Federal Aviation Administration

U.S. Terminal Procedures Publication

Southeast (SE) Vol 2 of 4

Effective: 0901Z
25 FEB 2021
to: 0901Z
22 APR 2021

Consult the Change Notice (CN) effective 25 MAR 2021 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

FOR PROCUREMENT:
For digital products, visit our website at:
https://www.faa.gov/air_traffic/flight_info/aeronav/digital_products/

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

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

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

INOP COMPONENTS 19339

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

INOP COMPONENTS 19339

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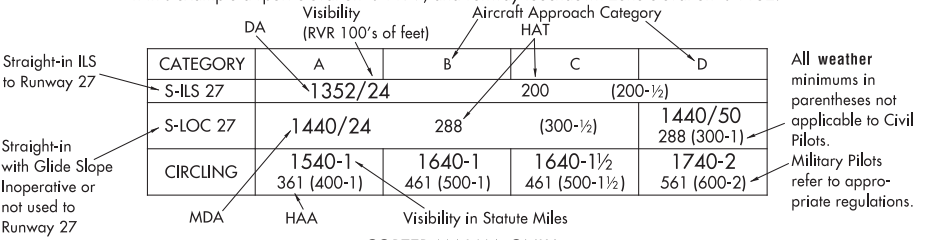
TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

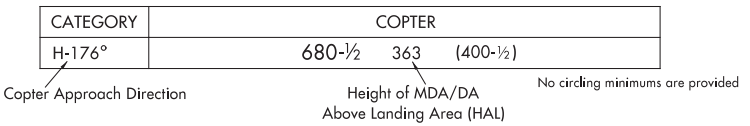
The United States Standard for Terminal Instrument Procedures (TERPS) is the approved criteria for formulating instrument approach procedures. Landing minima are established for six aircraft approach categories (ABCDE and COPTER).
In the absence of COPTER MINIMA, helicopters may use the CAT A minimums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

LANDING MINIMA FORMAT

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



COPTER MINIMA ONLY



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

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CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

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

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

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

Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

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

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

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

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

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

TERMS/LANDING MINIMA DATA 19339

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GENERAL INFORMATION

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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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

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

MISCELLANEOUS

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

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

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

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

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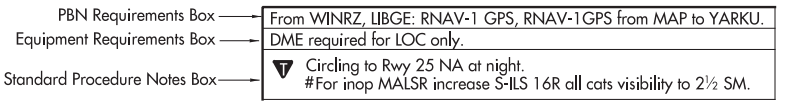
STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

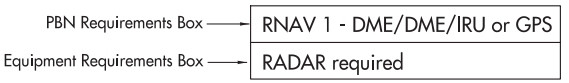
PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box



RNAV STAR and DP PBN/Equipment Requirements Notes Box



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)

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ABBREVIATIONS

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

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

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LEGEND 20086

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

TERMINAL ROUTES

Procedure Track

Missed Approach

Visual Flight Path

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

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

HOLDING PATTERNS

Missed Approach
090°
270°

Hold-in-lieu of Procedure Turn
090°
1 min
270°

HOLD 8000
Arrival
090°
270°

090°
(IAS)
270°
4 NM

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

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

Compulsory:
VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

Non-Compulsory:
VOR, VORTAC, DME, VOR/DME, TACAN, NDB, NDB/DME

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

Marker Beacon

Marker beacons that are not specifically part of the procedure.

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

SDF Course

LOC/DME

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

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

Secondary Navaid
LMM
LIMA
248 NT

SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

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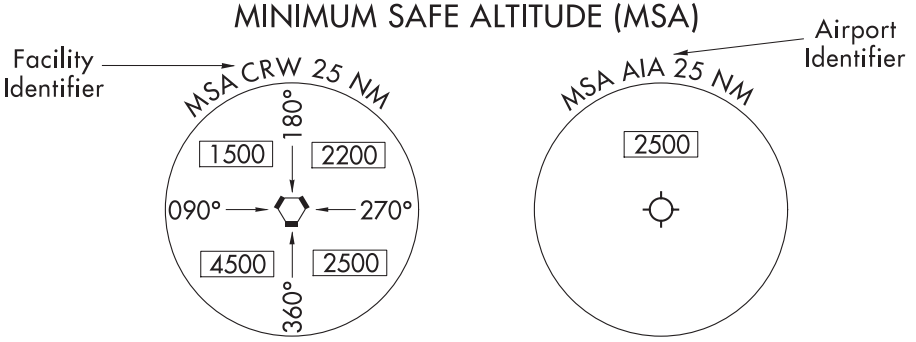
LEGEND 19171

INSTRUMENT APPROACH PROCEDURES (CHARTS)

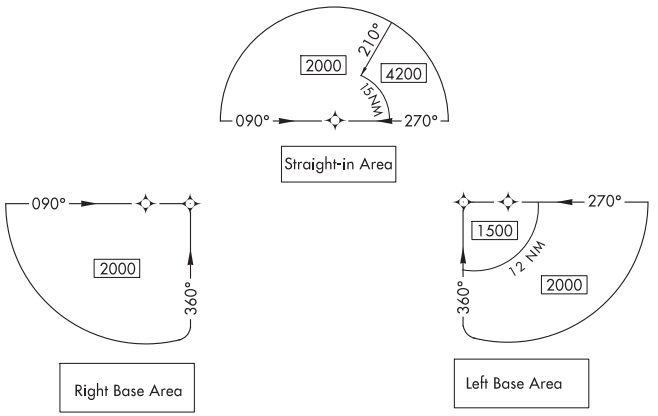
PLANVIEW SYMBOLS

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 W-Warning
P-Prohibited 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

LEGEND 19171

SE-2, 25 FEB 2021 to 22 APR 2021

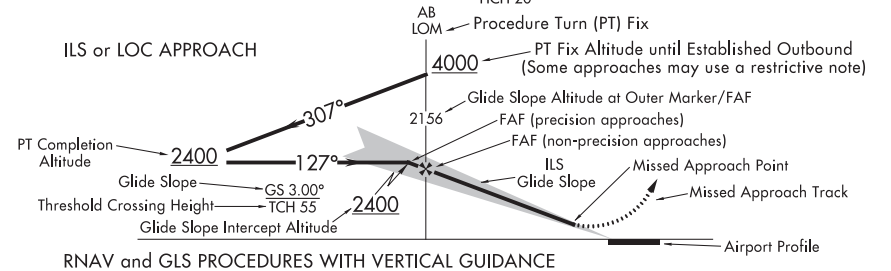
PROFILE VIEW

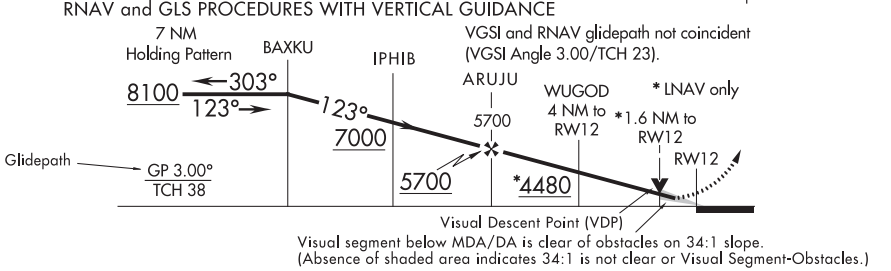
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

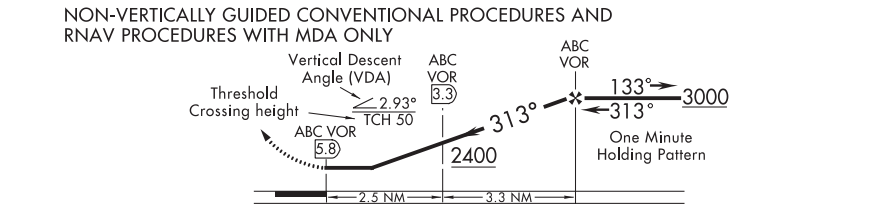
1. "GS" indicates that an Instrument Landing System (ILS) electronic glide slope (a ground antenna) provides vertical guidance. The profile section of ILS procedures depict a GS angle and TCH in the following format: GS 3.00°. TCH 55

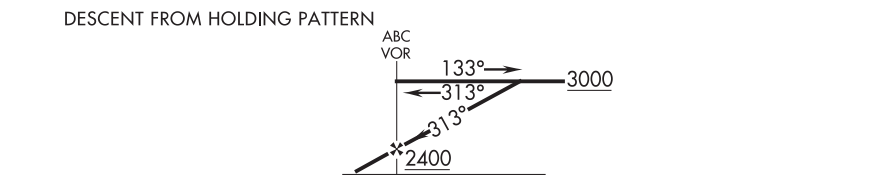
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle 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
- 2500 Minimum Altitude
- 4300 Maximum Altitude
- 3000 Recommended Altitude
- 5000 / 3000 Mandatory Block 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, 25 FEB 2021 to 22 APR 2021

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

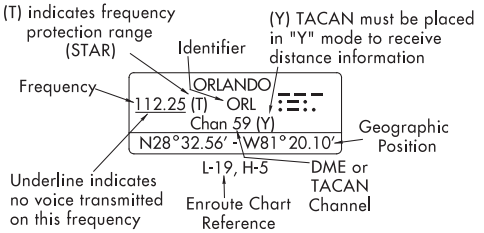
LMM, LOM (Compass locator)

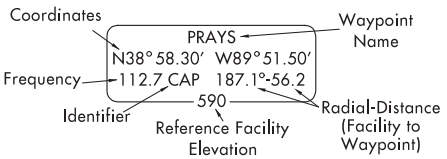
Marker Beacon

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

Localizer Course

SDF Course





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 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

Altitude change at other than Radio Aids (STAR)

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

AIRPORTS

(DP) · (H) 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

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

LEGEND 19059

SE-2, 25 FEB 2021 to 22 APR 2021

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

←0.3% DOWN

Runway Slope.....0.8% UP→
(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.

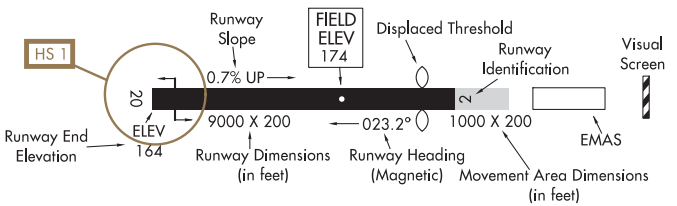
True/magnetic North orientation may vary from diagram to diagram

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, 25 FEB 2021 to 22 APR 2021

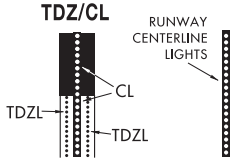
LEGEND 15344

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).

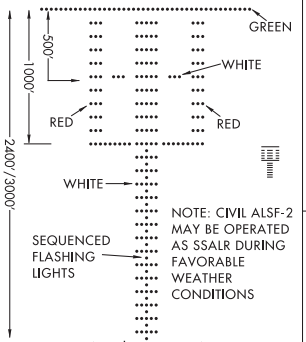
RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS



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

APPROACH LIGHTING SYSTEM

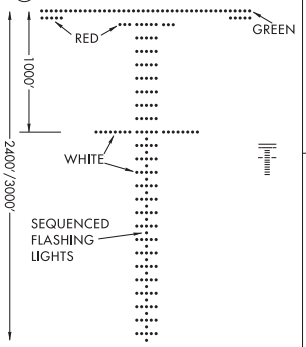
(A) **ALSF-2**



(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

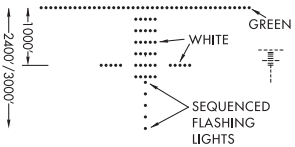
(High Intensity)

SAME AS INNER 1500' OF ALSF-1

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

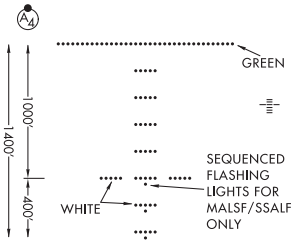
with Runway Alignment Indicator Lights

(A3) **SSALR**



(High Intensity)
LENGTH 2400/3000 FEET

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



LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

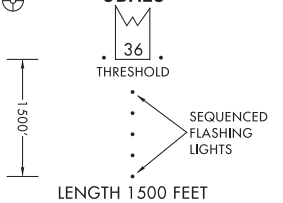
with Runway Alignment Indicator Lights

(A5) **MALSR**

SAME LIGHT CONFIGURATION AS SSALR.

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

ODALS



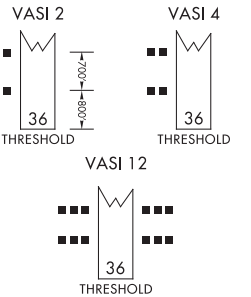
LENGTH 1500 FEET

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

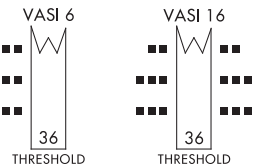
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED / NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

VASI

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



LEGEND 15344

SE-2, 25 FEB 2021 to 22 APR 2021

LEGEND 18256

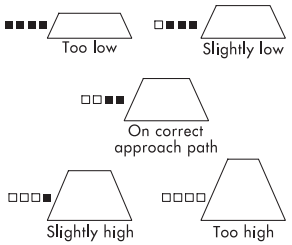
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

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

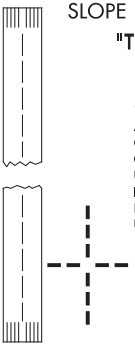
PAPI



Legend: □ White ■ Red

(V1) "T"-VISUAL APPROACH SLOPE INDICATOR

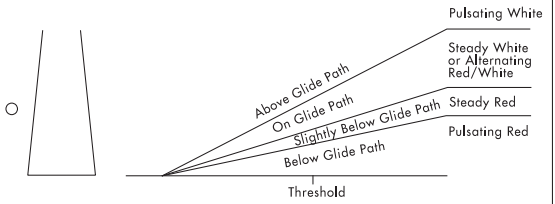
"T"-VASI



"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

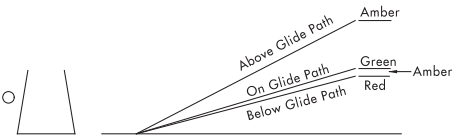
PVASI



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

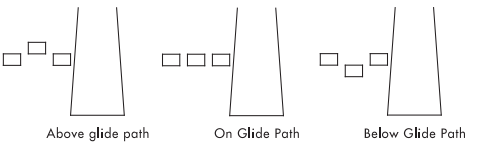
TRCV



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.

LEGEND 18256

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FREQ PAIRING 20198

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

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FREQ PAIRING 20198

INDEX OF TERMINAL CHARTS AND MINIMUMS

NAME PROC SECT PG

AHOSKIE, NC
TRI-COUNTY AT HENRY JOYNER FIELD(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 Z14
KABEE THREE (RNAV) Z25
NASCR FOUR Z33
UNARM SIX Z46
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
IAPS ..... ILS OR LOC RWY 17 47
ILS OR LOC RWY 35 48
RNAV (GPS) RWY 17 49
RNAV (GPS) RWY 35 50
LOC RWY 17 51
AIRPORT DIAGRAM 52
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IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

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AHOSKIE, NC

TRI-COUNTY AT HENRY JOYNER FIELD (ASJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05MAY11 (20310) (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

AMDT 1 05NOV20 (20310) (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/min. climb of 250' per NM to 4500 or 3600-3 for VCOA.

Rwy 35, std. w/min. climb of 390' per NM to 5500 or 3600-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 167° to 4500 before proceeding on course.

Rwy 35, climb heading 347° to 5500 before proceeding on course.

VCOA:

Rwys 17, 35, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Asheville Regional airport at or above 5600 before proceeding on course.

NOTE, VCOA NA at night.

TAKEOFF OBSTACLE NOTES:

Rwy 17, lighting 1' from DER, 74' left of centerline, 2111' MSL.

Vehicle on road 141' from DER, 294' left of centerline, 2122' MSL.

Rwy 35, trees beginning 544' from DER, 539' left of centerline, up to 2194' MSL.

Trees beginning 954' from DER, 612' left of centerline, up to 2200' MSL.

Trees, antenna beginning 1199' from DER, 641' left of centerline, up to 2203' 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 EXECUTIVE (ARW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10JUL03 (20310) (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.

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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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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, 300-1¼ 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, 25 FEB 2021 to 22 APR 2021

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.

SE-2, 25 FEB 2021 to 22 APR 2021

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

SE-2, 25 FEB 2021 to 22 APR 2021
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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

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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.

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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.

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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.

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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.

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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

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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 MINIMUMS:
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.

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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.

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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

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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.

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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 2B 03DEC20 (20338) (USA)
TAKOFF MINIMUMS:
Rwy 9, std. w/ min. climb of 230' per NM to 1400.
Rwy 27, 400-2½ or std. w/ min. climb of 230' per NM to 700.
DEPARTURE PROCEDURE:
Rwy 27, climb hdg 273° to 800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 9, terrain beginning 80' from DER, 27' right of cntrln, 233' MSL.
Rwy 27, terrain beginning 105' from DER, left and right of cntrln, 283' MSL.
Antenna 1.9 NM from DER, 3586' right of cntrln, 292' AGL/584' MSL.

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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.

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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.

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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

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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.

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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.

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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 AT HENRY JOYNER FIELD (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 17**[12] **ILS or LOC Rwy 35**[34] **LOC Rwy 17**[35] **RNAV (GPS) Rwy 17**[5] **RNAV (GPS) Rwy 35**[5]
[1]NA when local weather not available. [2]LOC, Category C, 1400-3; Category D, 1600-3. [3]NA when control tower closed. [4]LOC, Categories A, B, 1000-2; Category C, 1300-3; Category D, 1600-3. [3]Category C, 1300-3; Category D, 1600-3.	
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 EXECUTIVE (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.	

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NAME	ALTERNATE MINIMUMS

CHARLESTON, SC

CHARLESTON AFB/INTL (CHS)……**ILS or LOC Rwy 15**[1]
ILS or LOC Rwy 33[1]
RNAV (GPS) Y Rwy 3[2]
RNAV (GPS) Y Rwy 15[2]
RNAV (GPS) Y Rwy 21[2]
RNAV (GPS) Y Rwy 33[2]
VOR/DME or TACAN Rwy 3[3]
VOR/DME or TACAN Rwy 21[3]

[1]ILS, Category E, 700-2½;
LOC, Category E, 800-2½.
[2]Category D, 800-2¼.
[3]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.

NAME	ALTERNATE MINIMUMS

CLEMSON, SC

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

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.

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NAME ALTERNATE MINIMUMS

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.

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.

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.

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NAME	ALTERNATE MINIMUMS

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

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.

NAME	ALTERNATE MINIMUMS

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.

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
NA when local weather not available.

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**[1]
RNAV (GPS) Rwy 36
Category C, 1000-2¾; Category D, 1100-3.
[1]NA when local weather not available.

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]
VOR/DME-A[4]
[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.
[4]Category D, 800-2¼.

NEW BERN, NC
COASTAL CAROLINA
RGNL (EWN)..... **ILS or LOC Rwy 4**[12]
RNAV (GPS) Rwy 4[13]
RNAV (GPS) Rwy 22[3]
VOR Rwy 22[3]
[1]NA when local weather not available.
[2]LOC, Category D, 900-2¾.
[3]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[1]
RNAV (GPS) Y Rwy 5L[2]
RNAV (GPS) Y Rwy 5R[2]
RNAV (GPS) Y Rwy 23L[2]
RNAV (GPS) Y Rwy 23R[2]
[1]LOC, Category D, 800-2½.
[2]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]
NDB Rwy 23[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]LOC, Category C, 900-2½; Category D, 900-2¾.
[2]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.

NAME — ALTERNATE MINIMUMS

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.

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RADAR INSTRUMENT APPROACH MINIMUMS

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

STANLY COUNTY (VUJ)
RADAR-1 128.325 307.8 T

	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.

BEAUFORT, SC
Amdt 3A, 10MAY07 (20310) (FAA) ELEV **10**

BEAUFORT EXECUTIVE (ARW)
RADAR-1 125.125 292.125 A NA

	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.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20338

N1

RADAR INSTRUMENT APPROACH MINIMUMS

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

	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.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20338

N2

RADAR INSTRUMENT APPROACH MINIMUMS

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.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20338

N3

RADAR INSTRUMENT APPROACH MINIMUMS

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.

RADAR INSTRUMENT APPROACH MINIMUMS

SIMMONS AAF (KFBG), Fort Bragg, NC 1-Amdt 12A 2-Orig A 03DEC20

(20338) (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	**436**-¾	208	(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	**550**-½	309	(400-½)

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

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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.

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RADAR INSTRUMENT APPROACH MINIMUMS

RADAR MINS
20338

N5

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

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18144

20310

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*
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.

20310

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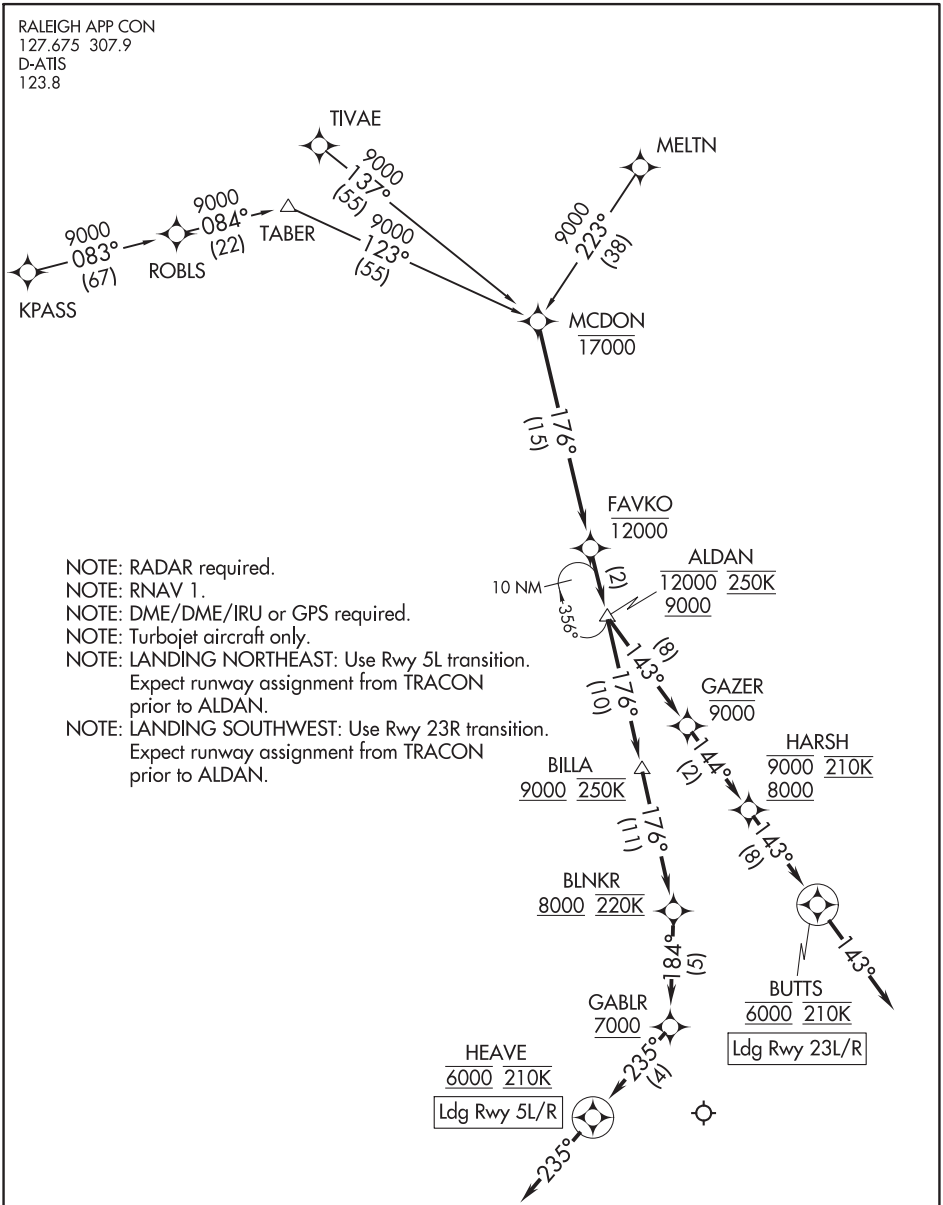
(MCDON.ALDAN3) 21056 AL-516 (FAA)

ALDAN THREE ARRIVAL (RNAV)

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



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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ARRIVAL ROUTE DESCRIPTION

KPASS TRANSITION (KPASS.ALDAN3)
MELTN TRANSITION (MELTN.ALDAN3)
TIVAE TRANSITION (TIVAE.ALDAN3)

From MCDON on track 176° to cross FAVKO at or below 12000, then on track 176° to cross ALDAN between 9000 and 12000 and at 250K.

LANDING RUNWAYS 23L/R: From ALDAN on track 143° to cross GAZER at or below 9000, then on track 144° to cross HARSH between 8000 and 9000 and at 210K, then on track 143° to cross BUTTS at 6000 and at 210K, then on track 143°. Expect ILS or RNAV RWY 23L or Rwy 23R approach.

LANDING RUNWAYS 5L/5R: From ALDAN on track 176° to cross BILLA at or above 9000, then on track 176° to cross BLNKR at or above 8000 and at 220K, then on track 184° to cross GABLR at or above 7000, then on track 235° to cross HEAVE at 6000 and at 210K, then on track 235°. Expect RNP RWY 5L approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

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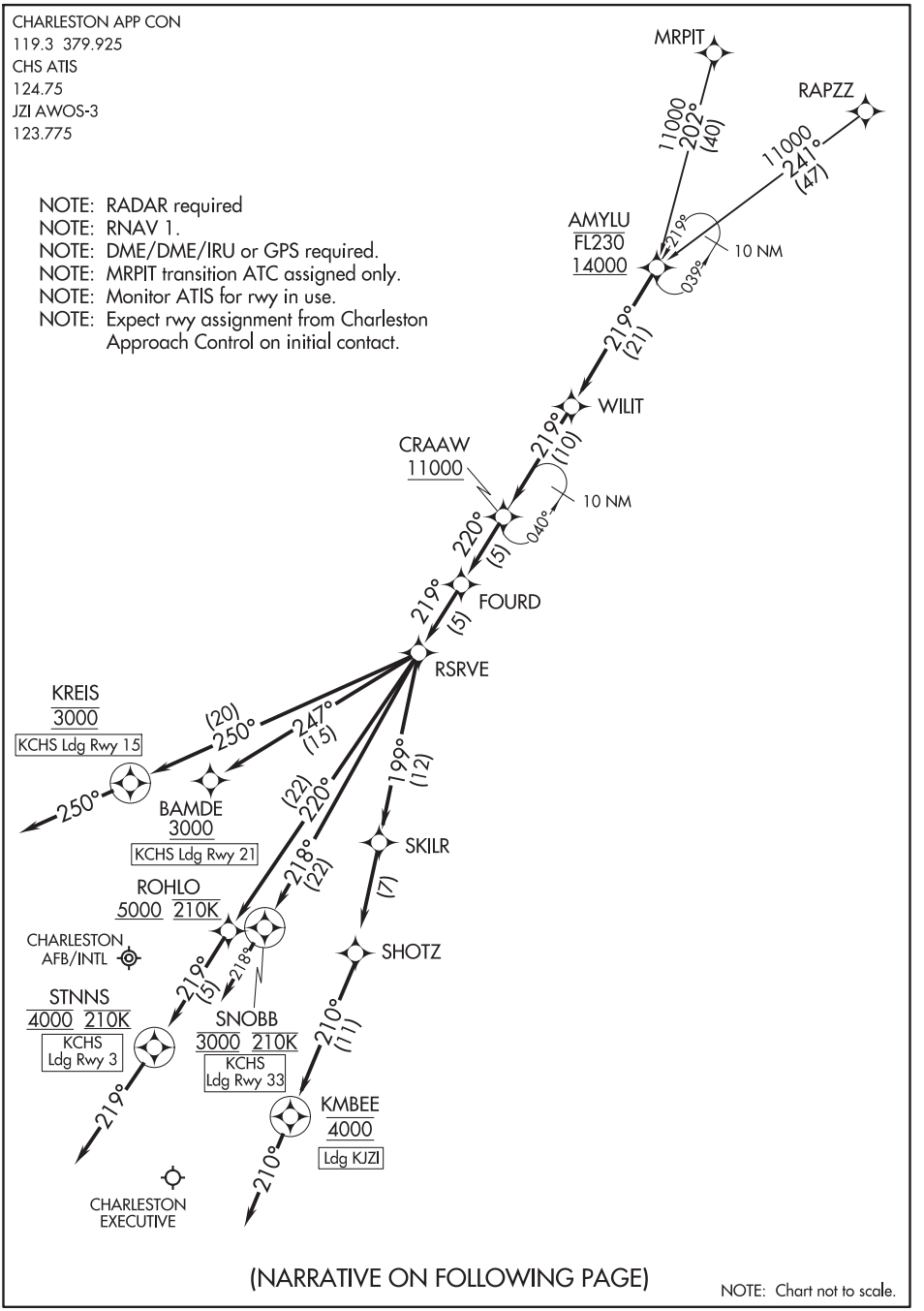
(AMYLU.AMYLU3) 20310

AMYLU THREE ARRIVAL (RNAV)

AL-76 (FAA)

CHARLESTON, SOUTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

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ARRIVAL ROUTE DESCRIPTION

MRPIT TRANSITION (MRPIT.AMYLU3):
RAPZZ TRANSITION (RAPZZ.AMYLU3):

KCHS: From AMYLU on track 219° to WILIT, then on track 219° to cross CRAAW at or above 11000, then on track 220° to FOURD, then on track 219° to RSRVE.

LANDING KCHS RUNWAY 3:
From RSRVE on track 220° to cross ROHLO at or above 5000 and at 210K, then on track 219° to cross STNNS at 4000 and at 210K, then on heading 219° or as assigned by ATC. Expect RNP RWY 3 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 15:
From RSRVE on track 250° to cross KREIS at 3000, then on heading 250° or as assigned by ATC. Expect RNP RWY 15 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KCHS RUNWAY 21:
From RSRVE on track 247° to cross BAMDE at or above 3000.
Expect RNAV RWY 21 approach.

LANDING KCHS RUNWAY 33:
From RSRVE on track 218° to cross SNOBB at 3000 and at 210K, then on heading 218° or as assigned by ATC. Expect RNP RWY 33 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KJZI:
From RSRVE on track 199° to SKILR, then on track 199° to SHOTZ, then on track 210° to cross KMBEE at 4000, then on heading 210° or as assigned by ATC.
Expect RADAR vectors to final approach course.

(BAGGY.BAGGY2) 20310 AL-76 (FAA)

BAGGY TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

BAGGY TWO ARRIVAL (RNAV)

CHARLESTON, SOUTH CAROLINA

(BAGGY.BAGGY2) 27JUN13

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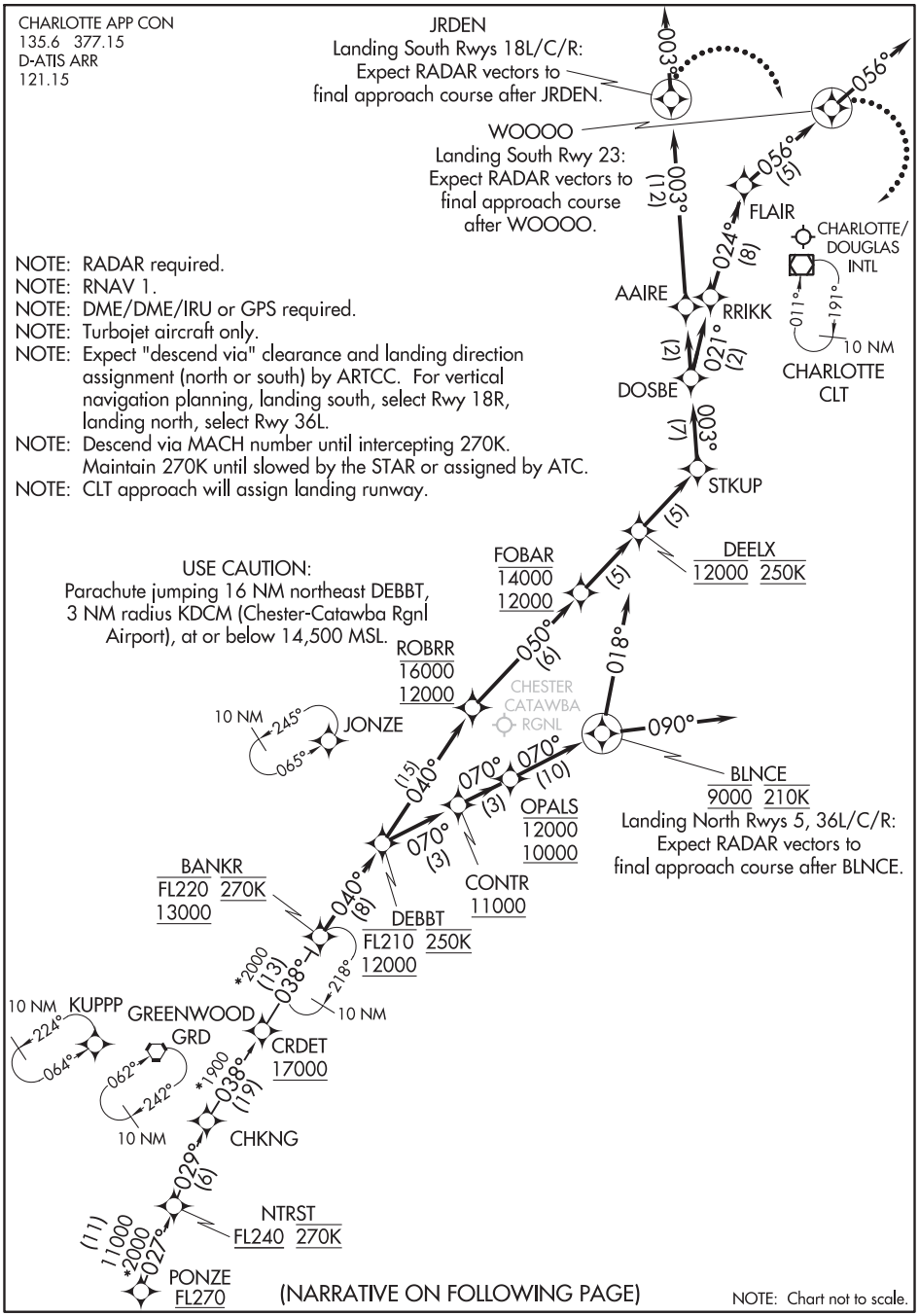
BANKR TWO ARRIVAL (RNAV)



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SE-2, 25 FEB 2021 to 22 APR 2021

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.

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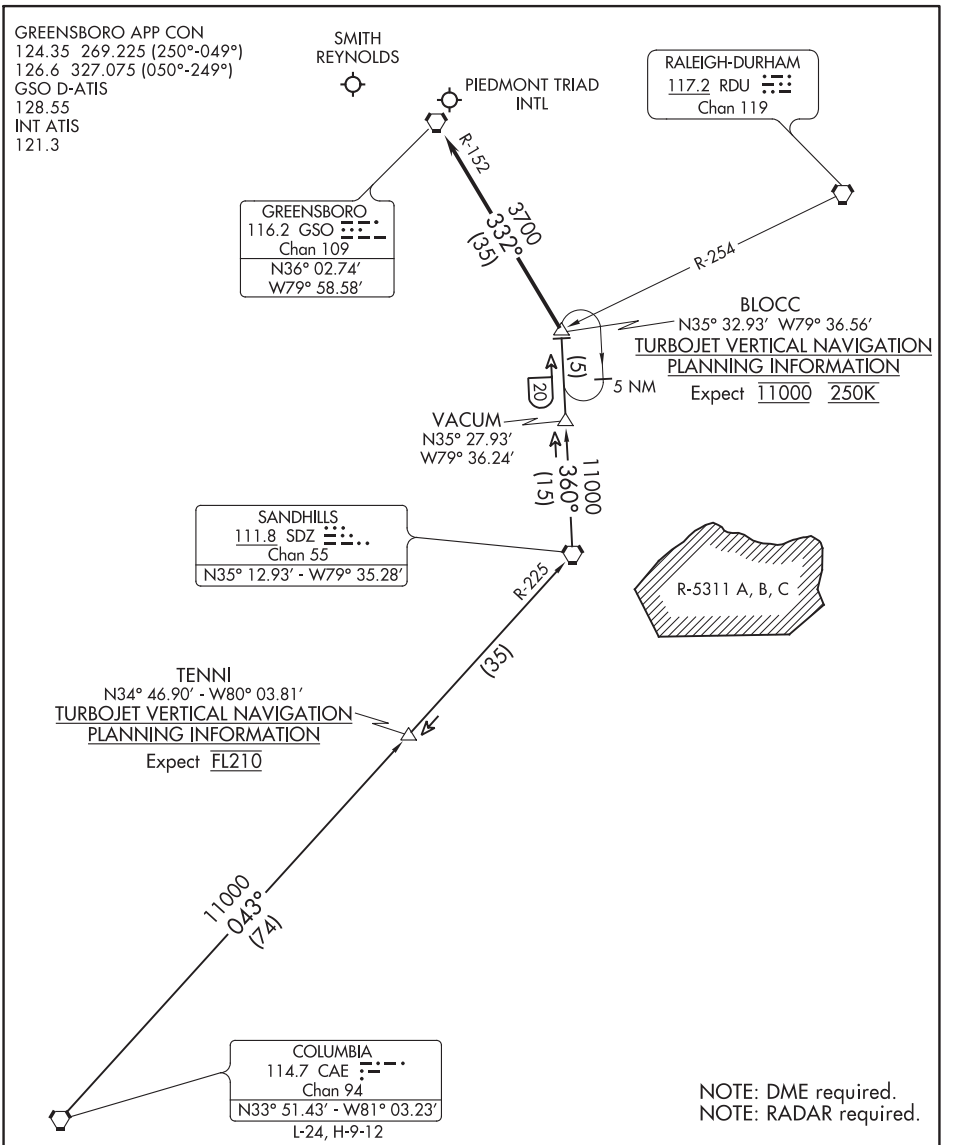
BLOCC TWO ARRIVAL

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.

