equipment, towers, and trees beginning 98' from DER, 409' right of centerline, up to 104' AGL/136' MSL.

Tree 2653' from DER, 993' left of centerline, 100' AGL/139' MSL.

**Rwy 15,** trees beginning 1297' from DER, 772' left of centerline, up to 100' AGL/119' MSL.

**Rwy 33,** trees beginning 2190' from DER, 1002' right of centerline, up to 100' AGL/139' MSL.

Trees beginning 3061' from DER, 1284' left of centerline, up to 100' AGL/144' MSL.

CHARLESTON EXECUTIVE (JZI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 07JAN16 (16007) (FAA)

DEPARTURE PROCEDURE:

**Rwy 22,** climb heading 217° to 600 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 2473' from DER, 530' left of centerline, up to 75' AGL/85' MSL.

**Rwy 9,** antenna 110' from DER, 444' left of centerline, 39' AGL/47' MSL.

**Rwy 22,** trees 502' from DER, 181' right of centerline, up to 100' AGL/109' MSL.

Trees beginning 2183' from DER, left to right of centerline up to 100' AGL/109' MSL.

**Rwy 27,** trees beginning 779' from DER, 84' left of centerline, up to 77' AGL/96' MSL.

Pole 1011' from DER, 585' left of centerline, 42' AGL/61' MSL.

Trees beginning 90' from DER, 273' right of centerline, up to 60' AGL/78' MSL.

## CHARLOTTE, NC

CHARLOTTE/DOUGLAS INTL (CLT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7A 24MAY18 (18144) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5,** climb heading 055° to 1700 before turning right.
**Rwy 36C,** climb heading 003° to 1400 before turning left.
**Rwy 36L,** climb heading 003° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 5**, tree 810' from DER, 677' right of centerline, 768' MSL.
Tree 1031' from DER, 665' left of centerline, 773' MSL.
Tree 1050' from DER, 755' left of centerline, 787' MSL.
Tree 1894' from DER, 854' left of centerline, 799' MSL.
Trees beginning 2088' from DER, 877' left of centerline, up to 821' MSL.
Trees beginning 2437' from DER, 971' left of centerline, up to 822' MSL.
Tree 2582' from DER, 1056' left of centerline, 843' MSL.
Trees beginning 2608' from DER, 543' left of centerline, up to 848' MSL.
Tree 3977' from DER, 480' left of centerline, 856' MSL.
**Rwy 18C,** airfield lt 11' from DER, 84' left of centerline, 4' AGL/695' MSL.
Tree 555' from DER, 564' left of centerline, 711' MSL.
Tree 1059' from DER, 762' right of centerline, 729' MSL.
Trees beginning 1183' from DER, 608' left of centerline, up to 746' MSL.
Trees beginning 1478' from DER, 276' left of centerline, up to 757' MSL.
Tree 2035' from DER, 1025' left of centerline, 764' MSL.
Trees beginning 2058' from DER, 182' right of centerline, up to 771' MSL.
Tree 2723' from DER, 971' left of centerline, 773' MSL.
Trees beginning 3245' from DER, 793' right of centerline, up to 792' MSL.
Tree 4249' from DER, 1039' right of centerline, 805' MSL.
Tree 5354' from DER, 1810' right of centerline, 831' MSL.
Trees beginning 5551' from DER, 1412' right of centerline, up to 120' AGL/848' MSL.
**Rwy 18L,** airfield lt 10' from DER, on centerline, 3' AGL/726' MSL.
Pole 981' from DER, 708' left of centerline, 64' AGL/763' MSL.
Twr and tree beginning 981' from DER, 689' right of centerline, up to 765' MSL.
Tree 1235' from DER, 795' right of centerline, 767' MSL.
Trees beginning 1457' from DER, 703' right of centerline, up to 777' MSL.
Tree 2248' from DER, 815' right of centerline, 783' MSL.
Tower 4408' from DER, 1505' left of centerline, 160' AGL/849' MSL.
**Rwy 18R,** airfield lt 10' from DER, 4' left of centerline, 3' AGL/746' MSL.
Grd 145' from DER, 522' left of centerline, 748' MSL.
**Rwy 23,** MALSR 1' from DER, on centerline, 706' MSL.
Control box 1' from DER, 136' right of centerline, 4' AGL/708' MSL.
Tree 1270' from DER, 772' right of centerline, 742' MSL.
Tree 1310' from DER, 771' right of centerline, 753' MSL.
Tree 1477' from DER, 702' right of centerline, 757' MSL.
Trees beginning 1573' from DER, 654' right of centerline, up to 758' MSL.
Trees beginning 1728' from DER, 541' right of centerline, up to 762' MSL.
Trees beginning 1814' from DER, 597' right of centerline, up to 775' MSL.
Tree 1844' from DER, 805' right of centerline, 776' MSL.
Trees beginning 1944' from DER, 697' right of centerline, up to 792' MSL.
Trees beginning 2242' from DER, 361' right of centerline, up to 811' MSL.
**Rwy 36C,** airfield lt 4' from DER, 11' left of centerline, 1' AGL/743' MSL.
Trees beginning 1246' from DER, 598' right of centerline, up to 822' MSL.
Trees beginning 1937' from DER, 446' right of centerline, up to 823' MSL.
Trees beginning 2045' from DER, 237' right of centerline, up to 827' MSL.
**Rwy 36L,** airfield lt 9' from DER, 3' left of centerline, 2' AGL/745' MSL.
Tree 1355' from DER, 544' left of centerline, 786' MSL.
**Rwy 36R,** aprt sign 19' from DER, 289' right of centerline, 6' AGL/747' MSL.
Trees beginning 470' from DER, 474' right of centerline, up to 767' MSL.
Tree and railroad, beginning 640' from DER, 93' right of centerline, up to 775' MSL.
Lt pole and tree beginning 837' from DER, 500' right of centerline, up to 777' MSL.
Tree 943' from DER, 650' left of centerline, 771' MSL.
Pole 1004' from DER, 739' left of centerline, 774' MSL.
Trees beginning 1058' from DER, 346' right of centerline, up to 779' MSL.
Pole 1191' from DER, 769' left of centerline, 778' MSL.
Tree 1279' from DER, 625' right of centerline, 780' MSL.
Tree 1295' from DER, 585' left of centerline, 782' MSL.
Tree 1396' from DER, 646' right of centerline, 784' MSL.
Trees beginning 1475' from DER, 1' left of centerline, up to 805' MSL.
Tree 1612' from DER, 732' right of centerline, 787' MSL.
Tree and pole beginning 1652' from DER, 718' right of centerline, up to 809' MSL.
Trees beginning 1725' from DER, 557' right of centerline, up to 816' MSL.
Trees beginning 1874' from DER, on centerline, up to 820' MSL.
Tree 2053' from DER, 90' left of centerline, 59' AGL/807' MSL.
Trees beginning 2070' from DER, 41' left of centerline, up to 72' AGL/815' MSL.
Trees beginning 2132' from DER, 324' left of centerline, up to 823' MSL.

**CON'T**

## CHARLOTTE, NC (CON'T)

CHARLOTTE/DOUGLAS INTL (CLT) (CON'T)

**Rwy 36R (CON'T),** tree 2457' from DER, 919' left of centerline, 830' MSL.
Tower 3685' from DER, 1160' right of centerline, 70' AGL/844' MSL.
Tree 3737' from DER, 392' left of centerline, 91' AGL/843' MSL.
Tree 3756' from DER, 530' right of centerline, 846' MSL.
Trees beginning 3759' from DER, 433' left of centerline, up to 851' MSL.
Trees beginning 3774' from DER, 578' right of centerline, up to 852' MSL.
Trees beginning 3803' from DER, 171' left of centerline, up to 863' MSL.

## CHERAW, SC

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15MAR07 (07074) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 8,** multiple trees 465' from DER, 176' right of centerline, up to 100' AGL/279' MSL.
Power lines 845' from DER, 501' left of centerline, 65' AGL/243' MSL.
Multiple trees 2407' from DER, 11' left of centerline, up to 100' AGL/279' MSL.
**Rwy 26,** trees 1089' from DER, 213' left of centerline, up to 100' AGL/389' MSL.
Trees 1467' from DER, 63' right of centerline, up to 100' AGL/379' MSL.
Power lines 2066' from DER, 186' right of centerline, 65' AGL/243' MSL.

## CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

CHERRY POINT, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

10SEP20 (20254)

DEPARTURE PROCEDURE:

**Rwys 5R, 14L, 23R, 32L**, Diverse departures not authorized.

TAKEOFF OBSTACLE NOTES:

**Rwy 14R,** pylon 3822' from DER, 1425' right of cntrln, 69' MSL.
Pylon 3980' from DER, 1473' right of cntrln, 69' MSL.
**Rwy 32R,** terrain 0' from DER, 500' left of cntrln, 22' MSL.
Twr 4444' from DER, 931' left of cntrln, 106' MSL.
Twr 4555' from DER, 866' left of cntrln, 109' MSL.
Twr 4584' from DER, 1398' left of cntrln,106' MSL.
Twr 4694' from DER, 1334' left of cntrln, 109' MSL.
Twr 4864' from DER, 693' left of cntrln, 111' MSL.
Twr 4979' from DER, 626' left of cntrln, 116' MSL.

## CHESTER, SC

CHESTER CATAWBA RGNL (DCM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 383' from DER, 180' left of centerline up to 100' AGL/719' MSL.
**Rwy 17,** trees beginning 54' from DER, 289' left of centerline up to 100' AGL/739' MSL.
Trees beginning 164' from DER, 291' right of centerline up to 100' AGL/739' MSL.
**Rwy 23,** trees beginning 163' from DER, 379' right of centerline up to 100' AGL/729' MSL.
Trees beginning 3229' from DER, 726' left of centerline up to 100' AGL/779' MSL.
**Rwy 35,** vehicle on road 761' from DER, 684' left of centerline up to 15' AGL/734' MSL.
Trees beginning 321' from DER, 684' right of centerline up to 100' AGL/761' MSL.

## CLEMSON, SC

OCONEE COUNTY RGNL (CEU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 17NOV11 (11321) (FAA)

DEPARTURE PROCEDURE:

**Rwy 25,** climb heading 253° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees beginning 8' from DER, 310' left of centerline, up to 35' AGL/909' MSL.
Trees beginning 87' from DER, 93' right of centerline, up to 100' AGL/979' MSL.
**Rwy 25,** trees beginning 109' from DER, 6' right of centerline, up to 100' AGL/979' MSL.
Trees beginning 123' from DER, 8' left of centerline, up to 83' AGL/971' MSL.
Multiple poles beginning 457' from DER, left and right of centerline, up to 48' AGL/936' MSL.

## CLINTON, NC
CLINTON-SAMPSON COUNTY (CTZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05MAY11 (11125) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees 10' from DER, 393' right of centerline, up to 116' AGL/245' MSL.
Trees 1306' from DER, 9' left of centerline, up to 100' AGL/269' MSL.
**Rwy 24,** trees 14' from DER, 3' right of centerline, up to 99' AGL/188' MSL.
Tree 1718' from DER, 891' left of centerline, 100' AGL/219' MSL.

## COLUMBIA, SC
COLUMBIA METROPOLITAN (CAE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 27AUG09 (09239) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 127' from DER, 128' left of centerline, up to 97' AGL/286' MSL.
Trees beginning 420' from DER, 21' right of centerline, up to 74' AGL/283' MSL.
**Rwy 11,** trees beginning 1896' from DER, 621' left of centerline, up to 48' AGL/277' MSL.
Light pole and trees beginning 1043' from DER, 723' right of centerline, up to 69' AGL/268' MSL.
**Rwy 23,** trees 3573' from DER, 1191' right of centerline, up to 60' AGL/329' MSL.
**Rwy 29,** trees beginning 567' from DER, 535' left of centerline, up to 87' AGL/286' MSL.
Trees beginning 1045' from DER, 526' right of centerline, up to 63' AGL/332' MSL.

## COLUMBIA, SC (CON'T)
JIM HAMILTON L B OWENS (CUB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 19NOV09 (09323) (FAA)
TAKEOFF MINIMUMS:
**Rwy 31,** 600-2½ or std. with min. climb of 345' per NM to 1000.
DEPARTURE PROCEDURE:
**Rwy 31,** climb heading 311° to 1500 before turning Northbound.
TAKEOFF OBSTACLE NOTES:
**Rwy 13,** trains beginning at DER, 138' right of centerline, up to 23' AGL/202' MSL.
Trees beginning 3' from DER, 88' right of centerline, up to 106' AGL/255' MSL.
Trees beginning 131' from DER, 84' left of centerline, up to 97' AGL/256' MSL.
**Rwy 31,** trains beginning at DER, 437' left of centerline, up to 23' AGL/222' MSL.
Buildings beginning 632' from DER, 260' right of centerline, up to 372' AGL/681' MSL.
Buildings beginning 1050' from DER, 20' left of centerline, up to 50' AGL/252' MSL.
Tower 2.1 NM from DER, 3510' right of centerline, 422' AGL/747' MSL.

## CONCORD, NC
CONCORD-PADGETT RGNL (JQF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 03JAN19 (19003) (FAA)
TAKEOFF MINIMUMS:
**Rwy 20,** 300-1¾ or std. w/min. climb of 204' per NM to 1000, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
DEPARTURE PROCEDURE:
**Rwy 2,** climb heading 016° to 2200 before proceeding on course.
**Rwy 20,** climbing right turn heading 290° to intercept CLT VOR/DME R-039 outbound to 2100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 2,** poles and trees beginning 2624' from DER, 688' left of centerline, up to 45' AGL/784' MSL.
Trees beginning 2107' from DER, 787' right of centerline, up to 24' AGL/783' MSL.
**Rwy 20,** street lights beginning 3047' from DER, 196' right of centerline, up to 105' AGL/744' MSL.
Trees 1.3 NM from DER, 1544' right of centerline, up to 100' AGL/849' MSL.

## CONWAY, SC
CONWAY-HORRY COUNTY (HYW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 25AUG11 (11237) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees beginning 58' from DER, 393' left of centerline, up to 108' AGL/147' MSL.
**Rwy 22,** trees beginning 184' from DER, 184' left of centerline, up to 86' AGL/125' MSL.
Trees beginning 1508' from DER, 212' right of centerline, up to 73' AGL/112' MSL.

## CURRITUCK, NC
CURRITUCK COUNTY RGNL (ONX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07MAY09 (09127) (FAA)
DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 045° to 1300 before proceeding on course.
**Rwy 23,** climb heading 240° to 4000 before turning southbound.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 41' from DER, 166' left of centerline, up to 100' AGL/122' MSL.
Tree 4058' from DER, 388' right of centerline, 100' AGL/124' MSL.
**Rwy 23,** trees beginning 60' from DER, 384' left of centerline, up to 100' AGL/115' MSL.
Trees beginning 201' from DER, 427' right of centerline, up to 100' AGL/121' MSL.

## DARLINGTON, SC
DARLINGTON COUNTY AIRPORT (UDG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-B 28APR16 (16119) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** multiple trees beginning 11' from DER, 241' left of centerline, up to 97' AGL/246' MSL.
Multiple trees beginning 72' from DER, 29' right of centerline, up to 97' AGL/236' MSL.
**Rwy 23,** antenna 18' from DER, 263' left of centerline, 9' AGL/194' MSL.
Trees beginning 241' from DER, 394' left of centerline, up to 70' AGL/249' MSL.
Tree 732' from DER, 427' right of centerline, 33' AGL/212' MSL.

## DILLON, SC
DILLON COUNTY (DLC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUL12 (12208) (FAA)
TAKEOFF MINIMUMS:
**Rwy 7,** 500-3 or std. w/min. climb of 250' per NM to 700.
DEPARTURE PROCEDURE:
**Rwy 7,** climb heading 070° to 1400 before turning south.
**Rwy 25,** climb heading 250° to 1900 before turning south.
TAKEOFF OBSTACLE NOTES:
**Rwy 7,** trees beginning 77' from DER, 158' left of centerline, up to 100' AGL/214' MSL.
Trees beginning 162' from DER, 494' right of centerline, up to 100' AGL/209' MSL.
Tower 2.3 NM from DER, 2100' left of centerline, 370' AGL/510' MSL.
**Rwy 25,** vehicles beginning 17' from DER, 313' left of centerline, up to 15' AGL/149' MSL.
Vehicles beginning 28' from DER, 163' right of centerline, up to 15' AGL/149' MSL.
Trees beginning 42' from DER, 256' left of centerline, up to 100' AGL/234' MSL.
Trees beginning 182' from DER, 75' right of centerline, up to 100' AGL/244' MSL.
Vehicles beginning 765' from DER, left and right of centerline, up to 17' AGL/156' MSL.

## EDENTON, NC
NORTHEASTERN RGNL (EDE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUL09 (09211) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** trees beginning 23' from DER, left and right of centerline, up to 100' AGL/117' MSL.
**Rwy 19,** poles beginning 1038' from DER, 567' left of centerline, 37' AGL/47' MSL.
Trees beginning 1258' from DER, left and right of centerline, up to 100' AGL/114' MSL.

## ELIZABETH CITY, NC
ELIZABETH CITY CG AIR STATION/RGNL (ECG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 24MAY18 (18144) (FAA)
DEPARTURE PROCEDURE:
When tethered balloon located 2.6 NM south east of airport is flying:
**Rwy 1,** climb on a heading between 194° CW 110° from DER.
**Rwy 10,** climb on a heading between 284° CW 110° from DER.
**Rwy 19,** climb on a heading between 160° CW 014° from DER.
**Rwy 28,** climb on a heading between 170° CW 103° from DER.
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** pole 53' from DER, 314' right of centerline, 6' AGL/13' MSL.
Traverse way 515' from DER, 572' right of centerline, 23' MSL.
Tree 1030' from DER, 660' left of centerline, 48' MSL.
Trees beginning 1147' from DER, 641' left of centerline, up to 52' MSL.
Trees beginning 1265' from DER, 765' left of centerline, up to 63' MSL.
**Rwy 10,** building 7' from DER, 442' right of centerline, 16' MSL.
Tree 108' from DER, 474' right of centerline, 66' AGL/72' MSL.
Trees, traverse way beginning 201' from DER, 148' right of centerline, up to 80' MSL.
**CON'T**



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

## ELIZABETH CITY, NC (CON'T)

ELIZABETH CITY CG AIR STATION/RGNL (ECG) (CON'T)

**Rwy 10 (CON'T),** NAVAID, traverse way beginning 292' from DER, 330' left of centerline, up to 24' MSL.
Tree 939' from DER, 340' left of centerline, 35' MSL.
Tree 2091' from DER, 485' left of centerline, 71' MSL.
Tree 2139' from DER, 390' left of centerline, 79' MSL.
Trees beginning 2185' from DER, 367' left of centerline, up to 82' MSL.
**Rwy 19,** traverse way, vegetation, fence beginning 19' from DER, right of centerline, up to 25' MSL.
Terrain 20' from DER, 15' left of centerline, 10' MSL.
Sign 64' from DER, 144' left of centerline, 12' MSL.
Traverse way 478' from DER, 20' left of centerline, 24' MSL.
Pole 961' from DER, 708' left of centerline, 47' MSL.
Poles beginning 1031' from DER, 552' left of centerline, up to 50' MSL.
Poles beginning 1259' from DER, 513' left of centerline, up to 55' MSL.
Spire, tree beginning 1745' from DER, 931' left of centerline, up to 65' MSL.
Tree 1989' from DER, 897' left of centerline, 75' MSL.
Trees beginning 1997' from DER, 699' left of centerline, up to 84' MSL.
Tree 2542' from DER, 1147' left of centerline, 87' MSL.
Tree 2641' from DER, 1039' left of centerline, 91' MSL.
Tree 2642' from DER, 1160' left of centerline, 92' MSL.
Trees beginning 2676' from DER, 1077' left of centerline, up to 101' MSL.
Trees beginning 2747' from DER, 991' left of centerline, up to 106' MSL.
Trees beginning 3202' from DER, 1146' left of centerline, up to 107' MSL.
**Rwy 28,** lighting 25' from DER, 130' left and right of centerline, 3' AGL/12' MSL.
Traverse way beginning 394' from DER, 393' right of centerline, up to 23' MSL.
Tree 2902' from DER, 881' right of centerline, 87' MSL.
Tree 2961' from DER, 1199' right of centerline, 88' MSL.
Tree 3124' from DER, 812' right of centerline, 91' MSL.
Tree 3475' from DER, 1339' right of centerline, 103' MSL.
Tree 3541' from DER, 1437' right of centerline, 105' MSL.

## ELIZABETHTOWN, NC

CURTIS L BROWN JR FIELD (EYF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02JUL09 (09183) (FAA)

DEPARTURE PROCEDURE:

**Rwy 15,** climb heading 152° to 2100 before turning left.
**Rwy 33,** climb heading 332° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 15,** trees beginning 368' from DER, left and right of centerline, up to 100' AGL/214' MSL.
**Rwy 33,** vehicle on road 177' from DER, 543' right of centerline, 15' AGL/144' MSL.
Trees beginning 344' from DER, left and right of centerline, up to 100' AGL/229' MSL.

## ELKIN, NC

ELKIN MUNI (ZEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 13NOV14 (14317) (FAA)

DEPARTURE PROCEDURE:

**Rwy 7,** climb heading 074° to 2000 before turning north.
**Rwy 25,** climb heading 255° to 2600 before turning north.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees beginning 2' from DER, 133' left of centerline, up to 61' AGL/1120' MSL.
Trees beginning 10' from DER, 64' right of centerline, up to 49' AGL/1048' MSL.
Vehicles on road 169' from DER, 388' left of centerline, up to 15' AGL/1074' MSL.
Trees beginning 665' from DER, 24' right of centerline, up to 50' AGL/1089' MSL.
Trees beginning 931' from DER, 33' left of centerline, up to 93' AGL/1132' MSL.
Trees beginning 1137' from DER, 249' right of centerline, up to 78' AGL/1097' MSL.
Tower 1781' from DER, 452' right of centerline, 83' AGL/1082' MSL.
Trees beginning 3265' from DER, 397' right of centerline, up to 100' AGL/1199' MSL.
Tower 5075' from DER, 1290' left of centerline, 100' AGL/1179' MSL.
**Rwy 25,** trees beginning 41' from DER, 125' left of centerline, up to 119' AGL/1138' MSL.
Trees beginning 45' from DER, 92' right of centerline, up to 78' AGL/1137' MSL.
Trees beginning 1217' from DER, 13' left of centerline, up to 99' AGL/1178' MSL.
Trees beginning 1235' from DER, 55' right of centerline, up to 100' AGL/1219' MSL.

## ENGELHARD, NC

HYDE COUNTY (7W6)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25APR19 (19115) (FAA)

DEPARTURE PROCEDURE:

**Rwy 11,** obtain ATC approval when requesting IFR clearance.

**Rwy 29,** climb heading 289° to 500' before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 11,** trees beginning 62' from DER, left and right of centerline, up to 100' AGL/107' MSL.

**Rwy 29,** trees beginning 1513' from DER, 807' right of centerline, up to 100' AGL/106' MSL.

Trees beginning 1923' from DER, 956' left of centerline, up to 100' AGL/106' MSL.

Trees beginning 2828' from DER, left and right of centerline, up to 100' AGL/106' MSL.

## ERWIN, NC

HARNETT RGNL JETPORT (HRJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30AUG07 (07242) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** multiple trees beginning 1529' from DER 16' left of centerline, up to 96' AGL/297' MSL.

Multiple trees beginning 2775' from DER, 111' right of centerline, up to 76' AGL/282' MSL.

Multiple poles beginning 303' from DER, 445' left of centerline, up to 17' AGL/239' MSL.

Pole beginning 671' from DER, 610' right of centerline, up to 38' AGL/239' MSL.

**Rwy 23,** trees beginning 94' from DER, 206' right of centerline, up to 64' AGL/252' MSL.

Trees beginning 5' from DER, 296' right of centerline, up to 59' AGL/247' MSL.

## FAYETTEVILLE, NC

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31JUL08 (08213) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees beginning 154' from DER, 117' right of centerline, up to 79' AGL/189' MSL.

Trees beginning 344' from DER, 240' left of centerline, up to 63' AGL/173' MSL.

**Rwy 10,** trees beginning 182' from DER, 295' right of centerline, up to 43' AGL/223' MSL.

Trees beginning 451' from DER, 383' left of centerline, up to 62' AGL/242' MSL.

**Rwy 22,** vehicle on road 98' from DER, left and right of centerline, up to 15' AGL/186' MSL.

Trees beginning 1059' from DER, 551' right of centerline, up to 94' AGL/264' MSL.

**Rwy 28,** pole and trees beginning 199' from DER, 307' left of centerline, up to 34' AGL/204' MSL.

Trees beginning 593' from DER, 96' right of centerline, up to 79' AGL/239' MSL.

## FLORENCE, SC

FLORENCE RGNL (FLO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 12MAR09 (09071) (FAA)

DEPARTURE PROCEDURE:

**Rwy 1,** climb on heading 021° to 1200 prior to turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** trees beginning 1929' from DER, 29' left of centerline up to 81' AGL/224' MSL.

Trees beginning 1786' from DER, 239' right of centerline up to 89' AGL/232' MSL.

Poles beginning 1628' from DER, 160' left and right of centerline up to 45' AGL/188' MSL.

Antenna 341' from DER, 487' left of centerline up to 47' AGL/190' MSL.

Floodlight 3262' from DER, 806' left of centerline up to 103' AGL/246' MSL.

Floodlight 1498' from DER, 313' left of centerline up to 39' AGL/182' MSL.

**Rwy 9,** trees beginning 3016' from DER, 635' left of centerline up to 91' AGL/212' MSL.

Trees beginning 121' from DER, 14' right of centerline up to 97' AGL/218' MSL.

Bushes beginning 32' from DER, 289' right of centerline up to 17' AGL/138' MSL.

**Rwy 19,** trees beginning 174' from DER, 273' left of centerline up to 54' AGL/166' MSL.

Trees beginning 811' from DER, 23' right of centerline up to 69' AGL/181' MSL.

Bushes beginning 20' from DER, 338' right of centerline up to 12' AGL/125' MSL.

**Rwy 27,** trees beginning 102' from DER, 389' left of centerline up to 30' AGL/159' MSL.

## FRANKLIN, NC

MACON COUNTY (1A5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

**Rwys 7, 25,** Procedure NA at night. 5700-3, for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwys 7, 25,** for climb in visual conditions remain within 3 NM of Macon County airport to cross airport south bound at or above 7600 via ODF R-349 to ODF VORTAC.

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees 599' from DER, 124' left of centerline, up to 38' AGL/2037' MSL.
Vehicle on road 964' from DER, 720' left of centerline, 15' AGL/2054' MSL.
Trees 1666' from DER, 620' right of centerline, up to 100' AGL/2179' MSL.
Trees beginning 3090' from DER, 1270' left of and to centerline, up to 100' AGL/3139' MSL.
Trees beginning 5665' from DER, 337' right of and to centerline, up to 100' AGL/2699' MSL.
**Rwy 25,** vehicle on road 63' from DER, 318' left of centerline, 15' AGL/2054' MSL.
Terrain 1000' from DER, on centerline, 2061' MSL.
Trees beginning 1737' from DER, 848' left of and to centerline, up to 100' AGL/3519' MSL.
Trees beginning 2460' from DER, 440' right of and to centerline, up to 100' AGL/3059' MSL.

## GASTONIA, NC

GASTONIA MUNI (AKH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 20AUG15 (15232) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 049° to 2700 before turning left.
**Rwy 21,** climb heading 214° to 1600 before proceeding north.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 162' from DER, 371' right of centerline, up to 105' AGL/844' MSL.
Trees beginning 1200' from DER, 463' left of centerline, up to 76' AGL/835' MSL.
Trees beginning 1965' from DER, 433' left of centerline, up to 80' AGL/859' MSL.
Trees 3819' from DER, 657' right of centerline, up to 126' AGL/885' MSL.
**Rwy 21,** pole 254' from DER, 336' right of centerline, 20' AGL/810' MSL.
Pole 288' from DER, 329' left of centerline, 18' AGL/808' MSL.
Tower and trees beginning 297' from DER, 467' left of centerline, up to 93' AGL/872' MSL.
Trees beginning 1245' from DER, 558' right of centerline, up to 99' AGL/878' MSL.

## GEORGETOWN, SC

GEORGETOWN COUNTY (GGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

DEPARTURE PROCEDURE:

**Rwy 29,** climb heading 289° to 600 before turning northbound.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 382' from DER, left and right of centerline, up to 97' AGL/122' MSL.
**Rwy 11,** trees beginning 500' from DER, 200' left and right of centerline, up to 100' AGL/129' MSL.
**Rwy 23,** trees beginning 177' from DER, 441' right of centerline, up to 100' AGL/111' MSL.
Trees 1023' from DER, 670' left of centerline, up to 68' AGL/88' MSL.
**Rwy 29,** trees beginning 880' from DER, left and right of centerline, up to 100' AGL/138' MSL.

## GOLDSBORO, NC

WAYNE EXECUTIVE JETPORT (GWW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 17NOV11 (11321) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 184' from DER, 494' right of centerline, 41' AGL/174' MSL.
**Rwy 23,** trees beginning 107' from DER, 313' right of centerline, up to 109' AGL/242' MSL.
Bush 101' from DER, 487' left of centerline, 9' AGL/142' MSL.
Trees beginning 2212' from DER, 12' left of centerline, up to 98' AGL/231' MSL.

## GREENSBORO, NC

PIEDMONT TRIAD INTL (GSO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22OCT09 (09295) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5L,** trees beginning 1328' from DER, 524' left of centerline, up to 88' AGL/912' MSL.
**Rwy 5R,** terrain and trees beginning 3' from DER, 499' right of centerline, up to 102' AGL/981' MSL.
Trees beginning 2751' from DER, 1191' left of centerline, 57' AGL/966' MSL.
**Rwy 14,** pole and railroad signal beginning 937' from DER, 604' right of centerline, up to 51' AGL/940' MSL.
**Rwy 23L,** trees beginning 834' from DER, 719' left of centerline, up to 65' AGL/934' MSL.
**Rwy 23R,** trees beginning 1195' from DER, 191' left of centerline, up to 100' AGL/970' MSL.
Utility pole 170' from DER, 540' left of centerline, 33' AGL/936' MSL.
Trees beginning 1715' from DER, 358' right of centerline, up to 100' AGL/967' MSL.
**Rwy 32,** trees beginning 1' from DER, 289' right of centerline up to 90' AGL/1019' MSL.

## GREENVILLE, NC

PITT-GREENVILLE (PGV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 04FEB16 (16035) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** ground beginning 50' from DER, 50' left of centerline, up to 31' MSL.
Ground beginning 86' from DER, 291' right of centerline, up to 29' MSL.
Trees beginning 975' from DER, 688' right of centerline, up to 86' AGL/124' MSL.
Trees beginning 1779' from DER, 653' right of centerline, up to 96' AGL/125' MSL.
Tree 1910' from DER, 989' left of centerline, 63' AGL/89' MSL.
Trees beginning 2224' from DER, 655' right of centerline, up to 115' AGL/142' MSL.
Trees beginning 2562' from DER, 583' left of centerline, up to 82' AGL/134' MSL.
Trees beginning 3164' from DER, 719' left of centerline, up to 107' AGL/138' MSL.
**Rwy 8,** building, poles, road and trees beginning 79' from DER, 298' left of centerline, up to 87' AGL/113' MSL.
Trees and road beginning 144' from DER, 456' right of centerline, up to 44' AGL/66' MSL.
Building, poles and trees beginning 795' from DER, 65' right of centerline, up to 59' AGL/71' MSL.
Trees and poles beginning 1009' from DER, 14' left of centerline, up to 90' AGL/119' MSL.
Building, poles and trees beginning 1538' from DER, 279' right of centerline, up to 62' AGL/88' MSL.
Trees beginning 2334' from DER, 307' right of centerline, up to 88' AGL/110' MSL.
Trees beginning 2336' from DER, 7' left of centerline, up to 101' AGL/127' MSL.
Trees beginning 3324' from DER, 646' right of centerline, up to 99' AGL/125' MSL.
**Rwy 20,** runway lighting 40' from DER, 148' right of centerline, 6' AGL/25' MSL.
Runway lighting and sign beginning 40' from DER, 149' left of centerline, up to 5' AGL/25' MSL.
Vehicles on road, bridge/overpass, and trees beginning 230' from DER, 245' left of centerline, up to 26' AGL/42' MSL.
NAVAID 491' from DER, 280' right of centerline, 35' AGL/44' MSL.
Trees beginning 1133' from DER, 745' left of centerline, up to 103' AGL/115' MSL.
Trees beginning 1354' from DER, 751' right of centerline, up to 113' AGL/125' MSL.
Transmission line towers and trees beginning 2412' from DER, crossing left to right of centerline, up to 112' AGL/122' MSL.
Trees beginning 2673' from DER, crossing centerline, up to 100' AGL/159' MSL.
Trees beginning 3930' from DER, 432' left of centerline, up to 102' AGL/162' MSL.
Trees beginning 5002' from DER, 706' left of centerline, up to 93' AGL/164' MSL.
**Rwy 26,** airport sign 40' from DER, 199' left of centerline, 4' AGL/26' MSL.
Runway end identifier light, 41' from DER, 150' right of centerline, 2' AGL/26' MSL.
Trees beginning 152' from DER, 354' right of centerline, up to 86' AGL/117' MSL.
Trees beginning 336' from DER, 504' left of centerline, up to 25' AGL/38' MSL.
Trees beginning 573' from DER, 229' left of centerline, up to 106' AGL/109' MSL.
Trees beginning 1330' from DER, 170' left of centerline, up to 109' AGL/112' MSL.
Trees beginning 1625' from DER, crossing centerline, up to 127' AGL/130' MSL.
Trees beginning 2122' from DER, crossing centerline, up to 131' AGL/134' MSL.

## GREENVILLE, SC

DONALDSON FIELD (GYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 5,** 300-1¾ or std. w/ min. climb of 220' per NM to 1300, or alternatively, w/ standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1800' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** fence 63' from DER, 457' right of centerline, 8' AGL/921' MSL.
Trees beginning 874' from DER, 723' left of centerline, up to 67' AGL/976' MSL.
Trees beginning 1088' from DER, 129' right of centerline, up to 82' AGL/998' MSL.
Tower 1.5 NM from DER, 2224' left of centerline, 250' AGL/1167' MSL.

## GREENVILLE, SC (CON'T)

### GREENVILLE DOWNTOWN (GMU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 7 15OCT15 (15288) (FAA)

TAKEOFF MINIMUMS:

**Rwy 10,** 300-1 or std. w/min. climb of 355' per NM to 1300.

**Rwy 28,** 300-2½ or std. w/min. climb of 220' per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

DEPARTURE PROCEDURE:

**Rwy 1,** climb heading 006° to 2800 before turning west or northwest.

**Rwy 10,** climb heading 096° to 1800 before turning west or northwest.

**Rwy 19,** climb heading 186° to 1800 before turning north.

**Rwy 28,** climb heading 276° to 2300 before turning north or northwest.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** sign 26' from DER, 125' left of centerline, 3' AGL/1049' MSL.
Building and poles beginning 195' from DER, 374' right of centerline, up to 48' AGL/1111' MSL.
Trees beginning 350' from DER, 319' left of centerline, up to 88' AGL/1129' MSL.
Sign, building, poles, and trees beginning 1050' from DER, 55' right of centerline, up to 52' AGL/1188' MSL.
Buildings 4064' from DER, 384' right of centerline, up to 61' AGL/1174' MSL.

**Rwy 10,** sign and trees beginning 18' from DER, 48' right of centerline, up to 31' AGL/1026' MSL.
Sign 21' from DER, 124' left of centerline, 3' AGL/1017' MSL.
Pole and trees beginning 9' from DER, 198' right of centerline, up to 56' AGL/1057' MSL.
Trees beginning 498' from DER, 50' left of centerline, up to 51' AGL/1042' MSL.
Trees beginning 1821' from DER, 603' left of centerline, up to 47' AGL/1068' MSL.
Building and pole beginning 3337' from DER, 539' right of centerline, up to 105' AGL/1136' MSL.
Tower 5213' from DER, 810' left of centerline, 152' AGL/1173' MSL.

**Rwy 19,** signs beginning 11' from DER, 71' right of centerline, up to 3' AGL/991' MSL.
Trees beginning 173' from DER, 492' right of centerline, up to 45' AGL/1013' MSL.
Pole and trees beginning 276' from DER, 527' left of centerline, up to 33' AGL/1003' MSL.
Trees beginning 2809' from DER, 763' right of centerline, up to 83' AGL/1094' MSL.

**Rwy 28,** signs beginning 13' from DER, 77' left of centerline, up to 3' AGL/1000' MSL.
Pole and trees beginning 45' from DER, 285' right of centerline, up to 49' AGL/1043' MSL.
Poles and trees beginning 194' from DER, 251' left of centerline, up to 56' AGL/1021' MSL.
Trees beginning 532' from DER, 60' right of centerline, up to 95' AGL/1047' MSL.
Trees beginning 850' from DER, 323' left of centerline, up to 71' AGL/1075' MSL.
Building 1.9 NM from DER, 2143' right of centerline, 332' AGL/1316' MSL.

## GREENWOOD, SC

### GREENWOOD COUNTY (GRD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5**: Tree 387' from DER, 289' right of centerline, 100' AGL/629' MSL.

**Rwy 9**: trees beginning 215' from DER, 493' left of centerline, up to 643' MSL.
Tree 444' from DER, 554' left of centerline, 647' MSL.
Trees beginning 568' from DER, 253' left of centerline, up to 651' MSL.
Trees beginning 627' from DER, 545' right of centerline, up to 646' MSL.
Trees beginning 780' from DER, 265' left of centerline, up to 663' MSL.
Tree and pole beginning 899' from DER, 308' left of centerline, up to 668' MSL.
Tree 2090' from DER, 1000' right of centerline, 109' AGL/691' MSL.
Tree 2692' from DER, 1038' left of centerline, 86' AGL/699' MSL.
Trees beginning 2096' from DER, 512' left of centerline, up to 100' AGL/719' MSL.
Trees beginning 3359' from DER, 546' right of centerline, 100' AGL/709' MSL.
Trees beginning 3773' from DER, 550' right of centerline, up to 100' AGL/719' MSL.

**Rwy 23**: trees beginning 812' from DER, 571' left of centerline, up to 657' MSL.
Tree 963' from DER, 516' left of centerline, 670' MSL.
Trees, beginning 1037' from DER, 291' left of centerline, up to 61' AGL/681' MSL.
Trees, beginning 1323' from DER, 10' left of centerline, up to 100' AGL/719' MSL.
Tree 1761' from DER, 413' right of centerline, 673' MSL.
Tree 1933' from DER, 244' right of centerline, 86' AGL/677' MSL.
Trees, beginning 2581' from DER, 72' right of centerline, up to 100' AGL/719' MSL.
Trees, beginning 3865' from DER, 1179' right of centerline, up to 100' AGL/729' MSL.

**Rwy 27**: bush 11' from DER, 274' left of centerline, 3' AGL/634' MSL.
Tree 264' from DER, 550' left of centerline, 641' MSL.
Tree 300' from DER, 549' right of centerline, 652' MSL.
Trees beginning 424' from DER, 543' left of centerline, up to 649' MSL.
Tree 467' from DER, 587' right of centerline, 669' MSL.
Tree 562' from DER, 639' right of centerline, 680' MSL.
Trees beginning 670' from DER, 10' right of centerline, up to 85' AGL/716' MSL.
Trees beginning 725' from DER, 588' left of centerline, up to 653' MSL.
Trees beginning 966' from DER, 594' left of centerline, up to 686' MSL.
Trees beginning 1087' from DER, 657' left of centerline, up to 695' MSL.
Trees beginning 1681' from DER, 695' left of centerline, up to 707' MSL.
Trees beginning 1864' from DER, 34' left of centerline, up to 714' MSL.

**CON'T**

## GREENWOOD, SC (CON'T)

GREENWOOD COUNTY (GRD) (CON'T)

**Rwy 27 (CON'T),** trees beginning 2764' from DER, 159' left of centerline, up to 718' MSL.
Trees beginning 2959' from DER, 119' right of centerline, up to 726' MSL.
Trees beginning 2965' from DER, 11' left of centerline, up to 727' MSL.
Trees beginning 3332' from DER, 561' right of centerline, up to 100' AGL/739' MSL.
Trees beginning 3477' from DER, 572' left of centerline, 100' AGL/729' MSL.
Trees beginning 3724' from DER, 550' left of centerline, 100' AGL/739' MSL.
Trees beginning 3746' from DER, 790' right of centerline, 100' AGL/749' MSL.

## GREER, SC

GREENVILLE SPARTANBURG INTL(GSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15OCT15 (15288) (FAA)

DEPARTURE PROCEDURE:

**Rwy 4,** climb heading 038° to 2500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** trees 1422' from DER, 832' right of centerline, up to 65' AGL/1001' MSL.

## HARTSVILLE, SC

HARTSVILLE RGNL (HVS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (17229) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** buildings, tank beginning 5' from DER, 336' right of centerline, up to 368' MSL.
Bushes, tree beginning 31' from DER, 127' left of centerline, up to 384' MSL.
Pole, tank, building beginning 68' from DER, 380' right of centerline, up to 385' MSL.
Bushes beginning 381' from DER, 501' left of centerline, up to 385' MSL.
Trees beginning 410' from DER, 507' right of centerline, up to 430' MSL.
Trees, poles, buildings beginning 541' from DER, 244' left of centerline, up to 444' MSL.
Trees, poles beginning 541' from DER, 13' right of centerline, up to 432' MSL.
Tree 786' from DER, 632' left of centerline, 462' MSL.
Trees beginning 900' from DER, 11' left of centerline, up to 467' MSL.
Trees, poles beginning 1042' from DER, 2' left of centerline, up to 471' MSL.
Trees, poles beginning 1402' from DER, 3' right of centerline, up to 436' MSL.
Trees beginning 2040' from DER, 616' right of centerline, up to 437' MSL.
Trees beginning 2119' from DER, 6' right of centerline, up to 440' MSL.
Trees beginning 2251' from DER, 103' right of centerline, up to 443' MSL.
Trees beginning 2355' from DER, 105' right of centerline, up to 445' MSL.
Trees beginning 2363' from DER, 47' right of centerline, up to 450' MSL.
Trees beginning 2455' from DER, 97' right of centerline, up to 453' MSL.
Trees beginning 2534' from DER, 13' right of centerline, up to 454' MSL.
Trees, pole beginning 2662' from DER, 14' right of centerline, up to 460' MSL.
Trees, poles beginning 2756' from DER, 78' left of centerline, up to 473' MSL.
Trees beginning 3076' from DER, 655' left of centerline, up to 475' MSL.
Trees, pole beginning 3102' from DER, 16' left of centerline, up to 478' MSL.
Trees beginning 3200' from DER, 27' right of centerline, up to 465' MSL.
Trees beginning 3456' from DER, 758' right of centerline, up to 466' MSL.
Trees beginning 3505' from DER, 12' left of centerline, up to 480' MSL.
Trees beginning 3532' from DER, 652' right of centerline, up to 469' MSL.
Trees beginning 3580' from DER, 197' right of centerline, up to 471' MSL.
Trees beginning 3619' from DER, 490' right of centerline, up to 473' MSL.
Trees beginning 3625' from DER, 103' right of centerline, up to 480' MSL.
Trees beginning 3720' from DER, 208' right of centerline, up to 487' MSL.
Trees beginning 3809' from DER, 117' right of centerline, up to 489' MSL.
Trees beginning 4023' from DER, 204' right of centerline, up to 493' MSL.
Trees beginning 4139' from DER, 251' right of centerline, up to 495' MSL.
Trees, transmission tower beginning 4249' from DER, 55' left of centerline, up to 485' MSL.
**Rwy 21,** trees beginning 21' from DER, 459' left of centerline, up to 402' MSL.
Buildings beginning 95' from DER, 440' right of centerline, up to 360' MSL.
Pole, building, tree beginning 263' from DER, 410' right of centerline, up to 365' MSL.

## HATTERAS, NC

BILLY MITCHELL (HSE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24SEP09 (09267) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 7,** trees beginning 388' from DER, left of centerline, up to 100' AGL/169' MSL.
**Rwy 25,** trees 512' from DER, 103' right of centerline, 100' AGL/110' MSL.
Boat mast 2107' from DER, 664' left of centerline, 100' AGL/100' MSL.

## HICKORY, NC

HICKORY RGNL (HKY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

Use HICKORY DEPARTURE.

## HILTON HEAD ISLAND, SC

HILTON HEAD (HXD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** electrical system 5' from DER, 103' left of centerline, 4' AGL/16' MSL.
Tree, fence beginning 56' from DER, 294' right of centerline, up to 81' MSL.
Tree, terrain, building, traverse way, pole beginning 93' from DER, 5' left of centerline, up to 101' AGL/116' MSL.
Tree, fence beginning 177' from DER, 293' right of centerline, up to 87' MSL.
Tree, fence, building beginning 352' from DER, 6' right of centerline, up to 87' AGL/98' MSL.
Trees beginning 3082' from DER, 106' right of centerline, up to 82' AGL/99' MSL.
Trees beginning 3239' from DER, 279' right of centerline, up to 85' AGL/102' MSL.
Tree 3295' from DER, 288' right of centerline, 91' AGL/107' MSL.
Trees beginning 3323' from DER, 299' right of centerline, up to 95' AGL/112' MSL.
Trees beginning 3359' from DER, 318' right of centerline, up to 97' AGL/113' MSL.
**Rwy 21,** tree 4' from DER, 336' right of centerline, 103' MSL.
Tree, fence, pole beginning 8' from DER, 297' left of centerline, up to 73' MSL.
Tree, building, pole beginning 93' from DER, 1' right of centerline, up to 91' AGL/110' MSL.
Tree 190' from DER, 468' left of centerline, 60' AGL/76' MSL.
Tree, NAVAID, building beginning 312' from DER, 260' left of centerline, up to 69' AGL/85' MSL.
Trees beginning 662' from DER, 455' left of centerline, up to 96' MSL.
Trees beginning 771' from DER, 292' left of centerline, up to 101' MSL.
Tree 1144' from DER, 675' left of centerline, 105' AGL/116' MSL.
Tree, pole beginning 1222' from DER, 3' left of centerline, up to 109' AGL/120' MSL.
Trees beginning 2489' from DER, 10' right of centerline, up to 111' MSL.
Trees beginning 2695' from DER, 0' right of centerline, up to 113' MSL.
Trees beginning 2859' from DER, 25' right of centerline, up to 117' MSL.
Trees beginning 2942' from DER, 66' right of centerline, up to 118' MSL.
Trees beginning 3027' from DER, 2' right of centerline, up to 106' AGL/119' MSL.

## JACKSONVILLE, NC

ALBERT J ELLIS (OAJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 20SEP12 (12264) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** vehicles on road 93' from DER, left and right of centerline, up to 15' AGL/107' MSL.
Pole 1319' from DER, 830' left of centerline, 44' AGL/127' MSL.
Trees beginning 1678' from DER, left and right of centerline up to 100' AGL/198' MSL.
**Rwy 23,** vehicles on road 233' from DER, 221' left of centerline, up to 15' AGL/107' MSL.
Trees beginning 2091' from DER, left and right of centerline, up to 100' AGL/192' MSL.

## JEFFERSON, NC

ASHE COUNTY (GEV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 27APR17 (17117) (FAA)

TAKEOFF MINIMUMS:

**Rwy 28,** 700-3 w/min. climb of 425' per NM to 5500 or standard w/min. climb of 750' per NM to 4900 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 10,** climb heading 096° to 4400 before proceeding on course.
**Rwy 28,** climb heading 276° to 6100 before proceeding on course.

VCOA:

**Rwy 28,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Ashe County Airport at or above 5200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 10,** NAVAID, runway light, and bush beginning 8' from DER, 17' right of centerline, up to 3' AGL/3088' MSL.
NAVAID, runway light, and bush beginning 8' from DER, 17' left of centerline, up to 4' AGL/3089' MSL.
Trees beginning 344' from DER, 231' right of centerline, up to 3109' MSL.
Trees beginning 369' from DER, 236' right of centerline, up to 3114' MSL.
**Rwy 28,** terrain, antenna, runway light, and tree beginning 23' from DER, 6' left of centerline, up to 3250' MSL.
Terrain 25' from DER, 176' right of centerline, 3183' MSL.
Terrain, runway light, building, agricultural equipment, and tree beginning 100' from DER, 22' right of centerline, up to 3241' MSL.
Trees beginning 1091' from DER, 6' right of centerline, up to 3306' MSL.
Trees beginning 6071' from DER, 1669' right of centerline, up to 3422' MSL.

**CON'T**

## JEFFERSON, NC (CON'T)

ASHE COUNTY (GEV) (CON'T)

**Rwy 28 (CON'T),** tree 1.0 NM from DER, 1990' right of centerline, 3490' MSL.
Trees beginning 1.0 NM from DER, 1487' right of centerline, up to 3497' MSL.
Trees beginning 1.0 NM from DER, 1330' right of centerline, up to 3564' MSL.
Trees beginning 1.0 NM from DER, 1599' right of centerline, up to 3644' MSL.
Trees beginning 1 NM from DER, 1185' right of centerline, up to 3731' MSL.
Pole and trees beginning 1.1 NM from DER, 513' right of centerline, up to 3831' MSL.
Tree 2.5 NM from DER, 1194' right of centerline, 3597' MSL.

## KENANSVILLE, NC

DUPLIN COUNTY (DPL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 134' from DER, 501' left of centerline, up to 180' MSL.
Tree 194' from DER, 516' right of centerline, 175' MSL.
Tree 408' from DER, 525' right of centerline, 187' MSL.
Trees beginning 1092' from DER, 579' right of centerline, up to 215' MSL.
**Rwy 23,** trees beginning 100' from DER, 491' left of centerline, up to 174' MSL.
Tree 115' from DER, 490' right of centerline, 169' MSL.
Tree 180' from DER, 504' right of centerline, 191' MSL.
Tree 387' from DER, 538' right of centerline, 208' MSL.
Trees beginning 588' from DER, 581' right of centerline, up to 210' MSL.
Trees beginning 684' from DER, 642' left of centerline, up to 197' MSL.
Trees beginning 1089' from DER, 633' right of centerline, up to 211' MSL.
Trees beginning 1314' from DER, 749' left of centerline, up to 198' MSL.

## KILL DEVIL HILLS, NC

FIRST FLIGHT (FFA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN17 (17173) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 21,** tree, 11' from DER, 481' right of centerline, 79' MSL.
Trees beginning 12' from DER, 277' right of centerline, up to 91' MSL.
Trees beginning 18' from DER, 149' right of centerline, up to 93' MSL.
Tree, 20' from DER, 318' left of centerline, 71' MSL.
Trees beginning 42' from DER, 213' left of centerline, up to 75' MSL.
Trees beginning 115' from DER, 150' left of centerline, up to 79' MSL.
Trees beginning 212' from DER, 142' left of centerline, up to 81' MSL.
Trees beginning 334' from DER, 155' left of centerline, up to 84' MSL.
Trees beginning 347' from DER, 162' left of centerline, up to 85' MSL.
Trees beginning 441' from DER, 167' left of centerline, up to 86' MSL.
Trees beginning 483' from DER, 340' right of centerline, up to 94' MSL.
Trees beginning 497' from DER, 205' right of centerline, up to 95' MSL.
Tree, pole beginning 616' from DER, 192' right of centerline, up to 97' MSL.
Tree, 2798' from DER, 876' left of centerline, 90' MSL.
Antenna 2852' from DER, 470' left of centerline, 110' MSL.
**Rwy 3,** trees beginning 2' from DER, 214' left of centerline, up to 71' MSL.
Tree, building beginning 88' from DER, 28' left of centerline, up to 75' MSL.
Pole, 339' from DER, 201' right of centerline, 21' MSL.
Trees beginning 365' from DER, 37' right of centerline, up to 25' MSL.
Tree, 454' from DER, 207' right of centerline, 30' MSL.
Trees beginning 467' from DER, 64' right of centerline, up to 34' MSL.
Tree, 731' from DER, 274' right of centerline, 35' MSL.
Tree, 909' from DER, 384' right of centerline, 44' MSL.
Pole beginning 1301' from DER, 236' right of centerline, up to 105' MSL.
Pole beginning 2109' from DER, 133' left of centerline, up to 105' MSL.

## KINGSTREE, SC
WILLIAMSBURG RGNL (CKI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:
**Rwy 14,** 400-2¾ or std. w/ min. climb of 210'/NM to 500.

DEPARTURE PROCEDURE:
**Rwy 14,** climb heading 140° to 700 before turning north.

TAKEOFF OBSTACLE NOTES:
**Rwy 14,** tree 23' from DER, 159' right of centerline, 6' AGL/66' MSL.
Parking lot beginning 199' from DER, 478' left of centerline, up to 77' MSL.
Building 359' from DER, 578' left of centerline, 81' MSL.
Tree, pole beginning 880' from DER, 473' left of centerline, up to 142' MSL.
Trees beginning 1083' from DER, 548' right of centerline, up to 130' MSL.
Trees beginning 1181' from DER, 680' left of centerline, up to 145' MSL.
Trees beginning 1574' from DER, 631' left of centerline, up to 152' MSL.
Trees beginning 1918' from DER, 590' right of centerline, up to 138' MSL.
Trees beginning 2175' from DER, 633' right of centerline, up to 142' MSL.
Trees beginning 2701' from DER, 874' right of centerline, up to 151' MSL.
Trees beginning 2896' from DER, 551' left of centerline, up to 159' MSL.
Tree 3483' from DER, 1366' right of centerline, 160' MSL.
Trees beginning 3483' from DER, 597' right of centerline, up to 163' MSL.
Tree 3805' from DER, 596' right of centerline, 165' MSL.
Tower 2.2 NM from DER, 2801' right of centerline, 330' AGL/404' MSL.
**Rwy 32,** trees beginning 62' from DER, 325' left of centerline, up to 107' MSL.
Trees beginning 126' from DER, 507' right of centerline, up to 86' AGL/150' MSL.
Trees beginning 140' from DER, 427' left of centerline, up to 123' MSL.
Tree 1024' from DER, 733' left of centerline, 143' MSL.
Trees beginning 1138' from DER, 634' left of centerline, up to 147' MSL.
Trees beginning 1249' from DER, 723' right of centerline, up to 158' MSL.
Trees beginning 1472' from DER, 614' right of centerline, up to 162' MSL.
Trees beginning 1877' from DER, 621' left of centerline, up to 148' MSL.
Trees beginning 2328' from DER, 580' left of centerline, up to 153' MSL.
Trees beginning 2541' from DER, 572' left of centerline, up to 155' MSL.
Tree 3442' from DER, 1019' left of centerline, 157' MSL.

## KINSTON, NC
KINSTON RGNL JETPORT AT
STALLINGS FIELD (ISO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)

DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 050° to 1800 before turning east.

TAKEOFF OBSTACLE NOTES:
**Rwy 5,** multiple poles 1,521' from DER, 237' right of centerline, up to 64' AGL/137' MSL.
Pole 1625' from DER, 53' left of centerline, 52' AGL/128' MSL.
Multiple trees 1873' from DER, 110' right of centerline, up to 73' AGL/173' MSL.
**Rwy 23,** multiple trees 770' from DER, 598' left of centerline, up to 87' AGL/186' MSL.
Multiple trees 1092' from DER, 109' right of centerline, up to 49' AGL/148 MSL.

## LAKE CITY, SC
LAKE CITY MUNI CJ EVANS FIELD (51J)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:
**Rwy 1,** 500-2½ or std. w/ min. climb of 375' per NM to 700.
**Rwy 19,** 300-1 or std. w/ min. climb of 404' per NM to 400.

TAKEOFF OBSTACLE NOTES:
**Rwy 1,** tree 1474' from DER, 189' right of centerline, 62' AGL/143' MSL.
Multiple towers beginning 1.6 NM from DER, 1285' left of centerline, up to 411' AGL/491' MSL.
**Rwy 19,** tree 1428' from DER, 225' right of centerline, 53' AGL/134' MSL.
Tank 4906' from DER, 1349' left of centerline, 180' AGL/254' MSL.

## LANCASTER, SC
LANCASTER COUNTY- MCWHIRTER FIELD (LKR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20AUG15 (15232) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees 176' from DER, 394' left of centerline, up to 27' AGL/526' MSL.
Trees 4704' from DER, 1425' left of centerline, up to 81' AGL/630' MSL.
**Rwy 24,** trees 73' from DER, 492' left of centerline, up to 18' AGL/467' MSL.

## LAURENS, SC
LAURENS COUNTY (LUX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02MAY13 (13122) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 8**, trees and bushes beginning 72' from DER, 298' right of centerline, up to 68' AGL/787' MSL.
Vehicles on roadway, poles and trees beginning 929' from DER, 5' left of centerline, up to 120' AGL/789' MSL.
Rising terrain and trees beginning 944' from DER, 1' right of centerline, up to 106' AGL/777' MSL.
Vehicles on roadway beginning 955' from DER, left and right of centerline up to 15' AGL/734' MSL.
Building 1013' from DER, 662' right of centerline, 18' AGL/729' MSL.
Fence beginning 1051' from DER, 434' right of centerline, 2' AGL/723' MSL.
**Rwy 26**, trees beginning 104' from DER, 470' right of centerline, up to 128' AGL/799' MSL.
Trees beginning 580' from DER, 169' left of centerline, up to 117' AGL/766' MSL.
Trees beginning 915' from DER, 113' right of centerline, up to 110' AGL/768' MSL.

## LEXINGTON, NC
DAVIDSON COUNTY (EXX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26JUL12 (12208) (FAA)
TAKEOFF MINIMUMS:
**Rwy 6,** 300-1 or std. w/min. climb of 384' per NM to 1000.
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees beginning 917' from DER 34' right of centerline, up to 100' AGL/856' MSL.
Trees beginning 158' from DER, 8' left of centerline, up to 100' AGL/859' MSL.
Tanks 1520' from DER, 121' left of centerline, up to 110' AGL/755' MSL.
**Rwy 24,** tree 53' from DER, 472' left of centerline, 100' AGL/774' MSL.
Terrain beginning 150' from DER, 223' right of centerline, 754' MSL.

## LIBERTY, NC
CAUSEY (2A5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 11SEP97 (97254) (FAA)
TAKEOFF MINIMUMS:
**Rwys 2, 20,** 300-1.
DEPARTURE PROCEDURE:
**Rwy 20,** for departures 245° CW 020°, climbing left turn direct LIB VORTAC, then proceed outbound via LIB R-256 to 3000 before proceeding on course.

## LINCOLNTON, NC
LINCOLNTON COUNTY RGNL (IPJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20AUG15 (15232) (FAA)
DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 063° to 2000 before proceeding on course.
**Rwy 23,** climb heading 243° to 2800 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 1913' from DER, 330' left of centerline, up to 75' AGL/954' MSL.
**Rwy 23,** trees beginning 2068' from DER, 479' right of centerline, up to 102' AGL/1001' MSL.
Trees 2572' from DER, 42' left of centerline, up to 87' AGL/986' MSL.
Trees 5326' from DER, 1643' right of centerline, up to 88' AGL/1027' MSL.

## LORIS, SC
TWIN CITY (5J9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 06MAY10 (10126) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 8,** vehicles on roadway 18' from DER, 127' right of centerline, up to 15' AGL/119' MSL.
Trees beginning 159' from DER, 208' right of centerline, up to 100' AGL/204' MSL.
Trees beginning 169' from DER, 314' left of centerline, up to 100' AGL/204' MSL.
**Rwy 26,** vehicles on roadway 9' from DER, 113' left of centerline, up to 15' AGL/119' MSL.
Trees beginning 20' from DER, 182' left of centerline, up to 100' AGL/204' MSL.
Hangar 81' from DER, 267' right of centerline, 50' AGL/154' MSL.
Aircraft 87' from DER, 171' right of centerline, up to 30' AGL/134' MSL.
Building 665' from DER, 139' left of centerline, 30' AGL/134' MSL.
Building 1359' from DER, 226' right of centerline, 30' AGL/134' MSL.

## LOUISBURG, NC
TRIANGLE NORTH EXECUTIVE (LHZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20OCT11 (11293) (FAA)
DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 046° to 1900 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 154' from DER, 516' right of centerline, up to 99' AGL/399' MSL.
Trees beginning 166' from DER, 492' left of centerline, up to 75' AGL/415' MSL.
Terrain 471' from DER, 394' left of centerline, 345' MSL.
**Rwy 23,** vehicle on road 98' from DER, 457' right of centerline, up to 15' AGL/377' MSL.
Power line 760' from DER, 635' right of centerline, 55' AGL/405' MSL.

## LUMBERTON, NC
LUMBERTON RGNL (LBT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 16OCT14 (14289) (FAA)
TAKEOFF MINIMUMS:
**Rwy 31,** 300-1 or std. w/min. climb of 250' per NM to 400 or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** utility 29' from DER, 117' left of centerline, 3' AGL/124' MSL.
Trees beginning 93' from DER, 335' right of centerline, up to 55' AGL/180' MSL.
Trees beginning 1780' from DER, left and right of centerline, up to 93' AGL/219' MSL.
**Rwy 13,** vehicles on roadway beginning 29' from DER, 392' right of centerline, up to 15' AGL/139' MSL.
Vehicles on roadway beginning 340' from DER, 123' left of centerline, up to 15' AGL/139' MSL.
Trees beginning 486' from DER, left and right of centerline, up to 100' AGL/219' MSL.
**Rwy 23,** trees beginning 59' from DER, 119' right of centerline, up to 107' AGL/233' MSL.
Trees beginning 3274' from DER, 31' left of centerline, up to 91' AGL/217' MSL.
**Rwy 31,** vehicles on roadway beginning 258' from DER, 532' left of centerline, up to 15' AGL/139' MSL.
Building 510' from DER, 612' left of centerline, 40' AGL/164' MSL.
Trees beginning 436' from DER, left and right of centerline, up to 100' AGL/224' MSL.
Tower 5168' from DER, 1713' right of centerline, 150' AGL/286' MSL.

## MANNING, SC
SANTEE COOPER RGNL (MNI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12FEB09 (09043) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 2,** trees beginning at DER, 480' right of centerline, up to 100' AGL/229' MSL.
Trees beginning 16' from DER, 221' left of centerline, up to 100' AGL/209' MSL.
Vehicle on road 85' from DER, 468' right of centerline, 15' AGL/117' MSL.
**Rwy 20,** trees beginning 125' from DER, 289' right of centerline, up to 100' AGL/179' MSL.
Trees beginning 86' from DER, 136' left of centerline, up to 100' AGL/189' MSL.
Vehicle on road 250' from DER, on centerline, 15' AGL/110' MSL.

## MANTEO, NC
DARE COUNTY RGNL (MQI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15DEC11 (11349) (FAA)
TAKEOFF MINIMUMS:
**Rwy 17,** 300-1½ or std. w/min. climb of 250' per NM to 300.
**Rwy 35,** 300-1½ or std. w/min. climb of 260' per NM to 300.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** multiple trees beginning 585' from DER, 417' left and right of centerline, up to 100' AGL/109' MSL.
**Rwy 35,** multiple trees beginning 23' from DER,182' right and left of centerline, up to 100' AGL/116' MSL.
Building 267' from DER, 410' right of centerline, 20' AGL/35' MSL.
Ship 1 NM from DER, on centerline, 208' AGL/208' MSL.

## MARION, SC
MARION COUNTY (MAO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 13NOV14 (14317) (FAA)
DEPARTURE PROCEDURE:
**Rwy 4,** climb on heading 058° to 2000 before turning.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** road with vehicle 89' from DER, 241' left of centerline, 15' AGL/103' MSL.
Trees and bushes beginning 8' from DER, 301' left of centerline, up to 15' AGL/92' MSL.
Buildings beginning 271' from DER, 385' left of centerline up to 25' AGL/114' MSL.
Trees and poles beginning 297' from DER, 401' left of centerline, up to 51' AGL/140' MSL.
Trees beginning 1311' from DER, 411' left of centerline, up to 107' AGL/201' MSL.
Trees and bushes beginning 14' from DER, 258' right of centerline, up to 67' AGL/154' MSL.
Trees, buildings, and poles beginning 511' from DER, 216' right of centerline, up to 125' AGL/214' MSL.
Trees beginning 2026' from DER, 7' right of centerline, up to 91' AGL/188' MSL.
**Rwy 22,** road with vehicle 96' from DER, 489' left of centerline, 15' AGL/104' MSL.
Trees beginning 226' from DER, 302' left of centerline, up to 48' AGL/136' MSL.
Trees beginning 1019' from DER, 372' left of centerline, up to 47' AGL/135' MSL.
Bush 4' from DER, 354' right of centerline, 12' AGL/101' MSL.
Trees beginning 2624' from DER, 811' right of centerline, up to 109' AGL/197' MSL.

## MAXTON, NC
LAURINBURG-MAXTON (MEB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25OCT07 (07298) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** road 606' from DER, on centerline, 15' AGL/224' MSL.
Trees 1002' from DER, 474' left of centerline, 67' AGL/267' MSL.
**Rwy 13,** aircraft 762' from DER, 762' left of centerline, 58' AGL/266' MSL.
**Rwy 23,** tree 1011' from DER, 512' right of centerline, 30' AGL/246' MSL.
**Rwy 31,** trees beginning 1014' from DER, 58' left of centerline, up to 54' AGL/271' MSL.

## MC ENTIRE JNGB (MMT)
EASTOVER, SC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 29MAY14 (14149)
TAKEOFF MINIMUMS:
**Rwy 5,** Standard with CG of 310 ft/NM to 2700 or 300-2 with min climb of 250 ft/NM to 2700 (Provided a ceiling and visibility to see and avoid a 40:1 penetration within the ICA (extended) and a climb gradient to avoid a 40:1 penetration outside the ICA (extended)).
**Rwy 32,** Standard with CG of 230ft/NM to 2700.
DEPARTURE PROCEDURE:
**Rwy 5,** depart on a track of 050 to 2700' before turning on course, or as directed by ATC.
**Rwy 32,** depart on a track of 320 to 700' MSL before turning on course, or as directed by ATC. Departing eastbound, complete turn within 4 NM to avoid R-6001, if unable, advise Control Tower prior to taxi.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** Helicopters parked from 198' to 552' from DER, 306' to 618' left of centerline, up to 19' AGL/274' MSL.
Multiple trees left of centerline, beginning 2390' out to 1.5 NM from DER, 93' to 2082' left of centerline, 0' AGL/385' MSL up to 551' MSL.
Multiple trees right of centerline, beginning 2207' out to 4124' from DER, 232' to 905' right of centerline, 0' AGL/377' MSL up to 399' MSL.
**Rwy 14,** Multiple trees left of centerline, beginning 2316' out to 4208' from DER, 774' to 1107' left of centerline, 0' AGL/325' MSL up to 359' MSL.
Pylon 3282' from DER, 1553' left of centerline, 79' AGL/288' MSL.
Multiple trees right of centerline, beginning 2202' out to 3374' from DER, 989' to 1139' right of centerline, 0' AGL/339' MSL up to 349' MSL.
Aircraft parked 42' from DER, 544' right of centerline, 0' AGL/255' MSL.
Pylon 2668' from DER, 1714' right of centerline, 79' AGL/286' MSL.
**Rwy 23,** Multiple trees left of centerline, beginning 2482' out to 3574' from DER, 186' to 1423' left of centerline, 130' AGL/351' MSL up to 363' MSL.
Wind sensor 500' from DER, 495' left of centerline, 33' AGL/275' MSL.
Multiple trees right of centerline, beginning 2470' out to 3968' from DER, 419' to 1200' right of centerline, 0' AGL/343' MSL up to 367' MSL.
Light pole 2172' from DER, 615' to 791' right of centerline, 26' AGL/274' MSL.
**Rwy 32,** Multiple trees left of centerline, beginning 2267' out to 5053' from DER, 68' to 1650' left of centerline, 0' AGL/335' MSL up to 381' MSL.
Multiple trees right of centerline, beginning 1774' out to 2207' from DER, 475' to 820' right of centerline, 0' AGL/343' MSL up to 355' MSL.

## MOCKSVILLE, NC
TWIN LAKES (8A7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (07214) (FAA)
TAKEOFF MINIMUMS:
**Rwy 27,** 300-1
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** numerous trees beginning 35' from DER, 27' right of centerline, up to 100' AGL/939' MSL.
Numerous trees beginning 200' from DER, 164' left of centerline, up to 100' AGL/919' MSL.
**Rwy 27,** numerous trees beginning 200' from DER, 78' right of centerline, up to 100' AGL/929' MSL.
Numerous trees beginning 616' from DER, 77' left of centerline, up to 100' AGL/909' MSL.

## MONCKS CORNER, SC
BERKELEY COUNTY (MKS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (09015) (FAA)
TAKEOFF MINIMUMS:
**Rwy 5,** 300-1¾ or std. w/ min. climb of 215' per NM to 400.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 17' from DER, 102' right of centerline, up to 99' AGL/158' MSL.
Terrain 30' from DER, 478' left of centerline, 79' MSL.
Trees beginning 964' from DER, 66' left of centerline, up to 108' AGL/167' MSL.
Poles beginning 467' from DER, 480' left of centerline, up to 24' AGL/103' MSL.
Tower 1.4 NM from DER, 530' left of centerline, up to 228' AGL/292' MSL.
**Rwy 23,** trees beginning abeam DER, 361' right of centerline, up to 100' AGL/199' MSL.
Transmission poles beginning 1320' from DER, 249' right of centerline, up to 63' AGL/142' MSL.
Terrain 21' from DER, 125' left of centerline, 76' MSL.
Trees beginning 1141' from DER, 47' left of centerline, up to 84' AGL/163' MSL.
Transmission pole 2503' from DER, 115' left of centerline, 62' AGL/141' MSL.

## MONROE, NC
CHARLOTTE-MONROE EXECUTIVE (EQY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20AUG15 (15232) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 24' from DER, 308' right of centerline, up to 77' AGL/736' MSL.
Trees beginning 70' from DER, 218' left of centerline, up to 27' AGL/686' MSL.
Trees beginning 606' from DER, 58' right of centerline, up to 33' AGL/692' MSL.
Poles and trees beginning 651' from DER, 19' left of centerline, up to 44' AGL/713' MSL.
Trees beginning 1223' from DER, 436' right of centerline, up to 62' AGL/721' MSL.
Trees beginning 2151' from DER, 79' left of centerline, up to 89' AGL/748' MSL.
**Rwy 23,** runway light 12' from DER, 31' left of centerline, 2' AGL/684' MSL.
Trees beginning 1714' from DER, 203' left of centerline, up to 97' AGL/746' MSL.
Trees 2366' from DER, 771' right of centerline, up to 86' AGL/755' MSL.

## MOORESVILLE, NC
LAKE NORMAN AIRPARK (14A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23NOV06 (06327) (FAA)
TAKEOFF MINIMUMS:
**Rwy 14,** std. w/ a min. climb of 294' per NM to 2900 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwy 14,** for climb in visual conditions: cross Lake Norman Airpark at or above 2000' MSL before proceeding on course.
**Rwy 32,** climb heading 324° to 1300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 14,** terrain and multiple trees beginning 197' from DER, 308' left of centerline, up to 200' AGL/1099' MSL.
Building and multiple trees beginning 158' from DER, 258' right of centerline, up to 100' AGL/979' MSL.
**Rwy 32,** tree 559' from DER, on centerline, 42' AGL/851' MSL.
Multiple trees beginning 47' from DER, 34' left of centerline, up to 101' AGL/890' MSL.
Multiple trees beginning 526' from DER, 31' right of centerline, up to 97' AGL/886' MSL.

## MORGANTON, NC

FOOTHILLS RGNL (MRN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

**Rwy 21,** std. w/min. climb of 225' per NM to 3800.

DEPARTURE PROCEDURE:

**Rwy 3,** climbing left turn direct FIQ NDB, thence ...

**Rwy 21,** climb direct FIQ NDB, thence ...

... continue climbing in holding pattern (Southwest, left turns, 031° inbound) to 5000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 167' from DER, 388' right of centerline, up to 100' AGL/1379' MSL.
Rising terrain beginning 138' from DER, 3' right of centerline, up to 1280' MSL.
Trees beginning 1180' from DER, 421' left of centerline, up to 68' AGL/1327' MSL.
Rising terrain beginning 39' from DER, 223' left of centerline, up to 1277' MSL.
**Rwy 21,** trees beginning 2329' from DER, 1061' right of centerline, up to 100' AGL/1339' MSL.
Trees beginning 1681' from DER, 883' left of centerline, up to 100' AGL/1379' MSL.

## MOUNT AIRY, NC

MOUNT AIRY/SURRY COUNTY (MWK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 08NOV18 (18312) (FAA)

TAKEOFF MINIMUMS:

**Rwy 36,** std. w/min. climb of 250' per NM to 3900, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 18,** climb heading 180° to 2900 before turning left.

**Rwy 36,** climb heading 360° to 2200 before proceeding on course.

VCOA:

**Rwy 36,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mount Airy/Surry County Airport at or above 2700 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** vehicles on road beginning 50' from DER, 378' right of centerline, up to 1222' MSL.
Trees beginning 72' from DER, 365' left of centerline, up to 1254' MSL.
Tree 189' from DER, 498' right of centerline, 1231' MSL.
Tree 219' from DER, 528' right of centerline, 1249' MSL.
Trees beginning 318' from DER, 328' right of centerline, up to 1252' MSL.
Trees beginning 495' from DER, 354' left of centerline, up to 1259' MSL.
Trees beginning 593' from DER, 170' right of centerline, up to 1253' MSL.
Trees beginning 1365' from DER, 329' right of centerline, up to 1263' MSL.
Building, tree beginning 1841' from DER, 96' left of centerline, up to 47' AGL/1260' MSL.
Trees beginning 2091' from DER, 151' left of centerline, up to 73' AGL/1270' MSL.
Trees beginning 2110' from DER, 166' left of centerline, up to 77' AGL/1271' MSL.
Trees beginning 2134' from DER, 95' left of centerline, up to 81' AGL/1272' MSL.
Tree 2668' from DER, 367' left of centerline, 56' AGL/1276' MSL.
Tree 2680' from DER, 140' left of centerline, 71' AGL/1278' MSL.
Tree 2683' from DER, 306' left of centerline, 61' AGL/1280' MSL.
Trees beginning 2684' from DER, 120' left of centerline, up to 1290' MSL.
Trees beginning 2716' from DER, 265' left of centerline, up to 1304' MSL.
Trees beginning 2849' from DER, 53' left of centerline, up to 89' AGL/1316' MSL.
Tree 3196' from DER, 40' right of centerline, 98' AGL/1289' MSL.
**Rwy 36**, terrain 34' from DER, 428' left of centerline, 1279' MSL.
Terrain 35' from DER, 325' right of centerline, 1277' MSL.
Terrain beginning 94' from DER, 312' right of centerline, up to 1285' MSL.
Terrain beginning 116' from DER, 390' left of centerline, up to 1287' MSL.
Fence beginning 170' from DER, 465' right of centerline, up to 4' AGL/1289' MSL.
Vehicles on road, pole, tree beginning 537' from DER, 451' left of centerline, up to 1332' MSL.
Tree 820' from DER, 580' left of centerline, 1344' MSL.
Building 941' from DER, 520' right of centerline, 1321' MSL.
Trees beginning 987' from DER, 455' left of centerline, up to 1345' MSL.
Tree 1151' from DER, 724' right of centerline, 1327' MSL.
Trees beginning 1157' from DER, 51' left of centerline, up to 1348' MSL.
Trees beginning 1193' from DER, 14' right of centerline, up to 1339' MSL.
Trees, pole beginning 2211' from DER, 69' right of centerline, up to 69' AGL/1340' MSL.
Tree 2251' from DER, 201' right of centerline, 74' AGL/1345' MSL.

## MOUNT OLIVE, NC

MOUNT OLIVE MUNI (W40)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:

**Rwy 23,** 300-1 or std. w/ min. climb of 334' per NM to 500.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 971' from DER, 27' left of centerline, up to 100' AGL/267' MSL.
Trees beginning 2209' from DER, 25' right of centerline, up to 100' AGL/262' MSL.
Pole 454' from DER, 407' left of centerline, 17' AGL/191' MSL.
Vehicle on road 363' from DER, 115' left of centerline, 15' AGL/179' MSL.
Vehicle on road 321' from DER, 106' right of centerline, 15' AGL/181' MSL.
GND 14' from DER, 107' right of centerline, 167' MSL.
**Rwy 23,** tower 4535' from DER, 445' right of centerline, 196' AGL/355' MSL.
Trees beginning 185' from DER, 108' left of centerline, up to 100' AGL/253' MSL.
Trees beginning 865' from DER, 226' right of centerline, up to 100' AGL/259' MSL.
Buildings beginning 110' from DER, 323' left of centerline, up to 25' AGL/181' MSL.
Poles beginning 279' from DER, 43' left of centerline, up to 20' AGL/184' MSL.

## MOUNT PLEASANT, SC

MT PLEASANT RGNL-FAISON FIELD (LRO)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 06MAY10 (10126) (FAA)

DEPARTURE PROCEDURE:

**Rwy 17,** climb heading 174° to 1400 before proceeding on course.
**Rwy 35,** climb heading 354° to 1900 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 17,** AAO 3.8 NM from DER, 4834' right of centerline, 200' AGL/210' MSL.
**Rwy 35,** tree 1900' from DER, 921' left of centerline, 84' AGL/96' MSL.
Tree 3043' from DER, 401' right of centerline, 83' AGL/95' MSL.

## MYRTLE BEACH, SC

MYRTLE BEACH INTL (MYR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 11FEB10 (10042) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** trees beginning 1770' from DER, 664' left of centerline, up to 60' AGL/88' MSL.

## NEW BERN, NC

COASTAL CAROLINA RGNL (EWN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

**Rwy 14,** 300-1 or std. w/ min. climb of 240' per NM to 300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.
**Rwy 32,** std. w/ min. climb of 215' per NM to 800, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 4,** climb heading 039° to 600 before turning north.
**Rwy 32,** climb heading 316° to 800 before turning north, or for climb in visual conditions cross coastal Carolina RGNL airport at or above 1000 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** signs beginning 9' from DER, 429' right of centerline, up to 45' AGL/61' MSL.
Vehicles on road beginning 87' from DER, 499' left of centerline, up to 17' AGL/27' MSL.
Trees, sign and vertical structure beginning 648' from DER, left and right of centerline, up to 91' AGL/104' MSL.
**Rwy 14,** trees beginning 92' from DER, 257' left of centerline, up to 77' AGL/92' MSL.
Trees and pole beginning 226' from DER, 146' right of centerline, up to 98' AGL/118' MSL.
Trees and tower beginning 3335' from DER, 118' left of centerline, up to 120' AGL/145' MSL.
Antenna 5034' from DER, 1239' left of centerline, up to 147' AGL/170' MSL.
**Rwy 22,** bush beginning 101' from DER, 288' left of centerline, up to 6' AGL/16' MSL.
Trees beginning 803' from DER, 56' left of centerline, up to 115' AGL/116' MSL.
Trees beginning 809' from DER, 87' right of centerline, up to 134' AGL/139' MSL.
Trees beginning 2977' from DER, left and right of centerline, up to 115' AGL/122' MSL.
**Rwy 32**, bush and trees beginning 141' from DER, 236' left of centerline, up to 68' AGL/78' MSL.
Trees beginning 718' from DER, right of centerline, up to 101' AGL/111' MSL.
Trees and transmission tower 744' from DER, 31' left of centerline, up to 116' AGL/126' MSL.

## NEWBERRY, SC
NEWBERRY COUNTY (EOE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20NOV08 (08325) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** multiple trees beginning 1895' from DER, left and right of centerline, up to 100' AGL/659' MSL.
**Rwy 22,** multiple trees beginning 500' from DER, left and right of centerline, up to 100' AGL/629' MSL.

## NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)
JACKSONVILLE, NC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22JUN17 (17173)
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** building 1375' from DER, 1119' left of cntrln, 80' AGL/96' MSL.

## NORTH AF AUX (KXNO)
NORTH, SC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02MAR17 (17061)
CAUTION:
**Rwy 5/23** diverse departure procedures not authorized at night.
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** possible C-5 on taxiway B, 687' from DER, 535' right of centerline, 65' AGL/ 386' MSL.
Pylon 2363' from DER, 1572' left of centerline, 79' AGL/403' MSL.
Multiple towers 2450' to 2821' from DER, 922' to 1127' left of centerline, 53' AGL/381' MSL.
Trees 1409' to 3007' from DER, 162' to 1002' left of centerline, 104' AGL/408' MSL.
**Rwy 24,** pylon 1729' from DER, 1456' right of centerline, 79' AGL/325' MSL.
Trees 1092' to 2049' from DER, 344' to 885' right of centerline, 91' AGL/335' MSL.

## NORTH MYRTLE BEACH, SC
GRAND STAND (CRE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14JAN10 (10014) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** vehicles on roadway 8' from DER, 455' right of centerline, up to 16' AGL/41' MSL.
Trees beginning 1782' from DER, 6' right of centerline, up to 74' AGL/103' MSL.
**Rwy 23,** trees beginning 43' from DER, 399' right of centerline, up to 33' AGL/58' MSL.
Sign 60' from DER, 205' left of centerline, 11' AGL/36' MSL.
Trees beginning 1393' from DER, 277' left of centerline, up to 62' AGL/88' MSL.

## NORTH WILKESBORO, NC
WILKES COUNTY (UKF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
**Rwy 1,** std. w/min. climb of 330' per NM to 5000 or 2000-3 for climb in visual conditions.
**Rwy 19,** std. w/min. climb of 230' per NM to 3200 or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwy 19,** climb heading 187° to 3200 before proceeding on course.
VCOA:
**All runways,** obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Wilkes County airport at or above 3200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 1,** trees beginning 2' from DER, 309' right of centerline, up to 1344' MSL.
Tree 44' from DER, 447' left of centerline, 1351' MSL.
Tree 65' from DER, 501' left of centerline, 1352' MSL.
Trees beginning 171' from DER, 495' left of centerline, up to 1364' MSL.
Trees beginning 294' from DER, 468' left of centerline, up to 1367' MSL.
Trees, building beginning 324' from DER, 263' right of centerline, up to 1358' MSL.
Tree 425' from DER, 405' right of centerline, 1367' MSL.
Tree 484' from DER, 491' right of centerline, 1378' MSL.
Trees beginning 520' from DER, 263' right of centerline, up to 1379' MSL.
Trees, pole beginning 587' from DER, 188' left of centerline, up to 1370' MSL.
Trees beginning 760' from DER, 263' right of centerline, up to 1381' MSL.
Trees beginning 1014' from DER, 146' right of centerline, up to 1389' MSL.
Tree 1417' from DER, 537' left of centerline, 1374' MSL.
Tree 1452' from DER, 641' left of centerline, 1384' MSL.
Trees beginning 1528' from DER, 1' left of centerline, up to 1403' MSL.
Trees, poles beginning 2154' from DER, 423' left of centerline, up to 1421' MSL.
Trees, pole beginning 2369' from DER, 357' left of centerline, up to 1423' MSL.
Trees beginning 2784' from DER, 497' right of centerline, up to 1393' MSL.
**CON'T**

## NORTH WILKESBORO, NC (CON'T)

WILKES COUNTY (UKF) (CON'T)

**Rwy 1 (CON'T),** trees beginning 3436' from DER, 726' right of centerline, up to 1406' MSL.
Trees beginning 3646' from DER, 1115' right of centerline, up to 1413' MSL.
Tree 4982' from DER, 1807' left of centerline, 1428' MSL.
Trees beginning 5360' from DER, 187' right of centerline, up to 1443' MSL.
Tree 5510' from DER, 363' right of centerline, 1448' MSL.
Tree 5558' from DER, 430' right of centerline, 1451' MSL.
Trees beginning 5517' from DER, 290' right of centerline, up to 1460' MSL.
**Rwy 19,** trees beginning 33' from DER, 321' right of centerline, up to 1262' MSL.
Trees beginning 135' from DER, 475' left of centerline, up to 1298' MSL.
Trees beginning 173' from DER, 326' right of centerline, up to 1266' MSL.
Tree 990' from DER, 652' left of centerline, 1304' MSL.
Tree 1037' from DER, 469' right of centerline, 1274' MSL.

## OAK ISLAND, NC

CAPE FEAR RGNL JETPORT / HOWIE FRANKLIN FLD (SUT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 28JUN12 (12180) (FAA)

TAKEOFF MINIMUMS:
**Rwy 5,** 400-3 or std. w/min. climb of 210' per NM to 600, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.

TAKEOFF OBSTACLE NOTES:
**Rwy 5,** building, trees and towers beginning 18' from DER, 21' right of centerline, up to 92' AGL/97' MSL.
Trees beginning 257' from DER, 21' left of centerline, up to 89' AGL/104' MSL.
**Rwy 23,** trees beginning 42' from DER, left and right of centerline, up to 92' AGL/102' MSL.

## ORANGEBURG, SC

ORANGEBURG MUNI (OGB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 25APR19 (19115) (FAA)

TAKEOFF MININUMS:
**Rwy 35,** 300-2½ or std. w/min. climb of 240' per NM to 600.

DEPARTURE PROCEDURE:
**Rwy 5,** climb heading 049° to 1000 before turning left.
**Rwy 35,** climb heading 354° to 800 before turning right.

TAKEOFF OBSTACLE NOTES:
**Rwy 5,** tree 190' from DER, 474' left of centerline, 279' MSL.
Tree 302' from DER, 384' left of centerline, 286' MSL.
Trees beginning 421' from DER, 386' left of centerline, up to 289' MSL.
Traverse way 769' from DER, 406' right of centerline, 220' MSL.
**Rwy 23,** tree 32' from DER, 477' left of centerline, 186' MSL.
Tree 870' from DER, 684' right of centerline, 253' MSL.
Pole 1260' from DER, 127' left of centerline, 52' AGL/202' MSL.
Trees beginning 1647' from DER, 420' right of centerline, up to 259' MSL.
Tree 2195' from DER, 45' left of centerline, 250' MSL.
Tree 2529' from DER, 118' left of centerline, 251' MSL.
**Rwy 35,** tree 798' from DER, 231' left of centerline, 277' MSL.
Trees beginning 1538' from DER, 241' right of centerline, up to 272' MSL.
Transmission line 3374' from DER, 663' right of centerline, 97' AGL/296' MSL.
Trees beginning 3663' from DER, 1239' right of centerline, up to 301' MSL.
Tower 1.9 NM from DER, 2830' right of centerline, 268' AGL/477' MSL.

## OXFORD, NC

HENDERSON-OXFORD (HNZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

DEPARTURE PROCEDURE:
**Rwy 24,** climb heading 240° to 1300 before turning right.

TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees beginning 263' from DER, 358' left of centerline, up to 68' AGL/558' MSL.
Trees beginning 670' from DER, 496' right of centerline, up to 60' AGL/552' MSL.
**Rwy 24,** silo, vehicles on road, telephone line, and trees beginning 7' from DER, 353' right of centerline, up to 88' AGL/601' MSL.
Trees beginning 771' from DER, 10' left of centerline, up to 100' AGL/595' MSL.
Trees beginning 1596' from DER, 248' left of centerline, up to 100' AGL/618' MSL.

## PAGELAND, SC

PAGELAND (PYG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 02MAR17 (17061) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** tree 10' from DER, 407' left of centerline, 601' MSL.
Tree 38' from DER, 417' right of centerline, 582' MSL.
Pole 67' from DER, 296' right of centerline, 595' MSL.
Tree and pole beginning 73' from DER, 188' left of centerline, up to 607' MSL.
Flag pole 81' from DER, 439' right of centerline, 596' MSL.
Pole 114' from DER, 381' right of centerline, 597' MSL.
Tree 199' from DER, 327' right of centerline, 602' MSL.
Trees beginning 222' from DER, 372' left of centerline, up to 608' MSL.
Trees and vehicles on road beginning 265' from DER, 401' right of centerline, up to 621' MSL.
Airport beacon, trees, and pole beginning 323' from DER, 102' right of centerline, up to 627' MSL.
Trees, bldg, and poles beginning 324' from DER, 345' left of centerline, up to 622' MSL.
Trees beginning 1235' from DER, 698' left of centerline, up to 630' MSL.
Trees beginning 1295' from DER, 40' left of centerline, up to 641' MSL.
Trees beginning 1793' from DER, 167' right of centerline, up to 635' MSL.
Tree 2177' from DER, 36' left of centerline, 642' MSL.
**Rwy 24,** tree 5' from DER, 287' right of centerline, 573' MSL.
Tree 16' from DER, 378' right of centerline, 580' MSL.
Tree and windsock beginning 20' from DER, 148' right of centerline, up to 581' MSL.
Vehicle on road beginning 42' from DER, 406' left of centerline, up to 571' MSL.
Tree and pole beginning 55' from DER, 390' left of centerline, up to 600' MSL.
Trees beginning 111' from DER, 209' right of centerline, up to 587' MSL.
Tree 138' from DER, 501' left of centerline, 604' MSL.
Trees, fence, poles, bldg, and vehicles on road beginning 225' from DER, 417' left of centerline, up to 609' MSL.
Trees beginning 1174' from DER, 364' left of centerline, up to 624' MSL.

## PELION, SC

LEXINGTON COUNTY (6J0)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 08NOV18 (18312) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 18,** trees beginning 1705' from DER, 1' right of centerline, up to 71' AGL/521' MSL.
Trees beginning 429' from DER, 298' left of centerline, up to 34' AGL/484' MSL.
Power poles 430' from DER, 298' left of centerline, 33' AGL/484' MSL.
**Rwy 36,** trees beginning 2016' from DER, 301' right of centerline, up to 59' AGL/511' MSL.

## PICKENS, SC

PICKENS COUNTY (LQK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

DEPARTURE PROCEDURE:

**Rwy 5,** climb heading 048° to 2300 then climbing right turn via heading 120° to 3400 to intercept V20-35.
**Rwy 23,** climb heading 228° to 2200 then climbing left turn via heading 120° to 3400 to intercept V20-35.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 30' from DER, 299' left of centerline, 9' AGL/1022' MSL.
Vehicles on roadway, 424' from DER, left and right of centerline, up to 15' AGL/1028' MSL.
Trees beginning 1531' from DER, 691' left of centerline, up to 107' AGL/1038' MSL.
Tree 3019' from DER, 450' right of centerline, 120' AGL/1095' MSL.
**Rwy 23,** tree 906' from DER, 269' left of centerline, 91' AGL/990' MSL.
Trees beginning 1015' from DER, 466' right of centerline, up to 106' AGL/1022' MSL.

## PINEHURST/SOUTHERN PINES, NC

MOORE COUNTY (SOP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 18AUG16 (16231) (FAA)

DEPARTURE PROCEDURE:

**Rwy 23,** climb heading 234° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** terrain 448' from DER, 343' right of centerline, 443' MSL.
Trees beginning 663' from DER, 137' right of centerline, up to 100' AGL/475' MSL.
Terrain 141' from DER, 329' left of centerline, 435' MSL.
Trees beginning 176' from DER, 220' left of centerline, up to 100' AGL/529' MSL.
**Rwy 23,** pipe 228' from DER, 431' right of centerline, 13' AGL/463' MSL.
Antenna 657' from DER, 415' right of centerline, 32' AGL/482' MSL.
Trees beginning 701' from DER, 422' right of centerline, up to 100' AGL/579' MSL.
Trees beginning 364' from DER, 353' left of centerline, up to 100' AGL/569' MSL.

## PLYMOUTH, NC

PLYMOUTH MUNI (PMZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

**Rwy 3,** 400-2 or std. w/min. climb of 270' per NM to 500.

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 027° to 500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 283' from DER, 55' left of centerline, up to 100' AGL/130' MSL.
Trees beginning 109' from DER, 8' right of centerline, up to 100' AGL/130' MSL.
Antenna 1.5 NM from DER, 3068' left of centerline, 347' AGL/366' MSL.
**Rwy 21,** trees beginning 119' from DER, 8' left of centerline, up to 100' AGL/134' MSL.
Trees beginning 123' from DER, 39' right of centerline, up to 100' AGL/134' MSL.

## POPE AAF (KPOB)

FORT BRAGG, NC

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 9 21MAY20 (20142)

DEPARTURE PROCEDURE:

**Rwy 5**, expect RADAR vectors from Fayetteville Approach.
**Rwy 23**, expect RADAR vectors from Fayetteville Approach. Std with a min. climb of 232' per NM to 1000' or 300-1¾ w/min. climb of 220' per NM to 1000'.

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** multiple trees 1473' to 1554' from DER, 776' right of cntrln, 45' AGL/231' MSL.
Multiple trees 2187' from DER, 1019' right of cntrln, 84' AGL/ 269' MSL.
Multiple trees 3068' to 3485' from DER, 418' right of cntrln, 107' AGL/279' MSL.
Multiple trees 1682' from DER, 703' left of cntrln, 61' AGL/235' MSL.
Multiple trees 2003' to 2988' from DER, 996' left of cntrln, 107' AGL/285' MSL.
Multiple trees from 3026' to 3480' from DER, 666' left of cntrln, 118' AGL/290' MSL.
Industrial plant 3878' from DER, 1124' left of cntrln, 100' AGL/283' MSL.
**Rwy 23,** fence 1201' from DER, 71' left of cntrln, 247' MSL.
Terrain 1896' from DER, 864' right of cntrln, 282' MSL.
Terrain 1901' from DER, 1010' right of cntrln, 268' MSL.
Multiple trees 2322' to 2972' from DER, 650' right of cntrln, 57' AGL/305' MSL.
Multiple trees 3005' to 3991' from DER, 340' right of cntrln, 73' AGL/ 347' MSL.
Multiple trees 4003' to 4488' from DER, 453' right of cntrln, 86' AGL/351' MSL.
Multiple ballpark lights 5098' from DER, 450' right of cntrln, 75' AGL/348' MSL.
Forestry twr 2.2nm from DER, 3399' right of cntrln, 140' AGL/559' MSL.
Multiple trees 1278' to 1761' from DER, 266' left of cntrln, 64' AGL/292' MSL.
Multiple trees 2332' to 2984' from DER, 124' left of cntrln, 43' AGL/292' MSL.
Multiple trees 3504' to 3887' from DER, 729' left of cntrln, 65' AGL/322' MSL.
Multiple trees 4013' to 4908' from DER, 6' left of cntrln, 68' AGL/344' MSL.
Multiple trees 5132' to 5828' from DER, 187' left of cntrln, 71' AGL/ 360' MSL.
Tree 1.4 NM from DER, 2527' left of cntrln, 120' AGL/473' MSL.
Possible c-5 976' from DER, 294' left of cntrln, 65' AGL/274' MSL.
Pylon and trees 1.3 NM from DER, 1285' left of cntrln, 120' AGL/473' MSL.
Twr 5900' from DER, 1750' right of cntrln, 54' AGL/374' MSL.
Twr 3.0 NM from DER, 1.4 NM right of cntrln, 220' AGL, 746' MSL.

## RAEFORD, NC

P K AIRPARK (5W4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** rising terrain 48' from DER, left and right of centerline, up to 332' MSL.
Trees beginning 83' from DER, left and right of centerline, up to 100' AGL/429' MSL.
Vehicles on road beginning 329' from DER, 189' right of centerline, up to 15' AGL/324' MSL.
**Rwy 22,** terrain 42' from DER, left and right of centerline, up to 306' MSL.
Trees beginning 268' from DER, left and right of centerline, up to 100' AGL/389' MSL.
Vehicles on road beginning 1' from DER, left and right of centerline, up to 15' AGL/314' MSL.

## RALEIGH-DURHAM, NC

RALEIGH-DURHAM INTL (RDU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 24MAY18 (18144) (FAA)

TAKEOFF MINIMUMS:

**Rwy 32,** 300-1.

DEPARTURE PROCEDURE:

**Rwy 14**, climb heading 144° to 1400 before turning right.

**Rwy 23L,** climb heading 234° to 1900 before turning left.

**Rwy 23R,** climb heading 234° to 1800 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 5L,** trees 3802' from DER, 1237' left of centerline, up to 77' AGL/506' MSL.
Tank and trees beginning 2011' from DER, 948' right of centerline, up to 138' AGL/547' MSL.
**Rwy 5R,** trees 1436' from DER, 803' right of centerline, up to 80' AGL/469' MSL.
**Rwy 14,** trees beginning 2021' from DER, 510' left of centerline, up to 116' AGL/545' MSL.
Trees beginning 2467' from DER, 2' right of centerline, up to 122' AGL/571' MSL.
**Rwy 23L,** trees 1495' from DER, 797' left of centerline, up to 58' AGL/447' MSL.
Light pole 1457' from DER, 878' right of centerline, 93' AGL/452' MSL.
**Rwy 32,** light poles beginning 1170' from DER, 618' left of centerline, up to 55' AGL/486' MSL.
Hangar 1242' from DER, 753' right of centerline, 34' AGL/473' MSL.
Control tower 2207' from DER, 910' right of centerline, 231' AGL/660' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 22JUN17 (17173) (FAA)

**Rwy 14,** heading as assigned by ATC; requires minimum climb of 310' per NM to 1000.
**Rwy 23L,** heading as assigned by ATC; requires minimum climb of 250' per NM to 2300.
**Rwy 23R,** heading as assigned by ATC; requires minimum climb of 240' per NM to 2100.

## REIDSVILLE, NC

ROCKINGHAM COUNTY NC SHILOH (SIF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:

**Rwy 31,** 400-2 or std. w/ a min. climb of 535' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

**Rwy 13,** trees beginning 40' from DER, 63' left of centerline, up to 100' AGL/768' MSL.
Power pole 1192' from DER, 430' right of centerline, 30' AGL/702' MSL.
Tree beginning 1539' from DER, 30' right of centerline, up to 100' AGL/755' MSL.
**Rwy 31,** power pole 2054' from DER, 243' right of centerline, 30' AGL/763' MSL.
Vehicle on road 31' from DER, 485' left of centerline, 15' AGL/714' MSL.
Trees beginning 1164' from DER, 187' right of centerline, up to 100' AGL/1019' MSL.
Trees beginning 152' from DER, 317' left of centerline, up to 100' AGL/979' MSL.
Rising terrain beginning 123' from DER, 27' left of centerline, up to 939' MSL.
Rising terrain beginning 64' from DER, 27' right of centerline, up to 939' MSL.

## ROANOKE RAPIDS, NC

HALIFAX-NORTHAMPTON RGNL (IXA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (17229) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 20,** tree 100' from DER, 492' left of centerline, 178' MSL.
Tree 1363' from DER, 183' right of centerline, 182' MSL.
Trees beginning 1420' from DER, 27' right of centerline, up to 187' MSL.
Tree 1515' from DER, 29' left of centerline, 179' MSL.
Tree 1696' from DER, 56' left of centerline, 191' MSL.
Tree 1724' from DER, 127' left of centerline, 195' MSL.
Trees beginning 1780' from DER, 70' left of centerline, up to 199' MSL.
Trees beginning 2026' from DER, 151' left of centerline, up to 200' MSL.
Tree 2276' from DER, 77' right of centerline, 199' MSL.
**Rwy 2,** NAVAID 39' from DER, 125' right of centerline, 20' AGL/140' MSL.
NAVAID 40' from DER, 124' left of centerline, 18' AGL/141' MSL.
Tree 1298' from DER, 722' right of centerline, 183' MSL.

## ROCK HILL, SC
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20AUG15 (15232) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 2,** trees beginning 99' from DER, 491' right of centerline, up to 89' AGL/750' MSL.
Trees beginning 1857' from DER, 77' right of centerline, up to 101' AGL/730' MSL.
Trees beginning 2096' from DER, 3' left of centerline, up to 84' AGL/723' MSL.
**Rwy 20,** vegetation 153' from DER, 470' right of centerline, up to 8' AGL/673' MSL.
Trees 3231' from DER, 40' left of centerline, up to 83' AGL/749' MSL.

## ROCKINGHAM, NC
RICHMOND COUNTY (RCZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 30JUN10 (10154) (FAA)
TAKEOFF MINIMUMS:
**Rwys 4, 22,** NA-Environmental.
TAKEOFF OBSTACLE NOTES:
**Rwy 14,** multiple trees beginning 676' from DER, 20' right of centerline, up to 100' AGL/441' MSL.
Multiple trees beginning 5' from DER, 75' left of centerline, up to 100' AGL/458' MSL.
Train beginning 6' from DER, 355' left of centerline, 23' AGL/382' MSL.
**Rwy 32,** tree 1152' from DER, 443' left of centerline, 100' AGL/399' MSL.
Tree 181' from DER, 428' right of centerline, 100' AGL/429' MSL.
Vehicles on roadway 34' from DER, 498' right of centerline, up to 15' AGL/364' MSL.

## ROCKY MOUNT, NC
ROCKY MOUNT-WILSON RGNL (RWI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05APR12 (12096) (FAA)
DEPARTURE PROCEDURE:
**Rwy 22,** climb heading 222° to 1200 before turning right.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees 1457' from DER, 792' left of centerline, up to 58' AGL/207' MSL.
Trees 2452' from DER, 751' right of centerline, up to 72' AGL/231' MSL.
**Rwy 22,** trees beginning 1215' from DER, 428' left of centerline, up to 66' AGL/224' MSL.
Trees 2452' from DER, 665' right of centerline, up to 45' AGL/204' MSL.

## ROXBORO, NC
RALEIGH RGNL AT PERSON COUNTY (TDF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 26MAR20 (20086) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** lighting 9' from DER, 30' left of centerline, 606' MSL.
Tree 1474' from DER, 815' right of centerline, 645' MSL.
Tree 1606' from DER, 654' left of centerline, 652' MSL.
Trees beginning 1621' from DER, 215' right of centerline, up to 657' MSL.
Trees beginning 1623' from DER, 124' left of centerline, up to 654' MSL.
Trees beginning 2230' from DER, 114' left of centerline, up to 676' MSL.
Tree 2762' from DER, 313' right of centerline, 682' MSL.
Trees beginning 2816' from DER, 235' left of centerline, up to 681' MSL.
Tree 3270' from DER, 1110' right of centerline, 687' MSL.
**Rwy 24,** trees beginning 436' from DER, 607' right of centerline, up to 642' MSL.
Trees beginning 753' from DER, 575' right of centerline, up to 649' MSL.
Trees beginning 959' from DER, 608' right of centerline, up to 651' MSL.
Trees beginning 1182' from DER, 643' right of centerline, up to 655' MSL.
Trees beginning 1496' from DER, 886' left of centerline, up to 655' MSL.
Tree 2481' from DER, 1156' right of centerline, 657' MSL.
Trees beginning 2565' from DER, 969' left of centerline, up to 662' MSL.
Tree 2593' from DER, 1142' right of centerline, 673' MSL.
Trees beginning 2600' from DER, 894' right of centerline, up to 676' MSL.
Trees beginning 2702' from DER, 943' right of centerline, up to 677' MSL

## RUTHERFORDTON, NC

RUTHERFORD CO-MARCHMAN FIELD (FQD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 28FEB19 (19059) (FAA)

TAKEOFF MINIMUMS:

**Rwy 1,** std. w/min. climb of 290' per NM to 2900 or 2900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 1,** climbing right turn heading 180° to 4000 before proceeding on course.

**Rwy 19,** climb heading 189° to 3600 before proceeding on course.

VCOA:

Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Rutherford Co-Marchman Field at or above 3800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** tree, NAVAID beginning 6' from DER, 250' left of centerline, up to 1139' MSL.
Tree 315' from DER, 478' right of centerline, 1151' MSL.
Tree 1985' from DER, 988' right of centerline, 1166' MSL.
**Rwy 19,** tree 28' from DER, 329' left of centerline, 1080' MSL.
Tree 489' from DER, 455' right of centerline, 26' AGL/1088' MSL.

## ST. GEORGE, SC

ST. GEORGE (6J2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 10APR08 (08101) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** tree 3021' from DER, 186' left of centerline, 100' AGL/175' MSL.
**Rwy 23,** tree 1401' from DER, 259' right of centerline, 100' AGL/178' MSL.

## SALISBURY, NC

MID-CAROLINA RGNL (RUQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 17AUG17 (17229) (FAA)

TAKEOFF MINIMUMS:

**Rwy 20,** 400-2¾ or std. w/min. climb of 205' per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.

DEPARTURE PROCEDURE:

**Rwy 20,** climb heading 202° to 1700 before turning right.

TAKEOFF OBSTACLE NOTES:

**Rwy 2,** trees beginning 106' from DER, 474' right of centerline, up to 68' AGL/787' MSL.
**Rwy 20,** trees beginning 167' from DER, 483' right of centerline, up to 31' AGL/810' MSL.
Building and trees beginning 668' from DER, 275' left of centerline, up to 40' AGL/809' MSL.
Trees beginning 890' from DER, 59' right of centerline, up to 43' AGL/822' MSL.
Trees beginning 1055' from DER, 476' right of centerline, up to 112' AGL/871' MSL.
Trees beginning 2251' from DER, 3' left of centerline, up to 97' AGL/896' MSL.
Trees beginning 2410' from DER, 17' right of centerline, up to 114' AGL/913' MSL.
Tower 2.3 NM from DER, 2196' right of centerline, 306' AGL/1121' MSL.

## SALUDA, SC

SALUDA COUNTY (6J4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 17DEC09 (09351) (FAA)

TAKEOFF MINIMUMS:

**Rwy 19,** 300-2 or std. w/ min. climb of 207' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1400' prior to DER.

TAKEOFF OBSTACLE NOTES:

**Rwy 1,** numerous trees beginning abeam DER, 40' left of centerline, up to 66' AGL/635' MSL.
Numerous trees beginning abeam DER, 35' right of centerline, up to 100' AGL/649' MSL.
**Rwy 19,** numerous trees beginning abeam DER, 20' left of centerline, up to 43' AGL/552' MSL.
Numerous trees beginning abeam DER, 30' right of centerline, up to 100' AGL/639' MSL.

## SANFORD, NC

RALEIGH EXECUTIVE JETPORT AT SANFORD-LEE COUNTY (TTA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25AUG11 (11237) (FAA)

DEPARTURE PROCEDURE:

**Rwy 3,** climb heading 029° to 1100 before turning right.
**Rwy 21,** climb heading 209° to 1500 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 3,** trees beginning 3313' from DER, 380' right of centerline, up to 89' AGL/318' MSL.
**Rwy 21,** trees beginning 89' from DER, 435' right of centerline, up to 29' AGL/259' MSL.

## SEYMOUR JOHNSON AFB (KGSB)
GOLDSBORO, NC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 24JUL14 (14205)
TAKEOFF MINIMUMS:
**Rwy 26,** 200-1½ or std. w/min. climb of 210' per NM to 500' or with std. minimums and a std. 200' per NM climb gradient, takeoff must occur no later than 1300' prior to DER.
TAKEOFF OBSTACLE NOTES:
**Rwy 8,** vehicle, 15' AGL/128' MSL, 1547' from DER, 796' right of centerline.
Multiple trees, 80' AGL/194' MSL, beginning 3014' from DER, 952' left of centerline.
**Rwy 26,** trees 110' AGL/235' MSL, 1.2 NM from DER, 1155' left of centerline.

## SHAW AFB (KSSC)
SUMTER, SC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG, 16OCT14 (14289)
TAKEOFF OBSTACLE NOTES:
**Rwy 4R,** terrain 500' left of centerline, at the threshold, 236' MSL.
Surveyed terrain 500' left of centerline, 234' MSL.
**Rwy 22L,** radio tower 5137' from DER, 1701' left of centerline, 140' AGL/369' MSL.
Glideslope antenna 563' from DER, 500' right of centerline, 40' AGL/273' MSL.
Terrain 0' inward of DER, 500' right of centerline, 236' MSL.
**Rwy 22R,** terrain beginning at 255' from DER, 500' right of centerline to 568' right of centerline, up to 246' MSL.
Trees 4651' from DER, 832' right of centerline, 65' AGL/337' MSL.

## SHELBY, NC
SHELBY-CLEVELAND COUNTY RGNL (EHO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15JAN09 (09015) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 74' from DER, 394' left of centerline, up to 99' AGL/899' MSL.
Trees beginning 2018' from DER, 804' right of centerline, up to 100' AGL/919' MSL.
**Rwy 23,** trees beginning 186' from DER, 148' left of centerline, up to 93' AGL/903' MSL.

## SILER CITY, NC
SILER CITY MUNI (SCR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 08JAN15 (15008) (FAA)
TAKEOFF MINIMUMS:
**Rwy 4,** 300-1¾ or std. w/min. climb of 236' per NM to 1000 or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2000' prior to DER.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees beginning 25' from DER, 25' right of centerline, up to 96' AGL/855' MSL.
Poles beginning 158' from DER, 364' left of centerline, up to 34' AGL/643' MSL.
Trees beginning 275' from DER, 3' left of centerline, up to 96' AGL/825' MSL.
**Rwy 22,** trees beginning 8' from DER, 3' left of centerline, up to 77' AGL/736' MSL.
Vehicles on road beginning 86' from DER, 330' right of centerline, up to 15' AGL/612' MSL.
Trees beginning 154' from DER, 5' right of centerline, up to 100' AGL/749' MSL.
Bldg 374' from DER, 466' right of centerline, 20' AGL/619' MSL.
Pole 490' from DER, 357' right of centerline, 26' AGL/625' MSL.
Pole 580' from DER, 481' right of centerline, 18' AGL/617' MSL.
Bldg 591' from DER. 427' right of centerline, 16' AGL/615' MSL.
Pole 769' from DER, 314' right of centerline, 19' AGL/618' MSL.
Pole 1188' from DER, 253' right of centerline, 23' AGL/632' MSL.

## SIMMONS AAF (KFBG)
FORT BRAGG, NC
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A, 10JAN13 (13010)
**Rwy 27,** 400-2½*
* Or standard with minimum climb of 230 ft/NM to 700.
DEPARTURE PROCEDURE:
**Rwy 27,** climb heading 273° to 800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 9,** Terrain 233' MSL, beginning 80' from DER, 27' right of centerline.
**Rwy 27,** Terrain 283' MSL, beginning 105' from DER, left and right of centerline.
Antenna, 292' AGL/584' MSL, 1.9 NM from DER, 3586' right of centerline.

## SMITHFIELD, NC
JOHNSTON RGNL (JNX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 30APR15 (15120) (FAA)

TAKEOFF MINIMUMS:
**Rwy 3,** 300-1½ or std. w/ min climb of 265' per NM to 500.
**Rwy 21,** 500-2¾ or std. w/ min climb of 265' per NM to 800.

DEPARTURE PROCEDURE:
**Rwy 3,** climb heading 032° to 1500 before turning left.
**Rwy 21,** climb heading 212° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:
**Rwy 3,** trees beginning 35' from DER, 380' right of centerline, up to 96' AGL/276' MSL.
Terrain 99' from DER, 364' right of centerline, 171' MSL.
Poles beginning 1236' from DER, 30' left and right of centerline, up to 44' AGL/234' MSL.
Trees beginning 2317' from DER, 103' left of centerline, up to 100' AGL/349' MSL.
Building 2610' from DER, 244' left of centerline, 36' AGL/231' MSL.
Tank 2732' from DER, 6' left of centerline, 45' AGL/238' MSL.
Tree 1 NM from DER, 251' right of centerline, 131' AGL/301' MSL.
**Rwy 21,** trees beginning 1' from DER, 338' right of centerline, up to 100' AGL/269' MSL.
Trees beginning 21' from DER, 366' left of centerline, up to 62' AGL/232' MSL.
Terrain 1374' from DER, 589' left of centerline, 187' MSL.
Pole 1409' from DER, 816' left of centerline, 27' AGL/210' MSL.
Tower 2.6 NM from DER, 2887' right of centerline, 378' AGL/613' MSL.

## SPARTANBURG, SC
SPARTANBURG DOWNTOWN MEMORIAL/ SIMPSON FIELD (SPA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 28FEB19 (19059) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 5,** trees beginning 622' from DER, 608' left of centerline, up to 830' MSL.
Tree 2352' from DER, 996' left of centerline, 856' MSL.
**Rwy 23,** trees beginning 122' from DER, 444' left of centerline, up to 825' MSL.
Tree 3391' from DER, 1033' right of centerline, 897' MSL.
Tree 3478' from DER, 208' left of centerline, 884' MSL.
Trees beginning 3504' from DER, 360' right of centerline, up to 901' MSL.

## STAR, NC
MONTGOMERY COUNTY (43A)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:
**Rwy 3,** 300-1¼ or std. w/min. climb of 205' per NM to 900, 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 21,** 300-1¼ or std. w/min. climb of 238' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1900' prior to DER.

TAKEOFF OBSTACLE NOTES:
**Rwy 3,** tank 6188' from DER, 1619' left of centerline, 145' AGL/793' MSL.
Trees beginning 7' from DER, 169' left of centerline, up to 100' AGL/739' MSL.
Trees beginning 250' from DER, 334' right of centerline, up to 100' AGL/739' MSL.
Power line beginning 123' from DER, 38' right of centerline, 40' AGL/670' MSL.
**Rwy 21,** trees beginning 184' from DER, 407' left of centerline, up to 100' AGL/729' MSL.
Trees beginning 24' from DER, 259' right of centerline, up to 100' AGL/719' MSL.

## STATESVILLE, NC
STATESVILLE RGNL (SVH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27OCT05 (05300) (FAA)

TAKEOFF MINIMUMS:
**Rwy 28,** 300-1¾ or std. with a min. climb of 220' per NM to 1300.

TAKEOFF OBSTACLE NOTES:
**Rwy 28,** power line tower 8880' from DER, 858' right of centerline, 180' AGL/1199' MSL.

## SUMMERVILLE, SC

SUMMERVILLE (DYB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 01FEB18 (18032) (FAA)

DEPARTURE PROCEDURE:

**Rwy 6,** climb heading 056° to 600 before turning left.

TAKEOFF OBSTACLE NOTES:

**Rwy 6,** lighting 10' from DER, 15' right of centerline, 1' AGL/54' MSL.
Tree, 22' from DER, 471' left of centerline, 66' MSL.
Vehicles on perimeter road crossing centerline, 500' from DER, 15' AGL/61' MSL.
Building 283' from DER, 563' left of centerline, 77' MSL.
Tree 481' from DER, 566' right of centerline, 109' MSL.
Tree 524' from DER, 433' left of centerline, 109' MSL.
Trees, beginning 552' from DER, 444' right of centerline, up to 115' MSL.
Trees, beginning 595' from DER, 1' left of centerline, up to 127' MSL.
Trees, beginning 663' from DER, 394' right of centerline, up to 130' MSL.
Trees, beginning 1040' from DER, on centerline, up to 137' MSL.
Trees, beginning 2360' from DER, 69' right of centerline, up to 139' MSL.
**Rwy 24,** trees, beginning 0' from DER, 357' right of centerline, up to 92' AGL/116' MSL.
Trees, beginning 82' from DER, 21' left of centerline, up to 17' AGL/41' MSL.
Tree 922' from DER, 667' left of centerline, 87' MSL.
Trees, beginning 1018' from DER, 627' left of centerline, up to 91' MSL.
Tree 1187' from DER, 813' left of centerline, 93' MSL.
Trees, beginning 1303' from DER, 622' left of centerline, up to 95' MSL.
Trees, beginning 1452' from DER, 627' left of centerline, up to 101' MSL.
Trees, beginning 1552' from DER, 578' left of centerline, up to 104' MSL.
Trees, beginning 1979' from DER, 938' left of centerline, up to 105' MSL.
Tree 2115' from DER, 822' left of centerline, 108' MSL.
Trees, beginning 2118' from DER, 507' left of centerline, up to 111' MSL.

## SUMTER, SC

SUMTER (SMS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22OCT09 (09295) (FAA)

TAKEOFF MINIMUMS:

**Rwys 14, 32,** NA-VFR only.
**Rwy 23,** std. w/ a min. climb of 221' per NM to 800 or 900-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 23,** for climb in visual conditions: cross Sumter airport at or above 900 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

**Rwy 23,** trees beginning 2876' from DER, 559' left of centerline, up to 72' AGL/251' MSL.
Trees beginning 117' from DER, 210' right of centerline, up to 86' AGL/265' MSL.

## SYLVA, NC

JACKSON COUNTY (24A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

**Rwy 15,** std. w/min. climb of 548' to 5100 or 3300-3 for climb in visual conditions.
**Rwy 33,** std. w/min. climb of 355' to 6400 or 3300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 15,** climb heading 147° to 6100 before proceeding on course. For climb in visual conditions, cross Jackson County airport at or above 6000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
**Rwy 33,** climb heading 327° to 6400 before proceeding on course. For climb in visual conditions, cross Jackson County airport at or above 6000 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 15,** trees beginning 109' from DER, 31' left of centerline, up to 100' AGL/2939' MSL.
Trees beginning 19' from DER, 53' right of centerline, up to 100' AGL/2859' MSL.
Building 221' from DER, 324' left of centerline, 25' AGL/2864' MSL.
Airplane on tarmac 137' from DER, 140' left of centerline, up to 20' AGL/2899' MSL.
Transmission tower 1763' from DER, 860' right of centerline, up to 200' AGL/2879' MSL.
**Rwy 33,** trees beginning 2' from DER, 182' left of centerline, up to 100' AGL/2979' MSL.
Trees beginning 6' from DER, 27' right of centerline, up to 100' AGL/2979' MSL.

## TARBORO, NC

TARBORO-EDGECOMBE (ETC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 22JUN93 (93173) (FAA)

DEPARTURE PROCEDURE:

**Rwy 27,** climb runway heading to 500 before turning.

## UNION, SC

UNION COUNTY, TROY SHELTON FIELD (35A)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 22AUG13 (13234) (FAA)

TAKEOFF OBSTACLE NOTES:

**Rwy 5,** trees beginning 1006' from DER, 20' right of centerline, up to 100' AGL/759' MSL.

**Rwy 23,** trees beginning 2115' from DER, 20' left of centerline, up to 100' AGL/679' MSL.

## WADESBORO, NC

ANSON COUNTY-JEFF CLOUD FIELD (AFP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A 21JUN18 (18172) (FAA)

TAKEOFF MINIMUMS:

**Rwy 16,** std. w/min. climb of 229' per NM to 800.

TAKEOFF OBSTACLE NOTES:

**Rwy 16,** trees beginning 64' from DER, 297' left of centerline, up to 359' MSL.

Terrain beginning 111' from DER, 376' right of centerline, up to 0' AGL/311' MSL.

Transmission line beginning 2377' from DER, 109' left of centerline, up to 68' AGL/374' MSL.

Transmission line beginning 3035' from DER, 648' right of centerline, up to 75' AGL/389' MSL.

**Rwy 34,** trees beginning 446' from DER, 10' right of centerline, up to 384' MSL.

Trees beginning 722' from DER, 38' left of centerline, up to 403' MSL.

## WALLACE, NC

HENDERSON FIELD (ACZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

**Rwy 9,** 300-1 or std. w/ min. climb of 389' per NM to 400.

TAKEOFF OBSTACLE NOTES:

**Rwy 9,** trees 2329' from DER, 462' left of centerline, 100' AGL/119' MSL.

Pole 5056' from DER, 1074' left of centerline, 183' AGL/216' MSL.

**Rwy 27,** vehicles on roadway 299' from DER, 421' right of centerline, 15' AGL/54' MSL.

Trees 4916' from DER, 1296' left of centerline, 100' AGL/169' MSL.

## WALNUT COVE, NC

MEADOW BROOK FIELD (N63)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15NOV12 (12320) (FAA)

TAKEOFF MINIMUMS:

**Rwy 16,** 500-3 or std. w/ min. climb of 324' per NM to 2000.

**Rwy 34,** 600-3 w/ min. climb of 229' per NM to 1400 or 1800-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

**Rwy 16,** climb heading 166° to 1400 before proceeding on course.

**Rwy 34,** climb heading 001° to 2800 before turning West or for climb in visual conditions: cross Meadow Brook Field airport at or above 2300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

**Rwy 16,** vehicle on road 428' from DER, 591' left of centerline, up to 15' AGL/674' MSL.

Trees beginning 541' from DER, 618' right of centerline, up to 65' AGL/804' MSL.

Power line 2525' from DER, 226' right of centerline, 79' AGL/716' MSL.

Tank 5738' from DER, 742' right of centerline, 157' AGL/863' MSL.

Terrain 1.7 NM from DER, 2265' right of centerline, 999' MSL.

**Rwy 34,** tree 1071' from DER, 517' right of centerline, 100' AGL/784' MSL.

Trees beginning 1056' from DER, 844' left of centerline, up to 65' AGL/744' MSL.

Trees 1.9 NM from DER, left and right of centerline, up to 100' AGL/1019' MSL.

## WALTERBORO, SC
LOW COUNTRY RGNL (RBW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 02MAY13 (13122) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 5**, electrical system 28' from DER, 125' left of centerline, 3' AGL/103' MSL.
Electrical system 29' from DER, 125' right of centerline, 2' AGL/102' MSL.
Pole 139' from DER, 396' left of centerline, 4' AGL/105' MSL.
Trees beginning 1787' from DER, 242' right of centerline, up to 54' AGL/158' MSL.
Trees beginning 1903' from DER, 230' left of centerline, up to 54' AGL/186' MSL.
Trees beginning 2898' from DER, 488' right of centerline, up to 75' AGL/196' MSL.
**Rwy 9,** terrain beginning 51' from DER, 195' left of centerline, up to 96' MSL.
**Rwy 17,** trees beginning 1487' from DER, 441' right of centerline, up to 106' AGL/167' MSL.
Tree 1579' from DER, 836' left of centerline, 117' AGL/176' MSL.
**Rwy 23,** trees beginning 15' from DER, 499' right of centerline, up to 80' AGL/161' MSL.
Trees beginning 1493' from DER, 10' right of centerline, up to 80' AGL/192' MSL.
Trees beginning 1492' from DER, 15' left of centerline, up to 86' AGL/200' MSL.
**Rwy 27,** tank 4946' from DER, 151' right of centerline, 140' AGL/219' MSL.

## WASHINGTON, NC
WASHINGTON-WARREN (OCW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1B 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
**Rwy 23,** 300-1 or std. w/min. climb of 250' per NM to 300.
DEPARTURE PROCEDURE:
**Rwys 17, 29, 35,** climb runway heading to 400 before turning.
TAKEOFF OBSTACLE NOTES:
**Rwy 5,** vehicles on road 223' from DER, 397' left of centerline, 53' MSL.
Tree 650' from DER, 322' left of centerline, 136' MSL.
Trees beginning 954' from DER, 575' left of centerline, up to 146' MSL.
Tree 1825' from DER, 634' right of centerline, 155' MSL.
**Rwy 17,** trees beginning 19' from DER, 374' right of centerline, up to 108' MSL.
Tree 1774' from DER, 409' left of centerline, 103' MSL.
Tree 1885' from DER, 382' left of centerline, 112' MSL.
Tree 4174' from DER, 1230' left of centerline, 159' MSL.
**Rwy 23,** tree 32' from DER, 474' left of centerline, 63' MSL.
Tree 353' from DER, 391' right of centerline, 60' MSL.
Tree 529' from DER, 408' right of centerline, 61' MSL.
Trees beginning 1455' from DER, 88' left of centerline, up to 77' MSL.
Tree 1698' from DER, 625' left of centerline, 87' MSL.
Tree 1711' from DER, 853' right of centerline, 101' MSL.
Tower 5339' from DER, 580' left of centerline, 157' AGL/170' MSL.
**Rwy 35,** vehicles on road 287' from DER, 393' right of centerline, 51' MSL.
Tree 345' from DER, 437' right of centerline, 121' MSL.
Tree 799' from DER, 420' left of centerline, 106' MSL.
Trees beginning 1206' from DER, 161' left of centerline, up to 145' MSL.
Trees beginning 1622' from DER, 37' left of centerline, up to 148' MSL.
Tree 2134' from DER, 565' right of centerline, 137' MSL.
Tree 2839' from DER, 335' right of centerline, 143' MSL.

## WAXHAW, NC
JAARS-TOWNSEND (N52)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12MAR09 (09071) (FAA)
TAKEOFF MINIMUMS:
**Rwy 4,** 300-1 or std. w/ min. climb of 255' per NM to 900, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 2200' prior to DER.
TAKEOFF OBSTACLE NOTES:
**Rwy 4,** trees beginning 3' from DER, left and right of centerline, up to 100' AGL/759' MSL.
**Rwy 22,** trees beginning 2' from DER, left and right of centerline, up to 100' AGL/709' MSL.

## WHITEVILLE, NC
COLUMBUS COUNTY MUNI (CPC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02JUL09 (09183) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** trees beginning 2145' from DER, 553' right of centerline, up to 100' AGL/189' MSL.
Trees beginning 2690' from DER, 838' left of centerline, up to 100' AGL/169' MSL.
**Rwy 24,** trees beginning 1706' from DER, 831' right of centerline, up to 100' AGL/209' MSL.
Trees beginning 732' from DER, 396' left of centerline, up to 100' AGL/209' MSL.

## WILLIAMSTON, NC
MARTIN COUNTY (MCZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (07214) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 3,** trees beginning 158' from DER, 98' right of centerline, up to 100' AGL/172' MSL.
Trees beginning 3041' from DER, 168' left of centerline up to 100' AGL/172' MSL.
**Rwy 21,** trees beginning 130' from DER, 57' right of centerline up to 100' AGL/168' MSL.
Trees beginning 1393' from DER, 411' left of centerline up to 100' AGL/168' MSL.
Vehicle on road 428' from DER, 15' AGL/80' MSL.

## WILMINGTON, NC
WILMINGTON INTL(ILM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10MAY07 (07130) (FAA)
TAKEOFF OBSTACLE NOTES:
**Rwy 6,** tree 2723' from DER, 558' left of centerline 57' AGL/90' MSL.
Tree 3201' from DER, 401' right of centerline 73' AGL/110' MSL.
Tree 3552' from DER, 643' right of centerline, 78' AGL/118' MSL.
**Rwy 17,** multiple trees beginning 177' from DER, 438' right of centerline, up to 32' AGL/49' MSL.
Tree 187' from DER, 545' left of centerline, 24' AGL/41' MSL.
Multiple trees beginning 418' from DER, 540' left of centerline, up to 39' AGL/53' MSL.
Tree 620' from DER, 246' left of centerline, 24' AGL/38' MSL.
Tree 1468' from DER, 684' right of centerline, 66' AGL/83' MSL.
Tree 1689' from DER, 592' right of centerline, 52' AGL/69' MSL.
Transmission lines 3347' from DER, 1300' left to 1300' right of centerline, 135' AGL/160' MSL.
**Rwy 24,** tree 163' from DER, 454' left of centerline, 61' AGL/75' MSL.
Multiple trees beginning 1663' from DER, 277' left of centerline, up to 66' AGL/83' MSL.
**Rwy 35,** tree 1500' from DER, 300' right of centerline, 50' AGL/83' MSL.
Funnel 1796' from DER, 882' left of centerline, 57' AGL/90' MSL.
Multiple trees beginning 1916' from DER, 138' right of centerline, up to 94' AGL/131' MSL.
Multiple trees beginning 2486' from DER, 143' left of centerline, up to 107' AGL/140' MSL.

## WILSON, NC
WILSON INDUSTRIAL AIR CENTER (W03)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08NOV18 (18312) (FAA)
DEPARTURE PROCEDURE:
**Rwys 3, 9,** climbing left turn on heading 330° to 2500 before proceeding on course.
**Rwys 15, 21,** climbing right turn on heading 260° to 2500 before proceeding on course.
**Rwy 27,** climbing left turn on heading 260° to 2500 before proceeding on course.
**Rwy 33,** climb heading 338° to 2300 before turning left.
TAKEOFF OBSTACLE NOTES:
**Rwy 3,** trees beginning 140' from DER, 425' right of centerline, up to 174' MSL.
Trees beginning 503' from DER, 487' right of centerline, up to 177' MSL.
Vegetation 575' from DER, 577' left of centerline, 176' MSL.
Trees beginning 600' from DER, 534' right of centerline, up to 178' MSL.
Trees beginning 808' from DER, 515' right of centerline, up to 189' MSL.
Tree 908' from DER, 724' left of centerline, 196' MSL.
Trees beginning 1031' from DER, 605' left of centerline, up to 199' MSL.
Trees beginning 1101' from DER, 658' left of centerline, up to 206' MSL.
Trees beginning 1182' from DER, 564' left of centerline, up to 209' MSL.
Tree 1699' from DER, 687' left of centerline, 211' MSL.
Trees beginning 1719' from DER, 568' left of centerline, up to 222' MSL.
Trees beginning 1856' from DER, 619' left of centerline, up to 233' MSL.
Tree 2194' from DER, 1073' right of centerline, 211' MSL.
Tree 2251' from DER, 884' left of centerline, 236' MSL.
Tree 2615' from DER, 1103' left of centerline, 243' MSL.
Tree 2615' from DER, 400' right of centerline, 222' MSL.
Trees beginning 2651' from DER, 549' left of centerline, up to 249' MSL.
**Rwy 9,** tree 9' from DER, 473' left of centerline, 169' MSL.
Tree 17' from DER, 265' left of centerline, 170' MSL.
Trees beginning 50' from DER, 257' left of centerline, up to 173' MSL.
Tree, pole beginning 69' from DER, 70' right of centerline, up to 197' MSL.
Tree 283' from DER, 291' left of centerline, 176' MSL.
Tree 318' from DER, 534' left of centerline, 177' MSL.
Trees beginning 328' from DER, 317' left of centerline, up to 178' MSL.
Trees beginning 414' from DER, 90' left of centerline, up to 182' MSL.
Trees beginning 418' from DER, 68' left of centerline, up to 184' MSL.
Trees beginning 490' from DER, 174' left of centerline, up to 185' MSL.
Trees beginning 533' from DER, 9' left of centerline, up to 188' MSL.
Trees beginning 611' from DER, 81' left of centerline, up to 189' MSL.
Trees beginning 670' from DER, 35' left of centerline, up to 195' MSL.
**CON'T**



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

## WILSON, NC (CON'T)

### WILSON INDUSTRIAL AIR CENTER (W03) (CON'T)

**Rwy 9 (CON'T),** trees beginning 679' from DER, 35' right of centerline, up to 208' MSL.
Trees beginning 720' from DER, 23' left of centerline, up to 199' MSL.
Tree 863' from DER, 422' left of centerline, 203' MSL.
Trees beginning 872' from DER, 22' left of centerline, up to 215' MSL.
Trees beginning 919' from DER, 126' left of centerline, up to 225' MSL.
Trees beginning 1004' from DER, 60' right of centerline, up to 231' MSL.
Trees beginning 1006' from DER, 30' left of centerline, up to 236' MSL.
Trees beginning 1104' from DER, 12' right of centerline, up to 239' MSL.
Trees beginning 1281' from DER, 113' right of centerline, up to 254' MSL.
Trees beginning 2121' from DER, 527' right of centerline, up to 258' MSL.
**Rwy 15,** trees beginning 4' from DER, 253' right of centerline, up to 178' MSL.
Trees beginning 126' from DER, 466' left of centerline, up to 179' MSL.
Trees beginning 150' from DER, 247' right of centerline, up to 190' MSL.
Trees beginning 179' from DER, 325' left of centerline, up to 188' MSL.
Trees beginning 287' from DER, 304' left of centerline, up to 190' MSL.
Trees beginning 317' from DER, 68' left of centerline, up to 197' MSL.
Trees beginning 463' from DER, 39' left of centerline, up to 200' MSL.
Trees beginning 513' from DER, 19' right of centerline, up to 192' MSL.
Trees beginning 516' from DER, 42' left of centerline, up to 203' MSL.
Trees beginning 552' from DER, 3' right of centerline, up to 202' MSL.
Trees beginning 555' from DER, 2' left of centerline, up to 205' MSL.
Tree 1115' from DER, 434' left of centerline, 206' MSL.
Tree 1310' from DER, 356' left of centerline, 211' MSL.
Tree 2460' from DER, 565' right of centerline, 245' MSL.
Tree 3075' from DER, 642' left of centerline, 258' MSL.
**Rwy 21,** trees beginning 33' from DER, 422' right of centerline, up to 174' MSL.
Trees beginning 98' from DER, 355' right of centerline, up to 192' MSL.
Tree 204' from DER, 523' left of centerline, 178' MSL.
Trees beginning 371' from DER, 448' left of centerline, up to 190' MSL.
Trees beginning 705' from DER, 468' right of centerline, up to 199' MSL.
Trees beginning 924' from DER, 515' right of centerline, up to 207' MSL.
Trees beginning 1214' from DER, 378' left of centerline, up to 195' MSL.
Trees beginning 1269' from DER, 536' right of centerline, up to 213' MSL.
Trees beginning 1316' from DER, 574' left of centerline, up to 196' MSL.
Tree 1420' from DER, 613' left of centerline, 201' MSL.
Trees beginning 1537' from DER, 546' right of centerline, up to 239' MSL.
Trees beginning 1638' from DER, 483' right of centerline, up to 257' MSL.

## WINNSBORO, SC

### FAIRFIELD COUNTY (FDW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07DEC17 (17341) (FAA)

TAKEOFF OBSTACLE NOTES:
**Rwy 4,** tree 63' from DER, 468' right of centerline, 601' MSL.
Tree 883' from DER, 586' left of centerline, 605' MSL.
Tree 953' from DER, 644' right of centerline, 615' MSL.
Tree 1213' from DER, 709' right of centerline, 630' MSL.
Tree 1488' from DER, 636' right of centerline, 637' MSL.
Tree 1576' from DER, 909' left of centerline, 621' MSL.
Tree 1583' from DER, 738' left of centerline, 627' MSL.
Trees, beginning 1659' from DER, 767' right of centerline, up to 644' MSL.
**Rwy 22,** tree 452' from DER, 547' right of centerline, 601' MSL.
Trees, beginning 715' from DER, 536' right of centerline, up to 610' MSL.
Tree 921' from DER, 716' right of centerline, 617' MSL.
Trees, beginning 1185' from DER, 516' right of centerline, up to 619' MSL.
Tree 1447' from DER, 603' right of centerline, 622' MSL.
Trees, beginning 1607' from DER, 727' right of centerline, up to 626' MSL.
Trees, beginning 2102' from DER, 602' left of centerline, up to 650' MSL.

## WINSTON-SALEM, NC

SMITH REYNOLDS (INT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 15JAN09 (09015) (FAA)

TAKEOFF MINIMUMS:

**Rwy 22,** 500-2¾ or std. with a min. climb of 330' per NM to 1600.

TAKEOFF OBSTACLE NOTES:

**Rwy 4,** multiple trees beginning 1014' from DER, 159' left of centerline, up to 92' AGL/1041' MSL.
Multiple trees beginning 2' from DER, 195' right of centerline, up to 62' AGL/1051' MSL.

**Rwy 15,** bush and multiple trees beginning 109' from DER, 237' left of centerline, up to 81' AGL/960' MSL.
Multiple trees beginning 123' from DER, 433' right of centerline, up to 66' AGL/945' MSL.

**Rwy 22,** multiple trees beginning 376' from DER, 136' left of centerline, up to 65' AGL/1014' MSL.
Antenna 4538' from DER, 1044' left of centerline, 189' AGL/1138' MSL.
Tower 2.1 NM from DER, 2784' left of centerline, 468' AGL/1395' MSL.
Antenna on building 2.3 NM from DER, 3230' left of centerline, 460' AGL/1376' MSL.

**Rwy 33,** floodlight, multiple hangars, poles, and trees beginning 230' from DER, 41' left of centerline, up to 74' AGL/1083' MSL.
Pole, windsock, multiple buildings and trees beginning 13' from DER, 141' right of centerline, up to 85' AGL/1084' 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

## AHOSKIE, NC
TRI-COUNTY (ASJ)……**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.
Category D, 800-2½.

## ALBEMARLE, NC
STANLY
COUNTY (VUJ)……..**ILS or LOC Rwy 22L[12]**
**NDB Rwy 22L[1]**
**RNAV (GPS) Rwy 4R**
**RNAV (GPS) Rwy 22L**
NA when local weather not available.
[1]NA when control tower closed.
[2]ILS, Categories A, B, C, D, 700-2.

## ALLENDALE, SC
ALLENDALE
COUNTY (AQX)……**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR-A**
NA when local weather not available.

## ANDERSON, SC
ANDERSON
RGNL (AND)……**ILS or LOC Rwy 5[1]**
**RNAV (GPS) Rwy 5[1]**
**RNAV (GPS) Rwy 17[12]**
**RNAV (GPS) Rwy 23[2]**
**RNAV (GPS) Rwy 35[12]**
**VOR Rwy 5[1]**
[1]NA when local weather not available.
[2]Category D, 800-2¼.

## ASHEBORO, NC
ASHEBORO
RGNL (HBI)……**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
Categories C, D, 1100-3.

## ASHEVILLE, NC
ASHEVILLE
RGNL (AVL)……..**ILS or LOC Rwy 35[12]**
**RNAV (GPS) Rwy 17[3]**
**RNAV (GPS) Rwy 35[3]**
[1]NA when control tower closed.
[2]ILS, LOC, Categories A, B, 1000-2; Category C, 1200-3; Category D, 1500-3.
[3]Category C, 1200-3; Category D, 1500-3.

## BEAUFORT, NC
MICHAEL J.
SMITH FIELD (MRH)……**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 21**
**RNAV (GPS) Rwy 26**
**RNAV (GPS) Rwy 32**
NA when local weather not available.

## BEAUFORT, SC
BEAUFORT
COUNTY (ARW)……**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

## BENNETTSVILLE, SC
MARLBORO COUNTY JETPORT-H E AVENT
FIELD (BBP)……**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.

## BURLINGTON, NC
BURLINGTON-ALAMANCE
RGNL (BUY)……...**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 24[1]**
**VOR/DME-A**
NA when local weather not available.
[1]Category C, 1000-2¾, Category D, 1000-3.

NAME ALTERNATE MINIMUMS

**CHARLESTON, SC**

CHARLESTON AFB/INTL (CHS)……**ILS or LOC Rwy 15[1]**
**ILS or LOC Rwy 33[1]**
**VOR/DME or TACAN Rwy 3[2]**
**VOR/DME or TACAN Rwy 21[2]**
[1]ILS, Category E, 700-2½; LOC, Category E, 800-2½.
[2]Category E, 800-2½.

CHARLESTON EXECUTIVE (JZI)……**ILS or LOC Rwy 9**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
NA when local weather not available.

**CHARLOTTE, NC**

CHARLOTTE/DOUGLAS INTL (CLT)……**ILS or LOC Rwy 18C[1]**
**ILS or LOC Rwy 18L[1]**
**ILS or LOC Rwy 18R[1]**
**ILS or LOC Rwy 23[2]**
**ILS or LOC Rwy 36C[1]**
**ILS or LOC Rwy 36L[3]**
**ILS or LOC Rwy 36R[3]**
**RNAV (GPS) Y Rwy 18C[4]**
**RNAV (GPS) Y Rwy 18L[4]**
**RNAV (GPS) Y Rwy 18R[4]**
**RNAV (GPS) Y Rwy 36C[5]**
**RNAV (GPS) Y Rwy 36L[4]**
**RNAV (GPS) Y Rwy 36R[4]**
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]ILS, Categories A, B, C, D, 700-2.
[3]ILS, LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.
[5]Category D, 800-2½.

**CHERAW, SC**

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)……**RNAV (GPS) Rwy 26**
**VOR/DME Rwy 8**
NA when local weather not available.
Category C, 900-2½; Category D, 900-2¾.

**CHESTER, SC**

CHESTER CATAWBA RGNL (DCM)……**NDB Rwy 35[1]**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
NA when local weather not available.
[1]Category D, 800-2¼.

**CLEMSON, SC**

OCONEE COUNTY RGNL (CEU)……**RNAV (GPS) Rwy 7**
**RNAV (GPS) Rwy 25**
NA when local weather not available.
Category C, 800-2¼.

NAME ALTERNATE MINIMUMS

**CLINTON, NC**

CLINTON-SAMPSON COUNTY (CTZ)……**LOC Rwy 6**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy Y 24**
**RNAV (GPS) Rwy Z 24**
**VOR/DME-A**
NA when local weather not available.

**COLUMBIA, SC**

COLUMBIA METROPOLITAN (CAE)……**ILS or LOC Rwy 5[1]**
**ILS or LOC Rwy 11[2]**
**ILS or LOC Rwy 29[2]**
[1]LOC, Category C 800-2¼; Category D, 800-2½.
[2]ILS, Categories C, D, 700-2.

**CONCORD, NC**

CONCORD-PADGETT RGNL (JQF)……**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
Category C, 800-2¼; Category D, 800-2½.

**CONWAY, SC**

CONWAY-HORRY COUNTY (HYW)……**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

**CURRITUCK, NC**

CURRITUCK COUNTY RGNL (ONX)……**RNAV (GPS) Rwy 5**
NA when local weather not available.

**DARLINGTON, SC**

DARLINGTON COUNTY (UDG)……**RNAV (GPS) Rwy 23**
NA when local weather not available.

**EDENTON, NC**

NORTHEASTERN RGNL (EDE)……**ILS or LOC Rwy 19**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 19**
NA when local weather not available.

**ELIZABETH CITY, NC**

ELIZABETH CITY CG AIR STATION/ RGNL (ECG)……**ILS or LOC Rwy 10[12]**
**VOR/DME Rwy 10[1]**
**VOR/DME Rwy 19[1]**
**VOR/DME Rwy 28[3]**
[1]NA when local weather not available.
[2]NA when control tower closed.
[3]NA when local altimeter not available.

NAME ALTERNATE MINIMUMS

**ELIZABETHTOWN, NC**
CARL L BROWN JR
FIELD (EYF)…….**RNAV (GPS) Rwy 15**
**RNAV (GPS) Rwy 33**
**VOR/DME Rwy 15**
NA when local weather not available.

**ENGELHARD, NC**
HYDE COUNTY (7W6)……....**RNAV (GPS) Rwy 11**
NA when local weather not available.

**ERWIN, NC**
HARNETT RGNL
JETPORT (HRJ)……...……....**LOC Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**FAYETTEVILLE, NC**
FAYETTEVILLE RGNL/GRANNIS
FIELD (FAY)……**ILS or LOC Rwy 4[1]**
**LOC BC Rwy 22[2]**
**RNAV (GPS) Rwy 4[2]**
**RNAV (GPS) Rwy 22[2]**
**RNAV (GPS) Rwy 28[2]**
**VOR Rwy 22[2]**
[1]ILS, Category C, 700-2; Category D, 700-2¼; LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

**FLORENCE, SC**
FLORENCE
RGNL (FLO)...……...…….**ILS or LOC Rwy 9[12]**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 19**
**RNAV (GPS) Rwy 27**
**VOR or TACAN-A**
NA when local weather not available.
[1]ILS, Categories A, B, C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]NA when control tower closed.

**FRANKLIN, NC**
MACON COUNTY (1A5)…….....**RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1600-2; Category C, 1800-3.

**GASTONIA, NC**
GASTONIA
MUNI (AKH)….….....….**NDB Rwy 3[1]**
**RNAV (GPS) Rwy 21[2]**
[1]Category C, 800-2¼.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

**GEORGETOWN, SC**
GEORGETOWN
COUNTY (GGE)...……..…...**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.
Category D, 800-2¼.

**GOLDSBORO, NC**
WAYNE EXECUTIVE
JETPORT (GWW)...……**ILS or LOC Rwy 23**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A**
NA when local weather not available.

**GREENSBORO, NC**
PIEDMONT TRIAD
INTL (GSO)..…….....….**ILS or LOC Rwy 5L[1]**
**ILS or LOC Rwy 5R[1]**
**ILS or LOC Rwy 23L[12]**
**ILS or LOC Rwy 23R[12]**
**ILS Y or LOC/DME Y Rwy 32[23]**
**ILS Z or LOC/DME Z Rwy 32[23]**
**RNAV (GPS) Rwy 5L[24]**
**RNAV (GPS) Rwy 5R[24]**
**RNAV (GPS) Rwy 14[24]**
**RNAV (GPS) Rwy 23L[24]**
**RNAV (GPS) Rwy 23R[24]**
**RNAV (GPS) Rwy 32[24]**
**VOR/DME Rwy 23L[24]**
[1]LOC, Category C, 800-2¼; Category D, 800-2½.
[2]NA when local weather not available.
[3]ILS, LOC, Category C, 800-2¼; Category D, 800-2½.
[4]Category C, 800-2¼; Category D, 800-2½.

**GREENVILLE, NC**
PITT-
GREENVILLE (PGV)……**ILS Y or LOC Y Rwy 20[1]**
**ILS Z or LOC Z Rwy 20[1]**
**RNAV (GPS) Rwy 2[2]**
**RNAV (GPS) Rwy 8**
**RNAV (GPS) Rwy 20[2]**
**RNAV (GPS) Rwy 26**
NA when local weather not available.
[1]ILS Category C, 700-2; Category D, 800-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2½.

**GREENVILLE, SC**
DONALDSON
FIELD (GYH)……..**ILS or LOC Rwy 5**
NA when local weather not available.
NA when control tower closed.

NAME ALTERNATE MINIMUMS

## GREENVILLE, SC (CONT.)

GREENVILLE DOWNTOWN (GMU)…....**ILS Y or LOC Y Rwy 1[12]**
**ILS Z or LOC Z Rwy 1[123]**
**RNAV (GPS) Rwy 1[34]**
**RNAV (GPS) Rwy 10[35]**
**RNAV (GPS) Rwy 19[35]**
**RNAV (GPS) Rwy 28[35]**

[1]NA when tower closed.
[2]LOC, Category D, 900-2¾.
[3]NA when local weather not available.
[4]Category C, 900-2¾.
[5]Category D, 900-2¾.

## GREENWOOD, SC

GREENWOOD COUNTY (GRD)…….**RNAV (GPS) Rwy 9**
**RNAV (GPS) Rwy 27**
**VOR Rwy 9**

NA when local weather not available.
Category D, 800-2¼.

## GREER, SC

GREENVILLE SPARTANBURG INTL (GSP)……**ILS or LOC Rwy 4[12]**
**ILS or LOC Rwy 22[12]**
**RNAV (GPS) Rwy 4[3]**
**RNAV (GPS) Rwy 22[3]**

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

## HICKORY, NC

HICKORY RGNL (HKY)……..…**ILS or LOC Rwy 24[1]**
**RNAV (GPS) Rwy 1**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 19**
**RNAV (GPS) Rwy 24**

NA when local weather not available.
[1]NA when control tower closed.

## HILTON HEAD ISLAND, SC

HILTON HEAD (HXD)……..…**RNAV (GPS) Rwy 3**

NA when local weather not available.

## JACKSONVILLE, NC

ALBERT J ELLIS (OAJ)..…....…**ILS or LOC Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**

NA when local weather not available.

## JEFFERSON, NC

ASHE COUNTY (GEV)……..…**RNAV (GPS) Rwy 28**

NA when local weather not available.
Categories A, B, 1100-2; Categories C, D, 2000-3.

NAME ALTERNATE MINIMUMS

## KENANSVILLE, NC

DUPLIN CO (DPL)……..**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**

Category D, 900-2½.

## KINGSTREE, SC

WILLIAMSBURG RGNL (CKI)……**RNAV (GPS) Rwy 14**
**RNAV (GPS) Rwy 32**

NA when local weather not available.
Category C, 900-2¾; Category D, 900-3.

## KINSTON, NC

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)……...**ILS or LOC Rwy 5[12]**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**

NA when local weather not available.
[1]NA when control tower closed.
[2]Categories C, D, 700-2.

## LANCASTER, SC

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)……**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
**VOR/DME-A[1]**

NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

## LEXINGTON, NC

DAVIDSON COUNTY (EXX)……..**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**

NA when local weather not available.

## LINCOLNTON, NC

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)..……..**ILS Y or LOC Y Rwy 23[123]**
**ILS Z or LOC Z Rwy 23[12]**
**RNAV (GPS) Rwy 5[14]**
**RNAV (GPS) Rwy 23[4]**

[1]NA when local weather not available.
[2]ILS, LOC, Category C, 800-2¼; Category D, 800-2½.
[3]NA when FBO closed.
[4]Category C, 800-2¼; Category D, 800-2½.

## LOUISBURG, NC

TRIANGE NORTH EXECUTIVE (LHZ)……**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**VOR-A[1]**

NA when local weather not available.
[1]Category D 800-2¼.

NAME ALTERNATE MINIMUMS

**LUMBERTON, NC**
LUBERTON RGNL (LBT)……..**ILS or LOC Rwy 5**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**MANNING, SC**
SANTEE COOPER
RGNL (MNI)…….....…..**NDB or GPS Rwy 2**
**VOR/DME or GPS-A**
NA when local weather not available.

**MANTEO, NC**
DARE COUNTY
RGNL (MQI)……**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

**MARION, SC**
MARION
COUNTY (MAO)……....**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
**VOR/DME-A**
NA when local weather not available.
Category D, 900-2¾.

**MAXTON, NC**
LAURINBURG-
MAXTON (MEB)...……..**ILS or LOC Rwy 5**[1]
**RNAV (GPS) Rwy 5**[2]
**RNAV (GPS) Rwy 23**[2]
[1]LOC, Category D, 900-2½.
[2]Category D, 900-2½.

**MONROE, NC**
CHARLOTTE-MONROE
EXECUTIVE (EQY)...……**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
Category D, 800-2½.

**MORGANTON, NC**
FOOTHILLS RGNL (MRN)...……**LOC Rwy 3**
**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.

**MOUNT AIRY, NC**
MOUNT AIRY/SURRY
COUNTY (MWK)……**RNAV (GPS) Rwy 18**
**RNAV (GPS) Rwy 36**
Category C, 1000-2¾; Category D, 1100-3.

**MOUNT PLEASANT, SC**
MT PLEASANT RGNL-
FAISON FIELD (LRO)……**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 35**
**VOR/DME-A**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**MYRTLE BEACH, SC**
MYRTLE BEACH
INTL (MYR)……**ILS or LOC Rwy 18**[1]
**ILS or LOC Rwy 36**[2]
**RNAV (GPS) Rwy 18**[3]
**RNAV (GPS) Rwy 36**[3]
**RNAV (GPS)-A**[3]
[1]LOC, Category D, 800-2¼, Category E, 800-2½.
[2]ILS, Category C, 800-2; Category D, 800-2¼; Category E, 800-2½. LOC, Category D, 800-2¼, Category E, 800-2½.
[3]Category D, 800-2¼; Category E, 800-2½.

**NEW BERN, NC**
COASTAL CAROLINA
RGNL (EWN)……**ILS or LOC Rwy 4**[1]
**RNAV (GPS) Rwy 4**[2]
**RNAV (GPS) Rwy 22**
**VOR Rwy 22**
NA when local weather not available.
[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

**NEWBERRY, SC**
NEWBERRY COUNTY (EOE)……..**NDB Rwy 22**
**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

**NORTH MYRTLE BEACH, SC**
GRAND STRAND
(CRE)……**ILS or LOC Rwy 23**[1]
**RNAV (GPS) Rwy 5**[2]
**RNAV (GPS) Rwy 23**[2]
**VOR Rwy 5**[2]
**VOR Rwy 23**[2]
NA when local weather not available.
[1]ILS, Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

**NORTH WILKESBORO, NC**
WILKES
COUNTY (UKF)……..…**ILS Y or LOC Y Rwy 1**[1]
**ILS Z or LOC Z Rwy 1**[1]
**RNAV (GPS) Rwy 1**[2]
**RNAV (GPS) Rwy 19**[2]
NA when local weather not available.
[1]LOC, Category D, 1000-3.
[2]Category D, 1000-3.

**OAK ISLAND, NC**
CAPE FEAR RGNL JETPORT/HOWIE
FRANKLIN FIELD (SUT)……**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**ORANGEBURG, SC**
ORANGEBURG
MUNI (OGB).....**RNAV (GPS) Rwy 5[1]**
**RNAV (GPS) Rwy 17[2]**
**RNAV (GPS) Rwy 23[1]**
**RNAV (GPS) Rwy 35[1]**
NA when local weather not available.
[1]Category D, 800-2¼.
[2]Category D, 800-2½.

**OXFORD, NC**
HENDERSON-OXFORD (HNZ).....**LOC Rwy 6**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.
Category D, 800-2½.

**PINEHURST/SOUTHERN PINES, NC**
MOORE
COUNTY (SOP).....**ILS Y or LOC Y Rwy 5[1]**
**ILS Z or LOC Z Rwy 5[1]**
**RNAV (GPS) Rwy 5[23]**
**RNAV (GPS) Rwy 23[23]**
[1]LOC, Category D, 1000-3.
[2]Category D, 1000-3.
[3]NA when local weather not available.

**RALEIGH/DURHAM, NC**
RALEIGH-DURHAM
INTL (RDU).....**ILS or LOC Rwy 5L[1]**
**ILS or LOC Rwy 5R[1]**
**ILS or LOC Rwy 23L[1]**
**ILS or LOC Rwy 23R[2]**
**RNAV (GPS) Y Rwy 5L[3]**
**RNAV (GPS) Y Rwy 5R[3]**
**RNAV (GPS) Y Rwy 23L[3]**
**RNAV (GPS) Y Rwy 23R[3]**
**VOR Rwy 5R[3]**
**VOR Rwy 23L[3]**
[1]LOC, Category D, 800-2½.
[2]LOC, Category C, 800-2¼; Category D, 800-2½.
[3]Category D, 800-2½.

**REIDSVILLE, NC**
ROCKINGHAM COUNTY NC
SHILOH (SIF).....**NDB Rwy 31**
**RNAV (GPS) Rwy 13**
**RNAV (GPS) Rwy 31**
NA when local weather not available.

**ROANOKE RAPIDS, NC**
HALIFAX-NORTHAMPTON
RGNL (IXA).....**RNAV (GPS) Rwy 2**
**RNAV (GPS) Rwy 20**
**VOR Rwy 2**
Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

**ROCK HILL, SC**
ROCK HILL/YORK CO/
BRYANT FIELD (UZA).....**RNAV (GPS) Rwy 2[1]**
**RNAV (GPS) Rwy 20**
NA when local weather not available.
[1]Category D, 800-2¼.

**ROCKINGHAM, NC**
RICHMOND
COUNTY (RCZ).....**RNAV (GPS) Rwy 32**
NA when local weather not available.

**ROCKY MOUNT, NC**
ROCKY MOUNT-WILSON
RGNL (RWI).....**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
**VOR/DME Rwy 22**
NA when local weather not available.

**ROXBORO, NC**
RALEIGH RGNL AT PERSON
COUNTY (TDF).....**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.

**RUTHERFORDTON, NC**
RUTHERFORD CO/MARCHMAN
FIELD (FQD).....**RNAV (GPS) Rwy 1**
NA when local weather not available.
Category D, 800-2½.

**SALISBURY, NC**
MID-CAROLINA
RGNL (RUQ).....**RNAV (GPS) Rwy 20**
NA when local weather not available.

**SANFORD, NC**
RALEIGH EXECUTIVE JETPORT AT SANFORD
-LEE COUNTY (TTA).....**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.
Category D, 800-2¼.

**SHELBY, NC**
SHELBY-CLEVELAND
COUNTY RGNL (EHO).....**NDB Rwy 23[1]**
**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
NA when local weather not available.
[1]Category C, 800-2¼; Category D, 800-2½.

**SILER CITY, NC**
SILER CITY
MUNI (SCR).....**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
NA when local weather not available.

NAME ALTERNATE MINIMUMS

**SMITHFIELD, NC**
JOHNSTON
RGNL (JNX)……**RNAV (GPS) Rwy 3**
**RNAV (GPS) Rwy 21**
NA when local weather not available.
Category C, 800-2¼; Category D, 1000-3.

**SPARTANBURG, SC**
SPARTANBURG DOWNTOWN MEMORIAL/
SIMPSON FIELD(SPA)……**ILS or LOC Rwy 5**
**RNAV (GPS) Rwy 5**
NA when local weather not available.

**STATESVILLE, NC**
STATESVILLE
RGNL (SVH)……**ILS Y or LOC Y Rwy 28[1]**
**ILS Z or LOC Z Rwy 28[1]**
**RNAV (GPS) Rwy 10**
**RNAV (GPS) Rwy 28**
NA when local weather not available.
[1]NA when FBO closed.

**SUMMERVILLE, SC**
SUMMERVILLE (DYB)……**RNAV (GPS) Rwy 6[1]**
**RNAV (GPS) Rwy 24[12]**
[1]Categories A, B, 900-2; Category C, 900-2¼.
[2]NA when local weather not available.

**SUMTER, SC**
SUMTER (SMS)……**ILS or LOC Rwy 23[1]**
**RNAV (GPS) Rwy 5[2]**
**RNAV (GPS) Rwy 23[3]**
NA when local weather not available.
[1]LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 800-2¼; Category D, 800-2½.
[3]Category C, 900-2½; Category D, 900-2¾.

**SYLVA, NC**
JACKSON
COUNTY (24A)……**RNAV (GPS) Rwy 33**
NA when local weather not available.
Category A, 1600-2; Category B, 1700-2.

**WADESBORO, NC**
ANSON COUNTY-JEFF CLOUD
FIELD (AFP)……**ILS or LOC Rwy 34[1]**
**RNAV (GPS) Rwy 16[2]**
**RNAV (GPS) Rwy 34[2]**
NA when local weather not available.
[1]ILS, Category C, 700-1 7/8; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

**WALTERBORO, SC**
LOWCOUNTRY
RGNL (RBW)……**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 17**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**WASHINGTON, NC**
WASHINGTON-
WARREN (OCW)……**RNAV (GPS) Rwy 5**
**RNAV (GPS) Rwy 23**
**RNAV (GPS) Rwy 35**
NA when local weather not available.

**WHITEVILLE, NC**
COLUMBUS COUNTY
MUNI (CPC)……**NDB Rwy 6**
**RNAV (GPS) Rwy 6**
**RNAV (GPS) Rwy 24**
NA when local weather not available.
Category D, 800-2¼.

**WILMINGTON, NC**
WILMINGTON
INTL (ILM)……**ILS Y or LOC Rwy 6[1]**
**ILS Y or LOC Rwy 24[1]**
**ILS Y or LOC Rwy 35[2]**
**RADAR-1[34]**
**RNAV (GPS) Rwy 6[3]**
**RNAV (GPS) Rwy 17[3]**
**RNAV (GPS) Rwy 24[3]**
**RNAV (GPS) Rwy 35[3]**
**TACAN-A[3]**
[1]ILS, Category C, 700-2; Category D, 900-3; LOC, Category D, 900-3.
[2]LOC, Category D, 900-3.
[3]Category D, 900-3.
[4]NA when control tower closed.

**WINNSBORO, SC**
FAIRFIELD
COUNTY (FDW)……**RNAV (GPS) Rwy 4**
**RNAV (GPS) Rwy 22**
Category D, 800-2½.

**WINSTON-SALEM, NC**
SMITH
REYNOLDS (INT)……**ILS or LOC Rwy 33[12]**
**RNAV (GPS) Rwy 15[3]**
**RNAV (GPS) Rwy 33[34]**
[1]NA when control tower closed.
[2]ILS, Categories B, C, 700-2; Category D, 800-2½. LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]NA when local weather not available.

## ALBEMARLE, NC
### STANLY COUNTY (VUJ)
**RADAR-1** 128.325 307.8 T

Orig, 22JUN17 (19059) (FAA) ELEV **609**

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 22L | 3.0°/40/767 | ABCD | **784**-¾ | 200 | (200-¾) |

Procedure NA when control tower closed.

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## BEAUFORT, SC
### BEAUFORT COUNTY (ARW)
**RADAR-1** 125.125 292.125 A NA

Amdt 3A, 10MAY07 (11013) (FAA) ELEV **10**

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 25 | | ABC | **440**-1¼ | 430 | (500-1¼) | | | | |
| CIRCLING | ALL RWY | | AB | **500**-1¼ | 490 | (500-1¼) | C | **500**-1½ | 490 | (500-1½) |

Use Beaufort MCAS/Merritt Field altimeter setting.
When Beaufort Class D not in effect, procedure NA.

## BEAUFORT MCAS (MERRITT FLD) (KNBC), Beaufort, SC

Amdt 5 18JUN20 (20254) (USN) ELEV **37**

**RADAR - (E)** 123.7x 298.875x 317.775x 323.275x 338.35x 372.0x 379.275x T

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR[1] | 23[2] | 3.0°/44/821 | ABCDE | **116**-¼ | 100 | (100-¼) |
| | 5[2] | 3.0°/38/779 | ABCDE | **137**-¼ | 100 | (100-¼) |
| | 14 | 3.0°/41/780 | ABCDE | **233**-¾ | 200 | (200-¾) |
| | 32[8] | 3.0°/40/722 | ABCDE | **308**-⅞ | 283 | (300-⅞) |
| PAR W/O GS[1] | 23[5 6] | | ABCDE | **320**-½ | 304 | (300-½) |
| | 14[6] | | AB | **420**-1 | 387 | (400-1) |
| | | | CDE | **420**-1⅛ | 387 | (400-1⅛) |
| | 5[3 7] | | AB | **440**-¾ | 403 | (500-¾) |
| | | | CDE | **440**-1 | 403 | (500-1) |
| | 32[6] | | AB | **440**-1 | 415 | (500-1) |
| | | | CDE | **440**-1⅛ | 415 | (500-1⅛) |
| ASR[1 6] | 23[3] | | AB | **360**-½ | 344 | (400-½) |
| | | | CDE | **360**-⅝ | 344 | (400-⅝) |
| | 14 | | AB | **420**-1 | 387 | (400-1) |
| | | | CDE | **420**-1⅛ | 387 | (400-1⅛) |
| | 5[4] | | AB | **460**-¾ | 423 | (500-¾) |
| | | | CDE | **460**-1 | 423 | (500-1) |
| | 32 | | AB | **500**-1 | 475 | (500-1) |
| | | | CDE | **500**-1⅜ | 475 | (500-1⅜) |
| CIR | 5, 14, 23, 32 | | AB | **500**-1 | 463 | (500-1) |
| | | | C | **600**-1½ | 563 | (600-1½) |
| | | | D | **600**-2 | 563 | (600-2) |
| | | | E | **740**-2½ | 703 | (800-2½) |

[1]No-NOTAM MP 1200-2000Z++ Sat.
[2]When ALS inop, increase vis CAT ABCDE to ½ mile.
[3]When ALS inop, increase vis CAT ABCDE to 1 mile.
[4]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.
[5]When ALS inop, increase vis CAT ABCDE to 1 mile.
[6] VDA and VGSI not coincident.
[7]When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1⅛ miles.
[8]WCH for Group 4 is 16ft.

**CODED LOST COMMUNICATIONS**
**SCARLET**
**TACAN equipped aircraft:** If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Tower on 342.875/119.05 and proceed VFR. If unable, climb and maintain two thousand six hundred, proceed direct COSAW, execute TACAN Rwy 23 approach.
**GOLD**
**RNAV/GPS equipped aircraft:** If no transmissions are received for one minute in the pattern or 5/15 seconds on final approach, attempt contact with Beaufort Tower on 342.875/119.05 and proceed VFR. If unable, climb and maintain two thousand eight hundred, proceed direct HOWEL and execute RNAV/GPS Rwy 23 approach.


SE-2, 10 SEP 2020 to 05 NOV 2020

## CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT), Cherry Point, NC

Amdt 3 10SEP20 (20254) (USN) ELEV **29**

**RADAR - (E)** 118.35x 120.15x 275.6x 299.6x 305.2x 314.8x 320.4x 337.2x 348.0x T

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 32L[1 3] | 3.0°/57/1048 | ABCDE | **126**-¼ | 100 | (100-¼) |
| | 14L[3] | 3.0°/55/1056 | ABCDE | **126**-½ | 100 | (100-½) |
| | 5R[3] | 3.0°/56/1049 | ABCDE | **127**-½ | 100 | (100-½) |
| | 23R[3] | 3.0°/57/1076 | ABCDE | **123**-½ | 100 | (100-½) |
| ASR | 23R[4] | | AB | **400**-½ | 377 | (400-½) |
| | | | CDE | **400**-⅝ | 377 | (400-⅝) |
| | 32L[2] | | AB | **400**-½ | 394 | (400-½) |
| | | | CDE | **420**-⅝ | 394 | (400-⅝) |
| | 5R | | AB | **500**-1 | 473 | (500-1) |
| | | | CDE | **500**-1⅜ | 473 | (500-1⅜) |
| | 14L | | AB | **500**-1 | 474 | (500-1) |
| | | | CDE | **500**-1⅜ | 474 | (500-1⅜) |
| C CIR | ALL RWYS | | AB | **580**-1 | 551 | (600-1) |
| | | | C | **600**-1½ | 571 | (600-1½) |
| | | | D | **600**-2 | 571 | (600-2) |
| | | | E | **700**-2½ | 671 | (700-2½) |

[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 1⅛ miles.
[3]CAUTION: PAR RPI and PAPI RRP are not coincident.
[4]When ALS inop, increase vis CAT ABCDE to 1 mile.

## NEW RIVER MCAS (KNCA), (MC CUTCHEON FLD) NC (Jacksonville) (Amdt 1, 19059 USN)

**RADAR - (U)** 118.575 132.2 279.575 289.4 308.4 346.325 350.225 353.875 T ELEV **26**

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| PAR | 1[1] | 3.0°/45/872 | ABCD | **124**-¼ | 100 | (100-¼) |
| | 5[5] | 3.0°/36/656 | ABCD | **126**-½ | 100 | (100-½) |
| | 19[3] | 3.0°/40/757 | ABCD | **123**-½ | 100 | (100-½) |
| | 23[4] | 3.0°/37/664 | ABCD | **274**-⅞ | 250 | (300-⅞) |
| PAR W/O GS | 1[2] | | ABCD | **340**-¾ | 316 | (400-¾) |
| | 5 | | ABCD | **400**-1 | 374 | (400-1) |
| | 19 | | ABCD | **400**-1 | 377 | (400-1) |
| | 23 | | AB | **440**-1 | 416 | (500-1) |
| | | | CD | **440**-1⅛ | 416 | (500-1⅛) |
| ASR | 5 | | ABCD | **400**-1 | 374 | (400-1) |
| | 23 | | ABCD | **380**-1 | 356 | (400-1) |
| | 19 | | AB | **440**-1 | 417 | (500-1) |
| | | | CD | **440**-1⅛ | 417 | (500-1⅛) |
| CIR | ALL RWY | | AB | **500**-1 | 474 | (500-1) |
| | | | C | **500**-1½ | 474 | (500-1½) |
| | | | D | **580**-2 | 554 | (600-2) |

[1]When ALS inop, increase vis to ½ mile.
[2]When ALS inop, increase vis CAT ABCD to 1 mile. The difference between the VGSI TCH (45 ft) and the procedure TCH (49 ft) is greater than 3 ft.
[3]CAUTION: WCH for Group 4: 18 ft is less than the min WCH 20 ft.
[4]CAUTION: WCH for Group 3: 16 ft and Group 4: 11 ft is less than the min WCH 20 ft.
[5]CAUTION: WCH for Group 3: 15 ft and Group 4: 10 ft is less than the min WCH 20 ft.

## SIMMONS AAF (KFBG), NC (Fort Bragg) (1-Amdt 12, 2-Orig 11097 USA) ELEV 244

**RADAR**[1] **- (E)** 120.8 124.2 257.65 284.675 T

| | RWY | GS/TCH/RPI | CAT | DH/ MDA-VIS | HAT/ HATh/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|
| **RADAR-1** | | | | | | |
| PAR | 27 | 3.0°/36/628 | ABC | **428**-¾ | 200 | (200-¾) |
| | | | D | **NA** | NA | NA |
| PAR W/O GS | 27 | | AB | **640**-1 | 412 | (500-1) |
| | | | C | **640**-1¼ | 412 | (500-1¼) |
| | | | D | **NA** | NA | NA |
| CIR | | | AB | **780**-1 | 536 | (600-1) |
| | | | C | **780**-1½ | 536 | (600-1½) |
| | | | D | **NA** | NA | NA |
| **RADAR-2** | | | | | | |
| PAR | 9 | 3.9°/33/487 | COPTER | **491**-½ | 250 | (300-½) |

[1]Opr 1200-0400Z++ Mon-Fri, clsd hol. No-NOTAM preventive maint 1800-1900Z++ Fri.

SE-2, 10 SEP 2020 to 05 NOV 2020

## WILMINGTON, NC Amdt 7A, 17AUG17 (17229) (FAA) ELEV 32

## WILMINGTON INTL (ILM)

**RADAR-1** 118.25 135.75 284.65 317.425 T A

| | RWY | GP/TCH/RPI | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS | CAT | DA/ MDA-VIS | HAT/ HAA | CEIL-VIS |
|---|---|---|---|---|---|---|---|---|---|---|
| ASR | 24 | | AB | **500**/24 | 474 | (500-½) | CD | **500**/50 | 474 | (500-1) |
| | 35 | | AB | **500**/40 | 469 | (500-¾) | CD | **500**/50 | 469 | (500-1) |
| | 17 | | AB | **500**-1 | 468 | (500-1) | CD | **500**-1⅜ | 468 | (500-1⅜) |
| | 6 | | AB | **540**/55 | 512 | (600-1¼) | CD | **540**-1⅜ | 512 | (600-1⅜) |
| C CIRCLING | ALL RWY | | AB | **560**-1 | 528 | (600-1) | C | **720**-2 | 688 | (700-2) |
| | | | D | **920**-3 | 888 | (900-3) | | | | |

When control tower closed, ASR NA.
Rwy 17 helicopter visibility reduction below ¾ SM not authorized.
For inop ALS, increase S-24 Cat C/D visibility to 1⅜ SM, and S-35 Cats A/B visibility to RVR 5500, and Cat C/D to 1⅜ SM.

SE-2, 10 SEP 2020 to 05 NOV 2020

18144

## 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 |
|---|---|---|---|
| CHARLESTON, SC | | | |
| CHARLESTON AFB/INTL (CHS) | 03 | 15-33 | 5,400 feet |
| | 15 | 03-21 | 5,450 feet |
| | 33 | 03-21 | 2,650 feet |
| WINSTON-SALEM, NC | | | |
| SMITH REYNOLDS (INT) | 33 | 04-22 | 6,010 feet |



SE-2, 10 SEP 2020 to 05 NOV 2020

18144

O1

## 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* |
|---|---|---|
| ASHEVILLE, NC | | |
| ASHEVILLE RGNL (AVL) | HS 1 | Maintain vigilance Twy A1 Hold Short lines Non-Standard. |
| | HS 2 | Twy A4. |
| CHARLESTON, SC | | |
| CHARLESTON AFB/INTL (CHS) | HS 1 | Twy A and Twy F and Rwy 15-33 confusing int. |
| CHARLOTTE, NC | | |
| CHARLOTTE/DOUGLAS INTL (CLT) | HS 1 | Confusing int due to convergence of Twy R, Twy A, Twy C and Twy C9, along with grass island. |
| | HS 2 | Pilots exiting Rwy 18C-36C on Twy S for either Twy E or Twy F mistakenly turn left on Twy E5 and re-enter the rwy. |
| | HS 3 | Maintain vigilance northbound on Twy C approaching Twy C10 twy signs not aligned, allow for wingtip clearance with traffic exiting Rwy 36R at Twy C10. |
| COLUMBIA, SC | | |
| COLUMBIA METROPOLITAN (CAE) | HS 1 | Rwy 23 departures miss the turn from Twy A eastbound to Twy C. |
| | HS 2 | Maintain vigilance due to twy geometry. Twy D enters Rwy 29 behind THR. Twy D7 requires aircraft to turn parallel to Rwy 29 prior to Twy D. |
| | HS 3 | Acft exiting Rwy 11-29 maintain vigilance as hold position markings are north of Twy F and Twy A6. Twy A3. |
| GREENSBORO, NC | | |
| PIEDMONT TRIAD INTL (GSO) | HS 1 | Maintain vigilance confusing twy, turn right onto Twy K6, only cargo N of Twy K6. |
| HICKORY, NC | | |
| HICKORY RGNL (HKY) | HS 1 | Maintain vigilance confusing int, Rwy 01-19 hold bar close to Twy A3. |
| RALEIGH/DURHAM, NC | | |
| RALEIGH-DURHAM INTL (RDU) | HS 1 | Int of Rwy 05R-23L and Twy C. |
| WILMINGTON, NC | | |
| WILMINGTON INTL (ILM) | HS 1 | Maintain vigilance confusing int, close proximity to rwy. |

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



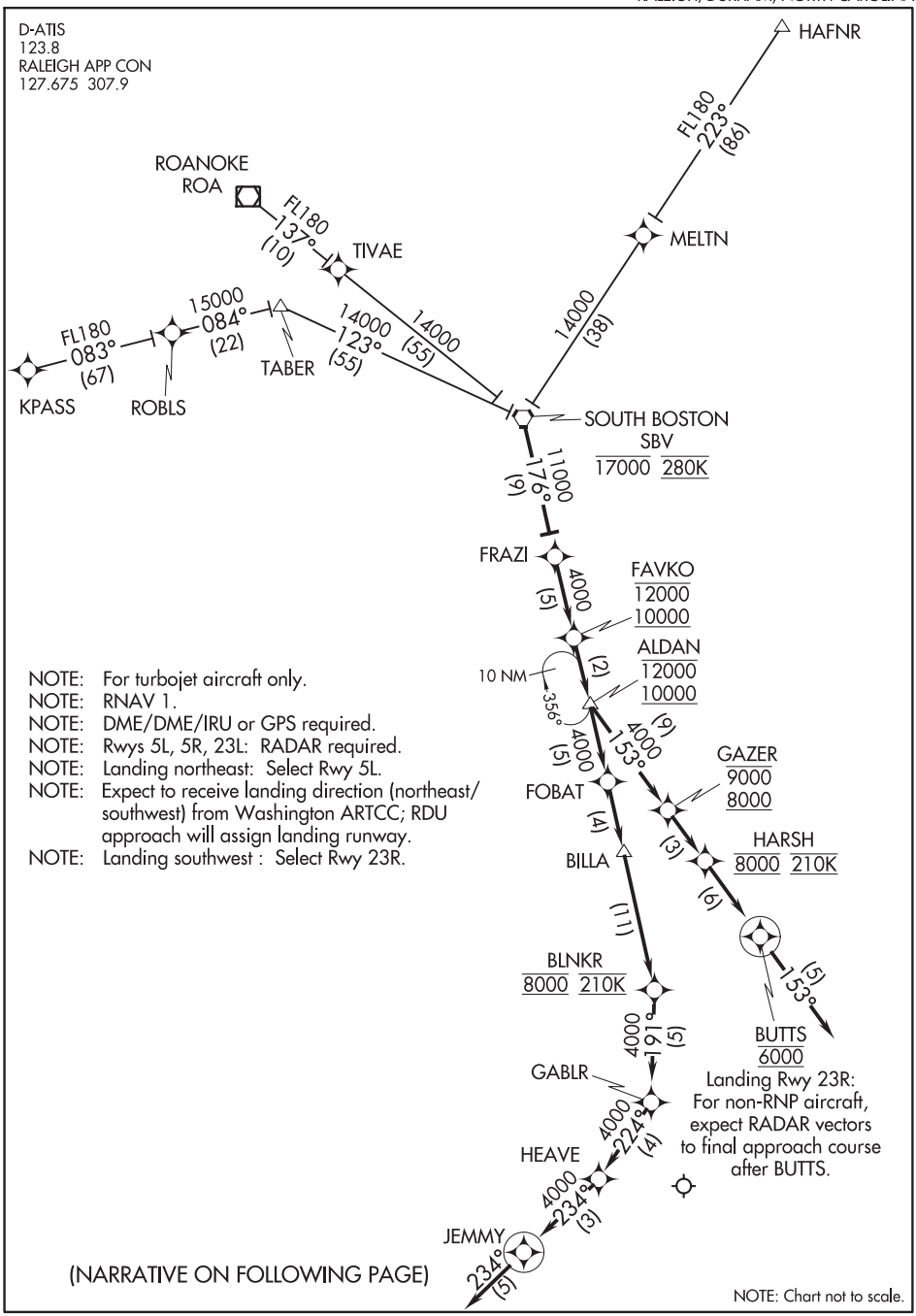




SE-2, 10 SEP 2020 to 05 NOV 2020

# ALDAN TWO ARRIVAL (RNAV)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA






SE-2, 10 SEP 2020 to 05 NOV 2020

ALDAN TWO ARRIVAL (RNAV)
RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

ARRIVAL ROUTE DESCRIPTION

HAFNR TRANSITION (HAFNR.ALDAN2)
KPASS TRANSITION (KPASS.ALDAN2)
ROANOKE TRANSITION (ROA.ALDAN2)

From over SBV VORTAC on track 176° to FRAZI, then on track 176° to FAVKO, cross FAVKO at/above 10000 and at/below 12000, then on track 176° to ALDAN, cross ALDAN at/above 10000 and at/below 12000.
Then on assigned runway transition.

LANDING RWY 23R: From over ALDAN on track 153° to GAZER, cross GAZER at/above 8000 and at/below 9000, then on track 153° to HARSH, cross HARSH at 8000 and 210K, then on track 153° to BUTTS, cross BUTTS at 6000.
Expect RNAV (RNP) approach.

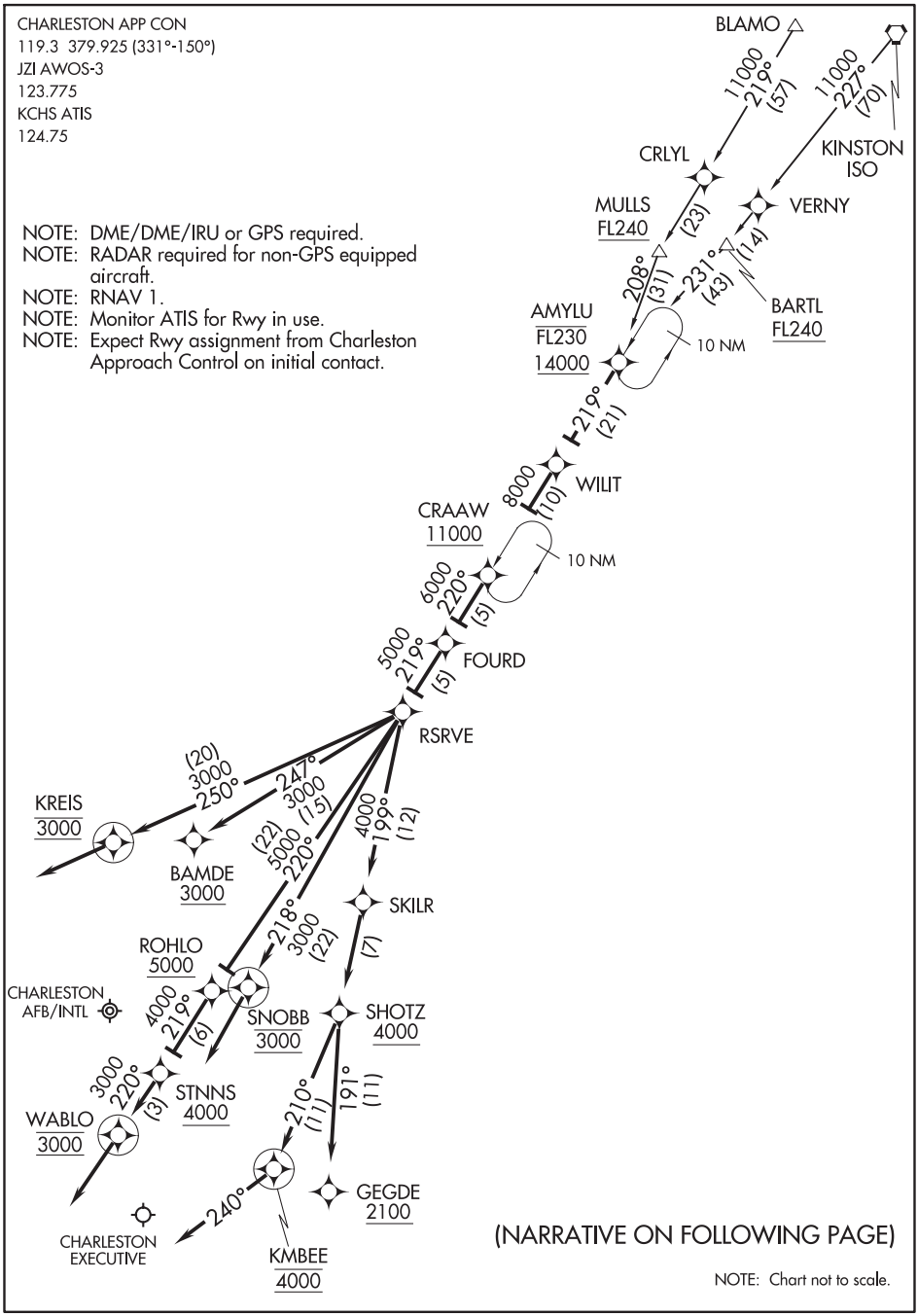
LANDING RWY 23L: From over ALDAN on track 153° to GAZER, cross GAZER at/above 8000 and at/below 9000, then on track 153° to HARSH, cross HARSH at 8000 and 210K, then on track 153° to BUTTS, cross BUTTS at 6000, then on track 153°. Expect RADAR vectors to final approach course.

LANDING RWYS 5L/5R: From over ALDAN on track 176° to FOBAT, then on track 176° to BILLA, then on track 176° to BLNKR, cross BLNKR at 8000 and 210K, then on track 191° to GABLR, then on track 224° to HEAVE, then on track 234° to JEMMY, then on track 234°. Expect RADAR vectors to final approach course.

# AMYLU TWO ARRIVAL (RNAV)

AL-76 (FAA)

CHARLESTON, SOUTH CAROLINA






SE-2, 10 SEP 2020 to 05 NOV 2020

AMYLU TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

ARRIVAL ROUTE DESCRIPTION

BARTL TRANSITION (BARTL.AMYLU2):
BLAMO TRANSITION (BLAMO.AMYLU2):
KINSTON TRANSITION (ISO.AMYLU2):
MULLS TRANSITION (MULLS.AMYLU2):

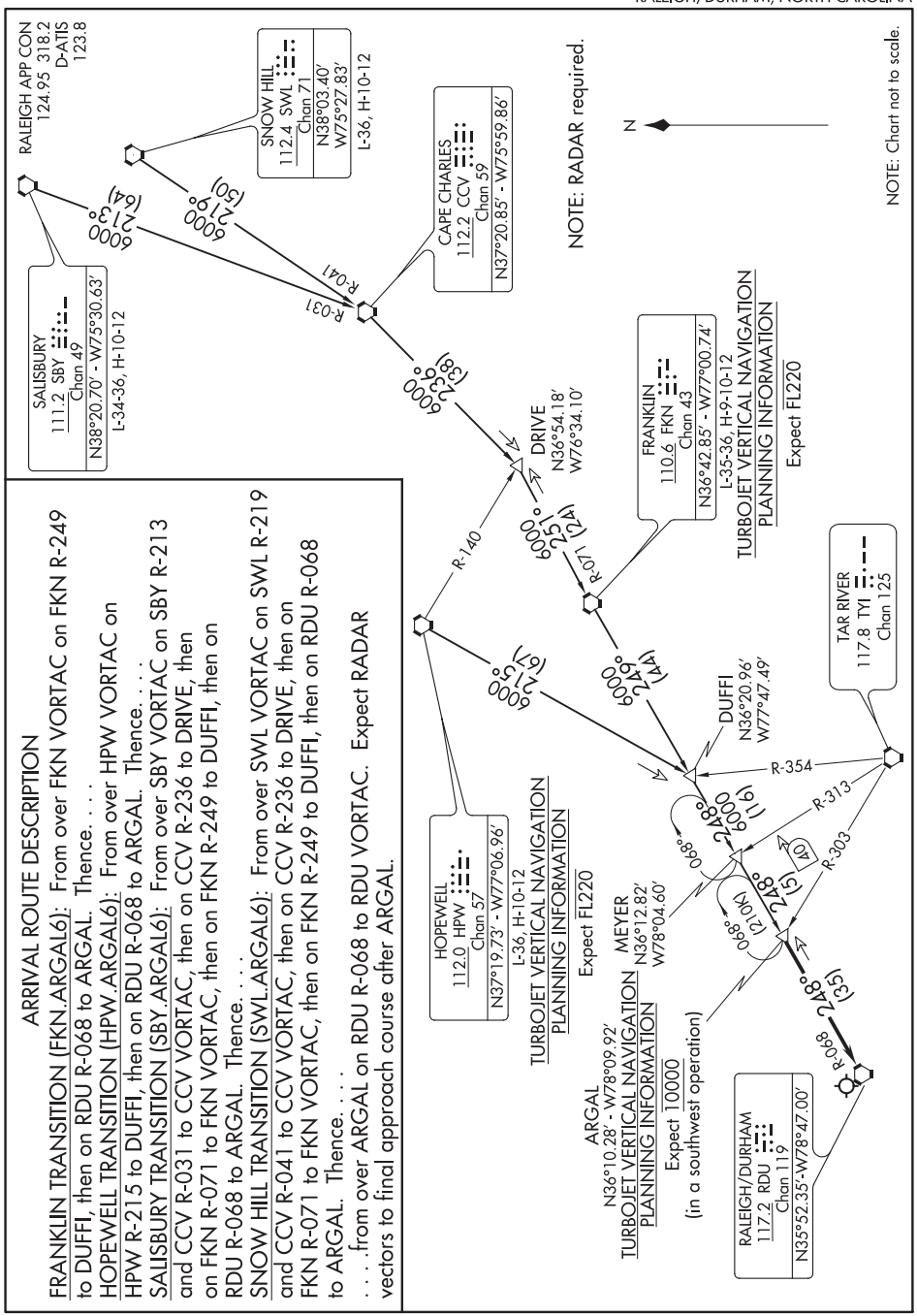
From over AMYLU on track 219° to WILIT, then on track 219° to CRAAW, then on track 220° to FOURD, then on track 219° to RSRVE.
Thence assigned Rwy transitions. . . .

LANDING CHARLESTON AFB/INTL:
Rwy 3: From over RSRVE on track 220° to ROHLO, then on track 219° to STNNS, then on track 220° to WABLO, then on heading 220°, expect radar vectors to final approach course.
Rwy 15: From over RSRVE on track 250° to KREIS, then on heading 250°, expect radar vectors to final approach course.
Rwy 21: From over RSRVE on track 247° to BAMDE, expect RNAV (GPS) Y Rwy 21 approach.
Rwy 33: From over RSRVE on track 218° to SNOBB, then on heading 218°, expect radar vectors to final approach course.

LANDING CHARLESTON EXECUTIVE:
Rwys 4 and 9: From over RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 210° to KMBEE, then on heading 240°, expect radar vectors to final approach course.
Rwy 27: From over RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 191° to GEGDE, expect RNAV (GPS) Y Rwy 27 approach.

# ARGAL SIX ARRIVAL






ARRIVAL ROUTE DESCRIPTION

FRANKLIN TRANSITION (FKN.ARGAL6): From over FKN VORTAC on FKN R-249 to DUFFI, then on RDU R-068 to ARGAL. Thence. . . .

HOPEWELL TRANSITION (HPW.ARGAL6): From over HPW VORTAC on HPW R-215 to DUFFI, then on RDU R-068 to ARGAL. Thence. . . .

SALISBURY TRANSITION (SBY.ARGAL6): From over SBY VORTAC on SBY R-213 and CCV R-031 to CCV VORTAC, then on CCV R-236 to DRIVE, then on FKN R-071 to FKN VORTAC, then on FKN R-249 to DUFFI, then on RDU R-068 to ARGAL. Thence. . . .

SNOW HILL TRANSITION (SWL.ARGAL6): From over SWL VORTAC on SWL R-219 and CCV R-041 to CCV VORTAC, then on CCV R-236 to DRIVE, then on FKN R-071 to FKN VORTAC, then on FKN R-249 to DUFFI, then on RDU R-068 to ARGAL. Thence. . . .

. . . .from over ARGAL on RDU R-068 to RDU VORTAC. Expect RADAR vectors to final approach course after ARGAL.



SE-2, 10 SEP 2020 to 05 NOV 2020

ARGAL SIX ARRIVAL

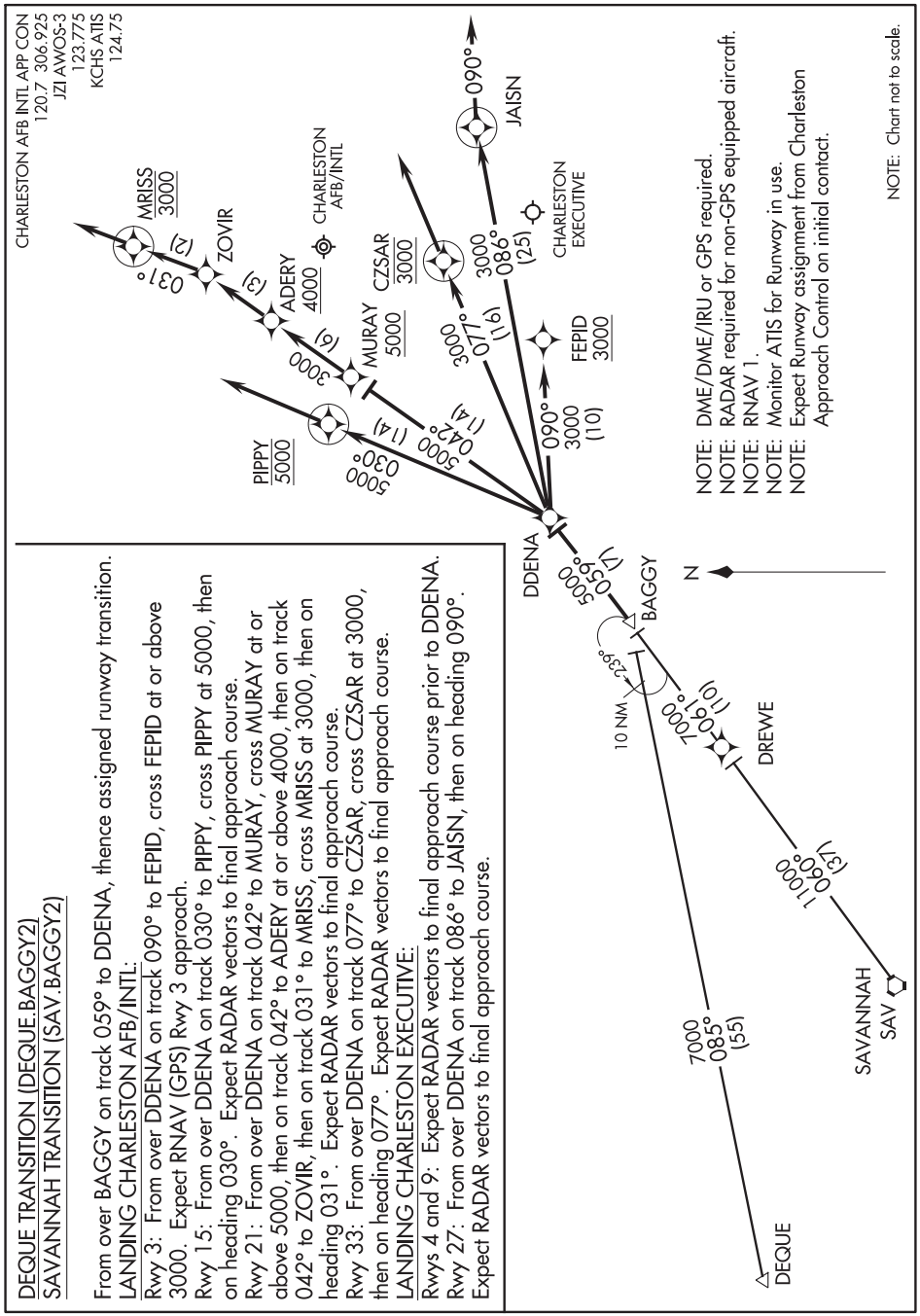


RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

(BAGGY.BAGGY2) 20198 AL-76 (FAA)

# BAGGY TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA




DEQUE TRANSITION (DEQUE.BAGGY2)

SAVANNAH TRANSITION (SAV.BAGGY2)

From over BAGGY on track 059° to DDENA, thence assigned runway transition.

LANDING CHARLESTON AFB/INTL:

Rwy 3: From over DDENA on track 090° to FEPID, cross FEPID at or above 3000. Expect RNAV (GPS) Rwy 3 approach.

Rwy 15: From over DDENA on track 030° to PIPPY, cross PIPPY at 5000, then on heading 030°. Expect RADAR vectors to final approach course.

Rwy 21: From over DDENA on track 042° to MURAY, cross MURAY at or above 5000, then on track 042° to ADERY at or above 4000, then on track 042° to ZOVIR, then on track 031° to MRISS, cross MRISS at 3000, then on heading 031°. Expect RADAR vectors to final approach course.

Rwy 33: From over DDENA on track 077° to CZSAR, cross CZSAR at 3000, then on heading 077°. Expect RADAR vectors to final approach course.

LANDING CHARLESTON EXECUTIVE:

Rwys 4 and 9: Expect RADAR vectors to final approach course prior to DDENA.

Rwy 27: From over DDENA on track 086° to JAISN, then on heading 090°. Expect RADAR vectors to final approach course.



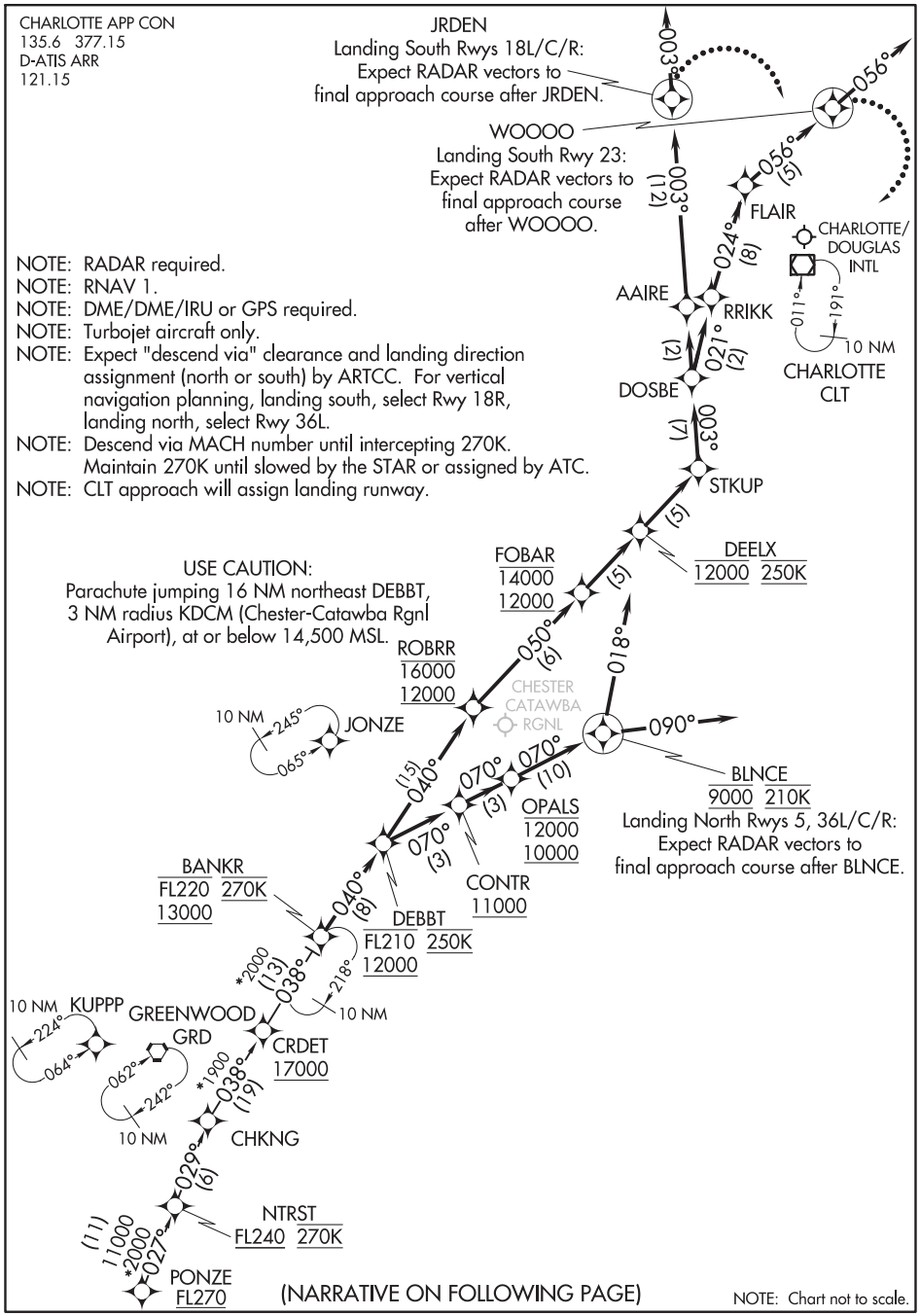
SE-2, 10 SEP 2020 to 05 NOV 2020

BAGGY TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

(BAGGY.BAGGY2) 27JUN13

# BANKR TWO ARRIVAL(RNAV)




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Expect "descend via" clearance and landing direction assignment (north or south) by ARTCC. For vertical navigation planning, landing south, select Rwy 18R, landing north, select Rwy 36L.
NOTE: Descend via MACH number until intercepting 270K. Maintain 270K until slowed by the STAR or assigned by ATC.
NOTE: CLT approach will assign landing runway.

ARRIVAL ROUTE DESCRIPTION

PONZE TRANSITION (PONZE.BANKR2)

LANDING CLT:

From BANKR on track 040° to cross DEBBT between 12000 and FL210 and at 250K.

LANDING RWY 5: From DEBBT on track 070° to cross CONTR at or above 11000, then on track 070° to cross OPALS between 10000 and 12000, then on track 070° to cross BLNCE at 9000 and at 210K, then on heading 018°. Expect RADAR vectors to final approach course.

LANDING RWYS 18L/C/R: From DEBBT on track 040° to cross ROBRR between 12000 and 16000, then on track 050° to cross FOBAR between 12000 and 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 003° to AAIRE, then on track 003° to JRDEN, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RWY 23: From DEBBT on track 040° to cross ROBRR between 12000 and 16000, then on track 050° to cross FOBAR between 12000 and 14000, then on track 050° to cross DEELX at 12000 and at 250K, then on track 050° to STKUP, then on track 003° to DOSBE, then on track 021° to RRIKK, then on track 024° to FLAIR, then on track 056° to WOOOO, then on track 056°. Expect RADAR vectors to final approach course.

LANDING RWYS 36L/C/R: From DEBBT on track 070° to cross CONTR at or above 11000, then on track 070° to cross OPALS between 10000 and 12000, then on track 070°to cross BLNCE at 9000 and at 210K, then on heading 090°. Expect RADAR vectors to final approach course.

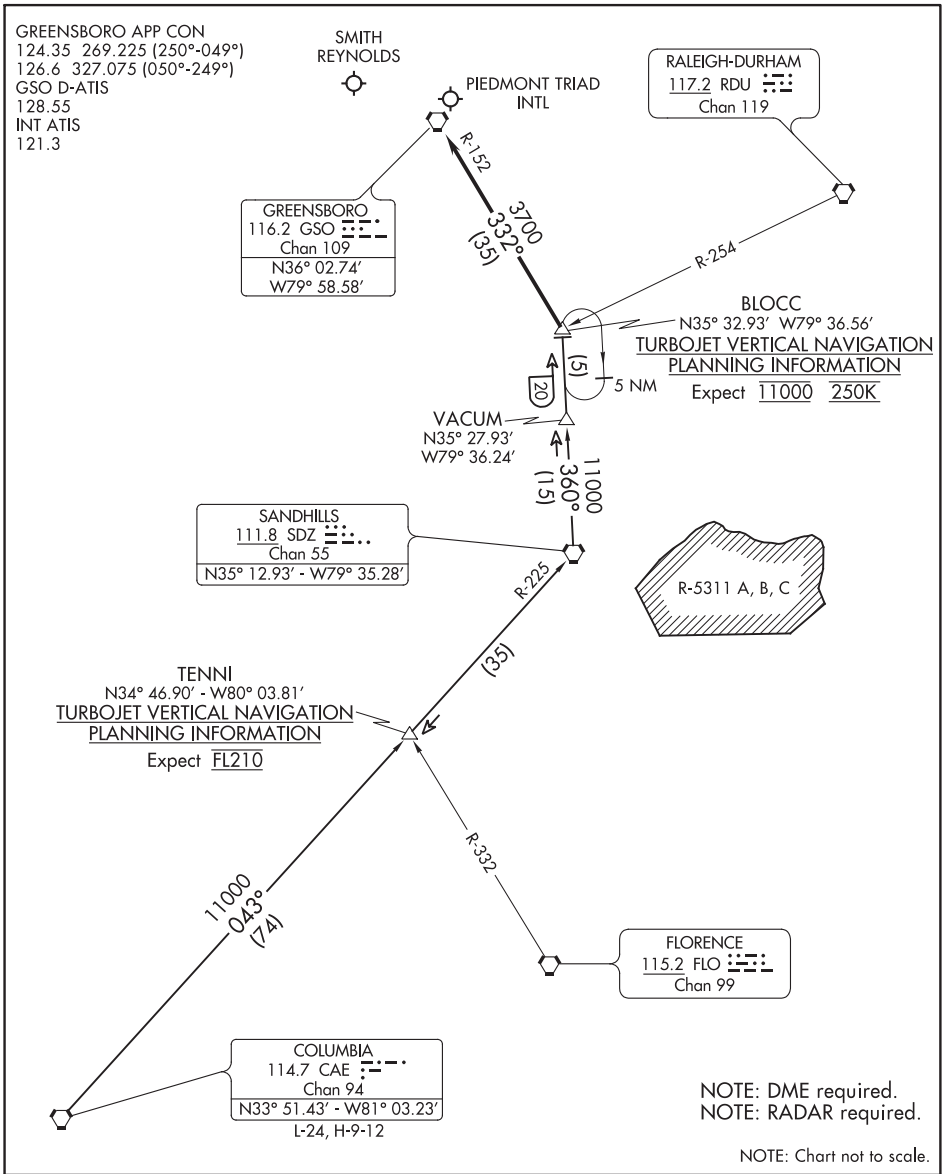
LOST COMMUNICATIONS:

RWYS 18L/C/R: After JRDEN turn right direct CLT VOR/DME and hold maintain 12000.

RWY 23: After WOOOO turn right direct CLT VOR/DME and hold maintain 12000.

# BLOCC TWO ARRIVAL

GREENSBORO, NORTH CAROLINA



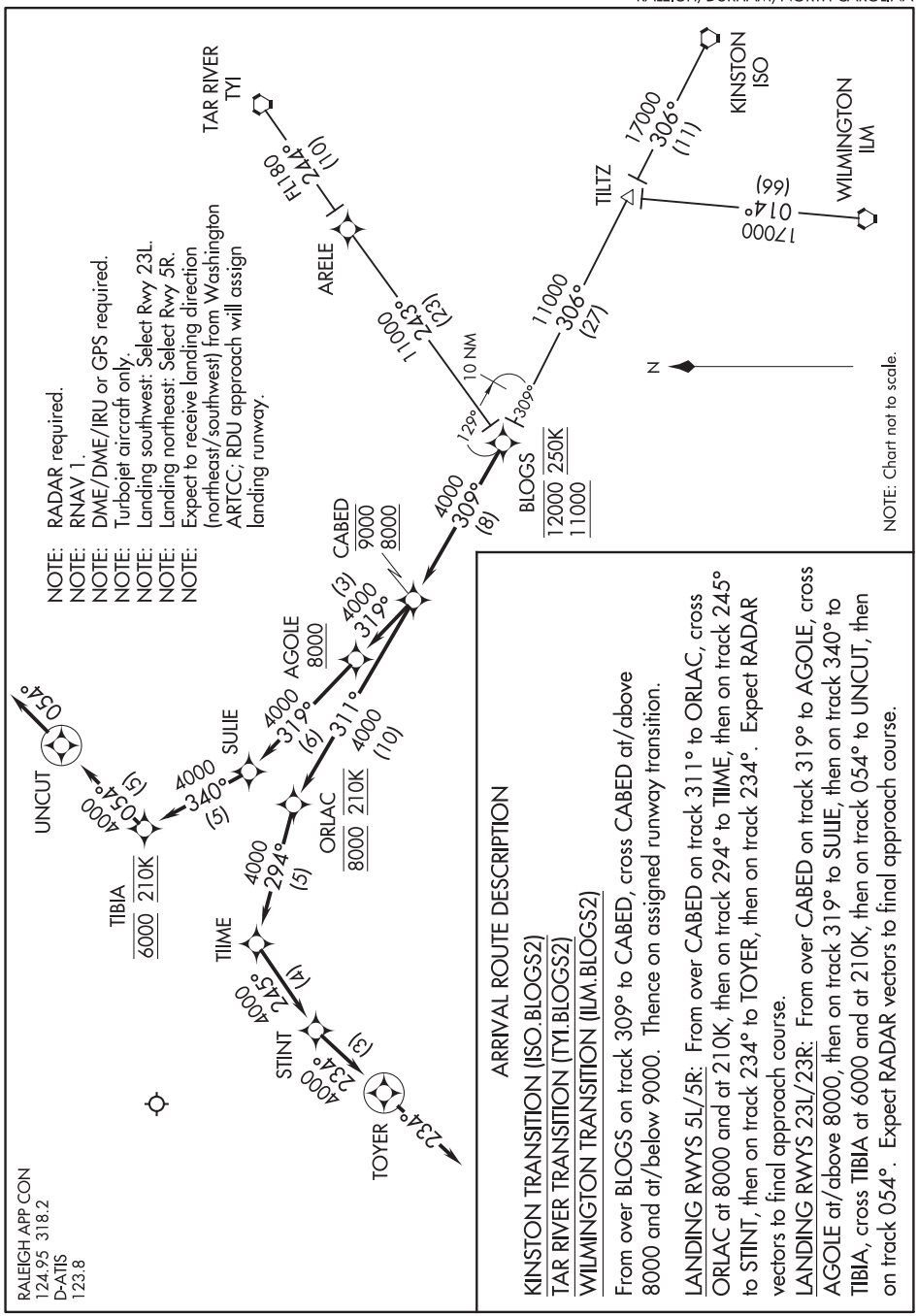

COLUMBIA TRANSITION (CAE.BLOCC2): From over CAE VORTAC on CAE R-043 and SDZ R-225 to SDZ VORTAC then on SDZ R-360 to BLOCC. Thence. . . .

. . . .from over BLOCC on GSO R-152 to GSO VORTAC. Expect RADAR vectors to final approach course.

(BLOGS.BLOGS2) 20142

# BLOGS TWO ARRIVAL (RNAV)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA





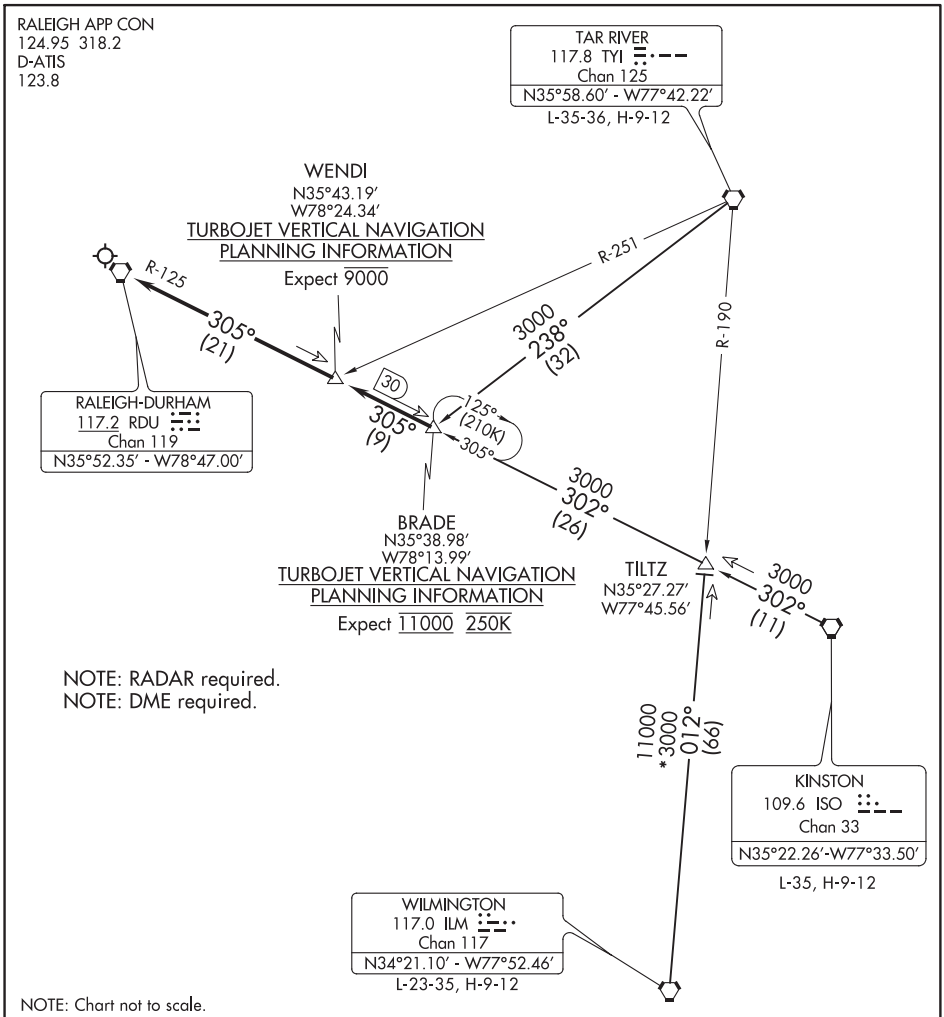

SE-2, 10 SEP 2020 to 05 NOV 2020

BLOGS TWO ARRIVAL (RNAV)

(BLOGS.BLOGS2) 24MAY18

RALEIGH-DURHAM, NORTH CAROLINA
RALEIGH/DURHAM INTL (RDU)

# BRADE SIX ARRIVAL




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## ARRIVAL ROUTE DESCRIPTION

KINSTON TRANSITION (ISO.BRADE6): From over ISO VORTAC on ISO R-302 to BRADE, thence . . . .

TAR RIVER TRANSITION (TYI.BRADE6): From over TYI VORTAC on TYI R-238 to BRADE, thence . . . .

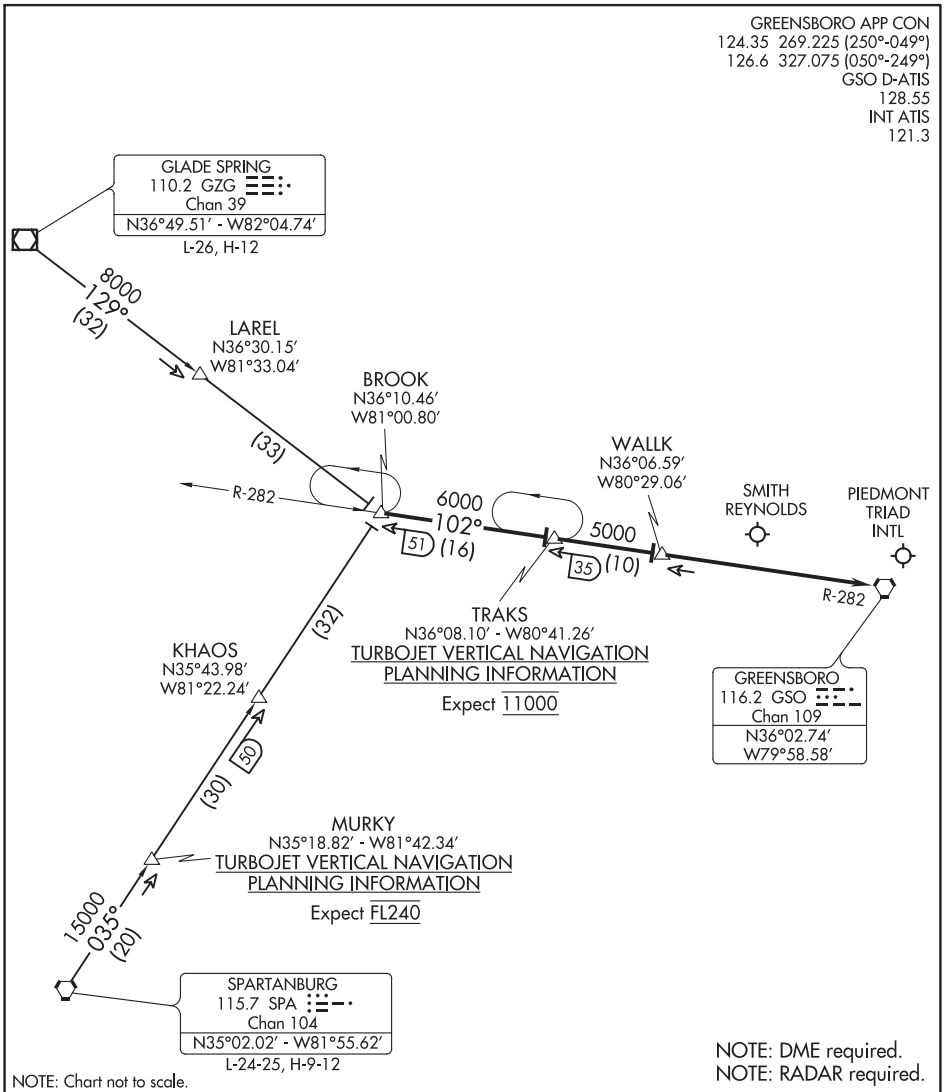
WILMINGTON TRANSITION (ILM.BRADE6): From over ILM VORTAC on ILM R-012 to TILTZ, then on ISO R-302 to BRADE, thence . . . .

. . . . from over BRADE on RDU R-125 to RDU VORTAC. Expect RADAR vectors to final approach course after WENDI.

(BROOK.BROOK4) 20198 AL-178 (FAA)

# BROOK FOUR ARRIVAL

GREENSBORO, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

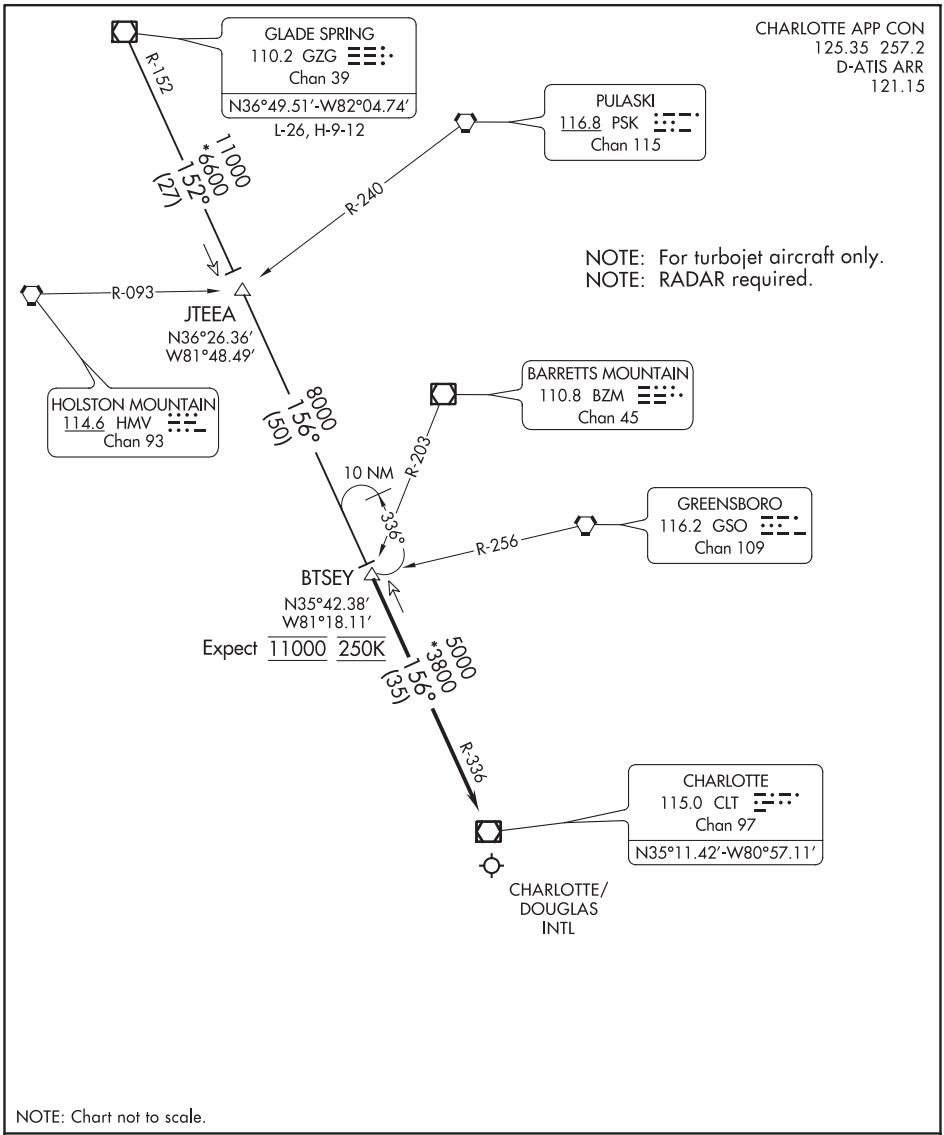
GLADE SPRING TRANSITION (GZG.BROOK4): From over GZG VOR/DME on GZG R-129 to BROOK INT. Thence. . . .
SPARTANBURG TRANSITION (SPA.BROOK4): From over SPA VORTAC on SPA R-035 to BROOK INT. Thence. . . .

. . . .from over BROOK via GSO R-282 to TRAKS, then on GSO R-282 to WALLK, then on GSO R-282 to GSO VORTAC. Expect RADAR vectors to final approach course.

BROOK FOUR ARRIVAL

GREENSBORO, NORTH CAROLINA

(BROOK.BROOK4) 21MAY20




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## ARRIVAL ROUTE DESCRIPTION

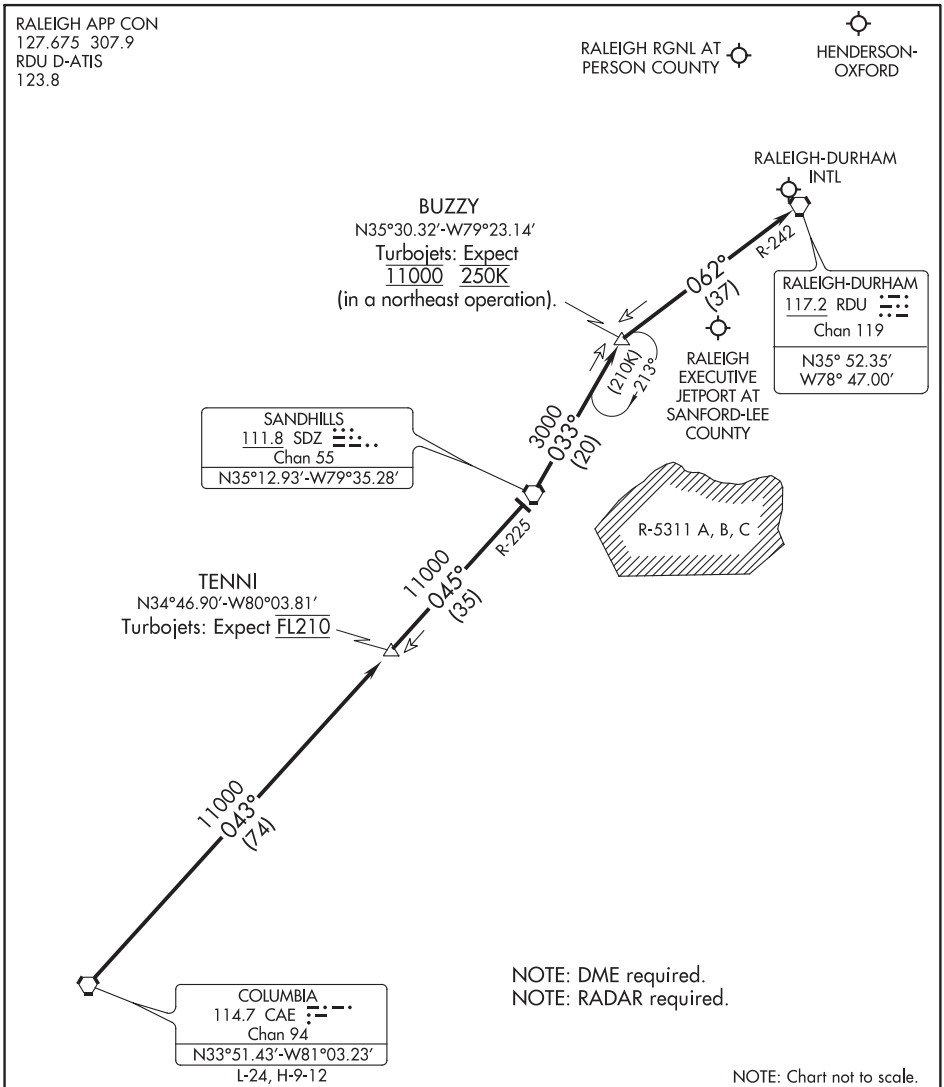
GLADE SPRINGS TRANSITION (GZG.BTSEY2): From over GZG VOR/DME on GZG R-152 to JTEEA, then on CLT R-336 to BTSEY. Thence . . . .

. . . . from BTSEY on CLT R-336 to CLT VOR/DME. Expect RADAR vectors to final approach course prior to CLT VOR/DME.

(BUZZY.BUZZY9) 20198 AL-516 (FAA)

# BUZZY NINE ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA



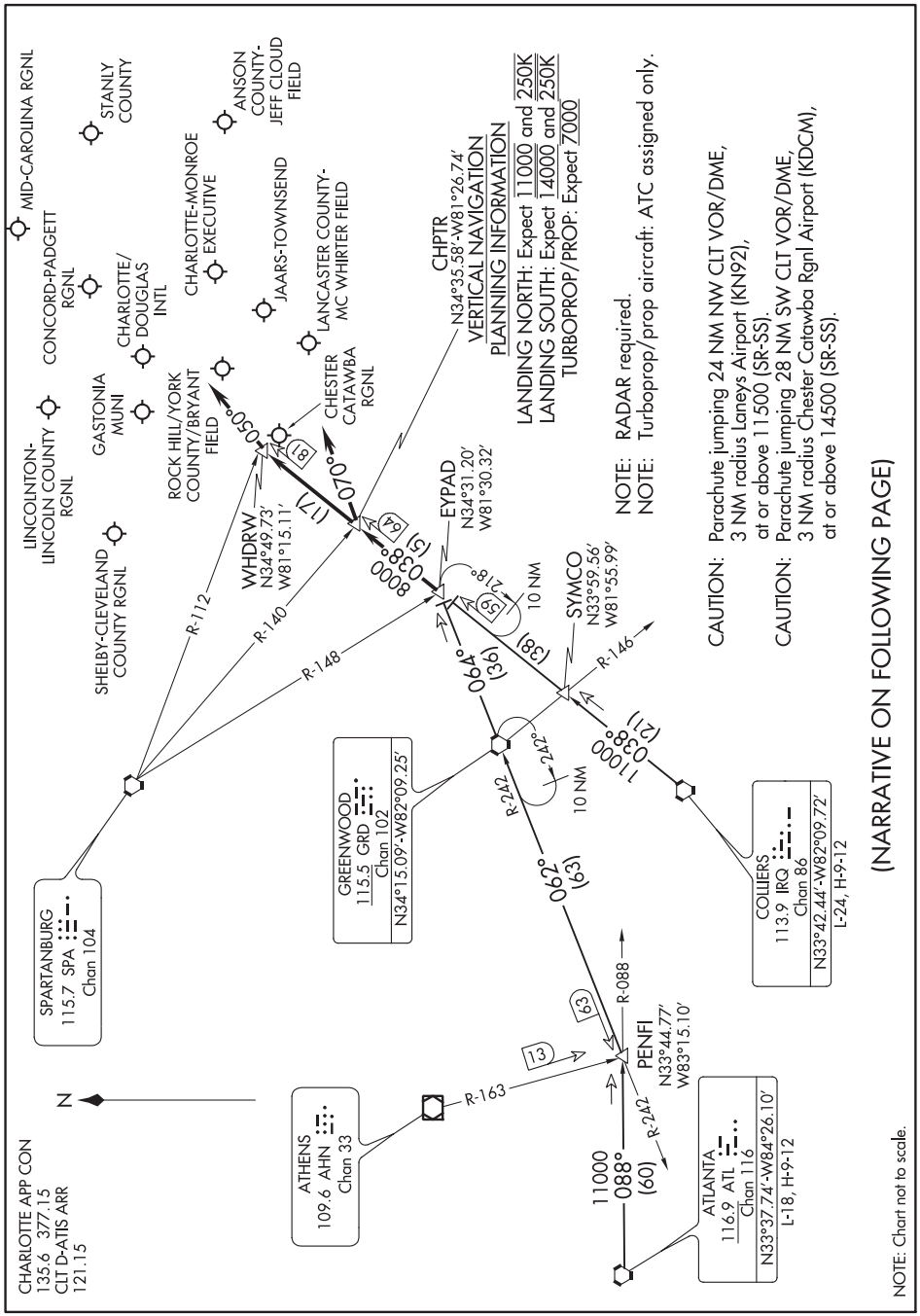

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## ARRIVAL ROUTE DESCRIPTION

COLUMBIA TRANSITION (CAE.BUZZY9): From over CAE VORTAC on CAE R-043 and SDZ R-225 to SDZ VORTAC, then on SDZ R-033 to BUZZY.

. . . . Thence on RALEIGH/DURHAM VORTAC R-242 to RDU. Expect RADAR vectors to final approach course after BUZZY.


MID-CAROLINA RGNL
STANLY COUNTY
ANSON COUNTY-JEFF CLOUD FIELD
CONCORD-PADGETT RGNL
CHARLOTTE-MONROE EXECUTIVE
CHARLOTTE/DOUGLAS INTL
JAARS-TOWNSEND
LANCASTER COUNTY-MC WHIRTER FIELD
LINCOLNTON-LINCOLN COUNTY RGNL
GASTONIA MUNI
ROCK HILL/YORK COUNTY/BRYANT FIELD
CHESTER CATAWBA RGNL
SHELBY-CLEVELAND COUNTY RGNL
CHPTR
N34°35.58'-W81°26.74'
VERTICAL NAVIGATION
PLANNING INFORMATION
LANDING NORTH: Expect 11000 and 250K
LANDING SOUTH: Expect 14000 and 250K
TURBOPROP/PROP: Expect 7000
NOTE: RADAR required.
NOTE: Turboprop/prop aircraft: ATC assigned only.
CAUTION: Parachute jumping 24 NM NW CLT VOR/DME, 3 NM radius Laneys Airport (KN92), at or above 11500 (SR-SS).
CAUTION: Parachute jumping 28 NM SW CLT VOR/DME, 3 NM radius Chester Catawba Rgnl Airport (KDCM), at or above 14500 (SR-SS).
WHDRW
N34°49.73'
W81°15.11'
EYPAD
N34°31.20'
W81°30.32'
SYMCO
N33°59.56'
W81°55.99'
R-112
R-140
R-148
R-146
R-242
R-088
R-163
050°
070°
038°
290°
038°
290°
11000
088°
(60)
11000
038°
(21)
(63)
(36)
(38)
(17)
(5)
(13)
(81)
(84)
(56)
8000
21.8°
10 NM
10 NM
GREENWOOD
115.5 GRD
Chan 102
N34°15.09'-W82°09.25'
SPARTANBURG
115.7 SPA
Chan 104
ATHENS
109.6 AHN
Chan 33
PENFI
N33°44.77'
W83°15.10'
COLLIERS
113.9 IRQ
Chan 86
N33°42.44'-W82°09.72'
L-24, H-9-12
ATLANTA
116.9 ATL
Chan 116
N33°37.74'-W84°26.10'
L-18, H-9-12
CHARLOTTE APP CON
135.6 377.15
CLT D-ATIS ARR
121.15
N
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

ATLANTA TRANSITION (ATL.CHPTR3): From over ATL VORTAC on ATL R-088 to PENFI, then on GRD R-242 to GRD VORTAC, then on GRD R-064 to EYPAD, thence. . . .
COLLIERS TRANSITION (IRQ.CHPTR3): From over IRQ VORTAC on IRQ R-038 to EYPAD, thence. . . .

. . . .from EYPAD on IRQ R-038 to CHPTR.

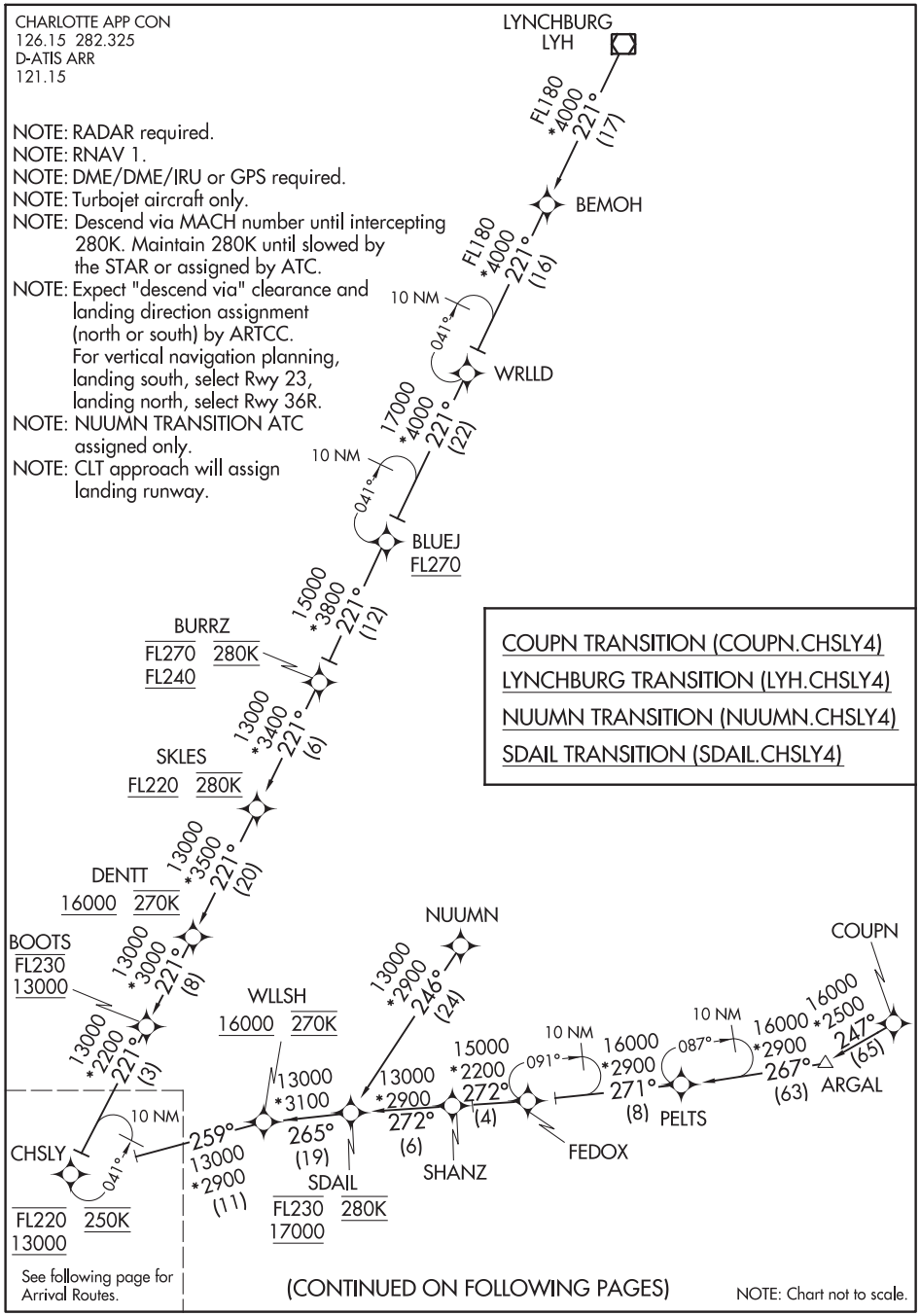
CHARLOTTE/DOUGLAS INTL:
LANDING NORTH: From CHPTR on heading 070°, expect RADAR vectors to final approach course.
LANDING SOUTH: From CHPTR on IRQ R-038 to WHDRW, then on heading 050°, expect RADAR vectors to final approach course.

ALL OTHER AIRPORTS:
From CHPTR on IRQ R-038 to WHDRW, expect RADAR vectors prior to WHDRW to destination airport.


SE-2, 10 SEP 2020 to 05 NOV 2020

# CHSLY FOUR ARRIVAL (RNAV) Transition Routes

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA





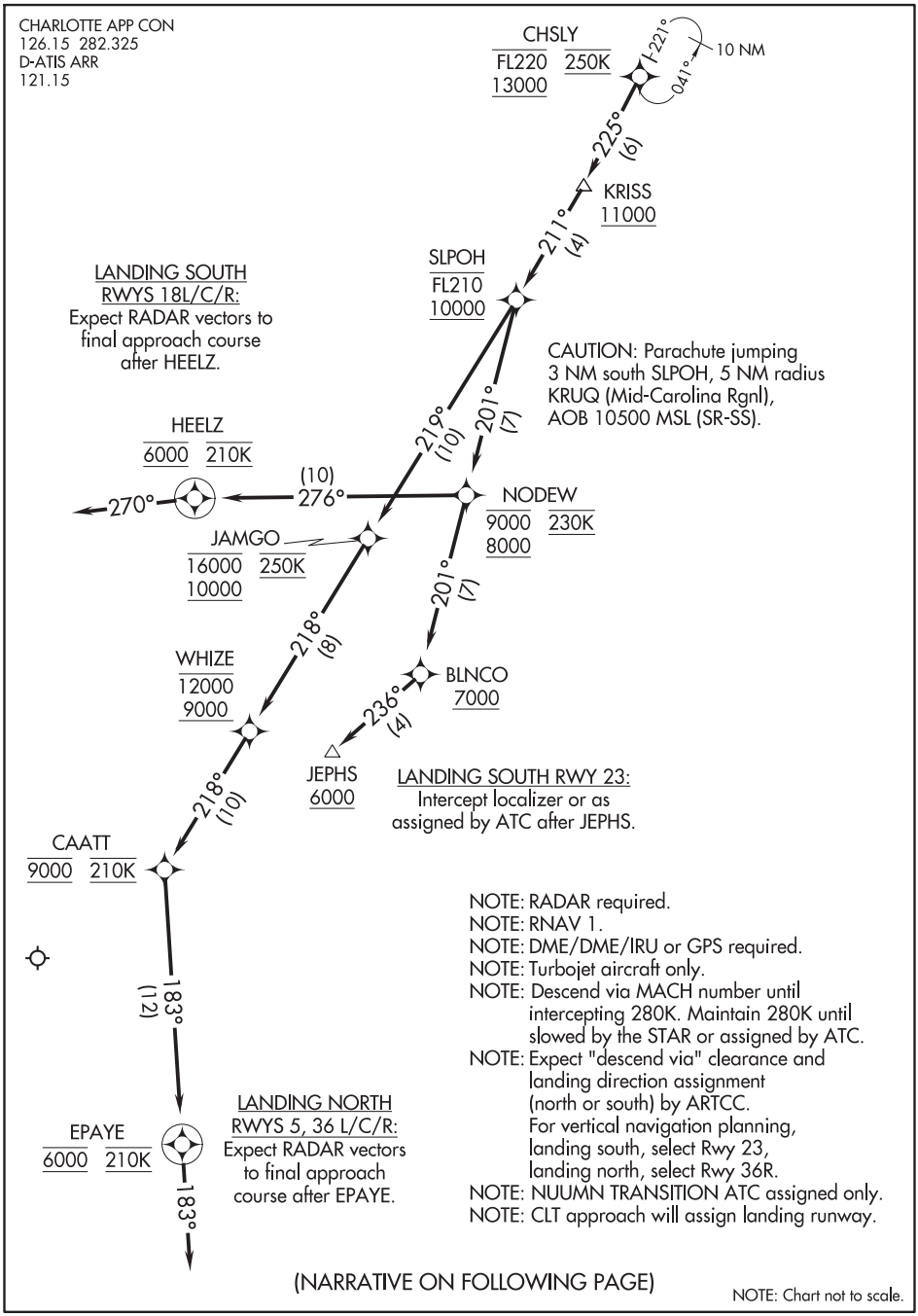

SE-2, 10 SEP 2020 to 05 NOV 2020

CHSLY FOUR ARRIVAL (RNAV) Transition Routes
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(CHSLY.CHSLY4) 20086

# CHSLY FOUR ARRIVAL (RNAV) Arrival Routes

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA





SE-2, 10 SEP 2020 to 05 NOV 2020

CHSLY FOUR ARRIVAL (RNAV) Arrival Routes
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)
(CHSLY.CHSLY4) 03JAN19

ARRIVAL ROUTE DESCRIPTION

From CHSLY on track 225° to cross KRISS at or above 11000, then on track 211° to cross SLPOH between 10000 and FL210.

LANDING RWYS 5, 36L/C/R: From SLPOH on track 219° to cross JAMGO between 10000 and 16000 and at 250K, then on track 218° to cross WHIZE between 9000 and 12000, then on track 218° to cross CAATT at 9000 and at 210K, then on track 183° to cross EPAYE at 6000 and at 210K, then on track 183°. Expect RADAR vectors to final approach course.

LANDING RWYS 18L/C/R: From SLPOH on track 201° to cross NODEW between 8000 and 9000 and at 230K, then on track 276° to cross HEELZ at 6000 and at 210K, then on track 270°. Expect RADAR vectors to final approach course.

LANDING RWY 23: From SLPOH on track 201° to cross NODEW between 8000 and 9000 and at 230K, then on track 201° to cross BLNCO at or above 7000, then on track 236° to cross JEPHS at or above 6000.
Expect ILS or LOC Rwy 23 approach.

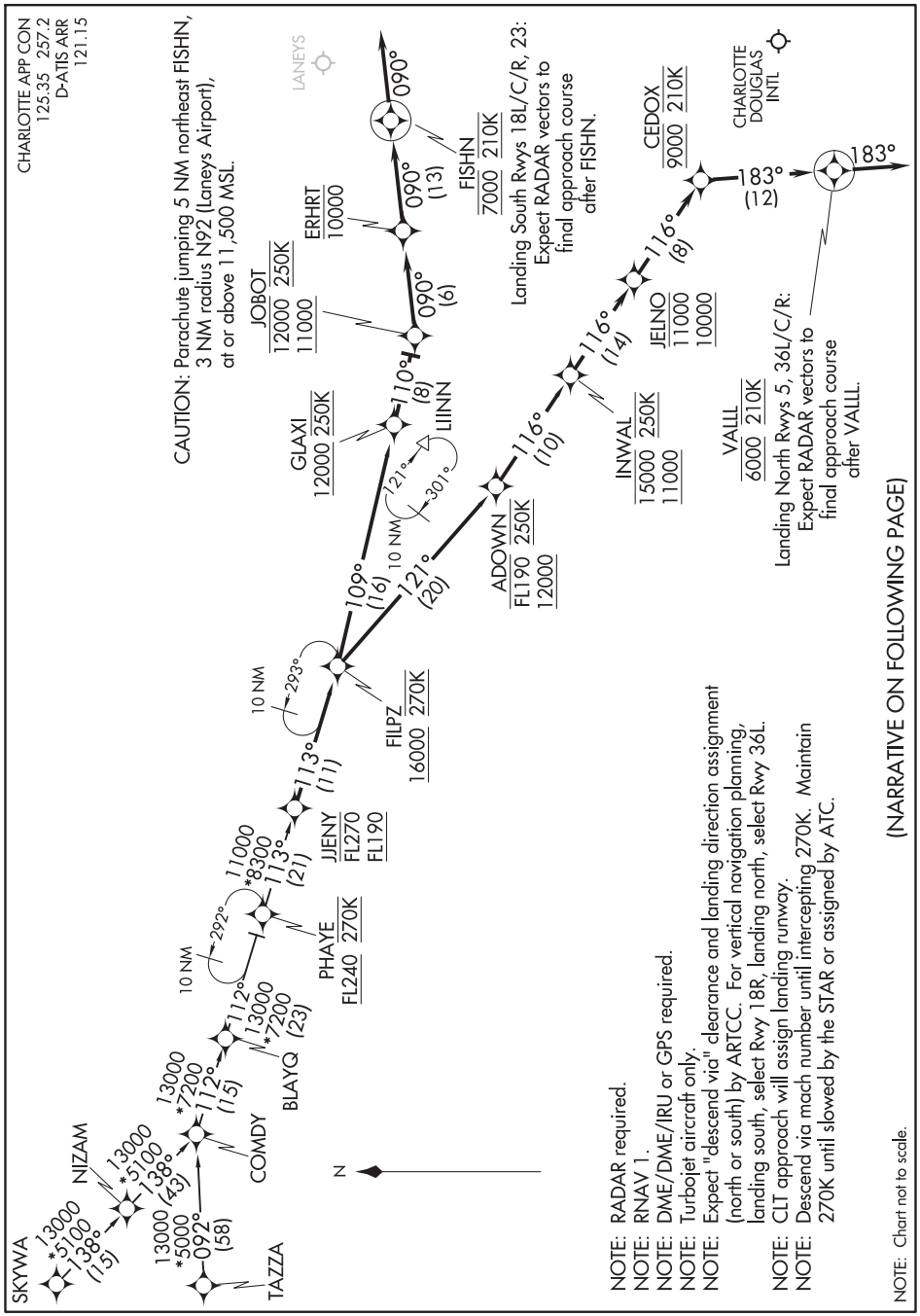

SE-2, 10 SEP 2020 to 05 NOV 2020

(JJENY.FILPZ3) 20198

AL-78 (FAA)

# FILPZ THREE ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA






SE-2, 10 SEP 2020 to 05 NOV 2020

FILPZ THREE ARRIVAL (RNAV)

(JJENY.FILPZ3) 17AUG17

CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

ARRIVAL ROUTE DESCRIPTION

COMDY TRANSITION (COMDY.FILPZ3):
SKYWA TRANSITION (SKYWA.FILPZ3):
TAZZA TRANSITION (TAZZA.FILPZ3):

From JJENY on track 113° to cross FILPZ at or above 16000 and at 270K.

LANDING RWYS 5, 36L/C/R: From FILPZ on track 121° to cross ADOWN between 12000 and FL190 and at 250K, then on track 116° to cross INWAL between 11000 and 15000 and at 250K, then on track 116° to cross JELNO between 10000 and 11000, then on track 116° to cross CEDOX at 9000 and at 210K, then on track 183° to cross VALLL at 6000 and at 210K, then on track 183°. Expect RADAR vectors to final approach course.

LANDING RWYS 18L/C/R, 23: From FILPZ on track 109° to cross GLAXI at or above 12000 and at 250K, then on track 110° to cross JOBOT between 11000 and 12000 and at 250K, then on track 090° to cross ERHRT at or below 10000, then on track 090° to cross FISHN at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

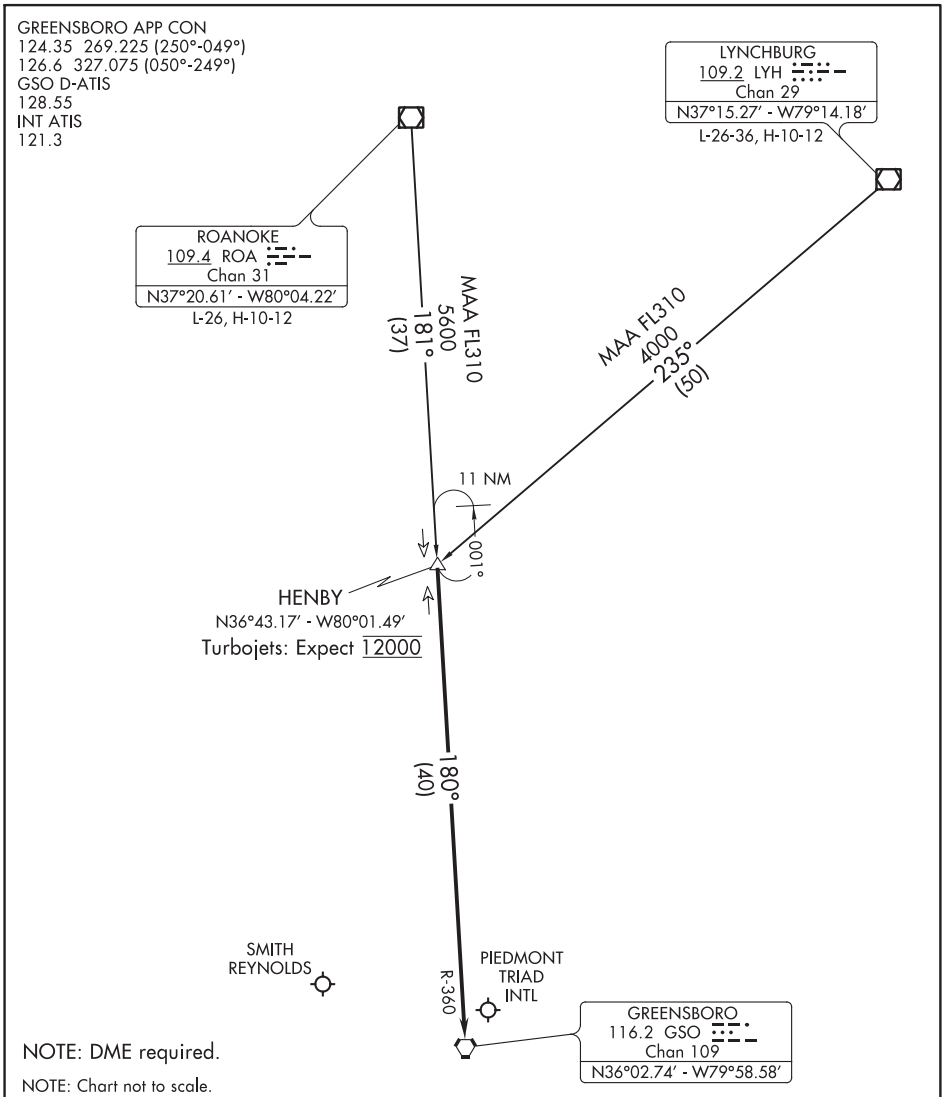

SE-2, 10 SEP 2020 to 05 NOV 2020

(HENBY.HENBY3) 20198

AL-178 (FAA)

# HENBY THREE ARRIVAL

GREENSBORO, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ARRIVAL ROUTE DESCRIPTION

LYNCHBURG TRANSITION (LYH.HENBY3): From over LYH VOR/DME on LYH R-235 to HENBY INT. Thence. . . .
ROANOKE TRANSITION (ROA.HENBY3): From over ROA VOR/DME on ROA R-181 to HENBY INT. Thence. . . .

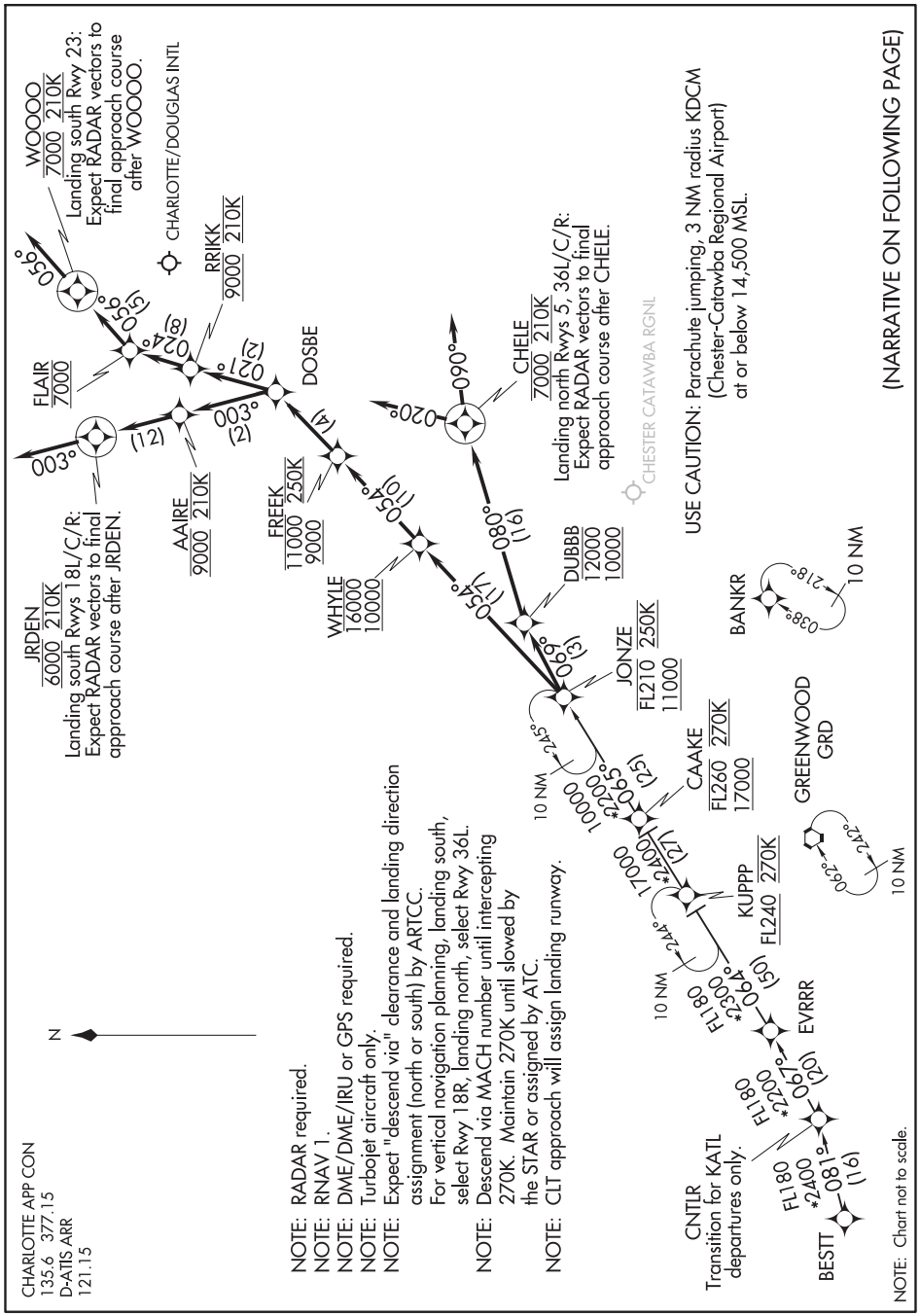
. . . .from over HENBY on GSO R-360 to GSO VORTAC, thence. . . expect RADAR vectors to final approach course.

HENBY THREE ARRIVAL

GREENSBORO, NORTH CAROLINA

(HENBY.HENBY3) 03JAN19

# JONZE TWO ARRIVAL (RNAV)



ARRIVAL ROUTE DESCRIPTION

BESTT TRANSITION (BESTT.JONZE2)
CNTLR TRANSITION (CNTLR.JONZE2)

LANDING RWY 5: From JONZE on track 069° to cross DUBBB between 10000 and 12000, then on track 080° to cross CHELE at 7000 and at 210K, then on heading 020°. Expect RADAR vectors to final approach course.

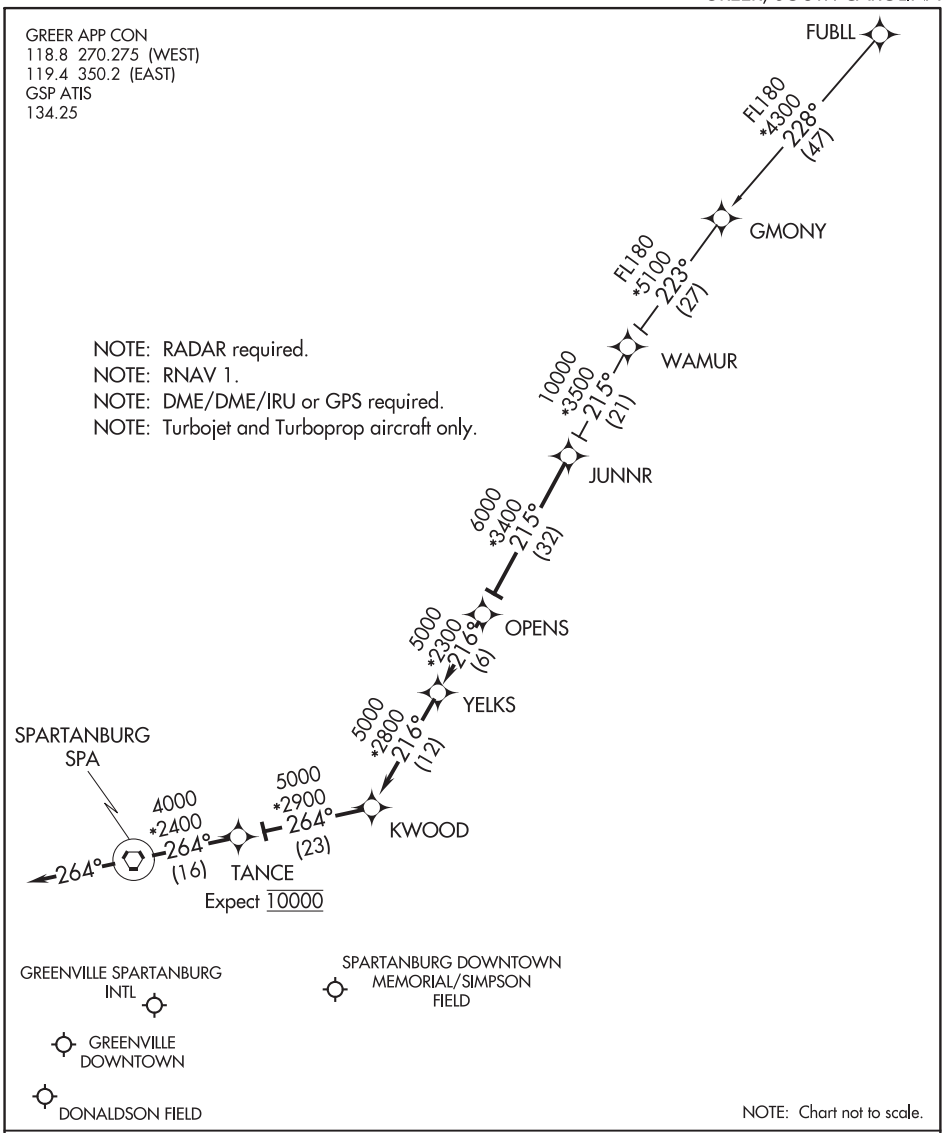
LANDING RWYS 18L/C/R: From JONZE on track 054° to cross WHYLE between 10000 and 16000, then on track 054° to cross FREEK between 9000 and 11000 and at 250K, then on track 054° to DOSBE, then on track 003° to cross AAIRE at 9000 and at 210K, then on track 003° to cross JRDEN at 6000 and at 210K, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RWY 23: From JONZE on track 054° to cross WHYLE between 10000 and 16000, then on track 054° to cross FREEK between 9000 and 11000 and at 250K, then on track 054° to DOSBE, then on track 021° to cross RRIKK at 9000 and at 210K, then on track 024° to cross FLAIR at 7000, then on track 056° to cross WOOOO at 7000 and at 210K, then on track 056°. Expect RADAR vectors to final approach course.

LANDING RWYS 36L/C/R: From JONZE on track 069° to cross DUBBB between 10000 and 12000, then on track 080° to cross CHELE at 7000 and at 210K, then on track 090°. Expect RADAR vectors to final approach course.

# JUNNR THREE ARRIVAL (RNAV)

GREER, SOUTH CAROLINA




## ARRIVAL ROUTE DESCRIPTION

### FUBLL TRANSITION (FUBLL.JUNNR3)

From JUNNR on track 215° to OPENS, then on track 216° to YELKS, then on track 216° to KWOOD, then on track 264° to TANCE, then on track 264° to SPA VORTAC, then on heading 264° or as assigned by ATC. Expect RADAR vectors to final approach course.

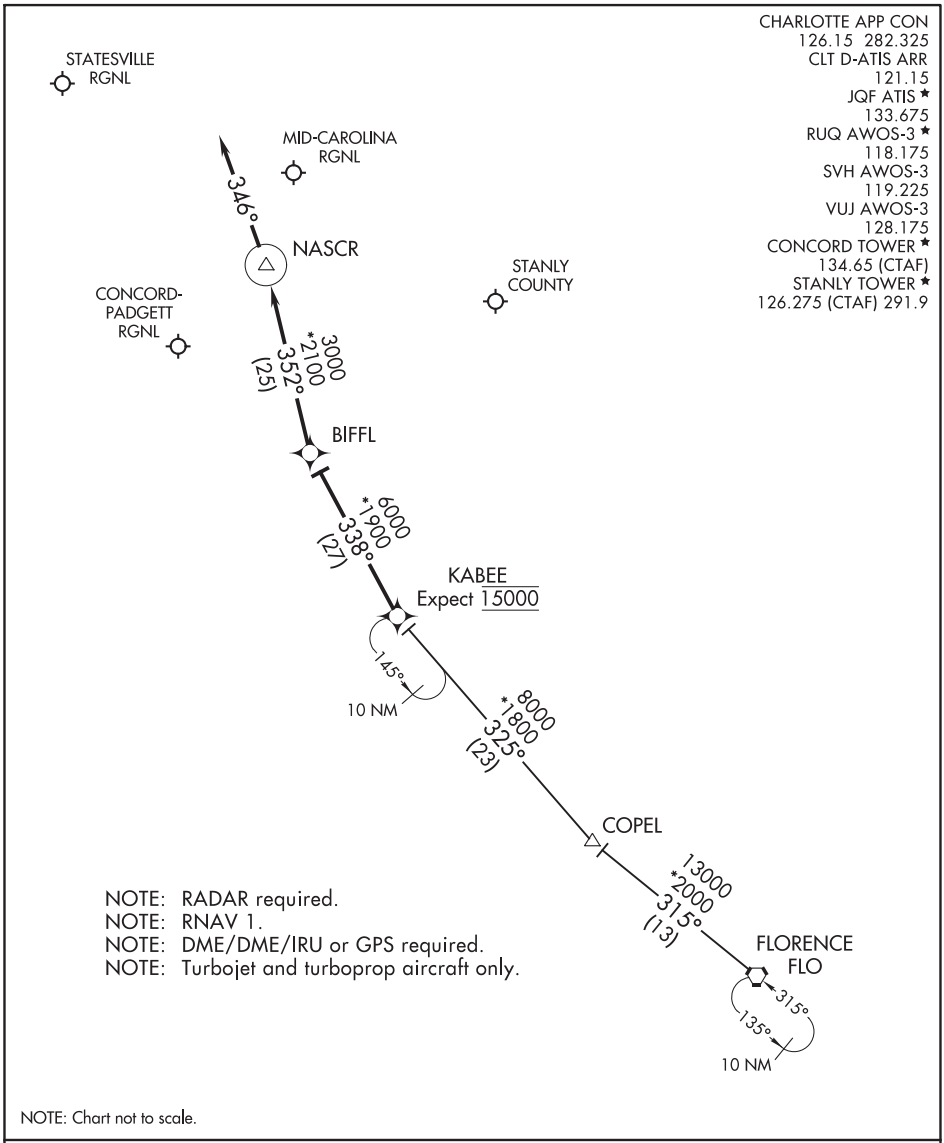


SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(KABEE.KABEE3) 20198 AL-9155 (FAA)

# KABEE THREE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

FLORENCE TRANSITION (FLO.KABEE3)

From KABEE on track 338° to BIFFL, then on track 352° to NASCR, then on heading 346°, expect RADAR vectors to final approach course.



SE-2, 10 SEP 2020 to 05 NOV 2020

KABEE THREE ARRIVAL (RNAV)

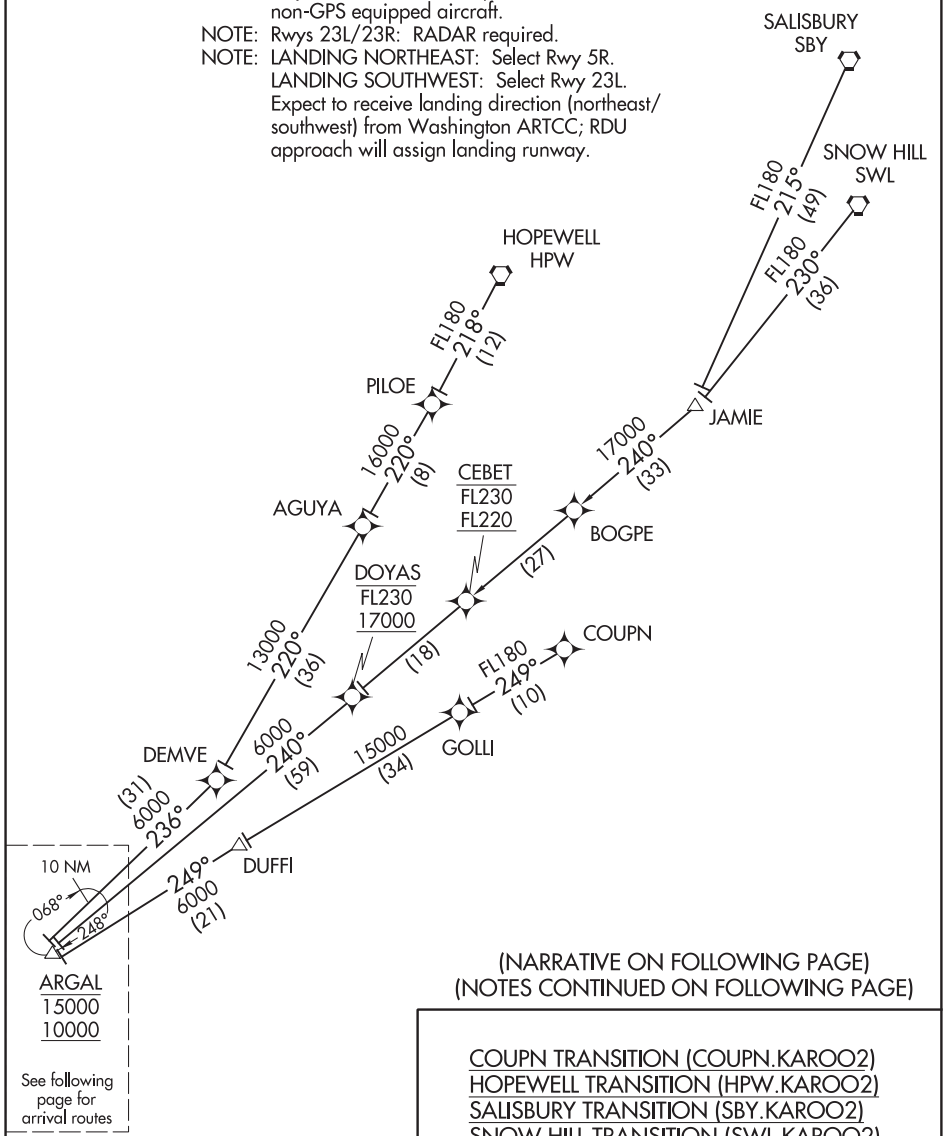
CONCORD, NORTH CAROLINA

(KABEE.KABEE3) 03JAN19

# KAROO TWO ARRIVAL (RNAV) Transition Routes

RALEIGH APP CON
124.95 318.2
D-ATIS
123.8

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Rwys 5L/5R: RADAR required for non-GPS equipped aircraft.
NOTE: Rwys 23L/23R: RADAR required.
NOTE: LANDING NORTHEAST: Select Rwy 5R.
LANDING SOUTHWEST: Select Rwy 23L.
Expect to receive landing direction (northeast/southwest) from Washington ARTCC; RDU approach will assign landing runway.




(NARRATIVE ON FOLLOWING PAGE)
(NOTES CONTINUED ON FOLLOWING PAGE)

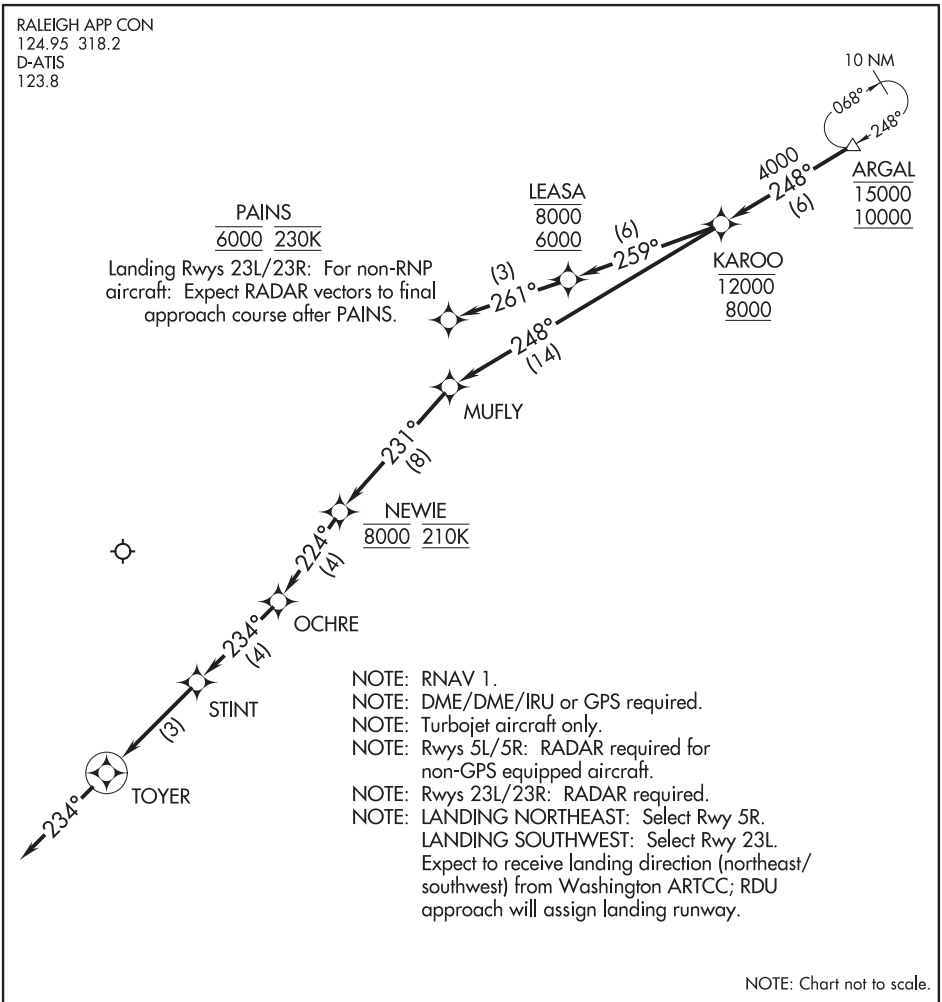
COUPN TRANSITION (COUPN.KAROO2)
HOPEWELL TRANSITION (HPW.KAROO2)
SALISBURY TRANSITION (SBY.KAROO2)
SNOW HILL TRANSITION (SWL.KAROO2)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

# KAROO TWO ARRIVAL(RNAV) Arrival Routes

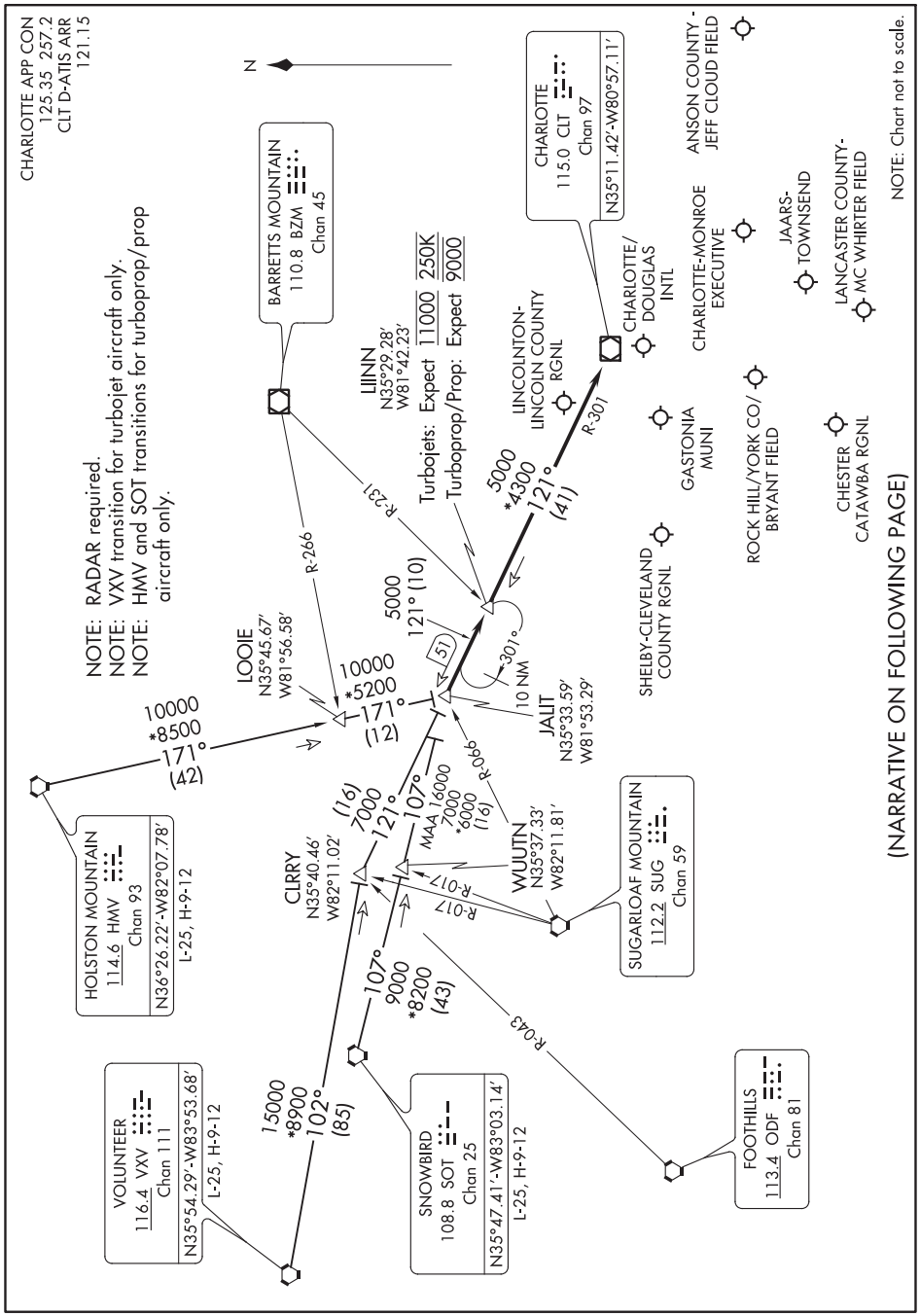



## ARRIVAL ROUTE DESCRIPTION

From ARGAL on track 248° to cross KAROO between 8000 and 12000.

LANDING RWYS 5L/R: From KAROO on track 248° to MUFLY, then on track 231° to cross NEWIE at 8000 and at 210K, then on track 224° to OCHRE, then on track 234° to STINT, then on track 234° to TOYER, then on track 234°. Expect RADAR vectors to final approach course.

LANDING RWYS 23L/R: From KAROO on track 259° to cross LEASA between 6000 and 8000, then on track 261° to cross PAINS at 6000 and at 230K. Expect RNAV (RNP) approach.




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ARRIVAL ROUTE DESCRIPTION

HOLSTON MOUNTAIN TRANSITION (HMV.LIINN3): From over HMV VORTAC on HMV R-171 to JALIT. Thence . . . .

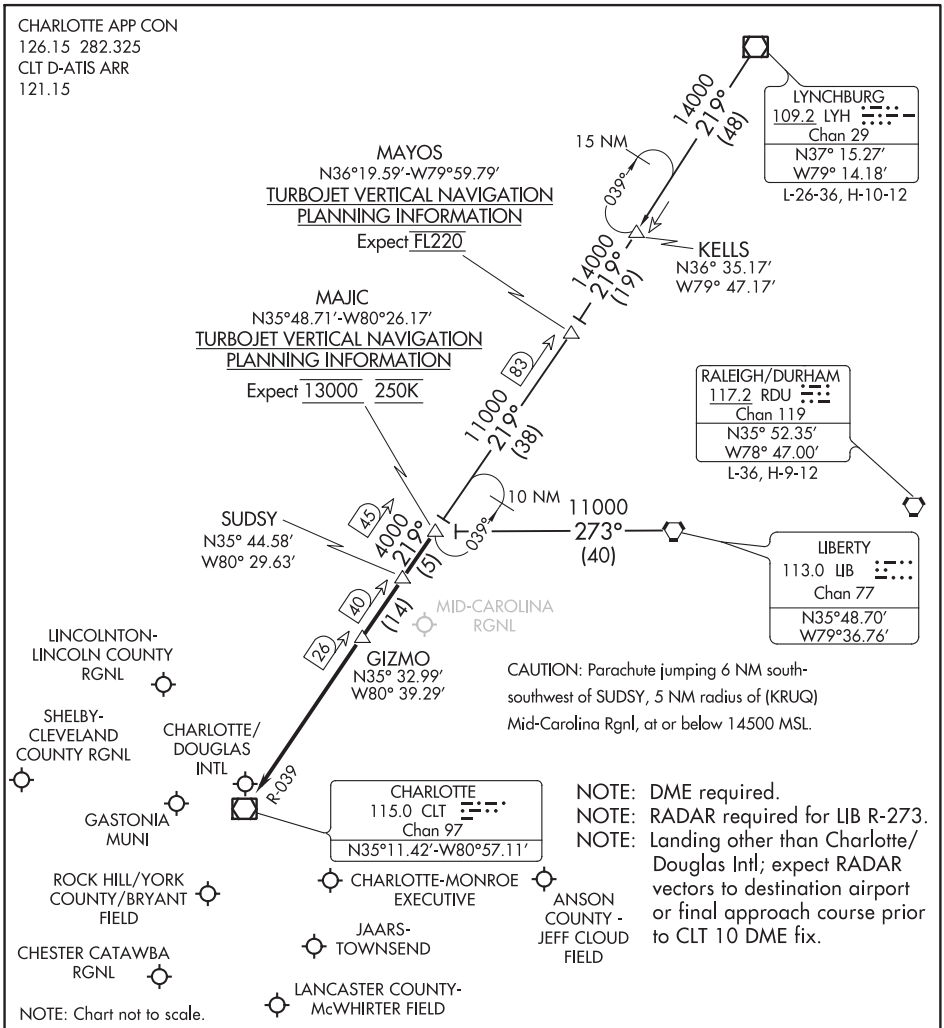
SNOWBIRD TRANSITION (SOT.LIINN3): From over SOT VORTAC on SOT R-107 to JALIT. Thence . . . .

VOLUNTEER TRANSITION (VXV.LIINN3): From over VXV VORTAC on VXV R-102 to CLRRY, then on CLT R-301 to JALIT. Thence . . . .

. . . . from JALIT on CLT R-301 to LIINN, then on CLT R-301 to CLT VOR/DME. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

# MAJIC FOUR ARRIVAL

CHARLOTTE, NORTH CAROLINA




## ARRIVAL ROUTE DESCRIPTION

LIBERTY TRANSITION (LIB.MAJIC4): From over LIB VORTAC on LIB R-273 to MAJIC INT. Thence. . . .
LYNCHBURG TRANSITION (LYH.MAJIC4): From over LYH VOR/DME on LYH R-219 and CLT R-039 to MAJIC INT. Thence. . . .

. . . .From over MAJIC on CLT R-039 to:
LANDING NORTH: CLT VOR/DME. Expect RADAR vectors to final approach course prior to the CLT 5 DME fix.
LANDING SOUTH: GIZMO. Expect RADAR vectors to final approach course.

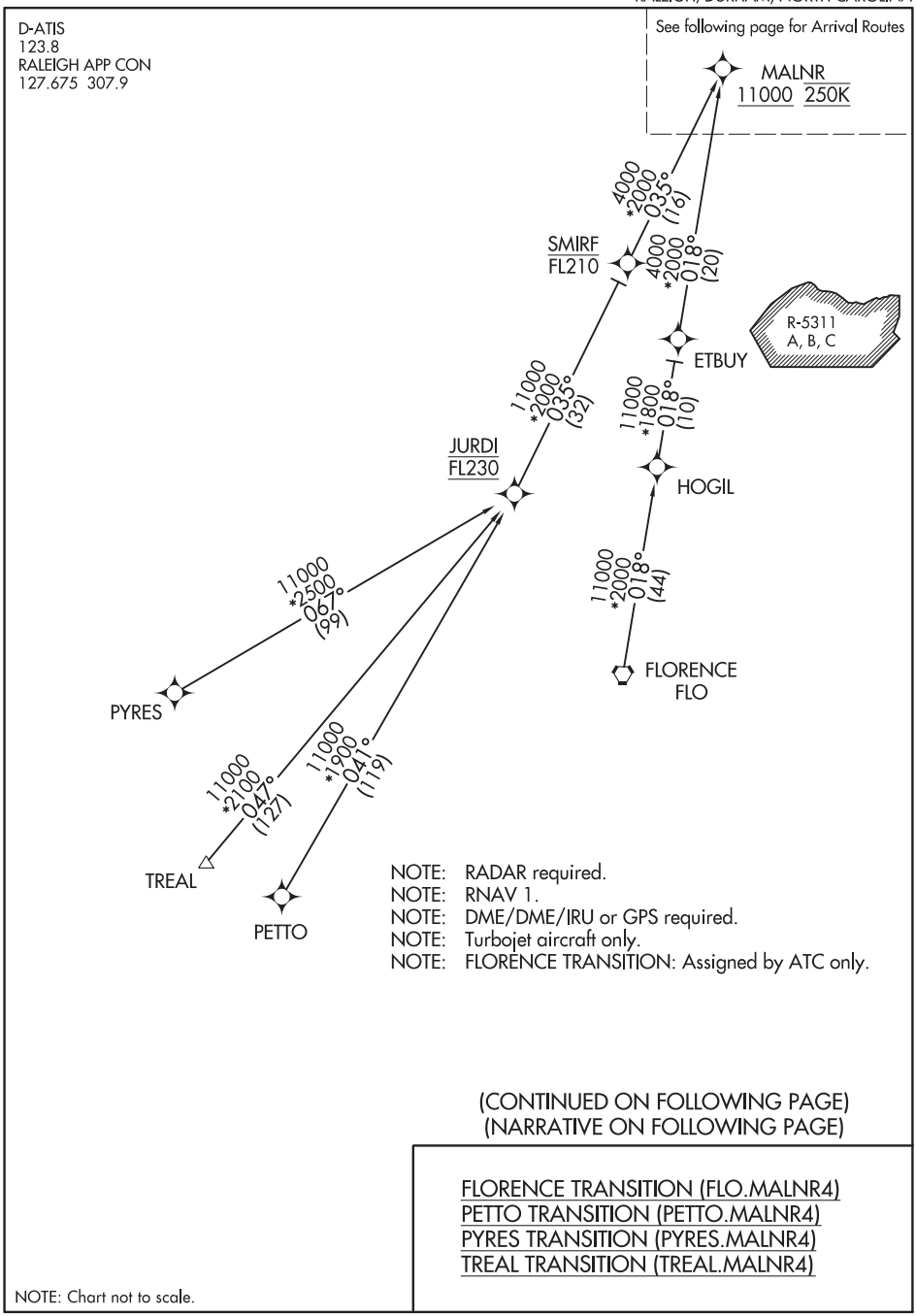


SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(MALNR.MALNR4) 20142 AL-516 (FAA)

# MALNR FOUR ARRIVAL (RNAV) Transition Routes

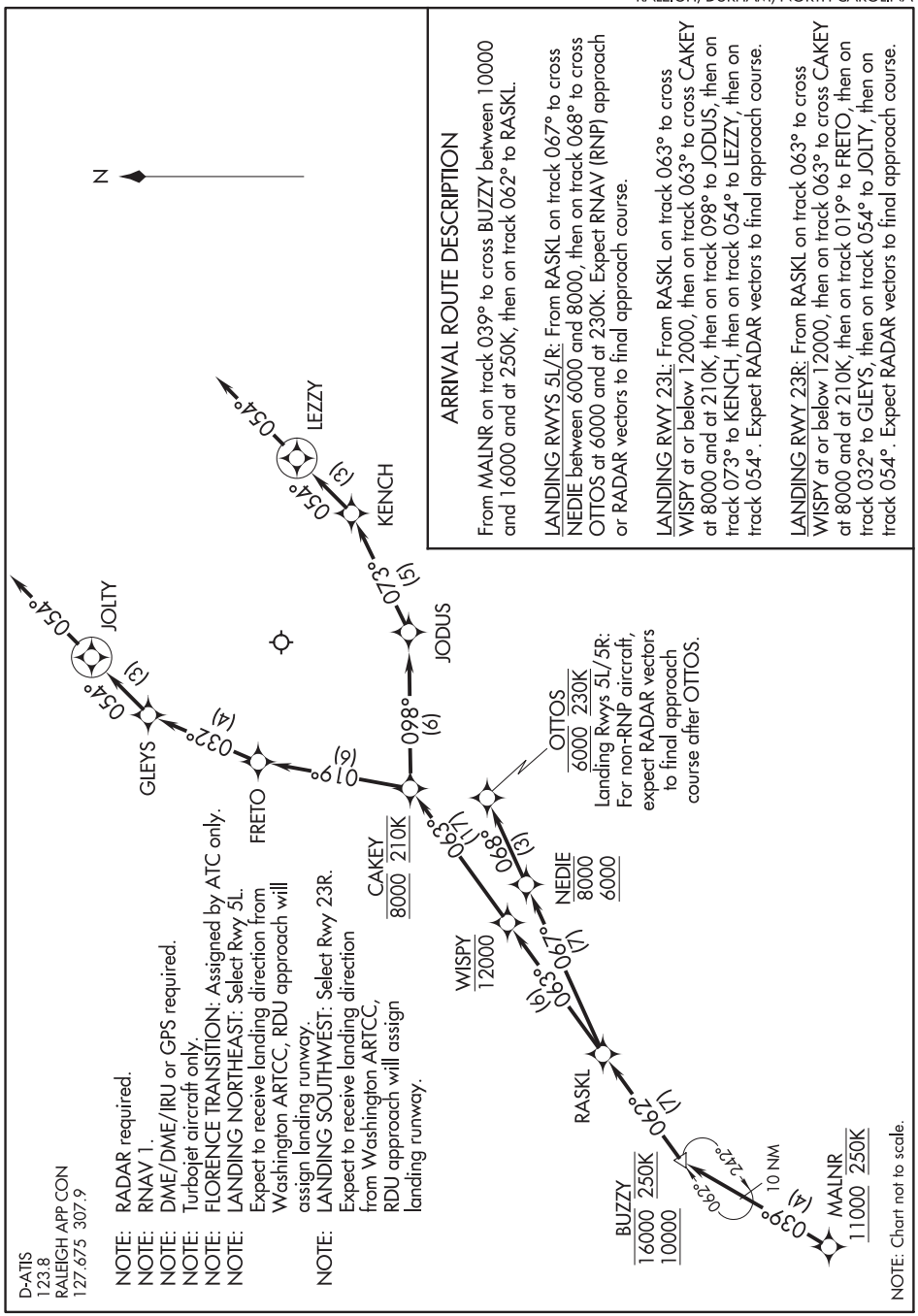
RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA






SE-2, 10 SEP 2020 to 05 NOV 2020

MALNR FOUR ARRIVAL (RNAV) Transition Routes
RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)




## ARRIVAL ROUTE DESCRIPTION

From MALNR on track 039° to cross BUZZY between 10000 and 16000 and at 250K, then on track 062° to RASKL.

LANDING RWYS 5L/R: From RASKL on track 067° to cross NEDIE between 6000 and 8000, then on track 068° to cross OTTOS at 6000 and at 230K. Expect RNAV (RNP) approach or RADAR vectors to final approach course.

LANDING RWY 23L: From RASKL on track 063° to cross WISPY at or below 12000, then on track 063° to cross CAKEY at 8000 and at 210K, then on track 098° to JODUS, then on track 073° to KENCH, then on track 054° to LEZZY, then on track 054°. Expect RADAR vectors to final approach course.

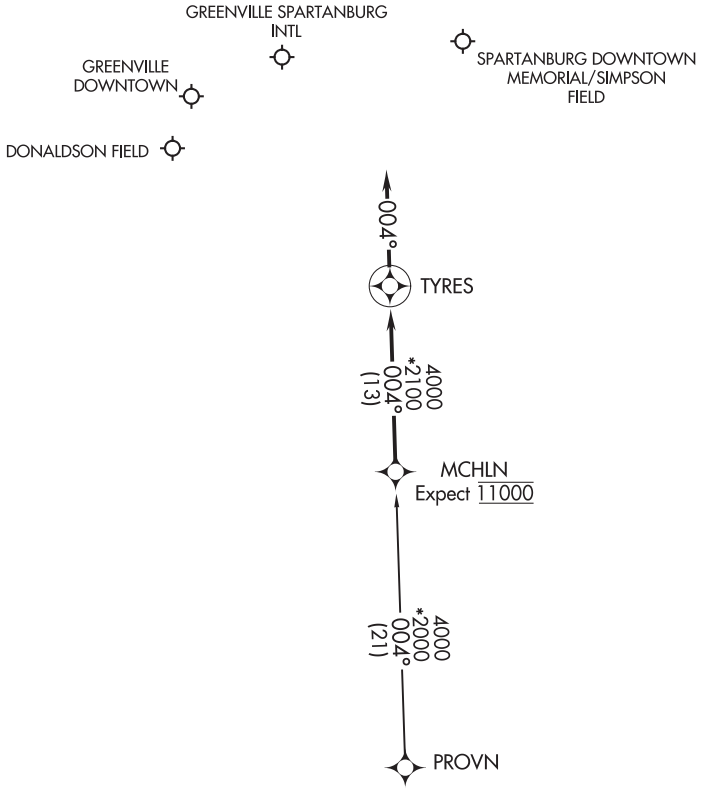
LANDING RWY 23R: From RASKL on track 063° to cross WISPY at or below 12000, then on track 063° to cross CAKEY at 8000 and at 210K, then on track 019° to FRETO, then on track 032° to GLEYS, then on track 054° to JOLTY, then on track 054°. Expect RADAR vectors to final approach course.

(MCHLN.MCHLN2) 20198

# MCHLN TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

GREER APP CON
118.8 270.275 (WEST)
119.4 350.2 (EAST)
GSP ATIS
134.25




NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and Turboprop aircraft only.

NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

### PROVN TRANSITION (PROVN.MCHLN2)

From MCHLN on track 004° to TYRES, then on heading 004°.
Expect RADAR vectors to final approach course.


SE-2, 10 SEP 2020 to 05 NOV 2020

MCHLN TWO ARRIVAL (RNAV)
GREER, SOUTH CAROLINA
(MCHLN.MCHLN2) 25APR19

# MLLET TWO ARRIVAL (RNAV)

CHARLOTTE APP CON
126.15 282.325
D-ATIS ARR 121.15

## ARRIVAL ROUTE DESCRIPTION

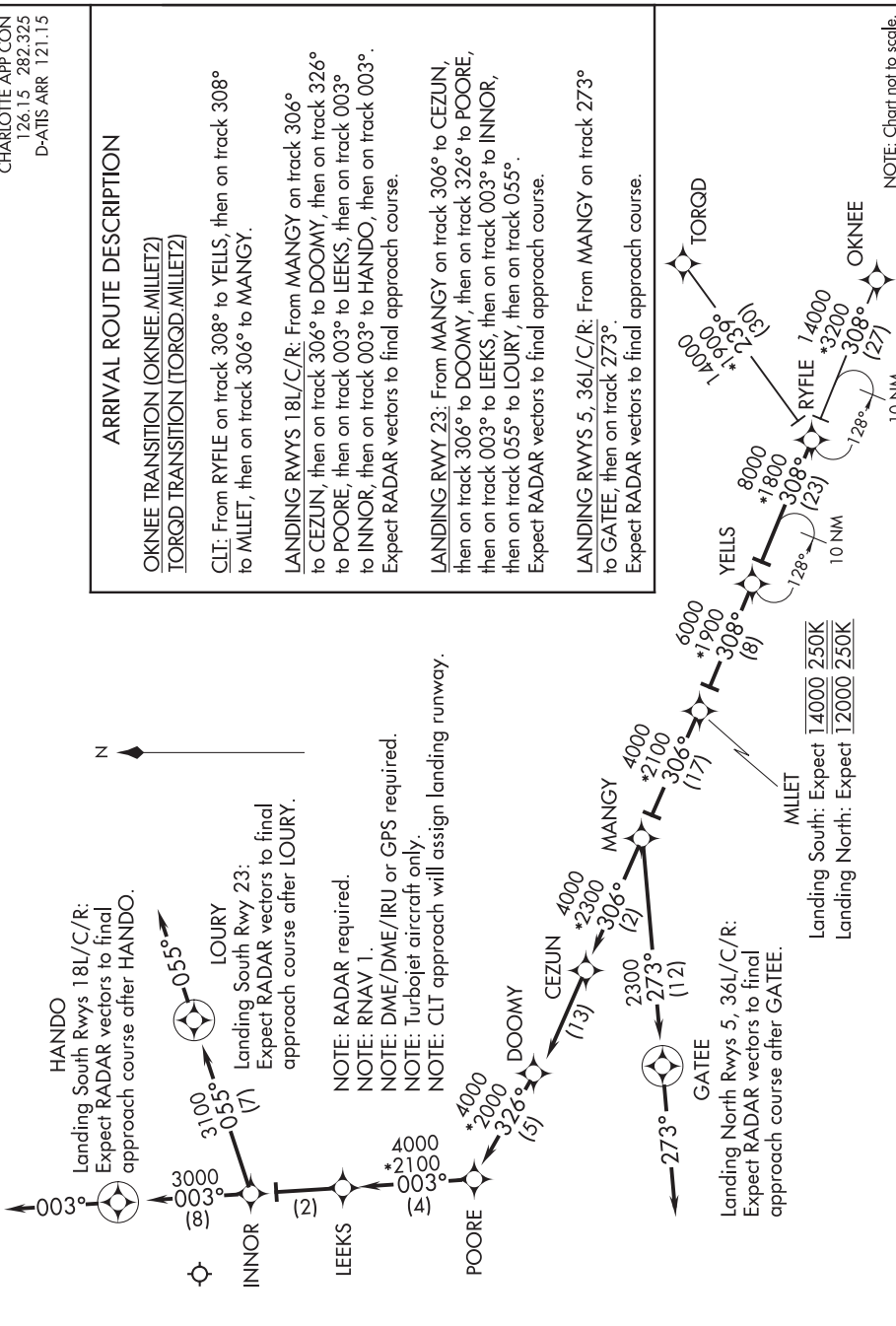
OKNEE TRANSITION (OKNEE.MLLET2)
TORQD TRANSITION (TORQD.MLLET2)

CLT: From RYFLE on track 308° to YELLS, then on track 308° to MLLET, then on track 306° to MANGY.

LANDING RWYS 18L/C/R: From MANGY on track 306° to CEZUN, then on track 306° to DOOMY, then on track 326° to POORE, then on track 003° to LEEKS, then on track 003° to INNOR, then on track 003° to HANDO, then on track 003°. Expect RADAR vectors to final approach course.

LANDING RWY 23: From MANGY on track 306° to CEZUN, then on track 306° to DOOMY, then on track 326° to POORE, then on track 003° to LEEKS, then on track 003° to INNOR, then on track 055° to LOURY, then on track 055°. Expect RADAR vectors to final approach course.

LANDING RWYS 5, 36L/C/R: From MANGY on track 273° to GATEE, then on track 273°. Expect RADAR vectors to final approach course.



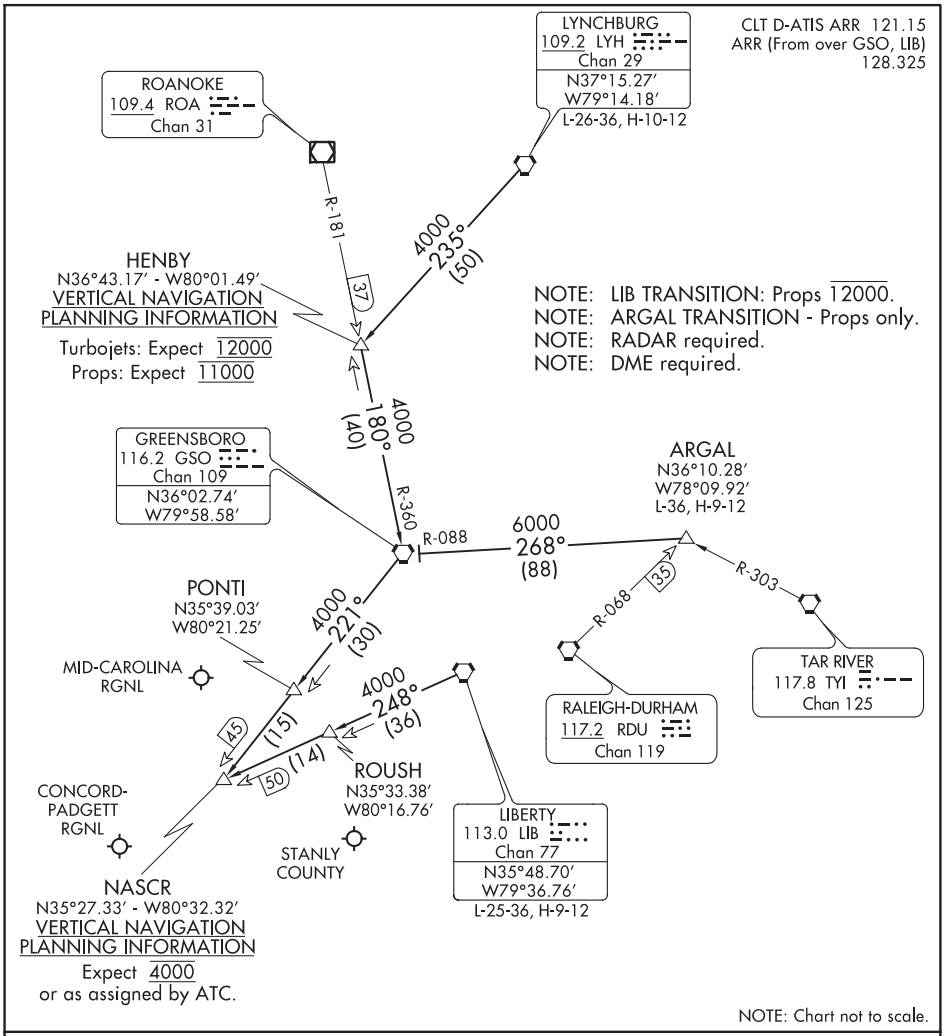

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

(NASCR.NASCR4) 20198 AL-9155 (FAA)

# NASCR FOUR ARRIVAL

CONCORD, NORTH CAROLINA




## ARRIVAL DESCRIPTION

ARGAL TRANSITION (ARGAL.NASCR4): From over ARGAL INT on GSO R-088 to GSO VORTAC then on GSO R-221 to NASCR INT. Thence. . . .

LIBERTY TRANSITION (LIB.NASCR4): From over LIB VORTAC on LIB R-248 to NASCR INT. Thence. . . .

LYNCHBURG TRANSITION (LYH.NASCR4): From over LYH VORTAC on LYH R-235 to HENBY INT then on GSO R-360 to GSO VORTAC then on GSO R-221 to NASCR INT. Thence. . . .

. . . .from over NASCR INT. Expect RADAR vectors to final approach course.



SE-2, 10 SEP 2020 to 05 NOV 2020

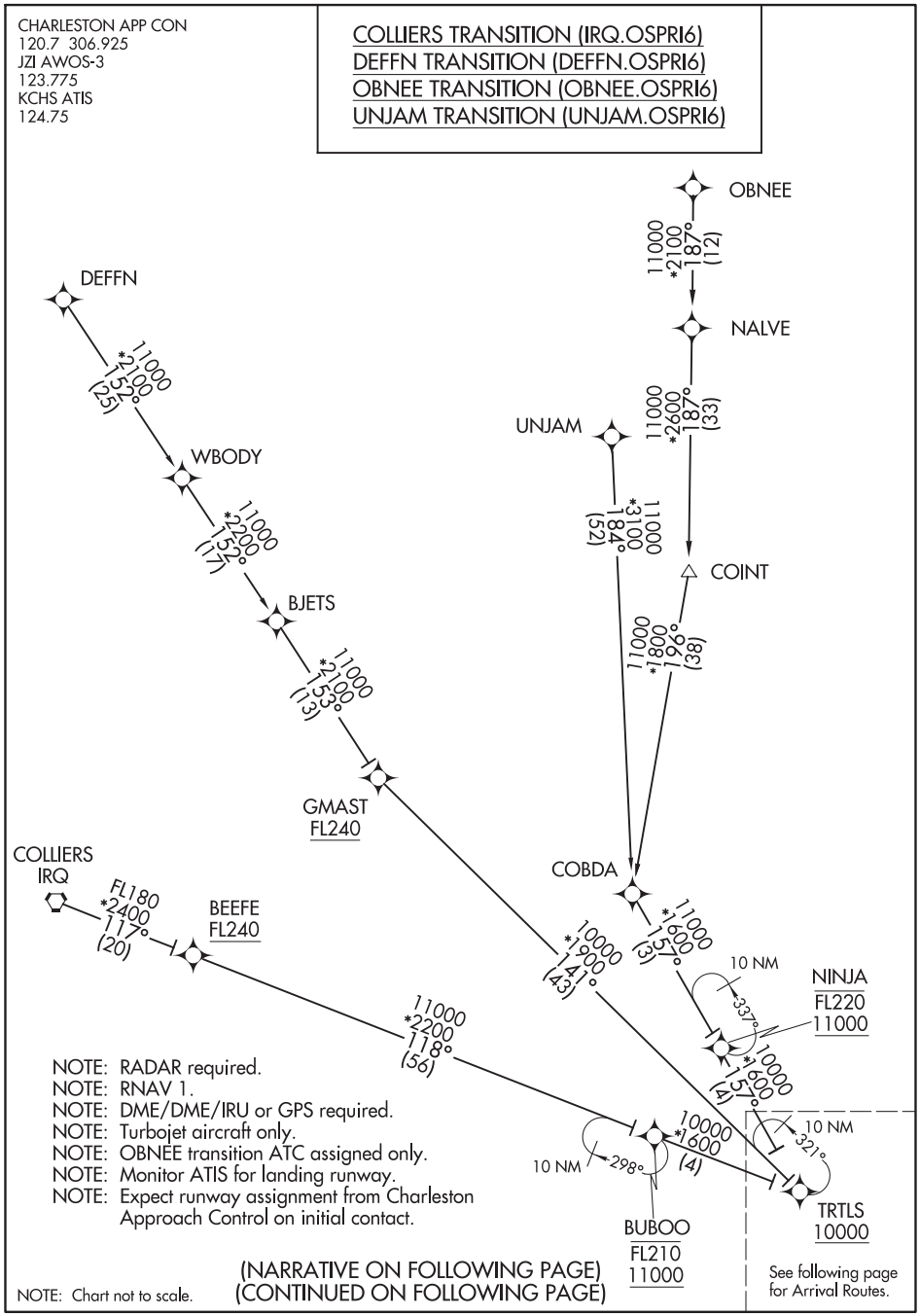
NASCR FOUR ARRIVAL

CONCORD, NORTH CAROLINA

(NASCR.NASCR4) 03JAN19

# OSPRI SIX ARRIVAL (RNAV) Transition Routes

CHARLESTON, SOUTH CAROLINA



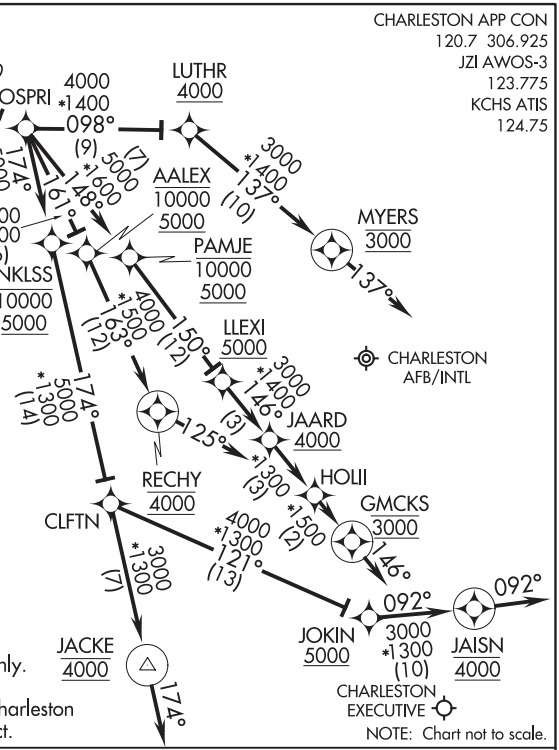

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

OSPRI SIX ARRIVAL (RNAV) Transition Routes CHARLESTON, SOUTH CAROLINA

# OSPRI SIX ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA




CHARLESTON APP CON
120.7 306.925
JZI AWOS-3
123.775
KCHS ATIS
124.75

LANDING CHARLESTON AFB/INTL
Rwy 3: Expect RADAR vectors to final approach course prior to RECHY.
Rwy 15: Expect ILS or LOC to Rwy 15 approach.
Rwy 21: Expect RADAR vectors to final approach course prior to MYERS.
Rwy 33: Expect RADAR vectors to final approach course prior to GMCKS.

LANDING CHARLESTON EXECUTIVE
Rwys 4, 9: Expect RADAR vectors to final approach course prior to JACKE.
Rwy 27: Expect RADAR vectors to final approach course prior to JAISN.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: OBNEE transition ATC assigned only.
NOTE: Monitor ATIS for landing runway.
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

## ARRIVAL ROUTE DESCRIPTION

From TRTLS on track 119° to OSPRI.

LANDING CHARLESTON AFB/INTL

Rwy 3: From OSPRI on track 161° to cross AALEX between 5000 and 10000, then on track 163° to cross RECHY at 4000, then on heading 125°. Expect RADAR vectors to final approach course.

Rwy 15: From OSPRI on track 098° to cross LUTHR at/above 4000. Expect ILS or LOC to Rwy 15.

Rwy 21: From OSPRI on track 098° to cross LUTHR at/above 4000, then on track 137° to cross MYERS at 3000, then on heading 137°. Expect RADAR vectors to final approach course.

Rwy 33: From OSPRI on track 148° to cross PAMJE between 5000 and 10000, then on track 150° to cross LLEXI at/above 5000, then on track 146° to cross JAARD at/above 4000, then on track 146° to HOLII, then on track 146° to cross GMCKS at 3000, then on heading 146°. Expect RADAR vectors to final approach course.

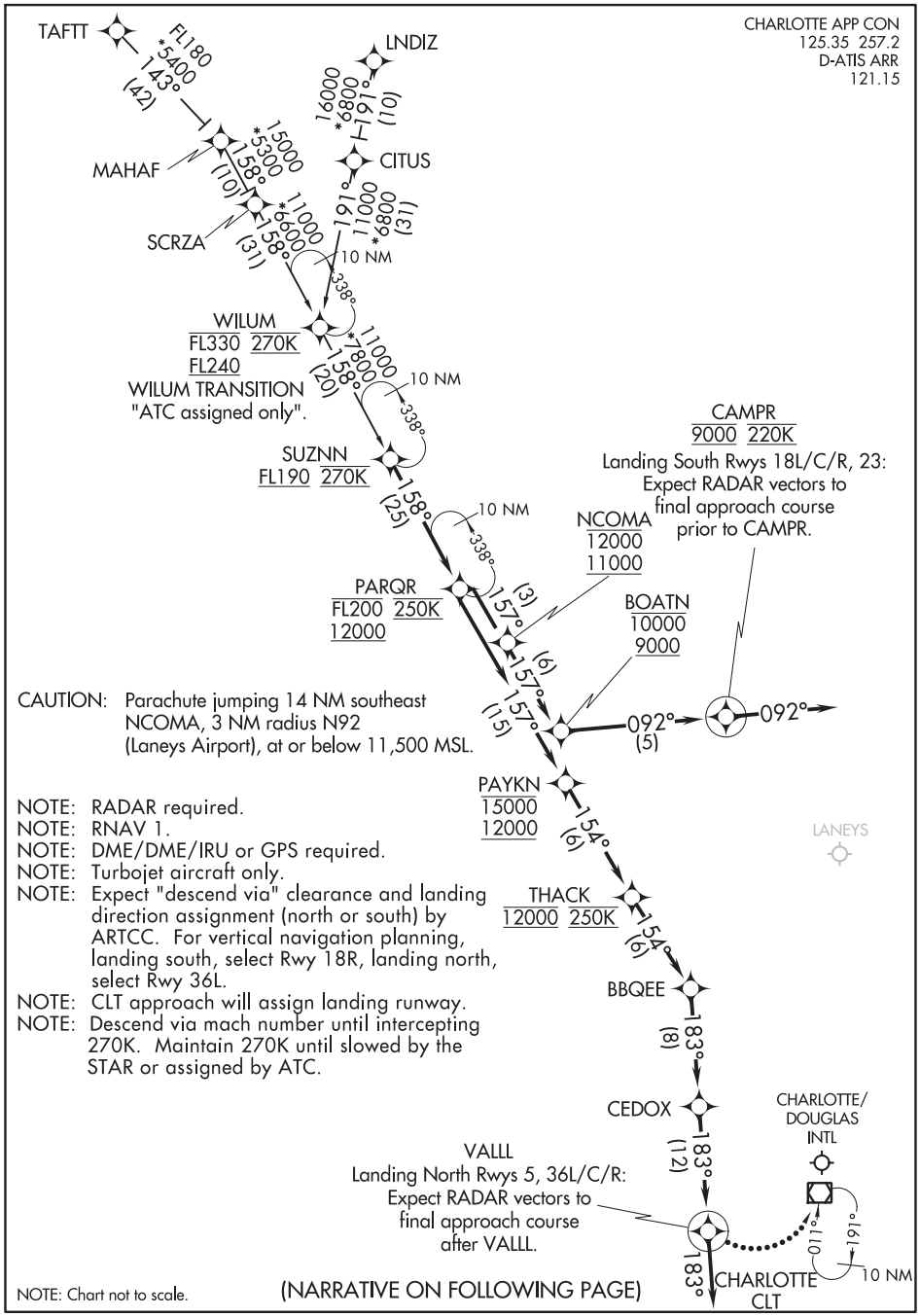
LANDING CHARLESTON EXECUTIVE

Rwys 4 and 9: From OSPRI on track 174° to cross NKLSS between 5000 and 10000, then on track 174° to CLFTN, then on track 174° to cross JACKE at 4000, then on heading 174°. Expect RADAR vectors to final approach course.

Rwy 27: From OSPRI on track 174° to cross NKLSS between 5000 and 10000, then on track 174° to CLFTN, then on track 121° to cross JOKIN at/above 5000, then on track 092° to cross JAISN at 4000, then on heading 092°or as assigned by ATC. Expect RADAR vectors to final approach course.

# PARQR THREE ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

PARQR THREE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

LNDIZ TRANSITION (LNDIZ.PARQR3)
TAFTT TRANSITION (TAFTT.PARQR3)
WILUM TRANSITION (WILUM.PARQR3)

From SUZNN on track 158° to cross PARQR between 12000 and FL200 and at 250K.

LANDING: RWYS 5, 36L/C/R: From PARQR on track 157° to cross PAYKN between 12000 and 15000, then on track 154° to cross THACK at 12000 and at 250K, then on track 154° BBQEE, then on track 183° to CEDOX, then on track 183° to VALLL, then on track 183°. Expect RADAR vectors to final approach course.

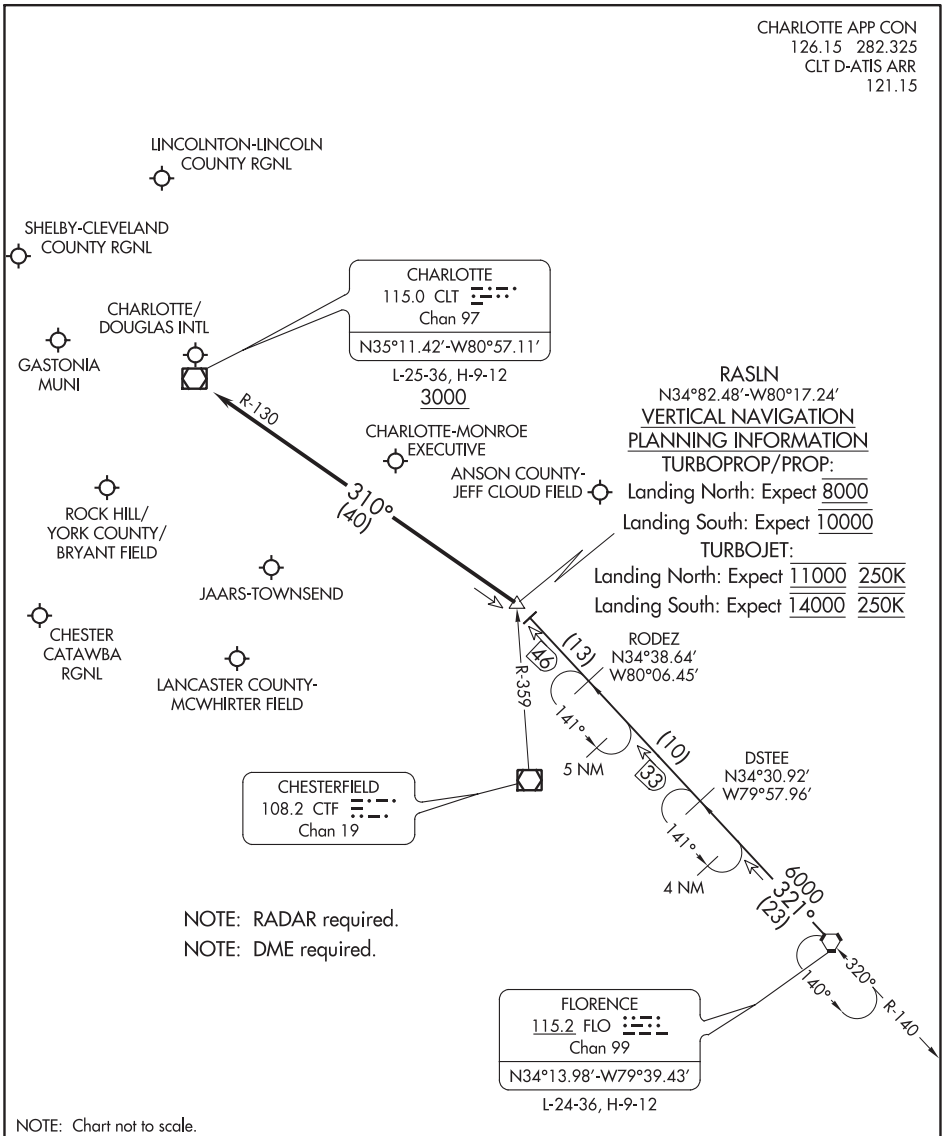
LANDING: RWYS 18L/C/R, 23: From PARQR on track 157° to cross NCOMA between 11000 and 12000, then on track 157° to cross BOATN between 9000 and 10000, then on track 092° to cross CAMPR at 9000 and at 220K, then on track 092°. Expect RADAR vectors to final approach course.

LOST COMMUNICATION: After VALLL turn left direct CLT VOR/DME and hold maintain 12000.


SE-2, 10 SEP 2020 to 05 NOV 2020

# RASLN THREE ARRIVAL

CHARLOTTE, NORTH CAROLINA




NOTE: Chart not to scale.

## ARRIVAL ROUTE DESCRIPTION

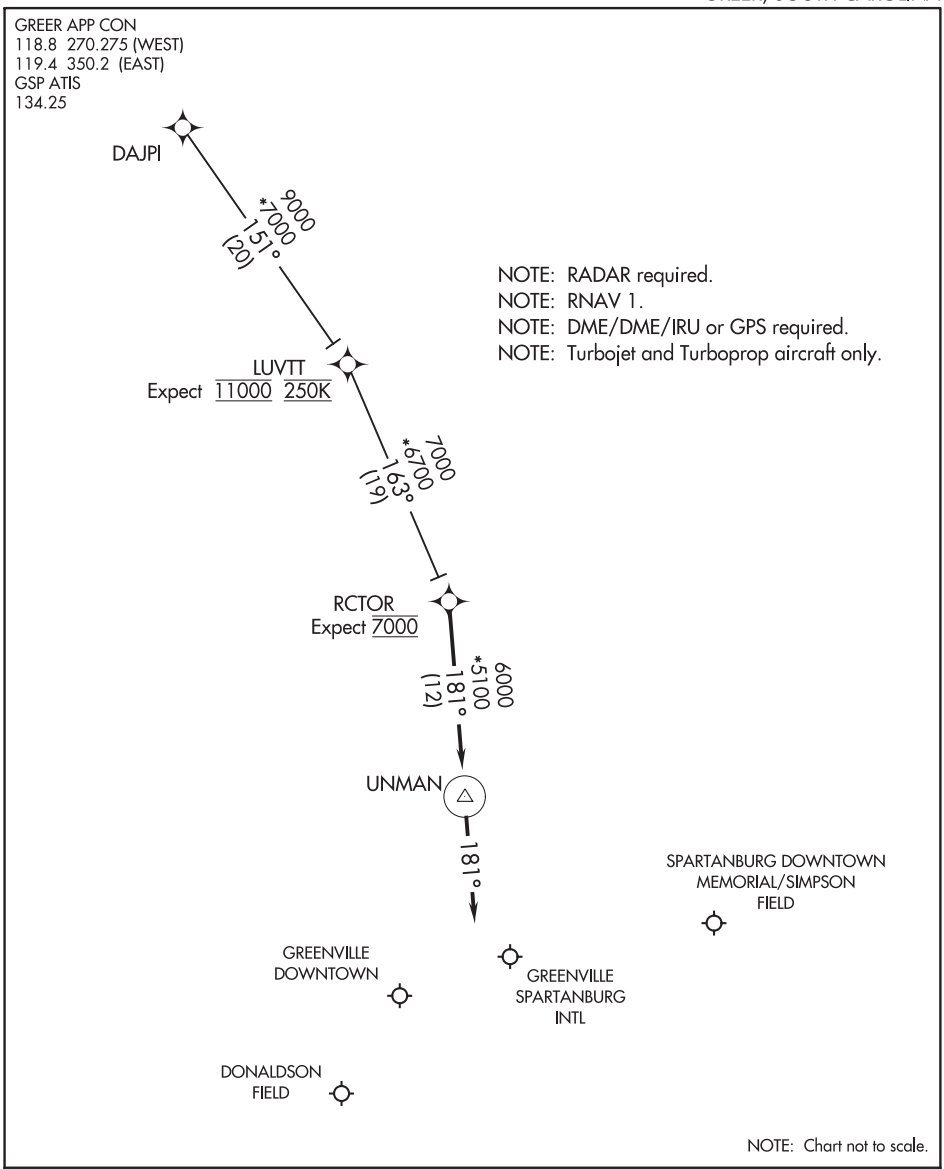
FLORENCE TRANSITION (FLO.RASLN3): From over FLO VORTAC on FLO R-321 to RASLN INT. Thence . . . .

. . . . from RASLN on CLT R-130 to cross CLT VOR/DME at or above 3000. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

(RCTOR.RCTOR2) 20198 AL-5124 (FAA)

# RCTOR TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA




## ARRIVAL ROUTE DESCRIPTION

### DAJPI TRANSITION (DAJPI.RCTOR2)

From RCTOR on track 181° to UNMAN, then on heading 181°.
Expect RADAR vectors to final approach course.

GREER, SOUTH CAROLINA

RCTOR TWO ARRIVAL (RNAV)

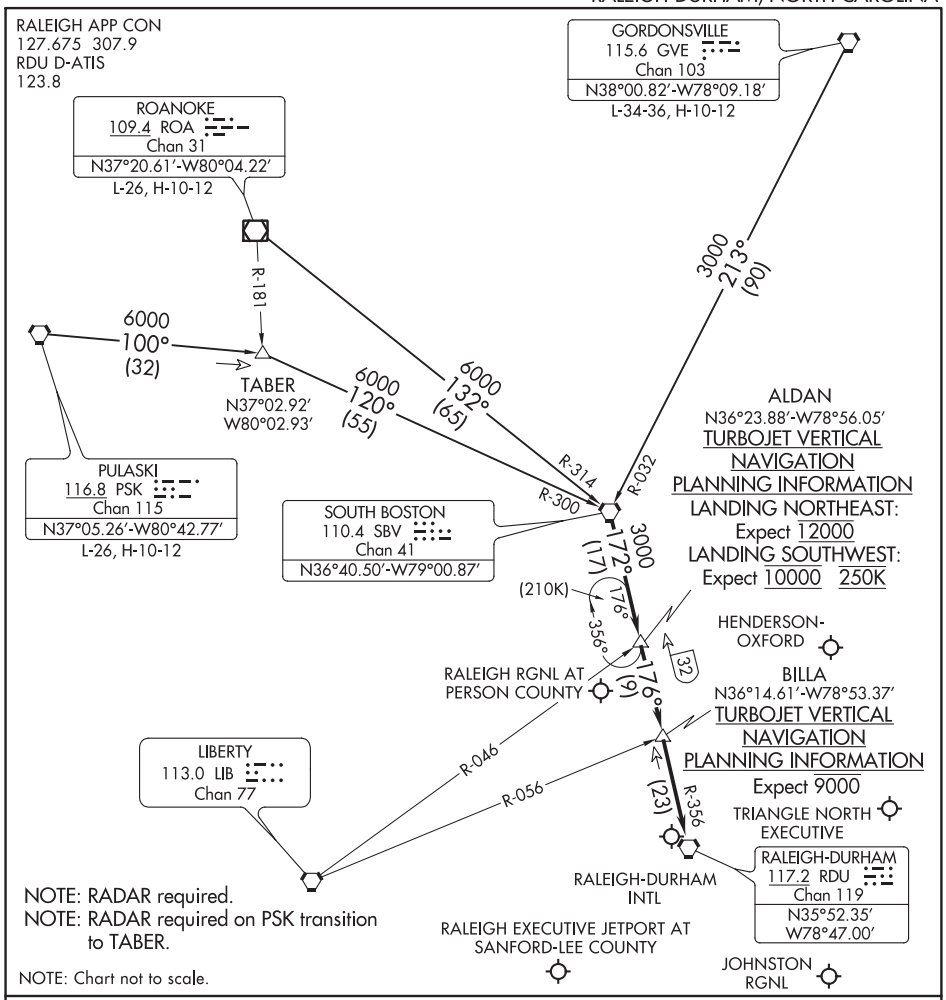
(RCTOR.RCTOR2) 25APR19



SE-2, 10 SEP 2020 to 05 NOV 2020

# SOUTH BOSTON SEVEN ARRIVAL

RALEIGH-DURHAM, NORTH CAROLINA




## ARRIVAL ROUTE DESCRIPTION

GORDONSVILLE TRANSITION (GVE.SBV7): From over GVE VORTAC on GVE R-213 and SBV R-032 to SBV VORTAC. Thence. . . .

PULASKI TRANSITION (PSK.SBV7): From over PSK VORTAC on PSK R-100 to TABER, then on SBV R-300 to SBV VORTAC. Thence. . . .

ROANOKE TRANSITION (ROA.SBV7): From over ROA VOR/DME on ROA R-132 and SBV R-314 to SBV VORTAC. Thence . . . .

. . . .from over SBV VORTAC on SBV R-172 and RDU VORTAC R-356 to RDU VORTAC.
For arrivals to KRDU, KLHZ, KJNX, and KTTA airports: Expect RADAR vectors to final approach course after BILLA.
For arrivals to KHNZ and KTDF airports: Expect RADAR vectors to final approach course after ALDAN.

SOUTH BOSTON SEVEN ARRIVAL

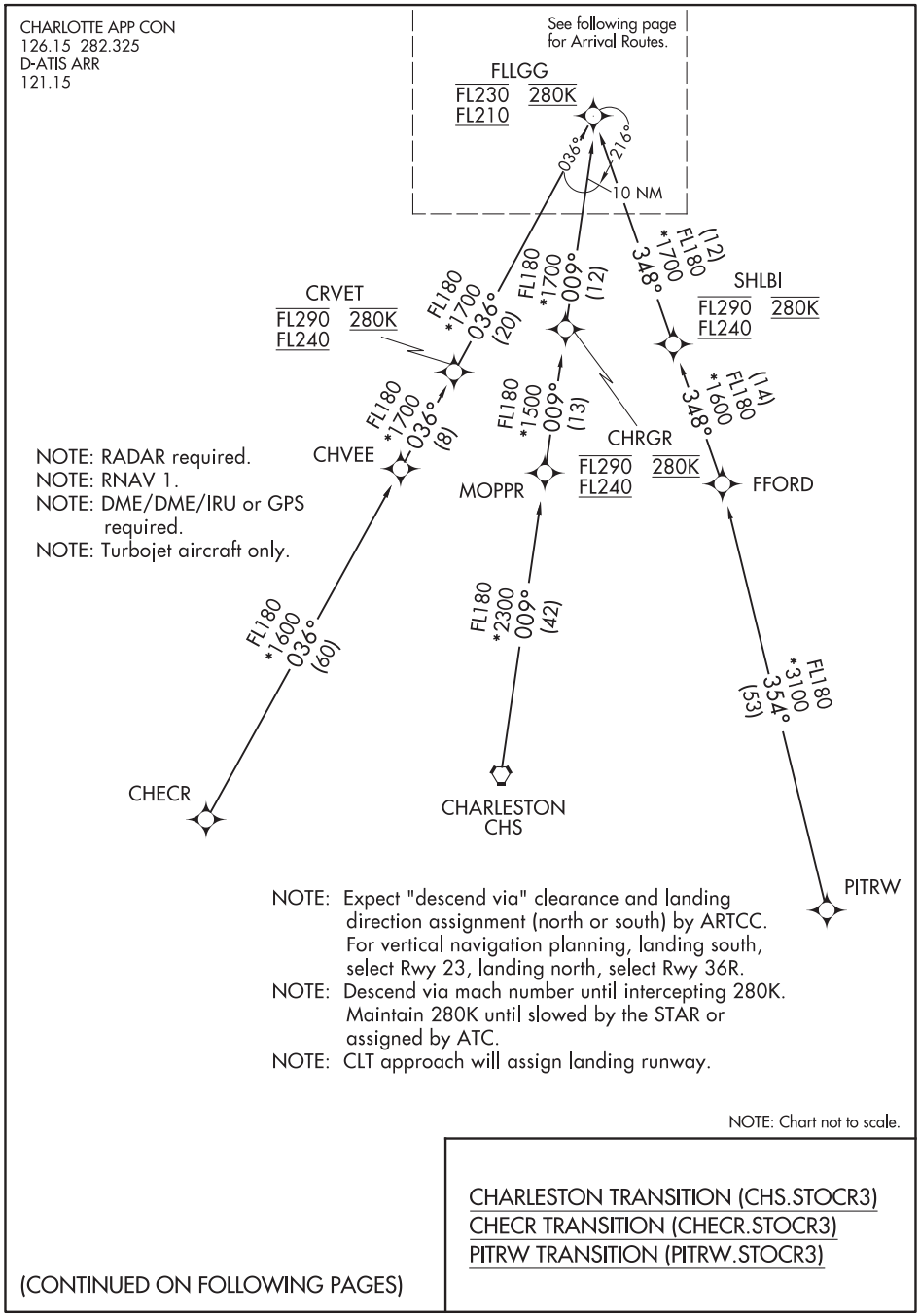
RALEIGH-DURHAM, NORTH CAROLINA

(SBV.SBV7) 26MAR20

(FLLGG.STOCR3) 20198

# STOCR THREE ARRIVAL (RNAV) Transition Routes

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA




CHARLESTON TRANSITION (CHS.STOCR3)
CHECR TRANSITION (CHECR.STOCR3)
PITRW TRANSITION (PITRW.STOCR3)

(CONTINUED ON FOLLOWING PAGES)



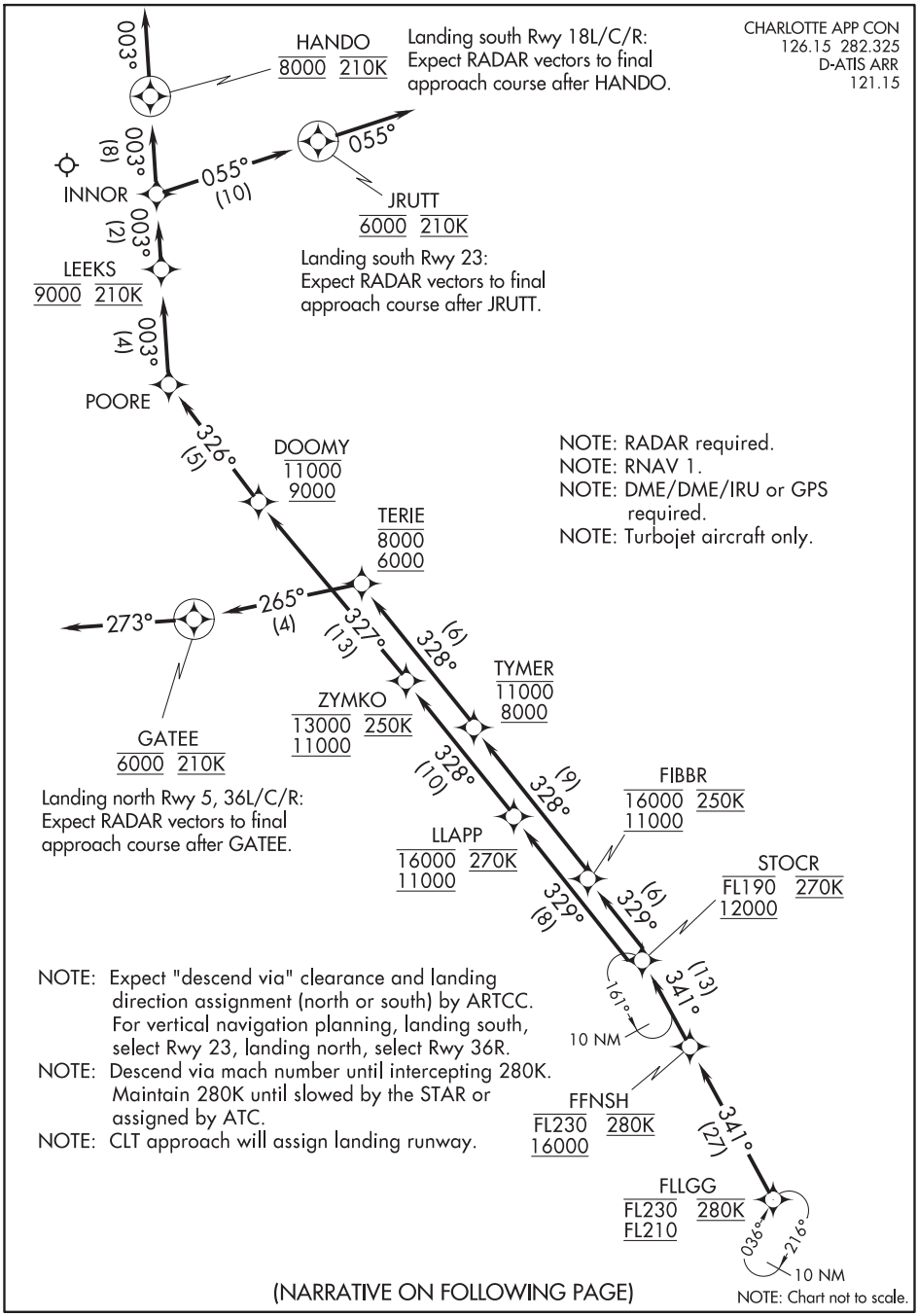
SE-2, 10 SEP 2020 to 05 NOV 2020

STOCR THREE ARRIVAL (RNAV) Transition Routes
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(FLLGG.STOCR3) 13SEP18

# STOCR THREE ARRIVAL (RNAV) Arrival Routes

CHARLOTTE, NORTH CAROLINA




(NARRATIVE ON FOLLOWING PAGE)

# STOCR THREE ARRIVAL (RNAV)

## ARRIVAL ROUTE DESCRIPTION

From FLLGG on track 341° to cross FFNSH between 16000 and 23000 and at 280K, then on track 341° to cross STOCR between 12000 and FL190 and at 270K.

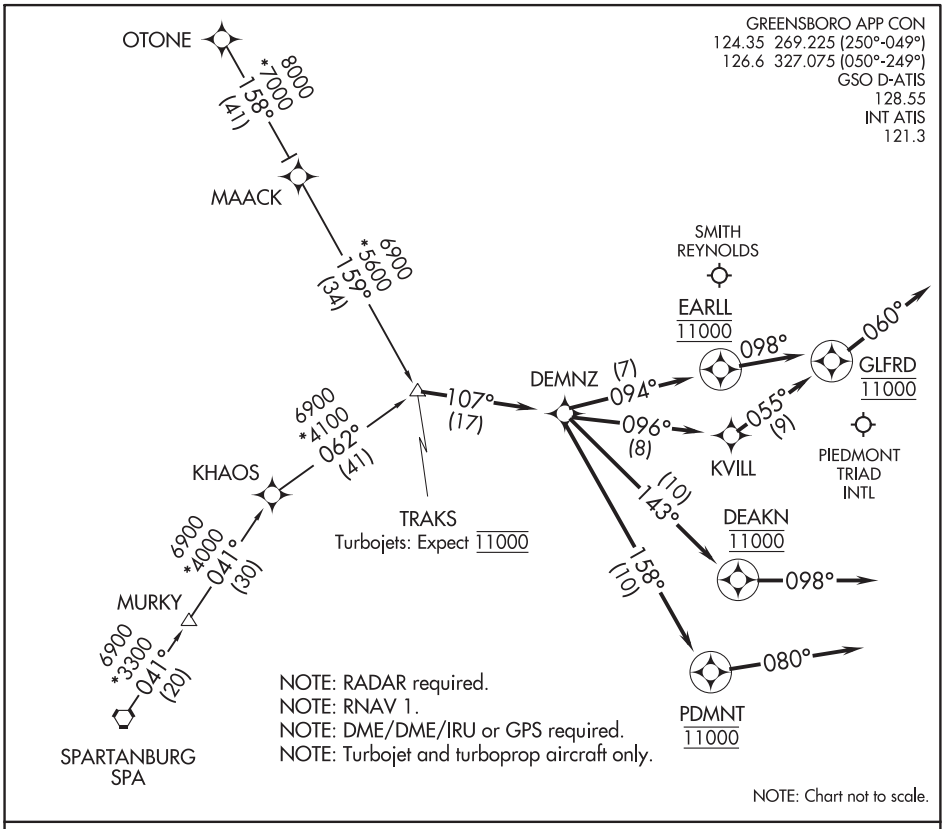
LANDING NORTH: RWY 5, 36L/C/R: From STOCR on track 329° to cross FIBBR between 11000 and 16000 and at 250K, then on track 328° to cross TYMER between 8000 and 11000, then on track 328° to cross TERIE between 6000 and 8000, then on track 265° to cross GATEE at 6000 and at 210K, then on track 273°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWY 18L/C/R: From STOCR on track 329° to cross LLAPP between 11000 and 16000 and at 270K, then on track 328° to cross ZYMKO between 11000 and 13000 and at 250K, then on track 327° to cross DOOMY between 9000 and 11000, then on track 326° to POORE, then on track 003° to cross LEEKS at 9000 and at 210K, then on track 003° to INNOR, then on track 003° to cross HANDO at 8000 and at 210K, then on track 003°. Expect RADAR vectors to final approach course.

LANDING SOUTH: RWY 23: From STOCR on track 329° to cross LLAPP between 11000 and 16000 and at 270K, then on track 328° to cross ZYMKO between 11000 and 13000 and at 250K, then on track 327° to cross DOOMY between 9000 and 11000, then on track 326° to POORE, then on track 003° to cross LEEKS at 9000 and at 210K, then on track 003° to INNOR, then on track 055° to cross JRUTT at 6000 and at 210K, then on track 055°. Expect RADAR vectors to final approach course.

# TRAKS THREE ARRIVAL (RNAV)

GREENSBORO, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

## ARRIVAL ROUTE DESCRIPTION

OTONE TRANSITION (OTONE.TRACKS3)
SPARTANBURG TRANSITION (SPA.TRAKS3)

GSO: From TRAKS on track 107° to DEMNZ.

LANDING RUNWAY 05L: From DEMNZ on track 143° to cross DEAKN at 11000, then on heading 098°. Expect RADAR vectors to final approach course.
LANDING RUNWAY 05R: From DEMNZ on track 158° to cross PDMNT at 11000, then on heading 080°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 14/32: From DEMNZ on track 094° to cross EARLL at 11000, then on heading 098°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 23L/R: From DEMNZ on track 096° to KVILL, then on track 055° to cross GLFRD at 11000, then on heading 060°. Expect RADAR vectors to final approach course.

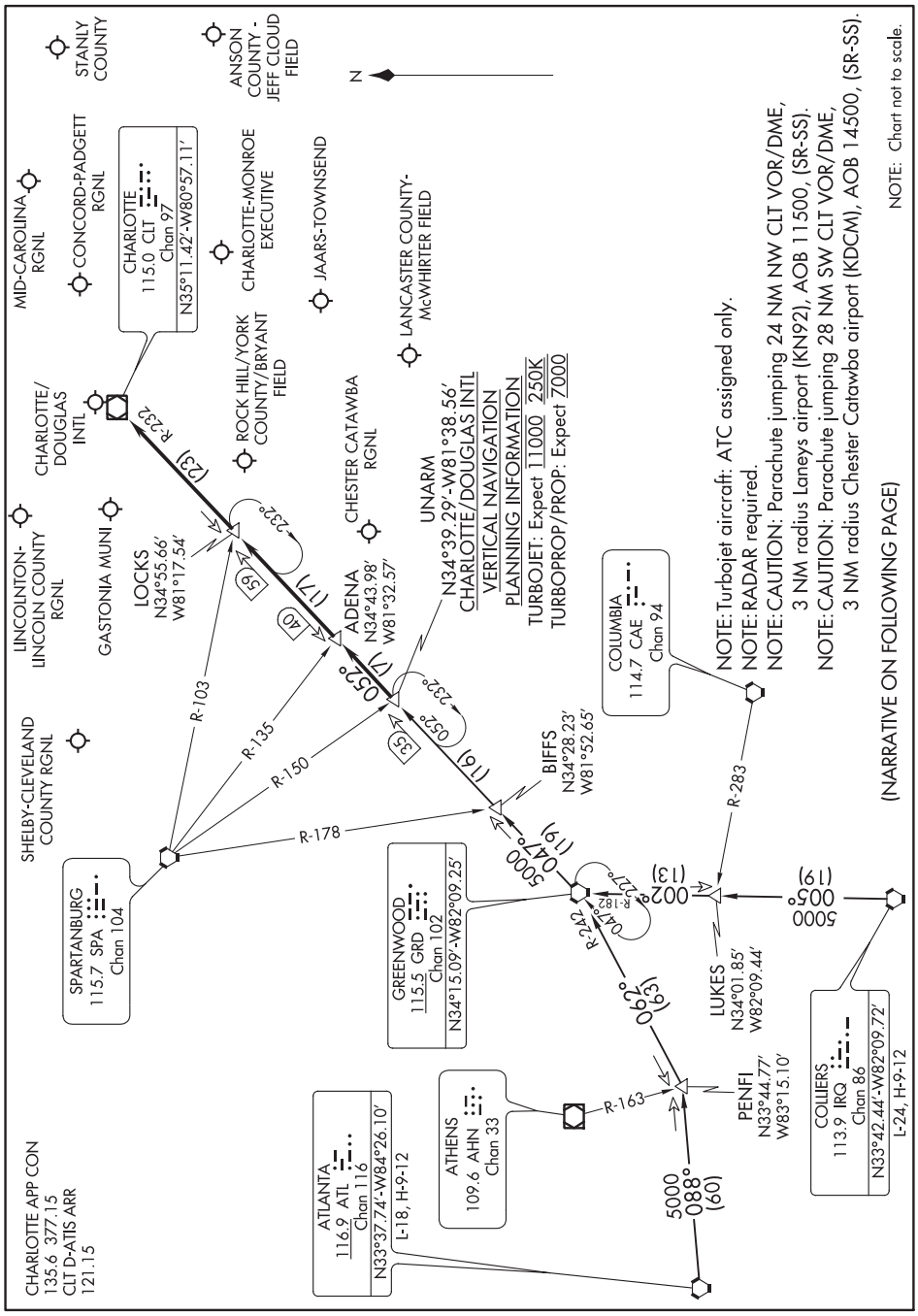
LANDING INT: From TRAKS on track 107° to DEMNZ, then on track 143° to cross DEAKN at 11000, then on heading 098°. Expect RADAR vectors to final approach course.

TRAKS THREE ARRIVAL (RNAV)
GREENSBORO, NORTH CAROLINA

(UNARM.UNARM6) 20198

# UNARM SIX ARRIVAL

CHARLOTTE, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

UNARM SIX ARRIVAL

CHARLOTTE, NORTH CAROLINA

(UNARM.UNARM6) 03JAN19

ARRIVAL ROUTE DESCRIPTION

ATLANTA TRANSITION (ATL.UNARM6): From over ATL VORTAC on ATL R-088 to PENFI, then on GRD R-242 to GRD VORTAC, then on GRD R-047 to UNARM INT. Thence . . . .

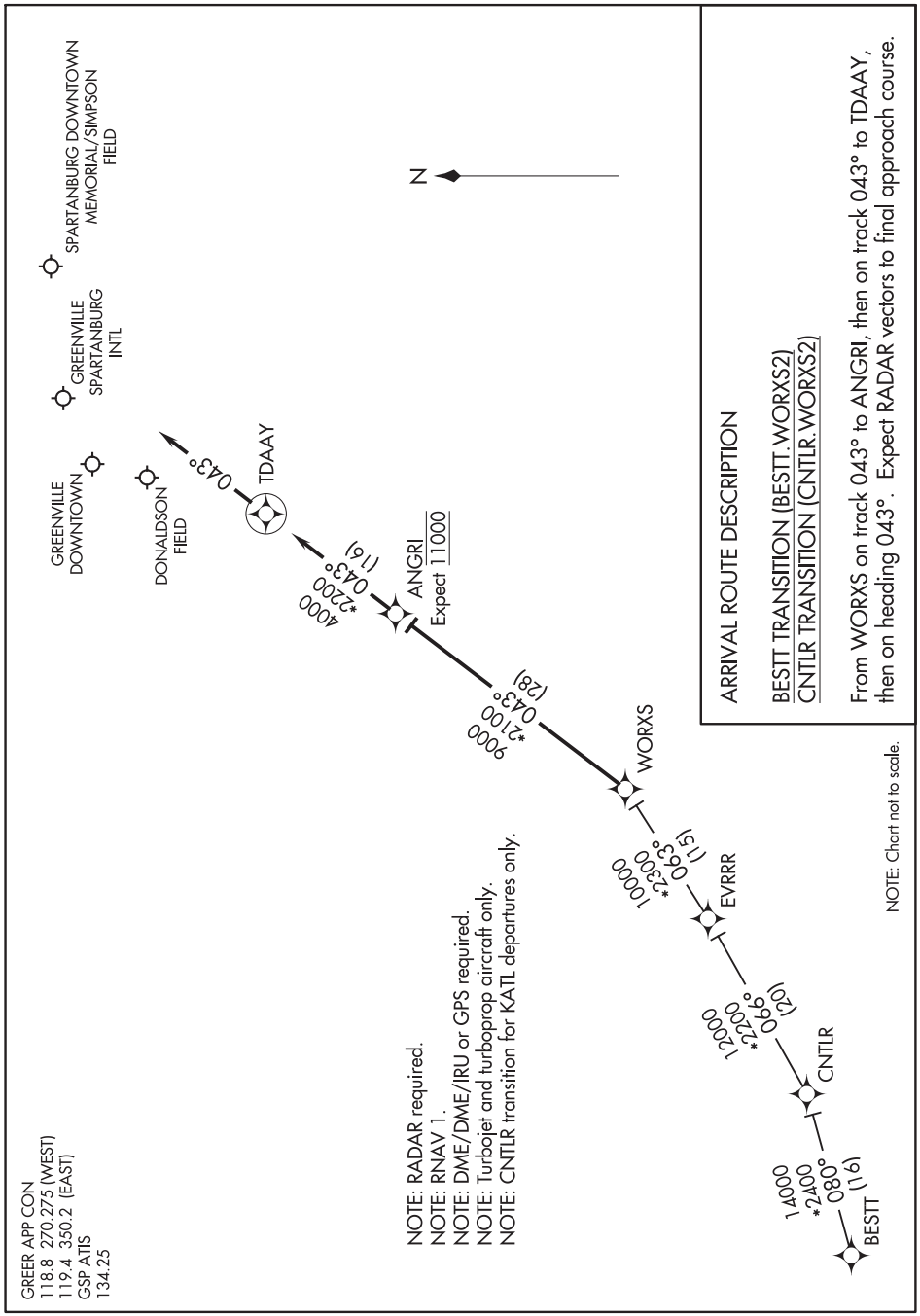
COLLIERS TRANSITION (IRQ.UNARM6): From over IRQ VORTAC on IRQ R-005 to LUKES, then on GRD R-182 to GRD VORTAC, then on GRD R-047 to UNARM INT. Thence . . . .

. . . . from UNARM on CLT R-232 to ADENA, then on CLT R-232 to LOCKS, then on CLT R-232 to CLT VOR/DME. Expect RADAR vectors to destination airport or final approach course prior to CLT VOR/DME.

(WORXS.WORXS2) 20198 AL-5124 (FAA)

# WORXS TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA






SE-2, 10 SEP 2020 to 05 NOV 2020

WORXS TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

(WORXS.WORXS2) 25APR19

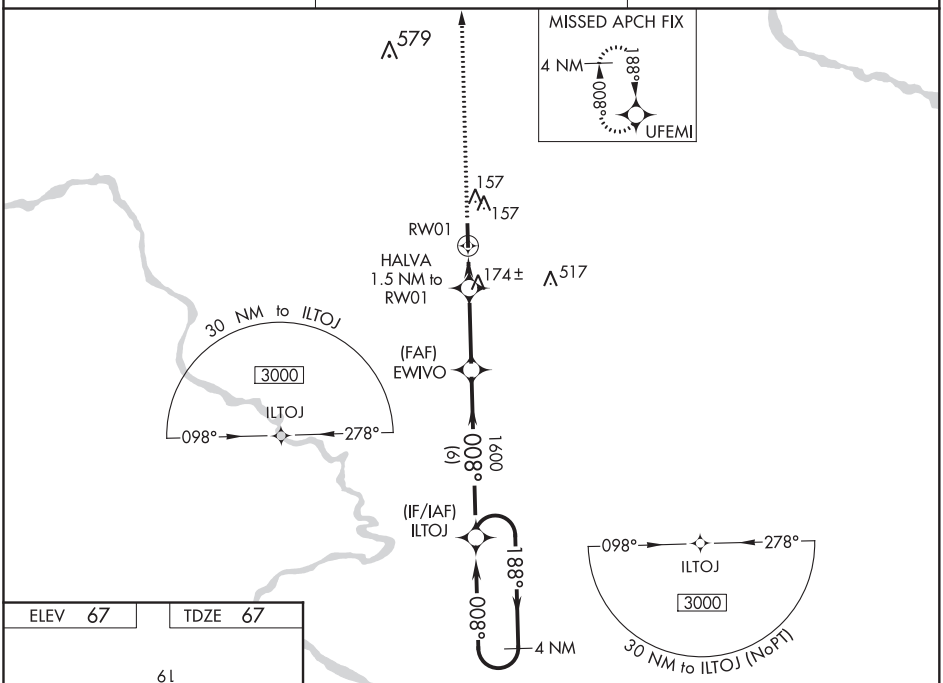
# RNAV (GPS) RWY 1
## TRI-COUNTY (ASJ)

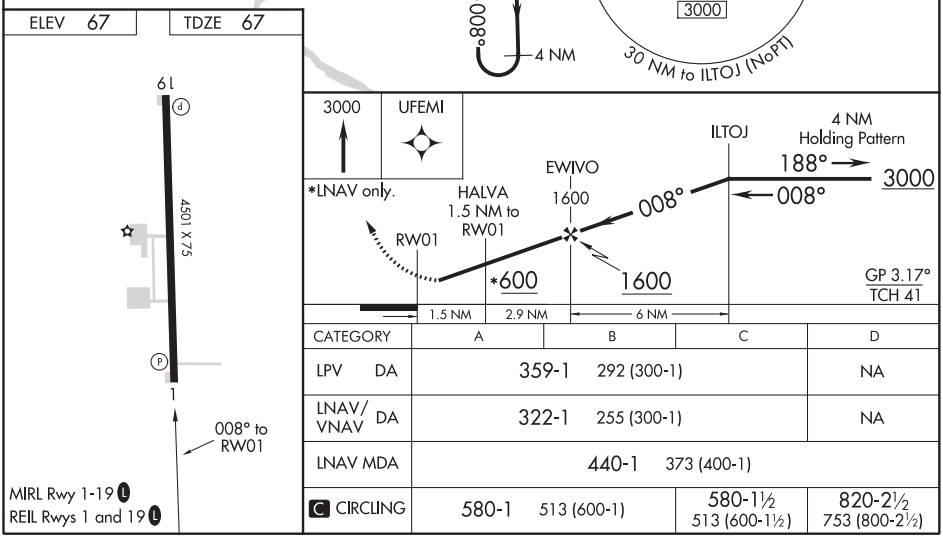
| WAAS CH 70637 W01A | APP CRS 008° | Rwy ldg 4501<br>TDZE 67<br>Apt Elev 67 |
|---|---|---|

DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ⅜ mile and Circling Cat D visibility ¼ mile. Baro-VNAV NA when using Franklin altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct UFEMI and hold, continue climb-in-hold to 3000.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 119.075 | 123.85 279.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 359-1 292 (300-1) | | | NA |
| LNAV/VNAV DA | 322-1 255 (300-1) | | | NA |
| LNAV MDA | 440-1 373 (400-1) | | | |
| C CIRCLING | 580-1 513 (600-1) | | 580-1½ 513 (600-1½) | 820-2½ 753 (800-2½) |

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AHOSKIE, NORTH CAROLINA

AL-5898 (FAA)

19283

# RNAV (GPS) RWY 19

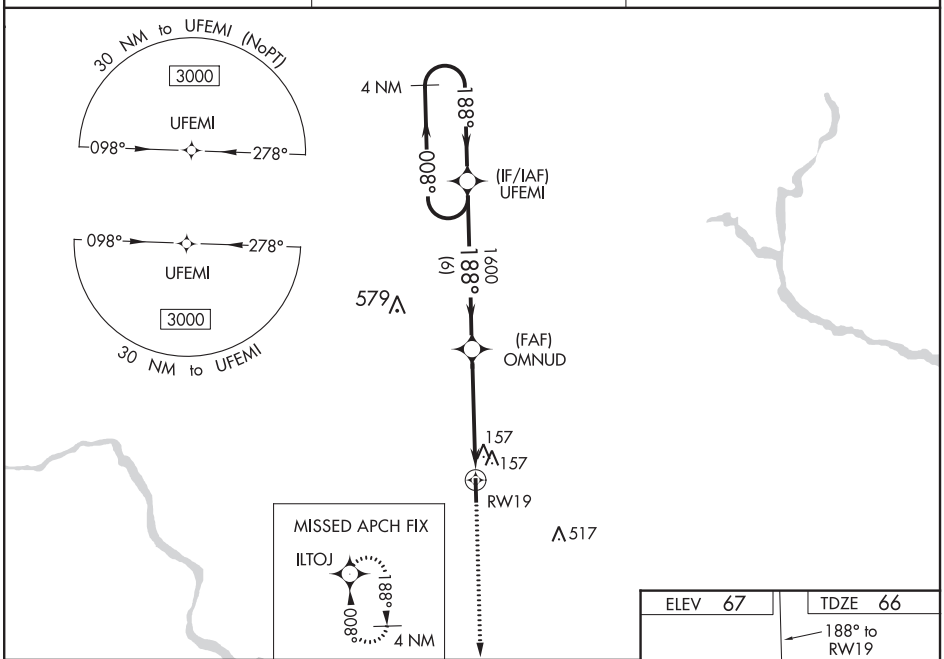
TRI-COUNTY (ASJ)

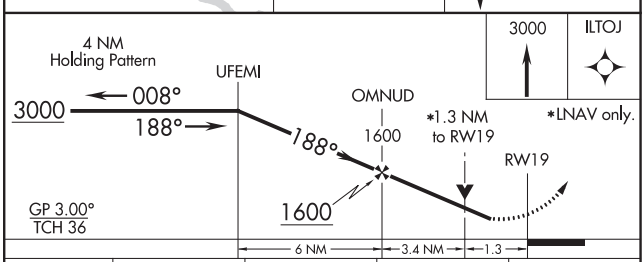
| WAAS | APP CRS | Rwy ldg | 4501 |
|---|---|---|---|
| CH 77837 | 188° | TDZE | 66 |
| W19A | | Apt Elev | 67 |

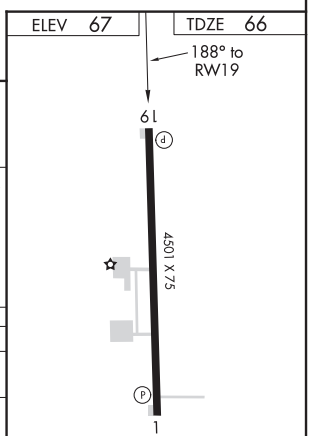
DME/DME RNP-0.3 NA. Night Landing: Rwy 1 NA. VDP and Baro-VNAV NA when using Franklin altimeter setting. When local altimeter setting not received, use Franklin altimeter setting and increase all DA 67 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C/D visibility ⅛ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct ILTOJ and hold, continue climb-in-hold to 3000.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 119.075 | 123.85 279.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 353-1 287 (300-1) | | | |
| LNAV/VNAV DA | 430-1¼ 364 (400-1¼) | | | |
| LNAV MDA | 520-1 454 (500-1) | | 520-1⅜ 454 (500-1⅜) | |
| C CIRCLING | 580-1 513 (600-1) | | 580-1½ 513 (600-1½) | 820-2½ 753 (800-2½) |

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC/DME RWY 7

AIKEN RGNL (AIK)

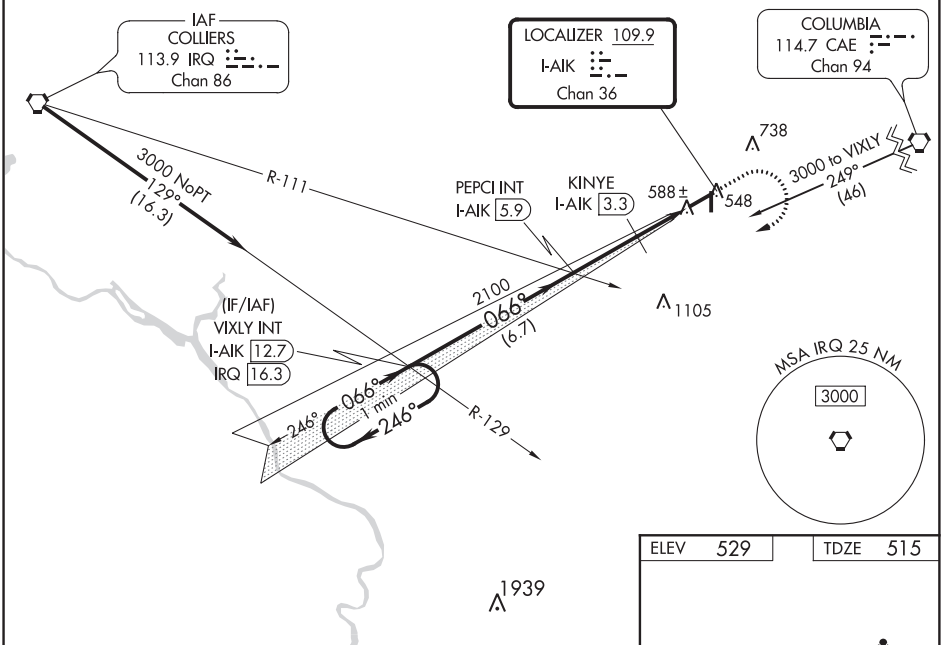
| LOC/DME I-AIK | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 109.9 | 066° | TDZE | 515 |
| Chan 36 | | Apt Elev | 529 |

T ANA VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received; use Augusta Rgnl at Bush Field altimeter setting and increase all DA 104 feet and all MDA 120 feet; increase S-ILS 7 all Cats and Circling Cat D visibilities ¼ mile and S-LOC 7 Cats C and D visibilities ⅜ mile.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 276° and I-AIK SW course (246°) to VIXLY INT/I-AIK12.7 DME and hold.

| AWOS-3 | AUGUSTA APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 119.15 284.625 | 126.075 | 122.8 (CTAF) L |

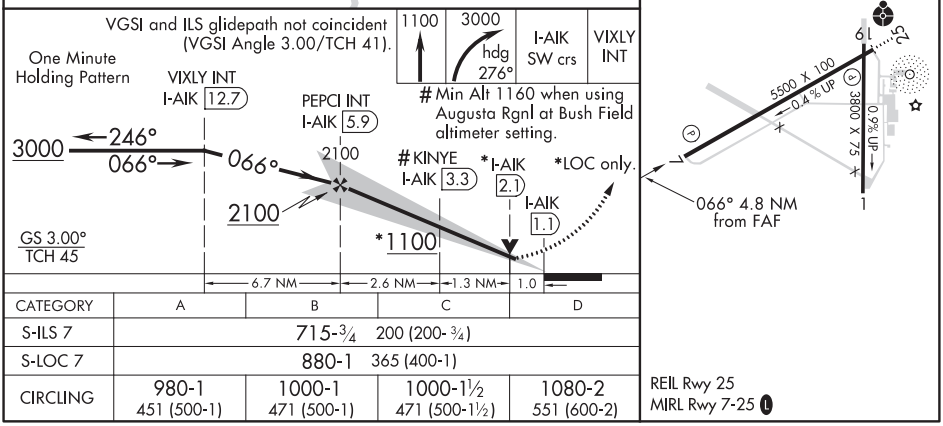
Procedure NA for arrivals on IRQ VORTAC airway radials 084 CW 174.




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 529 | TDZE 515 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 7 | 715-¾ 200 (200-¾) | | | |
| S-LOC 7 | 880-1 365 (400-1) | | | |
| CIRCLING | 980-1 451 (500-1) | 1000-1 471 (500-1) | 1000-1½ 471 (500-1½) | 1080-2 551 (600-2) |

REIL Rwy 25
MIRL Rwy 7-25 L

AIKEN, SOUTH CAROLINA

AL-5197 (FAA)

19227

# RNAV (GPS) RWY 7

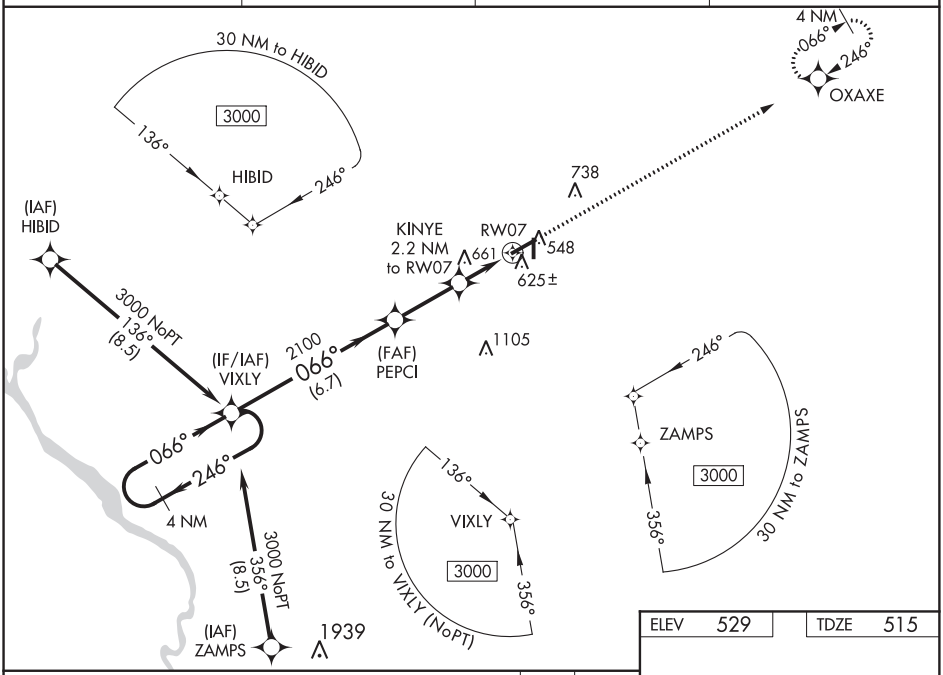
## AIKEN RGNL (AIK)

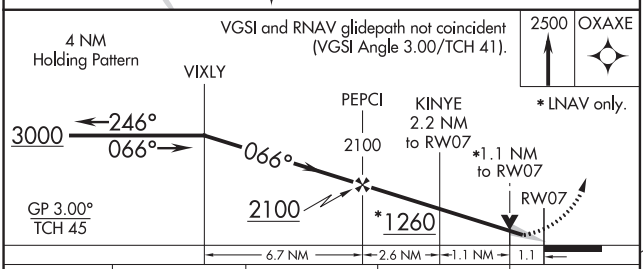
| WAAS CH 90301 W07A | APP CRS 066° | Rwy ldg 5500<br>TDZE 515<br>Apt Elev 529 |
|---|---|---|

T A NA Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting: increase LPV all Cats DA to 819 feet, LNAV/VNAV all Cats DA to 890 feet, LPV all Cats visibility ¼ mile and LNAV/VNAV all Cats ⅜ mile; increase all MDA 120 feet and LNAV Cat C/D visibility ⅜ mile and Circling Cat D ¼ mile.

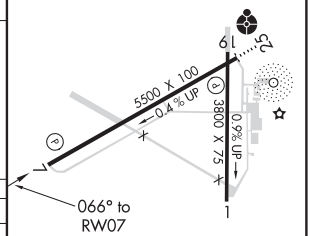
MISSED APPROACH: Climb to 2500 direct OXAXE and hold.

| AWOS-3 | AUGUSTA APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 119.15 284.625 | 126.075 | 122.8 (CTAF) L |




| ELEV 529 | TDZE 515 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 715-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 786-⅞ 271 (300-⅞) | | | |
| LNAV MDA | 920-1 405 (400-1) | | 920-1⅛ 405 (400-1⅛) | |
| CIRCLING | 980-1 451 (500-1) | 1000-1 471 (500-1) | 1000-1½ 471 (500-1½) | 1080-2 551 (600-2) |

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 25
## AIKEN RGNL (AIK)

| WAAS CH 50301 W25A | APP CRS 246° | Rwy ldg 5500 TDZE 515 Apt Elev 529 |
|---|---|---|

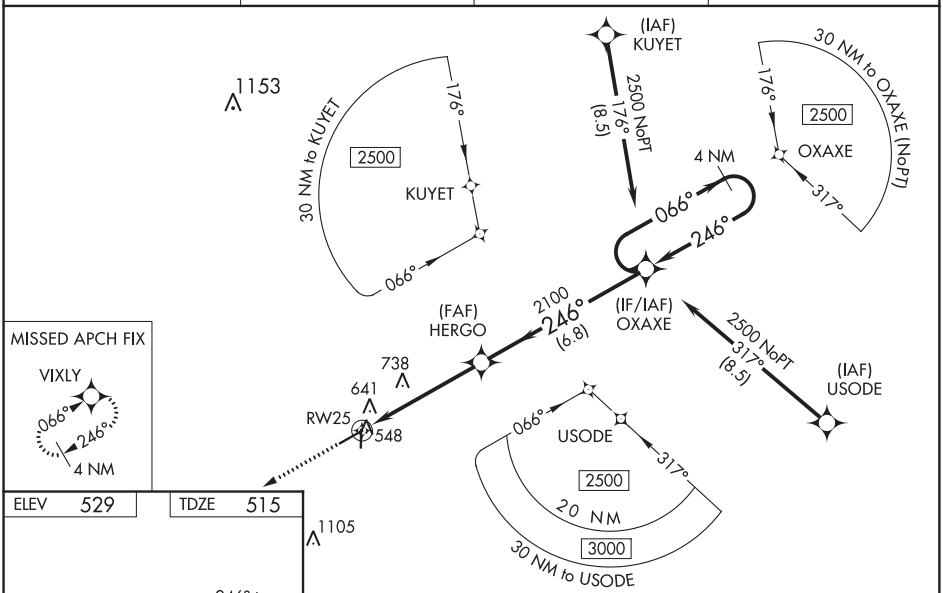
RNP APCH.

NA Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 40°C. VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting: increase LPV all Cats DA to 869 feet, LNAV/VNAV all Cats DA to 927 feet and all visibilities ⅜ mile; increase all MDA 120 feet and Cat C/D visibilities ¼ mile. For inop ODALS, increase LPV all Cats visibility to ⅞ mile, LNAV/VNAV all Cats to 1⅛ mile and LNAV Cat C/D to 1¼ mile. For inop ODALS when using Augusta Rgnl at Bush Field altimeter setting, increase LPV all Cats visibility to 1¼ mile, LNAV/VNAV all Cats to 1½ mile and LNAV Cat D to 1⅝ mile.

ODALS

MISSED APPROACH: Climb to 3000 direct VIXLY and hold.

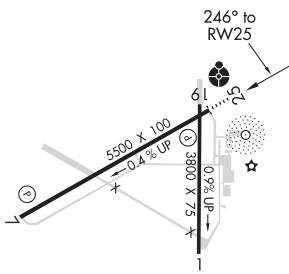
| AWOS-3 | AUGUSTA APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 119.15 284.625 | 126.075 | 122.8 (CTAF) L |

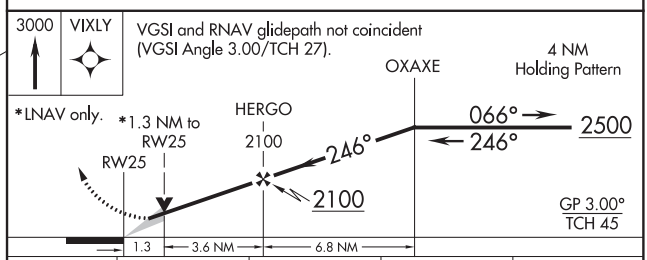



MISSED APCH FIX




| ELEV 529 | TDZE 515 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 765-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 823-1 308 (300-1) | | | |
| LNAV MDA | 940-¾ 425 (500-¾) | | 940-1⅛ 425 (500-1⅛) | |

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIKEN, SOUTH CAROLINA

AL-5197 (FAA)

20254

# VOR/DME-A

AIKEN RGNL (AIK)

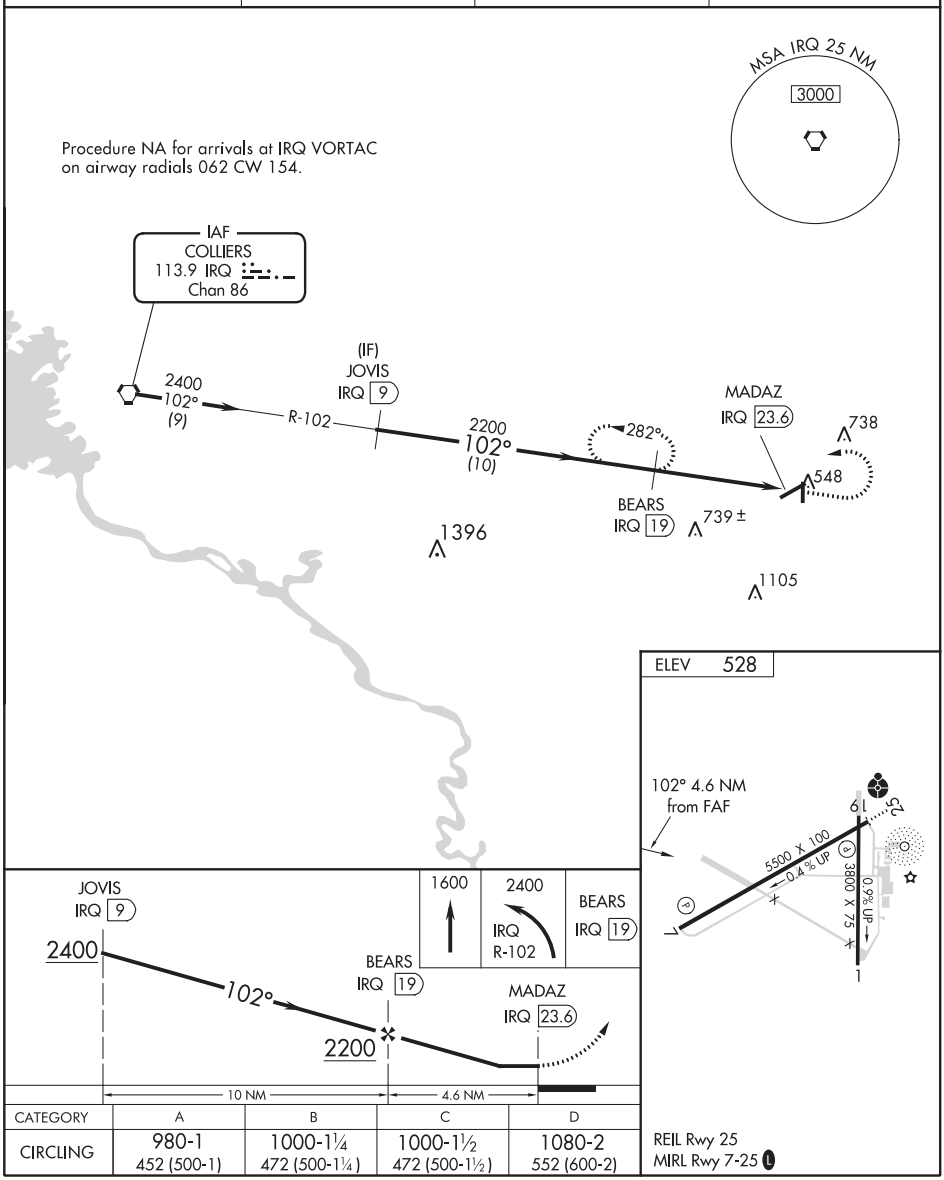
| VORTAC IRQ | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.9 | 102° | TDZE | N/A |
| Chan 86 | | Apt Elev | 528 |

NA

When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 120 feet and increase Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2400 on IRQ VORTAC R-102 to BEARS/IRQ 19 DME and hold.

| AWOS-3 | AUGUSTA APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 119.15 284.625 | 126.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 980-1<br>452 (500-1) | 1000-1¼<br>472 (500-1¼) | 1000-1½<br>472 (500-1½) | 1080-2<br>552 (600-2) |

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# NDB RWY 25
## AIKEN RGNL (AIK)

| NDB AIK | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 347 | 225° | TDZE | 515 |
| | | Apt Elev | 529 |

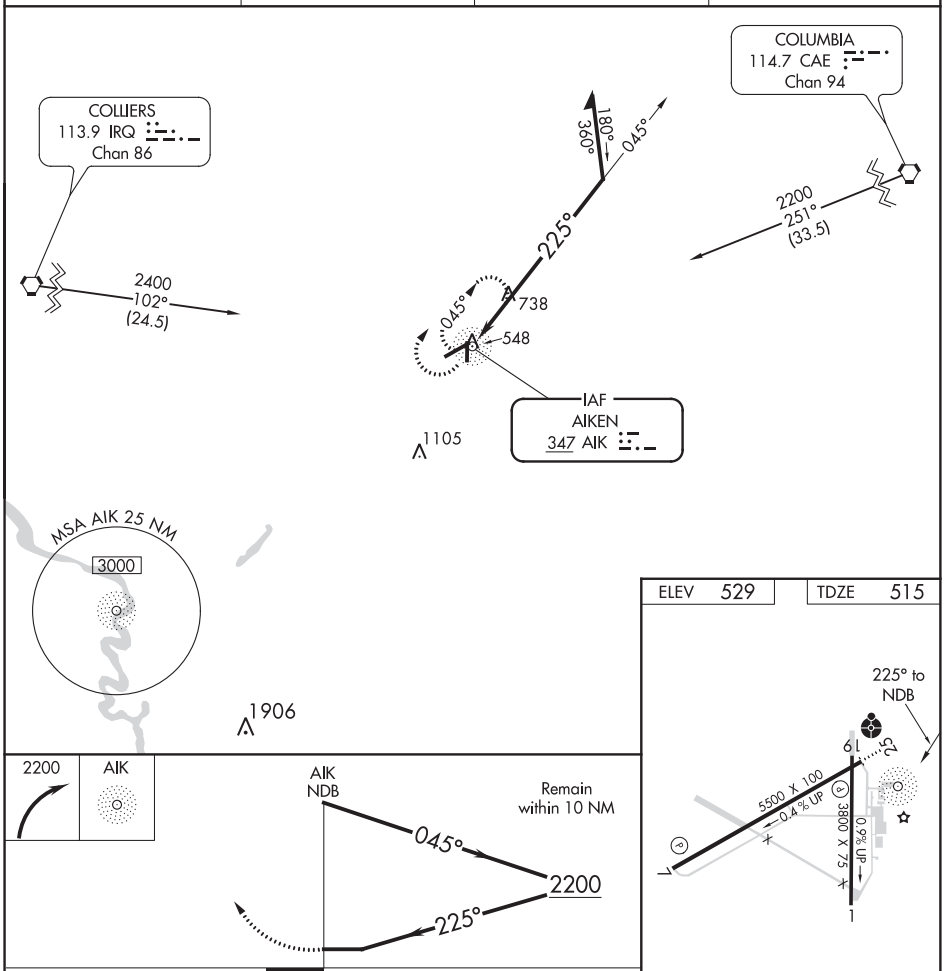
T A NA

When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 120 feet and S-25 Cat B/C/D and Circling Cat B visibility ¼ mile, Circling Cat C ⅝ mile and Circling Cat D ½ mile. For inop ODALS, increase S-25 Cat C/D visibility to 1⅞ mile. For inop ODALS when using Augusta Rgnl at Bush Field altimeter setting, increase S-25 Cat C/D visibility to 2½ mile. Helicopter visibility reduction below ¾ SM NA.

ODALS

MISSED APPROACH: Climbing right turn to 2200 in AIK NDB holding pattern.

| AWOS-3 | AUGUSTA APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.025 | 119.15 284.625 | 126.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-25 | 1180-¾ | 665 (700-¾) | 1180-1¾ | 665 (700-1¾) |
| CIRCLING | 1180-1 | 651 (700-1) | 1180-1⅞ 651 (700-1⅞) | 1180-2 651 (700-2) |

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

(CHATT6.CHATT) 18088 AL-5197 (FAA)

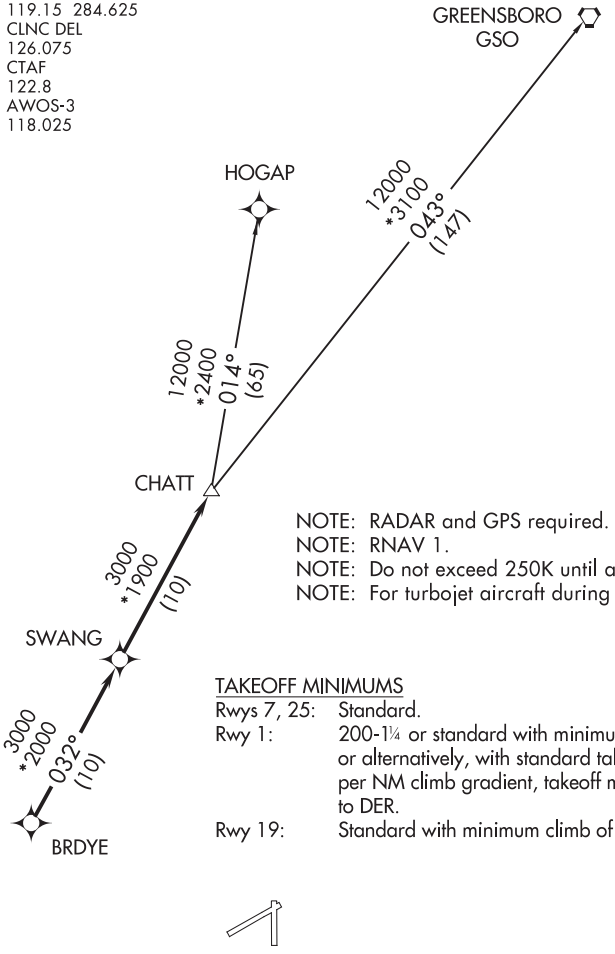
# CHATT SIX DEPARTURE (RNAV)

AIKEN RGNL (AIK)
AIKEN, SOUTH CAROLINA



AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8
AWOS-3
118.025

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RADAR and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojet aircraft during Masters golf tournament week.

TAKEOFF MINIMUMS

| | |
|---|---|
| Rwys 7, 25: | Standard. |
| Rwy 1: | 200-1¼ or standard with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER. |
| Rwy 19: | Standard with minimum climb of 201′ per NM to 1300′. |

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to BRDYE, then on depicted route to CHATT, thence . . . .
. . . . maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

GREENSBORO TRANSITION (CHATT6.GSO)
HOGAP TRANSITION (CHATT6.HOGAP)

SE-2, 10 SEP 2020 to 05 NOV 2020

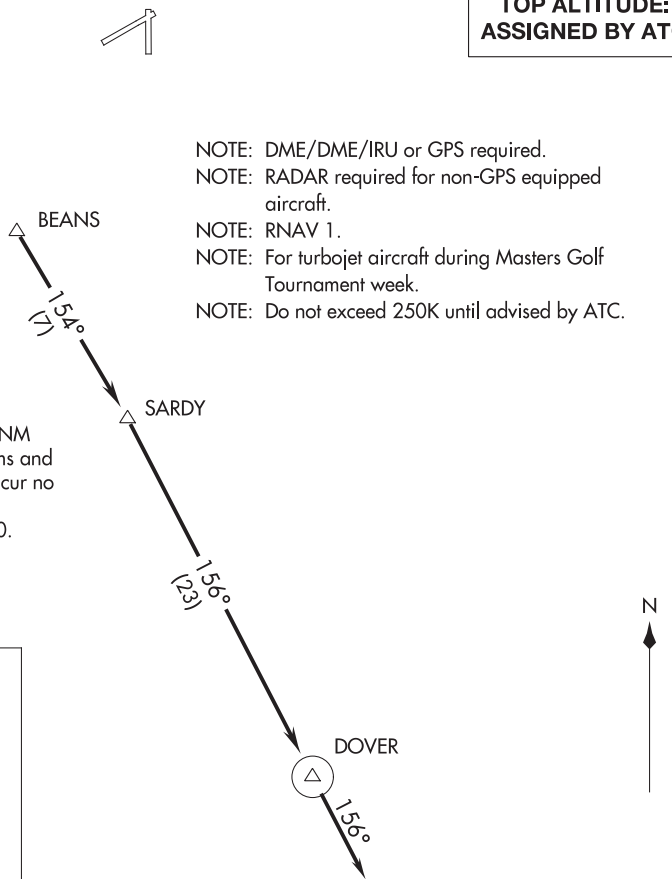
# DOVER FIVE DEPARTURE (RNAV)



**TOP ALTITUDE: ASSIGNED BY ATC**

AUGUSTA DEP CON ★
119.15 284.625
CLNC DEL 126.075
CTAF
122.8

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For turbojet aircraft during Masters Golf Tournament week.
NOTE: Do not exceed 250K until advised by ATC.




NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 7, 25: Standard.
Rwy 1: 300-1¼ or standard with minimum climb of 216′ per NM to 700, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
Rwy 19: Standard with minimum climb of 201′ per NM to 1000.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1, 7, 19, 25: Climb heading assigned by ATC for vectors to BEANS, then on depicted route to DOVER, then on heading 156° for RADAR vectors, thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

(DOVER5.DOVER) 28FEB19
DOVER FIVE DEPARTURE (RNAV)
AIKEN, SOUTH CAROLINA
AIKEN RGNL (AIK)

(JUNPR5.JUNPR) 20030

AL-5197 (FAA)

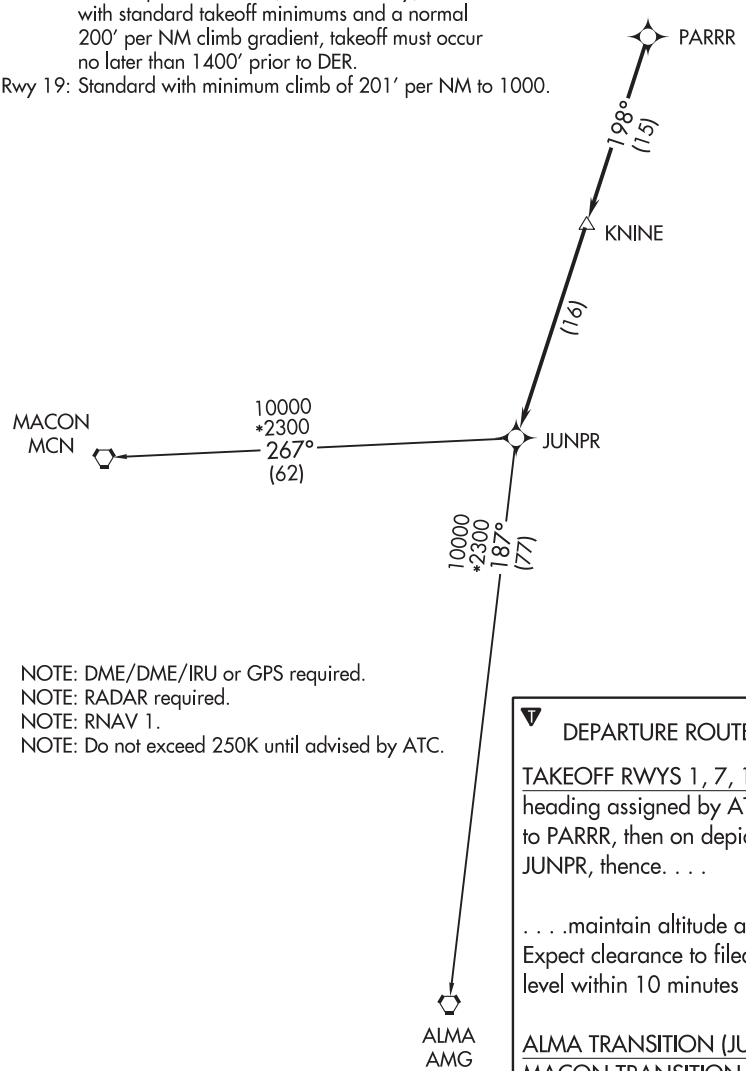
# JUNPR FIVE DEPARTURE (RNAV)

AIKEN RGNL (AIK)
AIKEN, SOUTH CAROLINA

CTAF
122.8
AUGUSTA DEP CON*
119.15 284.625
CLNC DEL
126.075

**TOP ALTITUDE: ASSIGNED BY ATC**

TAKEOFF MINIMUMS
Rwys 7, 25: Standard.
Rwy 1: 300-1¼ or standard with minimum climb of 216′ per NM to 700, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
Rwy 19: Standard with minimum climb of 201′ per NM to 1000.




NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1, 7, 19, 25: Climb heading assigned by ATC for vectors to PARRR, then on depicted route to JUNPR, thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

ALMA TRANSITION (JUNPR5.AMG)
MACON TRANSITION (JUNPR5.MCN)

NOTE: Chart not to scale.

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

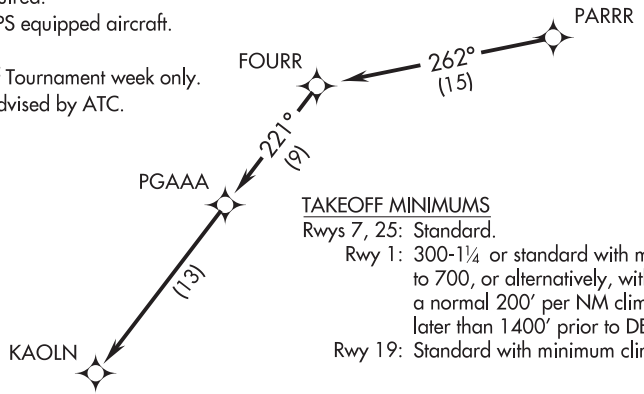
# KAOLN SIX DEPARTURE (RNAV)



**TOP ALTITUDE: ASSIGNED BY ATC**

CTAF
122.8
AUGUSTA DEP CON★
119.15 284.625
CLNC DEL
126.075

NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.
NOTE: RNAV 1.
NOTE: For use during Masters Golf Tournament week only.
NOTE: Do not exceed 250K until advised by ATC.




TAKEOFF MINIMUMS
Rwys 7, 25: Standard.
Rwy 1: 300-1¼ or standard with minimum climb of 216′ per NM to 700, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
Rwy 19: Standard with minimum climb of 201′ per NM to 1000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to PARRR, then on depicted route to KAOLN. Thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

KAOLN SIX DEPARTURE (RNAV)
(KAOLN6.KAOLN) 28FEB19
AIKEN, SOUTH CAROLINA
AIKEN RGNL (AIK)

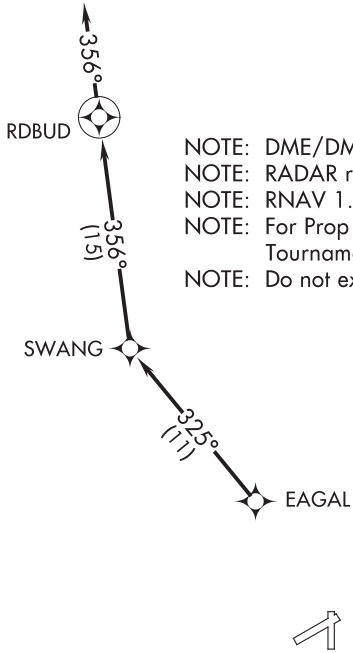
(RDBUD4.RDBUD) 19059 AL-5197 (FAA)

# RDBUD FOUR DEPARTURE (RNAV)

AIKEN RGNL (AIK)
AIKEN, SOUTH CAROLINA

CTAF
122.8
AUGUSTA DEP CON★
119.15 284.625
CLNC DEL
126.075

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: For Prop aircraft only during Masters Golf Tournament week.
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS

Rwys 7, 25: Standard.
Rwy 1: 300-1¼ or standard with minimum climb of 216′ per NM to 700, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ from to DER.
Rwy 19: Standard with a minimum climb of 201′ per NM to 1000.

NOTE: Chart not to scale

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1, 7, 19, 25: Climb heading assigned by ATC for vectors to EAGAL, then on depicted route to RDBUD, then on heading 356° for RADAR vectors, thence....

....maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.



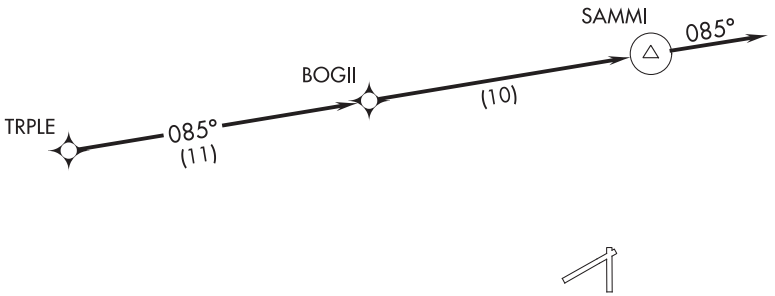

SE-2, 10 SEP 2020 to 05 NOV 2020

# SAMMI FOUR DEPARTURE (RNAV)

AL-5197 (FAA)

AUGUSTA DEP CON★
119.15 284.625
CLNC DEL
126.075
CTAF
122.8

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RADAR and GPS required.
NOTE: RNAV 1.
NOTE: Do not exceed 250K until advised by ATC.

TAKEOFF MINIMUMS

Rwys 7, 25: Standard.
Rwy 1: 200-1¼ or standard with minimum climb of 220′ per NM to 800, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1400′ prior to DER.
Rwy 19: Standard with minimum climb of 201′ per NM to 1300′.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 7, 19, 25: Climb on assigned heading for RADAR vectors to TRPLE. Then on depicted route to SAMMI. Then on heading 085° for RADAR vectors. Thence. . . .

. . . .maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

ALBEMARLE, NORTH CAROLINA — AL-6707 (FAA) — 20030

# ILS or LOC RWY 22L
## STANLY COUNTY (VUJ)

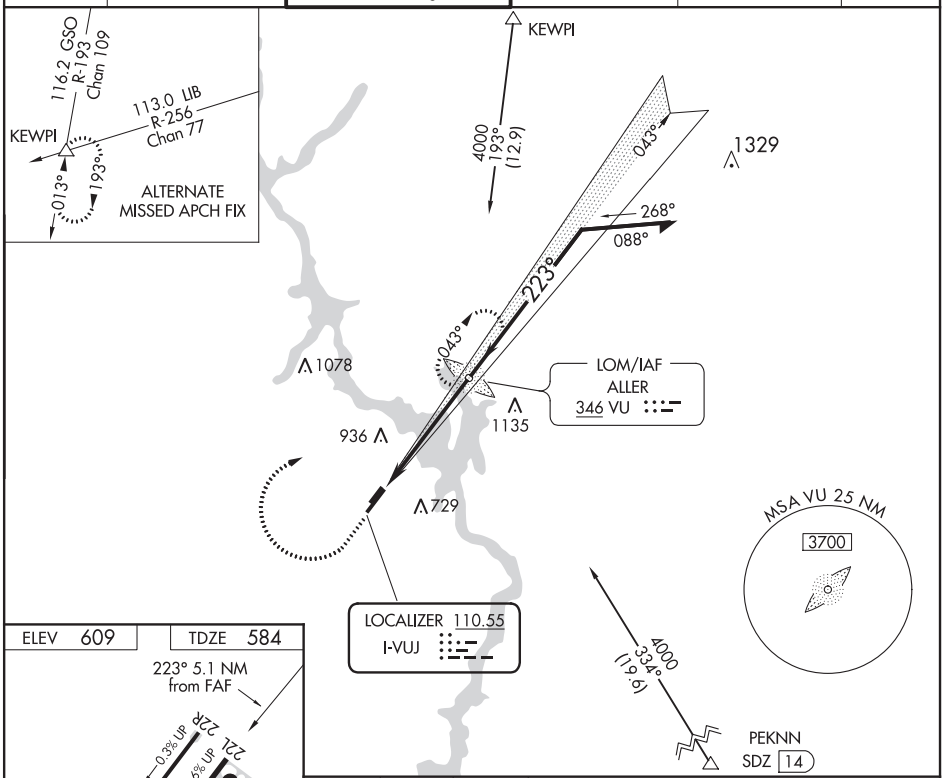
| LOC I-VUJ | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 110.55 | 223° | 5499 / 584 / 609 |

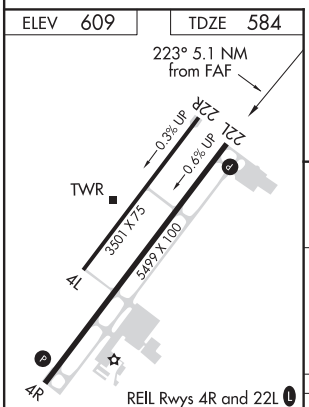
ADF required.