BLOCC TWO ARRIVAL

GREENSBORO, NORTH CAROLINA

(BLOCC.BLOCC2) 24MAY18

(BLOGS.BLOGS3) 21056

AL-516 (FAA)

BLOGS THREE ARRIVAL (RNAV)

RALEIGH-DURHAM INTL (RDU)

RALEIGH-DURHAM, NORTH CAROLINA

BLOGS THREE ARRIVAL (RNAV)

(BLOGS.BLOGS3) 25FEB21

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

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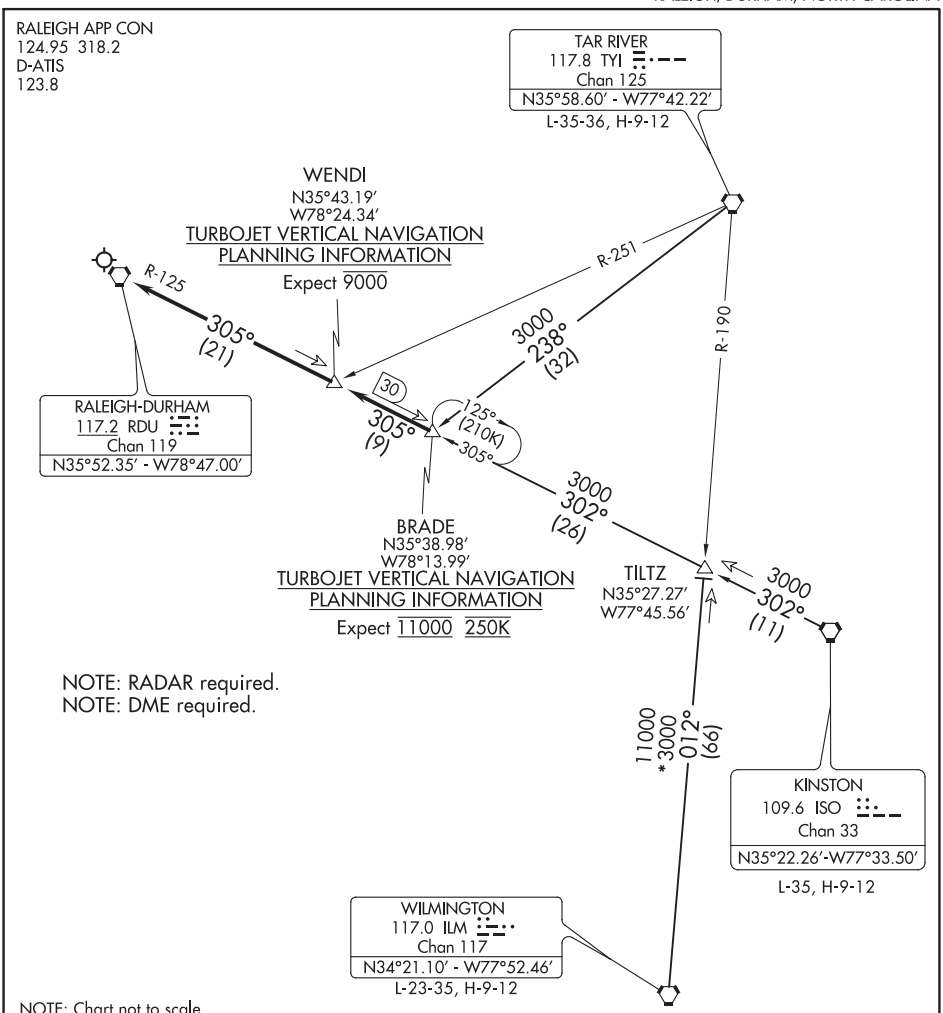


ARRIVAL ROUTE DESCRIPTION

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 . . . .

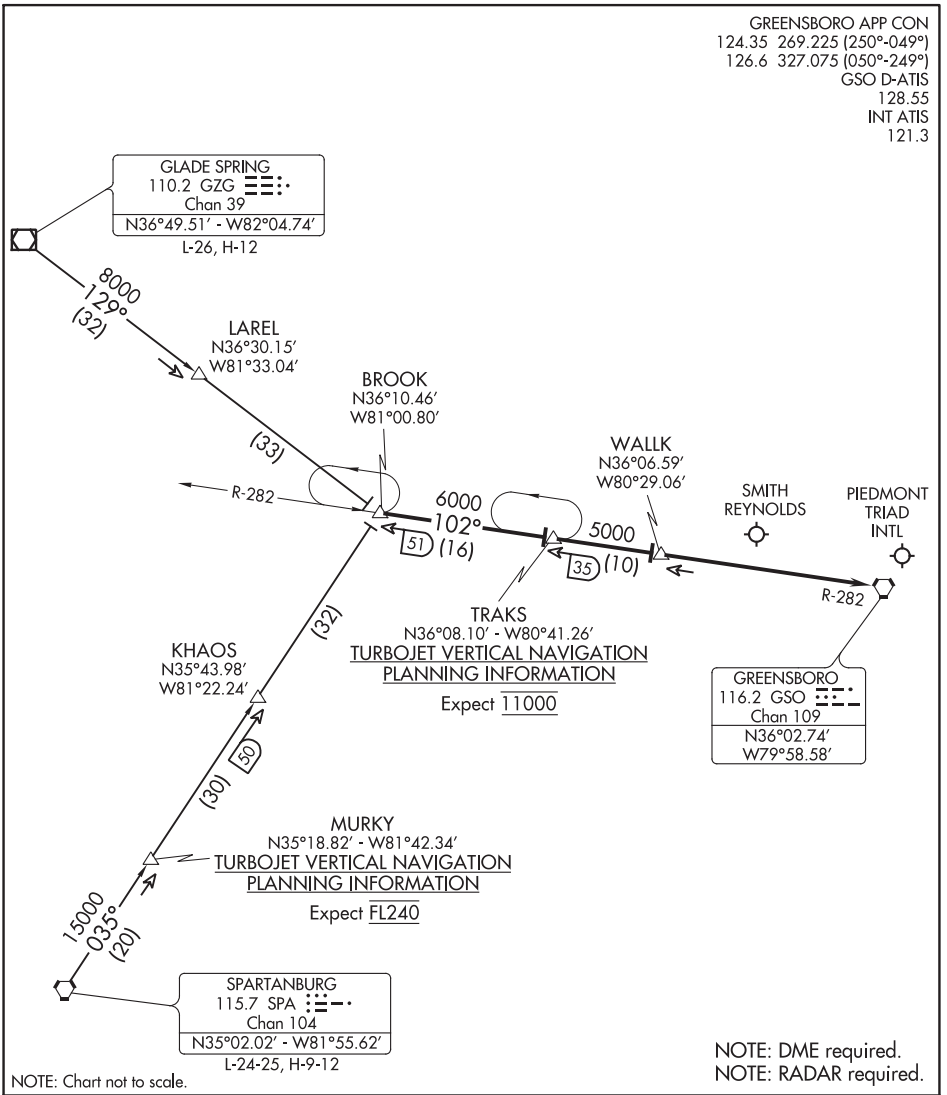
. . . . from over BRADE on RDU R-125 to RDU VORTAC. Expect RADAR vectors to final approach course after WENDI.

SE-2, 25 FEB 2021 to 22 APR 2021

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

BROOK FOUR ARRIVAL

GREENSBORO, NORTH CAROLINA



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.

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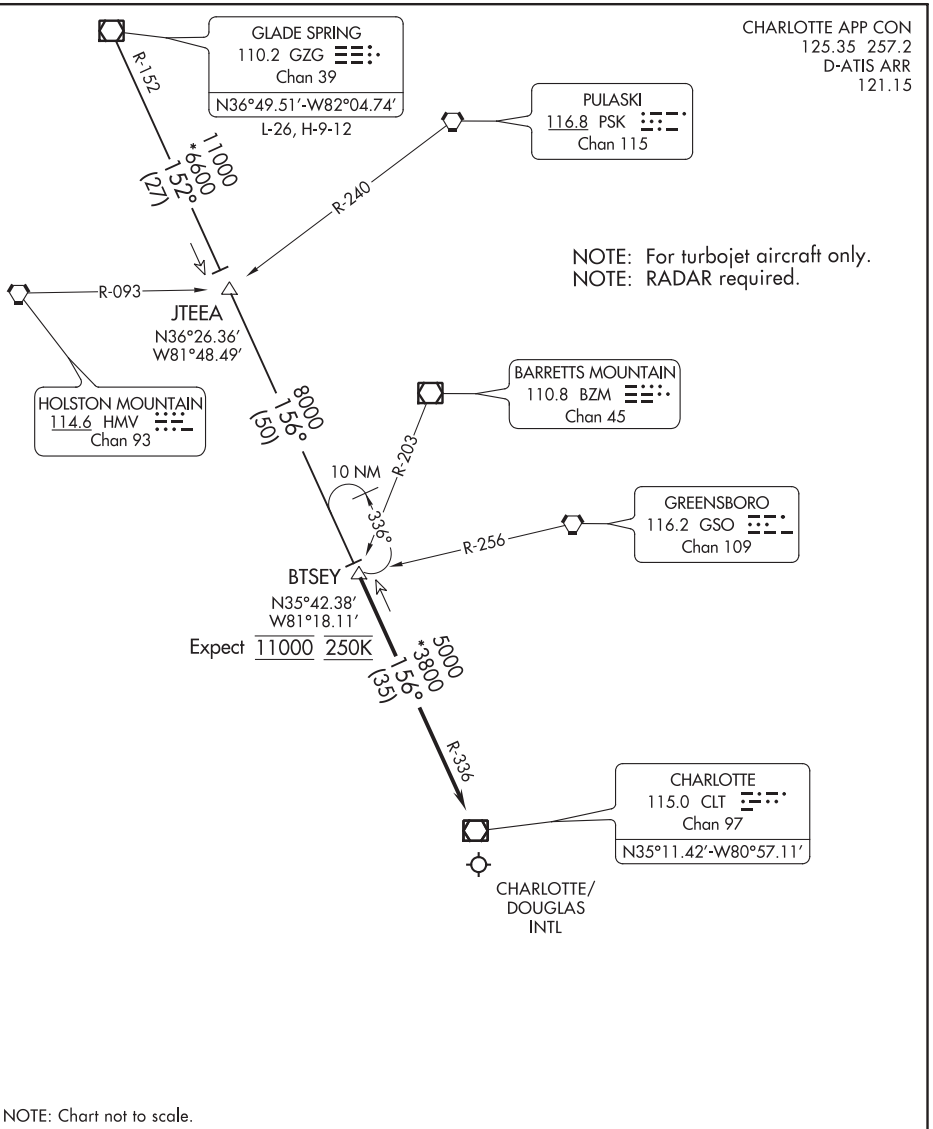
SE-2, 25 FEB 2021 to 22 APR 2021



NOTE: Chart not to scale.

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.

SE-2, 25 FEB 2021 to 22 APR 2021
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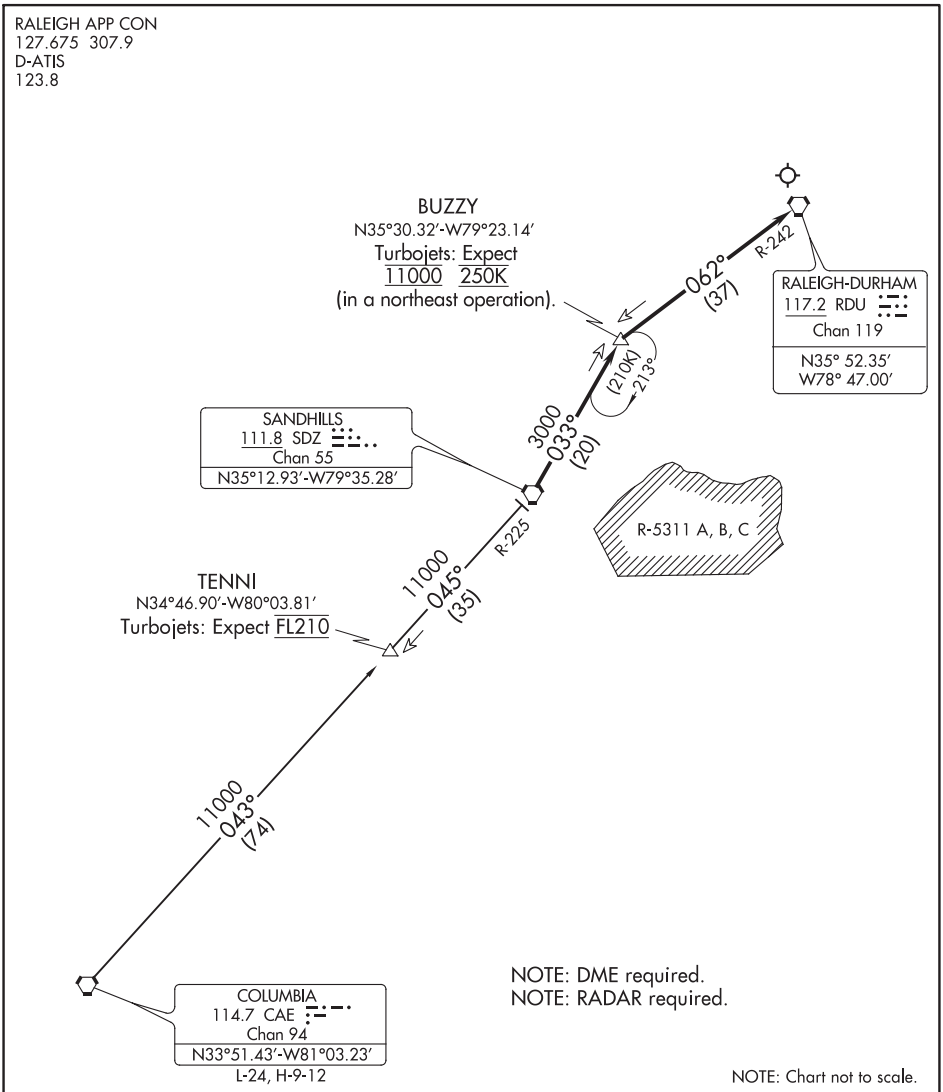
(BUZZY.BUZZY1) 21056 AL-516 (FAA)

BUZZY ONE ARRIVAL

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

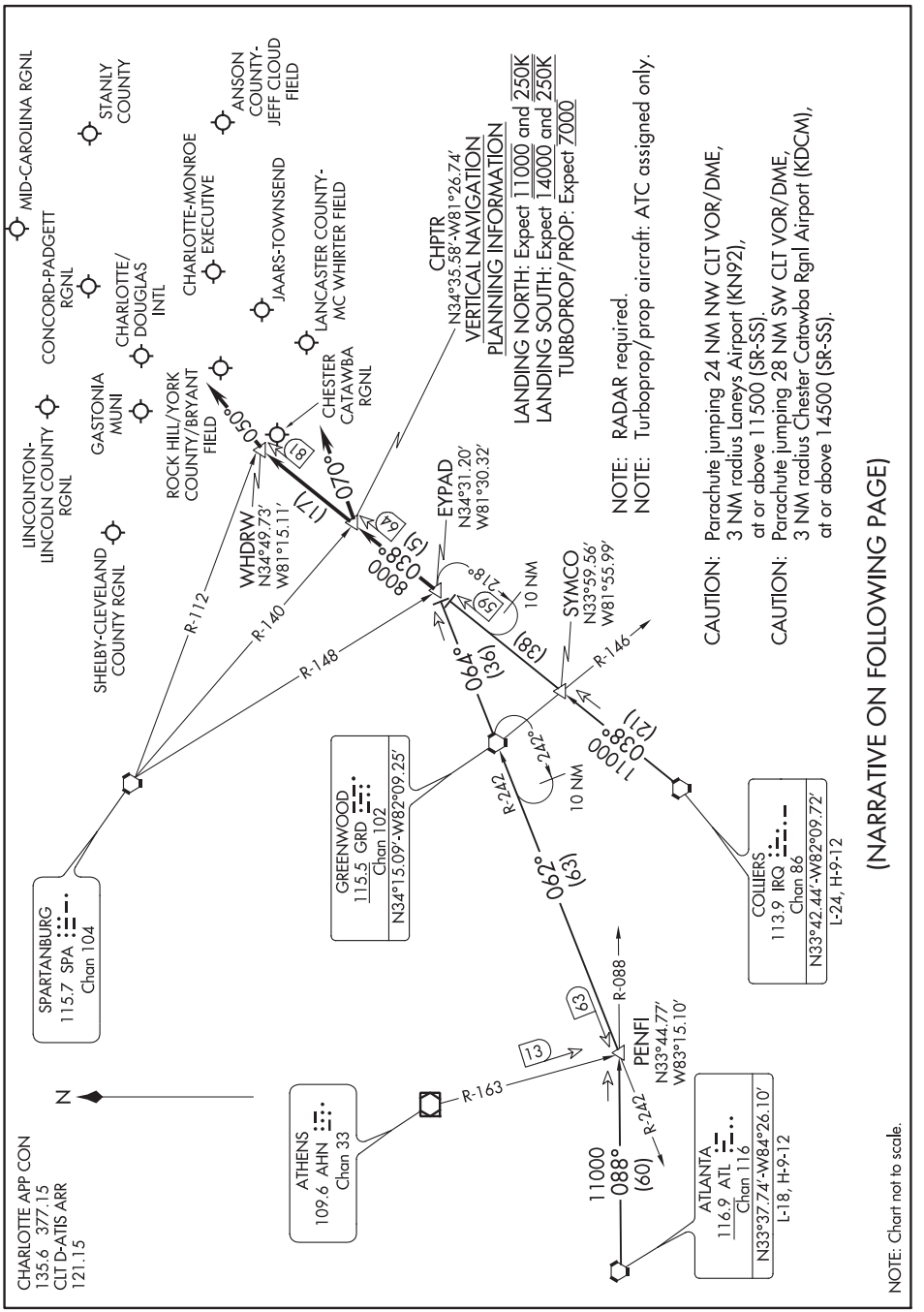


ARRIVAL ROUTE DESCRIPTION

COLUMBIA TRANSITION (CAE.BUZZY1): 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.

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021


CHARLOTTE APP CON
135.6 377.15
CLT D-ATIS ARR
121.15
N
SPARTANBURG
115.7 SPA
Chan 104
ATHENS
109.6 AHN
Chan 33
ATLANTA
116.9 ATL
Chan 116
N33°37.74'-W84°26.10'
L-18, H-9-12
GREENWOOD
115.5 GRD
Chan 102
N34°15.09'-W82°09.25'
COLLIERS
113.9 IRQ
Chan 86
N33°42.44'-W82°09.72'
L-24, H-9-12
PENFI
N33°44.77'
W83°15.10'
WHDRW
N34°49.73'
W81°15.11'
EYPAD
N34°31.20'
W81°30.32'
SYMCO
N33°59.56'
W81°55.99'
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).
(NARRATIVE ON FOLLOWING PAGE)
NOTE: Chart not to scale.
MID-CAROLINA RGNL
CONCORD-PADGETT RGNL
STANLY COUNTY
ANSON COUNTY-JEFF CLOUD FIELD
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
R-112
R-140
R-148
R-163
R-088
R-242
R-146
050°
070°
038°
290°
038°
(17)
(15)
(13)
(36)
(38)
(63)
(21)
8000
11000
088°
(60)
10 NM
10 NM
L3
L5
L8
L3
L3
L3

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. . . .

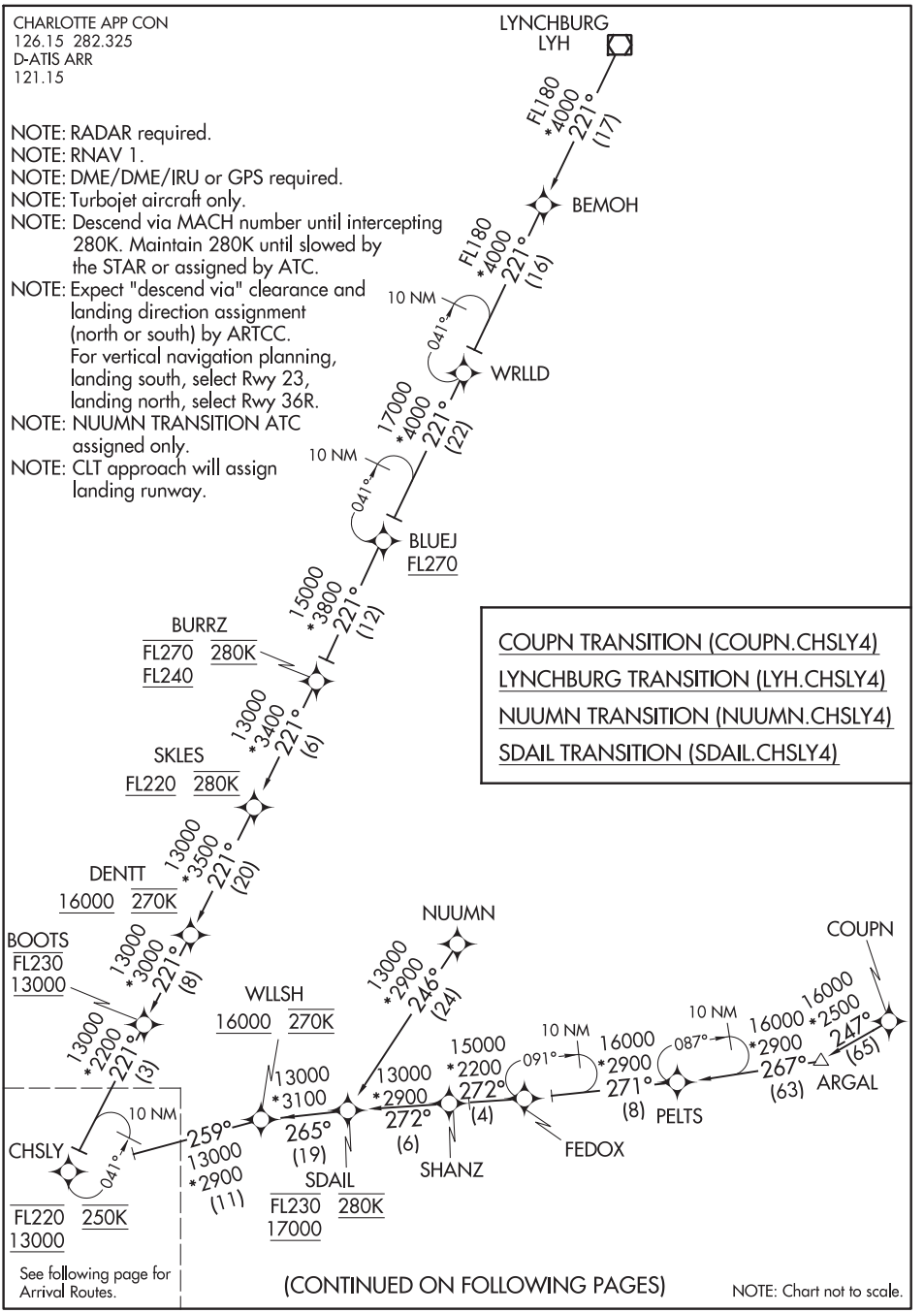
. . . .from EYPAD on IRQ R-038 to CHPTR.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHSLY FOUR ARRIVAL (RNAV) Transition Routes



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(CHSLY.CHSLY4) 20086

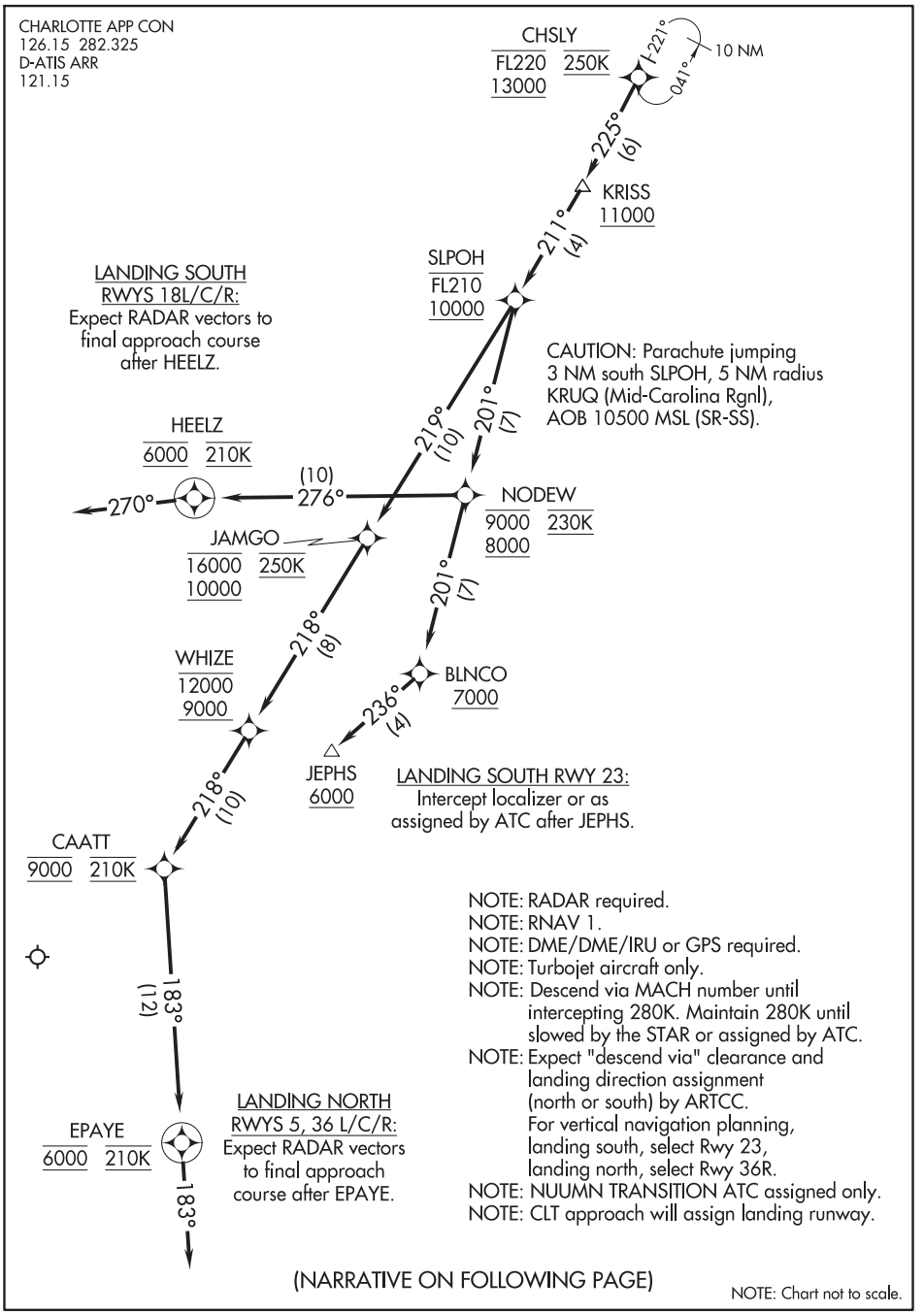
CHSLY FOUR ARRIVAL (RNAV)

AL-78 (FAA)

Arrival Routes

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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.

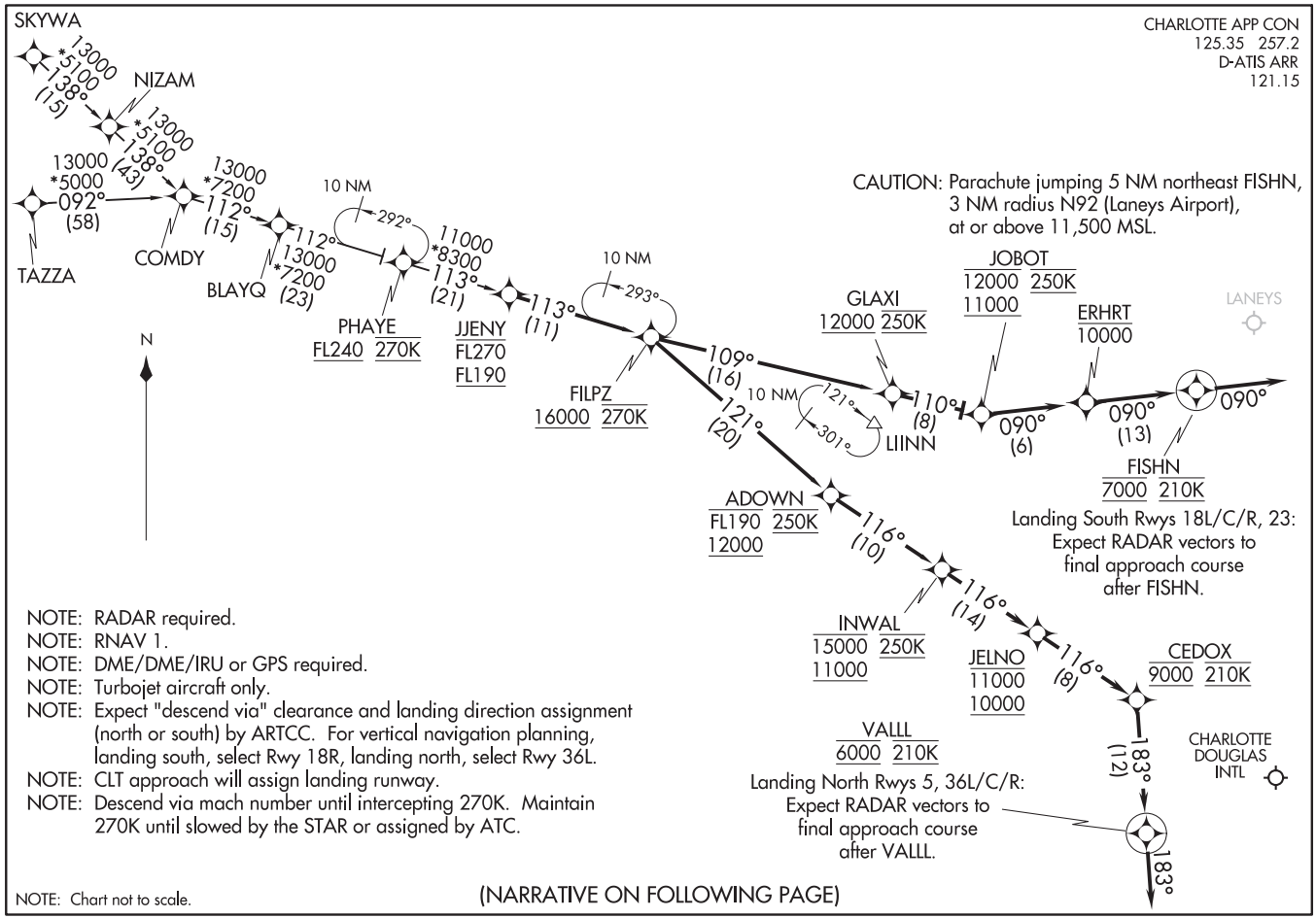
SE-2, 25 FEB 2021 to 22 APR 2021

FILPZ THREE ARRIVAL (RNAV)

(JJENY.FILPZ3) 17AUG17

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS INTL (CLT)



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: CLT approach will assign landing runway.
NOTE: Descend via mach number until intercepting 270K. Maintain 270K until slowed by the STAR or assigned by ATC.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(JJENY.FILPZ3) 20198

FILPZ THREE ARRIVAL (RNAV)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

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.

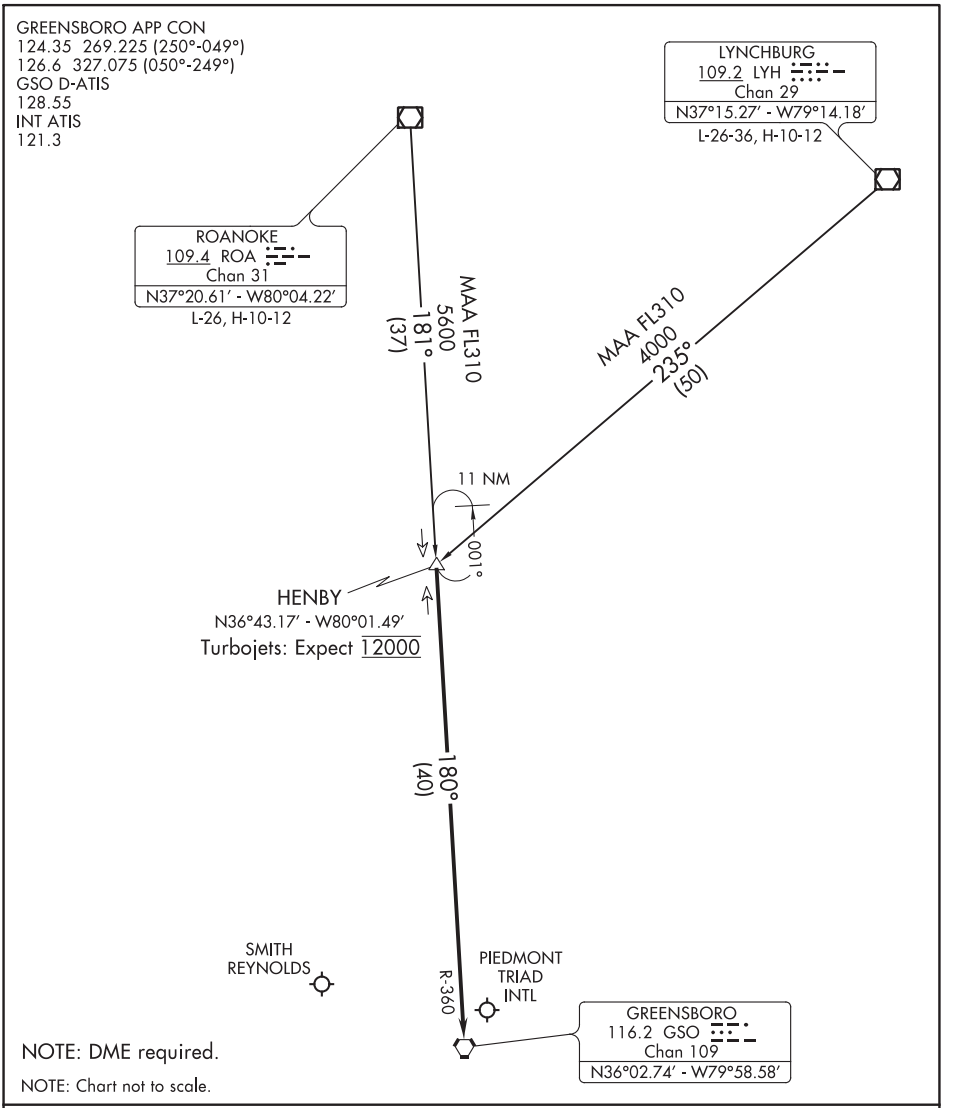
LANDING RWYS 18L/C/R, 23: From FILPZ on track 109° to cross GLAXI at or above 12000 and at 250K, then on track 110° to cross JOBOT between 11000 and 12000 and at 250K, then on track 090° to cross ERHRT at or below 10000, then on track 090° to cross FISHN at 7000 and at 210K, then on track 090°. Expect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

SE-2, 25 FEB 2021 to 22 APR 2021

(HENBY.HENBY3) 20198 AL-178 (FAA)

HENBY THREE ARRIVAL

GREENSBORO, NORTH CAROLINA



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

SE-2, 25 FEB 2021 to 22 APR 2021

JONZE TWO ARRIVAL(RNAV)

(JONZE.JONZE2) 17AUG17

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

Z22

CHARLOTTE APP CON
135.6 377.15
D-ATIS ARR
121.15

N

JRDEN
6000 210K
Landing south Rwys 18L/C/R:
Expect RADAR vectors to final approach course after JRDEN.

FLAIR
7000

WOOOO
7000 210K
Landing south Rwy 23:
Expect RADAR vectors to final approach course after WOOOO.

CHARLOTTE/DOUGLAS INTL

AAIRE
9000 210K

RRIKK
9000 210K

FREEK
11000 250K
9000

DOSBE

WHYLE
16000
10000

CHELE
7000 210K
Landing north Rwys 5, 36L/C/R:
Expect RADAR vectors to final approach course after CHELE.

DUBBB
12000
10000

CHESTER CATAWBA RGNL

JONZE
FL210 250K
11000

CAAKE
FL260 270K
17000

KUPPP
FL240 270K

CNTLR
Transition for KATL departures only.

BANKR

GREENWOOD GRD

BESTT

EVRRR

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.

USE CAUTION: Parachute jumping, 3 NM radius KDCM (Chester-Catawba Regional Airport) at or below 14,500 MSL.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

(JONZE.JONZE2) 20198

JONZE TWO ARRIVAL (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

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.