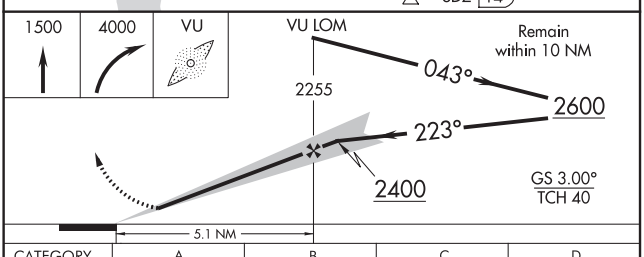
ASR/PAR — Circling Rwy 4L, 22R NA at night. When local altimeter setting not received, use Asheboro altimeter setting: increase DA to 953 and all visibilities ⅛ SM; increase all MDAs 60 feet and visibility Cats C and D ¼ SM.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

| AWOS-3 | CHARLOTTE APP CON | STANLY COUNTY TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.175 | 128.325 307.8 | 126.275 (CTAF) L 291.9 | 121.75 254.375 | 121.75 254.375 | 123.0 |




| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22L | 900-⅞ 316 (300-⅞) | | | |
| S-LOC 22L | 1100-1 516 (500-1) | | 1100-1⅜ 516 (500-1⅜) | |
| CIRCLING | 1260-1 651 (700-1) | | 1260-1¾ 651 (700-1¾) | 1260-2 651 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 49117 W04A | APP CRS 043° | Rwy ldg 5499 TDZE 609 Apt Elev 609 |
|---|---|---|

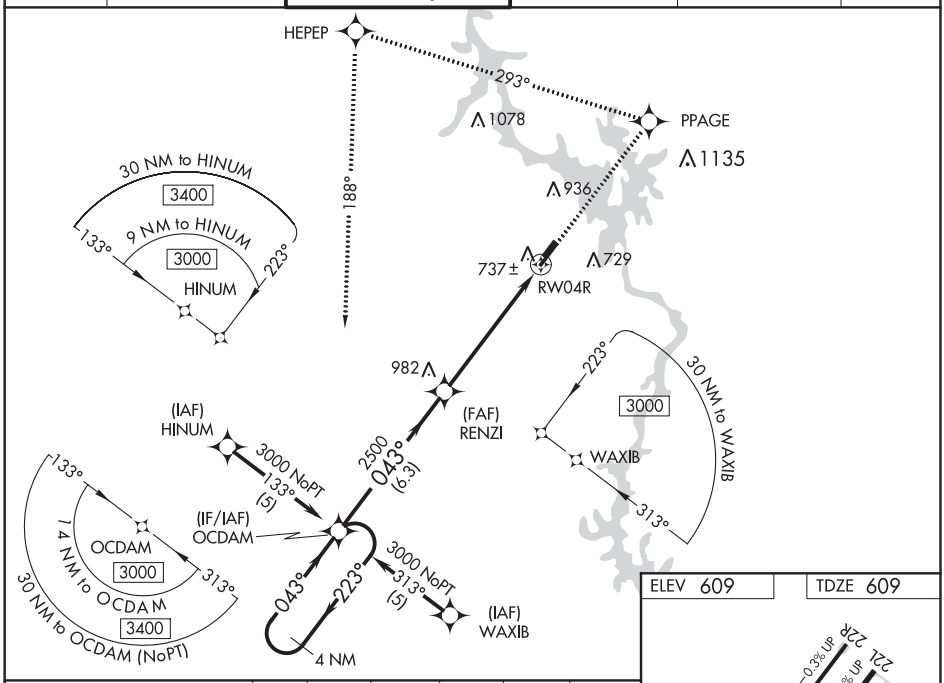
# RNAV (GPS) RWY 4R
## STANLY COUNTY (VUJ)

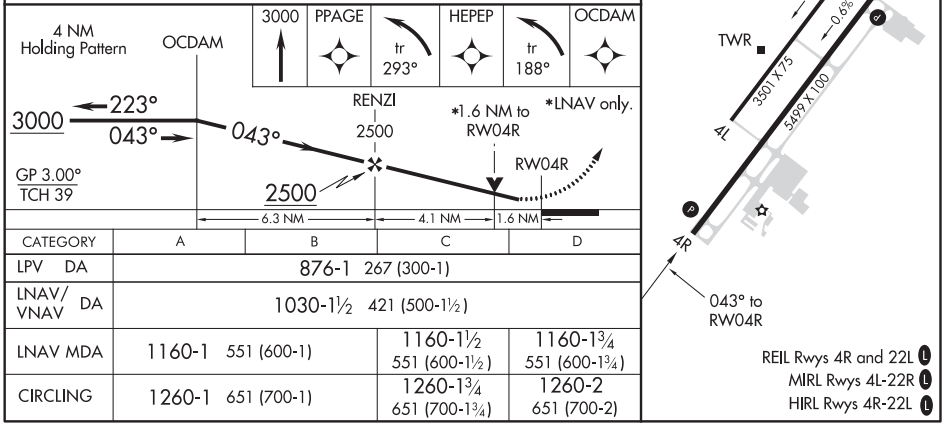
ASR/PAR

Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°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 Asheboro altimeter setting and increase LPV DA to 929, LNAV/VNAV DA to 1083, and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C and D, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheboro altimeter setting. VDP NA with Asheboro altimeter setting.

MISSED APPROACH: Climb to 3000 direct PPAGE and left turn on track 293° to HEPEP and left turn on track 188° to OCDAM and hold.

| AWOS-3 | CHARLOTTE APP CON | STANLY COUNTY TOWER* | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.175 | 128.325 307.8 | 126.275 (CTAF) L 291.9 | 121.75 254.375 | 121.75 254.375 | 123.0 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 876-1 267 (300-1) | | | |
| LNAV/VNAV DA | 1030-1½ 421 (500-1½) | | | |
| LNAV MDA | 1160-1 551 (600-1) | | 1160-1½ 551 (600-1½) | 1160-1¾ 551 (600-1¾) |
| CIRCLING | 1260-1 651 (700-1) | | 1260-1¾ 651 (700-1¾) | 1260-2 651 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ALBEMARLE, NORTH CAROLINA AL-6707 (FAA) 20030

| WAAS CH 78317 W22A | APP CRS 223° | Rwy ldg 5499<br>TDZE 584<br>Apt Elev 609 |
|---|---|---|

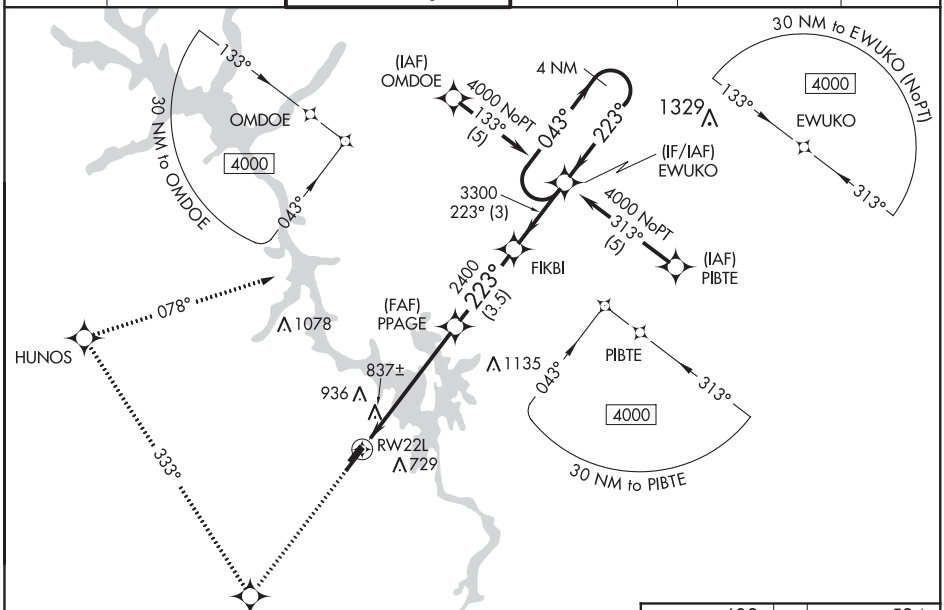
# RNAV (GPS) RWY 22L
## STANLY COUNTY (VUJ)

ASR/PAR

Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Asheboro altimeter setting and increase LPV DA to 837, LNAV/VNAV DA to 1325, and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats, and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Asheboro altimeter setting. VDP NA with Asheboro altimeter setting.

MISSED APPROACH: Climb to 4000 direct RENZI and right turn on track 333° to HUNOS and right turn on track 078° to EWUKO and hold.

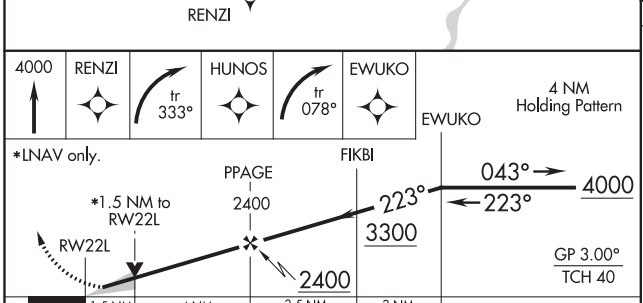
| AWOS-3 | CHARLOTTE APP CON | STANLY COUNTY TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.175 | 128.325 307.8 | 126.275 (CTAF) L 291.9 | 121.75 254.375 | 121.75 254.375 | 123.0 |




| 4000 | RENZI | tr 333° | HUNOS | tr 078° | EWUKO |
|---|---|---|---|---|---|

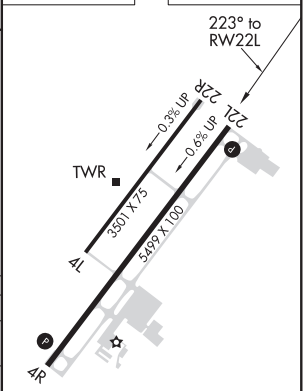
4 NM Holding Pattern

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 784-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1272-2½ 688 (700-2½) | | | |
| LNAV MDA | 1100-1 516 (500-1) | | 1100-1½ 516 (500-1½) | 1100-1¾ 516 (500-1¾) |
| CIRCLING | 1260-1 651 (700-1) | | 1260-1¾ 651 (700-1¾) | 1260-2 651 (700-2) |

ELEV 609 TDZE 584




REIL Rwys 4R and 22L L
MIRL Rwys 4L-22R L
HIRL Rwys 4R-22L L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOM VU | APP CRS | Rwy ldg 5499 |
|---|---|---|
| 346 | 224° | TDZE 584 |
| | | Apt Elev 609 |

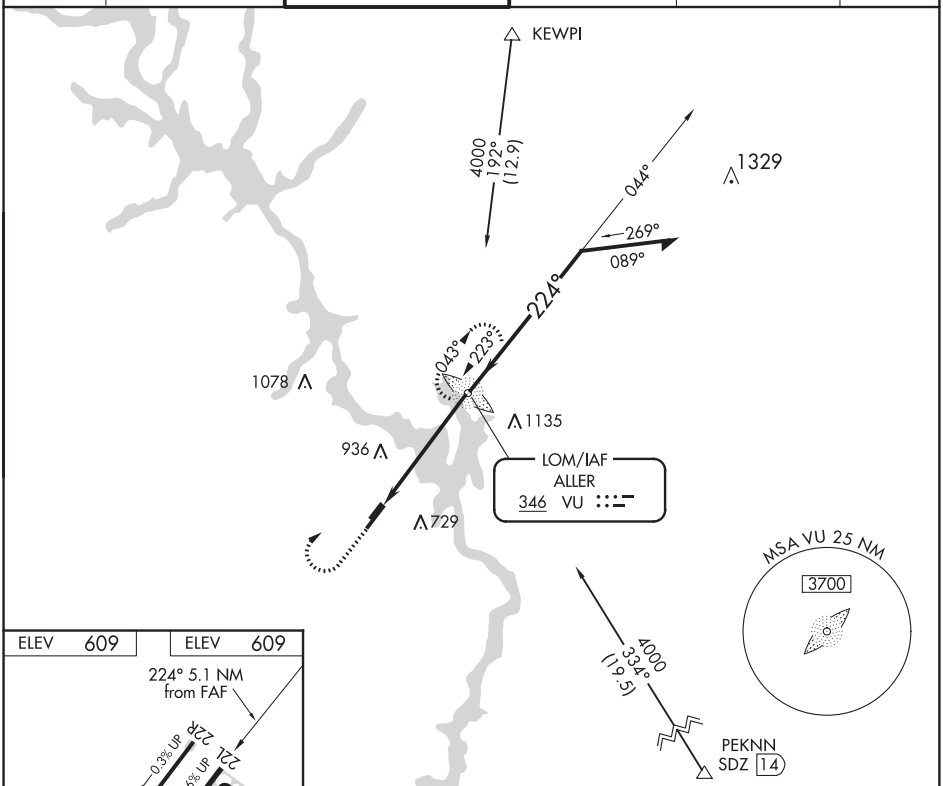
# NDB RWY 22L
## STANLY COUNTY (VUJ)

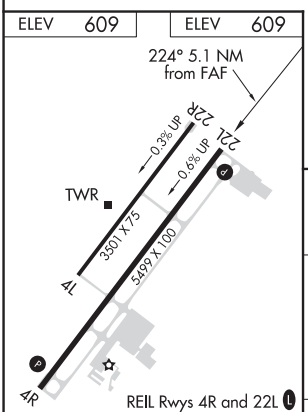
ASR/PAR

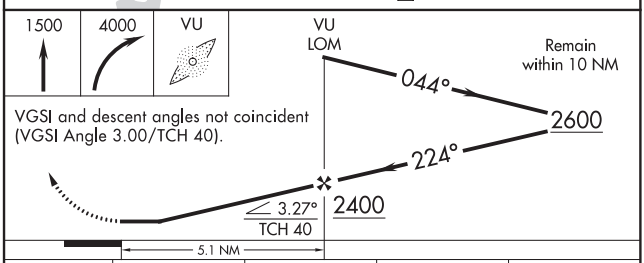
Circling to Rwy 4L/22R NA at night. When local altimeter setting not received, use Asheboro altimeter setting and increase all MDA 60 feet; increase S-22L Cats C and D, and Circling Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

| AWOS-3 | CHARLOTTE APP CON | STANLY COUNTY TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 128.175 | 128.325 307.8 | 126.275 (CTAF) L 291.9 | 121.75 254.375 | 121.75 254.375 | 123.0 |




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

| FAF to MAP 5.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22L | 1240-1 656 (700-1) | | 1240-1¾ 656 (700-1¾) | 1240-2 656 (700-2) |
| CIRCLING | 1260-1 651 (700-1) | | 1260-1¾ 651 (700-1¾) | 1260-2 651 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

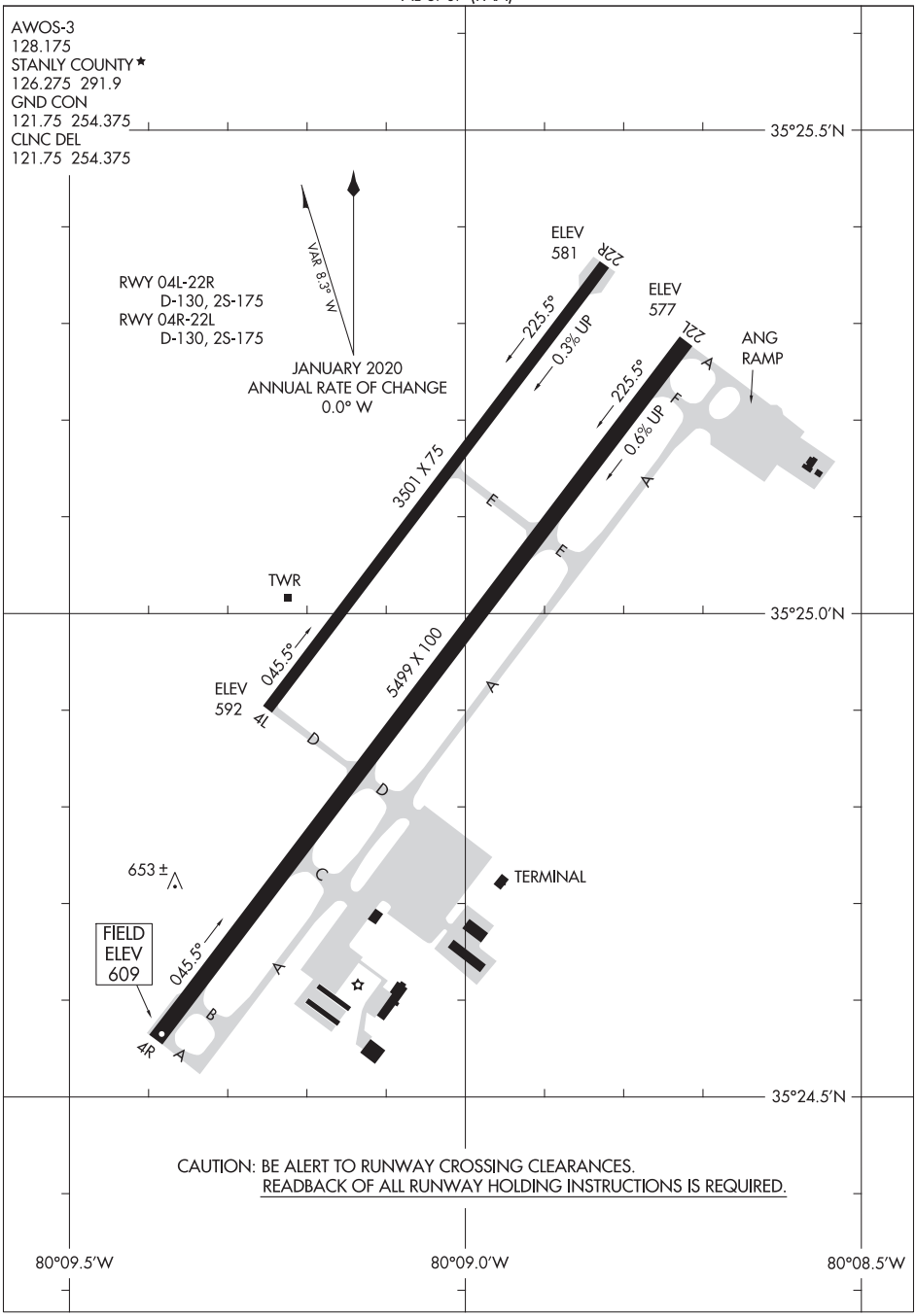
SE-2, 10 SEP 2020 to 05 NOV 2020

20086

# AIRPORT DIAGRAM

AL-6707 (FAA)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

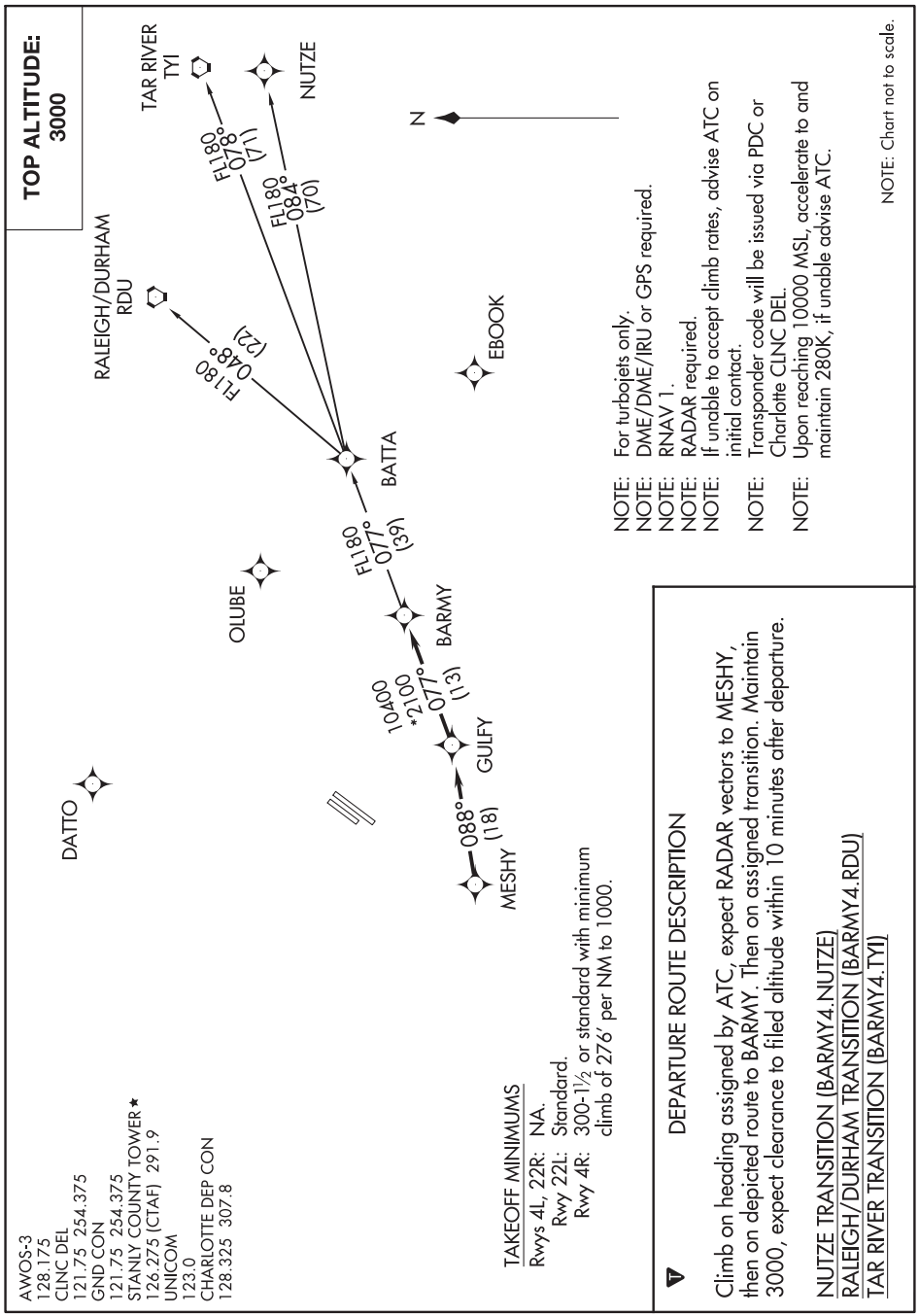
SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

# BARMY FOUR DEPARTURE (RNAV)






SE-2, 10 SEP 2020 to 05 NOV 2020

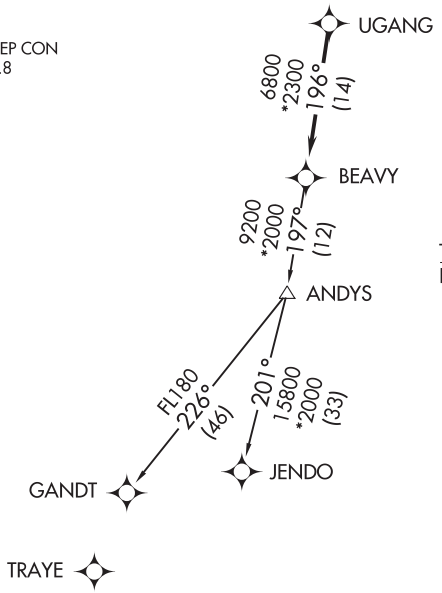
(BEAVY5.BEAVY) 19003 AL-6707 (FAA)

# BEAVY FIVE DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

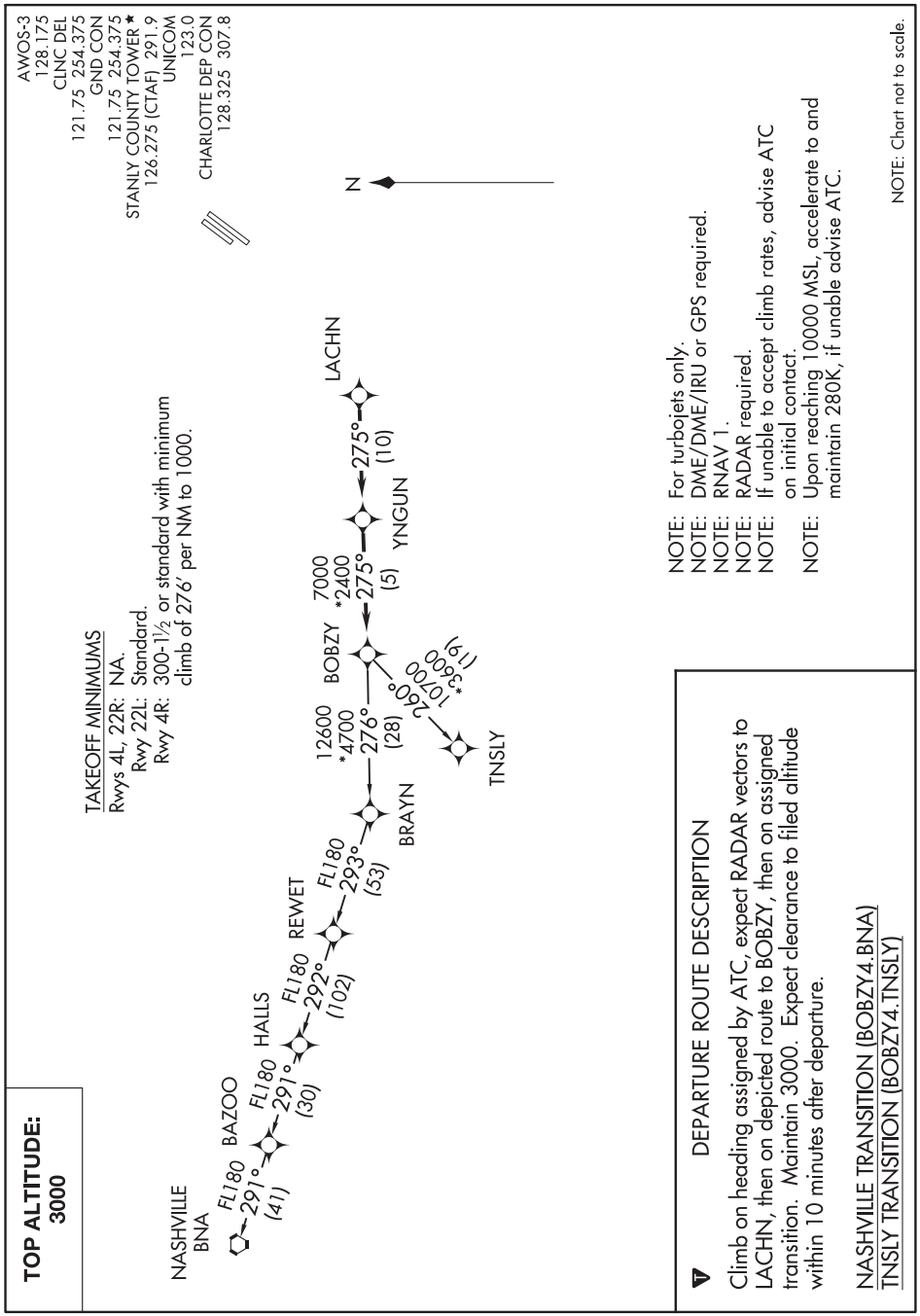
GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)




SE-2, 10 SEP 2020 to 05 NOV 2020

# BOBZY FOUR DEPARTURE (RNAV)








SE-2, 10 SEP 2020 to 05 NOV 2020

BOBZY FOUR DEPARTURE (RNAV)



ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

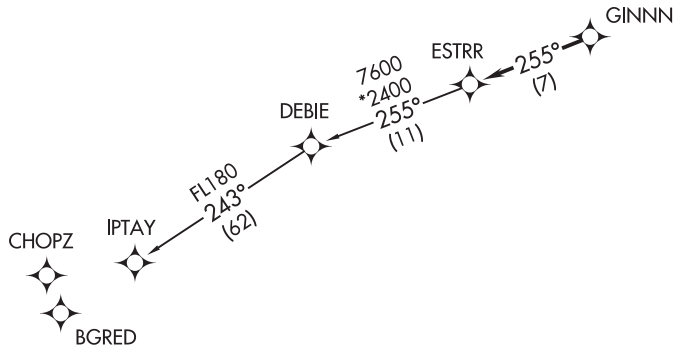
(ESTRR4.ESTRR) 19003 AL-6707 (FAA)

# ESTRR FOUR DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)



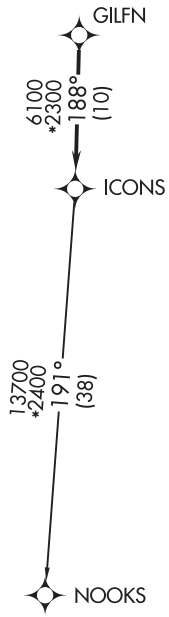

SE-2, 10 SEP 2020 to 05 NOV 2020

# ICONS FOUR DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

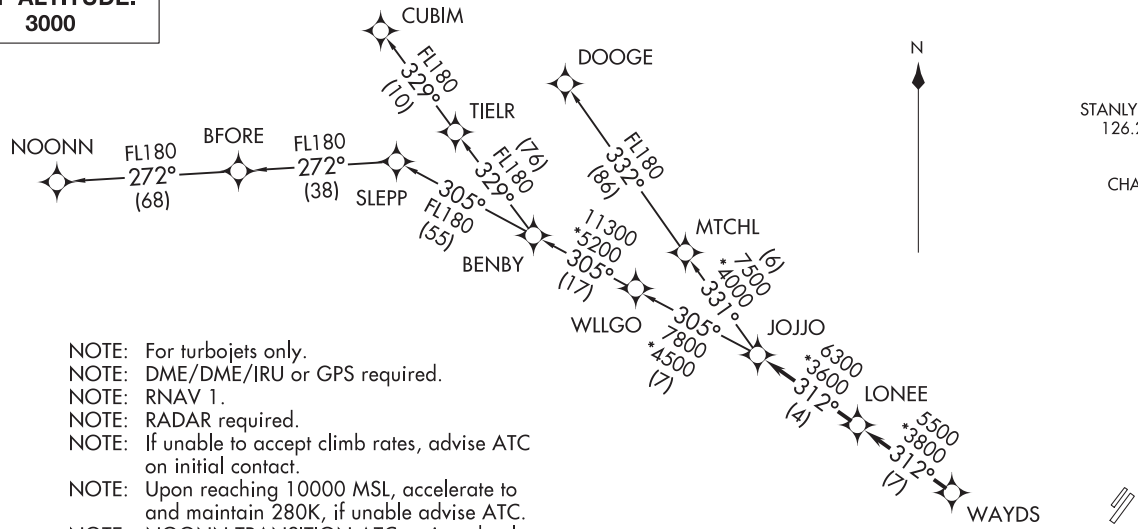
NOOKS TRANSITION (ICONS4.NOOKS)




SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: NOONN TRANSITION ATC assigned only.

**DEPARTURE ROUTE DESCRIPTION**

Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO4.CUBIM)
DOOGE TRANSITION (JOJJO4.DOOGE)
NOONN TRANSITION (JOJJO4.NOONN)

**TAKEOFF MINIMUMS**

Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

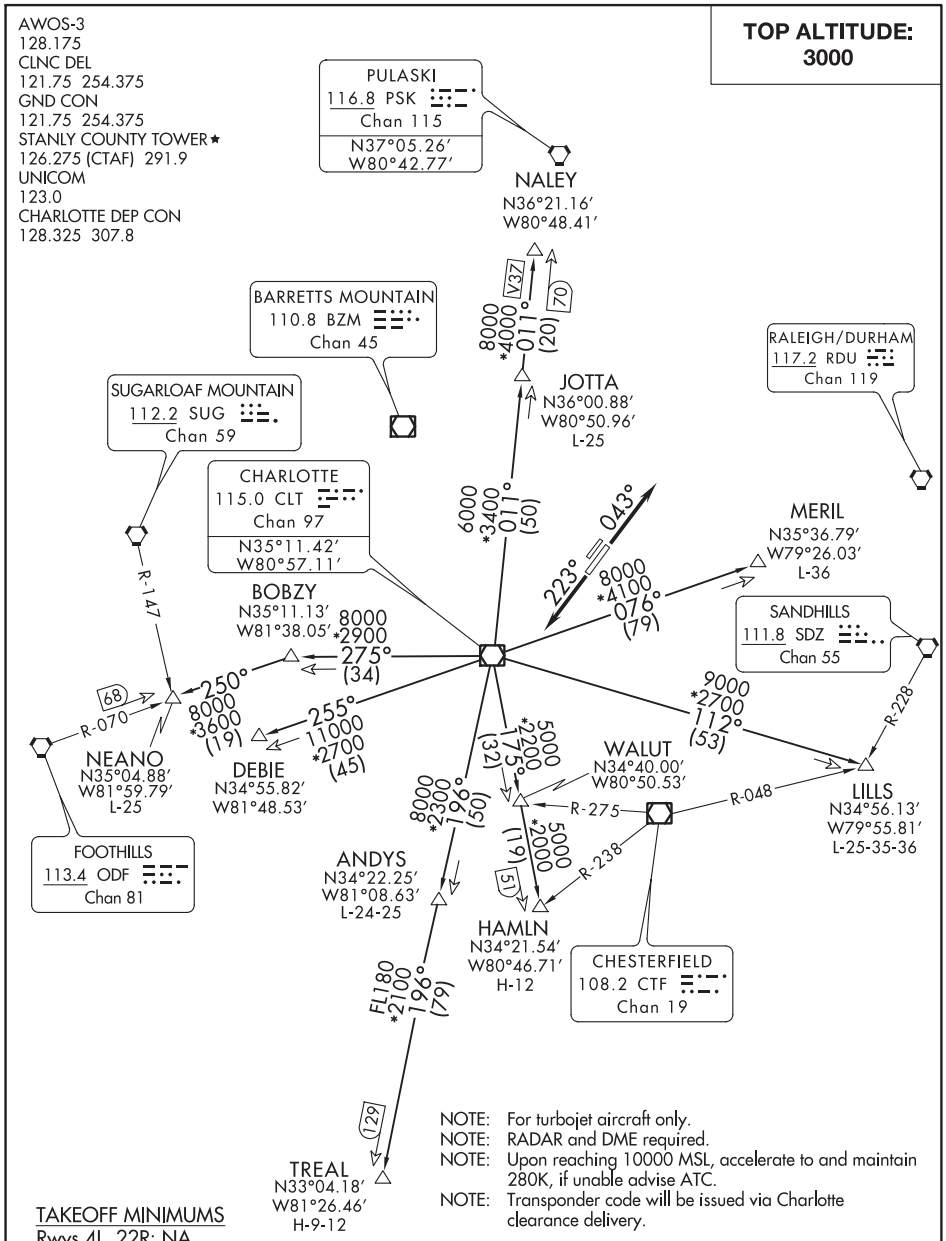
NOTE: Chart not to scale.

# KERMIT THREE DEPARTURE

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8




NOTE: For turbojet aircraft only.
NOTE: RADAR and DME required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4R: Climb heading 043°, thence. . . .
TAKEOFF RWY 22L: Climb heading 223°, thence. . . .

. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

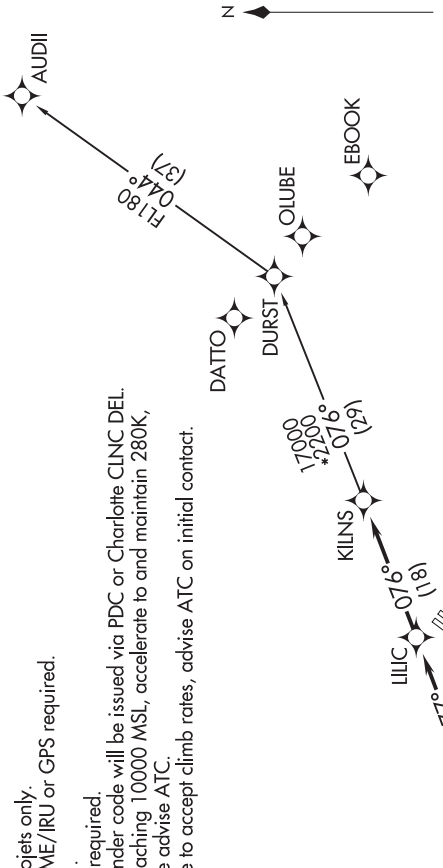
ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

# KILNS FOUR DEPARTURE (RNAV)

**TOP ALTITUDE: 3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

**AUDII TRANSITION (KILNS4.AUDII)**

(KNI2.KNI) 20086 AL-6707 (FAA)

# KNIGHTS TWO DEPARTURE

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

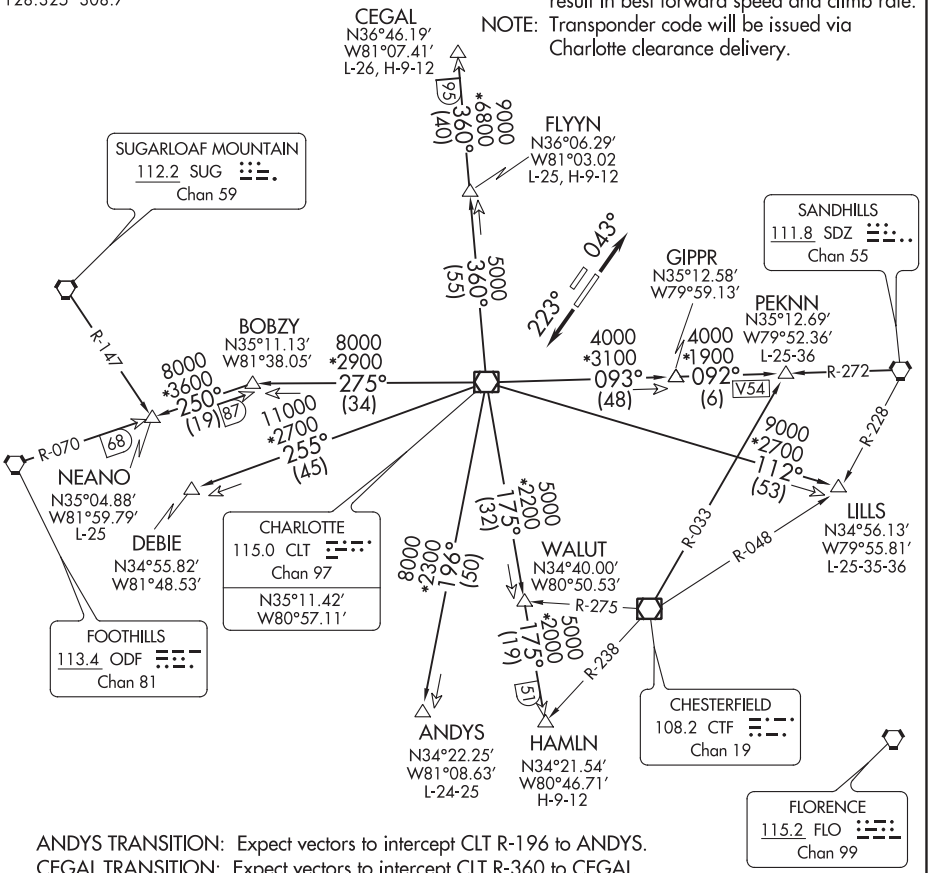
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLEY COUNTY TOWER★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 308.7

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS

Rwys 4, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.




ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4R: Climb heading 043° , thence. . . .
TAKEOFF RUNWAY 22L: Climb heading 223°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

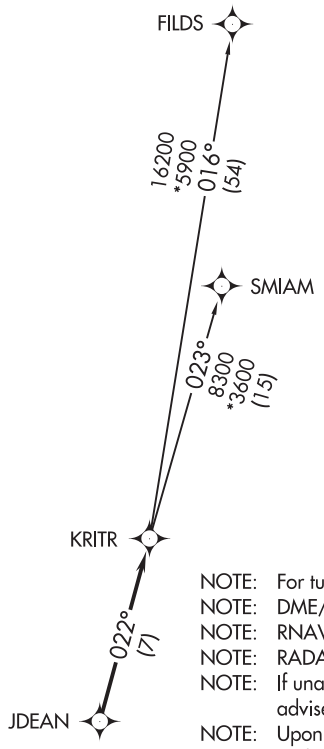
(KRITR5.KRITR) 19003

# KRITR FIVE DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER *
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8

**TOP ALTITUDE: 3000**




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)




SE-2, 10 SEP 2020 to 05 NOV 2020

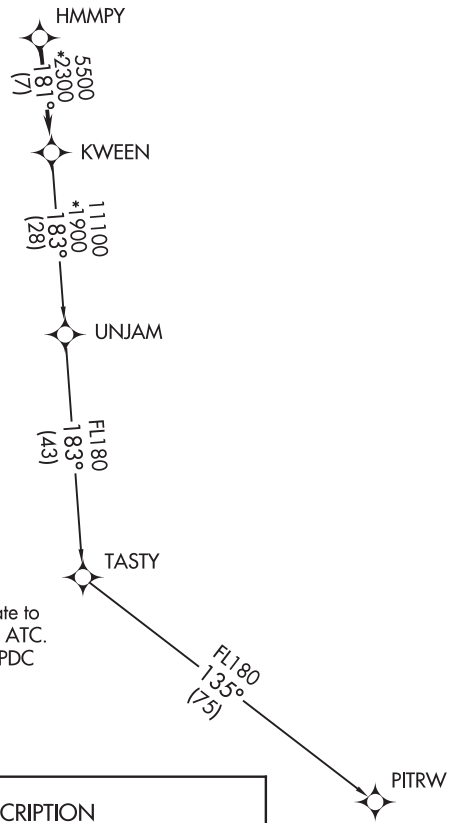
# KWEEN FOUR DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)




SE-2, 10 SEP 2020 to 05 NOV 2020

(LILLS2.LILLS) 20030 AL-6707 (FAA)

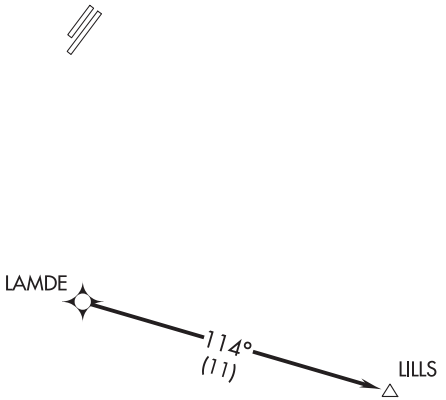
# LILLS TWO DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.



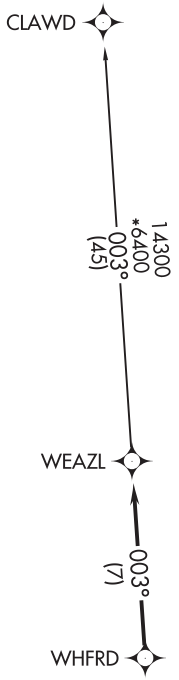
SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

# WEAZL FOUR DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLY COUNTY TOWER ★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 307.8




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS
Rwys 4L, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)




SE-2, 10 SEP 2020 to 05 NOV 2020

ALLENDALE, SOUTH CAROLINA

AL-5769 (FAA)

20170

# RNAV (GPS) RWY 17
## ALLENDALE COUNTY (AQX)

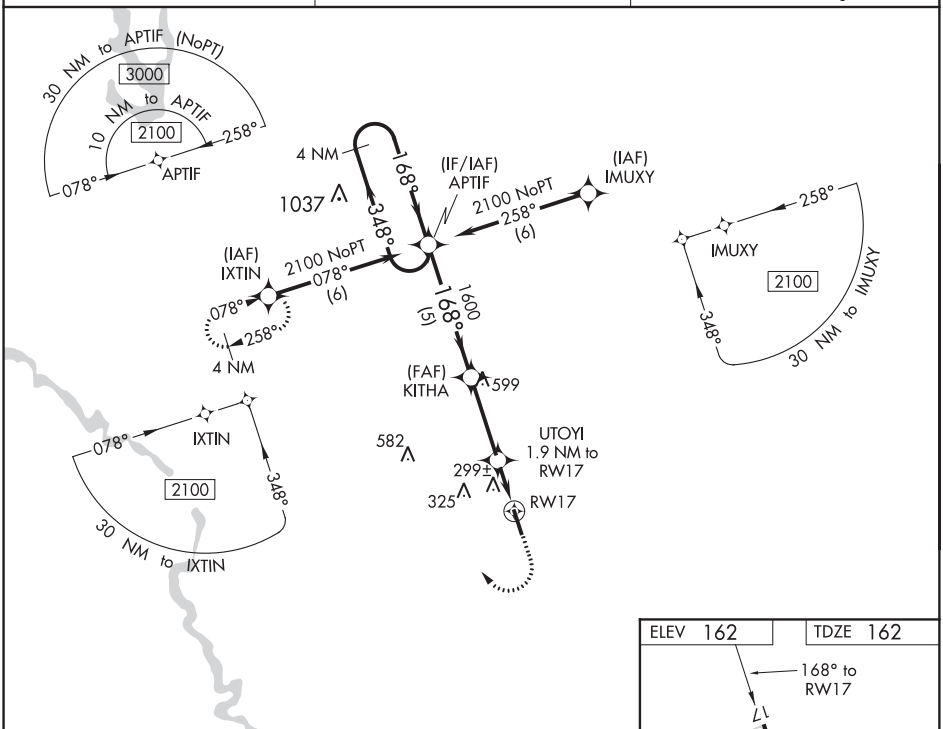
| WAAS CH 45733 W17A | APP CRS 168° | Rwy ldg 4990<br>TDZE 162<br>Apt Elev 162 |
|---|---|---|

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 17 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, LNAV/VNAV all Cats ⅜ mile.

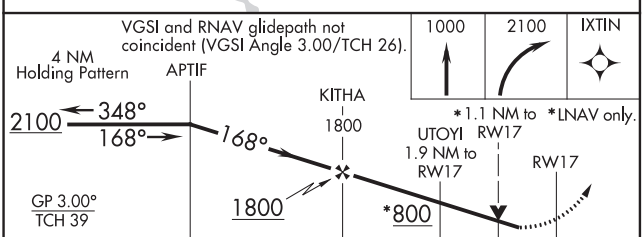
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct IXTIN and hold.

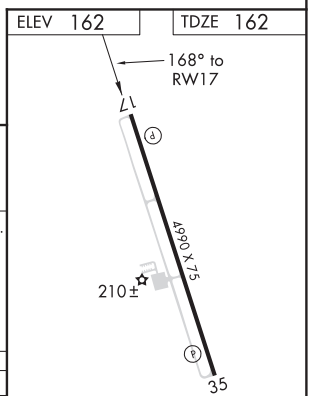
| AWOS-3PT | JACKSONVILLE CENTER | UNICOM |
|---|---|---|
| 118.95 | 132.925 363.2 | 122.8 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




MIRL Rwy 17-35 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 478-1⅛ 316 (400-1⅛) | | NA | |
| LNAV/VNAV DA | 562-1⅜ 400 (400-1⅜) | | NA | |
| LNAV MDA | 560-1 398 (400-1) | | NA | |
| C CIRCLING | 620-1 458 (500-1) | 640-1 478 (500-1) | NA | |

# RNAV (GPS) RWY 35
## ALLENDALE COUNTY (AQX)

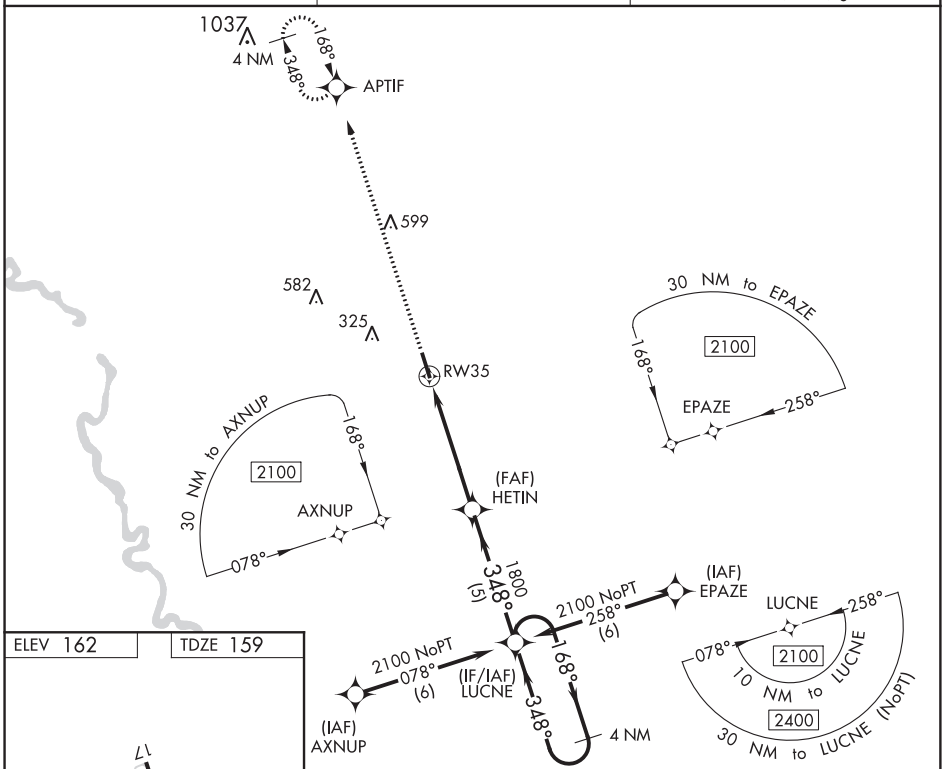
| WAAS CH 77733 W35A | APP CRS 348° | Rwy ldg 4990<br>TDZE 159<br>Apt Elev 162 |
|---|---|---|

RNP APCH.

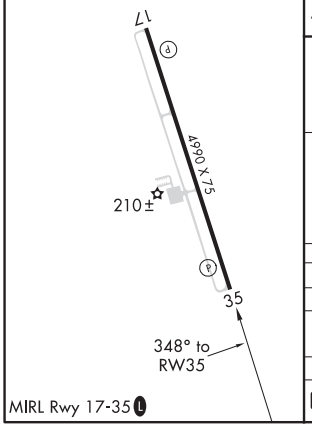
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV, LNAV/VNAV all Cats visibility ⅜ mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climb to 2100 direct APTIF and hold.

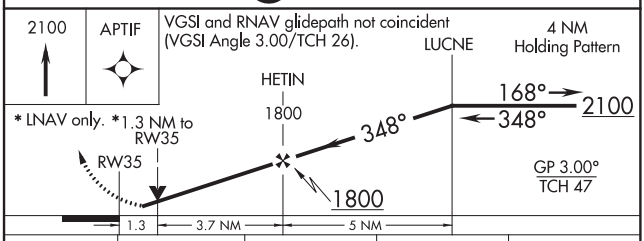
| AWOS-3PT | JACKSONVILLE CENTER | UNICOM |
|---|---|---|
| 118.95 | 132.925 363.2 | 122.8 (CTAF) L |




ELEV 162 TDZE 159




MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 409-¾ | 250 (300-¾) | NA | |
| LNAV/VNAV DA | 591-1½ | 432 (500-1½) | NA | |
| LNAV MDA | 600-1 | 441 (500-1) | NA | |
| C CIRCLING | 620-1<br>458 (500-1) | 640-1<br>478 (500-1) | NA | |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

ALLENDALE, SOUTH CAROLINA

AL-5769 (FAA)

20254

# VOR-A

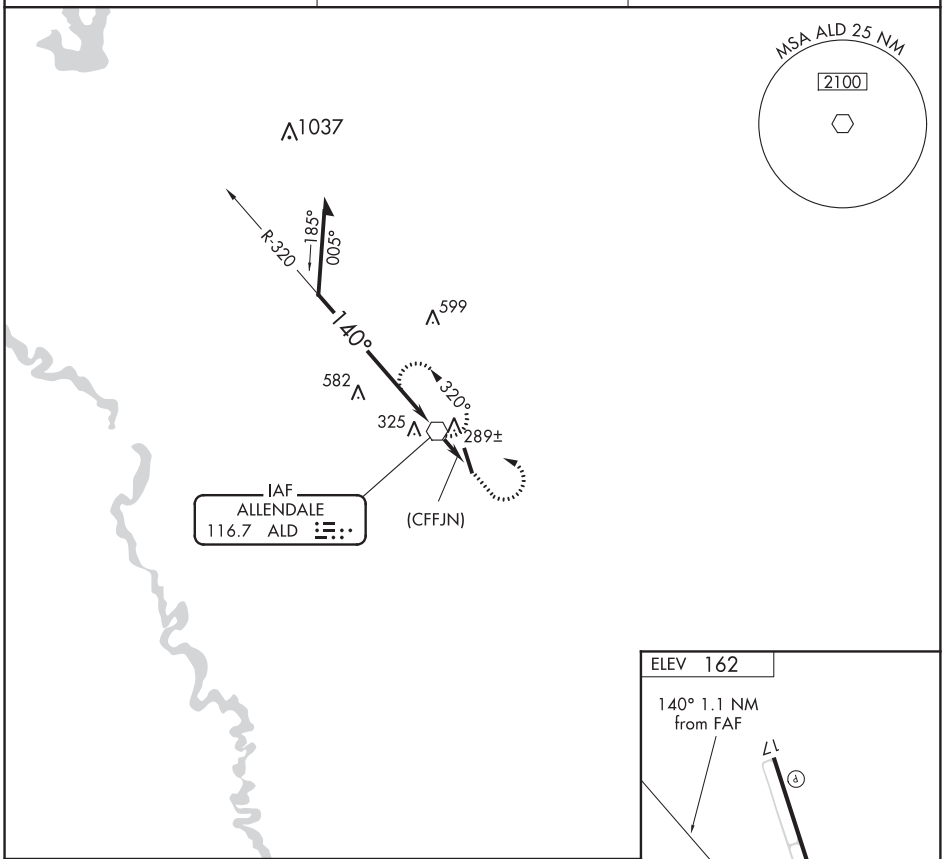
## ALLENDALE COUNTY (AQX)

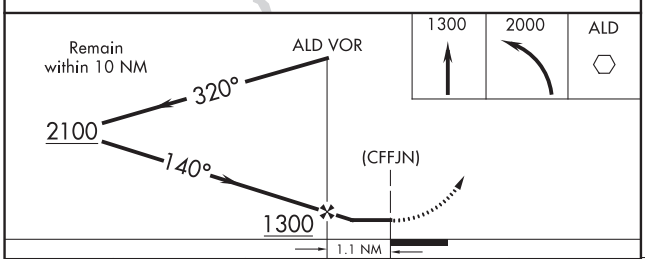
| VOR ALD | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 116.7 | 140° | TDZE | N/A |
| | | Apt Elev | 162 |

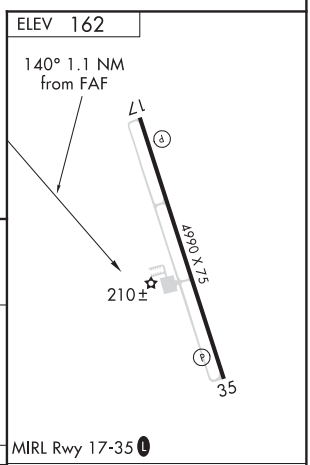
When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climb to 1300, then climbing left turn to 2000 direct ALD VOR and hold.

| AWOS-3PT | JACKSONVILLE CENTER | UNICOM |
|---|---|---|
| 118.95 | 132.925 363.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 860-1 698 (700-1) | | NA | |

| FAF to MAP 1.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 1:06 | 0:44 | 0:33 | 0:26 | 0:22 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC I-AND | APP CRS | Rwy ldg | 6002 |
|---|---|---|---|
| 111.9 | 051° | TDZE | 759 |
| | | Apt Elev | 782 |

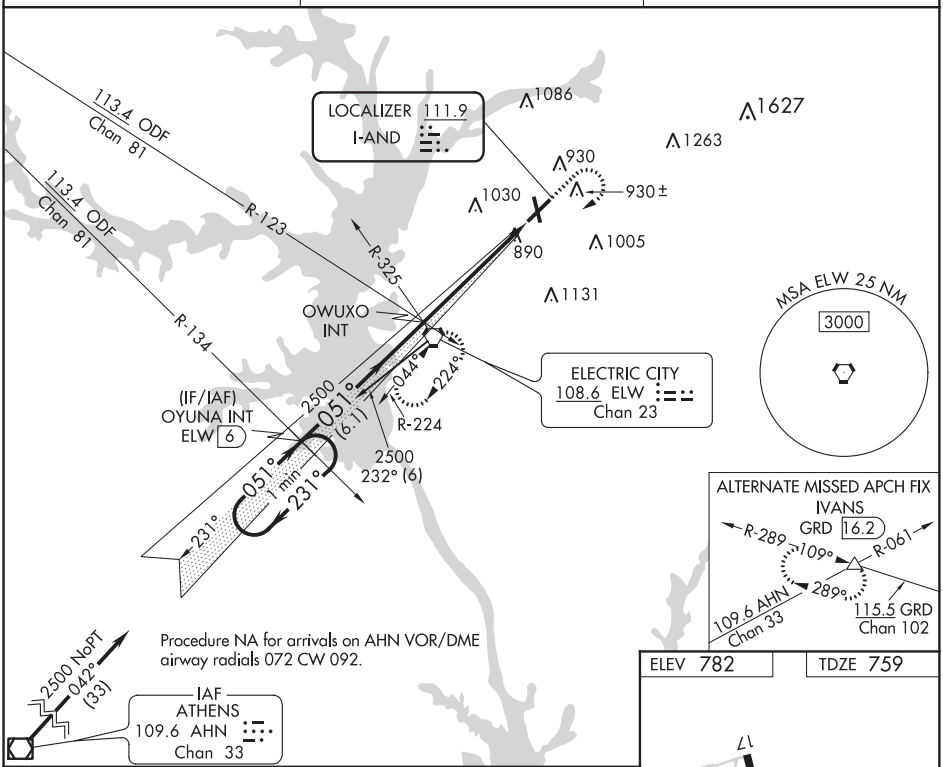
# ILS or LOC RWY 5
## ANDERSON RGNL (AND)

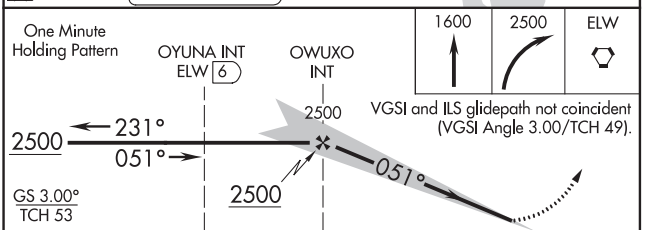
If local altimeter setting not received, use Clemson altimeter setting and increase all DA/MDAs 60 feet. Circling Rwy 17, 35 NA at night. 17, 35 helicopter visibility reduction below 1 SM NA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct ELW VORTAC and hold.

| ASOS | GREER APP CON★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 958-½ 200 (200-½) | | | |
| S-LOC 5 | 1200-½ 442 (500-½) | | 1200-¾ 442 (500-¾) | 1200-1 442 (500-1) |
| C CIRCLING | 1260-1 478 (500-1) | 1320-1 538 (600-1) | 1440-1¾ 658 (700-1¾) | 1500-2¼ 718 (800-2¼) |

ELEV 782 TDZE 759

HIRL Rwy 5-23 L

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ANDERSON, SOUTH CAROLINA

AL-857 (FAA)

20058

# RNAV (GPS) RWY 5
## ANDERSON RGNL (AND)

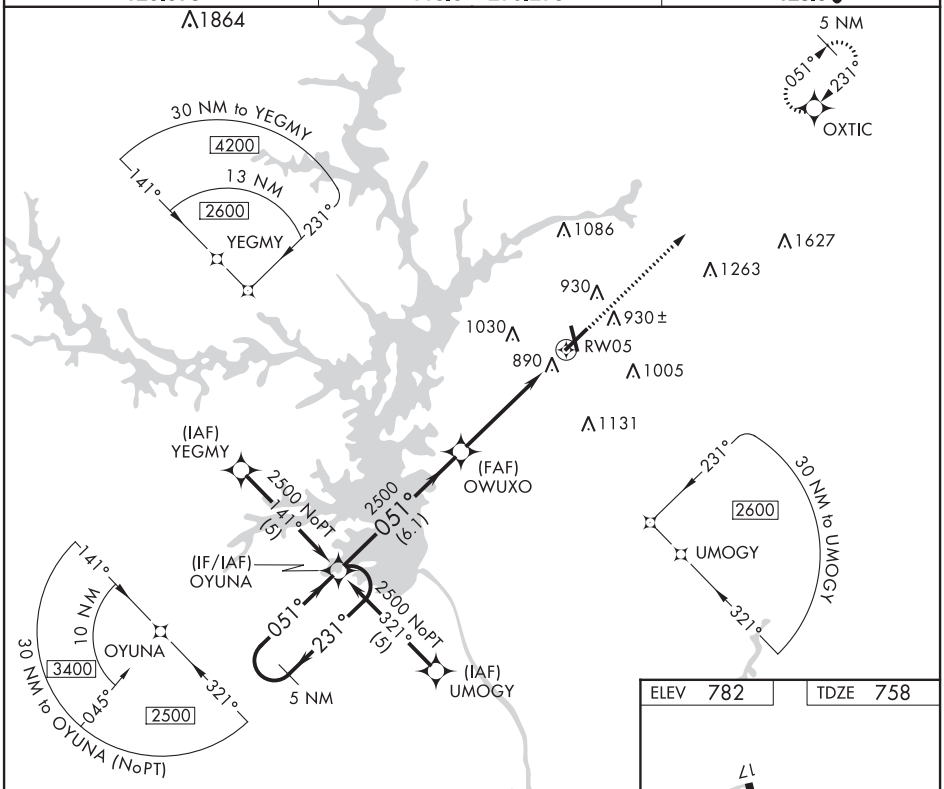
| WAAS | APP CRS | Rwy ldg | 6002 |
|---|---|---|---|
| CH 62901 | 051° | TDZE | 758 |
| W05A | | Apt Elev | 782 |

If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Circling Rwy 17, 35 NA at night. 17, 35 helicopter visibility reduction below 1 SM NA.

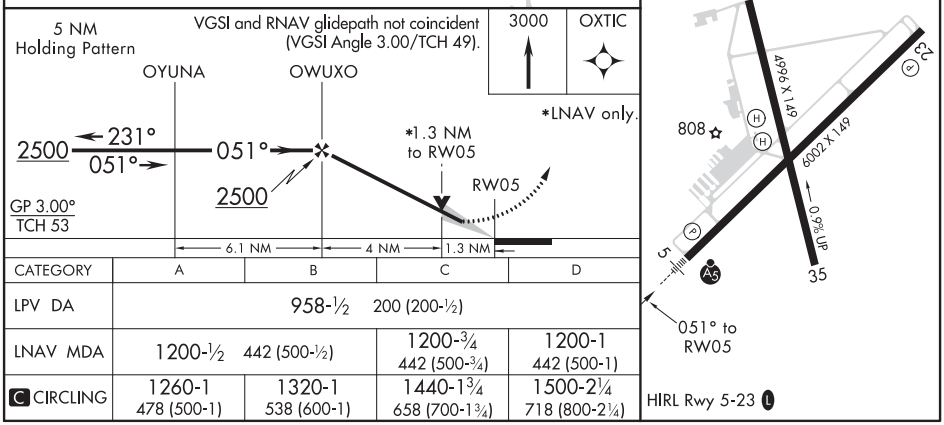
MALSR

MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

| ASOS | GREER APP CON★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |




ELEV 782 | TDZE 758




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 958-½ 200 (200-½) | | | |
| LNAV MDA | 1200-½ 442 (500-½) | | 1200-¾ 442 (500-¾) | 1200-1 442 (500-1) |
| C CIRCLING | 1260-1 478 (500-1) | 1320-1 538 (600-1) | 1440-1¾ 658 (700-1¾) | 1500-2¼ 718 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

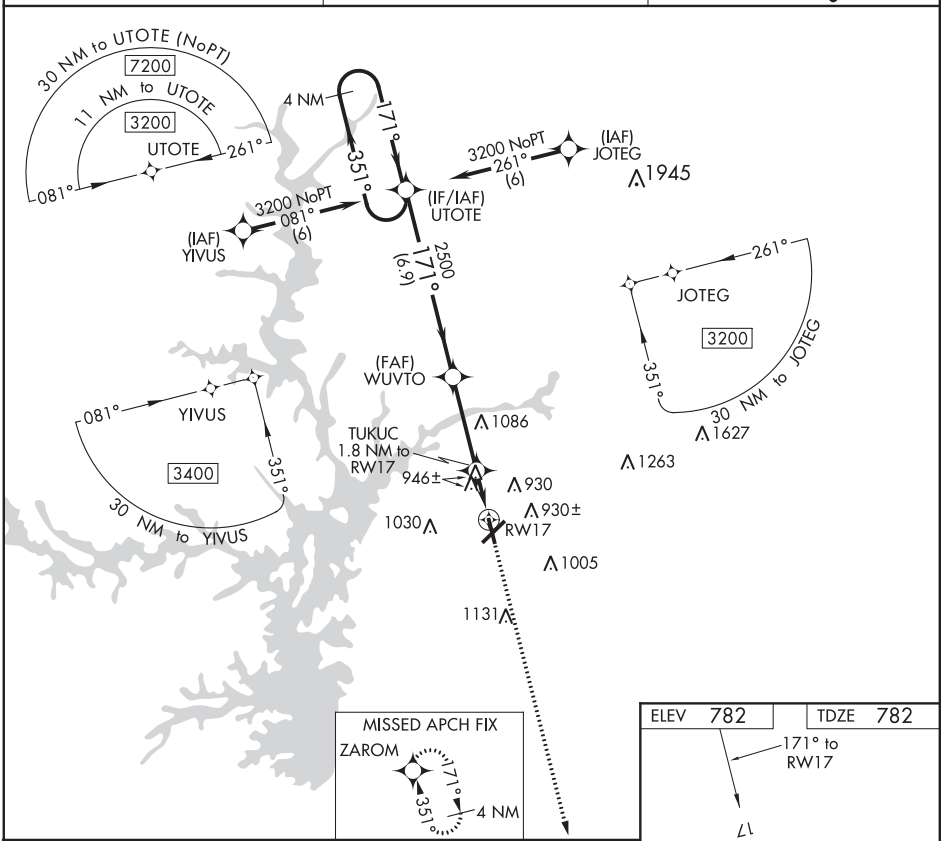
# RNAV (GPS) RWY 17
## ANDERSON RGNL (AND)

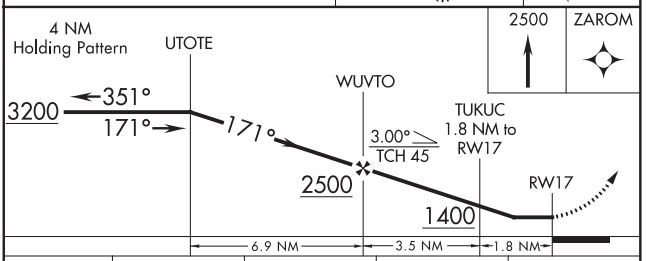
| WAAS CH 49034 W17A | APP CRS 171° | Rwy ldg 4996<br>TDZE 782<br>Apt Elev 782 |
|---|---|---|

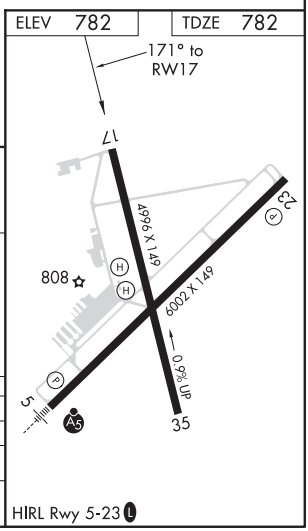
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet and increase LP, LNAV and Circling Cats C/D visibility ¼ mile.
Straight-in Rwy 17 NA at night, Circling Rwy 17, 35 NA at night. 17, 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2500 direct ZAROM and hold.

| ASOS | GREER APP CON ★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |




HIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1200-1 418 (500-1) | | 1200-1⅛ 418 (500-1⅛) | |
| LNAV MDA | 1220-1 438 (500-1) | | 1220-1¼ 438 (500-1¼) | |
| C CIRCLING | 1260-1 478 (500-1) | 1320-1 538 (600-1) | 1440-1¾ 658 (700-1¾) | 1500-2¼ 718 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ANDERSON, SOUTH CAROLINA AL-857 (FAA) 19283

# RNAV (GPS) RWY 23
## ANDERSON RGNL (AND)

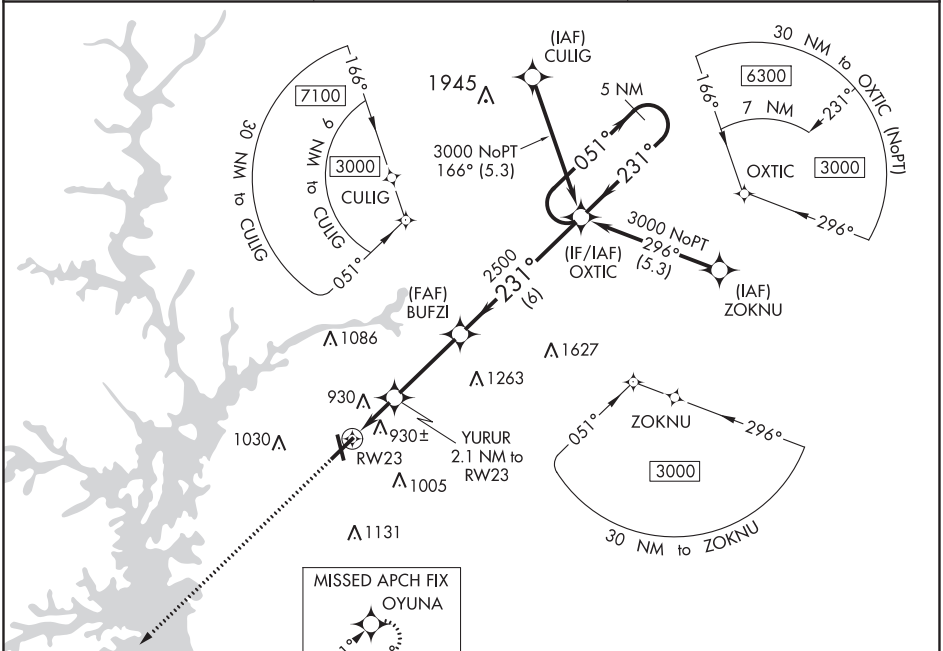
| WAAS CH 90540 W23A | APP CRS 231° | Rwy ldg 6002<br>TDZE 754<br>Apt Elev 782 |
|---|---|---|

RNP APCH.

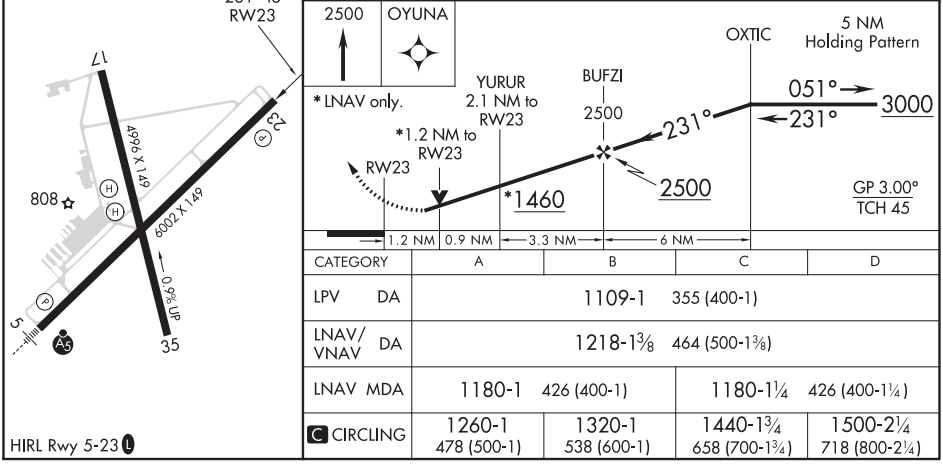
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.
Circling Rwy 17, 35 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

| ASOS | GREER APP CON ★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |




ELEV 782 TDZE 754




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1109-1 355 (400-1) | | | |
| LNAV/VNAV DA | 1218-1⅜ 464 (500-1⅜) | | | |
| LNAV MDA | 1180-1 426 (400-1) | | 1180-1¼ 426 (400-1¼) | |
| C CIRCLING | 1260-1 478 (500-1) | 1320-1 538 (600-1) | 1440-1¾ 658 (700-1¾) | 1500-2¼ 718 (800-2¼) |

HIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

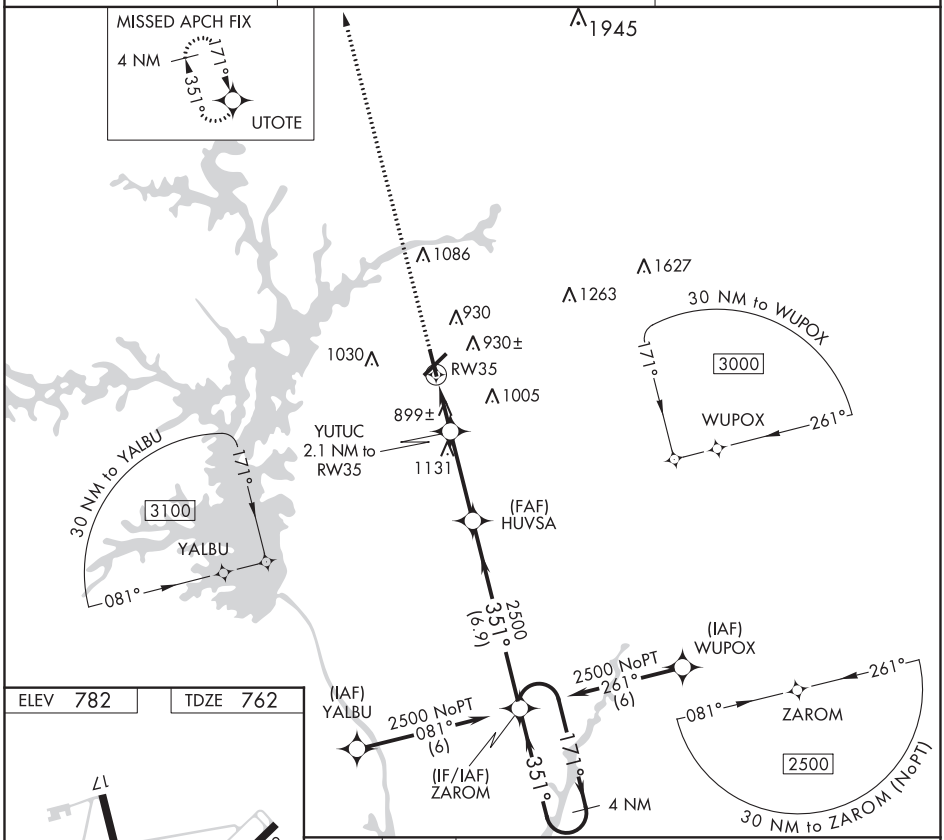
# RNAV (GPS) RWY 35
## ANDERSON RGNL (AND)

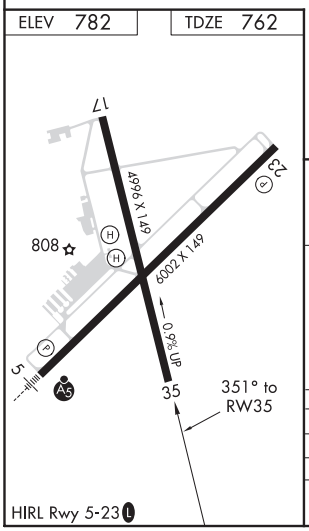
| WAAS CH 93734 W35A | APP CRS 351° | Rwy ldg 4996 TDZE 762 Apt Elev 782 |
|---|---|---|

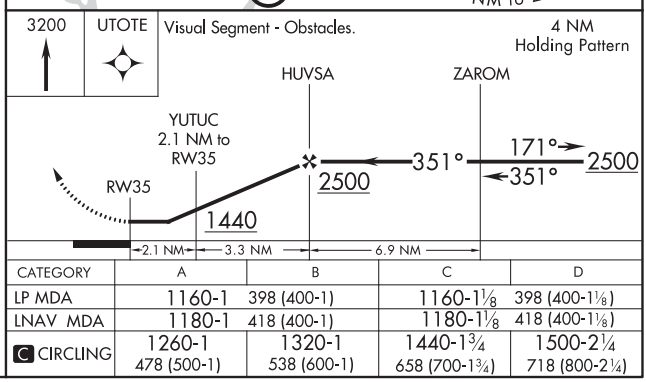
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Clemson altimeter setting and increase all MDA 60 feet; increase all Cats C and D visibility ¼ mile. Straight-in Rwy 35 NA at night, Circling Rwy 17, 35 NA at night. Rwy 17, 35 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3200 direct UTOTE and hold.

| ASOS | GREER APP CON ★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 | 398 (400-1) | 1160-1⅛ | 398 (400-1⅛) |
| LNAV MDA | 1180-1 | 418 (400-1) | 1180-1⅛ | 418 (400-1⅛) |
| C CIRCLING | 1260-1 478 (500-1) | 1320-1 538 (600-1) | 1440-1¾ 658 (700-1¾) | 1500-2¼ 718 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ANDERSON, SOUTH CAROLINA

AL-857 (FAA)

20058

# VOR RWY 5
## ANDERSON RGNL (AND)

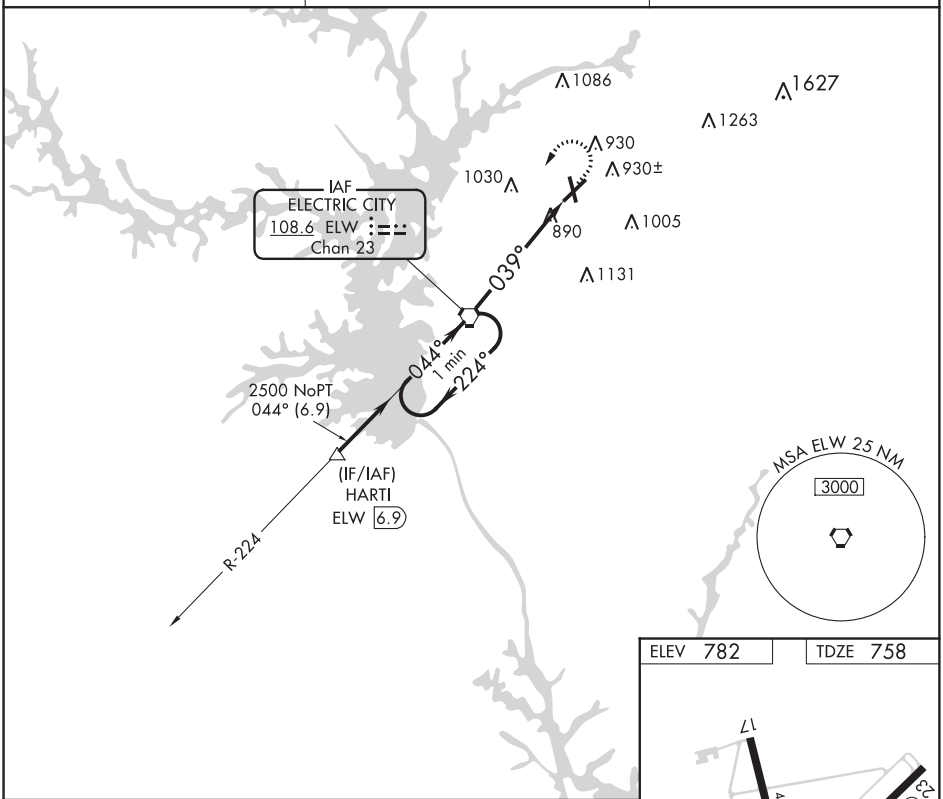
| VORTAC ELW 108.6 Chan 23 | APP CRS 039° | Rwy ldg 6002 TDZE 758 Apt Elev 782 |
|---|---|---|

T A If local altimeter setting not received, use Clemson altimeter setting and increase all MDAs 60 feet. VDP NA when using Clemson altimeter setting. Circling Rwy 17, 35 NA at night. 17, 35 helicopter visibility reduction below 1 SM NA.

MALSR A5

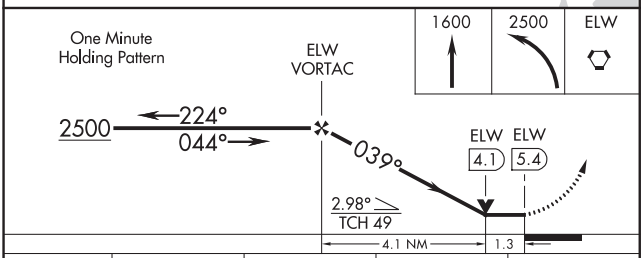
MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

| ASOS | GREER APP CON ★ | CTAF |
|---|---|---|
| 120.675 | 118.8 270.275 | 123.6 L |

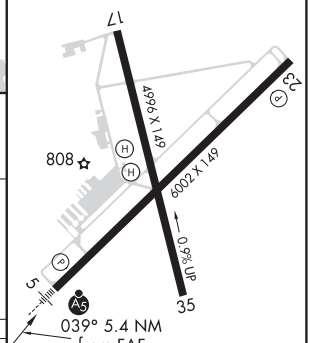



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| ELEV 782 | TDZE 758 |
|---|---|




HIRL Rwy 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 1200-½ 442 (500-½) | | 1200-¾ 442 (500-¾) | 1200-1 442 (500-1) |
| C CIRCLING | 1260-1 478 (500-1) | 1320-1 538 (600-1) | 1440-1¾ 658 (700-1¾) | 1500-2¼ 718 (800-2¼) |

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

# RNAV (GPS) RWY 8
## WESTERN CAROLINA RGNL (RHP)

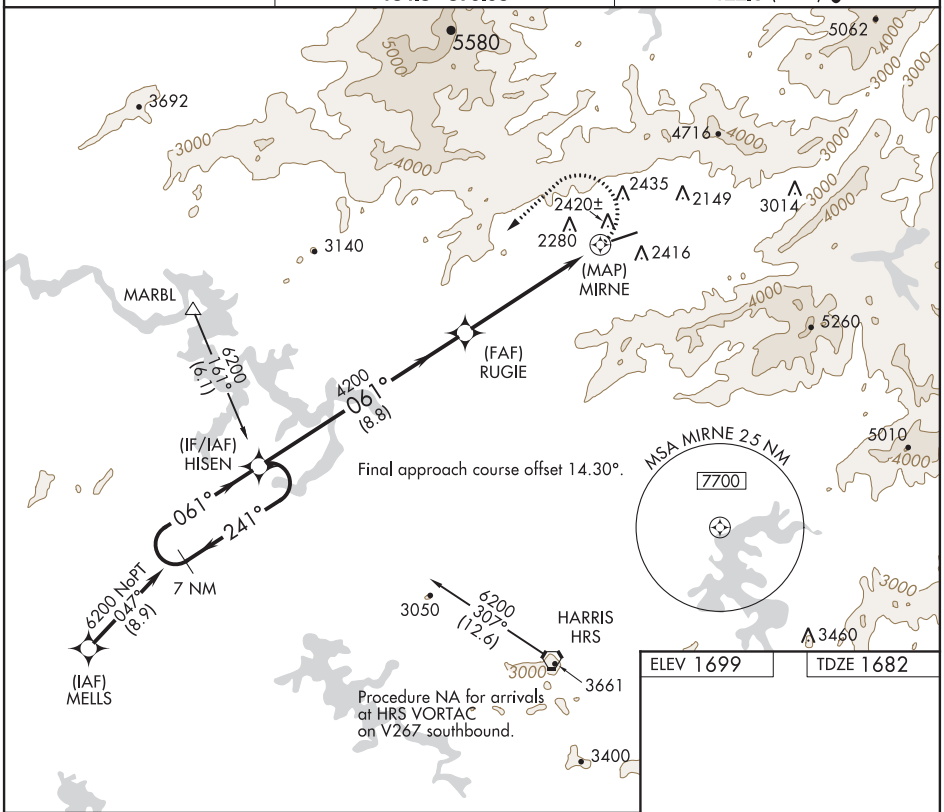
| WAAS CH 86932 W08A | APP CRS 061° | Rwy ldg 5285<br>TDZE 1682<br>Apt Elev 1699 |
|---|---|---|

RNP APCH.

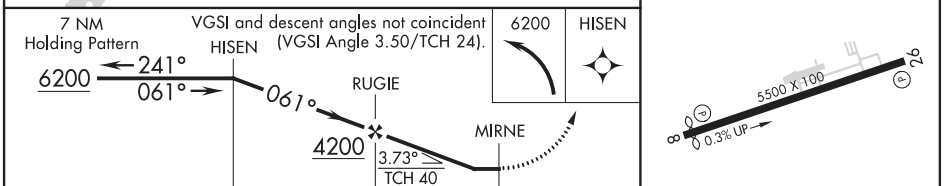
Procedure NA at night. When local altimeter setting not received, procedure NA. Helicopter visibility reduction below 1 SM NA. NA -8°C

MISSED APPROACH: Climbing left turn to 6200 direct HISEN and hold, continue climb-in-hold to 6200.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 119.675 | 134.8 379.95 | 122.8 (CTAF) L |




| ELEV 1699 | TDZE 1682 |
|---|---|







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 3980-1¼<br>2298 (2300-1¼) | 3980-1½<br>2298 (2300-1½) | 3980-3<br>2298 (2300-3) | NA |
| LNAV MDA | 4160-1¼<br>2478 (2500-1¼) | 4160-1½<br>2478 (2500-1½) | 4160-3<br>2478 (2500-3) | NA |
| C CIRCLING | 4160-1¼<br>2461 (2500-1¼) | 4160-1½<br>2461 (2500-1½) | NA | |

REIL Rwy 8 L
MIRL Rwy 8-26 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ANDREWS, SOUTH CAROLINA

AL-10057 (FAA)

20254

# NDB RWY 36
## ROBERT F SWINNIE (PHH)

| NDB PHH | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 255 | 354° | 3001 / 26 / 26 |

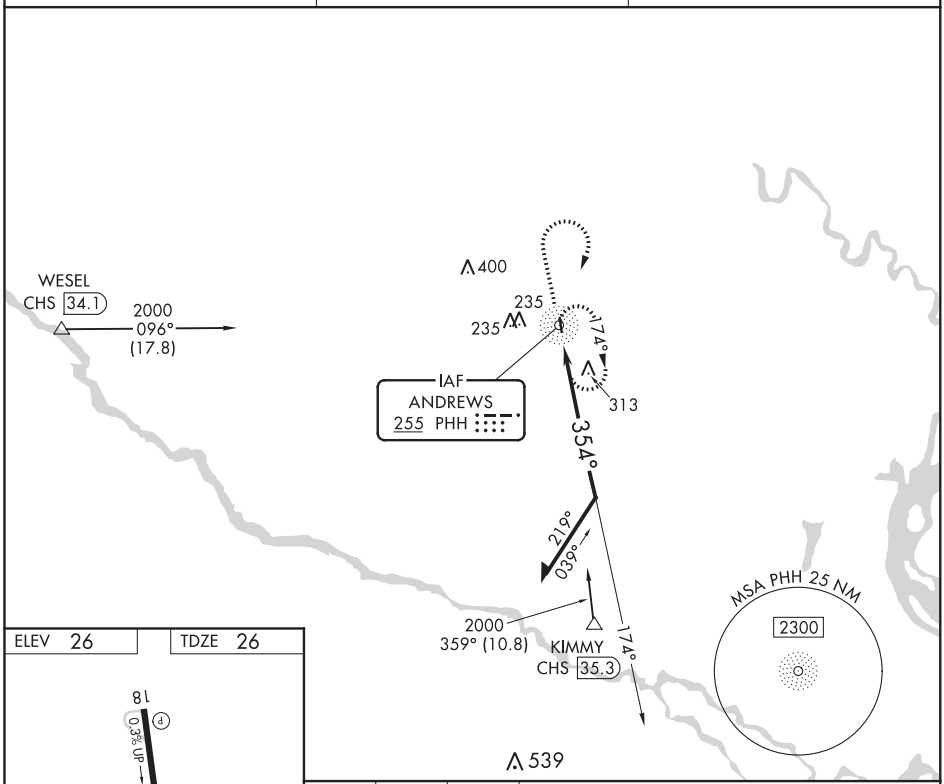
DME or RADAR required for procedure entry.

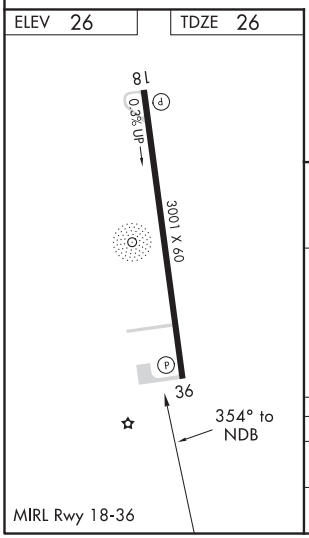
Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Myrtle Beach altimeter setting, if not received, procedure NA.

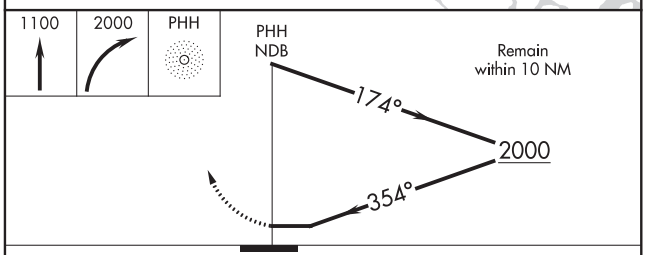
NA

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct PHH NDB and hold, continue climb-in-hold to 2000.

| MYR AWOS-3PT | MYRTLE BEACH APP CON ★ | CTAF |
|---|---|---|
| 123.925 | 127.4 257.95 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-36 | 740-1 | 714 (800-1) | 740-2<br>714 (800-2) | NA |
| CIRCLING | 740-1 | 714 (800-1) | 740-2<br>714 (800-2) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

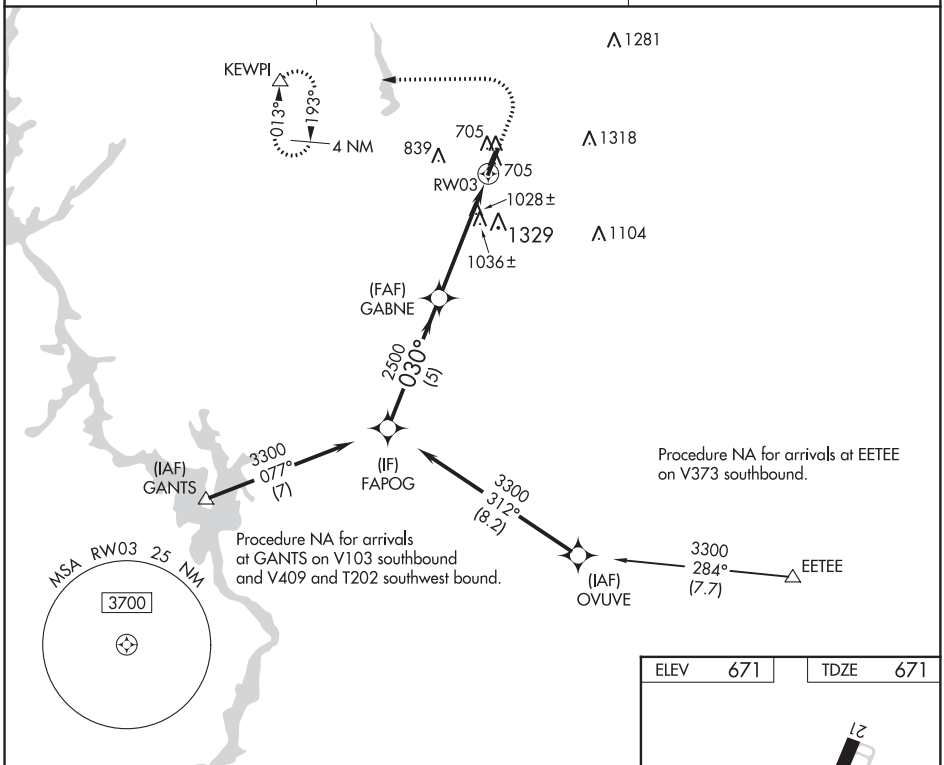
| WAAS CH 86740 W03A | APP CRS 030° | Rwy ldg 5501 TDZE 671 Apt Elev 671 |
|---|---|---|

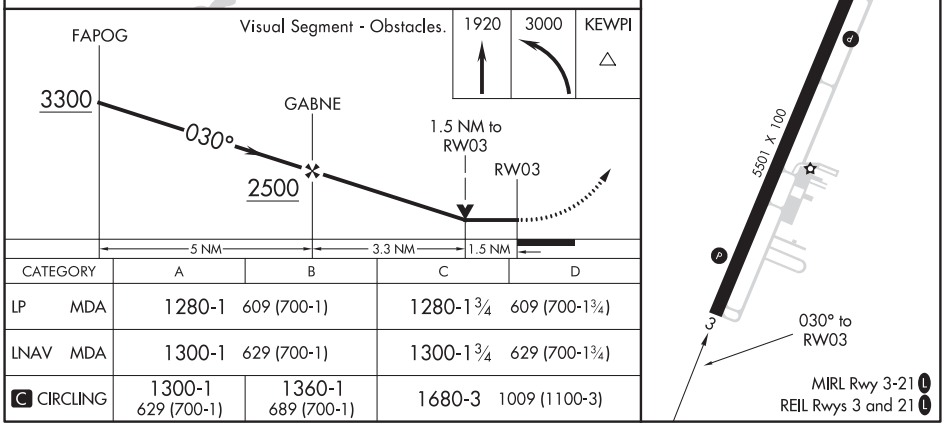
# RNAV (GPS) RWY 3
## ASHEBORO RGNL (HBI)

Rwy 3 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: (Do not exceed 250K until KEWPI) Climb to 1920 then climbing left turn to 3000 direct KEWPI and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.6 327.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1280-1 609 (700-1) | | 1280-1¾ 609 (700-1¾) | |
| LNAV MDA | 1300-1 629 (700-1) | | 1300-1¾ 629 (700-1¾) | |
| C CIRCLING | 1300-1 629 (700-1) | 1360-1 689 (700-1) | 1680-3 1009 (1100-3) | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ASHEBORO, NORTH CAROLINA

AL-5777 (FAA)

20198

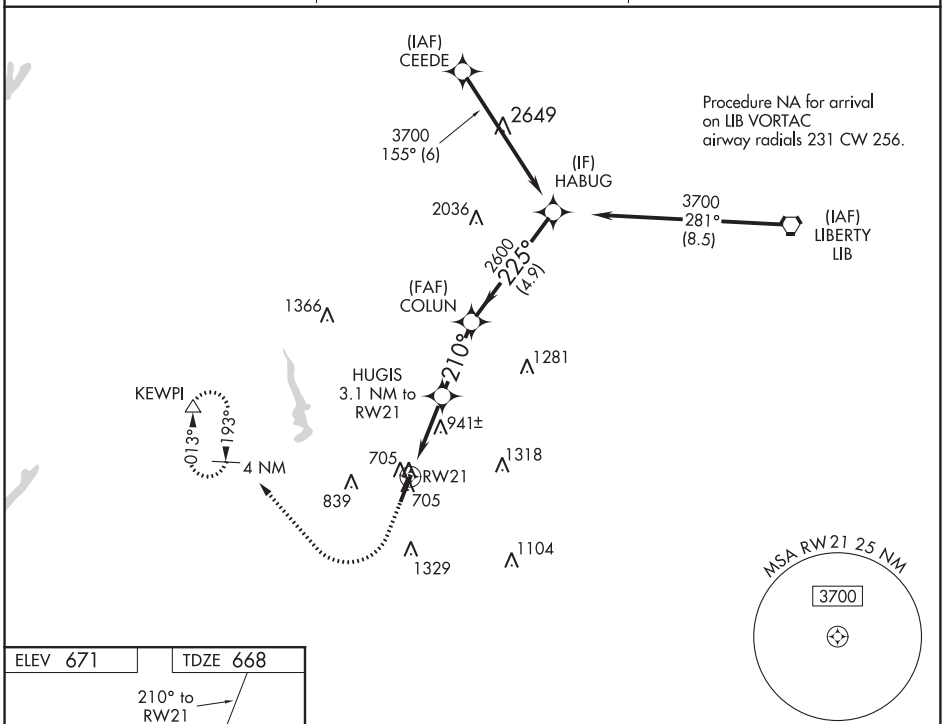
# RNAV (GPS) RWY 21
## ASHEBORO RGNL (HBI)

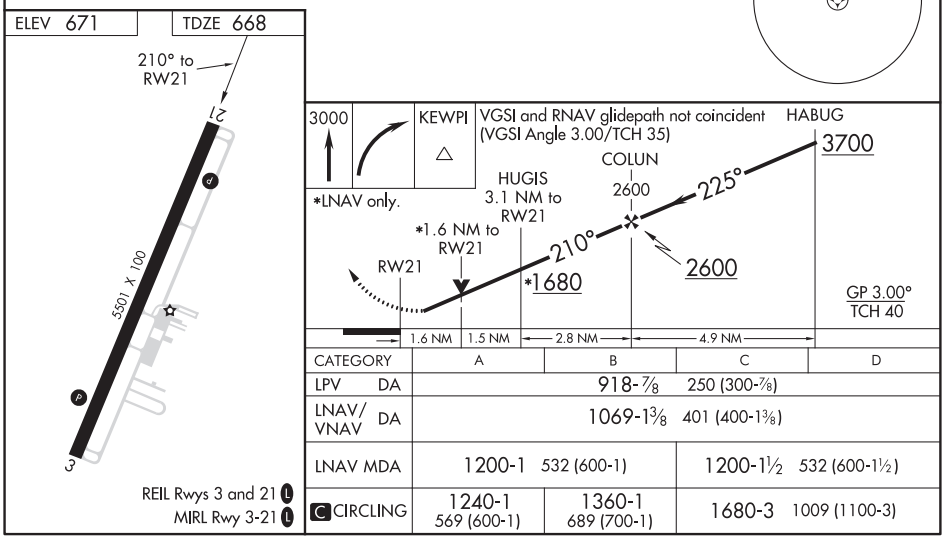
| WAAS CH 53739 W21A | APP CRS 210° | Rwy ldg 5501<br>TDZE 668<br>Apt Elev 671 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 21 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 then right turn direct KEWPI and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.275 | 126.6 327.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 918-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1069-1⅜ 401 (400-1⅜) | | | |
| LNAV MDA | 1200-1 532 (600-1) | | 1200-1½ 532 (600-1½) | |
| C CIRCLING | 1240-1 569 (600-1) | 1360-1 689 (700-1) | 1680-3 1009 (1100-3) | |



SE-2, 10 SEP 2020 to 05 NOV 2020

ASHEBORO, NORTH CAROLINA
Amdt 1 22JUN17

35°39′N-79°54′W

ASHEBORO RGNL (HBI)
RNAV (GPS) RWY 21

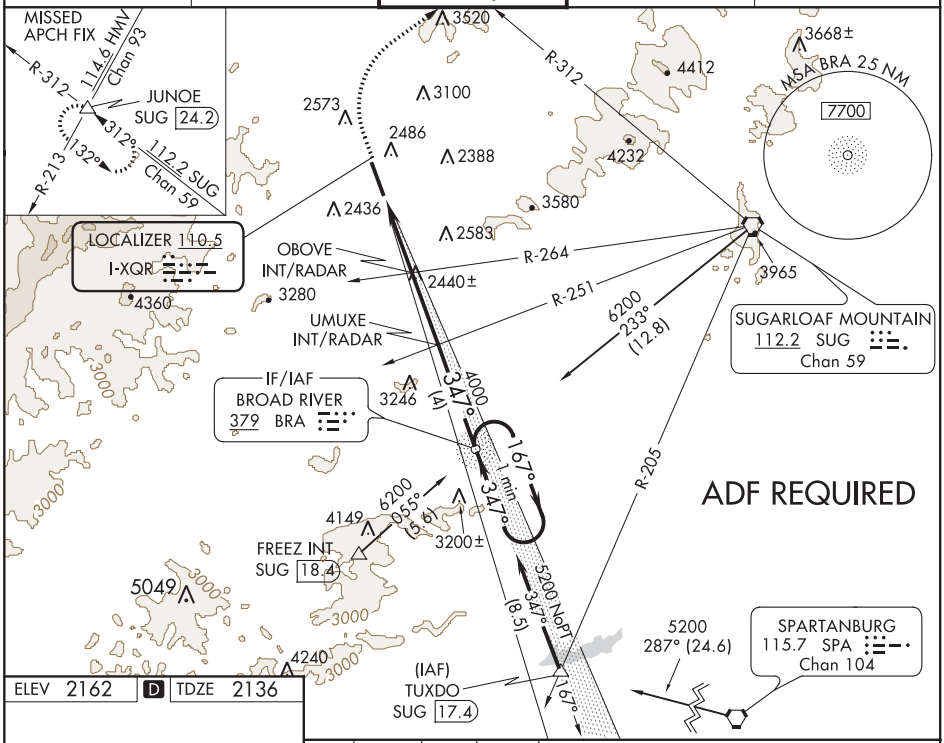
| LOC I-XQR | APP CRS | Rwy ldg | 7001 |
|---|---|---|---|
| 110.5 | 347° | TDZE | 2136 |
| | | Apt Elev | 2162 |

# ILS or LOC RWY 35
## ASHEVILLE RGNL (AVL)

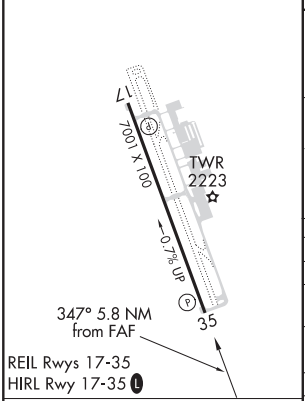
T A Circling NA west of Runway 17-35.

MISSED APPROACH: Climb to 2800 then climbing right turn to 5500 on heading 350 and SUG VORTAC R-312 to JUNOE INT/SUG 24.4 DME and hold.

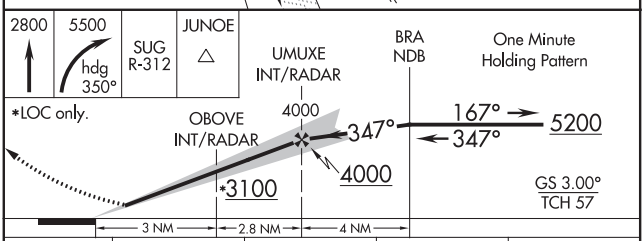
| ATIS | ASHEVILLE APP CON | ASHEVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.2 | 124.65 269.575 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




ELEV 2162 D TDZE 2136




| 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 35 | 2336-¾ 200 (200-¾) | | | |
| S-LOC 35 | 3100-1¼ 964 (1000-1¼) | 3100-1½ 964 (1000-1½) | 3100-3 964 (1000-3) | |
| C CIRCLING | 3100-1¼ 938 (1000-1¼) | 3100-1½ 938 (1000-1½) | 3320-3 1158 (1200-3) | 3640-3 1478 (1500-3) |
| OBOVE FIX MINIMUMS (DUAL VOR RECEIVERS OR RADAR REQUIRED) | | | | |
| S-LOC 35 | 2700-1 564 (600-1) | | 2700-1⅝ 564 (600-1⅝) | |
| C CIRCLING | 2800-1 638 (700-1) | 2880-1 718 (800-1) | 3320-3 1158 (1200-3) | 3640-3 1478 (1500-1) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ASHEVILLE, NORTH CAROLINA — AL-5061 (FAA) — 20198

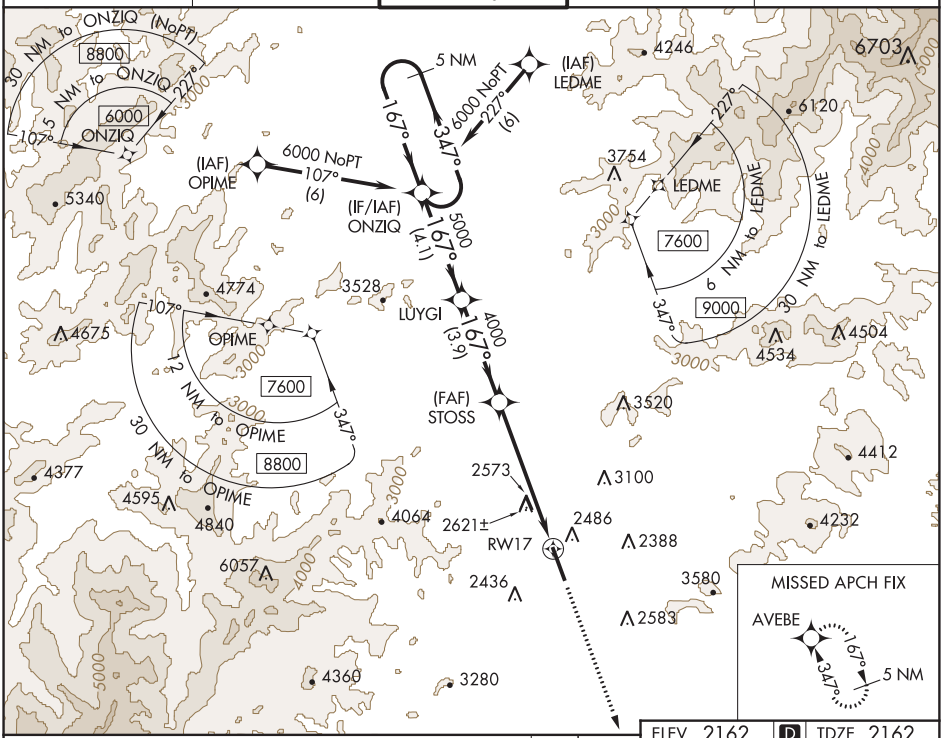
| WAAS CH 97438 W17A | APP CRS 167° | Rwy ldg 6601<br>TDZE 2162<br>Apt Elev 2162 |
|---|---|---|

# RNAV (GPS) RWY 17
## ASHEVILLE RGNL (AVL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 53°C (127°F). DME/DME RNP-0.3 NA. Circling NA west of Rwy 17-35. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 6000 direct AVEBE and hold, continue climb-in-hold to 6000.

| ATIS | ASHEVILLE APP CON | ASHEVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.2 | 124.65 269.575 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2412-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 2958-3 796 (800-3) | | | |
| LNAV MDA | 2880-1 718 (800-1) | | 2880-2 718 (800-2) | |
| C CIRCLING | 2880-1 718 (800-1) | 2880-1¼ 718 (800-1¼) | 3320-3 1158 (1200-3) | 3640-3 1478 (1500-3) |

REIL Rwys 17-35
HIRL Rwy 17-35 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

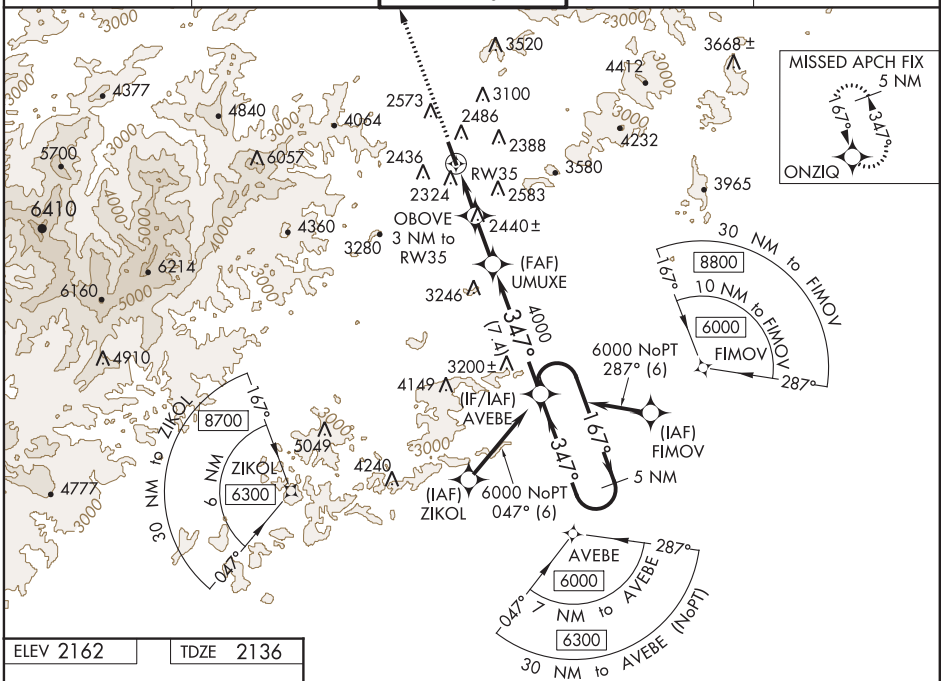
| WAAS CH 56338 W35A | APP CRS 347° | Rwy ldg 7001 TDZE 2136 Apt Elev 2162 |
|---|---|---|

# RNAV (GPS) RWY 35
## ASHEVILLE RGNL (AVL)

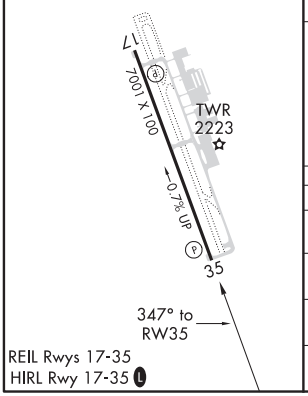
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12° C (11° F) or above 53° C (127° F). DME/DME RNP-0.3 NA. Circling NA west of Rwy 17-35.

MISSED APPROACH: Climb to 6800 direct ONZIQ and hold, continue climb-in-hold to 6800.

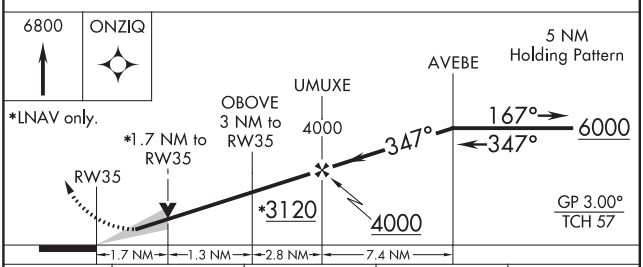
| ATIS | ASHEVILLE APP CON | ASHEVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 120.2 | 124.65 269.575 | 121.1 (CTAF) L 257.8 | 121.9 | 122.95 |




ELEV 2162 TDZE 2136




REIL Rwys 17-35
HIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 2336-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 2628-1⅝ 492 (500-1⅝) | | | |
| LNAV MDA | 2700-1 564 (600-1) | | 2700-1¾ 564 (600-1¾) | |
| C CIRCLING | 2800-1 638 (700-1) | 2880-1 718 (800-1) | 3320-3 1158 (1200-3) | 3640-3 1478 (1500-3) |



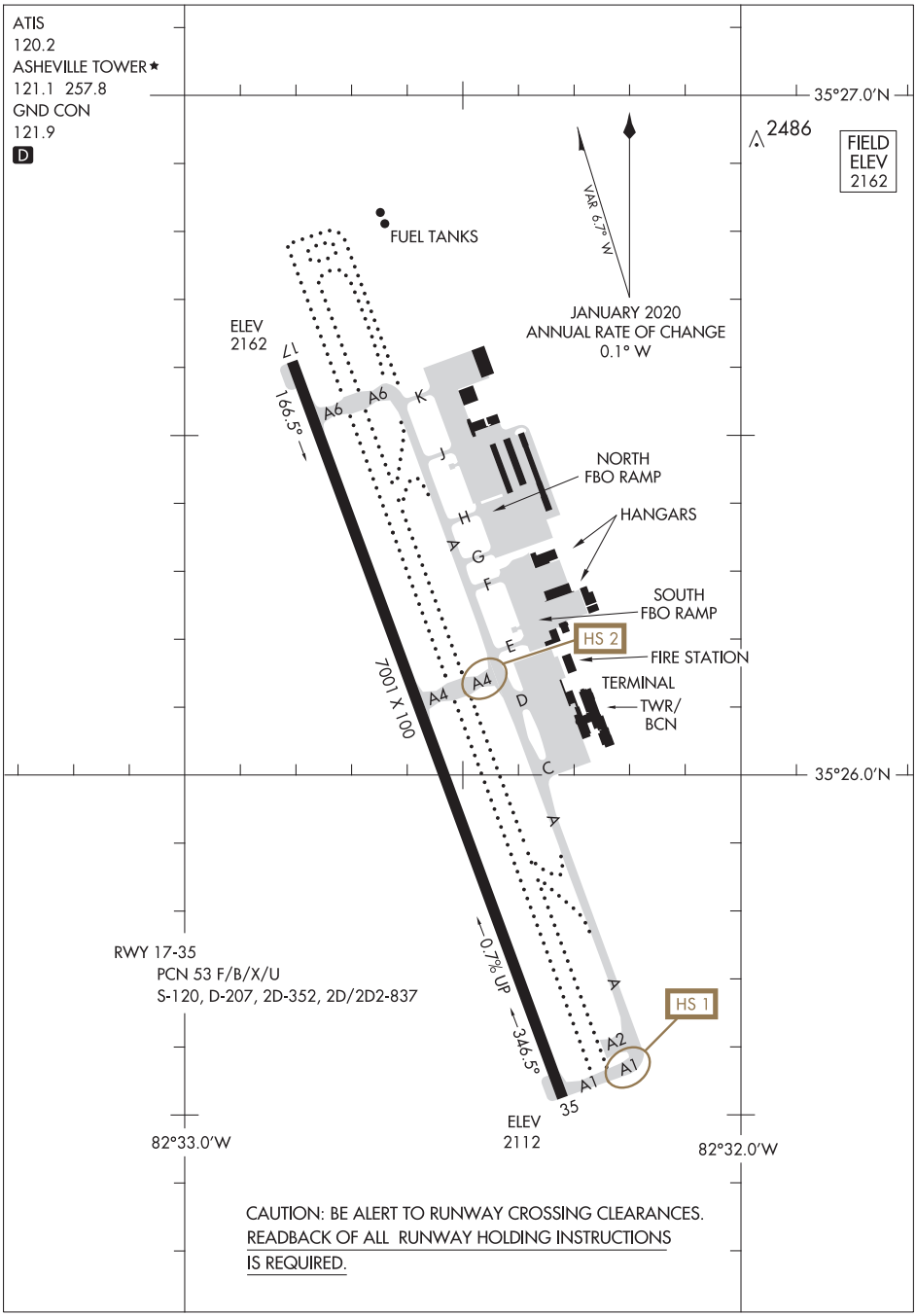
SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

20198

# AIRPORT DIAGRAM

AL-5061 (FAA)

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

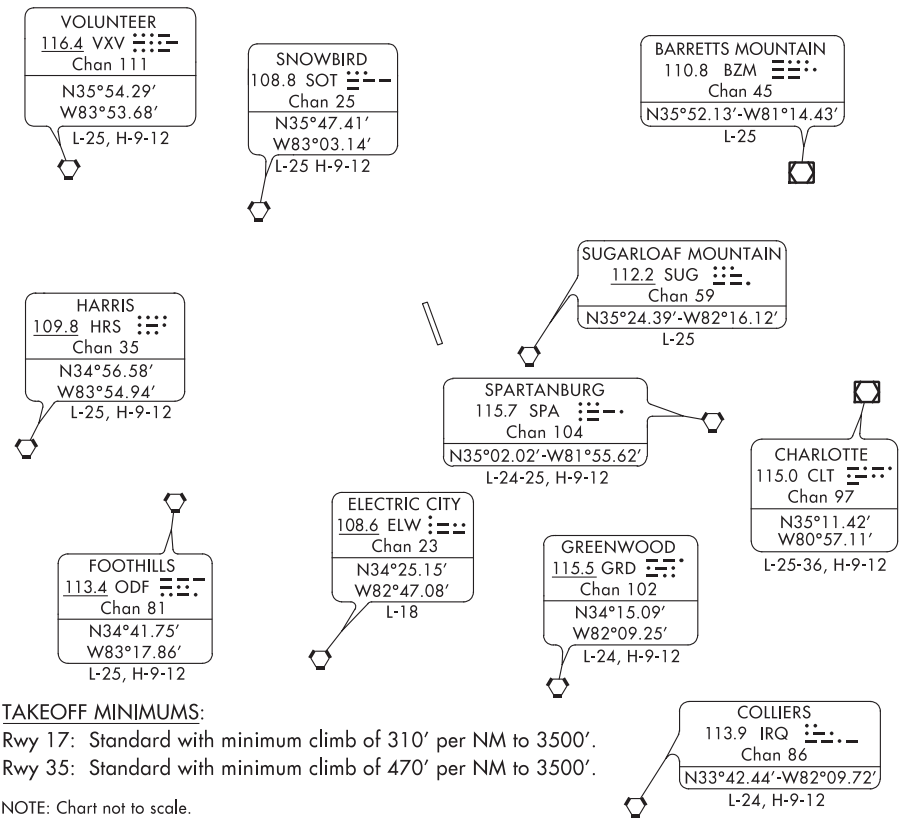
AIRPORT DIAGRAM
20198
ASHEVILLE, NORTH CAROLINA
ASHEVILLE RGNL (AVL)

# ASHEVILLE FIVE DEPARTURE

**TOP ALTITUDE: 8000**

ATIS 120.2
GND CON 121.9
ASHEVILLE TOWER★
121.1 (CTAF) 257.8
ASHEVILLE DEP CON
124.65 351.8
ATLANTA CENTER DEP CON
132.625 353.625 (when twr closed)

NOTE: RADAR required.




TAKEOFF MINIMUMS:
Rwy 17: Standard with minimum climb of 310' per NM to 3500'.
Rwy 35: Standard with minimum climb of 470' per NM to 3500'.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb on a heading between 147° CW to 187° from DER as assigned by ATC (When tower closed, climb heading 167°) Thence. . . .

TAKEOFF RUNWAY 35: Climb on a heading between 332° CW to 002° from DER as assigned by ATC (When tower closed, climb heading 347°) Thence. . . .

. . . .Expect radar vectors to intercept filed route/fix. Maintain 8000 or lower filed altitude or aircraft filed at or above 9000, maintain 8000 and expect filed altitude/ flight level within ten (10) minutes after departure.

BAMBERG, SOUTH CAROLINA AL-9818 (FAA) 19311

| APP CRS | Rwy ldg | 3603 |
|---|---|---|
| 051° | TDZE | 226 |
| | Apt Elev | 231 |

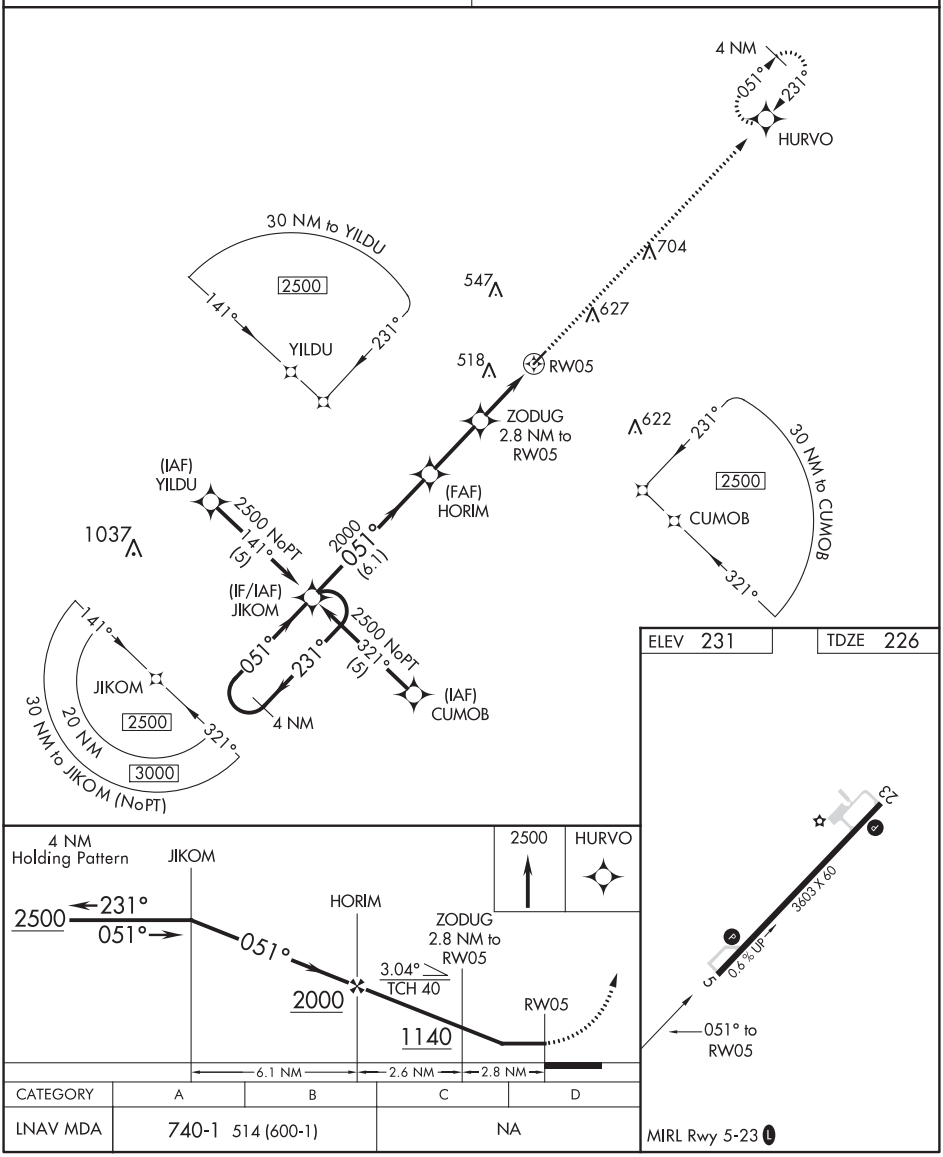
# RNAV (GPS) RWY 5
## BAMBERG COUNTY (99N)

RNP APCH.

Procedure NA at night.
NA Rwy 5 helicopter visibility reduction below 1 SM NA.
Use Orangeburg Muni altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500 direct HURVO and hold.

| COLUMBIA APP CON | UNICOM |
|---|---|
| 124.15 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 740-1 514 (600-1) | | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 3603 |
|---|---|---|
| 231° | TDZE | 231 |
| | Apt Elev | 231 |

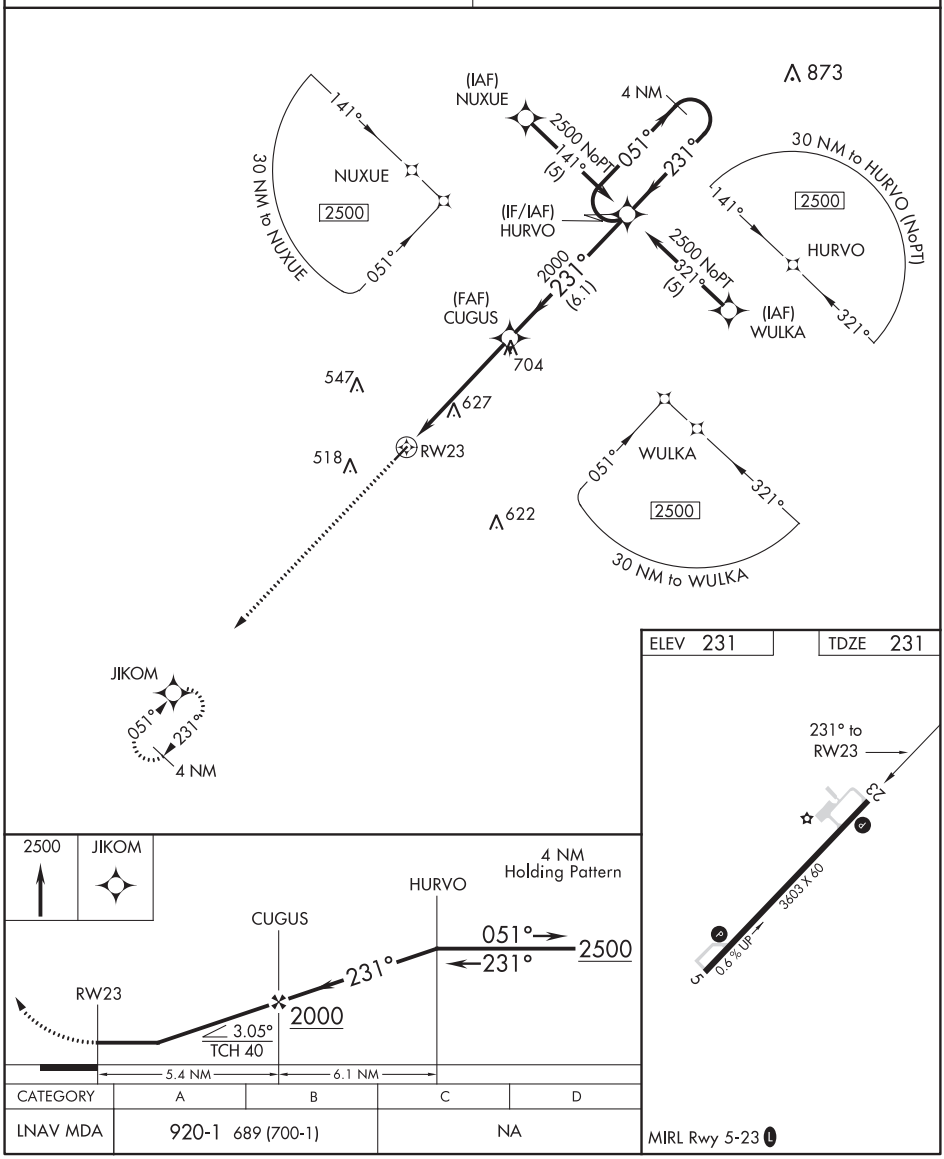
# RNAV (GPS) RWY 23
## BAMBERG COUNTY (99N)

RNP APCH.

Procedure NA at night.
NA Rwy 23 helicopter visibility reduction below 1 SM NA.
Use Orangeburg Muni altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climb to 2500 direct JIKOM and hold.

| COLUMBIA APP CON | UNICOM |
|---|---|
| 124.15 338.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 920-1 689 (700-1) | | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

BARNWELL, SOUTH CAROLINA

AL-5808 (FAA)

18312

# RNAV (GPS) RWY 17

## BARNWELL RGNL (BNL)

| WAAS CH 90418 W17A | APP CRS 165° | Rwy ldg 5119 TDZE 246 Apt Elev 246 |
|---|---|---|

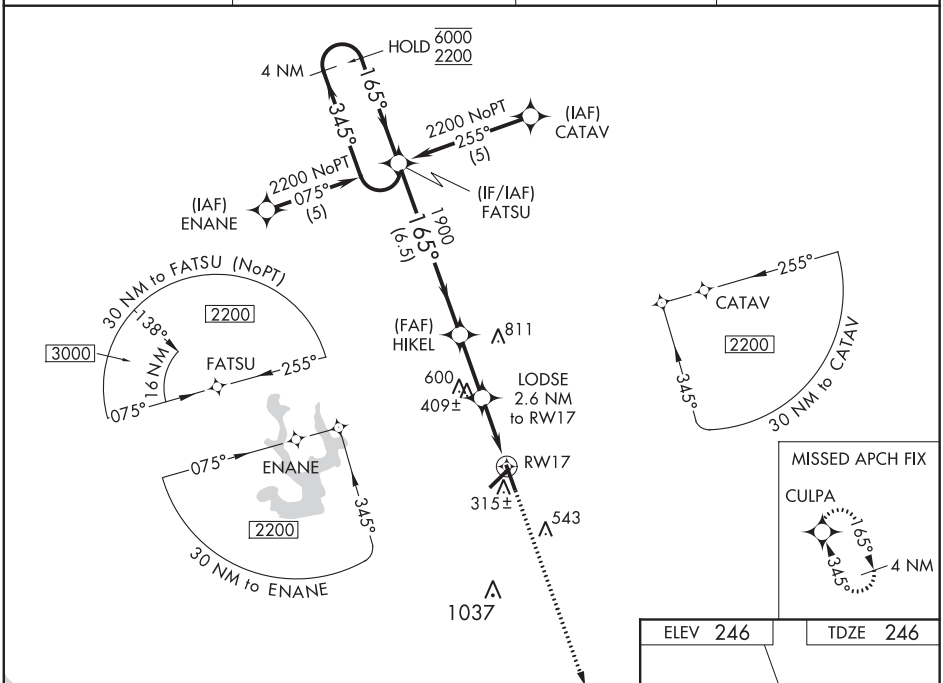
RNP APCH.

Circling Rwy 5, 23 NA at night.
Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

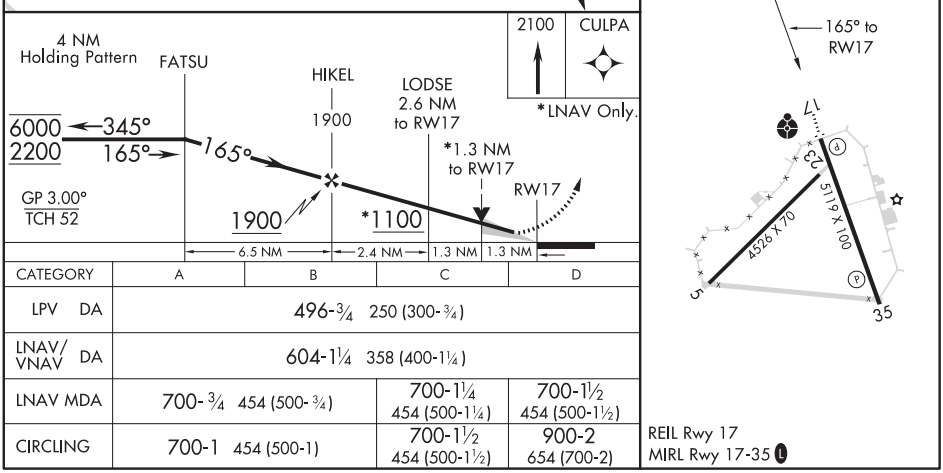
MISSED APPROACH: Climb to 2100 direct CULPA and hold.

| AWOS-3 | JACKSONVILLE CENTER | GCO | UNICOM |
|---|---|---|---|
| 119.775 | 132.925 363.2 | 121.725 | 122.8 (CTAF) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 496-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 604-1¼ 358 (400-1¼) | | | |
| LNAV MDA | 700-¾ 454 (500-¾) | | 700-1¼ 454 (500-1¼) | 700-1½ 454 (500-1½) |
| CIRCLING | 700-1 454 (500-1) | | 700-1½ 454 (500-1½) | 900-2 654 (700-2) |

REIL Rwy 17
MIRL Rwy 17-35

| APP CRS | Rwy ldg | 5119 |
|---|---|---|
| 345° | TDZE | 246 |
| | Apt Elev | 246 |

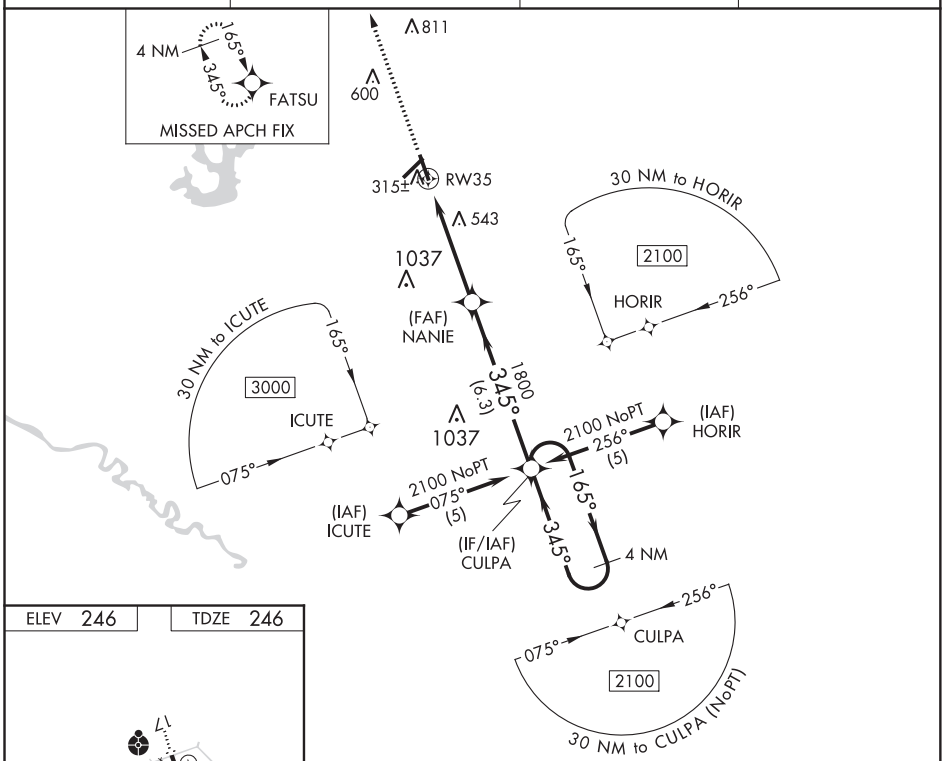
# RNAV (GPS) RWY 35
## BARNWELL RGNL (BNL)

T A NA

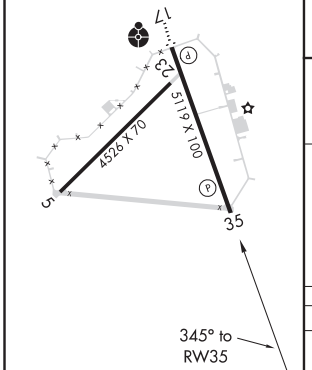
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C/D visibilities ¼ mile, Circling Cat C visibility ¼ mile and Cat D visibility ½ mile.
VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climb to 2200 direct FATSU and hold.

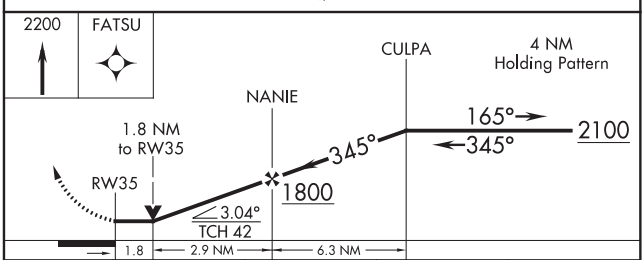
| AWOS-3 | JACKSONVILLE CENTER | GCO | UNICOM |
|---|---|---|---|
| 119.775 | 132.925 363.2 | 121.725 | 122.8 (CTAF) L |




ELEV 246 TDZE 246




REIL Rwy 17
MIRL Rwy 17-35 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 860-1 614 (700-1) | | 860-1¾ 614 (700-1¾) | 860-2 614 (700-2) |
| CIRCLING | 860-1 614 (700-1) | | 860-1¾ 614 (700-1¾) | 900-2 654 (700-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

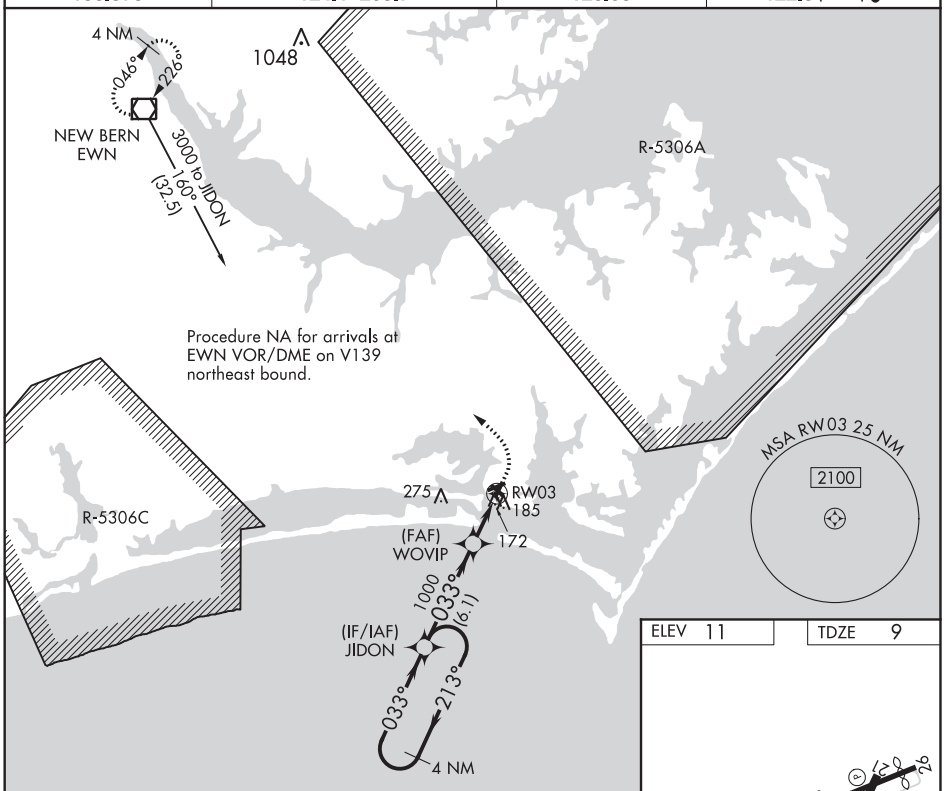
| APP CRS | Rwy ldg | 3328 |
|---|---|---|
| 033° | TDZE | 9 |
| | Apt Elev | 11 |

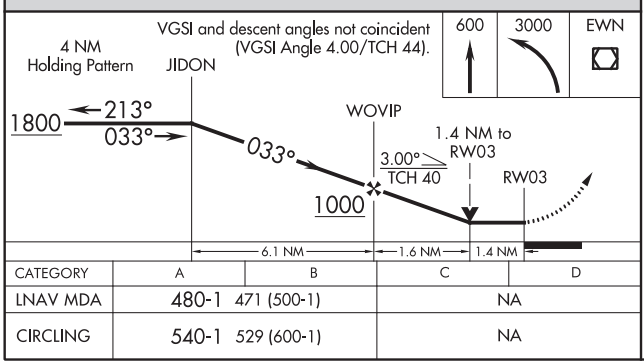
# RNAV (GPS) RWY 3
## MICHAEL J SMITH FIELD (MRH)

Circling Rwy 8, 14, 32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet. Rwy 3 helicopter visibility reduction below ¾ SM NA. VDP NA when using Cherry Point MCAS altimeter setting. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

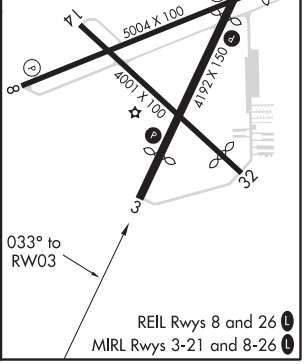
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 124.1 268.7 | 125.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 471 (500-1) | | NA | |
| CIRCLING | 540-1 529 (600-1) | | NA | |







SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 97727 W08A | APP CRS 076° | Rwy ldg 5004<br>TDZE 8<br>Apt Elev 10 |
|---|---|---|

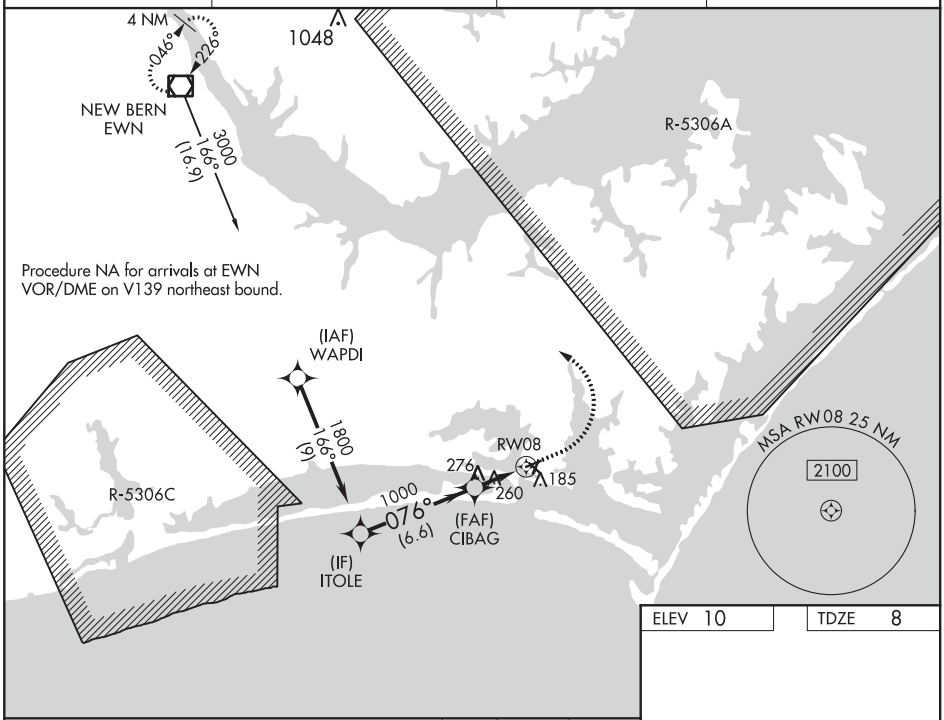
# RNAV (GPS) RWY 8
## MICHAEL J SMITH FIELD (MRH)

RNP APCH.

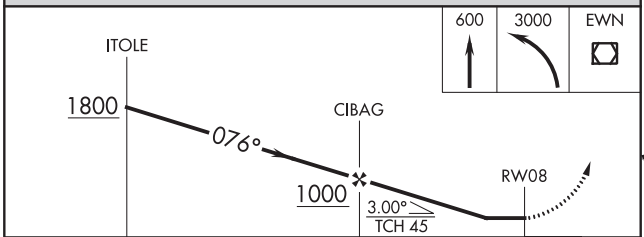
ATC clearance required to penetrate R-5306A and R-5306C.
Rwy 8, helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 8 NA at night, Circling Rwy 8, 14, 32 NA at night.

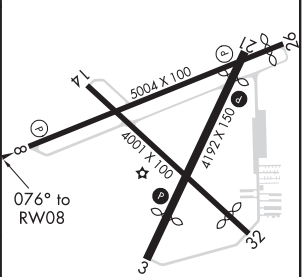
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 124.1 268.7 | 125.65 | 122.8 (CTAF) L |




ELEV 10 TDZE 8




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 520-1 | 512 (600-1) | 520-1⅜ | 512 (600-1⅜) |
| LNAV MDA | 540-1 | 532 (600-1) | 540-1½ | 532 (600-1½) |
| C CIRCLING | 540-1 | 530 (600-1) | 580-1½<br>570 (600-1½) | 620-2<br>610 (700-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L




SE-2, 10 SEP 2020 to 05 NOV 2020

BEAUFORT, NORTH CAROLINA AL-5095 (FAA) 19339

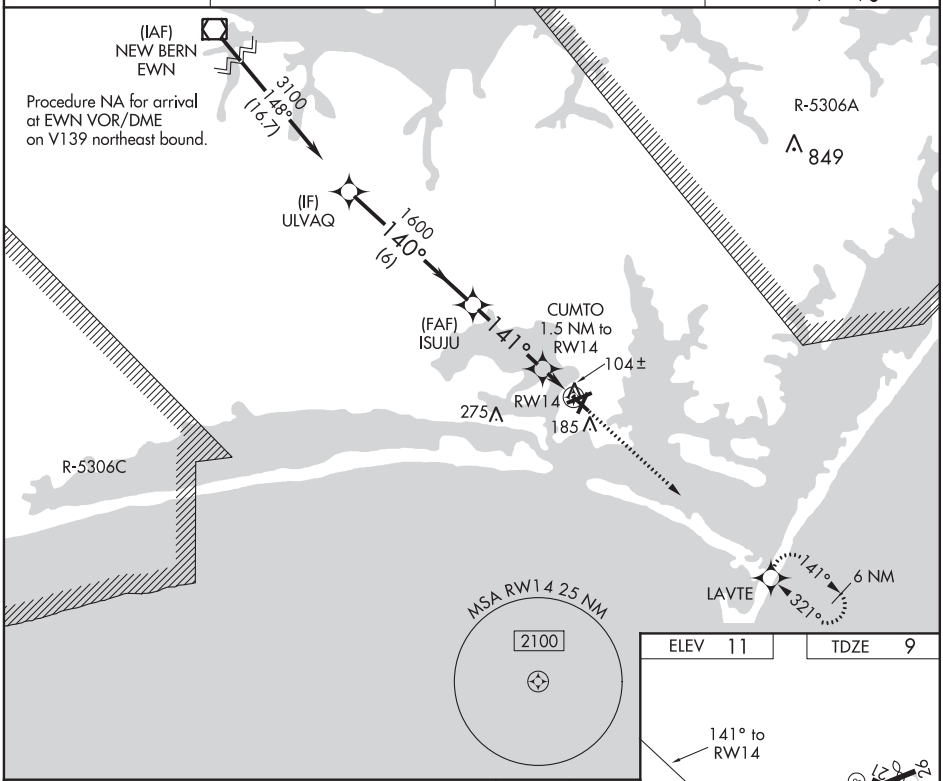
| APP CRS | Rwy ldg | 4001 |
|---|---|---|
| 141° | TDZE | 9 |
| | Apt Elev | 11 |

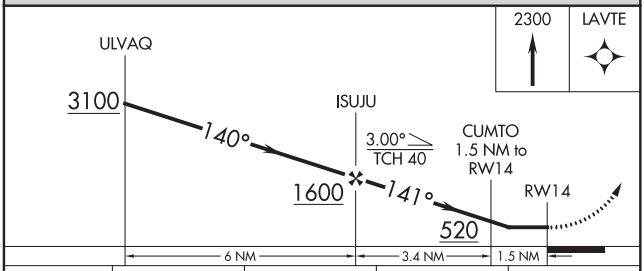
# RNAV (GPS) RWY 14
## MICHAEL J SMITH FIELD (MRH)

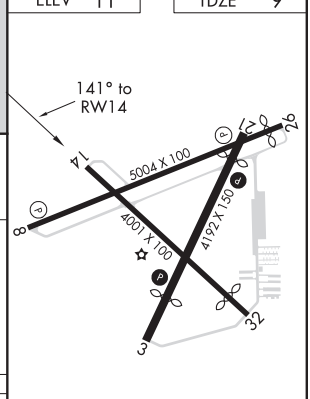
DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet; increase LNAV Cats C and D visibility ⅛ mile. Straight-in Rwy 14 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2300 direct LAVTE and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 124.1 268.7 | 125.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 360-1 351 (400-1) | | | |
| CIRCLING | 540-1 529 (600-1) | | 540-1½ 529 (600-1½) | 620-2 609 (700-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

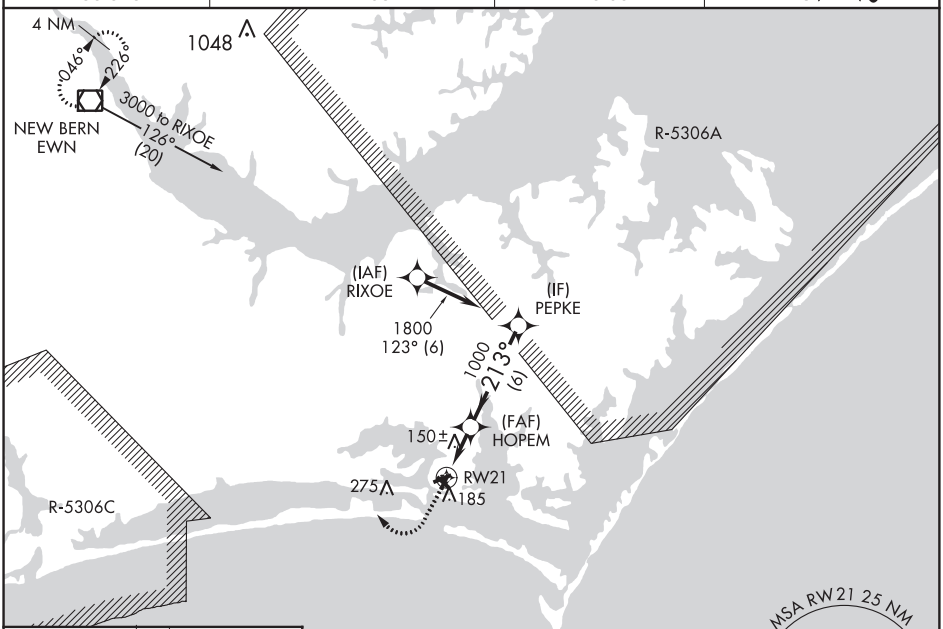
| APP CRS | Rwy ldg | 3676 |
|---|---|---|
| 213° | TDZE | 9 |
| | Apt Elev | 11 |

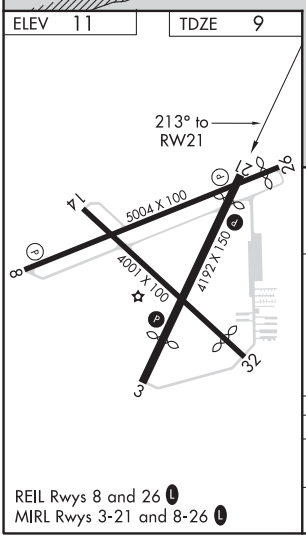
# RNAV (GPS) RWY 21
## MICHAEL J SMITH FIELD (MRH)

Circling Rwy 8, 14, 32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet. VDP NA when using Cherry Point MCAS altimeter setting. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

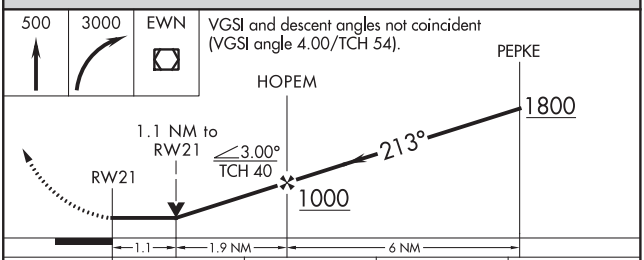
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 124.1 268.7 | 125.65 | 122.8 (CTAF) L |




REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 400-1 391 (400-1) | | NA | |
| CIRCLING | 540-1 529 (600-1) | | NA | |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

BEAUFORT, NORTH CAROLINA AL-5095 (FAA) 19339

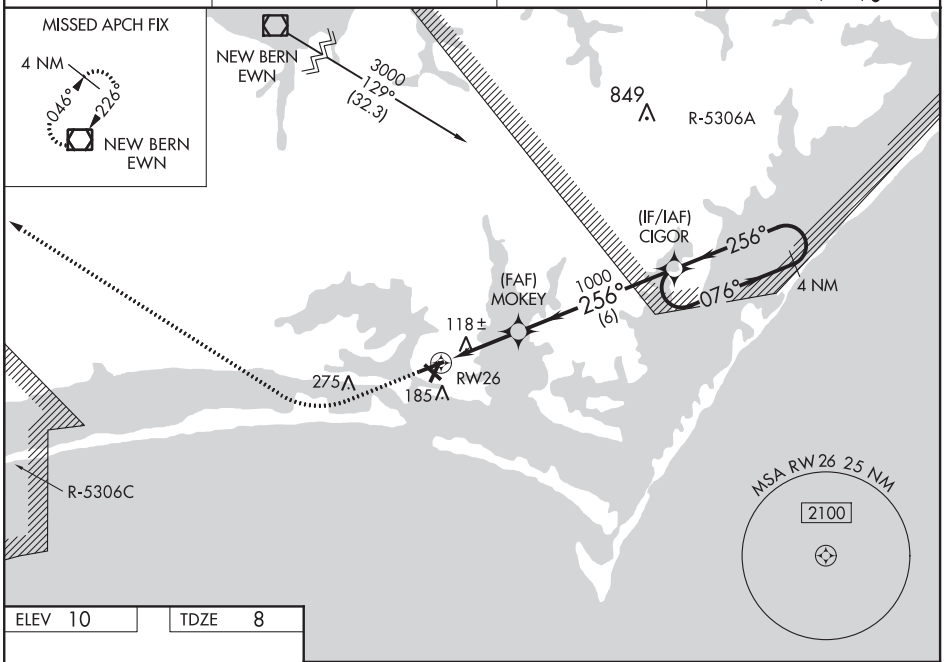
| WAAS CH 40338 W26A | APP CRS 256° | Rwy ldg 4715<br>TDZE 8<br>Apt Elev 10 |
|---|---|---|

# RNAV (GPS) RWY 26
## MICHAEL J SMITH FIELD (MRH)

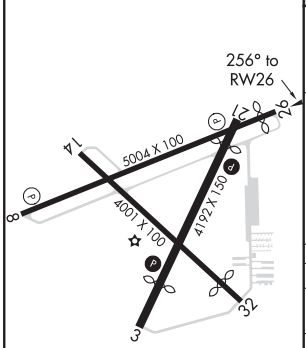
Night landing: Rwys 8, 14, 32 NA. Baro-VNAV and VDP NA when using Cherry Point MCAS altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase LPV DA to 301 feet, LNAV/VNAV DA to 431 feet and increase all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile and Circling Cat C ¼ mile. ATC clearance required to penetrate R-5306A and R-5306C.

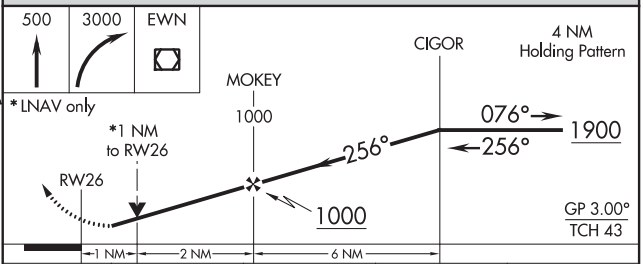
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 124.1 268.7 | 125.65 | 122.8 (CTAF) L |




ELEV 10 TDZE 8




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 264-1 256 (300-1) | | | |
| LNAV/VNAV DA | 394-1¼ 386 (400-1¼) | | | |
| LNAV MDA | 380-1 372 (400-1) | | | |
| C CIRCLING | 540-1 530 (600-1) | | 580-1½ 570 (600-1½) | 580-2 570 (600-2) |

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

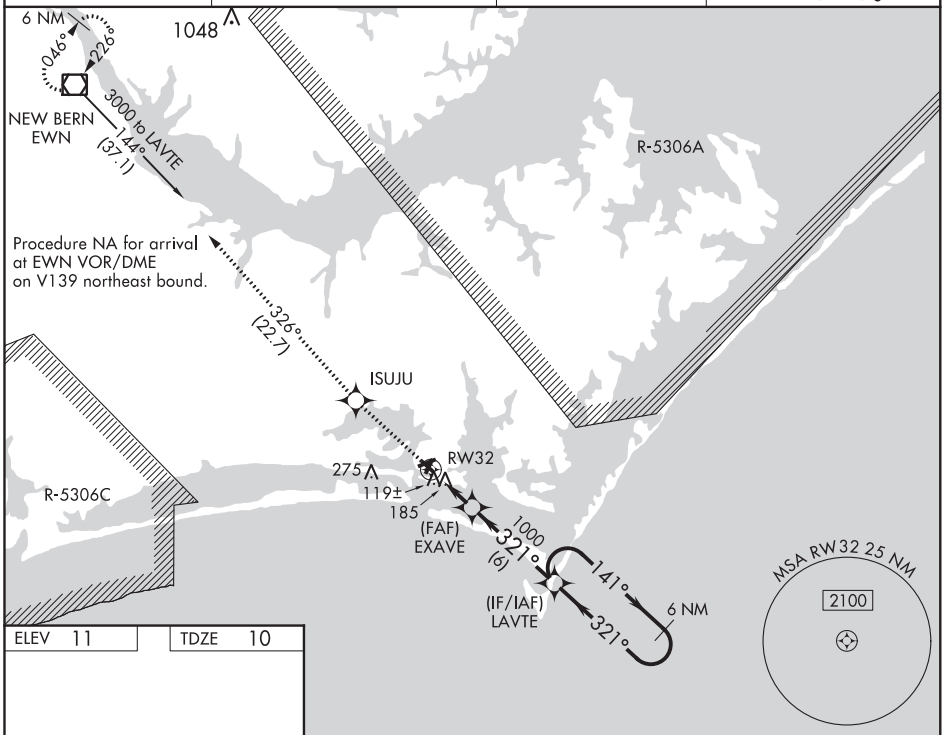
| WAAS CH 69227 W32A | APP CRS 321° | Rwy ldg 3511<br>TDZE 10<br>Apt Elev 11 |
|---|---|---|

# RNAV (GPS) RWY 32
## MICHAEL J SMITH FIELD (MRH)

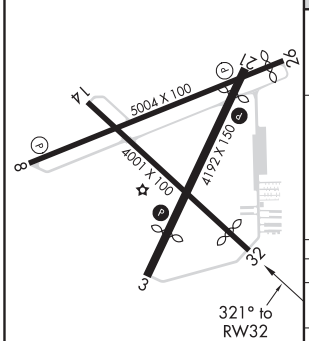
DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet; increase LP Cats Cand D visibility ⅛ mile. Straight-in Rwy 32 NA at night, Circling Rwy 8, 14, 32 NA at night. Rwy 8, 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ISUJU and on track 326° to EWN VOR/DME and hold.

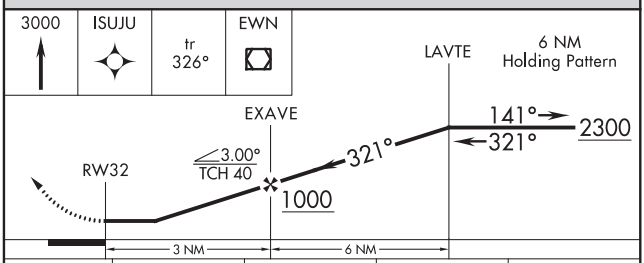
| ASOS | CHERRY POINT APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.375 | 124.1 268.7 | 125.65 | 122.8 (CTAF) L |




ELEV 11 TDZE 10




REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 380-1 370 (400-1) | | | |
| LNAV MDA | 460-1 450 (500-1) | | 460-1⅜ 450 (500-1⅜) | |
| CIRCLING | 540-1 529 (600-1) | | 540-1½ 529 (600-1½) | 620-2 609 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

BEAUFORT, SOUTH CAROLINA | AL-6755 (FAA) | 20086

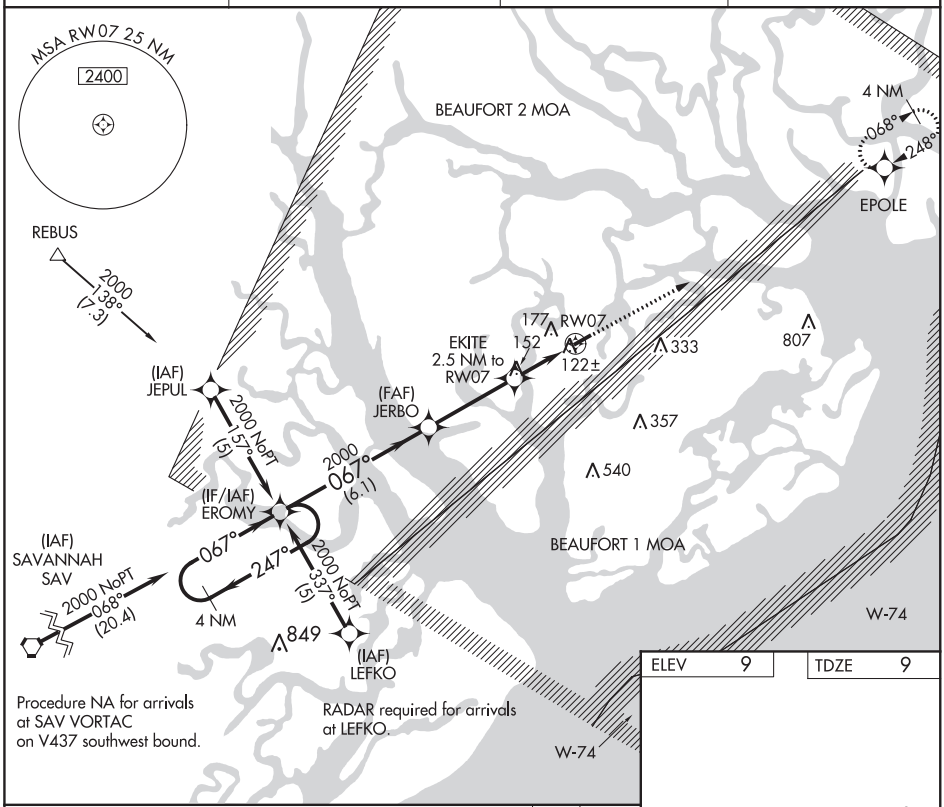
# RNAV (GPS) RWY 7
## BEAUFORT COUNTY (ARW)

| APP CRS | Rwy ldg | 3434 |
|---|---|---|
| 067° | TDZE | 9 |
| | Apt Elev | 9 |

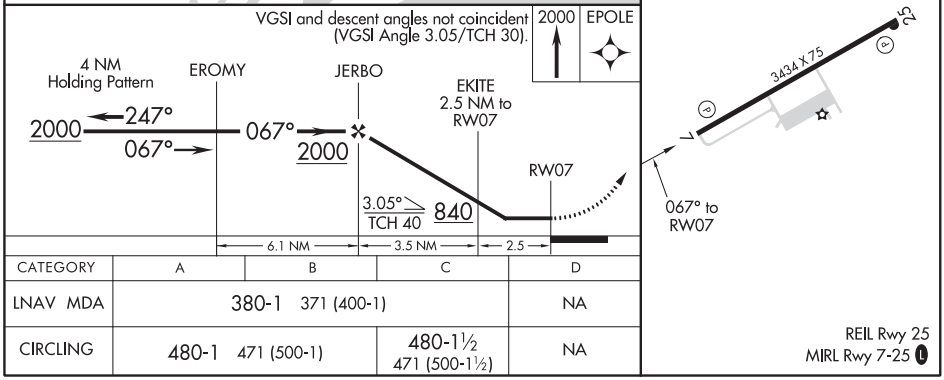
ASR DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Beaufort MCAS altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climb to 2000 direct EPOLE and hold.

| AWOS-3 | BEAUFORT APP CON ★ | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 119.675 | 125.125 | 292.125 | 121.725 | 122.7 (CTAF) L |




| ELEV | 9 | TDZE | 9 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 371 (400-1) | | | NA |
| CIRCLING | 480-1 471 (500-1) | | 480-1½ 471 (500-1½) | NA |

REIL Rwy 25
MIRL Rwy 7-25 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 69418 W25A | APP CRS 247° | Rwy ldg 3434 TDZE 8 Apt Elev 9 |
|---|---|---|

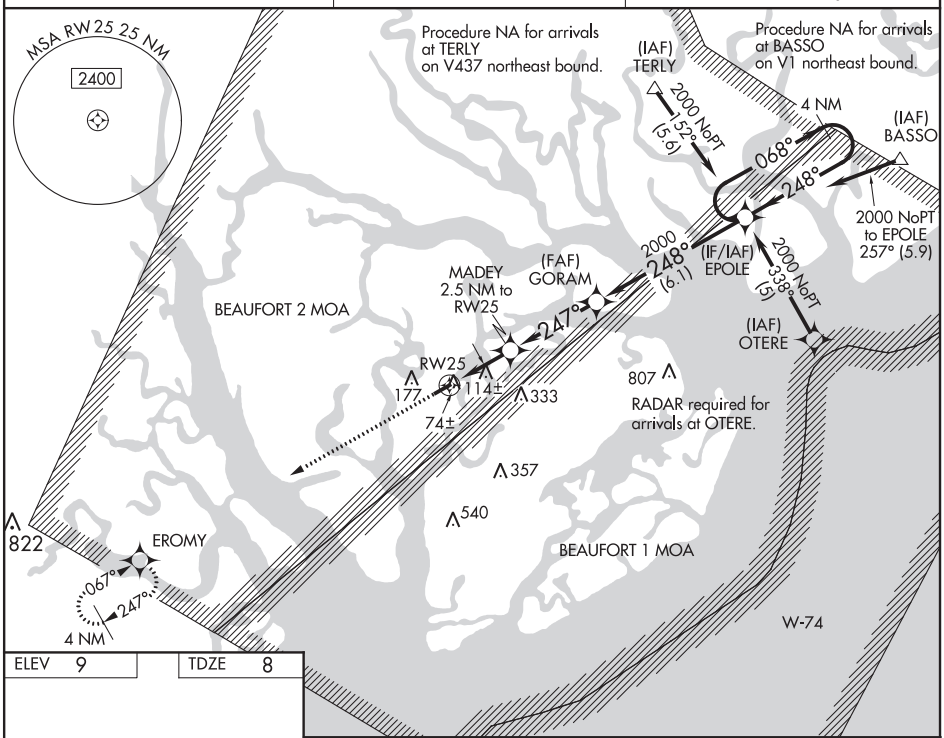
# RNAV (GPS) RWY 25
## BEAUFORT COUNTY (ARW)

ASR

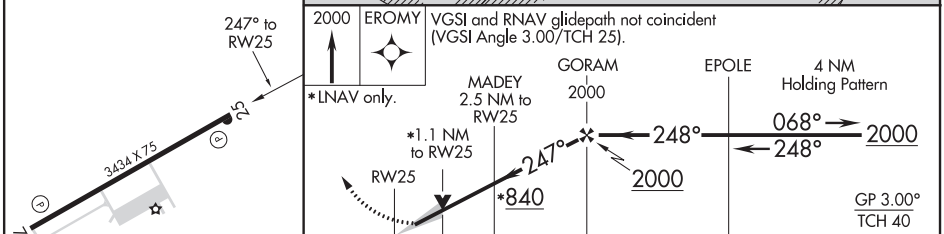
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beaufort MCAS/Merritt Field altimeter setting and increase LPV DA to 226, LNAV/VNAV DA to 352, and all MDA 20 feet. VDP and Baro-VNAV NA when using Beaufort MCAS/Merritt Field altimeter setting.

MISSED APPROACH: Climb to 2000 direct EROMY and hold.

| AWOS-3 | BEAUFORT APP CON* | UNICOM |
|---|---|---|
| 119.675 | 125.125 292.125 | 122.7 (CTAF) L |




| ELEV 9 | TDZE 8 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 208-1 200 (200-1) | | | NA |
| LNAV/VNAV DA | 334-1¼ 326 (400-1¼) | | | NA |
| LNAV MDA | 380-1 372 (400-1) | | | NA |
| CIRCLING | 480-1 471 (500-1) | | 480-1½ 471 (500-1½) | NA |

REIL Rwy 25
MIRL Rwy 7-25 L



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

20254

BEAUFORT, SOUTH CAROLINA

# RNAV (GPS) RWY 5

| WAAS Chan 90095 W05A | APCH CRS 047° | Rwy ldg 12,202 TDZE 37 Arpt Elev 37 |
|---|---|---|

AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH - DME/DME RNP-0.3 NA

RADAR Required.

* When ALS inop, increase vis to ⅞ mile.

SALSF

MISSED APPROACH: Climb to 3000 direct DUSBE, track 047° to HOWEL and hold. Continue climb in hold to 3000.

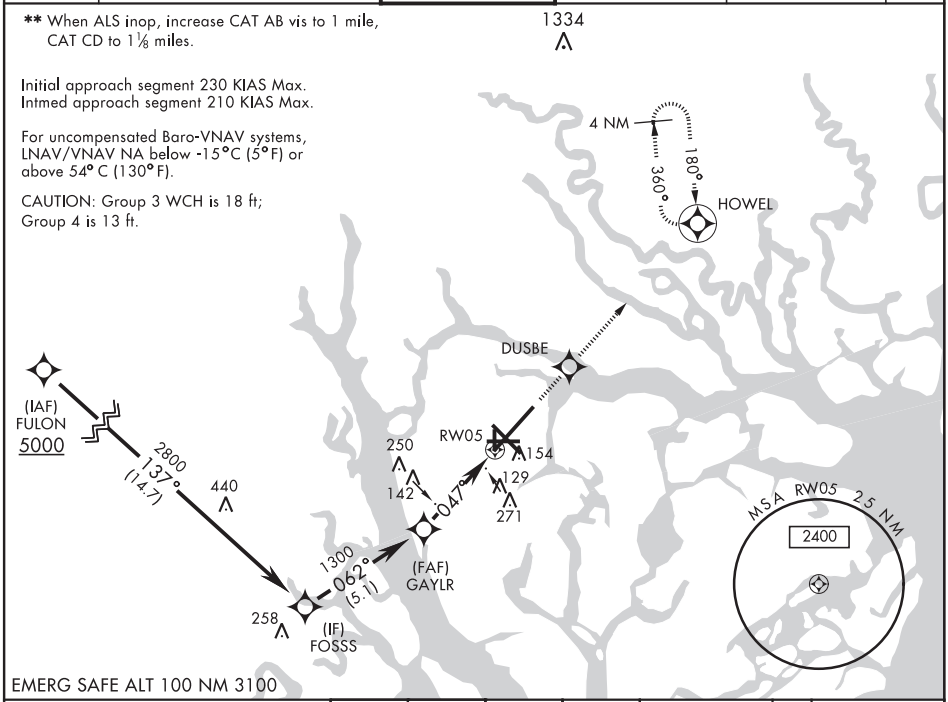
| ATIS ★ | BEAUFORT APP CON | | BEAUFORT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|---|
| 279.525 | 125.125 292.125 | ABV 3000 | 119.05 342.875 | 128.15 348.625 | 128.15 254.375 | |
| | 123.7 269.125 | 3000 and BLW | | | | |

** When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1⅛ miles.

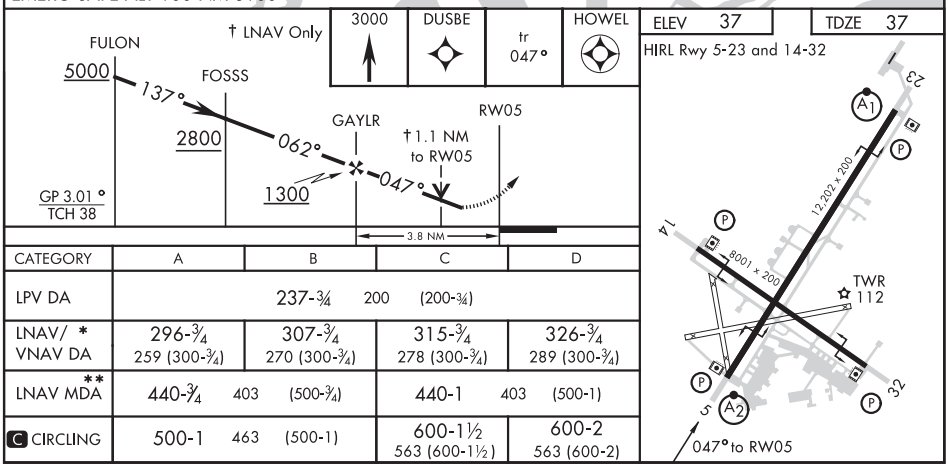
Initial approach segment 230 KIAS Max.
Intmed approach segment 210 KIAS Max.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54° C (130° F).

CAUTION: Group 3 WCH is 18 ft; Group 4 is 13 ft.




EMERG SAFE ALT 100 NM 3100




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 237-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA * | 296-¾ 259 (300-¾) | 307-¾ 270 (300-¾) | 315-¾ 278 (300-¾) | 326-¾ 289 (300-¾) |
| LNAV MDA ** | 440-¾ 403 (500-¾) | | 440-1 403 (500-1) | |
| C CIRCLING | 500-1 463 (500-1) | | 600-1½ 563 (600-1½) | 600-2 563 (600-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

BEAUFORT, SOUTH CAROLINA

# RNAV (GPS) RWY 14

| WAAS Chan 91240 W14A | APCH CRS 140° | Rwy ldg 8001 TDZE 33 Arpt Elev 37 |
|---|---|---|

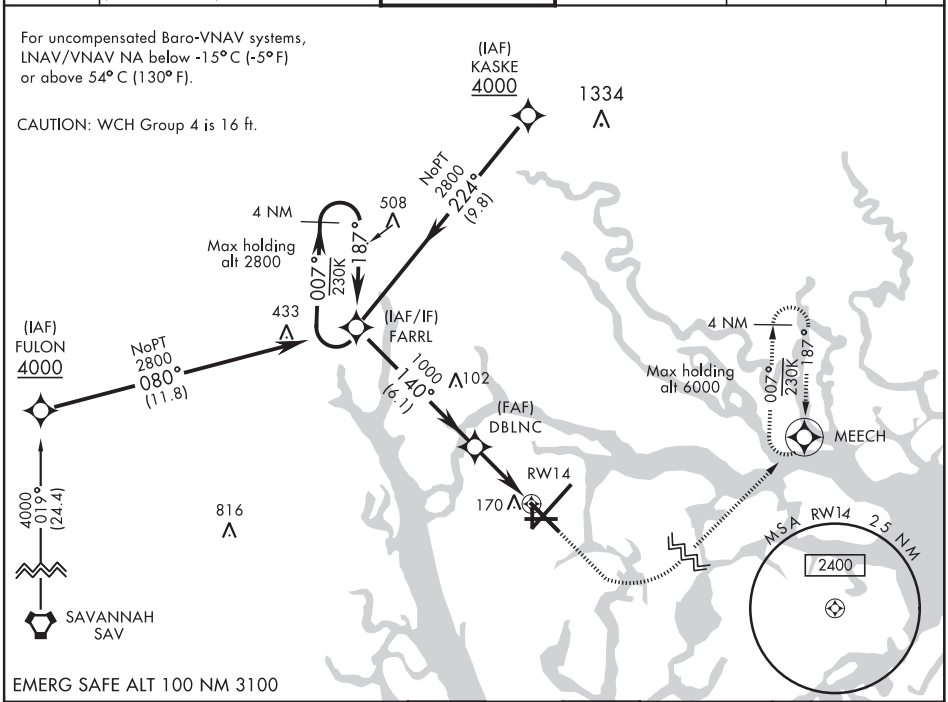
AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

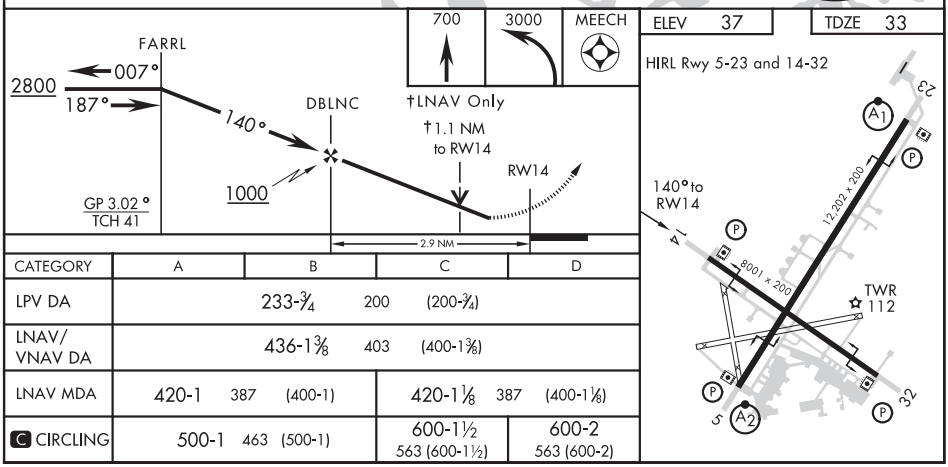
RNP APCH - DME/DME RNP-0.3 NA

RADAR required for arrivals via KASKE or FARRL IAFs.

MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct MEECH and hold.

| ATIS ★ | BEAUFORT APP CON | BEAUFORT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 279.525 | (ABV 3000) 125.125 292.125<br>(3000 and BLW) 123.7 269.125 | 119.05 342.875 | 128.15 348.625 | 128.15 254.375 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 233-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 436-1⅜ 403 (400-1⅜) | | | |
| LNAV MDA | 420-1 387 (400-1) | | 420-1⅛ 387 (400-1⅛) | |
| C CIRCLING | 500-1 463 (500-1) | | 600-1½ 563 (600-1½) | 600-2 563 (600-2) |

BEAUFORT, SOUTH CAROLINA 32°29′N-80°43′W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 2 01FEB18

RNAV (GPS) RWY 14



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

20254

BEAUFORT, SOUTH CAROLINA

# RNAV (GPS) RWY 23

| WAAS Chan 93379 W23A | APCH CRS 227° | Rwy ldg 12,202 TDZE 16 Arpt Elev 37 |
|---|---|---|

AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH - DME/DME RNP-0.3 NA

RADAR Required.

T *When ALS inop, increase vis CAT ABCD to ¾ mile.
**When ALS inop, increase vis CAT ABCD to ⅞ mile.

ALSF-1 (A1)

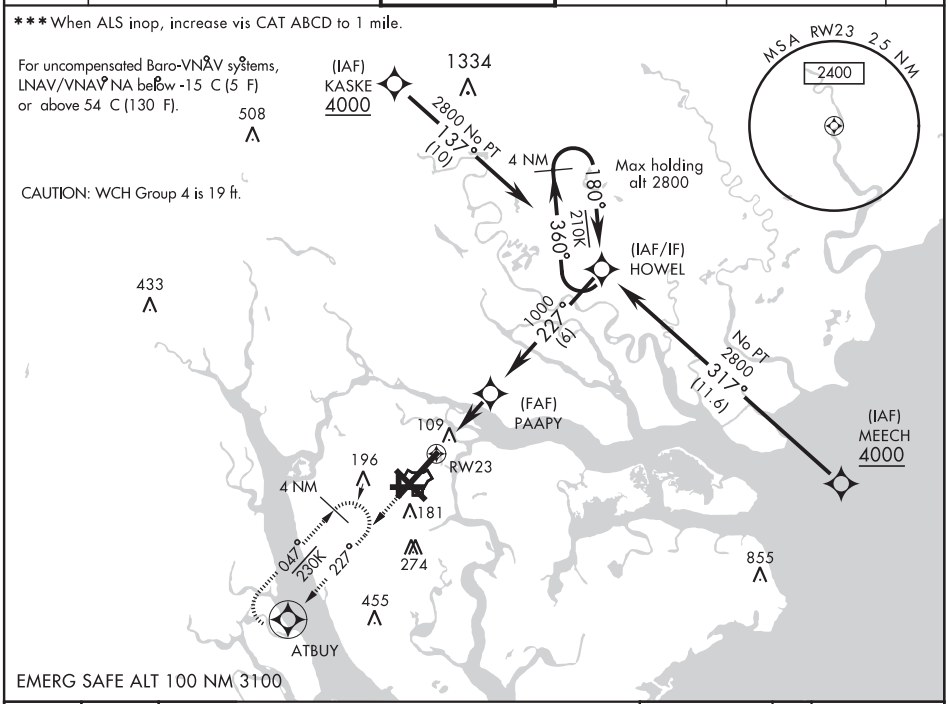
MISSED APPROACH: Climb to 3000 direct ATBUY and hold. Continue climb in hold to 3000.

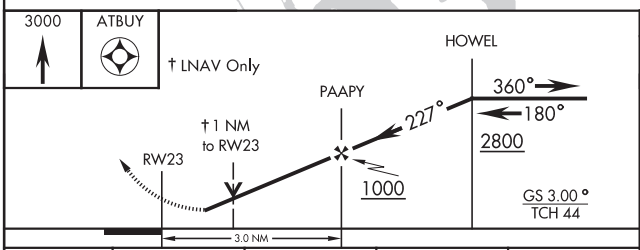
| ATIS * | BEAUFORT APP CON | BEAUFORT TOWER * | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 279.525 | (ABV 3000) 125.125 292.125<br>(3000 and BLW) 123.7 269.125 | 119.05 342.875 | 128.15 348.625 | 128.15 254.375 | |

***When ALS inop, increase vis CAT ABCD to 1 mile.

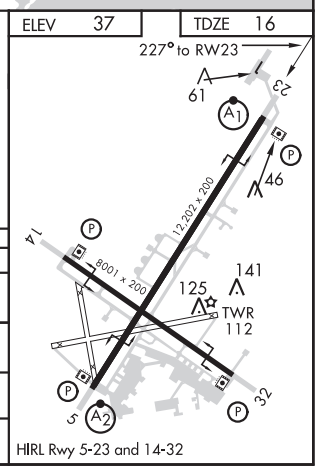
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15 C (5 F) or above 54 C (130 F).

CAUTION: WCH Group 4 is 19 ft.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA * | 216-½ 200 (200-½) | | | |
| LNAV/VNAV DA ** | 266-½ 250 (300-½) | | | |
| LNAV MDA *** | 360-½ 344 (400-½) | | 360-¾ 344 (400-¾) | |
| C CIRCLING | 500-1 463 (500-1) | | 600-1½ 563 (600-1½) | 600-2 563 (600-2) |




HIRL Rwy 5-23 and 14-32

BEAUFORT, SOUTH CAROLINA 32°29′N-80°43′W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 2 01FEB18

RNAV (GPS) RWY 23

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

BEAUFORT, SOUTH CAROLINA

# RNAV (GPS) RWY 32

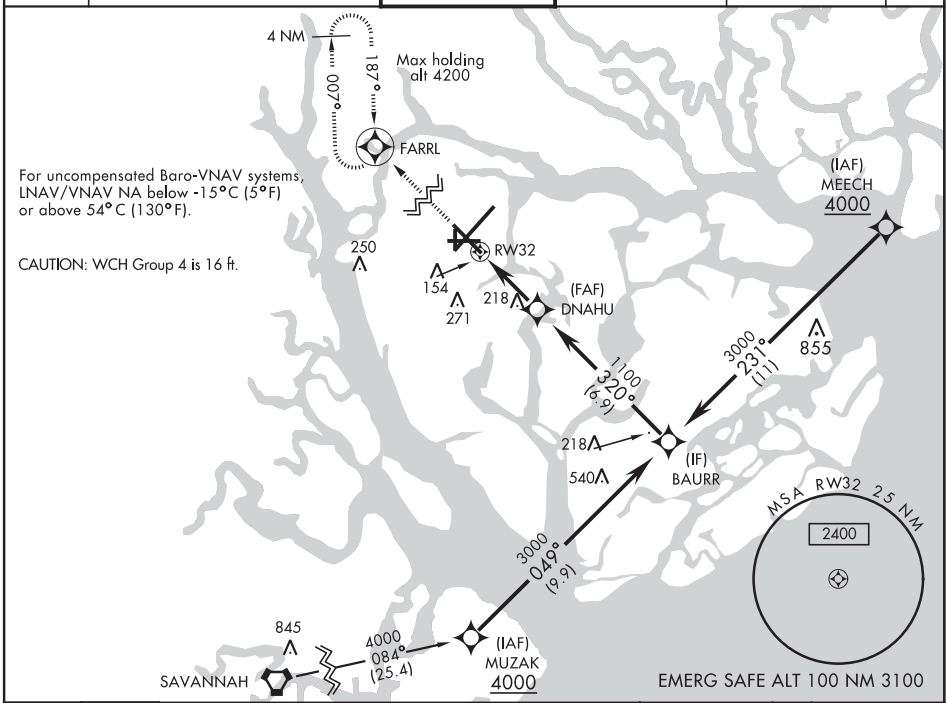
| WAAS Chan 95233 W32A | APCH CRS 320° | Rwy ldg 8001 TDZE 25 Arpt Elev 37 |
|---|---|---|

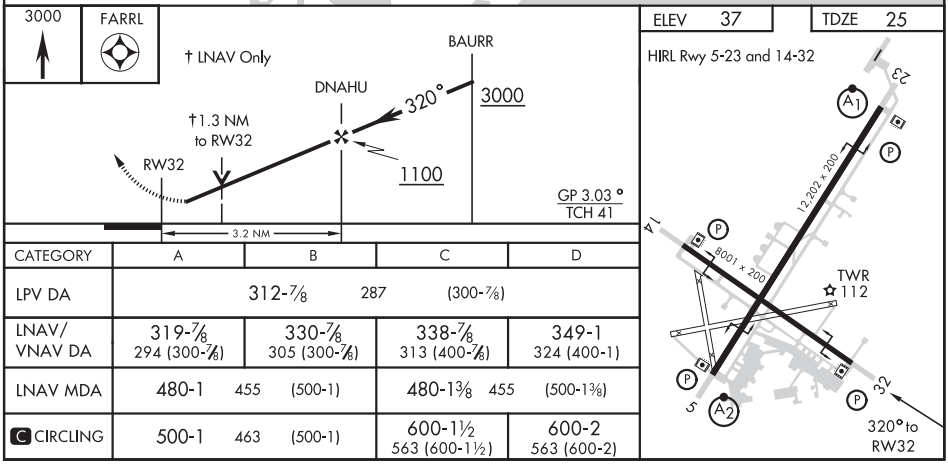
AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH - DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct FARRL and hold, continue climb in hold to 3000.

| ATIS ★ | BEAUFORT APP CON | BEAUFORT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 279.525 | 125.125 292.125 ABV 3000<br>123.7 269.125 3000 and BLW | 119.05 342.875 | 128.15 348.625 | 128.15 254.375 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 312-⅞ 287 (300-⅞) | | | |
| LNAV/VNAV DA | 319-⅞ 294 (300-⅞) | 330-⅞ 305 (300-⅞) | 338-⅞ 313 (400-⅞) | 349-1 324 (400-1) |
| LNAV MDA | 480-1 455 (500-1) | | 480-1⅜ 455 (500-1⅜) | |
| C CIRCLING | 500-1 463 (500-1) | | 600-1½ 563 (600-1½) | 600-2 563 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

20254

BEAUFORT, SOUTH CAROLINA

# TACAN RWY 5

| TACAN NBC Chan 42 | APCH CRS 054° | Rwy ldg 12,202 TDZE 37 Arpt Elev 37 | AL-916 [USN] | BEAUFORT MCAS (MERRITT FLD) (KNBC) |
|---|---|---|---|---|

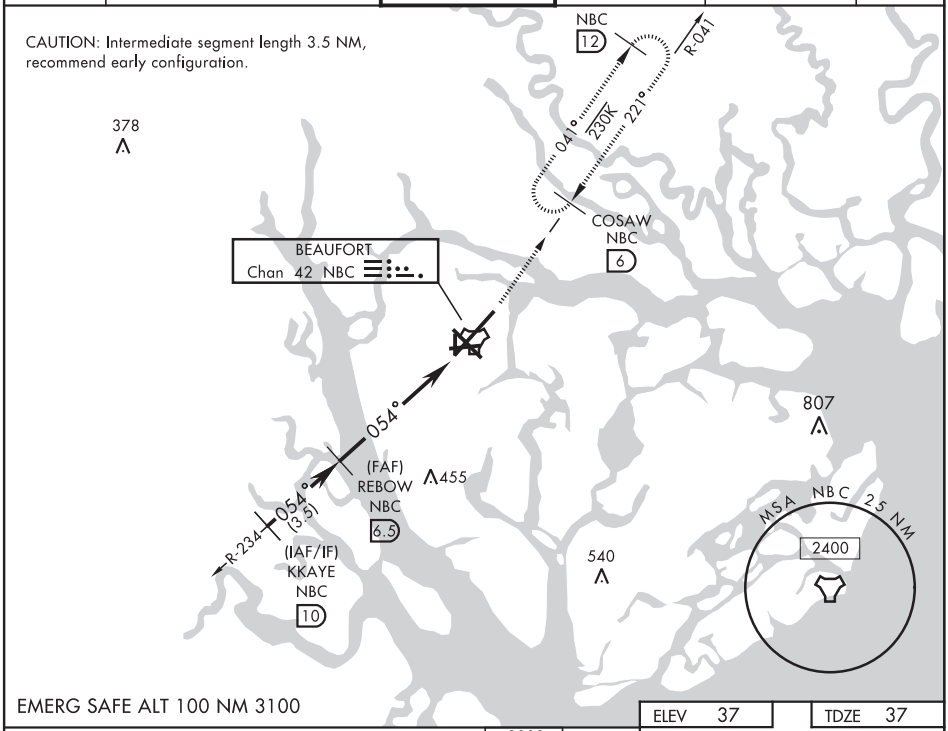
RADAR required.

* When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.

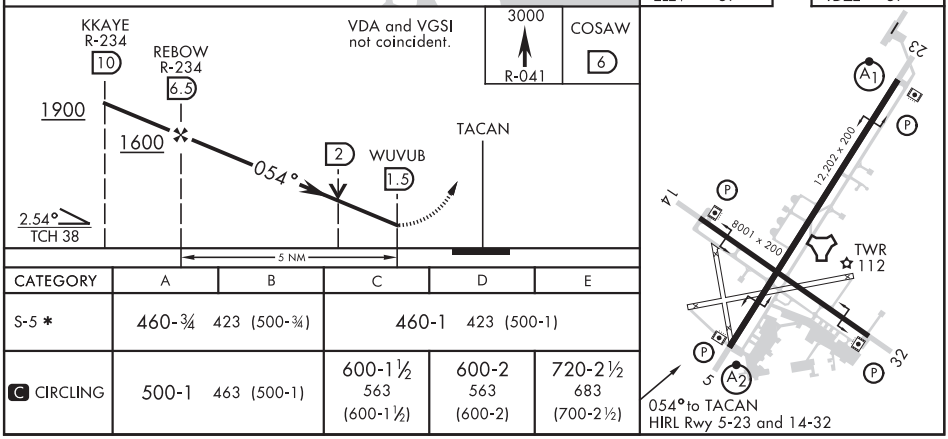
SALSF A2

MISSED APPROACH: Climb to 3000 via NBC R-041 to COSAW and hold. Continue climb in hold to 3000.

| ATIS ★ | BEAUFORT APP CON | BEAUFORT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 279.525 | (ABV 3000) 125.125 292.125<br>(3000 and BLW) 123.7 269.125 | 119.05 342.875 | 128.15 348.625 | 128.15 254.375 | |




| ELEV 37 | TDZE 37 |
|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-5 * | 460-¾ 423 (500-¾) | | 460-1 423 (500-1) | | |
| C CIRCLING | 500-1 463 (500-1) | | 600-1½ 563 (600-1½) | 600-2 563 (600-2) | 720-2½ 683 (700-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

BEAUFORT, SOUTH CAROLINA

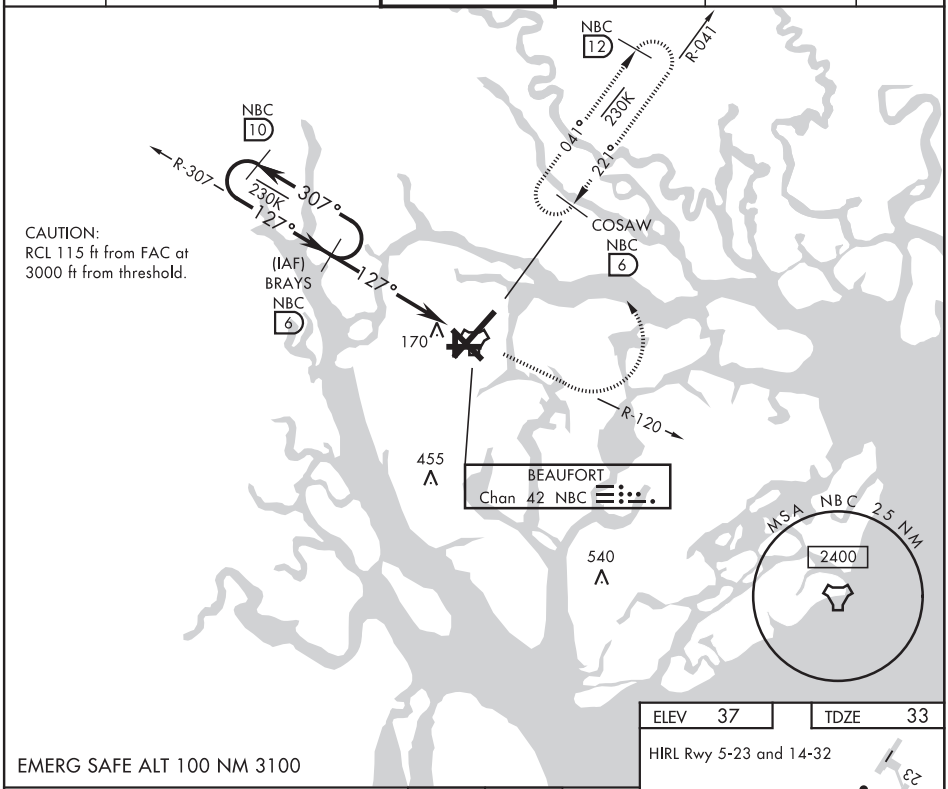
# TACAN RWY 14

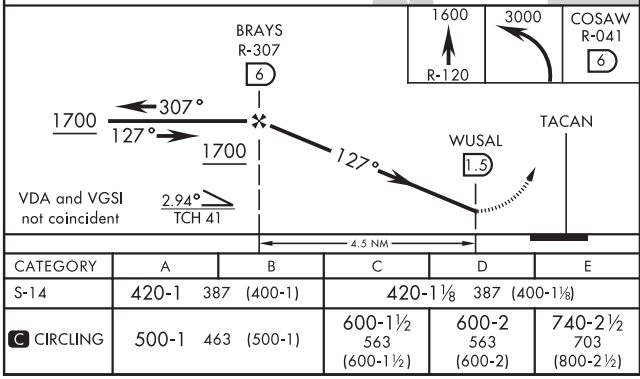
| TACAN NBC Chan 42 | APCH CRS 127° | Rwy ldg 8001<br>TDZE 33<br>Arpt Elev 37 | AL-916 [USN] | BEAUFORT MCAS (MERRITT FLD) (KNBC) |
|---|---|---|---|---|

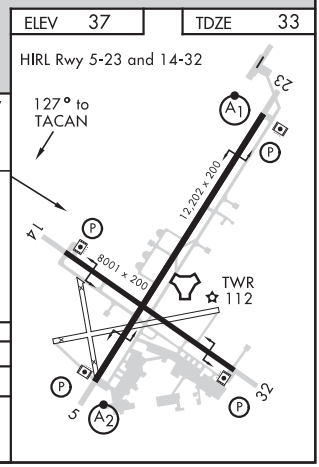
RADAR required.

MISSED APPROACH: Climb to 1600 on NBC TACAN R-120, then climbing left turn to 3000 via hdg 330° to intercept NBC R-041 to 6 DME (COSAW) and hold. Continue climb in hold to 3000.

| ATIS ★ | BEAUFORT APP CON | BEAUFORT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 279.525 | (ABV 3000) 125.125 292.125<br>(3000 and BLW) 123.7 269.125 | 119.05 342.875 | 128.15 348.625 | 128.15 254.375 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 420-1 387 (400-1) | | 420-1⅛ 387 (400-1⅛) | | |
| C CIRCLING | 500-1 463 (500-1) | | 600-1½ 563 (600-1½) | 600-2 563 (600-2) | 740-2½ 703 (800-2½) |

BEAUFORT, SOUTH CAROLINA 32°29′N-80°43′W BEAUFORT MCAS (KNBC)

Amdt 1 01FEB18

TACAN RWY 14



SE-2, 10 SEP 2020 to 05 NOV 2020

20254

BEAUFORT, SOUTH CAROLINA

# TACAN RWY 23

| TACAN NBC Chan 42 | APCH CRS 221° | Rwy ldg 12,202 TDZE 16 Arpt Elev 37 |
|---|---|---|

AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

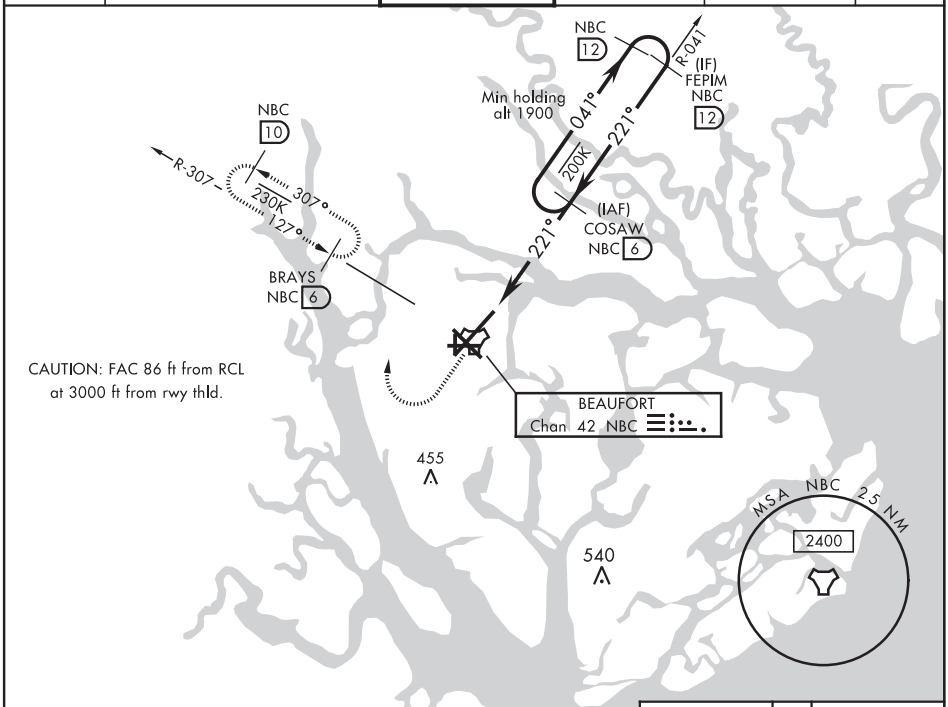
RADAR required.

*When ALS inop, increase vis CAT ABCDE to 1 mile.

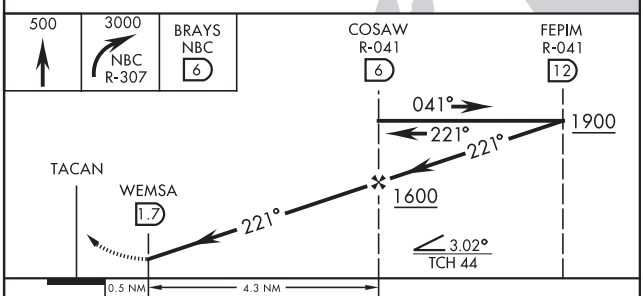
ALSF-1

MISSED APPROACH: Climb to 500, then climbing right turn to 3000, join NBC TACAN R-307 direct BRAYS and hold. Continue climb in hold to 3000.

| ATIS ★ | BEAUFORT APP CON | BEAUFORT TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 279.525 | (ABV 3000) 125.125 292.125<br>(3000 and BLW) 123.7 269.125 | 119.05 342.875 | 128.15 348.625 | 128.15 254.375 | |



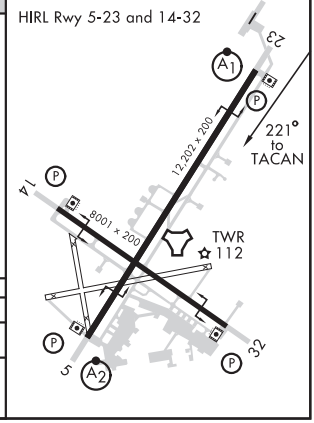

EMERG SAFE ALT 100 NM 3100




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-23 * | 360-½ 344 (400-½) | | 360-¾ 344 (400-¾) | | |
| C CIRCLING | 500-1 463 (500-1) | | 600-1½ 563 (600-1½) | 600-2 563 (600-2) | 740-2½ 703 (800-2½) |

ELEV 37 TDZE 16

HIRL Rwy 5-23 and 14-32



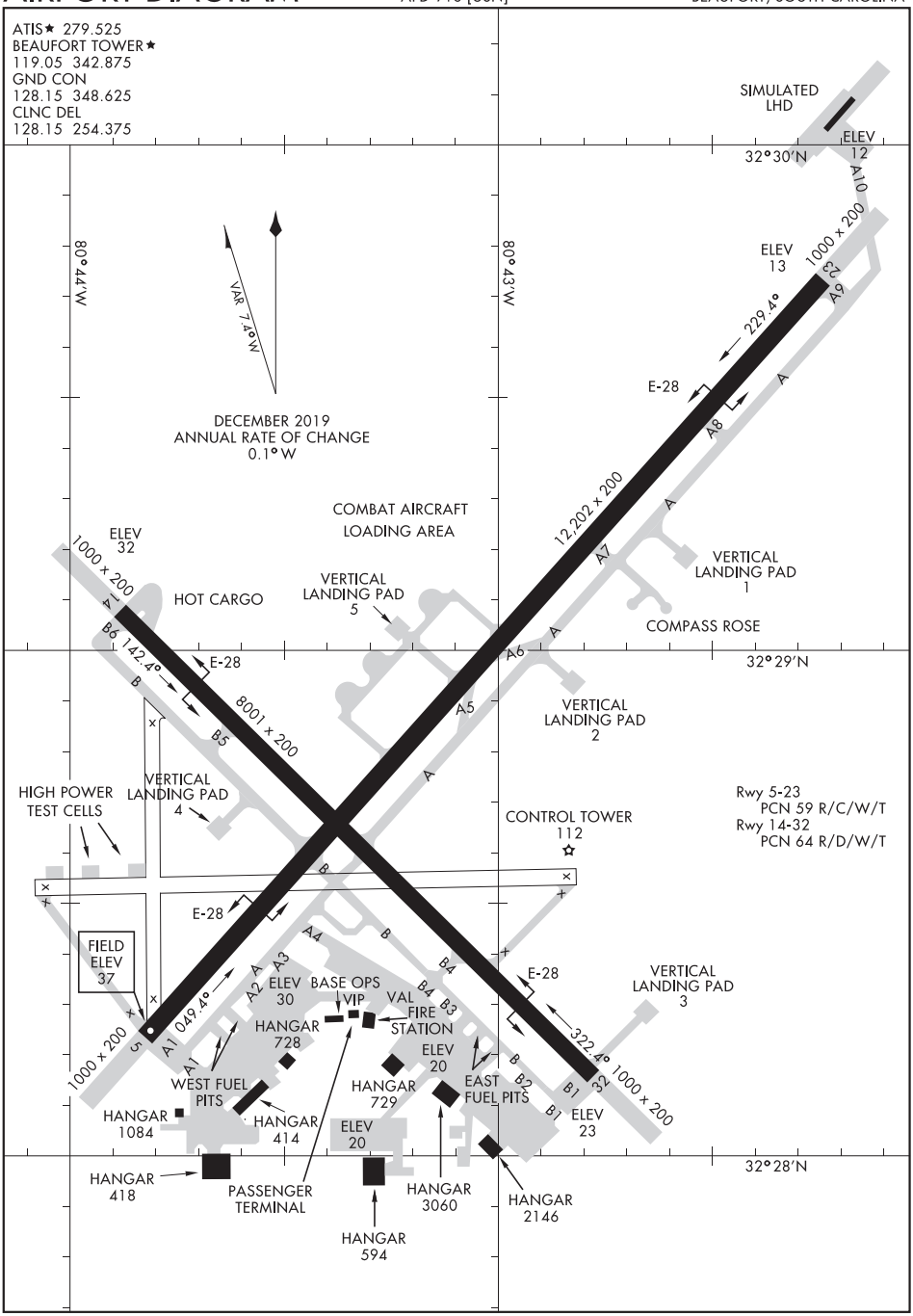

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 1 01FEB18

TACAN RWY 23

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

BENNETTSVILLE, SOUTH CAROLINA — AL-6047 (FAA) — 19311

| WAAS CH 77818 W07A | APP CRS 065° | Rwy ldg 5003<br>TDZE 147<br>Apt Elev 147 |
|---|---|---|

# RNAV (GPS) RWY 7

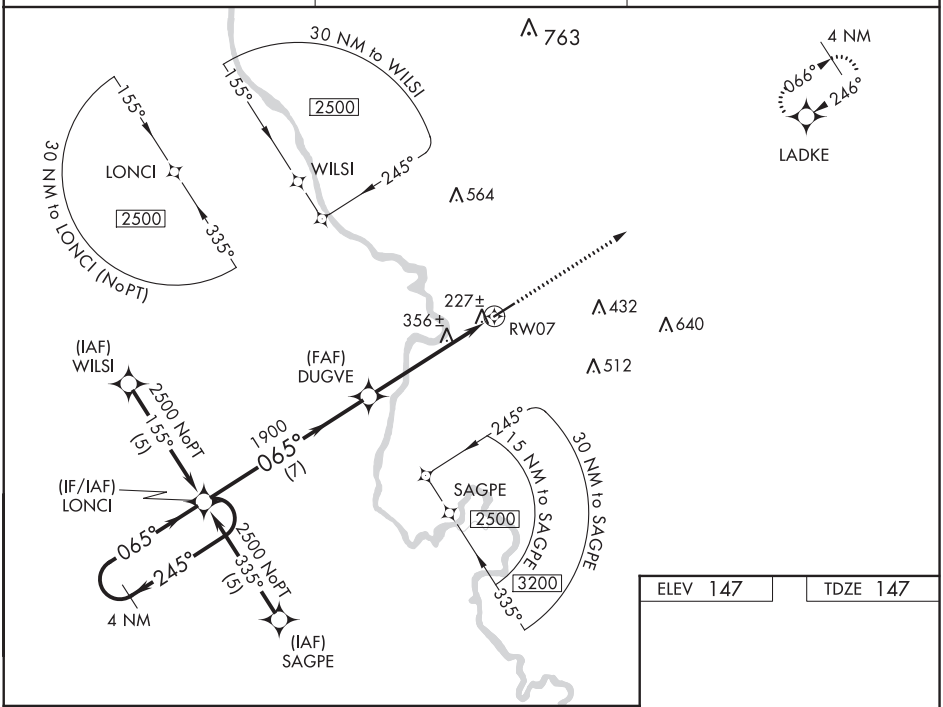
## MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)

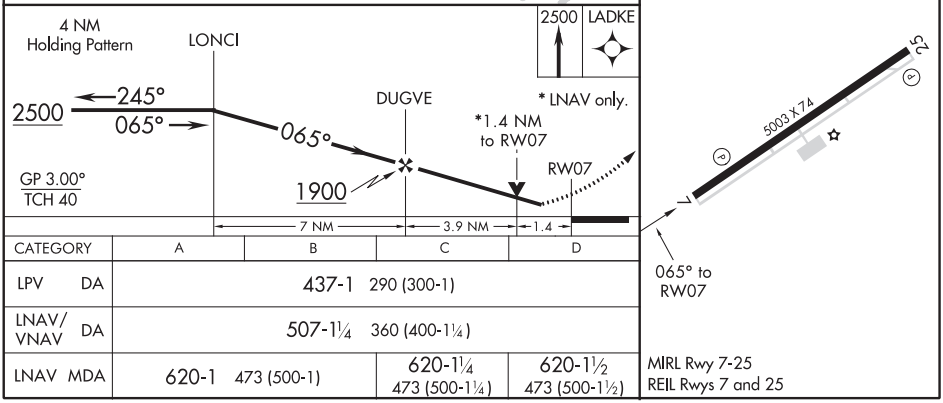
RNP APCH.

Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats C and Cat D visibility ¼ mile. VDP NA with Florence altimeter setting.

MISSED APPROACH: Climb to 2500 direct LADKE and hold.

| AWOS-3PT | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 123.825 | 118.6 341.7 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 437-1 290 (300-1) | | | |
| LNAV/VNAV DA | 507-1¼ 360 (400-1¼) | | | |
| LNAV MDA | 620-1 473 (500-1) | | 620-1¼ 473 (500-1¼) | 620-1½ 473 (500-1½) |

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 42818 W25A | APP CRS 246° | Rwy ldg 5003 TDZE 147 Apt Elev 147 |
|---|---|---|

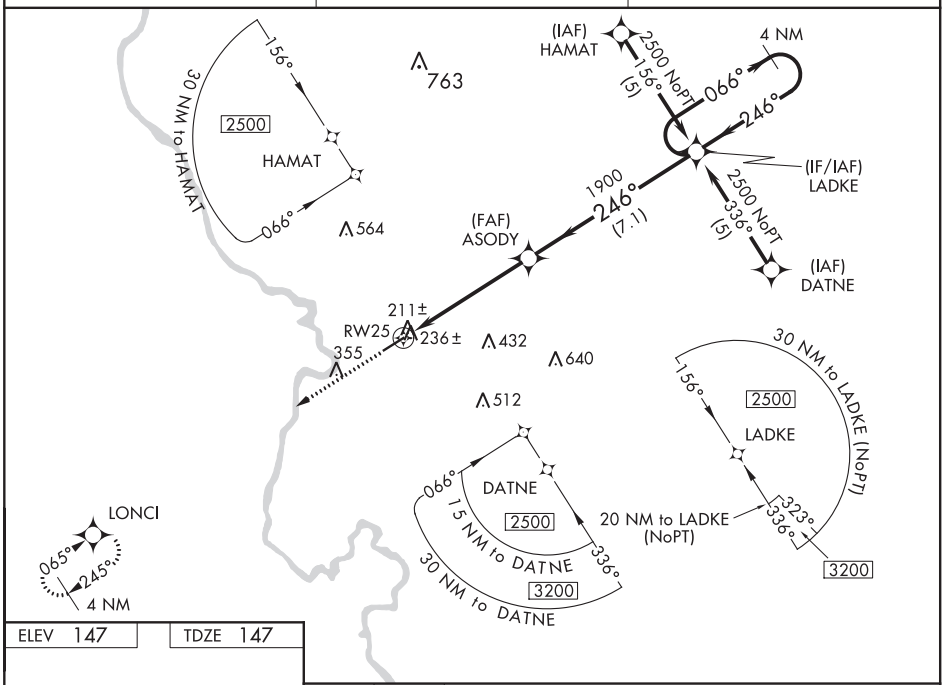
# RNAV (GPS) RWY 25
## MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)

RNP APCH.

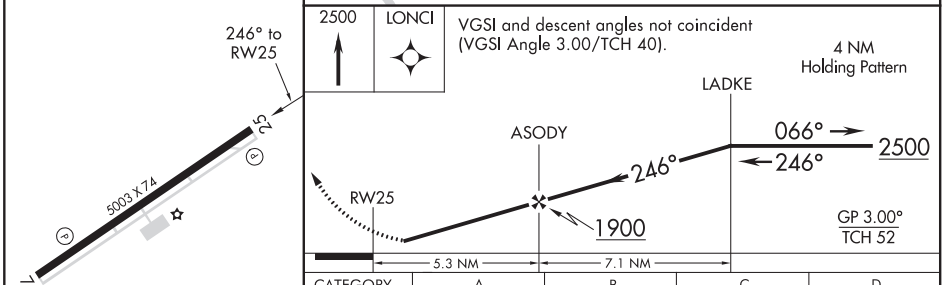
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet. Increase LPV all Cats, and LNAV Cat C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2500 direct LONCI and hold.

| AWOS-3PT | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 123.825 | 118.6 341.7 | 122.8 (CTAF) |




ELEV 147 TDZE 147




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 441-1 294 (300-1) | | | |
| LNAV/VNAV DA | 621-1¾ 474 (500-1¾) | | | |
| LNAV MDA | 680-1 533 (600-1) | | 680-1½ 533 (600-1½) | 680-1¾ 533 (600-1¾) |

MIRL Rwy 7-25
REIL Rwys 7 and 25

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

BURLINGTON, NORTH CAROLINA AL-5694 (FAA) 19283

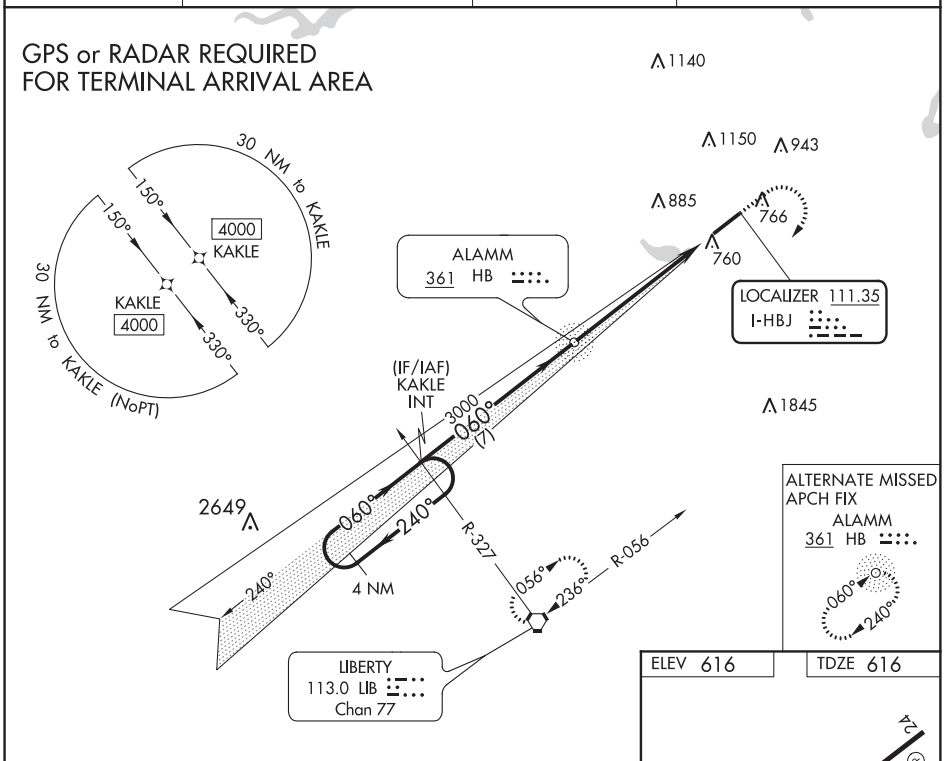
| LOC I-HBJ | APP CRS | Rwy ldg | 6406 |
|---|---|---|---|
| 111.35 | 060° | TDZE | 616 |
| | | Apt Elev | 616 |

# ILS Y or LOC Y RWY 6
## BURLINGTON-ALAMANCE RGNL (BUY)

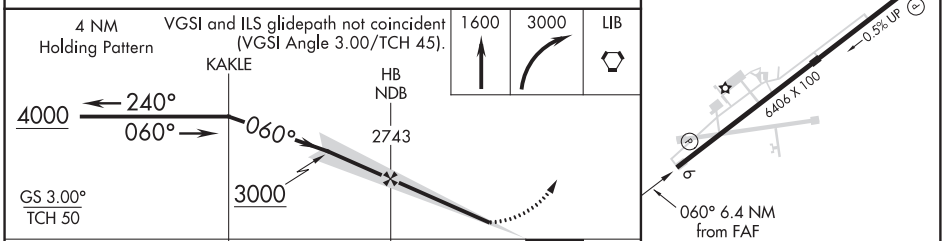
When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

| ASOS | GREENSBORO APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 135.325 | 126.6 | 327.075 | 120.25 | 122.975 (CTAF) L |




ELEV 616 TDZE 616




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 866-¾ 250 (300-¾) | | | |
| S-LOC 6 | 1160-1 544 (600-1) | | 1160-1⅝ 544 (600-1⅝) | |
| C CIRCLING | 1160-1 544 (600-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

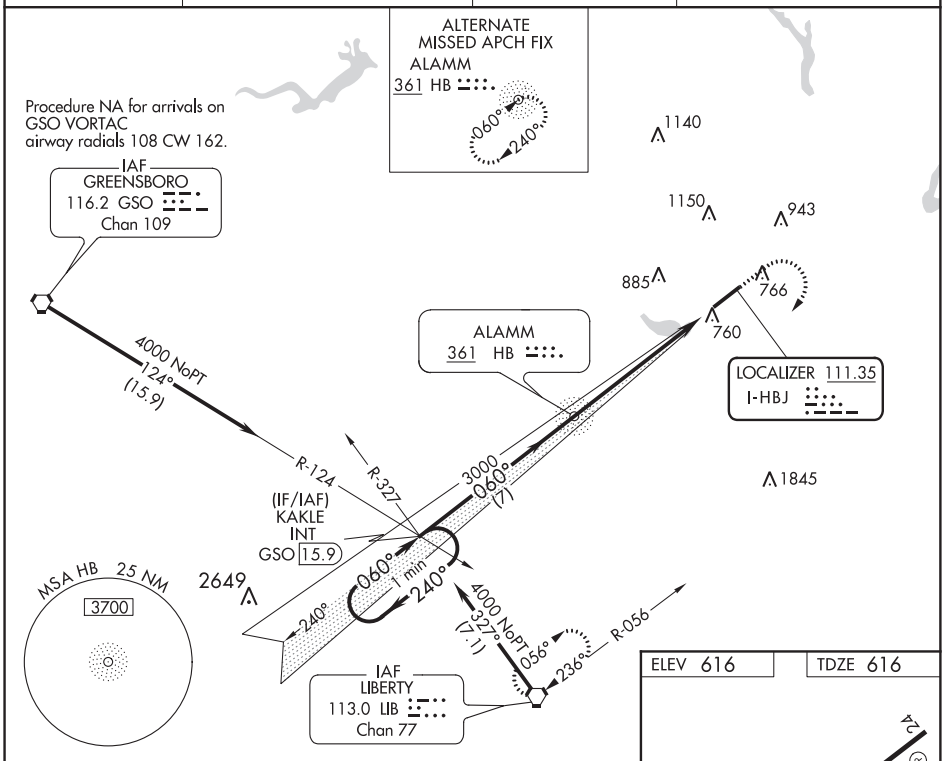
| LOC I-HBJ | APP CRS | Rwy ldg | 6406 |
|---|---|---|---|
| 111.35 | 060° | TDZE | 616 |
| | | Apt Elev | 616 |

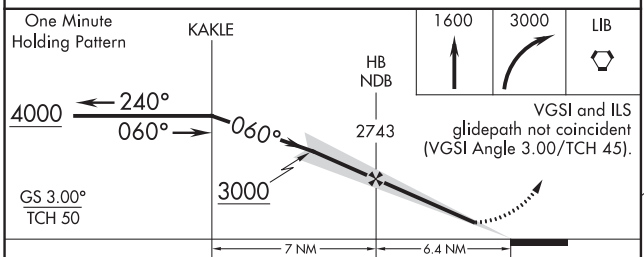
# ILS Z or LOC Z RWY 6
## BURLINGTON-ALAMANCE RGNL (BUY)

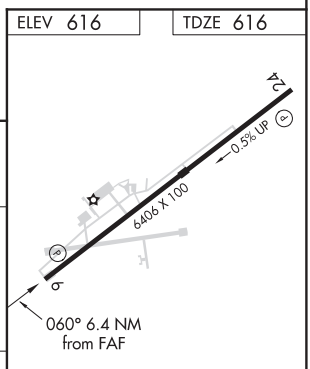
T NA — When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 direct LIB VORTAC and hold.

| ASOS | GREENSBORO APP CON | | CLNC DEL | UNICOM |
|---|---|---|---|---|
| 135.325 | 126.6 | 327.075 | 120.25 | 122.975 (CTAF) L |




HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 866-¾ 250 (300-¾) | | | |
| S-LOC 6 | 1160-1 544 (600-1) | | 1160-1⅝ 544 (600-1⅝) | |
| C CIRCLING | 1160-1 544 (600-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |

| FAF to MAP 6.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:24 | 4:16 | 3:12 | 2:34 | 2:08 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

BURLINGTON, NORTH CAROLINA AL-5694 (FAA) 19283

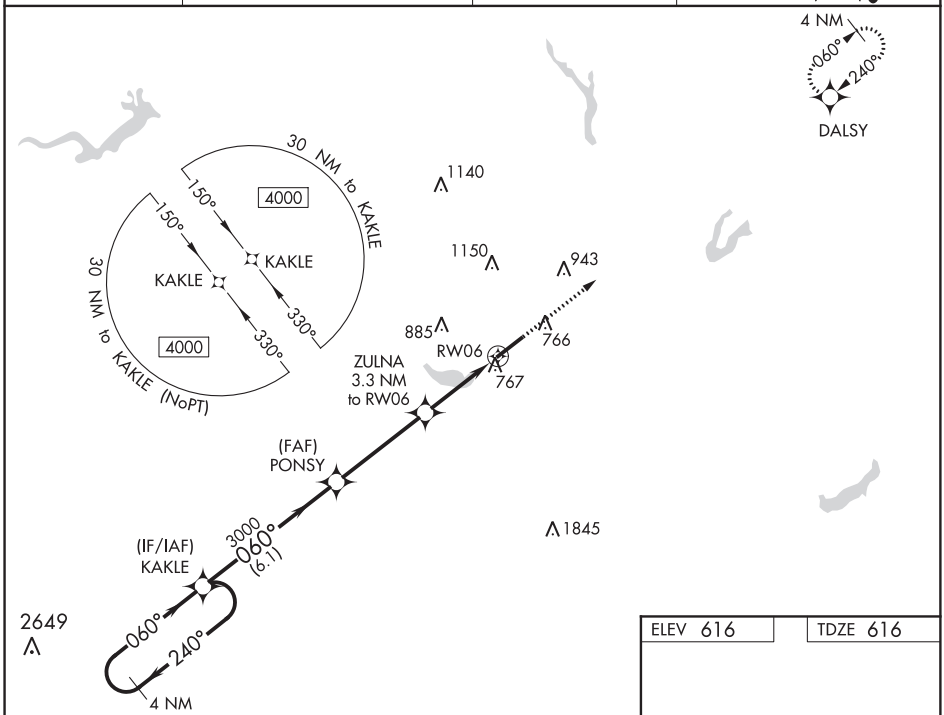
# RNAV (GPS) RWY 6
## BURLINGTON-ALAMANCE RGNL (BUY)

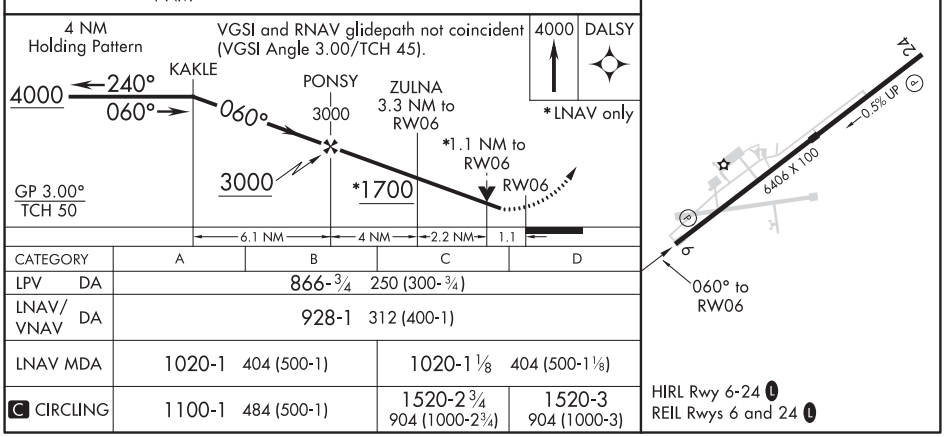
| WAAS CH 42911 W06A | APP CRS 060° | Rwy ldg 6406 | TDZE 616 | Apt Elev 616 |
|---|---|---|---|---|

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 Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet, increase LPV and LNAV/VNAV visibility ⅜ mile, LNAV Cats C/D and Circling Cat C ¼ mile. VDP and Baro-VNAV NA when using Greensboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct DALSY and hold.

| ASOS | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.325 | 126.6 327.075 | 120.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 866-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 928-1 312 (400-1) | | | |
| LNAV MDA | 1020-1 404 (500-1) | | 1020-1⅛ 404 (500-1⅛) | |
| C CIRCLING | 1100-1 484 (500-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

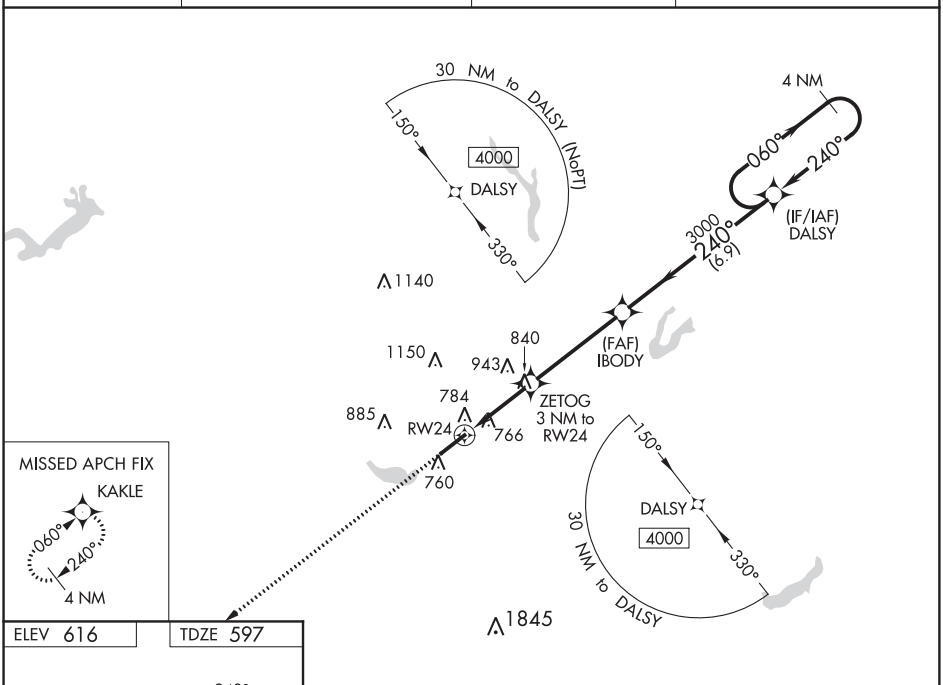
| WAAS CH 48836 W24A | APP CRS 240° | Rwy ldg 6406 TDZE 597 Apt Elev 616 |
|---|---|---|

# RNAV (GPS) RWY 24
## BURLINGTON-ALAMANCE RGNL (BUY)

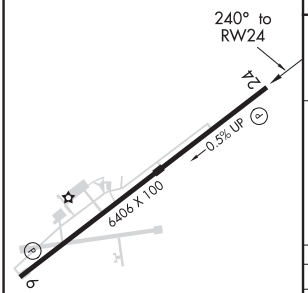
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet. Increase LPV, LNAV/VNAV, LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Greensboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

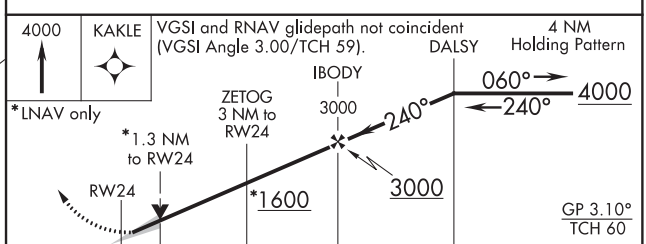
MISSED APPROACH: Climb to 4000 direct KAKLE and hold.

| ASOS | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.325 | 126.6 327.075 | 120.25 | 122.975 (CTAF) L |




ELEV 616 TDZ 597




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 987-1¼ 390 (400-1¼) | | | |
| LNAV/VNAV DA | 1056-1½ 459 (500-1½) | | | |
| LNAV MDA | 1060-1 463 (500-1) | | 1060-1⅜ 463 (500-1⅜) | |
| C CIRCLING | 1100-1 484 (500-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

BURLINGTON, NORTH CAROLINA — AL-5694 (FAA) — 20254

# VOR/DME-A

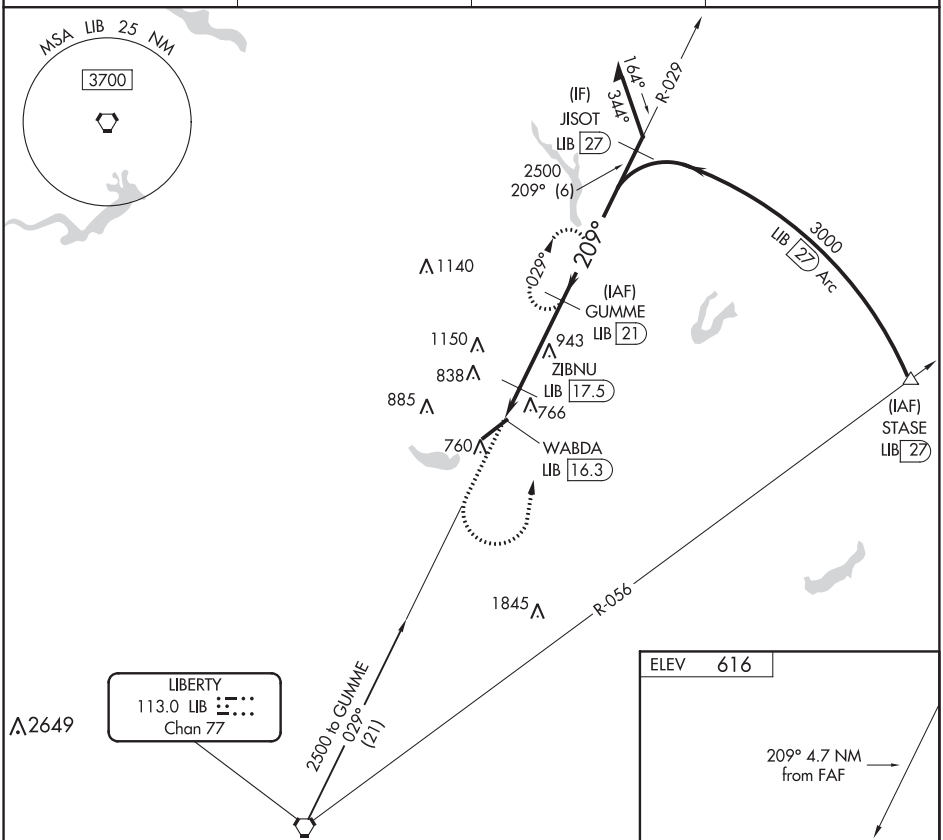
## BURLINGTON-ALAMANCE RGNL (BUY)

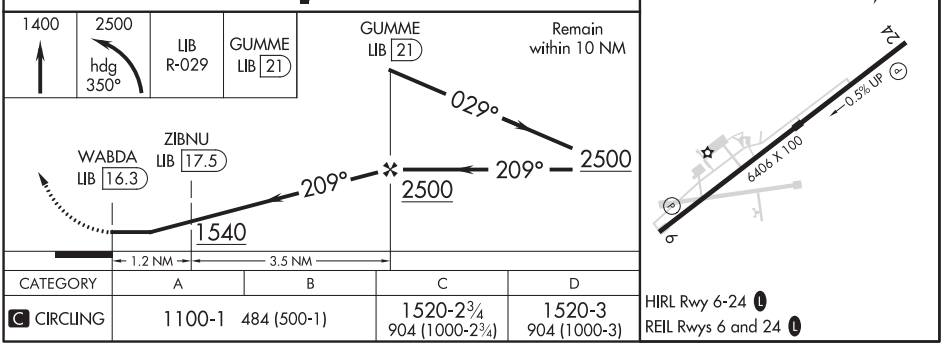
| VORTAC LIB | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.0 | 209° | TDZE | N/A |
| Chan 77 | | Apt Elev | 616 |

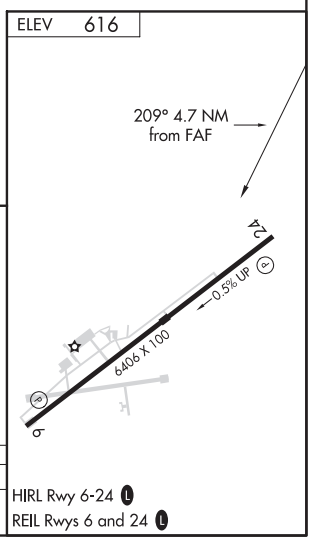
When local altimeter setting not received, use Greensboro altimeter setting and increase all MDA 100 feet and increase Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1400 then climbing left turn to 2500 on heading 350° and LIB R-029 to GUMME/21 DME and hold.

| ASOS | GREENSBORO APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.325 | 126.6 327.075 | 120.25 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1100-1 484 (500-1) | | 1520-2¾ 904 (1000-2¾) | 1520-3 904 (1000-3) |

HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 86505 W06A | APP CRS 057° | Rwy ldg 5000<br>TDZE 302<br>Apt Elev 302 |
|---|---|---|

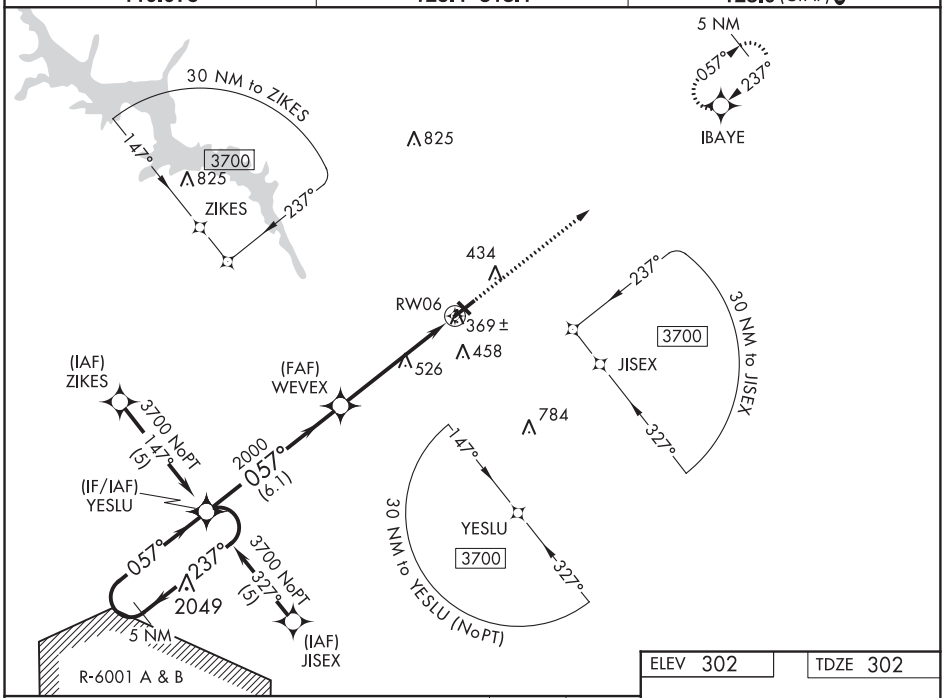
# RNAV (GPS) RWY 6
## WOODWARD FIELD (CDN)

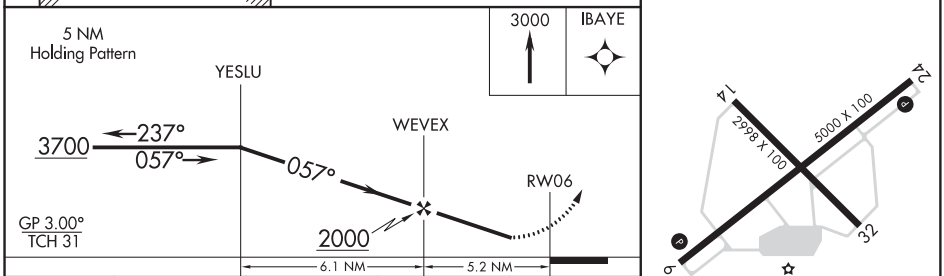
Baro-VNAV NA when using Columbia altimeter setting. If local altimeter setting not received, use Columbia altimeter setting and increase all DAs/MDAs 100 feet. For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

NA

MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 125.4 318.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 582-1 280 (300-1) | | | |
| LNAV/VNAV DA | 713-1½ 411 (500-1½) | | | |
| LNAV MDA | 780-1 478 (500-1) | | 780-1¼ 478 (500-1¼) | 780-1½ 478 (500-1½) |
| CIRCLING | 840-1 538 (600-1) | | 840-1½ 538 (600-1½) | 860-2 558 (600-2) |

ELEV 302 TDZE 302




MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CAMDEN, SOUTH CAROLINA

AL-5558 (FAA)

19115

# RNAV (GPS) RWY 24
## WOODWARD FIELD (CDN)

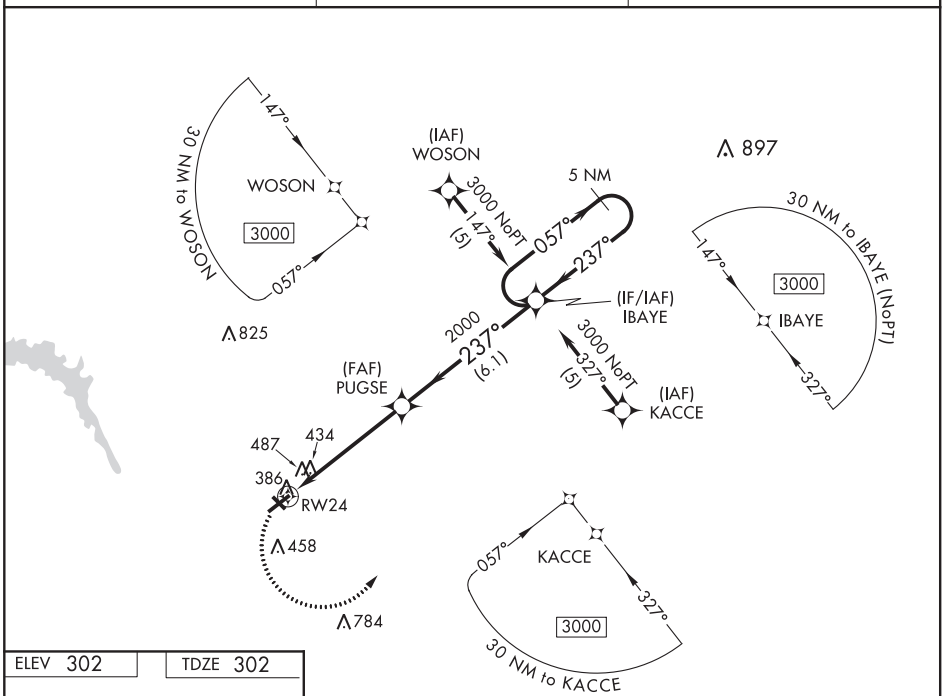
| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 237° | TDZE | 302 |
| | Apt Elev | 302 |

NA

If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct IBAYE and hold.

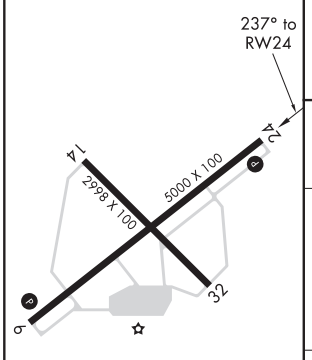
| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 125.4 318.1 | 123.0 (CTAF) L |



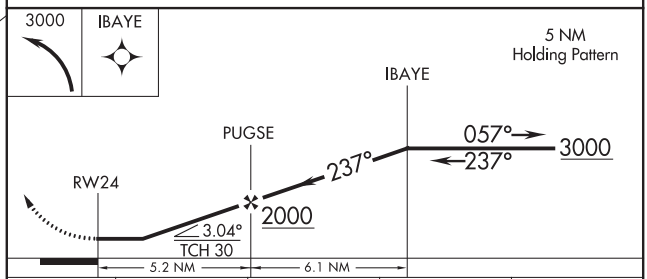

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 302 | TDZE 302




MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 800-1 498 (500-1) | | 800-1¼ 498 (500-1¼) | 800-1½ 498 (500-1½) |
| CIRCLING | 840-1 538 (600-1) | | 840-1½ 538 (600-1½) | 860-2 558 (600-2) |

| VOR/DME CTF | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 108.2 | 216° | TDZE | N/A |
| Chan 19 | | Apt Elev | 302 |

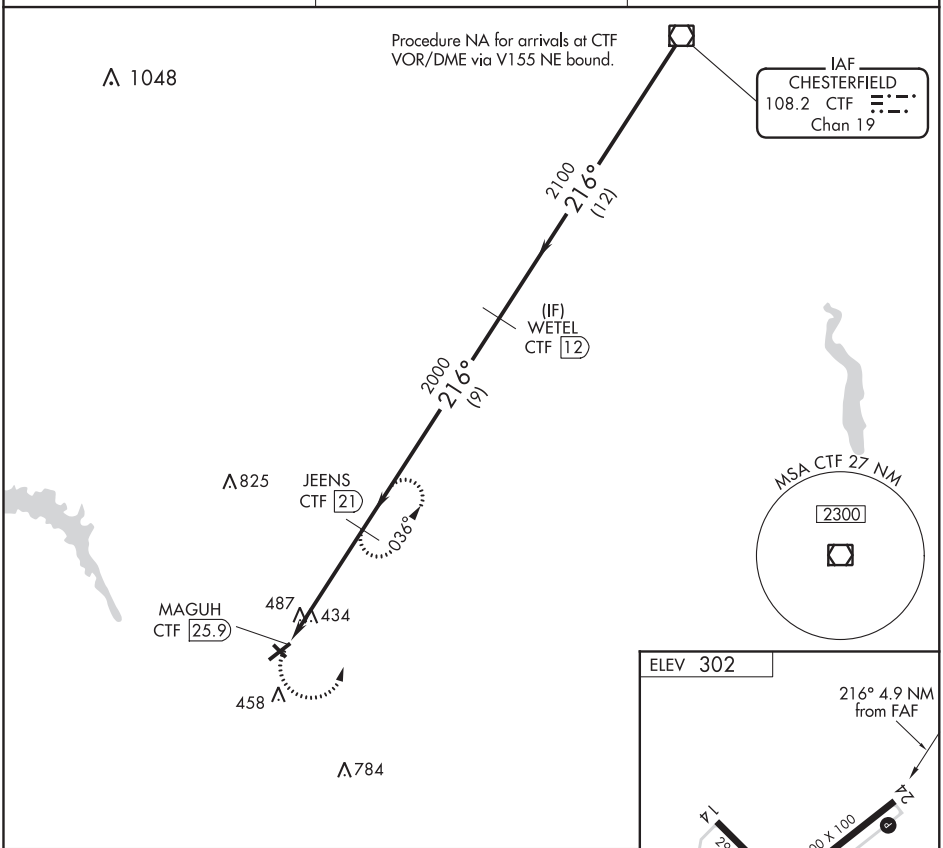
# VOR/DME-A
## WOODWARD FIELD (CDN)

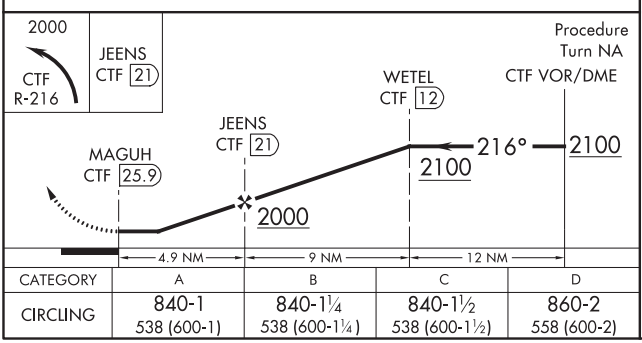
If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet.

NA

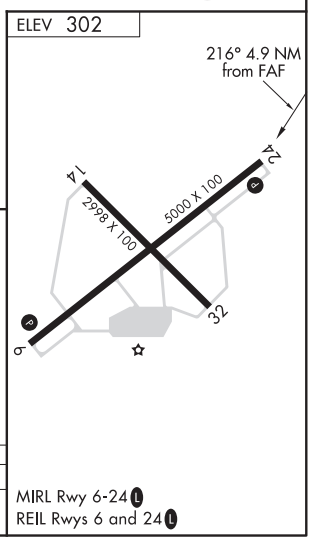
MISSED APPROACH: Climbing left turn to 2000 via CTF VOR/DME R-216 to JEENS/21 DME and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 119.975 | 125.4 318.1 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 840-1<br>538 (600-1) | 840-1¼<br>538 (600-1¼) | 840-1½<br>538 (600-1½) | 860-2<br>558 (600-2) |




MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L




SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLESTON, SOUTH CAROLINA — AL-76 (FAA) — 19227

# ILS or LOC RWY 15
## CHARLESTON AFB/INTL (CHS)

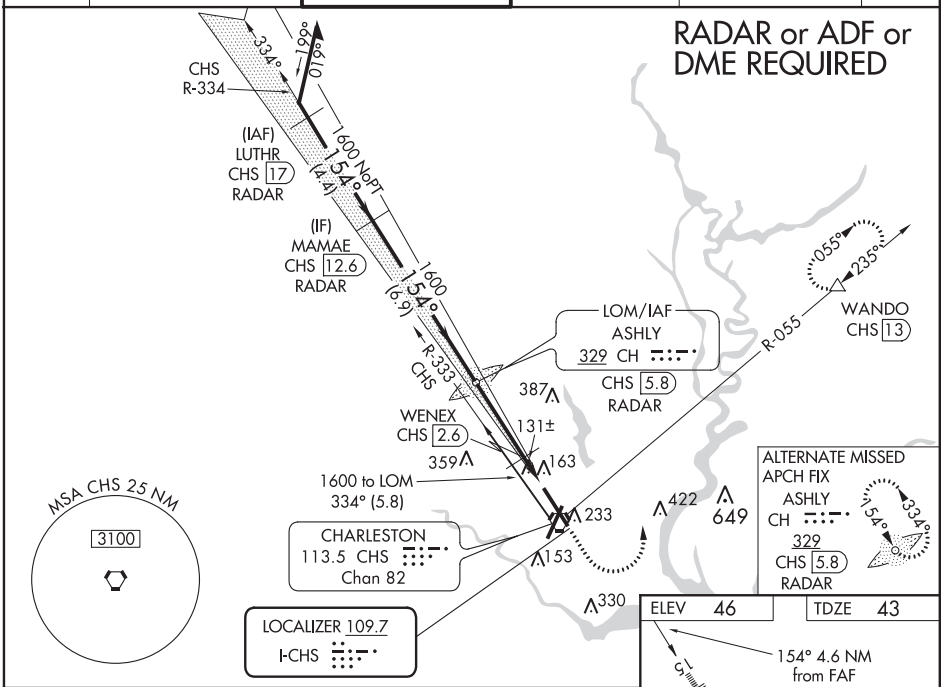
| LOC I-CHS | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.7 | 154° | 9001 / 43 / 46 |

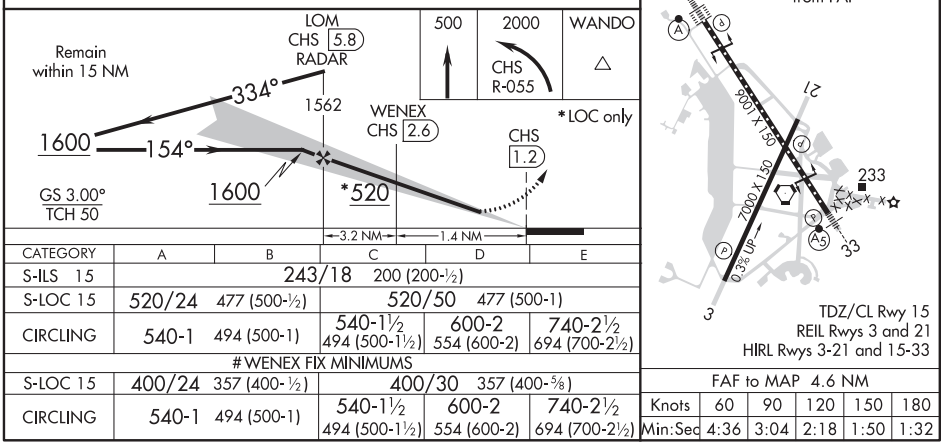
For inoperative ALSF, increase S-ILS 15 Cat E visibility to RVR 4000 and S-LOC 15 Cats C/D/E visibility to 1⅜ miles. WENEX fix minimums: for inoperative ALSF, increase S-LOC 15 Cats C/D/E visibility to RVR 5500. DME required.
# DME from CHS VORTAC.
DME from CHS VORTAC.
Simultaneous reception of I-CHS and CHS DME required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS VORTAC R-055 to WANDO/ CHS 13 DME and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 15 | 243/18 200 (200-½) | | | | |
| S-LOC 15 | 520/24 477 (500-½) | | 520/50 477 (500-1) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) | 740-2½ 694 (700-2½) |
| # WENEX FIX MINIMUMS | | | | | |
| S-LOC 15 | 400/24 357 (400-½) | | 400/30 357 (400-⅝) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) | 740-2½ 694 (700-2½) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC I-CCI | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 108.9 | 334° | TDZE | 45 |
| | | Apt Elev | 46 |

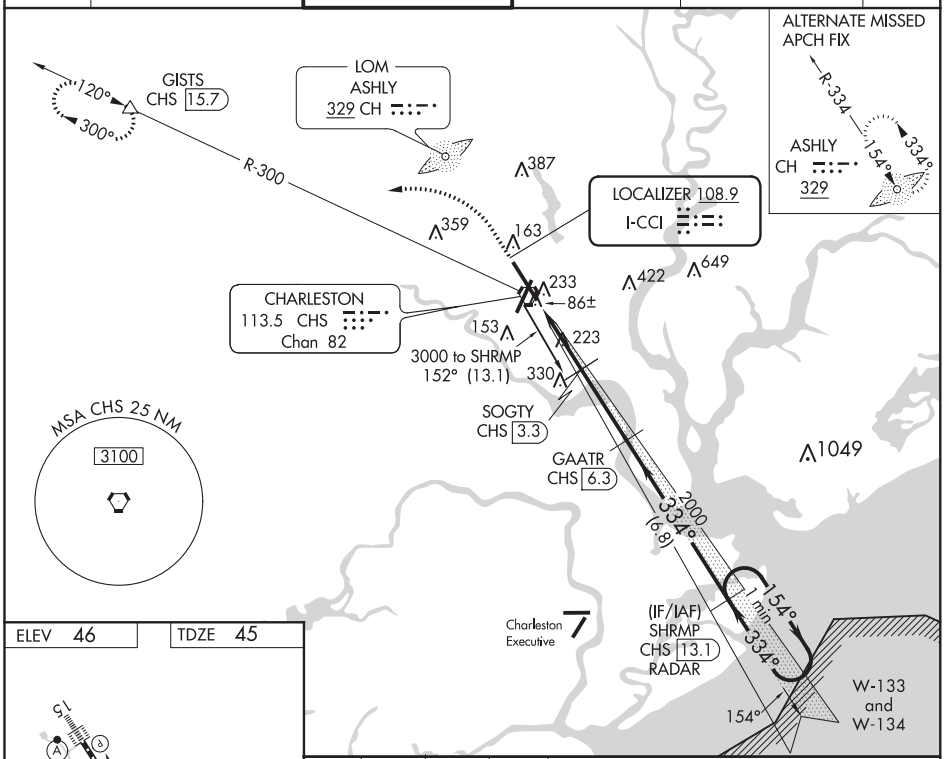
# ILS or LOC RWY 33
## CHARLESTON AFB/INTL (CHS)

DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME Required. For inop MALSR, increase S-ILS 33 Cat E visibility to RVR 4000 and S-LOC 33 Cat E visibility to 1⅜.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

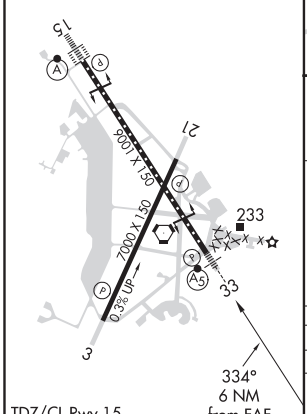
MISSED APPROACH: Climb to 500 then climbing left turn to 2100 on heading 280° and on CHS VORTAC R-300 to GISTS/15.7 DME and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |

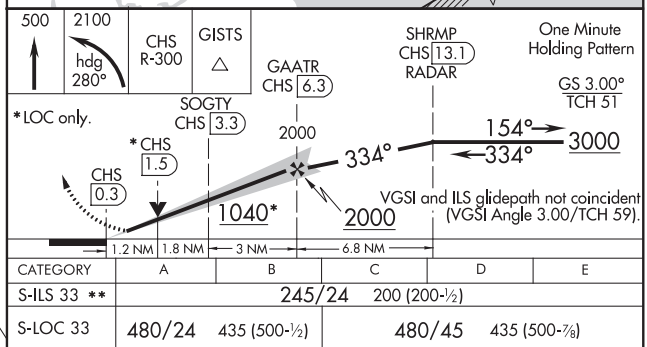



SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 46 | TDZE 45 |
|---|---|




TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 33 ** | 245/24 200 (200-½) | | | | |
| S-LOC 33 | 480/24 435 (500-½) | | 480/45 435 (500-⅞) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) | 740-2½ 694 (700-2½) |

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 19227

# ILS RWY 15 (SA CAT I)
## CHARLESTON AFB/INTL (CHS)

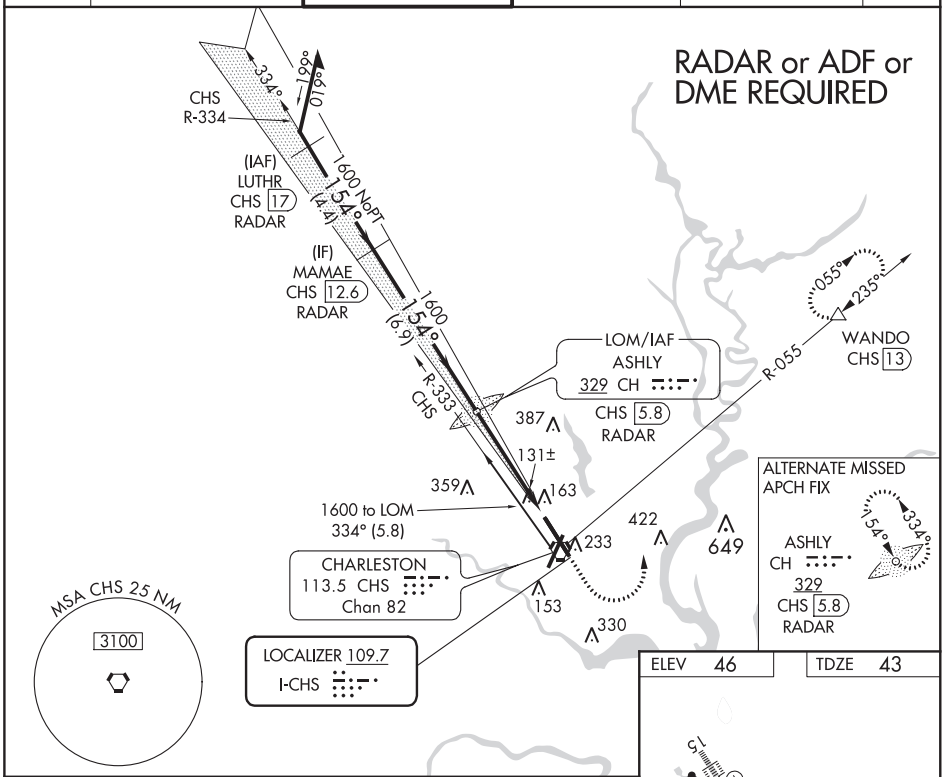
| LOC I-CHS | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.7 | 154° | 9001 / 43 / 46 |

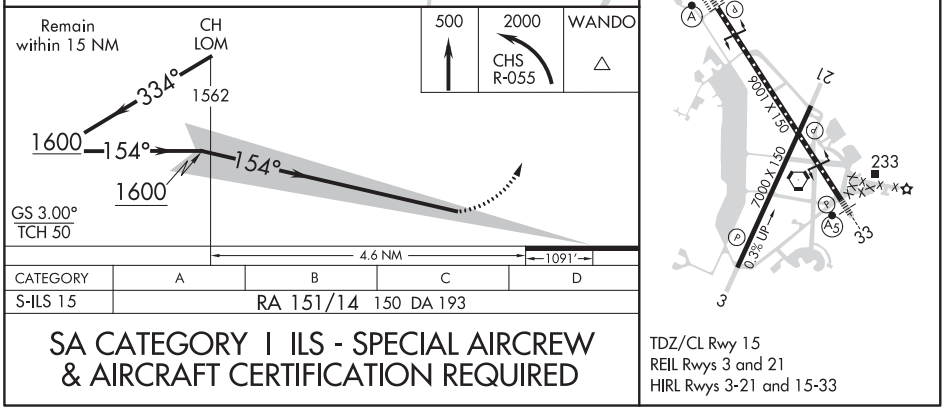
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
DME required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | RA 151/14 150 DA 193 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 15 (CAT II)
## CHARLESTON AFB/INTL (CHS)

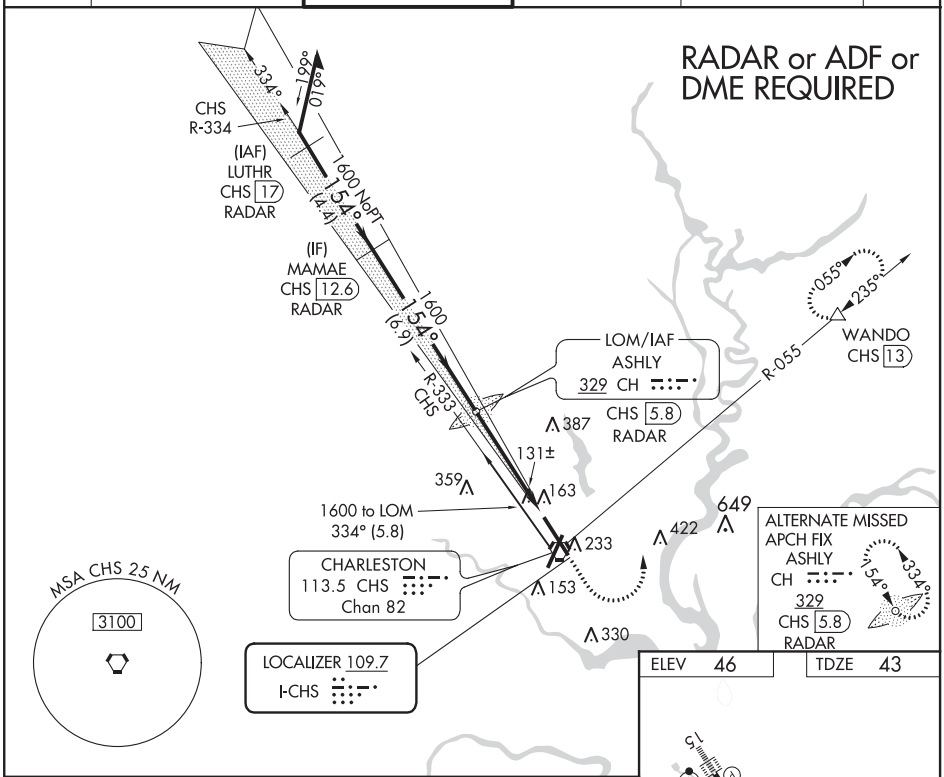
| LOC I-CHS | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.7 | 154° | 9001 / 43 / 46 |

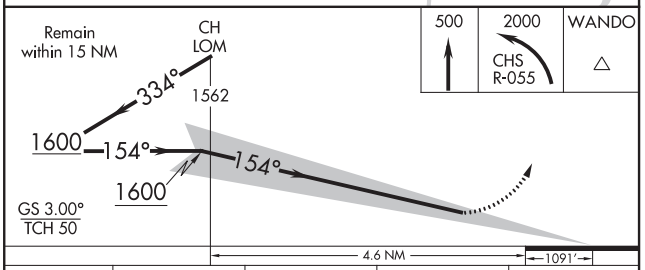
DME required.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold.

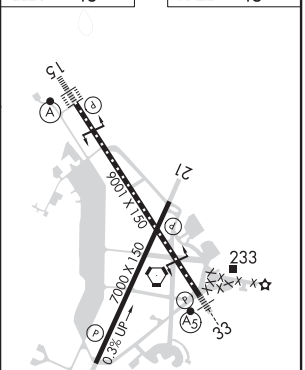
| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 15 | RA 97/12 100 DA 143 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

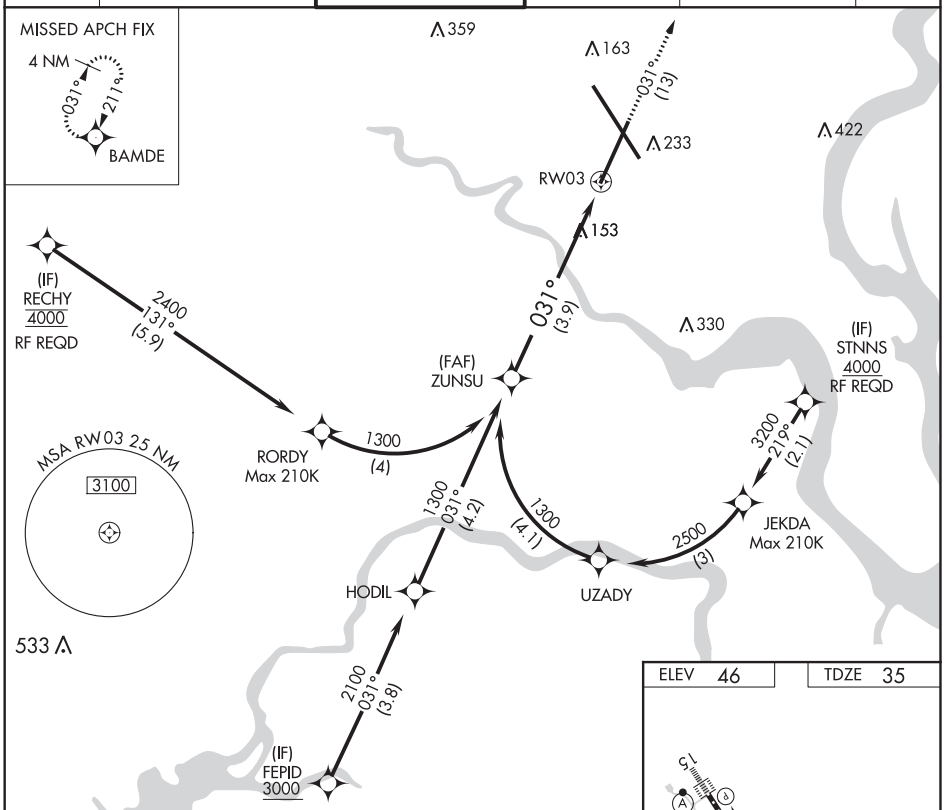
| APP CRS | Rwy ldg | 7000 |
|---|---|---|
| 031° | TDZE | 35 |
| | Apt Elev | 46 |

# RNAV (RNP) Z RWY 3
## CHARLESTON AFB/INTL (CHS)

For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.

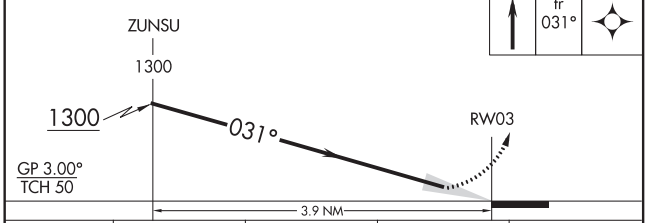
MISSED APPROACH: Climb to 3000 on track 031° to BAMDE and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |



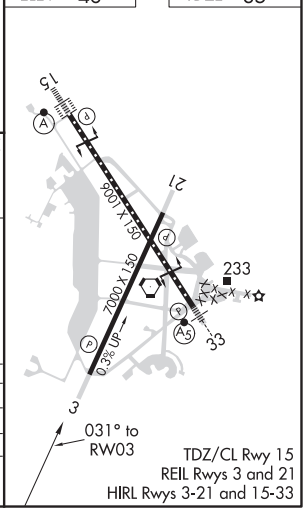

See planview for multiple IF locations.

3000 | tr 031° | BAMDE




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.20 DA | | 329-1 | 294 (300-1) | |
| RNP 0.30 DA | | 488-1½ | 453 (500-1½) | |

**AUTHORIZATION REQUIRED**







SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 9001 |
|---|---|---|
| 154° | TDZE | 43 |
| | Apt Elev | 46 |

# RNAV (RNP) Z RWY 15

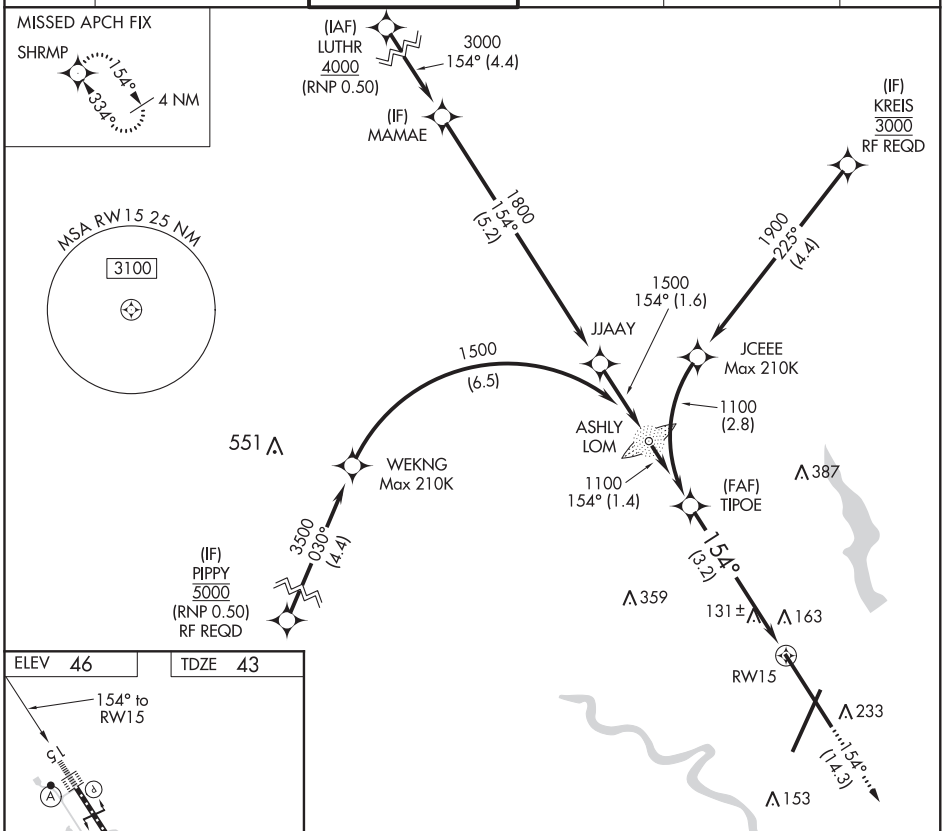
## CHARLESTON AFB/INTL (CHS)

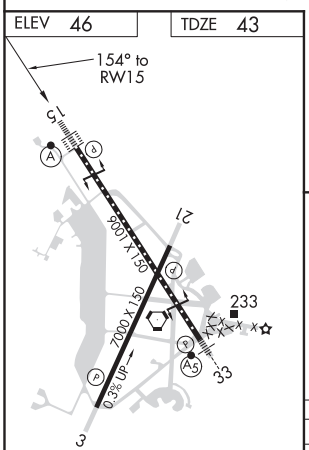
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required. For inop ALSF, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.

ALSF-2

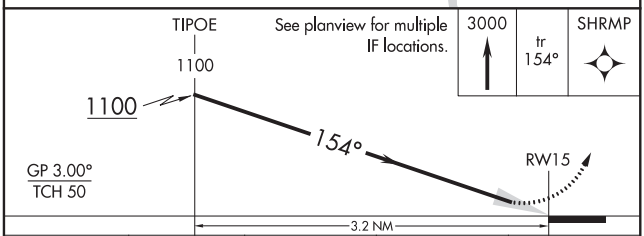
MISSED APPROACH: Climb to 3000 on track 154° to SHRMP and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 315/24 | 272 (300-½) | | |
| RNP 0.30 DA | 428/45 | 385 (400-⅞) | | |

**AUTHORIZATION REQUIRED**



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

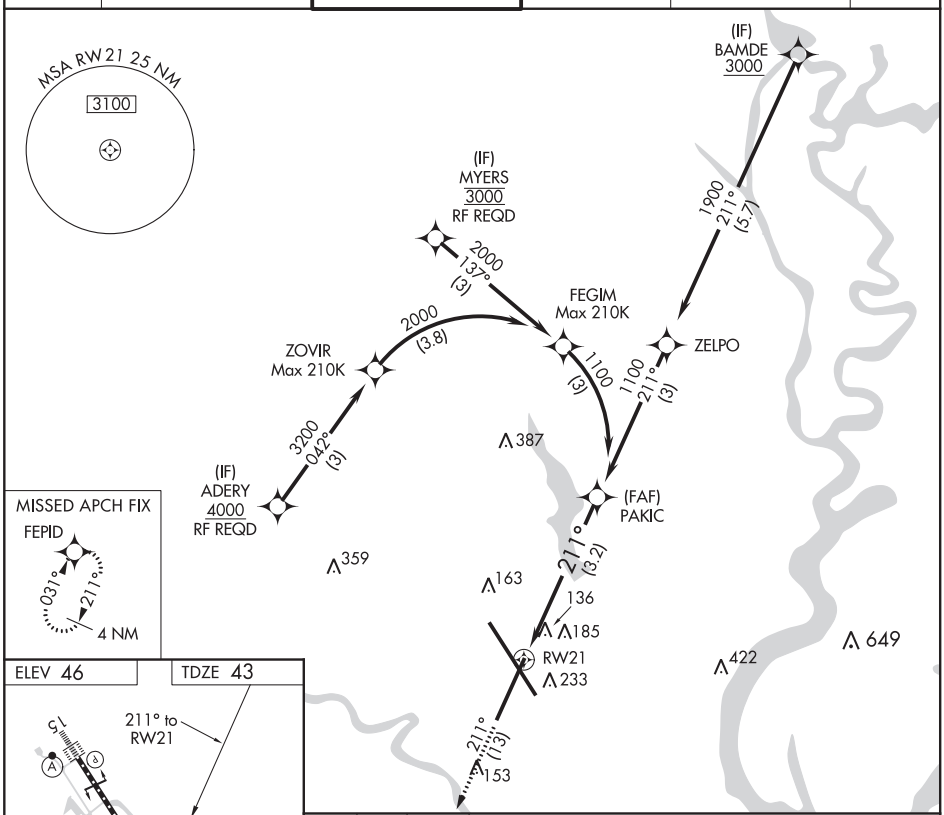
| APP CRS | Rwy ldg | 7000 |
|---|---|---|
| 211° | TDZE | 43 |
| | Apt Elev | 46 |

# RNAV (RNP) Z RWY 21
## CHARLESTON AFB/INTL (CHS)

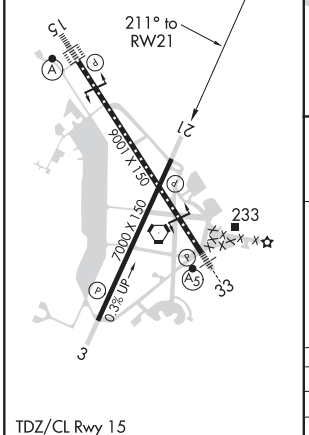
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). GPS required.

MISSED APPROACH: Climb to 3000 on track 211° to FEPID and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |



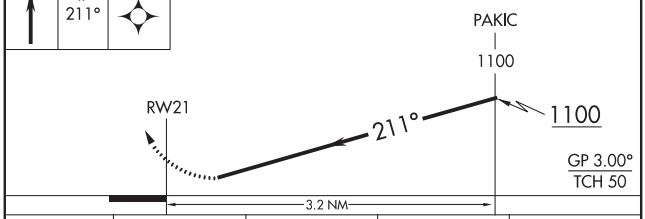

ELEV 46 TDZE 43




TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

| 3000 | tr 211° | FEPID |
|---|---|---|

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.21 DA | 427-1⅛ | | 384 (400-1⅛) | |
| RNP 0.30 DA | 455-1⅜ | | 412 (500-1⅜) | |

**AUTHORIZATION REQUIRED**




SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 9001 |
|---|---|---|
| 334° | TDZE | 45 |
| | Apt Elev | 46 |

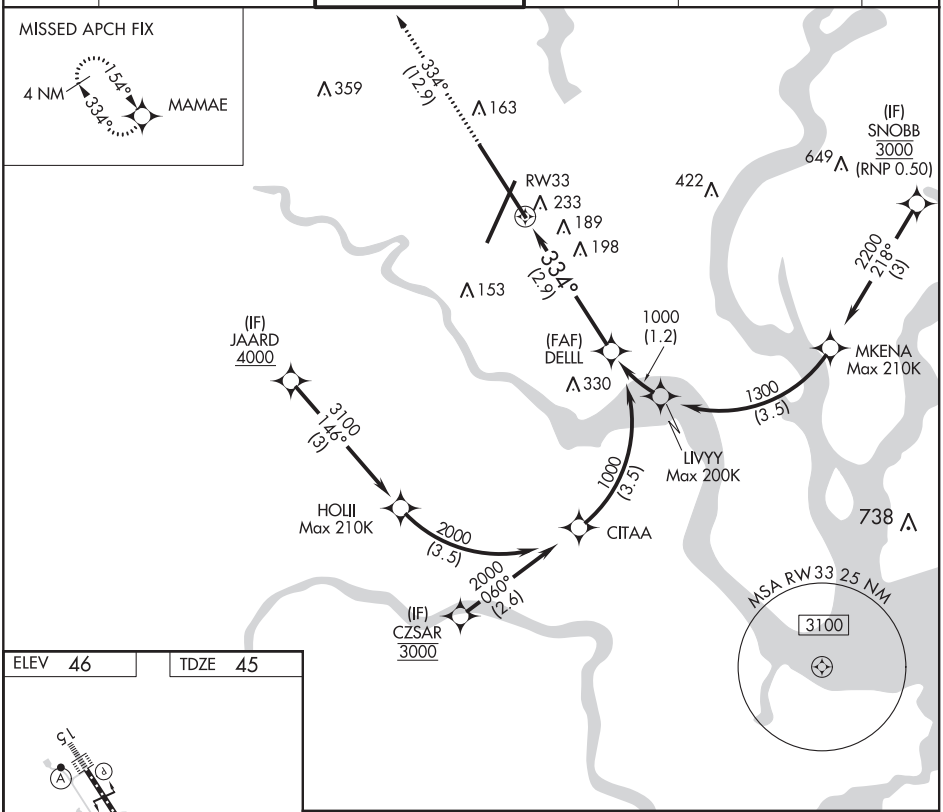
# RNAV (RNP) Z RWY 33
## CHARLESTON AFB/INTL (CHS)

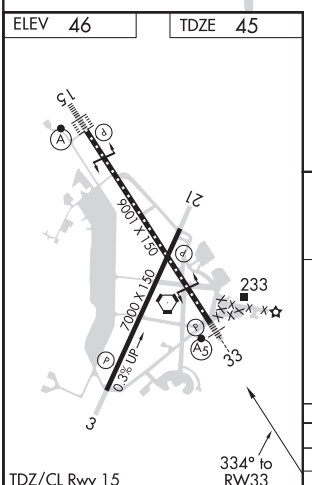
For uncompensated Baro-VNAV systems, procedure NA below -5°C (23°F) or above 54°C (130°F). RF Required. GPS required. For inop MALSR, increase RNP 0.23 all Cats visibility to 1⅜ and RNP 0.30 all Cats visibility to 1⅝.

MALSR

MISSED APPROACH: Climb to 3000 on track 334° to MAMAE and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |

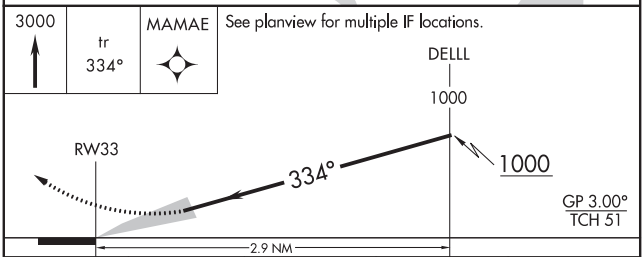



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

| 3000 | tr 334° | MAMAE |
|---|---|---|

See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.23 DA | | 442/45 | 397 (400-⅞) | |
| RNP 0.30 DA | | 516/60 | 471 (500- 1¼) | |

**AUTHORIZATION REQUIRED**


SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

19227

# RNAV (GPS) Y RWY 3

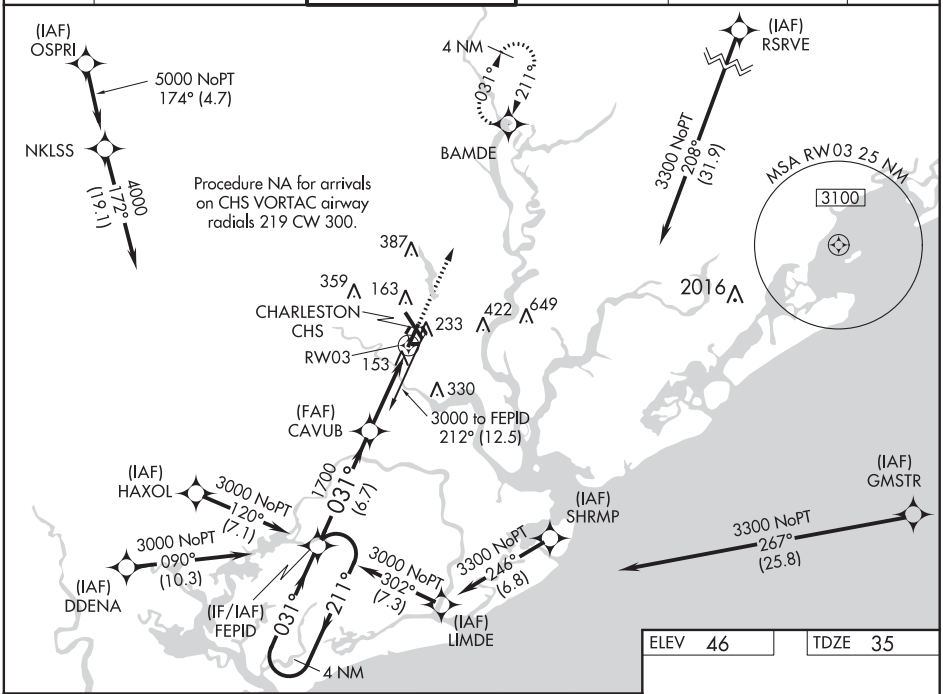
CHARLESTON AFB/INTL (CHS)

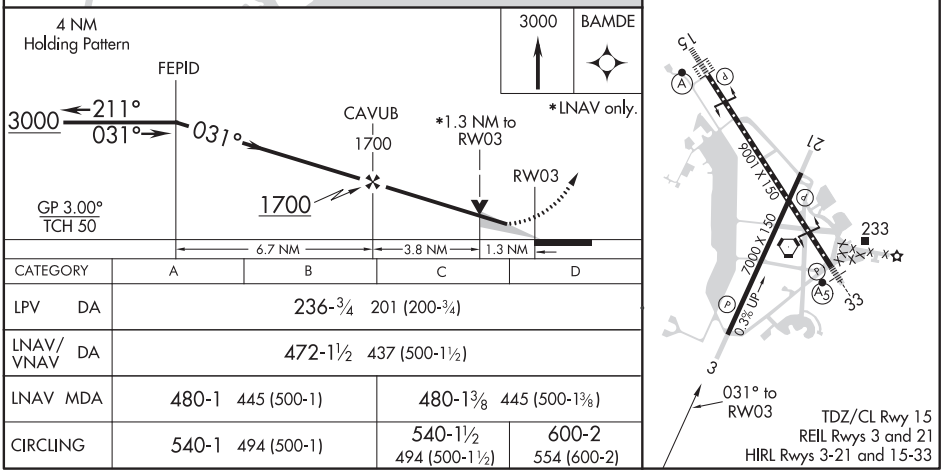
| WAAS CH 86699 W03A | APP CRS 031° | Rwy ldg 7000 TDZE 35 Apt Elev 46 |
|---|---|---|

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 3000 direct BAMDE and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 236-¾ 201 (200-¾) | | | |
| LNAV/VNAV DA | 472-1½ 437 (500-1½) | | | |
| LNAV MDA | 480-1 445 (500-1) | | 480-1⅜ 445 (500-1⅜) | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 93519 W15A | APP CRS 154° | Rwy ldg 9001<br>TDZE 43<br>Apt Elev 46 |
|---|---|---|

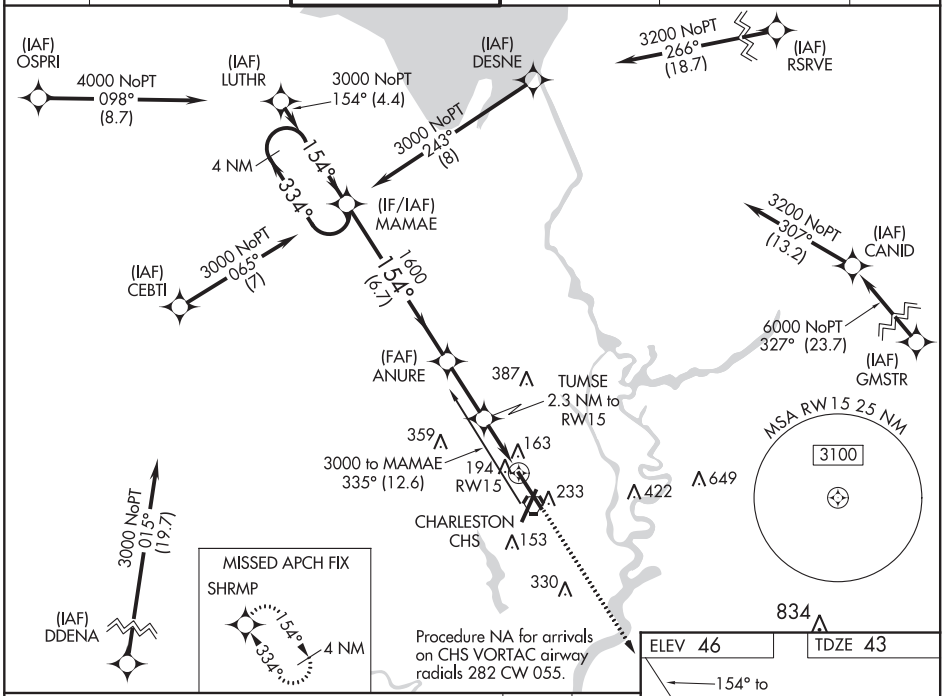
# RNAV (GPS) Y RWY 15
## CHARLESTON AFB/INTL (CHS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative ALSF, increase LNAV/VNAV all Cats visibility to 1¼ and LNAV Cats C/D visibility to RVR 6000. DME/DME RNP-0.3 NA.

ALSF-2

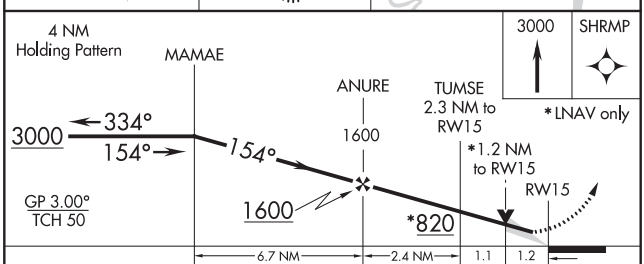
MISSED APPROACH: Climb to 3000 direct SHRMP and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |

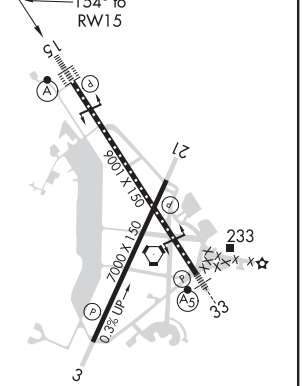



SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 46 | TDZE 43 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 243/18 200 (200-½) | | | |
| LNAV/VNAV DA | 375/32 332 (400-⅝) | | | |
| LNAV MDA | 460/24 417 (500-½) | | 460/40 417 (500-¾) | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) |




TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 19227

# RNAV (GPS) Y RWY 21

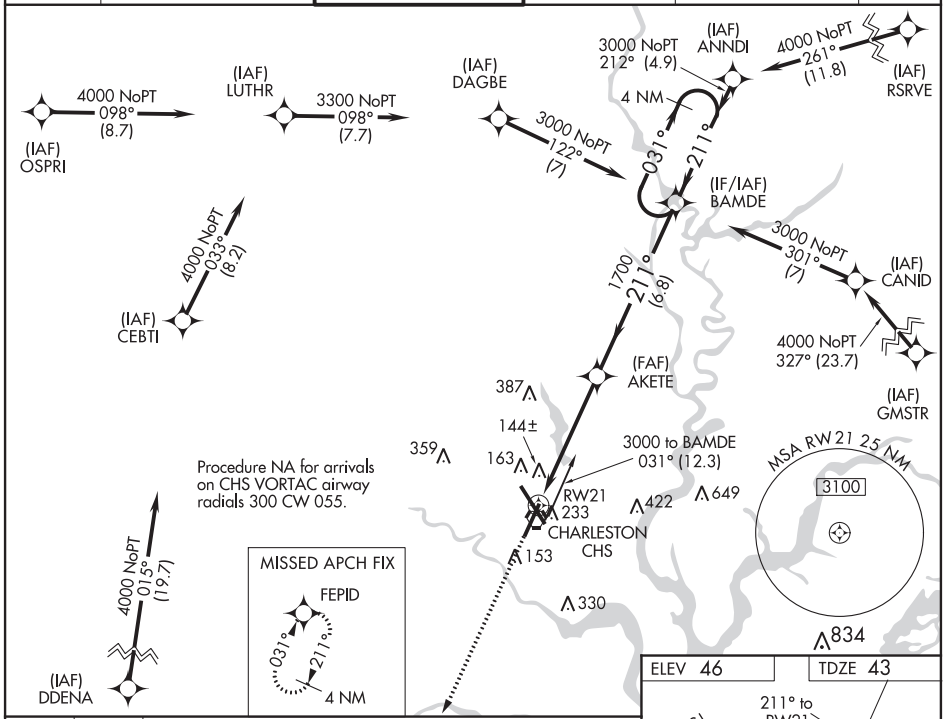
CHARLESTON AFB/ INTL (CHS)

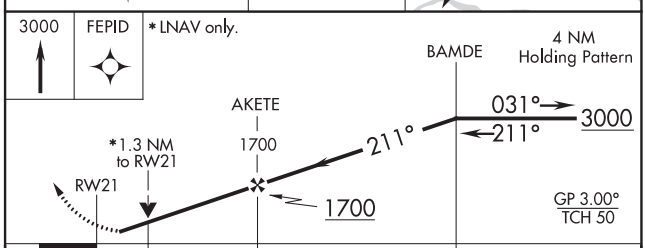
| WAAS CH 40499 W21A | APP CRS 211° | Rwy ldg 7000 TDZE 43 Apt Elev 46 |
|---|---|---|

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 ¾ SM NA.

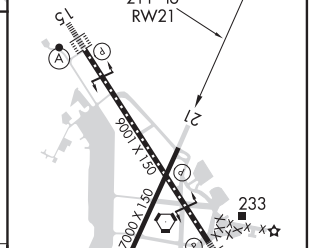
MISSED APPROACH: Climb to 3000 direct FEPID and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 293-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 446-1⅜ 403 (400-1⅜) | | | |
| LNAV MDA | 500-1 457 (500-1) | | 500-1⅜ 457 (500-1⅜) | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) |




TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 63218 W33A | APP CRS 334° | Rwy ldg 9001 TDZE 45 Apt Elev 46 |
|---|---|---|

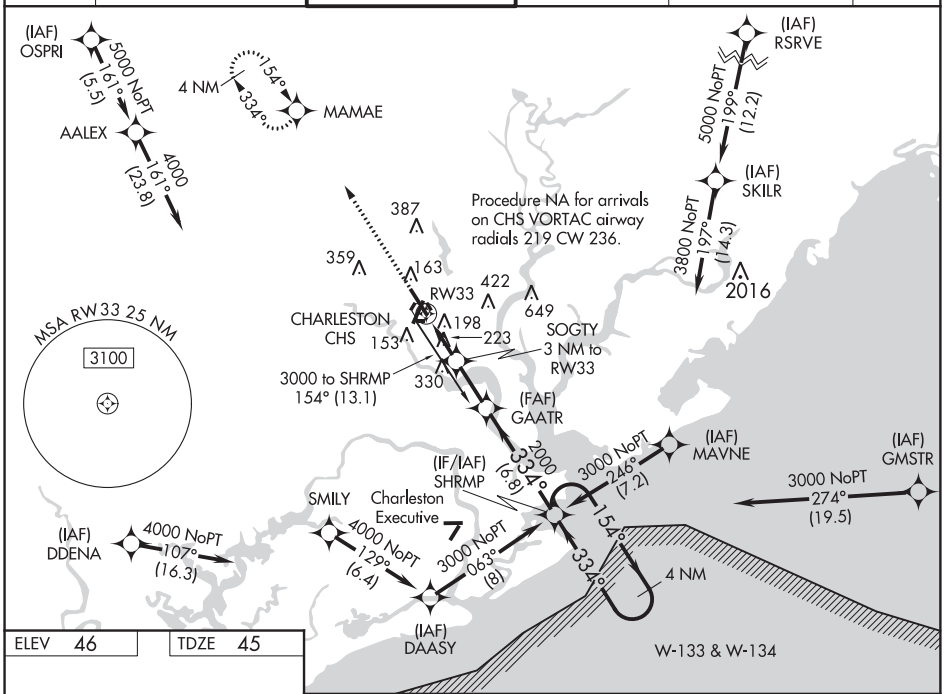
# RNAV (GPS) Y RWY 33
## CHARLESTON AFB/INTL (CHS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to 1½ miles and LNAV Cats C/D visibility to 1¾ miles. DME/DME RNP-0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

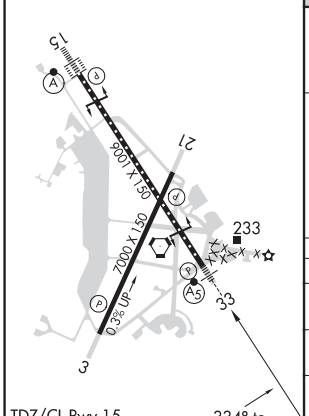
MALSR

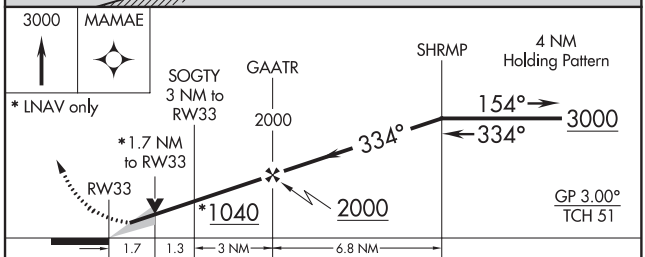
MISSED APPROACH: Climb to 3000 direct MAMAE and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




| ELEV 46 | TDZE 45 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 245/24 | | 200 (200-½) | |
| LNAV/VNAV DA | 504/60 | | 459 (500-1¼) | |
| LNAV MDA | 640/24 | 595 (600-½) | 640-1⅜ | 595 (600-1⅜) |
| CIRCLING | 640-1 | 594 (600-1) | 640-1¾ 594 (600-1¾) | 640-2 594 (600-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

20086

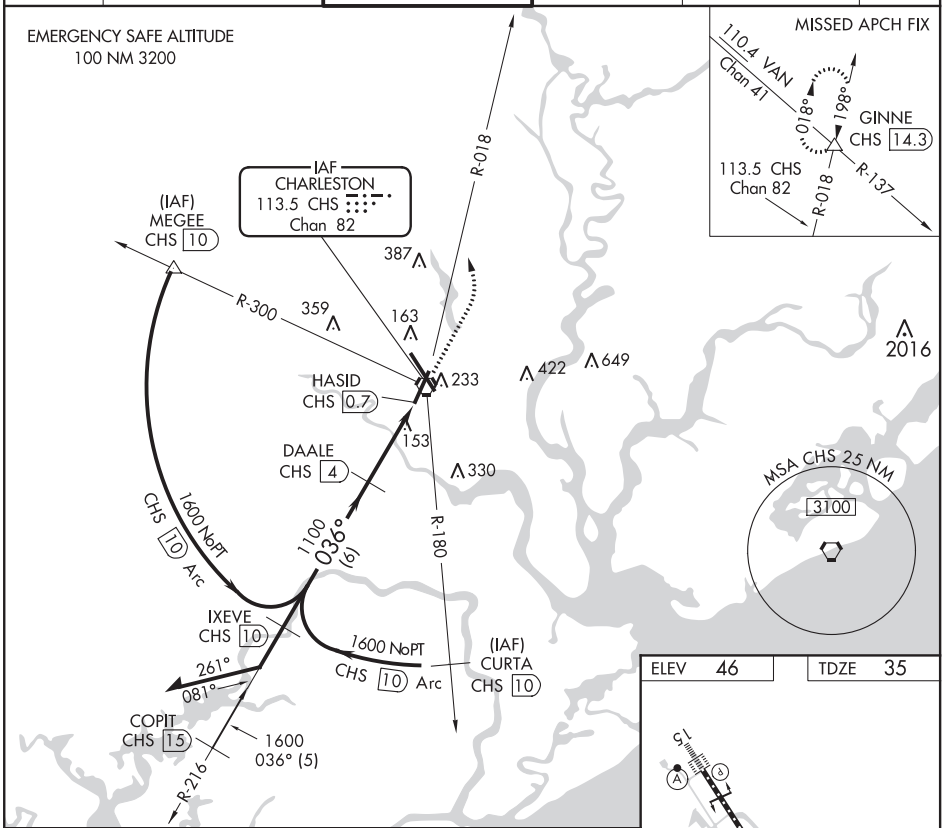
# VOR/DME or TACAN RWY 3

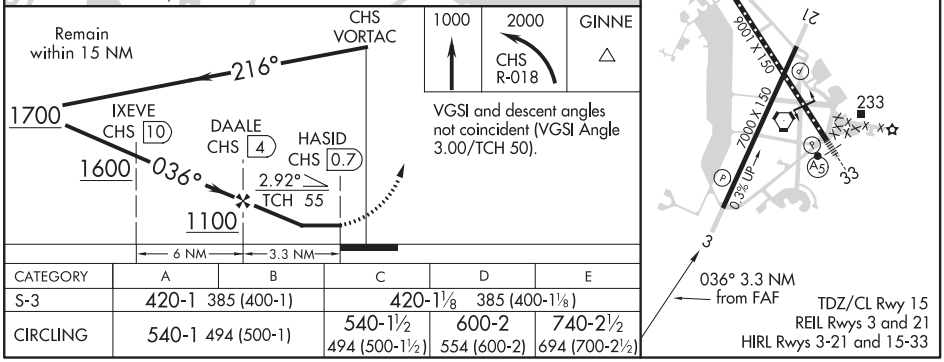
CHARLESTON AFB/INTL (CHS)

| VORTAC CHS | APP CRS | Rwy ldg | 7000 |
|---|---|---|---|
| 113.5 | 036° | TDZE | 35 |
| Chan 82 | | Apt Elev | 46 |

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 via CHS R-018 to GINNE INT/CHS 14.3 DME and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-3 | 420-1 385 (400-1) | | 420-1⅛ 385 (400-1⅛) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) | 740-2½ 694 (700-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| VORTAC CHS | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 113.5 | 157° | TDZE | 43 |
| Chan 82 | | Apt Elev | 45 |

# VOR/DME or TACAN RWY 15

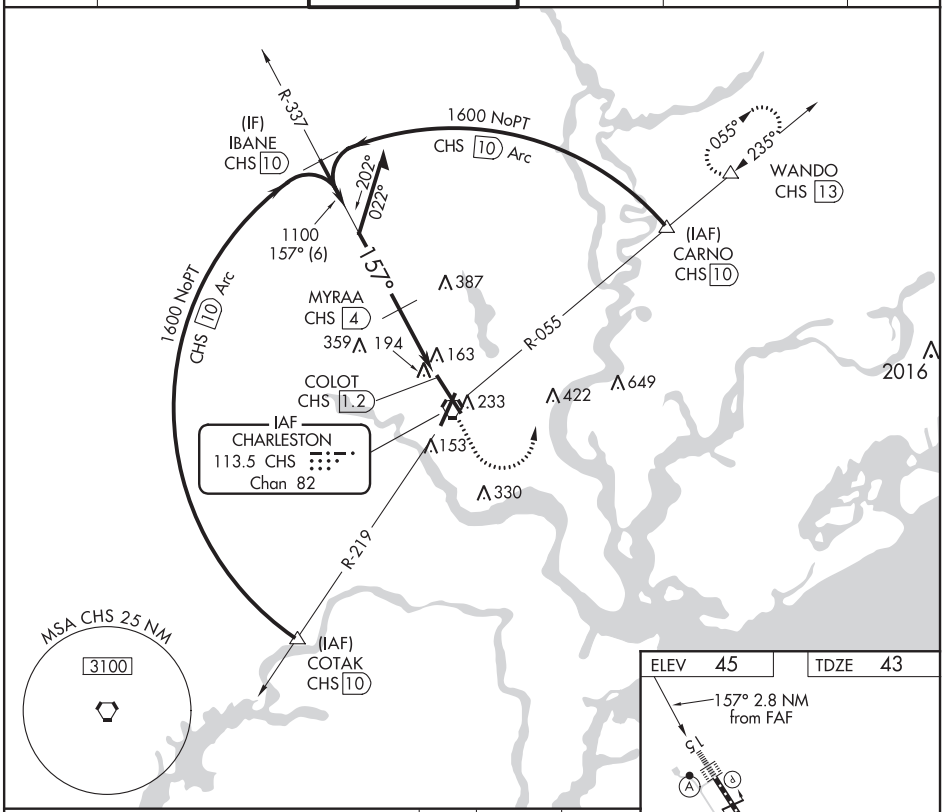
## CHARLESTON AFB/INTL (CHS)

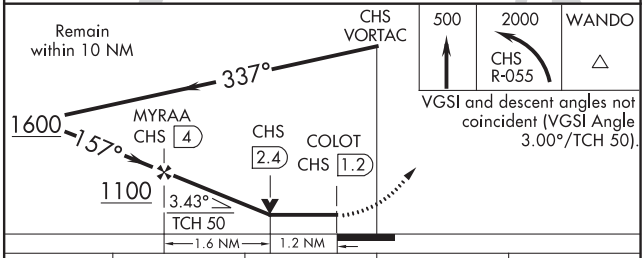
For inoperative ALSF increase Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.

ALSF-2

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS R-055 to WANDO/CHS 13 DME and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |

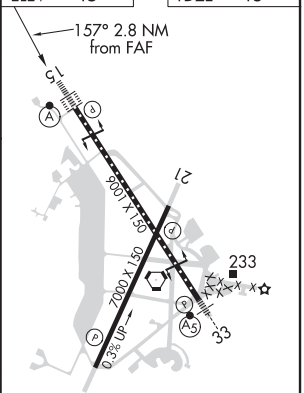



VGSI and descent angles not coincident (VGSI Angle 3.00°/TCH 50).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 460/40 417 (500-¾) | | | 460/50 417 (500-1) |
| CIRCLING | 540-1 495 (500-1) | | 540-1½ 495 (500-1½) | 600-2 555 (600-2) |

| ELEV 45 | TDZE 43 |
|---|---|




TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

19227

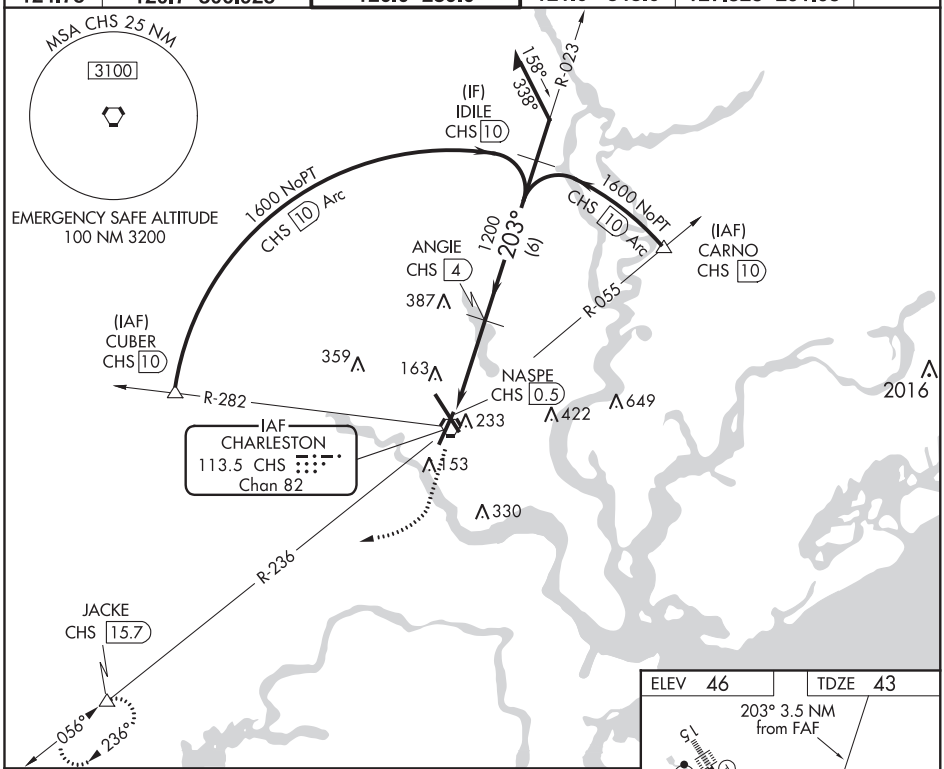
# VOR/DME or TACAN RWY 21

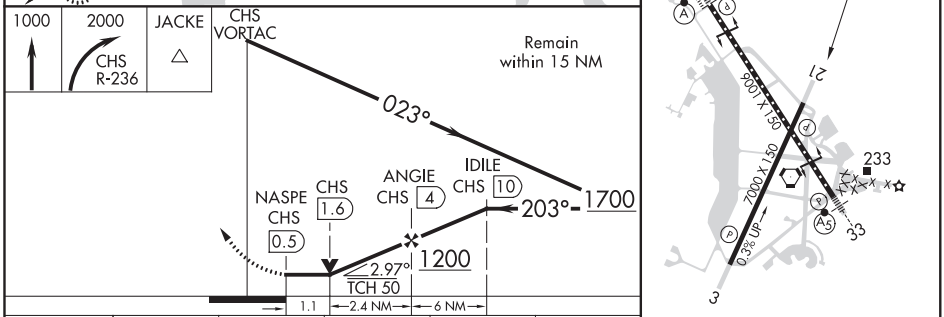
CHARLESTON AFB/INTL (CHS)

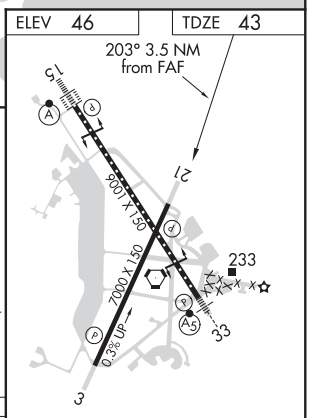
| VORTAC CHS 113.5 Chan 82 | APP CRS 203° | Rwy ldg 7000 TDZE 43 Apt Elev 46 |
|---|---|---|

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 via CHS R-236 to JACKE INT/15.7 DME and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-21 | 440-1 397 (400-1) | | 440-1⅛ 397 (400-1⅛) | | |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) | 740-2½ 694 (700-2½) |

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

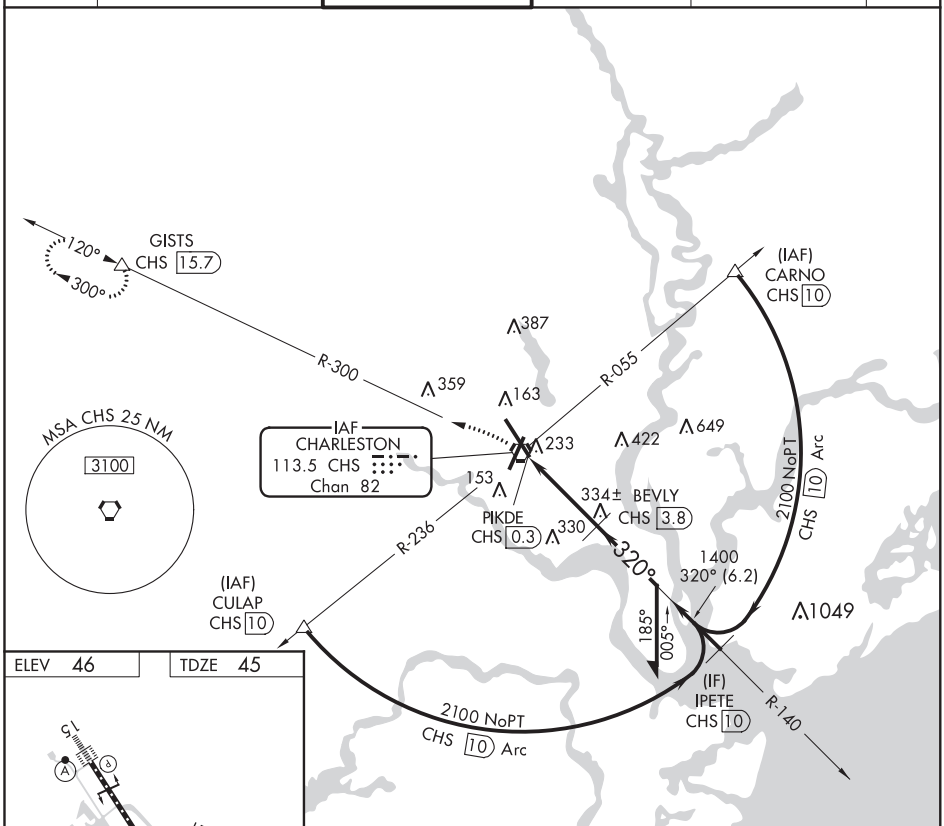
# VOR/DME or TACAN RWY 33
## CHARLESTON AFB/INTL (CHS)

| VORTAC CHS | APP CRS | Rwy ldg | 9001 |
|---|---|---|---|
| 113.5 | 320° | TDZE | 45 |
| Chan 82 | | Apt Elev | 46 |

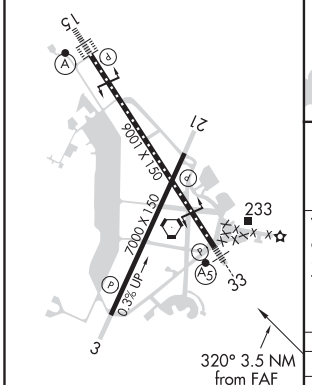
MALSR

MISSED APPROACH: Climbing left turn to 2100 on CHS R-300 to GISTS/CHS 15.7 DME and hold.

| ATIS | CHARLESTON APP CON | CHARLESTON TOWER | GND CON | CLNC DEL | CPDLC |
|---|---|---|---|---|---|
| 124.75 | 120.7 306.925 | 126.0 239.0 | 121.9 348.6 | 127.325 291.65 | |



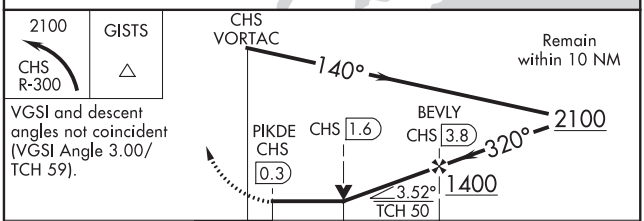

| ELEV 46 | TDZE 45 |
|---|---|




TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

| 2100 | GISTS |
|---|---|
| CHS R-300 | △ |

VGSI and descent angles not coincident (VGSI Angle 3.00/ TCH 59).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-33 | 500/24 455 (500-½) | | 500/45 455 (500-⅞) | NA |
| CIRCLING | 540-1 494 (500-1) | | 540-1½ 494 (500-1½) | 600-2 554 (600-2) |



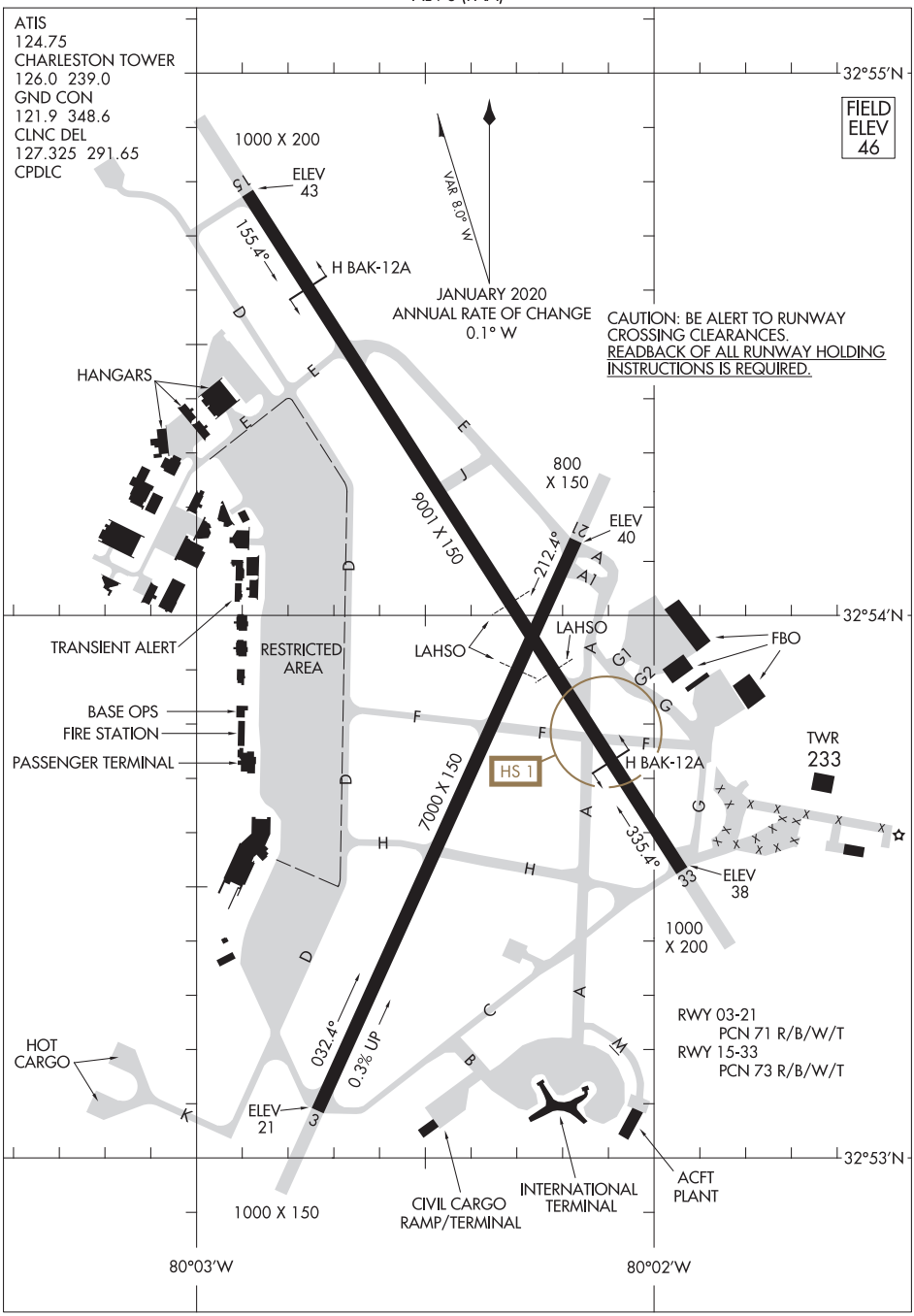
SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

20086

# AIRPORT DIAGRAM

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

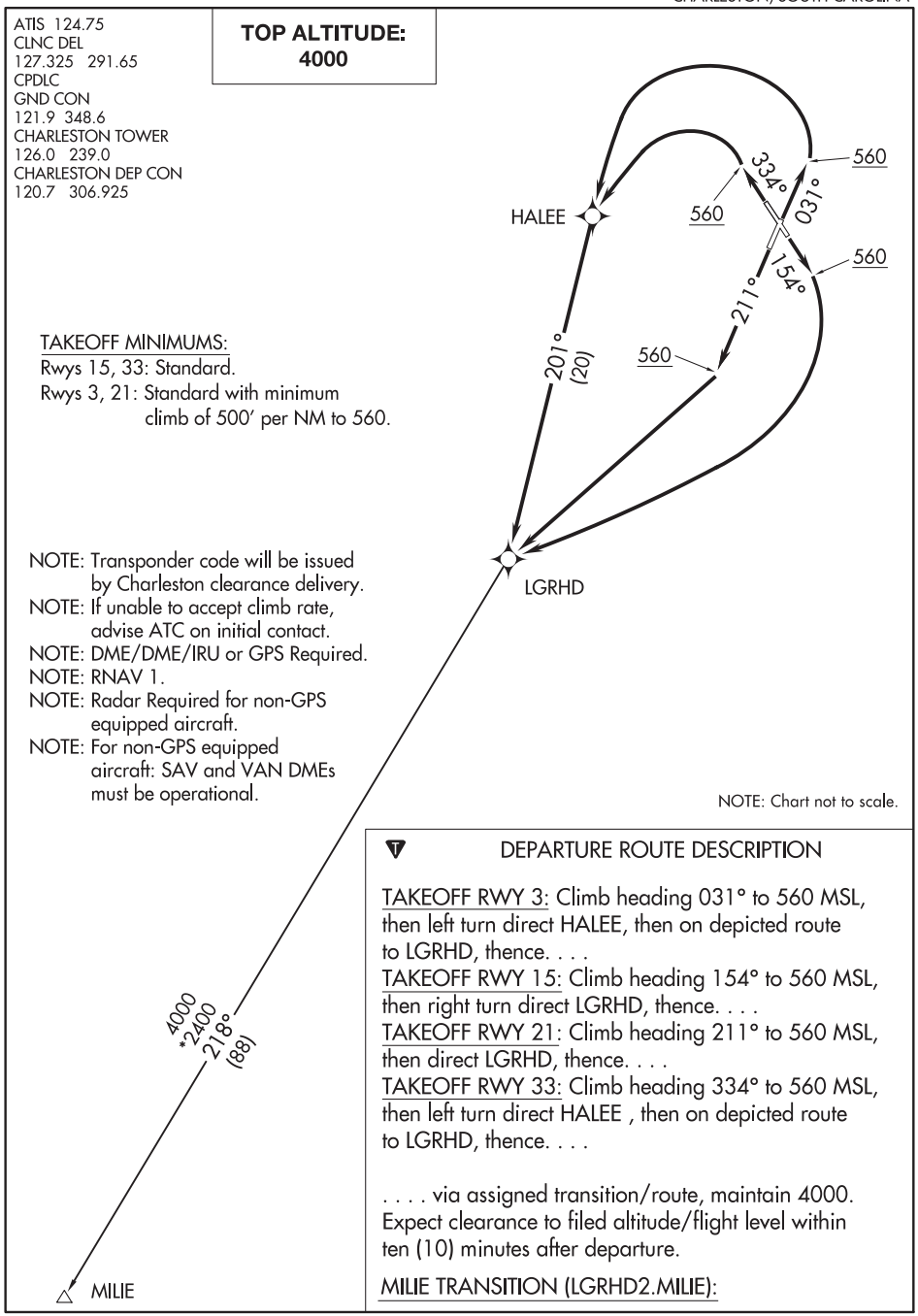
AIRPORT DIAGRAM
20086
CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

# LGRHD TWO DEPARTURE (RNAV)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

ATIS 124.75
CLNC DEL
127.325 291.65
CPDLC
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
120.7 306.925

**TOP ALTITUDE: 4000**




TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500′ per NM to 560.

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: SAV and VAN DMEs must be operational.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then left turn direct HALEE, then on depicted route to LGRHD, thence. . . .
TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then right turn direct LGRHD, thence. . . .
TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then direct LGRHD, thence. . . .
TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then left turn direct HALEE , then on depicted route to LGRHD, thence. . . .

. . . . via assigned transition/route, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

MILIE TRANSITION (LGRHD2.MILIE):

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

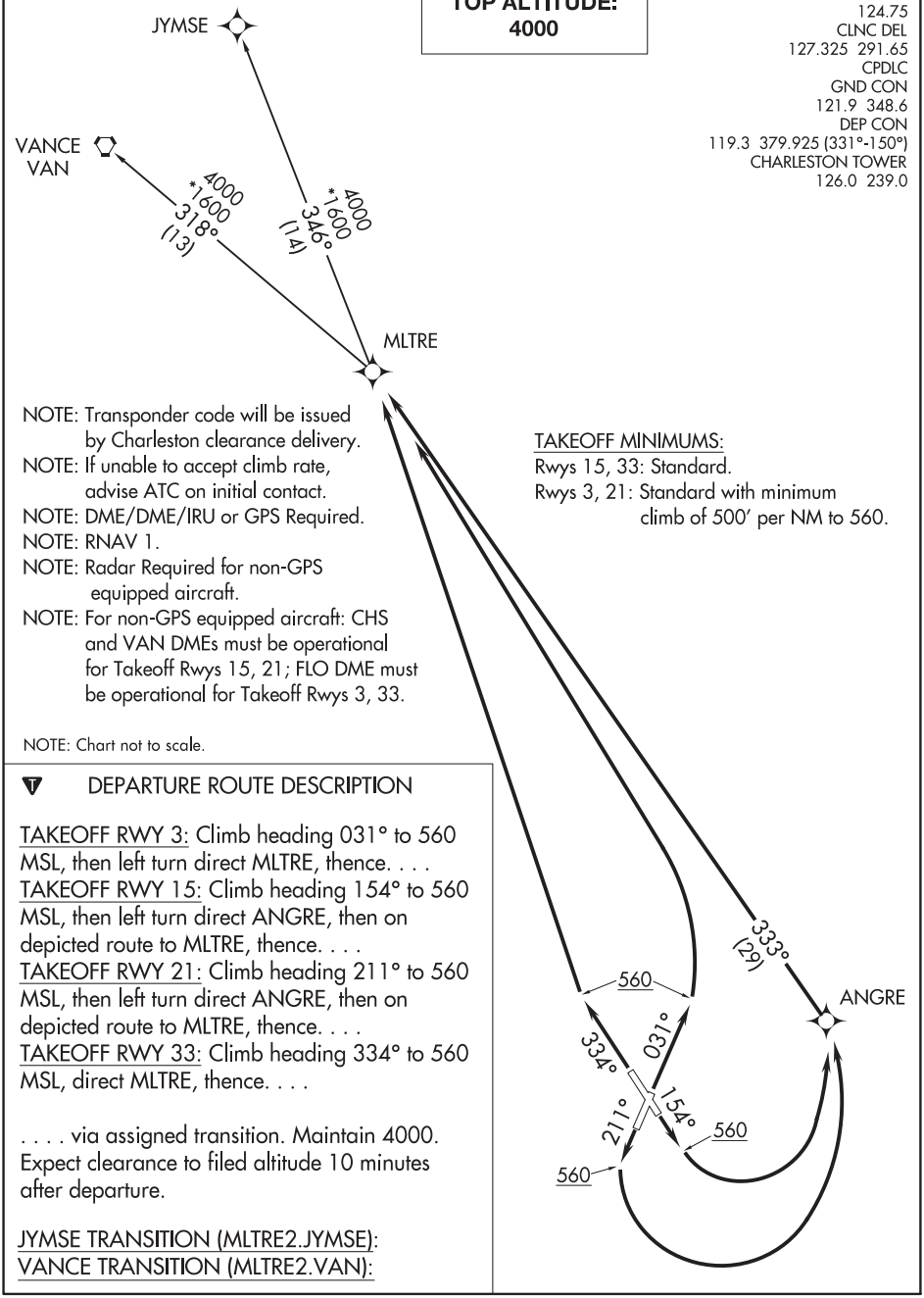
(MLTRE2.MLTRE) 18144 AL-76 (FAA)

# MLTRE TWO DEPARTURE (RNAV)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

**TOP ALTITUDE: 4000**

ATIS
124.75
CLNC DEL
127.325 291.65
CPDLC
GND CON
121.9 348.6
DEP CON
119.3 379.925 (331°-150°)
CHARLESTON TOWER
126.0 239.0




NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for Takeoff Rwys 15, 21; FLO DME must be operational for Takeoff Rwys 3, 33.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500′ per NM to 560.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then left turn direct MLTRE, thence. . . .
TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then left turn direct ANGRE, then on depicted route to MLTRE, thence. . . .
TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then left turn direct ANGRE, then on depicted route to MLTRE, thence. . . .
TAKEOFF RWY 33: Climb heading 334° to 560 MSL, direct MLTRE, thence. . . .

. . . . via assigned transition. Maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

JYMSE TRANSITION (MLTRE2.JYMSE):
VANCE TRANSITION (MLTRE2.VAN):


SE-2, 10 SEP 2020 to 05 NOV 2020

MLTRE TWO DEPARTURE (RNAV)
(MLTRE2.MLTRE) 21JUL16
CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

ATIS
124.75
CLNC DEL
127.325 291.65
CPDLC
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
120.7 306.925

**TOP ALTITUDE: 4000**

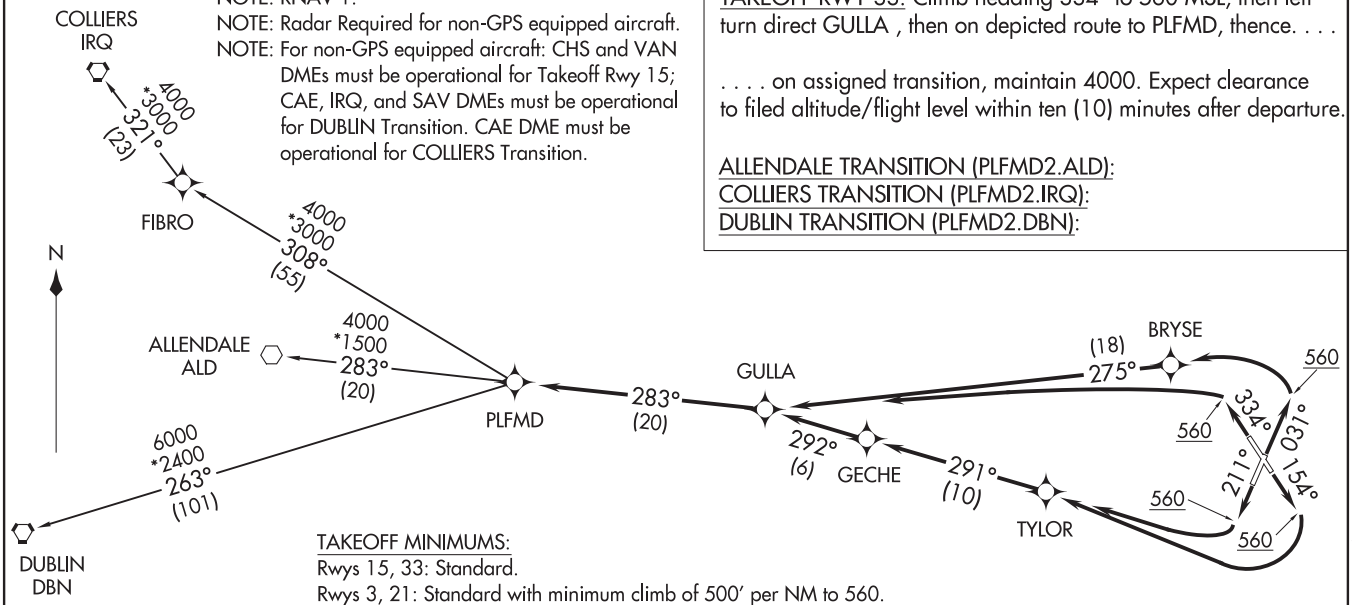
NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for Takeoff Rwy 15; CAE, IRQ, and SAV DMEs must be operational for DUBLIN Transition. CAE DME must be operational for COLLIERS Transition.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then left turn direct BRYSE, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then right turn direct TYLOR, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then right turn direct TYLOR, then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then left turn direct GULLA , then on depicted route to PLFMD, thence. . . .

. . . . on assigned transition, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

ALLENDALE TRANSITION (PLFMD2.ALD):
COLLIERS TRANSITION (PLFMD2.IRQ):
DUBLIN TRANSITION (PLFMD2.DBN):



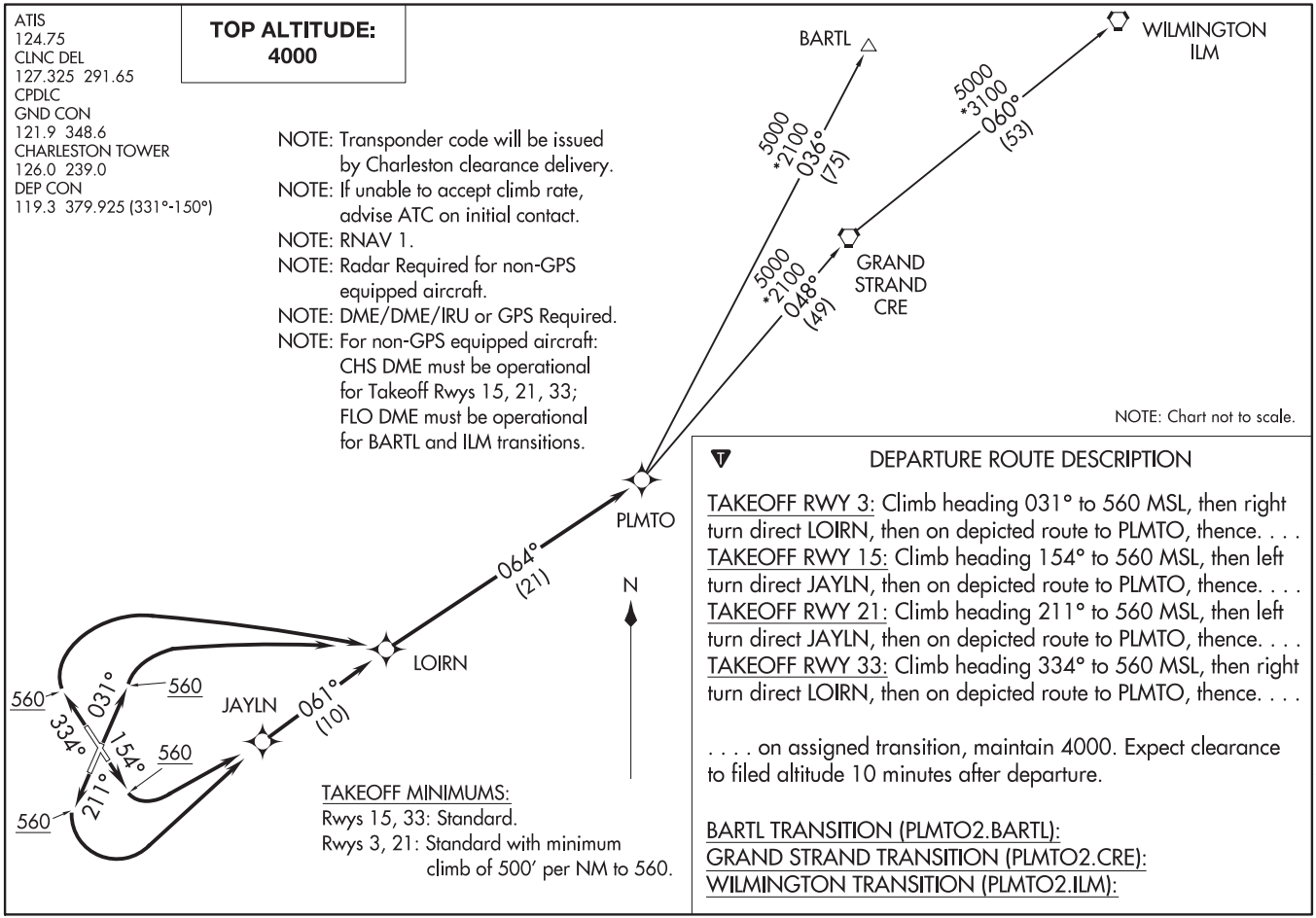

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500′ per NM to 560.

NOTE: Chart not to scale.

ATIS
124.75
CLNC DEL
127.325 291.65
CPDLC
GND CON
121.9 348.6
CHARLESTON TOWER
126.0 239.0
DEP CON
119.3 379.925 (331°-150°)

**TOP ALTITUDE: 4000**

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: Radar Required for non-GPS equipped aircraft.
NOTE: DME/DME/IRU or GPS Required.
NOTE: For non-GPS equipped aircraft: CHS DME must be operational for Takeoff Rwys 15, 21, 33; FLO DME must be operational for BARTL and ILM transitions.




NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500′ per NM to 560.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then right turn direct LOIRN, then on depicted route to PLMTO, thence. . . .
TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then left turn direct JAYLN, then on depicted route to PLMTO, thence. . . .
TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then left turn direct JAYLN, then on depicted route to PLMTO, thence. . . .
TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then right turn direct LOIRN, then on depicted route to PLMTO, thence. . . .

. . . . on assigned transition, maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

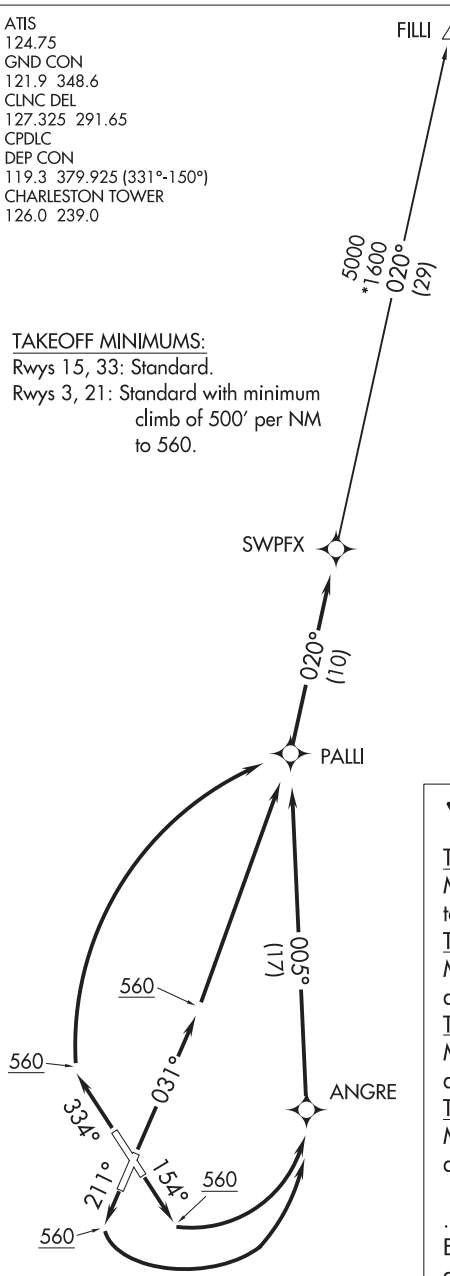
BARTL TRANSITION (PLMTO2.BARTL):
GRAND STRAND TRANSITION (PLMTO2.CRE):
WILMINGTON TRANSITION (PLMTO2.ILM):

# SWPFX TWO DEPARTURE (RNAV)



ATIS
124.75
GND CON
121.9 348.6
CLNC DEL
127.325 291.65
CPDLC
DEP CON
119.3 379.925 (331°-150°)
CHARLESTON TOWER
126.0 239.0

**TOP ALTITUDE: 4000**




TAKEOFF MINIMUMS:
Rwys 15, 33: Standard.
Rwys 3, 21: Standard with minimum climb of 500′ per NM to 560.

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: DME/DME/IRU or GPS Required.
NOTE: RNAV 1.
NOTE: Radar Required for non-GPS equipped aircraft.
NOTE: For non-GPS equipped aircraft: CHS and VAN DMEs must be operational for Takeoff Rwys 15, 21.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 031° to 560 MSL, then direct PALLI, then on depicted route to SWPFX, thence. . . .
TAKEOFF RWY 15: Climb heading 154° to 560 MSL, then left turn direct ANGRE, then on depicted route to SWPFX, thence. . . .
TAKEOFF RWY 21: Climb heading 211° to 560 MSL, then left turn direct ANGRE, then on depicted route to SWPFX, thence. . . .
TAKEOFF RWY 33: Climb heading 334° to 560 MSL, then right turn direct PALLI, then on depicted route to SWPFX, thence. . . .

. . . . on assigned transition, maintain 4000. Expect clearance to filed altitude 10 minutes after departure.

FILLI TRANSITION (SWPFX2.FILLI):


SE-2, 10 SEP 2020 to 05 NOV 2020

SWPFX TWO DEPARTURE (RNAV)

CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

CHARLESTON, SOUTH CAROLINA

AL-5354 (FAA)

20254

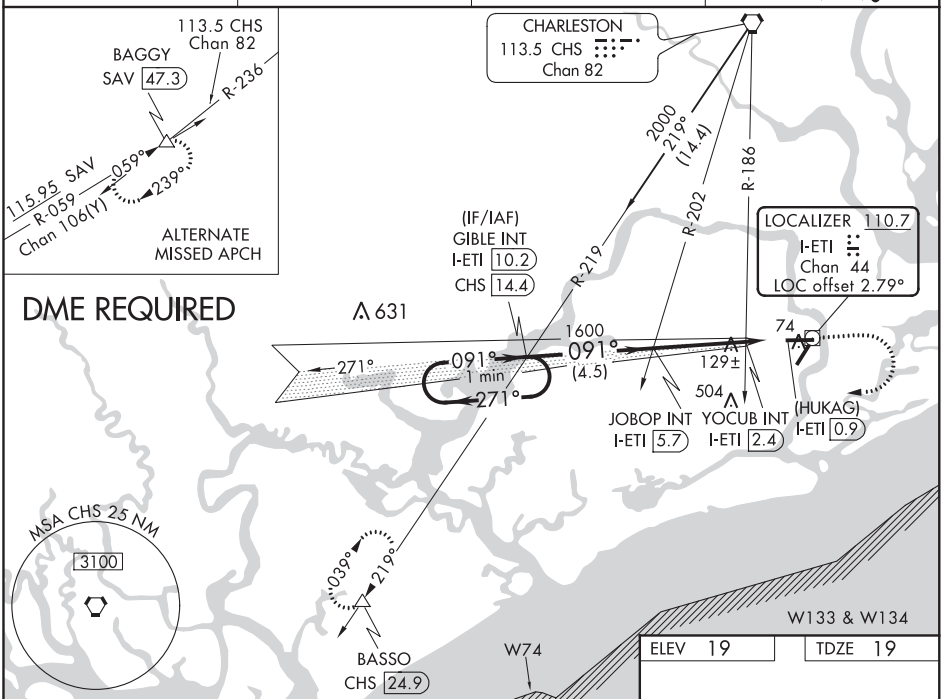
# ILS or LOC RWY 9
## CHARLESTON EXECUTIVE (JZI)

| LOC/DME I-ETI | APP CRS | Rwy ldg | 5350 |
|---|---|---|---|
| 110.7 | 091° | TDZE | 19 |
| Chan 44 | | Apt Elev | 19 |

DME required. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase DA 32 feet and all MDAs 40 feet, increase S-ILS all Cats visibility ⅛ mile and S-LOC Cat C and D visibility ¼ mile and S-LOC YOCUB Fix Minimum Cat C and D visibility ⅛ mile. VDP NA when using Charleston AFB/Intl altimeter setting.

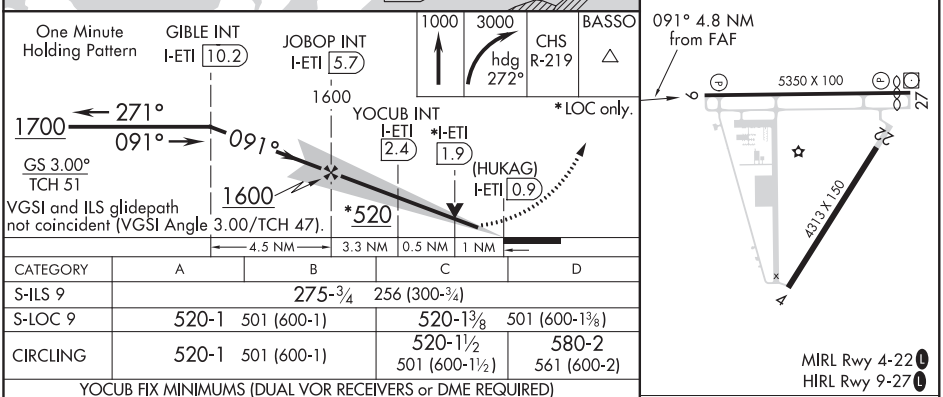
MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 on heading 272° and on CHS VORTAC R-219 to BASSO/CHS 24.9 DME and hold.

| AWOS-3 | CHARLESTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.775 | 120.7 306.925 | 119.85 | 122.8 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 275-¾ 256 (300-¾) | | | |
| S-LOC 9 | 520-1 501 (600-1) | | 520-1⅜ 501 (600-1⅜) | |
| CIRCLING | 520-1 501 (600-1) | | 520-1½ 501 (600-1½) | 580-2 561 (600-2) |
| YOCUB FIX MINIMUMS (DUAL VOR RECEIVERS or DME REQUIRED) | | | | |
| S-LOC 9 | 380-1 361 (400-1) | | 380-1⅛ 361 (400-1⅛) | |
| CIRCLING | 440-1 421 (500-1) | 480-1 461 (500-1) | 480-1½ 461 (500-1½) | 580-2 561 (600-2) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

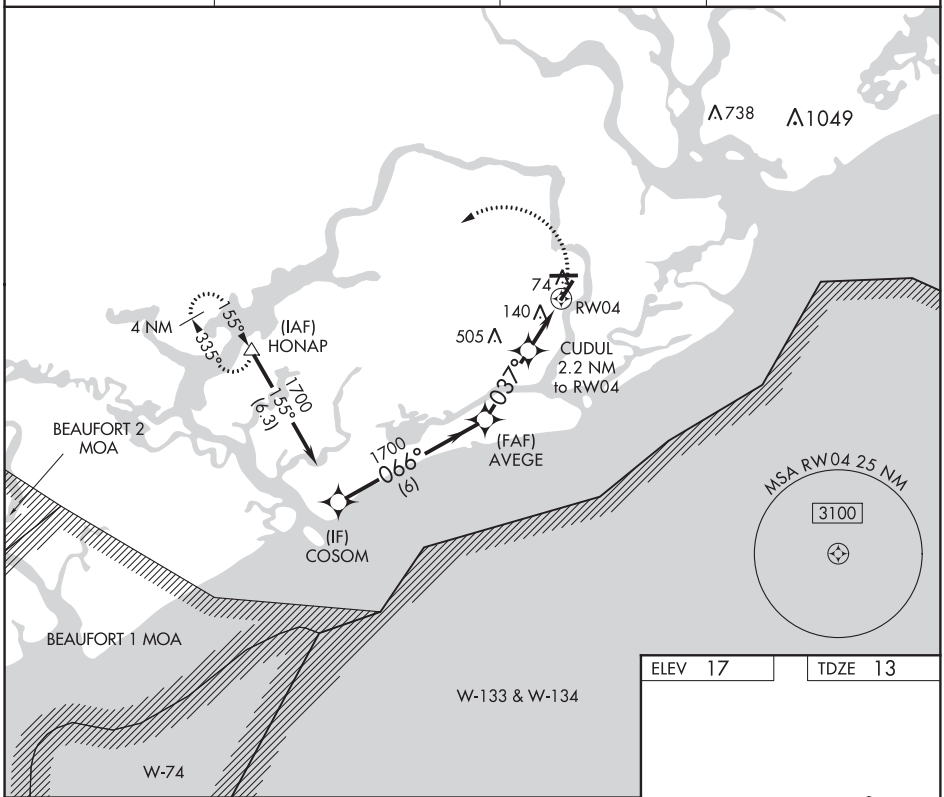
| APP CRS | Rwy ldg | 4313 |
|---|---|---|
| 037° | TDZE | 13 |
| | Apt Elev | 17 |

# RNAV (GPS) RWY 4
## CHARLESTON EXECUTIVE (JZI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

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

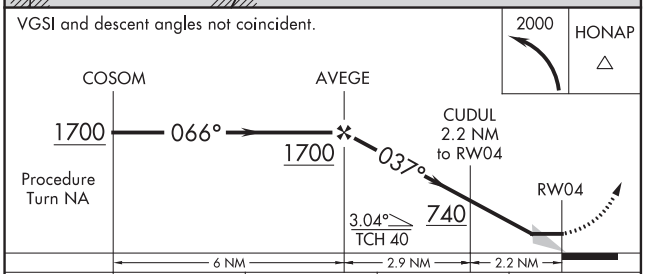
| AWOS-3 | CHARLESTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.775 | 120.7 306.925 | 119.85 | 122.8 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

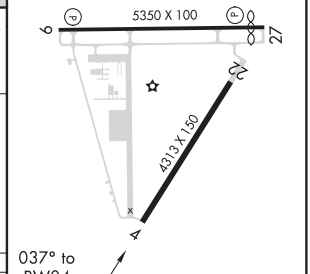
SE-2, 10 SEP 2020 to 05 NOV 2020

VGSI and descent angles not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 420-1 407 (500-1) | | 420-1¼ 407 (500-1¼) | |
| CIRCLING | 440-1 423 (500-1) | 480-1 463 (500-1) | 480-1½ 463 (500-1½) | 580-2 563 (600-2) |

ELEV 17 TDZE 13




MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

CHARLESTON, SOUTH CAROLINA

AL-5354 (FAA)

19115

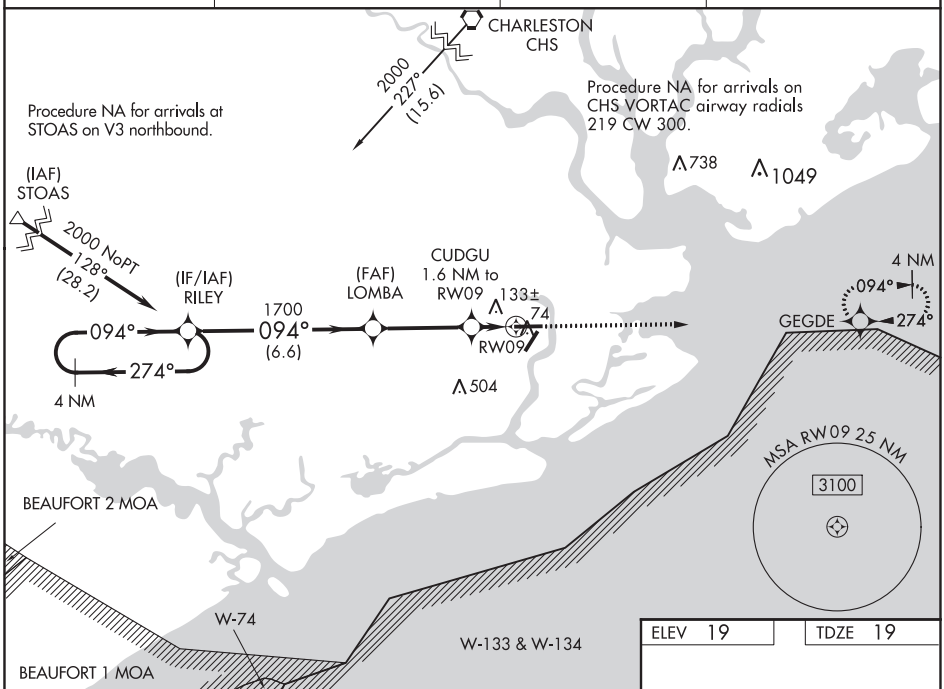
| WAAS CH 53305 W09A | APP CRS 094° | Rwy ldg 5350<br>TDZE 19<br>Apt Elev 19 |
|---|---|---|

# RNAV (GPS) RWY 9
## CHARLESTON EXECUTIVE (JZI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV Cat C and D visibility ⅛ mile.

MISSED APPROACH: Climb to 2100 direct GEGDE and hold.

| AWOS-3 | CHARLESTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.775 | 120.7 306.925 | 119.85 | 122.8 (CTAF) L |

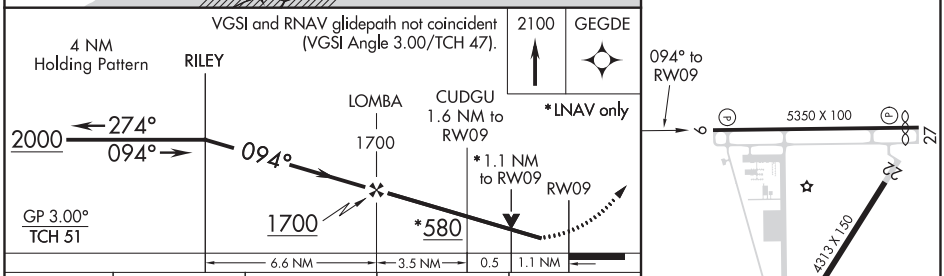



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 47).

| 2100 | GEGDE |
|---|---|




ELEV 19 | TDZE 19




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 219-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 314-1 295 (300-1) | | | |
| LNAV MDA | 400-1 381 (400-1) | | 400-1⅛ 381 (400-1⅛) | |
| CIRCLING | 440-1 421 (500-1) | 480-1 461 (500-1) | 480-1½ 461 (500-1½) | 580-2 561 (600-2) |

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

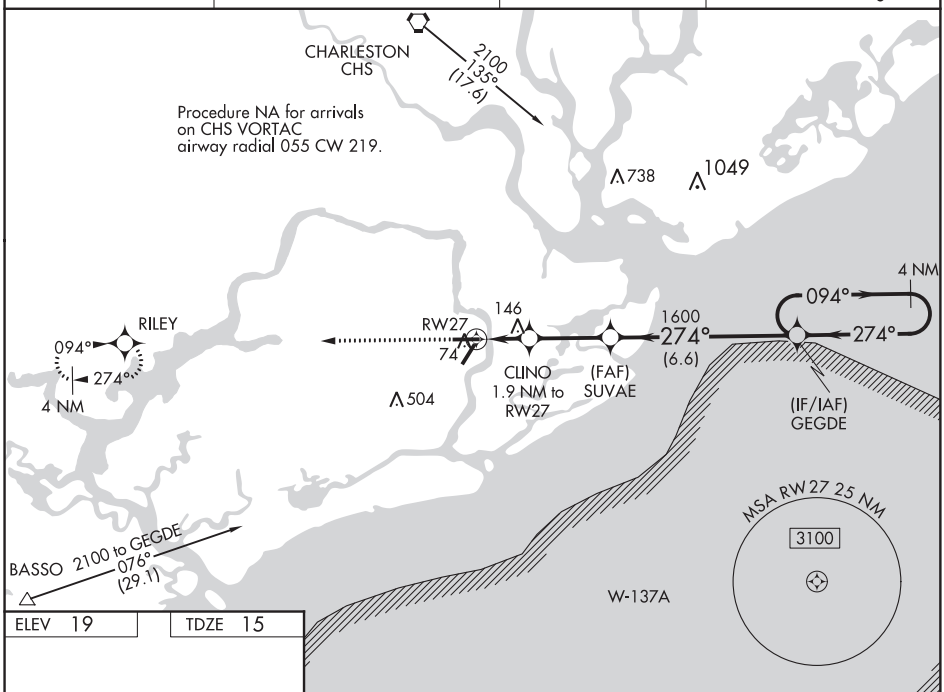
| WAAS CH 77701 W27A | APP CRS 274° | Rwy ldg 5000<br>TDZE 15<br>Apt Elev 19 |
|---|---|---|

# RNAV (GPS) RWY 27
## CHARLESTON EXECUTIVE (JZI)

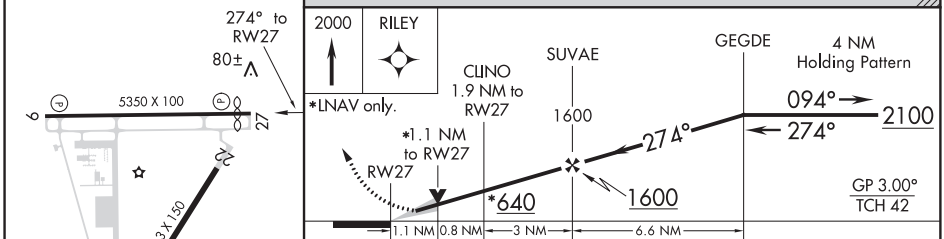
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all Cats DA 32 feet and all MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅛ mile.
Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct RILEY and hold.

| AWOS-3 | CHARLESTON APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 123.775 | 120.7 306.925 | 119.85 | 122.8 (CTAF) L |




| ELEV 19 | TDZE 15 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 265-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 303-1 288 (300-1) | | | |
| LNAV MDA | 400-1 385 (400-1) | | 400-1⅛ 385 (400-1⅛) | |
| CIRCLING | 440-1 421 (500-1) | 480-1 461 (500-1) | 480-1½ 461 (500-1½) | 580-2 561 (600-2) |

MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# EXECUTIVE ONE DEPARTURE (RNAV)

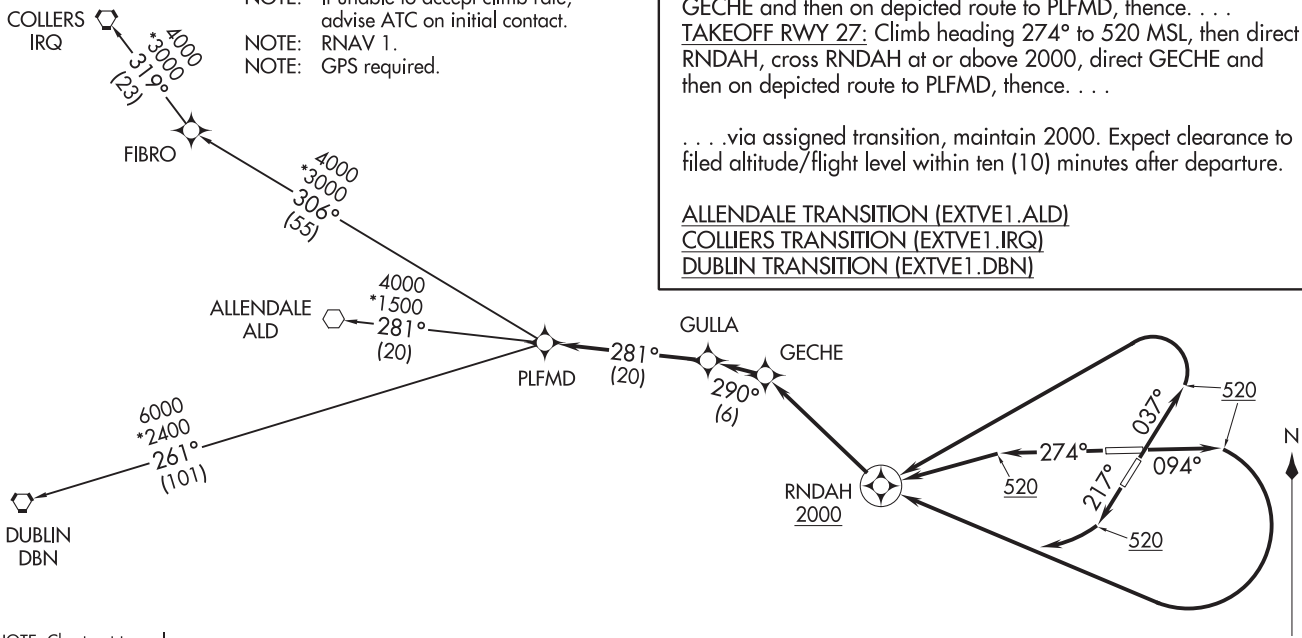
(EXTVE1.PLFMD) 25AUG11

CHARLESTON, SOUTH CAROLINA
CHARLESTON EXECUTIVE (JZI)

ATIS
124.75
CLNC DEL
119.85
GND CON
121.9 348.6
CTAF
122.8
CHARLESTON DEP CON
120.7 306.925

TAKEOFF MINIMUMS:
Rwy 4: ATC climb of 500′ per NM to 900.
Rwy 9: ATC climb of 500′ per NM to 800.
Rwy 22: Standard with minimum climb of 245′ per NM to 520. ATC climb of 500′ per NM to 1300.
Rwy 27: ATC climb of 500′ per NM to 1500.

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: GPS required.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 037° to 520 MSL, then left turn direct RNDAH, cross RNDAH at or above 2000, direct GECHE and then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 9: Climb heading 094° to 520 MSL, then right turn direct RNDAH, cross RNDAH at or above 2000, direct GECHE and then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 22: Climb heading 217° to 520 MSL, then right turn direct RNDAH, cross RNDAH at or above 2000, direct GECHE and then on depicted route to PLFMD, thence. . . .
TAKEOFF RWY 27: Climb heading 274° to 520 MSL, then direct RNDAH, cross RNDAH at or above 2000, direct GECHE and then on depicted route to PLFMD, thence. . . .

. . . .via assigned transition, maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

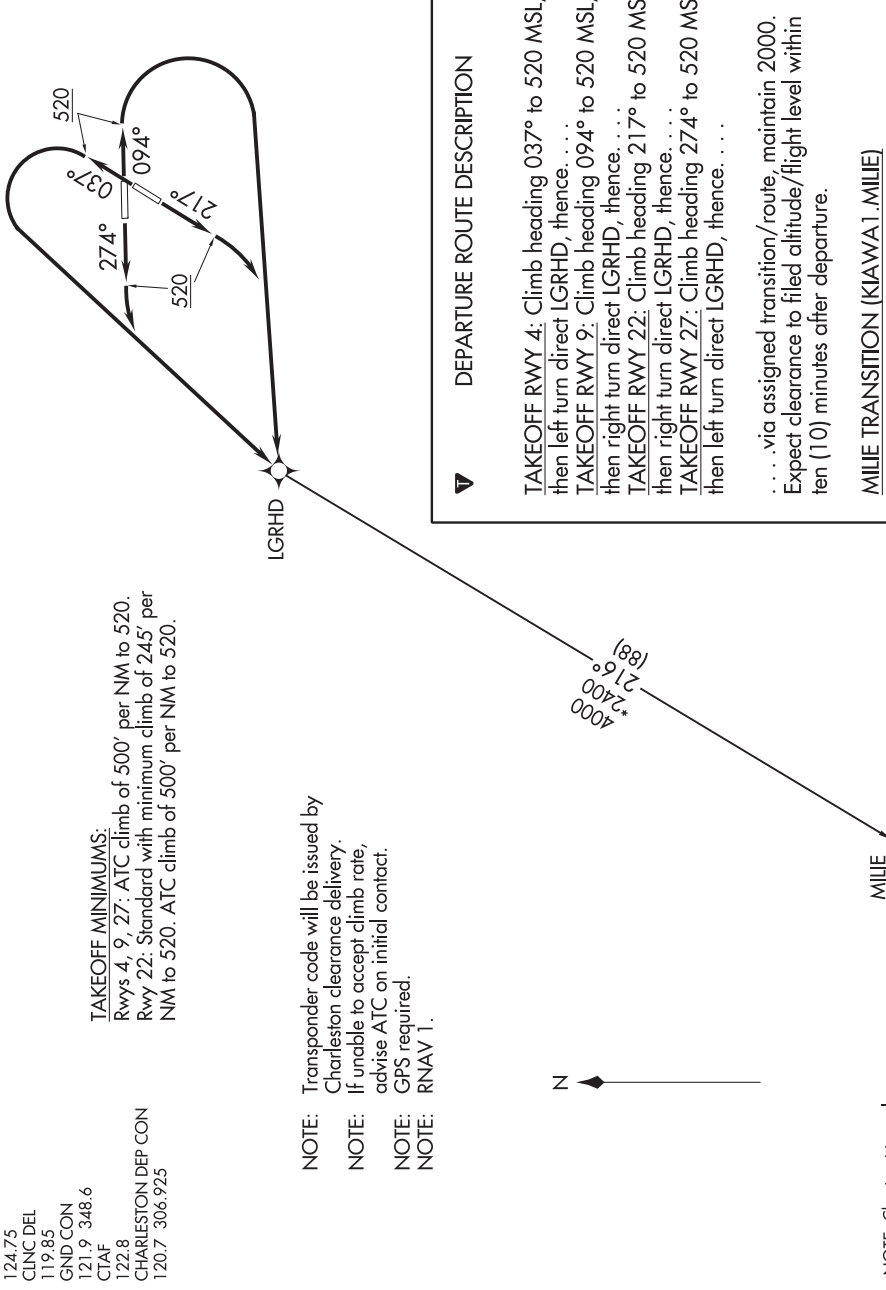
ALLENDALE TRANSITION (EXTVE1.ALD)
COLLIERS TRANSITION (EXTVE1.IRQ)
DUBLIN TRANSITION (EXTVE1.DBN)

(EXTVE1.PLFMD) 17285
EXECUTIVE ONE DEPARTURE (RNAV)
CHARLESTON EXECUTIVE (JZI)
CHARLESTON, SOUTH CAROLINA

# KIAWAH ONE DEPARTURE (RNAV)

CHARLESTON EXECUTIVE (JZI)
CHARLESTON, SOUTH CAROLINA






TAKEOFF MINIMUMS:
Rwys 4, 9, 27: ATC climb of 500′ per NM to 520.
Rwy 22: Standard with minimum climb of 245′ per NM to 520. ATC climb of 500′ per NM to 520.

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: GPS required.
NOTE: RNAV 1.

ATIS 124.75
CLNC DEL 119.85
GND CON 121.9 348.6
CTAF 122.8
CHARLESTON DEP CON 120.7 306.925

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 037° to 520 MSL, then left turn direct LGRHD, thence. . . .
TAKEOFF RWY 9: Climb heading 094° to 520 MSL, then right turn direct LGRHD, thence. . . .
TAKEOFF RWY 22: Climb heading 217° to 520 MSL, then right turn direct LGRHD, thence. . . .
TAKEOFF RWY 27: Climb heading 274° to 520 MSL, then left turn direct LGRHD, thence. . . .

. . . .via assigned transition/route, maintain 2000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

MILIE TRANSITION (KIAWA1.MILIE)



KIAWAH ONE DEPARTURE (RNAV)


CHARLESTON, SOUTH CAROLINA
CHARLESTON EXECUTIVE (JZI)

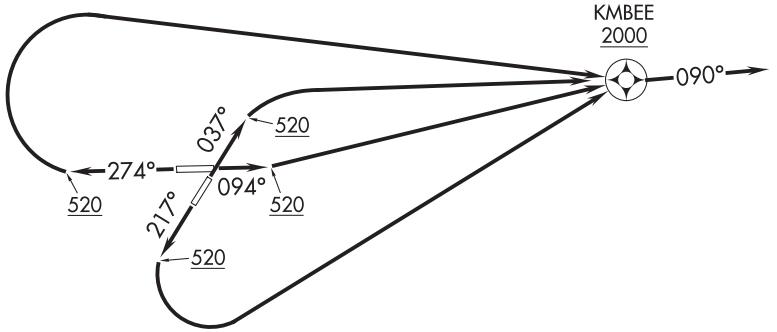
(KMBEE1.KMBEE) 17285 AL-5354 (FAA)

# KMBEE ONE DEPARTURE (RNAV)

CHARLESTON EXECUTIVE (JZI)
CHARLESTON, SOUTH CAROLINA

ATIS
124.75
CLNC DEL
119.85
GND CON
121.9 348.6
CTAF
122.8
CHARLESTON DEP CON
120.7 306.925

NOTE: Transponder code will be issued by Charleston clearance delivery.
NOTE: If unable to accept climb rate or crossing restriction, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: GPS required.
NOTE: RADAR required.




TAKEOFF MINIMUMS:
Rwys 4, 22, 27: ATC climb of 500′ per NM to 520.
Rwy 9: ATC climb of 500′ per NM to 620.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 037° to 520 MSL, then right turn direct KMBEE, cross KMBEE at or above 2000, thence. . . .
TAKEOFF RWY 9: Climb heading 094° to 520 MSL, then direct KMBEE, cross KMBEE at or above 2000, thence. . . .
TAKEOFF RWY 22: Climb heading 217° to 520 MSL, then left turn direct KMBEE, cross KMBEE at or above 2000, thence. . . .
TAKEOFF RWY 27: Climb heading 274° to 520 MSL, then right turn direct KMBEE, cross KMBEE at or above 2000, thence. . . .

. . . .fly heading 090° or as assigned by ATC, expect RADAR vectors on course. Maintain 2000. Expect clearance to filed altitude within ten (10) minutes after departure.




SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 5
## CHARLOTTE/DOUGLAS INTL (CLT)

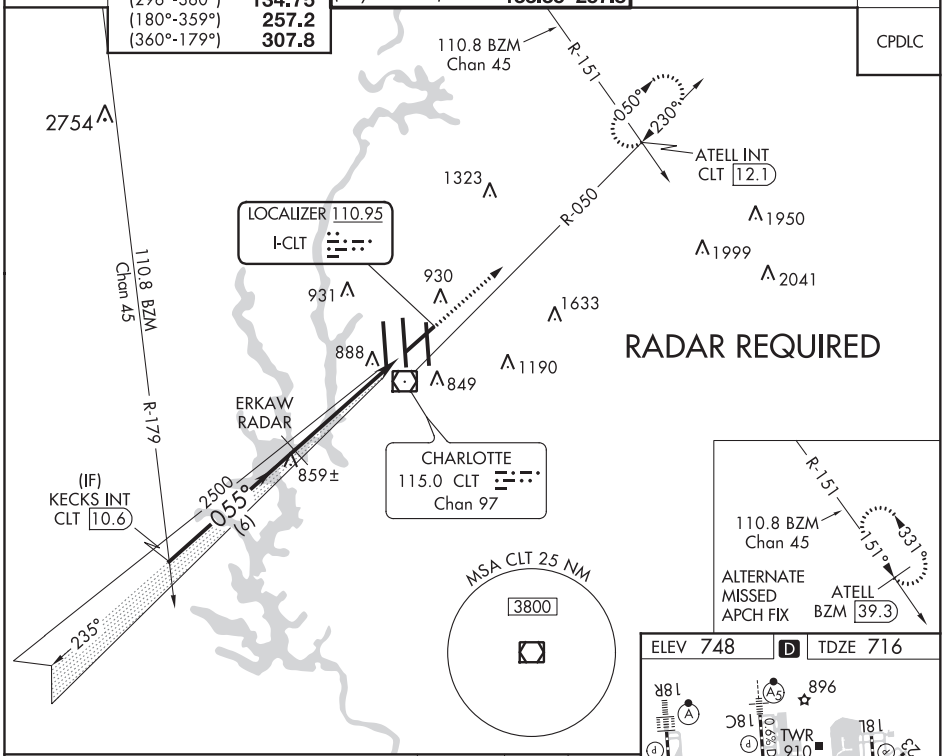
| LOC I-CLT | APP CRS | Rwy ldg | 7092 |
|---|---|---|---|
| 110.95 | 055° | TDZE | 716 |
| | | Apt Elev | 748 |

Circling NA at night.
RADAR required.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4000 via heading 055° and CLT VOR/DME R-050 to ATELL INT/CLT 12.1 DME and hold, continue climb-in-hold to 4000.

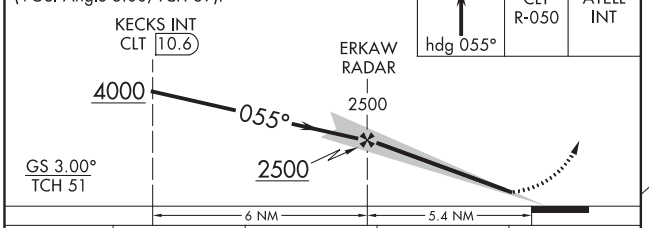
| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | CPDLC |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |




SE-2, 10 SEP 2020 to 05 NOV 2020

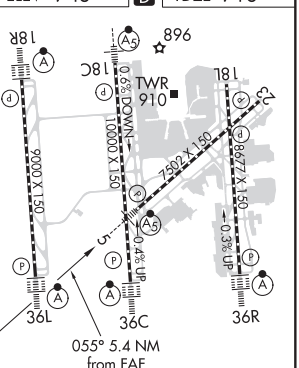
SE-2, 10 SEP 2020 to 05 NOV 2020

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 89).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | *916/24 200 (200-½) | | | |
| S-LOC 5 | 1120/24 404 (400-½) | | 1120/40 404 (400-¾) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

ELEV 748 | D | TDZE 716




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

# ILS or LOC RWY 18C
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-PEP | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 111.3 | 183° | TDZE | 742 |
| Chan 50 | | Apt Elev | 748 |

RADAR required for procedure entry. DME or RADAR required

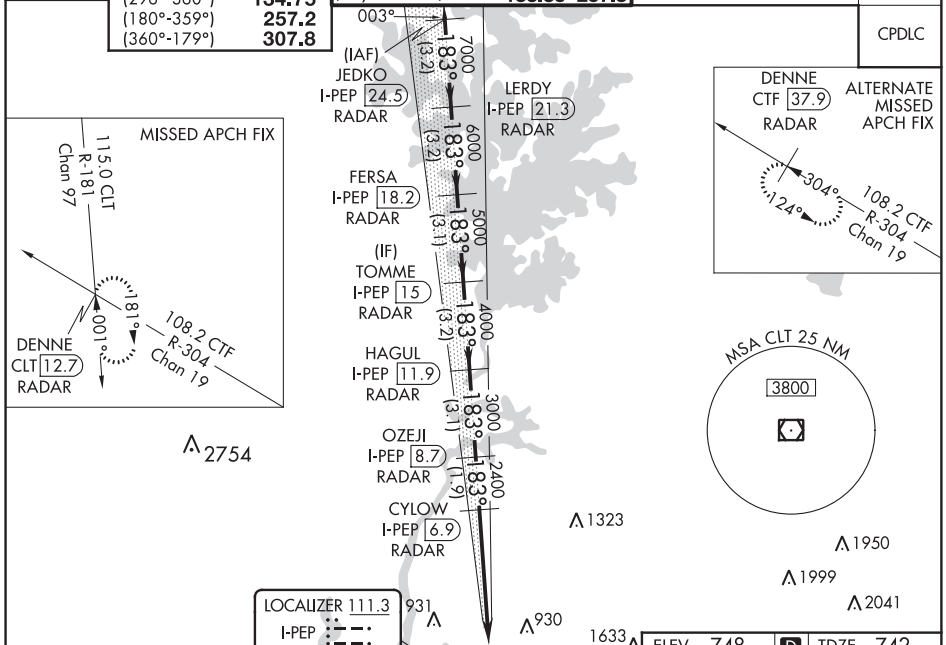
T Circling NA at night. Simultaneous approach authorized. For inop ALS, increase S-LOC 18C Cat C/D visibility to 1⅜ SM.

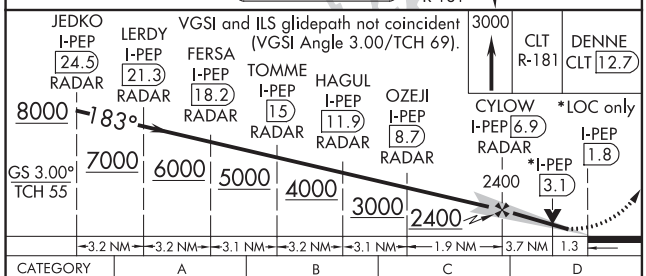
A ** RVR 1800 authorized with the use of FD or AP or HUD to DA.

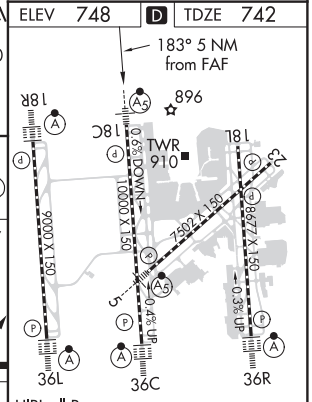
MALSR

MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-181 to DENNE/INT CLT 12.7 DME/RADAR and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | CPDLC |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18C ** | 942/24 200 (200-½) | | | |
| S-LOC 18C | 1220/24 478 (500-½) | | 1220/50 478 (500-1) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-VKQ | APP CRS | Rwy ldg | 8676 |
|---|---|---|---|
| 110.35 | 183° | TDZE | 748 |
| Chan 40 (Y) | | Apt Elev | 748 |

# ILS or LOC RWY 18L
## CHARLOTTE/DOUGLAS INTL (CLT)

RADAR required for procedure entry. DME or RADAR required.

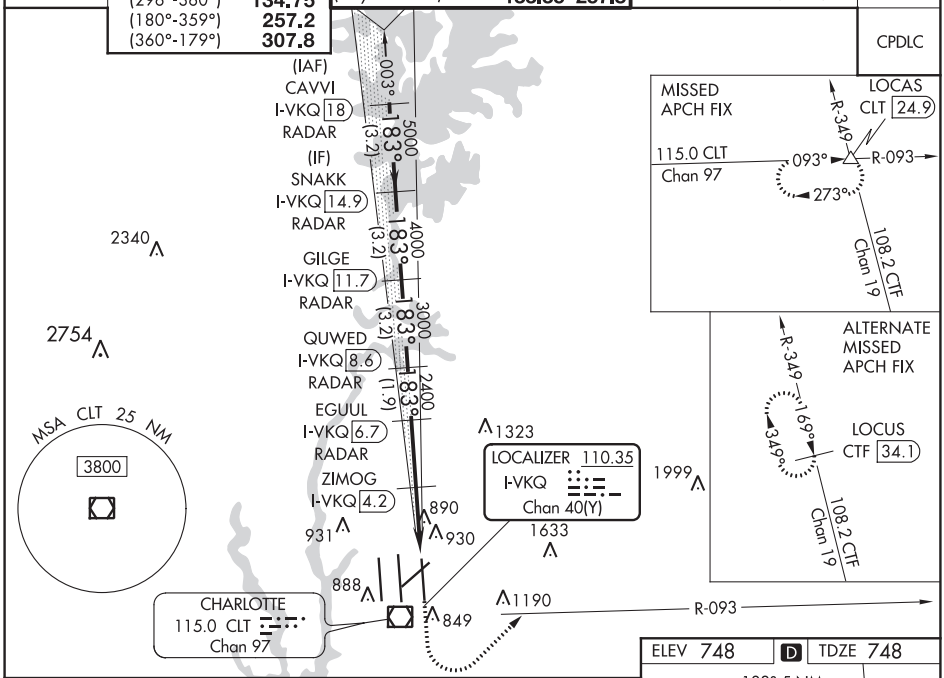
T Simultaneous approach authorized.

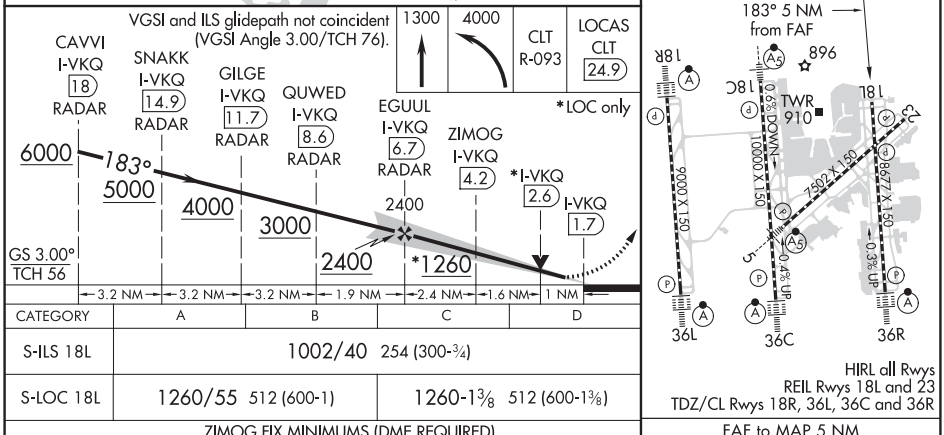
A Rwy 18L helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/CLT 24.9 DME and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |

CPDLC




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18L | 1002/40 254 (300-¾) | | | |
| S-LOC 18L | 1260/55 512 (600-1) | | 1260-1⅜ 512 (600-1⅜) | |
| ZIMOG FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 18L | 1140/55 392 (400-1) | | 1140/60 392 (400-1¼) | |




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLOTTE, NORTH CAROLINA — AL-78 (FAA) — 20142

# ILS or LOC RWY 18R
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-RGS | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 110.15 | 183° | TDZE | 744 |
| Chan 38 (Y) | | Apt Elev | 748 |

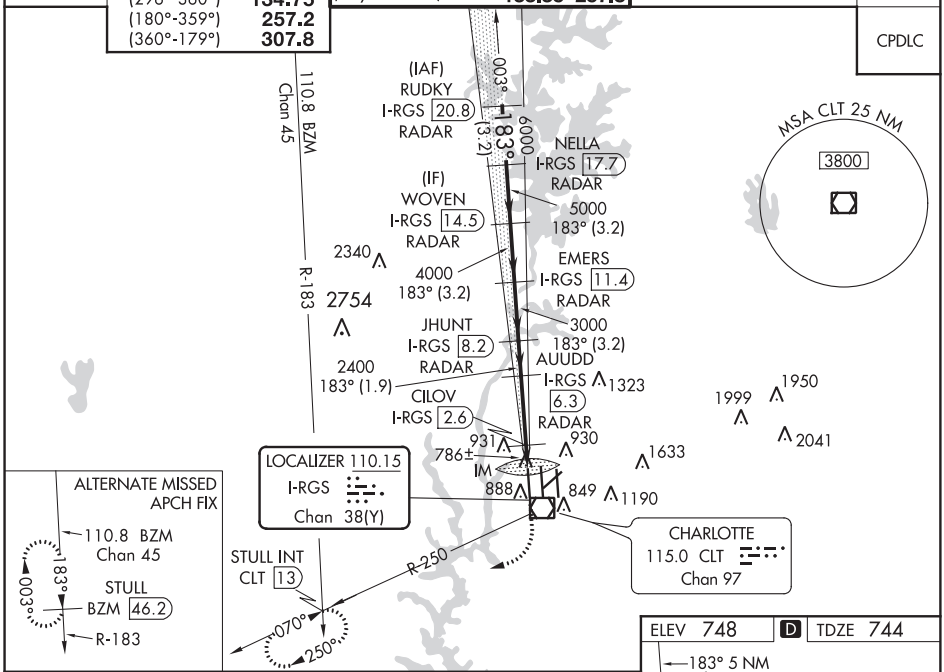
RADAR required for procedure entry. DME or RADAR required.

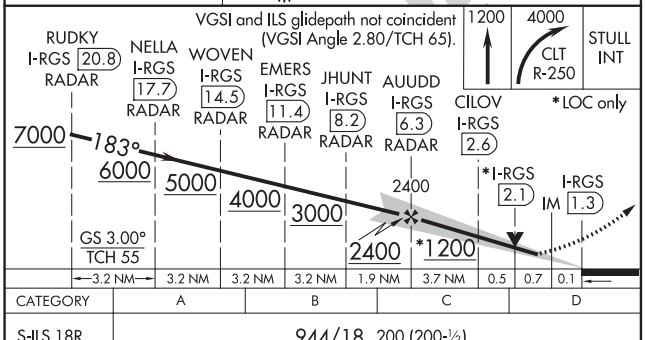
Simultaneous approach authorized. CILOV minimums: For inop ALS, increase S-LOC 18R all Cats visibility to RVR 4500.

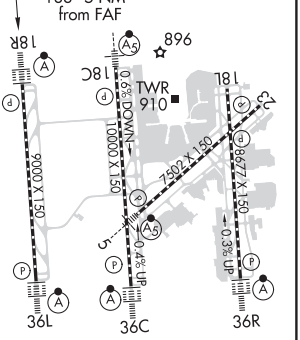
ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | CPDLC |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | 944/18 200 (200-½) | | | |
| S-LOC 18R | 1200/24 456 (500-½) | | 1200/45 456 (500-⅞) | |
| CILOV FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 18R | 1040/24 296 (300-½) | | | |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 23
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-APU | APP CRS | Rwy ldg | 7502 |
|---|---|---|---|
| 109.5 | 235° | TDZE | 747 |
| Chan 32 | | Apt Elev | 748 |

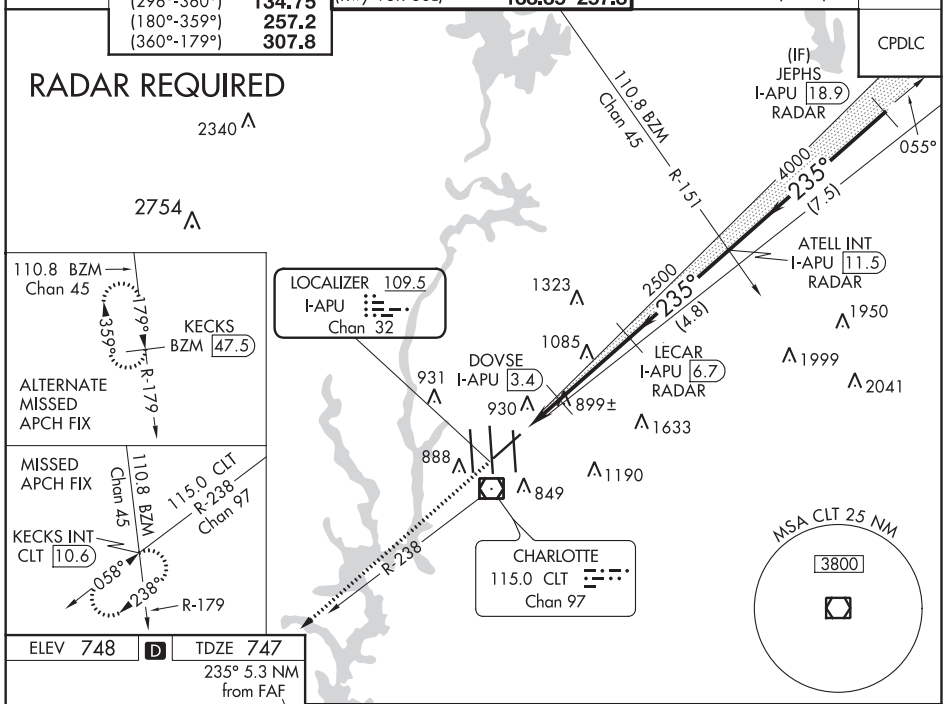
DME or RADAR required.

MISSED APPROACH: Climb to 4000 via heading 235° and CLT R-238 to KECKS INT/CLT 10.6 DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |

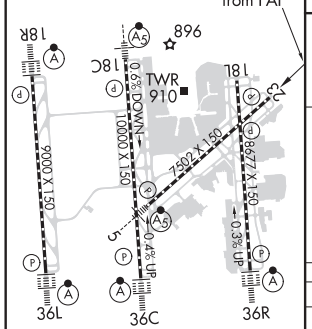
CPDLC

RADAR REQUIRED



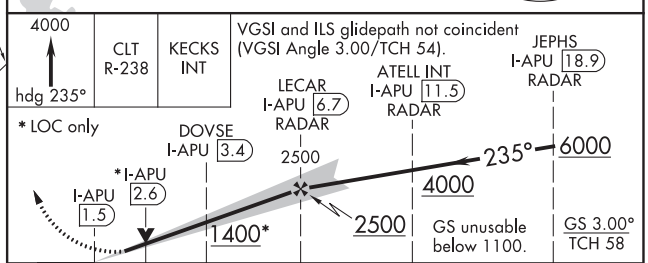

| ELEV 748 | D | TDZE 747 |
|---|---|---|

235° 5.3 NM from FAF




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

| 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 23 | 1100-1¼ 353 (400-1¼) | | | |
| S-LOC 23 | 1400/50 653 (700-1) | | 1400-1¾ 653 (700-1¾) | 1400-2 653 (700-2) |
| DOVSE FIX MINIMUMS | | | | |
| S-LOC 23 | 1160/50 413 (500-1) | | 1160/60 413 (500-1¼) | |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLOTTE, NORTH CAROLINA — AL-78 (FAA) — 20142

# ILS or LOC RWY 36C
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC I-DQG | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 111.7 | 003° | TDZE | 707 |
| | | Apt Elev | 748 |

RADAR required for procedure entry. DME or RADAR required.

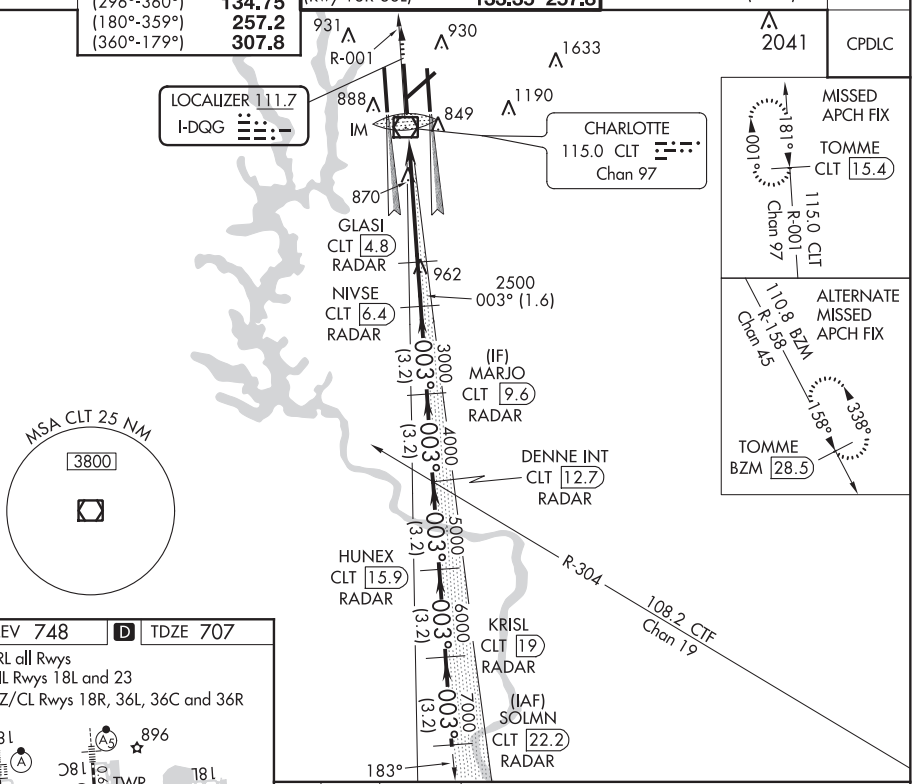
Circling NA at night. Simultaneous approach authorized. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

ALSF-2

MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-001 to TOMME/CLT 15.4 DME and hold.

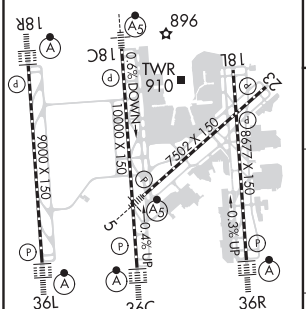
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |

CPDLC




ELEV 748 | D | TDZE 707

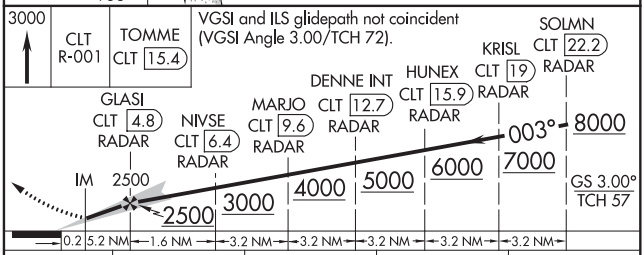
HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| FAF to MAP 5.4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:24 | 3:36 | 2:42 | 2:10 | 1:48 |

3000 | CLT R-001 | TOMME CLT 15.4

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




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36C | 907/18 200 (200-½) | | | |
| S-LOC 36C | 1120/24 413 (400-½) | | | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |


SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 36L
## CHARLOTTE/DOUGLAS INTL (CLT)

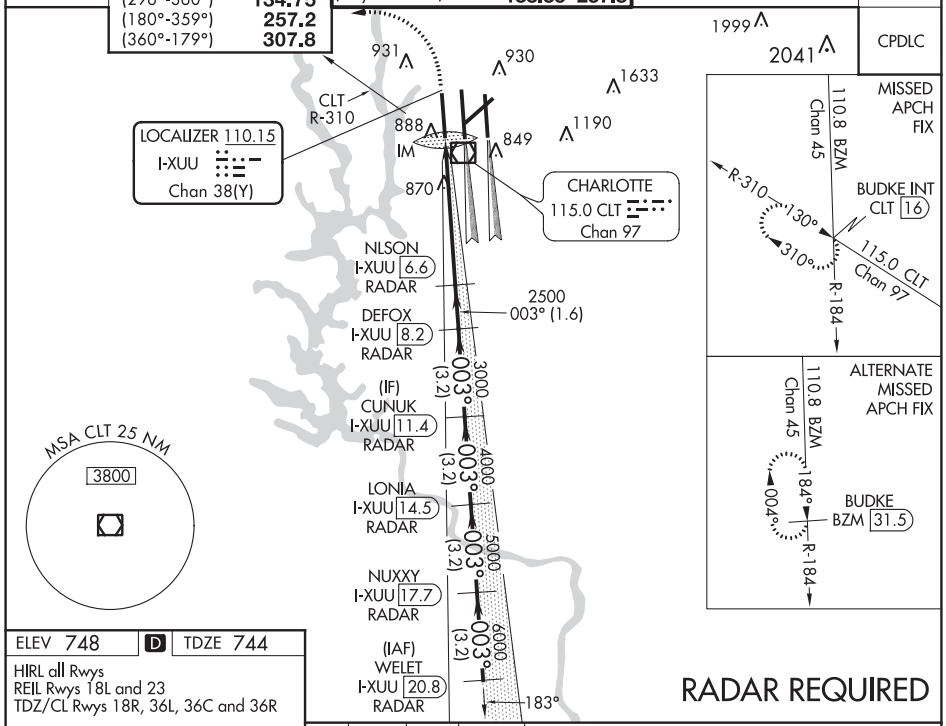
| LOC/DME I-XUU | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 110.15 | 003° | TDZE | 744 |
| Chan 38(Y) | | Apt Elev | 748 |

Circling NA at night. Simultaneous approach authorized.
DME or RADAR required.

ALSF-2

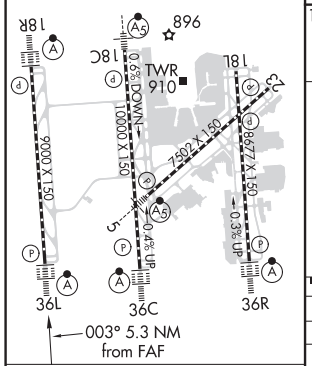
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on CLT VOR/DME R-310 to BUDKE/CLT 16 DME and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | CPDLC |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |

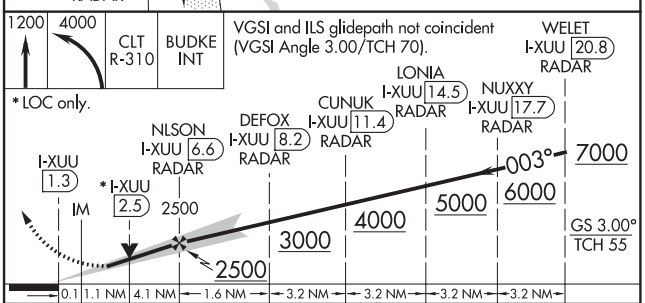



ELEV 748 | D | TDZE 744

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| 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 36L | 944/18 200 (200-½) | | | |
| S-LOC 36L | 1180/24 436 (500-½) | | 1180/40 436 (500-¾) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

20142

# ILS or LOC RWY 36R
## CHARLOTTE/DOUGLAS INTL (CLT)

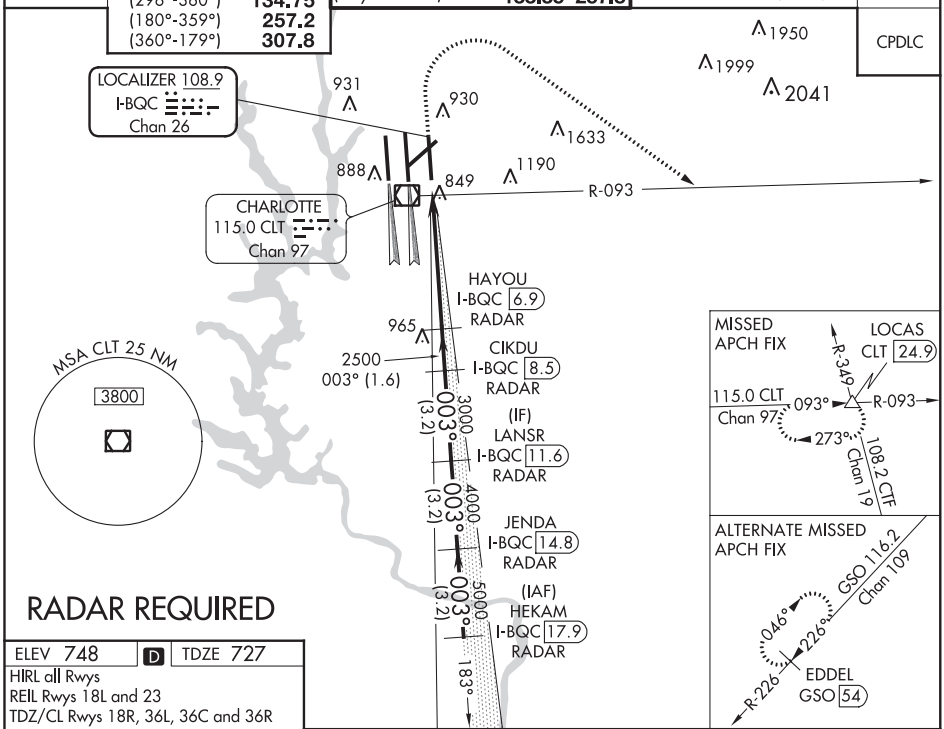
| LOC/DME I-BQC | APP CRS | Rwy ldg | 8390 |
|---|---|---|---|
| 108.9 | 003° | TDZE | 727 |
| Chan 26 | | Apt Elev | 748 |

Circling NA at night. Simultaneous approach authorized. DME or RADAR required.

ALSF-2

MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

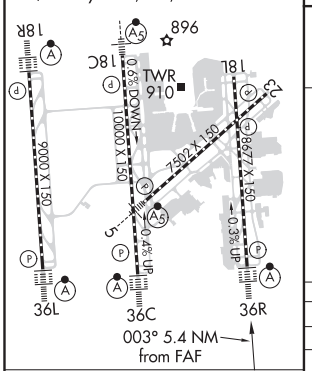
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | CPDLC |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |



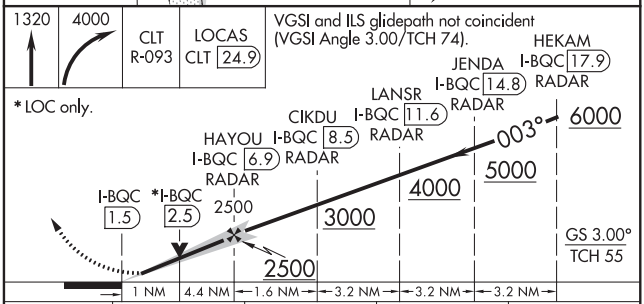

RADAR REQUIRED

| ELEV 748 | D | TDZE 727 |
|---|---|---|

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| 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 36R | 927/18 200 (200-½) | | | |
| S-LOC 36R | 1120/24 393 (400-½) | | 1120/35 393 (400-⅝) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 18R (SA CAT I)
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-RGS | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 110.15 | 183° | TDZE | 744 |
| Chan 38(Y) | | Apt Elev | 748 |

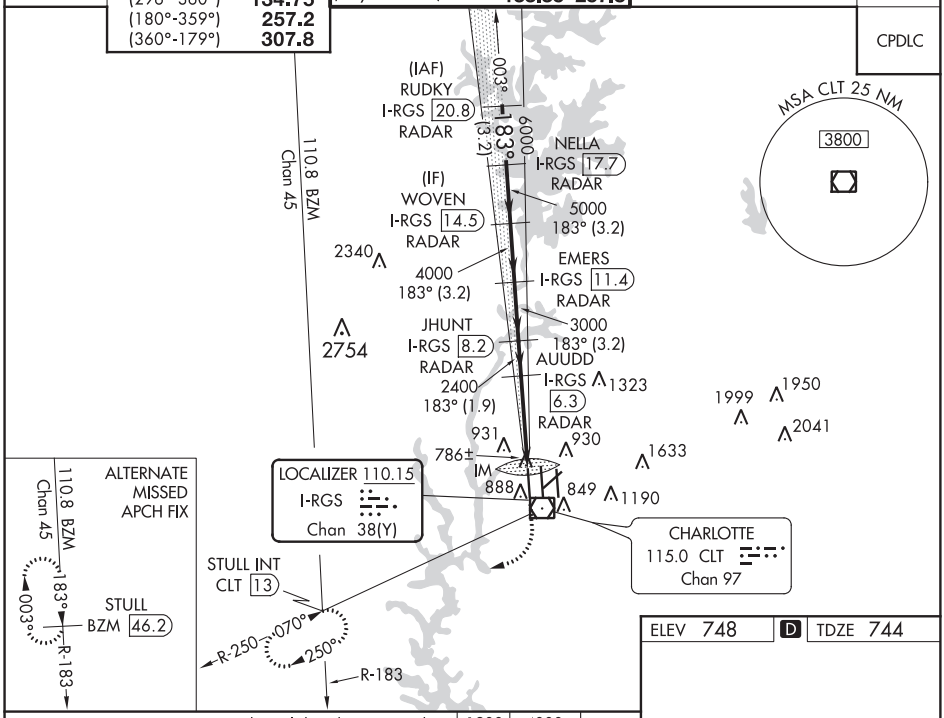
RADAR required for procedure entry. DME or RADAR required.

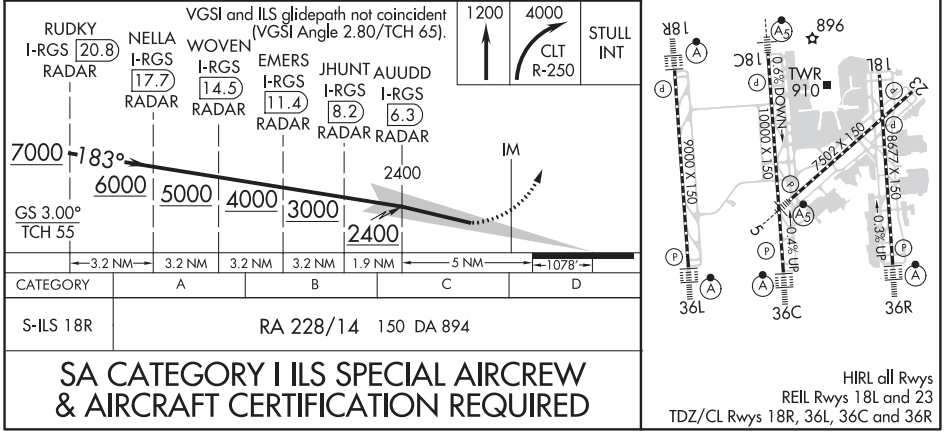
Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | |
| | (180°-359°) 257.2 | | | CPDLC |
| | (360°-179°) 307.8 | | | |




# SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

# ILS RWY 36L (SA CAT I)
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-XUU | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 110.15 | 003° | TDZE | 744 |
| Chan 38 (Y) | | Apt Elev | 748 |

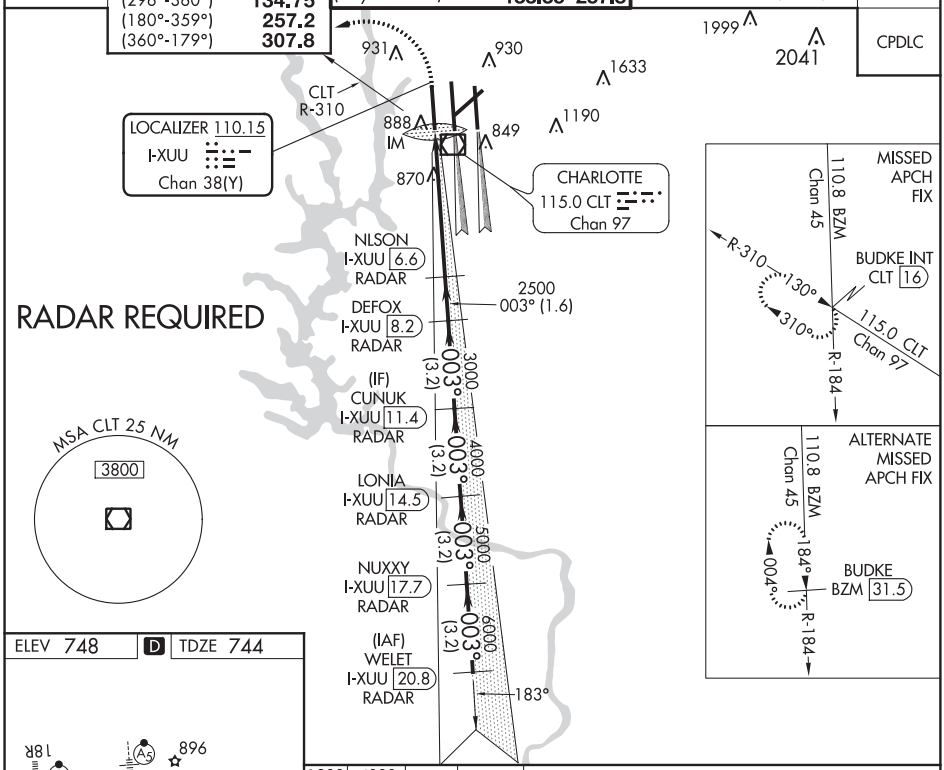
Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

ALSF-2

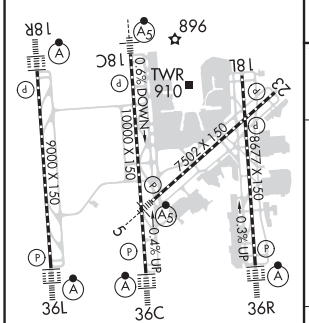
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 and on CLT VOR/DME R-310 to BUDKE INT/CLT 16 DME and hold.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |

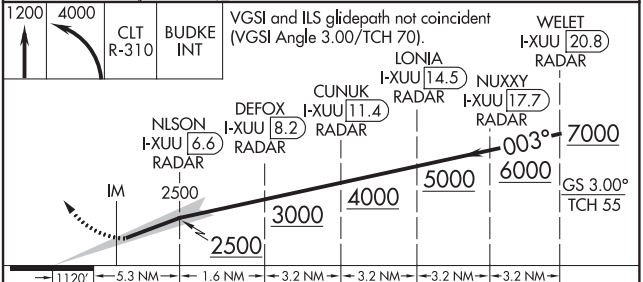
CPDLC




ELEV 748 | D | TDZE 744




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | RA 164/14 150 DA 894 | | | |

**SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 36R (SA CAT I)
## CHARLOTTE/DOUGLAS INTL (CLT)

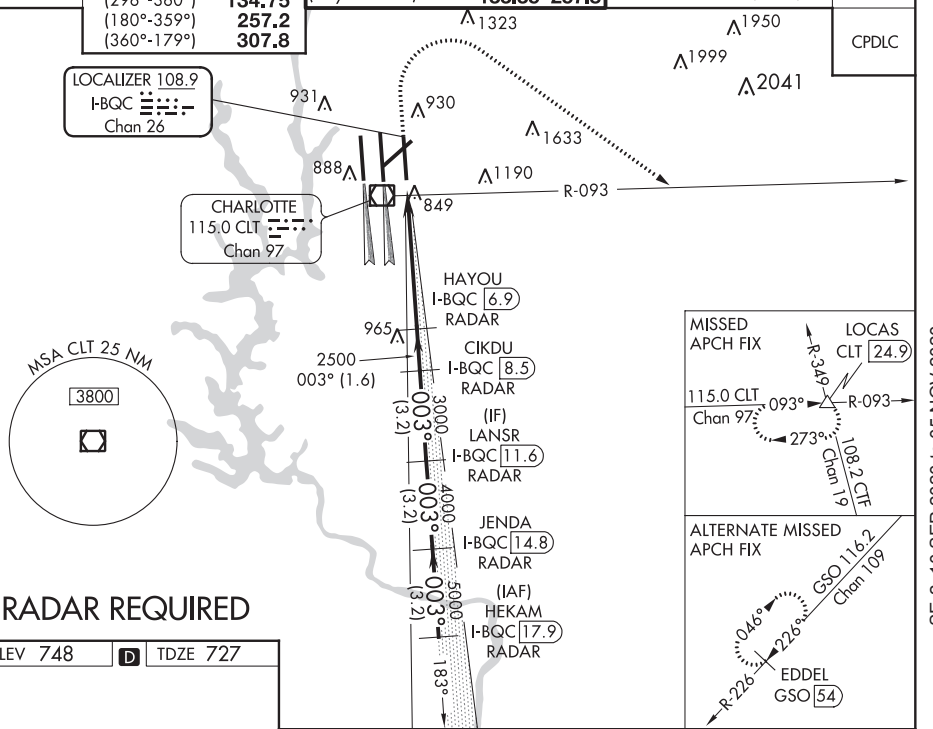
| LOC/DME I-BQC | APP CRS | Rwy ldg | 8390 |
|---|---|---|---|
| 108.9 | 003° | TDZE | 727 |
| Chan 26 | | Apt Elev | 748 |

Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2

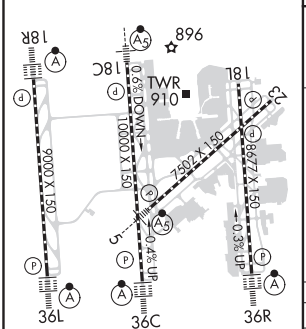
MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | CPDLC |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |




RADAR REQUIRED

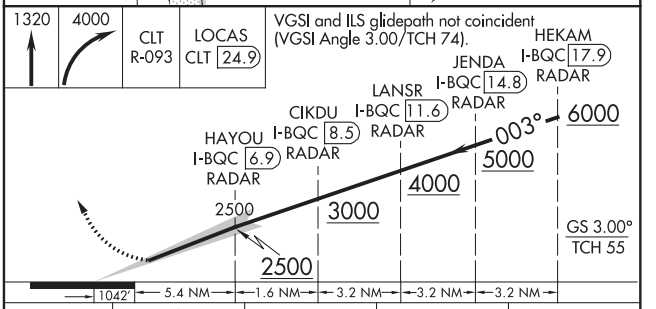
ELEV 748 | D | TDZE 727




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

| 1320 | 4000 | CLT R-093 | LOCAS CLT 24.9 |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | RA 173/14 150 DA 877 | | | |

**SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

# ILS RWY 18R (CAT II & III)
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-RGS | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 110.15 | 183° | TDZE | 744 |
| Chan 38 (Y) | | Apt Elev | 748 |

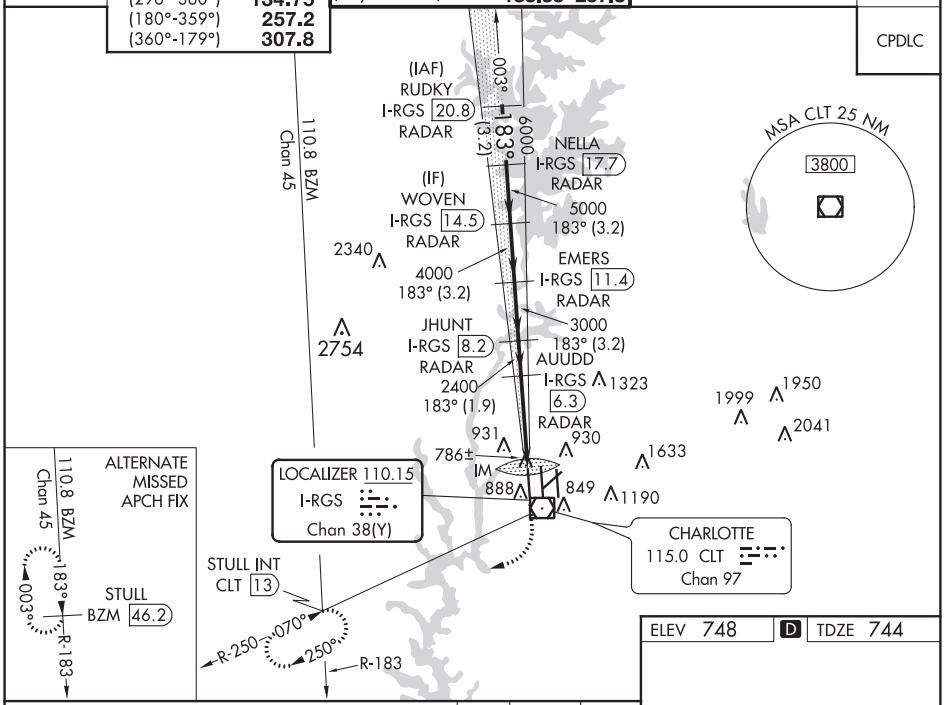
RADAR required for procedure entry. DME or RADAR required.

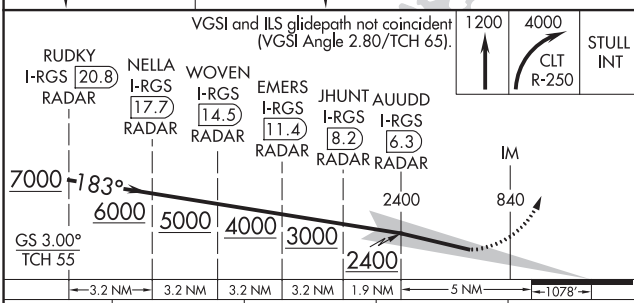
T A Simultaneous approach authorized.

ALSF-2 (A)

MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | CLNC DEL |
|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | CPDLC |
| | (180°-359°) | 257.2 | | | | | |
| | (360°-179°) | 307.8 | | | | | |

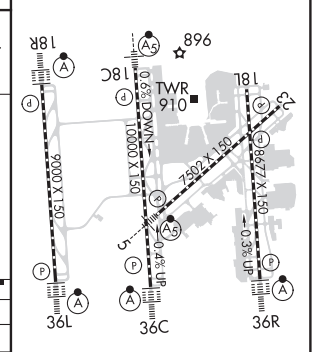



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18R | CAT II RA 106/12 100 DA 844 | | | |
| S-ILS 18R | CAT III RVR 06 | | | |

**CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

ELEV 748 D TDZE 744




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 36C (CAT II & III)
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC I-DQG | APP CRS | Rwy ldg 10000 |
|---|---|---|
| 111.7 | 003° | TDZE 707 |
| | | Apt Elev 748 |

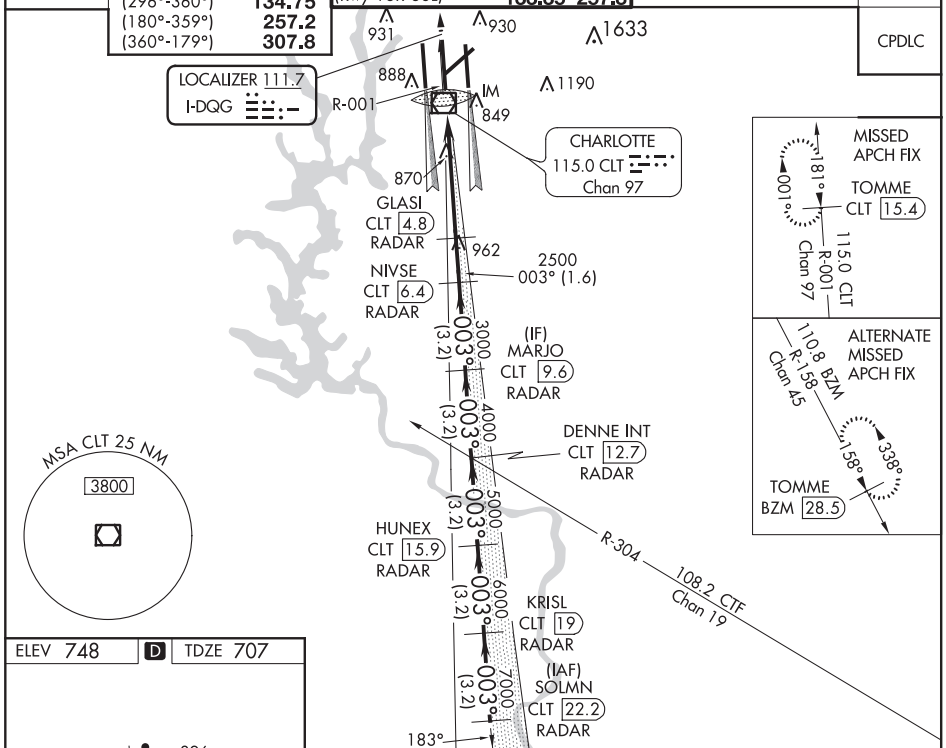
RADAR required for procedure entry. DME or RADAR required.

Simultaneous approach authorized.
DQG ILS LLZ Rwy 36C unusable for rollout guidance.

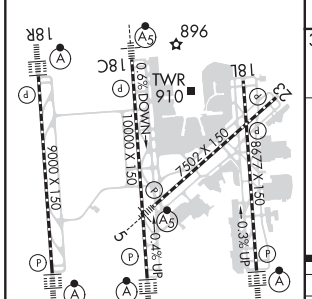
ALSF-2

MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-001 to TOMME/CLT 15.4 DME and hold.

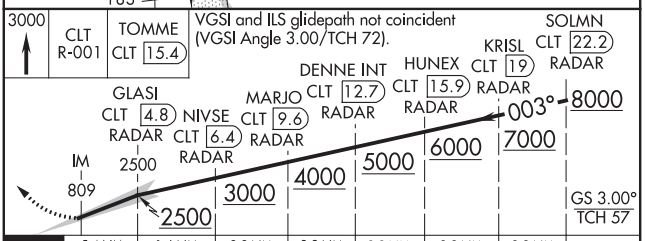
| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | |
| | (180°-359°) 257.2 | | | CPDLC |
| | (360°-179°) 307.8 | | | |




ELEV 748 | D | TDZE 707




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36C | CAT II RA 126/12 100 DA 807 | | | |
| S-ILS 36C | CAT IIIa RVR 07 | | | |
| S-ILS 36C | CAT IIIb RVR 07 | | | |
| S-ILS 36C | CAT IIIc NA | | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 36L (CAT II & III)
## CHARLOTTE/DOUGLAS INTL (CLT)

| LOC/DME I-XUU | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 110.15 | 003° | TDZE | 744 |
| Chan 38(Y) | | Apt Elev | 748 |

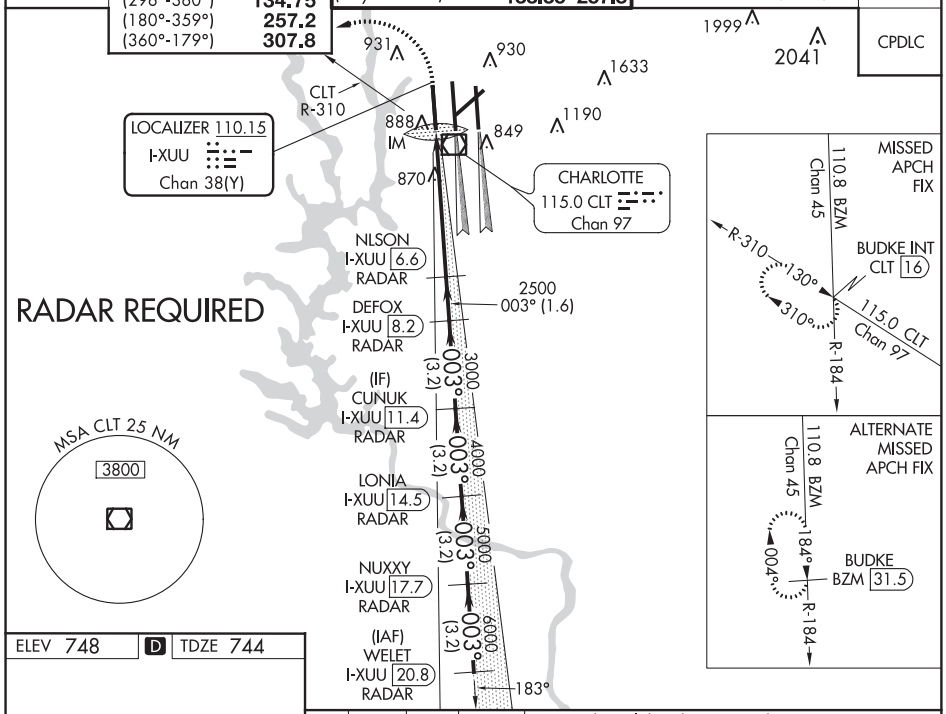
Simultaneous approach authorized.
DME or RADAR required.

ALSF-2

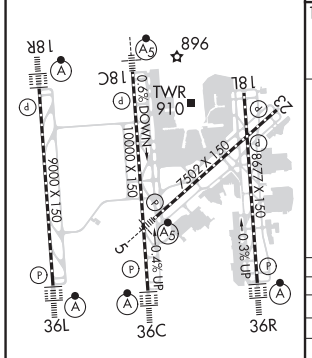
MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 on CLT VOR/DME R-310 to BUDKE INT/CLT 16 DME and hold.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |

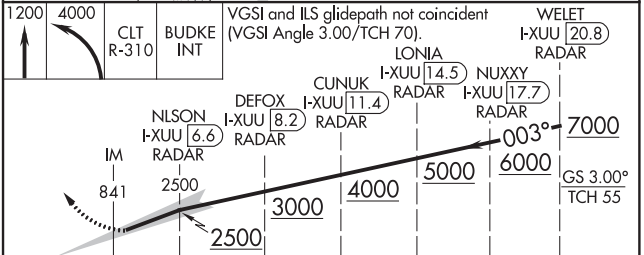
CPDLC




ELEV 748 | D | TDZE 744




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36L | CAT II RA 106/12 100 DA 844 | | | |
| S-ILS 36L | CAT IIIa RVR 07 | | | |
| S-ILS 36L | CAT IIIb RVR 06 | | | |
| S-ILS 36L | CAT IIIc NA | | | |

**CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 36R (CAT II & III)
## CHARLOTTE/DOUGLAS INTL (CLT)

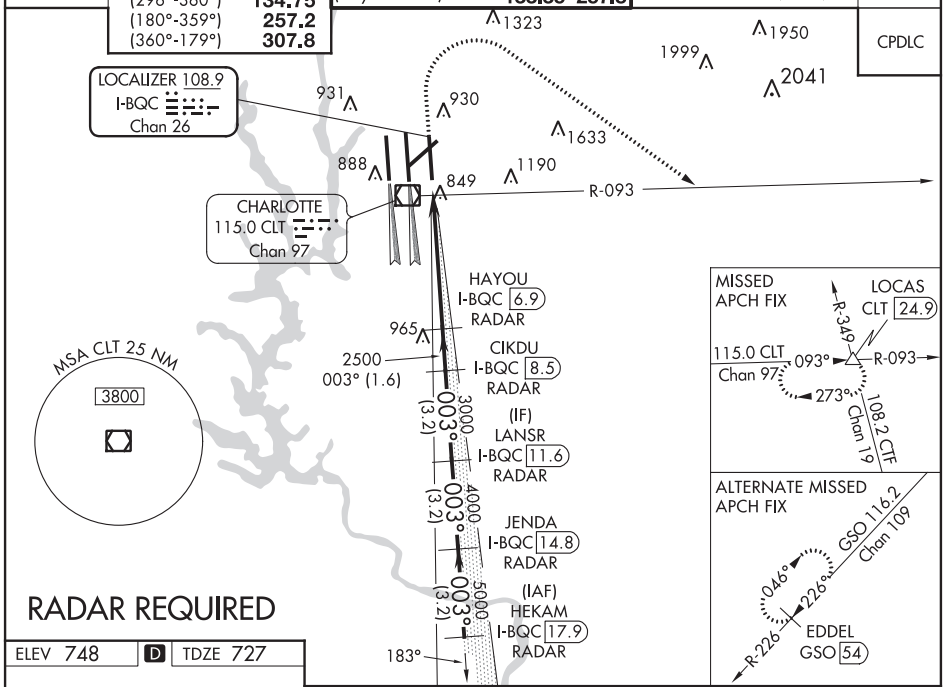
| LOC/DME I-BQC | APP CRS | Rwy ldg | 8390 |
|---|---|---|---|
| 108.9 | 003° | TDZE | 727 |
| Chan 26 | | Apt Elev | 748 |

Simultaneous approach authorized.
DME or RADAR required.

ALSF-2

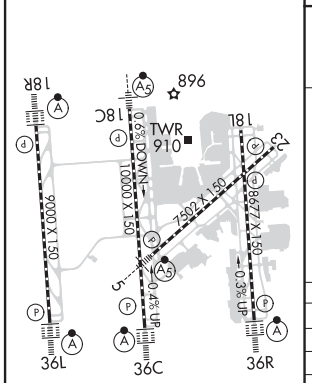
MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | CPDLC |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |




RADAR REQUIRED

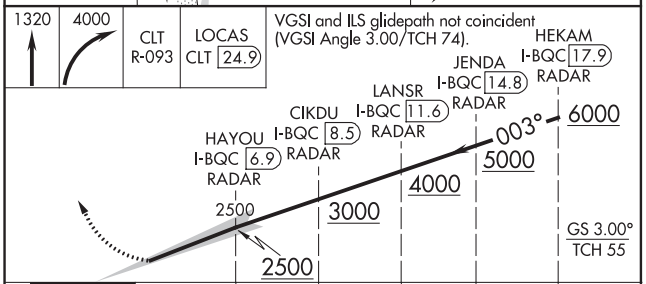
| ELEV 748 | D | TDZE 727 |
|---|---|---|




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

| 1320 | 4000 | CLT R-093 | LOCAS CLT 24.9 |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 74).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 36R | CAT II RA 119/12 100 DA 827 | | | |
| S-ILS 36R | CAT IIIa RVR 06 | | | |
| S-ILS 36R | CAT IIIb NA | | | |
| S-ILS 36R | CAT IIIc NA | | | |

**CATEGORY II & III ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

# RNAV (RNP) Z RWY 5
## CHARLOTTE/DOUGLAS INTL (CLT)

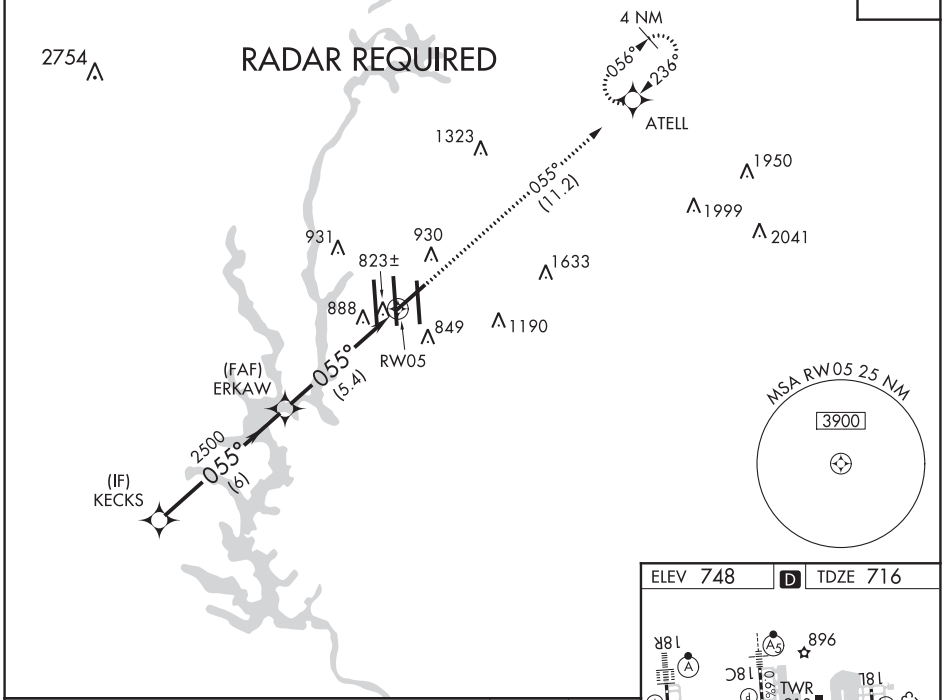
| APP CRS | Rwy ldg | 7092 |
|---|---|---|
| 055° | TDZE | 716 |
| | Apt Elev | 748 |

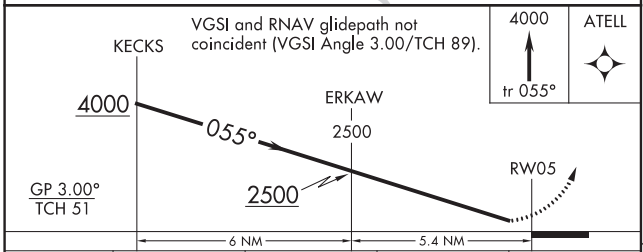
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Rwy 5 helicopter visibility reduction below ¾ SM NA. For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 4000 via track 055° to ATELL and hold, continue climb-in-hold to 4000.

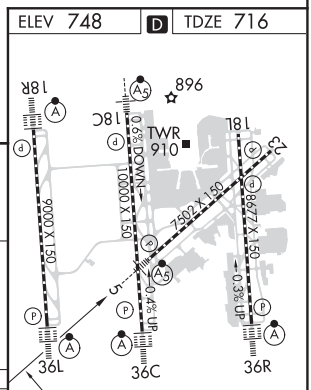
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 | (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 | (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | | CPDLC |
| | (180°-359°) | 257.2 | | | | | | | |
| | (360°-179°) | 307.8 | | | | | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1061/40 | 345 (400-¾) | | |
| RNP 0.30 DA | 1216/60 | 500 (500-1¼) | | |

AUTHORIZATION REQUIRED




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (RNP) Z RWY 18C
## CHARLOTTE/DOUGLAS INTL (CLT)

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 183° | TDZE | 742 |
| | Apt Elev | 748 |

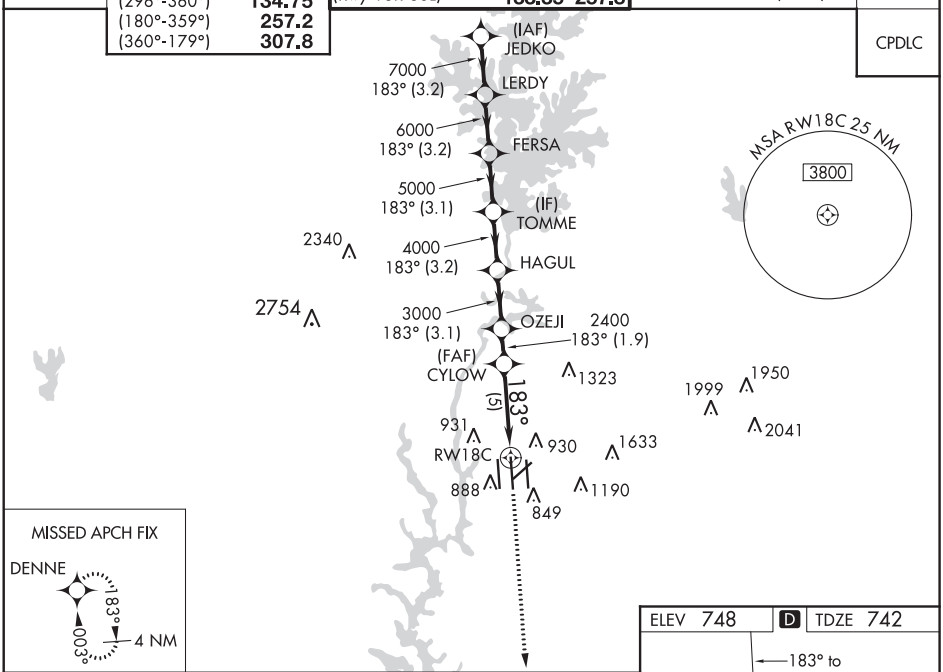
RNP AR APCH.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

MALSR

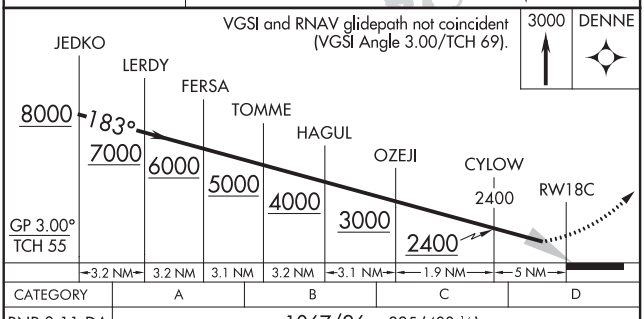
MISSED APPROACH: Climb to 3000 direct DENNE and hold.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.325 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | CPDLC |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |



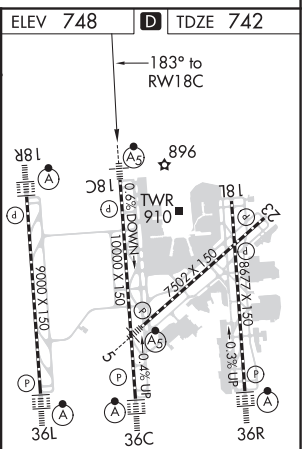







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1067/26 | 325 (400-½) | | |
| RNP 0.30 DA | 1177/40 | 435 (500-¾) | | |

AUTHORIZATION REQUIRED




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

20142

# RNAV (RNP) Z RWY 23

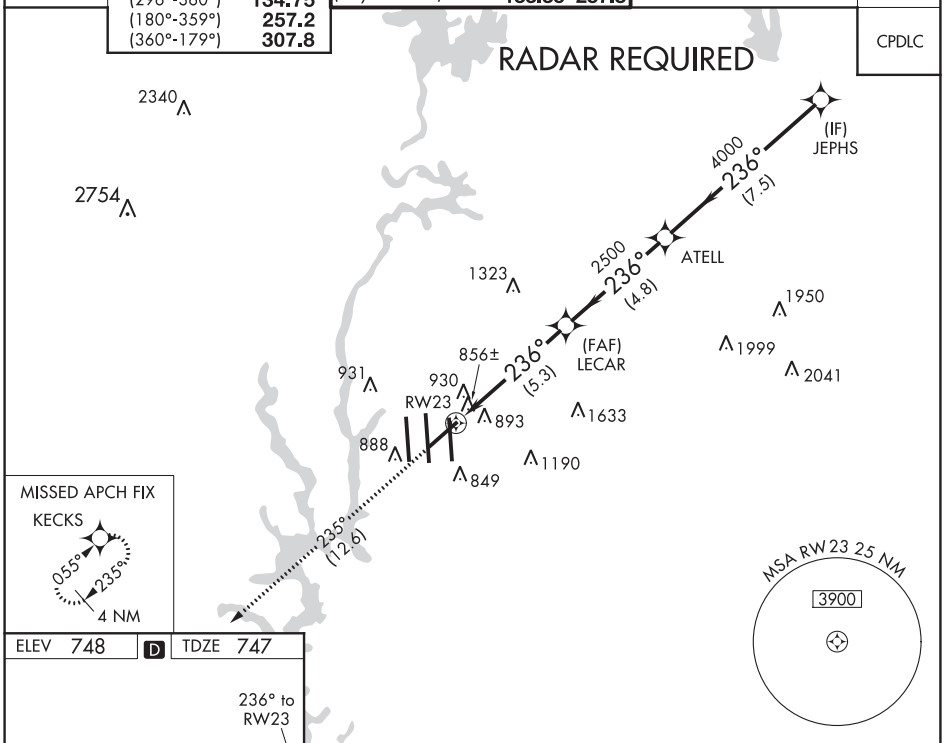
## CHARLOTTE/DOUGLAS INTL (CLT)

| APP CRS | Rwy ldg | 7502 |
|---|---|---|
| 236° | TDZE | 747 |
| | Apt Elev | 748 |

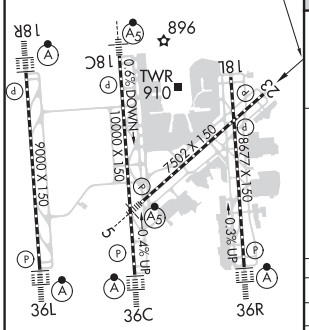
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 4000 via track 235° to KECKS and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | |
| | (180°-359°) 257.2 | | | CPDLC |
| | (360°-179°) 307.8 | | | |



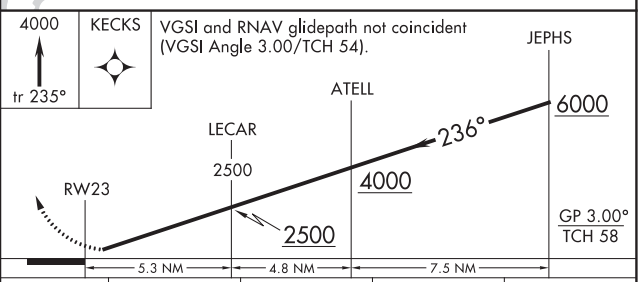

ELEV 748 | D | TDZE 747




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

4000 tr 235° | KECKS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1091/60 344 (400-1¼) | | | |
| RNP 0.30 DA | 1219-1½ 472 (500-1½) | | | |

AUTHORIZATION REQUIRED

CHARLOTTE, NORTH CAROLINA
Orig-A 28JUL11

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
RNAV (RNP) Z RWY 23

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 003° | TDZE | 707 |
| | Apt Elev | 748 |

# RNAV (RNP) Z RWY 36C
## CHARLOTTE/DOUGLAS INTL (CLT)

RNP AR APCH.

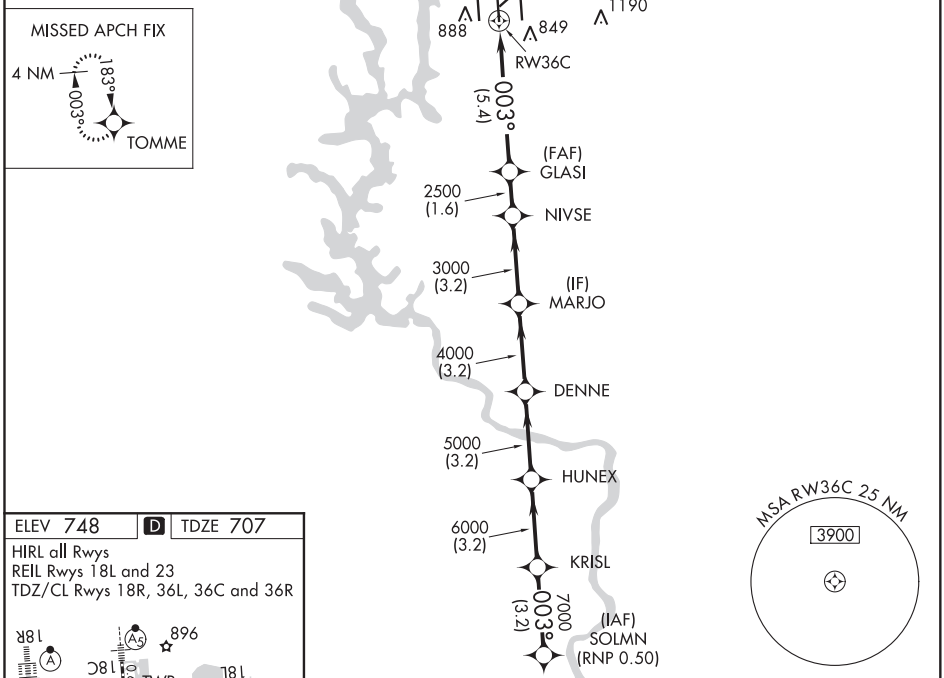
Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, procedure NA below -10°C or above 47°C. For inop ALS, increase RNP 0.11 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ SM.

ALSF-2

MISSED APPROACH: Climb to 3000 on track 003° to TOMME and hold.

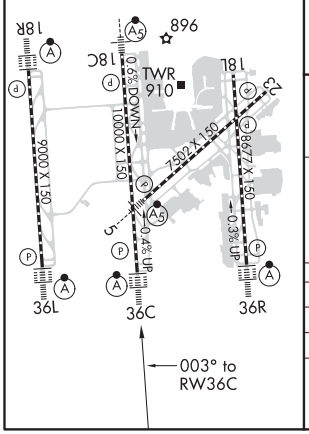
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 | (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 | (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | | |
| | (180°-359°) | 257.2 | | | | | | | |
| | (360°-179°) | 307.8 | | | | | | | |

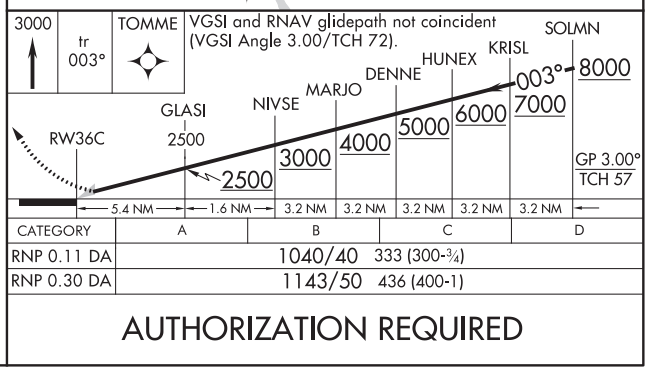
CPDLC




ELEV 748 | D | TDZE 707

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.11 DA | 1040/40 333 (300-¾) | | | |
| RNP 0.30 DA | 1143/50 436 (400-1) | | | |

**AUTHORIZATION REQUIRED**

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

# RNAV (GPS) Y RWY 5
## CHARLOTTE/DOUGLAS INTL (CLT)

| WAAS CH 70300 W05A | APP CRS 055° | Rwy ldg 7092 TDZE 716 Apt Elev 748 |
|---|---|---|

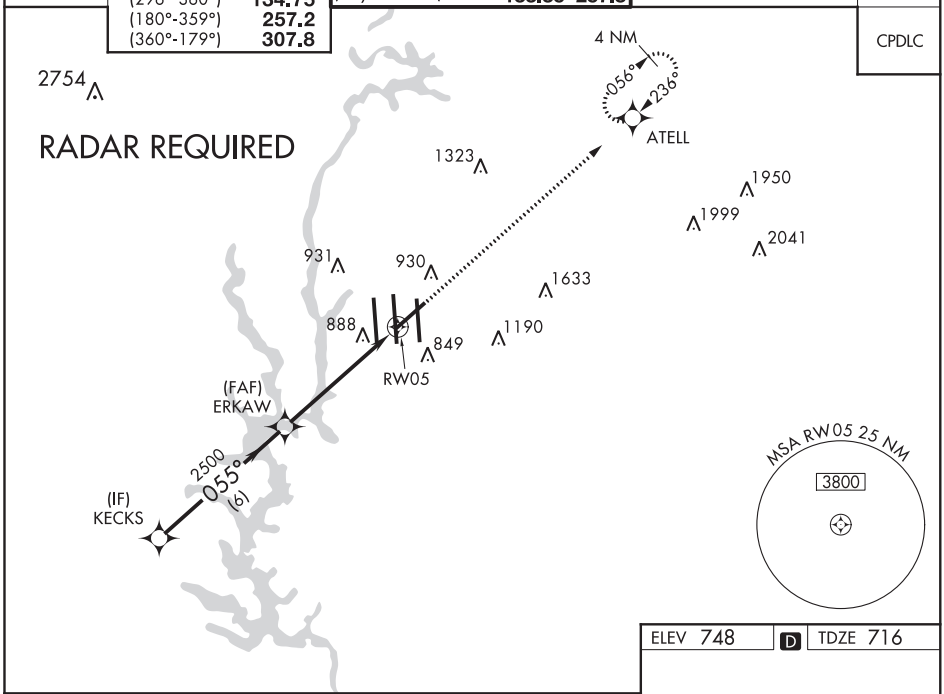
Circling NA at night. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cat C/D visibility to 1¾ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR A5

MISSED APPROACH: Climb to 4000 direct ATELL and hold, continue climb-in-hold to 4000.

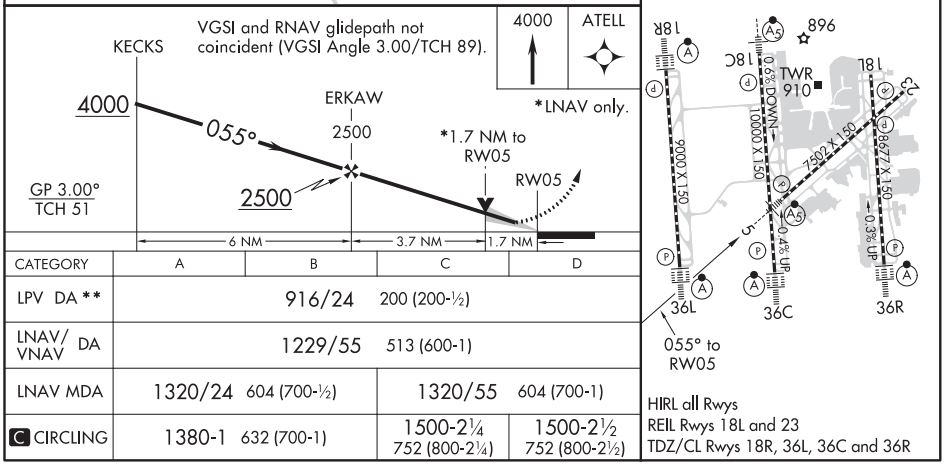
| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15<br>DEP 132.1 | (001°-119°) 128.32<br>(120°-295°) 120.05<br>(296°-360°) 134.75<br>(180°-359°) 257.2<br>(360°-179°) 307.8 | (Rwys 18L-36R, 5-23) 118.1 257.8<br>(Rwy 18C-36C) 126.4 257.8<br>(Rwy 18R-36L) 133.35 257.8 | 121.8 348.6 (WEST)<br>121.9 348.6 (EAST) | 127.15<br>348.6 |

CPDLC




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 916/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1229/55 513 (600-1) | | | |
| LNAV MDA | 1320/24 604 (700-½) | | 1320/55 604 (700-1) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

| WAAS CH 81800 W18B | APP CRS 183° | Rwy ldg 10000<br>TDZE 742<br>Apt Elev 748 |
|---|---|---|

# RNAV (GPS) Y RWY 18C
## CHARLOTTE/DOUGLAS INTL (CLT)

RNP APCH.

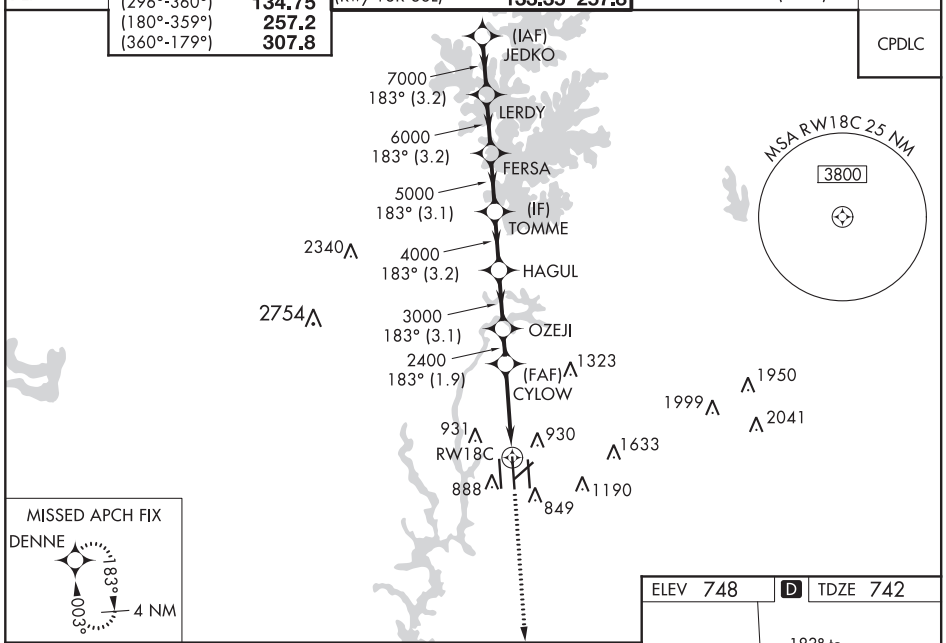
Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

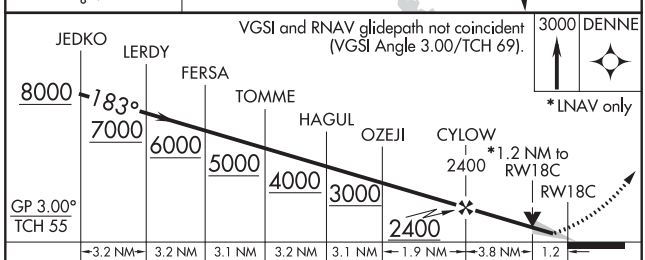
MISSED APPROACH: Climb to 3000 direct DENNE and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |

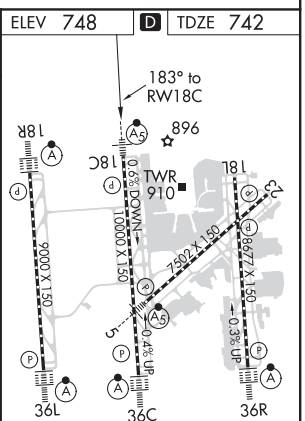
CPDLC




MISSED APCH FIX
DENNE
183°
003°
4 NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 942/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1070/26 328 (400-½) | | | |
| LNAV MDA | 1200/24 458 (500-½) | | 1220/45 458 (500-⅞) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

# RNAV (GPS) Y RWY 18L
## CHARLOTTE/DOUGLAS INTL (CLT)

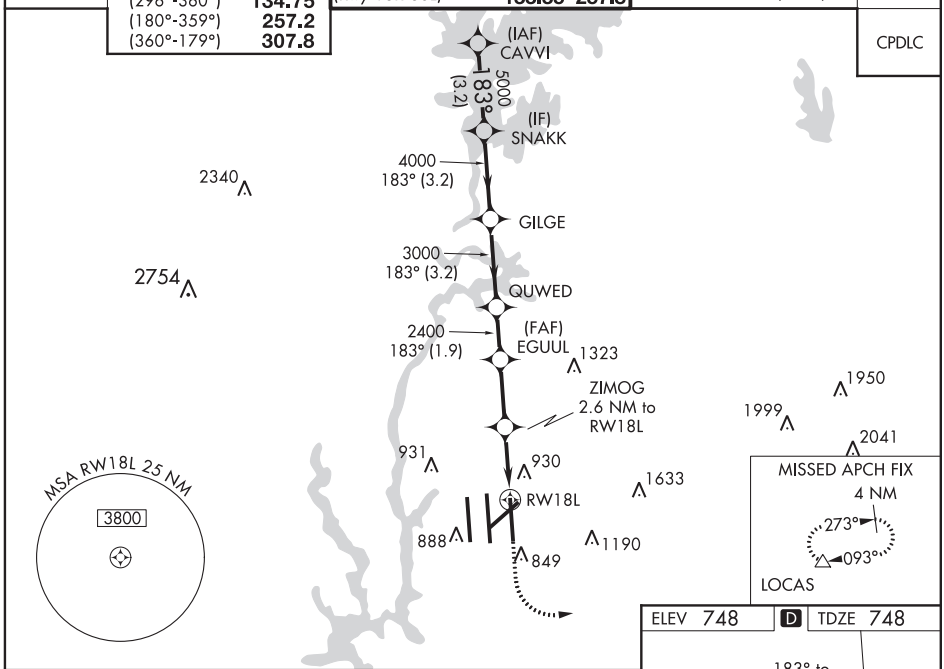
| WAAS CH 77500 W18A | APP CRS 183° | Rwy ldg 8676<br>TDZE 748<br>Apt Elev 748 |
|---|---|---|

RNP APCH.

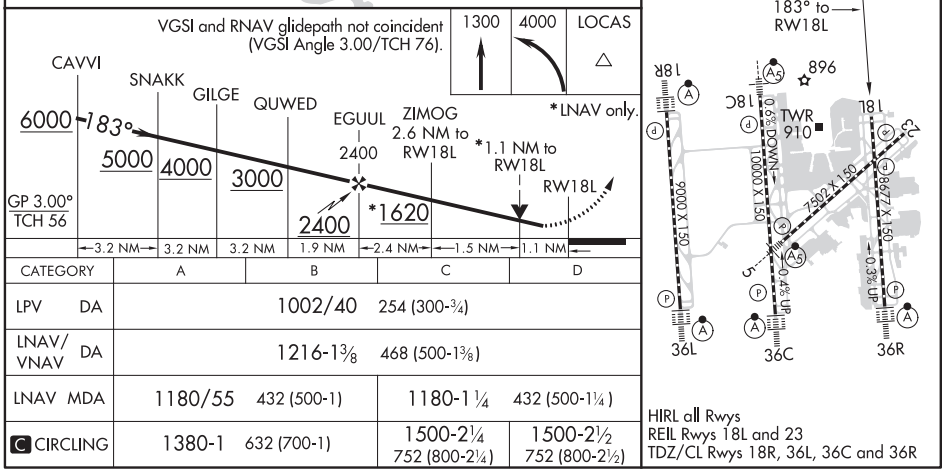
Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. Rwy 18L helicopter visibility reduction below RVR 4000 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct LOCAS and hold.

| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | CPDLC |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |




SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1002/40 254 (300-¾) | | | |
| LNAV/VNAV DA | 1216-1⅜ 468 (500-1⅜) | | | |
| LNAV MDA | 1180/55 432 (500-1) | | 1180-1¼ 432 (500-1¼) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) Y RWY 18R
## CHARLOTTE/DOUGLAS INTL (CLT)

| WAAS CH 82415 W18D | APP CRS 183° | Rwy ldg 9000 TDZE 744 Apt Elev 748 |
|---|---|---|

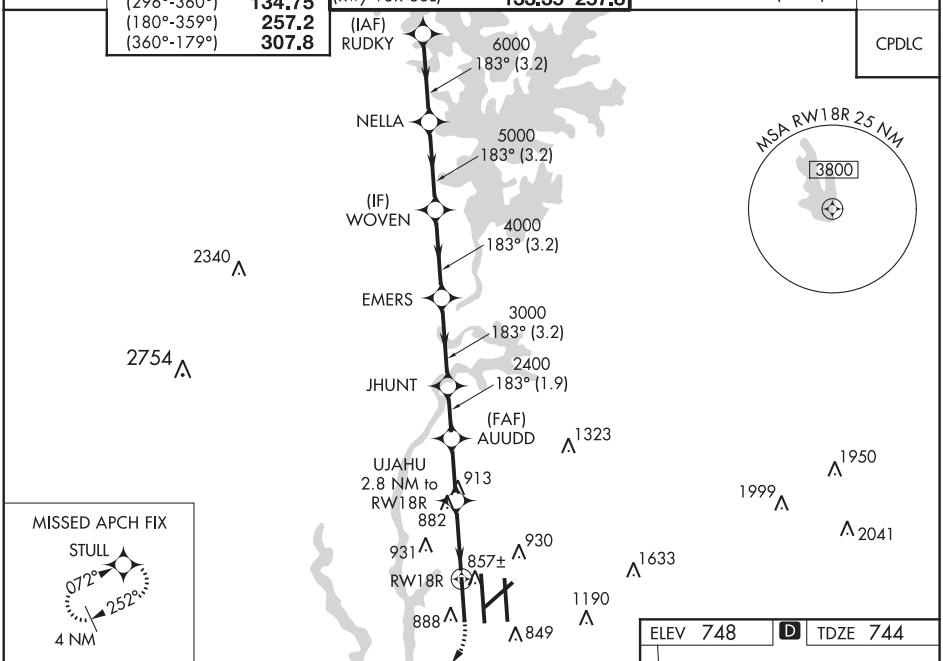
RNP APCH.

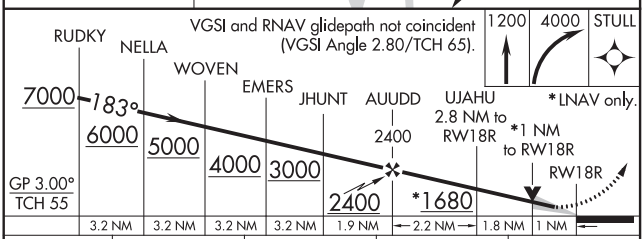
Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. For inop ALS, increase LNAV Cat C/D visibility to RVR 5500.

ALSF-2

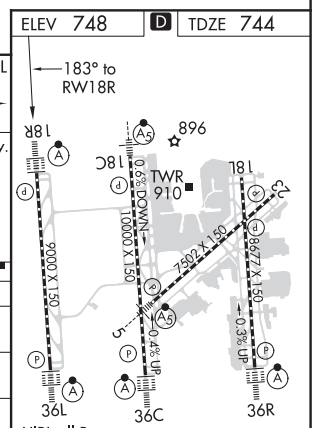
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 direct STULL and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | CPDLC |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 944/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1018/24 274 (300-½) | | | |
| LNAV MDA | 1120/24 376 (400-½) | | 1120/40 376 (400-¾) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHARLOTTE, NORTH CAROLINA

AL-78 (FAA)

20142

# RNAV (GPS) Y RWY 23
## CHARLOTTE/DOUGLAS INTL (CLT)

| WAAS CH 45906 W23A | APP CRS 236° | Rwy ldg 7502<br>TDZE 747<br>Apt Elev 748 |
|---|---|---|

Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 4000 direct KECKS and hold, continue climb-in-hold to 4000.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15<br>DEP 132.1 | (001°-119°) 128.32<br>(120°-295°) 120.05<br>(296°-360°) 134.75<br>(180°-359°) 257.2<br>(360°-179°) 307.8 | (Rwys 18L-36R, 5-23) 118.1 257.8<br>(Rwy 18C-36C) 126.4 257.8<br>(Rwy 18R-36L) 133.35 257.8 | 121.8 348.6 (WEST)<br>121.9 348.6 (EAST) | 127.15<br>348.6<br>CPDLC |

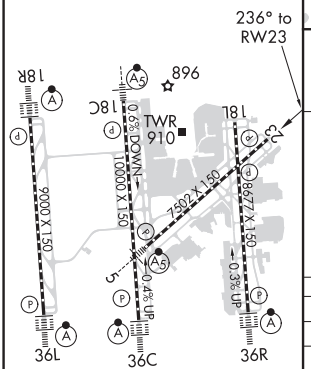
RADAR REQUIRED

2340
2754
(IF) JEPHS
4000
236° (7.5)
2500
236° (4.8)
ATELL
1323
1950
1999
2041
DOVSE 1.9 NM to RW23
1085
(FAF) LECAR
931
930
1633
RW23
888
1190
849

MISSED APCH FIX
KECKS
055°
235°
4 NM

MSA RW 23 25 NM
3800

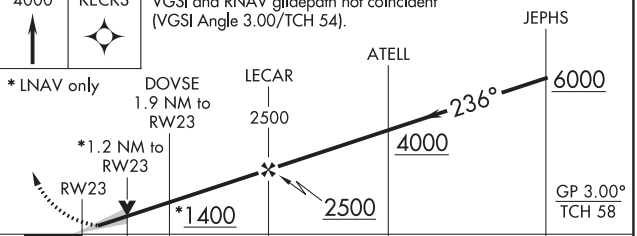
ELEV 748 D TDZE 747




HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

4000 KECKS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 54).




* LNAV only

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 947/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 1222-1¾ 475 (500-1¾) | | | |
| LNAV MDA | 1180/50 433 (500-1) | | 1180/60 433 (500-1¼) | 1180-1½ 433 (500-1½) |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

| WAAS CH 86200 W36B | APP CRS 003° | Rwy ldg 10000 TDZE 707 Apt Elev 748 |
|---|---|---|

# RNAV (GPS) Y RWY 36C
## CHARLOTTE/DOUGLAS INTL (CLT)

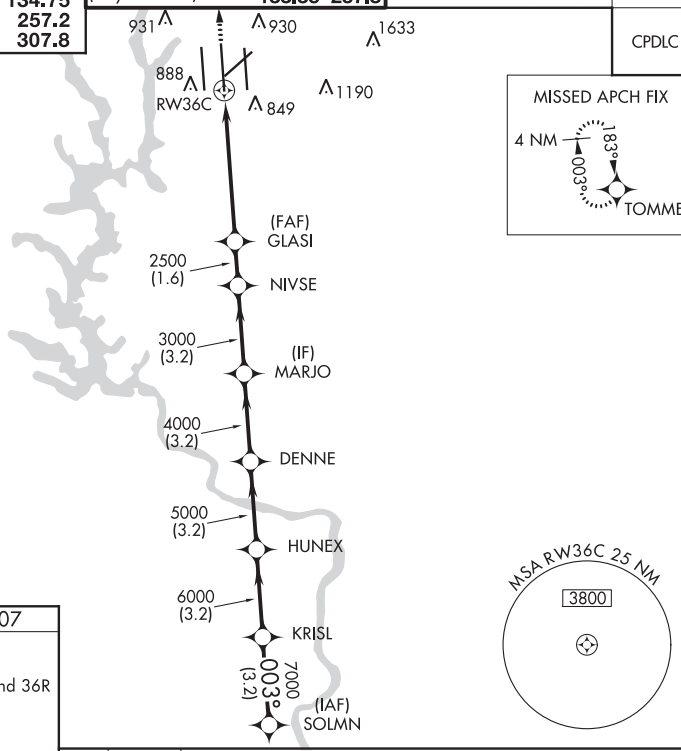
RNP APCH.

Circling NA at night. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. LNAV procedure NA during simultaneous operations.

ALSF-2

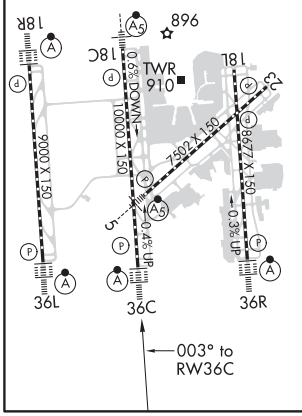
MISSED APPROACH: Climb to 3000 direct TOMME and hold.

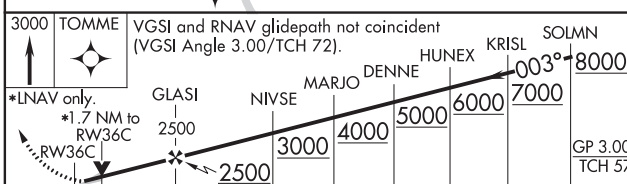
| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | |
| | (180°-359°) 257.2 | | | CPDLC |
| | (360°-179°) 307.8 | | | |




ELEV 748 | D | TDZE 707

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 907/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1229-1⅜ 522 (500-1⅜) | | | |
| LNAV MDA | 1320/40 613 (600-¾) | | 1320-1⅜ 613 (600-1⅜) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) Y RWY 36L
## CHARLOTTE/DOUGLAS INTL (CLT)

| WAAS CH 56515 W36A | APP CRS 003° | Rwy ldg 9000 TDZE 744 Apt Elev 748 |
|---|---|---|

RADAR required for procedure entry. RNP APCH.

Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats C/D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 1200 then climbing left turn to 4000 direct BUDKE and hold.

| D-ATIS | CHARLOTTE APP CON | CHARLOTTE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| ARR 121.15 | (001°-119°) 128.32 | (Rwys 18L-36R, 5-23) 118.1 257.8 | 121.8 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) 120.05 | (Rwy 18C-36C) 126.4 257.8 | 121.9 348.6 (EAST) | 348.6 |
| | (296°-360°) 134.75 | (Rwy 18R-36L) 133.35 257.8 | | CPDLC |
| | (180°-359°) 257.2 | | | |
| | (360°-179°) 307.8 | | | |

MISSED APCH FIX

931 930 1633 2041 888 849 1190

RW36L

(FAF) NLSON

2500 (1.6)

DEFOX

3000 003° (3.2)

(IF) CUNUK

4000 003° (3.2)

LONIA

5000 003° (3.2)

NUXXY

6000 003° (3.2)

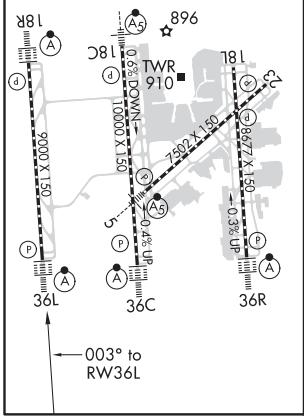
(IAF) WELET

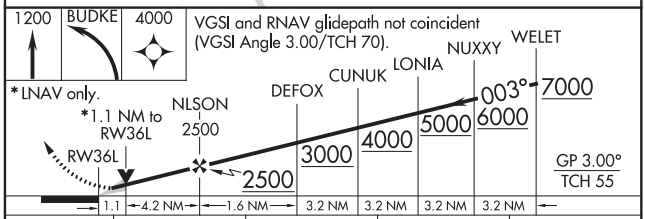
MSA RW36L 25 NM

3800

ELEV 748 D TDZE 744

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 944/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1049/24 305 (400-½) | | | |
| LNAV MDA | 1140/24 396 (400-½) | | 1140/35 396 (400-⅝) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 90100 W36D | APP CRS 003° | Rwy ldg 8390<br>TDZE 727<br>Apt Elev 748 |
|---|---|---|

# RNAV (GPS) Y RWY 36R
## CHARLOTTE/DOUGLAS INTL (CLT)

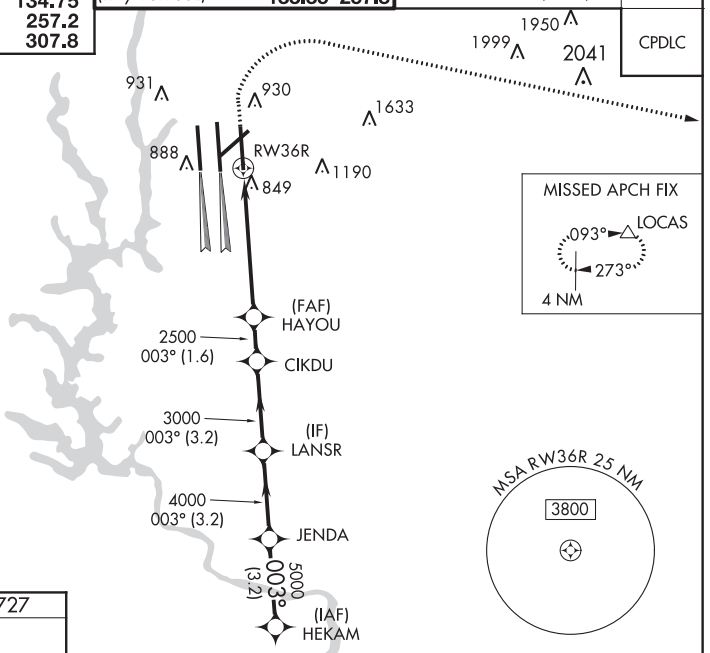
RNP APCH.

Circling NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Simultaneous approach authorized. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. For inop ALSF, increase LNAV/VNAV all Cats visibility to 1⅝ mile.

ALSF-2

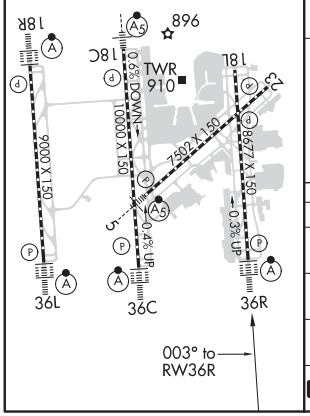
MISSED APPROACH: Climb to1320 then climbing right turn to 4000 direct LOCAS and hold.

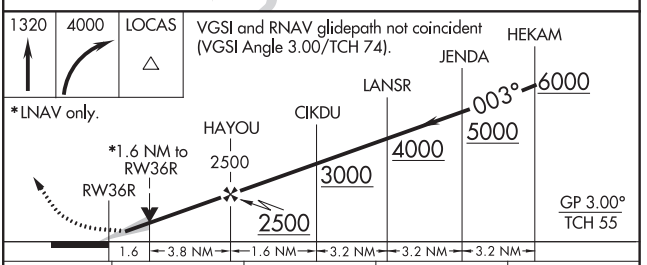
| D-ATIS | CHARLOTTE APP CON | | CHARLOTTE TOWER | | | GND CON | | CLNC DEL |
|---|---|---|---|---|---|---|---|---|
| ARR 121.15 | (001°-119°) | 128.32 | (Rwys 18L-36R, 5-23) | 118.1 | 257.8 | 121.8 | 348.6 (WEST) | 127.15 |
| DEP 132.1 | (120°-295°) | 120.05 | (Rwy 18C-36C) | 126.4 | 257.8 | 121.9 | 348.6 (EAST) | 348.6 |
| | (296°-360°) | 134.75 | (Rwy 18R-36L) | 133.35 | 257.8 | | | CPDLC |
| | (180°-359°) | 257.2 | | | | | | |
| | (360°-179°) | 307.8 | | | | | | |




ELEV 748 | D | TDZE 727

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 927/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1229-1¼ 502 (500-1¼) | | | |
| LNAV MDA | 1320/24 593 (600-½) | | 1320-1¼ 593 (600-1¼) | |
| C CIRCLING | 1380-1 632 (700-1) | | 1500-2¼ 752 (800-2¼) | 1500-2½ 752 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

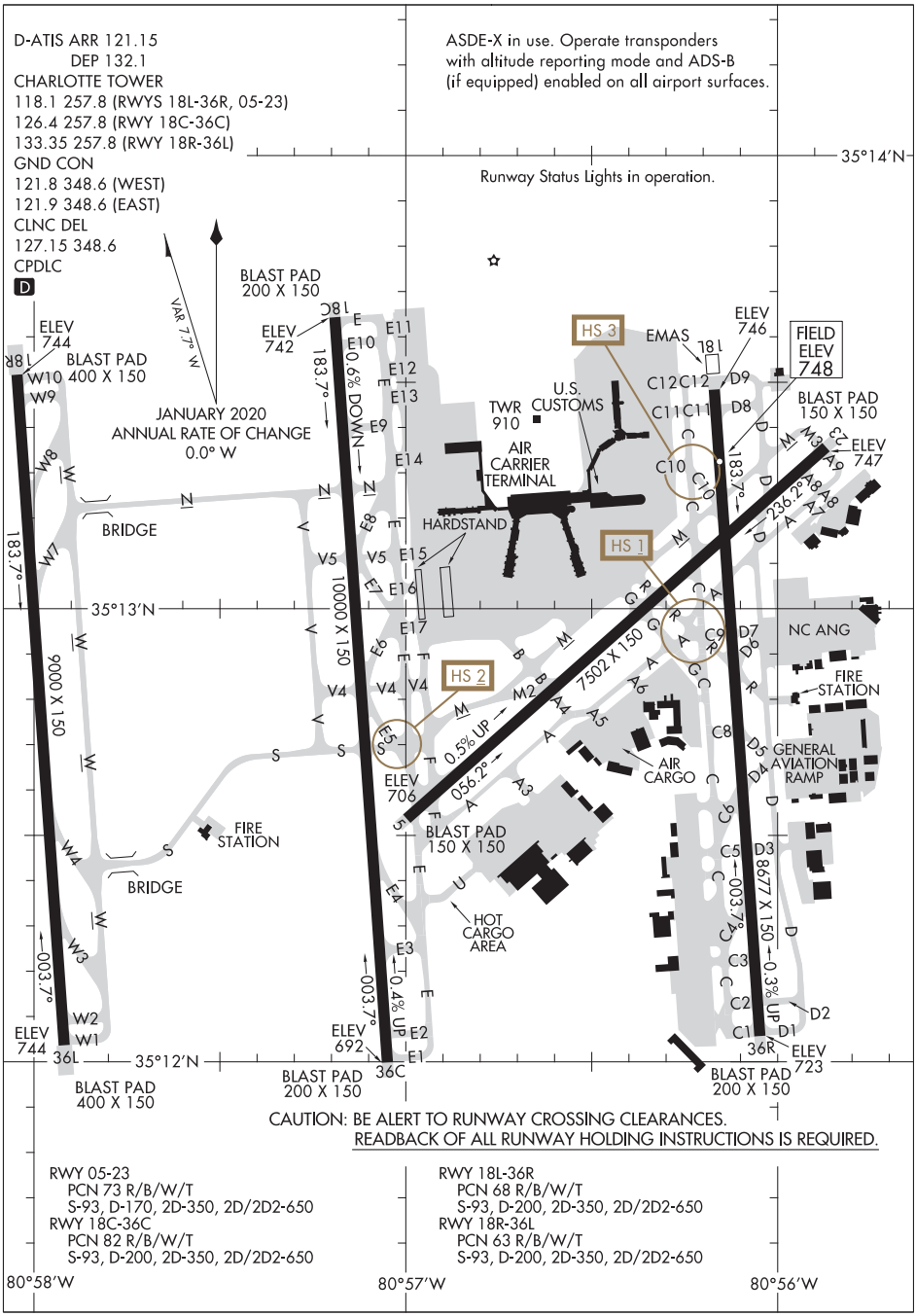
20142

# AIRPORT DIAGRAM

AL-78 (FAA)

## CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20142
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

## ATTENTION ALL USERS PAGE (AAUP)

1. **PREFLIGHT:** All aircraft capable of conducting terminal RNAV procedures should expect an RNAV SID clearance. If unable to accept the RNAV SID clearance, notify Clearance Delivery. Upon receipt of your Air Traffic Control (ATC) clearance, crosscheck the assigned RNAV SID, Departure Runway, and En route Transition, as loaded into and depicted by your navigation system, against your clearance. Ensure that the sequencing of waypoints loaded in the FMS matches the waypoints on the appropriate chart(s). Do not modify or manually construct RNAV procedures. Ensure all transitions are loaded correctly.

2. **BEFORE TAKEOFF:** Ensure that the Departure Runway assigned on taxi, RNAV SID, and En Route Transition are depicted by your navigation system. Pay particular attention if you have received a runway change or a revised ATC clearance. Pilots of aircraft equipped with electronic navigation map displays, must verify the aircraft symbol relative to the runway symbol and lateral track, and depicted route, agrees with your clerance. You should ensure the waypoints sequence depicted by your navigation system matches the route depicted on the appropriate chart(s) and the altitude set in the altitude window matches the TOP ALTITUDE of the SID, unless amended by ATC. For navigation systems with ROUTE and LEGS pages, the LEGS page should be used to verify routing. If unable to comply with the RNAV SID contact ATC prior to takeoff and request an amended clearance.

3. **LINE UP/TAKEOFF:** Pilots can expect a takeoff clearance from ATC that will provide instructions to depart the runway via the heading coded in the departure path, as depicted on the chart or via an assigned heading to be maintained. IE: On runway 18L and 18C aircraft should fly runway heading or heading assigned by ATC. Runway 36C aircraft are expected to fly heading 330 or heading assigned by ATC. Runway 36R aircraft are expected to fly heading 025 or heading assigned by ATC. A typical takeoff clearance will state, for example, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for take-off". After verifying that the correct runway and departure are loaded and that the correct lateral navigation mode is available and ready for use after takeoff, the expected pilot response is, "Delta 123, runway three six right, cleared for takeoff" or "Delta 123, runway one eight center, cleared for takeoff". If the takeoff clearance does not match the planned/loaded procedure, either request an initial heading from tower or refuse the takeoff clearance until the discrepancy is resolved.

4. **AFTER TAKEOFF:** Pilots are expected to comply with the headings coded on the various departure procedures. Aircraft can expect guidance/vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123, proceed direct DANEC" or "American 123, proceed direct GULFY". Pilots should maintain heading on departure until cleared by ATC direct to a waypoint or vectors towards the initial or subsequent waypoint on a procedure. For example, "American 123 proceed direct DANEC" or "American 123, proceed direct GULFY". Parallel RNAV departures must not encroach on the airspace between parallel runway centerlines without specific ATC clearance. Manually intervene if necessary to stay on track to avoid transgressing in the direction of a parallel track. If unable to comply with the SID profile, immediately notify ATC.

(CONTINUED ON FOLLOWING PAGE)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

## ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

5. **SPECIFIC INFORMATION:** Charlotte will utilize RNAV departures operations all hours of the day seven days a week. All properly equipped aircraft should expect to fly CHARLOTTE RNAV DEPARTURE. Pilots may anticipate a runway assignment based upon the information below, however runway assignments will be issued on initial contact with Ground Control.

### Charlotte RNAV SIDs Directions

| North | East | South | West |
|---|---|---|---|
| JOJJO | BARMY | ICONS | ESTRR |
| WEAZL | KILNS | BEAVY | BOBZY |
| KRITR | LILLS | KWEEN | |

### Expected Runway Assignment

**Dual Departures**

North and West Departures expect 36C or 18C

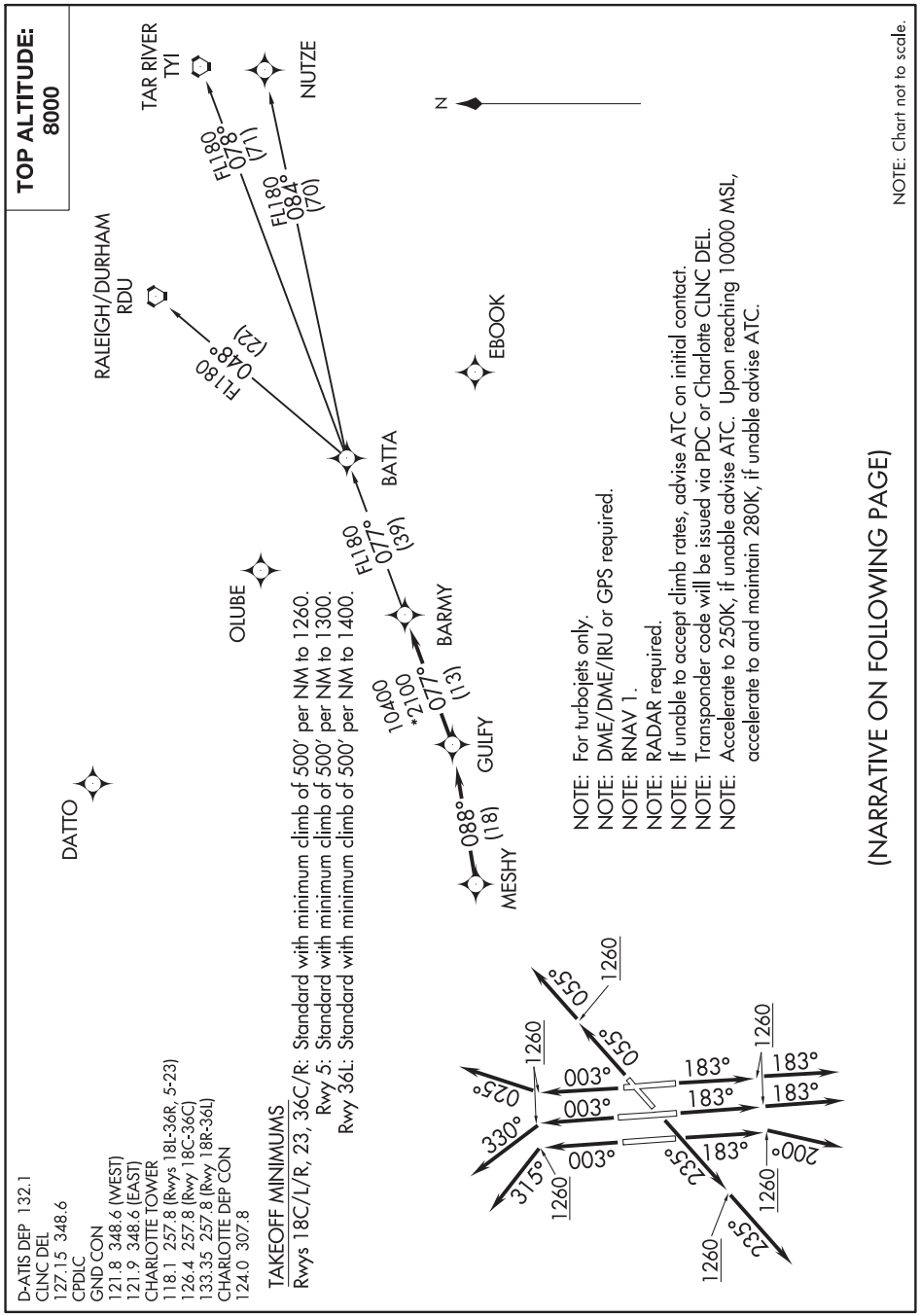
South and East Departures expect 36R or 18L

**Night Noise Operations**

North and West expect 5 or 23

South and East expect 5 or 23

# BARMY FOUR DEPARTURE (RNAV)



DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to MESHY, thence. . . .
TAKEOFF RWYS 18L/C: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to MESHY, thence. . . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to MESHY, thence. . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to MESHY, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to MESHY, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to MESHY, thence. . . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to MESHY, thence. . . .

. . . .on depicted route to BARMY, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

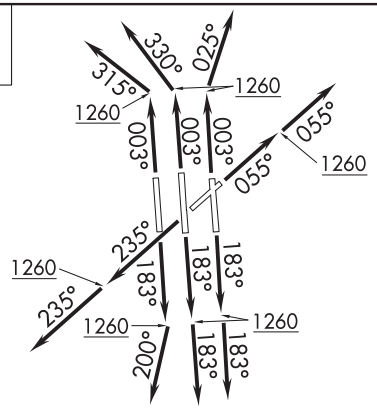
NUTZE TRANSITION (BARMY4.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY4.RDU)
TAR RIVER TRANSITION (BARMY4.TYI)

# BEAVY FIVE DEPARTURE (RNAV)

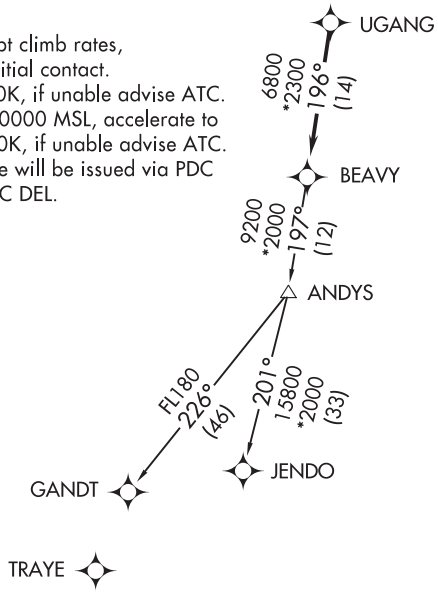
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2 (Rwys 36C, 36L)
124.0 307.8 (Rwys 5, 18C, 18L, 18R, 23, 36R)

**TOP ALTITUDE: 8000**




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.




TAKEOFF MINIMUMS

Rwys 18C/L/R, 23, 36C/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 5: Standard with minimum climb of 500′ per NM to 1300.
Rwy 36L: Standard with minimum climb of 500′ per NM to 1400.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to UGANG, thence. . . .
TAKEOFF RWY 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to UGANG, thence. . . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to UGANG, thence. . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to UGANG, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to UGANG, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to UGANG, thence. . . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to UGANG, thence. . . .

. . . .on track 196° to BEAVY, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

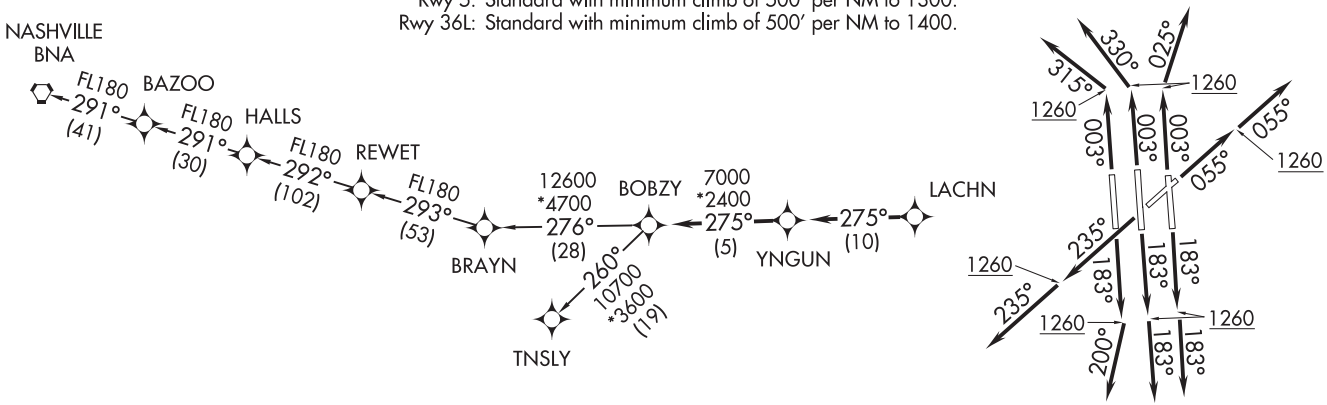
GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)

**TOP ALTITUDE: 8000**

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2

TAKEOFF MINIMUMS
Rwys 18C/L/R, 23, 36C/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 5: Standard with minimum climb of 500′ per NM to 1300.
Rwy 36L: Standard with minimum climb of 500′ per NM to 1400.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020
BOBZY FOUR DEPARTURE (RNAV)
(BOBZY4.BOBZY) 03JAN19
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

(BOBZY4.BOBZY) 19003

# BOBZY FOUR DEPARTURE (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to LACHN, thence. . . .
TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to LACHN, thence. . . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to LACHN, thence. . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to LACHN, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to LACHN, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to LACHN, thence. . . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to LACHN, thence. . . .

. . . .on depicted route to BOBZY, then on assigned transition. Maintain 8000.
Expect clearance to filed altitude within 10 minutes after departure.

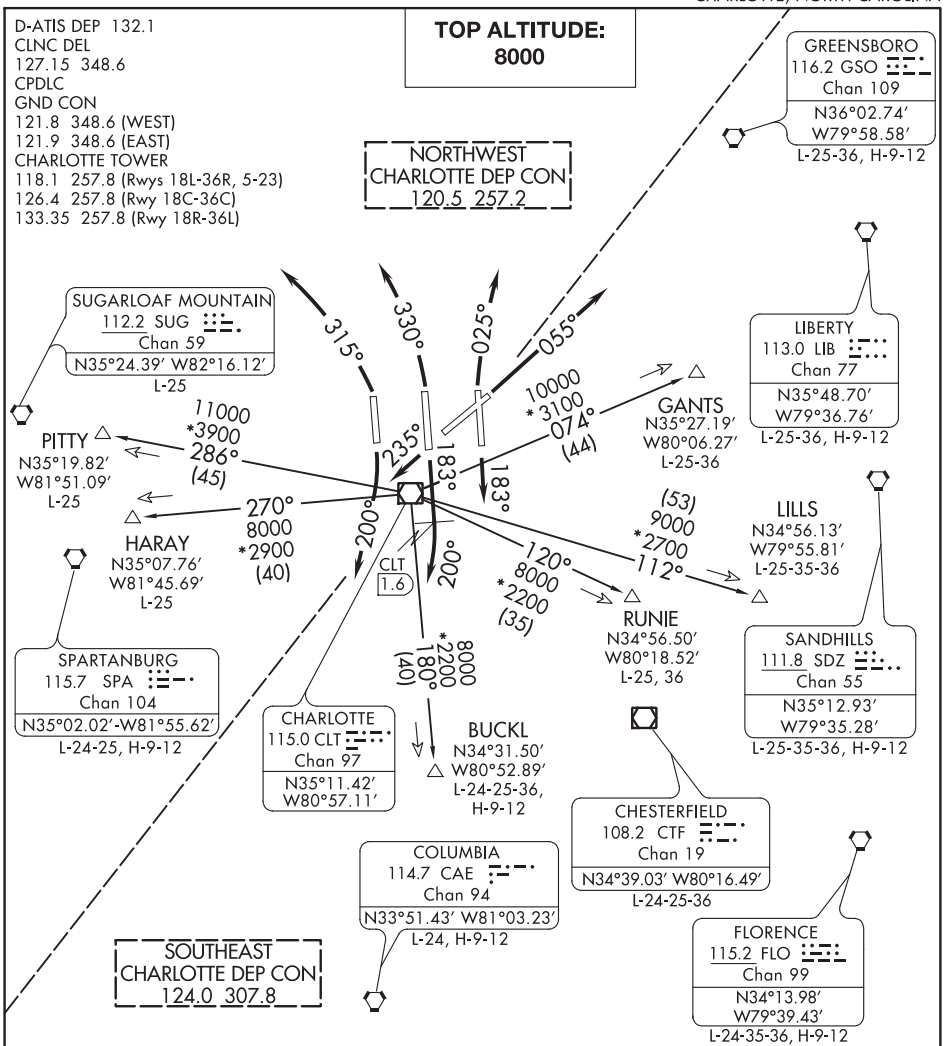
NASHVILLE TRANSITION (BOBZY4.BNA)
TNSLY TRANSITION (BOBZY4.TNSLY)


SE-2, 10 SEP 2020 to 05 NOV 2020

# CHARLOTTE TWO DEPARTURE

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA




NOTE: For Turbojet aircraft requesting at or below 10000′ only.
NOTE: DME and RADAR required.
NOTE: Accelerate to 250K, if unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwys 18L, 18R, 18C, 23, 36C, 36R: Standard.
Rwy 5: Standard with minimum climb of 275′ per NM to 2000.
Rwy 36L: Standard with minimum climb of 231′ per NM to 3600.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(CLT2.CLT) 17285

# CHARLOTTE TWO DEPARTURE

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

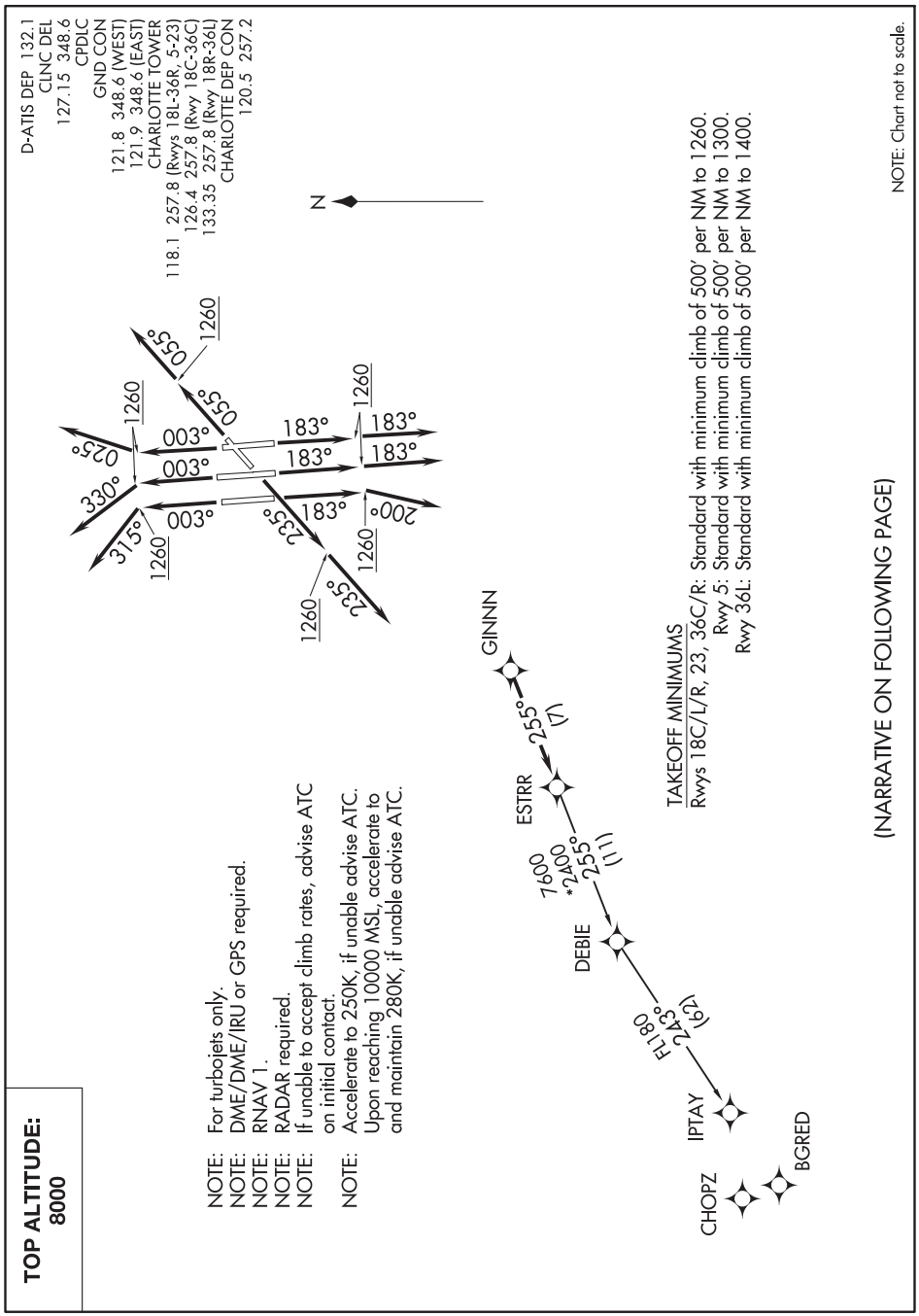
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° or as assigned by ATC, Thence. . . .
TAKEOFF RUNWAY 18C: Climb heading 183° until passing CLT VOR/DME 1.6 DME, then turn right heading 200°, Thence. . . .
TAKEOFF RUNWAY 18L: Climb heading 183°, Thence. . . .
TAKEOFF RUNWAY 18R: Climbing right turn heading 200°, Thence. . . .
TAKEOFF RUNWAY 23: Climb heading 235°, Thence. . . .
TAKEOFF RUNWAY 36C: Climbing left turn heading 330°, Thence. . . .
TAKEOFF RUNWAY 36L: Climbing left turn heading 315°, Thence. . . .
TAKEOFF RUNWAY 36R: Climbing right turn heading 025°, Thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

BUCKL TRANSITION (CLT2.BUCKL): From over CLT VOR/DME to BUCKL.
GANTS TRANSITION (CLT2.GANTS): From over CLT VOR/DME to GANTS.
HARAY TRANSITION (CLT2.HARAY): From over CLT VOR/DME to HARAY.
LILLS TRANSITION (CLT2.LILLS): From over CLT VOR/DME to LILLS.
PITTY TRANSITION (CLT2.PITTY): From over CLT VOR/DME to PITTY.
RUNIE TRANSITION (CLT2.RUNIE): From over CLT VOR/DME to RUNIE.


SE-2, 10 SEP 2020 to 05 NOV 2020




SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to GINNN, thence. . . .
TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to GINNN, thence. . . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to GINNN, thence. . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to GINNN, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to GINNN, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to GINNN, thence. . . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to GINNN, thence. . . .

. . . .on track 255° to ESTRR, then on IPTAY transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

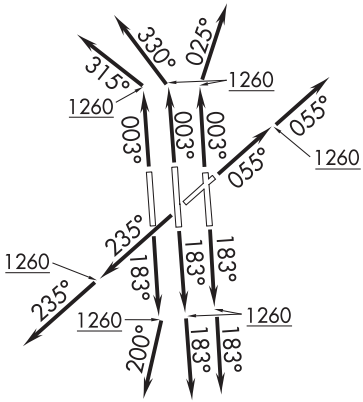
IPTAY TRANSITION (ESTRR4.IPTAY)

# ICONS FOUR DEPARTURE (RNAV)

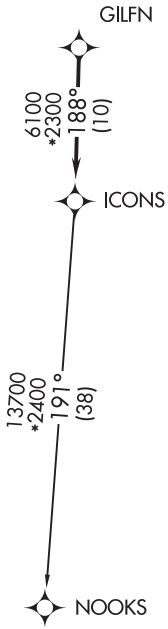
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

**TOP ALTITUDE: 8000**

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2 (Rwys 36C, 36L)
124.0 307.8 (Rwys 5, 18C, 18L, 18R, 23, 36R)




TAKEOFF MINIMUMS
Rwys 18C/L/R, 23, 36C/L/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 5: Standard with minimum climb of 500′ per NM to 1300.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

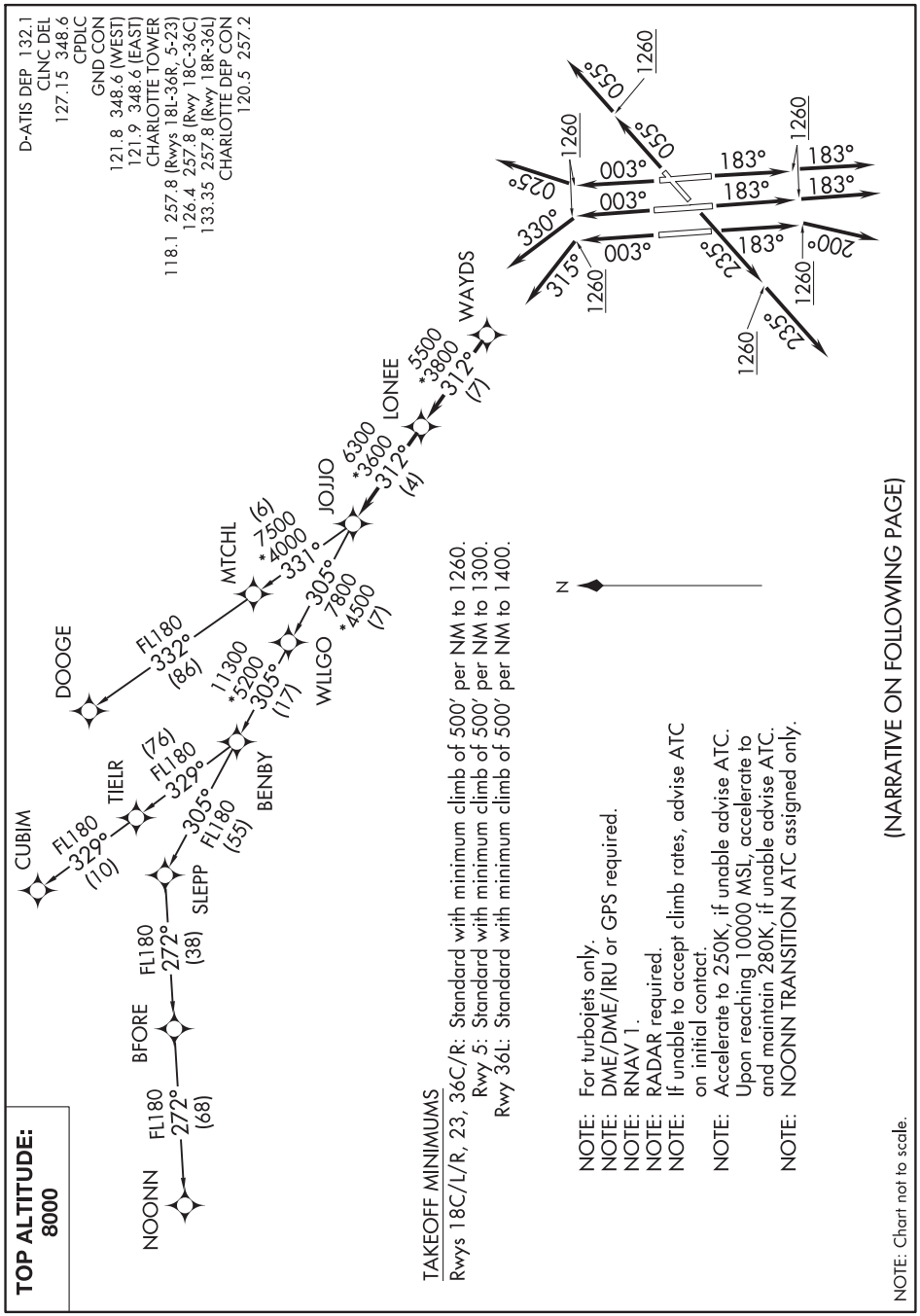
DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to GILFN, thence. . . .
TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to GILFN, thence. . . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to GILFN, thence. . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to GILFN, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to GILFN, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to GILFN, thence. . . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to GILFN, thence. . . .

. . . .on track 188° to ICONS, then on NOOKS transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS4.NOOKS)

# JOJJO FOUR DEPARTURE (RNAV)






JOJJO FOUR DEPARTURE (RNAV)
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

## DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to WAYDS, thence. . . .
TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to WAYDS, thence. . . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to WAYDS, thence. . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to WAYDS, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to WAYDS, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to WAYDS, thence. . . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to WAYDS, thence. . . .

. . . .on depicted route to JOJJO, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

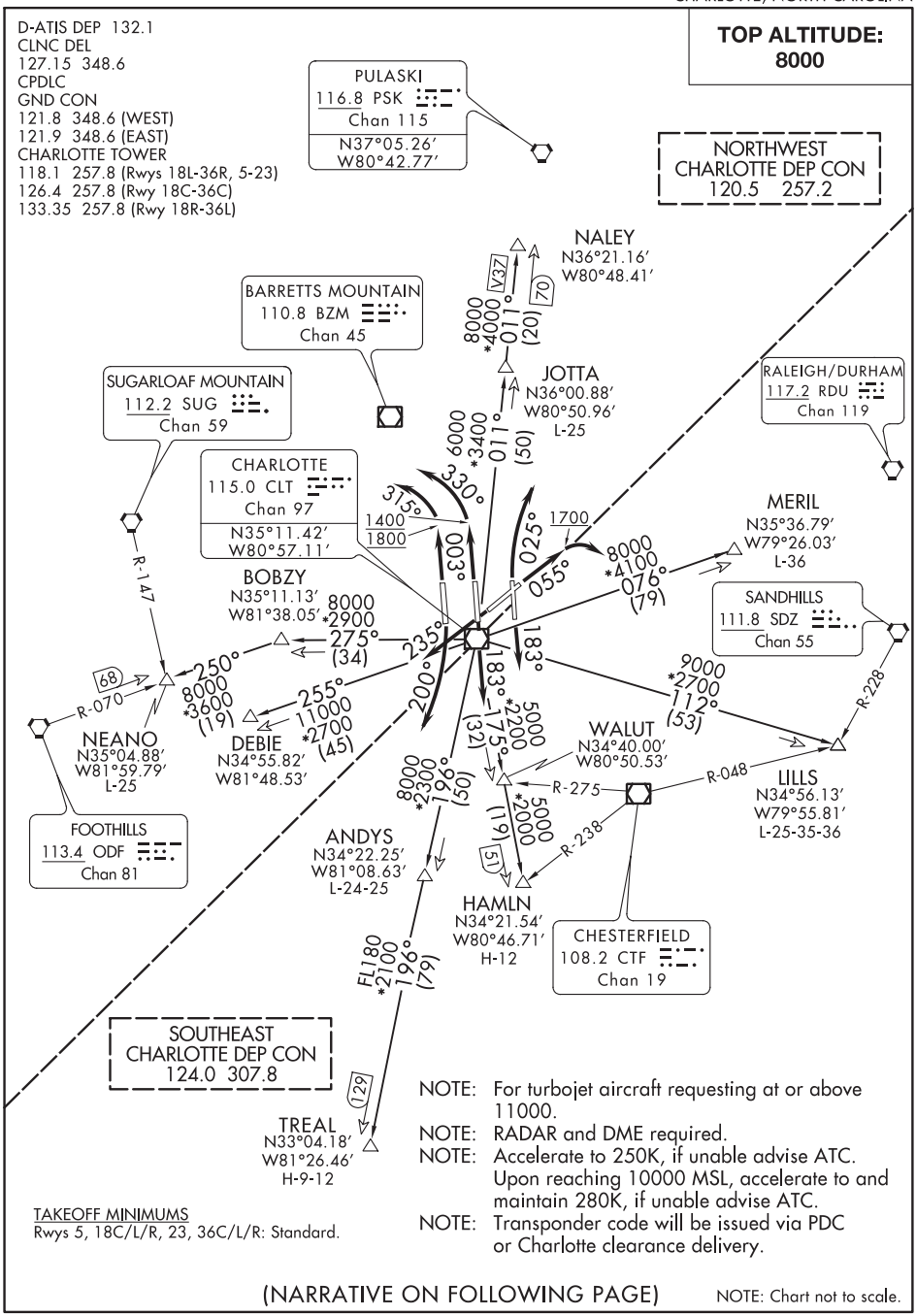
CUBIM TRANSITION (JOJJO4.CUBIM)
DOOGE TRANSITION (JOJJO4.DOOGE)
NOONN TRANSITION (JOJJO4.NOONN)

# KERMIT THREE DEPARTURE

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

**TOP ALTITUDE: 8000**




NOTE: For turbojet aircraft requesting at or above 11000.
NOTE: RADAR and DME required.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte clearance delivery.

TAKEOFF MINIMUMS
Rwys 5, 18C/L/R, 23, 36C/L/R: Standard.

(NARRATIVE ON FOLLOWING PAGE) NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

KERMIT THREE DEPARTURE
(KER3.KER) 03JAN19
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 055° to 1700 before turning right, thence. . . .
TAKEOFF RWYS 18C/L: Climb heading 183°, thence. . . .
TAKEOFF RWY 18R: Climbing right turn heading 200°, thence. . . .
TAKEOFF RWY 23: Climb heading 235°, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1400 then left turn heading 330°, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1800 then left turn heading 315°, thence. . . .
TAKEOFF RWY 36R: Climbing right turn heading 025°, thence. . . .

. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 8000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

# KILNS FOUR DEPARTURE (RNAV)

**TOP ALTITUDE: 8000**

TAKEOFF MINIMUMS
Rwys 18C/L/R, 23, 36C/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 5: Standard with minimum climb of 500′ per NM to 1300.
Rwy 36L: Standard with minimum climb of 500′ per NM to 1400.

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 5-23, 18L-36R)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
124.0 307.8

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to MUNBE, thence. . . .
TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to MUNBE, thence. . . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to MUNBE, thence. . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to MUNBE, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to MUNBE, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to MUNBE, thence. . . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to MUNBE, thence. . . .

. . . .on depicted route to KILNS, then on AUDII transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS4.AUDII)

# KNIGHTS TWO DEPARTURE

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

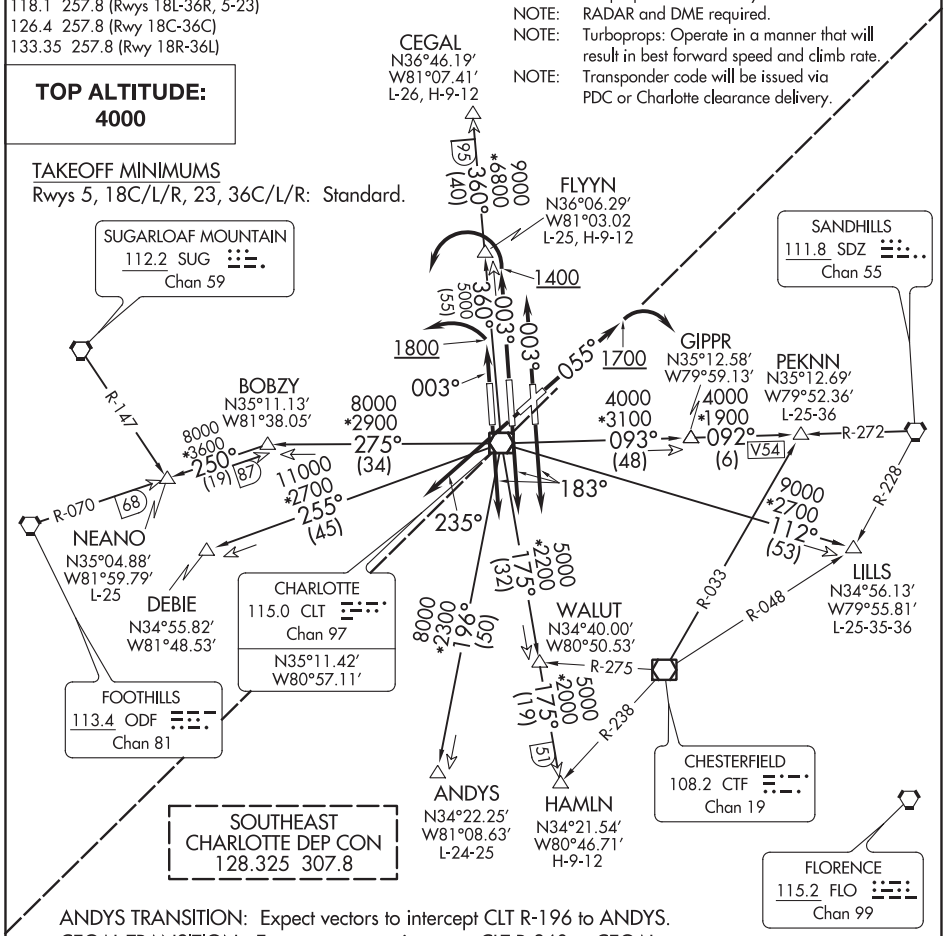
D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

NORTHWEST CHARLOTTE DEP CON
120.05 257.2 (DEBIE, NEANO TRANSITIONS)
120.05 257.2 (FLYNN, CEGAL TRANSITIONS Rwys 18C/L/R, 23)
120.5 257.2 (FLYNN, CEGAL TRANSITIONS Rwys 5, 36L/C/R)

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via PDC or Charlotte clearance delivery.

**TOP ALTITUDE: 4000**

TAKEOFF MINIMUMS
Rwys 5, 18C/L/R, 23, 36C/L/R: Standard.




ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)


SE-2, 10 SEP 2020 to 05 NOV 2020

KNIGHTS TWO DEPARTURE
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 055° to 1700 before turning right, thence . . . .
TAKEOFF RUNWAYS 18C/L/R: Climb heading 183° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 23: Climb heading 235° or as assigned by ATC, thence . . . .
TAKEOFF RUNWAY 36C: Climb heading 003° to 1400 before turning left, thence . . . .
TAKEOFF RUNWAY 36L: Climb heading 003° to 1800 before turning left, thence . . . .
TAKEOFF RUNWAY 36R: Climb heading 003° or as assigned by ATC, thence . . . .

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 4000, expect filed altitude/flight level 10 minutes after departure.

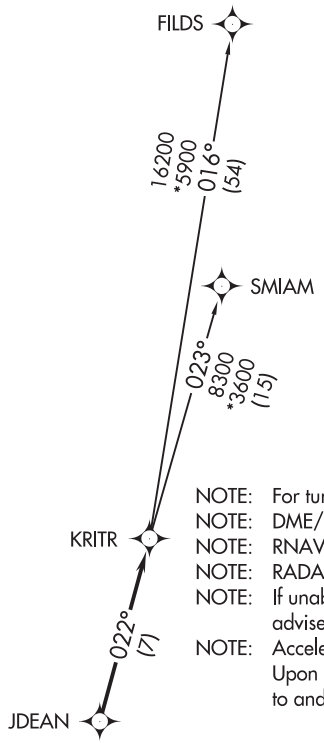
ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.


SE-2, 10 SEP 2020 to 05 NOV 2020

# KRITR FIVE DEPARTURE (RNAV)

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2

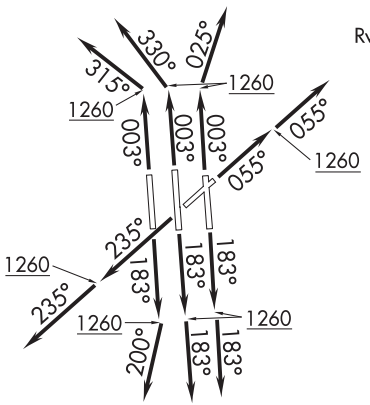
**TOP ALTITUDE: 8000**




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

TAKEOFF MINIMUMS

Rwys 18C/L/R, 23, 36C/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 5: Standard with minimum climb of 500′ per NM to 1300.
Rwy 36L: Standard with minimum climb of 500′ per NM to 1400.




(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to JDEAN, thence. . . .
TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to JDEAN, thence. . . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to JDEAN, thence. . . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to JDEAN, thence. . . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to JDEAN, thence. . . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to JDEAN, thence. . . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to JDEAN, thence. . . .

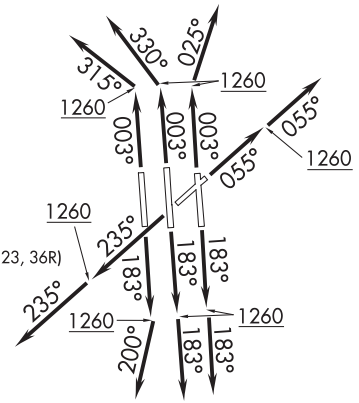
. . . .on track 022° to KRITR, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

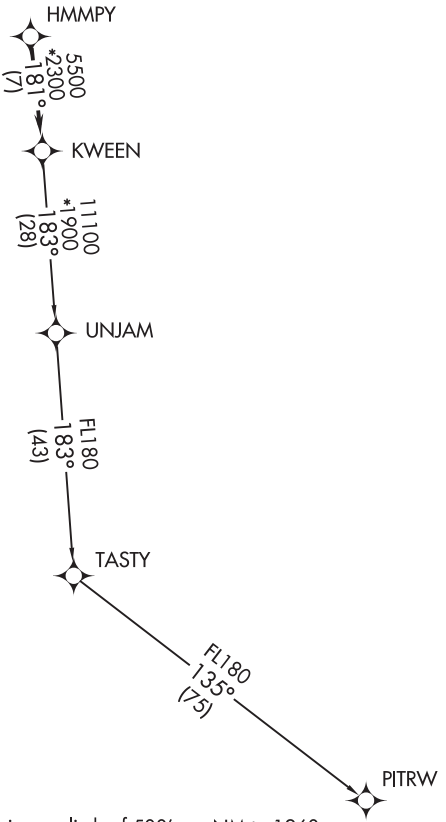
FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

# KWEEN FOUR DEPARTURE (RNAV)

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2 (Rwys 36C, 36L)
124.0 307.8 (Rwys 5, 18C, 18L, 18R, 23, 36R)

**TOP ALTITUDE: 8000**




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS
Rwys 18C/L/R, 23, 36C/L/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 5: Standard with minimum climb of 500′ per NM to 1300.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)


SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055°or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . . .

TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . . .

TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . . .

TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . . .

TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . . .

TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . . .

TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . . .

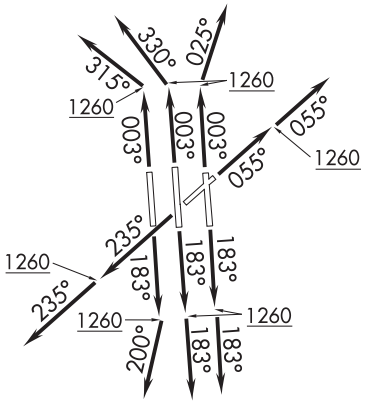
. . . .on track 181° to KWEEN, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)

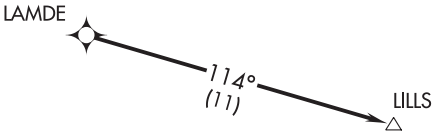
# LILLS TWO DEPARTURE (RNAV)

**TOP ALTITUDE: 8000**

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwys 18C-36C)
133.35 257.8 (Rwys 18R-36L)
CHARLOTTE DEP CON
124.0 307.8




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.




TAKEOFF MINIMUMS
Rwys 18C/L/R, 23, 36C/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 5: Standard with minimum climb of 500′ per NM to 1300.
Rwy 36L: Standard with minimum climb of 500′ per NM to 1400.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

SEE ADDITIONAL REQUIREMENTS ON AAUP.

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to LAMDE, thence. . .
TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to LAMDE, thence. . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to LAMDE, thence. . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to LAMDE, thence. . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to LAMDE, thence. . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to LAMDE, thence. . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to LAMDE, thence. . .

. . .on depicted route to LILLS. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

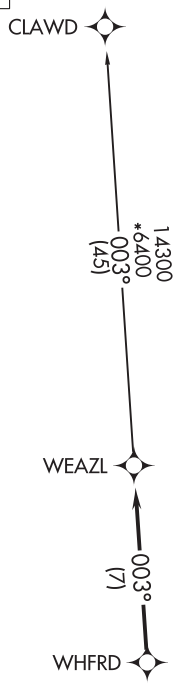
(WEAZL4.WEAZL) 19059 AL-78 (FAA)

# WEAZL FOUR DEPARTURE (RNAV)

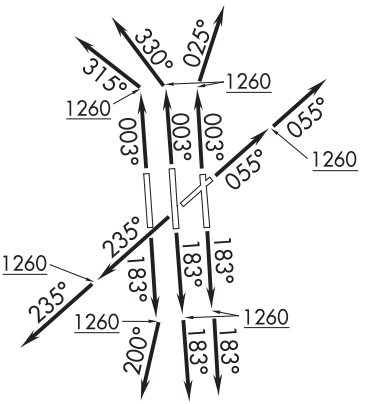
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

**TOP ALTITUDE: 8000**

D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)
CHARLOTTE DEP CON
120.5 257.2




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




TAKEOFF MINIMUMS
Rwys 18C/L/R, 23, 36C/R: Standard with minimum climb of 500′ per NM to 1260.
Rwy 5: Standard with minimum climb of 500′ per NM to 1300.
Rwy 36L: Standard with minimum climb of 500′ per NM to 1400.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.




SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION
SEE ADDITIONAL REQUIREMENTS ON AAUP

TAKEOFF RWY 5: Climb heading 055° to 1260, then on heading 055° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . .
TAKEOFF RWYS 18C/L: Climb heading 183° to 1260, then on heading 183° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . .
TAKEOFF RWY 18R: Climb heading 183° to 1260, then on heading 200° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . .
TAKEOFF RWY 23: Climb heading 235° to 1260, then on heading 235° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . .
TAKEOFF RWY 36C: Climb heading 003° to 1260, then on heading 330° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . .
TAKEOFF RWY 36L: Climb heading 003° to 1260, then on heading 315° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . .
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to WHFRD, thence. . .

. . .on track 003° to WEAZL, then on CLAWD TRANSITION. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)

SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

CHERAW, SOUTH CAROLINA

AL-5553 (FAA)

19115

# RNAV (GPS) RWY 8

## CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 078° | TDZE | 239 |
| | Apt Elev | 239 |

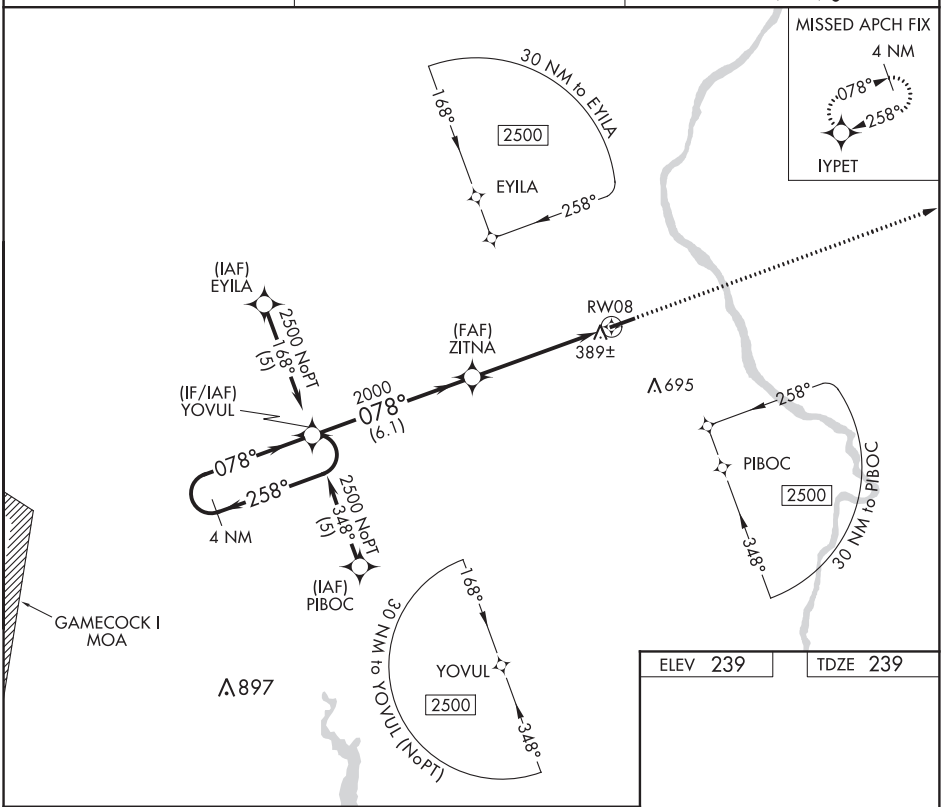
RNP APCH.

Rwy 8 helicopter visibility reduction below 1 SM NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet. Procedure NA at night.

NA

MISSED APPROACH: Climb to 2500 direct IYPET and hold.

| AWOS-3 | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 124.825 | 118.6 341.7 | 122.8 (CTAF) L |



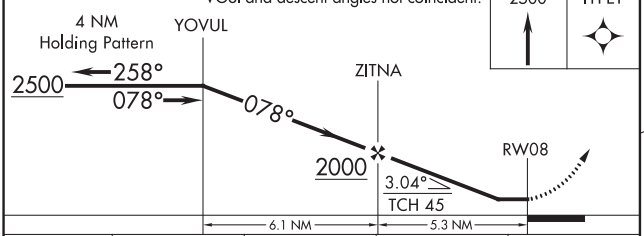

SE-2, 10 SEP 2020 to 05 NOV 2020

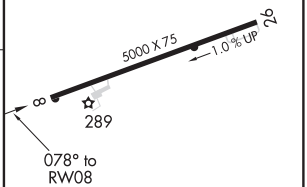
SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 239 | TDZE 239 |
|---|---|

VGSI and descent angles not coincident.

| 2500 | IYPET |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 401 (500-1) | | 640-1¼ 401 (500-1¼) | |
| CIRCLING | 700-1 461 (500-1) | | 700-1½ 461 (500-1½) | 800-2 561 (600-2) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

CHERAW, SOUTH CAROLINA
Orig-B 16AUG18

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

34°43′N-79°57′W

RNAV (GPS) RWY 8

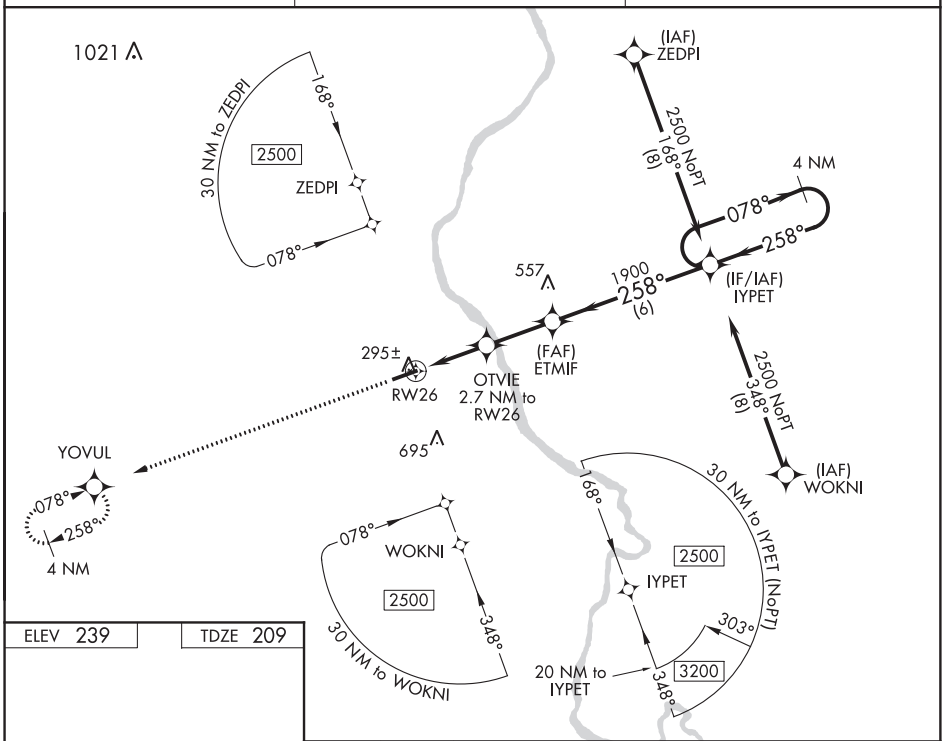
| WAAS CH 82134 W26A | APP CRS 258° | Rwy ldg 5000<br>TDZE 209<br>Apt Elev 239 |
|---|---|---|

# RNAV (GPS) RWY 26
## CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

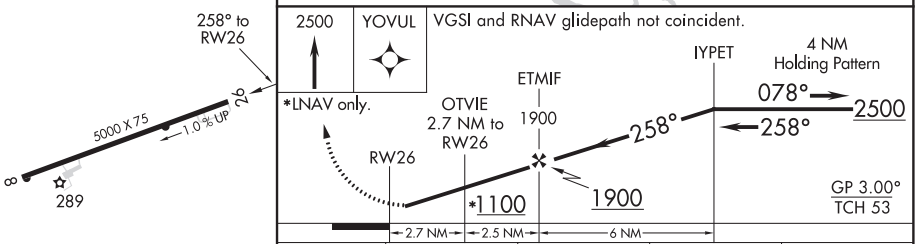
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 44 feet, all MDA 60 feet, LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C/D and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Procedure NA at night.

MISSED APPROACH: Climb to 2500 direct YOVUL and hold.

| AWOS-3 | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 124.825 | 118.6 341.7 | 122.8 (CTAF) L |




| ELEV 239 | TDZE 209 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 459-1 250 (300-1) | | | |
| LNAV/VNAV DA | 578-1¼ 369 (400-1¼) | | | |
| LNAV MDA | 560-1 351 (400-1) | | | |
| C CIRCLING | 700-1 461 (500-1) | | 1060-2½ 821 (900-2½) | 1060-2¾ 821 (900-2¾) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHERAW, SOUTH CAROLINA — AL-5553 (FAA) — 19115

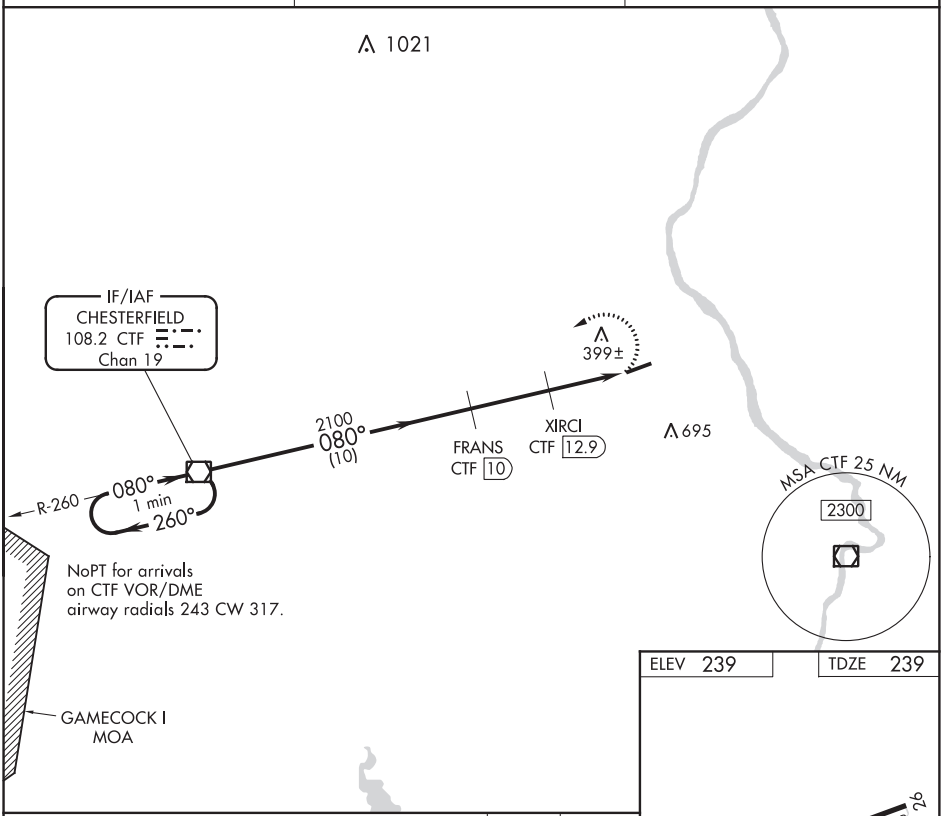
# VOR/DME RWY 8
## CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

| VOR/DME CTF | APP CRS | Rwy ldg 5000 |
|---|---|---|
| 108.2 | 080° | TDZE 239 |
| Chan 19 | | Apt Elev 239 |

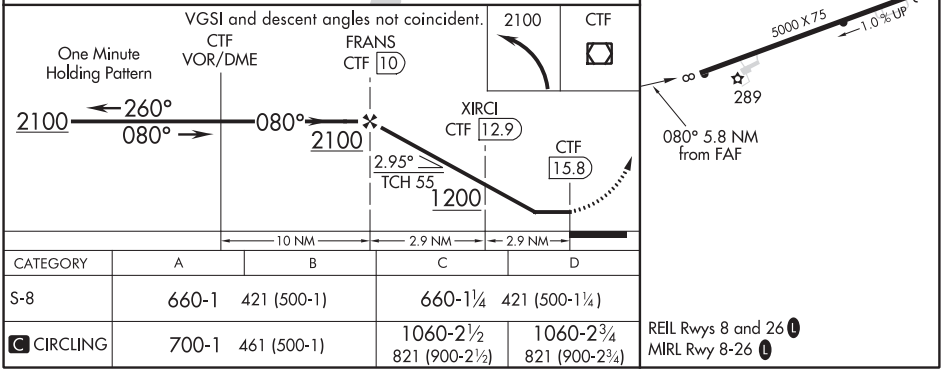
When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet, and S-8 Cat C/D visibility ⅛ mile and Circling Cat C/D visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2100 direct CTF VOR/DME and hold.

| AWOS-3 | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 124.825 | 118.6 341.7 | 122.8 (CTAF) L |




ELEV 239 | TDZE 239




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-8 | 660-1 | 421 (500-1) | 660-1¼ | 421 (500-1¼) |
| C CIRCLING | 700-1 | 461 (500-1) | 1060-2½ 821 (900-2½) | 1060-2¾ 821 (900-2¾) |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHERRY POINT, NORTH CAROLINA

# ILS or LOC/DME RWY 23R

| LOC/DME I-NKT | APCH CRS | Rwy ldg 7552 | AL-471 [USN] | CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT) |
|---|---|---|---|---|
| 108.9 Chan 26 | 234° | TDZE 23 Arpt Elev 29 | | |

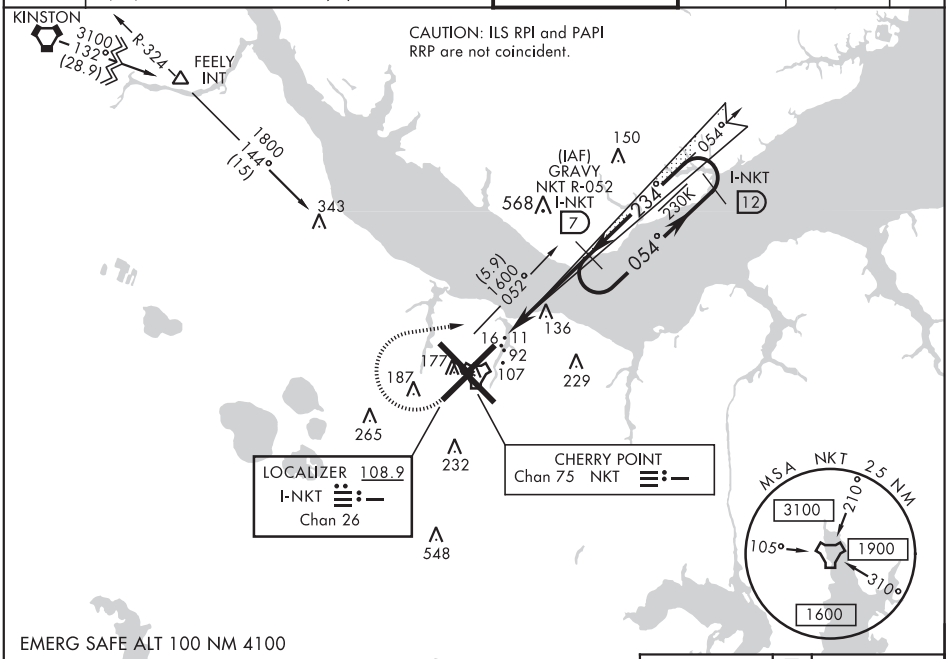
TACAN Required

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.

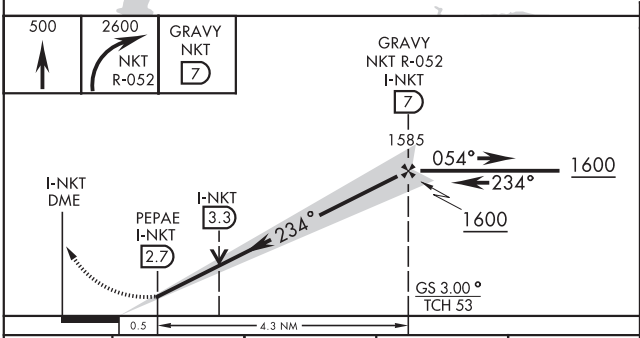
MALSR A5

MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via NKT TACAN R-052 to GRAVY and hold. Continue climb in hold.

| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600′)<br>(E) 132.575 299.6 (at/blw 2600′)<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |




EMERG SAFE ALT 100 NM 4100

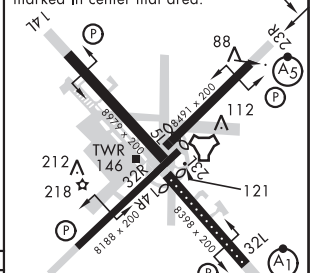



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R * | 223-½ 200 (200-½) | | | |
| S-LOC 23R ** | 400-½ 377 (400-½) | | 400-⅝ 377 (400-⅝) | |
| C CIRCLING | 580-1 551 (600-1) | | 600-1½ 571 (600-1½) | 600-2 571 (600-2) |

ELEV 29 D TDZE 23

Rwy 32R, 23L, 14R, 5L marked in center mat area.

234° 4.8 NM from FAF




HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′,
14R-32L ldg 7551′

FAF to MAP 4.3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

CHERRY POINT, NORTH CAROLINA 34° 54′N-76° 53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 4 10SEP20

ILS or LOC/DME RWY 23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

20254

CHERRY POINT, NORTH CAROLINA

# RNAV (GPS) RWY 5R

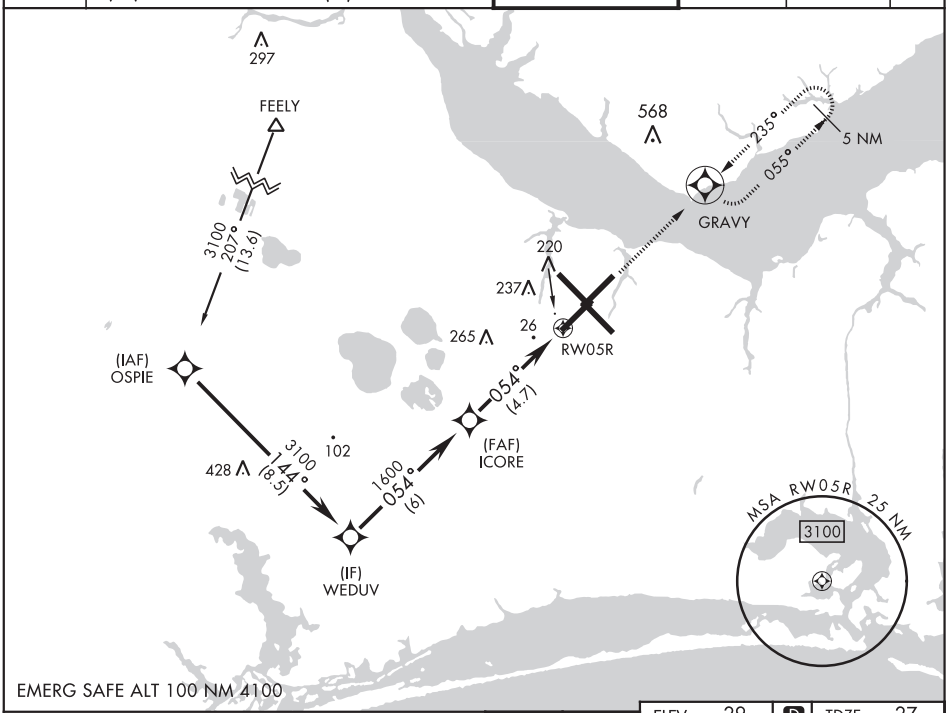
| WAAS Chan 71199 W05A | APCH CRS 054° | Rwy ldg 8188 TDZE 27 Arpt Elev 29 | AL-471 [USN] | CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT) |
|---|---|---|---|---|

RNP APCH

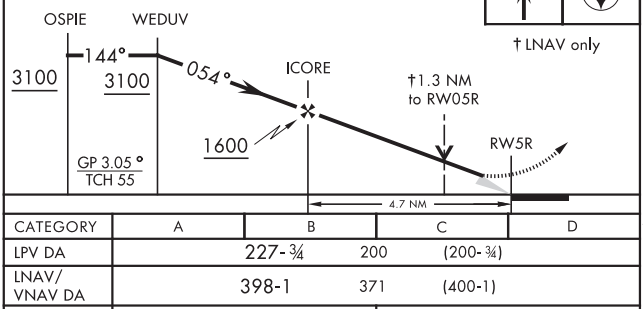
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

MISSED APPROACH: Climb to 3100 direct GRAVY and hold. Continue climb in hold to 3100.

| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600′)<br>(E) 132.575 299.6 (at/blw 2600′)<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |



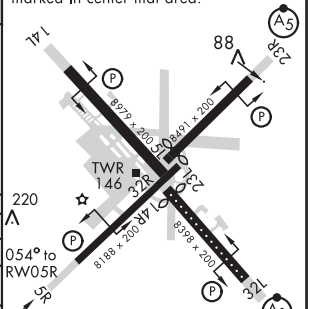

VGSI and RNAV glidepath not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 227-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 398-1 371 (400-1) | | | |
| LNAV MDA | 500-1 473 (500-1) | | 500-1⅜ 473 (500-1⅜) | |
| C CIRCLING | 580-1 551 (600-1) | | 600-1½ 571 (600-1½) | 600-2 571 (600-2) |

ELEV 29 D TDZE 27

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′,
14R-32L ldg 7551′

CHERRY POINT, NORTH CAROLINA 34°54′N-76°53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 5 10SEP20

RNAV (GPS) RWY 5R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHERRY POINT, NORTH CAROLINA

# RNAV (GPS) RWY 14L

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

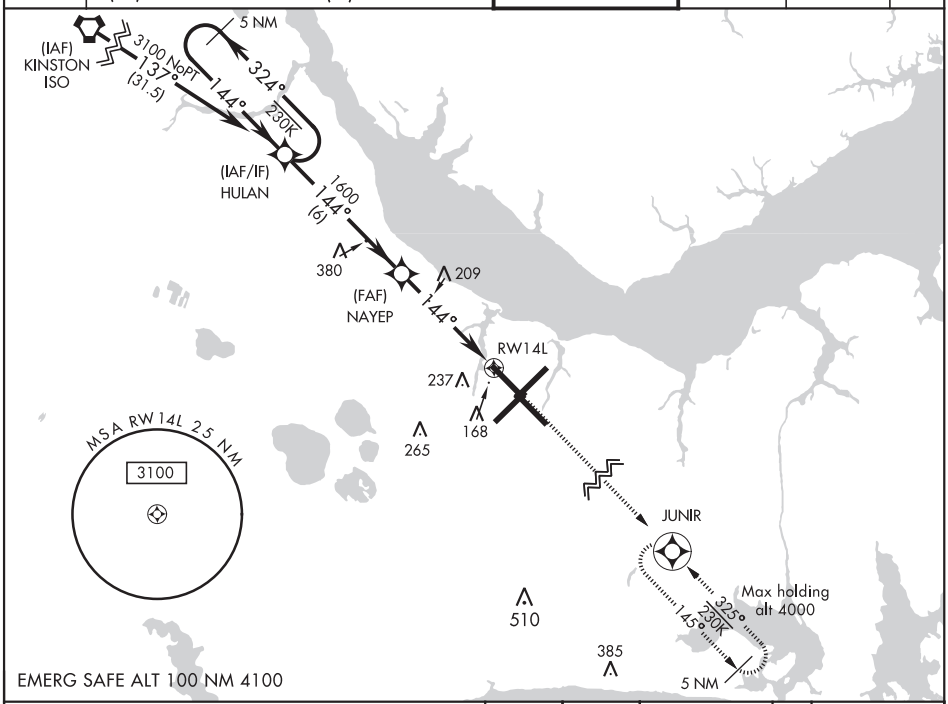
| WAAS Chan 41117 W14A | APCH CRS 144° | Rwy ldg 8979 TDZE 26 Arpt Elev 29 |
|---|---|---|

RNP APCH

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54° C (129°F).

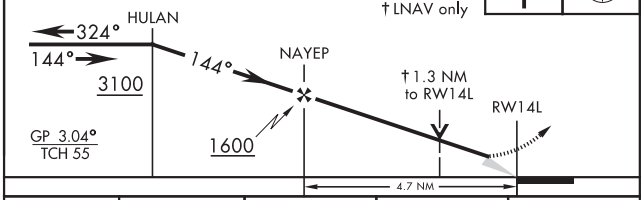
MISSED APPROACH: Climb to 3100 direct JUNIR and hold.

| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600′)<br>(E) 132.575 299.6 (at/blw 2600′)<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |




VGSI and RNAV glidepath not coincident

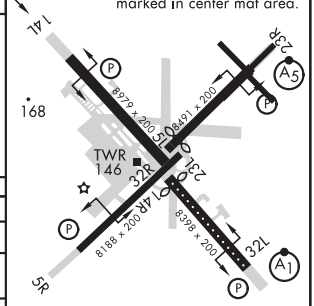
† LNAV only




ELEV 29 | D | TDZE 26

144° to RW14L

Rwy 32R, 23L, 14R, 5L marked in center mat area.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 226-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 300-⅞ 274 (300-⅞) | 311-⅞ 285 (300-⅞) | 319-⅞ 293 (300-⅞) | 330-⅞ 304 (400-⅞) |
| LNAV MDA | 500-1 474 (500-1) | | 500-1⅜ 474 (500-1⅜) | |
| C CIRCLING | 580-1 551 (600-1) | | 600-1½ 571 (600-1½) | 600-2 571 (600-2) |

HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′
Rwy 14R-32L ldg 7551′



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

20254

CHERRY POINT, NORTH CAROLINA

# RNAV (GPS) RWY 23R

| WAAS Chan 51523 W23A | APCH CRS 235° | Rwy ldg 7552 TDZE 23 Arpt Elev 29 | AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT) |
|---|---|---|---|

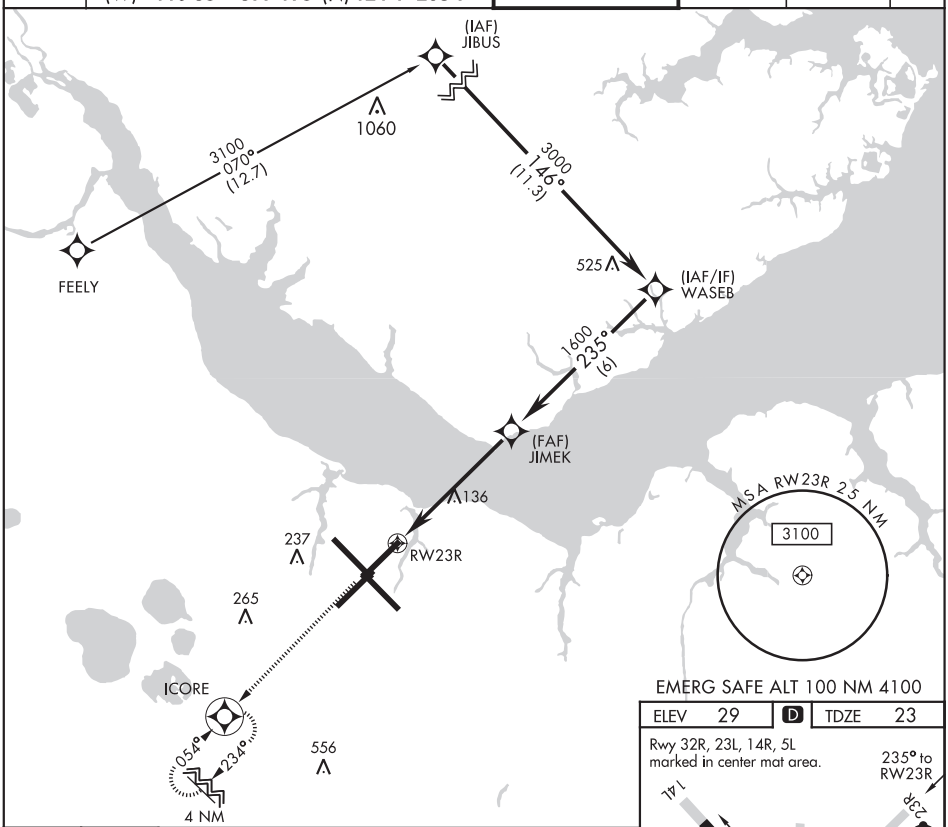
RNP APCH

T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase to 1 mile.

MALSR A5

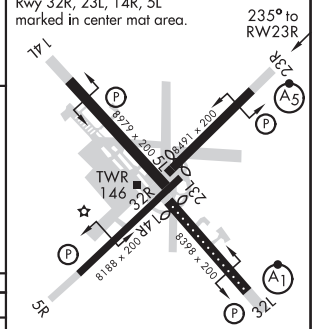
Missed Approach: Climb to 3100 direct ICORE and hold. Continue climb in hold to 3100.

| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600′)<br>(E) 132.575 299.6 (at/blw 2600′)<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |

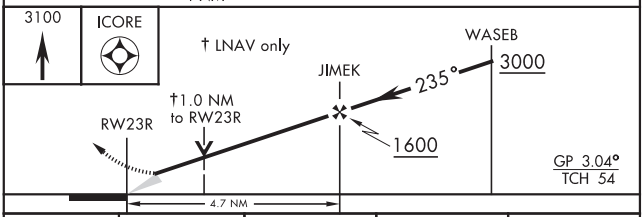



| ELEV 29 | D | TDZE 23 |
|---|---|---|

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′,
14R-32L ldg 7551′




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV* | 223- ½ 200 (200-½) | | | |
| LNAV MDA** | 400-½ 377 (400-½) | | 400-⅝ 377 (400-⅝) | |
| C CIRCLING | 580-1 551 (600-1) | | 600-1½ 571 (600-1½) | 600-2 571 (600-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

CHERRY POINT, NORTH CAROLINA

# RNAV (GPS) RWY 32L

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

| WAAS Chan 54304 W32A | APCH CRS 325° | Rwy ldg 7551 TDZE 26 Arpt Elev 29 |
|---|---|---|

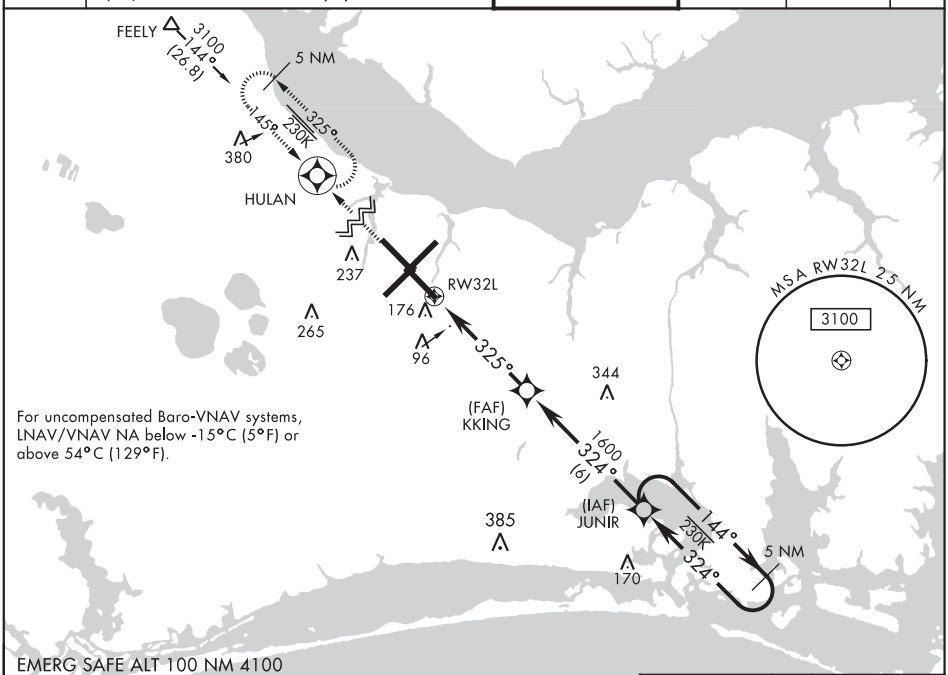
RNP APCH

*When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase vis to 1⅛ mile.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.

ALSF-1

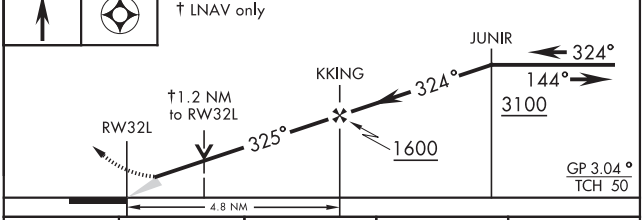
MISSED APPROACH: Climb to 3100 direct HULAN and hold.

| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600′)<br>(E) 132.575 299.6 (at/blw 2600′)<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |




3100 HULAN

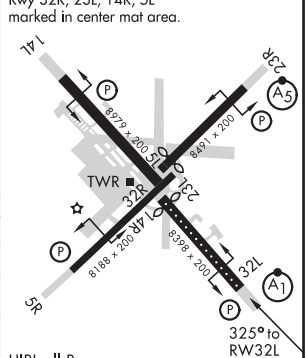
VGSI and RNAV glidepath no coincident.
† LNAV only




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA* | 226-½ 200 (200-½) | | | |
| LNAV/VNAV DA** | 415-⅝ 389 (400-⅝) | | | |
| LNAV MDA*** | 480-½ 454 (500-½) | | 480-⅞ 454 (500-⅞) | |
| C CIRCLING | 580-1 551 (600-1) | | 600-1½ 571 (600-1½) | 600-2 571 (600-2) |

ELEV 29 D TDZE 26

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R 7552′, 14R-32L ldg 7551′



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

20254

CHERRY POINT, NORTH CAROLINA

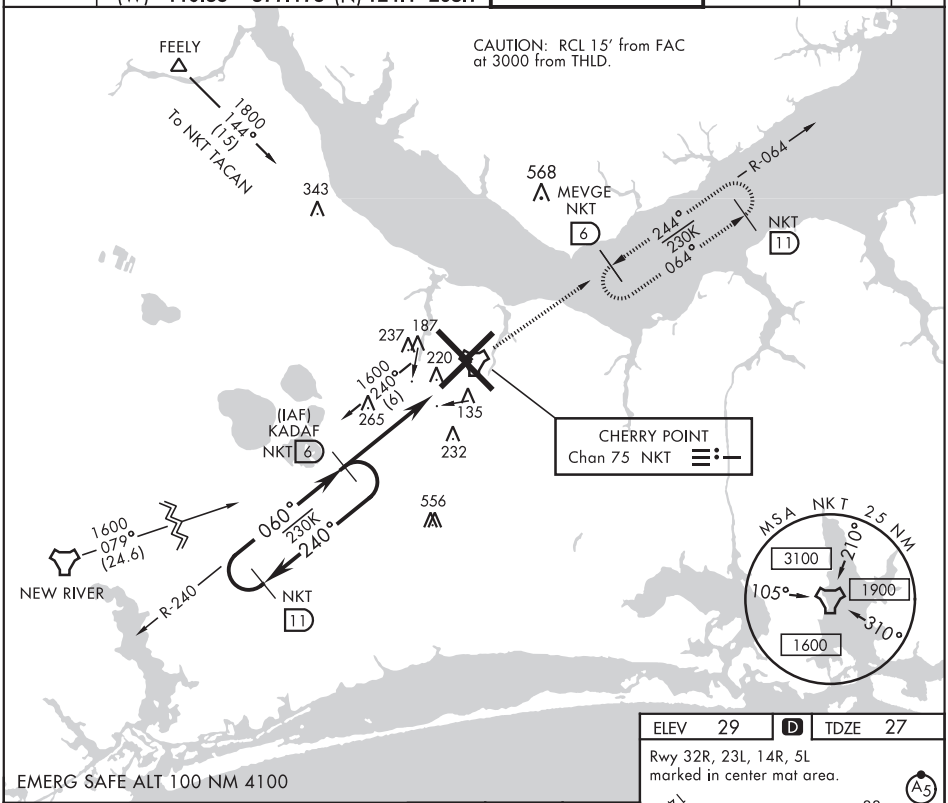
# TACAN RWY 5R

| TACAN | APCH CRS | Rwy ldg | 8188 |
|---|---|---|---|
| NKT Chan 75 | 060° | TDZE | 27 |
| | | Arpt Elev | 29 |

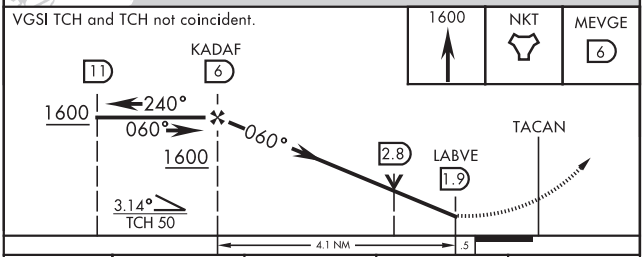
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

MISSED APPROACH: Climb to 1600 direct NKT TACAN, then direct MEVGE and hold.

| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600′)<br>(E) 132.575 299.6 (at/blw 2600′)<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |



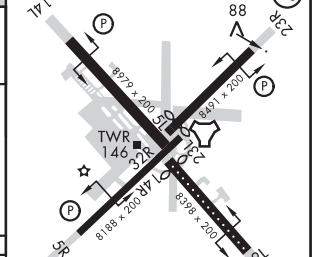

VGSI TCH and TCH not coincident.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5R | 500-1 473 (500-1) | | 500-1⅜ 473 (500-1⅜) | |
| C CIRCLING | 580-1 551 (600-1) | | 600-1½ 571 (600-1½) | 600-2 571 (600-2) |

| ELEV | 29 | D | TDZE | 27 |
|---|---|---|---|---|

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552′, 14R-32L ldg 7551′

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

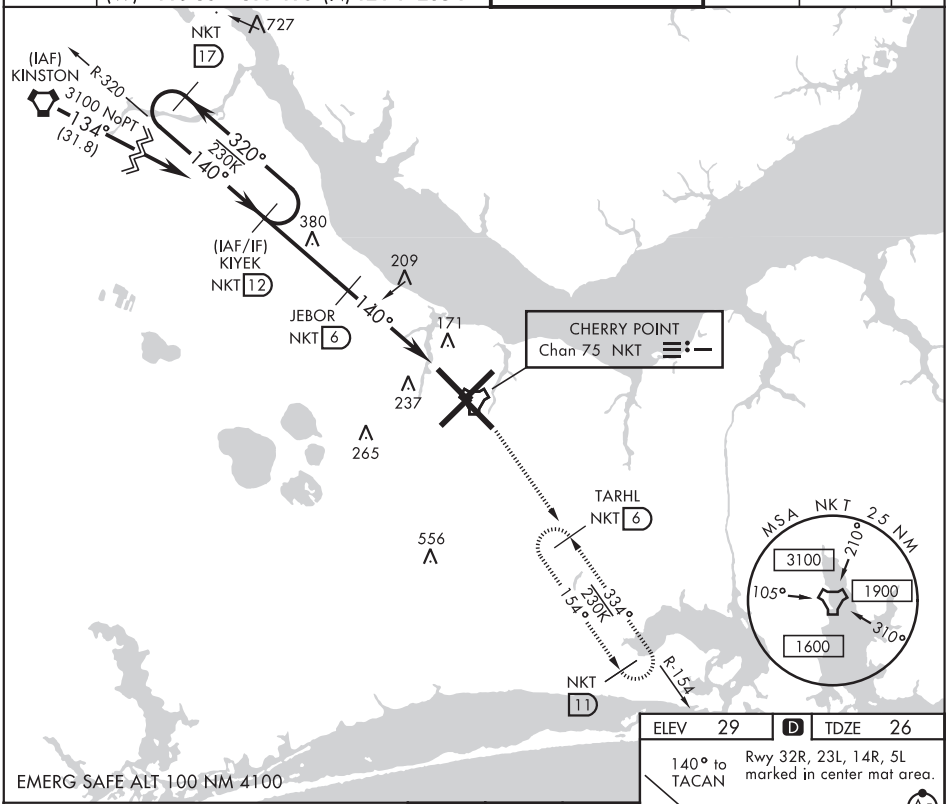
CHERRY POINT, NORTH CAROLINA

# TACAN RWY 14L

| TACAN NKT Chan 75 | APCH CRS 140° | Rwy ldg 8979 TDZE 26 Arpt Elev 29 | AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT) |
|---|---|---|---|

MISSED APPROACH: Climb to 1600 direct NKT TACAN, then direct TARHL and hold.

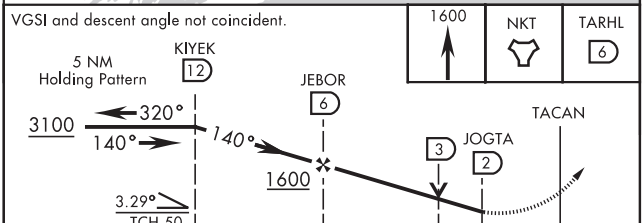
| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600')<br>(E) 132.575 299.6 (at/blw 2600')<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

VGSI and descent angle not coincident.

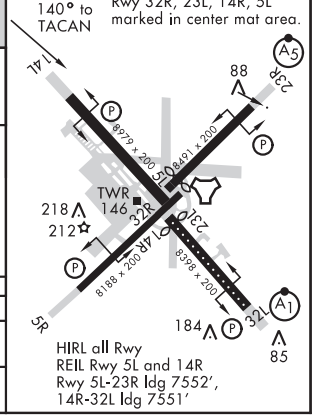



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-14L | 500-1<br>474 (500-1) | | 500-1⅜<br>474 (500-1⅜) | |
| C CIRCLING | 580-1 551 (600-1) | | 600-1½<br>571 (600-1½) | 600-2<br>571 (600-2) |

ELEV 29 | D | TDZE 26

140° to TACAN

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R ldg 7552',
14R-32L ldg 7551'

20254

CHERRY POINT, NORTH CAROLINA

# TACAN RWY 32L

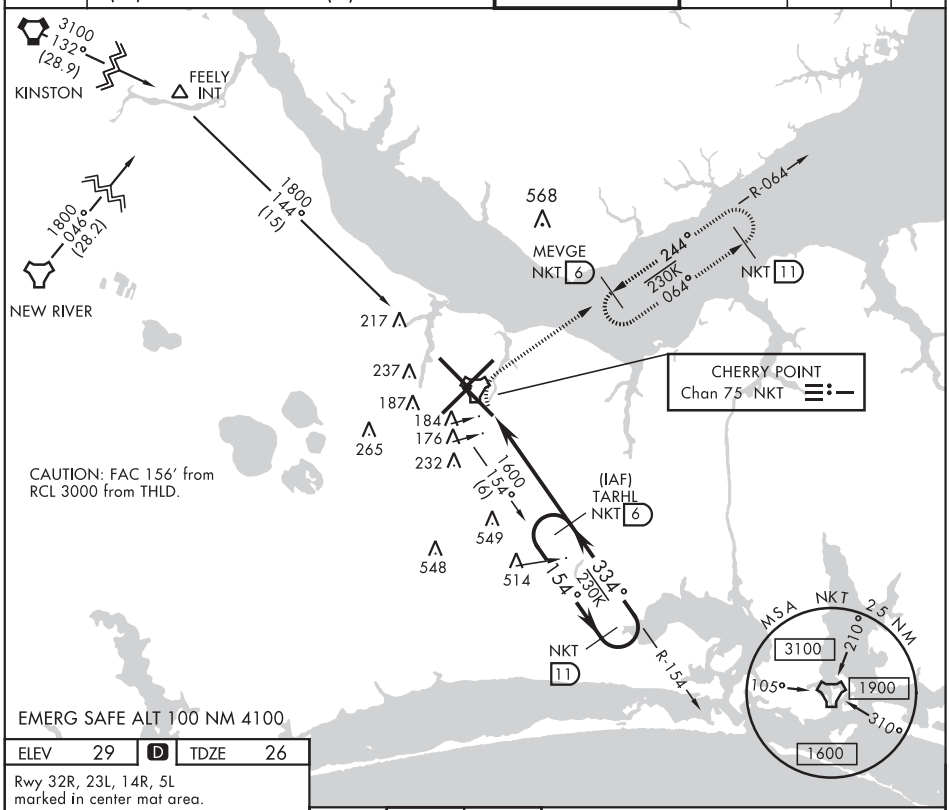
| TACAN NKT Chan 75 | APCH CRS 334° | Rwy ldg 7551 TDZE 26 Arpt Elev 29 | AL-471 [USN] | CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT) |
|---|---|---|---|---|

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅜ miles.

ALSF-1

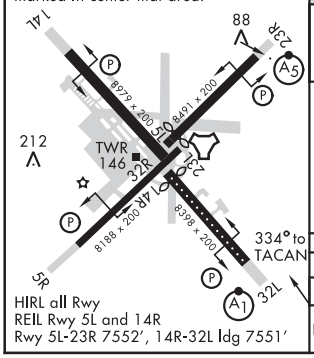
MISSED APPROACH: Climb on hdg 334°. At 500 climbing right turn to 1600 direct MEVGE and hold.

| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600′)<br>(E) 132.575 299.6 (at/blw 2600′)<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |

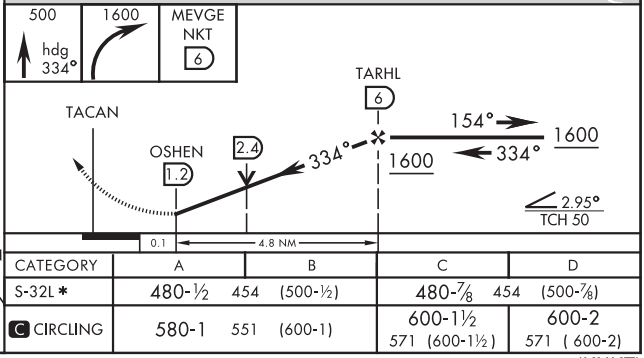



| ELEV 29 | D | TDZE 26 |
|---|---|---|

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R 7552′, 14R-32L ldg 7551′




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-32L * | 480-½ 454 (500-½) | | 480-⅞ 454 (500-⅞) | |
| C CIRCLING | 580-1 551 (600-1) | | 600-1½ 571 (600-1½) | 600-2 571 (600-2) |

CHERRY POINT, NORTH CAROLINA 34° 54′N-76° 53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 5 10SEP20

TACAN RWY 32L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CHERRY POINT, NORTH CAROLINA

# COPTER TACAN RWY 23R

| TACAN | APCH CRS | Rwy ldg | 7552 |
|---|---|---|---|
| NKT Chan 75 | 225° | TDZE | 23 |
| | | Arpt Elev | 29 |

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis to 1 mile.

Max Airspeed 90 KIAS

MALSR A5

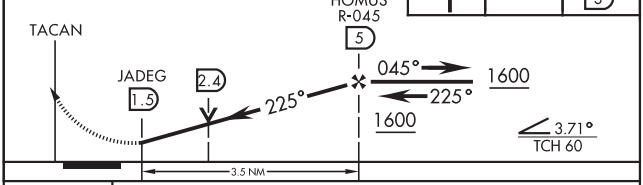
MISSED APPROACH: Climb to 1600 direct NKT TACAN, then via NKT R-240 to JULTO and hold.

| ATIS | CHERRY POINT APP CON | CHERRY POINT TOWER | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 127.475<br>244.875 | (E) 119.75 360.775 (abv 2600')<br>(E) 132.575 299.6 (at/blw 2600')<br>(W) 119.35 377.175 (N) 124.1 268.7 | 121.3 340.2 | 128.625<br>239.025 | 125.95<br>316.125 | |

EMERG SAFE ALT 100 NM 4100

VGSI and descent angle not coincident.

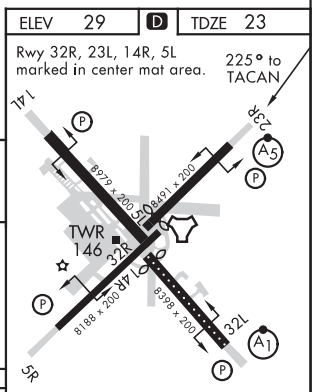
| 1600 | NKT | JULTO NKT R-240 3 |
|---|---|---|




| CATEGORY | COPTER | | |
|---|---|---|---|
| S-23R * | 480-½ | 457 | (500-½) |

| ELEV | 29 | D | TDZE | 23 |
|---|---|---|---|---|

Rwy 32R, 23L, 14R, 5L marked in center mat area.




HIRL all Rwy
REIL Rwy 5L and 14R
Rwy 5L-23R 7552', 14R-32L ldg 7551'

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

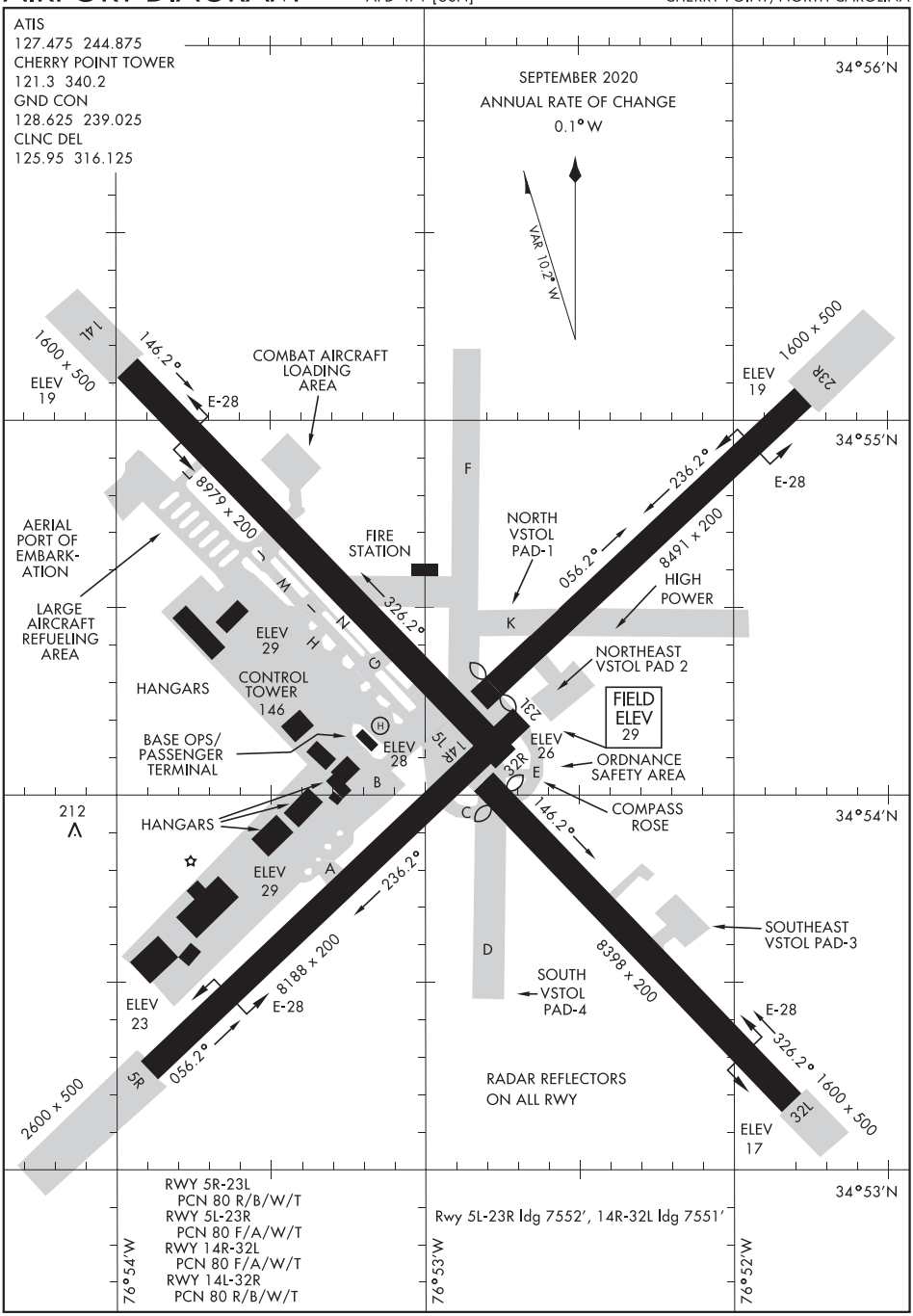
20254

# AIRPORT DIAGRAM

CHERRY POINT MCAS, (CUNNINGHAM FLD) (KNKT)

AFD-471 [USN]

CHERRY POINT, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

CHERRY POINT, NORTH CAROLINA

CHERRY POINT MCAS, (CUNNINGHAM FLD) (KNKT)

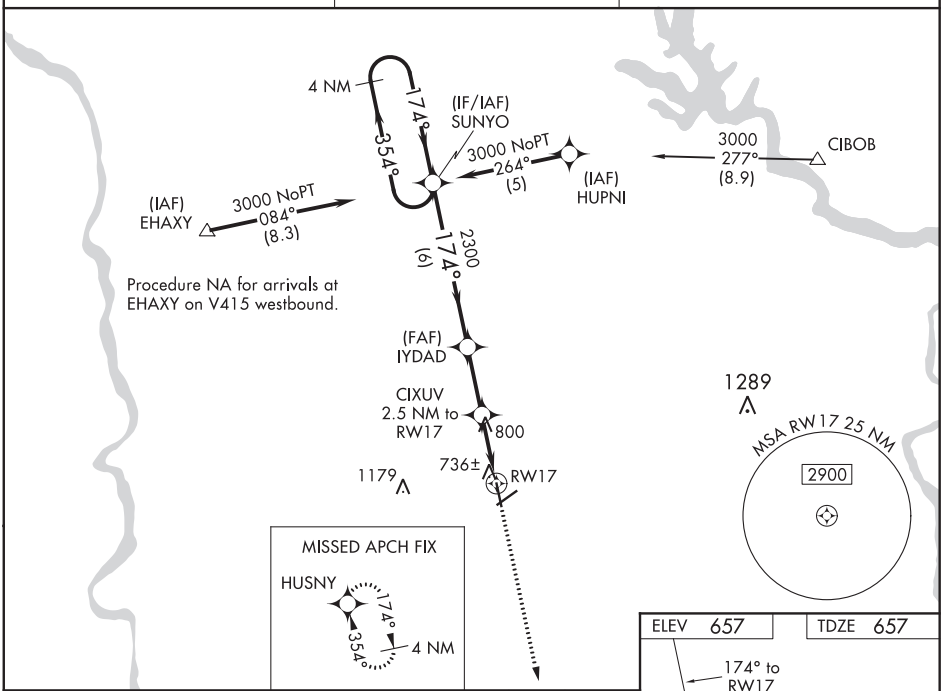
| WAAS CH 93818 W17A | APP CRS 174° | Rwy ldg 5000<br>TDZE 657<br>Apt Elev 657 |
|---|---|---|

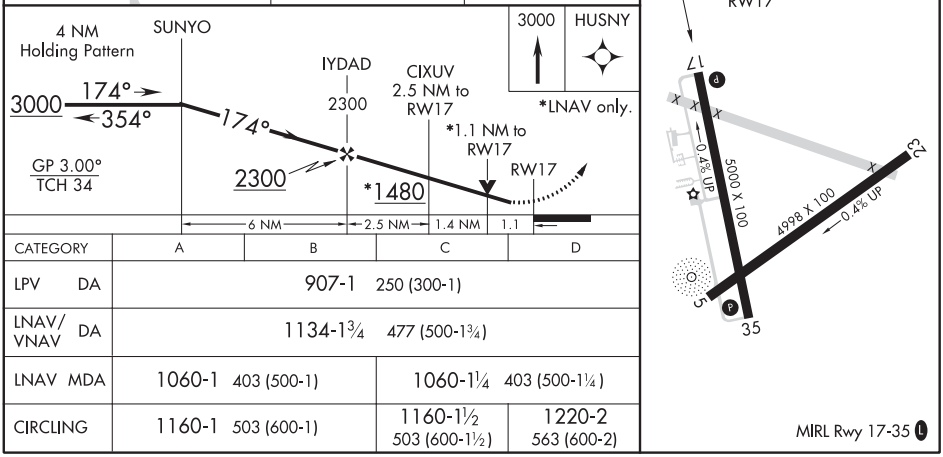
# RNAV (GPS) RWY 17
## CHESTER CATAWBA RGNL (DCM)

Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°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 Rock Hill altimeter setting and increase all DA 33 feet and all MDA 40 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 3000 direct HUSNY and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 120.975 | 120.05 307.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 907-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1134-1¾ 477 (500-1¾) | | | |
| LNAV MDA | 1060-1 403 (500-1) | | 1060-1¼ 403 (500-1¼) | |
| CIRCLING | 1160-1 503 (600-1) | | 1160-1½ 503 (600-1½) | 1220-2 563 (600-2) |

CHESTER, SOUTH CAROLINA

AL-5954 (FAA)

18256

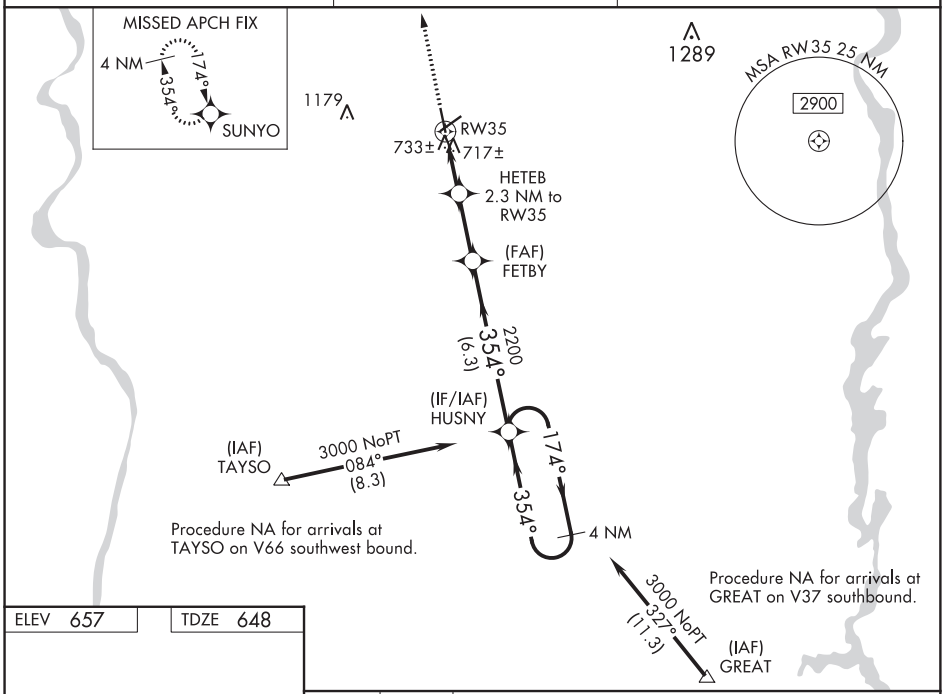
# RNAV (GPS) RWY 35
## CHESTER CATAWBA RGNL (DCM)

| WAAS CH 40318 W35A | APP CRS 354° | Rwy ldg 5000<br>TDZE 648<br>Apt Elev 657 |
|---|---|---|

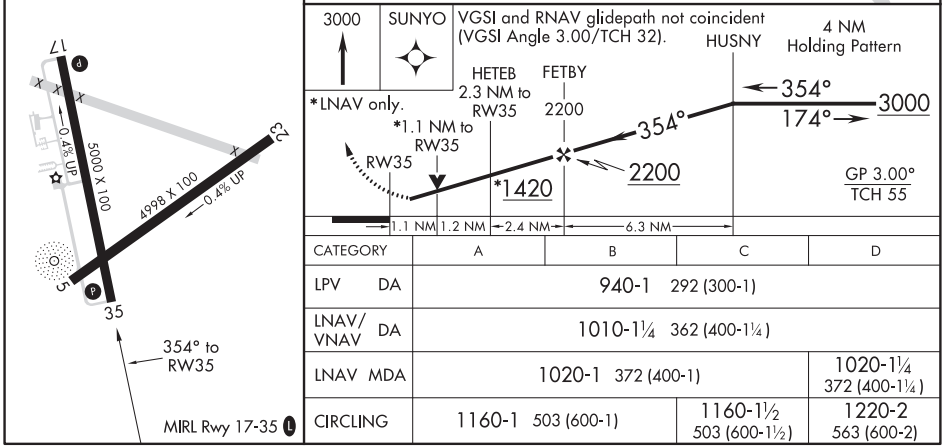
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 40 feet; increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 3000 direct SUNYO and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 120.975 | 120.05 307.8 | 122.7 (CTAF) |




| ELEV 657 | TDZE 648 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 940-1 292 (300-1) | | | |
| LNAV/VNAV DA | 1010-1¼ 362 (400-1¼) | | | |
| LNAV MDA | 1020-1 372 (400-1) | | | 1020-1¼ 372 (400-1¼) |
| CIRCLING | 1160-1 503 (600-1) | | 1160-1½ 503 (600-1½) | 1220-2 563 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

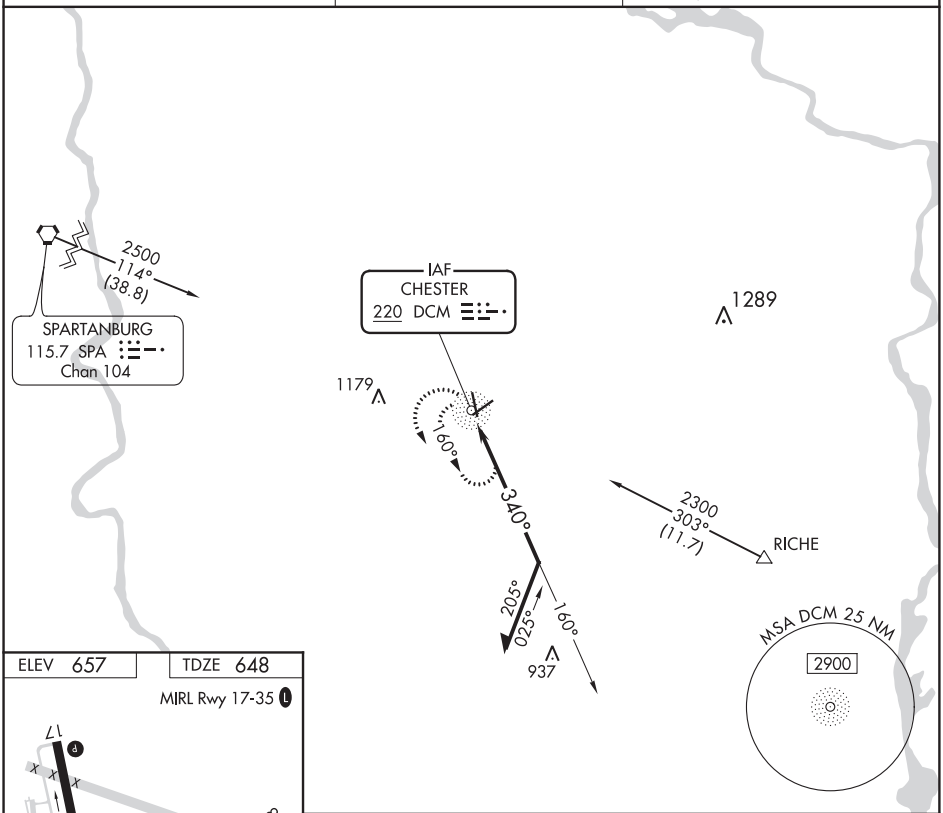
# NDB RWY 35
## CHESTER CATAWBA RGNL (DCM)

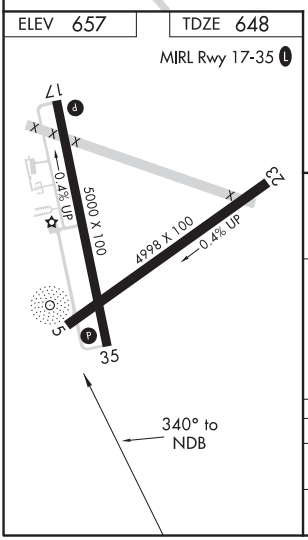
| NDB DCM | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 220 | 340° | 5000 / 648 / 657 |

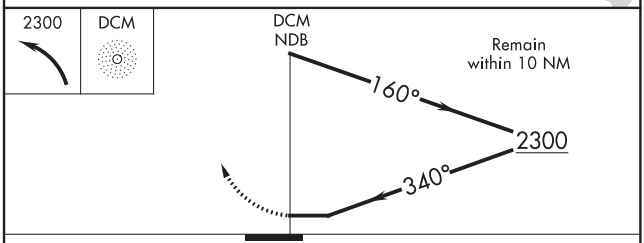
Circling to Rwy 5-23 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 2300 in DCM NDB holding pattern.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 120.975 | 120.05 307.8 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-35 | 1340-1 | 692 (700-1) | 1340-2<br>692 (700-2) | 1340-2¼<br>692 (700-2¼) |
| CIRCLING | 1340-1 | 683 (700-1) | 1340-2<br>683 (700-2) | 1340-2¼<br>683 (700-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CLEMSON, SOUTH CAROLINA

AL-5996 (FAA)

19283

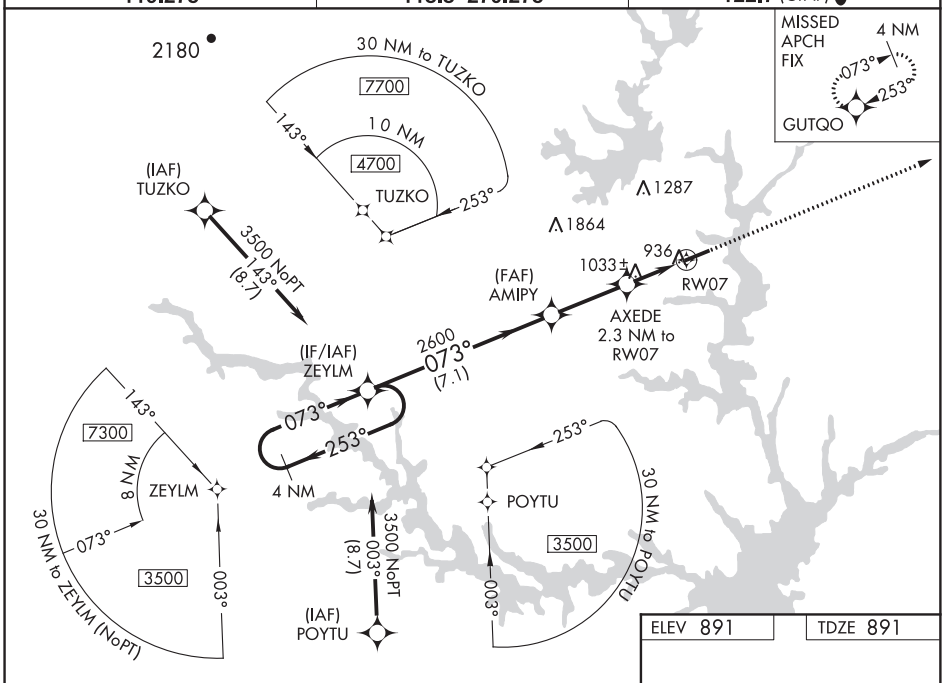
| WAAS CH 97605 W07A | APP CRS 073° | Rwy ldg 5000<br>TDZE 891<br>Apt Elev 891 |
|---|---|---|

# RNAV (GPS) RWY 7
## OCONEE COUNTY RGNL (CEU)

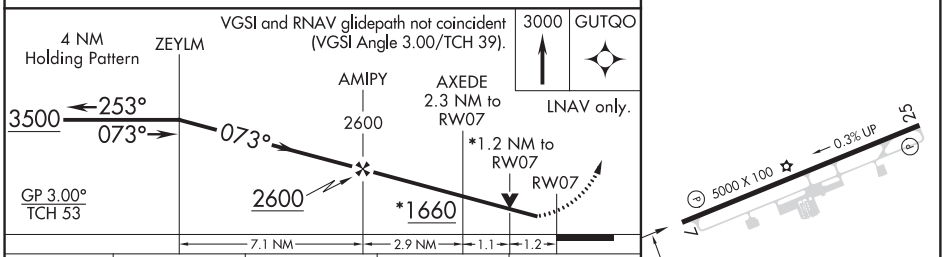
Baro-VNAV NA when using Anderson altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV and LNAV/VNAV Cats A and B, and LNAV Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

| ASOS | GREER APP CON ★ | UNICOM |
|---|---|---|
| 119.275 | 118.8 270.275 | 122.7 (CTAF) L |




ELEV 891 | TDZE 891







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1146-¾ 255 (300-¾) | | 1146-1 255 (300-1) | NA |
| LNAV/VNAV DA | 1144-¾ 253 (300-¾) | | 1144-1 253 (300-1) | NA |
| LNAV MDA | 1300-1 409 (500-1) | | 1300-1⅛ 409 (500-1⅛) | NA |
| C CIRCLING | 1300-1 409 (500-1) | 1360-1 469 (500-1) | 1640-2¼ 749 (800-2¼) | NA |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

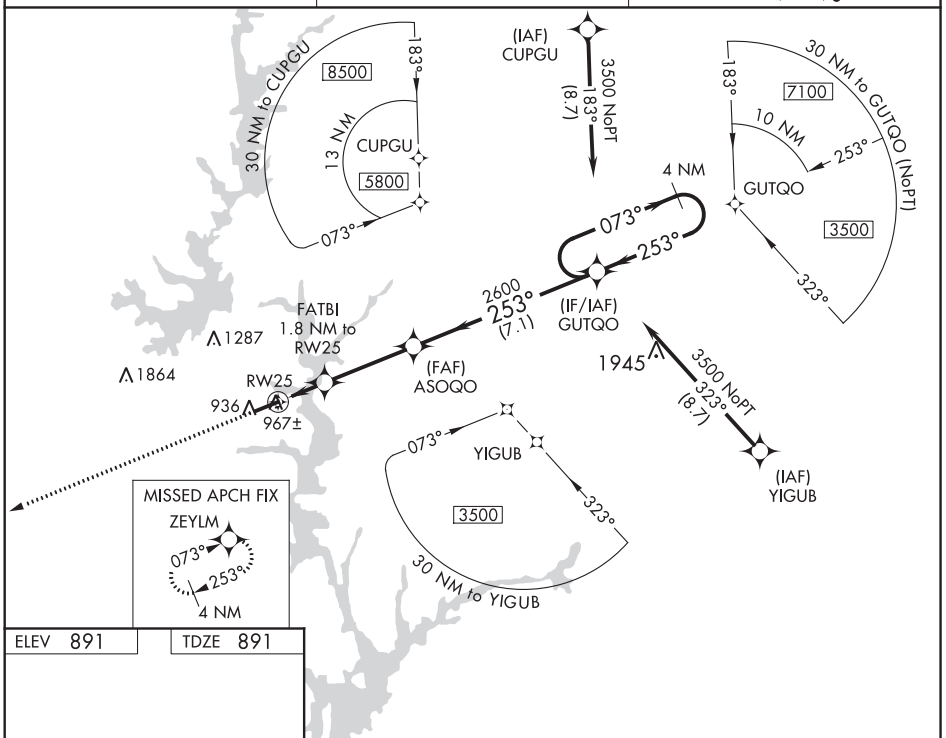
| WAAS CH 50405 W25A | APP CRS 253° | Rwy ldg 5000<br>TDZE 891<br>Apt Elev 891 |
|---|---|---|

# RNAV (GPS) RWY 25
## OCONEE COUNTY RGNL (CEU)

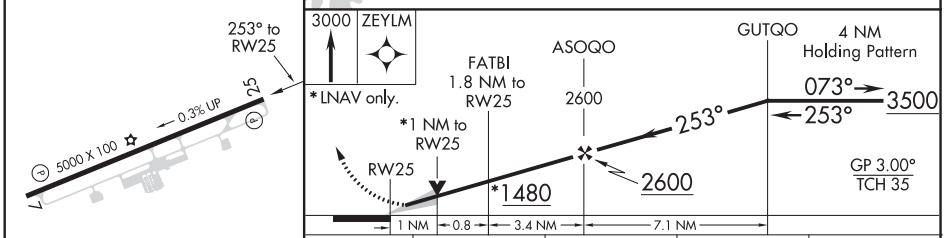
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV all Cats, and LNAV Cat C visibility ⅛ mile; increase LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA when using Anderson altimeter setting.

MISSED APPROACH: Climb to 3000 direct ZEYLM and hold.

| ASOS | GREER APP CON★ | UNICOM |
|---|---|---|
| 119.275 | 118.8 270.275 | 122.7 (CTAF) L |




| ELEV 891 | TDZE 891 |
|---|---|




| | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1091-¾ 200 (200-¾) | | | NA |
| LNAV/VNAV DA | 1141-⅞ 250 (300-⅞) | | | NA |
| LNAV MDA | 1220-1 329 (400-1) | | | NA |
| C CIRCLING | 1300-1 409 (500-1) | 1360-1 469 (500-1) | 1640-2¼ 749 (800-2¼) | NA |

MIRL Rwy 7-25 L
REIL Rwys 7 and 25

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CLINTON, NORTH CAROLINA

AL-5782 (FAA)

19115

# RNAV (GPS) RWY 6

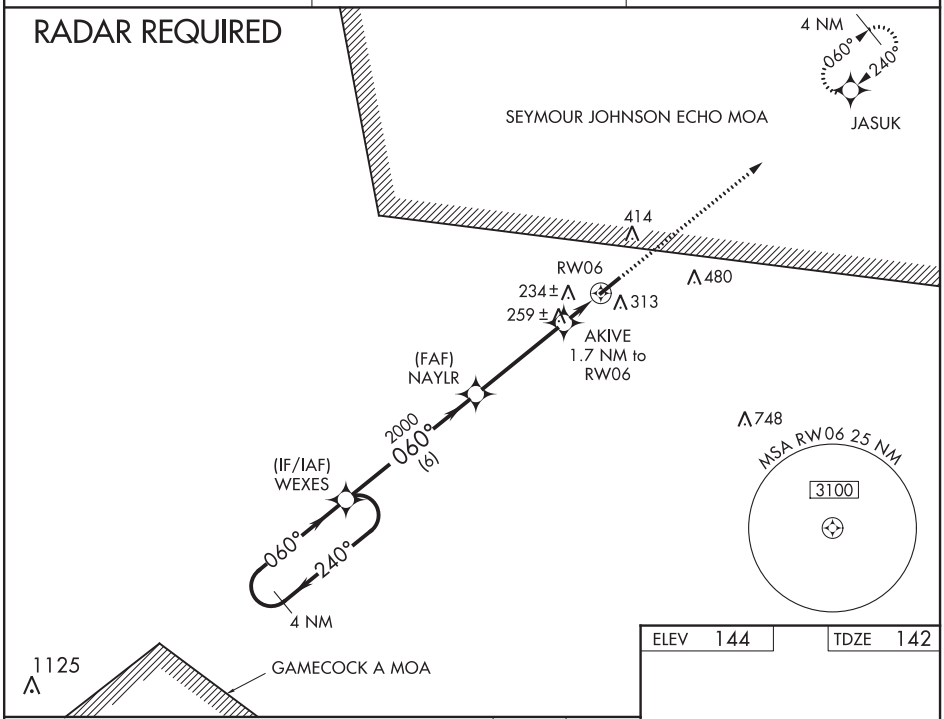
## CLINTON-SAMPSON COUNTY (CTZ)

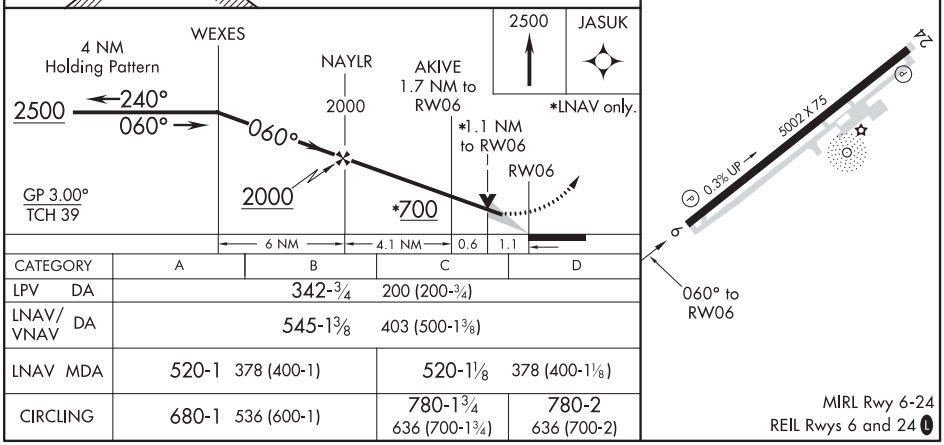
| WAAS CH 53720 W06A | APP CRS 060° | Rwy ldg 5002<br>TDZE 142<br>Apt Elev 144 |
|---|---|---|

Baro-VNAV NA when using Kenansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Kenansville altimeter setting. When local altimeter setting not received, use Kenansville altimeter setting and increase all DA 45 feet and all MDA 60 feet and increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C /D and Circling Cats C/D visibility ¼ mile. Rwy 24 helicopter visibility reduction below 1 SM NA. Circling Rwy 24 NA at night.

MISSED APPROACH: Climb to 2500 direct JASUK and hold.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 342-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 545-1⅜ 403 (500-1⅜) | | | |
| LNAV MDA | 520-1 378 (400-1) | | 520-1⅛ 378 (400-1⅛) | |
| CIRCLING | 680-1 536 (600-1) | | 780-1¾ 636 (700-1¾) | 780-2 636 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

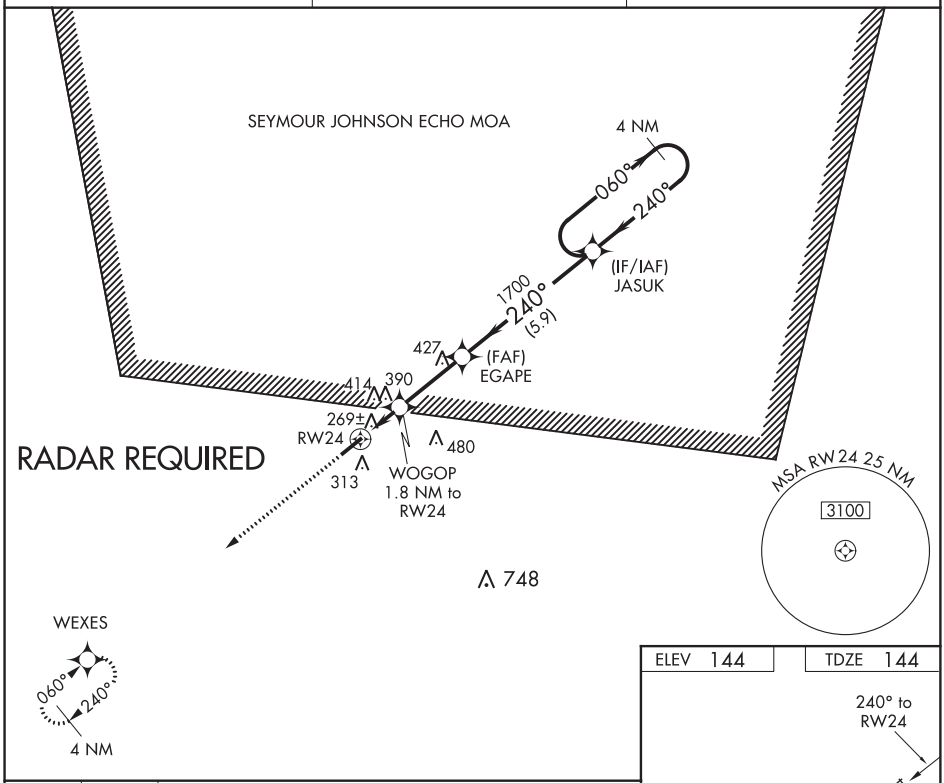
| WAAS CH 99321 W24B | APP CRS 240° | Rwy ldg 5002<br>TDZE 144<br>Apt Elev 144 |
|---|---|---|

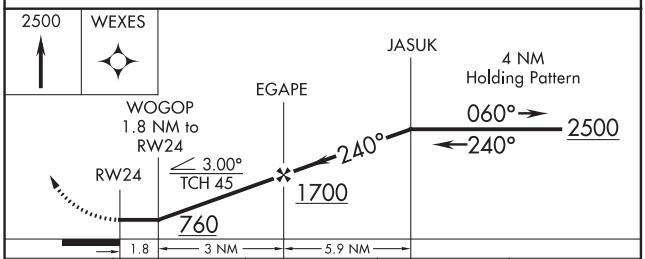
# RNAV (GPS) Y RWY 24
## CLINTON-SAMPSON COUNTY (CTZ)

Rwy 24 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, increase LNAV, LP and Circling Cats C and D visibility ¼ mile.

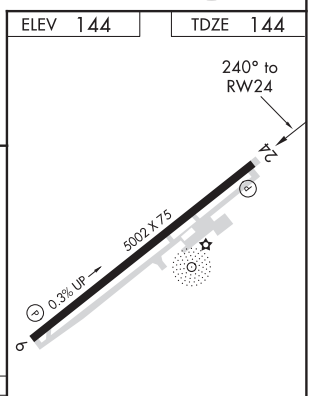
MISSED APPROACH: Climb to 2500 direct WEXES and hold.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 520-1 376 (400-1) | | | |
| LNAV MDA | 640-1 496 (500-1) | | 640-1⅜ 496 (500-1⅜) | |
| CIRCLING | 680-1 536 (600-1) | | 780-1¾ 636 (700-1¾) | 780-2 636 (700-2) |




MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CLINTON, NORTH CAROLINA AL-5782 (FAA) 19115

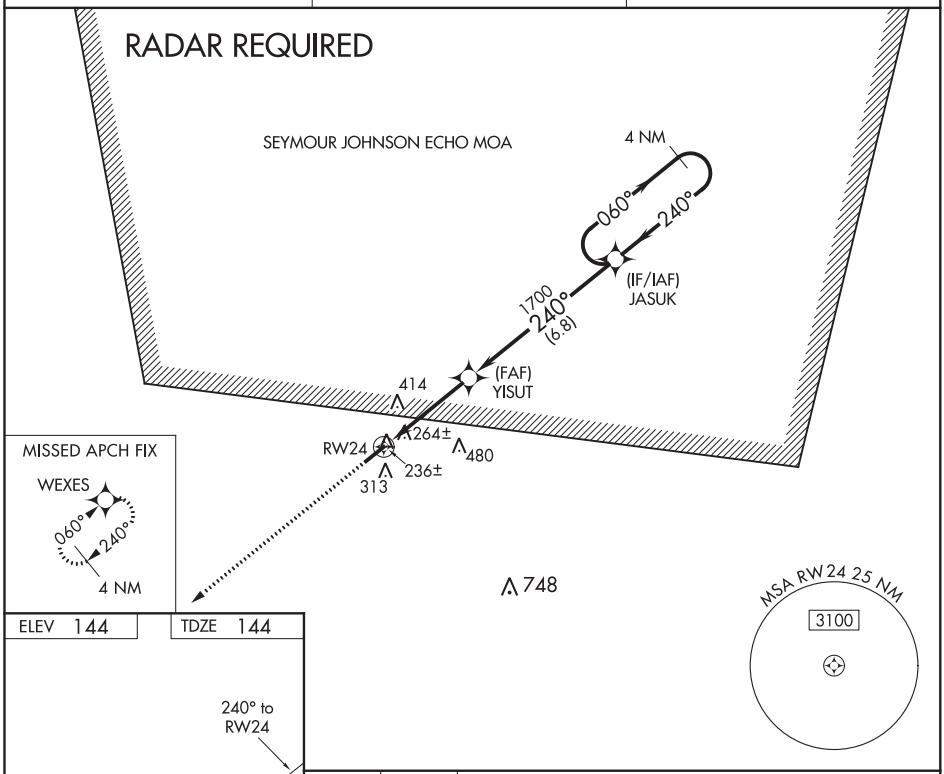
| WAAS CH 82620 W24A | APP CRS 240° | Rwy ldg 5002<br>TDZE 144<br>Apt Elev 144 |
|---|---|---|

# RNAV (GPS) Z RWY 24
## CLINTON-SAMPSON COUNTY (CTZ)

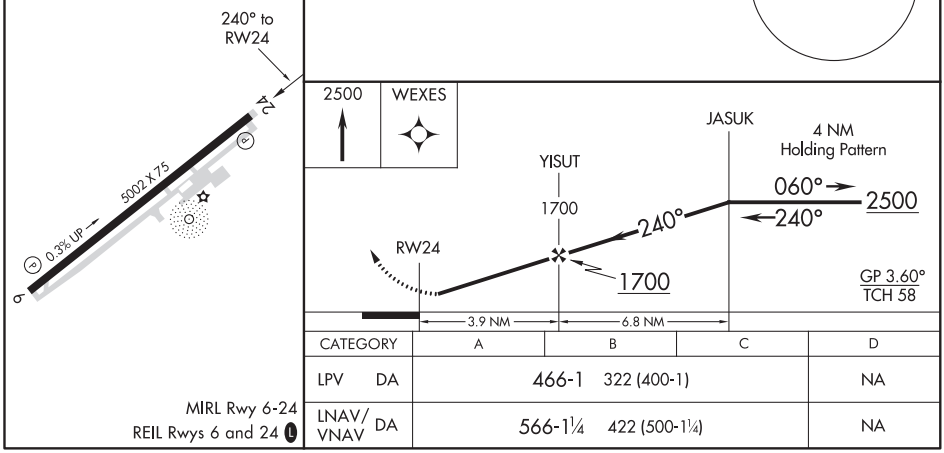
Baro-VNAV NA when using Kenansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Kenansville altimeter setting and increase all DA 45 feet, increase LNAV/VNAV Cats A/B/C visibility ⅛ mile. Rwy 24 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night.

MISSED APPROACH: Climb to 2500 direct WEXES and hold.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) L |




| ELEV 144 | TDZE 144 |
|---|---|




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 466-1 | 322 (400-1) | | NA |
| LNAV/VNAV | DA | 566-1¼ | 422 (500-1¼) | | NA |

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

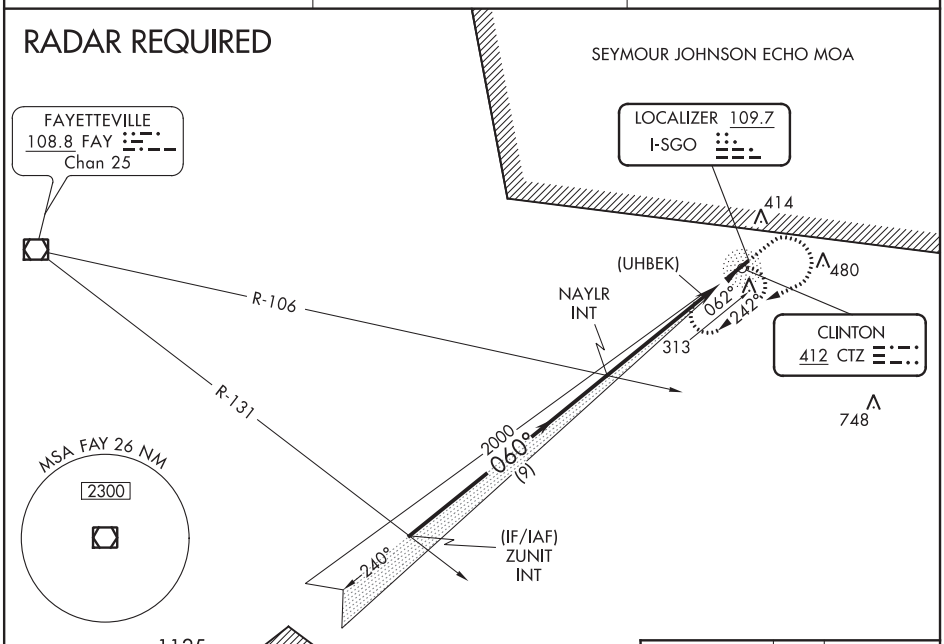
| LOC I-SGO | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 109.7 | 060° | TDZE | 142 |
| | | Apt Elev | 144 |

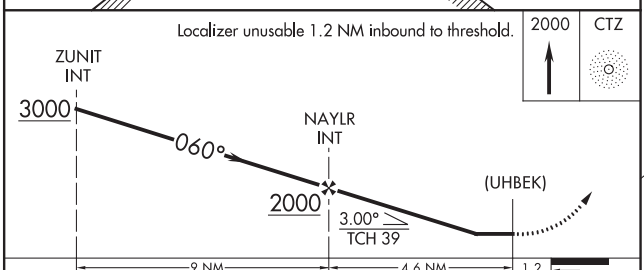
# LOC RWY 6
## CLINTON-SAMPSON COUNTY (CTZ)

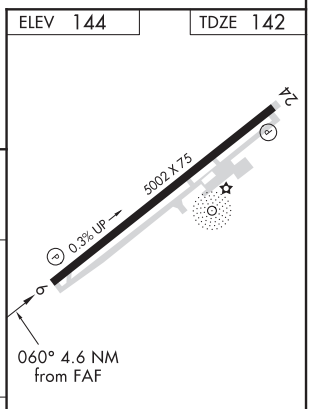
When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, increase S-6 Cats C/D visibility ⅛ mile and increase Circling Cats C/D visibility ¼ mile. Rwy 24 helicopter visibility reduction below 1 SM NA. Circling Rwy 24 NA at night.

MISSED APPROACH: Climb to 2000 direct CTZ NDB and hold, continue to climb-in-hold to 2000 (ADF required).

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) L |




MIRL Rwy 6-24
REIL Rwys 6 and 24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 620-1½ 478 (500-1½) | | | |
| CIRCLING | 680-1½ 536 (600-1½) | | 780-1¾ 636 (700-1¾) | 780-2 636 (700-2) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CLINTON, NORTH CAROLINA AL-5782 (FAA) 20254

# VOR/DME-A

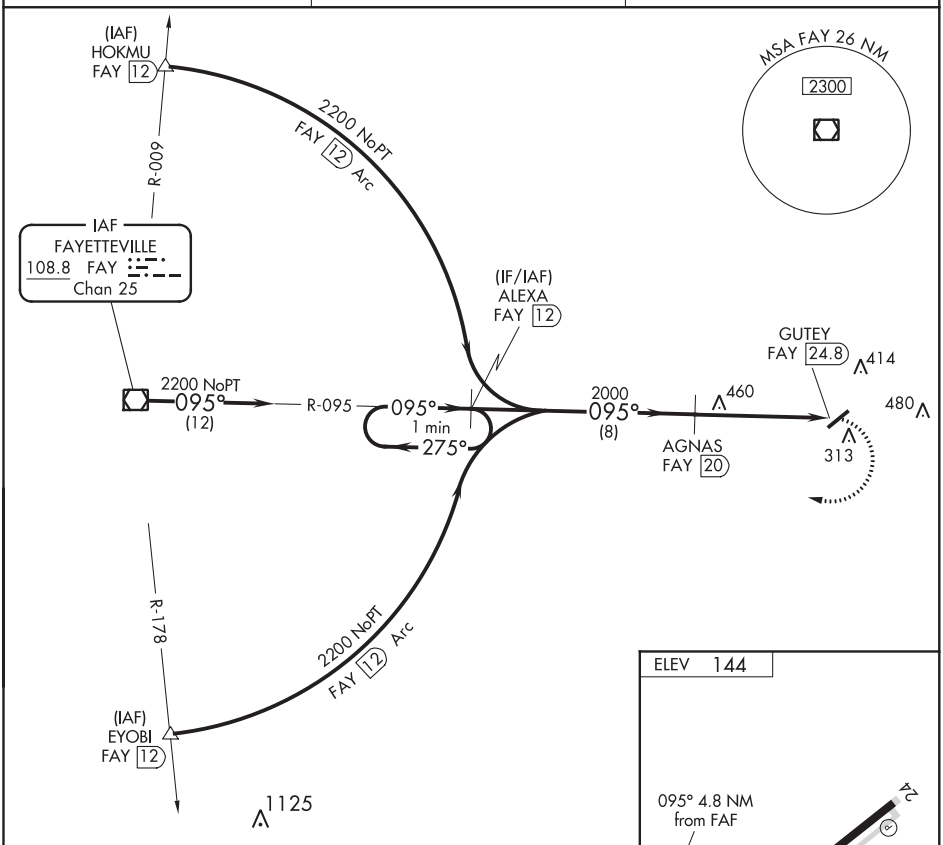
## CLINTON-SAMPSON COUNTY (CTZ)

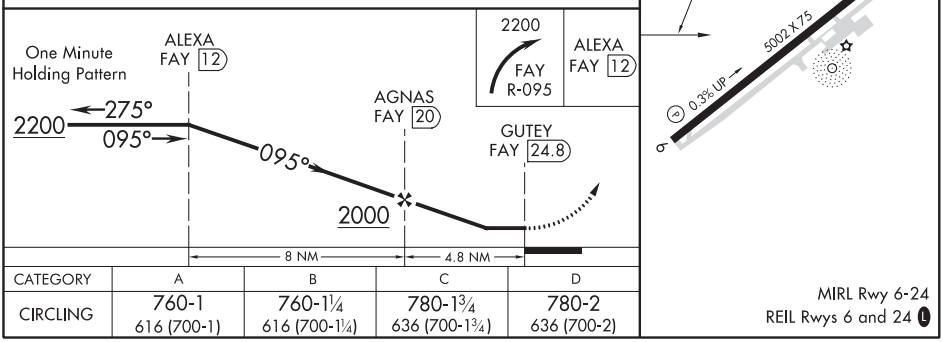
| VOR/DME FAY 108.8 Chan 25 | APP CRS 095° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 144 |
|---|---|---|

When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, and increase Circling Cats C/D visibility ¼ mile. Circling to Rwy 24 NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2200 on FAY VOR/DME R-095 to ALEXA/FAY 12 DME and hold.

| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.125 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 760-1<br>616 (700-1) | 760-1¼<br>616 (700-1¼) | 780-1¾<br>636 (700-1¾) | 780-2<br>636 (700-2) |

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 5
## COLUMBIA METROPOLITAN (CAE)

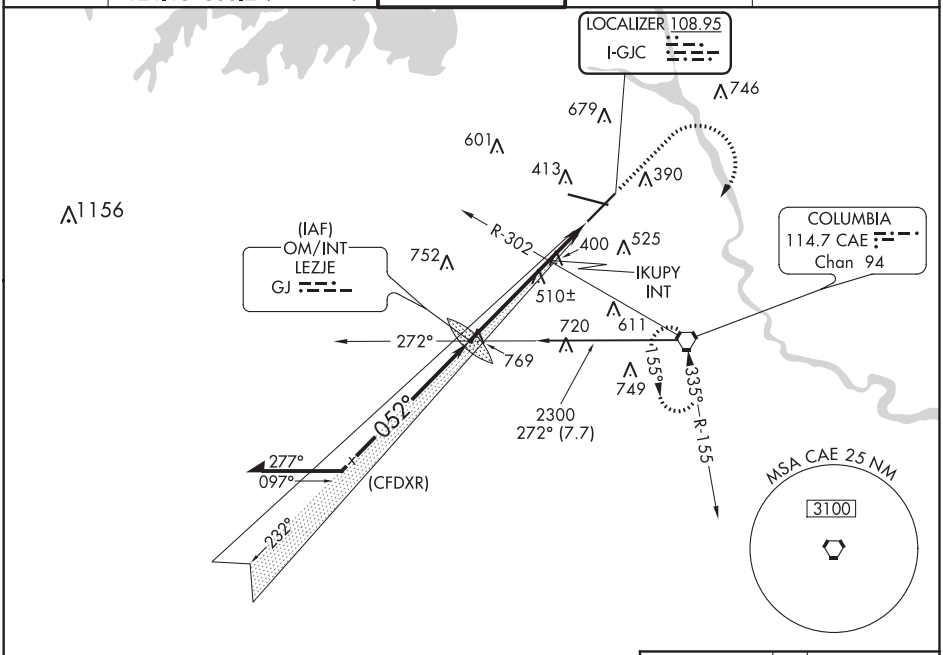
| LOC I-GJC | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 108.95 | 052° | 7001 / 228 / 236 |

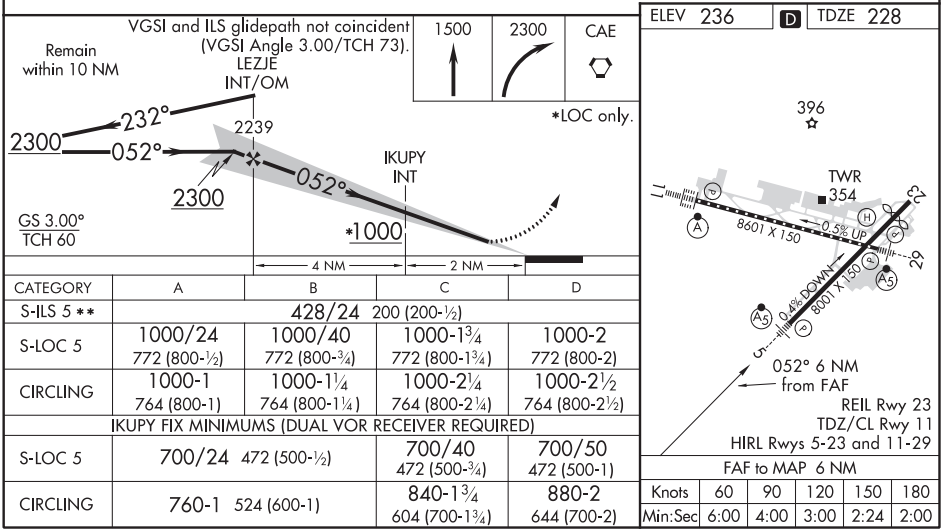
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 2300 direct CAE VORTAC and hold.

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°)<br>124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 ** | 428/24 200 (200-½) | | | |
| S-LOC 5 | 1000/24<br>772 (800-½) | 1000/40<br>772 (800-¾) | 1000-1¾<br>772 (800-1¾) | 1000-2<br>772 (800-2) |
| CIRCLING | 1000-1<br>764 (800-1) | 1000-1¼<br>764 (800-1¼) | 1000-2¼<br>764 (800-2¼) | 1000-2½<br>764 (800-2½) |
| IKUPY FIX MINIMUMS (DUAL VOR RECEIVER REQUIRED) | | | | |
| S-LOC 5 | 700/24 472 (500-½) | | 700/40<br>472 (500-¾) | 700/50<br>472 (500-1) |
| CIRCLING | 760-1 524 (600-1) | | 840-1¾<br>604 (700-1¾) | 880-2<br>644 (700-2) |

FAF to MAP 6 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 6:00 | 4:00 | 3:00 | 2:24 | 2:00 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

COLUMBIA, SOUTH CAROLINA

AL-89 (FAA)

19227

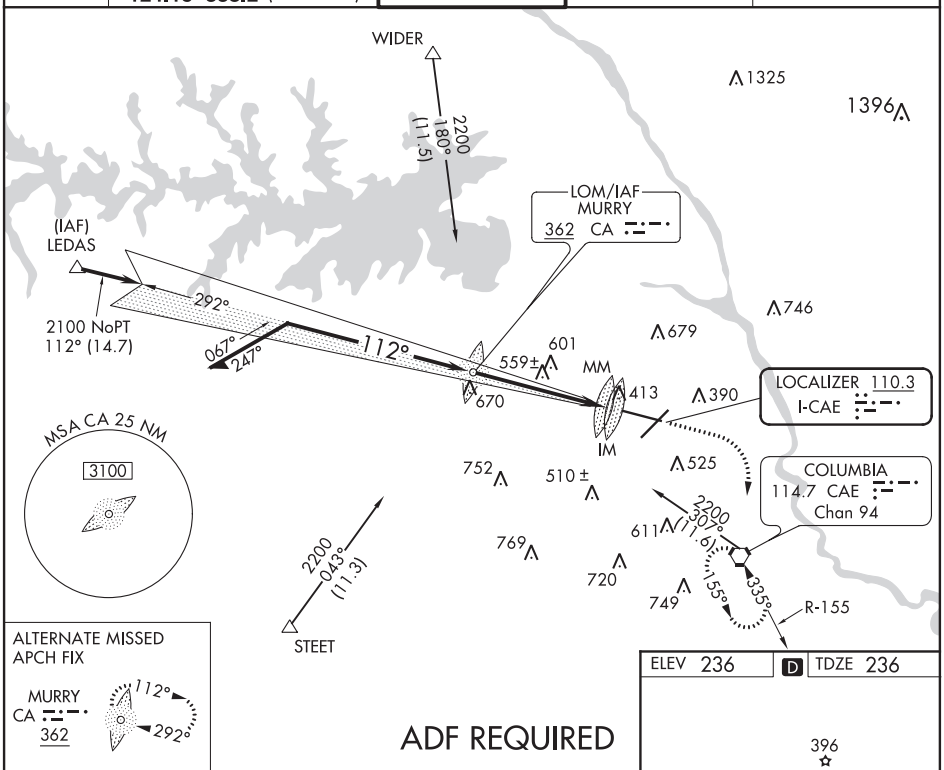
# ILS or LOC RWY 11
## COLUMBIA METROPOLITAN (CAE)

| LOC I-CAE | APP CRS | Rwy ldg | 8601 |
|---|---|---|---|
| 110.3 | 112° | TDZE | 236 |
| | | Apt Elev | 236 |

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

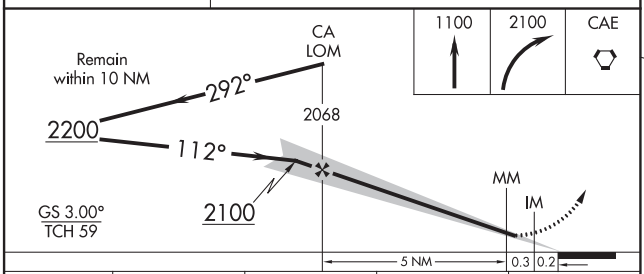
| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°)<br>124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |




ALTERNATE MISSED APCH FIX

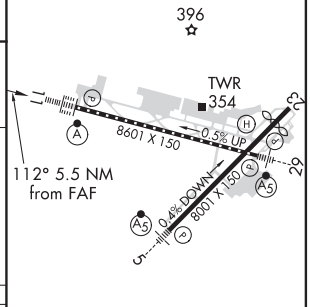



ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | 436/18 200 (200-½) | | | |
| S-LOC 11 | 820/24 584 (600-½) | | 820/50<br>584 (600-1) | 820/60<br>584 (600-1¼) |
| CIRCLING | 820-1 584 (600-1) | | 840-1¾<br>604 (700-1¾) | 880-2<br>644 (700-2) |

ELEV 236 | D | TDZE 236




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

| FAF to MAP 5.5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 29
## COLUMBIA METROPOLITAN (CAE)

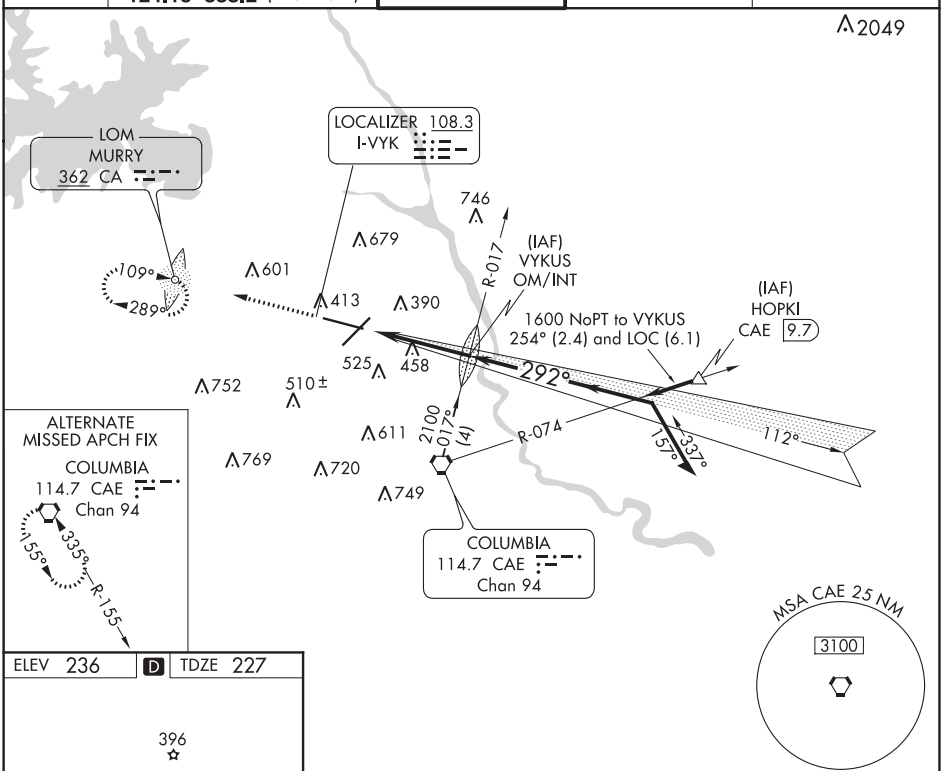
| LOC I-VYK | APP CRS | Rwy ldg | 8506 |
|---|---|---|---|
| 108.3 | 292° | TDZE | 227 |
| | | Apt Elev | 236 |

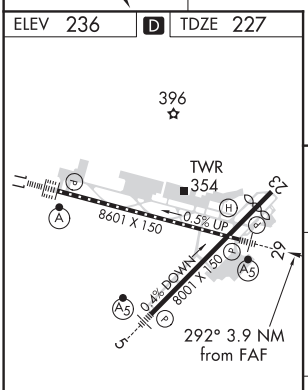
ADF required.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2200 direct MURRY LOM and hold.

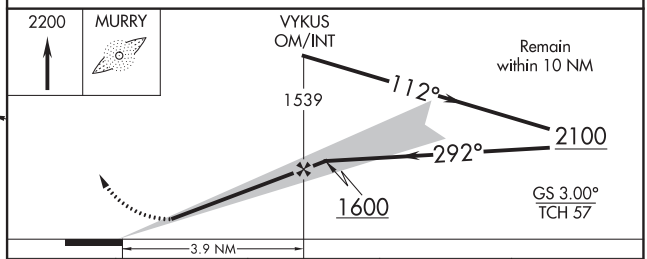
| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°)<br>124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 29 * | 427/24 200 (200-½) | | | |
| S-LOC 29 | 700/24 473 (500-½) | | 700/40<br>473 (500-¾) | 700/50<br>473 (500-1) |
| CIRCLING | 760-1 524 (600-1) | | 840-1¾<br>604 (700-1¾) | 880-2<br>644 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

COLUMBIA, SOUTH CAROLINA

AL-89 (FAA)

19227

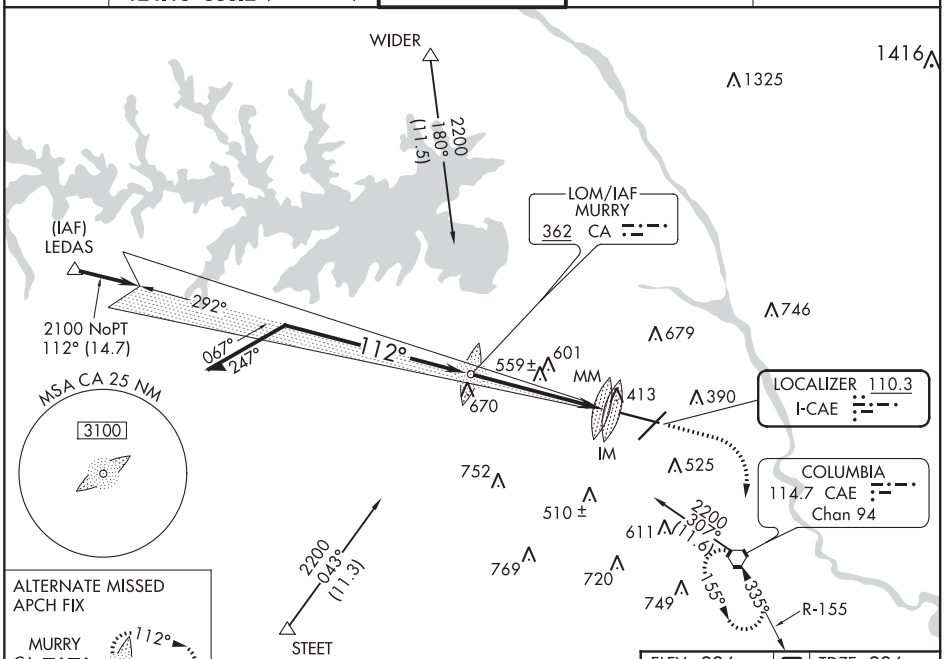
# ILS RWY 11 (CAT II & III)
## COLUMBIA METROPOLITAN (CAE)

| LOC I-CAE | APP CRS | Rwy ldg | 8601 |
|---|---|---|---|
| 110.3 | 112° | TDZE | 236 |
| | | Apt Elev | 236 |

ALSF-2

MISSED APPROACH: Climb to 1100 then climbing right turn to 2100 direct CAE VORTAC and hold.

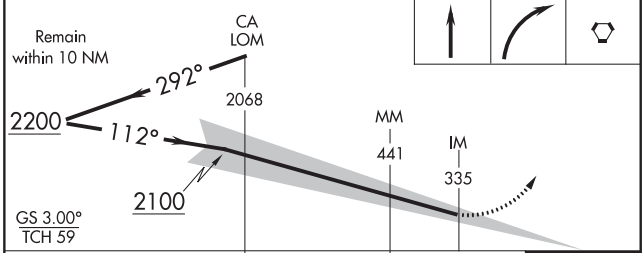
| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°)<br>124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |




ADF REQUIRED

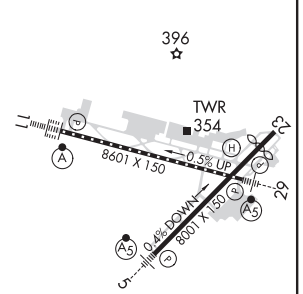
| ELEV 236 | D | TDZE 236 |
|---|---|---|

| 1100 | 2100 | CAE |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 11 | CAT II RA 128/12 100 DA 336 | | | |
| S-ILS 11 | CAT III RVR 06 | | | |

**CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 5
## COLUMBIA METROPOLITAN (CAE)

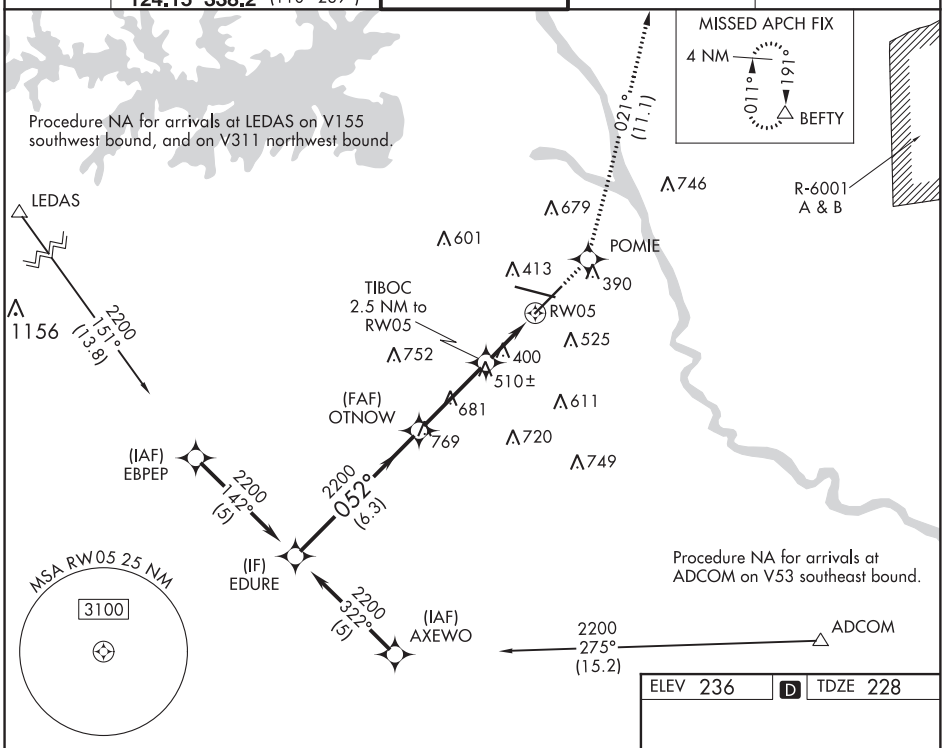
| WAAS CH 45526 W05A | APP CRS 052° | Rwy ldg 7001 TDZE 228 Apt Elev 236 |
|---|---|---|

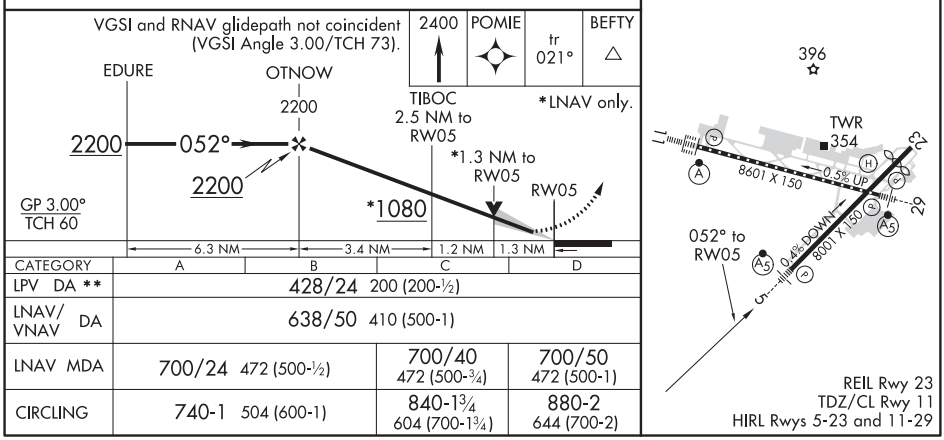
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2400 direct POMIE and on track 021° to BEFTY and hold.

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 428/24 200 (200-½) | | | |
| LNAV/VNAV DA | 638/50 410 (500-1) | | | |
| LNAV MDA | 700/24 472 (500-½) | | 700/40 472 (500-¾) | 700/50 472 (500-1) |
| CIRCLING | 740-1 504 (600-1) | | 840-1¾ 604 (700-1¾) | 880-2 644 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

COLUMBIA, SOUTH CAROLINA

AL-89 (FAA)

19227

# RNAV (GPS) RWY 11
## COLUMBIA METROPOLITAN (CAE)

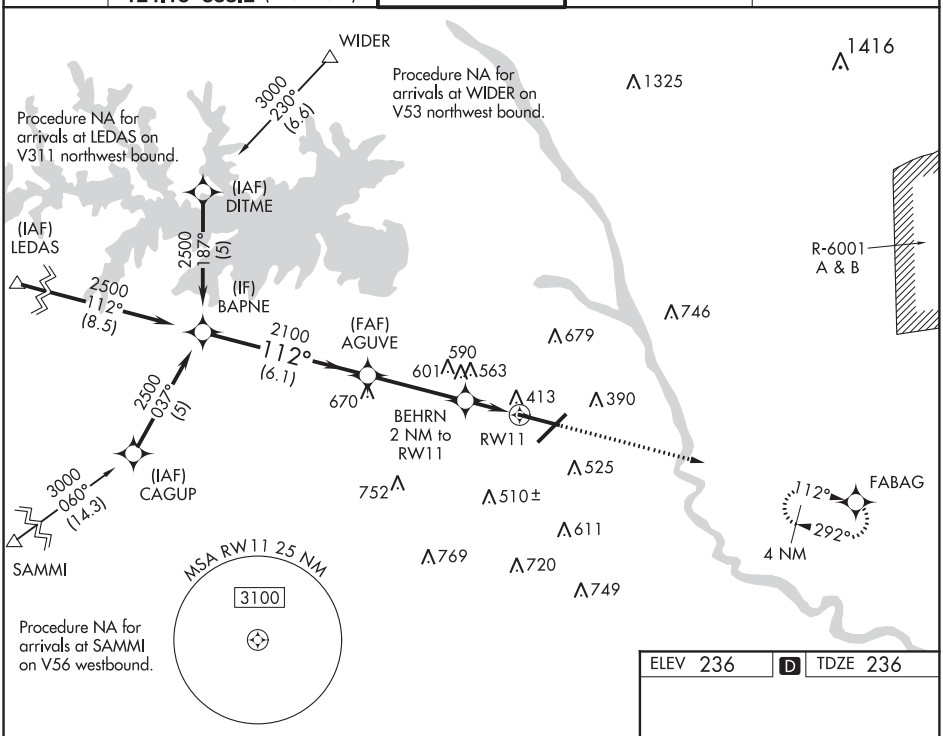
| WAAS CH 61014 W11A | APP CRS 112° | Rwy ldg 8601<br>TDZE 236<br>Apt Elev 236 |
|---|---|---|

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.

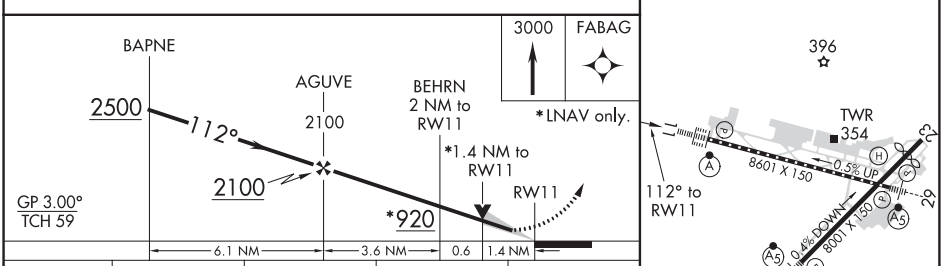
ALSF-2

MISSED APPROACH: Climb to 3000 direct FABAG and hold.

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°)<br>124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |




ELEV 236 | D | TDZE 236




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436/18 200 (200-½) | | | |
| LNAV/VNAV DA | 744/60 508 (600-1¼) | | | |
| LNAV MDA | 740/24 504 (600-½) | | 740/50 504 (600-1) | |
| CIRCLING | 740-1 504 (600-1) | | 840-1¾ 604 (700-1¾) | 880-2 644 (700-2) |

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

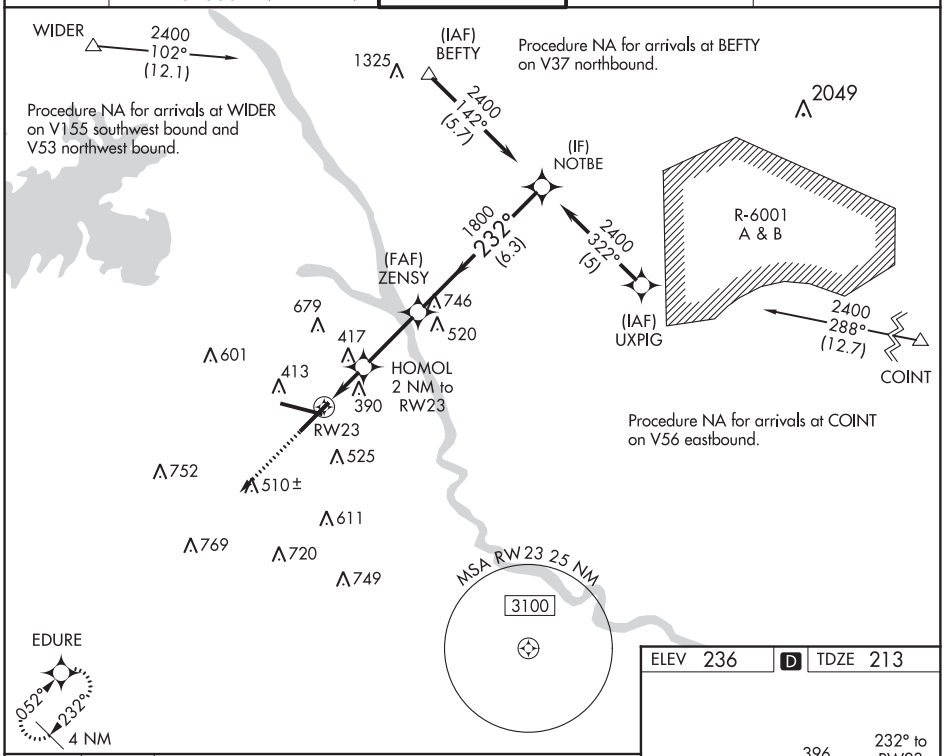
# RNAV (GPS) RWY 23
## COLUMBIA METROPOLITAN (CAE)

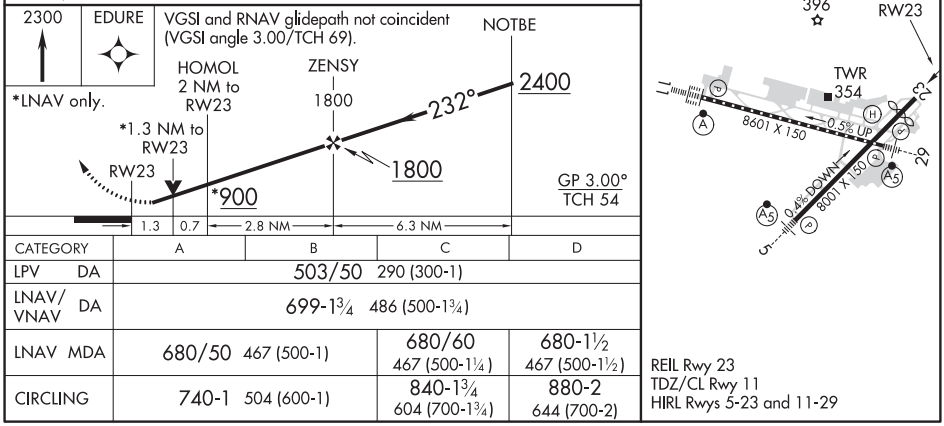
| WAAS CH 40026 W23A | APP CRS 232° | Rwy ldg 7001<br>TDZE 213<br>Apt Elev 236 |
|---|---|---|

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. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2300 direct EDURE and hold.

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°)<br>124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 503/50 290 (300-1) | | | |
| LNAV/VNAV DA | 699-1¾ 486 (500-1¾) | | | |
| LNAV MDA | 680/50 467 (500-1) | | 680/60 467 (500-1¼) | 680-1½ 467 (500-1½) |
| CIRCLING | 740-1 504 (600-1) | | 840-1¾ 604 (700-1¾) | 880-2 644 (700-2) |

REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

COLUMBIA, SOUTH CAROLINA — AL-89 (FAA) — 19227

# RNAV (GPS) RWY 29
## COLUMBIA METROPOLITAN (CAE)

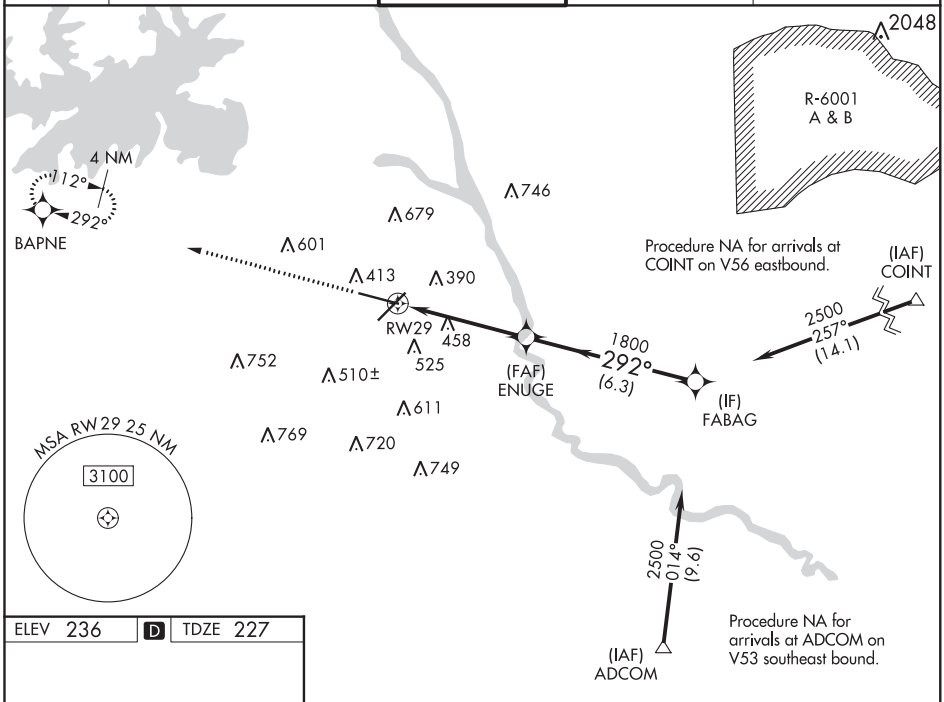
| WAAS CH 53414 W29A | APP CRS 292° | Rwy ldg 8506 TDZE 227 Apt Elev 236 |
|---|---|---|

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. **RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

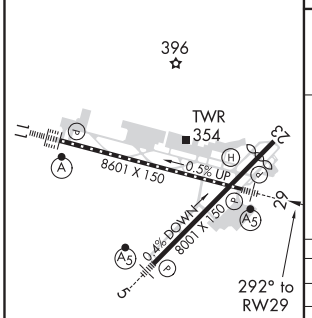
| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |



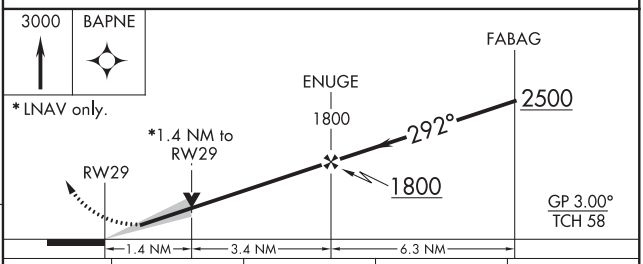

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 236 | D | TDZE 227




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29



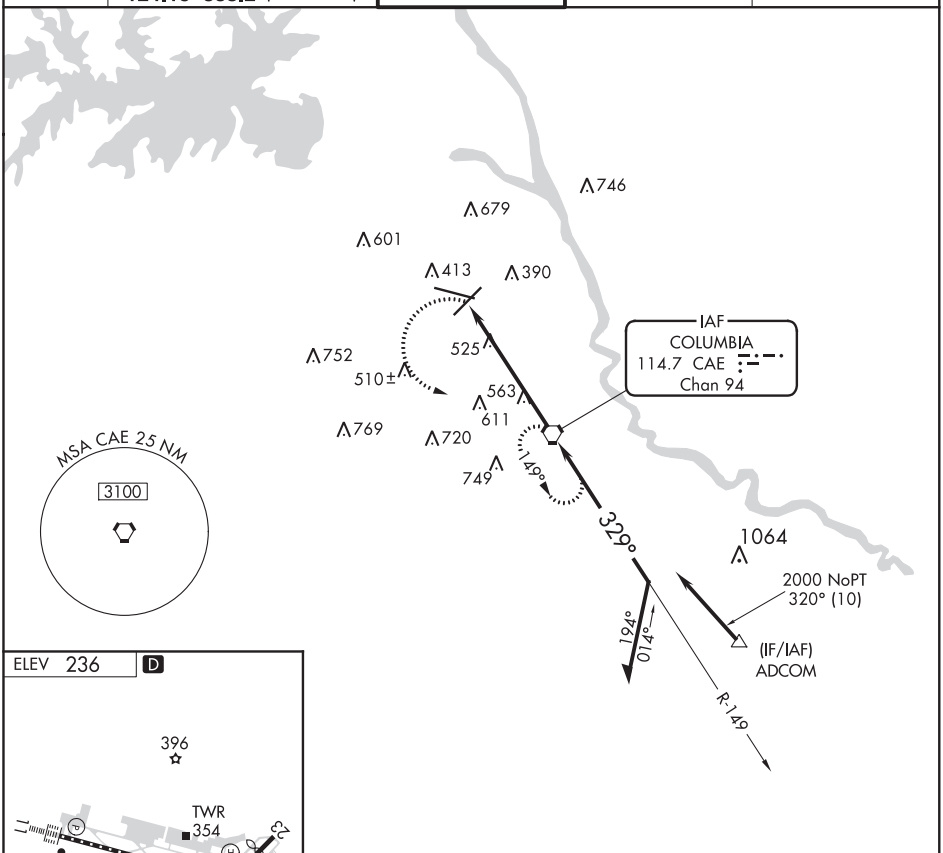

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 427/24 200 (200-½) | | | |
| LNAV/VNAV DA | 544/24 317 (400-½) | | | 544/40 317 (400-¾) |
| LNAV MDA | 720/24 493 (500-½) | | 720/40 493 (500-¾) | 720/50 493 (500-1) |
| CIRCLING | 740-1 504 (600-1) | | 840-1¾ 604 (700-1¾) | 880-2 644 (700-2) |

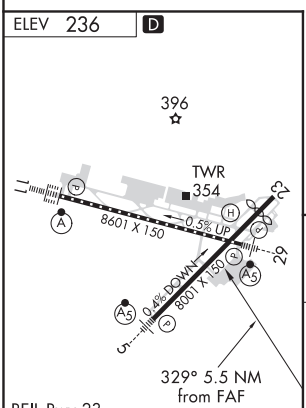
# VOR-A
## COLUMBIA METROPOLITAN (CAE)

| VORTAC CAE | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.7 | 329° | TDZE | N/A |
| Chan 94 | | Apt Elev | 236 |

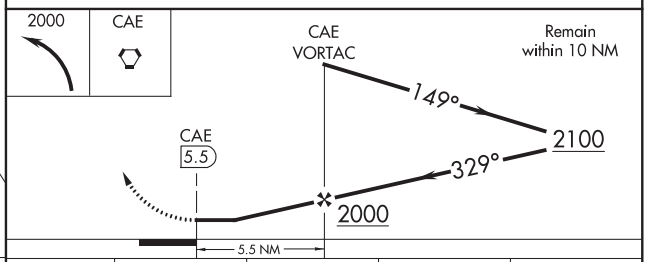
MISSED APPROACH: Climbing left turn to 2000 direct CAE VORTAC and hold.

| ATIS | COLUMBIA APP CON | COLUMBIA TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 120.15 | 133.4 285.6 (290°-109°)<br>124.15 338.2 (110°-289°) | 119.5 257.8 | 121.9 348.6 | 119.75 |




REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29




| 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 |
|---|---|---|---|---|
| CIRCLING | 820-1 584 (600-1) | | 840-1¾<br>604 (700-1¾) | 880-2<br>644 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

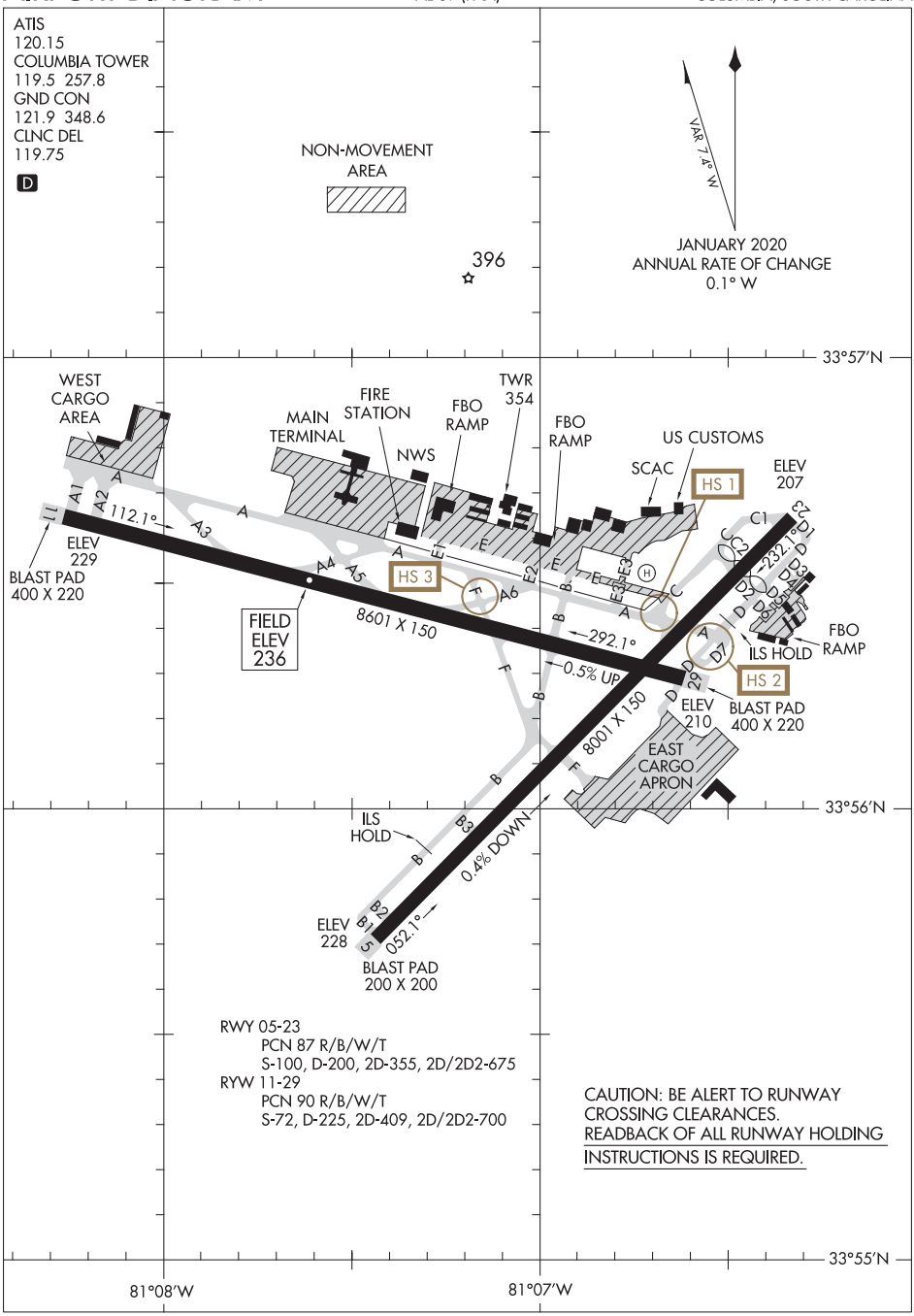
20086

# AIRPORT DIAGRAM

AL-89 (FAA)

## COLUMBIA METROPOLITAN (CAE)

COLUMBIA, SOUTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
COLUMBIA, SOUTH CAROLINA
COLUMBIA METROPOLITAN (CAE)

| WAAS CH 49042 W13A | APP CRS 131° | Rwy ldg 4999<br>TDZE 193<br>Apt Elev 193 |
|---|---|---|

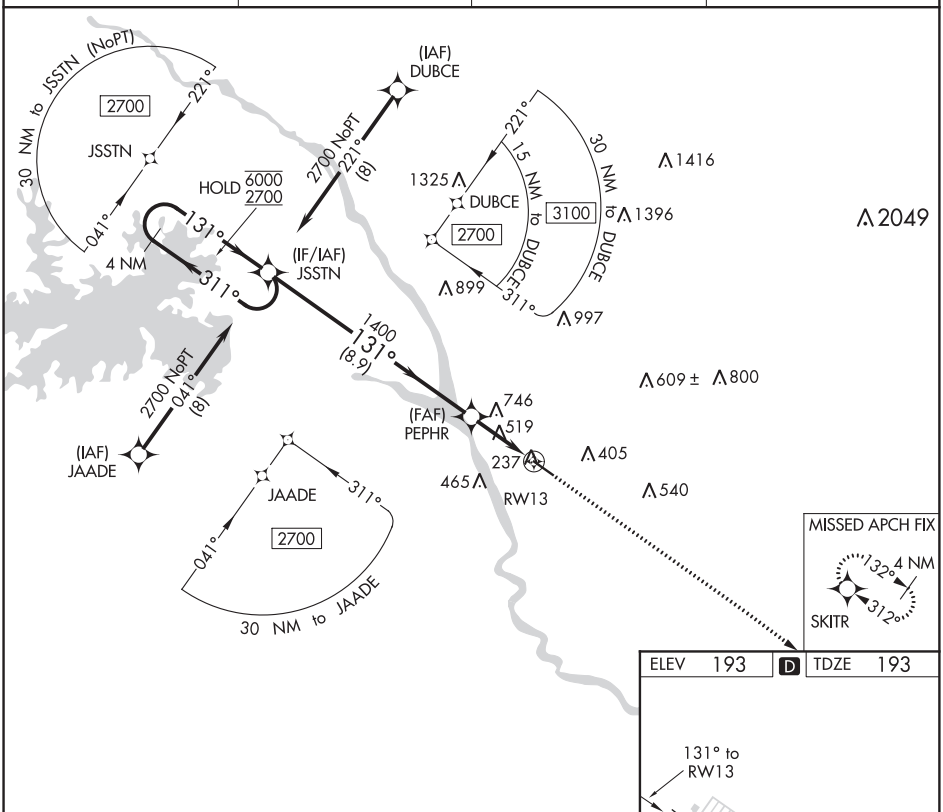
# RNAV (GPS) RWY 13
## JIM HAMILTON L B OWENS (CUB)

RNP APCH.

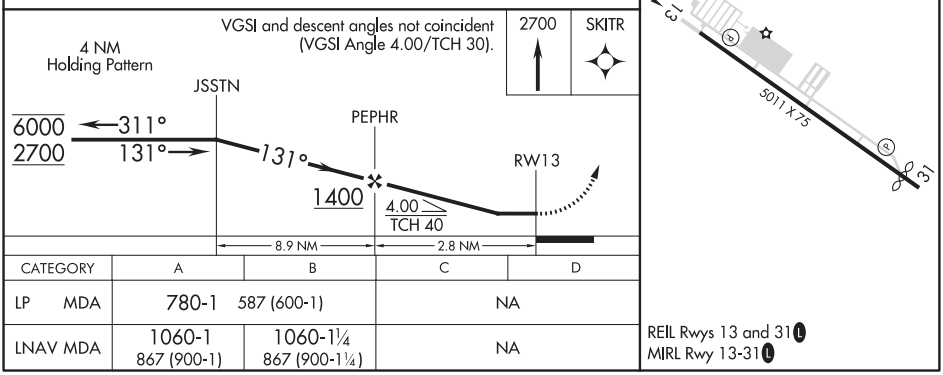
Procedure NA at night. Rwy 13 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2700 direct SKITR and hold.

| ASOS | COLUMBIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 133.4 285.6 | 124.4 | 123.075 (CTAF) L |




| ELEV 193 | D | TDZE 193 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 780-1 587 (600-1) | | NA | |
| LNAV MDA | 1060-1 867 (900-1) | 1060-1¼ 867 (900-1¼) | NA | |

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

COLUMBIA, SOUTH CAROLINA

AL-90 (FAA)

19283

# RNAV (GPS) RWY 31
## JIM HAMILTON L B OWENS (CUB)

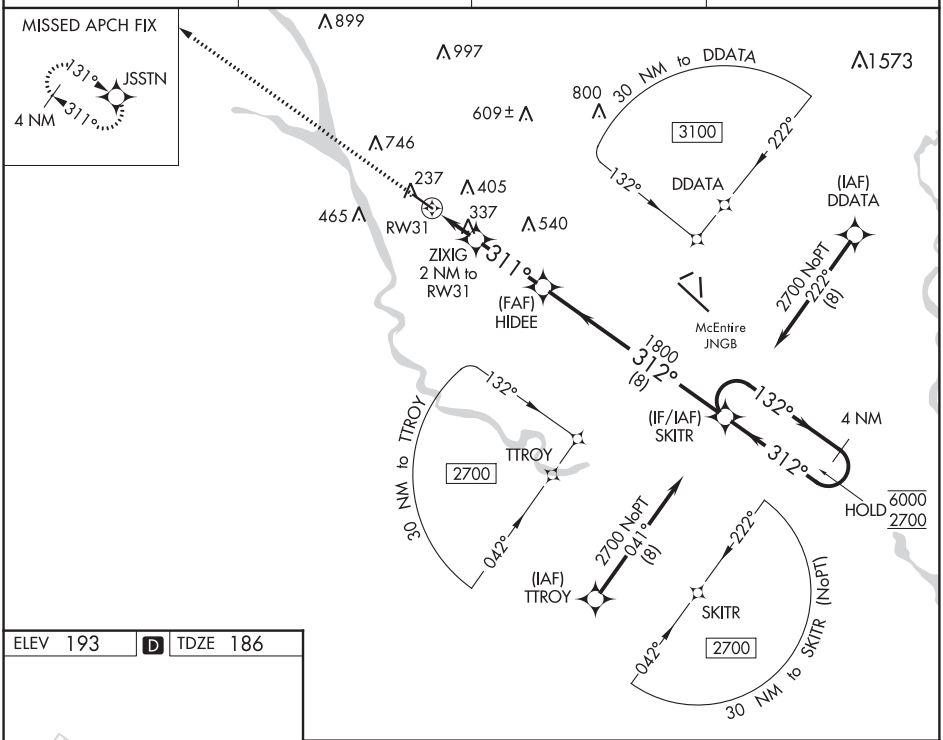
| WAAS CH 42742 W31A | APP CRS 311° | Rwy ldg 4599<br>TDZE 186<br>Apt Elev 193 |
|---|---|---|

RNP APCH.

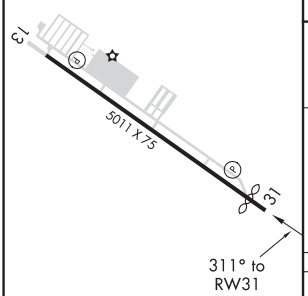
T Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

MISSED APPROACH: Climb to 2700 direct JSSTN and hold.

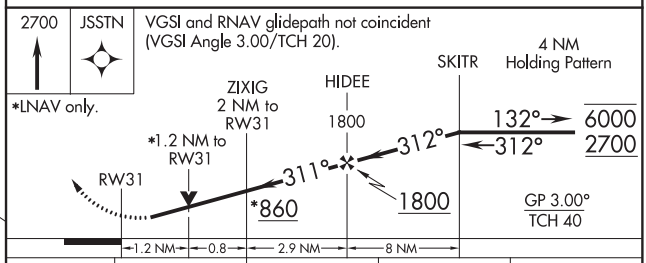
| ASOS | COLUMBIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 133.4 285.6 | 124.4 | 123.075 (CTAF) L |




ELEV 193 | D | TDZE 186




REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 494-⅞ 308 (400-⅞) | | | |
| LNAV MDA | 600-1 414 (500-1) | | 600-1⅛ 414 (500-1⅛) | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# LOC RWY 31
## JIM HAMILTON L B OWENS (CUB)

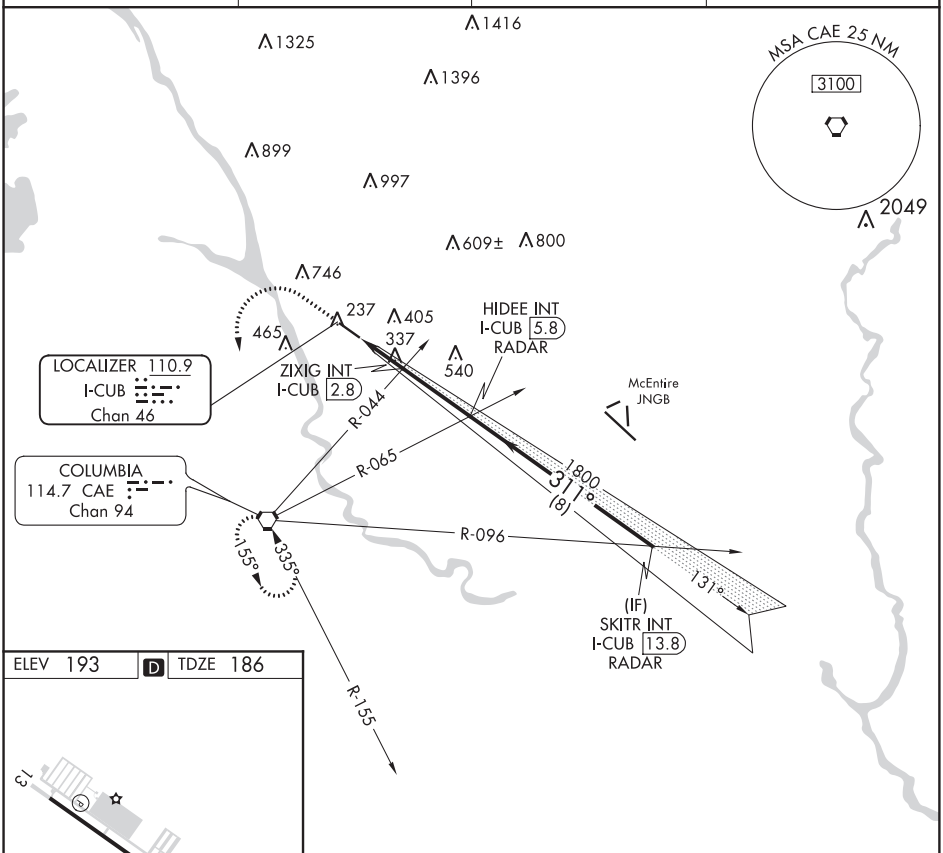
| LOC/DME I-CUB | APP CRS | Rwy ldg | 4599 |
|---|---|---|---|
| 110.9 | 311° | TDZE | 186 |
| Chan 46 | | Apt Elev | 193 |

RADAR required for procedure entry.

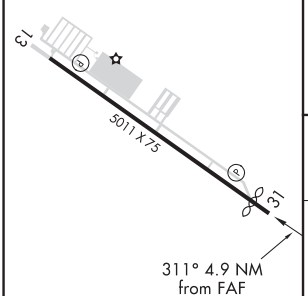
NA Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct CAE VORTAC and hold.

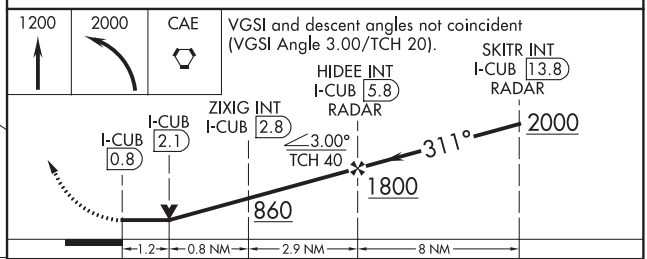
| ASOS | COLUMBIA APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.675 | 133.4 285.6 | 124.4 | 123.075 (CTAF) L |




ELEV 193 D TDZE 186




REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L




| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-LOC 31 | 600-1 | 414 (500-1) | 600-1⅛ | 414 (500-1⅛) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

CONCORD, NORTH CAROLINA

AL-9155 (FAA)

20254

# ILS or LOC RWY 20
## CONCORD-PADGETT RGNL (JQF)

| LOC/DME I-JQF | APP CRS | Rwy ldg | 6350 |
|---|---|---|---|
| 111.95 | 196° | TDZE | 705 |
| Chan 56 (Y) | | Apt Elev | 705 |

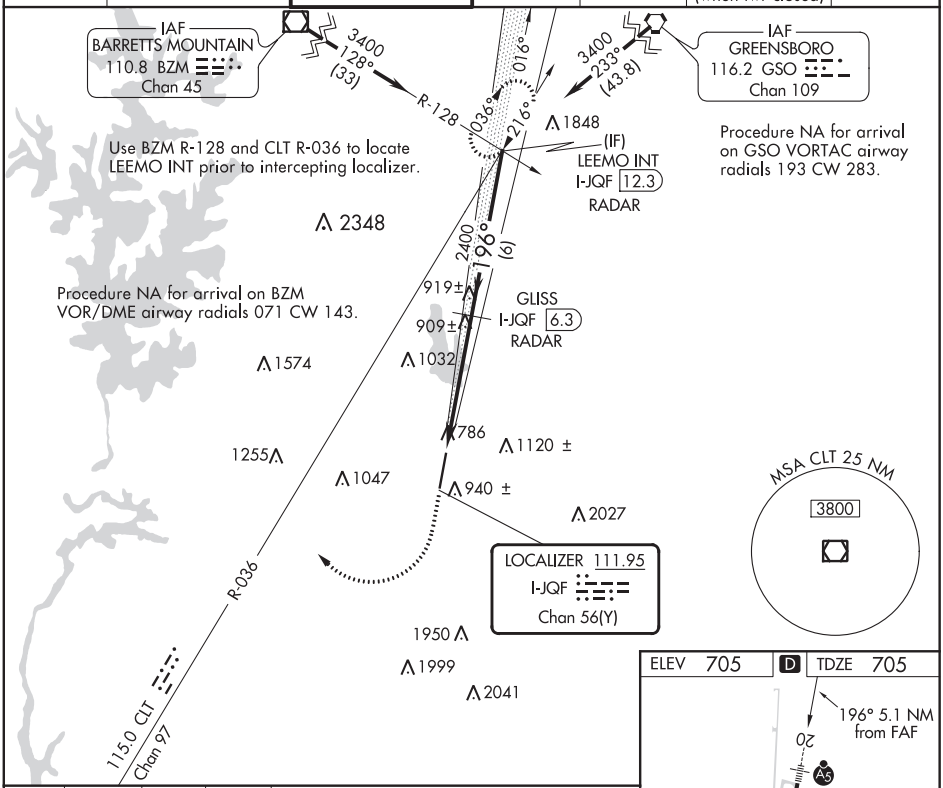
DME or RADAR required for LOC only.

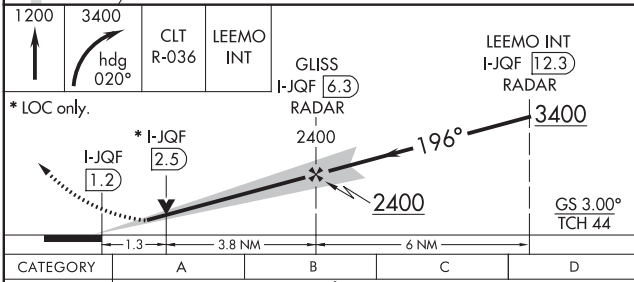
For inop ALS, increase S-LOC 20 Cat D visibility to 1⅜ SM.

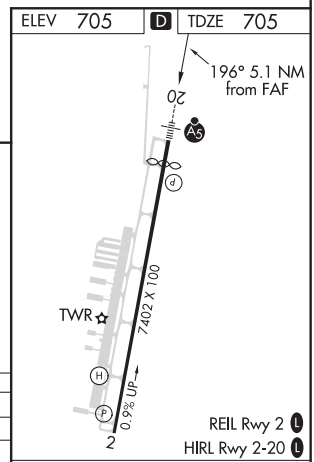
MALSR

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 on heading 020° and CLT VOR/DME R-036 to LEEMO INT/I-JQF 12.3 DME/RADAR and hold.

| ATIS★ | CHARLOTTE APP CON | CONCORD TOWER★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 133.675 | 128.32 307.8 | 134.65 (CTAF) | 121.85 | 118.55 | 127.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 905-½ 200 (200-½) | | | |
| S-LOC 20 | 1160-½ 455 (500-½) | | 1160-⅞ 455 (500-⅞) | 1160-1 455 (500-1) |
| C CIRCLING | 1300-1 595 (600-1) | | 1480-2¼ 775 (800-2¼) | 1480-2½ 775 (800-2½) |

FAF to MAP 5.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:06 | 3:24 | 2:33 | 2:02 | 1:42 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 93903 W02A | APP CRS 016° | Rwy ldg 7400 TDZE 667 Apt Elev 705 |
|---|---|---|

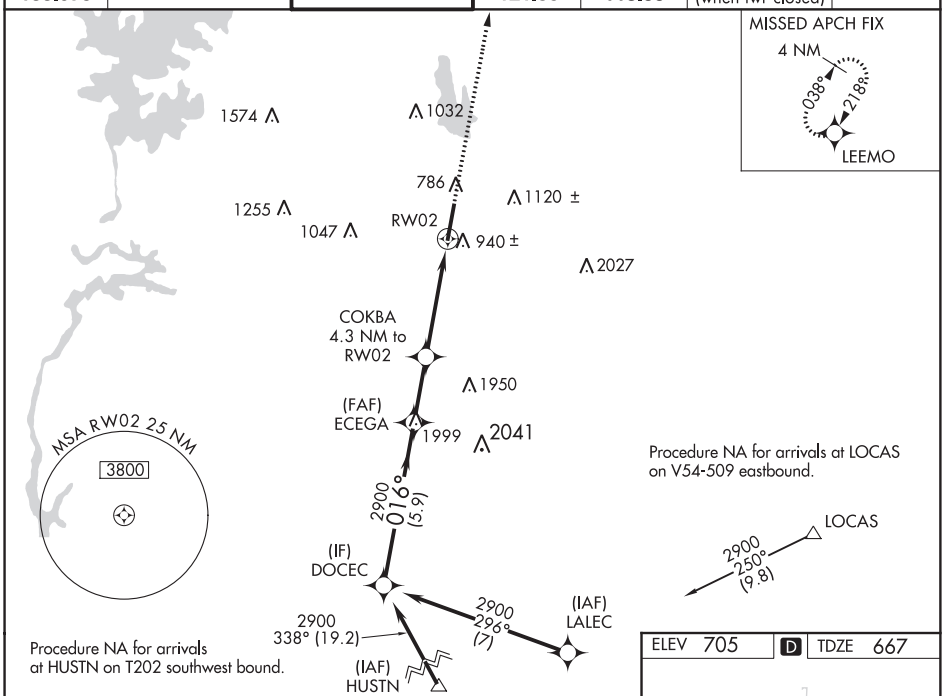
# RNAV (GPS) RWY 2
## CONCORD-PADGETT RGNL (JQF)

RNP APCH.

Rwy 2 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 45°C.

MISSED APPROACH: Climb to 4000 direct LEEMO and hold, continue climb-in-hold to 4000.

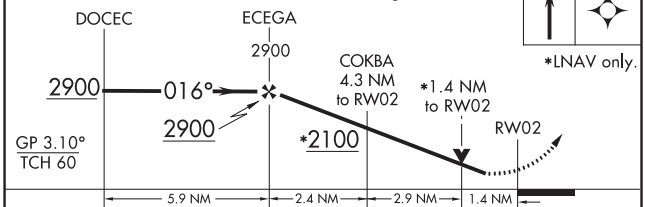
| ATIS★ | CHARLOTTE APP CON | CONCORD TOWER★ | GND CON | CLNC DEL | CLNC DEL | UNICOM |
|---|---|---|---|---|---|---|
| 133.675 | 128.32 307.8 | 134.65 (CTAF)L | 121.85 | 118.55 | 127.25 (when twr closed) | 122.95 |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 69).

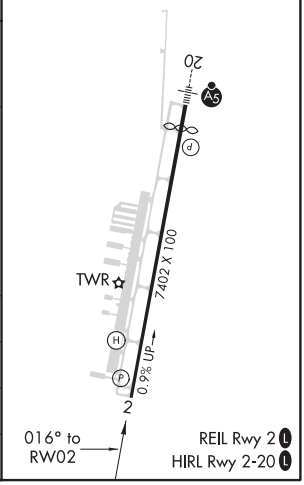
4000 LEEMO

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 986-1⅛ 319 (300-1⅛) | | | |
| LNAV/VNAV DA | 1220-1⅞ 553 (600-1⅞) | | | |
| LNAV MDA | 1240-1 573 (600-1) | | 1240-1⅝ 573 (600-1⅝) | |
| C CIRCLING | 1300-1 595 (600-1) | | 1480-2¼ 775 (800-2¼) | 1480-2½ 775 (800-2½) |

ELEV 705 D TDZE 667



CONCORD, NORTH CAROLINA

AL-9155 (FAA)

20254

# RNAV (GPS) RWY 20
## CONCORD-PADGETT RGNL (JQF)

| WAAS CH 56499 W20A | APP CRS 196° | Rwy ldg 6350<br>TDZE 705<br>Apt Elev 705 |
|---|---|---|

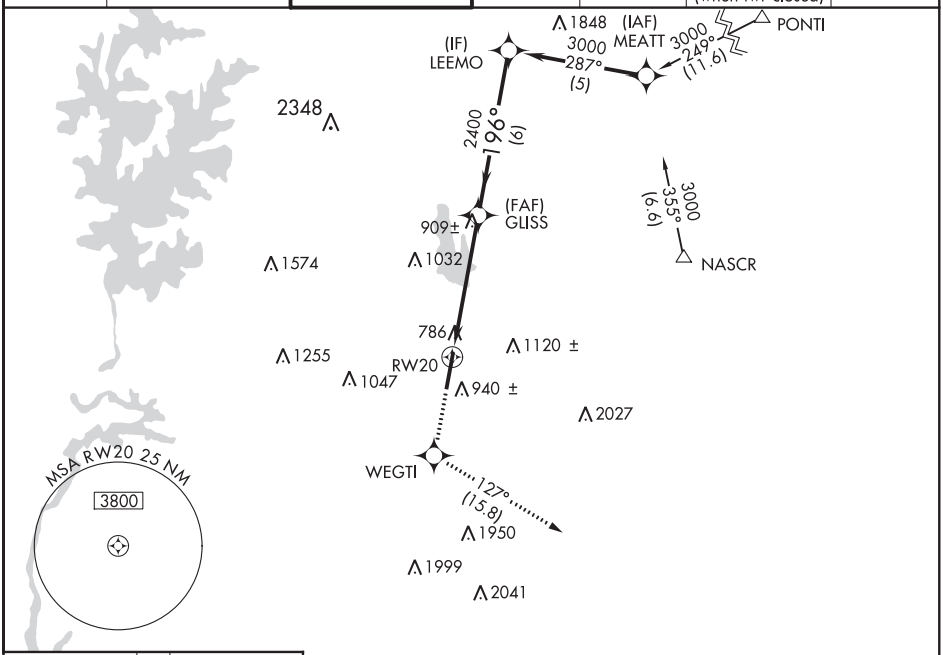
RNP APCH.

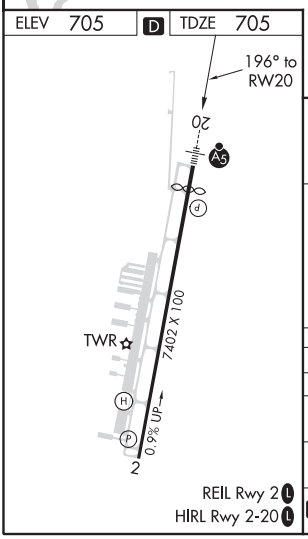
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to 1⅜ SM.

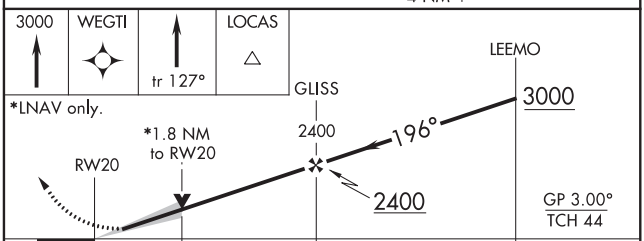
MALSR

MISSED APPROACH: Climb to 3000 direct WEGTI and on track 127° to LOCAS and hold.

| ATIS★ | CHARLOTTE APP CON | CONCORD TOWER★ | GND CON | CLNC DEL | CLNC DEL (when twr closed) | UNICOM |
|---|---|---|---|---|---|---|
| 133.675 | 128.32 307.8 | 134.65 (CTAF) L | 121.85 | 118.55 | 127.25 | 122.95 |



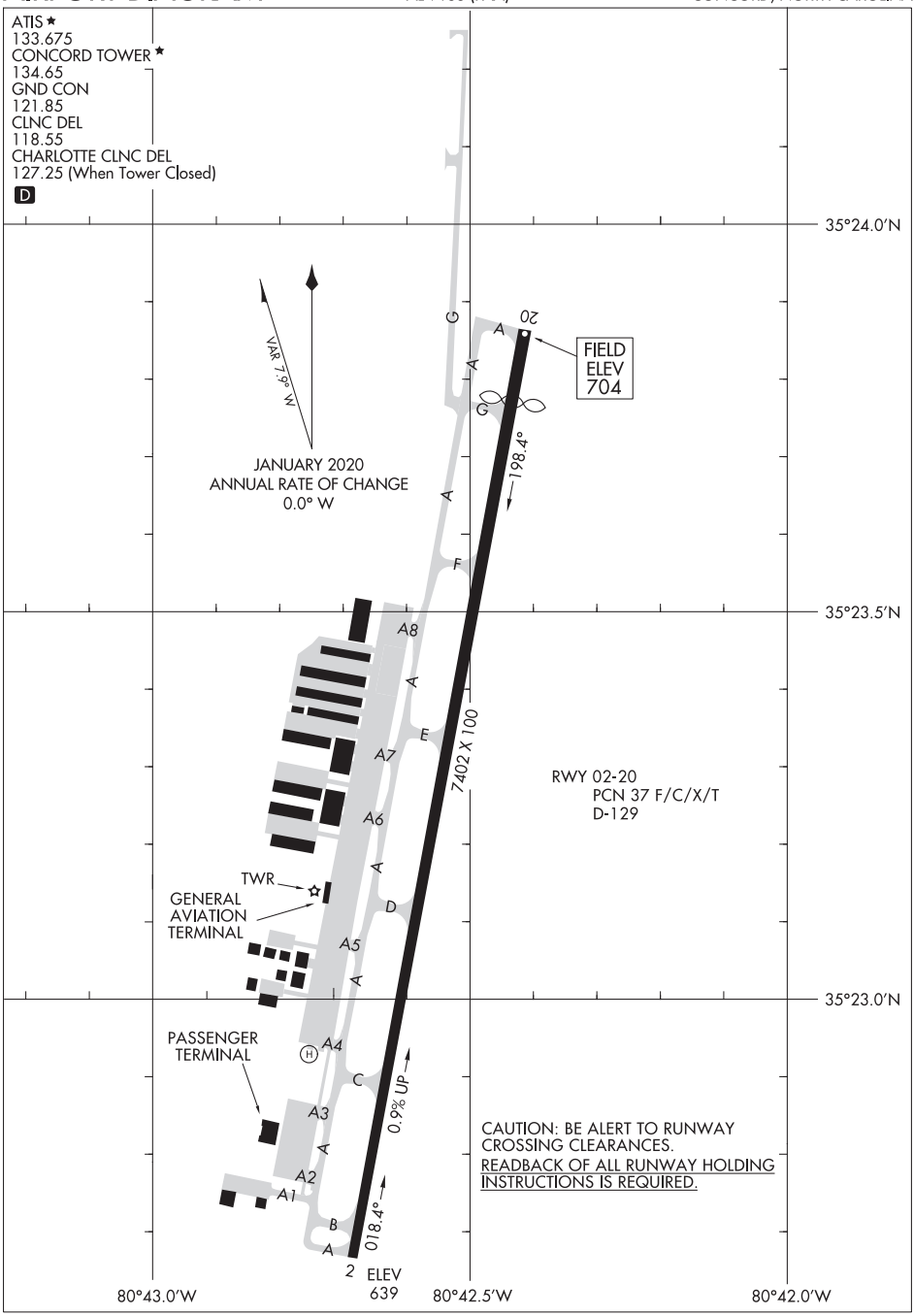




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 955-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1222-1¼ 517 (600-1¼) | | | |
| LNAV MDA | 1300-½ 595 (600-½) | | 1300-1¼ 595 (600-1¼) | |
| C CIRCLING | 1300-1 595 (600-1) | | 1480-2¼ 775 (800-2¼) | 1480-2½ 775 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

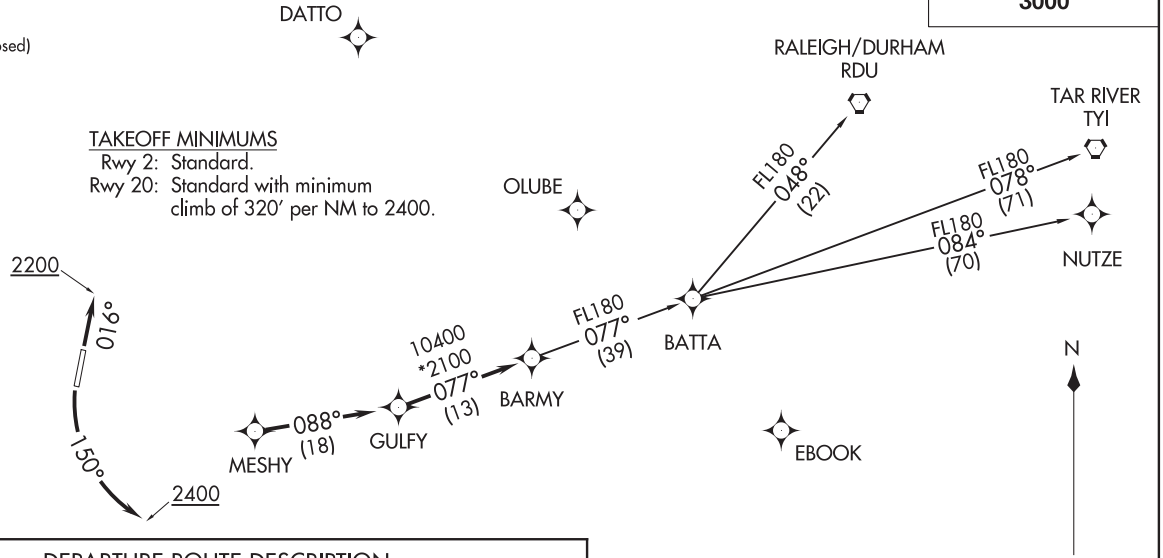
SE-2, 10 SEP 2020 to 05 NOV 2020


ATIS ★
133.675
CONCORD TOWER ★
134.65
GND CON
121.85
CLNC DEL
118.55
CHARLOTTE CLNC DEL
127.25 (When Tower Closed)
D
35°24.0'N
35°23.5'N
35°23.0'N
80°43.0'W
80°42.5'W
80°42.0'W
VAR 7.9° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W
20
FIELD
ELEV
704
198.4°
7402 X 100
RWY 02-20
PCN 37 F/C/X/T
D-129
TWR
GENERAL
AVIATION
TERMINAL
PASSENGER
TERMINAL
0.9% UP
018.4°
2
ELEV
639
CAUTION: BE ALERT TO RUNWAY
CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING
INSTRUCTIONS IS REQUIRED.
SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

ATIS ★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on heading assigned by ATC, expect RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY4.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY4.RDU)
TAR RIVER TRANSITION (BARMY4.TYI)

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

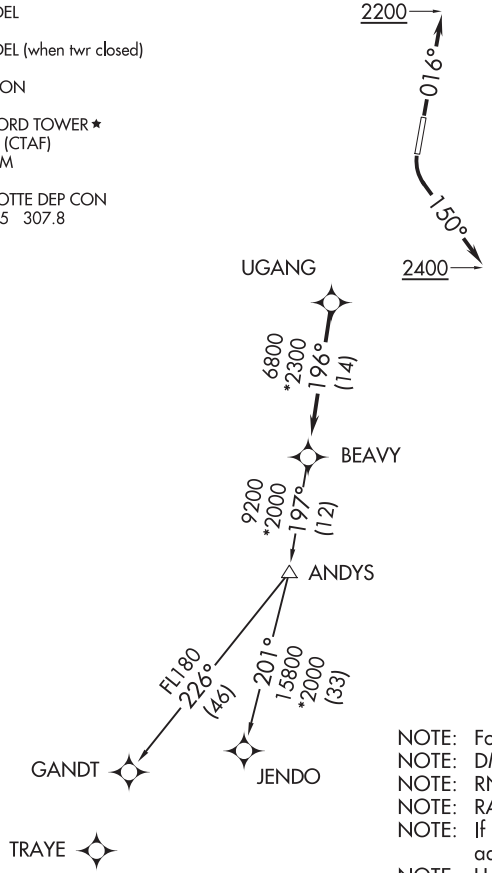
NOTE: Chart not to scale.

# BEAVY FIVE DEPARTURE (RNAV)



**TOP ALTITUDE: 3000**

ATIS ★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

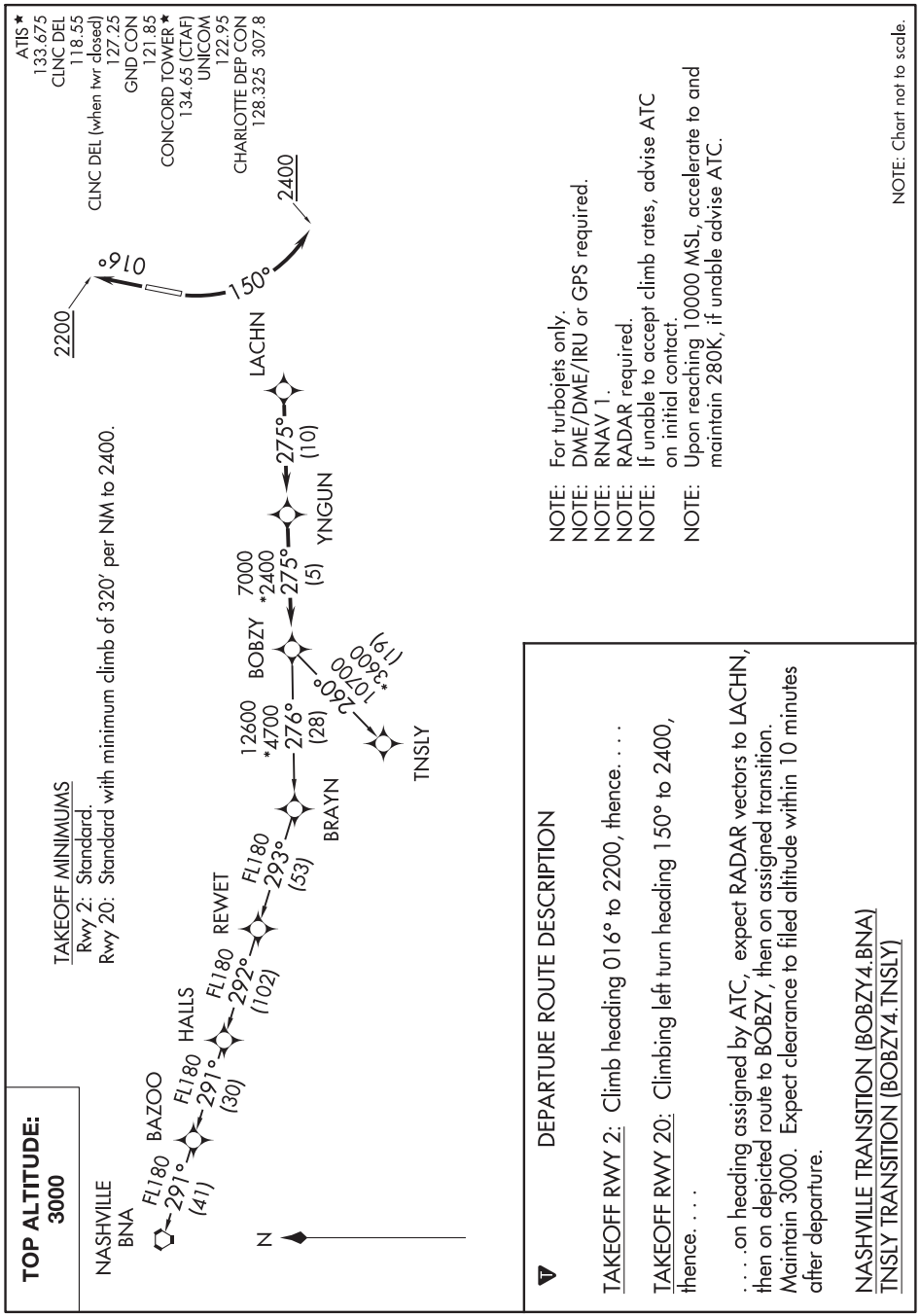
GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)


SE-2, 10 SEP 2020 to 05 NOV 2020

(BOBZY4.BOBZY) 20142 AL-9155 (FAA)

# BOBZY FOUR DEPARTURE (RNAV)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

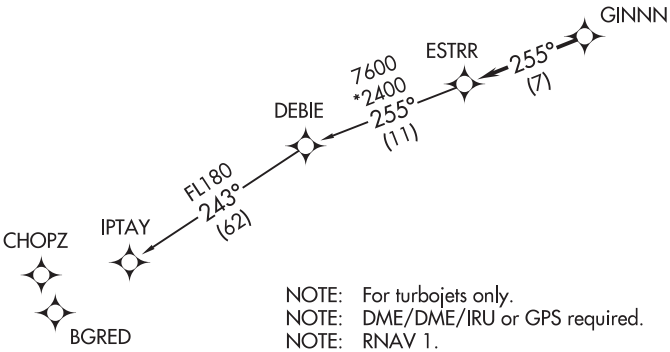
# ESTRR FOUR DEPARTURE (RNAV)



**TOP ALTITUDE: 3000**

ATIS★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)



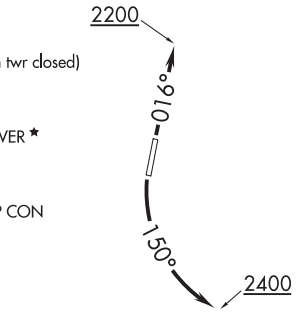

SE-2, 10 SEP 2020 to 05 NOV 2020

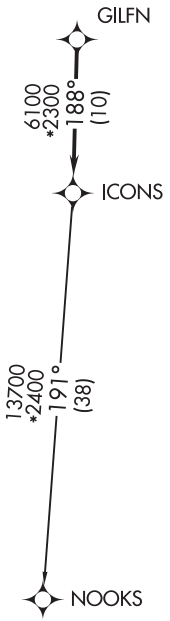
# ICONS FOUR DEPARTURE (RNAV)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

**TOP ALTITUDE: 3000**

ATIS ★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

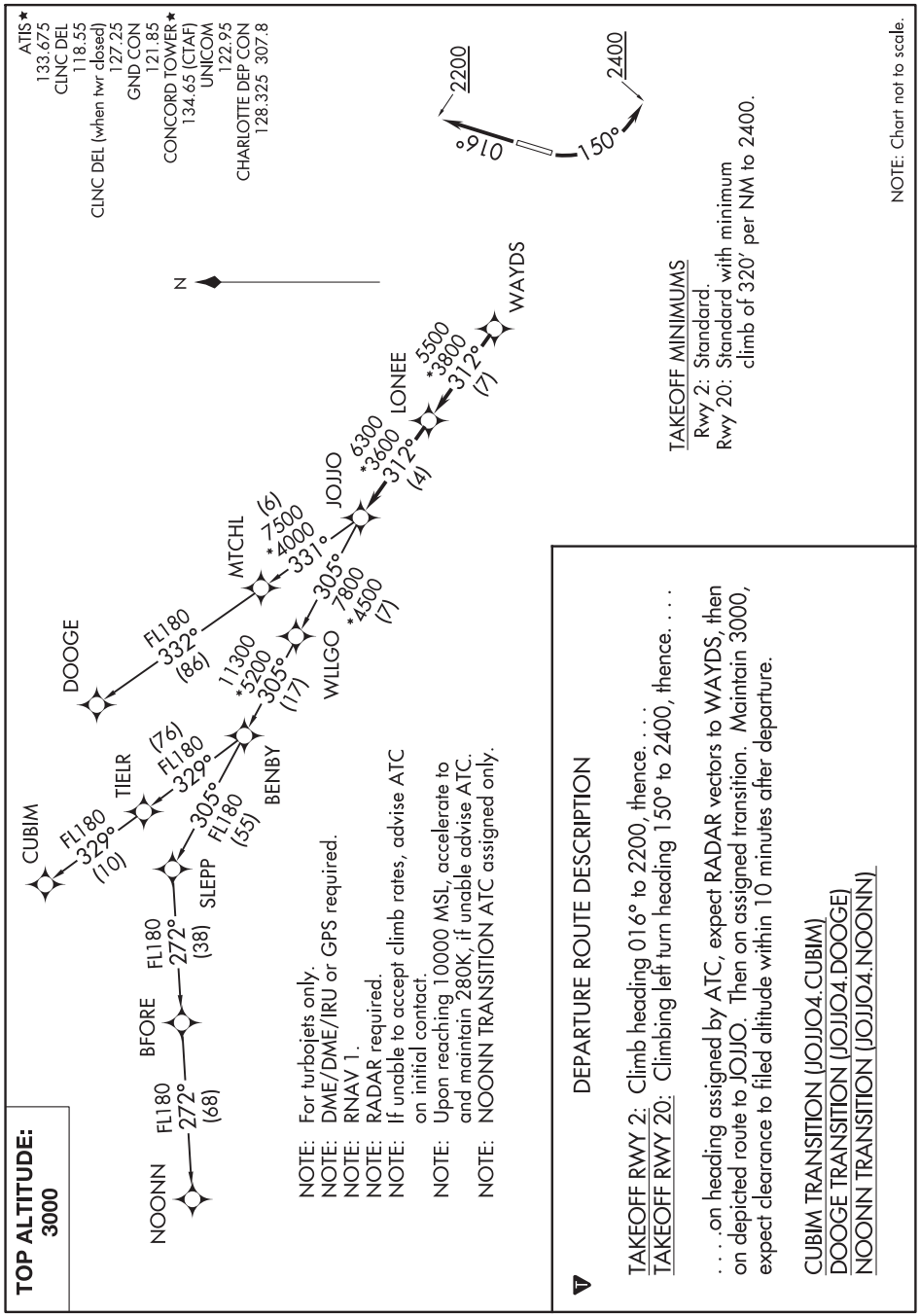
TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on heading as assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS4.NOOKS)


SE-2, 10 SEP 2020 to 05 NOV 2020

# JOJJO FOUR DEPARTURE (RNAV)



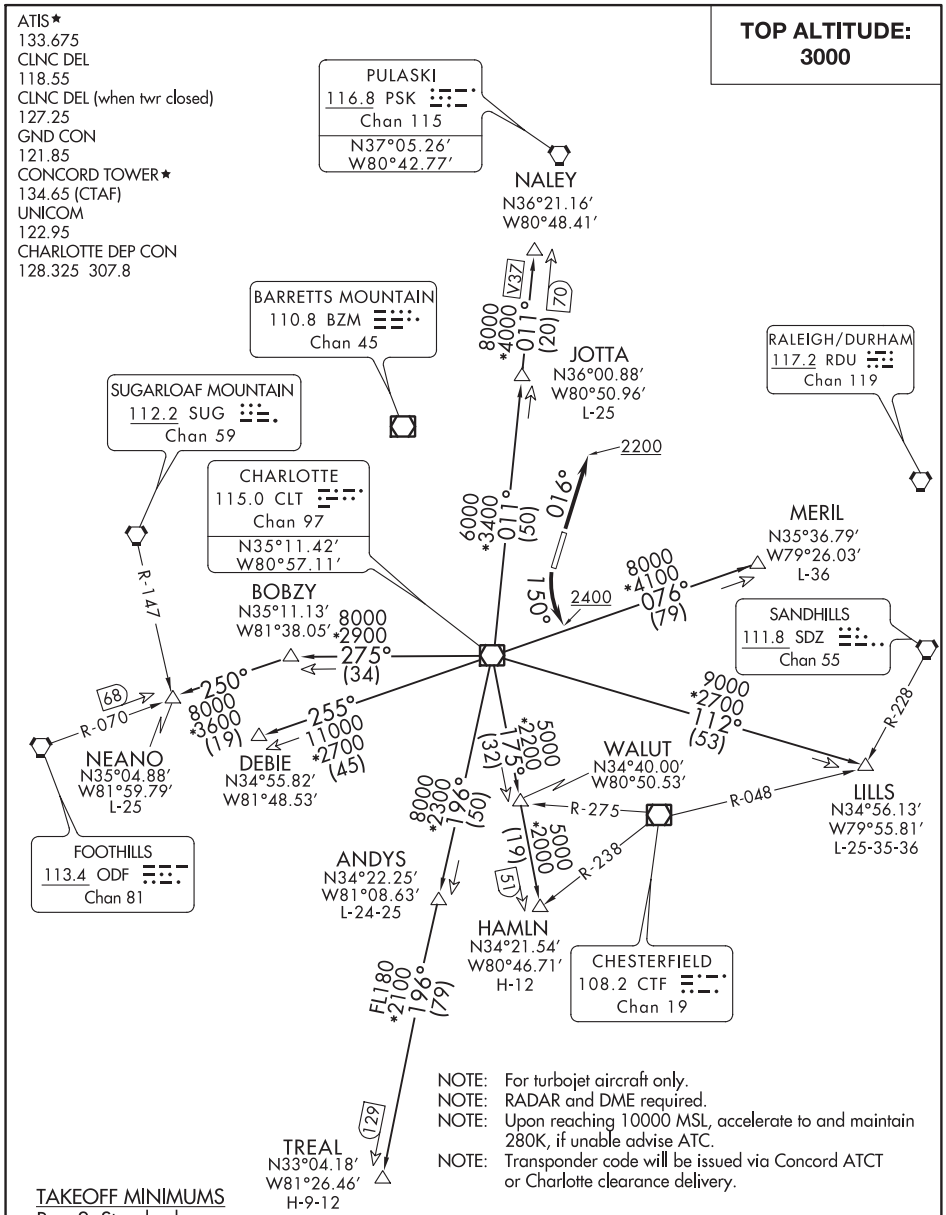
(KER3.KER) 20142 AL-9155 (FAA)

# KERMIT THREE DEPARTURE

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

**TOP ALTITUDE: 3000**

ATIS★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8




NOTE: For turbojet aircraft only.
NOTE: RADAR and DME required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte clearance delivery.

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 300-1¾ or standard with minimum climb of 204′ per NM to 1000.
Or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

# KILNS FOUR DEPARTURE (RNAV)

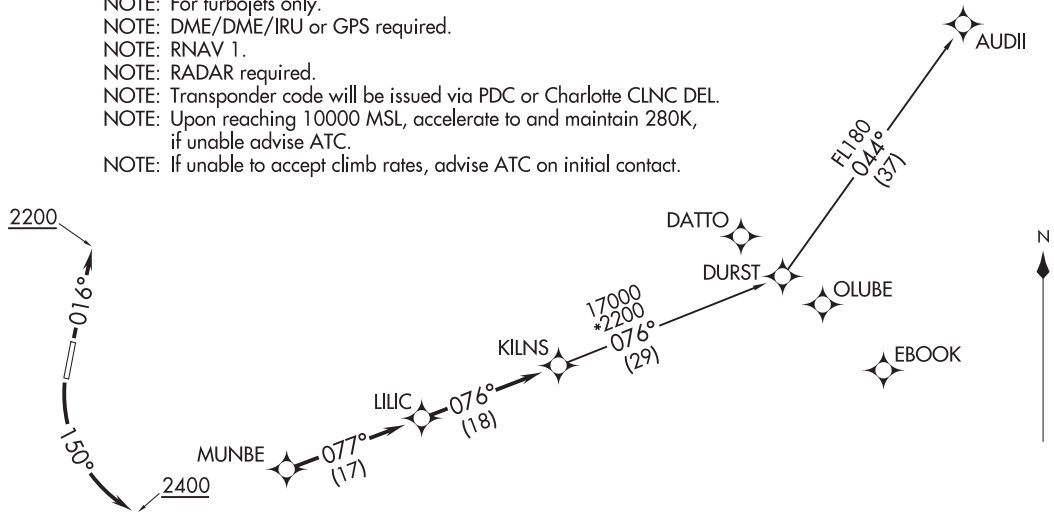
(KILNS4.KILNS) 03JAN19

CONCORD, NORTH CAROLINA
CONCORD-PADGETT RGNL (JQF)

ATIS★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

**TOP ALTITUDE: 3000**




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS4.AUDII)

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

(KILNS4.KILNS) 20142
KILNS FOUR DEPARTURE (RNAV)
CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

# KNIGHTS TWO DEPARTURE



ATIS ★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8

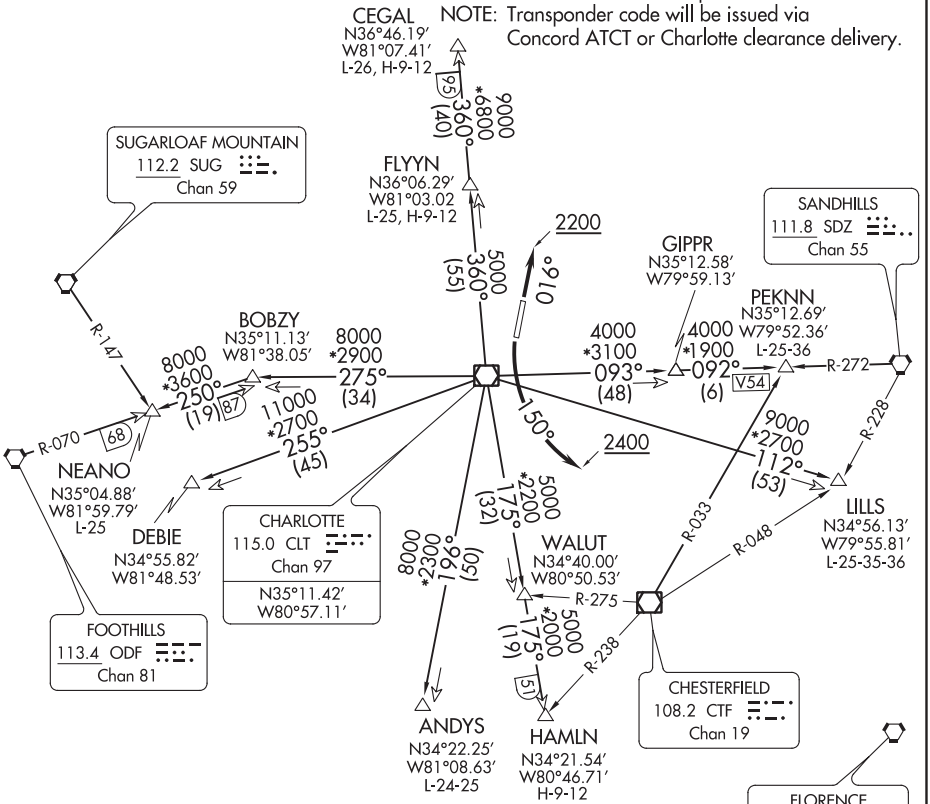
**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 300-1¾ or standard with minimum climb of 204′ per NM to 1000. Or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Concord ATCT or Charlotte clearance delivery.




ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016° to 2200, thence . . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence . . . .

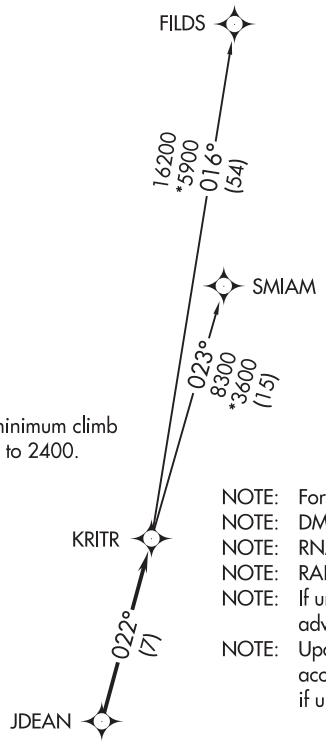
. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

# KRITR FIVE DEPARTURE (RNAV)

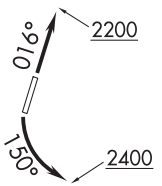
**TOP ALTITUDE: 3000**

ATIS ★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.32 307.8




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

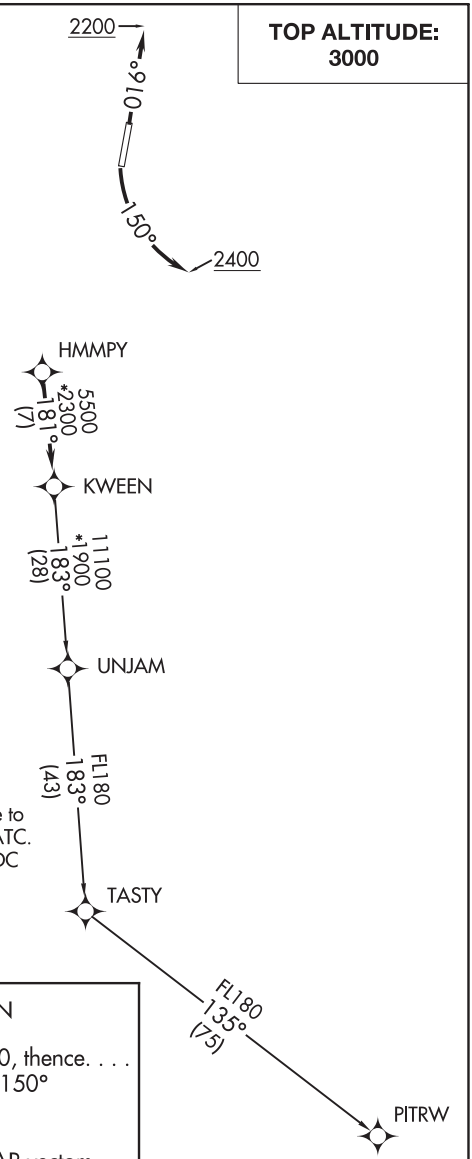
(KWEEN4.KWEEN) 20142 AL-9155 (FAA)

# KWEEN FOUR DEPARTURE (RNAV)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

ATIS ★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within10 minutes after departure.

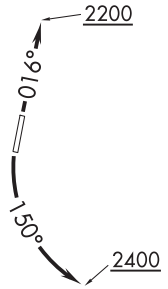
PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)


SE-2, 10 SEP 2020 to 05 NOV 2020

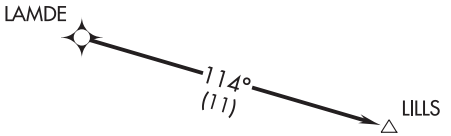
# LILLS TWO DEPARTURE (RNAV)

**TOP ALTITUDE: 3000**

ATIS★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence. . .
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . .

. . . .on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(WEAZL4.WEAZL) 20142 AL-9155 (FAA)

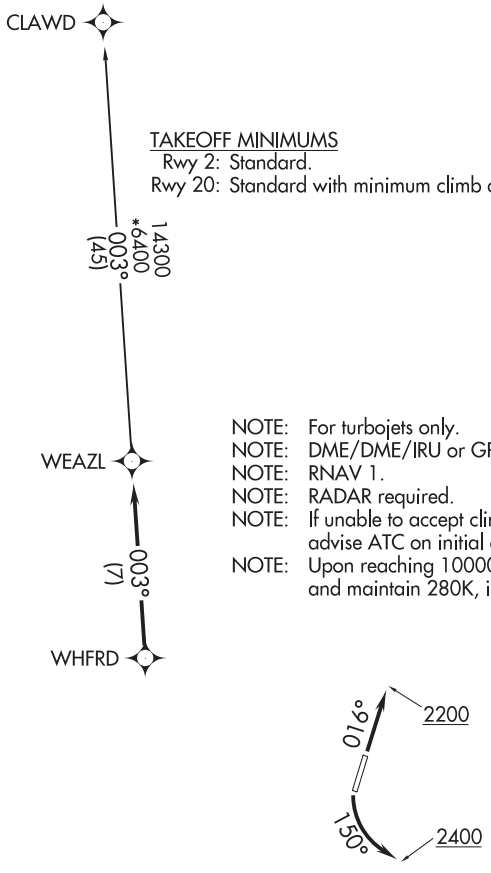
# WEAZL FOUR DEPARTURE (RNAV)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

**TOP ALTITUDE: 3000**

ATIS ★
133.675
CLNC DEL
118.55
CLNC DEL (when twr closed)
127.25
GND CON
121.85
CONCORD TOWER ★
134.65 (CTAF)
UNICOM
122.95
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: Standard with minimum climb of 320′ per NM to 2400.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 016° to 2200, thence...
TAKEOFF RWY 20: Climbing left turn heading 150° to 2400, thence. . . .

. . . .on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL, then on CLAWD transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)


SE-2, 10 SEP 2020 to 05 NOV 2020

WEAZL FOUR DEPARTURE (RNAV)
CONCORD, NORTH CAROLINA
CONCORD-PADGETT RGNL (JQF)
(WEAZL4.WEAZL) 03JAN19

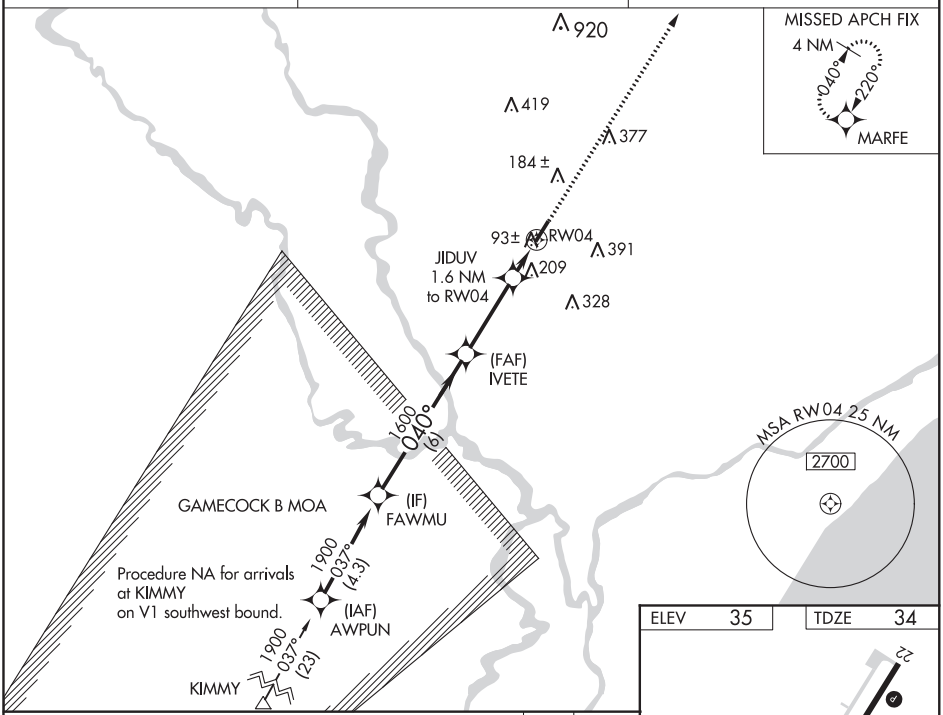
| WAAS CH 56524 W04A | APP CRS 040° | Rwy ldg 4401 TDZE 34 Apt Elev 35 |
|---|---|---|

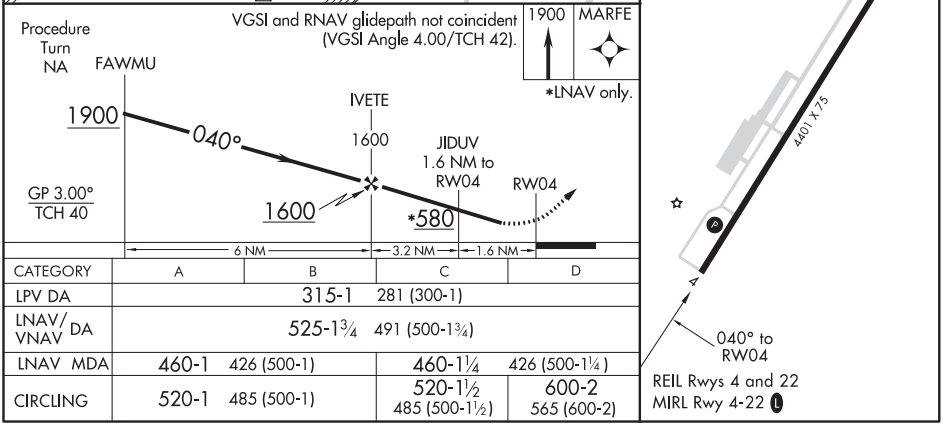
# RNAV (GPS) RWY 4
## CONWAY-HORRY COUNTY (HYW)

Baro-VNAV NA when using Myrtle Beach altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅛ mile. When VGSI inop, Straight-In minimums NA at night. When VGSI inop, Circling Rwy 22 NA at night.

MISSED APPROACH: Climb to 1900 direct MARFE and hold.

| AWOS-3 | MYRTLE BEACH APP CON* | UNICOM |
|---|---|---|
| 119.525 | 127.4 257.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 315-1 281 (300-1) | | | |
| LNAV/VNAV DA | 525-1¾ 491 (500-1¾) | | | |
| LNAV MDA | 460-1 426 (500-1) | | 460-1¼ 426 (500-1¼) | |
| CIRCLING | 520-1 485 (500-1) | | 520-1½ 485 (500-1½) | 600-2 565 (600-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

CONWAY, SOUTH CAROLINA

AL-6274 (FAA)

20142

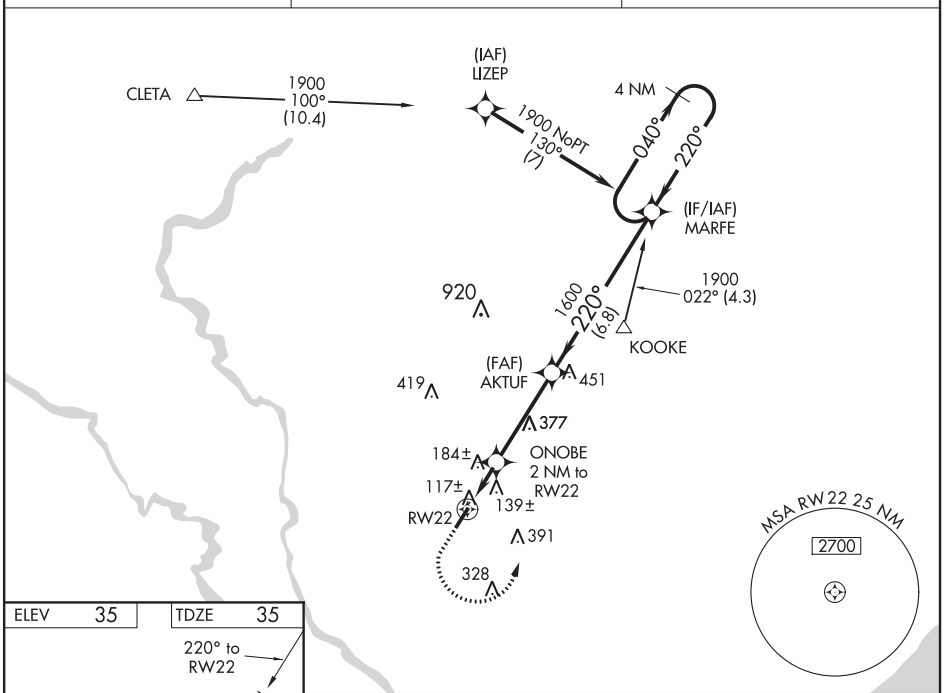
# RNAV (GPS) RWY 22
## CONWAY-HORRY COUNTY (HYW)

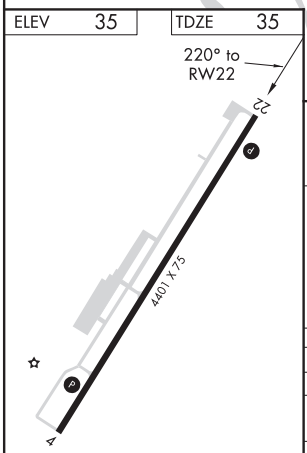
| WAAS CH 90424 W22A | APP CRS 220° | Rwy ldg 4401<br>TDZE 35<br>Apt Elev 35 |
|---|---|---|

For uncompensated Baro-VNAV sytems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visiblity⅛ mile and LNAV Cats C and D visibility ¼ mile. Baro-VNAV NA when using Myrtle Beach altimeter setting. When VGSI inop, Straight-in/Circling Rwy 22 procedure NA at night.

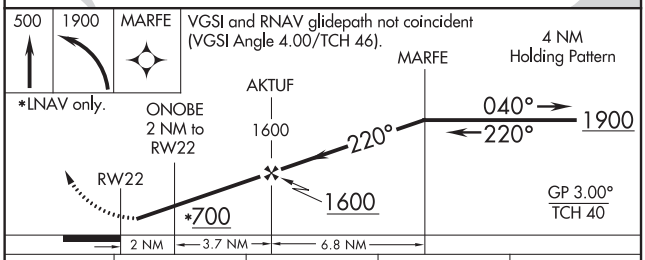
MISSED APPROACH: Climb to 500 then climbing left turn to 1900 direct MARFE and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 119.525 | 127.4 257.95 | 122.7 (CTAF) L |




REIL Rwys 4 and 22
MIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 285-1 250 (300-1) | | | |
| LNAV/VNAV DA | 438-1⅜ 403 (500-1⅜) | | | |
| LNAV MDA | 440-1 405 (500-1) | | 440-1⅛ 405 (500-1⅛) | |
| CIRCLING | 520-1 485 (500-1) | | 520-1½ 485 (500-1½) | 600-2 565 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

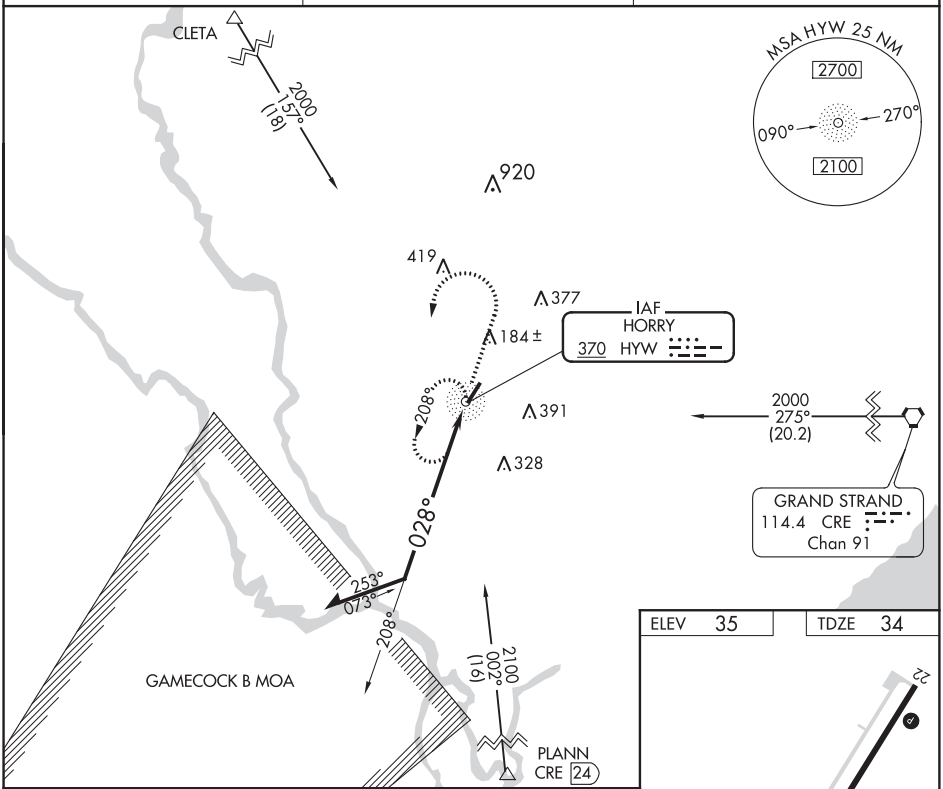
| NDB HYW | APP CRS | Rwy ldg | 4401 |
|---|---|---|---|
| 370 | 028° | TDZE | 34 |
| | | Apt Elev | 35 |

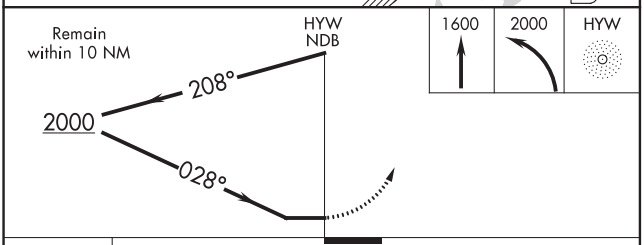
# NDB RWY 4
## CONWAY-HORRY COUNTY (HYW)

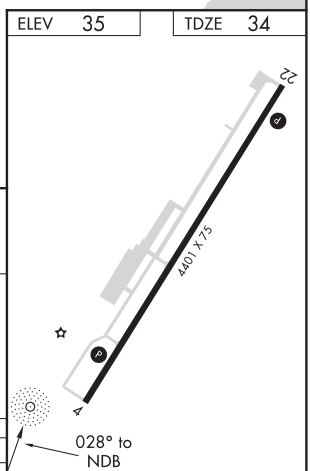
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet. When VGSI inop, Straight-In minimums NA at night. When VGSI inop, Circling Rwy 22 NA at night.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct HYW NDB and hold.

| AWOS-3 | MYRTLE BEACH APP CON★ | UNICOM |
|---|---|---|
| 119.525 | 127.4 257.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 620-1 586 (600-1) | | 620-1¾ 586 (600-1¾) | |
| CIRCLING | 620-1 585 (600-1) | | 620-1¾ 585 (600-1¾) | 620-2 585 (600-2) |

REIL Rwys 4 and 22
MIRL Rwy 4-22 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

CONWAY, SOUTH CAROLINA AL-6274 (FAA) 20254

| NDB HYW | APP CRS | Rwy ldg | 4401 |
|---|---|---|---|
| 370 | 224° | TDZE | 35 |
| | | Apt Elev | 35 |

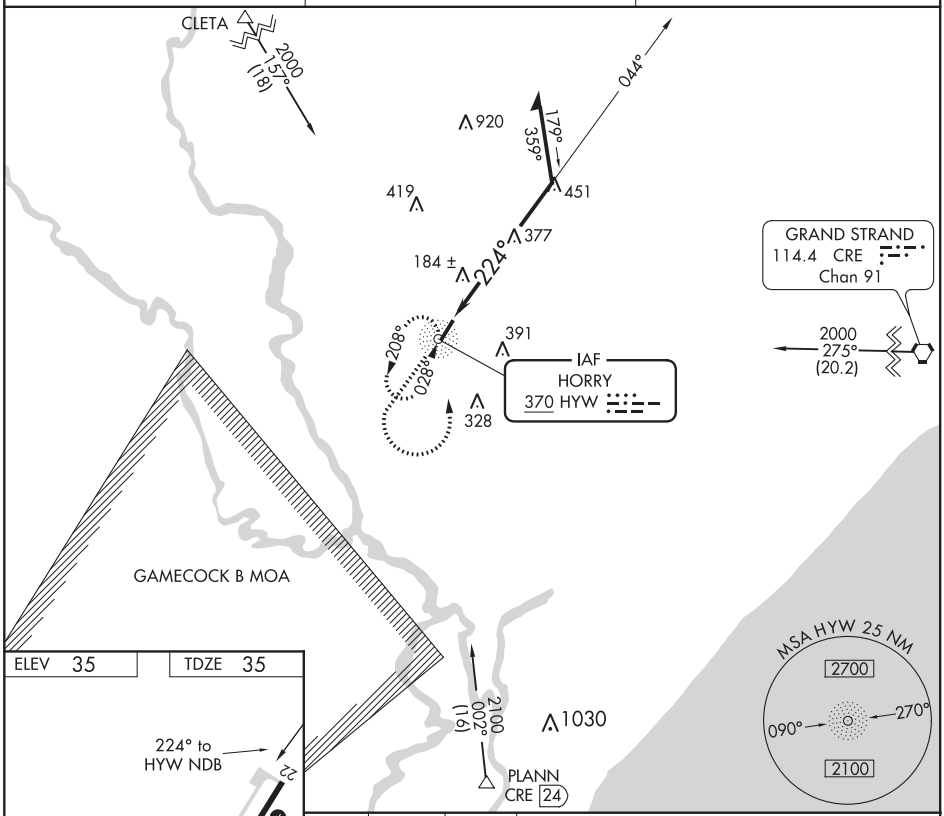
# NDB RWY 22
## CONWAY-HORRY COUNTY (HYW)

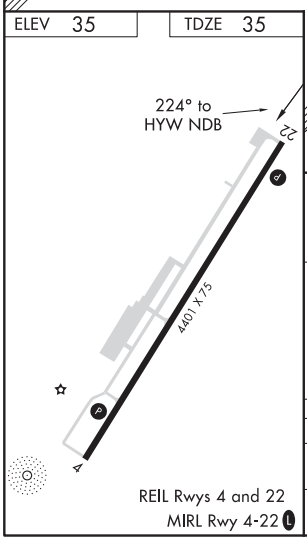
When local altimeter setting not received, use Myrtle Beach altimeter setting and increase all MDA 40 feet. Helicopter visibility reduction below 1 SM NA. When VGSI inop, Straight-in/Circling Rwy 22 procedure NA at night.

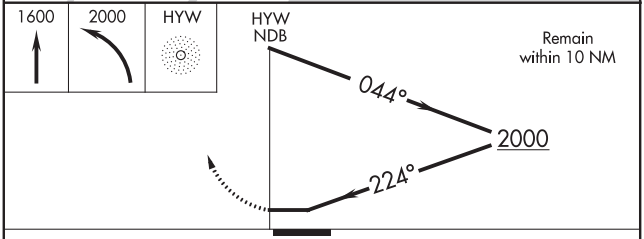
NA

MISSED APPROACH: Climb to 1600 then climbing left turn to 2000 direct HYW NDB and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 119.525 | 127.4 257.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 860-1<br>825 (900-1) | 860-1¼<br>825 (900-1¼) | 860-2½ 825 (900-2½) | |
| CIRCLING | 860-1¼ 825 (900-1¼) | | 860-2½<br>825 (900-2½) | 860-2¾<br>825 (900-2¾) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

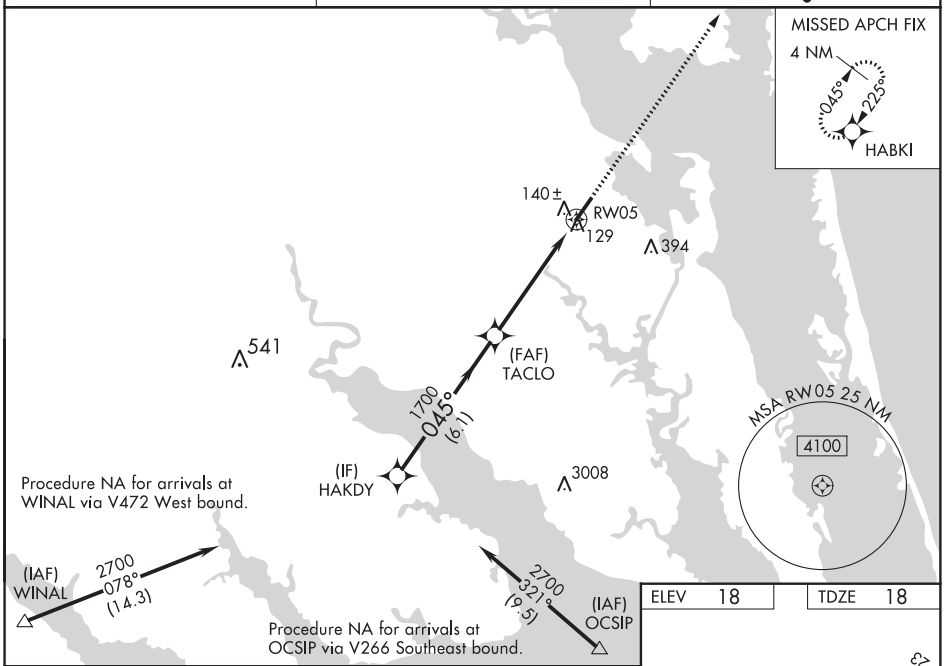
| WAAS CH 49008 W05A | APP CRS 045° | Rwy ldg 5500<br>TDZE 18<br>Apt Elev 18 |
|---|---|---|

# RNAV (GPS) RWY 5
## CURRITUCK COUNTY RGNL (ONX)

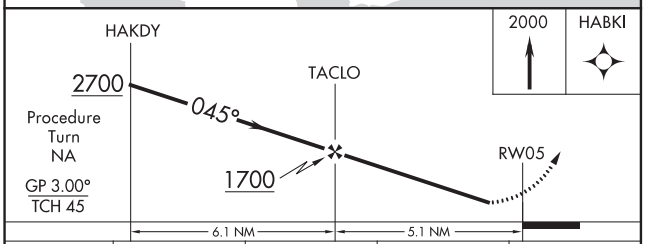
Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA.Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying. When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all DA 59 feet, and all MDA 60 feet; increase LNAV Cat. C and D visibility ¼mile.

MISSED APPROACH: Climb to 2000 direct HABKI and hold.

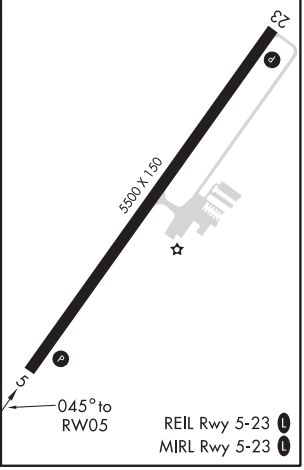
| AWOS-3 | OCEANA APP CON | CTAF |
|---|---|---|
| 119.775 | 123.9 266.8 | 122.9 L |




| ELEV 18 | TDZE 18 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 343-1¼ 325 (400-1¼) | | | |
| LNAV/VNAV DA | 410-1½ 392 (400-1½) | | | |
| LNAV MDA | 400-1 382 (400-1) | | | 400-1¼ 382 (400-1¼) |
| CIRCLING | 440-1 422 (500-1) | 480-1 462 (500-1) | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |



CURRITUCK, NORTH CAROLINA AL-9245 (FAA) 20198

| WAAS CH 97408 W23A | APP CRS 225° | Rwy ldg 5500<br>TDZE 18<br>Apt Elev 18 |
|---|---|---|

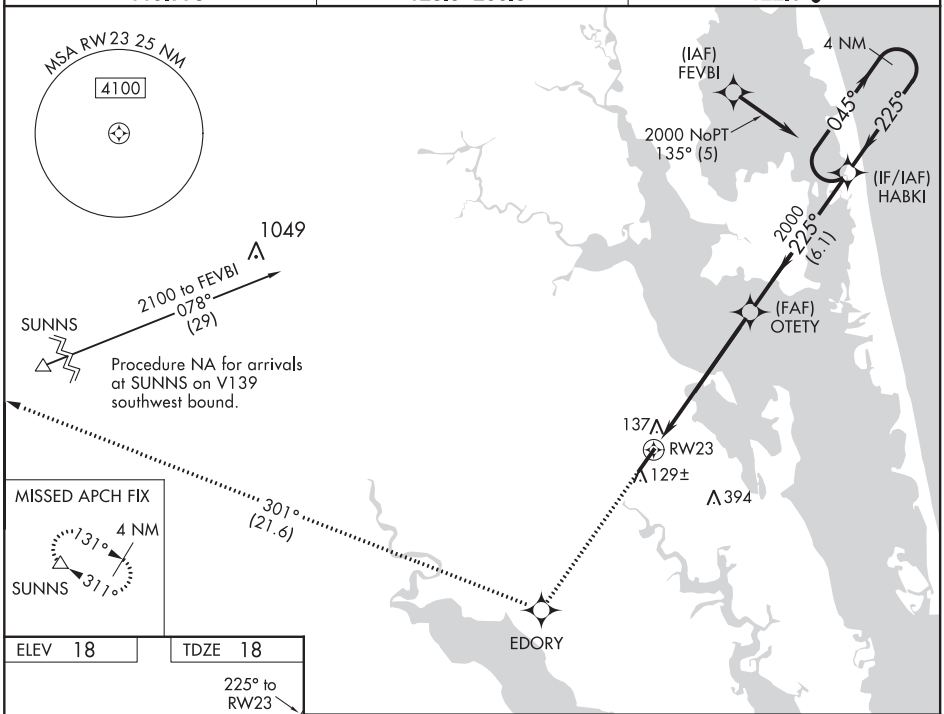
# RNAV (GPS) RWY 23
## CURRITUCK COUNTY RGNL (ONX)

RNP APCH.

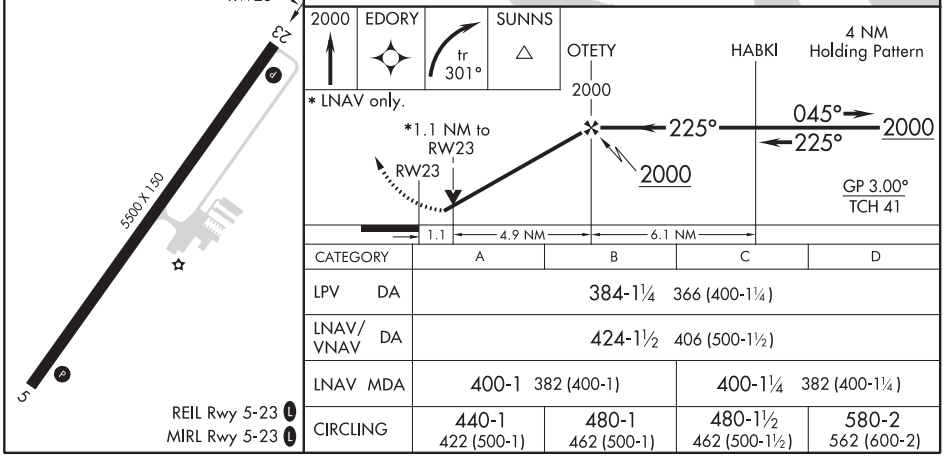
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct EDORY and right turn on track 301° to SUNNS and hold.

| AWOS-3 | OCEANA APP CON | CTAF |
|---|---|---|
| 119.775 | 123.9 266.8 | 122.9 L |




| ELEV 18 | TDZE 18 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 384-1¼ 366 (400-1¼) | | | |
| LNAV/VNAV DA | 424-1½ 406 (500-1½) | | | |
| LNAV MDA | 400-1 382 (400-1) | | 400-1¼ 382 (400-1¼) | |
| CIRCLING | 440-1 422 (500-1) | 480-1 462 (500-1) | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

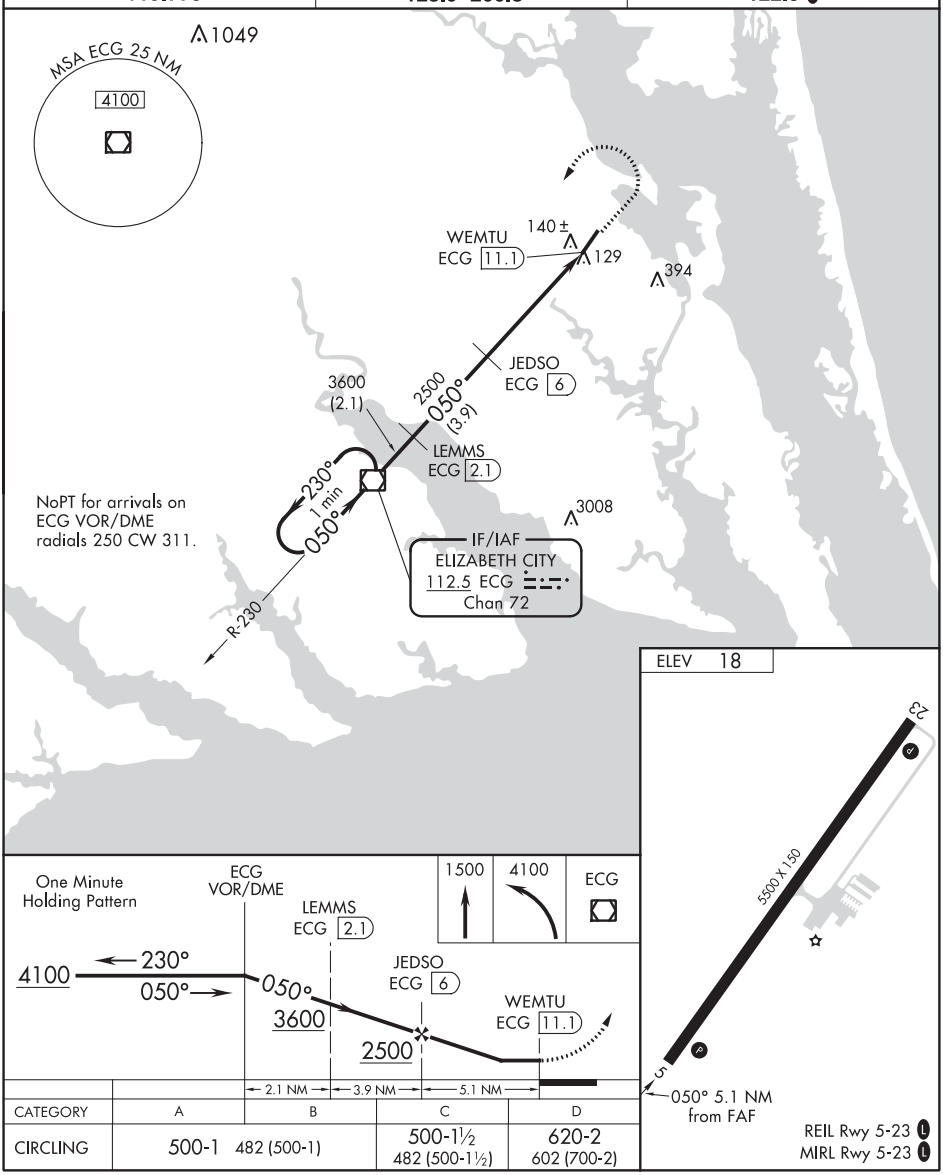
# VOR/DME-A
## CURRITUCK COUNTY RGNL (ONX)

| VOR/DME ECG | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 112.5 | 050° | TDZE | N/A |
| Chan 72 | | Apt Elev | 18 |

When local altimeter setting not received, use Oceana NAS/Apollo Soucek altimeter setting and increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.

MISSED APPROACH: Climb to 1500 then climbing left turn to 4100 direct ECG VOR/DME and hold, continue climb-in-hold to 4100.

| AWOS-3 | OCEANA APP CON | CTAF |
|---|---|---|
| 119.775 | 123.9 266.8 | 122.9 L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 500-1 482 (500-1) | | 500-1½ 482 (500-1½) | 620-2 602 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

DARLINGTON, SOUTH CAROLINA

AL-5375 (FAA)

20254

# RNAV (GPS) RWY 5
## DARLINGTON COUNTY (UDG)

| WAAS CH 42704 W05A | APP CRS 050° | Rwy ldg 5500<br>TDZE 189<br>Apt Elev 192 |
|---|---|---|

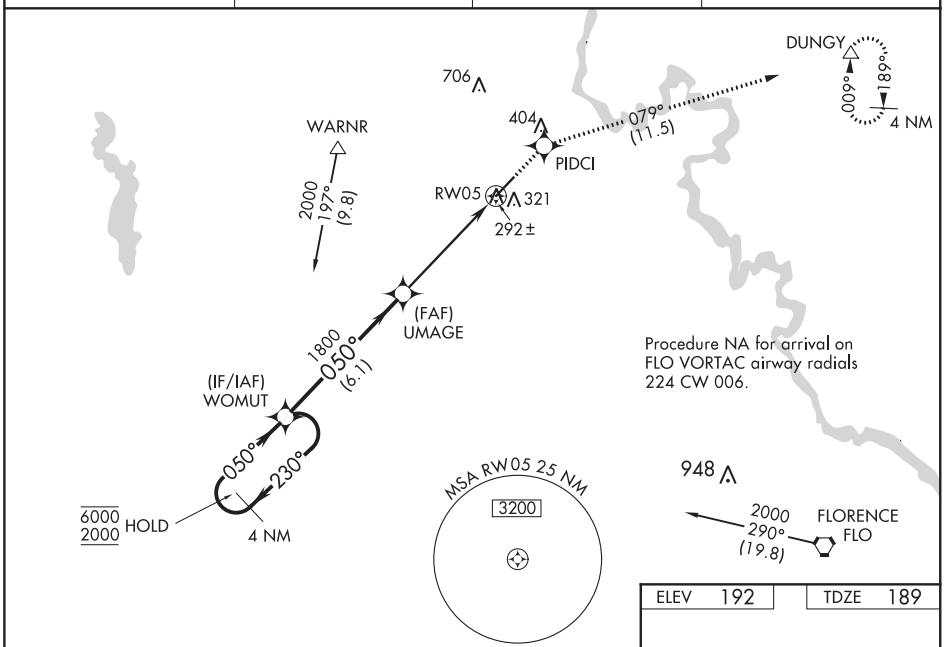
RNP APCH.

Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

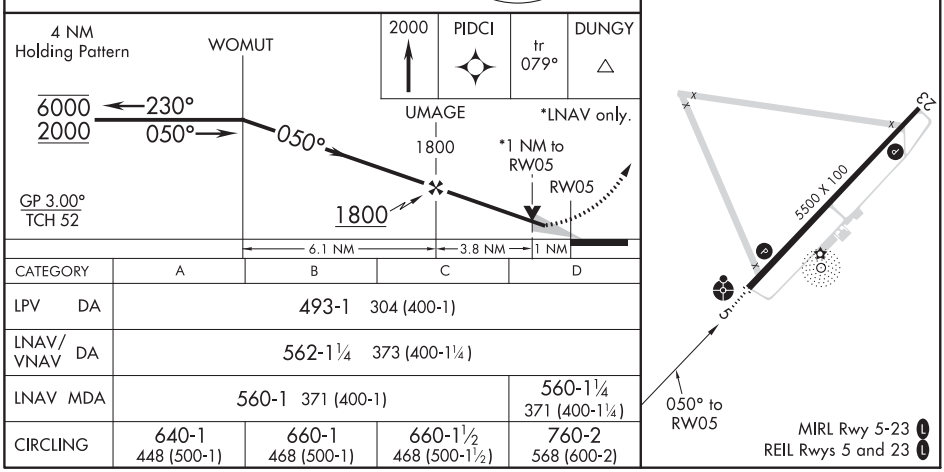
MISSED APPROACH: Climb to 2000 direct PIDCI and on track 079°to DUNGY and hold.

| AWOS-3PT | FLORENCE APP CON * | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.6 341.7 | 118.55 | 123.0 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 493-1 304 (400-1) | | | |
| LNAV/VNAV DA | 562-1¼ 373 (400-1¼) | | | |
| LNAV MDA | 560-1 371 (400-1) | | | 560-1¼ 371 (400-1¼) |
| CIRCLING | 640-1 448 (500-1) | 660-1 468 (500-1) | 660-1½ 468 (500-1½) | 760-2 568 (600-2) |

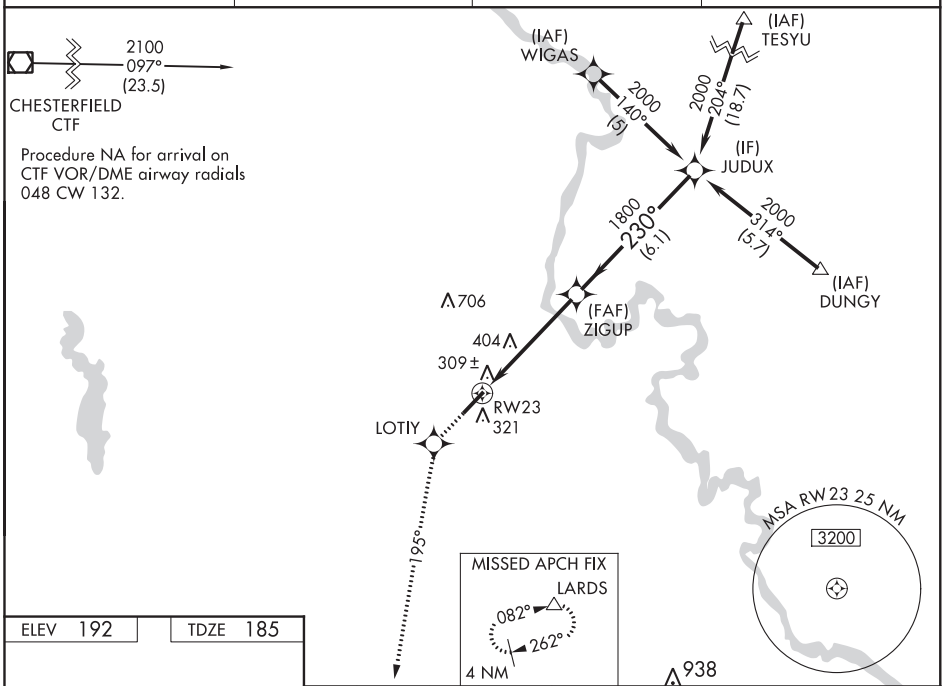
| WAAS CH 86904 W23A | APP CRS 230° | Rwy ldg 5500<br>TDZE 185<br>Apt Elev 192 |
|---|---|---|

# RNAV (GPS) RWY 23
## DARLINGTON COUNTY (UDG)

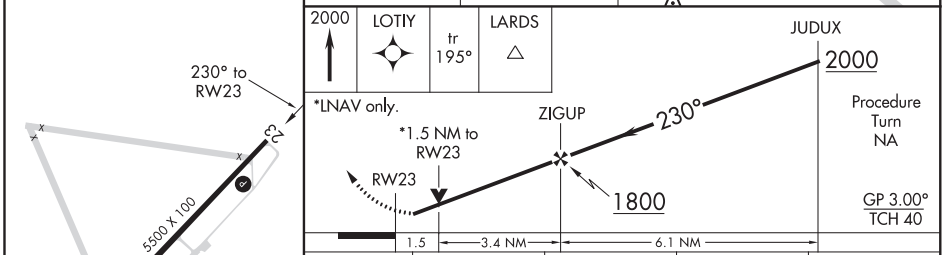
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 527, LNAV/VNAV DA to 627, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA when using Florence altimeter setting.

MISSED APPROACH: Climb to 2000 direct LOTIY and via 195° track to LARDS and hold.

| AWOS-3PT | FLORENCE APP CON★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.6 341.7 | 118.55 | 123.0 (CTAF) L |




ELEV 192 | TDZE 185




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 479-1 294 (300-1) | | | |
| LNAV/VNAV DA | 579-1½ 394 (400-1½) | | | |
| LNAV MDA | 700-1 515 (600-1) | | 700-1½ 515 (600-1½) | 700-1¾ 515 (600-1¾) |
| CIRCLING | 700-1 508 (600-1) | | 700-1½ 508 (600-1½) | 760-2 568 (600-2) |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

DARLINGTON, SOUTH CAROLINA AL-5375 (FAA) 20254

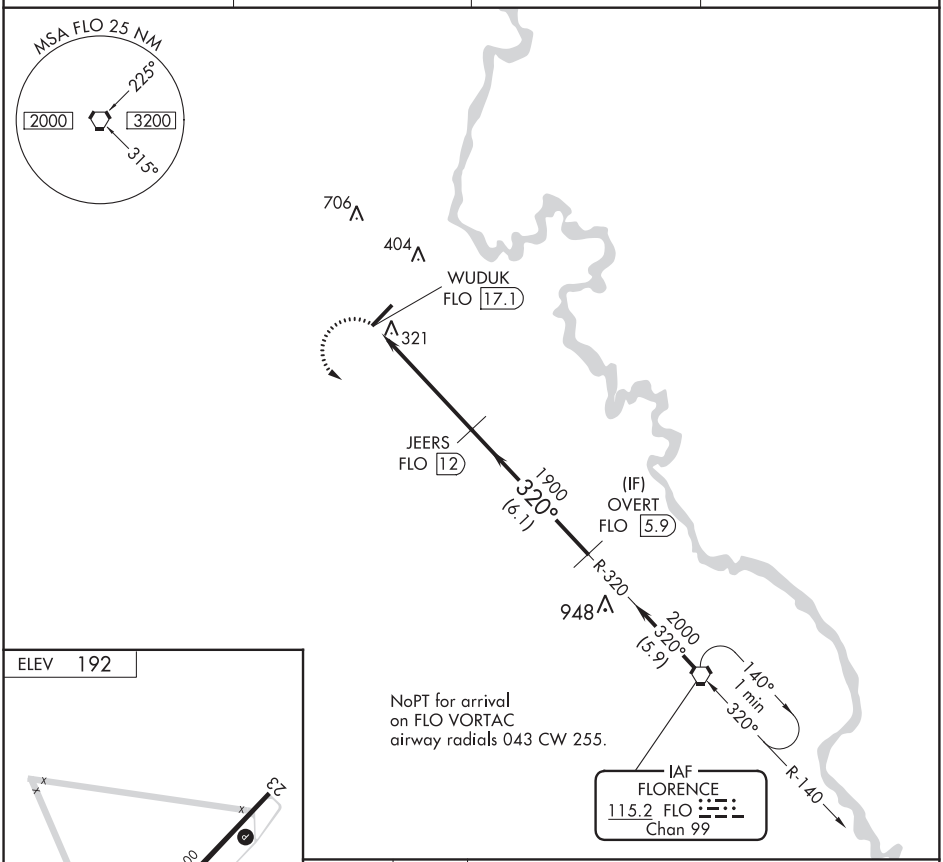
# VOR-A
## DARLINGTON COUNTY (UDG)

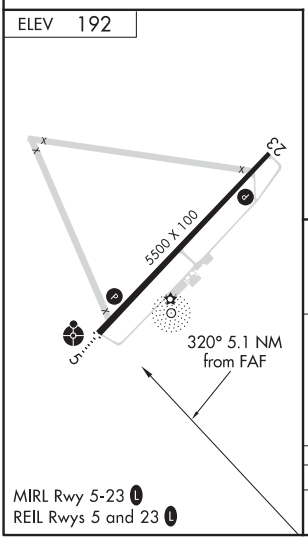
| VORTAC FLO 115.2 Chan 99 | APP CRS 320° | Rwy ldg N/A TDZE N/A Apt Elev 192 |
|---|---|---|

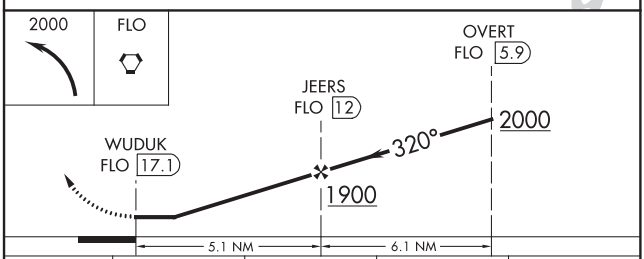
DME required.

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

| AWOS-3PT | FLORENCE APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 119.925 | 118.6 341.7 | 118.55 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1<br>448 (500-1) | 660-1<br>468 (500-1) | 660-1½<br>468 (500-1½) | 760-2<br>568 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| VORTAC FLO | APP CRS | Rwy ldg | 3000 |
|---|---|---|---|
| 115.2 | 051° | TDZE | 134 |
| Chan 99 | | Apt Elev | 134 |

# VOR/DME or GPS RWY 7

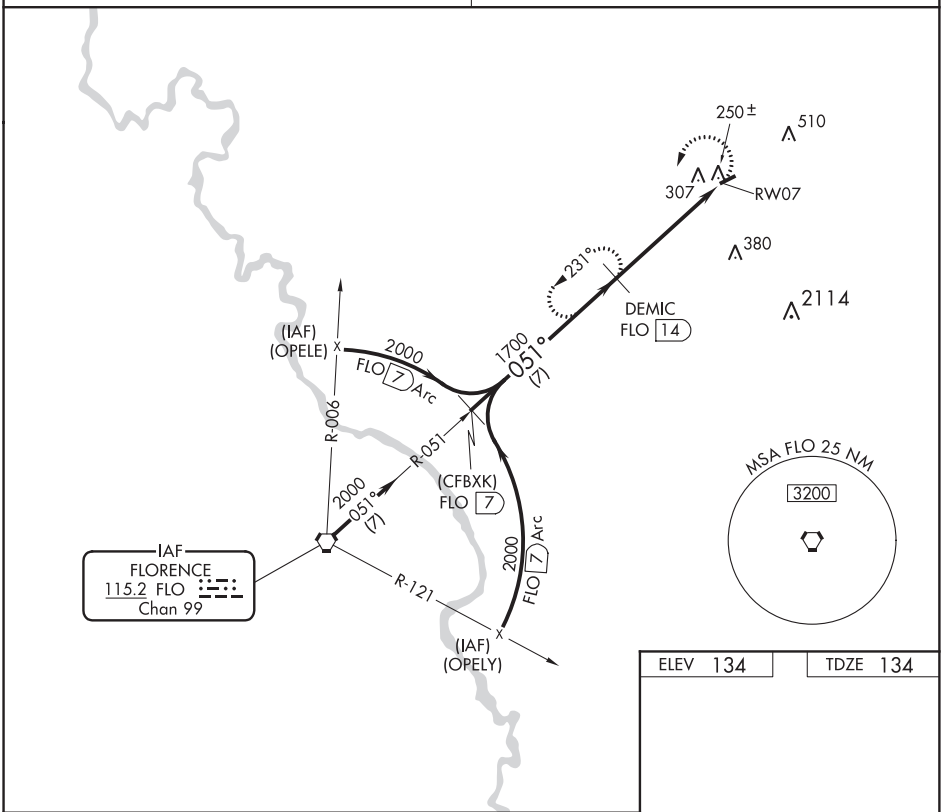
DILLON COUNTY (DLC)

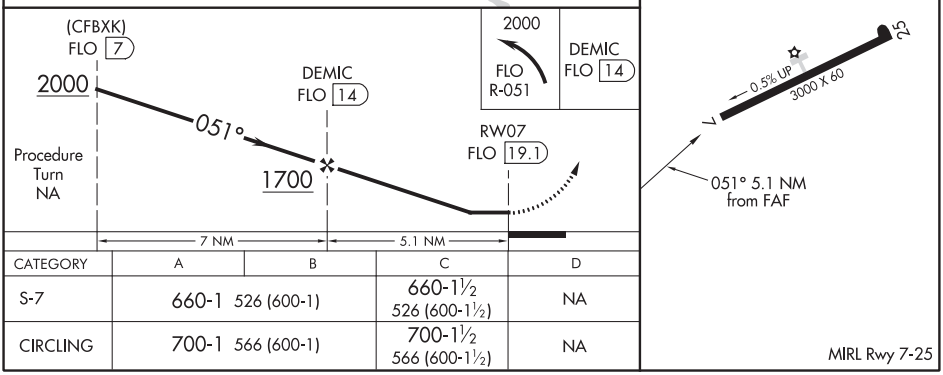
NA

Use Florence altimeter setting.

MISSED APPROACH: Climbing left turn to 2000 via FLO R-051 to DEMIC 14 DME and hold.

| FLORENCE APP CON ★ | CTAF |
|---|---|
| 118.6 341.7 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-7 | 660-1 526 (600-1) | | 660-1½ 526 (600-1½) | NA |
| CIRCLING | 700-1 566 (600-1) | | 700-1½ 566 (600-1½) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

EDENTON, NORTH CAROLINA

AL-741 (FAA)

20086

# ILS or LOC RWY 19
## NORTHEASTERN RGNL (EDE)

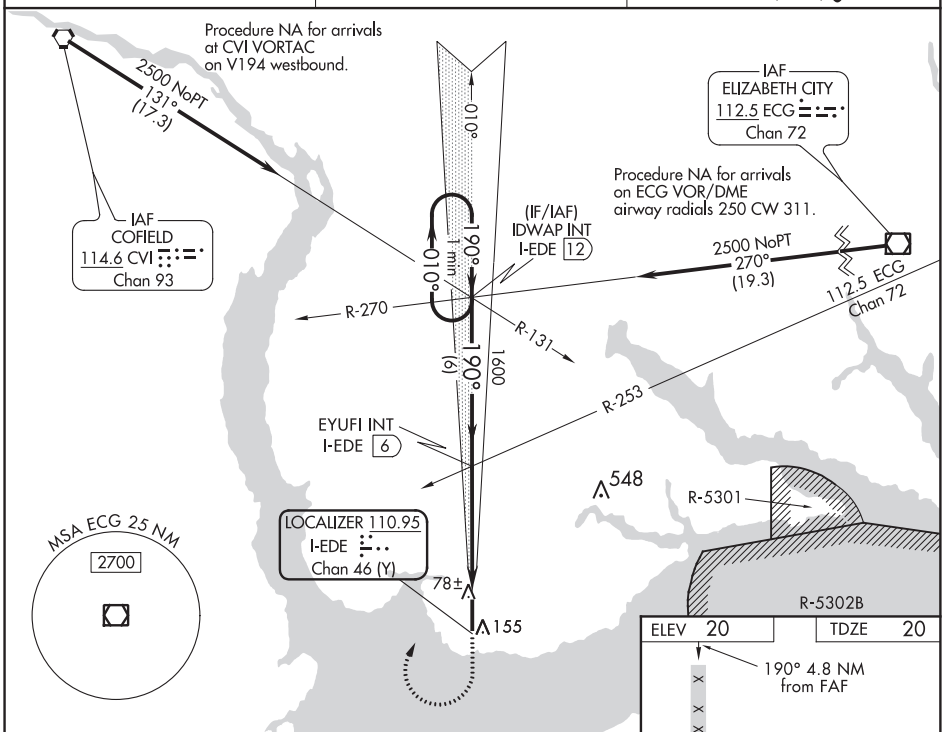
| LOC/DME I-EDE | APP CRS | Rwy ldg | 6000 |
|---|---|---|---|
| 110.95 | 190° | TDZE | 20 |
| Chan 46 (Y) | | Apt Elev | 20 |

DME or RADAR required for procedure entry.

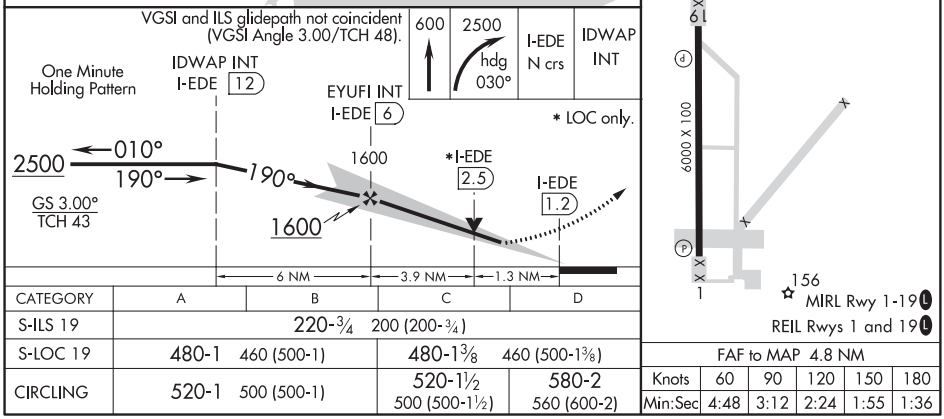
When local altimeter setting not received, use Elizabeth City altimeter setting and increase all DA 56 feet and all MDA 60 feet and increase S-ILS 19 all Cats and S-LOC 19 Cats C/D visibility ⅛ mile. VDP NA when using Elizabeth City altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2500 on heading 030° and I-EDE localizer N course to IDWAP INT/I-EDE 12 DME and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 123.85 279.65 | 123.0 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 19 | 220-¾ 200 (200-¾) | | | |
| S-LOC 19 | 480-1 460 (500-1) | | 480-1⅜ 460 (500-1⅜) | |
| CIRCLING | 520-1 500 (500-1) | | 520-1½ 500 (500-1½) | 580-2 560 (600-2) |

| FAF to MAP 4.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 6000 |
|---|---|---|
| 025° | TDZE | 20 |
| | Apt Elev | 20 |

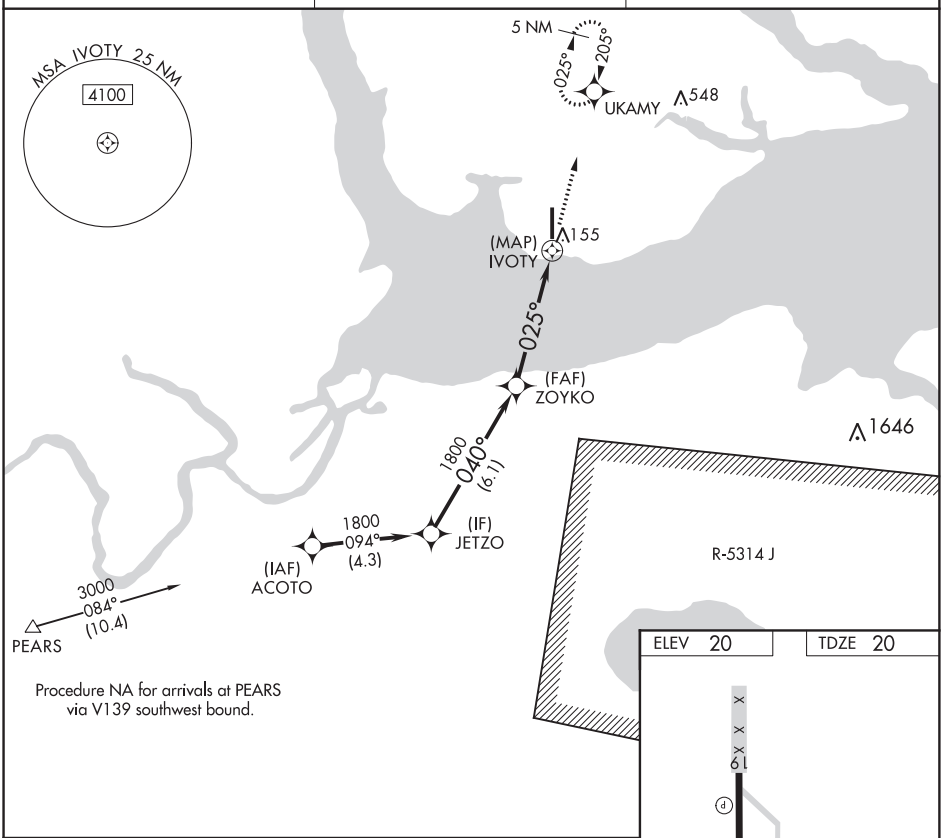
# RNAV (GPS) RWY 1
## NORTHEASTERN RGNL (EDE)

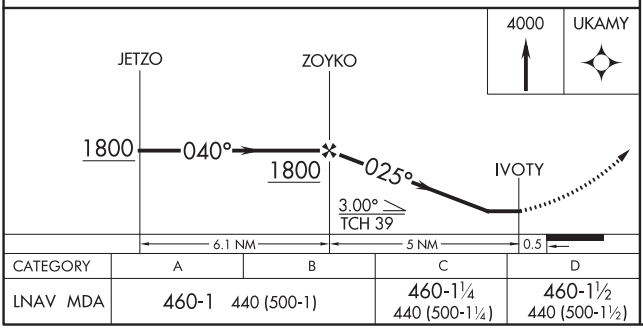
RNP APCH.

If local altimeter setting not received, use Elizabeth City altimeter setting and increase all MDAs 60 feet.
Rwy 1 helicopter visibility reduction below ¾ SM NA.

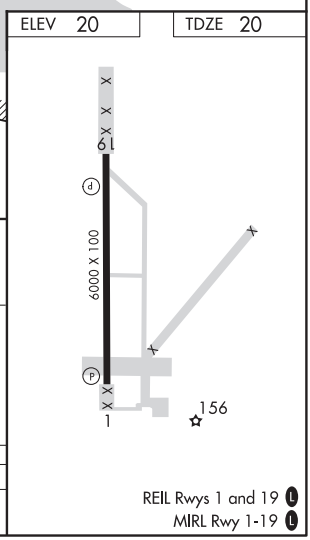
MISSED APPROACH: Climb to 4000 direct UKAMY and hold, continue climb-in-hold to 4000.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 123.85 279.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 440 (500-1) | | 460-1¼ 440 (500-1¼) | 460-1½ 440 (500-1½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

EDENTON, NORTH CAROLINA

AL-741 (FAA)

19283

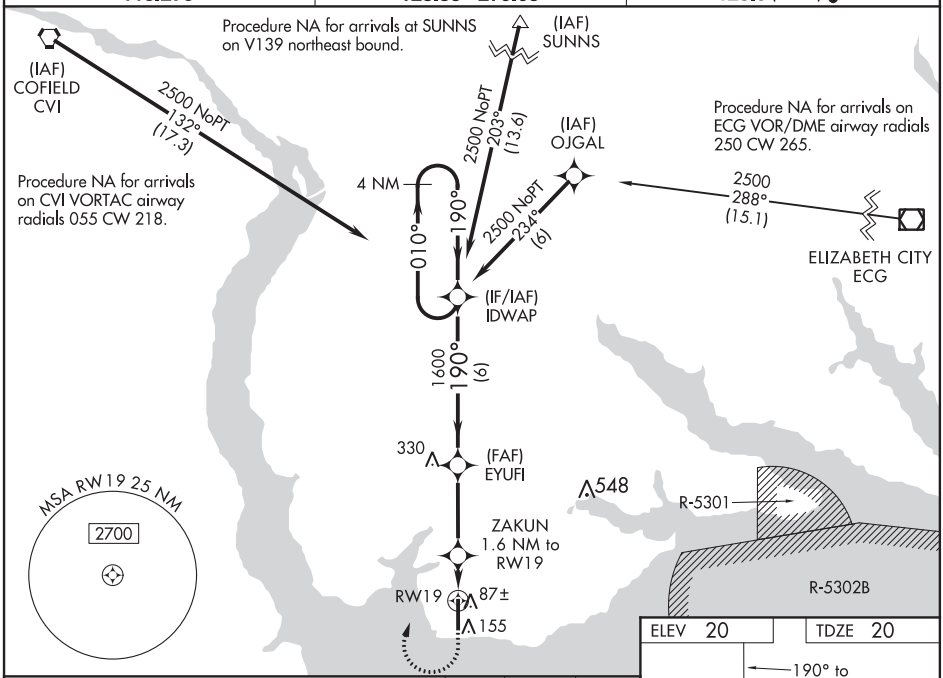
# RNAV (GPS) RWY 19
## NORTHEASTERN RGNL (EDE)

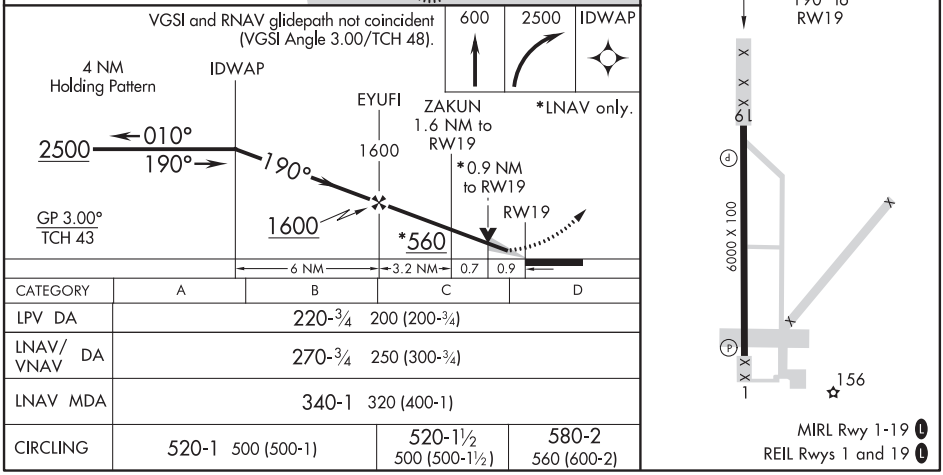
| WAAS CH 90503 W19A | APP CRS 190° | Rwy ldg 6000<br>TDZE 20<br>Apt Elev 20 |
|---|---|---|

Baro-VNAV NA when using Elizabeth City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When local altimeter setting not received, use Elizabeth City altimeter setting and increase LPV DA to 275 LNAV/VNAV DA to 325 and all MDA 60 feet, increase LPV all Cats and LNAV Cat C/D visibility ⅛ mile and LNAV/VNAV visibility all Cats ¼ mile. DME/DME RNP-0.3 NA. VDP NA when using Elizabeth City altimeter setting.

MISSED APPROACH: Climb to 600 then right turn to 2500 direct IDWAP and hold.

| AWOS-3 | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.275 | 123.85 279.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 220-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 270-¾ 250 (300-¾) | | | |
| LNAV MDA | 340-1 320 (400-1) | | | |
| CIRCLING | 520-1 500 (500-1) | | 520-1½ 500 (500-1½) | 580-2 560 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 10
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

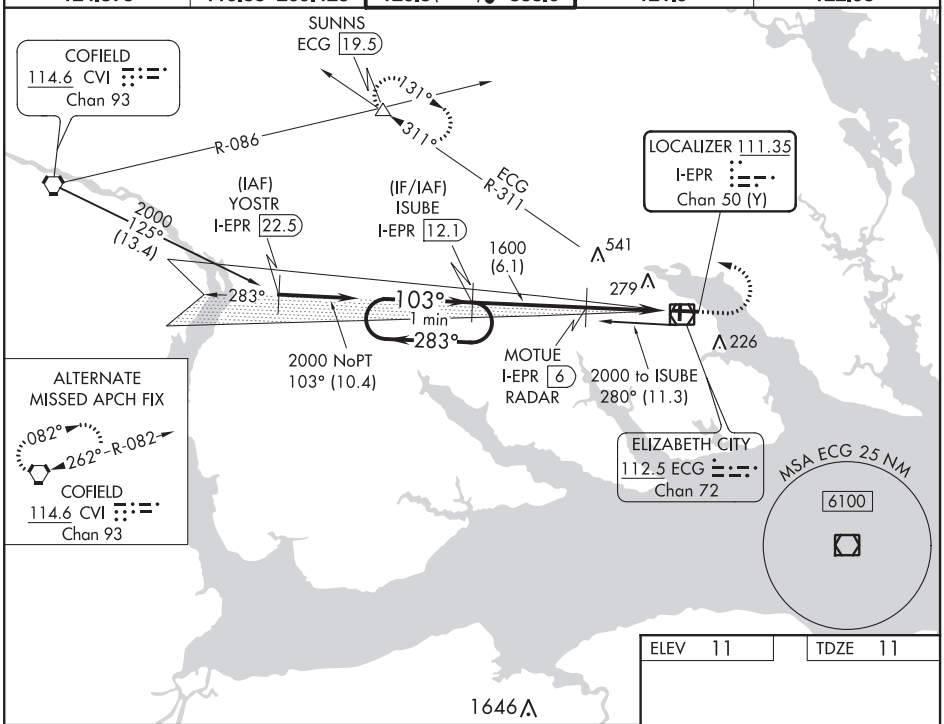
| LOC/DME I-EPR | APP CRS | Rwy ldg 7219 |
|---|---|---|
| 111.35 | 103° | TDZE 11 |
| Chan 50 (Y) | | Apt Elev 11 |

DME Required.

Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

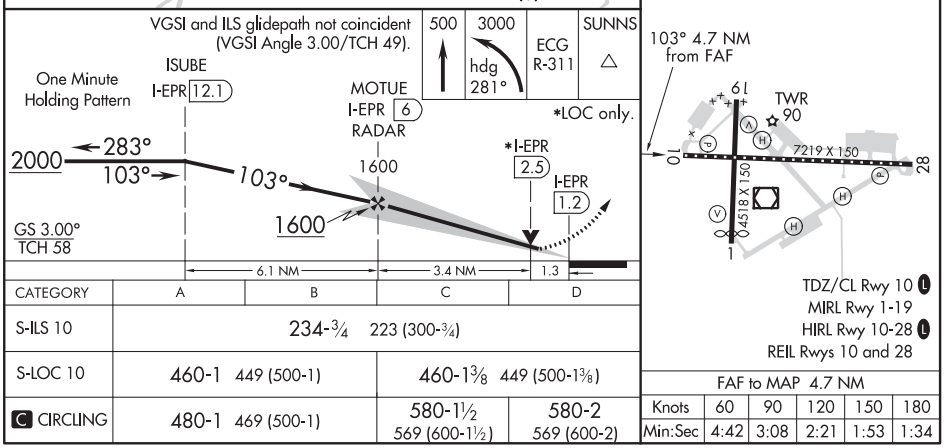
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 on heading 281° and ECG VOR/DME R-311 to SUNNS INT/ECG 19.5 DME and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 11 | TDZE 11 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 10 | 234-¾ 223 (300-¾) | | | |
| S-LOC 10 | 460-1 449 (500-1) | | 460-1⅜ 449 (500-1⅜) | |
| C CIRCLING | 480-1 469 (500-1) | | 580-1½ 569 (600-1½) | 580-2 569 (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 |

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 19115

| APP CRS | Rwy ldg | 4219 |
|---|---|---|
| 358° | TDZE | 11 |
| | Apt Elev | 11 |

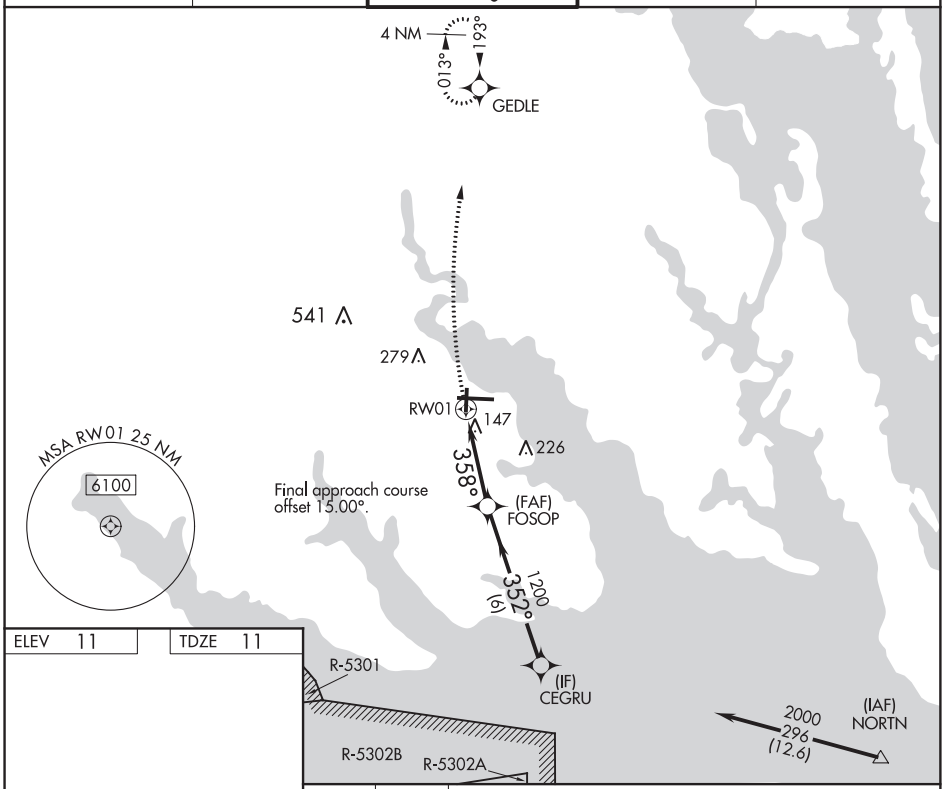
# RNAV (GPS) RWY 1
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

RNP APCH.

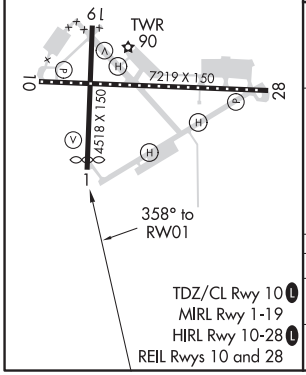
Rwy 1 helicopter visibility reduction below ¾ SM NA. ATC clearance required to penetrate R-5302B. Procedure NA when tethered balloon located approximately 2 miles southeast airport is flying.

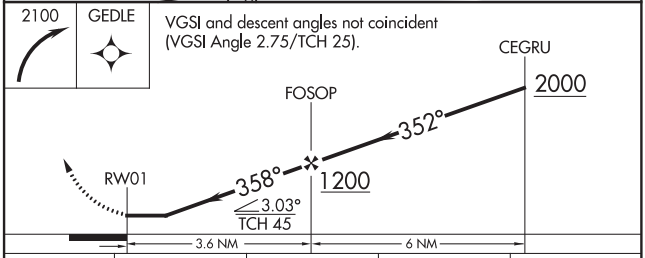
MISSED APPROACH: Climbing right turn to 2100 direct GEDLE and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| ELEV 11 | TDZE 11 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 449 (500-1) | | 460-1⅜ 449 (500-1⅜) | |
| C CIRCLING | 480-1 469 (500-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 65703 W10A | APP CRS 103° | Rwy ldg 7219<br>TDZE 11<br>Apt Elev 11 |
|---|---|---|

# RNAV (GPS) RWY 10

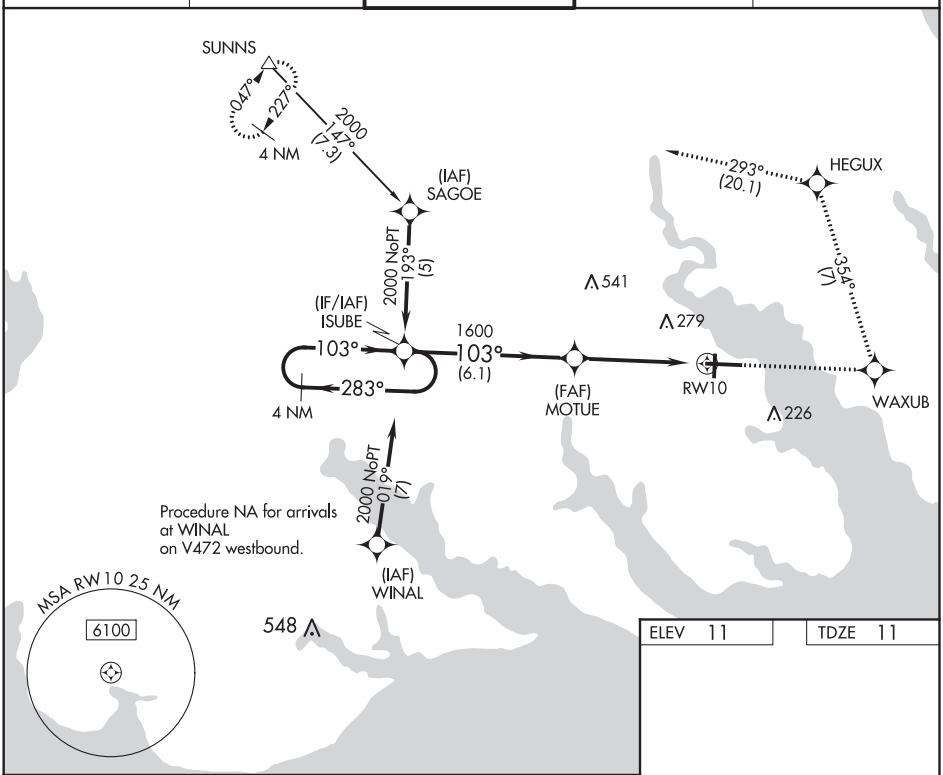
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

RNP APCH.

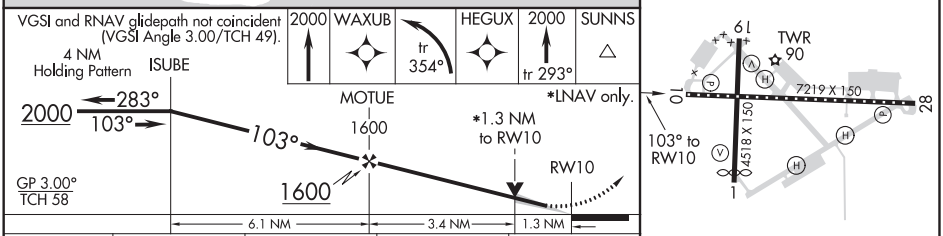
Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 2000 direct WAXUB and left turn on track 354° to HEGUX and 2000 on track 293° to SUNNS and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| ELEV 11 | TDZE 11 |
|---|---|







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 261-¾ 250 (300-¾) | | | |
| LNAV MDA | 460-1 449 (500-1) | | 460-1⅜ 449 (500-1⅜) | |
| C CIRCLING | 480-1 469 (500-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 19115

| APP CRS | Rwy ldg | 4518 |
|---|---|---|
| 193° | TDZE | 11 |
| | Apt Elev | 11 |

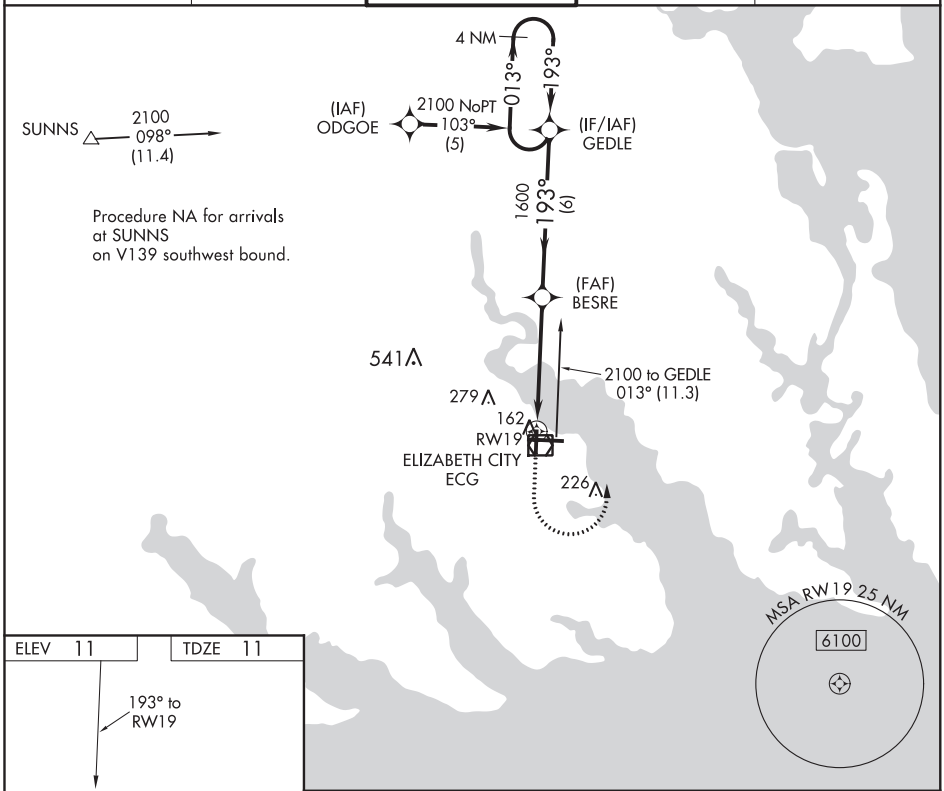
# RNAV (GPS) RWY 19
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

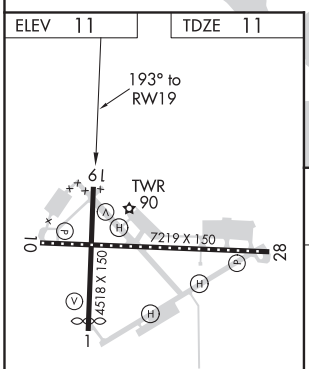
RNP APCH.

Procedure NA when tethered balloon located approximately 2 miles southeast airport is flying.

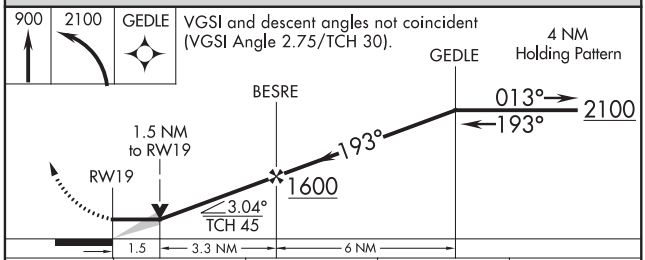
MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 469 (500-1) | | 480-1⅜ 469 (500-1⅜) | |
| C CIRCLING | 480-1 469 (500-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 7219 |
|---|---|---|
| 283° | TDZE | 10 |
| | Apt Elev | 11 |

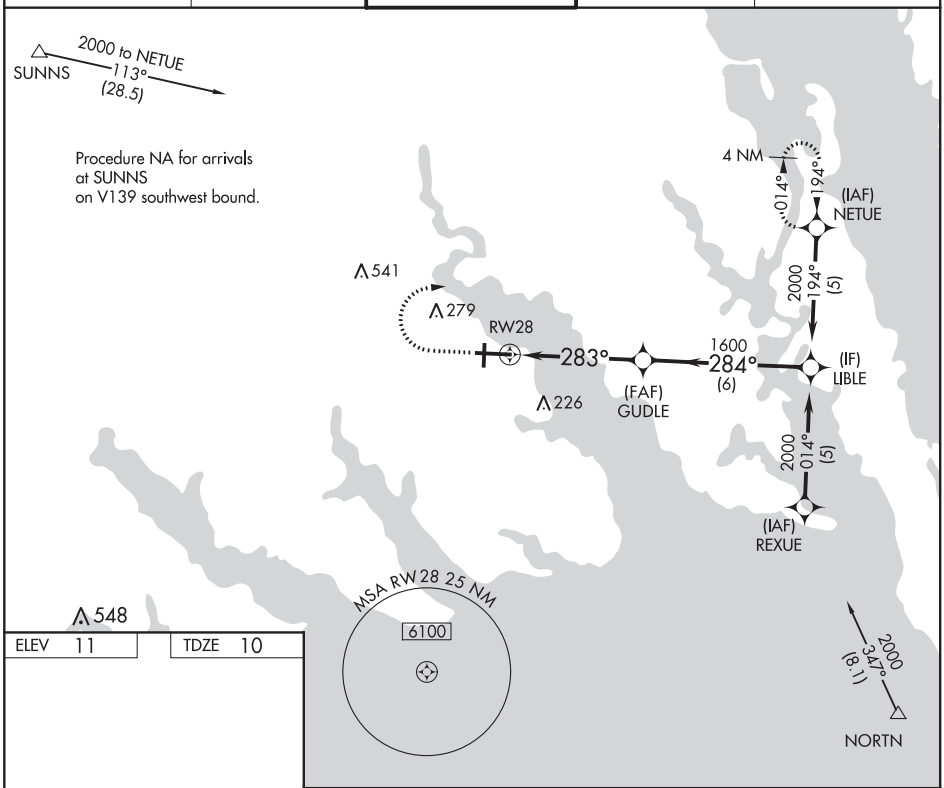
# RNAV (GPS) RWY 28
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

RNP APCH.