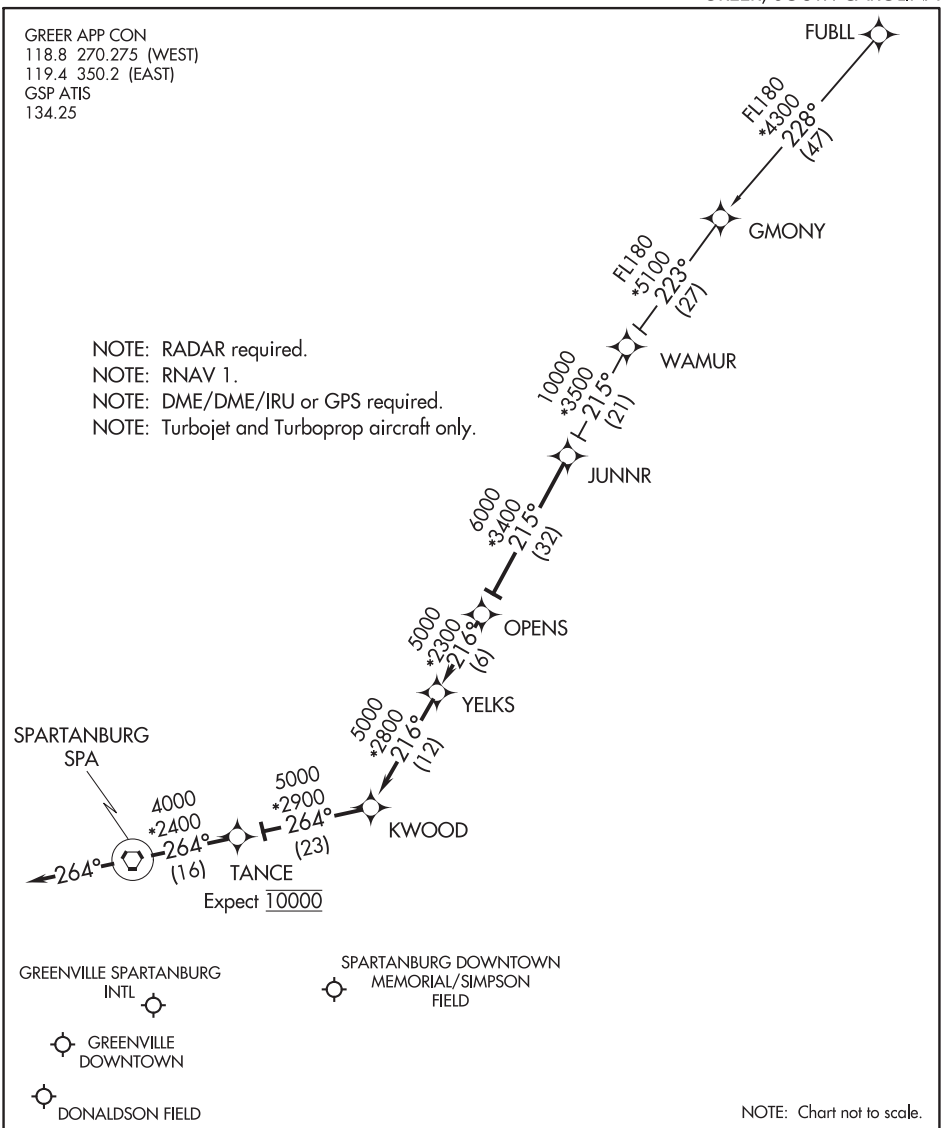
LANDING RWY 23: From JONZE on track 054° to cross WHYLE between 10000 and 16000, then on track 054° to cross FREEK between 9000 and 11000 and at 250K, then on track 054° to DOSBE, then on track 021° to cross RRIKK at 9000 and at 210K, then on track 024° to cross FLAIR at 7000, then on track 056° to cross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

SE-2, 25 FEB 2021 to 22 APR 2021

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.

JUNNR THREE ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

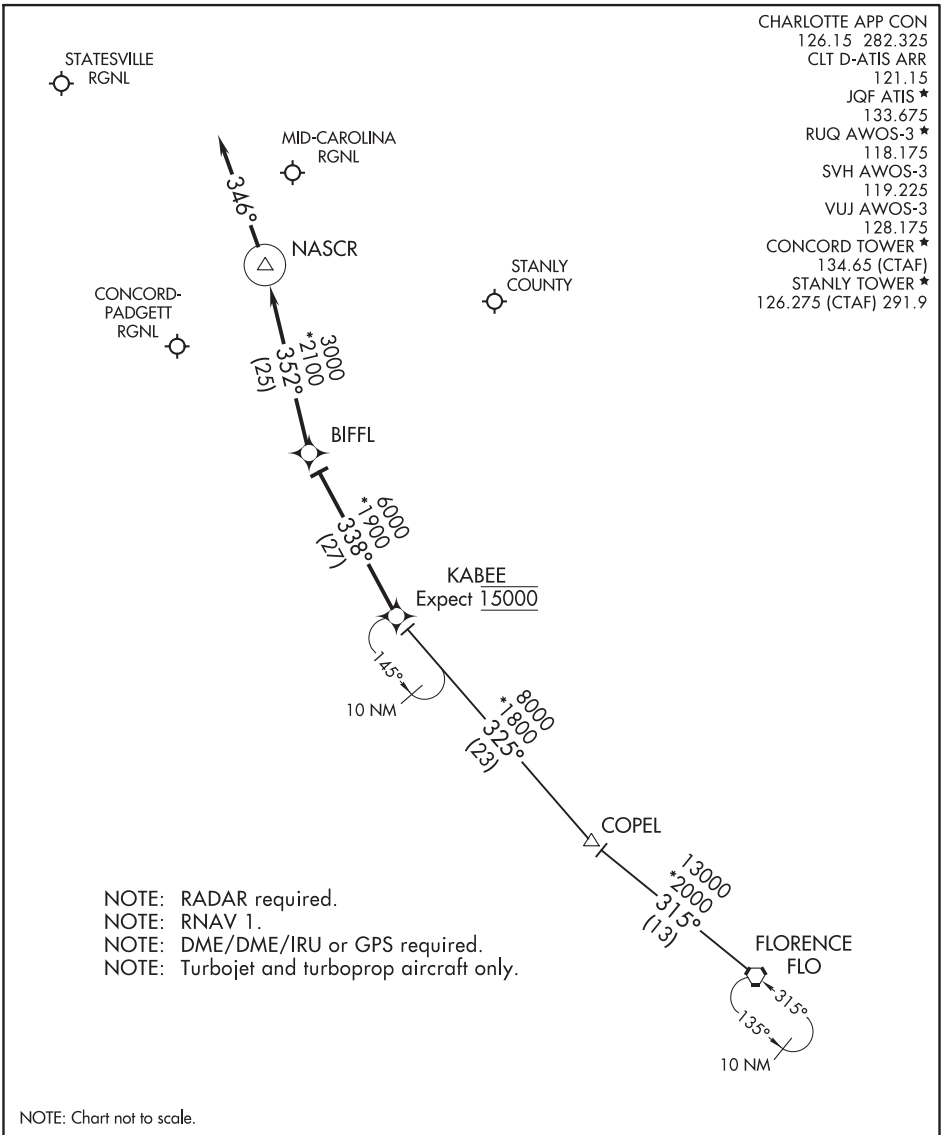
SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

(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)

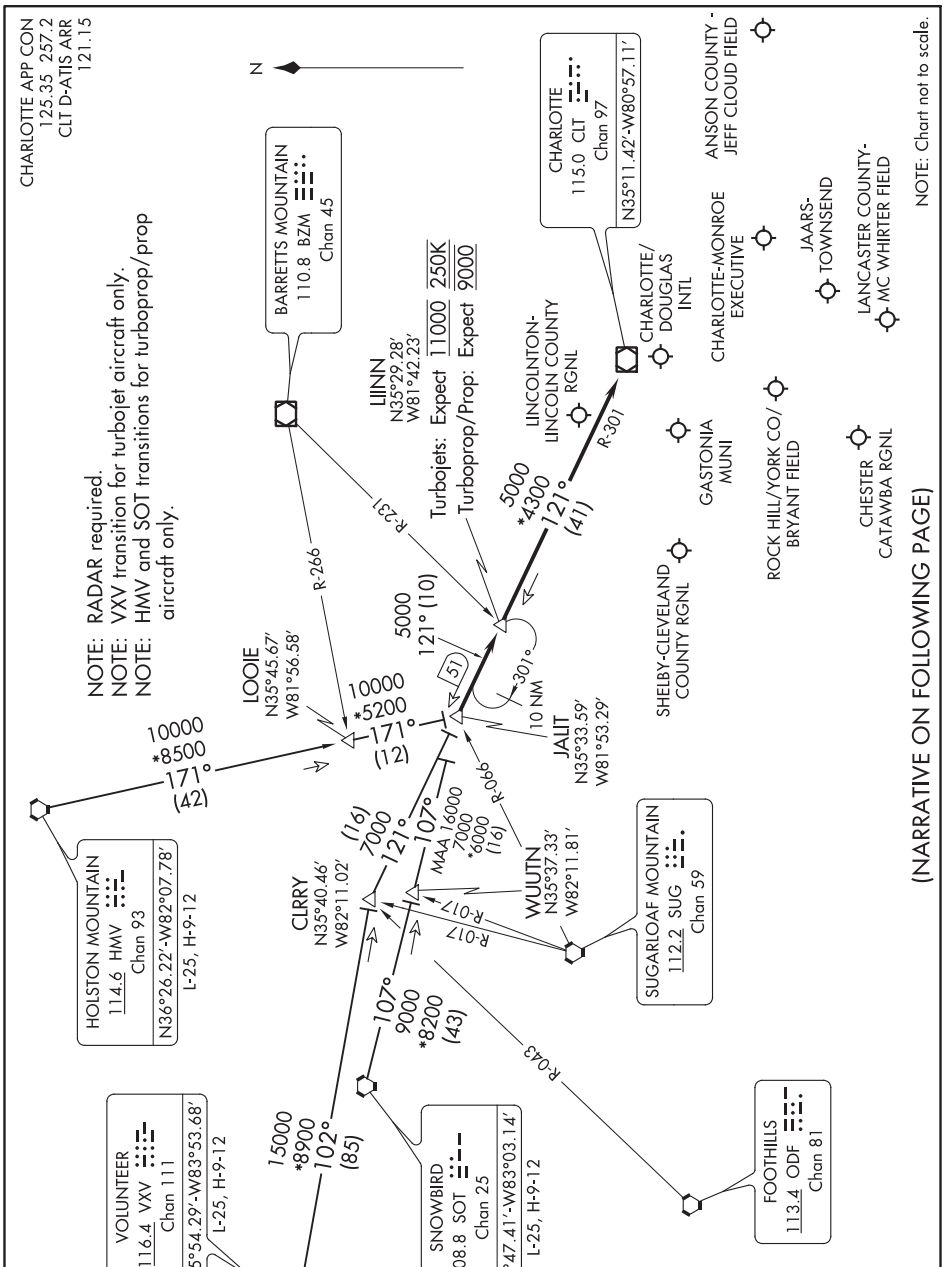
From KABEE on track 338° to BIFFL, then on track 352° to NASCR, then on heading 346°, expect RADAR vectors to final approach course.

KABEE THREE ARRIVAL (RNAV)

CONCORD, NORTH CAROLINA

(KABEE.KABEE3) 03JAN19

SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021

(JALIT.LIINN3) 18312

LIINN THREE ARRIVAL

AL-78 (FAA)

CHARLOTTE, NORTH CAROLINA

ARRIVAL ROUTE DESCRIPTION

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

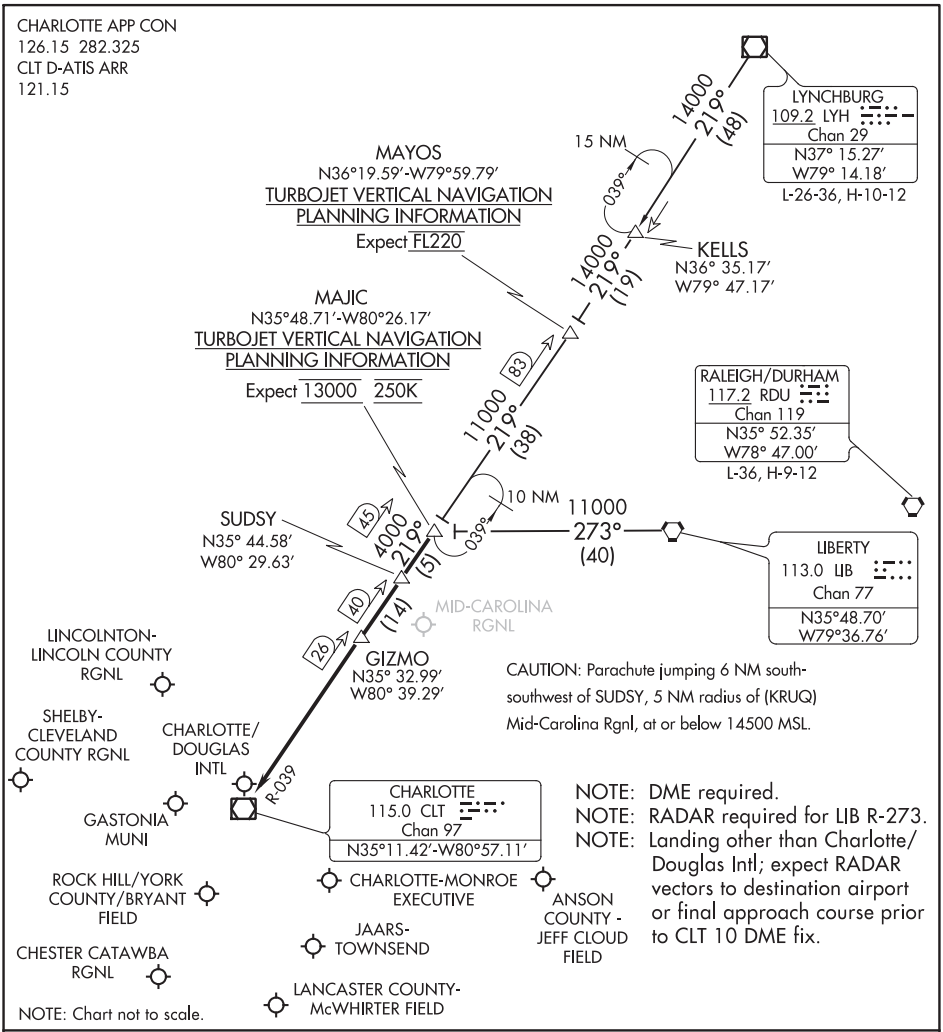
SNOWBIRD TRANSITION (SOT.LIINN3): From over SOT VORTAC on SOT R-107 to JALIT. Thence . . . .

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.

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

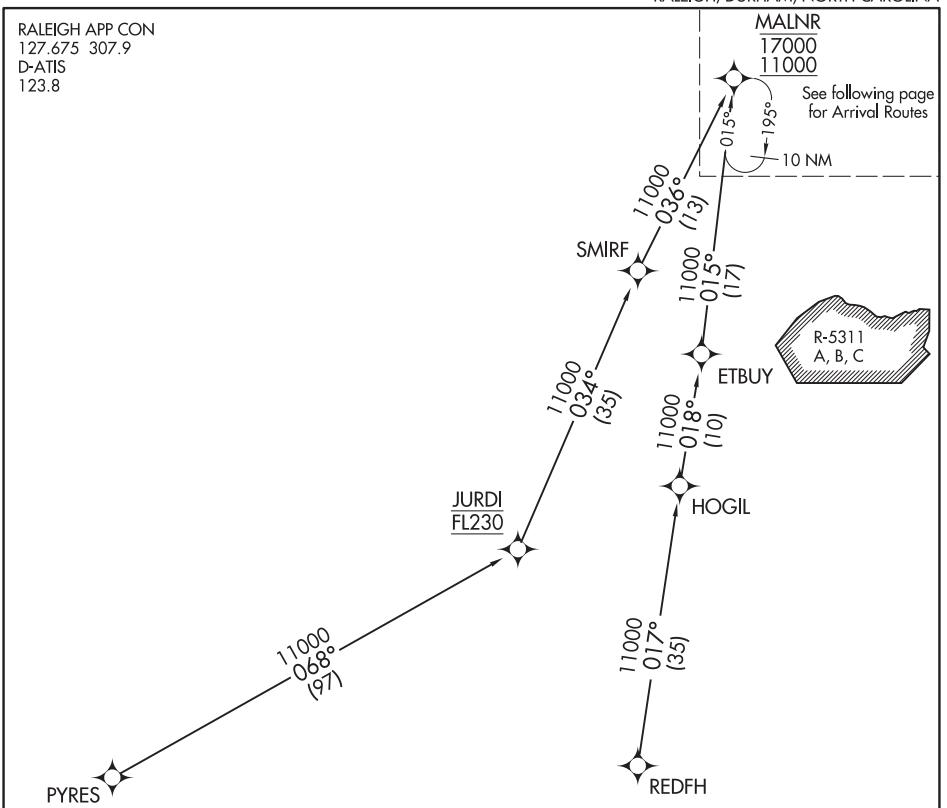
(MALNR.MALNR5) 21056

AL-516 (FAA)

MALNR FIVE ARRIVAL (RNAV)

Transition Routes

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



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: REDFH TRANSITION assigned by ATC only.
NOTE: Jet aircraft descend via MACH number until 280K, maintain 280K until slowed by the STAR or ATC, if unable, advise ATC.

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

JURDI TRANSITION (JURDI.MALNR5)
PYRES TRANSITION (PYRES.MALNR5)
REDFH TRANSITION (REDFH.MALNR5)

NOTE: Chart not to scale.

MALNR FIVE ARRIVAL (RNAV)

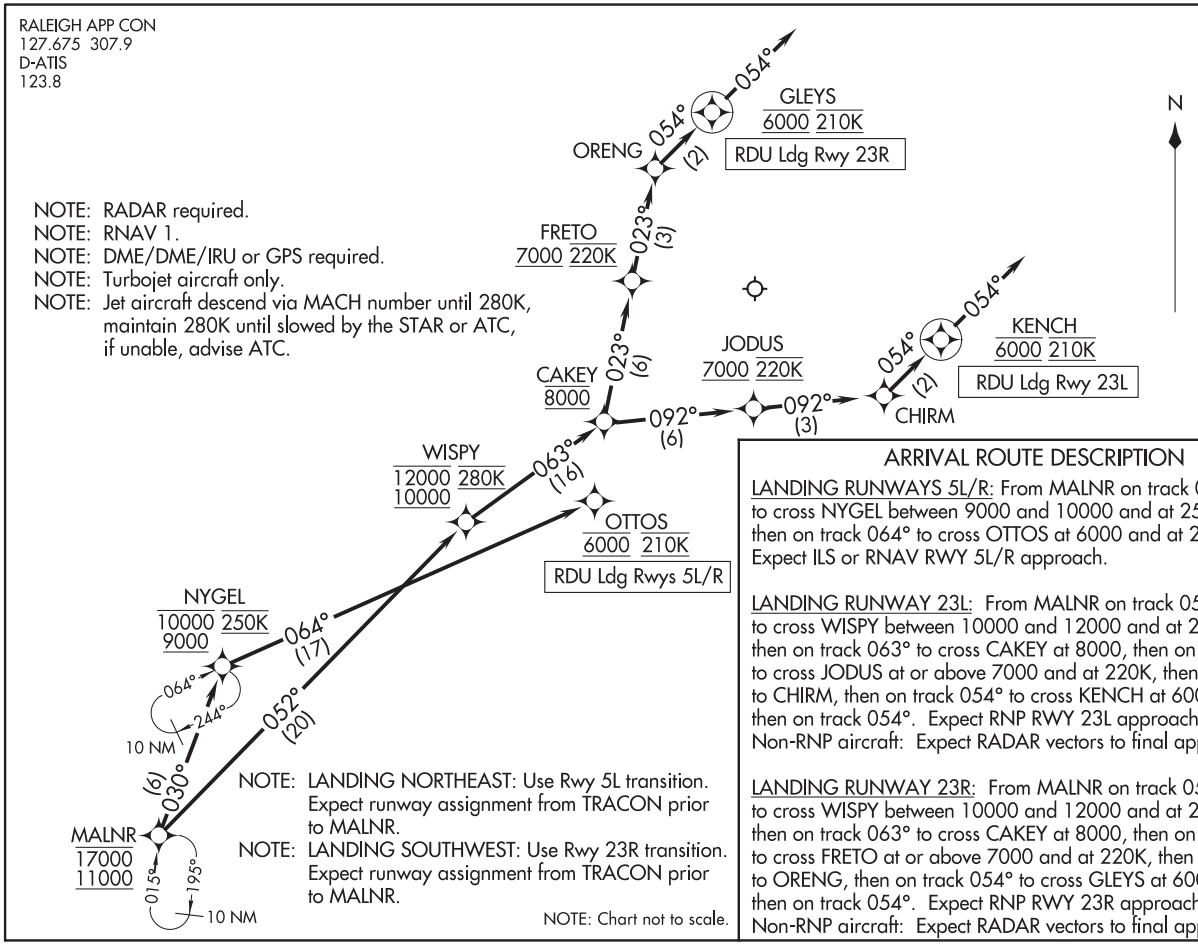
(MALNR.MALNR5) 25FEB21

RALEIGH/DURHAM, NORTH CAROLINA

RALEIGH-DURHAM INTL (RDU)

Arrival Routes

Z30



ARRIVAL ROUTE DESCRIPTION

LANDING RUNWAYS 5L/R: From MALNR on track 030° to cross NYGEL between 9000 and 10000 and at 250K, then on track 064° to cross OTTOS at 6000 and at 210K. Expect ILS or RNAV RWY 5L/R approach.

LANDING RUNWAY 23L: From MALNR on track 052° to cross WISPY between 10000 and 12000 and at 280K, then on track 063° to cross CAKEY at 8000, then on track 092° to cross JODUS at or above 7000 and at 220K, then on track 092° to CHIRM, then on track 054° to cross KENCH at 6000 and at 210K, then on track 054°. Expect RNP RWY 23L approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING RUNWAY 23R: From MALNR on track 052° to cross WISPY between 10000 and 12000 and at 280K, then on track 063° to cross CAKEY at 8000, then on track 023° to cross FRETO at or above 7000 and at 220K, then on track 023° to ORENG, then on track 054° to cross GLEYS at 6000 and at 210K, then on track 054°. Expect RNP RWY 23R approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

(MALNR.MALNR5) 21056

MALNR FIVE ARRIVAL (RNAV)

AL-516 (FAA)

Arrival Routes

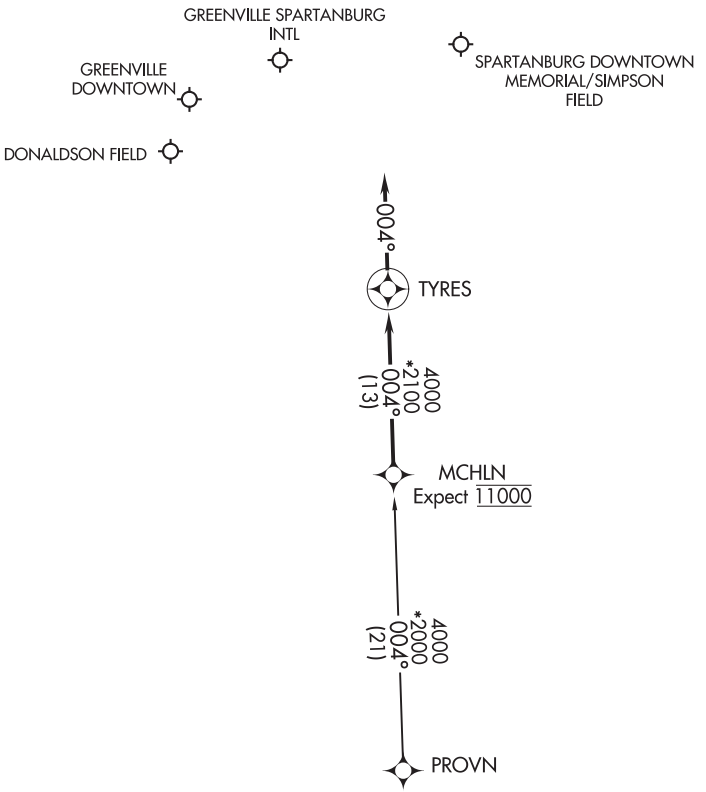
RALEIGH-DURHAM INTL (RDU)

RALEIGH/DURHAM, NORTH CAROLINA

(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, 25 FEB 2021 to 22 APR 2021

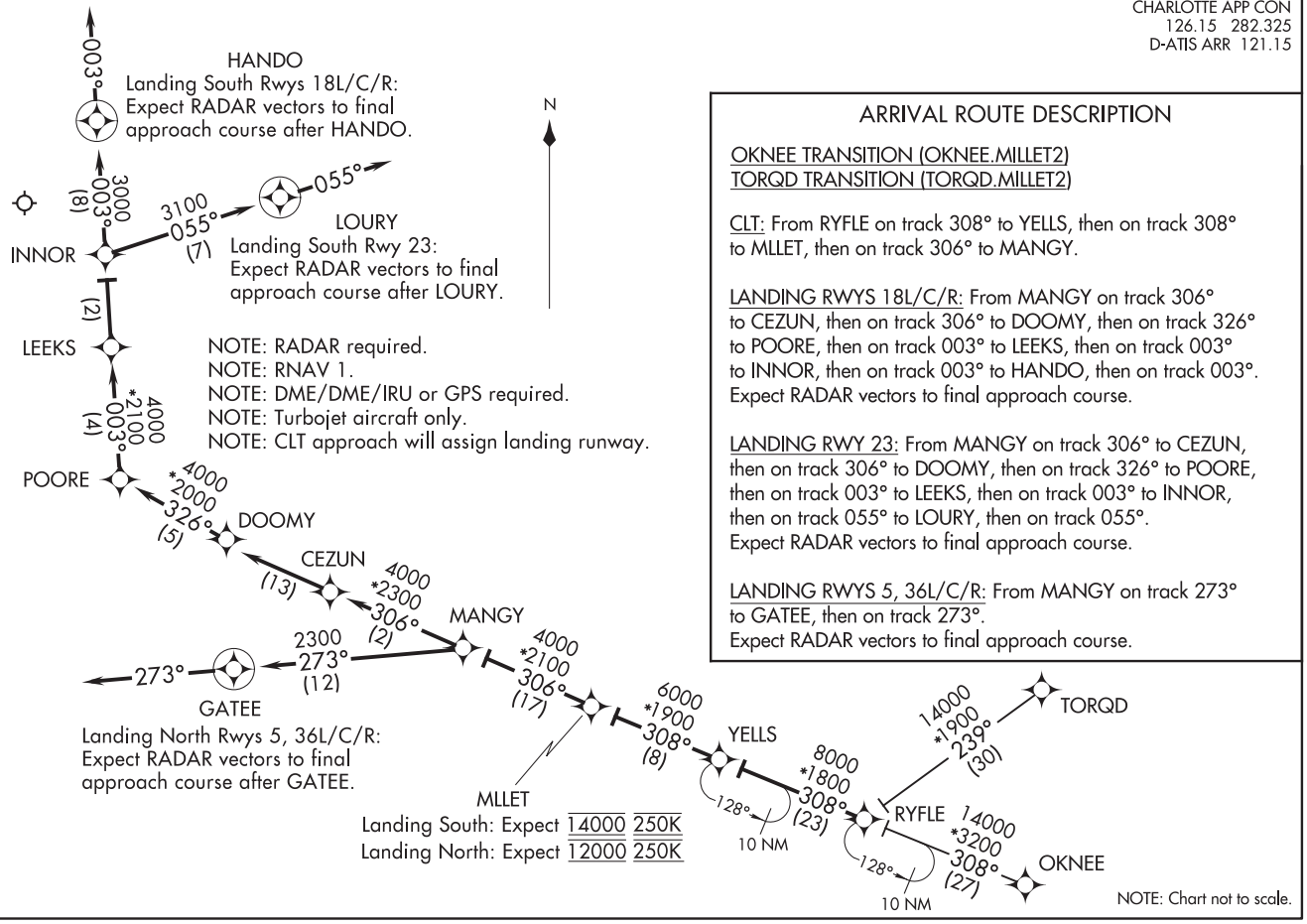
MLLET TWO ARRIVAL (RNAV)

(RYFLE.MLLET2) 27APR17

CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE APP CON
126.15 282.325
D-ATIS ARR 121.15



ARRIVAL ROUTE DESCRIPTION

OKNEE TRANSITION (OKNEE.MILLET2)
TORQD TRANSITION (TORQD.MILLET2)

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.

MLLET TWO ARRIVAL (RNAV)

(RYFLE.MLLET2) 17173

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA

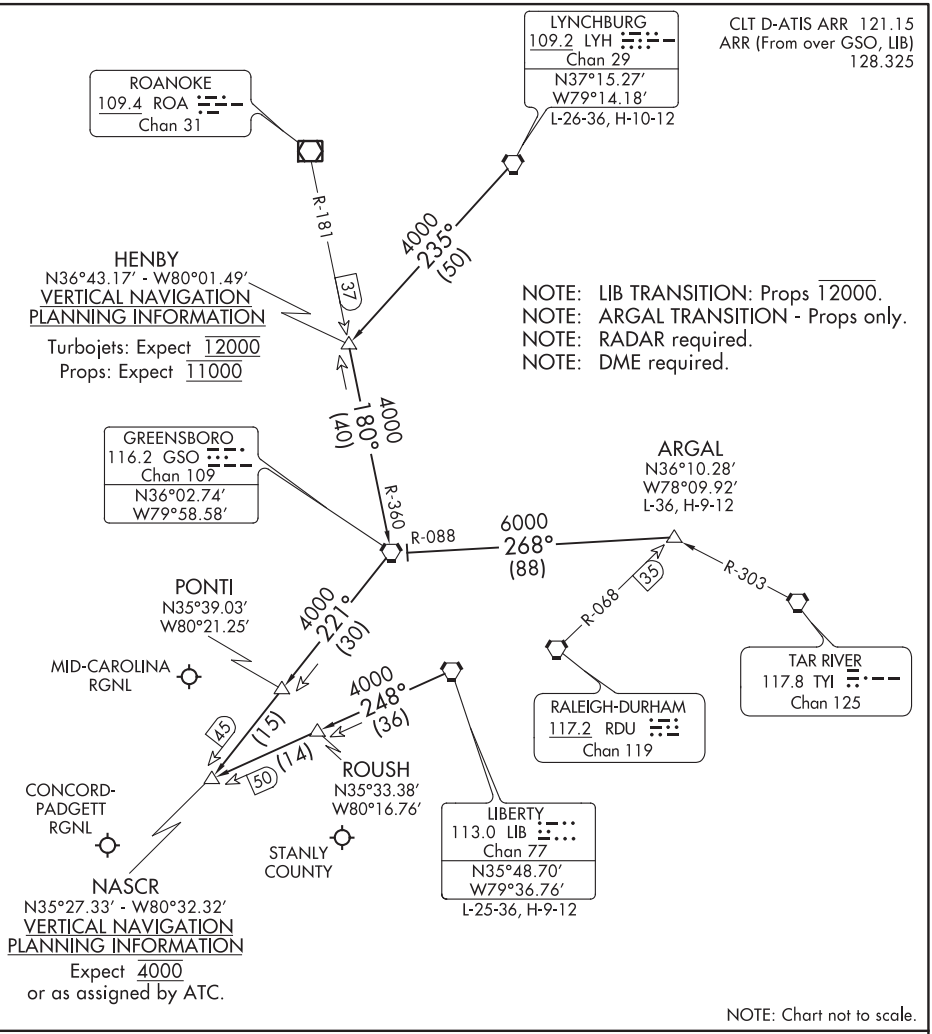
AL-78 (FAA)

Z32

(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.

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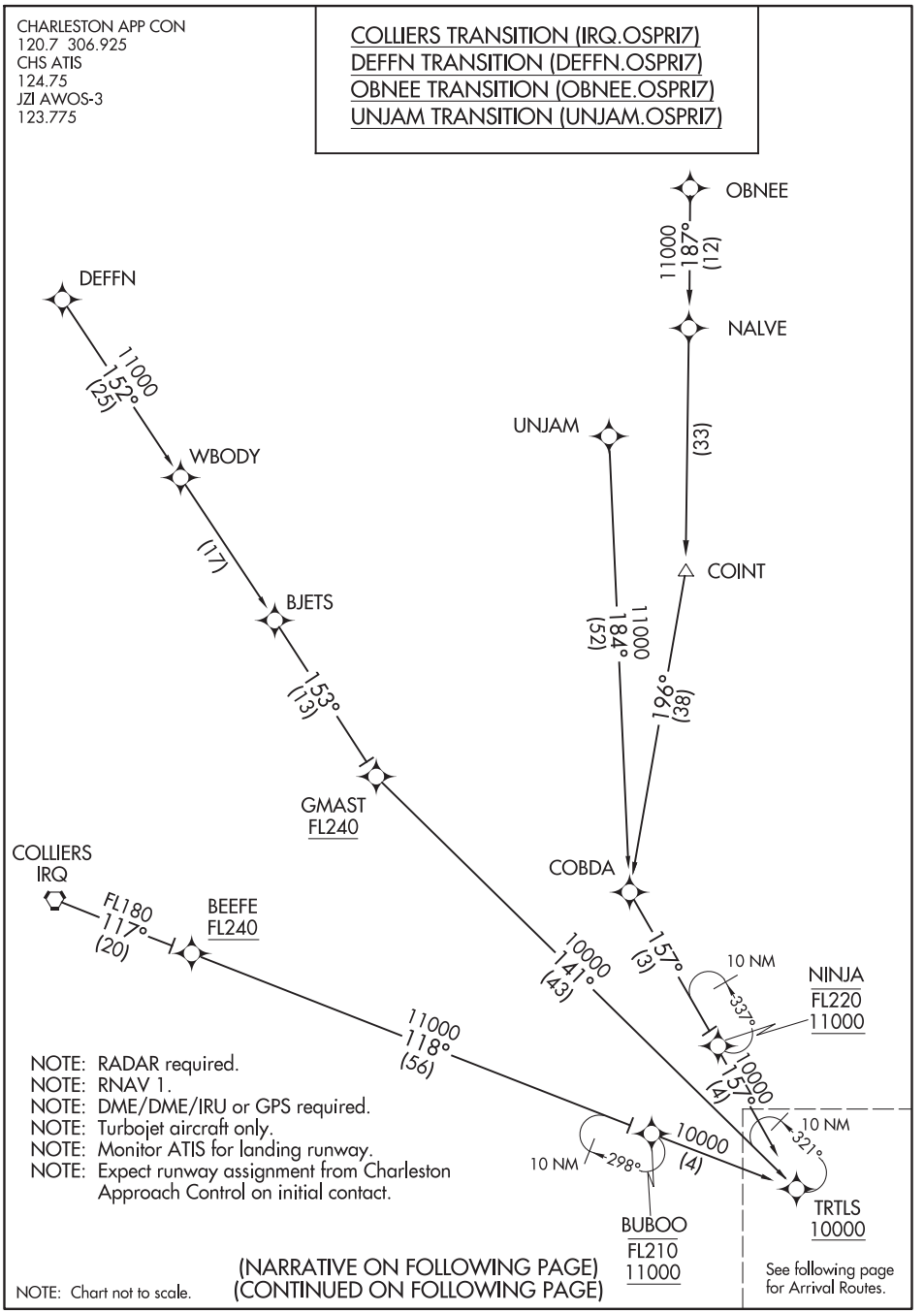
OSPRI SEVEN ARRIVAL (RNAV) Transition Routes CHARLESTON, SOUTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

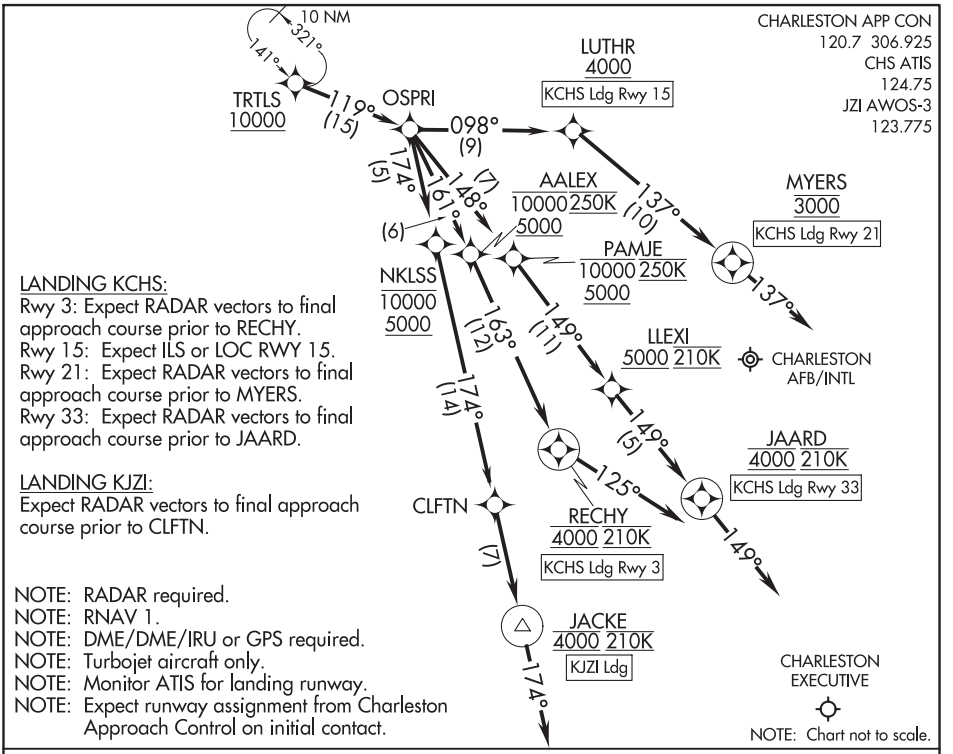


OSPRI SEVEN ARRIVAL (RNAV) Transition Routes CHARLESTON, SOUTH CAROLINA

(TRTLS.OSPRI7) 20310 AL-76 (FAA)

OSPRI SEVEN ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA



LANDING KCHS:
Rwy 3: Expect RADAR vectors to final approach course prior to RECHY.
Rwy 15: Expect ILS or LOC RWY 15.
Rwy 21: Expect RADAR vectors to final approach course prior to MYERS.
Rwy 33: Expect RADAR vectors to final approach course prior to JAARD.

LANDING KJZI:
Expect RADAR vectors to final approach course prior to CLFTN.

NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Monitor ATIS for landing runway.
NOTE: Expect runway assignment from Charleston Approach Control on initial contact.

ARRIVAL ROUTE DESCRIPTION

KCHS: From TRTLS on track 119° to OSPRI.

LANDING KCHS RUNWAY 3: From OSPRI on track 161° to cross AALEX between 5000 and 10000 and at 250K, then on track 163° to cross RECHY at 4000 and at 210K, then on heading 125° or as assigned by ATC. Expect RNP RWY 3 approach.
Non-RNP aircraft: Expect RADAR vectors to final approach course.
LANDING KCHS RUNWAY 15: From OSPRI on track 098° to cross LUTHR at or above 4000. Expect ILS or LOC RWY 15 approach.
LANDING KCHS RUNWAY 21: From OSPRI on track 098° to cross LUTHR at or above 4000, then on track 137° to cross MYERS at 3000, then on heading 137° or as assigned by ATC. Expect RNP RWY 21 approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.
LANDING KCHS RUNWAY 33: From OSPRI on track 148° to cross PAMJE between 5000 and 10000 and at 250K, then on track 149° to cross LLEXI at or above 5000 and at 210K, then on track 149° to cross JAARD at 4000 and at 210K , then on heading 149° or as assigned by ATC. Expect RNP RWY 33 approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING KJZI: From TRTLS on track 119° to OSPRI, then 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 and at 210K, then on heading 174° or as assigned by ATC.
Expect RADAR vectors to final approach course.

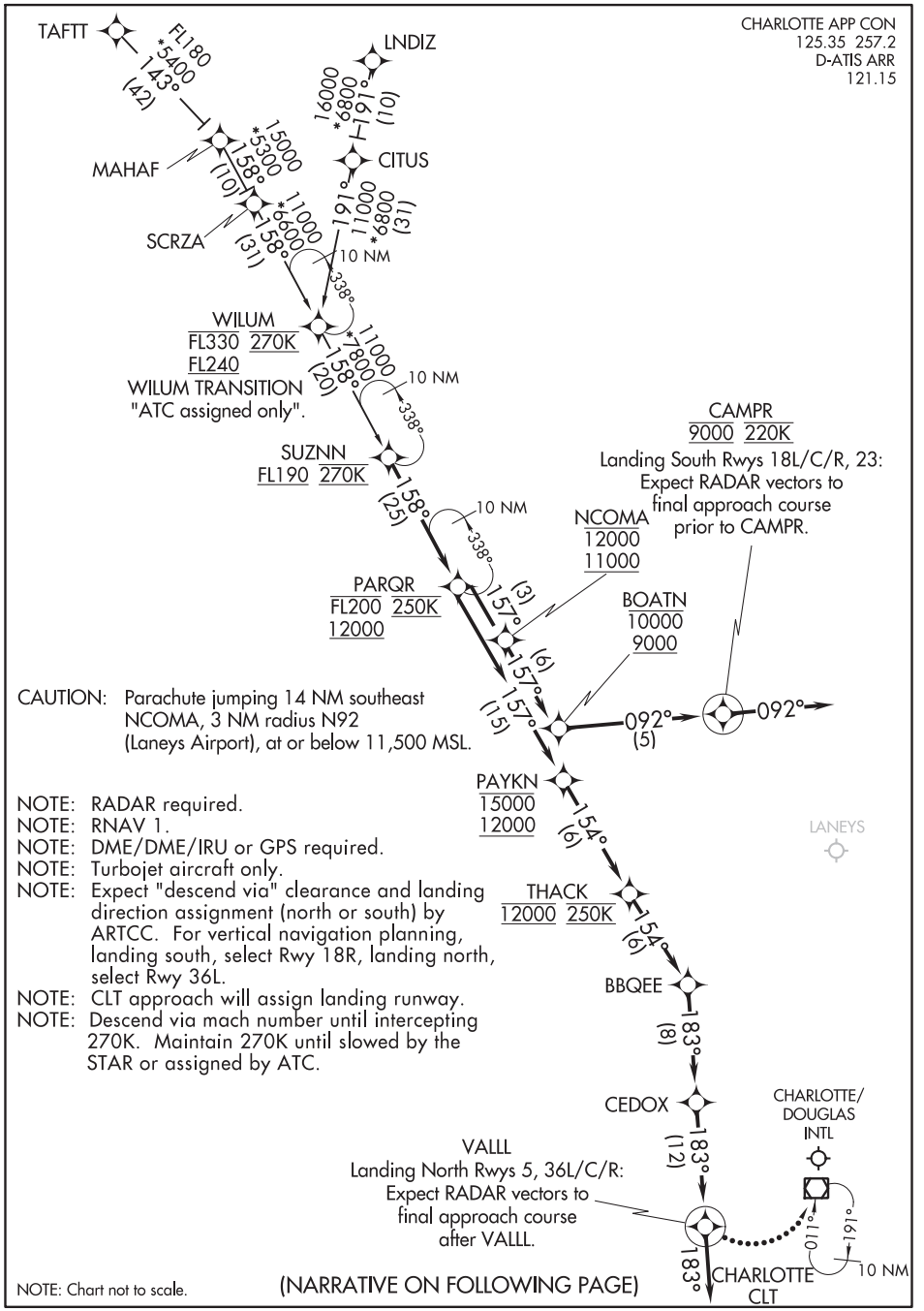
OSPRI SEVEN ARRIVAL (RNAV) Arrival Routes

CHARLESTON, SOUTH CAROLINA

(TRTLS.OSPRI7) 05NOV20

SE-2, 25 FEB 2021 to 22 APR 2021

PARQR THREE ARRIVAL (RNAV)



PARQR THREE ARRIVAL (RNAV)

SE-2, 25 FEB 2021 to 22 APR 2021
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ARRIVAL ROUTE DESCRIPTION

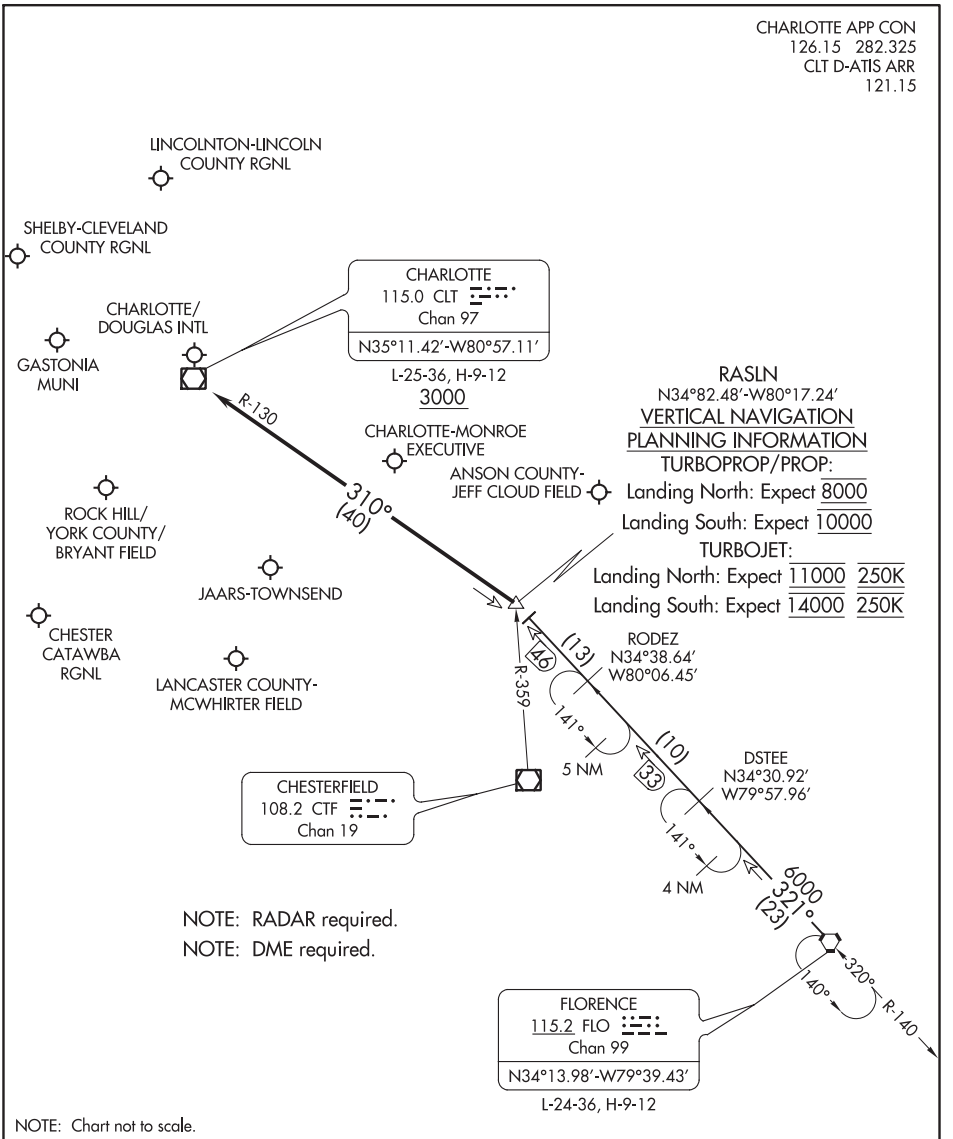
LNDIZ TRANSITION (LNDIZ.PARQR3)
TAFTT TRANSITION (TAFTT.PARQR3)
WILUM TRANSITION (WILUM.PARQR3)

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.



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.

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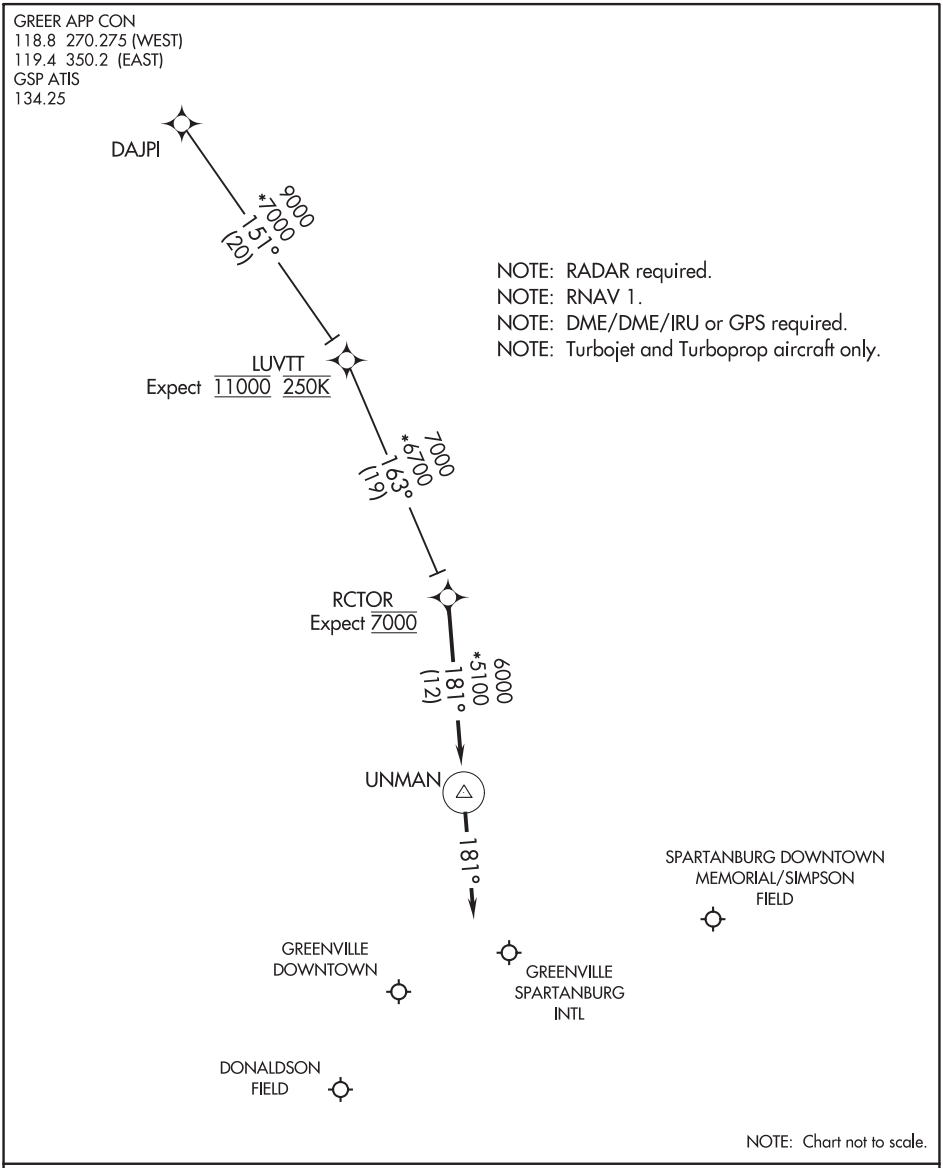
(RCTOR.RCTOR2) 20198 AL-5124 (FAA)

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.

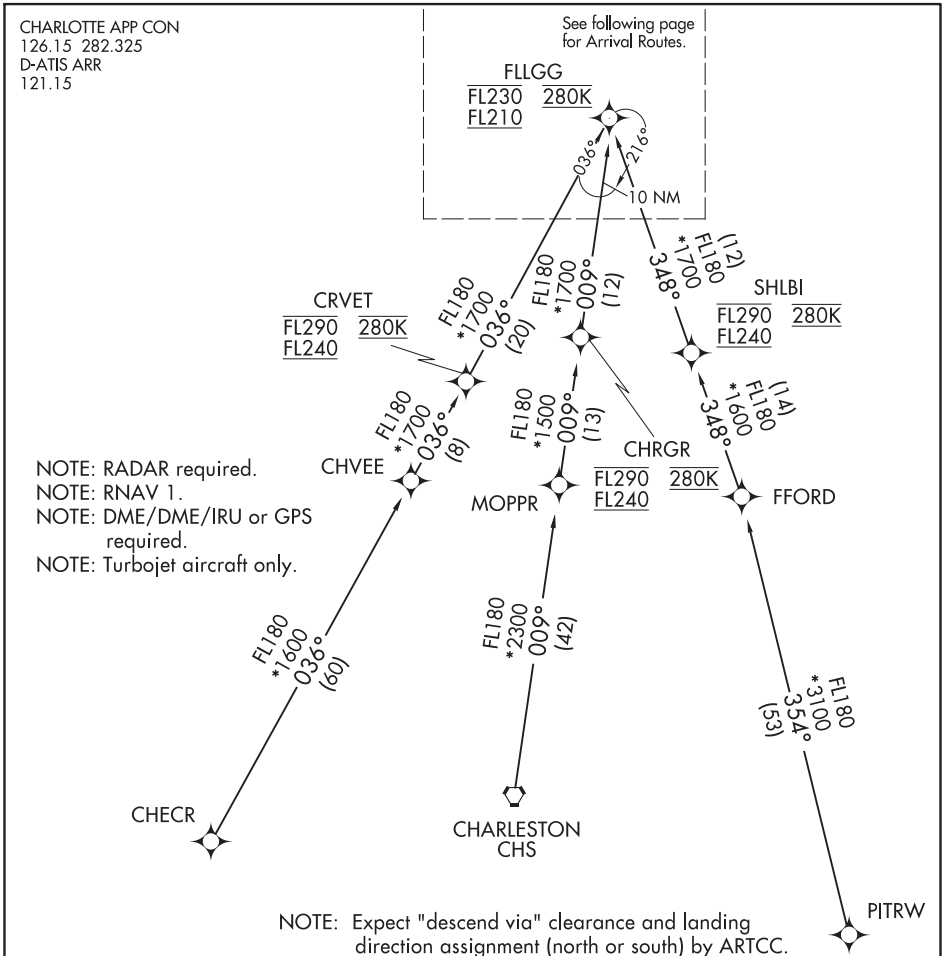
GREER, SOUTH CAROLINA

RCTOR TWO ARRIVAL (RNAV)

(RCTOR.RCTOR2) 25APR19

SE-2, 25 FEB 2021 to 22 APR 2021

STOCR THREE ARRIVAL (RNAV) Transition Routes



NOTE: Expect "descend via" clearance and landing direction assignment (north or south) by ARTCC. For vertical navigation planning, landing south, select Rwy 23, landing north, select Rwy 36R.

NOTE: Descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.

NOTE: CLT approach will assign landing runway.

NOTE: Chart not to scale.

CHARLESTON TRANSITION (CHS.STOCR3)
CHECR TRANSITION (CHECR.STOCR3)
PITRW TRANSITION (PITRW.STOCR3)

(CONTINUED ON FOLLOWING PAGES)

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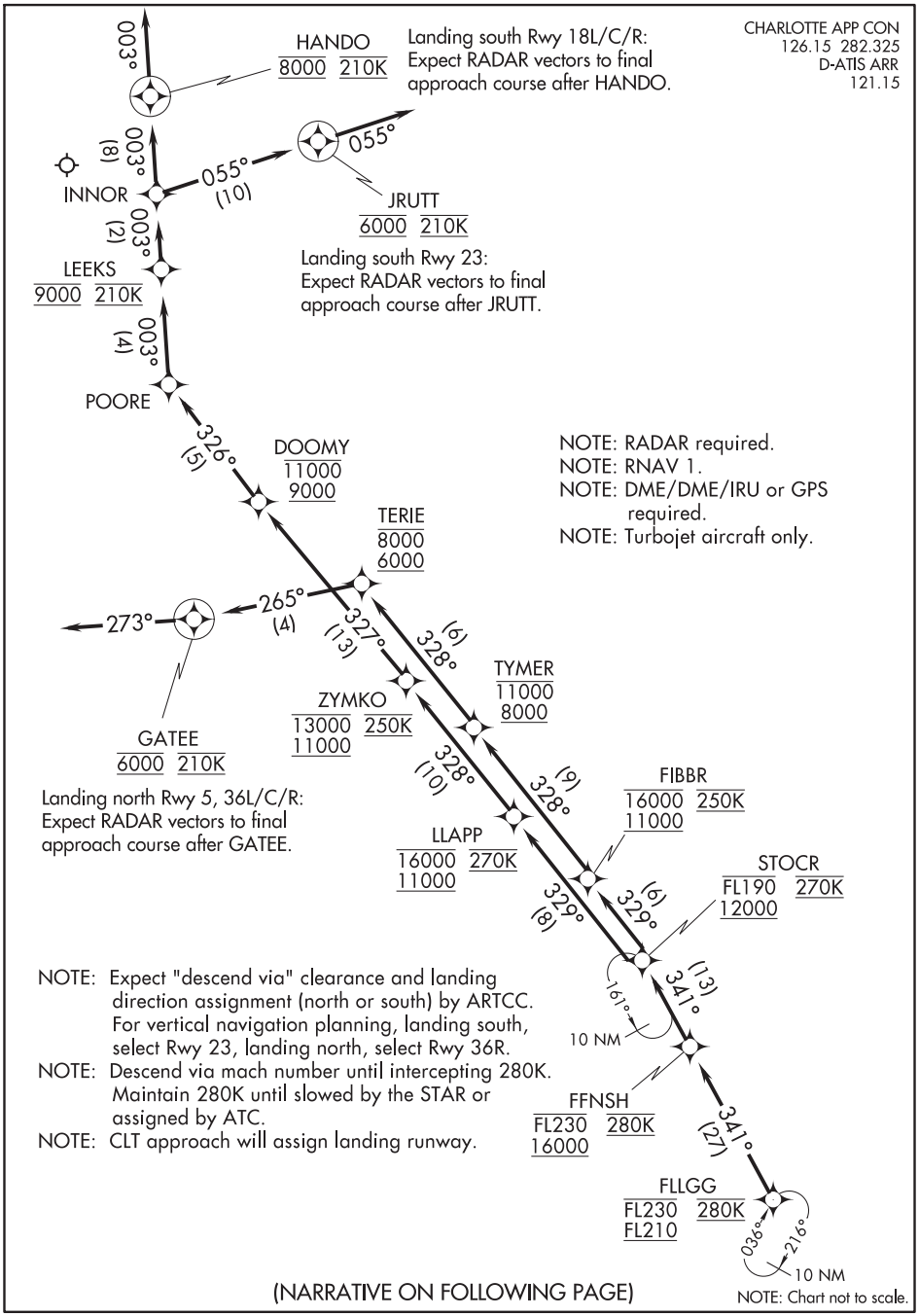
(FLLGG.STOCR3) 20198

AL-78 (FAA)

STOCR THREE ARRIVAL (RNAV) Arrival Routes

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA



NOTE: Expect "descend via" clearance and landing direction assignment (north or south) by ARTCC. For vertical navigation planning, landing south, select Rwy 23, landing north, select Rwy 36R.

NOTE: Descend via mach number until intercepting 280K. Maintain 280K until slowed by the STAR or assigned by ATC.

NOTE: CLT approach will assign landing runway.

(NARRATIVE ON FOLLOWING PAGE)

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STOCR THREE ARRIVAL (RNAV) Arrival Routes
(FLLGG.STOCR3) 13SEP18
CHARLOTTE, NORTH CAROLINA
CHARLOTTE/DOUGLAS INTL (CLT)

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.

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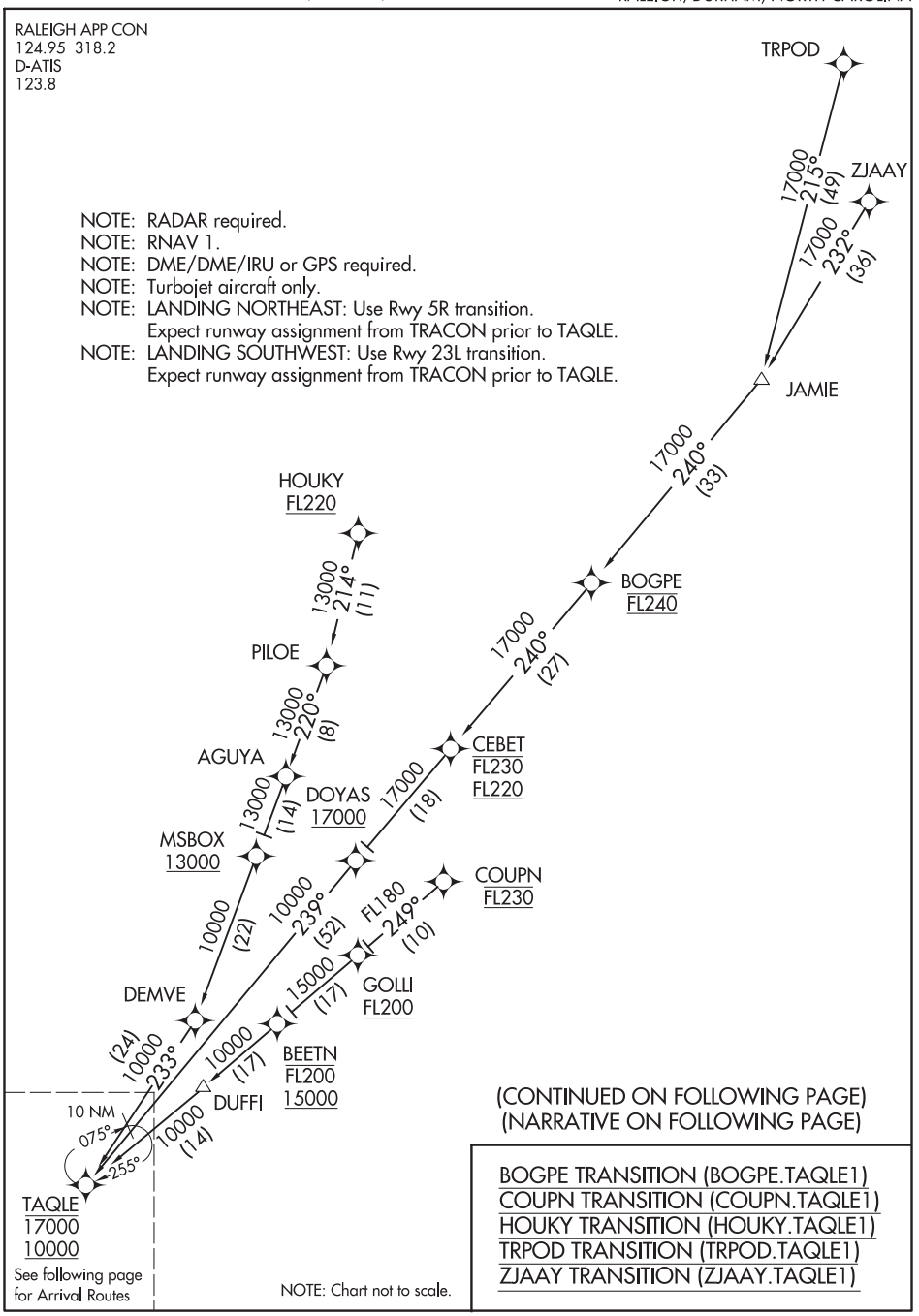
(TAQLE.TAQLE1) 21056 AL-516 (FAA)

TAQLE ONE ARRIVAL (RNAV) Transition Routes

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



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

BOGPE TRANSITION (BOGPE.TAQLE1)
COUPN TRANSITION (COUPN.TAQLE1)
HOUKY TRANSITION (HOUKY.TAQLE1)
TRPOD TRANSITION (TRPOD.TAQLE1)
ZJAAY TRANSITION (ZJAAY.TAQLE1)

TAQLE ONE ARRIVAL (RNAV) Transition Routes

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

(TAQLE.TAQLE1) 25FEB21

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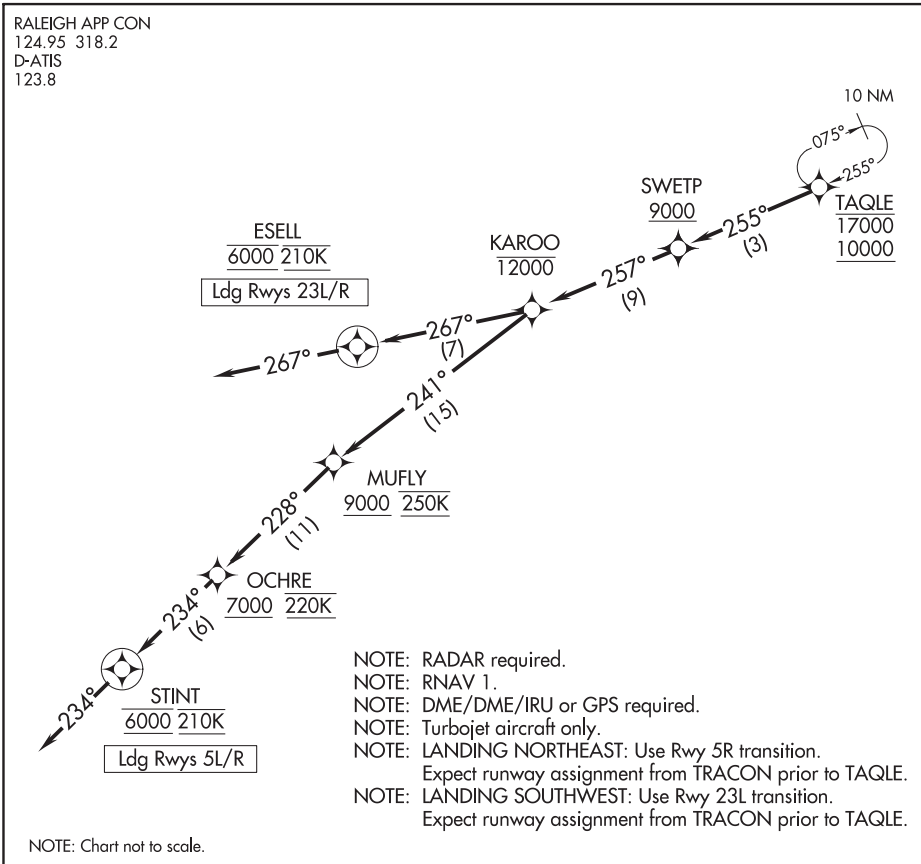
TAQLE ONE ARRIVAL (RNAV) Arrival Routes



ARRIVAL ROUTE DESCRIPTION

From TAQLE on track 255° to cross SWETP at or above 9000, then on track 257° to cross KAROO at or below 12000.

LANDING RUNWAYS 5L/R: From KAROO on track 241° to cross MUFLY at or above 9000 and at 250K, then on track 228° to cross OCHRE at or above 7000 and at 220K, then on track 234° to cross STINT at 6000 and at 210K, then on track 234°. Expect RNP RWY 5R approach. Non-RNP aircraft: Expect RADAR vectors to final approach course.

LANDING RUNWAYS 23L/R: From KAROO on track 267° to cross ESELL at 6000 and at 210K, then on track 267°. Expect ILS or RNAV RWY 23L/R approach.

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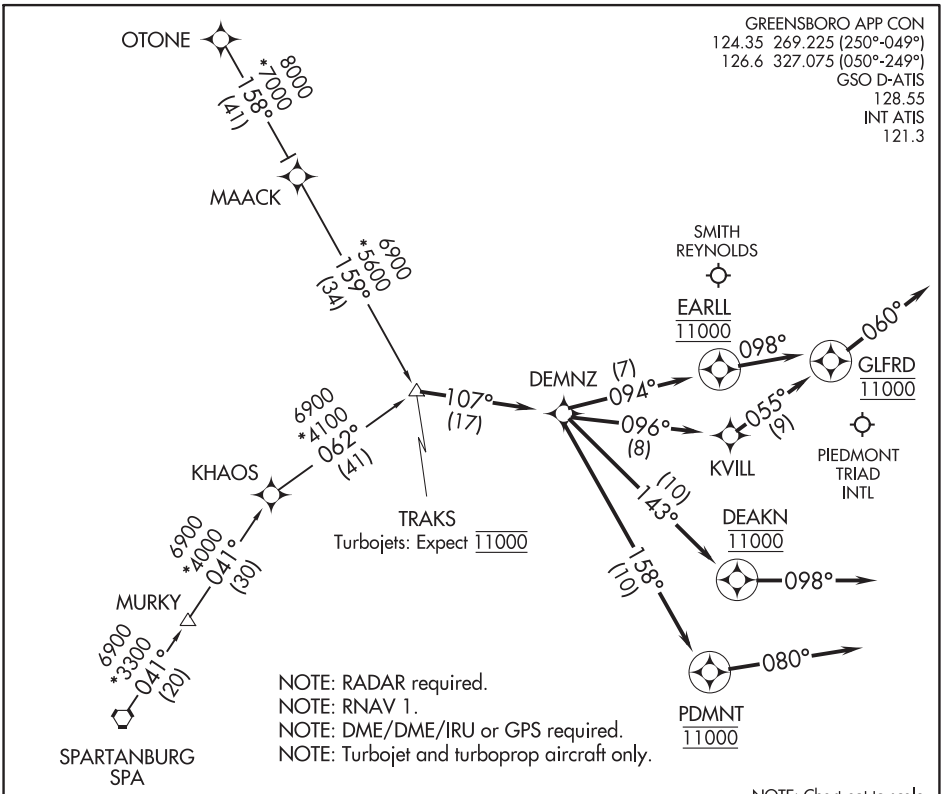
(TRAKS.TRAKS3) 20198

AL-178 (FAA)

TRAKS THREE ARRIVAL (RNAV)

GREENSBORO, NORTH CAROLINA



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.

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UNARM SIX ARRIVAL

CHARLOTTE, NORTH CAROLINA

UNARM SIX ARRIVAL
CHARLOTTE, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

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.

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WORXS TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

WORXS TWO ARRIVAL (RNAV)

GREER, SOUTH CAROLINA

(WORXS.WORXS2) 25APR19

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SE-2, 25 FEB 2021 to 22 APR 2021

INTENTIONALLY

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SE-2, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 1

TRI-COUNTY AT HENRY JONER FIELD (ASJ)

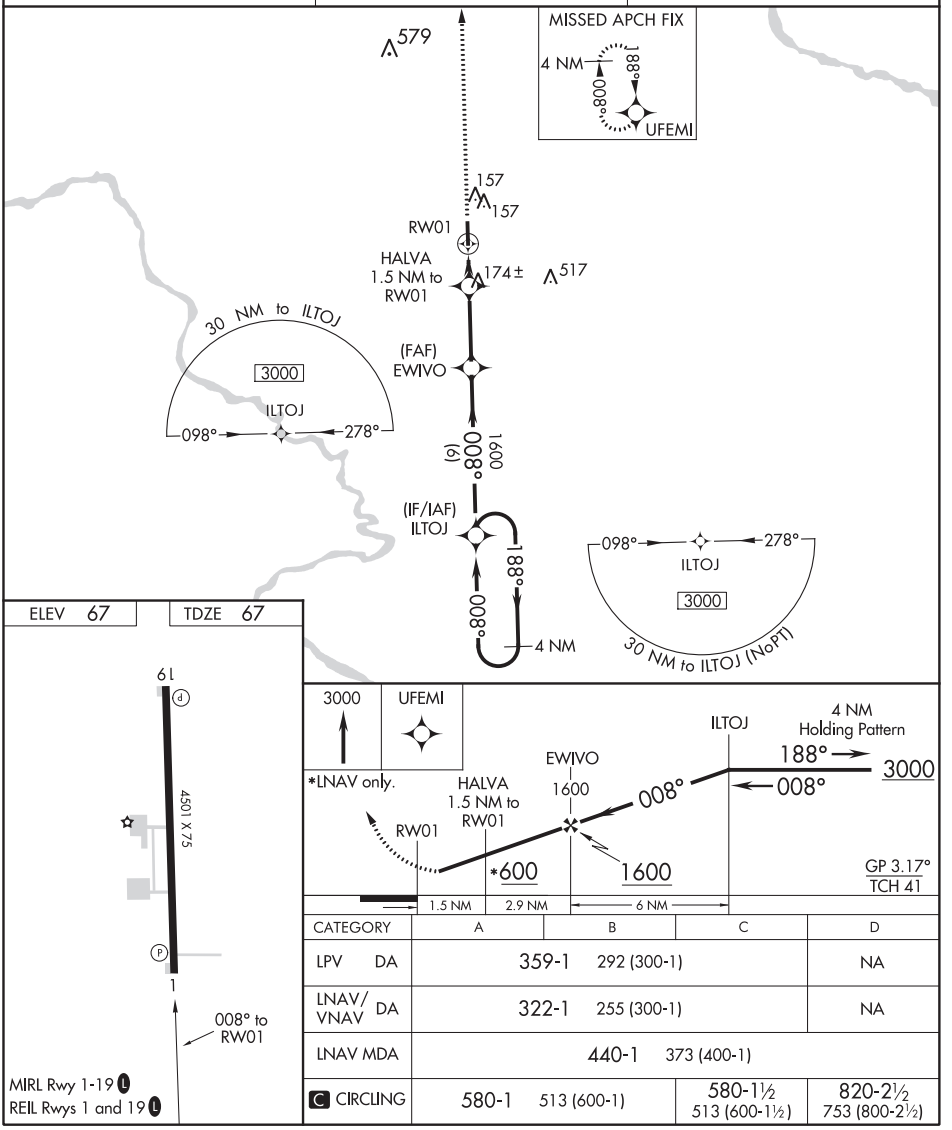
WAAS	APP CRS	Rwy Idg	4501
CH 70637	008°	TDZE	67
W01A		Apt Elev	67

TAA

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)

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AHOSKIE, NORTH CAROLINA AL-5898 (FAA) 20310

RNAV (GPS) RWY 19

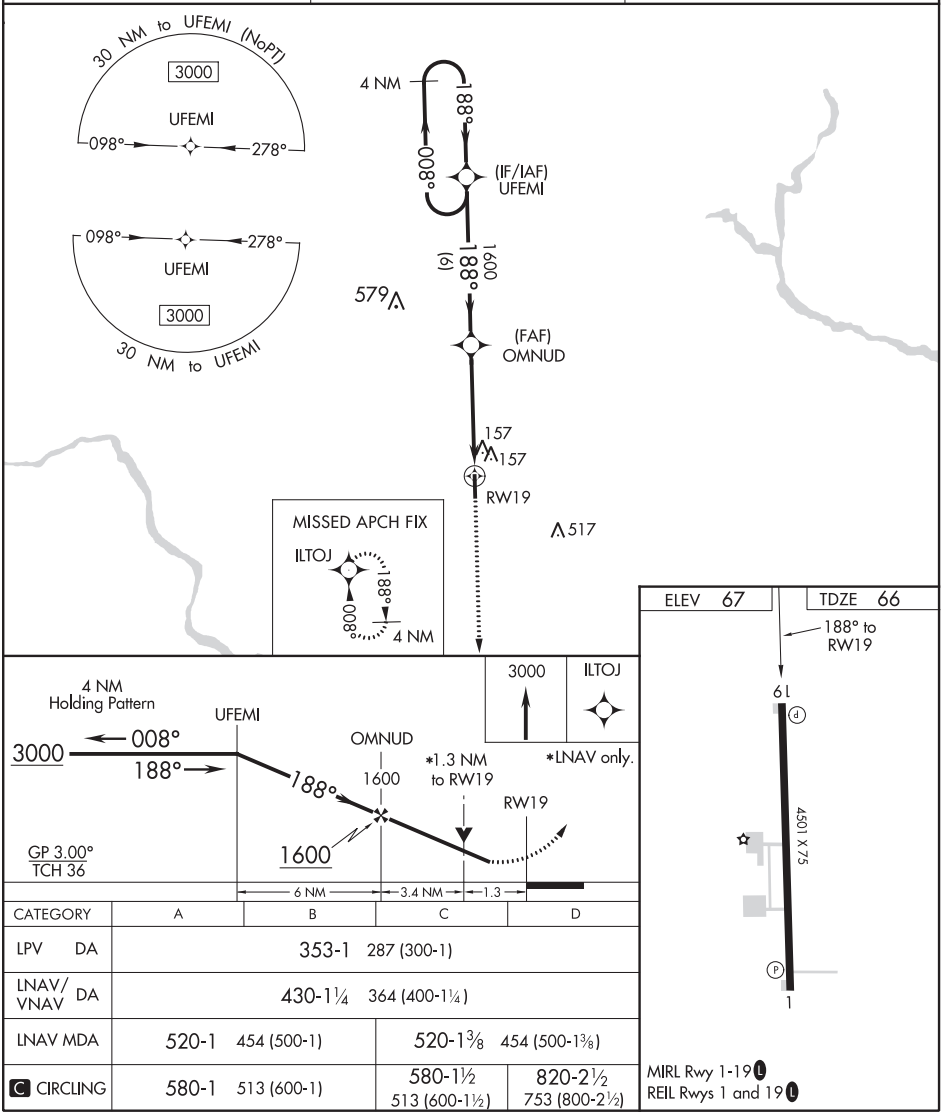
TRI-COUNTY AT HENRY JONER FIELD (ASJ)

WAAS	APP CRS	Rwy Idg	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

AHOSKIE, NORTH CAROLINA
Orig 30APR15

36°18'N-77°10'W

TRI-COUNTY AT HENRY JOYNER FIELD (ASJ)

RNAV (GPS) RWY 19

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SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-AIK	APP CRS	Rwy Idg	5500
109.9	066°	TDZE	515
Chan 36		Apt Elev	529

ILS or LOC/DME RWY 7

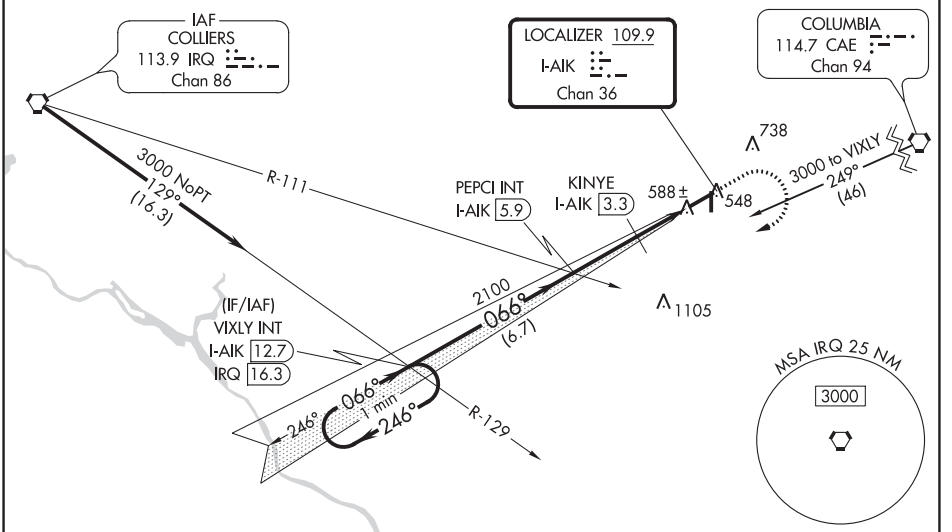
AIKEN RGNL (AIK)

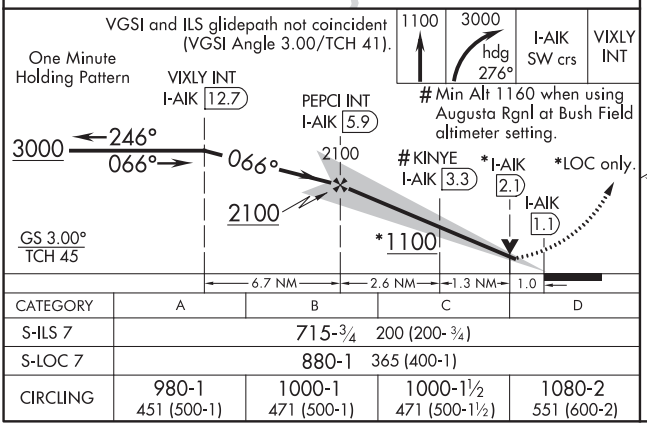
T A NA — VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received; use Augusta Rgnl at Bush Field altimeter setting and increase all DA 104 feet and all MDA 120 feet; increase S-ILS 7 all Cats and Circling Cat D visibilities ¼ mile and S-LOC 7 Cats C and D visibilities 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.