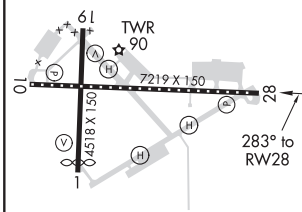
Rwy 28 helicopter visibility reduction below ¾ SM NA. Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

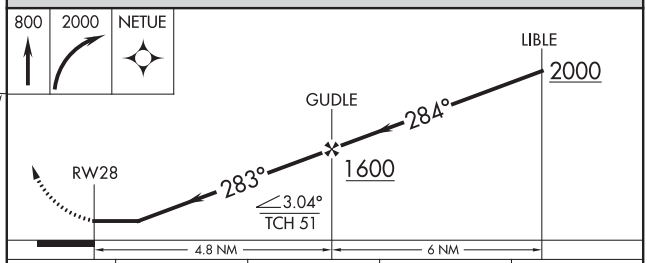
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 direct NETUE and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| ELEV | 11 | TDZE | 10 |
|---|---|---|---|




TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 460-1 450 (500-1) | | 460-1⅜ 450 (500-1⅜) | |
| C CIRCLING | 480-1 469 (500-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |

ELIZABETH CITY, NORTH CAROLINA

AL-617 (FAA)

20226

# VOR/DME RWY 10

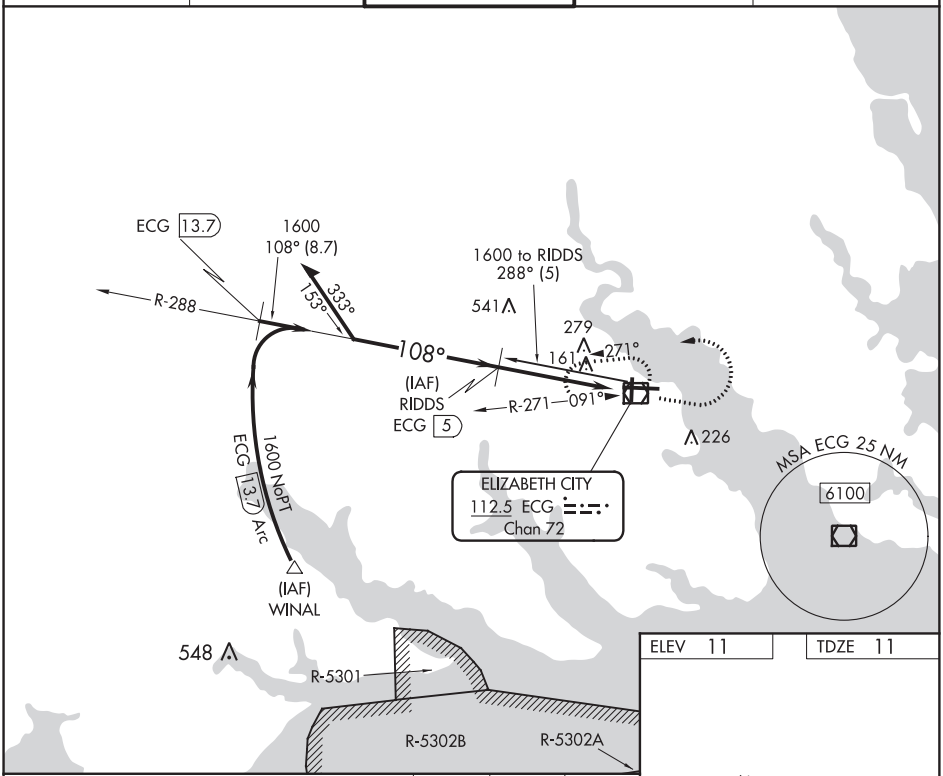
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

| VOR/DME ECG | APP CRS | Rwy ldg 7219 |
|---|---|---|
| 112.5 | 108° | TDZE 11 |
| Chan 72 | | Apt Elev 11 |

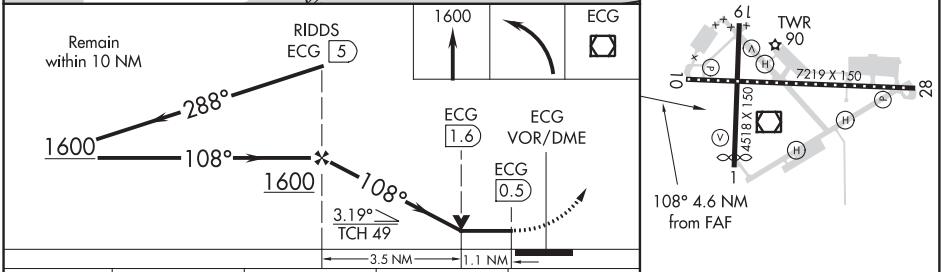
T A Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and increase S-10 Cat D visibility ¼ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




ELEV 11 | TDZE 11




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 420-1 409 (500-1) | | 420-1¼ 409 (500-1¼) | |
| C CIRCLING | 480-1 469 (500-1) | | 580-1½ 569 (600-1½) | 640-2 629 (700-2) |

TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| VOR/DME ECG | APP CRS | Rwy ldg 4518 |
|---|---|---|
| 112.5 | 184° | TDZE 10 |
| Chan 72 | | Apt Elev 11 |

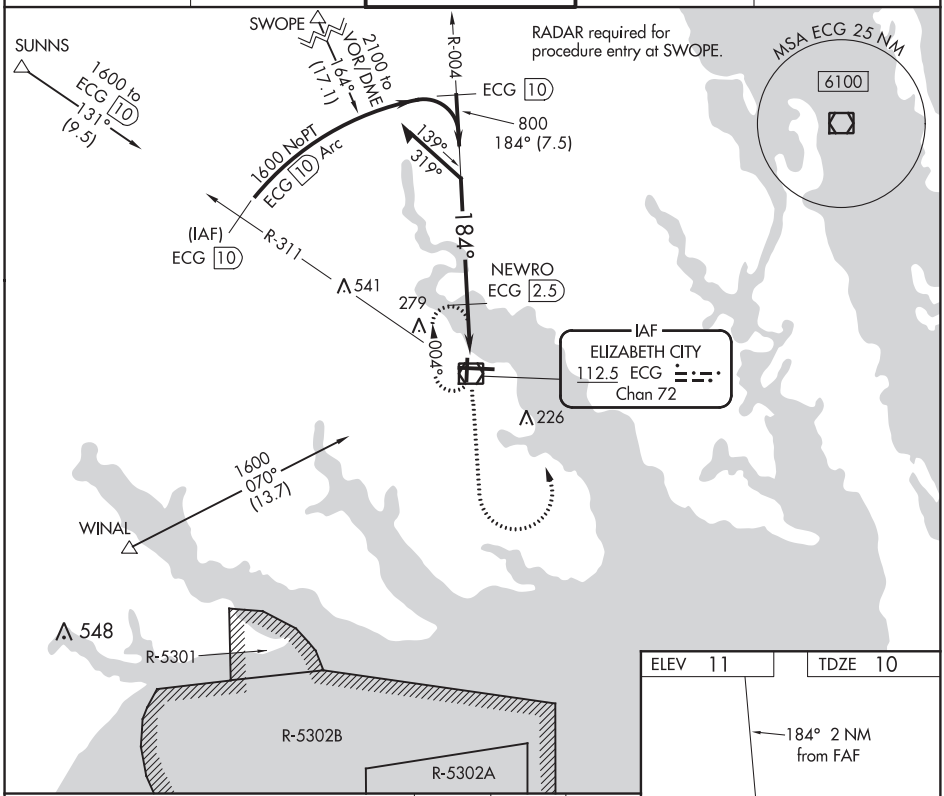
# VOR/DME RWY 19

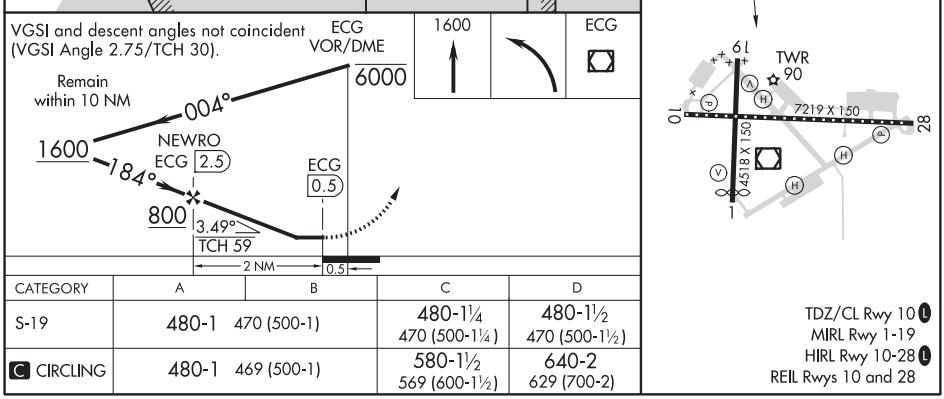
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and increase S-19 Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5(CTAF)(L) 355.6 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 480-1 470 (500-1) | | 480-1¼ 470 (500-1¼) | 480-1½ 470 (500-1½) |
| (C) CIRCLING | 480-1 469 (500-1) | | 580-1½ 569 (600-1½) | 640-2 629 (700-2) |

TDZ/CL Rwy 10 (L)
MIRL Rwy 1-19
HIRL Rwy 10-28 (L)
REIL Rwys 10 and 28

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELIZABETH CITY, NORTH CAROLINA

AL-617 (FAA)

20226

# VOR/DME RWY 28

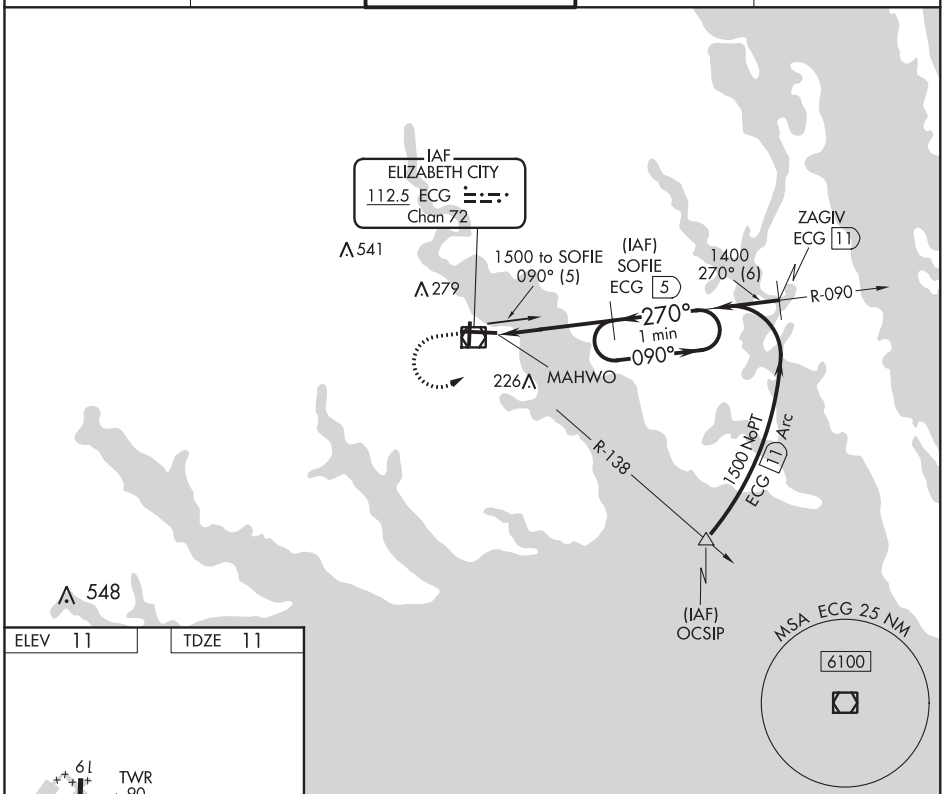
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

| VOR/DME ECG | APP CRS | Rwy ldg 7219 |
|---|---|---|
| 112.5 | 270° | TDZE 11 |
| Chan 72 | | Apt Elev 11 |

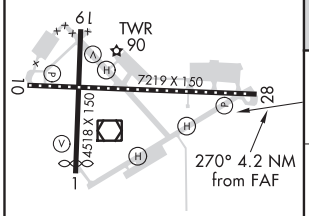
Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and S-28 Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM. Rwy 28 helicopter visibility reduction below ¾ SM NA.

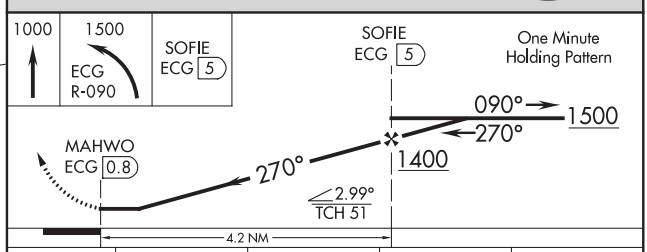
MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




| ELEV 11 | TDZE 11 |
|---|---|




TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 380-1 369 (400-1) | | | 380-1¼ 369 (400-1¼) |
| C CIRCLING | 480-1 469 (500-1) | | 580-1½ 569 (600-1½) | 640-2 629 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| NDB LLW | APP CRS | Rwy ldg | 7219 |
|---|---|---|---|
| 254 | 101° | TDZE | 11 |
| | | Apt Elev | 11 |

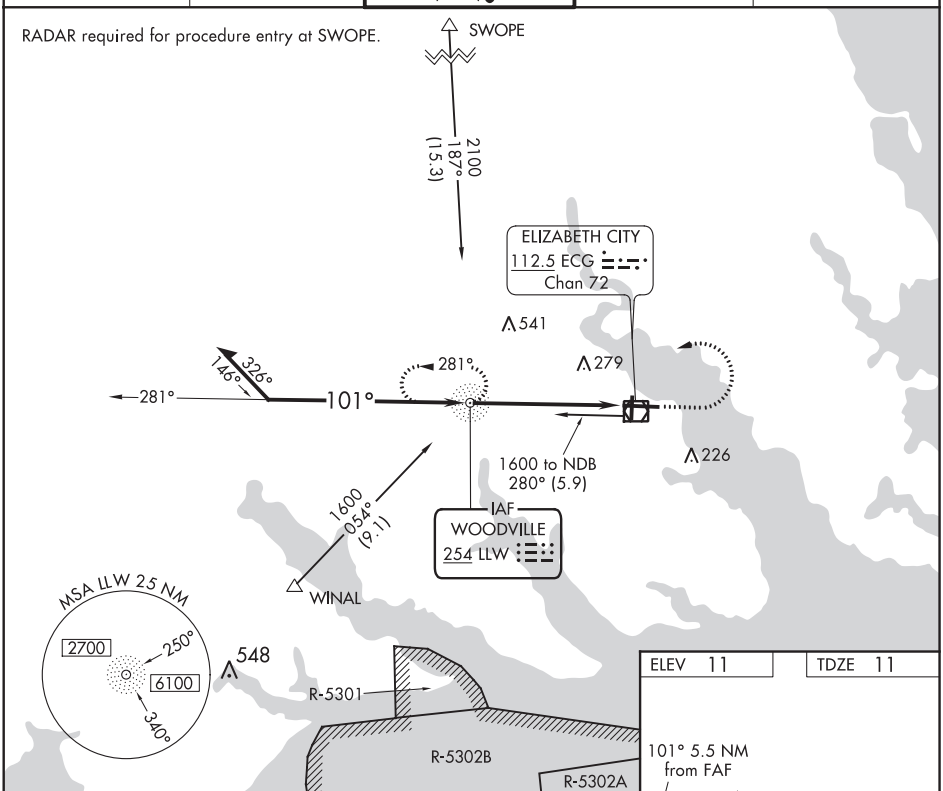
# NDB RWY 10

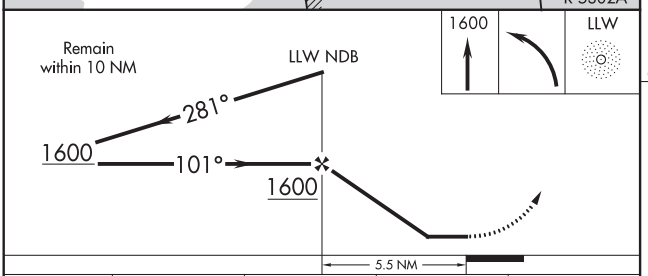
## ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

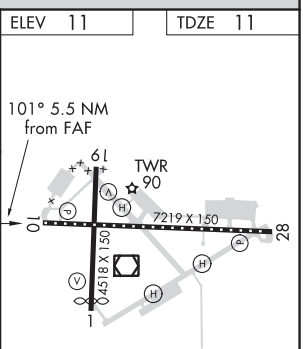
T A NA Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1600 then left turn direct LLW NDB and hold.

| ASOS | NORFOLK APP CON | ELIZABETH CITY TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.375 | 119.55 269.425 | 120.5 (CTAF) L 355.6 | 121.9 | 122.95 |




TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-10 | 640-1 629 (700-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (700-2) |
| C CIRCLING | 640-1 629 (700-1) | | 640-1¾ 629 (700-1¾) | 640-2 629 (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 |

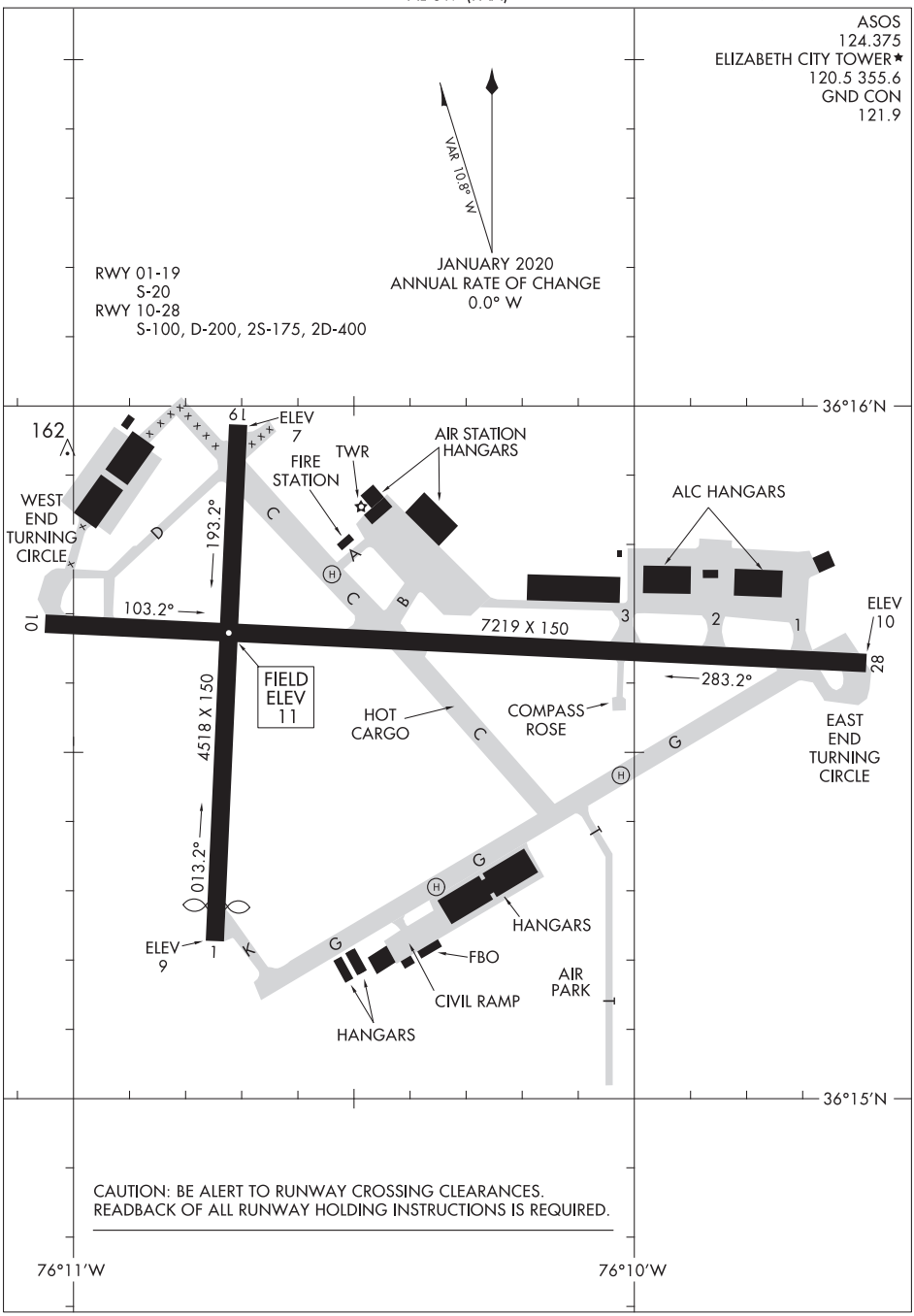
SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

20086

# AIRPORT DIAGRAM

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
AL-617 (FAA)
ELIZABETH CITY, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
ELIZABETH CITY, NORTH CAROLINA
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

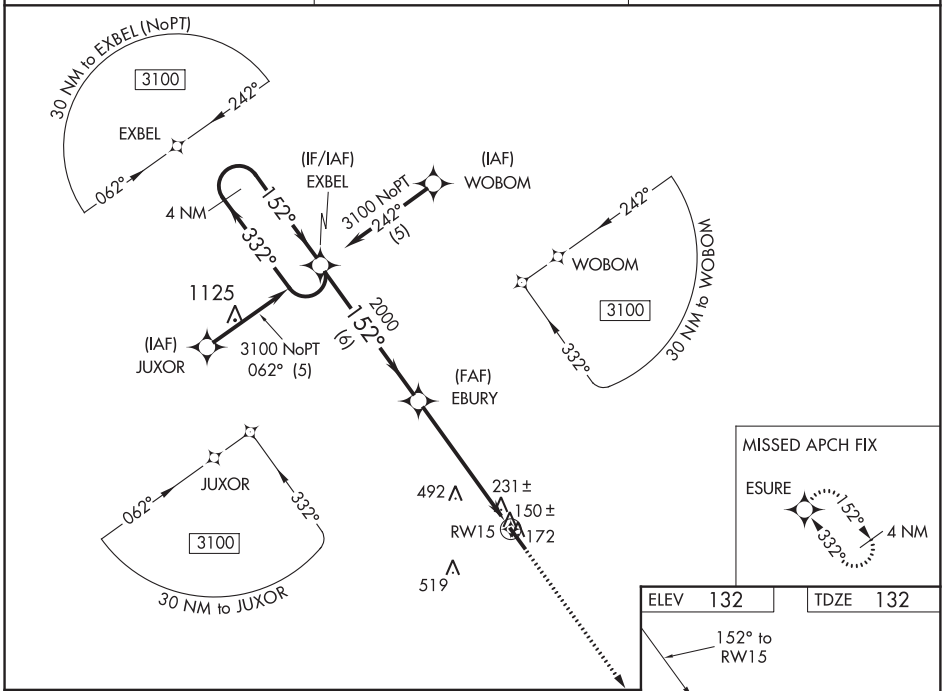
| WAAS CH 82419 W15A | APP CRS 152° | Rwy ldg 5006<br>TDZE 132<br>Apt Elev 132 |
|---|---|---|

# RNAV (GPS) RWY 15
## CURTIS L BROWN JR FIELD (EYF)

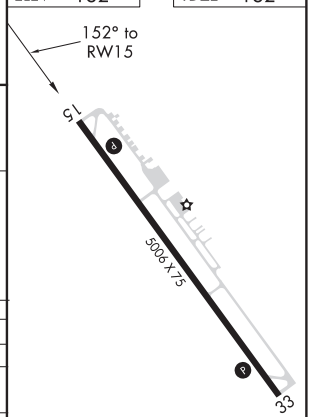
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting and increase all DA 72 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and increase LNAV visibility Cats C and D ¼ mile and increase Circling visibility Cat C ¼ mile and Cat D ½ mile. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct ESURE and hold, continue climb-in-hold to 3100.

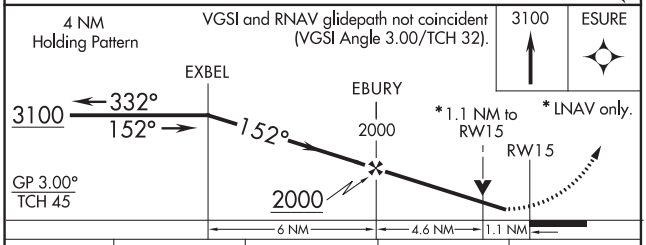
| AWOS-3P | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.475 | 133.0 290.25 | 122.8 (CTAF) L |




| ELEV 132 | TDZE 132 |
|---|---|




REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 382-1 250 (300-1) | | | |
| LNAV/VNAV DA | 529-1½ 397 (400-1½) | | | |
| LNAV MDA | 660-1 528 (600-1) | | 660-1½ 528 (600-1½) | 660-1¾ 528 (600-1¾) |
| CIRCLING | 660-1 528 (600-1) | | 660-1½ 528 (600-1½) | 800-2 668 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELIZABETHTOWN, NORTH CAROLINA AL-6982 (FAA) 19283

| WAAS CH 70519 W33A | APP CRS 332° | Rwy ldg 5006<br>TDZE 131<br>Apt Elev 132 |
|---|---|---|

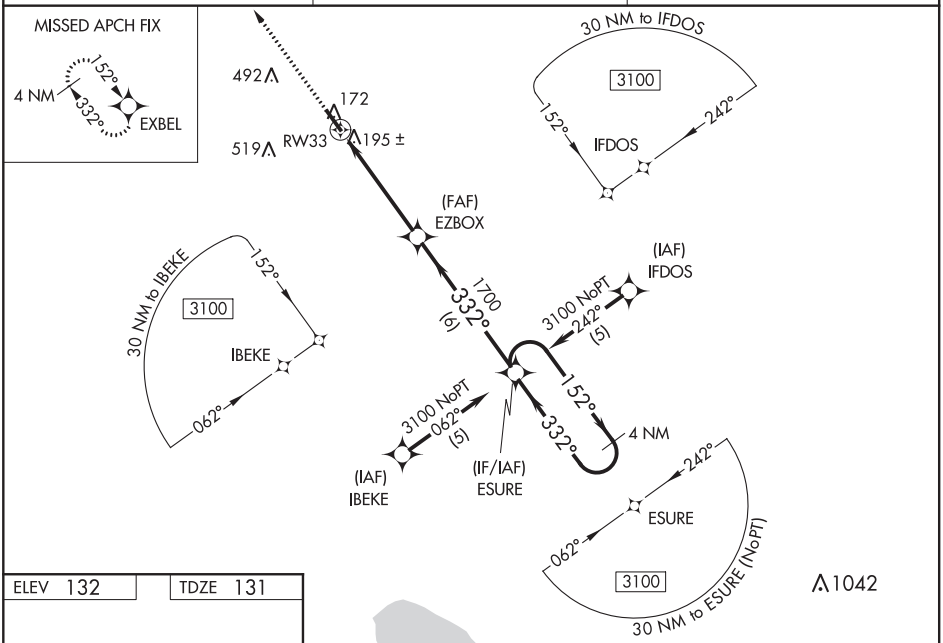
# RNAV (GPS) RWY 33
## CURTIS L BROWN JR FIELD (EYF)

RNP APCH.

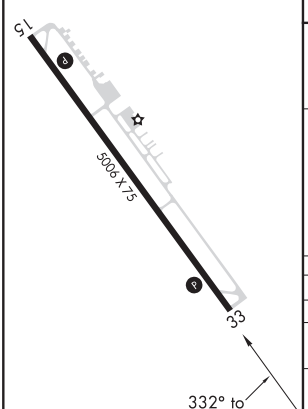
Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting and increase all DA 72 feet and LPV visibility all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and increase LNAV visibility Cats C and D ¼ mile and Circling visibility Cat D ½ mile. Baro-VNAV and VDP NA when using Fayetteville, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 3100 direct EXBEL and hold.

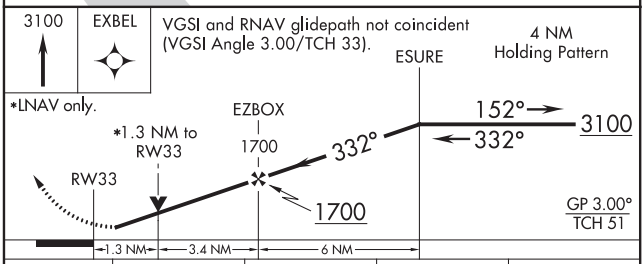
| AWOS-3P | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.475 | 133.0 290.25 | 122.8 (CTAF) L |




ELEV 132 TDZE 131




REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 381-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 465-1¼ 334 (400-1¼) | | | |
| LNAV MDA | 580-1 449 (500-1) | | 580-1¼ 449 (500-1¼) | 580-1½ 449 (500-1½) |
| CIRCLING | 580-1 448 (500-1) | 600-1 468 (500-1) | 600-1½ 468 (500-1½) | 800-2 668 (700-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

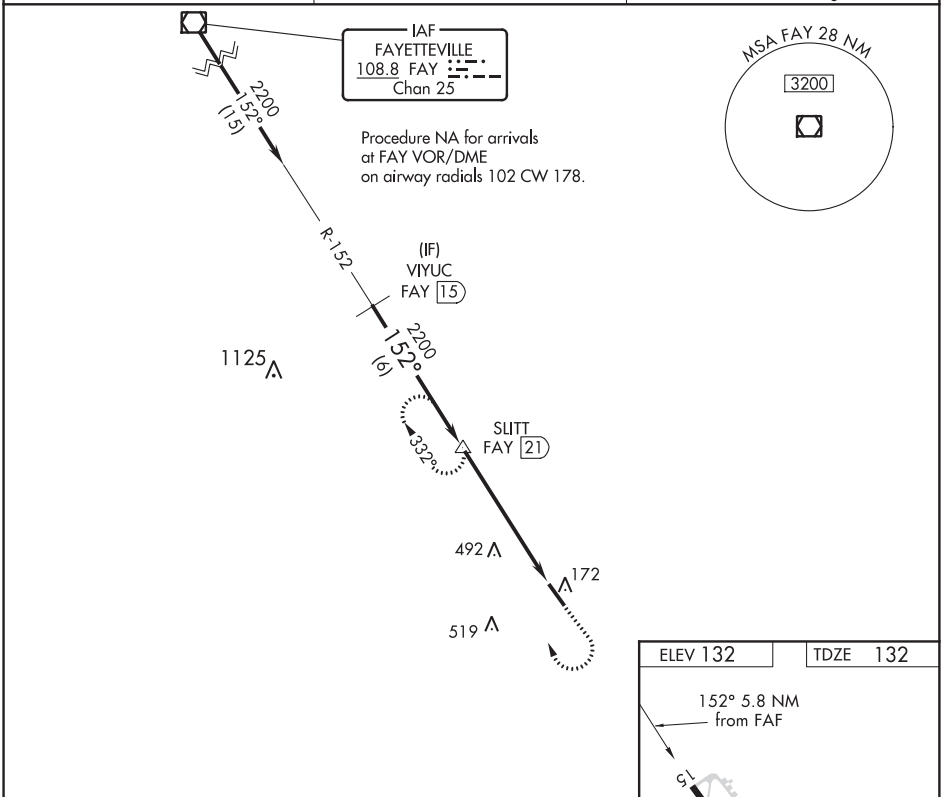
| VOR/DME FAY | APP CRS | Rwy ldg | 5006 |
|---|---|---|---|
| 108.8 | 152° | TDZE | 132 |
| Chan 25 | | Apt Elev | 132 |

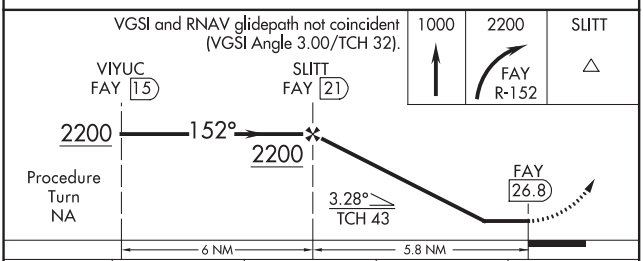
# VOR/DME RWY 15
## CURTIS L BROWN JR FIELD (EYF)

Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville altimeter setting and increase all MDA 80 feet and increase S-15 visibility Cats C and D ¼ mile and increase Circling visibility Cat C ¼ mile and Cat D ½ mile.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on FAY R-152 to SLITT/21 DME and hold.

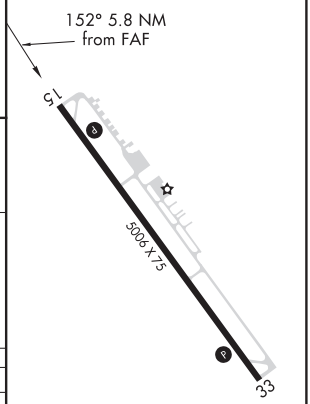
| AWOS-3P | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.475 | 133.0 290.25 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-15 | 760-1<br>628 (700-1) | 760-1¼<br>628 (700-1¼) | 760-1¾<br>628 (700-1¾) | 760-2<br>628 (700-2) |
| CIRCLING | 760-1<br>628 (700-1) | 760-1¼<br>628 (700-1¼) | 760-1¾<br>628 (700-1¾) | 800-2<br>668 (700-2) |

ELEV 132 TDZE 132




REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELKIN, NORTH CAROLINA AL-5952 (FAA) 20198

# RNAV (GPS) RWY 7

ELKIN MUNI (ZEF)

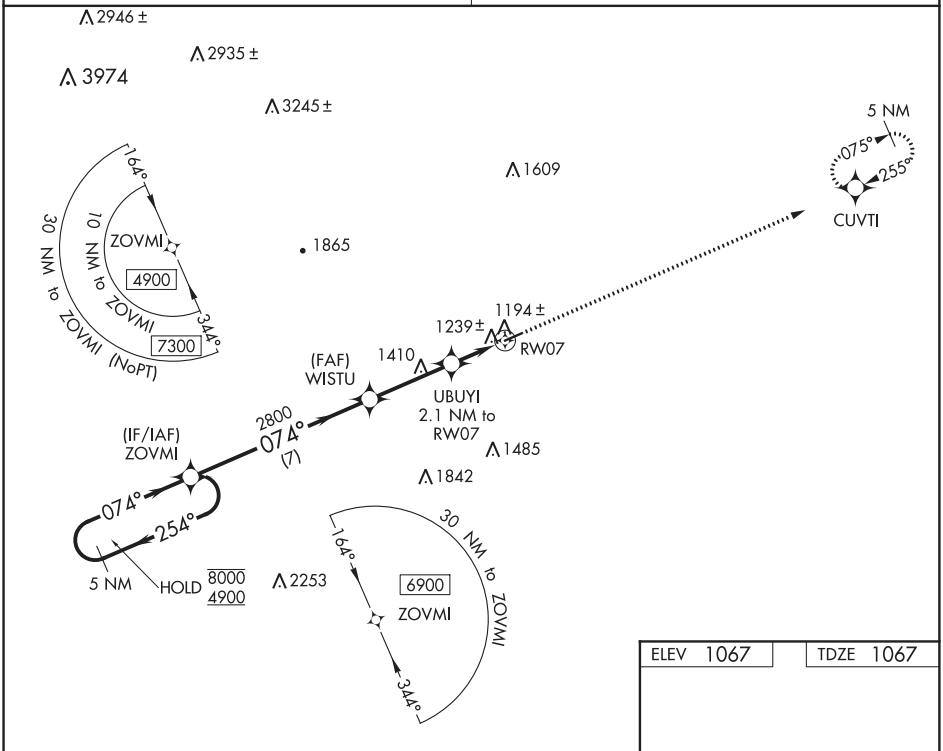
| WAAS CH 65836 W07A | APP CRS 074° | Rwy ldg 4001<br>TDZE 1067<br>Apt Elev 1067 |
|---|---|---|

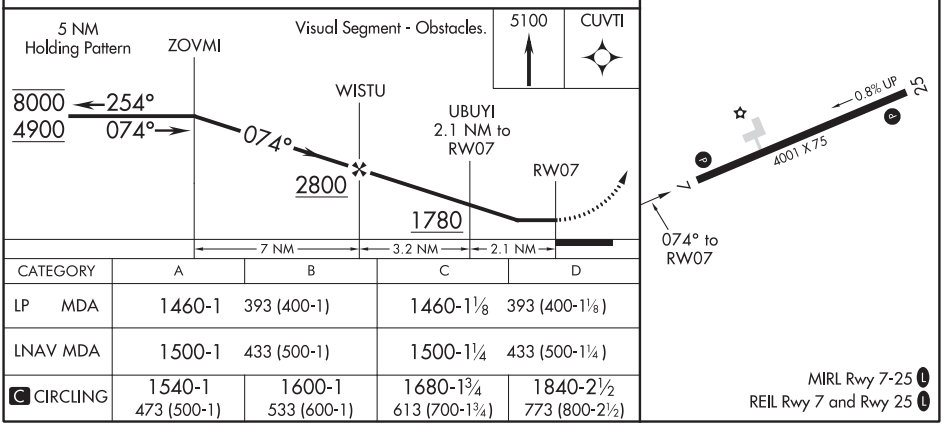
RNP APCH.

Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase all MDAs 80 feet and all Cats C/D visibilities ¼ SM. Rwy 7 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 5100 direct CUVTI and hold, continue climb-in-hold to 5100.

| ATLANTA CENTER | UNICOM |
|---|---|
| 125.15 263.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1460-1 393 (400-1) | | 1460-1⅛ 393 (400-1⅛) | |
| LNAV MDA | 1500-1 433 (500-1) | | 1500-1¼ 433 (500-1¼) | |
| C CIRCLING | 1540-1 473 (500-1) | 1600-1 533 (600-1) | 1680-1¾ 613 (700-1¾) | 1840-2½ 773 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

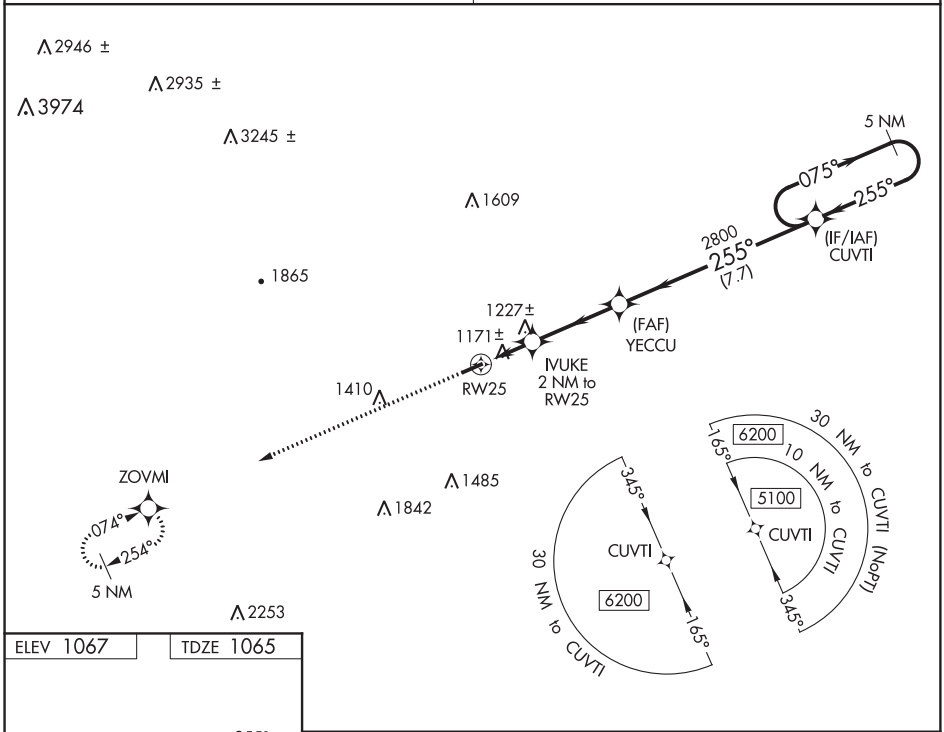
| WAAS CH 70536 W25A | APP CRS 255° | Rwy ldg 4001<br>TDZE 1065<br>Apt Elev 1067 |
|---|---|---|

# RNAV (GPS) RWY 25
## ELKIN MUNI (ZEF)

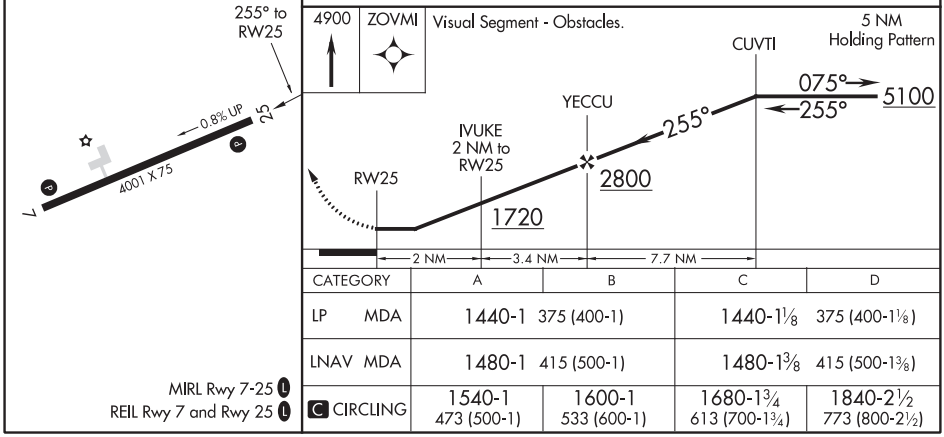
T Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 ft and LP and Circling Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
A NA

MISSED APPROACH: Climb to 4900 direct ZOVMI and hold, continue climb-in-hold to 4900.

| ATLANTA CENTER | UNICOM |
|---|---|
| 125.15 263.0 | 123.05 (CTAF) L |




| ELEV 1067 | TDZE 1065 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1440-1 375 (400-1) | | 1440-1⅛ 375 (400-1⅛) | |
| LNAV MDA | 1480-1 415 (500-1) | | 1480-1⅜ 415 (500-1⅜) | |
| C CIRCLING | 1540-1 473 (500-1) | 1600-1 533 (600-1) | 1680-1¾ 613 (700-1¾) | 1840-2½ 773 (800-2½) |

MIRL Rwy 7-25 L
REIL Rwy 7 and Rwy 25 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELKIN, NORTH CAROLINA AL-5952 (FAA) 19115

# NDB-A
## ELKIN MUNI (ZEF)

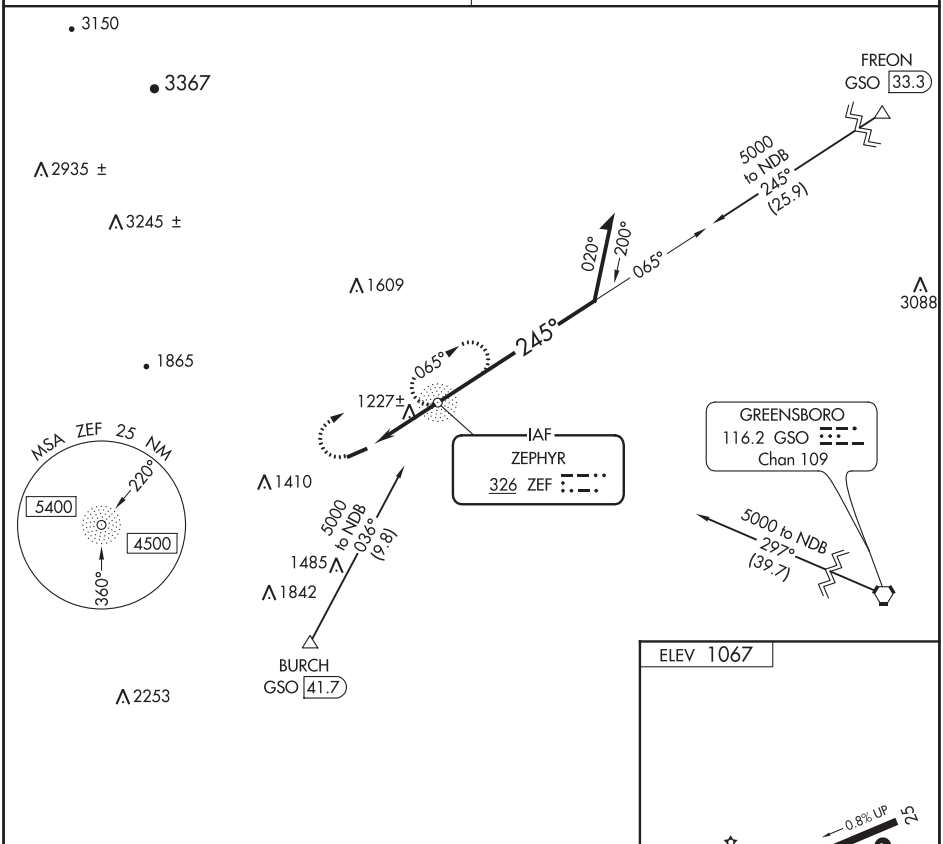
| NDB ZEF | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 326 | 245° | TDZE | N/A |
| | | Apt Elev | 1067 |

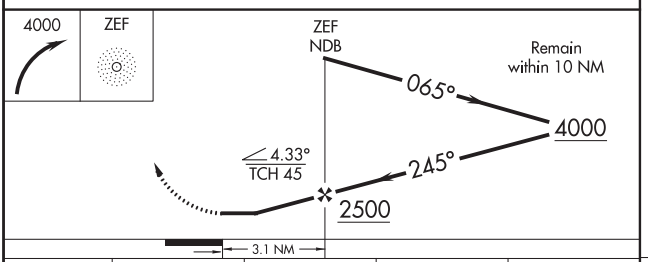
T NA

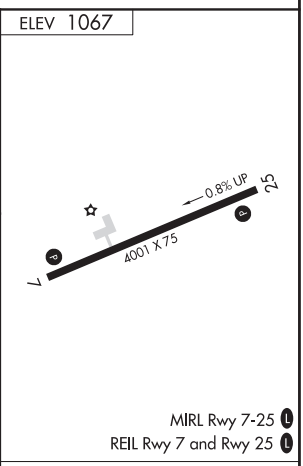
Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 feet and Cats C/D visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 4000 direct ZEF NDB and hold, continue climb-in-hold to 4000.

| ATLANTA CENTER | UNICOM |
|---|---|
| 125.15 263.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 1600-1 533 (600-1) | | 1680-1¾ 613 (700-1¾) | 1840-2½ 773 (800-2½) |

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

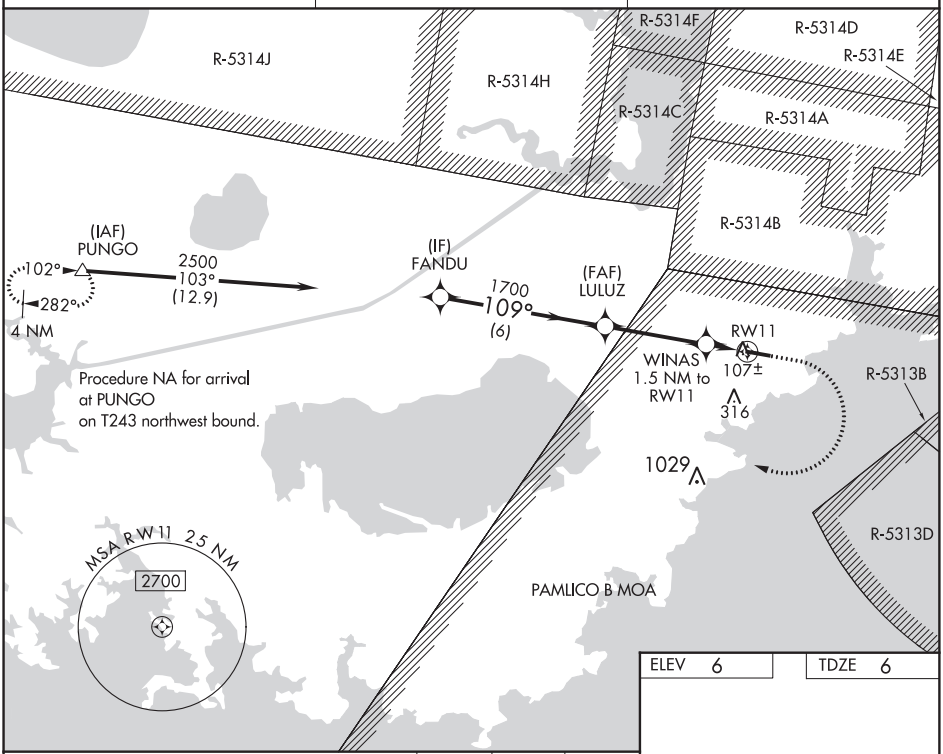
| WAAS CH 40442 W11A | APP CRS 109° | Rwy ldg 4700<br>TDZE 6<br>Apt Elev 6 |
|---|---|---|

# RNAV (GPS) RWY 11
## HYDE COUNTY (7W6)

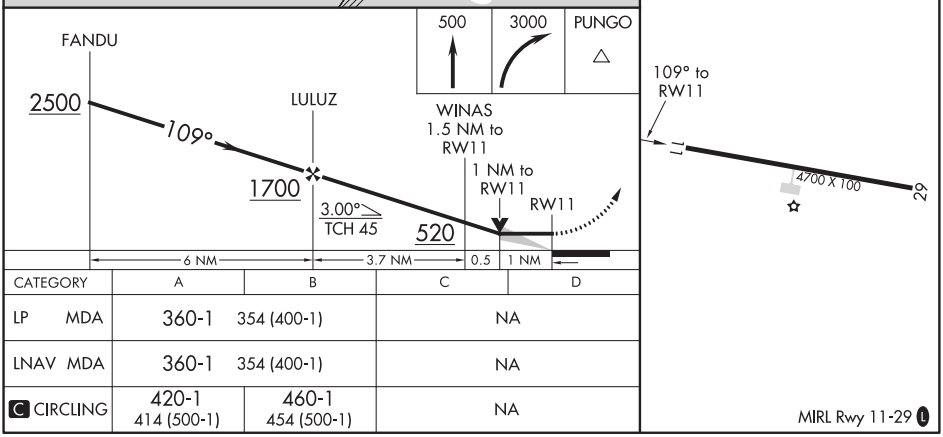
RNP APCH.

MISSED APPROACH: Climb to 500 then climbing right turn 3000 direct PUNGO and hold.

| AWOS-3P | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 119.275 | 124.725 350.35 | 122.7 (CTAF) L |




| ELEV 6 | TDZE 6 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 360-1 354 (400-1) | | NA | |
| LNAV MDA | 360-1 354 (400-1) | | NA | |
| C CIRCLING | 420-1 414 (500-1) | 460-1 454 (500-1) | NA | |

MIRL Rwy 11-29 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

19115

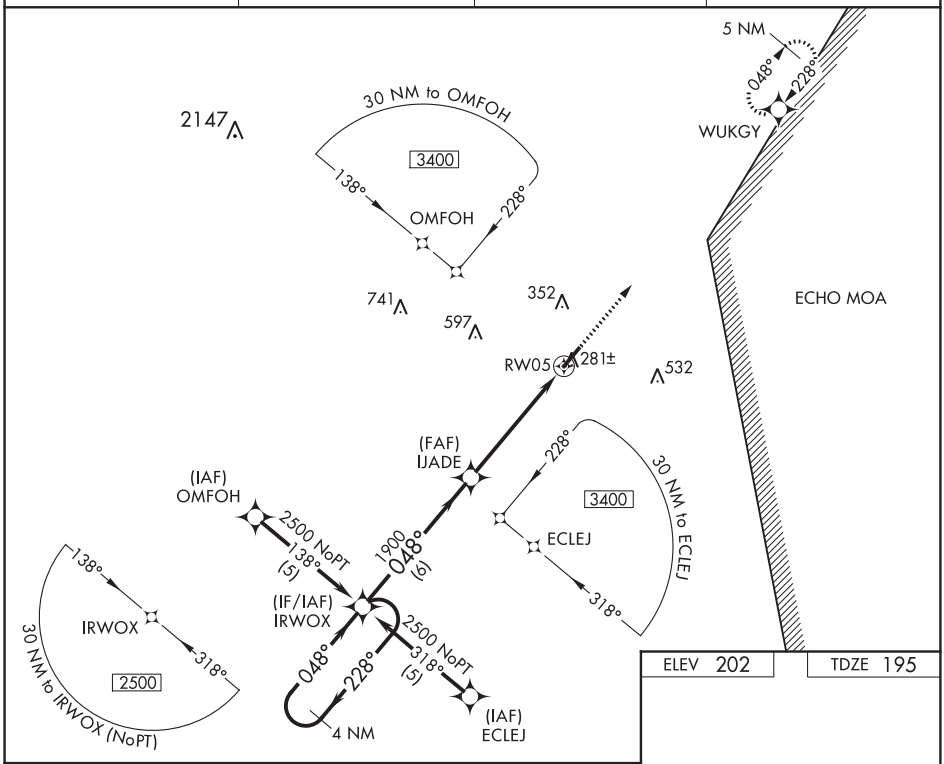
# RNAV (GPS) RWY 5
## HARNETT RGNL JETPORT (HRJ)

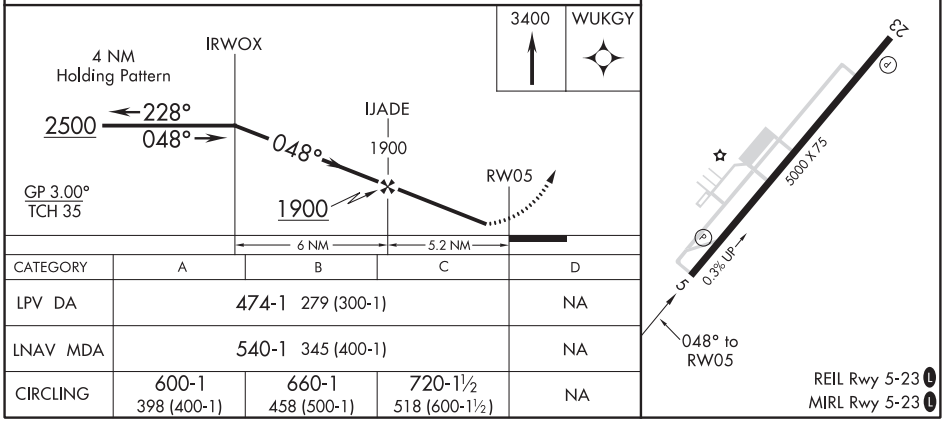
| WAAS CH 66004 W05A | APP CRS 048° | Rwy ldg 5000<br>TDZE 195<br>Apt Elev 202 |
|---|---|---|

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet; increase LPV all Cats and LNAV Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3400 direct WUKGY and hold.

| AWOS-3 | FAYETTEVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.025 | 125.175 285.575 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 474-1 279 (300-1) | | | NA |
| LNAV MDA | 540-1 345 (400-1) | | | NA |
| CIRCLING | 600-1<br>398 (400-1) | 660-1<br>458 (500-1) | 720-1½<br>518 (600-1½) | NA |

ERWIN, NORTH CAROLINA
Amdt 2B 03MAY12

35°23′N-78°44′W

HARNETT RGNL JETPORT (HRJ)
RNAV (GPS) RWY 5

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

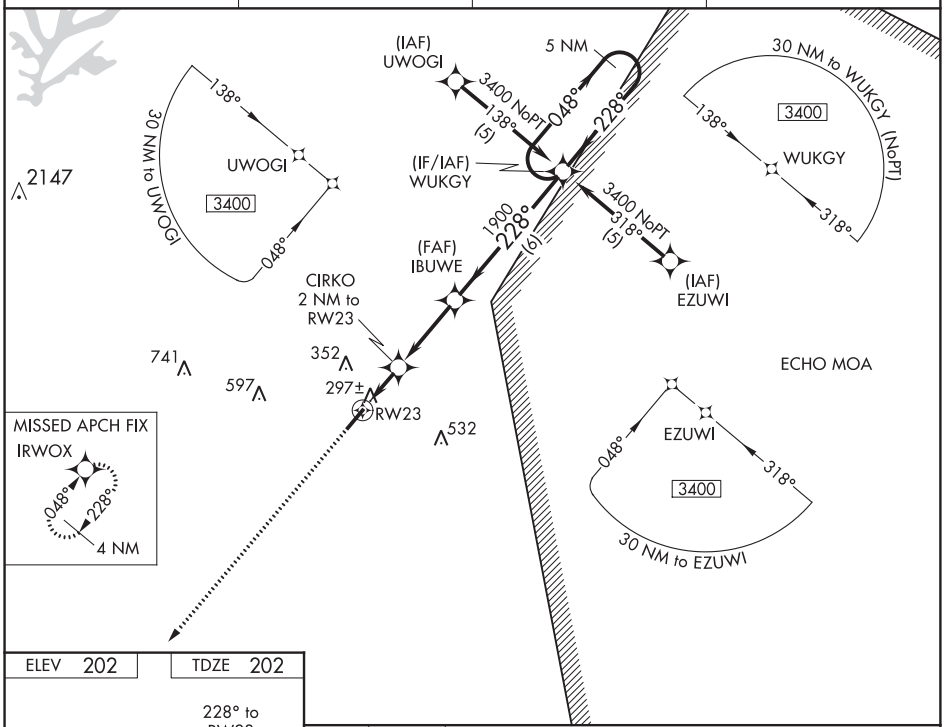
| WAAS CH 45904 W23A | APP CRS 228° | Rwy ldg 5000<br>TDZE 202<br>Apt Elev 202 |
|---|---|---|

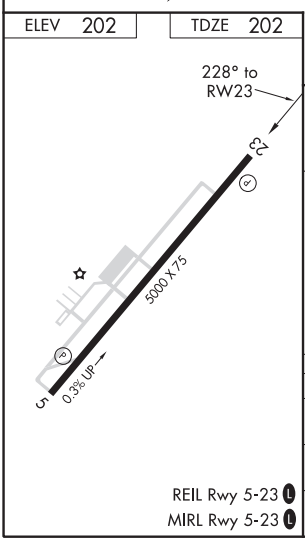
# RNAV (GPS) RWY 23
## HARNETT RGNL JETPORT (HRJ)

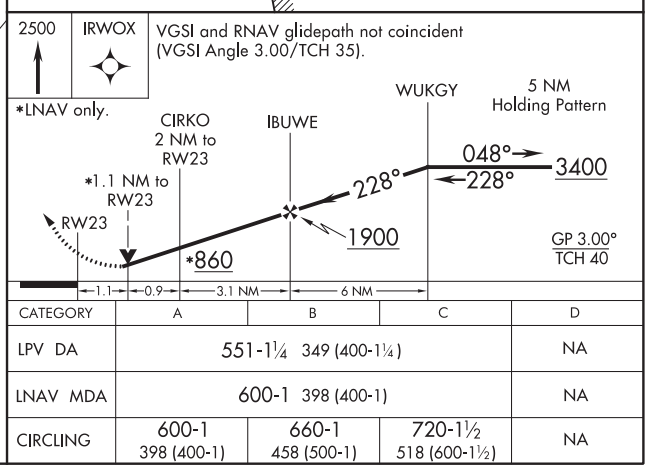
When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Smithfield altimeter setting.

MISSED APPROACH: Climb to 2500 direct IRWOX and hold.

| AWOS-3 | FAYETTEVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.025 | 125.175 285.575 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 551-1¼ 349 (400-1¼) | | | NA |
| LNAV MDA | 600-1 398 (400-1) | | | NA |
| CIRCLING | 600-1 398 (400-1) | 660-1 458 (500-1) | 720-1½ 518 (600-1½) | NA |

ERWIN, NORTH CAROLINA
Amdt 2A 04JUN09
35°23'N-78°44'W
HARNETT RGNL JETPORT (HRJ)
RNAV (GPS) RWY 23
255

SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

20086

# LOC RWY 5

## HARNETT RGNL JETPORT (HRJ)

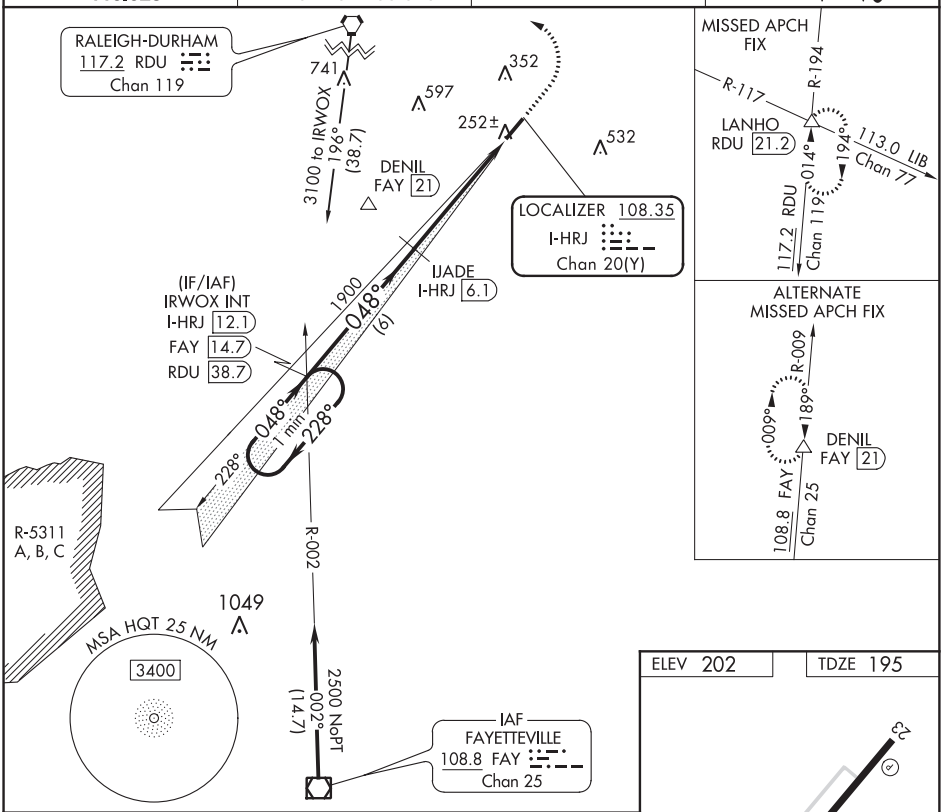
| LOC/DME I-HRJ | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 108.35 | 048° | TDZE | 195 |
| Chan 20(Y) | | Apt Elev | 202 |

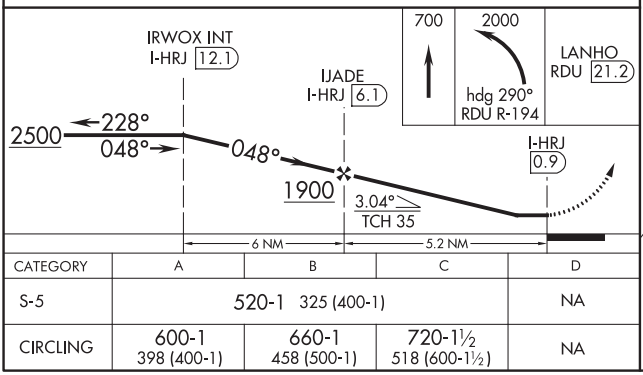
DME required.

Rwy 5 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet.

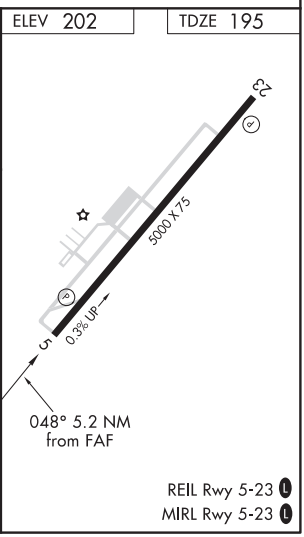
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 290° and RDU R-194 to LANHO INT/RDU 21.2 DME and hold.

| AWOS-3 | FAYETTEVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.025 | 125.175 285.575 | 135.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 520-1 325 (400-1) | | | NA |
| CIRCLING | 600-1 398 (400-1) | 660-1 458 (500-1) | 720-1½ 518 (600-1½) | NA |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

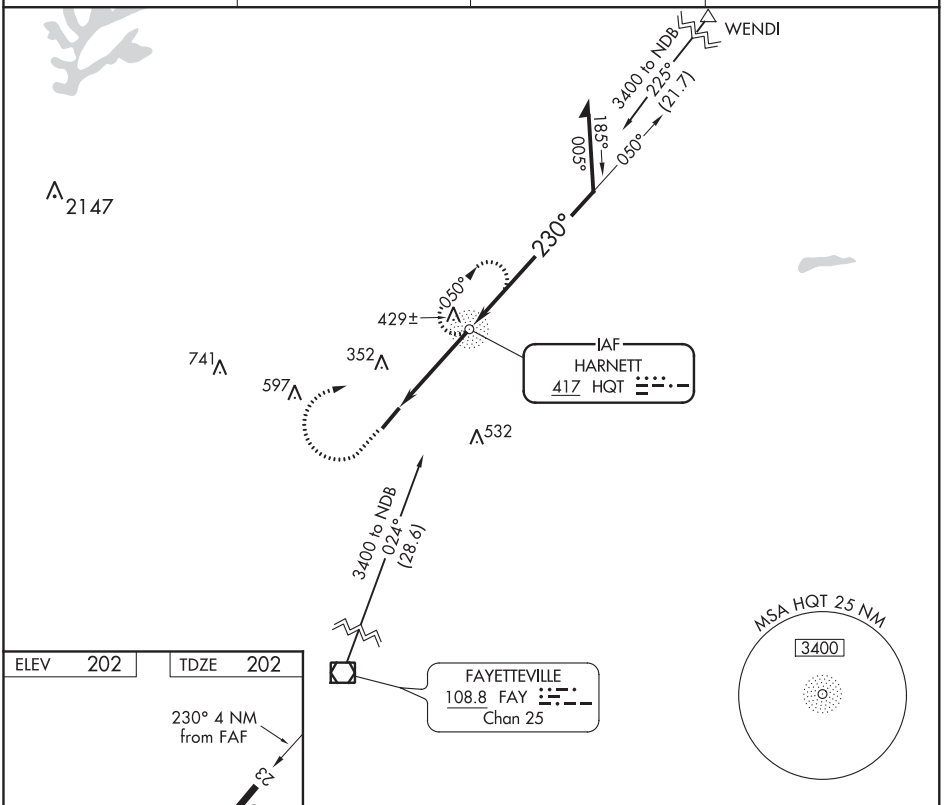
# NDB RWY 23
## HARNETT RGNL JETPORT (HRJ)

| NDB HQT | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 417 | 230° | 5000 / 202 / 202 |

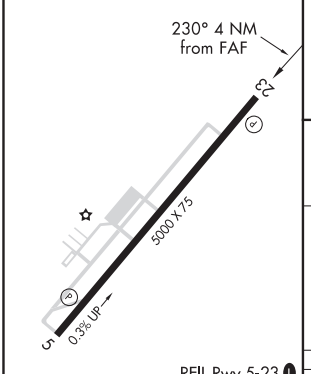
When local altimeter setting not received, use Smithfield altimeter setting and increase all MDA 60 feet, and S-23 and Circling Cat C visibility ⅛ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

| AWOS-3 | FAYETTEVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.025 | 125.175 285.575 | 135.075 | 122.7 (CTAF) L |

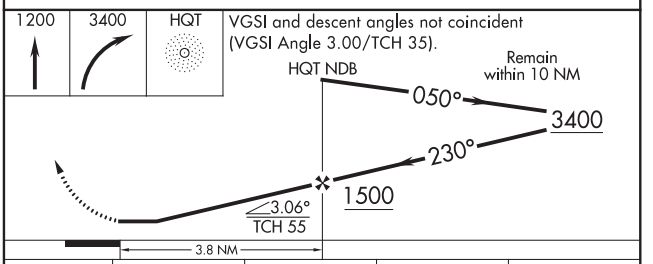



| ELEV | TDZE |
|---|---|
| 202 | 202 |




REIL Rwy 5-23 L
MIRL Rwy 5-23 L

| FAF to MAP 3.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 780-1 578 (600-1) | | 780-1⅝ 578 (600-1⅝) | NA |
| CIRCLING | 780-1 578 (600-1) | | 780-1⅝ 578 (600-1⅝) | NA |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

FAYETTEVILLE, NORTH CAROLINA — AL-690 (FAA) — 20086

| LOC/DME I-GRA | APP CRS | Rwy ldg | 6508 |
|---|---|---|---|
| 110.5 | 038° | TDZE | 189 |
| Chan 42 | | Apt Elev | 189 |

# ILS or LOC RWY 4

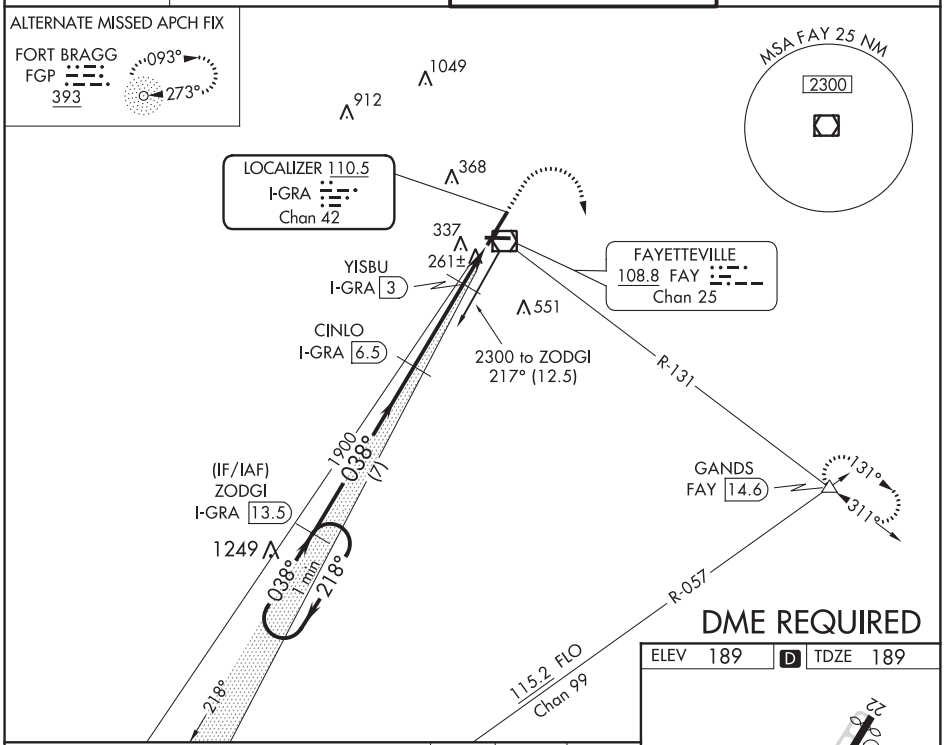
## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

For inop MALSR, increase S-LOC 4 Cats C/D visibility to RVR 5000. DME required.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |



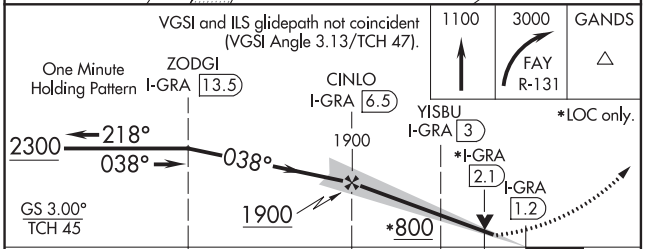

SE-2, 10 SEP 2020 to 05 NOV 2020

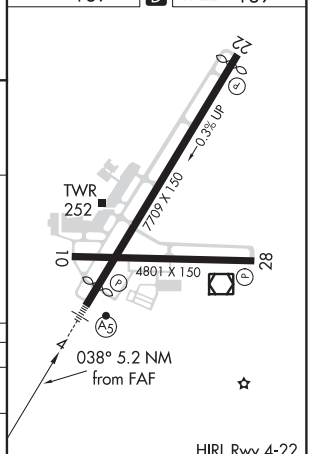
| ELEV 189 | D | TDZE 189 |
|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.13/TCH 47).

| 1100 | 3000 | GANDS |
|---|---|---|
| | FAY R-131 | △ |

*LOC only.




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 ** | 389/24 200 (200-½) | | | |
| S-LOC 4 | 520/24 331 (400-½) | | 520/26 331 (400-½) | |
| C CIRCLING | 640-1 451 (500-1) | | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |

| WAAS CH 50111 W04A | APP CRS 038° | Rwy ldg 6508<br>TDZE 189<br>Apt Elev 189 |
|---|---|---|

# RNAV (GPS) RWY 4

## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

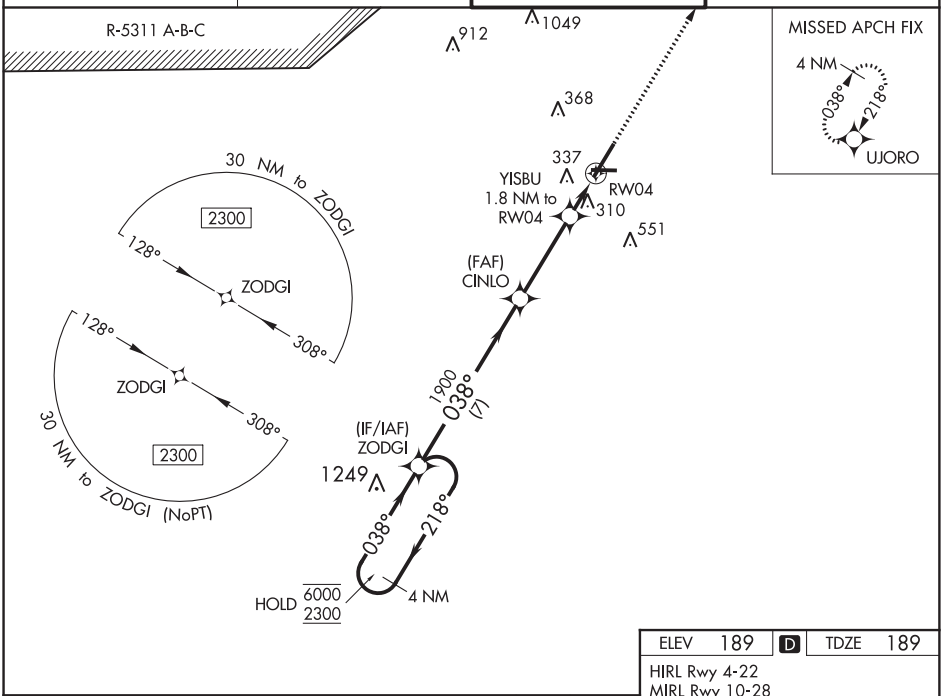
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

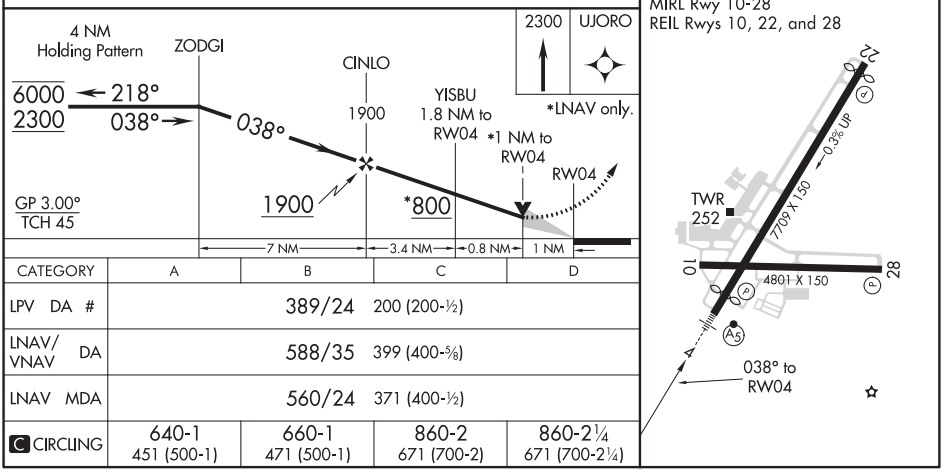
MISSED APPROACH: Climb to 2300 direct UJORO and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




ELEV 189 D TDZE 189

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA # | 389/24 200 (200-½) | | | |
| LNAV/VNAV DA | 588/35 399 (400-⅝) | | | |
| LNAV MDA | 560/24 371 (400-½) | | | |
| C CIRCLING | 640-1 451 (500-1) | 660-1 471 (500-1) | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

19283

| APP CRS | Rwy ldg | 4801 |
|---|---|---|
| 086° | TDZE | 188 |
| | Apt Elev | 189 |

# RNAV (GPS) RWY 10

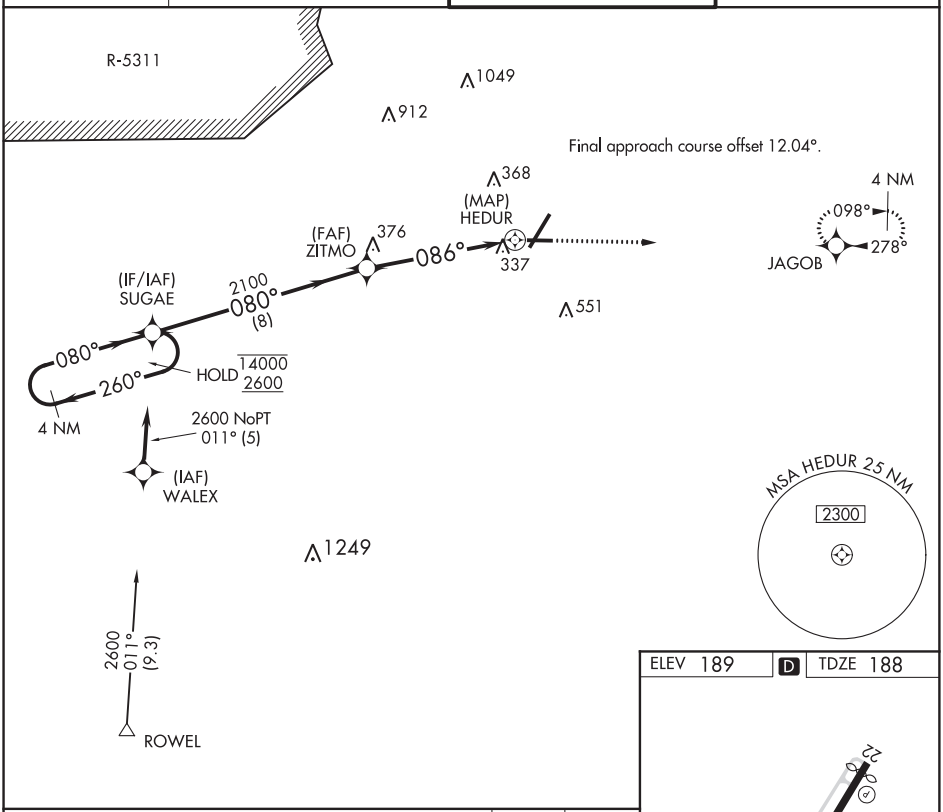
## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

RNP APCH.

Rwy 10 helicopter visibility reduction below ¾SM NA.

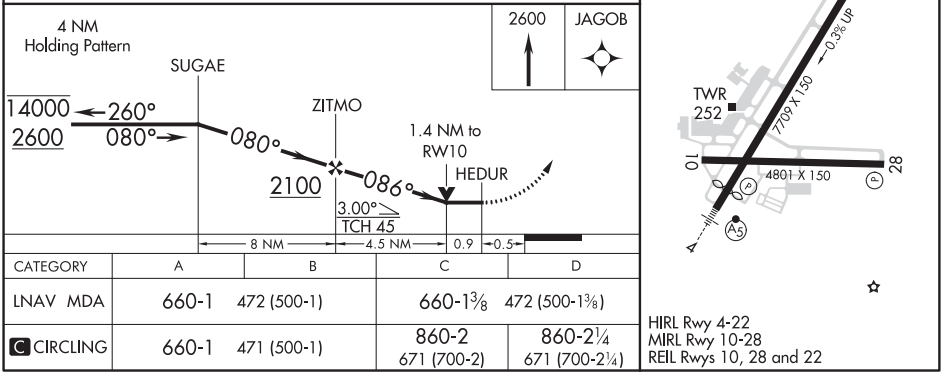
MISSED APPROACH: Climb to 2600 direct JAGOB and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 660-1 472 (500-1) | | 660-1⅜ 472 (500-1⅜) | |
| C CIRCLING | 660-1 471 (500-1) | | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

FAYETTEVILLE, NORTH CAROLINA

Orig-B 08NOV18

34°59′N-78°53′W

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

RNAV (GPS) RWY 10

| WAAS CH 45511 W22A | APP CRS 218° | Rwy ldg 6413<br>TDZE 180<br>Apt Elev 189 |
|---|---|---|

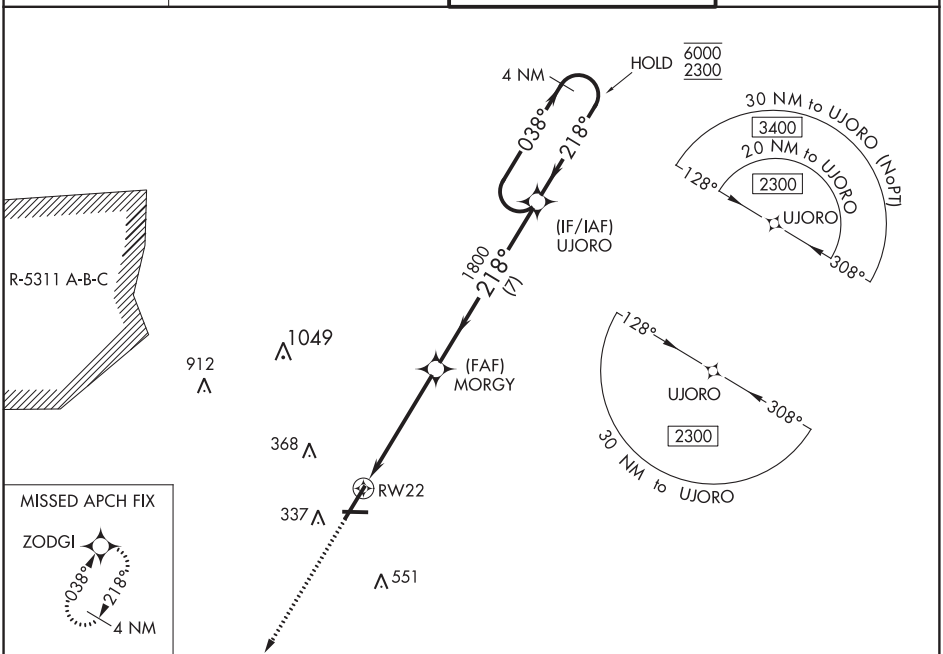
# RNAV (GPS) RWY 22
## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

RNP APCH.

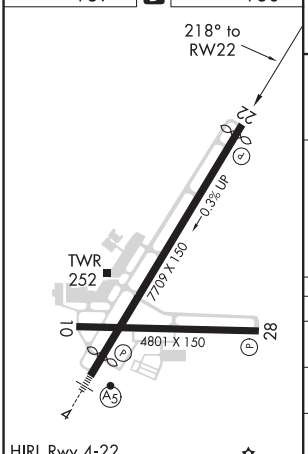
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

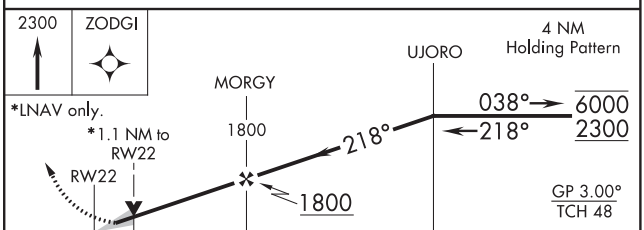
MISSED APPROACH: Climb to 2300 direct ZODGI and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




ELEV 189 D TDZE 180




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 380-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 437-¾ 257 (300-¾) | | | |
| LNAV MDA | 560-1 380 (400-1) | | | |
| C CIRCLING | 640-1 451 (500-1) | 660-1 471 (500-1) | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

19283

| APP CRS | Rwy ldg | 4801 |
|---|---|---|
| 278° | TDZE | 188 |
| | Apt Elev | 189 |

# RNAV (GPS) RWY 28

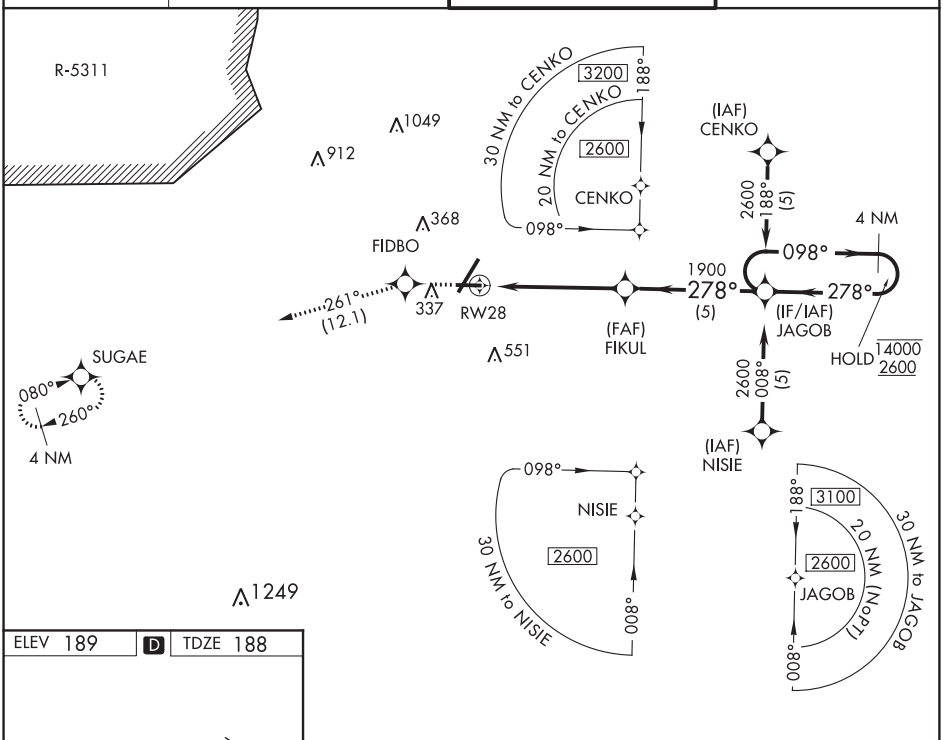
## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

RNP APCH.

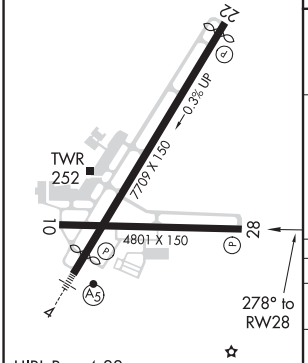
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.

MISSED APPROACH: Climb to 2600 direct FIDBO and on 261° track to SUGAE and hold.

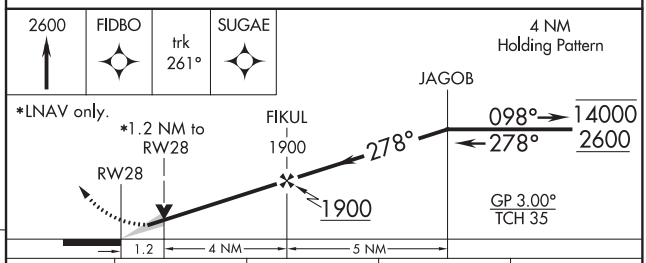
| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




| ELEV 189 | D | TDZE 188 |
|---|---|---|




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 500-1¼ 312 (400-1¼) | | | |
| LNAV MDA | 600-1 412 (500-1) | | 600-1¼ 412 (500-1¼) | |
| C CIRCLING | 640-1¼ 451 (500-1¼) | 660-1¼ 471 (500-1¼) | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

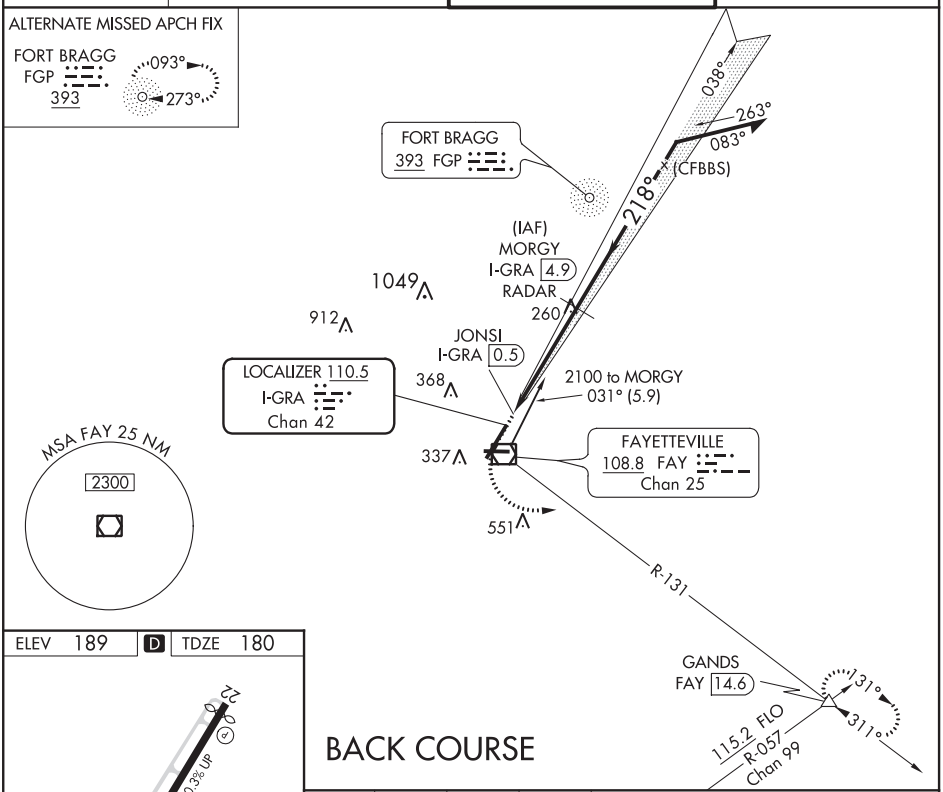
| LOC/DME I-GRA | APP CRS | Rwy ldg | 6413 |
|---|---|---|---|
| 110.5 | 218° | TDZE | 180 |
| Chan 42 | | Apt Elev | 189 |

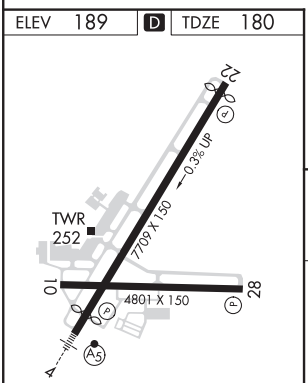
# LOC BC RWY 22
## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

DME or RADAR required. DME or RADAR required for procedure entry. ADF required for alternate missed approach.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

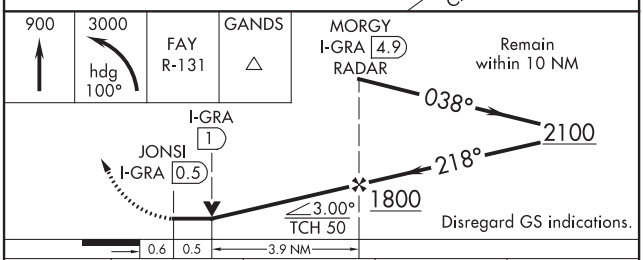
| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

| 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 |
|---|---|---|---|---|
| S-22 | 560-1 380 (400-1) | | | |
| C CIRCLING | 640-1 451 (500-1) | 660-1 471 (500-1) | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| VOR/DME FAY | APP CRS | Rwy ldg | 6508 |
|---|---|---|---|
| 108.8 | 057° | TDZE | 189 |
| Chan 25 | | Apt Elev | 189 |

# VOR RWY 4

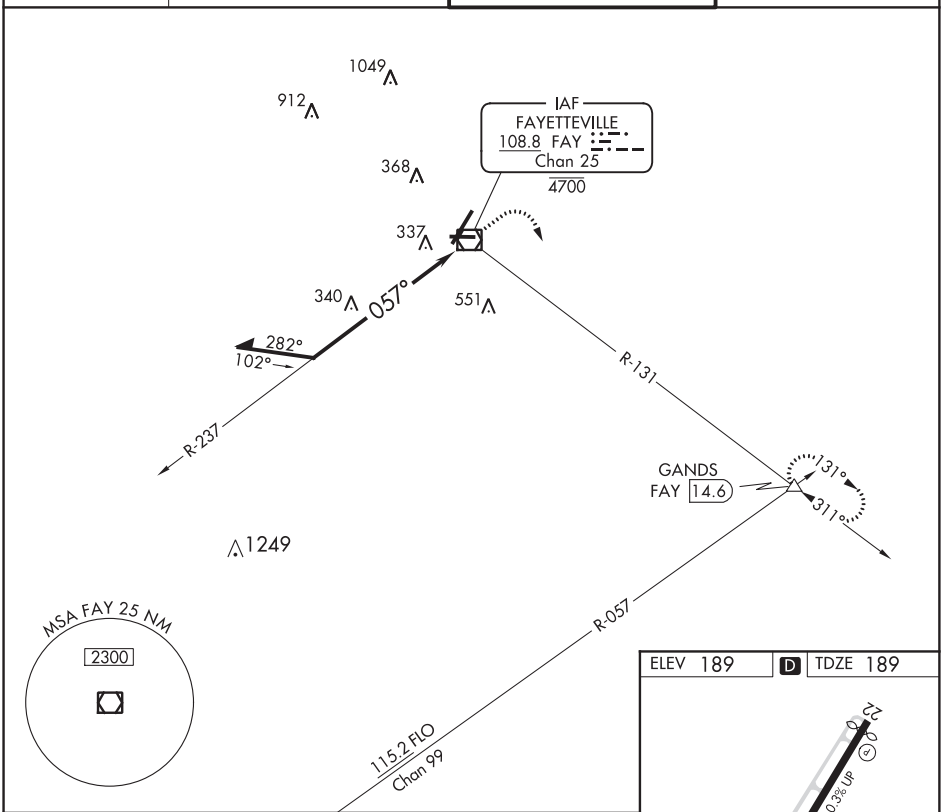
## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

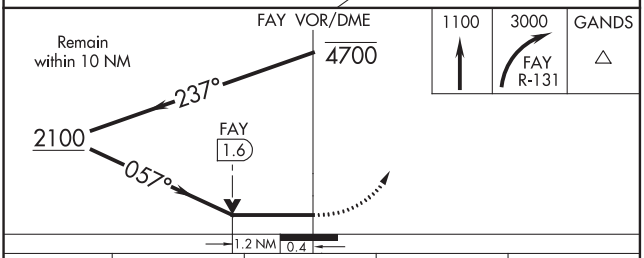
For inop ALS, increase S-4 Cat A/B visibility to RVR 5500 and Cat C/D to 1⅜ SM.

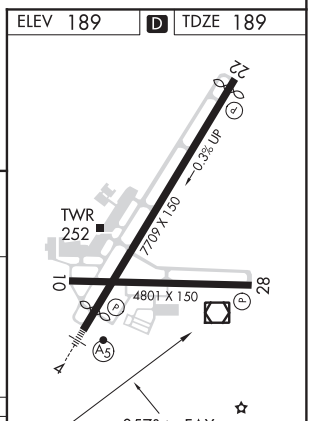
MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY R-131 to GANDS INT/FAY 14.6 DME and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-4 | 640/40 451 (500-¾) | | 640/45 451 (500-⅞) | 640/50 451 (500-1) |
| C CIRCLING | 640-1 451 (500-1) | 660-1 471 (500-1) | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |





SE-2, 10 SEP 2020 to 05 NOV 2020

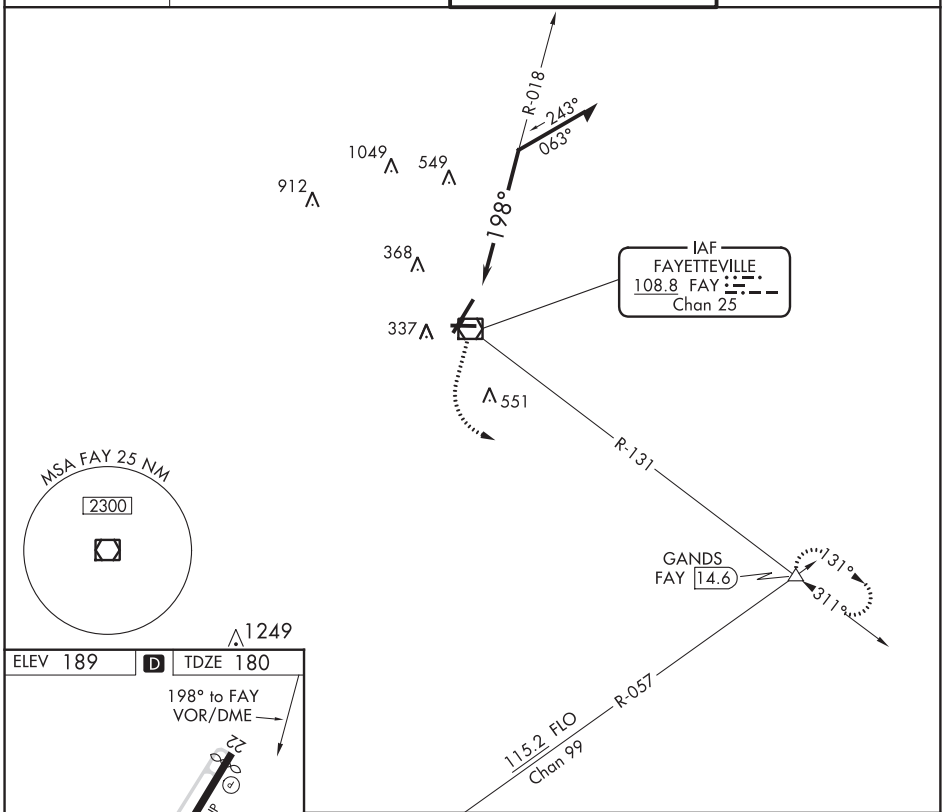
| VOR/DME FAY 108.8 Chan 25 | APP CRS 198° | Rwy ldg 6413<br>TDZE 180<br>Apt Elev 189 |
|---|---|---|

# VOR RWY 22

## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 on heading 100° and FAY VOR/DME R-131 to GANDS INT/FAY 14.6 DME and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 900-1 720 (800-1) | | 900-2 720 (800-2) | |
| C CIRCLING | 900-1 711 (800-1) | | 900-2 711 (800-2) | 900-2¼ 711 (800-2¼) |

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10,28 and 22

SE-2, 10 SEP 2020 to 05 NOV 2020

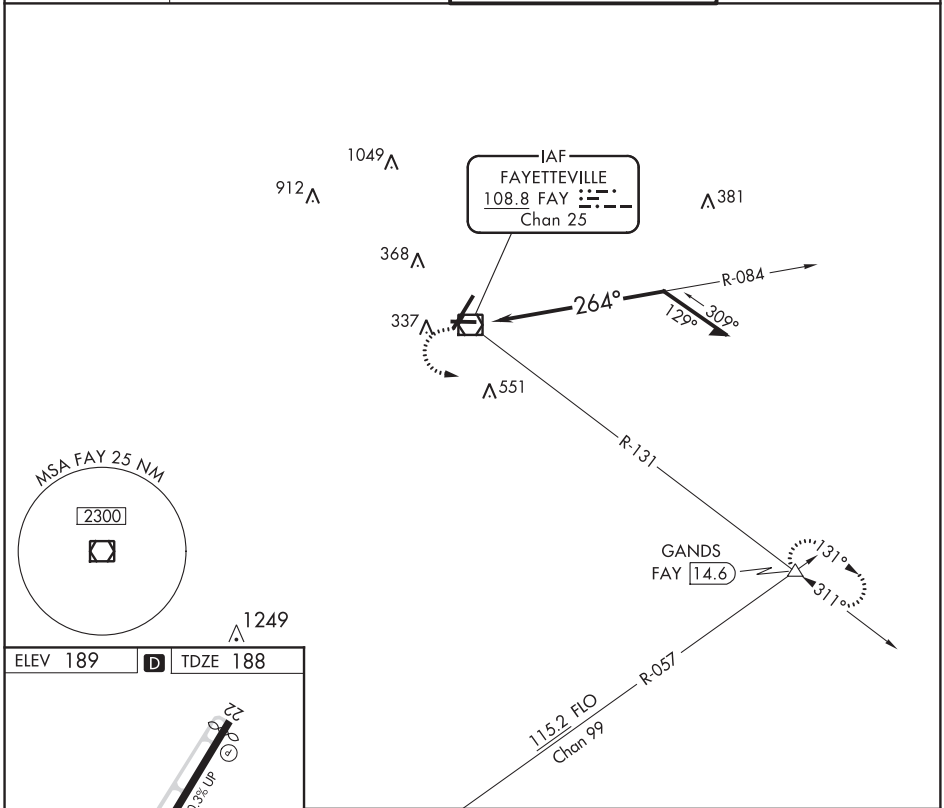
SE-2, 10 SEP 2020 to 05 NOV 2020

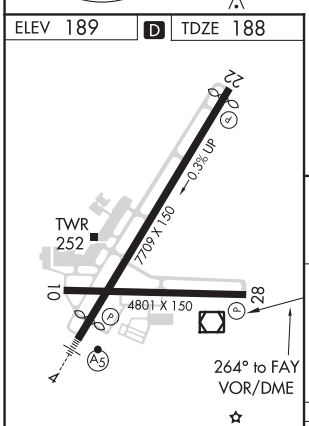
| VOR/DME FAY 108.8 Chan 25 | APP CRS 264° | Rwy ldg 4801 TDZE 188 Apt Elev 189 |
|---|---|---|

# VOR RWY 28
## FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

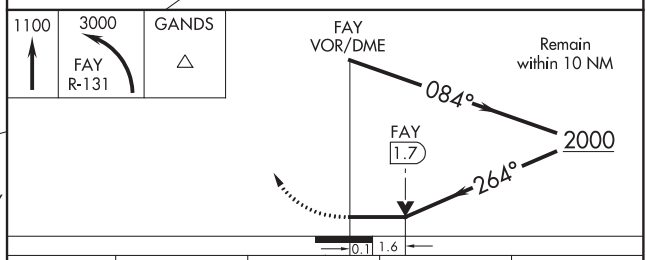
MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAY R-131 to GANDS INT/FAY 14.6 DME and hold.

| ATIS | FAYETTEVILLE APP CON | FAYETTEVILLE TOWER | GND CON |
|---|---|---|---|
| 121.25 | 133.0 290.25 | 118.3 269.2 | 121.7 348.6 |



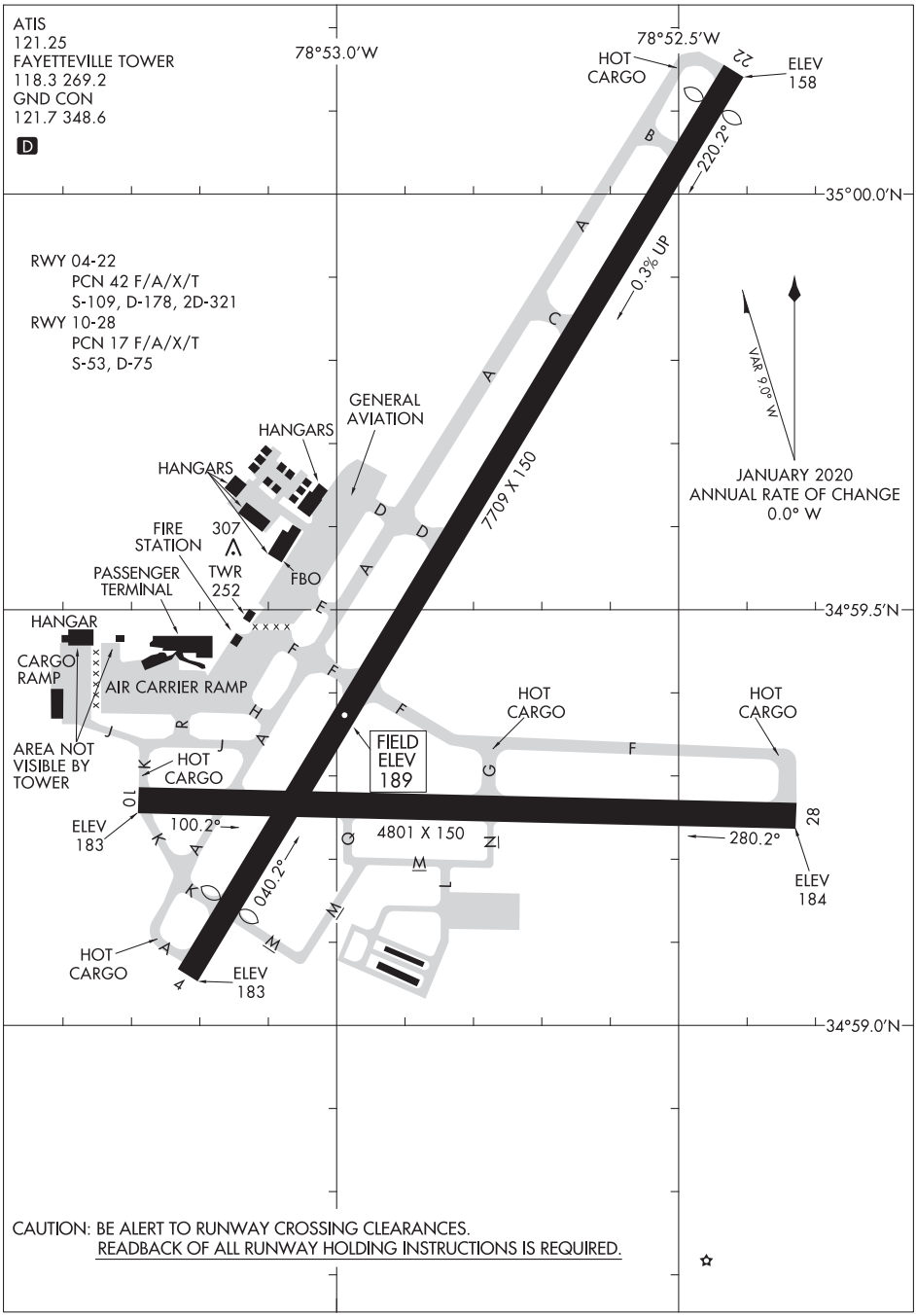

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 700-1 512 (600-1) | | 700-1⅜ 512 (600-1⅜) | |
| C CIRCLING | 700-1 511 (600-1) | | 860-2 671 (700-2) | 860-2¼ 671 (700-2¼) |




SE-2, 10 SEP 2020 to 05 NOV 2020




CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

(MTY4.MTY) 20086

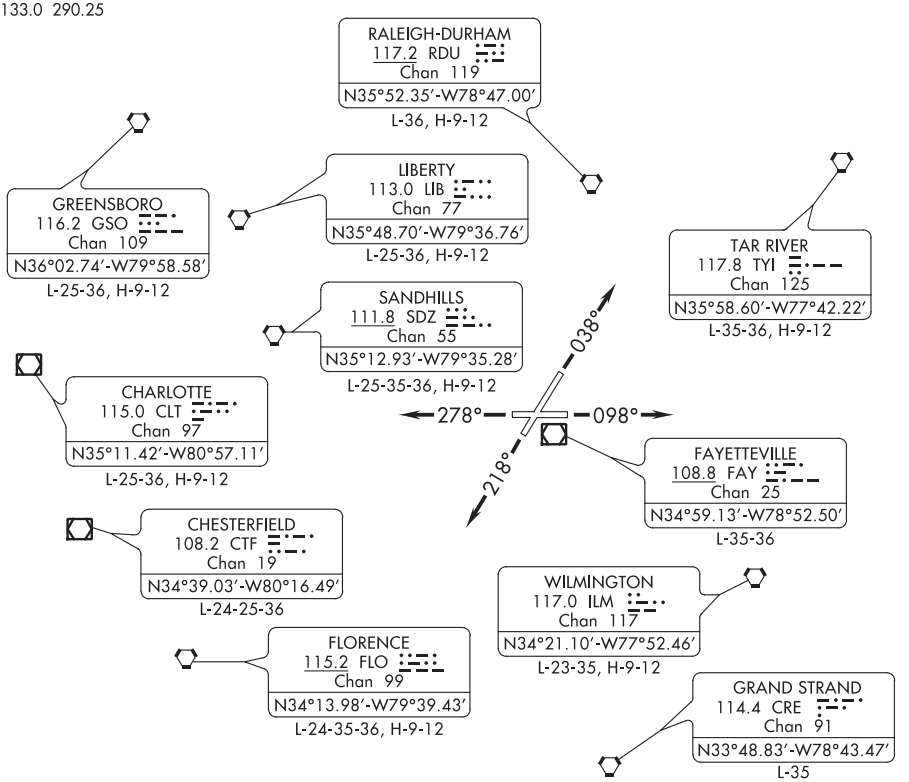
# MOUNTY FOUR DEPARTURE

AL-690 (FAA)

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)
FAYETTEVILLE, NORTH CAROLINA

**TOP ALTITUDE: 2000**

ATIS
121.25
GND CON
121.7 348.6
FAYETTEVILLE TOWER
118.3 269.2
FAYETTEVILLE DEP CON
133.0 290.25




NOTE: RADAR Required.

TAKEOFF MINIMUMS:
Rwys 4, 22, 10, 28: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038° or as assigned. Thence. . . .
TAKEOFF RUNWAY 10: Climb heading 098° or as assigned. Thence. . . .
TAKEOFF RUNWAY 22: Climb heading 218° or as assigned. Thence . . . .
TAKEOFF RUNWAY 28: Climb heading 278° or as assigned. Thence. . . .

. . . .maintain 2000 feet or assigned altitude. Expect vectors to join filed route.
Expect further clearance to filed altitude 10 minutes after departure.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC I-FLO | APP CRS | Rwy ldg | 6502 |
|---|---|---|---|
| 109.1 | 089° | TDZE | 147 |
| | | Apt Elev | 147 |

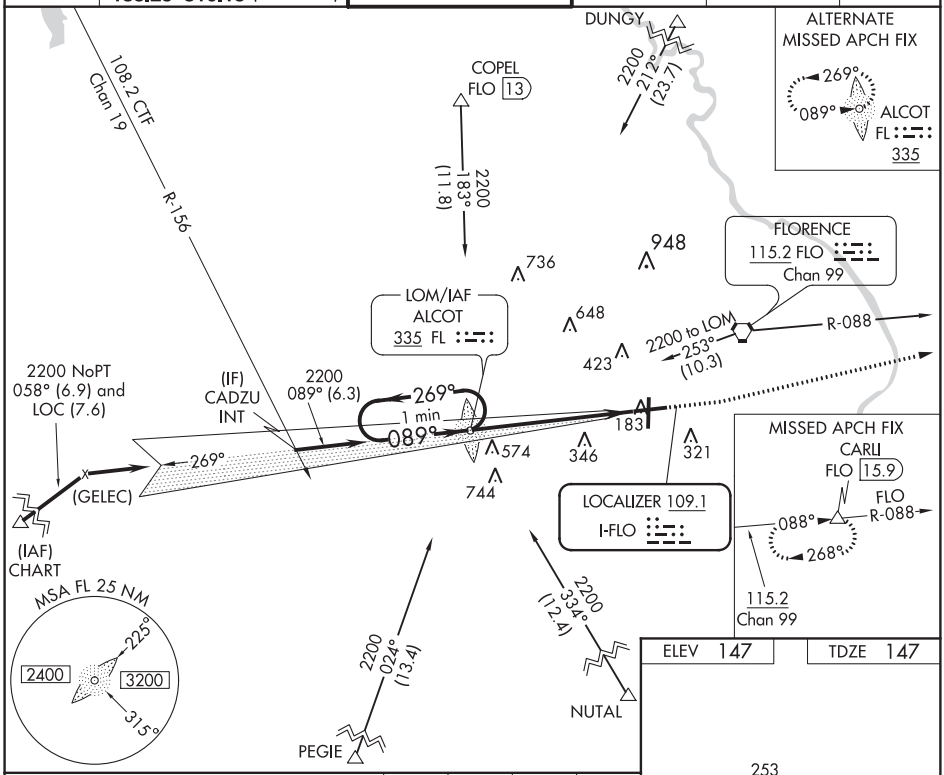
# ILS or LOC RWY 9
## FLORENCE RGNL (FLO)

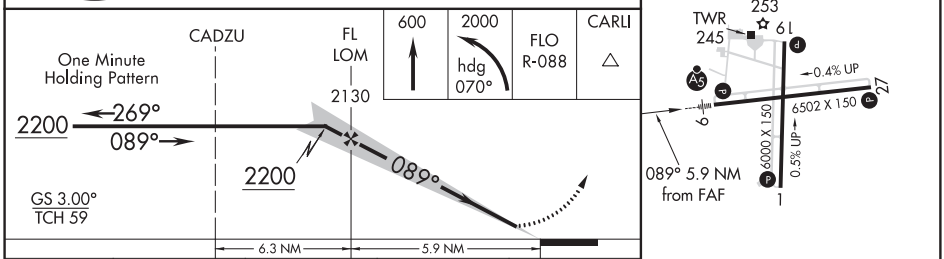
T A DME Required. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet, increase S-LOC and Circling Cats. B/C/D visibility ¼ mile. Night Landing: Rwy 1, 19 NA.

MALSR A5

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 via heading 070° and FLO VORTAC R-088 to CARLI/FLO 15.9 DME and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 121.9 353.85 | 122.95 |




ELEV 147 TDZE 147




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 9 | 347-½ 200 (200-½) | | | |
| S-LOC 9 | 840-½ 693 (700-½) | | 840-1½ 693 (700-1½) | 840-1¾ 693 (700-1¾) |
| CIRCLING | 840-1 693 (700-1) | | 840-2 693 (700-2) | 840-2¼ 693 (700-2¼) |

REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 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 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

FLORENCE, SOUTH CAROLINA

AL-145 (FAA)

20198

# RNAV (GPS) RWY 1

## FLORENCE RGNL (FLO)

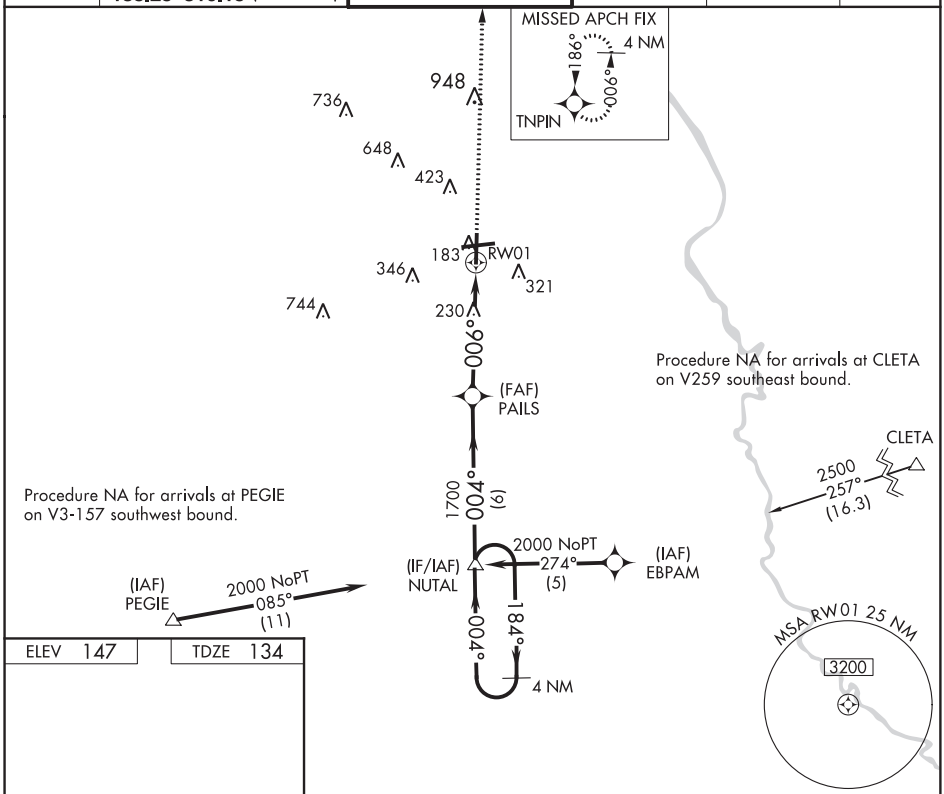
| APP CRS | Rwy ldg | 6000 |
|---|---|---|
| 006° | TDZE | 134 |
| | Apt Elev | 147 |

RNP APCH.

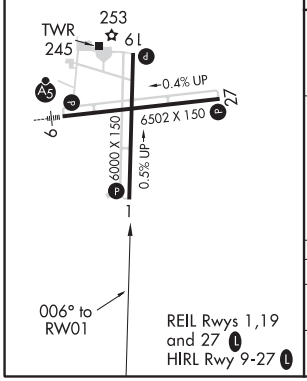
Rwy 1 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night.

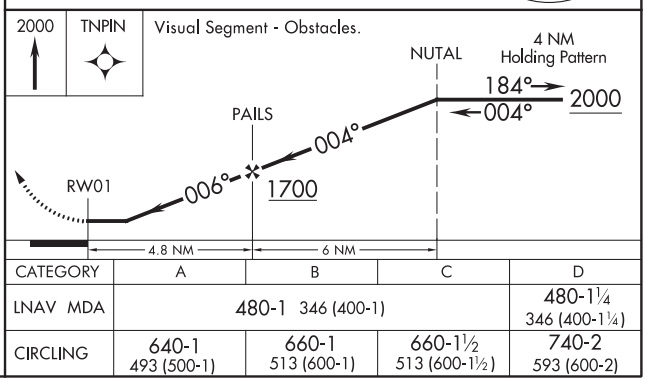
MISSED APPROACH: Climb to 2000 direct TNPIN and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 121.9 353.85 | 122.95 |




ELEV 147 | TDZE 134




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 346 (400-1) | | | 480-1¼ 346 (400-1¼) |
| CIRCLING | 640-1 493 (500-1) | 660-1 513 (600-1) | 660-1½ 513 (600-1½) | 740-2 593 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 9
## FLORENCE RGNL (FLO)

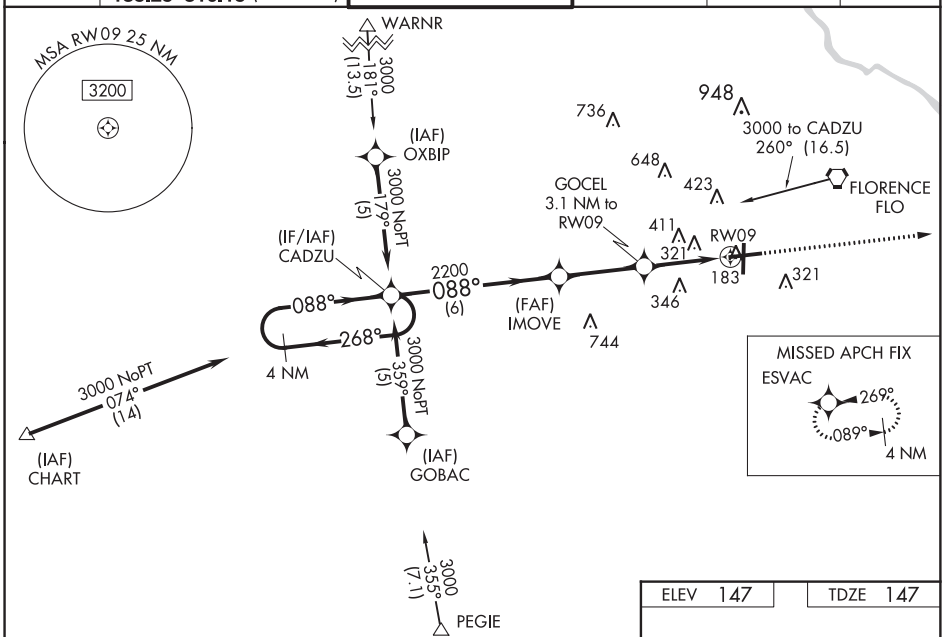
| WAAS CH 70710 W09A | APP CRS 088° | Rwy ldg 6502 TDZE 147 Apt Elev 147 |
|---|---|---|

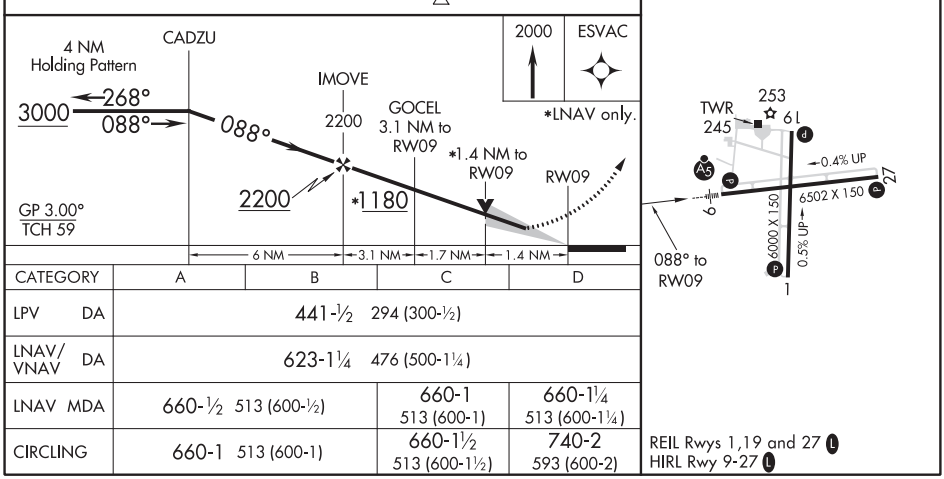
Night landing: Rwy 1, 19 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase LPV DA to 489 feet, LNAV/VNAV DA to 695 feet and all visibilities to 1¼ miles; increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. For inoperative MALSR when using Darlington altimeter setting, increase LPV all Cats visibility to 1¼ mile. Baro-VNAV and VDP NA when using Darlington altimeter setting.

MALSR

MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 121.9 353.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 441-½ 294 (300-½) | | | |
| LNAV/VNAV DA | 623-1¼ 476 (500-1¼) | | | |
| LNAV MDA | 660-½ 513 (600-½) | | 660-1 513 (600-1) | 660-1¼ 513 (600-1¼) |
| CIRCLING | 660-1 513 (600-1) | | 660-1½ 513 (600-1½) | 740-2 593 (600-2) |

REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

FLORENCE, SOUTH CAROLINA

AL-145 (FAA)

19115

# RNAV (GPS) RWY 19

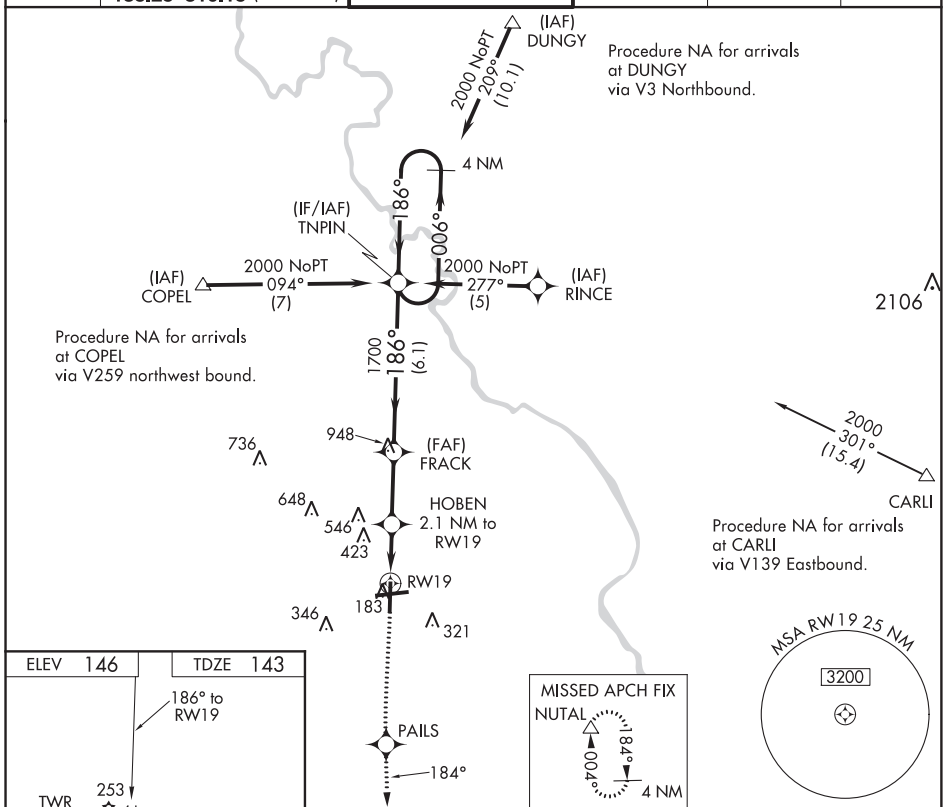
## FLORENCE RGNL (FLO)

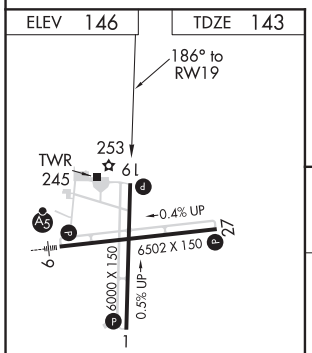
| APP CRS | Rwy ldg | 6000 |
|---|---|---|
| 186° | TDZE | 143 |
| | Apt Elev | 146 |

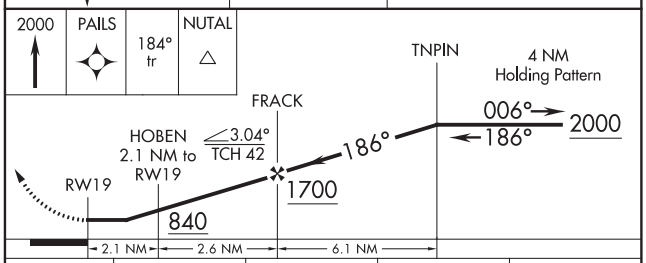
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet. Night Landing: Rwy 1, 19, 27 NA.

MISSED APPROACH: Climb to 2000 direct PAILS and via 184° track to NUTAL and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 121.9 353.85 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 580-1 437 (500-1) | | 580-1¼ 437 (500-1¼) | 580-1½ 437 (500-1½) |
| CIRCLING | 640-1 494 (500-1) | 660-1 514 (600-1) | 660-1½ 514 (600-1½) | 740-2 594 (600-2) |

REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

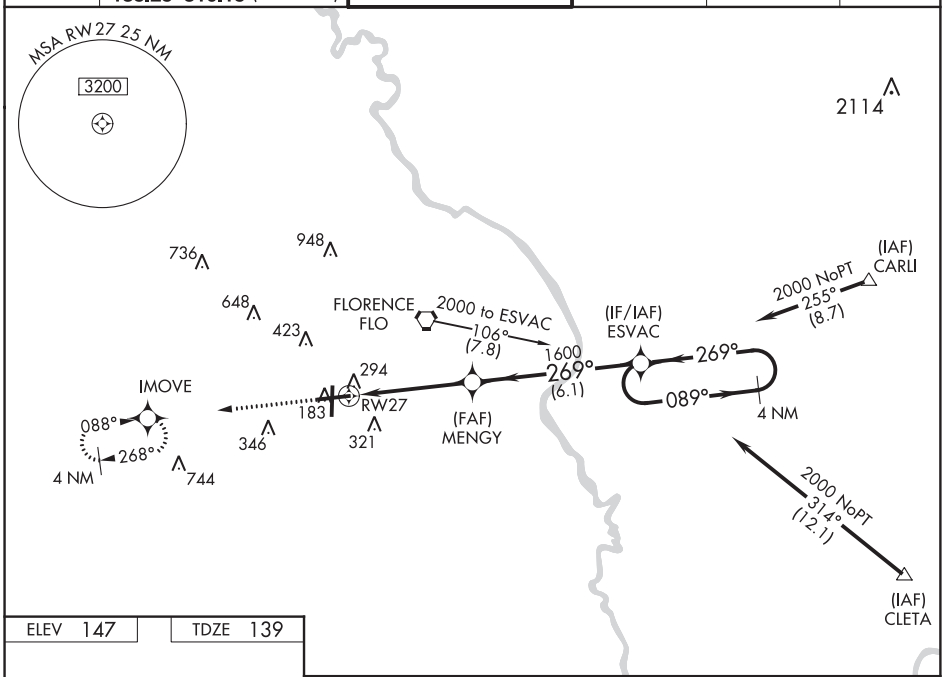
# RNAV (GPS) RWY 27
## FLORENCE RGNL (FLO)

| WAAS CH 61310 W27A | APP CRS 269° | Rwy ldg 6502 TDZE 139 Apt Elev 147 |
|---|---|---|

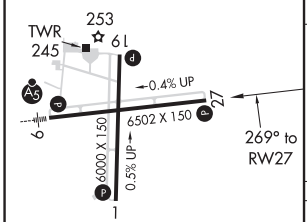
TAA: Baro-VNAV NA when using Darlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat D ¼ mile. Night Landing: Rwy 1, 19 NA.

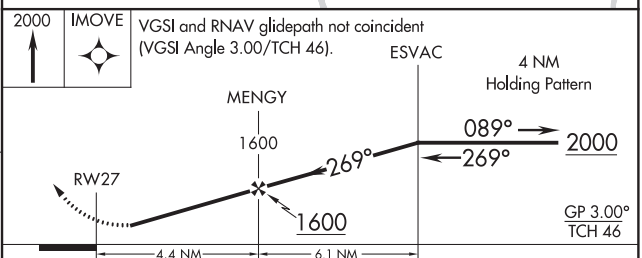
MISSED APPROACH: Climb to 2000 direct IMOVE and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°) | 125.1 (CTAF) (L) 353.85 | 121.9 353.85 | 121.9 353.85 | 122.95 |




ELEV 147 TDZE 139




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 474-1¼ 335 (400-1¼) | | | |
| LNAV/VNAV DA | 595-1¾ 456 (500-1¾) | | | |
| LNAV MDA | 560-1 421 (500-1) | | 560-1¼ 421 (500-1¼) | |
| CIRCLING | 640-1 493 (500-1) | 660-1 513 (600-1) | 660-1½ 513 (600-1½) | 740-2 593 (600-2) |

REIL Rwys 1,19 and 27 (L)
HIRL Rwy 9-27 (L)

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

FLORENCE, SOUTH CAROLINA AL-145 (FAA) 20254

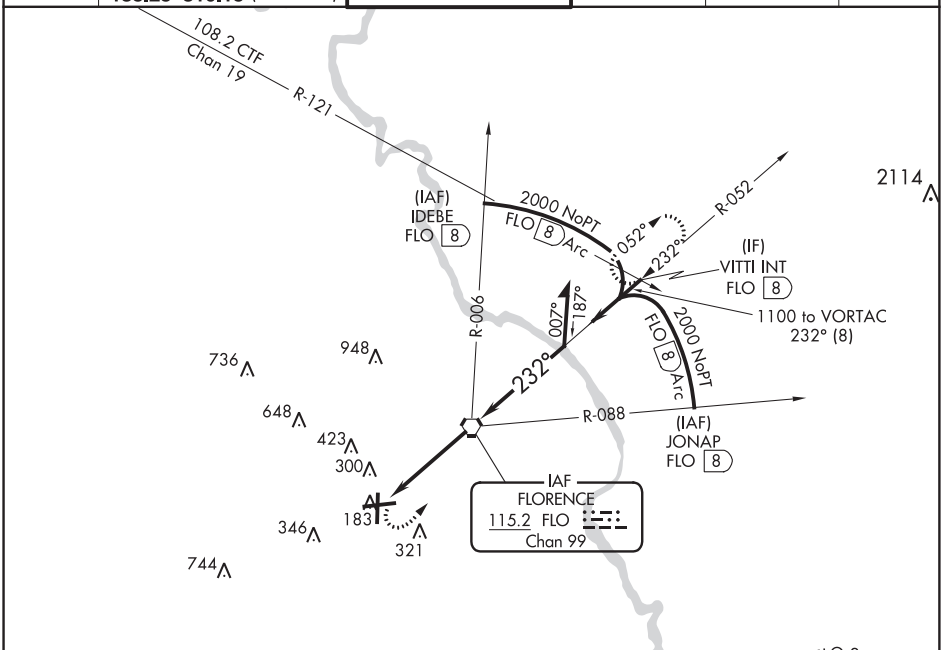
# VOR or TACAN-A
## FLORENCE RGNL (FLO)

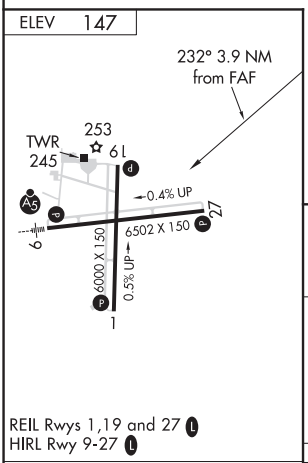
| VORTAC FLO | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.2 | 232° | TDZE | N/A |
| Chan 99 | | Apt Elev | 147 |

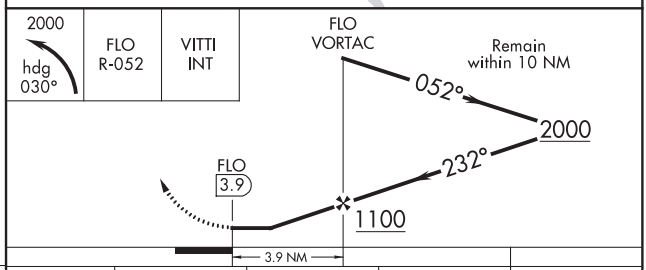
When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 ft. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 1, 19 NA.

MISSED APPROACH: Climbing left turn to 2000 via heading 030° and FLO VORTAC R-052 to VITTI INT/FLO 8 DME and hold.

| ATIS | FLORENCE APP CON★ | FLORENCE TOWER★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.625 | 118.6 341.7 (256°-074°)<br>135.25 316.15 (075°-255°) | 125.1 (CTAF) L 353.85 | 121.9 353.85 | 121.9 353.85 | 122.95 |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 640-1<br>493 (500-1) | 660-1<br>513 (600-1) | 660-1½<br>513 (600-1½) | 740-2<br>593 (600-2) |

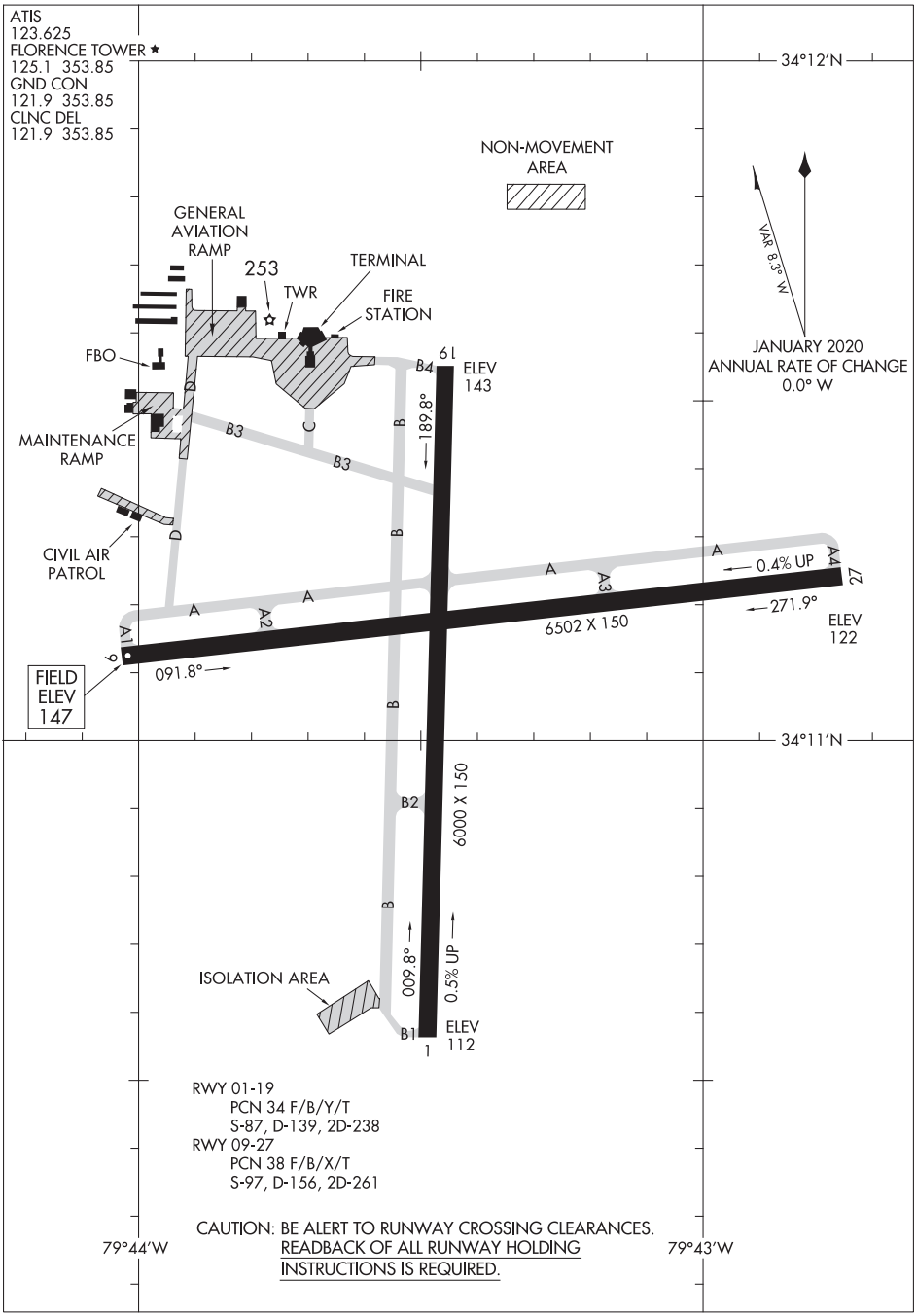
SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

FLORENCE, SOUTH CAROLINA
Amdt 6B 20AUG15

34°11'N-79°43'W

FLORENCE RGNL (FLO)
VOR or TACAN-A




RWY 01-19
PCN 34 F/B/Y/T
S-87, D-139, 2D-238
RWY 09-27
PCN 38 F/B/X/T
S-97, D-156, 2D-261

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

FRANKLIN, NORTH CAROLINA AL-10364 (FAA) 20198

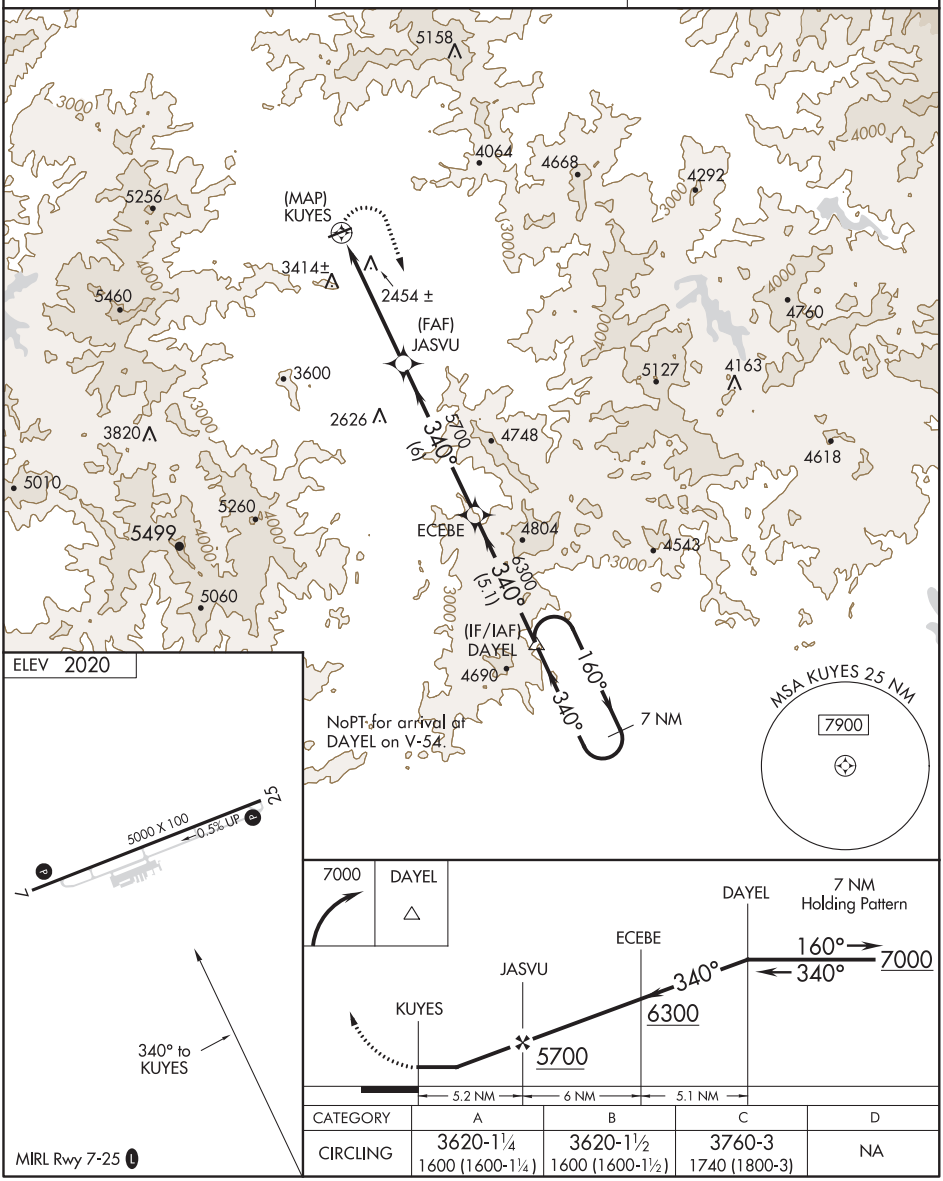
# RNAV (GPS)-A
## MACON COUNTY (1A5)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 340° | TDZE | N/A |
| | Apt Elev | 2020 |

When local altimeter setting not received, Procedure NA.
DME/DME RNP-0.3 NA.
Procedure NA at night.
-17°C

MISSED APPROACH: Climbing right turn to 7000 direct DAYEL and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 118.225 | 134.8 379.95 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 3620-1¼ 1600 (1600-1¼) | 3620-1½ 1600 (1600-1½) | 3760-3 1740 (1800-3) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 90302 W03A | APP CRS 034° | Rwy ldg 3770 TDZE 798 Apt Elev 798 |
|---|---|---|

# RNAV (GPS) RWY 3
## GASTONIA MUNI (AKH)

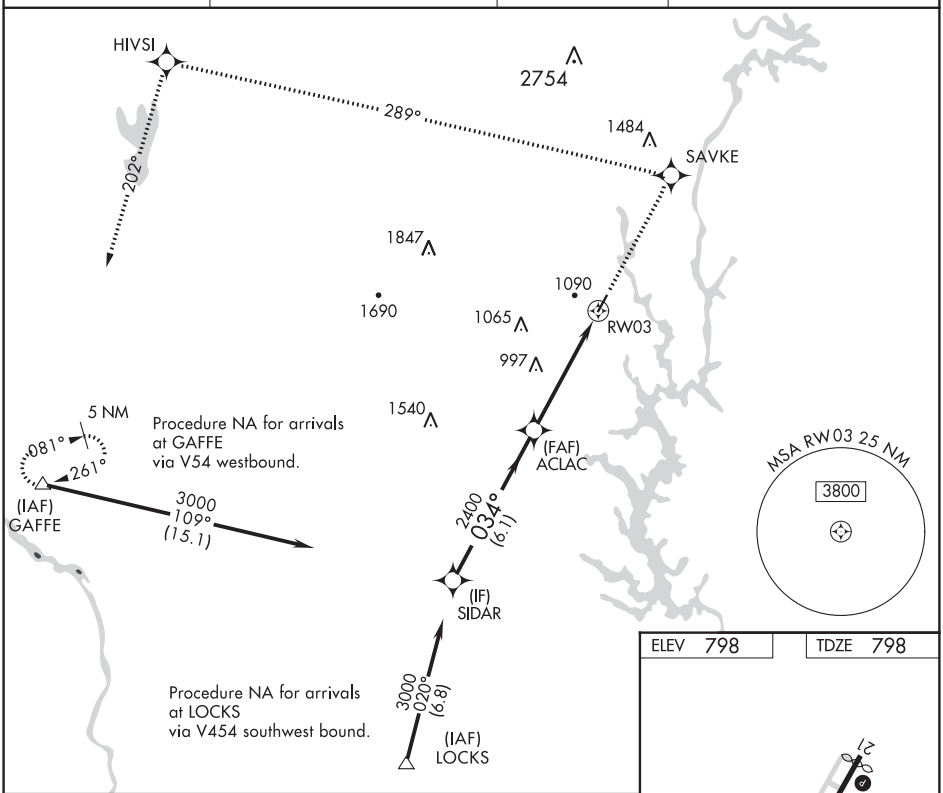
RNP APCH.

If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet. Inoperative table does not apply.

ODALS

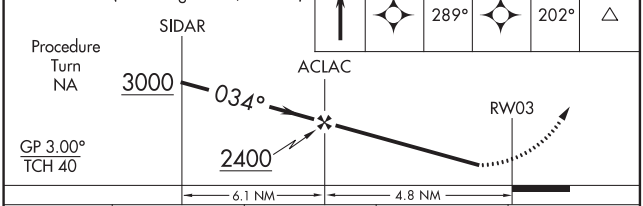
MISSED APPROACH: Climb to 3200 direct SAVKE and via 289° track to HIVSI and 202° track to GAFFE and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.725 | 120.05 257.2 | 127.2 | 123.0 (CTAF) L |



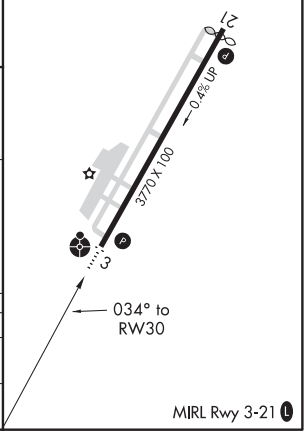

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 26).

| 3200 | SAVKE | tr 289° | HIVSI | tr 202° | GAFFE |
|---|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1118-1¼ 320 (400-1¼) | | | NA |
| LNAV MDA | 1440-1 642 (700-1) | | 1440-1¾ 642 (700-1¾) | NA |

| ELEV 798 | TDZE 798 |
|---|---|






SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

GASTONIA, NORTH CAROLINA — AL-6081 (FAA) — 19227

# RNAV (GPS) RWY 21
## GASTONIA MUNI (AKH)

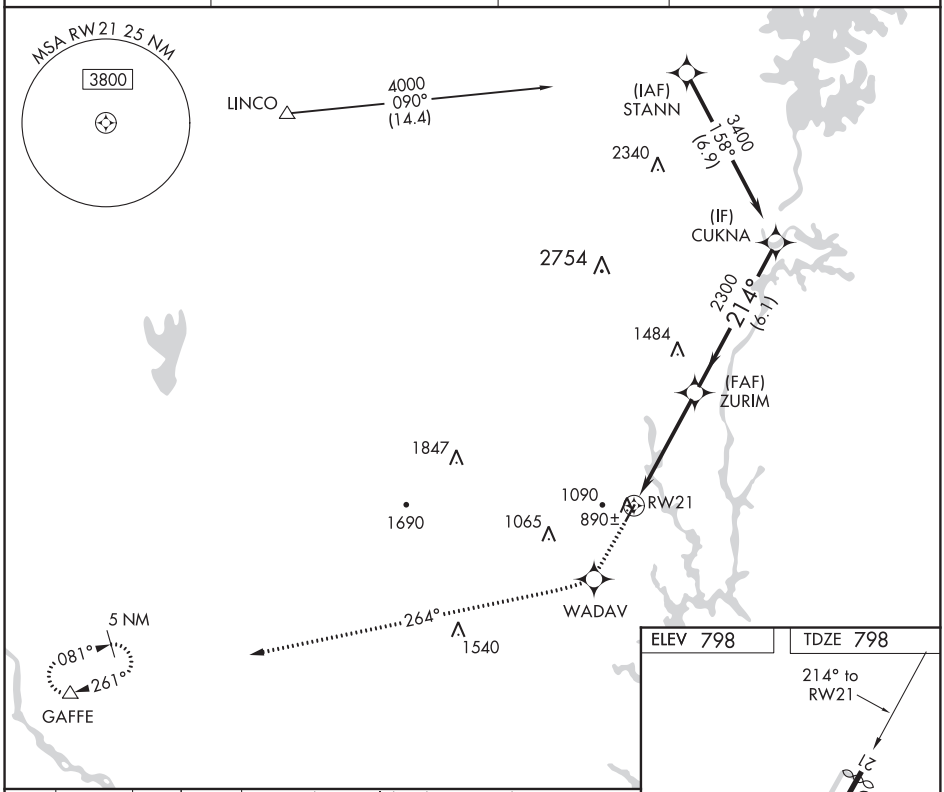
| WAAS CH 50402 W21A | APP CRS 214° | Rwy ldg 3680<br>TDZE 798<br>Apt Elev 798 |
|---|---|---|

RNP APCH.

If local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA/MDAs 40 feet.
Rwy 21 helicopter visibility reduction below ¾ SM NA.

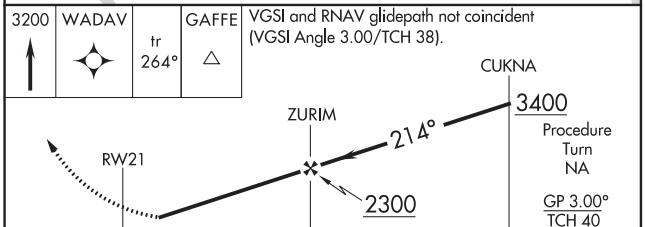
MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.725 | 120.05 257.2 | 127.2 | 123.0 (CTAF) L |



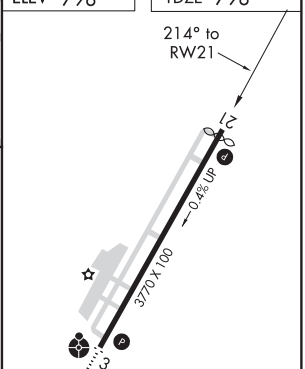

| 3200 | WADAV | tr 264° | GAFFE |
|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 38).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1111-1¼ 313 (400-1¼) | | | NA |
| LNAV MDA | 1420-1 622 (700-1) | | 1420-1¾ 622 (700-1¾) | NA |

ELEV 798 — TDZE 798




MIRL Rwy 3-21 L

GASTONIA, NORTH CAROLINA
Orig-B 15AUG19

35°12′N-81°09′W

GASTONIA MUNI (AKH)
RNAV (GPS) RWY 21

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# NDB RWY 3
## GASTONIA MUNI (AKH)

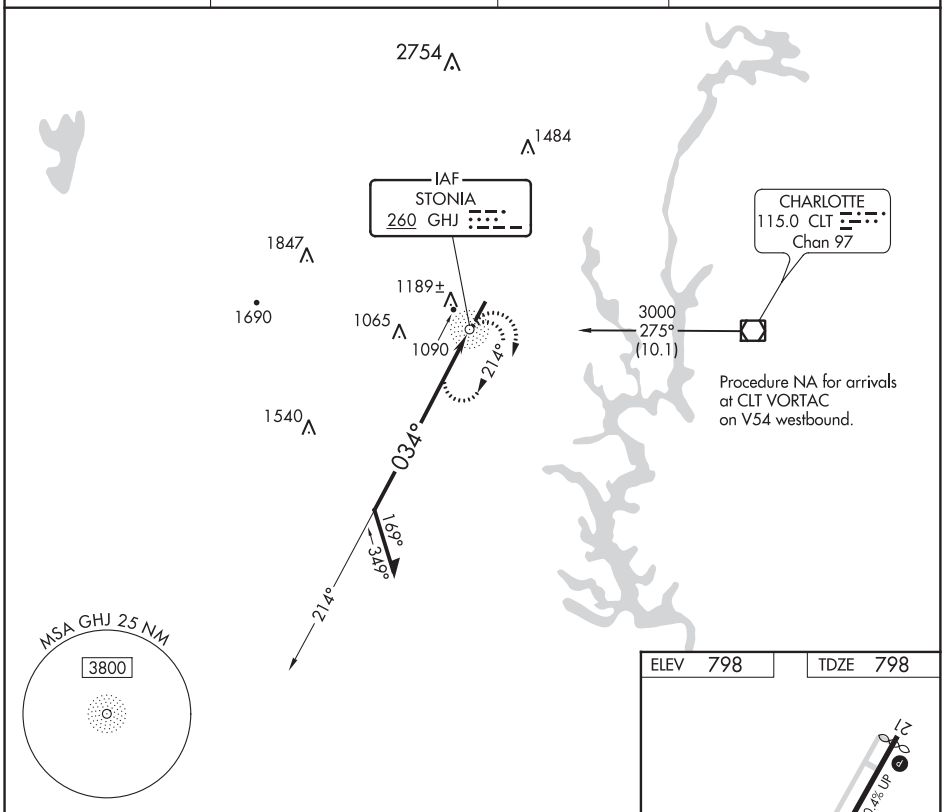
| NDB GHJ | APP CRS | Rwy ldg | 3770 |
|---|---|---|---|
| 260 | 034° | TDZE | 798 |
| | | Apt Elev | 798 |

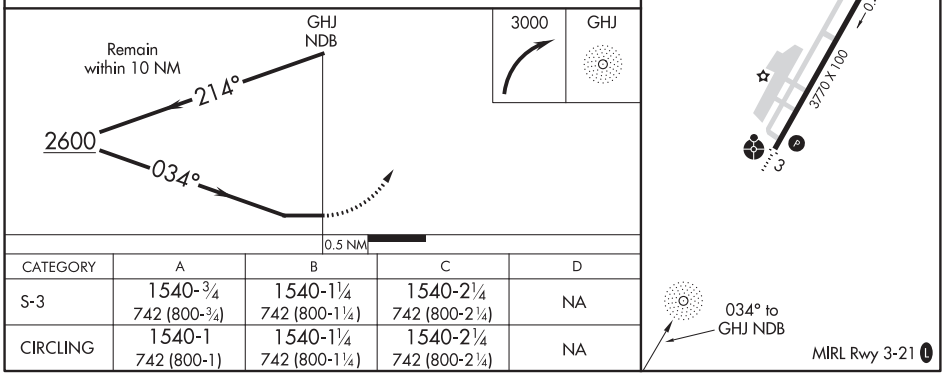
Inop table does not apply to Cats B and C.

ODALS

MISSED APPROACH: Climbing right turn to 3000 in GHJ NDB holding pattern.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.725 | 120.05 257.2 | 127.2 | 123.0 (CTAF) L |



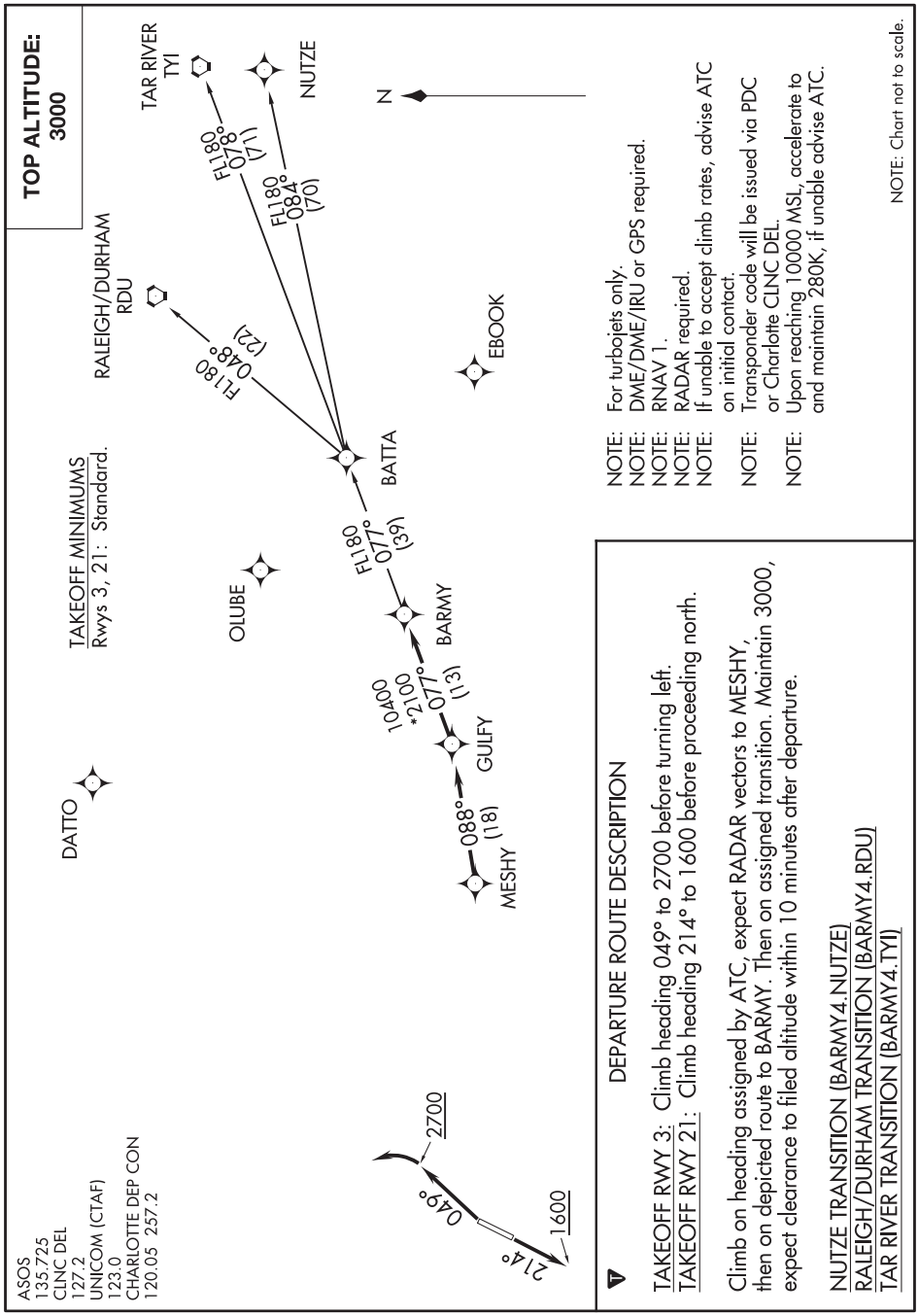




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1540-¾<br>742 (800-¾) | 1540-1¼<br>742 (800-1¼) | 1540-2¼<br>742 (800-2¼) | NA |
| CIRCLING | 1540-1<br>742 (800-1) | 1540-1¼<br>742 (800-1¼) | 1540-2¼<br>742 (800-2¼) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# BARMY FOUR DEPARTURE (RNAV)



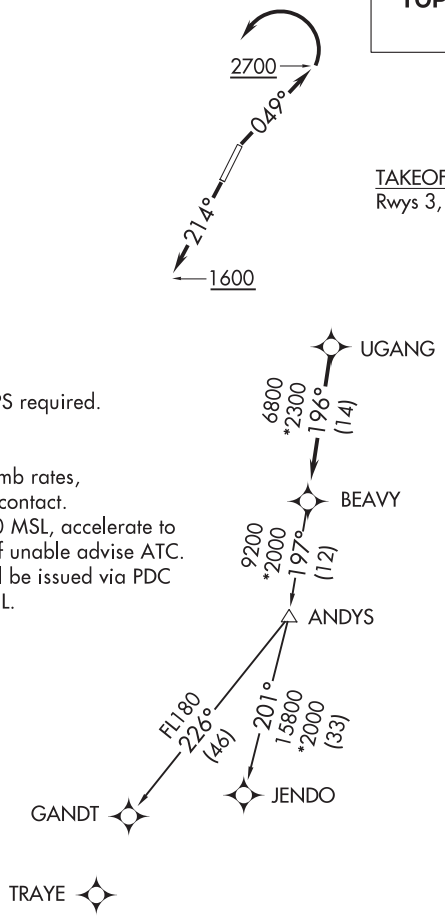
# BEAVY FIVE DEPARTURE (RNAV)



ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
120.05 257.2

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)

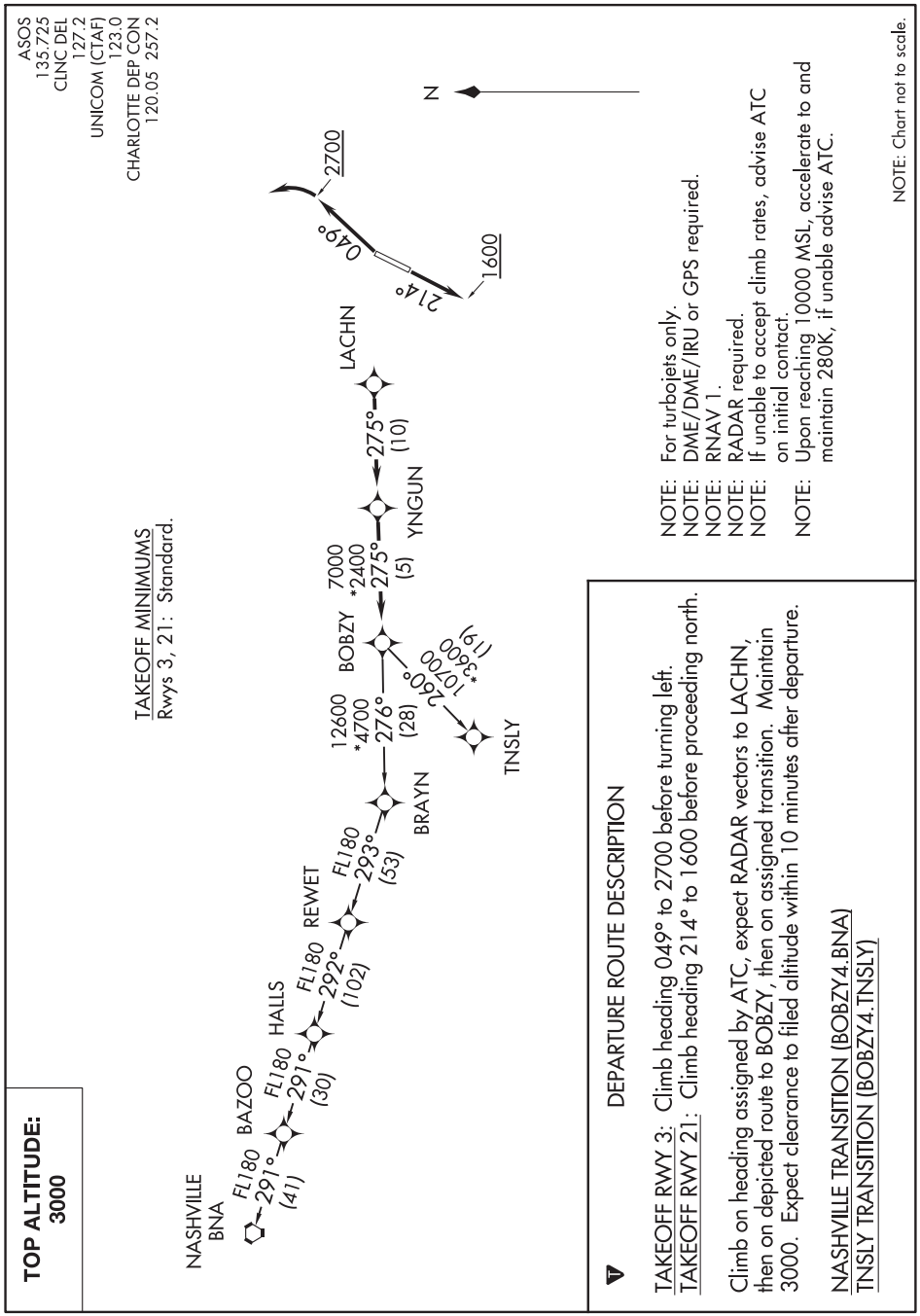



SE-2, 10 SEP 2020 to 05 NOV 2020

(BOBZY4.BOBZY) 19003 AL-6081 (FAA)

# BOBZY FOUR DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA






SE-2, 10 SEP 2020 to 05 NOV 2020

BOBZY FOUR DEPARTURE (RNAV)

(BOBZY4.BOBZY) 03JAN19

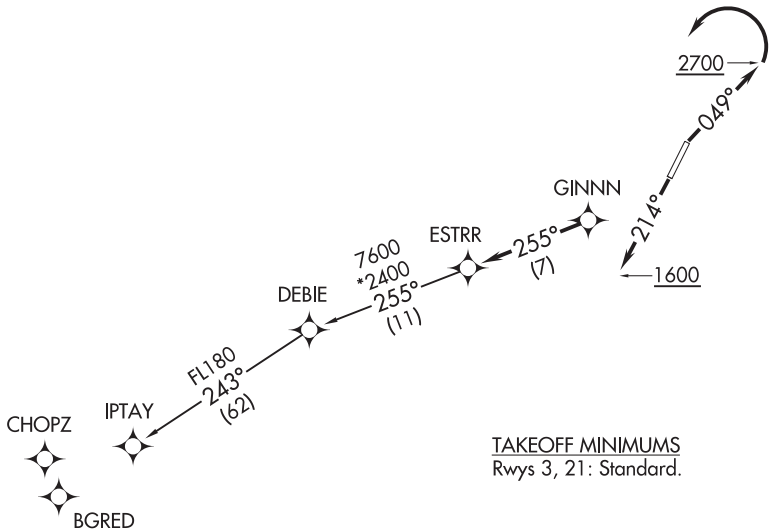
GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

# ESTRR FOUR DEPARTURE (RNAV)



ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
120.05 257.2

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)




SE-2, 10 SEP 2020 to 05 NOV 2020

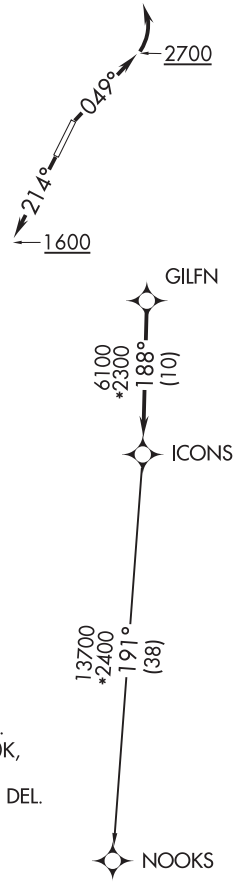
(ICONS4.ICONS) 19003 AL-6081 (FAA)

# ICONS FOUR DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
120.05 257.2

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

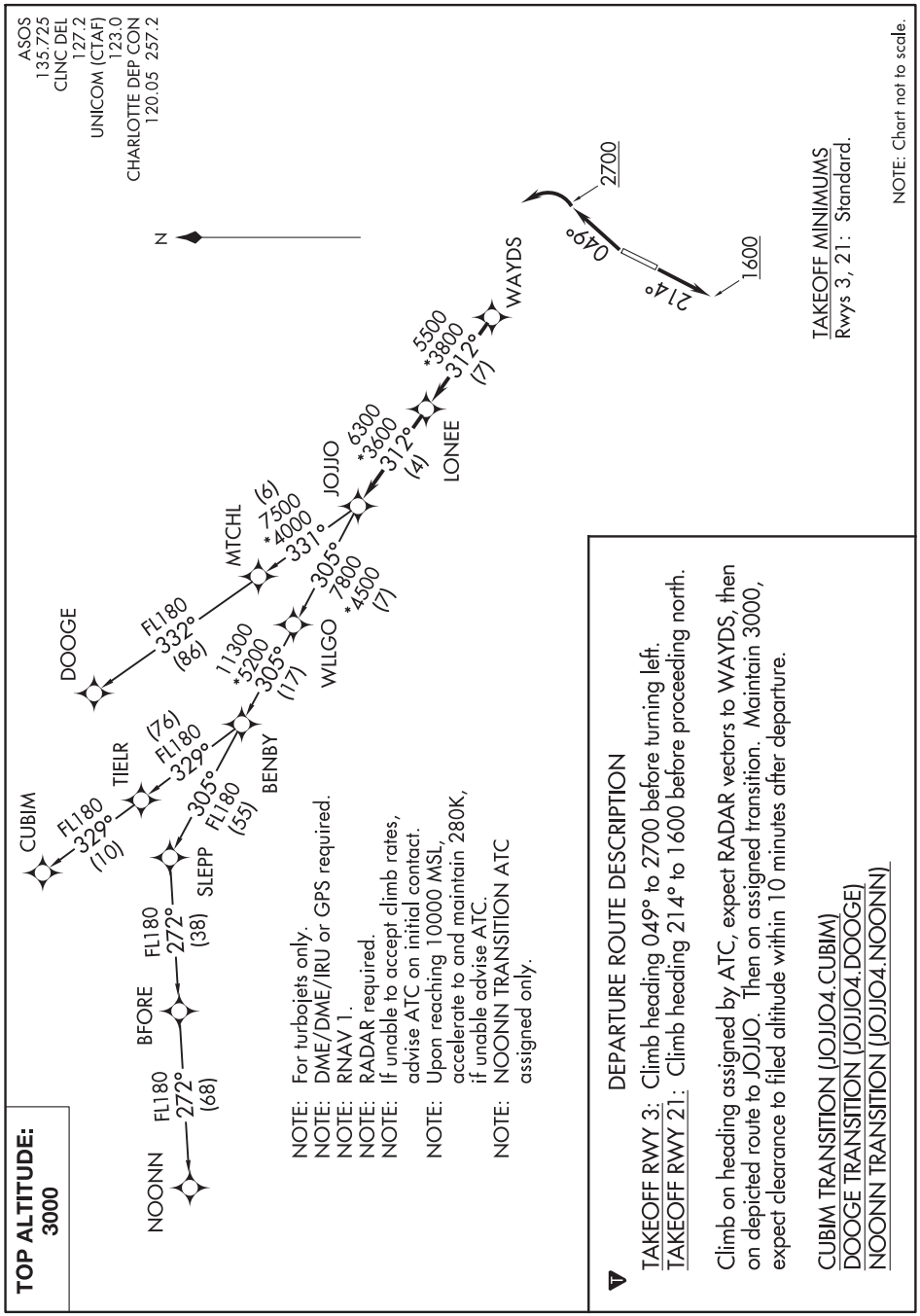
NOOKS TRANSITION (ICONS4.NOOKS)




SE-2, 10 SEP 2020 to 05 NOV 2020

# JOJJO FOUR DEPARTURE (RNAV)



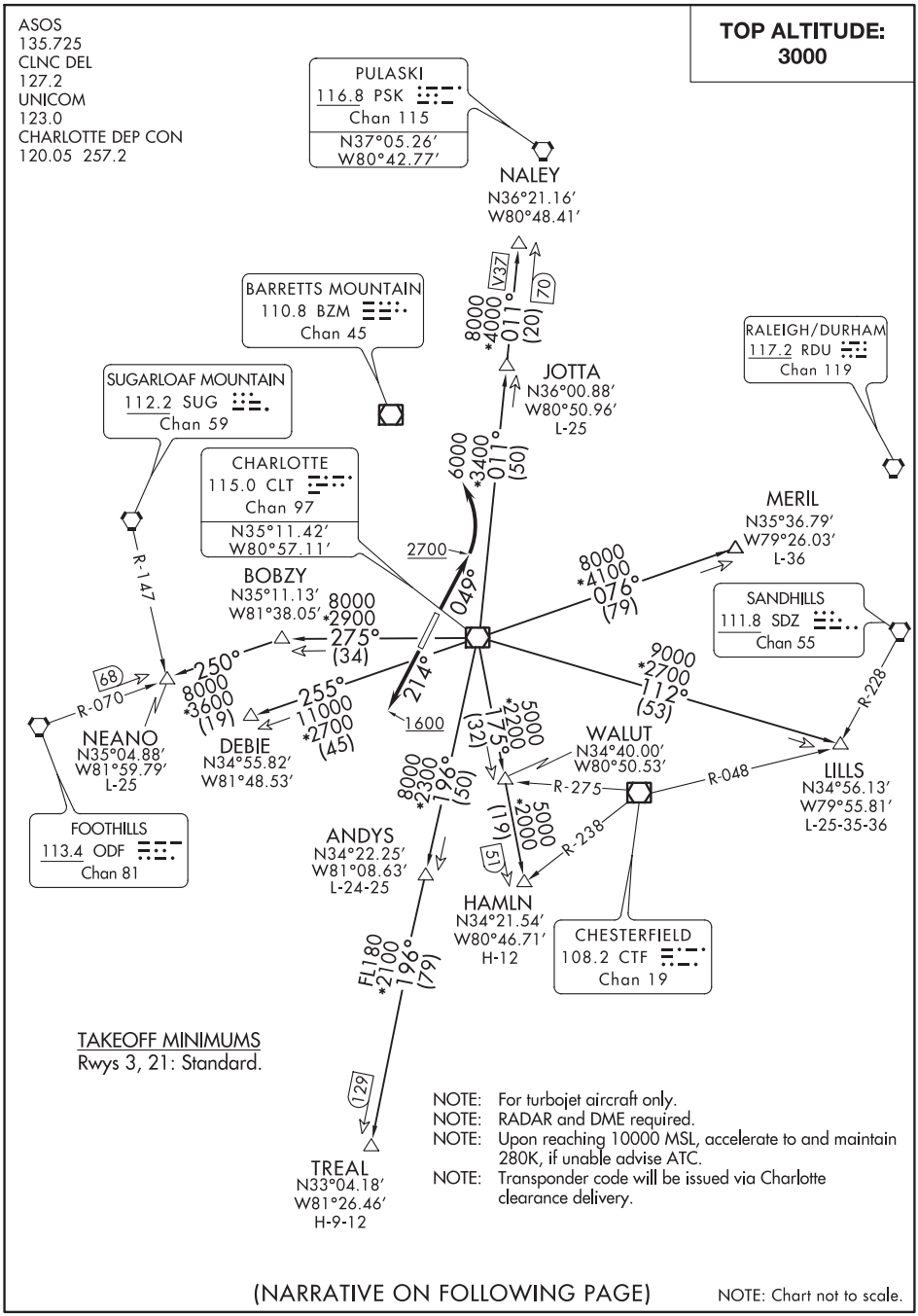


(KER3.KER) 20086

AL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

# KERMIT THREE DEPARTURE




TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbojet aircraft only.
NOTE: RADAR and DME required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020

KERMIT THREE DEPARTURE
(KER3.KER) 03JAN19

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left, thence. . . .
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north, thence. . . .

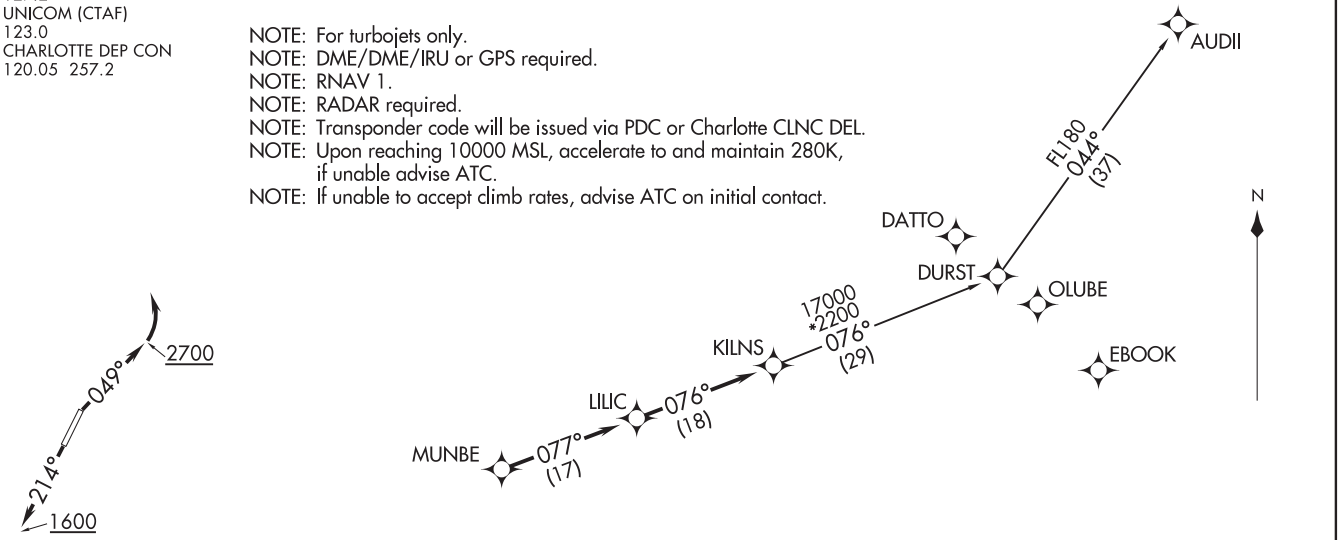
. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
120.05 257.2

**TOP ALTITUDE: 3000**

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS4.AUDII)

NOTE: Chart not to scale.

# KNIGHTS TWO DEPARTURE

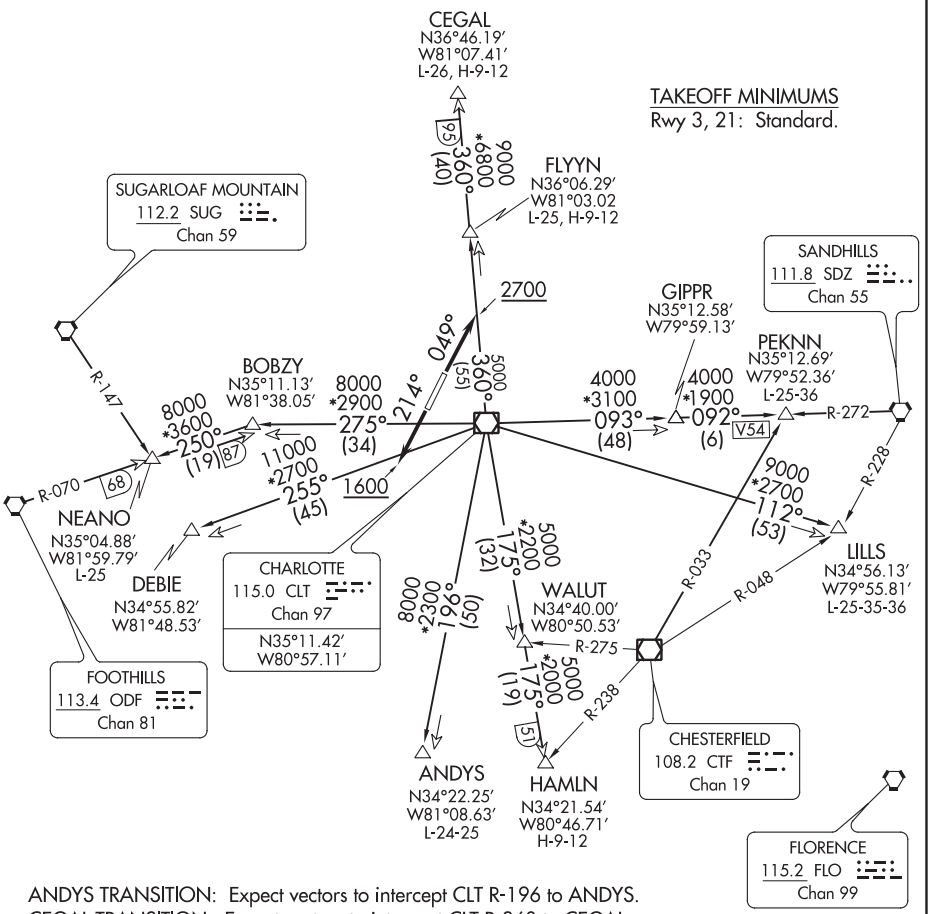
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
120.05 257.2

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 3, 21: Standard.




ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 3: Climb heading 049° to 2700, thence . . . .
TAKEOFF RUNWAY 21: Climb heading 214° to 1600 before proceeding north, thence . . . .

. . . . expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

# KRITR FIVE DEPARTURE (RNAV)



ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0 (CTAF)
CHARLOTTE DEP CON
120.05 257.2

**TOP ALTITUDE: 3000**

FILDS

16200
*5900
016°
(54)

SMIAM

023°
8300
*3600
(15)

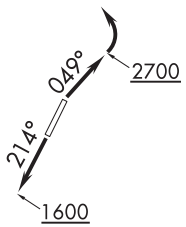
KRITR

022°
(7)

JDEAN

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)


SE-2, 10 SEP 2020 to 05 NOV 2020

(KWEEN4.KWEEN) 19003 AL-6081 (FAA)

# KWEEN FOUR DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

**TOP ALTITUDE: 3000**

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
120.05 257.2

2700
049°
214°
1600

HMMPY
5500
*2300
181°
(7)
KWEEN
11100
*1900
183°
(28)
UNJAM
FL180
183°
(43)
TASTY
FL180
135°
(75)
PITRW

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climbing heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)

NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

KWEEN FOUR DEPARTURE (RNAV)
(KWEEN4.KWEEN) 03JAN19
GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

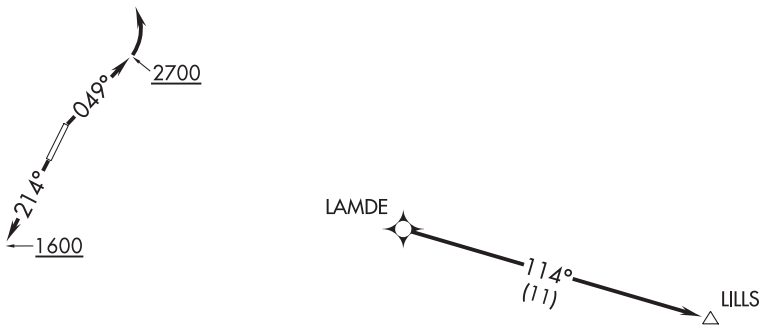
# LILLS TWO DEPARTURE (RNAV)



**TOP ALTITUDE: 3000**

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
120.05 257.2

TAKEOFF MINIMUMS
Rwys 3, 21: Standard.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.




SE-2, 10 SEP 2020 to 05 NOV 2020

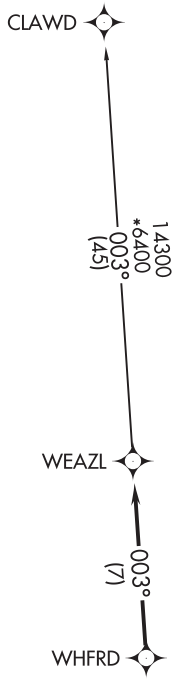
(WEAZL4.WEAZL) 19003 AL-6081 (FAA)

# WEAZL FOUR DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

**TOP ALTITUDE: 3000**

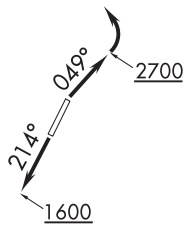
ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0 (CTAF)
CHARLOTTE DEP CON
120.05 257.2




TAKEOFF MINIMUMS
Rwys 3, 21: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 3: Climb heading 049° to 2700 before turning left.
TAKEOFF RWY 21: Climb heading 214° to 1600 before proceeding north.

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)


SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 97635 W05A | APP CRS 049° | Rwy ldg 6005<br>TDZE 40<br>Apt Elev 40 |
|---|---|---|

# RNAV (GPS) RWY 5
## GEORGETOWN COUNTY (GGE)

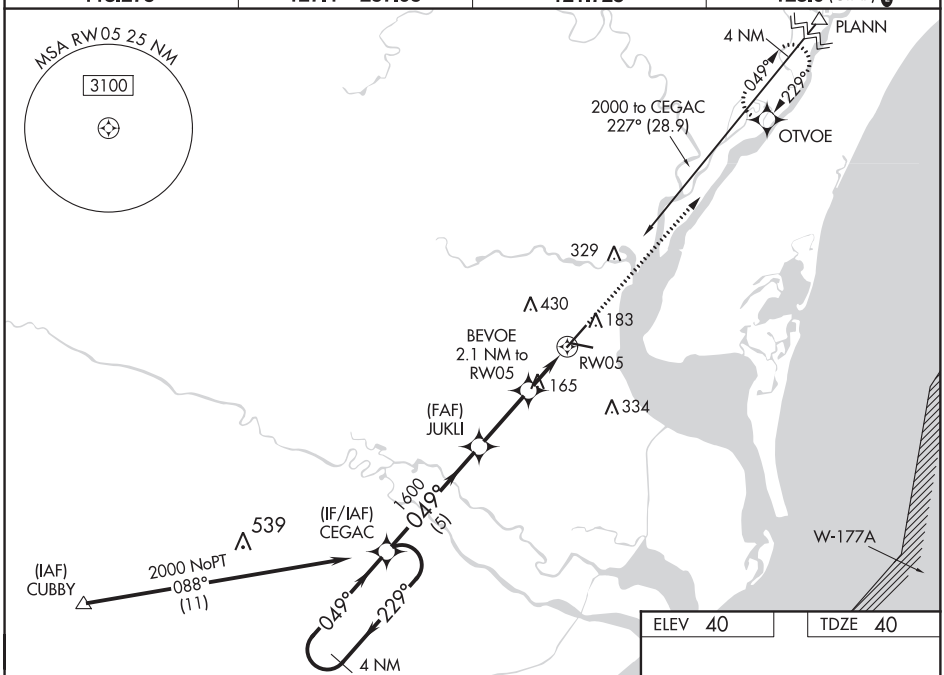
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LNAV/VNAV visibility Cats A/B to ⅞ SM. Inop table does not apply to LPV all Cats. Circling Rwy 11, 29 NA at night.

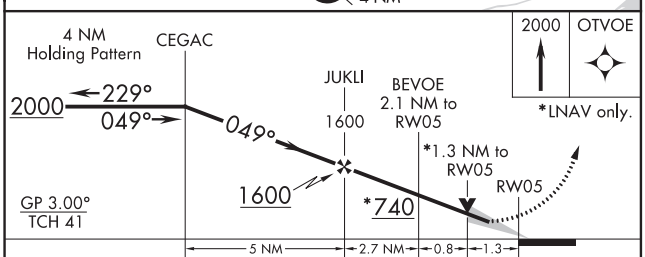
ODALS

MISSED APPROACH: Climb to 2000 direct OTVOE and hold.

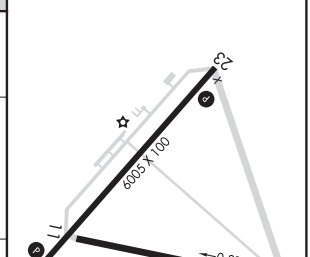
| AWOS-3 | MYRTLE BEACH APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.275 | 127.4 257.95 | 121.725 | 123.0 (CTAF) L |




ELEV 40 TDZE 40




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 290-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 304-¾ 264 (300-¾) | | | |
| LNAV MDA | 480-¾ 440 (500-¾) | | 480-1⅛ 440 (500-1⅛) | |
| C CIRCLING | 500-1 460 (500-1) | 520-1 480 (500-1) | 740-2 700 (700-2) | 740-2¼ 700 (700-2¼) |




MIRL Rwy 11-29
MIRL Rwy 5-23 L
REIL Rwy 5 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GEORGETOWN, SOUTH CAROLINA AL-6244 (FAA) 20226

# RNAV (GPS) RWY 23
## GEORGETOWN COUNTY (GGE)

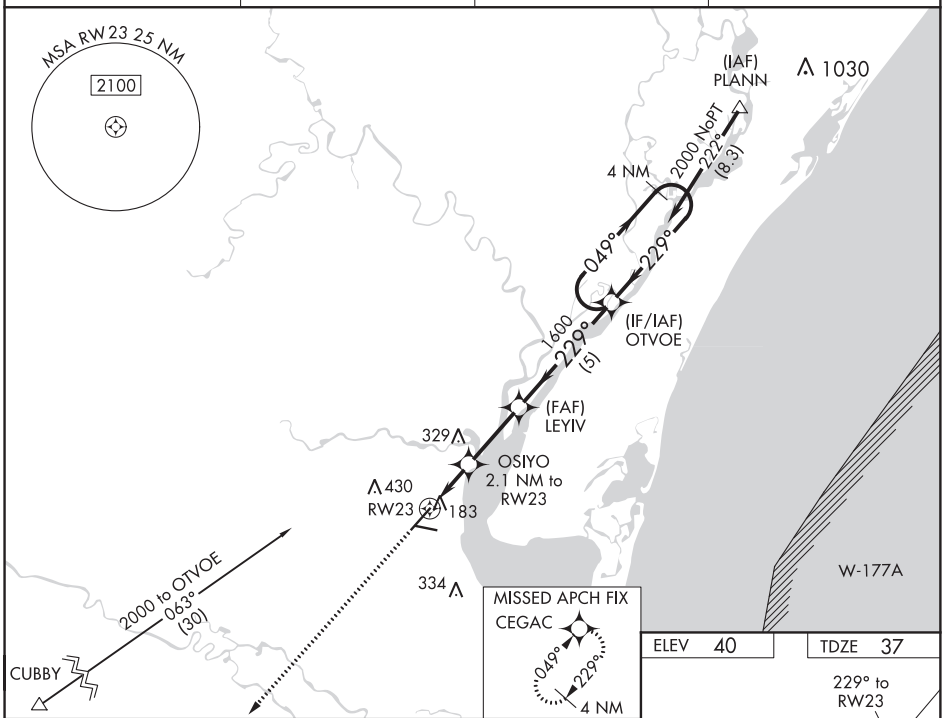
| WAAS CH 58108 W23A | APP CRS 229° | Rwy ldg 6005<br>TDZE 37<br>Apt Elev 40 |
|---|---|---|

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling Rwy 11, 29 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA.

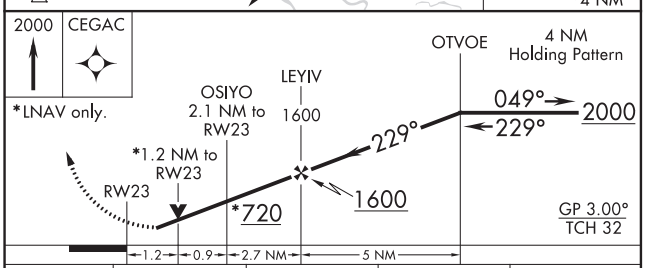
MISSED APPROACH: Climb to 2000 direct CEGAC and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | GCO | UNICOM |
|---|---|---|---|
| 118.275 | 127.4 257.95 | 121.725 | 123.0 (CTAF) L |



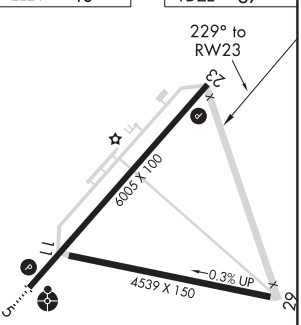

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 323-1 286 (300-1) | | | |
| LNAV/VNAV DA | 347-1⅛ 310 (400-1⅛) | | | |
| LNAV MDA | 440-1 403 (500-1) | | 440-1⅛ 403 (500-1⅛) | |
| C CIRCLING | 500-1 460 (500-1) | 520-1 480 (500-1) | 740-2 700 (700-2) | 740-2¼ 700 (700-2¼) |

ELEV 40 TDZE 37




MIRL Rwy 11-29
MIRL Rwy 5-23 L
REIL Rwy 5 L

# ILS or LOC RWY 23
## WAYNE EXECUTIVE JETPORT (GWW)

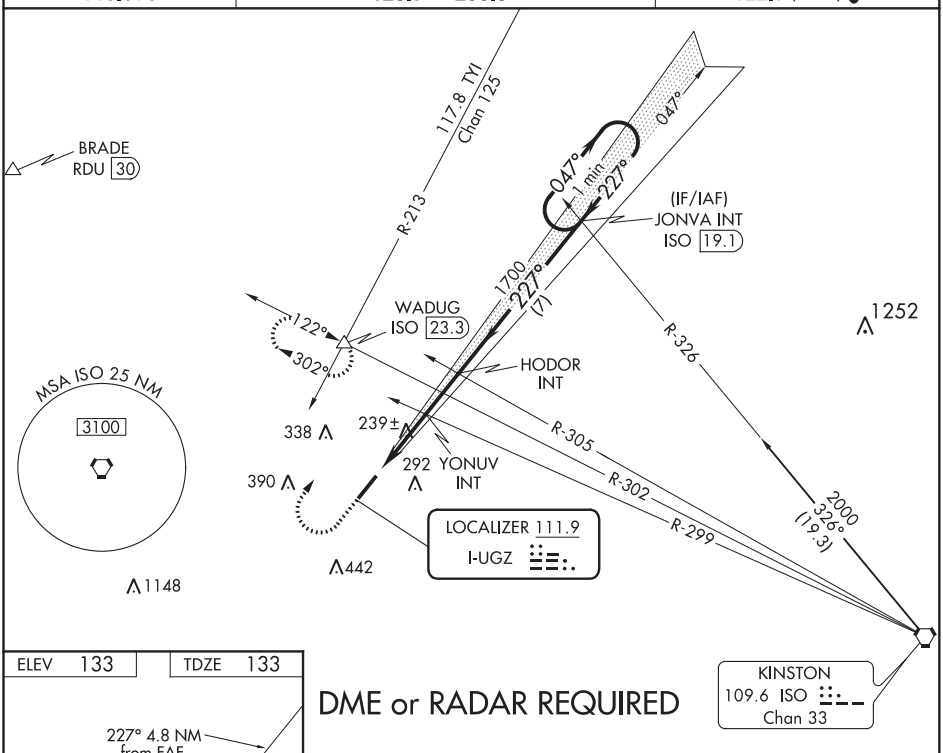
| LOC I-UGZ | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 111.9 | 227° | TDZE | 133 |
| | | Apt Elev | 133 |

When local altimeter setting not received, use Smithfield altimeter setting and increase DA to 387 feet and all MDA 60 feet, increase S-LOC 23 Cat C and D visibility to 1⅛ SM, Circling Cat C to 1¾ and Cat D to 2½. Inop table does not apply to S-ILS 23.

ODALS

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 040° and ISO VORTAC R-302 to WADUG INT/ISO 23.3 DME and hold.

| AWOS-3P | SEYMOUR JOHNSON APP CON * | | UNICOM |
|---|---|---|---|
| 118.975 | 123.7 | 290.9 | 122.7 (CTAF) L |

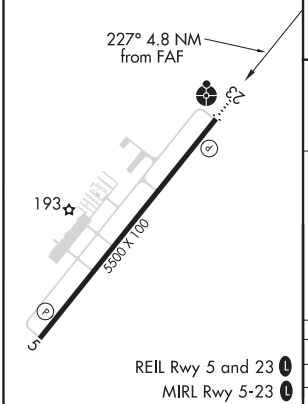



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

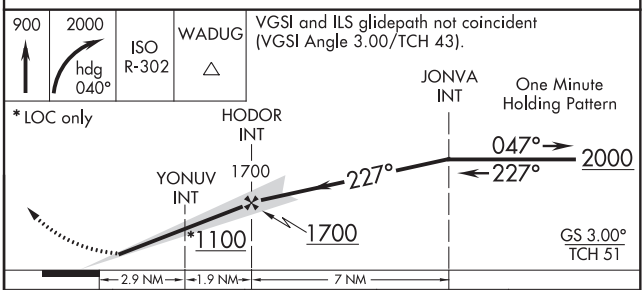
ELEV 133 | TDZE 133

DME or RADAR REQUIRED




REIL Rwy 5 and 23 L
MIRL Rwy 5-23 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 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 333-¾ 200 (200-¾) | | | |
| S-LOC 23 | 500-¾ 367 (400-¾) | | 500-1 367 (400-1) | |
| CIRCLING | 580-1 447 (500-1) | 600-1 467 (500-1) | 600-1½ 467 (500-1½) | 700-2 567 (600-2) |

GOLDSBORO, NORTH CAROLINA

AL-5770 (FAA)

20198

# RNAV (GPS) RWY 5

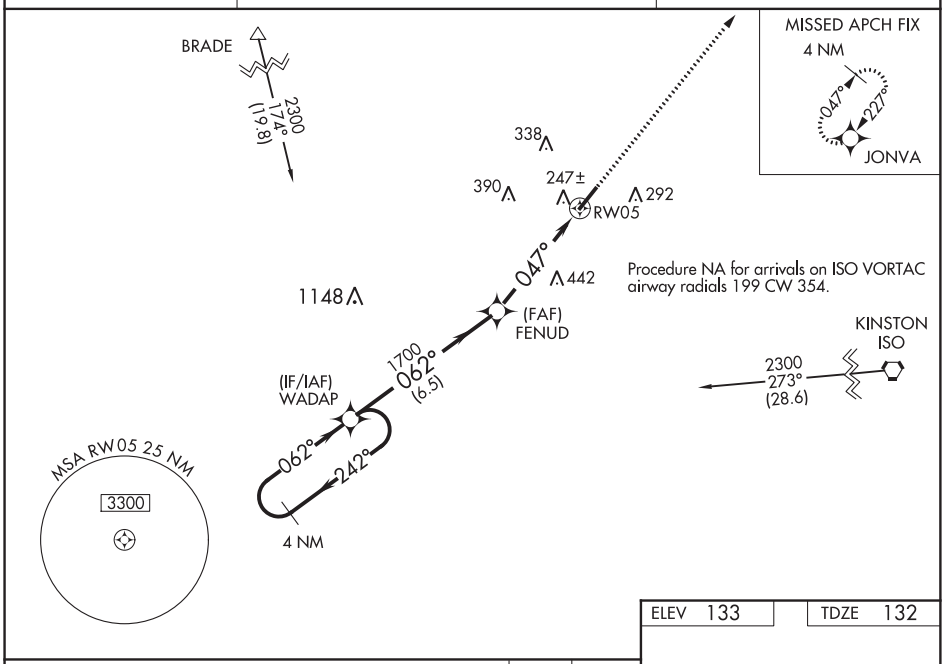
## WAYNE EXECUTIVE JETPORT (GWW)

| WAAS CH 99624 W05A | APP CRS 047° | Rwy ldg 5500<br>TDZE 132<br>Apt Elev 133 |
|---|---|---|

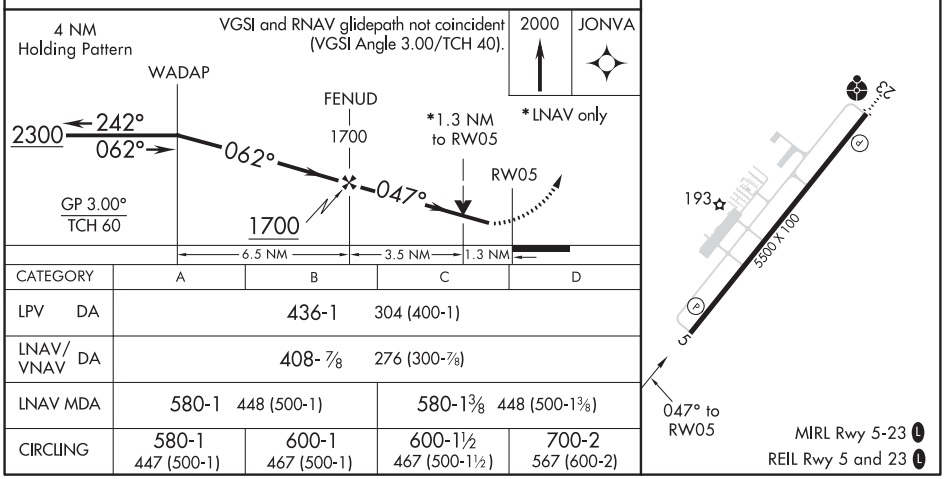
Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfield altimeter setting and increase LPV DA to 490 feet, LNAV/VNAV DA to 462 feet, and all MDA 60 feet; increase LPV all Cats visibility to 1⅛ and LNAV/VNAV all Cats visibility to 1 mile.

MISSED APPROACH: Climb to 2000 direct JONVA and hold.

| AWOS-3P | SEYMOUR JOHNSON APP CON * | UNICOM |
|---|---|---|
| 118.975 | 123.7 290.9 | 122.7 (CTAF) L |




ELEV 133 TDZE 132




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-1 304 (400-1) | | | |
| LNAV/VNAV DA | 408-⅞ 276 (300-⅞) | | | |
| LNAV MDA | 580-1 448 (500-1) | | 580-1⅜ 448 (500-1⅜) | |
| CIRCLING | 580-1 447 (500-1) | 600-1 467 (500-1) | 600-1½ 467 (500-1½) | 700-2 567 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 23
## WAYNE EXECUTIVE JETPORT (GWW)

| WAAS CH 70320 W23A | APP CRS 227° | Rwy ldg 5500<br>TDZE 133<br>Apt Elev 133 |
|---|---|---|

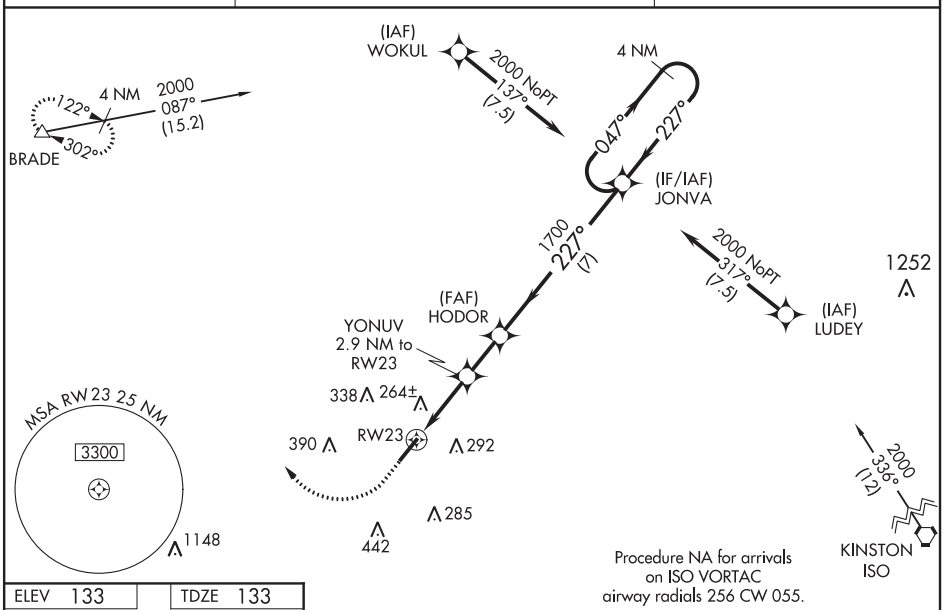
RNP APCH.

Baro-VNAV NA when using Smithfield altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). VDP NA with Smithfield altimeter setting. When local altimeter setting not received, use Smithfiled altimeter setting and increase LPV DA to 387 feet, LNAV/VNAV DA to 499 feet and all MDA 60 feet; increase LNAV/VNAV visibility all Cats to 1 SM and LNAV visibility Cats C/D to 1⅛. For inop ALS when using Smithfield altimeter setting, increase LNAV/VNAV visibility all Cats to 1 SM and LNAV visibility Cats A/B to 1 SM and Cats C/D to 1⅜ SM.

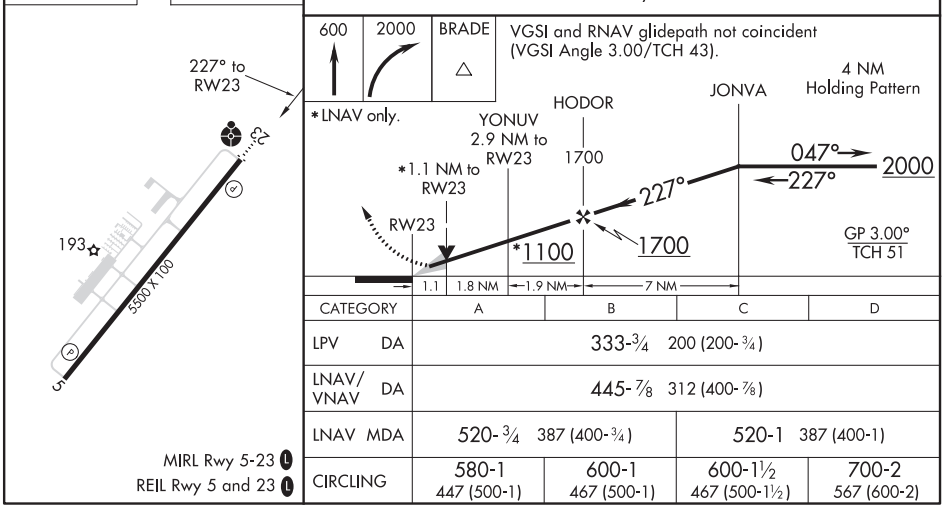
ODALS

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct BRADE and hold.

| AWOS-3P | SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|---|
| 118.975 | 123.7 290.9 | 122.7 (CTAF) L |




ELEV 133 TDZE 133




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 333-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 445-⅞ 312 (400-⅞) | | | |
| LNAV MDA | 520-¾ 387 (400-¾) | | 520-1 387 (400-1) | |
| CIRCLING | 580-1 447 (500-1) | 600-1 467 (500-1) | 600-1½ 467 (500-1½) | 700-2 567 (600-2) |

MIRL Rwy 5-23 L
REIL Rwy 5 and 23 L



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

GOLDSBORO, NORTH CAROLINA

AL-5770 (FAA)

20198

# VOR-A

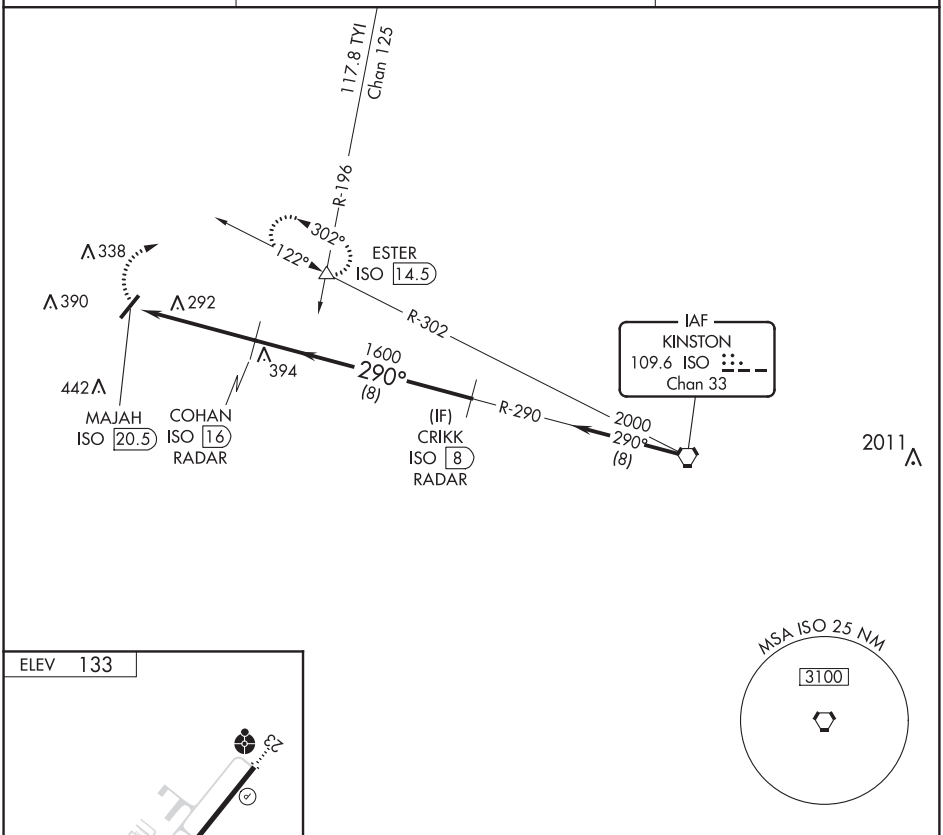
## WAYNE EXECUTIVE JETPORT (GWW)

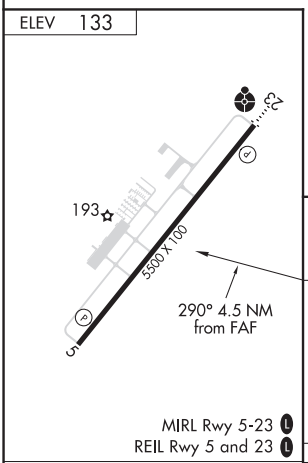
| VORTAC ISO 109.6 Chan 33 | APP CRS 290° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 133 |
|---|---|---|

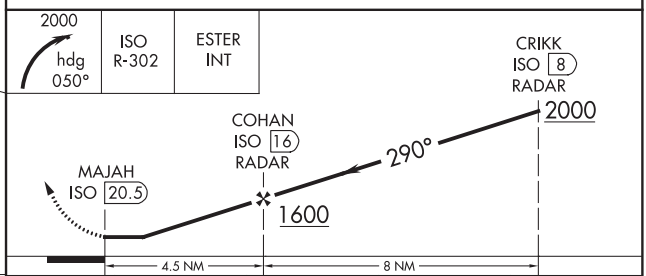
When local altimeter setting not received, use Smithfield altimeter setting and increase all MDAs 60 feet.
DME or RADAR required.

MISSED APPROACH: Climbing right turn to 2000 on heading 050° and ISO VORTAC R-302 to ESTER INT/ISO 14.5 DME and hold.

| AWOS-3P | SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|---|
| 118.975 | 123.7 290.9 | 122.7 (CTAF) |




| 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 | 620-1<br>487 (500-1) | 620-1¼<br>487 (500-1¼) | 620-1½<br>487 (500-1½) | 700-2<br>567 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 5L
## PIEDMONT TRIAD INTL (GSO)

| LOC/DME I-LLG | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 109.55 | 054° | TDZE | 916 |
| Chan 32 (Y) | | Apt Elev | 926 |

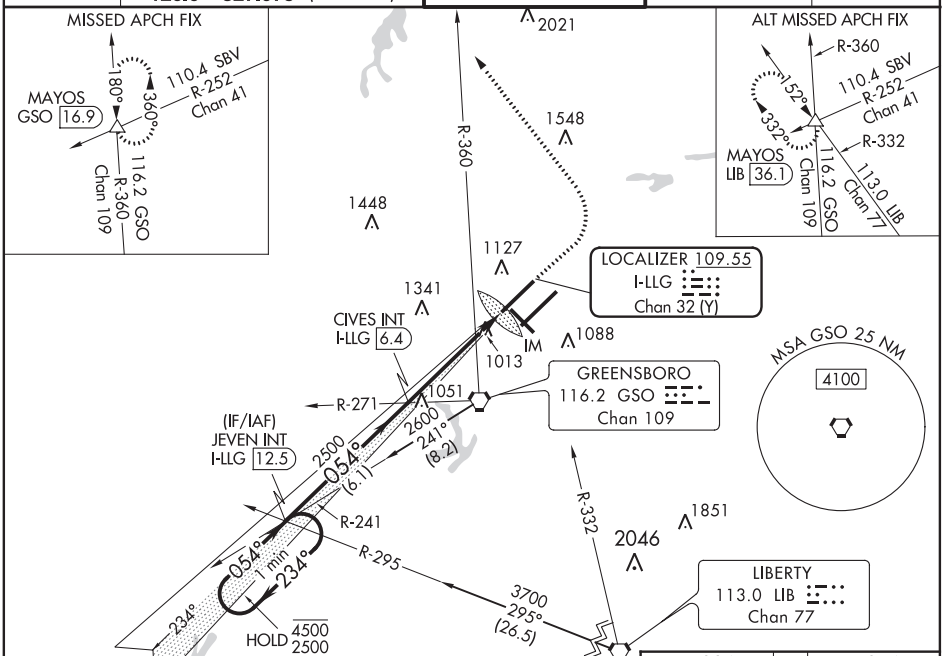
DME or RADAR required for procedure entry at LIB VORTAC.

Simultaneous approach authorized with Rwy 5R. For inop ALS, increase S-LOC 5L Cat C/D visibility to RVR 5500.

ALSF-2

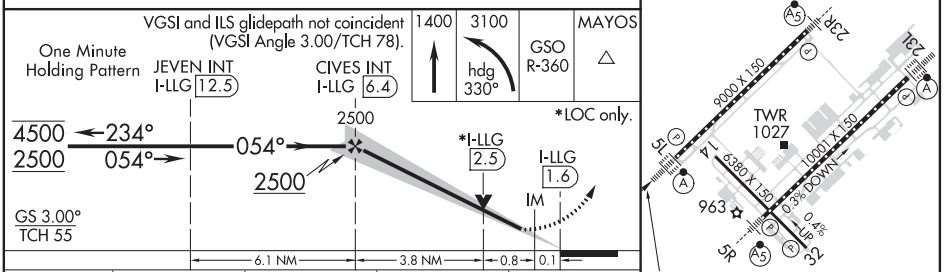
MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 | D | TDZE 916

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | 1116/18 200 (200-½) | | | |
| S-LOC 5L | 1280/24 364 (400-½) | | 1280/35 364 (400-⅝) | 1280/40 364 (400-¾) |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

FAF to MAP 4.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:42 | 3:08 | 2:21 | 1:53 | 1:34 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GREENSBORO, NORTH CAROLINA — AL-178 (FAA) — 19339

# ILS or LOC RWY 5R
## PIEDMONT TRIAD INTL (GSO)

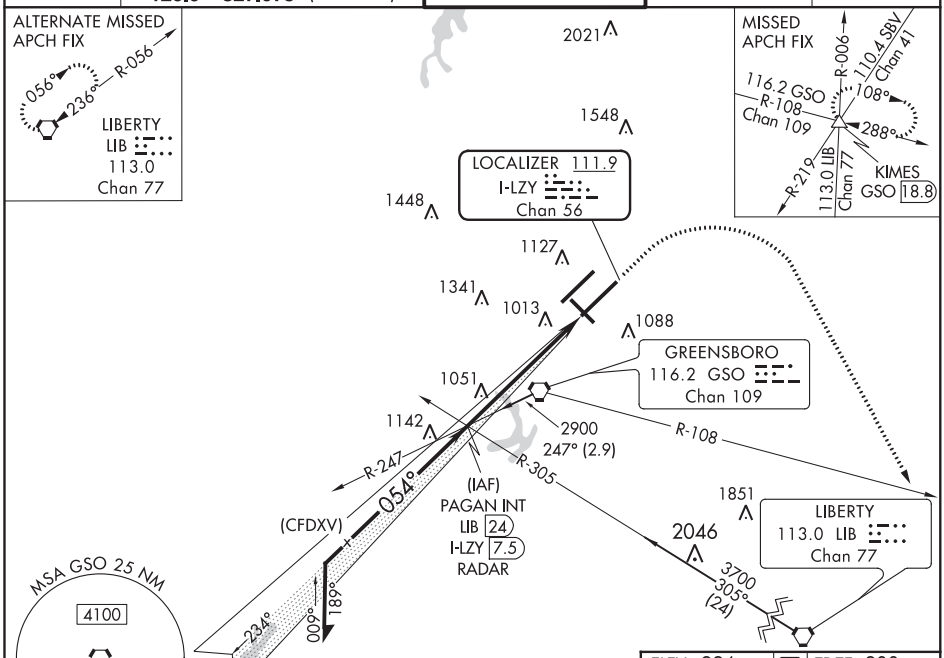
| LOC/DME I-LZY | APP CRS | Rwy ldg | 10001 |
|---|---|---|---|
| 111.9 | 054° | TDZE | 900 |
| Chan 56 | | Apt Elev | 926 |

Simultaneous approach authorized. For inop ALS, increase S-LOC 5R Cat C/D to RVR 6000.
** RVR 1800 authorized with the use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

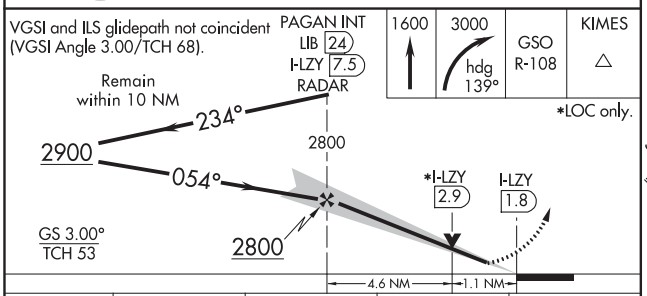
| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |

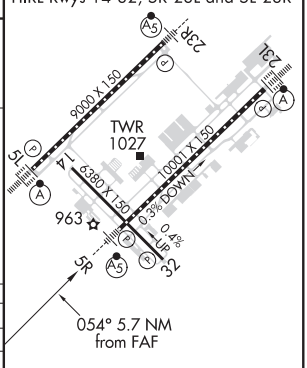



| ELEV 926 | D | TDZE 900 |
|---|---|---|

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R ** | 1100/24 200 (200-½) | | | |
| S-LOC 5R | 1320/24 420 (400-½) | | 1320/40 420 (400-¾) | |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

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

# ILS or LOC RWY 23L
## PIEDMONT TRIAD INTL (GSO)

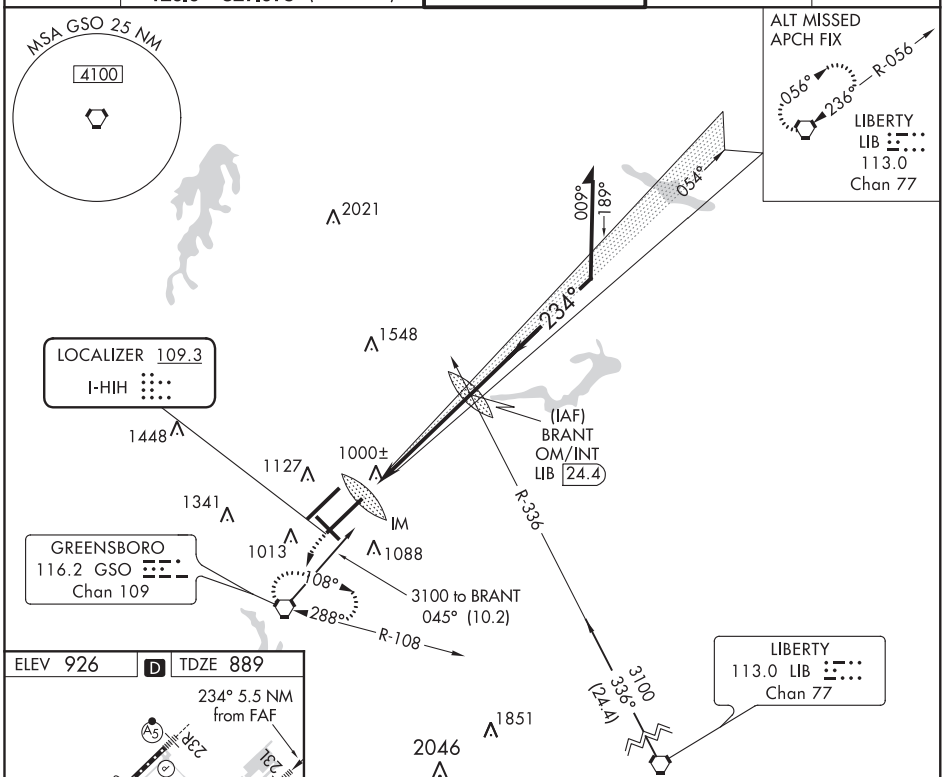
| LOC I-HIH | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.3 | 234° | 9601 / 889 / 926 |

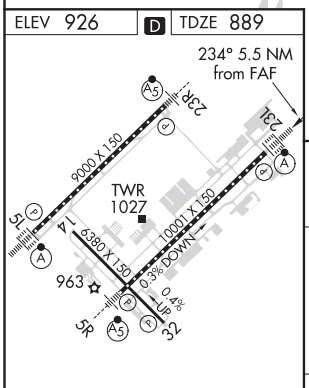
Simultaneous approach authorized with Rwy 23R.

ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

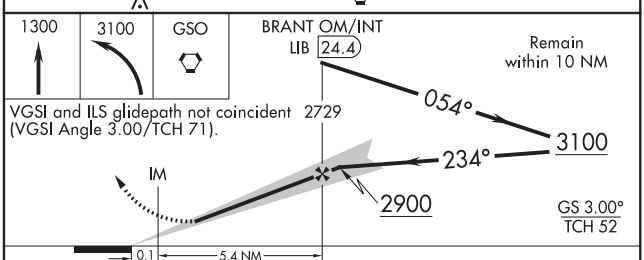
| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

| 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 23L | 1089/18 200 (200-½) | | | |
| S-LOC 23L | 1260/24 371 (400-½) | | | 1260/40 371 (400-¾) |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

20086

# ILS or LOC RWY 23R
## PIEDMONT TRIAD INTL (GSO)

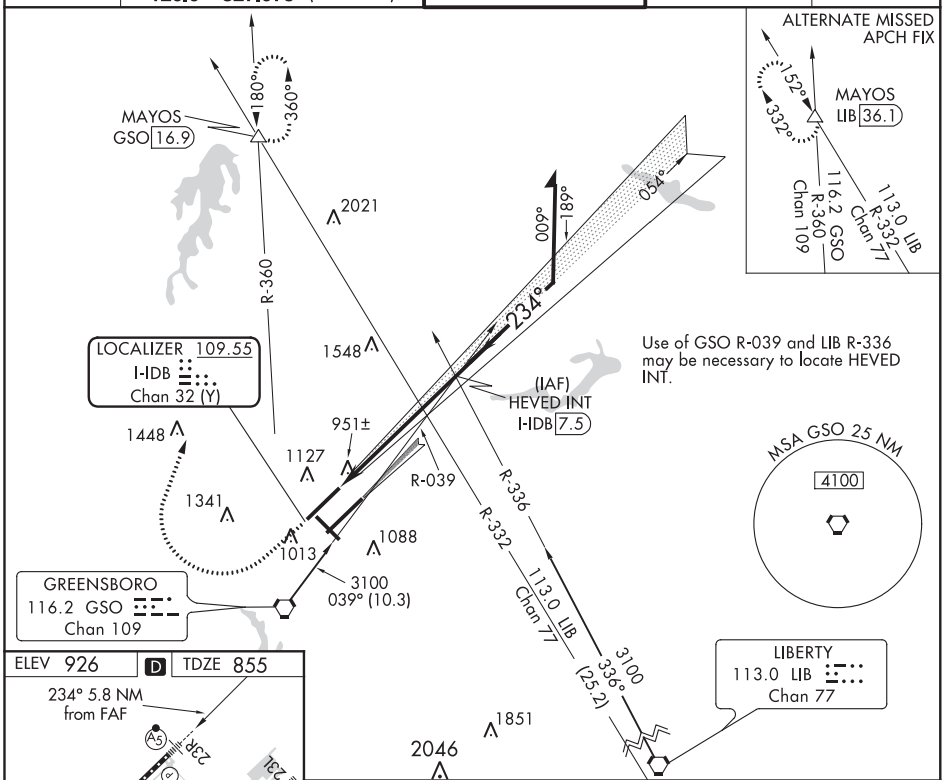
| LOC/DME I-IDB | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 109.55 | 234° | TDZE | 855 |
| Chan 32 (Y) | | Apt Elev | 926 |

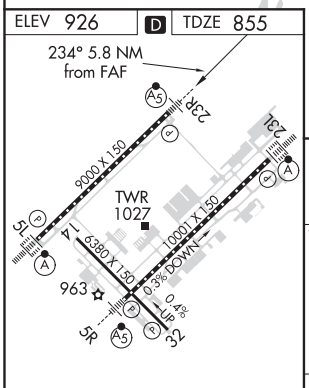
Simultaneous approach authorized with Rwy 23L.

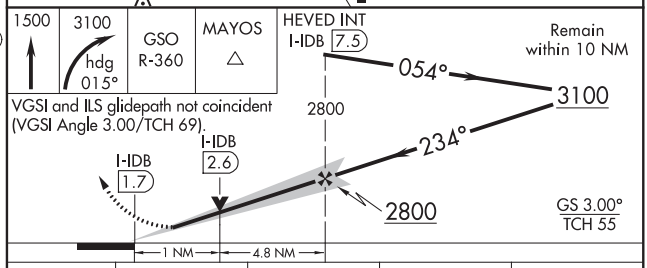
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 on heading 015° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

| 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 23R | 1055/18 200 (200-½) | | | |
| S-LOC 23R | 1240/24 385 (400-½) | | | 1240/40 385 (400-¾) |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS Y or LOC/DME Y RWY 32

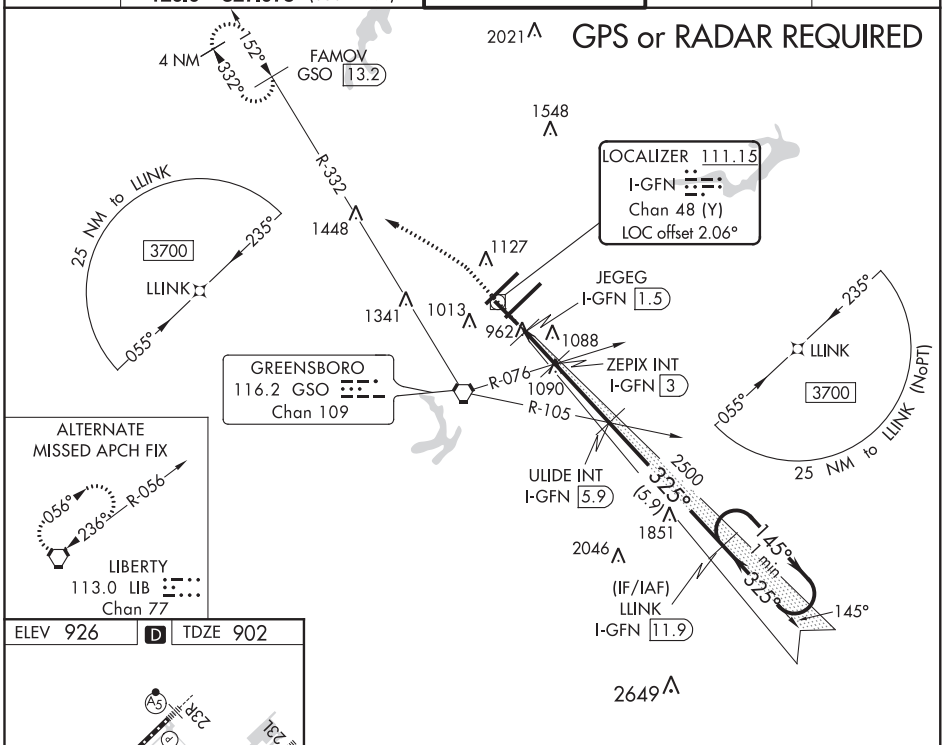
PIEDMONT TRIAD INTL (GSO)

| LOC/DME I-GFN | APP CRS | Rwy ldg | 6380 |
|---|---|---|---|
| 111.15 | 325° | TDZE | 902 |
| Chan 48 (Y) | | Apt Elev | 926 |

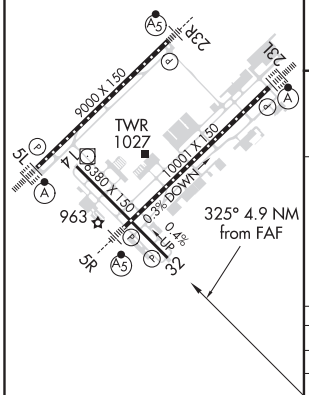
DME required. When local altimeter setting is not received use Smith Reynolds altimeter setting and increase DA to 1188 feet, all MDA 40 feet, increase S-ILS 32 all Cats visibility ⅛ mile and S-LOC 32 Cats C/D ⅛ mile, and Circling Cats C/D ¼ mile.

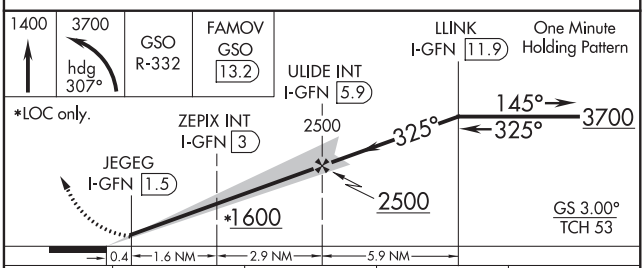
MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 | D | TDZE 902




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1152-¾ 250 (300-¾) | | | |
| S-LOC 32 | 1220-1 318 (400-1) | | 1220-⅞ 318 (400-⅞) | |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GREENSBORO, NORTH CAROLINA — AL-178 (FAA) — 19339

# ILS Z or LOC/DME Z RWY 32

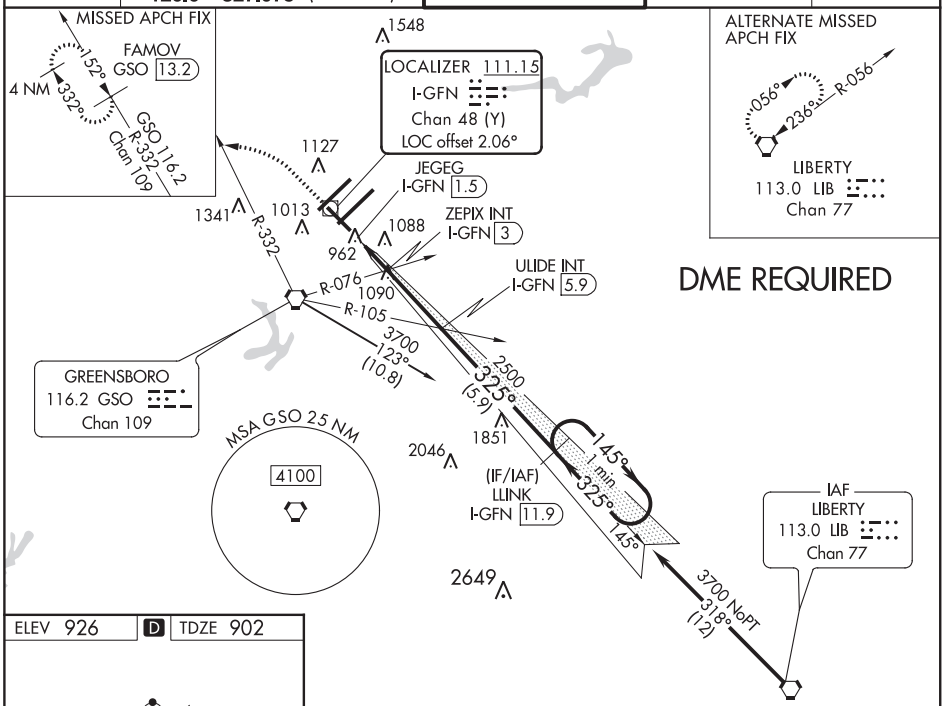
PIEDMONT TRIAD INTL (GSO)

| LOC/DME I-GFN | APP CRS | Rwy ldg | 6380 |
|---|---|---|---|
| 111.15 | 325° | TDZE | 902 |
| Chan 48 (Y) | | Apt Elev | 926 |

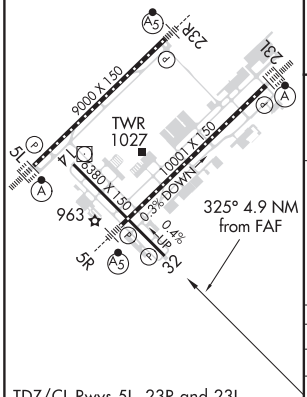
DME required. When local altimeter setting is not received use Smith Reynolds altimeter setting and increase DA to 1188 feet, all MDA 40 feet, increase S-ILS 32 all Cats visibility ⅛ mile and S-LOC 32 Cats C/D ⅛ mile, and Circling Cats C/D ¼ mile.

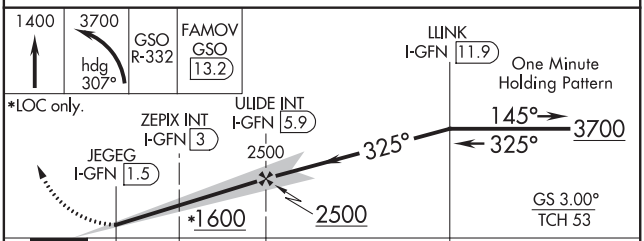
MISSED APPROACH: Climb to 1400 then climbing left turn to 3700 on heading 307° and GSO VORTAC R-332 to FAMOV/GSO 13.2 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 | D | TDZE 902




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 32 | 1152-¾ 250 (300-¾) | | | |
| S-LOC 32 | 1220-1 318 (400-1) | | 1220-⅞ 318 (400-⅞) | |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 23L (CAT II)
## PIEDMONT TRIAD INTL (GSO)

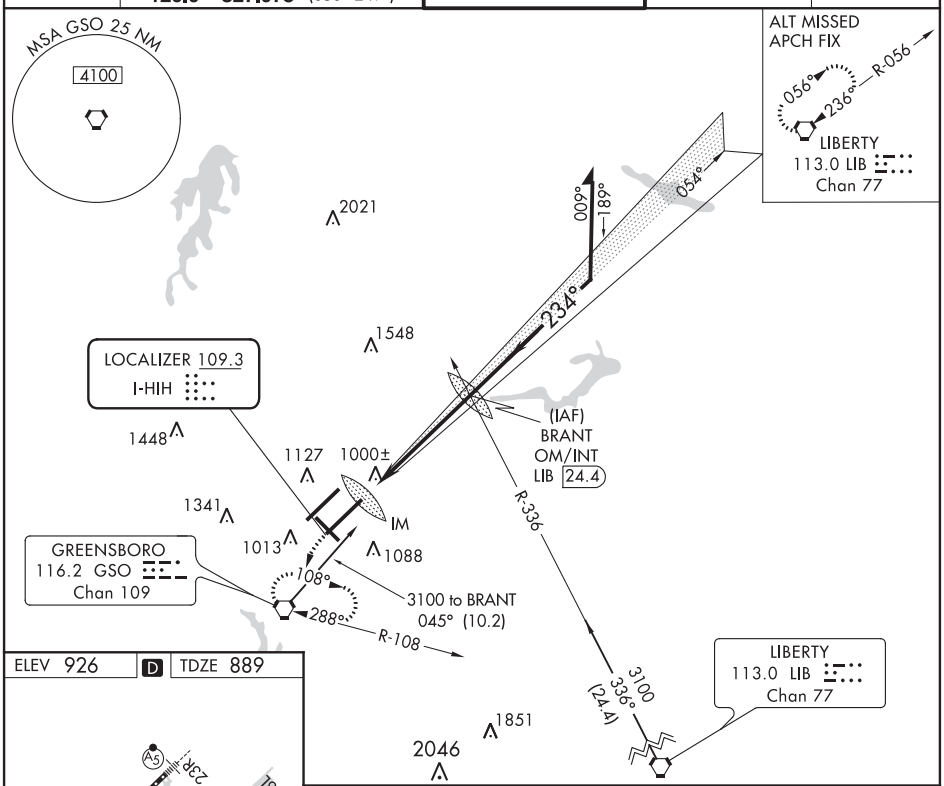
| LOC I-HIH | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.3 | 234° | 9601 / 889 / 926 |

Simultaneous approach authorized with Rwy 23R.

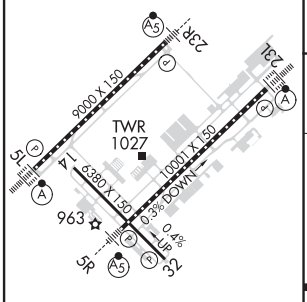
ALSF-2

MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

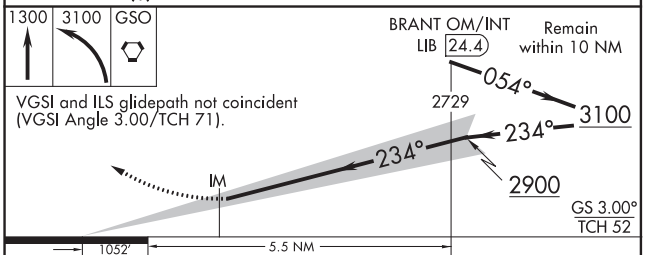
| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 D TDZE 889




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23L | RA 106/12 100 DA 989 | | | |

**CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

19339

# ILS RWY 5L (CAT II & III)

PIEDMONT TRIAD INTL (GSO)

| LOC/DME I-LLG | APP CRS | Rwy ldg | 9000 |
|---|---|---|---|
| 109.55 | 054° | TDZE | 916 |
| Chan 32 (Y) | | Apt Elev | 926 |

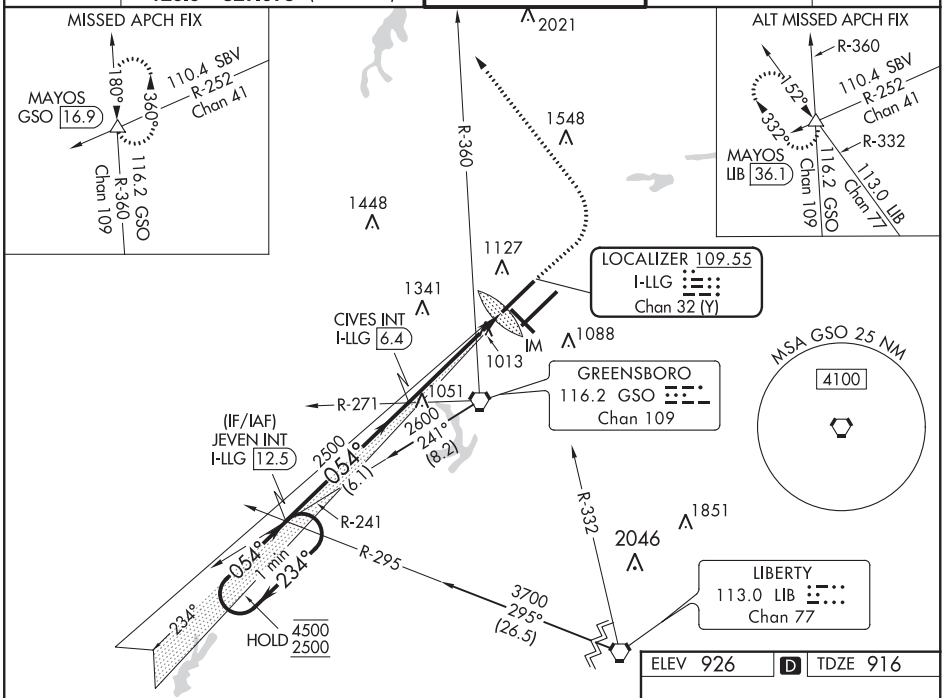
DME or RADAR required for procedure entry at LIB VORTAC.

Simultaneous approach authorized with Rwy 5R.

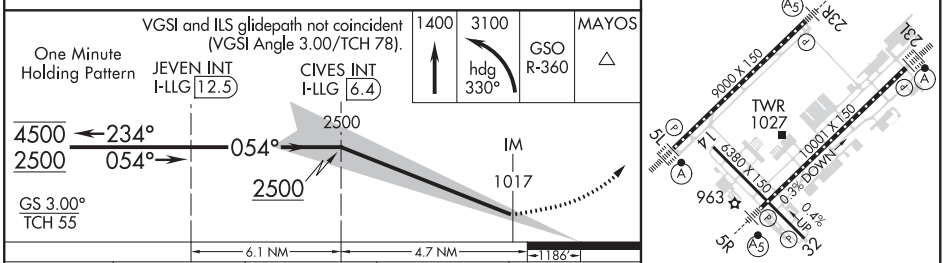
ALSF-2

MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 | D | TDZE 916







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | CAT II RA 113/12 100 DA 1016 | | | |
| S-ILS 5L | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 5R (SA CAT II)
## PIEDMONT TRIAD INTL (GSO)

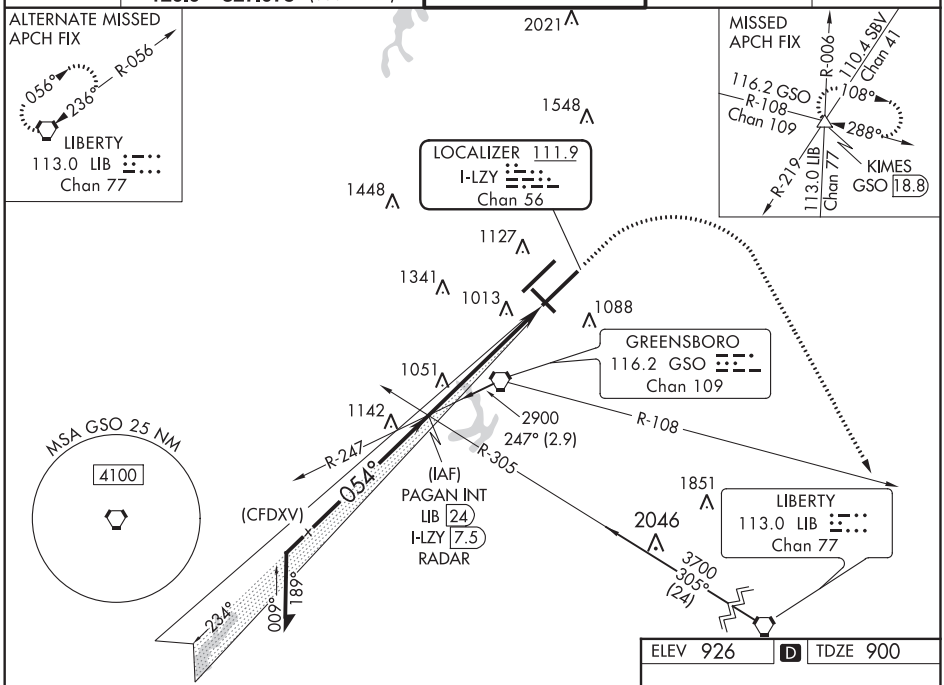
| LOC/DME I-LZY | APP CRS | Rwy ldg | 10001 |
|---|---|---|---|
| 111.9 | 054° | TDZE | 900 |
| Chan 56 | | Apt Elev | 926 |

Simultaneous approach authorized.
REDUCED LIGHTING: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/ GSO 18.8 DME and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |

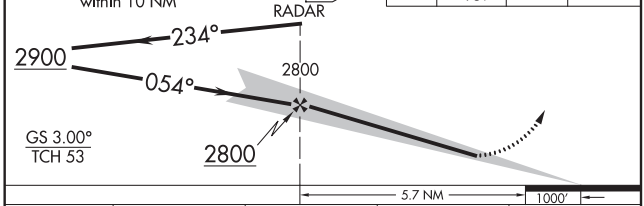


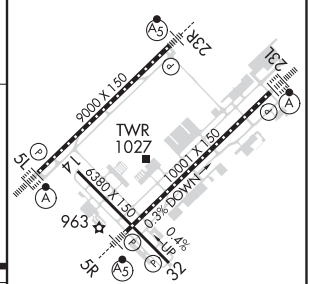

ELEV 926 D TDZE 900

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 68).

Remain within 10 NM

| 1600 | 3000 | GSO R-108 | KIMES |
|---|---|---|---|
| ↑ | hdg 139° | | △ |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | RA 122/12 100 DA 1000 | | | |

**SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R


SE-2, 10 SEP 2020 to 05 NOV 2020

GREENSBORO, NORTH CAROLINA — AL-178 (FAA) — 20086

# RNAV (GPS) RWY 5L
## PIEDMONT TRIAD INTL (GSO)

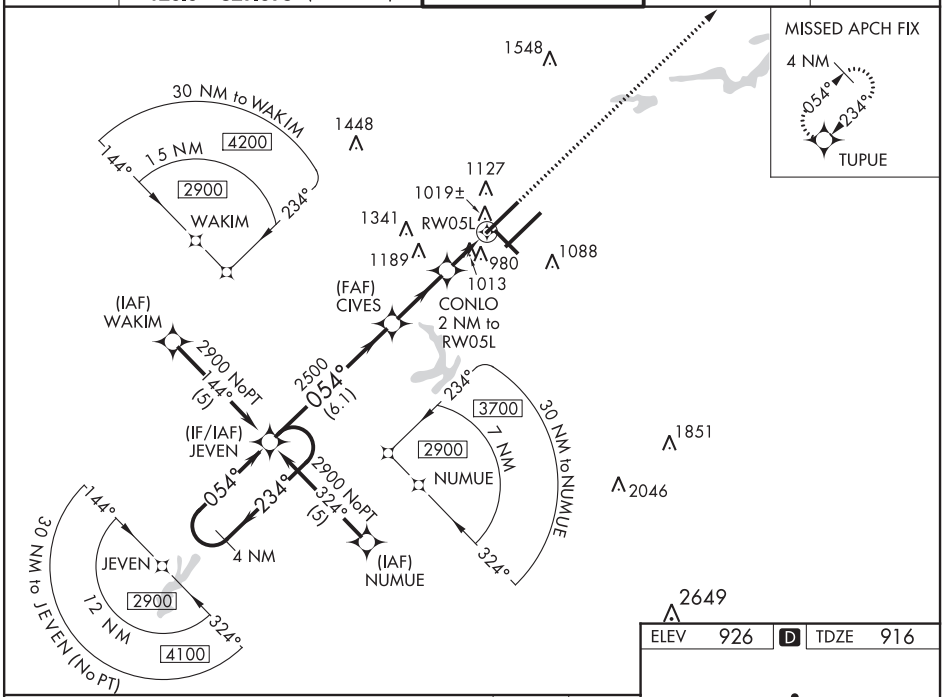
| WAAS CH 86515 W05B | APP CRS 054° | Rwy ldg 9000 TDZE 916 Apt Elev 926 |
|---|---|---|

For inop ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 5R, ILS Rwy 5R (CAT II). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

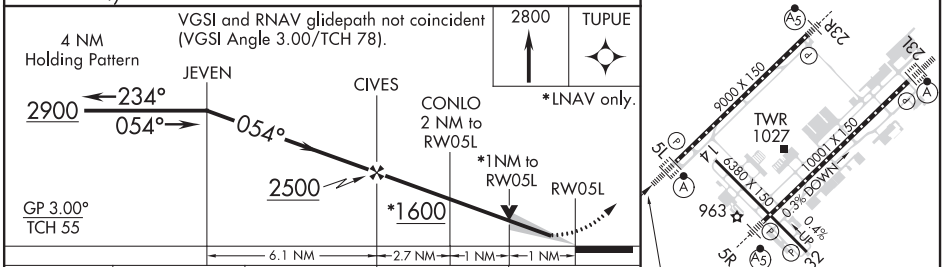
ALSF-2

MISSED APPROACH: Climb to 2800 direct TUPUE and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| ELEV | 926 | D | TDZE | 916 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1116/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1367/50 451 (500-1) | | | |
| LNAV MDA | 1300/24 384 (400-½) | | | 1300/50 384 (400-1) |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 53610 W05A | APP CRS 052° | Rwy ldg 10001 TDZE 900 Apt Elev 926 |
|---|---|---|

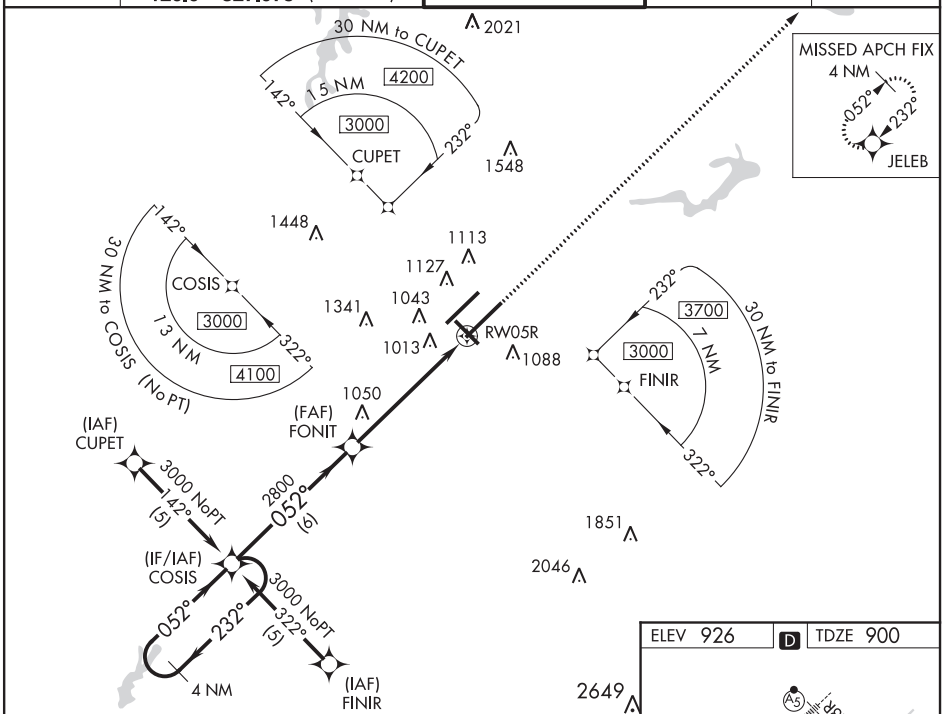
# RNAV (GPS) RWY 5R
## PIEDMONT TRIAD INTL (GSO)

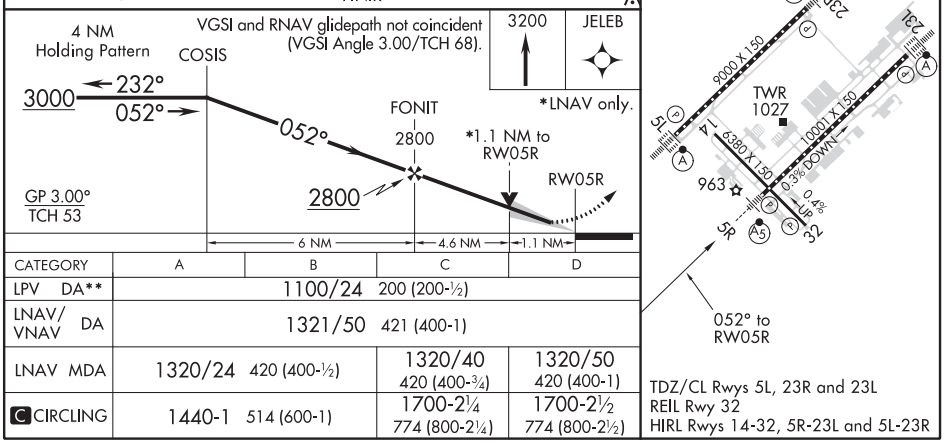
For inop MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 5L, ILS Rwy 5L (CAT II), ILS Rwy 5L (CAT III). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV Procedure NA during simultaneous operations.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 3200 direct JELEB and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1100/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1321/50 421 (400-1) | | | |
| LNAV MDA | 1320/24 420 (400-½) | | 1320/40 420 (400-¾) | 1320/50 420 (400-1) |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 20086

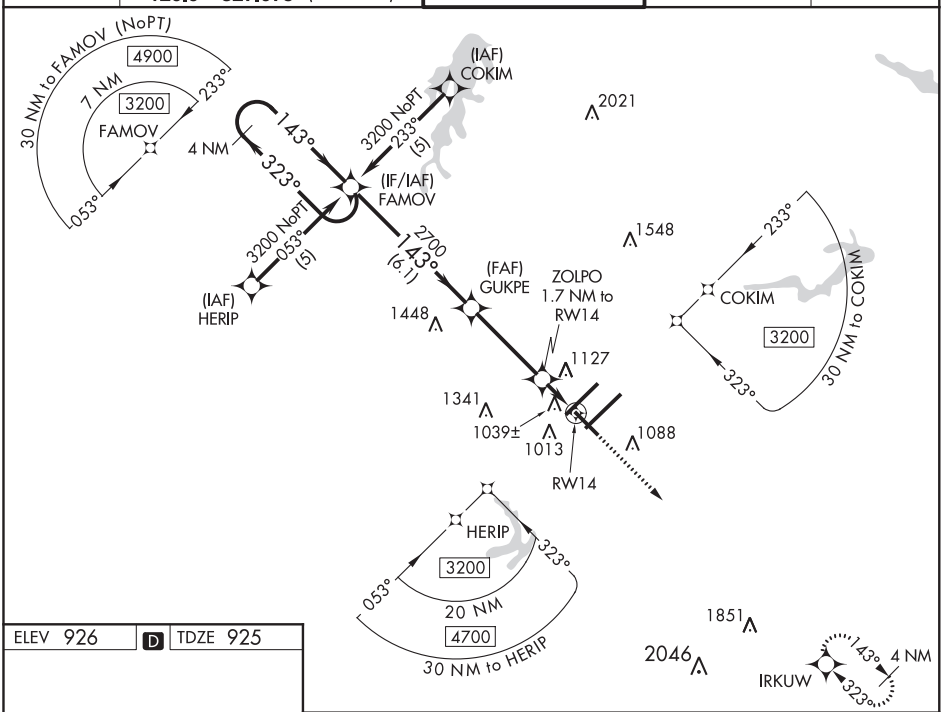
# RNAV (GPS) RWY 14
## PIEDMONT TRIAD INTL (GSO)

| WAAS CH 93919 W14A | APP CRS 143° | Rwy ldg 6380<br>TDZE 925<br>Apt Elev 926 |
|---|---|---|

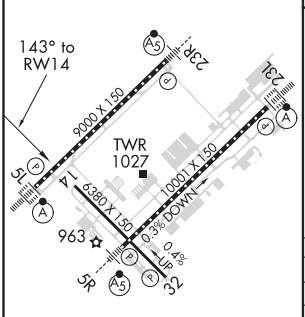
T A Baro-VNAV NA when using Winston-Salem altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winston-Salem altimeter setting: increase LPV DA to 1163 feet; increase LNAV/VNAV DA to 1461 feet; increase all MDAs 40 feet and visibility Cats C and D ¼ SM. VDP NA with Winston-Salem altimeter setting.

MISSED APPROACH: Climb to 3700 direct IRKUW and hold.

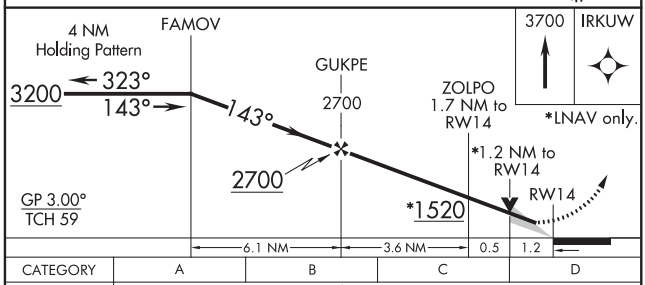
| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 | D | TDZE 925




TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1125-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1423-1¾ 498 (500-1¾) | | | |
| LNAV MDA | 1360-1 435 (500-1) | | 1360-1¼ 435 (500-1¼) | 1360-1½ 435 (500-1½) |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 23L
## PIEDMONT TRIAD INTL (GSO)

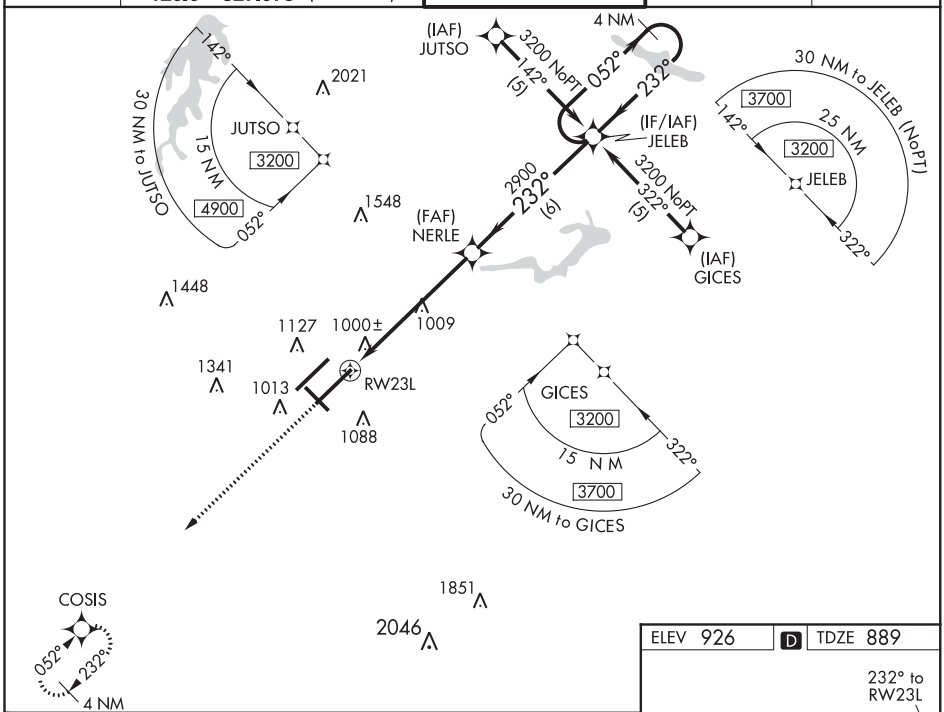
| WAAS CH 97710 W23A | APP CRS 232° | Rwy ldg 9601<br>TDZE 889<br>Apt Elev 926 |
|---|---|---|

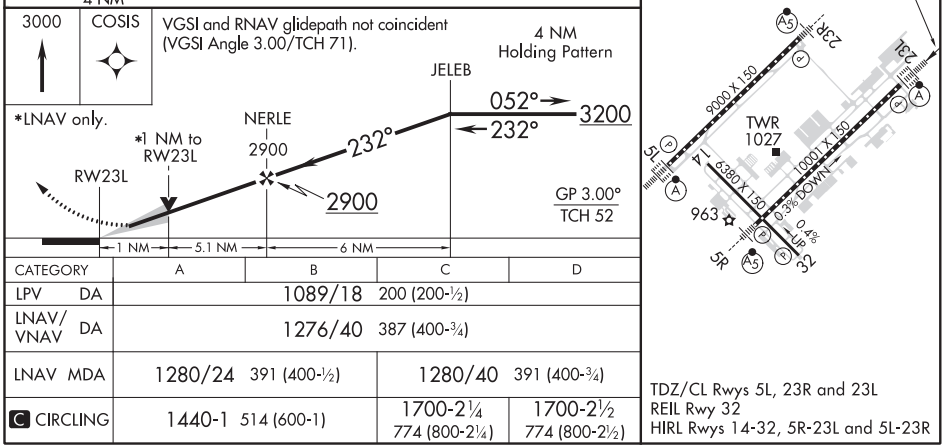
For inop ALS, increase LNAV Cat C/D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 23R. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3000 direct COSIS and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1089/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1276/40 387 (400-¾) | | | |
| LNAV MDA | 1280/24 391 (400-½) | | 1280/40 391 (400-¾) | |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R




SE-2, 10 SEP 2020 to 05 NOV 2020

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

20086

# RNAV (GPS) RWY 23R
## PIEDMONT TRIAD INTL (GSO)

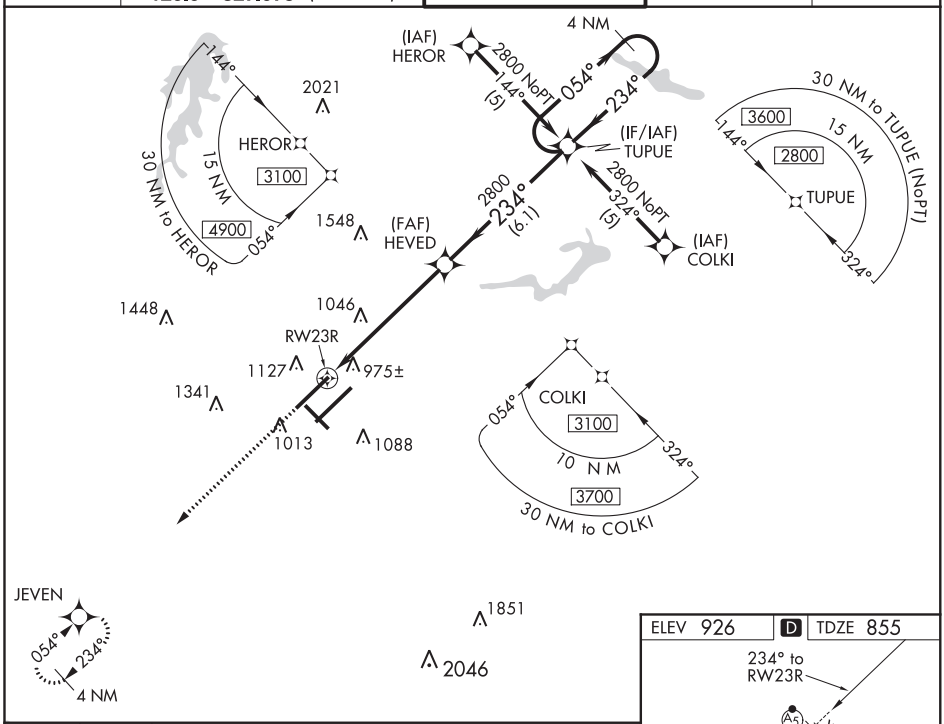
| WAAS CH 90315 W23B | APP CRS 234° | Rwy ldg 9000<br>TDZE 855<br>Apt Elev 926 |
|---|---|---|

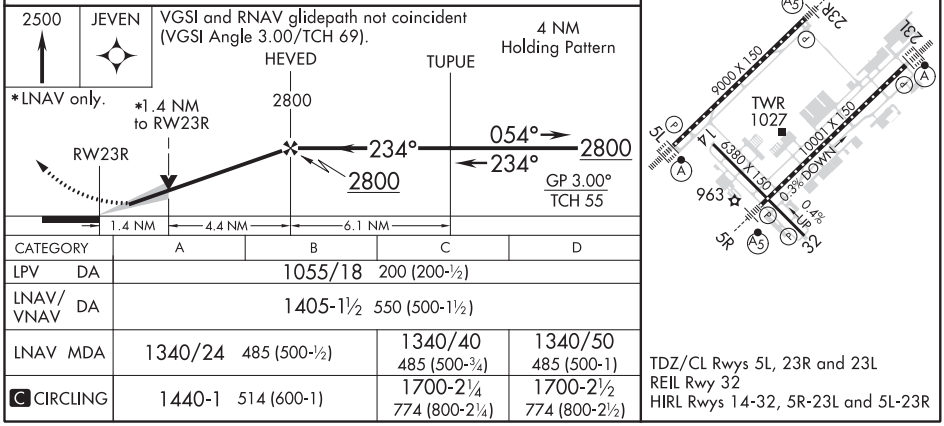
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 23L, ILS RWY 23L CAT (II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1055/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1405-1½ 550 (500-1½) | | | |
| LNAV MDA | 1340/24 485 (500-½) | | 1340/40 485 (500-¾) | 1340/50 485 (500-1) |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 61035 W32A | APP CRS 323° | Rwy ldg 6380 TDZE 902 Apt Elev 926 |
|---|---|---|

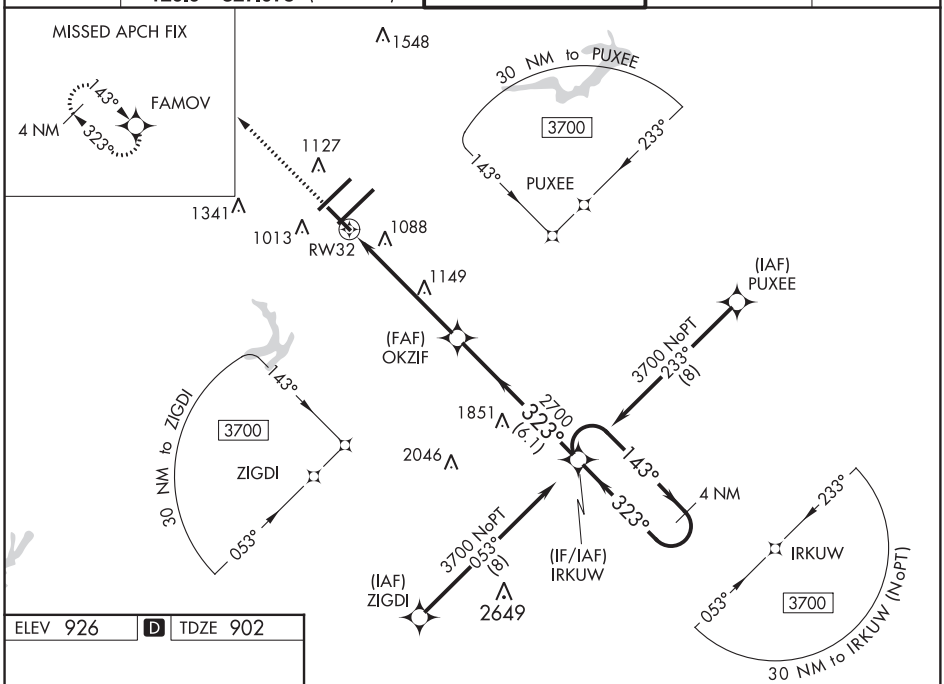
# RNAV (GPS) RWY 32

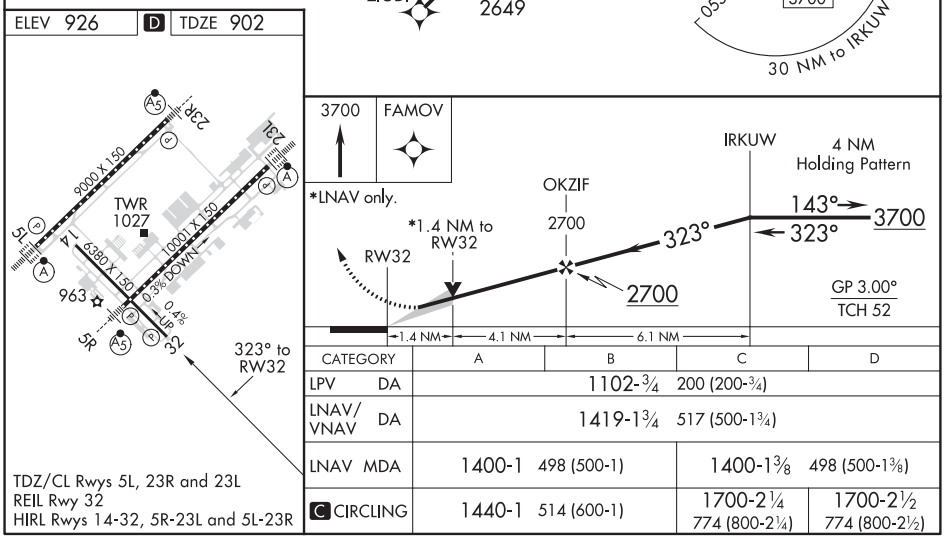
## PIEDMONT TRIAD INTL (GSO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Smith Reynolds altimeter setting. When local altimeter setting is not received use Smith Reynolds altimeter setting: increase all DA 38 feet and all MDA 40 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibilities ⅛ mile, increase Circling Cats C/D visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct FAMOV and hold.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1102-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1419-1¾ 517 (500-1¾) | | | |
| LNAV MDA | 1400-1 498 (500-1) | | 1400-1⅜ 498 (500-1⅜) | |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼ 774 (800-2¼) | 1700-2½ 774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

20086

# VOR/DME RWY 23L

## PIEDMONT TRIAD INTL (GSO)

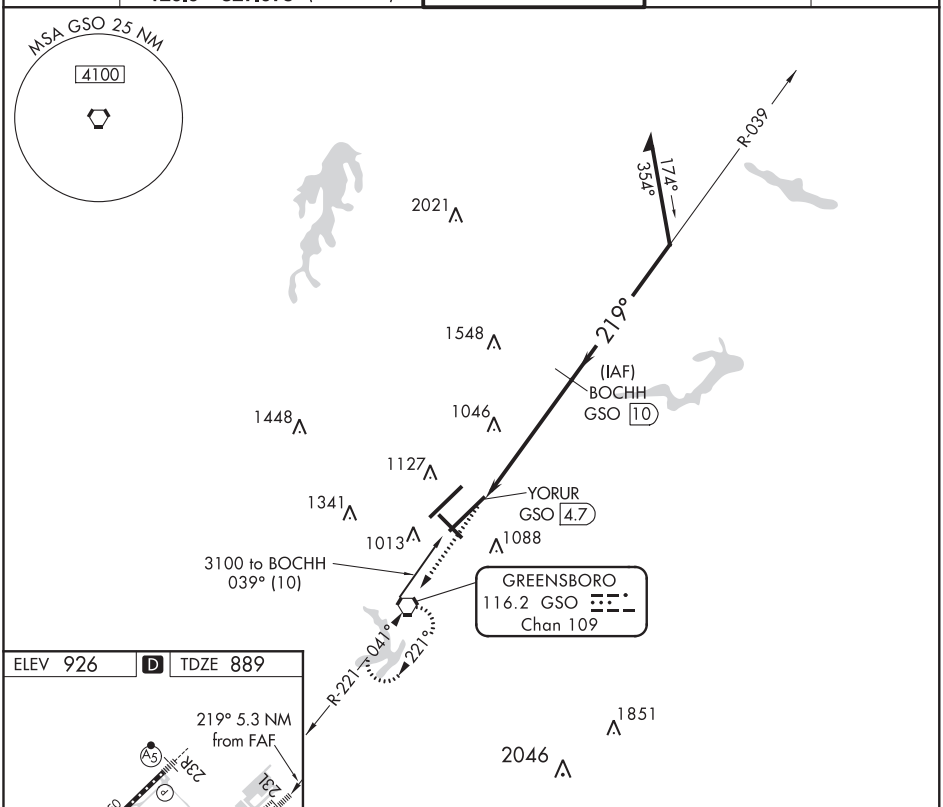
| VORTAC GSO | APP CRS | Rwy ldg | 9601 |
|---|---|---|---|
| 116.2 | 219° | TDZE | 889 |
| Chan 109 | | Apt Elev | 926 |

For inop ALSF, increase S-23L Cat D visibility to RVR 6000.

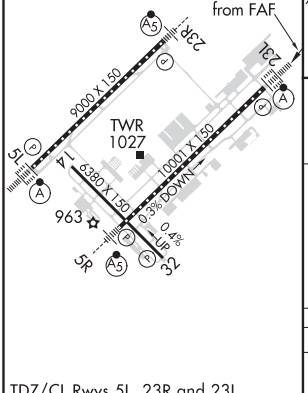
ALSF-2

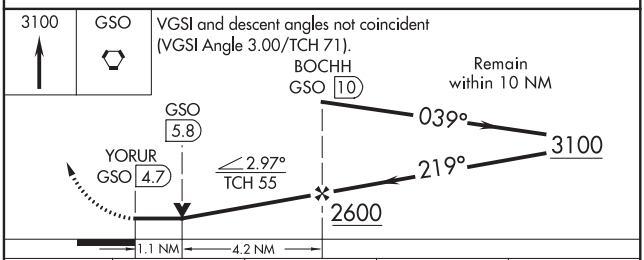
MISSED APPROACH: Climb to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

| D-ATIS | GREENSBORO APP CON | GREENSBORO TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 128.55 | 124.35 269.225 (250°-049°)<br>126.6 327.075 (050°-249°) | 119.1 290.325 | 121.9 348.6 | 121.75 |




ELEV 926 | D | TDZE 889



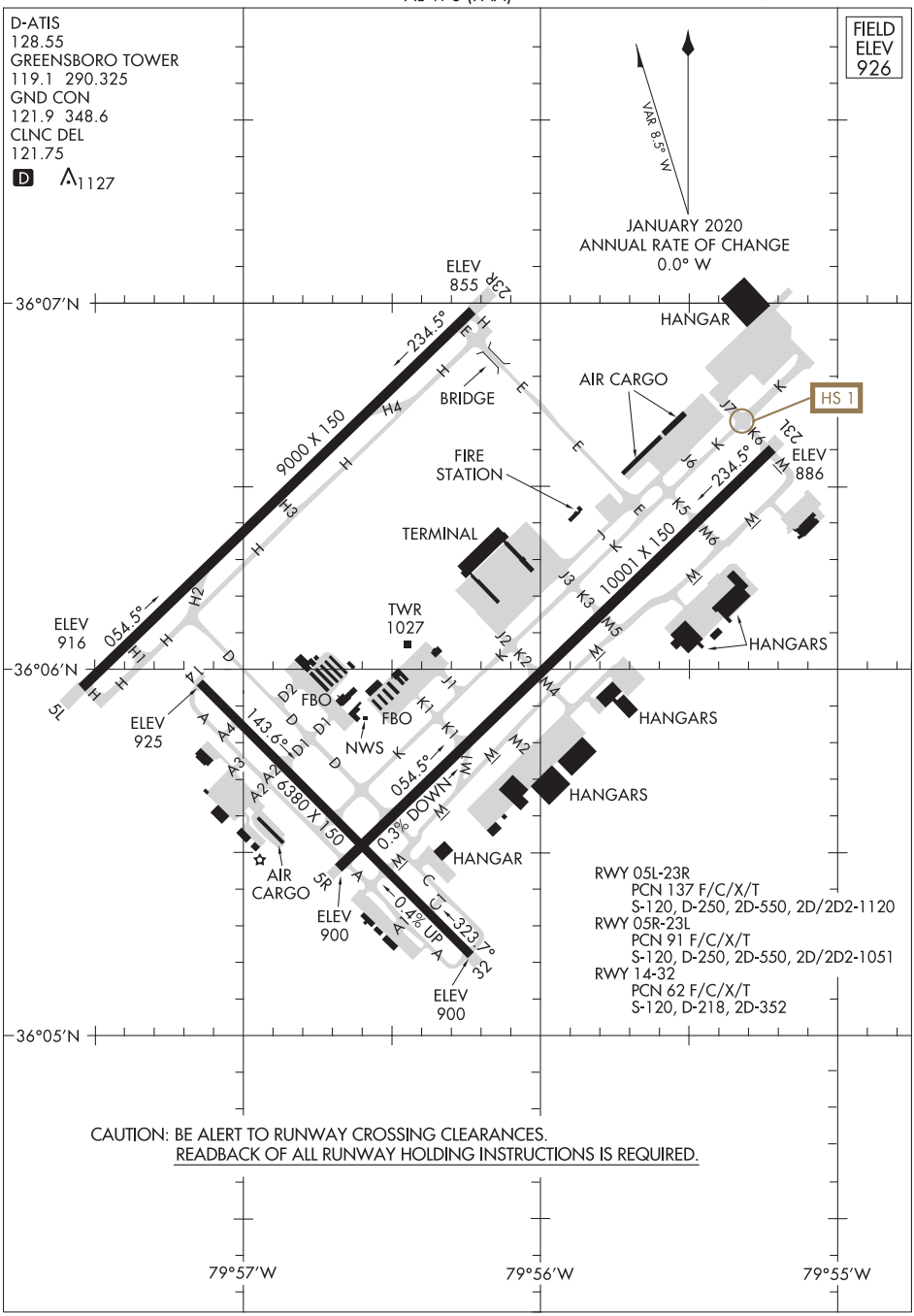




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23L | 1300/24 411 (400-½) | | 1300/40<br>411 (400-¾) | 1300/50<br>411 (400-1) |
| C CIRCLING | 1440-1 514 (600-1) | | 1700-2¼<br>774 (800-2¼) | 1700-2½<br>774 (800-2½) |

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020



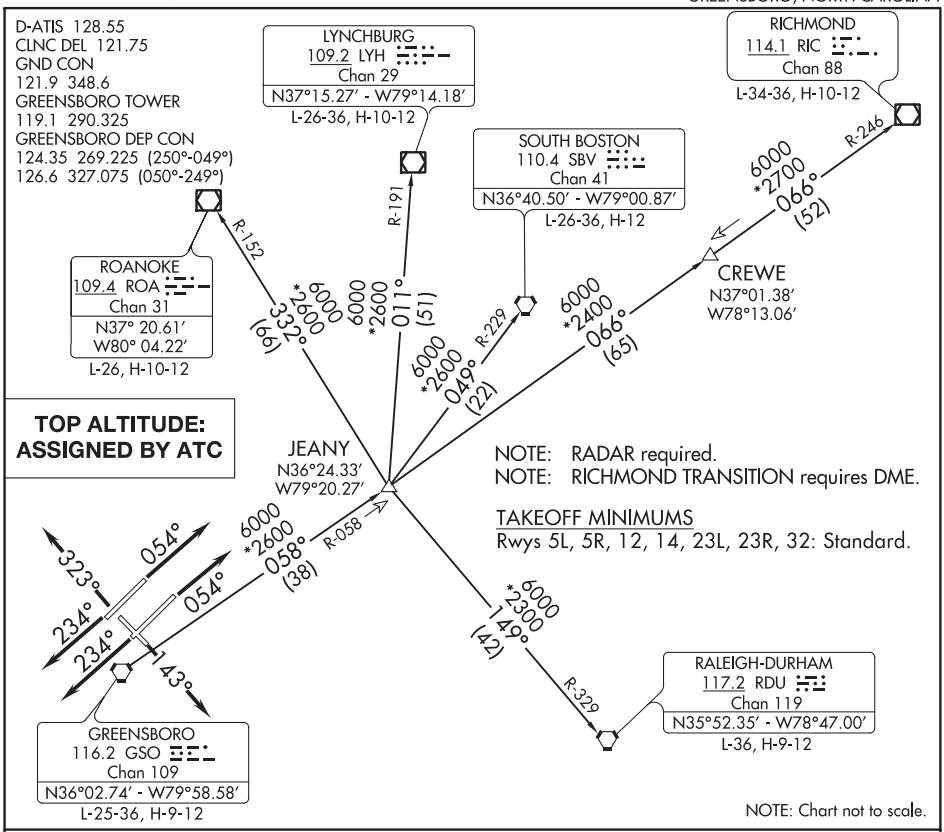

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

(QUAK7.GSO) 20086 AL-178 (FAA)

# QUAKER SEVEN DEPARTURE

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb heading 054°, thence. . . .
TAKEOFF RUNWAY 14: Climb heading 143°, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb heading 234°, thence. . . .
TAKEOFF RUNWAY 32: Climb heading 323°, thence. . . .
. . . .maintain altitude assigned by ATC. RADAR vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, RADAR vectors will be provided to the appropriate fix. Expect requested altitude/flight level 10 minutes after departure.

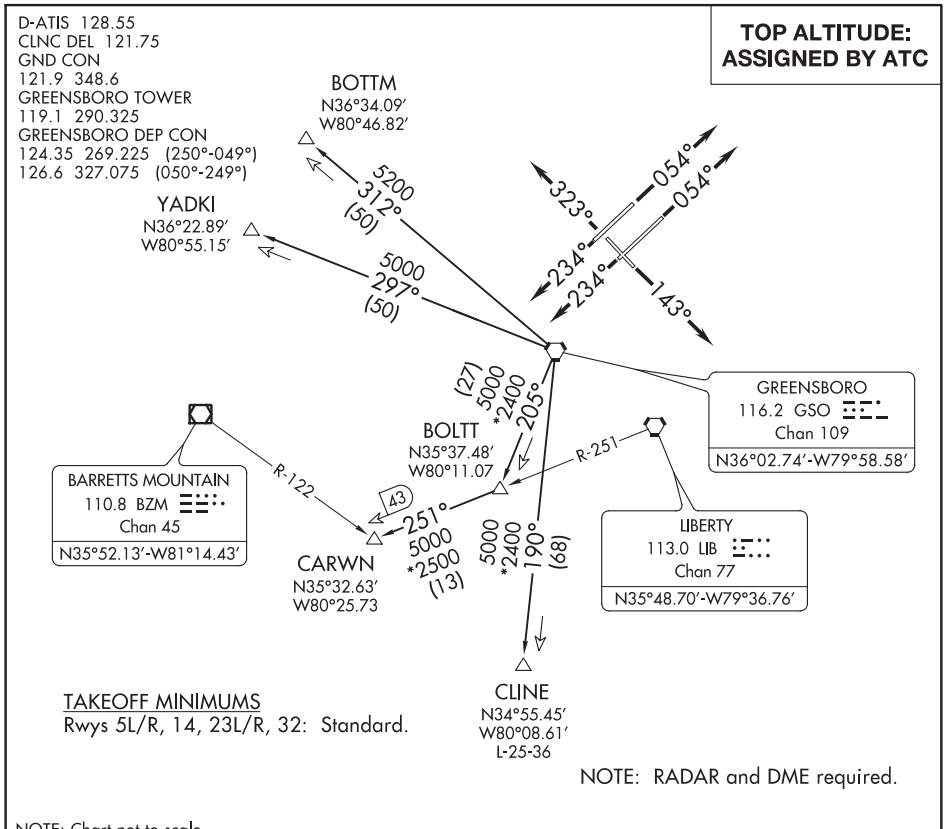
LYNCHBURG TRANSITION (QUAK7.LYH): From over GSO VORTAC on GSO R-058 to JEANY INT then on LYH R-191 to LYH VOR/DME.
RALEIGH/DURHAM TRANSITION (QUAK7.RDU): From over GSO VORTAC on GSO R-058 to JEANY INT then on RDU R-329 to RDU VORTAC.
RICHMOND TRANSITION (QUAK7.RIC): From over GSO VORTAC on GSO R-058 to JEANY INT then on GSO R-058 and RIC R-246 to RIC VOR/DME.
ROANOKE TRANSITION (QUAK7.ROA): From over GSO VORTAC on GSO R-058 to JEANY INT then on ROA R-152 to ROA VOR/DME.
SOUTH BOSTON TRANSITION (QUAK7.SBV): From over GSO VORTAC on GSO R-058 to JEANY INT then on SBV R-229 to SBV VORTAC.

SE-2, 10 SEP 2020 to 05 NOV 2020

# TRIAD NINE DEPARTURE

D-ATIS 128.55
CLNC DEL 121.75
GND CON
121.9 348.6
GREENSBORO TOWER
119.1 290.325
GREENSBORO DEP CON
124.35 269.225 (250°-049°)
126.6 327.075 (050°-249°)

**TOP ALTITUDE: ASSIGNED BY ATC**




TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard.

NOTE: RADAR and DME required.

NOTE: Chart not to scale.

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb heading 054°, thence. . . .
TAKEOFF RWY 14: Climb heading 143°, thence. . . .
TAKEOFF RWYS 23L/R: Climb heading 234°, thence. . . .
TAKEOFF RWY 32: Climb heading 323°, thence. . . .

. . . .maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten (10) minutes after departure.

BOTTM TRANSITION (TRI9.BOTTM): Expect vector to intercept GSO R-312 to BOTTM.
CARWN TRANSITION (TRI9.CARWN): Expect vector to intercept GSO R-205 to BOLTT, then on LIB R-251 to CARWN.
CLINE TRANSITION (TRI9.CLINE): Expect vector to intercept GSO R-190 to CLINE.
YADKI TRANSITION (TRI9.YADKI): Expect vector to intercept GSO R-297 to YADKI.

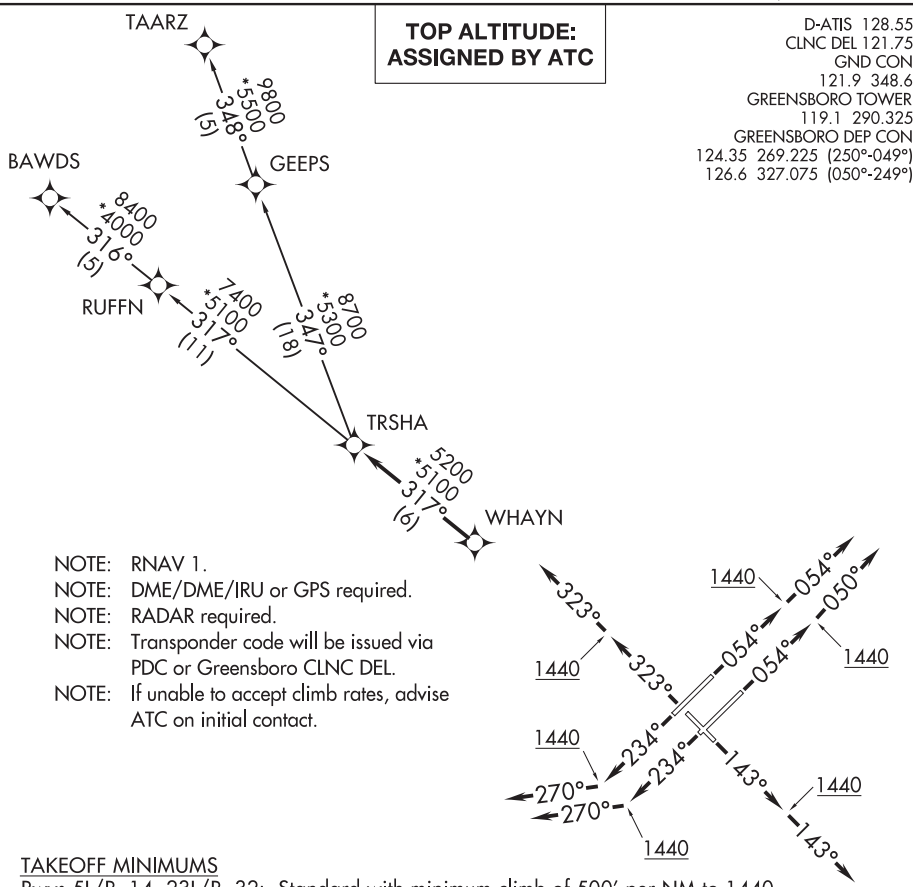
(TRSHA1.TRSHA) 17285 AL-178 (FAA)

# TRSHA ONE DEPARTURE (RNAV)

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA

**TOP ALTITUDE: ASSIGNED BY ATC**

D-ATIS 128.55
CLNC DEL 121.75
GND CON
121.9 348.6
GREENSBORO TOWER
119.1 290.325
GREENSBORO DEP CON
124.35 269.225 (250°-049°)
126.6 327.075 (050°-249°)




NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Transponder code will be issued via PDC or Greensboro CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

TAKEOFF MINIMUMS
Rwys 5L/R, 14, 23L/R, 32: Standard with minimum climb of 500′ per NM to 1440.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L: Climb heading 054° to 1440, then on heading 054°. Thence. . . .
TAKEOFF RWY 5R: Climb heading 054° to 1440, then on heading 050°. Thence. . . .
TAKEOFF RWY 14: Climb heading 143°to 1440, then on heading 143°. Thence. . . .
TAKEOFF RWY 23L/R: Climb heading 234° to 1440, then on heading 270°. Thence. . . .
TAKEOFF RWY 32: Climb heading 323° to 1440, then on heading 323°. Thence. . . .

. . . .expect RADAR vectors to WHAYN, then on track 317° to TRSHA, then on assigned transition. Maintain altitude assigned by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

BAWDS TRANSITION (TRSHA1.BAWDS)
TAARZ TRANSITION (TRSHA1.TAARZ)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS Y or LOC Y RWY 20

PITT-GREENVILLE (PGV)

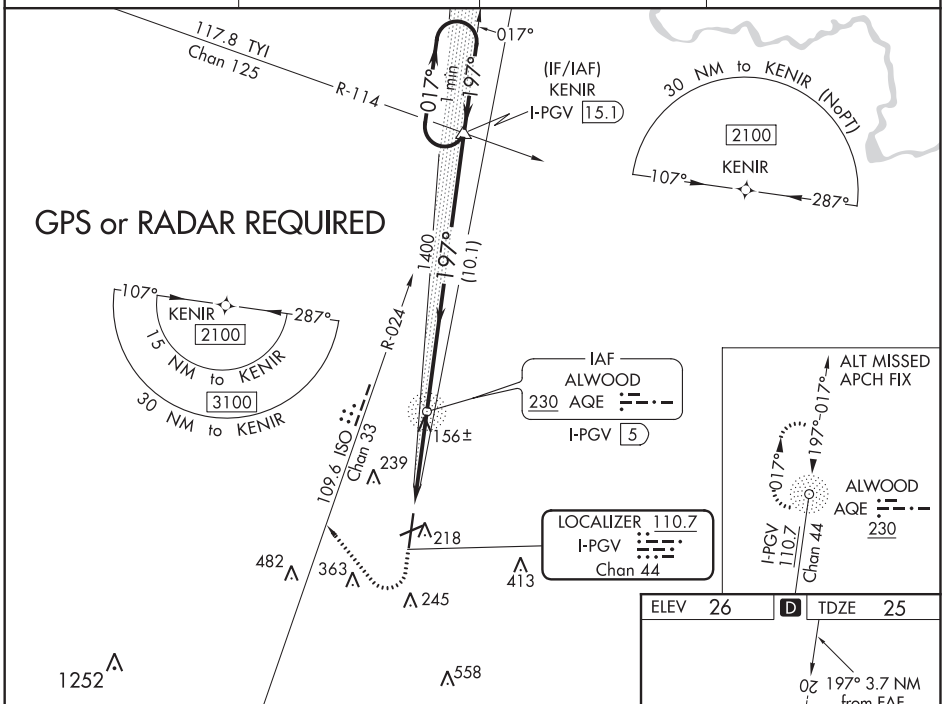
| LOC/DME I-PGV | APP CRS | Rwy ldg | 6505 |
|---|---|---|---|
| 110.7 | 197° | TDZE | 25 |
| Chan 44 | | Apt Elev | 26 |

Night landing: Rwy 8 NA. ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received, use Washington altimeter setting and increase all DA to 297 and increase all MDA 60 feet; increase S-LOC 20 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. For inop MALSR when using Washington altimeter setting, increase S-ILS 20 all Cats visibility to ⅞ mile.

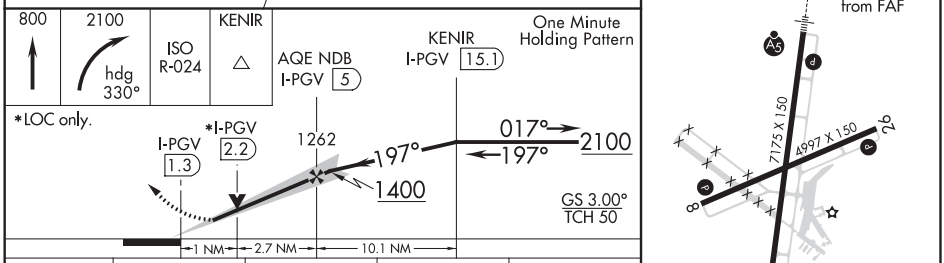
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 2100 on heading 330° and on ISO VORTAC R-024 to KENIR INT/ I-PGV 15.1 DME and hold.

| AWOS-3 | WASHINGTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.425 | 123.85 279.65 | 122.35 | 122.8 (CTAF) L |




| ELEV | 26 | D | TDZE | 25 |
|---|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 256-½ 231 (300-½) | | | |
| S-LOC 20 | 420-½ 395 (400-½) | | 420-⅝ 395 (400-⅝) | |
| C CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 680-1¾ 654 (700-1¾) | 800-2¼ 774 (800-2¼) |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

GREENVILLE, NORTH CAROLINA AL-5521 (FAA) 20142

# ILS Z or LOC Z RWY 20

PITT-GREENVILLE (PGV)

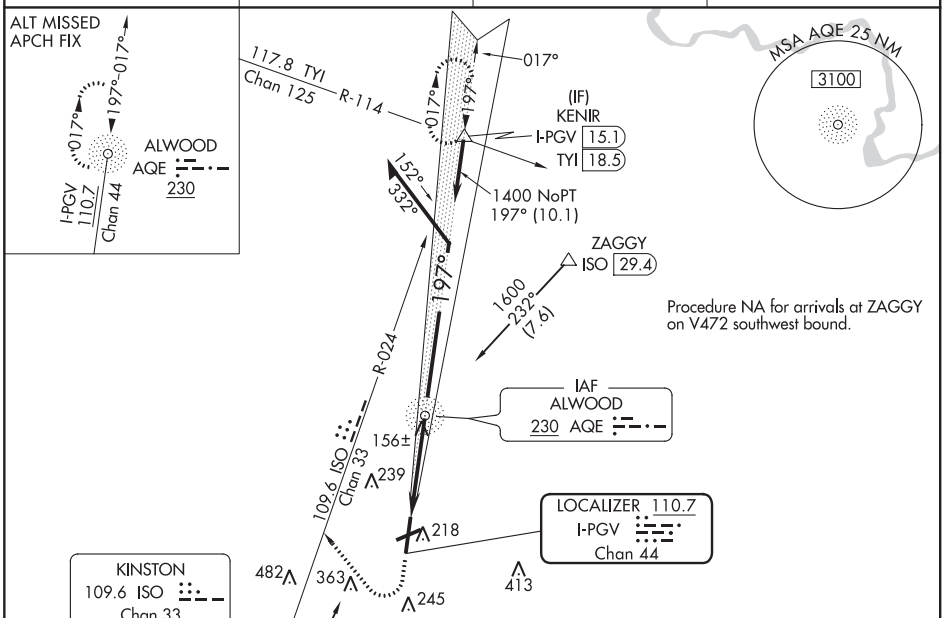
| LOC/DME I-PGV | APP CRS | Rwy ldg 6505 |
|---|---|---|
| 110.7 | 197° | TDZE 25 |
| Chan 44 | | Apt Elev 26 |

Night Landing: Rwy 8 NA. ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received, use Washington altimeter setting and increase all DA to 297 and increase all MDA 60 feet; increase S-LOC 20 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. For inop MALSR when using Washington altimeter setting, increase S-ILS 20 all Cats visibility to ⅞ mile.

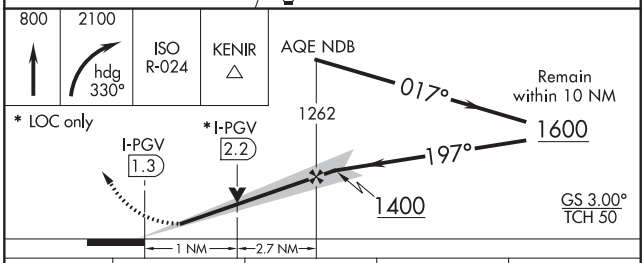
MALSR

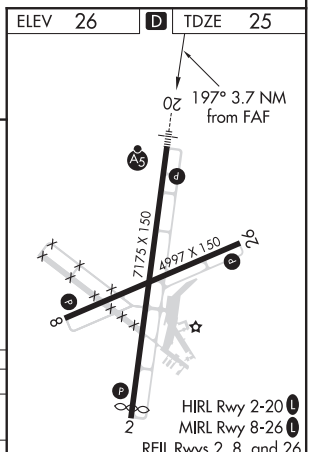
MISSED APPROACH: Climb to 800 then climbing right turn to 2100 on heading 330° and on ISO VORTAC R-024 to KENIR INT/15.1 DME and hold.

| AWOS-3 | WASHINGTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.425 | 123.85 279.65 | 122.35 | 122.8 (CTAF) L |




Procedure NA for arrivals at ZAGGY on V472 southwest bound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 256-½ 231 (300-½) | | | |
| S-LOC 20 | 420-½ 395 (400-½) | | 420-⅝ 395 (400-⅝) | |
| C CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 680-1¾ 654 (700-1¾) | 800-2¼ 774 (800-2¼) |

FAF to MAP 3.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

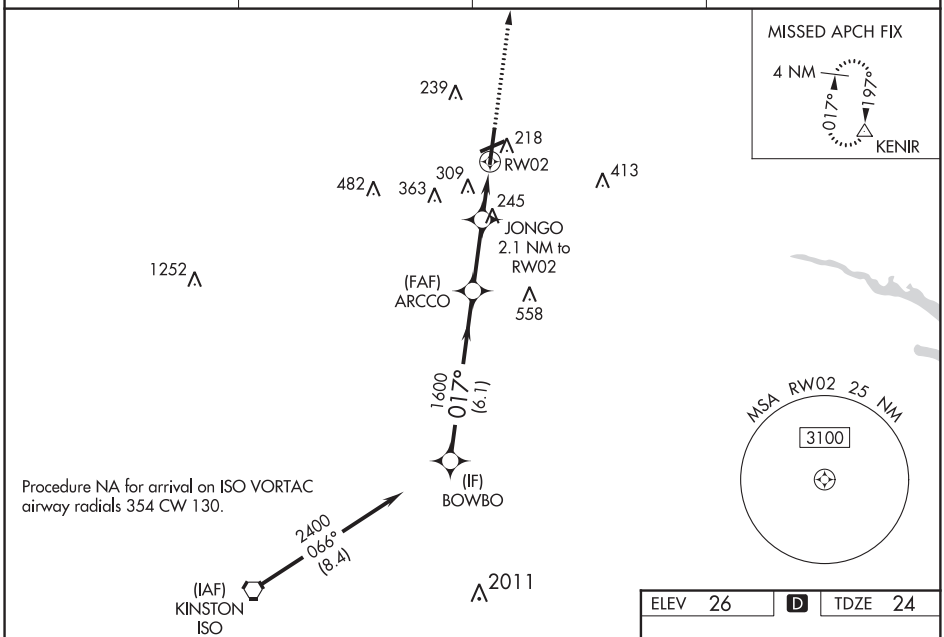
| WAAS CH 42738 W02A | APP CRS 017° | Rwy ldg 6904 TDZE 24 Apt Elev 26 |
|---|---|---|

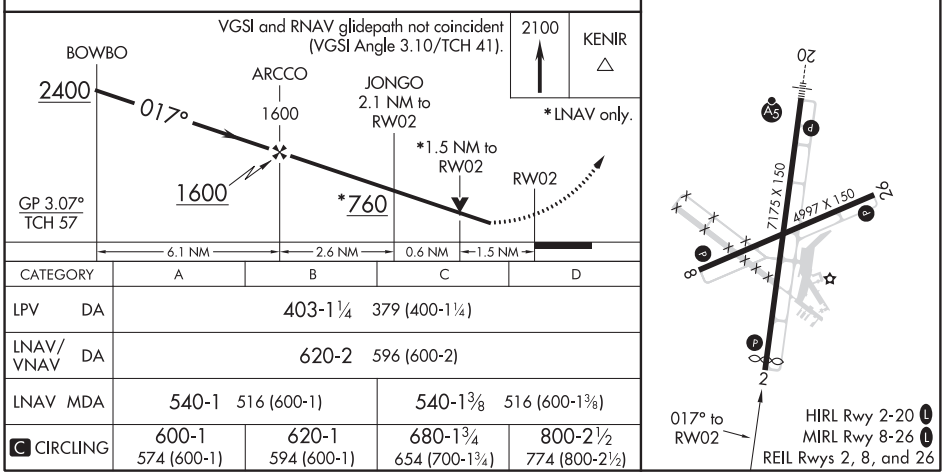
# RNAV (GPS) RWY 2
## PITT-GREENVILLE (PGV)

Night landing: Rwy 8 NA. Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 50°C (122°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Washington altimeter setting: increase LPV DA to 444 feet and LNAV/VNAV DA to 661 feet and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ½ mile and LNAV Cat C/D and Circling Cat C/D visibility ¼ mile. VDP NA when using Washington altimeter setting.

MISSED APPROACH: Climb to 2100 direct KENIR and hold.

| AWOS-3 | WASHINGTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.425 | 123.85 279.65 | 122.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 403-1¼ 379 (400-1¼) | | | |
| LNAV/VNAV DA | 620-2 596 (600-2) | | | |
| LNAV MDA | 540-1 516 (600-1) | | 540-1⅜ 516 (600-1⅜) | |
| C CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 680-1¾ 654 (700-1¾) | 800-2½ 774 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GREENVILLE, NORTH CAROLINA AL-5521 (FAA) 20142

# RNAV (GPS) RWY 8

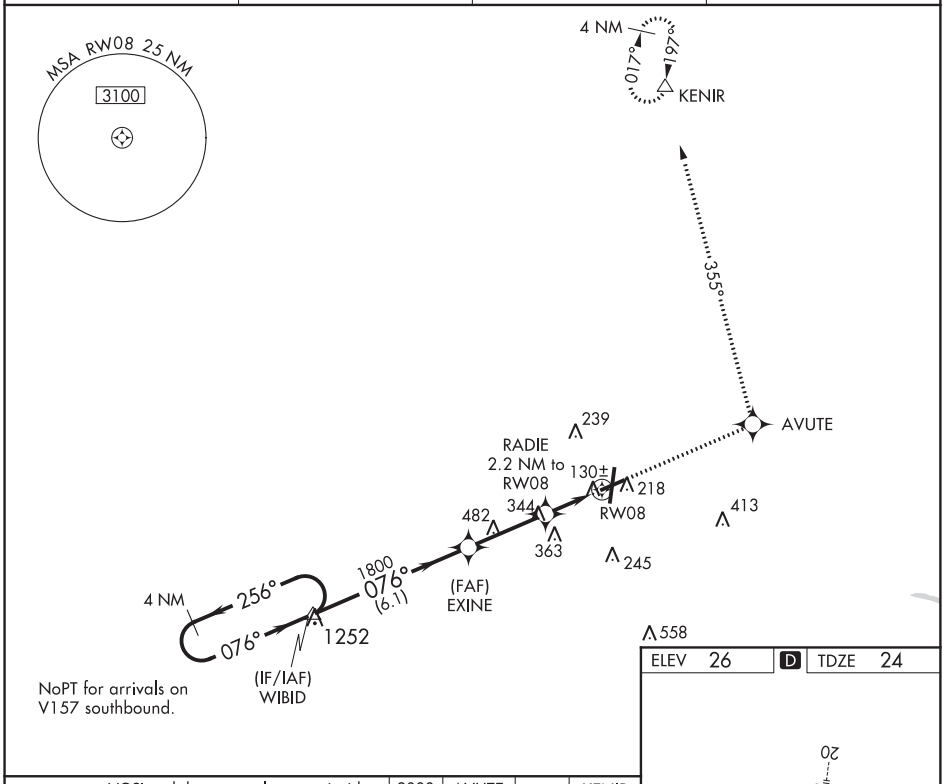
## PITT-GREENVILLE (PGV)

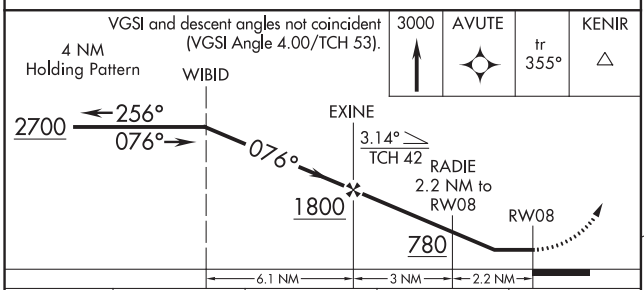
| APP CRS | Rwy ldg | 4997 |
|---|---|---|
| 076° | TDZE | 24 |
| | Apt Elev | 26 |

DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

| AWOS-3 | WASHINGTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.425 | 123.85 279.65 | 122.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 476 (500-1) | | 500-1¼ 476 (500-1¼) | 500-1½ 476 (500-1½) |
| CIRCLING | 620-1 594 (600-1) | | 620-1½ 594 (600-1½) | 620-2 594 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 20
## PITT-GREENVILLE (PGV)

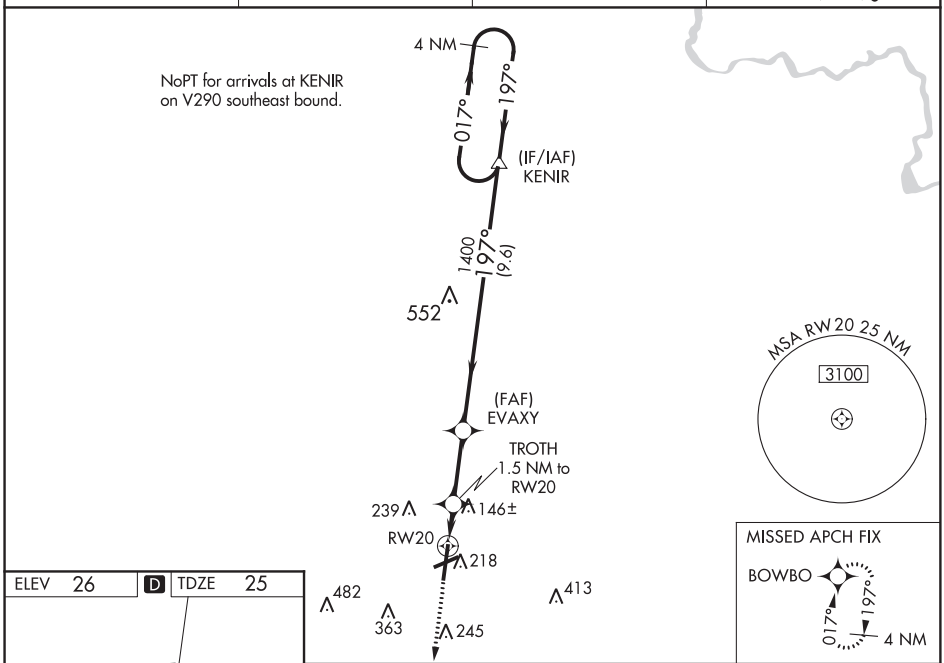
| WAAS CH 87011 W20A | APP CRS 197° | Rwy ldg 6505<br>TDZE 25<br>Apt Elev 26 |
|---|---|---|

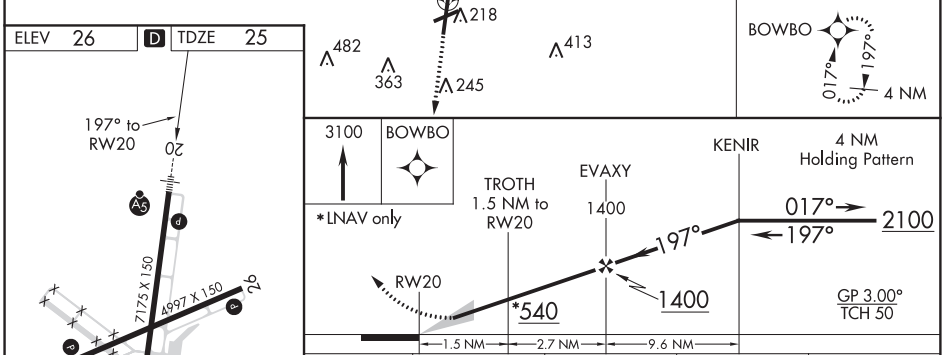
Night landing: Rwy 8 NA. Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington altimeter setting: increase LPV DA to 271 feet and LNAV/VNAV DA to 344 feet and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile and increase Circling Cats C/D visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile and LNAV Cats C/D visibility to 1 mile. For inop MALSR when using Washington altimeter setting, increase LNAV/VNAV all Cats visibility to 1 mile.

MALSR

MISSED APPROACH: Climb to 3100 direct BOWBO and hold, continue climb-in-hold to 3100.

| AWOS-3 | WASHINGTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.425 | 123.85 279.65 | 122.35 | 122.8 (CTAF) L |




HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 230-½ 205 (300-½) | | | |
| LNAV/VNAV DA | 303-½ 278 (300-½) | | | |
| LNAV MDA | 400-½ 375 (400-½) | | 400-⅝ 375 (400-⅝) | |
| C CIRCLING | 600-1 574 (600-1) | 620-1 594 (600-1) | 680-1¾ 654 (700-1¾) | 800-2½ 774 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

GREENVILLE, NORTH CAROLINA

AL-5521 (FAA)

20142

# RNAV (GPS) RWY 26

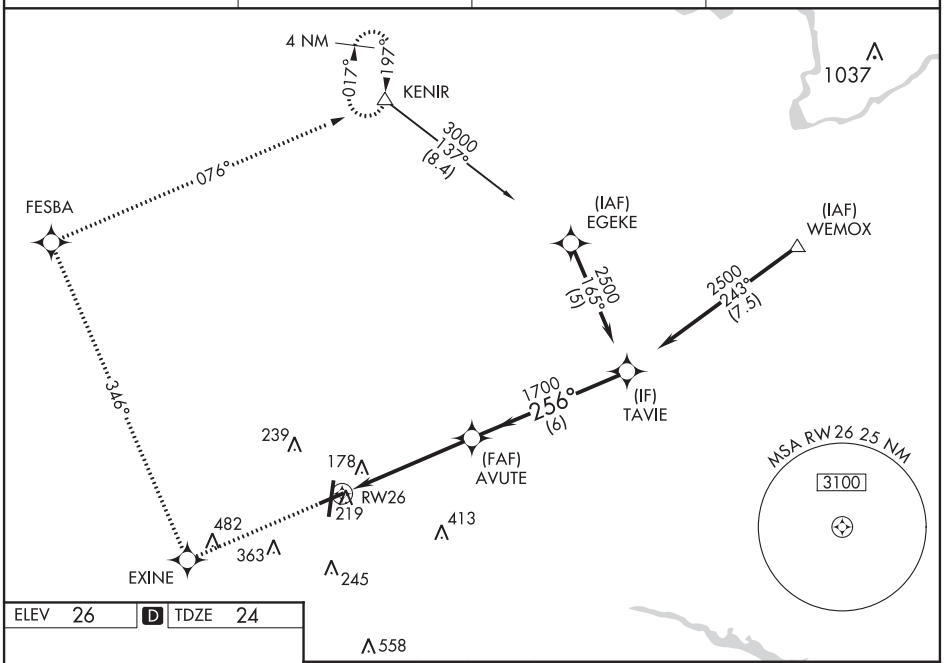
## PITT-GREENVILLE (PGV)

| WAAS CH 53711 W26A | APP CRS 256° | Rwy ldg 4997<br>TDZE 24<br>Apt Elev 26 |
|---|---|---|

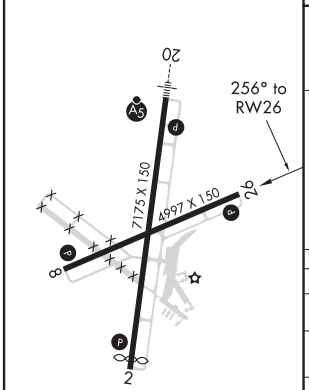
Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 feet and all MDA 60 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat C and D, and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct EXINE and via 346° track to FESBA and via 076° track to KENIR and hold.

| AWOS-3 | WASHINGTON CENTER | CLNC DEL | UNICOM |
|---|---|---|---|
| 128.425 | 123.85 279.65 | 122.35 | 122.8 (CTAF) L |




| ELEV 26 | D | TDZE 24 |
|---|---|---|

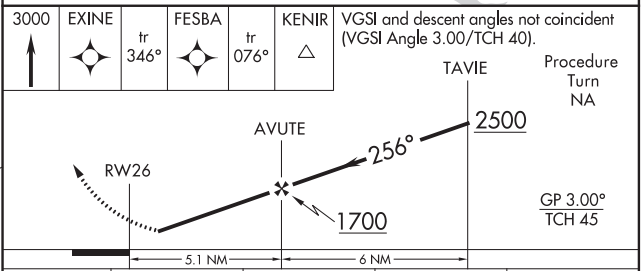



HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

| 3000 | EXINE | tr 346° | FESBA | tr 076° | KENIR |
|---|---|---|---|---|---|

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).

Procedure Turn NA




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 335-1 311 (400-1) | | | |
| LNAV/VNAV DA | 464-1½ 440 (500-1½) | | | |
| LNAV MDA | 520-1 496 (500-1) | | 520-1¼ 496 (500-1¼) | 520-1½ 496 (500-1½) |
| CIRCLING | 620-1 594 (600-1) | | 620-1½ 594 (600-1½) | 620-2 594 (600-2) |

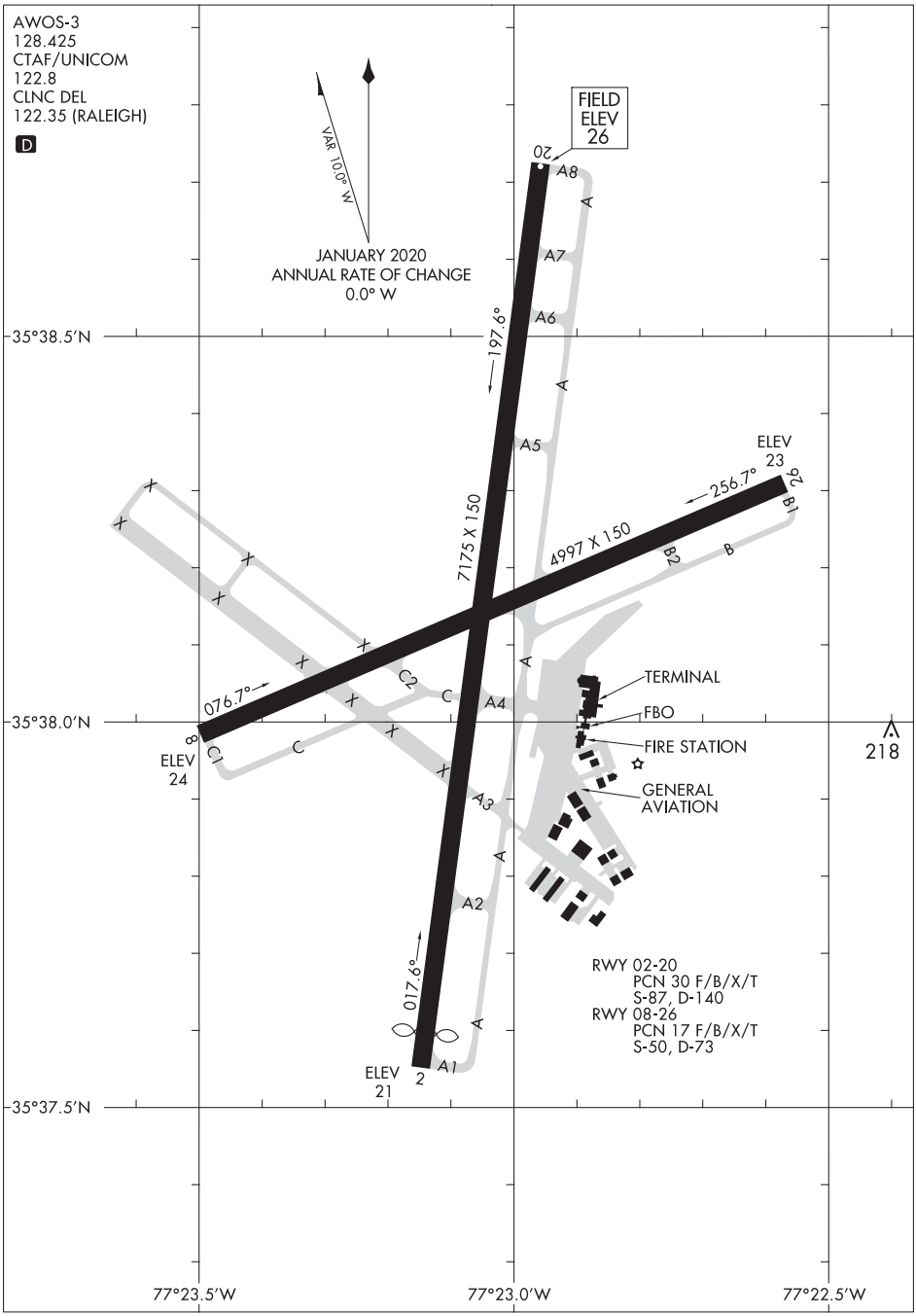
SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# AIRPORT DIAGRAM

AL-5521 (FAA)

PITT-GREENVILLE (PGV)
GREENVILLE, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086

GREENVILLE, NORTH CAROLINA
PITT-GREENVILLE (PGV)

GREENVILLE, SOUTH CAROLINA AL-179 (FAA) 20086

# ILS or LOC RWY 5
## DONALDSON FIELD (GYH)

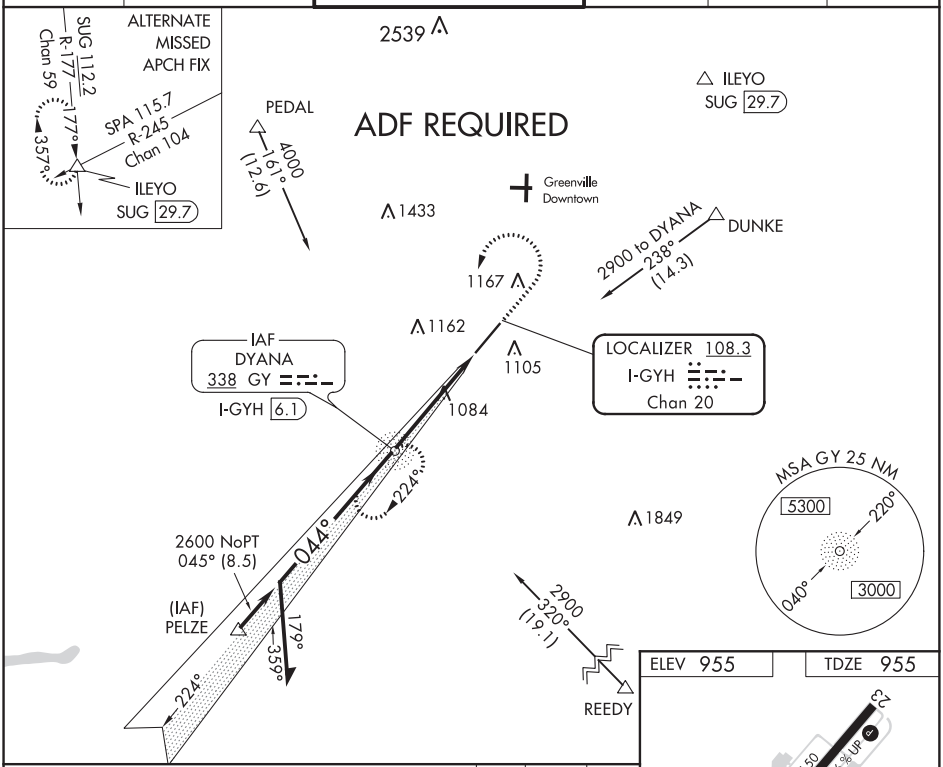
| LOC/DME I-GYH 108.3 Chan 20 | APP CRS 044° | Rwy ldg 8000 TDZE 955 Apt Elev 955 |
|---|---|---|

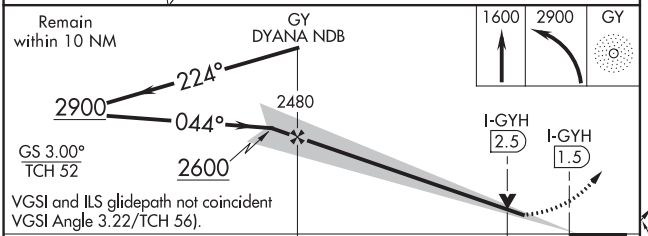
When local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet, increase S-LOC Cat C visibility ¼ mile.

MALSR

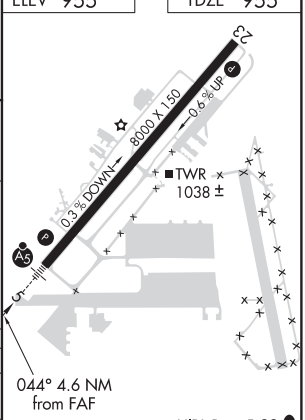
MISSED APPROACH: Climb to 1600 then climbing left turn to 2900 direct DYANA NDB and hold, continue climb-in-hold to 2900.

| AWOS-3 | GREER APP CON ★ | DONALDSON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.325 | 118.8 270.275 | 133.325 (CTAF) L 269.25 | 121.4 | 121.4 | 122.7 |




VGSI and ILS glidepath not coincident
VGSI Angle 3.22/TCH 56).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 1155-½ 200 (200-½) | | | |
| S-LOC 5 | 1340-½ 385 (400-½) | | | 1340-¾ 385 (400-¾) |
| CIRCLING | 1420-1 465 (500-1) | | 1480-1½ 525 (600-1½) | 1520-2 565 (600-2) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 5
## DONALDSON FIELD (GYH)

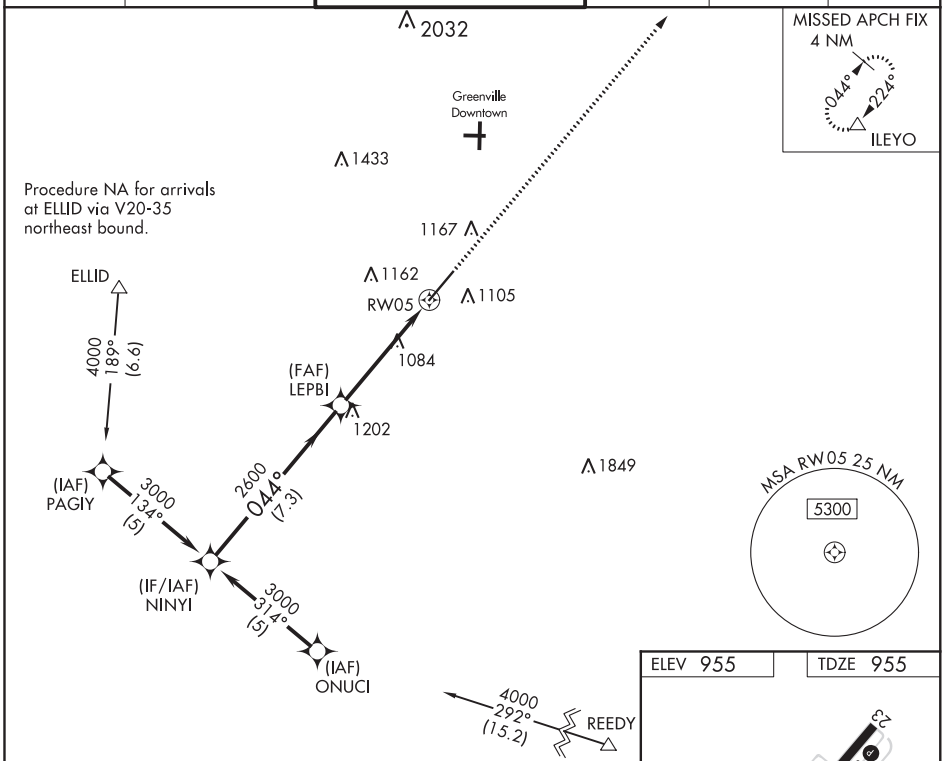
| WAAS CH 72603 W05A | APP CRS 044° | Rwy ldg 8000<br>TDZE 955<br>Apt Elev 955 |
|---|---|---|

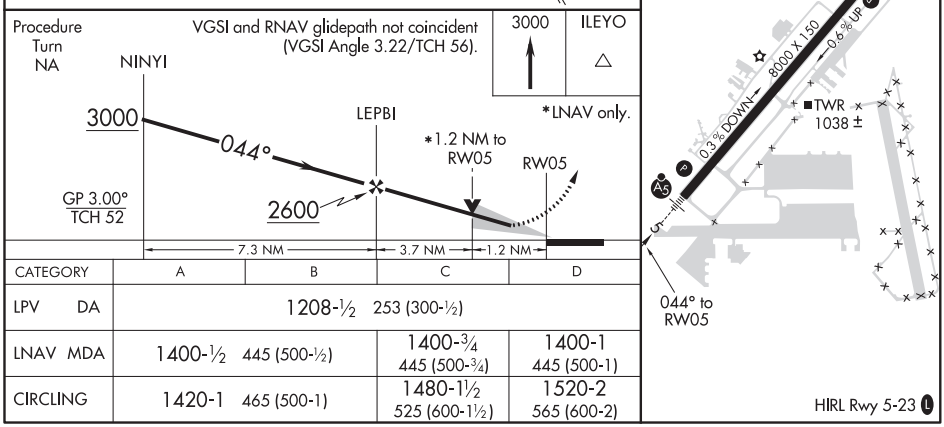
If local altimeter setting not received, use Greer altimeter setting and increase DA 28 feet and all MDAs 40 feet. VDP NA when using Greer altimeter setting. DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 3000 direct ILEYO and hold.

| AWOS-3 | GREER APP CON ★ | DONALDSON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.325 | 118.8 270.275 | 133.325 (CTAF) (L) 269.25 | 121.4 | 121.4 | 122.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1208-½ 253 (300-½) | | | |
| LNAV MDA | 1400-½ 445 (500-½) | | 1400-¾ 445 (500-¾) | 1400-1 445 (500-1) |
| CIRCLING | 1420-1 465 (500-1) | | 1480-1½ 525 (600-1½) | 1520-2 565 (600-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

GREENVILLE, SOUTH CAROLINA AL-179 (FAA) 19283

# RNAV (GPS) RWY 23
## DONALDSON FIELD (GYH)

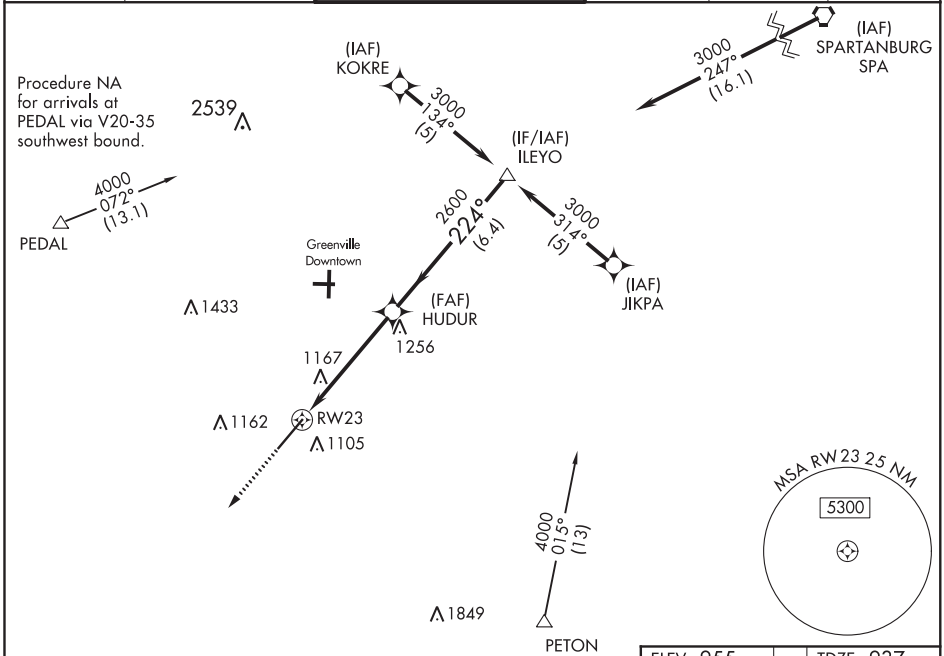
| APP CRS | Rwy ldg | 8000 |
|---|---|---|
| 224° | TDZE | 937 |
| | Apt Elev | 955 |

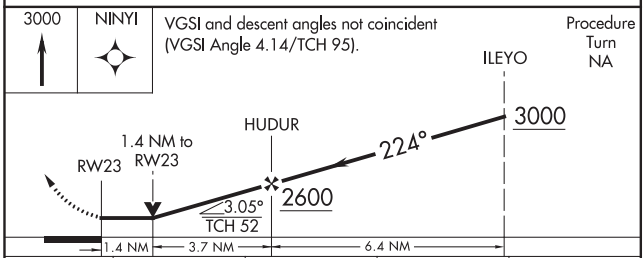
NA

If local altimeter setting not received, use Greer altimeter setting and increase all MDAs 40 feet. VDP NA when using Greer altimeter setting. Helicopter visibility reduction below ¾ statute mile NA. DME/DME RNP-0.3 NA.

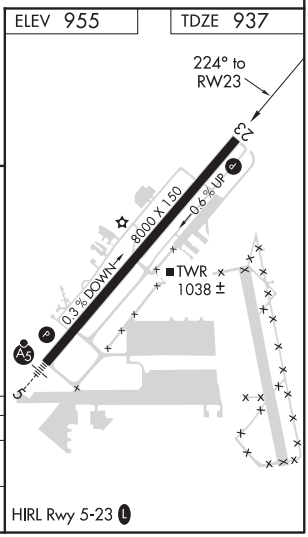
MISSED APPROACH: Climb to 3000 direct NINYI and hold.

| AWOS-3 | GREER APP CON ★ | DONALDSON TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 127.325 | 118.8 270.275 | 133.325 (CTAF) L 269.25 | 121.4 | 121.4 | 122.7 |



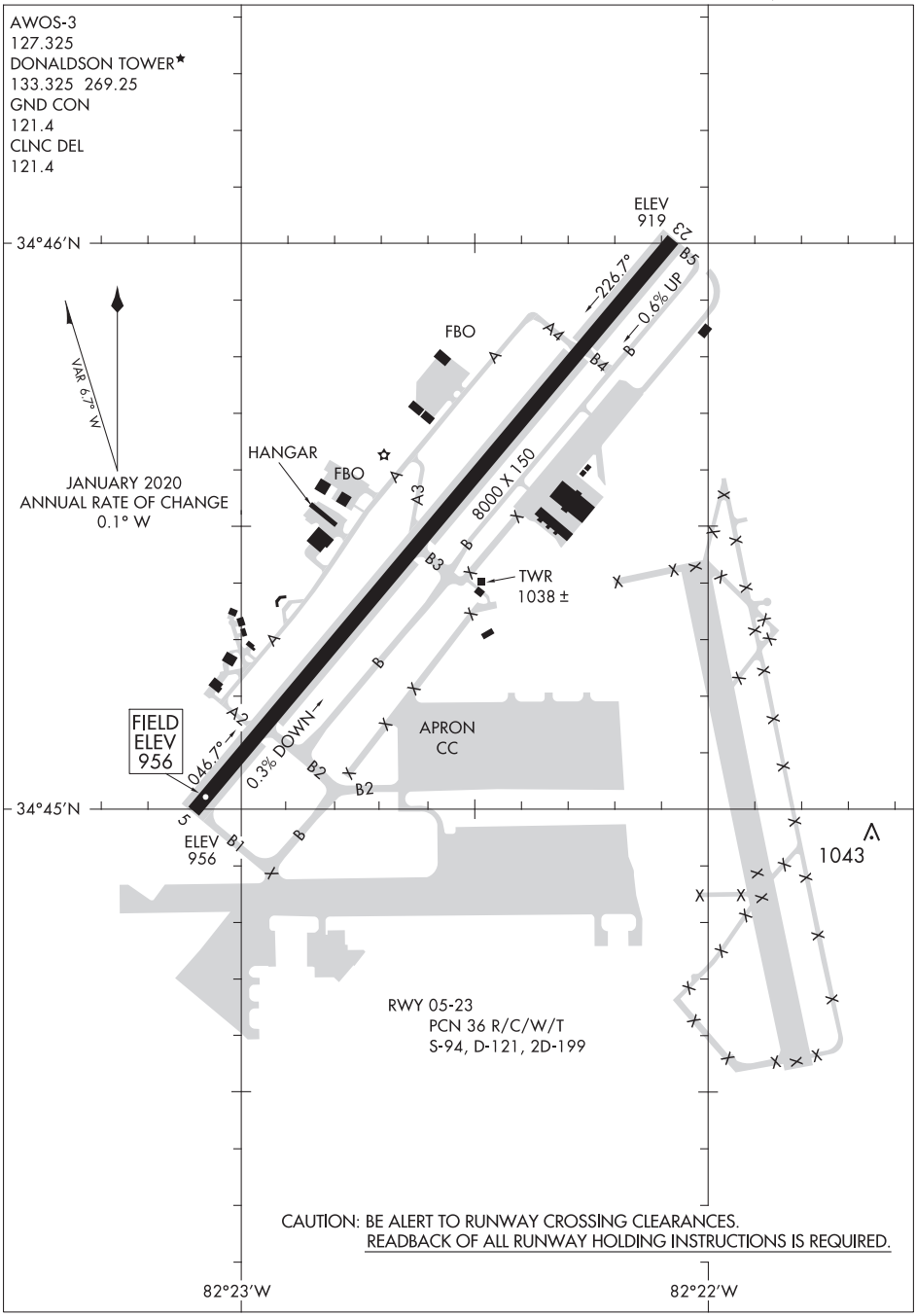




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1420-1 | 483 (500-1) | 1420-1¼ 483 (500-1¼) | 1420-1½ 483 (500-1½) |
| CIRCLING | 1420-1 | 465 (500-1) | 1480-1½ 525 (600-1½) | 1520-2 565 (600-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

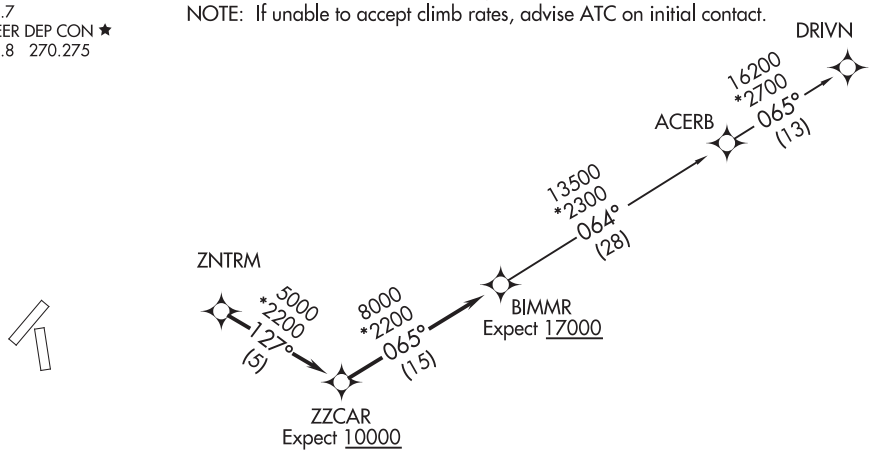
# BIMMR TWO DEPARTURE (RNAV)

DONALDSON FIELD (GYH)
GREENVILLE, SOUTH CAROLINA

AWOS-3
127.325
CLNC DEL
121.4
GND CON
121.4
DONALDSON TOWER ★
133.325 269.25
UNICOM
122.7
GREER DEP CON ★
118.8 270.275

**TOP ALTITUDE: 3000**

NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




TAKEOFF MINIMUMS

Rwy 23: Standard.
Rwy 5: 300-1¾ or standard with minimum climb of 220′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1800′ prior to DER.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to ZNTRM, then on depicted route to BIMMR, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR2.ACERB)

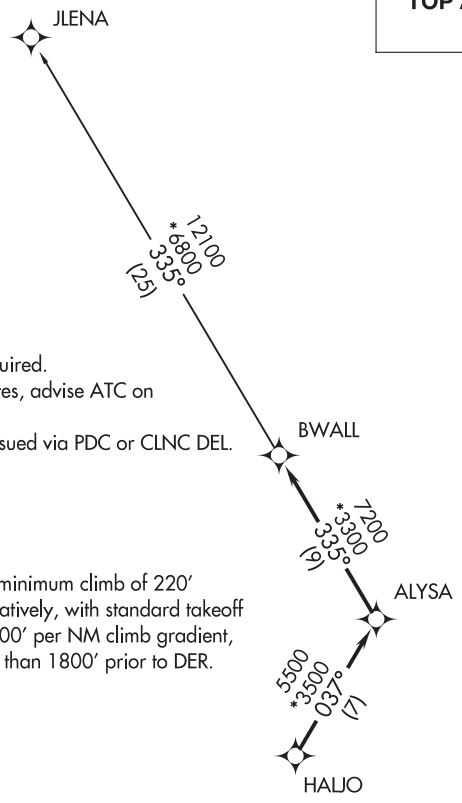
DRIVN TRANSITION (BIMMR2.DRIVN)

# BWALL TWO DEPARTURE (RNAV)



**TOP ALTITUDE: 3000**

AWOS-3
127.325
CLNC DEL
121.4
GND CON
121.4
DONALDSON TOWER ★
133.325 269.25
UNICOM
122.7
GREER DEP CON ★
118.8 270.275




NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

TAKEOFF MINIMUMS

Rwy 23: Standard.
Rwy 5: 300-1¾ or standard with minimum climb of 220′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1800′ prior to DER.

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JLENA TRANSITION (BWALL2.JLENA)

GREENVILLE, SOUTH CAROLINA — AL-180 (FAA) — 20198

# ILS Y or LOC Y RWY 1
## GREENVILLE DOWNTOWN (GMU)

| LOC I-GMU | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.7 | 006° | 5393 / 1015 / 1048 |

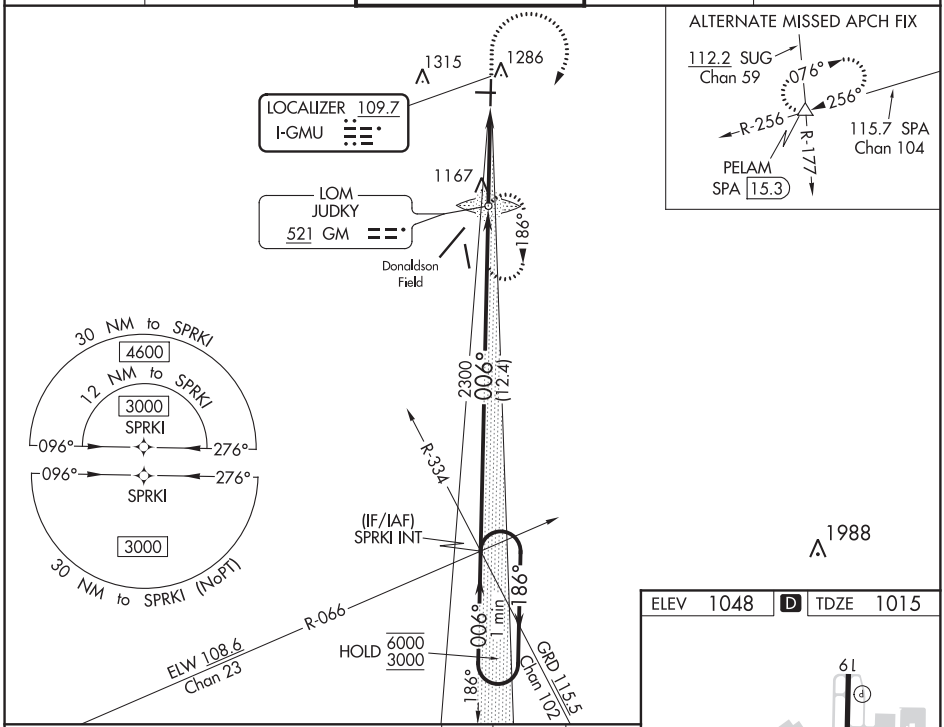
RNAV-1 GPS required for procedure entry.
ADF required.

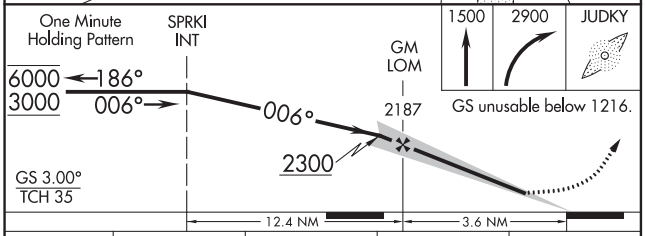
T A ASR — When local altimeter setting not received, use Greer altimeter setting and increase S-ILS 1 DA to 1245, increase all MDAs 40 feet and visibility S-LOC 1 Cat C and D ⅛ SM and Circling Cat C visibility ¼ SM. Inop table does not apply to S-ILS 1.

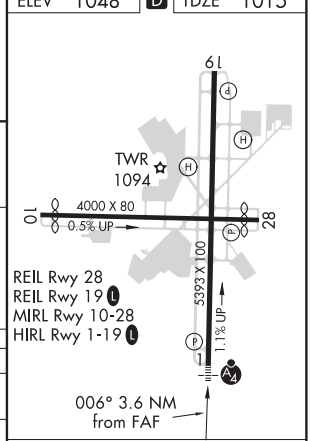
MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct JUDKY LOM and hold, continue climb-in-hold to 2900.

| ATIS★ | GREER APP CON★ | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1216-¾ 201 (200-¾) | | | |
| S-LOC 1 | 1540-¾ 525 (500-¾) | | 1540-1¼ 525 (500-1¼) | |
| C CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (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 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS Z or LOC Z RWY 1
## GREENVILLE DOWNTOWN (GMU)

| LOC I-GMU | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.7 | 006° | 5393 / 1015 / 1048 |

ADF required.

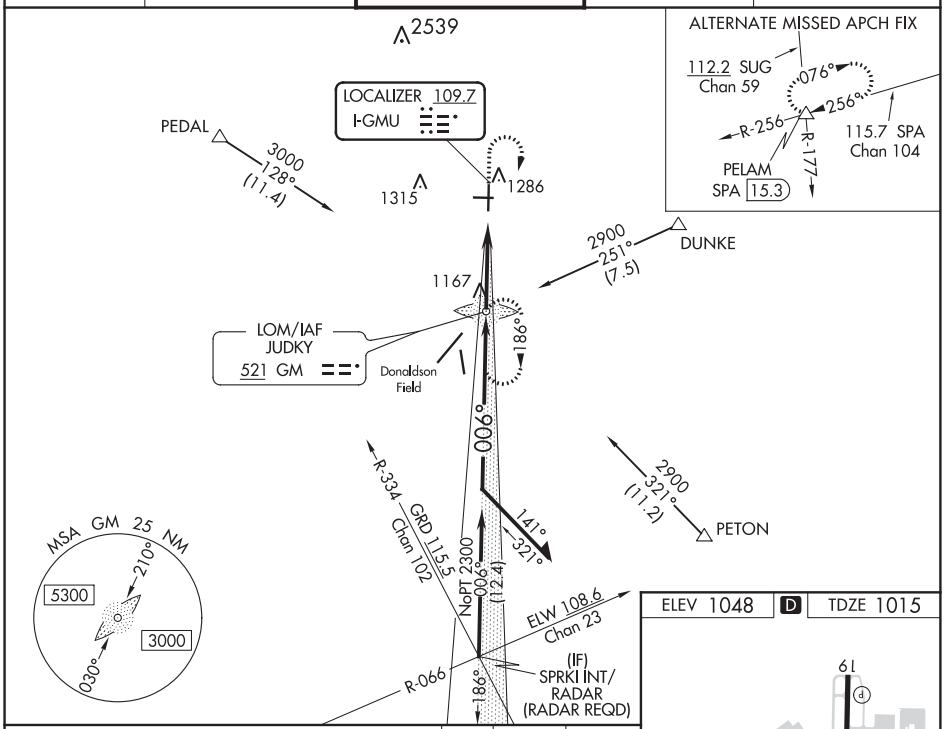
ASR

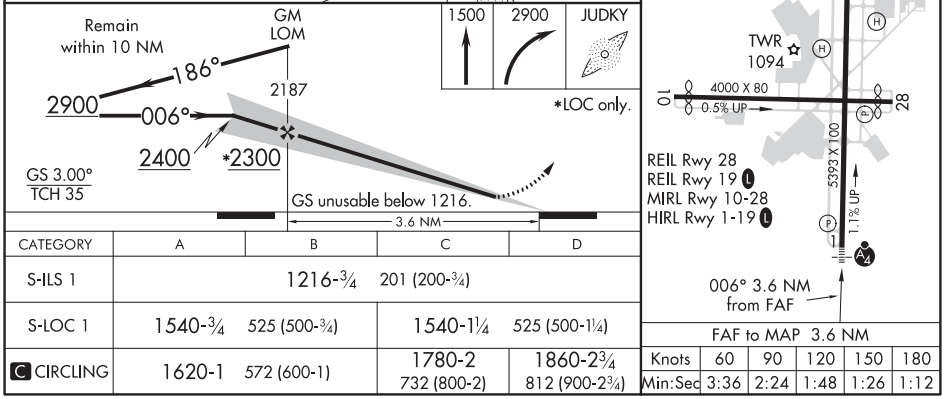
When local altimeter setting not received, use Greer altimeter setting and increase DA to 1245, increase all MDAs 40 feet and visibility S-LOC 1 Cat C and D ⅛ SM and Circling Cat C visibility ¼ SM.
Inop table does not apply to S-ILS 1.

MALSF

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct JUDKY LOM and hold, continue climb-in-hold to 2900.

| ATIS ★ | GREER APP CON★ | GREENVILLE TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1216-¾ 201 (200-¾) | | | |
| S-LOC 1 | 1540-¾ 525 (500-¾) | | 1540-1¼ 525 (500-1¼) | |
| C CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (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 |




SE-2, 10 SEP 2020 to 05 NOV 2020

GREENVILLE, SOUTH CAROLINA

AL-180 (FAA)

20198

# RNAV (GPS) RWY 1
## GREENVILLE DOWNTOWN (GMU)

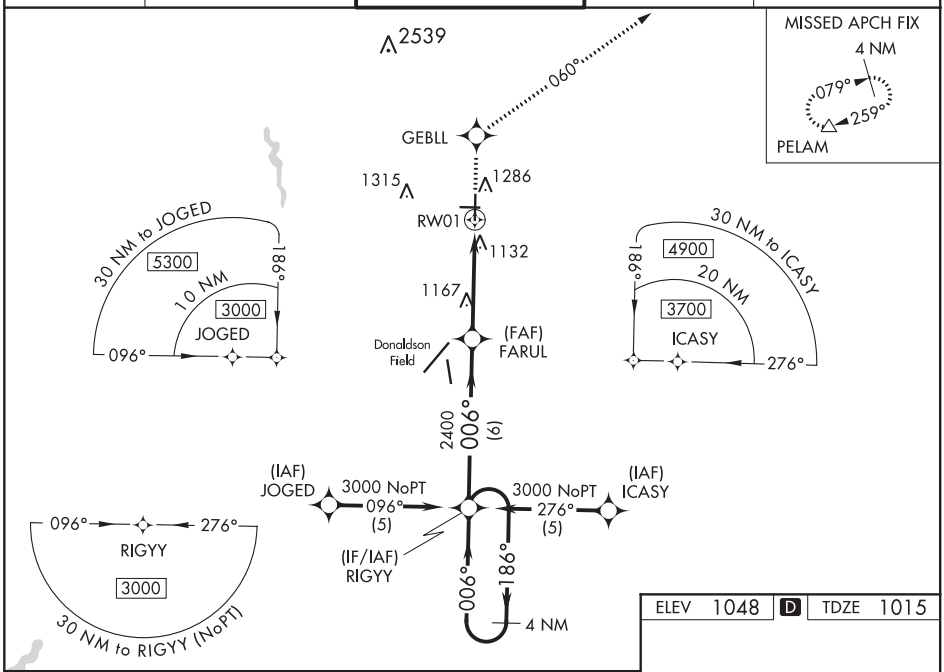
| WAAS CH 53413 W01A | APP CRS 006° | Rwy ldg 5393<br>TDZE 1015<br>Apt Elev 1048 |
|---|---|---|

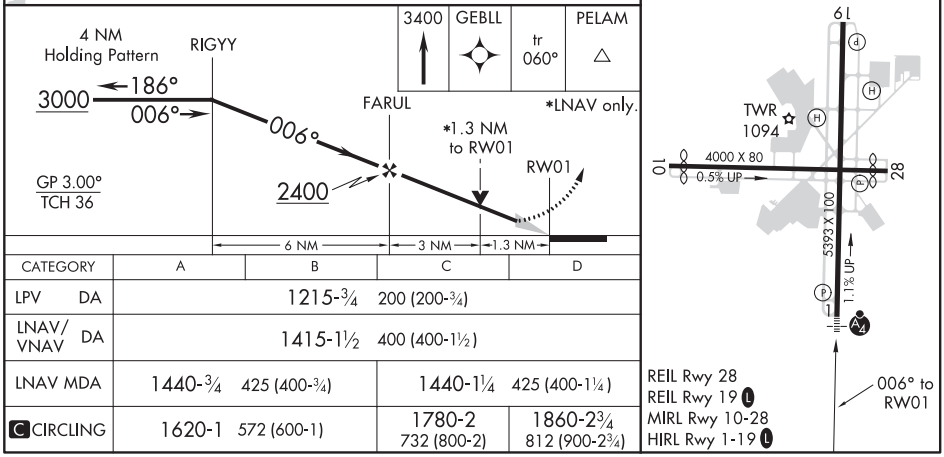
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV and LNAV/VNAV all Cats, LNAV Cat D and Circling Cat C visibility ¼ mile. Inop table does not apply to LNAV/VNAV all Cats and LNAV Cat C.

MALSF

MISSED APPROACH: Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.

| ATIS ★ | GREER APP CON ★ | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1215-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1415-1½ 400 (400-1½) | | | |
| LNAV MDA | 1440-¾ 425 (400-¾) | | 1440-1¼ 425 (400-1¼) | |
| C CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

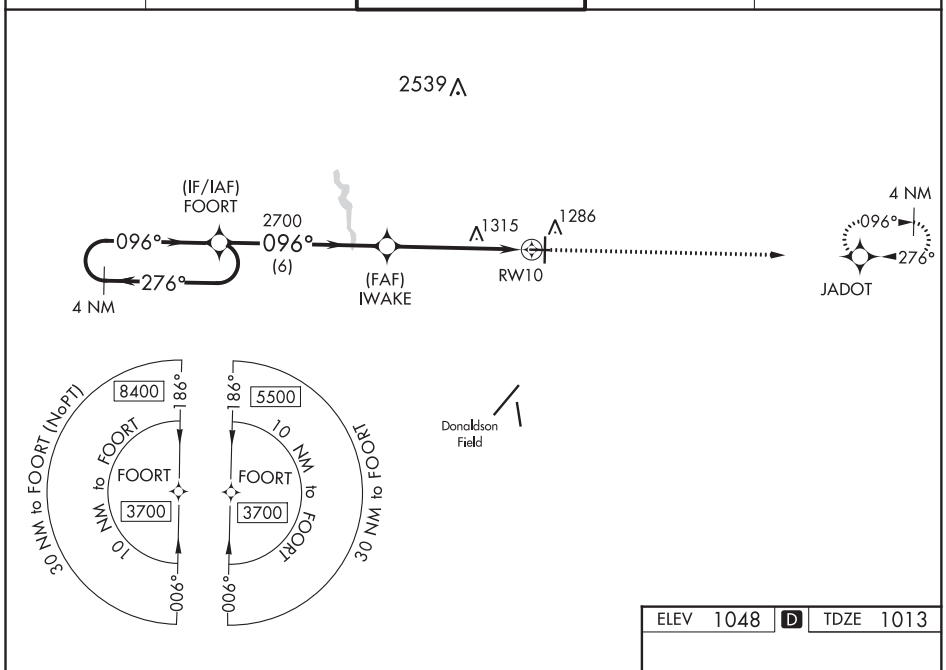
| WAAS CH 49137 W10A | APP CRS 096° | Rwy ldg 3463<br>TDZE 1013<br>Apt Elev 1048 |
|---|---|---|

# RNAV (GPS) RWY 10
## GREENVILLE DOWNTOWN (GMU)

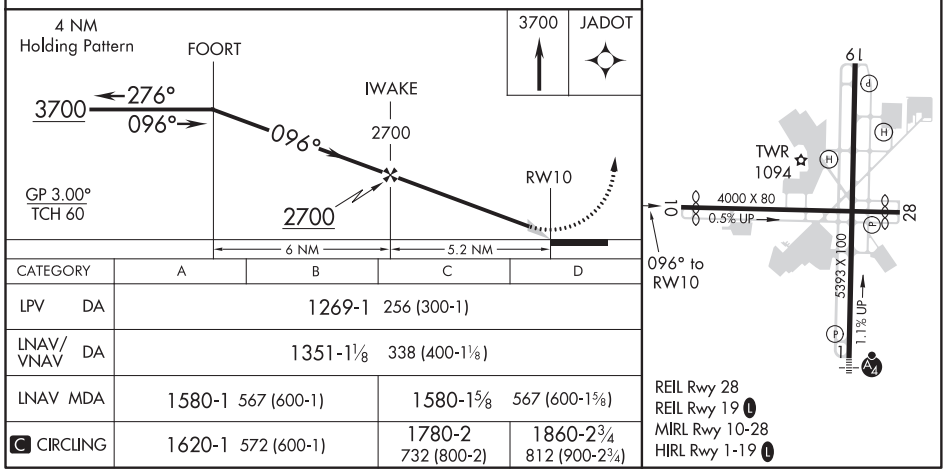
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3700 direct JADOT and hold.

| ATIS ★ | GREER APP CON ★ | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




ELEV 1048 D TDZE 1013




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1269-1 256 (300-1) | | | |
| LNAV/VNAV DA | 1351-1⅛ 338 (400-1⅛) | | | |
| LNAV MDA | 1580-1 567 (600-1) | | 1580-1⅝ 567 (600-1⅝) | |
| C CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

GREENVILLE, SOUTH CAROLINA — AL-180 (FAA) — 20198

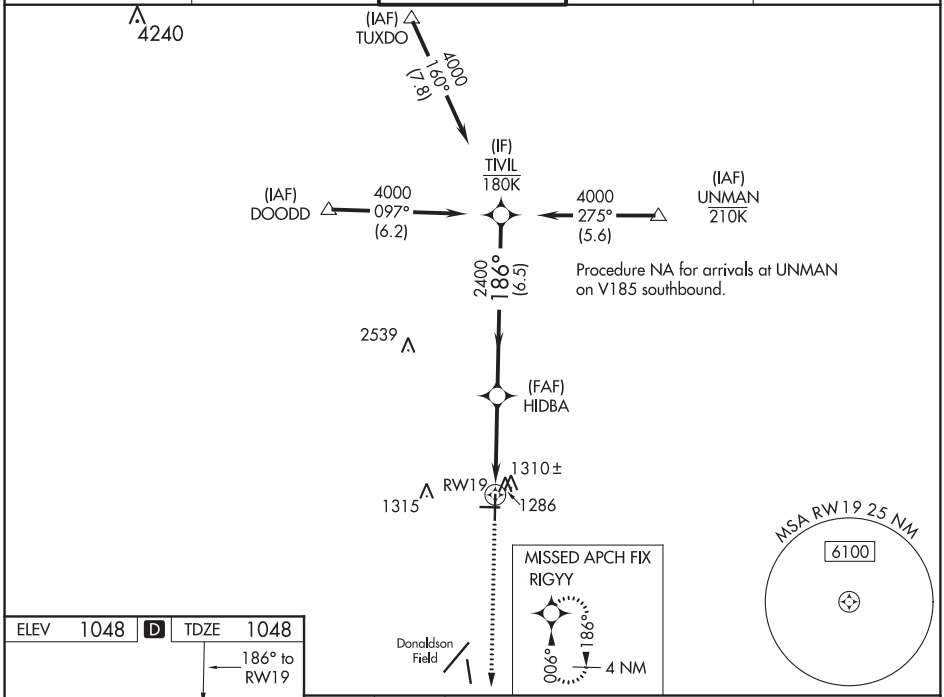
# RNAV (GPS) RWY 19
## GREENVILLE DOWNTOWN (GMU)

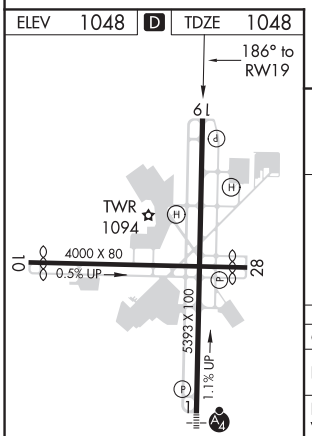
| WAAS CH 93837 W19A | APP CRS 186° | Rwy ldg 5393 TDZE 1048 Apt Elev 1048 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, increase LNAV Cats C/D and Circling Cat C visibility ¼ mile.

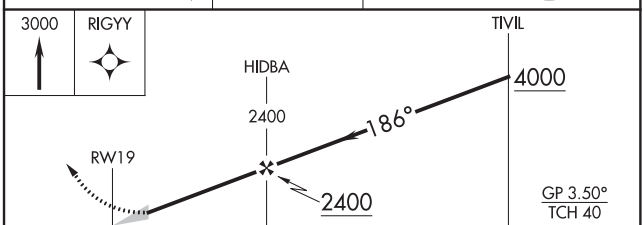
MISSED APPROACH: Climb to 3000 direct RIGYY and hold.

| ATIS ★ | GREER APP CON ★ | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




REIL Rwy 28
REIL Rwy 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1373-1 325 (400-1) | | | NA |
| LNAV/VNAV DA | 1480-1¼ 432 (500-1¼) | | | NA |
| LNAV MDA | 1560-1 512 (600-1) | | 1560-1⅜ 512 (600-1⅜) | |
| C CIRCLING | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |




SE-2, 10 SEP 2020 to 05 NOV 2020

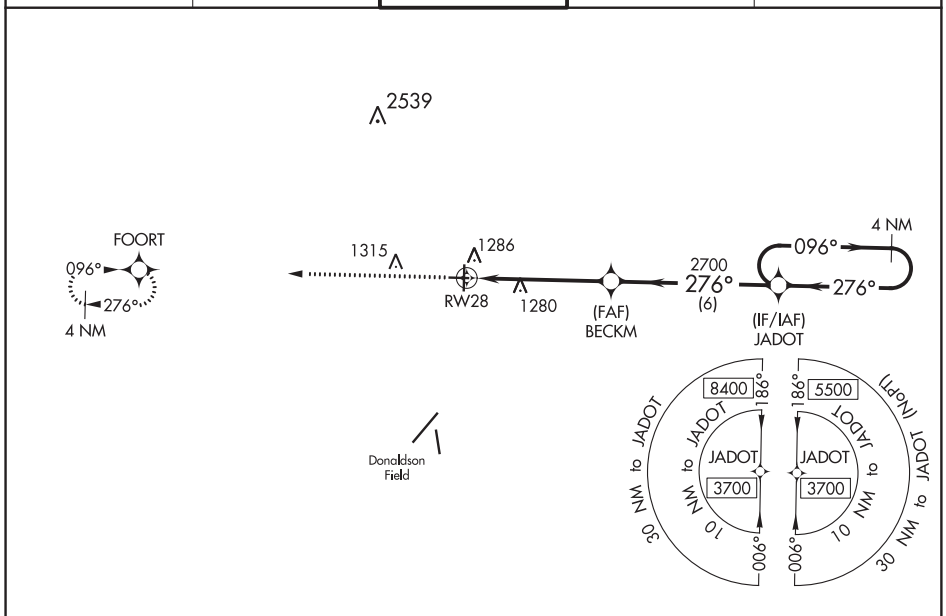
| WAAS CH 87037 W28A | APP CRS 276° | Rwy ldg 3463<br>TDZE 1013<br>Apt Elev 1048 |
|---|---|---|

# RNAV (GPS) RWY 28
## GREENVILLE DOWNTOWN (GMU)

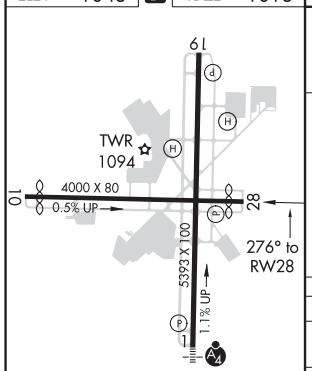
Baro-VNAV NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Helicopter visibility reduction below 1 SM NA. Night landing: Rwy 19 NA.

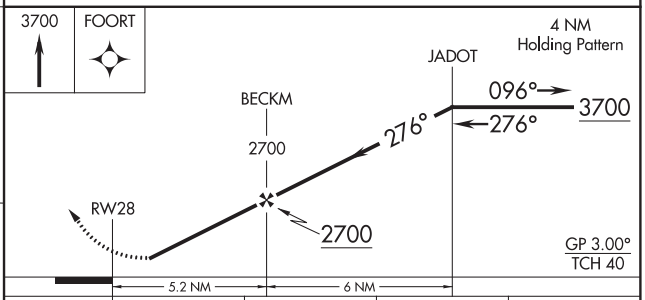
MISSED APPROACH: Climb to 3700 direct FOORT and hold.

| ATIS ★ | GREER APP CON ★ | GREENVILLE TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 127.075 | 118.8 270.275 | 119.9 (CTAF) L 257.7 | 121.25 | 122.95 |




ELEV 1048 D TDZE 1013




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 1263-1 250 (300-1) | | | |
| LNAV/VNAV | DA | 1463-1½ 450 (500-1½) | | | |
| LNAV | MDA | 1540-1 527 (500-1) | | 1540-1½ 527 (500-1½) | |
| C CIRCLING | | 1620-1 572 (600-1) | | 1780-2 732 (800-2) | 1860-2¾ 812 (900-2¾) |

REIL Rwy 28
REIL Rwy 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L

SE-2, 10 SEP 2020 to 05 NOV 2020

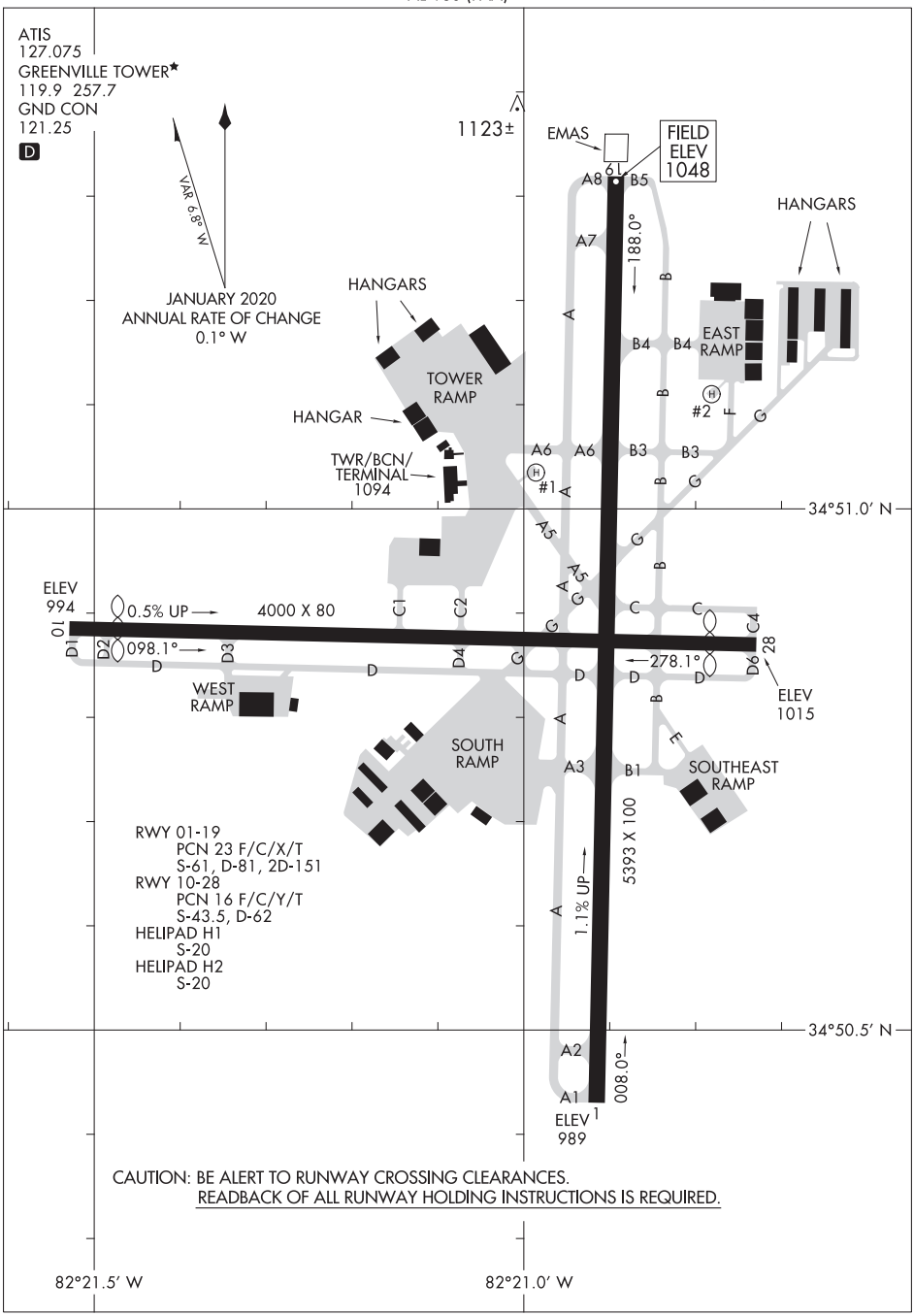
SE-2, 10 SEP 2020 to 05 NOV 2020

20086

# AIRPORT DIAGRAM

AL-180 (FAA)

GREENVILLE DOWNTOWN (GMU)
GREENVILLE, SOUTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
GREENVILLE, SOUTH CAROLINA
GREENVILLE DOWNTOWN (GMU)

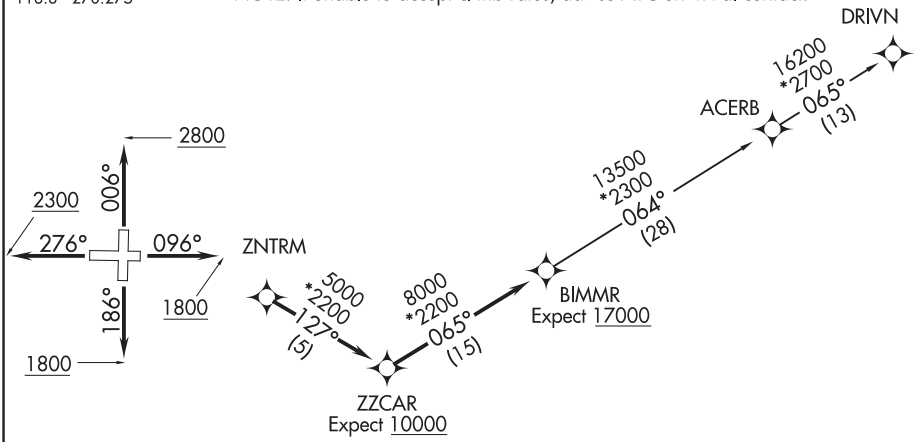
# BIMMR TWO DEPARTURE (RNAV)



ATIS★
127.075
GND CON
121.25
GREENVILLE TOWER ★
119.9 257.7
UNICOM
122.95
GREER DEP CON★
118.8 270.275

**TOP ALTITUDE: 3000**

NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




TAKEOFF MINIMUMS

Rwy 1, 19: Standard.
Rwy 10: 300-1 or standard with minimum climb of 355′ per NM to 1300.
Rwy 28: 300-2½ or standard with minimum climb of 220′ per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to ZNTRM, then on depicted route to BIMMR, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 1: Climb heading 006° to 2800 before turning west or northwest.
TAKEOFF RUNWAY 10: Climb heading 096° to 1800 before turning west or northwest.
TAKEOFF RUNWAY 19: Climb heading 186° to 1800 before turning north.
TAKEOFF RUNWAY 28: Climb heading 276° to 2300 before turning north or northwest.

ACERB TRANSITION (BIMMR2.ACERB)

DRIVN TRANSITION (BIMMR2.DRIVN)

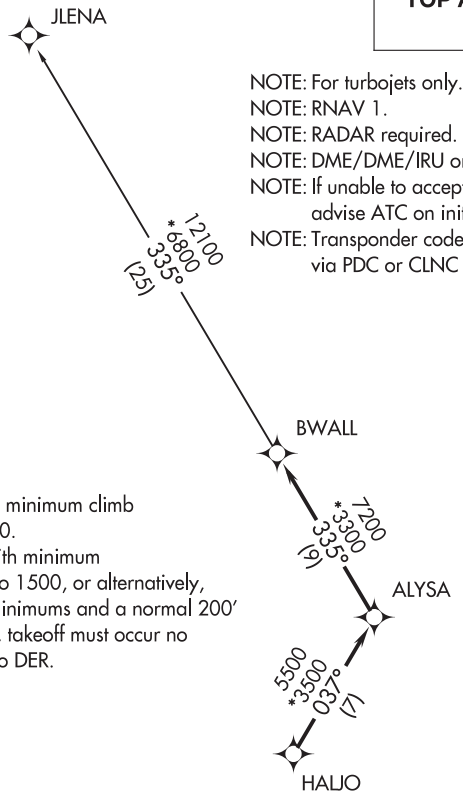
# BWALL TWO DEPARTURE (RNAV)

GREENVILLE DOWNTOWN(GMU)
GREENVILLE, SOUTH CAROLINA

ATIS★
127.075
GND CON
121.25
GREENVILLE TOWER ★
119.9 257.7
UNICOM
122.95
GREER DEP CON★
118.8 270.275

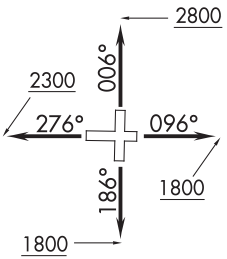
**TOP ALTITUDE: 3000**

NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.




TAKEOFF MINIMUMS

Rwy 1, 19: Standard.
Rwy 10: 300-1 or standard with minimum climb of 355′ per NM to 1300.
Rwy 28: 300-2½ or standard with minimum climb of 220′ per NM to 1500, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1900′ prior to DER.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RWYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RWY 1: Climb heading 006° to 2800 before turning west or northwest.
TAKEOFF RWY 10: Climb heading 096° to 1800 before turning west or northwest.
TAKEOFF RWY 19: Climb heading 186° to 1800 before turning north.
TAKEOFF RWY 28: Climb heading 276° to 2300 before turning north or northwest.

JLENA TRANSITION (BWALL2.JLENA)

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

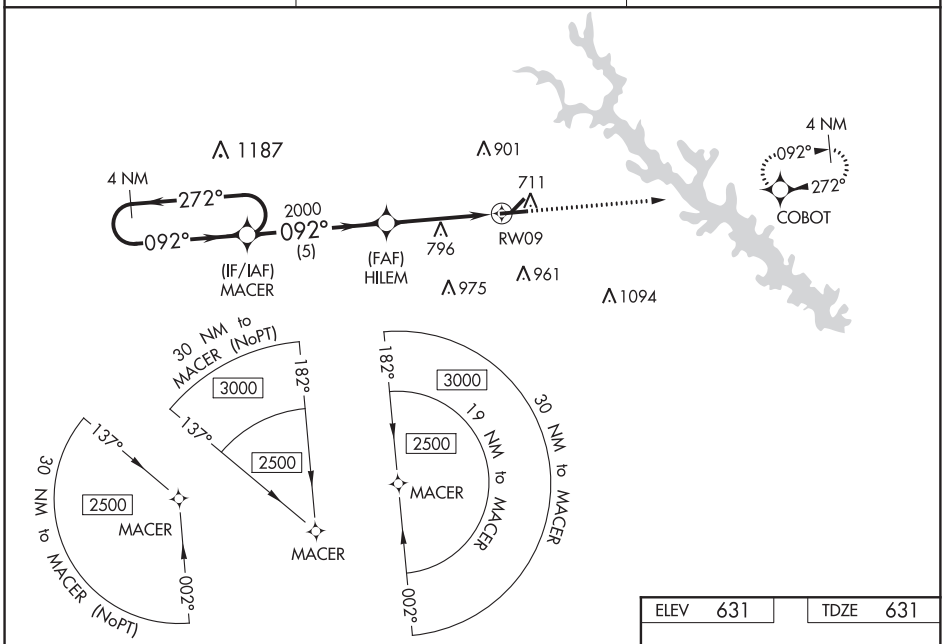
| WAAS CH 78239 W09A | APP CRS 092° | Rwy ldg 5001<br>TDZE 631<br>Apt Elev 631 |
|---|---|---|

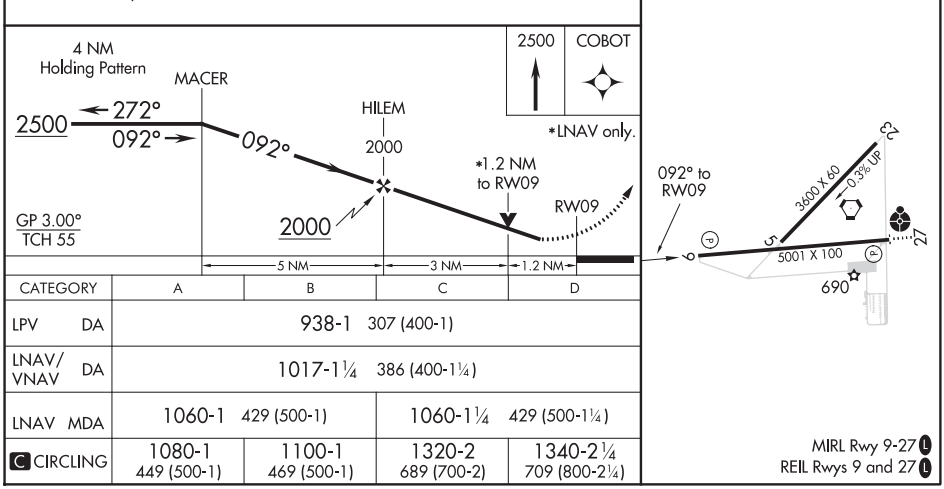
# RNAV (GPS) RWY 9
## GREENWOOD COUNTY (GRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. When local altimeter setting not received, use Laurens altimeter setting and increase LPV DA to 991 feet and visibility ⅛ SM all Cats, LNAV/VNAV DA to 1070 feet and visibility ¼ SM all Cats, increase all MDA 60 feet, and LNAV Cat C/D visibility ⅛ SM and Circling Cat C/D visibility ¼ SM. Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct COBOT and hold.

| ASOS | GREER APP CON★ | UNICOM |
|---|---|---|
| 121.125 | 120.6 350.2 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 938-1 307 (400-1) | | | |
| LNAV/VNAV DA | 1017-1¼ 386 (400-1¼) | | | |
| LNAV MDA | 1060-1 429 (500-1) | | 1060-1¼ 429 (500-1¼) | |
| C CIRCLING | 1080-1 449 (500-1) | 1100-1 469 (500-1) | 1320-2 689 (700-2) | 1340-2¼ 709 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GREENWOOD, SOUTH CAROLINA

19283

| WAAS CH 82539 W27A | APP CRS 272° | Rwy ldg 5001<br>TDZE 629<br>Apt Elev 631 | AL-183 (FAA) |
|---|---|---|---|

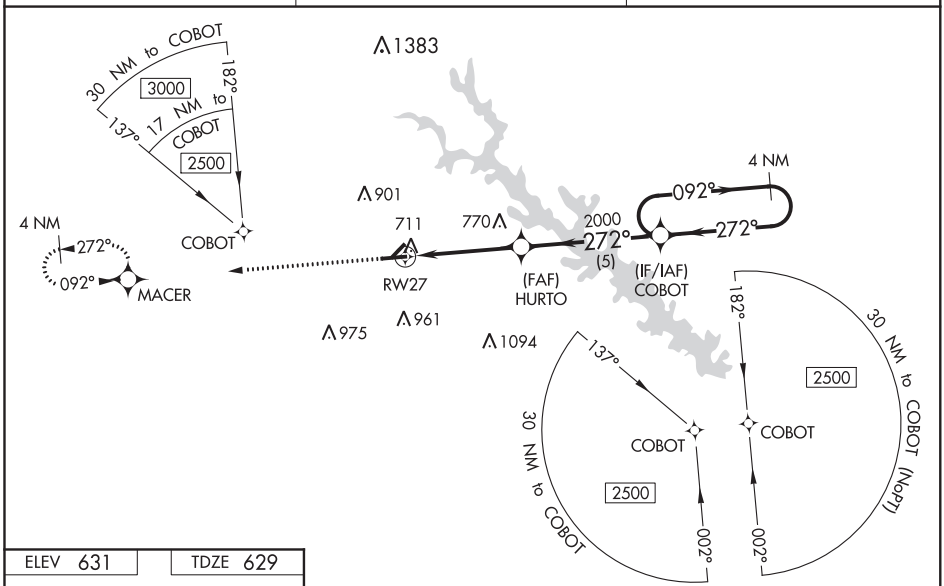
# RNAV (GPS) RWY 27
## GREENWOOD COUNTY (GRD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Laurens altimeter setting. DME/DME RNP-0.3 NA. Circling Rwy 5, 23 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Laurens altimeter setting: increase LPV DA to 932 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 936 feet and all visibilities ⅛ SM; increase all MDA 60 feet and LNAV visibility Cats C and D ⅛ SM and Circling visibility Cats C and D ¼ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV all Cats visibility to 1 SM. For inop ALS when using Laurens altimeter setting, increase LPV and LNAV/VNAV all Cats and LNAV Cats A and B visibility to 1 SM and LNAV Cats C and D visibility to 1⅛ SM.

ODALS

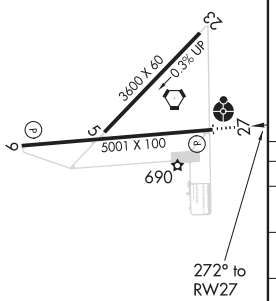
MISSED APPROACH: Climb to 2500 direct MACER and hold.

| ASOS | GREER APP CON ★ | UNICOM |
|---|---|---|
| 121.125 | 120.6 350.2 | 122.975 (CTAF) L |

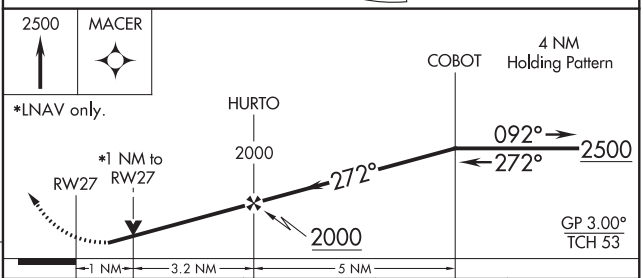



SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 631 | TDZE 629




MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 879- ¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 883- ¾ 254 (300-¾) | | | |
| LNAV MDA | 980- ¾ 351 (400-¾) | | 980- ⅞ 351 (400-⅞) | |
| C CIRCLING | 1080-1 449 (500-1) | 1100-1 469 (500-1) | 1320-2 689 (700-2) | 1340-2¼ 709 (800-2¼) |

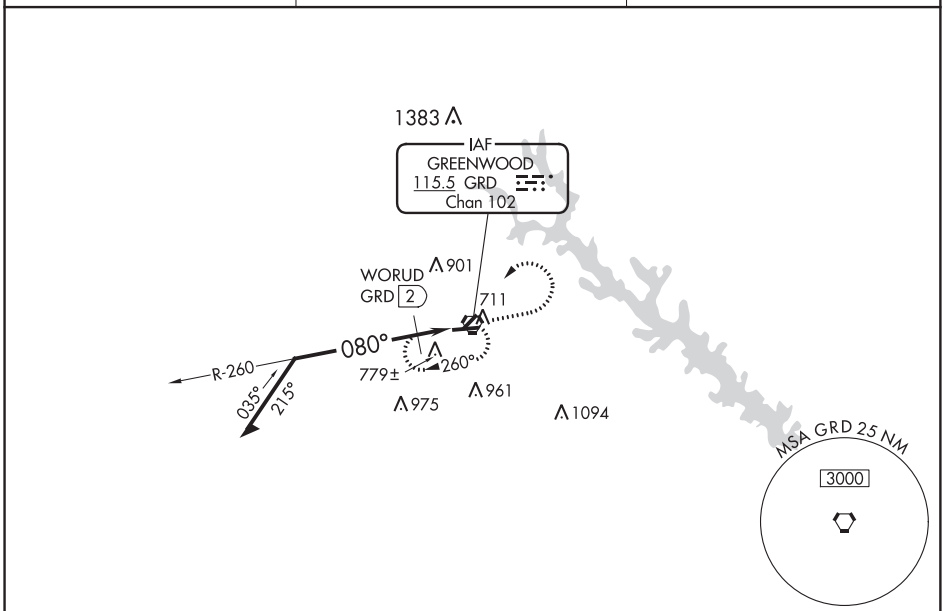
| VORTAC GRD | APP CRS | Rwy ldg 5001 |
|---|---|---|
| 115.5 | 080° | TDZE 631 |
| Chan 102 | | Apt Elev 631 |

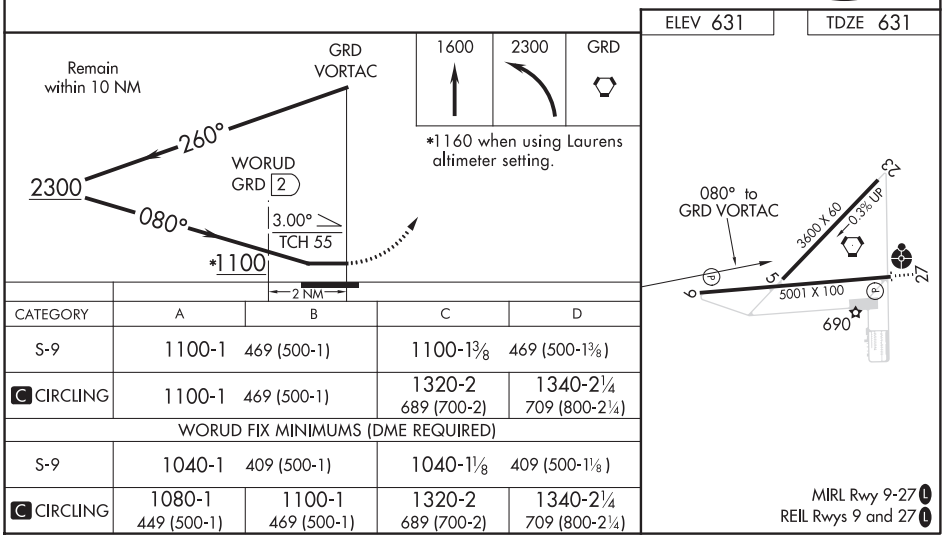
# VOR RWY 9
## GREENWOOD COUNTY (GRD)

T A Circling Rwy 5, 23 NA at night. When local altimeter setting not received, use Laurens altimeter setting: increase all MDA 60 feet and Cats C and D visibility ¼ SM. Rwy 9 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1600 then climbing left turn to 2300 direct GRD VORTAC and hold.

| ASOS | GREER APP CON ★ | UNICOM |
|---|---|---|
| 121.125 | 120.6 350.2 | 122.975 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-9 | 1100-1 469 (500-1) | | 1100-1⅜ 469 (500-1⅜) | |
| C CIRCLING | 1100-1 469 (500-1) | | 1320-2 689 (700-2) | 1340-2¼ 709 (800-2¼) |
| WORUD FIX MINIMUMS (DME REQUIRED) | | | | |
| S-9 | 1040-1 409 (500-1) | | 1040-1⅛ 409 (500-1⅛) | |
| C CIRCLING | 1080-1 449 (500-1) | 1100-1 469 (500-1) | 1320-2 689 (700-2) | 1340-2¼ 709 (800-2¼) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

GREER, SOUTH CAROLINA

AL-5124 (FAA)

20142

# ILS or LOC RWY 4

## GREENVILLE SPARTANBURG INTL (GSP)

| LOC/DME I-GSP | APP CRS | Rwy ldg | 11001 |
|---|---|---|---|
| 109.3 | 038° | TDZE | 947 |
| Chan 30 | | Apt Elev | 964 |

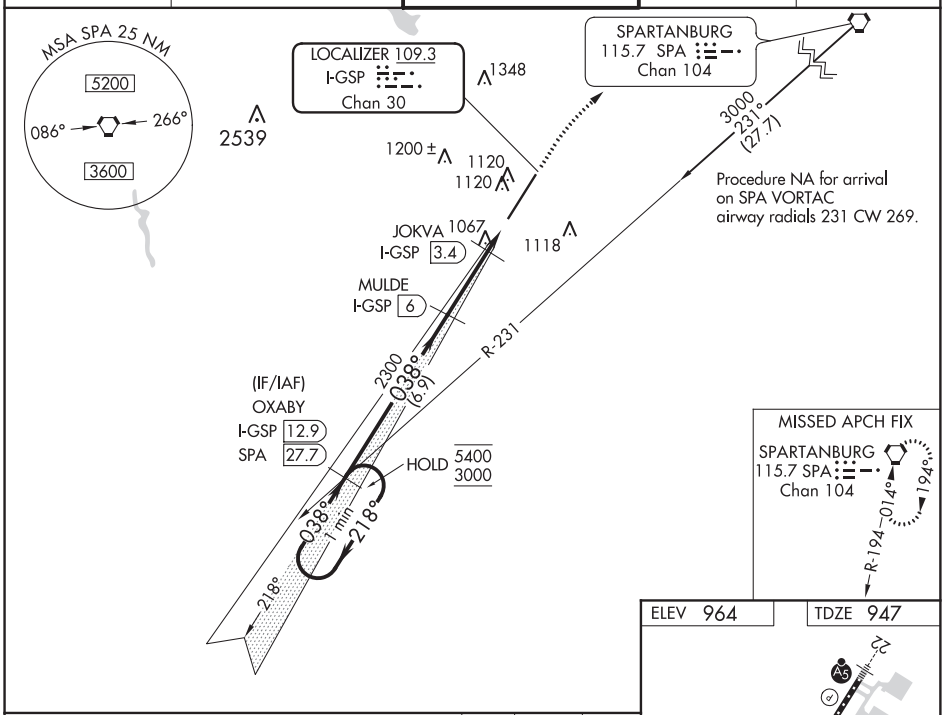
DME required.

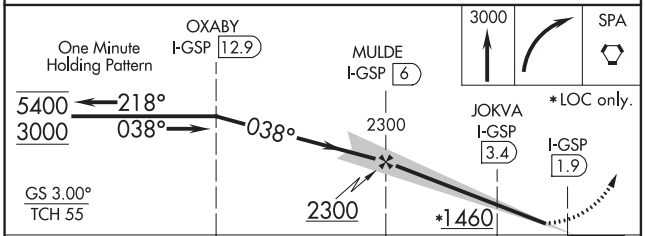
For inop ALS, increase S-LOC 4 Cats C and D visibility to RVR 5500. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1176 feet; increase all MDAs 40 feet and visibility S-LOC 4 Cat C/D to RVR 4000 and Circling Cat D ¼ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase S-LOC 4 Cats C/D visibility to RVR 6000.

ALSF-2

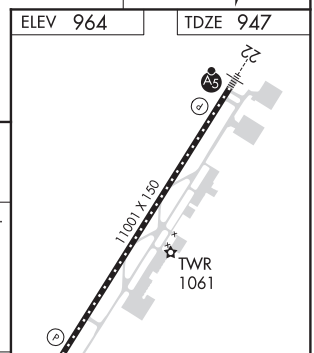
MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

| ATIS | GREER APP CON ★ | GREER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1(CTAF)(L) 251.15 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 1147/18 200 (200-½) | | | |
| S-LOC 4 | 1320/24 373 (400-½) | | 1320/35 373 (400-⅝) | |
| (C) CIRCLING | 1440-1 476 (500-1) | | 1480-1½ 516 (600-1½) | 1700-2¼ 736 (800-2¼) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC I-LMJ | APP CRS | Rwy ldg | 11001 |
|---|---|---|---|
| 110.7 | 218° | TDZE | 964 |
| | | Apt Elev | 964 |

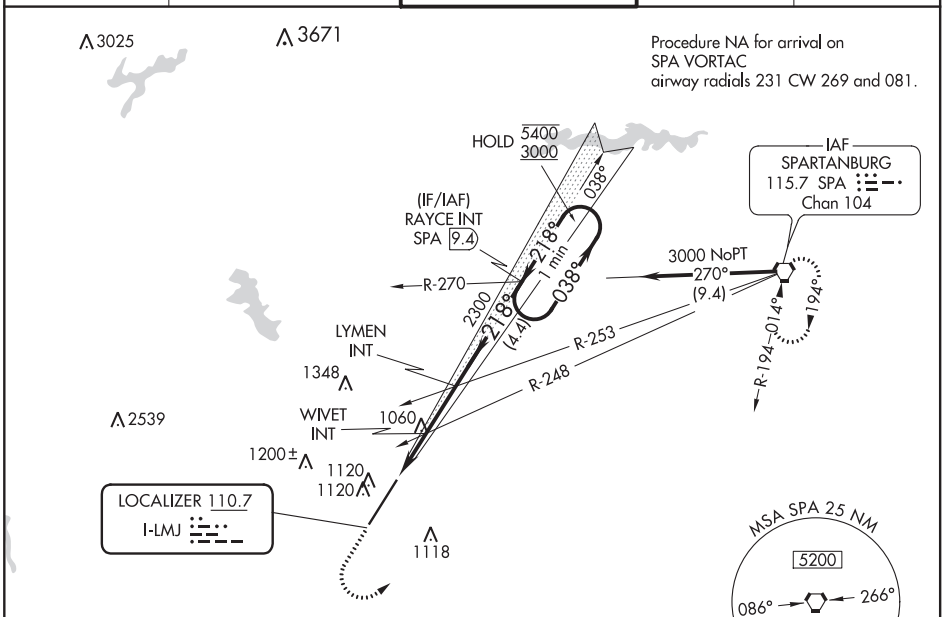
# ILS or LOC RWY 22
## GREENVILLE SPARTANBURG INTL (GSP)

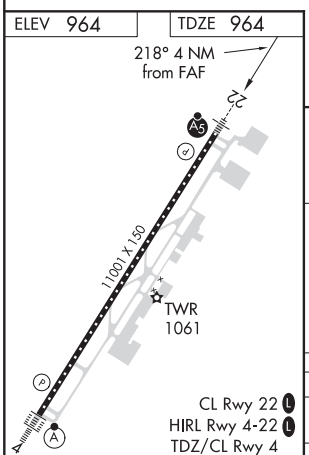
When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1193; increase all MDAs 40 feet and visibility S-LOC 22 Cats C and D to RVR 3500 and Circling Cat D ¼ SM. For inop ALS, increase S-LOC 22 Cat C/D visibility to RVR 5500.

MALSR

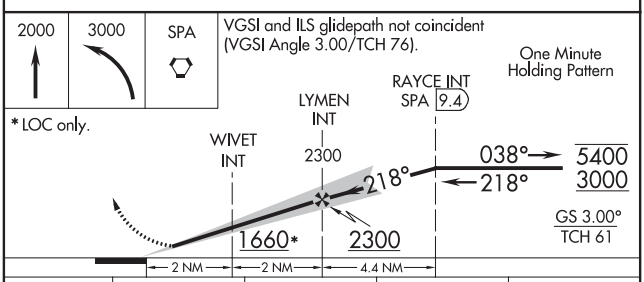
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SPA VORTAC and hold.

| ATIS | GREER APP CON ★ | GREER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1(CTAF) L 251.15 | 121.9 | 122.95 |




| FAF to MAP 4 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 22 | 1164/24 200 (200-½) | | | |
| S-LOC 22 | 1320/24 356 (400-½) | | 1320/30 356 (400-⅝) | |
| C CIRCLING | 1440-1 476 (500-1) | | 1480-1½ 516 (600-1½) | 1700-2¼ 736 (800-2¼) |


SE-2, 10 SEP 2020 to 05 NOV 2020

GREER, SOUTH CAROLINA

AL-5124 (FAA)

20142

# ILS RWY 4 (SA CAT I)

## GREENVILLE SPARTANBURG INTL (GSP)

| LOC/DME I-GSP | APP CRS | Rwy ldg 11001 |
|---|---|---|
| 109.3 | 038° | TDZE 947 |
| Chan 30 | | Apt Elev 964 |

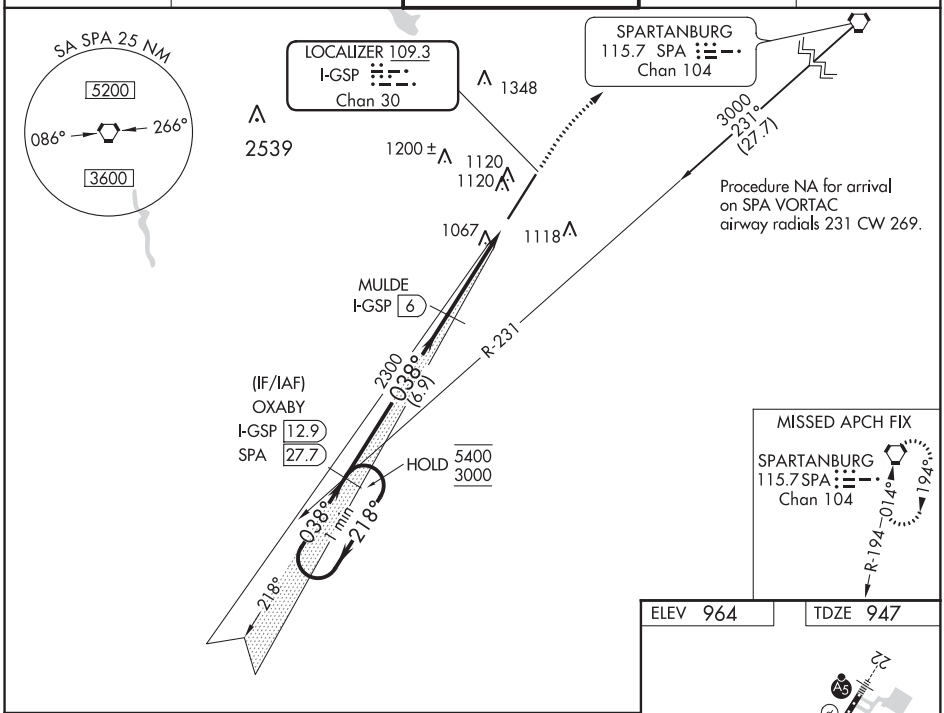
DME required.

Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. Procedure NA when control tower closed.

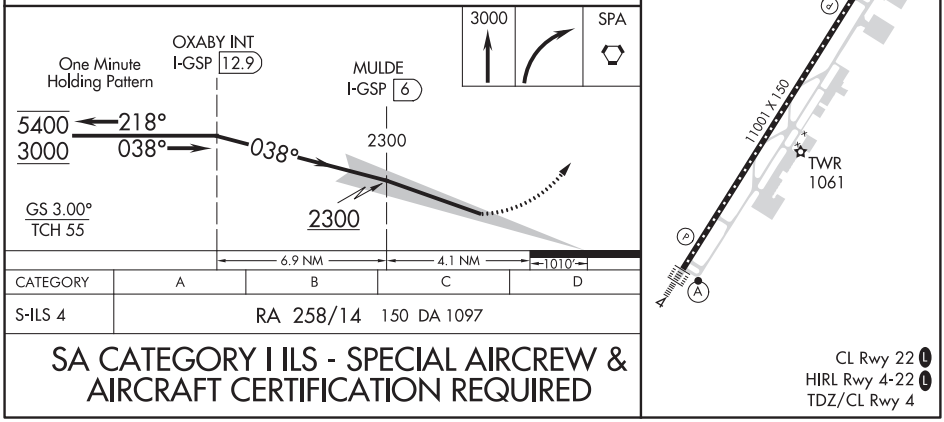
ALSF-2

MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

| ATIS | GREER APP CON ★ | GREER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1(CTAF)(L) 251.15 | 121.9 | 122.95 |




| ELEV 964 | TDZE 947 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | RA 258/14 150 DA 1097 | | | |

**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

CL Rwy 22 (L)
HIRL Rwy 4-22 (L)
TDZ/CL Rwy 4

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 4 (CAT II & III)
## GREENVILLE SPARTANBURG INTL (GSP)

| LOC/DME I-GSP | APP CRS | Rwy ldg | 11001 |
|---|---|---|---|
| 109.3 | 038° | TDZE | 947 |
| Chan 30 | | Apt Elev | 964 |

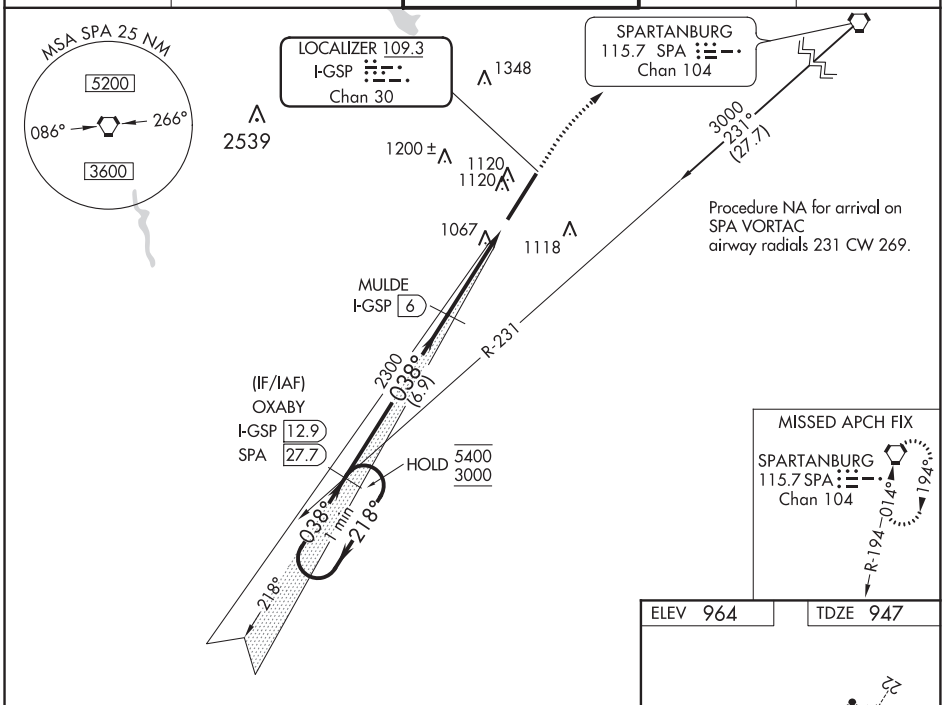
DME required.

CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown. Procedure NA when control tower closed.

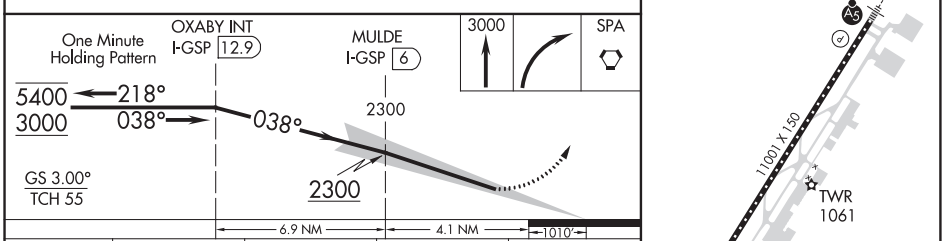
ALSF-2

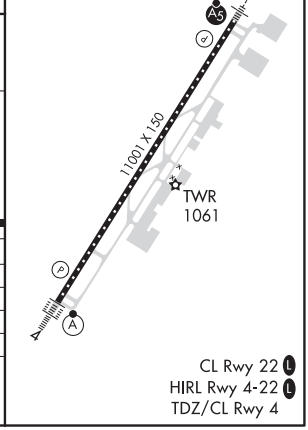
MISSED APPROACH: Climb to 3000 then right turn direct SPA VORTAC and hold.

| ATIS | GREER APP CON ★ | GREER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1 (CTAF) L 251.15 | 121.9 | 122.95 |




ELEV 964 | TDZE 947




CL Rwy 22 L
HIRL Rwy 4-22 L
TDZ/CL Rwy 4

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | CAT II RA 142/12 | 100 DA 1047 | | |
| S-ILS 4 | CAT IIIa | RVR 07 | | |
| S-ILS 4 | CAT IIIb | RVR 06 | | |
| S-ILS 4 | CAT IIIc | NA | | |

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

GREER, SOUTH CAROLINA

AL-5124 (FAA)

20142

# RNAV (GPS) RWY 4
## GREENVILLE SPARTANBURG INTL (GSP)

| WAAS CH 78103 W04A | APP CRS 038° | Rwy ldg 11001<br>TDZE 947<br>Apt Elev 964 |
|---|---|---|

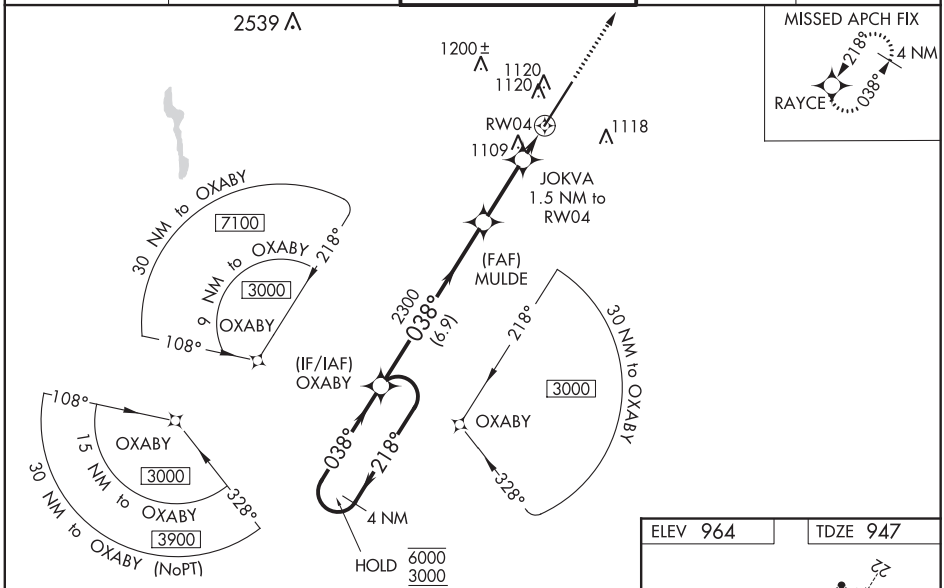
RNP APCH.

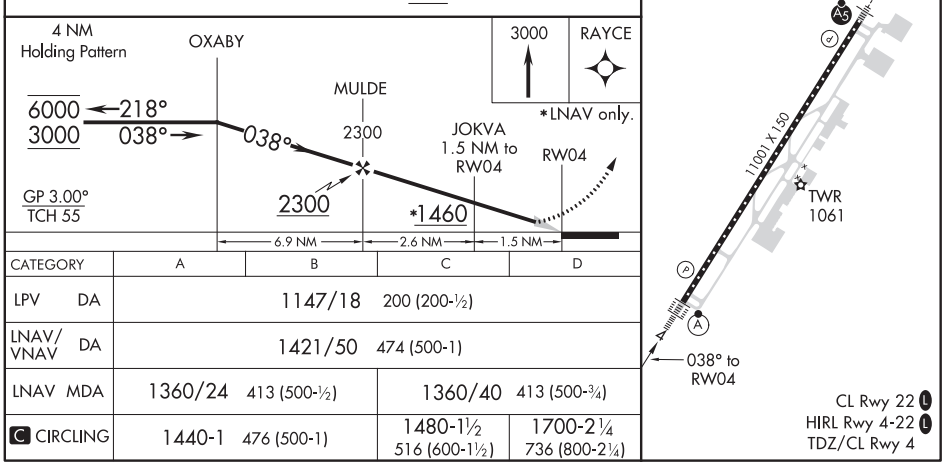
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below 10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and increase LNAV Cat C/D visibility to RVR 6000. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase LPV DA to 1176 feet and LNAV/VNAV DA to 1450 feet and all Cats visibility to RVR 5500; increase all MDAs 40 feet and visibility LNAV Cats C and D to RVR 4500 and Circling Cat D visibility ¼ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase LNAV/VNAV all Cats visibility to 1⅜ SM. Baro-VNAV NA when using Greenville Downtown altimeter setting.

ALSF-2

MISSED APPROACH: Climb to 3000 direct RAYCE and hold.

| ATIS | GREER APP CON★ | GREER TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1(CTAF)L 251.15 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1147/18 200 (200-½) | | | |
| LNAV/VNAV DA | 1421/50 474 (500-1) | | | |
| LNAV MDA | 1360/24 413 (500-½) | | 1360/40 413 (500-¾) | |
| C CIRCLING | 1440-1 476 (500-1) | | 1480-1½ 516 (600-1½) | 1700-2¼ 736 (800-2¼) |



SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 22
## GREENVILLE SPARTANBURG INTL (GSP)

| WAAS CH 99602 W22A | APP CRS 218° | Rwy ldg 11001<br>TDZE 964<br>Apt Elev 964 |
|---|---|---|

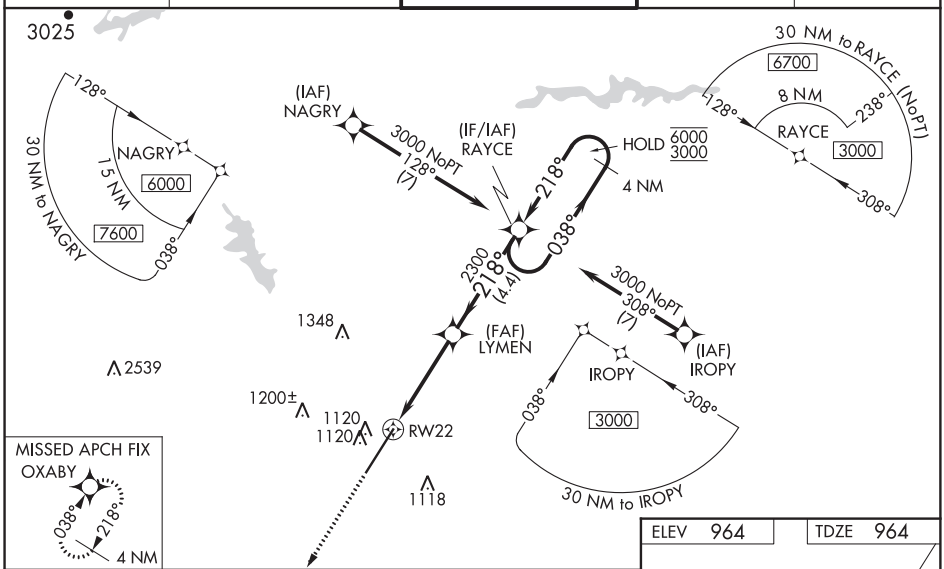
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500. When local altimeter setting not received, use Greenville downtown altimeter setting: increase LPV DA to 1193 feet; increase LNAV/VNAV DA to 1267 feet; increase all MDA 40 feet and LNAV Cat C/D visibility to RVR 4000; increase Circling Cat D visibility to 2½ SM. For inop ALS, when using Greenville downtown altimeter setting, increase LNAV/VNAV all Cats visibility to RVR 4500. VDP and Baro-VNAV NA when using Greenville downtown altimeter setting.

MALSR

MISSED APPROACH: Climb to 3000 direct OXABY and hold.

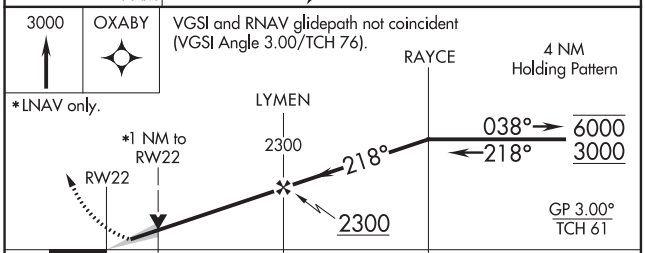
| ATIS | GREER APP CON ★ | GREER TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 134.25 | 118.8 270.275 | 120.1 (CTAF) (L) 251.15 | 121.9 | 122.95 |




3000 | OXABY

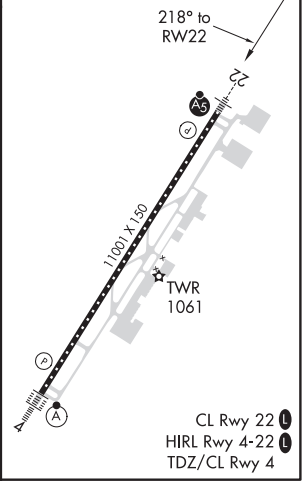
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1164/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1238/24 274 (300-½) | | | |
| LNAV MDA | 1360/24 396 (400-½) | | 1360/35 396 (400-⅝) | |
| C CIRCLING | 1440-1 476 (500-1) | | 1480-1½ 516 (600-1½) | 1700-2¼ 736 (800-2¼) |

ELEV 964 | TDZE 964




SE-2, 10 SEP 2020 to 05 NOV 2020

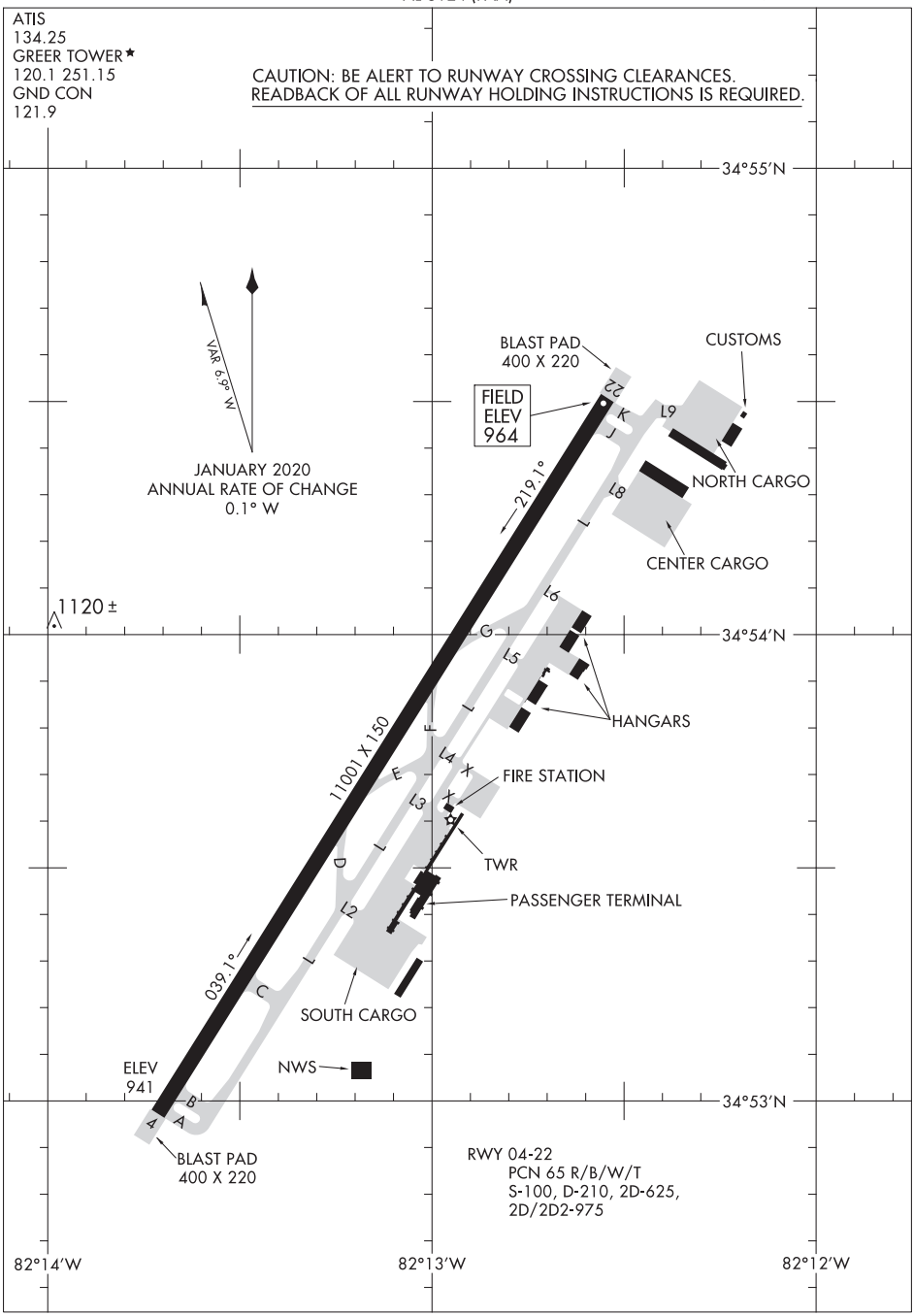
SE-2, 10 SEP 2020 to 05 NOV 2020

20142

# AIRPORT DIAGRAM

AL-5124 (FAA)

GREENVILLE SPARTANBURG INTL (GSP)
GREER, SOUTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20142
GREER, SOUTH CAROLINA
GREENVILLE SPARTANBURG INTL (GSP)

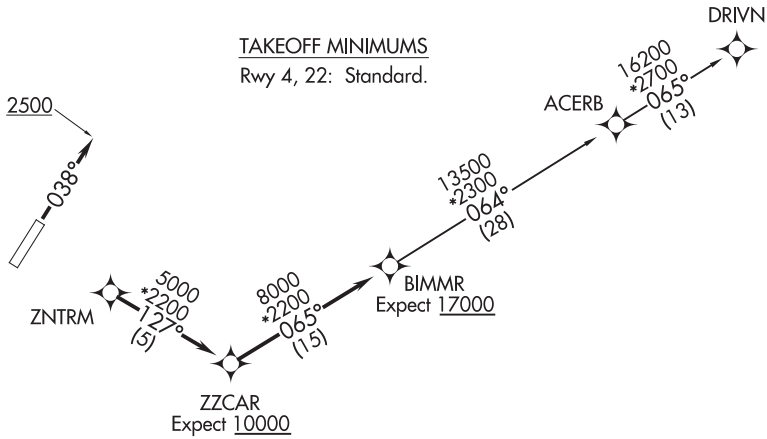
# BIMMR TWO DEPARTURE (RNAV)



ATIS
134.25
GND CON
121.9
GREER TOWER★
120.1 251.15
UNICOM
122.95
GREER DEP CON★
119.4 350.2

**TOP ALTITUDE: 5000**

TAKEOFF MINIMUMS
Rwy 4, 22: Standard.




NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to ZNTRM, then on depicted route to BIMMR, thence. . . .

. . . .on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 4: Climb heading 038° to 2500 before turning west or northwest.

ACERB TRANSITION (BIMMR2.ACERB)

DRIVN TRANSITION (BIMMR2.DRIVN)




SE-2, 10 SEP 2020 to 05 NOV 2020

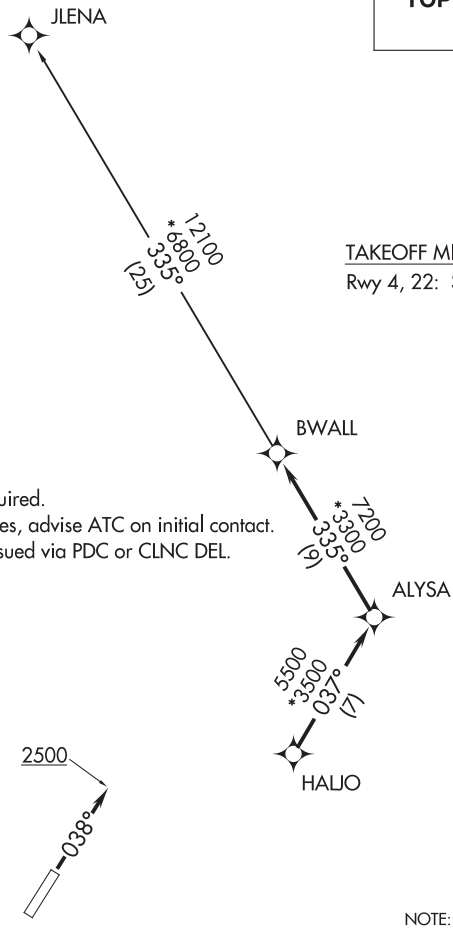
(BWALL2.BWALL) 19339 AL-5124 (FAA)

# BWALL TWO DEPARTURE (RNAV)

GREENVILLE SPARTANBURG INTL (GSP)
GREER, SOUTH CAROLINA

ATIS
134.25
GND CON
121.9
GREER TOWER★
120.1 251.15
UNICOM
122.95
GREER DEP CON★
119.4 350.2

**TOP ALTITUDE: 5000**




TAKEOFF MINIMUMS
Rwy 4, 22: Standard.

NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

NOTE: Chart not to scale.

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

TAKEOFF RUNWAY 4: Climb heading 038° to 2500 before turning left.

JLENA TRANSITION (BWALL2.JLENA)

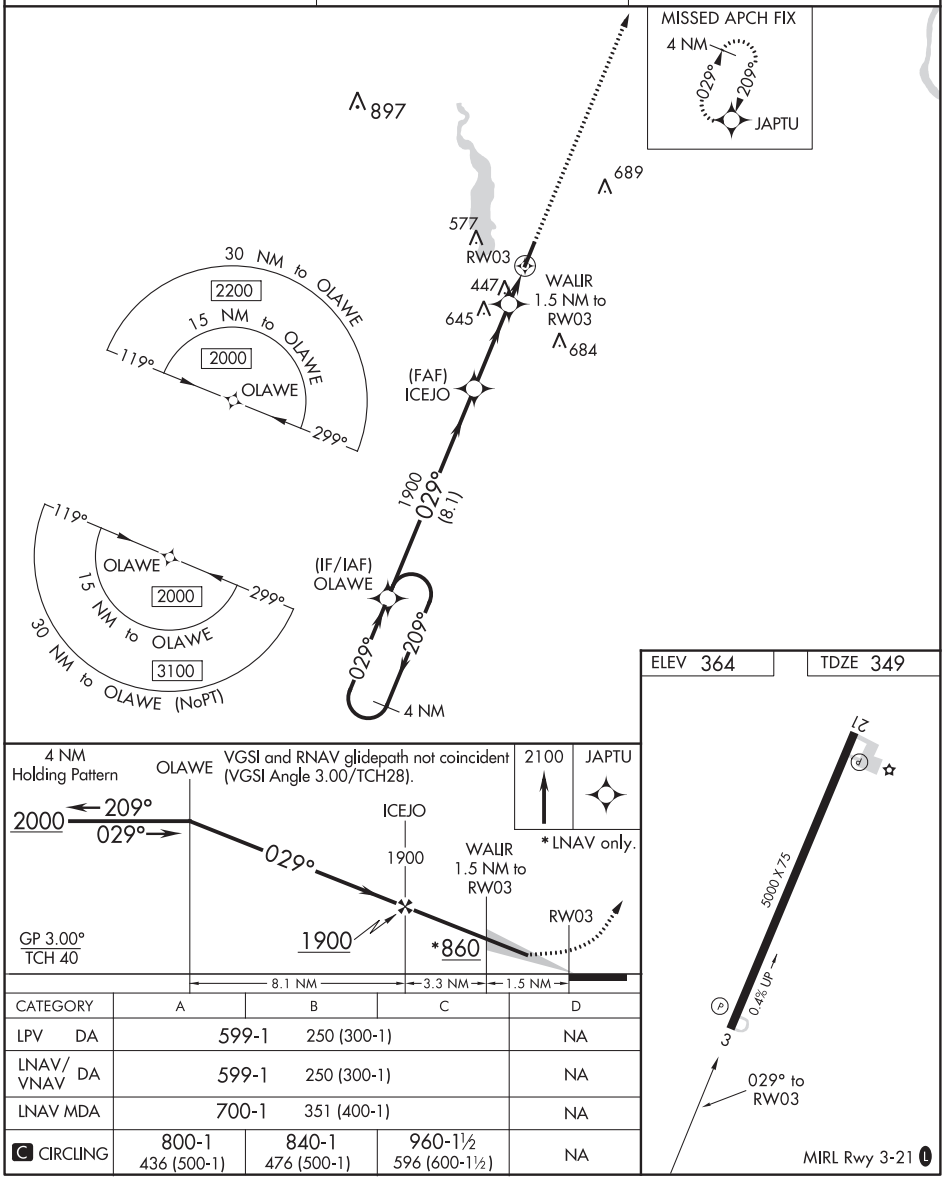
# RNAV (GPS) RWY 3
## HARTSVILLE RGNL (HVS)

| WAAS CH 87140 W03A | APP CRS 029° | Rwy ldg 5000 | TDZE 349 | Apt Elev 364 |
|---|---|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (15°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct JAPTU and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.225 | 125.4 318.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 599-1 | 250 (300-1) | | NA |
| LNAV/VNAV DA | 599-1 | 250 (300-1) | | NA |
| LNAV MDA | 700-1 | 351 (400-1) | | NA |
| C CIRCLING | 800-1 436 (500-1) | 840-1 476 (500-1) | 960-1½ 596 (600-1½) | NA |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

HARTSVILLE, SOUTH CAROLINA

AL-5739 (FAA)

20198

# RNAV (GPS) RWY 21

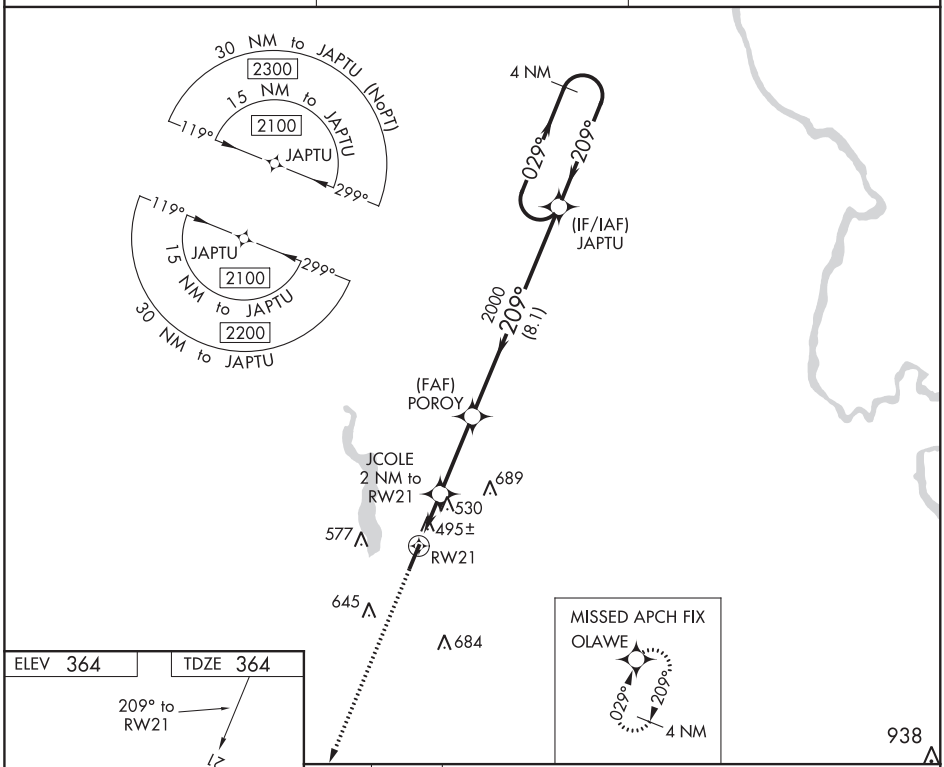
HARTSVILLE RGNL (HVS)

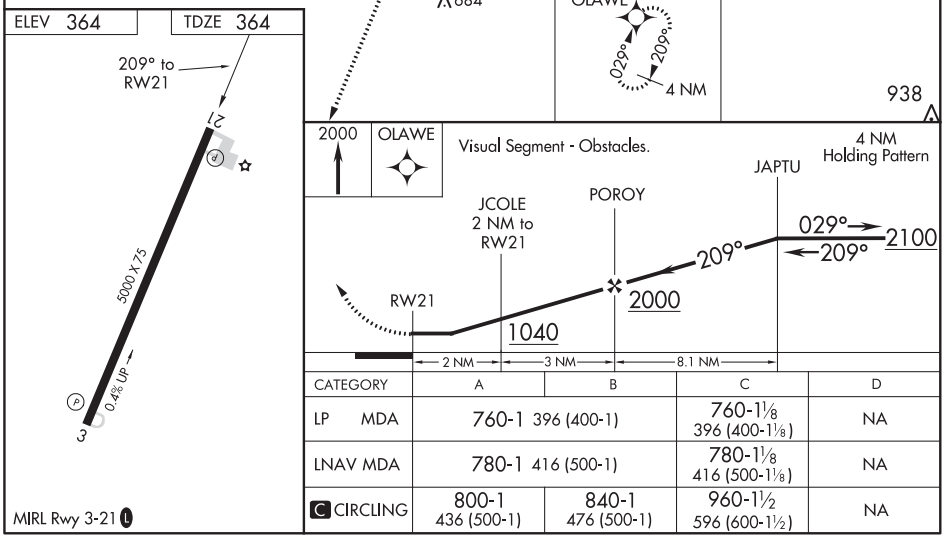
| WAAS CH 69640 W21A | APP CRS 209° | Rwy ldg 5000<br>TDZE 364<br>Apt Elev 364 |
|---|---|---|

Rwy 21 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct OLAWE and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.225 | 125.4 381.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 760-1 396 (400-1) | | 760-1⅛ 396 (400-1⅛) | NA |
| LNAV MDA | 780-1 416 (500-1) | | 780-1⅛ 416 (500-1⅛) | NA |
| C CIRCLING | 800-1 436 (500-1) | 840-1 476 (500-1) | 960-1½ 596 (600-1½) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| VOR/DME CTF 108.2 Chan 19 | APP CRS 155° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 364 |
|---|---|---|

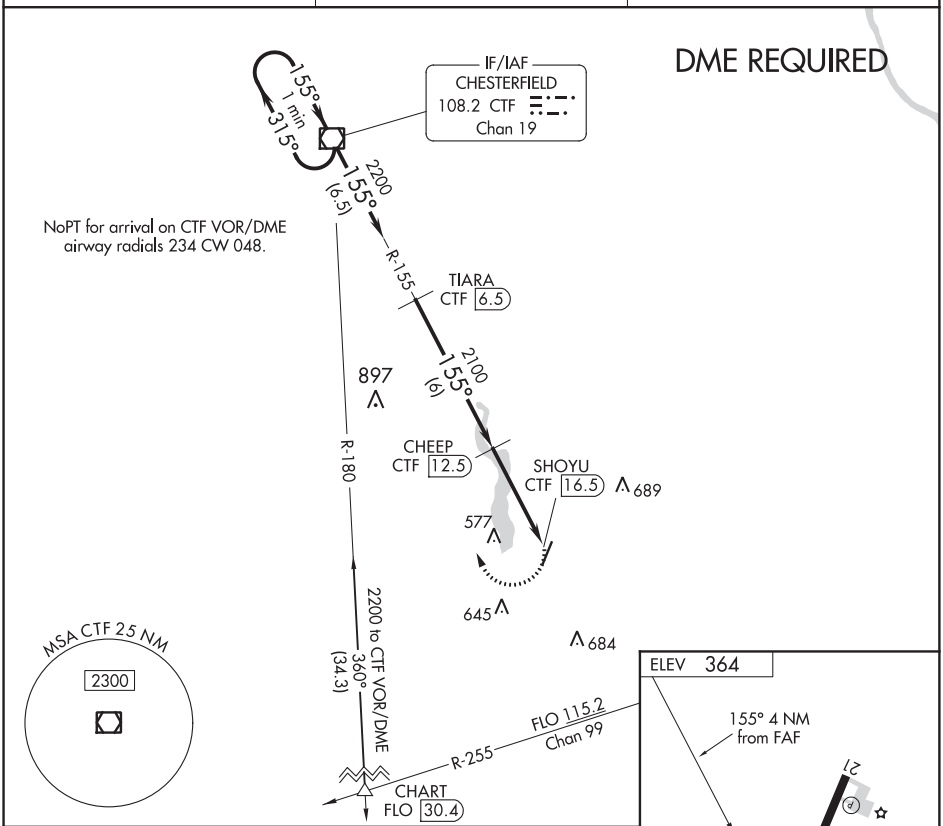
# VOR-A

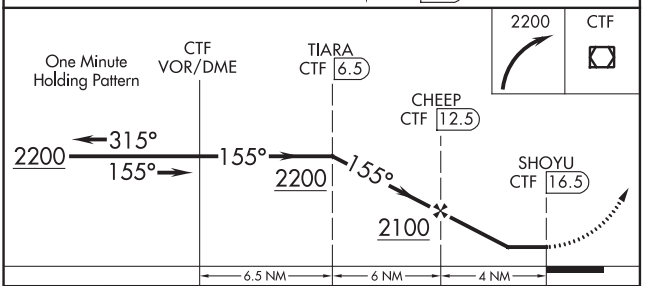
## HARTSVILLE RGNL (HVS)

DME required.

MISSED APPROACH: Climbing right turn to 2200 direct CTF VOR/DME and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.225 | 125.4 318.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 860-1 496 (500-1) | | 960-1½ 596 (600-1½) | NA |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

HATTERAS, NORTH CAROLINA

AL-6362 (FAA)

20086

# RNAV (GPS) RWY 7
## BILLY MITCHELL (HSE)

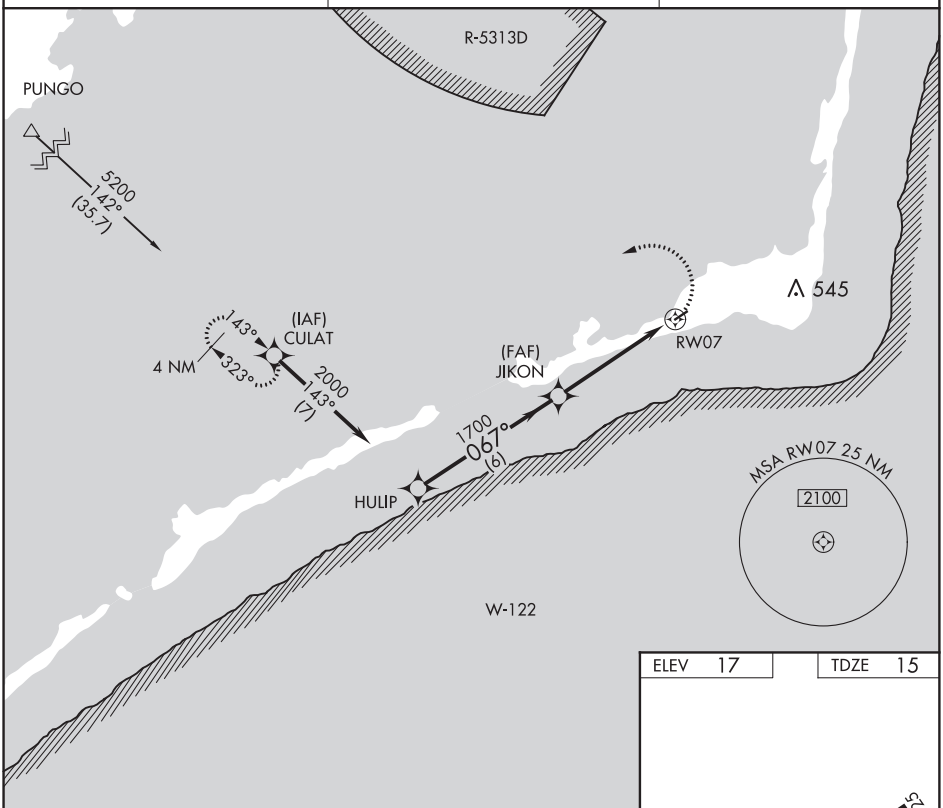
| APP CRS | Rwy ldg | 3002 |
|---|---|---|
| 067° | TDZE | 15 |
| | Apt Elev | 17 |

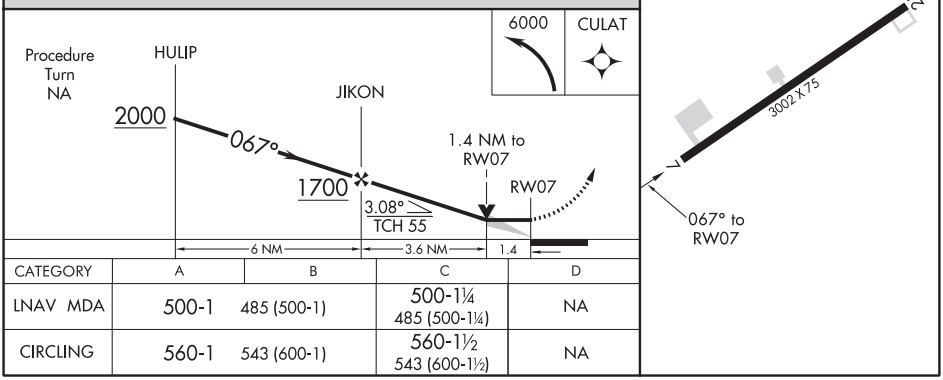
NA

Procedure NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 6000 direct CULAT WP and hold.

| ASOS | CHERRY POINT APP CON | | CTAF |
|---|---|---|---|
| 118.375 | 119.75 | 360.775 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 | 485 (500-1) | 500-1¼<br>485 (500-1¼) | NA |
| CIRCLING | 560-1 | 543 (600-1) | 560-1½<br>543 (600-1½) | NA |

HATTERAS, NORTH CAROLINA
Orig 20MAR03

35°14′N-75°37′W

BILLY MITCHELL (HSE)
RNAV (GPS) RWY 7


SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 25
## BILLY MITCHELL (HSE)

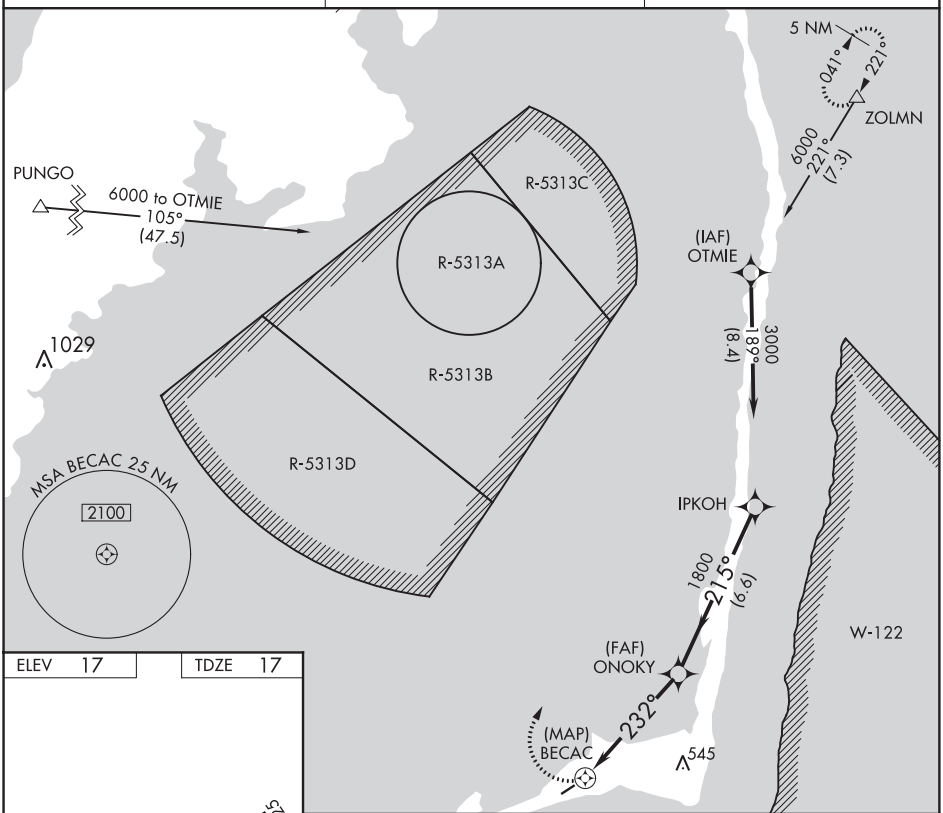
| APP CRS | Rwy ldg | 3002 |
|---|---|---|
| 232° | TDZE | 17 |
| | Apt Elev | 17 |

T A NA

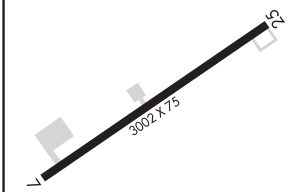
Procedure NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

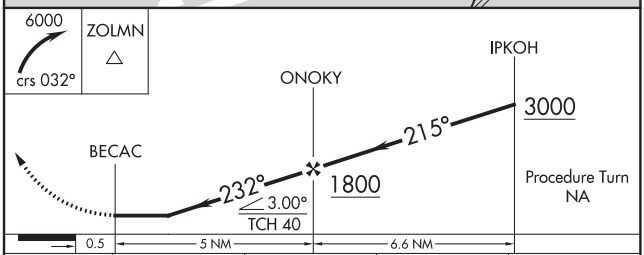
MISSED APPROACH: Climbing right turn to 6000 via course 032° to ZOLMN WP and hold.

| ASOS | CHERRY POINT APP CON | | CTAF |
|---|---|---|---|
| 118.375 | 119.75 | 360.775 | 122.9 |




| ELEV | 17 | TDZE | 17 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 520-1 | 503 (600-1) | 520-1½<br>503 (600-1½) | NA |
| CIRCLING | 560-1 | 543 (600-1) | 560-1½<br>543 (600-1½) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

HICKORY, NORTH CAROLINA

AL-706 (FAA)

20254

# ILS or LOC RWY 24
## HICKORY RGNL (HKY)

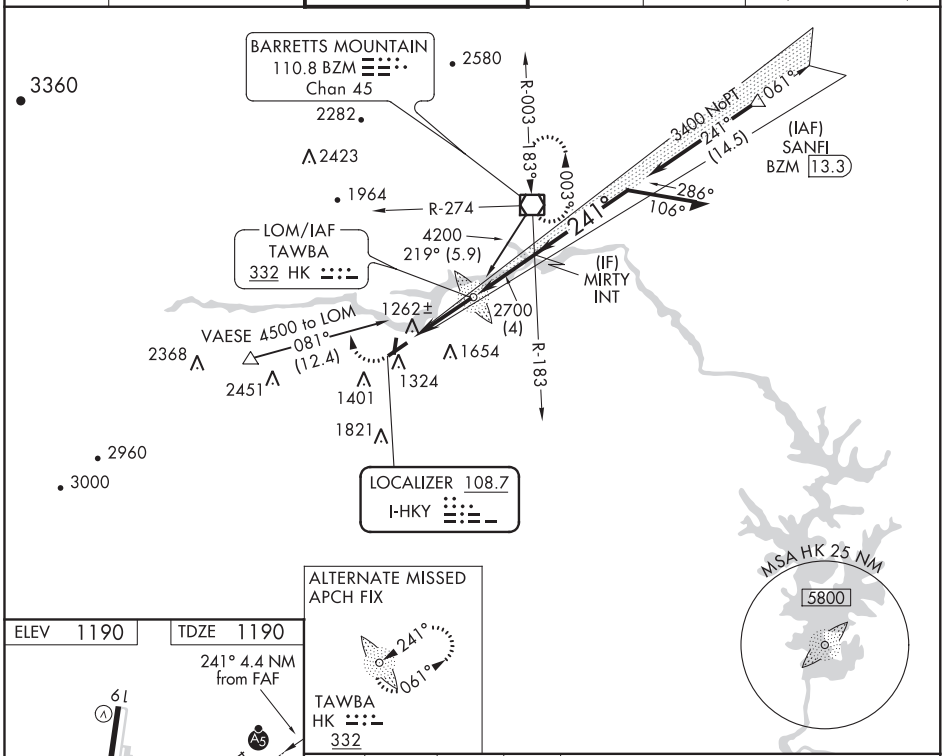
| LOC I-HKY | APP CRS | Rwy ldg | 6401 |
|---|---|---|---|
| 108.7 | 241° | TDZE | 1190 |
| | | Apt Elev | 1190 |

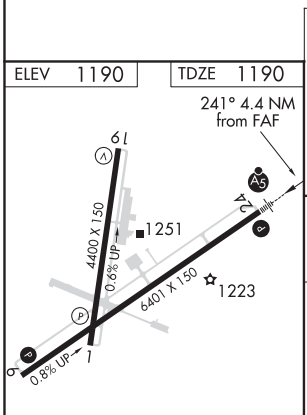
When local altimeter setting not received, use Morganton altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 24 Cat C and D visibility ⅛ mile. For inoperative MALSR, increase S-LOC 24 Cat C/D visibility to 1⅛ mile.
Circling Rwy 1, 6, 19 NA at night.

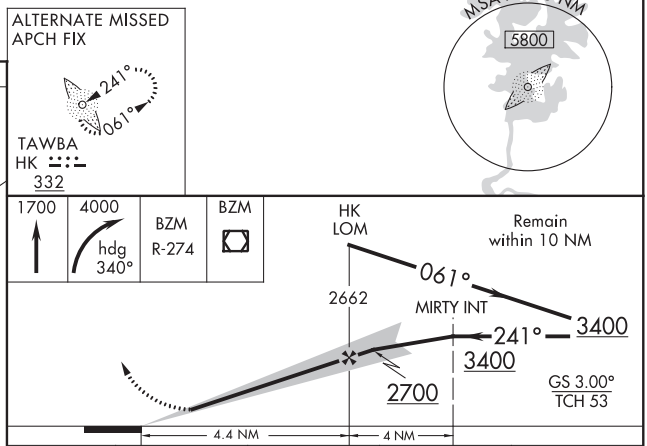
MALSR

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 on heading 340° and on BZM VOR/DME R-274 to BZM VOR/DME and hold.

| ASOS | ATLANTA CENTER | HICKORY TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 | 121.7 | 124.25 (When twr closed) |




HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

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 |
|---|---|---|---|---|
| S-ILS 24 | 1390-½ 200 (200-½) | | | |
| S-LOC 24 | 1600-½ 410 (500-½) | | 1600-¾ 410 (500-¾) | |
| CIRCLING | 1640-1 450 (500-1) | | 1640-1½ 450 (500-1½) | 1740-2 550 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

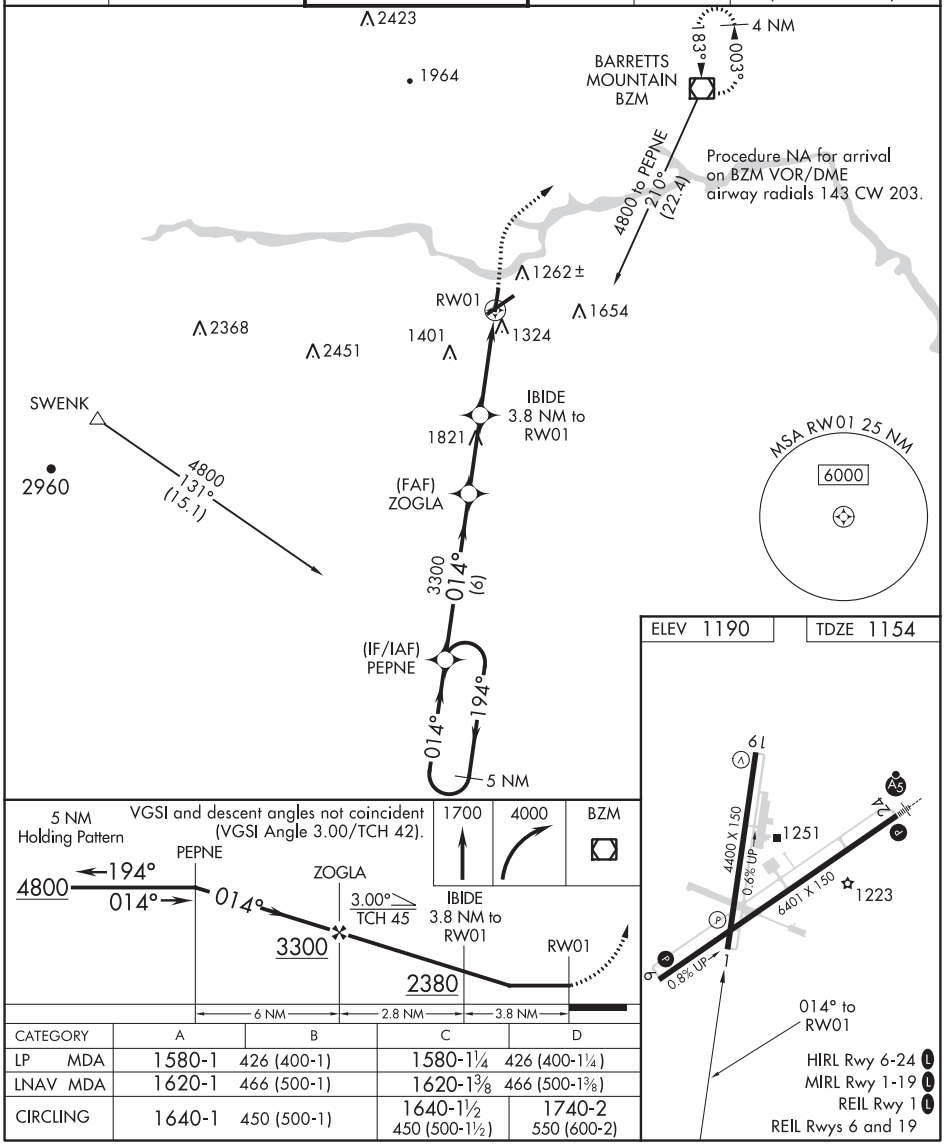
| WAAS CH 49221 W01A | APP CRS 014° | Rwy ldg 4400 TDZE 1154 Apt Elev 1190 |
|---|---|---|

# RNAV (GPS) RWY 1
## HICKORY RGNL (HKY)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet; increase LP Cat C/D visibility ⅛ mile. When VGSI inop, Straight-in/Circling Rwy 1 procedure NA at night. When VGSI inop, Circling Rwy 6 and 19 NA at night. Rwy 1, 6, 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1700 then climbing right turn to 4000 direct BZM VOR/DME and hold, continue climb-in-hold to 4000.

| ASOS | ATLANTA CENTER | HICKORY TOWER★ | GND CON | CLNC DEL | CLNC DEL (When twr closed) |
|---|---|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 | 121.7 | 124.25 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1580-1 | 426 (400-1) | 1580-1¼ | 426 (400-1¼) |
| LNAV MDA | 1620-1 | 466 (500-1) | 1620-1⅜ | 466 (500-1⅜) |
| CIRCLING | 1640-1 | 450 (500-1) | 1640-1½ 450 (500-1½) | 1740-2 550 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

HICKORY, NORTH CAROLINA

AL-706 (FAA)

20254

# RNAV (GPS) RWY 6

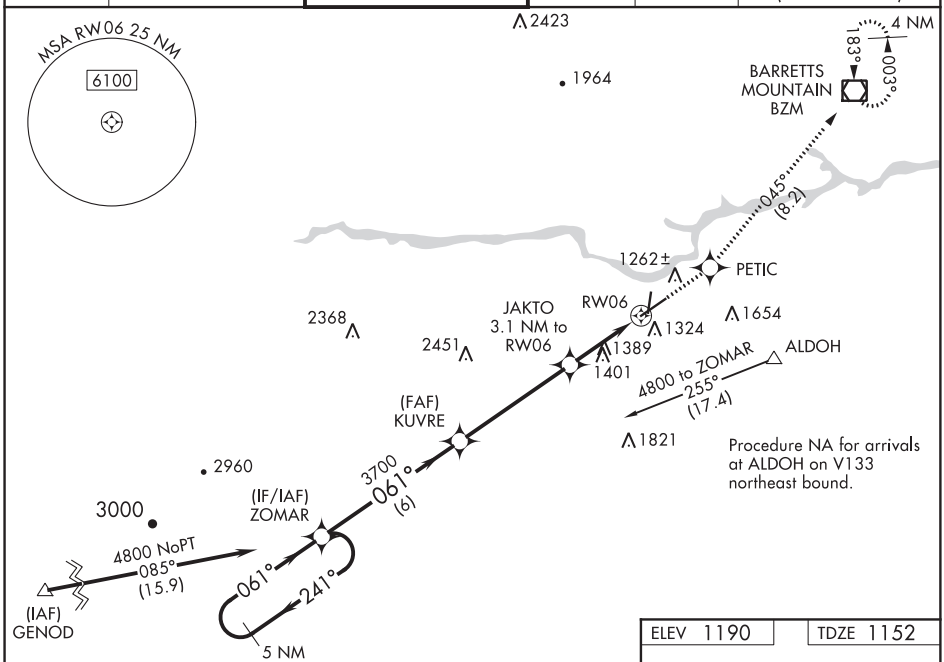
## HICKORY RGNL (HKY)

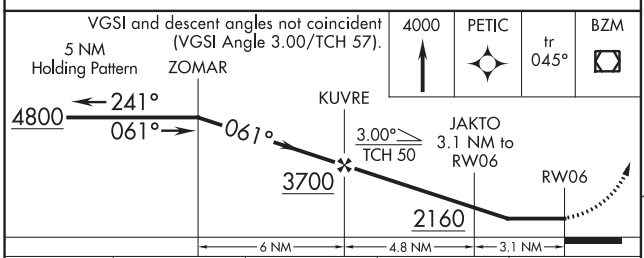
| WAAS CH 82623 W06A | APP CRS 061° | Rwy ldg 6401<br>TDZE 1152<br>Apt Elev 1190 |
|---|---|---|

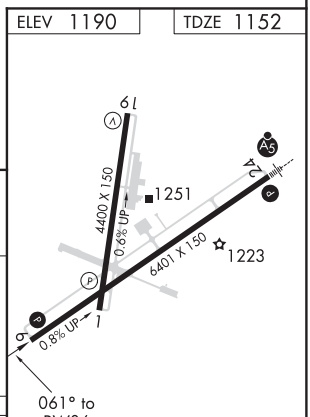
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet; increase LNAV and LP Cat C/D and Circling Cat C visibility ⅛ mile. When VGSI inop, Straight-in/Circling Rwy 6 procedure NA at night. When VGSI inop, Circling Rwy 1 and 19 NA at night. Rwy 1, 6, 19 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct PETIC and on track 045° to BZM VOR/DME and hold.

| ASOS | ATLANTA CENTER | HICKORY TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 | 121.7 | 124.25 (When twr closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1560-1 | 408 (400-1) | 1560-1¼ | 408 (400-1¼) |
| LNAV MDA | 1740-1 | 588 (600-1) | 1740-1¾ | 588 (600-1¾) |
| CIRCLING | 1740-1 | 550 (600-1) | 1740-1¾ 550 (600-1¾) | 1740-2 550 (600-2) |

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 19
## HICKORY RGNL (HKY)

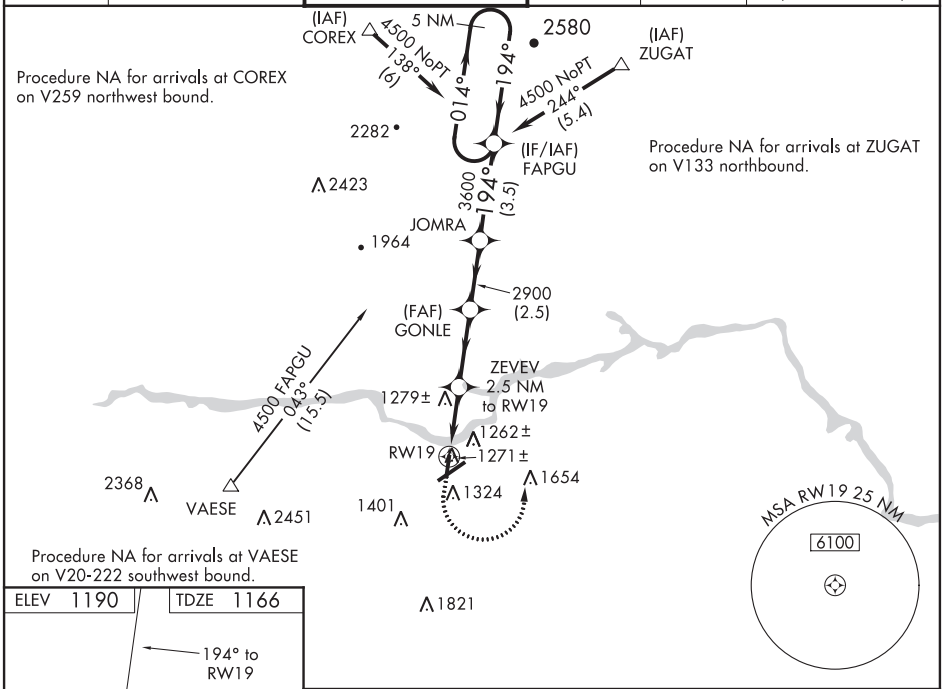
| WAAS CH 99422 W19A | APP CRS 194° | Rwy ldg 4400 TDZE 1166 Apt Elev 1190 |
|---|---|---|

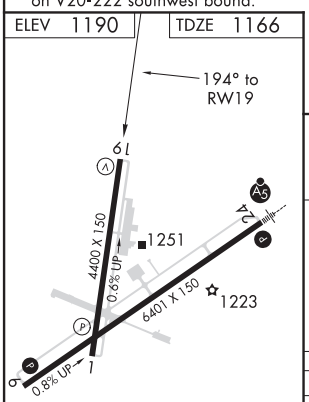
RNP APCH.

Baro-VNAV NA when using Morganton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). Rwy 19 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Morganton altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats, and LNAV Cat C/D visibility ⅛ mile. Straight-in Rwy 19 NA at night, Circling Rwy 1, 6, 19 NA at night.

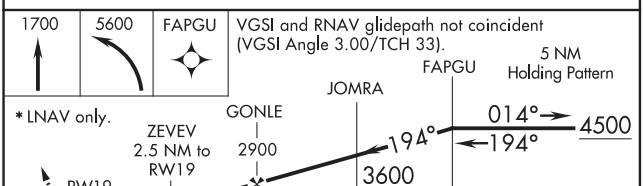
MISSED APPROACH: Climb to 1700 then climbing left turn to 5600 direct FAPGU and hold, continue climb-in-hold to 5600.

| ASOS | ATLANTA CENTER | HICKORY TOWER★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 | 121.7 | 124.25 (When twr closed) |




HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1416-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1452-1 286 (300-1) | | | |
| LNAV MDA | 1540-1 374 (400-1) | | | |
| CIRCLING | 1640-1 450 (500-1) | | 1640-1½ 450 (500-1½) | 1740-2 550 (600-2) |


SE-2, 10 SEP 2020 to 05 NOV 2020

HICKORY, NORTH CAROLINA

AL-706 (FAA)

20254

# RNAV (GPS) RWY 24

## HICKORY RGNL (HKY)

| WAAS CH 42921 W24A | APP CRS 241° | Rwy ldg 6401<br>TDZE 1190<br>Apt Elev 1190 |
|---|---|---|

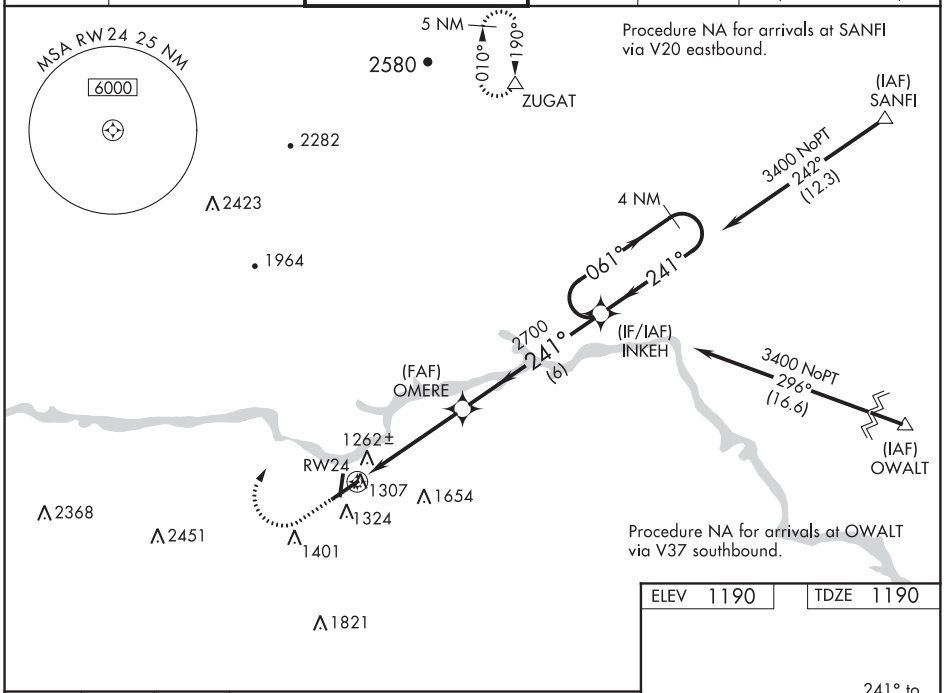
RNP APCH.

Baro-VNAV NA when using Morganton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Morganton altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Circling Rwy 1, 6, 19 NA at night. VDP NA with Morganton altimeter setting. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile.

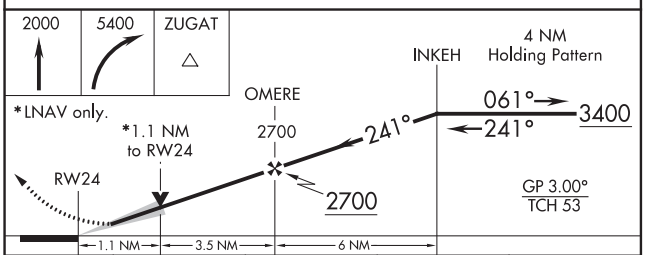
MALSR

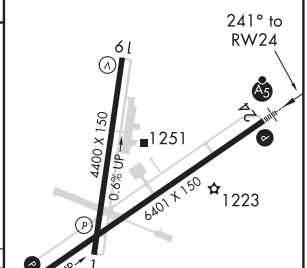
MISSED APPROACH: Climb to 2000 then climbing right turn to 5400 direct ZUGAT and hold, continue climb-in-hold to 5400.

| ASOS | ATLANTA CENTER | HICKORY TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 | 121.7 | 124.25 (When twr closed) |




ELEV 1190 TDZE 1190




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1390-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1468-½ 278 (300-½) | | | |
| LNAV MDA | 1580-½ 390 (400-½) | | 1580-⅝ 390 (400-⅝) | |
| CIRCLING | 1640-1 450 (500-1) | | 1640-1½ 450 (500-1½) | 1740-2 550 (600-2) |

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# VOR/DME RWY 24
## HICKORY RGNL (HKY)

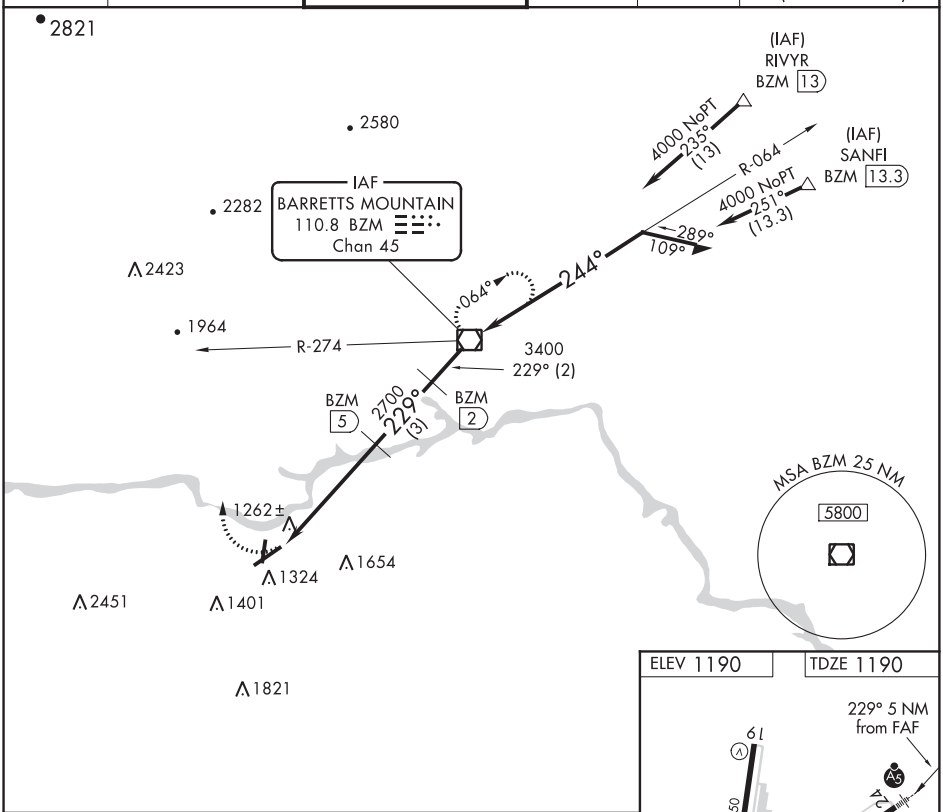
| VOR/DME BZM | APP CRS | Rwy ldg | 6401 |
|---|---|---|---|
| 110.8 | 229° | TDZE | 1190 |
| Chan 45 | | Apt Elev | 1190 |

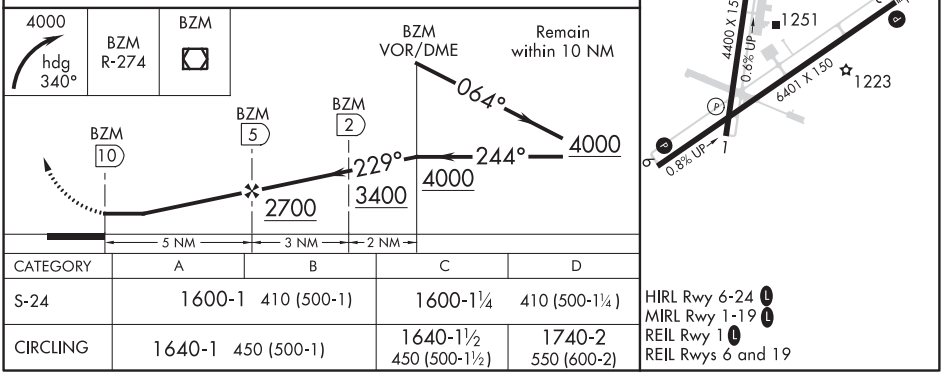
Inop table does not apply. Night landing: Rwy 1/6/19 NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet and increase S-24 Cat D visibility ¼ mile.

MALSR

MISSED APPROACH: Climbing right turn to 4000 via heading 340° and BZM R-274 to BZM VOR/DME and hold.

| ASOS | ATLANTA CENTER | HICKORY TOWER ★ | GND CON | CLNC DEL | CLNC DEL |
|---|---|---|---|---|---|
| 118.325 | 125.15 263.0 | 128.15 (CTAF) L | 121.7 | 121.7 | 124.25 (When twr closed) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1600-1 410 (500-1) | | 1600-1¼ | 410 (500-1¼) |
| CIRCLING | 1640-1 450 (500-1) | | 1640-1½ 450 (500-1½) | 1740-2 550 (600-2) |

HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2, 10 SEP 2020 to 05 NOV 2020

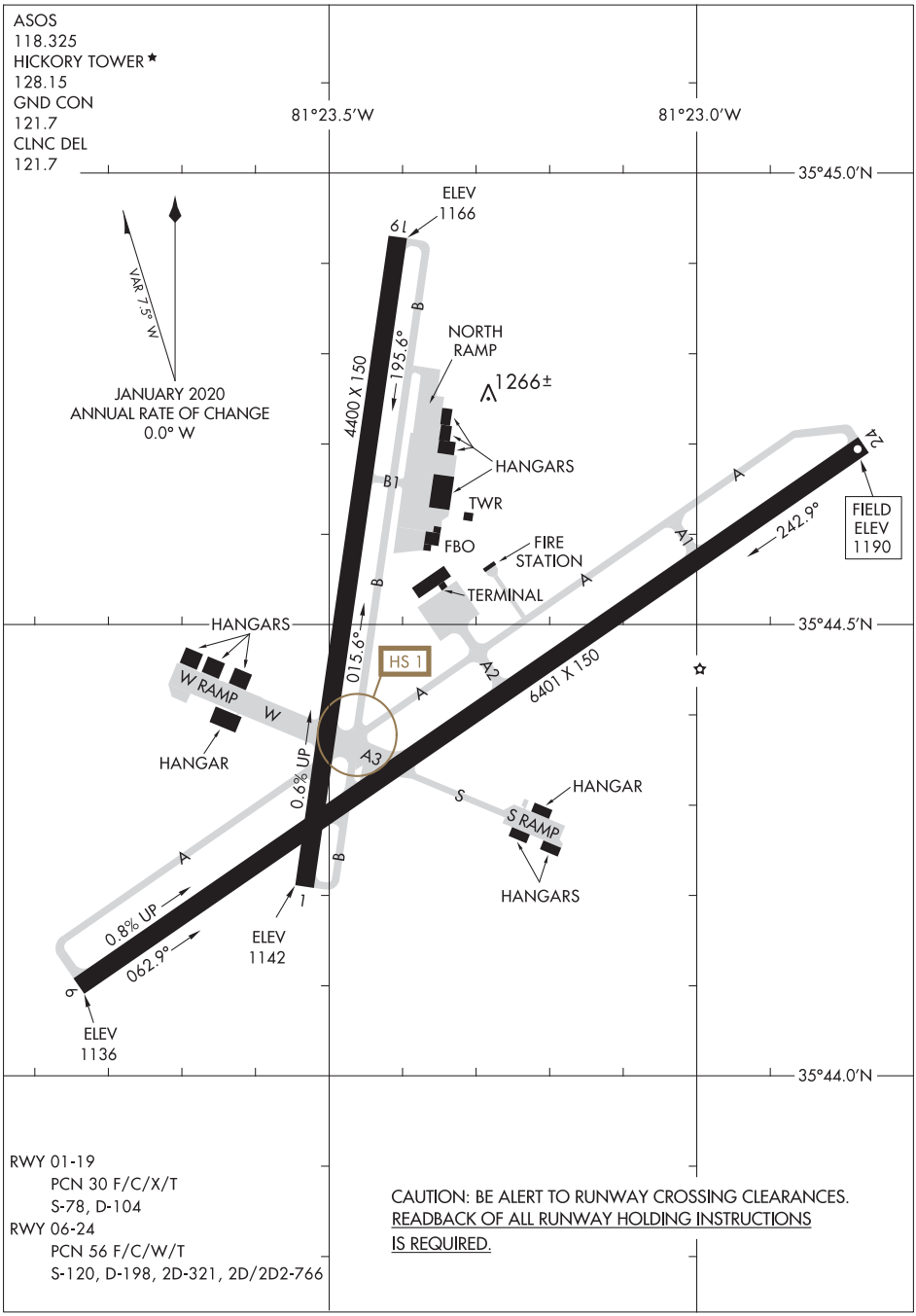
SE-2, 10 SEP 2020 to 05 NOV 2020

20254

# AIRPORT DIAGRAM

AL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

RWY 01-19
PCN 30 F/C/X/T
S-78, D-104
RWY 06-24
PCN 56 F/C/W/T
S-120, D-198, 2D-321, 2D/2D2-766

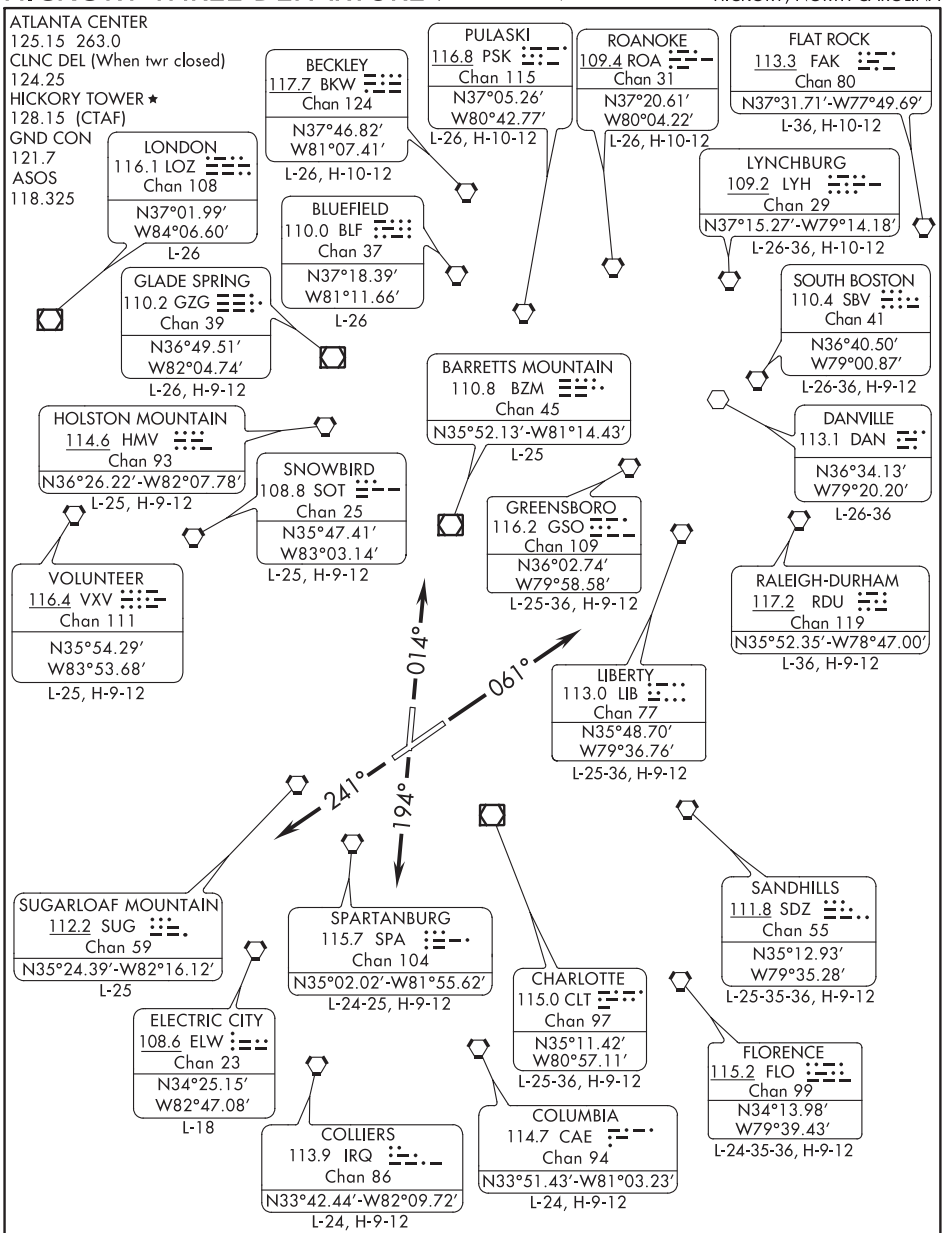
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

AIRPORT DIAGRAM
20254

HICKORY, NORTH CAROLINA
HICKORY RGNL (HKY)

# HICKORY THREE DEPARTURE (OBSTACLE)






TAKEOFF MINIMUMS:
Rwy 1, 6, 24: Standard with minimum climb of 340′ per NM to 4000.
Rwy 19: Standard with minimum climb of 286′ per NM to 4000.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

HICKORY THREE DEPARTURE (OBSTACLE)
HICKORY, NORTH CAROLINA
HICKORY RGNL (HKY)
(HKY3.HKY) 09FEB12

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb heading 014°, or heading assigned by ATC, Thence . . . .
TAKEOFF RUNWAY 6: Climb heading 061°, or heading assigned by ATC, Thence . . . .
TAKEOFF RUNWAY 19: Climb heading 194°, or heading assigned by ATC, Thence . . . .
TAKEOFF RUNWAY 24: Climb heading 241°, or heading assigned by ATC, Thence . . . .

. . . . expect radar vectors to join filed route. Maintain 4000 or assigned altitude.
Expect filed altitude/flight level ten minutes after departure.

TAKEOFF OBSTACLE NOTES:

Rwy 1: Trees beginning 51′ from DER, 382′ right of centerline, up to 100′ AGL/1259′ MSL.
Trees beginning 60′ from DER, 212′ left of centerline, up to 100′ AGL/1279′ MSL.

Rwy 6: Pole 151′ from DER, 427′ left of centerline, up to 6′ AGL/1191′ MSL.
Trees beginning 1269′ from DER, 781′ right of centerline, up to 100′ AGL/1259′ MSL.

Rwy 19: Light 178′ from DER, 247′ left of centerline, up to 10′ AGL/1154′ MSL.
Light 494′ from DER, 95′ right of centerline, up to 10′ AGL/1161′ MSL.
Trees beginning 755′ from DER, 65′ left of centerline, up to 100′ AGL/1191′ MSL.
Trees beginning 1001′ from DER, 174′ right of centerline, up to 100′ AGL/1206′ MSL.

Rwy 24: Trees beginning 17′ from DER, 441′ left of centerline, up to 100′ AGL/1232′ MSL.
Trees beginning 154′ from DER, 413′ right of centerline, up to 100′ AGL/1237′ MSL.
OL on pole 2681′ from DER, 317′ left of centerline, up to 50′ AGL/1222′ MSL.

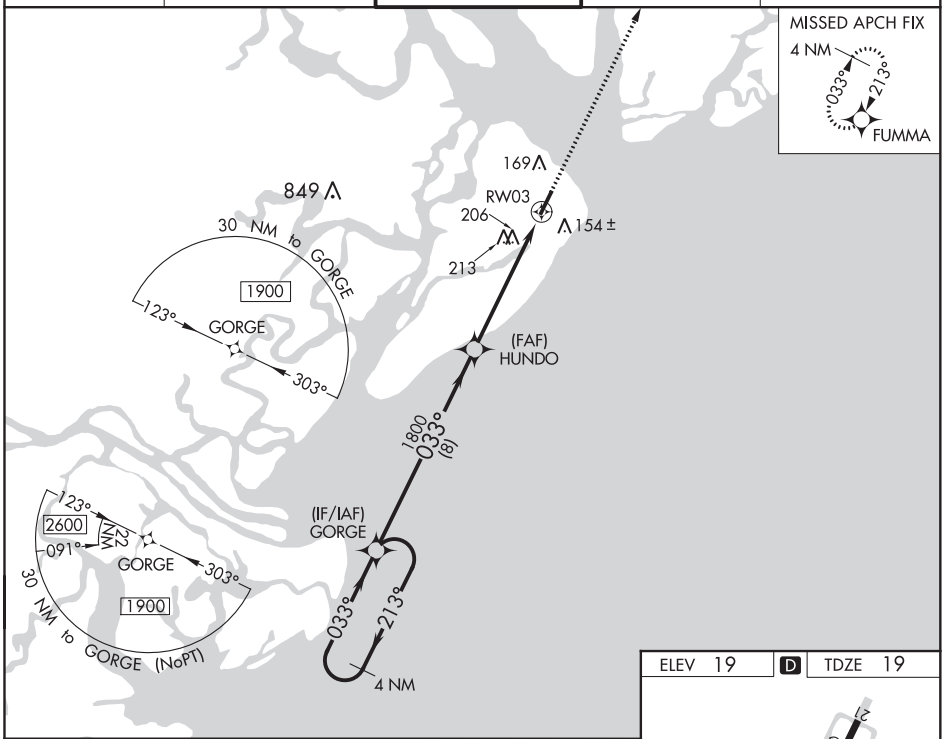
| WAAS CH 45641 W03A | APP CRS 033° | Rwy ldg 4703<br>TDZE 19<br>Apt Elev 19 |
|---|---|---|

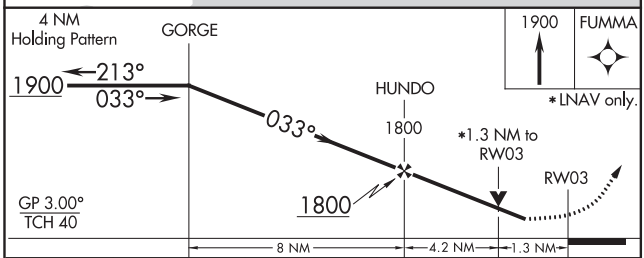
# RNAV (GPS) RWY 3
## HILTON HEAD (HXD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 3 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

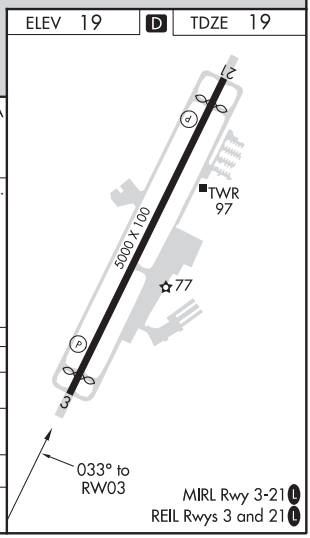
MISSED APPROACH: Climb to 1900 direct FUMMA and hold.

| ATIS | SAVANNAH APP CON ★ | HILTON HEAD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.4 | 125.3 371.875 | 118.975 (CTAF) L | 121.1 | 121.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 321-1 302 (400-1) | | | |
| LNAV/VNAV DA | 334-1 315 (400-1) | | | |
| LNAV MDA | 480-1 461 (500-1) | | 480-1⅜ 461 (500-1⅜) | |
| C CIRCLING | 480-1 461 (500-1) | 520-1 501 (600-1) | 520-1½ 501 (600-1½) | 580-2 561 (600-2) |







SE-2, 10 SEP 2020 to 05 NOV 2020

HILTON HEAD ISLAND, SOUTH CAROLINA

AL-5709 (FAA)

19283

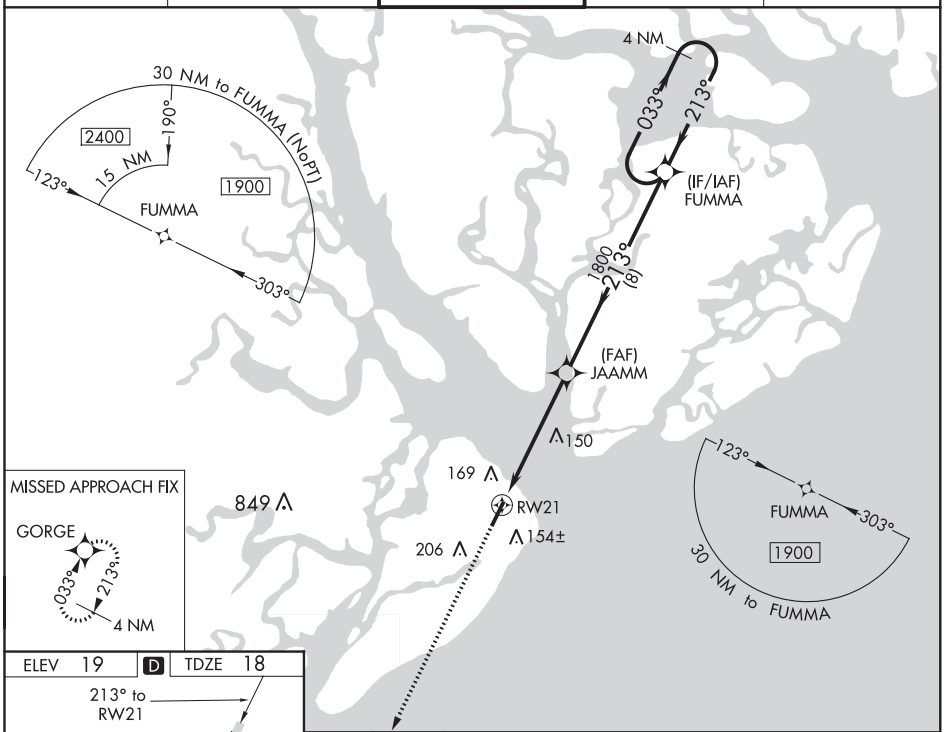
# RNAV (GPS) RWY 21
## HILTON HEAD (HXD)

| WASS CH 77641 W21A | APP CRS 213° | Rwy ldg 4597<br>TDZE 18<br>Apt Elev 19 |
|---|---|---|

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 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1900 direct GORGE and hold.

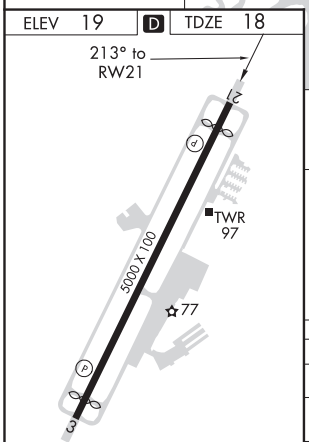
| ATIS | SAVANNAH APP CON ★ | HILTON HEAD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.4 | 125.3 371.875 | 118.975 (CTAF) L | 121.1 | 121.1 |



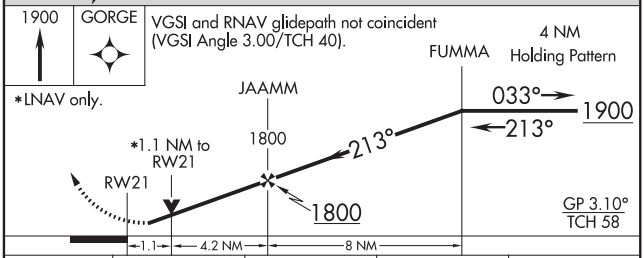

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 19 | D | TDZE 18




MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 340-1 322 (400-1) | | | |
| LNAV/VNAV DA | 293-⅞ 275 (300-⅞) | | | |
| LNAV MDA | 480-1 462 (500-1) | | 480-1⅜ 462 (500-1⅜) | |
| C CIRCLING | 480-1 461 (500-1) | 520-1 501 (600-1) | 520-1½ 501 (600-1½) | 580-2 561 (600-2) |

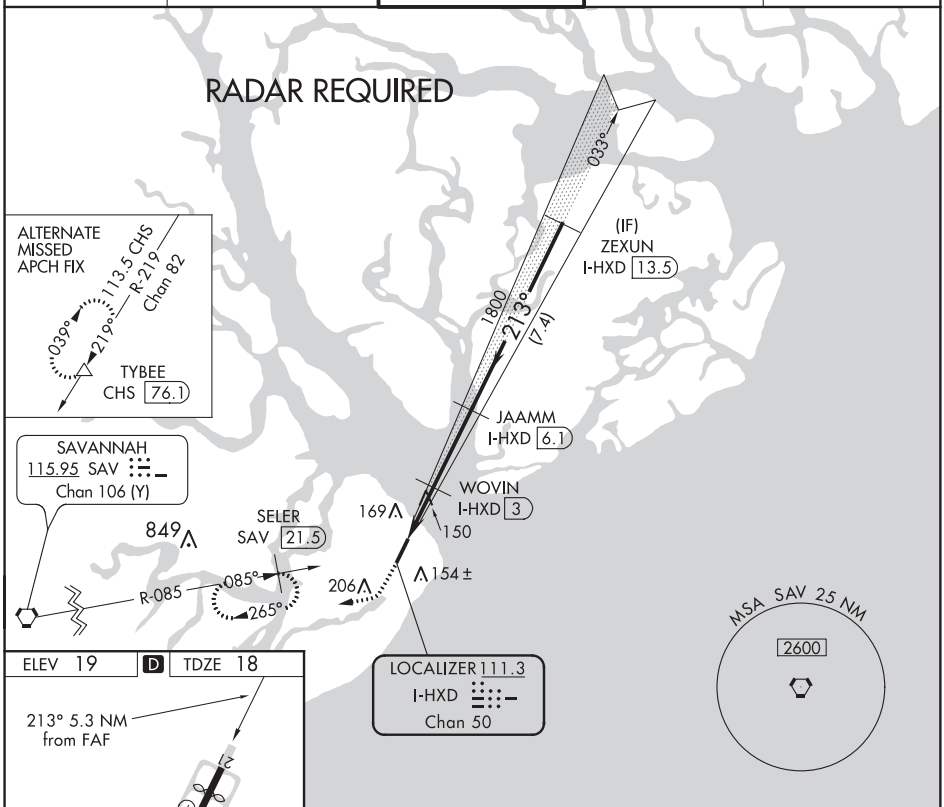
# LOC RWY 21
## HILTON HEAD (HXD)

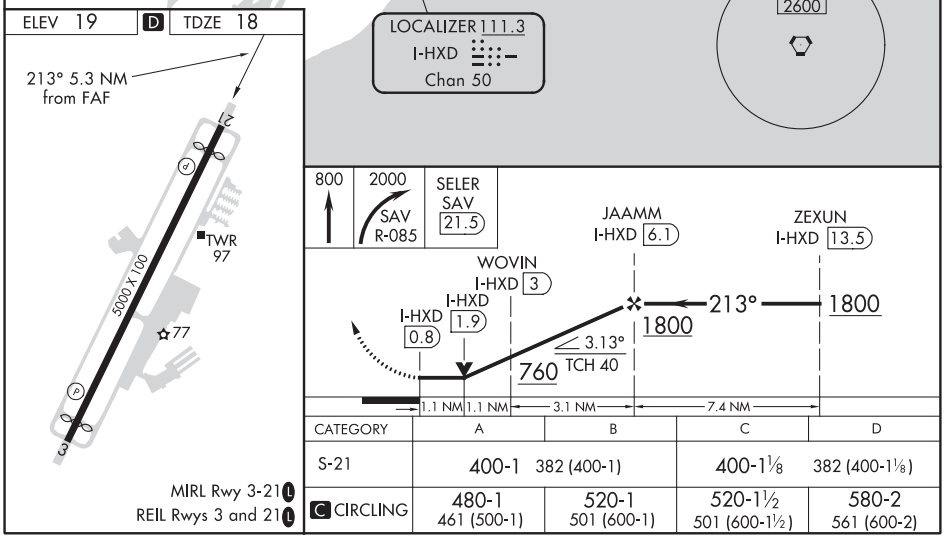
| LOC/DME I-HXD | APP CRS | Rwy ldg 4597 |
|---|---|---|
| 111.3 | 213° | TDZE 18 |
| Chan 50 | | Apt Elev 19 |

T A NA — Rwy 21 helicopter visibility reduction below 3/4 SM NA. DME required.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/SAV 21.5 DME and hold, continue climb-in-hold to 2000.

| ATIS | SAVANNAH APP CON ★ | HILTON HEAD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.4 | 125.3 371.875 | 118.975 (CTAF) L | 121.1 | 121.1 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-21 | 400-1 382 (400-1) | | 400-1⅛ | 382 (400-1⅛) |
| C CIRCLING | 480-1 461 (500-1) | 520-1 501 (600-1) | 520-1½ 501 (600-1½) | 580-2 561 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

HILTON HEAD ISLAND, SOUTH CAROLINA — AL-5709 (FAA) — 20254

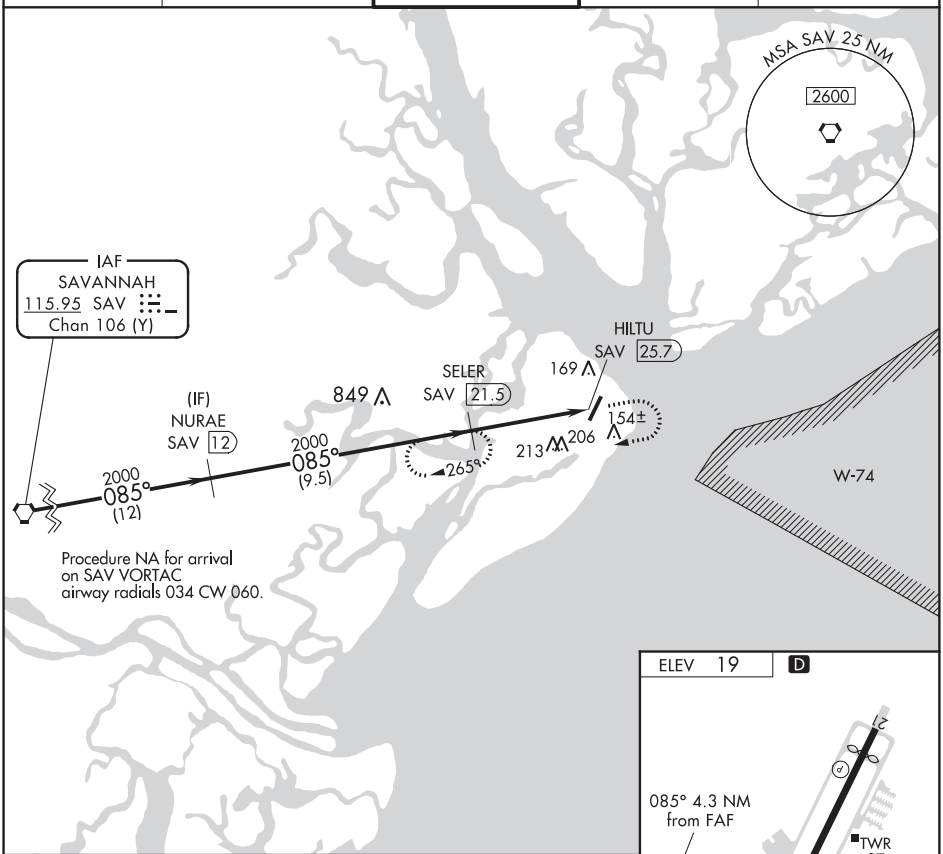
# VOR-A
## HILTON HEAD (HXD)

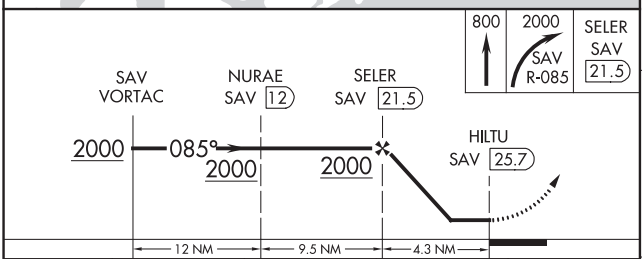
| VORTAC SAV 115.95 Chan 106 (Y) | APP CRS 085° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 19 |
|---|---|---|

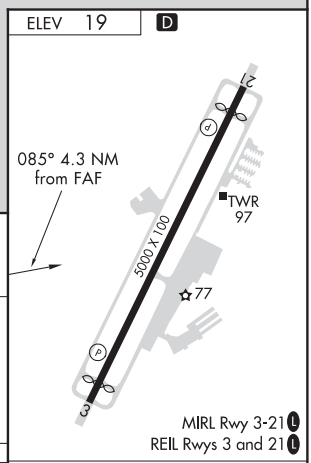
DME required

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on SAV R-085 to SELER/21.5 DME and hold, continue climb-in-hold to 2000.

| ATIS | SAVANNAH APP CON ★ | HILTON HEAD TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 121.4 | 125.3 371.875 | 118.975 (CTAF) L | 121.1 | 121.1 |



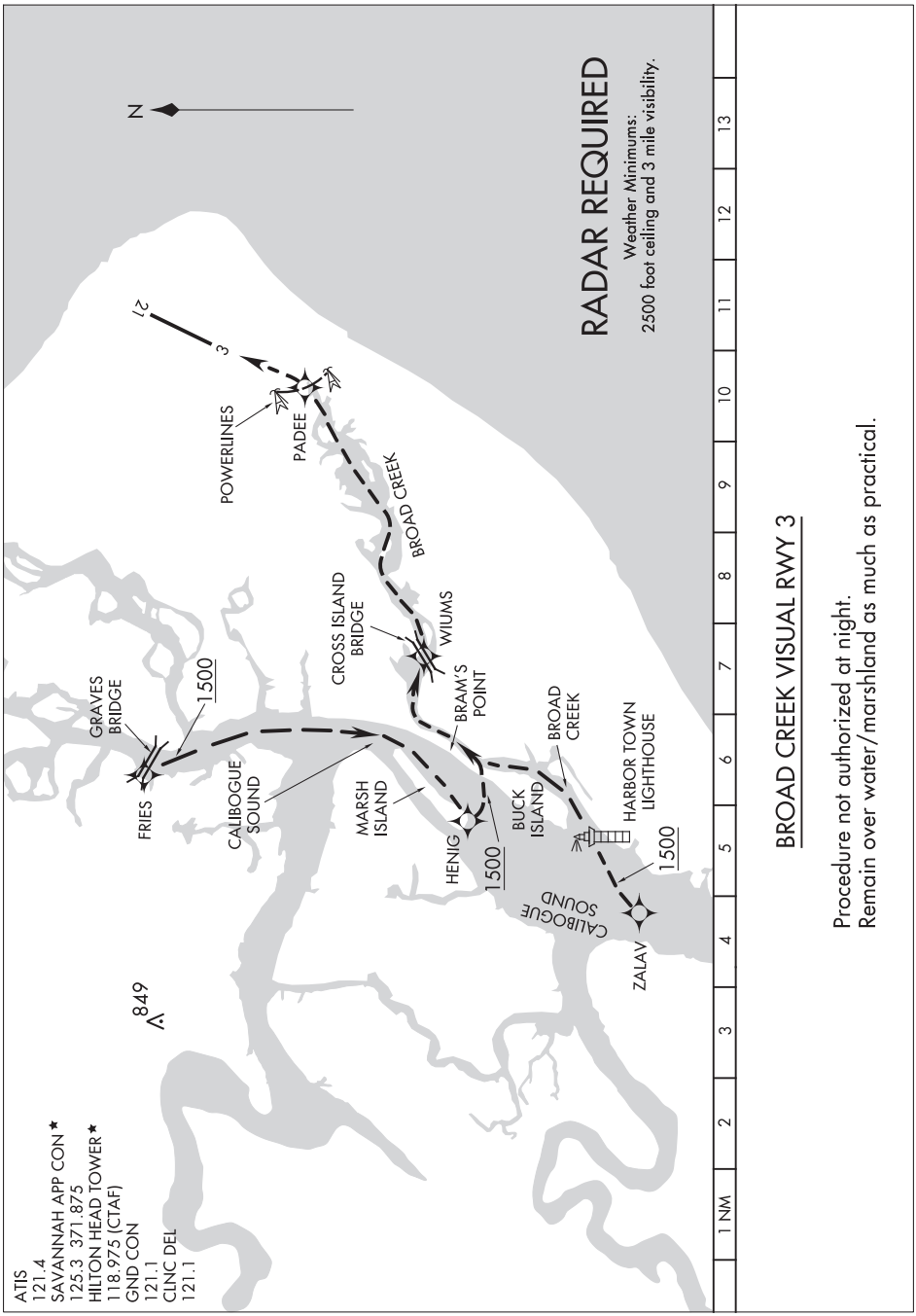

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 800-1 781 (800-1) | | 800-2¼ 781 (800-2¼) | 800-2½ 781 (800-2½) |

| FAF to MAP 4.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# BROAD CREEK VISUAL RWY 3




BROAD CREEK VISUAL RWY 3

Procedure not authorized at night.
Remain over water/marshland as much as practical.

SE-2, 10 SEP 2020 to 05 NOV 2020

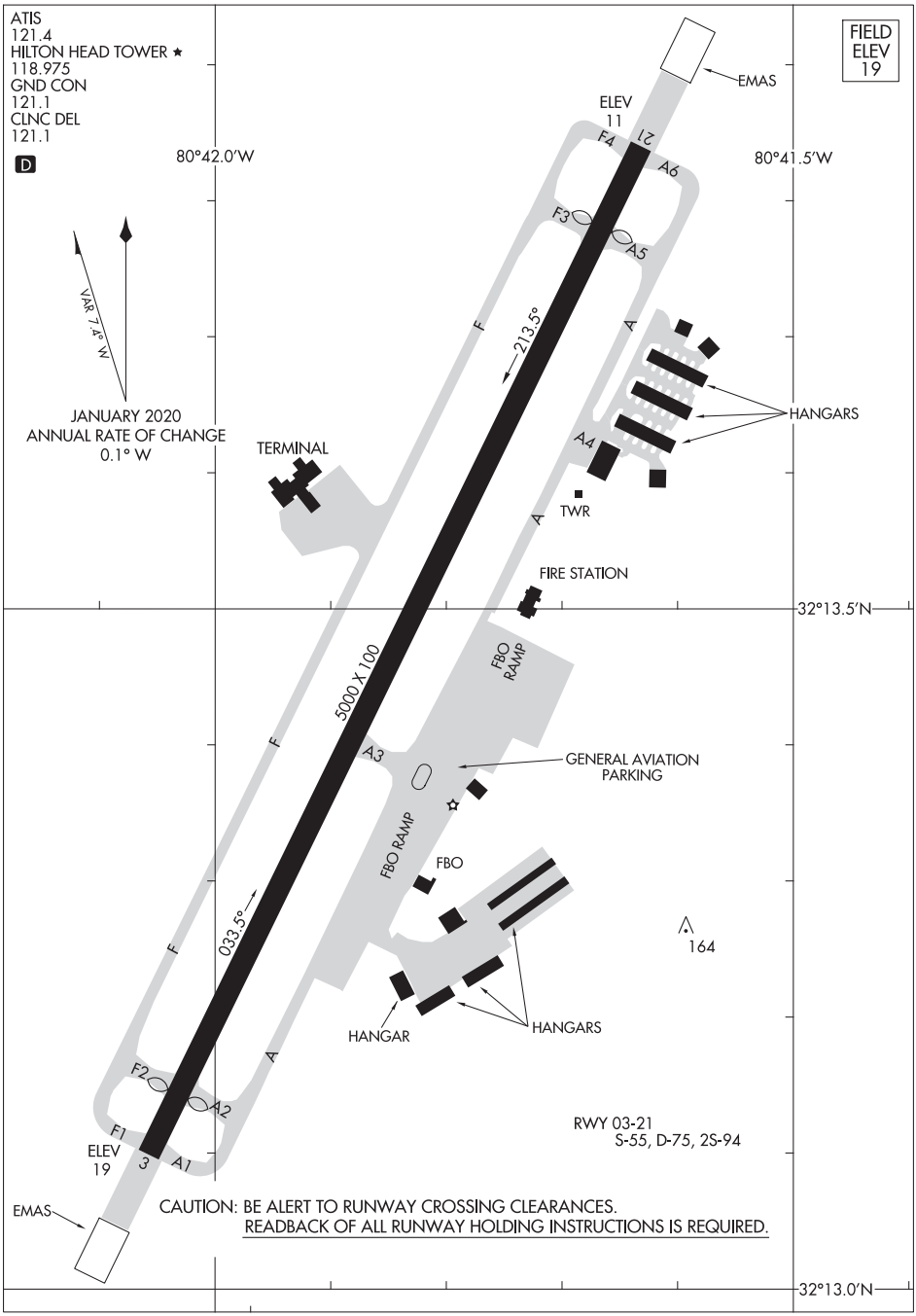
SE-2, 10 SEP 2020 to 05 NOV 2020

20086

# AIRPORT DIAGRAM

AL-5709 (FAA)

HILTON HEAD (HXD)
HILTON HEAD ISLAND, SOUTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
HILTON HEAD ISLAND, SOUTH CAROLINA
HILTON HEAD (HXD)

# ILS or LOC RWY 5
## ALBERT J ELLIS (OAJ)

| LOC/DME I-OAJ | APP CRS | Rwy ldg | 7100 |
|---|---|---|---|
| 108.7 | 052° | TDZE | 89 |
| Chan 24 | | Apt Elev | 93 |

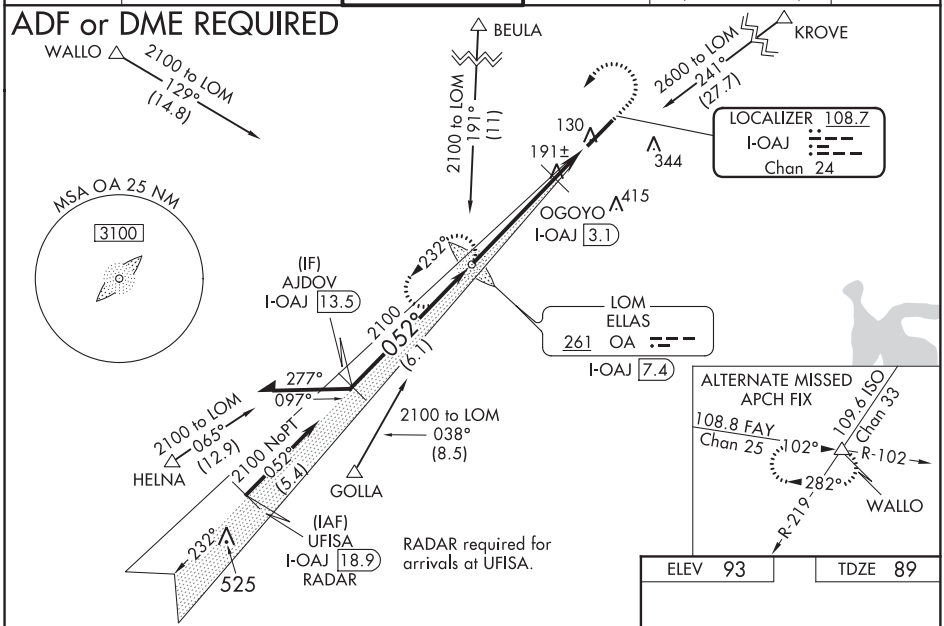
VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 93 feet and all MDA 100 feet, increase S-LOC 5 Cats C/D visibility ¼ mile, increase Circling Cat C visibility ⅛ mile; increase OGOYO fix minimums, S-LOC 5 Cats C/D visibility ⅜ mile. For inoperative MALSR, increase S-LOC 5 Cats C/D visibility to 1⅜ mile, increase OGOYO fix minimums S-LOC 5 Cats C/D visibility to 1 mile. For inoperative MALSR when using Wilmington altimeter setting, increase S-ILS 5 all Cats visibility to ⅞ mile, increase S-LOC 5 Cats C/D visibility to 1⅝ mile, increase OGOYO fix minimums S-LOC 5 Cats C/D visibility to 1⅜ mile. ADF required.

MALSR

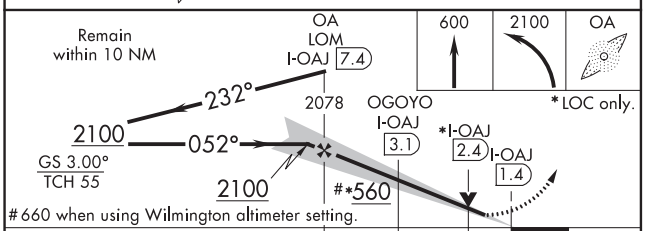
MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.4 DME and hold.

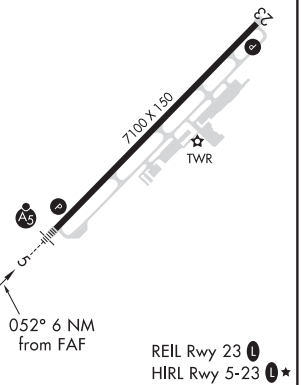
| ATIS | WILMINGTON APP CON ★ | ELLIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.475 | 135.75 317.425 | 132.65 (CTAF) L | 125.4 | 121.4 257.6 (when twr closed) | 122.95 |

## ADF or DME REQUIRED




| ELEV 93 | TDZE 89 |
|---|---|




REIL Rwy 23 L
HIRL Rwy 5-23 L ★

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 289-½ 200 (200-½) | | | |
| S-LOC 5 | 560-½ 471 (500-½) | | 560-1 471 (500-1) | |
| CIRCLING | 560-1 467 (500-1) | | 560-1½ 467 (500-1½) | 660-2 567 (600-2) |
| OGOYO FIX MINIMUMS (DME REQUIRED) | | | | |
| S-LOC 5 | 460-½ 371 (400-½) | | 460-⅝ 371 (400-⅝) | |
| CIRCLING | 500-1 407 (500-1) | 560-1 467 (500-1) | 560-1½ 467 (500-1½) | 660-2 567 (600-2) |

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



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

JACKSONVILLE, NORTH CAROLINA AL-5880 (FAA) 20142

# RNAV (GPS) RWY 5
## ALBERT J ELLIS (OAJ)

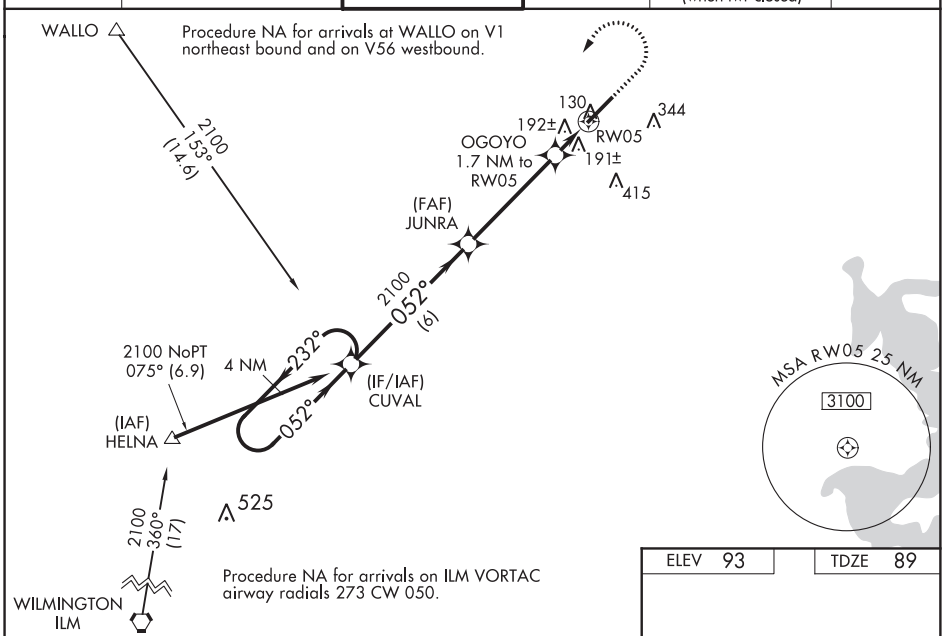
| WAAS CH 49009 W05A | APP CRS 052° | Rwy ldg 7100<br>TDZE 89<br>Apt Elev 93 |
|---|---|---|

TAA: Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 93 feet and all MDA 100 feet, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility 3/8 mile. For inoperative MALSR, increase LNAV Cat C/D visibility to 1 mile. For inoperative MALSR, when using Wilmington altimeter setting, increase LPV all Cats visibility to 7/8 mile, increase LNAV/VNAV all Cats to 1½ mile, and LNAV Cat C/D to 1⅜ mile.

MALSR

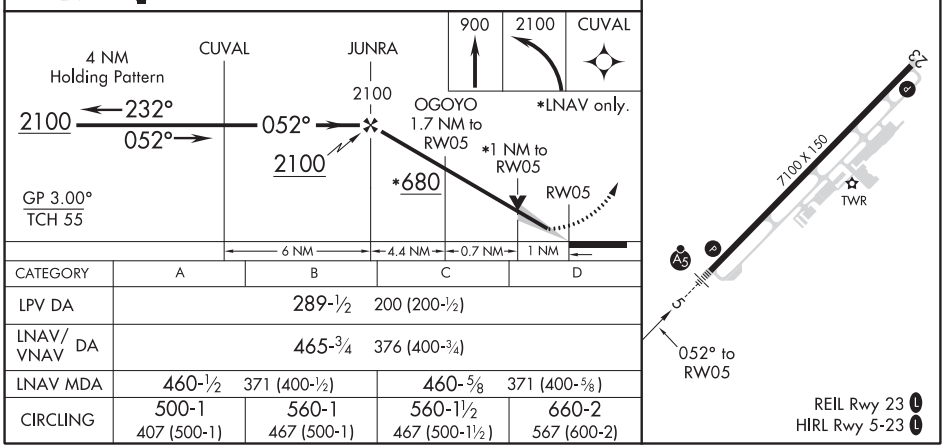
MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct CUVAL and hold.

| ATIS | WILMINGTON APP CON ★ | ELLIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.475 | 135.75 317.425 | 132.65 (CTAF) L | 125.4 | 121.4 257.6 (when twr closed) | 122.95 |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 289-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 465-¾ 376 (400-¾) | | | |
| LNAV MDA | 460-½ 371 (400-½) | | 460-⅝ 371 (400-⅝) | |
| CIRCLING | 500-1 407 (500-1) | 560-1 467 (500-1) | 560-1½ 467 (500-1½) | 660-2 567 (600-2) |

20142

# RNAV (GPS) RWY 23

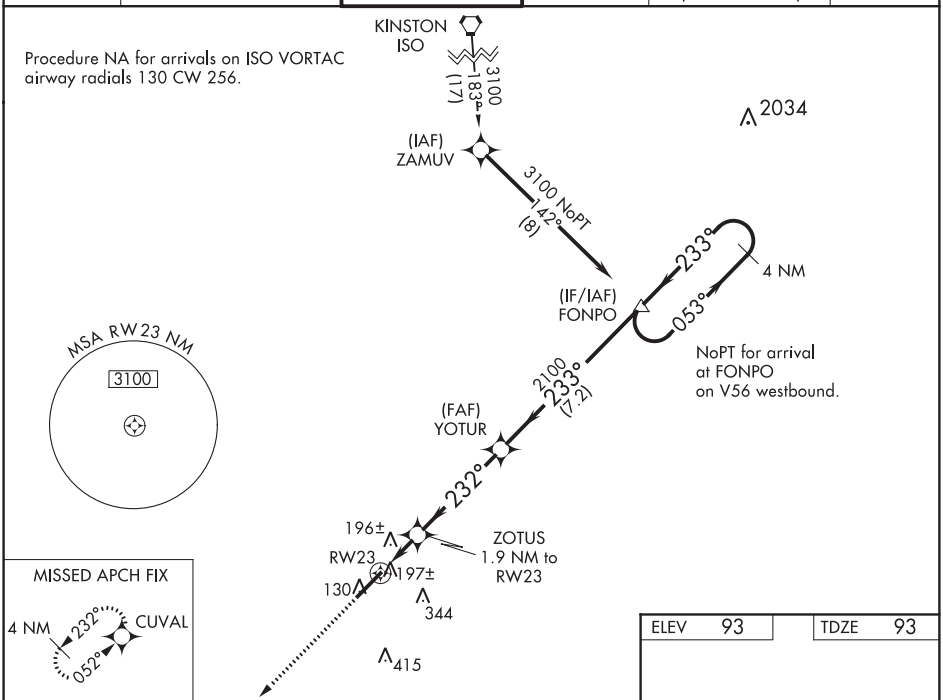
ALBERT J ELLIS (OAJ)

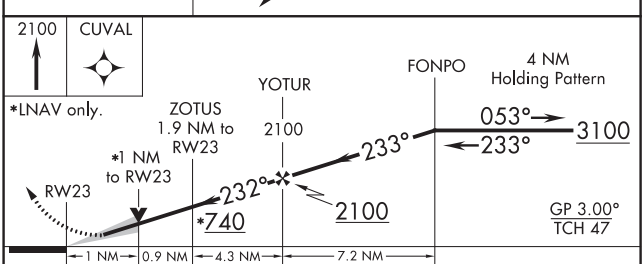
| WAAS CH 62827 W23A | APP CRS 232° | Rwy ldg 7100<br>TDZE 93<br>Apt Elev 93 |
|---|---|---|

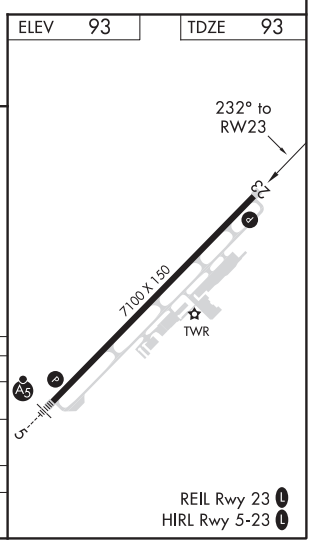
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 93 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ mile, and LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅜ mile.

MISSED APPROACH: Climb to 2100 direct CUVAL and hold.

| ATIS | WILMINGTON APP CON ★ | ELLIS TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 124.475 | 135.75 317.425 | 132.65 (CTAF) L | 125.4 | 121.4 257.6 (when twr closed) | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 293-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 497-1⅜ 404 (500-1⅜) | | | |
| LNAV MDA | 460-1 367 (400-1) | | | |
| CIRCLING | 500-1 407 (500-1) | 560-1 467 (500-1) | 560-1½ 467 (500-1½) | 660-2 567 (600-2) |

JACKSONVILLE, NORTH CAROLINA
Orig-A 18SEP14
34°50'N-77°37'W
ALBERT J ELLIS (OAJ)
RNAV (GPS) RWY 23
377

SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

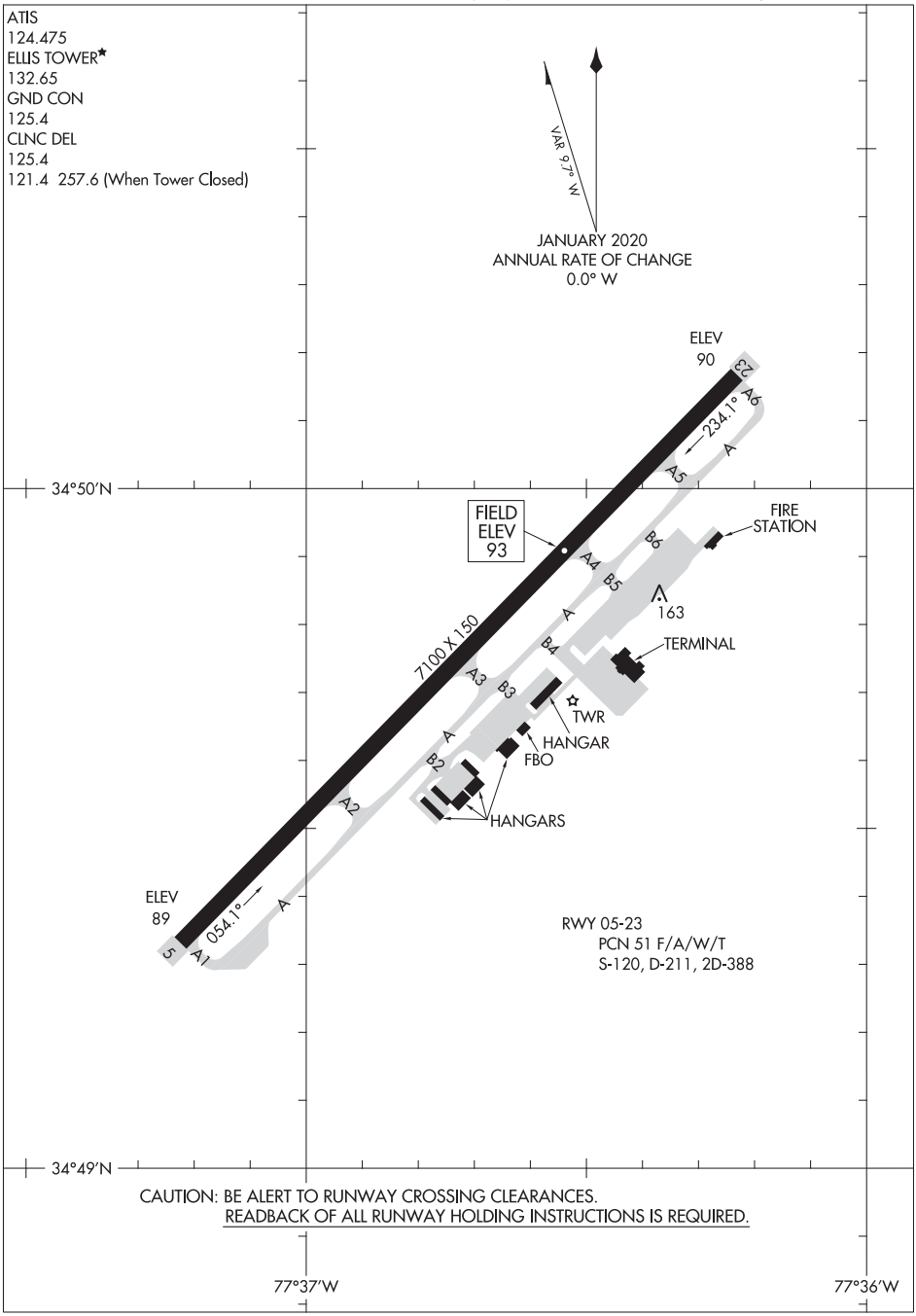
20086

# AIRPORT DIAGRAM

AL-5880 (FAA)

## ALBERT J ELLIS/JACKSONVILLE (OAJ)

JACKSONVILLE, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
JACKSONVILLE, NORTH CAROLINA
ALBERT J ELLIS/JACKSONVILLE (OAJ)

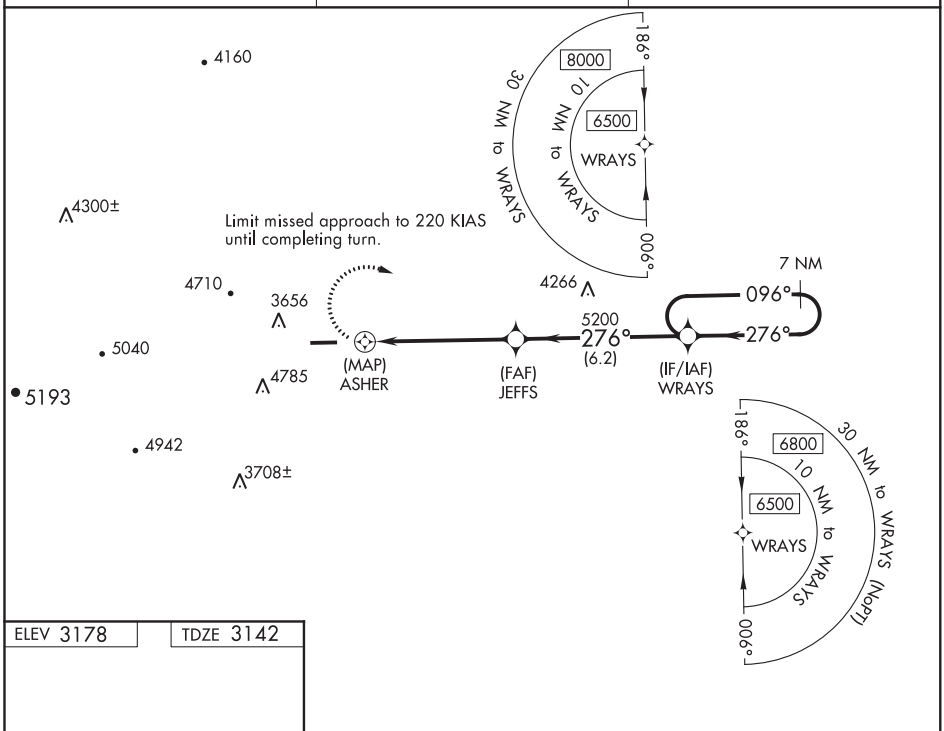
| WAAS CH 70437 W28A | APP CRS 276° | Rwy ldg 5002 TDZE 3142 Apt Elev 3178 |
|---|---|---|

# RNAV (GPS) RWY 28
## ASHE COUNTY (GEV)

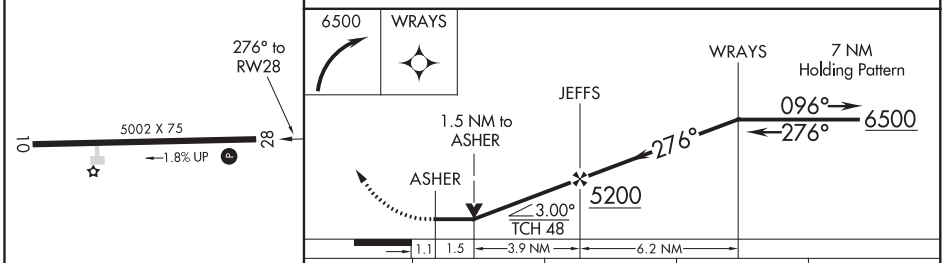
Circling Rwy 10 NA at night. Circling NA for Cat D north of Rwy 10-28. DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below ¾ SM NA. VDP NA when using Marion/Wytheville altimeter setting. When local altimeter setting not received, use Marion/Wytheville altimeter setting and increase all MDA 160 feet and LP and LNAV Cat B visibility ¼ mile and LP and LNAV Cats C/D visibility ½ mile. Cats C/D Circling NA when using Marion/Wytheville altimeter setting.

MISSED APPROACH: Climbing right turn to 6500 direct WRAYS and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 120.675 | 125.15 263.0 | 122.8 (CTAF) L |




ELEV 3178 TDZE 3142




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 3960-1¼ | 818 (800-1¼) | 3960-2½ | 818 (800-2½) |
| LNAV MDA | 4060-1¼ | 918 (900-1¼) | 4060-2½ | 918 (900-2½) |
| C CIRCLING | 4240-1¼ 1062 (1100-1¼) | 4240-1½ 1062 (1100-1½) | 5140-3 | 1962 (2000-3) |

REIL Rwy 28 L
MIRL Rwy 10-28 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

JEFFERSON, NORTH CAROLINA

AL-6790 (FAA)

19115

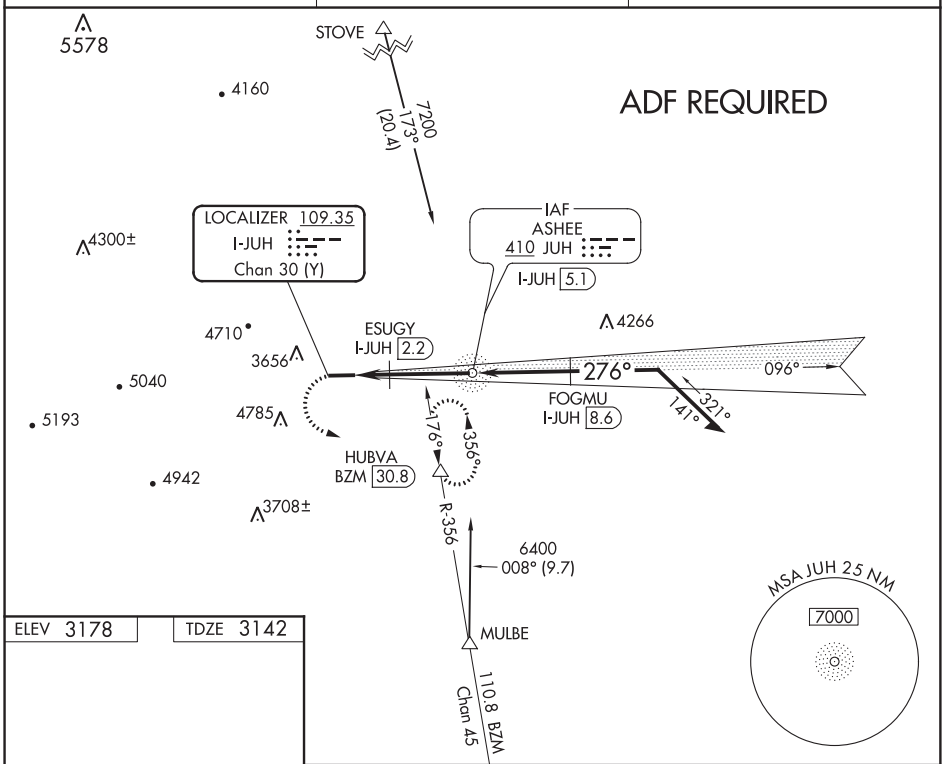
# LOC RWY 28
## ASHE COUNTY (GEV)

| LOC/DME I-JUH | APP CRS | Rwy ldg | 5002 |
|---|---|---|---|
| 109.35 | 276° | TDZE | 3142 |
| Chan 30 (Y) | | Apt Elev | 3178 |

Circling Rwy 10 NA at night. DME required. Rwy 28 helicopter visibility reduction below ¾ SM NA. VDP NA when using Marion/Wytheville altimeter setting. When local altimeter setting not received, use Marion/Wytheville altimeter setting and increase all MDA 160 feet and S-28 Cats C/D visibility ½ mile.

MISSED APPROACH: Climbing left turn to 7200 on heading 096° and BZM VOR/DME R-356 to HUBVA/BZM 30.8 DME and hold, continue climb-in-hold to 7200.

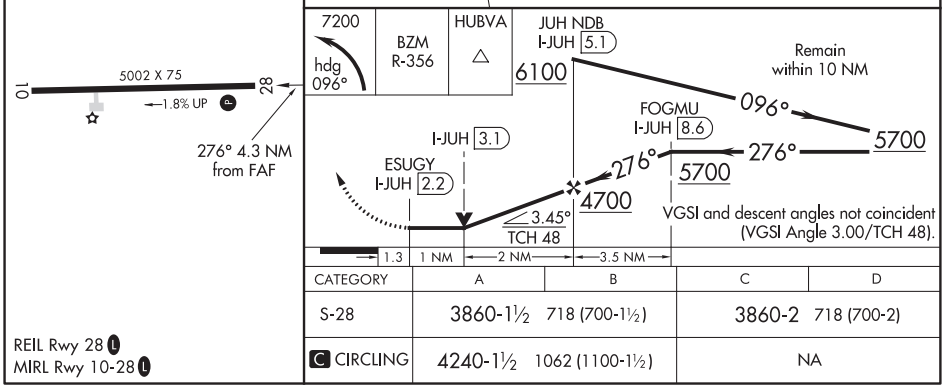
| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 120.675 | 125.15 263.0 | 122.8 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 3178 | TDZE 3142




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-28 | 3860-1½ 718 (700-1½) | | 3860-2 718 (700-2) | |
| C CIRCLING | 4240-1½ 1062 (1100-1½) | | NA | |

REIL Rwy 28 L
MIRL Rwy 10-28 L

JEFFERSON, NORTH CAROLINA
Amdt 3 30MAR17

36°26′N-81°25′W

ASHE COUNTY (GEV)
LOC RWY 28

# RNAV (GPS) RWY 5
## DUPLIN COUNTY (DPL)

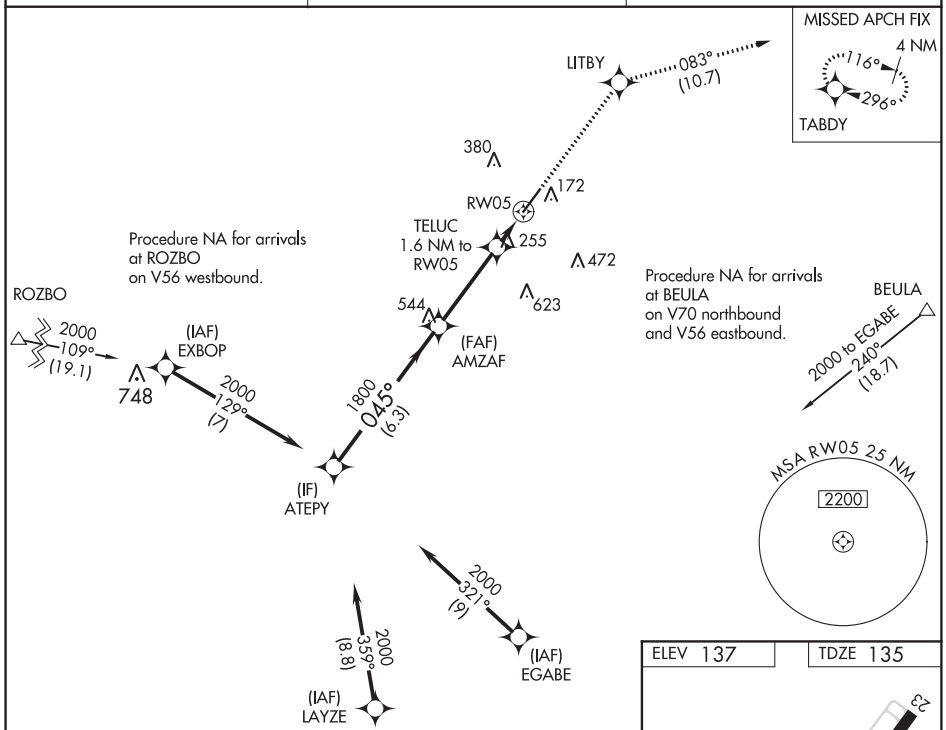
| WAAS CH 63121 W05A | APP CRS 045° | Rwy ldg 6003<br>TDZE 135<br>Apt Elev 137 |
|---|---|---|

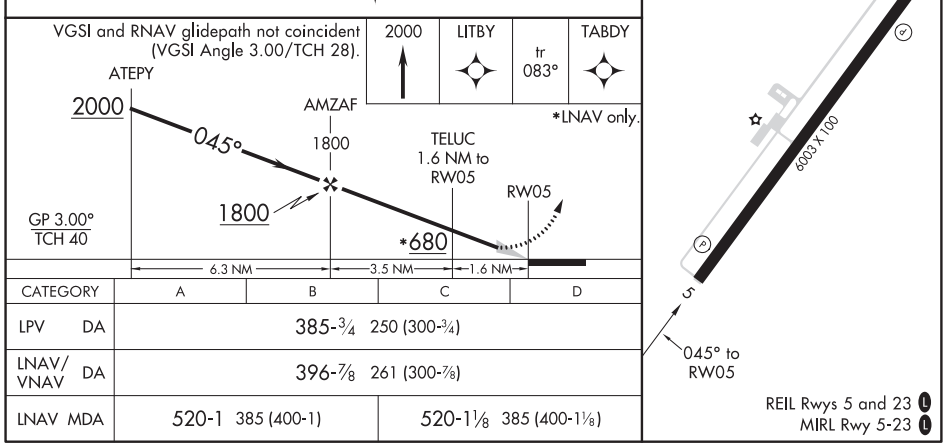
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct LITBY and on track 083° to TABDY and hold.

| AWOS-3 | SEYMOUR JOHNSON APP CON* | UNICOM |
|---|---|---|
| 120.675 | 119.7 273.6 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 385-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 396-⅞ 261 (300-⅞) | | | |
| LNAV MDA | 520-1 385 (400-1) | | 520-1⅛ 385 (400-1⅛) | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

KENANSVILLE, NORTH CAROLINA AL-6228 (FAA) 19227

| WAAS CH 69521 W23A | APP CRS 225° | Rwy ldg 6003<br>TDZE 137<br>Apt Elev 137 |
|---|---|---|

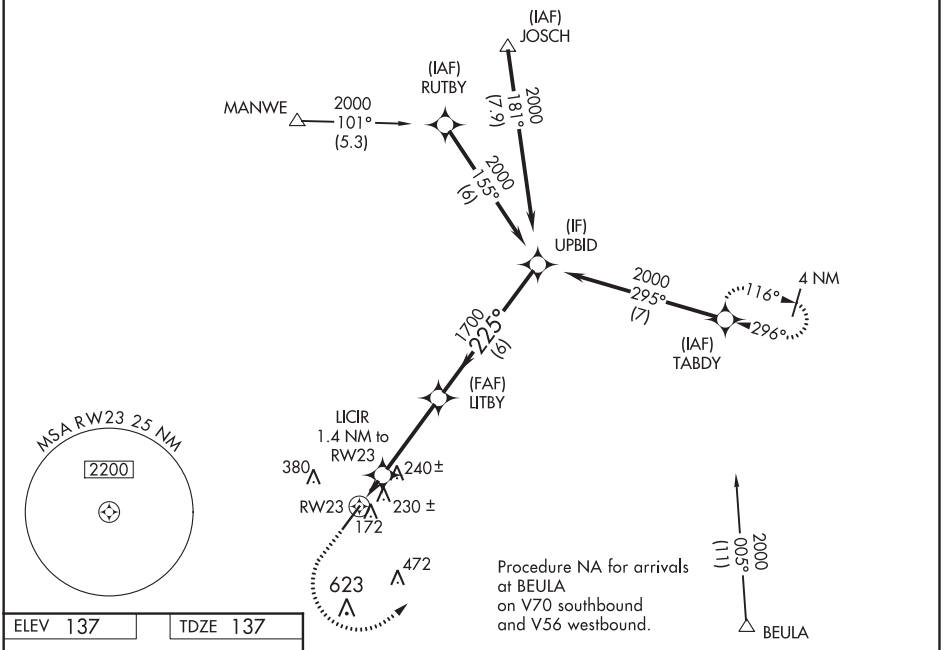
# RNAV (GPS) RWY 23
## DUPLIN COUNTY (DPL)

RNP APCH.

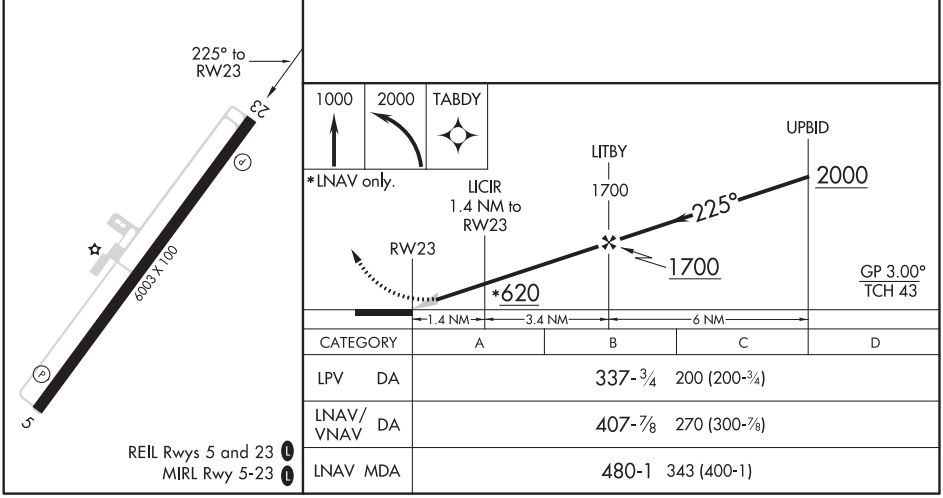
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct TABDY and hold.

| AWOS-3 | SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|---|
| 120.675 | 119.7 273.6 | 123.0 (CTAF) L |




| ELEV 137 | TDZE 137 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 337-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 407-⅞ 270 (300-⅞) | | | |
| LNAV MDA | 480-1 343 (400-1) | | | |




SE-2, 10 SEP 2020 to 05 NOV 2020

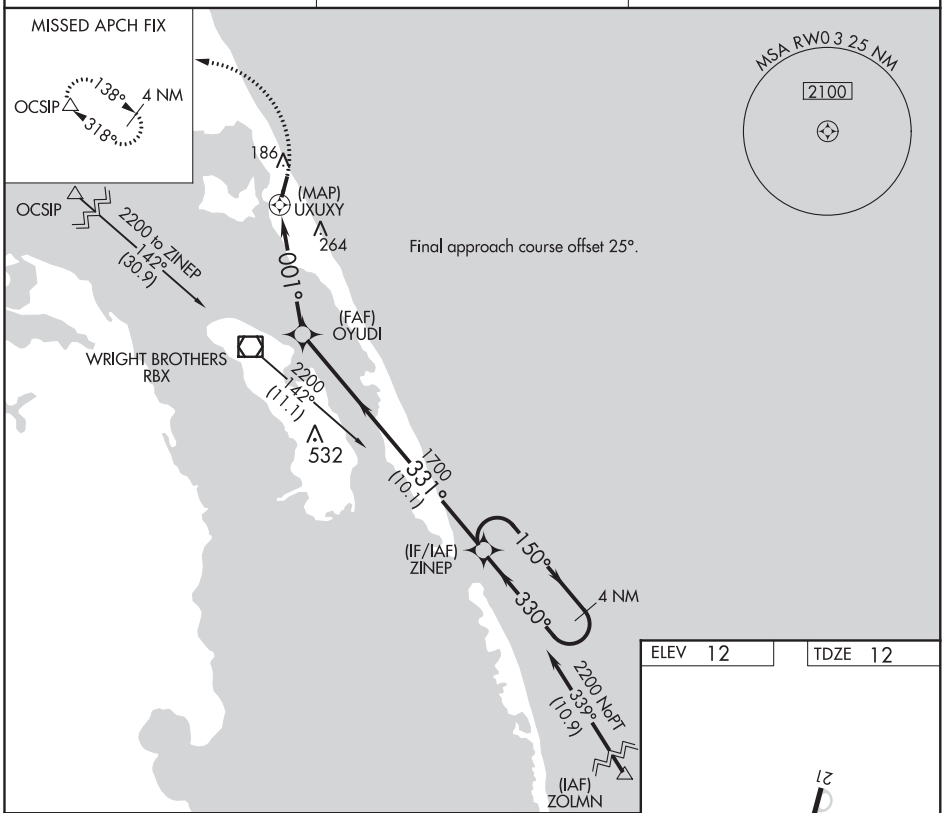
# RNAV (GPS) RWY 3
## FIRST FLIGHT(FFA)

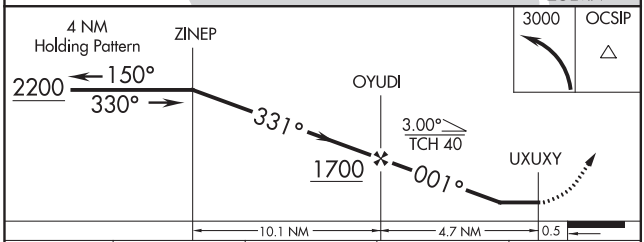
| APP CRS | Rwy ldg | 3000 |
|---|---|---|
| 001° | TDZE | 12 |
| | Apt Elev | 12 |

DME/DME RNP-0.3 NA. Procedure NA at night.
Rwy 3 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct OCSIP and hold.

| AWOS-3 | CHERRY POINT APP CON | CTAF |
|---|---|---|
| 118.075 | 124.725 350.35 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 480-1 468 (500-1) | | NA | |
| C CIRCLING | 520-1 508 (600-1) | 540-1 528 (600-1) | NA | |

KILL DEVIL HILLS, NORTH CAROLINA

AL-10743 (FAA)

17201

# RNAV (GPS) RWY 21

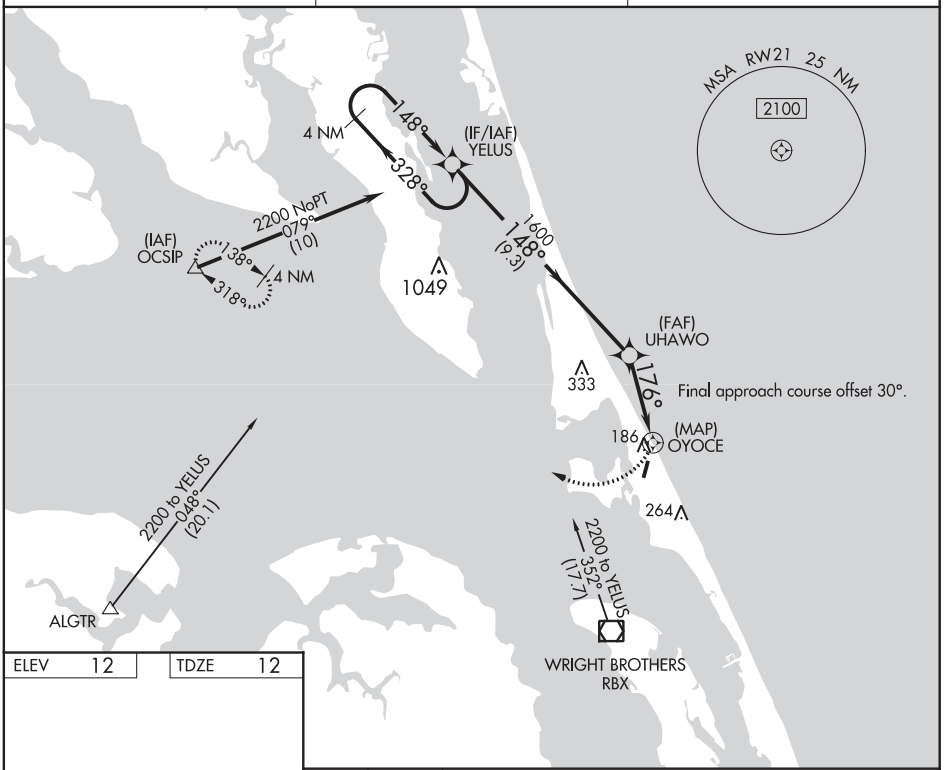
FIRST FLIGHT(FFA)

| WAAS CH 50240 W21A | APP CRS 176° | Rwy ldg 3000<br>TDZE 12<br>Apt Elev 12 |
|---|---|---|

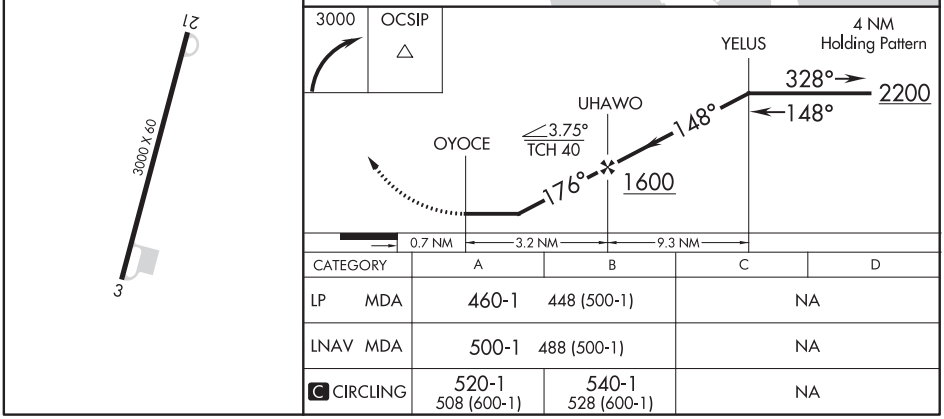
Rwy 21 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3000 direct OCSIP and hold.

| AWOS-3 | CHERRY POINT APP CON | CTAF |
|---|---|---|
| 118.075 | 124.725 350.35 | 122.9 |




| ELEV 12 | TDZE 12 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 460-1 448 (500-1) | | NA | |
| LNAV MDA | 500-1 488 (500-1) | | NA | |
| C CIRCLING | 520-1 508 (600-1) | 540-1 528 (600-1) | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

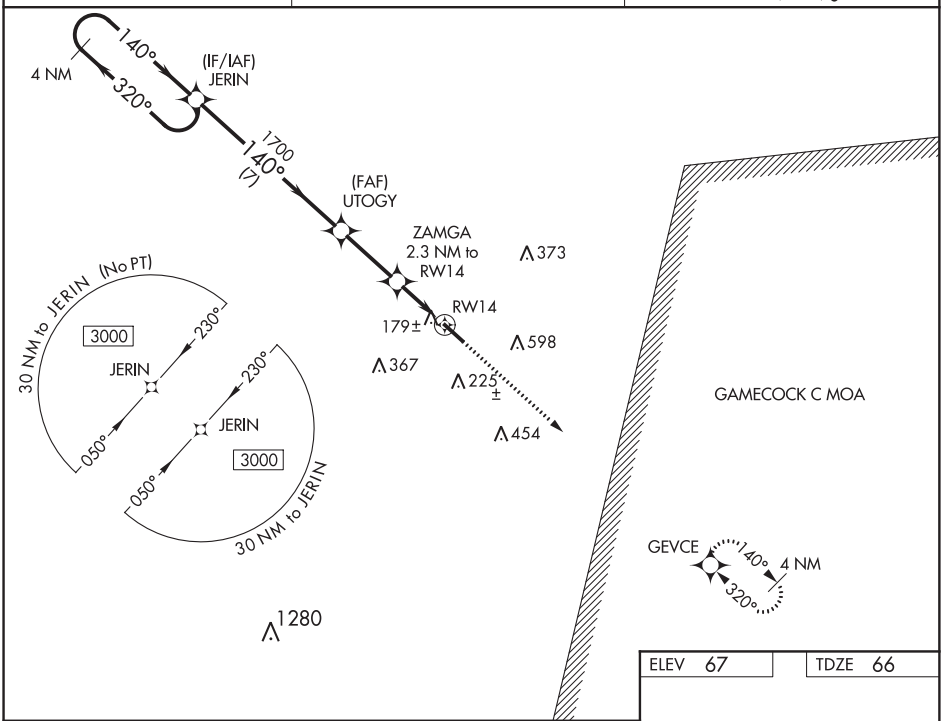
| WAAS CH 87040 W14A | APP CRS 140° | Rwy ldg 5000<br>TDZE 66<br>Apt Elev 67 |
|---|---|---|

# RNAV (GPS) RWY 14
## WILLIAMSBURG RGNL (CKI)

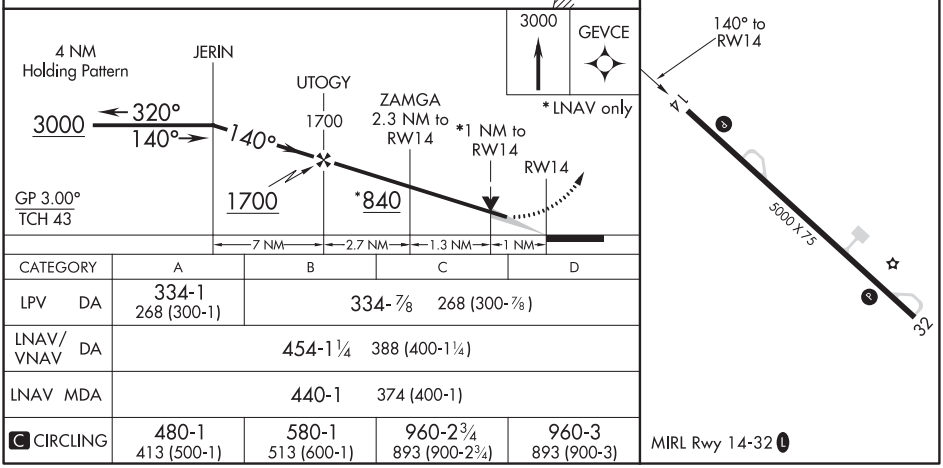
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Florence Rgnl altimeter setting. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct GEVCE and hold.

| AWOS-3 | MYRTLE BEACH APP CON * | UNICOM |
|---|---|---|
| 124.775 | 127.4 257.95 | 122.7 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 334-1<br>268 (300-1) | 334-⅞ 268 (300-⅞) | | |
| LNAV/VNAV DA | 454-1¼ 388 (400-1¼) | | | |
| LNAV MDA | 440-1 374 (400-1) | | | |
| C CIRCLING | 480-1<br>413 (500-1) | 580-1<br>513 (600-1) | 960-2¾<br>893 (900-2¾) | 960-3<br>893 (900-3) |

KINGSTREE, SOUTH CAROLINA | AL-6221 (FAA) | 17285

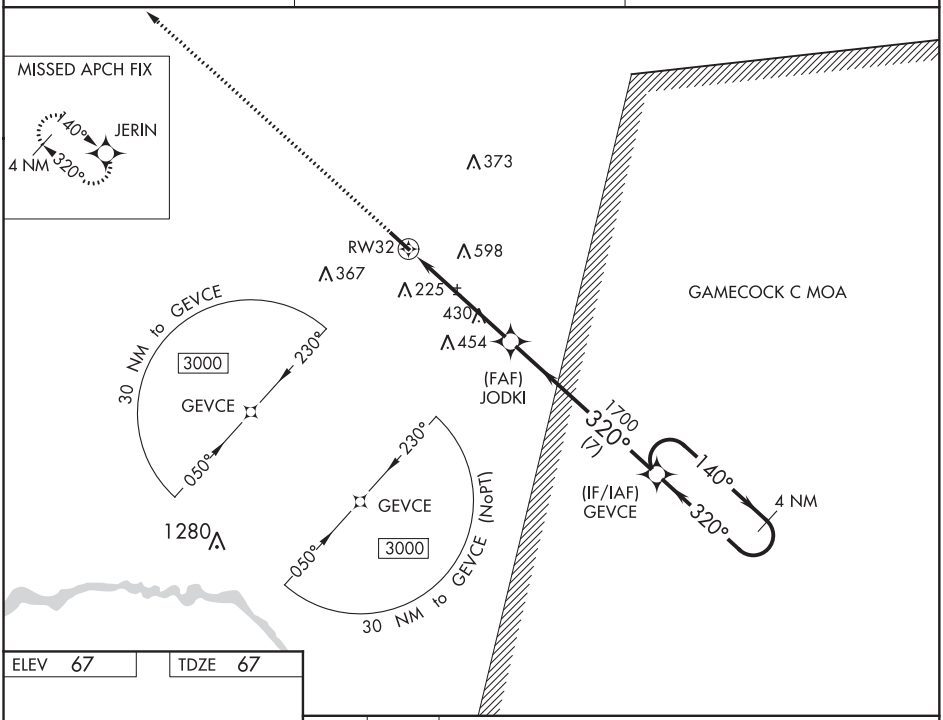
# RNAV (GPS) RWY 32
## WILLIAMSBURG RGNL (CKI)

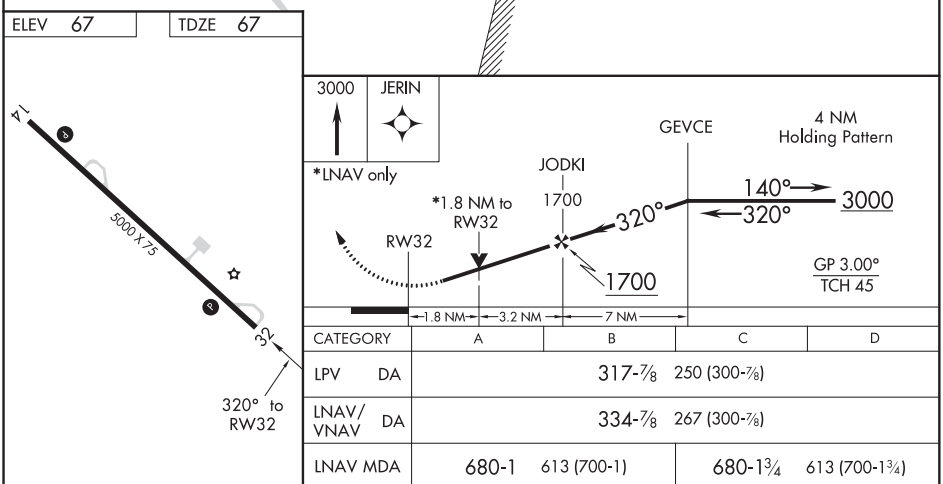
| WAAS CH 45740 W32A | APP CRS 320° | Rwy ldg 5000<br>TDZE 67<br>Apt Elev 67 |
|---|---|---|

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 Florence Rgnl altimeter setting. Rwy 32 helicopter visibility reduction below ¾SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct JERIN and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 124.775 | 127.4 257.95 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 317-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 334-⅞ 267 (300-⅞) | | | |
| LNAV MDA | 680-1 613 (700-1) | | 680-1¾ 613 (700-1¾) | |
| C CIRCLING | 680-1 613 (700-1) | | 960-2¾ 893 (900-2¾) | 960-3 893 (900-3) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC I-ISO | APP CRS | Rwy ldg | 10960 |
|---|---|---|---|
| 111.3 | 050° | TDZE | 93 |
| | | Apt Elev | 93 |

# ILS or LOC RWY 5

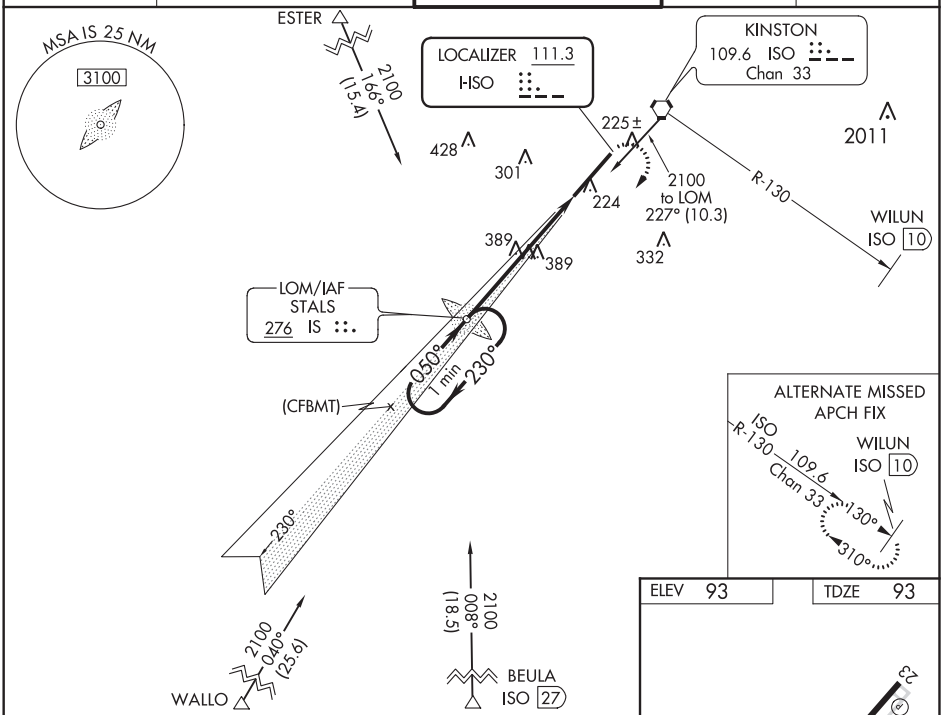
## KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

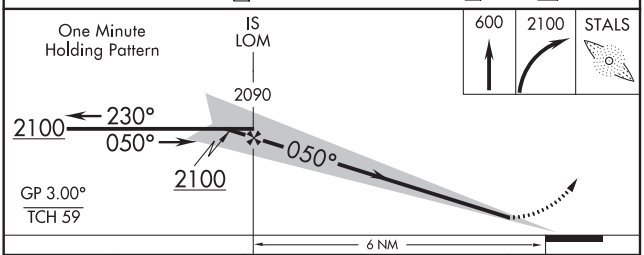
ADF Required. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase DA to 336; increase all MDA 60 feet and S-LOC 5 Cats C and D visibility ⅛ mile and Circling Cat D visibility ¼ mile. For inop MALSR, increase S-LOC 5 Cats C and D visibility to 1⅝ mile. For inop MALSR when using Seymour Johnson AFB altimeter setting, increase S-LOC 5 Cats C and D visibility to 1¾ mile. ** RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Seymour Johnson AFB altimeter setting.

MALSR A5

MISSED APPROACH: Climb to 600 then climbing right turn to 2100 direct STALS LOM and hold.

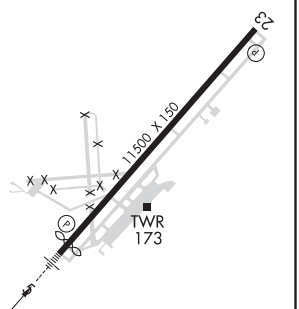
| AWOS-3 | SEYMOUR JOHNSON APP CON ★ | KINSTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.75 | 127.3 273.6 | 120.6 (CTAF) L 335.55 | 121.9 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 ** | 293/24 200 (200-½) | | | |
| S-LOC 5 | 640/24 547 (600-½) | | 640/60 547 (600-1¼) | |
| C CIRCLING | 640-1 547 (600-1) | | 700-1¾ 607 (700-1¾) | 740-2 647 (700-2) |

ELEV 93 TDZE 93




REIL Rwy 23 L
HIRL Rwy 5-23 L

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

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

KINSTON, NORTH CAROLINA AL-5038 (FAA) 20086

| WAAS CH 82004 W05A | APP CRS 050° | Rwy ldg 10960<br>TDZE 93<br>Apt Elev 93 |
|---|---|---|

# RNAV (GPS) RWY 5

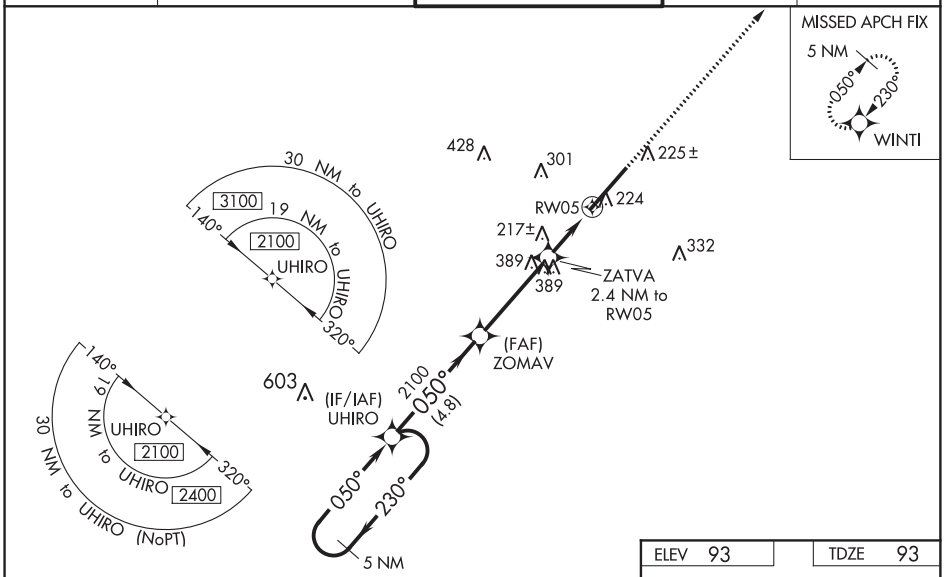
## KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

Baro-VNAV NA when using Seymour Johnson AFB 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. VDP NA when using Seymour Johnson AFB altimeter setting. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase all DAs 43 feet and all MDAs 60 feet. Increase LNAV/VNAV all Cats visibility to RVR 2600, increase LNAV Cats C and D visibility to RVR 4000, and Circling Cat D visibility to 2¼mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats A and B visibility to RVR 5500 and Cats C and D to RVR 6000. For inop MALSR when using Seymour Johnson AFB altimeter setting, increase LNAV Cats A and B visibility to RVR 5500 and Cats C and D to 1⅜ mile.

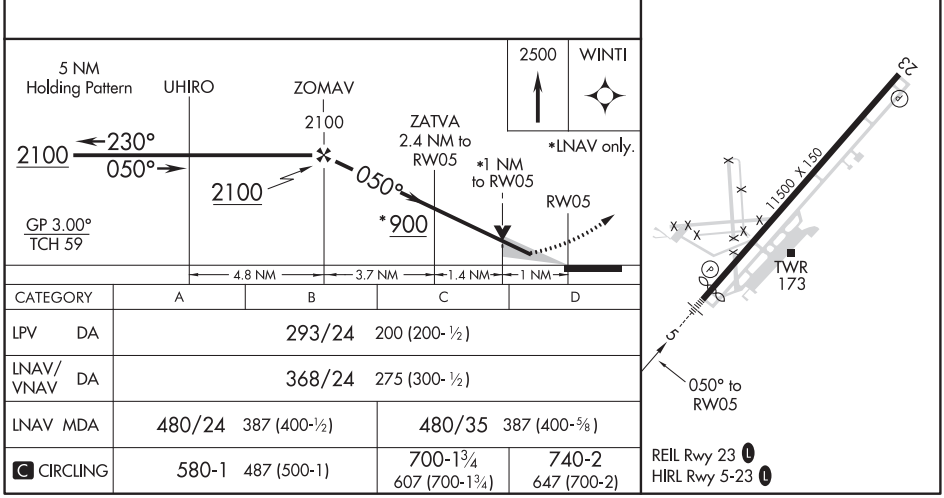
MALSR

MISSED APPROACH: Climb to 2500 direct WINTI and hold.

| AWOS-3 | SEYMOUR JOHNSON APP CON ★ | KINSTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.75 | 127.3 273.6 | 120.6 (CTAF) L 335.55 | 121.9 | 122.95 |




| ELEV 93 | TDZE 93 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 293/24 200 (200-½) | | | |
| LNAV/VNAV DA | 368/24 275 (300-½) | | | |
| LNAV MDA | 480/24 387 (400-½) | | 480/35 387 (400-⅝) | |
| C CIRCLING | 580-1 487 (500-1) | | 700-1¾ 607 (700-1¾) | 740-2 647 (700-2) |

REIL Rwy 23 L
HIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 77704 W23A | APP CRS 230° | Rwy ldg 11500 TDZE 87 Apt Elev 93 |
|---|---|---|

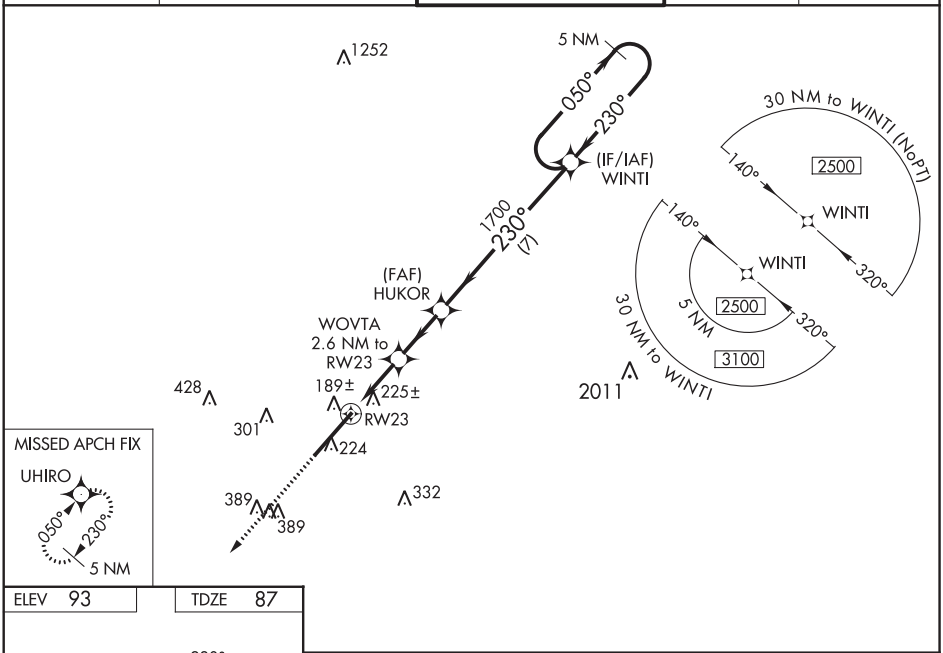
# RNAV (GPS) RWY 23

## KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

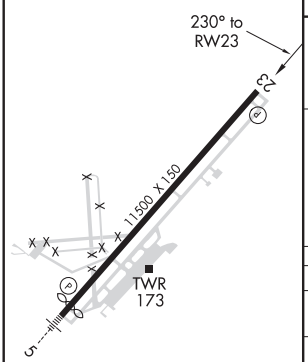
Baro-VNAV NA when using Seymour Johnson AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Seymour Johnson AFB altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase LPV DA to 432, LNAV/VNAV DA to 413, and all MDA 60 feet. Increase LPV all Cats and LNAV Cats C and D visibility ⅛ mile, and increase LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile.

MISSED APPROACH: Climb to 2100 direct UHIRO and hold.

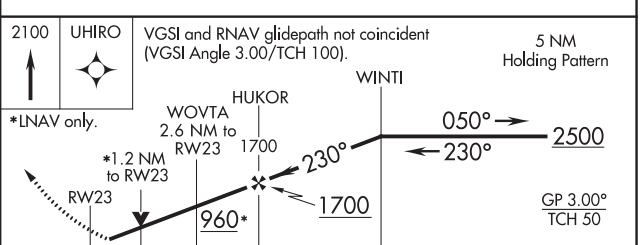
| AWOS-3 | SEYMOUR JOHNSON APP CON ★ | KINSTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 132.75 | 127.3 273.6 | 120.6 (CTAF) L 335.55 | 121.9 | 122.95 |




| ELEV 93 | TDZE 87 |
|---|---|




REIL Rwy 23 L
HIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 390-1 303 (300-1) | | | |
| LNAV/VNAV DA | 437-1⅛ 350 (400-1⅛) | | | |
| LNAV MDA | 540-1 453 (500-1) | | 540-1⅜ 453 (500-1⅜) | |
| C CIRCLING | 580-1 487 (500-1) | | 700-1¾ 607 (700-1¾) | 740-2 647 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

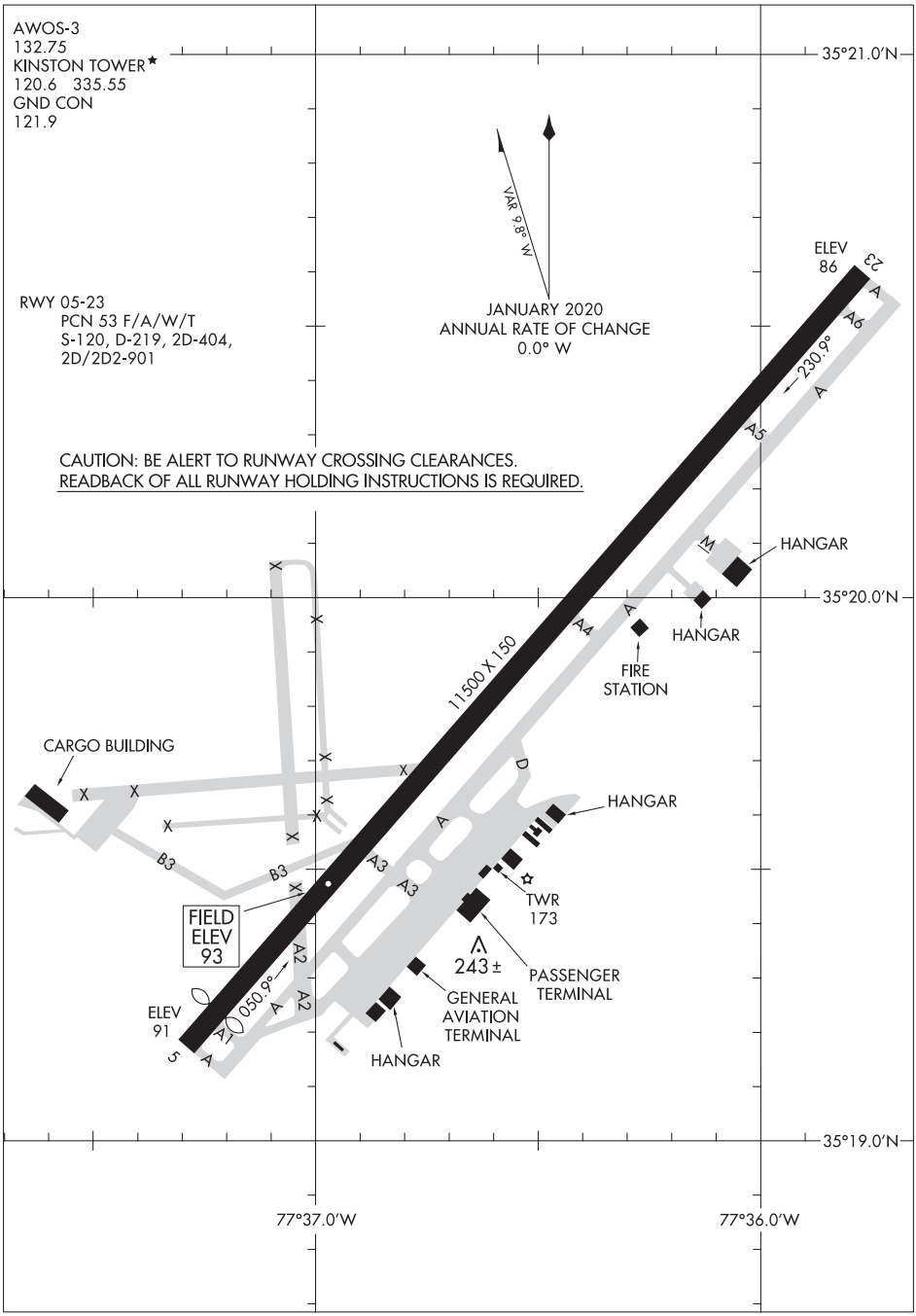
SE-2, 10 SEP 2020 to 05 NOV 2020

20086

# AIRPORT DIAGRAM

## KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

AL-5038 (FAA) KINSTON, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 3700 |
|---|---|---|
| 012° | TDZE | 80 |
| | Apt Elev | 80 |

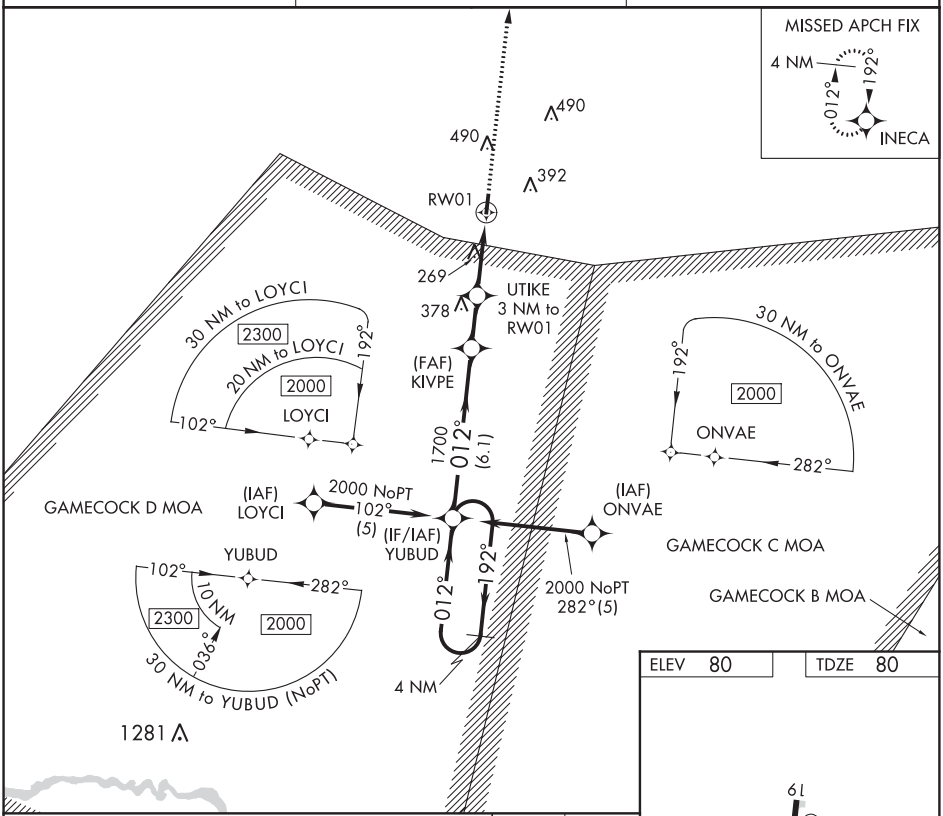
# RNAV (GPS) RWY 1
## LAKE CITY MUNI C J EVANS FIELD (51J)

NA

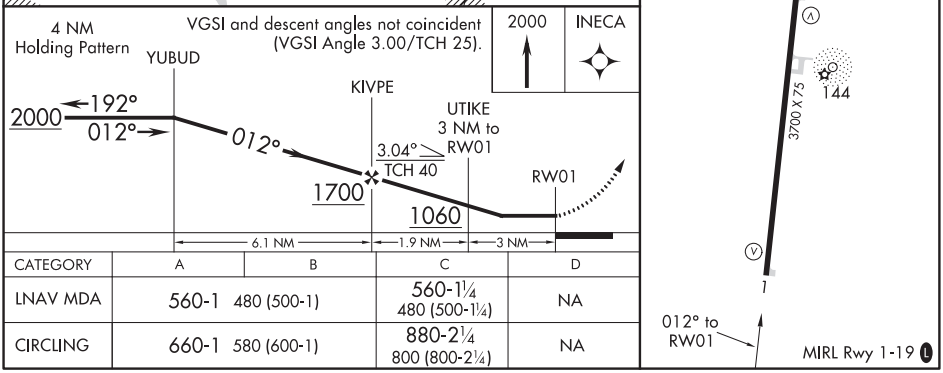
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2000 direct INECA and hold.

| CKI AWOS-3 | FLORENCE APP CON * | CTAF |
|---|---|---|
| 124.775 | 135.25 316.15 | 122.9 L |




| ELEV | 80 | TDZE | 80 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 480 (500-1) | | 560-1¼ 480 (500-1¼) | NA |
| CIRCLING | 660-1 580 (600-1) | | 880-2¼ 800 (800-2¼) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LAKE CITY, SOUTH CAROLINA

AL-6914 (FAA)

20198

# RNAV (GPS) RWY 19

## LAKE CITY MUNI C J EVANS FIELD (51J)

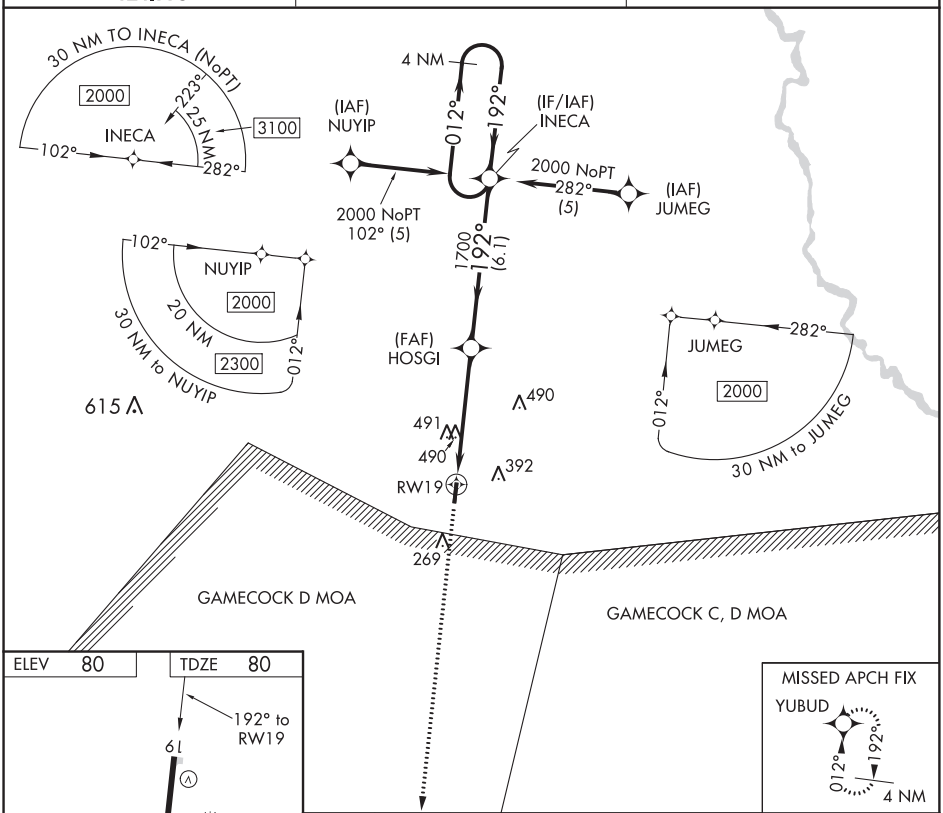
| APP CRS | Rwy ldg | 3700 |
|---|---|---|
| 192° | TDZE | 80 |
| | Apt Elev | 80 |

Rwy 19 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Straight-in Rwy 19 NA at night.

NA

MISSED APPROACH: Climb to 2000 direct YUBUD and hold.

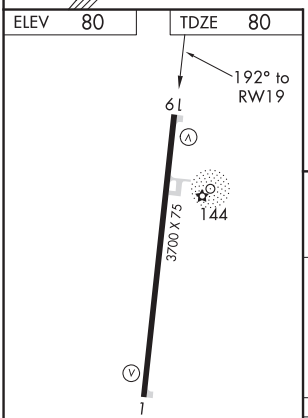
| CKI AWOS-3 | FLORENCE APP CON★ | CTAF |
|---|---|---|
| 124.775 | 135.25 316.15 | 122.9 L |




SE-2, 10 SEP 2020 to 05 NOV 2020

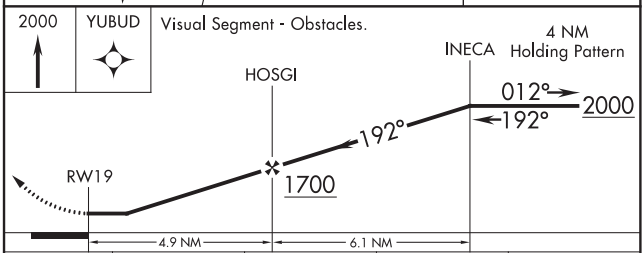
SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV | 80 | TDZE | 80 |
|---|---|---|---|




MIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 820-1 740 (800-1) | | 820-2 740 (800-2) | NA |
| CIRCLING | 820-1 740 (800-1) | | 880-2¼ 800 (800-2¼) | NA |

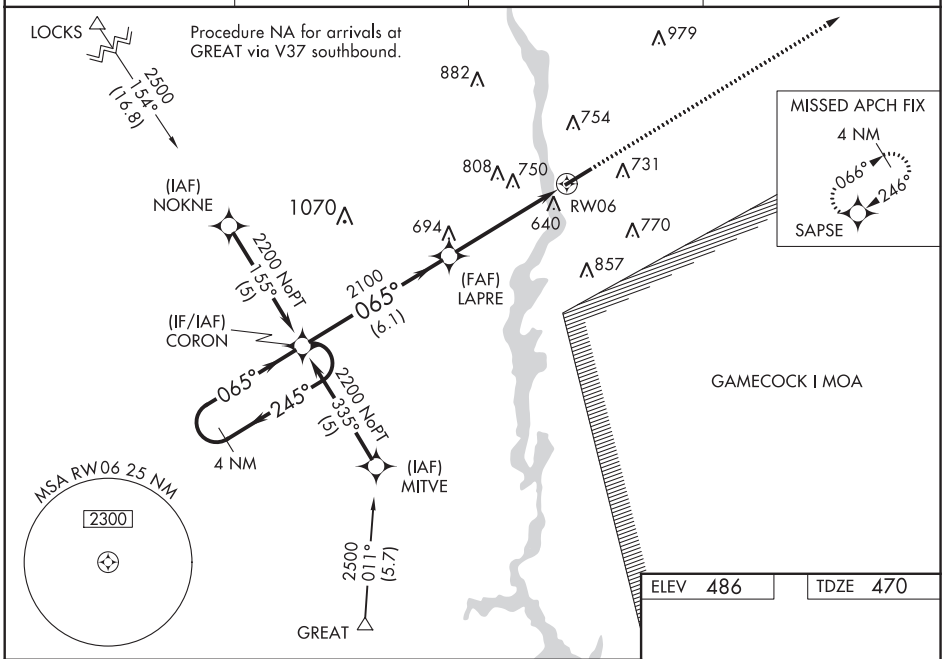
# RNAV (GPS) RWY 6
## LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

| WAAS CH 86816 W06A | APP CRS 065° | Rwy ldg 5899<br>TDZE 470<br>Apt Elev 486 |
|---|---|---|

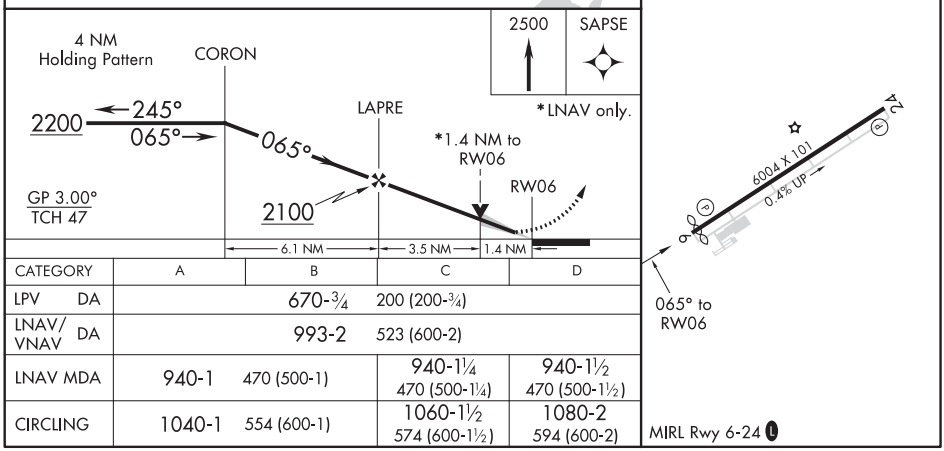
When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA 69 feet, LNAV/VNAV DA 98 feet and all MDA 80 feet, and increase LPV, LNAV/VNAV all Cats, LNAV and Circling Cats C and D visibilities ¼ mile. VDP NA when using Rock Hill altimeter setting.

MISSED APPROACH: Climb to 2500 direct SAPSE and hold.

| AWOS-3 | CHARLOTTE APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.825 | 120.05 307.8 | 121.725 | 122.725 (CTAF) L |




| ELEV 486 | TDZE 470 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 670-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 993-2 523 (600-2) | | | |
| LNAV MDA | 940-1 470 (500-1) | | 940-1¼ 470 (500-1¼) | 940-1½ 470 (500-1½) |
| CIRCLING | 1040-1 554 (600-1) | | 1060-1½ 574 (600-1½) | 1080-2 594 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LANCASTER, SOUTH CAROLINA

AL-5853 (FAA)

20198

# RNAV (GPS) RWY 24

## LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

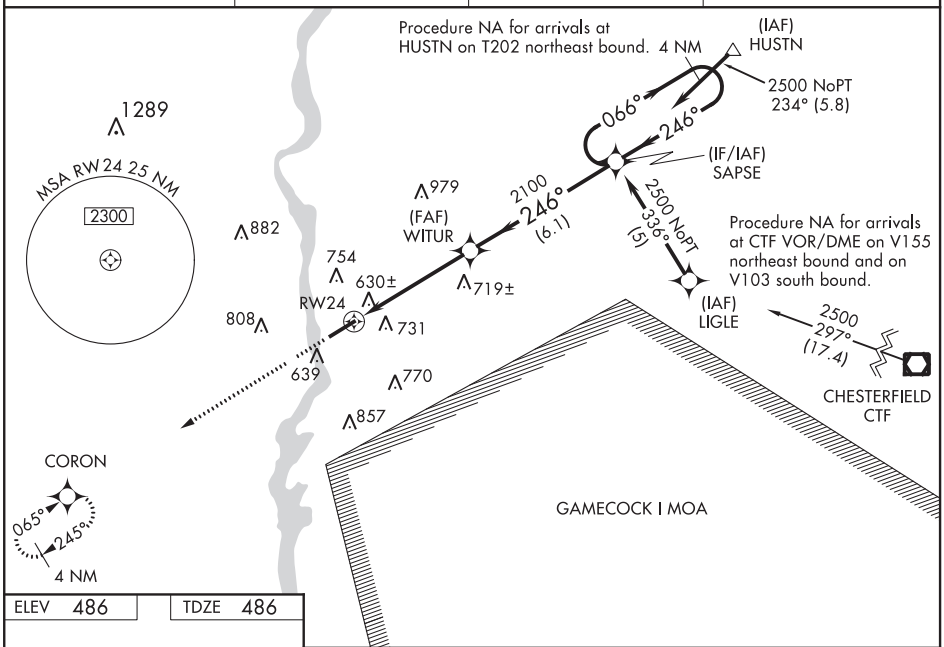
| WAAS CH 70416 W24A | APP CRS 246° | Rwy ldg 6004 | TDZE 486 | Apt Elev 486 |
|---|---|---|---|---|

RNP APCH.

When VGSI inoperative Straight-in/Circling Rwy 24 procedure NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. When local altimeter setting not received, use Rock Hill altimeter setting and increase LPV DA to 805 feet, LNAV/VNAV DA to 1086 feet, and all MDA 80 feet, increase LNAV Cat C and Circling Cats C and D visibility ¼ SM.

MISSED APPROACH: Climb to 2200 direct CORON and hold.

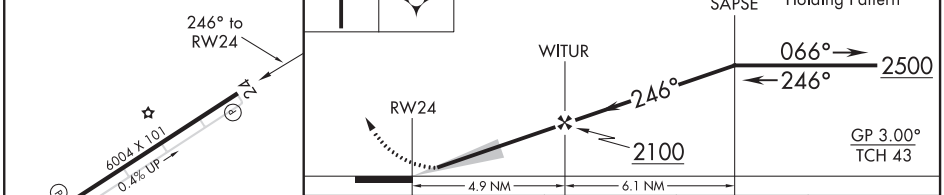
| AWOS-3 | CHARLOTTE APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.825 | 120.05 307.8 | 121.725 | 122.725 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 486 | TDZE 486




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 736-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1017-2 531 (600-2) | | | |
| LNAV MDA | 960-1 474 (500-1) | | 960-1¼ 474 (500-1¼) | 960-1½ 474 (500-1½) |
| CIRCLING | 1040-1 554 (600-1) | | 1060-1½ 574 (600-1½) | 1080-2 594 (600-2) |

MIRL Rwy 6-24 L

# VOR/DME-A

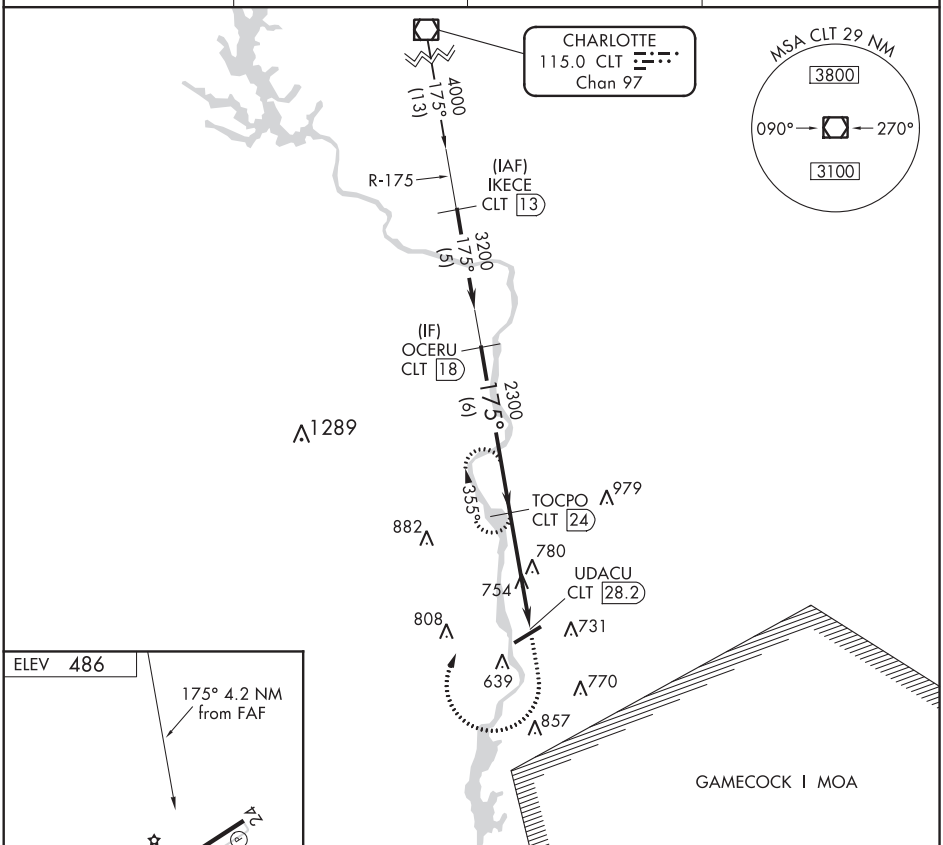
## LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

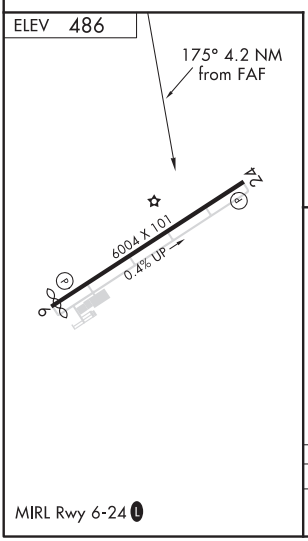
| VOR/DME CLT | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.0 | 175° | TDZE | N/A |
| Chan 97 | | Apt Elev | 486 |

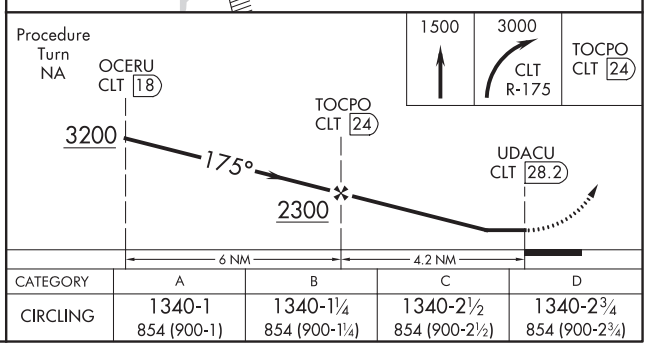
When VGSI inoperative, Circling Rwy 24 NA at night. When local altimeter setting not received, use Rock Hill altimeter setting.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 via CLT VOR/DME R-175 to TOCPO/CLT 24 DME and hold, continue climb-in-hold to 3000.

| AWOS-3 | CHARLOTTE APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.825 | 120.05 307.8 | 121.725 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1340-1<br>854 (900-1) | 1340-1¼<br>854 (900-1¼) | 1340-2½<br>854 (900-2½) | 1340-2¾<br>854 (900-2¾) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

LANCASTER, SOUTH CAROLINA

AL-5853 (FAA)

20254

# NDB RWY 24

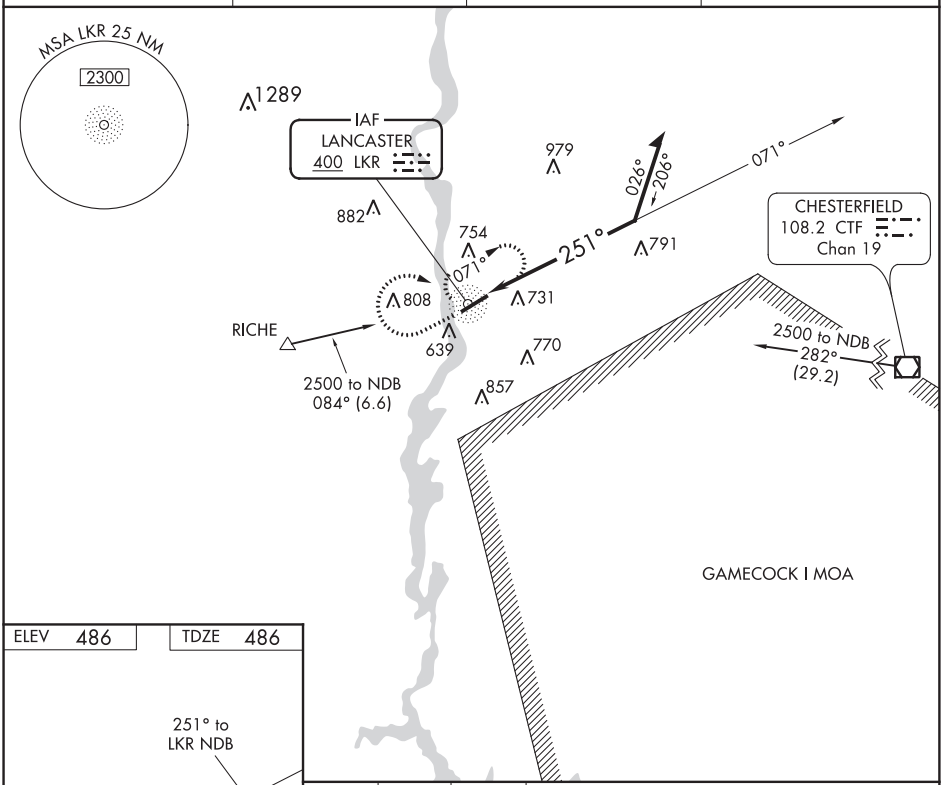
## LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

| NDB LKR | APP CRS | Rwy ldg | 6004 |
|---|---|---|---|
| 400 | 251° | TDZE | 486 |
| | | Apt Elev | 486 |

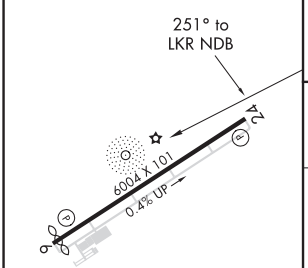
When VGSI inoperative, Straight-in/Circling Rwy 24 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 80 feet, and increase S-24 Cats B, C, and D and Circling Cats B, C, and D visibility ¼ mile.

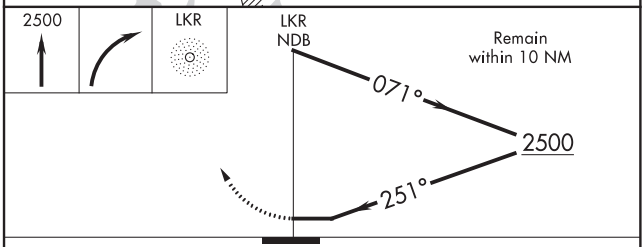
MISSED APPROACH: Climb to 2500 then right turn direct LKR NDB and hold.

| AWOS-3 | CHARLOTTE APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.825 | 120.05 307.8 | 121.725 | 122.725 (CTAF) L |




| ELEV | 486 | TDZE | 486 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-24 | 1160-1 | 674 (700-1) | 1160-2<br>674 (700-2) | 1160-2¼<br>674 (700-2¼) |
| CIRCLING | 1160-1 | 674 (700-1) | 1160-2<br>674 (700-2) | 1160-2¼<br>674 (700-2¼) |

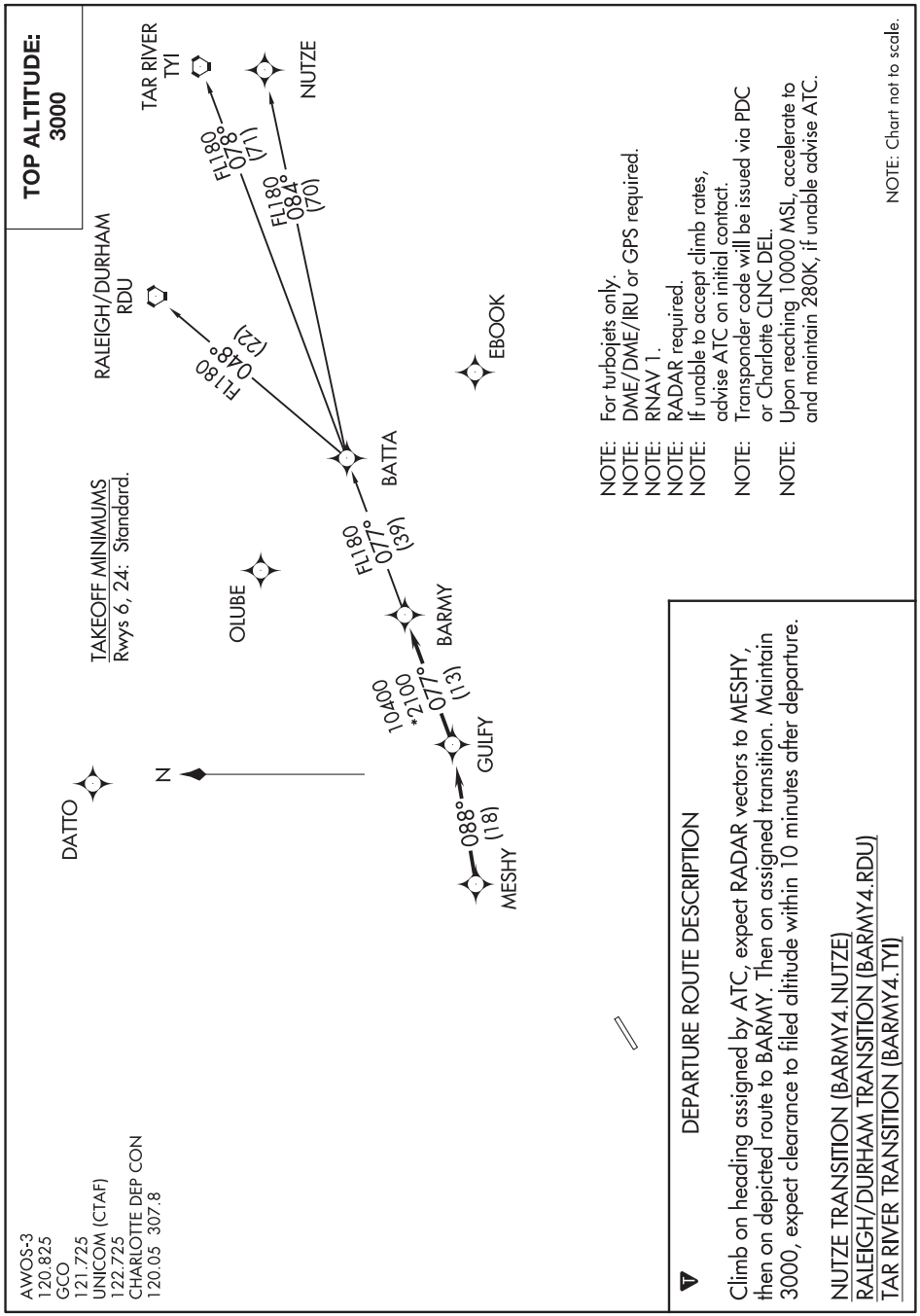
MIRL Rwy 6-24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# BARMY FOUR DEPARTURE (RNAV)

LANCASTER, SOUTH CAROLINA






SE-2, 10 SEP 2020 to 05 NOV 2020

BARMY FOUR DEPARTURE (RNAV)
LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

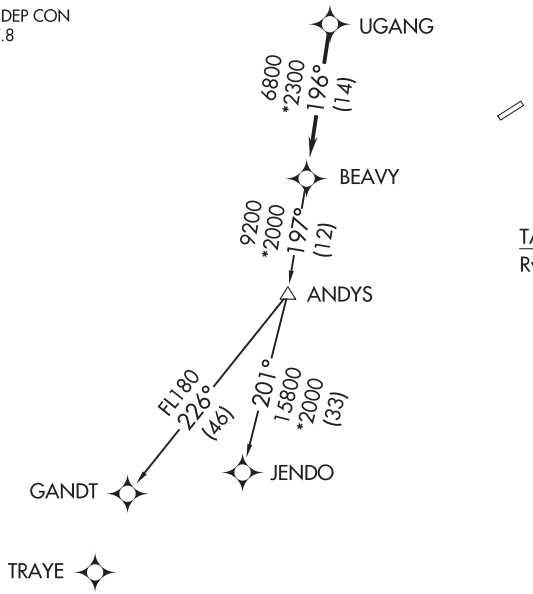
(BEAVY5.BEAVY) 19003 AL-5853 (FAA)

# BEAVY FIVE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

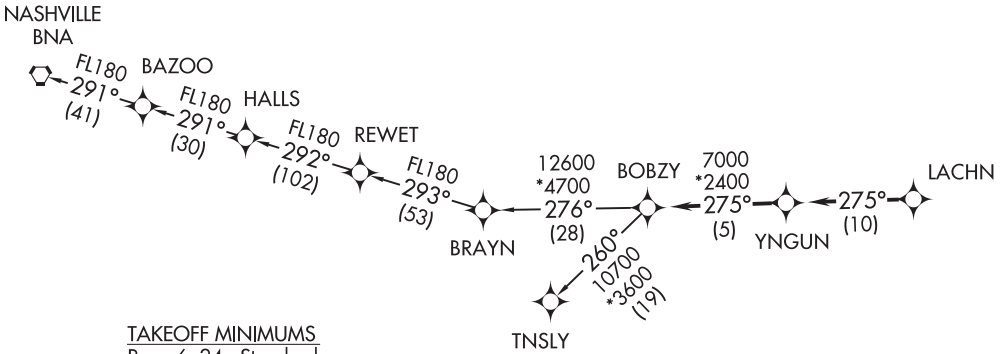
GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)




SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

NASHVILLE TRANSITION (BOBZY4.BNA)
TNSLY TRANSITION (BOBZY4.TNSLY)

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

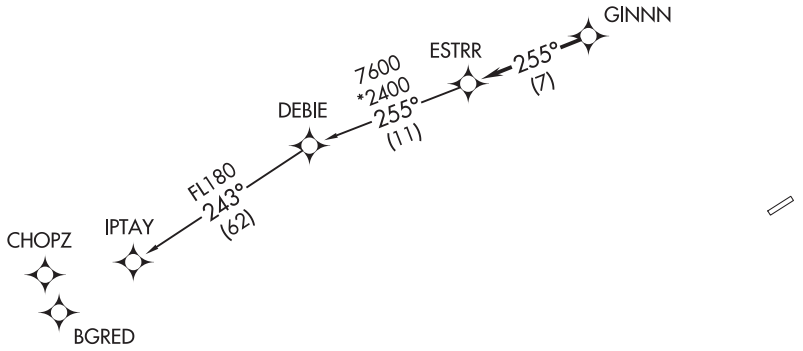
(ESTRR4.ESTRR) 19003

# ESTRR FOUR DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
AL-5853 (FAA)
LANCASTER, SOUTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)



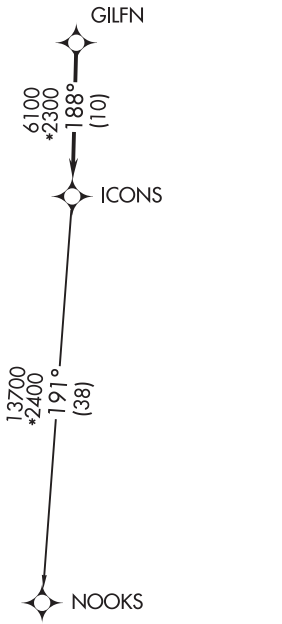

SE-2, 10 SEP 2020 to 05 NOV 2020

# ICONS FOUR DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS4.NOOKS)

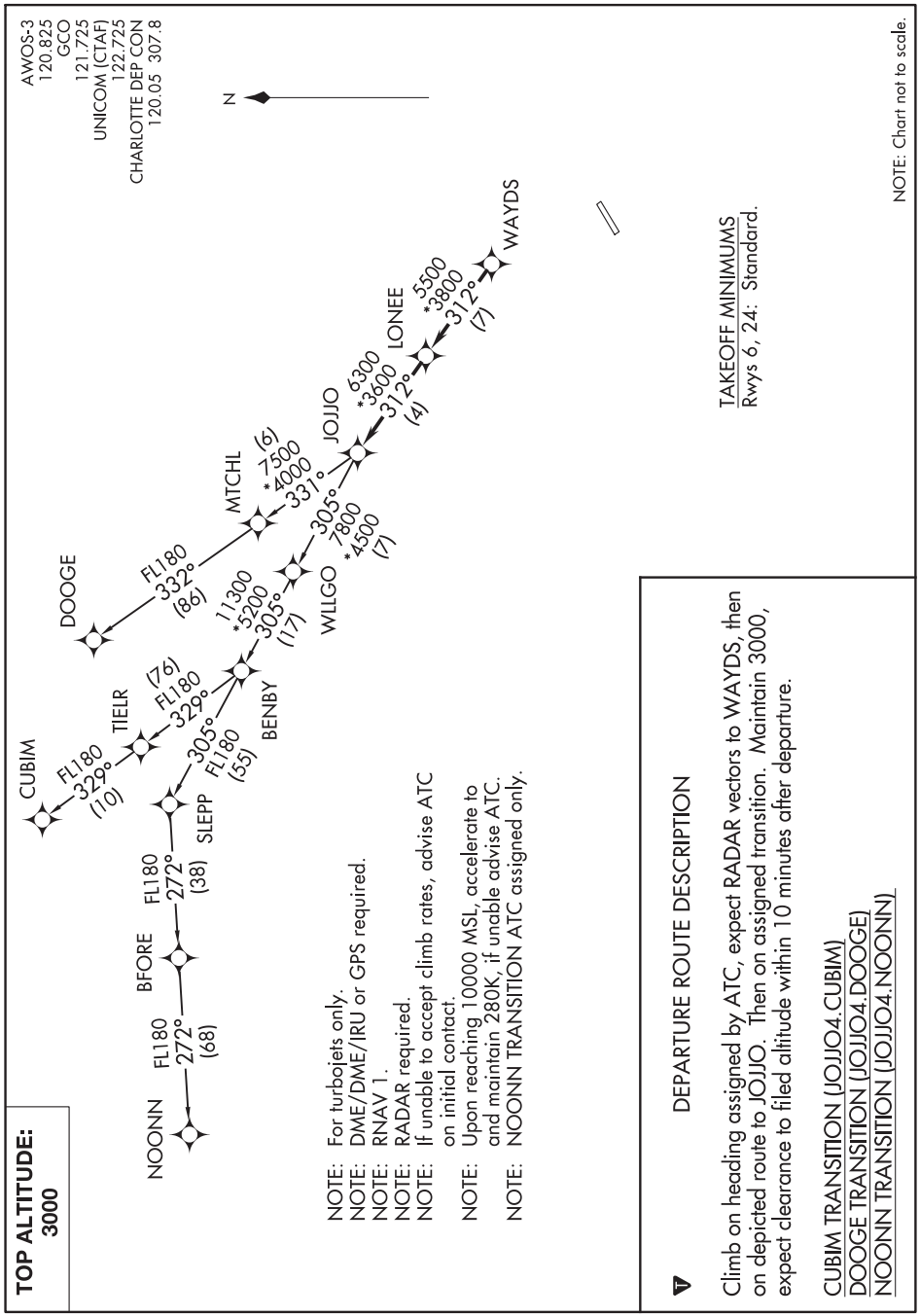


SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(JOJJO4.JOJJO) 19003

# JOJJO FOUR DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
AL-5853 (FAA)
LANCASTER, SOUTH CAROLINA



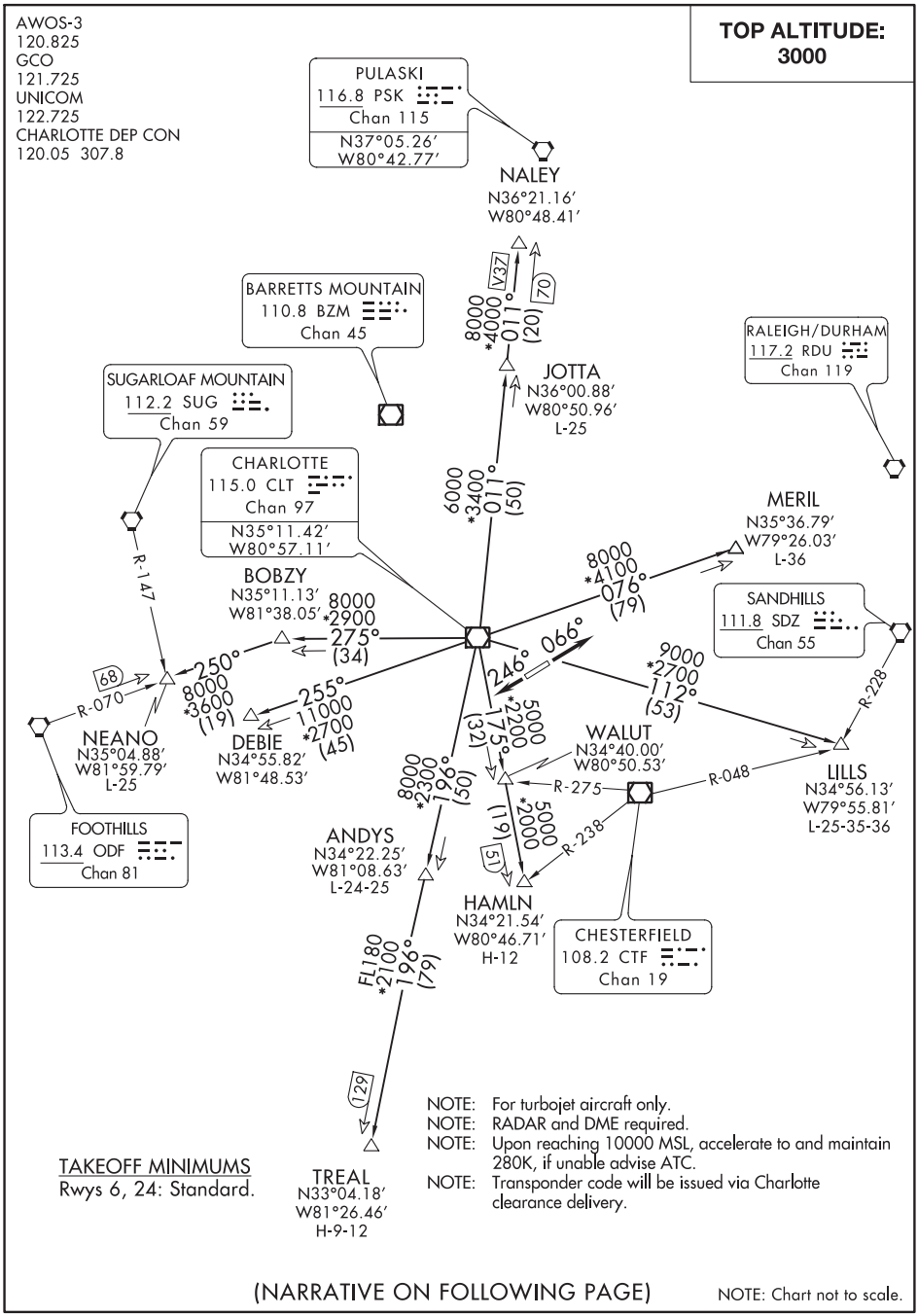



SE-2, 10 SEP 2020 to 05 NOV 2020

JOJJO FOUR DEPARTURE (RNAV)

LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

(JOJJO4.JOJJO) 03JAN19




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

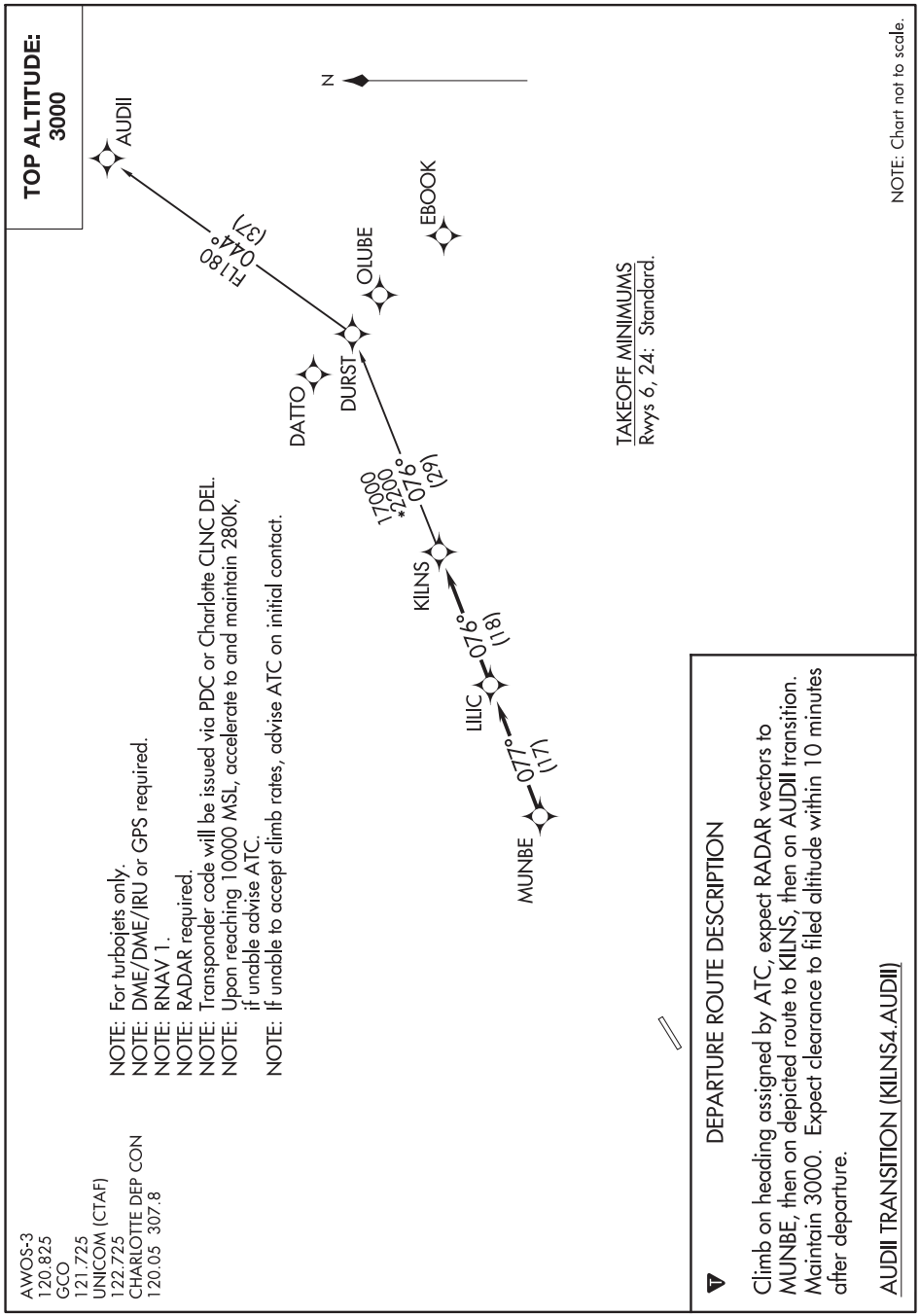
TAKEOFF RWY 6: Climb heading 066°, thence. . . .
TAKEOFF RWY 24: Climb heading 246°, thence. . . .

. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

# KILNS FOUR DEPARTURE (RNAV)





(KNI2.KNI) 20086

# KNIGHTS TWO DEPARTURE

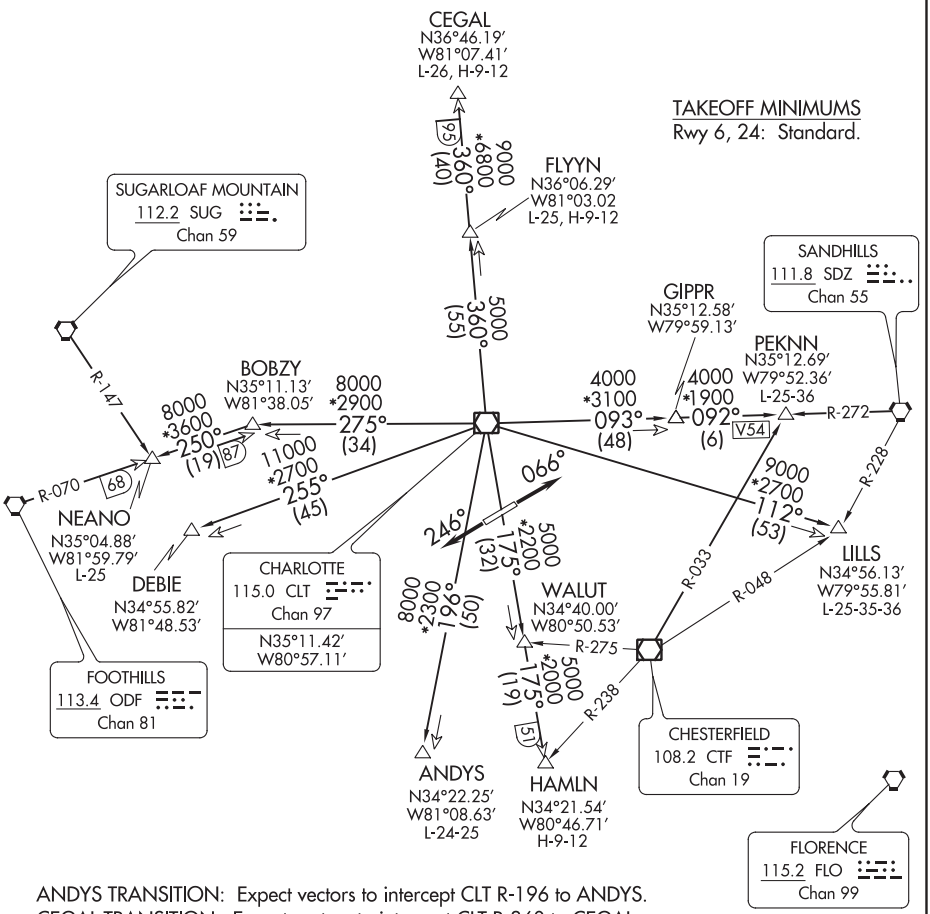
LANCASTER COUNTY-MCWHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 6, 24: Standard.




ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

# KNIGHTS TWO DEPARTURE

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 066° thence. . . .
TAKEOFF RUNWAY 24: Climb heading 246° thence. . . .

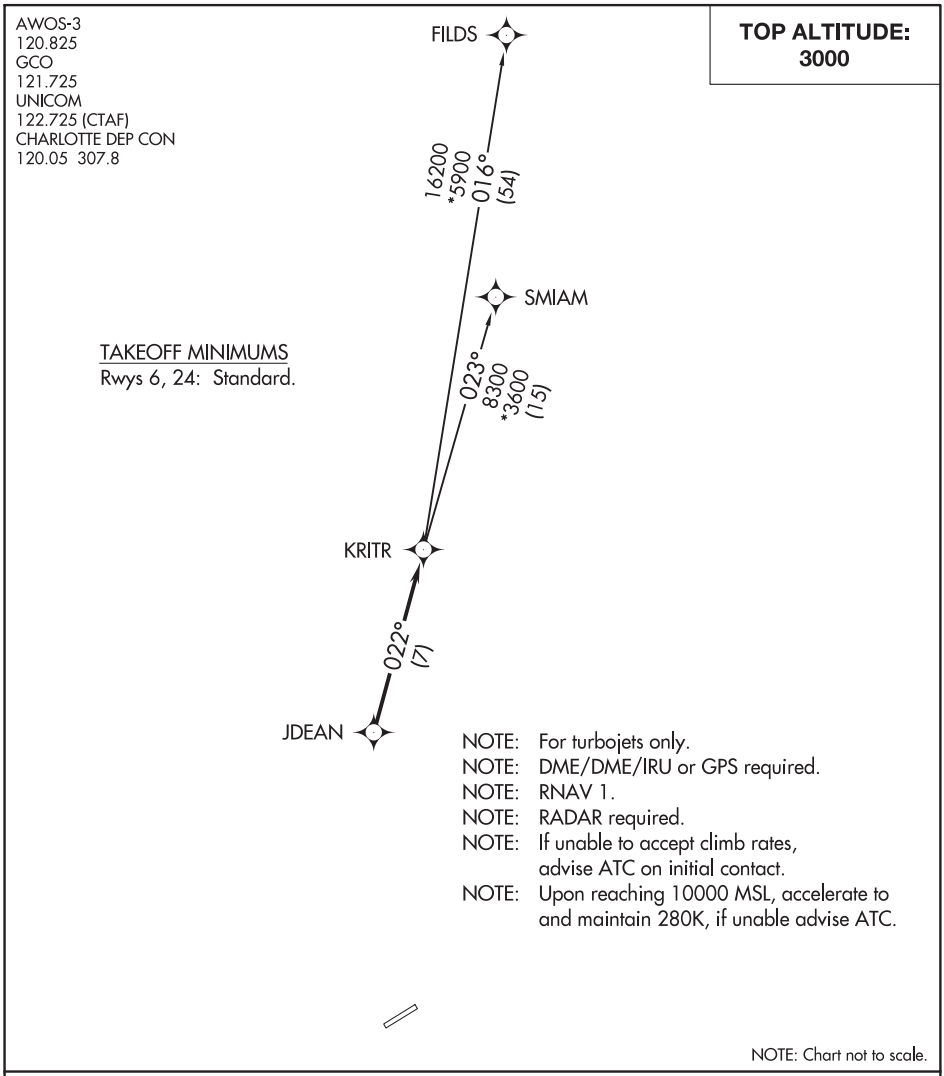
. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

(KRITR5.KRITR) 19003

# KRITR FIVE DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
AL-5853 (FAA)
LANCASTER, SOUTH CAROLINA




## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

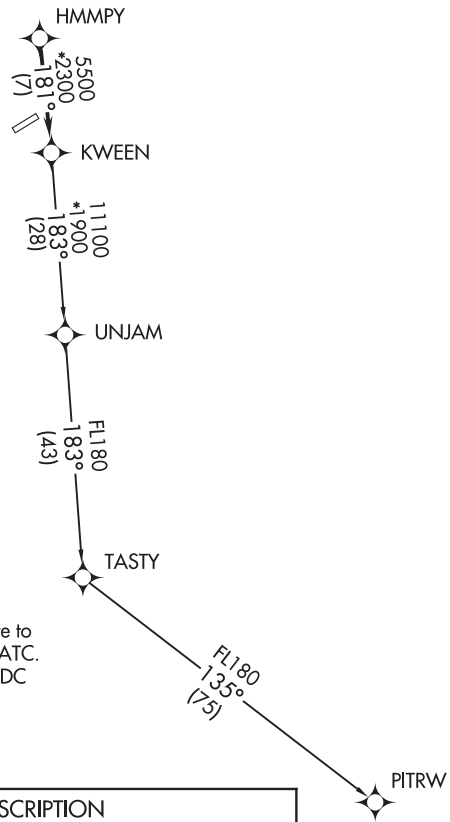

SE-2, 10 SEP 2020 to 05 NOV 2020

KRITR FIVE DEPARTURE (RNAV)
(KRITR5.KRITR) 03JAN19
LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

# KWEEN FOUR DEPARTURE (RNAV)

AWOS-3
120.825
GCO
121.725
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(LILLS2.LILLS) 20030 AL-5853 (FAA)

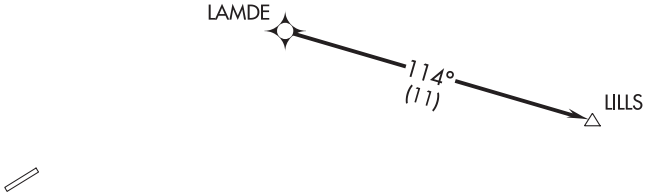
# LILLS TWO DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
120.05 307.8

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

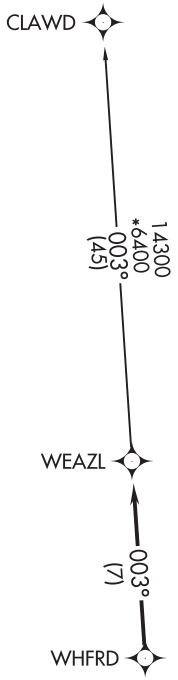
Climb on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.




SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

AWOS-3
120.825
GCO
121.725
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)

LAURENS, SOUTH CAROLINA

AL-6166 (FAA)

19059

# RNAV (GPS) RWY 8
## LAURENS COUNTY (LUX)

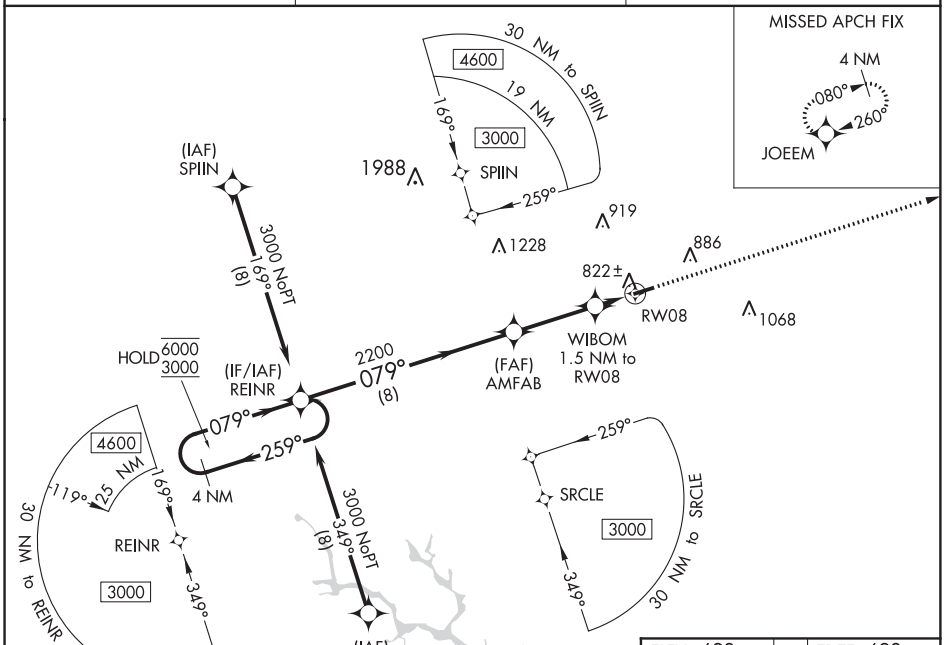
| WAAS CH 72635 W08A | APP CRS 079° | Rwy ldg 4051<br>TDZE 698<br>Apt Elev 698 |
|---|---|---|

RNP APCH.

Rwy 8 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 3000 direct JOEEM and hold.

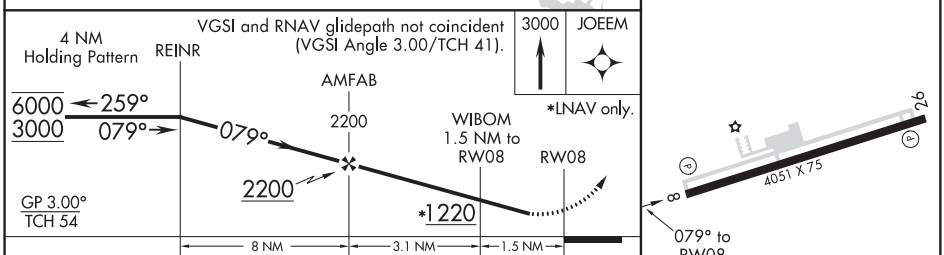
| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 123.975 | 120.6 350.2 | 122.8 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 698 | TDZE 698 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 948-¾ | 250 (300-¾) | NA | |
| LNAV/VNAV DA | 957-¾ | 259 (300-¾) | NA | |
| LNAV MDA | 1080-1 | 382 (400-1) | NA | |
| C CIRCLING | 1200-1 | 502 (600-1) | NA | |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

| WAAS CH 81935 W26A | APP CRS 259° | Rwy ldg 4051<br>TDZE 696<br>Apt Elev 698 |
|---|---|---|

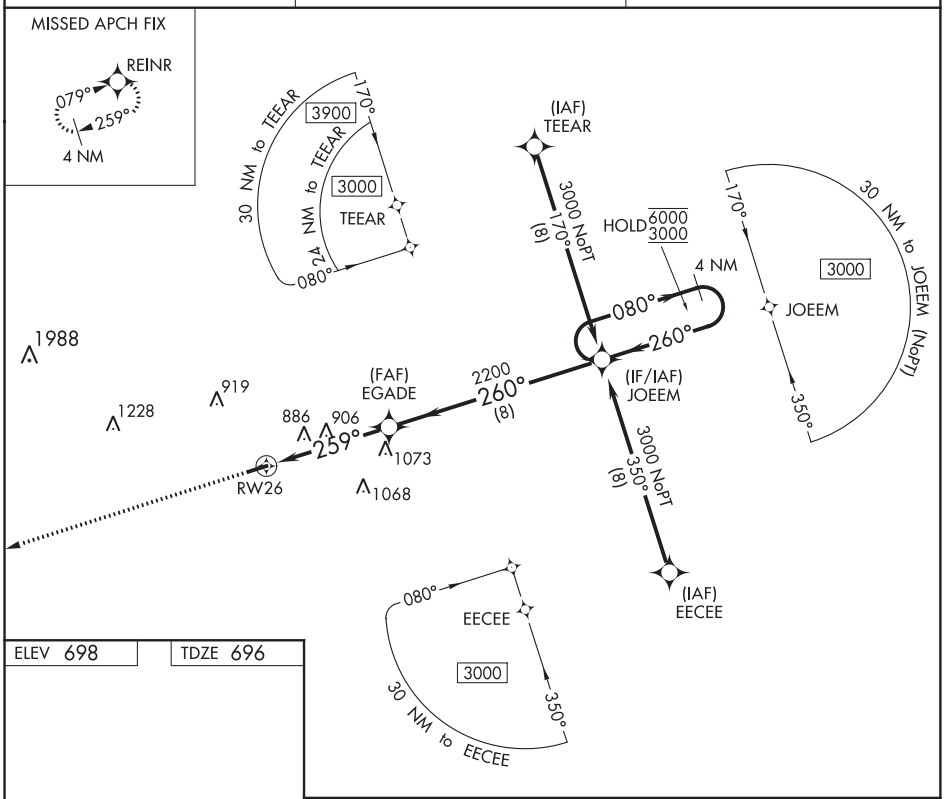
# RNAV (GPS) RWY 26
## LAURENS COUNTY (LUX)

RNP APCH.

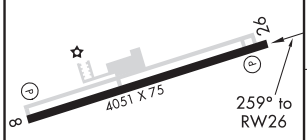
Rwy 26 helicopter visibility reduction below ¾ SM NA.

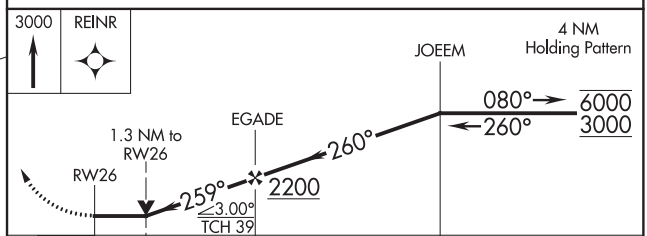
MISSED APPROACH: Climb to 3000 direct REINR and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 123.975 | 120.6 350.2 | 122.8 (CTAF) L |




ELEV 698 TDZE 696




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1160-1 | 464 (500-1) | NA | |
| LNAV MDA | 1160-1 | 464 (500-1) | NA | |
| C CIRCLING | 1200-1 | 502 (600-1) | NA | |

REIL Rwys 8 and 26 L
MIRL Rwy 8-26 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LEXINGTON, NORTH CAROLINA AL-6294 (FAA) 18256

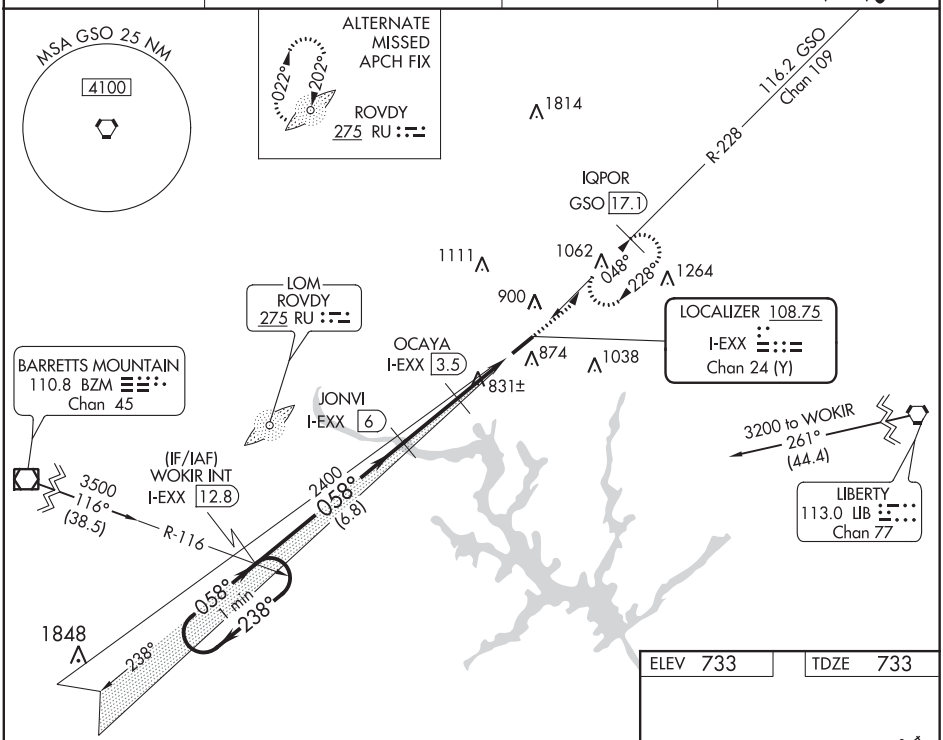
# ILS or LOC RWY 6
## DAVIDSON COUNTY (EXX)

| LOC/DME I-EXX | APP CRS | Rwy ldg 5004 |
|---|---|---|
| 108.75 | 058° | TDZE 733 |
| Chan 24 (Y) | | Apt Elev 733 |

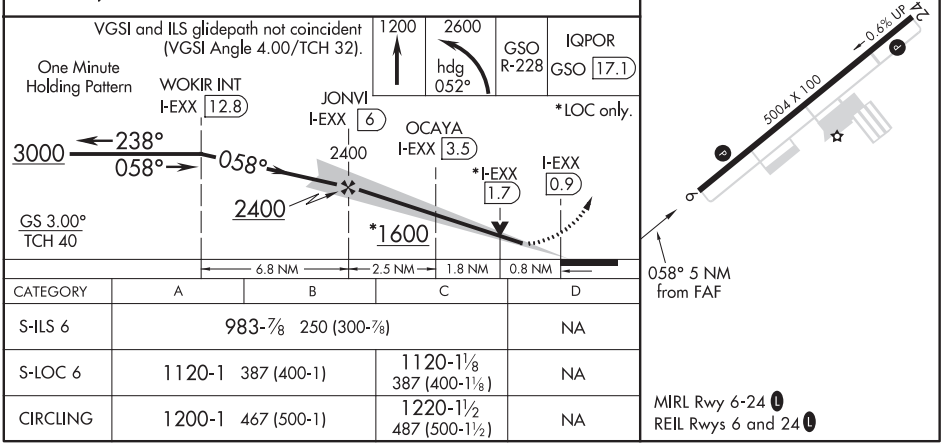
T NA VDP NA with Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-ILS 6 all Cats and S-LOC 6 Cat C visibility ⅛ mile. DME required. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 on heading 052° and GSO VORTAC R-228 to IQPOR/GSO 17.1 DME and hold.

| AWOS-3 | GREENSBORO APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.825 | 126.6 327.075 | 135.075 | 122.8 (CTAF) L |




| ELEV 733 | TDZE 733 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 983-⅞ 250 (300-⅞) | | | NA |
| S-LOC 6 | 1120-1 387 (400-1) | | 1120-1⅛ 387 (400-1⅛) | NA |
| CIRCLING | 1200-1 467 (500-1) | | 1220-1½ 487 (500-1½) | NA |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

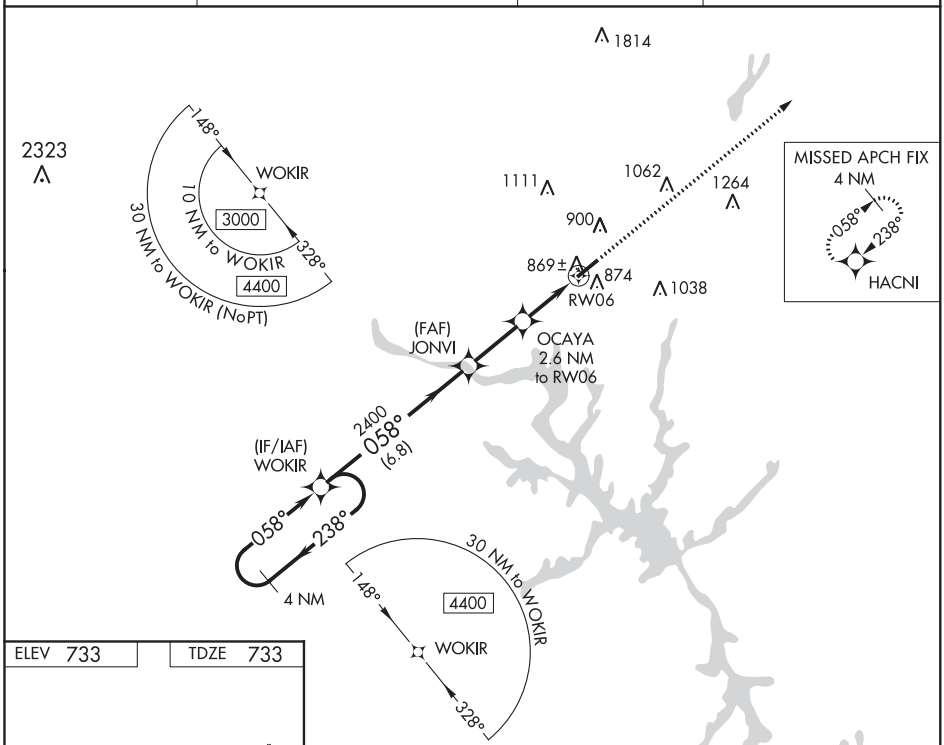
| WAAS CH 97628 W06A | APP CRS 058° | Rwy ldg 5004 TDZE 733 Apt Elev 733 |
|---|---|---|

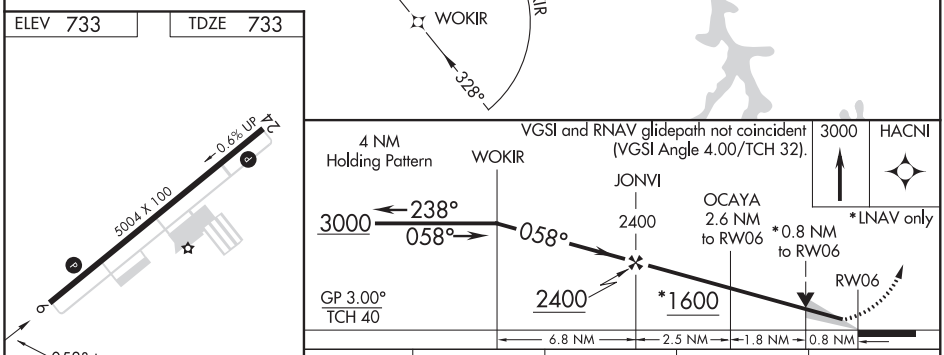
# RNAV (GPS) RWY 6
## DAVIDSON COUNTY (EXX)

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 Salisbury altimeter setting and increase all DA 37 feet and all MDA 40, increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ⅛ mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 3000 direct HACNI and hold.

| AWOS-3 | GREENSBORO APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.825 | 126.6 327.075 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 983-⅞ 250 (300-⅞) | | | NA |
| LNAV/VNAV DA | 1020-1 287 (300-1) | | | NA |
| LNAV MDA | 1120-1 387 (400-1) | | 1120-1⅛ 387 (400-1⅛) | NA |
| CIRCLING | 1200-1 467 (500-1) | | 1220-1½ 487 (500-1½) | NA |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LEXINGTON, NORTH CAROLINA AL-6294 (FAA) 18256

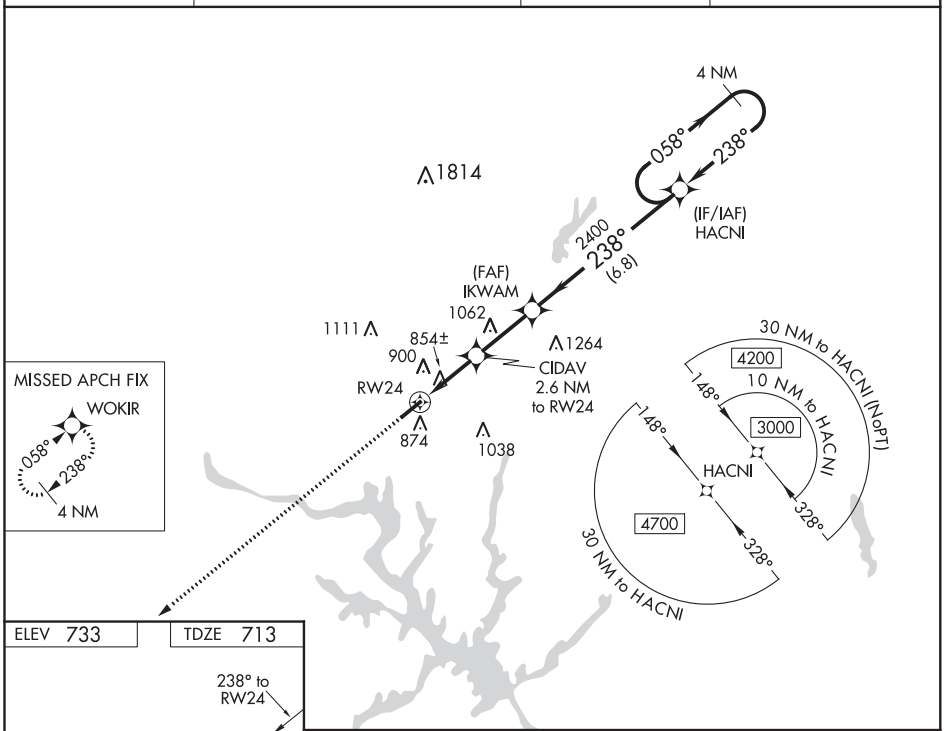
| WAAS CH 69326 W24A | APP CRS 238° | Rwy ldg 5004 TDZE 713 Apt Elev 733 |
|---|---|---|

# RNAV (GPS) RWY 24
## DAVIDSON COUNTY (EXX)

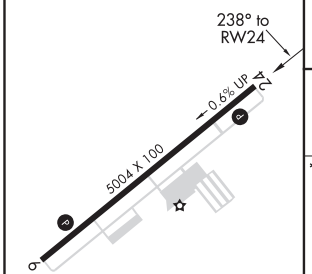
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV, LNAV/VNAV all Cats and Cat C Circling visibility ⅛ mile, LNAV Cat C visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

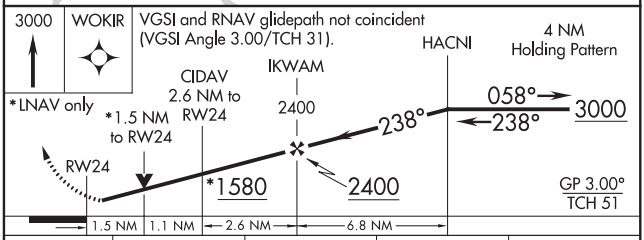
MISSED APPROACH: Climb to 3000 direct WOKIR and hold.

| AWOS-3 | GREENSBORO APP CON | GCO | UNICOM |
|---|---|---|---|
| 119.825 | 126.6 327.075 | 135.075 | 122.8 (CTAF) L |




ELEV 733 TDZE 713




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1026-1 313 (300-1) | | | NA |
| LNAV/VNAV DA | 1150-1½ 437 (500-1½) | | | NA |
| LNAV MDA | 1220-1 507 (500-1) | | 1220-1⅜ 507 (500-1⅜) | NA |
| CIRCLING | 1220-1 487 (500-1) | | 1220-1½ 487 (500-1½) | NA |

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L




SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 3800 |
|---|---|---|
| 024° | TDZE | 723 |
| | Apt Elev | 723 |

# RNAV (GPS) RWY 2
## CAUSEY (2A5)

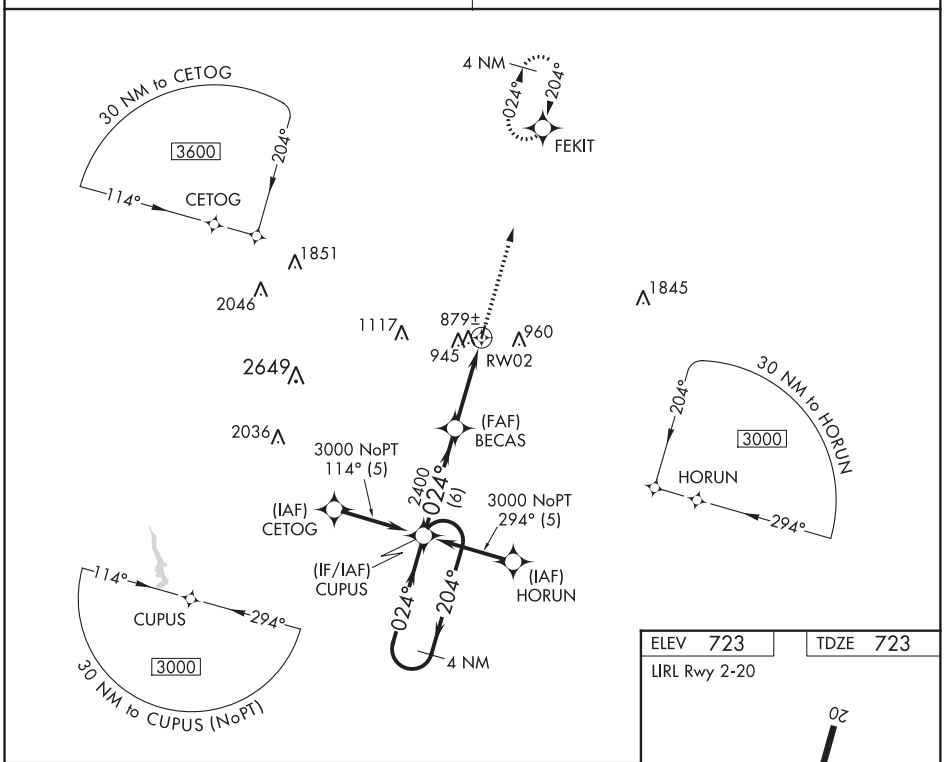
RNP APCH.

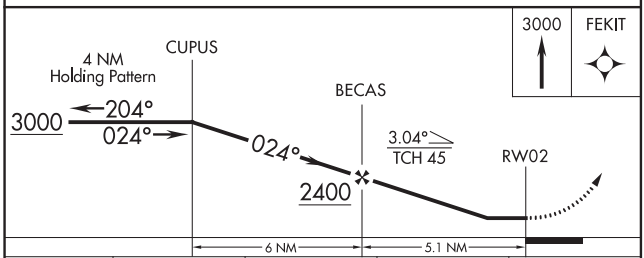
Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. Procedure NA at night. Rwy 2 helicopter visibility reduction below 1 SM NA.

NA

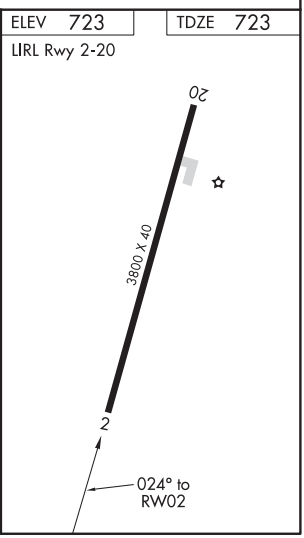
MISSED APPROACH: Climb to 3000 direct FEKIT WP and hold.

| GREENSBORO APP CON | UNICOM |
|---|---|
| **126.6 327.075** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 417 (500-1) | | 1140-1¼ 417 (500-1¼) | NA |
| BURLINGTON-ALAMANCE ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1180-1 457 (500-1) | | 1180-1¼ 457 (500-1¼) | NA |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LIBERTY, NORTH CAROLINA AL-5849 (FAA) 19227

| APP CRS | Rwy ldg | 3800 |
|---|---|---|
| 204° | TDZE | 723 |
| | Apt Elev | 723 |

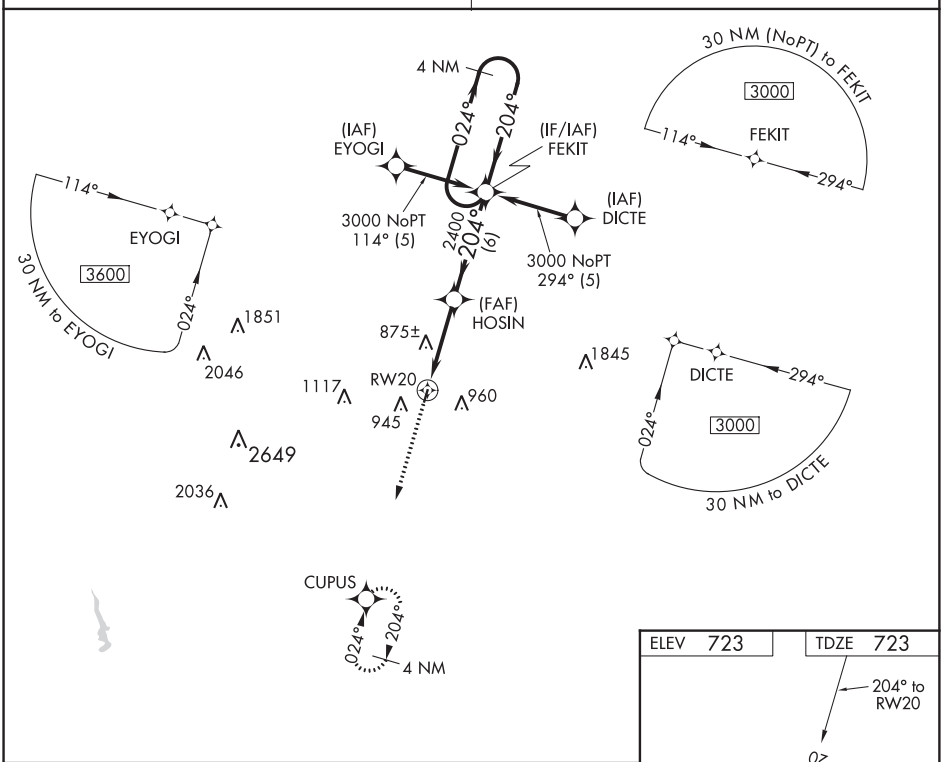
# RNAV (GPS) RWY 20
## CAUSEY (2A5)

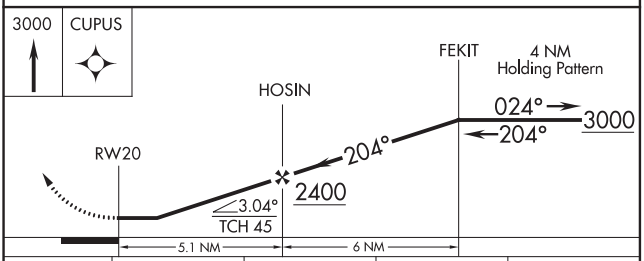
RNP APCH.

T A NA Obtain local altimeter setting on CTAF; when not received, use Burlington-Alamance altimeter setting minimums. Procedure NA at night. Rwy 20 helicopter visibility reduction below 1 SM NA.

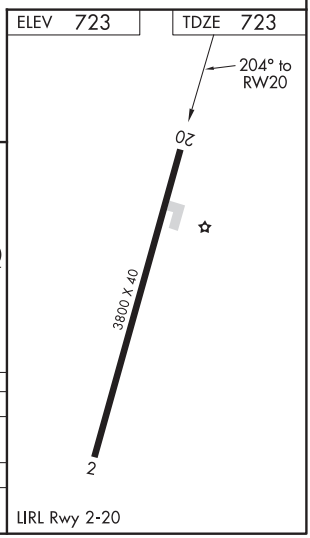
MISSED APPROACH: Climb to 3000 direct CUPUS WP and hold.

| GREENSBORO APP CON | UNICOM |
|---|---|
| **126.6 327.075** | **122.8** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1140-1 417 (500-1) | | 1140-1¼ 417 (500-1¼) | NA |
| BURLINGTON-ALAMANCE ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 1180-1 457 (500-1) | | 1180-1¼ 457 (500-1¼) | NA |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

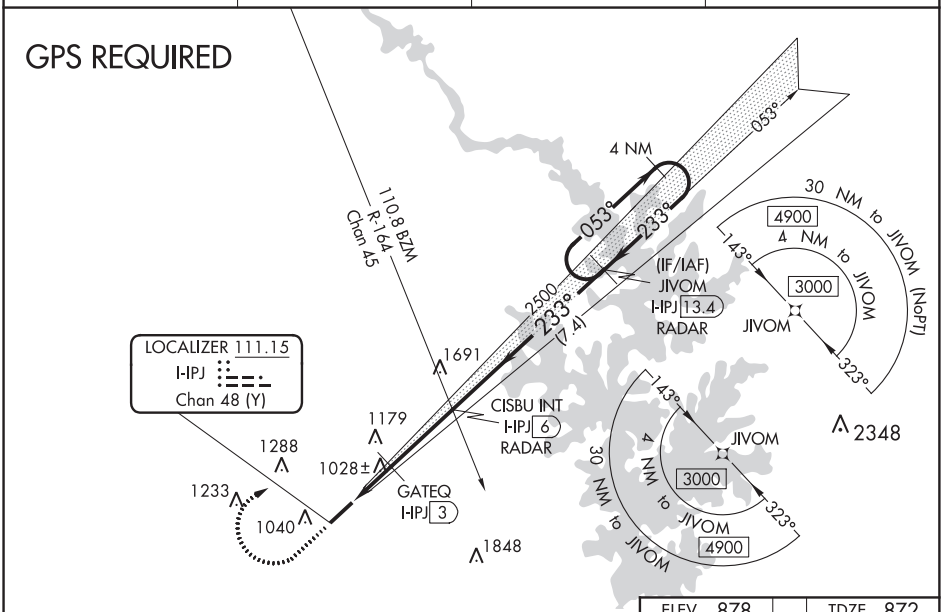
| LOC/DME I-IPJ 111.15 Chan 48 (Y) | APP CRS 233° | Rwy ldg 5501 TDZE 872 Apt Elev 878 |
|---|---|---|

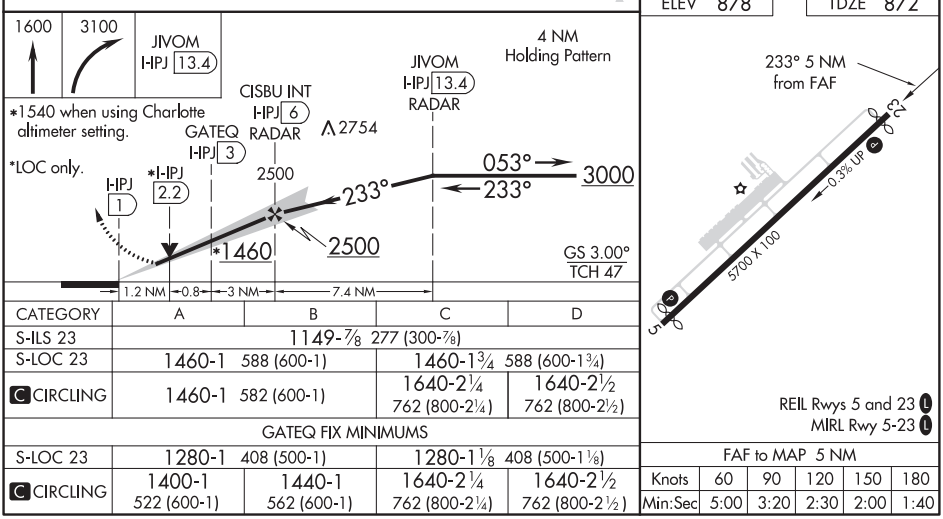
# ILS Y or LOC Y RWY 23
## LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

When local altimeter setting not received, use Charlotte altimeter setting: increase DA to 1212 feet and visibility ⅛ SM; increase all MDAs 80 feet and visibility S-LOC 23 Cats C/D ⅛ SM and Circling Cats C/D visibility ¼ SM and GATEQ Fix Minimums Cats C/D ¼ SM. VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 direct JIVOM I-IPJ 13.4 DME/RADAR and hold (GPS Required).

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.675 | 134.75 257.2 | 124.9 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1149-⅞ 277 (300-⅞) | | | |
| S-LOC 23 | 1460-1 588 (600-1) | | 1460-1¾ 588 (600-1¾) | |
| C CIRCLING | 1460-1 582 (600-1) | | 1640-2¼ 762 (800-2¼) | 1640-2½ 762 (800-2½) |
| GATEQ FIX MINIMUMS | | | | |
| S-LOC 23 | 1280-1 408 (500-1) | | 1280-1⅛ 408 (500-1⅛) | |
| C CIRCLING | 1400-1 522 (600-1) | 1440-1 562 (600-1) | 1640-2¼ 762 (800-2¼) | 1640-2½ 762 (800-2½) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LINCOLNTON, NORTH CAROLINA AL-6894 (FAA) 20254

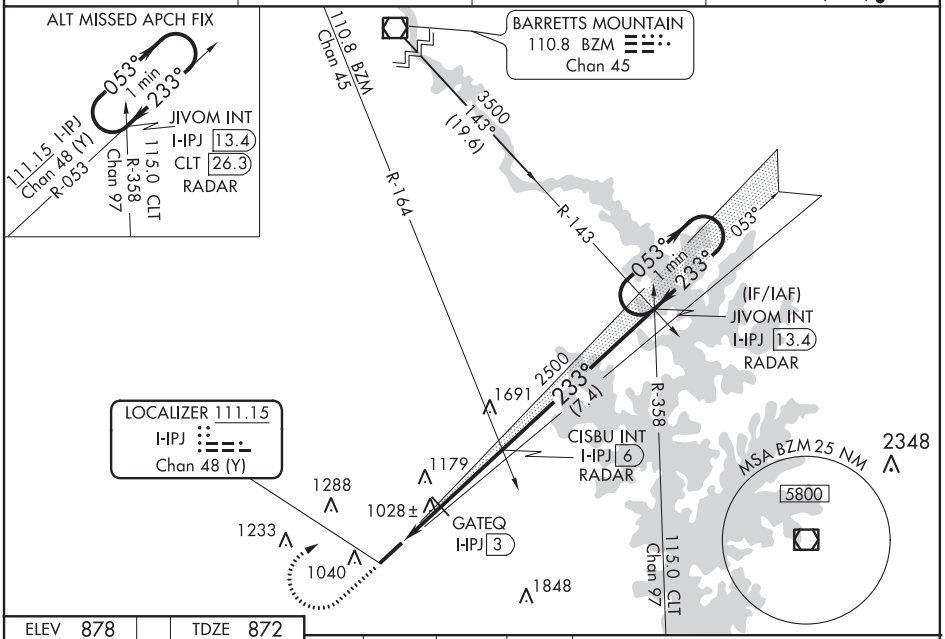
| LOC/DME I-IPJ | APP CRS | Rwy ldg | 5501 |
|---|---|---|---|
| 111.15 | 233° | TDZE | 872 |
| Chan 48 (Y) | | Apt Elev | 878 |

# ILS Z or LOC Z RWY 23
## LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

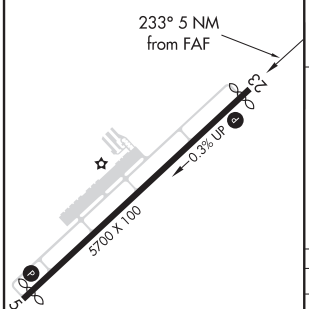
When local altimeter setting not received, use Charlotte altimeter setting: increase DA to 1212 feet and visibility ⅛ SM; increase all MDAs 80 feet and visibility S-LOC 23 Cats C/D ⅛ SM and Circling Cats C/D ¼ SM and GATEQ Fix Minimums Cats C/D ¼ SM. VDP NA when using Charlotte altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1600 then climbing right turn to 3100 on heading 043° and BZM VOR/DME R-143 to JIVOM INT/I-IPJ 13.4 DME/RADAR and hold.

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.675 | 134.75 257.2 | 124.9 | 123.05 (CTAF) |

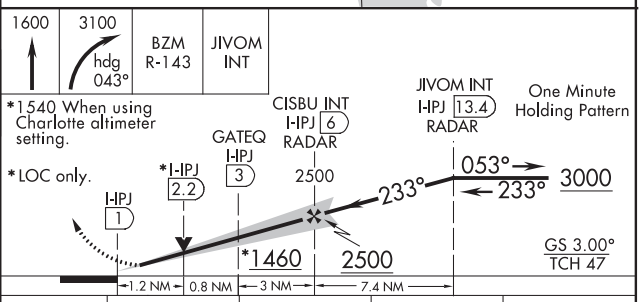



| ELEV 878 | TDZE 872 |
|---|---|




REIL Rwys 5 and 23
MIRL Rwy 5-23

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 1149-⅞ 277 (300-⅞) | | | |
| S-LOC 23 | 1460-1 588 (600-1) | | 1460-1¾ 588 (600-1¾) | |
| C CIRCLING | 1460-1 582 (600-1) | | 1640-2¼ 762 (600-2¼) | 1640-2½ 762 (800-2½) |
| GATEQ FIX MINIMUMS | | | | |
| S-LOC 23 | 1280-1 408 (500-1) | | 1280-1⅛ 408 (500-1⅛) | |
| C CIRCLING | 1400-1 522 (600-1) | 1440-1 562 (600-1) | 1640-2¼ 762 (800-2¼) | 1640-2½ 762 (800-2½) |


SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 78408 W05A | APP CRS 053° | Rwy ldg 5500<br>TDZE 878<br>Apt Elev 878 |
|---|---|---|

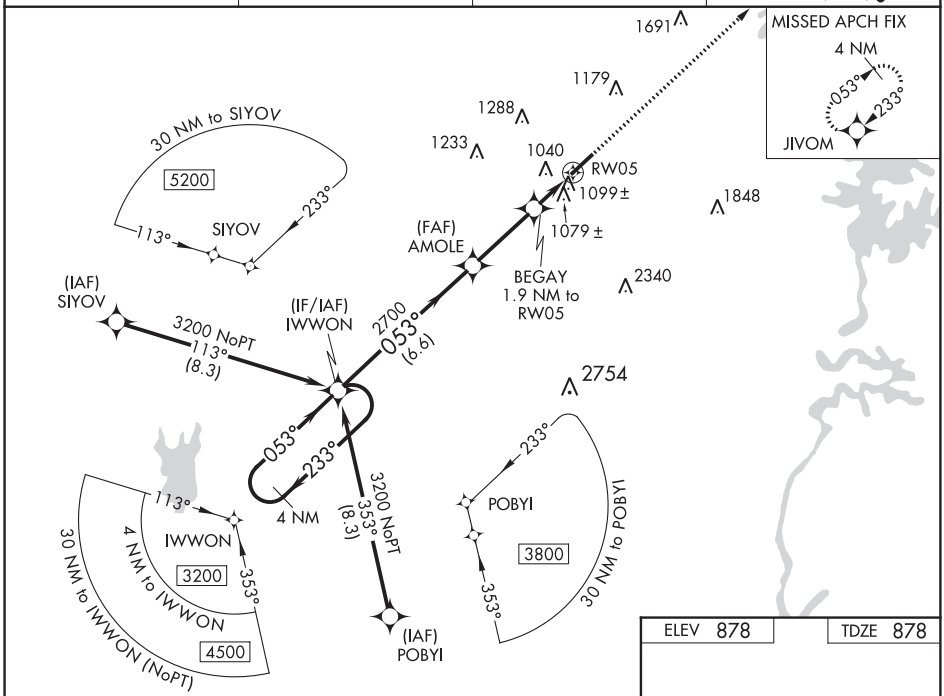
# RNAV (GPS) RWY 5
## LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

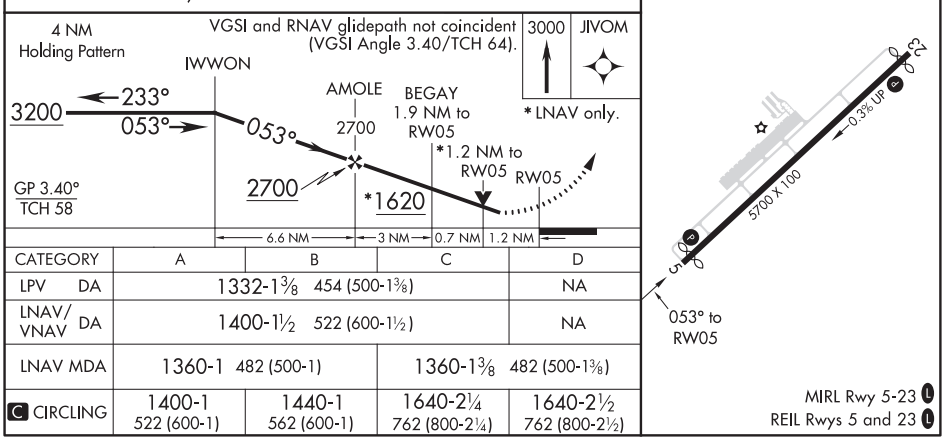
RNP APCH.

When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1395 feet, LNAV/VNAV DA to 1463 feet and visibility LNAV/VNAV ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Rwy 5 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

MISSED APPROACH: Climb to 3000 direct JIVOM and hold.

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.675 | 134.75 257.2 | 124.9 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1332-1⅜ 454 (500-1⅜) | | | NA |
| LNAV/VNAV DA | 1400-1½ 522 (600-1½) | | | NA |
| LNAV MDA | 1360-1 482 (500-1) | | 1360-1⅜ 482 (500-1⅜) | |
| C CIRCLING | 1400-1 522 (600-1) | 1440-1 562 (600-1) | 1640-2¼ 762 (800-2¼) | 1640-2½ 762 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LINCOLNTON, NORTH CAROLINA AL-6894 (FAA) 20254

| WAAS CH 69210 W23A | APP CRS 233° | Rwy ldg 5501<br>TDZE 872<br>Apt Elev 878 |
|---|---|---|

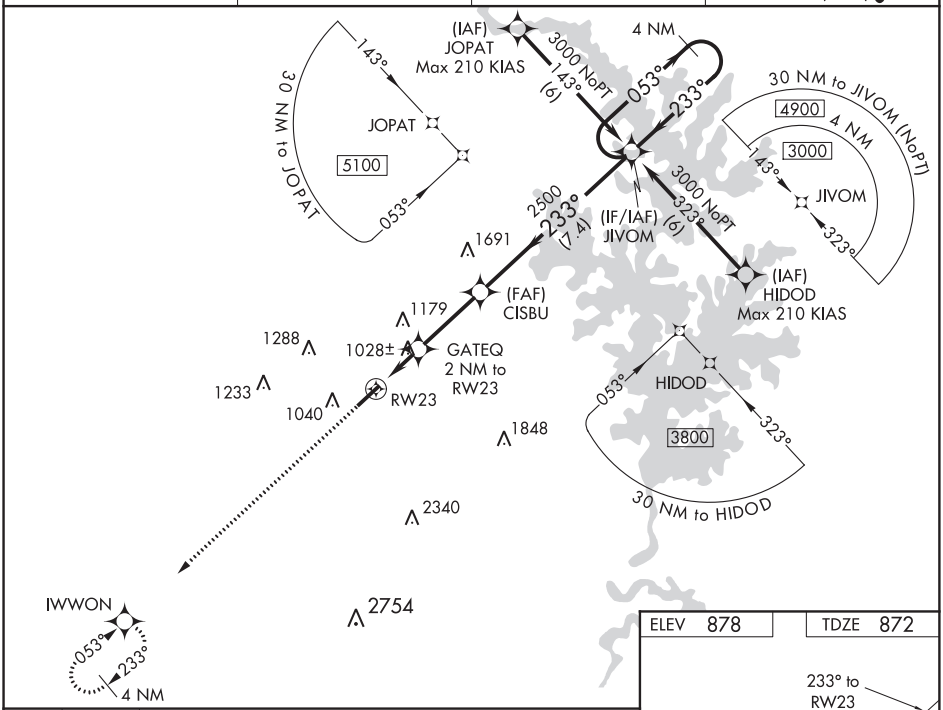
# RNAV (GPS) RWY 23
## LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

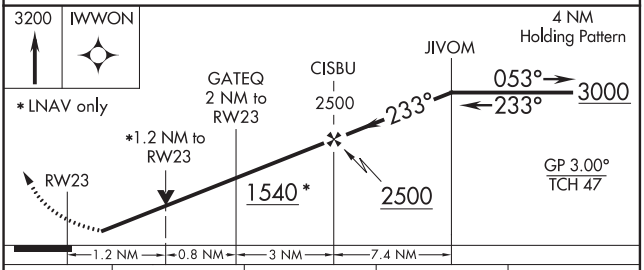
RNP APCH.

When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1212 feet, LNAV/VNAV DA to 1204 feet and all visibilities ⅛ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Baro-VNAV and VDP NA when using Charlotte altimeter setting. Rwy 23 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 3200 direct IWWON and hold.

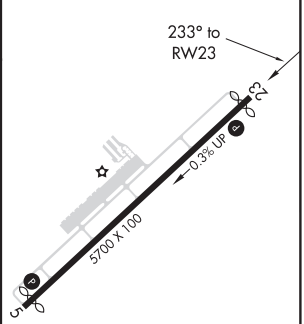
| AWOS-3 | CHARLOTTE APP CON | CLNC DEL (GCO) | UNICOM |
|---|---|---|---|
| 119.675 | 134.75 257.2 | 124.9 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1149-⅞ 277 (300-⅞) | | | |
| LNAV/VNAV DA | 1141-⅞ 269 (300-⅞) | | | |
| LNAV MDA | 1280-1 408 (500-1) | | 1280-1⅛ 408 (500-1⅛) | |
| C CIRCLING | 1400-1 522 (600-1) | 1440-1 562 (600-1) | 1640-2¼ 762 (800-2¼) | 1640-2½ 762 (800-2½) |

ELEV 878 TDZE 872



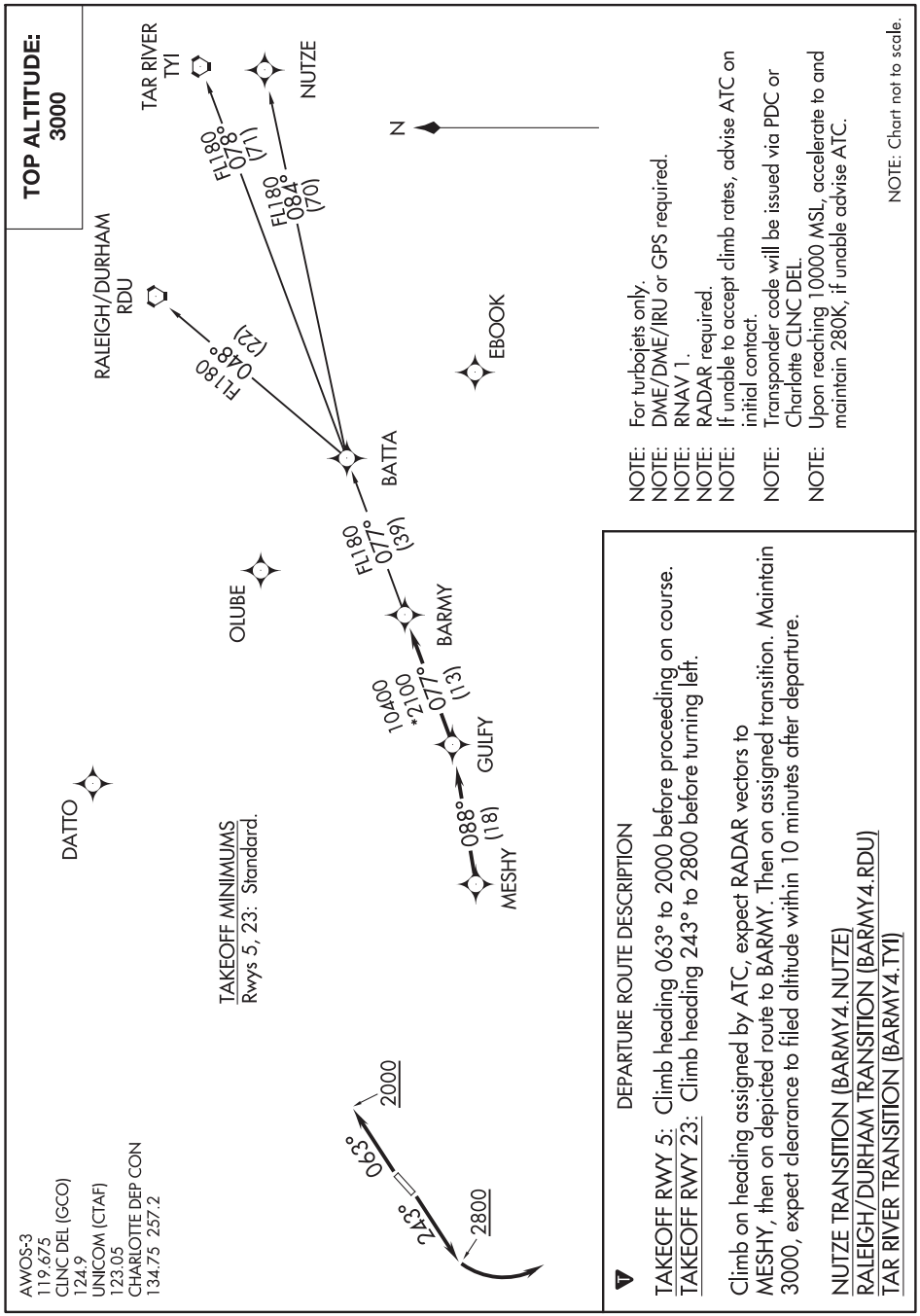

REIL Rwys 5 and 23 L
MIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# BARMY FOUR DEPARTURE (RNAV)

LINCOLNTON, NORTH CAROLINA






BARMY FOUR DEPARTURE (RNAV)
LINCOLNTON, NORTH CAROLINA

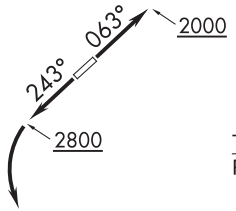
(BEAVY5.BEAVY) 19003 AL-6894 (FAA)

# BEAVY FIVE DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

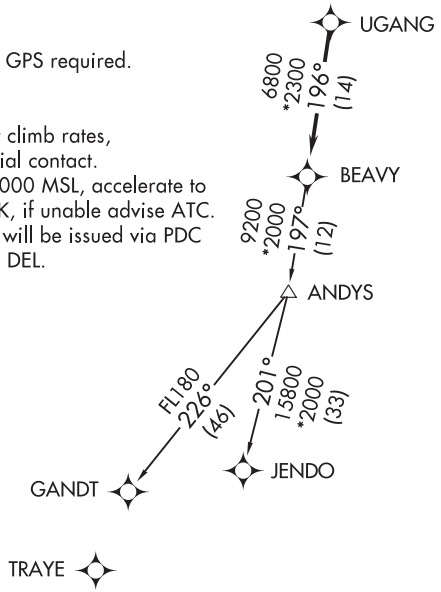
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.




NOTE: Chart not to scale.

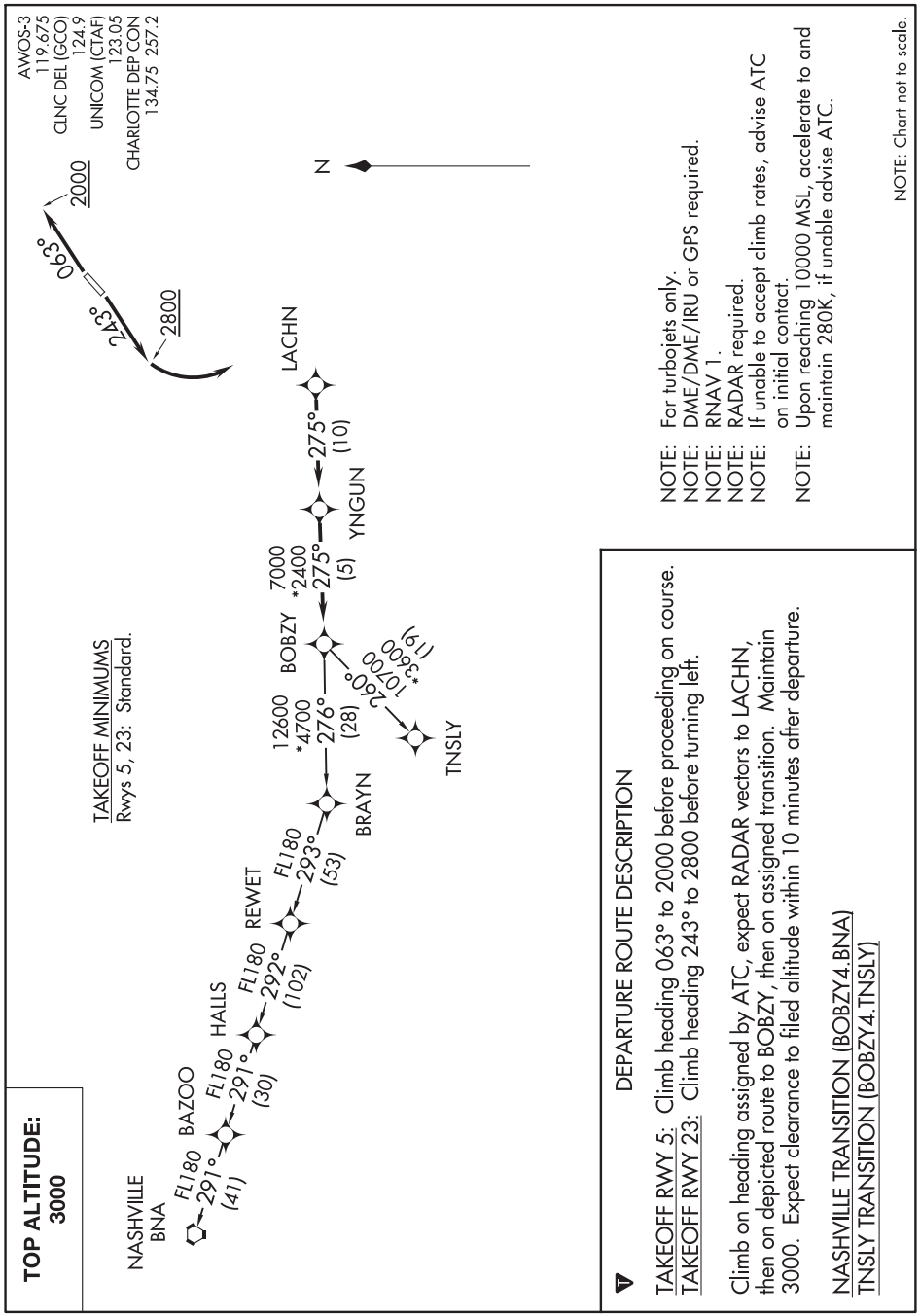
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)

# BOBZY FOUR DEPARTURE (RNAV)



(ESTRR4.ESTRR) 19003

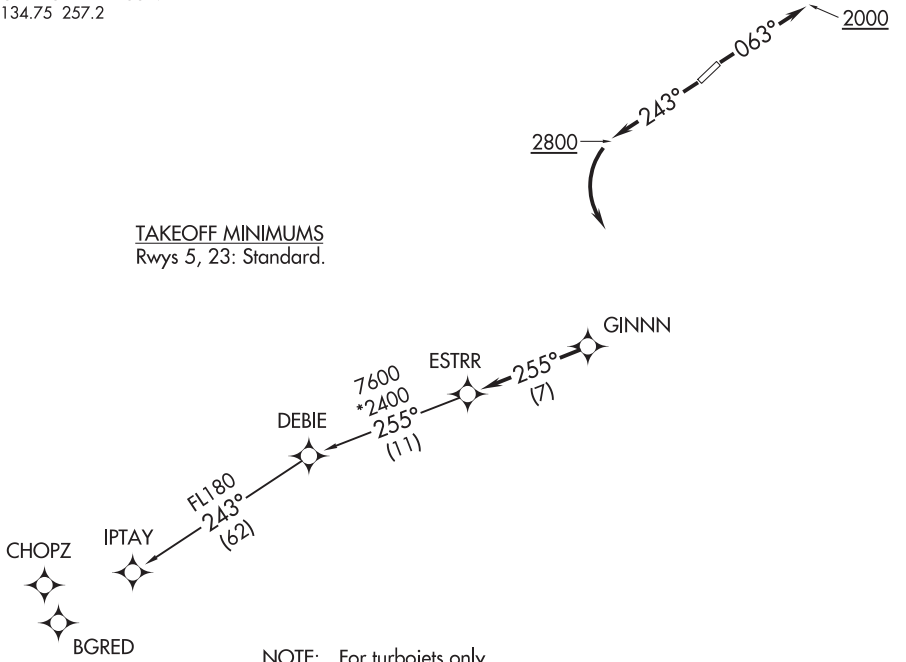
# ESTRR FOUR DEPARTURE (RNAV)

AL-6894 (FAA)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)



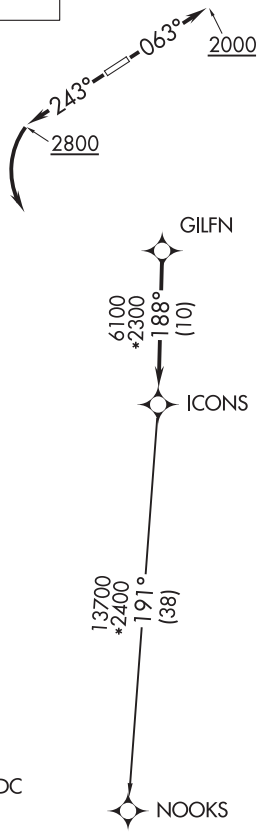

SE-2, 10 SEP 2020 to 05 NOV 2020

# ICONS FOUR DEPARTURE (RNAV)



AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

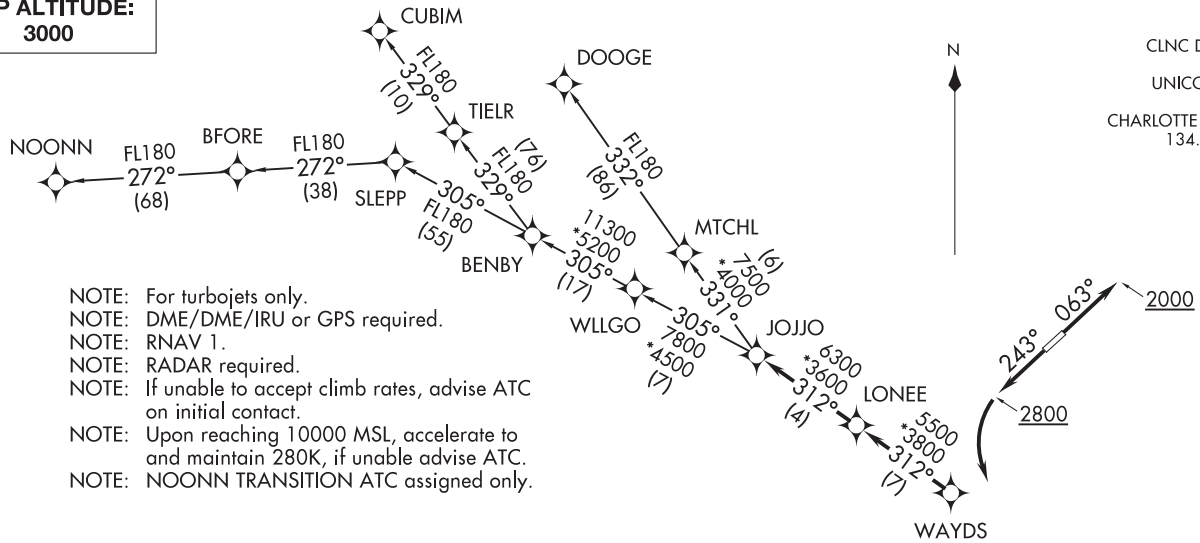
NOOKS TRANSITION (ICONS4.NOOKS)

# JOJJO FOUR DEPARTURE (RNAV)

(JOJJO4.JOJJO) 031JAN19

LINCOLNTON, NORTH CAROLINA
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

**TOP ALTITUDE: 3000**




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: NOONN TRANSITION ATC assigned only.

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

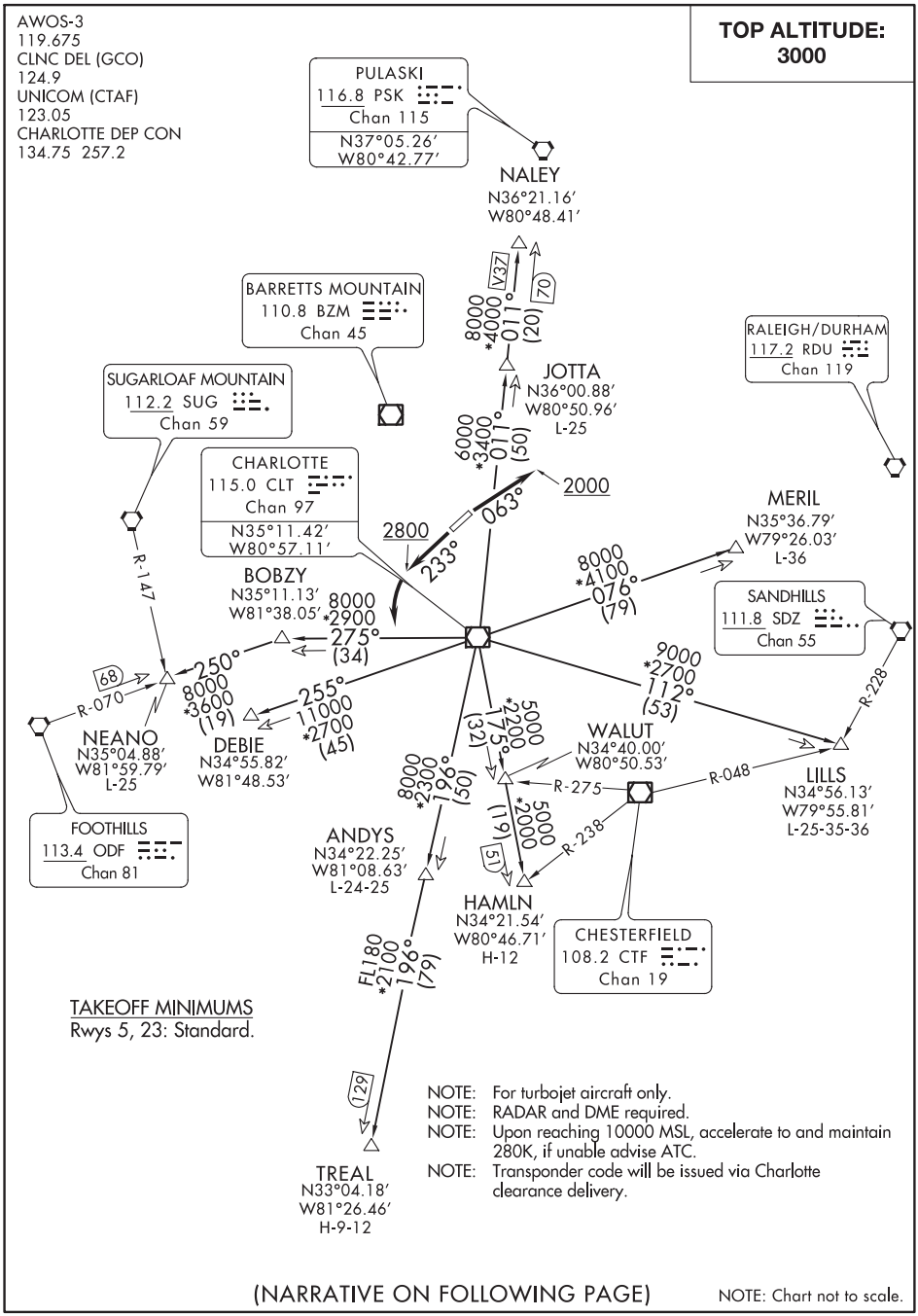
Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO4.CUBIM)
DOOGE TRANSITION (JOJJO4.DOOGE)
NOONN TRANSITION (JOJJO4.NOONN)

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Chart not to scale.

(JOJJO4.JOJJO) 19003
JOJJO FOUR DEPARTURE (RNAV)
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
AL-6894 (FAA)
LINCOLNTON, NORTH CAROLINA


AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2
TOP ALTITUDE: 3000
PULASKI
116.8 PSK
Chan 115
N37°05.26′
W80°42.77′
NALEY
N36°21.16′
W80°48.41′
V37
70
8000
*4000
011°
(20)
BARRETTS MOUNTAIN
110.8 BZM
Chan 45
RALEIGH/DURHAM
117.2 RDU
Chan 119
JOTTA
N36°00.88′
W80°50.96′
L-25
6000
*3400
011°
(50)
SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59
CHARLOTTE
115.0 CLT
Chan 97
N35°11.42′
W80°57.11′
2000
063°
2800
233°
MERIL
N35°36.79′
W79°26.03′
L-36
8000
*4100
076°
(79)
BOBZY
N35°11.13′
W81°38.05′
8000
*2900
275°
(34)
SANDHILLS
111.8 SDZ
Chan 55
R-147
250°
8000
*3600
(19)
68
R-070
255°
11000
*2700
(45)
9000
*2700
112°
(53)
R-228
NEANO
N35°04.88′
W81°59.79′
L-25
DEBIE
N34°55.82′
W81°48.53′
5000
*2000
175°
(32)
WALUT
N34°40.00′
W80°50.53′
R-275
R-048
LILLS
N34°56.13′
W79°55.81′
L-25-35-36
8000
*2300
196°
(50)
5000
*2000
(19)
R-238
FOOTHILLS
113.4 ODF
Chan 81
ANDYS
N34°22.25′
W81°08.63′
L-24-25
51
HAMLN
N34°21.54′
W80°46.71′
H-12
CHESTERFIELD
108.2 CTF
Chan 19
FL180
*2100
196°
(79)
129
TREAL
N33°04.18′
W81°26.46′
H-9-12
TAKEOFF MINIMUMS
Rwys 5, 23: Standard.
NOTE: For turbojet aircraft only.
NOTE: RADAR and DME required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

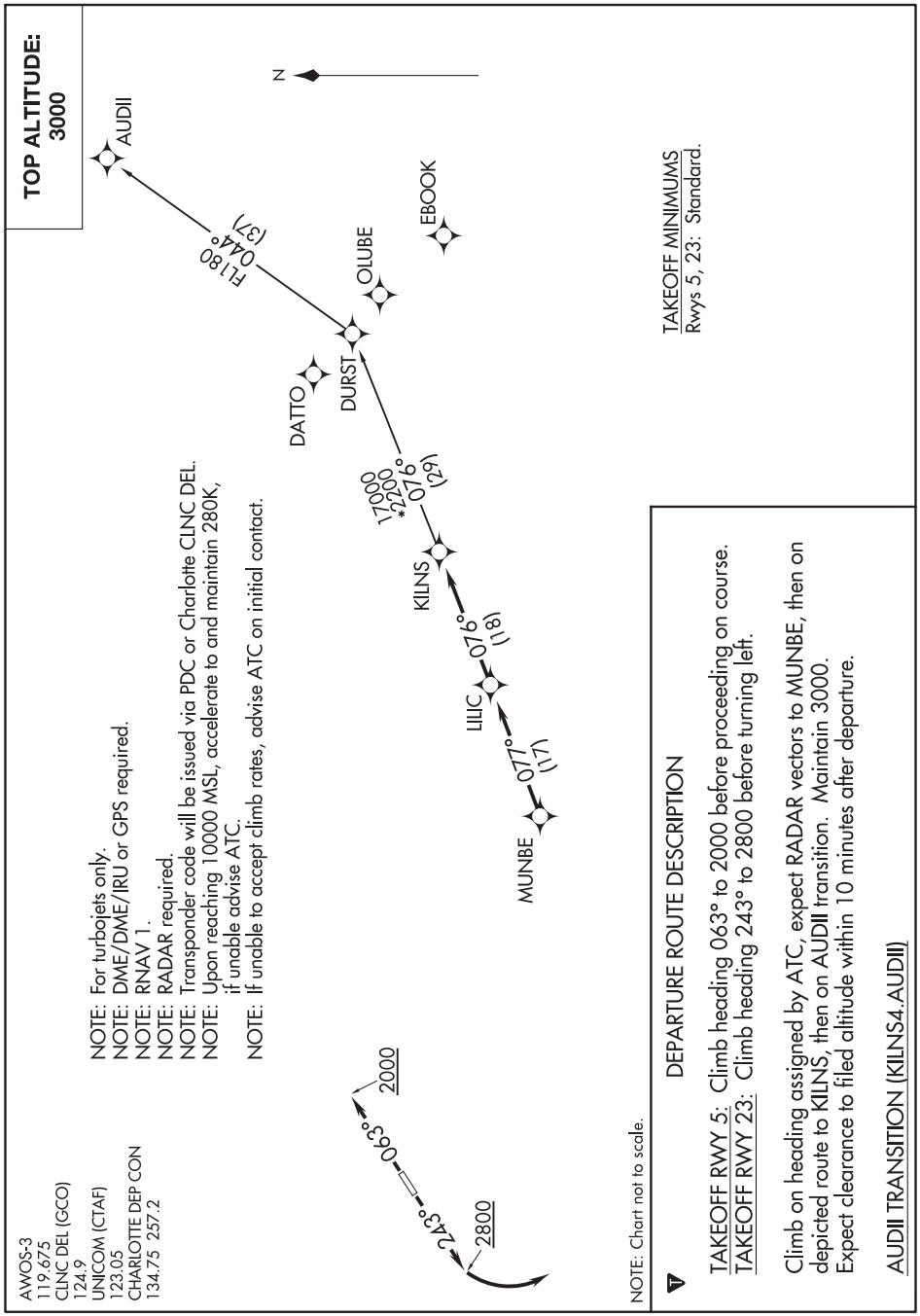
TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course, thence. . . .
TAKEOFF RWY 23: Climb heading 233° to 2800 before turning left, thence. . . .

. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.


SE-2, 10 SEP 2020 to 05 NOV 2020

# KILNS FOUR DEPARTURE (RNAV)



(KNI2.KNI) 20086 AL-6894 (FAA)

# KNIGHTS TWO DEPARTURE

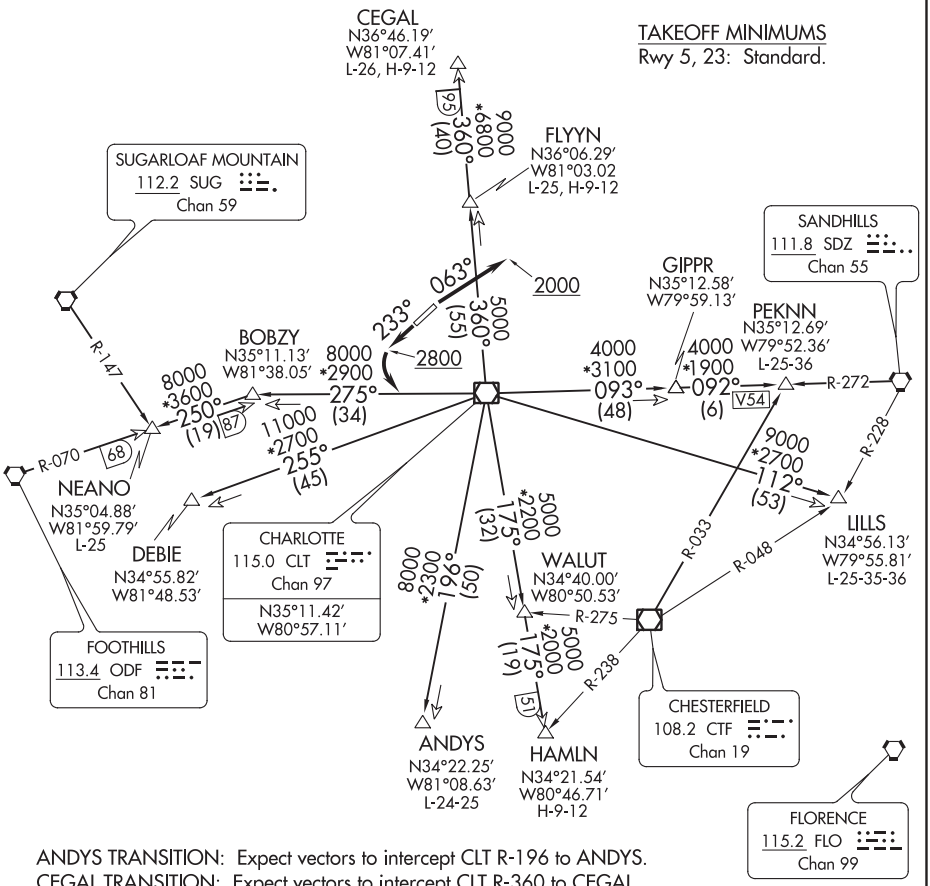
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

**TOP ALTITUDE: 3000**

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

TAKEOFF MINIMUMS
Rwy 5, 23: Standard.




ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 063° to 2000 before proceeding on course, thence. . . .
TAKEOFF RUNWAY 23: Climb heading 233° to 2800 before turning left, thence. . . .

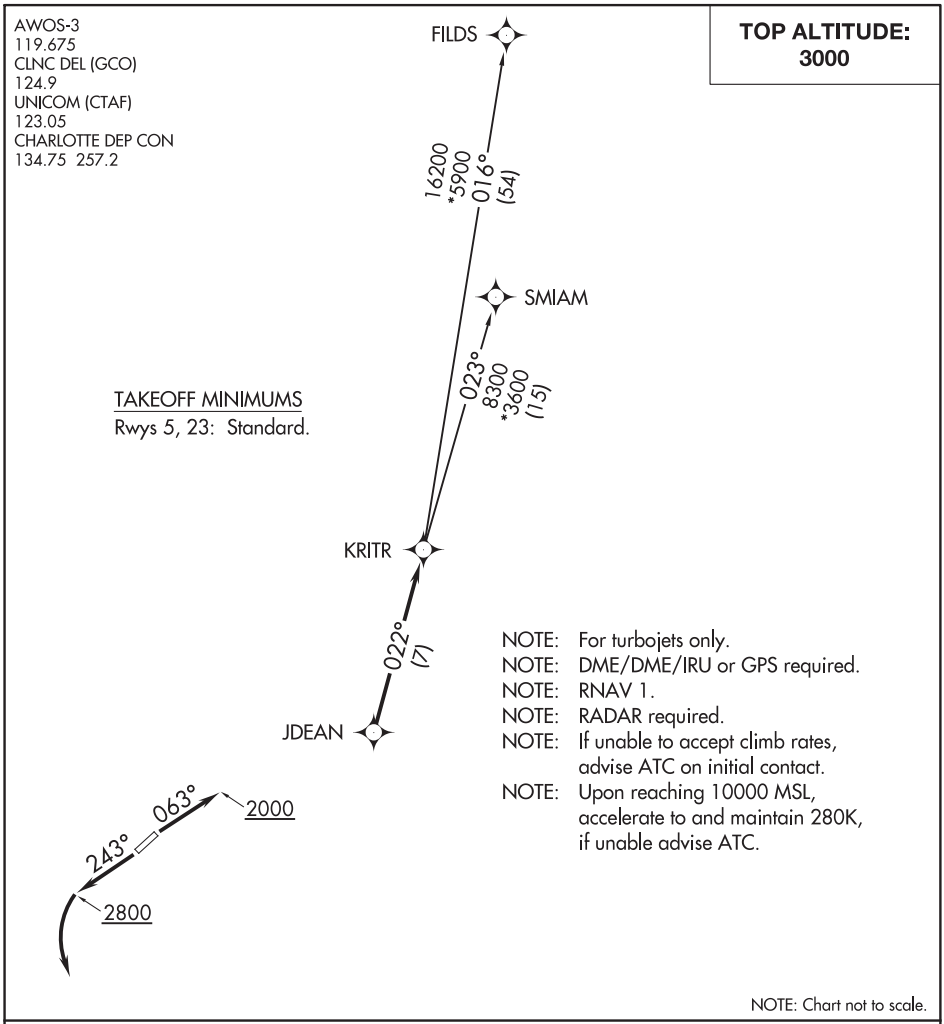
. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

(KRITR5.KRITR) 19003

# KRITR FIVE DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
AL-6894 (FAA)
LINCOLNTON, NORTH CAROLINA




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

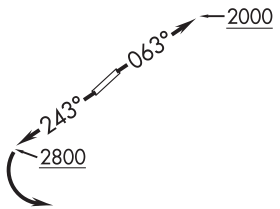



SE-2, 10 SEP 2020 to 05 NOV 2020

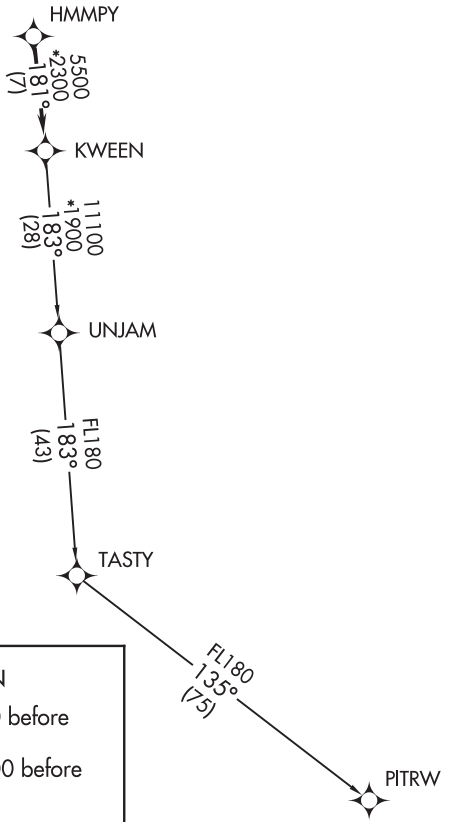
# KWEEN FOUR DEPARTURE (RNAV)

**TOP ALTITUDE: 3000**

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable, advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)

(LILLS2.LILLS) 19003 AL-6894 (FAA)

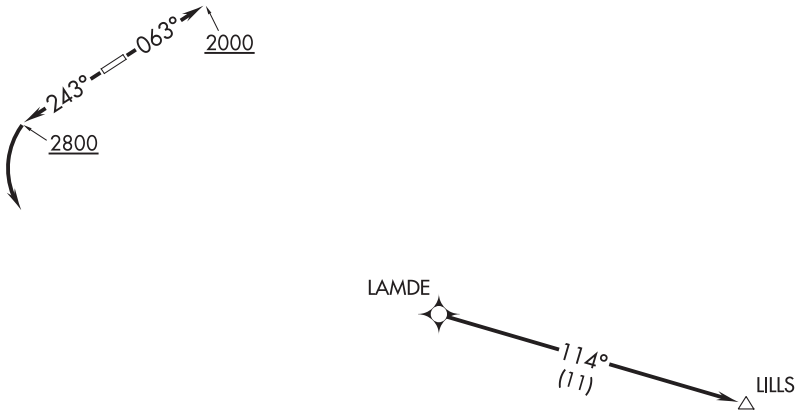
LINCOLNTON, NORTH CAROLINA
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

# LILLS TWO DEPARTURE (RNAV)

**TOP ALTITUDE: 3000**

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

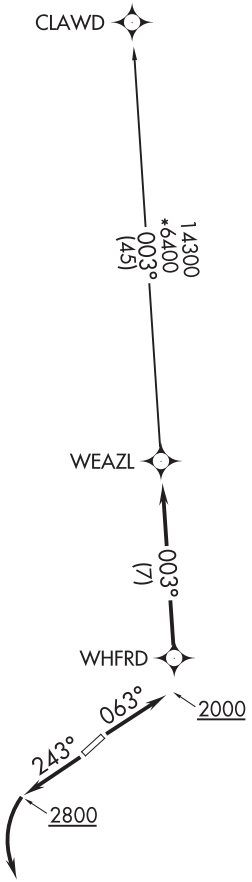
Climb on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.




SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 063° to 2000 before proceeding on course.
TAKEOFF RWY 23: Climb heading 243° to 2800 before turning left.

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

LORIS, SOUTH CAROLINA

AL-6525 (FAA)

19115

# GPS RWY 26

TWIN CITY (5J9)

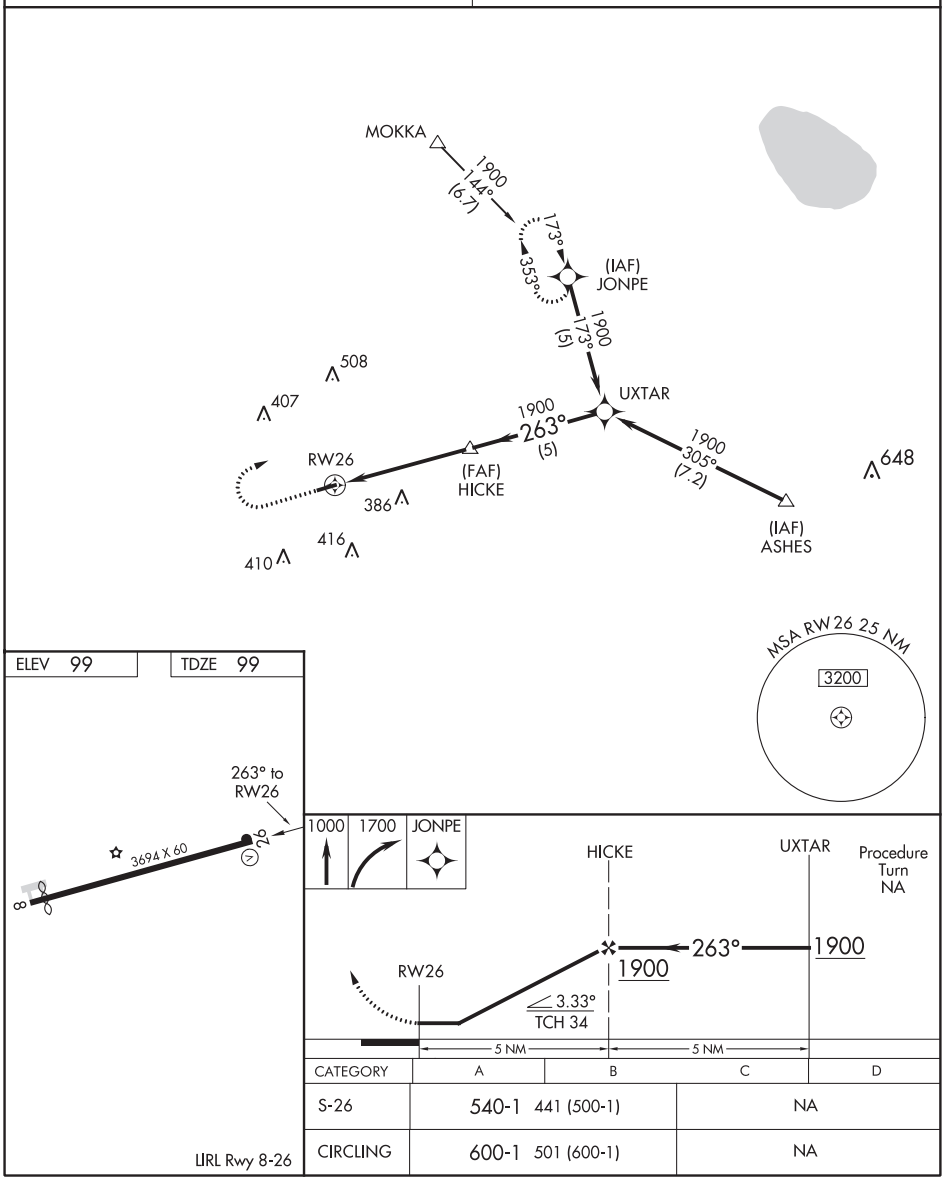
| APP CRS | Rwy ldg | 3694 |
|---|---|---|
| 263° | TDZE | 99 |
| | Apt Elev | 99 |

Use Myrtle Beach Intl altimeter setting.
Procedure NA at night.
Helicopter visibility below 1 SM NA.

NA

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.

| MYRTLE BEACH APP CON ★ | CTAF |
|---|---|
| 119.2 350.3 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-26 | 540-1 441 (500-1) | | NA | |
| CIRCLING | 600-1 501 (600-1) | | NA | |

LIRL Rwy 8-26

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-LHZ | APP CRS | Rwy ldg | 5498 |
|---|---|---|---|
| 109.35 | 046° | TDZE | 368 |
| Chan 30 (Y) | | Apt Elev | 368 |

# ILS or LOC RWY 5
## TRIANGLE NORTH EXECUTIVE (LHZ)

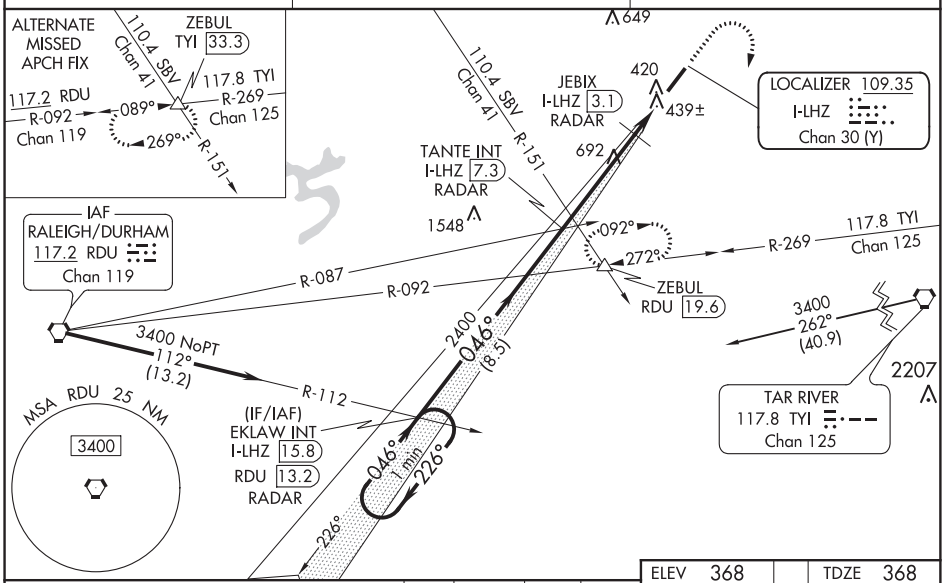
DME or RADAR required.

NA VDP NA when using Raleigh-Durham altimeter setting. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase S-LOC and Circling Cats C/D visibilities ¼ SM. For inop ALS when using Raleigh-Durham altimeter setting, increase S-ILS all Cats visibility to ⅞ SM, S-LOC Cats C/D visibility to 1⅞ SM and JEBIX FIX minimums S-LOC Cats C/D visibility to 1⅛ SM.

MALSR A5

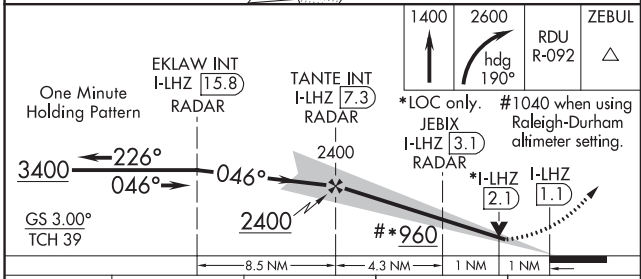
MISSED APPROACH: Climb to 1400 then climbing right turn to 2600 on heading 190° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| 118.325 | 125.3 353.675 | 123.0 (CTAF) L |



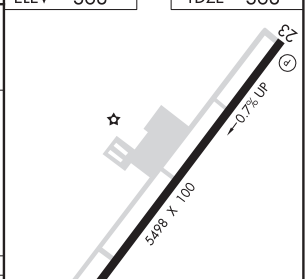

| 1400 | 2600 | RDU R-092 | ZEBUL |
|---|---|---|---|
| ↑ | hdg 190° | | △ |

*LOC only. #1040 when using Raleigh-Durham altimeter setting.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 568-½ 200 (200-½) | | | |
| S-LOC 5 | 960-½ 592 (600-½) | | 960-1¼ 592 (600-1¼) | |
| CIRCLING | 960-1 592 (600-1) | | 960-1¾ 592 (600-1¾) | 960-2 592 (600-2) |
| JEBIX FIX MINIMUMS | | | | |
| S-LOC 5 | 700-½ 332 (400-½) | | 700-¾ 332 (400-¾) | |
| CIRCLING | 800-1 432 (500-1) | 820-1 452 (500-1) | 820-1½ 452 (500-1½) | 920-2 552 (600-2) |

ELEV 368 TDZE 368




MIRL Rwy 5-23 L
REIL Rwy 23 L

| FAF to MAP 6.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:18 | 4:12 | 3:09 | 2:31 | 2:06 |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

LOUISBURG, NORTH CAROLINA AL-9131 (FAA) 17285

| WAAS CH **90103** **W05A** | APP CRS **046°** | Rwy ldg **5498** TDZE **368** Apt Elev **368** |
|---|---|---|

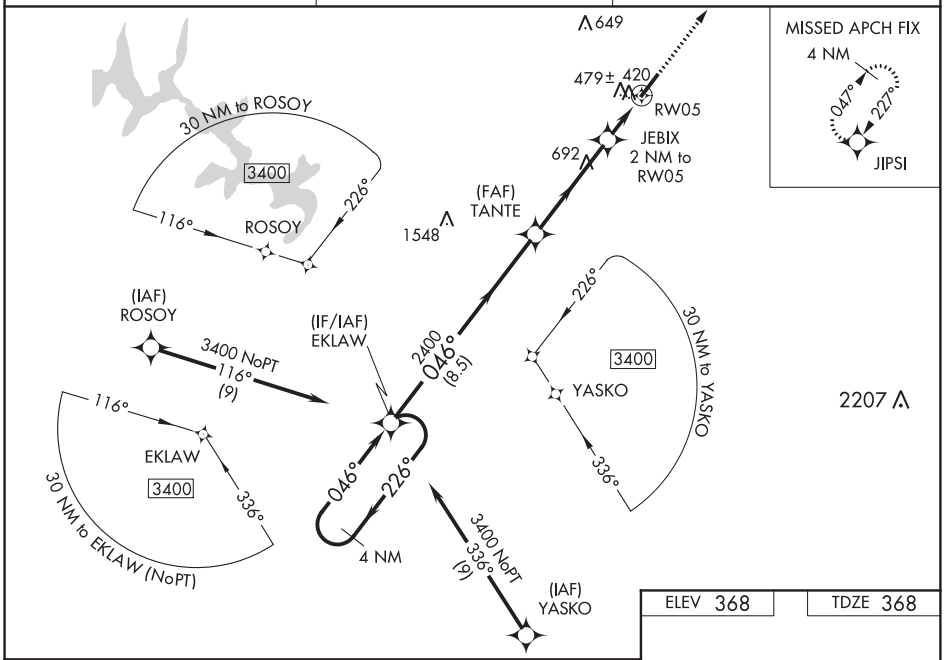
# RNAV (GPS) RWY 5
## TRIANGLE NORTH EXECUTIVE (LHZ)

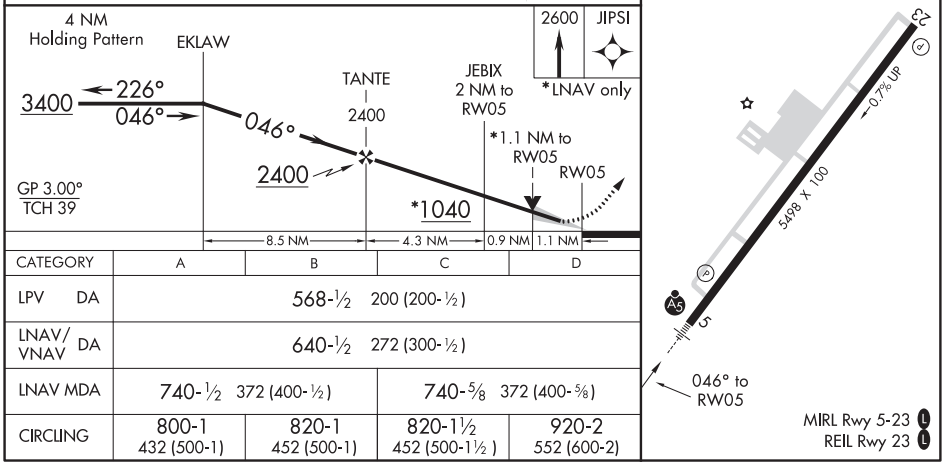
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all DA 65 feet and all MDA 80 feet; LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cats C/D visibility ¼ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile and LNAV Cats C/D visibility to 1 mile. For inop MALSR when using Raleigh-Durham altimeter setting, increase LPV all Cats visibility to ⅞ mile. Baro-VNAV and VDP NA with Raleigh-Durham altimeter setting.

MALSR

MISSED APPROACH: Climb to 2600 direct JIPSI and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| **118.325** | **125.3 353.675** | **123.0** (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 568-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 640-½ 272 (300-½) | | | |
| LNAV MDA | 740-½ 372 (400-½) | | 740-⅝ 372 (400-⅝) | |
| CIRCLING | 800-1 432 (500-1) | 820-1 452 (500-1) | 820-1½ 452 (500-1½) | 920-2 552 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

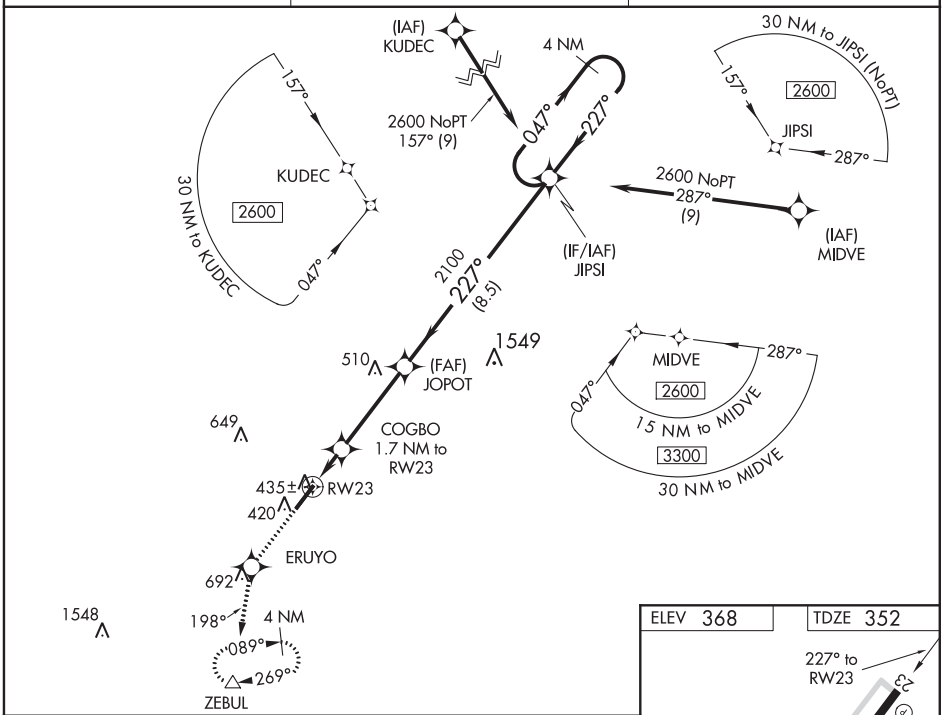
| WAAS CH 62825 W23A | APP CRS 227° | Rwy ldg 5498<br>TDZE 352<br>Apt Elev 368 |
|---|---|---|

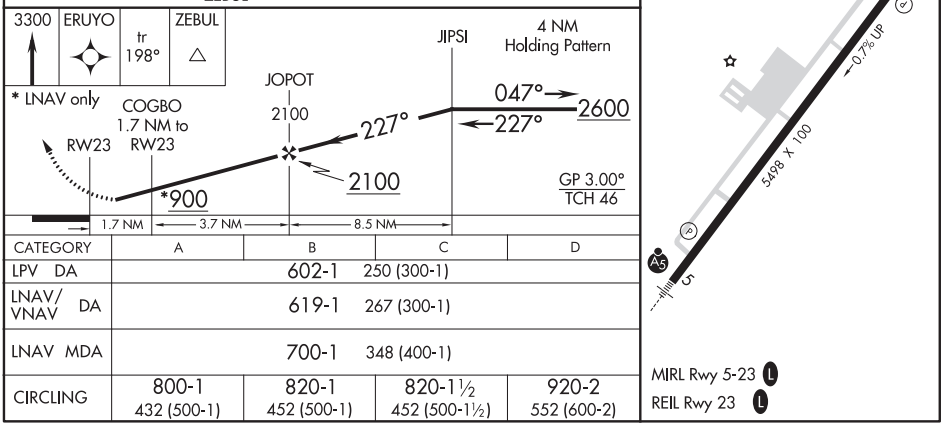
# RNAV (GPS) RWY 23
## TRIANGLE NORTH EXECUTIVE (LHZ)

Baro-VNAV NA when using Raleigh-Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cats C/D visibility ⅜ mile.

MISSED APPROACH: Climb to 3300 direct ERUYO and on track 198° to ZEBUL and hold, continue climb-in-hold to 3300.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| 118.325 | 125.3 353.675 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 602-1 250 (300-1) | | | |
| LNAV/VNAV DA | 619-1 267 (300-1) | | | |
| LNAV MDA | 700-1 348 (400-1) | | | |
| CIRCLING | 800-1 432 (500-1) | 820-1 452 (500-1) | 820-1½ 452 (500-1½) | 920-2 552 (600-2) |

MIRL Rwy 5-23 L
REIL Rwy 23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LOUISBURG, NORTH CAROLINA

AL-9131 (FAA)

20254

# VOR-A

## TRIANGLE NORTH EXECUTIVE (LHZ)

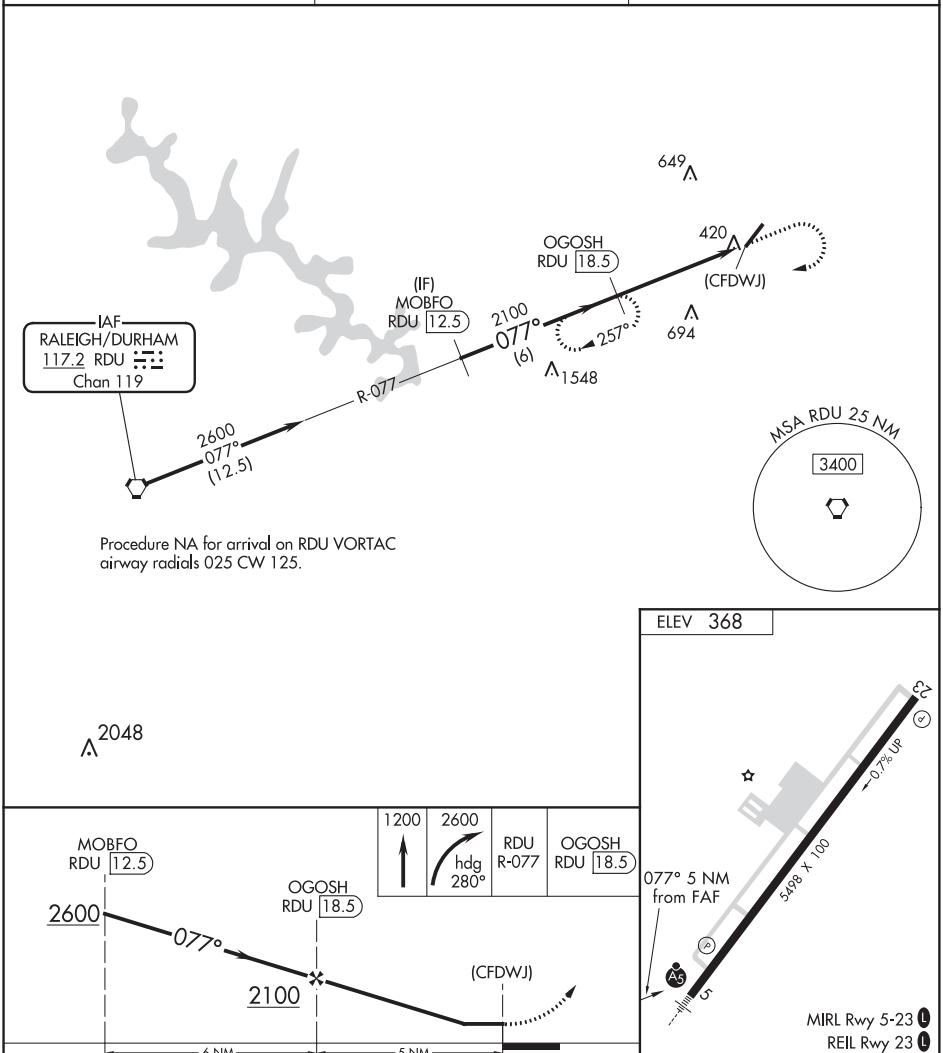
| VORTAC RDU | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 117.2 | 077° | TDZE | N/A |
| Chan 119 | | Apt Elev | 368 |

DME required.

When local altimeter setting not received, use Raleigh-Durham Intl altimeter setting and increase all MDA 80 feet and Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 on heading 280° and on RDU VORTAC R-077 to OGOSH/RDU 18.5 DME and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM |
|---|---|---|
| 118.325 | 125.3 353.675 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1<br>692 (700-1) | 1060-1¼<br>692 (700-1¼) | 1060-2<br>692 (700-2) | 1060-2¼<br>692 (700-2¼) |

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

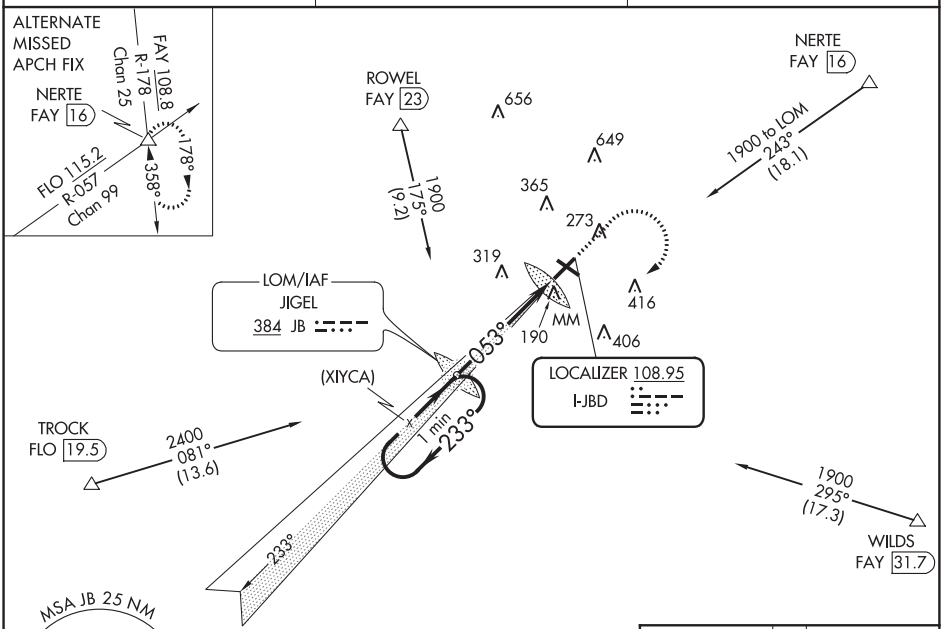
| LOC I-JBD | APP CRS | Rwy ldg | 5342 |
|---|---|---|---|
| 108.95 | 053° | TDZE | 124 |
| | | Apt Elev | 125 |

# ILS or LOC RWY 5
## LUMBERTON RGNL (LBT)

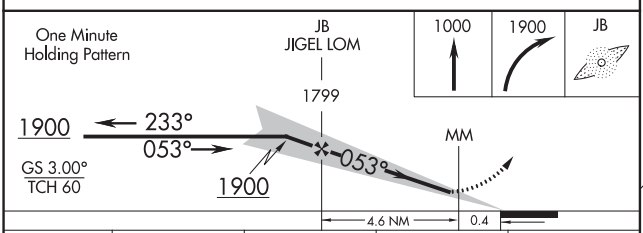
ADF required. When local altimeter setting not received, use Maxton altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase S-ILS 5 all Cats visibility and S-LOC 5 Cat C visibility ⅛ mile. Circling to Rwy 13 and 31 NA at night. Autopilot coupled approach NA below 1250.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1900 direct JIGEL LOM and hold.

| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.775 | 133.0 290.25 | 122.8 (CTAF) L |

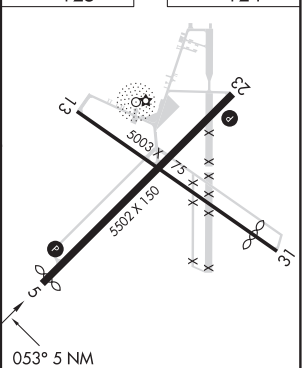



ADF REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 360-¾ 236 (300-¾) | | | NA |
| S-LOC 5 | 600-1 476 (500-1) | | 600-1⅜ 476 (500-1⅜) | NA |
| CIRCLING | 660-1 535 (600-1) | | 660-1½ 535 (600-1½) | NA |

ELEV 125 TDZE 124




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




SE-2, 10 SEP 2020 to 05 NOV 2020

LUMBERTON, NORTH CAROLINA — AL-800 (FAA) — 18312

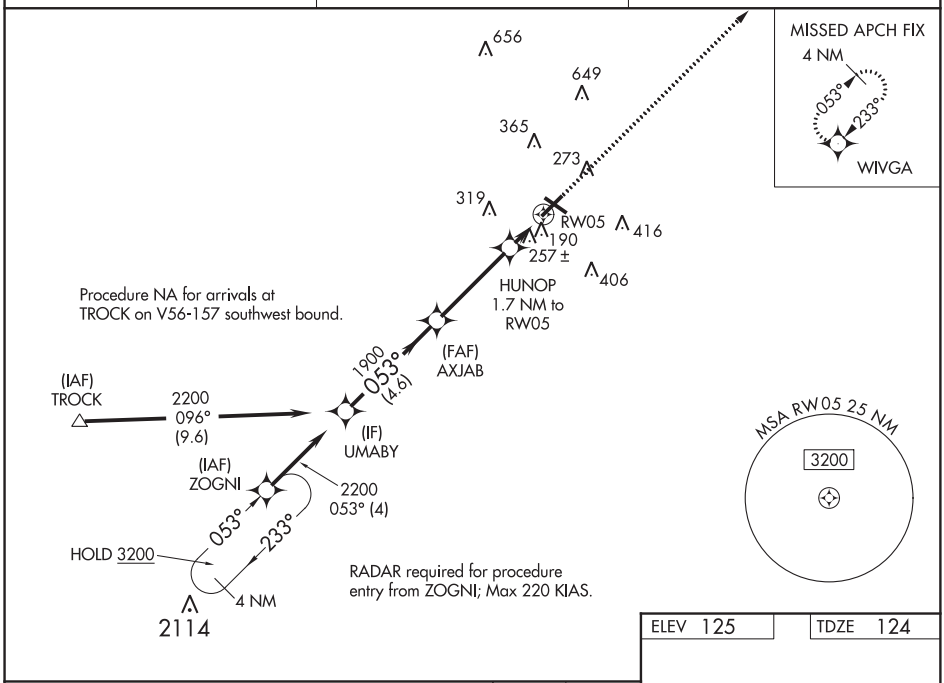
| WAAS | APP CRS | Rwy ldg | 5342 |
|---|---|---|---|
| CH 97421 | 053° | TDZE | 124 |
| W05A | | Apt Elev | 125 |

# RNAV (GPS) RWY 5
## LUMBERTON RGNL (LBT)

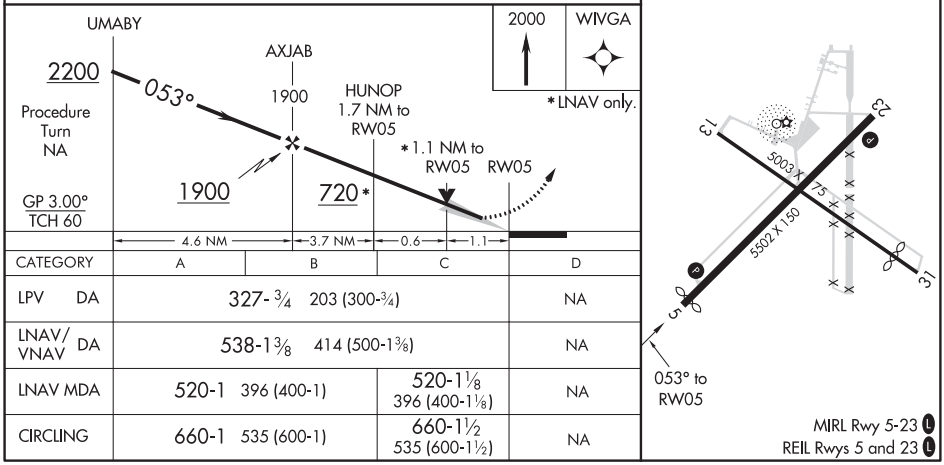
DME/DME RNP-0.3 NA. When local altimeter setting not received use Maxton altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C visibility ¼ mile. Baro-VNAV and VDP NA with Maxton altimeter setting. Circling to Rwy 13 and 31 NA 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 2000 direct WIVGA and hold.

| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.775 | 133.0 290.25 | 122.8 (CTAF) L |




ELEV 125 | TDZE 124




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 327-¾ 203 (300-¾) | | | NA |
| LNAV/VNAV DA | 538-1⅜ 414 (500-1⅜) | | | NA |
| LNAV MDA | 520-1 396 (400-1) | | 520-1⅛ 396 (400-1⅛) | NA |
| CIRCLING | 660-1 535 (600-1) | | 660-1½ 535 (600-1½) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

LUMBERTON, NORTH CAROLINA — 34°37′N-79°04′W — LUMBERTON RGNL (LBT)
Orig-B 11DEC14

RNAV (GPS) RWY 5

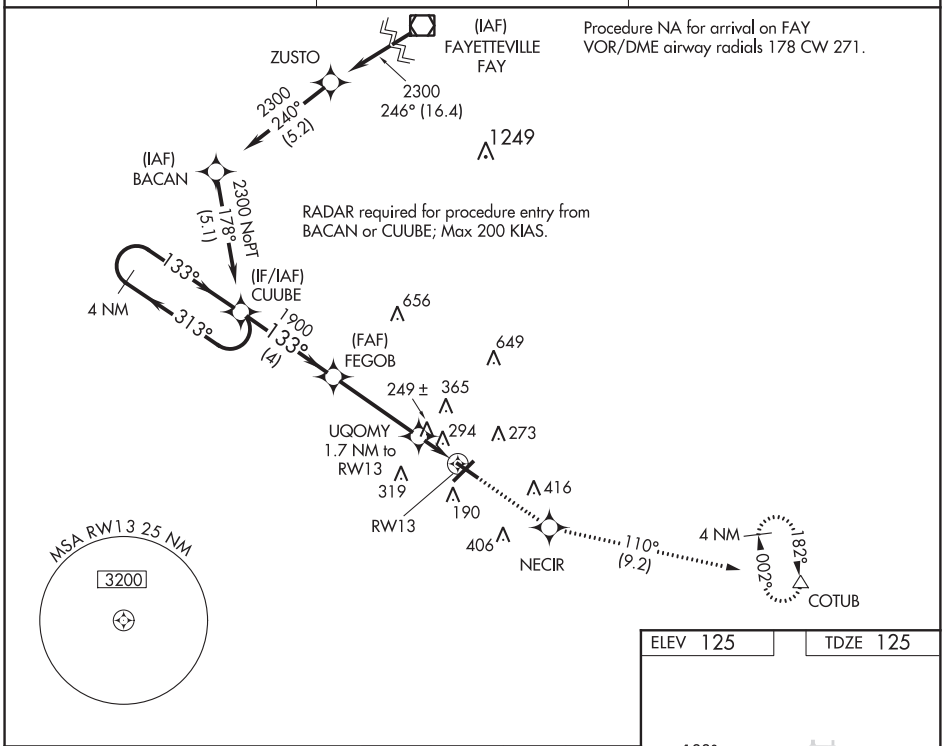
| WAAS CH 61221 W13A | APP CRS 133° | Rwy ldg 5003<br>TDZE 125<br>Apt Elev 125 |
|---|---|---|

# RNAV (GPS) RWY 13
## LUMBERTON RGNL (LBT)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Maxton altimeter setting and increase all MDA 60 feet; increase LP Cat C visibility ¼ mile and LNAV Cat C visibility ⅛ mile. Rwy 13 Straight-in and Circling and Circling to Rwy 31 NA at night. Circling to Rwy 31 NA at night.

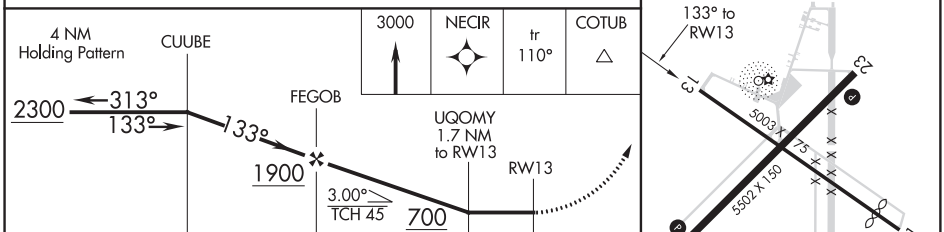
MISSED APPROACH: Climb to 3000 direct NECIR and on track 110° to COTUB and hold.

| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.775 | 133.0 290.25 | 122.8 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 125 | TDZE 125 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 500-1 375 (400-1) | | | NA |
| LNAV MDA | 600-1 475 (500-1) | | 600-1⅜ 475 (500-1⅜) | NA |
| CIRCLING | 660-1 535 (600-1) | | 660-1½ 535 (600-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

LUMBERTON, NORTH CAROLINA — AL-800 (FAA) — 18312

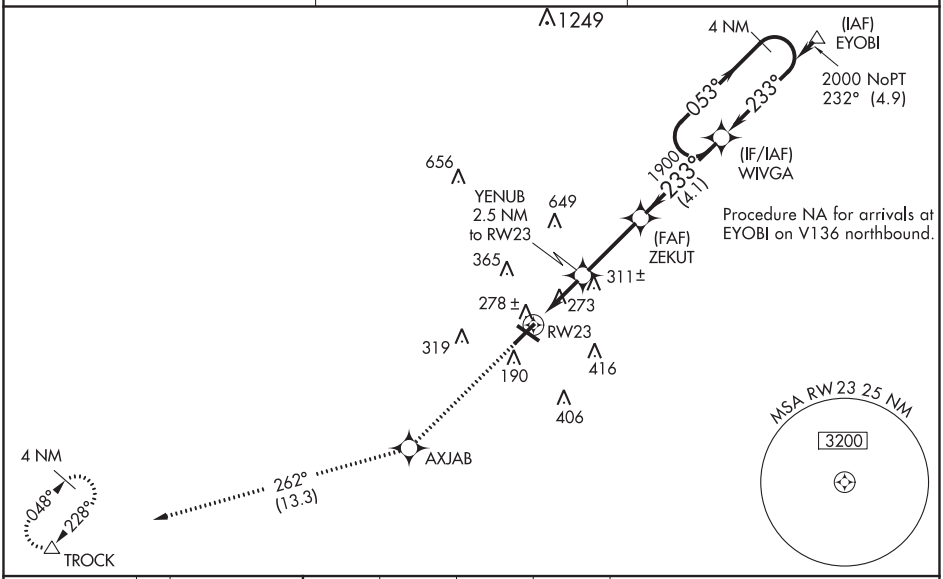
| WAAS | APP CRS | Rwy ldg | 5502 |
|---|---|---|---|
| CH 50221 | 233° | TDZE | 124 |
| W23A | | Apt Elev | 125 |

# RNAV (GPS) RWY 23
## LUMBERTON RGNL (LBT)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below¾ SM NA. When local altimeter setting not received use Maxton altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility¼ mile. Baro-VNAV and VDP NA with Maxton altimeter setting. Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

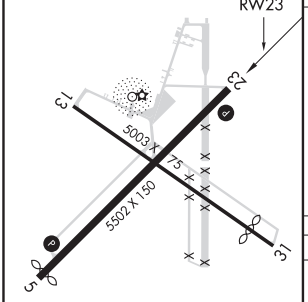
MISSED APPROACH: Climb to 2200 direct AXJAB and on track 262° to TROCK and hold.

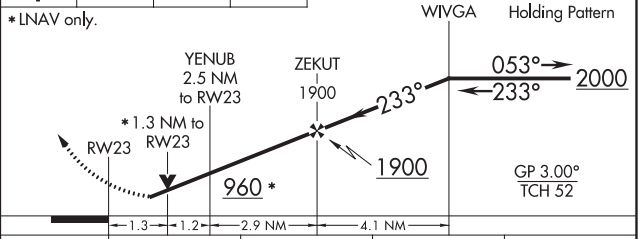
| ASOS | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 134.775 | 133.0 290.25 | 122.8 (CTAF) L |




| ELEV 125 | TDZE 124 | 2200 | AXJAB | tr 262° | TROCK |
|---|---|---|---|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 45).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 413-⅞ 289 (300-⅞) | | | NA |
| LNAV/VNAV DA | 439-1 315 (400-1) | | | NA |
| LNAV MDA | 580-1 456 (500-1) | | 580-1⅜ 456 (500-1⅜) | NA |
| CIRCLING | 660-1 535 (600-1) | | 660-1½ 535 (600-1½) | NA |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L




SE-2, 10 SEP 2020 to 05 NOV 2020

# NDB or GPS RWY 11

MACKALL AAF (HFF)

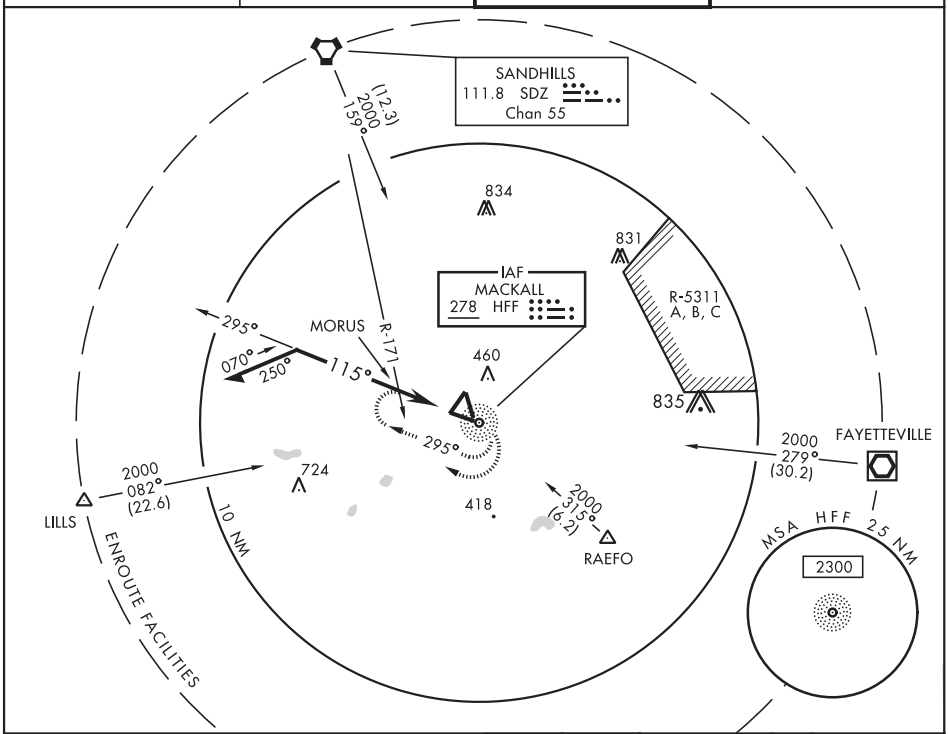
| NDB HFF | APCH CRS | Rwy ldg | 4794 |
|---|---|---|---|
| 278 | 115° | TDZE | 375 |
| | | Arpt Elev | 376 |

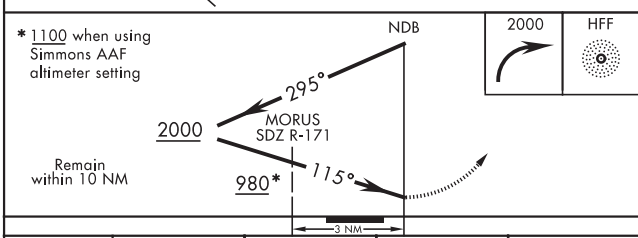
AL-6315 [USA]

NA Procedure not authorized at night when tower closed. When local altimeter setting not available, use SIMMONS AAF altimeter setting and increase all MDA 120 feet.

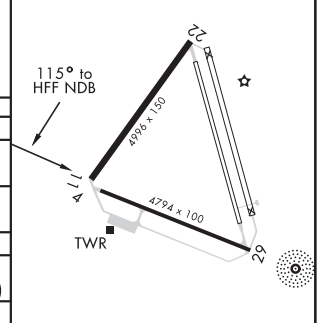
MISSED APPROACH: Climbing right turn to 2000 in HFF NDB holding pattern.

| ATIS | FAYETTEVILLE APP CON | MACKALL TOWER ★ | GND CON |
|---|---|---|---|
| 141.4 | 127.8 343.725 | 121.0 254.4 | 41.75 251.05 |




ELEV 376 TDZE 375




HIRL Rwy 11-29

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-11 | 980-1 | 605 (700-1) | 980-1¾ 605 (700-1¾) | 980-2 605 (700-2) |
| CIRCLING | 980-1 | 604 (700-1) | 980-1¾ 604 (700-1¾) | 980-2 604 (700-2) |
| NDB/VOR MINIMUMS | | | | |
| S-11 | 860-1 | 485 (500-1) | 860-1¼ 485 (500-1¼) | 860-1½ 485 (500-1½) |
| CIRCLING | 860-1 | 484 (500-1) | 860-1½ 484 (500-1½) | 940-2 564 (600-2) |

CAMP MACKALL, NORTH CAROLINA 35°02′N-79°30′W MACKALL AAF (HFF)
Amdt 2A 19171
NDB or GPS RWY 11
447

SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

MANNING, SOUTH CAROLINA

AL-5510 (FAA)

20254

# VOR/DME or GPS-A

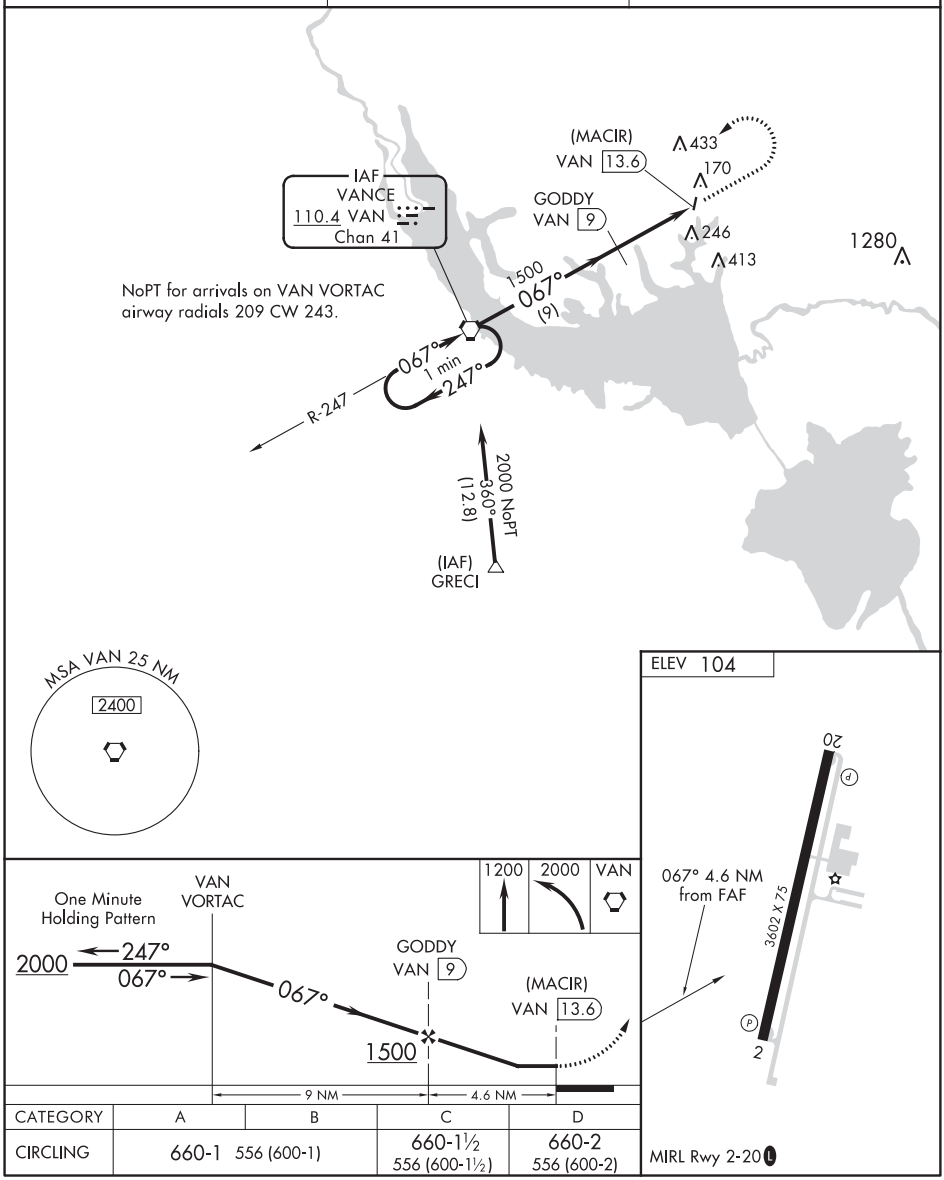
SANTEE COOPER RGNL (MNI)

| VORTAC VAN | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 110.4 | 067° | TDZE | N/A |
| Chan 41 | | Apt Elev | 104 |

When local altimeter setting not received, use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct VAN VORTAC and hold.

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 120.175 | 125.4 318.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 660-1 556 (600-1) | | 660-1½ 556 (600-1½) | 660-2 556 (600-2) |

MIRL Rwy 2-20 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

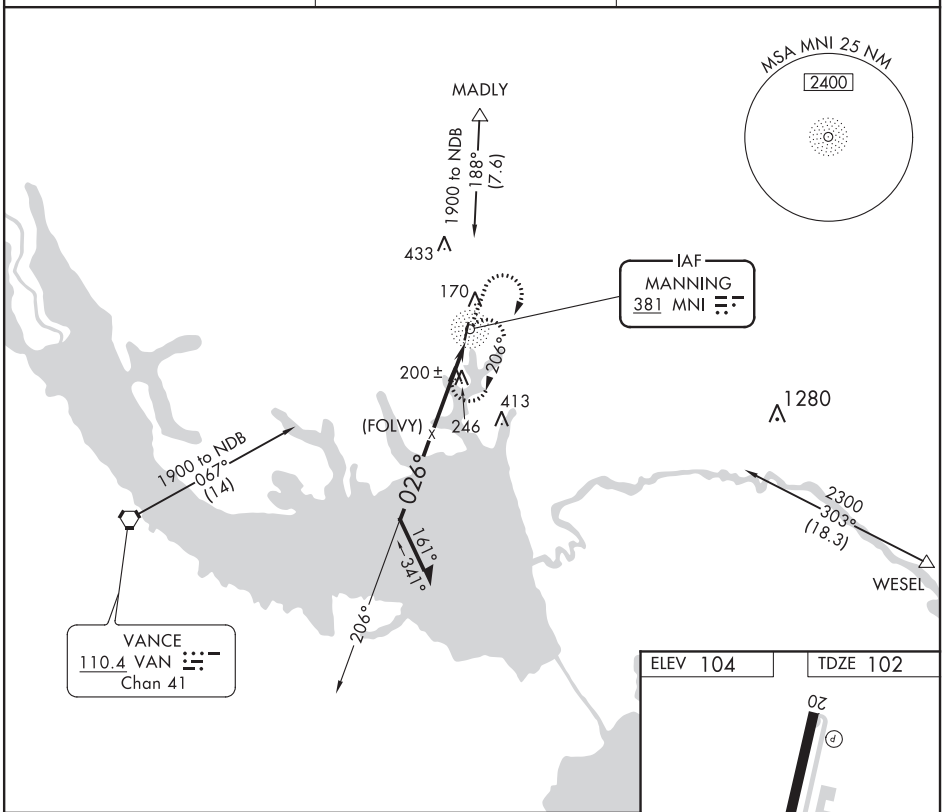
| NDB MNI | APP CRS | Rwy ldg | 3602 |
|---|---|---|---|
| 381 | 026° | TDZE | 102 |
| | | Apt Elev | 104 |

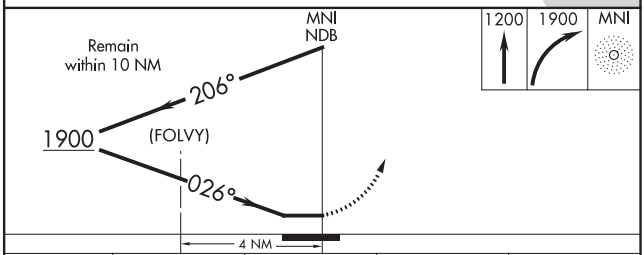
# NDB or GPS RWY 2
## SANTEE COOPER RGNL (MNI)

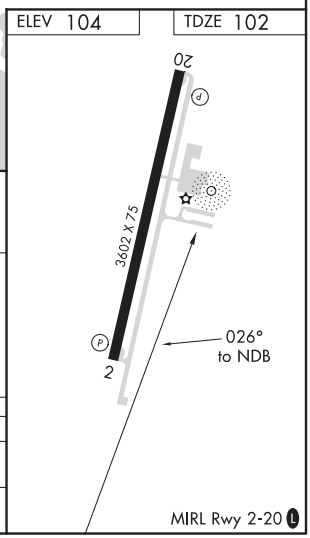
When local altimeter setting not received, use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing right turn to 1900 direct MNI NDB and hold.

| AWOS-3 | SHAW APP CON★ | UNICOM |
|---|---|---|
| 120.175 | 125.4 318.1 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 660-1 | 558 (600-1) | 660-1½ 558 (600-1½) | 660-1¾ 558 (600-1¾) |
| CIRCLING | 660-1 | 556 (600-1) | 660-1½ 556 (600-1½) | 660-2 556 (600-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

MANTEO, NORTH CAROLINA

AL-6372 (FAA)

20030

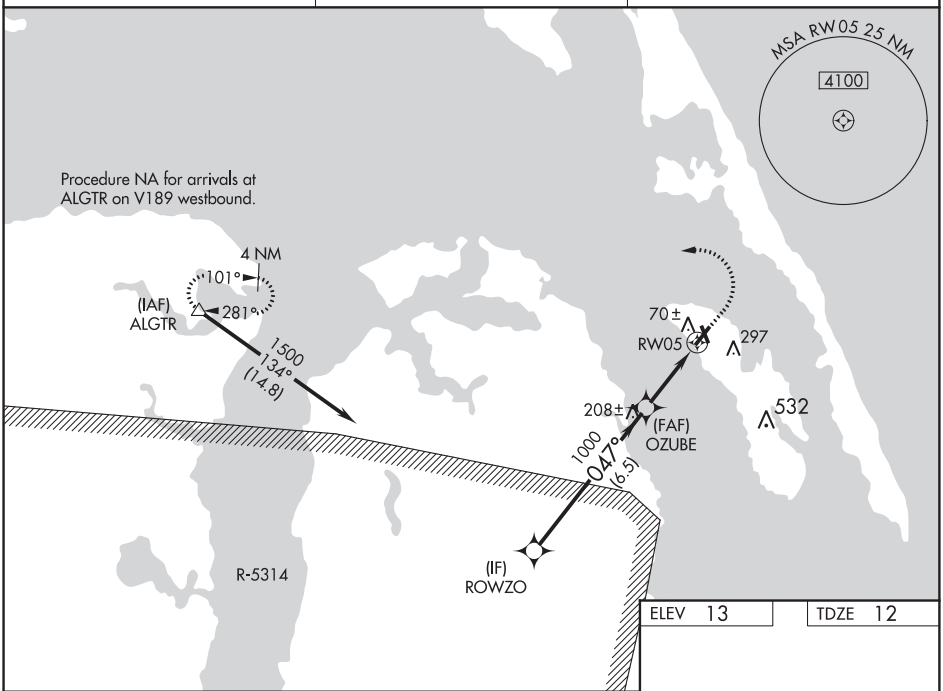
# RNAV (GPS) RWY 5
## DARE COUNTY RGNL (MQI)

| WAAS CH 72626 W05A | APP CRS 047° | Rwy ldg 4000<br>TDZE 12<br>Apt Elev 13 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Elizabeth City altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LPV all Cats visibility ⅜ mile; increase LNAV/VNAV all Cats visibility ¼ mile; increase LNAV Cat C visibility ⅛ mile. Baro-VNAV and VDP NA when using Elizabeth City altimeter setting. Circling to Rwy 35 NA at night.

MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ALGTR and hold.

| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 128.275 | 124.725 350.35 | 122.8 (CTAF) L |

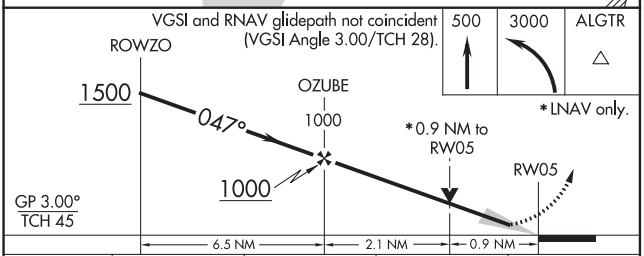



ELEV 13 | TDZE 12

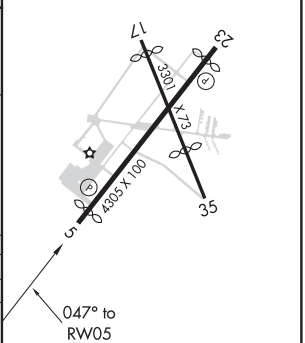
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 28).

500 | 3000 | ALGTR

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 262-¾ 250 (300-¾) | | | NA |
| LNAV/VNAV DA | 347-1⅛ 335 (400-1⅛) | | | NA |
| LNAV MDA | 460-1 448 (500-1) | | 460-1⅜ 448 (500-1⅜) | NA |
| CIRCLING | 600-1 587 (600-1) | | 600-1½ 587 (600-1½) | NA |




REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

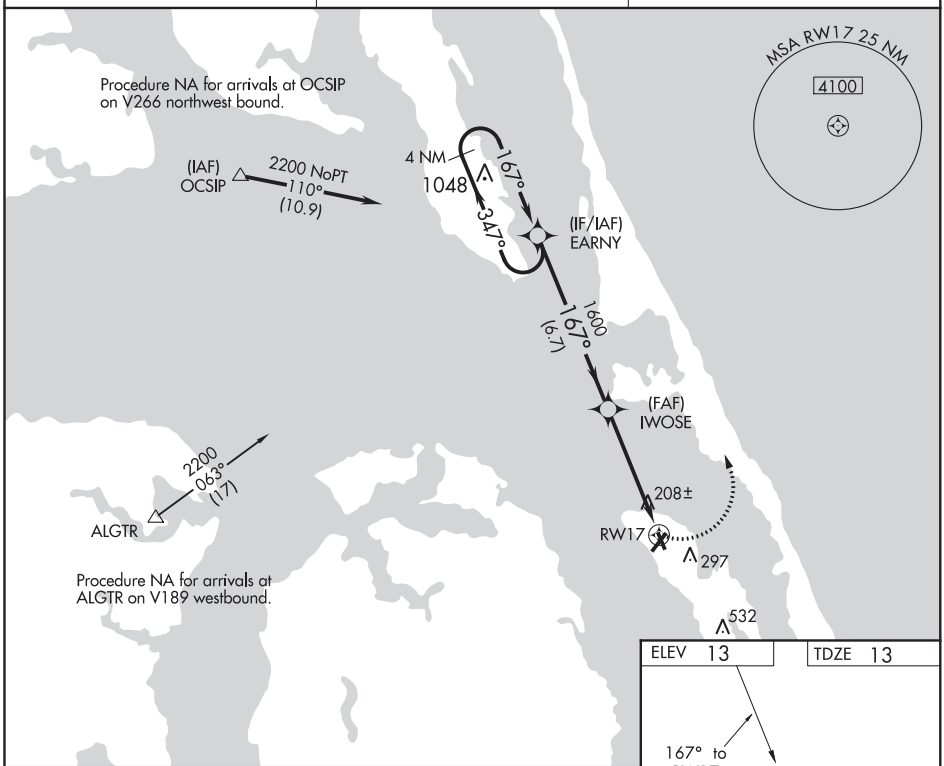
| WAAS CH 62926 W17A | APP CRS 167° | Rwy ldg 3012<br>TDZE 13<br>Apt Elev 13 |
|---|---|---|

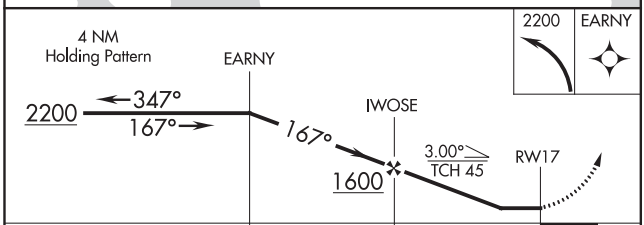
# RNAV (GPS) RWY 17
## DARE COUNTY RGNL (MQI)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing Rwy 17 NA. When local altimeter setting not received use Elizabeth City altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile.

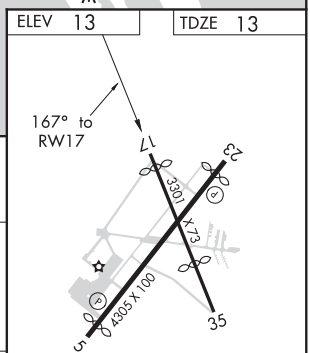
MISSED APPROACH: Climbing left turn to 2200 direct EARNY and hold.

| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 128.275 | 124.725 350.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 460-1 447 (500-1) | | 460-1⅜ 447 (500-1⅜) | NA |
| LNAV MDA | 460-1 447 (500-1) | | 460-1⅜ 447 (500-1⅜) | NA |
| CIRCLING | 600-1 587 (600-1) | | 600-1½ 587 (600-1½) | NA |




REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MANTEO, NORTH CAROLINA

AL-6372 (FAA)

20030

# RNAV (GPS) RWY 23

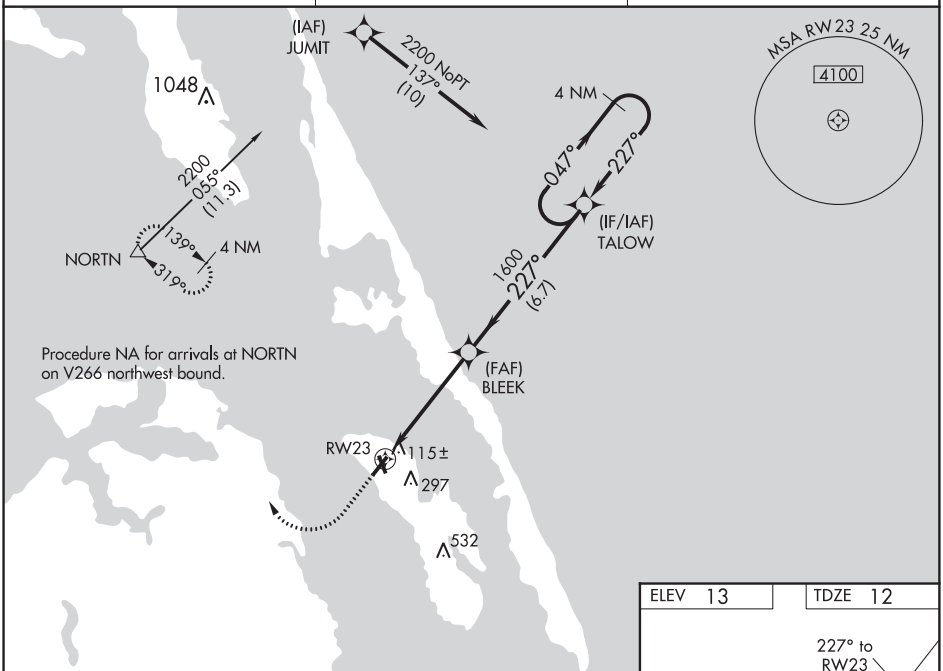
## DARE COUNTY RGNL (MQI)

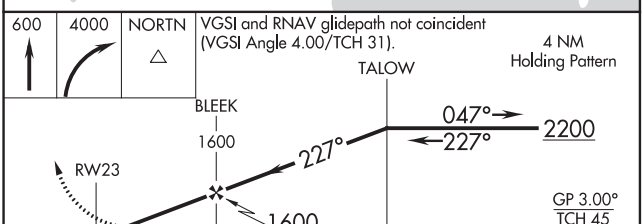
| WAAS CH 56326 W23A | APP CRS 227° | Rwy ldg 4004<br>TDZE 12<br>Apt Elev 13 |
|---|---|---|

Baro-VNAV NA when using Elizabeth City altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). When VGSI inop, Straight-in/Circling Rwy 23 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elizabeth City altimeter setting and increase LPV DA to 404, LNAV/VNAV DA to 357 and all MDA 80 feet; increase LPV all Cats visibility and Circling Cat C visibility ¼ mile; increase LNAV/VNAV all Cats visibility ⅛ mile; and increase LNAV Cat C visibility ⅜ mile.

MISSED APPROACH: Climb to 600 then climbing right turn to 4000 direct NORTN and hold continue climb-in-hold to 4000.

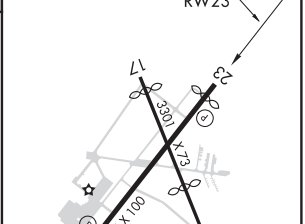
| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 128.275 | 124.725 350.35 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 332-1 | 320 (400-1) | | NA |
| LNAV/VNAV DA | 285-1 | 273 (300-1) | | NA |
| LNAV MDA | 520-1 | 508 (600-1) | 520-1⅜<br>508 (600-1⅜) | NA |
| CIRCLING | 600-1 | 587 (600-1) | 600-1½<br>587 (600-1½) | NA |

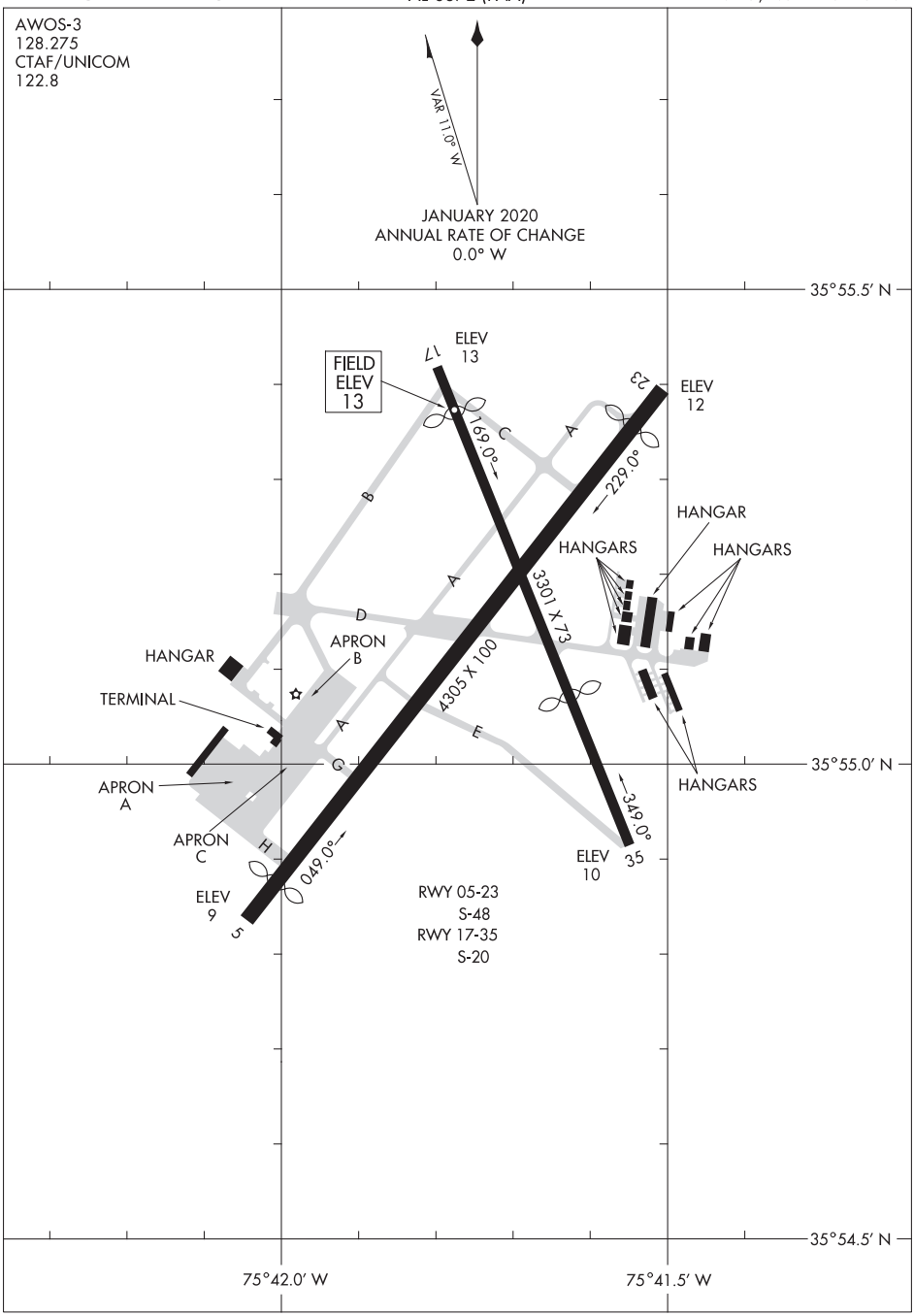
ELEV 13 | TDZE 12




REIL Rwy 5 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020






SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

MARION, SOUTH CAROLINA — AL-5662 (FAA) — 19115

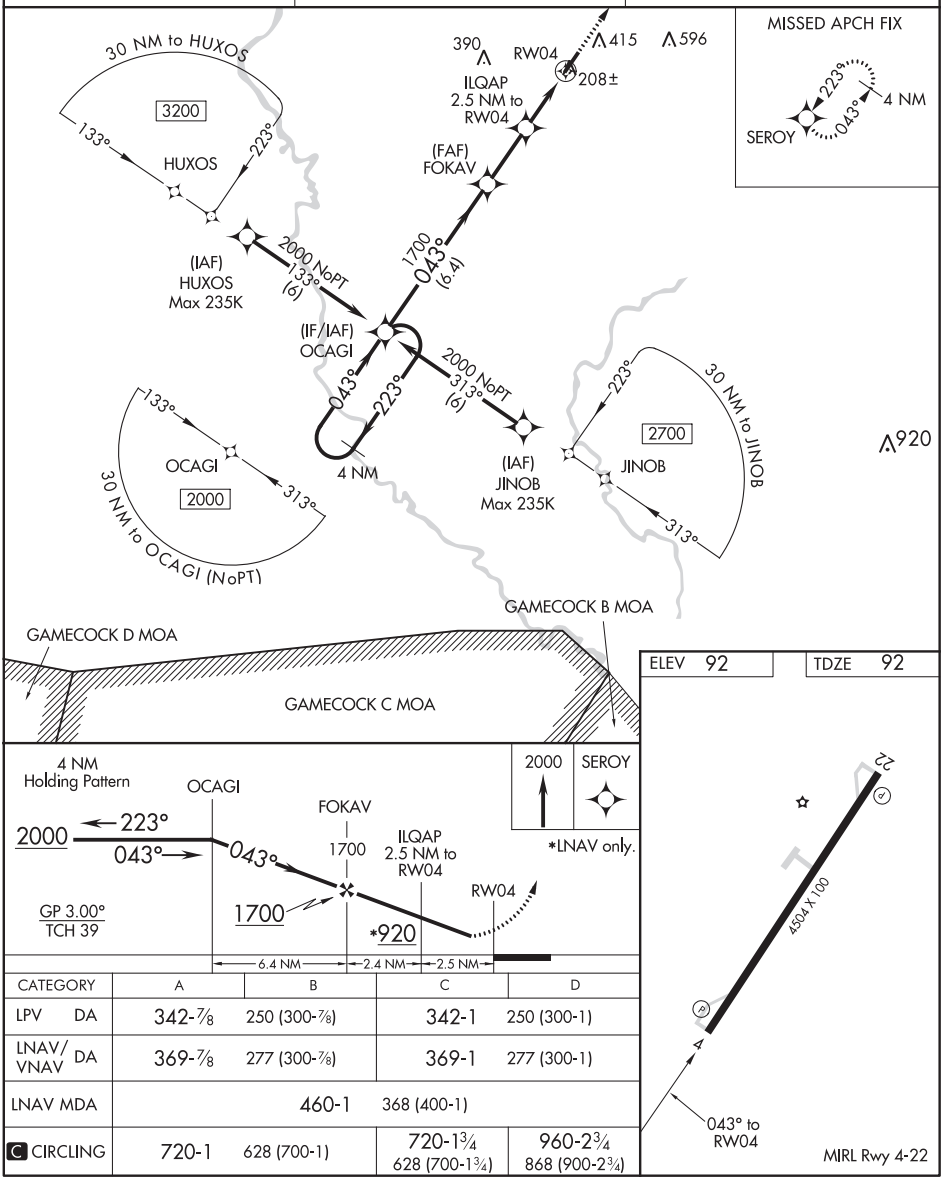
| WAAS CH 40336 W04A | APP CRS 043° | Rwy ldg 4504<br>TDZE 92<br>Apt Elev 92 |
|---|---|---|

# RNAV (GPS) RWY 4
## MARION COUNTY (MAO)

Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°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 Florence altimeter setting and increase all DA 53 feet and all visibilities ⅛ mile, increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct SEROY and hold.

| AWOS-3 | FLORENCE APP CON * | UNICOM |
|---|---|---|
| 119.875 | 135.25 316.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 342-⅞ | 250 (300-⅞) | 342-1 | 250 (300-1) |
| LNAV/VNAV DA | 369-⅞ | 277 (300-⅞) | 369-1 | 277 (300-1) |
| LNAV MDA | 460-1 | 368 (400-1) | | |
| C CIRCLING | 720-1 | 628 (700-1) | 720-1¾<br>628 (700-1¾) | 960-2¾<br>868 (900-2¾) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

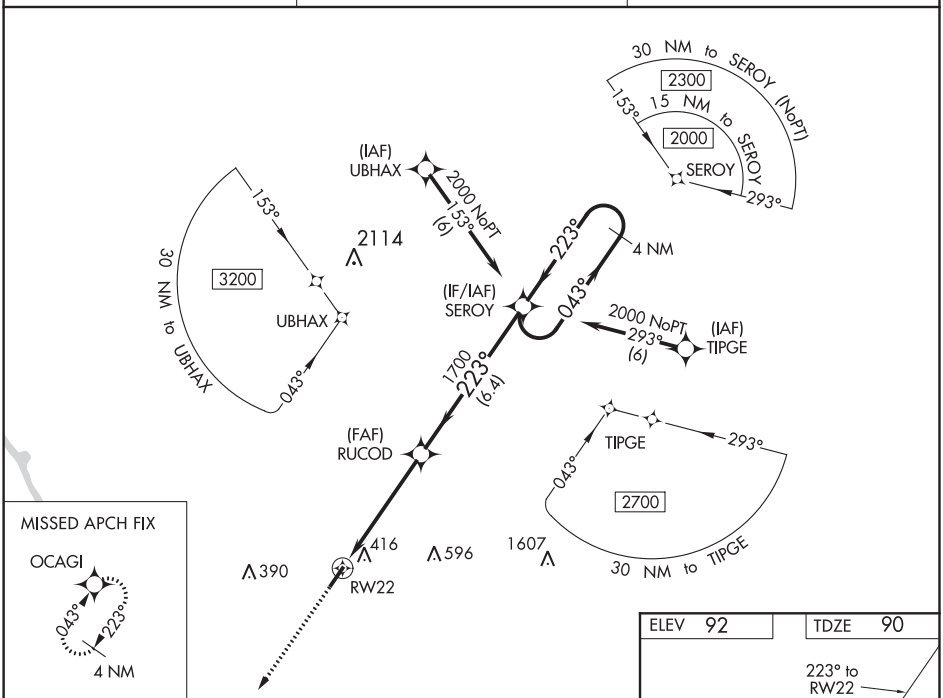
| WAAS CH 45836 W22A | APP CRS 223° | Rwy ldg 4504<br>TDZE 90<br>Apt Elev 92 |
|---|---|---|

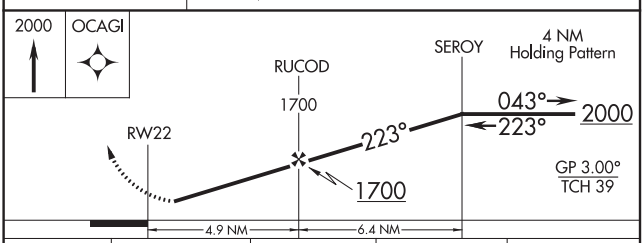
# RNAV (GPS) RWY 22
## MARION COUNTY (MAO)

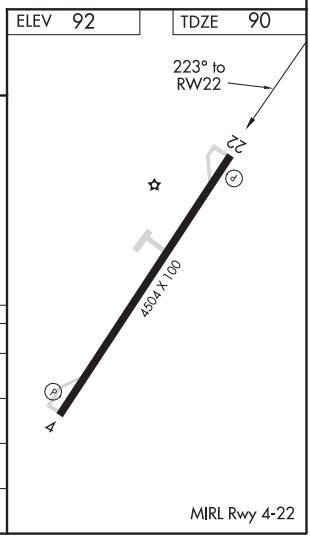
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 53 feet and all visibilities ¼ mile, increase all MDA 60 feet and all Cat C/D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct OCAGI and hold.

| AWOS-3 | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 119.875 | 135.25 316.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 396-1 306 (400-1) | | | |
| LNAV/VNAV DA | 577-1⅝ 487 (500-1⅝) | | | |
| LNAV MDA | 680-1 590 (600-1) | | 680-1¾ 590 (600-1¾) | |
| C CIRCLING | 720-1 628 (700-1) | | 720-1¾ 628 (700-1¾) | 960-2¾ 868 (900-2¾) |

MIRL Rwy 4-22

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MARION, SOUTH CAROLINA AL-5662 (FAA) 20254

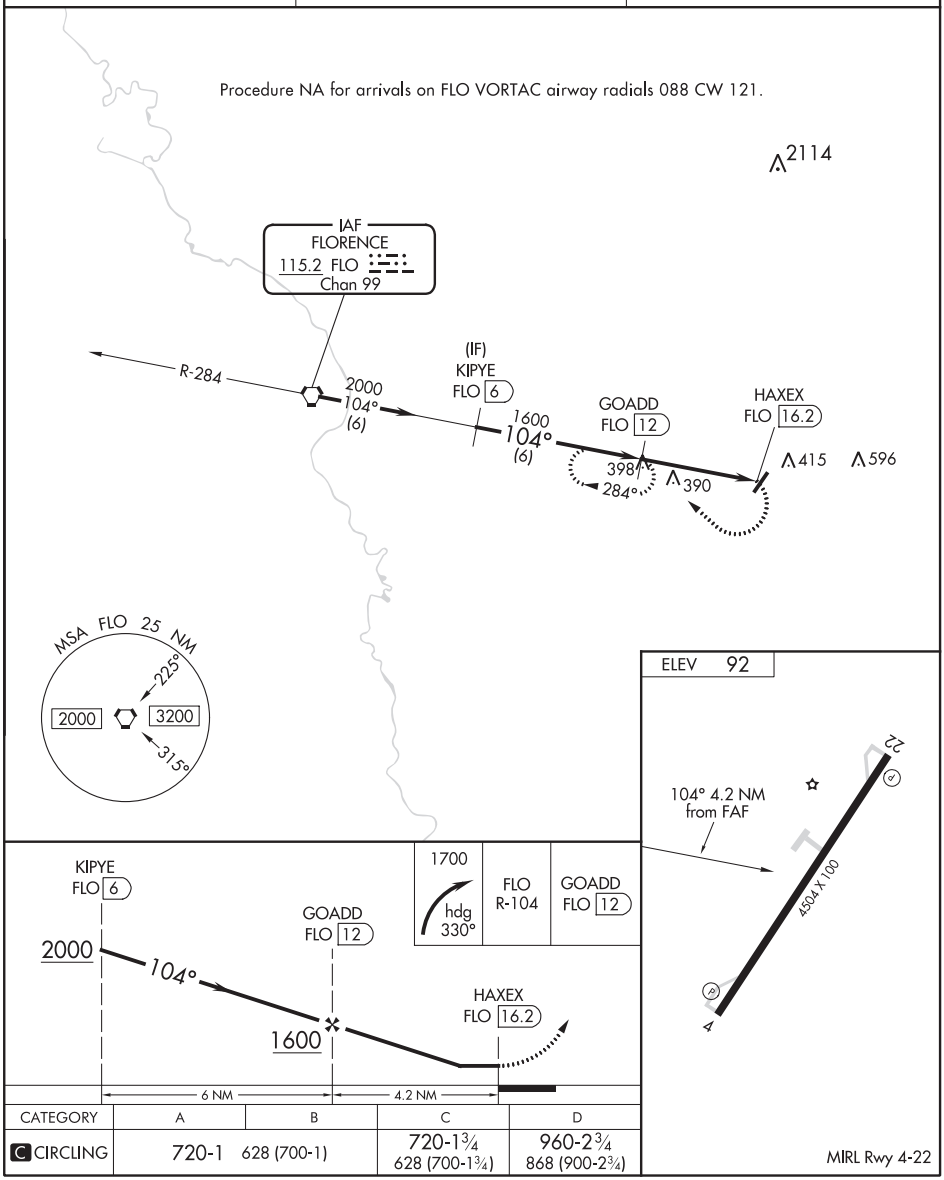
# VOR/DME-A
## MARION COUNTY (MAO)

| VORTAC FLO | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 115.2 | 104° | TDZE | N/A |
| Chan 99 | | Apt Elev | 92 |

When local altimeter setting not received, use Florence altimeter setting and increase all MDA 60 feet. Increase Cat C/D visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 1700 on heading 330° and on FLO VORTAC R-104 to GOADD/FLO 12 DME and hold.

| AWOS-3 | FLORENCE APP CON ★ | UNICOM |
|---|---|---|
| 119.875 | 135.25 316.15 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 720-1 628 (700-1) | | 720-1¾ 628 (700-1¾) | 960-2¾ 868 (900-2¾) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 5
## LAURINBURG-MAXTON (MEB)

| LOC I-MEB | APP CRS | Rwy ldg | 6502 |
|---|---|---|---|
| 110.7 | 054° | TDZE | 216 |
| | | Apt Elev | 216 |

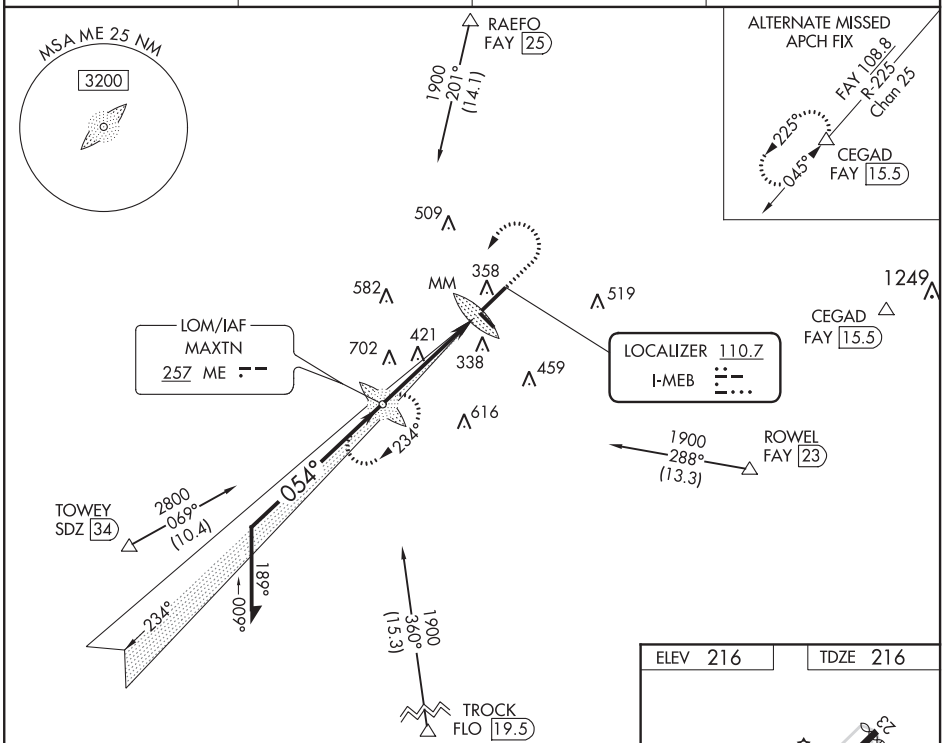
ADF required for procedure entry.
ADF required.