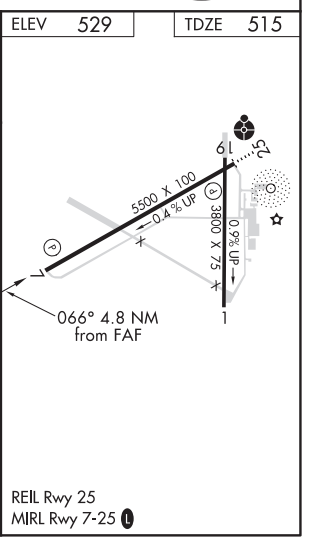
AWOS-3	AUGUSTA APP CON ★	CLNC DEL	UNICOM
118.025	119.15 284.625	126.075	122.8 (CTAF) L

Procedure NA for arrivals on IRQ VORTAC airway radials 084 CW 174.





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)



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AIKEN, SOUTH CAROLINA | AL-5197 (FAA) | 19227

RNAV (GPS) RWY 7

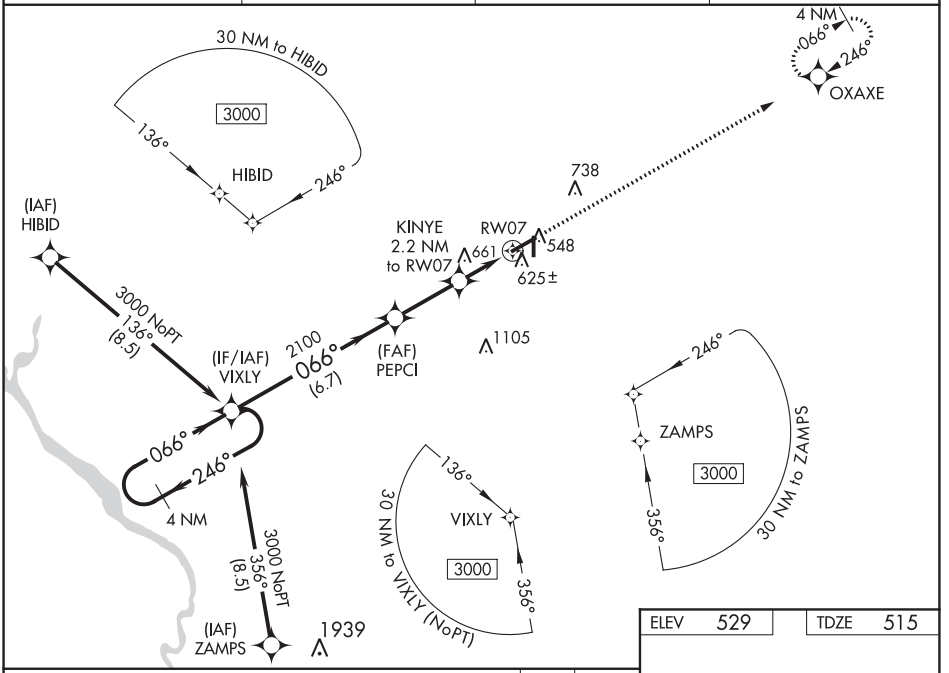
AIKEN RGNL (AIK)

WAAS	APP CRS		
CH **90301**	**066°**	Rwy Idg	**5500**
W07A		TDZE	**515**
		Apt Elev	**529**

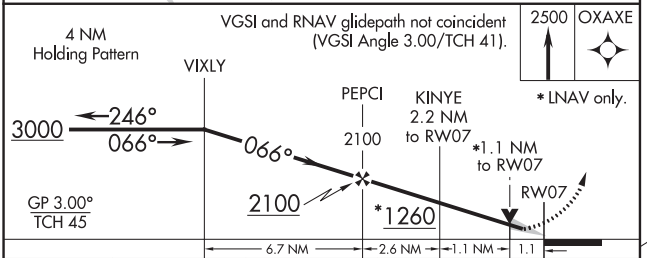
T NA Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 40°C (104°F). DME/DME RNP-0.3 NA. VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received, use Augusta Rgnl 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.

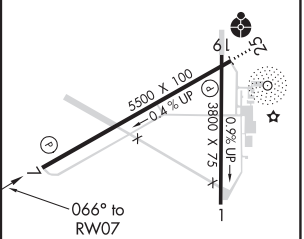
MISSED APPROACH: Climb to 2500 direct OXAXE and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 25

AIKEN RGNL (AIK)

WAAS CH 50301 W25A	APP CRS 246°	Rwy Idg 5500 / TDZE 515 / Apt Elev 529

RNP APCH.

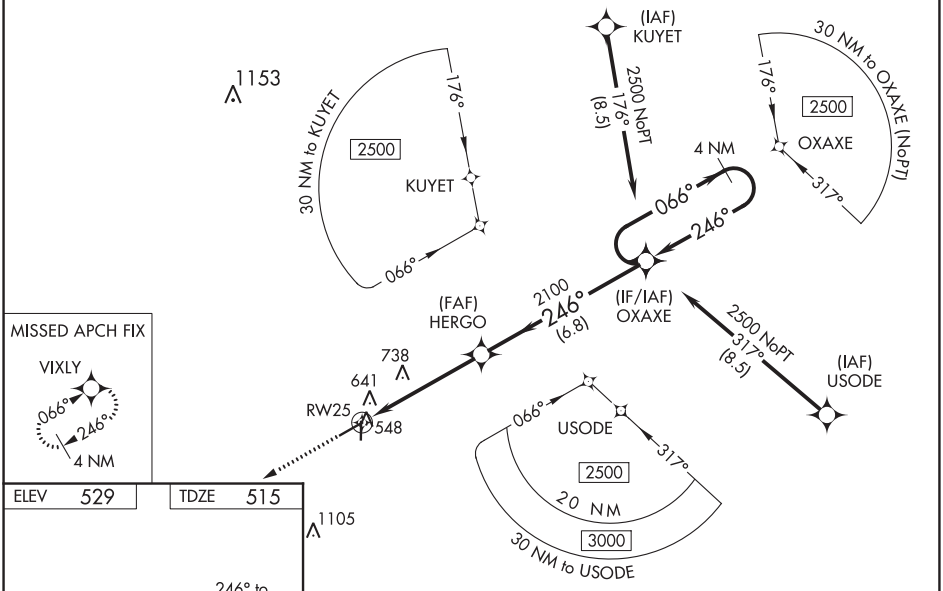
Baro-VNAV NA when using Augusta Rgnl at Bush Field altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 40°C. VDP NA with Augusta Rgnl at Bush Field altimeter setting. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting: increase 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.

NA

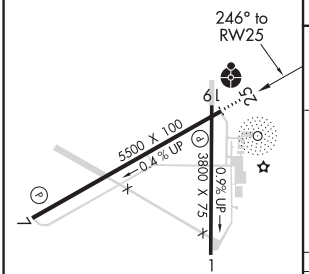
ODALS

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

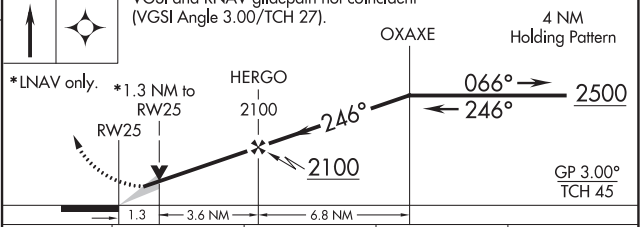


ELEV 529	TDZE 515



3000	VIXLY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 27).



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, 25 FEB 2021 to 22 APR 2021

AIKEN, SOUTH CAROLINA AL-5197 (FAA) 20254

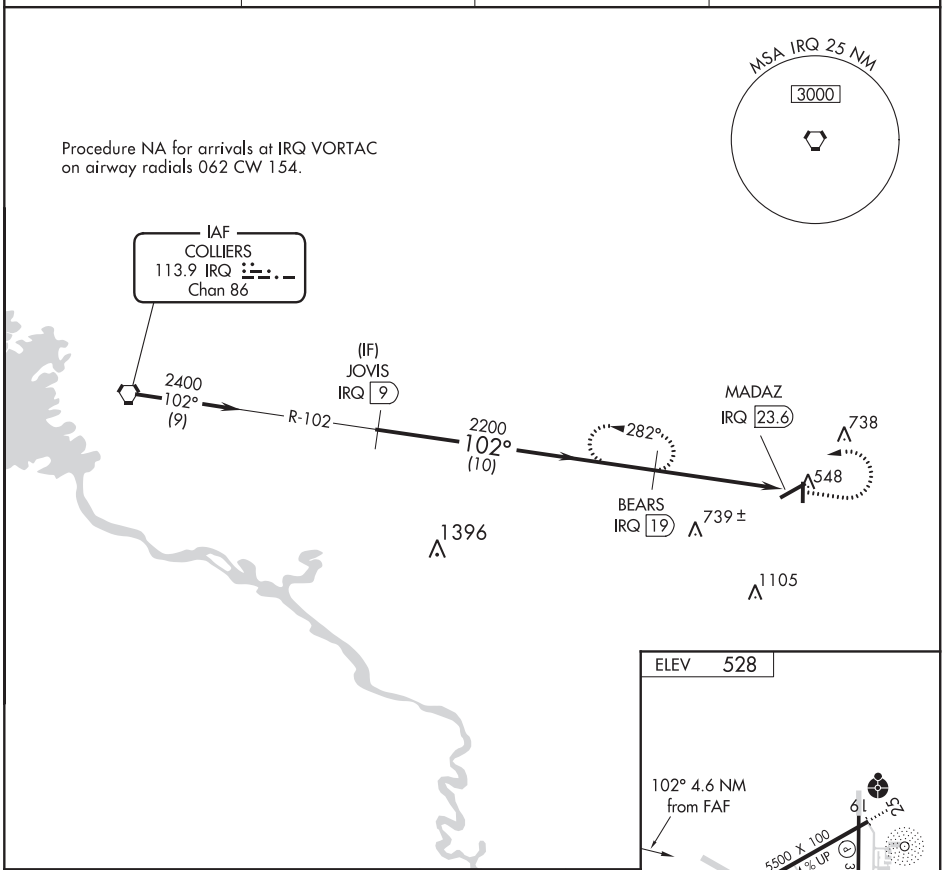
VOR/DME-A
AIKEN RGNL (AIK)

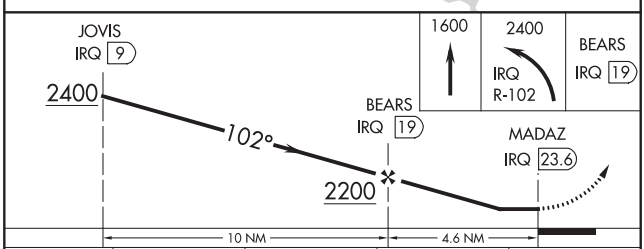
VORTAC IRQ	APP CRS	Rwy ldg	N/A
113.9	102°	TDZE	N/A
Chan 86		Apt Elev	528

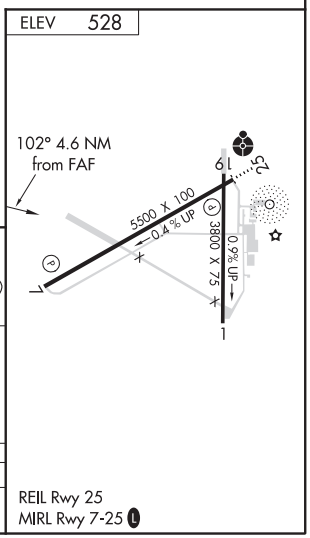
T A NA When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 120 feet and increase Cat D visibility ¼ mile.

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	980-1 452 (500-1)	1000-1¼ 472 (500-1¼)	1000-1½ 472 (500-1½)	1080-2 552 (600-2)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

NDB RWY 25

AIKEN RGNL (AIK)

NDB AIK	APP CRS	Rwy Idg	5500
347	225°	TDZE	515
		Apt Elev	529

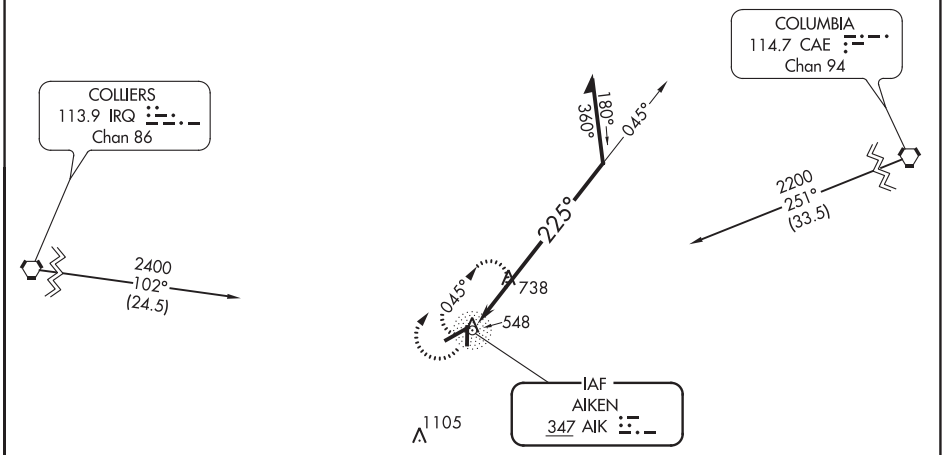
T
A NA

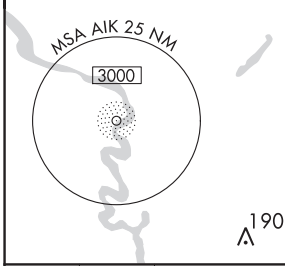
When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 120 feet and S-25 Cat B/C/D and Circling Cat B visibility ¼ mile, Circling Cat C ⅝ mile and Circling Cat D ½ mile. For inop ODALS, increase S-25 Cat C/D visibility to 1⅞ mile. For inop ODALS 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.

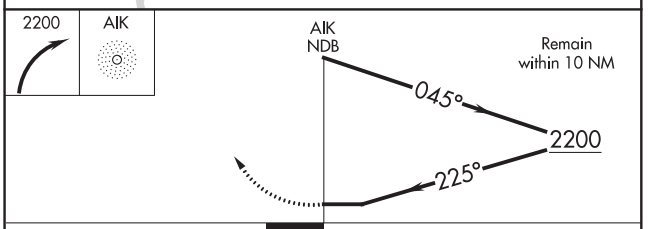
ODALS

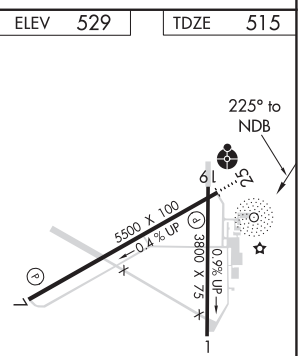
MISSED APPROACH: Climbing right turn to 2200 in AIK NDB holding pattern.

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

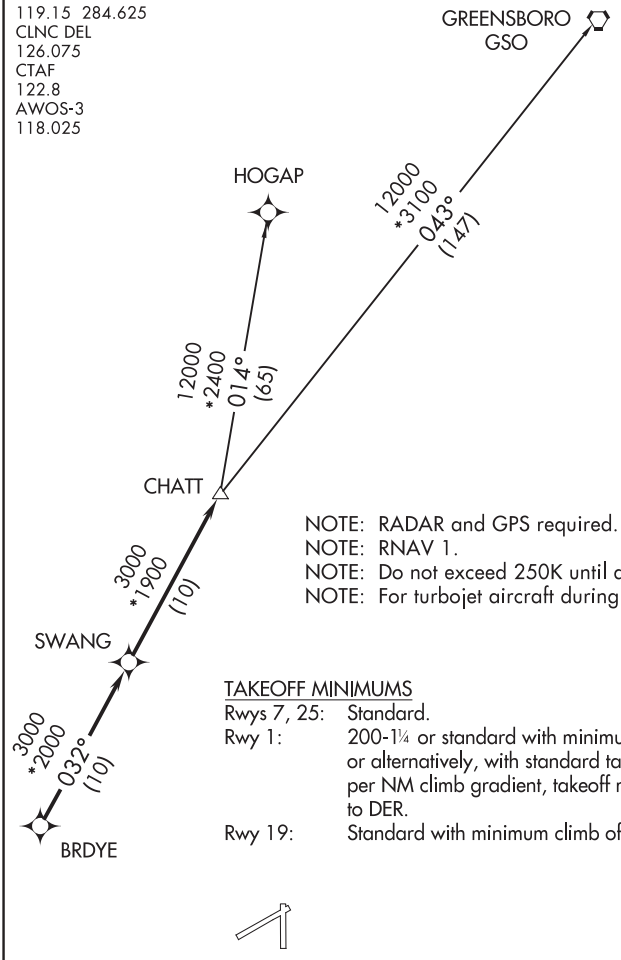
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHATT SIX DEPARTURE (RNAV)

SE-2, 25 FEB 2021 to 22 APR 2021

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)

DOVER FIVE DEPARTURE (RNAV)

AUGUSTA DEP CON★
119.15 284.625
CLNC DEL 126.075
CTAF
122.8

TOP ALTITUDE: ASSIGNED BY ATC

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.

SE-2, 25 FEB 2021 to 22 APR 2021

AL-5197 (FAA)

(JUNPR5.JUNPR) 20030

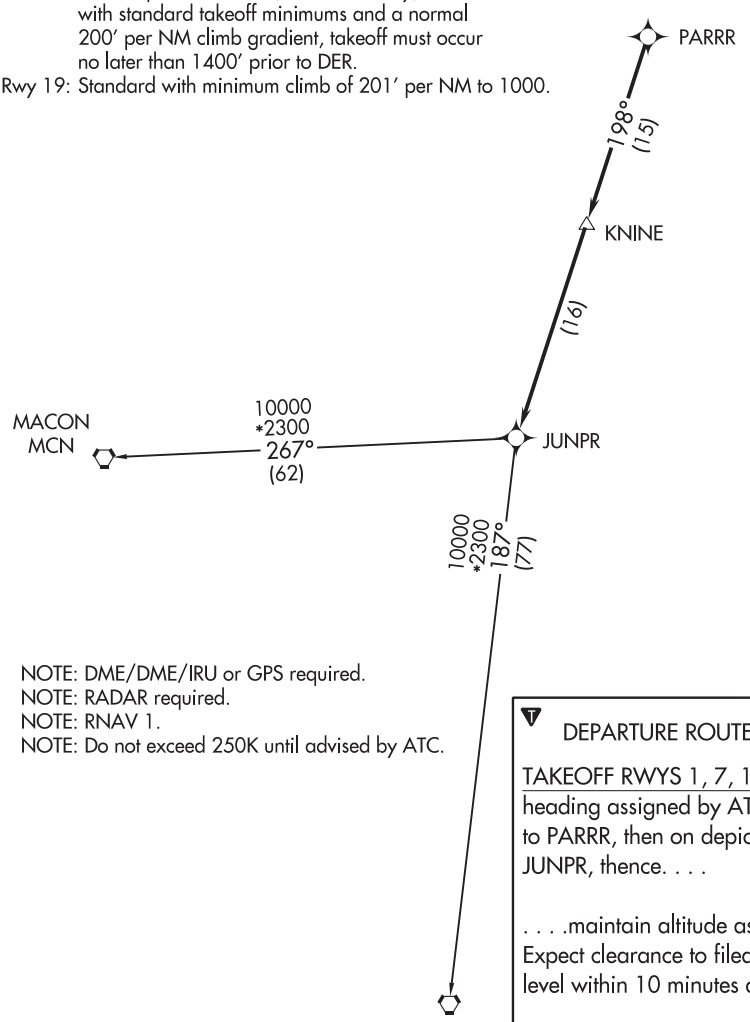
JUNPR FIVE DEPARTURE (RNAV)

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.

NOTE: Chart not to scale.

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)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

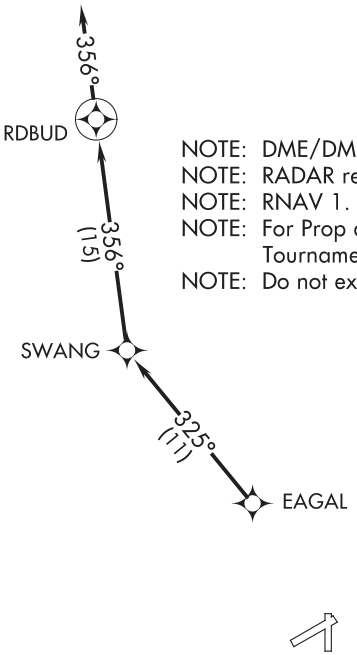
(RDBUD4.RDBUD) 19059 AL-5197 (FAA)

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

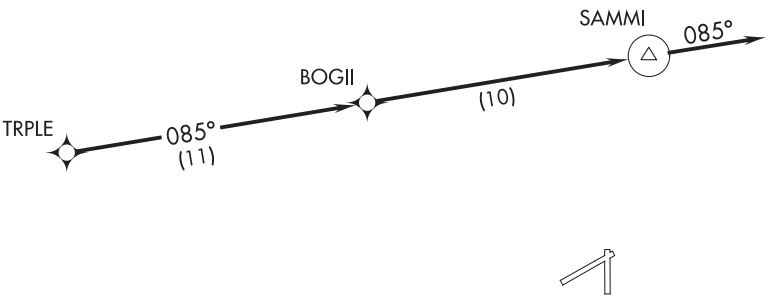
TAKEOFF RWYS 1, 7, 19, 25: Climb heading assigned by ATC for vectors to EAGAL, then on depicted route to RDBUD, then on heading 356° for RADAR vectors, thence....

....maintain altitude assigned by ATC. Expect clearance to filed altitude/flight level within 10 minutes after departure.

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 22L

STANLY COUNTY (VUJ)

LOC I-VUJ	APP CRS	Rwy Idg	5499
110.55	223°	TDZE	584
		Apt Elev	609

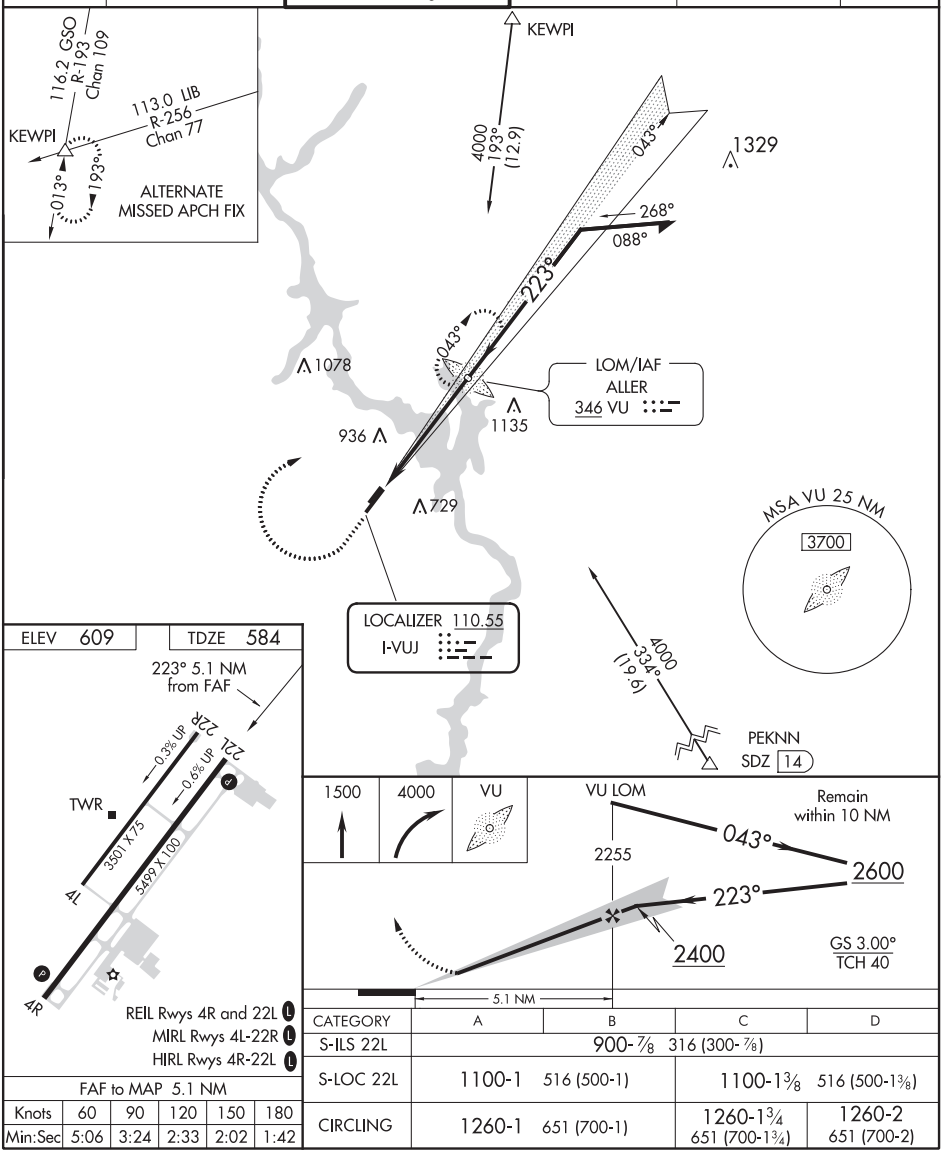
ADF required.

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5499
CH 49117	043°	TDZE	609
W04A		Apt Elev	609

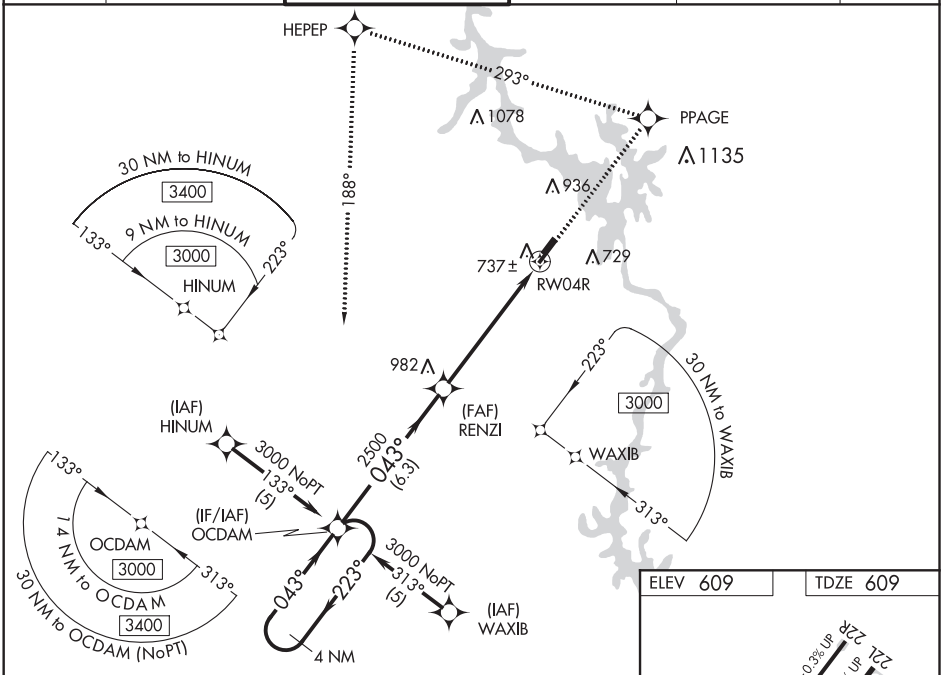
RNAV (GPS) RWY 4R
STANLY COUNTY (VUJ)

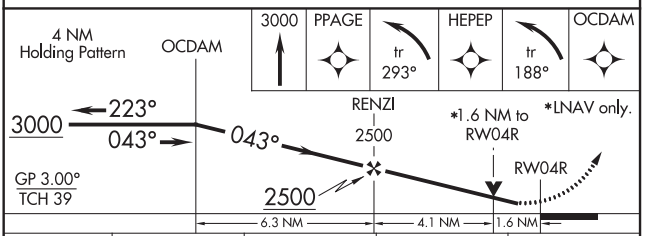
ASR/PAR

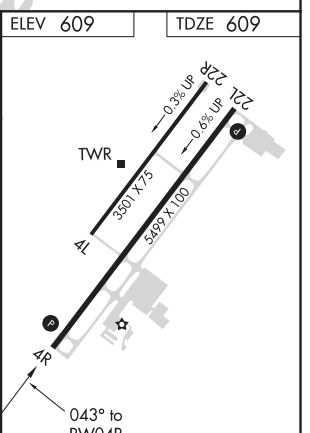
Circling to Rwy 4L/22R NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Asheboro altimeter setting and increase LPV DA to 929, LNAV/VNAV DA 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)

REIL Rwys 4R and 22L L
MIRL Rwys 4L-22R L
HIRL Rwys 4R-22L L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 22L

STANLY COUNTY (VUJ)

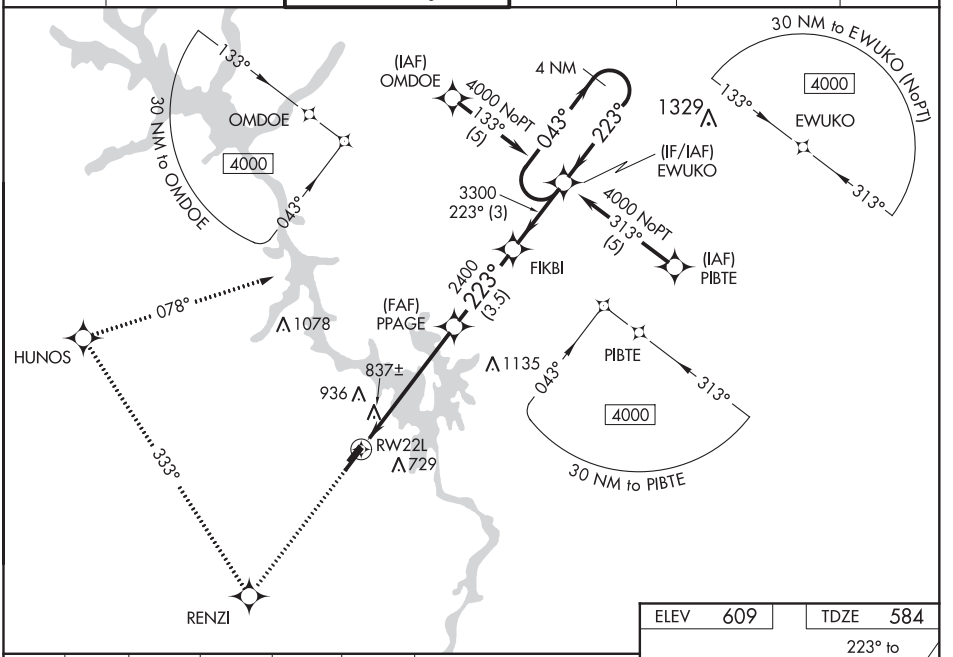
WAAS	APP CRS	Rwy Idg	5499
CH 78317	223°	TDZE	584
W22A		Apt Elev	609

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.

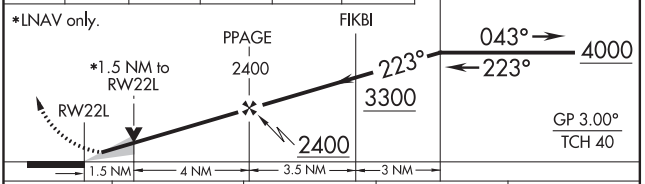
MISSED APPROACH: Climb to 4000 direct RENZI and right turn on track 333° to HUNOS and right turn on track 078° to EWUKO and hold.

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



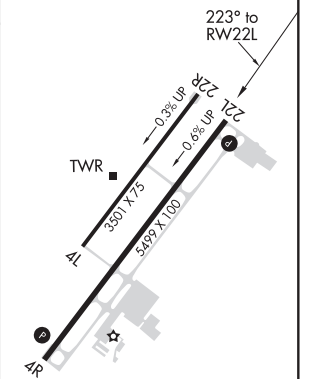
4000	RENZI	tr 333°	HUNOS	tr 078°	EWUKO

4 NM Holding Pattern



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOM VU	APP CRS	Rwy Idg 5499
346	224°	TDZE 584
		Apt Elev 609

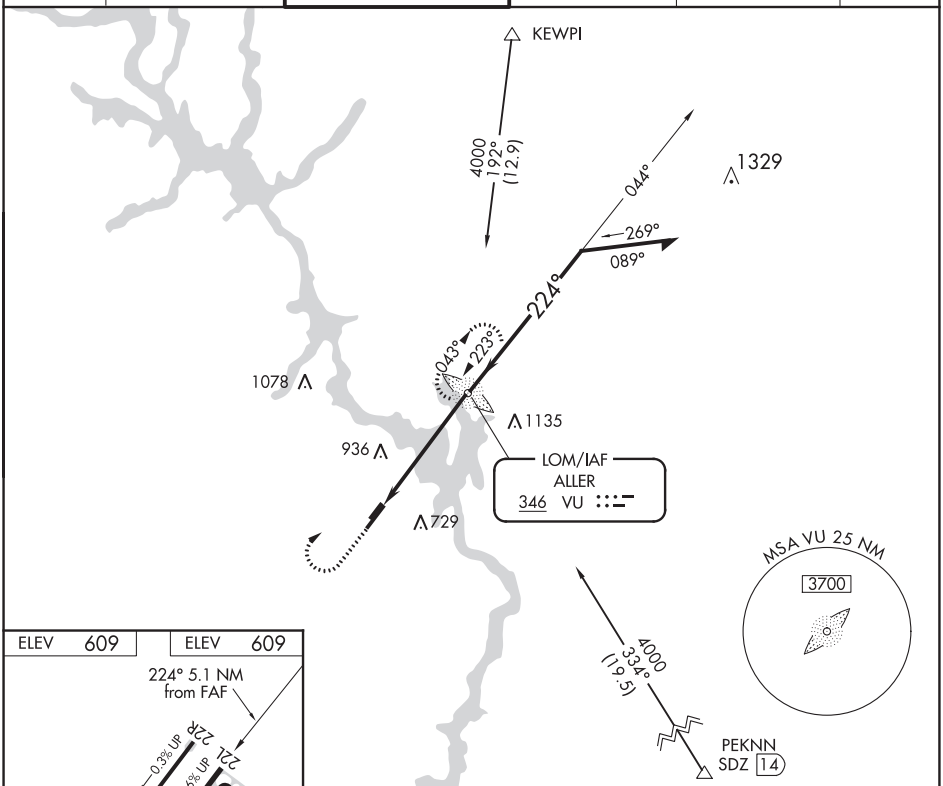
NDB RWY 22L
STANLY COUNTY (VUJ)

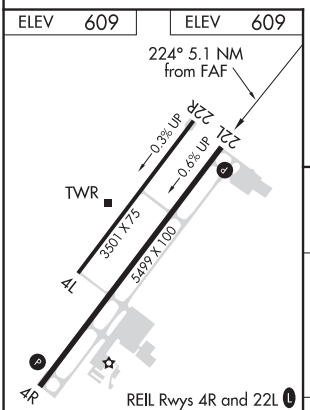
ASR/PAR

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.