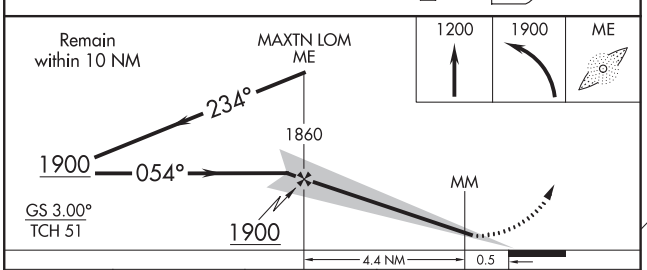
Circling Rwy 13 and 31 NA at night. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1200 then climbing left turn to 1900 direct MAXTN LOM and hold.

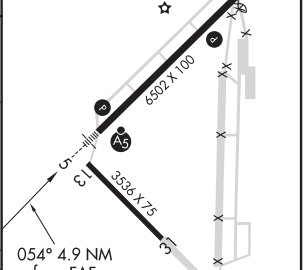
| ASOS | FAYETTEVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 134.125 | 127.8 343.725 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 416-½ 200 (200-½) | | | |
| S-LOC 5 | 680-½ 464 (500-½) | | 680-1 464 (500-1) | |
| C CIRCLING | 740-1 524 (600-1) | | 780-1½ 564 (600-1½) | 1020-2½ 804 (900-2½) |

ELEV 216 TDZE 216




HIRL Rwy 5-23 L

| FAF to MAP 4.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:54 | 3:16 | 2:27 | 1:58 | 1:38 |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

MAXTON, NORTH CAROLINA AL-5519 (FAA) 19283

# RNAV (GPS) RWY 5
## LAURINBURG-MAXTON (MEB)

| WAAS CH 90423 W05A | APP CRS 054° | Rwy ldg 6502 TDZE 216 Apt Elev 216 |
|---|---|---|

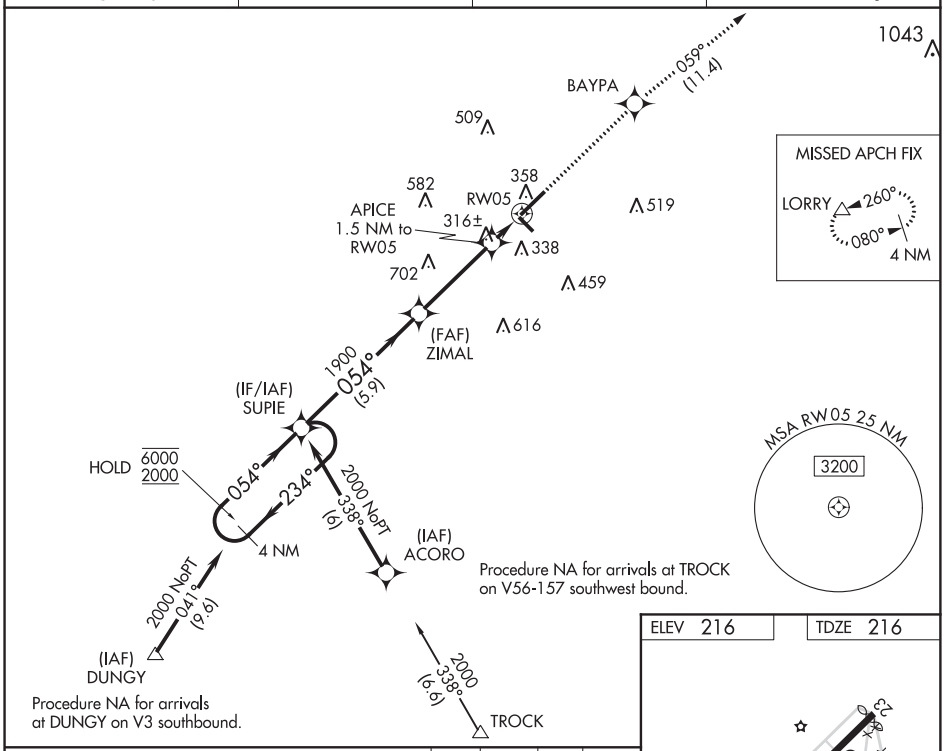
RNP APCH.

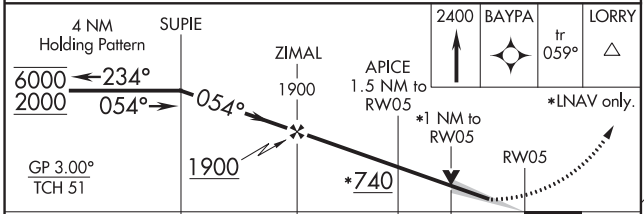
Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 2400 direct BAYPA and on track 059° to LORRY and hold.

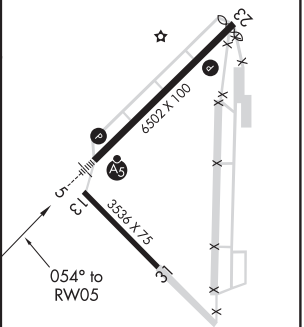
| ASOS | FAYETTEVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 134.125 | 127.8 343.725 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 416-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 472-½ 256 (300-½) | | | |
| LNAV MDA | 580-½ 364 (400-½) | | 580-⅝ 364 (400-⅝) | |
| C CIRCLING | 740-1 524 (600-1) | | 780-1½ 564 (600-1½) | 1020-2½ 804 (900-2½) |

ELEV 216 TDZE 216




HIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 23
## LAURINBURG-MAXTON (MEB)

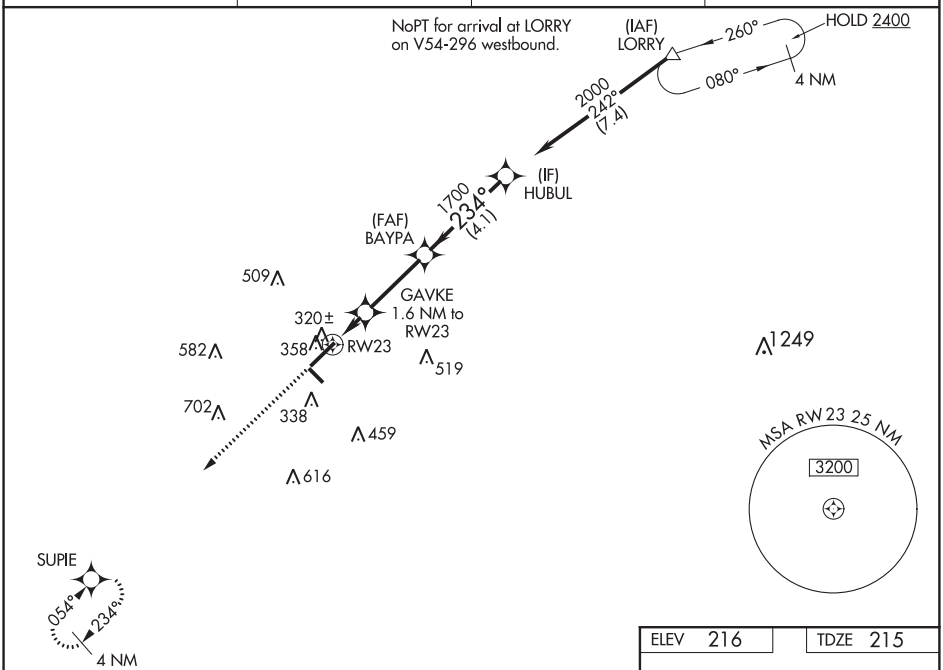
| WAAS CH 61023 W23A | APP CRS 234° | Rwy ldg 6315 TDZE 215 Apt Elev 216 |
|---|---|---|

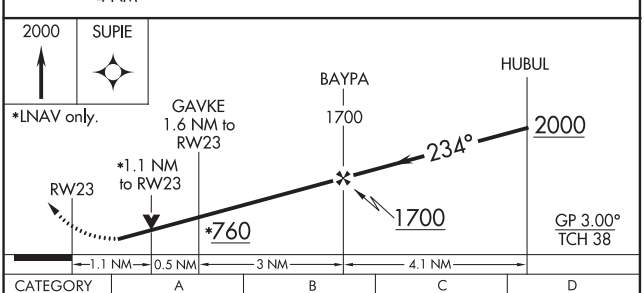
RNP APCH.

Circling to Rwy 13 and 31 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

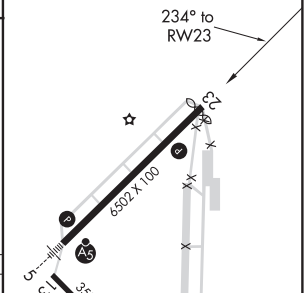
MISSED APPROACH: Climb to 2000 direct SUPIE and hold.

| ASOS | FAYETTEVILLE APP CON | GCO | UNICOM |
|---|---|---|---|
| 134.125 | 127.8 343.725 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 476-⅞ 261 (300-⅞) | | | |
| LNAV/VNAV DA | 481-⅞ 266 (300-⅞) | | | |
| LNAV MDA | 580-1 365 (400-1) | | | |
| C CIRCLING | 740-1 524 (600-1) | | 780-1½ 564 (600-1½) | 1020-2½ 804 (900-2½) |






SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

19115

EASTOVER, SOUTH CAROLINA

# ILS or LOC/DME RWY 32

| LOC I-MMT | APCH CRS | Rwy ldg | 9009 |
|---|---|---|---|
| 111.1 | 322° | TDZE | 243 |
| | | Arpt Elev | 254 |

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

T * When ALS inop, increase CAT ABCDE RVR to 40, and vis to ¾ mile.
** When ALS inop, increase CAT ABCDE RVR to 55, and vis to 1 mile.

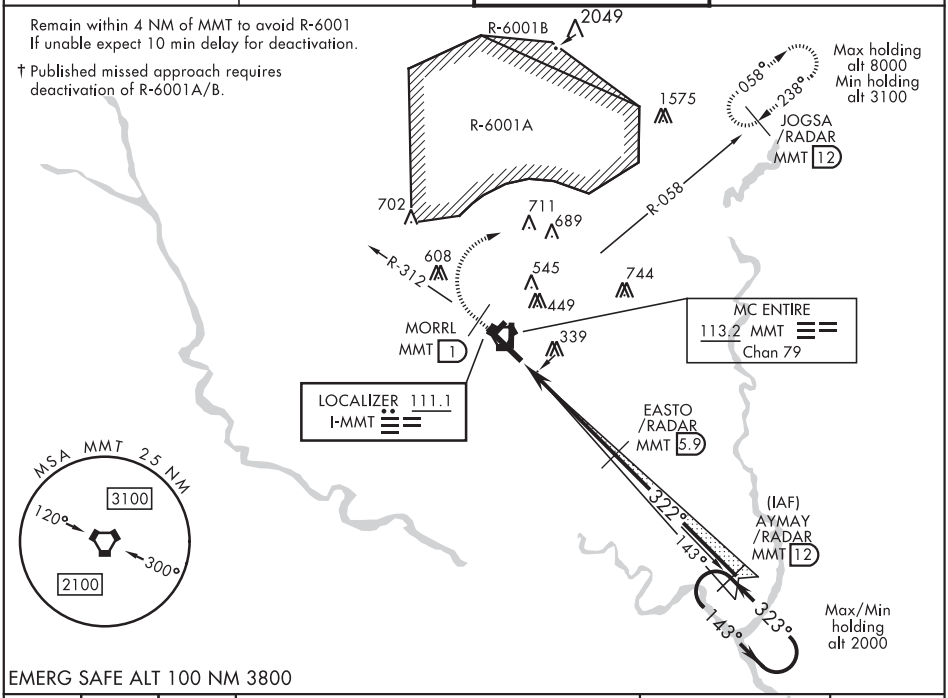
ALSF-1 A1

† MISSED APPROACH: Climb to 1100 direct MORRL/ 1 DME then climbing right to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

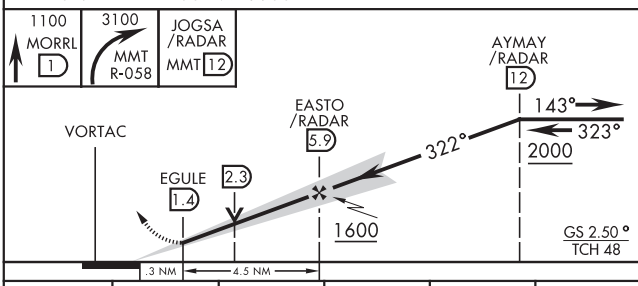
| ATIS | SHAW APP CON | MC ENTIRE TOWER ★ | GND CON |
|---|---|---|---|
| 327.05 | 125.4 318.1 | 132.4 (CTAF) 253.5 | 127.625 226.675 |

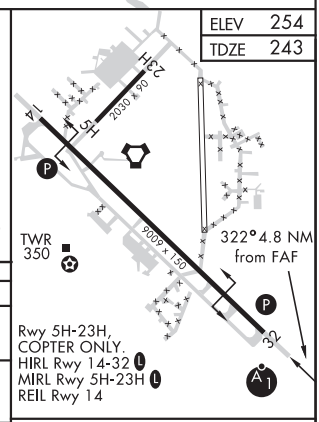
Remain within 4 NM of MMT to avoid R-6001
If unable expect 10 min delay for deactivation.

† Published missed approach requires deactivation of R-6001A/B.




EMERG SAFE ALT 100 NM 3800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 32 * | 443/24 200 (200-½) | | | | |
| S-LOC 32** | 620/24 377 (400-½) | | 620/35 377 (400-⅝) | | |
| C CIRCLING | 740-1 486 (500-1) | 840-1 586 (600-1) | 880-1¾ 626 (700-1¾) | 940-2¼ 686 (700-2¼) | 1020-2¾ 766 (800-2¾) |

FAF to MAP 4.5 NM

| Knots | 120 | 140 | 160 | 180 | 200 |
|---|---|---|---|---|---|
| Min:Sec | 2:15 | 1:56 | 1:41 | 1:30 | 1:21 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

EASTOVER, SOUTH CAROLINA 33°55'N-80°48'W MC ENTIRE JNGB (KMMT)

Amdt 4 25MAY17

ILS or LOC/DME RWY 32

EASTOVER, SOUTH CAROLINA

# TACAN RWY 14

| VORTAC MMT | APCH CRS | Rwy ldg | 9009 |
|---|---|---|---|
| 113.2 | 132° | TDZE | 251 |
| Chan 79 | | Arpt Elev | 254 |

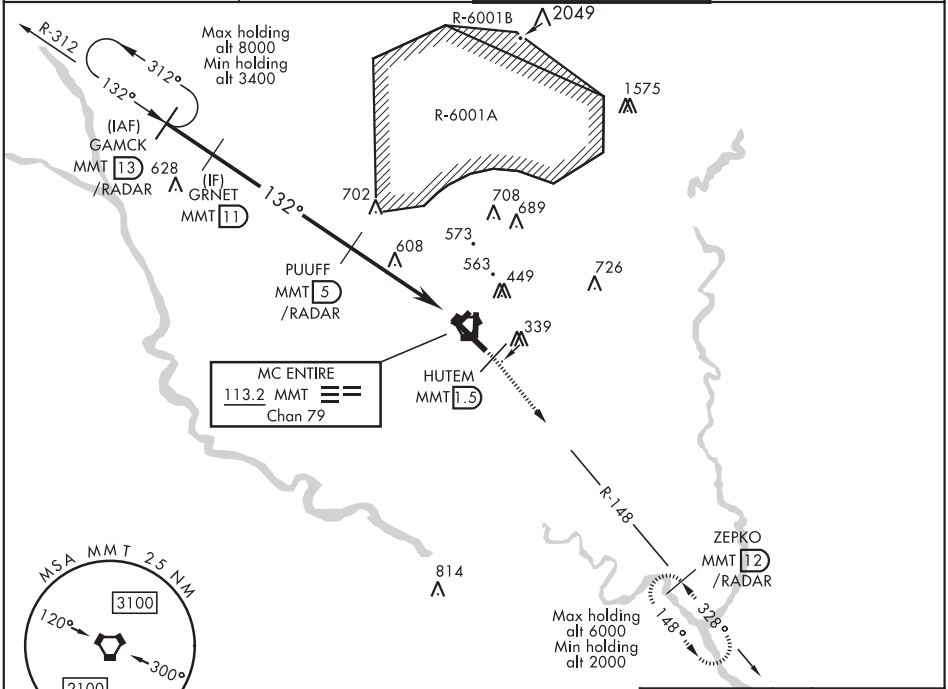
AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

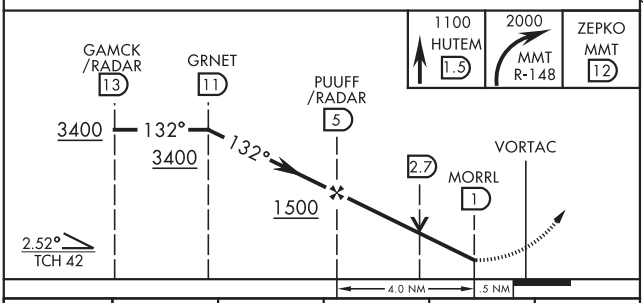
T * Circling to Rwy 05H-23H NA at night.

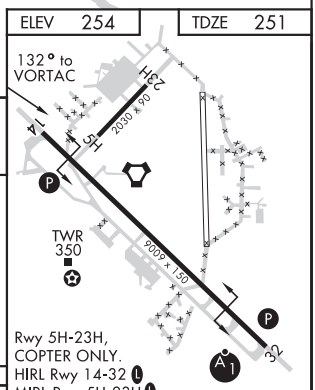
MISSED APPROACH: Climb to 1100 direct HUTEM/1.5 DME then climbing right turn to 2000 intercept MMT R-148 direct ZEPKO/12 DME and hold.

| ATIS | SHAW APP CON | MC ENTIRE TOWER ★ | GND CON |
|---|---|---|---|
| 327.05 | 125.4 318.1 | 132.4 (CTAF) L 253.5 | 127.625 226.675 |




EMERG SAFE ALT 100 NM 3800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-14 | 880-1 629 (700-1) | | 880-1¾ 629 (700-1¾) | | |
| C CIRCLING* | 880-1 626 (700-1) | | 880-1¾ 626 (700-1¾) | 1020-2½ 766 (800-2½) | 1020-2¾ 766 (800-2¾) |

| FAF to MAP 4.0 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:00 | 2:40 | 2:00 | 1:36 | 1:20 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

19115

EASTOVER, SOUTH CAROLINA

# TACAN RWY 32

| VORTAC MMT | APCH CRS | Rwy ldg | 9009 |
|---|---|---|---|
| 113.2 | 328° | TDZE | 243 |
| Chan 79 | | Arpt Elev | 254 |

AL-951 [USAF]

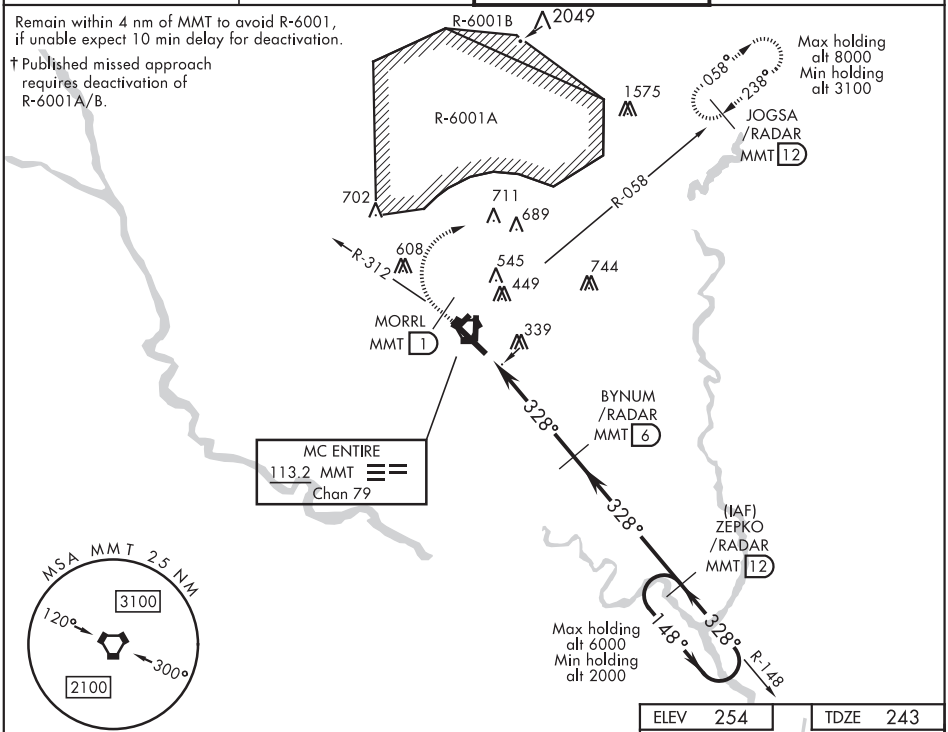
MC ENTIRE JNGB (KMMT)

T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

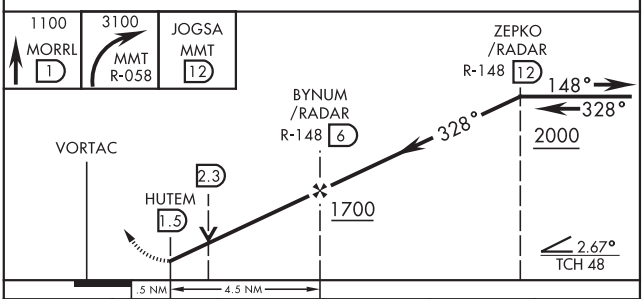
ALSF-1 A1

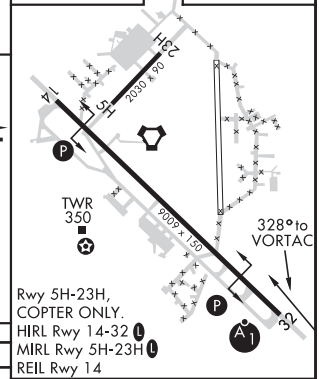
† MISSED APPROACH: Climb to 1100 direct MORRL/1 DME then climbing right turn to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

| ATIS | SHAW APP CON | MC ENTIRE TOWER ★ | GND CON |
|---|---|---|---|
| 327.05 | 125.4 318.1 | 132.4 (CTAF) L 253.5 | 127.625 226.675 |




EMERG SAFE ALT 100 NM 3800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-32 * | 640/24 397 (400-½) | | 640/40 397 (400-¾) | | |
| C CIRCLING | 740-1 486 (500-1) | 840-1 586 (600-1) | 880-1¾ 626 (700-1¾) | 940-2¼ 686 (700-2¼) | 1020-2¾ 766 (800-2¾) |

FAF to MAP 4.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:30 | 3:00 | 2:15 | 1:48 | 1:30 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

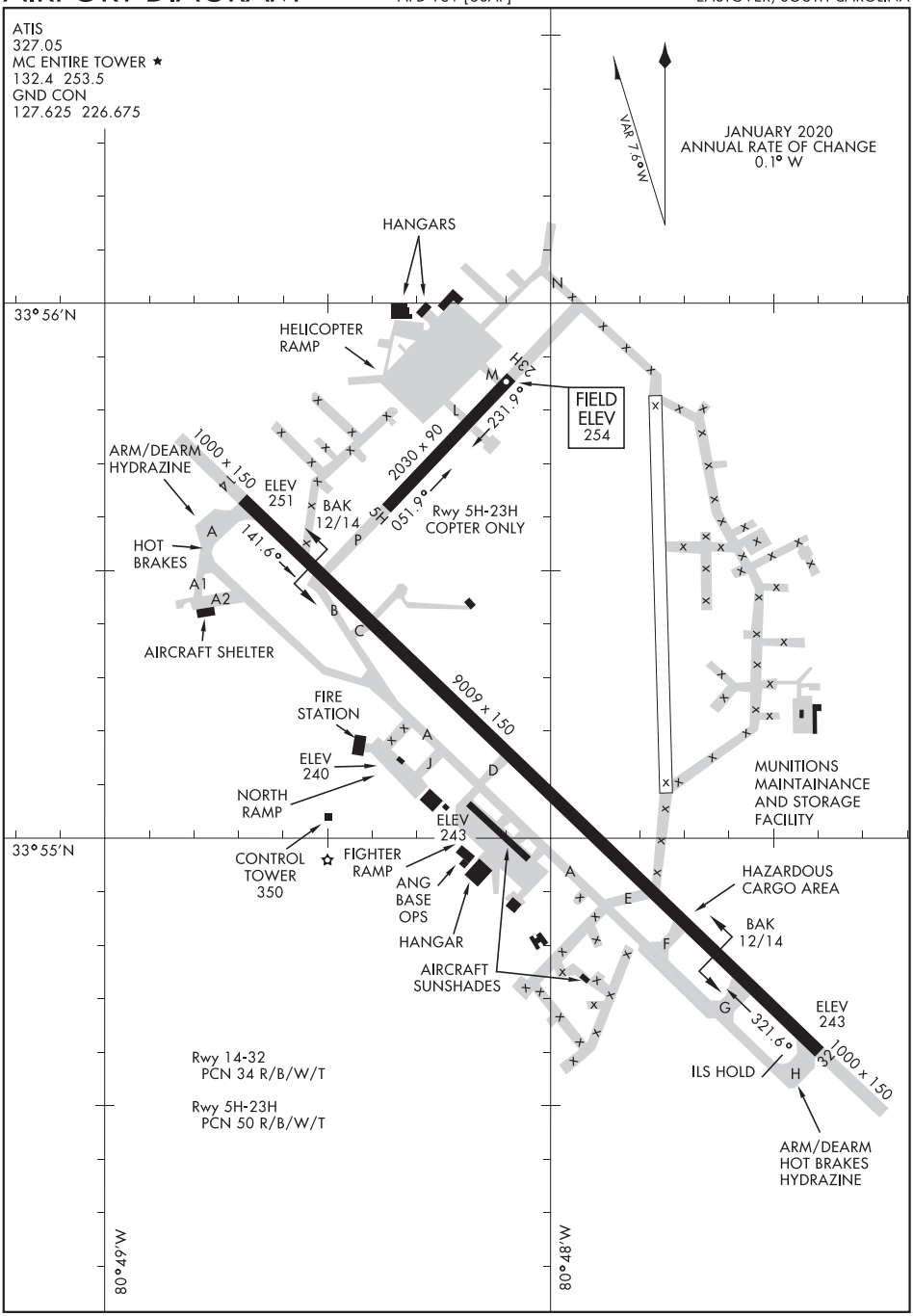
EASTOVER, SOUTH CAROLINA

33°55'N-80°48'W

MC ENTIRE JNGB (KMMT)

Amdt 4 25MAY17

TACAN RWY 32




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MOCKSVILLE, NORTH CAROLINA

AL-6616 (FAA)

20198

| APP CRS | Rwy ldg | 2943 |
|---|---|---|
| 094° | TDZE | 818 |
| | Apt Elev | 818 |

# RNAV (GPS) RWY 9

## TWIN LAKES (8A7)

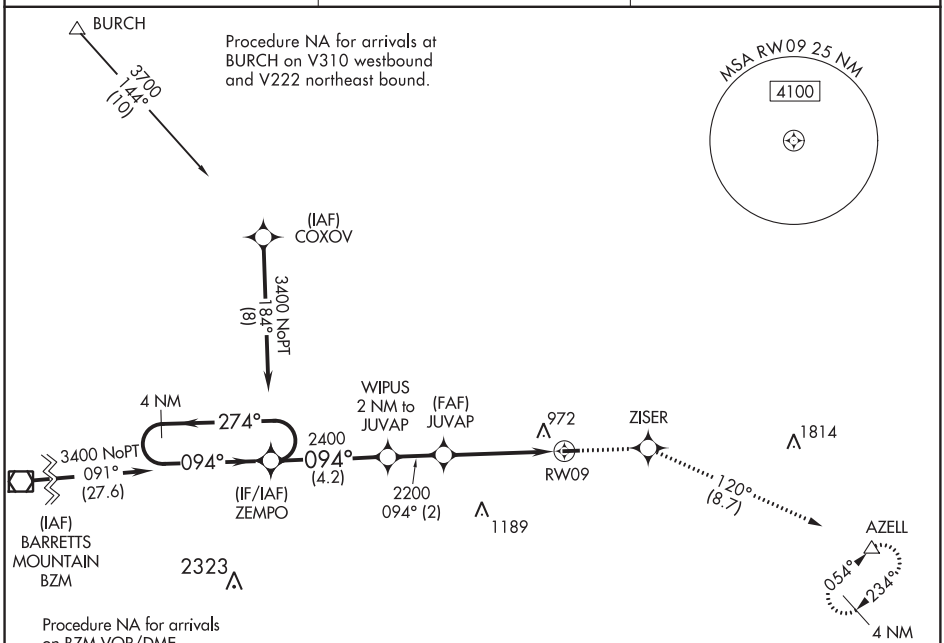
RNP APCH.

NA

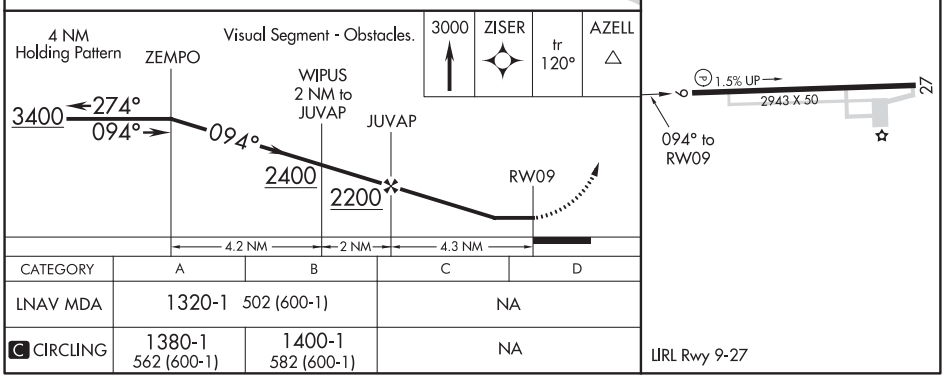
Use Davidson County altimeter setting; when not received, use Smith Reynolds altimeter setting and increase all MDA 40 feet. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct ZISER and on track 120° to AZELL and hold.

| EXX AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.825 | 124.35 269.225 | 122.7 (CTAF) |




| ELEV 818 | TDZE 818 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1320-1 502 (600-1) | | NA | |
| C CIRCLING | 1380-1 562 (600-1) | 1400-1 582 (600-1) | NA | |

LIRL Rwy 9-27

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 63210 W05A | APP CRS 050° | Rwy ldg 4351<br>TDZE 73<br>Apt Elev 73 |
|---|---|---|

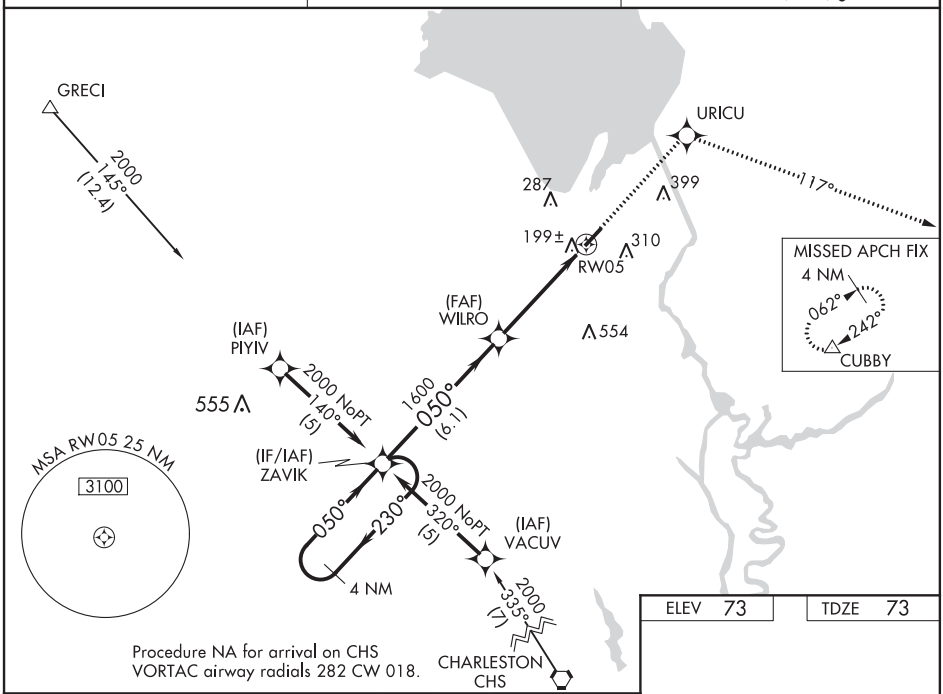
# RNAV (GPS) RWY 5
## BERKELEY COUNTY (MKS)

T A NA

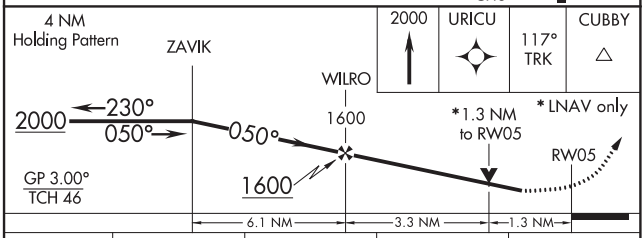
Circling to Rwy 23 NA at night. Baro-VNAV NA when using Charleston AFB/Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15° C (5° F) or above 48° C (118° F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase LPV DA to 451 feet; LNAV/VNAV DA to 513 feet, and all MDA 60 feet; increase LNAV and Circling Cat. C visibility ¼ mile. VDP NA when using Charleston AFB/Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

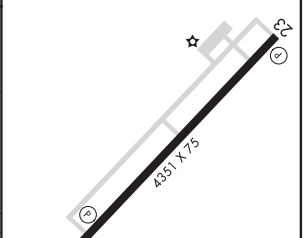
| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.175 | 119.3 379.925 | 123.05 (CTAF) L |




Procedure NA for arrival on CHS VORTAC airway radials 282 CW 018.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 407-1¼ 334 (400-1¼) | | | |
| LNAV/VNAV DA | 469-1½ 396 (400-1½) | | | |
| LNAV MDA | 520-1 447 (500-1) | | 520-1¼ 447 (500-1¼) | 520-1½ 447 (500-1½) |
| CIRCLING | 520-1 447 (500-1) | 620-1 547 (600-1) | 620-1½ 547 (600-1½) | 640-2 567 (600-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MONCKS CORNER, SOUTH CAROLINA AL-6202 (FAA) 19115

| APP CRS | Rwy ldg | 4351 |
|---|---|---|
| 230° | TDZE | 73 |
| | Apt Elev | 73 |

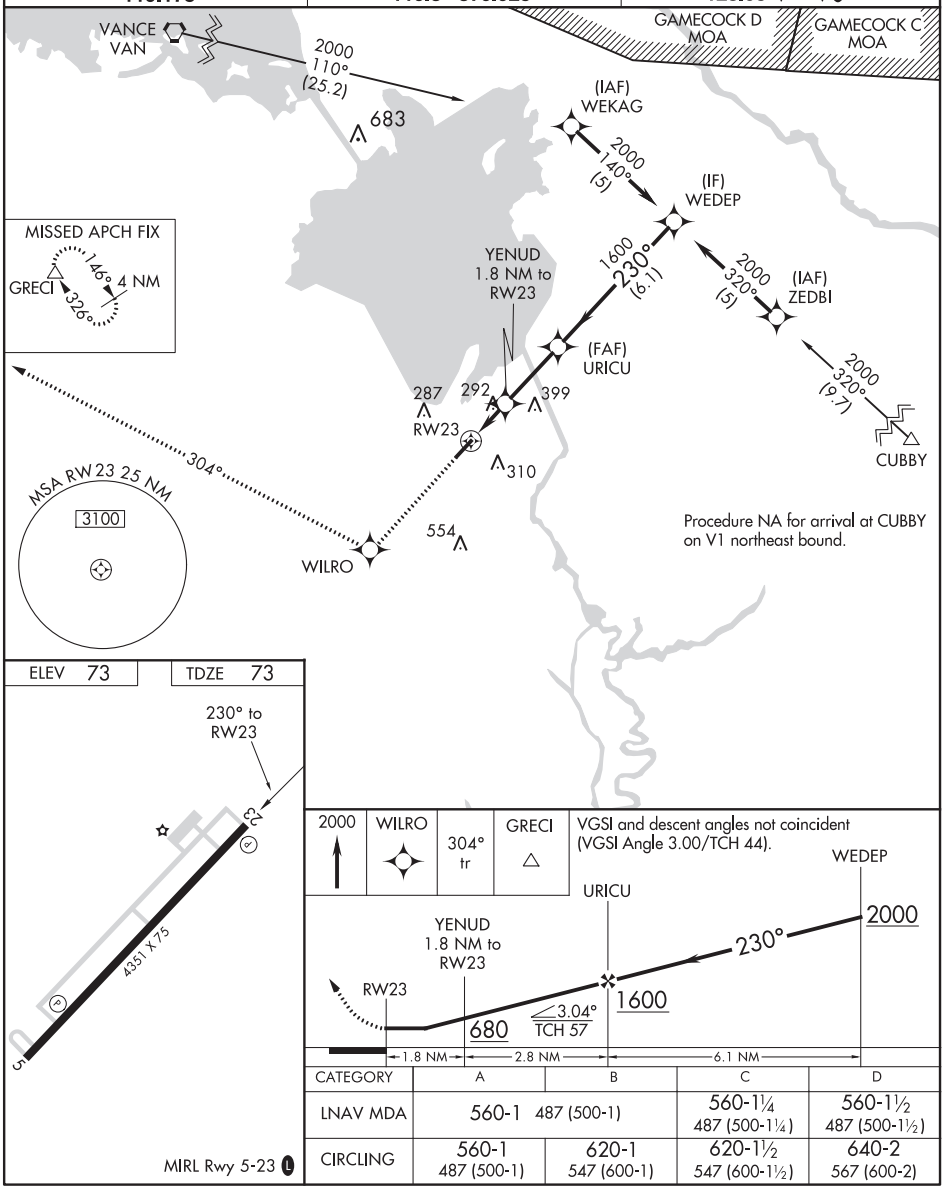
# RNAV (GPS) RWY 23
## BERKELEY COUNTY (MKS)

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

NA

MISSED APPROACH: Climb to 2000 direct WILRO and via 304° track to GRECI and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.175 | 119.3 379.925 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 487 (500-1) | | 560-1¼ 487 (500-1¼) | 560-1½ 487 (500-1½) |
| CIRCLING | 560-1 487 (500-1) | 620-1 547 (600-1) | 620-1½ 547 (600-1½) | 640-2 567 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

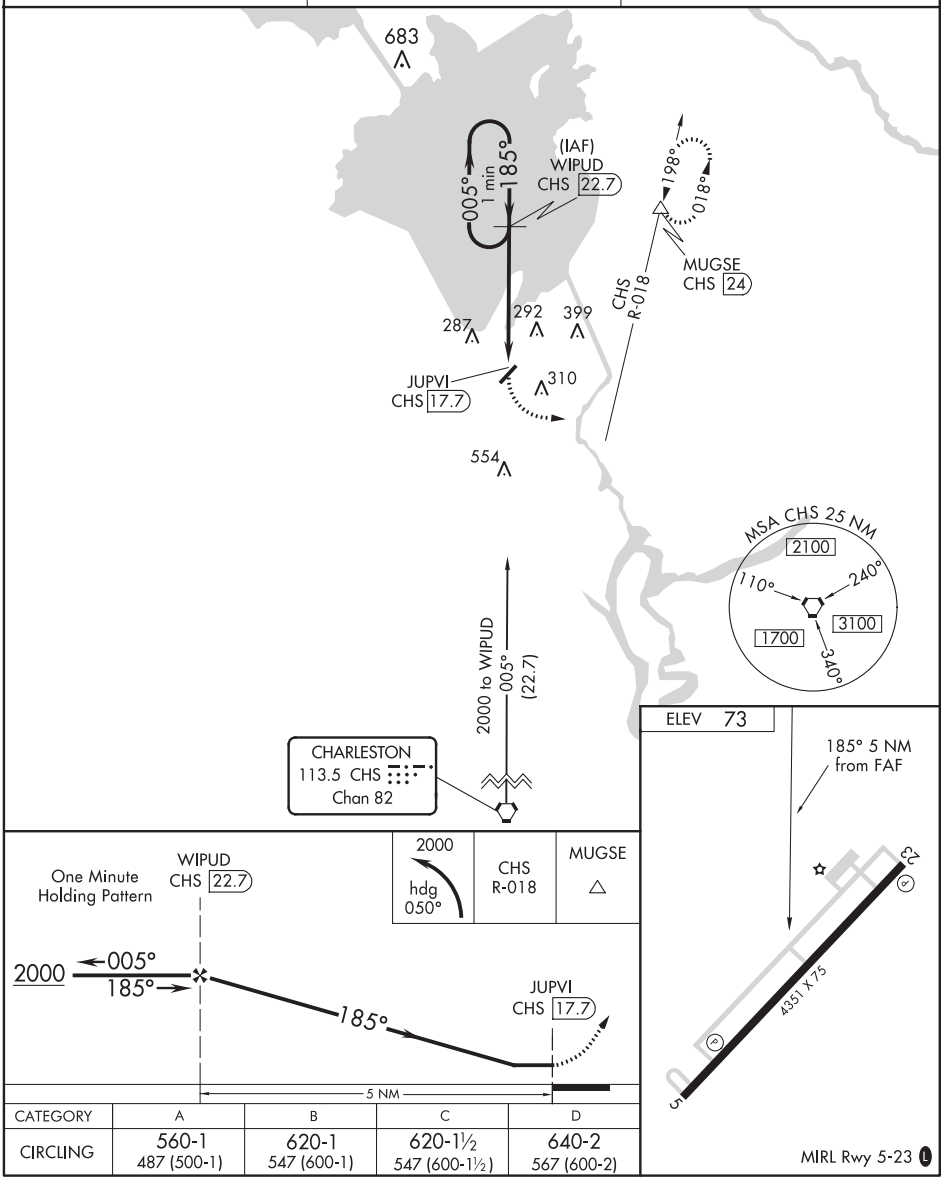
| VORTAC CHS | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 113.5 | 185° | TDZE | N/A |
| Chan 82 | | Apt Elev | 73 |

# VOR/DME-A
## BERKELEY COUNTY (MKS)

NA Procedure NA at night. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and Cat C visibility ¼ mile. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2000 via heading 050° and CHS R-018 to MUGSE/CHS 24 DME and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.175 | 119.3 379.925 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1<br>487 (500-1) | 620-1<br>547 (600-1) | 620-1½<br>547 (600-1½) | 640-2<br>567 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MONROE, NORTH CAROLINA | AL-5726 (FAA) | 19283

# ILS or LOC RWY 5
## CHARLOTTE-MONROE EXECUTIVE (EQY)

| LOC/DME I-EQY | APP CRS | Rwy ldg | 7001 |
|---|---|---|---|
| 109.75 | 053° | TDZE | 683 |
| Chan 34 (Y) | | Apt Elev | 683 |

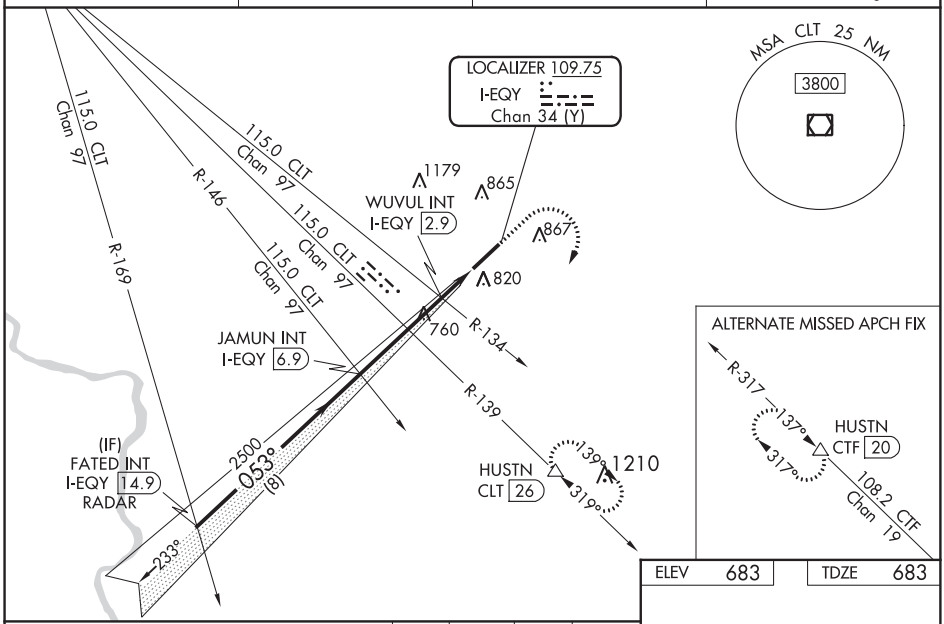
DME required, RADAR required for procedure entry.

T A NA — VDP NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase DA to 939 feet; increase all MDAs 60 feet, increase S-LOC 5 Cats C and D and Circling Cat C and D visibility ¼ SM. WUVUL fix minimums: increase S-LOC 5 Cats C and D and Circling Cat D visibility ¼ SM. For inop ALS when using Charlotte altimeter setting, increase S-ILS 5 all Cats visibility to ⅞ SM.

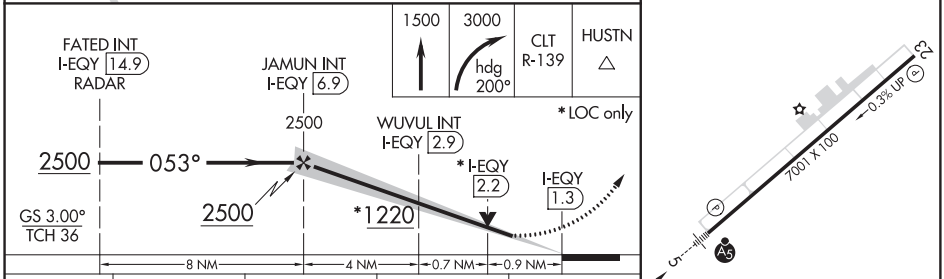
MALSR

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 on heading 200° and on CLT VOR/DME R-139 to HUSTN/CLT 26 DME and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.775 | 120.05 307.8 | 132.55 | 122.7 (CTAF) L |




| ELEV | 683 | TDZE | 683 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 883-½ 200 (200-½) | | | |
| S-LOC 5 | 1220-½ 537 (600-½) | | 1220-1 537 (600-1) | |
| C CIRCLING | 1220-1 537 (600-1) | | 1220-1½ 537 (600-1½) | 1480-2½ 797 (800-2½) |
| WUVUL FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-LOC 5 | 1020-½ 337 (400-½) | | | |
| C CIRCLING | 1220-1 537 (600-1) | | 1220-1½ 537 (600-1½) | 1480-2½ 797 (800-2½) |




HIRL Rwy 5-23 L
REIL Rwy 23 L

| FAF to MAP 5.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:35 | 3:44 | 2:48 | 2:14 | 1:52 |

SE-2, 10 SEP 2020 to 05 NOV 2020

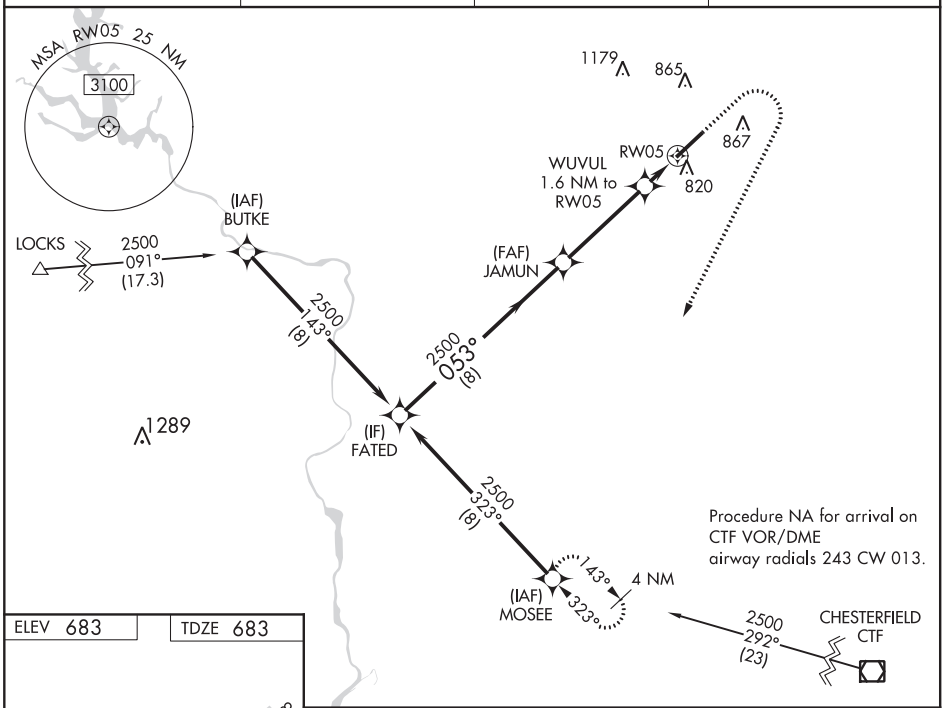
SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 66002 W05A | APP CRS 053° | Rwy ldg 7001<br>TDZE 683<br>Apt Elev 683 |
|---|---|---|

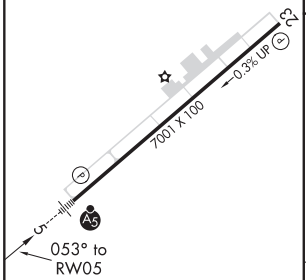
# RNAV (GPS) RWY 5
## CHARLOTTE-MONROE EXECUTIVE (EQY)

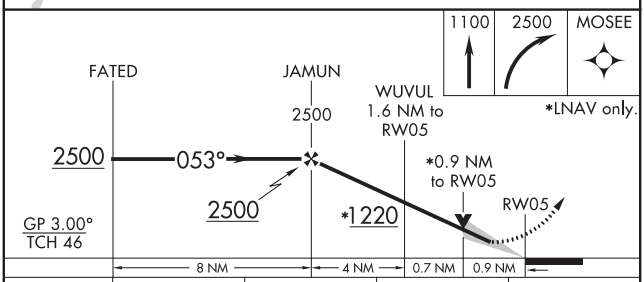
| RNP APCH. | MALSR | |
|---|---|---|
| T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. | A5 | MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 direct MOSEE and hold. |

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.775 | 120.05 307.8 | 132.55 | 122.7 (CTAF) L |




| ELEV 683 | TDZE 683 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 883-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1001-⅝ 318 (400-⅝) | | | |
| LNAV MDA | 1020-½ 337 (400-½) | | | |
| C CIRCLING | 1220-1 537 (600-1) | | 1220-1½ 537 (600-1½) | 1480-2½ 797 (800-2½) |

HIRL Rwy 5-23 L
REIL Rwy 23 L

MONROE, NORTH CAROLINA
Amdt 2A 10OCT19
35°01′N-80°37′W
CHARLOTTE-MONROE EXECUTIVE (EQY)
RNAV (GPS) RWY 5
469

SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

MONROE, NORTH CAROLINA — AL-5726 (FAA) — 18200

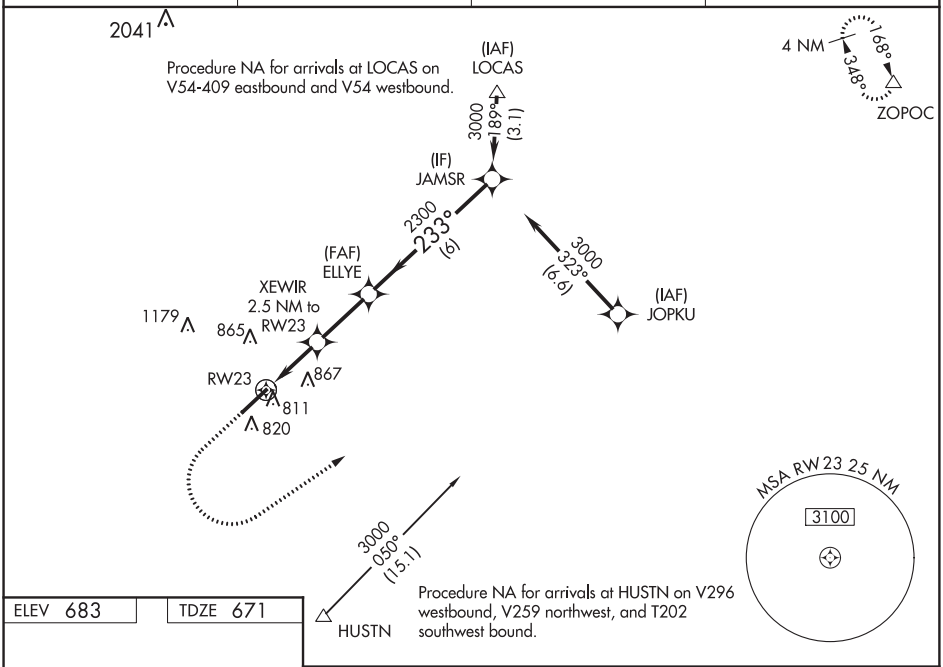
| WAAS CH 90141 W23A | APP CRS 233° | Rwy ldg 7001<br>TDZE 671<br>Apt Elev 683 |
|---|---|---|

# RNAV (GPS) RWY 23
## CHARLOTTE-MONROE EXECUTIVE (EQY)

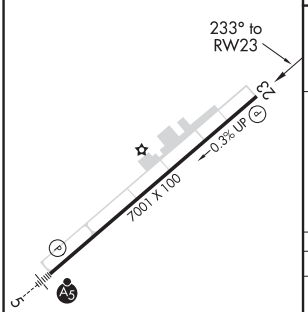
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charlotte altimeter setting. DME/DME RNP-0.3 NA.
Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 995 feet and visibility all Cats ¼ SM; increase LNAV/VNAV DA to 1037 feet and visibility all Cats ⅛ SM; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat D visibility ¼ mile.

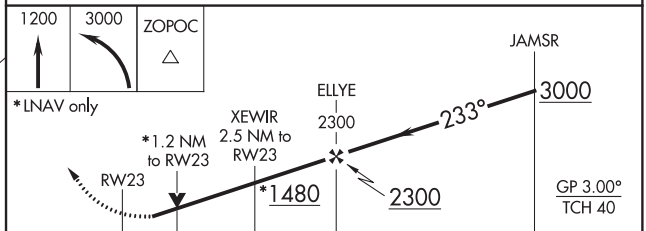
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct to ZOPOC and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 135.775 | 120.05 307.8 | 132.55 | 122.7 (CTAF) L |




ELEV 683 | TDZE 671



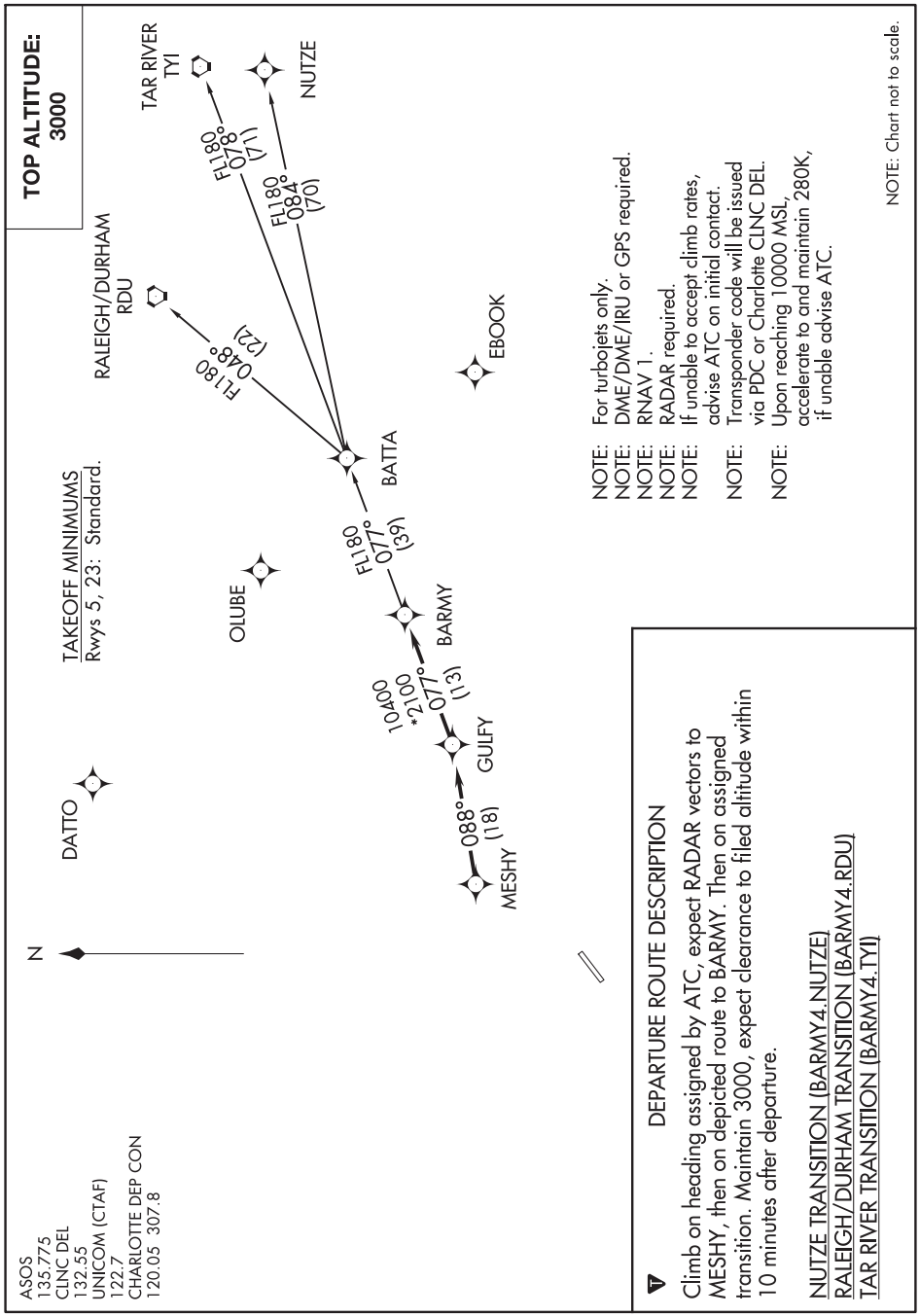

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 939-⅞ 268 (300-⅞) | | | |
| LNAV/VNAV DA | 981-1⅛ 310 (300-1⅛) | | | |
| LNAV MDA | 1080-1 409 (400-1) | | 1080-1⅛ 409 (400-1⅛) | |
| C CIRCLING | 1220-1 537 (600-1) | | 1220-1½ 537 (600-1½) | 1480-2½ 797 (800-2½) |

HIRL Rwys 5-23 L
REIL Rwy 23 L




SE-2, 10 SEP 2020 to 05 NOV 2020

# BARMY FOUR DEPARTURE (RNAV)



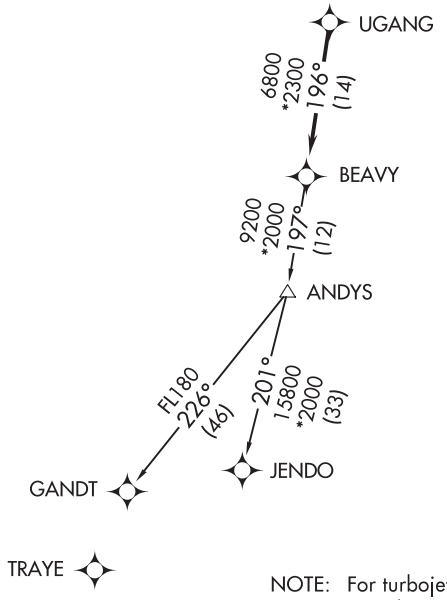
(BEAVY5.BEAVY) 19003 AL-5726 (FAA)

# BEAVY FIVE DEPARTURE (RNAV)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

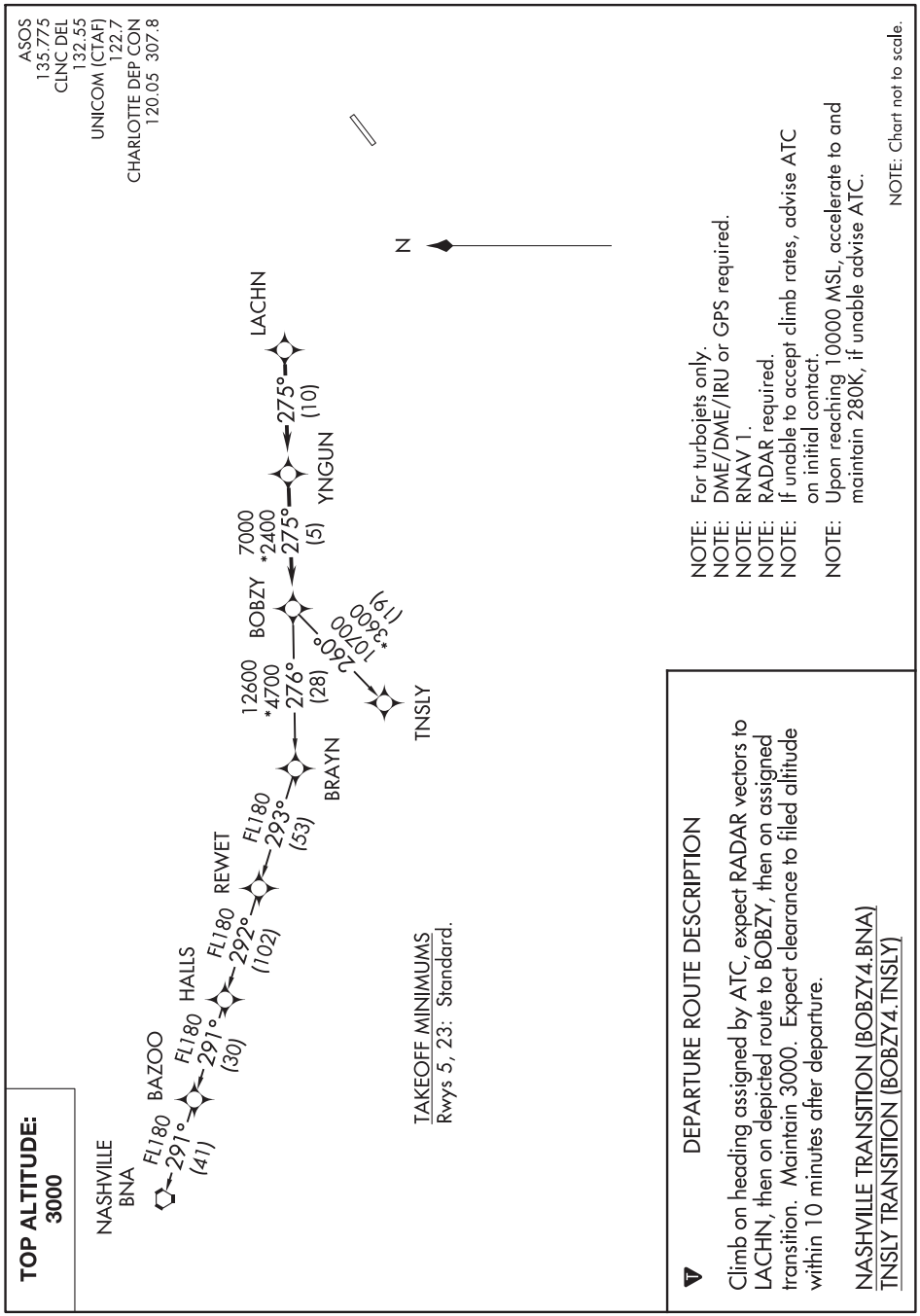
Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)




SE-2, 10 SEP 2020 to 05 NOV 2020

# BOBZY FOUR DEPARTURE (RNAV)



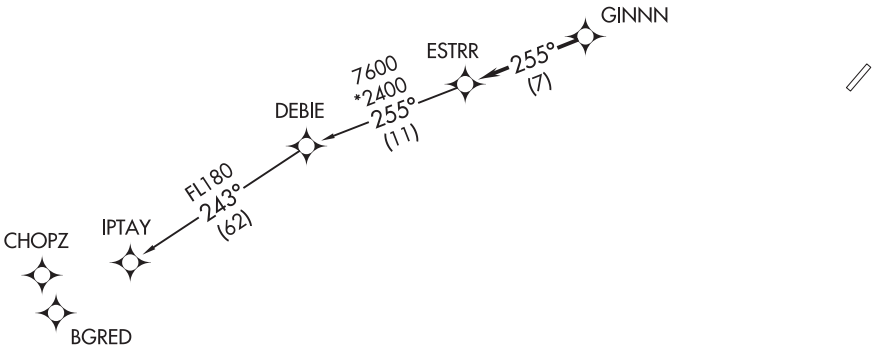
(ESTRR4.ESTRR) 19003 AL-5726 (FAA)

# ESTRR FOUR DEPARTURE (RNAV)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

**TOP ALTITUDE: 3000**

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)



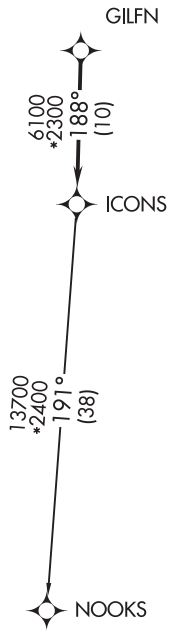

SE-2, 10 SEP 2020 to 05 NOV 2020

# ICONS FOUR DEPARTURE (RNAV)



ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

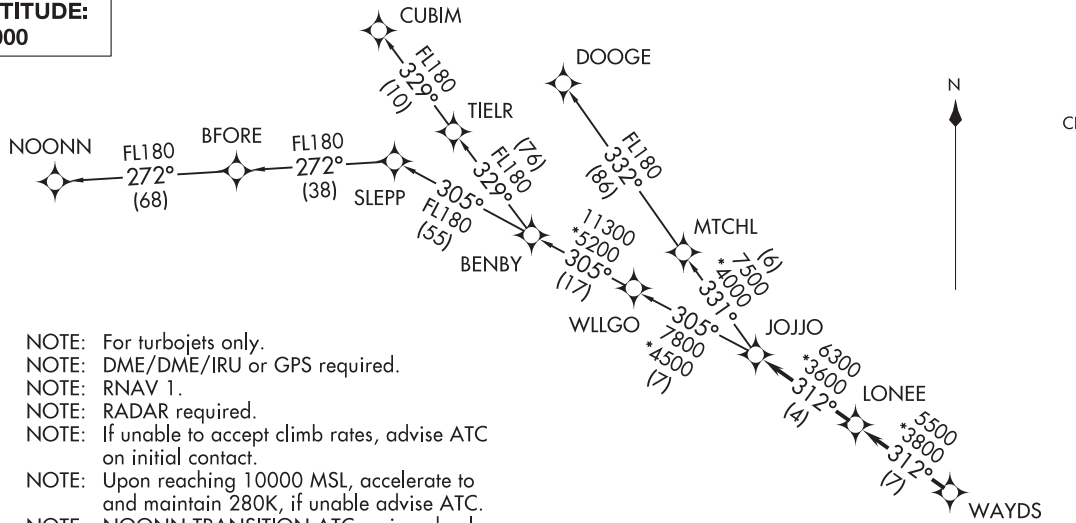
NOOKS TRANSITION (ICONS4.NOOKS)




SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: NOONN TRANSITION ATC assigned only.

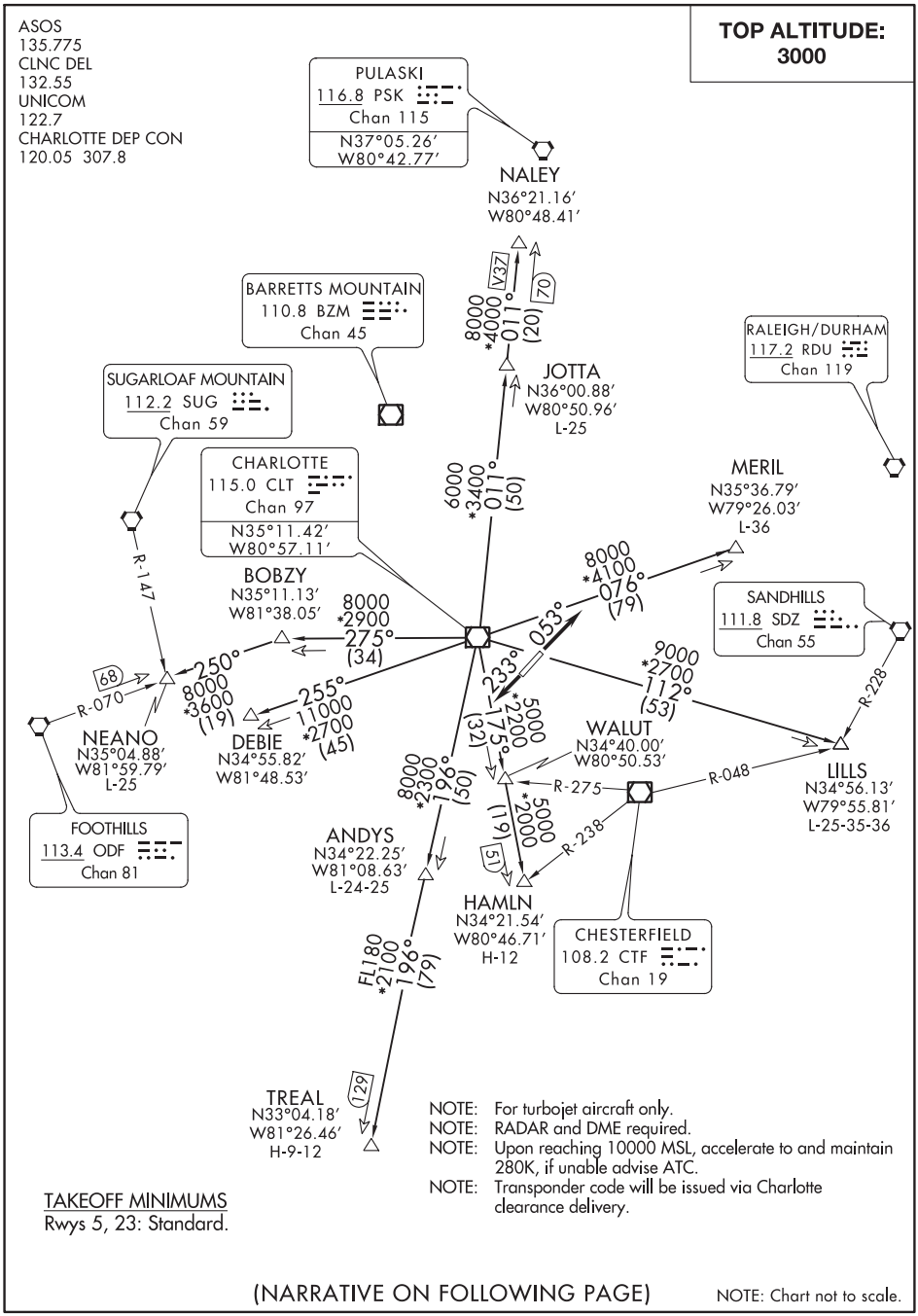
## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO4.CUBIM)
DOOGE TRANSITION (JOJJO4.DOOGE)
NOONN TRANSITION (JOJJO4.NOONN)

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Chart not to scale.




NOTE: For turbojet aircraft only.
NOTE: RADAR and DME required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 053°, thence. . . .
TAKEOFF RWY 23: Climb heading 233°, thence. . . .

. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

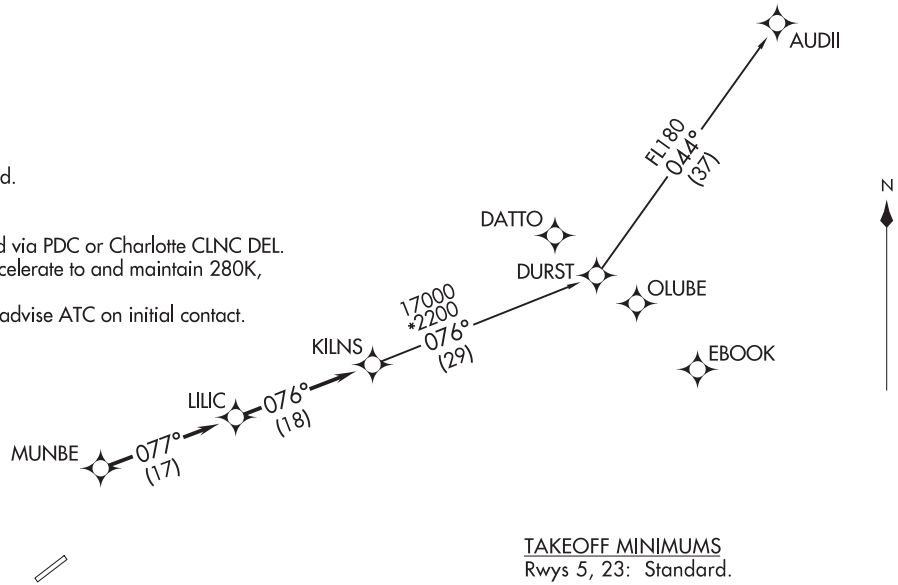
# KILNS FOUR DEPARTURE (RNAV)

(KILNS4.KILNS) 03JAN19

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.




TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS4.AUDII)

(KILNS4.KILNS) 19003
KILNS FOUR DEPARTURE (RNAV)
AL-5726 (FAA)
CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

(KNI2.KNI) 20086 AL-5726 (FAA)

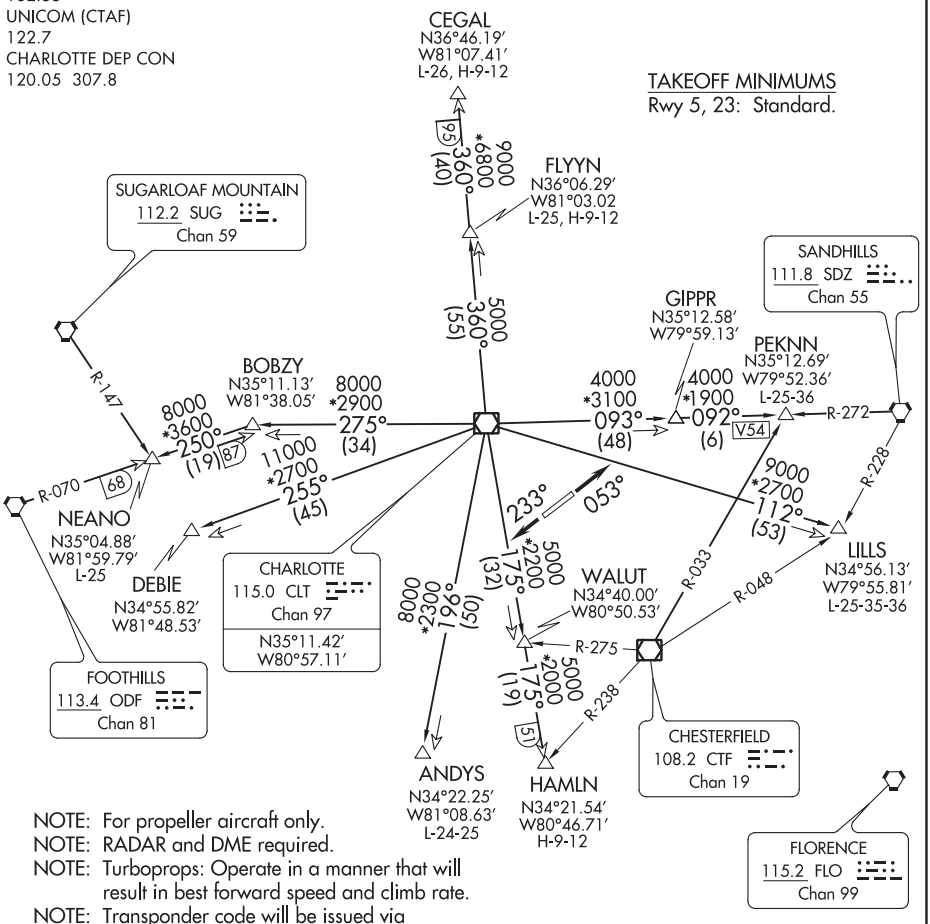
# KNIGHTS TWO DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 5, 23: Standard.




NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 053°, thence. . . .
TAKEOFF RUNWAY 23: Climb heading 233°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

(KRITR5.KRITR) 19003

# KRITR FIVE DEPARTURE (RNAV)

AL-5726 (FAA)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**

FILDS

16200
*5900
016°
(54)

SMIAM

023°
8300
*3600
(15)

KRITR

022°
(7)

JDEAN

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

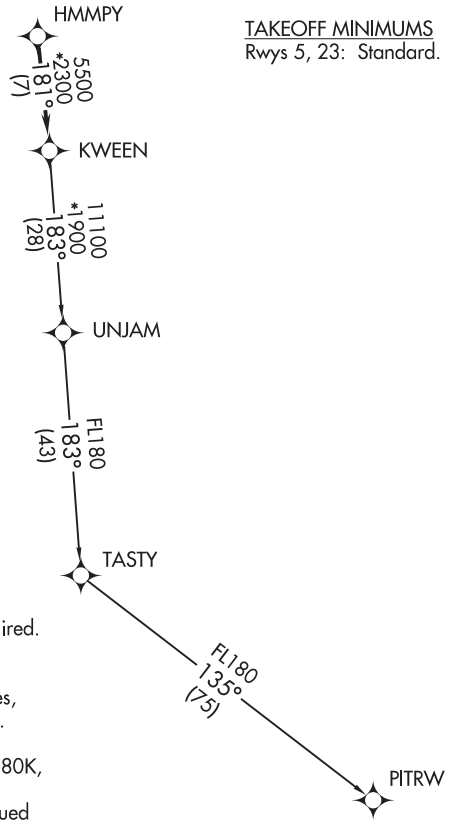

SE-2, 10 SEP 2020 to 05 NOV 2020

# KWEEN FOUR DEPARTURE (RNAV)

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(LILLS2.LILLS) 19003 AL-5726 (FAA)

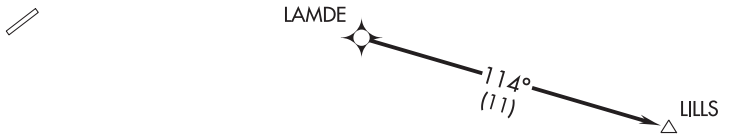
# LILLS TWO DEPARTURE (RNAV)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

**TOP ALTITUDE: 3000**

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

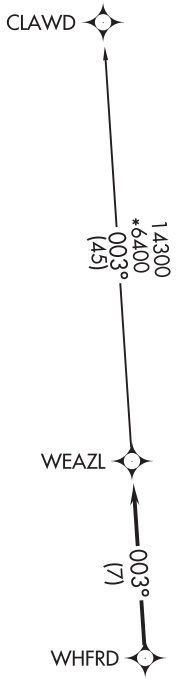
Climb on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.




SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwy 5, 23: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

MOORESVILLE, NORTH CAROLINA AL-10308 (FAA) 20198

| APP CRS | Rwy ldg | 2962 |
|---|---|---|
| 144° | TDZE | 839 |
| | Apt Elev | 839 |

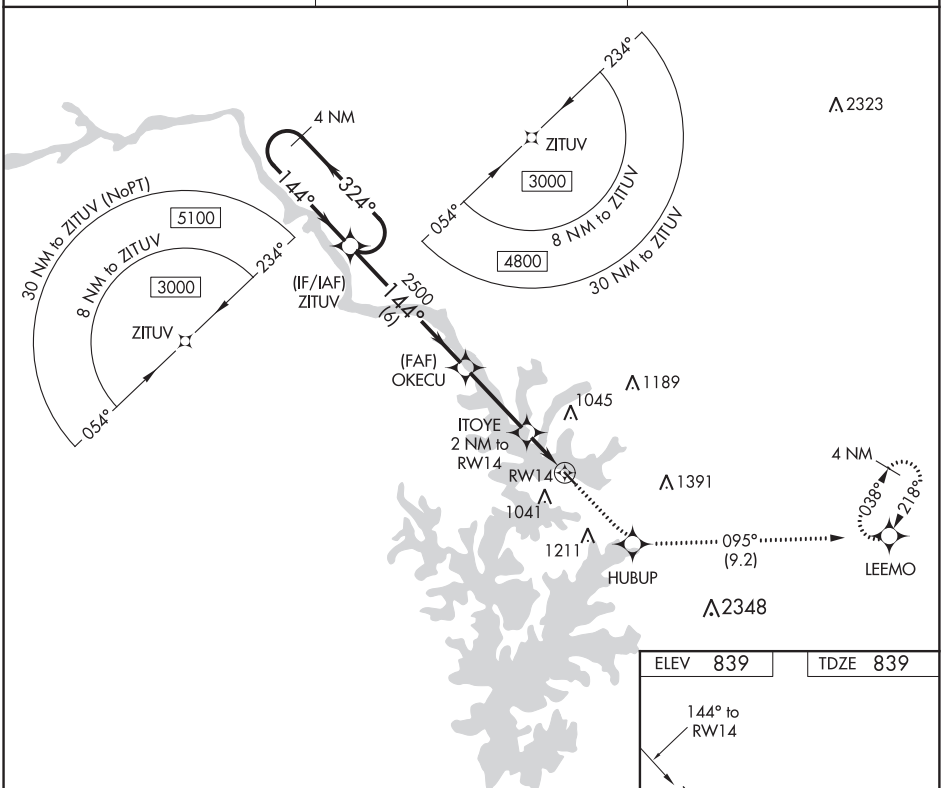
# RNAV (GPS) RWY 14
## LAKE NORMAN AIRPARK (14A)

NA

Procedure NA at night. DME/DME RNP-0.3 NA. Use Statesville altimeter setting; when not received, use Charlotte altimeter setting and increase all MDA 40 feet. Rwy 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct HUBUP and on track 095° to LEEMO and hold, continue climb-in-hold to 4000.

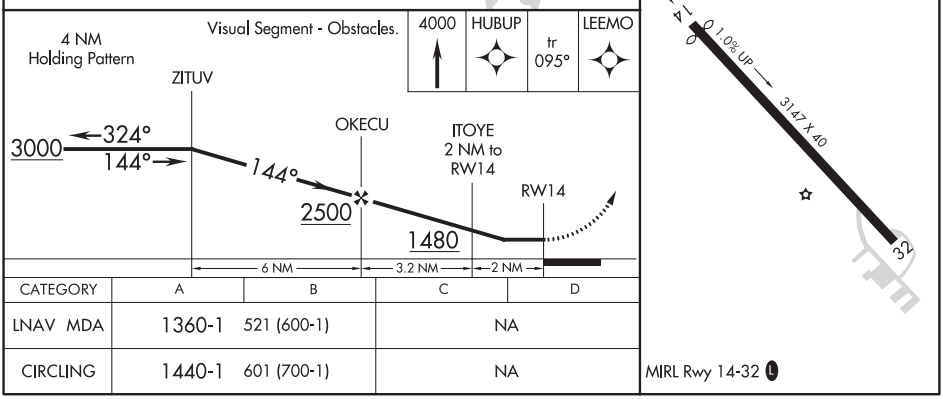
| SVH AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 119.225 | 134.75 257.2 | 122.8 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 839 | TDZE 839 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1360-1 521 (600-1) | | NA | |
| CIRCLING | 1440-1 601 (700-1) | | NA | |

MIRL Rwy 14-32 L

MOORESVILLE, NORTH CAROLINA
Amdt 1A 22JUN17

35°37′N-80°54′W

LAKE NORMAN AIRPARK (14A)
RNAV (GPS) RWY 14

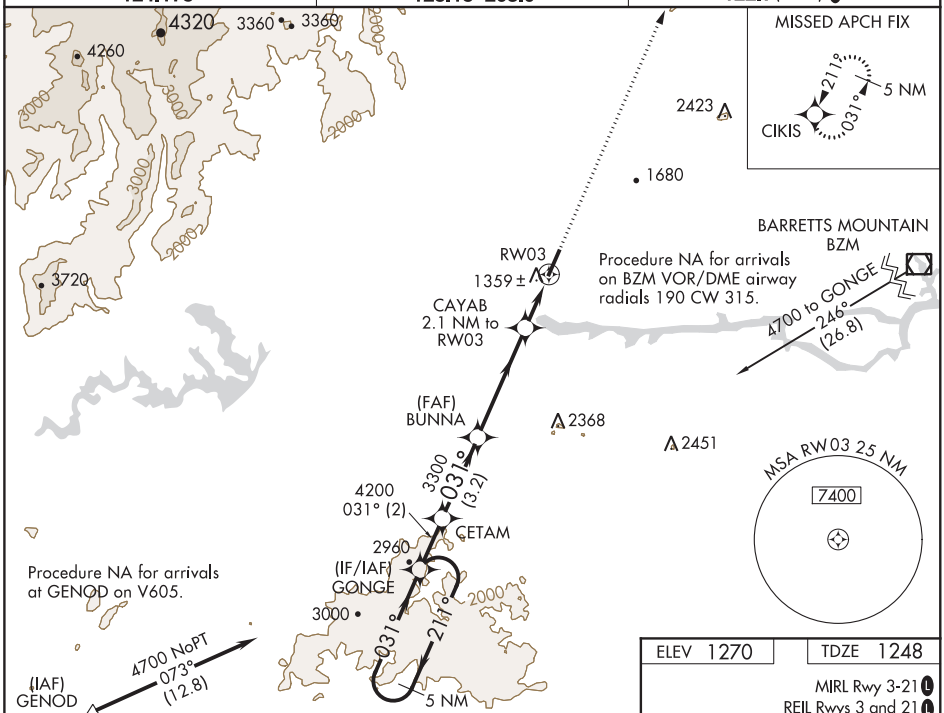
| WAAS CH 69322 W03A | APP CRS 031° | Rwy ldg 5500 TDZE 1248 Apt Elev 1270 |
|---|---|---|

# RNAV (GPS) RWY 3
## FOOTHILLS RGNL (MRN)

Baro-VNAV NA when using Hickory altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). DME/DME RNP-0.3 NA. VDP NA with Hickory altimeter setting. When local altimeter setting not received use Hickory altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats visibility ⅛ mile and increase LNAV Cats C and D visibility ⅛ mile.

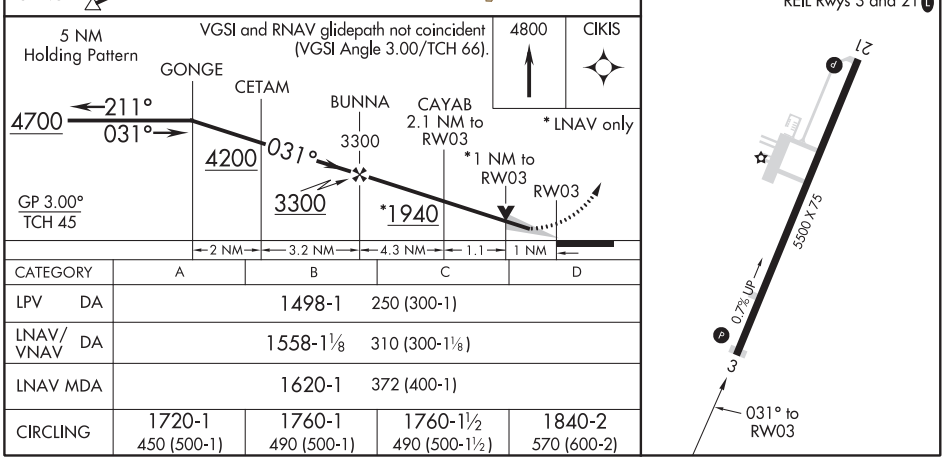
MISSED APPROACH: Climb to 4800 direct CIKIS and hold.

| AWOS-3P | ATLANTA CENTER | UNICOM |
|---|---|---|
| 124.175 | 125.15 263.0 | 122.7 (CTAF) L |




| ELEV 1270 | TDZE 1248 |
|---|---|

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1498-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1558-1⅛ 310 (300-1⅛) | | | |
| LNAV MDA | 1620-1 372 (400-1) | | | |
| CIRCLING | 1720-1 450 (500-1) | 1760-1 490 (500-1) | 1760-1½ 490 (500-1½) | 1840-2 570 (600-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

MORGANTON, NORTH CAROLINA

AL-5707 (FAA)

19115

# RNAV (GPS) RWY 21

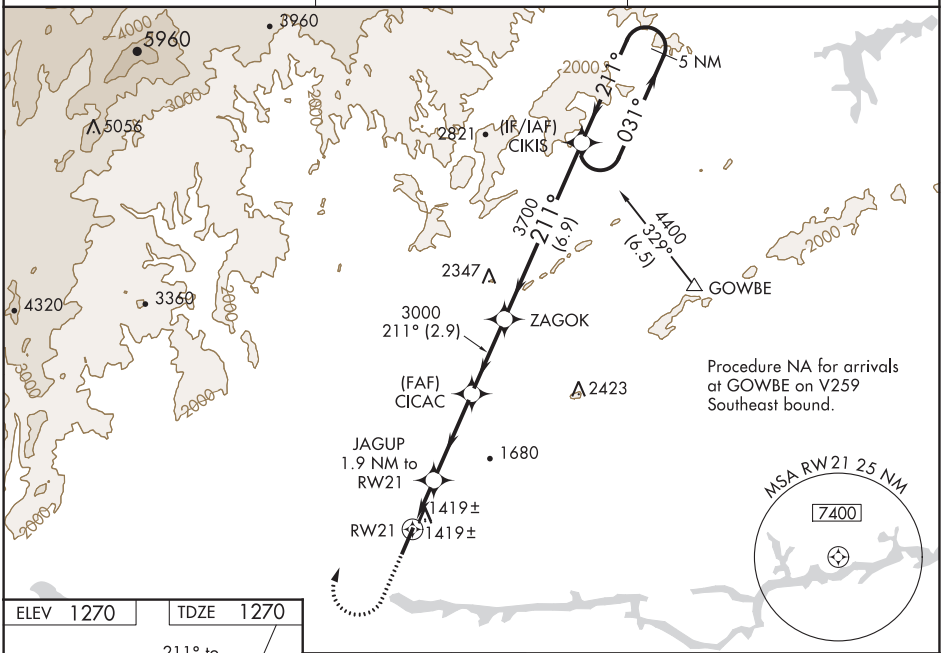
## FOOTHILLS RGNL (MRN)

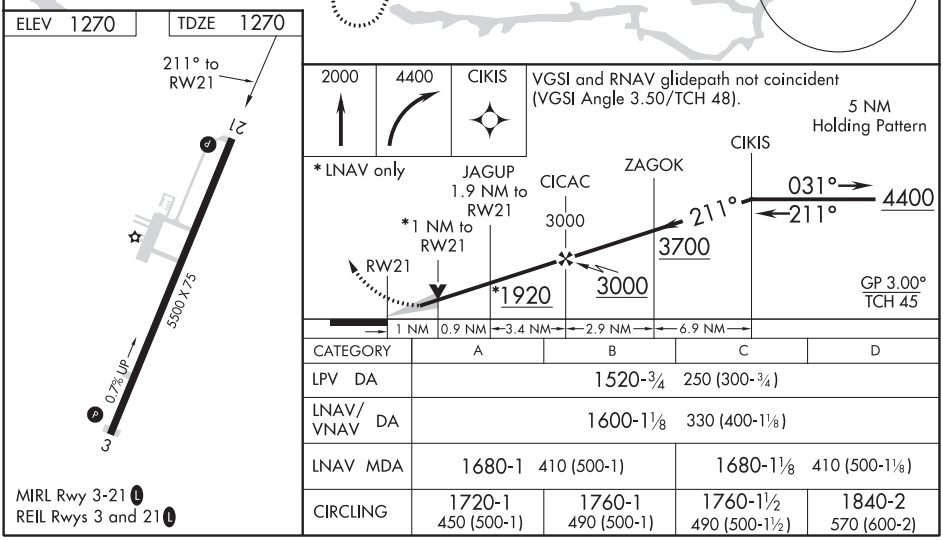
| WAAS CH 40322 W21A | APP CRS 211° | Rwy ldg 5500 TDZE 1270 Apt Elev 1270 |
|---|---|---|

Baro-VNAV NA when using Hickory altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 35°C (95°F).
DME/DME RNP-0.3 NA. VDP NA with Hickory altimeter setting. When local altimeter setting not received use Hickory altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LPV all Cats visibility ¼ mile, increase LNAV/VNAV all Cats visibility ⅛ mile and increase LNAV Cats C and D visibility ¼ mile.

MISSED APPROACH: Climb to 2000 then climbing right turn to 4400 direct CIKIS and hold.

| AWOS-3P | ATLANTA CENTER | UNICOM |
|---|---|---|
| 124.175 | 125.15 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1520-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 1600-1⅛ 330 (400-1⅛) | | | |
| LNAV MDA | 1680-1 410 (500-1) | | 1680-1⅛ 410 (500-1⅛) | |
| CIRCLING | 1720-1 450 (500-1) | 1760-1 490 (500-1) | 1760-1½ 490 (500-1½) | 1840-2 570 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC I-MRN | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 111.1 | 031° | TDZE | 1248 |
| | | Apt Elev | 1270 |

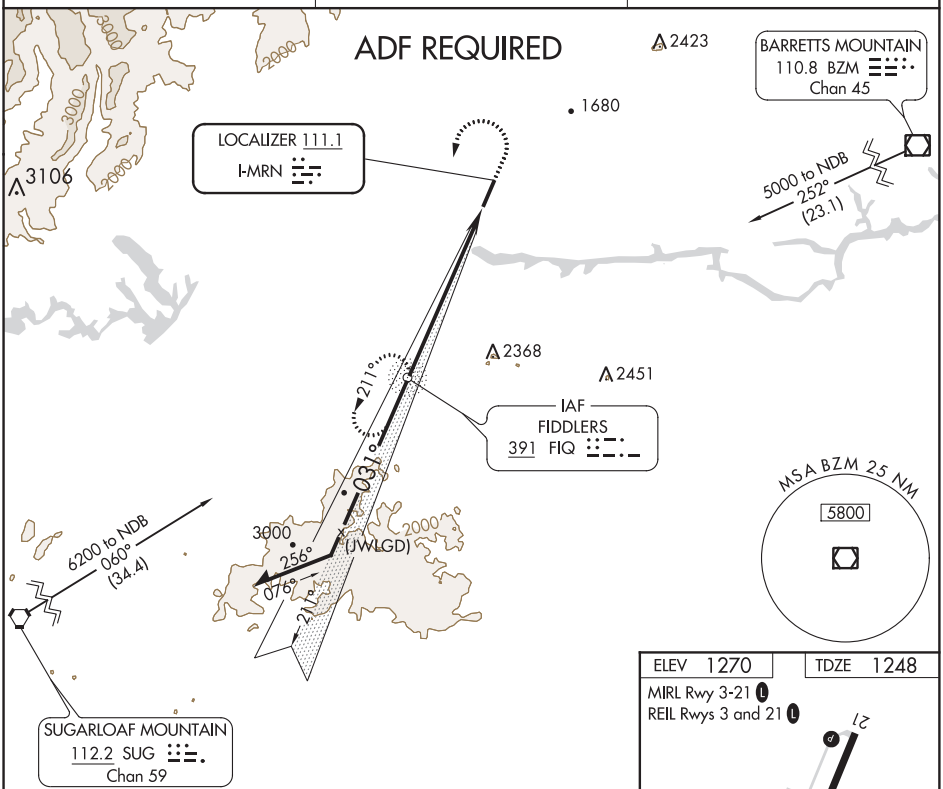
# LOC RWY 3

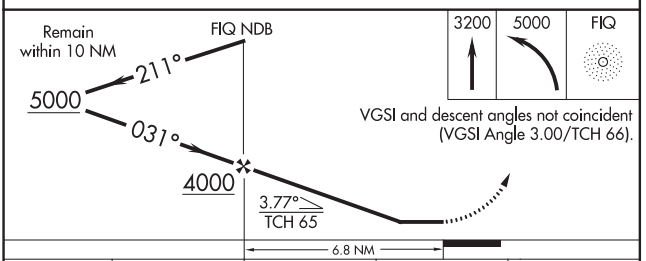
## FOOTHILLS RGNL (MRN)

ADF Required. When local altimeter setting not received, use Hickory altimeter setting and increase all MDA 40 feet, increase S-3 Cat C visibility ¼ mile and Circling Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct FIQ NDB and hold.

| AWOS-3P | ATLANTA CENTER | UNICOM |
|---|---|---|
| 124.175 | 125.15 263.0 | 122.7 (CTAF) L |

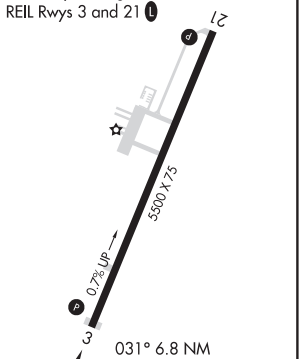



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-3 | 1740-1 492 (500-1) | | 1740-1⅜ 492 (500-1⅜) | NA |
| CIRCLING | 1740-1 470 (500-1) | 1760-1 490 (500-1) | 1760-1½ 490 (500-1½) | NA |

| ELEV 1270 | TDZE 1248 |
|---|---|

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 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 |

MOUNT AIRY, NORTH CAROLINA

AL-6492 (FAA)

19003

| WAAS CH 58317 W18A | APP CRS 180° | Rwy ldg 5500<br>TDZE 1269<br>Apt Elev 1269 |
|---|---|---|

# RNAV (GPS) RWY 18

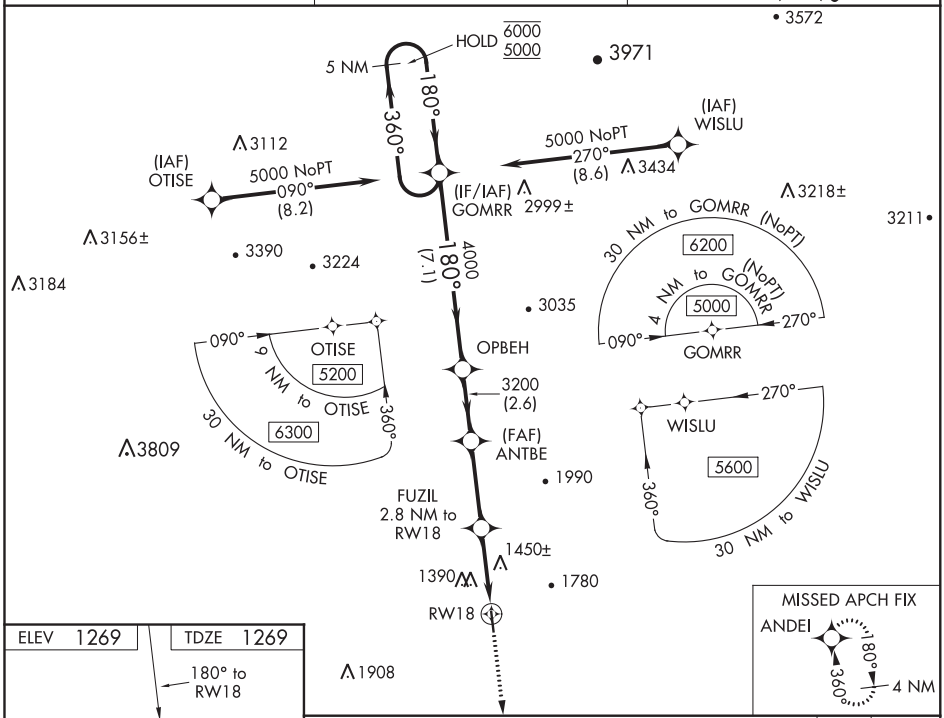
## MOUNT AIRY/SURRY COUNTY (MWK)

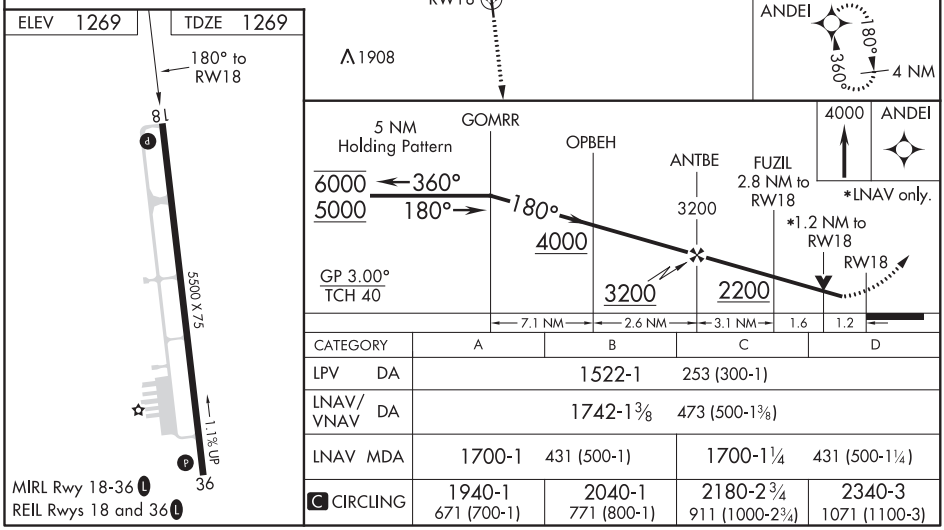
RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 4000 direct ANDEI and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 121.125 | 124.35 269.225 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1522-1 253 (300-1) | | | |
| LNAV/VNAV DA | 1742-1⅜ 473 (500-1⅜) | | | |
| LNAV MDA | 1700-1 431 (500-1) | | 1700-1¼ 431 (500-1¼) | |
| C CIRCLING | 1940-1 671 (700-1) | 2040-1 771 (800-1) | 2180-2¾ 911 (1000-2¾) | 2340-3 1071 (1100-3) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 99717 W36A | APP CRS 360° | Rwy ldg 5500 TDZE 1228 Apt Elev 1269 |
|---|---|---|

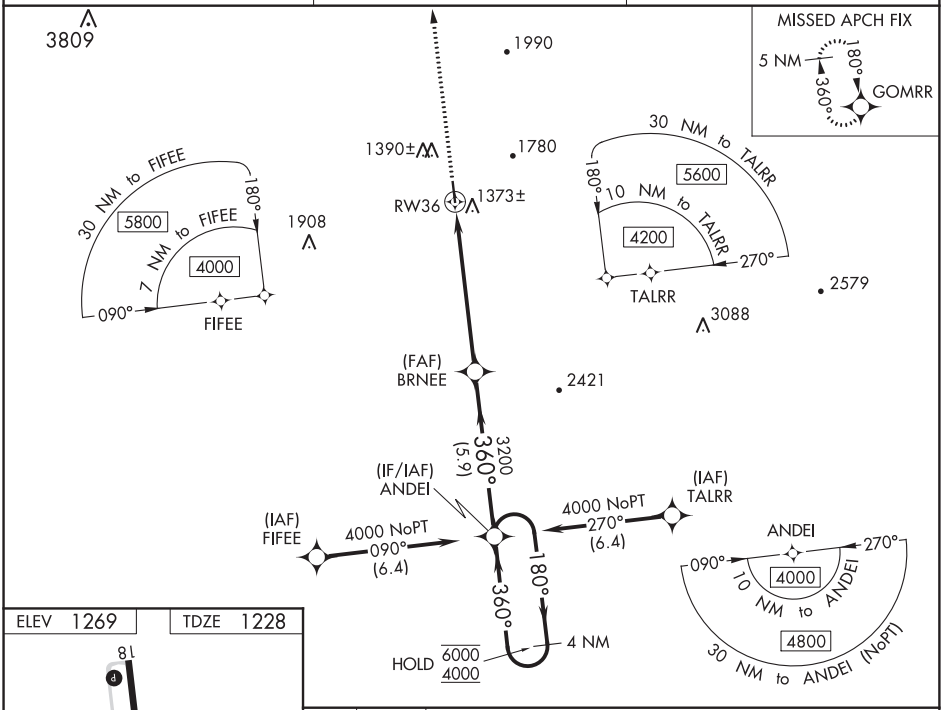
# RNAV (GPS) RWY 36
## MOUNT AIRY/SURRY COUNTY (MWK)

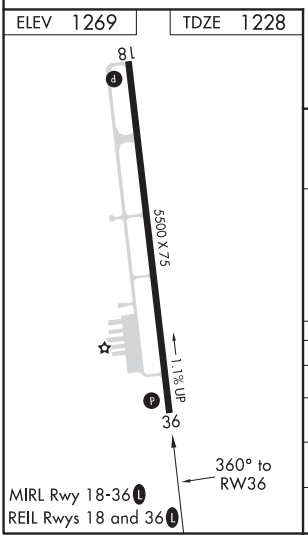
RNP APCH.

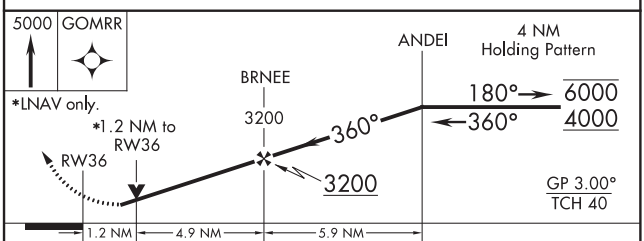
Rwy 36 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct GOMRR and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 121.125 | 124.35 269.225 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1527-1 299 (300-1) | | | |
| LNAV/VNAV DA | 1637-1⅛ 409 (400-1⅛) | | | |
| LNAV MDA | 1640-1 412 (400-1) | | 1640-1⅛ 412 (400-1⅛) | |
| C CIRCLING | 1940-1 671 (700-1) | 2040-1 771 (800-1) | 2180-2¾ 911 (1000-2¾) | 2340-3 1071 (1100-3) |


SE-2, 10 SEP 2020 to 05 NOV 2020

MOUNT OLIVE, NORTH CAROLINA

AL-6393 (FAA)

20254

| WAAS CH 69431 W05A | APP CRS 049° | Rwy ldg 5254<br>TDZE 166<br>Apt Elev 166 |
|---|---|---|

# RNAV (GPS) RWY 5

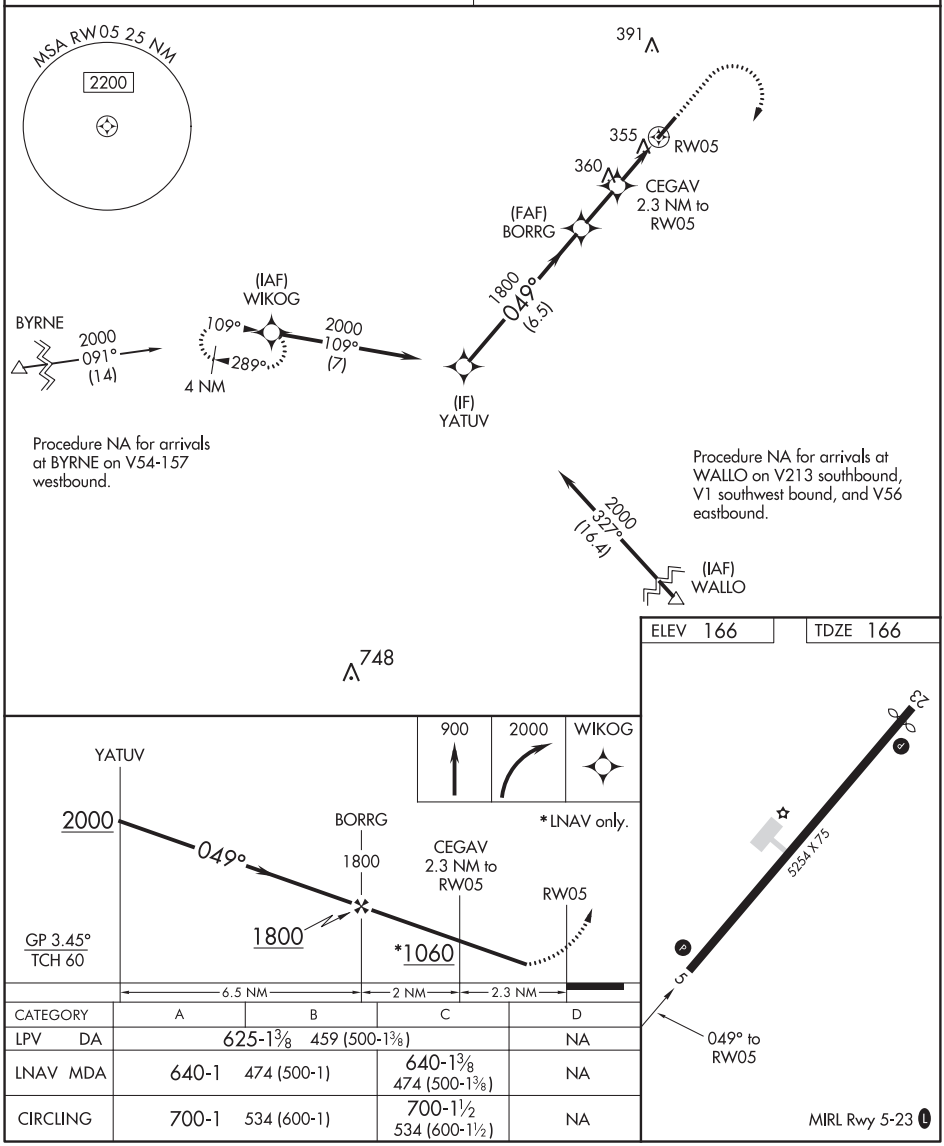
## MOUNT OLIVE MUNI (W40)

NA

DME/DME RNP-0.3 NA. Rwy 5 helicopter visibility reduction below ¾ SM NA. Obtain Seymour-Johnson AFB altimeter setting on CTAF; when not received, use Duplin Co altimeter setting and increase LPV DA to 634 and all MDA 20 feet.

MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WIKOG and hold.

| SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|
| 119.7 273.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 625-1⅜ 459 (500-1⅜) | | | NA |
| LNAV MDA | 640-1 474 (500-1) | | 640-1⅜ 474 (500-1⅜) | NA |
| CIRCLING | 700-1 534 (600-1) | | 700-1½ 534 (600-1½) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 90331 W23A | APP CRS 229° | Rwy ldg 5000<br>TDZE 166<br>Apt Elev 166 |
|---|---|---|

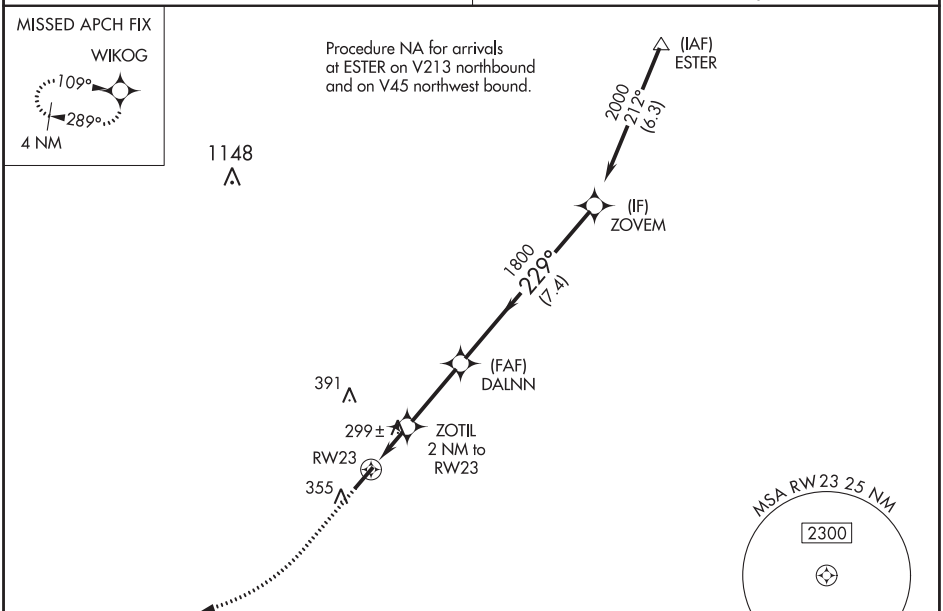
# RNAV (GPS) RWY 23
## MOUNT OLIVE MUNI (W40)

DME/DME RNP-0.3 NA. Rwy 23 helicopter visibility reduction below ¾ SM NA. Obtain Seymour-Johnson altimeter setting on CTAF; when not received, use Duplin Co altimeter setting and increase LPV DA to 461, and all MDA 20 feet, increase LNAV Cat C visibility ⅛ mile.

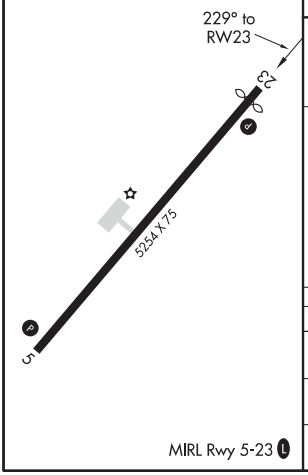
NA

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WIKOG and hold.

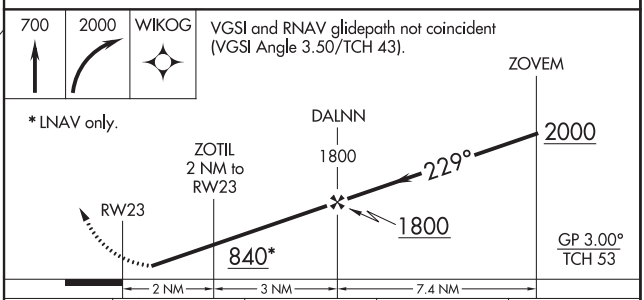
| SEYMOUR JOHNSON APP CON ★ | UNICOM |
|---|---|
| 119.7 273.6 | 122.8 (CTAF) L |




| ELEV 166 | TDZE 166 |
|---|---|




MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 452-1 286 (300-1) | | | NA |
| LNAV MDA | 580-1 414 (500-1) | | 580-1⅛ 414 (500-1⅛) | NA |
| CIRCLING | 700-1 534 (600-1) | | 700-1½ 534 (600-1½) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MOUNT OLIVE, NORTH CAROLINA

AL-6393 (FAA)

20254

# VOR-A

## MOUNT OLIVE MUNI (W4Ø)

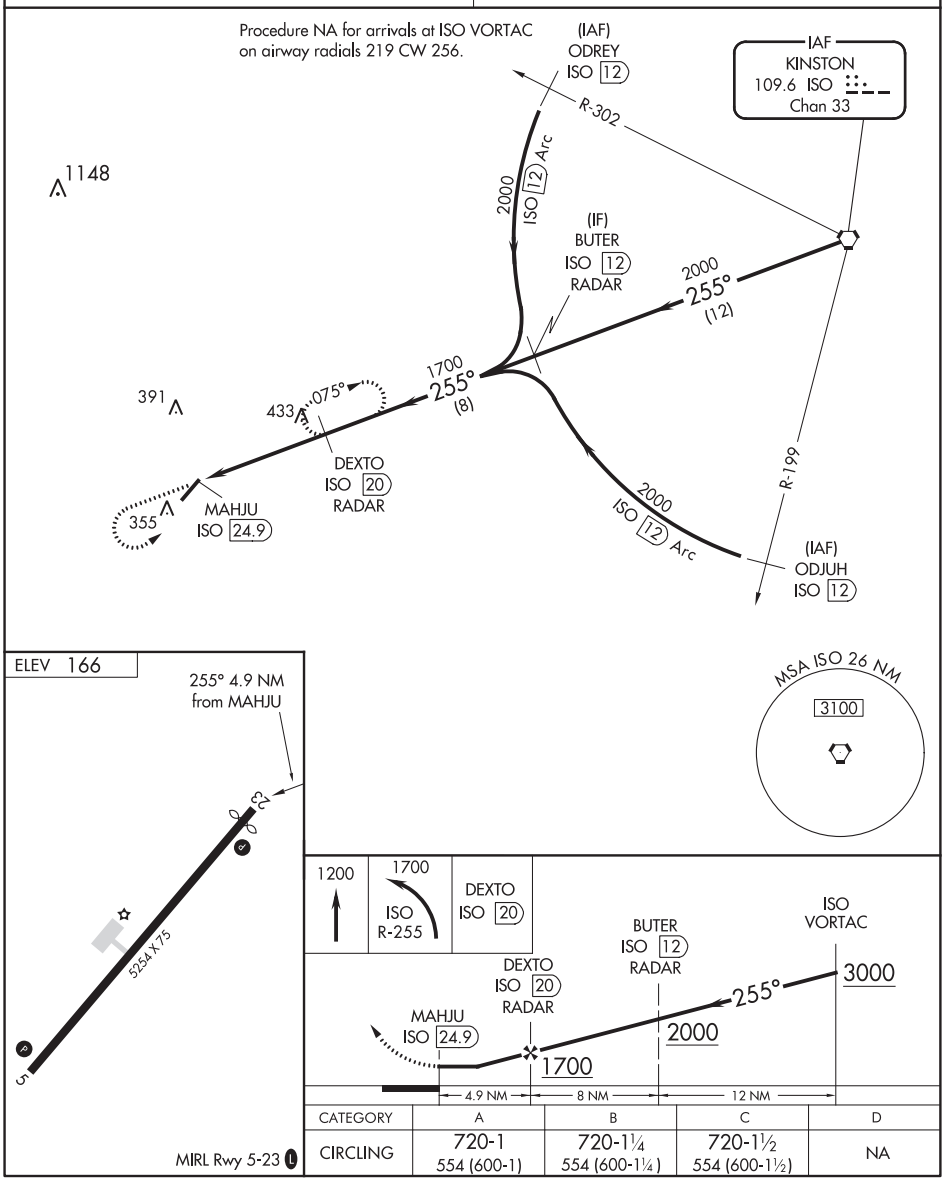
| VORTAC ISO | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 109.6 | 255° | TDZE | N/A |
| Chan 33 | | Apt Elev | 166 |

T A NA

Obtain Seymour-Johnson AFB altimeter setting on CTAF; when not received use Duplin County altimeter setting. DME or RADAR required. Procedure NA at night.

MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 on ISO VORTAC R-255 to DEXTO/20 DME/RADAR and hold.

| SEYMOUR JOHNSON APP CON * | UNICOM |
|---|---|
| 119.7 273.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 720-1<br>554 (600-1) | 720-1¼<br>554 (600-1¼) | 720-1½<br>554 (600-1½) | NA |

MIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

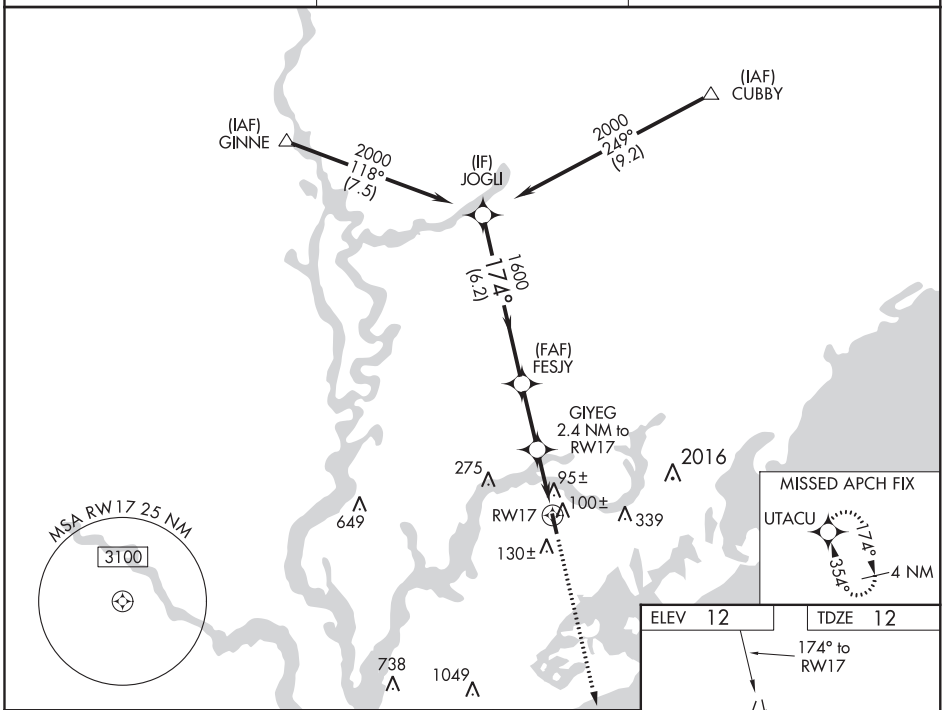
| WAAS CH 62817 W17A | APP CRS 174° | Rwy ldg 3700<br>TDZE 12<br>Apt Elev 12 |
|---|---|---|

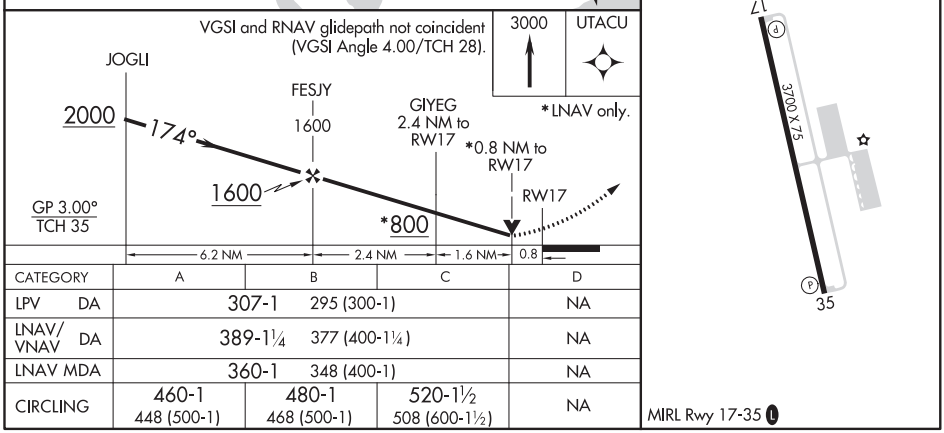
# RNAV (GPS) RWY 17
## MT PLEASANT RGNL-FAISON FIELD (LRO)

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 Charleston AFB/Intl altimeter setting and increase all DA/MDA 40 feet, increase LPV, LNAV/VNAV all Cats, and LNAV Cat C visibility ⅛ mile. Baro-VNAV NA with Charleston AFB/Intl altimeter setting. VDP NA with Charleston AFB/Intl altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct UTACU and hold, continue climb-in-hold to 3000.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.625 | 119.3 379.925 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 307-1 | 295 (300-1) | | NA |
| LNAV/VNAV DA | 389-1¼ | 377 (400-1¼) | | NA |
| LNAV MDA | 360-1 | 348 (400-1) | | NA |
| CIRCLING | 460-1<br>448 (500-1) | 480-1<br>468 (500-1) | 520-1½<br>508 (600-1½) | NA |




SE-2, 10 SEP 2020 to 05 NOV 2020

MOUNT PLEASANT, SOUTH CAROLINA AL-6957 (FAA) 19115

| APP CRS | Rwy ldg | 3700 |
|---|---|---|
| 354° | TDZE | 12 |
| | Apt Elev | 12 |

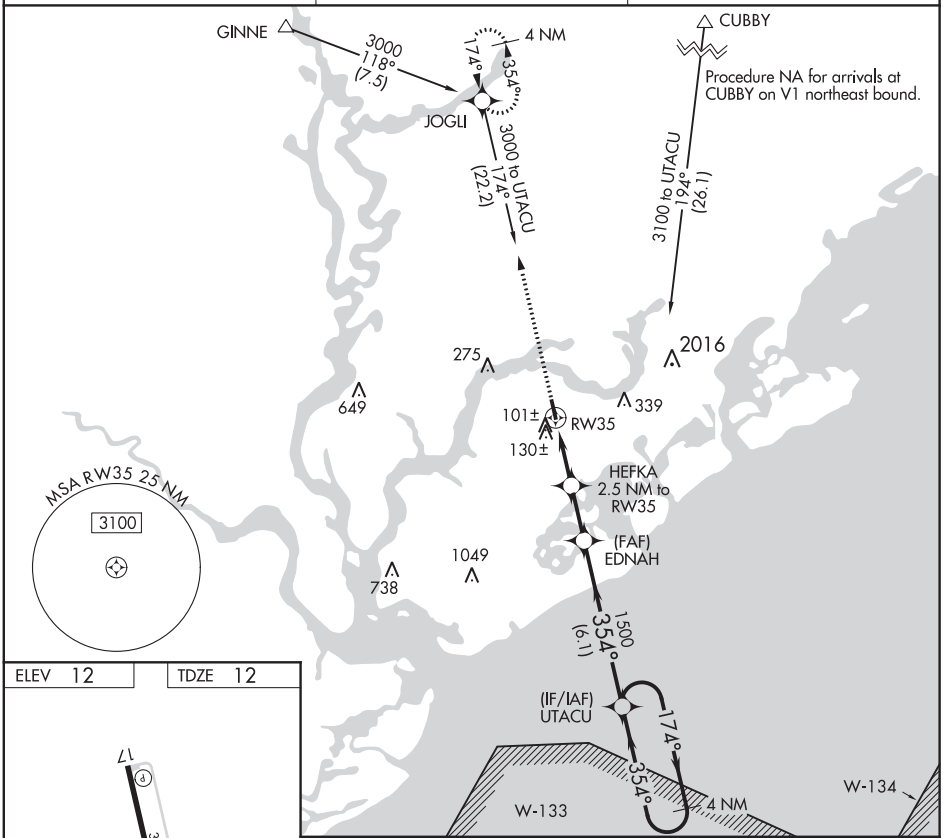
# RNAV (GPS) RWY 35
## MT PLEASANT RGNL-FAISON FIELD (LRO)

RNP APCH.

When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility 1/8 mile.

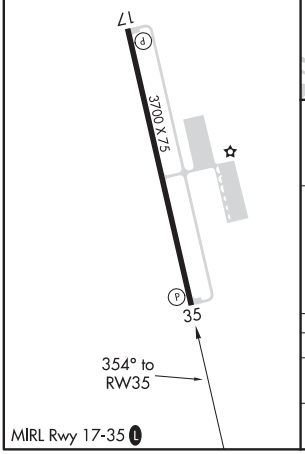
MISSED APPROACH: Climb to 3000 direct JOGLI and hold, continue climb-in-hold to 3000.

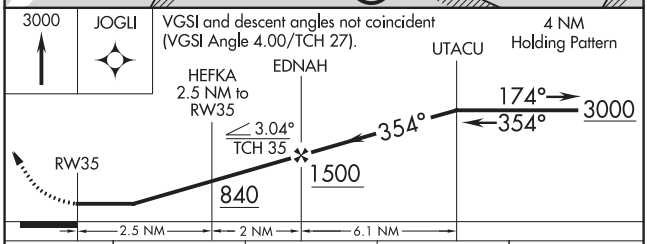
| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.625 | 119.3 379.925 | 122.7 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 12 | TDZE 12 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 380-1 368 (400-1) | | | NA |
| CIRCLING | 460-1 448 (500-1) | 480-1 468 (500-1) | 520-1½ 508 (600-1½) | NA |

| VORTAC CHS 113.5 Chan 82 | APP CRS 094° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 12 |
|---|---|---|

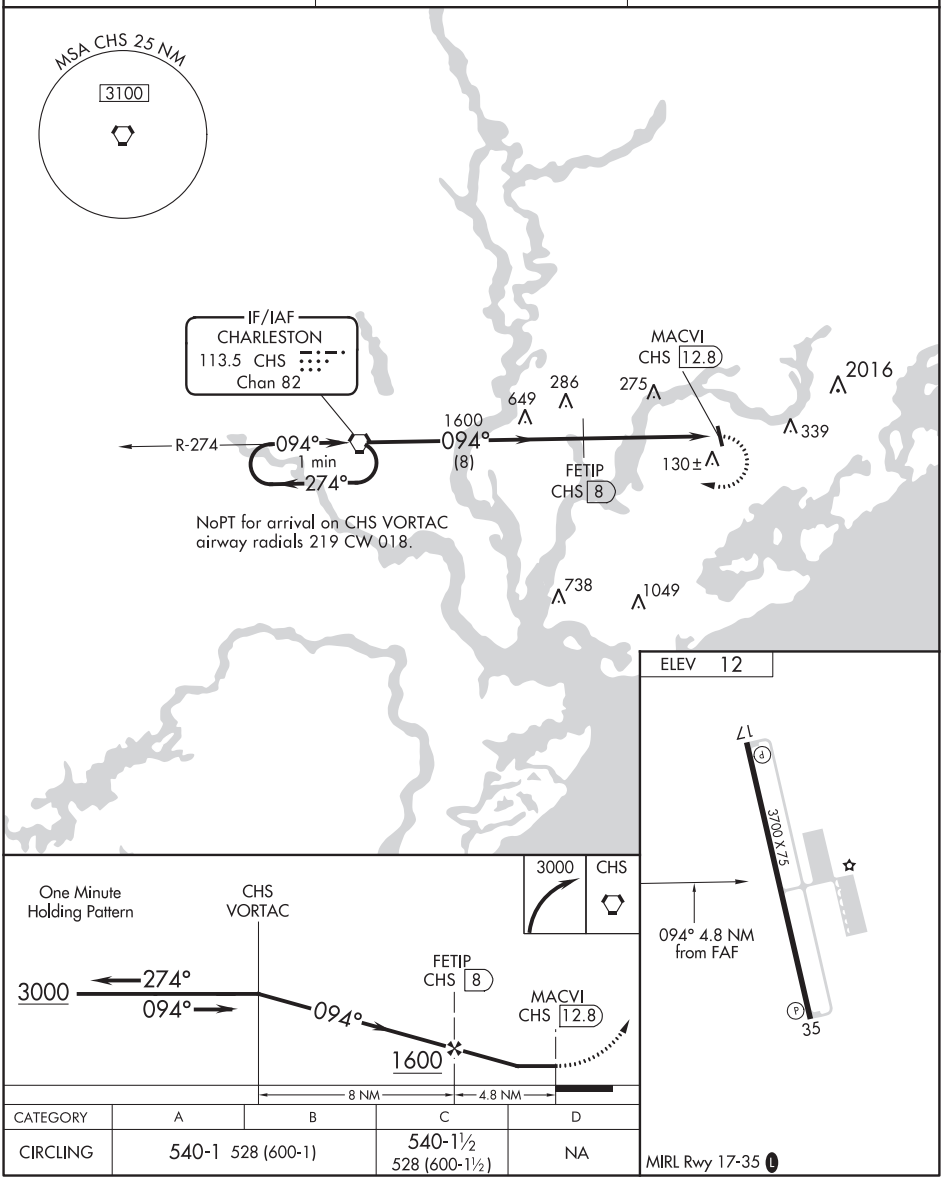
# VOR/DME-A

## MT PLEASANT RGNL-FAISON FIELD (LRO)

When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3000 direct CHS VORTAC and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 118.625 | 119.3 379.925 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 540-1 528 (600-1) | | 540-1½ 528 (600-1½) | NA |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

MYRTLE BEACH, SOUTH CAROLINA — AL-280 (FAA) — 20086

# ILS or LOC RWY 18
## MYRTLE BEACH INTL (MYR)

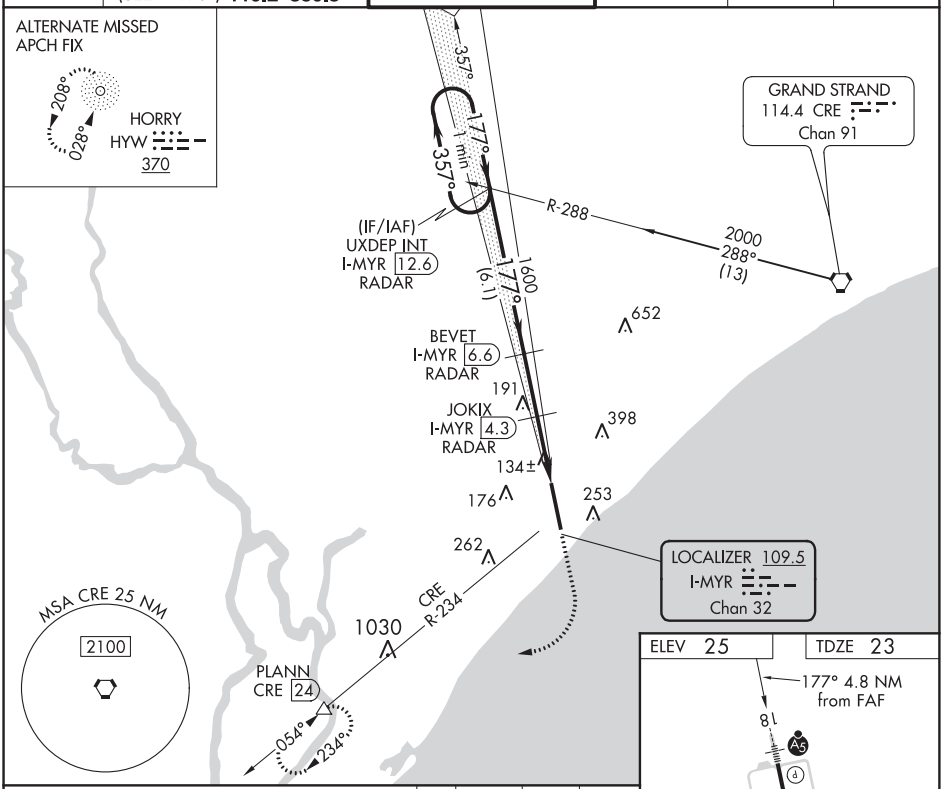
| LOC/DME I-MYR | APP CRS | Rwy ldg | 9503 |
|---|---|---|---|
| 109.5 | 177° | TDZE | 23 |
| Chan 32 | | Apt Elev | 25 |

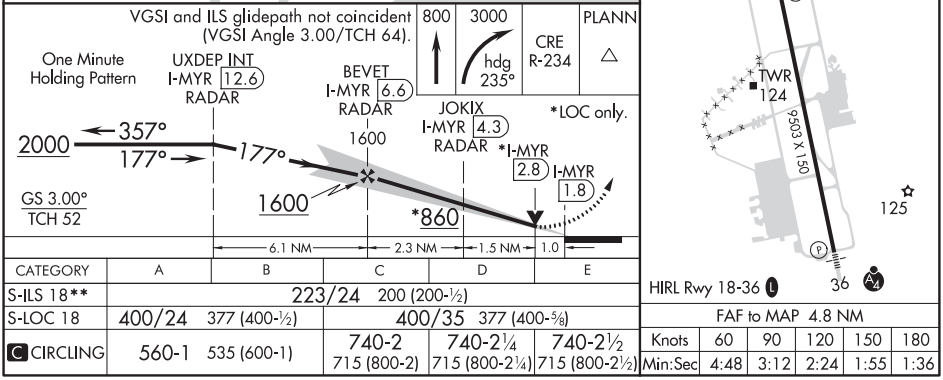
T A DME required. For inop ALS, increase S-ILS 18 Cat E visibility to RVR 4000 and S-LOC 18 Cats C/D/E visibility to RVR 5500.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR A5

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 235° and CRE VORTAC R-234 to PLANN/24 DME and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 18** | 223/24 200 (200-½) | | | | |
| S-LOC 18 | 400/24 377 (400-½) | | 400/35 377 (400-⅝) | | |
| C CIRCLING | 560-1 535 (600-1) | | 740-2 715 (800-2) | 740-2¼ 715 (800-2¼) | 740-2½ 715 (800-2½) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 36
## MYRTLE BEACH INTL (MYR)

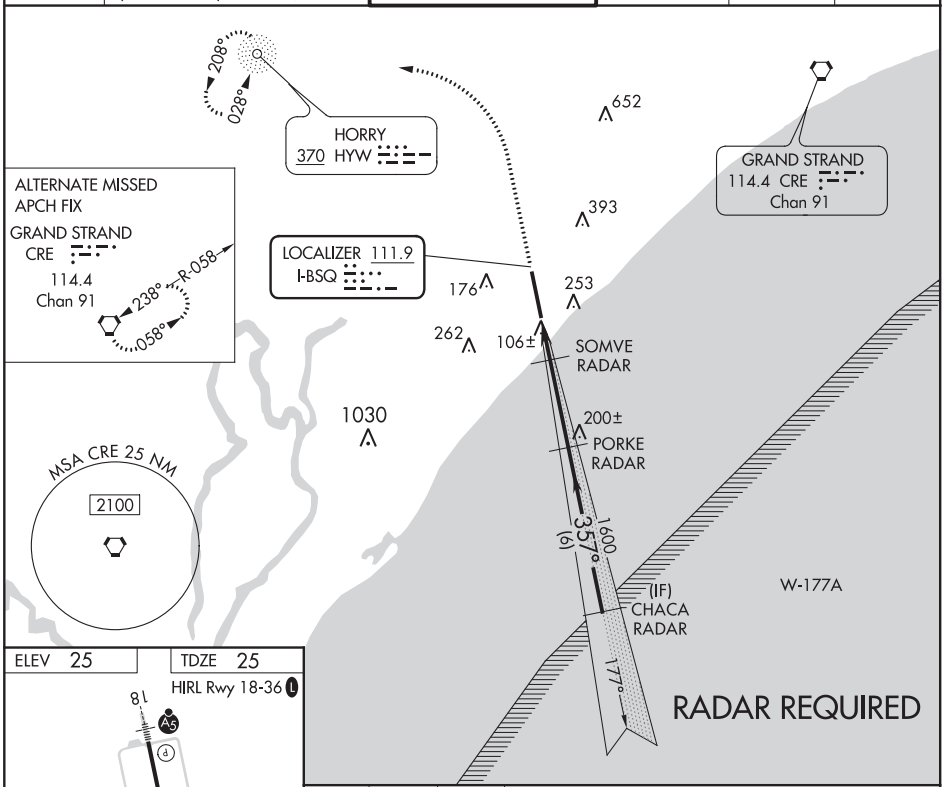
| LOC I-BSQ | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 111.9 | 357° | 9503 / 25 / 25 |

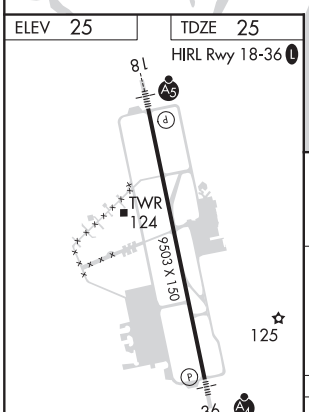
ADF and RADAR required.
For inop MALSF increase S-LOC 36 Cats D/E visibility to RVR 5000.

MALSF

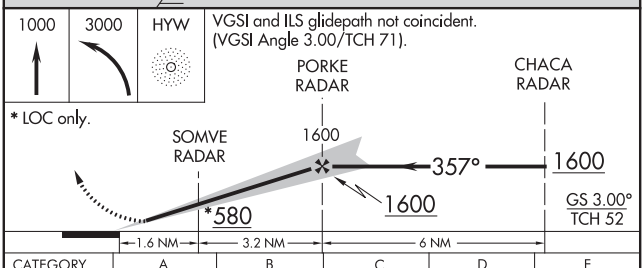
MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct HYW NDB and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| 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 | E |
|---|---|---|---|---|---|
| S-ILS 36 | 225/40 200 (200-¾) | | | | |
| S-LOC 36 | 360/40 335 (400-¾) | | | | |
| C CIRCLING | 560-1 535 (600-1) | | 740-2 715 (800-2) | 740-2¼ 715 (800-2¼) | 740-2½ 715 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)

20086

# ILS RWY 18 (SA CAT I & II)

MYRTLE BEACH INTL (MYR)

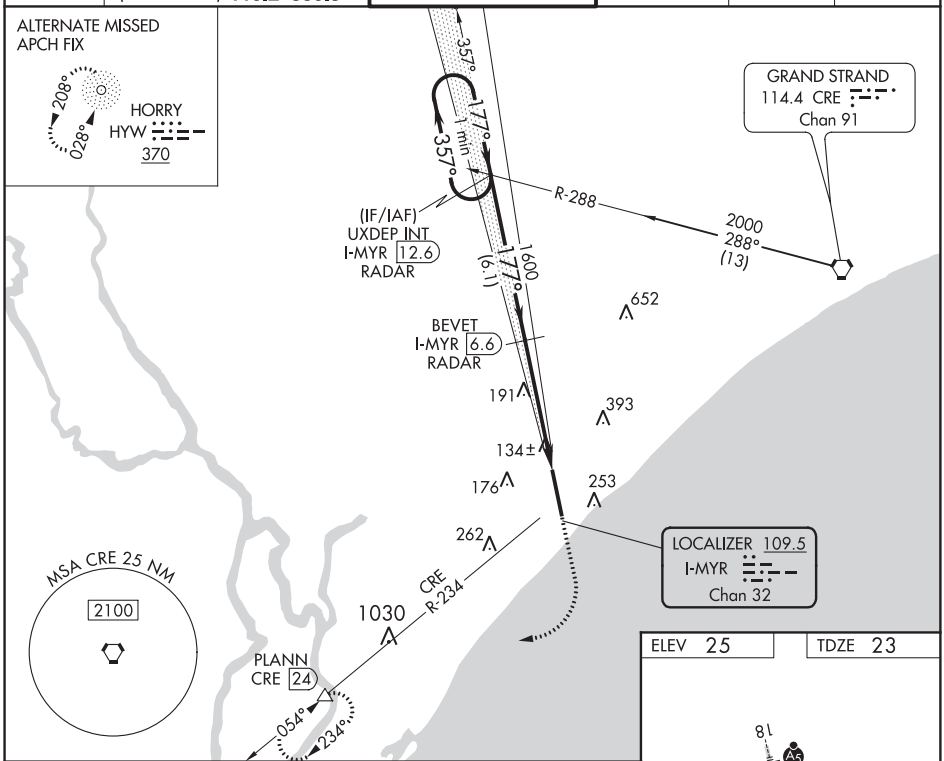
| LOC/DME I-MYR | APP CRS | Rwy ldg 9503 |
|---|---|---|
| 109.5 | 177° | TDZE 23 |
| Chan 32 | | Apt Elev 25 |

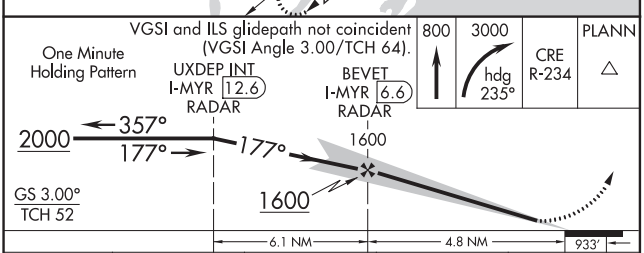
DME required. SA CAT I: Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

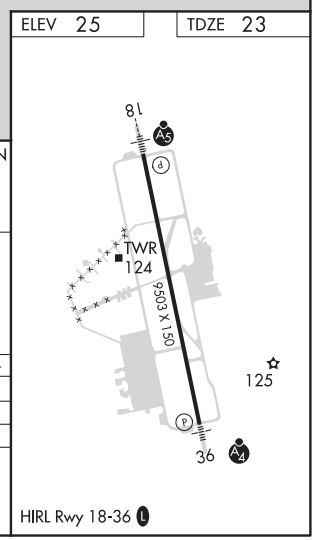
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 235° and CRE VORTAC R-234 to PLANN/24 DME and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 18 | SA CAT I RA 156/14 150 DA 173 | | | |
| S-ILS 18 | SA CAT II RA 101/12 100 DA 123 | | | |

## SA CATEGORY I & II SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MYRTLE BEACH, SOUTH CAROLINA

Amdt 5A 21JUN18

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)

ILS RWY 18 (SA CAT I & II)

# RNAV (GPS) RWY 18

## MYRTLE BEACH INTL (MYR)

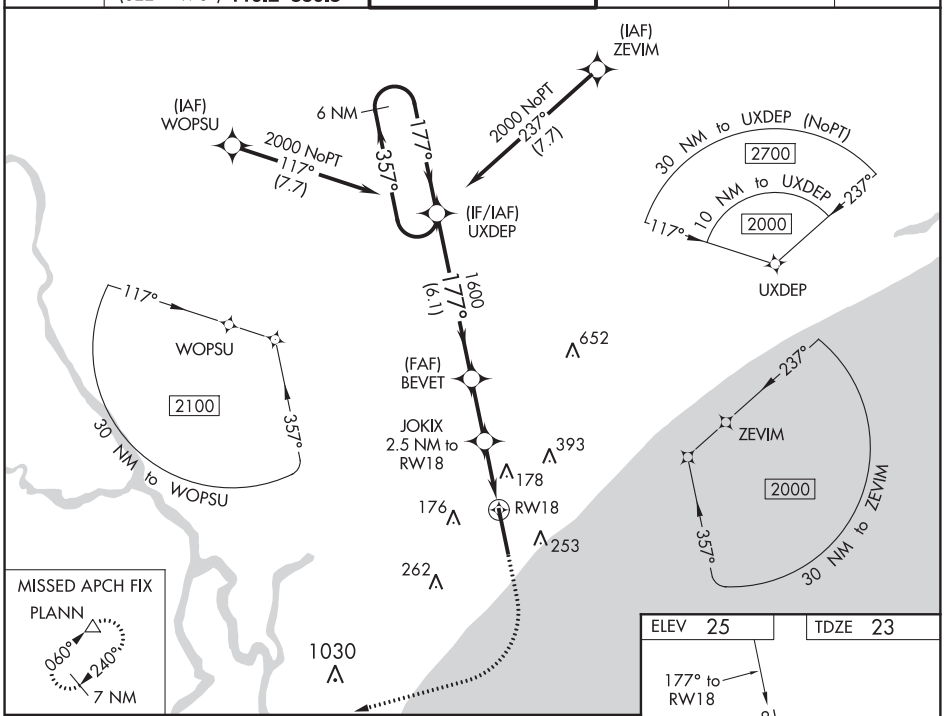
| WAAS CH 93819 W18A | APP CRS 177° | Rwy ldg 9503<br>TDZE 23<br>Apt Elev 25 |
|---|---|---|

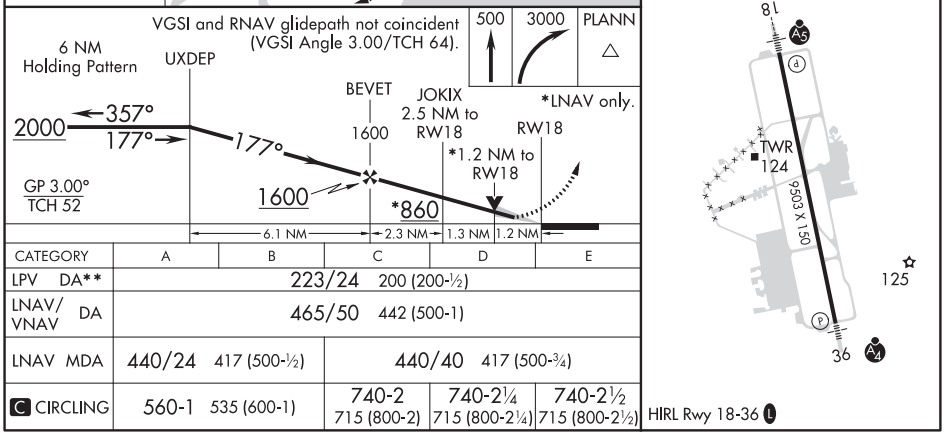
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LPV Cat E visibility to RVR 4000, increase LNAV/VNAV Cat E visibility to 1½ SM and increase LNAV Cats C/D/E visibility to RVR 6000.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR A5

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct PLANN and hold, continue climb-in-hold to 3000.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA** | 223/24 200 (200-½) | | | | |
| LNAV/VNAV DA | 465/50 442 (500-1) | | | | |
| LNAV MDA | 440/24 417 (500-½) | | 440/40 417 (500-¾) | | |
| C CIRCLING | 560-1 535 (600-1) | | 740-2 715 (800-2) | 740-2¼ 715 (800-2¼) | 740-2½ 715 (800-2½) |

HIRL Rwy 18-36 L



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

MYRTLE BEACH, SOUTH CAROLINA — AL-280 (FAA) — 20198

# RNAV (GPS) RWY 36

## MYRTLE BEACH INTL (MYR)

| WAAS CH 93719 W36A | APP CRS 357° | Rwy ldg 9503<br>TDZE 25<br>Apt Elev 25 |
|---|---|---|

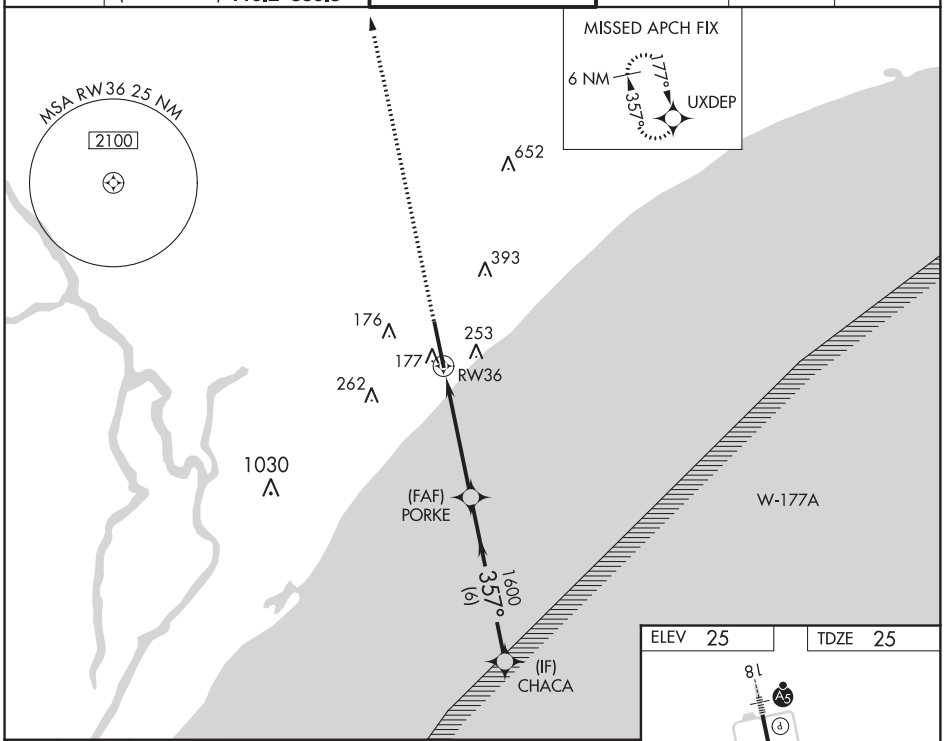
RNP APCH.

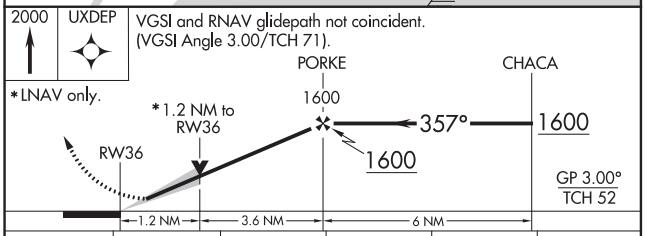
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cats D/E visibility to RVR 6000, and LNAV Cats C/D/E visibility to 1⅜ SM.

MALSF

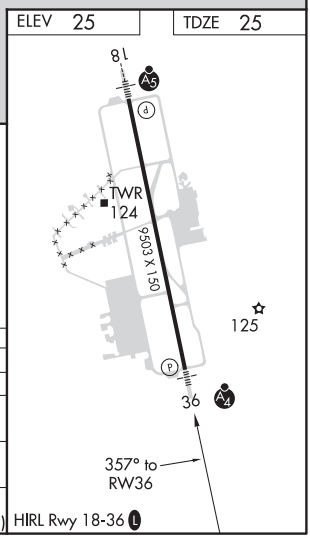
MISSED APPROACH: Climb to 2000 direct UXDEP and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LPV DA | 225/40 200 (200-¾) | | | | |
| LNAV/VNAV DA | 374/45 349 (400-⅞) | | | | |
| LNAV MDA | 480/40 455 (500-¾) | | 480/50 455 (500-1) | | |
| C CIRCLING | 560-1 535 (600-1) | | 740-2 715 (800-2) | 740-2¼ 715 (800-2¼) | 740-2½ 715 (800-2½) |







SE-2, 10 SEP 2020 to 05 NOV 2020

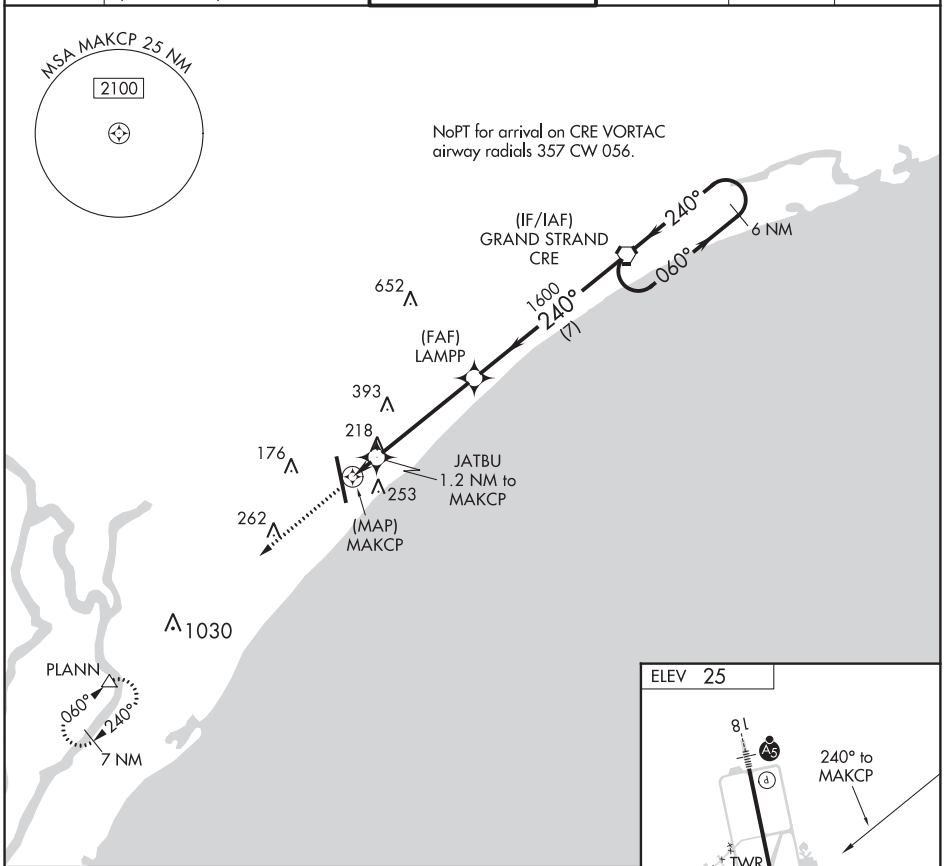
# RNAV (GPS)-A
## MYRTLE BEACH INTL (MYR)

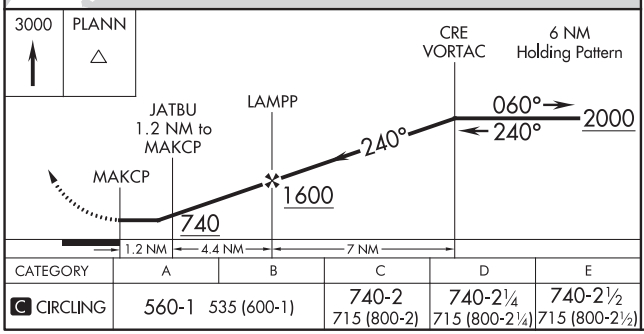
| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 240° | TDZE | N/A |
| | Apt Elev | 25 |

T A DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 3000 direct PLANN and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| C CIRCLING | 560-1 | 535 (600-1) | 740-2<br>715 (800-2) | 740-2¼<br>715 (800-2¼) | 740-2½<br>715 (800-2½) |

HIRL Rwy 18-36 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)

20254

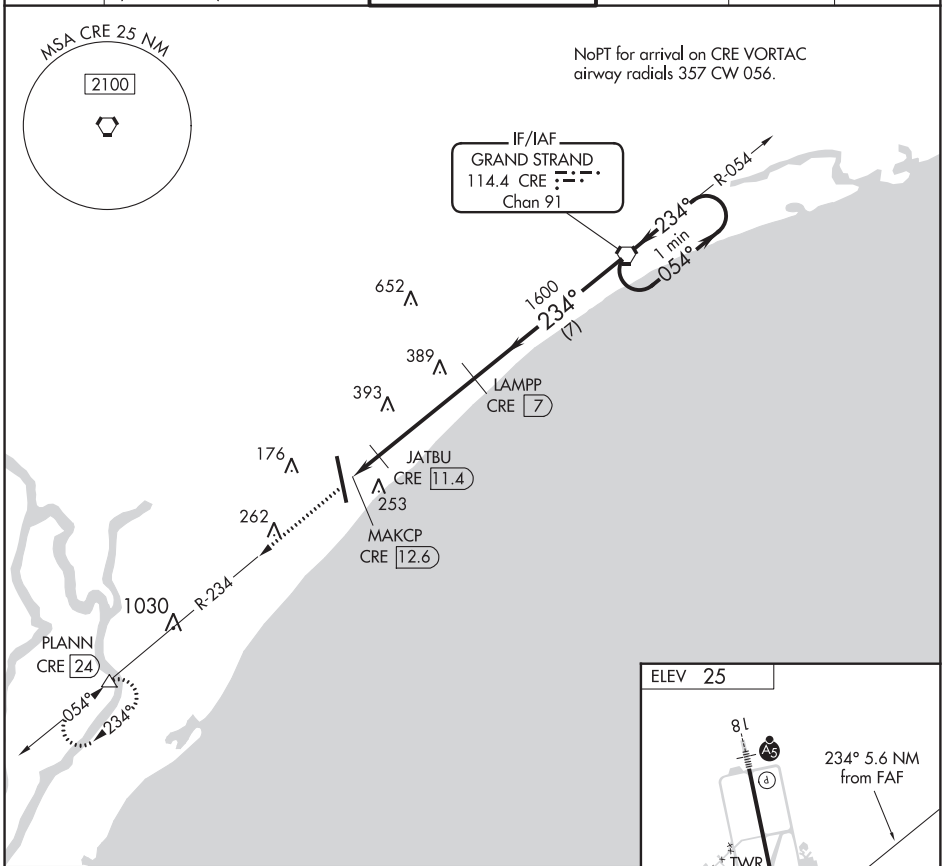
# VOR/DME-A

MYRTLE BEACH INTL (MYR)

| VORTAC CRE | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.4 | 234° | TDZE | N/A |
| Chan 91 | | Apt Elev | 25 |

MISSED APPROACH: Climb to 3000 on CRE VORTAC R-234 to PLANN/CRE 24 DME and hold.

| ATIS | MYRTLE BEACH APP CON ★ | MYRTLE BEACH TOWER ★ | GND CON | CLNC DEL | UNICOM |
|---|---|---|---|---|---|
| 123.925 | (171° - 321°) 127.4 257.95<br>(322° - 170°) 119.2 350.3 | 128.45 (CTAF) L 259.3 | 120.3 275.8 | 120.3 | 122.95 |



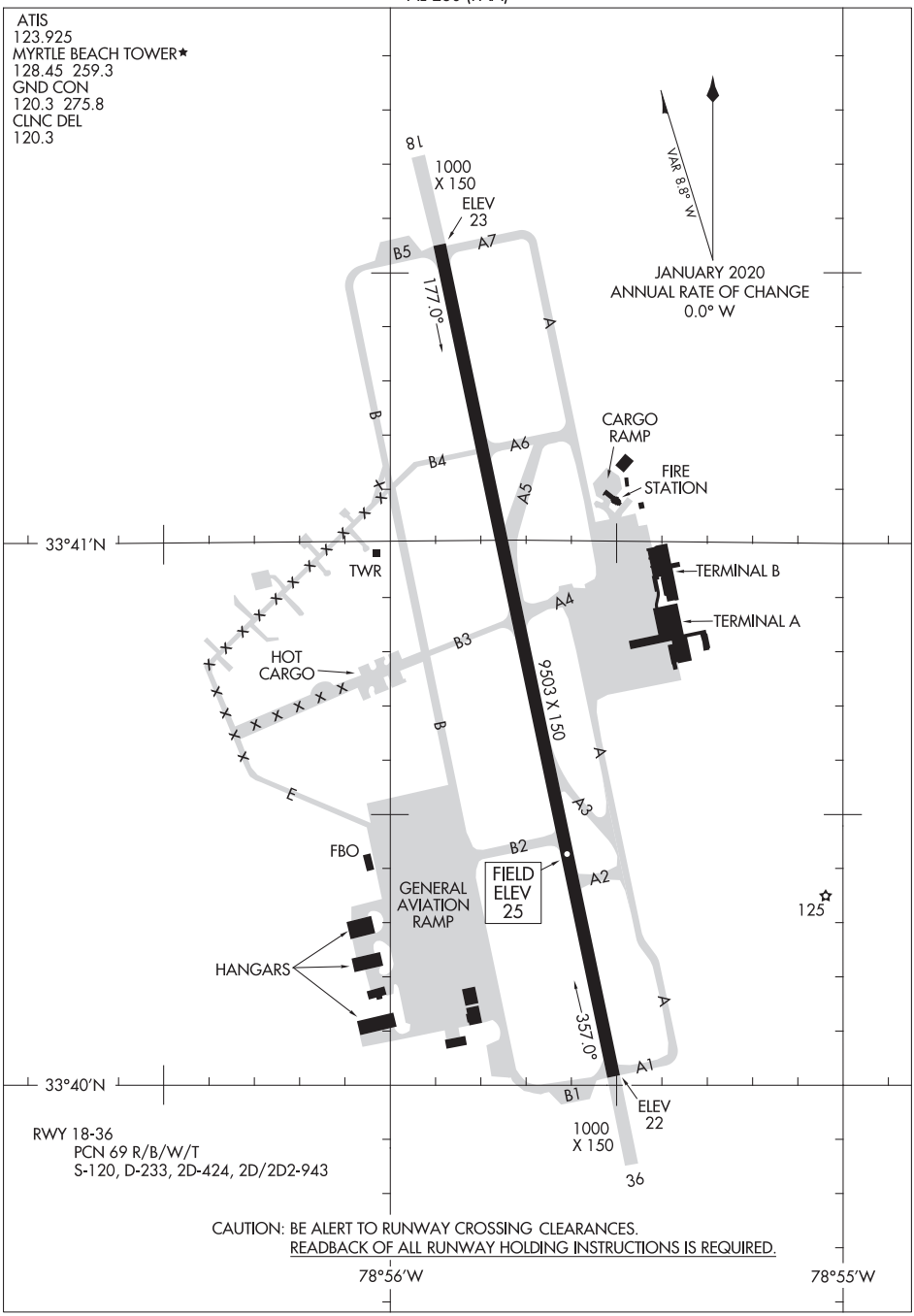

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 560-1 535 (600-1) | | 560-1½<br>535 (600-1½) | 640-2<br>615 (700-2) |

HIRL Rwy 18-36 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AL-280 (FAA)




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

NEW BERN, NORTH CAROLINA

AL-670 (FAA)

20254

# ILS or LOC RWY 4
## COASTAL CAROLINA RGNL (EWN)

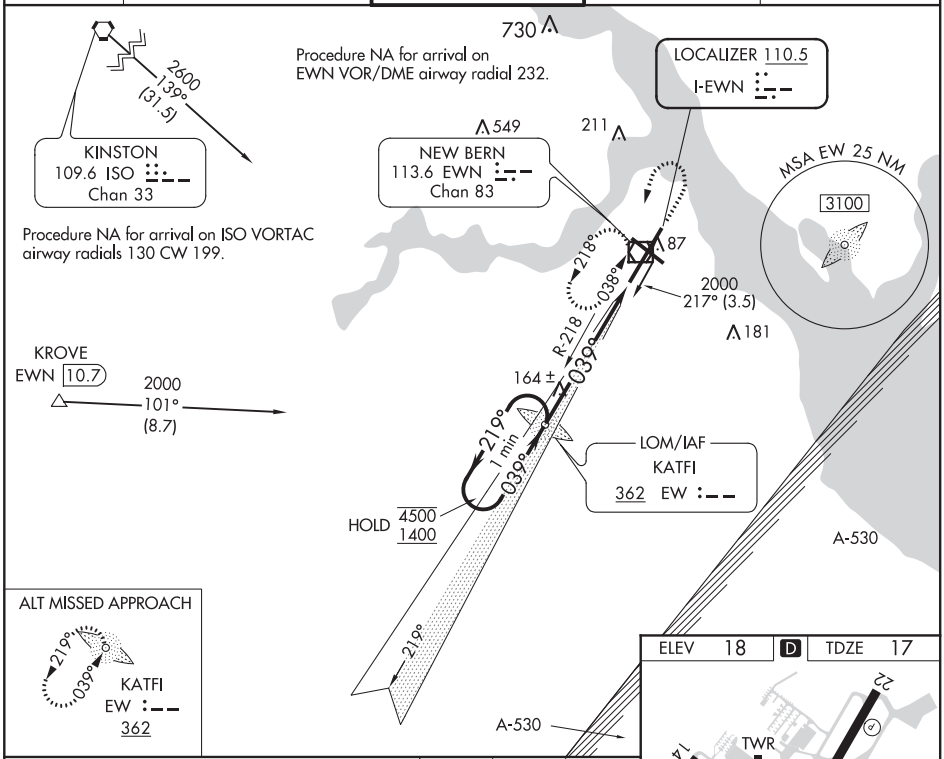
| LOC I-EWN | APP CRS | Rwy ldg | 5753 |
|---|---|---|---|
| 110.5 | 039° | TDZE | 17 |
| | | Apt Elev | 18 |

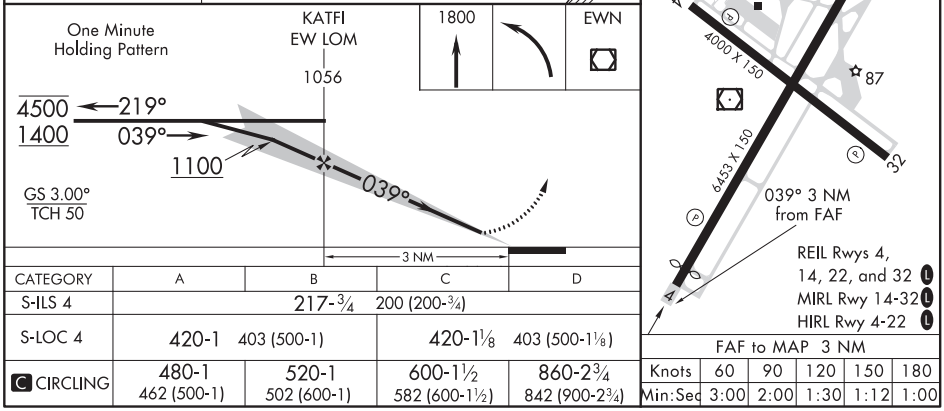
RADAR or ADF required for procedure entry. ADF required for LOC only.

Circling Rwy 14, 32 NA at night.
Autopilot coupled approach NA below 540 ft MSL.

MISSED APPROACH: Climb to 1800 then climbing left turn direct EWN VOR/DME and hold.

| ASOS | CHERRY POINT APP CON | NEW BERN TOWER* | GND CON | CLNC DEL |
|---|---|---|---|---|
| 118.525 | 119.35 374.9 | 124.25 (CTAF) L | 121.7 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 217-¾ 200 (200-¾) | | | |
| S-LOC 4 | 420-1 403 (500-1) | | 420-1⅛ 403 (500-1⅛) | |
| C CIRCLING | 480-1 462 (500-1) | 520-1 502 (600-1) | 600-1½ 582 (600-1½) | 860-2¾ 842 (900-2¾) |

FAF to MAP 3 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:00 | 2:00 | 1:30 | 1:12 | 1:00 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 4
## COASTAL CAROLINA RGNL (EWN)

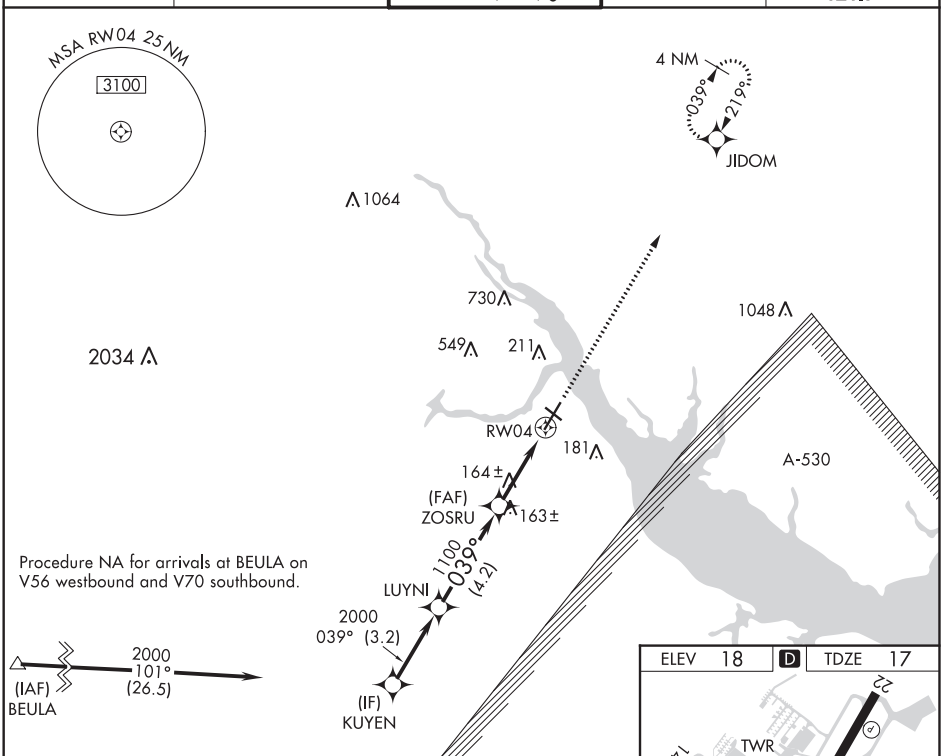
| WAAS CH 69402 W04A | APP CRS 039° | Rwy ldg 5753<br>TDZE 17<br>Apt Elev 18 |
|---|---|---|

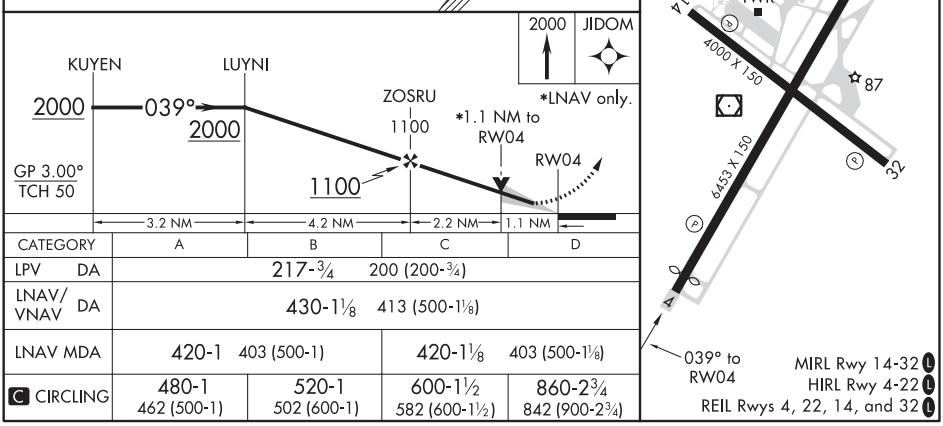
RNP APCH.

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct JIDOM and hold.

| ASOS | CHERRY POINT APP CON | NEW BERN TOWER ★ | CLNC DEL | GND CON |
|---|---|---|---|---|
| 118.525 | 119.35 374.9 | 124.25 (CTAF) L | 121.7 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 217-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 430-1⅛ 413 (500-1⅛) | | | |
| LNAV MDA | 420-1 403 (500-1) | | 420-1⅛ 403 (500-1⅛) | |
| C CIRCLING | 480-1 462 (500-1) | 520-1 502 (600-1) | 600-1½ 582 (600-1½) | 860-2¾ 842 (900-2¾) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

NEW BERN, NORTH CAROLINA — AL-670 (FAA) — 19115

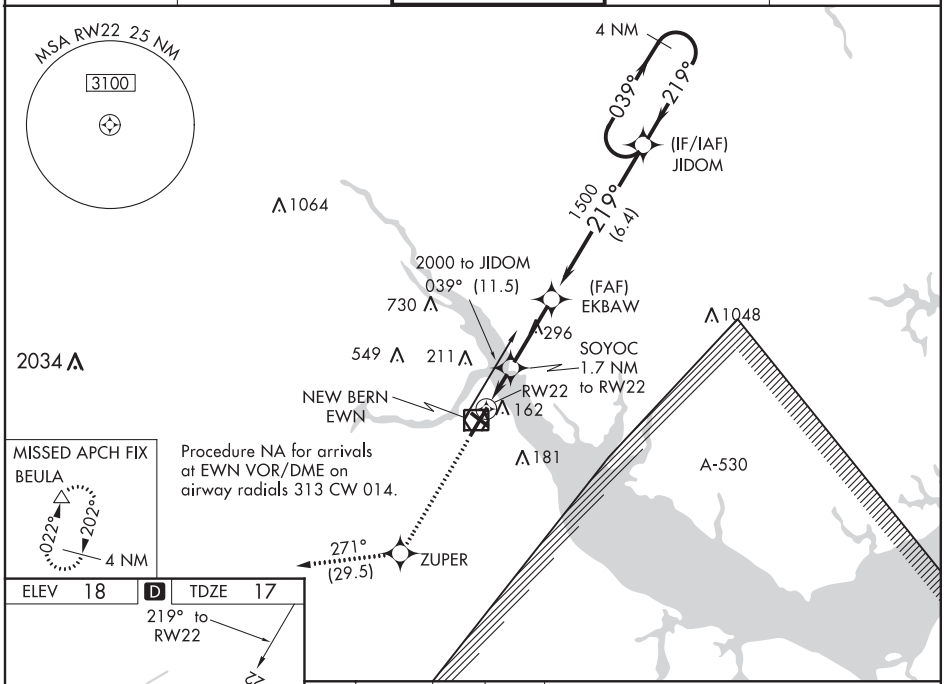
# RNAV (GPS) RWY 22
## COASTAL CAROLINA RGNL (EWN)

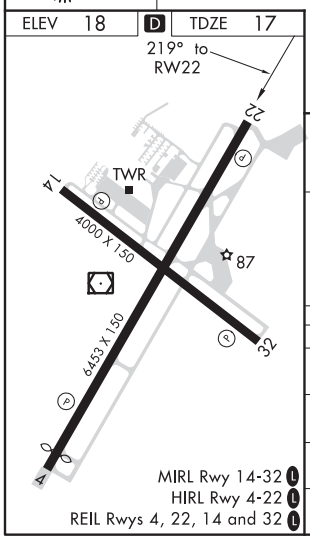
| WAAS CH 63002 W22A | APP CRS 219° | Rwy ldg 6153<br>TDZE 17<br>Apt Elev 18 |
|---|---|---|

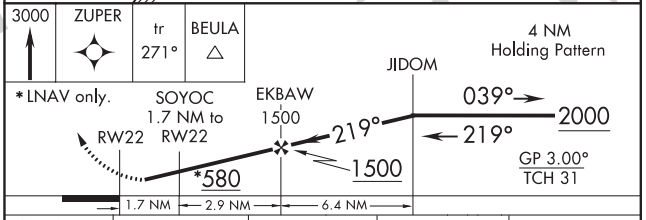
Rwy 14, 32 helicopter visibilty reduction below 1 SM NA. Rwy 22 helicopter visibilty reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night. Baro-VNAV NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Cherry Point altimeter setting and increase all DA 32 feet and all MDA 40 feet and increase LPV and LNAV/VNAV visibility ⅛ mile.

MISSED APPROACH: Climb to 3000 direct ZUPER and on track 271° to BEULA and hold.

| ASOS | CHERRY POINT APP CON | NEW BERN TOWER★ | CLNC DEL | GND CON |
|---|---|---|---|---|
| 118.525 | 119.35 374.9 | 124.25 (CTAF) L | 121.7 | 121.7 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 269-⅞ 252 (300-⅞) | | | |
| LNAV/VNAV DA | 376-1¼ 359 (400-1¼) | | | |
| LNAV MDA | 480-1 463 (500-1) | | 480-1⅜ 463 (500-1⅜) | |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

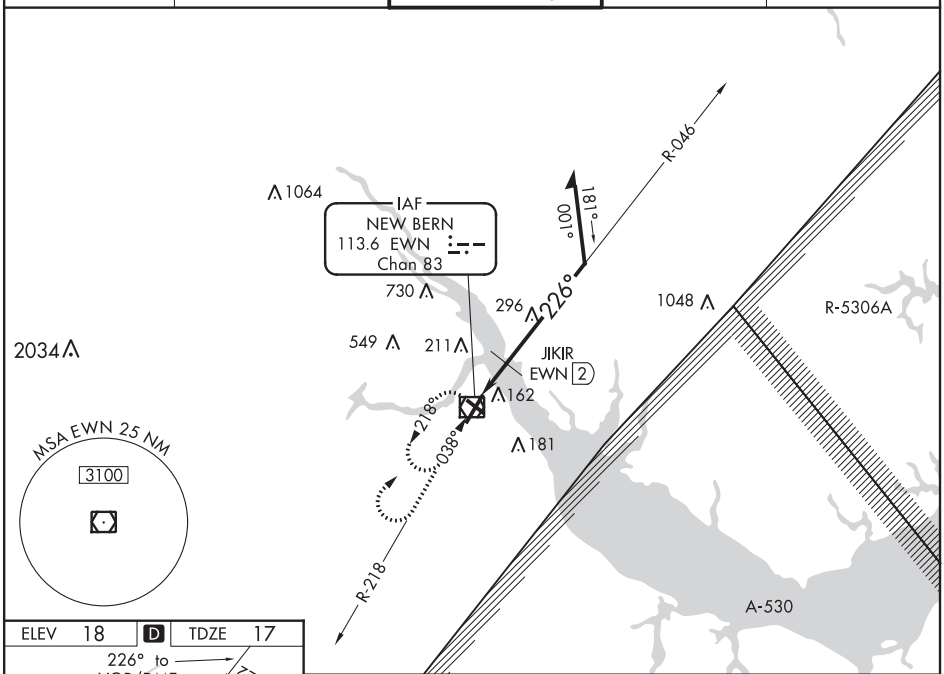
# VOR RWY 22
## COASTAL CAROLINA RGNL (EWN)

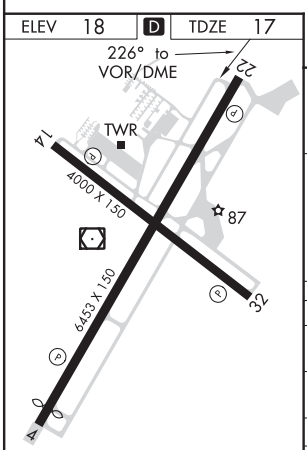
| VOR/DME EWN | APP CRS | Rwy ldg 6153 |
|---|---|---|
| 113.6 | 226° | TDZE 17 |
| Chan 83 | | Apt Elev 18 |

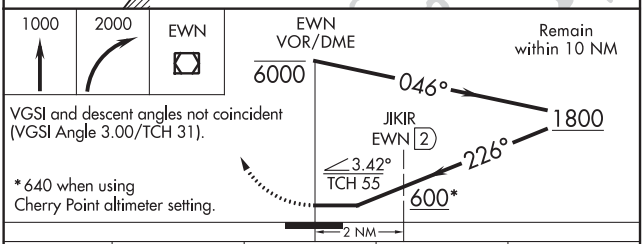
Rwy 14, 32 helicopter visibility reduction below 1 SM NA. Rwy 22 helicopter visibilty reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night.
JIKIR fix minimums: S-22 Cat D minimums NA when using Cherry Point altimeter setting. When local altimeter setting not received, use Cherry Point altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/ DME and hold, continue climb-in-hold to 2000.

| ASOS | CHERRY POINT APP CON | NEW BERN TOWER ★ | CLNC DEL | GND CON |
|---|---|---|---|---|
| 118.525 | 119.35 374.9 | 124.25 (CTAF) L | 121.7 | 121.7 |




VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

*640 when using Cherry Point altimeter setting.

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 600-1 583 (600-1) | | 600-1¾ 583 (600-1¾) | |
| CIRCLING | 600-1 582 (600-1) | | 600-1¾ 582 (600-1¾) | 600-2 582 (600-2) |
| JIKIR FIX MINIMUMS (DME REQUIRED) | | | | |
| S-22 | 480-1 463 (500-1) | | 480-1⅜ 463 (500-1⅜) | |
| CIRCLING | 480-1 462 (500-1) | | 480-1½ 462 (500-1½) | 580-2 562 (600-2) |

MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

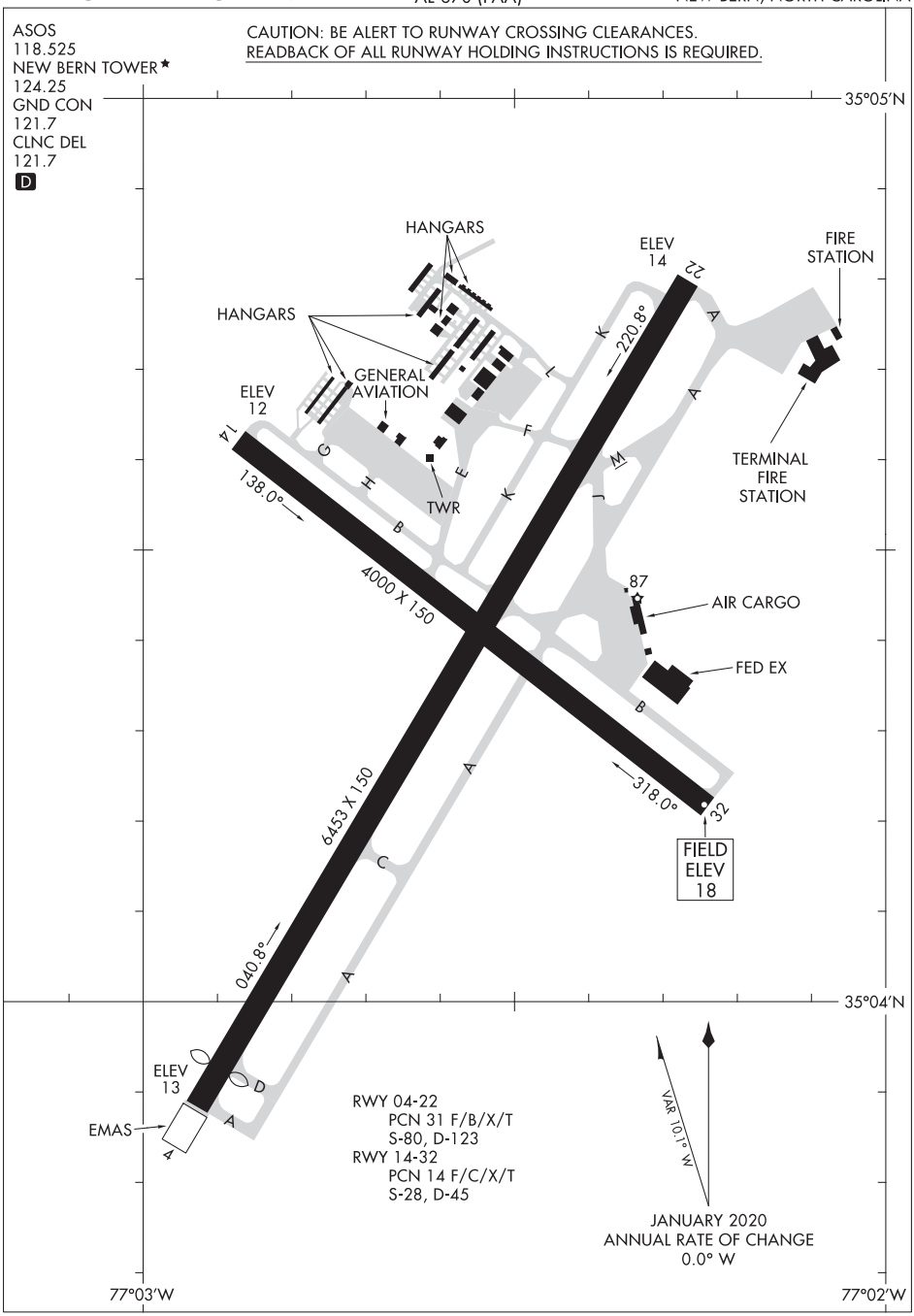
20086

# AIRPORT DIAGRAM

AL-670 (FAA)

## COASTAL CAROLINA RGNL (EWN)

NEW BERN, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
NEW BERN, NORTH CAROLINA
COASTAL CAROLINA RGNL (EWN)

JACKSONVILLE, NORTH CAROLINA

# ILS or LOC/DME RWY 1

| LOC I-NCA | APCH CRS | Rwy ldg | 4789 |
|---|---|---|---|
| 111.10 | 008° | TDZE | 24 |
| Chan 48 | | Arpt Elev | 26 |

AL-732 [USN]

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

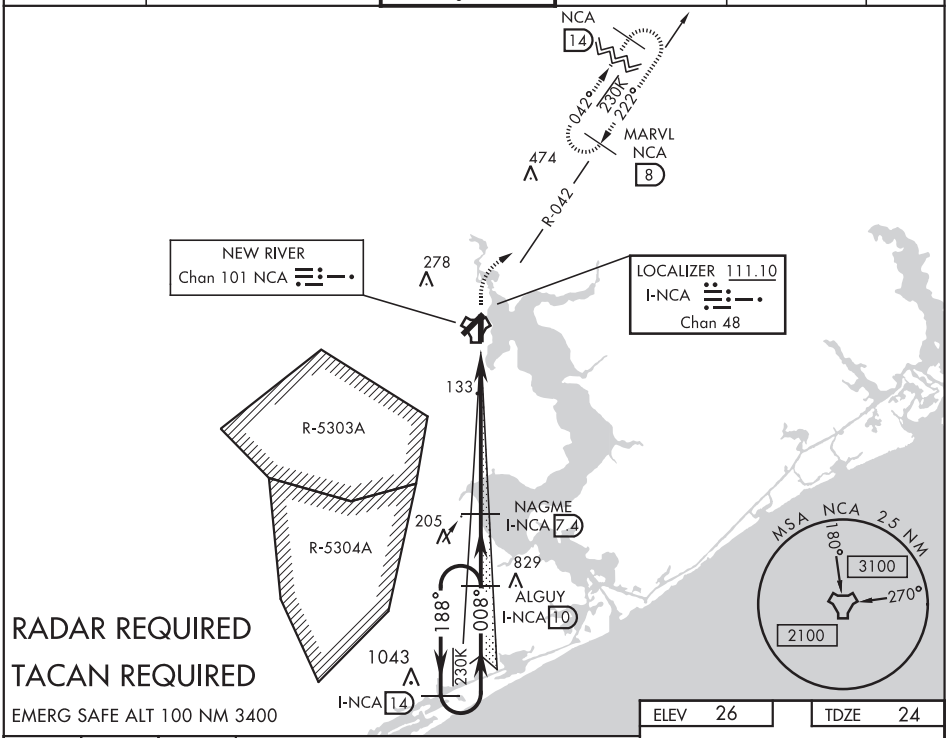
*When ALS inop, increase CAT ABCD vis to ¾ mile.

**When ALS inop, increase CAT ABCD vis to 1 mile.

SALS A2

MISSED APPROACH: Climb to 500, then climbing right turn to 3000, intercept NCA R-042 to MARVL and hold, continue climb-in-hold to 3000.

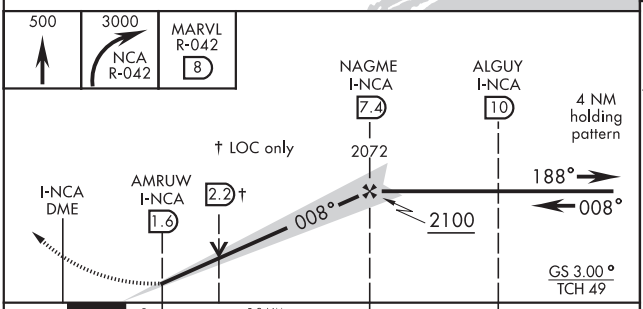
| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0 L ★ 360.2 | 121.8 254.275 | 269.25 | |



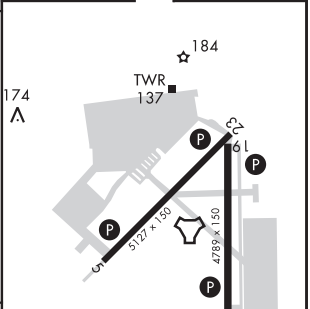

RADAR REQUIRED

TACAN REQUIRED

EMERG SAFE ALT 100 NM 3400




| ELEV | 26 | TDZE | 24 |
|---|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 * | 224-¾ 200 (200-¾) | | | |
| S-LOC 1 ** | 400-¾ 376 (400-¾) | | | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |

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

JACKSONVILLE, NORTH CAROLINA 34° 43′N-77° 26′W NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

Amdt 1 22JUN17

ILS or LOC/DME RWY 1



SE-2, 10 SEP 2020 to 05 NOV 2020

18144

JACKSONVILLE, NORTH CAROLINA

# RNAV (GPS) RWY 1

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

| APCH CRS | Rwy ldg | 4789 |
|---|---|---|
| 008° | THRE | 24 |
| | Arpt Elev | 26 |

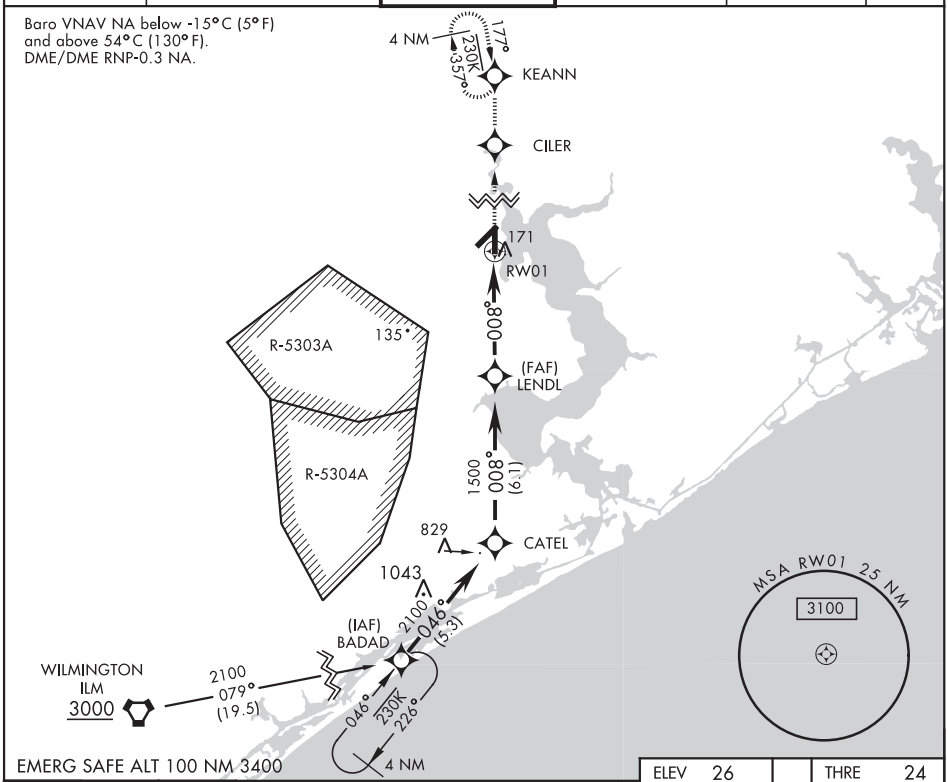
T * When ALS inop, increase vis CAT AB to 7/8 mile, CD to 1 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/8 miles.

SALSF A2

MISSED APPROACH: Climb to 1500 direct CILER, 008° track to KEANN and hold.

| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0 L★ 360.2 | 121.8 254.275 | 269.25 | |

Baro VNAV NA below -15°C (5°F) and above 54°C (130°F).
DME/DME RNP-0.3 NA.

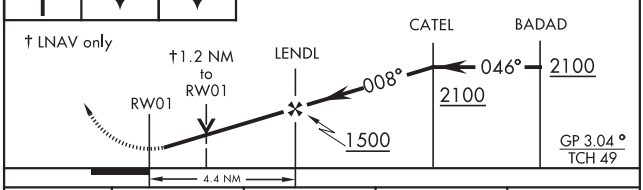



EMERG SAFE ALT 100 NM 3400

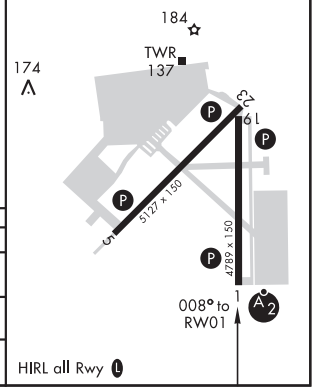
| 1500 | CILER | KEANN |
|---|---|---|

TCH (49) is not coincident with VGSI TCH (45)

† LNAV only




ELEV 26 THRE 24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA * | 305-¾ 281 (300-¾) | 316-¾ 292 (300-¾) | 324-¾ 300 (300-¾) | 335-¾ 311 (400-¾) |
| LNAV MDA ** | 440-¾ 416 (500-¾) | | 440-1 416 (500-1) | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |

JACKSONVILLE, NORTH CAROLINA

# RNAV (GPS) RWY 5

| WAAS Chan 77243 W05A | APCH CRS 053° | Rwy ldg 5127 TDZE 26 Arpt Elev 26 |
|---|---|---|

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

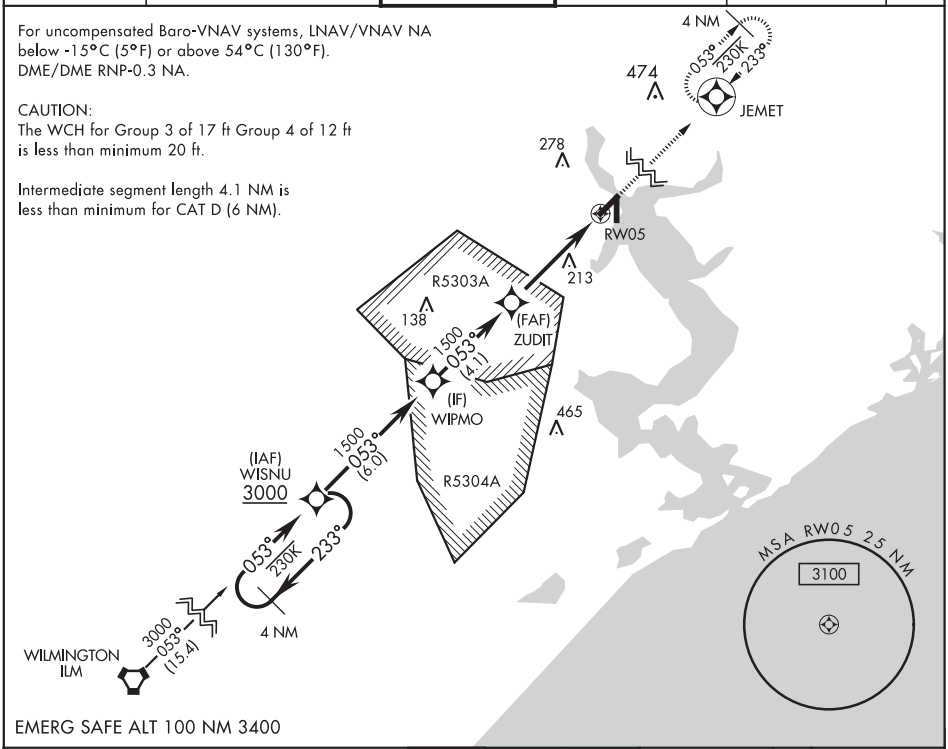
MISSED APPROACH: Climbing to 1500 direct JEMET and hold.

| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0 (L) ★ 360.2 | 121.8 254.275 | 269.25 | |

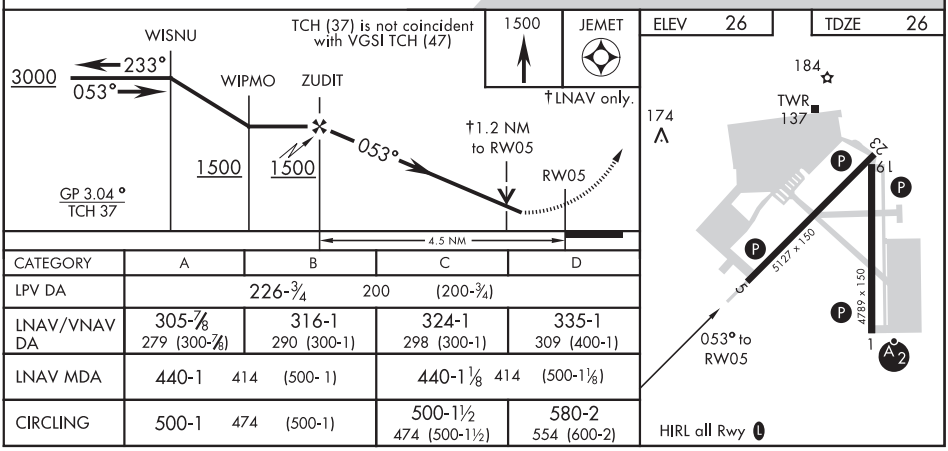
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

CAUTION:
The WCH for Group 3 of 17 ft Group 4 of 12 ft is less than minimum 20 ft.

Intermediate segment length 4.1 NM is less than minimum for CAT D (6 NM).




EMERG SAFE ALT 100 NM 3400




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 226-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 305-⅞ 279 (300-⅞) | 316-1 290 (300-1) | 324-1 298 (300-1) | 335-1 309 (400-1) |
| LNAV MDA | 440-1 414 (500- 1) | | 440-1⅛ 414 (500-1⅛) | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

18144

JACKSONVILLE, NORTH CAROLINA

# RNAV (GPS) RWY 19

| APCH CRS | Rwy ldg | 4789 |
|---|---|---|
| 188° | TDZE | 23 |
| | Arpt Elev | 26 |

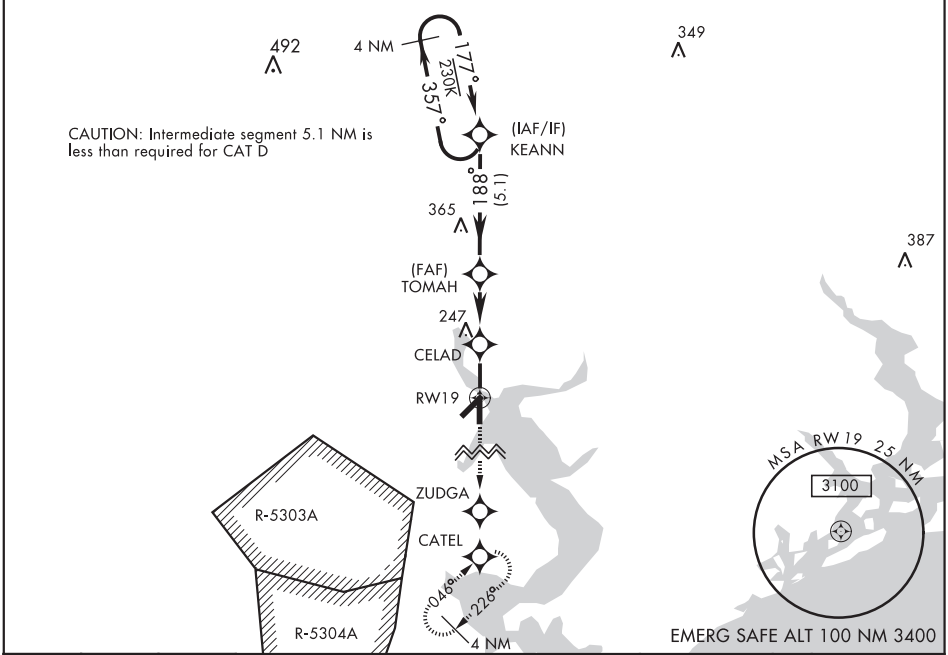
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

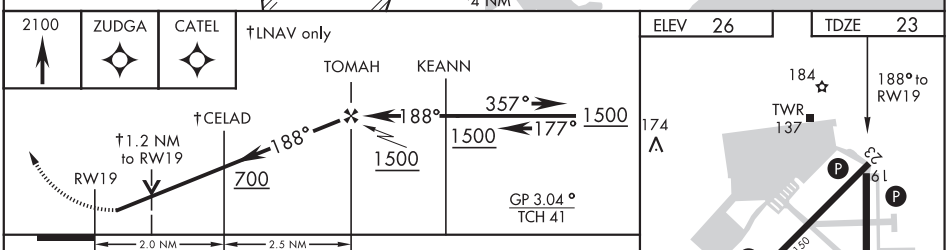
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2100 direct ZUDGA, direct CATEL and hold.

| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0 L★ 360.2 | 121.8 254.275 | 269.25 | |

WCH for Group 4 of 16 ft is less than minimum 20 ft.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/ VNAV DA | 432-1⅜ 409 (500-1⅜) | | | |
| LNAV MDA | 440-1 417 (500-1) | | 440-1⅛ 417 (500-1⅛) | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

JACKSONVILLE, NORTH CAROLINA 34° 43'N-77° 26'W NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Amdt 2 22JUN17

RNAV (GPS) RWY 19

JACKSONVILLE, NORTH CAROLINA

# RNAV (GPS) RWY 23

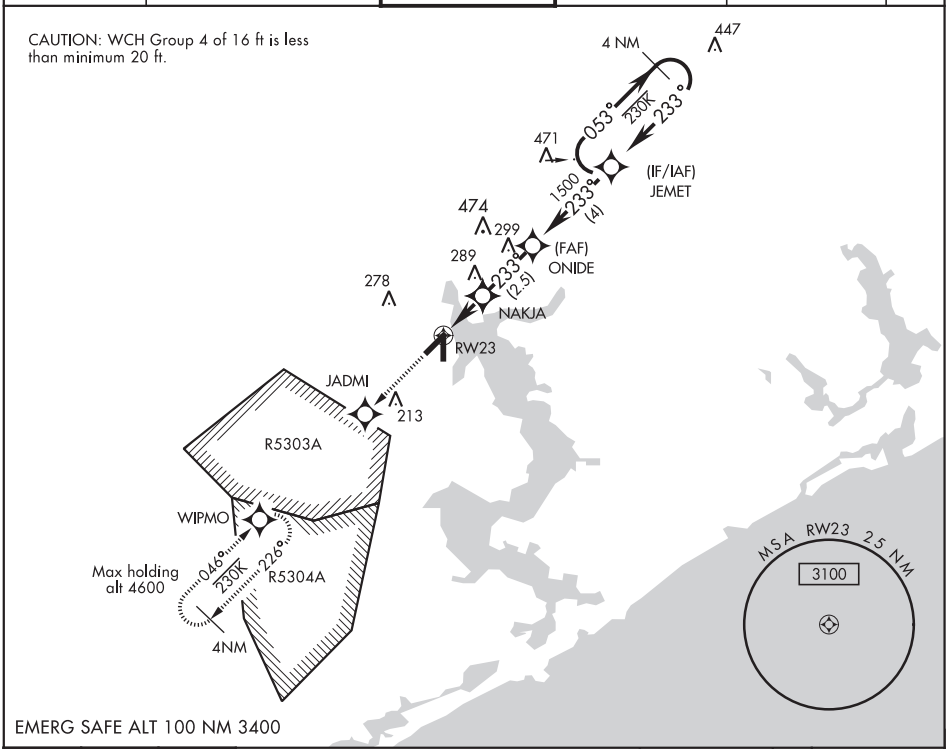
| WAAS Chan 80122 W23A | APCH CRS 233° | Rwy ldg 5127 TDZE 24 Arpt Elev 26 |
|---|---|---|

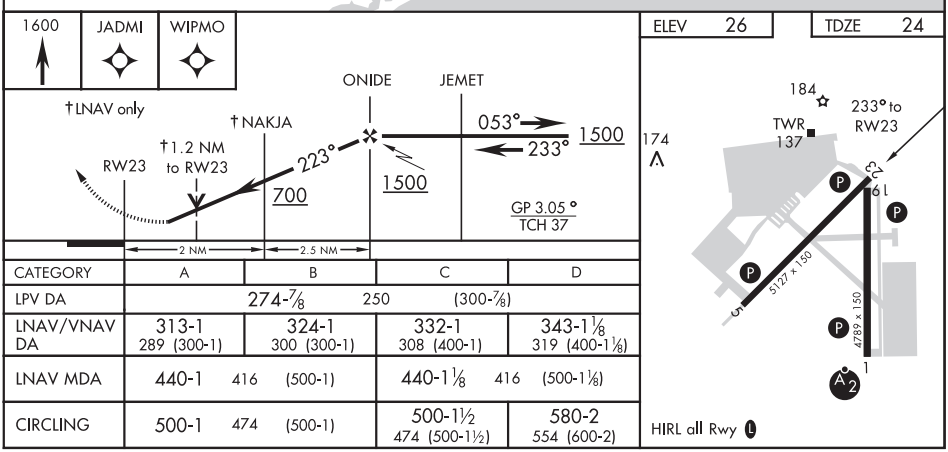
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

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 1600 direct JADMI direct WIPMO and hold.

| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0 L ★ 360.2 | 121.8 254.275 | 269.25 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 274-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 313-1 289 (300-1) | 324-1 300 (300-1) | 332-1 308 (400-1) | 343-1⅛ 319 (400-1⅛) |
| LNAV MDA | 440-1 416 (500-1) | | 440-1⅛ 416 (500-1⅛) | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |

JACKSONVILLE, NORTH CAROLINA 34°43′N-77°26′W NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

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RNAV (GPS) RWY 23



SE-2, 10 SEP 2020 to 05 NOV 2020

18144

JACKSONVILLE, NORTH CAROLINA

# TACAN RWY 1

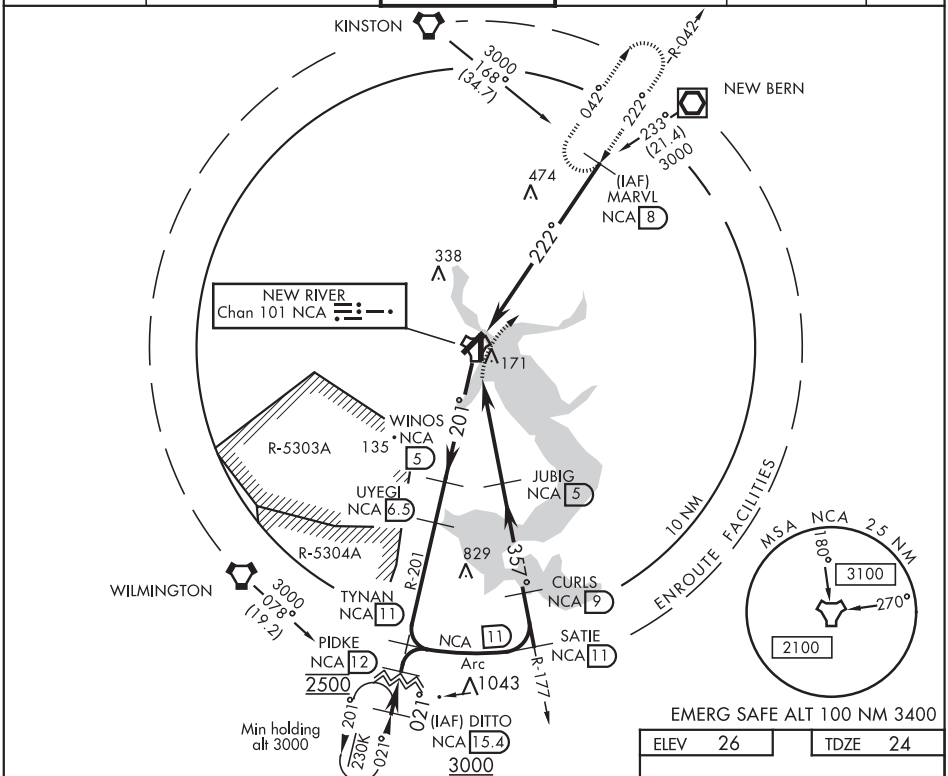
| TACAN NCA Chan 101 | APCH CRS 357° | Rwy ldg 4789 TDZE 24 Arpt Elev 26 | AL-732 [USN] | NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA) |
|---|---|---|---|---|

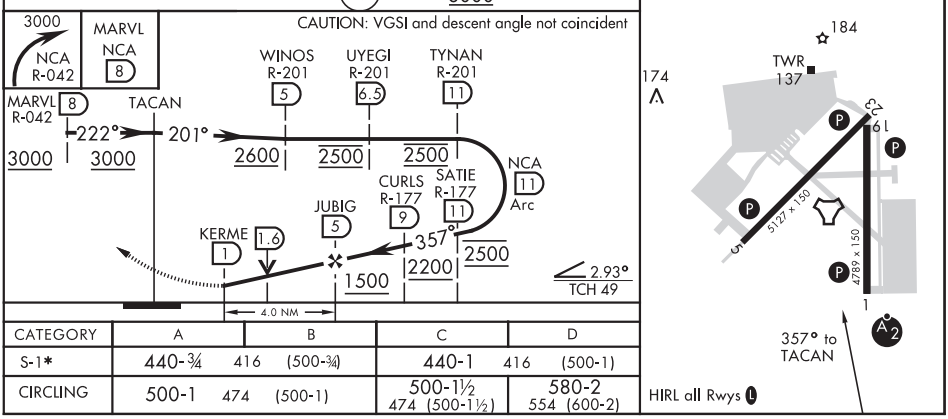
T * When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅛ miles.

SALSF A2

MISSED APPROACH: Climbing right turn to 3000 direct MARVL (NCA R-042/ 8 DME) and hold. Continue climb-in-hold to 3000.

| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER ★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0 L ★ 360.2 | 121.8 254.275 | 269.25 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1* | 440-¾ 416 (500-¾) | | 440-1 416 (500-1) | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

JACKSONVILLE, NORTH CAROLINA

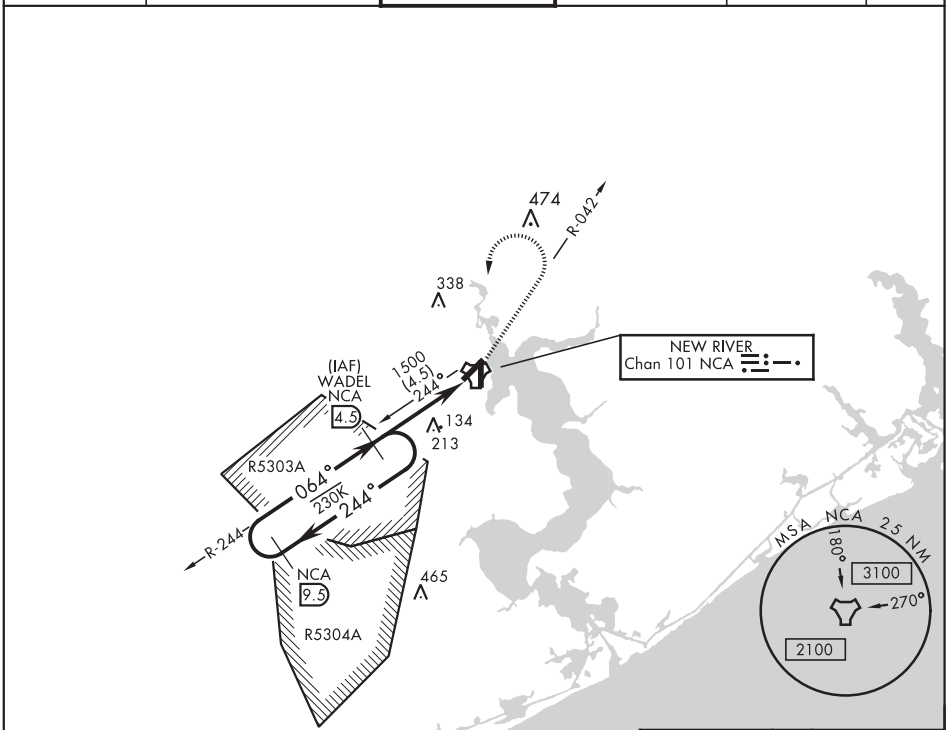
# TACAN RWY 5

| TACAN NCA Chan 101 | APCH CRS 064° | Rwy ldg 5127 TDZE 26 Arpt Elev 26 |
|---|---|---|

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

MISSED APPROACH: Climbing left turn to 1500 via NCA R-042. Then left turn direct NCA TACAN, then via NCA R-244 direct WADEL and hold.

| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0 L ★ 360.2 | 121.8 254.275 | 269.25 | |

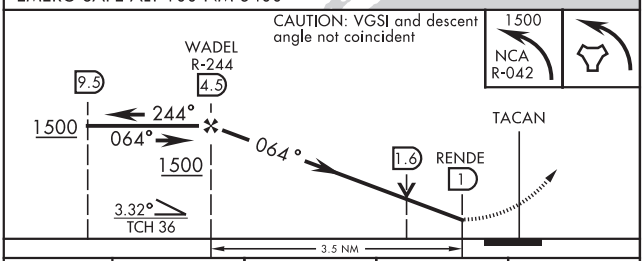


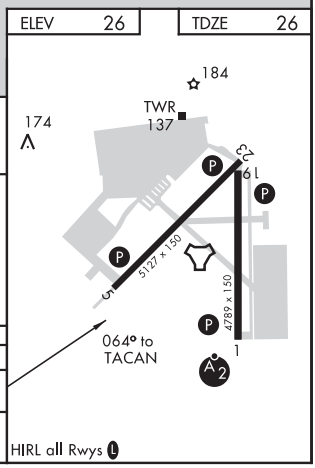

SE-2, 10 SEP 2020 to 05 NOV 2020

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 3400

CAUTION: VGSI and descent angle not coincident




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 440-1 414 (500-1) | | 440-1⅛ 414 (500-1⅛) | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |

HIRL all Rwys L

18144

JACKSONVILLE, NORTH CAROLINA

# TACAN RWY 19

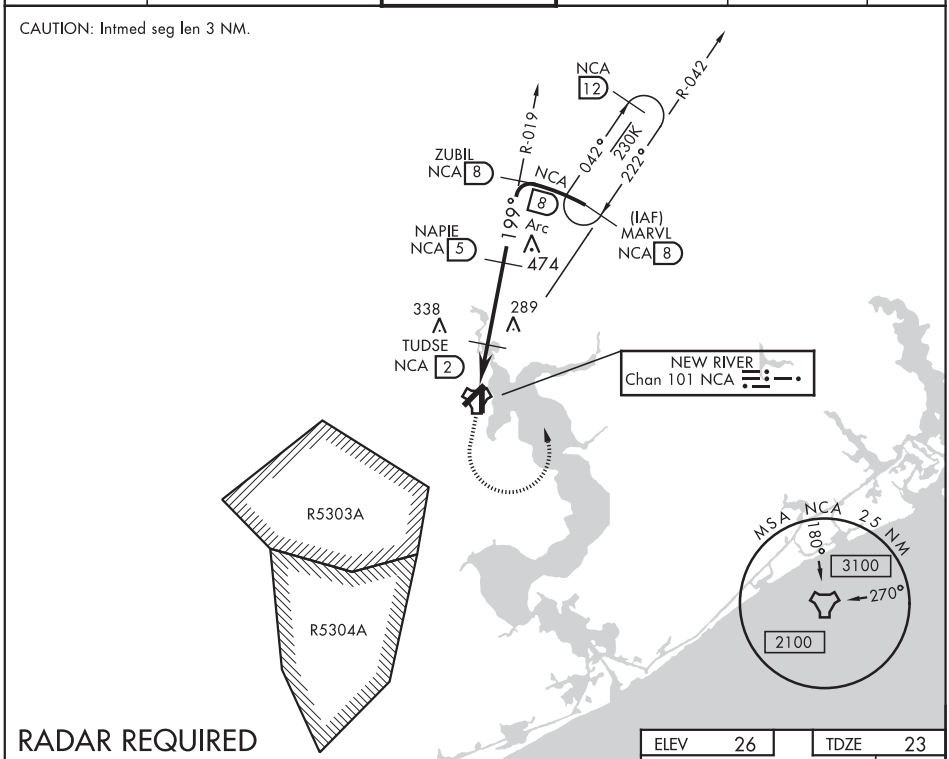
| TACAN NCA Chan 101 | APCH CRS 199° | Rwy ldg 4789 TDZE 23 Arpt Elev 26 |
|---|---|---|

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

MISSED APPROACH: Climbing left turn to 1500 intercept NCA R-042 direct MARVL (R-042/8 DME) and hold.

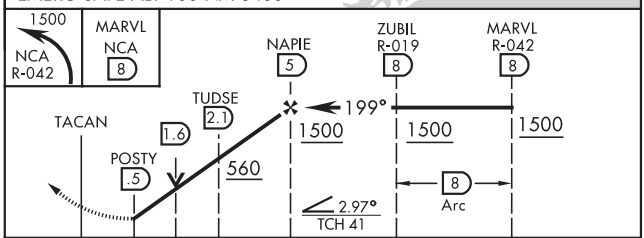
| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0Ⓛ★ 360.2 | 121.8 254.275 | 269.25 | |

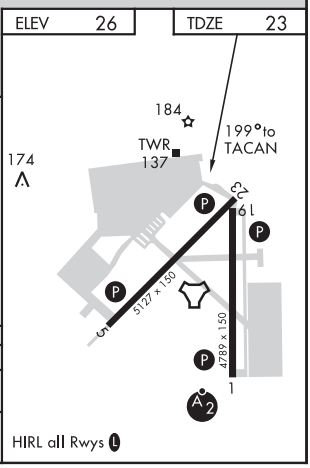
CAUTION: Intmed seg len 3 NM.




RADAR REQUIRED

EMERG SAFE ALT 100 NM 3400




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-19 | 440-1 417 (500-1) | | 440-1⅛ 417 (500-1⅛) | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

JACKSONVILLE, NORTH CAROLINA

# TACAN RWY 23

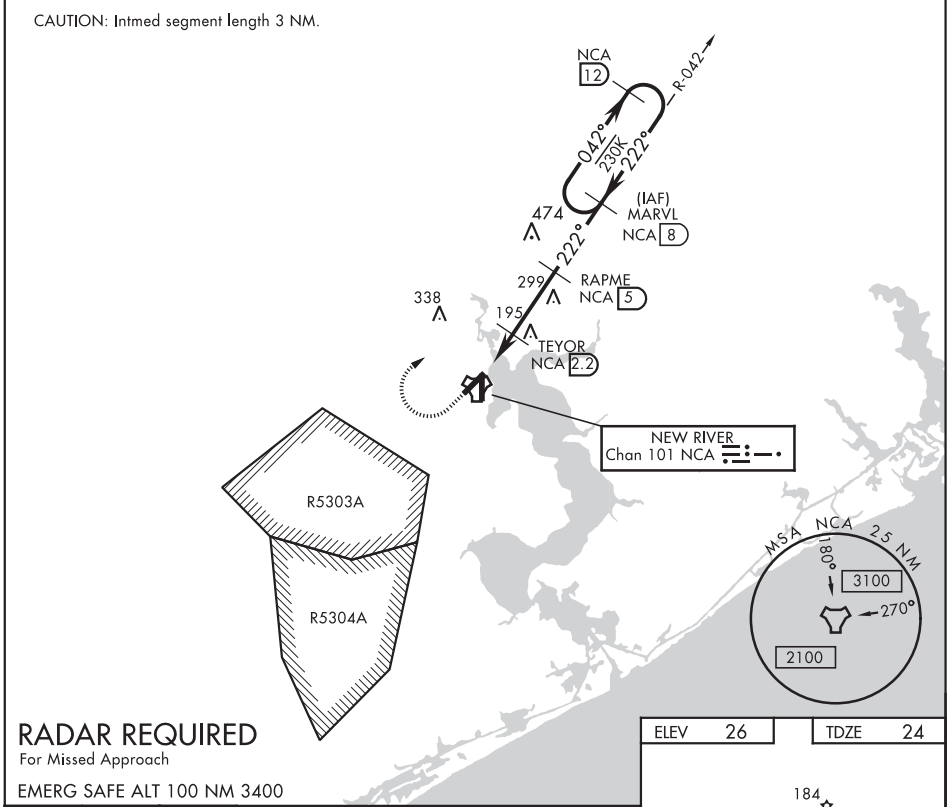
AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

| TACAN NCA Chan 101 | APCH CRS 222° | Rwy ldg 5127 TDZE 24 Arpt Elev 26 |
|---|---|---|

MISSED APPROACH: Climb to 600 then climbing right turn to 1500, intercept NCA TACAN R-042 to MARVL and hold.

| ATIS ★ | CHERRY POINT APP CON | NEW RIVER TOWER★ | GND CON | CLNC DEL | ASR/PAR |
|---|---|---|---|---|---|
| 288.325 | 119.35 377.175 | 120.0 L★ 360.2 | 121.8 254.275 | 269.25 | |

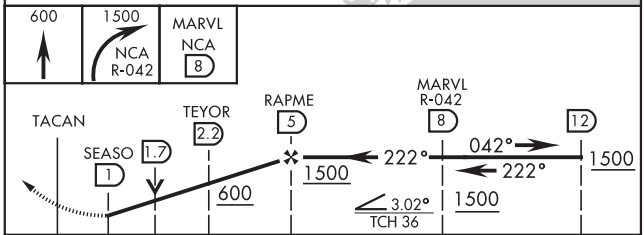
CAUTION: Intmed segment length 3 NM.




## RADAR REQUIRED

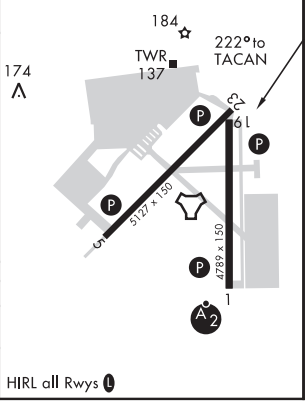
For Missed Approach

EMERG SAFE ALT 100 NM 3400




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 440-1 416 (500-1) | | 440-1⅛ 416 (500-1⅛) | |
| CIRCLING | 500-1 474 (500-1) | | 500-1½ 474 (500-1½) | 580-2 554 (600-2) |

| ELEV 26 | TDZE 24 |
|---|---|




HIRL all Rwys L

JACKSONVILLE, NORTH CAROLINA 34° 43′N-77° 26′W NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Amdt 1 22JUN17

TACAN RWY 23

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

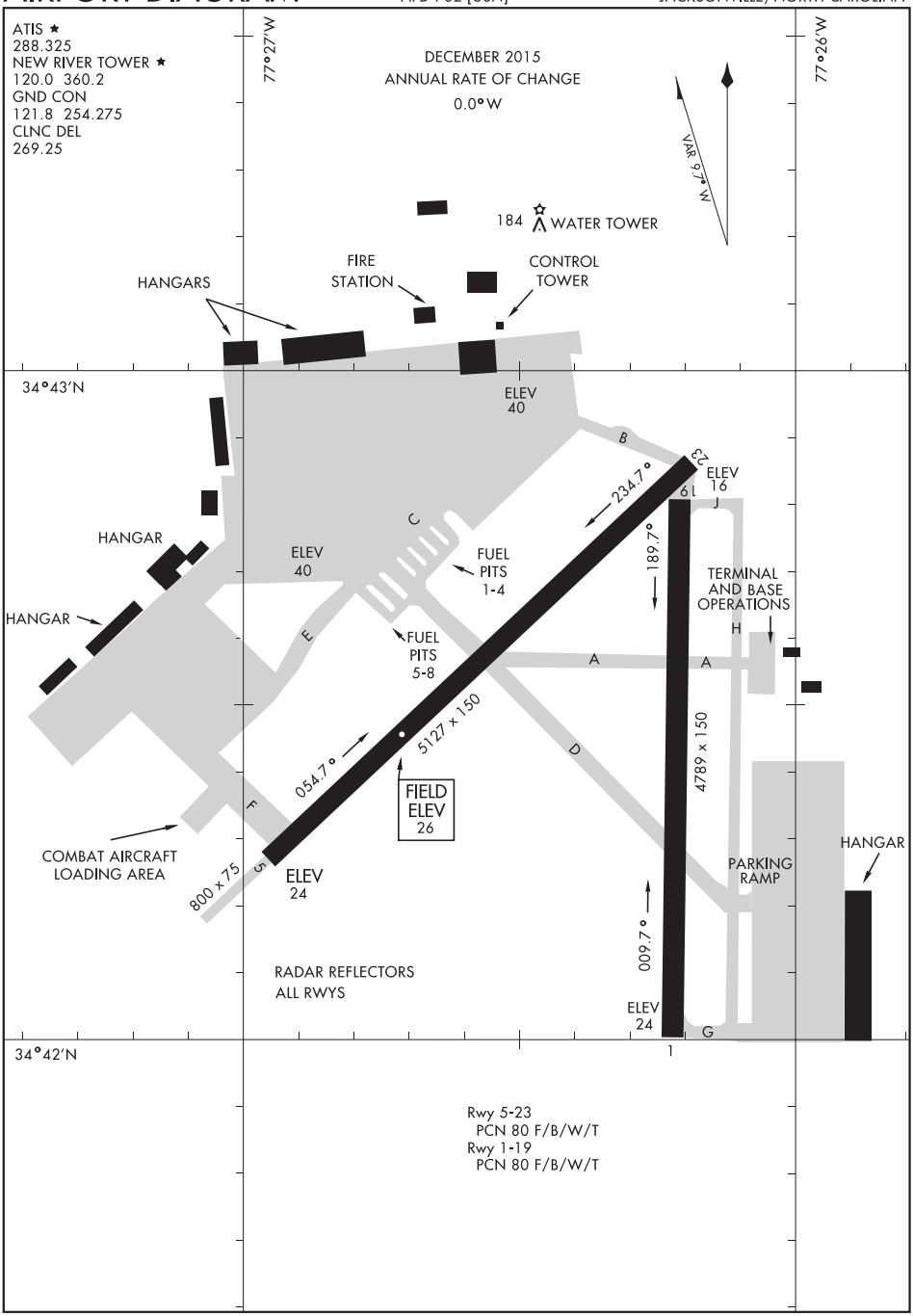
15344

# AIRPORT DIAGRAM

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

AFD-732 [USN]

JACKSONVILLE, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

JACKSONVILLE, NORTH CAROLINA

NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

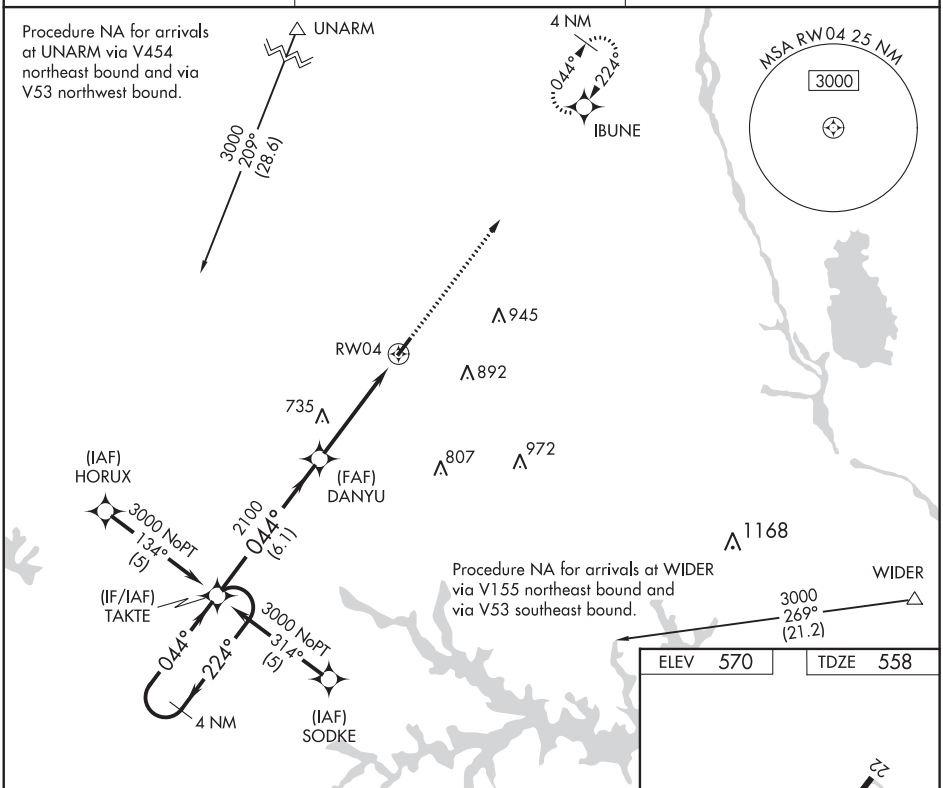
| APP CRS | Rwy ldg | 4001 |
|---|---|---|
| 044° | TDZE | 558 |
| | Apt Elev | 570 |

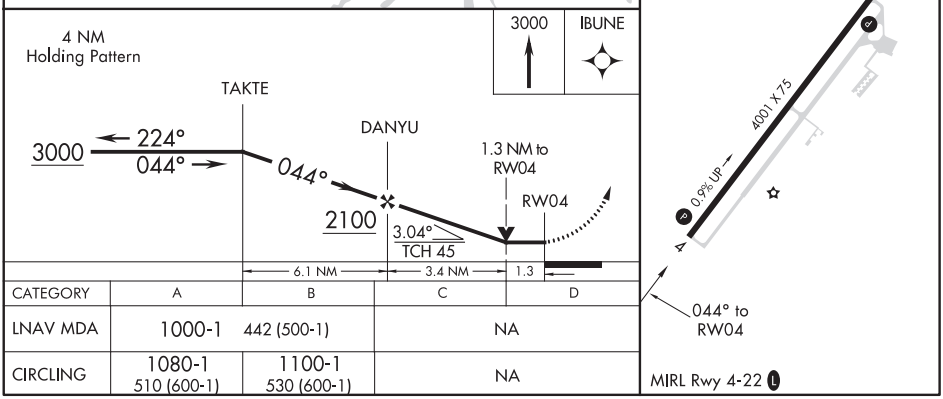
# RNAV (GPS) RWY 4
## NEWBERRY COUNTY (EOE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting. Helicopter visiblity reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

| AWOS-3 | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 124.275 | 133.4 285.6 | 122.8 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1000-1 442 (500-1) | | NA | |
| CIRCLING | 1080-1 510 (600-1) | 1100-1 530 (600-1) | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

NEWBERRY, SOUTH CAROLINA AL-6129 (FAA) 19115

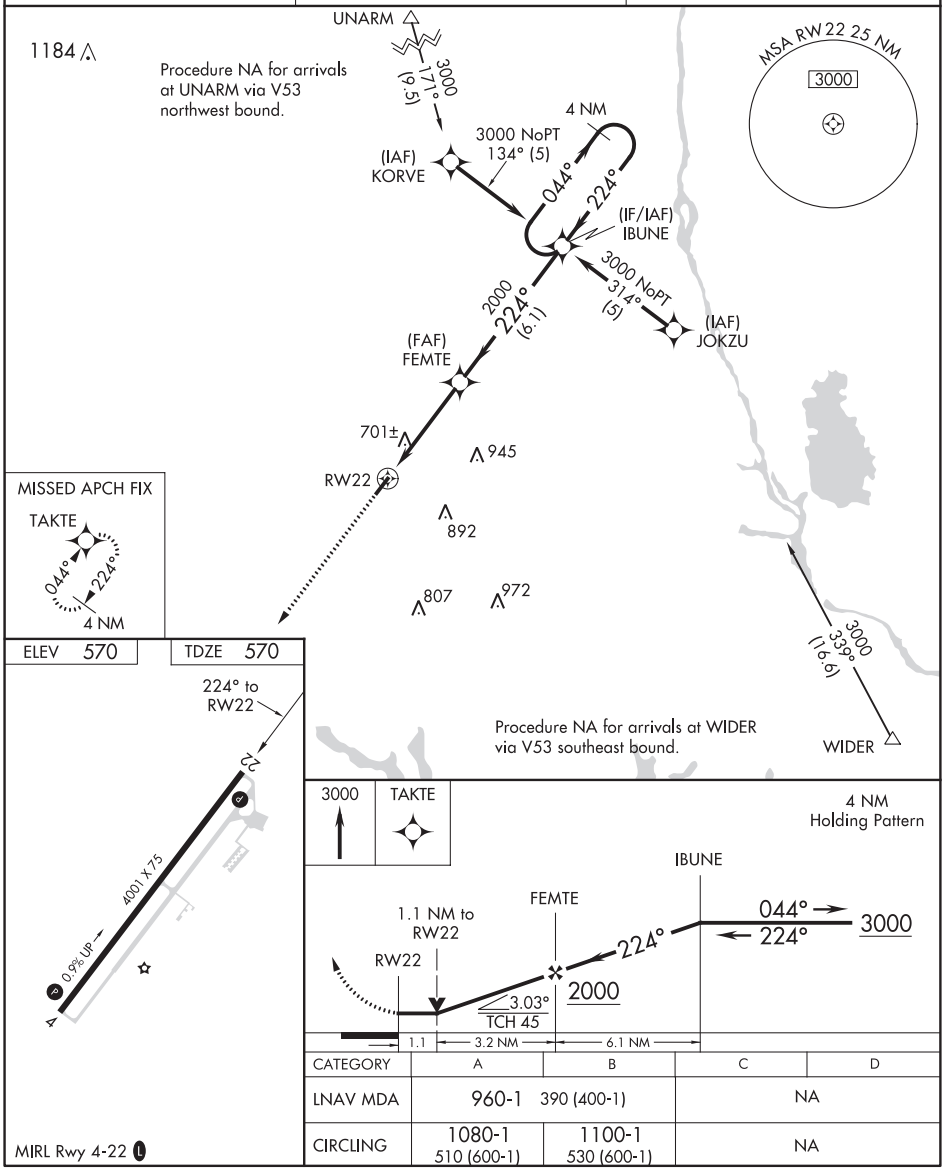
| APP CRS | Rwy ldg | 4001 |
|---|---|---|
| 224° | TDZE | 570 |
| | Apt Elev | 570 |

# RNAV (GPS) RWY 22
## NEWBERRY COUNTY (EOE)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. VDP NA when using Greenwood County altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct TAKTE and hold.

| AWOS-3 | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 124.275 | 133.4 285.6 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 960-1 390 (400-1) | | NA | |
| CIRCLING | 1080-1 510 (600-1) | 1100-1 530 (600-1) | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

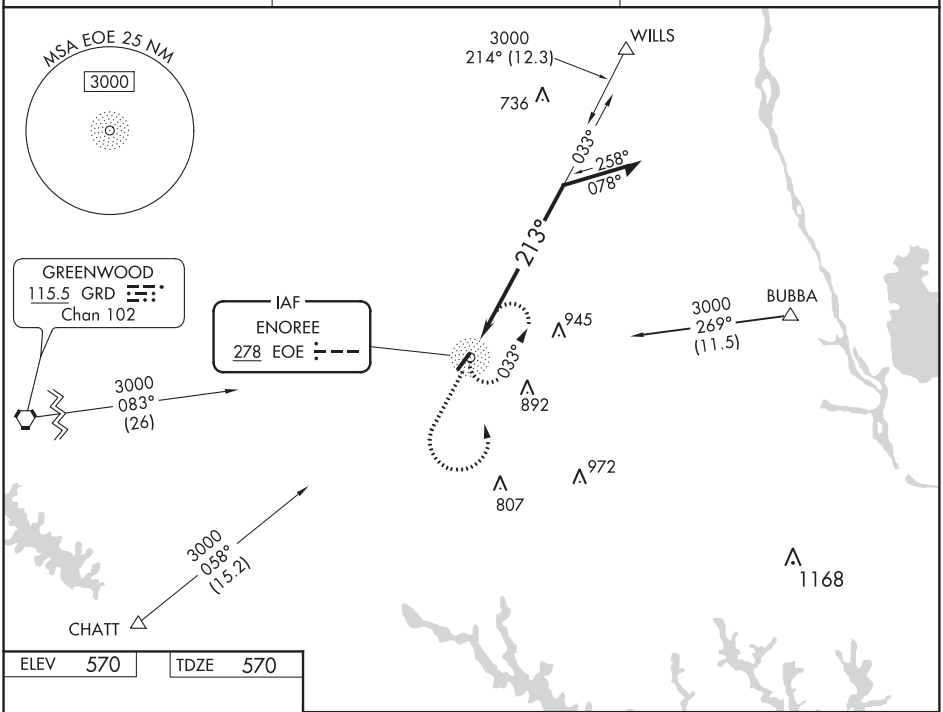
# NDB RWY 22
## NEWBERRY COUNTY (EOE)

| NDB EOE | APP CRS | Rwy ldg | 4001 |
|---|---|---|---|
| 278 | 213° | TDZE | 570 |
| | | Apt Elev | 570 |

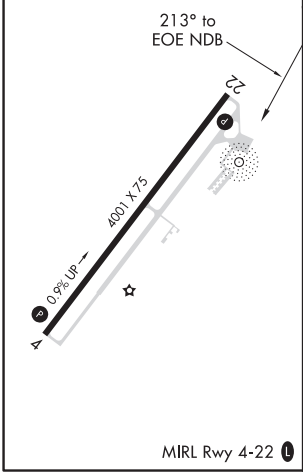
When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.

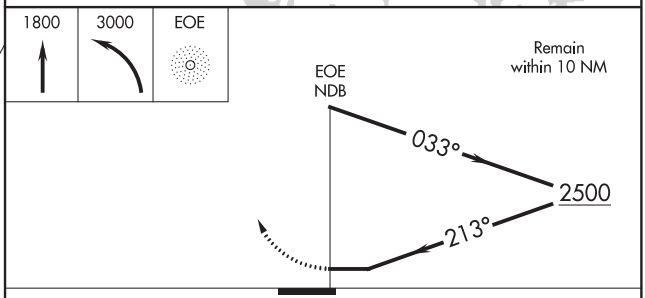
| AWOS-3 | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 124.275 | 133.4 285.6 | 122.8 (CTAF) L |




| ELEV 570 | TDZE 570 |
|---|---|




MIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 1100-1 530 (600-1) | | NA | |
| CIRCLING | 1100-1 530 (600-1) | | NA | |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

20198

NORTH, SOUTH CAROLINA

# RNAV (GPS) RWY 6

| APCH CRS | Rwy ldg | 9003 |
|---|---|---|
| 061° | TDZE | 281 |
| | Arpt Elev | 321 |

AL-3017 (USAF)

NORTH AF AUX (KXNO)

* Circling to Rwy 5-23 not authorized.

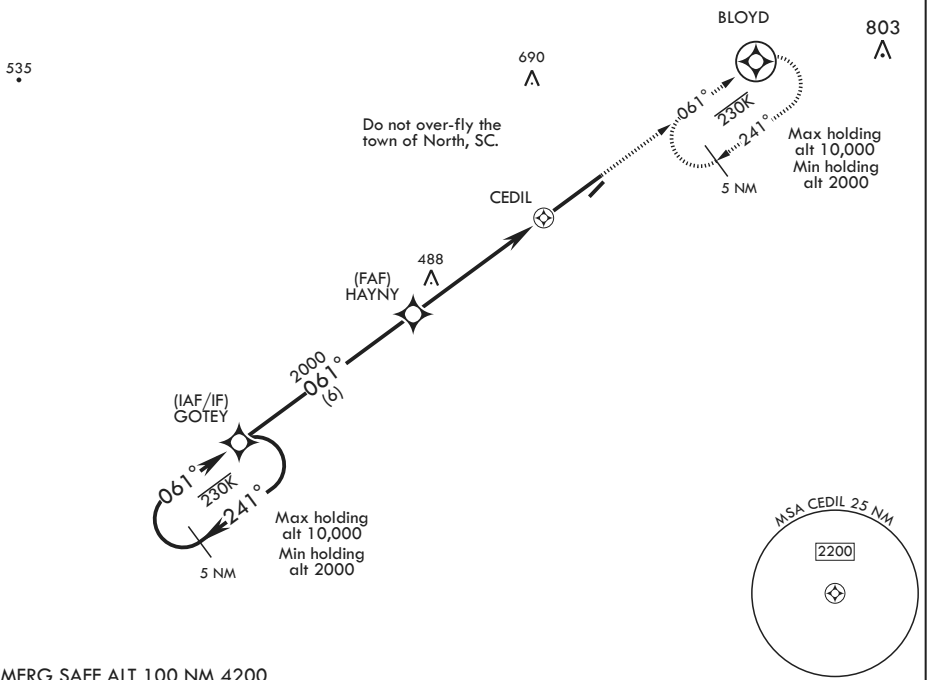
MISSED APPROACH: Climb to 2000 direct BLOYD and hold.

| ASOS | COLUMBIA APP CON/DEP CON | LZ/DZ OPS FAC |
|---|---|---|
| 118.525 | 124.15 338.2 | 120.475 235.775 |

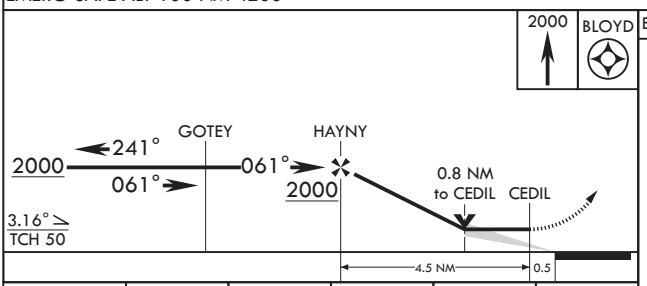
RNP APCH

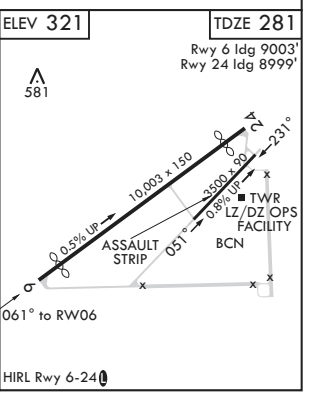
DME/DME RNP-0.3 NA

CAUTION: Uncontrolled airspace below 700 ft AGL.




EMERG SAFE ALT 100 NM 4200




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 740-1 459 (500-1) | | 740-1⅜ 459 (500-1⅜) | | |
| C CIRCLING* | 920-1 599 (600-1) | | 920-1½ 599 (600-1½) | 1400-3 1079 (1100-3) | |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

NORTH, SOUTH CAROLINA

# RNAV (GPS) RWY 24

| APCH CRS 241° | Rwy ldg 8999<br>TDZE 316<br>Arpt Elev 321 |
|---|---|

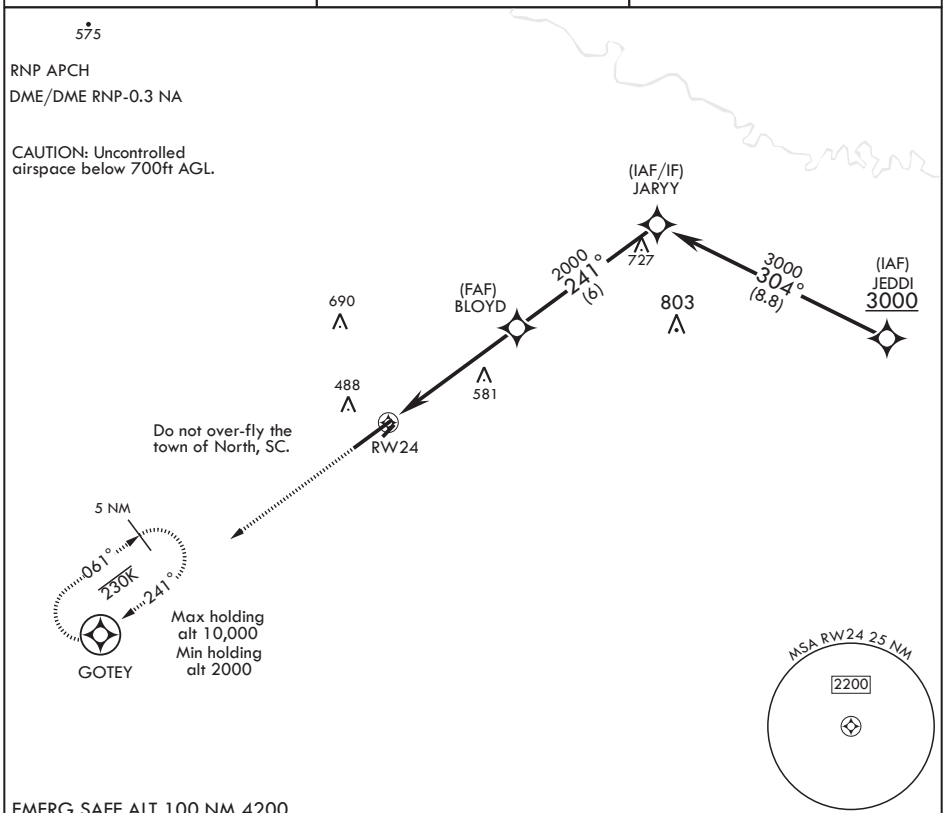
AL-3017 (USAF)

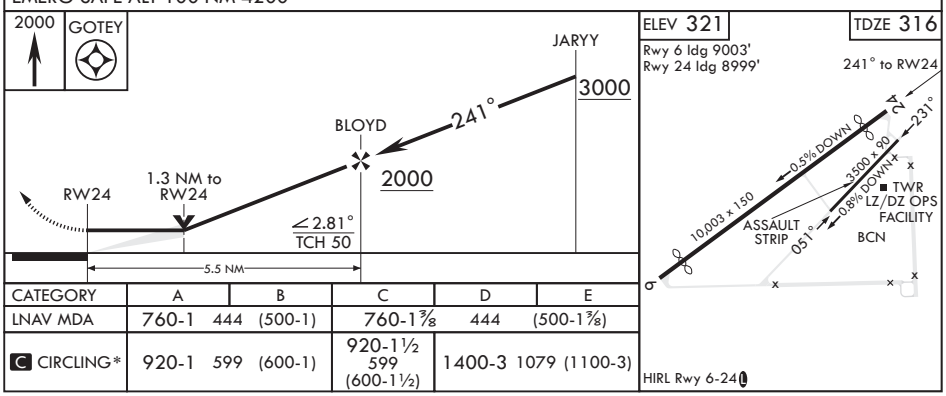
NORTH AF AUX (KXNO)

* Circling to Rwy 5-23 not authorized.

MISSED APPROACH: Climb to 2000 direct GOTEY and hold.

| ASOS | COLUMBIA APP CON/DEP CON | LZ/DZ OPS FAC |
|---|---|---|
| 118.525 | 124.15 338.2 | 120.475 235.775 |




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV MDA | 760-1 444 (500-1) | | 760-1⅜ | 444 (500-1⅜) | |
| C CIRCLING* | 920-1 599 (600-1) | | 920-1½ 599 (600-1½) | 1400-3 1079 (1100-3) | |

NORTH, SOUTH CAROLINA

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

Amdt 1 23APR20

RNAV (GPS) RWY 24





SE-2, 10 SEP 2020 to 05 NOV 2020

NORTH, SOUTH CAROLINA

20198

# VOR/DME-A

NORTH AF AUX (KXNO)

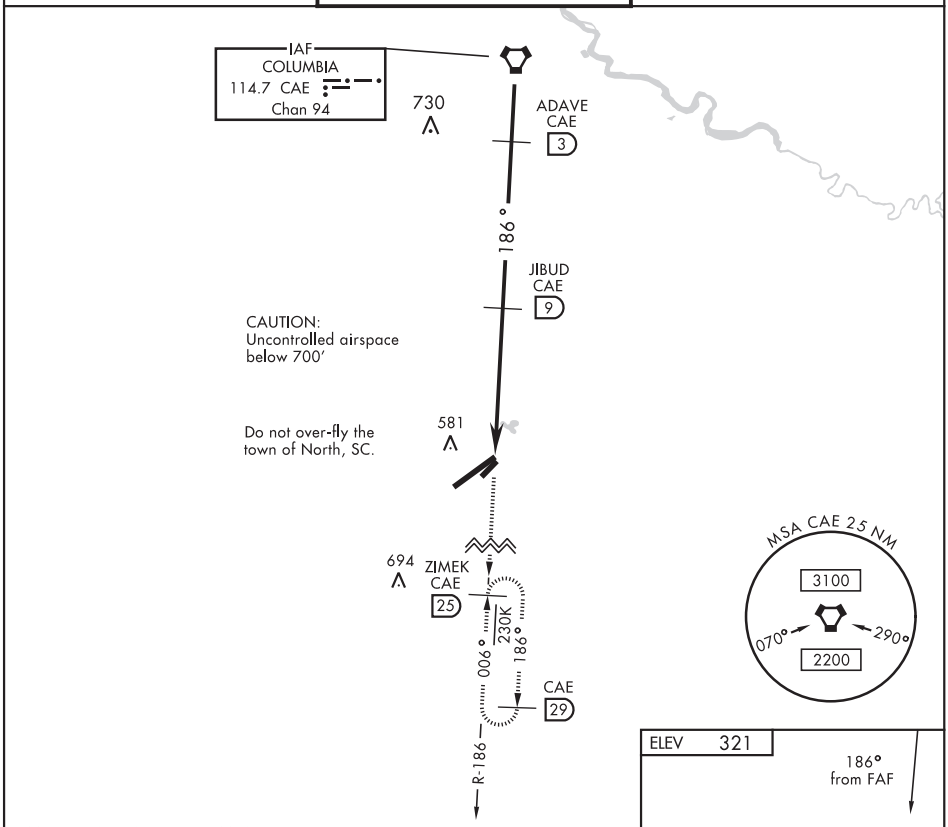
| VORTAC CAE 114.70 Chan 94 | APCH CRS 186° | Rwy ldg N/A<br>TDZE N/A<br>Arpt Elev 321 |
|---|---|---|

AL-3017 [USAF]

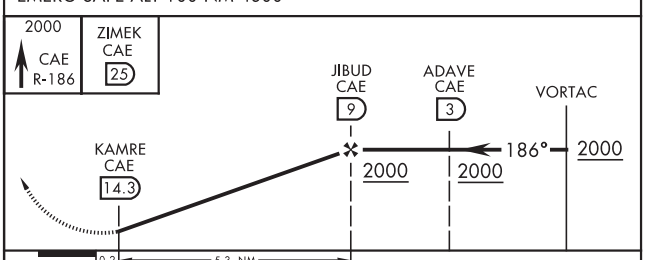
* Circling to Rwy 5-23 not authorized.

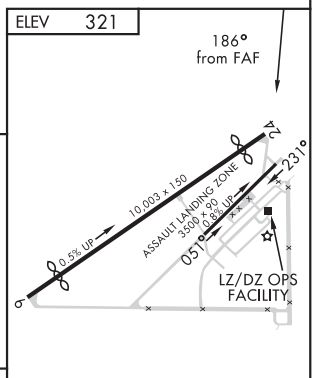
MISSED APPROACH: Climb to 2000 via CAE VORTAC R-186 to ZIMEK and hold as published.

| ASOS (KOGB) | LZ/DZ OPS FACILITY | COLUMBIA APP CON |
|---|---|---|
| 118.525 | 120.475 (L) 235.775 | 124.15 338.2 |




EMERG SAFE ALT 100 NM 4800



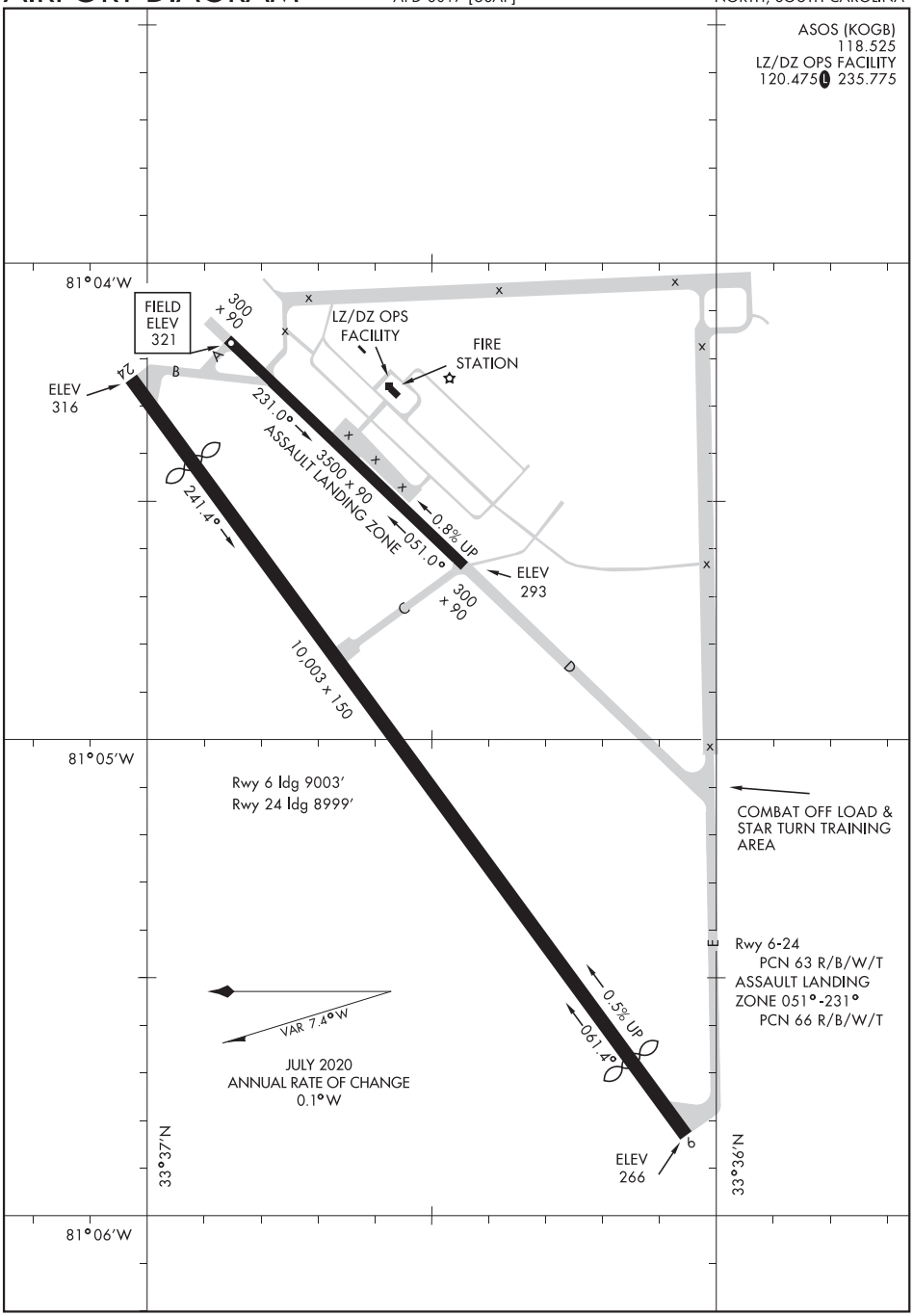




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| (C) CIRCLING* | 920-1 599 (600-1) | | 920-1½ 599 (600-1½) | 1400-3 1079 (1100-3) | |

Rwy 6 ldg 9003'
Rwy 24 ldg 8999'
HIRL Rwy 06-24 (L)




SE-2, 10 SEP 2020 to 05 NOV 2020




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA) 20086

# ILS or LOC RWY 23
## GRAND STRAND (CRE)

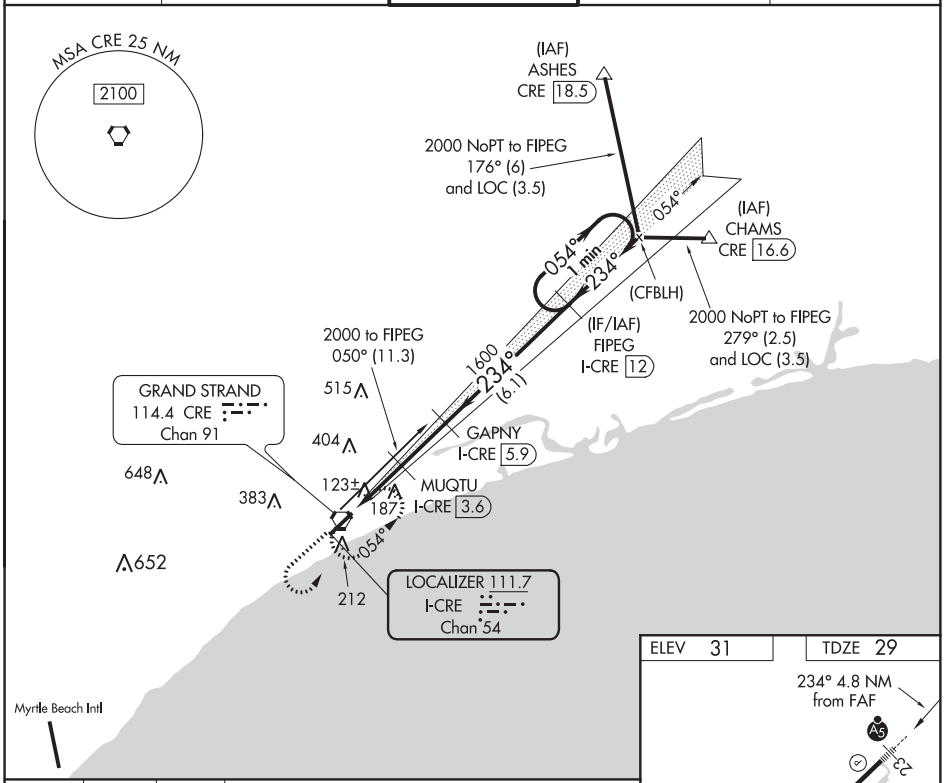
| LOC/DME I-CRE | APP CRS | Rwy ldg | 5997 |
|---|---|---|---|
| 111.7 | 234° | TDZE | 29 |
| Chan 54 | | Apt Elev | 31 |

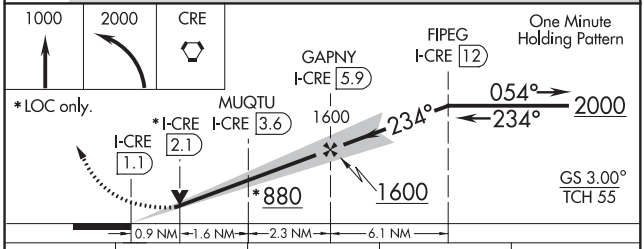
When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. For inoperative MALSR, increase S-LOC 23 Cat C and D visibility to 1. VDP NA with Myrtle Beach Intl altimeter setting. DME required.

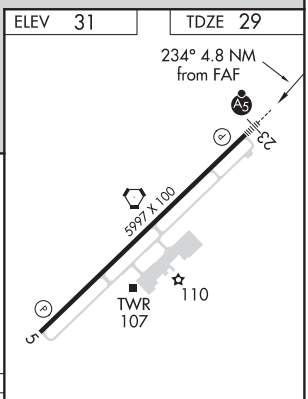
MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRE VORTAC and hold, continue climb-in-hold to 2000.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 229-½ 200 (200-½) | | | |
| S-LOC 23 | 380-½ 351 (400-½) | | 380-⅝ 351 (400-⅝) | |
| CIRCLING | 520-1 489 (500-1) | | 520-1½ 489 (500-1½) | 720-2¼ 689 (700-2¼) |

HIRL Rwy 5-23 L
REIL Rwy 5 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

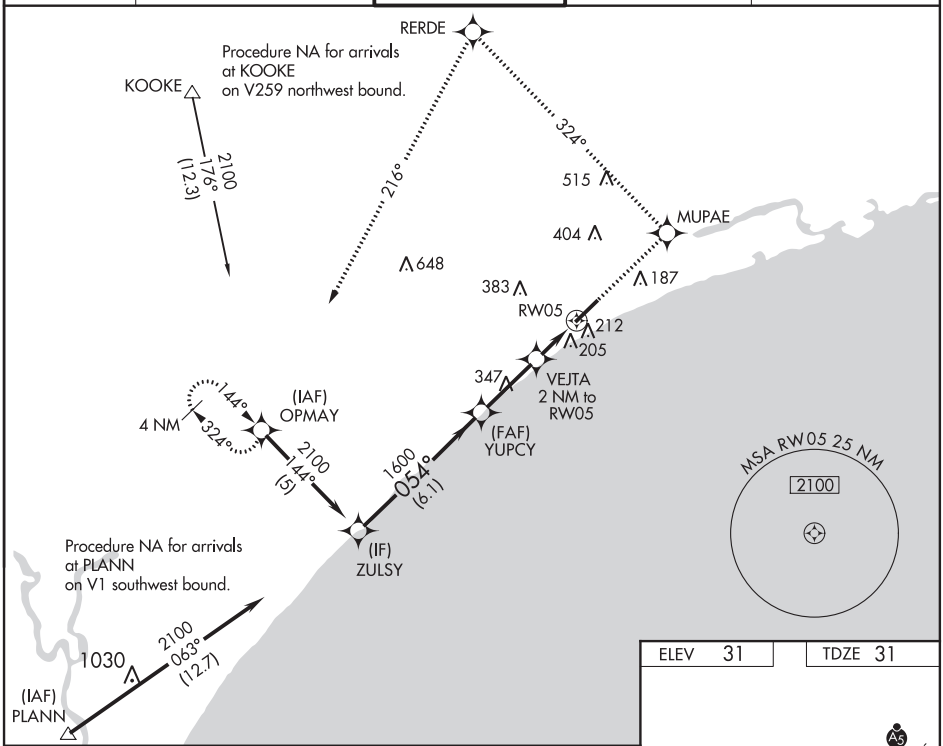
# RNAV (GPS) RWY 5
## GRAND STRAND (CRE)

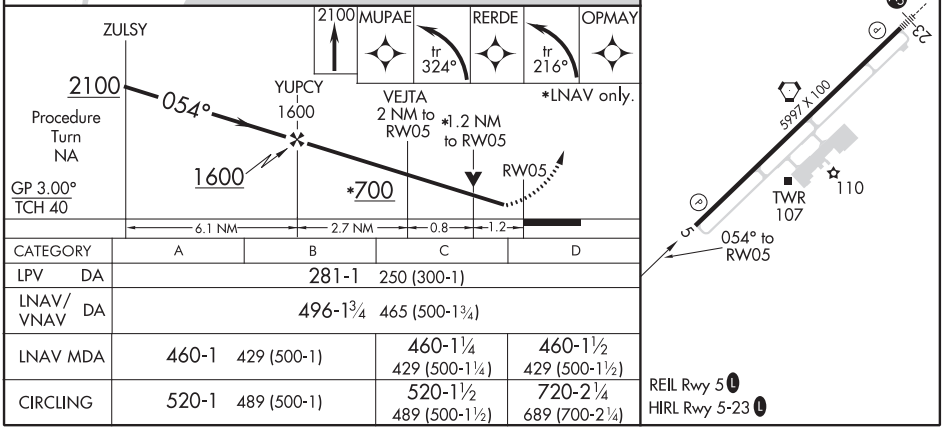
| WAAS CH 82519 W05A | APP CRS 054° | Rwy ldg 5997 TDZE 31 Apt Elev 31 |
|---|---|---|

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. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting.

MISSED APPROACH: Climb to 2100 direct MUPAE and left turn on track 324° to RERDE and left turn on track 216° to OPMAY and hold.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 281-1 250 (300-1) | | | |
| LNAV/VNAV DA | 496-1¾ 465 (500-1¾) | | | |
| LNAV MDA | 460-1 429 (500-1) | | 460-1¼ 429 (500-1¼) | 460-1½ 429 (500-1½) |
| CIRCLING | 520-1 489 (500-1) | | 520-1½ 489 (500-1½) | 720-2¼ 689 (700-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

NORTH MYRTLE BEACH, SOUTH CAROLINA

AL-5097 (FAA)

20086

# RNAV (GPS) RWY 23

## GRAND STRAND (CRE)

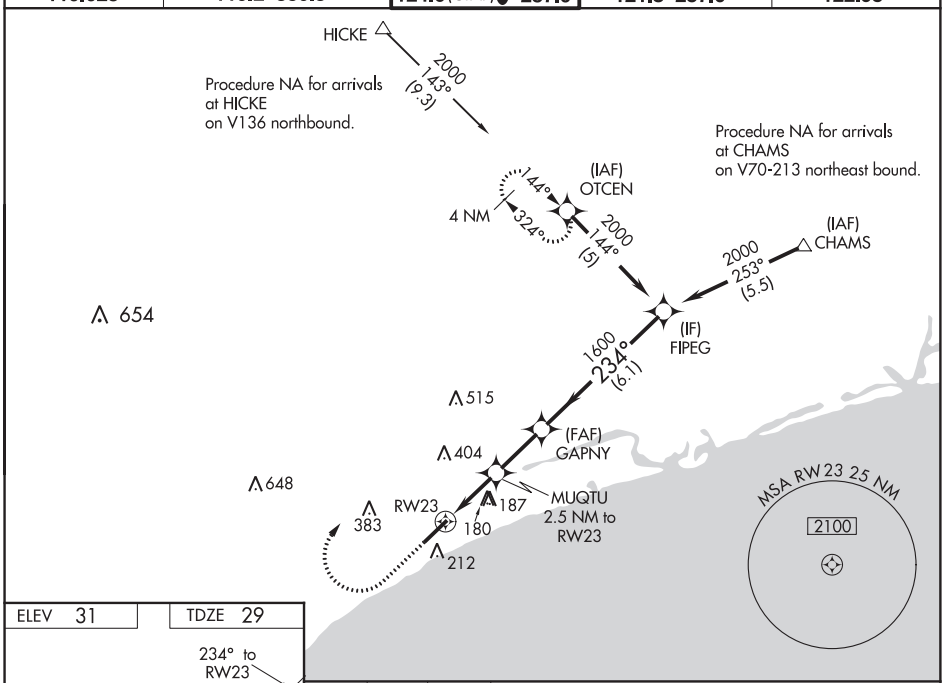
| WAAS CH 42819 W23A | APP CRS 234° | Rwy ldg 5997<br>TDZE 29<br>Apt Elev 31 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C and D visibility ⅛ mile. For inop MALSR when using Myrtle Beach Intl altimeter setting, increase LNAV Cats C and D visibility to 1⅜.

MALSR A5

MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct OTCEN and hold.

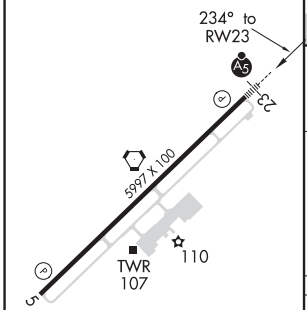
| ATIS | MYRTLE BEACH APP CON★ | STRAND TOWER★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |

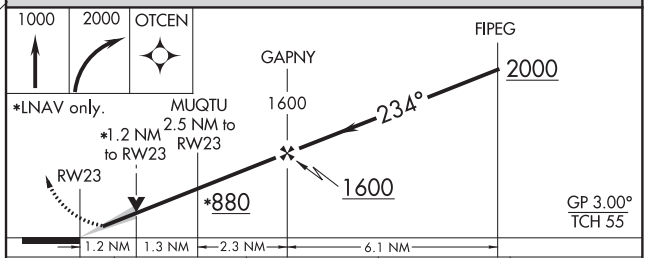



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 31 | TDZE 29




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 229-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 411-¾ 382 (400-¾) | | | |
| LNAV MDA | 480-½ 451 (500-½) | | 480-⅞ 451 (500-⅞) | |
| CIRCLING | 520-1 489 (500-1) | | 520-1½ 489 (500-1½) | 720-2¼ 689 (700-2¼) |

REIL Rwy 5 L
HIRL Rwy 5-23 L

20254

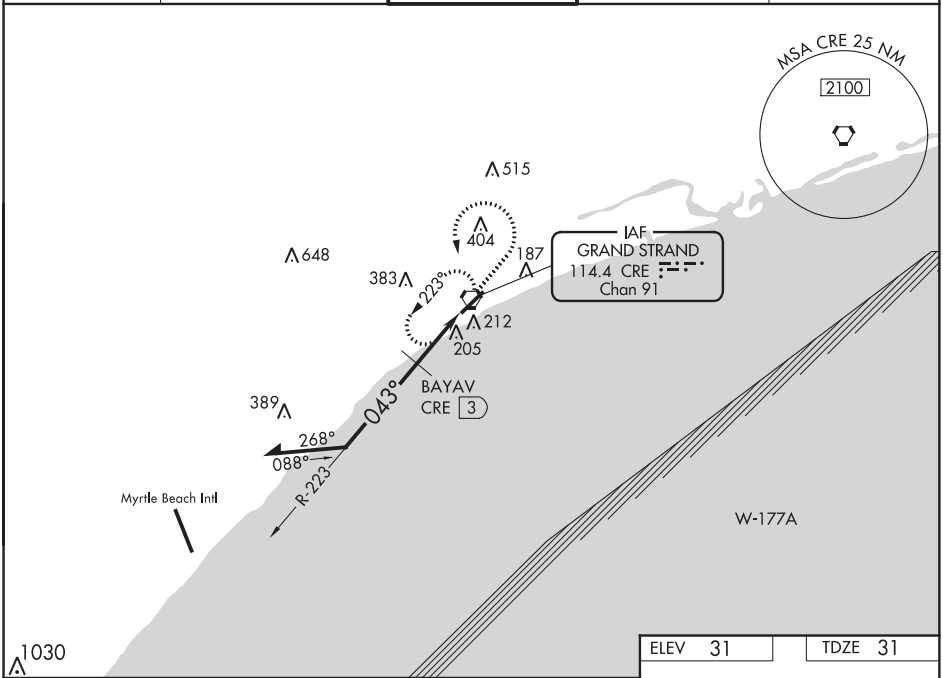
# VOR RWY 5
## GRAND STRAND (CRE)

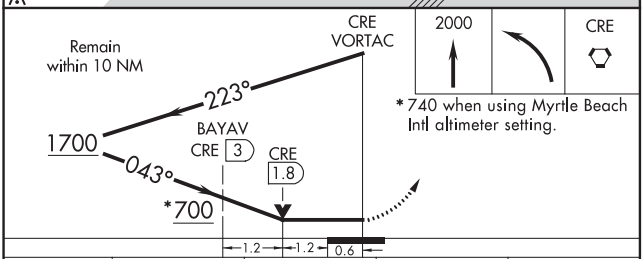
| VORTAC CRE | APP CRS | Rwy ldg | 5997 |
|---|---|---|---|
| 114.4 | 043° | TDZE | 31 |
| Chan 91 | | Apt Elev | 31 |

Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet; increase S-5 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA with Myrtle Beach Intl altimeter setting.

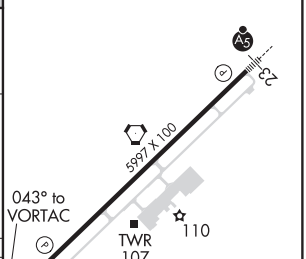
MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) (L) 257.6 | 121.8 257.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 700-1 | 669 (700-1) | 700-1¾<br>669 (700-1¾) | 700-2<br>669 (700-2) |
| CIRCLING | 700-1 | 669 (700-1) | 700-1¾<br>669 (700-1¾) | 720-2¼<br>689 (700-2¼) |
| BAYAV FIX MINIMUMS | | | | |
| S-5 | 460-1 | 429 (500-1) | 460-1¼<br>429 (500-1¼) | 460-1½<br>429 (500-1½) |
| CIRCLING | 520-1 | 489 (500-1) | 520-1½<br>489 (500-1½) | 720-2¼<br>689 (700-2¼) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

NORTH MYRTLE BEACH, SOUTH CAROLINA

AL-5097 (FAA)

20086

# VOR RWY 23
## GRAND STRAND (CRE)

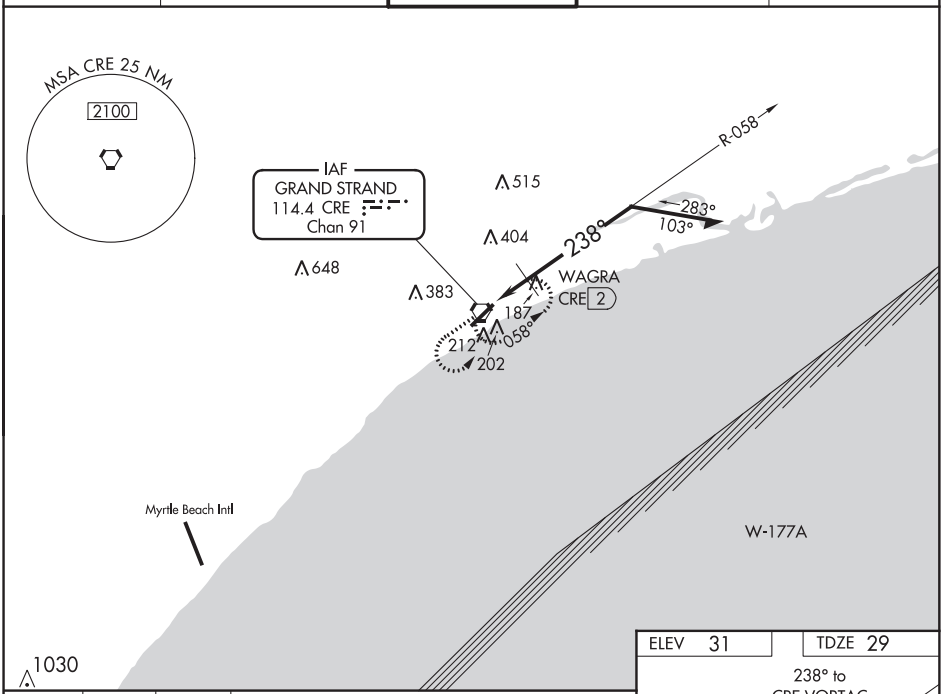
| VORTAC CRE | APP CRS | Rwy ldg | 5997 |
|---|---|---|---|
| 114.4 | 238° | TDZE | 29 |
| Chan 91 | | Apt Elev | 31 |

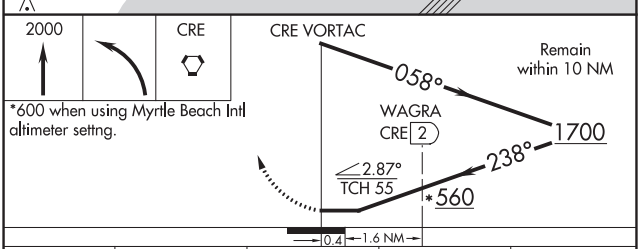
For inoperative MALSR, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet. For inoperative MALSR when using Myrtle Beach Intl altimeter setting, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile.

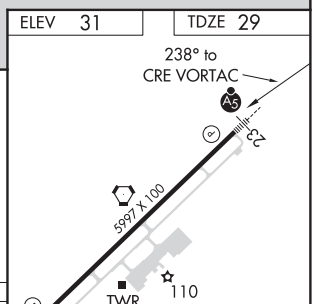
MALSR

MISSED APPROACH: Climb to 2000 then left turn direct CRE VORTAC and hold.

| ATIS | MYRTLE BEACH APP CON ★ | STRAND TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 119.625 | 119.2 350.3 | 124.6 (CTAF) L 257.6 | 121.8 257.6 | 122.95 |



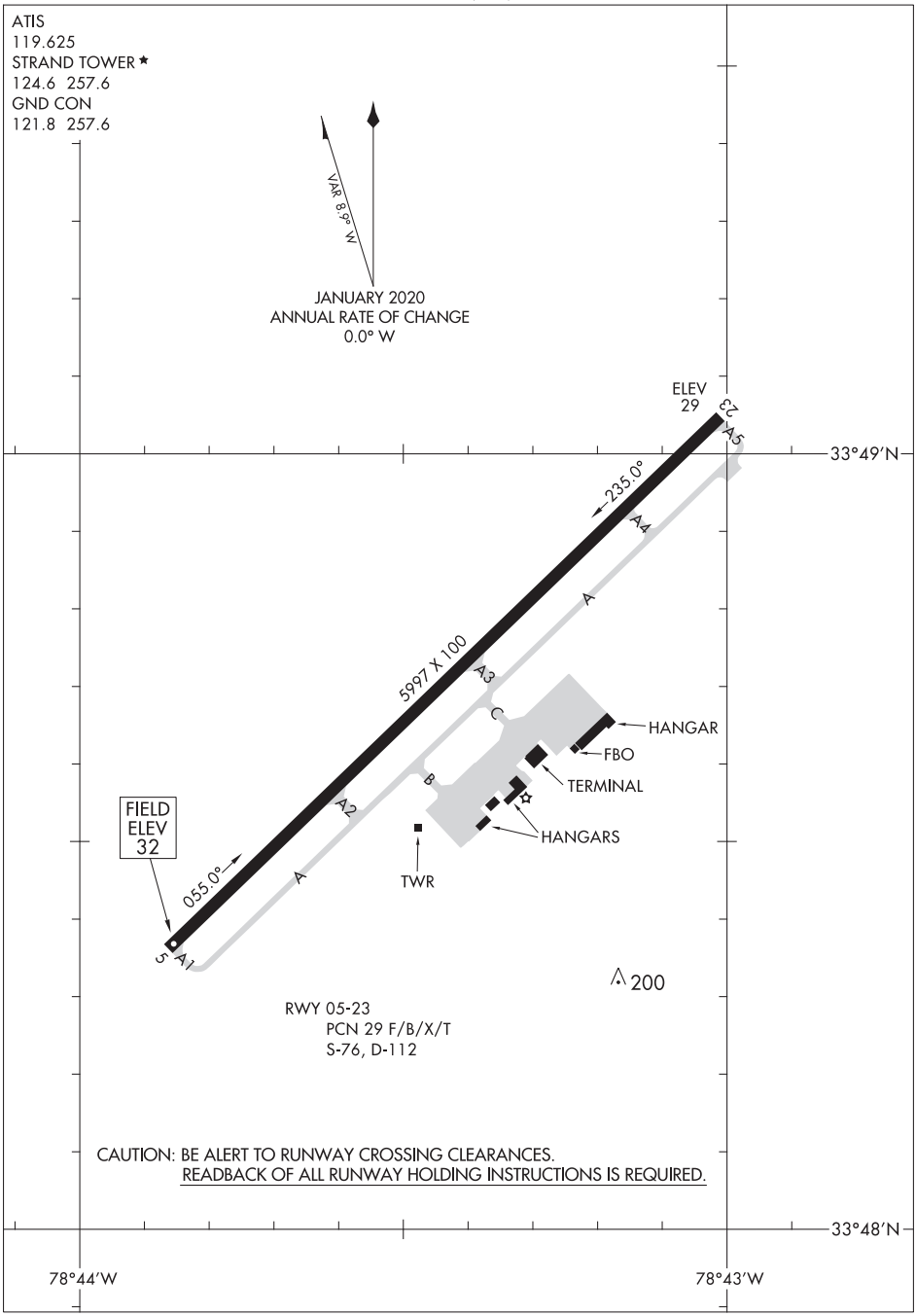




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 560-¾ 531 (600-¾) | | 560-1 531 (600-1) | 560-1¼ 531 (600-1¼) |
| CIRCLING | 560-1 529 (600-1) | | 560-1½ 529 (600-1½) | 720-2¼ 689 (700-2¼) |
| WAGRA FIX MINIMUMS | | | | |
| S-23 | 460-¾ 431 (500-¾) | | | 460-1 431 (500-1) |
| CIRCLING | 520-1 489 (500-1) | | 520-1½ 489 (500-1½) | 720-2¼ 689 (700-2¼) |

HIRL Rwy 5-23 L
REIL Rwy 5 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

NORTH WILKESBORO, NORTH CAROLINA

AL-6962 (FAA)

20198

# ILS Y or LOC Y RWY 1

WILKES COUNTY (UKF)

| LOC/DME I-UKF | APP CRS | Rwy ldg | 6200 |
|---|---|---|---|
| 111.55 | 007° | TDZE | 1276 |
| Chan 52 (Y) | | Apt Elev | 1303 |

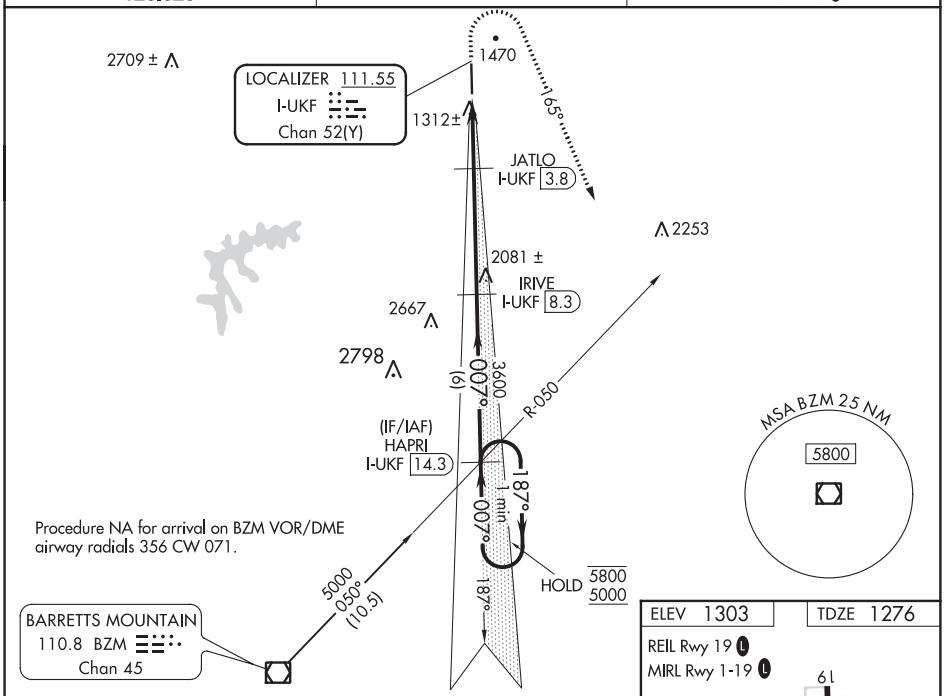
DME required.

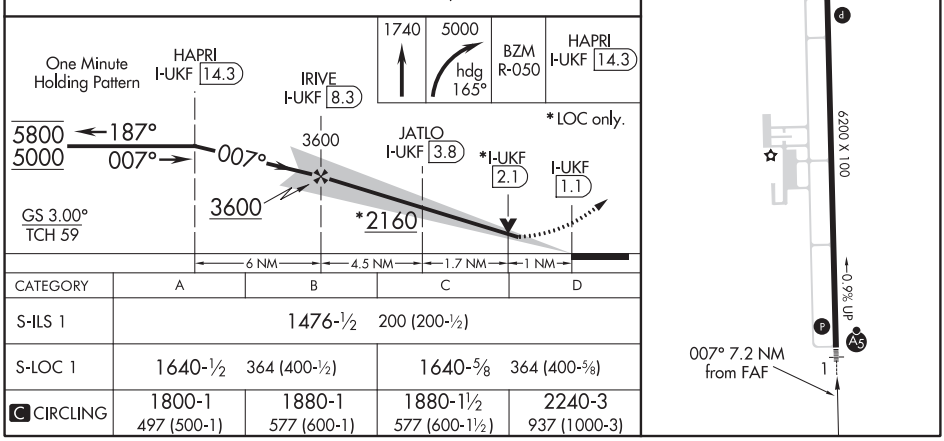
VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase S-ILS DA to 1569 feet and all MDAs 100 feet, and increase S-LOC Cats C/D visibility ⅜ SM and Circling Cat C visibility ½ SM. For inop ALS when using Hickory altimeter setting, increase S-ILS all Cats visibility and S-LOC Cat C/D visibility ⅜ SM.

MALSR

MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 heading 165° and BZM VOR/DME R-050 direct HAPRI/ I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 126.625 | 125.15 263.0 | 122.7 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1476-½ 200 (200-½) | | | |
| S-LOC 1 | 1640-½ 364 (400-½) | | 1640-⅝ 364 (400-⅝) | |
| C CIRCLING | 1800-1 497 (500-1) | 1880-1 577 (600-1) | 1880-1½ 577 (600-1½) | 2240-3 937 (1000-3) |




SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS Z or LOC Z RWY 1
## WILKES COUNTY (UKF)

| LOC/DME I-UKF | APP CRS | Rwy ldg | 6200 |
|---|---|---|---|
| 111.55 | 007° | TDZE | 1276 |
| Chan 52 (Y) | | Apt Elev | 1303 |

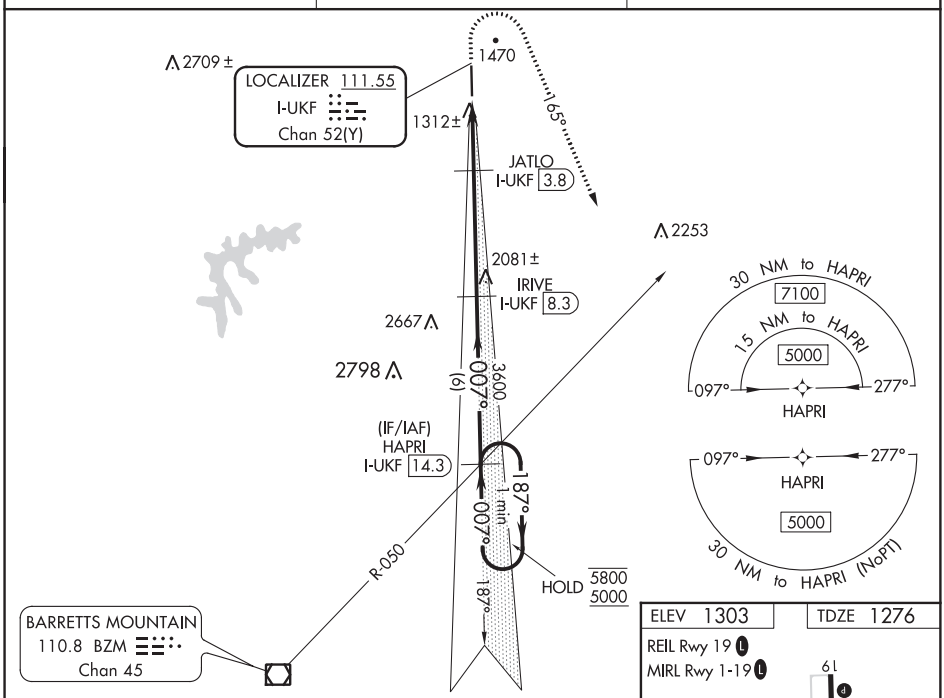
DME required. RNAV 1-GPS required.

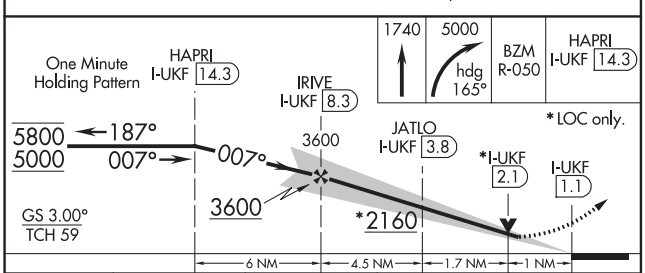
T A VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase S-ILS DA to 1569 feet and all MDAs 100 feet, and increase S-LOC Cats C/D visibility ⅜ SM and Circling Cat C visibility ½ SM. For inop ALS when using Hickory altimeter setting, increase S-ILS all Cats visibility and S-LOC Cat C/D visibility ⅜ SM.

MALSR A5

MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 heading 165° and BZM VOR/DME R-050 direct HAPRI/ I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 126.625 | 125.15 263.0 | 122.7 (CTAF) L |



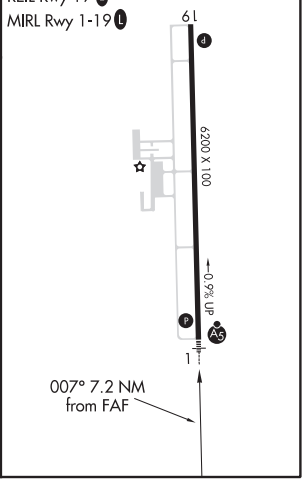




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 1 | 1476-½ 200 (200-½) | | | |
| S-LOC 1 | 1640-½ 364 (400-½) | | 1640-⅝ 364 (400-⅝) | |
| C CIRCLING | 1800-1 497 (500-1) | 1880-1 577 (600-1) | 1880-1½ 577 (600-1½) | 2240-3 937 (1000-3) |

ELEV 1303 TDZE 1276

REIL Rwy 19 L

MIRL Rwy 1-19 L







SE-2, 10 SEP 2020 to 05 NOV 2020

NORTH WILKESBORO, NORTH CAROLINA

AL-6962 (FAA)

19283

# RNAV (GPS) RWY 1

## WILKES COUNTY (UKF)

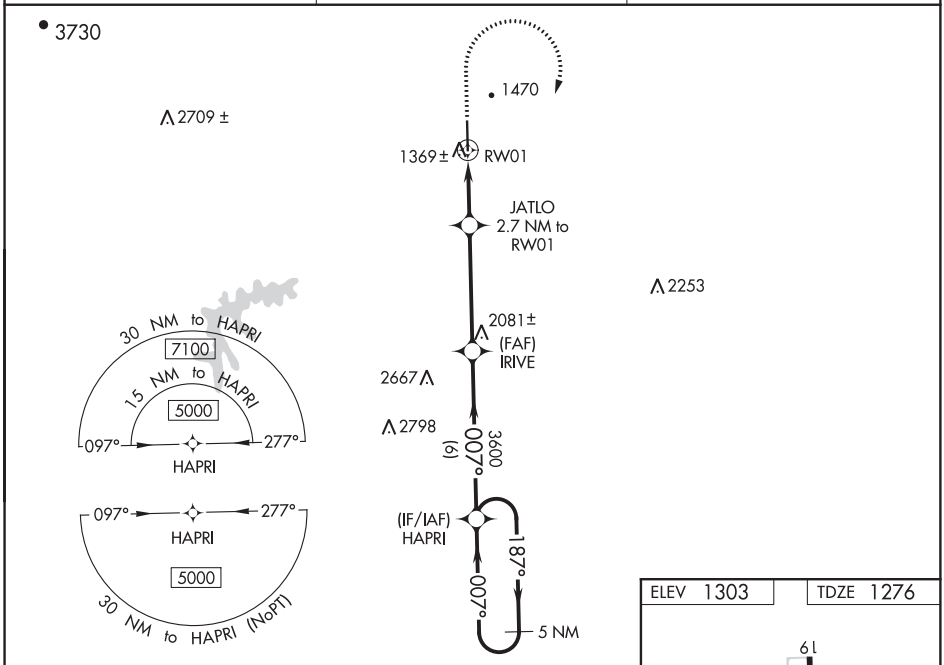
| WAAS CH 40440 W01A | APP CRS 007° | Rwy ldg 6200<br>TDZE 1276<br>Apt Elev 1303 |
|---|---|---|

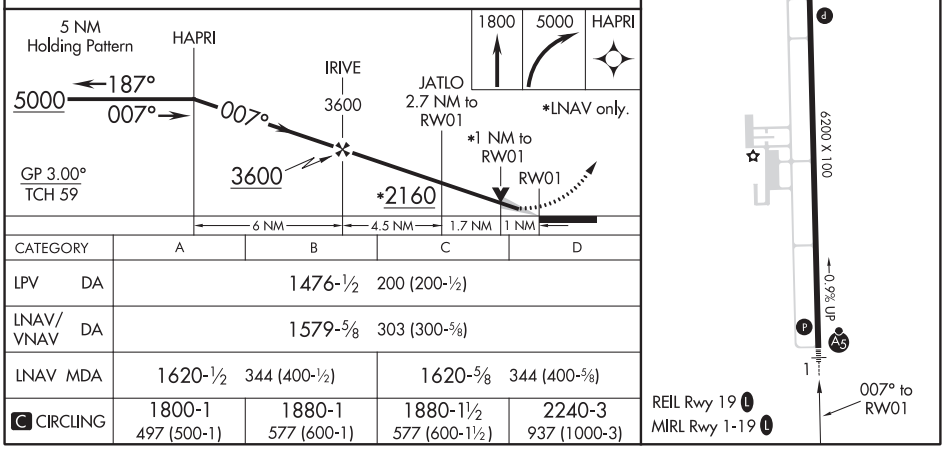
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hickory altimeter setting and increase LPV DA to 1566 feet and LNAV/VNAV DA to 1669 feet and LNAV/VNAV visibility all Cats ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cats C/D ¼ SM and Circling Cat C ½ SM. For inop ALS when using Hickory altimeter setting, increase LPV all Cats visibility to 1 SM. VDP and Baro-VNAV NA when using Hickory altimeter setting.

MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct HAPRI and hold, continue climb-in-hold to 5000.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 126.625 | 125.15 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1476-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1579-⅝ 303 (300-⅝) | | | |
| LNAV MDA | 1620-½ 344 (400-½) | | 1620-⅝ 344 (400-⅝) | |
| C CIRCLING | 1800-1 497 (500-1) | 1880-1 577 (600-1) | 1880-1½ 577 (600-1½) | 2240-3 937 (1000-3) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

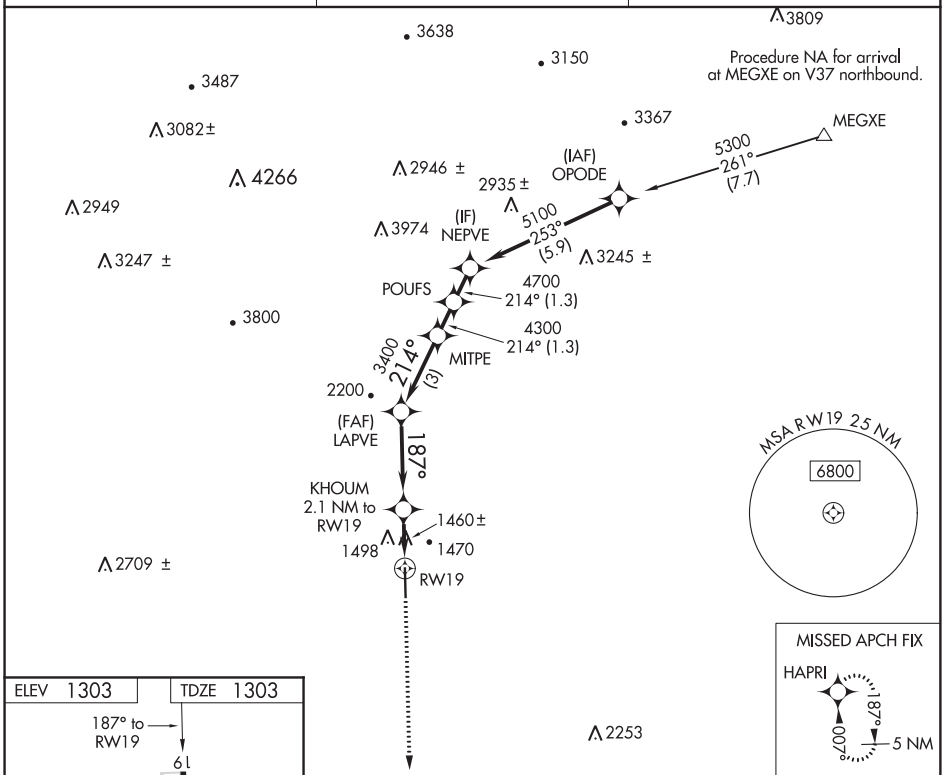
# RNAV (GPS) RWY 19
## WILKES COUNTY (UKF)

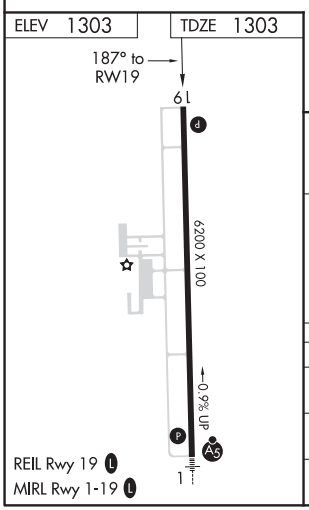
| WAAS CH 99740 W19A | APP CRS 187° | Rwy ldg 6200 TDZE 1303 Apt Elev 1303 |
|---|---|---|

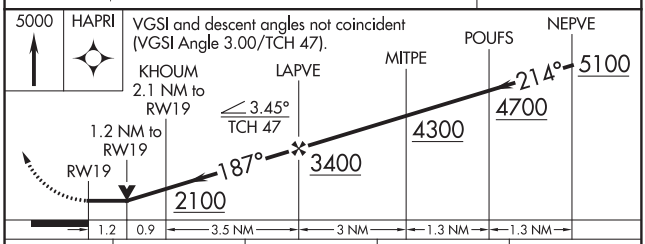
DME/DME RNP-0.3 NA. VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase all MDAs 100 feet and LP and LNAV visibility Cats C/D ¼ SM and increase Circling visibility Cat C ½ SM. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 5000 direct HAPRI and hold, continue climb-in-hold to 5000.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 126.625 | 125.15 263.0 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1720-1 417 (500-1) | | 1720-1⅛ 417 (500-1⅛) | |
| LNAV MDA | 1760-1 457 (500-1) | | 1760-1⅜ 457 (500-1⅜) | |
| C CIRCLING | 1800-1 497 (500-1) | 1880-1 577 (600-1) | 1880-1½ 577 (600-1½) | 2240-3 937 (1000-3) |




SE-2, 10 SEP 2020 to 05 NOV 2020

OAK ISLAND, NORTH CAROLINA — AL-6533 (FAA) — 20114

| WAAS CH 86917 W05A | APP CRS 049° | Rwy ldg 5105<br>TDZE 24<br>Apt Elev 26 |
|---|---|---|

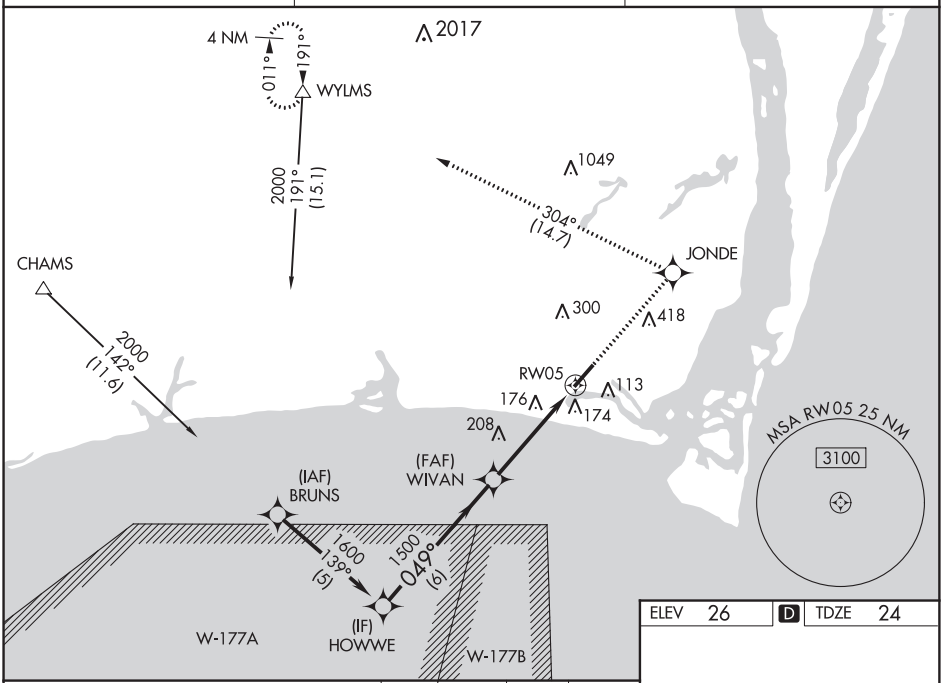
# RNAV (GPS) RWY 5

## CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

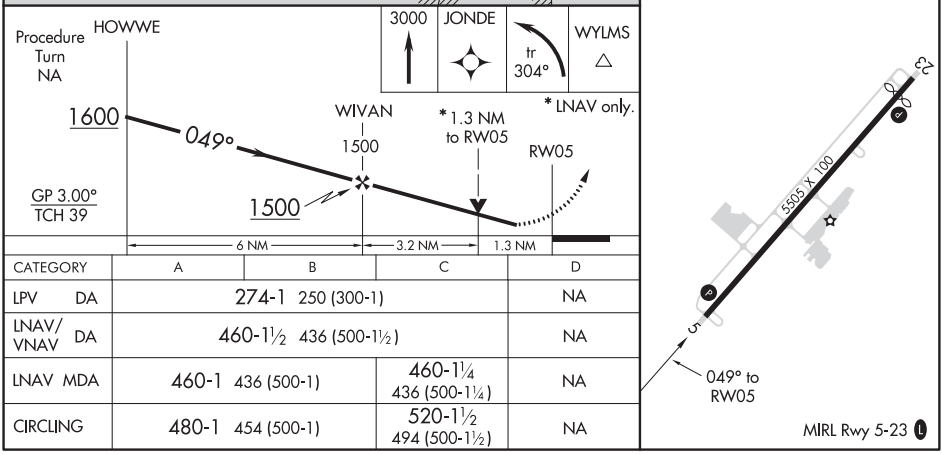
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile. VDP NA when using Wilmington altimeter setting.

MISSED APPROACH: Climb to 3000 direct JONDE and left turn on track 304° to WYLMS and hold.

| AWOS-3P | WILMINGTON APP CON ★ | UNICOM |
|---|---|---|
| 124.175 | 118.25 284.65 | 123.05 (CTAF) L |




ELEV 26 | D | TDZE 24




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 274-1 250 (300-1) | | | NA |
| LNAV/VNAV DA | 460-1½ 436 (500-1½) | | | NA |
| LNAV MDA | 460-1 436 (500-1) | | 460-1¼ 436 (500-1¼) | NA |
| CIRCLING | 480-1 454 (500-1) | | 520-1½ 494 (500-1½) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 90527 W23A | APP CRS 229° | Rwy ldg 5105<br>TDZE 26<br>Apt Elev 26 |
|---|---|---|

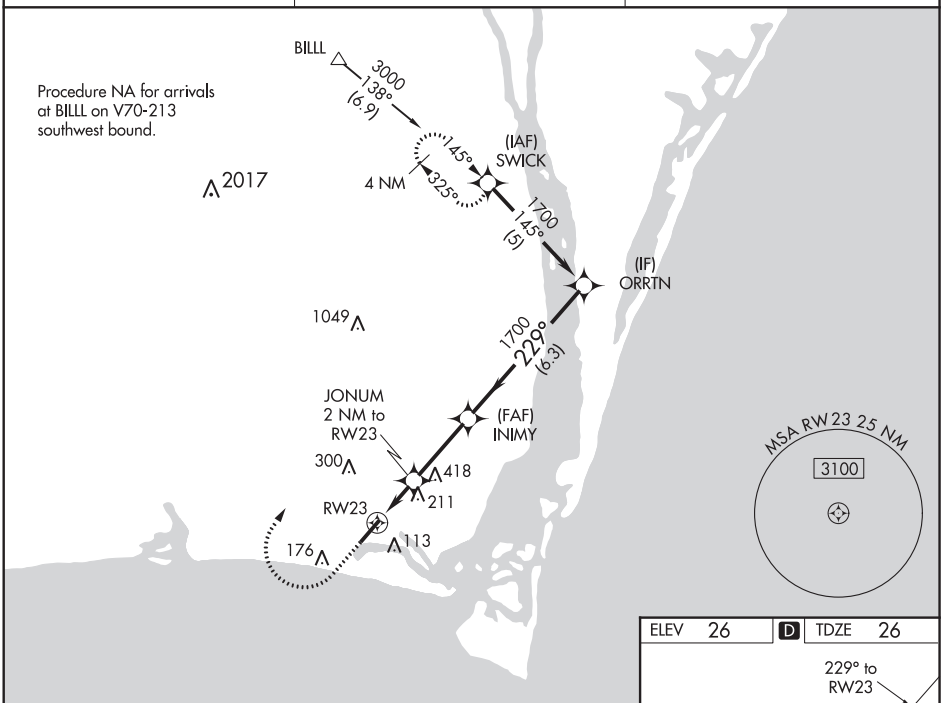
# RNAV (GPS) RWY 23

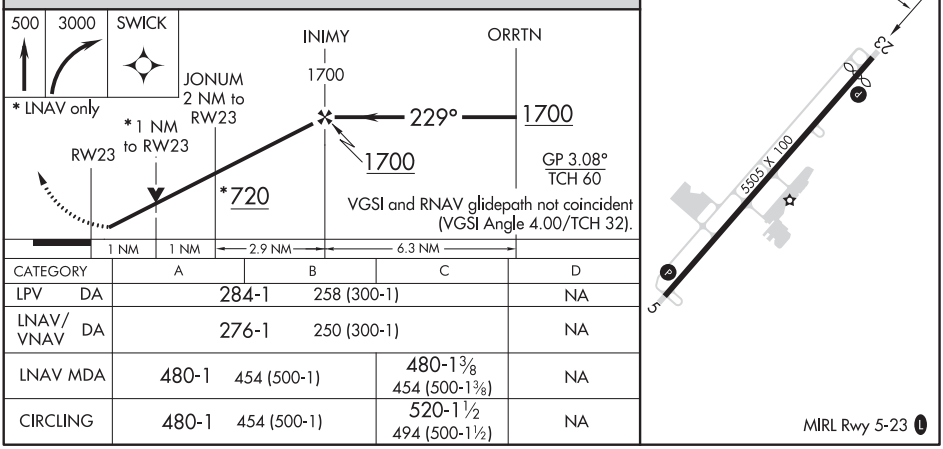
## CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

Baro-VNAV NA when using Wilmington altimeter setting. 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 Wilmington altimeter setting, and increase all DA 52 feet and all MDA 60 feet. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Wilmington altimeter setting.

MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct SWICK and hold.

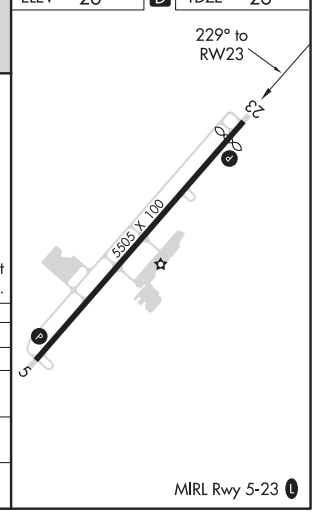
| AWOS-3P | WILMINGTON APP CON ★ | UNICOM |
|---|---|---|
| 124.175 | 118.25 284.65 | 123.05(CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 284-1 | 258 (300-1) | | NA |
| LNAV/VNAV DA | 276-1 | 250 (300-1) | | NA |
| LNAV MDA | 480-1 454 (500-1) | | 480-1⅜ 454 (500-1⅜) | NA |
| CIRCLING | 480-1 454 (500-1) | | 520-1½ 494 (500-1½) | NA |

ELEV 26 D TDZE 26




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

OCRACOKE, NORTH CAROLINA

AL-6810 (FAA)

19115

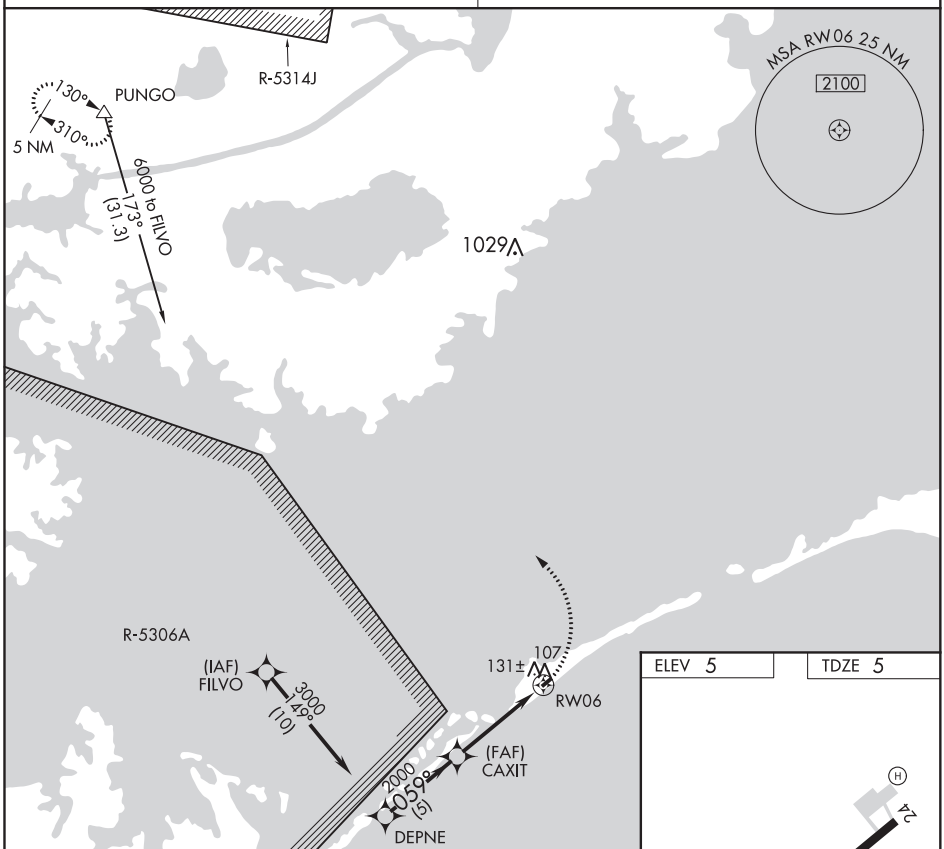
# RNAV (GPS) RWY 6
## OCRACOKE ISLAND (W95)

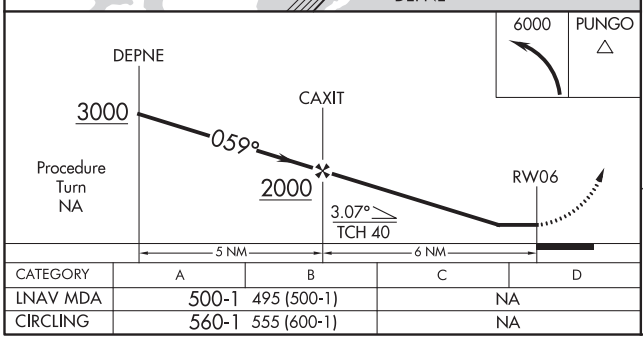
| APP CRS | Rwy ldg | 2998 |
|---|---|---|
| 059° | TDZE | 5 |
| | Apt Elev | 5 |

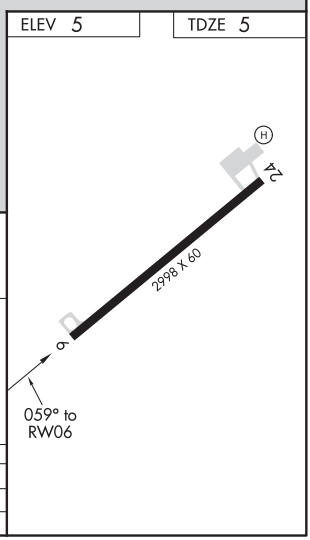
NA Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6000 direct PUNGO WP and hold.

| CHERRY POINT APP CON | CTAF |
|---|---|
| 119.75 360.775 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 495 (500-1) | | NA | |
| CIRCLING | 560-1 555 (600-1) | | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 2998 |
|---|---|---|
| 239° | TDZE | 5 |
| | Apt Elev | 5 |

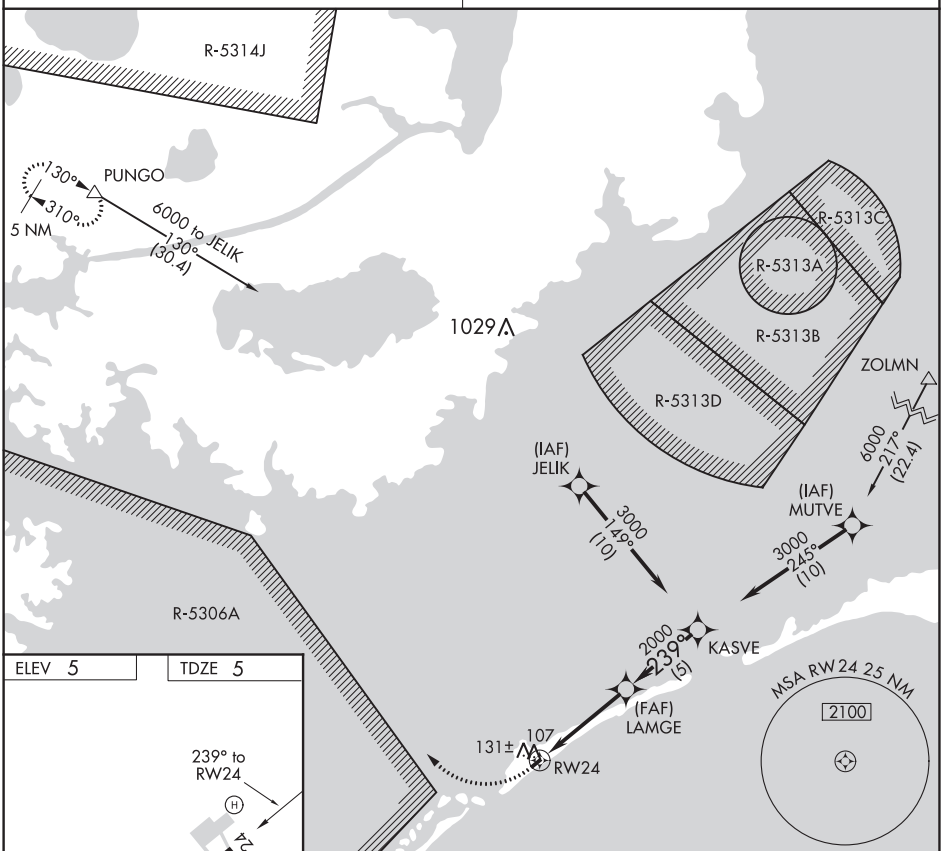
# RNAV (GPS) RWY 24
## OCRACOKE ISLAND (W95)

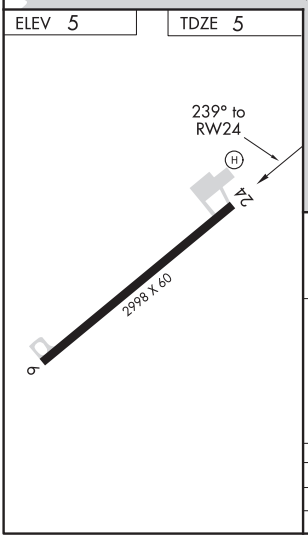
NA

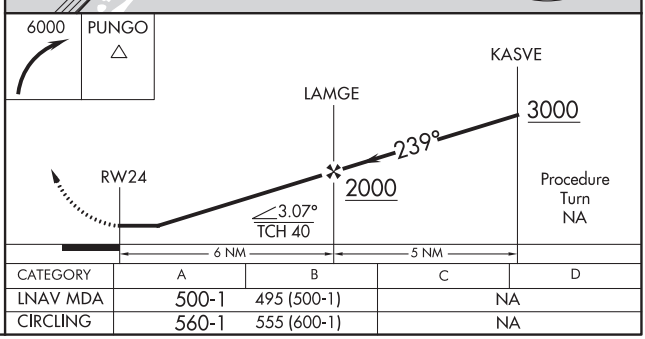
Procedure NA at night. Use Hatteras altimeter setting, when not received procedure NA. DME/DME RNP-0.3 NA. Helicopter visibilty reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 6000 direct PUNGO WP and hold.

| CHERRY POINT APP CON | CTAF |
|---|---|
| 119.75 360.775 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 500-1 | 495 (500-1) | NA | |
| CIRCLING | 560-1 | 555 (600-1) | NA | |




SE-2, 10 SEP 2020 to 05 NOV 2020

ORANGEBURG, SOUTH CAROLINA

AL-5711 (FAA)

19115

| WAAS CH 57918 W05A | APP CRS 049° | Rwy ldg 4508<br>TDZE 191<br>Apt Elev 195 |
|---|---|---|

# RNAV (GPS) RWY 5

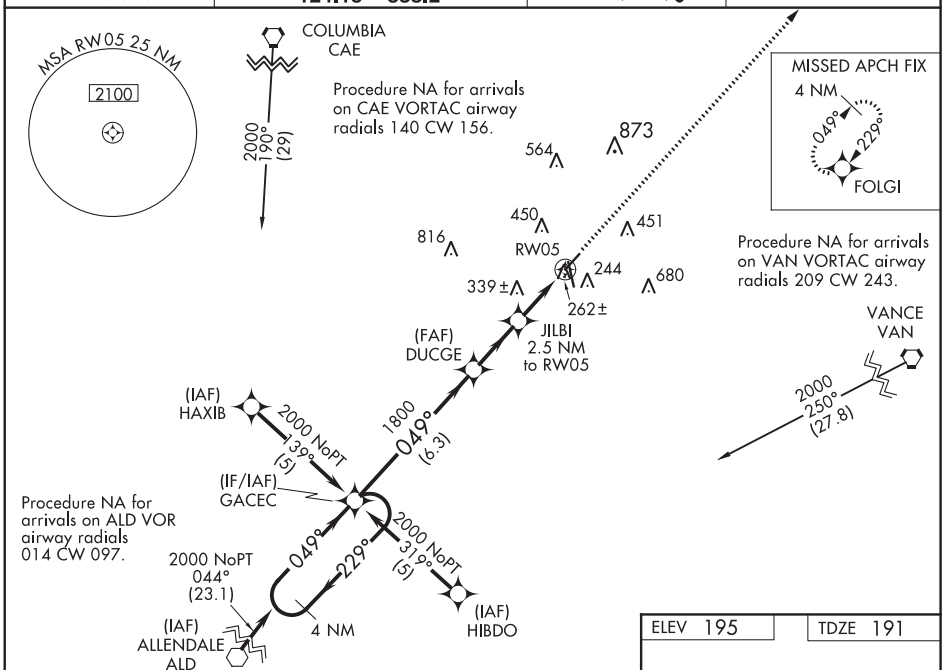
## ORANGEBURG MUNI (OGB)

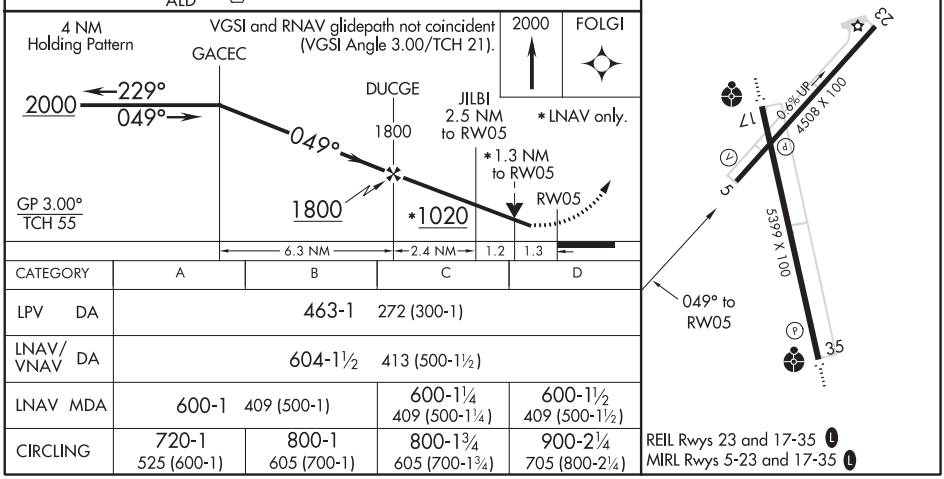
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Rwy 5 helicopter visibility reduction below ¾ SM NA.Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 542, LNAV/VNAV DA to 683 and all MDA 80 feet, increase visibility LPV and LNAV/VNAV all Cats,LNAV Cat C/D and Circling Cat C/D ¼ SM. Night landing: Rwy 17 NA.

ODALS

MISSED APPROACH: Climb to 2000 direct FOLGI and hold.

| ASOS | COLUMBIA APP CON | UNICOM | GCO |
|---|---|---|---|
| 118.525 | 124.15 338.2 | 122.7 (CTAF) L | 125.675 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 463-1 272 (300-1) | | | |
| LNAV/VNAV DA | 604-1½ 413 (500-1½) | | | |
| LNAV MDA | 600-1 409 (500-1) | | 600-1¼ 409 (500-1¼) | 600-1½ 409 (500-1½) |
| CIRCLING | 720-1 525 (600-1) | 800-1 605 (700-1) | 800-1¾ 605 (700-1¾) | 900-2¼ 705 (800-2¼) |

REIL Rwys 23 and 17-35 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 5399 |
|---|---|---|
| 174° | TDZE | 181 |
| | Apt Elev | 195 |

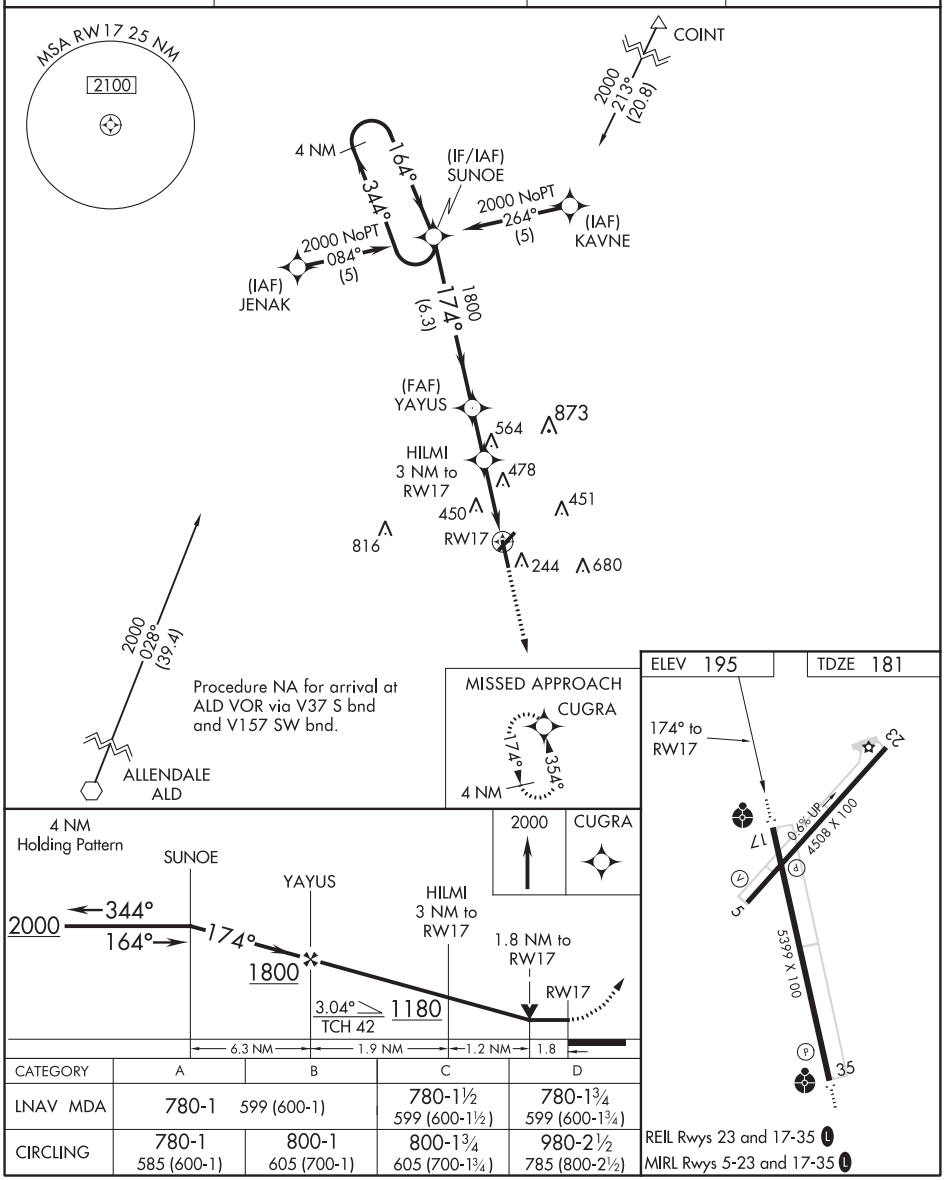
# RNAV (GPS) RWY 17
## ORANGEBURG MUNI (OGB)

When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase all MDA 80 feet, increase LNAV Cats C and D visibility ½ mile and Circling Cats C and D visibility ¼ mile. VDP NA when using Columbia Metropolitan altimeter setting. DME/DME RNP-0.3 NA. Night landing: Rwy 17 NA. Helicopter visibility reduction below 1 SM NA.

ODALS

MISSED APPROACH: Climb to 2000 direct CUGRA and hold.

| ASOS | COLUMBIA APP CON | UNICOM | GCO |
|---|---|---|---|
| 118.525 | 124.15 338.2 | 122.7 (CTAF) L | 125.675 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 780-1 599 (600-1) | | 780-1½ 599 (600-1½) | 780-1¾ 599 (600-1¾) |
| CIRCLING | 780-1 585 (600-1) | 800-1 605 (700-1) | 800-1¾ 605 (700-1¾) | 980-2½ 785 (800-2½) |

REIL Rwys 23 and 17-35 L
MIRL Rwys 5-23 and 17-35 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ORANGEBURG, SOUTH CAROLINA — AL-5711 (FAA) — 19115

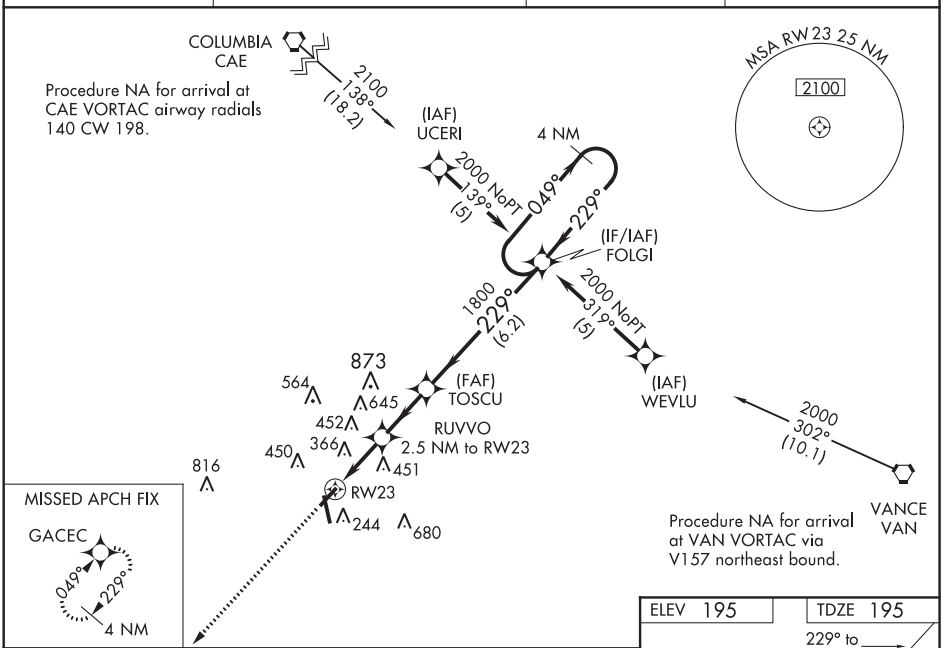
| WAAS CH 99318 W23A | APP CRS 229° | Rwy ldg 4508<br>TDZE 195<br>Apt Elev 195 |
|---|---|---|

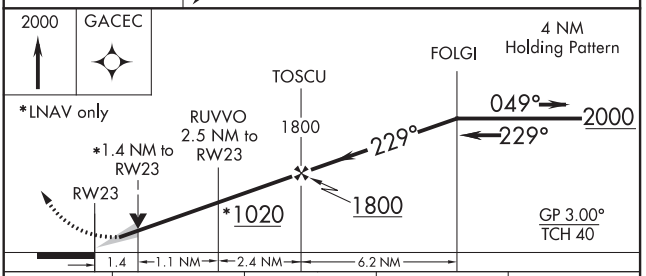
# RNAV (GPS) RWY 23
## ORANGEBURG MUNI (OGB)

Baro-VNAV NA when using Columbia Metropolitan altimeter setting. 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. When local altimeter setting not received, use Columbia Metropolitan altimeter setting and increase LPV DA to 538, LNAV/VNAV DA to 885 and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats and LNAV and circling Cats C and D visibility ¼ mile. VDP NA when using Columbia Metropolitan altimeter setting. Night landing: Rwy 17 NA.

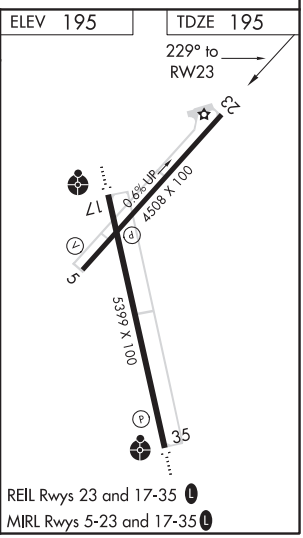
MISSED APPROACH: Climb to 2000 direct GACEC and hold.

| ASOS | COLUMBIA APP CON | UNICOM | GCO |
|---|---|---|---|
| 118.525 | 124.15 338.2 | 122.7 (CTAF) L | 125.675 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 459-1 264 (300-1) | | | |
| LNAV/VNAV DA | 806-2¼ 611 (700-1¼) | | | |
| LNAV MDA | 680-1 485 (500-1) | | 680-1¼ 485 (500-1¼) | 680-1½ 485 (500-1½) |
| CIRCLING | 720-1 525 (600-1) | 800-1 605 (700-1) | 800-1¾ 605 (700-1¾) | 900-2¼ 705 (800-2¼) |







SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 97418 W35A | APP CRS 354° | Rwy ldg 5399<br>TDZE 186<br>Apt Elev 195 |
|---|---|---|

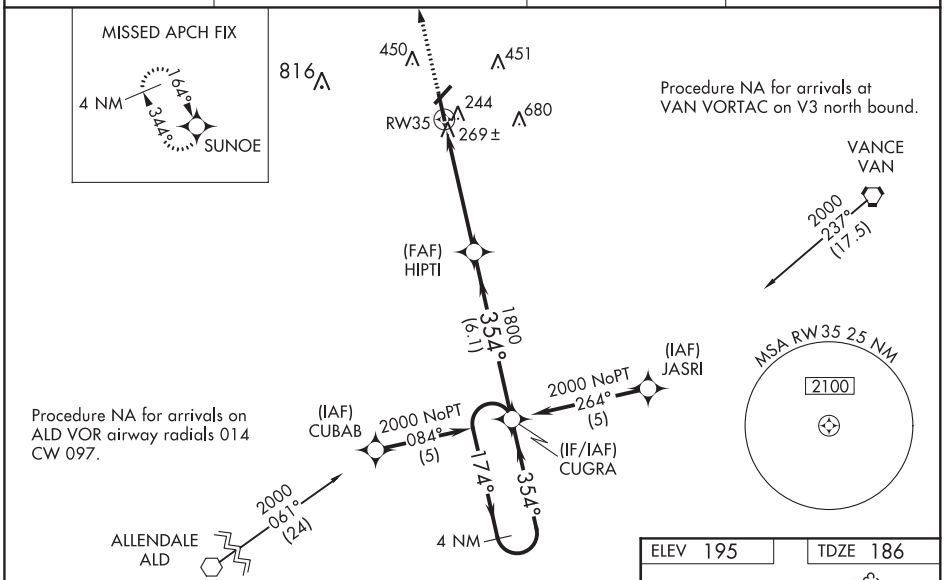
# RNAV (GPS) RWY 35
## ORANGEBURG MUNI (OGB)

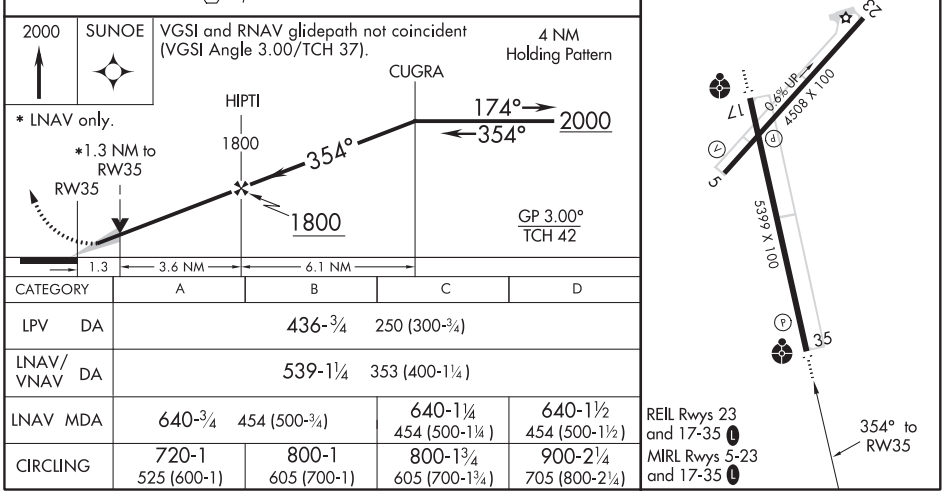
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting: increase LPV DA to 515 feet, LNAV/VNAV DA to 618 feet and all visibilities ¼ SM; increase all MDAs 80 feet and visibility Cat C and Circling Cat D ¼ SM. For inop ALS, increase LPV Cat A/B visibility to ⅞ SM. For inop ALS when using Columbia Metropolitan altimeter setting, increase LPV Cat A/B visibility to 1⅛ SM, and LNAV/VNAV Cat A/B to 1½ SM. Circling Rwy 17 NA at night.

ODALS

MISSED APPROACH: Climb to 2000 direct SUNOE and hold.

| ASOS | COLUMBIA APP CON | UNICOM | GCO |
|---|---|---|---|
| 118.525 | 124.15 338.2 | 122.7 (CTAF) L | 125.675 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 539-1¼ 353 (400-1¼) | | | |
| LNAV MDA | 640-¾ 454 (500-¾) | | 640-1¼ 454 (500-1¼) | 640-1½ 454 (500-1½) |
| CIRCLING | 720-1 525 (600-1) | 800-1 605 (700-1) | 800-1¾ 605 (700-1¾) | 900-2¼ 705 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

OXFORD, NORTH CAROLINA

AL-6550 (FAA)

17117

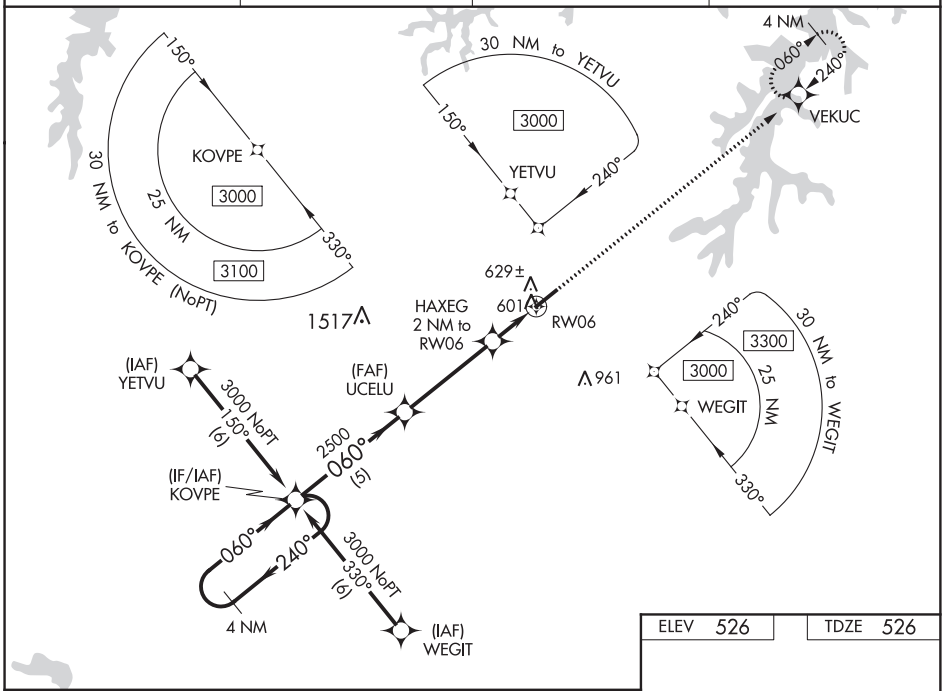
# RNAV (GPS) RWY 6
## HENDERSON-OXFORD (HNZ)

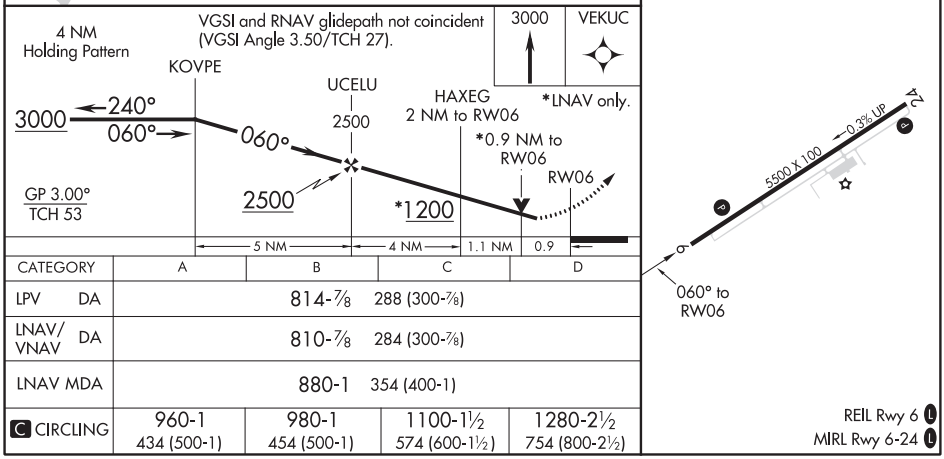
| WAAS CH 45709 W06A | APP CRS 060° | Rwy ldg 5500<br>TDZE 526<br>Apt Elev 526 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all DA 64 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Roxboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct VEKUC and hold.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.625 | 132.35 256.9 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 814-⅞ 288 (300-⅞) | | | |
| LNAV/VNAV DA | 810-⅞ 284 (300-⅞) | | | |
| LNAV MDA | 880-1 354 (400-1) | | | |
| C CIRCLING | 960-1 434 (500-1) | 980-1 454 (500-1) | 1100-1½ 574 (600-1½) | 1280-2½ 754 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

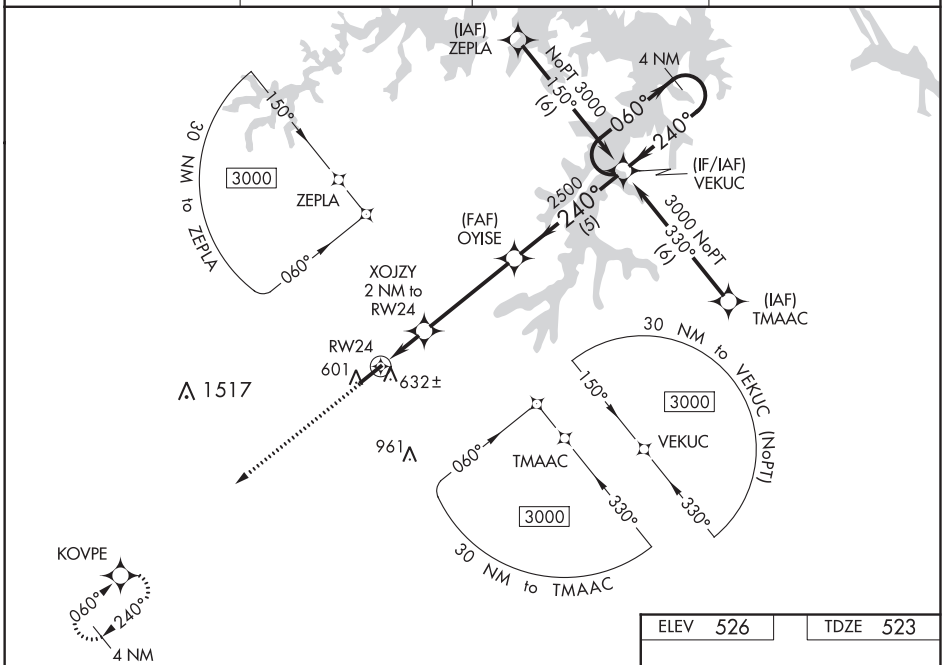
# RNAV (GPS) RWY 24
## HENDERSON-OXFORD (HNZ)

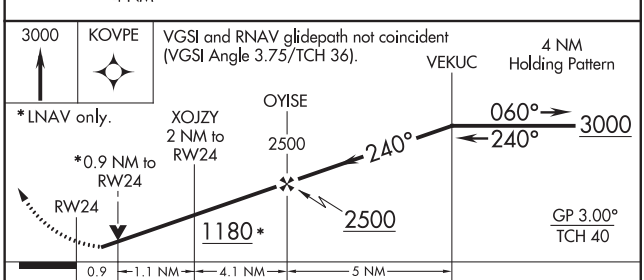
| WAAS CH 63009 W24A | APP CRS 240° | Rwy ldg 5500<br>TDZE 523<br>Apt Elev 526 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all DA 64 feet, and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats and Circling Cats C and D visibility ¼ mile, and LNAV Cats C and D ⅜ mile. Helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using Roxboro altimeter setting.

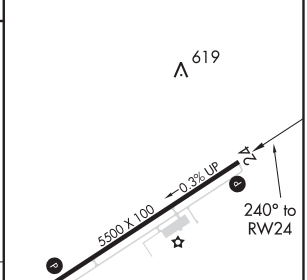
MISSED APPROACH: Climb to 3000 direct KOVPE and hold.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.625 | 132.35 256.9 | 135.075 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 773-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 813-1 290 (300-1) | | | |
| LNAV MDA | 900-1 377 (400-1) | | | |
| C CIRCLING | 960-1 434 (500-1) | 980-1 454 (500-1) | 1100-1½ 574 (600-1½) | 1280-2½ 754 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

OXFORD, NORTH CAROLINA

AL-6550 (FAA)

18144

# LOC RWY 6

## HENDERSON-OXFORD (HNZ)

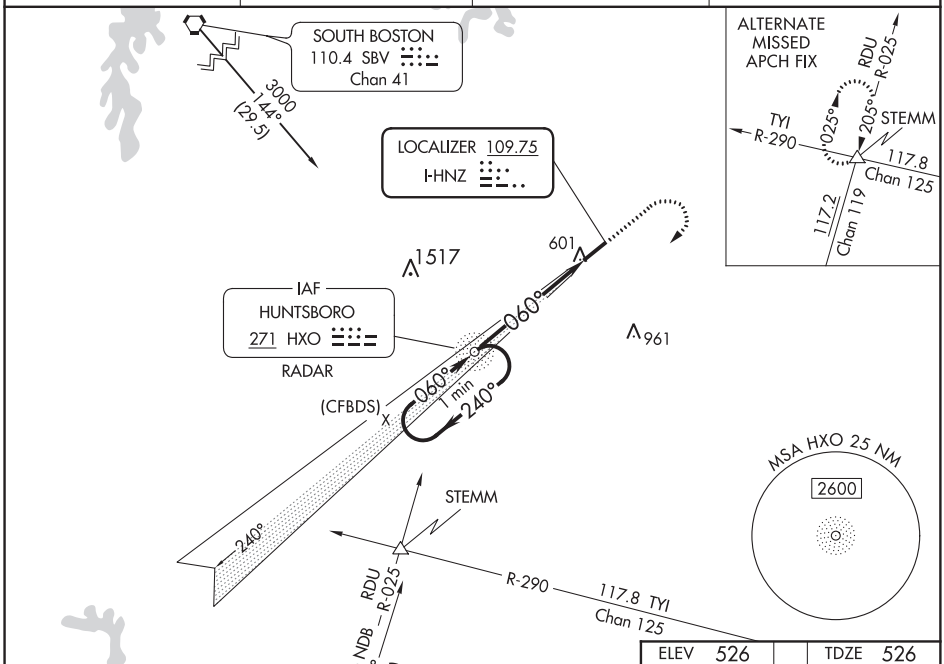
| LOC I-HNZ | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 109.75 | 060° | TDZE | 526 |
| | | Apt Elev | 526 |

ADF or RADAR required. ADF or RADAR required for procedure entry.

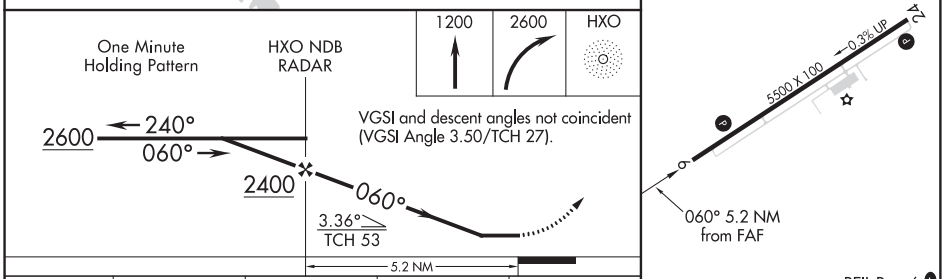
Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all MDA 80 feet; increase S-6 Cat C/D visibility ⅛ SM and Circling Cat C and D visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2600 direct HXO NDB/RADAR and hold.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.625 | 132.35 256.9 | 135.075 | 122.8 (CTAF) L |




ELEV 526 | TDZE 526




REIL Rwy 6 L
MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 980-1 454 (500-1) | | 980-1⅜ 454 (500-1⅜) | |
| C CIRCLING | 980-1 454 (500-1) | | 1100-1½ 574 (600-1½) | 1280-2½ 754 (800-2½) |

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

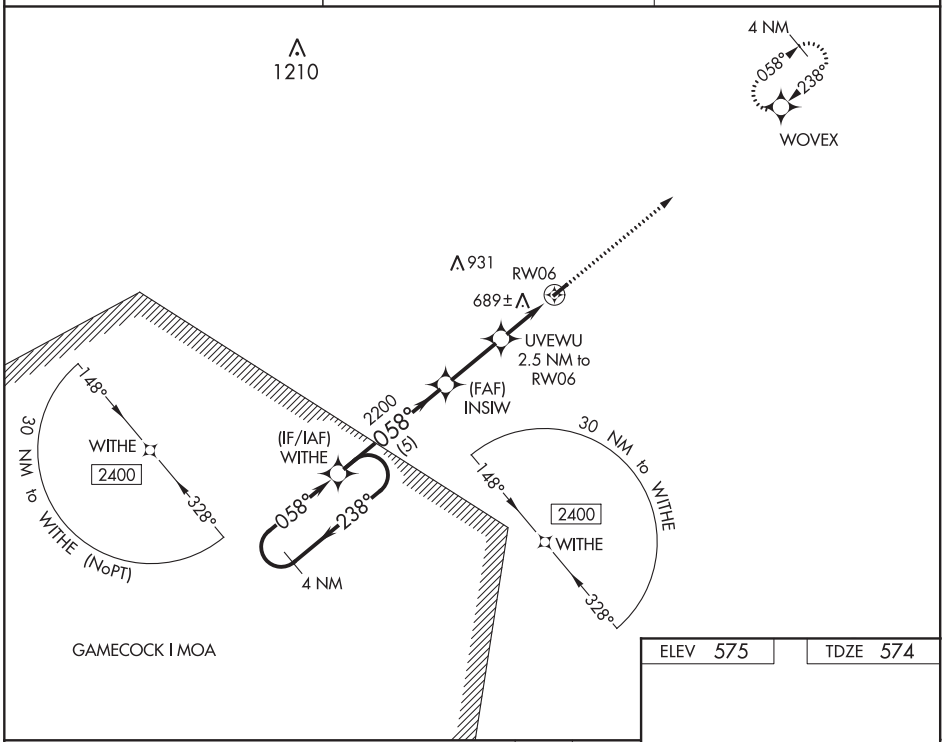
# RNAV (GPS) RWY 6
## PAGELAND (PYG)

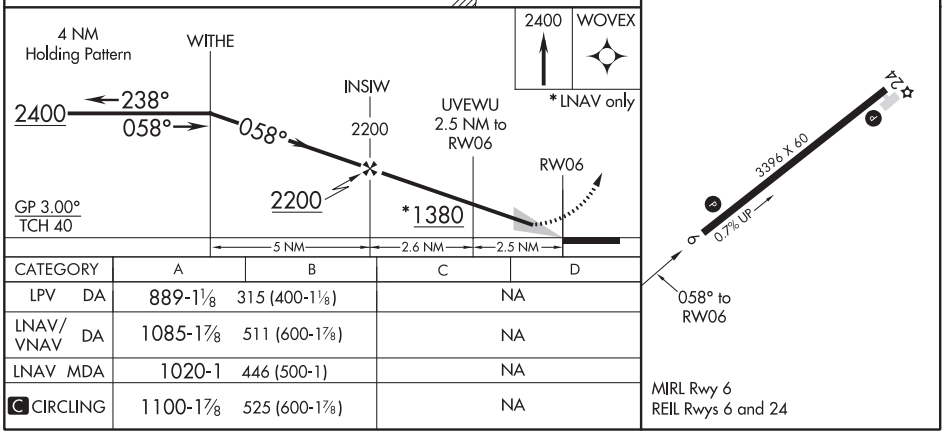
| WAAS CH 56440 W06A | APP CRS 058° | Rwy ldg 3396 TDZE 574 Apt Elev 575 |
|---|---|---|

T A NA Baro-VNAV NA. DME/DME RNP-0.3 NA. Use Charlotte-Monroe Executive altimeter setting. When Charlotte-Monroe Executive altimeter not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 943 feet and all visibilities ⅛ SM. Increase LNAV/VNAV DA to 1139 feet and all visibilities ¼ SM. Increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct WOVEX and hold.

| EQY ASOS | CHARLOTTE APP CON | (CTAF) |
|---|---|---|
| 135.775 | 120.05 307.8 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 889-1⅛ 315 (400-1⅛) | | NA | |
| LNAV/VNAV DA | 1085-1⅞ 511 (600-1⅞) | | NA | |
| LNAV MDA | 1020-1 446 (500-1) | | NA | |
| C CIRCLING | 1100-1⅞ 525 (600-1⅞) | | NA | |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

PAGELAND, SOUTH CAROLINA AL-6955 (FAA) 19283

| WAAS CH 97540 W24A | APP CRS 238° | Rwy ldg 3396<br>TDZE 575<br>Apt Elev 575 |
|---|---|---|

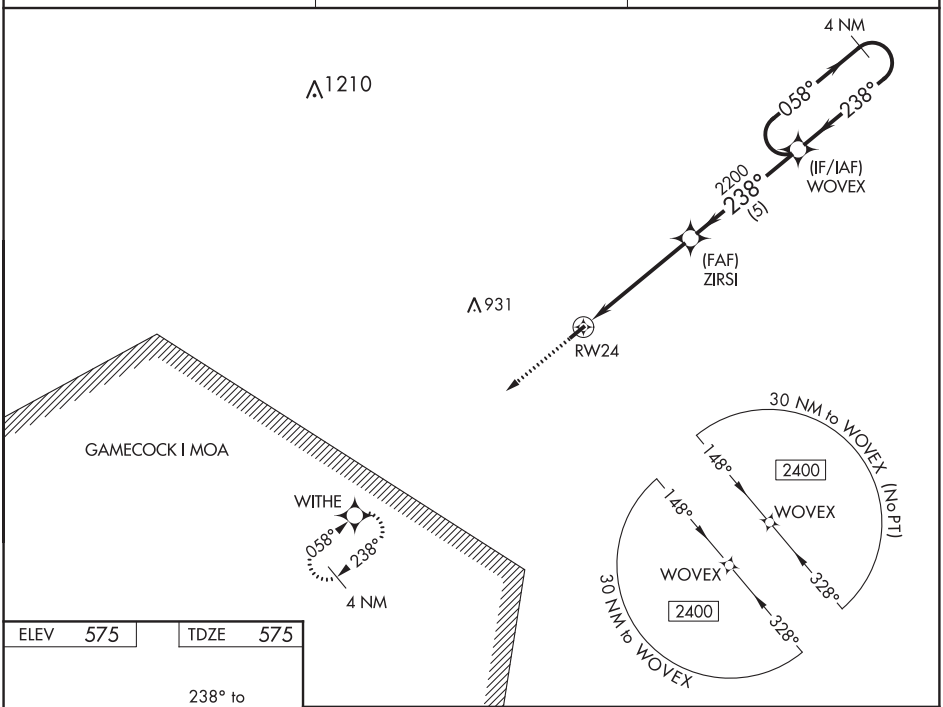
# RNAV (GPS) RWY 24
## PAGELAND (PYG)

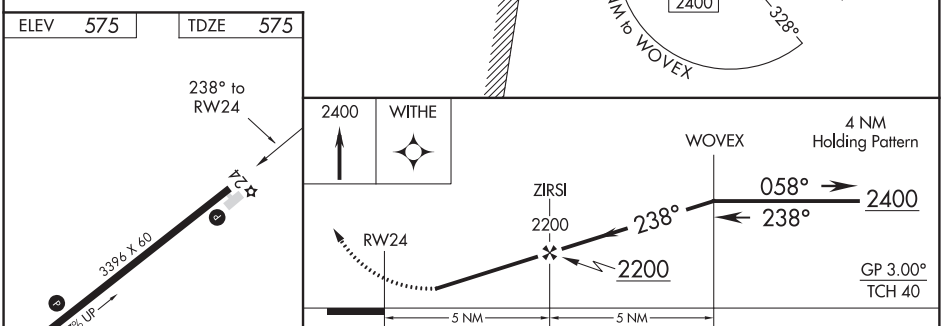
T A NA

Baro-VNAV NA. Rwy 24 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Charlotte-Monroe Executive altimeter setting. When Charlotte-Monroe Executive altimeter not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 944 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 986 feet and all visibilities ⅛ SM. Increase all MDA 60 feet.

MISSED APPROACH: Climb to 2400 direct WITHE and hold.

| EQY ASOS | CHARLOTTE APP CON | (CTAF) |
|---|---|---|
| 135.775 | 120.05 307.8 | 122.9 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 890-1 | 315 (400-1) | NA | |
| LNAV/VNAV DA | 932-1¼ | 357 (400-1¼) | NA | |
| LNAV MDA | 1040-1 | 465 (500-1) | NA | |
| C CIRCLING | 1100-1 | 525 (600-1) | NA | |

MIRL Rwy 6-24
REIL Rwys 6 and 24

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 18
## LEXINGTON COUNTY (6JØ)

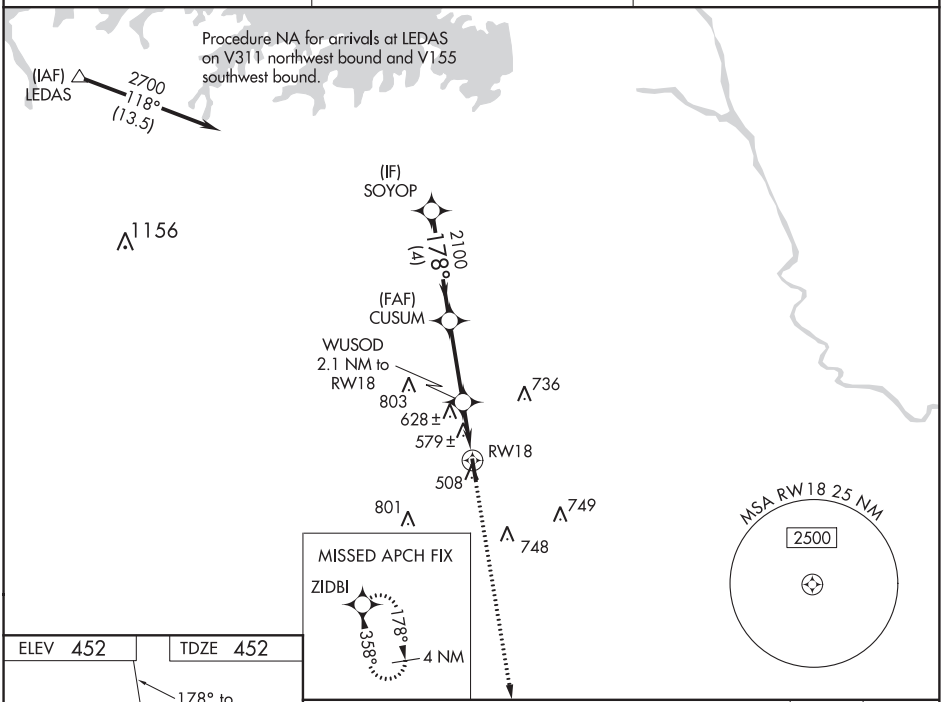
| WAAS CH 82526 W18A | APP CRS 178° | Rwy ldg 4335<br>TDZE 452<br>Apt Elev 452 |
|---|---|---|

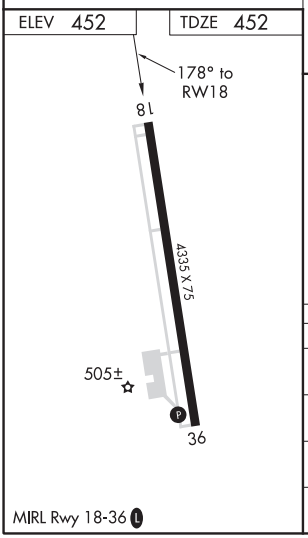
RNP APCH.

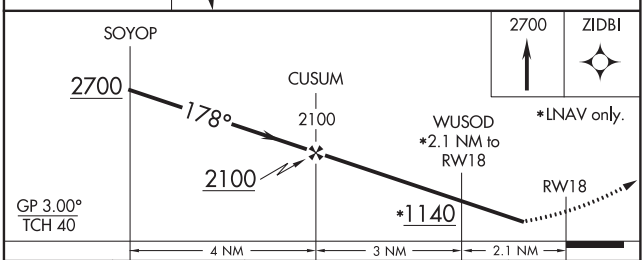
Baro-VNAV NA. Rwy 18 helicopter visibility reduction below ¾ SM NA. Use Columbia Metropolitan altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile.

MISSED APPROACH: Climb to 2700 direct ZIDBI and hold.

| CAE ASOS | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 120.15 | 124.15 338.2 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 757-1 305 (400-1) | | NA | |
| LNAV/VNAV DA | 797-1⅛ 345 (400-1⅛) | | NA | |
| LNAV MDA | 940-1 488 (500-1) | | NA | |
| CIRCLING | 940-1 488 (500-1) | 960-1 508 (600-1) | NA | |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

PELION, SOUTH CAROLINA

AL-6765 (FAA)

19283

# RNAV (GPS) RWY 36
## LEXINGTON COUNTY (6JØ)

| WAAS CH 40326 W36A | APP CRS 358° | Rwy ldg 4335<br>TDZE 452<br>Apt Elev 452 |
|---|---|---|

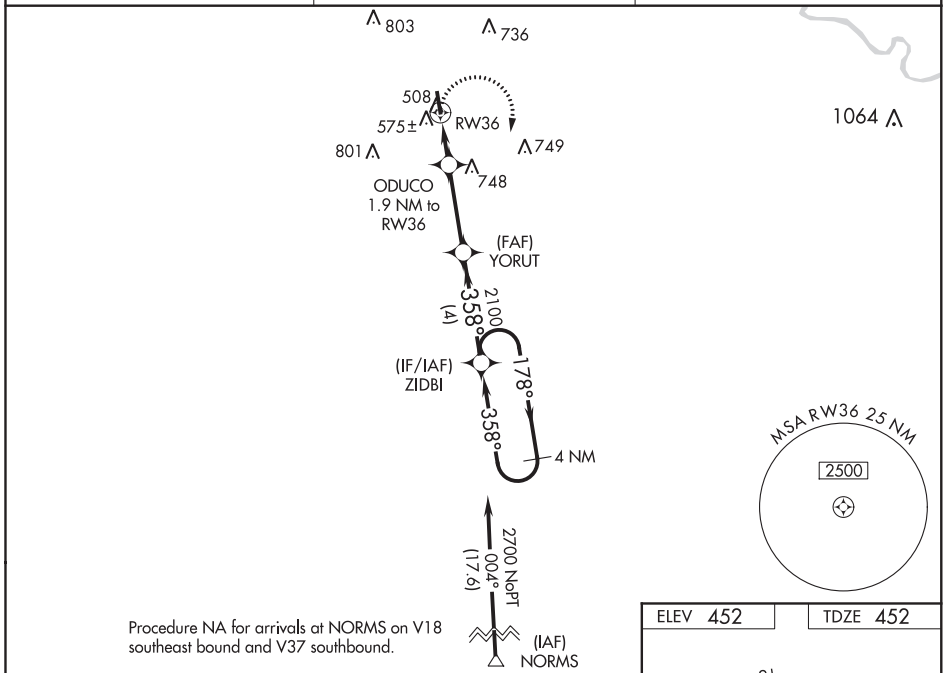
RNP APCH.

NA

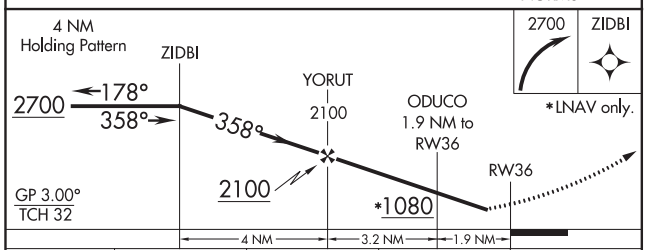
Baro-VNAV NA. Rwy 36 helicopter visibility reduction below ¾ SM NA. Use Columbia Metropolitan altimeter setting; when not received use Jim Hamilton L B Owens altimeter setting and increase all DA 19 feet, all MDA 20 feet and increase LPV and LNAV/VNAV all Cats visibility ⅛ mile.

MISSED APPROACH: Climbing right turn to 2700 direct ZIDBI and hold.

| CAE ASOS | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 120.15 | 124.15 338.2 | 123.0 (CTAF) L |

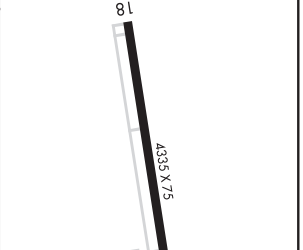



Procedure NA for arrivals at NORMS on V18 southeast bound and V37 southbound.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 757-1 305 (400-1) | | NA | |
| LNAV/VNAV DA | 793-1⅛ 341 (400-1⅛) | | NA | |
| LNAV MDA | 880-1 428 (500-1) | | NA | |
| CIRCLING | 940-1 488 (500-1) | 960-1 508 (600-1) | NA | |

ELEV 452 TDZE 452




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# VOR-A
## LEXINGTON COUNTY (6JØ)

| VORTAC CAE | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 114.7 | 250° | TDZE | N/A |
| Chan 94 | | Apt Elev | 452 |

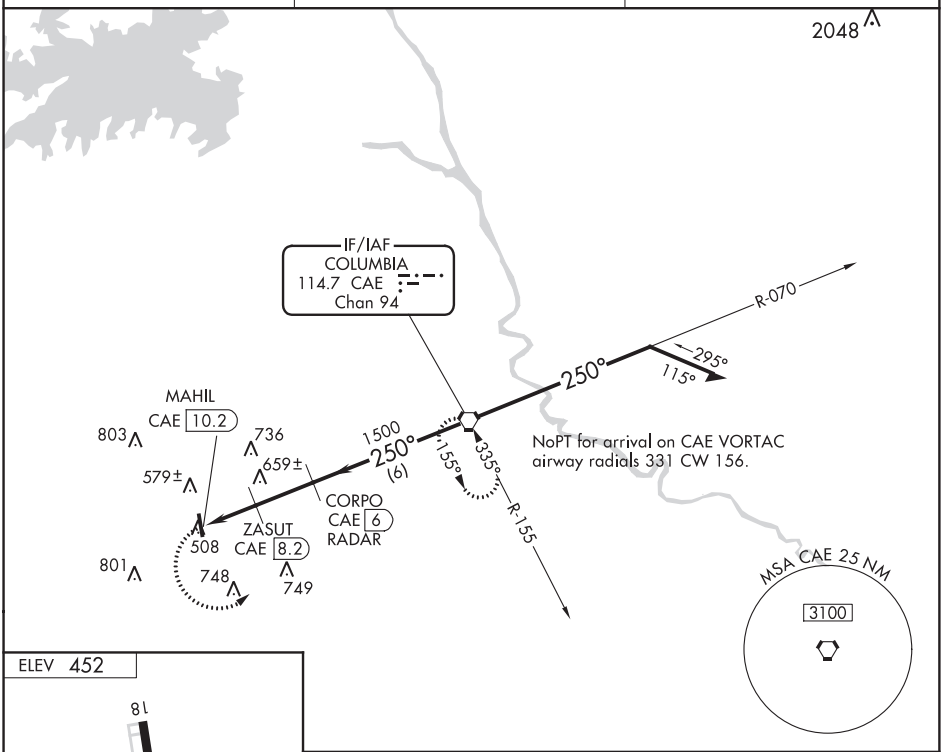
DME or RADAR required.

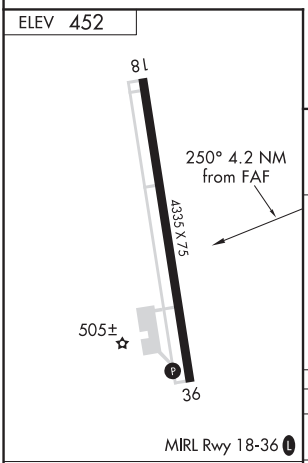
Use Columbia Metropolitan altimeter setting; when not received, use Jim Hamilton L B Owens altimeter setting and increase all MDA 20 feet.

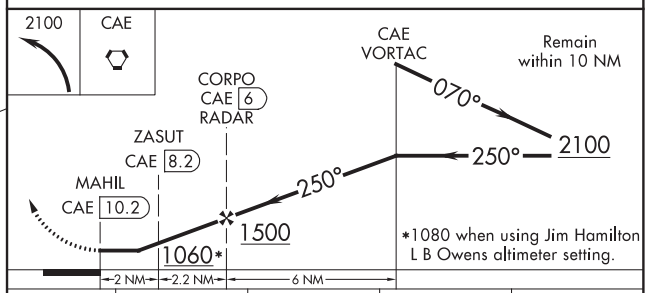
NA

MISSED APPROACH: Climbing left turn to 2100 direct CAE VORTAC and hold.

| CAE ASOS | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 120.15 | 124.15 338.2 | 123.0 (CTAF) L |




| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1060-1 608 (700-1) | | NA | |

ZASUT FIX MINIMUMS

| | | | |
|---|---|---|---|
| CIRCLING | 940-1 488 (500-1) | 960-1 508 (600-1) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

PICKENS, SOUTH CAROLINA — AL-6174 (FAA) — 17117

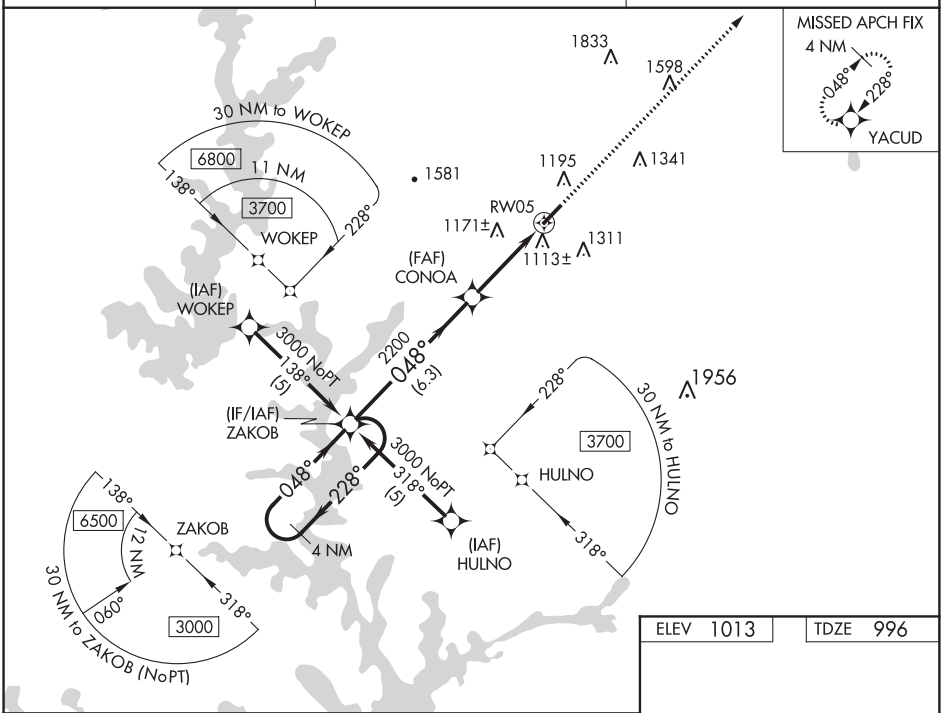
| WAAS CH 99517 W05A | APP CRS 048° | Rwy ldg 5002<br>TDZE 996<br>Apt Elev 1013 |
|---|---|---|

# RNAV (GPS) RWY 5
## PICKENS COUNTY (LQK)

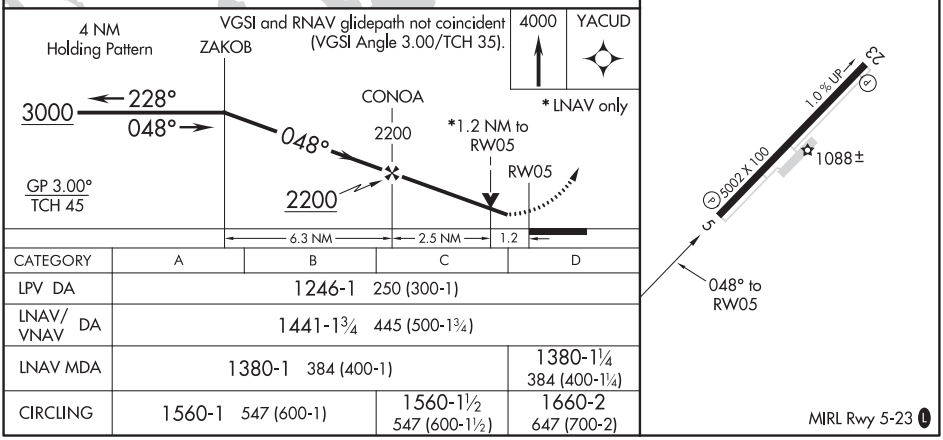
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 46°C (114°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1292, LNAV/VNAV DA to 1487, and all MDA 60 feet; increase LPV all Cats, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

MISSED APPROACH: Climb to 4000 direct YACUD and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 120.0 | 118.8 270.275 | 122.8 (CTAF) L |




| ELEV 1013 | TDZE 996 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1246-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1441-1¾ 445 (500-1¾) | | | |
| LNAV MDA | 1380-1 384 (400-1) | | | 1380-1¼ 384 (400-1¼) |
| CIRCLING | 1560-1 547 (600-1) | | 1560-1½ 547 (600-1½) | 1660-2 647 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS Ch **42817** **W23A** | APP CRS **228°** | Rwy ldg **5002** TDZE **1013** Apt Elev **1013** |
|---|---|---|

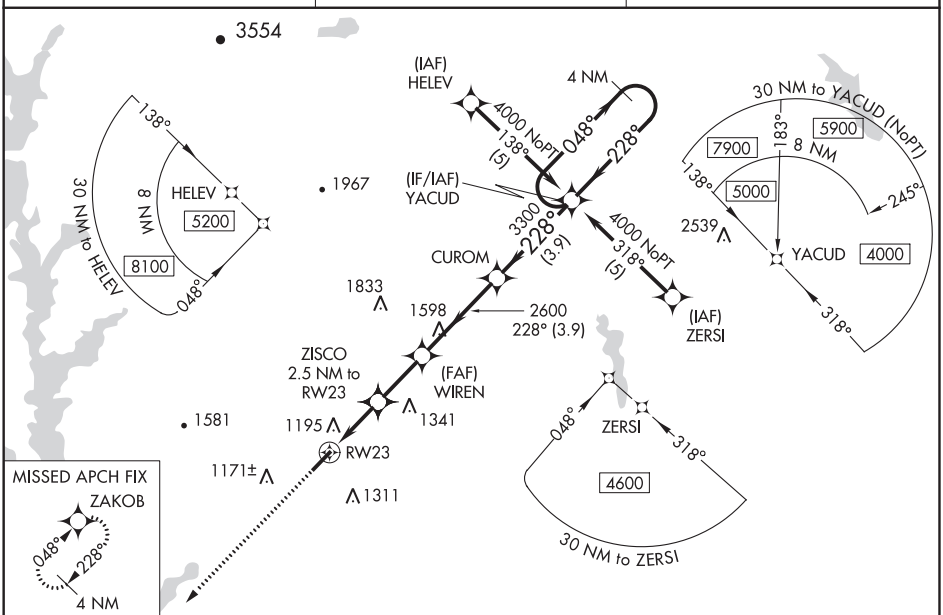
# RNAV (GPS) RWY 23
## PICKENS COUNTY (LQK)

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. When local altimeter setting not received, use Clemson altimeter setting and increase LPV DA to 1356, LNAV/VNAV DA to 1594, and all MDAs 60 feet; increase LPV all Cats visibility ¼ mile, increase LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV NA when using Clemson altimeter setting. VDP NA with Clemson altimeter setting.

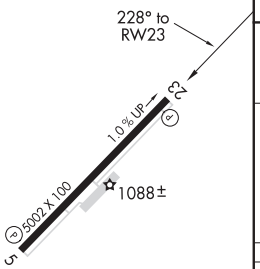
NA

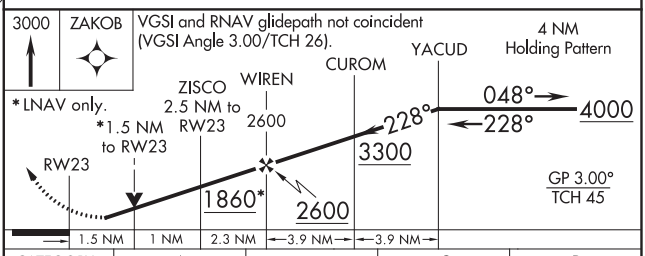
MISSED APPROACH: Climb to 3000 direct ZAKOB and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| **120.0** | **118.8 270.275** | **122.8** (CTAF) L |




| ELEV 1013 | TDZE 1013 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1310-1 297 (300-1) | | | |
| LNAV/ VNAV DA | 1548-2 535 (600-2) | | | |
| LNAV MDA | 1500-1 487 (500-1) | | 1500-1¼ 487 (500-1¼) | 1500-1½ 487 (500-1½) |
| CIRCLING | 1560-1 547 (600-1) | | 1560-1½ 547 (600-1½) | 1660-2 647 (700-2) |

MIRL Rwy 5-23 L



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

PINEHURST/SOUTHERN PINES, NORTH CAROLINA AL-5239 (FAA) 20086

| LOC/DME I-SOP | APP CRS | Rwy ldg | 5502 |
|---|---|---|---|
| 111.5 | 054° | TDZE | 455 |
| Chan 52 | | Apt Elev | 459 |

# ILS Y or LOC Y RWY 5

MOORE COUNTY (SOP)

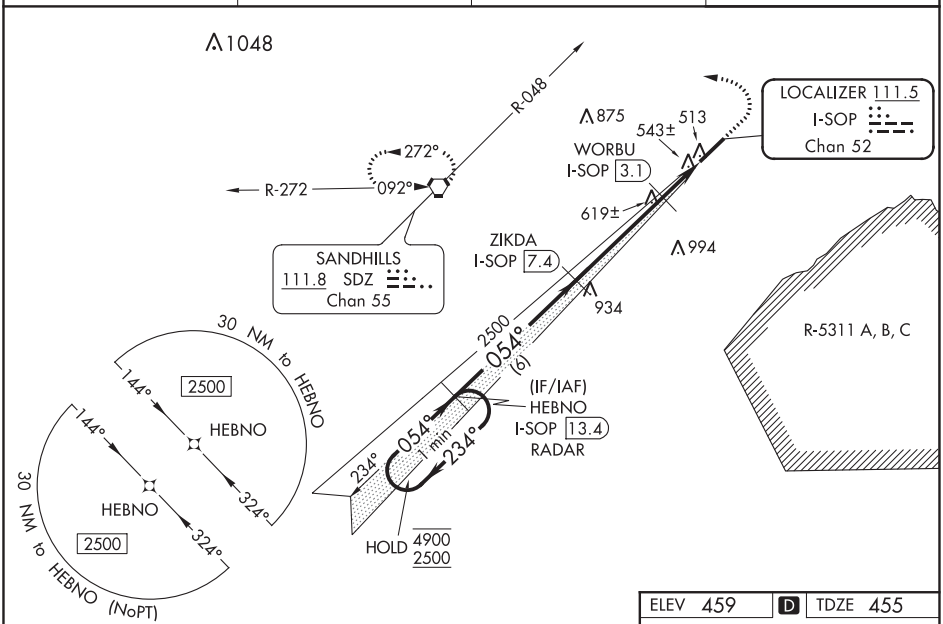
DME required.
RNAV-1 GPS or RADAR required.

T
A

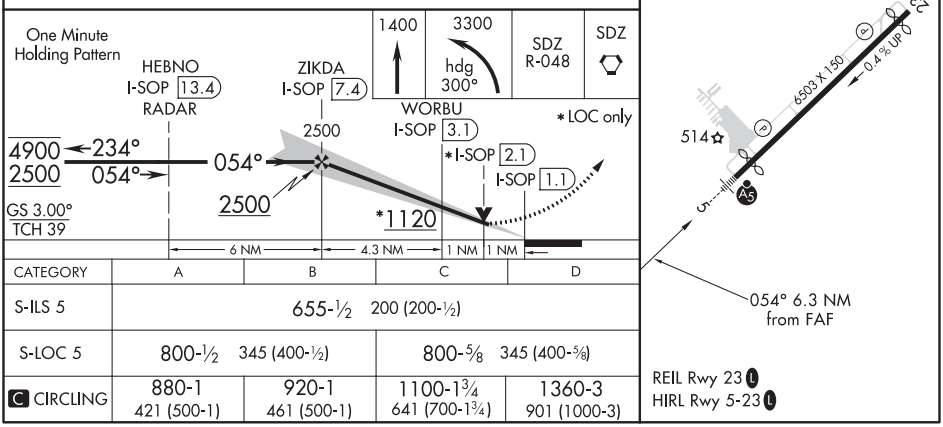
MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

| AWOS-3PT | FAYETTEVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.575 | 127.8 343.725 | 127.0 | 123.05 (CTAF) L |




| ELEV 459 | D | TDZE 455 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 655-½ 200 (200-½) | | | |
| S-LOC 5 | 800-½ 345 (400-½) | | 800-⅝ 345 (400-⅝) | |
| C CIRCLING | 880-1 421 (500-1) | 920-1 461 (500-1) | 1100-1¾ 641 (700-1¾) | 1360-3 901 (1000-3) |

REIL Rwy 23 L
HIRL Rwy 5-23 L




SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-SOP | APP CRS | Rwy ldg | 5502 |
|---|---|---|---|
| 111.5 | 054° | TDZE | 455 |
| Chan 52 | | Apt Elev | 459 |

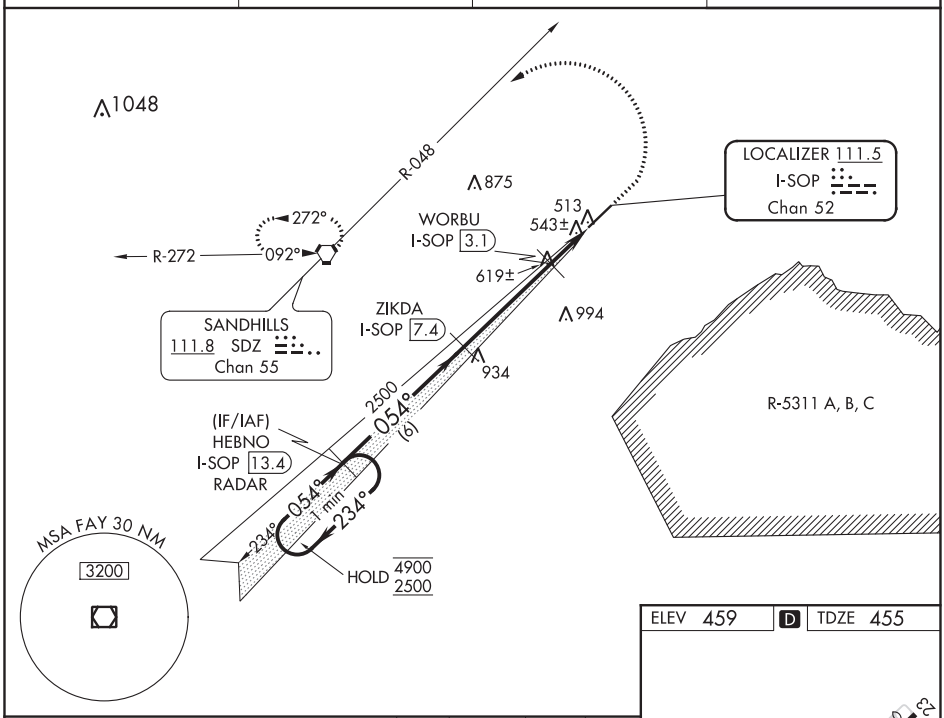
# ILS Z or LOC Z RWY 5
## MOORE COUNTY (SOP)

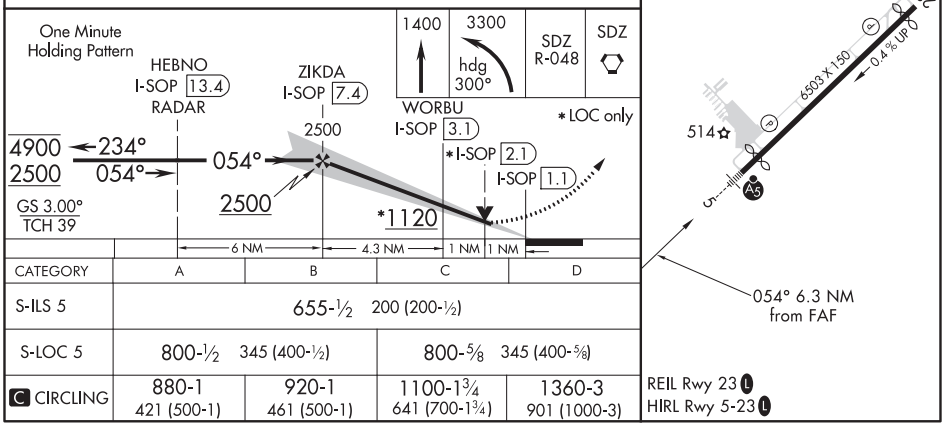
DME required.
RADAR required for procedure entry.

MALSR

MISSED APPROACH: Climb to 1400 then climbing left turn to 3300 on heading 300° and on SDZ VORTAC R-048 to SDZ VORTAC and hold.

| AWOS-3PT | FAYETTEVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.575 | 127.8 343.725 | 127.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 655-½ 200 (200-½) | | | |
| S-LOC 5 | 800-½ 345 (400-½) | | 800-⅝ 345 (400-⅝) | |
| C CIRCLING | 880-1 421 (500-1) | 920-1 461 (500-1) | 1100-1¾ 641 (700-1¾) | 1360-3 901 (1000-3) |

REIL Rwy 23 L
HIRL Rwy 5-23 L




SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 70526 W05A | APP CRS 054° | Rwy ldg 5502<br>TDZE 455<br>Apt Elev 459 |
|---|---|---|

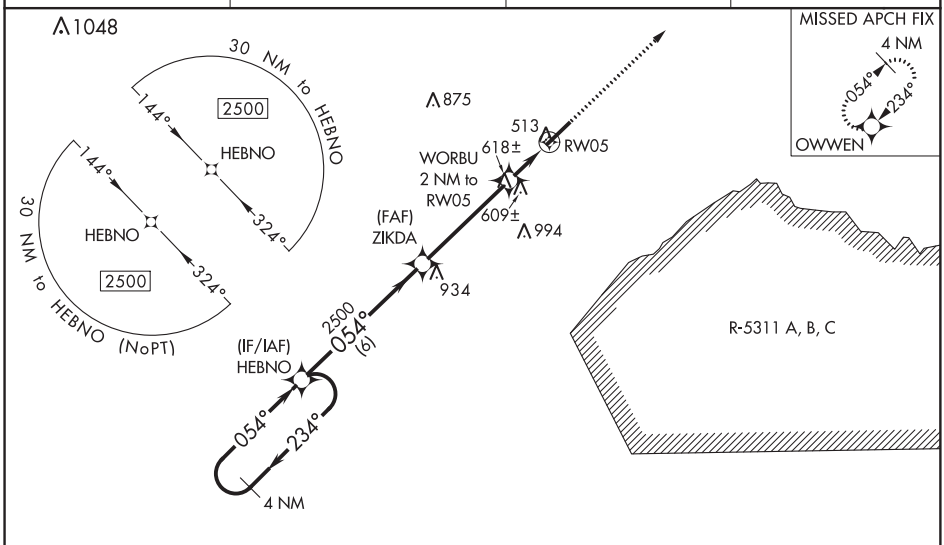
# RNAV (GPS) RWY 5
## MOORE COUNTY (SOP)

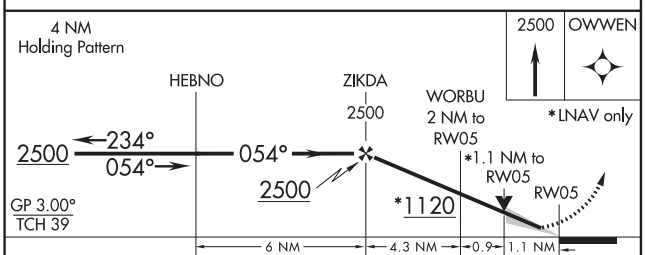
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile, LNAV Cats A/B visibility to 1 mile and LNAV Cats C/D visibility to 1⅛ mile. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet, increase LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cats C/D visibility ¼ mile, and Circling Cat C ½ mile. When using Sanford altimeter setting, for inop MALSR increase LNAV/VNAV all Cats visibility to 1⅛ mile, LNAV Cats A/B visibility to 1 mile, and LNAV Cat C/D visibility to 1⅜ mile. Baro-VNAV and VDP NA when using Sanford altimeter setting.

MALSR

MISSED APPROACH: Climb to 2500 direct OWWEN and hold.

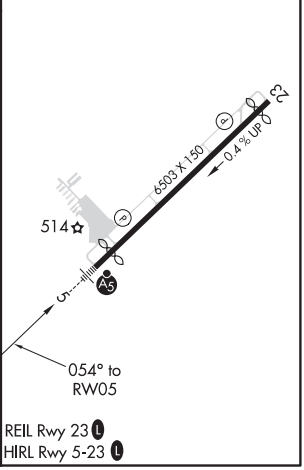
| AWOS-3PT | FAYETTEVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.575 | 127.8 343.725 | 127.0 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 655-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 750-½ 295 (300-½) | | | |
| LNAV MDA | 860-½ 405 (500-½) | | 860-¾ 405 (500-¾) | |
| C CIRCLING | 880-1 421 (500-1) | 920-1 461 (500-1) | 1100-1¾ 641 (700-1¾) | 1360-3 901 (1000-3) |

ELEV 459 D TDZE 455




REIL Rwy 23 L
HIRL Rwy 5-23 L




SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 42726 W23A | APP CRS 234° | Rwy ldg 5722<br>TDZE 443<br>Apt Elev 459 |
|---|---|---|

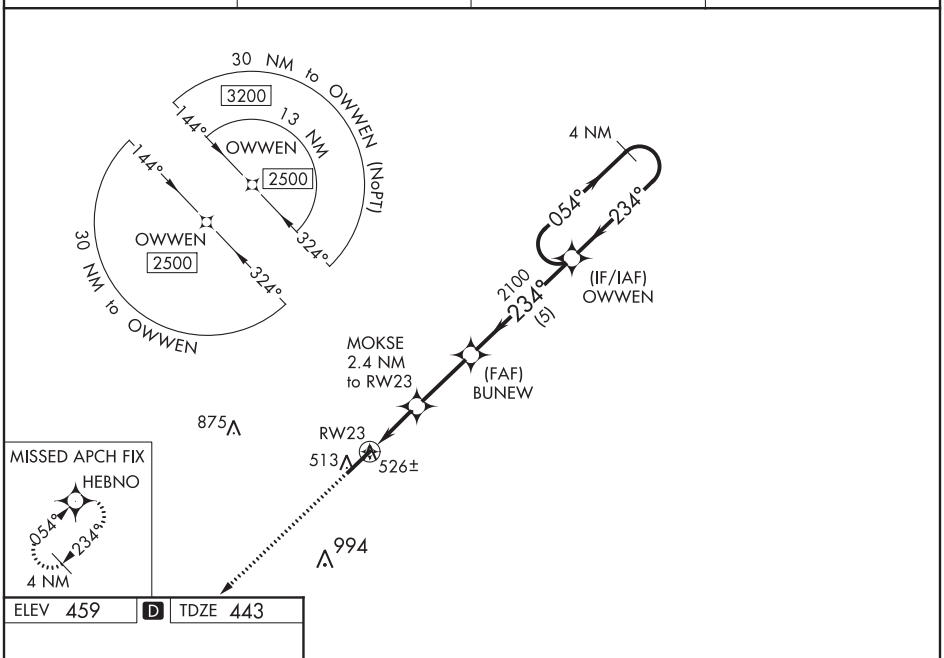
# RNAV (GPS) RWY 23
## MOORE COUNTY (SOP)

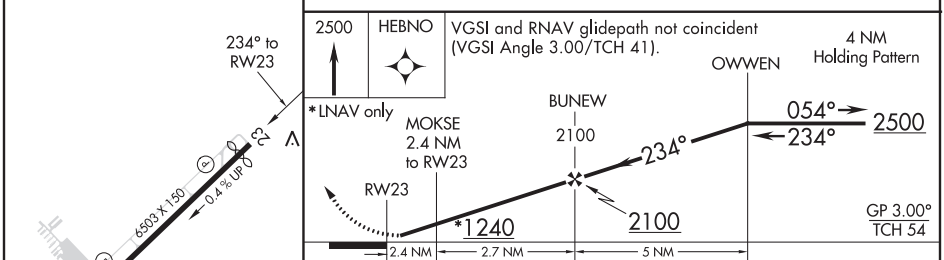
RNP APCH.

Baro-VNAV NA when using Sanford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LNAV Cats C/D visibility ⅜ mile and Circling Cat C visibility ½ mile. Rwy 23 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2500 direct HEBNO and hold.

| AWOS-3PT | FAYETTEVILLE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 127.575 | 127.8 343.725 | 127.0 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 693-1 250 (300-1) | | | |
| LNAV/VNAV DA | 699-1 256 (300-1) | | | |
| LNAV MDA | 780-1 337 (400-1) | | | |
| C CIRCLING | 880-1 421 (500-1) | 920-1 461 (500-1) | 1100-1¾ 641 (700-1¾) | 1360-3 901 (1000-3) |

REIL Rwy 23
HIRL Rwy 5-23

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

PLYMOUTH, NORTH CAROLINA AL-6249 (FAA) 20030

| WAAS CH 93825 W03A | APP CRS 027° | Rwy ldg 5500<br>TDZE 36<br>Apt Elev 36 |
|---|---|---|

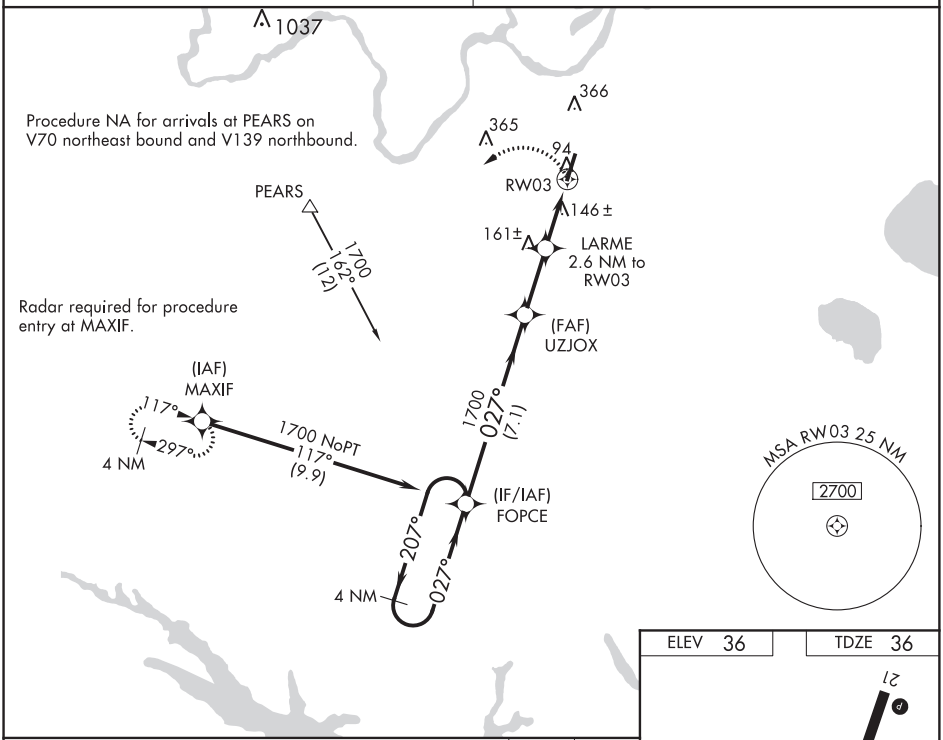
# RNAV (GPS) RWY 3

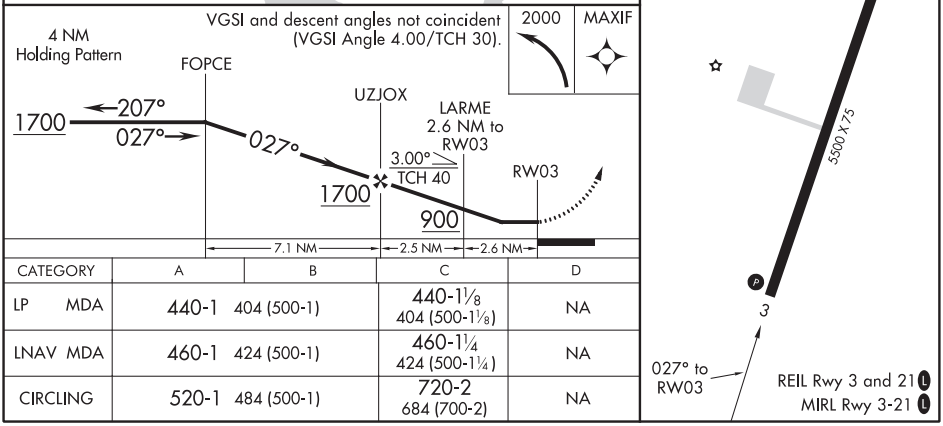
## PLYMOUTH MUNI (PMZ)

T A NA Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet and increase Cat C visibility ¼ mile. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

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

| CHERRY POINT APP CON | UNICOM |
|---|---|
| 119.35 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 440-1 | 404 (500-1) | 440-1⅛<br>404 (500-1⅛) | NA |
| LNAV MDA | 460-1 | 424 (500-1) | 460-1¼<br>424 (500-1¼) | NA |
| CIRCLING | 520-1 | 484 (500-1) | 720-2<br>684 (700-2) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

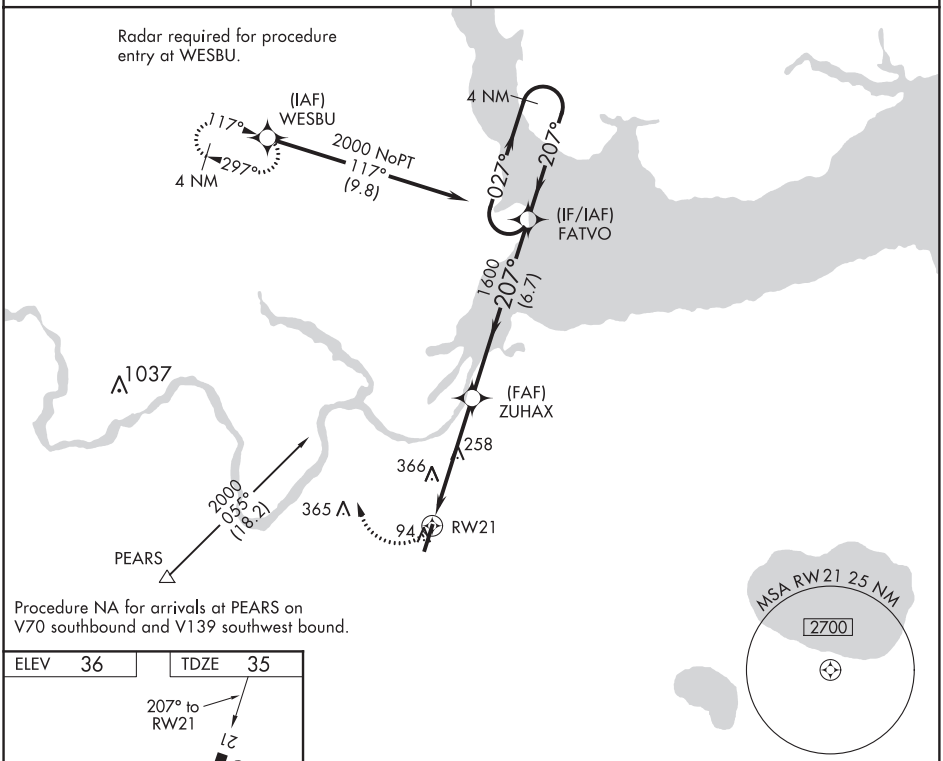
| WAAS CH 63125 W21A | APP CRS 207° | Rwy ldg 5500<br>TDZE 35<br>Apt Elev 36 |
|---|---|---|

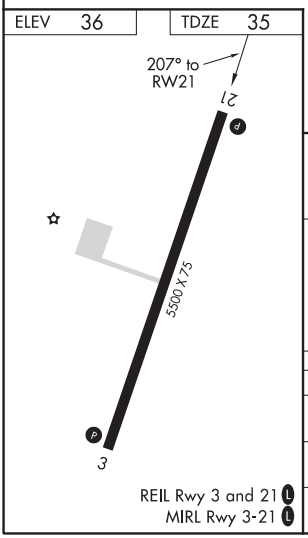
# RNAV (GPS) RWY 21
## PLYMOUTH MUNI (PMZ)

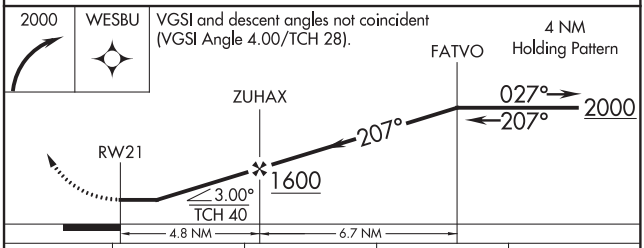
T A NA Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet and increase Cat C visibility ¼ mile. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing right turn to 2000 direct WESBU and hold.

| CHERRY POINT APP CON | UNICOM |
|---|---|
| 119.35 377.175 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 600-1 565 (600-1) | | 600-1⅝ 565 (600-1⅝) | NA |
| LNAV MDA | 660-1 625 (700-1) | | 660-1¾ 625 (700-1¾) | NA |
| CIRCLING | 660-1 624 (700-1) | | 720-2 684 (700-2) | NA |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

19339

FORT BRAGG, NORTH CAROLINA

# ILS or LOC Y RWY 23

| LOC I-POB | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 110.9 | 228° | 7501 / 200 / 218 |

AL-147 [USAF]

POPE AAF (KPOB)

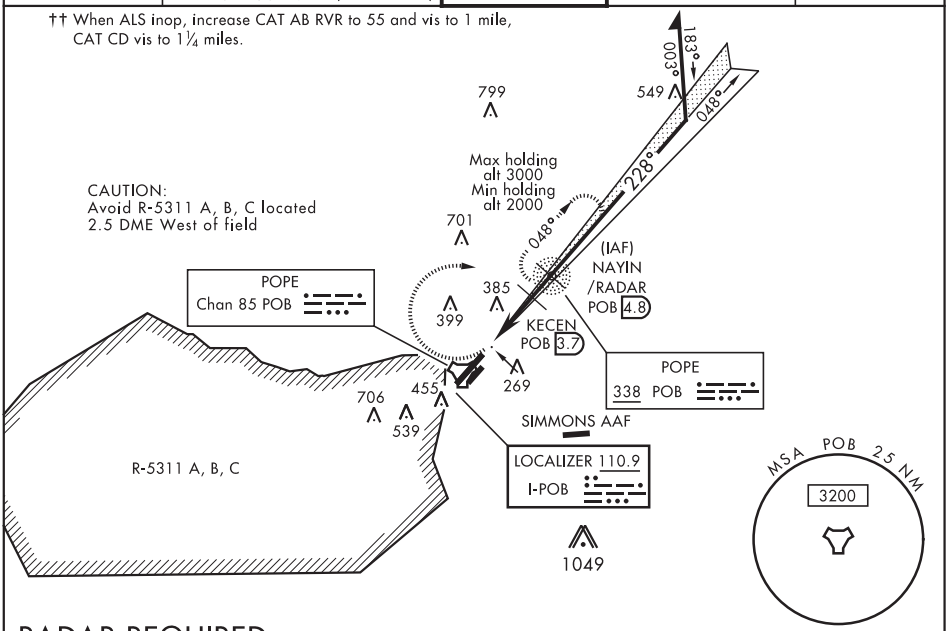
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60, vis to 1⅛ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold. Continue climb in hold to 2000.

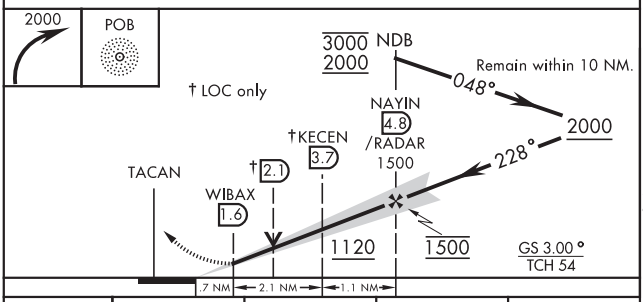
| ATIS | FAYETTEVILLE APP CON | POPE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°- 090°)<br>133.0 290.25 (091°- 270°) | 135.025 291.1 | 124.55 275.8 | 275.8 |

†† When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1¼ miles.




## RADAR REQUIRED

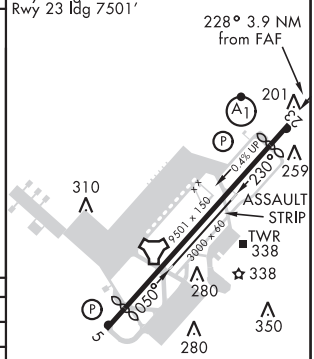
EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 * | 400/24 200 (200-½) | | | |
| S-LOC 23 ** | 620/24 420 (500-½) | | 620/40 420 (500-¾) | |
| *** C CIRCLING | 760-1 542 (600-1) | | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |
| WITHOUT LAST STEPDOWN FIX | | | | |
| S-LOC 23 †† | 640/24 440 (500-½) | | 640/45 440 (500-⅞) | |

ELEV 218 | TDZE 200

Rwy 5 ldg 7501'
Rwy 23 ldg 7501'




REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050°- 230°

| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

FORT BRAGG, NORTH CAROLINA 35°10'N-79°01'W POPE AAF (KPOB)

Amdt 7 05DEC19

ILS or LOC Y RWY 23

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

FORT BRAGG, NORTH CAROLINA

# ILS or LOC Z RWY 23

| LOC I-POB | APCH CRS | Rwy ldg | 7501 |
|---|---|---|---|
| 110.9 | 228° | TDZE | 200 |
| | | Arpt Elev | 218 |

AL-147 [USAF]

POPE AAF (KPOB)

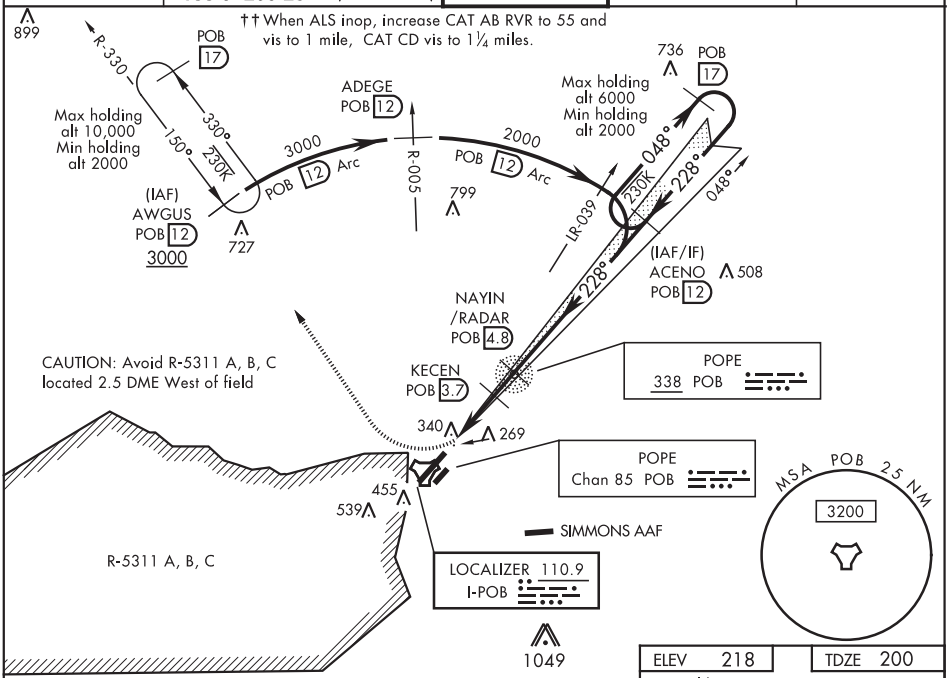
T

* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60, vis to 1⅛ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1

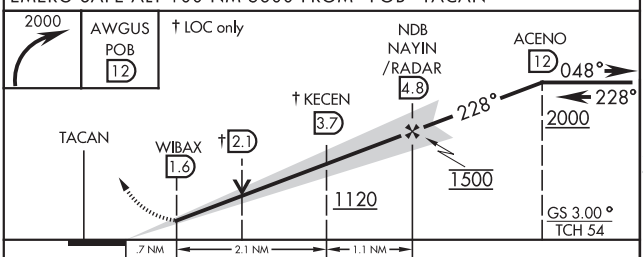
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and Hold.

| ATIS | FAYETTEVILLE APP CON | POPE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°- 090°)<br>133.0 290.25 (091°- 270°) | 135.025 291.1 | 124.55 275.8 | 275.8 |




## RADAR REQUIRED

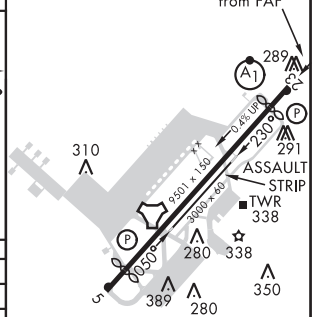
EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23* | 400/24 200 (200-½) | | | |
| S-LOC 23** | 620/24 420 (500-½) | | 620/40 420 (500-¾) | |
| *** C CIRCLING | 760-1 542 (600-1) | | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |
| WITHOUT LAST STEPDOWN FIX | | | | |
| S-LOC 23†† | 640/24 440 (500-½) | | 640/45 440 (500-⅞) | |

ELEV 218 | TDZE 200

Rwy 5 ldg 7501'
Rwy 23 ldg 7501'




REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050°- 230°

| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

19171

FORT BRAGG, NORTH CAROLINA

# RNAV (GPS) RWY 23

| WAAS Chan 52202 W23A | APCH CRS 228° | Rwy ldg 7501 TDZE 200 Arpt Elev 218 |
|---|---|---|

AL-147 [USAF]

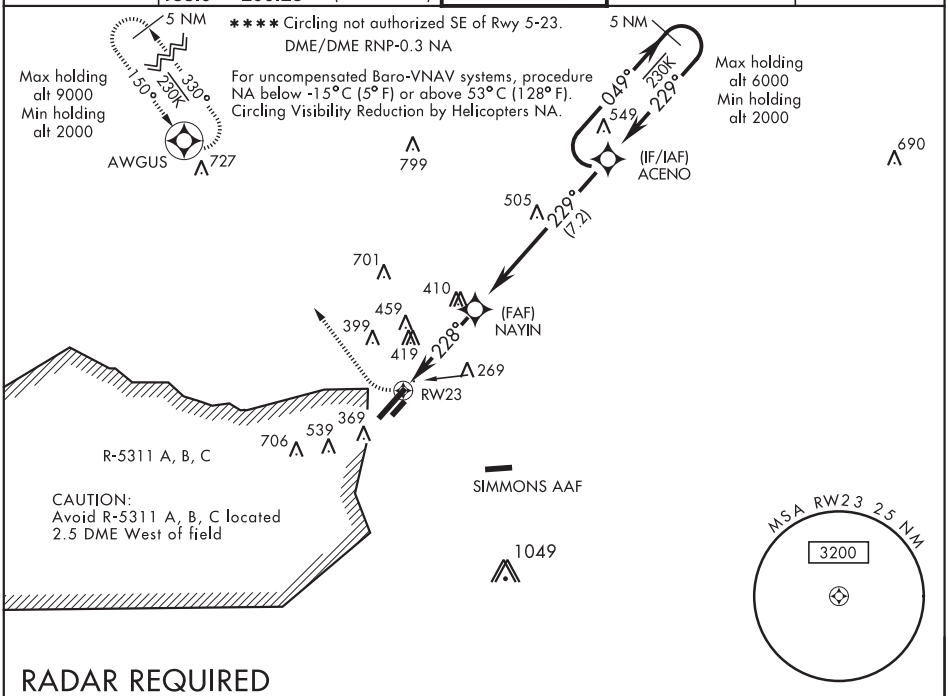
POPE AAF (KPOB)

* When ALS inop, increase CAT ABCD RVR to 40 vis to ¾ mile.
** When ALS inop, increase CAT ABCD vis to 1¼ mile.
*** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1⅜ miles.

ALSF-1

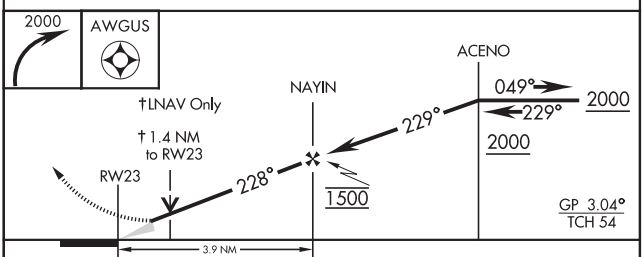
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

| ATIS | FAYETTEVILLE APP CON | POPE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°- 090°) 133.0 290.25 (091°- 270°) | 135.025 291.1 | 124.55 275.8 | 275.8 |




## RADAR REQUIRED

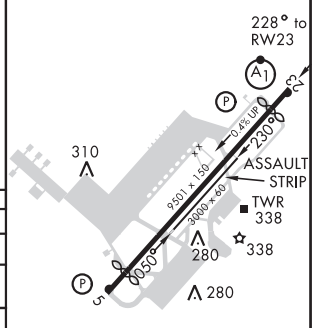
EMERG SAFE ALT 100 NM 5300




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV * | 400/24 200 (200-½) | | | |
| LNAV/ VNAV DA ** | 572/40 372 (400-¾) | | | |
| LNAV MDA *** | 680/24 480 (500-½) | | 680/50 480 (500-1) | |
| C CIRCLING **** | 760-1 542 (600-1) | | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |

ELEV 218 | TDZE 200

Rwy 05 ldg 7501′
Rwy 23 ldg 7501′




REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050°- 230°

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

FORT BRAGG, NORTH CAROLINA 35°10′N-79°01′W POPE AAF (KPOB)

Amdt 7 24MAY18

RNAV (GPS) RWY 23

FORT BRAGG, NORTH CAROLINA

# TACAN RWY 23

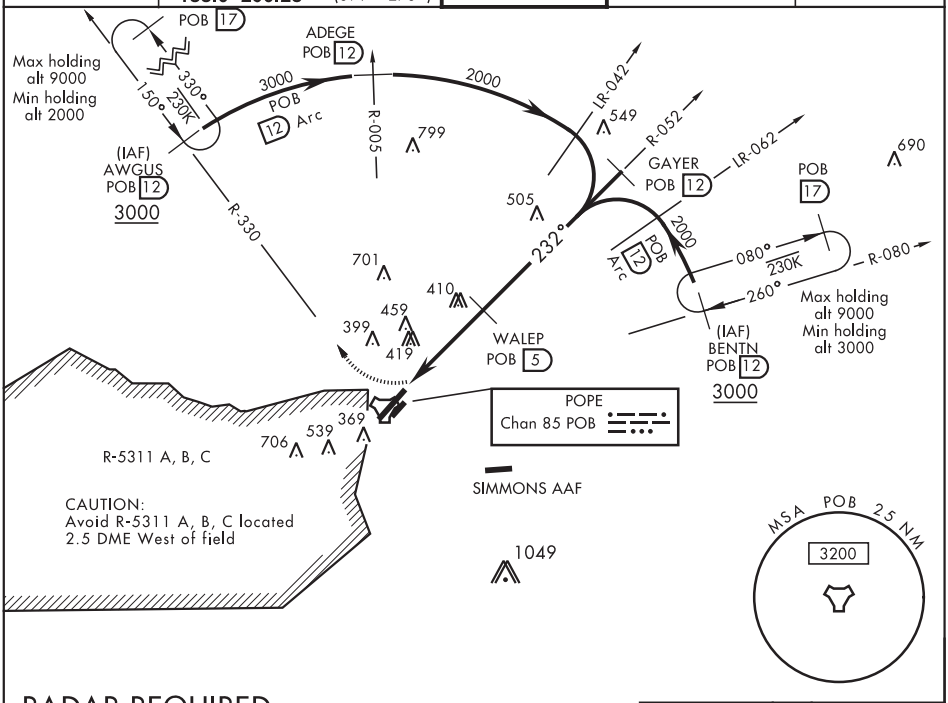
| TACAN POB Chan 85 | APCH CRS 232° | Rwy ldg 7501 TDZE 200 Arpt Elev 218 | AL-147 [USAF] | POPE AAF (KPOB) |
|---|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1⅜ miles.
** Circling not authorized SE of Rwy 5-23.

ALSF-1

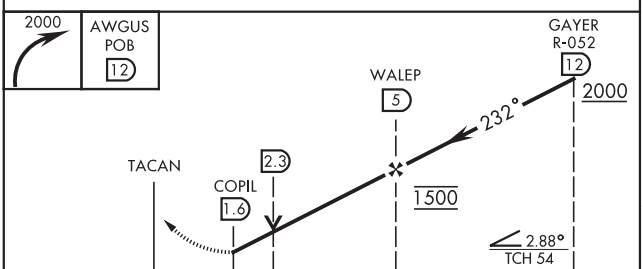
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

| ATIS | FAYETTEVILLE APP CON | POPE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°- 090°) 133.0 290.25 (091°- 270°) | 135.025 291.1 | 124.55 275.8 | 275.8 |



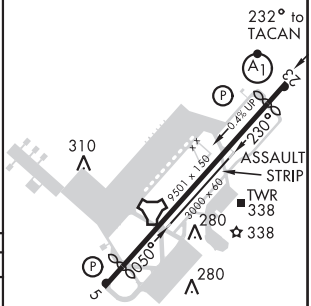

## RADAR REQUIRED

EMERG SAFE ALT 100 NM 5300




| ELEV 218 | TDZE 200 |
|---|---|

Rwy 05 ldg 7501′
Rwy 23 ldg 7501′




REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050°- 230°

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 * | 700/24 500 (500-½) | | 700/50 500 (500-1) | |
| C CIRCLING ** | 760-1 542 (600-1) | | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |

FORT BRAGG, NORTH CAROLINA 35°10′N-79°01′W POPE AAF (KPOB)

Amdt 4 02MAR17

TACAN RWY 23

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

19171

FORT BRAGG, NORTH CAROLINA

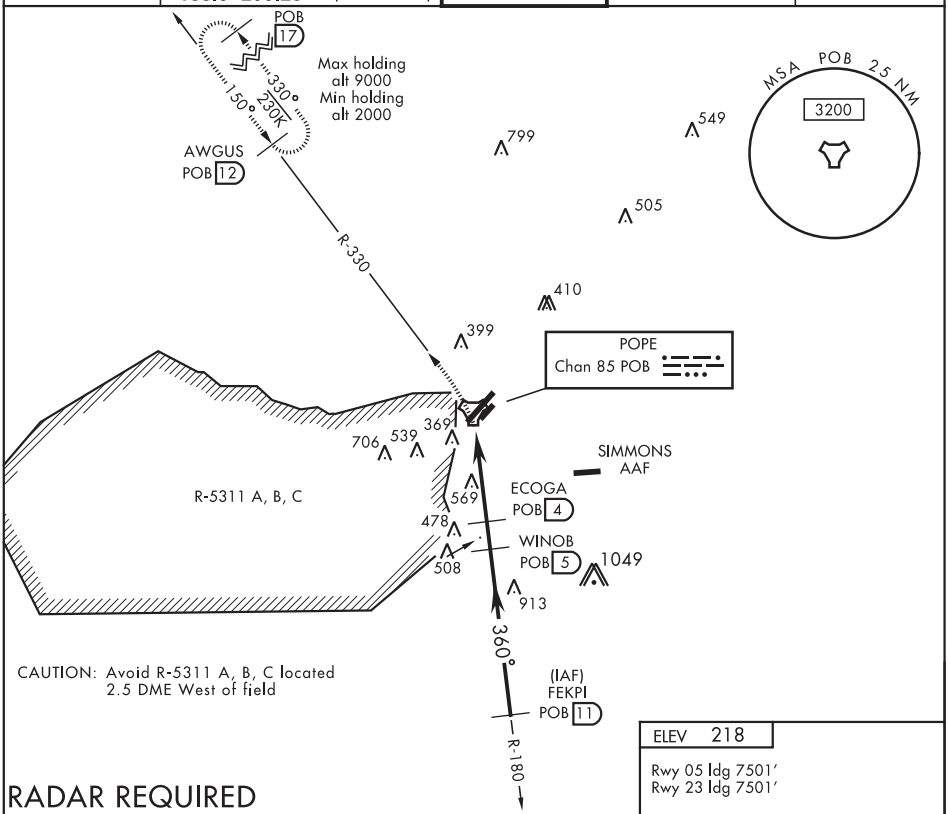
# TACAN-A

| TACAN POB Chan 85 | APCH CRS 360° | Rwy ldg N/A TDZE N/A Arpt Elev 218 | AL-147 [USAF] | POPE AAF (KPOB) |
|---|---|---|---|---|

* Circling not authorized SE of Rwy 5-23.

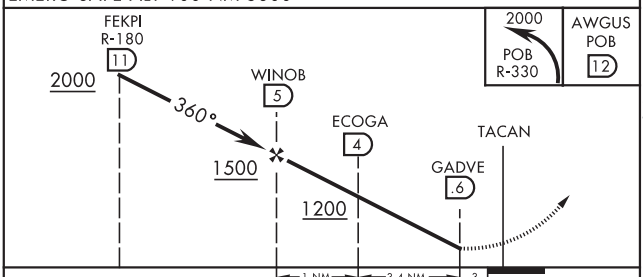
MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.

| ATIS | FAYETTEVILLE APP CON | POPE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°- 090°) 133.0 290.25 (091°- 270°) | 135.025 291.1 | 124.55 275.8 | 275.8 |




## RADAR REQUIRED

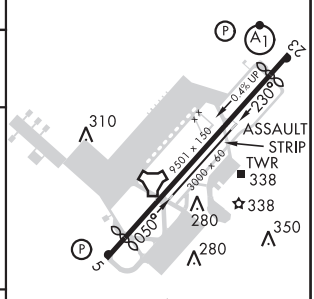
EMERG SAFE ALT 100 NM 5300




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING * | 840-1 622 (700-1) | | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |

ELEV 218

Rwy 05 ldg 7501'
Rwy 23 ldg 7501'




REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050°-230°

360° to TACAN




SE-2, 10 SEP 2020 to 05 NOV 2020

FORT BRAGG, NORTH CAROLINA

# NDB RWY 23

| NDB POB | APCH CRS | Rwy ldg | 7501 |
|---|---|---|---|
| 338 | 228° | TDZE | 200 |
| | | Arpt Elev | 218 |

AL-147 [USAF]

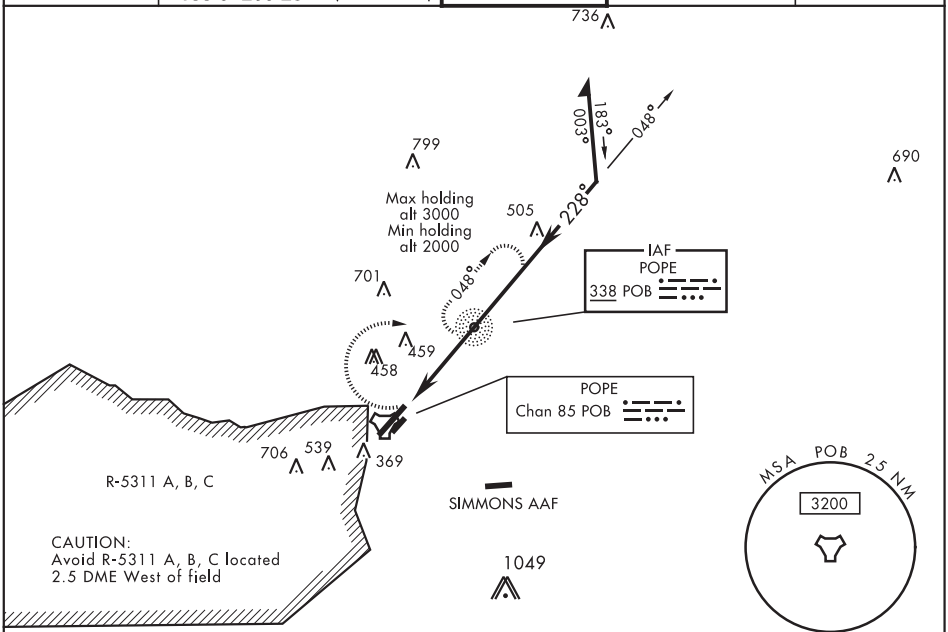
POPE AAF (KPOB)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1⅝ miles.
** Circling not authorized SE of Rwy 5-23.

ALSF-1

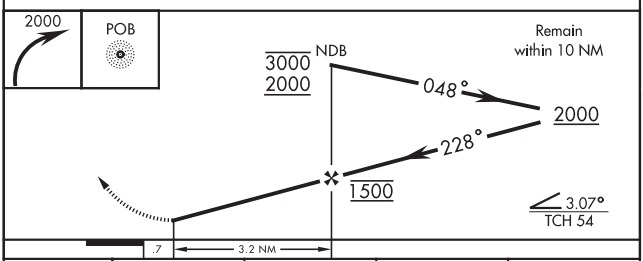
MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold, continue climb-in-hold to 2000.

| ATIS | FAYETTEVILLE APP CON | POPE TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.3 353.725 | 125.175 285.575 (271°-090°)<br>133.0 290.25 (091°-270°) | 135.025 291.1 | 124.55 275.8 | 275.8 |




RADAR REQUIRED

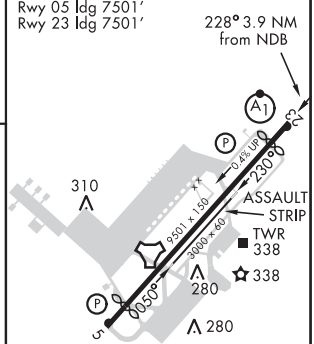
EMERG SAFE ALT 100 NM 5300
FROM "POB" TACAN




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 * | 760/40 560 (600-¾) | | 760/60 560 (600-1⅛) | |
| C CIRCLING ** | 760-1 542 (600-1) | | 920-2 702 (800-2) | 1060-2¾ 842 (900-2¾) |

ELEV 218 | TDZE 200

Rwy 05 ldg 7501′
Rwy 23 ldg 7501′




REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050°-230°

| FAF to MAP 3.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:12 | 2:08 | 1:36 | 1:17 | 1:04 |

FORT BRAGG, NORTH CAROLINA 35°10′N-79°01′W POPE AAF (KPOB)

Amdt 4 02MAR17

NDB RWY 23

SE-2, 10 SEP 2020 to 05 NOV 2020

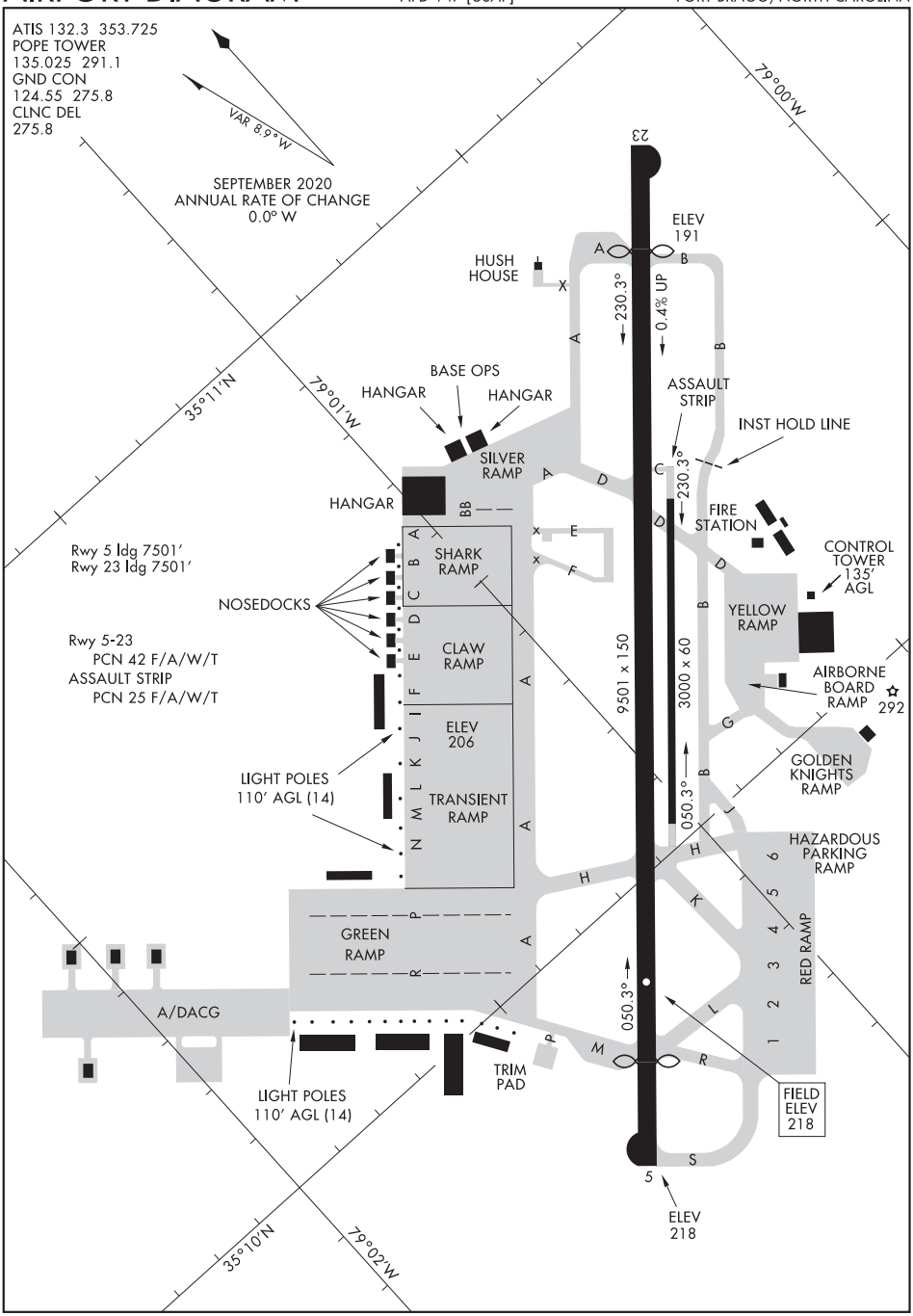
SE-2, 10 SEP 2020 to 05 NOV 2020

20254

# AIRPORT DIAGRAM

AFD-147 [USAF]

POPE AAF (KPOB)
FORT BRAGG, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

FORT BRAGG, NORTH CAROLINA
POPE AAF (KPOB)

| APP CRS | Rwy ldg | N/A |
|---|---|---|
| 287° | TDZE | N/A |
| | Apt Elev | 304 |

# RNAV (GPS)-A

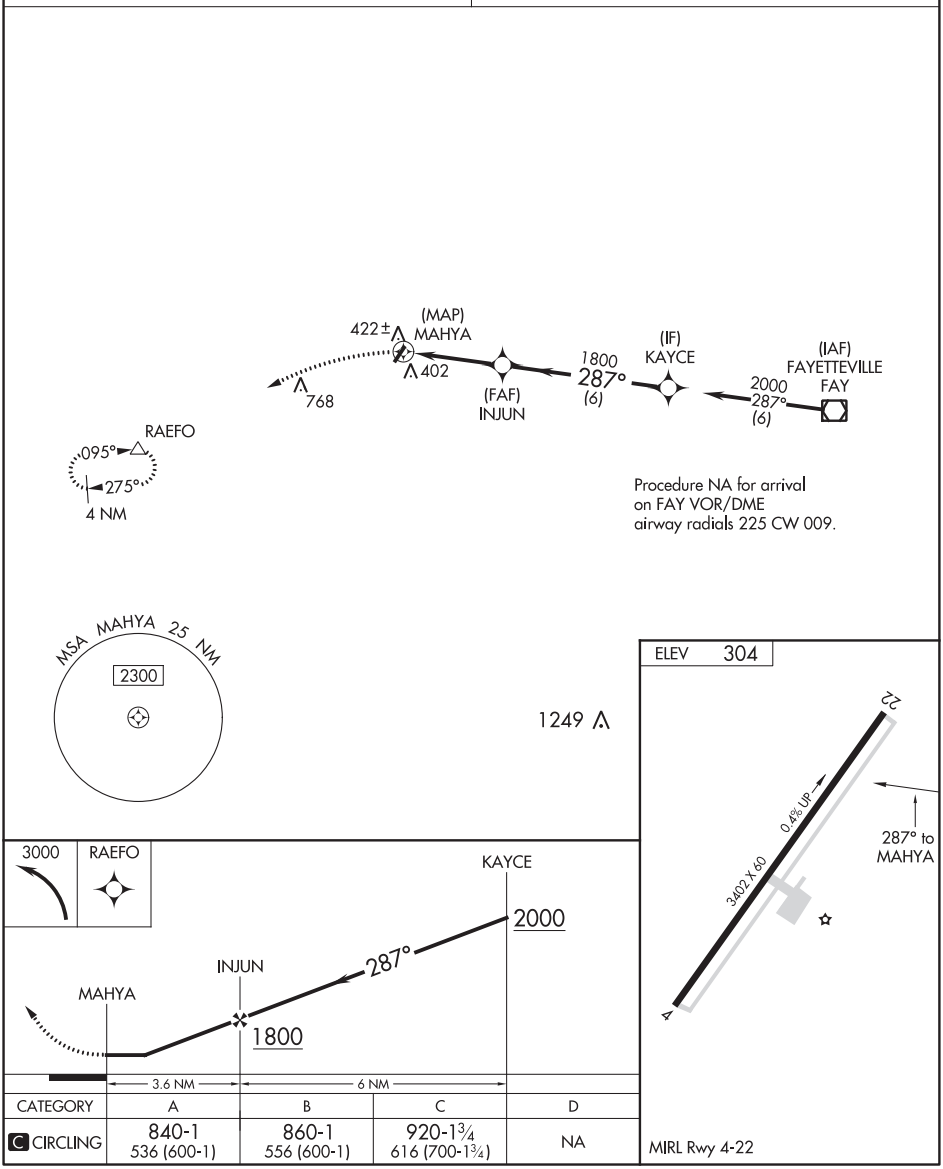
## P K AIRPARK (5W4)

T
A NA

DME/DME RNP-0.3 NA.
Procedure NA at night.
Use Fayetteville altimeter setting.

MISSED APPROACH: Climbing left turn to 3000 direct RAEFO and hold.

| FAYETTEVILLE APP CON | UNICOM |
|---|---|
| **127.8 290.25** | **123.0** (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 840-1<br>536 (600-1) | 860-1<br>556 (600-1) | 920-1¾<br>616 (700-1¾) | NA |

MIRL Rwy 4-22

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

RAEFORD, NORTH CAROLINA

AL-6439 (FAA)

20254

# VOR-A

P K AIRPARK (5W4)

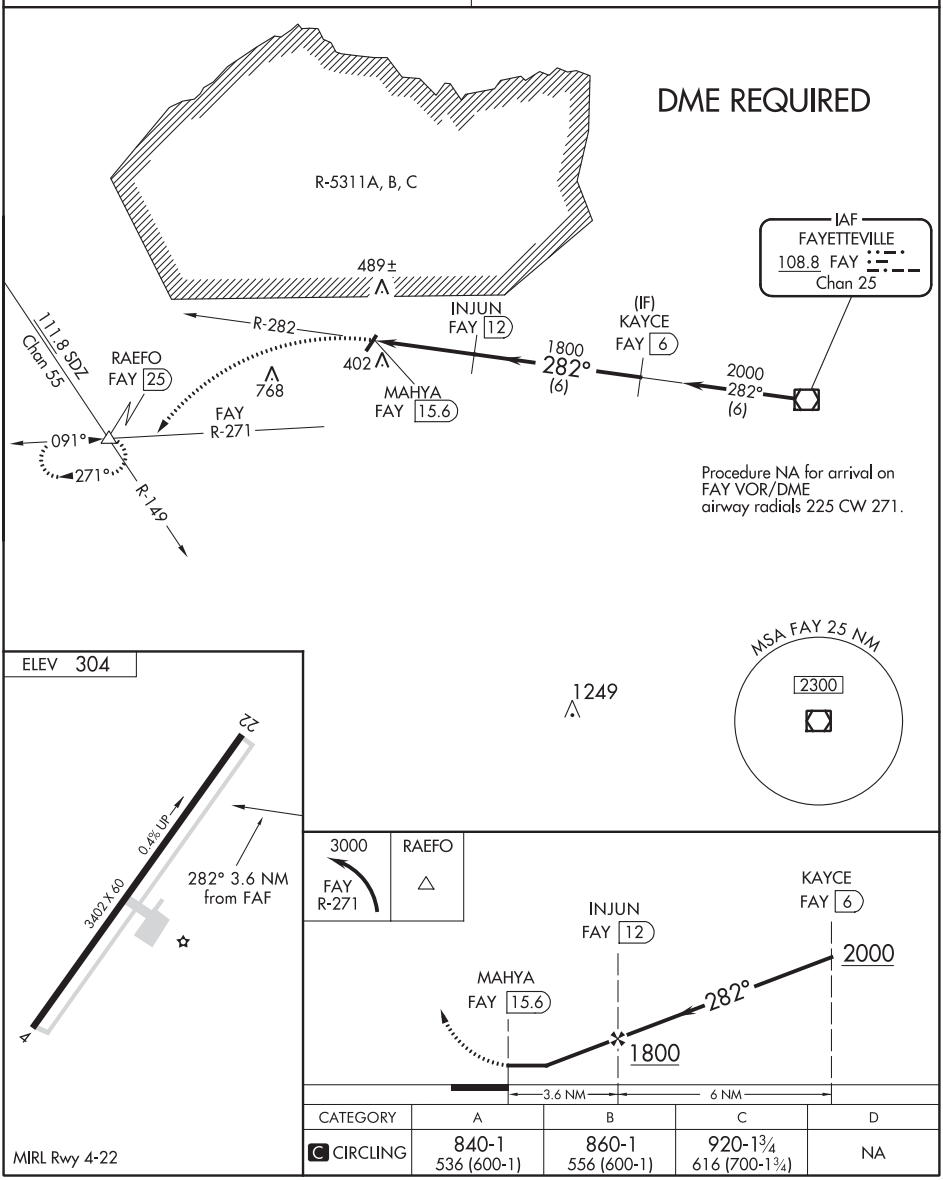
| VOR/DME FAY 108.8 Chan 25 | APP CRS 282° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 304 |
|---|---|---|

DME required. Procedure NA at night.
Use Fayetteville altimeter setting.

NA

MISSED APPROACH: Climbing left turn to 3000 on FAY VOR/DME R-271 to RAEFO/FAY 25 DME and hold.

| FAYETTEVILLE APP CON | UNICOM |
|---|---|
| 127.8 290.25 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 840-1<br>536 (600-1) | 860-1<br>556 (600-1) | 920-1¾<br>616 (700-1¾) | NA |

MIRL Rwy 4-22

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 5L
## RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-GKK | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 109.1 | 054° | TDZE | 384 |
| Chan 28 | | Apt Elev | 435 |

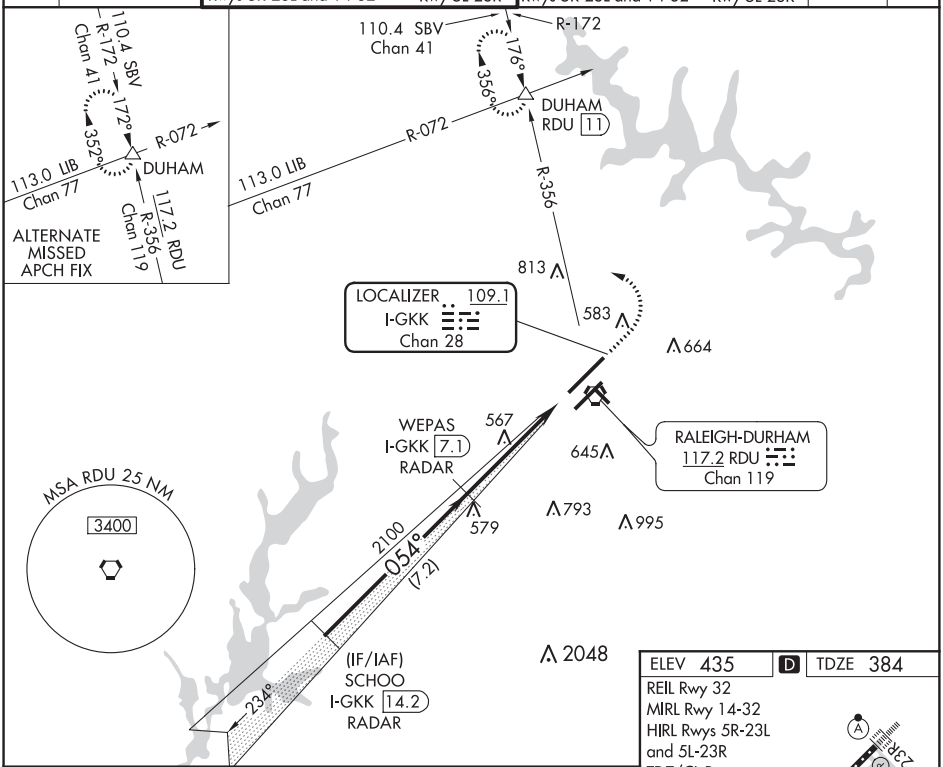
RADAR required for procedure entry, DME required.

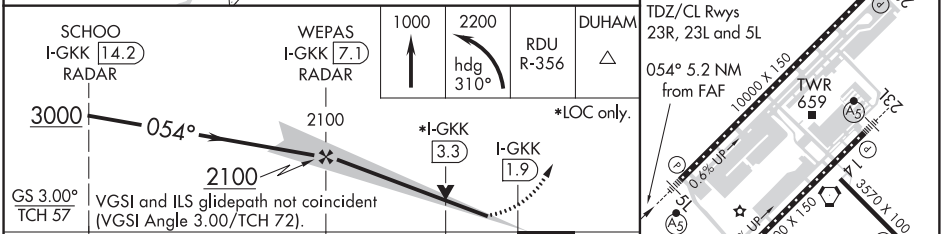
Simultaneous approach authorized.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 on heading 310° and RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

| D-ATIS | RALEIGH APP CON | | (EAST) RALEIGH TOWER | (WEST) | (EAST) GND CON | (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |

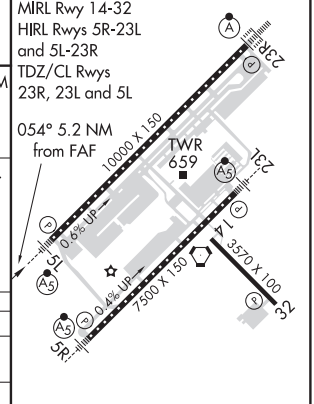



| ELEV 435 | D | TDZE 384 |
|---|---|---|

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

054° 5.2 NM from FAF




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5L | 595/18 211 (200-½) | | | |
| S-LOC 5L | 880/24 496 (500-½) | | 880/40 496 (500-¾) | 880/50 496 (500-1) |
| C CIRCLING | 960-1 525 (600-1) | | 1040-1¾ 605 (700-1¾) | 1180-2½ 745 (800-2½) |

FAF to MAP 5.2 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |




SE-2, 10 SEP 2020 to 05 NOV 2020

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 20142

# ILS or LOC RWY 5R
## RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-RDU | APP CRS | Rwy ldg 7500 |
|---|---|---|
| 109.5 | 054° | TDZE 420 |
| Chan 32 | | Apt Elev 435 |

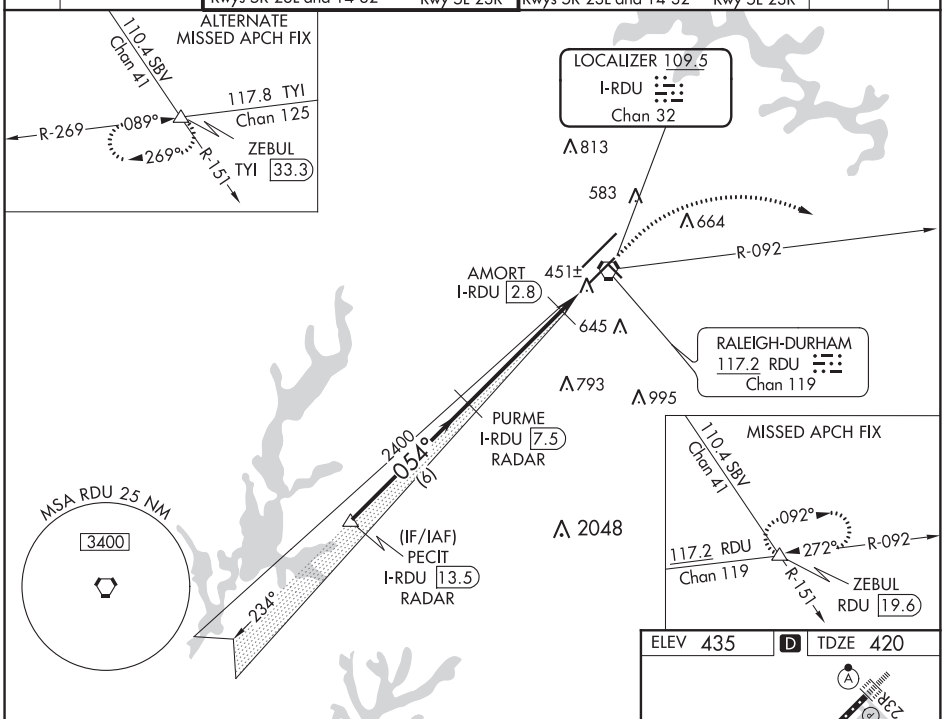
RADAR required for procedure entry.
DME required for LOC only.

Simultaneous approach authorized.
# RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 on heading 130° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |



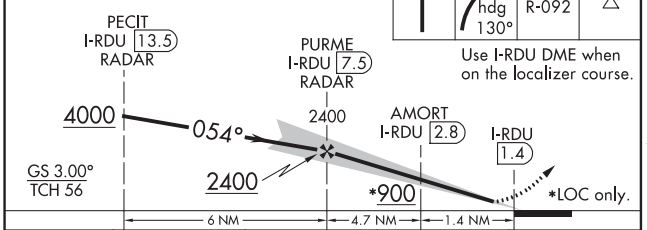

SE-2, 10 SEP 2020 to 05 NOV 2020

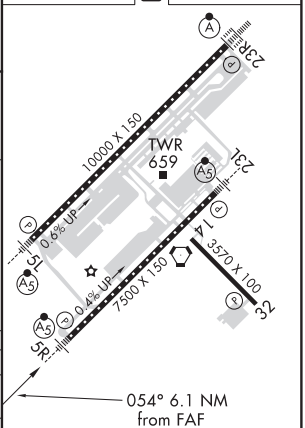
ELEV 435 | D | TDZE 420

VGSI and ILS glidepath not coincident
(VGSI Angle 3.00/TCH 62).

| 1000 | 2600 hdg 130° | RDU R-092 | ZEBUL |
|---|---|---|---|

Use I-RDU DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R # | 620/24 200 (200-½) | | | |
| S-LOC 5R | 760/24 340 (400-½) | | 760/26 340 (400-½ ) | |
| C CIRCLING | 960-1 525 (600-1) | | 1020-1½ 585 (600-1½) | 1180-2½ 745 (800-2½) |

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

# ILS or LOC RWY 23L
## RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-LEI | APP CRS | Rwy ldg | 7500 |
|---|---|---|---|
| 108.5 | 234° | TDZE | 435 |
| Chan 22 | | Apt Elev | 435 |

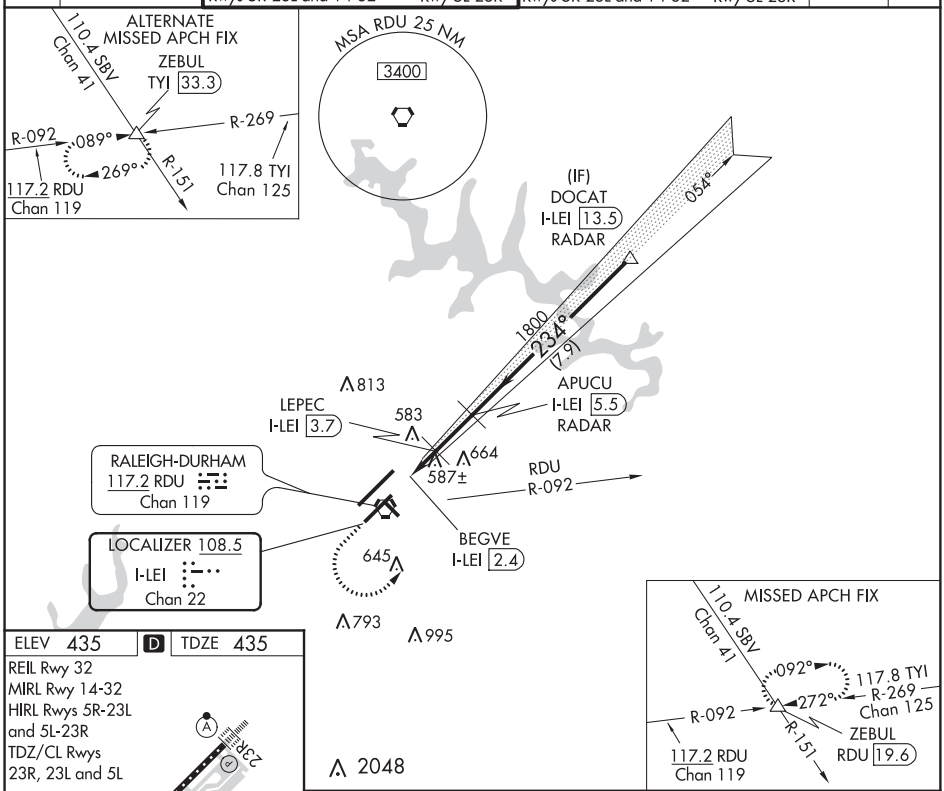
RADAR required for procedure entry. DME required for LOC only.

Simultaneous approach authorized. For inop ALS, increase S-ILS 23L all Cats visibility to RVR 5500. For inop ALS, increase S-LOC-23L Cat C/D visibility to 2½ SM. Localizer unusable for coupled approaches below 1100 or within 2 NM of threshold.

MALSR

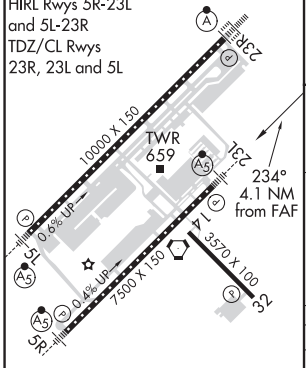
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 on heading 050° and RDU VORTAC R-092 to ZEBUL INT and hold.

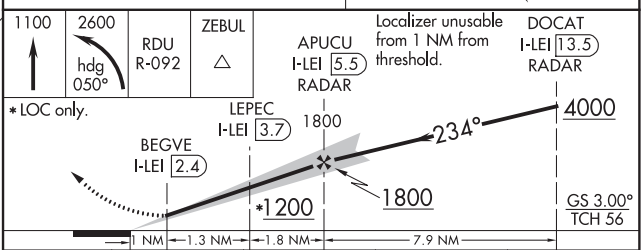
| D-ATIS | RALEIGH APP CON | | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




| ELEV 435 | D | TDZE 435 |
|---|---|---|

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23L | 806/35 371 (400-⅝) | | | |
| S-LOC 23L | 840/40 405 (500-¾) | | | |
| C CIRCLING | 960-1¼ 525 (600-1¼) | | 1040-1¾ 605 (700-1¾) | 1180-2½ 745 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 20142

# ILS or LOC RWY 23R
## RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-DMP | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 111.7 | 234° | TDZE | 409 |
| Chan 54 | | Apt Elev | 435 |

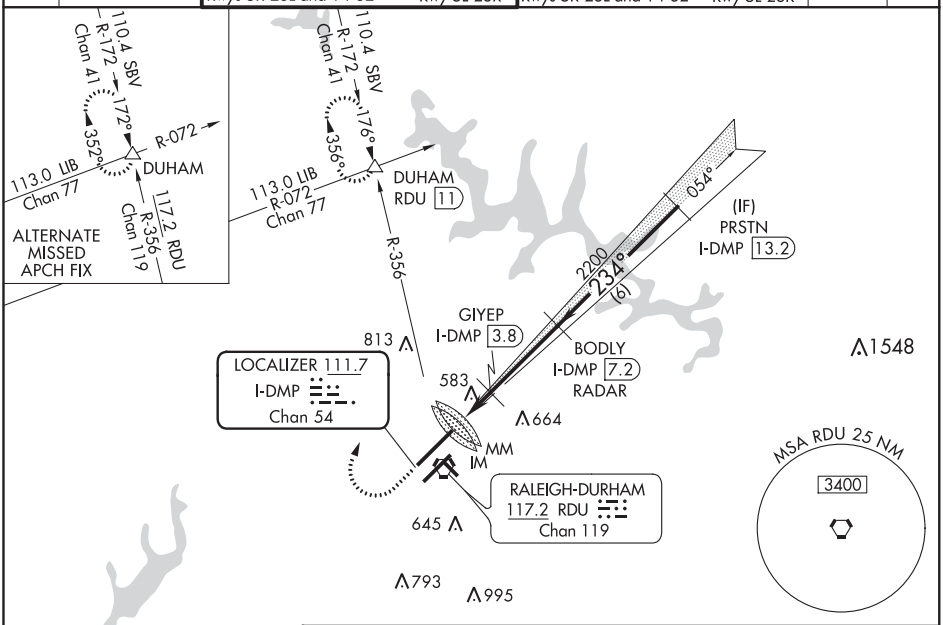
RADAR required for procedure entry, DME or RADAR required.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on heading 030° and on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

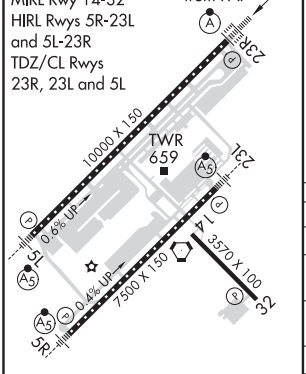
| D-ATIS | RALEIGH APP CON | | (EAST) RALEIGH TOWER | (WEST) | (EAST) GND CON | (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |



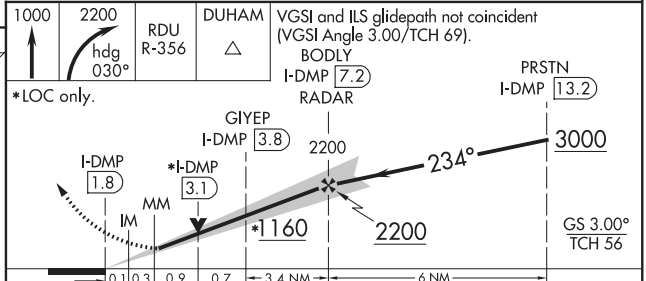

| ELEV | 435 | D | TDZE | 409 |
|---|---|---|---|---|

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

234° 5.4 NM from FAF




| 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 23R | 609/18 200 (200-½) | | | |
| S-LOC 23R | 1160/24 751 (800-½) | 1160/40 751 (800-¾) | 1160-1¾ 751 (800-1¾) | 1160-2 751 (800-2) |
| C CIRCLING | 1160-1 725 (800-1) | 1160-1¼ 725 (800-1¼) | 1160-2¼ 725 (800-2¼) | 1160-2½ 725 (800-2½) |
| GIYEP FIX MINIMUMS | | | | |
| S-LOC 23R | 900/24 491 (500-½) | | 900/40 491 (500-¾) | 900/50 491 (500-1) |
| C CIRCLING | 960-1 525 (600-1) | | 1040-1¾ 605 (700-1¾) | 1180-2½ 745 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS RWY 5R (SA CAT I & II)
## RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-RDU | APP CRS | Rwy ldg 7500 |
|---|---|---|
| 109.5 | 054° | TDZE 420 |
| Chan 32 | | Apt Elev 435 |

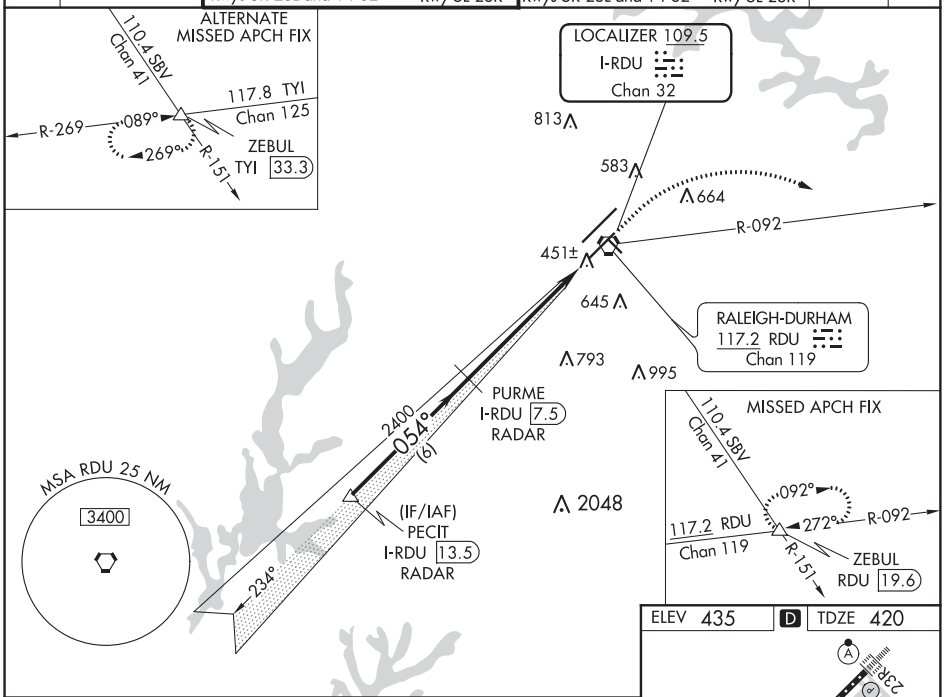
RADAR required for procedure entry.

Simultaneous approach authorized.
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 1000 then climbing right turn to 2600 on heading 130° and on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |



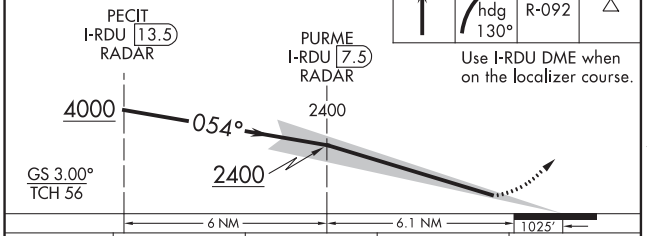

SE-2, 10 SEP 2020 to 05 NOV 2020

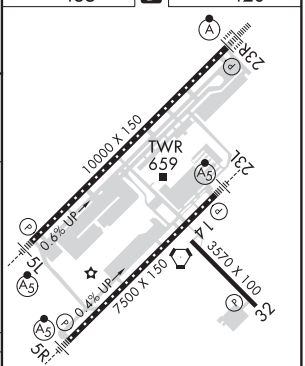
ELEV 435 | D | TDZE 420

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 62).

| 1000 | 2600 hdg 130° | RDU R-092 | ZEBUL |
|---|---|---|---|

Use I-RDU DME when on the localizer course.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5R | SA CAT I RA 230/14 150 DA 570 | | | |
| S-ILS 5R | SA CAT II RA 183/12 100 DA 520 | | | |

**SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA)

20142

# ILS RWY 23R (CAT II & III)

RALEIGH-DURHAM INTL (RDU)

| LOC/DME I-DMP | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| 111.7 | 234° | TDZE | 409 |
| Chan 54 | | Apt Elev | 435 |

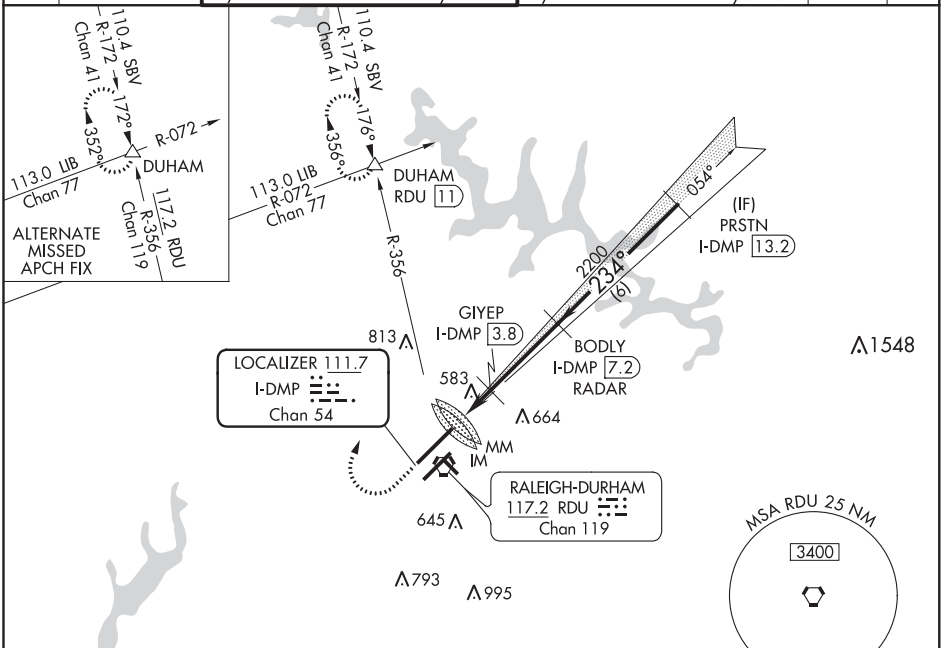
RADAR required for procedure entry, DME or RADAR required.

Simultaneous approach authorized.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on heading 030° and on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

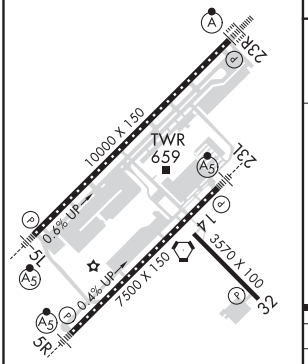
| D-ATIS | RALEIGH APP CON | | (EAST) RALEIGH TOWER | (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

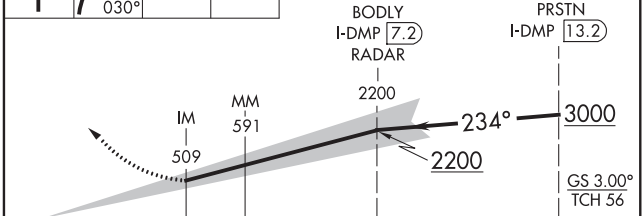
ELEV 435 | D | TDZE 409




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

| 1000 | 2200 hdg 030° | RDU R-356 | DUHAM |
|---|---|---|---|

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 69).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23R | CAT II RA 105/12 100 DA 509 | | | |
| S-ILS 23R | CAT III RVR 06 | | | |

## CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

# RNAV (RNP) Z RWY 5L
## RALEIGH-DURHAM INTL (RDU)

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 054° | TDZE | 384 |
| | Apt Elev | 435 |

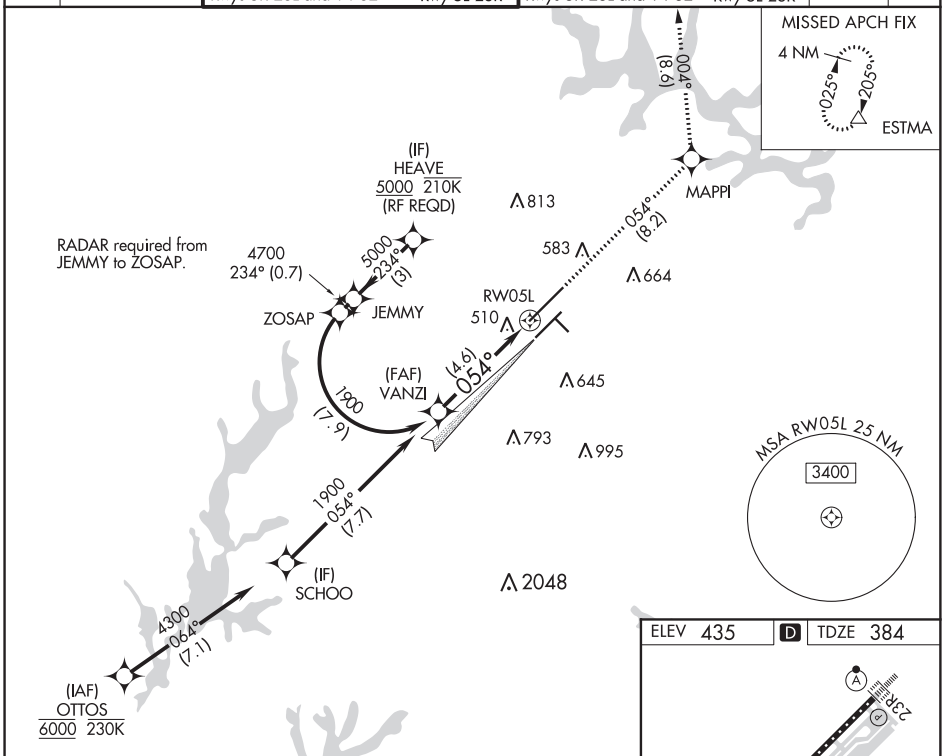
RNP AR APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 47°C. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1⅜.

MALSR

MISSED APPROACH: Climb to 3000 on track 054° to MAPPI and on track 004° to ESTMA and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |



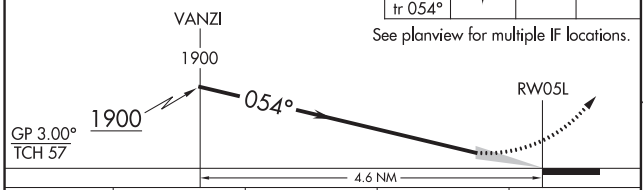

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

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

| 3000 | MAPPI | tr 004° | ESTMA |
|---|---|---|---|
| tr 054° | | | |

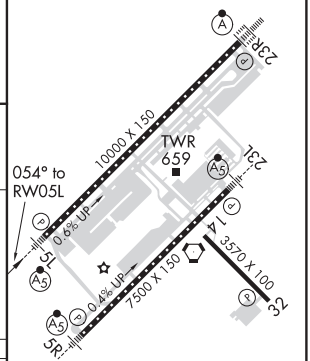
See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 727/30 343 (300-⅝) | | | |
| RNP 0.30 DA | 821/50 437 (400-1) | | | |

**AUTHORIZATION REQUIRED**

ELEV 435 D TDZE 384




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 20142

# RNAV (RNP) Z RWY 5R

RALEIGH-DURHAM INTL (RDU)

| APP CRS | Rwy ldg | 7500 |
|---|---|---|
| 054° | TDZE | 420 |
| | Apt Elev | 435 |

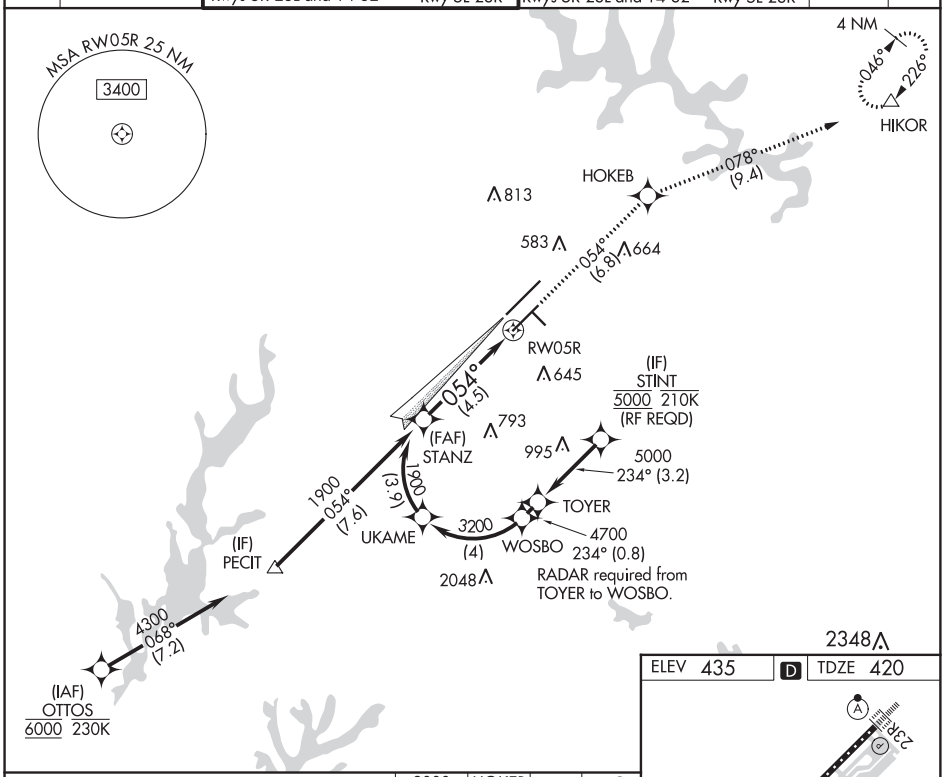
RNP AR APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Use of FD or AP providing RNAV track guidance required during simultaneous operations. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500. Simultaneous approach authorized, except for arrivals at STINT.

MALSR

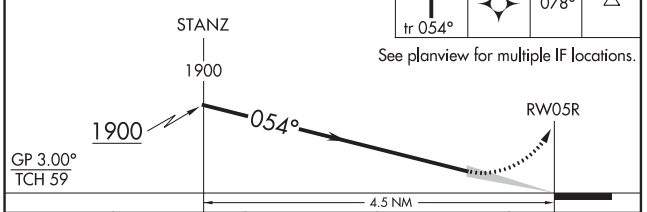
MISSED APPROACH: Climb to 3000 on track 054° to HOKEB and on track 078° to HIKOR and hold.

| D-ATIS | RALEIGH APP CON | | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




| 3000 | HOKEB | tr 078° | HIKOR |
|---|---|---|---|
| tr 054° | | | |

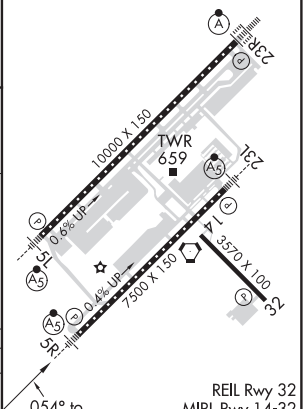
See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.30 DA | 817/35 397 (400-⅝) | | | |

AUTHORIZATION REQUIRED

ELEV 435 D TDZE 420




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (RNP) Z RWY 23L

## RALEIGH-DURHAM INTL (RDU)

| APP CRS | Rwy ldg | 7500 |
|---|---|---|
| 234° | TDZE | 435 |
| | Apt Elev | 435 |

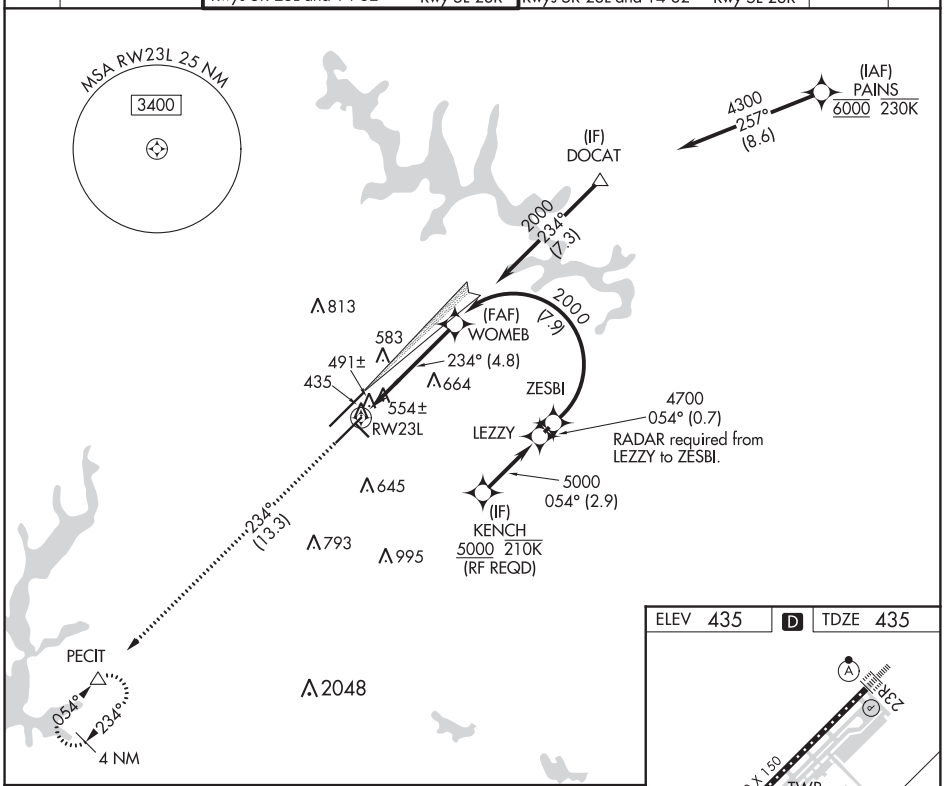
RNP AR APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized, except for arrivals at KENCH.

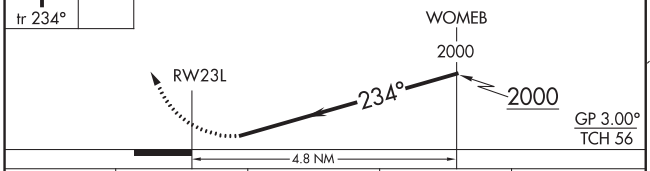
MALSR

MISSED APPROACH: Climb to 3300 on track 234° to PECIT and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |



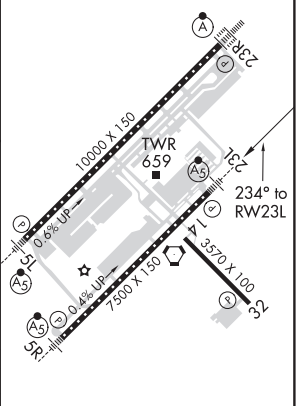

| 3300 | PECIT | See planview for multiple IF locations. |
|---|---|---|
| tr 234° | △ | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.10 DA | 774/40 339 (400-¾) | | | |
| RNP 0.30 DA | 870/50 435 (500-1) | | | |

**AUTHORIZATION REQUIRED**

ELEV 435 | D | TDZE 435




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 20142

# RNAV (RNP) Z RWY 23R
## RALEIGH-DURHAM INTL (RDU)

| APP CRS | Rwy ldg | 10000 |
|---|---|---|
| 234° | TDZE | 409 |
| | Apt Elev | 435 |

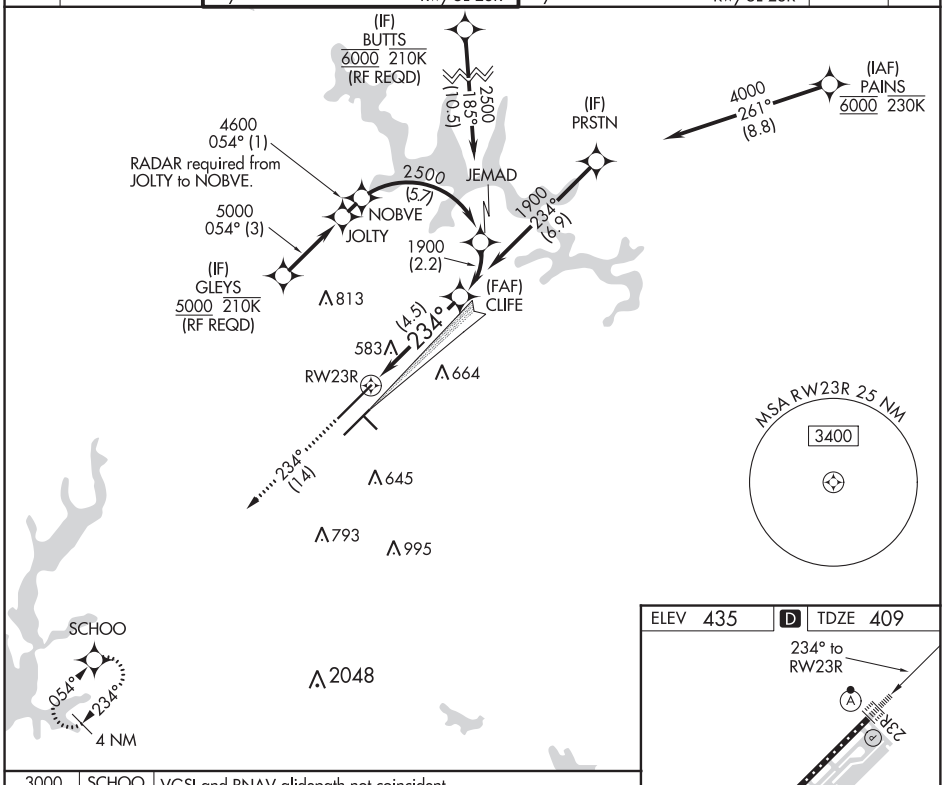
RNP AR APCH, RF required.

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). Use of FD or AP providing RNAV track guidance required during simultaneous operations. Simultaneous approach authorized with ILS or LOC Rwy 23L, RNAV (GPS) Y Rwy 23L, except for arrivals at GLEYS and BUTTS. For inop ALS, increase RNP 0.15 all Cats visibility to 1¼, increase RNP 0.30 all Cats visibility to 1⅞.

ALSF-2

MISSED APPROACH: Climb to 3000 on track 234° to SCHOO and hold.

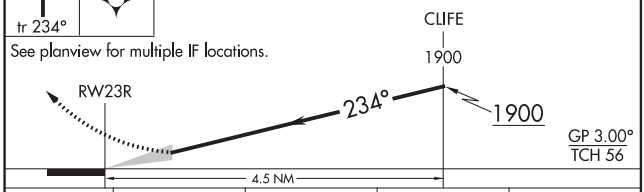
| D-ATIS | RALEIGH APP CON | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




| 3000 | SCHOO |
|---|---|
| tr 234° | |

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

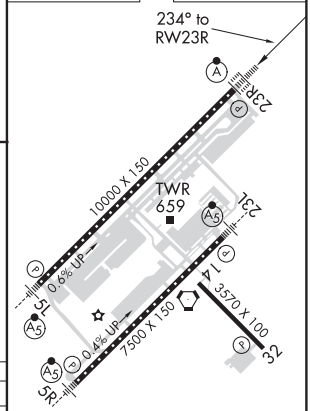
See planview for multiple IF locations.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| RNP 0.15 DA | 779/40 370 (400-¾) | | | |
| RNP 0.30 DA | 978-1½ 569 (600-1½) | | | |

**AUTHORIZATION REQUIRED**

ELEV 435 | D | TDZE 409




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 3570 |
|---|---|---|
| 324° | TDZE | 429 |
| | Apt Elev | 435 |

# RNAV (GPS) RWY 32

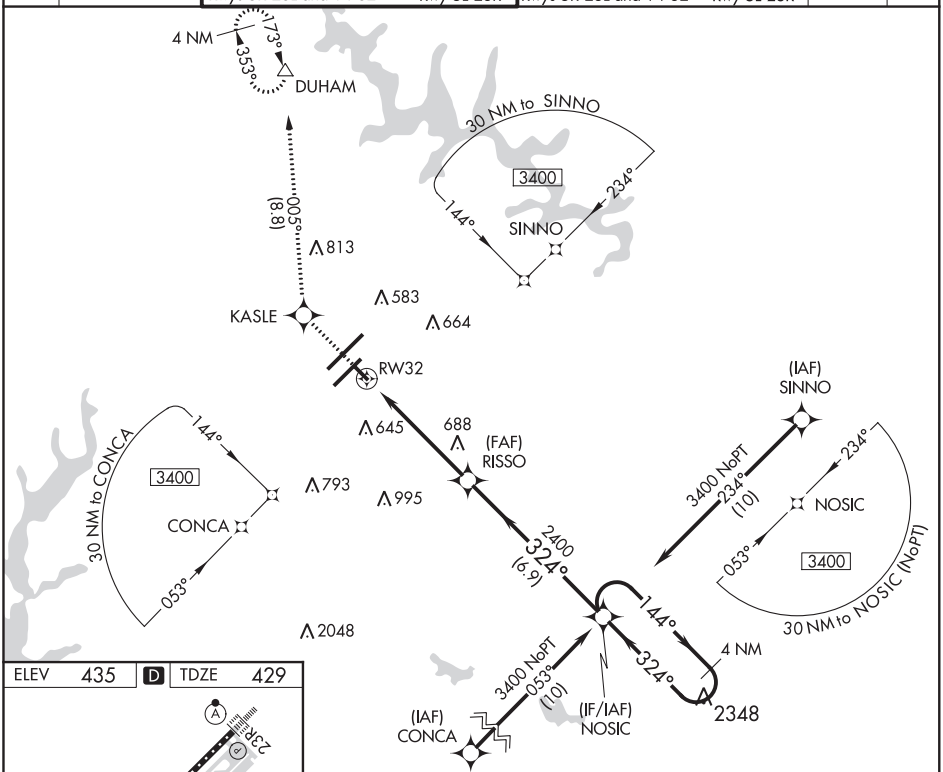
## RALEIGH-DURHAM INTL (RDU)

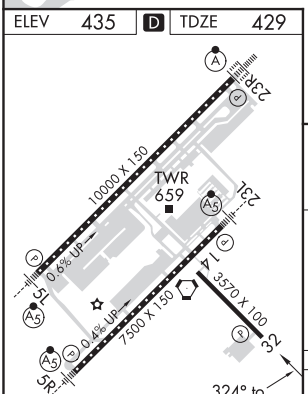
RNP APCH.

Rwy 32 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA below -15°C (5°F) or above 48°C (118°F).

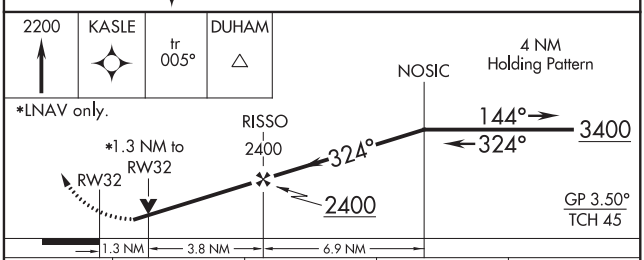
MISSED APPROACH: Climb to 2200 direct KASLE and on track 005° to DUHAM and hold.

| D-ATIS | RALEIGH APP CON | | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV/VNAV DA | 820-1¼ 391 (400-1¼) | | | NA |
| LNAV MDA | 1000-1 571 (600-1) | | 1000-1½ 571 (600-1½) | NA |
| C CIRCLING | 1000-1¼ 565 (600-1¼) | | 1040-1¾ 605 (700-1¾) | NA |




SE-2, 10 SEP 2020 to 05 NOV 2020

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 20142

# RNAV (GPS) Y RWY 5L
## RALEIGH-DURHAM INTL (RDU)

| WAAS CH 48813 W05A | APP CRS 054° | Rwy ldg 10000<br>TDZE 384<br>Apt Elev 435 |
|---|---|---|

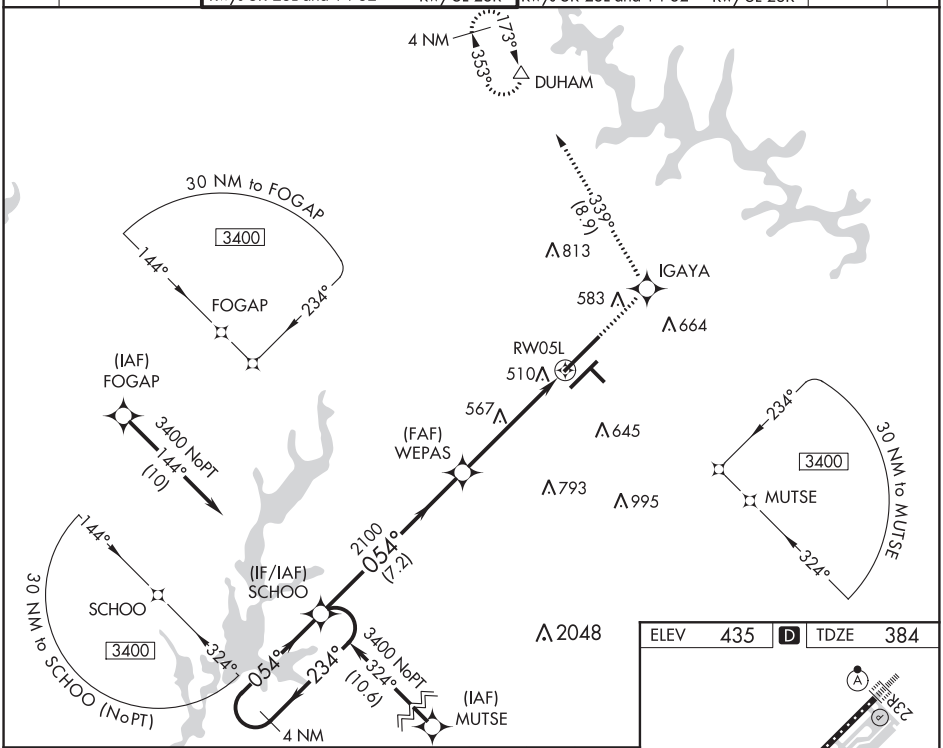
RNP APCH.

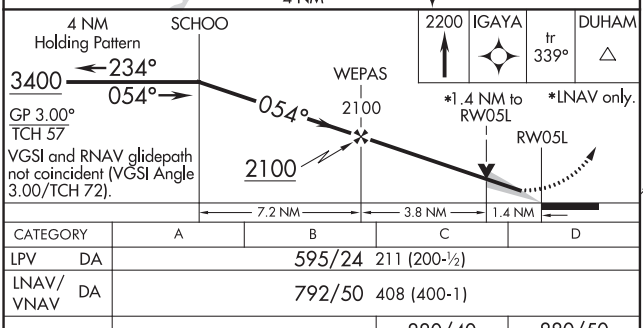
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

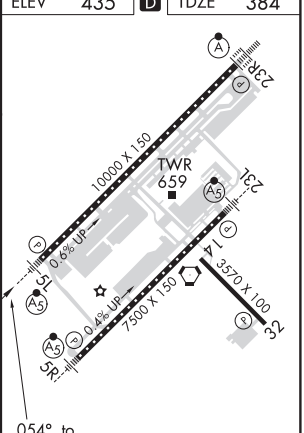
MISSED APPROACH: Climb to 2200 direct IGAYA and on track 339° to DUHAM and hold.

| D-ATIS | RALEIGH APP CON | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8<br>Rwys 5R-23L and 14-32 | 119.3 257.8<br>Rwy 5L-23R | 121.9 348.6<br>Rwys 5R-23L and 14-32 | 121.7 348.6<br>Rwy 5L-23R | 120.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 595/24 211 (200-½) | | | |
| LNAV/VNAV DA | 792/50 408 (400-1) | | | |
| LNAV MDA | 880/24 496 (500-½) | | 880/40 496 (500-¾) | 880/50 496 (500-1) |
| C CIRCLING | 960-1 525 (600-1) | | 1040-1¾ 605 (700-1¾) | 1180-2½ 745 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) Y RWY 5R

## RALEIGH-DURHAM INTL (RDU)

| WAAS CH 90213 W05B | APP CRS 054° | Rwy ldg 7500 TDZE 420 Apt Elev 435 |
|---|---|---|

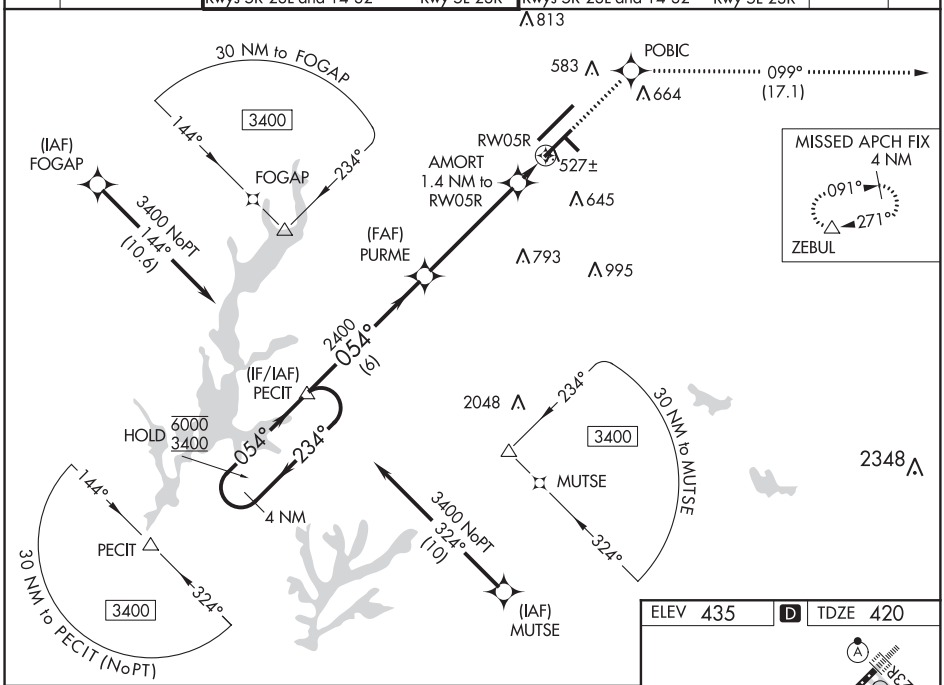
RNP APCH.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2600 direct POBIC and on track 099° to ZEBUL and hold.

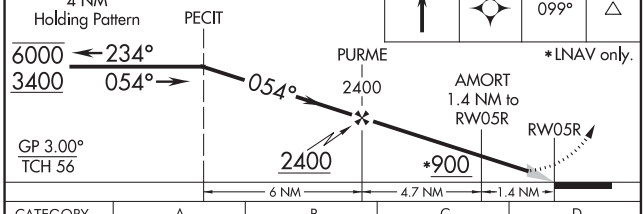
| D-ATIS | RALEIGH APP CON | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).

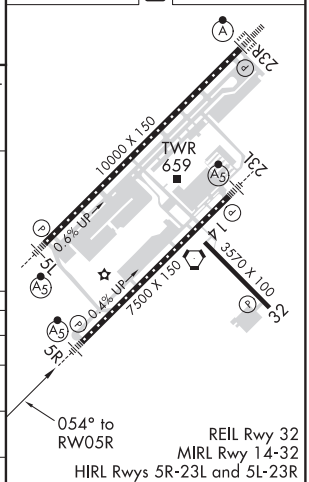
| 2600 | POBIC | tr 099° | ZEBUL |
|---|---|---|---|

*LNAV only.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 620/24 200 (200-½) | | | |
| LNAV/VNAV DA | 710/24 290 (300-½) | | | |
| LNAV MDA | 780/24 360 (400-½) | | 780/30 360 (400-⅝) | |
| C CIRCLING | 960-1 525 (600-1) | | 1040-1¾ 605 (700-1¾) | 1180-2½ 745 (800-2½) |

ELEV 435 D TDZE 420





SE-2, 10 SEP 2020 to 05 NOV 2020

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 20142

# RNAV (GPS) Y RWY 23L
## RALEIGH-DURHAM INTL (RDU)

| WAAS CH 65713 W23B | APP CRS 234° | Rwy ldg 7500 TDZE 435 Apt Elev 435 |
|---|---|---|

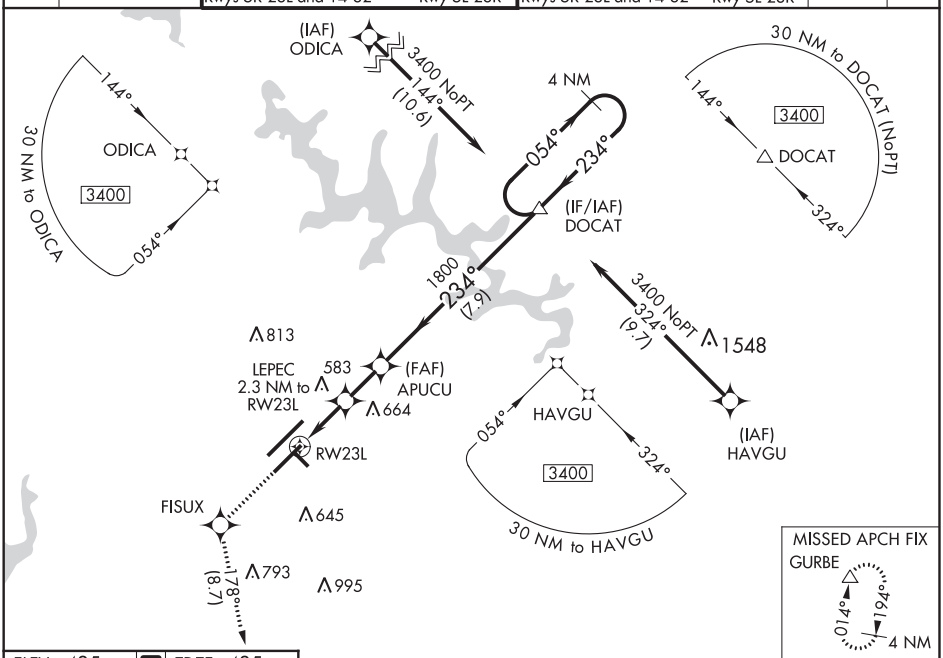
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

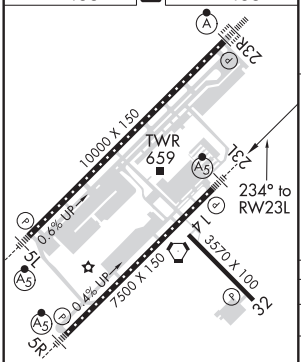
MALSR

MISSED APPROACH: Climb to 3100 direct FISUX and left turn on track 178° to GURBE and hold.

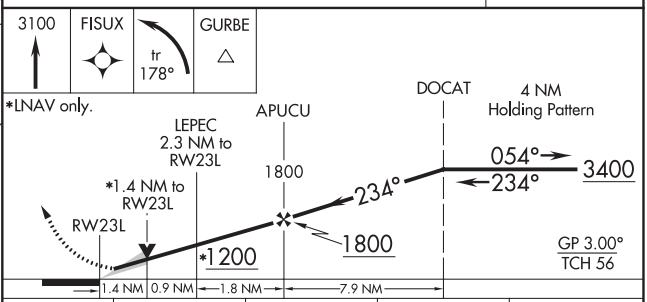
| D-ATIS | RALEIGH APP CON | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




ELEV 435 D TDZE 435




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23R, and 23L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 635/18 200 (200-½) | | | |
| LNAV/VNAV DA | 820/35 385 (400-⅝) | | | |
| LNAV MDA | 920/24 485 (500-½) | | 920/50 485 (500-1) | |
| C CIRCLING | 960-1 525 (600-1) | | 1040-1¾ 605 (700-1¾) | 1180-2½ 745 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) Y RWY 23R
## RALEIGH-DURHAM INTL (RDU)

| WAAS | APP CRS | Rwy ldg | 10000 |
|---|---|---|---|
| CH 45613 | 234° | TDZE | 409 |
| W23A | | Apt Elev | 435 |

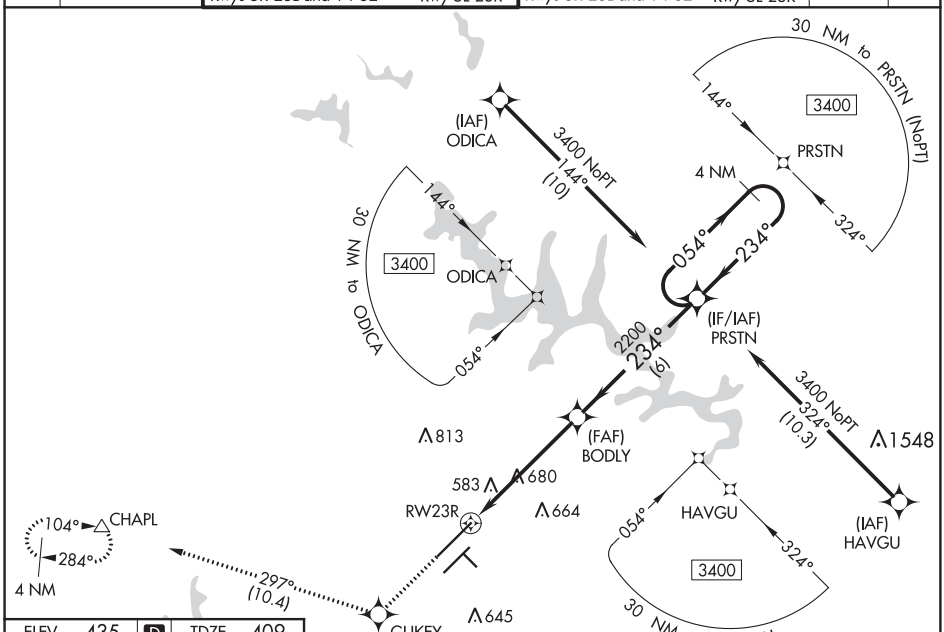
RNP APCH.

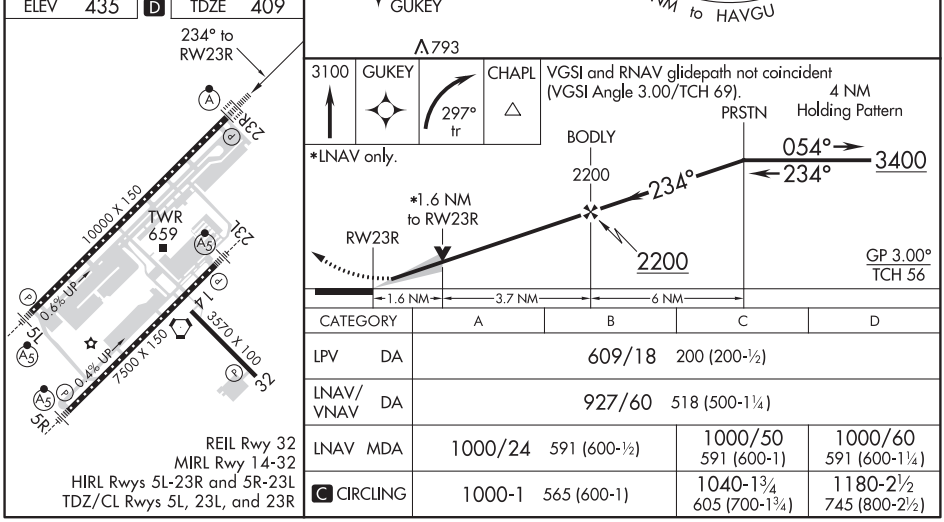
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 3100 direct GUKEY and right turn on 297° track to CHAPL and hold.

| D-ATIS | RALEIGH APP CON | | RALEIGH TOWER (EAST) | RALEIGH TOWER (WEST) | GND CON (EAST) | GND CON (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 609/18 200 (200-½) | | | |
| LNAV/VNAV | DA | 927/60 518 (500-1¼) | | | |
| LNAV | MDA | 1000/24 591 (600-½) | | 1000/50 591 (600-1) | 1000/60 591 (600-1¼) |
| C CIRCLING | | 1000-1 565 (600-1) | | 1040-1¾ 605 (700-1¾) | 1180-2½ 745 (800-2½) |


SE-2, 10 SEP 2020 to 05 NOV 2020

RALEIGH/DURHAM, NORTH CAROLINA

AL-516 (FAA)

20142

# VOR RWY 5R

## RALEIGH-DURHAM INTL (RDU)

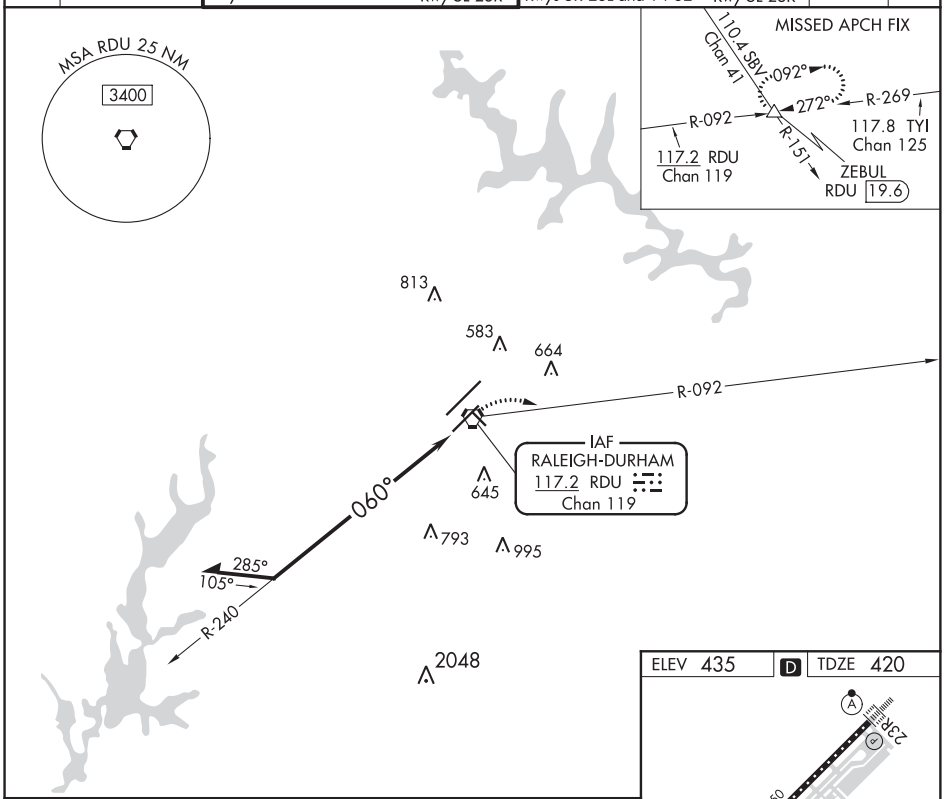
| VORTAC RDU 117.2 Chan 119 | APP CRS 060° | Rwy ldg 7500 TDZE 420 Apt Elev 435 |
|---|---|---|

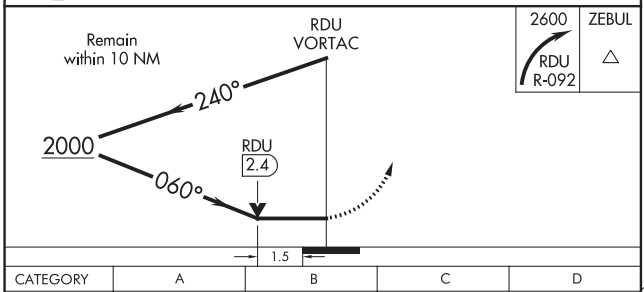
For inop ALS, increase S-5R Cat C/D visibility to 1⅜ SM.

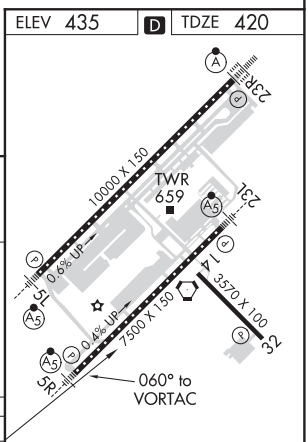
MALSR

MISSED APPROACH: Climbing right turn to 2600 on RDU VORTAC R-092 to ZEBUL INT/RDU 19.6 DME and hold.

| D-ATIS | RALEIGH APP CON | | (EAST) RALEIGH TOWER (WEST) | | (EAST) GND CON (WEST) | | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5R | 940/24 520 (600-½) | | 940/55 520 (600-1) | |
| C CIRCLING | 980-1 545 (600-1) | | 1040-1¾ 605 (700-1¾) | 1180-2½ 745 (800-2½) |

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

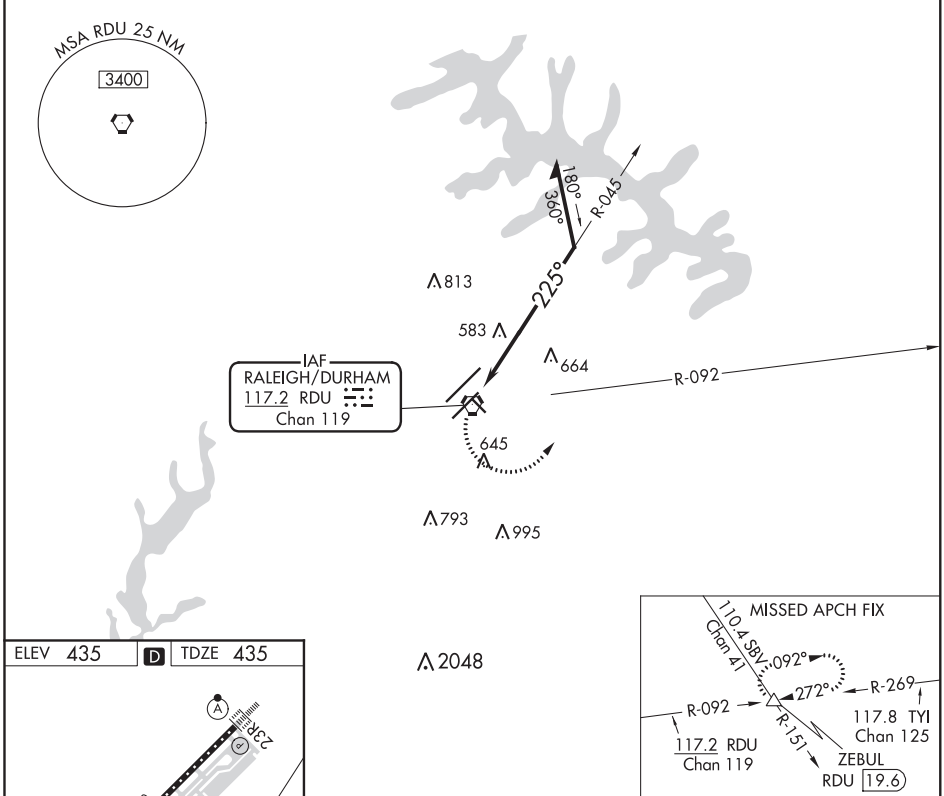
# VOR RWY 23L
## RALEIGH-DURHAM INTL (RDU)

| VORTAC RDU | APP CRS | Rwy ldg | 7500 |
|---|---|---|---|
| 117.2 | 225° | TDZE | 435 |
| Chan 119 | | Apt Elev | 435 |

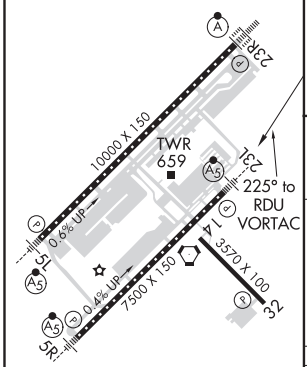
MALSR

MISSED APPROACH: Climbing left turn to 2600 on RDU VORTAC R-092 to ZEBUL INT/19.6 DME and hold.

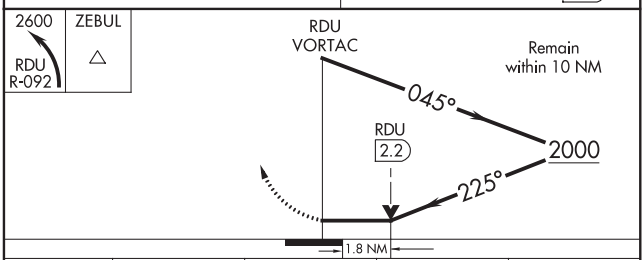
| D-ATIS | RALEIGH APP CON | | (EAST) RALEIGH TOWER | (WEST) | (EAST) GND CON | (WEST) | CLNC DEL | CPDLC |
|---|---|---|---|---|---|---|---|---|
| 123.8 | 127.675 | 307.9 | 127.45 257.8 Rwys 5R-23L and 14-32 | 119.3 257.8 Rwy 5L-23R | 121.9 348.6 Rwys 5R-23L and 14-32 | 121.7 348.6 Rwy 5L-23R | 120.1 | |




ELEV 435 | D | TDZE 435




REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23L | 1060/24 625 (700-½) | | 1060/60 625 (700-1¼) | 1060-1½ 625 (700-1½) |
| C CIRCLING | 1060-1 625 (700-1) | | 1060-1¾ 625 (700-1¾) | 1180-2½ 745 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

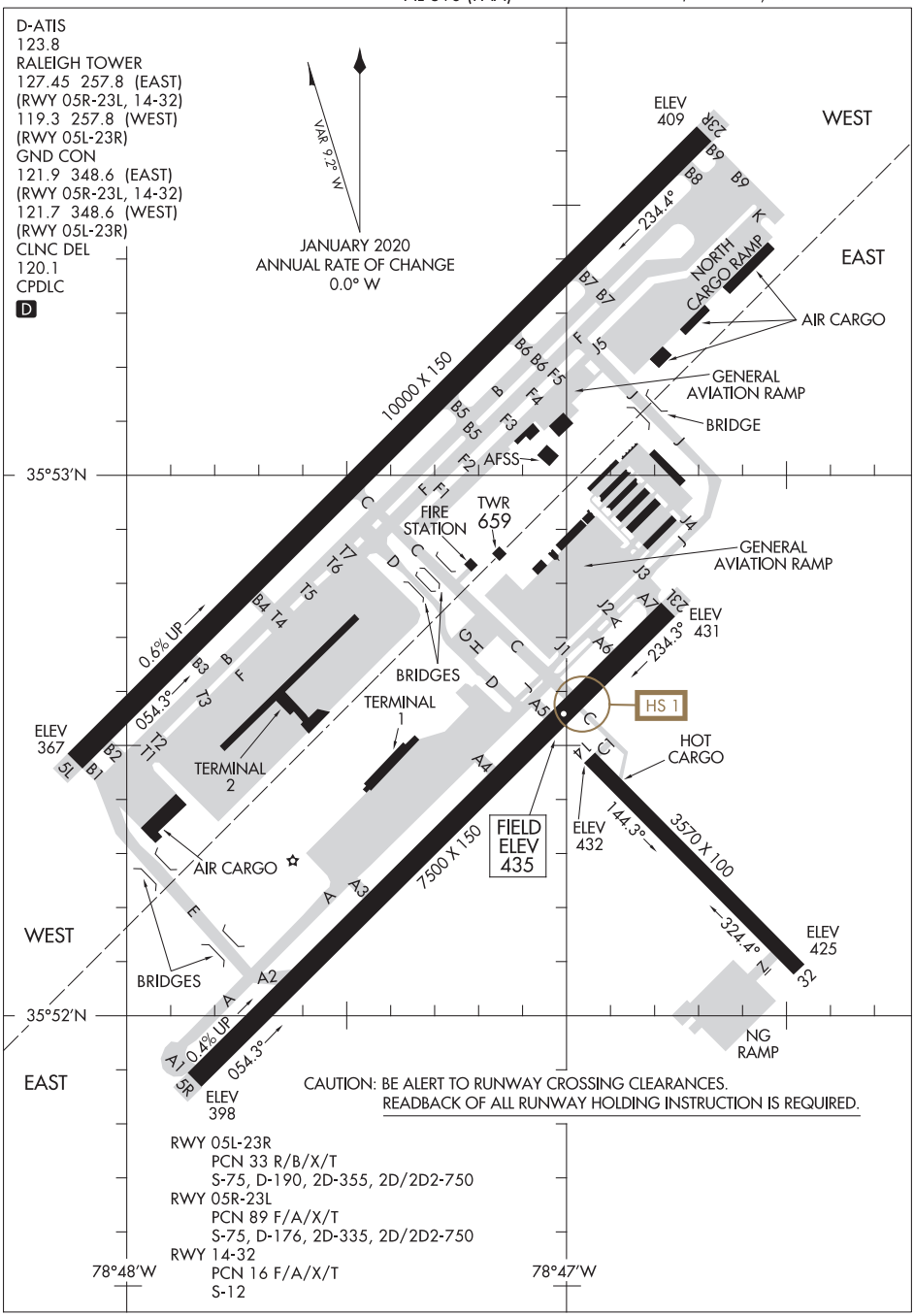
SE-2, 10 SEP 2020 to 05 NOV 2020

20086

# AIRPORT DIAGRAM

AL-516 (FAA)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

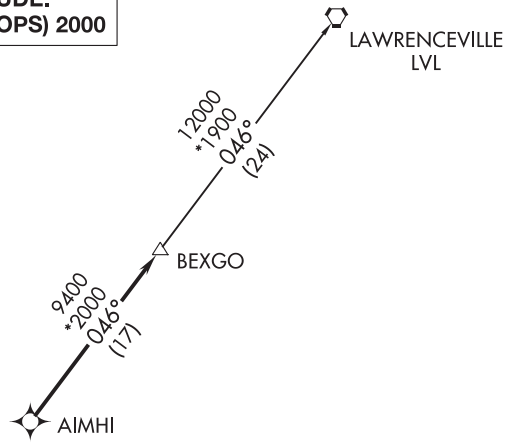
SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

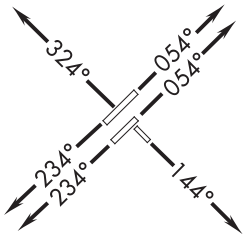
# BEXGO THREE DEPARTURE (RNAV)

D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
132.35 256.9

**TOP ALTITUDE:**
**(JETS) 7000/(PROPS) 2000**




NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.




TAKEOFF MINIMUMS
Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500′ per NM to 940.
Rwy 23L: Standard with minimum climb of 500′ per NM to 1100.
Rwy 32: 300-1 with minimum climb of 500′ per NM to 940.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 054° or as assigned by ATC, expect RADAR vectors to AIMHI, thence. . . .
TAKEOFF RWY 14: Climb heading 144° or as assigned by ATC, expect RADAR vectors to AIMHI, thence. . . .
TAKEOFF RWYS 23L/23R: Climb heading 234° or as assigned by ATC, expect RADAR vectors to AIMHI, thence. . . .
TAKEOFF RWY 32: Climb heading 324° or as assigned by ATC, expect RADAR vectors to AIMHI, thence. . . .

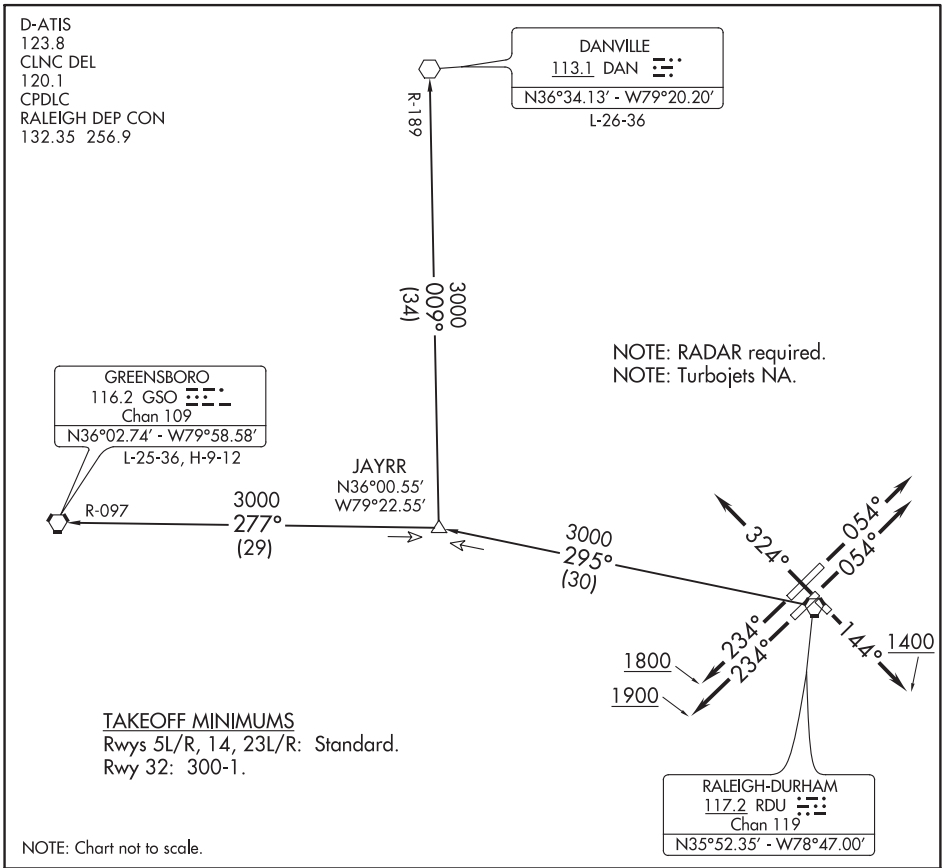
. . . .on track 046° to BEXGO, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

LAWRENCEVILLE TRANSITION (BEXGO3.LVL)

(BLUUE7.RDU) 20142 AL-516 (FAA)

# BLUE DEVIL SEVEN DEPARTURE

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054°, thence. . . .
TAKEOFF RUNWAY 14: Climb on heading 144° to 1400, thence. . . .
TAKEOFF RUNWAY 23L: Climb on heading 234° to 1900, thence. . . .
TAKEOFF RUNWAY 23R: Climb on heading 234° to 1800, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 324°, thence. . . .

. . . .or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE7.DAN): From over RDU VORTAC on RDU R-295 to JAYRR then on DAN R-189 to DAN VOR.
GREENSBORO TRANSITION (BLUUE7.GSO): From over RDU VORTAC on RDU R-295 to JAYRR then on GSO R-097 to GSO VORTAC.

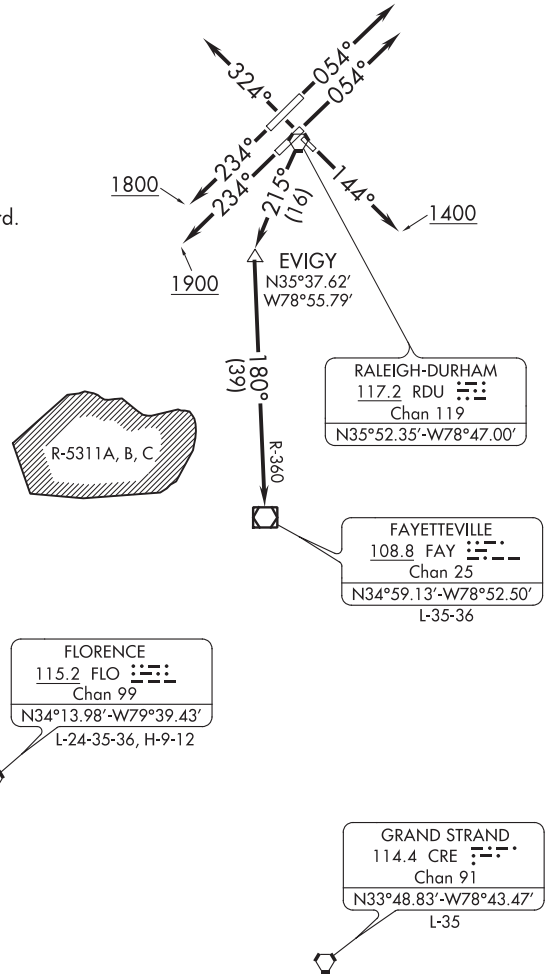
# FAYETTEVILLE FOUR DEPARTURE



D-ATIS
123.8
CLNC DEL
120.1
CPDLC
RALEIGH DEP CON
125.3 353.675

TAKEOFF MINIMUMS
Rwys 5L, 5R, 14, 23L, 23R: Standard.
Rwy 32: 300-1.

NOTE: RADAR required.




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/R: Climb heading 054°, thence. . . .
TAKEOFF RWY 14: Climb heading 144° to 1400, thence. . . .
TAKEOFF RWY 23L: Climb heading 234° to 1900, thence. . . .
TAKEOFF RWY 23R: Climb heading 234° to 1800, thence. . . .
TAKEOFF RWY 32: Climb heading 324°, thence. . . .

. . . .or as assigned for vectors to join RDU R-215 thence via RDU R-215 and FAY R-360 to FAY VOR/DME then via assigned route. Expect clearance to filed altitude/flight level ten minutes after departure.


SE-2, 10 SEP 2020 to 05 NOV 2020

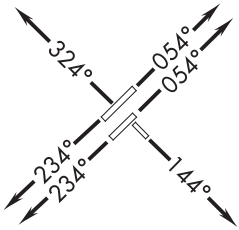
(HOOKZ3.HOOKZ) 20142 AL-516 (FAA)

# HOOKZ THREE DEPARTURE (RNAV)

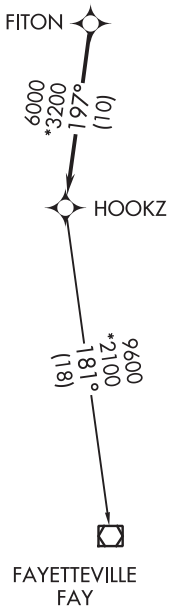
RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

**TOP ALTITUDE:**
**(JETS) 7000/(PROPS) 2000**

D-ATIS 123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
125.3 353.675




NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.




NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500′ per NM to 940.
Rwy 23L: Standard with minimum climb of 500′ per NM to 1100.
Rwy 32: 300-1 with minimum climb of 500′ per NM to 940.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 054° or as assigned by ATC, expect RADAR vectors to FITON, thence. . . .
TAKEOFF RWY 14: Climb heading 144° or as assigned by ATC, expect RADAR vectors to FITON, thence. . . .
TAKEOFF RWYS 23L/23R: Climb heading 234° or as assigned by ATC, expect RADAR vectors to FITON, thence. . . .
TAKEOFF RWY 32: Climb heading 324° or as assigned by ATC, expect RADAR vectors to FITON, thence. . . .

. . . .on track 197° to HOOKZ, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

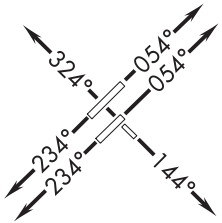
FAYETTEVILLE TRANSITION (HOOKZ3.FAY)

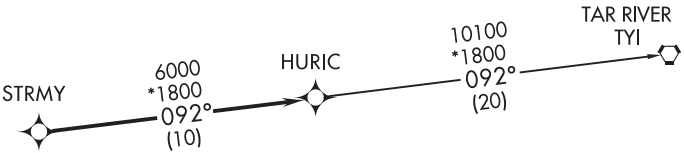

SE-2, 10 SEP 2020 to 05 NOV 2020

HOOKZ THREE DEPARTURE (RNAV)
(HOOKZ3.HOOKZ) 24MAY18
RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)

**TOP ALTITUDE:**
**(JETS) 7000/(PROPS) 2000**

D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
125.3 353.675




NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500′ per NM to 940.
Rwy 23L: Standard with minimum climb of 500′ per NM to 1100.
Rwy 32: 300-1 with minimum climb of 500′ per NM to 940.

NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 054° or as assigned by ATC, expect RADAR vectors to STRMY, thence. . . .
TAKEOFF RWY 14: Climb heading 144° or as assigned by ATC, expect RADAR vectors to STRMY, thence. . . .
TAKEOFF RWYS 23L/23R: Climb heading 234° or as assigned by ATC, expect RADAR vectors to STRMY, thence. . . .
TAKEOFF RWY 32: Climb heading 324° or as assigned by ATC, expect RADAR vectors to STRMY, thence. . . .

. . . .on track 092° to HURIC, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

TAR RIVER TRANSITION (HURIC3.TYI)

(LWOOD3.LWOOD) 20142 AL-516 (FAA)

# LWOOD THREE DEPARTURE (RNAV)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
132.35 256.9

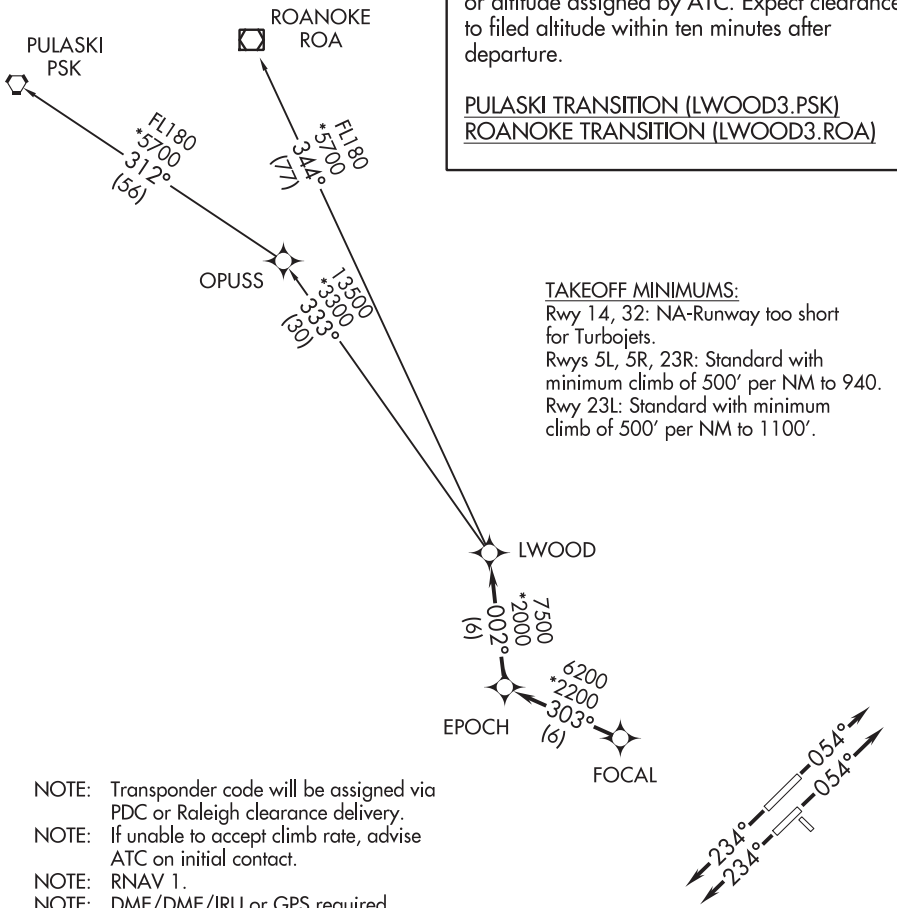
**TOP ALTITUDE: 7000**

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/5R: Climb heading 054° or as assigned by ATC, for RADAR vectors to FOCAL, then on depicted route to LWOOD, thence. . . .
TAKEOFF RWY 23L/23R: Climb heading 234° or as assigned by ATC, for RADAR vectors to FOCAL then on depicted route to LWOOD, thence. . . .

. . . .on assigned transition, maintain 7000 or altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

PULASKI TRANSITION (LWOOD3.PSK)
ROANOKE TRANSITION (LWOOD3.ROA)




TAKEOFF MINIMUMS:
Rwy 14, 32: NA-Runway too short for Turbojets.
Rwys 5L, 5R, 23R: Standard with minimum climb of 500′ per NM to 940.
Rwy 23L: Standard with minimum climb of 500′ per NM to 1100′.

NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For Turbojet aircraft only.

NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

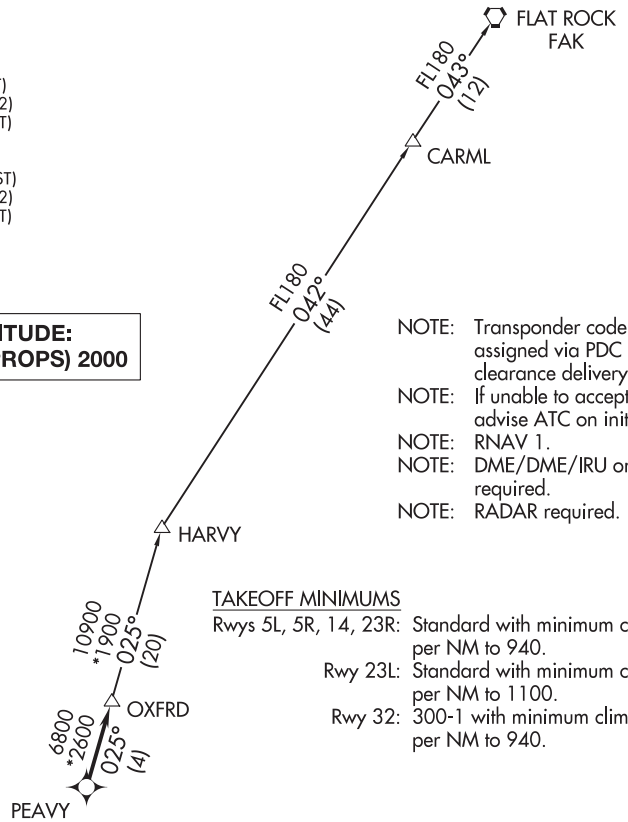
LWOOD THREE DEPARTURE (RNAV)
RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)
(LWOOD3.LWOOD) 08NOV18

# OXFRD THREE DEPARTURE (RNAV)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

D-ATIS 123.8
CLNC DEL 120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
132.35 256.9

**TOP ALTITUDE:**
**(JETS) 7000/(PROPS) 2000**




NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500′ per NM to 940.
Rwy 23L: Standard with minimum climb of 500′ per NM to 1100.
Rwy 32: 300-1 with minimum climb of 500′ per NM to 940.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 054° or as assigned by ATC, expect RADAR vectors to PEAVY, thence. . . .
TAKEOFF RWY 14: Climb heading 144° or as assigned by ATC, expect RADAR vectors to PEAVY, thence. . . .
TAKEOFF RWYS 23L/23R: Climb heading 234° or as assigned by ATC, expect RADAR vectors to PEAVY, thence. . . .
TAKEOFF RWY 32: Climb heading 324° or as assigned by ATC, expect RADAR vectors to PEAVY, thence. . . .

. . . .on track 025° to OXFRD, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

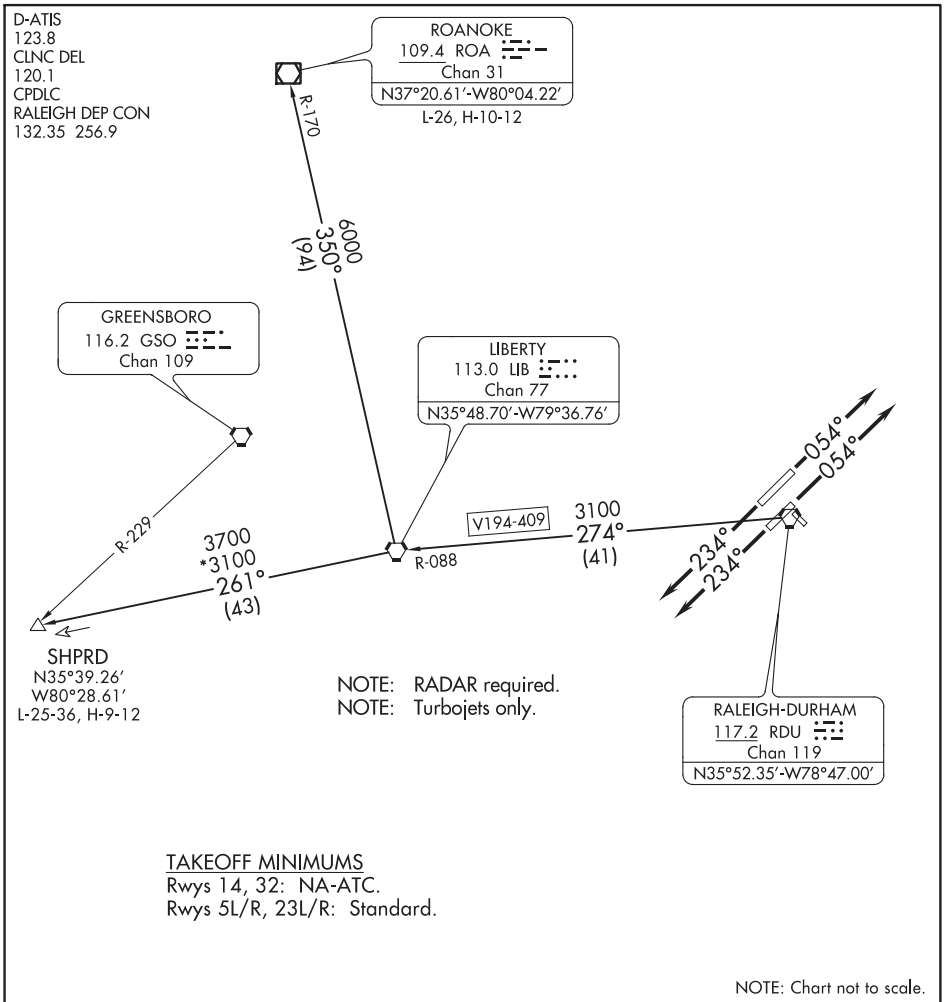
FLAT ROCK TRANSITION (OXFRD3.FAK)


SE-2, 10 SEP 2020 to 05 NOV 2020

(PACK8.RDU) 20142 AL-516 (FAA)

# PACKK EIGHT DEPARTURE

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA




## DEPARTURE ROUTE DESCRIPTION

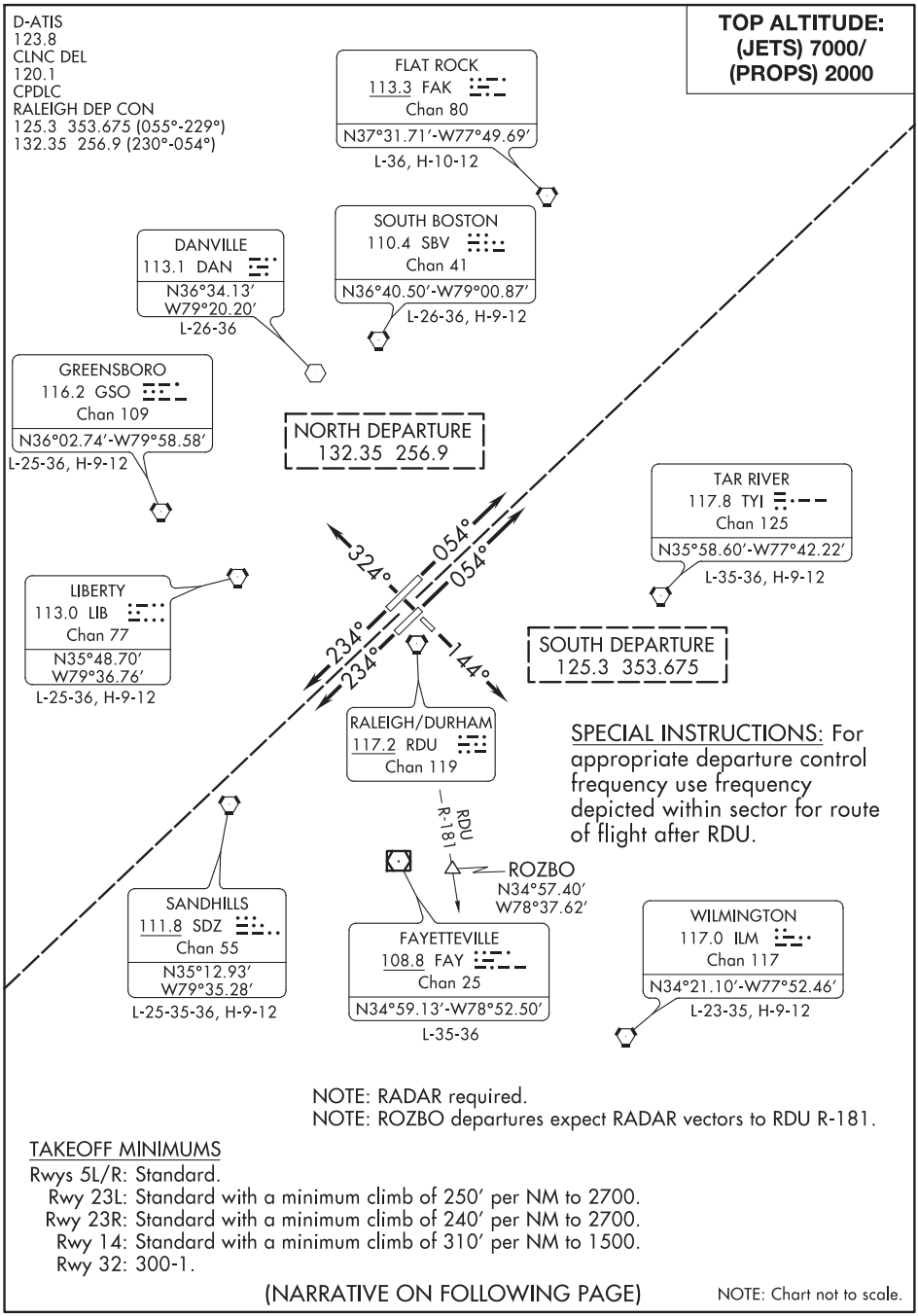
TAKEOFF RUNWAYS 5L/R: Climb heading 054°, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb heading 234°, thence. . . .

. . . .as assigned to join filed route/fix, expect clearance to filed altitude/flight level ten minutes after departure.

ROANOKE TRANSITION (PACK8.ROA): From over RDU VORTAC on RDU R-274 and LIB R-088 to LIB VORTAC, then on LIB R-350 and ROA R-170 to ROA VOR/DME.
SHPRD TRANSITION (PACK8.SHPRD): From over RDU VORTAC on RDU R-274 and LIB R-088 to LIB VORTAC, then on LIB R-261 to SHPRD.


SE-2, 10 SEP 2020 to 05 NOV 2020

# RALEIGH NINE DEPARTURE




NOTE: RADAR required.
NOTE: ROZBO departures expect RADAR vectors to RDU R-181.

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.
Rwy 23L: Standard with a minimum climb of 250′ per NM to 2700.
Rwy 23R: Standard with a minimum climb of 240′ per NM to 2700.
Rwy 14: Standard with a minimum climb of 310′ per NM to 1500.
Rwy 32: 300-1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb heading 054°, thence. . . .
TAKEOFF RWY 14: Climb heading 144°, thence. . . .
TAKEOFF RWYS 23L/R: Climb heading 234°, thence. . . .
TAKEOFF RWY 32: Climb heading 324°, thence. . . .

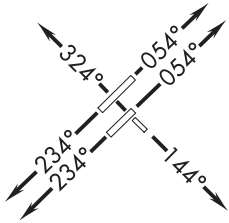
. . . .or as assigned for RADAR vectors to join filed route, jets maintain 7000, props maintain 2000. Expect clearance to filed altitude/flight level ten minutes after departure.

# ROZBO THREE DEPARTURE (RNAV)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

**TOP ALTITUDE:**
**(JETS) 7000/(PROPS) 2000**

D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
125.3 353.675




TAKEOFF MINIMUMS
Rwys 5L, 5R, 14, 23R: Standard with minimum climb of 500′ per NM to 940.
Rwy 23L: Standard with minimum climb of 500′ per NM to 1100.
Rwy 32: 300-1 with minimum climb of 500′ per NM to 940.

NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.

EAGER
10800
*2000
182°
(34)
ROZBO
12000
*1700
143°
(52)
WILMINGTON
ILM
12000
*2400
156°
(61)
CAROLINA BEACH
CLB
FL180
219°
(142)
CHARLESTON
CHS

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb heading 054° or as assigned by ATC, expect RADAR vectors to EAGER then on track 182° to ROZBO, thence. . . .
TAKEOFF RWY 14: Climb heading 144° or as assigned by ATC, expect RADAR vectors to EAGER then on track 182° to ROZBO, thence. . . .
TAKEOFF RWYS 23L/R: Climb heading 234° or as assigned by ATC, expect RADAR vectors to EAGER then on track 182° to ROZBO, thence. . . .
TAKEOFF RWY 32: Climb heading 324° or as assigned by ATC, expect RADAR vectors to EAGER then on track 182° to ROZBO, thence. . . .

. . . .on assigned transition, turbojets maintain 7000, propellers maintain 2000. Expect clearance to filed altitude within ten minutes after departure.

CAROLINA BEACH TRANSITION (ROZBO3.CLB)
CHARLESTON TRANSITION (ROZBO3.CHS)
WILMINGTON TRANSITION (ROZBO3.ILM)


SE-2, 10 SEP 2020 to 05 NOV 2020

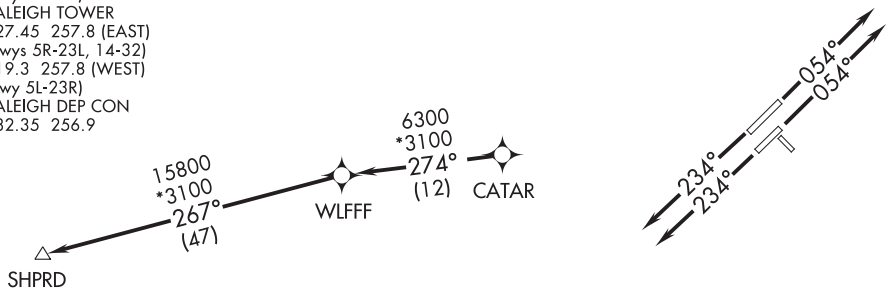
(SHPRD3.SHPRD) 20142 AL-516 (FAA)

# SHPRD THREE DEPARTURE(RNAV)

RALEIGH-DURHAM INTL (RDU)
RALEIGH/DURHAM, NORTH CAROLINA

**TOP ALTITUDE: 7000**

D-ATIS
123.8
CLNC DEL
120.1
CPDLC
GND CON
121.9 348.6 (EAST)
(Rwys 5R-23L, 14-32)
121.7 348.6 (WEST)
(Rwy 5L-23R)
RALEIGH TOWER
127.45 257.8 (EAST)
(Rwys 5R-23L, 14-32)
119.3 257.8 (WEST)
(Rwy 5L-23R)
RALEIGH DEP CON
132.35 256.9




NOTE: Transponder code will be assigned via PDC or Raleigh clearance delivery.
NOTE: If unable to accept climb rate, advise ATC on initial contact.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: For turbojet aircraft only.

TAKEOFF MINIMUMS
Rwys 14, 32: NA - Runway too short for turbojets.
Rwys 5L, 5R, 23R: Standard with minimum climb of 500′ per NM to 940.
Rwy 23L: Standard with minimum climb of 500′ per NM to 1100.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/R: Climb heading 054° or as assigned by ATC, expect RADAR vectors to CATAR, thence. . . .
TAKEOFF RWYS 23L/R: Climb heading 234° or as assigned by ATC, expect RADAR vectors to CATAR, thence. . . .

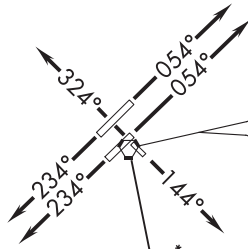
. . . .on depicted route to SHPRD, maintain 7000 or altitude assigned by ATC.
Expect clearance to filed altitude within ten minutes after departure.




SE-2, 10 SEP 2020 to 05 NOV 2020

# TAR HEEL ONE DEPARTURE

D-ATIS
123.8
CLNC DEL
102.1
CPDLC
RALEIGH DEP CON
125.3 353.675




RALEIGH-DURHAM
117.2 RDU
Chan 119
N35° 52.35′-W78° 47.00′

5000
*3100
181°
(55)

FAYETTEVILLE
108.8 FAY
Chan 25

R-102

ROZBO
N34° 57.40′
W78° 37.62′

NOTE: RADAR required.
NOTE: CAROLINA BEACH TRANSITION: ADF required.
NOTE: SPECIAL INSTRUCTIONS/CHS TRANSITION:
If not receiving CHS at ROZBO, fly heading 215° until receiving CHS suitable for navigation.

CAROLINA BEACH
216 CLB
N34°06.38′
W77°57.68′
L-35, H-9

FL180
156°
(61)

FL180
214°
(142)

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 230′ per NM to 2700.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2700.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2700.
Rwy 32: 300-1.

CHARLESTON
113.5 CHS
Chan 82
N32°53.66′
W80°02.27′
L-24, H-9-12

R-034

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 5L/5R: Climb heading 054° or as assigned by ATC, thence. . . .
TAKEOFF RWY 14: Climb heading 144° or as assigned by ATC, thence. . . .
TAKEOFF RWY 23L/R: Climb heading 234° or as assigned by ATC, thence. . . .
TAKEOFF RWY 32: Climb heading 324° or as assigned by ATC, thence. . . .

. . . .on vectors to join filed route/fix. Expect clearance to filed altitude/flight level ten minutes after departure.

CAROLINA BEACH TRANSITION (TARL1.CLB): From over RDU VORTAC on RDU R-181 to ROZBO INT, then on CLB 156° bearing to CLB NDB.
CHARLESTON TRANSITION (TARL1.CHS): From over RDU VORTAC on RDU R-181 to ROZBO INT, then on CHS R-034 to CHS VORTAC.

REIDSVILLE, NORTH CAROLINA

AL-6329 (FAA)

19115

| APP CRS | Rwy ldg | 4999 |
|---|---|---|
| 132° | TDZE | 691 |
| | Apt Elev | 694 |

# RNAV (GPS) RWY 13

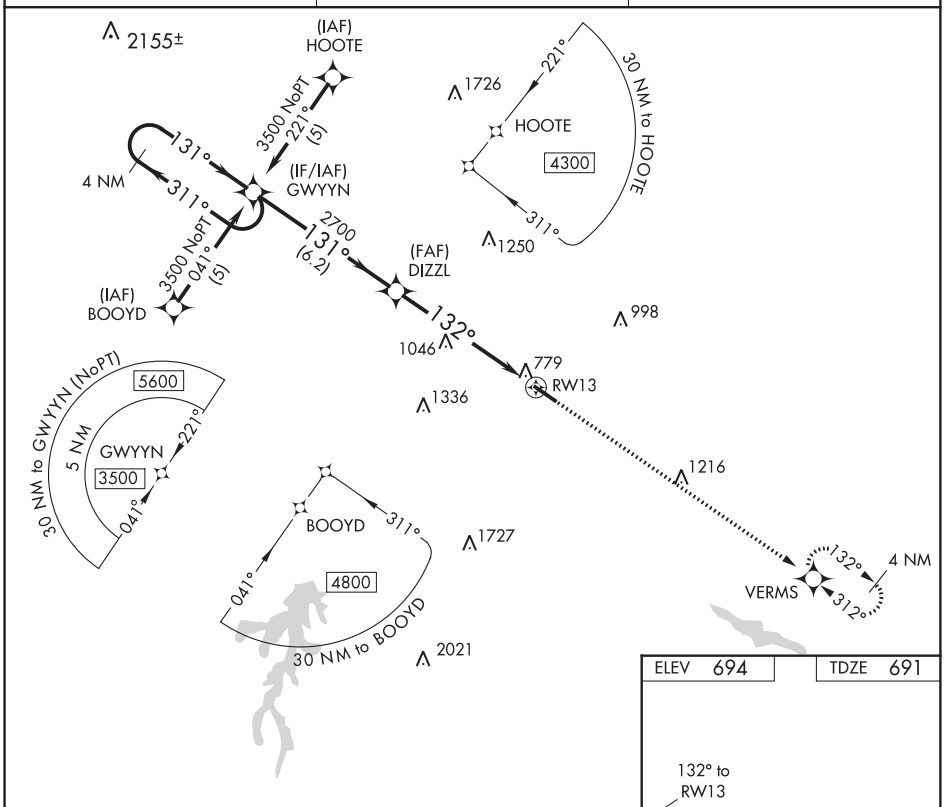
## ROCKINGHAM COUNTY NC SHILOH (SIF)

RNP APCH.

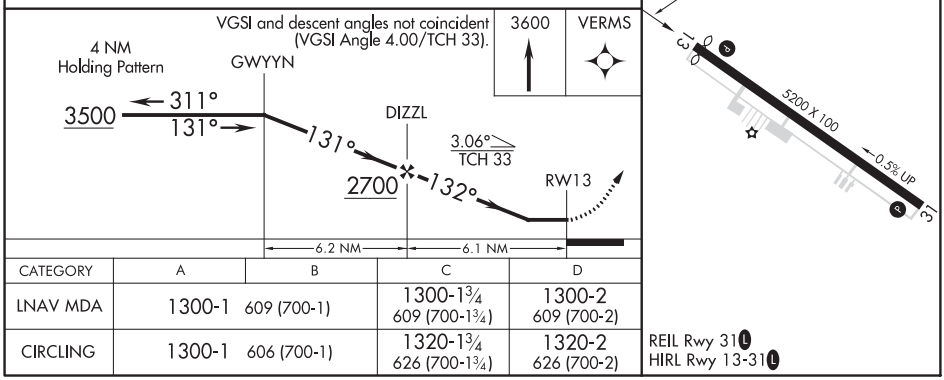
Rwy 13 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3600 direct VERMS and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.775 | 124.35 269.225 | 122.8 (CTAF) L |




| ELEV 694 | TDZE 691 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1300-1 609 (700-1) | | 1300-1¾ 609 (700-1¾) | 1300-2 609 (700-2) |
| CIRCLING | 1300-1 606 (700-1) | | 1320-1¾ 626 (700-1¾) | 1320-2 626 (700-2) |

REIL Rwy 31 L
HIRL Rwy 13-31 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 5200 |
|---|---|---|
| 312° | TDZE | 668 |
| | Apt Elev | 694 |

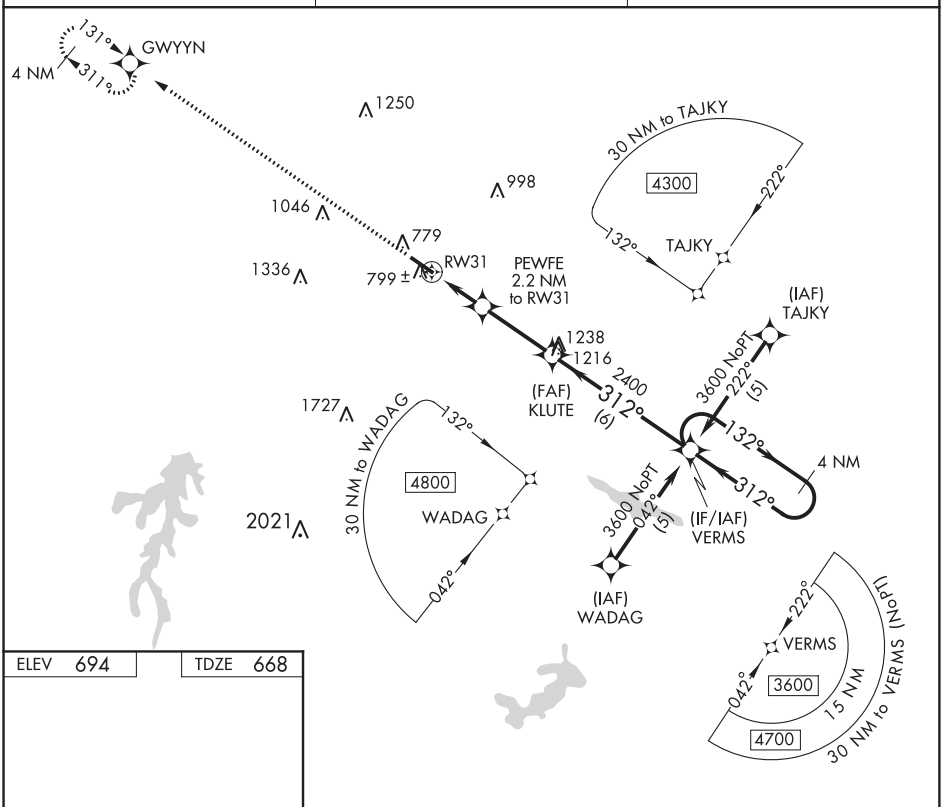
# RNAV (GPS) RWY 31
## ROCKINGHAM COUNTY NC SHILOH (SIF)

RNP APCH.

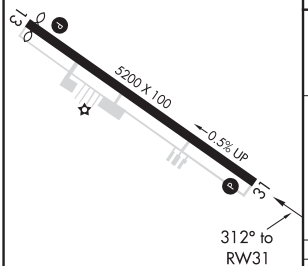
Rwy 31 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 3500 direct GWYYN and hold.

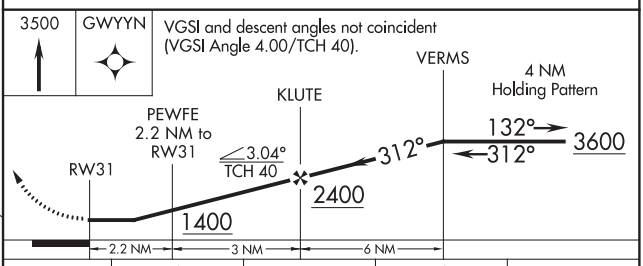
| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.775 | 124.35 269.225 | 122.8 (CTAF) L |




| ELEV 694 | TDZE 668 |
|---|---|




REIL Rwy 31 L
HIRL Rwy 13-31 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 392 (400-1) | | | 1060-1¼ 392 (400-1¼) |
| CIRCLING | 1280-1 586 (600-1) | | 1320-1¾ 626 (700-1¾) | 1320-2 626 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

REIDSVILLE, NORTH CAROLINA

AL-6329 (FAA)

20254

# VOR/DME-A

## ROCKINGHAM COUNTY NC SHILOH (SIF)

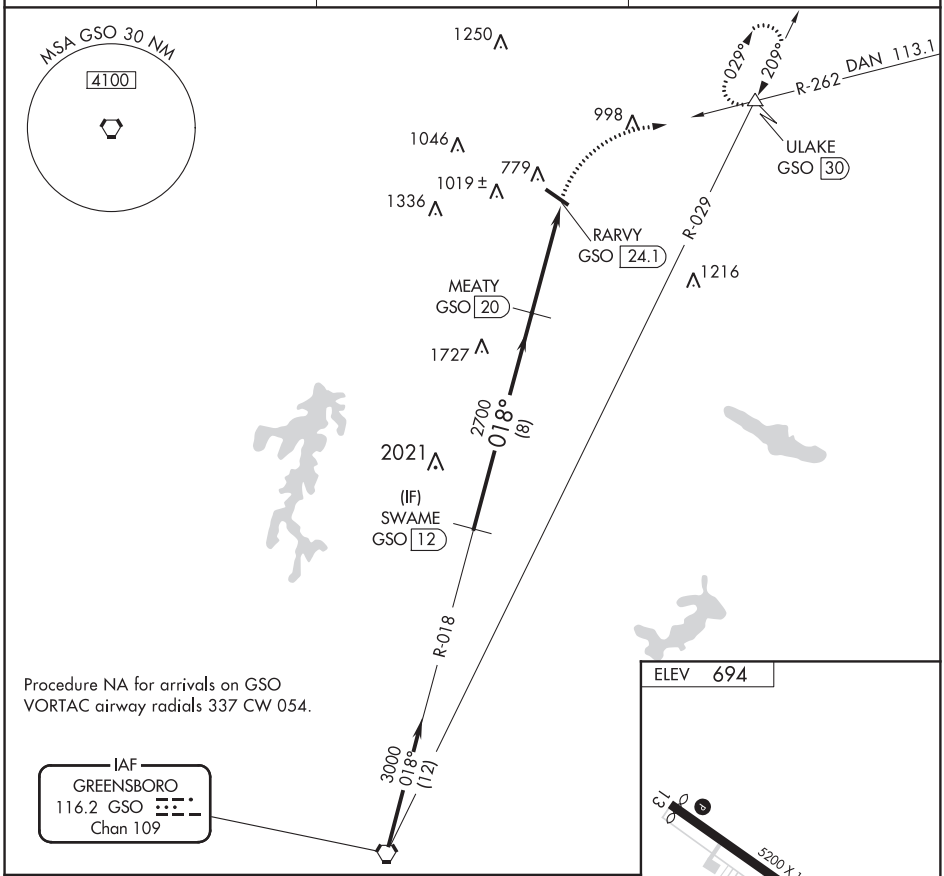
| VORTAC GSO | APP CRS | Rwy ldg | N/A |
|---|---|---|---|
| 116.2 | 018° | TDZE | N/A |
| Chan 109 | | Apt Elev | 694 |

T
A NA

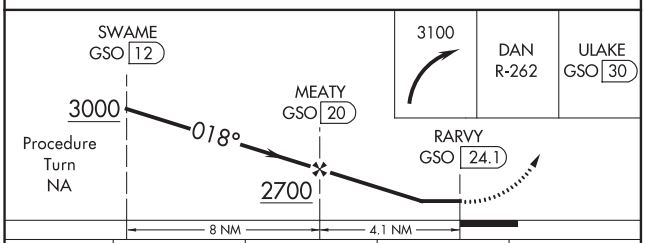
Helicopter visibility reduction NA.
Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3100 via DAN VOR R-262 to ULAKE/GSO 30 DME and hold.

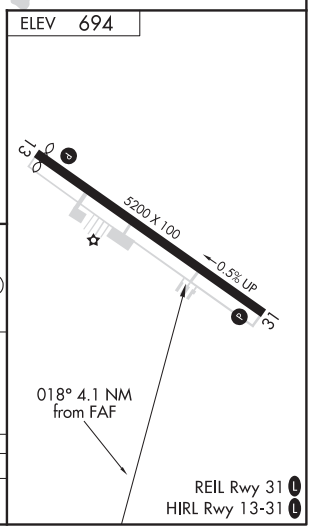
| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.775 | 124.35 269.225 | 122.8 (CTAF) L |




Procedure NA for arrivals on GSO VORTAC airway radials 337 CW 054.




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| CIRCLING | 1400-1<br>706 (800-1) | 1400-1¼<br>706 (800-1¼) | 1400-2<br>706 (800-2) | 1400-2¼<br>706 (800-2¼) |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

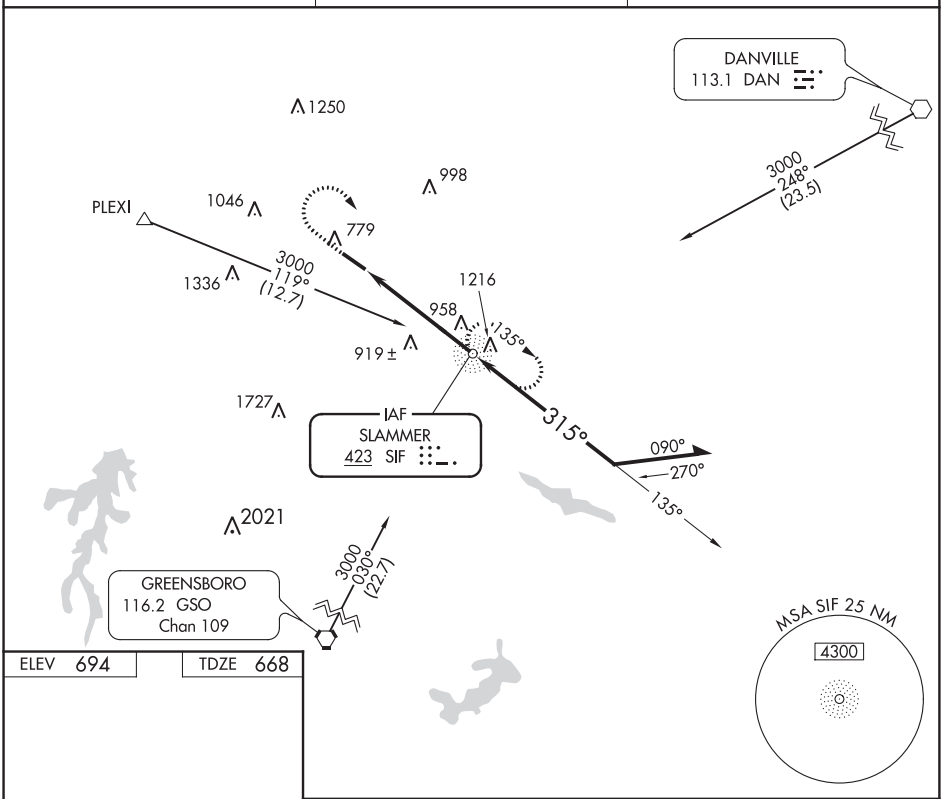
# NDB RWY 31
## ROCKINGHAM COUNTY NC SHILOH (SIF)

| NDB SIF | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 423 | 315° | 5200 / 668 / 694 |

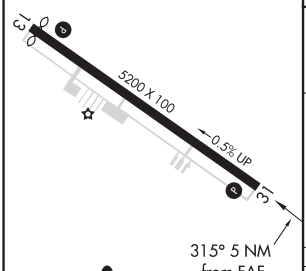
Rwy 31 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2600 direct SIF NDB and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 119.775 | 124.35 269.225 | 122.8 (CTAF) L |

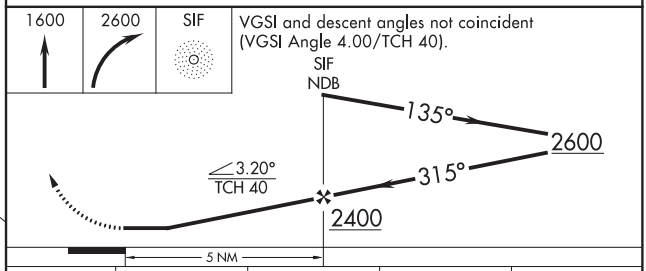



ELEV 694 | TDZE 668




REIL Rwy 31 L
HIRL Rwy 13-31 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-31 | 1220-1 552 (600-1) | | 1220-1½ 552 (600-1½) | 1220-1¾ 552 (600-1¾) |
| CIRCLING | 1280-1 586 (600-1) | | 1320-1¾ 626 (700-1¾) | 1320-2 626 (700-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

ROANOKE RAPIDS, NORTH CAROLINA AL-10369 (FAA) 20254

| WAAS CH 78025 W02A | APP CRS 019° | Rwy ldg 5500<br>TDZE 144<br>Apt Elev 145 |
|---|---|---|

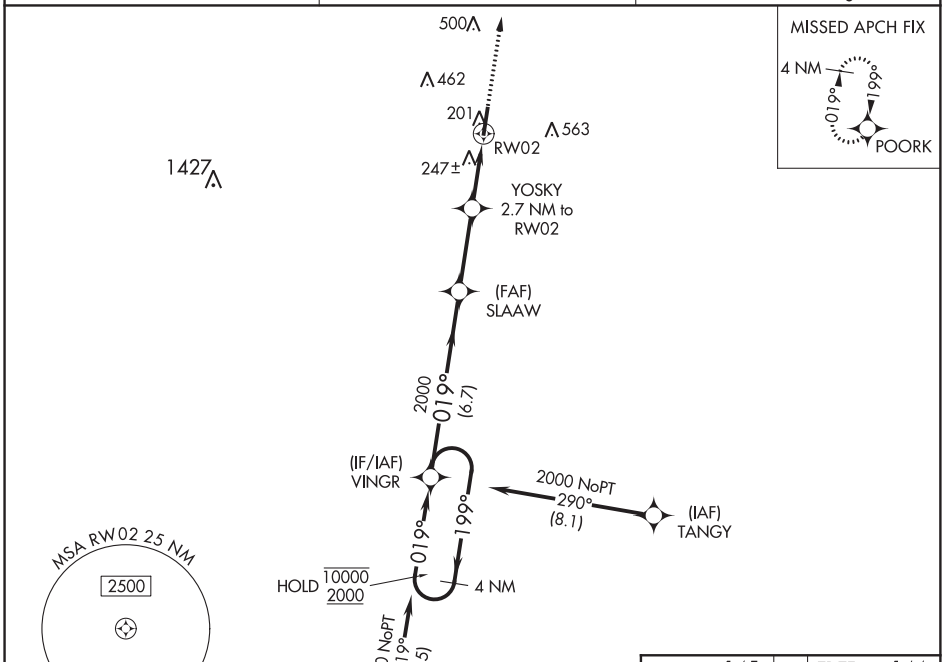
# RNAV (GPS) RWY 2
## HALIFAX-NORTHAMPTON RGNL (IXA)

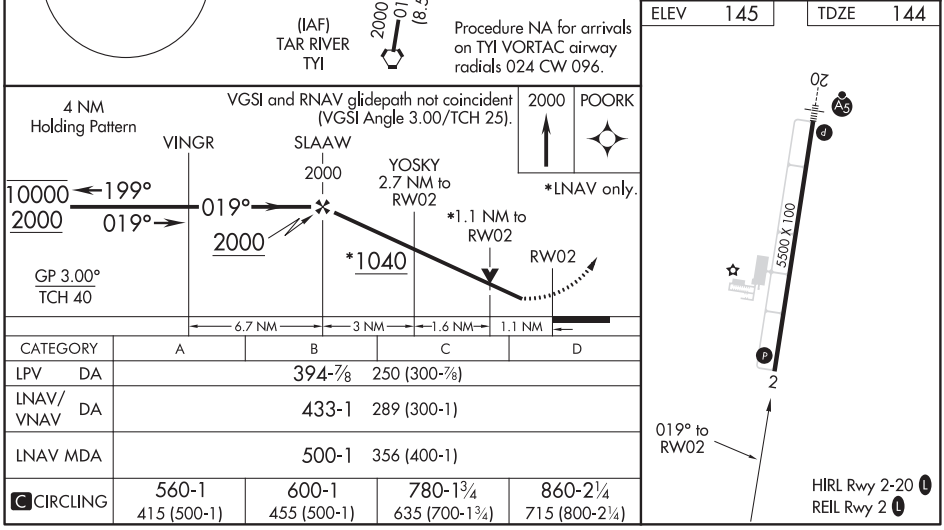
RNP APCH.

Rwy 2 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwys 2-20.

MISSED APPROACH: Climb to 2000 direct POORK and hold.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 119.975 | 132.025 290.425 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 394-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 433-1 289 (300-1) | | | |
| LNAV MDA | 500-1 356 (400-1) | | | |
| C CIRCLING | 560-1 415 (500-1) | 600-1 455 (500-1) | 780-1¾ 635 (700-1¾) | 860-2¼ 715 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 72725 W20A | APP CRS 199° | Rwy ldg 5500<br>TDZE 144<br>Apt Elev 145 |
|---|---|---|

# RNAV (GPS) RWY 20
## HALIFAX-NORTHAMPTON RGNL (IXA)

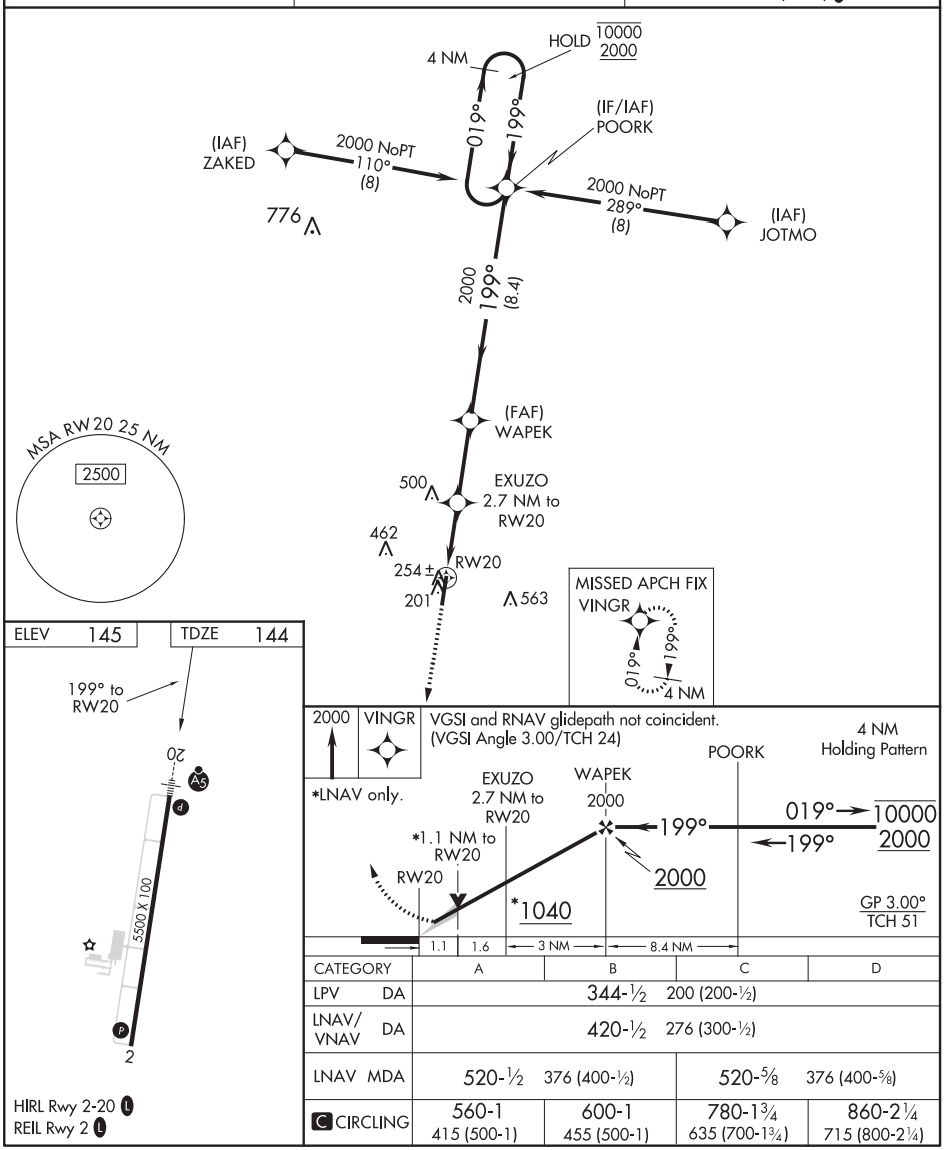
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwys 2-20. For inop ALS increase LNAV/VNAV visibility all Cats to ⅞ SM and LNAV Cats C/D to 1 SM.

MALSR

MISSED APPROACH: Climb to 2000 direct VINGR and hold.

| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 119.975 | 132.025 290.425 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 344-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 420-½ 276 (300-½) | | | |
| LNAV MDA | 520-½ 376 (400-½) | | 520-⅝ 376 (400-⅝) | |
| C CIRCLING | 560-1 415 (500-1) | 600-1 455 (500-1) | 780-1¾ 635 (700-1¾) | 860-2¼ 715 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ROANOKE RAPIDS, NORTH CAROLINA

AL-10369 (FAA)

20254

# VOR RWY 2

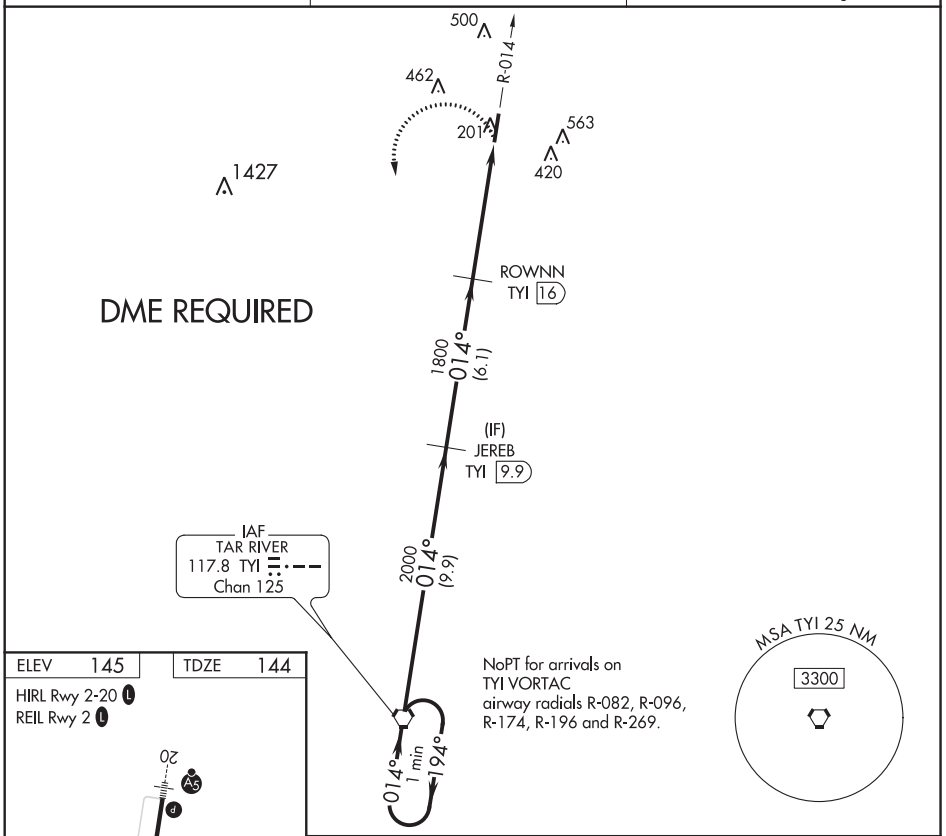
## HALIFAX-NORTHAMPTON RGNL (IXA)

| VORTAC TYI | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 117.8 | 014° | TDZE | 144 |
| Chan 125 | | Apt Elev | 145 |

Circling NA east of Rwy 2-20.
Rwy 2 helicopter visibility reduction below ¾ SM NA.
DME required.

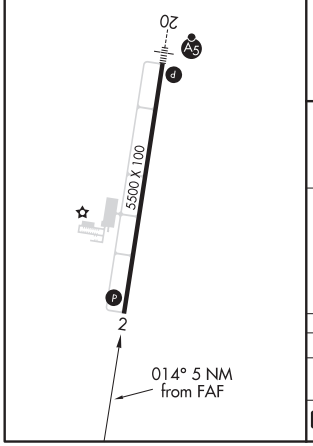
MISSED APPROACH: Climbing left turn to 2000 direct TYI VORTAC and hold.

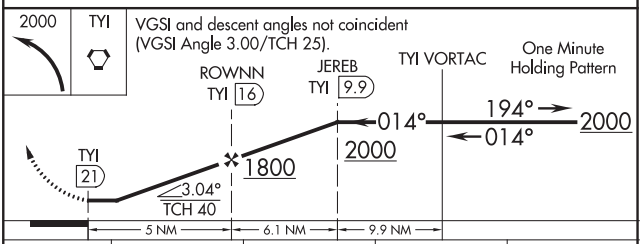
| AWOS-3PT | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 119.975 | 132.025 290.425 | 123.075 (CTAF) L |




| ELEV 145 | TDZE 144 |
|---|---|

HIRL Rwy 2-20 L
REIL Rwy 2 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-2 | 780-1 | 636 (700-1) | 780-1¾ | 636 (700-1¾) |
| C CIRCLING | 780-1 | 635 (700-1) | 780-1¾<br>635 (700-1¾) | 860-2¼<br>715 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-UZA | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 108.5 | 016° | TDZE | 666 |
| Chan 22 | | Apt Elev | 666 |

# ILS Y or LOC Y RWY 2

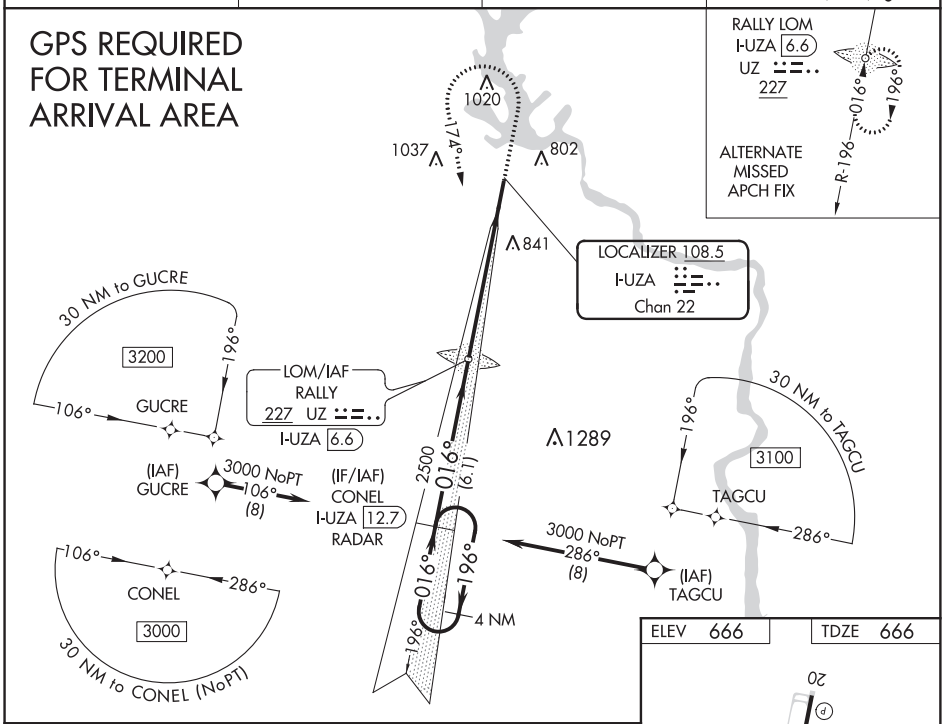
## ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

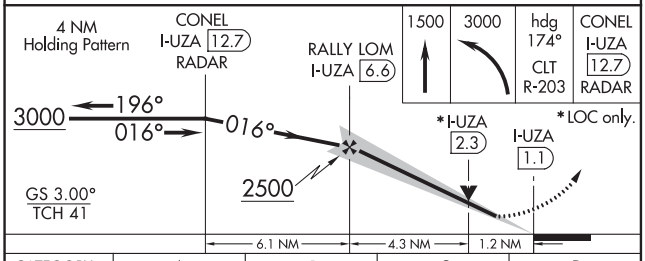
ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 2 Cat C/D visibility to 1⅛ mile. For inop MALSR, when using Charlotte/Douglas Intl altimeter setting, increase S-LOC 2 Cat C/D visibility to 1⅜ mile.

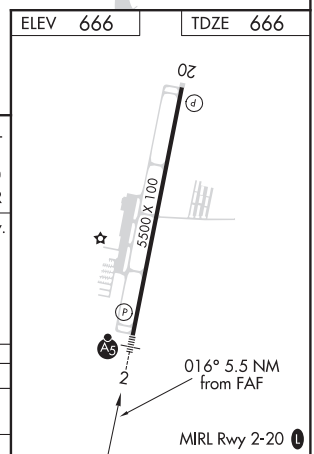
MALSR

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 174° and CLT VOR/DME R-203 to CONEL/I-UZA 12.7 DME/RADAR and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.775 | 120.05 307.8 | 126.85 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 866-½ 200 (200-½) | | | |
| S-LOC 2 | 1080-½ 414 (500-½) | | 1080-¾ 414 (500-¾) | |
| C CIRCLING | 1140-1 474 (500-1) | 1160-1 494 (500-1) | 1340-2 674 (700-2) | 1340-2¼ 674 (700-2¼) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

ROCK HILL, SOUTH CAROLINA — AL-5361 (FAA) — 19283

# ILS Z or LOC Z RWY 2

## ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

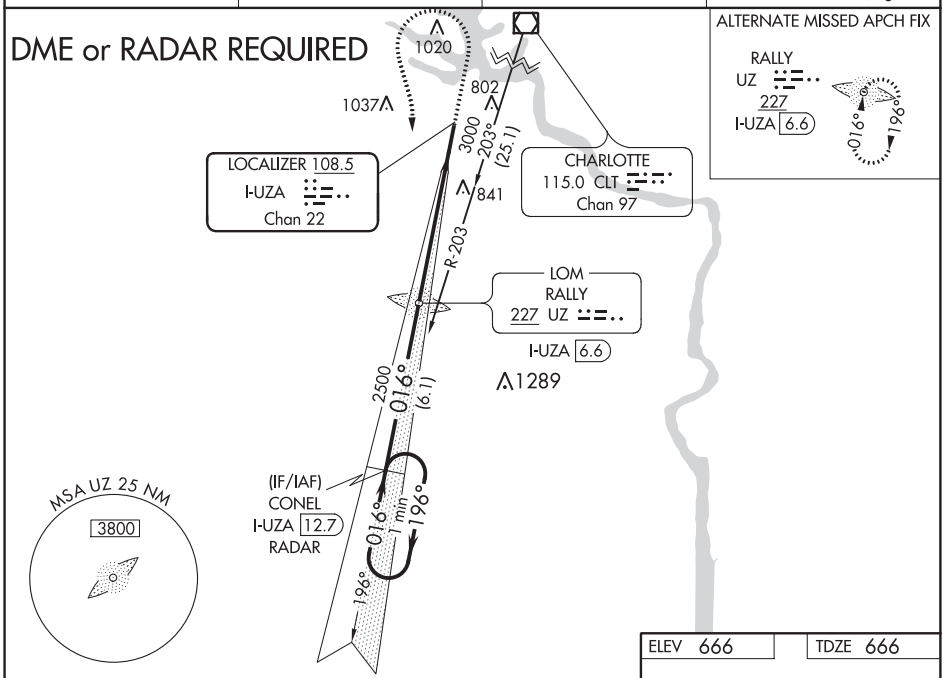
| LOC/DME I-UZA | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 108.5 | 016° | TDZE | 666 |
| Chan 22 | | Apt Elev | 666 |

T A NA — ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 2 Cat C/D visibility to 1⅛ mile. For inop MALSR, when using Charlotte/Douglas Intl altimeter setting, increase S-LOC 2 Cat C/D visibility to 1⅜ mile.

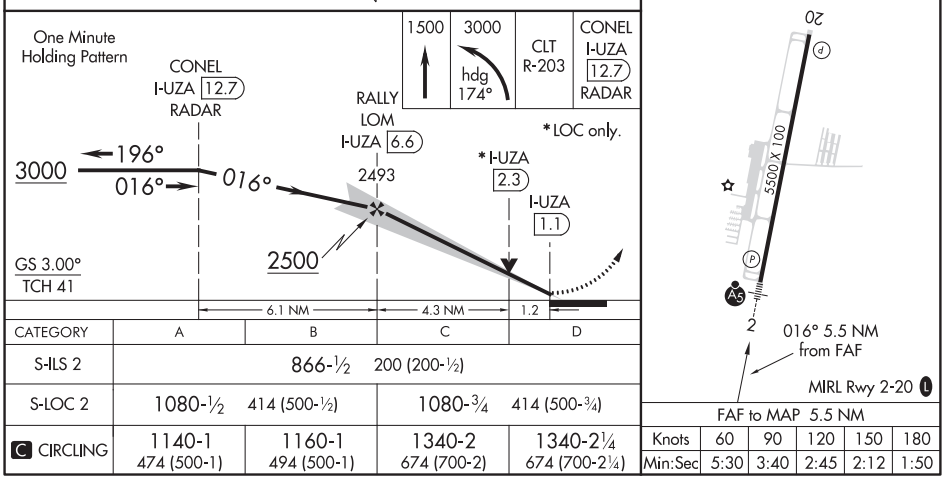
MALSR A5

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 on heading 174° and CLT VOR/DME R-203 to CONEL/ I-UZA 12.7 DME/RADAR and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.775 | 120.05 307.8 | 126.85 | 123.05 (CTAF) L |




ELEV 666 | TDZE 666




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 2 | 866-½ 200 (200-½) | | | |
| S-LOC 2 | 1080-½ 414 (500-½) | | 1080-¾ 414 (500-¾) | |
| C CIRCLING | 1140-1 474 (500-1) | 1160-1 494 (500-1) | 1340-2 674 (700-2) | 1340-2¼ 674 (700-2¼) |

FAF to MAP 5.5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:30 | 3:40 | 2:45 | 2:12 | 1:50 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 70425 W02A | APP CRS 016° | Rwy ldg 5500 TDZE 666 Apt Elev 666 |
|---|---|---|

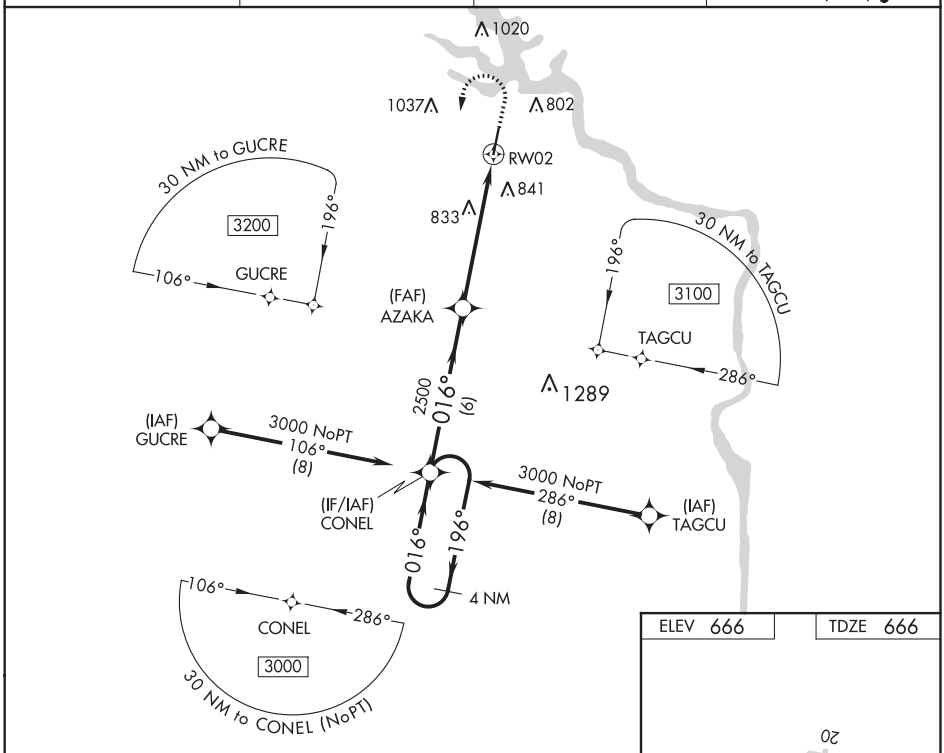
# RNAV (GPS) RWY 2
## ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

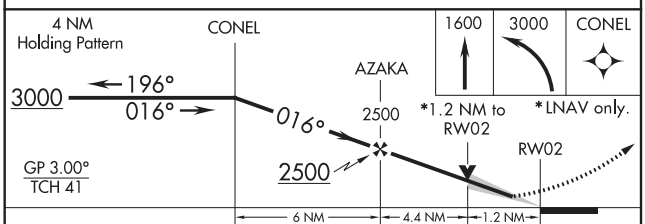
Baro-VNAV and VDP NA when using Charlotte/Douglas Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C/D visibility ¼ mile.

MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CONEL and hold.

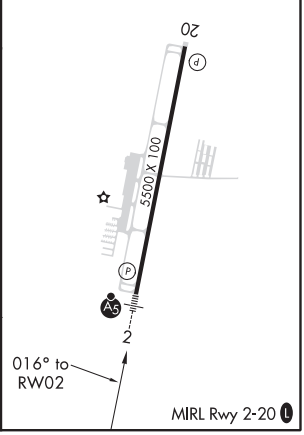
| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.775 | 120.05 307.8 | 126.85 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 866-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1022-¾ 356 (400-¾) | | | |
| LNAV MDA | 1100-½ 434 (500-½) | | 1100-¾ 434 (500-¾) | |
| C CIRCLING | 1140-1 474 (500-1) | 1160-1 494 (500-1) | 1340-2 674 (700-2) | 1340-2¼ 674 (700-2¼) |

ELEV 666 TDZE 666




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

19283

# RNAV (GPS) RWY 20

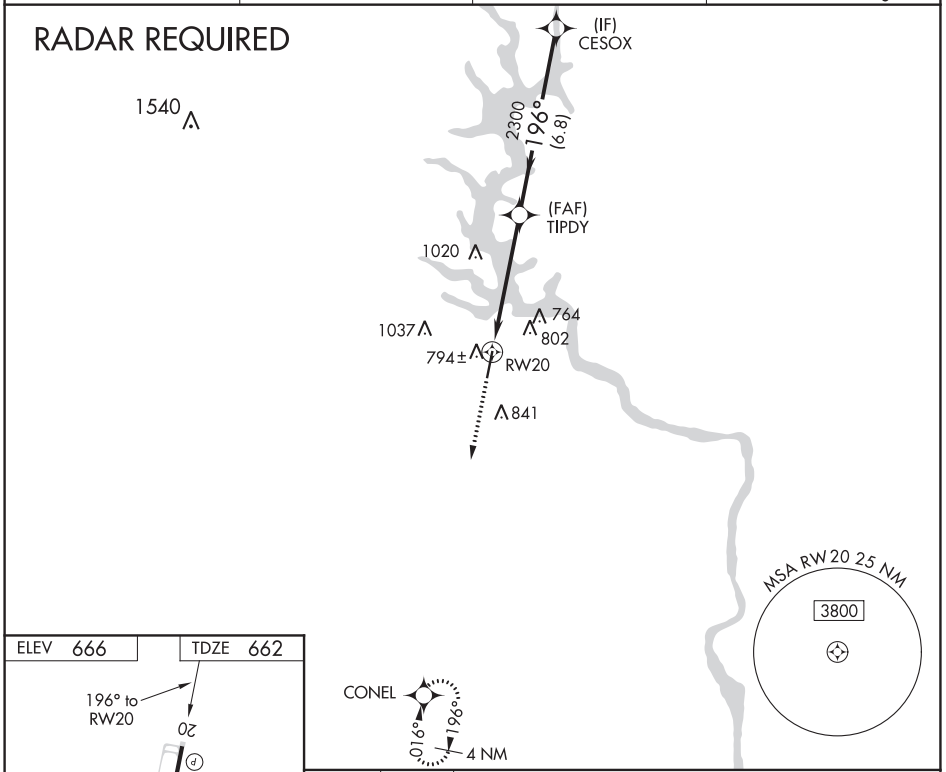
## ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

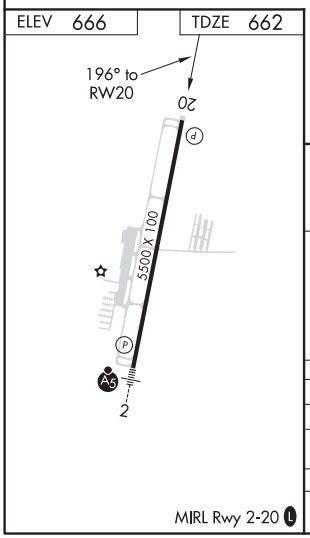
| WAAS CH 90325 W20A | APP CRS 196° | Rwy ldg 5500<br>TDZE 662<br>Apt Elev 666 |
|---|---|---|

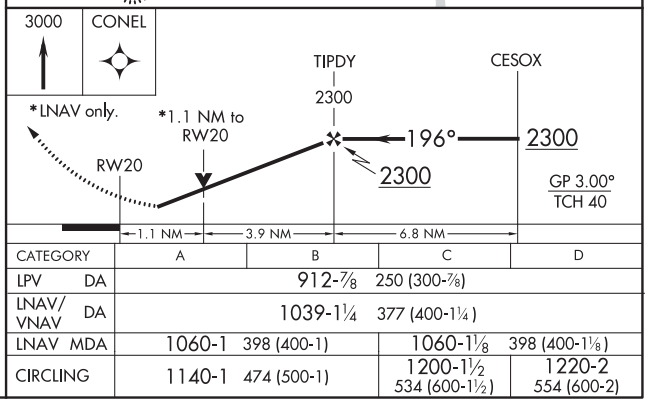
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats ¼ mile, LNAV Cats C and D ¼ mile. VDP and Baro-VNAV NA when using Charlotte/Douglas Intl altimeter setting. Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct CONEL and hold.

| ASOS | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 120.775 | 120.05 307.8 | 126.85 | 123.05 (CTAF) L |



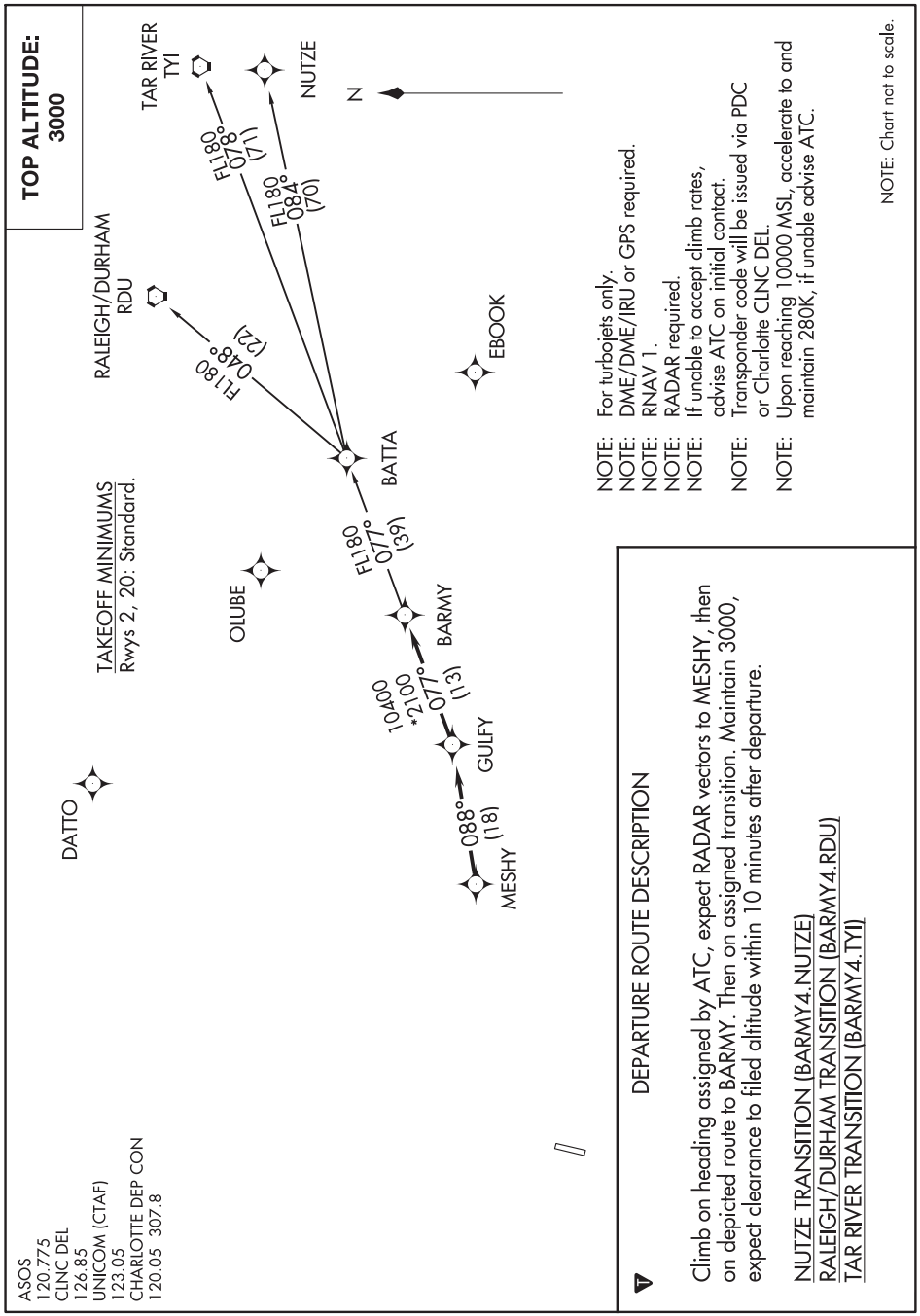

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 912-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1039-1¼ 377 (400-1¼) | | | |
| LNAV MDA | 1060-1 398 (400-1) | | 1060-1⅛ 398 (400-1⅛) | |
| CIRCLING | 1140-1 474 (500-1) | | 1200-1½ 534 (600-1½) | 1220-2 554 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# BARMY FOUR DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA






BARMY FOUR DEPARTURE (RNAV)
ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
(BARMY4.BARMY) 03JAN19

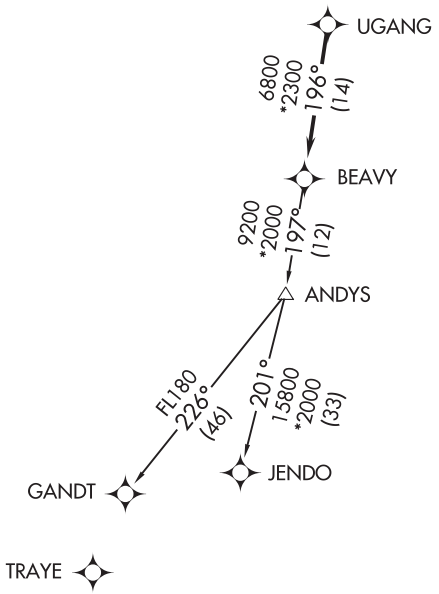
(BEAVY5.BEAVY) 19003

# BEAVY FIVE DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
AL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
UNICOM
123.05 (CTAF)
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

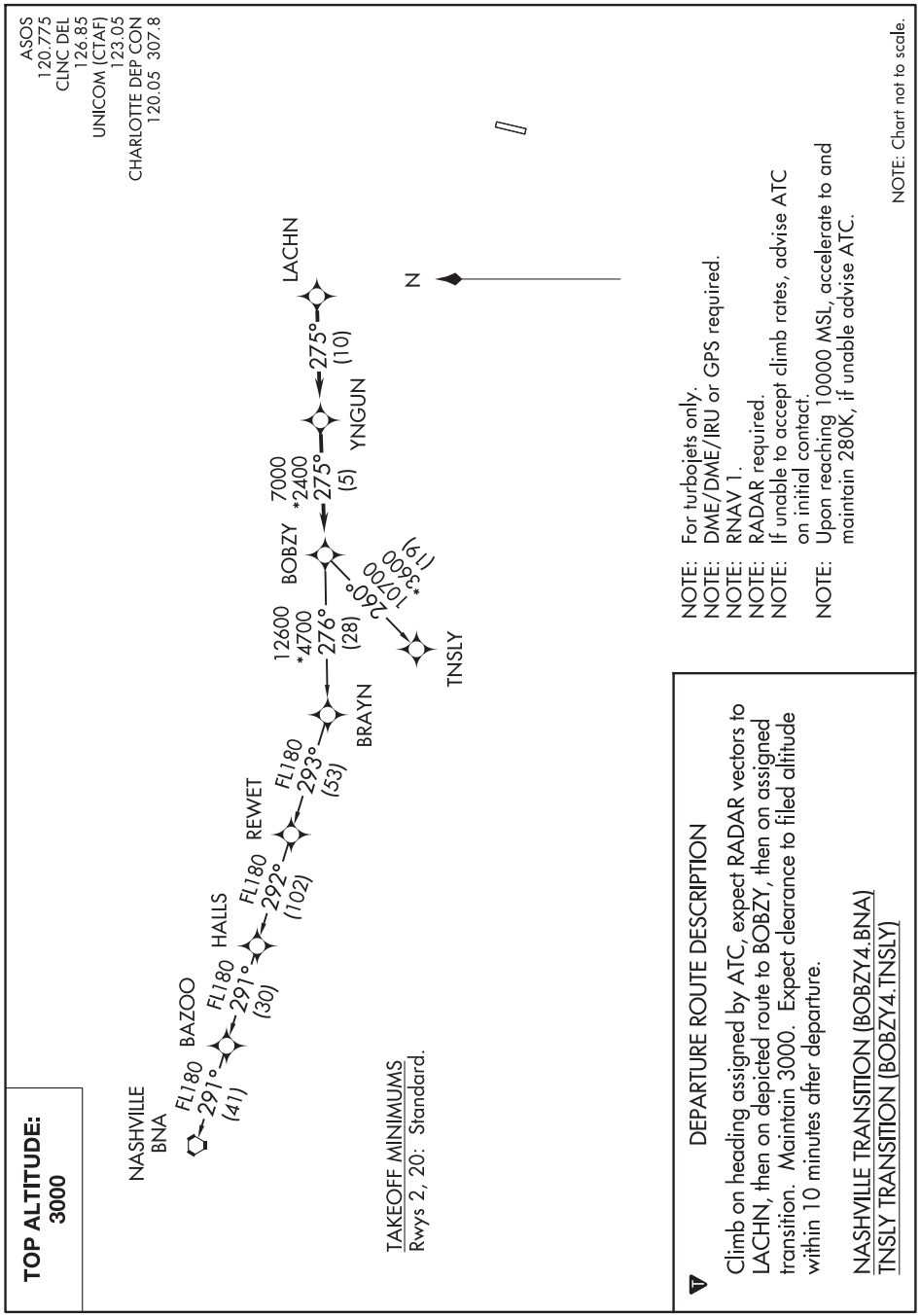
GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

# BOBZY FOUR DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA



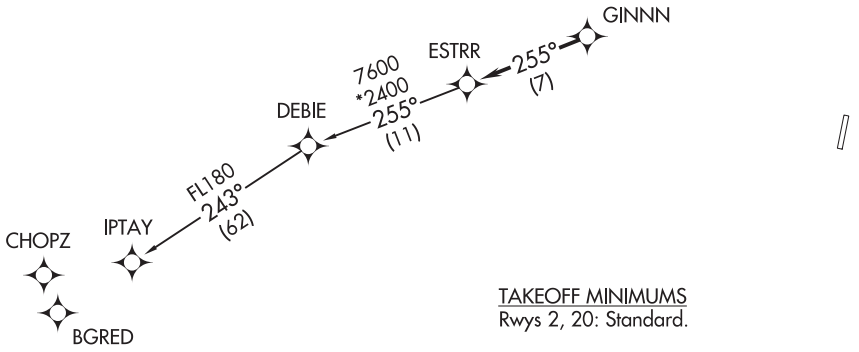
(ESTRR4.ESTRR) 19003

# ESTRR FOUR DEPARTURE (RNAV) AL-5361 (FAA)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA

**TOP ALTITUDE: 3000**

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHAROLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)



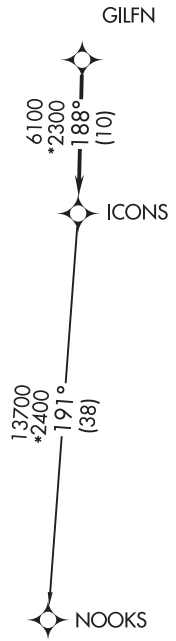

SE-2, 10 SEP 2020 to 05 NOV 2020

# ICONS FOUR DEPARTURE (RNAV)

ROCK HILL/YORK CO/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

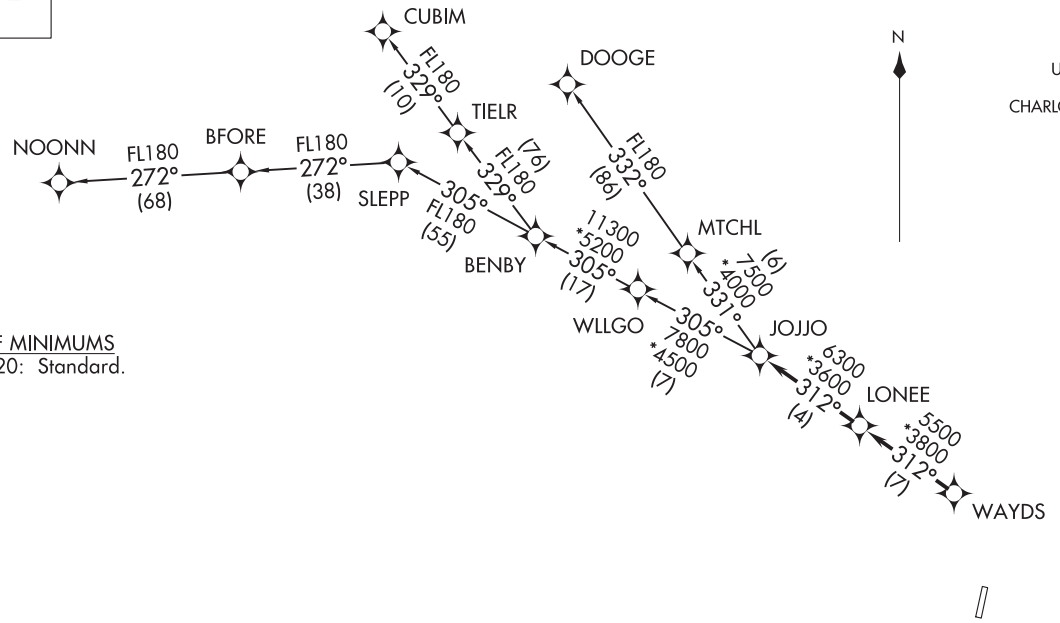
NOOKS TRANSITION (ICONS4.NOOKS)




SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

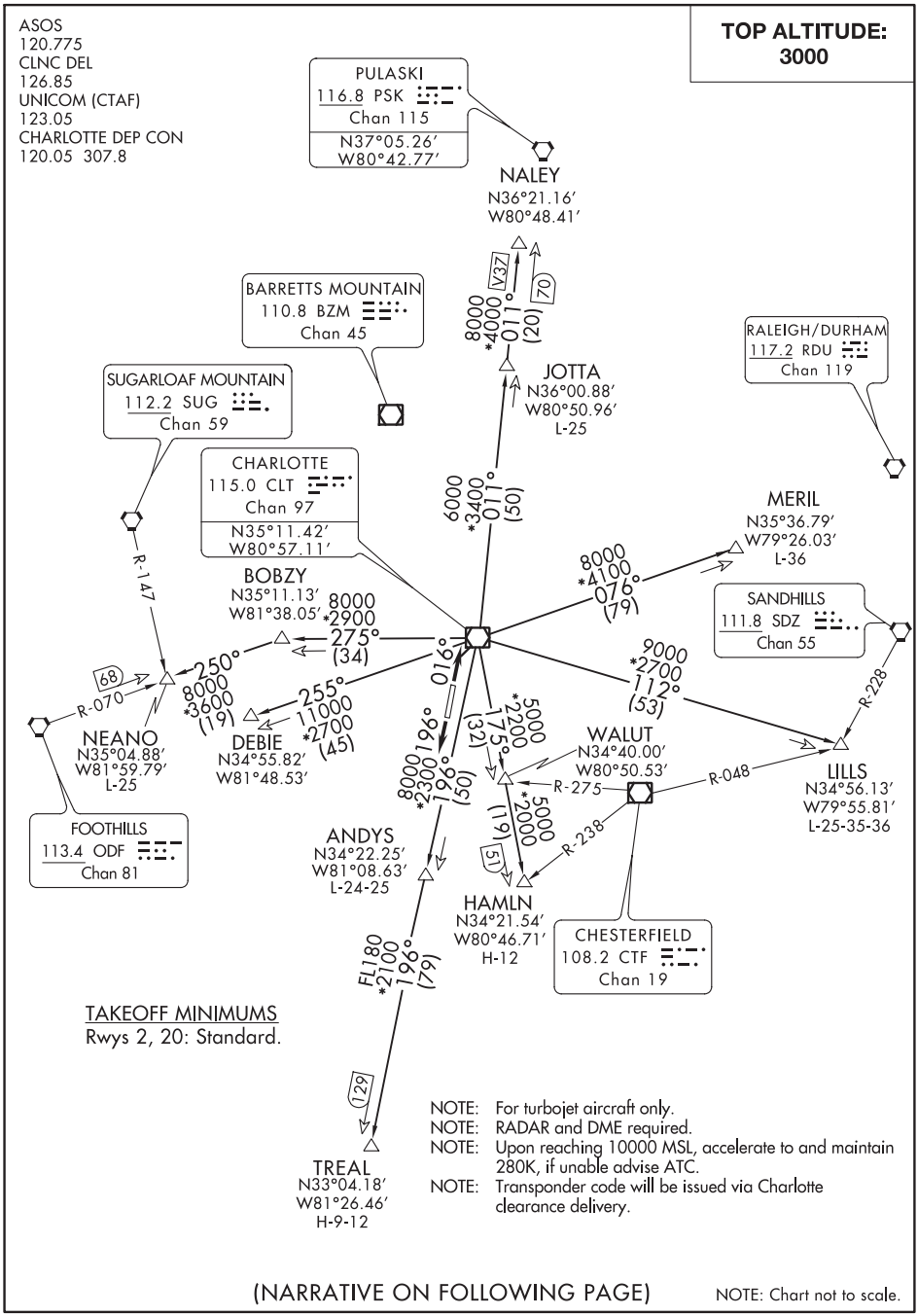
## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WAYDS, then on depicted route to JOJJO. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CUBIM TRANSITION (JOJJO4.CUBIM)
DOOGE TRANSITION (JOJJO4.DOOGE)
NOONN TRANSITION (JOJJO4.NOONN)

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: NOONN TRANSITION ATC assigned only.

NOTE: Chart not to scale.




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbojet aircraft only.
NOTE: RADAR and DME required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

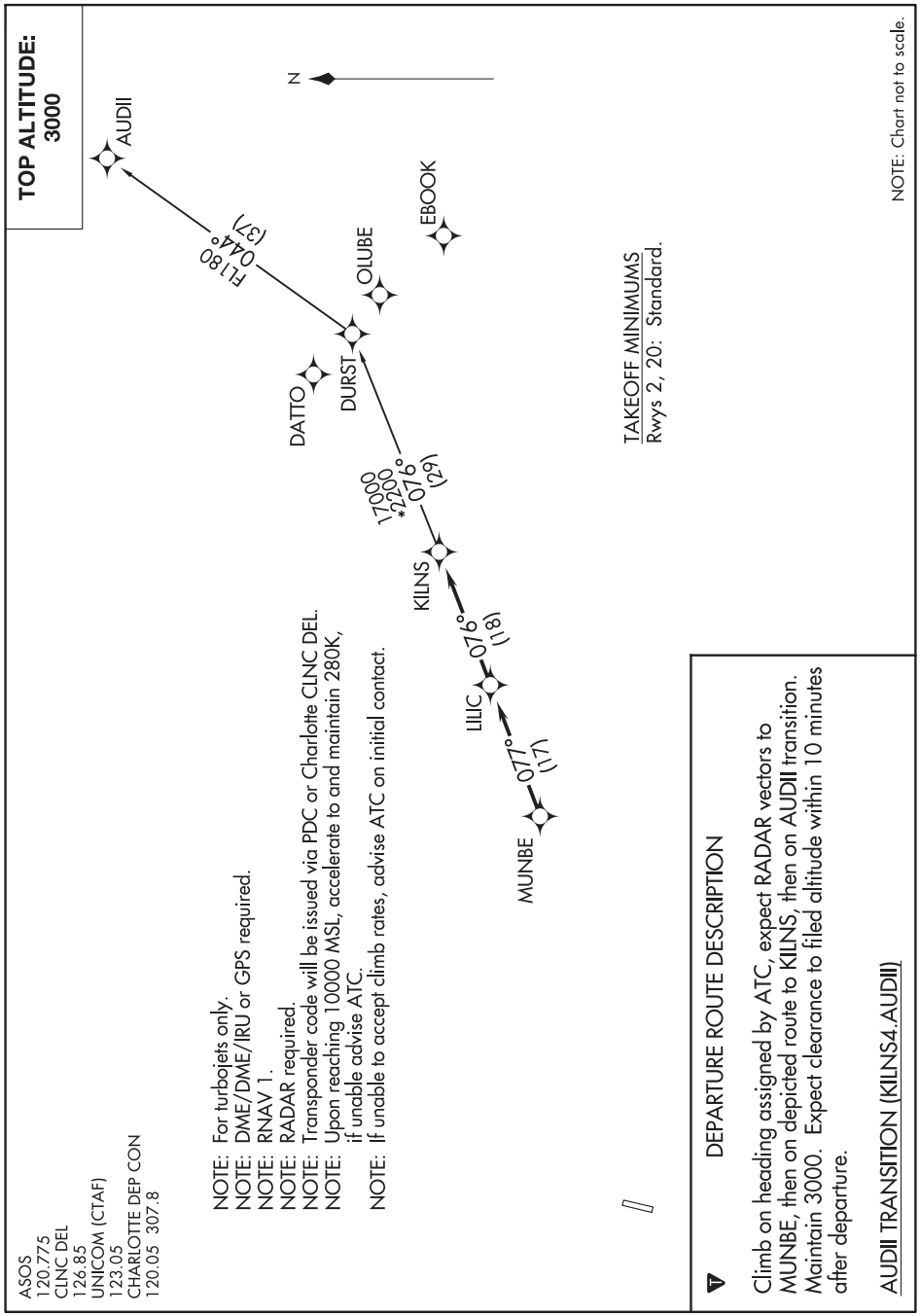
TAKEOFF RWY 2: Climb heading 016°, thence. . . .
TAKEOFF RWY 20: Climb heading 196°, thence. . . .

. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

# KILNS FOUR DEPARTURE (RNAV)





(KNI2.KNI) 20086

# KNIGHTS TWO DEPARTURE

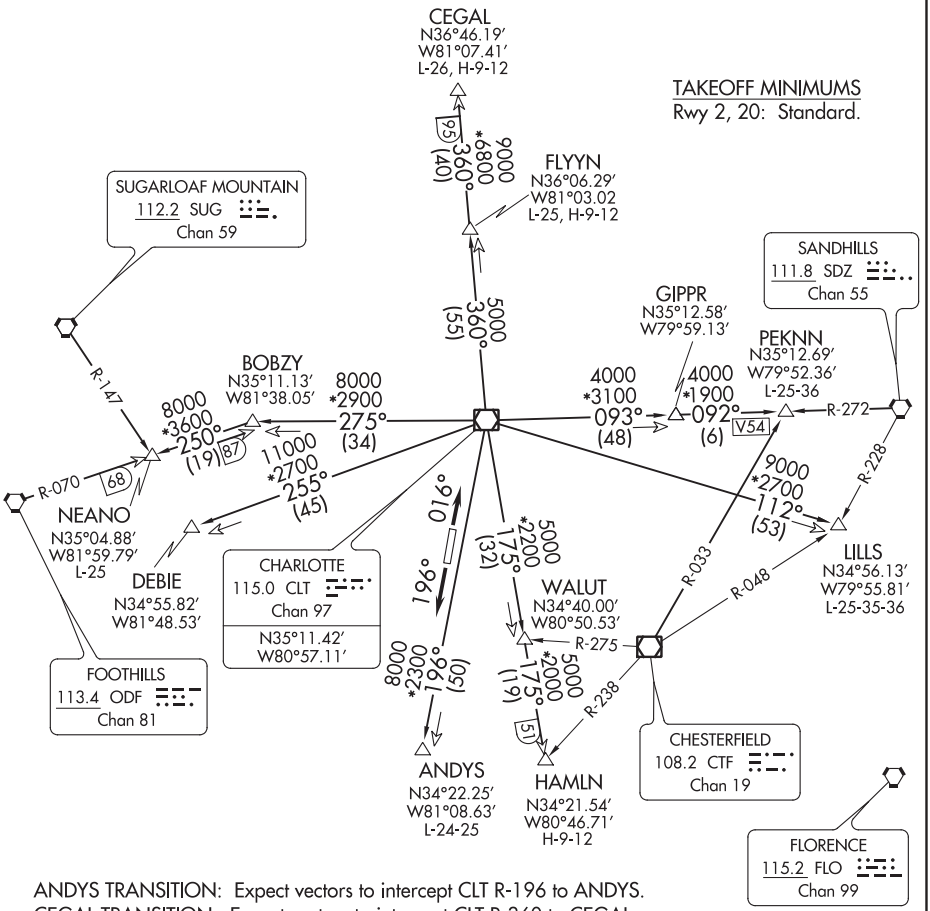
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
UNICOM
123.05
CHARLOTTE DEP CON
120.05 307.8

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 2, 20: Standard.




ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.


SE-2, 10 SEP 2020 to 05 NOV 2020

KNIGHTS TWO DEPARTURE
ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 016°, thence. . . .
TAKEOFF RUNWAY 20: Climb heading 196°, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

(KRITR5.KRITR) 19003

# KRITR FIVE DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
AL-5361 (FAA) ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
UNICOM
123.05 (CTAF)
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**

FILDS

16200
*5900
016°
(54)

SMIAM

023°
8300
*3600
(15)

KRITR

022°
(7)

JDEAN

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

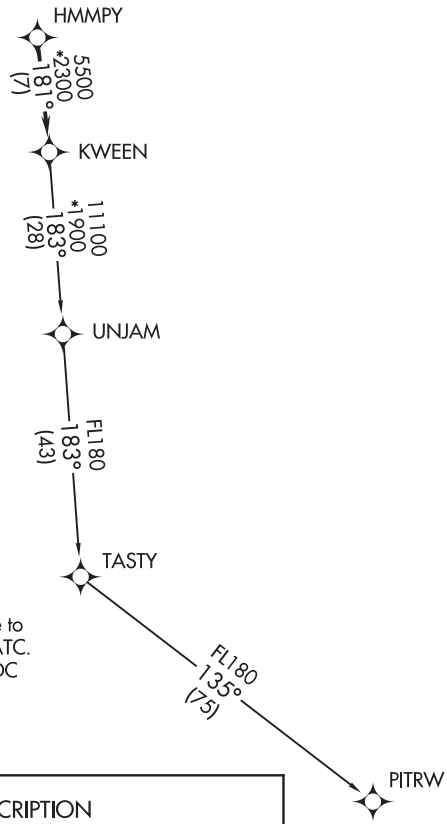



SE-2, 10 SEP 2020 to 05 NOV 2020

# KWEEN FOUR DEPARTURE (RNAV)

**TOP ALTITUDE: 3000**

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)




SE-2, 10 SEP 2020 to 05 NOV 2020

(LILLS2.LILLS) 20030

AL-5361 (FAA)

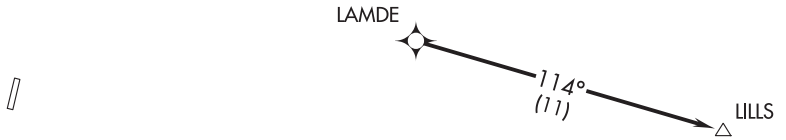
# LILLS TWO DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA

ASOS
120.775
CLNC DEL
126.85
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
120.05 307.8

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwys 2, 20: Standard.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

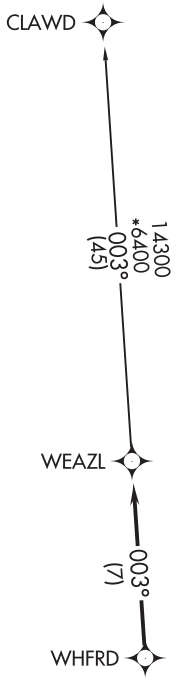
Climb on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.




SE-2, 10 SEP 2020 to 05 NOV 2020

**TOP ALTITUDE: 3000**

ASOS
120.775
CLNC DEL
126.85
UNICOM
123.05 (CTAF)
CHARLOTTE DEP CON
120.05 307.8




TAKEOFF MINIMUMS
Rwys 2, 20: Standard.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

ROCKINGHAM, NORTH CAROLINA

AL-5578 (FAA)

20198

# RNAV (GPS) RWY 32

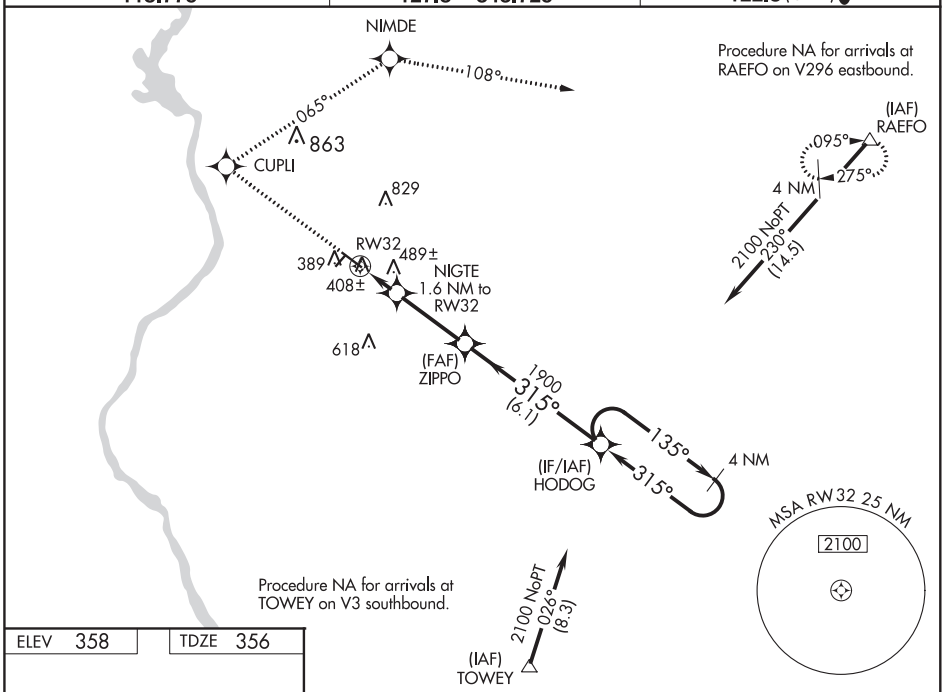
RICHMOND COUNTY (RCZ)

| WAAS CH 63217 W32A | APP CRS 315° | Rwy ldg 4800<br>TDZE 356<br>Apt Elev 358 |
|---|---|---|

Baro-VNAV and VDP NA when using MacKall AAF altimeter setting. 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. Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MacKall AAF altimeter setting and increase all DA 39 feet and all MDA 40 feet and increase LNAV Cat C visibility ⅜ SM. Circling Rwy 14 NA at night. Circling NA to Rwys 4 and 22.

MISSED APPROACH: Climb to 2400 direct CUPLI and right turn on track 065° to NIMDE and on track 108° to RAEFO and hold.

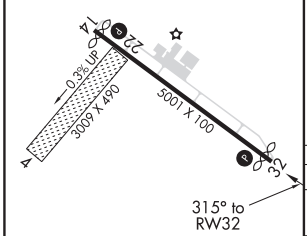
| AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 118.775 | 127.8 343.725 | 122.8 (CTAF) L |



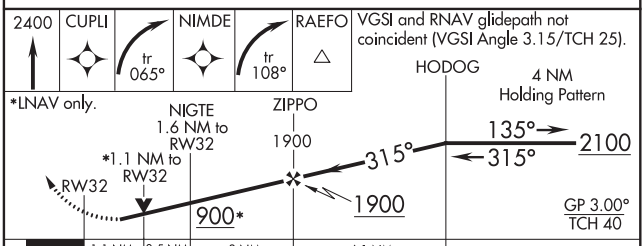

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 358 | TDZE 356




REIL Rwy 32 L
MIRL Rwy 14-32 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 633-1 277 (300-1) | | | |
| LNAV/VNAV DA | 794-1½ 438 (500-1½) | | | |
| LNAV MDA | 740-1 384 (400-1) | | 740-1⅛ 384 (400-1⅛) | 740-1¼ 384 (400-1¼) |
| CIRCLING | 800-1 442 (500-1) | 820-1 462 (500-1) | 820-1½ 462 (500-1½) | 920-2 562 (600-2) |

# ILS or LOC RWY 4
## ROCKY MOUNT-WILSON RGNL (RWI)

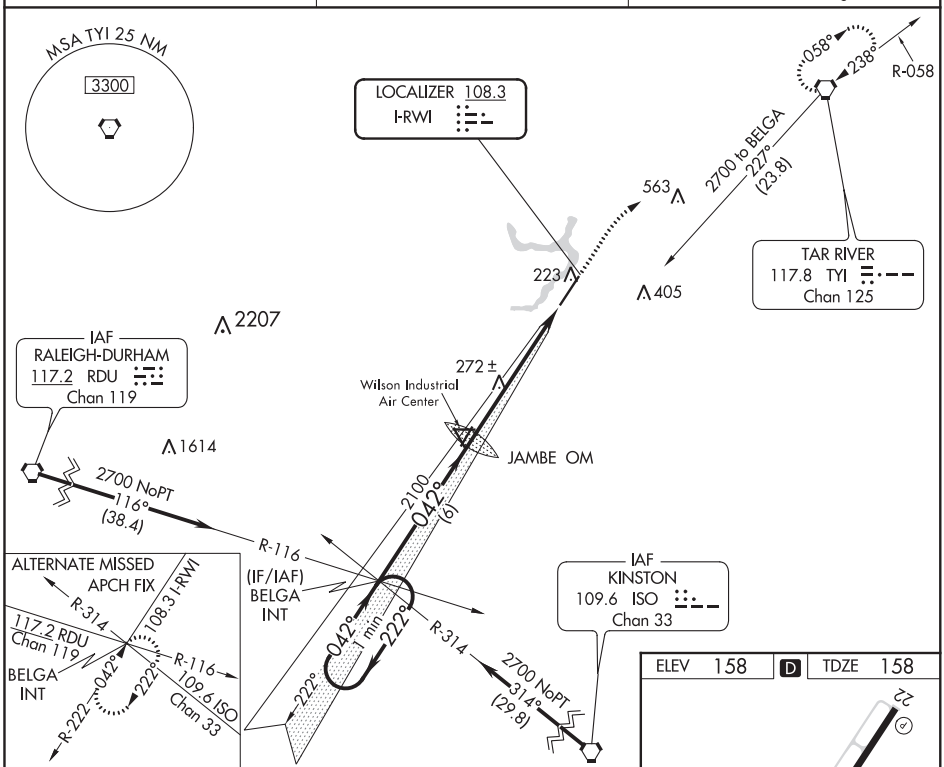
| LOC I-RWI | APP CRS | Rwy ldg | 7099 |
|---|---|---|---|
| 108.3 | 042° | TDZE | 158 |
| | | Apt Elev | 158 |

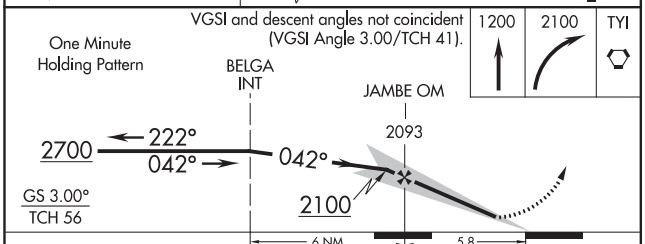
T
A NA

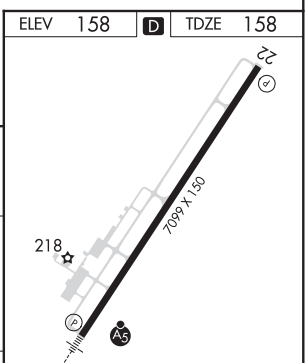
MALSR A5

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct TYI VORTAC and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.875 | 123.85 279.65 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 4 | 408-½ 250 (300-½) | | | |
| S-LOC 4 | 540-½ 382 (400-½) | | 540-⅝ 382 (400-⅝) | 540-¾ 382 (400-¾) |
| C CIRCLING | 600-1 442 (500-1) | 620-1 462 (500-1) | 720-1½ 562 (600-1½) | 740-2 582 (600-2) |

FAF to MAP 5.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:48 | 3:52 | 2:54 | 2:19 | 1:56 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ROCKY MOUNT, NORTH CAROLINA — AL-5743 (FAA) — 19283

| WAAS CH 56513 W04A | APP CRS 042° | Rwy ldg 7099 TDZE 158 Apt Elev 158 |
|---|---|---|

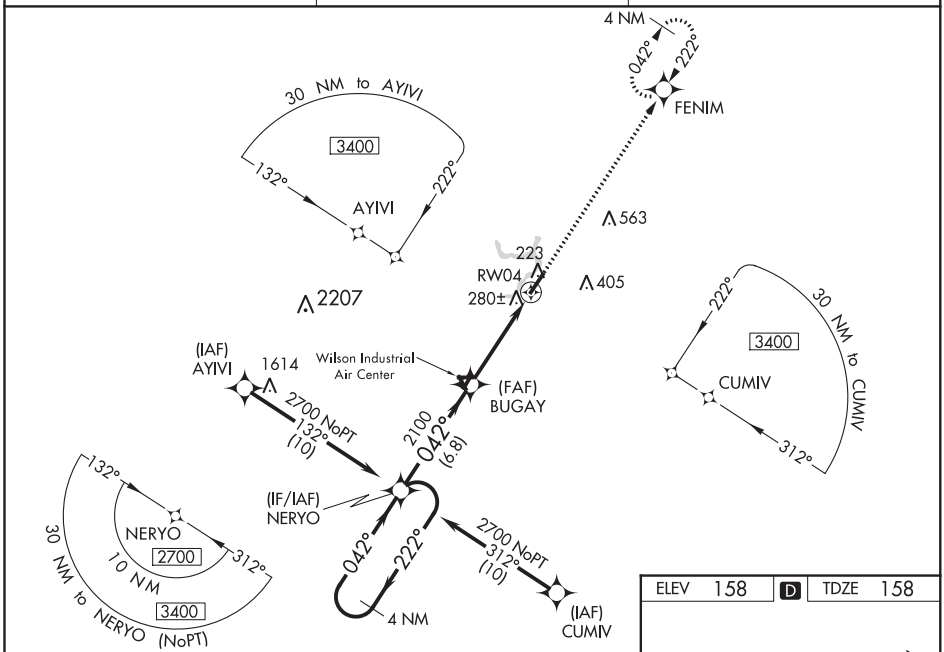
# RNAV (GPS) RWY 4
## ROCKY MOUNT-WILSON RGNL (RWI)

T A Inop table does not apply to LPV when using local altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase LPV DA to 467; increase LNAV/VNAV DA to 601 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. For inop MALSR, increase LNAV Cat A/B visibility to 1 mile. DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Executive Jetport altimeter setting. Rwy 4 helicopter visibility reduction below ¾ SM NA.

MALSR

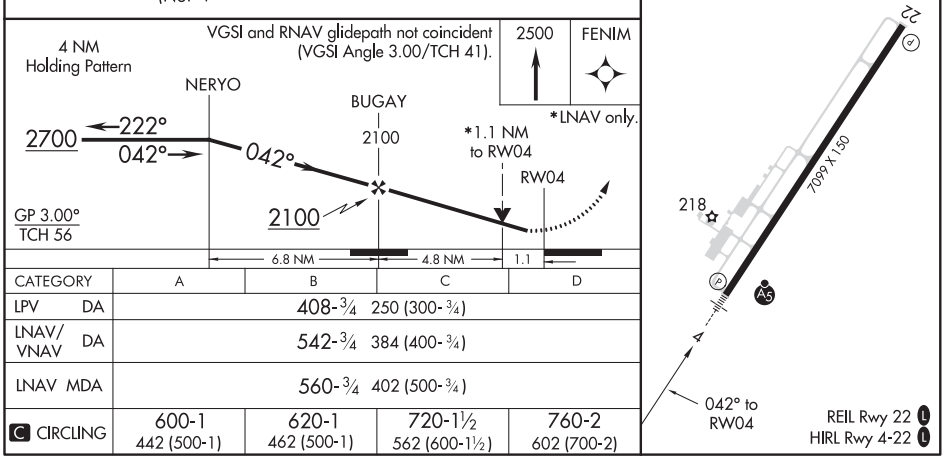
MISSED APPROACH: Climb to 2500 direct FENIM and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.875 | 123.85 279.65 | 123.05 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 408-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 542-¾ 384 (400-¾) | | | |
| LNAV MDA | 560-¾ 402 (500-¾) | | | |
| C CIRCLING | 600-1 442 (500-1) | 620-1 462 (500-1) | 720-1½ 562 (600-1½) | 760-2 602 (700-2) |

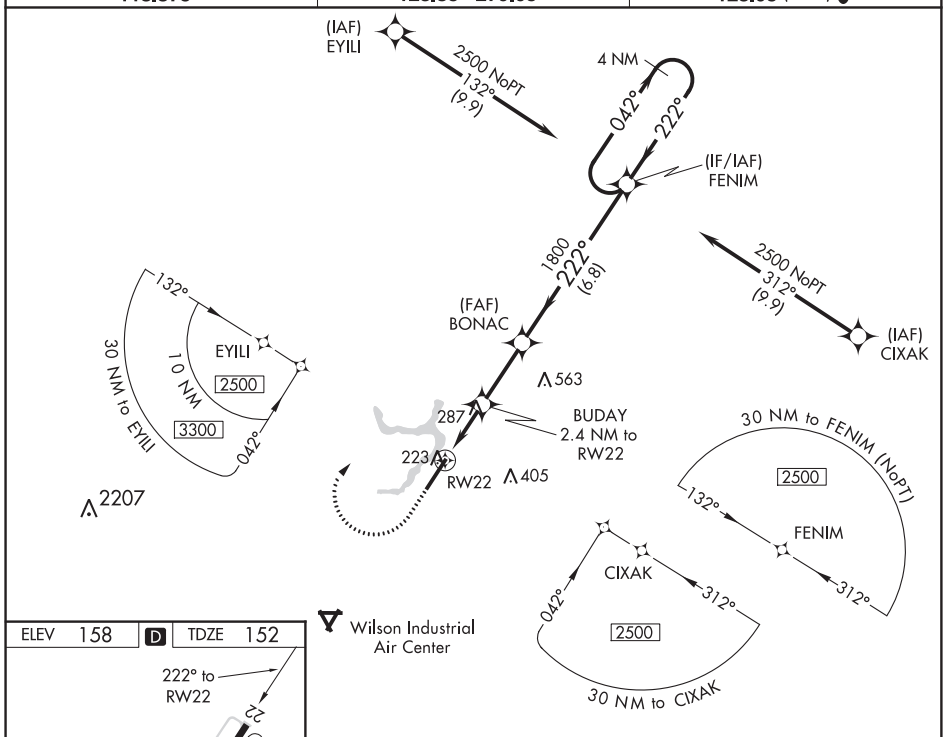
| WAAS CH 70435 W22A | APP CRS 222° | Rwy ldg 6900<br>TDZE 152<br>Apt Elev 158 |
|---|---|---|

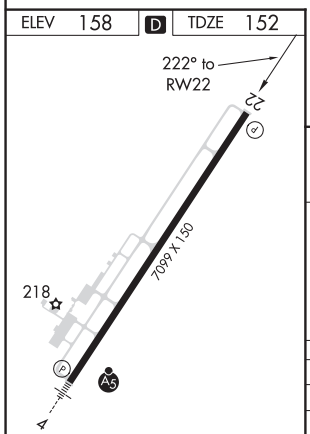
# RNAV (GPS) RWY 22
## ROCKY MOUNT-WILSON RGNL (RWI)

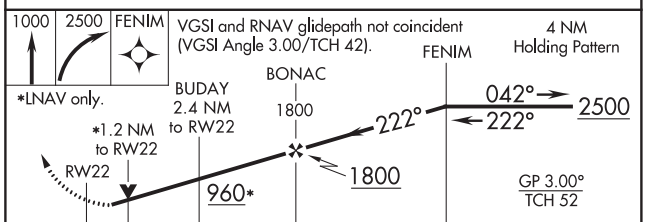
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Executive Jetport altimeter setting. When local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase all DA 59 feet and all visibilities ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct FENIM and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.875 | 123.85 279.65 | 123.05 (CTAF) L |




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 436-⅞ 284 (300-⅞) | | | |
| LNAV/VNAV | DA | 513-1⅛ 361 (400-1⅛) | | | |
| LNAV | MDA | 560-1 408 (500-1) | | 560-1⅛ 408 (500-1⅛) | |
| C CIRCLING | | 600-1 442 (500-1) | 620-1 462 (500-1) | 720-1½ 562 (600-1½) | 760-2 602 (700-2) |

REIL Rwy 22 L
HIRL Rwy 4-22 L




SE-2, 10 SEP 2020 to 05 NOV 2020

ROCKY MOUNT, NORTH CAROLINA | AL-5743 (FAA) | 19283

# VOR/DME RWY 22

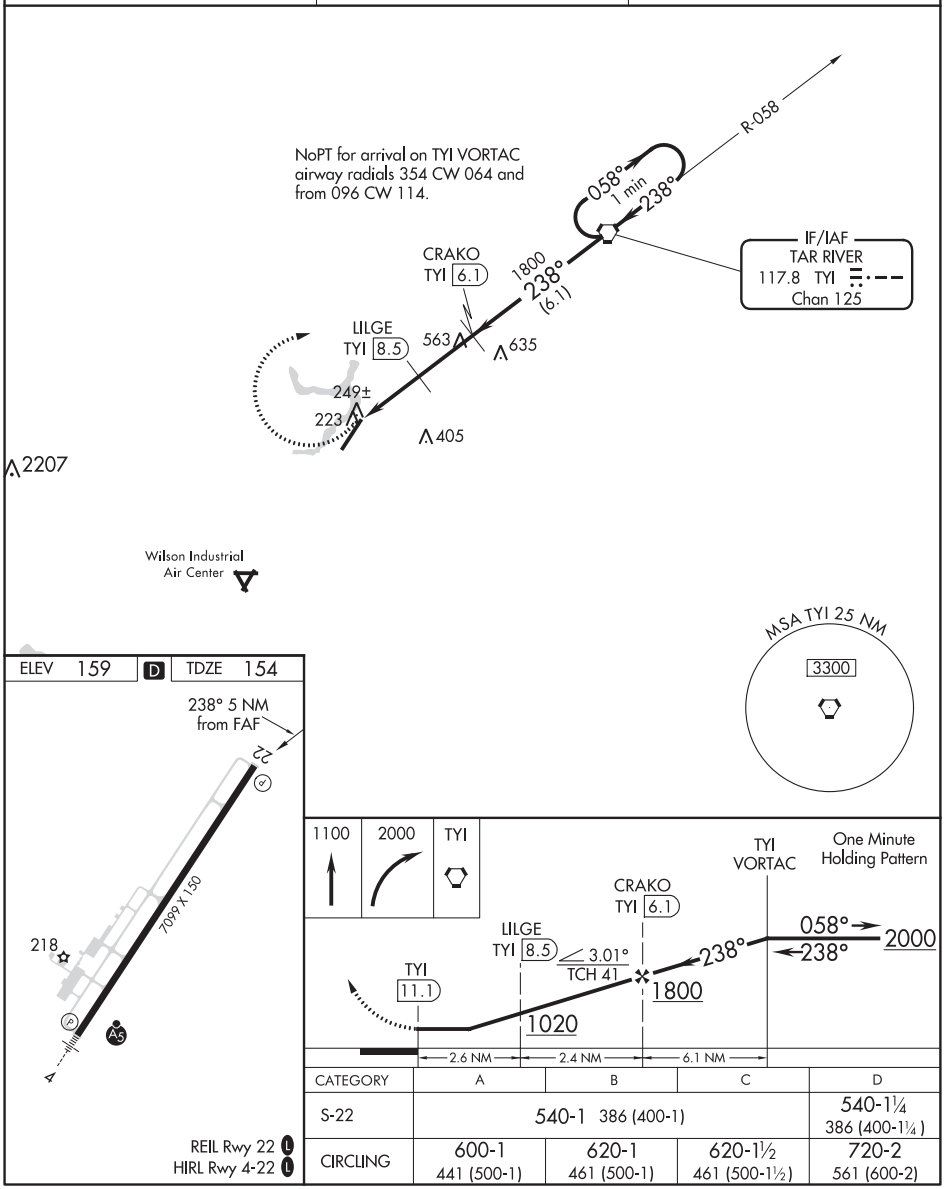
## ROCKY MOUNT-WILSON RGNL (RWI)

| VORTAC TYI | APP CRS | Rwy ldg | 6900 |
|---|---|---|---|
| 117.8 | 238° | TDZE | 154 |
| Chan 125 | | Apt Elev | 159 |

Helicopters visibility reduction below 1 SM NA. When local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase all MDA 60 feet, and S-22 Cat C and Cat D visibility ¼ mile. Rwy 22 Straight-in and Circling minimums NA at night.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct TYI VORTAC and hold.

| ASOS | WASHINGTON CENTER | UNICOM |
|---|---|---|
| 118.875 | 123.85 279.65 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-22 | 540-1 386 (400-1) | | | 540-1¼ 386 (400-1¼) |
| CIRCLING | 600-1 441 (500-1) | 620-1 461 (500-1) | 620-1½ 461 (500-1½) | 720-2 561 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-TDF 108.7 Chan 24 | APP CRS 060° | Rwy ldg 5702 TDZE 604 Apt Elev 609 |
|---|---|---|

# ILS or LOC RWY 6
## RALEIGH RGNL AT PERSON COUNTY (TDF)

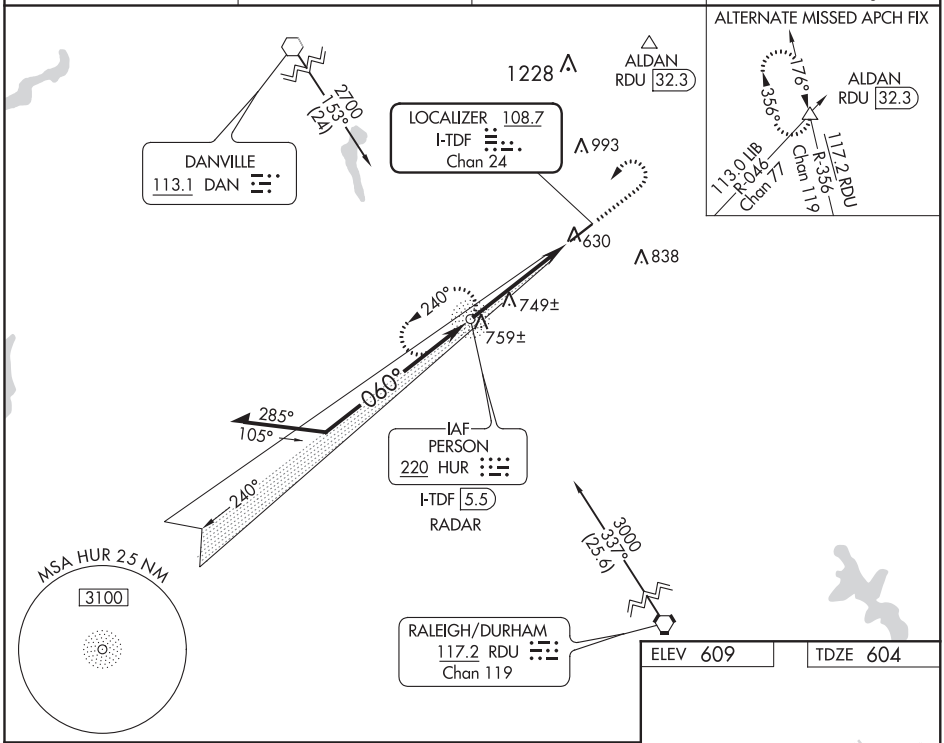
ADF required.

T
NA

MALSR

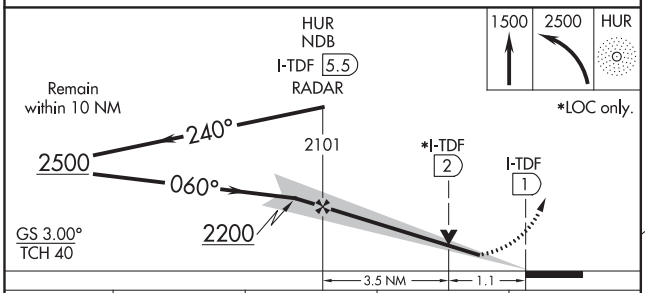
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct HUR NDB and hold.

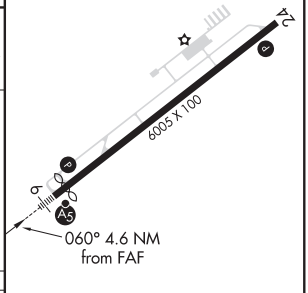
| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.725 | 132.35 256.9 | 119.7 | 122.7 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 609 TDZE 604




MIRL Rwy 6-24 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 854-½ 250 (300-½) | | | |
| S-LOC 6 | 1000-½ 396 (400-½) | | 1000-⅝ 396 (400-⅝) | 1000-¾ 396 (400-¾) |
| CIRCLING | 1080-1 471 (500-1) | | 1080-1½ 471 (500-1½) | 1160-2 551 (600-2) |

| FAF to MAP 4.6 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:36 | 3:04 | 2:18 | 1:50 | 1:32 |

ROXBORO, NORTH CAROLINA

AL-6901 (FAA)

20142

# RNAV (GPS) RWY 6

## RALEIGH RGNL AT PERSON COUNTY (TDF)

| WAAS CH 86512 W06A | APP CRS 060° | Rwy ldg 5702<br>TDZE 604<br>Apt Elev 609 |
|---|---|---|

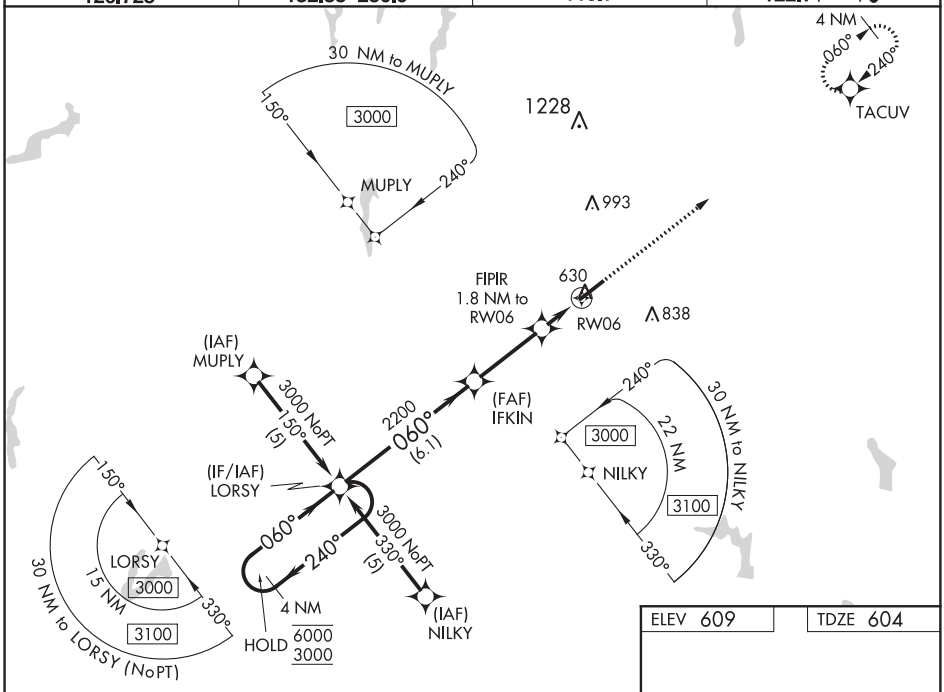
RNP APCH.

Baro-VNAV and VDP NA when using Danville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Danville altimeter setting and increase all LPV DA to 916, LNAV/VNAV DA to 1150 and all MDA 80 feet, increase LNAV Cat C visibility to ⅞ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cat C visibility to 1 SM. For inop ALS, when using Danville altimeter setting, increase LPV all Cats visibility to ⅞ SM, LNAV/VNAV all Cats visibility to 1⅜ SM, and LNAV Cat D visibility to 1⅜ SM.

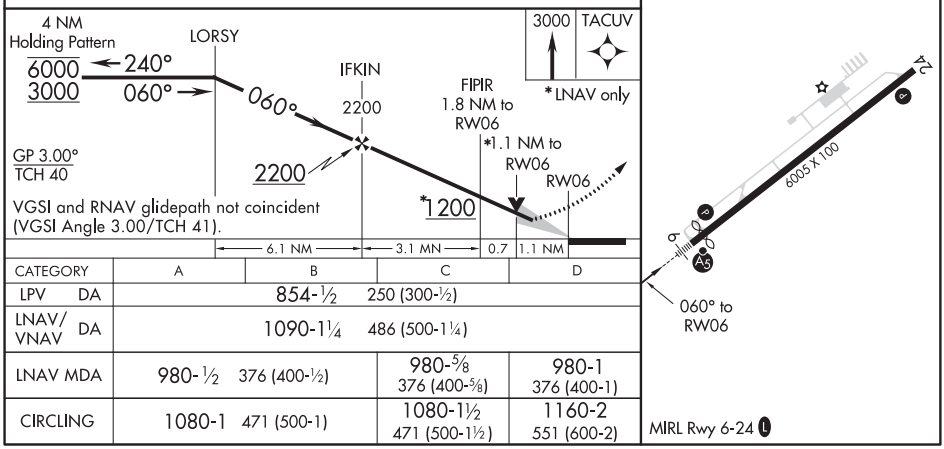
MALSR

MISSED APPROACH: Climb to 3000 direct TACUV and hold.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.725 | 132.35 256.9 | 119.7 | 122.7 (CTAF) L |




ELEV 609 TDZE 604




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 854-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 1090-1¼ 486 (500-1¼) | | | |
| LNAV MDA | 980-½ 376 (400-½) | | 980-⅝ 376 (400-⅝) | 980-1 376 (400-1) |
| CIRCLING | 1080-1 471 (500-1) | | 1080-1½ 471 (500-1½) | 1160-2 551 (600-2) |


SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 50510 W24A | APP CRS 240° | Rwy ldg 6005 TDZE 609 Apt Elev 609 |
|---|---|---|

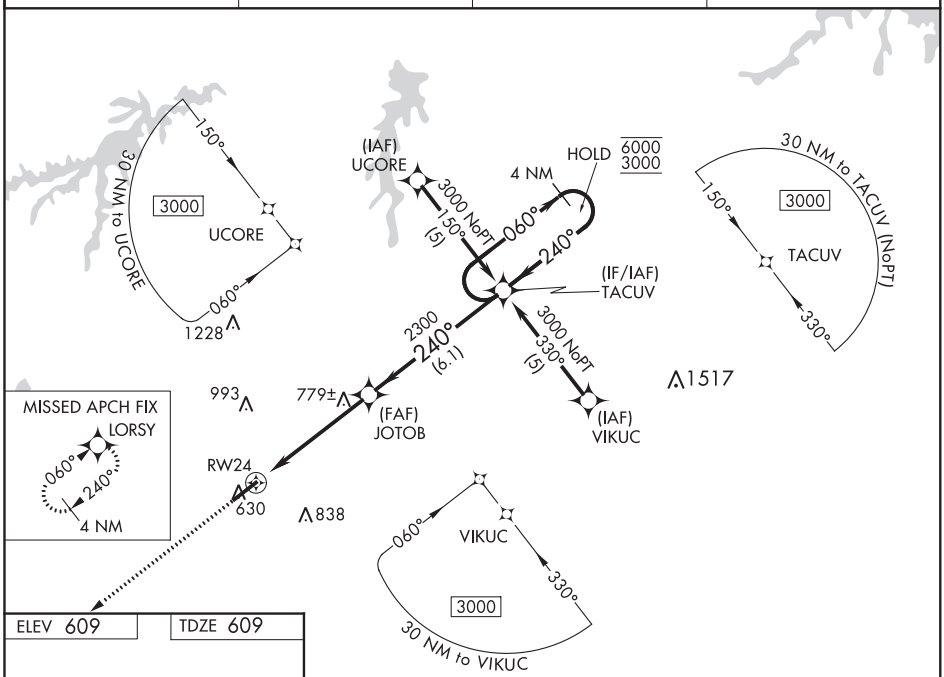
# RNAV (GPS) RWY 24
## RALEIGH RGNL AT PERSON COUNTY (TDF)

RNP APCH.

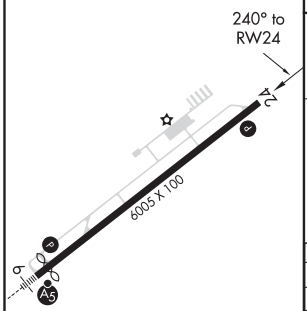
Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct LORSY and hold.

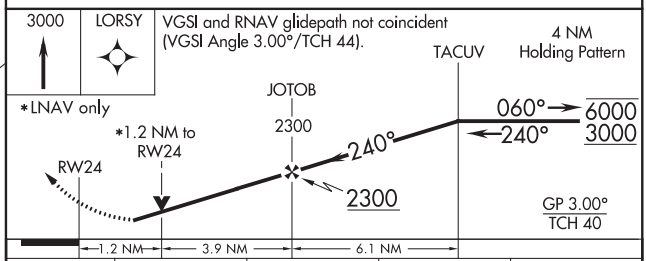
| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 126.725 | 132.35 256.9 | 119.7 | 122.7 (CTAF) L |




ELEV 609 TDZE 609




MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 920-1 311 (400-1) | | | |
| LNAV/VNAV DA | 997-1½ 388 (400-1½) | | | |
| LNAV MDA | 1040-1 431 (500-1) | | 1040-1¼ 431 (500-1¼) | 1040-1½ 431 (500-1½) |
| CIRCLING | 1080-1 471 (500-1) | | 1080-1½ 471 (500-1½) | 1160-2 551 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

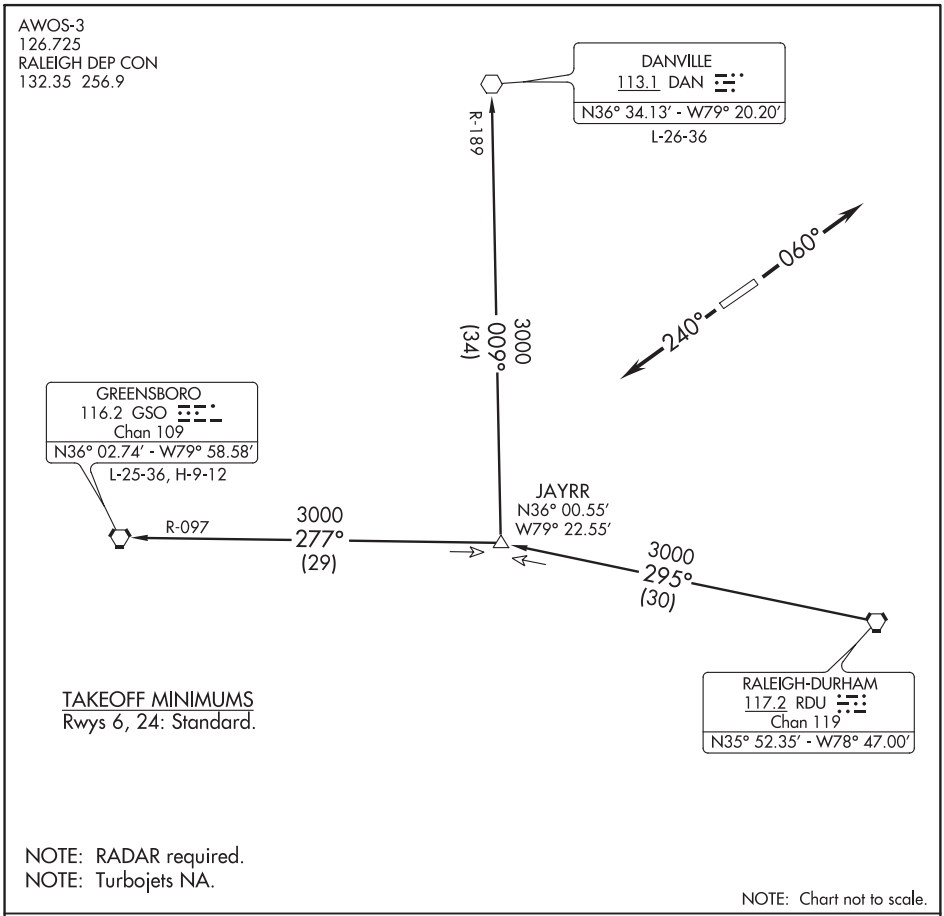
SE-2, 10 SEP 2020 to 05 NOV 2020

(BLUUE7.RDU) 20142

# BLUE DEVIL SEVEN DEPARTURE

AL-6901 (FAA)

RALEIGH RGNL AT PERSON COUNTY (TDF)
ROXBORO, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb on heading 060°, thence....
TAKEOFF RUNWAY 24: Climb on heading 240°, thence....

....or as assigned for vectors to assigned transition. Expect clearance to filed altitude/flight level ten minutes after departure.

DANVILLE TRANSITION (BLUUE7.DAN): From over RDU VORTAC on RDU R-295 to JAYRR then on DAN R-189 to DAN VOR.
GREENSBORO TRANSITION (BLUUE7.GSO): From over RDU VORTAC on RDU R-295 to JAYRR then on GSO R-097 to GSO VORTAC.

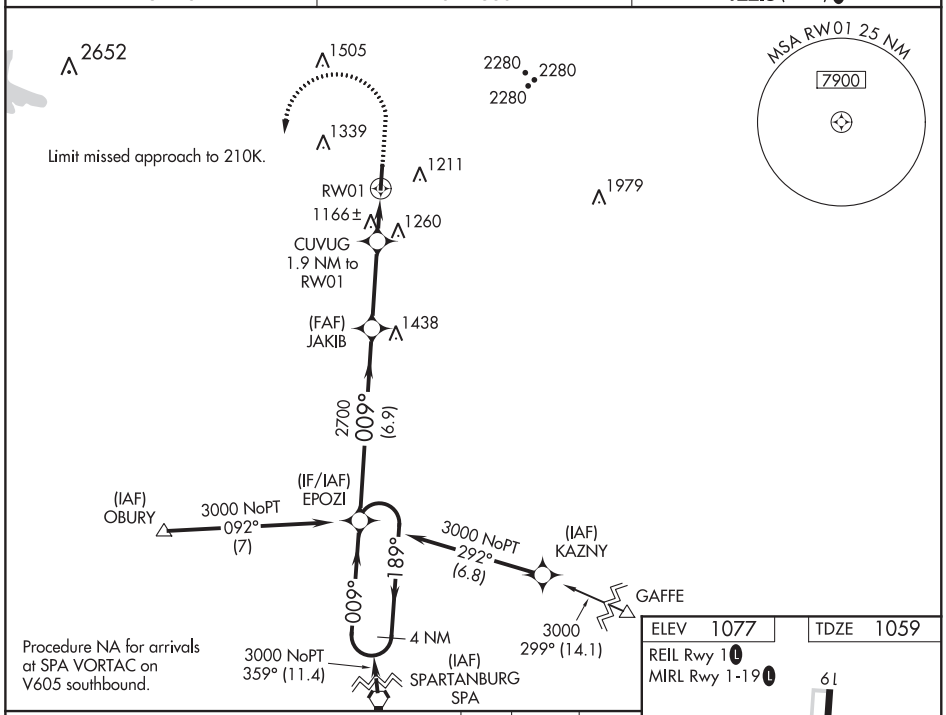
| WAAS CH 40021 W01A | APP CRS 009° | Rwy ldg 5000<br>TDZE 1059<br>Apt Elev 1077 |
|---|---|---|

# RNAV (GPS) RWY 1
## RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

Baro-VNAV NA when using Shelby-Cleveland County Rgnl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below-17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all DA 77 feet, all MDA 80 feet, and increase LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D and Circling Cats C/D visibility ¼ mile. VDP NA with Shelby-Cleveland County Rgnl altimeter setting.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct EPOZI and hold.

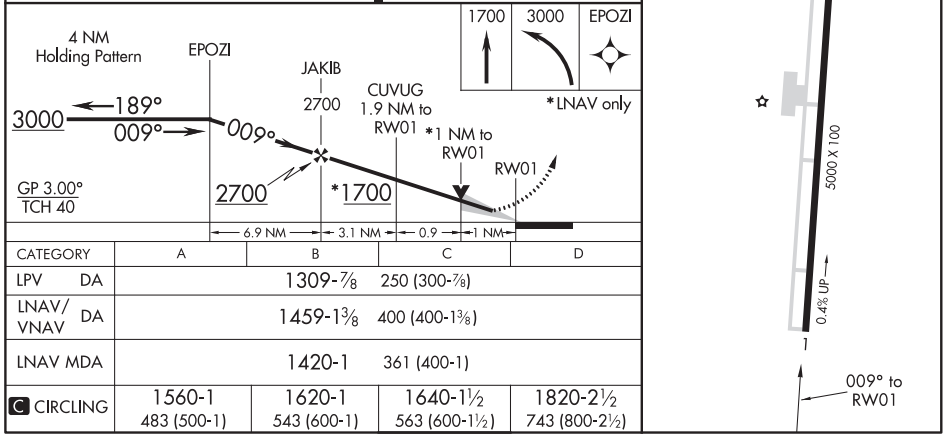
| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 118.275 | 119.4 350.2 | 122.8 (CTAF) L |




Procedure NA for arrivals at SPA VORTAC on V605 southbound.

| ELEV 1077 | TDZE 1059 |
|---|---|

REIL Rwy 1 L
MIRL Rwy 1-19 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1309-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 1459-1⅜ 400 (400-1⅜) | | | |
| LNAV MDA | 1420-1 361 (400-1) | | | |
| C CIRCLING | 1560-1 483 (500-1) | 1620-1 543 (600-1) | 1640-1½ 563 (600-1½) | 1820-2½ 743 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

RUTHERFORDTON, NORTH CAROLINA AL-6297 (FAA) 19115

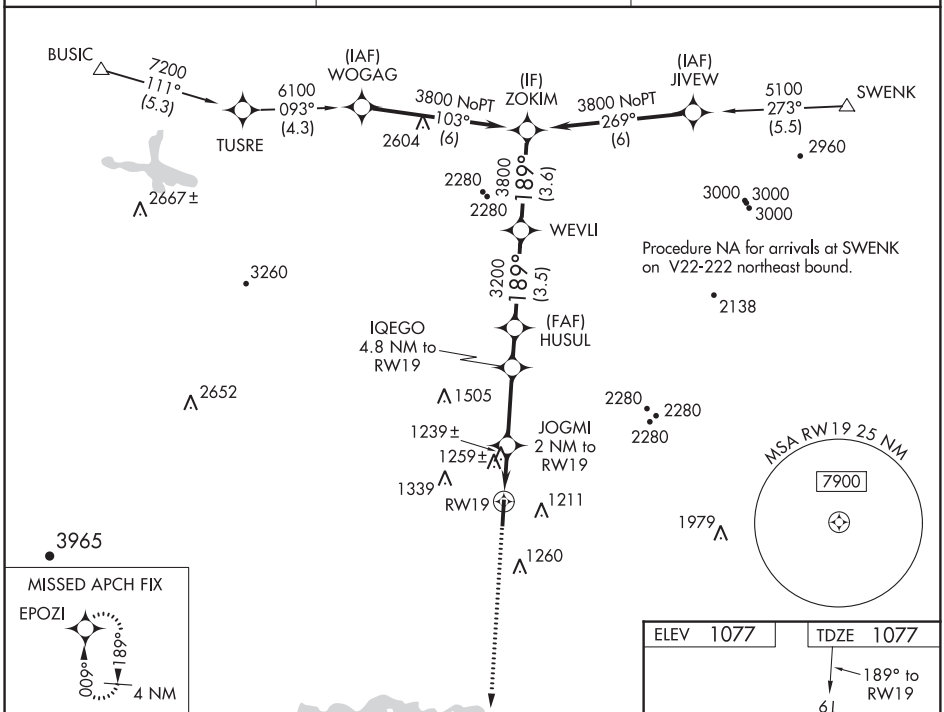
| WAAS CH 82335 W19A | APP CRS 189° | Rwy ldg 5000<br>TDZE 1077<br>Apt Elev 1077 |
|---|---|---|

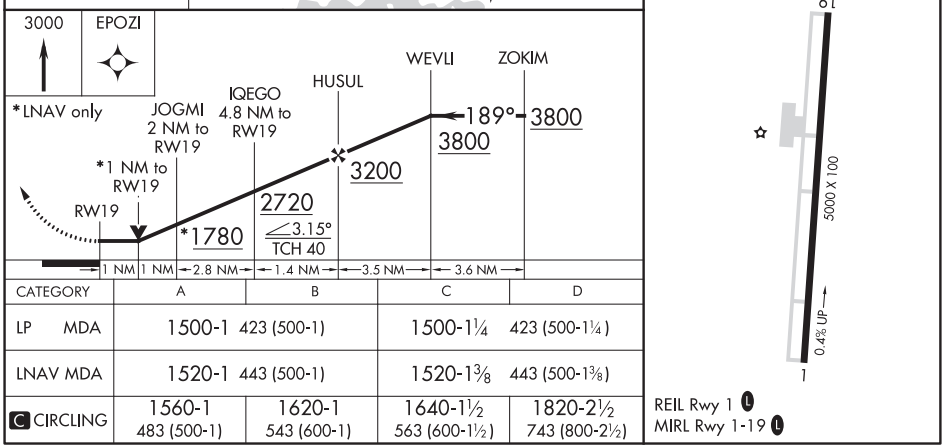
# RNAV (GPS) RWY 19
## RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cat C and D ⅛ mile, increase Circling Cat C and D visibility ¼ mile. Rwy 19 helicopter visibility reduction below ¾ mile NA.

MISSED APPROACH: Climb to 3000 direct EPOZI and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 118.275 | 119.4 350.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1500-1 423 (500-1) | | 1500-1¼ 423 (500-1¼) | |
| LNAV MDA | 1520-1 443 (500-1) | | 1520-1⅜ 443 (500-1⅜) | |
| C CIRCLING | 1560-1 483 (500-1) | 1620-1 543 (600-1) | 1640-1½ 563 (600-1½) | 1820-2½ 743 (800-2½) |




SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-FQD | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 109.55 | 009° | TDZE | 1059 |
| Chan 32(Y) | | Apt Elev | 1077 |

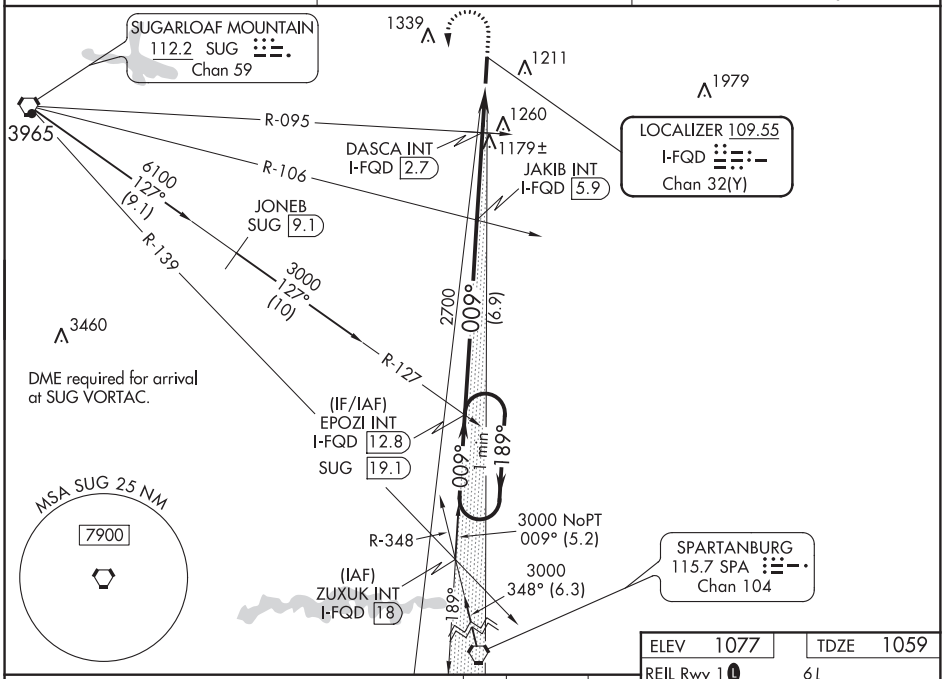
# LOC RWY 1

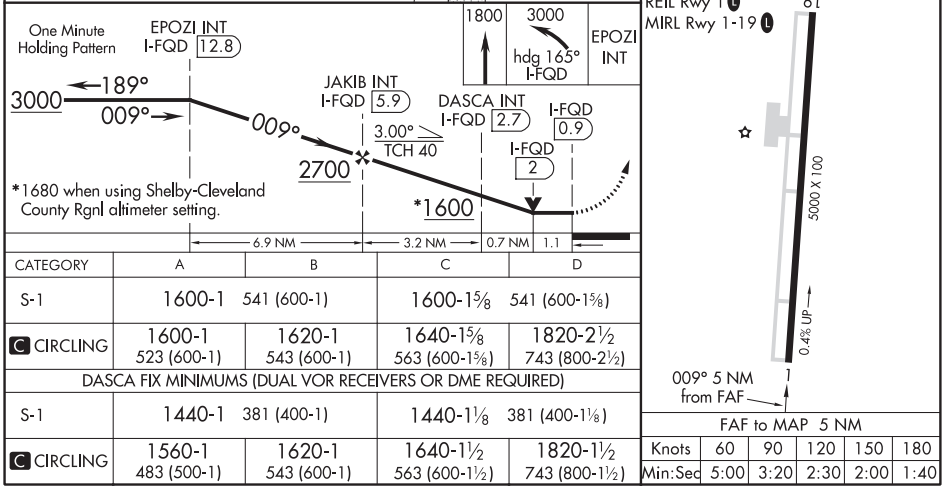
## RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

T A NA — VDP NA with Shelby-Cleveland County Rgnl altimeter setting. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and S-1 Cat C and D and Circling Cat C visibilities ⅛ mile; increase Circling Cat D visibility ¼ mile. DASCA fix minimums: Increase S-1 Cat C and D and Circling Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 on heading 165° and on I-FQD localizer south course to EPOZI INT/I-FQD 12.8 DME and hold.

| AWOS-3 | GREER APP CON ★ | UNICOM |
|---|---|---|
| 118.275 | 119.4 350.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-1 | 1600-1 541 (600-1) | | 1600-1⅝ 541 (600-1⅝) | |
| C CIRCLING | 1600-1 523 (600-1) | 1620-1 543 (600-1) | 1640-1⅝ 563 (600-1⅝) | 1820-2½ 743 (800-2½) |
| DASCA FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED) | | | | |
| S-1 | 1440-1 381 (400-1) | | 1440-1⅛ 381 (400-1⅛) | |
| C CIRCLING | 1560-1 483 (500-1) | 1620-1 543 (600-1) | 1640-1½ 563 (600-1½) | 1820-1½ 743 (800-1½) |

FAF to MAP 5 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ST. GEORGE, SOUTH CAROLINA AL-6745 (FAA) 17285

| APP CRS | Rwy ldg | 3201 |
|---|---|---|
| 052° | TDZE | 84 |
| | Apt Elev | 85 |

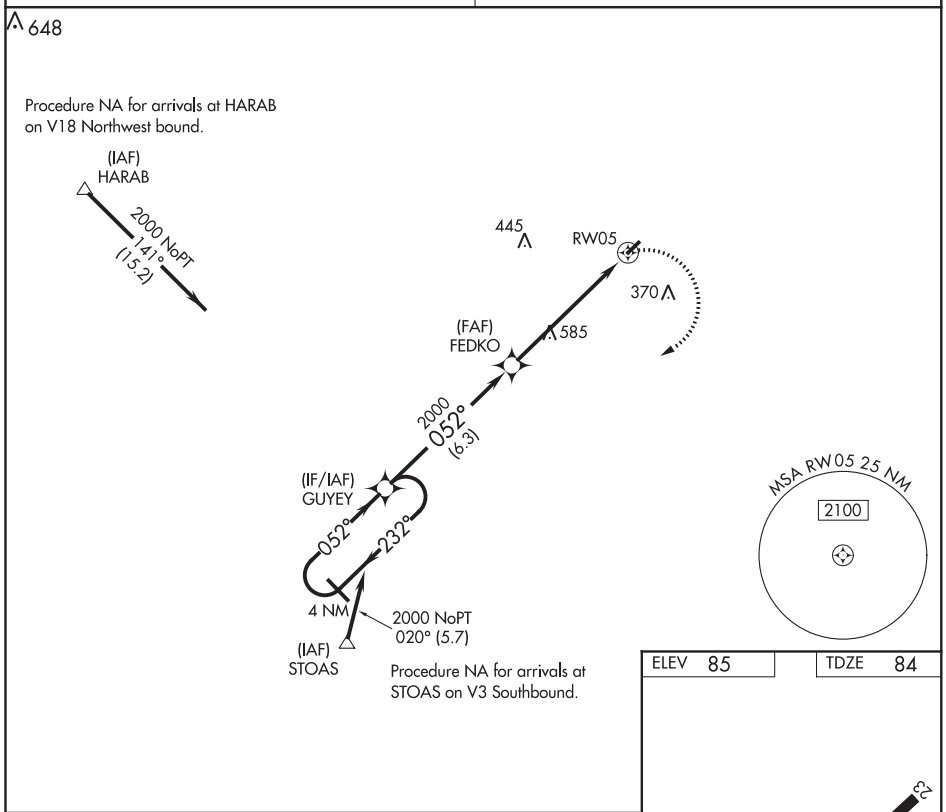
# RNAV (GPS) RWY 5
## ST GEORGE (6J2)

NA

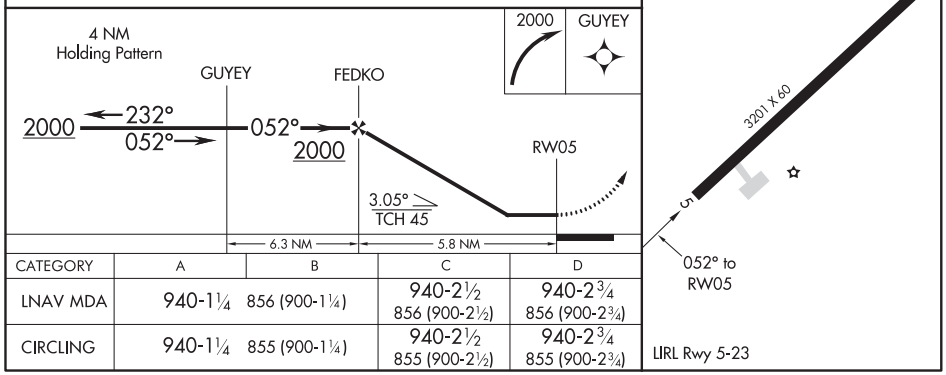
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV and Circling Cat C visibility ¼ mile, increase LNAV and Circling Cat D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

| CHARLESTON APP CON | UNICOM |
|---|---|
| **120.7 306.925** | **122.8** (CTAF) |




| ELEV 85 | TDZE 84 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 940-1¼ 856 (900-1¼) | | 940-2½ 856 (900-2½) | 940-2¾ 856 (900-2¾) |
| CIRCLING | 940-1¼ 855 (900-1¼) | | 940-2½ 855 (900-2½) | 940-2¾ 855 (900-2¾) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 20
## MID-CAROLINA RGNL (RUQ)

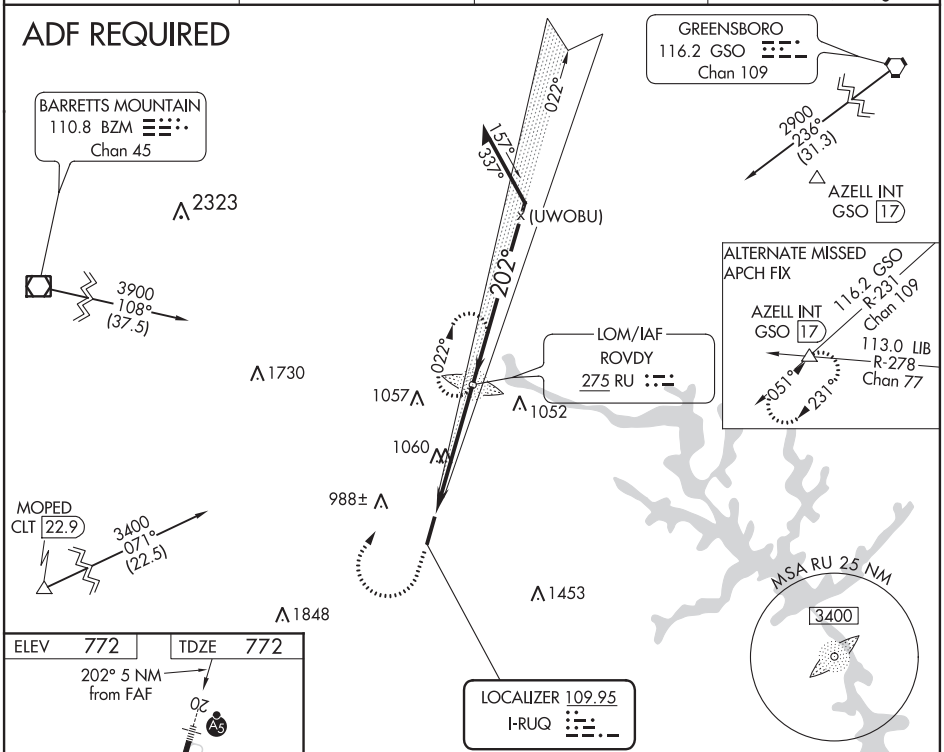
| LOC I-RUQ | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.95 | 202° | 5501 / 772 / 772 |

T A NA — ADF required. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-LOC Cats C/D visibility ⅛ SM and Circling Cat D visibility ¼ SM. For inop ALS when using Lexington altimeter setting, increase S-LOC 20 Cats C and D visibility to 1¾ mile.

MALSR A5

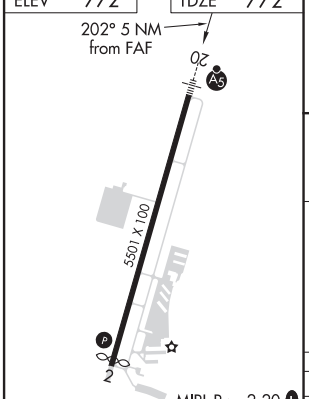
MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct ROVDY LOM and hold.

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 128.325 307.8 | 127.35 | 122.725 (CTAF) L |



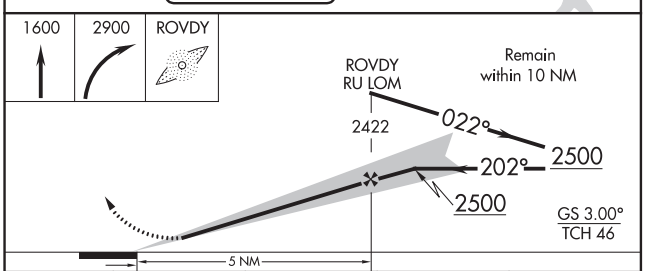

| ELEV | 772 | TDZE | 772 |
|---|---|---|---|

202° 5 NM from FAF




MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 20 | 972-½ 200 (200-½) | | | |
| S-LOC 20 | 1360-½ 588 (600-½) | | 1360-1¼ 588 (600-1¼) | |
| C CIRCLING | 1360-1 588 (600-1) | | 1440-1¾ 668 (700-1¾) | 1440-2 668 (700-2) |


SE-2, 10 SEP 2020 to 05 NOV 2020

SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

19115

# RNAV (GPS) RWY 2
## MID-CAROLINA RGNL (RUQ)

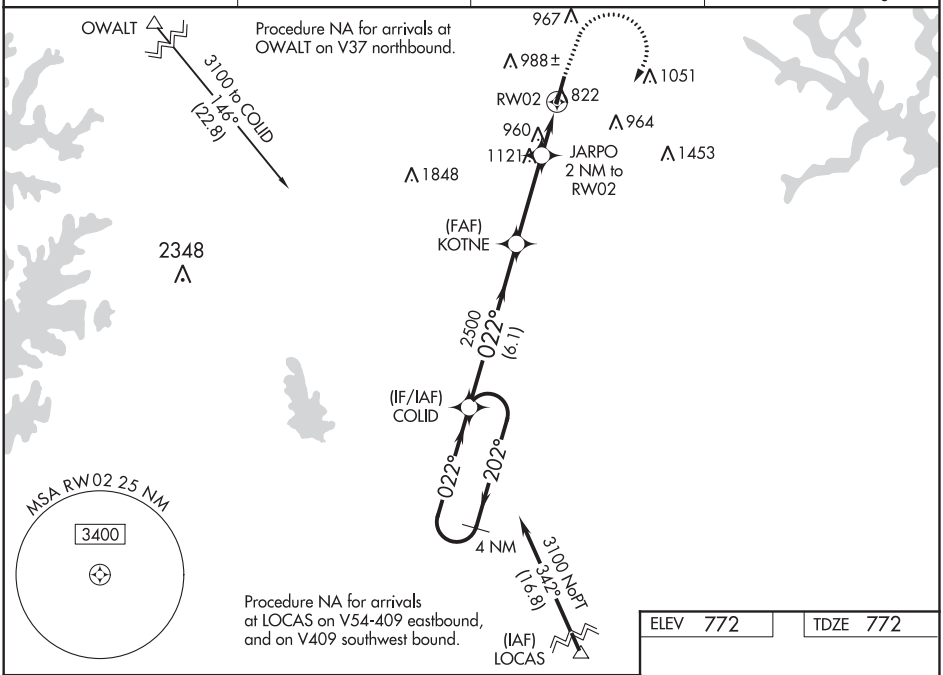
| WAAS CH 40321 W02A | APP CRS 022° | Rwy ldg 5375<br>TDZE 772<br>Apt Elev 772 |
|---|---|---|

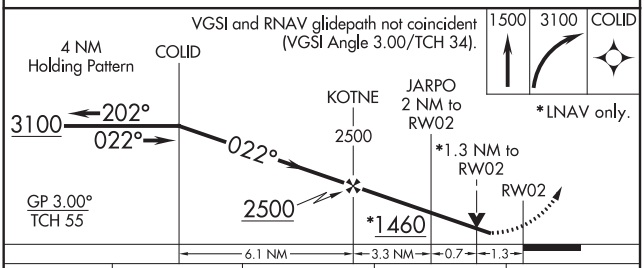
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.
Rwy 2 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct COLID and hold.

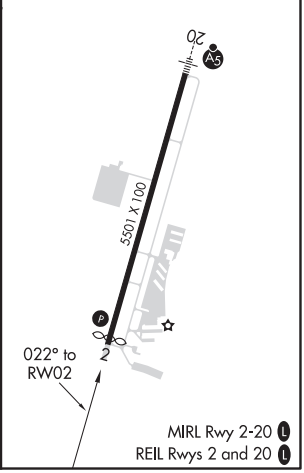
| AWOS-3 | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 128.325 307.8 | 127.35 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1138-1 366 (400-1) | | | |
| LNAV/VNAV DA | 1181-1⅛ 409 (500-1⅛) | | | |
| LNAV MDA | 1220-1 448 (500-1) | | 1220-1⅜ 448 (500-1⅜) | |
| C CIRCLING | 1220-1 448 (500-1) | 1260-1 488 (500-1) | 1440-1¾ 668 (700-1¾) | 1440-2 668 (700-2) |

ELEV 772 TDZE 772




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 20
## MID-CAROLINA RGNL (RUQ)

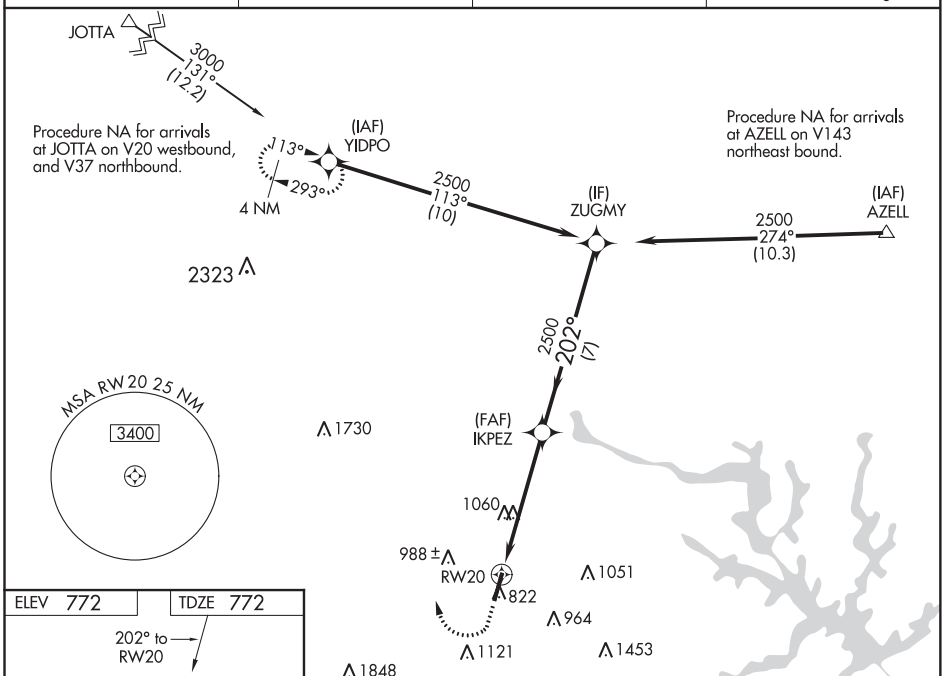
| WAAS CH 42521 W20A | APP CRS 202° | Rwy ldg 5501 TDZE 772 Apt Elev 772 |
|---|---|---|

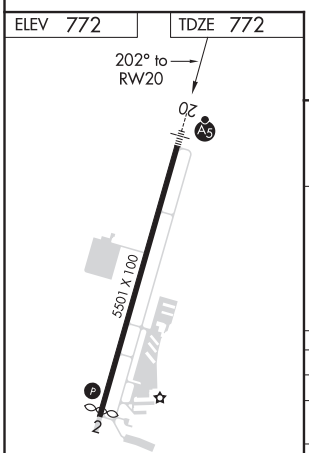
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LNAV Cat C and D visibility ⅛ SM and Circling Cat C visibility ⅛ SM and Circling Cat D ¼ SM. For inop ALS when using Lexington altimeter setting, increase LNAV Cat C and D visibility to 1¾ SM. VDP and Baro-VNAV NA when using Lexington altimeter setting. For inop ALS, increase LNAV/VNAV visibility to ⅞ SM all Cats.

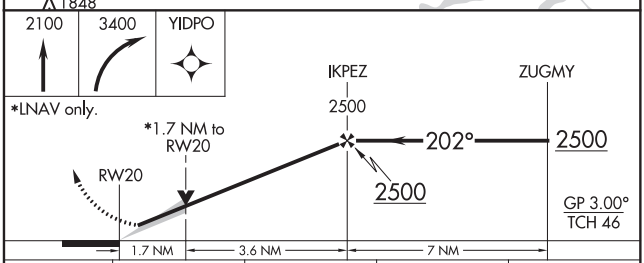
MALSR

MISSED APPROACH: Climb to 2100 then climbing right turn to 3400 direct YIDPO and hold.

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 128.325 307.8 | 127.35 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 972-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1032-½ 260 (300-½) | | | |
| LNAV MDA | 1360-½ 588 (600-½) | | 1360-1¼ 588 (600-1¼) | |
| C CIRCLING | 1360-1 588 (600-1) | | 1440-1¾ 668 (700-1¾) | 1440-2 668 (700-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

20058

# NDB RWY 20

## MID-CAROLINA RGNL (RUQ)

| LOM RU | APP CRS | Rwy ldg | 5501 |
|---|---|---|---|
| 275 | 202° | TDZE | 772 |
| | | Apt Elev | 772 |

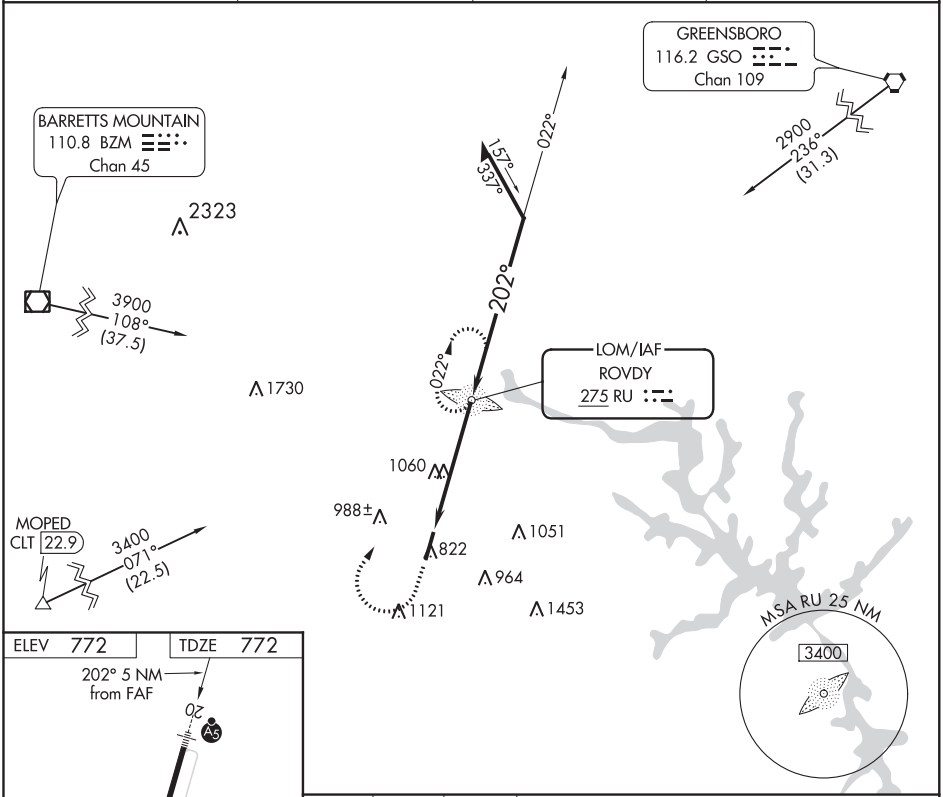
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet, increase S-20 Cats C and D, and Circling Cat C visibility ⅛ SM and Circling Cat D ¼ SM. For inop ALS, increase Cat D visibility to 1⅞ SM. For inop ALS when using Lexington altimeter setting increase Cat D visibility to 2 SM.

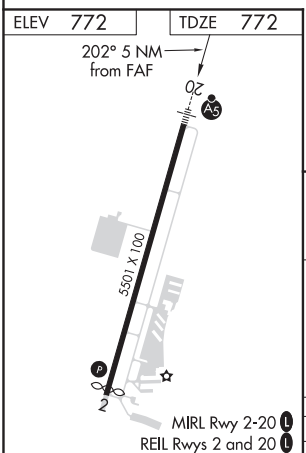
NA

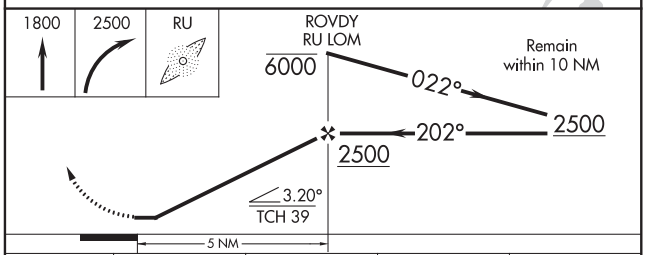
MALSR

MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

| AWOS-3 | CHARLOTTE APP CON | CLNC DEL | UNICOM |
|---|---|---|---|
| 118.175 | 128.325 307.8 | 127.35 | 122.725 (CTAF) |



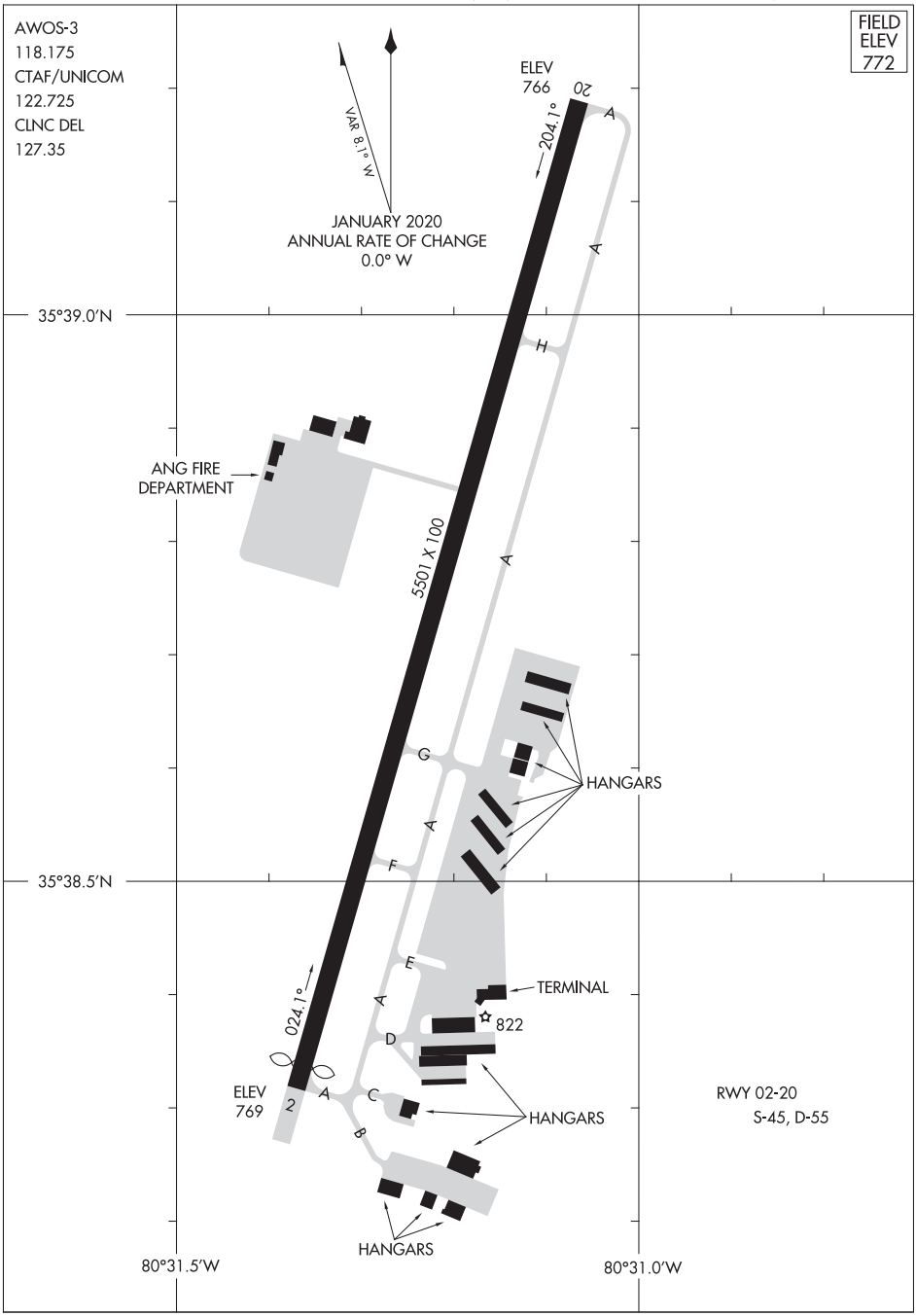




| FAF to MAP 5 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:00 | 3:20 | 2:30 | 2:00 | 1:40 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-20 | 1420-¾ 648 (700-¾) | | 1420-1⅜ 648 (700-1⅜) | |
| C CIRCLING | 1420-1 648 (700-1) | | 1440-1⅞ 668 (700-1⅞) | 1440-2 668 (700-2) |

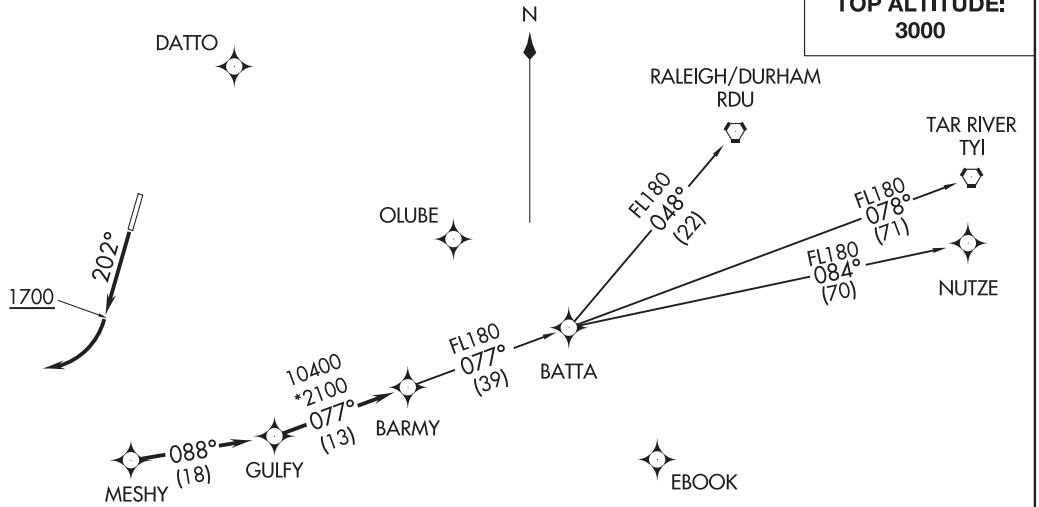
SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020


AWOS-3
118.175
CTAF/UNICOM
122.725
CLNC DEL
127.35
FIELD ELEV 772
VAR 8.1° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W
ELEV 766
20
204.1°
A
A
H
35°39.0'N
ANG FIRE DEPARTMENT
5501 X 100
A
G
A
F
HANGARS
35°38.5'N
E
A
D
TERMINAL
822
024.1°
ELEV 769
2
A
C
B
HANGARS
RWY 02-20
S-45, D-55
HANGARS
80°31.5'W
80°31.0'W

**TOP ALTITUDE: 3000**

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8




TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K if unable advise ATC.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

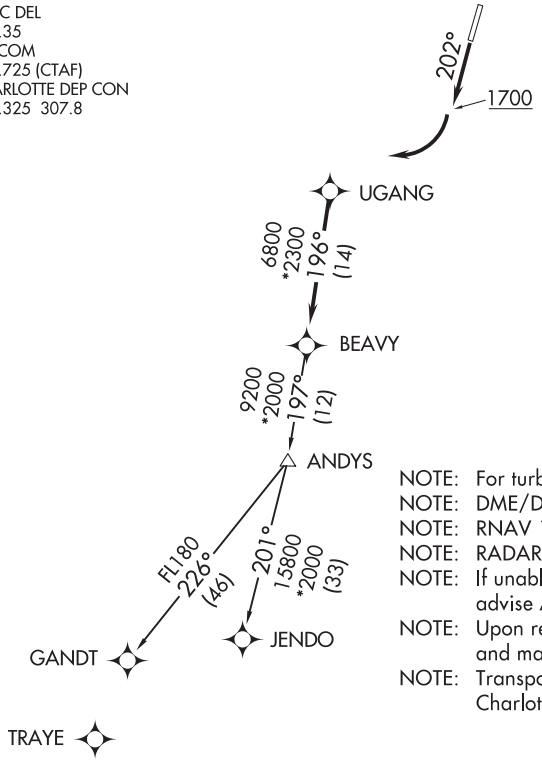
NUTZE TRANSITION (BARMY4.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY4.RDU)
TAR RIVER TRANSITION (BARMY4.TYI)

# BEAVY FIVE DEPARTURE (RNAV)



**TOP ALTITUDE: 3000**

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
128.325 307.8




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to UGANG, then on track 196° to BEAVY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

GANDT TRANSITION (BEAVY5.GANDT)
JENDO TRANSITION (BEAVY5.JENDO)

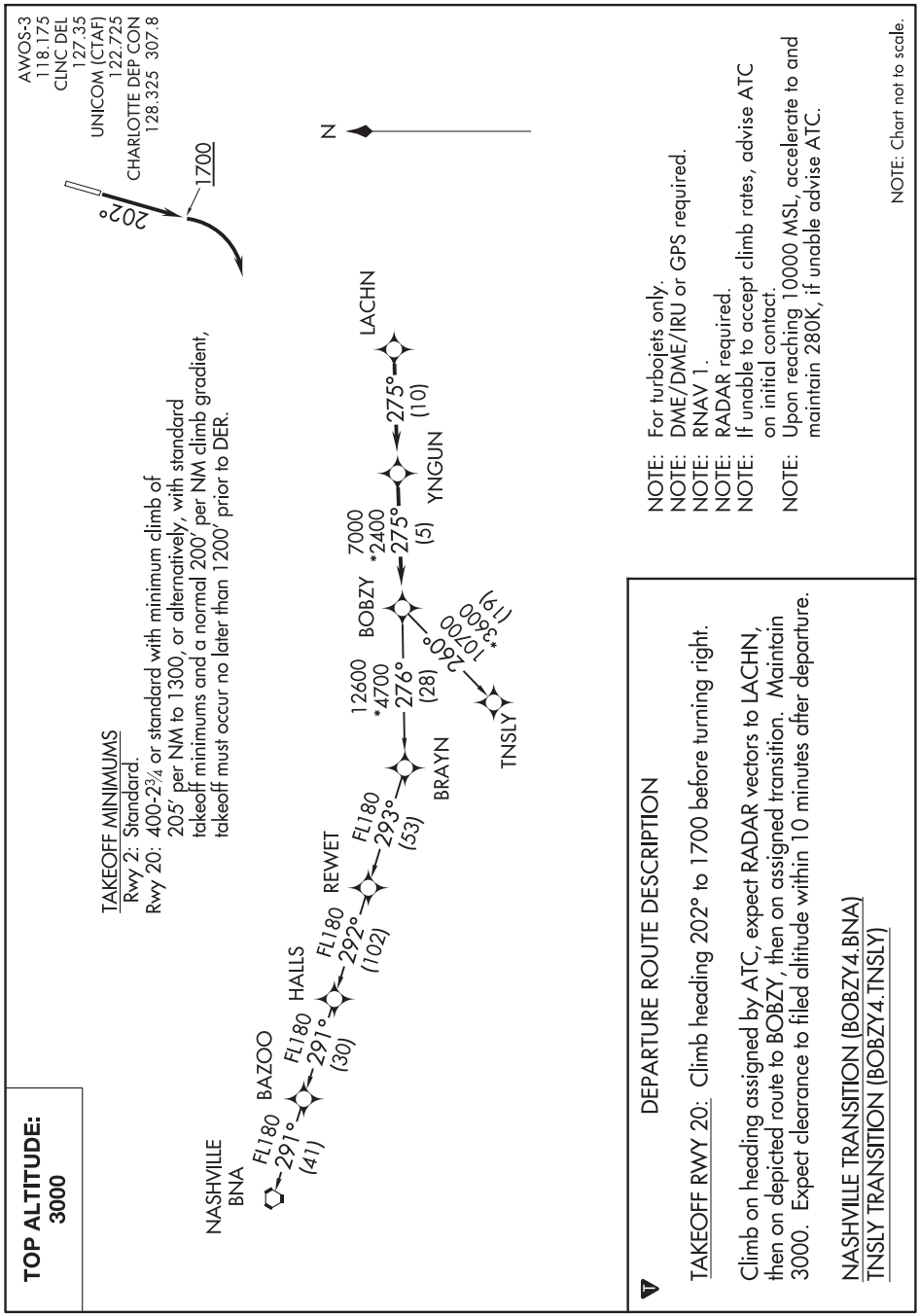



SE-2, 10 SEP 2020 to 05 NOV 2020

(BOBZY4.BOBZY) 19003 AL-5551 (FAA)

# BOBZY FOUR DEPARTURE (RNAV)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA






SE-2, 10 SEP 2020 to 05 NOV 2020

BOBZY FOUR DEPARTURE (RNAV)

(BOBZY4.BOBZY) 03JAN19

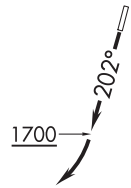
SALISBURY, NORTH CAROLINA
MID-CAROLINA RGNL (RUQ)

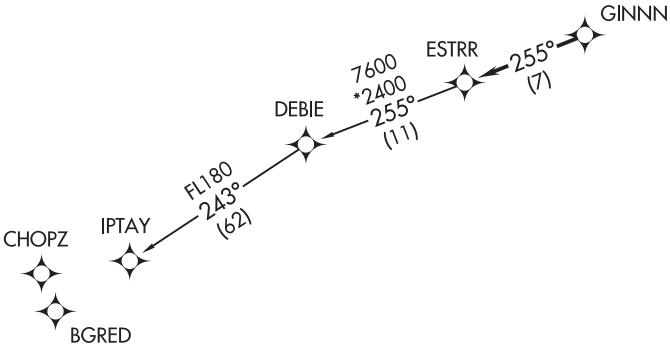
# ESTRR FOUR DEPARTURE (RNAV)

**TOP ALTITUDE: 3000**

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(ICONS4.ICONS) 19003 AL-5551 (FAA)

# ICONS FOUR DEPARTURE (RNAV)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

**TOP ALTITUDE: 3000**

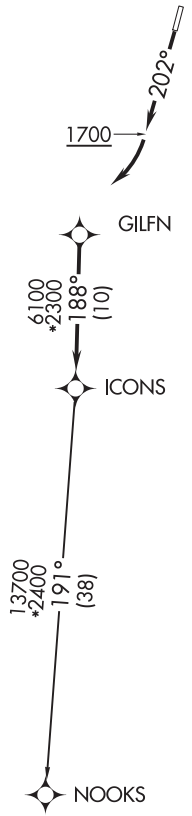
AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.




NOTE: Chart not to scale.

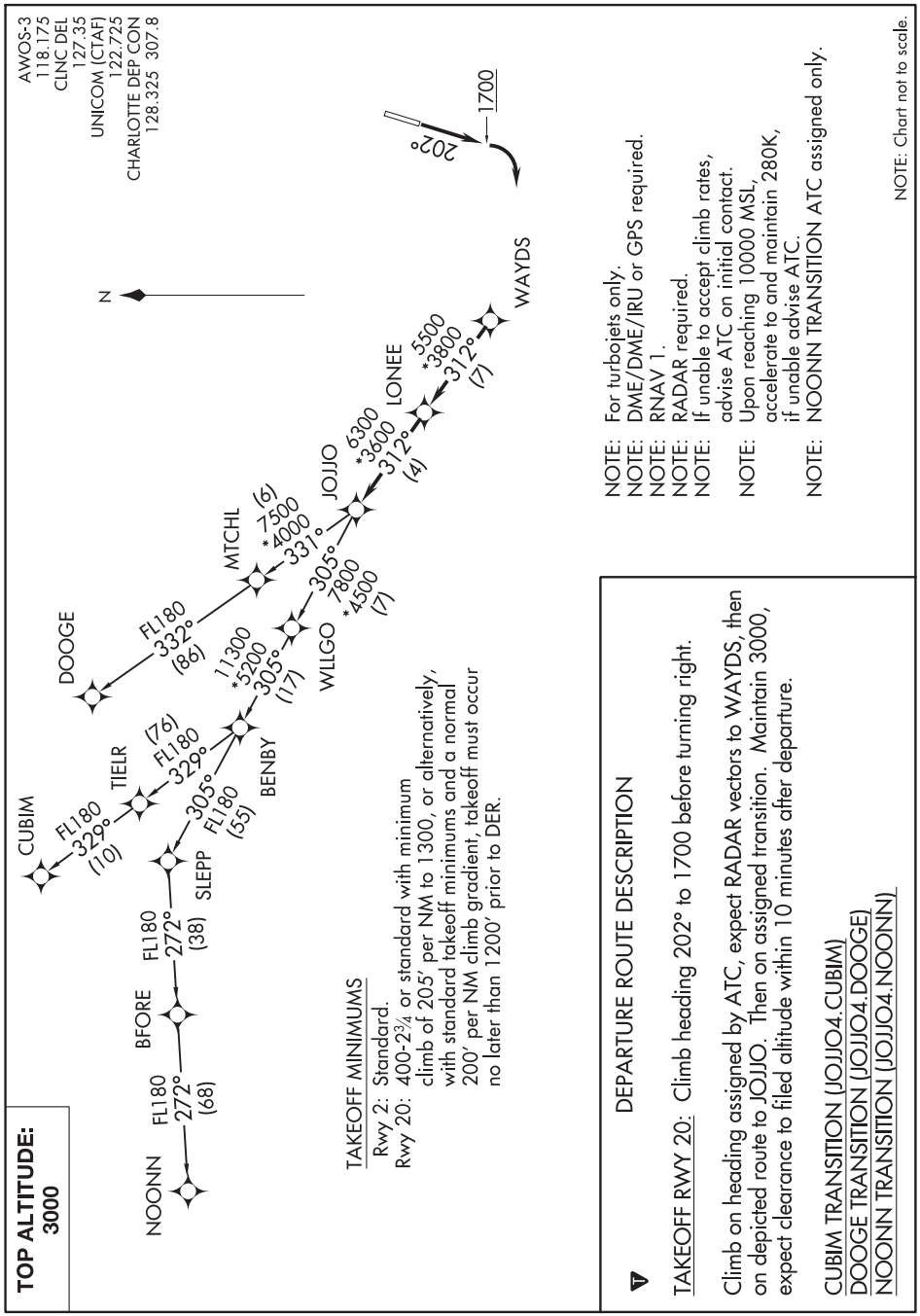
## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to GILFN, then on track 188° to ICONS. Then on NOOKS transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

NOOKS TRANSITION (ICONS4.NOOKS)

# JOJJO FOUR DEPARTURE (RNAV)



(KER3.KER) 20086

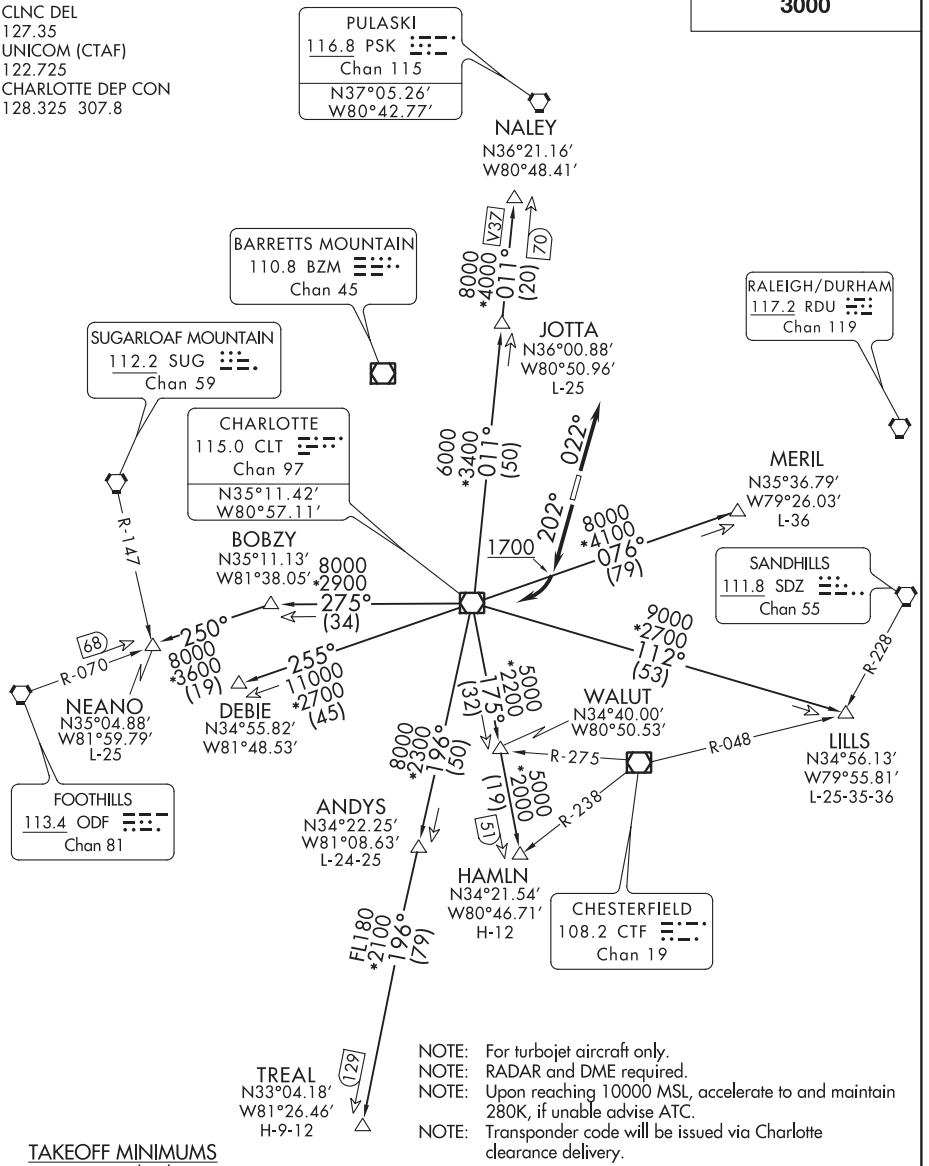
AL-5551 (FAA)

# KERMIT THREE DEPARTURE

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8




NOTE: For turbojet aircraft only.
NOTE: RADAR and DME required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

TAKEOFF MINIMUMS

Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 2: Climb heading 022°, thence. . . .
TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right, thence. . . .

. . . .on RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

ANDYS TRANSITION (KER3.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
DEBIE TRANSITION (KER3.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
HAMLN TRANSITION (KER3.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
JOTTA TRANSITION (KER3.JOTTA): From over CLT VOR/DME on CLT R-011 to JOTTA.
LILLS TRANSITION (KER3.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
MERIL TRANSITION (KER3.MERIL): From over CLT VOR/DME on CLT R-076 to MERIL.
NALEY TRANSITION (KER3.NALEY): From over CLT VOR/DME on CLT R-011 to NALEY.
NEANO TRANSITION (KER3.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY and ODF R-070 to NEANO.
TREAL TRANSITION (KER3.TREAL): From over CLT VOR/DME on CLT R-196 to TREAL.

SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

# KILNS FOUR DEPARTURE (RNAV)

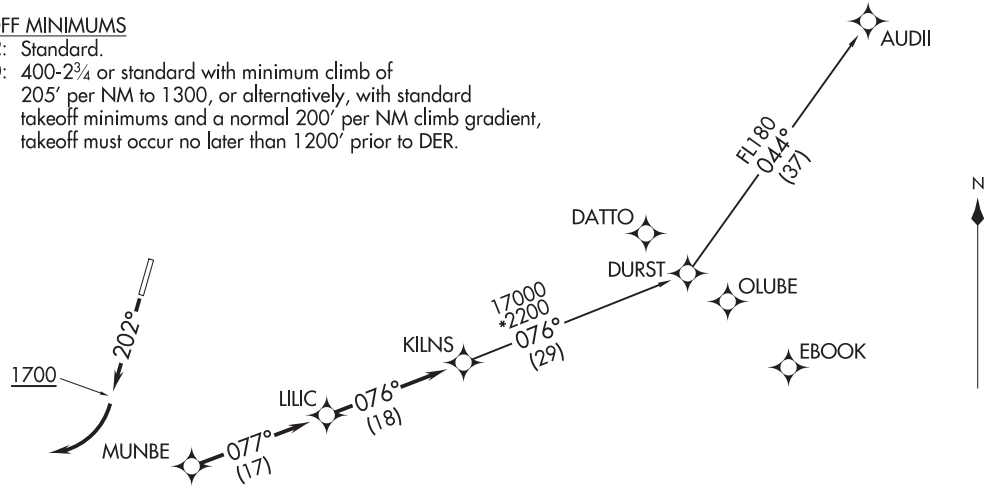
(KILNS4.KILNS) 03JAN19

SALISBURY, NORTH CAROLINA
MID-CAROLINA RGNL (RUQ)

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

**TOP ALTITUDE: 3000**




NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to MUNBE, then on depicted route to KILNS, then on AUDII transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

AUDII TRANSITION (KILNS4.AUDII)

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

KILNS FOUR DEPARTURE (RNAV)
(KILNS4.KILNS) 19003
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

# KNIGHTS TWO DEPARTURE

**TOP ALTITUDE: 3000**

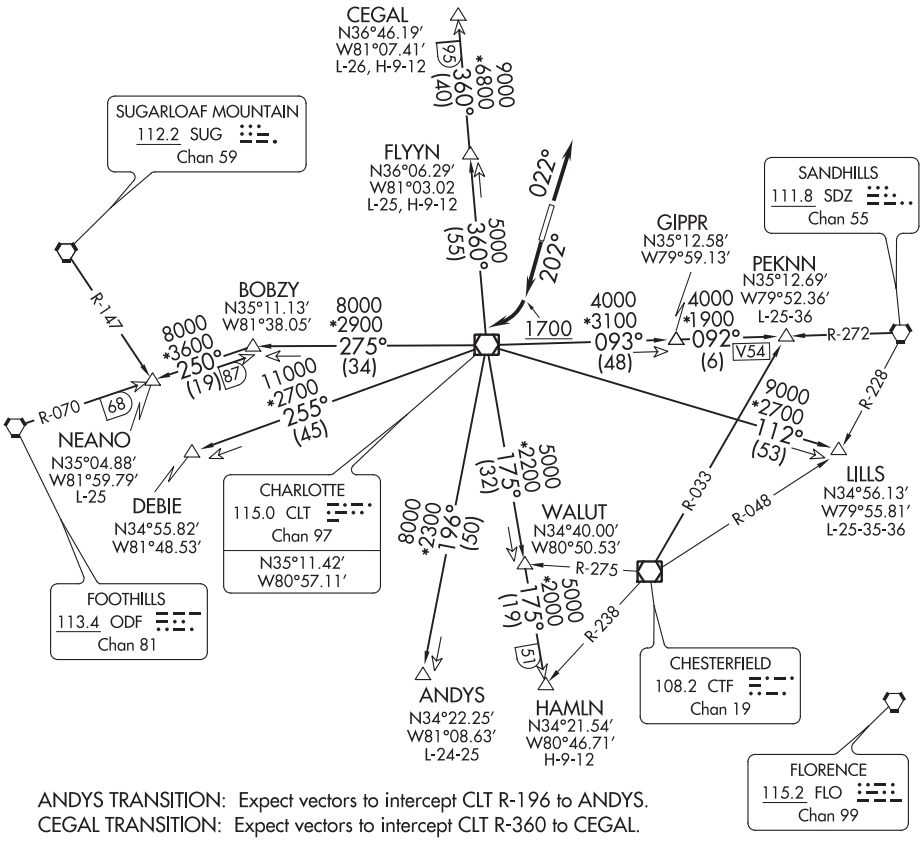
AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725
CHARLOTTE DEP CON
128.325 308.8

NOTE: For propeller aircraft only.
NOTE: RADAR and DME required.
NOTE: Turboprops: Operate in a manner that will result in best forward speed and climb rate.
NOTE: Transponder code will be issued via Charlotte clearance delivery.

TAKEOFF MINIMUMS

Rwy 2: Standard.

Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.




ANDYS TRANSITION: Expect vectors to intercept CLT R-196 to ANDYS.
CEGAL TRANSITION: Expect vectors to intercept CLT R-360 to CEGAL.
DEBIE TRANSITION: Expect vectors to intercept CLT R-255 to DEBIE.
FLYYN TRANSITION: Expect vectors to intercept CLT R-360 to FLYYN.
HAMLN TRANSITION: Expect vectors to intercept CLT R-175 to HAMLN.
LILLS TRANSITION: Expect vectors to intercept CLT R-112 to LILLS.
NEANO TRANSITION: Expect vectors to intercept CLT R-275 to BOBZY then ODF R-070 to NEANO.
PEKNN TRANSITION: Expect vectors to intercept CLT R-093 to GIPPR then SDZ R-272 to PEKNN.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° , thence. . . .
TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning west, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid. Maintain 3000, expect filed altitude/flight level 10 minutes after departure.

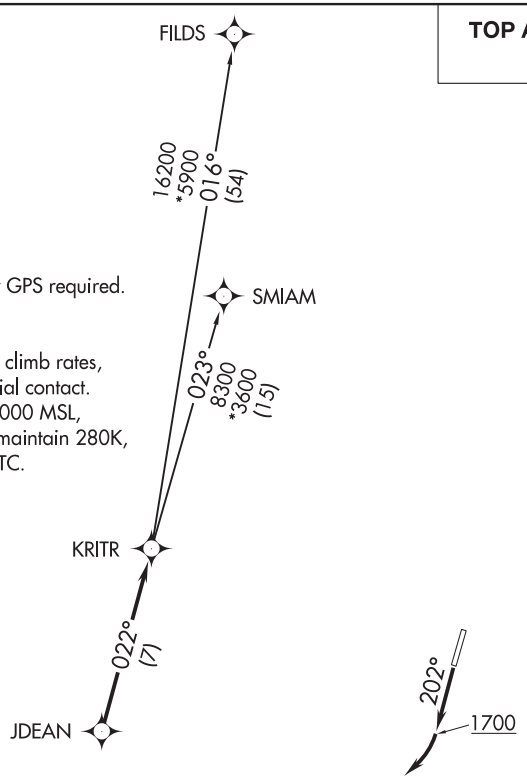
ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYNN.
HAMLN TRANSITION (KNI2.HAMLN): From over CLT VOR/DME on CLT R-175 to HAMLN.
LILLS TRANSITION (KNI2.LILLS): From over CLT VOR/DME on CLT R-112 to LILLS.
NEANO TRANSITION (KNI2.NEANO): From over CLT VOR/DME on CLT R-275 to BOBZY, then on ODF R-070 to NEANO.
PEKNN TRANSITION (KNI2.PEKNN): From over CLT VOR/DME on CLT R-093 to GIPPR, then on SDZ R-272 to PEKNN.

# KRITR FIVE DEPARTURE (RNAV)

**TOP ALTITUDE: 3000**

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
128.32 307.8

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to JDEAN, then on track 022° to KRITR, then on assigned transition. Maintain 3000, expect filed altitude within 10 minutes after departure.

FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

(KWEEN4.KWEEN) 20198 AL-5551 (FAA)

# KWEEN FOUR DEPARTURE (RNAV)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8

**TOP ALTITUDE: 3000**

202°
1700

TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

HMMPY
5500
*2300
181°
(7)
KWEEN
11100
*1900
183°
(28)
UNJAM
FL180
183°
(43)
TASTY
FL180
135°
(75)
PITRW

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)



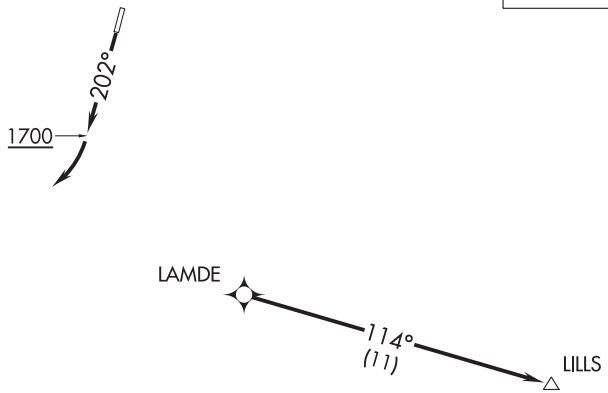

SE-2, 10 SEP 2020 to 05 NOV 2020

# LILLS TWO DEPARTURE (RNAV)



**TOP ALTITUDE: 3000**

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.




SE-2, 10 SEP 2020 to 05 NOV 2020

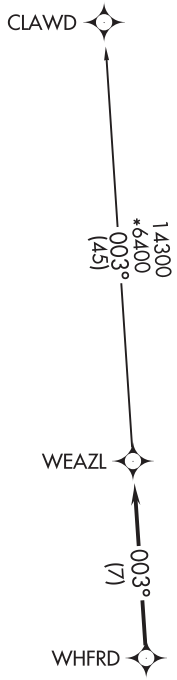
(WEAZL4.WEAZL) 19003 AL-5551 (FAA)

# WEAZL FOUR DEPARTURE (RNAV)

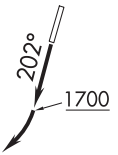
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
128.325 307.8




NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.




TAKEOFF MINIMUMS
Rwy 2: Standard.
Rwy 20: 400-2¾ or standard with minimum climb of 205′ per NM to 1300, or alternatively, with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1200′ prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

Climb on heading assigned by ATC, expect RADAR vectors to WHFRD, then on track 003° to WEAZL. Then on CLAWD transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

CLAWD TRANSITION (WEAZL4.CLAWD)




SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 3189 |
|---|---|---|
| 015° | TDZE | 539 |
| | Apt Elev | 539 |

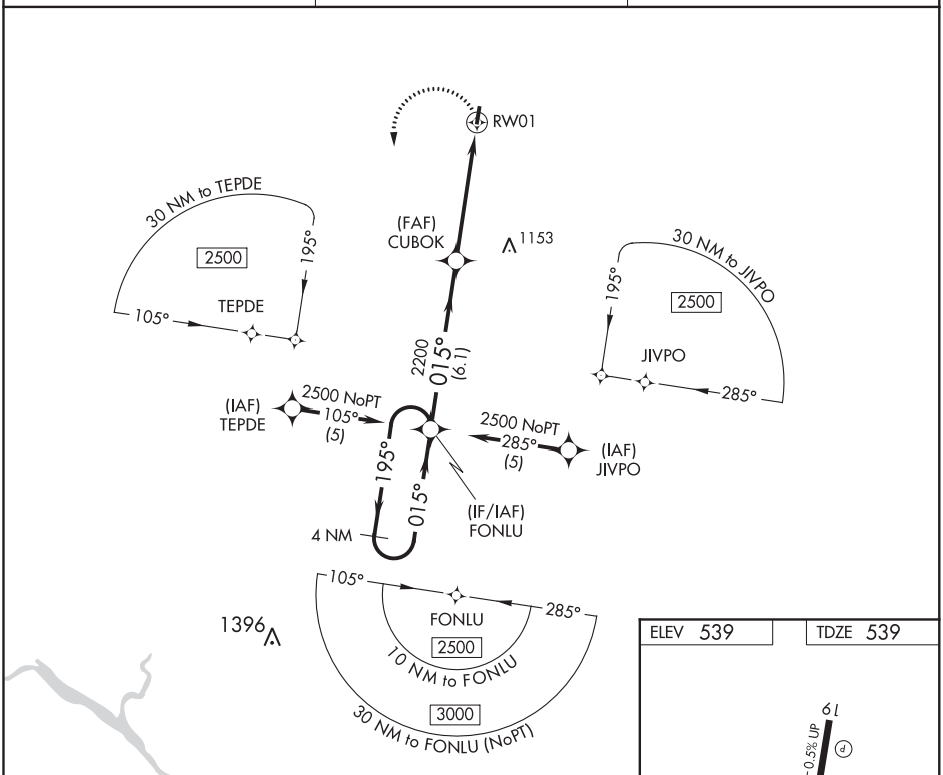
# RNAV (GPS) RWY 1

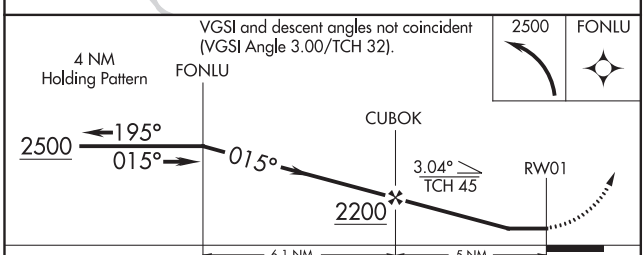
SALUDA COUNTY (6J4)

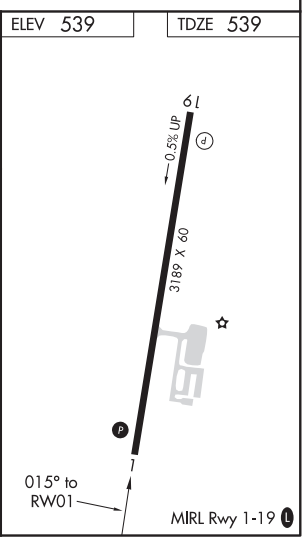
T A NA DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet, LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climbing left turn to 2500 direct FONLU and hold.

| AIK AWOS-3 | AUGUSTA APP CON ★ | |
|---|---|---|
| 118.025 | 119.15 | 122.9 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1160-1 | 621 (700-1) | 1160-1¾<br>621 (700-1¾) | NA |
| CIRCLING | 1160-1 | 621 (700-1) | 1160-1¾<br>621 (700-1¾) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SALUDA, SOUTH CAROLINA | AL-10393 (FAA) | 19339

# RNAV (GPS) RWY 19
SALUDA COUNTY (6J4)

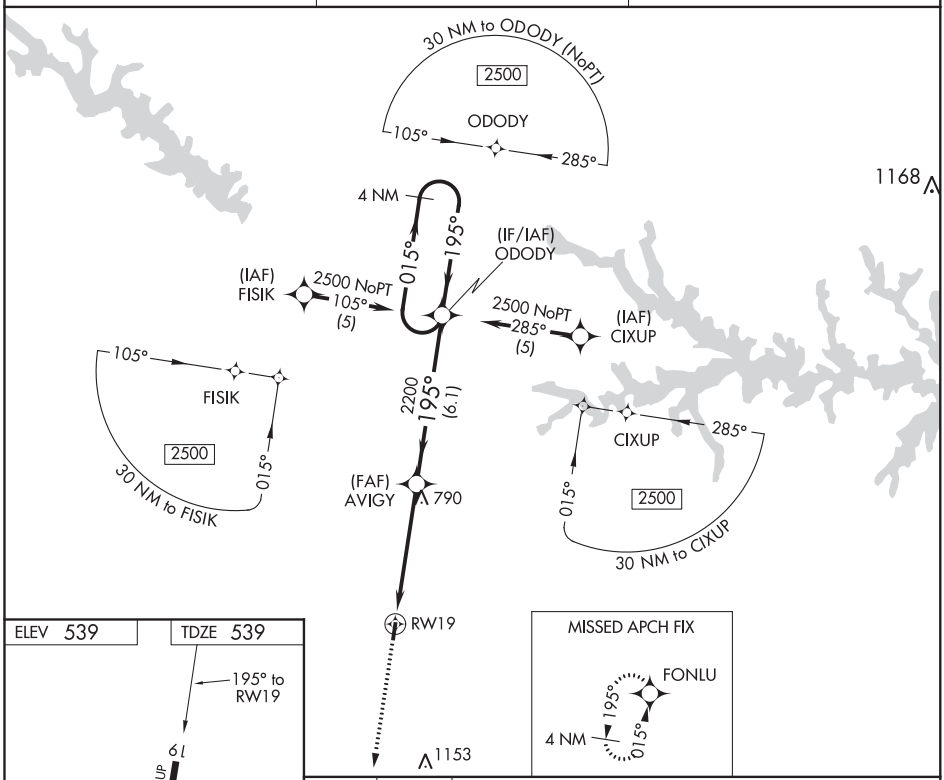
| APP CRS | Rwy ldg | 3189 |
|---|---|---|
| 195° | TDZE | 539 |
| | Apt Elev | 539 |

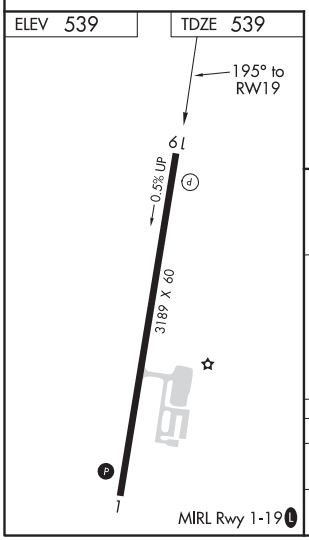
NA

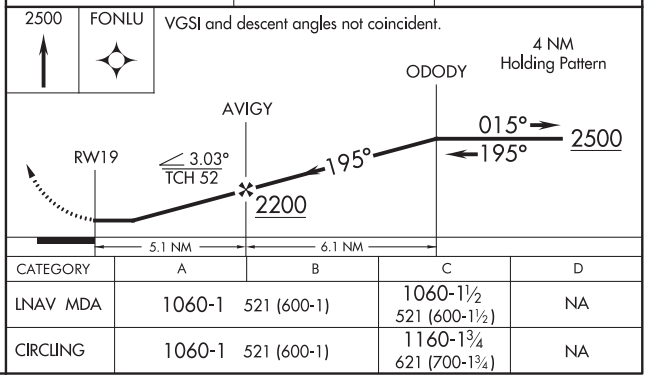
DME/DME RNP-0.3 NA. Procedure NA at night.
Visibility reduction by helicopters NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet, LNAV and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 2500 direct FONLU and hold.

| AIK AWOS-3 | AUGUSTA APP CON ★ | 122.9 (CTAF) L |
|---|---|---|
| 118.025 | 119.15 | |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1060-1 521 (600-1) | | 1060-1½ 521 (600-1½) | NA |
| CIRCLING | 1060-1 521 (600-1) | | 1160-1¾ 621 (700-1¾) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-TTA | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| 110.75 | 029° | TDZE | 247 |
| Chan 44 (Y) | | Apt Elev | 247 |

# RALEIGH EXECUTIVE JETPORT AT SANFORD-LEE COUNTY (TTA)
# ILS Y or LOC Y RWY 3

RNAV 1-GPS required.

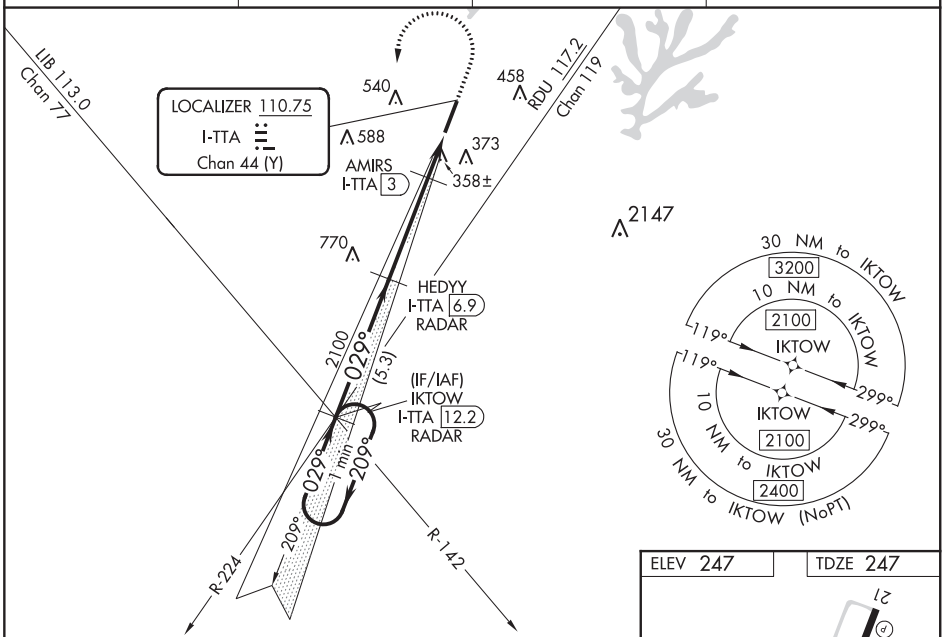
RNAV 1-GPS required or RADAR required for procedure entry.

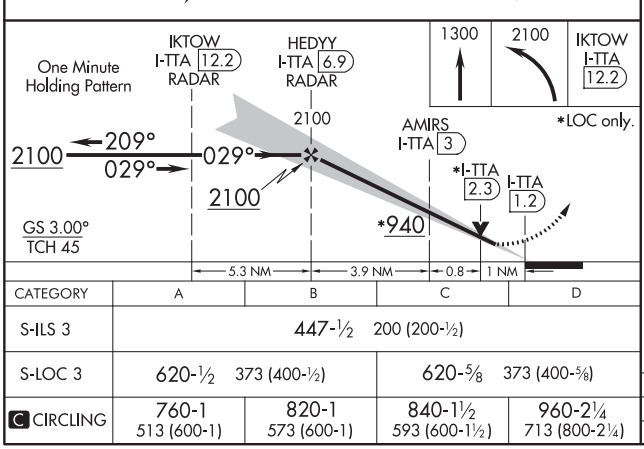
T A NA — When local altimeter setting not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1 SM and Circling Cat C visibility to 2 SM and Cat D to 2¾ SM. For inop ALS, increase S-LOC 3 Cats C and D visibility to 1 SM. For inop ALS when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to ⅞ SM and increase S-LOC 3 Cats C and D visibility to 1⅜ SM. VDP NA when using Raleigh/Durham altimeter setting.

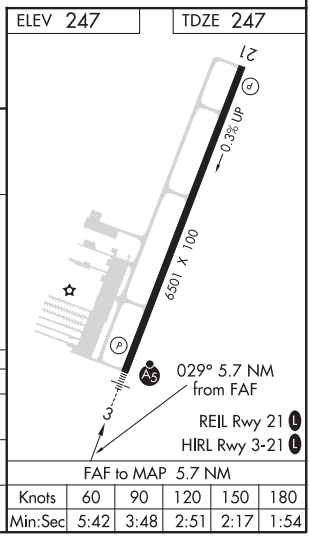
MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM | GCO |
|---|---|---|---|
| 120.625 | 125.3 353.675 | 123.075 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 447-½ 200 (200-½) | | | |
| S-LOC 3 | 620-½ 373 (400-½) | | 620-⅝ 373 (400-⅝) | |
| C CIRCLING | 760-1 513 (600-1) | 820-1 573 (600-1) | 840-1½ 593 (600-1½) | 960-2¼ 713 (800-2¼) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |




SE-2, 10 SEP 2020 to 05 NOV 2020

SANFORD, NORTH CAROLINA — AL-9472 (FAA) — 19003

| LOC/DME I-TTA | APP CRS | Rwy ldg | 6501 |
|---|---|---|---|
| 110.75 | 029° | TDZE | 246 |
| Chan 44 (Y) | | Apt Elev | 246 |

# ILS Z or LOC Z RWY 3

## RALEIGH EXECUTIVE JETPORT AT SANFORD-LEE COUNTY (TTA)

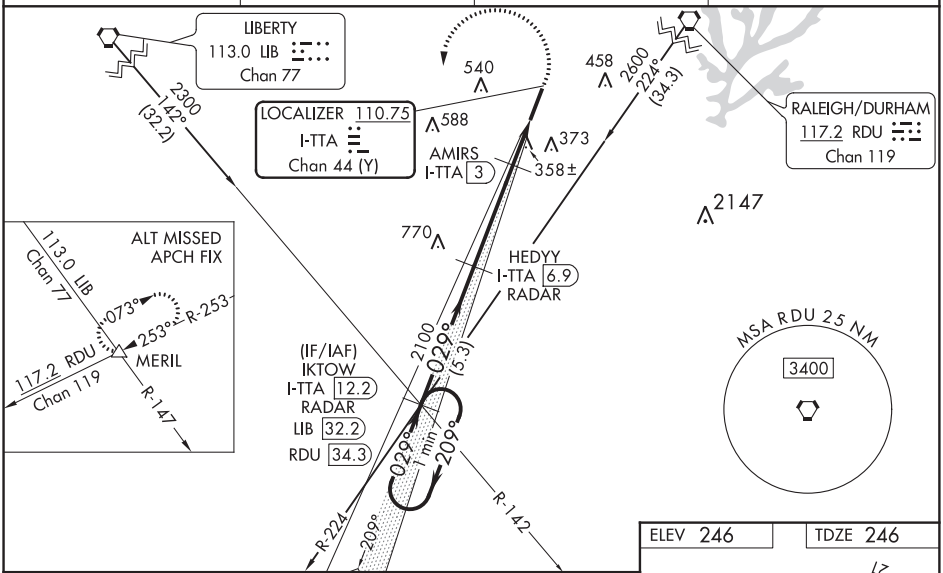
DME required for LOC only.

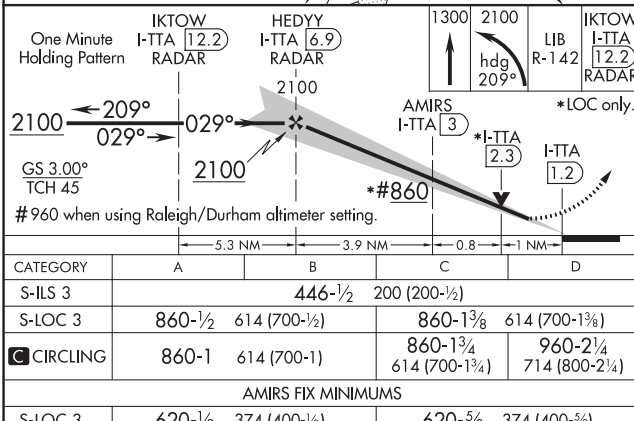
T A NA When local altimeter not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1⅝ SM, increase Circling Cat C visibility to 2 SM and Cat D to 2¾ SM; AMIRS Fix minimums: increase S-LOC 3 Cats C and D visibility to 1 SM, and Circling Cat C visibility to 2 SM and Cat D visibility to 2¾ SM. For inop ALS, increase S-LOC 3 Cat C and D visibility to 1¾ SM. AMIRS Fix minimums: increase S-LOC 3 Cats C and D visibility to 1 SM. For inop ALS when using Raleigh/Durham altimeter setting, increase S-ILS 3 all Cats visibility to ⅞ SM and S-LOC 3 Cats C and D visibility to 2 SM. AMIRS Fix minimums: increase S-LOC 3 Cats C and D visibility to 1⅜ SM. VDP NA when using Raleigh/Durham altimeter setting.

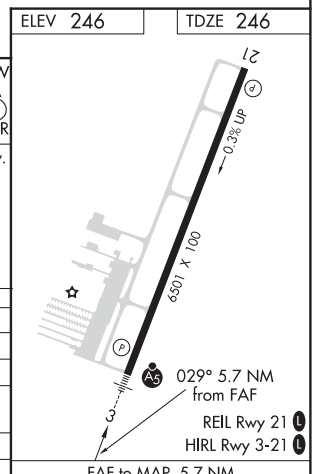
MALSR A5

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 on heading 209° and LIB VORTAC R-142 to IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM | GCO |
|---|---|---|---|
| 120.625 | 125.3 353.675 | 123.075 (CTAF) L | 135.075 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 446-½ 200 (200-½) | | | |
| S-LOC 3 | 860-½ 614 (700-½) | | 860-1⅜ 614 (700-1⅜) | |
| C CIRCLING | 860-1 614 (700-1) | | 860-1¾ 614 (700-1¾) | 960-2¼ 714 (800-2¼) |
| AMIRS FIX MINIMUMS | | | | |
| S-LOC 3 | 620-½ 374 (400-½) | | 620-⅝ 374 (400-⅝) | |
| C CIRCLING | 760-1 514 (600-1) | 820-1 574 (600-1) | 840-1½ 594 (600-1½) | 960-2¼ 714 (800-2¼) |

FAF to MAP 5.7 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 5:42 | 3:48 | 2:51 | 2:17 | 1:54 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 72822 W03A | APP CRS 029° | Rwy ldg 6501 TDZE 246 Apt Elev 246 |
|---|---|---|

# RNAV (GPS) RWY 3

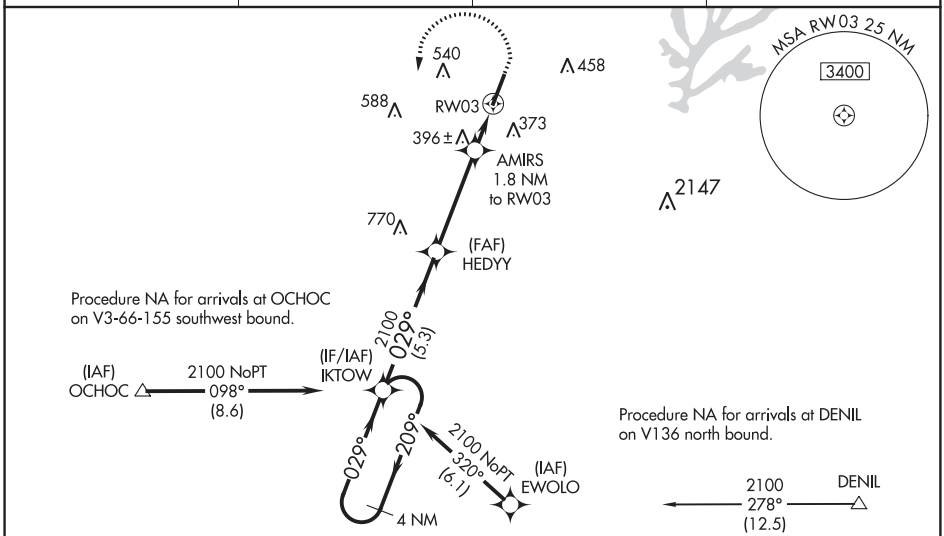
## RALEIGH EXECUTIVE JETPORT AT SANFORD-LEE COUNTY (TTA)

Baro-VNAV NA when using Raleigh/Durham 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 Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LNAV/VNAV all Cats visibility to 1⅛ mile, LNAV Cats C and D visibility to 1 mile, and Circling Cat C visibility to 2 mile and Cat D visibility to 2¾ mile. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cats C and D visibility to 1⅛ mile. For inop MALSR when using Raleigh/Durham altimeter setting, increase LPV all Cats visibility to ⅞ mile and LNAV Cats C and D visibility to 1⅜ mile. VDP NA when using Raleigh/Durham altimeter setting.

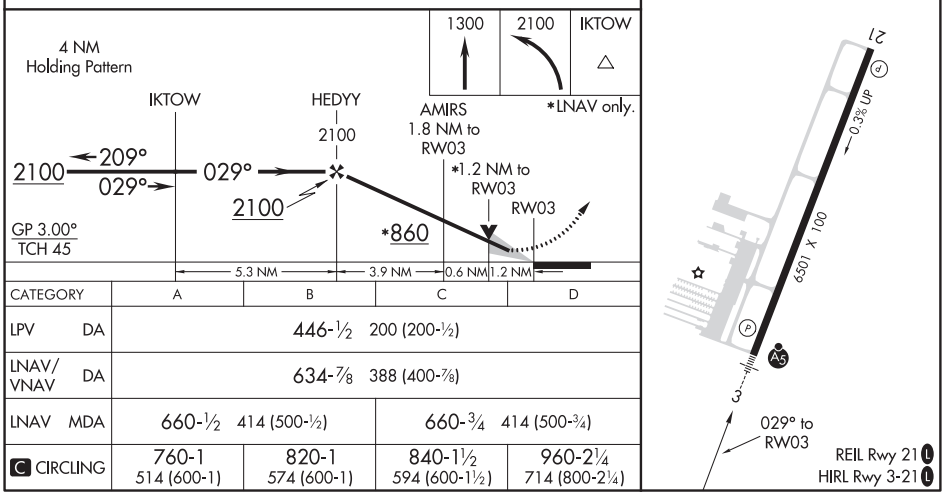
MALSR A5

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM | GCO |
|---|---|---|---|
| 120.625 | 125.3 353.675 | 123.075 (CTAF) L | 135.075 |




| ELEV | 246 | TDZE | 246 |
|---|---|---|---|




| CATEGORY | | A | B | C | D |
|---|---|---|---|---|---|
| LPV | DA | 446-½ 200 (200-½) | | | |
| LNAV/VNAV | DA | 634-⅞ 388 (400-⅞) | | | |
| LNAV | MDA | 660-½ 414 (500-½) | | 660-¾ 414 (500-¾) | |
| C CIRCLING | | 760-1 514 (600-1) | 820-1 574 (600-1) | 840-1½ 594 (600-1½) | 960-2¼ 714 (800-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SANFORD, NORTH CAROLINA

AL-9472 (FAA)

19255

# RNAV (GPS) RWY 21

## RALEIGH EXECUTIVE JETPORT AT SANFORD-LEE COUNTY (TTA)

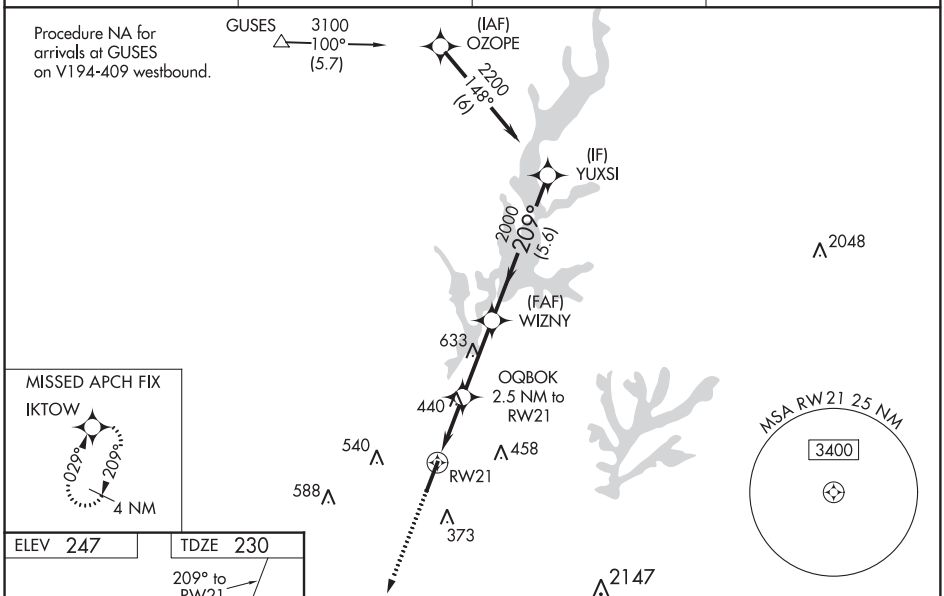
| WAAS CH 86522 W21A | APP CRS 209° | Rwy ldg 6501 TDZE 230 Apt Elev 247 |
|---|---|---|

RNP APCH.

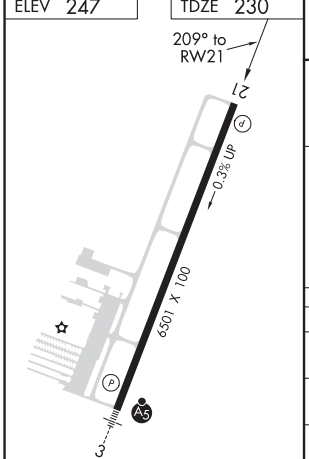
Baro-VNAV NA when using Raleigh/Durham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Raleigh/Durham altimeter setting and increase all DA 81 feet and all MDA 100 feet. Increase LPV all Cats visibility to 1¼ SM, LNAV/VNAV all Cats visibility to 1⅛ SM, LNAV Cats C and D visibility to 1⅝ SM, and Circling Cat C visibility to 2 SM and Cat D visibility to 2¾ SM. Rwy 21 helicopter visibility reduction below ¾ SM NA. VDP NA when using Raleigh/Durham altimeter setting.

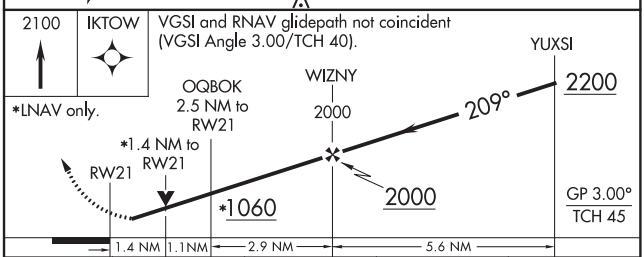
MISSED APPROACH: Climb to 2100 direct IKTOW and hold.

| AWOS-3 | RALEIGH APP CON | UNICOM | GCO |
|---|---|---|---|
| 120.625 | 125.3 353.675 | 123.075 (CTAF) L | 135.075 |




| ELEV 247 | TDZE 230 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 530-1 300 (300-1) | | | |
| LNAV/VNAV DA | 518-⅞ 288 (300-⅞) | | | |
| LNAV MDA | 700-1 470 (500-1) | | 700-1⅜ 470 (500-1⅜) | |
| C CIRCLING | 760-1 513 (600-1) | 820-1 573 (600-1) | 840-1½ 593 (600-1½) | 960-2¼ 713 (800-2¼) |



SE-2, 10 SEP 2020 to 05 NOV 2020

GOLDSBORO, NORTH CAROLINA

# ILS or LOC Y RWY 8

| LOC I-GSB | APCH CRS | Rwy ldg 11,760 |
|---|---|---|
| 109.3 | 081° | TDZE 73 |
| | | Arpt Elev 109 |

AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

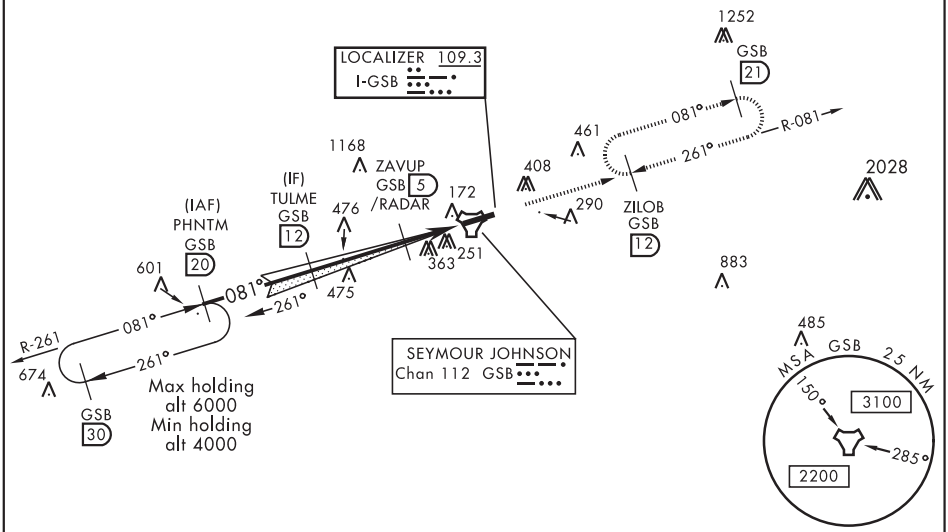
T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

| ATIS ★ | SEYMOUR JOHNSON APP CON | SEYMOUR JOHNSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 317.625 | 258°-110° 123.7 290.9<br>111°-257° 119.7 273.6 | 126.25 370.875 | 138.1 275.8 | 128.025 270.8 |

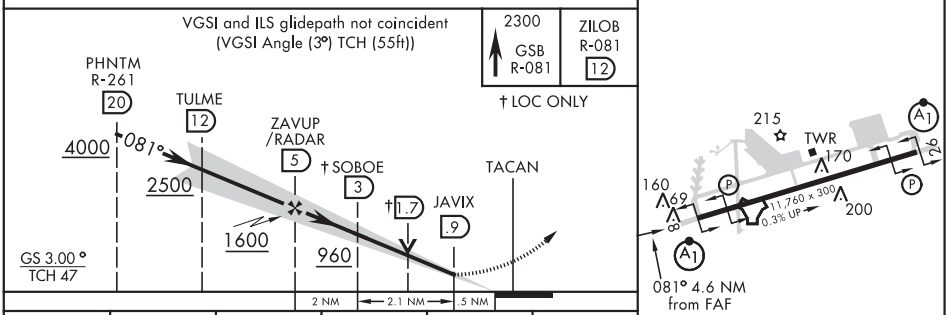
*** Circling N of Rwy 8-26 not authorized.




## RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700

| ELEV 109 | TDZE 73 |
|---|---|




HIRL Rwy 8-26

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 8* | 273/24 200 (200-½) | | | | |
| S-LOC 8** | 560/24 487 (500-½) | | 560/50 487 (500-1) | | |
| *** C CIRCLING | 620-1 511 (600-1) | | 680-1½ 571 (600-1½) | 700-2 591 (600-2) | 760-2¼ 651 (700-2¼) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

GOLDSBORO, NORTH CAROLINA 35°20′N-77°58′W SEYMOUR JOHNSON AFB (KGSB)

Amdt 7 07DEC17

ILS or LOC Y RWY 8





SE-2, 10 SEP 2020 to 05 NOV 2020

19143

GOLDSBORO, NORTH CAROLINA

# ILS or LOC Y RWY 26

| LOC I-DDX | APCH CRS | Rwy ldg 11,760 TDZE 109 Arpt Elev 109 |
|---|---|---|
| 109.9 | 261° | |

AL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

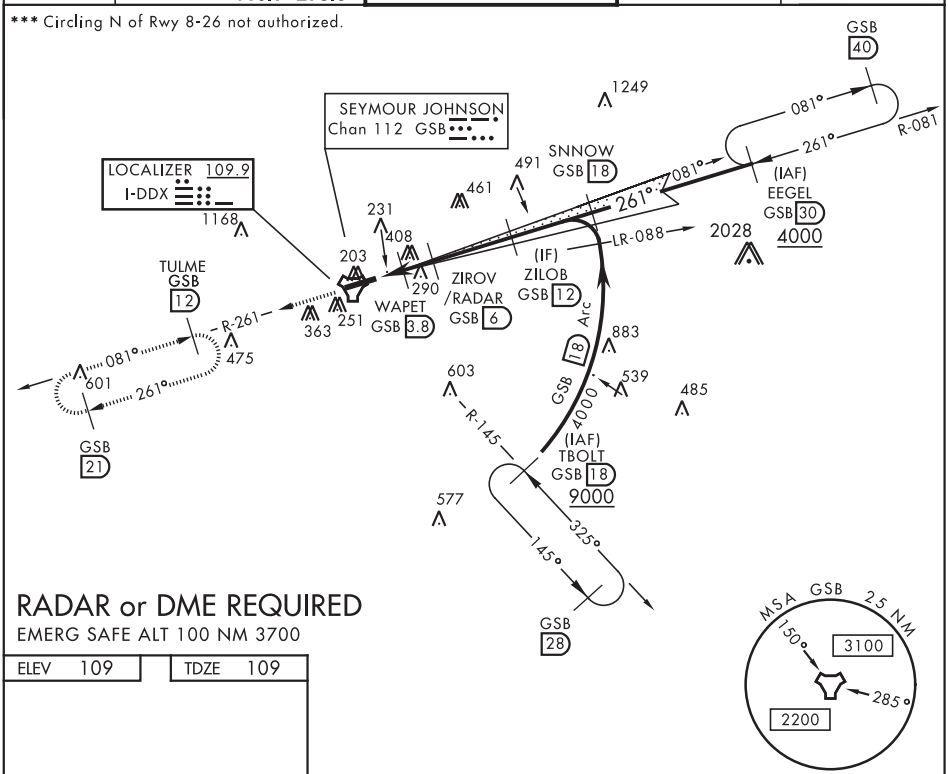
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB TACAN R-261 to TULME and hold.

| ATIS ★ | SEYMOUR JOHNSON APP CON | SEYMOUR JOHNSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 317.625 | 258°-110° 123.7 290.9<br>111°-257° 119.7 273.6 | 126.25 370.875 | 138.1 275.8 | 128.025 270.8 |

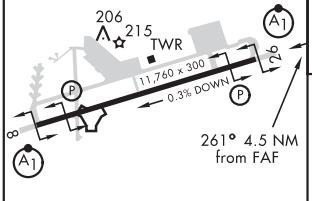
*** Circling N of Rwy 8-26 not authorized.



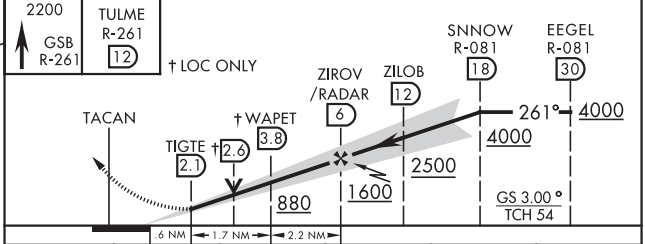

## RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700

| ELEV 109 | TDZE 109 |
|---|---|




HIRL Rwy 8-26




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 26* | 309/24 200 (200-½) | | | | |
| S-LOC 26** | 500/24 391 (400-½) | | 500/35 391 (400-⅝) | | |
| *** C CIRCLING | 620-1 511 (600-1) | | 680-1½ 571 (600-1½) | 700-2 591 (600-2) | 760-2¼ 651 (700-2¼) |

| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |

GOLDSBORO, NORTH CAROLINA

35°20′N-77°58′W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 8 07DEC17

ILS or LOC Y RWY 26



SE-2, 10 SEP 2020 to 05 NOV 2020

GOLDSBORO, NORTH CAROLINA

# RNAV (GPS) RWY 8

| APCH CRS | Rwy ldg | 11,760 |
|---|---|---|
| 081° | TDZE | 73 |
| | Arpt Elev | 109 |

AL-169 (USAF)

SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 3/8 miles.
*** Circling NA N of Rwy 8-26.

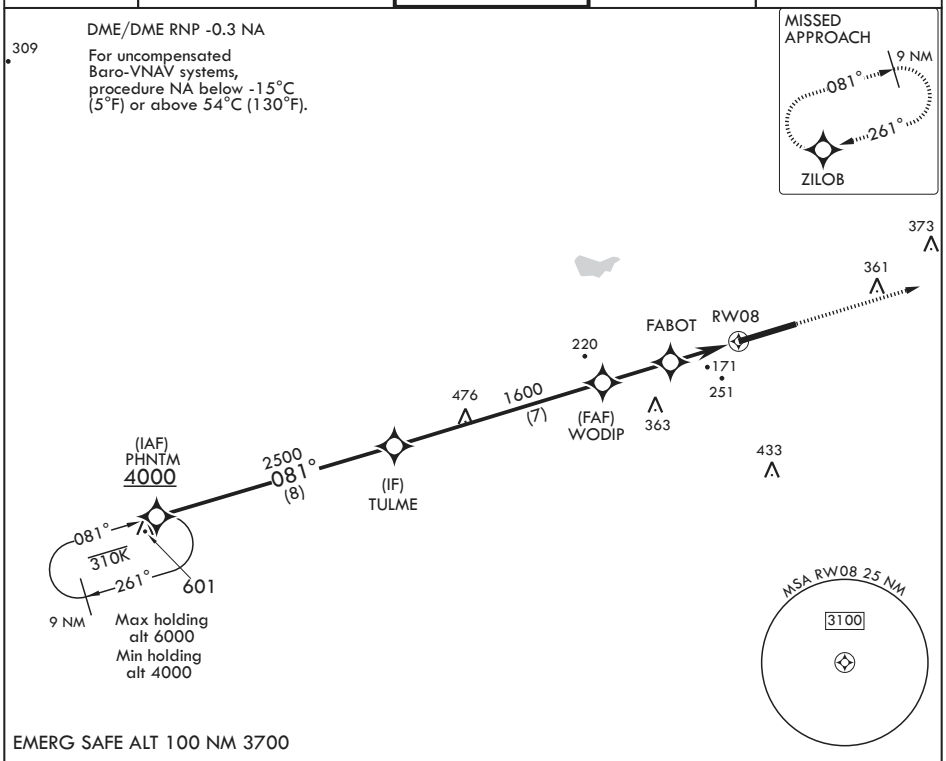
ALSF-1

MISSED APPROACH: Climb to 2300 direct ZILOB and hold.

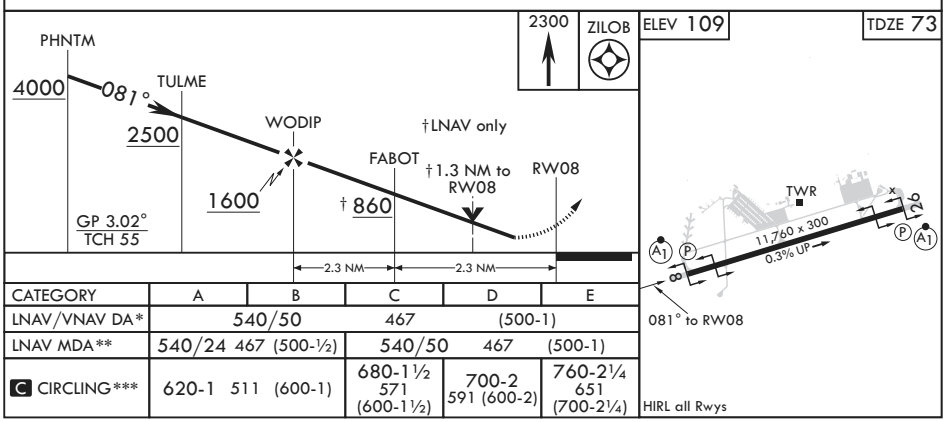
| ATIS★ | APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 317.625 | 119.7 273.6 111° -257°<br>123.7 290.9 258° -110° | 126.25 370.875 | 138.1 275.8 | 128.025 270.8 |

DME/DME RNP -0.3 NA

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).




EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA* | 540/50 467 (500-1) | | | | |
| LNAV MDA** | 540/24 467 (500-½) | | 540/50 467 (500-1) | | |
| C CIRCLING*** | 620-1 511 (600-1) | | 680-1½ 571 (600-1½) | 700-2 591 (600-2) | 760-2¼ 651 (700-2¼) |




SE-2, 10 SEP 2020 to 05 NOV 2020

GOLDSBORO, NORTH CAROLINA

# RNAV (GPS) RWY 26

| APCH CRS | Rwy ldg | 11,760 |
|---|---|---|
| 261° | TDZE | 109 |
| | Arpt Elev | 109 |

AL-169 (USAF)

SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.
*** Circling NA N of Rwy 8-26.

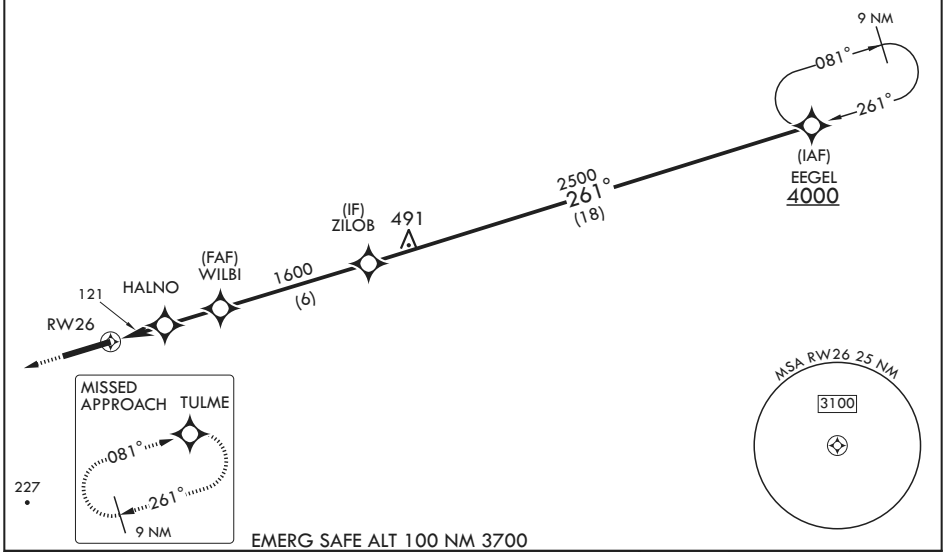
ALSF-1 (A1)

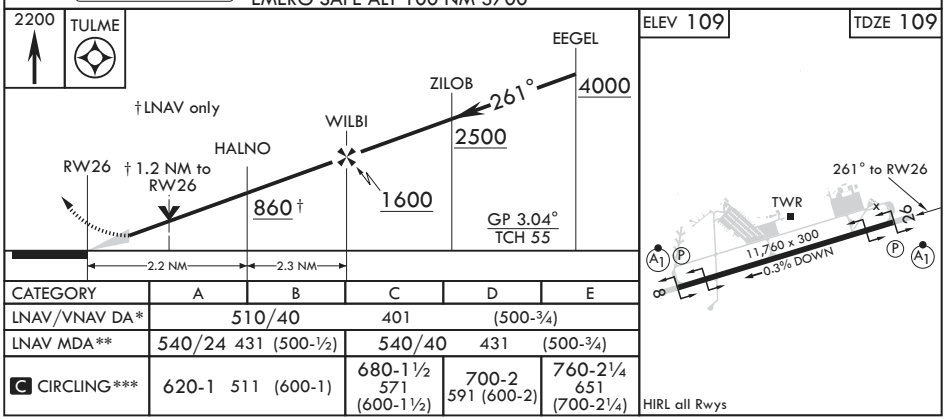
MISSED APPROACH: Climb to 2200 direct TULME and hold.

| ATIS★ | APP CON | TOWER | GND CON | CLNC DEL |
|---|---|---|---|---|
| 317.625 | 119.7 273.6 111° -257°<br>123.7 290.9 258° -110° | 126.25 370.875 | 138.1 275.8 | 128.025 270.8 |

DME/DME RNP -0.3 NA

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 53°C (128°F).




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| LNAV/VNAV DA* | 510/40 401 (500-¾) | | | | |
| LNAV MDA** | 540/24 431 (500-½) | | 540/40 431 (500-¾) | | |
| C CIRCLING*** | 620-1 511 (600-1) | | 680-1½ 571 (600-1½) | 700-2 591 (600-2) | 760-2¼ 651 (700-2¼) |





SE-2, 10 SEP 2020 to 05 NOV 2020

GOLDSBORO, NORTH CAROLINA

# TACAN Y RWY 8

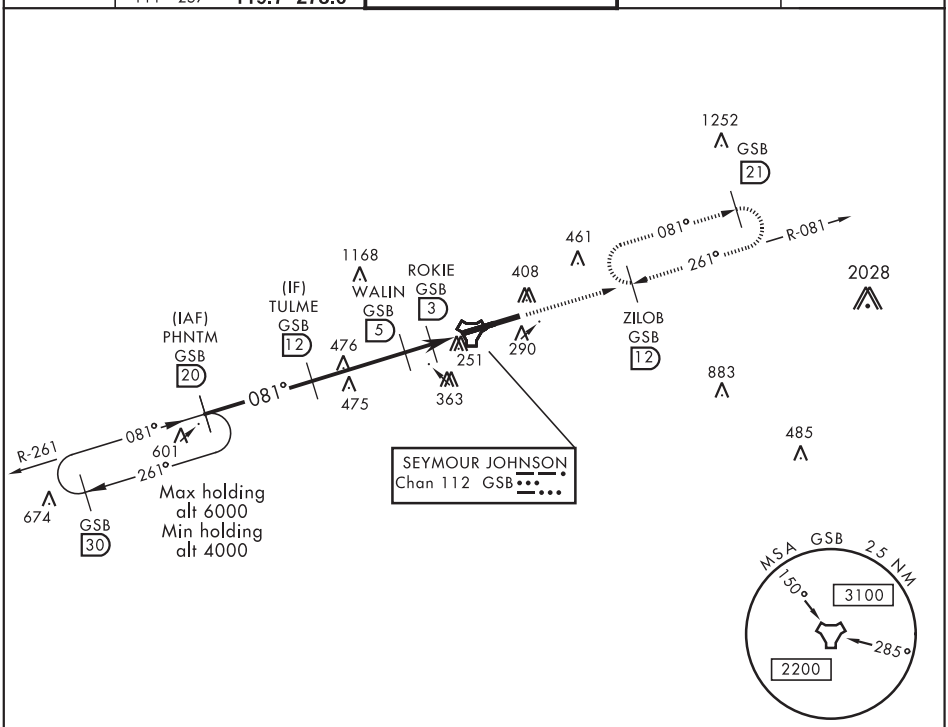
| TACAN GSB Chan 112 | APCH CRS 081° | Rwy ldg 11,760 TDZE 73 Arpt Elev 109 | AL-169 [USAF] | SEYMOUR JOHNSON AFB (KGSB) |
|---|---|---|---|---|

T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling N of Rwy 8-26 not authorized.

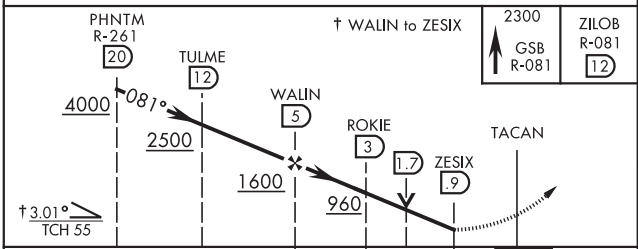
ALSF-1

MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

| ATIS ★ | SEYMOUR JOHNSON APP CON | SEYMOUR JOHNSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 317.625 | 258°-110° 123.7 290.9<br>111°-257° 119.7 273.6 | 126.25 370.875 | 138.1 275.8 | 128.025 270.8 |

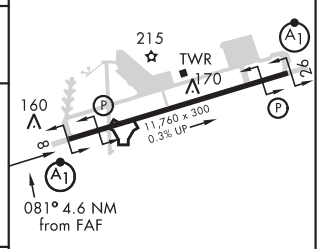



EMERG SAFE ALT 100 NM 3700




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-8 * | 560/24 487 (500-½) | | 560/50 487 (500-1) | | |
| ** C CIRCLING | 620-1 511 (600-1) | | 680-1½ 571 (600-1½) | 700-2 591 (600-2) | 760-2¼ 651 (700-2¼) |

ELEV 109 | TDZE 73




HIRL Rwy 8-26

GOLDSBORO, NORTH CAROLINA 35°20′N-77°58′W SEYMOUR JOHNSON AFB (KGSB)

Amdt 7 05DEC19

TACAN Y RWY 8





SE-2, 10 SEP 2020 to 05 NOV 2020

19339

GOLDSBORO, NORTH CAROLINA

# TACAN Y RWY 26

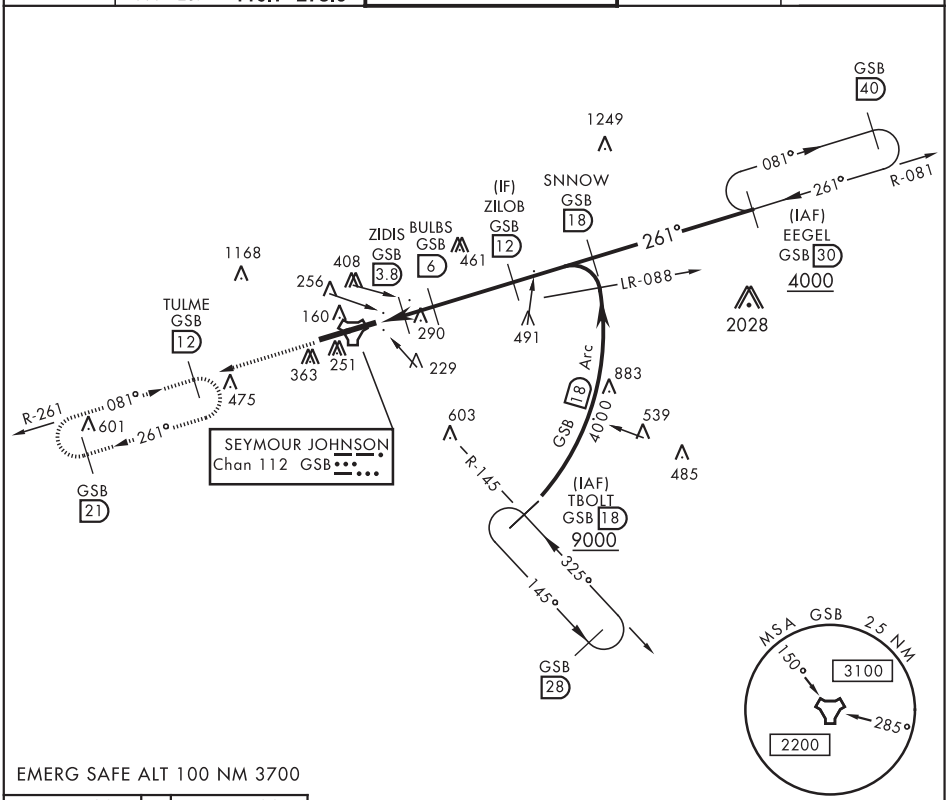
| TACAN GSB Chan 112 | APCH CRS 261° | Rwy ldg 11,760 TDZE 109 Arpt Elev 109 | AL-169 [USAF] | SEYMOUR JOHNSON AFB (KGSB) |
|---|---|---|---|---|

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1¼ miles.
** Circling N of Rwy 8-26 not authorized.

ALSF-1

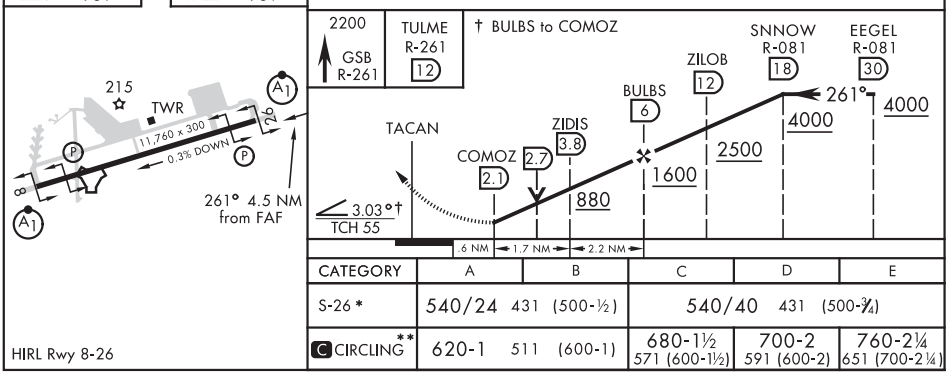
MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

| ATIS ★ | SEYMOUR JOHNSON APP CON | SEYMOUR JOHNSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 317.625 | 258°-110° 123.7 290.9<br>111°-257° 119.7 273.6 | 126.25 370.875 | 138.1 275.8 | 128.025 270.8 |




EMERG SAFE ALT 100 NM 3700

| ELEV 109 | TDZE 109 |
|---|---|




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-26 * | 540/24 431 (500-½) | | 540/40 431 (500-¾) | | |
| C CIRCLING ** | 620-1 511 (600-1) | | 680-1½ 571 (600-1½) | 700-2 591 (600-2) | 760-2¼ 651 (700-2¼) |

HIRL Rwy 8-26

SE-2, 10 SEP 2020 to 05 NOV 2020

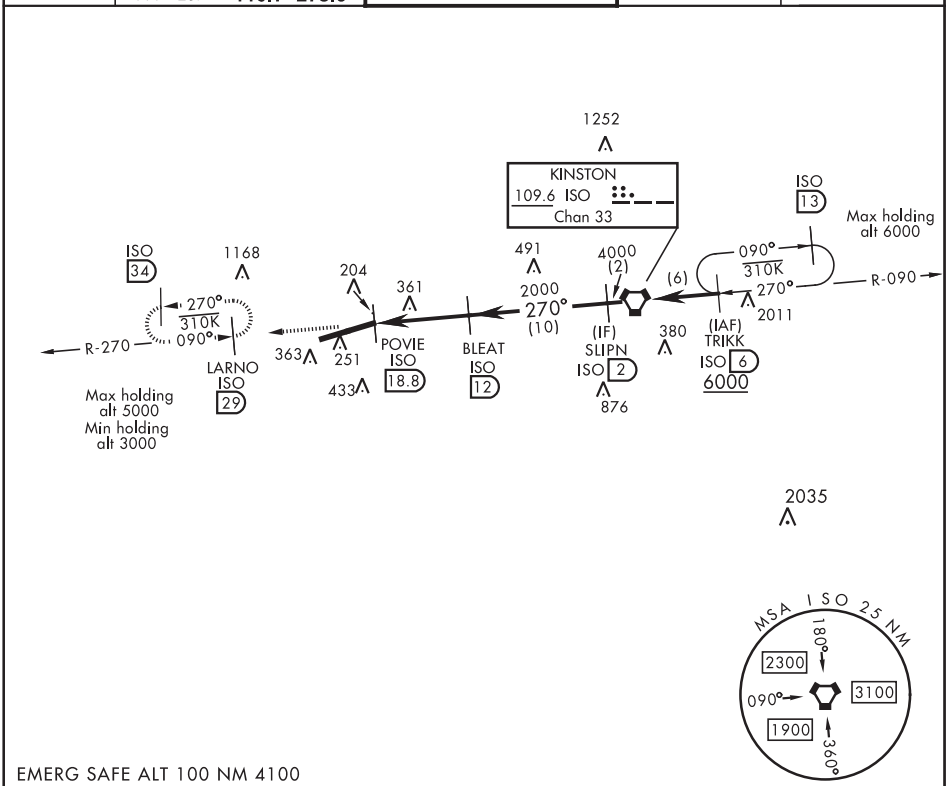
SE-2, 10 SEP 2020 to 05 NOV 2020

| KINSTON ISO 109.6 Chan 33 | APCH CRS 270° | Rwy ldg N/A<br>TDZE N/A<br>Arpt Elev 109 | AL-169 [USAF] | SEYMOUR JOHNSON AFB (KGSB) |
|---|---|---|---|---|

Circling not authorized from RWY 8 clockwise to RWY 26.