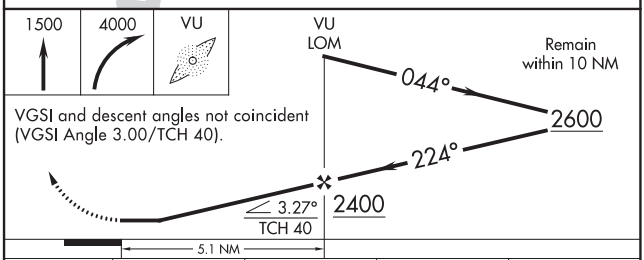
MISSED APPROACH: Climb to 1500 then climbing right turn to 4000 direct ALLER LOM and hold, continue climb-in-hold to 4000.

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





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)

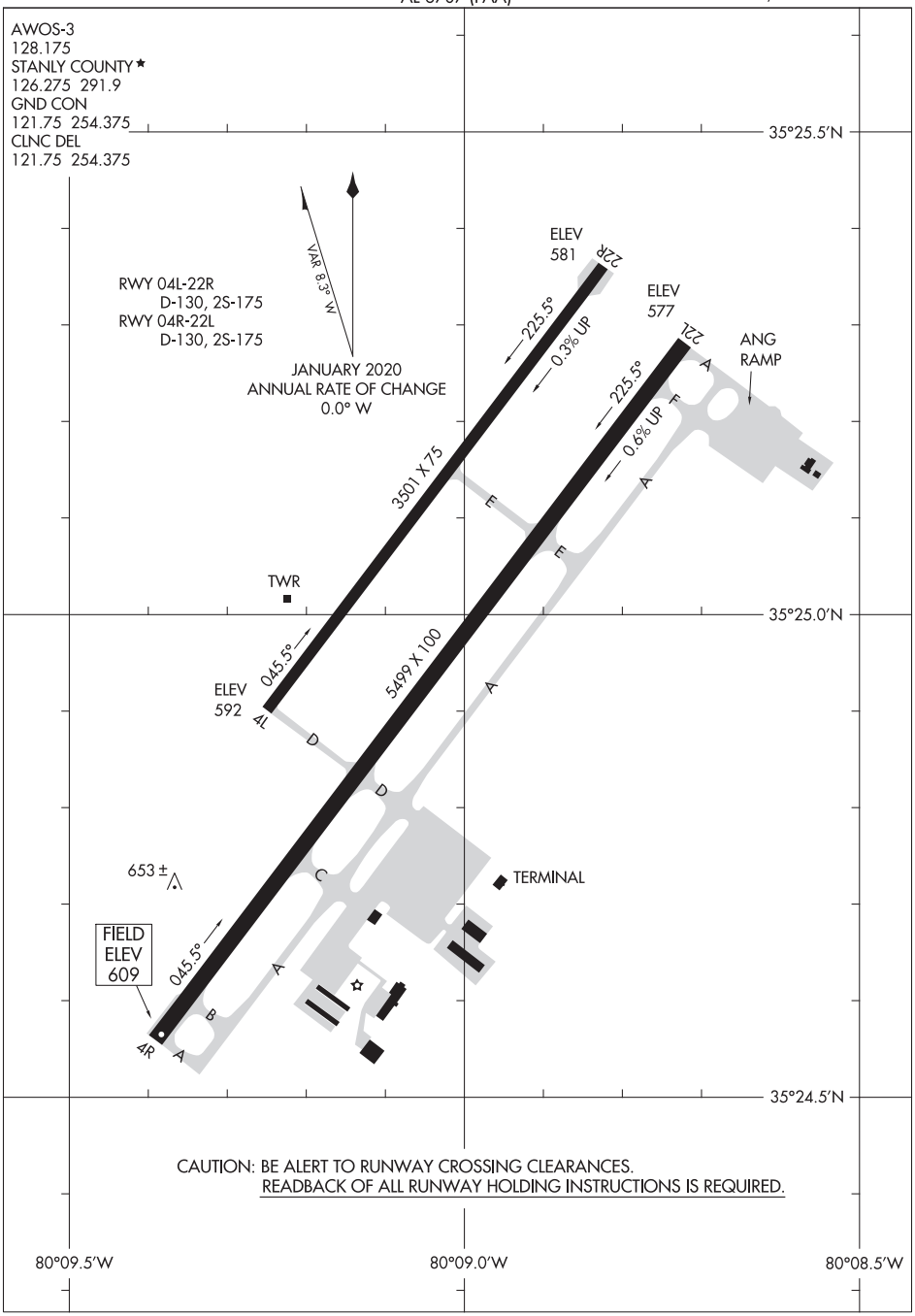
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-6707 (FAA)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

BARMY FOUR DEPARTURE (RNAV)

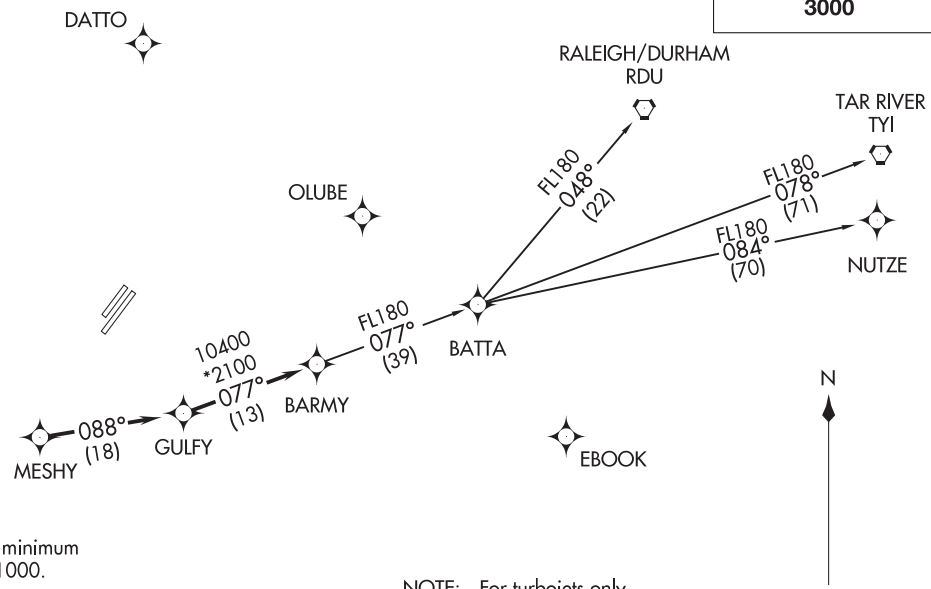
(BARMY4.BARMY) 03JAN19

ALBEMARLE, NORTH CAROLINA

STANLY COUNTY (VUJ)

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: 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

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)

(BARMY4.BARMY) 19003
BARMY FOUR DEPARTURE (RNAV)
AL-6707 (FAA)
STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

(BEAVY5.BEAVY) 20310

AL-6707 (FAA)

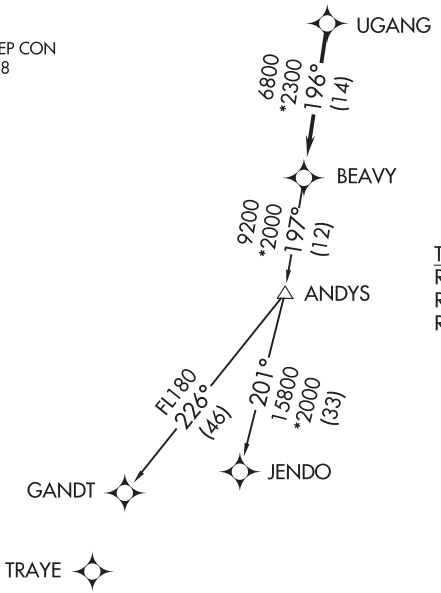
BEAVY FIVE DEPARTURE (RNAV)

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

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)

BOBZY FOUR DEPARTURE (RNAV)

(BOBZY4.BOBZY) 03JAN19

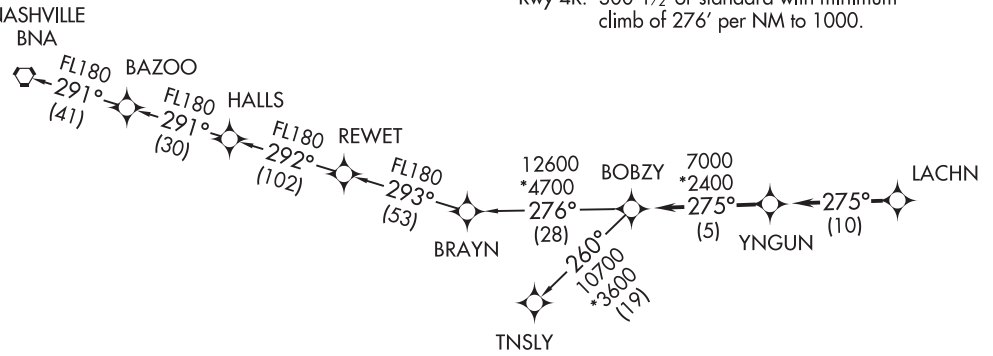
ALBEMARLE, NORTH CAROLINA

STANLY COUNTY (VUJ)

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.

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



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.

(BOBZY4.BOBZY) 19003

BOBZY FOUR DEPARTURE (RNAV)

AL-6707 (FAA)

STANLY COUNTY (VUJ)

ALBEMARLE, NORTH CAROLINA

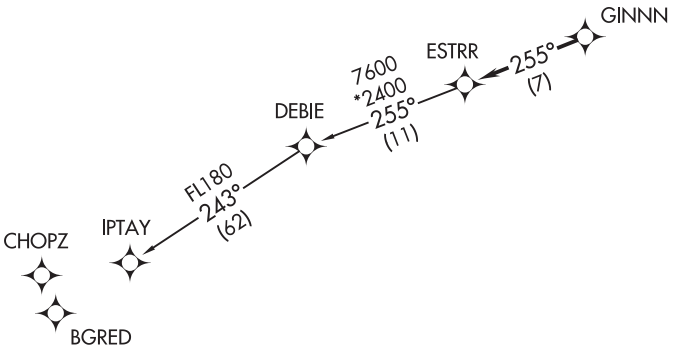
(ESTRR4.ESTRR) 19003 AL-6707 (FAA)

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.

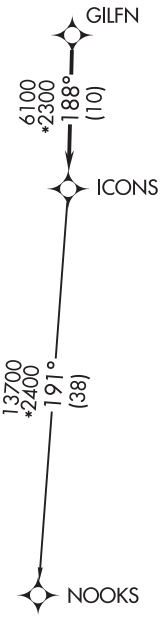
IPTAY TRANSITION (ESTRR4.IPTAY)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ICONS FOUR DEPARTURE (RNAV)

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)

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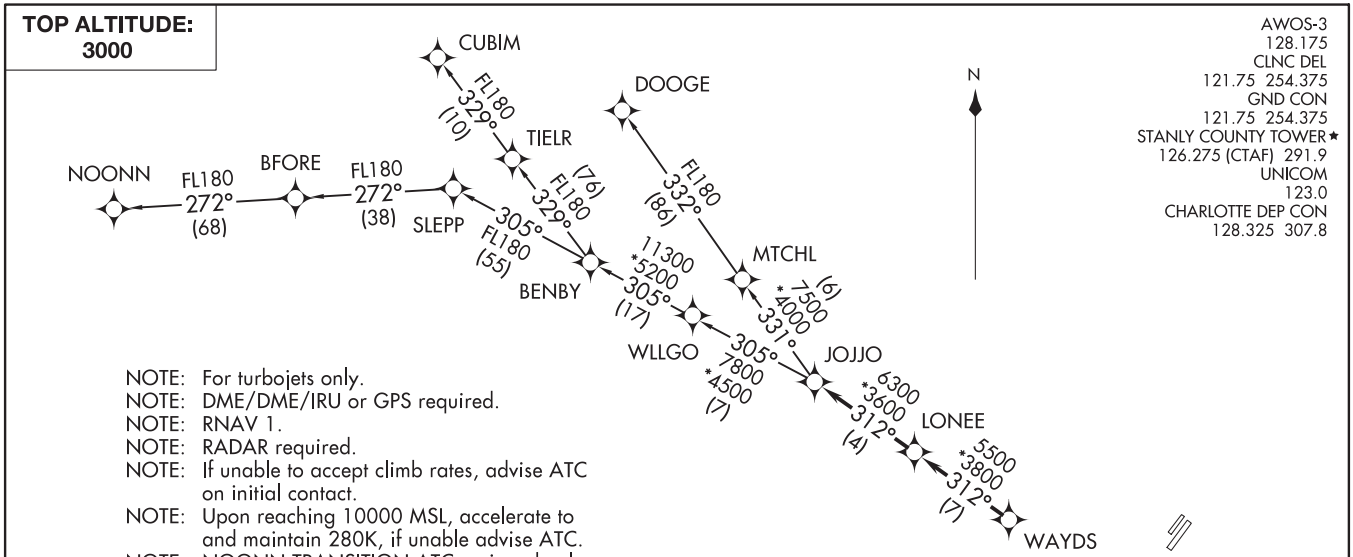
SE-2, 25 FEB 2021 to 22 APR 2021

JOJJO FOUR DEPARTURE (RNAV)

(JOJJO4.JOJJO) 03JAN19

ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)



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: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

NOTE: Chart not to scale.

(JOJJO4.JOJJO) 03JAN19
JOJJO FOUR DEPARTURE (RNAV)
ALBEMARLE, NORTH CAROLINA
STANLY COUNTY (VUJ)

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

PULASKI
116.8 PSK
Chan 115
N37°05.26′
W80°42.77′

NALEY
N36°21.16′
W80°48.41′

BARRETTS MOUNTAIN
110.8 BZM
Chan 45

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59

JOTTA
N36°00.88′
W80°50.96′
L-25

RALEIGH/DURHAM
117.2 RDU
Chan 119

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42′
W80°57.11′

MERIL
N35°36.79′
W79°26.03′
L-36

BOBZY
N35°11.13′
W81°38.05′

SANDHILLS
111.8 SDZ
Chan 55

NEANO
N35°04.88′
W81°59.79′
L-25

DEBIE
N34°55.82′
W81°48.53′

WALUT
N34°40.00′
W80°50.53′

LILLS
N34°56.13′
W79°55.81′
L-25-35-36

FOOTHILLS
113.4 ODF
Chan 81

ANDYS
N34°22.25′
W81°08.63′
L-24-25

HAMLN
N34°21.54′
W80°46.71′
H-12

CHESTERFIELD
108.2 CTF
Chan 19

TREAL
N33°04.18′
W81°26.46′
H-9-12

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, 25 FEB 2021 to 22 APR 2021

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.

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

(KNI2.KNI) 20086 AL-6707 (FAA)

KNIGHTS TWO DEPARTURE

STANLY COUNTY (VUJ)
ALBEMARLE, NORTH CAROLINA

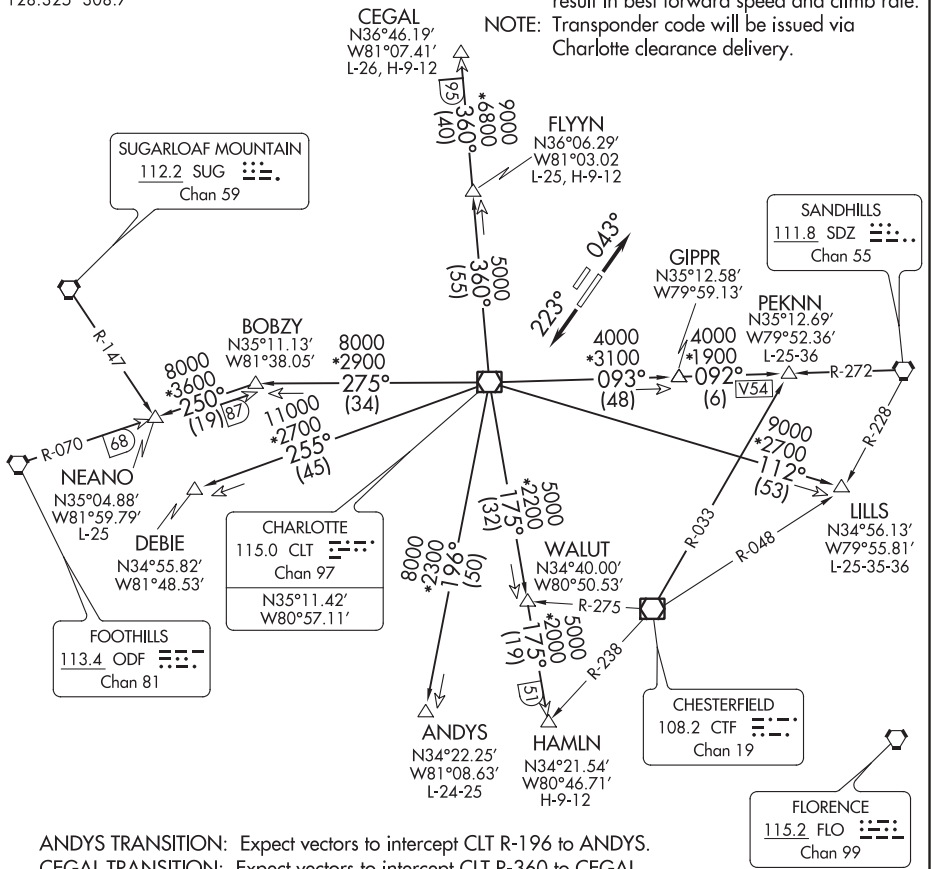
AWOS-3
128.175
CLNC DEL
121.75 254.375
GND CON
121.75 254.375
STANLEY COUNTY TOWER★
126.275 (CTAF) 291.9
UNICOM
123.0
CHARLOTTE DEP CON
128.325 308.7

TAKEOFF MINIMUMS

Rwys 4, 22R: NA.
Rwy 22L: Standard.
Rwy 4R: 300-1½ or standard with minimum climb of 276′ per NM to 1000.

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.



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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 FLYYN.
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, 25 FEB 2021 to 22 APR 2021

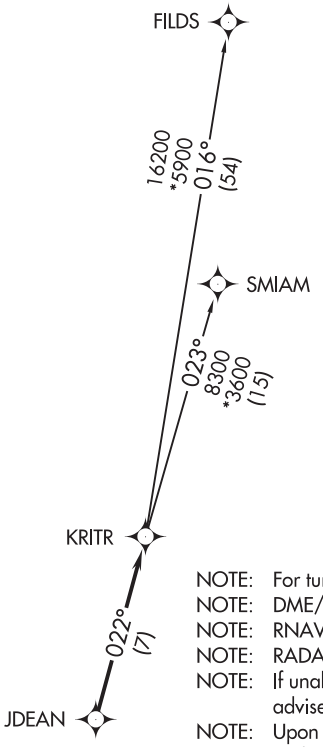
(KRITR5.KRITR) 19003

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.

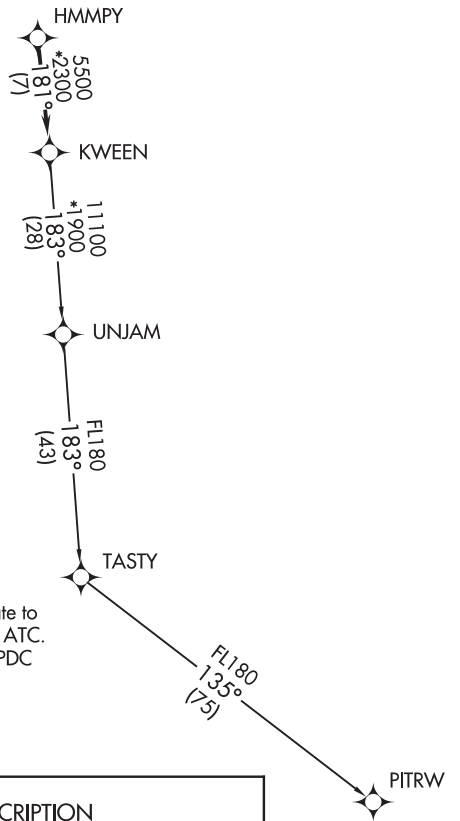
FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(LILLS2.LILLS) 20030 AL-6707 (FAA)

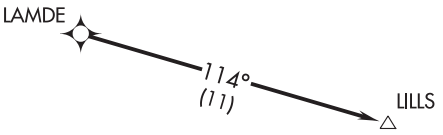
LILLS TWO DEPARTURE (RNAV)

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: 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.

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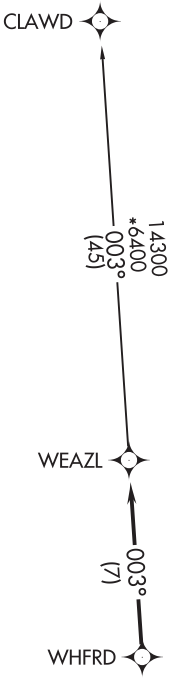
SE-2, 25 FEB 2021 to 22 APR 2021

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ALLENDALE, SOUTH CAROLINA

AL-5769 (FAA)

20170

RNAV (GPS) RWY 17

ALLENDALE COUNTY (AQX)

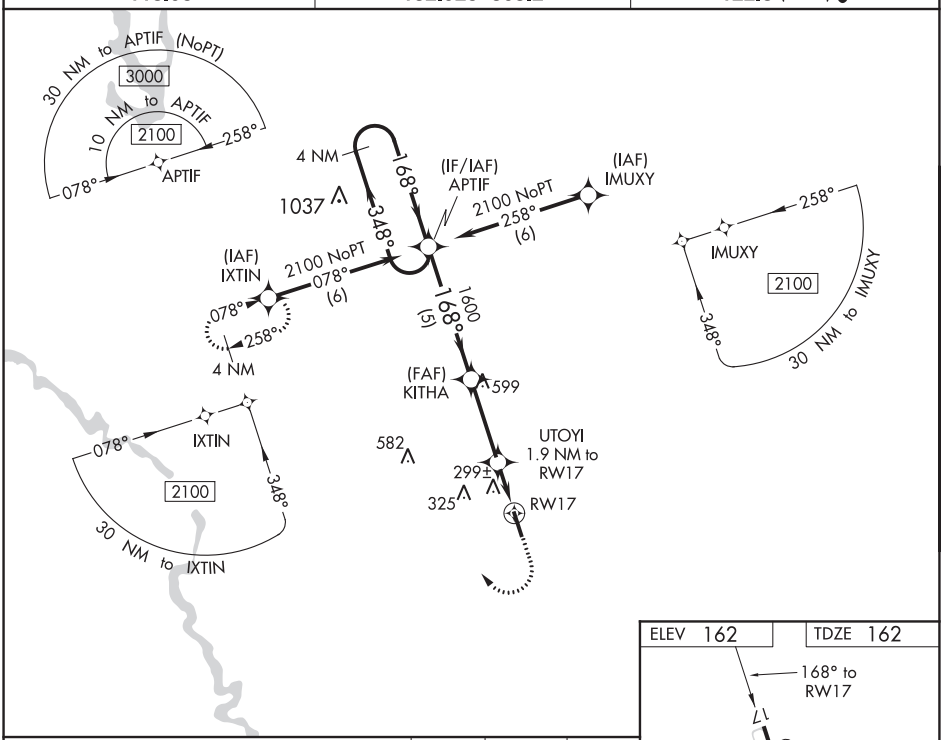
WAAS	APP CRS	Rwy Idg	4990
CH 45733	168°	TDZE	162
W17A		Apt Elev	162

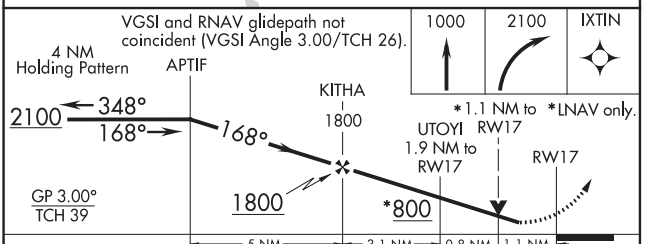
RNP APCH.

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.

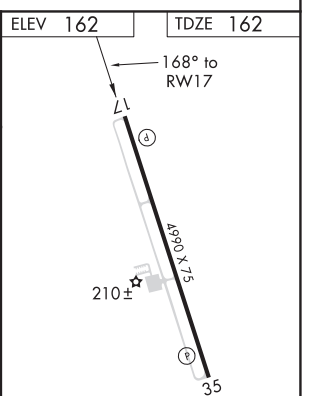
MISSED APPROACH: Climb to 1000 then climbing right turn to 2100 direct IXTIN and hold.

AWOS-3PT	JACKSONVILLE CENTER	UNICOM
118.95	132.925 363.2	122.8 (CTAF) L





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	



MIRL Rwy 17-35 L

ALLENDALE, SOUTH CAROLINA

Orig-B 18JUN20

33°00'N-81°16'W

ALLENDALE COUNTY (AQX)

RNAV (GPS) RWY 17

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35

ALLENDALE COUNTY (AQX)

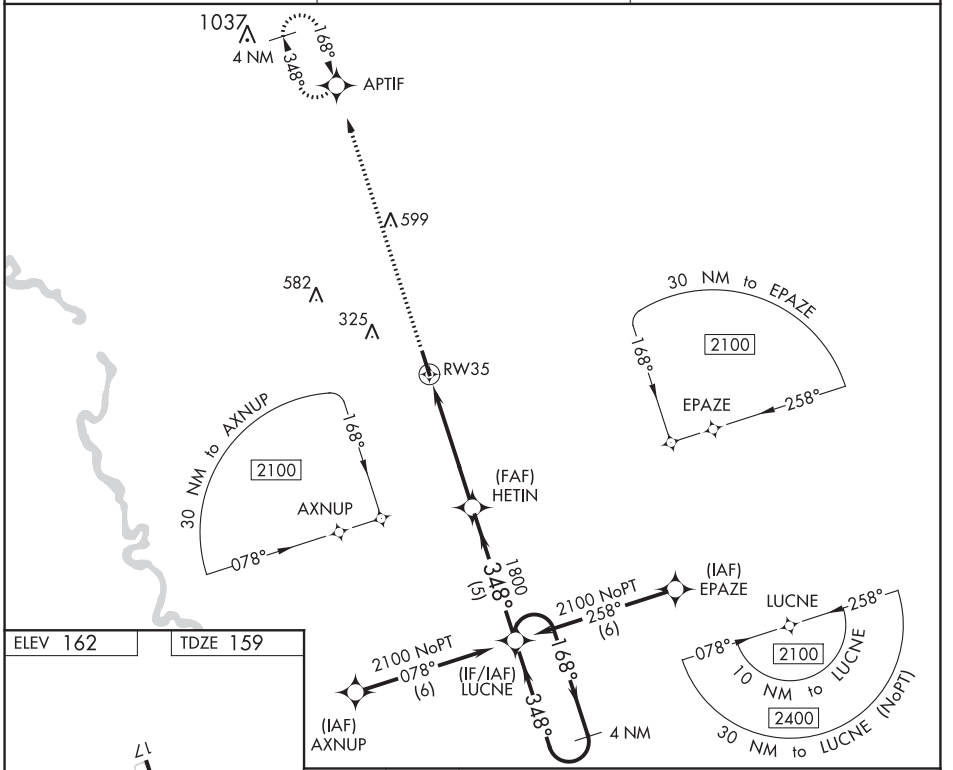
WAAS	APP CRS	Rwy Idg	4990
CH 77733	348°	TDZE	159
W35A		Apt Elev	162

RNP APCH.

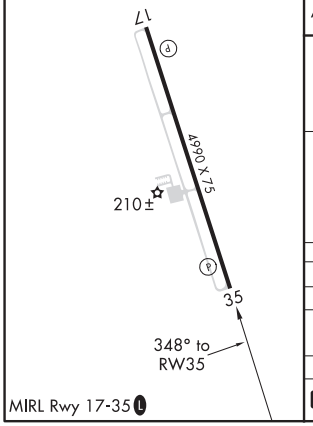
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all DA 99 feet and all MDA 100 feet, increase LPV, LNAV/VNAV all Cats visibility ⅜ mile. Baro-VNAV and VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

MISSED APPROACH: Climb to 2100 direct APTIF and hold.

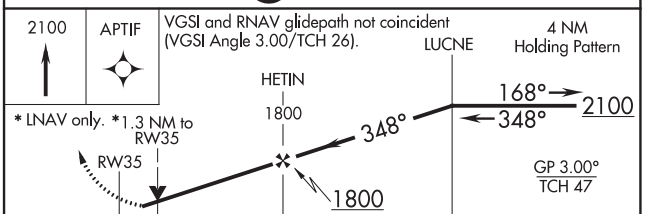
AWOS-3PT	JACKSONVILLE CENTER	UNICOM
118.95	132.925 363.2	122.8 (CTAF) L



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	620-1 458 (500-1)	640-1 478 (500-1)	NA	

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SE-2, 25 FEB 2021 to 22 APR 2021

ALLENDALE, SOUTH CAROLINA AL-5769 (FAA) 20254

VOR-A

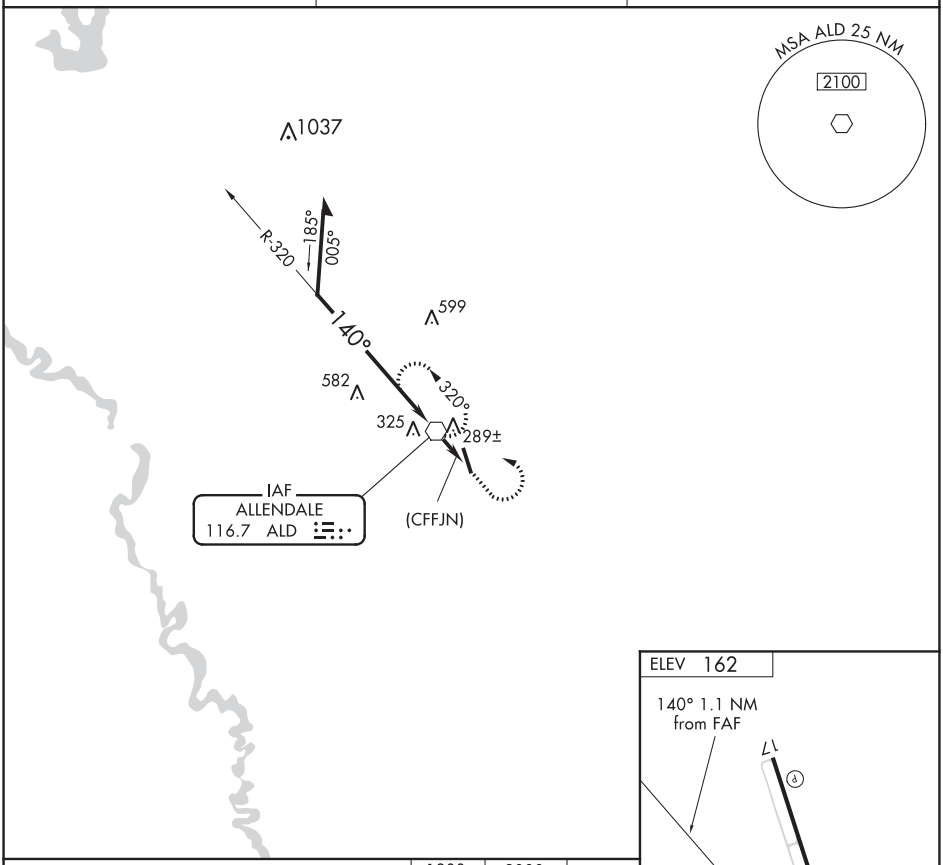
ALLENDALE COUNTY (AQX)

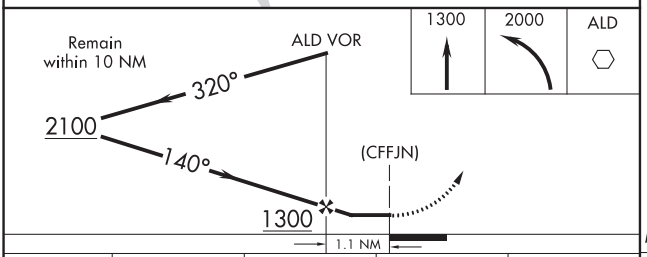
VOR ALD	APP CRS	Rwy Idg	N/A
116.7	140°	TDZE	N/A
		Apt Elev	162

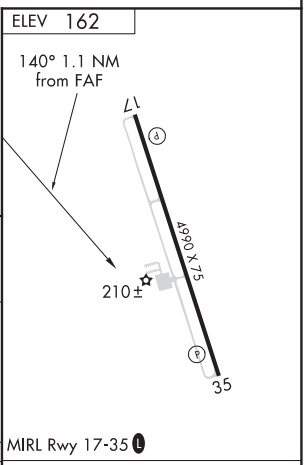
When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting.

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

ALLENDALE, SOUTH CAROLINA
Amdt 6 24JUL14

33°00'N-81°16'W

ALLENDALE COUNTY (AQX)

VOR-A

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 5

ANDERSON RGNL (AND)

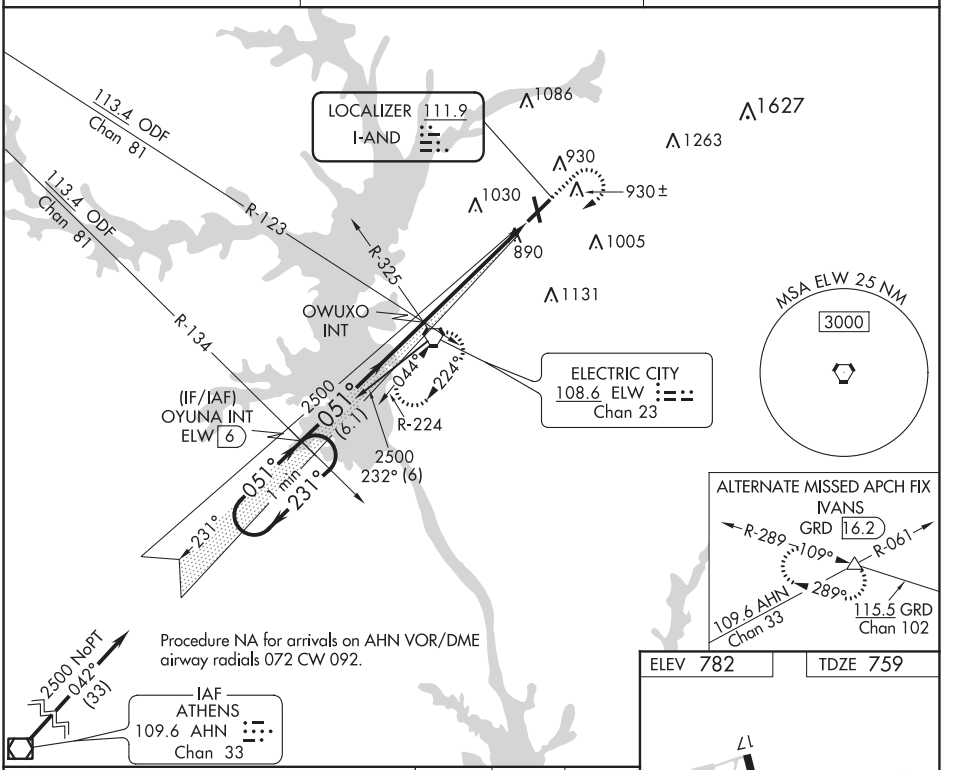
LOC I-AND	APP CRS	Rwy Idg	6002
111.9	051°	TDZE	759
		Apt Elev	782

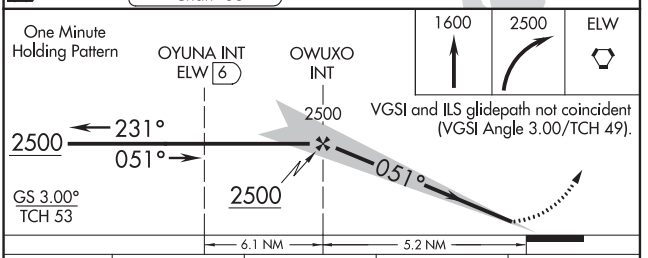
If local altimeter setting not received, use Clemson altimeter setting and increase all DA/MDAs 60 feet. Circling Rwy 17, 35 NA at night. 17, 35 helicopter visibility reduction below 1 SM NA.

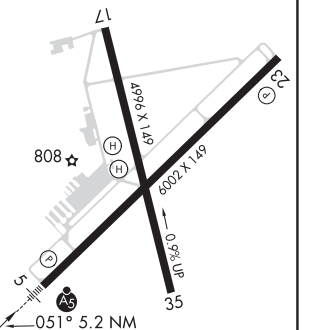
MALSR

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)

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, 25 FEB 2021 to 22 APR 2021
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ANDERSON, SOUTH CAROLINA | AL-857 (FAA) | 20058

RNAV (GPS) RWY 5

ANDERSON RGNL (AND)

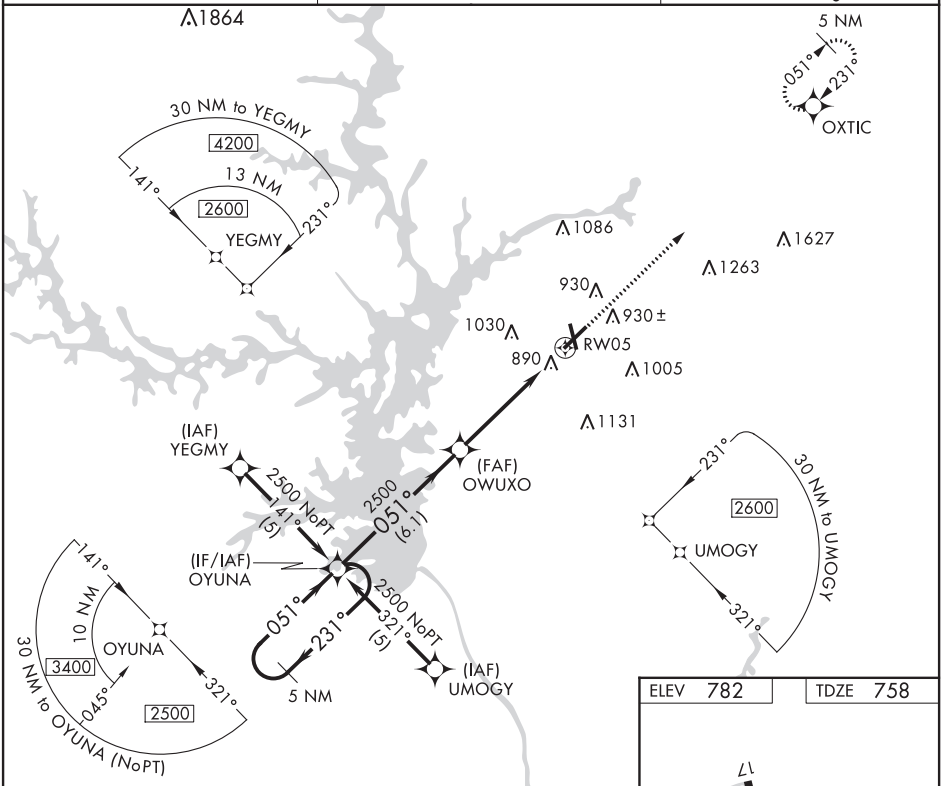
WAAS	APP CRS	Rwy Idg	6002
CH 62901	051°	TDZE	758
W05A		Apt Elev	782

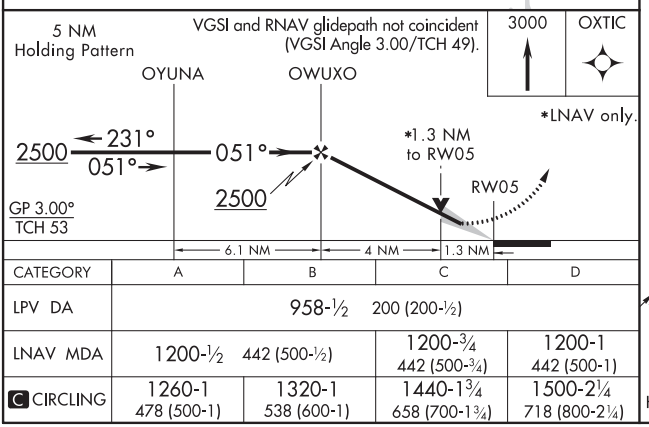
If local altimeter setting not received, use Clemson altimeter setting and increase all DAs/MDAs 60 feet. DME/DME RNP-0.3 NA. Circling Rwy 17, 35 NA at night. 17, 35 helicopter visibility reduction below 1 SM NA.

MALSR

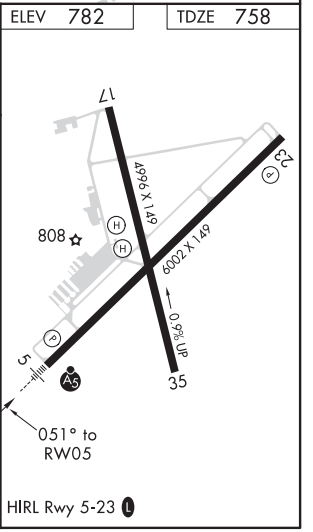
MISSED APPROACH: Climb to 3000 direct OXTIC and hold.

ASOS	GREER APP CON★	CTAF
120.675	118.8 270.275	123.6 L





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)



ANDERSON, SOUTH CAROLINA | 34°30'N-82°43'W | ANDERSON RGNL (AND)

Amdt 1C 27FEB20

RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 17

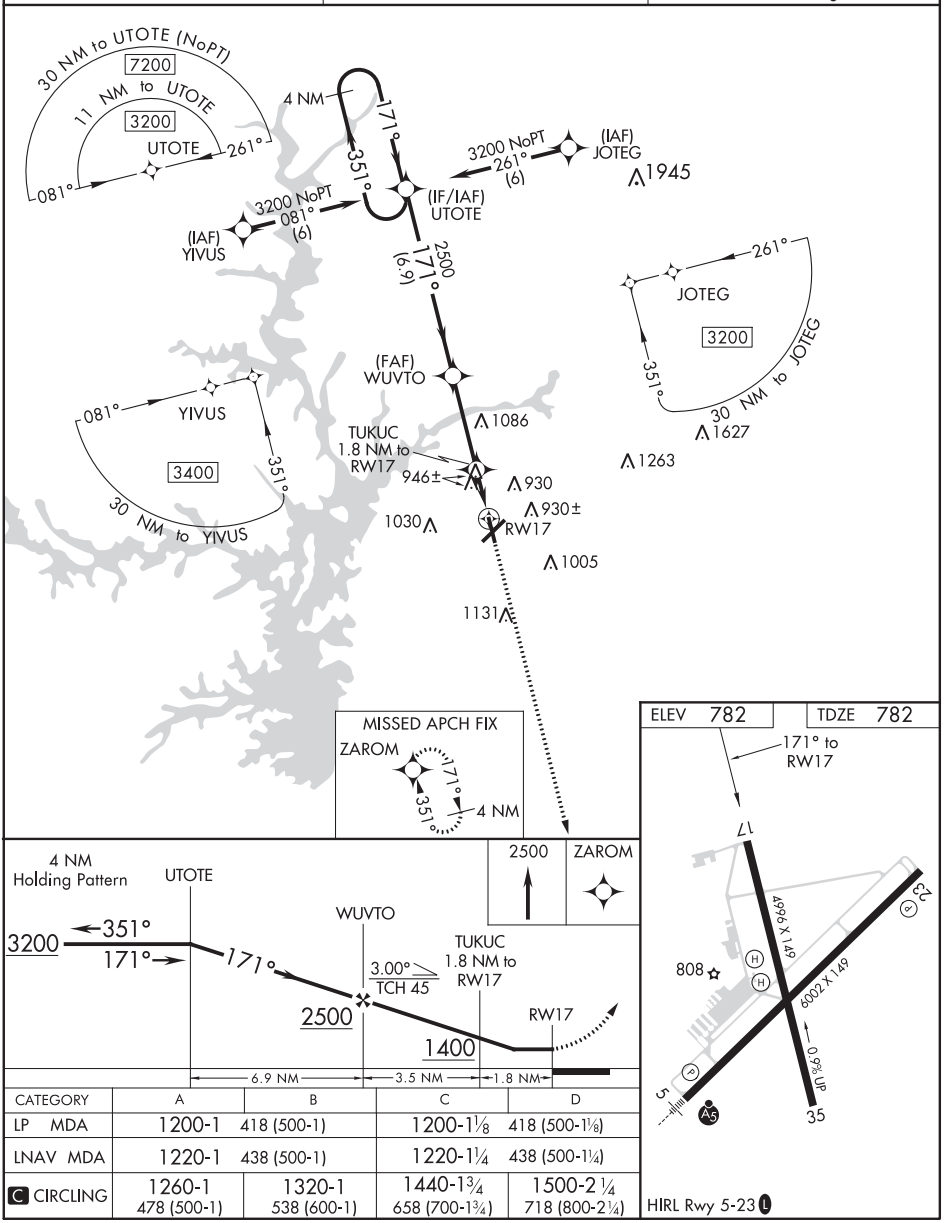
ANDERSON RGNL (AND)

WAAS	APP CRS	Rwy Idg	4996
CH 49034	171°	TDZE	782
W17A		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



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	1320-1	1440-1¾	1500-2¼
	478 (500-1)	538 (600-1)	658 (700-1¾)	718 (800-2¼)

HIRL Rwy 5-23 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ANDERSON, SOUTH CAROLINA | AL-857 (FAA) | 19283

WAAS	APP CRS	Rwy Idg	6002
CH 90540	231°	TDZE	754
W23A		Apt Elev	782

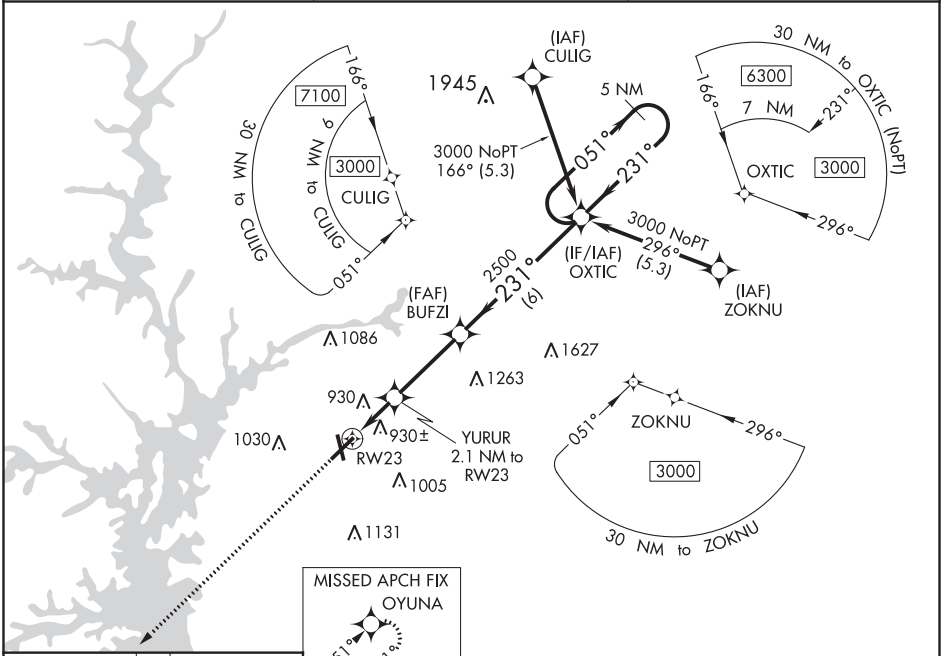
RNAV (GPS) RWY 23
ANDERSON RGNL (AND)

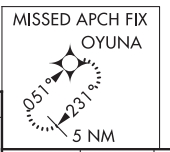
RNP APCH.

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.
A Circling Rwy 17, 35 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA.

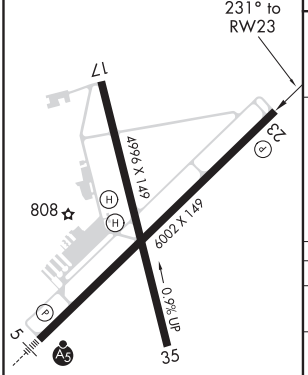
MISSED APPROACH: Climb to 2500 direct OYUNA and hold.

ASOS	GREER APP CON ★	CTAF
120.675	118.8 270.275	123.6 L

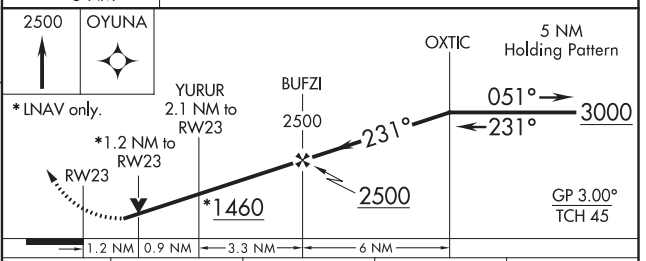




ELEV 782 | TDZE 754



HIRL Rwy 5-23 L



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35

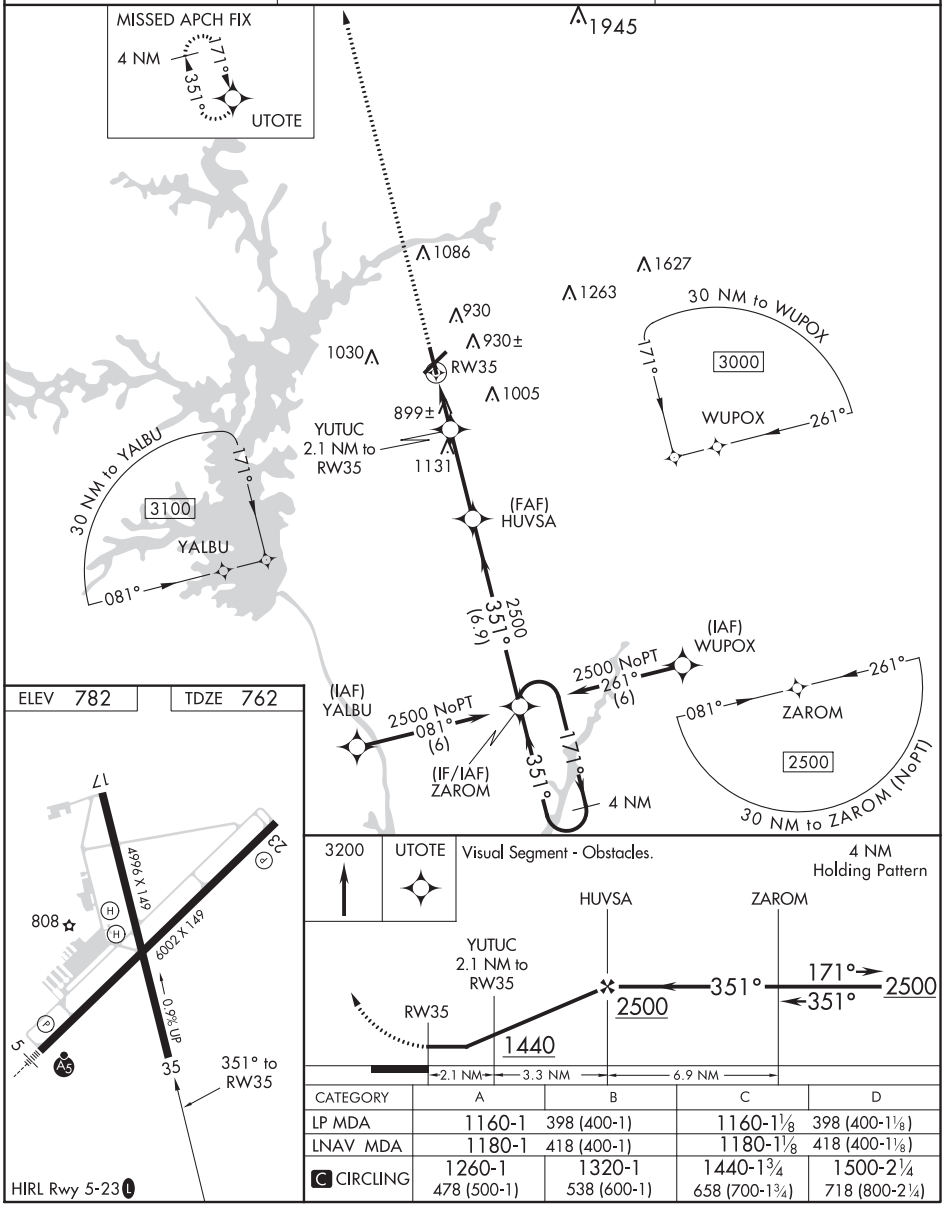
ANDERSON RGNL (AND)

WAAS	APP CRS		
CH **93734**	**351°**	Rwy Idg	**4996**
W35A		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)

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SE-2, 25 FEB 2021 to 22 APR 2021

ANDERSON, SOUTH CAROLINA AL-857 (FAA) 20058

VORTAC ELW	APP CRS	Rwy Idg 6002
108.6	039°	TDZE 758
Chan 23		Apt Elev 782

VOR RWY 5

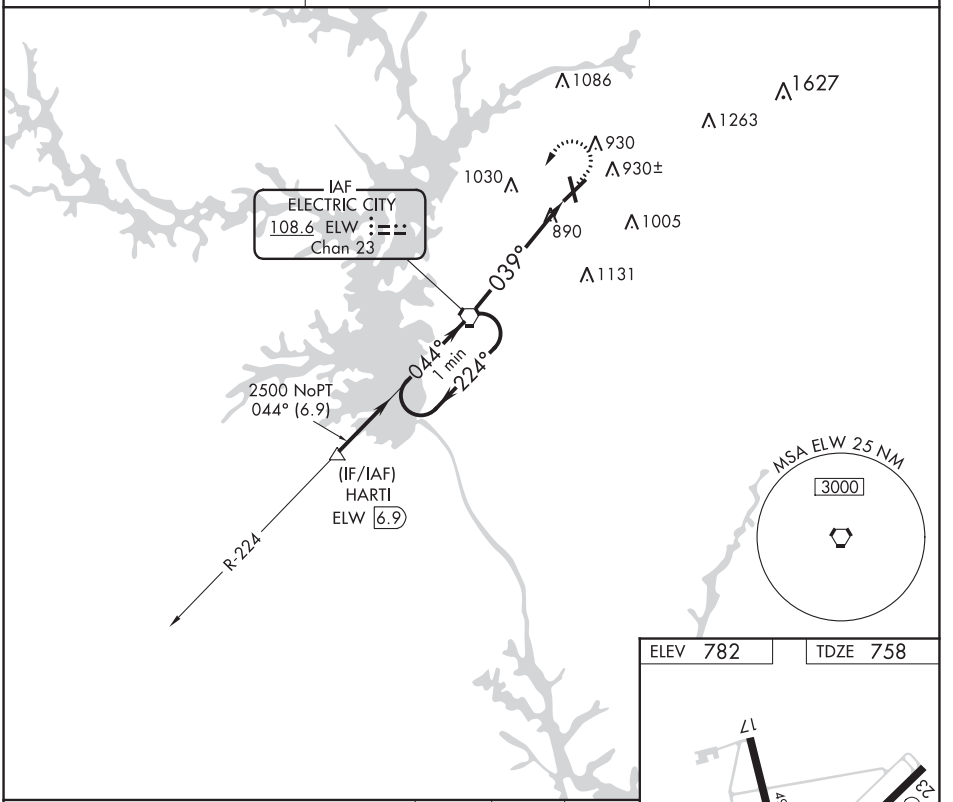
ANDERSON RGNL (AND)

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.

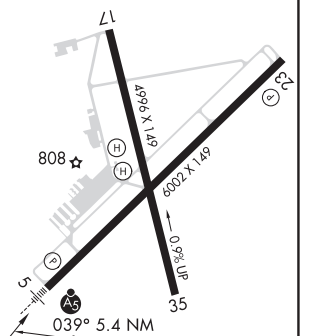
MALSR

MISSED APPROACH: Climb to 1600 then climbing left turn to 2500 direct ELW VORTAC and hold.

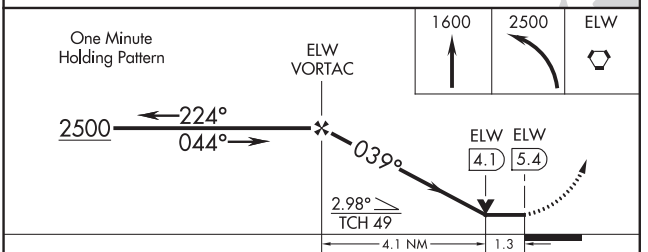
ASOS	GREER APP CON ★	CTAF
120.675	118.8 270.275	123.6 L



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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 8

WESTERN CAROLINA RGNL (RHP)

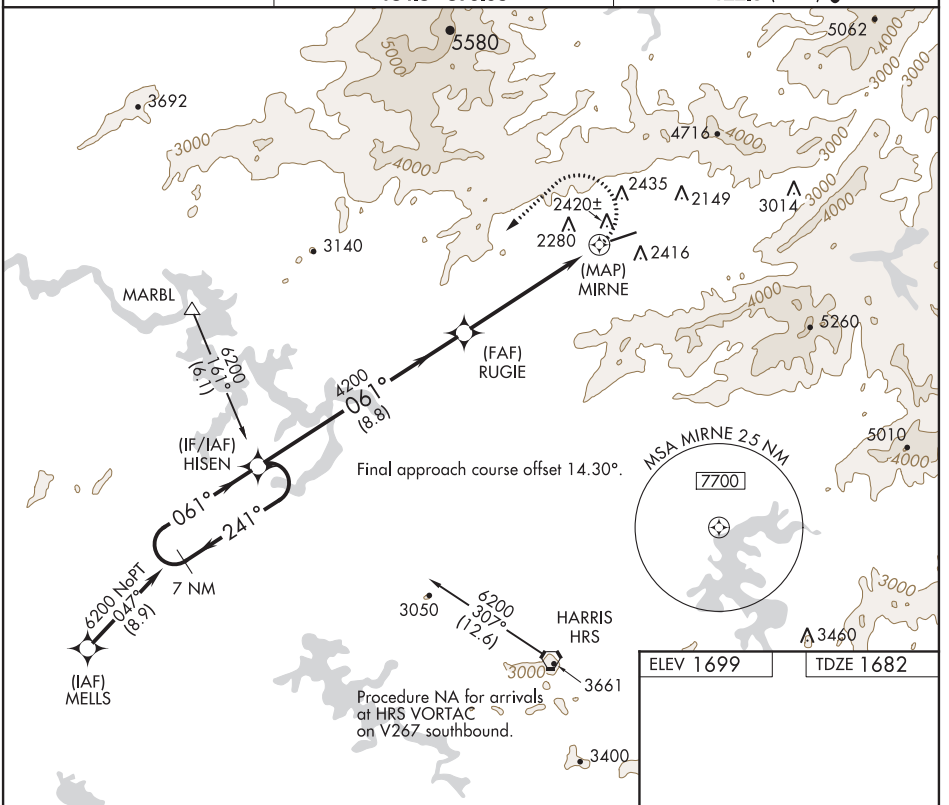
WAAS	APP CRS	Rwy Idg	5285
CH 86932	061°	TDZE	1682
W08A		Apt Elev	1699

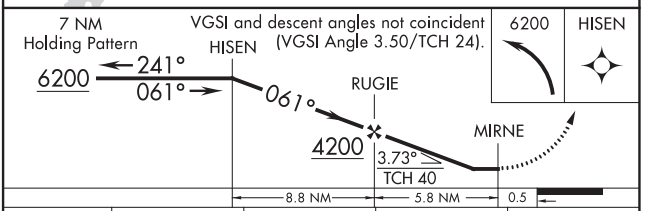
RNP APCH.

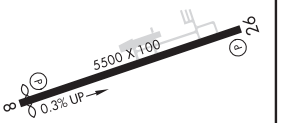
T Procedure NA at night. When local altimeter setting
A NA not received, procedure NA.
❄ -8°C Helicopter visibility reduction below 1 SM NA.

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







CATEGORY	A	B	C	D
LP MDA	3980-1¼ 2298 (2300-1¼)	3980-1½ 2298 (2300-1½)	3980-3 2298 (2300-3)	NA
LNAV MDA	4160-1¼ 2478 (2500-1¼)	4160-1½ 2478 (2500-1½)	4160-3 2478 (2500-3)	NA
C CIRCLING	4160-1¼ 2461 (2500-1¼)	4160-1½ 2461 (2500-1½)	NA	

REIL Rwy 8 L
MIRL Rwy 8-26 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ANDREWS, SOUTH CAROLINA AL-10057 (FAA) 20254

NDB RWY 36

ROBERT F SWINNIE (PHH)

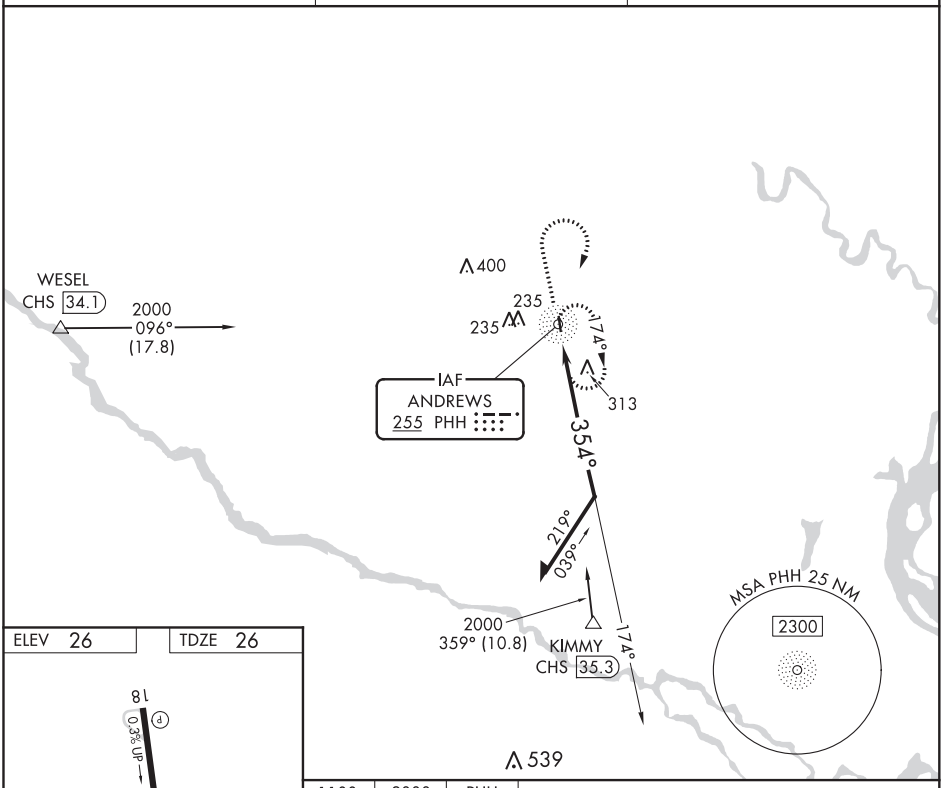
NDB PHH	APP CRS	Rwy Idg	3001
255	354°	TDZE	26
		Apt Elev	26

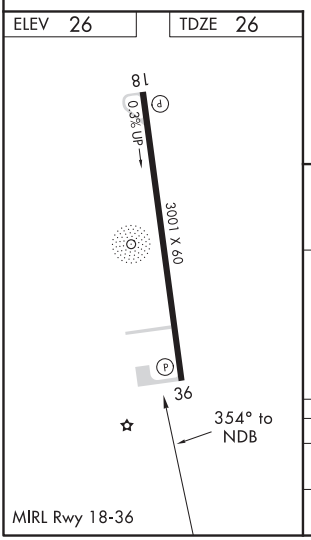
DME or RADAR required for procedure entry.

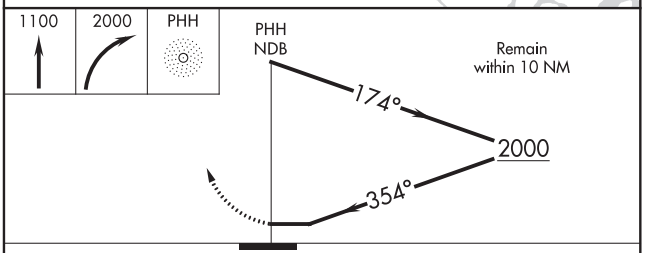
NA Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Myrtle Beach altimeter setting, if not received, procedure NA.

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)	740-2 714 (800-2)	NA
CIRCLING	740-1	714 (800-1)	740-2 714 (800-2)	NA

ANDREWS, SOUTH CAROLINA
Orig-B 05DEC19

33°27′N-79°32′W

ROBERT F SWINNIE (PHH)
NDB RWY 36

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

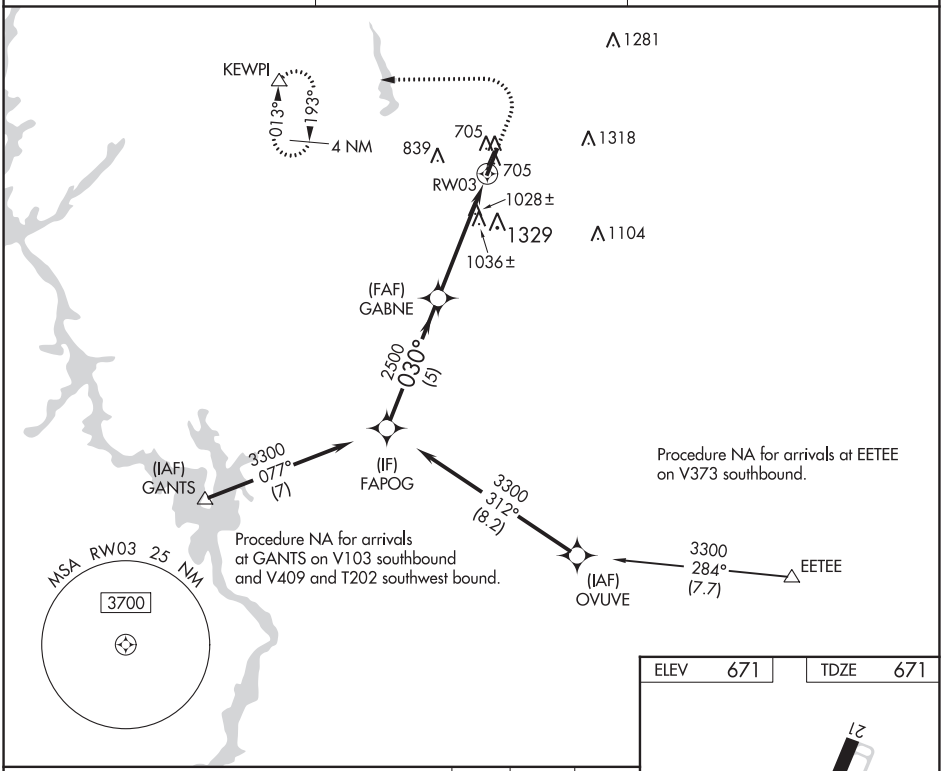
WAAS	APP CRS	Rwy Idg	5501
CH 86740	030°	TDZE	671
W03A		Apt Elev	671

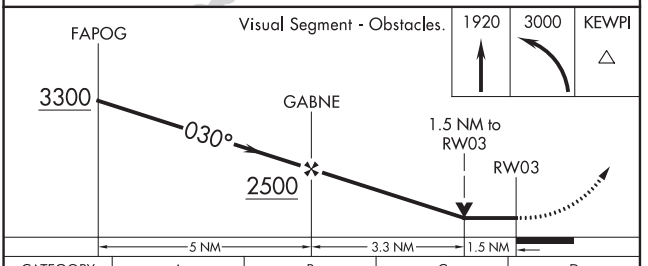
RNAV (GPS) RWY 3
ASHEBORO RGNL (HBI)

Rwy 3 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

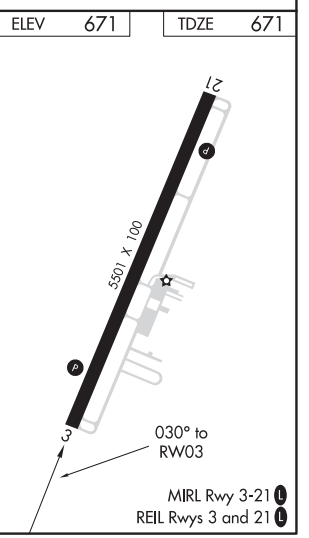
MISSED APPROACH: (Do not exceed 250K until KEWPI) Climb to 1920 then climbing left turn to 3000 direct KEWPI and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ASHEBORO, NORTH CAROLINA

AL-5777 (FAA)

20198

RNAV (GPS) RWY 21

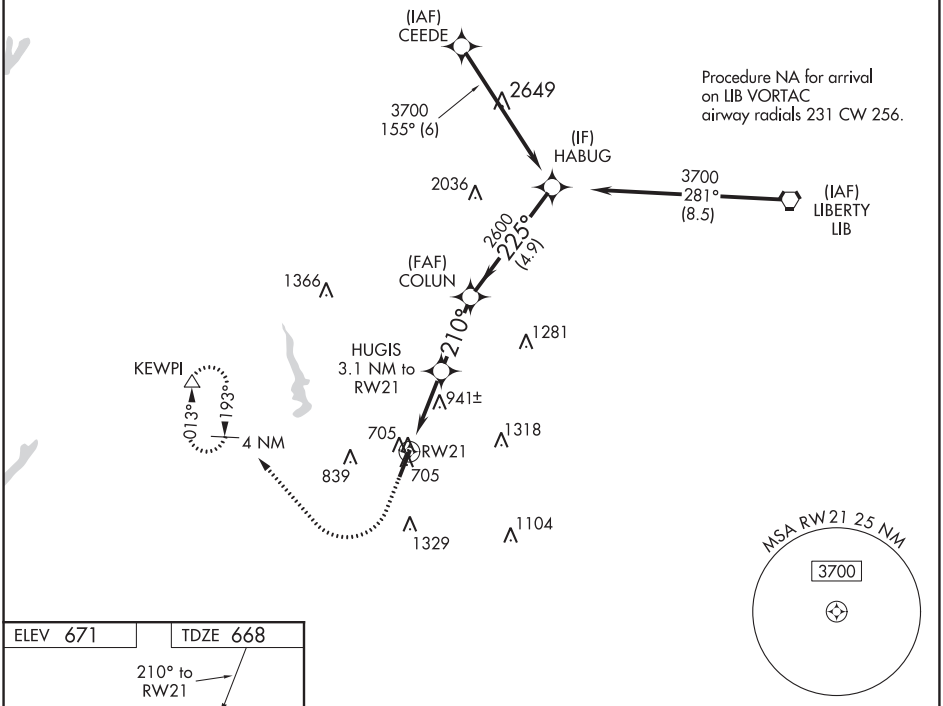
ASHEBORO RGNL (HBI)

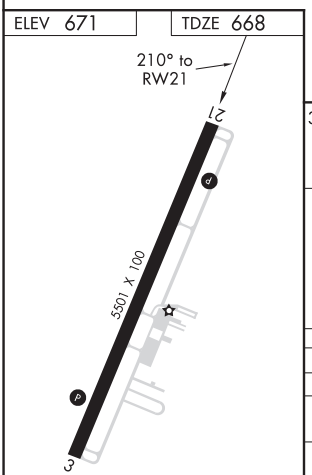
WAAS	APP CRS	Rwy Idg	5501
CH 53739	210°	TDZE	668
W21A		Apt Elev	671

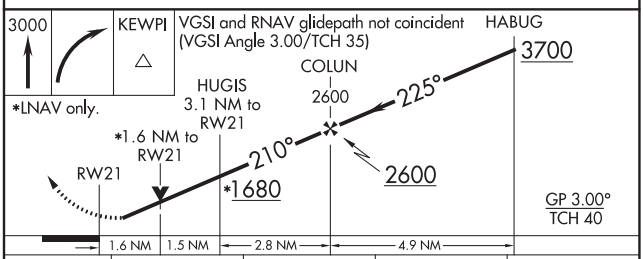
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). Rwy 21 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-IMO	APP CRS	Rwy Idg	8001
110.9	167°	TDZE	2164
Chan 46		Apt Elev	2164

ILS or LOC RWY 17

ASHEVILLE RGNL (AVL)

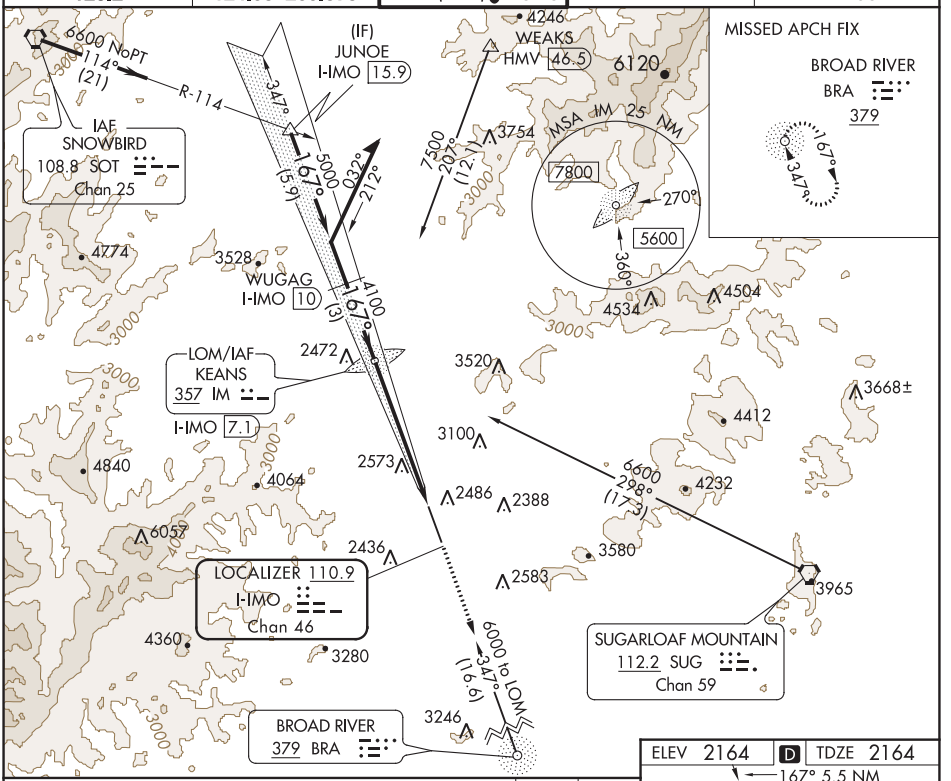
ADF and DME required.

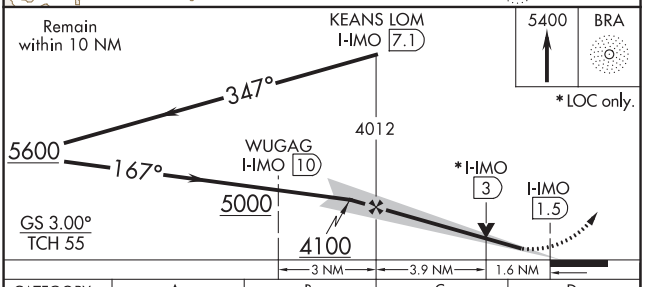
Circling NA west of Rwy 17-35.

MALSR

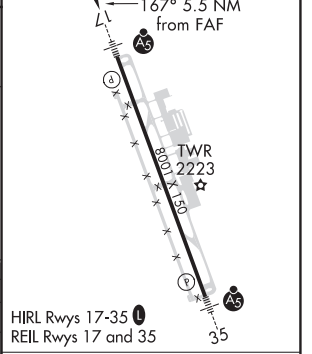
MISSED APPROACH: Climb to 5400 direct BRA NDB and hold. Continue climb-in-hold to 5400.