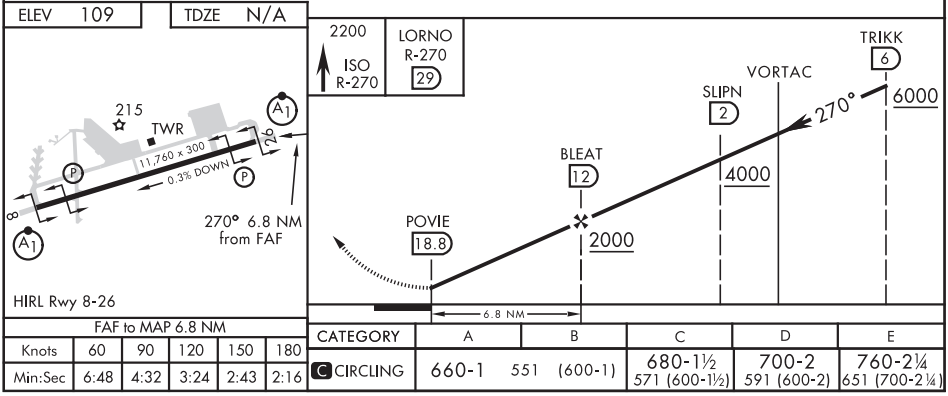
MISSED APPROACH: Climb straight on VORTAC ISO R-270 to 29 DME (LARNO) and hold; continue climb and hold to 3000.

| ATIS ★ | SEYMOUR JOHNSON APP CON | SEYMOUR JOHNSON TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 317.625 | 258°-110° 123.7 290.9<br>111°-257° 119.7 273.6 | 126.25 370.875 | 138.1 275.8 | 128.025 270.8 |




EMERG SAFE ALT 100 NM 4100

| ELEV 109 | TDZE N/A |
|---|---|




| FAF to MAP 6.8 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 6:48 | 4:32 | 3:24 | 2:43 | 2:16 |

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| C CIRCLING | 660-1 | 551 (600-1) | 680-1½<br>571 (600-1½) | 700-2<br>591 (600-2) | 760-2¼<br>651 (700-2¼) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

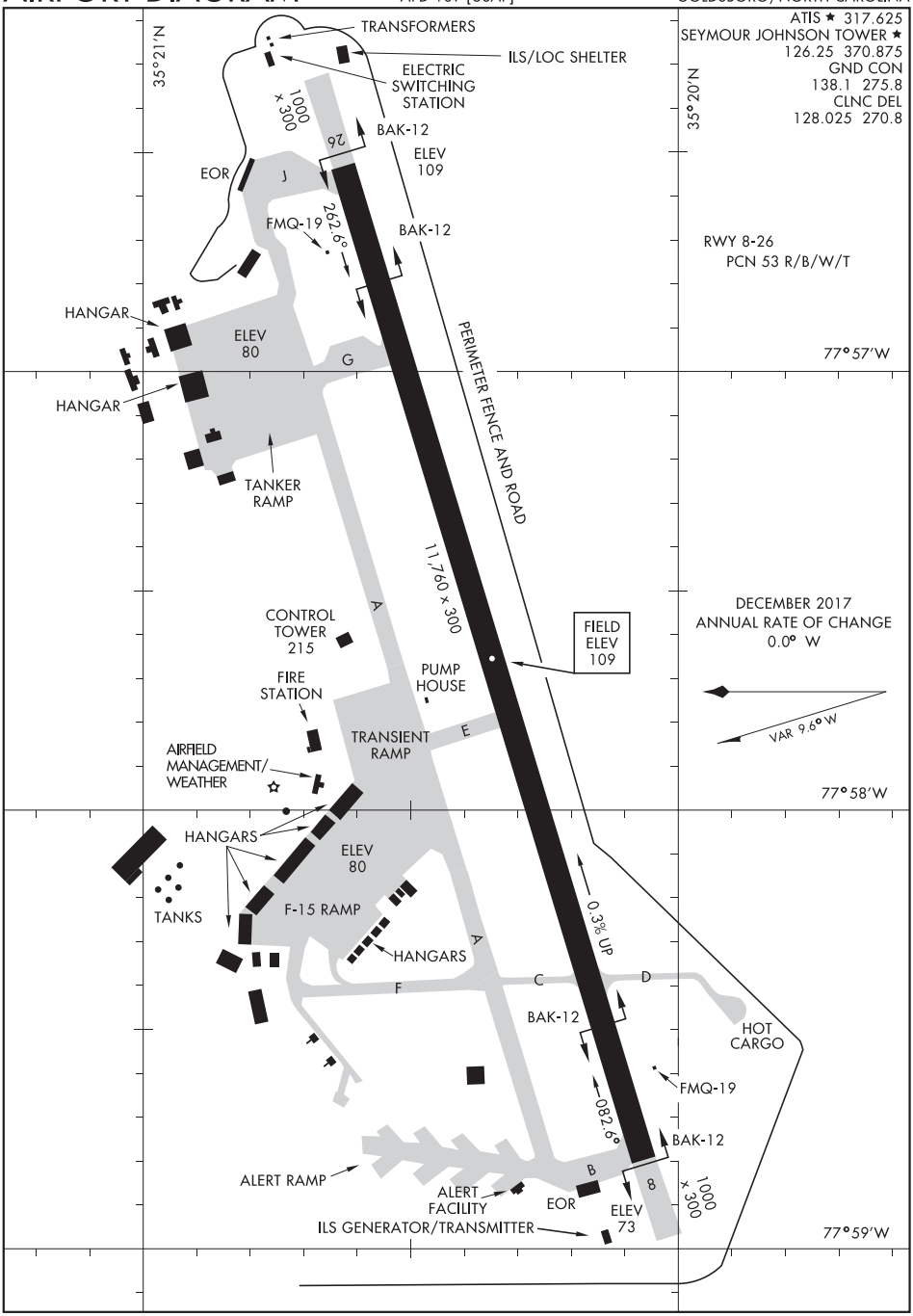
19059

# AIRPORT DIAGRAM

SEYMOUR JOHNSON AFB (KGSB)

AFD-169 [USAF]

GOLDSBORO, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

GOLDSBORO, NORTH CAROLINA

SEYMOUR JOHNSON AFB (KGSB)

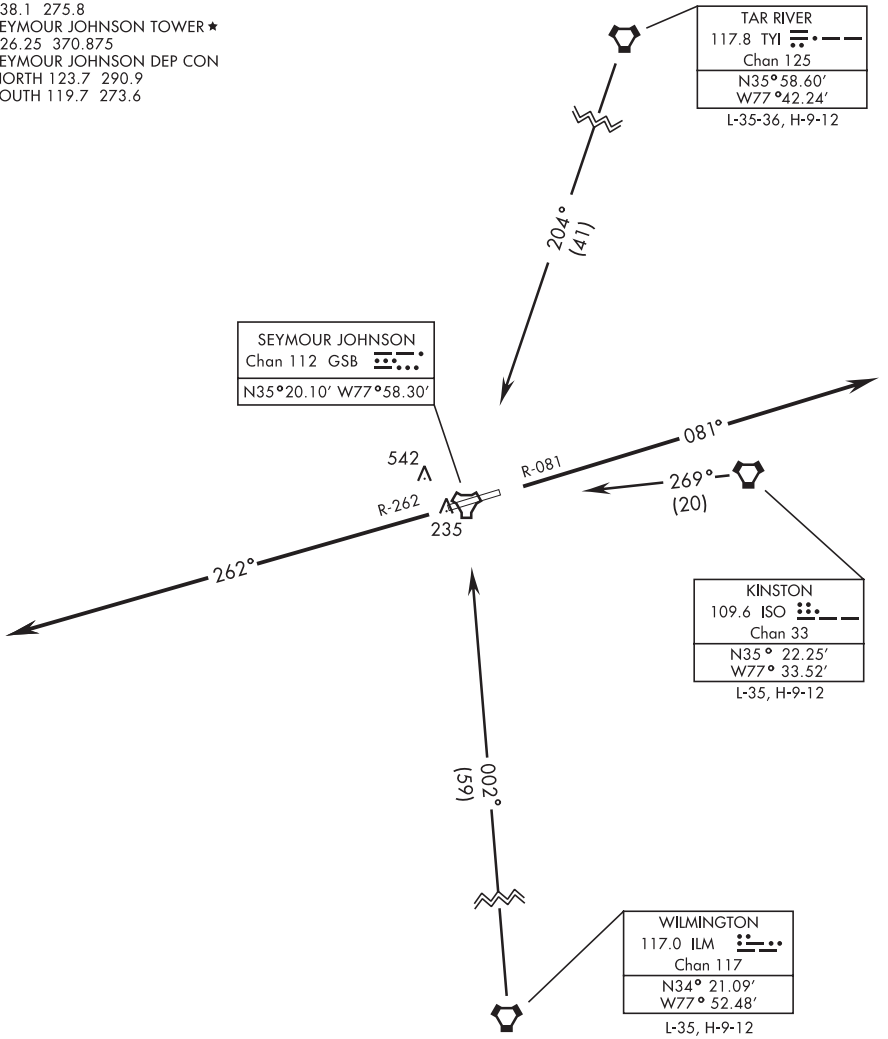
# SEYMOUR-THREE DEPARTURE (GSB3•GSB)

ATIS★ 317.625
CLNC DEL
128.025 270.8
GND CON
138.1 275.8
SEYMOUR JOHNSON TOWER★
126.25 370.875
SEYMOUR JOHNSON DEP CON
NORTH 123.7 290.9
SOUTH 119.7 273.6

SHL-169 [USAF]

| Rwy | Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|---|
| 26 | V/V(fpm) | 210 | 420 | 630 | 840 | 1050 | 1260 |

Minimum Climb Rate to 500




## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 8: Track outbound on GSB R-081 until passing 2500′, then turn right/left on course climbing to assigned altitude.

TAKE-OFF RWY 26: Track outbound on GSB R-262 until passing 2500′, then turn right/left on course climbing to assigned altitude.

20254

SUMTER, SOUTH CAROLINA

# ILS or LOC RWY 4R

| LOC I-UFO | APCH CRS | Rwy ldg 8014 |
|---|---|---|
| 110.1 | 043° | TDZE 236 |
| | | Arpt Elev 241 |

AL-409 [USAF]

SHAW AFB (KSSC)

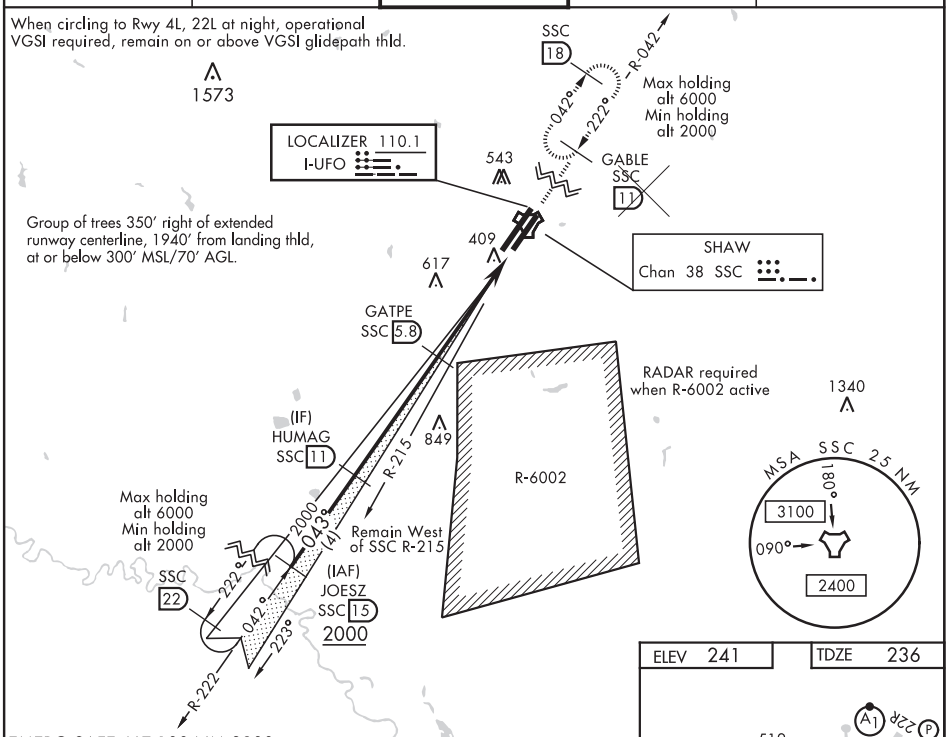
RADAR or DME Required.

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅝ miles.

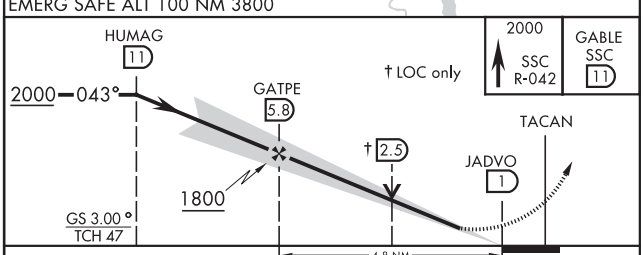
SALSF A2

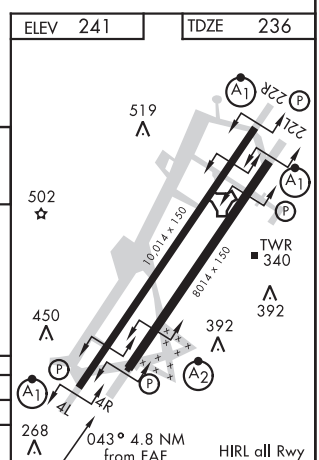
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

| ATIS ★ | SHAW APP CON | SHAW TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 | 126.1 275.8 |




EMERG SAFE ALT 100 NM 3800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 4R | 486/40 250 (300-¾) | | | | |
| S-LOC 4R* | 780/40 544 (600-¾) | | 780-1⅜ 544 (600-1⅜) | | |
| C CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

FAF to MAP 4.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:48 | 3:12 | 2:24 | 1:55 | 1:36 |

SUMTER, SOUTH CAROLINA

33° 58'N-80° 28'W

SHAW AFB (KSSC)

Orig 27FEB20

ILS or LOC RWY 4R

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SUMTER, SOUTH CAROLINA

# ILS or LOC Y RWY 4L

SHAW AFB (KSSC)

| LOC I-SSC | APCH CRS |
|---|---|
| 110.1 | 043° |

| | 4L | 4R |
|---|---|---|
| Rwy ldg | 10,014 | 8014 |
| TDZE | 240 | 236 |
| Arpt Elev | 241 | 241 |

AL-409 [USAF]

RADAR or DME Required.

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

| ATIS ★ | SHAW APP CON | SHAW TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 | 126.1 275.8 |

CAUTION: When Rwy 22L VGSI inop, circling only authorized at night with MAJCOM A3 approval. Terrain 239′ MSL, 200′ prior to threshold, 200′ right of course.

Terrain 242′ MSL, 200′ prior to threshold. When VGSI inop, procedure NA at night.

USAF Only: When VGSI inop, straight in Rwy 4L authorized at night with MAJCOM A3 approval.

SSC 18 818 R-042 042° 222° GABLE SSC 11 1573 672 398 543 LOCALIZER 110.1 I-SSC 499 409 295 EEGAL /RADAR SSC 4.9 617 SHAW Chan 38 SSC (IAF/IF) WUXEV SSC 11 043° 854 R-215 223° 043° SSC 18 223° Remain West of SSC R-215 R-6002 RADAR required when R-6002 active 1340 MSA SSC 2.5 NM 180° 3100 090° 2400

EMERG SAFE ALT 100 NM 3800

ELEV 241

| | |
|---|---|
| TDZE 4L | 240 |
| TDZE 4R | 236 |

WUXEV 11 223° 043° 2000 043° 1409 EEGAL /RADAR 4.9 VGSI and ILS glideslope not coincident (VGSI angle 2.80/TCH 37). 2000 SSC R-042 GABLE SSC 11 TACAN CAVEG 1.8 1400 GS 2.80° TCH 49 3.1 NM 0.6

519 435 502 A1 P 22R 22L A1 P 10,014 x 150 8014 x 150 TWR 340 392 450 407 392 P A1 P 4L 4R A2 268 043° 3.7 NM from FAF HIRL all Rwy

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 4L | 490/50 250 (300-1) | | | | |
| S-LOC 4L * | 780/50 540 (600-1) | | 780/55 540 (600-1) | | |
| SIDESTEP 4R * | 780/50 544 (600-¾) | | 780-1⅜ 544 (600-1⅜) | | |
| C CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

| FAF to MAP 3.1 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:06 | 2:04 | 1:33 | 1:14 | 1:02 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

20254

SUMTER, SOUTH CAROLINA

# ILS or LOC Y RWY 22R

AL-409 [USAF]

SHAW AFB (KSSC)

| LOC I-JWU | APCH CRS | | 22R | 22L |
|---|---|---|---|---|
| 108.7 | 223° | Rwy ldg | 10,014 | 8014 |
| | | TDZE | 240 | 235 |
| | | Arpt Elev | 241 | 241 |

RADAR or DME Required.

T * When ALS inop, increase 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 1¼ miles.

ALSF-1 A1

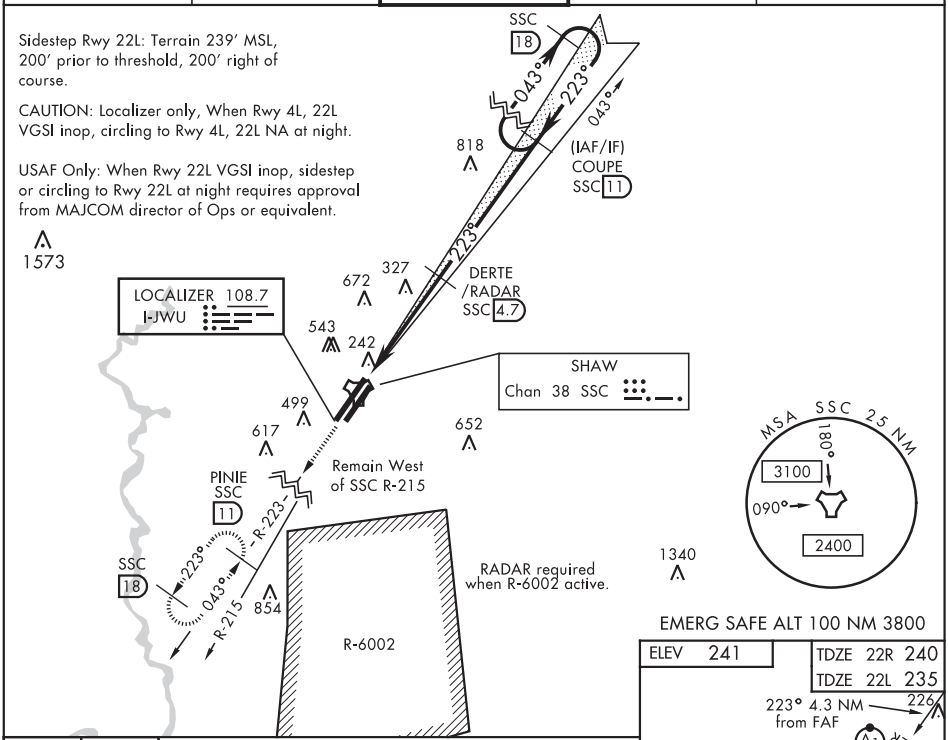
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

| ATIS ★ | SHAW APP CON | SHAW TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 | 126.1 275.8 |

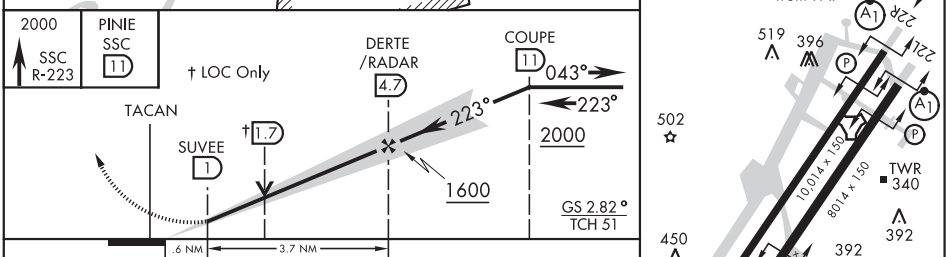
Sidestep Rwy 22L: Terrain 239′ MSL, 200′ prior to threshold, 200′ right of course.

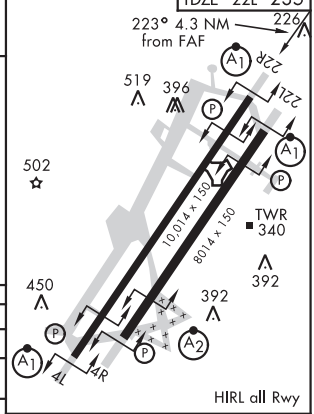
CAUTION: Localizer only, When Rwy 4L, 22L VGSI inop, circling to Rwy 4L, 22L NA at night.

USAF Only: When Rwy 22L VGSI inop, sidestep or circling to Rwy 22L at night requires approval from MAJCOM director of Ops or equivalent.




EMERG SAFE ALT 100 NM 3800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-ILS 22R * | 440/24 200 (200-½) | | | | |
| S-LOC 22R** | 660/24 420 (500-½) | | 660/40 420 (500-¾) | | |
| SIDESTEP ** 22L | 660-1 425 (500-1) | | 660-1¼ 425 (500-1¼) | | |
| C CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

| FAF to MAP 3.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:42 | 2:28 | 1:51 | 1:29 | 1:14 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SUMTER, SOUTH CAROLINA

# TACAN Y RWY 4L

| TACAN SSC Chan 38 | APCH CRS 043° | | 4L | 4R |
|---|---|---|---|---|
| | | Rwy ldg | 10,014 | 8014 |
| | | TDZE | 240 | 236 |
| | | Arpt Elev | 241 | 241 |

AL-409 [USAF]

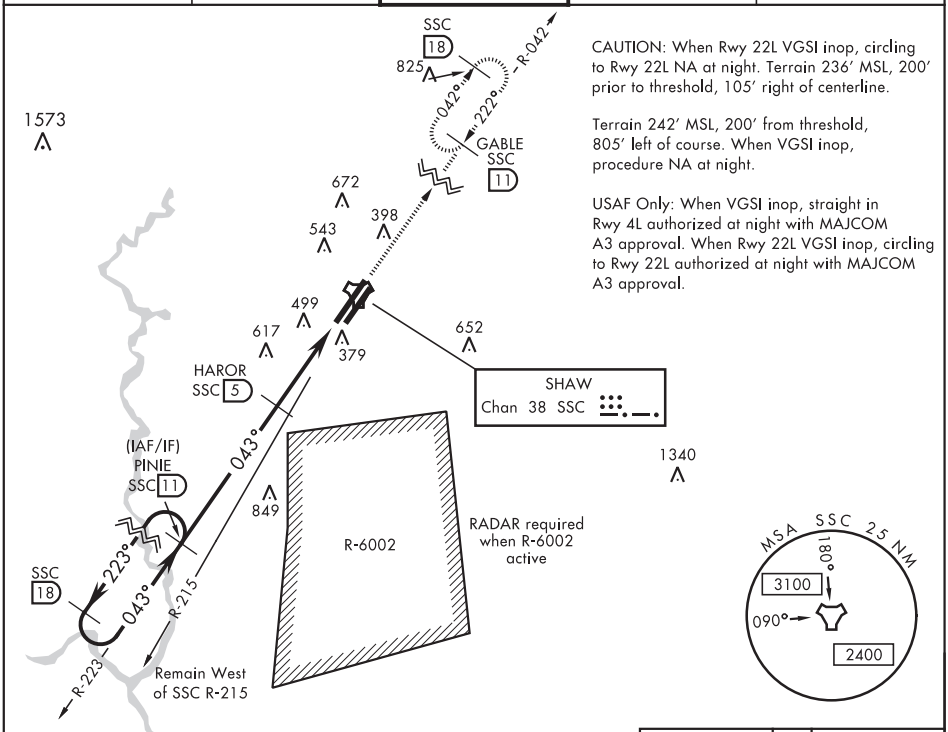
SHAW AFB (KSSC)

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1 A1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

| ATIS ★ | SHAW APP CON | SHAW TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 | 126.1 275.8 |

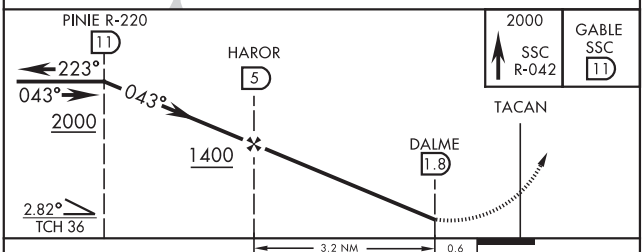



CAUTION: When Rwy 22L VGSI inop, circling to Rwy 22L NA at night. Terrain 236′ MSL, 200′ prior to threshold, 105′ right of centerline.

Terrain 242′ MSL, 200′ from threshold, 805′ left of course. When VGSI inop, procedure NA at night.

USAF Only: When VGSI inop, straight in Rwy 4L authorized at night with MAJCOM A3 approval. When Rwy 22L VGSI inop, circling to Rwy 22L authorized at night with MAJCOM A3 approval.

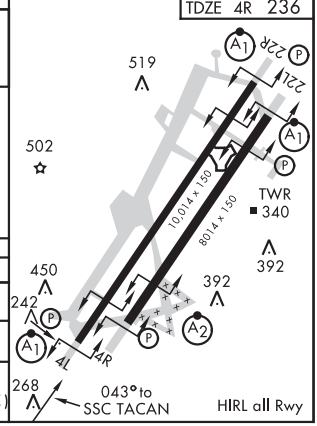
EMERG SAFE ALT 100 NM 3800




| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-4L * | 800/50 560 (600-1) | | 800/60 560 (600-1⅛) | | |
| SIDESTEP * 4R | 800/50 564 (600-1) | | 800-1⅜ 564 (600-1⅜) | | |
| C CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

ELEV 241

TDZE 4L 240
TDZE 4R 236




SUMTER, SOUTH CAROLINA
Amdt 1 07NOV19

33° 58′N-80° 28′W

SHAW AFB (KSSC)

# TACAN Y RWY 4L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

20254

SUMTER, SOUTH CAROLINA

# TACAN Y RWY 22R

| TACAN SSC Chan 38 | APCH CRS 222° | | 22R | 22L |
|---|---|---|---|---|
| | | Rwy ldg | 10,014 | 8014 |
| | | TDZE | 240 | 235 |
| | | Arpt Elev | 241 | 241 |

AL-409 [USAF]

SHAW AFB (KSSC)

T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1½ miles.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1⅞ miles.

ALSF-1

MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

| ATIS ★ | SHAW APP CON | SHAW TOWER ★ | GND CON | CLNC DEL |
|---|---|---|---|---|
| 132.125 270.1 | 125.4 318.1 | 126.65 254.25 | 126.1 275.8 | 126.1 275.8 |

Sidestep Rwy 22L: Terrain 239′ MSL, 200′ prior to threshold, 200′ right of course. When VGSI inop, sidestep procedure NA at night.

CAUTION: When Rwy 4L, 22L VGSI inop, circling to Rwy 4L, 22L NA at night. Terrain 239′ MSL, 200′ prior to threshold, 200′ left of centerline.

USAF Only: When Rwy 22L VGSI inop, sidestep or circling to Rwy 22L authorized at night with MAJCOM A3 approval.

SSC 18 R-042 042° 222° (IAF/IF) GABLE SSC 11 818 222° FASNO SSC 4.9 672 496 398 543 499 617 652 1573 SHAW Chan 38 SSC PINIE SSC 11 R-223 223° 043° SSC 18 854 R-215 Remain West of SSC R-215 R-6002 RADAR required when R-6002 active. 1340

MSA SSC 25 NM 180° 3100 090° 2400

EMERG SAFE ALT 100 NM 3800

ELEV 241

TDZE 22R 240
TDZE 22L 235

2000 SSC R-223 | PINIE SSC 11

GABLE R-042 11 042° 222° 2000 FASNO 4.9 222° 1700 TACAN REBIE 1 2 2.96° TCH 51 .6 NM 3.9 NM

222° to SSC TACAN 519 502 22R 22L 10,014 x 150 8014 x 150 TWR 340 392 450 392 4L 4R 268 HIRL all Rwy

| CATEGORY | A | B | C | D | E |
|---|---|---|---|---|---|
| S-22R * | 760/24 520 (600-½) | | 760/55 520 (600-1) | | |
| SIDESTEP ** 22L | 760/50 505 (600-1) | | 760/55 505 (600-1) | | |
| C CIRCLING | 820-1 579 (600-1) | 880-1 639 (700-1) | 1000-2¼ 759 (800-2¼) | 1000-2½ 759 (800-2½) | 1000-2¾ 759 (800-2¾) |

SE-2, 10 SEP 2020 to 05 NOV 2020

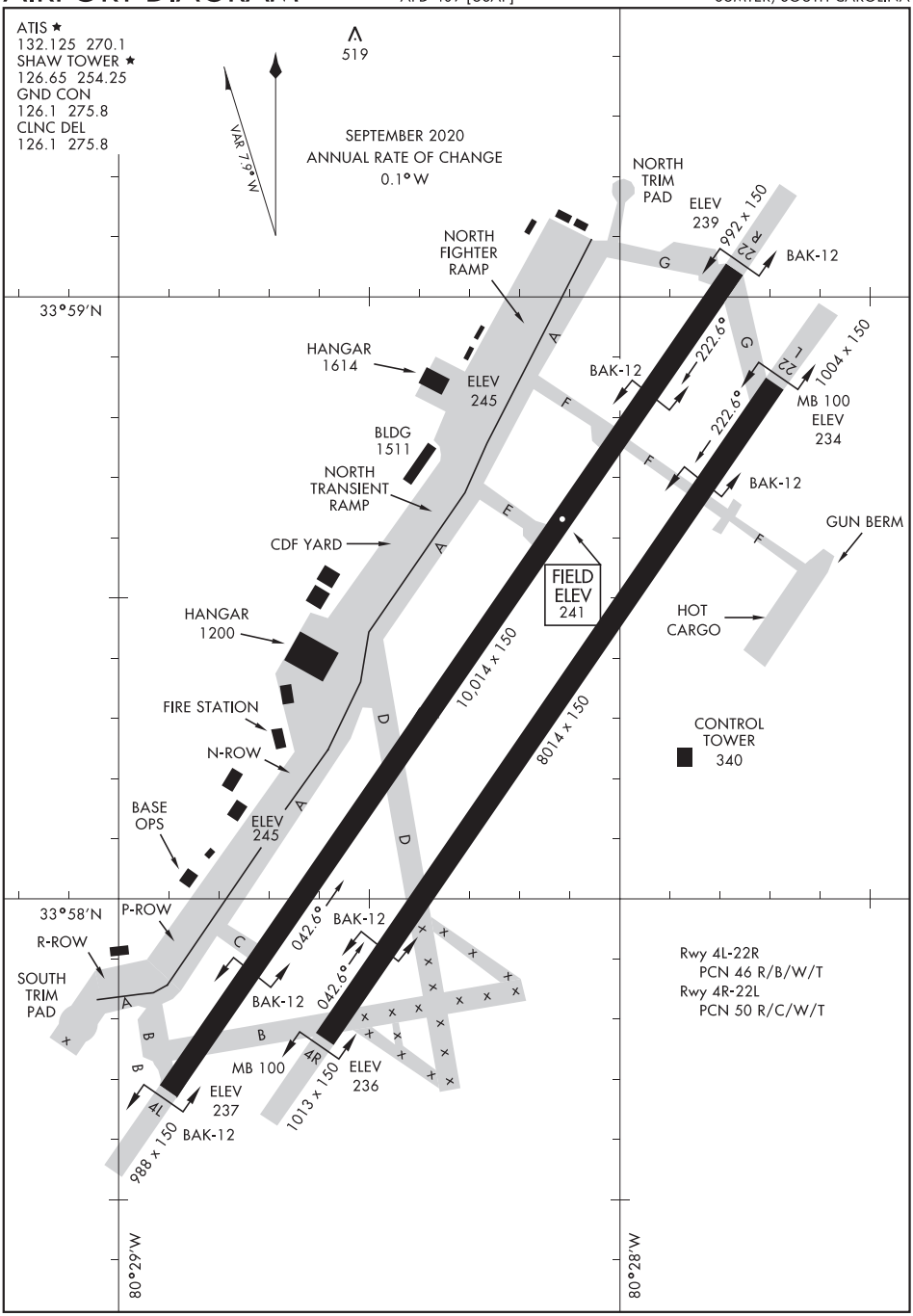
SE-2, 10 SEP 2020 to 05 NOV 2020

SUMTER, SOUTH CAROLINA
Amdt 1 07NOV19

33° 58′N-80° 28′W

SHAW AFB (KSSC)

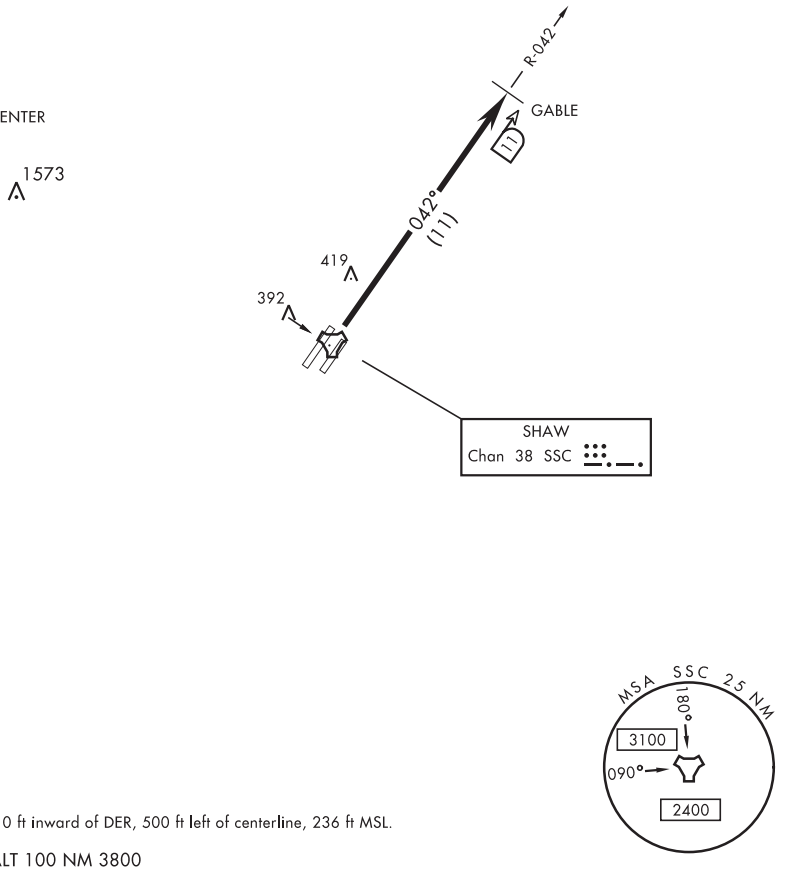
TACAN Y RWY 22R


ATIS ★
132.125 270.1
SHAW TOWER ★
126.65 254.25
GND CON
126.1 275.8
CLNC DEL
126.1 275.8
519
VAR 7.9° W
SEPTEMBER 2020
ANNUAL RATE OF CHANGE
0.1° W
NORTH TRIM PAD
ELEV 239
992 x 150
22
BAK-12
NORTH FIGHTER RAMP
33°59′N
HANGAR 1614
ELEV 245
BAK-12
222.6°
1004 x 150
25
MB 100
ELEV 234
BLDG 1511
NORTH TRANSIENT RAMP
BAK-12
GUN BERM
CDF YARD
FIELD ELEV 241
HOT CARGO
HANGAR 1200
10,014 x 150
8014 x 150
FIRE STATION
N-ROW
CONTROL TOWER 340
BASE OPS
ELEV 245
33°58′N
P-ROW
R-ROW
042.6°
BAK-12
SOUTH TRIM PAD
BAK-12
Rwy 4L-22R
PCN 46 R/B/W/T
Rwy 4R-22L
PCN 50 R/C/W/T
MB 100
4R
ELEV 236
1013 x 150
ELEV 237
4L
988 x 150
BAK-12
80°29′W
80°28′W
SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

# GABLE-FOUR DEPARTURE (GABLE4•GABLE)

ATIS ★ 132.125 270.1
CLNC DEL
126.1 275.8
GND CON
126.1 275.8
SHAW TOWER ★
126.65 254.25
SHAW DEP CON
125.4 318.1
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]




RWY 4R, Terrain 0 ft inward of DER, 500 ft left of centerline, 236 ft MSL.

EMERG SAFE ALT 100 NM 3800

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 4R/L: Climbing to 2000, intercept SSC TACAN R-042 until SSC 11 DME, then as directed by ATC.


SE-2, 10 SEP 2020 to 05 NOV 2020

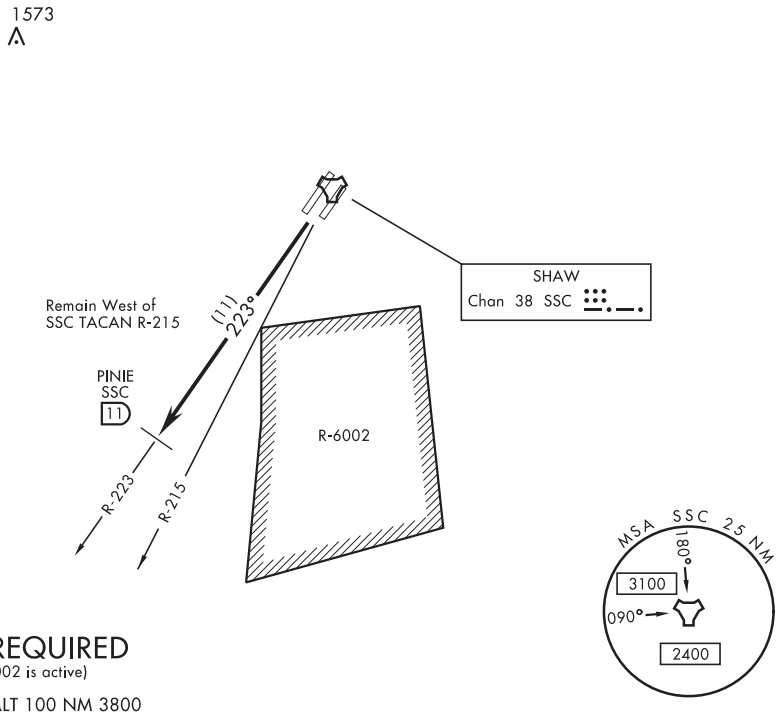
GABLE-FOUR DEPARTURE (GABLE4•GABLE)
SUMTER, SOUTH CAROLINA
SHAW AFB (KSSC)

# PINIE FOUR DEPARTURE (PINIE4•PINIE)

ATIS ★ 132.125 270.1
CLNC DEL
126.1 275.8
GND CON
126.1 275.8
SHAW TOWER ★
126.65 254.25
SHAW DEP CON
125.4 318.1
JACKSONVILLE CENTER
124.7 298.9

SHL-409 [USAF]

RWY 22L, Radio-tower 5137′ from DER, 1701′ left of centerline, 140′ AGL/369′ MSL.
RWY 22L, F16 tail 46′ from DER, 224′ right of centerline, 16′ AGL/249′ MSL.
RWY 22L, Terrain 0′ inward of DER, 500′ right of centerline, 236′ MSL.
RWY 22L, GS-rwy 04L 563′ from DER, 500′ right of centerline, 40′ AGL/273′ MSL.




RADAR REQUIRED
(When R-6002 is active)

EMERG SAFE ALT 100 NM 3800

## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 22L/R: Climbing to 2000, intercept SSC TACAN R-223 until SSC 11 DME, then as directed by ATC.

SHELBY, NORTH CAROLINA — AL-5704 (FAA) — 19227

| WAAS CH 63124 W05A | APP CRS 050° | Rwy ldg 5001<br>TDZE 847<br>Apt Elev 847 |
|---|---|---|

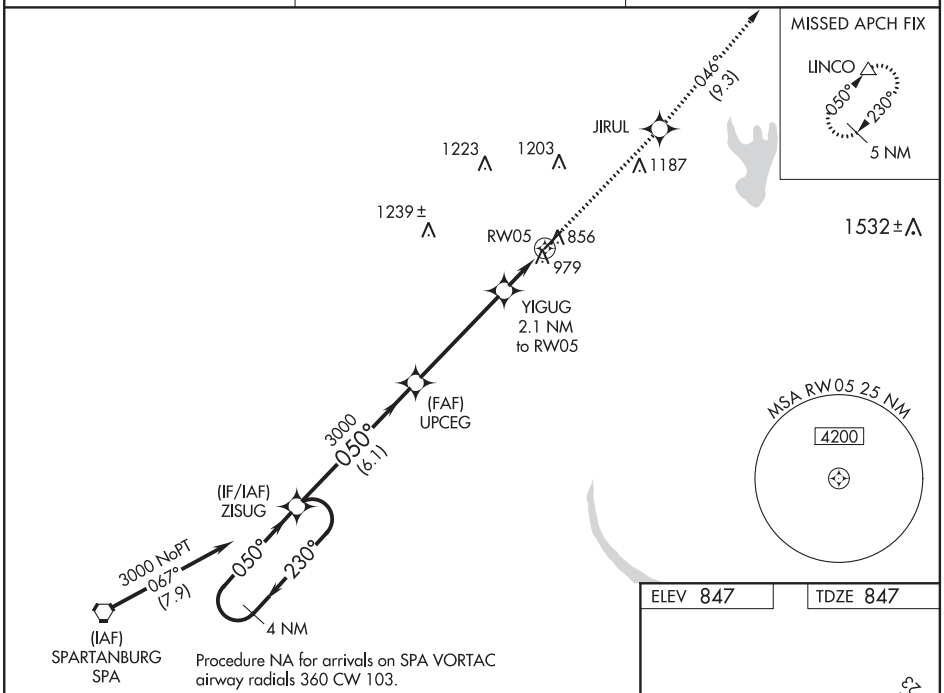
# RNAV (GPS) RWY 5
## SHELBY-CLEVELAND COUNTY RGNL (EHO)

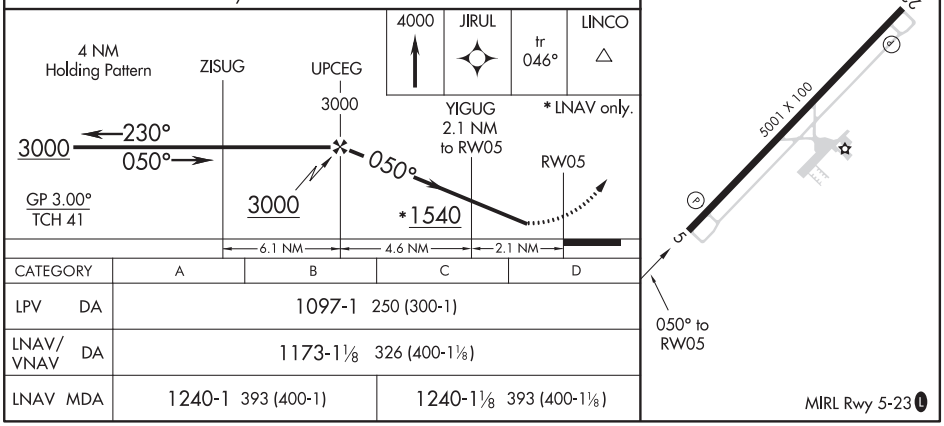
RNP APCH.

Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. Rwy 5 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ SM and LNAV/VNAV all Cats, LNAV C/D visibility ¼ SM.

MISSED APPROACH: Climb to 4000 direct JIRUL and on track 046° to LINCO and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 118.425 | 120.05 257.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1097-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1173-1⅛ 326 (400-1⅛) | | | |
| LNAV MDA | 1240-1 393 (400-1) | | 1240-1⅛ 393 (400-1⅛) | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 99424 W23A | APP CRS 230° | Rwy ldg 5001<br>TDZE 847<br>Apt Elev 847 |
|---|---|---|

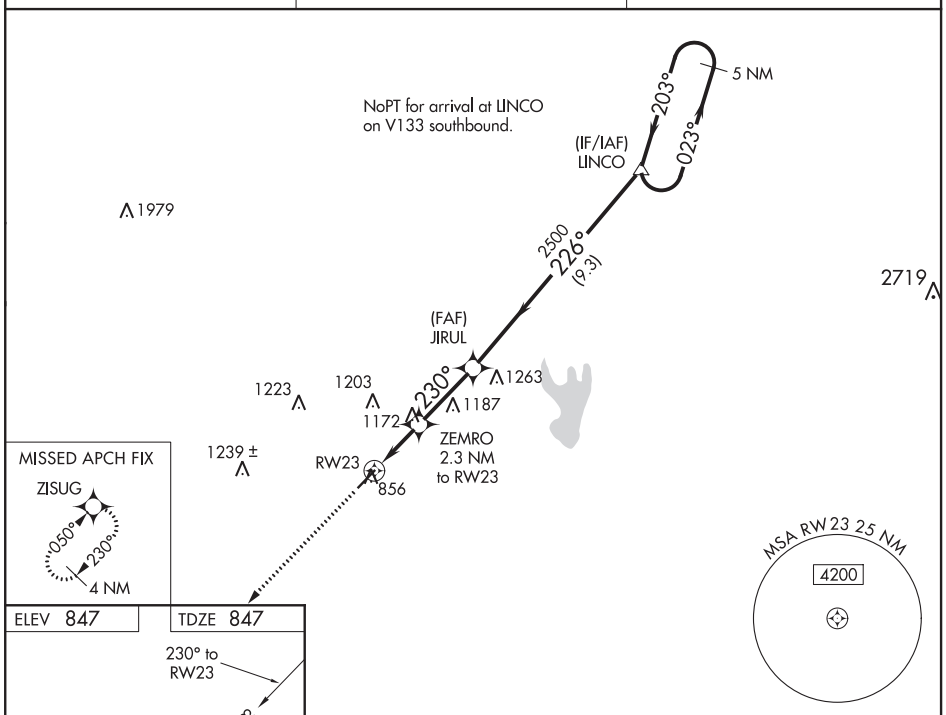
# RNAV (GPS) RWY 23
## SHELBY-CLEVELAND COUNTY RGNL (EHO)

RNP APCH.

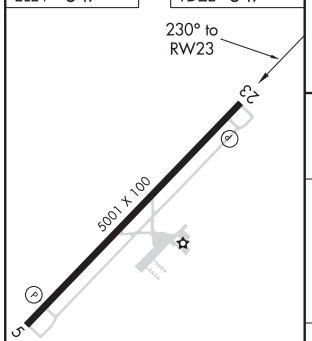
Baro-VNAV NA when using Charlotte altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. When local altimeter setting not received, use Charlotte altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ SM and LNAV/VNAV all Cats, LNAV Cat C/D visibility ¼ SM.

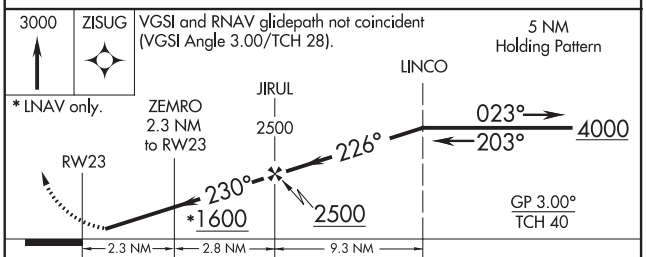
MISSED APPROACH: Climb to 3000 direct ZISUG and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 118.425 | 120.05 257.2 | 122.8 (CTAF) L |




ELEV 847 TDZE 847




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1097-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1123-1 276 (300-1) | | | |
| LNAV MDA | 1440-1 593 (600-1) | | 1440-1¾ 593 (600-1¾) | |

MIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SHELBY, NORTH CAROLINA

AL-5704 (FAA)

20254

# NDB RWY 23

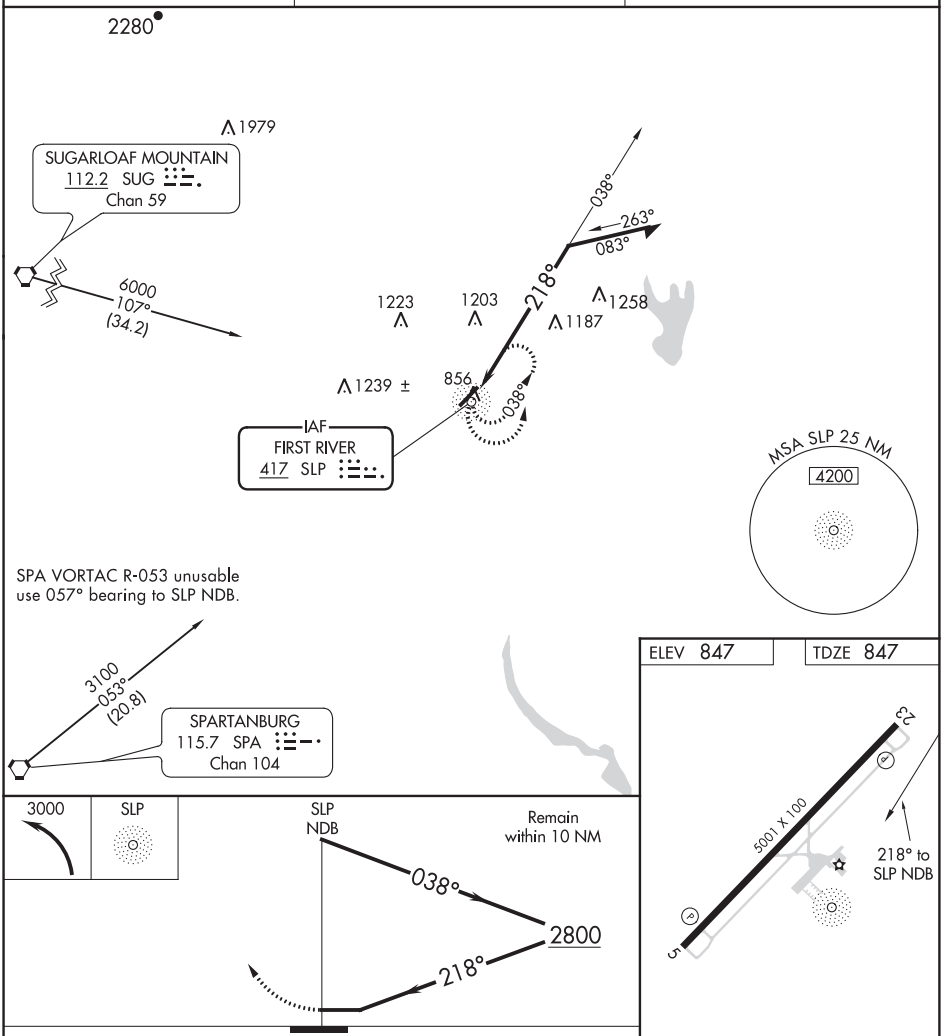
## SHELBY-CLEVELAND COUNTY RGNL (EHO)

| NDB SLP | APP CRS | Rwy ldg | 5001 |
|---|---|---|---|
| 417 | 218° | TDZE | 847 |
| | | Apt Elev | 847 |

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charlotte altimeter setting and increase all MDA 100 feet and S-23 Cat C and D visibility ¼ mile and Circling Cat C and D visibility ¼ mile. RWY 23 Straight-in and Circling and Circling to Rwy 5 NA at night.

MISSED APPROACH: Climbing left turn to 3000 in SLP NDB holding pattern.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 118.425 | 120.05 257.2 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 1620-1<br>773 (800-1) | 1620-1¼<br>773 (800-1¼) | 1620-2¼<br>773 (800-2¼) | 1620-2½<br>773 (800-2½) |
| CIRCLING | 1620-1<br>773 (800-1) | 1620-1¼<br>773 (800-1¼) | 1620-2¼<br>773 (800-2¼) | 1620-2½<br>773 (800-2½) |

MIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 42935 W04A | APP CRS 040° | Rwy ldg 5000<br>TDZE 605<br>Apt Elev 615 |
|---|---|---|

# RNAV (GPS) RWY 4

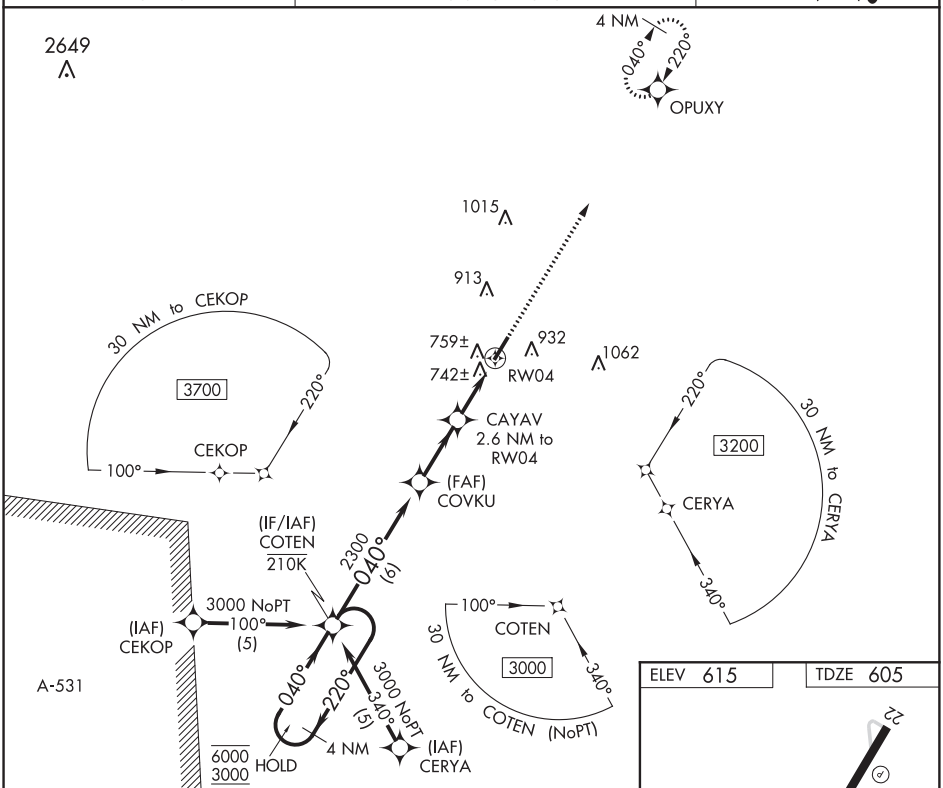
## SILER CITY MUNI (SCR)

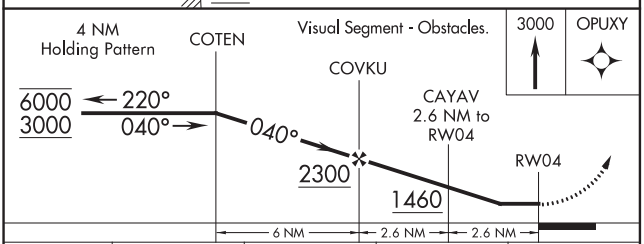
RNP APCH.

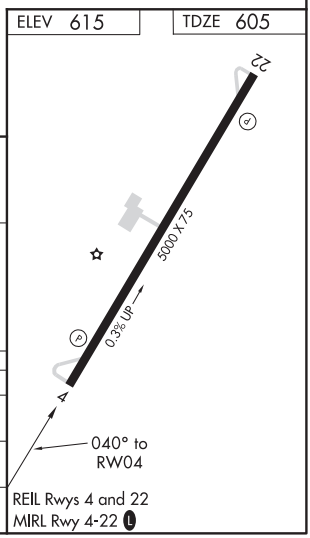
Procedure NA at night. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro Rgnl altimeter setting: increase all MDA 60 feet, increase LP and Circling Cat C visibilities ¼ SM, and increase LNAV Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 3000 direct OPUXY and hold.

| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 125.775 | 126.6 327.075 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1000-1 395 (400-1) | | 1000-1⅛ 395 (400-1⅛) | NA |
| LNAV MDA | 1020-1 415 (500-1) | | 1020-1¼ 415 (500-1¼) | NA |
| C CIRCLING | 1240-1 625 (700-1) | | 1240-1¾ 625 (700-1¾) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SILER CITY, NORTH CAROLINA

AL-6366 (FAA)

19339

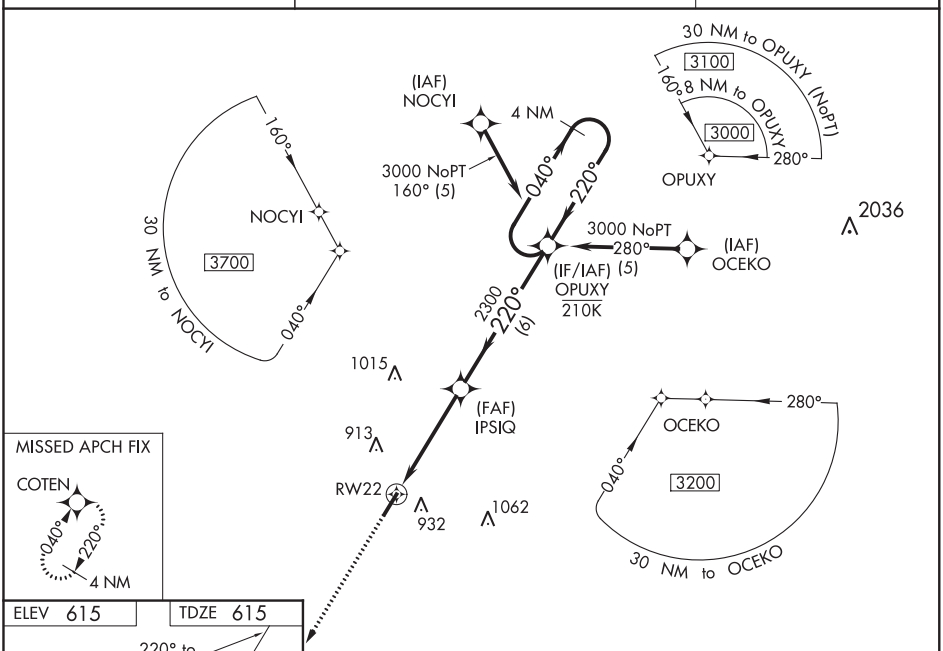
# RNAV (GPS) RWY 22
## SILER CITY MUNI (SCR)

| WAAS CH 40335 W22A | APP CRS 220° | Rwy ldg 5000<br>TDZE 615<br>Apt Elev 615 |
|---|---|---|

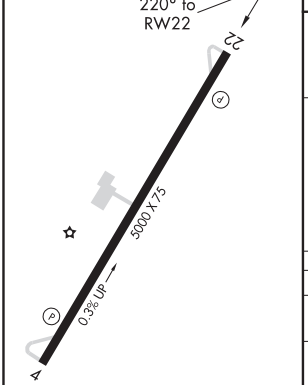
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Baro-VNAV NA when using Asheboro altimeter setting. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro altimeter setting: increase all DA 53 feet and all MDA 60 feet; increase LPV all Cats, LNAV/VNAV all Cats, and LNAV Cat C visibilities ⅛ mile, increase Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 3000 direct COTEN and hold.

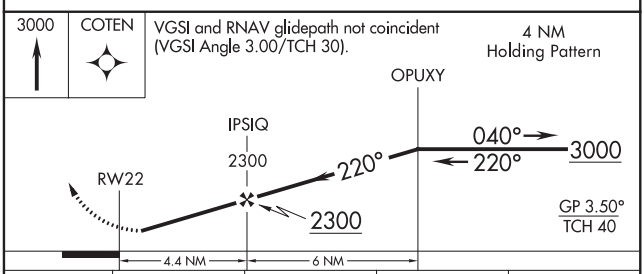
| AWOS-3 | GREENSBORO APP CON | UNICOM |
|---|---|---|
| 125.775 | 126.6 327.075 | 122.7 (CTAF) L |




ELEV 615 | TDZE 615




REIL Rwys 4 and 22
MIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 954-1 339 (400-1) | | | NA |
| LNAV/VNAV DA | 1140-1⅝ 525 (600-1⅝) | | | NA |
| LNAV MDA | 1160-1 545 (600-1) | | 1160-1⅝ 545 (600-1⅝) | NA |
| C CIRCLING | 1240-1 625 (700-1) | | 1240-1¾ 625 (700-1¾) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

FORT BRAGG, NORTH CAROLINA

# RNAV (GPS) RWY 27

| APCH CRS | Rwy ldg | 4814 |
|---|---|---|
| 273° | TDZE | 228 |
| | Arpt Elev | 244 |

AL-5069 [USA]

SIMMONS AAF (KFBG)

When local altimeter setting not received, use Pope AAF altimeter setting.
DME/DME RNP-0.3 NA

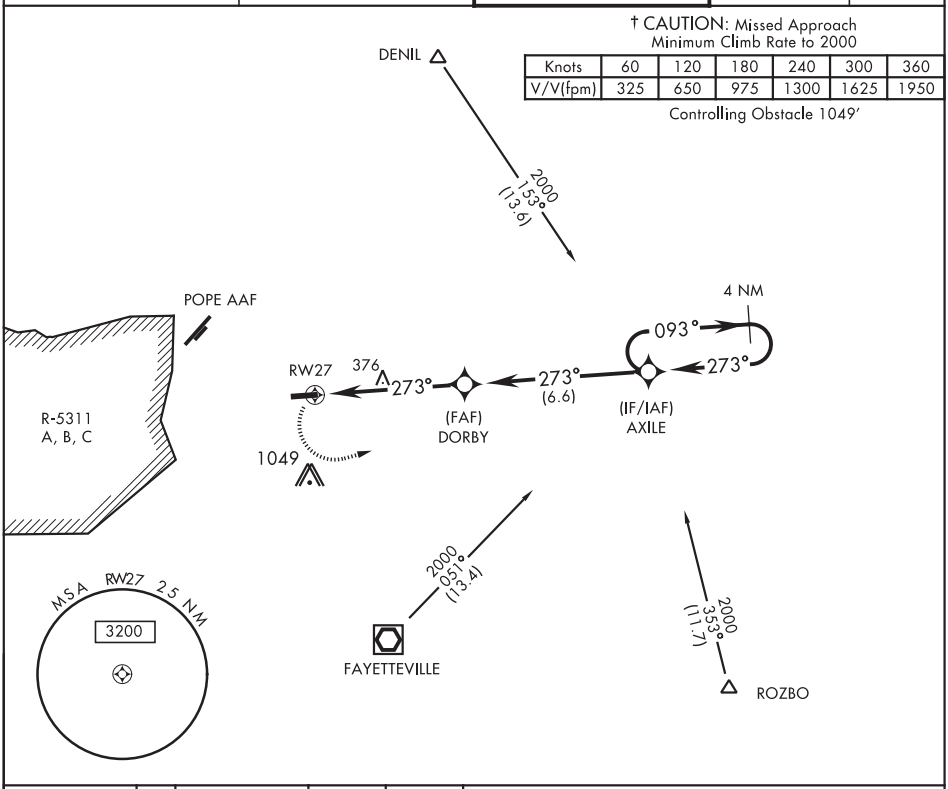
† MISSED APPROACH: Climbing left turn to 2100 direct AXILE and hold.

| ATIS | FAYETTEVILLE APP CON | SIMMONS TOWER ★ | GND CON | PAR |
|---|---|---|---|---|
| 139.25 | 133.0 290.25 | 125.9 240.625 | 121.9 229.4 | |

† CAUTION: Missed Approach Minimum Climb Rate to 2000

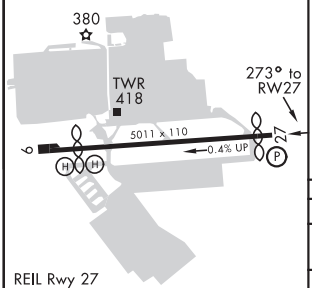
| Knots | 60 | 120 | 180 | 240 | 300 | 360 |
|---|---|---|---|---|---|---|
| V/V(fpm) | 325 | 650 | 975 | 1300 | 1625 | 1950 |

Controlling Obstacle 1049′

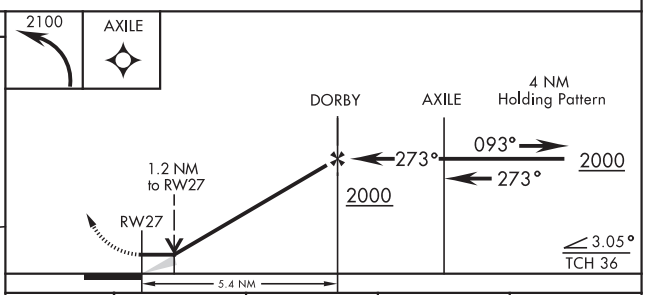



| ELEV | 244 | TDZE | 228 |
|---|---|---|---|

Rwy 9 ldg 4306′
Rwy 27 ldg 4814′




REIL Rwy 27
MIRL Rwy 9-27




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 412 (400-1) | | 640-1¼ 412 (400-1¼) | NA |
| CIRCLING | 780-1 536 (600-1) | | 780-1½ 536 (600-1½) | NA |

FORT BRAGG, NORTH CAROLINA 35°08′N-78°56′W SIMMONS AAF (KFBG)

Amdt 1 10JAN13

RNAV (GPS) RWY 27




SE-2, 10 SEP 2020 to 05 NOV 2020

FORT BRAGG, NORTH CAROLINA

# NDB RWY 27

| NDB FGP | APCH CRS | Rwy ldg / TDZE / Arpt Elev |
|---|---|---|
| 393 | 273° | 4814 / 228 / 244 |

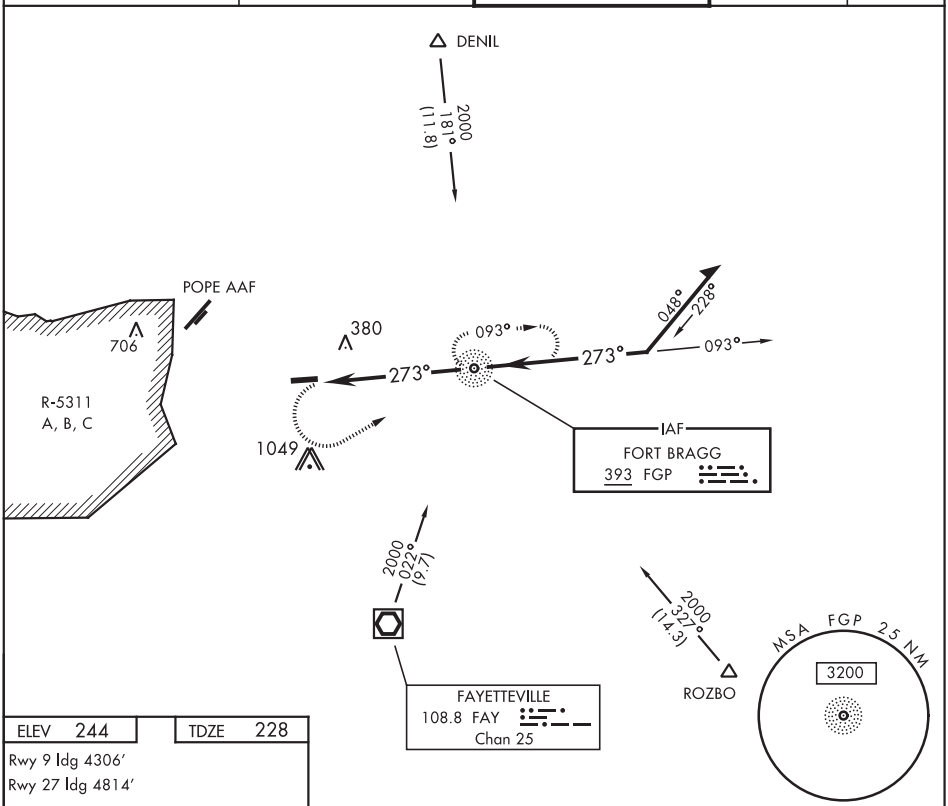
AL-5069 [USA]

SIMMONS AAF (KFBG)

When local altimeter setting not received, use Pope AAF altimeter setting.

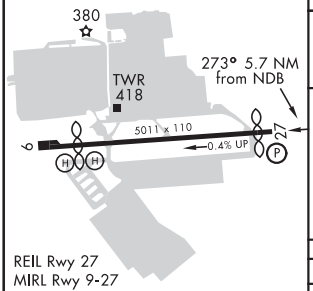
MISSED APPROACH: Climb to 1400 then climbing left turn to 2100 direct FGP NDB and hold.

| ATIS | FAYETTEVILLE APP CON | SIMMONS TOWER ★ | GND CON | PAR |
|---|---|---|---|---|
| 139.25 | 133.0 290.25 | 125.9 240.625 | 121.9 229.4 | |

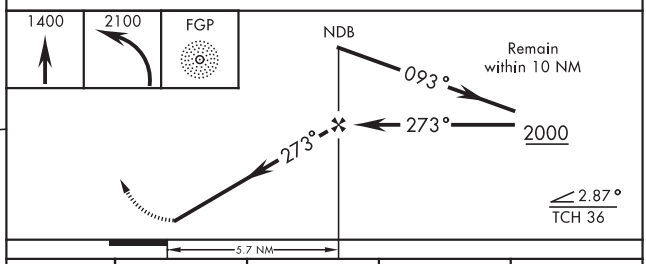



| ELEV 244 | TDZE 228 |
|---|---|

Rwy 9 ldg 4306′
Rwy 27 ldg 4814′




REIL Rwy 27
MIRL Rwy 9-27




| 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-27 | 640-1 412 (400-1) | | 640-1¼ 412 (400-1¼) | NA |
| CIRCLING | 780-1 536 (600-1) | | 780-1½ 536 (600 1½) | NA |

FORT BRAGG, NORTH CAROLINA
Amdt 10 19171

35°08′N-78°56′W

SIMMONS AAF (KFBG)

NDB RWY 27

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# COPTER RNAV (GPS) RWY 9

| APCH CRS | Rwy ldg | 4306 |
|---|---|---|
| 093° | TDZE | 241 |
| | Arpt Elev | 244 |

AL-5069 [USA]

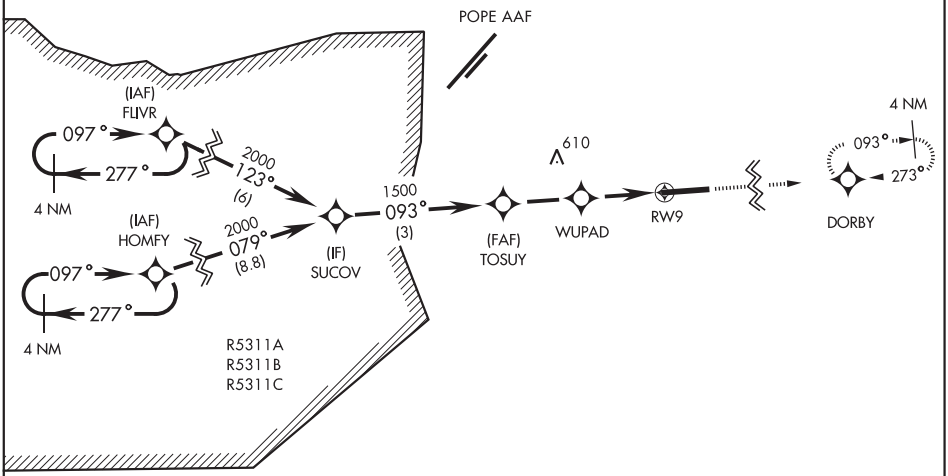
SIMMONS AAF (KFBG)

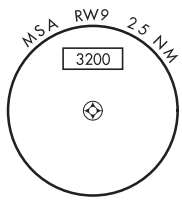
When local altimeter setting not received, use Pope AAF altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2000 direct DORBY and hold.

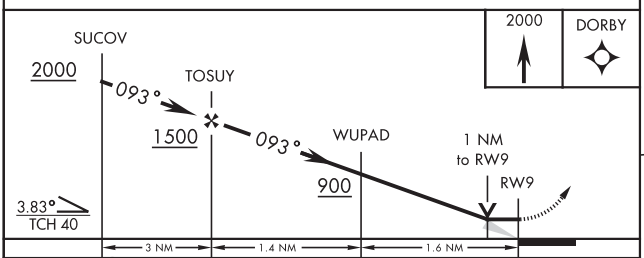
| ATIS | FAYETVILLE APP CON | SIMMONS TOWER ★ | GND CON | PAR |
|---|---|---|---|---|
| 139.25 | 133.0 290.25 | 125.9 240.625 | 121.9 229.4 | |

Limit final and missed approach airspeed to 90 KIAS



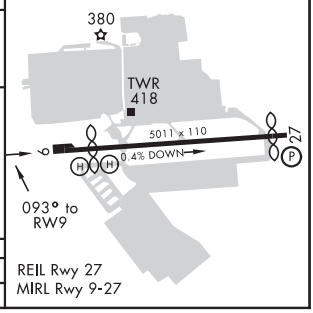

## RADAR REQUIRED




| CATEGORY | COPTER | | |
|---|---|---|---|
| LNAV MDA | 680-½ | 439 | (500-½) |

| ELEV 244 | TDZE 241 |
|---|---|

Rwy 9 ldg 4306′
Rwy 27 ldg 4814′




REIL Rwy 27
MIRL Rwy 9-27

SE-2, 10 SEP 2020 to 05 NOV 2020

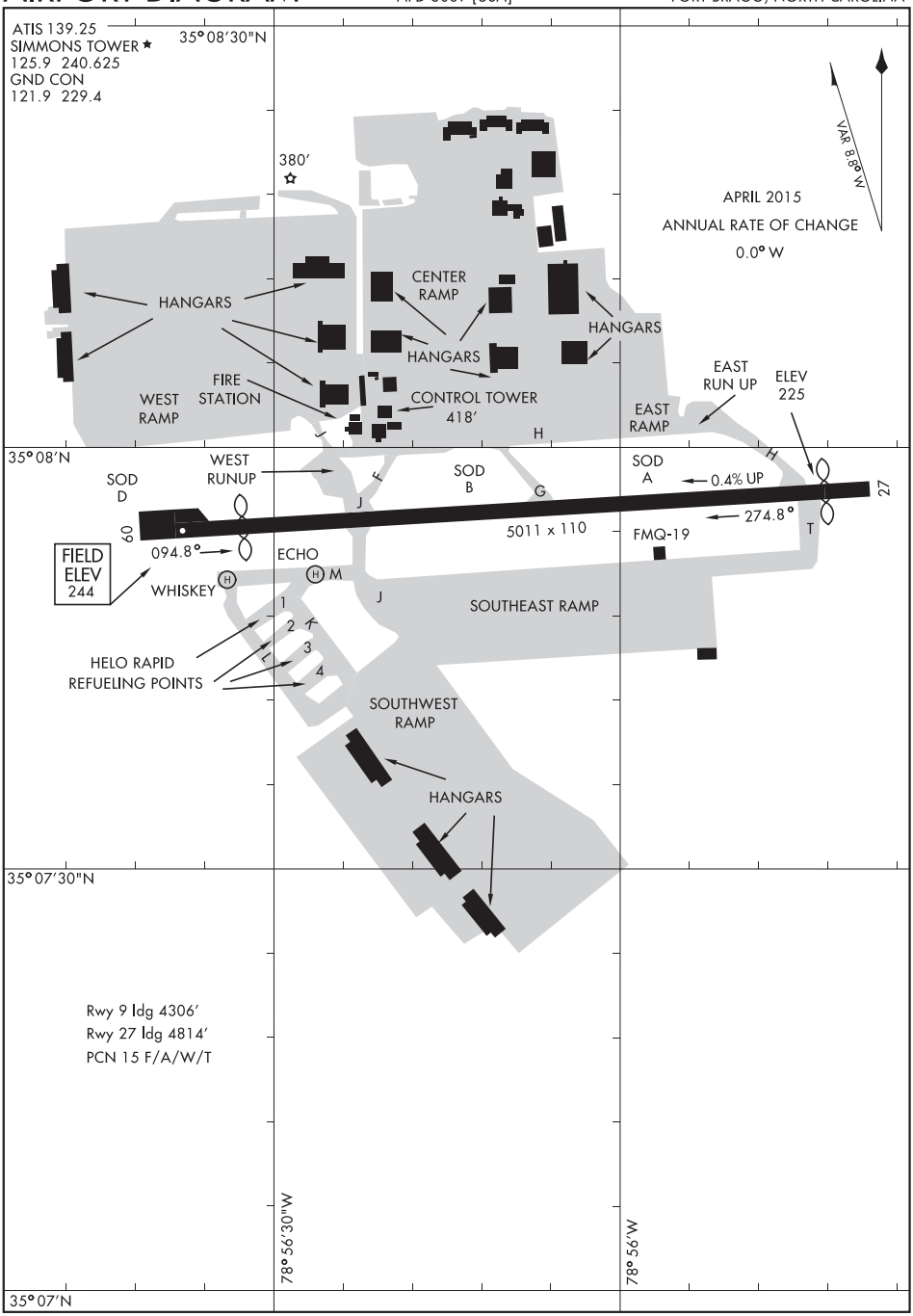
SE-2, 10 SEP 2020 to 05 NOV 2020

15120

# AIRPORT DIAGRAM

AFD-5069 [USA]

SIMMONS AAF (KFBG)
FORT BRAGG, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM

FORT BRAGG, NORTH CAROLINA
SIMMONS AAF (KFBG)

# ILS Y or LOC Y RWY 3

JOHNSTON RGNL (JNX)

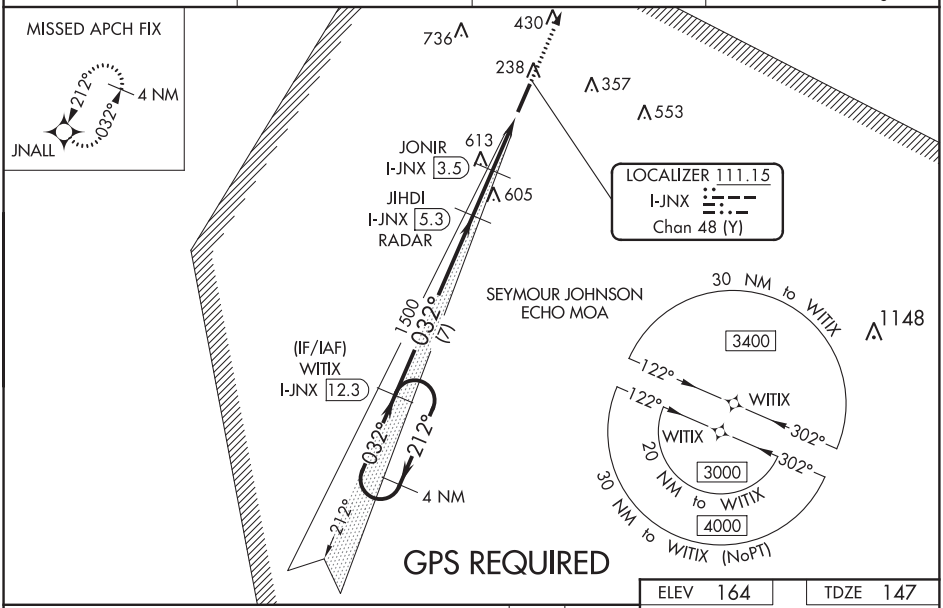
| LOC/DME I-JNX | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 111.15 | 032° | TDZE | 147 |
| Chan 48 (Y) | | Apt Elev | 164 |

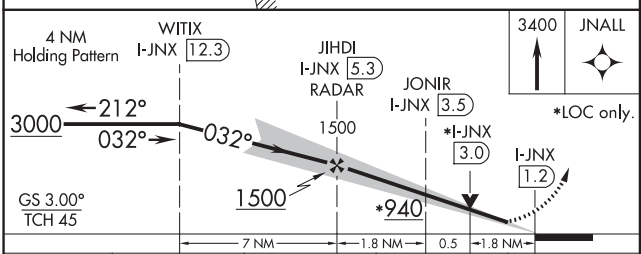
T A NA GPS required. VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting: increase DA to 447 feet, increase all MDA 60 feet and S-LOC 3 Cat C/D and Circling Cat A visibility ¼ mile, and JONIR fix minimums S-LOC 3 Cat C/D visibility ⅛ mile and Circling Cat C ¼ mile. For inop MALSR, increase S-LOC 3 Cat C/D visibility to 2½ mile and JONIR fix minimums S-LOC 3 Cat C/D to 1¾ mile. For inop MALSR when using Erwin altimeter setting, increase S-ILS all Cats visibility to 1 mile.

MALSR A5

MISSED APPROACH: Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

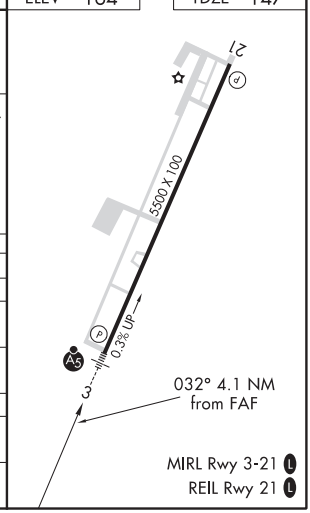
| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.225 | 125.3 353.675 | 135.075 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 397-½ 250 (300-½) | | | |
| S-LOC 3 | 940-½ 793 (800-½) | 940-¾ 793 (800-¾) | 940-1¾ 793 (800-1¾) | |
| C CIRCLING | 940-1 776 (800-1) | 940-1¼ 776 (800-1¼) | 940-2½ 776 (800-2½) | 1100-3 936 (1000-3) |
| JONIR FIX MINIMUMS | | | | |
| S-LOC 3 | 780-½ 633 (700-½) | | 780-1⅜ 633 (700-1⅜) | |
| C CIRCLING | 780-1 616 (700-1) | | 920-2¼ 756 (800-2¼) | 1100-3 936 (1000-3) |

ELEV 164 TDZE 147






SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

SMITHFIELD, NORTH CAROLINA AL-6502 (FAA) 20254

# ILS Z or LOC Z RWY 3
JOHNSTON RGNL (JNX)

| LOC/DME I-JNX | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 111.15 | 032° | TDZE | 147 |
| Chan 48 (Y) | | Apt Elev | 164 |

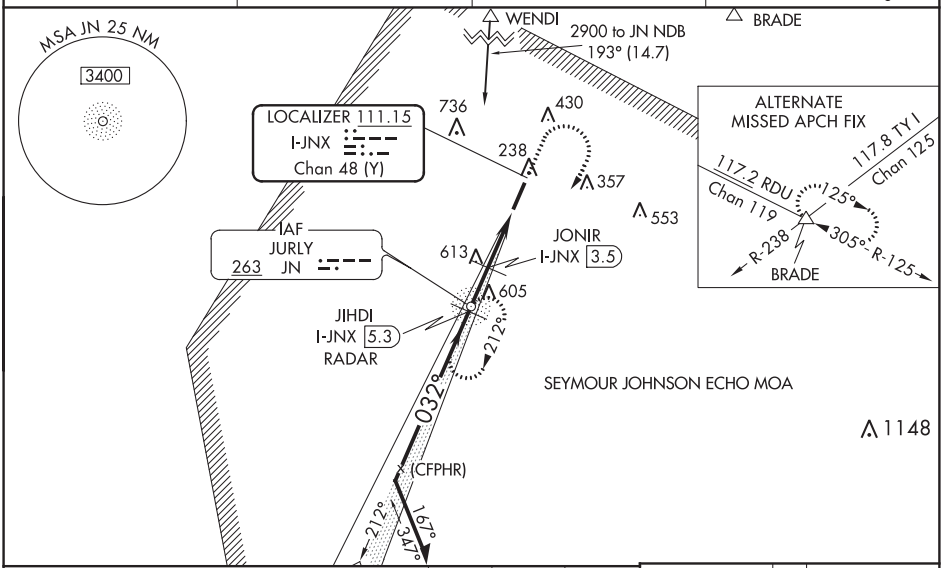
ADF required. ADF or RADAR required for procedure entry.
DME or RADAR required for LOC only.

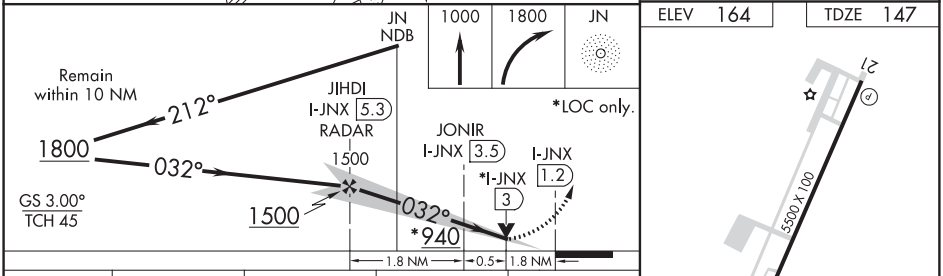
T A NA VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting: increase DA to 447 feet and all MDAs 60 feet; increase S-LOC 3 Cats C/D and Circling Cat A visibility ¼ SM; JONIR DME fix minimums increase S-LOC 3 Cats C/D visibility ⅛ SM and Circling Cat C visibility ¼ SM. For inop ALS, increase S-LOC 3 Cats C/D visibility to 2½ SM; increase JONIR DME fix minimums Cats C/D visibility to 1¾ SM. For inop ALS when using Erwin altimeter setting, increase S-ILS all Cats visibility to 1 SM.

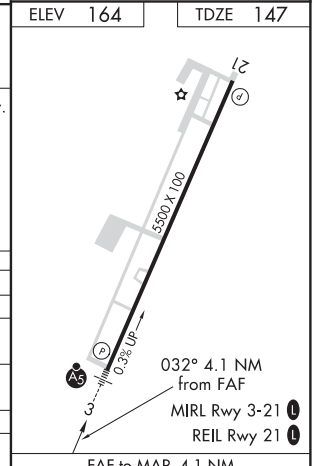
MALSR A5

MISSED APPROACH: Climb to 1000 then climbing right turn to 1800 direct JN NDB and hold.

| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.225 | 125.3 353.675 | 135.075 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 3 | 397-½ 250 (300-½) | | | |
| S-LOC 3 | 940-½ 793 (800-½) | 940-¾ 793 (800-¾) | 940-1¾ 793 (800-1¾) | |
| C CIRCLING | 940-1 776 (800-1) | 940-1¼ 776 (800-1¼) | 940-2½ 776 (800-2½) | 1100-3 936 (1000-3) |
| JONIR DME FIX MINIMUMS | | | | |
| S-LOC 3 | 780-½ 633 (700-½) | | 780-1⅜ 633 (700-1⅜) | |
| C CIRCLING | 780-1 616 (700-1) | | 920-2¼ 756 (800-2¼) | 1100-3 936 (1000-3) |

FAF to MAP 4.1 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 4:06 | 2:44 | 2:03 | 1:38 | 1:22 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 48819 W03A | APP CRS 032° | Rwy ldg 5500<br>TDZE 147<br>Apt Elev 164 |
|---|---|---|

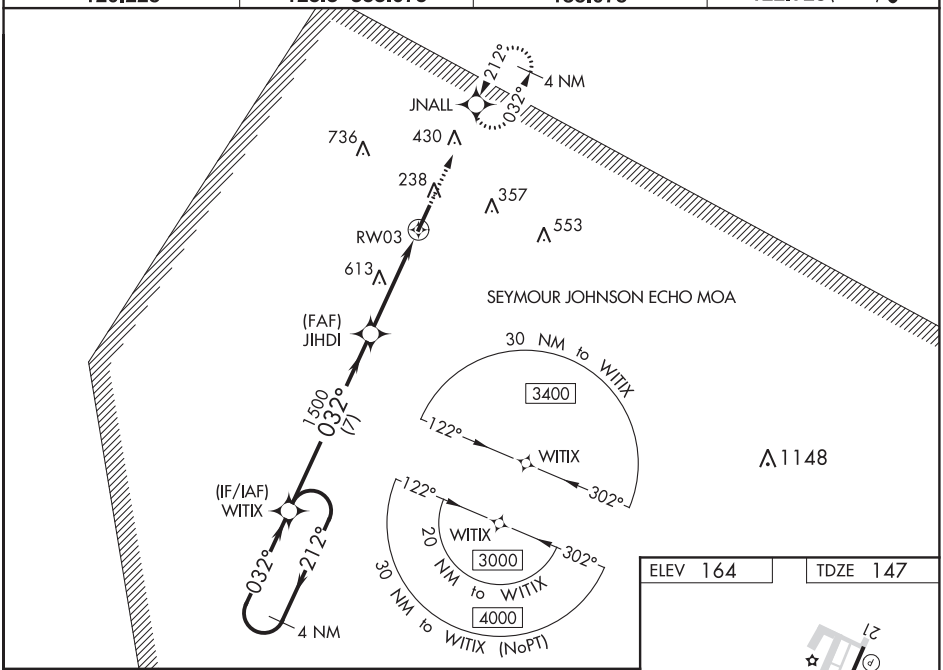
# RNAV (GPS) RWY 3
## JOHNSTON RGNL (JNX)

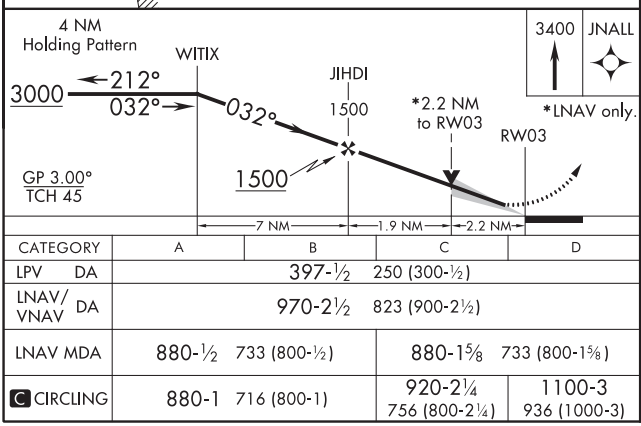
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Erwin altimeter setting and increase LPV DA to 447 feet, LNAV/VNAV DA to 1020 feet, and all LNAV/VNAV visibilities ½ mile. Increase all MDA 60 feet; increase visibility Cat B, C, and D ¼ mile. Baro-VNAV and VDP NA with Erwin altimeter setting. Inop table does not apply to LNAV/VNAV when using Erwin altimeter setting. For inop MALSR when using Erwin altimeter setting, increase LPV all Cats visibility to 1 mile and LNAV Cats C/D visibility to 2½ miles.

MALSR

MISSED APPROACH: Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

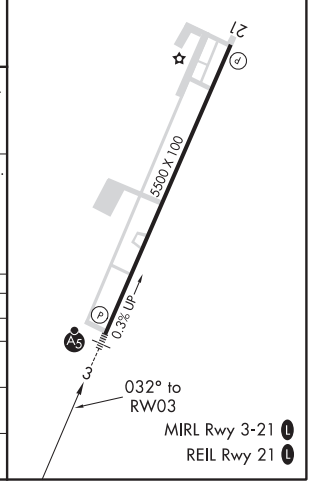
| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.225 | 125.3 353.675 | 135.075 | 122.725 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 397-½ 250 (300-½) | | | |
| LNAV/VNAV DA | 970-2½ 823 (900-2½) | | | |
| LNAV MDA | 880-½ 733 (800-½) | | 880-1⅝ 733 (800-1⅝) | |
| C CIRCLING | 880-1 716 (800-1) | | 920-2¼ 756 (800-2¼) | 1100-3 936 (1000-3) |

ELEV 164 TDZE 147






SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

SMITHFIELD, NORTH CAROLINA

AL-6502 (FAA)

20254

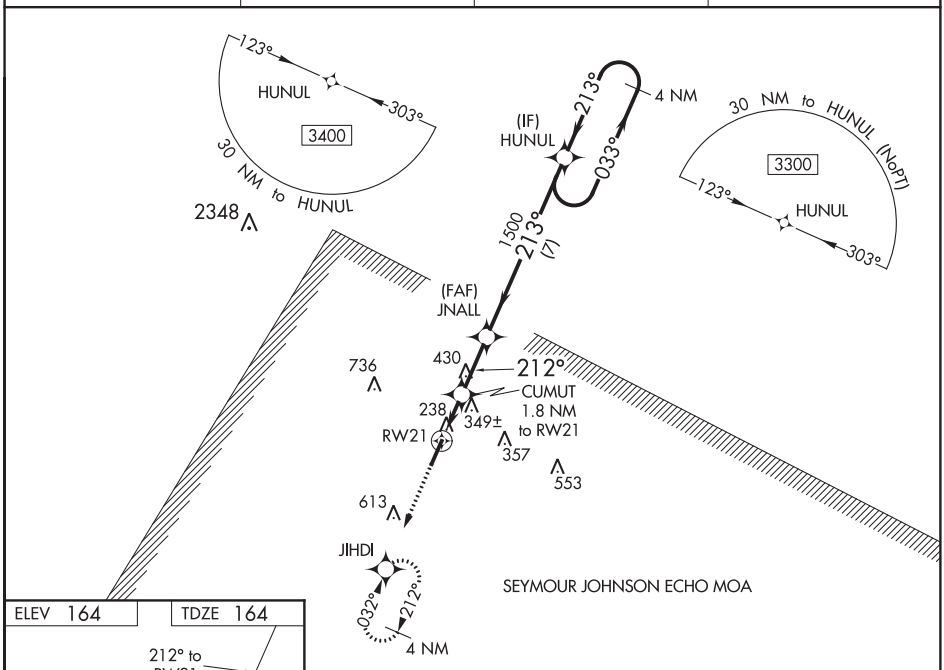
# RNAV (GPS) RWY 21
## JOHNSTON RGNL (JNX)

| WAAS CH 65937 W21A | APP CRS 212° | Rwy ldg 5500<br>TDZE 164<br>Apt Elev 164 |
|---|---|---|

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 Erwin altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and Circling Cat C visibility ¼ mile; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Baro-VNAV and VDP NA with Erwin altimeter setting. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2700 direct JIHDI and hold, continue climb-in-hold to 2700.

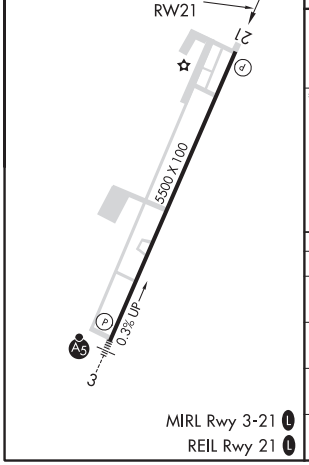
| AWOS-3 | RALEIGH APP CON | GCO | UNICOM |
|---|---|---|---|
| 120.225 | 125.3 353.675 | 135.075 | 122.725 (CTAF) L |

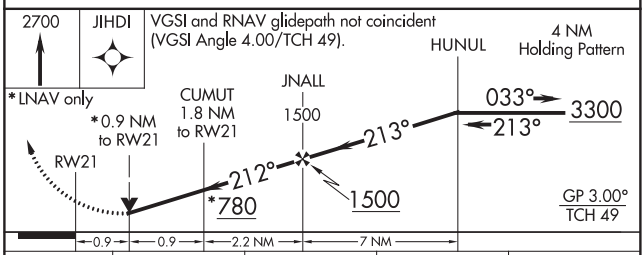



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 164 | TDZE 164




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 518-1⅛ 354 (400-1⅛) | | | |
| LNAV/VNAV DA | 666-1¾ 502 (600-1¾) | | | |
| LNAV MDA | 600-1 436 (500-1) | | 600-1¼ 436 (500-1¼) | |
| C CIRCLING | 660-1 496 (500-1) | | 920-2¼ 756 (800-2¼) | 1100-3 936 (1000-3) |

# ILS or LOC RWY 5

## SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)

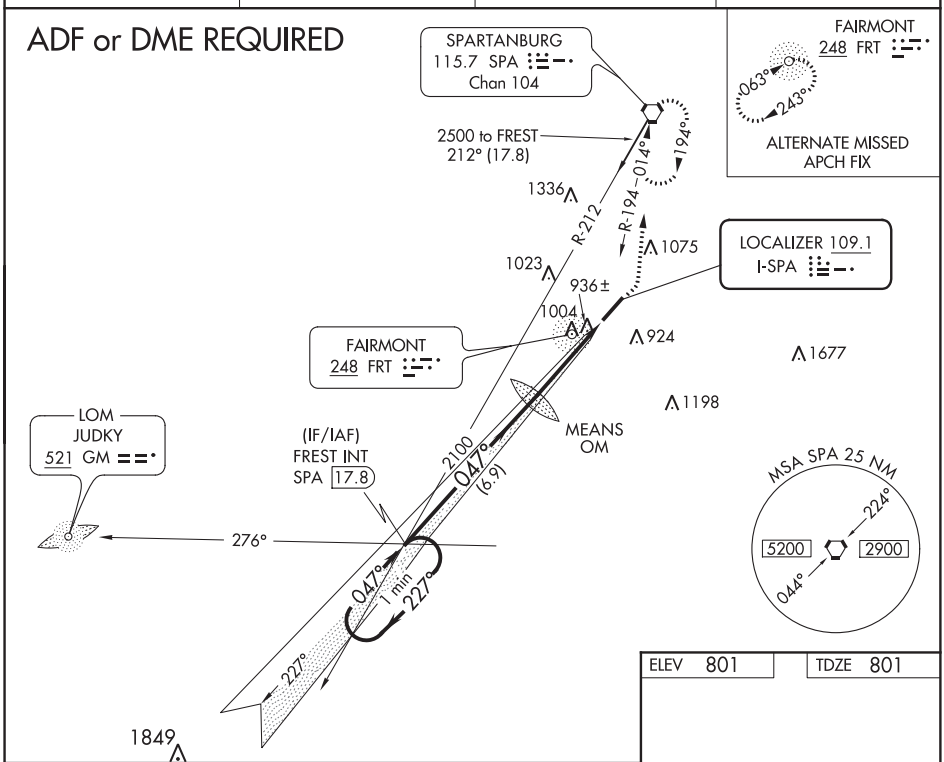
| LOC I-SPA | APP CRS | Rwy ldg / TDZE / Apt Elev |
|---|---|---|
| 109.1 | 047° | 5852 / 801 / 801 |

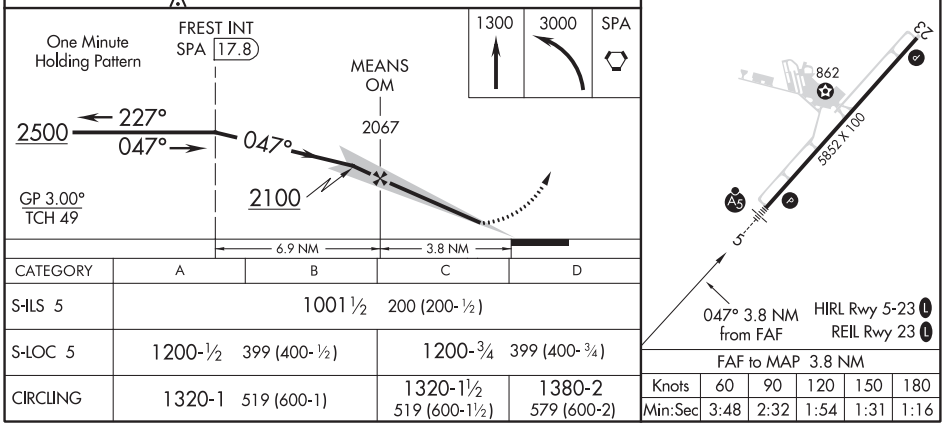
When local altimeter setting not received, use Greer altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase S-LOC 5 Cat C and D visibility ⅛ mile.

MALSR

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct SPA VORTAC and hold.

| AWOS-3 | GREER APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.925 | 119.4 350.2 | 120.55 | 123.0 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 5 | 1001½ 200 (200-½) | | | |
| S-LOC 5 | 1200-½ 399 (400-½) | | 1200-¾ 399 (400-¾) | |
| CIRCLING | 1320-1 519 (600-1) | | 1320-1½ 519 (600-1½) | 1380-2 579 (600-2) |

FAF to MAP 3.8 NM

| Knots | 60 | 90 | 120 | 150 | 180 |
|---|---|---|---|---|---|
| Min:Sec | 3:48 | 2:32 | 1:54 | 1:31 | 1:16 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SPARTANBURG, SOUTH CAROLINA — AL-401 (FAA) — 20254

# RNAV (GPS) RWY 5

## SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)

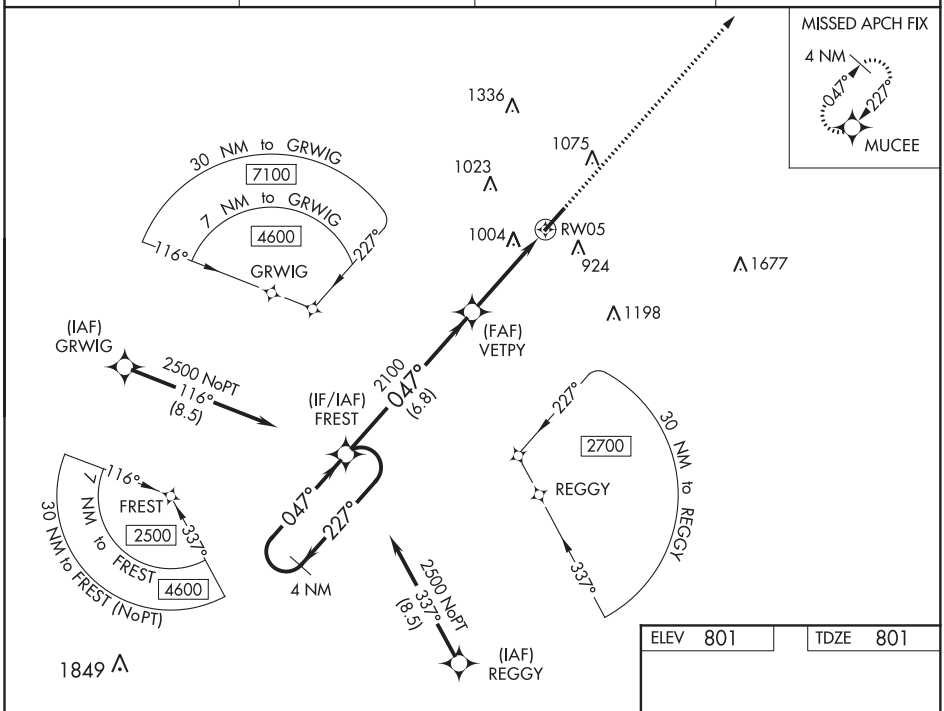
| WAAS CH 61226 W05A | APP CRS 047° | Rwy ldg 5852 / TDZE 801 / Apt Elev 801 |
|---|---|---|

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D and Circling Cat C visibility ⅛ mile.

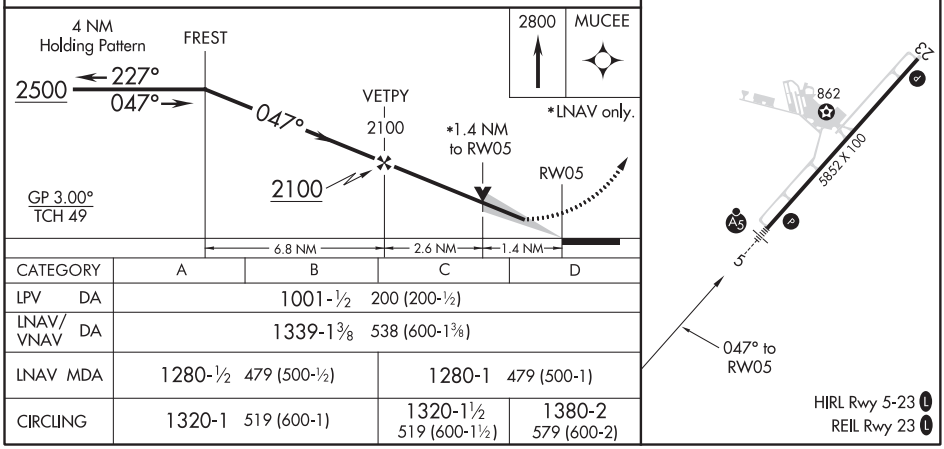
MALSR

MISSED APPROACH: Climb to 2800 direct MUCEE and hold.

| AWOS-3 | GREER APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.925 | 119.4 350.2 | 120.55 | 123.0 (CTAF) L |




| ELEV 801 | TDZE 801 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1001-½ 200 (200-½) | | | |
| LNAV/VNAV DA | 1339-1⅜ 538 (600-1⅜) | | | |
| LNAV MDA | 1280-½ 479 (500-½) | | 1280-1 479 (500-1) | |
| CIRCLING | 1320-1 519 (600-1) | | 1320-1½ 519 (600-1½) | 1380-2 579 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 65926 W23A | APP CRS 227° | Rwy ldg 5852<br>TDZE 801<br>Apt Elev 802 |
|---|---|---|

# RNAV (GPS) RWY 23

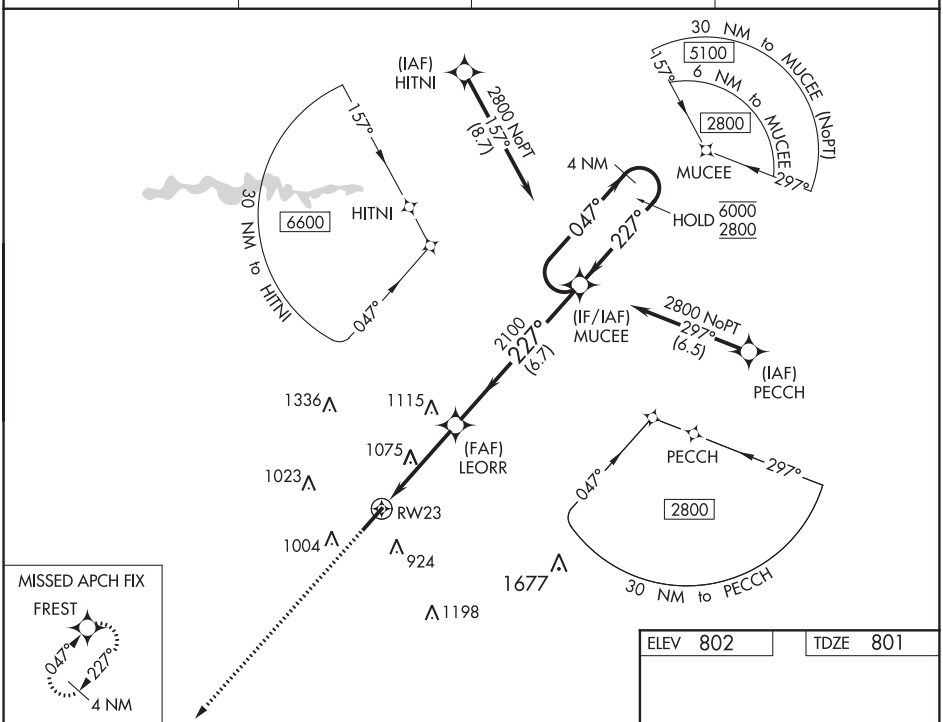
## SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)

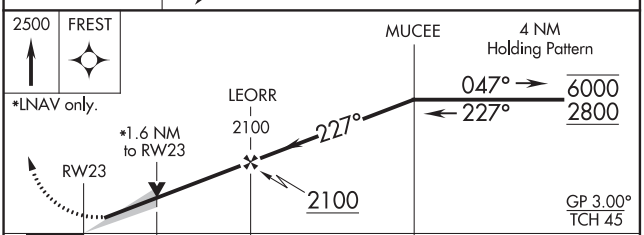
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

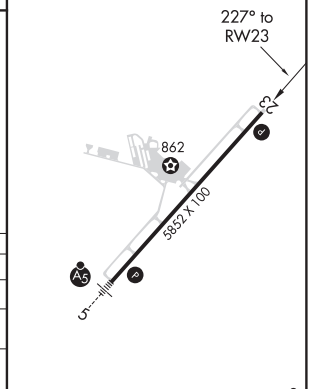
MISSED APPROACH: Climb to 2500 direct FREST and hold.

| AWOS-3 | GREER APP CON ★ | CLNC DEL | UNICOM |
|---|---|---|---|
| 133.925 | 119.4 350.2 | 120.55 | 123.0 (CTAF) L |




ELEV 802 TDZE 801




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1001-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1090-⅞ 289 (300-⅞) | | | |
| LNAV MDA | 1340-1 539 (600-1) | | 1340-1½ 539 (600-1½) | |
| C CIRCLING | 1340-1 538 (600-1) | | 1380-1½ 578 (600-1½) | 1420-2 618 (700-2) |

HIRL Rwy 5-23 L
REIL Rwy 23 L

(BIMMR2.BIMMR) 19115

AL-401 (FAA)

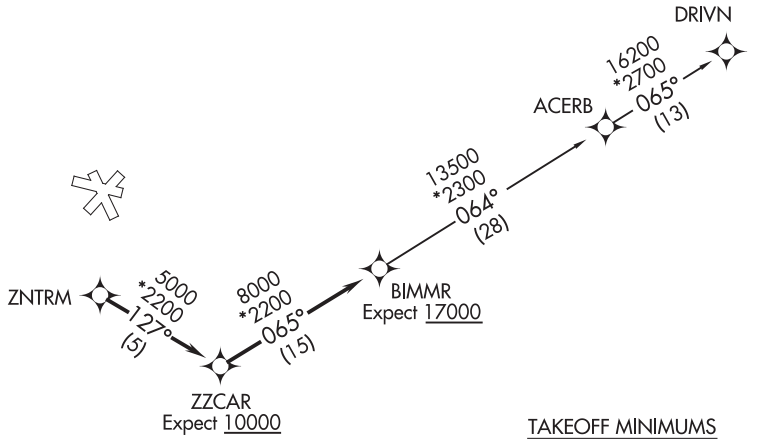
SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)

# BIMMR TWO DEPARTURE (RNAV)

SPARTANBURG, SOUTH CAROLINA

**TOP ALTITUDE: 3000**

AWOS-3
133.925
CLNC DEL
120.55
UNICOM
123.0
GREER DEP CON ★
119.4 350.2




TAKEOFF MINIMUMS

Rwy 5, 23: Standard.

NOTE: Do not exceed 250K until advised by ATC.
NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to ZNTRM, then on depicted route to BIMMR, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR2.ACERB)

DRIVN TRANSITION (BIMMR2.DRIVN)



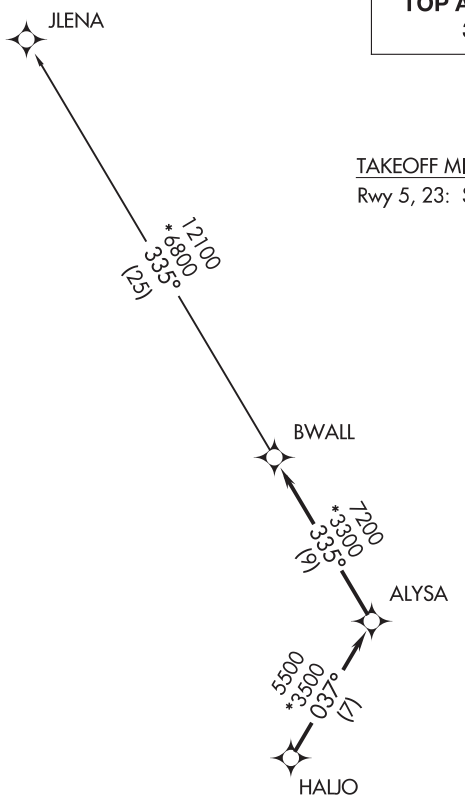

SE-2, 10 SEP 2020 to 05 NOV 2020

# BWALL TWO DEPARTURE (RNAV)

AWOS-3
133.925
CLNC DEL
120.55
UNICOM
123.0
GREER DEP CON ★
119.4 350.2

**TOP ALTITUDE: 3000**

TAKEOFF MINIMUMS
Rwy 5, 23: Standard.




NOTE: For turbojets only.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or CLNC DEL.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF ALL RUNWAYS: Climb on assigned heading for RADAR vectors to HALJO, then on depicted route to BWALL, thence. . . .

. . . .on JLENA transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JLENA TRANSITION (BWALL2.JLENA)




SE-2, 10 SEP 2020 to 05 NOV 2020

STAR, NORTH CAROLINA

AL-9824 (FAA)

19283

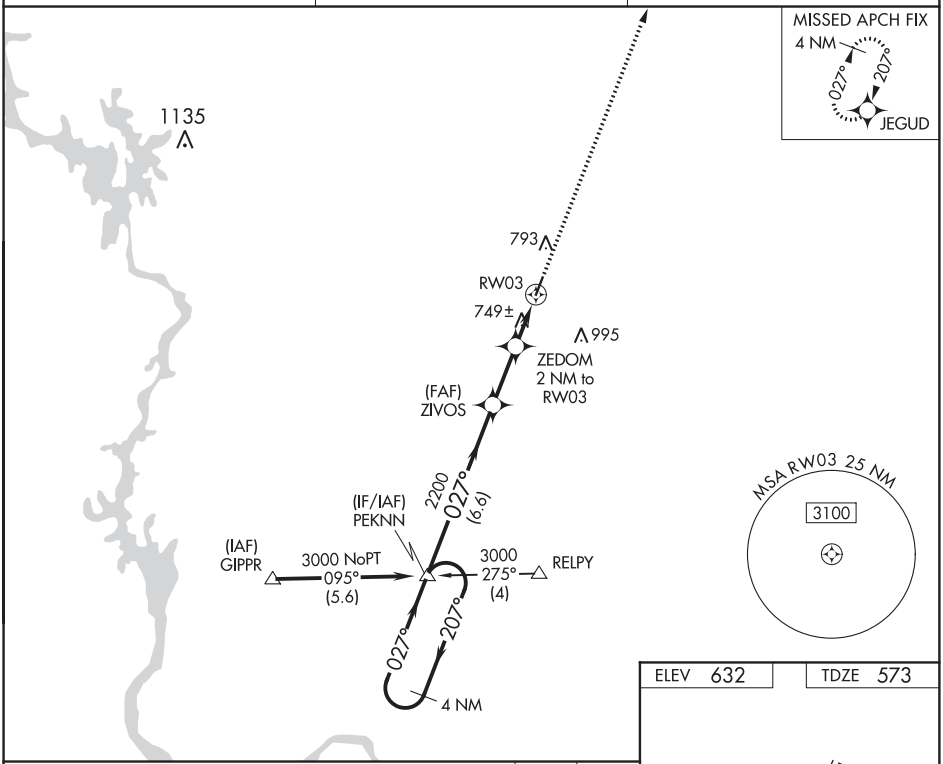
# RNAV (GPS) RWY 3
## MONTGOMERY COUNTY (43A)

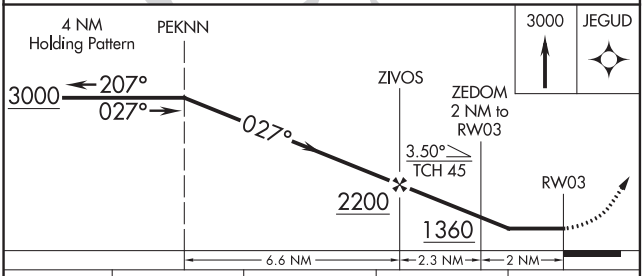
| WAAS CH 61235 W03A | APP CRS 027° | Rwy ldg 4002<br>TDZE 573<br>Apt Elev 632 |
|---|---|---|

Use Asheboro altimeter setting; when not received, use Albemarle altimeter setting. DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 3, 21 helicopter visibility reduction below 1 SM NA.

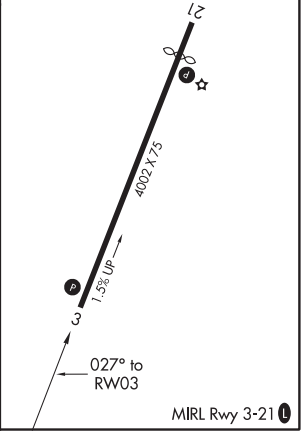
MISSED APPROACH: Climb to 3000 direct JEGUD and hold.

| HBI AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.275 | 127.8 343.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1060-1 487 (500-1) | | NA | |
| LNAV MDA | 1080-1 507 (500-1) | | NA | |
| C CIRCLING | 1240-1 608 (700-1) | 1340-1 708 (800-1) | NA | |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 21
## MONTGOMERY COUNTY (43A)

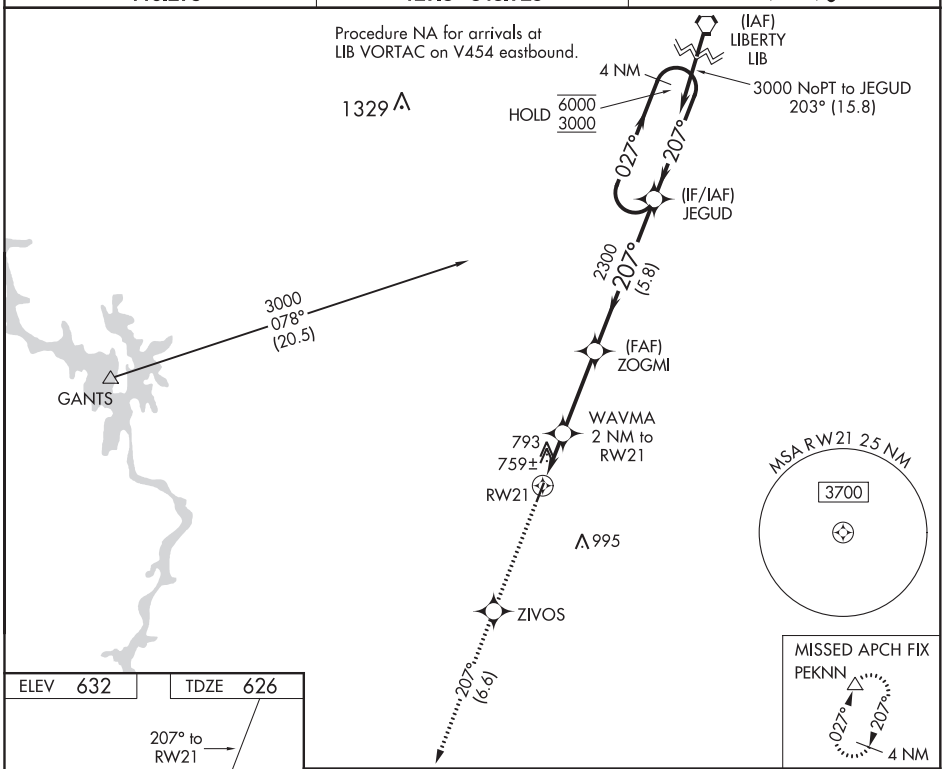
| WAAS CH 72935 W21A | APP CRS 207° | Rwy ldg 3542<br>TDZE 626<br>Apt Elev 632 |
|---|---|---|

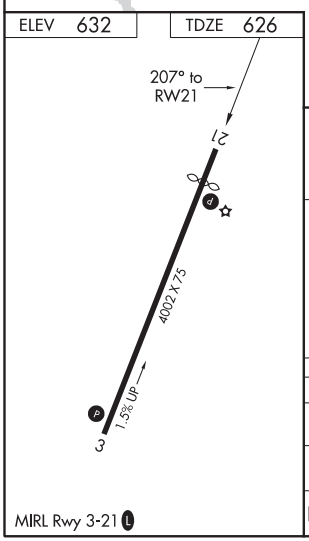
RNP APCH.

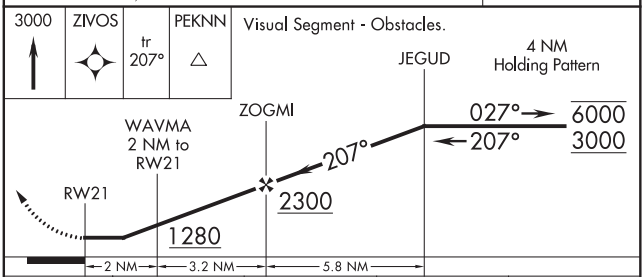
T A NA Rwy 21 helicopter visibility reduction below 1 SM NA. Use Asheboro altimeter setting; when not received, use Albemarle altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 3000 direct ZIVOS and on track 207° to PEKNN and hold.

| HBI AWOS-3 | FAYETTEVILLE APP CON | UNICOM |
|---|---|---|
| 119.275 | 127.8 343.725 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1060-1 434 (500-1) | | NA | |
| LNAV MDA | 1100-1 474 (500-1) | | NA | |
| C CIRCLING | 1240-1 608 (700-1) | 1340-1 708 (800-1) | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

STATESVILLE, NORTH CAROLINA — AL-5683 (FAA) — 20142

# ILS Y or LOC Y RWY 28
## STATESVILLE RGNL (SVH)

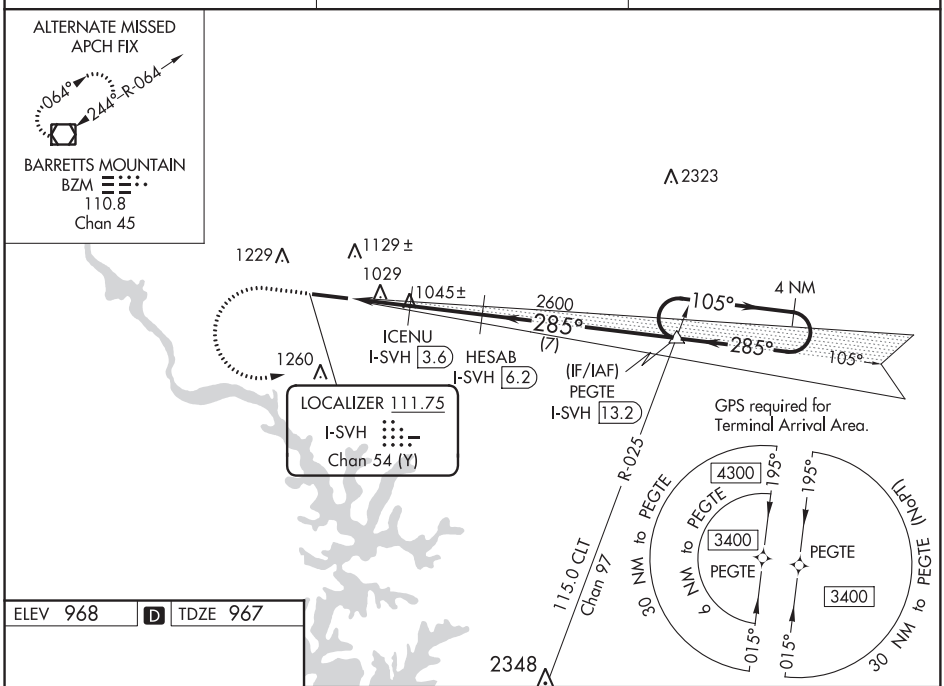
| LOC/DME I-SVH | APP CRS | Rwy ldg | 5456 |
|---|---|---|---|
| 111.75 | 285° | TDZE | 967 |
| Chan 54 (Y) | | Apt Elev | 968 |

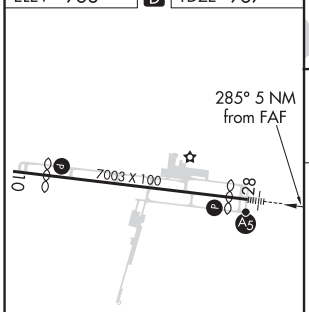
When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. VDP NA when using Lincolnton altimeter setting. For inop MALSR when using Lincolnton altimeter setting, increase S-ILS 28 all Cats visibility to ⅞ mile and S-LOC 28 Cats C/D visibility to 1 mile. DME required.

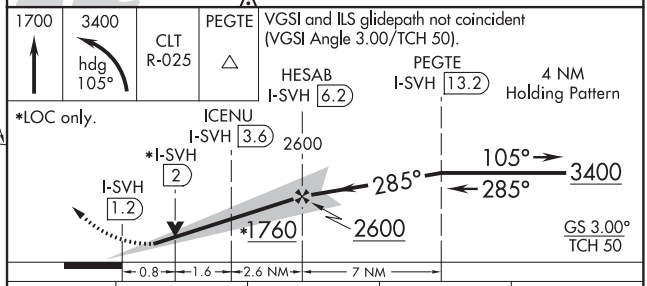
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 on heading 105° and on CLT VOR/DME R-025 to PEGTE INT/I-SVH 13.2 DME and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 119.225 | 125.15 263.0 | 123.075 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 1167-½ 200 (200-½) | | | |
| S-LOC 28 | 1280-½ 313 (400-½) | | | |
| C CIRCLING | 1420-1 452 (500-1) | 1540-1 572 (600-1) | 1540-1½ 572 (600-1½) | 1560-2 592 (600-2) |

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS Z or LOC Z RWY 28
## STATESVILLE RGNL (SVH)

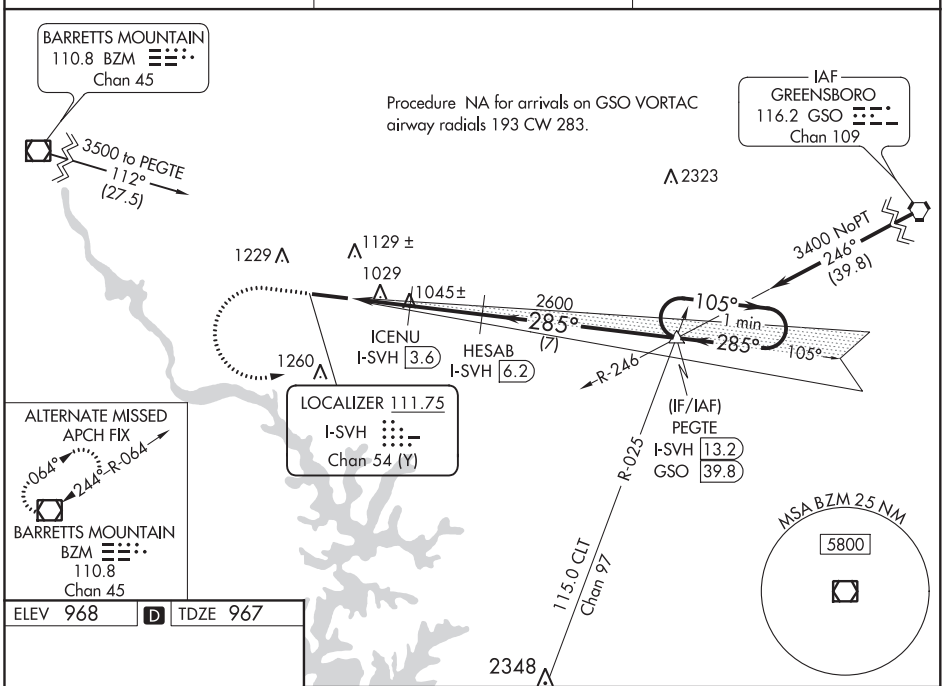
| LOC/DME I-SVH | APP CRS | Rwy ldg 5456 |
|---|---|---|
| 111.75 | 285° | TDZE 967 |
| Chan 54 (Y) | | Apt Elev 968 |

When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. VDP NA when using Lincolnton altimeter setting. For inop MALSR when using Lincolnton altimeter setting, increase S-ILS 28 all Cats visibility to ⅞ mile and S-LOC 28 Cats C/D visibility to 1 mile. DME required.

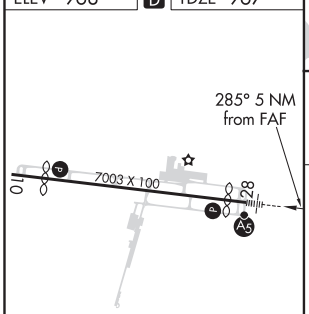
MALSR

MISSED APPROACH: Climb to 1700 then climbing left turn to 3400 on heading 105° and CLT VOR/DME R-025 to PEGTE INT/I-SVH 13.2 DME and hold.

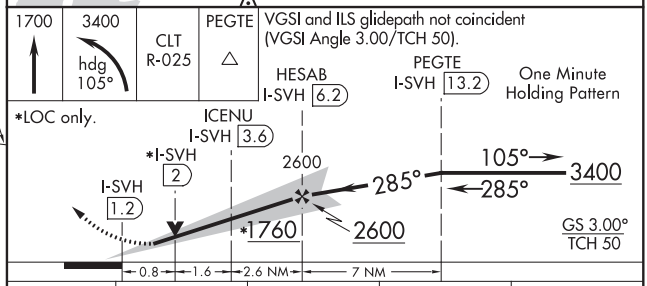
| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 119.225 | 125.15 263.0 | 123.075 (CTAF) L |




ELEV 968 | D | TDZE 967




REIL Rwy 10 L
HIRL Rwy 10-28 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 28 | 1167-½ 200 (200-½) | | | |
| S-LOC 28 | 1280-½ 313 (400-½) | | | |
| C CIRCLING | 1420-1 452 (500-1) | 1540-1 572 (600-1) | 1540-1½ 572 (600-1½) | 1560-2 592 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

STATESVILLE, NORTH CAROLINA — AL-5683 (FAA) — 20198

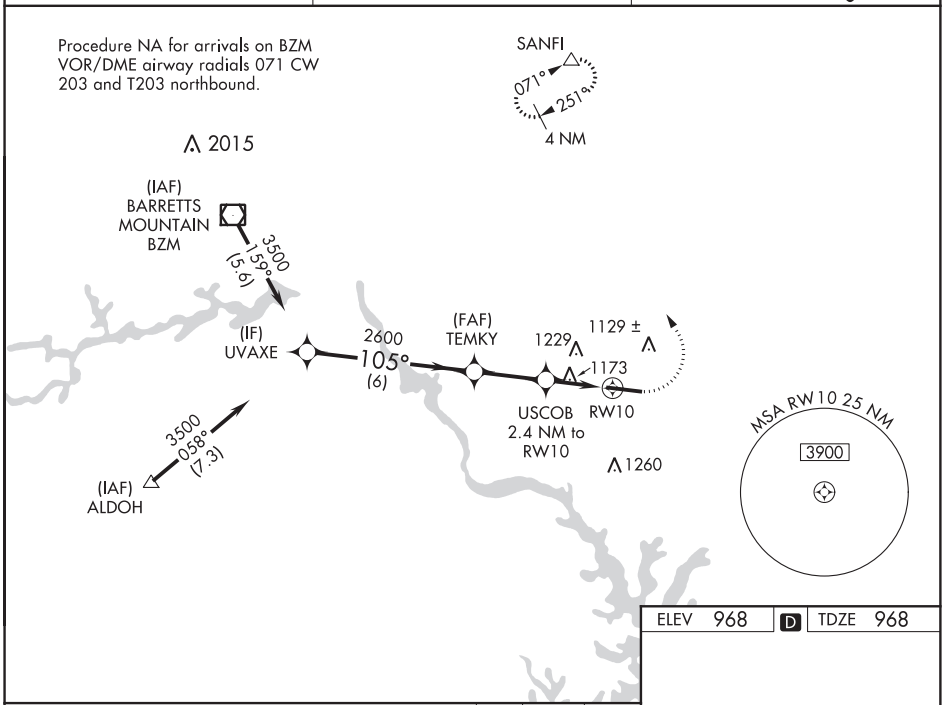
| WAAS CH 99435 W10A | APP CRS 105° | Rwy ldg 5456<br>TDZE 968<br>Apt Elev 968 |
|---|---|---|

# RNAV (GPS) RWY 10
## STATESVILLE RGNL (SVH)

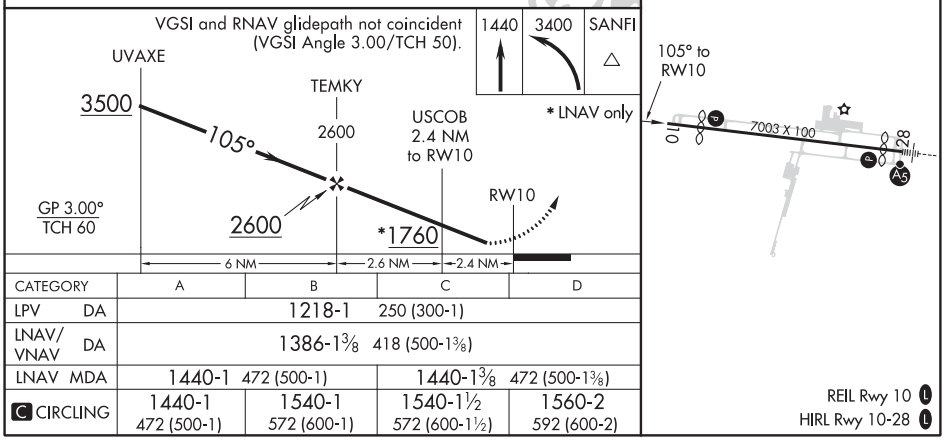
Baro-VNAV NA when using Lincolnton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Lincolnton altimeter setting and increase LPV DA to 1263, LNAV/VNAV DA to 1431, and all MDA 60 feet; increase LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cat C visibility ¼ mile.

MISSED APPROACH: Climb to 1440 then climbing left turn to 3400 direct SANFI and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| 119.225 | 125.15 263.0 | 123.075 (CTAF) L |




| ELEV 968 | D | TDZE 968 |
|---|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1218-1 250 (300-1) | | | |
| LNAV/VNAV DA | 1386-1⅜ 418 (500-1⅜) | | | |
| LNAV MDA | 1440-1 472 (500-1) | | 1440-1⅜ 472 (500-1⅜) | |
| C CIRCLING | 1440-1 472 (500-1) | 1540-1 572 (600-1) | 1540-1½ 572 (600-1½) | 1560-2 592 (600-2) |

REIL Rwy 10 L
HIRL Rwy 10-28 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH **60903** **W28A** | APP CRS **285°** | Rwy ldg **5456** TDZE **967** Apt Elev **968** |
|---|---|---|

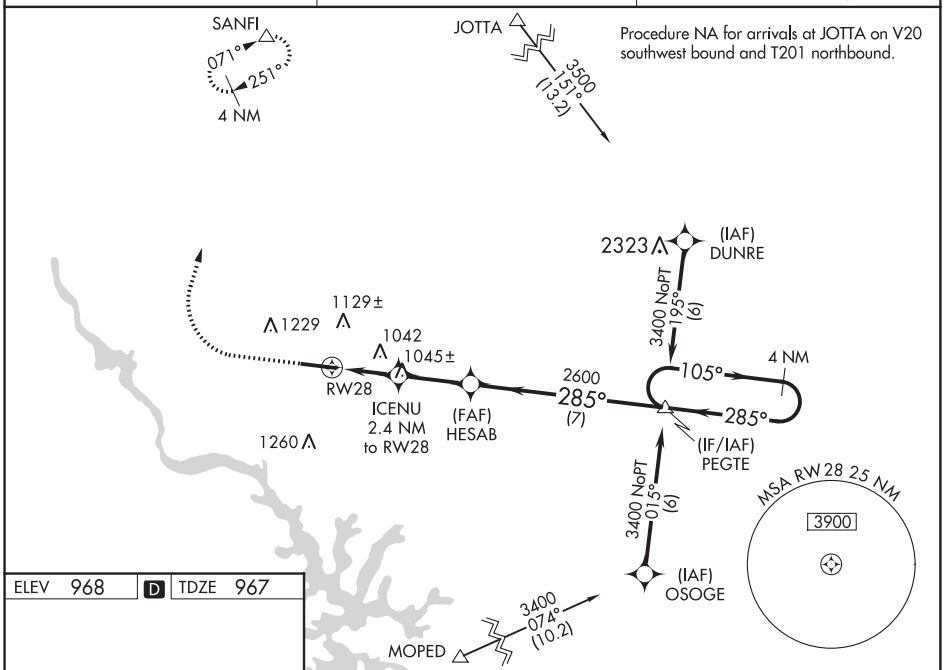
# RNAV (GPS) RWY 28
## STATESVILLE RGNL (SVH)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lincolnton altimeter setting and increase LPV DA to 1218, LNAV/VNAV DA to 1269, and all MDA 60 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛, and Circling Cat C ¼ mile. VDP and Baro-VNAV NA when using Lincolnton altimeter setting. For inop MALSR, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to ⅞ mile. For inop MALSR when using Lincolnton altimeter setting, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1 mile.

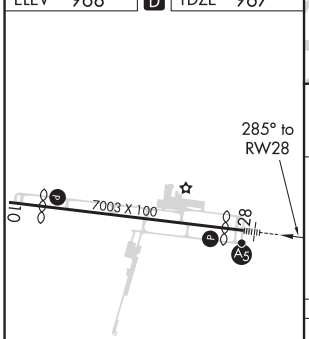
MALSR

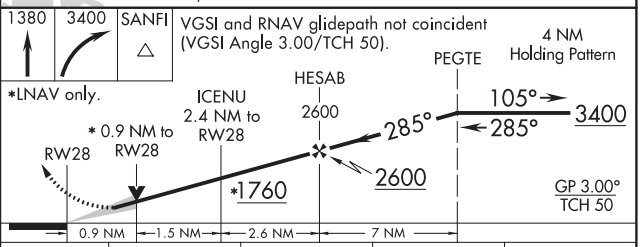
MISSED APPROACH: Climb to 1380 then climbing right turn to 3400 direct SANFI and hold.

| AWOS-3 | ATLANTA CENTER | UNICOM |
|---|---|---|
| **119.225** | **125.15 263.0** | **123.075** (CTAF) L |




ELEV 968 D TDZE 967




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 1167-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 1218-¾ 251 (300-¾) | | | |
| LNAV MDA | 1300-¾ 333 (400-¾) | | | |
| C CIRCLING | 1420-1 452 (500-1) | 1540-1 572 (600-1) | 1540-1½ 572 (600-1½) | 1560-2 592 (600-2) |

REIL Rwy 10 L
HIRL Rwy 10-28 L



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

SUMMERVILLE, SOUTH CAROLINA

AL-9078 (FAA)

18312

# RNAV (GPS) RWY 6
## SUMMERVILLE (DYB)

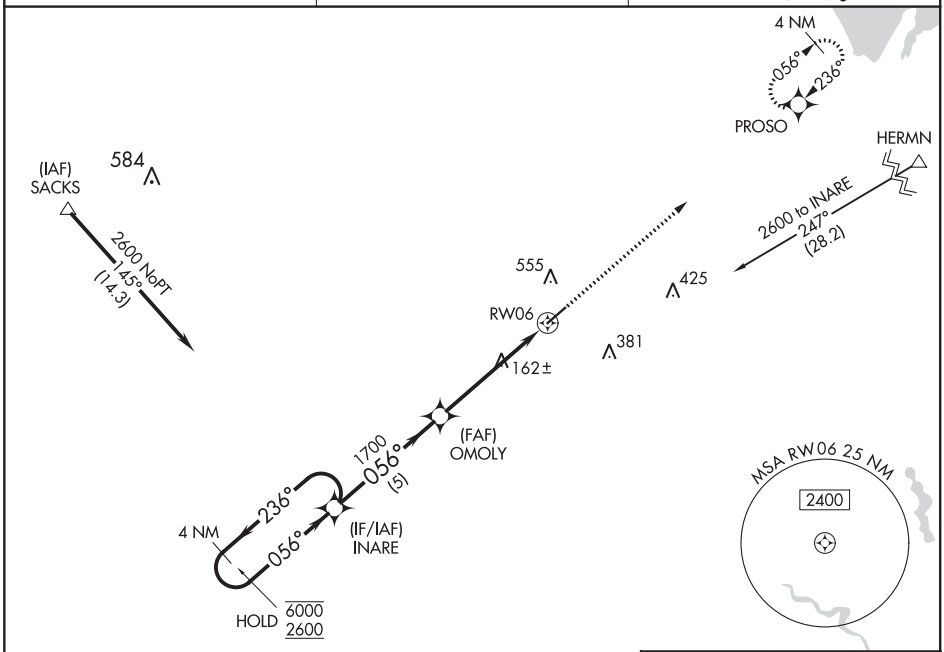
| WAAS CH 49018 W06A | APP CRS 056° | Rwy ldg 5000<br>TDZE 53<br>Apt Elev 56 |
|---|---|---|

RNP APCH.

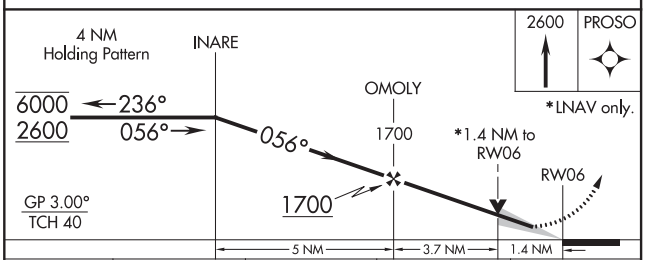
Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

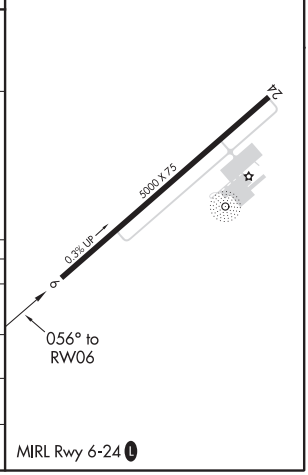
MISSED APPROACH: Climb to 2600 direct PROSO and hold.

| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.575 | 120.7 306.925 | 123.0 (CTAF) L |




ELEV 56 | TDZE 53




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 253-¾ 200 (200-¾) | | | NA |
| LNAV/VNAV DA | 477-1¼ 424 (500-1¼) | | | NA |
| LNAV MDA | 540-1 487 (500-1) | | 540-1⅜ 487 (500-1⅜) | NA |
| C CIRCLING | 860-1 804 (900-1) | | 860-2¼ 804 (900-2¼) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 24
## SUMMERVILLE (DYB)

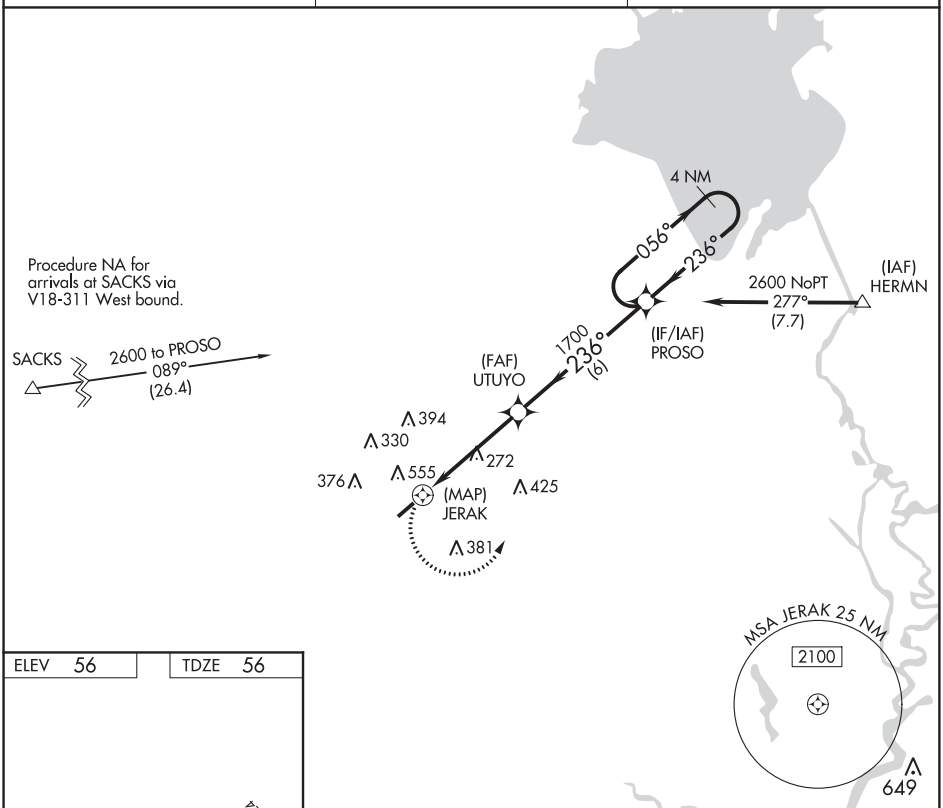
| APP CRS | Rwy ldg | 5000 |
|---|---|---|
| 236° | TDZE | 56 |
| | Apt Elev | 56 |

RNP APCH.

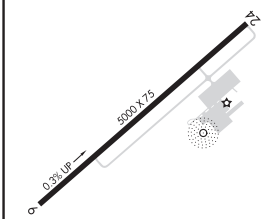
Straight-in/Circling Rwy 24 NA at night.
Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 2600 direct PROSO and hold.

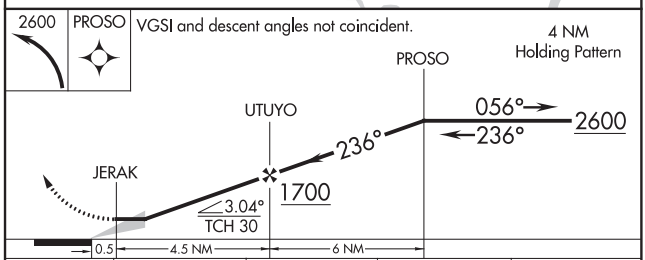
| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.575 | 120.7 306.925 | 123.0 (CTAF) L |




| ELEV 56 | TDZE 56 |
|---|---|




MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 540-1 484 (500-1) | | 540-1⅜ 484 (500-1⅜) | NA |
| C CIRCLING | 860-1 804 (900-1) | 860-1¼ 804 (900-1¼) | 860-2¼ 804 (900-2¼) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SUMMERVILLE, SOUTH CAROLINA

AL-9078 (FAA)

20254

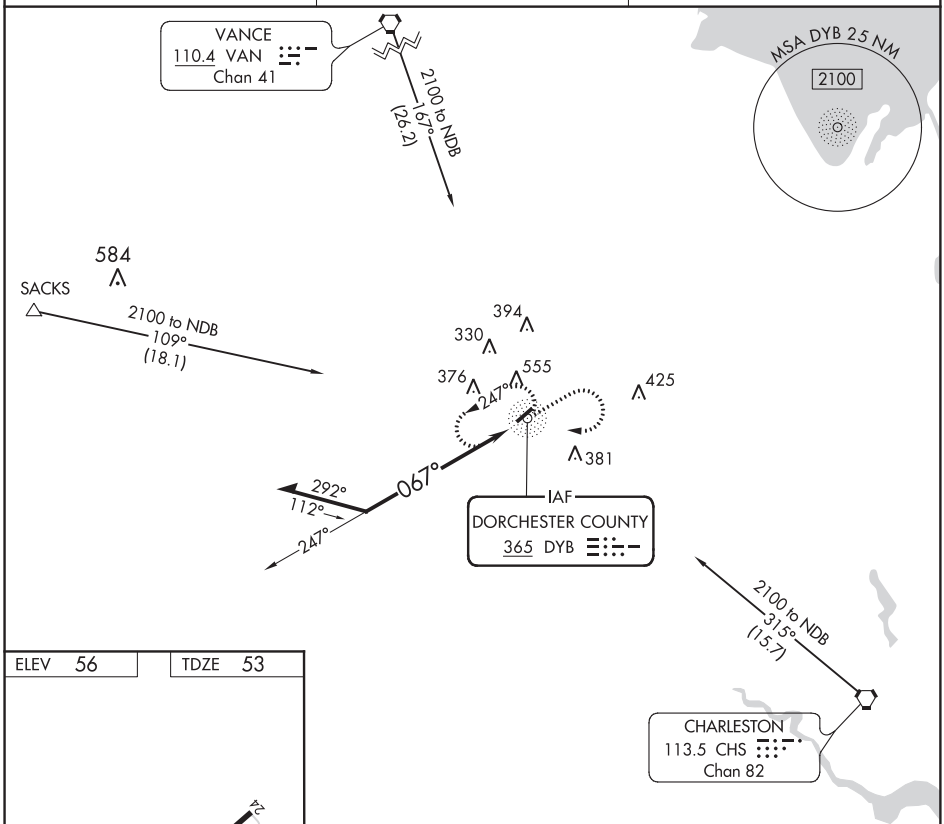
# NDB RWY 6
## SUMMERVILLE (DYB)

| NDB DYB | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 365 | 067° | TDZE | 53 |
| | | Apt Elev | 56 |

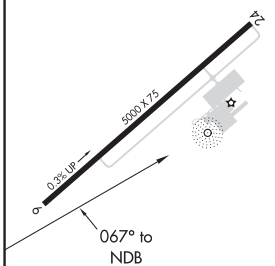
T A NA — Circling Rwy 24 NA at night. Rwy 6 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct DYB NDB and hold.

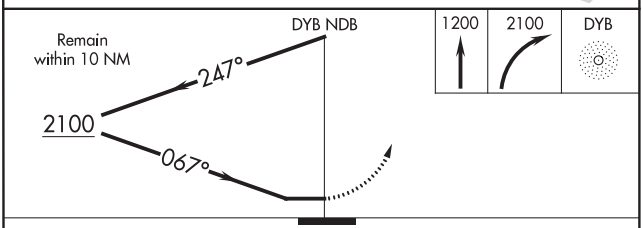
| AWOS-3 | CHARLESTON APP CON | UNICOM |
|---|---|---|
| 119.575 | 120.7 306.925 | 123.0 (CTAF) L |




ELEV 56 | TDZE 53




MIRL Rwy 6-24 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 880-1<br>827 (900-1) | 880-1¼<br>827 (900-1¼) | 880-2½<br>827 (900-2½) | NA |
| C CIRCLING | 880-1¼ 824 (900-1¼) | | 880-2½<br>824 (900-2½) | NA |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS or LOC RWY 23
SUMTER (SMS)

| LOC/DME I-SMS | APP CRS | Rwy ldg | 5501 |
|---|---|---|---|
| 109.35 | 230° | TDZE | 182 |
| Chan 30 (Y) | | Apt Elev | 182 |

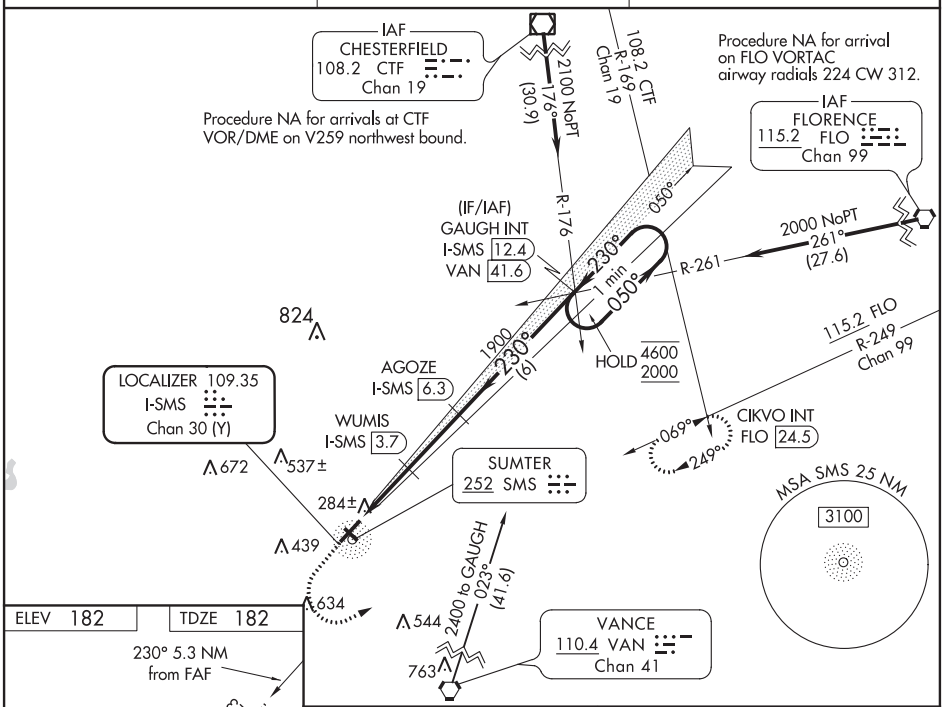
DME required.

Circling NA to Rwys 14 and 32.
Inop table does not apply to S-ILS 23 all Cats.

ODALS

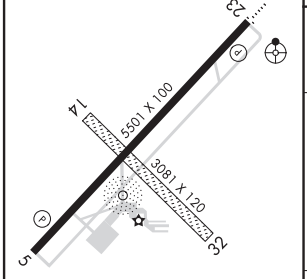
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 040° and FLO VORTAC R-249 to CIKVO INT/FLO 24.5 DME and hold.

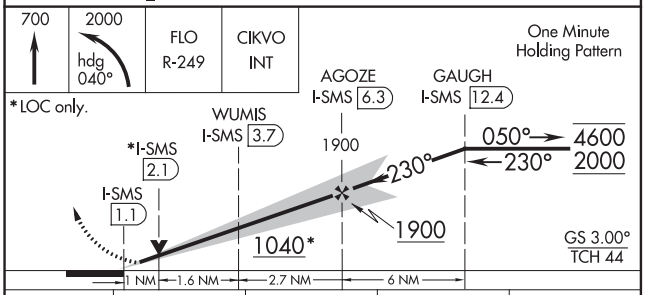
| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.075 | 125.4 | 122.7 (CTAF) L |




| ELEV 182 | TDZE 182 |
|---|---|

230° 5.3 NM from FAF




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 382-¾ 200 (200-¾) | | | |
| S-LOC 23 | 540-¾ 358 (400-¾) | | 540-⅞ 358 (400-⅞) | |
| C CIRCLING | 600-1 418 (500-1) | 680-1 498 (500-1) | 1000-2½ 818 (900-2½) | 1000-2¾ 818 (900-2¾) |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

SUMTER, SOUTH CAROLINA

AL-5194 (FAA)

19171

# RNAV (GPS) RWY 5

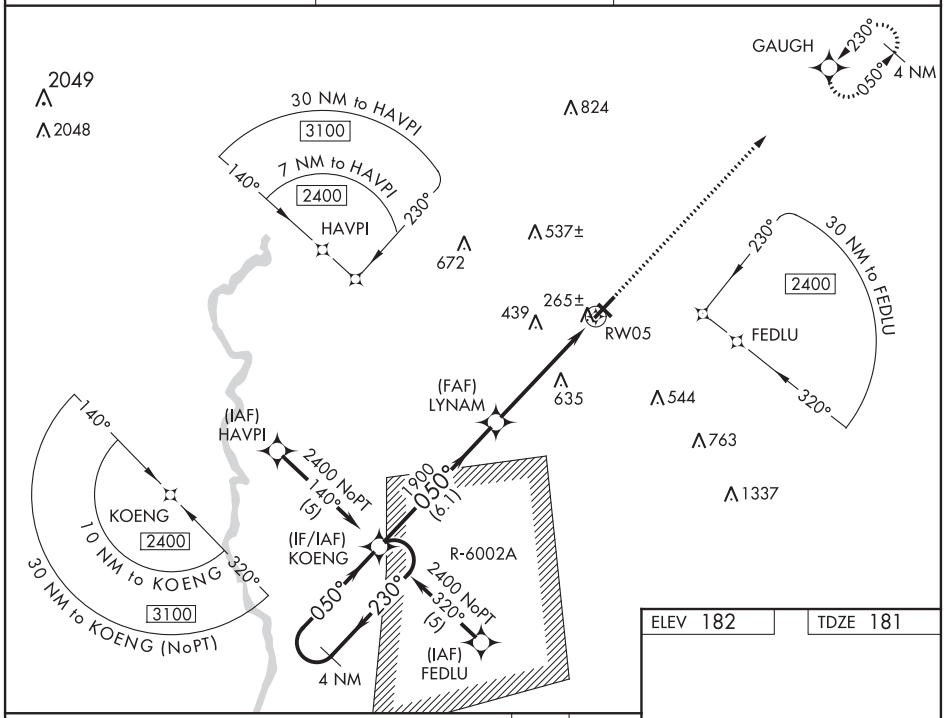
SUMTER (SMS)

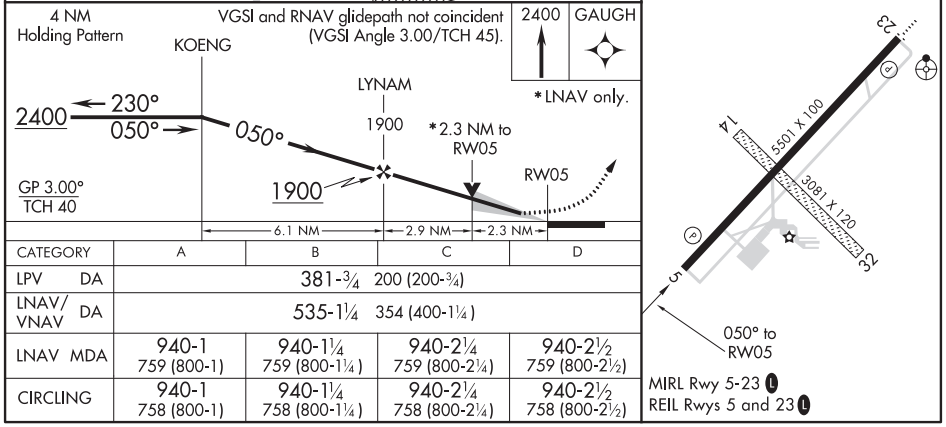
| WAAS CH 61215 W05A | APP CRS 050° | Rwy ldg 5501<br>TDZE 181<br>Apt Elev 182 |
|---|---|---|

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. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all DA 65 feet and all MDA 80 feet and LPV all Cats, LNAV/VNAV all Cats, LNAV Cats C/D, and Circling Cats C/D visibilities ¼ mile. VDP and Baro/VNAV NA when using Camden altimeter setting.

MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

| AWOS-3 | SHAW APP CON* | UNICOM |
|---|---|---|
| 118.075 | 125.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 381-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 535-1¼ 354 (400-1¼) | | | |
| LNAV MDA | 940-1<br>759 (800-1) | 940-1¼<br>759 (800-1¼) | 940-2¼<br>759 (800-2¼) | 940-2½<br>759 (800-2½) |
| CIRCLING | 940-1<br>758 (800-1) | 940-1¼<br>758 (800-1¼) | 940-2¼<br>758 (800-2¼) | 940-2½<br>758 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 23
SUMTER (SMS)

| WAAS CH 58141 W23A | APP CRS 230° | Rwy ldg 5501 TDZE 182 Apt Elev 182 |
|---|---|---|

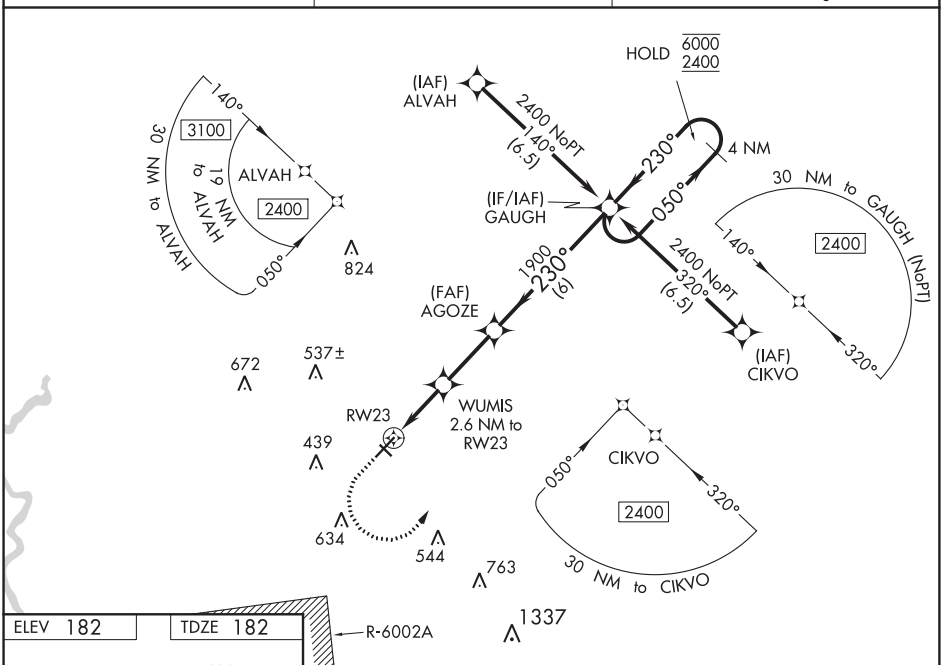
RNP APCH.

Circling NA to Rwys 14 and 32. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV all Cats. For inop ALS increase LNAV/VNAV Cat A/B visibility to ⅞ SM.

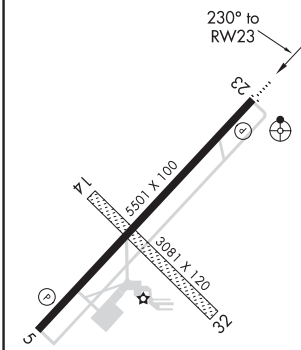
ODALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2400 direct GAUGH and hold.

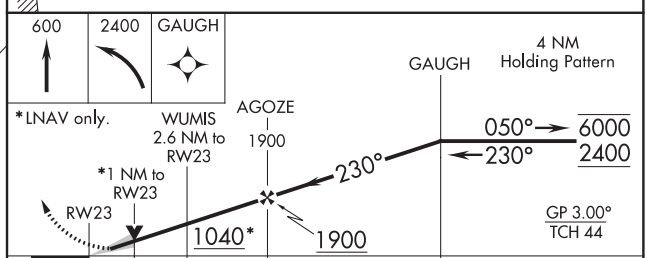
| AWOS-3 | SHAW APP CON* | UNICOM |
|---|---|---|
| 118.075 | 125.4 | 122.7 (CTAF) L |




ELEV 182 TDZE 182




MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 382-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 460-¾ 278 (300-¾) | | | |
| LNAV MDA | 540-¾ 358 (400-¾) | | 540-⅞ 358 (400-⅞) | |
| C CIRCLING | 600-1 418 (500-1) | 680-1 498 (500-1) | 1000-2½ 818 (900-2½) | 1000-2¾ 818 (900-2¾) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SUMTER, SOUTH CAROLINA

AL-5194 (FAA)

20254

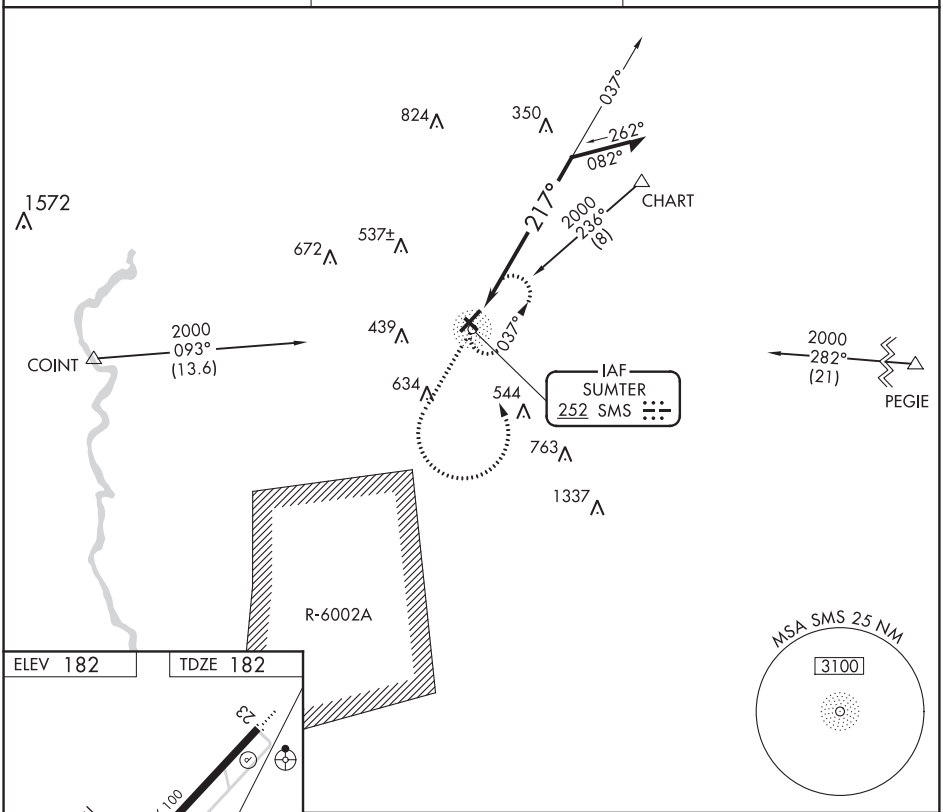
# NDB RWY 23

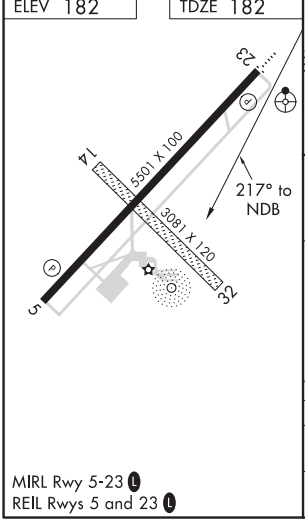
SUMTER (SMS)

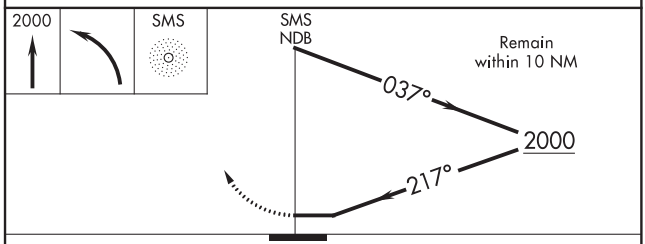
| NDB SMS | APP CRS | Rwy ldg | 5501 |
|---|---|---|---|
| 252 | 217° | TDZE | 182 |
| | | Apt Elev | 182 |

| | | | |
|---|---|---|---|
| NA | Inoperative table does not apply to S-23 Cat C. Procedure NA when R-6002A is active. Circling NA to Rwy 14-32. When local altimeter setting not received, use Camden altimeter setting and increase all MDA 80 feet. | ODALS | MISSED APPROACH: Climb to 2000 then climbing left turn direct SMS NDB and hold. |

| AWOS-3 | SHAW APP CON ★ | UNICOM |
|---|---|---|
| 118.075 | 125.4 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-23 | 700-¾ 518 (600-¾) | | 700-1½ 518 (600-1½) | 700-1¾ 518 (600-1¾) |
| CIRCLING | 700-1 518 (600-1) | | 700-1½ 518 (600-1½) | 760-2 578 (600-2) |

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

SUMTER, SOUTH CAROLINA
Amdt 3 22OCT09

34°00′N-80°22′W

SUMTER (SMS)
NDB RWY 23

# RNAV (GPS) RWY 33

JACKSON COUNTY (24A)

| APP CRS | Rwy ldg | 3060 |
|---|---|---|
| 311° | TDZE | 2807 |
| | Apt Elev | 2857 |

RNP APCH.

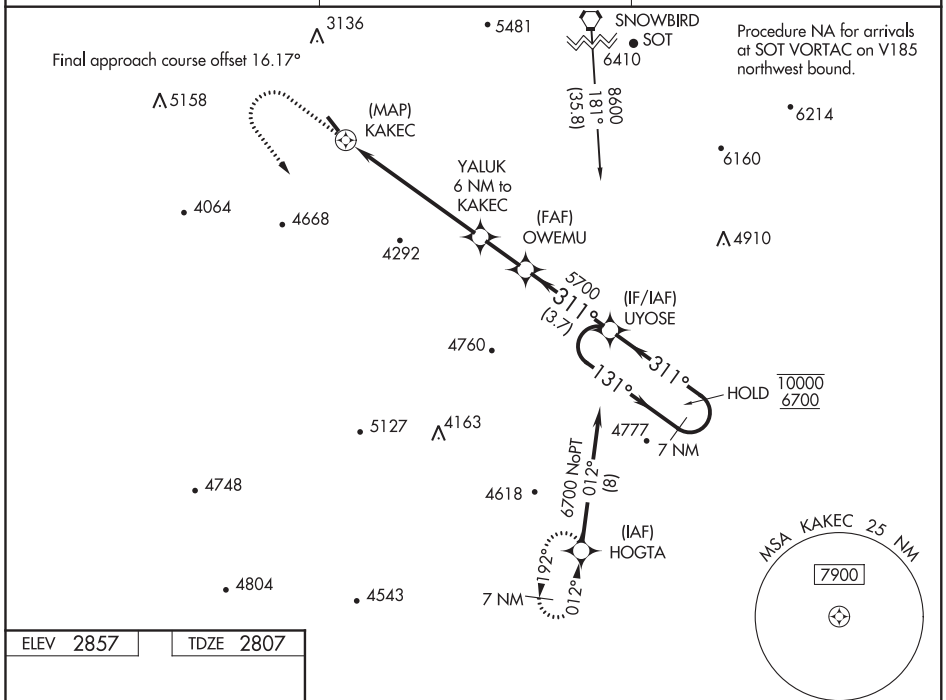
Procedure NA at night.

Rwy 33 helicopter visibility reduction below 1 SM NA.

-14°C

MISSED APPROACH: Climb to 5000 then climbing left turn to 8000 direct HOGTA and hold.

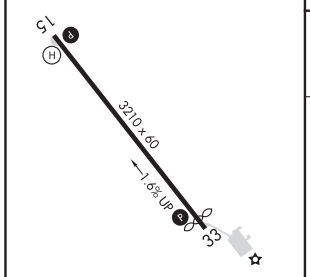
| AWOS-3PT | ATLANTA CENTER | UNICOM |
|---|---|---|
| 118.9 | 134.8 379.95 | 123.0 (CTAF) L |

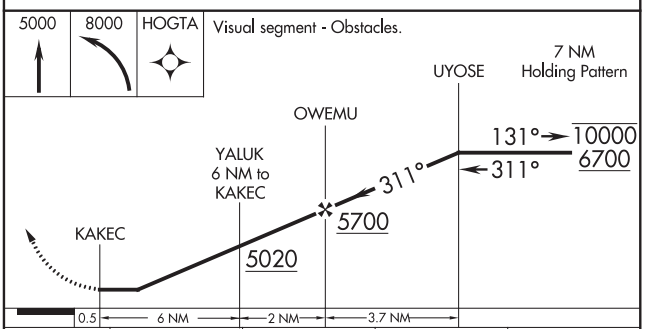



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 2857 | TDZE 2807 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 4360-1¼ 1553 (1600-1¼) | 4360-1½ 1553 (1600-1½) | NA | |
| C CIRCLING | 4360-1¼ 1503 (1600-1¼) | 4520-1½ 1663 (1700-1½) | NA | |

REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L

TARBORO, NORTH CAROLINA AL-9106 (FAA) 20254

# VOR/DME or GPS RWY 27

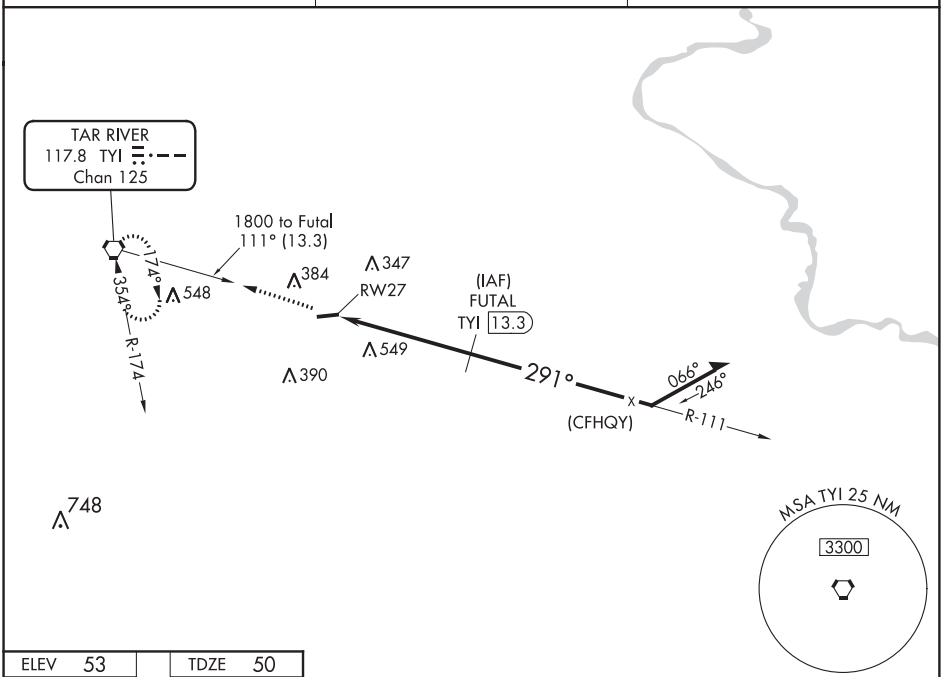
TARBORO-EDGECOMBE (ETC)

| VORTAC TYI 117.8 Chan 125 | APP CRS 291° | Rwy ldg 3999 TDZE 50 Apt Elev 53 |
|---|---|---|

Use Rocky Mount altimeter setting; when not received use Raleigh-Durham altimeter setting minimums.

MISSED APPROACH: Climb to 2000 direct TYI VORTAC and hold.

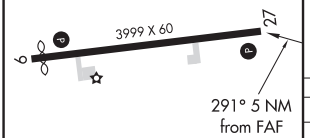
| AWOS-3P | WASHINGTON CENTER | CTAF |
|---|---|---|
| 119.575 | 123.85 279.65 | 122.9 L |

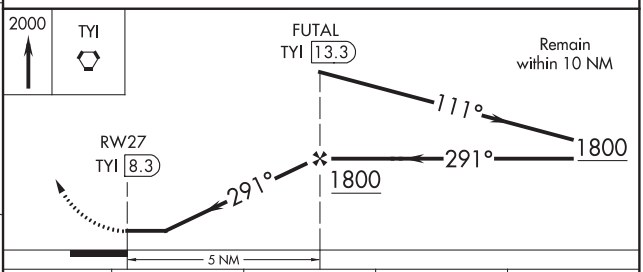



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 53 TDZE 50




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-27 | 860-1<br>810 (900-1) | 860-1¼<br>810 (900-1¼) | 860-2¼<br>810 (900-2¼) | 860-2½<br>810 (900-2½) |
| CIRCLING | 860-1<br>807 (900-1) | 860-1¼<br>807 (900-1¼) | 860-2¼<br>807 (900-2¼) | 920-2¾<br>867 (900-2¾) |
| RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS | | | | |
| S-27 | 1080-1¼<br>1030 (1100-1¼) | 1080-1½<br>1030 (1100-1½) | 1080-3 1030 (1100-3) | |
| CIRCLING | 1080-1¼<br>1027 (1100-1¼) | 1080-1½<br>1027 (1100-1½) | 1080-3<br>1027 (1100-3) | 1140-3<br>1087 (1100-3) |

REIL Rwy 27 L
MIRL Rwy 9-27 L

| WAAS CH 97335 W05A | APP CRS 053° | Rwy ldg 3508 TDZE 604 Apt Elev 610 |
|---|---|---|

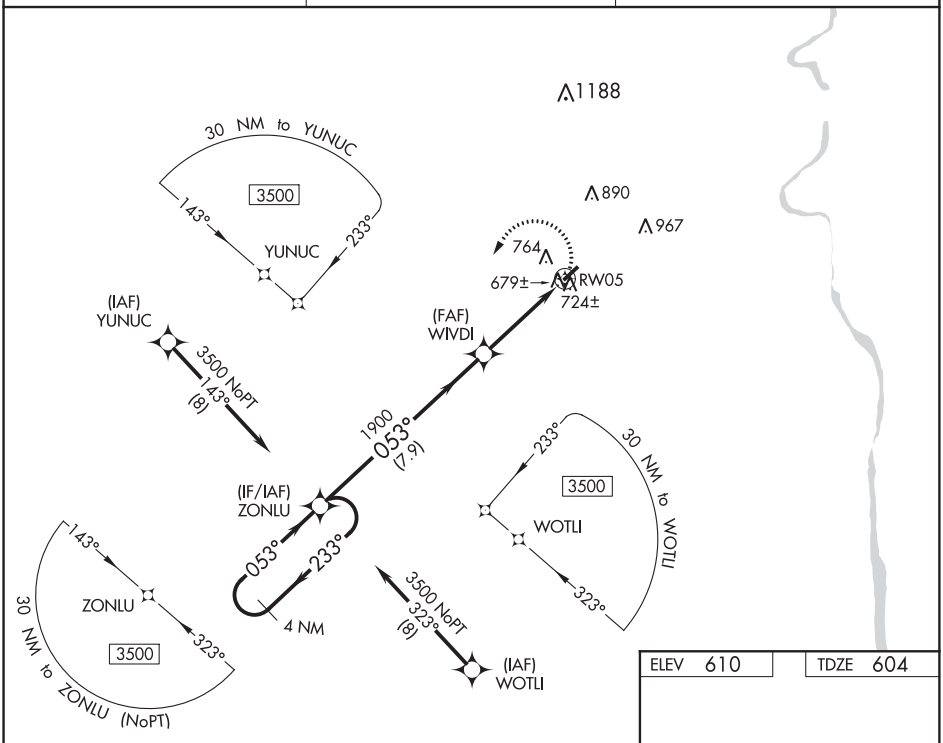
# RNAV (GPS) RWY 5
## UNION COUNTY, TROY SHELTON FIELD (35A)

RNP APCH.

When local altimeter setting not received, use Laurens altimeter setting.
Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.

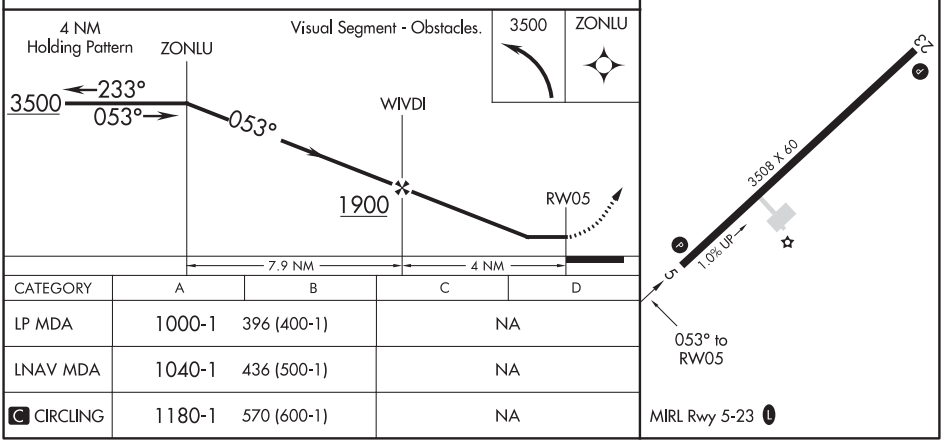
MISSED APPROACH: Climbing left turn to 3500 direct ZONLU and hold.

| AWOS-3PT | GREER APP CON ★ | UNICOM |
|---|---|---|
| 119.45 | 119.4 350.2 | 122.7 (CTAF) L |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1000-1 | 396 (400-1) | NA | |
| LNAV MDA | 1040-1 | 436 (500-1) | NA | |
| C CIRCLING | 1180-1 | 570 (600-1) | NA | |

UNION, SOUTH CAROLINA

AL-9530 (FAA)

20198

# RNAV (GPS) RWY 23
## UNION COUNTY, TROY SHELTON FIELD (35A)

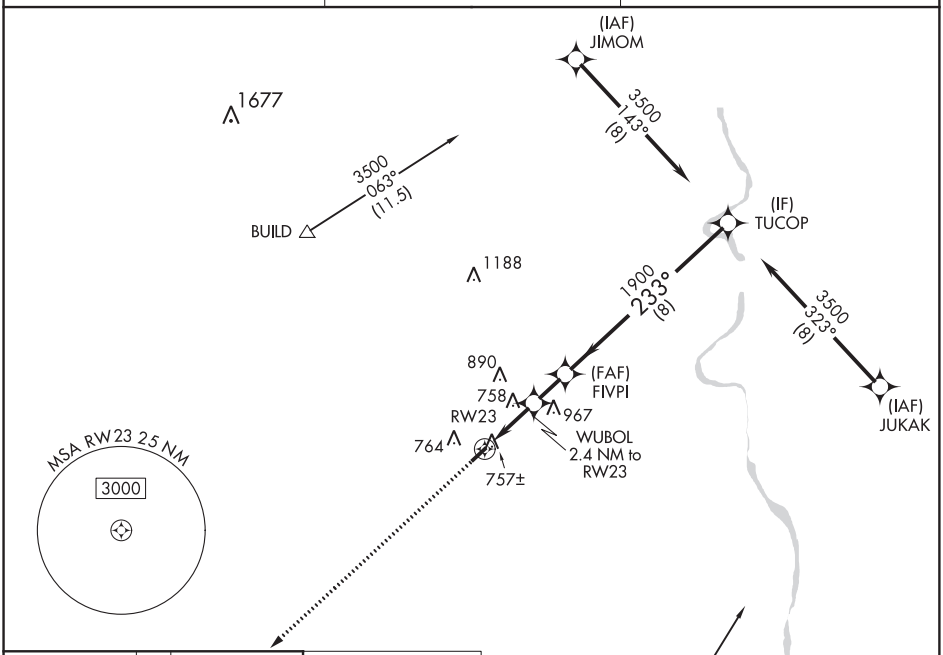
| WAAS CH 77535 W23A | APP CRS 233° | Rwy ldg 3508 TDZE 610 Apt Elev 610 |
|---|---|---|

RNP APCH.

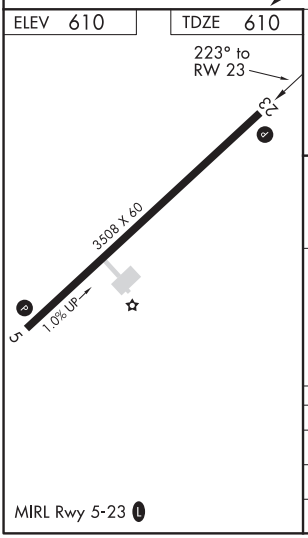
When local altimeter setting not received, use Laurens altimeter setting.
Procedure NA at night. Rwy 23 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3500 direct ZONLU and hold.

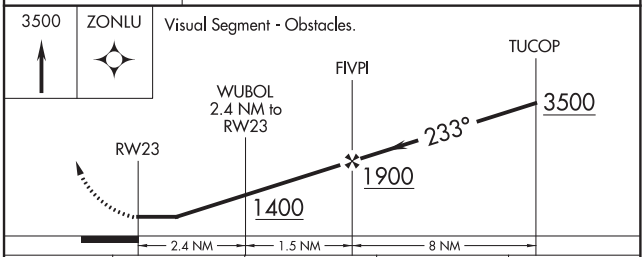
| AWOS-3PT | GREER APP CON ★ | UNICOM |
|---|---|---|
| 119.45 | 119.4 350.2 | 122.7 (CTAF) L |




ELEV 610 | TDZE 610




MISSED APCH FIX
ZONLU
053°
233°
4 NM




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 1080-1 | 470 (500-1) | NA | |
| LNAV MDA | 1140-1 | 530 (600-1) | NA | |
| C CIRCLING | 1180-1 | 570 (600-1) | NA | |

MIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-AFP | APP CRS | Rwy ldg | 5498 |
|---|---|---|---|
| 108.55 | 342° | TDZE | 299 |
| Chan 22(Y) | | Apt Elev | 300 |

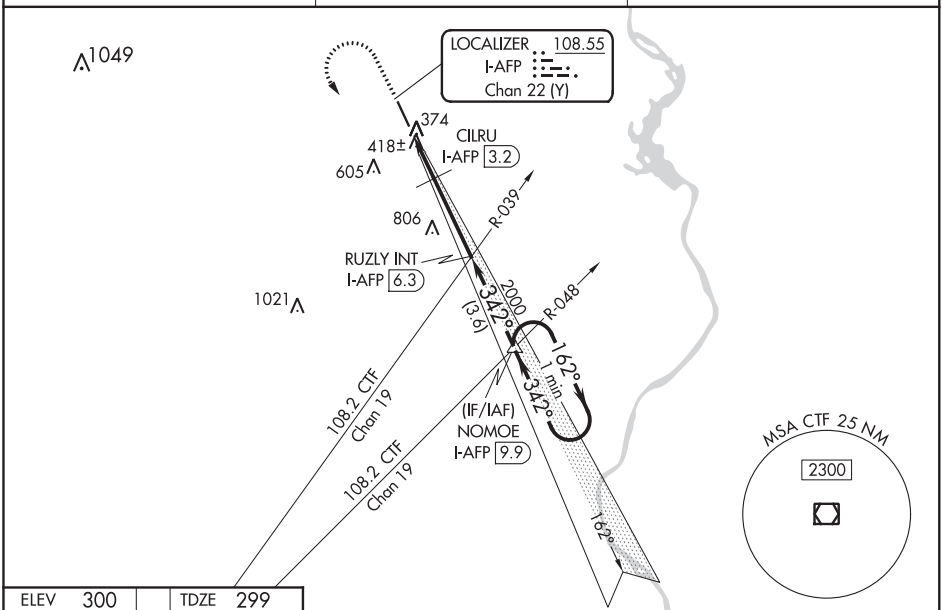
# ILS or LOC RWY 34
## ANSON COUNTY-JEFF CLOUD FIELD (AFP)

RNP APCH.

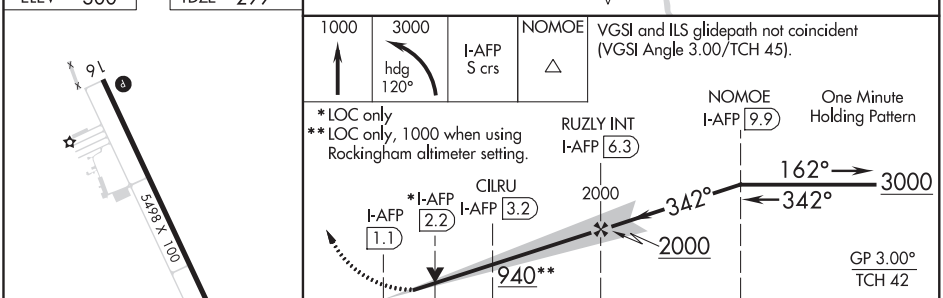
Rwy 34 helicopter visibility reduction below ¾ SM NA. VDP NA when using Rockingham altimeter setting. When local altimeter setting not received, use Rockingham altimeter setting: increase S-ILS 34 DA to 607 and S-ILS 34 all Cats visibility ⅛ SM; increase all MDA 60 feet and S-LOC 34 Cats C/D visibility ⅛ SM and CILRU fix minimums S-LOC 34 Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 on heading 120° and on I-AFP S course (162°) to NOMOE INT/I-AFP 9.9 DME and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 119.325 | 120.05 307.8 | 122.8 (CTAF) L |




| ELEV 300 | TDZE 299 |
|---|---|




MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

| FAF to MAP 5.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:12 | 3:28 | 2:36 | 2:05 | 1:44 |

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 34 | 558-⅞ 259 (300-⅞) | | | |
| S-LOC 34 | 940-1 641 (700-1) | | 940-1⅞ 641 (700-1⅞) | |
| CILRU FIX MINIMUMS | | | | |
| S-LOC 34 | 680-1 381 (400-1) | | 680-1⅛ 381 (400-1⅛) | |




SE-2, 10 SEP 2020 to 05 NOV 2020

WADESBORO, NORTH CAROLINA AL-6613 (FAA) 19227

| WAAS CH 40221 W16A | APP CRS 162° | Rwy ldg 5498<br>TDZE 300<br>Apt Elev 300 |
|---|---|---|

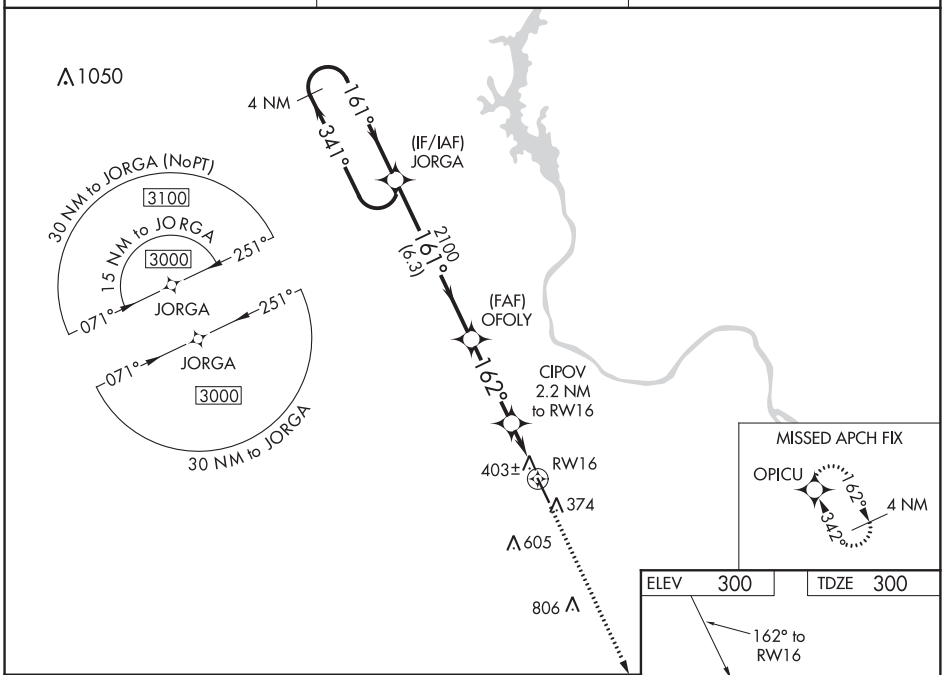
# RNAV (GPS) RWY 16
## ANSON COUNTY-JEFF CLOUD FIELD (AFP)

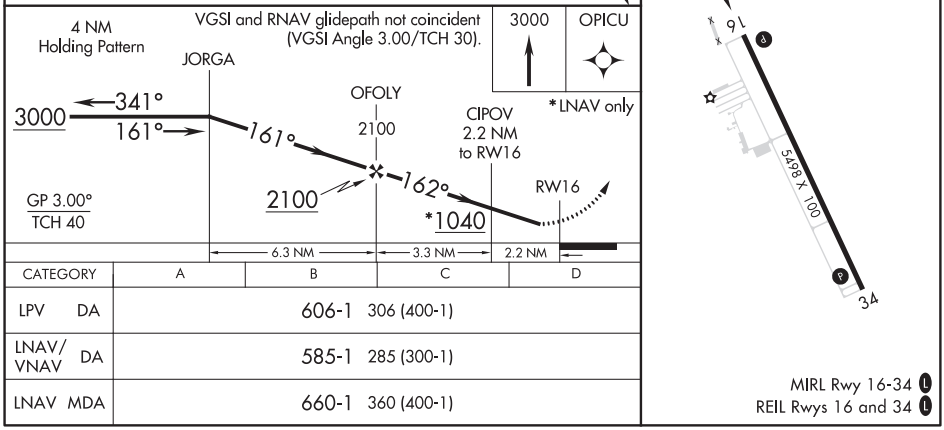
RNP APCH.

Procedure NA at night. Baro-VNAV NA when using Rockingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. Rwy 16 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Rockingham altimeter setting: increase LPV DA to 655 and LPV all Cats visibility ¼ SM; increase LNAV/VNAV DA to 634 and LNAV/VNAV all Cats visibility ⅛ SM; increase all MDA 60 feet and LNAV Cats C/D visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct OPICU and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 119.325 | 120.05 307.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 606-1 306 (400-1) | | | |
| LNAV/VNAV DA | 585-1 285 (300-1) | | | |
| LNAV MDA | 660-1 360 (400-1) | | | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

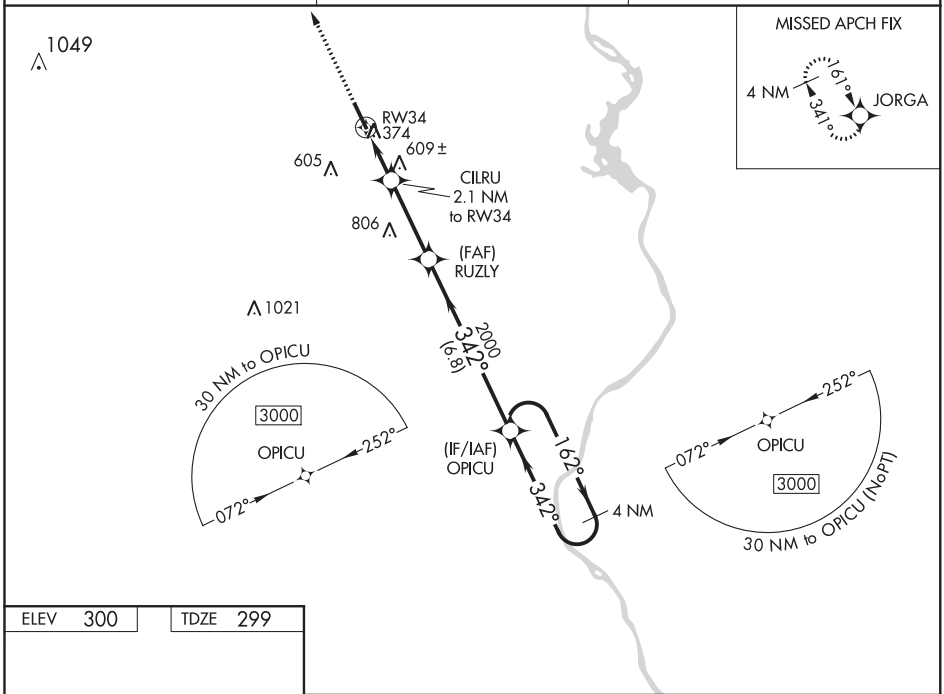
| WAAS CH 69408 W34A | APP CRS 342° | Rwy ldg 5498<br>TDZE 299<br>Apt Elev 300 |
|---|---|---|

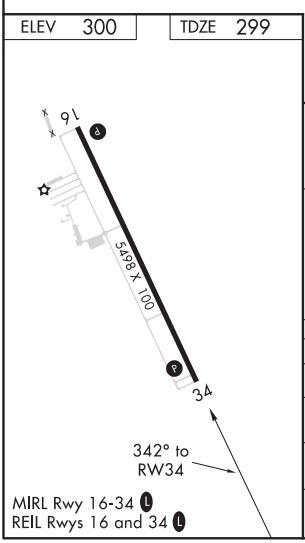
# RNAV (GPS) RWY 34
## ANSON COUNTY-JEFF CLOUD FIELD (AFP)

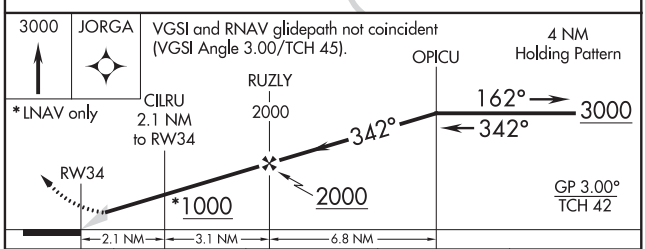
When VGSI inop, Circling Rwy 16 NA at night. Baro-VNAV NA when using Rockingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rockingham altimeter setting: increase LPV DA to 598 and LPV all Cats visibility ⅛ mile; increase LNAV/VNAV DA to 1005 and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 3000 direct JORGA and hold.

| AWOS-3 | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 119.325 | 120.05 307.8 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 549-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 956-2¼ 657 (700-2¼) | | | |
| LNAV MDA | 860-1 561 (600-1) | | 860-1⅝ 561 (600-1⅝) | |
| CIRCLING | 860-1 560 (600-1) | | 880-1⅝ 580 (600-1⅝) | 980-2¼ 680 (700-2¼) |

WADESBORO, NORTH CAROLINA
Amdt 2A 24JUL14
ANSON COUNTY-JEFF CLOUD FIELD (AFP)
35°01′N-80°05′W
RNAV (GPS) RWY 34
721

SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

WALLACE, NORTH CAROLINA — AL-5587 (FAA) — 19339

| WAAS CH 93536 W09A | APP CRS 094° | Rwy ldg 4004<br>TDZE 38<br>Apt Elev 38 |
|---|---|---|

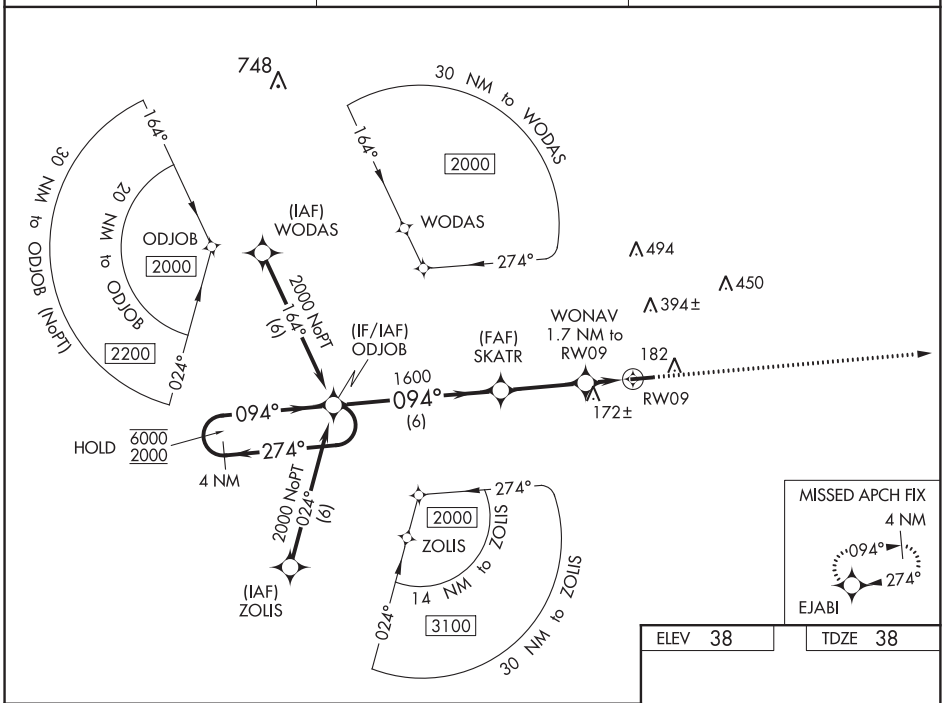
# RNAV (GPS) RWY 9
## HENDERSON FIELD (ACZ)

RNP APCH.

T NA — Rwy 9 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Wilmington altimeter setting; when not received, use Kenansville altimeter setting. Straight-in and Circling Rwy 9 NA at night.

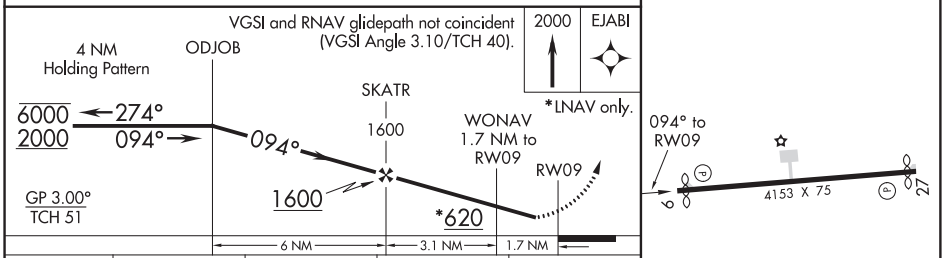
MISSED APPROACH: Climb to 2000 direct EJABI and hold.

| WILMINGTON INTL ASOS | WILMINGTON APP CON * | UNICOM |
|---|---|---|
| 124.975 | 135.75 317.425 | 122.8 (CTAF) L |




| ELEV 38 | TDZE 38 |
|---|---|

VGSI and RNAV glidepath not coincident (VGSI Angle 3.10/TCH 40).




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 401-1 363 (400-1) | | | |
| LNAV/VNAV DA | 538-1⅝ 500 (500-1⅝) | | | |
| LNAV MDA | 500-1 462 (500-1) | | 500-1⅜ 462 (500-1⅜) | |
| C CIRCLING | 620-1 582 (600-1) | | 820-2¼ 782 (800-2¼) | 820-2½ 782 (800-2½) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 53336 W27A | APP CRS 274° | Rwy ldg 4002<br>TDZE 36<br>Apt Elev 38 |
|---|---|---|

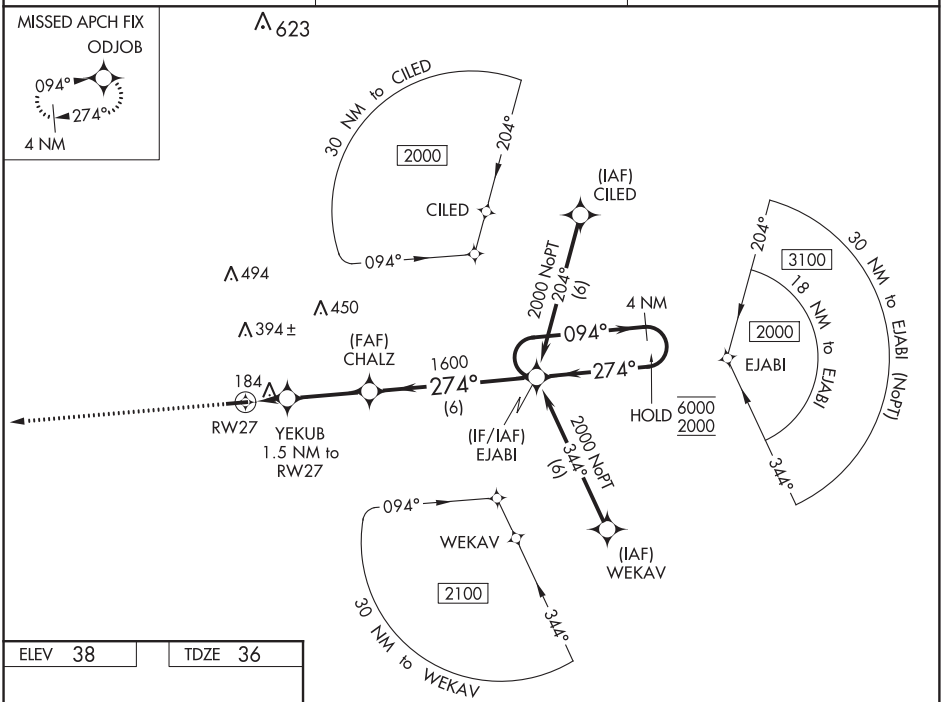
# RNAV (GPS) RWY 27
## HENDERSON FIELD (ACZ)

RNP APCH.

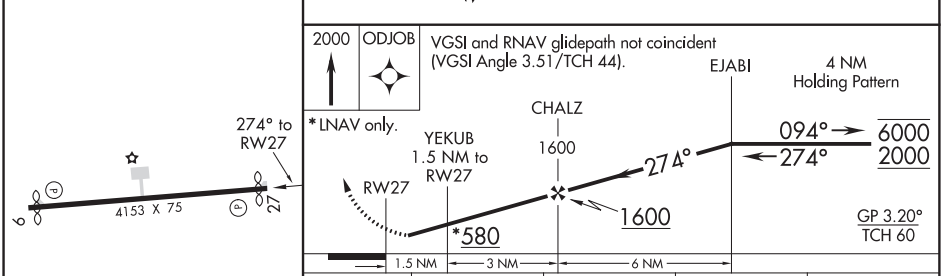
Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Wilmington altimeter setting; when not received, use Kenansville altimeter setting.

MISSED APPROACH: Climb to 2000 direct ODJOB and hold.

| WILMINGTON INTL ASOS | WILMINGTON APP CON * | UNICOM |
|---|---|---|
| 124.975 | 135.75 317.425 | 122.8 (CTAF) L |




| ELEV 38 | TDZE 36 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 406-1 370 (400-1) | | | NA |
| LNAV/VNAV DA | 599-1¾ 563 (600-1¾) | | | NA |
| LNAV MDA | 560-1 524 (600-1) | | 560-1½ 524 (600-1½) | |
| C CIRCLING | 620-1 582 (600-1) | | 820-2¼ 782 (800-2¼) | 820-2½ 782 (800-2½) |

MIRL Rwy 9-27 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WALNUT COVE, NORTH CAROLINA

AL-6882 (FAA)

20254

# VOR/DME or GPS RWY 34

MEADOW BROOK FIELD (N63)

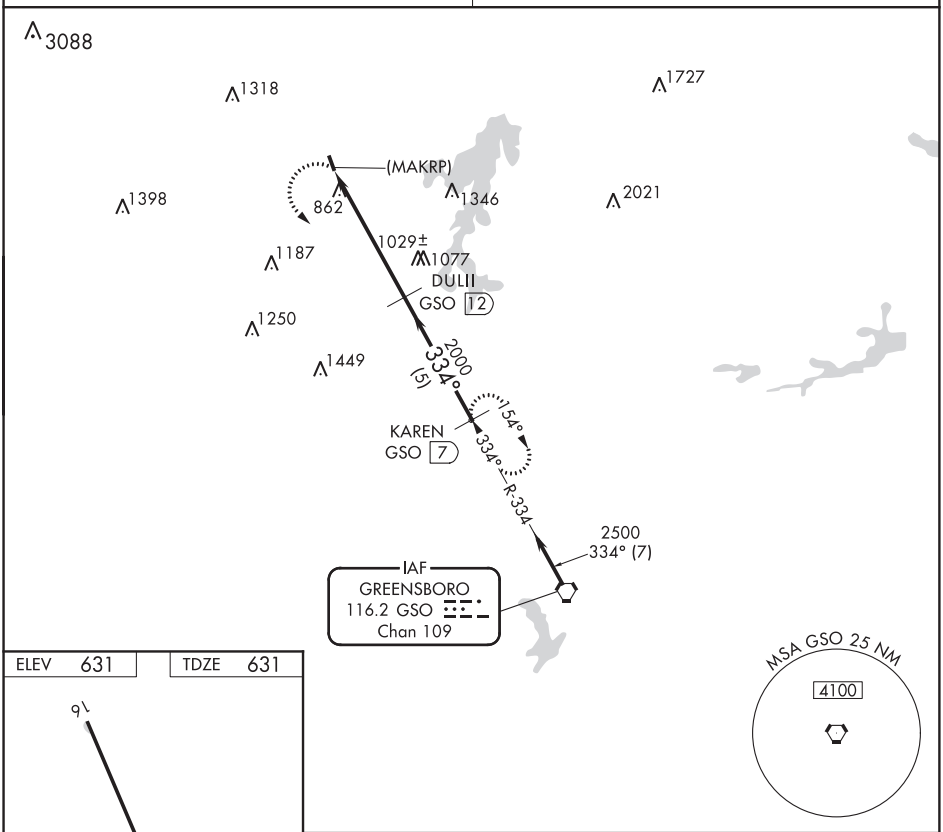
| VORTAC GSO | APP CRS | Rwy ldg | 2725 |
|---|---|---|---|
| 116.2 | 334° | TDZE | 631 |
| Chan 109 | | Apt Elev | 631 |

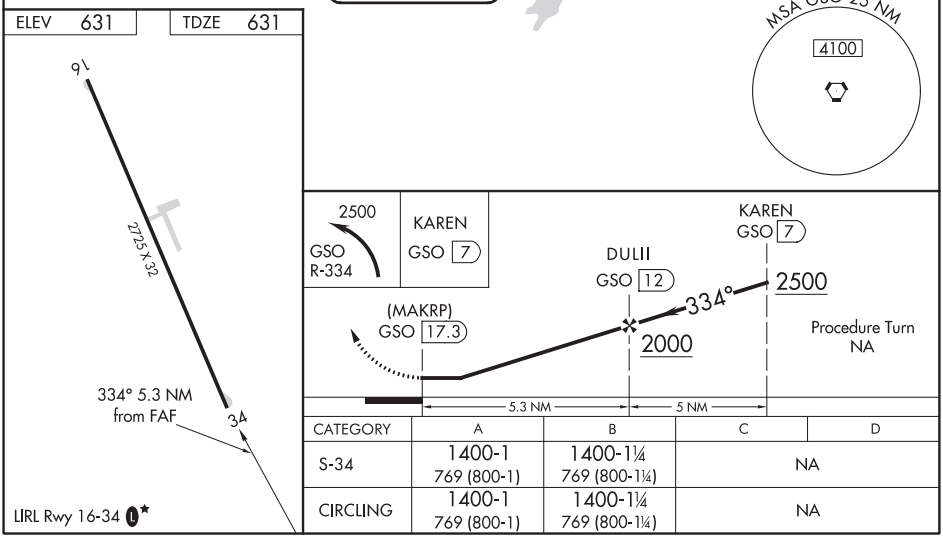
Use Smith Reynolds altimeter setting, when not available, use Greensboro altimeter setting and increase all MDAs 20 feet. Procedure NA at night.

NA

MISSED APPROACH: Climbing left turn to 2500 via GSO R-334 to KAREN GSO 7 DME and hold.

| GREENSBORO APP CON | UNICOM |
|---|---|
| 124.35 269.225 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-34 | 1400-1<br>769 (800-1) | 1400-1¼<br>769 (800-1¼) | NA | |
| CIRCLING | 1400-1<br>769 (800-1) | 1400-1¼<br>769 (800-1¼) | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| LOC/DME I-RBW | APP CRS | Rwy ldg | 6002 |
|---|---|---|---|
| 110.15 | 229° | TDZE | 101 |
| Chan 38 (Y) | | Apt Elev | 101 |

# ILS Y or LOC Y RWY 23

## LOWCOUNTRY RGNL (RBW)

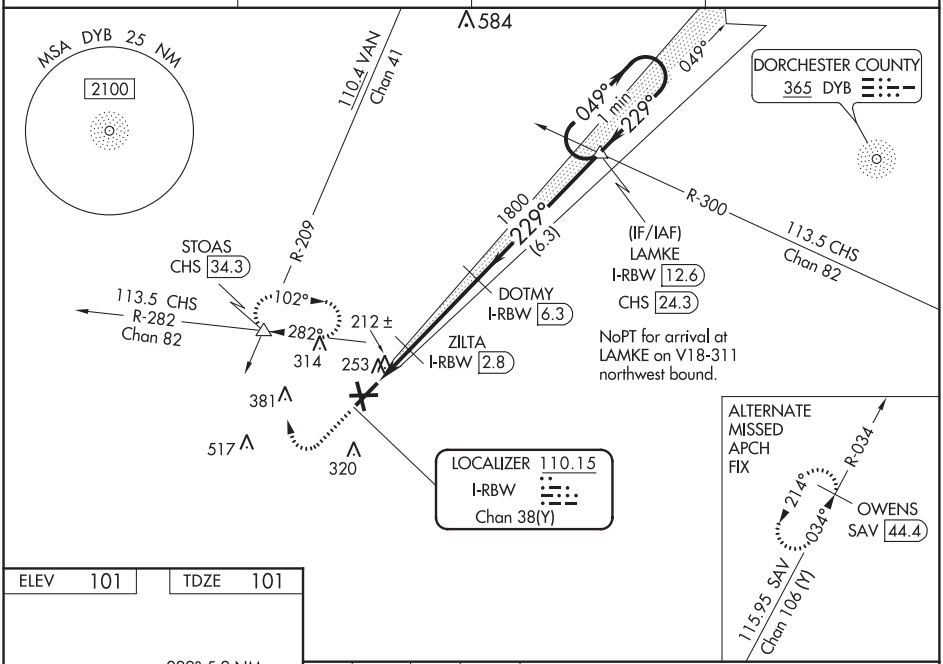
T NA

Inop table does not apply to S-LOC 23 Cat C. DME required. Helicopter visibility reduction below ¾ SM NA. VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase S-ILS 23 DA to 379 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility ⅛ mile and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase S-ILS 23 all Cats visibility to ⅞ mile and S-LOC 23 Cat D visibility to 1⅜ mile.

ODALS

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 360° and CHS VORTAC R-282 to STOAS/CHS VORTAC 34.3 DME and hold, continue climb-in-hold to 2000.

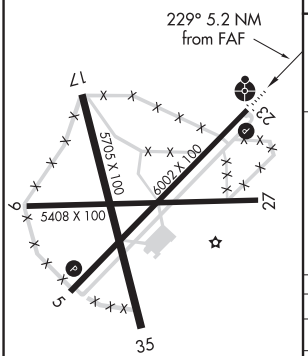
| AWOS-3 | CHARLESTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.725 | 120.7 306.925 | 121.725 | 122.8 (CTAF) L |



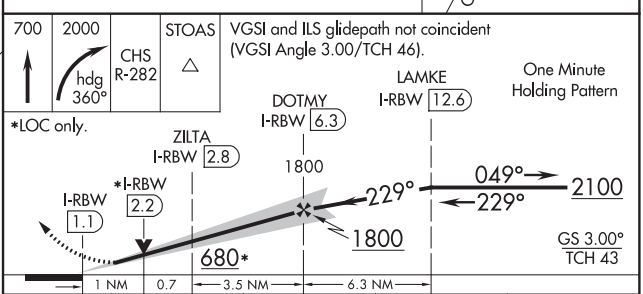

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 101 | TDZE 101 |
|---|---|




REIL Rwy 23
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 301-¾ 200 (200-¾) | | | |
| S-LOC 23 | 480-¾ 379 (400-¾) | | 480-1 379 (400-1) | |
| C CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |

WALTERBORO, SOUTH CAROLINA

AL-5752 (FAA)

20086

# ILS Z or LOC Z RWY 23

LOWCOUNTRY RGNL (RBW)

| LOC/DME I-RBW | APP CRS | Rwy ldg | 6002 |
|---|---|---|---|
| 110.15 | 229° | TDZE | 101 |
| Chan 38 (Y) | | Apt Elev | 101 |

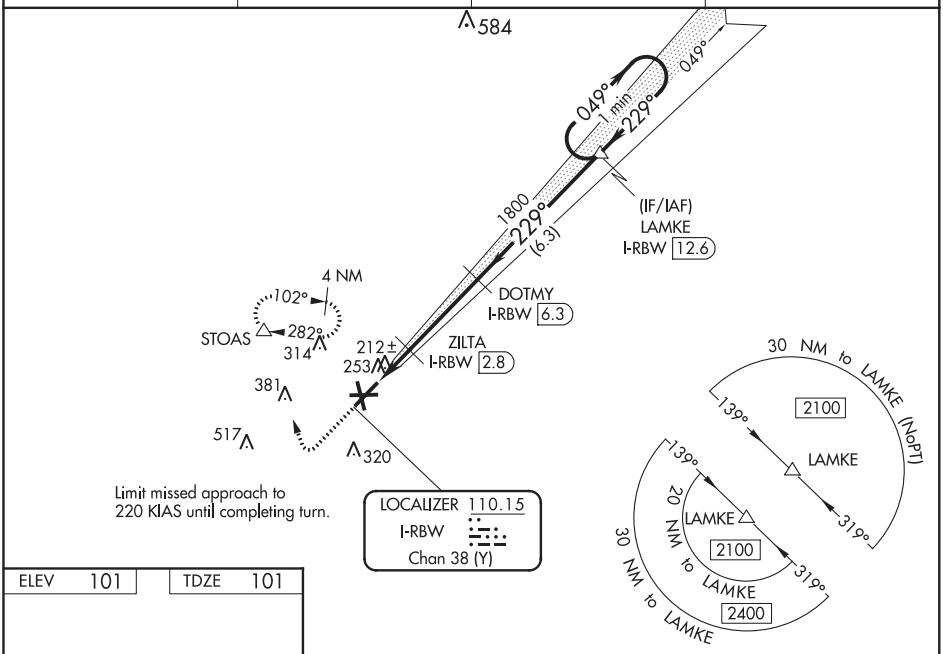
T NA

Inop table does not apply to S-LOC 23 Cat C. GPS and DME required. Helicopter visibility reduction below ¾ SM NA. VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase S-ILS 23 DA to 379 feet and all MDA 80 feet; increase S-LOC 23 Cats C/D visibility ⅛ mile and Circling Cat C visibility ½ mile and Circling Cat D visibility ¼ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase S-ILS 23 all Cats visibility to ⅞ mile and S-LOC 23 Cat D visibility to 1⅜ mile.

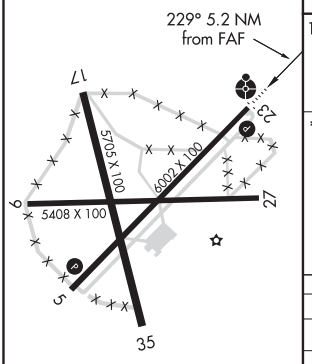
ODALS

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct STOAS and hold.

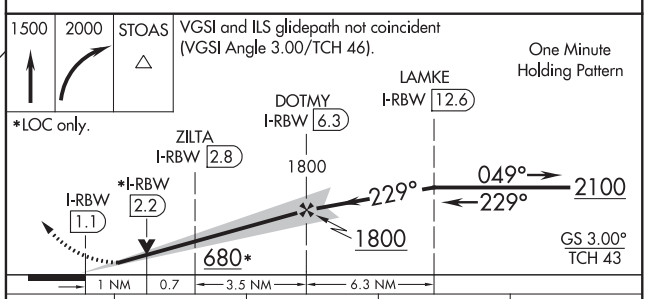
| AWOS-3 | CHARLESTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.725 | 120.7 306.925 | 121.725 | 122.8 (CTAF) L |




| ELEV | 101 | TDZE | 101 |
|---|---|---|---|




REIL Rwy 23
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 23 | 301-¾ 200 (200-¾) | | | |
| S-LOC 23 | 480-¾ 379 (400-¾) | | 480-1 379 (400-1) | |
| C CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

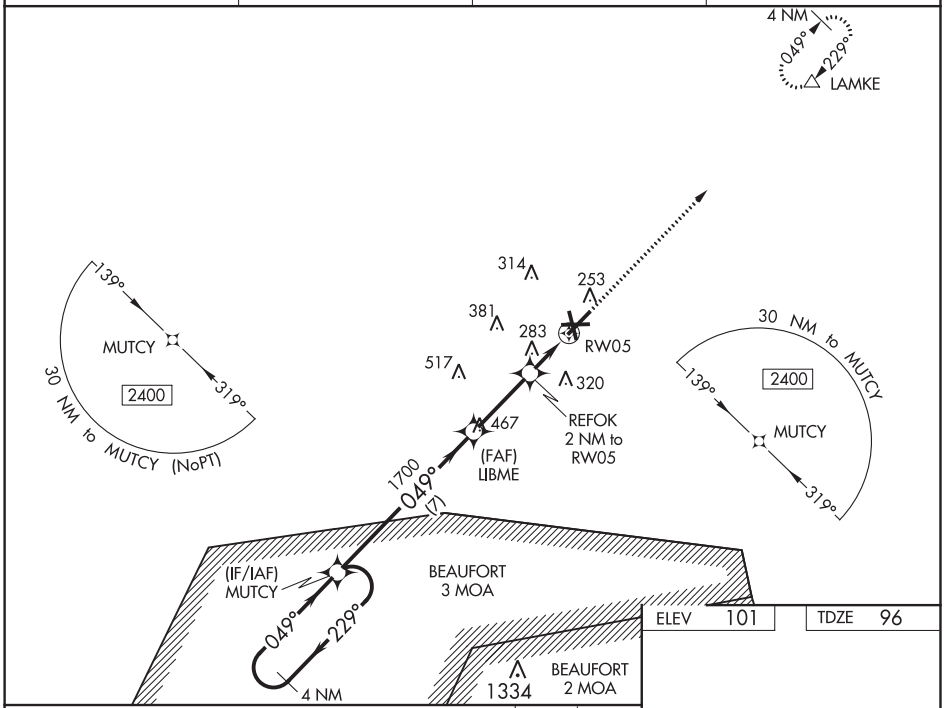
| WAAS CH 82232 W05A | APP CRS 049° | Rwy ldg 6002<br>TDZE 96<br>Apt Elev 101 |
|---|---|---|

# RNAV (GPS) RWY 5
## LOWCOUNTRY RGNL (RBW)

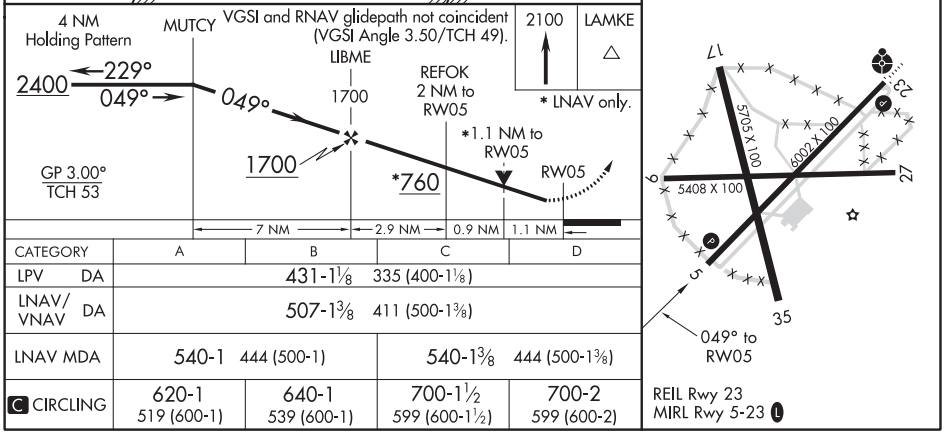
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Charleston AFB/Intl altimeter setting.
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all DA 78 feet and all MDA 80 feet; increase LPV, LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile, increase LNAV Cat C - D visibility ⅛ mile, increase Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2100 direct LAMKE and hold.

| AWOS-3 | CHARLESTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.725 | 120.7 306.925 | 121.725 | 122.8 (CTAF) L |




| ELEV 101 | TDZE 96 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 431-1⅛ 335 (400-1⅛) | | | |
| LNAV/VNAV DA | 507-1⅜ 411 (500-1⅜) | | | |
| LNAV MDA | 540-1 444 (500-1) | | 540-1⅜ 444 (500-1⅜) | |
| C CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |

REIL Rwy 23
MIRL Rwy 5-23 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WALTERBORO, SOUTH CAROLINA AL-5752 (FAA) 19115

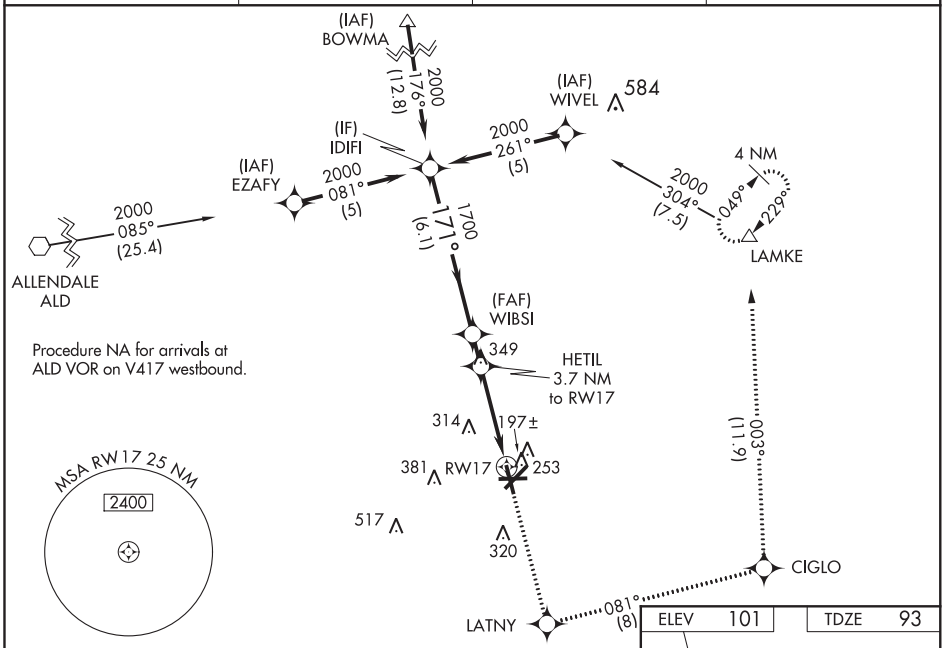
| WAAS CH 93616 W17A | APP CRS 171° | Rwy ldg 5705<br>TDZE 93<br>Apt Elev 101 |
|---|---|---|

# RNAV (GPS) RWY 17
## LOWCOUNTRY RGNL (RBW)

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 Charleston Intl/AFB altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 421 feet and LNAV/VNAV DA to 587 feet and all MDA 80 feet; increase LPV visibility all Cats ⅛ mile; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile.

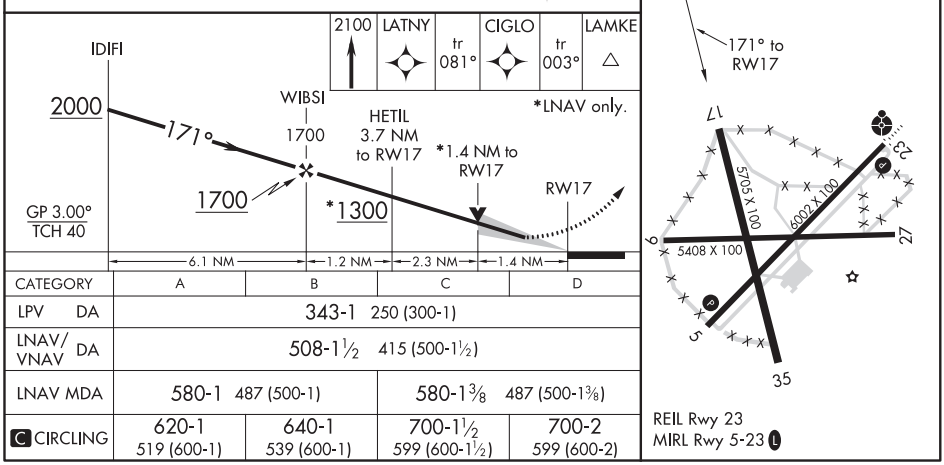
MISSED APPROACH: Climb to 2100 direct LATNY and on track 081° to CIGLO and track 003° to LAMKE and hold.

| AWOS-3 | CHARLESTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.725 | 120.7 306.925 | 121.725 | 122.8 (CTAF) L |




Procedure NA for arrivals at ALD VOR on V417 westbound.

| ELEV 101 | TDZE 93 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 343-1 250 (300-1) | | | |
| LNAV/VNAV DA | 508-1½ 415 (500-1½) | | | |
| LNAV MDA | 580-1 487 (500-1) | | 580-1⅜ 487 (500-1⅜) | |
| C CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 61016 W23A | APP CRS 229° | Rwy ldg 6002<br>TDZE 101<br>Apt Elev 101 |
|---|---|---|

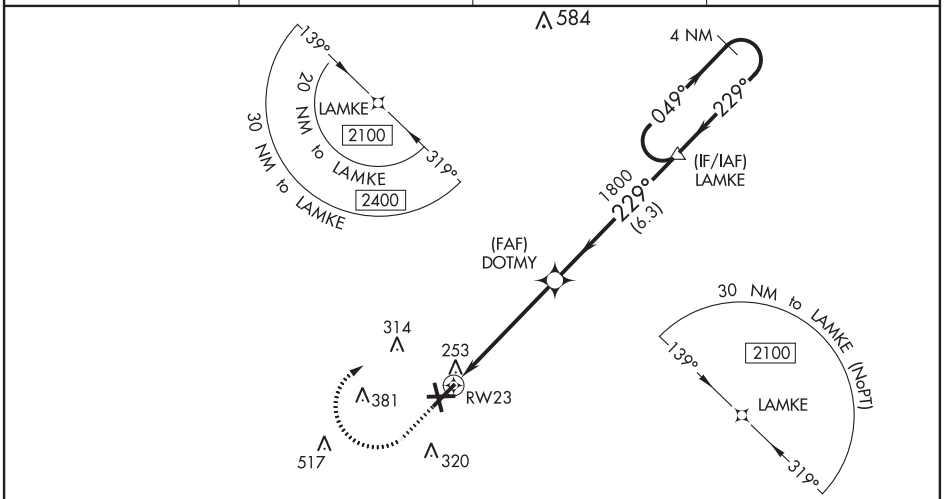
# RNAV (GPS) RWY 23
## LOWCOUNTRY RGNL (RBW)

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 Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. For inop ODALS, increase LNAV/VNAV all Cats visibility to 1¼ mile and LNAV Cat D visibility to 1⅜ mile. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 379 feet and LNAV/VNAV DA to 542 feet and all MDA 80 feet; increase LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile. For inop ODALS when using Charleston AFB/Intl altimeter setting, increase LPV all Cats visibility to ⅞ mile and LNAV/VNAV all Cats and LNAV Cats C/D visibility to 1½ mile.

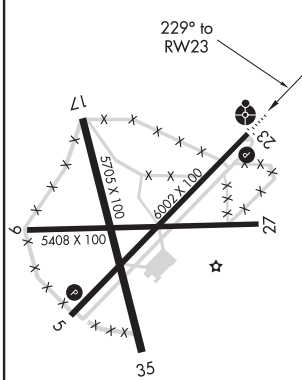
ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct LAMKE and hold.

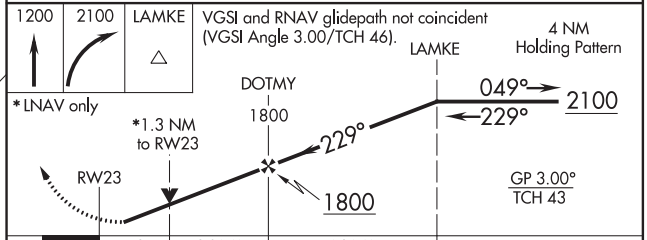
| AWOS-3 | CHARLESTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.725 | 120.7 306.925 | 121.725 | 122.8 (CTAF) L |




| ELEV 101 | TDZE 101 |
|---|---|




REIL Rwy 23
MIRL Rwy 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 301-¾ 200 (200-¾) | | | |
| LNAV/VNAV DA | 464-1⅛ 363 (400-1⅛) | | | |
| LNAV MDA | 560-¾ 459 (500-¾) | | 560-1⅛ 459 (500-1⅛) | |
| C CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |




SE-2, 10 SEP 2020 to 05 NOV 2020

WALTERBORO, SOUTH CAROLINA AL-5752 (FAA) 19115

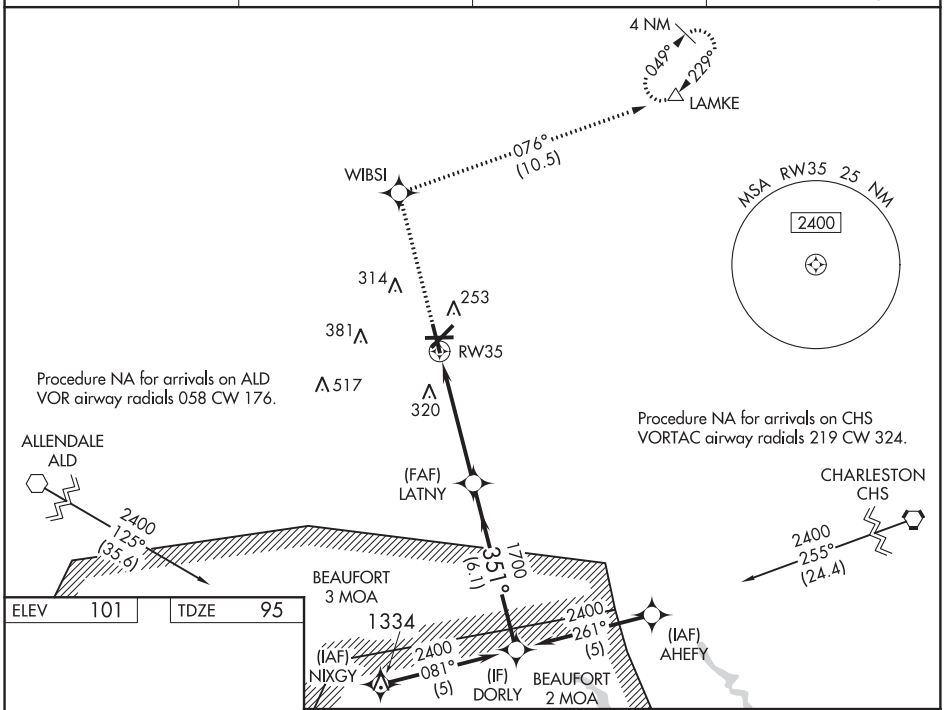
| WAAS CH 48916 W35A | APP CRS 351° | Rwy ldg 5705<br>TDZE 95<br>Apt Elev 101 |
|---|---|---|

# RNAV (GPS) RWY 35
## LOWCOUNTRY RGNL (RBW)

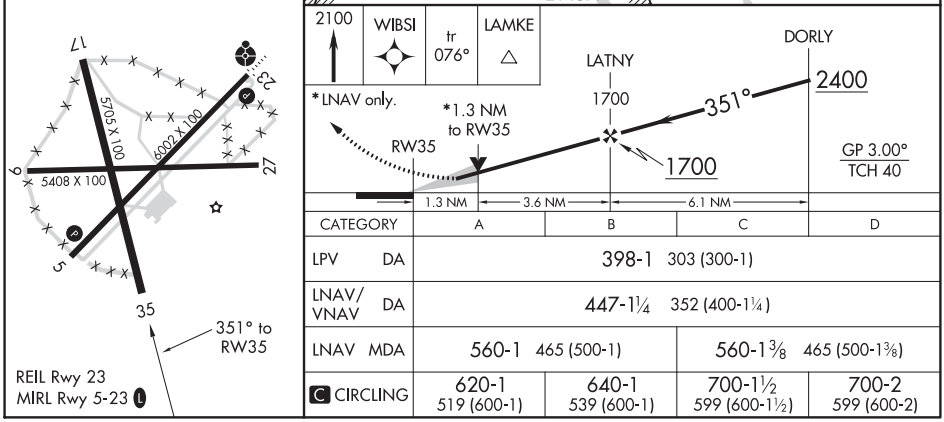
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 476 feet and LNAV/VNAV DA to 525 feet and all MDA 80 feet; increase LPV visibility all Cats, LNAV/VNAV visibility all Cats, LNAV Cats C/D visibility, and Circling Cat D visibility ¼ mile; increase Circling Cat C visibility ½ mile.

MISSED APPROACH: Climb to 2100 direct WIBSI and on track 076° to LAMKE and hold.

| AWOS-3 | CHARLESTON APP CON | GCO | UNICOM |
|---|---|---|---|
| 118.725 | 120.7 306.925 | 121.725 | 122.8 (CTAF) L |




| ELEV 101 | TDZE 95 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 398-1 303 (300-1) | | | |
| LNAV/VNAV DA | 447-1¼ 352 (400-1¼) | | | |
| LNAV MDA | 560-1 465 (500-1) | | 560-1⅜ 465 (500-1⅜) | |
| C CIRCLING | 620-1 519 (600-1) | 640-1 539 (600-1) | 700-1½ 599 (600-1½) | 700-2 599 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

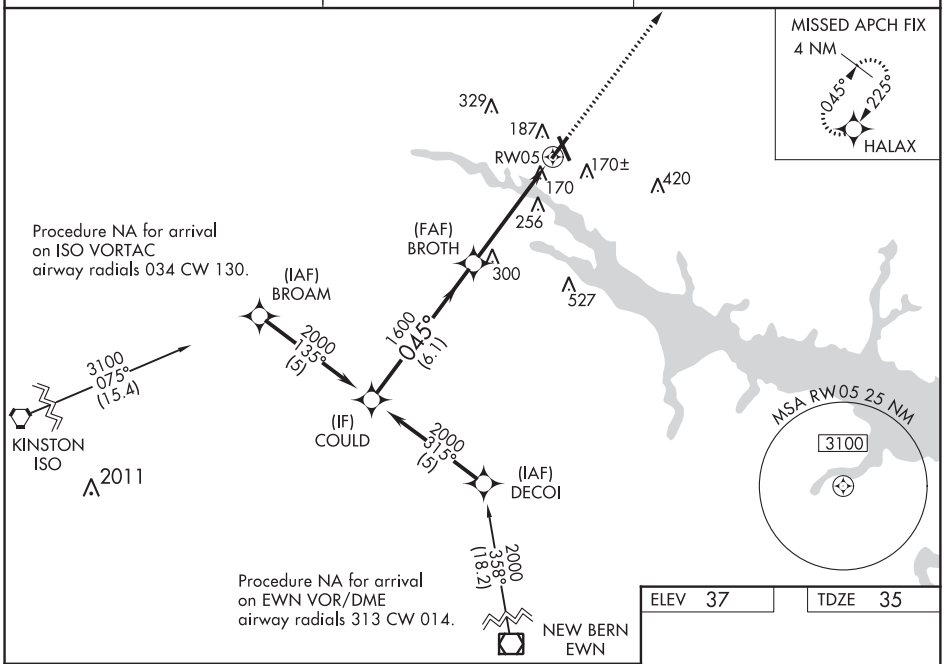
| WAAS CH 42810 W05A | APP CRS 045° | Rwy ldg 5000<br>TDZE 35<br>Apt Elev 37 |
|---|---|---|

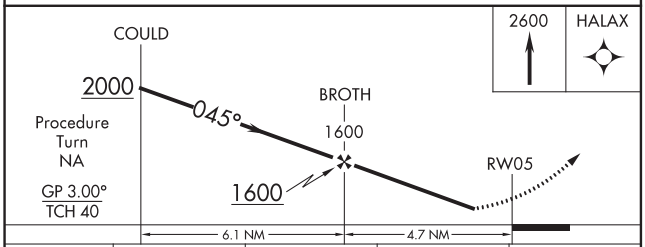
# RNAV (GPS) RWY 5
## WASHINGTON-WARREN (OCW)

Night Landing: Rwy 17 NA. Baro-VNAV NA when using Greenville altimeter setting. 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 SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 483, LNAV/VNAV DA to 518, and all MDA 60 feet; increase LNAV/VNAV all Cats. visibility ¼ mile.

MISSED APPROACH: Climb to 2600 direct HALAX and hold.

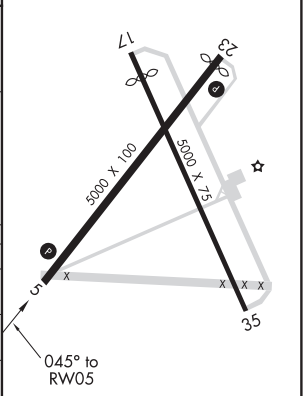
| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.35 377.175 | 122.7 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 442-1½ 407 (500-1½) | | | |
| LNAV/VNAV DA | 477-1½ 442 (500-1½) | | | |
| LNAV MDA | 560-1 525 (600-1) | | 560-1½ 525 (600-1½) | 560-1¾ 525 (600-1¾) |
| CIRCLING | 560-1 523 (600-1) | | 560-1½ 523 (600-1½) | 620-2 583 (600-2) |

ELEV 37 TDZE 35




REIL Rwy 5 and 23 L
MIRL Rwys 5-23 L



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, NORTH CAROLINA AL-5916 (FAA) 20254

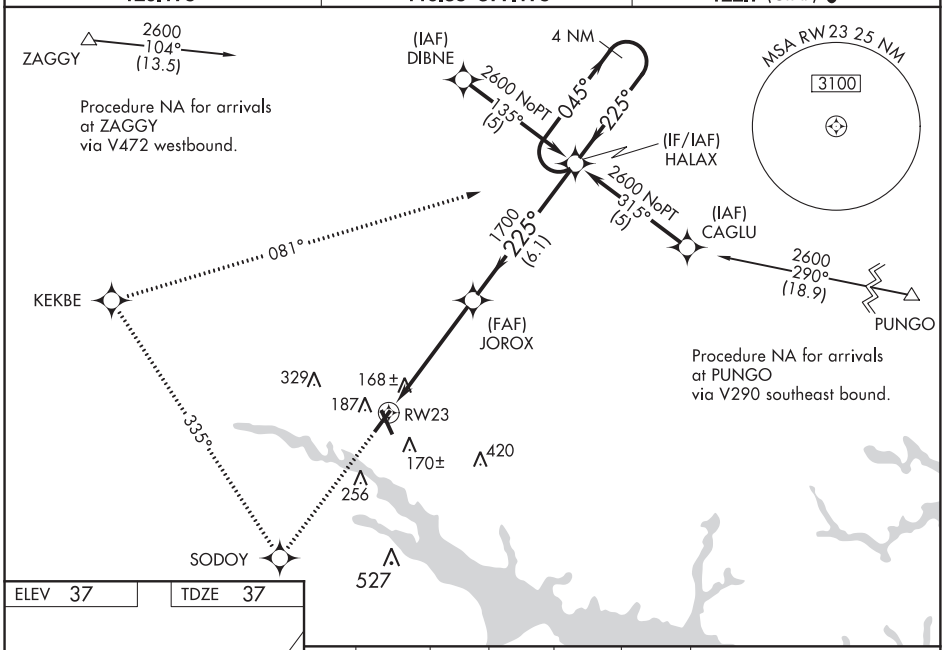
| WAAS CH 93810 W23A | APP CRS 225° | Rwy ldg 4800<br>TDZE 37<br>Apt Elev 37 |
|---|---|---|

# RNAV (GPS) RWY 23
## WASHINGTON-WARREN (OCW)

Baro-VNAV NA when using Greenville altimeter setting.
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.
When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 477, LNAV/VNAV DA to 514, and all MDA 60 feet; increase LNAV/VNAV all Cats., and LNAV Cats C and D visibility ¼ mile. Night Landing: Rwy 17 NA.

MISSED APPROACH: Climb to 2600 direct SODOY and right turn via 335° track to KEKBE and right turn via 081° track to HALAX and hold.

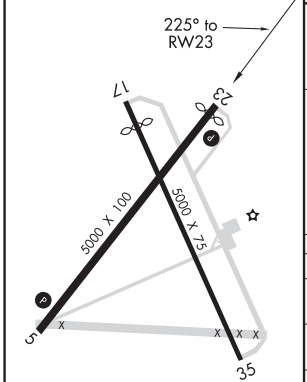
| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.35 377.175 | 122.7 (CTAF) L |



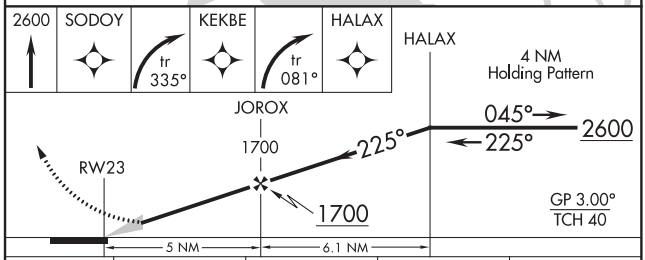

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 37 TDZE 37




REIL Rwy 5 and 23 L
MIRL Rwys 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 436-1½ 399 (400-1½) | | | |
| LNAV/VNAV DA | 473-1½ 436 (500-1½) | | | |
| LNAV MDA | 420-1 383 (400-1) | | | 420-1¼ 383 (400-1¼) |
| CIRCLING | 540-1 503 (600-1) | | 540-1½ 503 (600-1½) | 620-2 583 (600-2) |

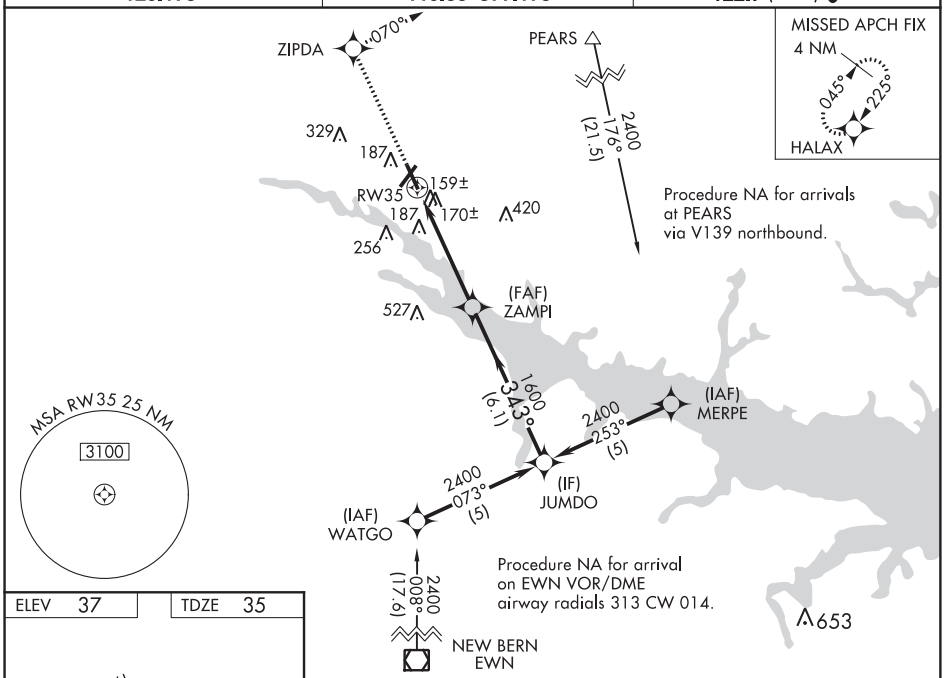
| WAAS CH 78310 W35A | APP CRS 343° | Rwy ldg 5000<br>TDZE 35<br>Apt Elev 37 |
|---|---|---|

# RNAV (GPS) RWY 35
## WASHINGTON-WARREN (OCW)

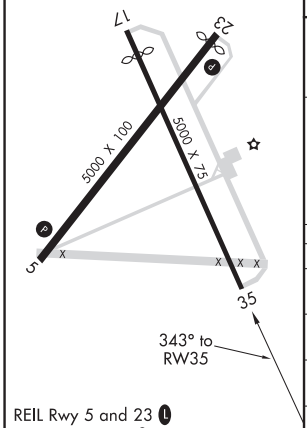
Baro-VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase LPV DA to 400, LNAV/VNAV DA to 534, and all MDA 60 feet; increase LNAV Cats C and D visibility ¼ mile.
Night Landing: Rwy 17 NA.

MISSED APPROACH: Climb to 2600 direct ZIPDA and via 070° track to HALAX and hold.

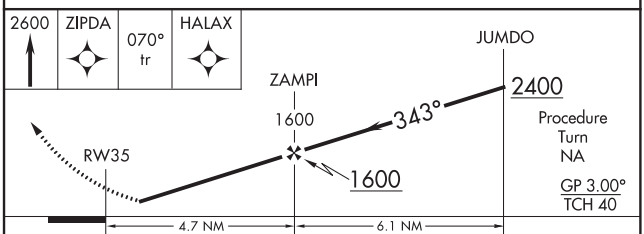
| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.35 377.175 | 122.7 (CTAF) L |




| ELEV 37 | TDZE 35 |
|---|---|




REIL Rwy 5 and 23 L
MIRL Rwys 5-23 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 359-1¼ 324 (400-1¼) | | | |
| LNAV/VNAV DA | 493-1¾ 458 (500-1¾) | | | |
| LNAV MDA | 500-1 465 (500-1) | | 500-1¼ 465 (500-1¼) | 500-1½ 465 (500-1½) |
| CIRCLING | 540-1 503 (600-1) | | 540-1½ 503 (600-1½) | 620-2 583 (600-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

WASHINGTON, NORTH CAROLINA

AL-5916 (FAA)

20254

# LOC RWY 5
## WASHINGTON-WARREN (OCW)

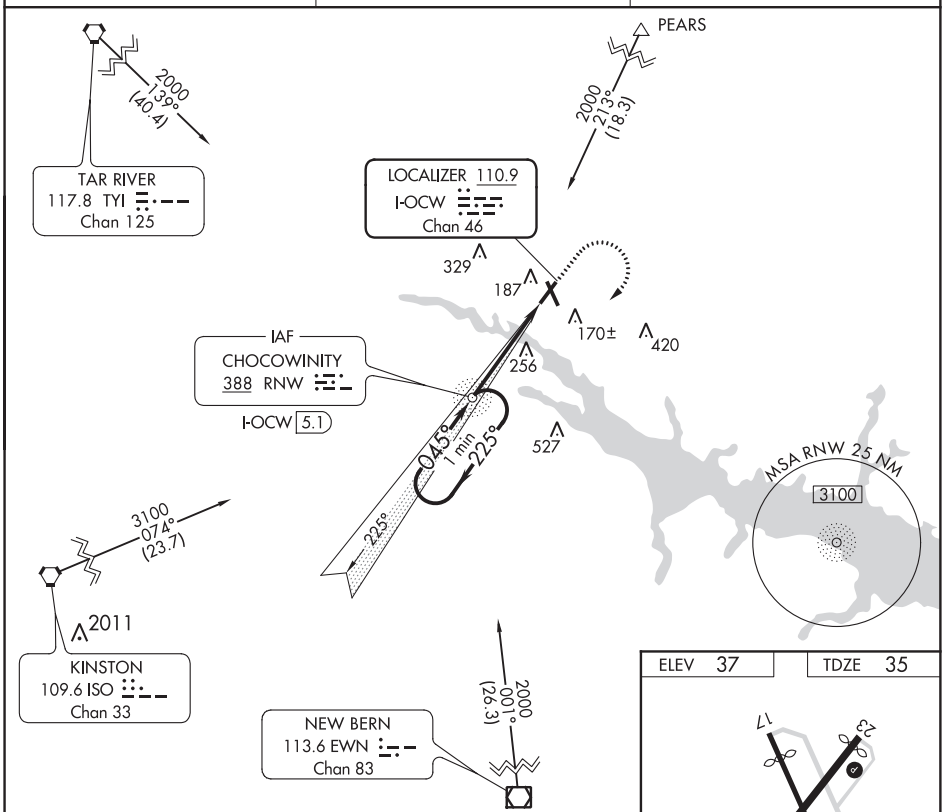
| LOC/DME I-OCW | APP CRS | Rwy ldg | 5000 |
|---|---|---|---|
| 110.9 | 045° | TDZE | 35 |
| Chan 46 | | Apt Elev | 37 |

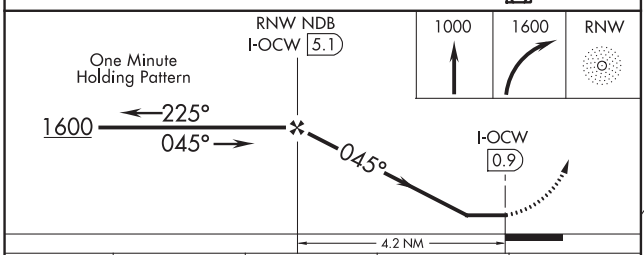
NA

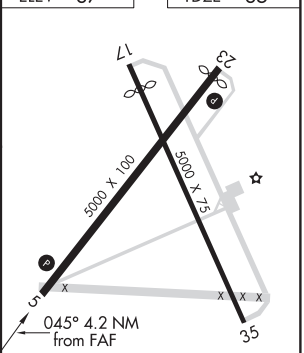
ADF Required. Night Landing: Rwy 17 NA.
Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000, then climbing right turn to 1600 direct RNW NDB and hold.

| AWOS-3 | CHERRY POINT APP CON | UNICOM |
|---|---|---|
| 120.175 | 119.35 377.175 | 122.7 (CTAF) L |




REIL Rwy 5 and 23 L
MIRL Rwys 5-23 L

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-5 | 480-1 445 (500-1) | | 480-1⅜ 445 (500-1⅜) | |
| CIRCLING | 540-1 503 (600-1) | | 540-1½ 503 (600-1½) | 620-2 583 (600-2) |

| FAF to MAP 4.2 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:12 | 2:48 | 2:06 | 1:41 | 1:24 |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 3309 |
|---|---|---|
| 045° | TDZE | 602 |
| | Apt Elev | 602 |

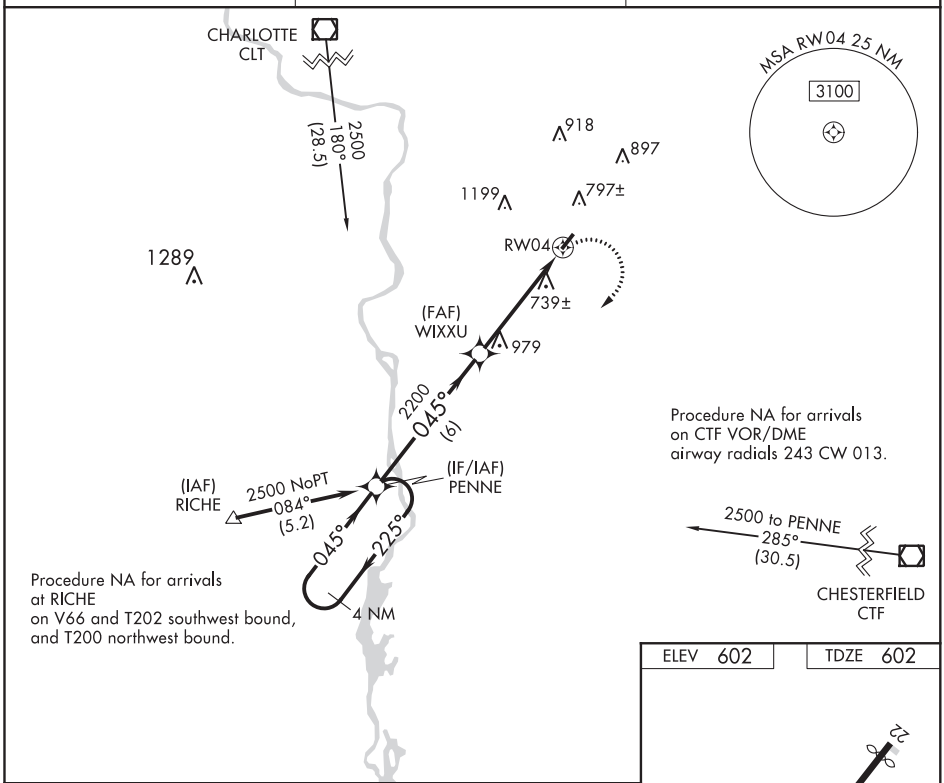
# RNAV (GPS) RWY 4
## JAARS-TOWNSEND (N52)

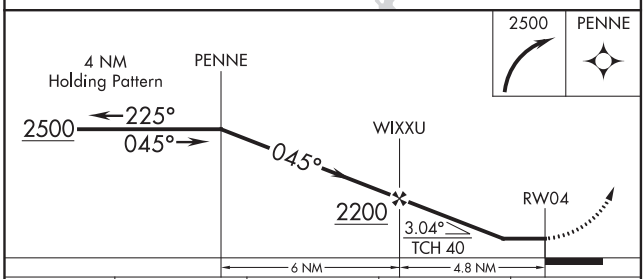
NA

DME/DME RNP-0.3 NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

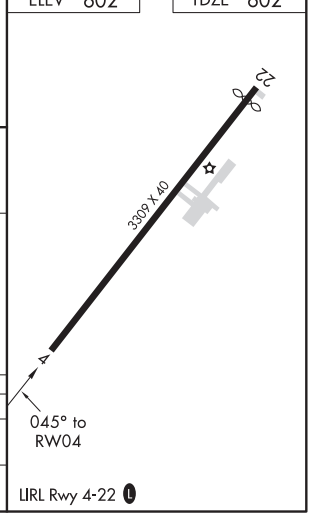
MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

| EQY ASOS | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 135.775 | 120.05 307.8 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1040-1 438 (500-1) | | NA | |
| CIRCLING | 1160-1 558 (600-1) | 1220-1 618 (700-1) | NA | |




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WAXHAW, NORTH CAROLINA

AL-6246 (FAA)

19283

# RNAV (GPS) RWY 22
## JAARS-TOWNSEND (N52)

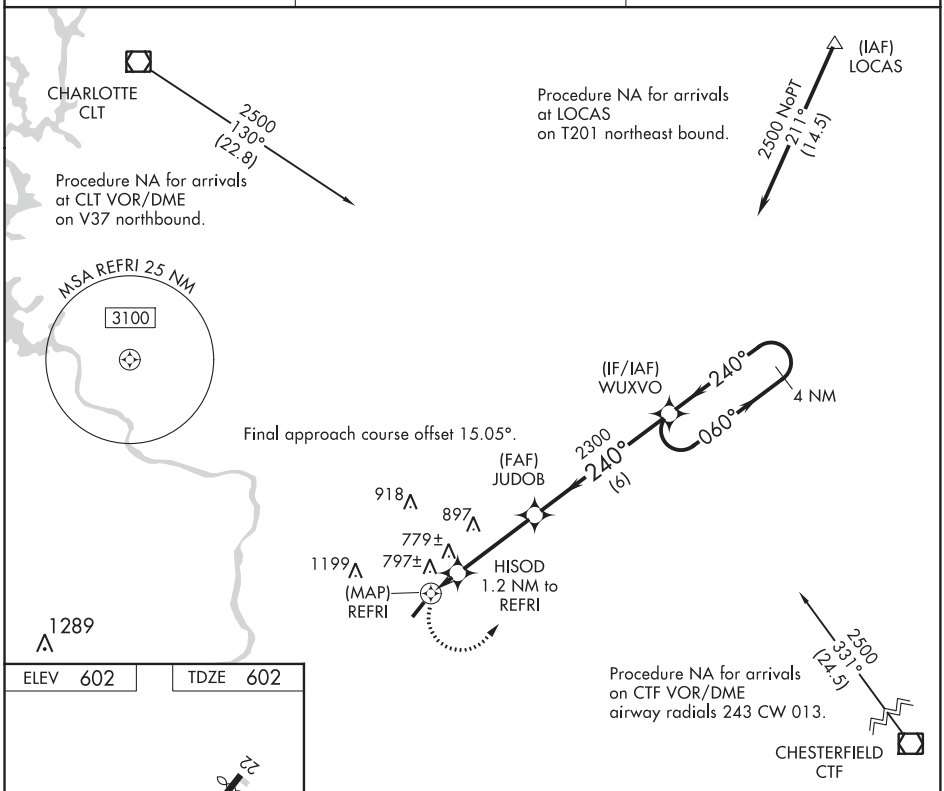
| APP CRS | Rwy ldg | 3109 |
|---|---|---|
| 240° | TDZE | 602 |
| | Apt Elev | 602 |

NA

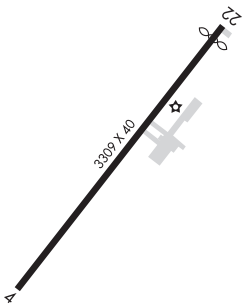
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Monroe altimeter setting, when not received use Rock Hill altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2500 direct WUXVO and hold.

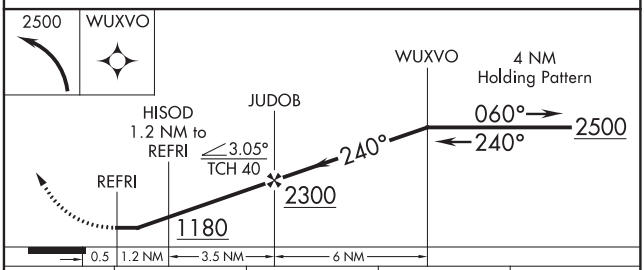
| EQY ASOS | CHARLOTTE APP CON | UNICOM |
|---|---|---|
| 135.775 | 120.05 307.8 | 123.0 (CTAF) L |




| ELEV 602 | TDZE 602 |
|---|---|




LIRL Rwy 4-22 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1080-1 478 (500-1) | | NA | |
| CIRCLING | 1160-1 558 (600-1) | 1220-1 618 (700-1) | NA | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 5500 |
|---|---|---|
| 055° | TDZE | 99 |
| | Apt Elev | 99 |

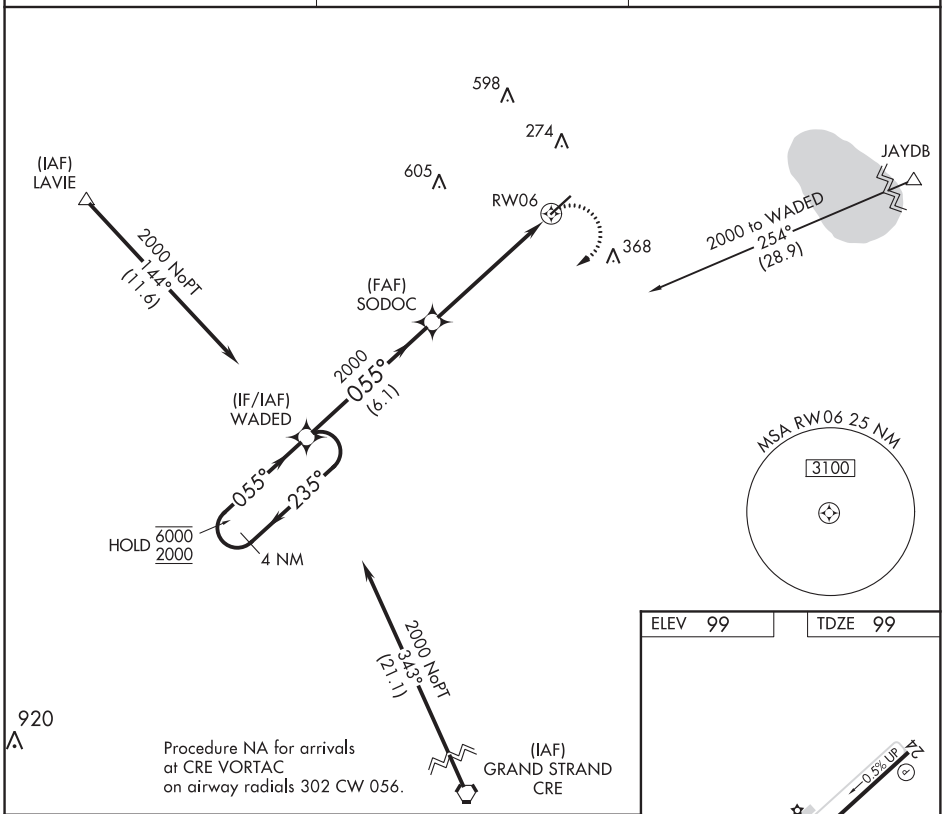
# RNAV (GPS) RWY 6
## COLUMBUS COUNTY MUNI (CPC)

RNP APCH.

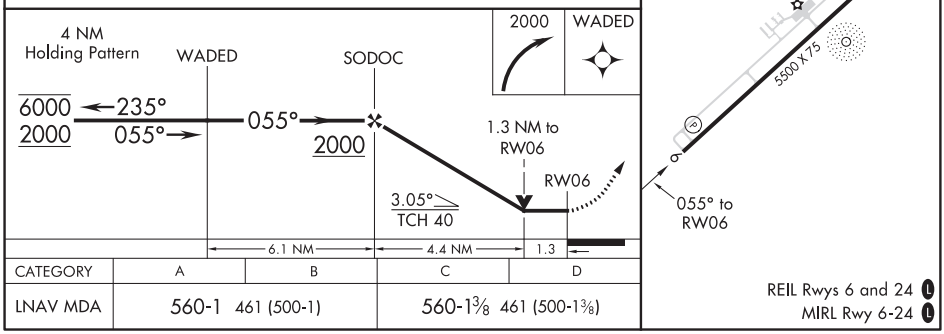
VDP NA when using Elizabethtown altimeter setting. Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, LNAV Cat C/D visibility ⅛ SM.

MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 118.375 | 119.2 350.3 | 122.8 (CTAF) L |




| ELEV 99 | TDZE 99 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 461 (500-1) | | 560-1⅜ 461 (500-1⅜) | |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WHITEVILLE, NORTH CAROLINA

AL-6407 (FAA)

20254

| WAAS CH 86638 W24A | APP CRS 235° | Rwy ldg 5500<br>TDZE 86<br>Apt Elev 99 |
|---|---|---|

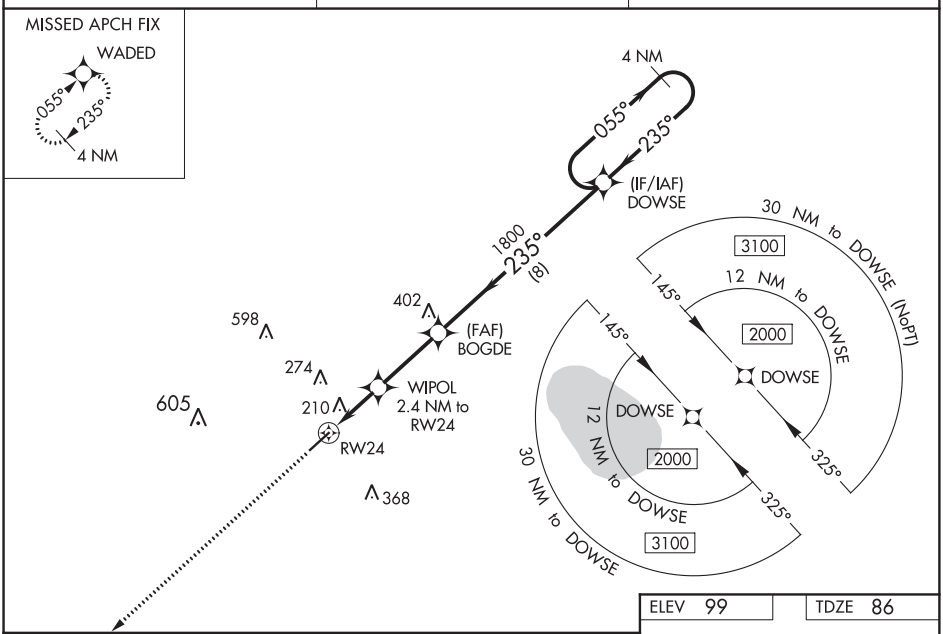
# RNAV (GPS) RWY 24
## COLUMBUS COUNTY MUNI (CPC)

RNP APCH.

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 Elizabethtown altimeter setting. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase LPV DA to 427 feet, LNAV/VNAV DA to 441 feet and all visibilities ¼ mile. Increase all MDA 60 feet and all Cat C and D visibilities ¼ mile.

MISSED APPROACH: Climb to 2000 direct WADED and hold.

| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 118.375 | 119.2 350.3 | 122.8 (CTAF) L |



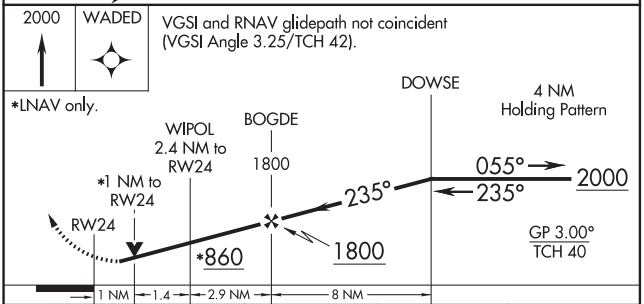

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

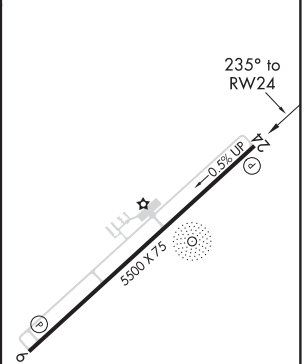
2000 | WADED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 42).

*LNAV only.




ELEV 99 | TDZE 86




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 374-1 288 (300-1) | | | |
| LNAV/VNAV DA | 388-1⅛ 302 (300-1⅛) | | | |
| LNAV MDA | 460-1 374 (400-1) | | | |
| C CIRCLING | 520-1 421 (500-1) | 580-1 481 (500-1) | 680-1½ 581 (600-1½) | 780-2¼ 681 (700-2¼) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

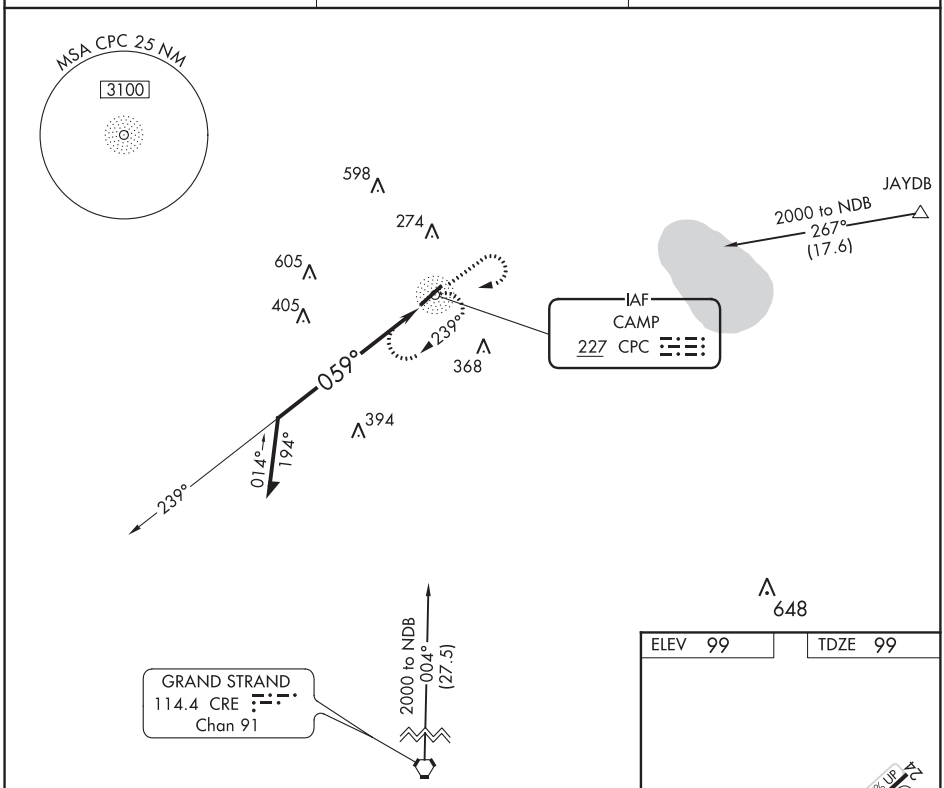
| NDB CPC | APP CRS | Rwy ldg | 5500 |
|---|---|---|---|
| 227 | 059° | TDZE | 99 |
| | | Apt Elev | 99 |

# NDB RWY 6
## COLUMBUS COUNTY MUNI (CPC)

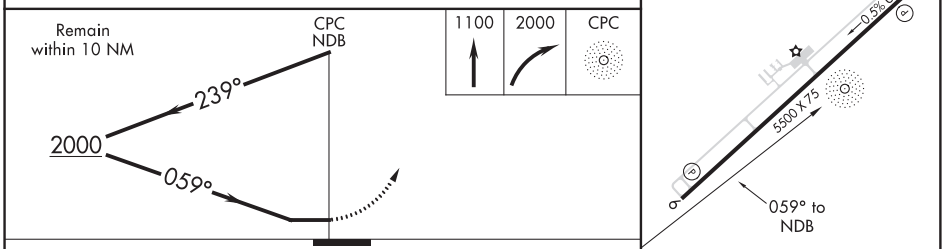
Rwy 6 helicopter visibility reduction below ¾ SM NA.
When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, increase S-6 Cat C/D and Circling Cat C visibility ⅛ SM and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1100 then climbing right turn to 2000 direct CPC NDB and hold, continue climb-in-hold to 2000.

| AWOS-3 | MYRTLE BEACH APP CON ★ | UNICOM |
|---|---|---|
| 118.375 | 119.2 350.3 | 122.8 (CTAF) L |




ELEV 99 | TDZE 99




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-6 | 680-1 581 (600-1) | | 680-1¾ 581 (600-1¾) | |
| C CIRCLING | 680-1 581 (600-1) | | 680-1¾ 581 (600-1¾) | 780-2¼ 681 (700-2¼) |

REIL Rwys 6 and 24 L
MIRL Rwy 6-24 L

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WILLIAMSTON, NORTH CAROLINA AL-5991 (FAA) 19283

# RNAV (GPS) RWY 3
## MARTIN COUNTY (MCZ)

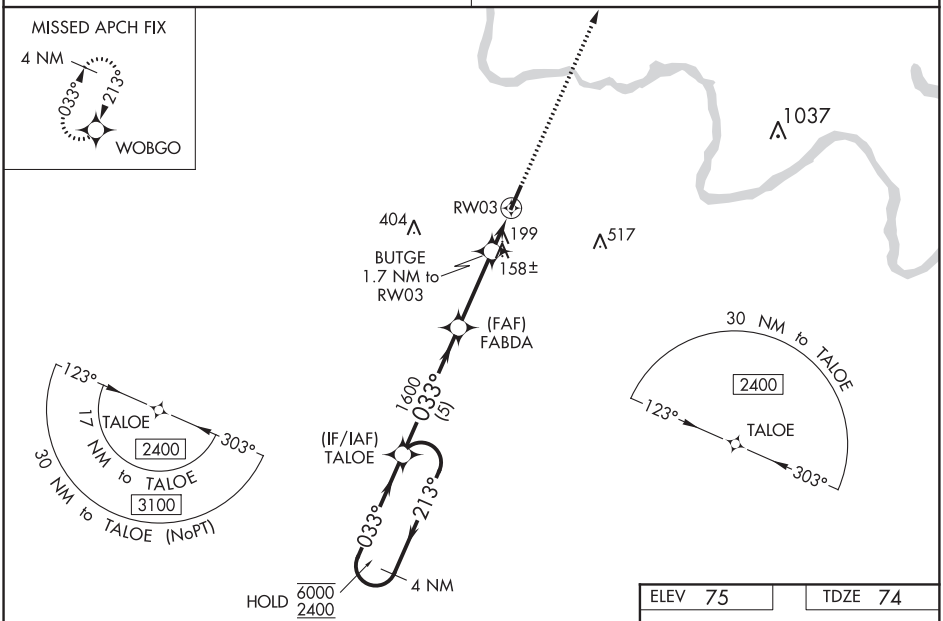
| WAAS CH 40037 W03A | APP CRS 033° | Rwy ldg 5000<br>TDZE 74<br>Apt Elev 75 |
|---|---|---|

RNP APCH.

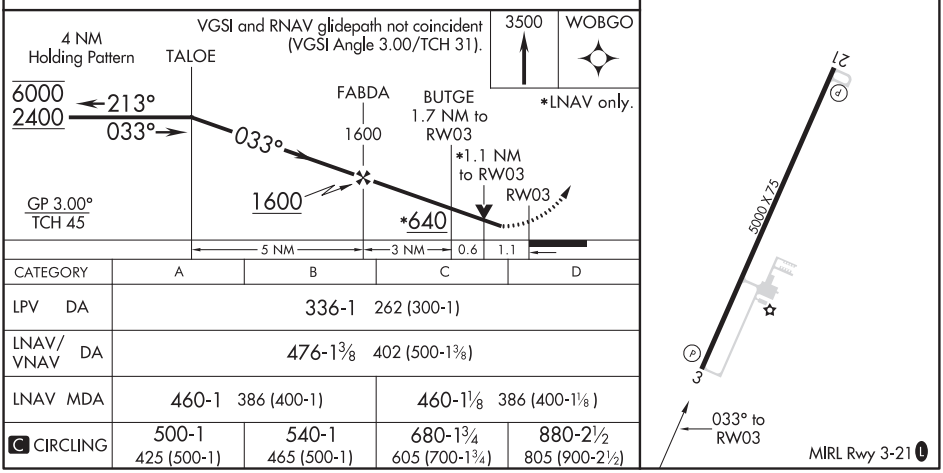
NA Baro-VNAV and VDP NA when using Rocky Mount altimeter setting. Rwy 3 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 3500 direct WOBGO and hold, continue climb-in-hold to 3500.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 122.8 (CTAF) L |




ELEV 75 TDZE 74




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 336-1 262 (300-1) | | | |
| LNAV/VNAV DA | 476-1⅜ 402 (500-1⅜) | | | |
| LNAV MDA | 460-1 386 (400-1) | | 460-1⅛ 386 (400-1⅛) | |
| C CIRCLING | 500-1 425 (500-1) | 540-1 465 (500-1) | 680-1¾ 605 (700-1¾) | 880-2½ 805 (900-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 86237 W21A | APP CRS 213° | Rwy ldg 5000<br>TDZE 75<br>Apt Elev 75 |
|---|---|---|

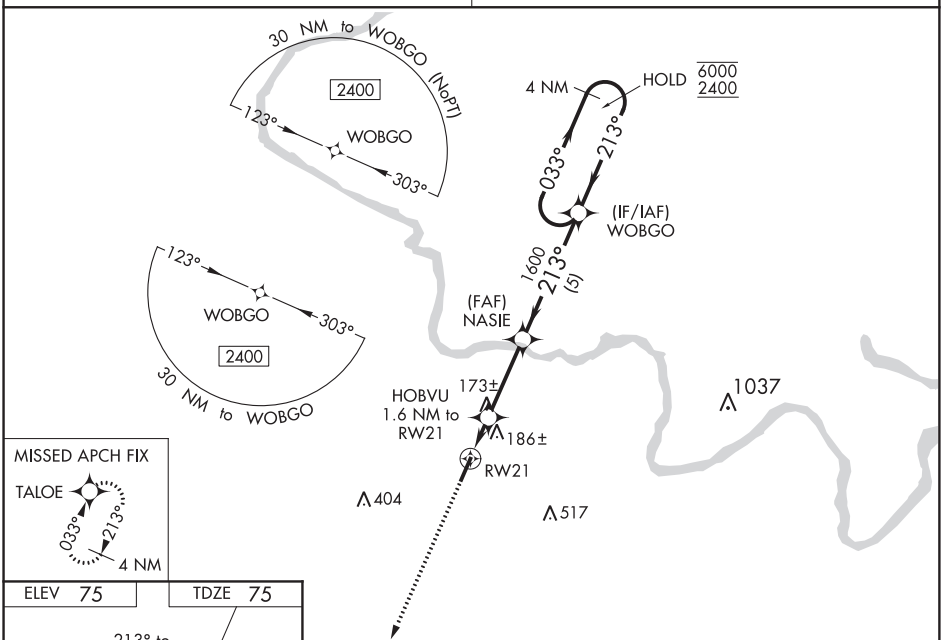
# RNAV (GPS) RWY 21
## MARTIN COUNTY (MCZ)

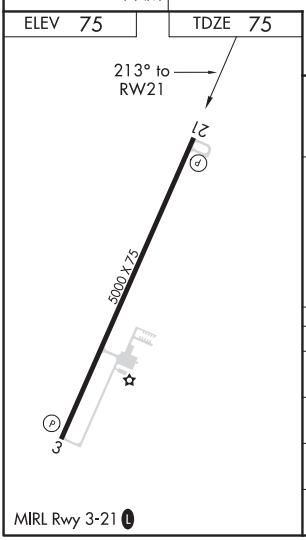
RNP APCH.

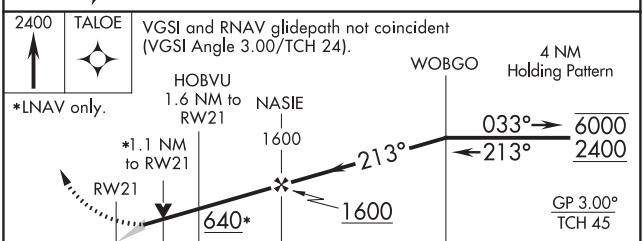
T A NA Baro-VNAV and VDP NA when using Rocky Mount altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2400 direct TALOE and hold, continue climb-in-hold to 2400.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 122.8 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 380-1 305 (400-1) | | | |
| LNAV/VNAV DA | 337-1 262 (300-1) | | | |
| LNAV MDA | 440-1 365 (400-1) | | | |
| C CIRCLING | 500-1 425 (500-1) | 540-1 465 (500-1) | 680-1¾ 605 (700-1¾) | 880-2½ 805 (900-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

19115

# ILS Y or LOC RWY 6
## WILMINGTON INTL (ILM)

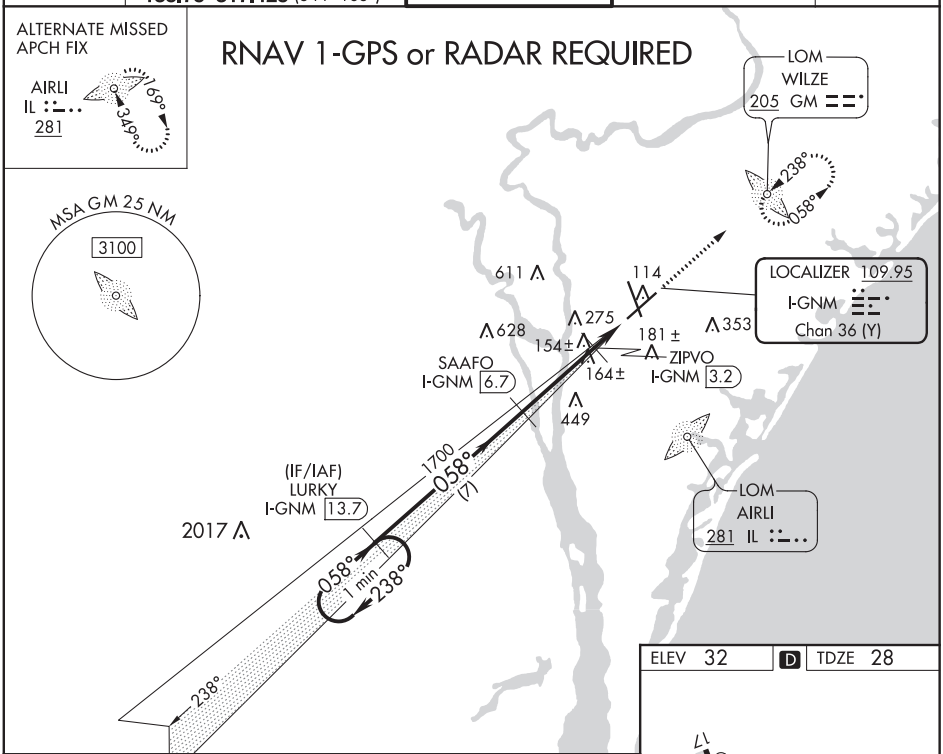
| LOC/DME I-GNM | APP CRS | Rwy ldg 8016 |
|---|---|---|
| 109.95 | 058° | TDZE 28 |
| Chan 36 (Y) | | Apt Elev 32 |

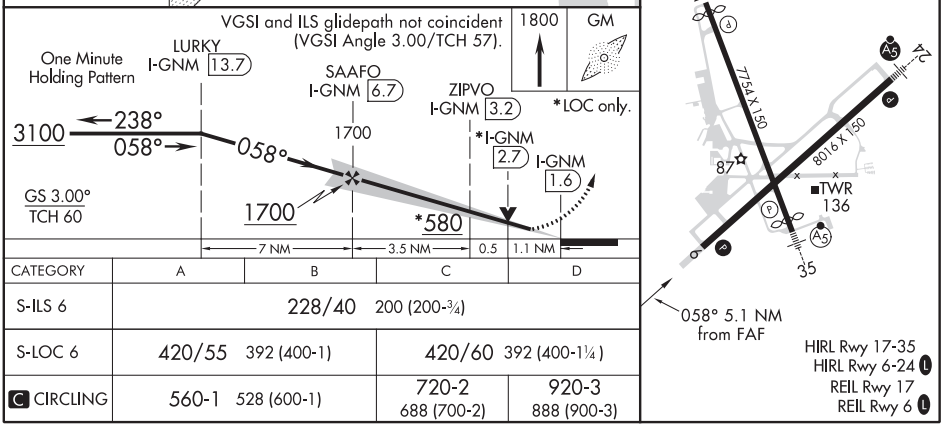
T A ASR

ADF required.
DME required.

MISSED APPROACH: Climb to 1800 direct WILZE LOM and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 228/40 200 (200-¾) | | | |
| S-LOC 6 | 420/55 392 (400-1) | | 420/60 392 (400-1¼) | |
| C CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS Y or LOC RWY 24
## WILMINGTON INTL (ILM)

| LOC I-GMX | APP CRS | Rwy ldg | 8016 |
|---|---|---|---|
| 111.55 | 238° | TDZE | 26 |
| | | Apt Elev | 32 |

ASR

**RVR 1800 authorized with use of FD or AP or HUD to DA. ADF required.

MALSR

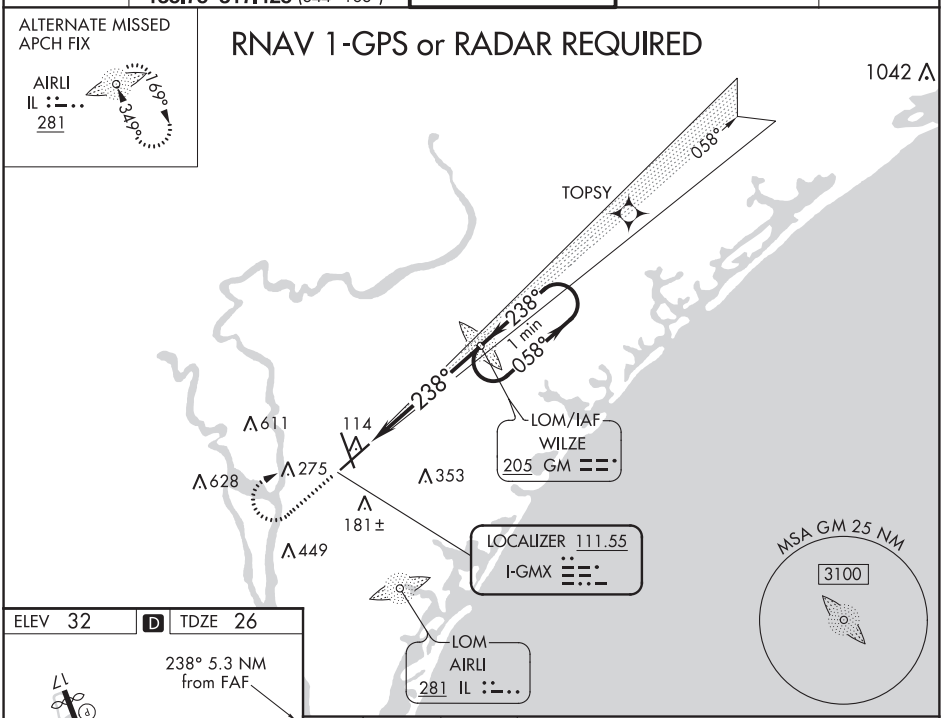
MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

ALTERNATE MISSED APCH FIX

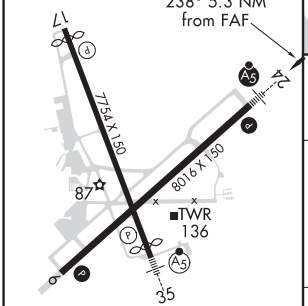
AIRLI IL 281 169° 349°

## RNAV 1-GPS or RADAR REQUIRED



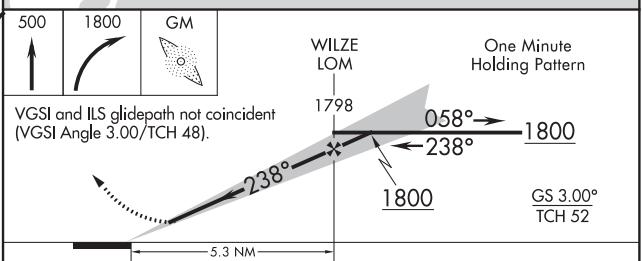

ELEV 32 D TDZE 26

238° 5.3 NM from FAF




HIRL Rwy 17-35
HIRL Rwy 6-24 L
REIL Rwy 17
REIL Rwy 6 L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24** | 226/24 200 (200-½) | | | |
| S-LOC 24 | 500/24 474 (500-½) | | 500/50 474 (500-1) | |
| C CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |


SE-2, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

19171

# ILS Y or LOC RWY 35
## WILMINGTON INTL (ILM)

| LOC I-ILM | APP CRS | Rwy ldg | 7204 |
|---|---|---|---|
| 110.3 | 349° | TDZE | 31 |
| | | Apt Elev | 32 |

ADF required. RADAR required for procedure entry.

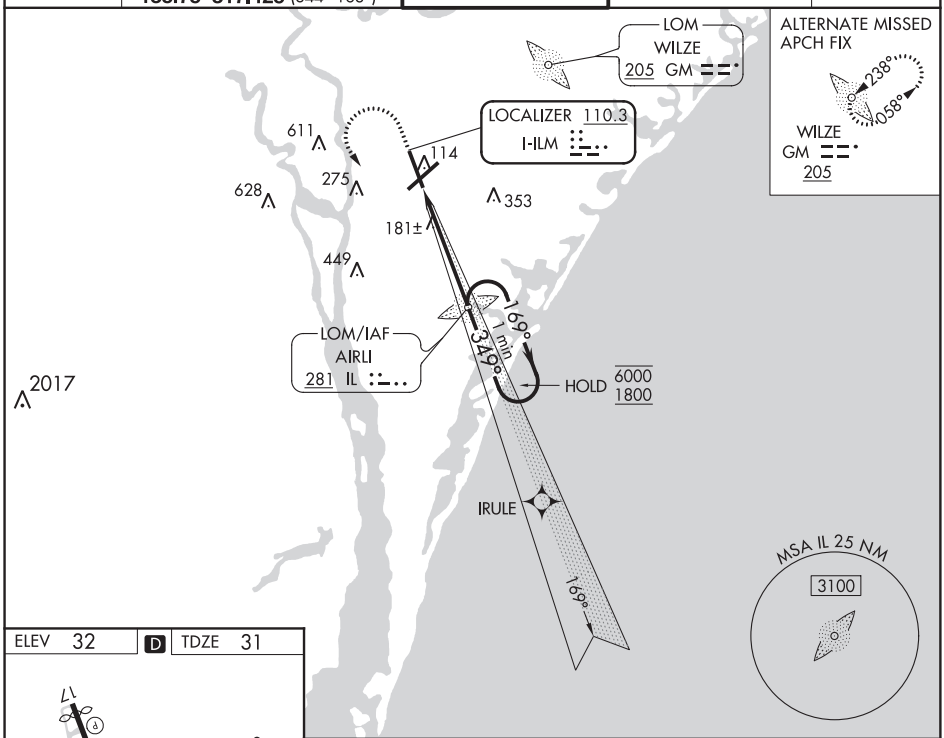
ASR

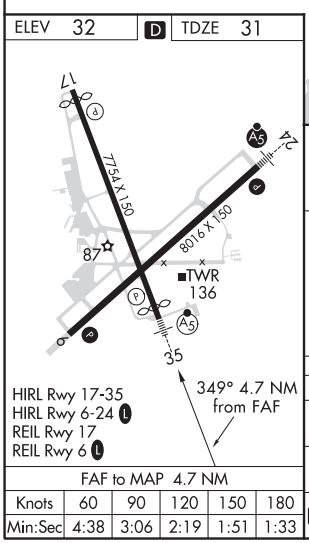
For inop ALS, increase S-LOC 35 Cat C/D visibility to 1⅜ SM.

MALSR

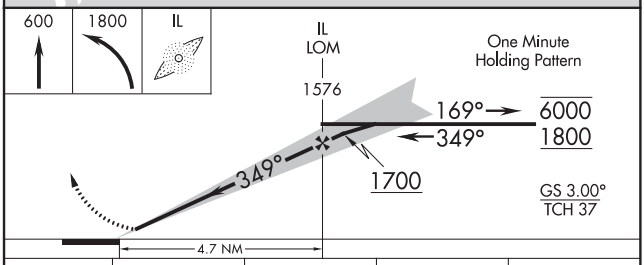
MISSED APPROACH: Climb to 600 then climbing left turn to 1800 direct AIRLI LOM and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




| FAF to MAP 4.7 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 4:38 | 3:06 | 2:19 | 1:51 | 1:33 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 242/24 211 (300-½) | | | |
| S-LOC 35 | 500/24 469 (500-½) | | 500/50 469 (500-1) | |
| C CIRCLING | 560-1 528 (600-1) | | 720-2<br>688 (700-2) | 920-3<br>888 (900-3) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

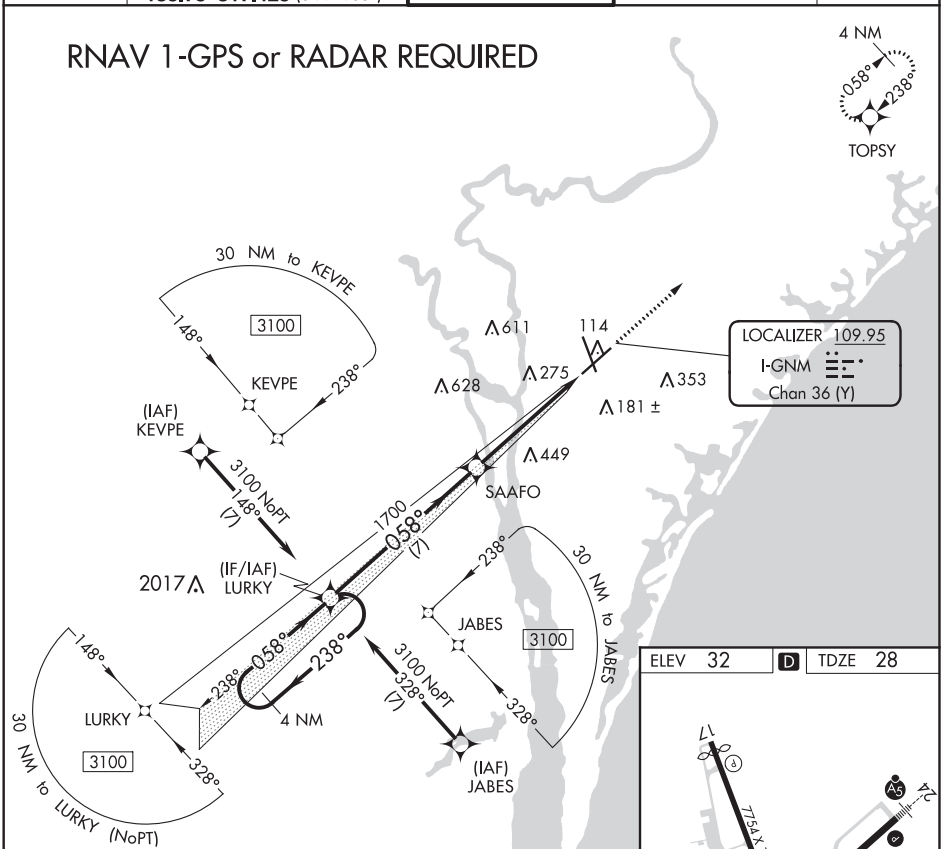
# ILS Z RWY 6
## WILMINGTON INTL (ILM)

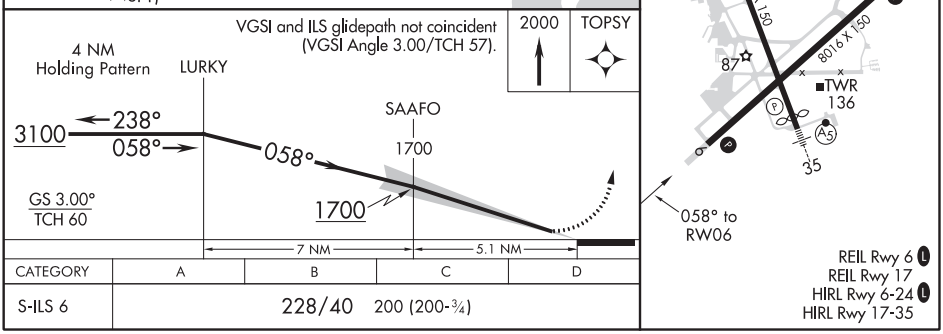
| LOC/DME I-GNM 109.95 Chan 36 (Y) | APP CRS 058° | Rwy ldg 8016 TDZE 28 Apt Elev 32 |
|---|---|---|

ASR — RNAV 1-GPS required.

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) (L) 239.3 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 6 | 228/40 200 (200-¾) | | | |


SE-2, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 19115

# ILS Z RWY 24
## WILMINGTON INTL (ILM)

| LOC I-GMX | APP CRS | Rwy ldg | 8016 |
|---|---|---|---|
| 111.55 | 238° | TDZE | 26 |
| | | Apt Elev | 32 |

ASR

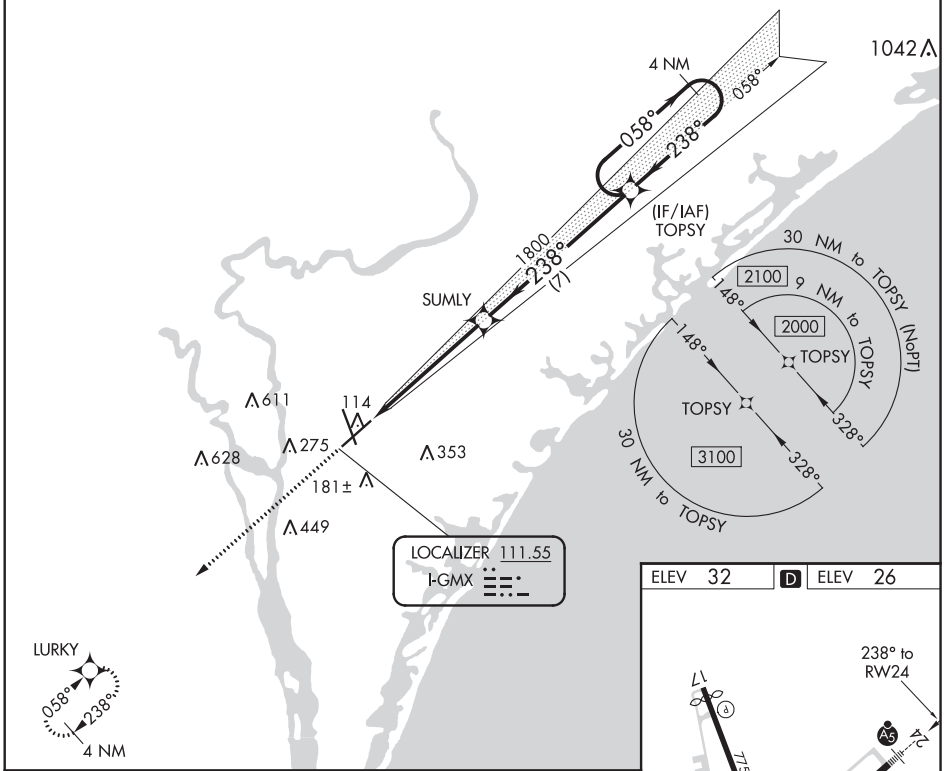
RNAV 1-GPS required.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

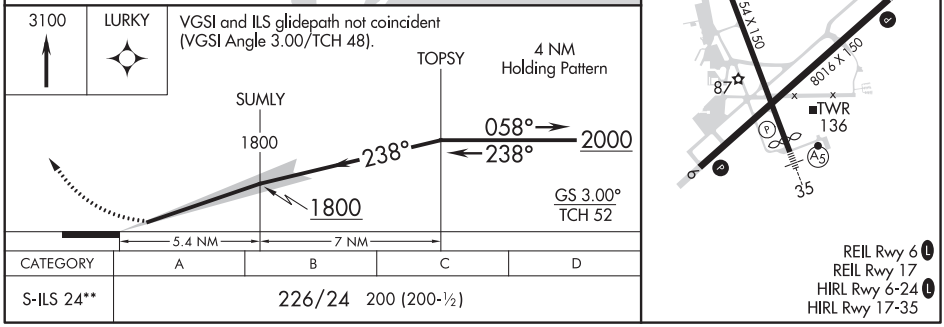
MALSR

MISSED APPROACH: Climb to 3100 direct LURKY and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

## RNAV 1-GPS or RADAR REQUIRED




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24** | 226/24 200 (200-½) | | | |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

# ILS Z RWY 35
## WILMINGTON INTL (ILM)

| LOC I-ILM | APP CRS | Rwy ldg 7204 |
|---|---|---|
| 110.3 | 349° | TDZE 31 |
| | | Apt Elev 32 |

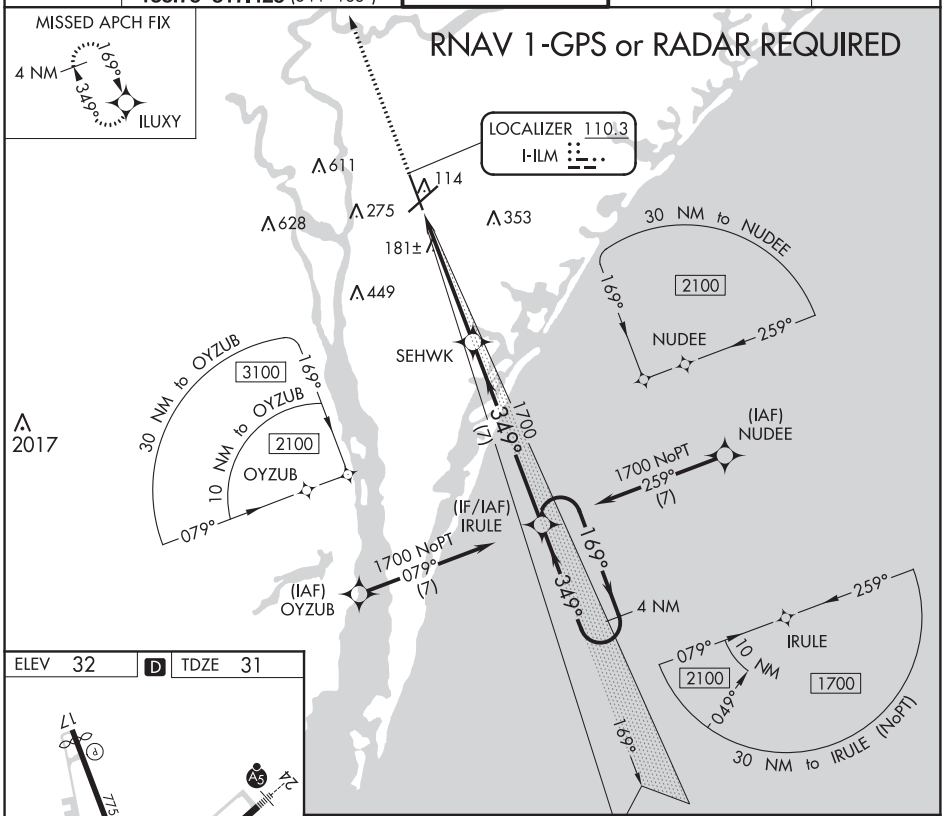
T A NA ASR

RNAV 1-GPS required.

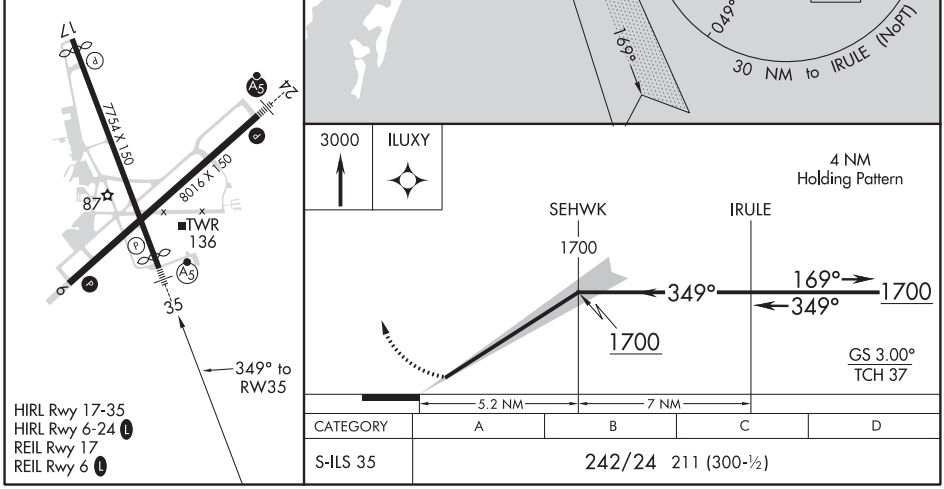
MALSR

MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




SE-2, 10 SEP 2020 to 05 NOV 2020




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 35 | 242/24 211 (300-½) | | | |

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

19115

# ILS Y RWY 24 (SA CAT I & II)

WILMINGTON INTL (ILM)

| LOC I-GMX | APP CRS | Rwy ldg 8016 |
|---|---|---|
| 111.55 | 238° | TDZE 26 |
| | | Apt Elev 32 |

ASR: ADF required. 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. Procedure NA when tower closed.

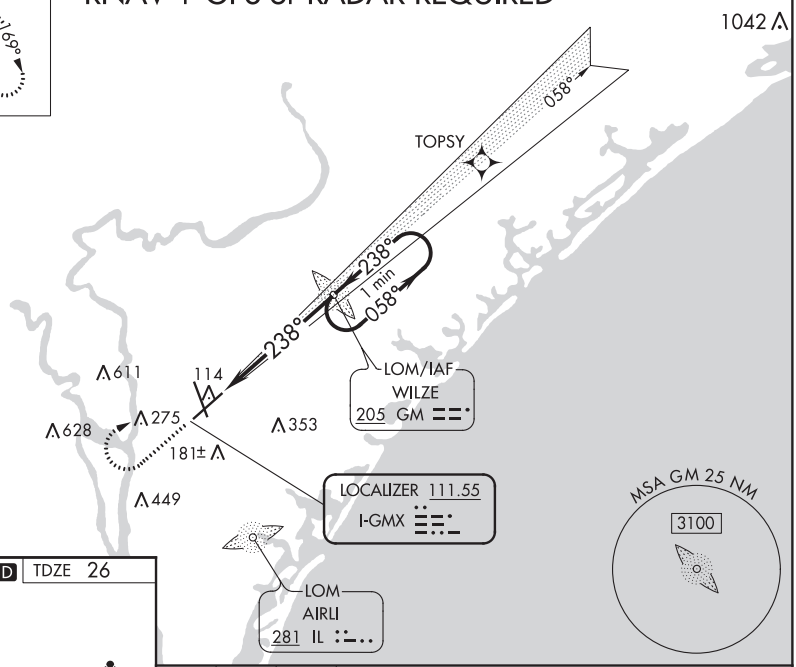
MALSR: MISSED APPROACH: Climb to 500 then climbing right turn to 1800 direct WILZE LOM and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

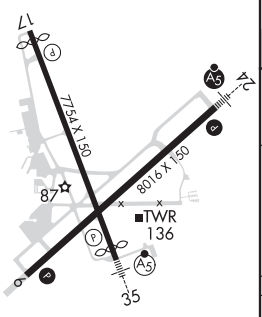
ALTERNATE MISSED APCH FIX

AIRLI IL 281 — 169° 349°

## RNAV 1-GPS or RADAR REQUIRED

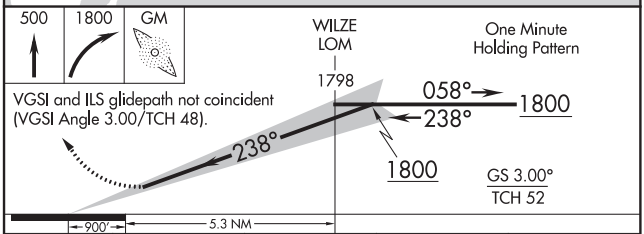



ELEV 32 | D | TDZE 26




HIRL Rwy 17-35
HIRL Rwy 6-24 L
REIL Rwy 17
REIL Rwy 6 L

| FAF to MAP 5.3 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 5:18 | 3:32 | 2:39 | 2:07 | 1:46 |




VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 24 | SA CAT I RA 151/14 150 DA 176 | | | |
| S-ILS 24 | SA CAT II RA 108/12 100 DA 126 | | | |

## SA CATEGORY I & II ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| WAAS CH 86599 W06A | APP CRS 058° | Rwy ldg 8016<br>TDZE 28<br>Apt Elev 32 |
|---|---|---|

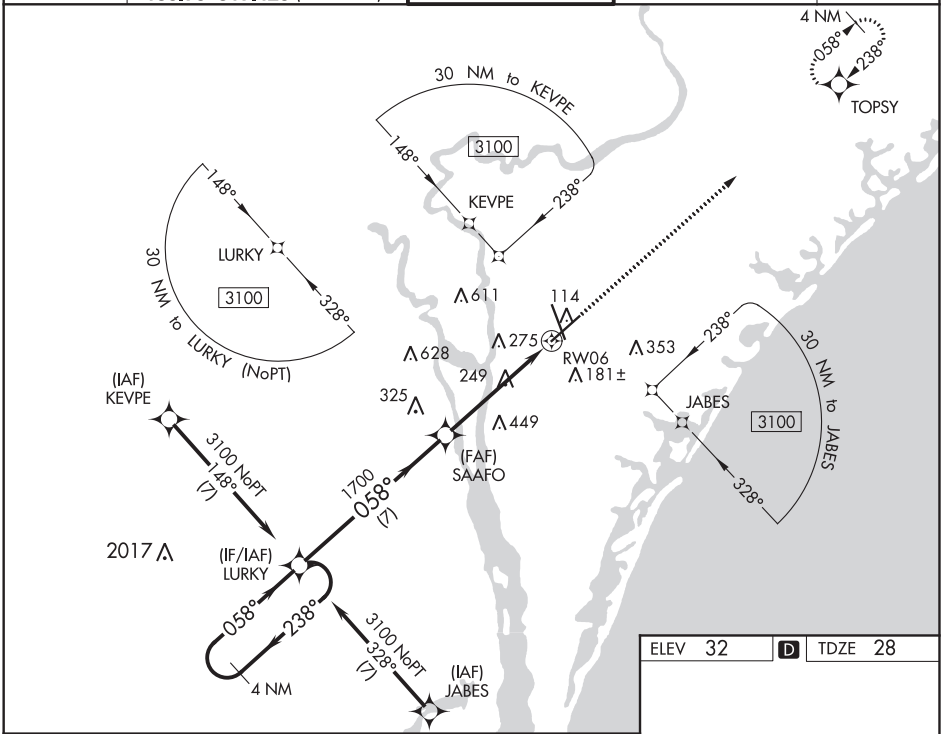
# RNAV (GPS) RWY 6
## WILMINGTON INTL (ILM)

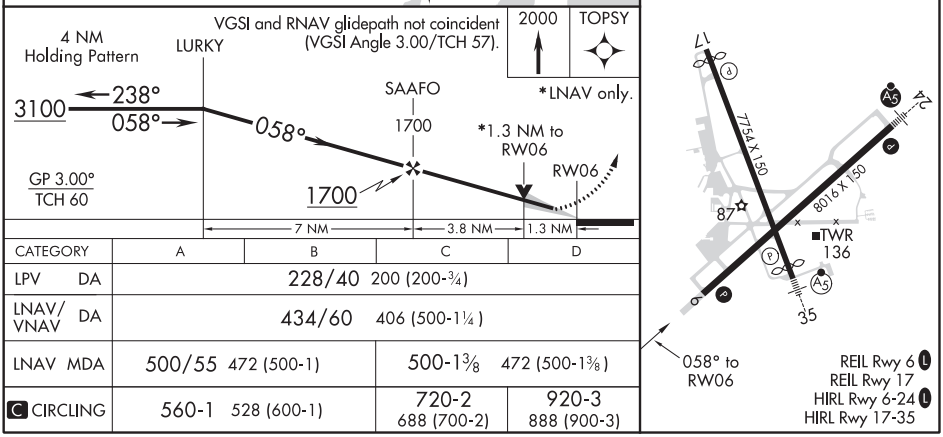
ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2000 direct TOPSY and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 228/40 200 (200-¾) | | | |
| LNAV/VNAV DA | 434/60 406 (500-1¼) | | | |
| LNAV MDA | 500/55 472 (500-1) | | 500-1⅜ 472 (500-1⅜) | |
| C CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

19115

# RNAV (GPS) RWY 17
## WILMINGTON INTL (ILM)

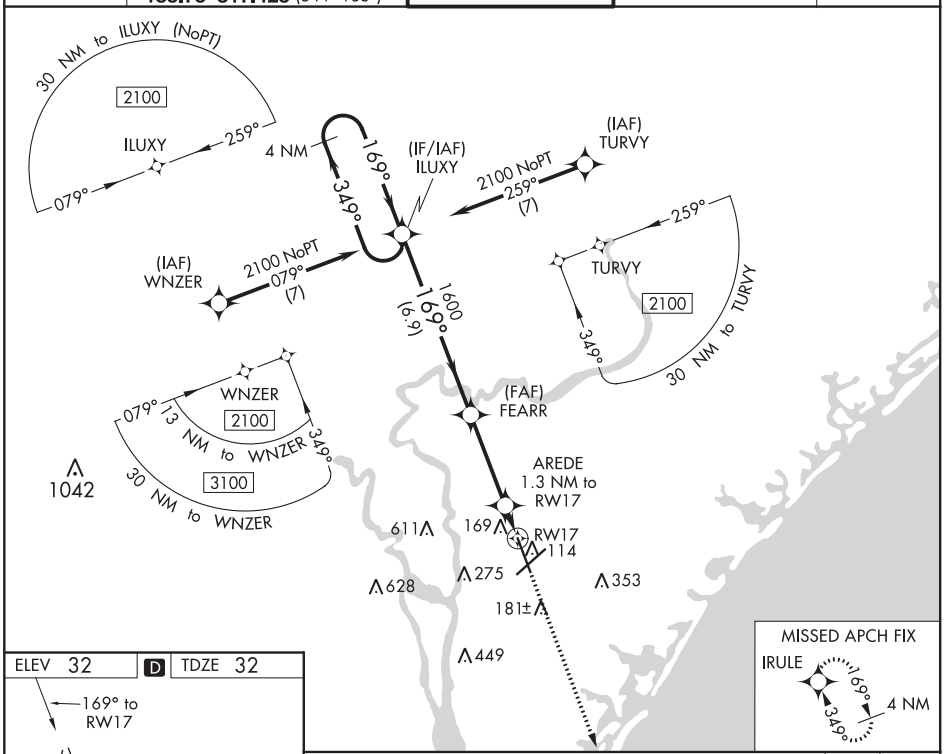
| WAAS CH 90499 W17A | APP CRS 169° | Rwy ldg 6604<br>TDZE 32<br>Apt Elev 32 |
|---|---|---|

ASR

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 17 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1700 direct IRULE and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

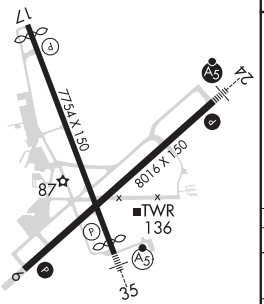



SE-2, 10 SEP 2020 to 05 NOV 2020

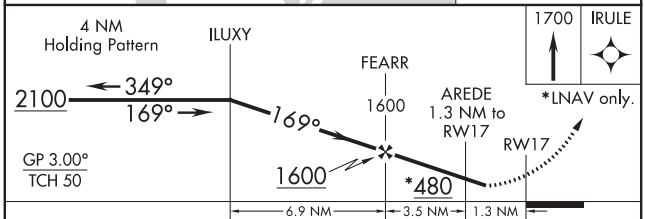
SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 32 | D | TDZE 32

169° to RW17




REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 369-1⅛ 337 (400-1⅛) | | | |
| LNAV/VNAV DA | 405-1¼ 373 (400-1¼) | | | |
| LNAV MDA | 420-1 388 (400-1) | | 420-1⅛ 388 (400-1⅛) | |
| C CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |

# RNAV (GPS) RWY 24
## WILMINGTON INTL (ILM)

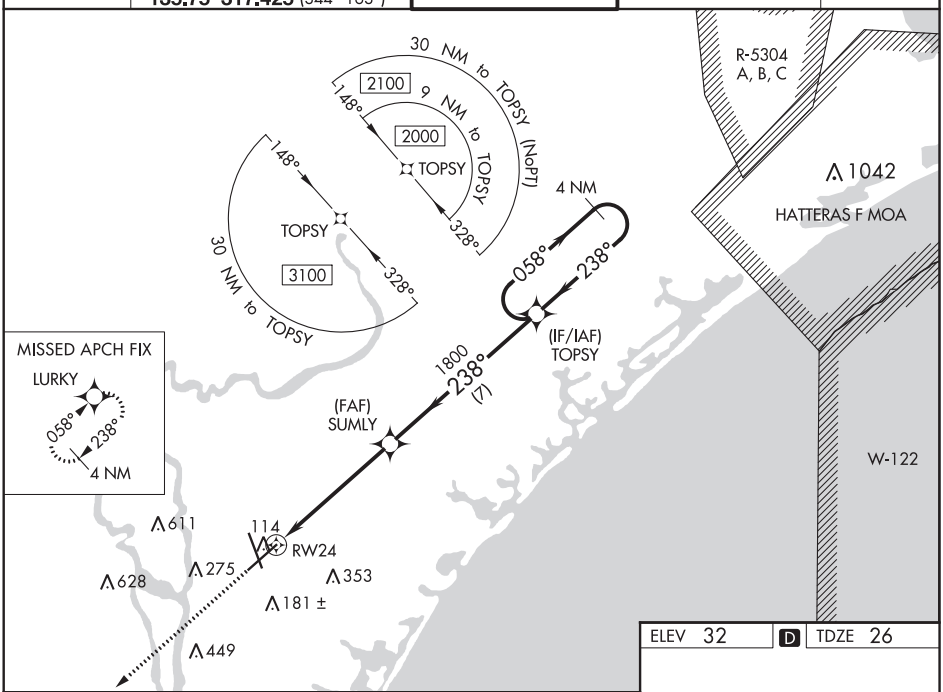
| WAAS CH 45899 W24A | APP CRS 238° | Rwy ldg 8016<br>TDZE 26<br>Apt Elev 32 |
|---|---|---|

ASR: For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

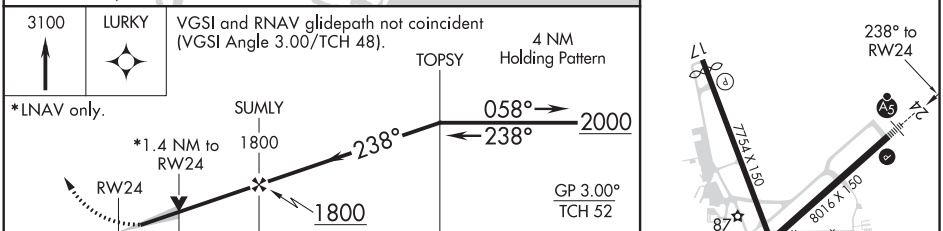
MALSR

MISSED APPROACH: Climb to 3100 direct LURKY and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




ELEV 32 D TDZE 26







| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA ** | 226/24 200 (200-½) | | | |
| LNAV/VNAV DA | 401/40 375 (400-¾) | | | |
| LNAV MDA | 500/24 474 (500-½) | | 500/50 474 (500-1) | |
| C CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |

REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

19115

# RNAV (GPS) RWY 35
## WILMINGTON INTL (ILM)

| WAAS CH 50499 W35A | APP CRS 349° | Rwy ldg 7204<br>TDZE 31<br>Apt Elev 32 |
|---|---|---|

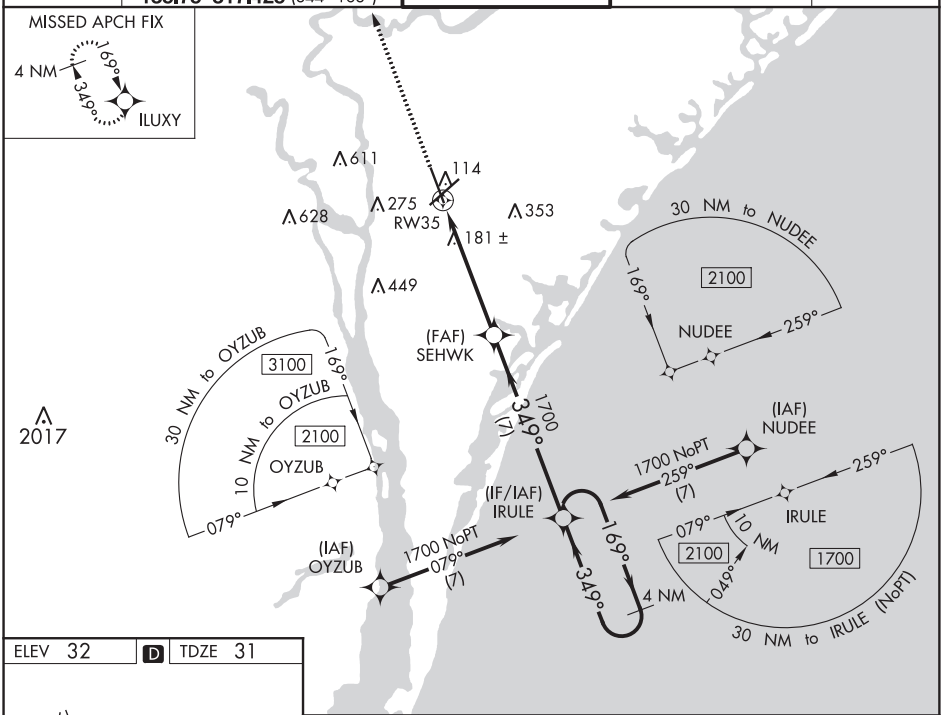
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

ASR

MALSR

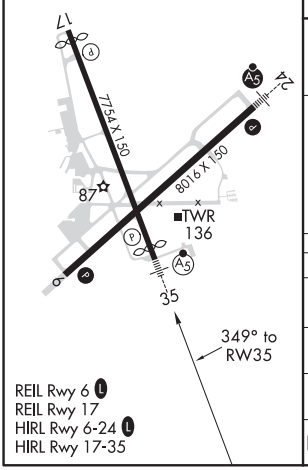
MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |

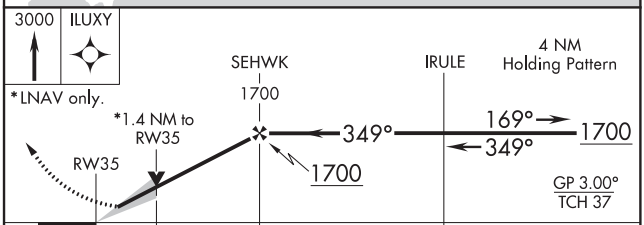



SE-2, 10 SEP 2020 to 05 NOV 2020

ELEV 32 | D | TDZE 31




REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 242/24 211 (300-½) | | | |
| LNAV/VNAV DA | 426/45 395 (400-⅞) | | | |
| LNAV MDA | 500/24 469 (500-½) | | 500/50 469 (500-1) | |
| C CIRCLING | 560-1 528 (600-1) | | 720-2 688 (700-2) | 920-3 888 (900-3) |

WILMINGTON, NORTH CAROLINA
Amdt 3C 17AUG17

34°16′N-77°54′W

WILMINGTON INTL (ILM)
RNAV (GPS) RWY 35

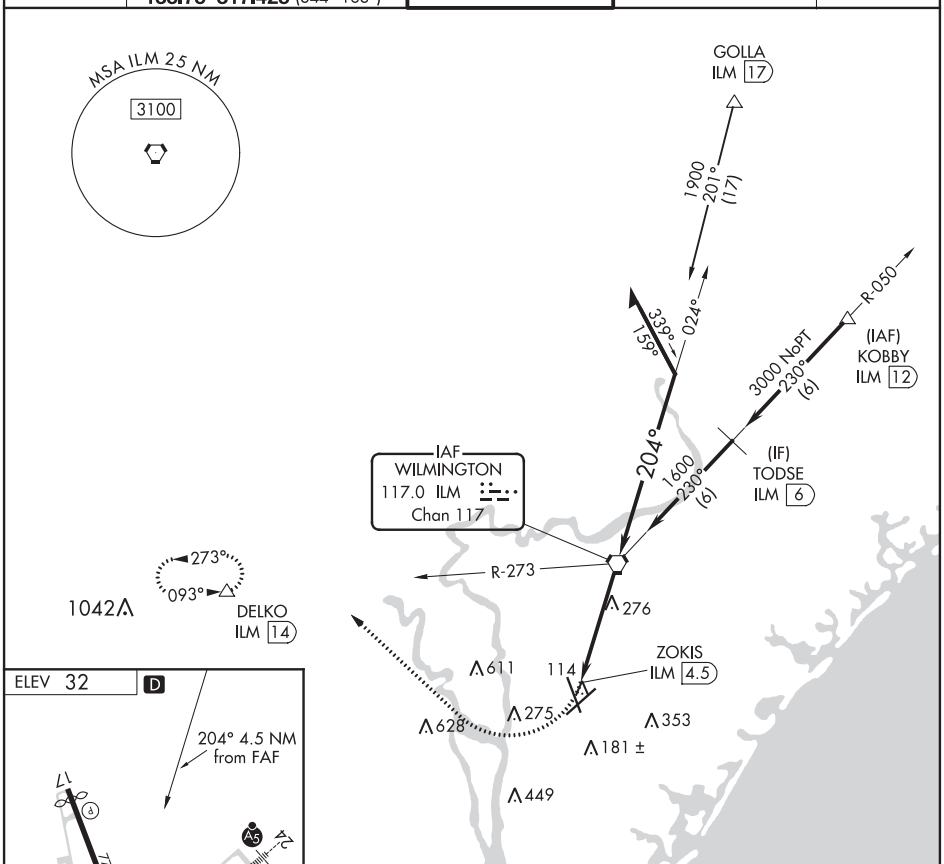
# TACAN-A
## WILMINGTON INTL (ILM)

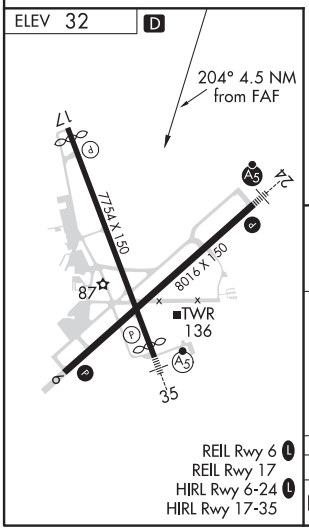
| VORTAC ILM 117.0 Chan 117 | APP CRS 204° | Rwy ldg N/A<br>TDZE N/A<br>Apt Elev 32 |
|---|---|---|

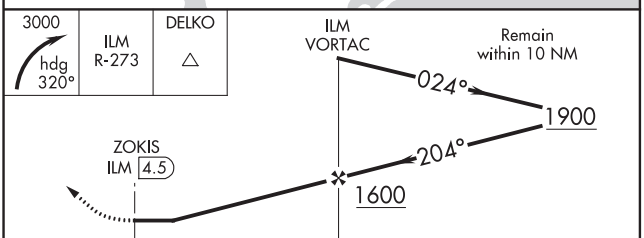
ASR

MISSED APPROACH: Climbing right turn to 3000 heading 320° and ILM R-273 to DELKO/ILM 14 DME and hold.

| ATIS | WILMINGTON APP CON ★ | WILMINGTON TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 124.975 | 118.25 284.65 (164°-343°)<br>135.75 317.425 (344°-163°) | 119.9 (CTAF) L 239.3 | 121.9 348.6 | 122.95 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| C CIRCLING | 560-1 528 (600-1) | | 720-2<br>688 (700-2) | 920-3<br>888 (900-3) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

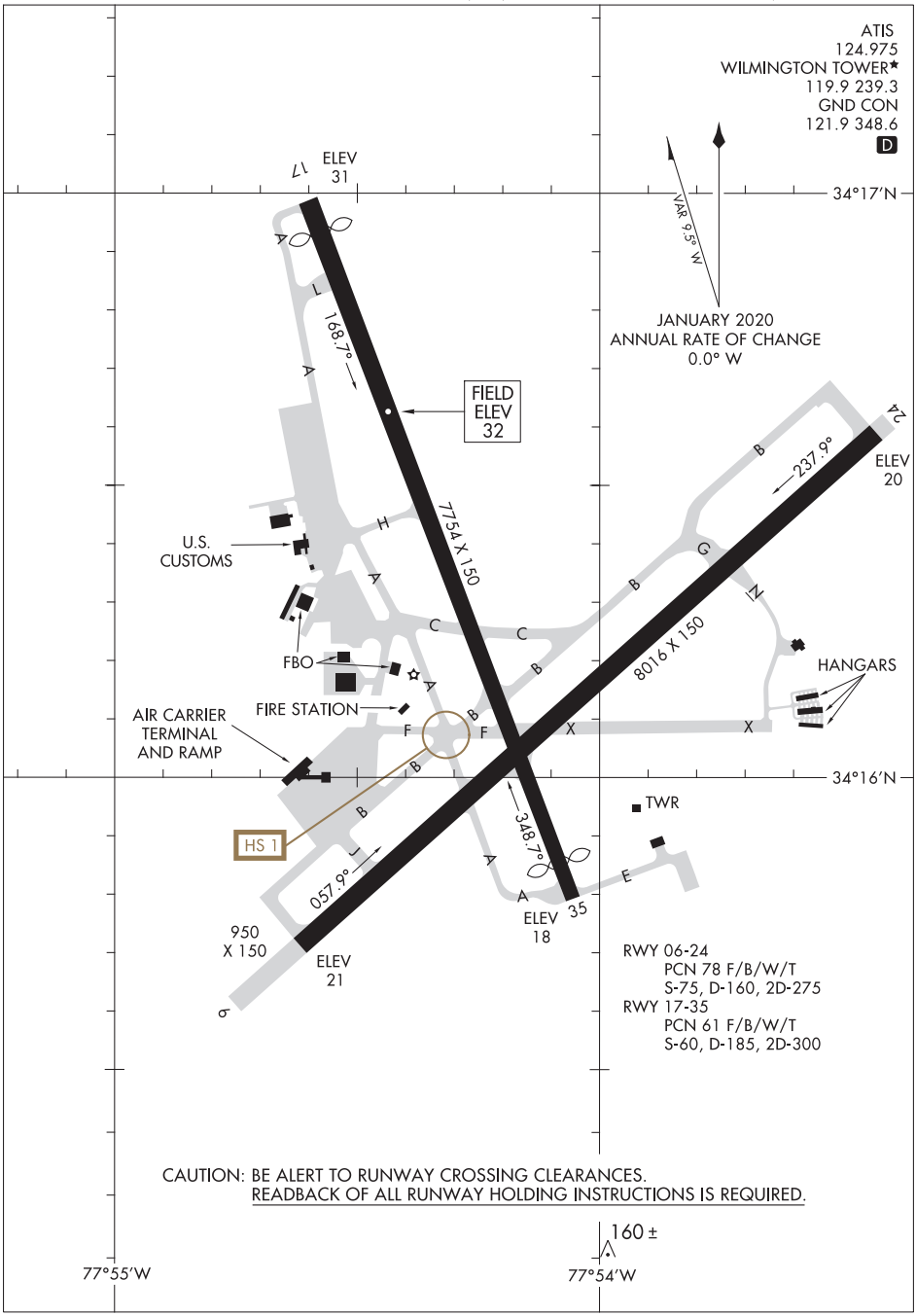
20086

# AIRPORT DIAGRAM

AL-459 (FAA)

## WILMINGTON INTL (ILM)

WILMINGTON, NORTH CAROLINA




SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

AIRPORT DIAGRAM
20086
WILMINGTON, NORTH CAROLINA
WILMINGTON INTL (ILM)

| WAAS CH 69339 W03A | APP CRS 038° | Rwy ldg 4500<br>TDZE 156<br>Apt Elev 160 |
|---|---|---|

# RNAV (GPS) RWY 3
## WILSON INDUSTRIAL AIR CENTER (W03)

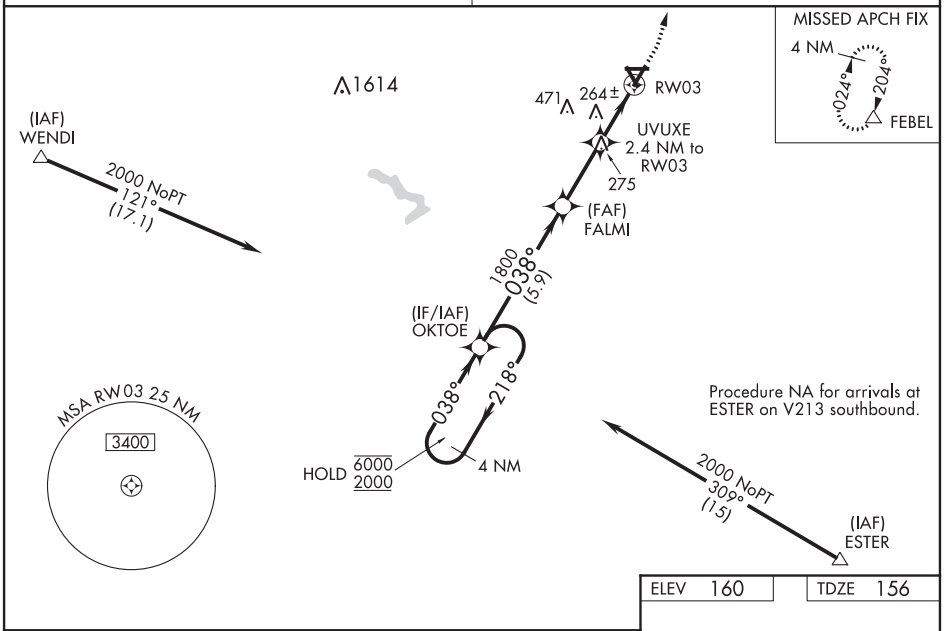
RNP APCH.

T
A NA

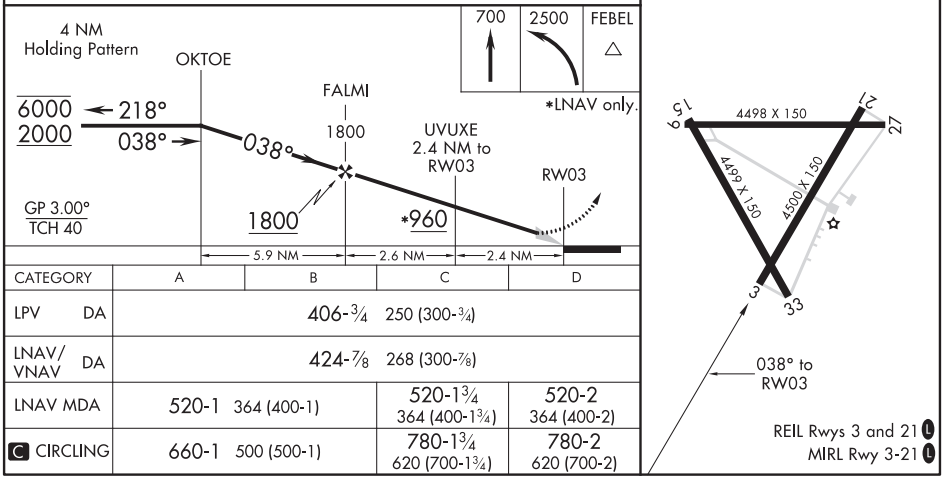
Baro-VNAV NA when using Rocky Mount altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting: increase LPV DA to 421 and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 439; increase all MDA 20 feet and LNAV visibility Cats C and D ⅛ SM. Circling Rwy 9, 15, 27, 33 NA at night.

MISSED APPROACH: Climb to 700, then climbing left turn to 2500 direct FEBEL and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |




| ELEV 160 | TDZE 156 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 406-¾ 250 (300-¾) | | | |
| LNAV/VNAV DA | 424-⅞ 268 (300-⅞) | | | |
| LNAV MDA | 520-1 364 (400-1) | | 520-1¾ 364 (400-1¾) | 520-2 364 (400-2) |
| C CIRCLING | 660-1 500 (500-1) | | 780-1¾ 620 (700-1¾) | 780-2 620 (700-2) |



SE-2, 10 SEP 2020 to 05 NOV 2020
SE-2, 10 SEP 2020 to 05 NOV 2020

WILSON, NORTH CAROLINA | AL-6376 (FAA) | 20086

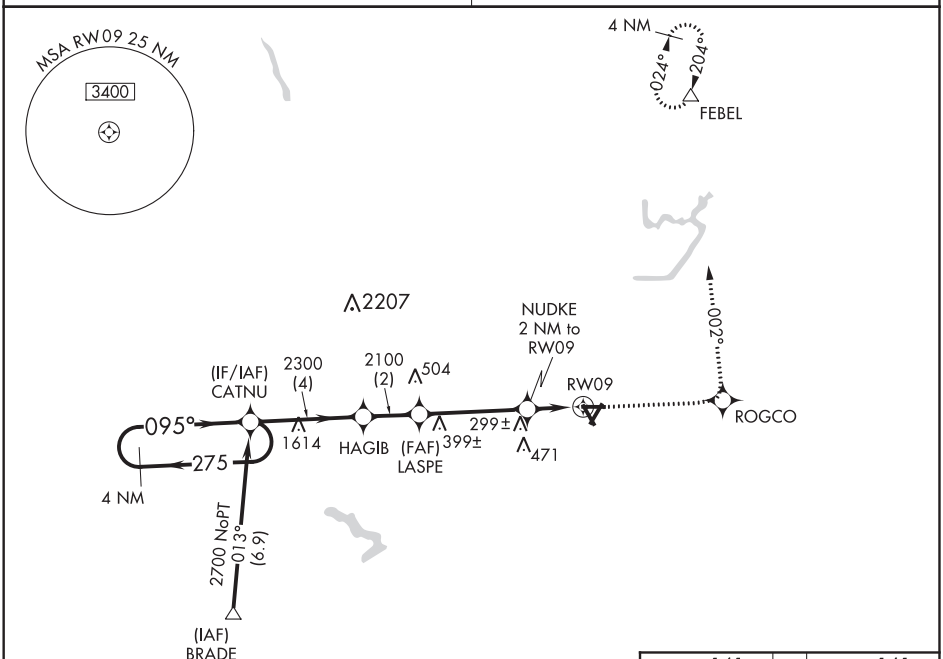
| APP CRS | Rwy ldg | 4498 |
|---|---|---|
| 095° | TDZE | 161 |
| | Apt Elev | 161 |

# RNAV (GPS) RWY 9
## WILSON INDUSTRIAL AIR CENTER (W03)

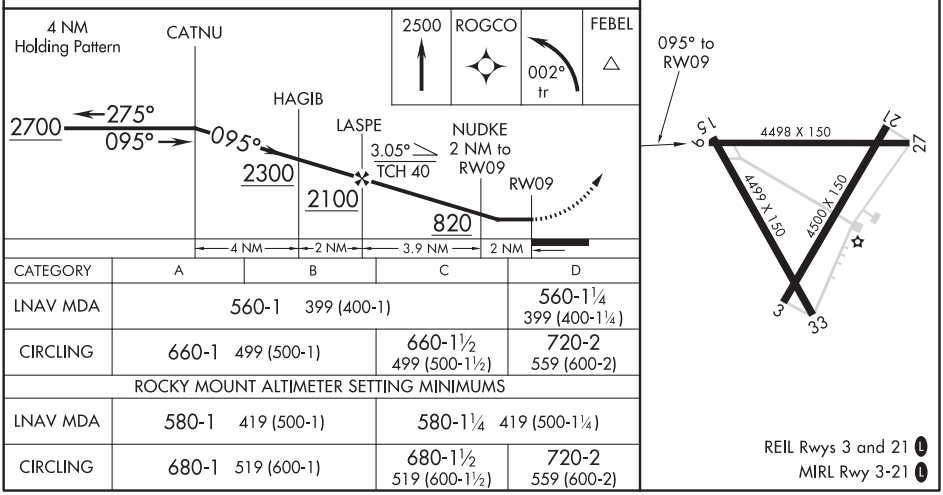
NA — DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climb to 2500 direct ROGCO then left turn via 002° track to FEBEL and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |




| ELEV 161 | TDZE 161 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 399 (400-1) | | | 560-1¼ 399 (400-1¼) |
| CIRCLING | 660-1 499 (500-1) | | 660-1½ 499 (500-1½) | 720-2 559 (600-2) |
| ROCKY MOUNT ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 580-1 419 (500-1) | | 580-1¼ 419 (500-1¼) | |
| CIRCLING | 680-1 519 (600-1) | | 680-1½ 519 (600-1½) | 720-2 559 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| APP CRS | Rwy ldg | 4499 |
|---|---|---|
| 158° | TDZE | 161 |
| | Apt Elev | 161 |

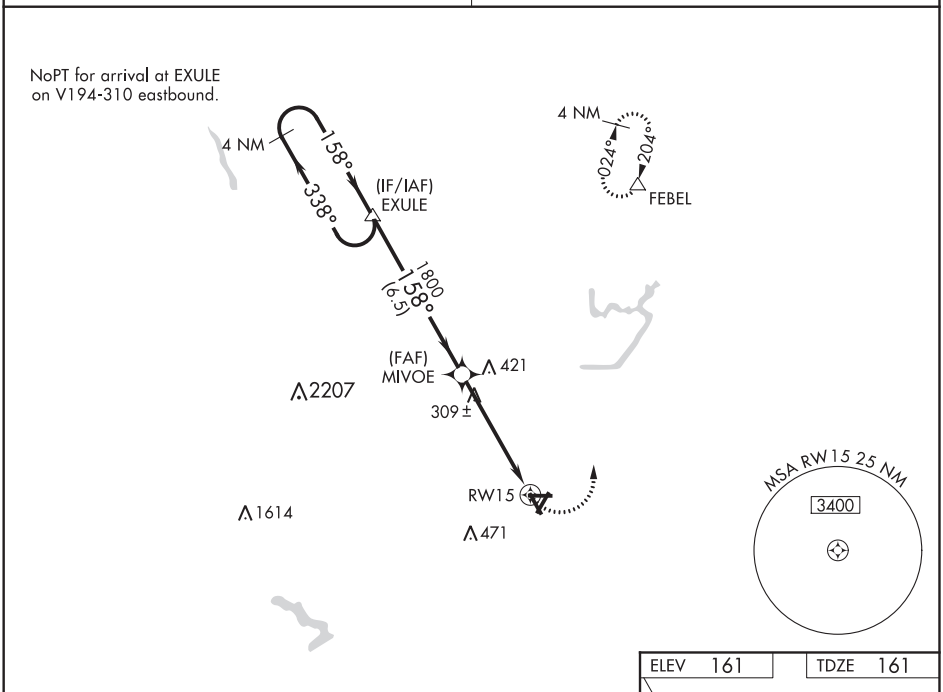
# RNAV (GPS) RWY 15
## WILSON INDUSTRIAL AIR CENTER (W03)

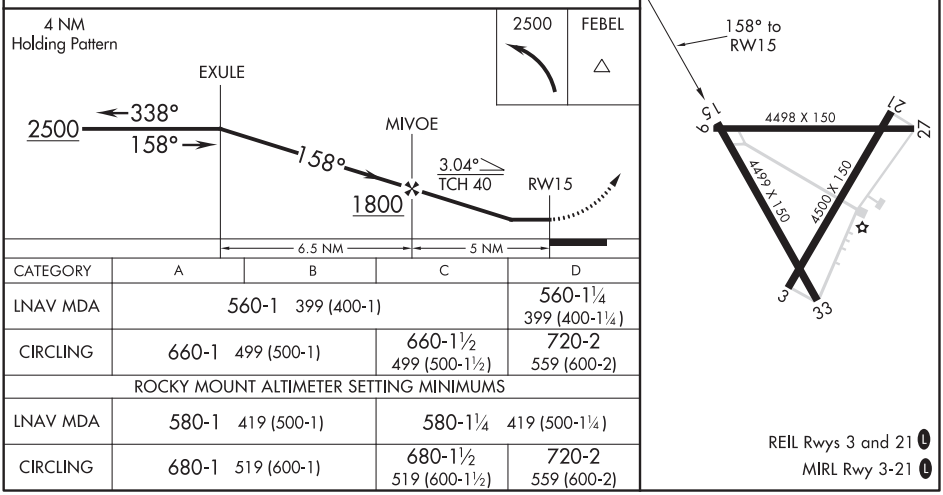
T
A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 560-1 399 (400-1) | | | 560-1¼ 399 (400-1¼) |
| CIRCLING | 660-1 499 (500-1) | | 660-1½ 499 (500-1½) | 720-2 559 (600-2) |
| ROCKY MOUNT ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 580-1 419 (500-1) | | 580-1¼ 419 (500-1¼) | |
| CIRCLING | 680-1 519 (600-1) | | 680-1½ 519 (600-1½) | 720-2 559 (600-2) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WILSON, NORTH CAROLINA

AL-6376 (FAA)

20086

| WAAS CH 72739 W21A | APP CRS 204° | Rwy ldg 4500<br>TDZE 157<br>Apt Elev 160 |
|---|---|---|

# RNAV (GPS) RWY 21
## WILSON INDUSTRIAL AIR CENTER (WØ3)

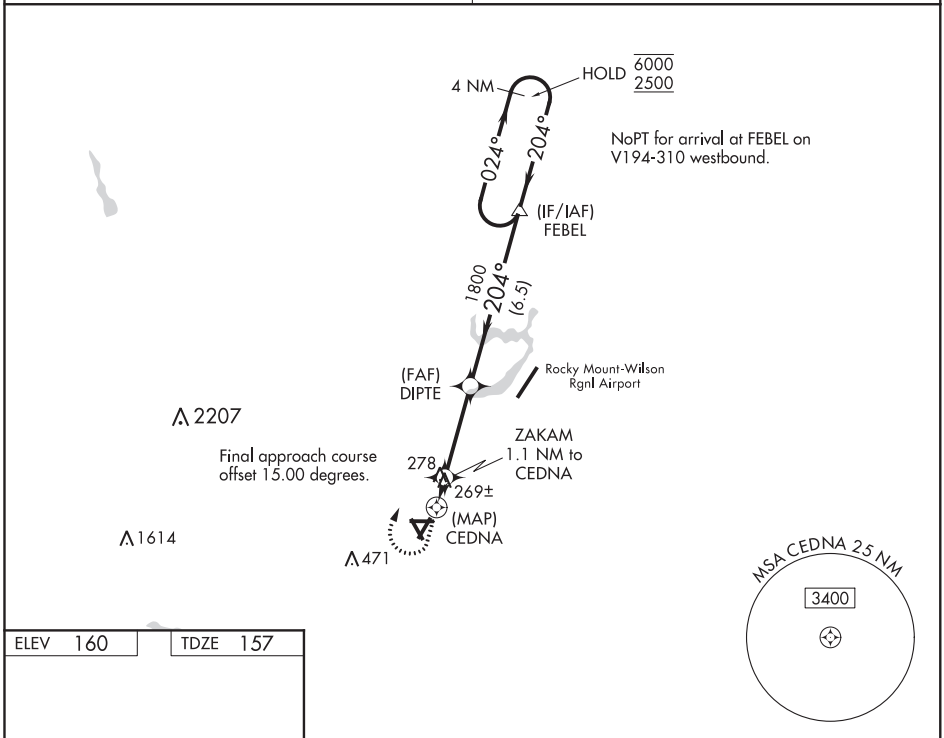
RNP APCH.

Circling Rwy 9, 15, 27, 33 NA at night. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting and increase all MDA 20 feet; increase LP Cats C and D visibility 1/8 SM. Rwy 21 helicopter visibility reduction below 3/4 SM NA.

NA

MISSED APPROACH: Climb to 1000, then climbing right turn to 2500 direct FEBEL and hold.

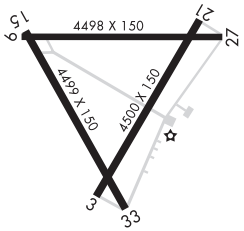
| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |

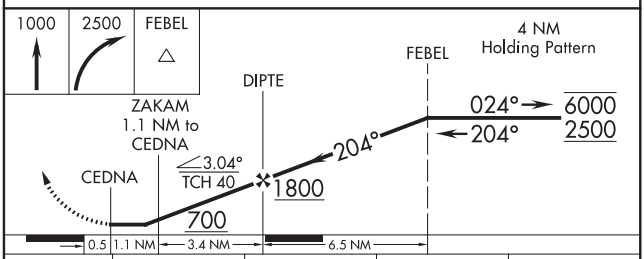



SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

| ELEV 160 | TDZE 157 |
|---|---|




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LP MDA | 520-1 363 (400-1) | | | |
| LNAV MDA | 540-1 383 (400-1) | | 540-1 1/8 383 (400-1 1/8) | |
| C CIRCLING | 660-1 500 (500-1) | | 780-1 3/4 620 (700-1 3/4) | 780-2 620 (700-2) |

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

| APP CRS | Rwy ldg | 4499 |
|---|---|---|
| 339° | TDZE | 157 |
| | Apt Elev | 161 |

# RNAV (GPS) RWY 33
## WILSON INDUSTRIAL AIR CENTER (WØ3)

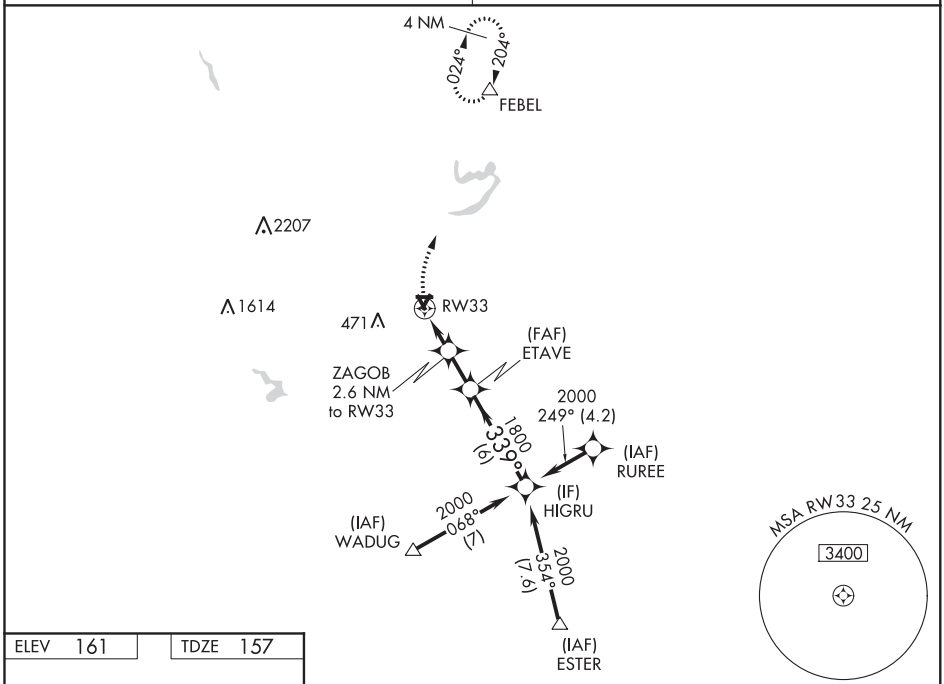
RNP APCH.

Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 9, 15, 27, 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.

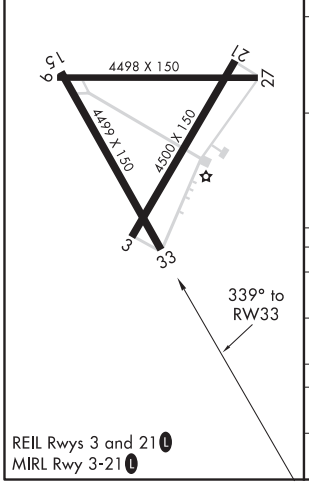
NA

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

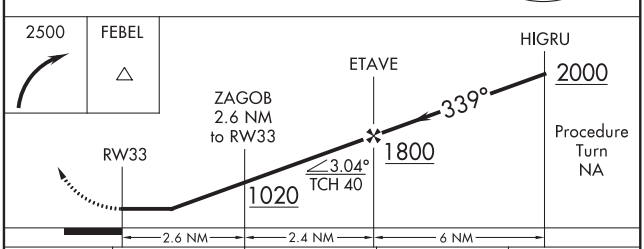
| WASHINGTON CENTER | UNICOM |
|---|---|
| 123.85 279.65 | 123.0 (CTAF) L |




| ELEV 161 | TDZE 157 |
|---|---|




REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 640-1 483 (500-1) | | 640-1¼ 483 (500-1¼) | 640-1½ 483 (500-1½) |
| CIRCLING | 660-1 499 (500-1) | | 660-1½ 499 (500-1½) | 720-2 559 (600-2) |
| ROCKY MOUNT ALTIMETER SETTING MINIMUMS | | | | |
| LNAV MDA | 660-1 503 (500-1) | | 660-1½ 503 (500-1½) | |
| CIRCLING | 680-1 519 (600-1) | | 680-1½ 519 (600-1½) | 720-2 559 (600-2) |

WINNSBORO, SOUTH CAROLINA

AL-6281 (FAA)

19115

| WAAS CH 82329 W04A | APP CRS 045° | Rwy ldg 5010<br>TDZE 578<br>Apt Elev 578 |
|---|---|---|

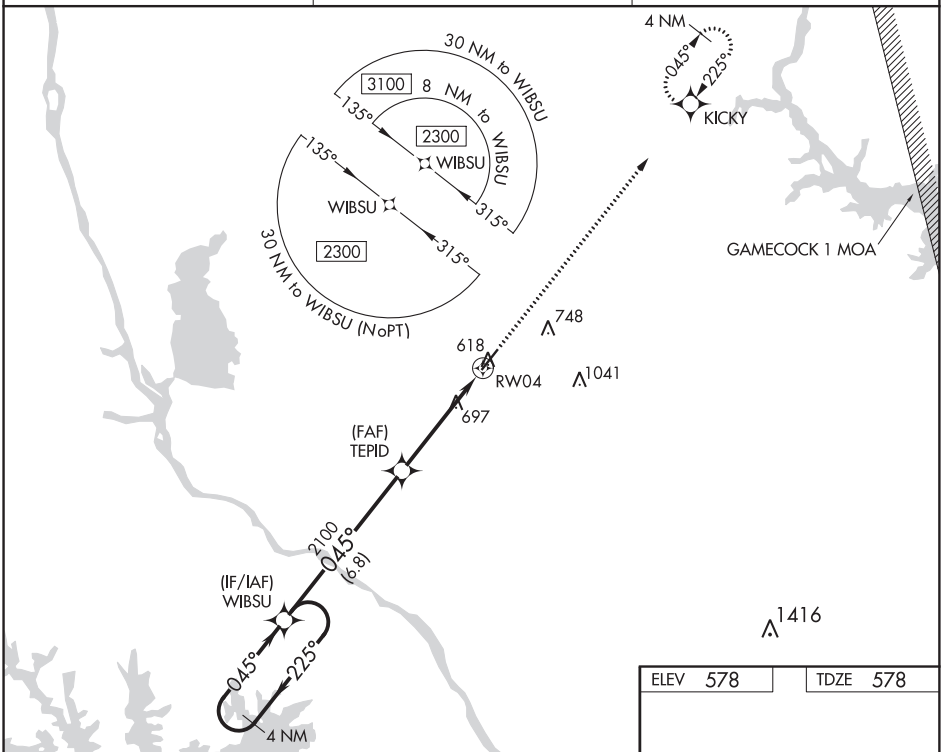
# RNAV (GPS) RWY 4

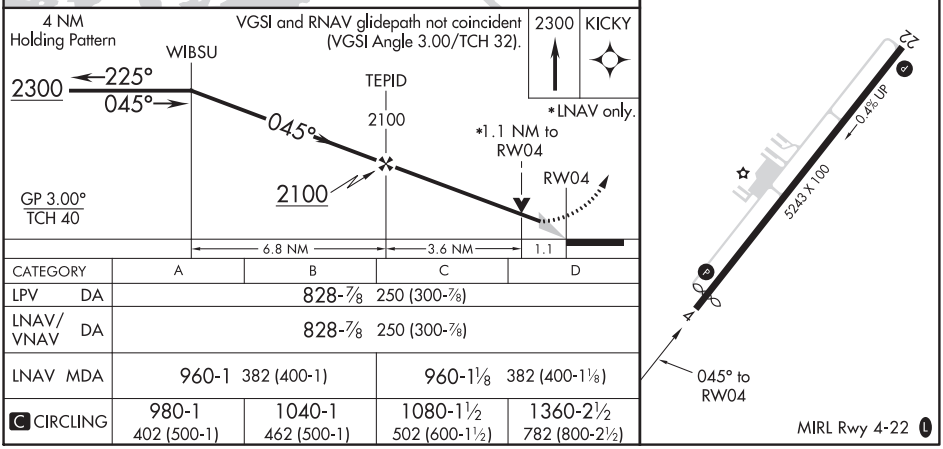
## FAIRFIELD COUNTY (FDW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct KICKY and hold.

| AWOS-3 | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 119.075 | 133.4 285.6 | 123.05 (CTAF) |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 828-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 828-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 960-1 382 (400-1) | | 960-1⅛ 382 (400-1⅛) | |
| C CIRCLING | 980-1 402 (500-1) | 1040-1 462 (500-1) | 1080-1½ 502 (600-1½) | 1360-2½ 782 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

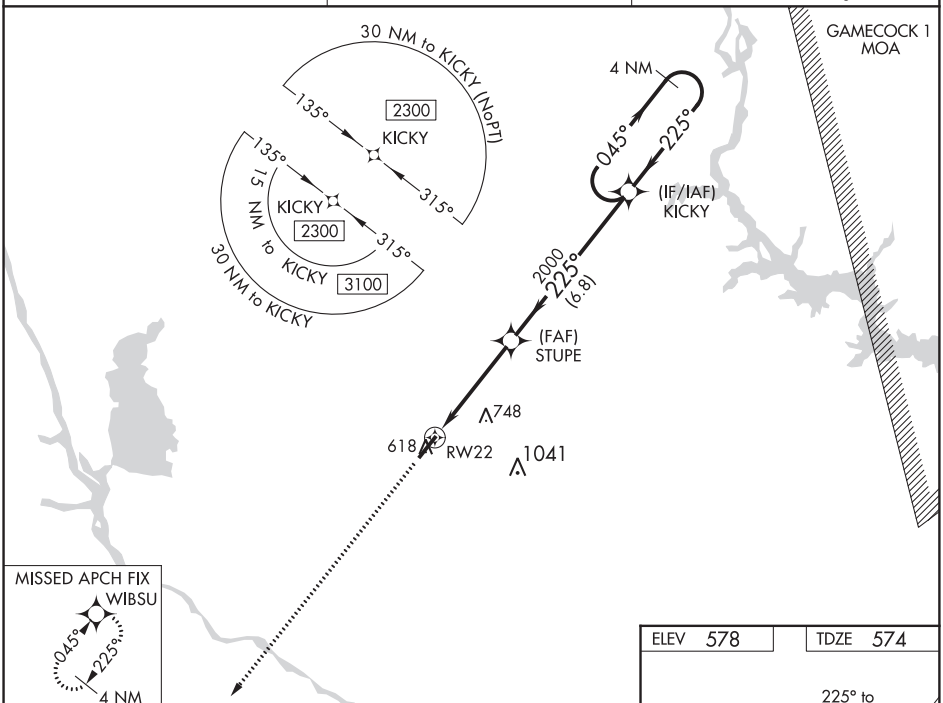
| WAAS CH 97330 W22A | APP CRS 225° | Rwy ldg 5243<br>TDZE 574<br>Apt Elev 578 |
|---|---|---|

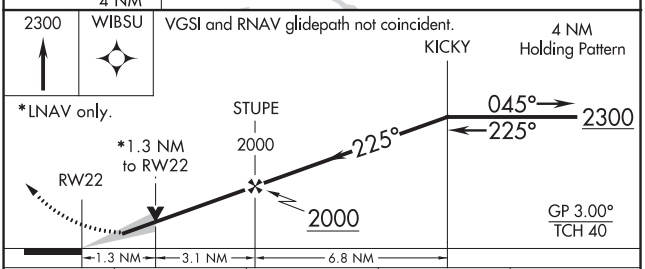
# RNAV (GPS) RWY 22
## FAIRFIELD COUNTY (FDW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct WIBSU and hold.

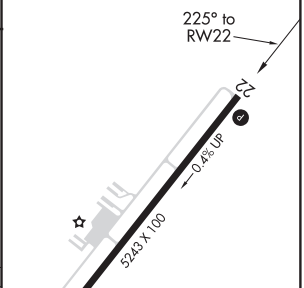
| AWOS-3 | COLUMBIA APP CON | UNICOM |
|---|---|---|
| 119.075 | 133.4 285.6 | 123.05 (CTAF) L |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA | 824-⅞ 250 (300-⅞) | | | |
| LNAV/VNAV DA | 824-⅞ 250 (300-⅞) | | | |
| LNAV MDA | 1000-1 426 (500-1) | | 1000-1¼ 426 (500-1¼) | |
| C CIRCLING | 1000-1 422 (500-1) | 1040-1 462 (500-1) | 1080-1½ 502 (600-1½) | 1360-2½ 782 (800-2½) |

| ELEV 578 | TDZE 574 |
|---|---|







SE-2, 10 SEP 2020 to 05 NOV 2020

WINSTON-SALEM, NORTH CAROLINA AL-463 (FAA) 19115

# ILS or LOC RWY 33
## SMITH REYNOLDS (INT)

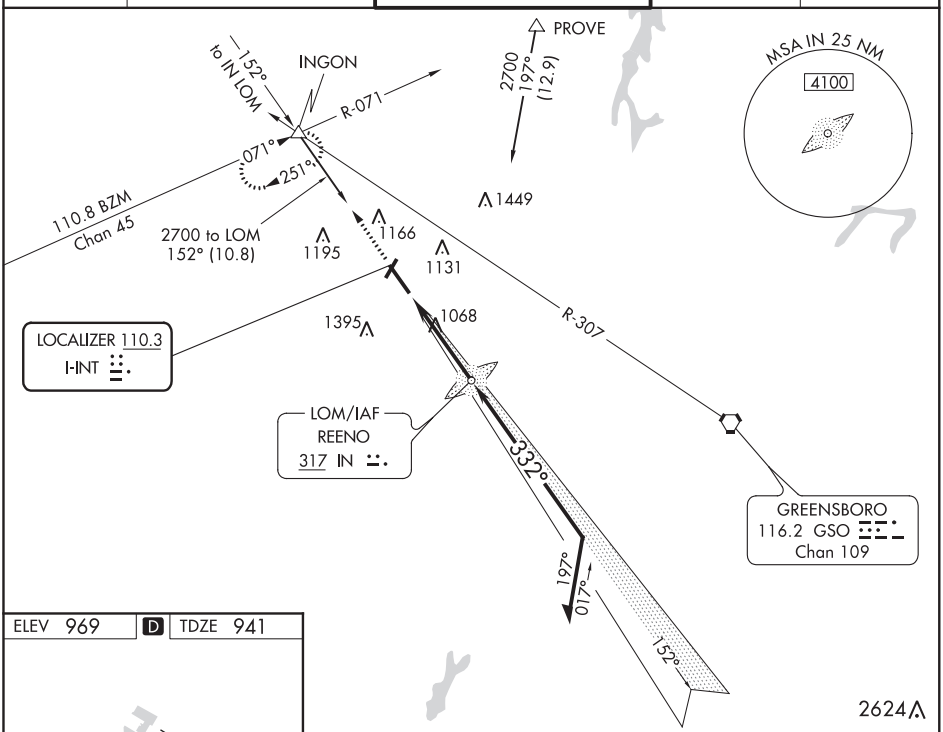
| LOC I-INT | APP CRS | Rwy ldg | 6655 |
|---|---|---|---|
| 110.3 | 332° | TDZE | 941 |
| | | Apt Elev | 969 |

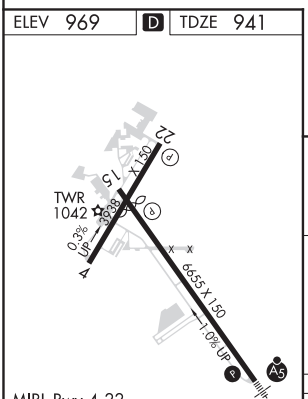
For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase S-ILS 33 visibility to RVR 5000 all Cats. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase S-LOC 33 Cat C visibility to RVR 4000 and Circling Cat D ¼ mile. ADF Required. Circling Rwy 4, 22 NA at night.

MALSR

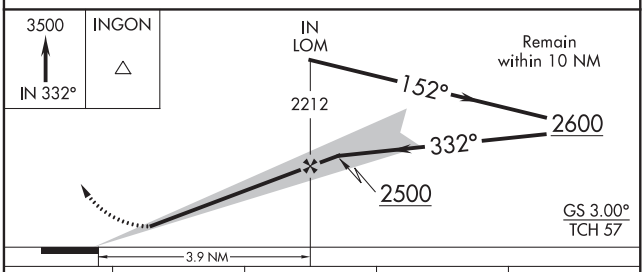
MISSED APPROACH: Climb to 3500 via 332° bearing from REENO LOM to INGON INT and hold, continue climb-in-hold to 3500.

| ATIS | GREENSBORO APP CON | WINSTON-SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 121.3 | 124.35 269.225 | 123.75 (CTAF) L 257.8 | 128.25 | 122.95 |




| FAF to MAP 3.9 NM | | | | | |
|---|---|---|---|---|---|
| Knots | 60 | 90 | 120 | 150 | 180 |
| Min:Sec | 3:54 | 2:36 | 1:57 | 1:34 | 1:18 |




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| S-ILS 33 | 1141/24 200 (200-½) | | | |
| S-LOC 33 | 1320/24 379 (400-½) | | | NA |
| CIRCLING | 1480-1 511 (600-1) | 1580-1 611 (700-1) | 1580-1¾ 611 (700-1¾) | NA |




SE-2, 10 SEP 2020 to 05 NOV 2020

# RNAV (GPS) RWY 15
## SMITH REYNOLDS (INT)

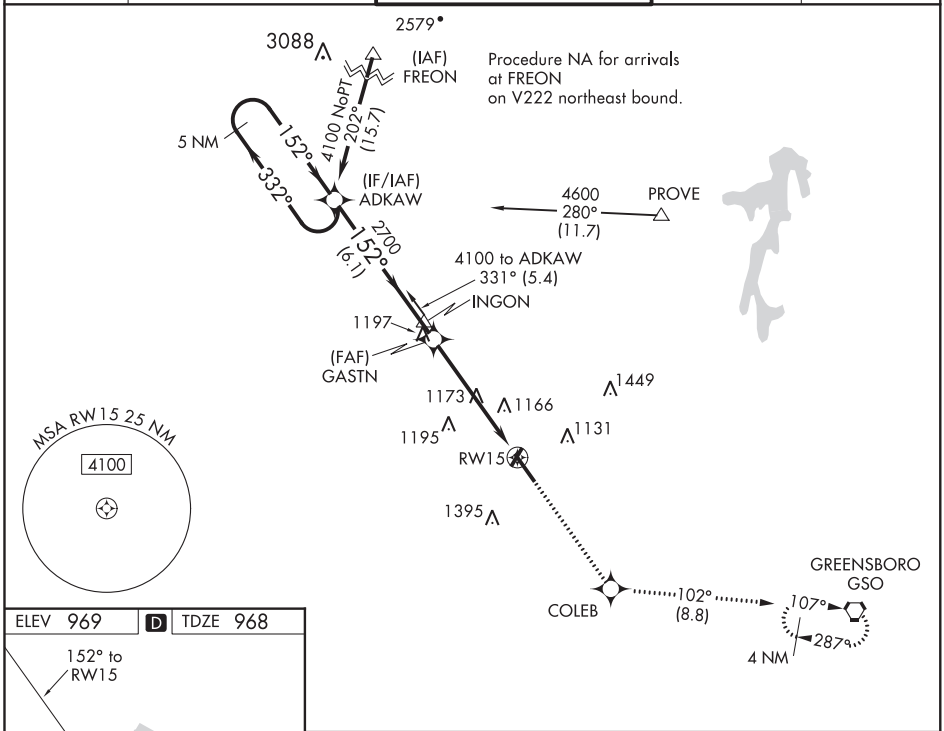
| APP CRS | Rwy ldg | 6069 |
|---|---|---|
| 152° | TDZE | 968 |
| | Apt Elev | 969 |

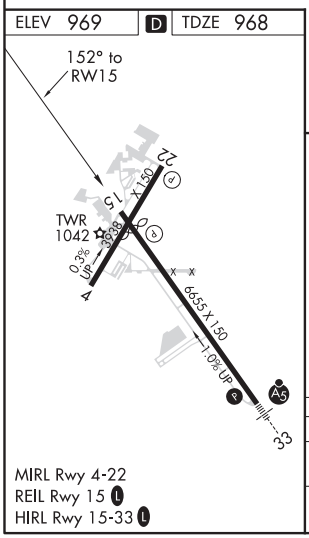
RNP APCH.

When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Circling Rwy 4, 22 NA at night. Rwy 15 helicopter visibility reduction below ¾ SM NA.

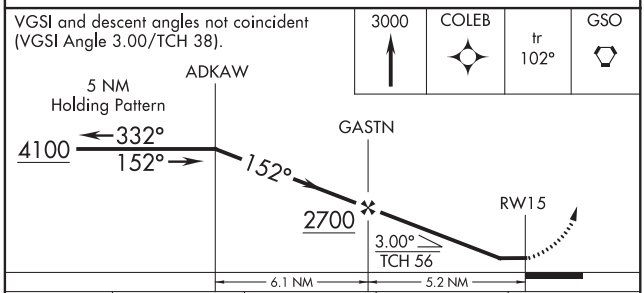
MISSED APPROACH: Climb to 3000 direct COLEB and on track 102° to GSO VORTAC and hold.

| ATIS | GREENSBORO APP CON | WINSTON-SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 121.3 | 124.35 269.225 | 123.75 (CTAF) L 257.8 | 128.25 | 122.95 |




MIRL Rwy 4-22
REIL Rwy 15 L
HIRL Rwy 15-33 L




| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LNAV MDA | 1440-1 472 (500-1) | | 1440-1⅜ 472 (500-1⅜) | |
| CIRCLING | 1480-1 511 (600-1) | 1580-1 611 (700-1) | 1580-1¾ 611 (700-1¾) | 1740-2½ 771 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

WINSTON-SALEM, NORTH CAROLINA AL-463 (FAA) 19115

# RNAV (GPS) RWY 33
## SMITH REYNOLDS (INT)

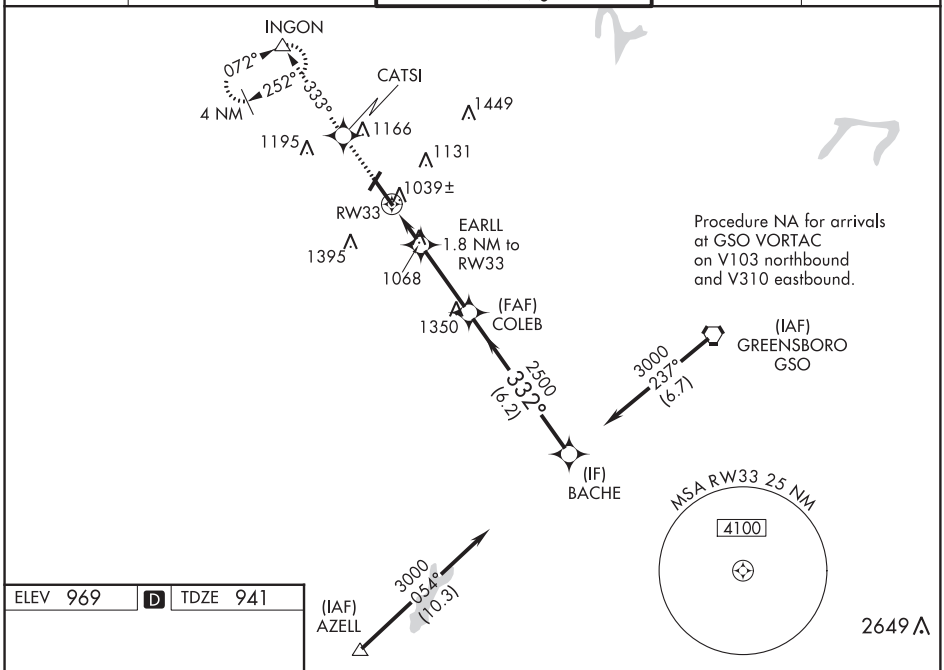
| WAAS CH 82011 W33A | APP CRS 332° | Rwy ldg 6655 TDZE 941 Apt Elev 969 |
|---|---|---|

For inoperative MALSR, when using Piedmont Triad Intl altimeter setting, increase LPV all Cats visibility to 1 mile. Baro-VNAV NA when using Piedmont Triad Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all DA 39 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats and Circling Cat D visibility ¼ mile. Circling Rwy 4, 22 NA at night. **RVR 1800 authorized with use of FD or AP or HUD to DA, NA when using Piedmont Triad Intl altimeter setting.

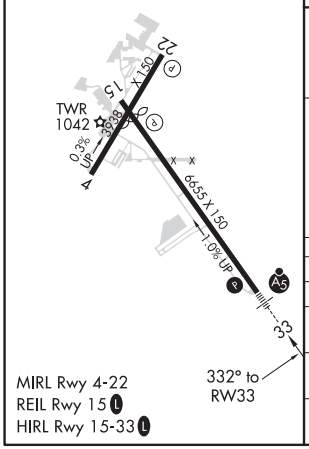
MALSR

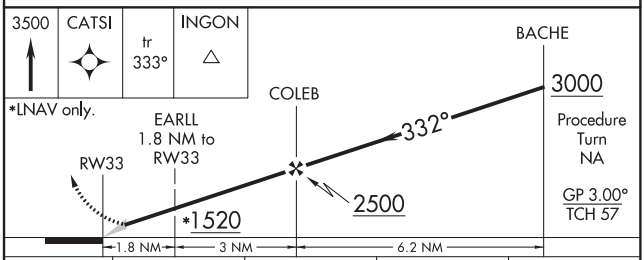
MISSED APPROACH: Climb to 3500 direct CATSI and on 333° track to INGON and hold, continue climb-in-hold to 3500.

| ATIS | GREENSBORO APP CON | WINSTON-SALEM TOWER ★ | GND CON | UNICOM |
|---|---|---|---|---|
| 121.3 | 124.35 269.225 | 123.75 (CTAF) L 257.8 | 128.25 | 122.95 |




ELEV 969 D TDZE 941

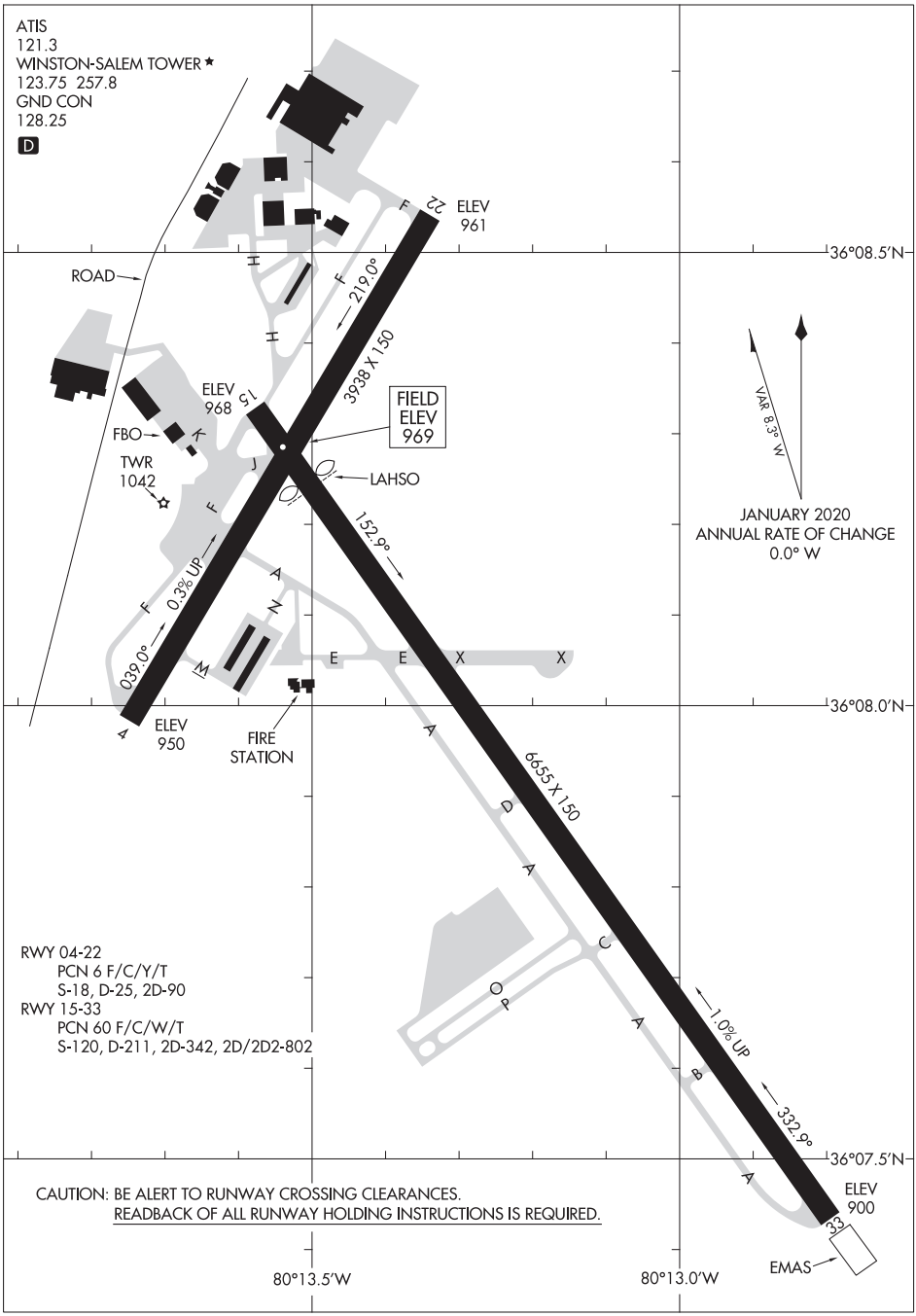



| CATEGORY | A | B | C | D |
|---|---|---|---|---|
| LPV DA** | 1141/24 200 (200-½) | | | |
| LNAV/VNAV DA | 1407/60 466 (500-1¼) | | | |
| LNAV MDA | 1380/24 439 (500-½) | | 1380/40 439 (500-¾) | 1380/50 439 (500-1) |
| CIRCLING | 1480-1 511 (600-1) | 1580-1 611 (700-1) | 1580-1¾ 611 (700-1¾) | 1740-2½ 771 (800-2½) |

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020



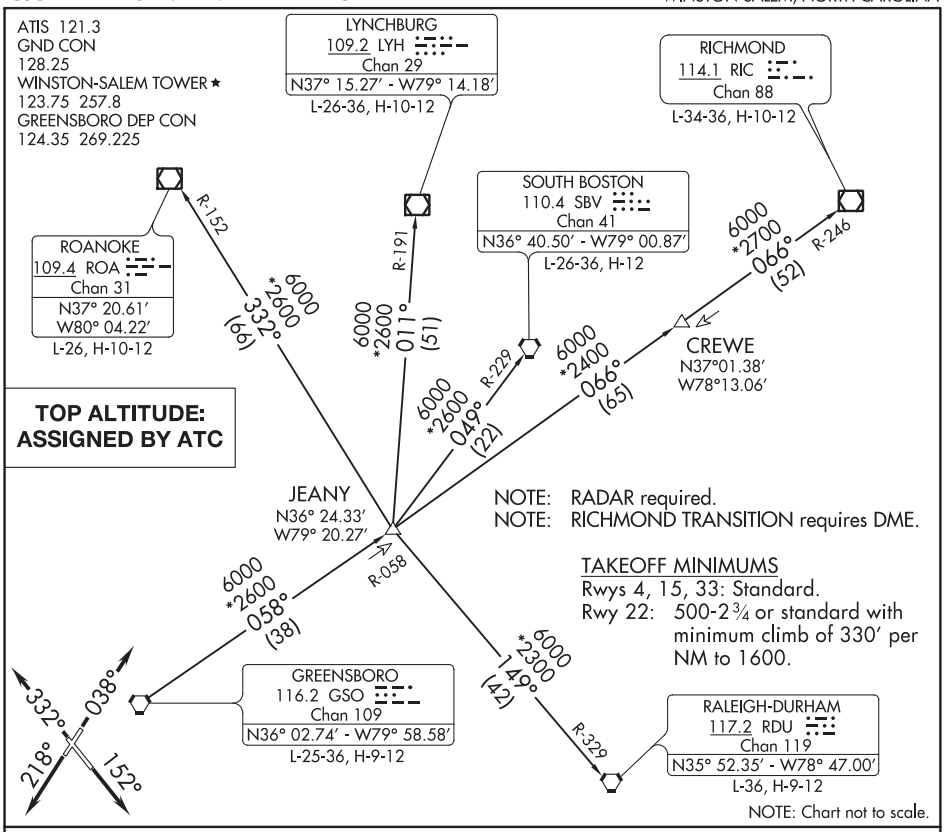

SE-2, 10 SEP 2020 to 05 NOV 2020

SE-2, 10 SEP 2020 to 05 NOV 2020

(QUAK7.GSO) 20086 AL-463 (FAA)

# QUAKER SEVEN DEPARTURE

SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA




## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038°, thence. . . .
TAKEOFF RUNWAY 15: Climb heading 152°, thence. . . .
TAKEOFF RUNWAY 22: Climb heading 218°, thence. . . .
TAKEOFF RUNWAY 33: Climb heading 332°, thence. . . .
. . . .maintain altitude assigned by ATC. RADAR vectors will be provided to intercept assigned radial associated with the issued transition, or if no transition assigned, RADAR vectors will be provided to the appropriate fix. Expect requested altitude/flight level 10 minutes after departure.

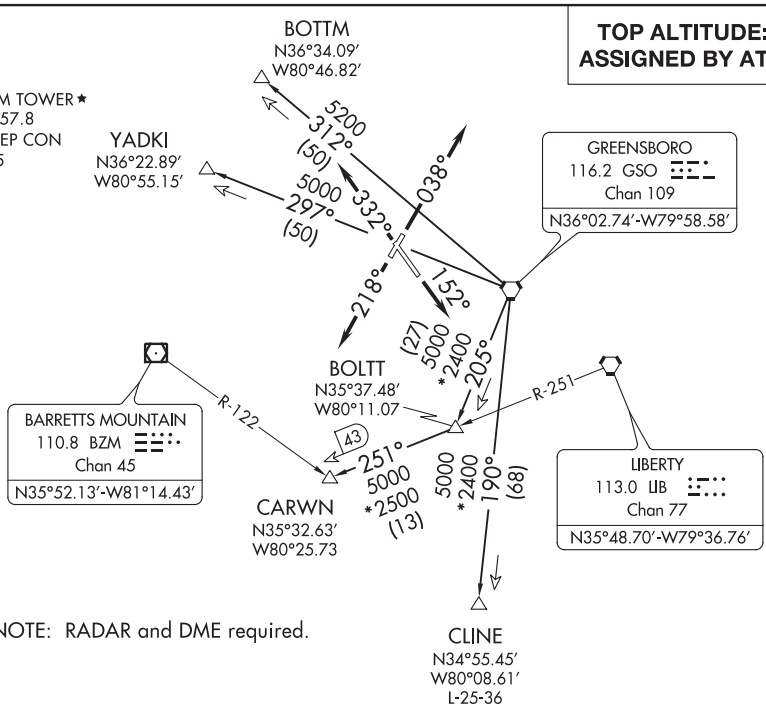
LYNCHBURG TRANSITION (QUAK7.LYH): From over GSO VORTAC on GSO R-058 to JEANY INT then on LYH R-191 to LYH VOR/DME.
RALEIGH/DURHAM TRANSITION (QUAK7.RDU): From over GSO VORTAC on GSO R-058 to JEANY INT then on RDU R-329 to RDU VORTAC.
RICHMOND TRANSITION (QUAK7.RIC): From over GSO VORTAC on GSO R-058 to JEANY INT then on GSO R-058 and RIC R-246 to RIC VOR/DME.
ROANOKE TRANSITION (QUAK7.ROA): From over GSO VORTAC on GSO R-058 to JEANY INT then on ROA R-152 to ROA VOR/DME.
SOUTH BOSTON TRANSITION (QUAK7.SBV): From over GSO VORTAC on GSO R-058 to JEANY INT then on SBV R-229 to SBV VORTAC.


SE-2, 10 SEP 2020 to 05 NOV 2020

# TRIAD NINE DEPARTURE

ATIS
121.3
GND CON
128.25
WINSTON-SALEM TOWER ★
123.75 (CTAF) 257.8
GREENSBORO DEP CON
124.35 269.225

**TOP ALTITUDE: ASSIGNED BY ATC**




NOTE: RADAR and DME required.

TAKEOFF MINIMUMS
Rwys 4, 15, 33: Standard.
Rwy 22: 500-2¾ or standard with minimum climb of 330′ per NM to 1600.

NOTE: Chart not to scale.

SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 038°, thence . . . .
TAKEOFF RUNWAY 15: Climb heading 152°, thence . . . .
TAKEOFF RUNWAY 22: Climb heading 218°, thence . . . .
TAKEOFF RUNWAY 33: Climb heading 332°, thence . . . .

. . . . maintain altitude assigned by ATC. Expect vector to intercept assigned radial associated with the issued transition. Proceed via the depicted radial to the transition fix, thence as filed. If no transition assigned, expect vector to the appropriate fix. Expect requested altitude/flight level ten (10) minutes after departure.

BOTTM TRANSITION (TRI9.BOTTM): Expect vector to intercept GSO R-312 to BOTTM.
CARWN TRANSITION (TRI9.CARWN): Expect vector to intercept GSO R-205 to BOLTT, then on LIB R-251 to CARWN.
CLINE TRANSITION (TRI9.CLINE): Expect vector to intercept GSO R-190 to CLINE.
YADKI TRANSITION (TRI9.YADKI): Expect vector to intercept GSO R-297 to YADKI.

(TRSHA1.TRSHA) 17285

# TRSHA ONE DEPARTURE (RNAV)

SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA

**TOP ALTITUDE: ASSIGNED BY ATC**

ATIS 121.3
GND CON 128.25
WINSTON-SALEM TOWER ★ 123.75 257.8
GREENSBORO DEP CON 124.35 269.225

TAARZ
9800
*5500
348°
(5)

BAWDS
8400
*4000
316°
(5)

GEEPS
8700
*5300
347°
(18)

RUFFN
7400
*5100
317°
(11)

TRSHA
5200
*5100
317°
(6)

WHAYN

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Transponder code will be issued via PDC or Greensboro CLNC DEL.
NOTE: If unable to accept climb rates, advise ATC on initial contact.

333°
1480
333°
039°
039°
1480
219°
219°
1480
153°
153°
1480

TAKEOFF MINIMUMS
Rwys 4, 15, 22, 33: Standard with minimum climb of 500′ per NM to 1480.

NOTE: Chart not to scale.

SE-2, 10 SEP 2020 to 05 NOV 2020

## DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 039° to 1480, then on heading 039°. Thence. . . .
TAKEOFF RWY 15: Climb heading 153° to 1480, then on heading 153°. Thence. . . .
TAKEOFF RWY 22: Climb heading 219°to 1480, then on heading 219°. Thence. . . .
TAKEOFF RWY 33: Climb heading 333° to 1480, then on heading 333°. Thence. . . .

. . . . expect RADAR vectors to WHAYN, then on track 317° to TRSHA, then on assigned transition. Maintain altitude assigned by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

BAWDS TRANSITION (TRSHA1.BAWDS)
TAARZ TRANSITION (TRSHA1.TAARZ)

SE-2, 10 SEP 2020 to 05 NOV 2020

# CLIMB/DESCENT TABLE 10042

## INSTRUMENT TAKEOFF OR APPROACH PROCEDURE CHARTS
## RATE OF CLIMB/DESCENT TABLE

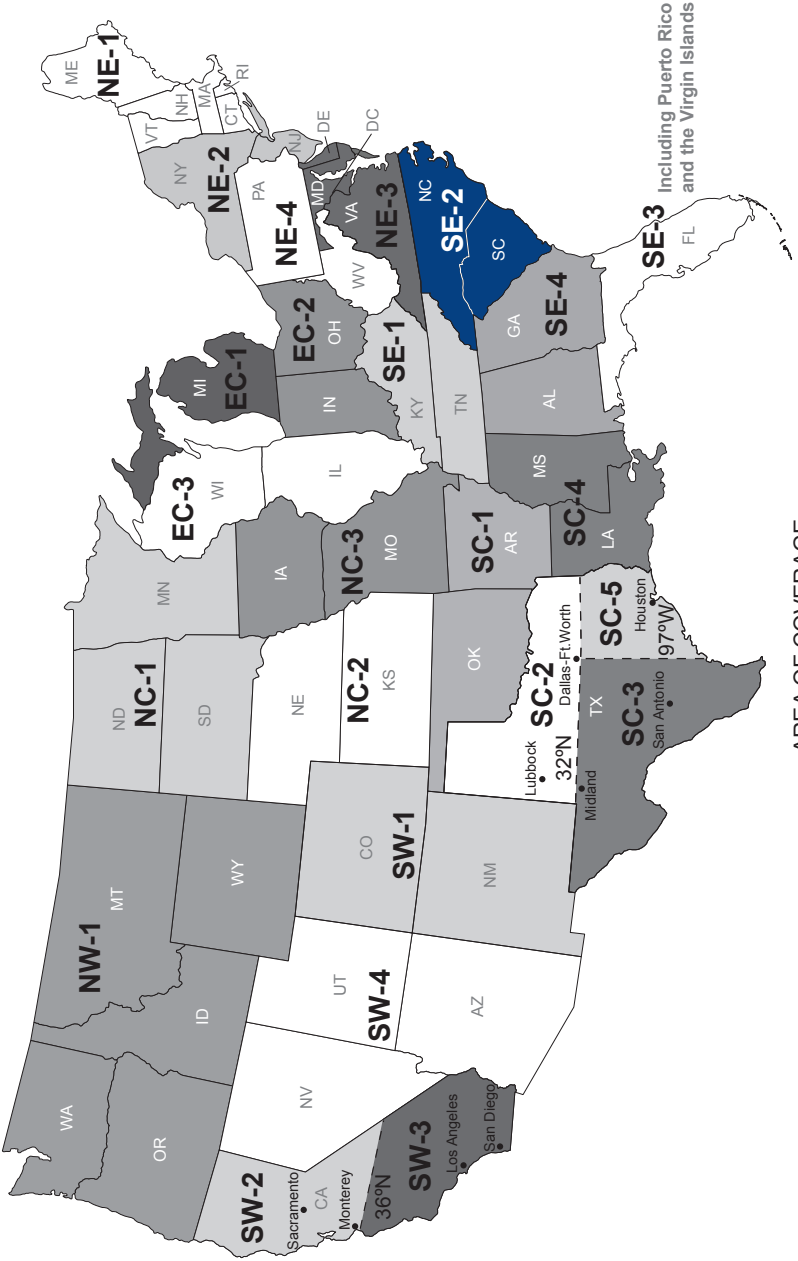
(ft. per min)

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: BTPPSE2

NSN 7641015059593

NGA REF. NO.
OK-10-2859

TERMXFAABTPPSE2

EFF. DATE 20254