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
S-ILS 17		2364-½	200 (200-½)	
S-LOC 17	2720-½	556 (600-½)	2720-1⅛	556 (600-1⅛)
C CIRCLING	2800-1 636 (700-1)	2880-1 716 (800-1)	3540-3 1376 (1400-3)	3720-3 1556 (1600-3)



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ASHEVILLE, NORTH CAROLINA AL-5061 (FAA) 20366

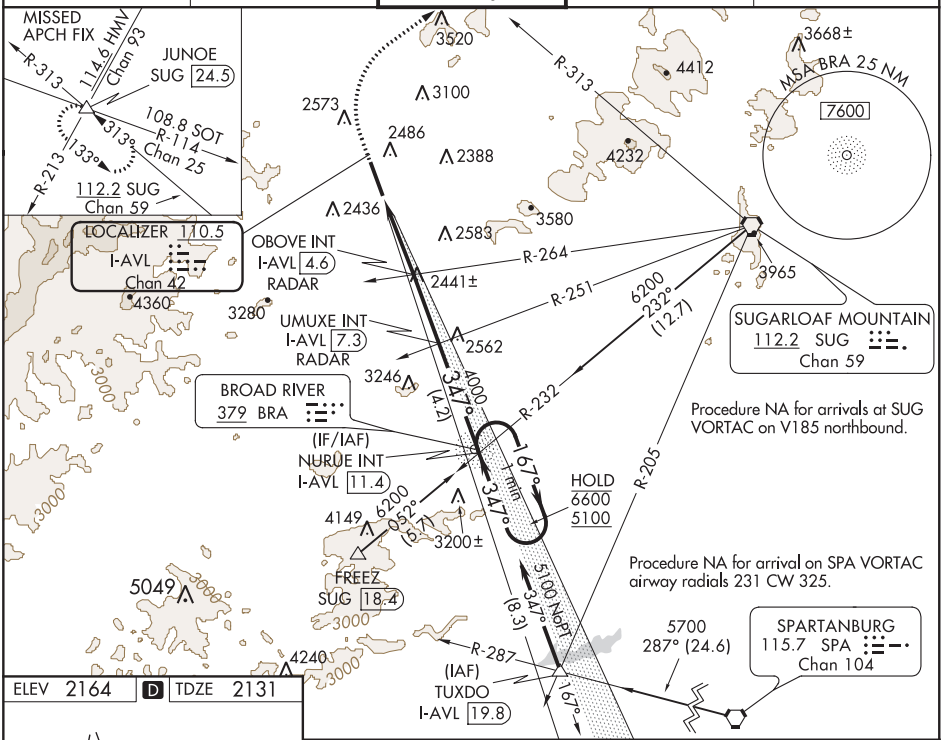
ILS or LOC RWY 35
ASHEVILLE RGNL (AVL)

LOC/DME I-AVL	APP CRS	Rwy ldg	8001
110.5	347°	TDZE	2131
Chan 42		Apt Elev	2164

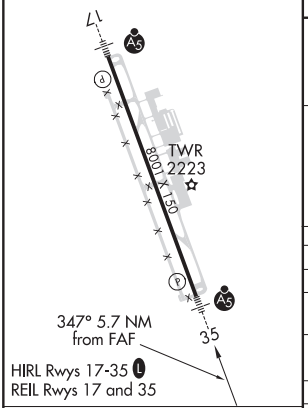
Circling NA west of Rwy 17-35. For inop ALS, increase S-LOC 35 OBOVE fix minimums Cat C/D visibility to 1⅝ SM.

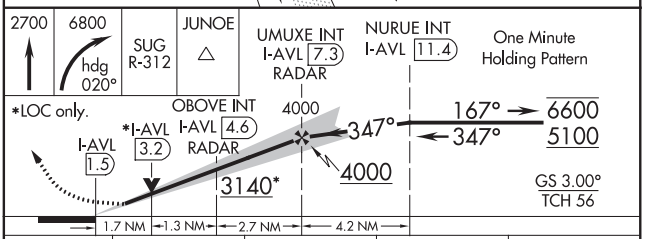
MALSR — MISSED APPROACH: Climb to 2700 then climbing right turn to 6800 on heading 020° and SUG VORTAC R-312 to JUNOE INT/SUG 24.5 DME and hold, continue climb-in-hold to 6800.

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 2164 D TDZE 2131





CATEGORY	A	B	C	D
S-ILS 35	2334/24 203 (200-½)			
S-LOC 35	3140/40 1009 (1000-¾)	3140/55 1009 (1000-1)	3140-2½ 1009 (1000-2½)	
C CIRCLING	3140-1¼ 976 (1000-1¼)	3140-1½ 976 (1000-1½)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)
OBOVE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME OR RADAR REQUIRED)				
S-LOC 35	2700/24 569 (600-½)		2700-1¼ 569 (600-1¼)	
C CIRCLING	2800-1 636 (700-1)	2880-1 716 (800-1)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ASHEVILLE, NORTH CAROLINA
Orig 05NOV20
35°26′N-82°33′W
ASHEVILLE RGNL (AVL)
ILS or LOC RWY 35

RNAV (GPS) RWY 17

ASHEVILLE RGNL (AVL)

WAAS	APP CRS	Rwy Idg	8001
CH 93641	167°	TDZE	2164
W17A		Apt Elev	2164

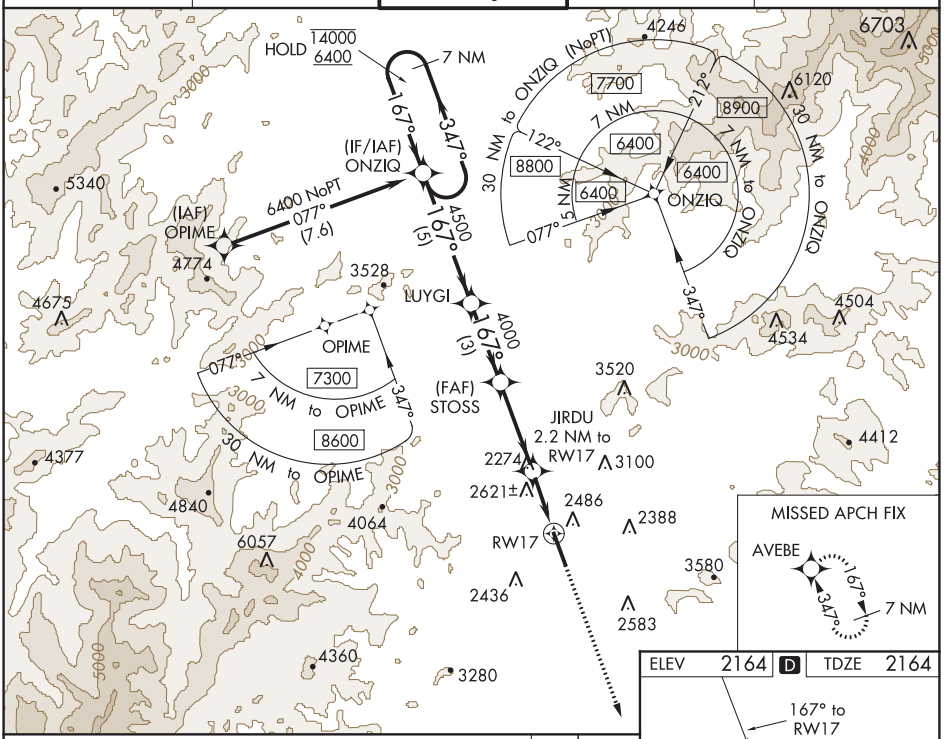
RNP APCH.

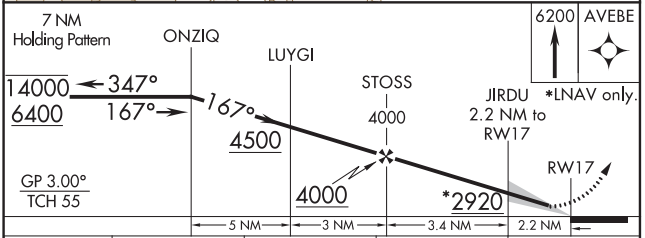
T A Circling NA west of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 2½ SM and increase LNAV Cats C/D visibility to 2 SM.

MALSR (A5)

MISSED APPROACH: Climb to 6200 direct AVEBE and hold, continue climb-in-hold to 6200.

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	2364-½	200 (200-½)		
LNAV/VNAV DA	2960-1¾	796 (800-1¾)		
LNAV MDA	2880-½	716 (800-½)	2880-1⅝	716 (800-1⅝)
C CIRCLING	2880-1	716 (800-1)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)

HIRL Rwys 17-35 L
REIL Rwys 17 and 35

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ASHEVILLE, NORTH CAROLINA AL-5061 (FAA) 21056

RNAV (GPS) RWY 35

ASHEVILLE RGNL (AVL)

WAAS	APP CRS	Rwy Idg	8001
CH 48941	347°	TDZE	2141
W35A		Apt Elev	2164

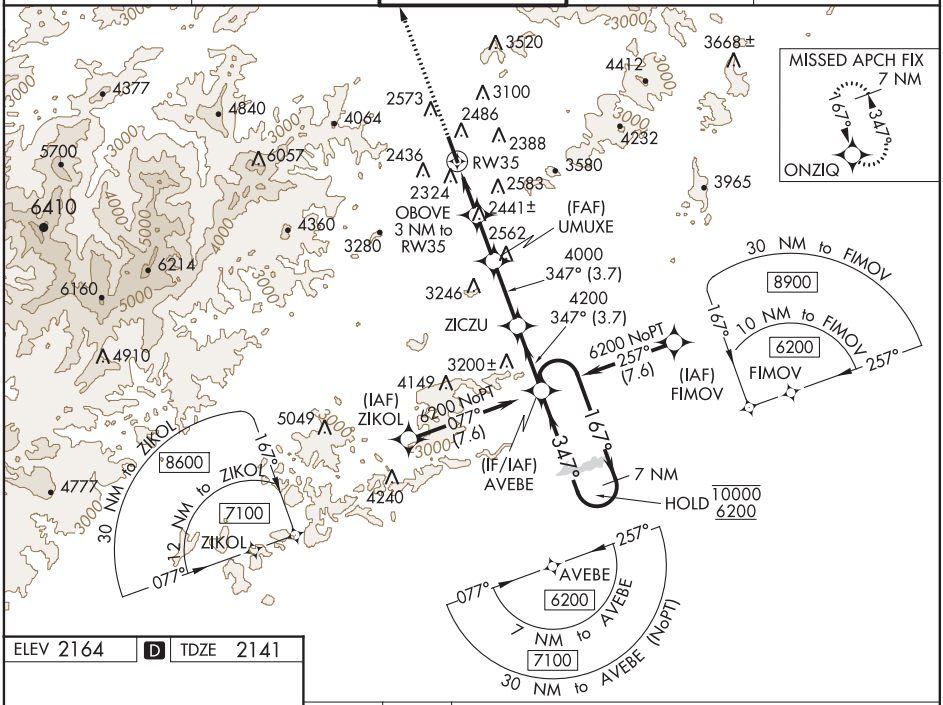
RNP APCH.

Circling NA west of Rwy 17-35. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

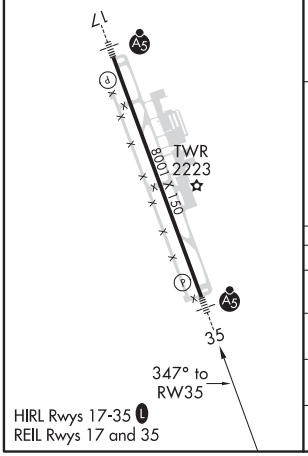
MALSR

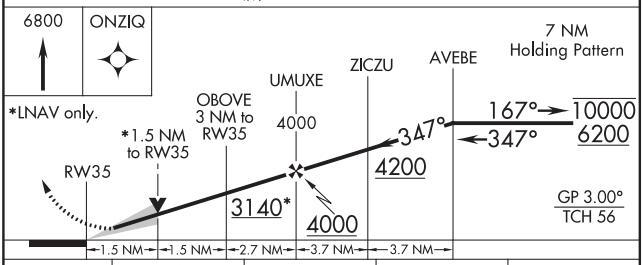
MISSED APPROACH: Climb to 6800 direct ONZIQ and hold, continue climb-in-hold to 6800.

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 2164 D TDZE 2141





CATEGORY	A	B	C	D
LPV DA	2342/24 201 (200-½)			
LNAV/VNAV DA	2577/40 436 (500-¾)			
LNAV MDA	2660/24 519 (500-½)		2660/55 519 (500-1)	
C CIRCLING	2800-1 636 (700-1)	2880-1 716 (800-1)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)

ASHEVILLE, NORTH CAROLINA

Orig-A 25FEB21

35°26'N-82°33'W

ASHEVILLE RGNL (AVL)

RNAV (GPS) RWY 35

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-IMO	APP CRS	Rwy Idg	8001
110.9	167°	TDZE	2164
Chan 46		Apt Elev	2164

LOC RWY 17
ASHEVILLE RGNL (AVL)

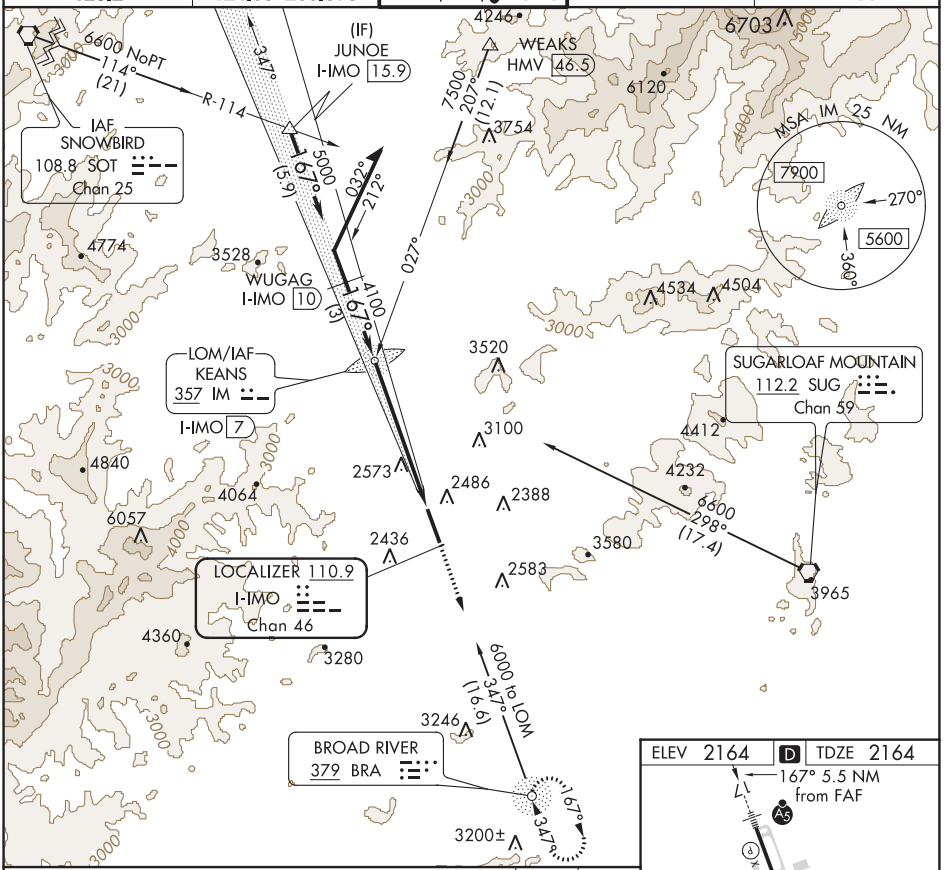
ADF and DME required.

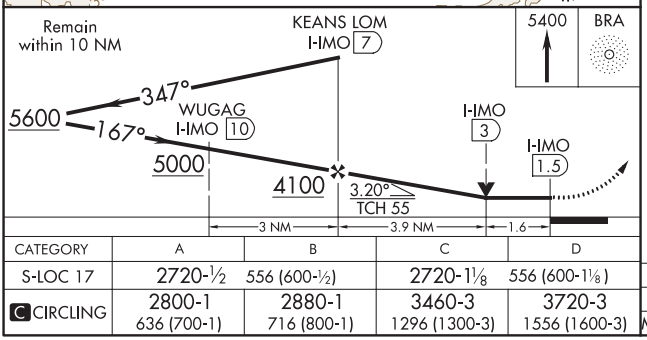
Circling NA west of Rwy 17-35.

MALSR

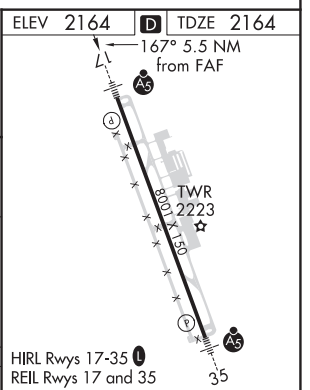
MISSED APPROACH: Climb to 5400 direct BRA NDB and hold, continue climb-in-hold to 5400.

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
S-LOC 17	2720-½	556 (600-½)	2720-1⅛	556 (600-1⅛)
C CIRCLING	2800-1 636 (700-1)	2880-1 716 (800-1)	3460-3 1296 (1300-3)	3720-3 1556 (1600-3)



FAF to MAP 5.5 NM

Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

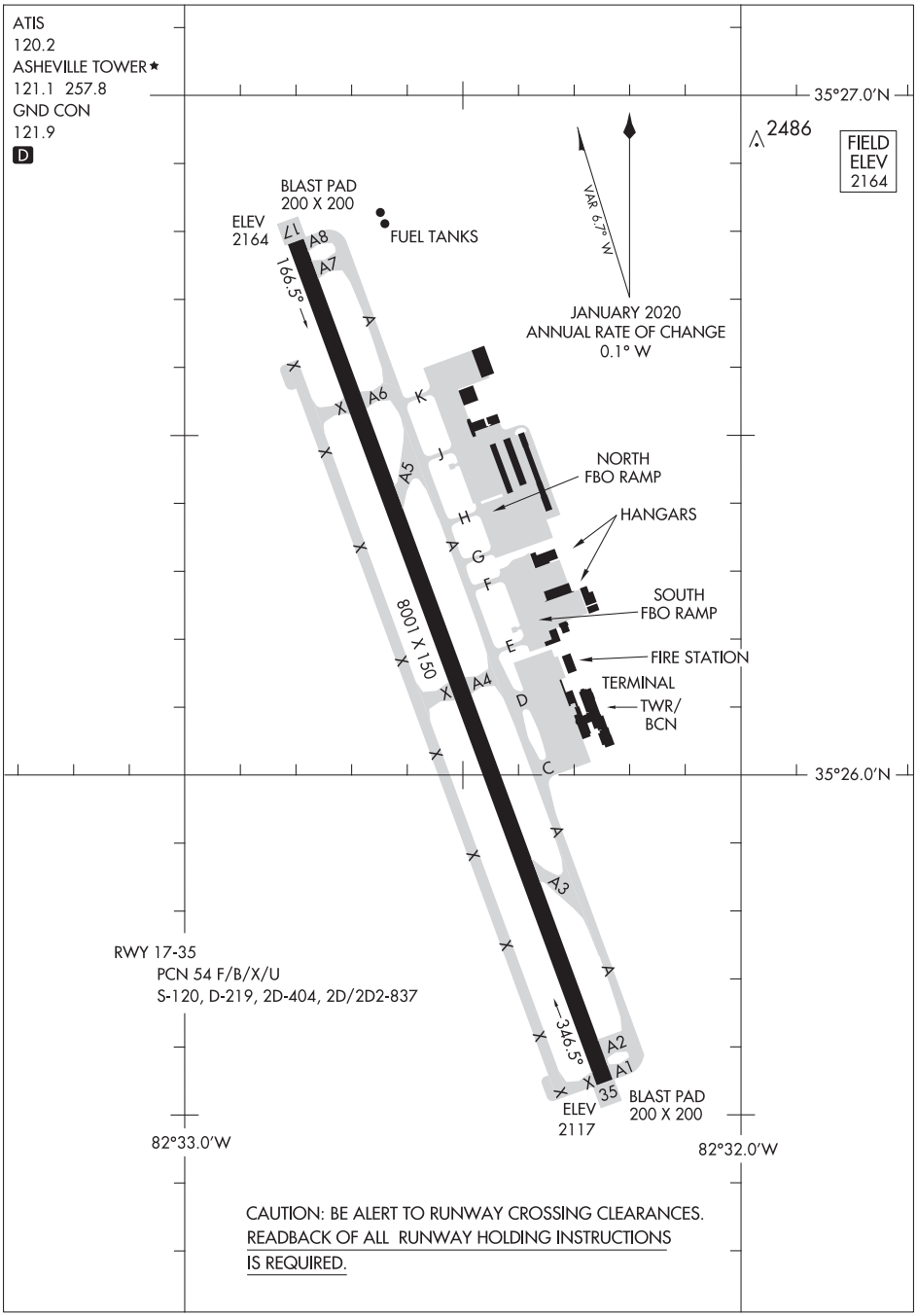
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

20310

AIRPORT DIAGRAM

AL-5061 (FAA)

ASHEVILLE RGNL (AVL)
ASHEVILLE, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

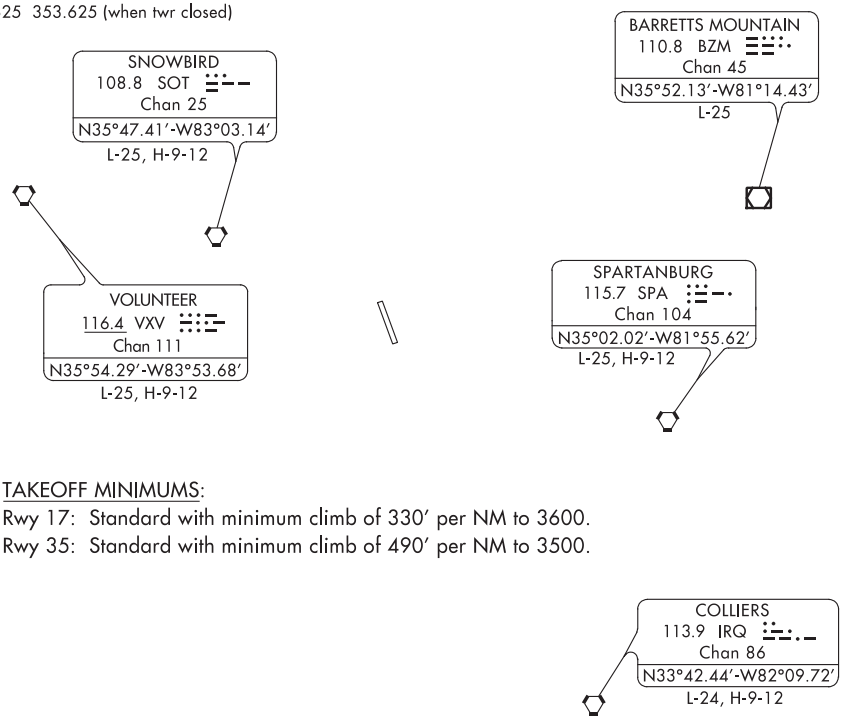
SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20310

ASHEVILLE, NORTH CAROLINA
ASHEVILLE RGNL (AVL)

TOP ALTITUDE: 8000

ATIS
120.2
GND CON
121.9
ASHEVILLE TOWER★
121.1 (CTAF) 257.8
ASHEVILLE DEP CON★
124.65 269.575
ATLANTA CENTER DEP CON
132.625 353.625 (when twr closed)



TAKEOFF MINIMUMS:
Rwy 17: Standard with minimum climb of 330' per NM to 3600.
Rwy 35: Standard with minimum climb of 490' per NM to 3500.

NOTE: RADAR required.

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. . . .

. . . .On RADAR vectors to intercept filed route/fix. Maintain 8000 or lower filed altitude. Expect filed altitude/flight level within 10 minutes after departure.

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

BAMBERG COUNTY (99N)

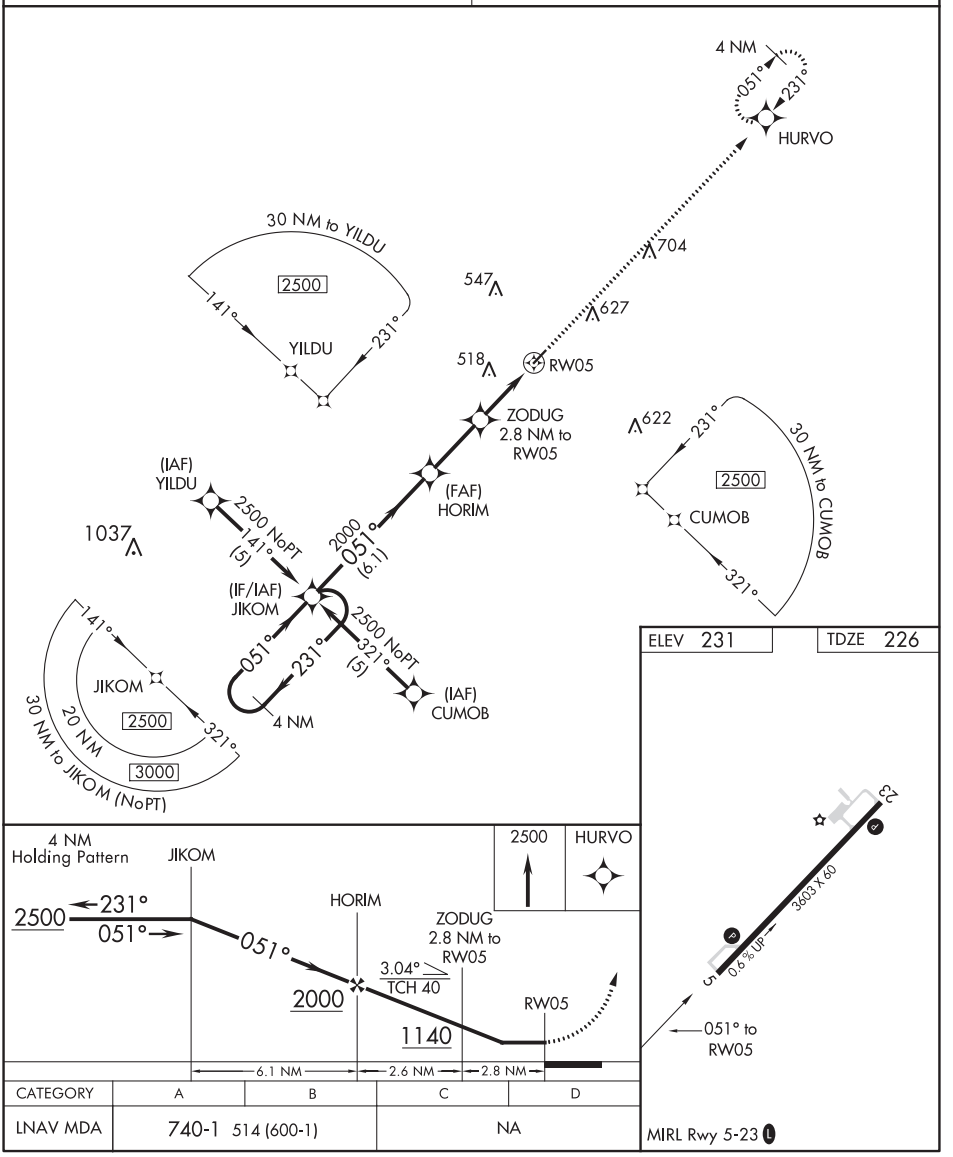
APP CRS	Rwy Idg	3603
051°	TDZE	226
	Apt Elev	231

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



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy Idg	3603
231°	TDZE	231
	Apt Elev	231

RNAV (GPS) RWY 23

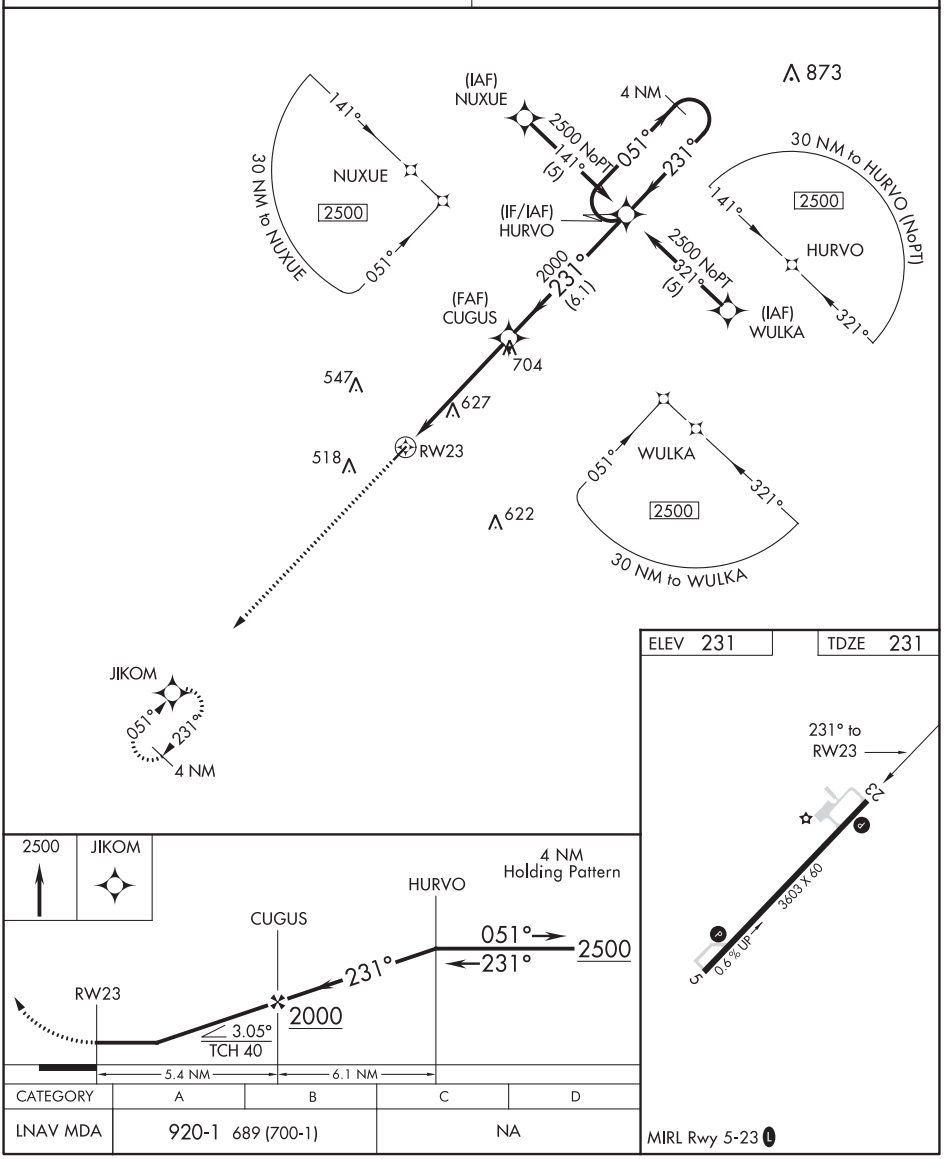
BAMBERG COUNTY (99N)

RNP APCH.

T NA — Procedure NA at night.
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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BARNWELL, SOUTH CAROLINA AL-5808 (FAA) 18312

RNAV (GPS) RWY 17

BARNWELL RGNL (BNL)

WAAS	APP CRS	Rwy Idg	5119
CH 90418	165°	TDZE	246
W17A		Apt Elev	246

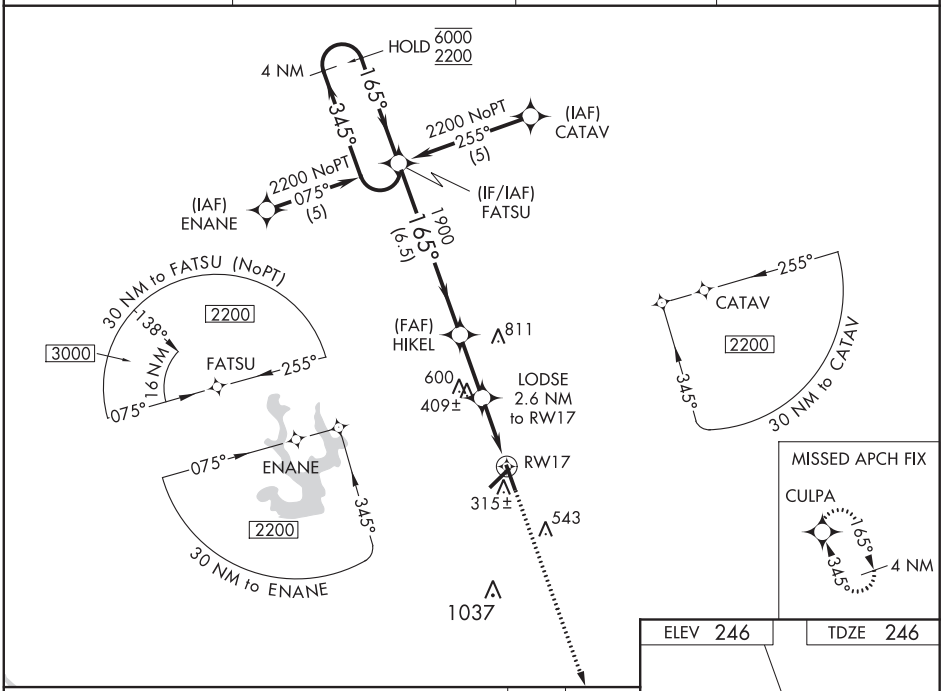
RNP APCH.

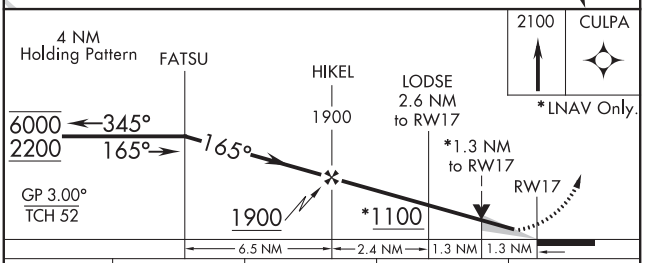
Circling Rwy 5, 23 NA at night.
Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

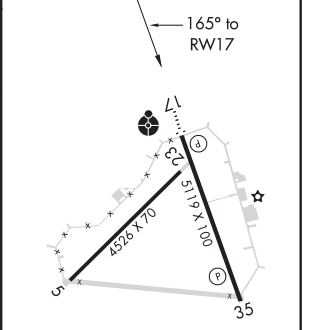
MISSED APPROACH: Climb to 2100 direct CULPA and hold.

AWOS-3	JACKSONVILLE CENTER	GCO	UNICOM
119.775	132.925 363.2	121.725	122.8 (CTAF) L





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 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35

BARNWELL RGNL (BNL)

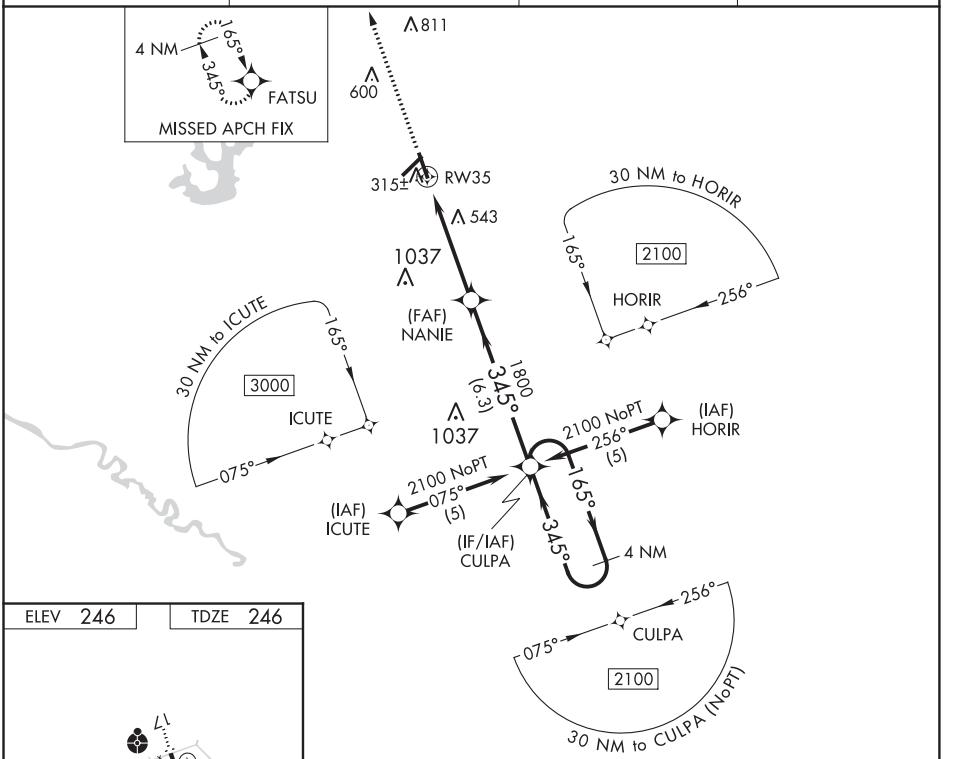
APP CRS	Rwy Idg	5119
345°	TDZE	246
	Apt Elev	246

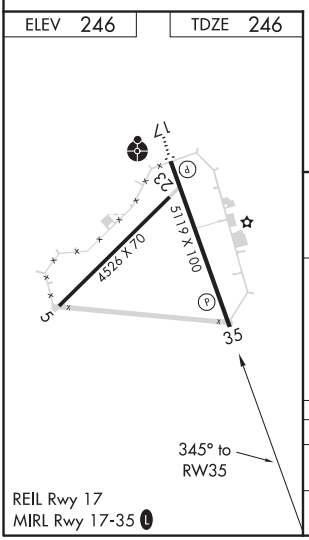
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDAs 100 feet and increase LNAV Cat C/D visibilities ¼ mile, Circling Cat C visibility ¼ mile and Cat D visibility ½ mile.
VDP NA when using Augusta Rgnl at Bush Field altimeter setting.

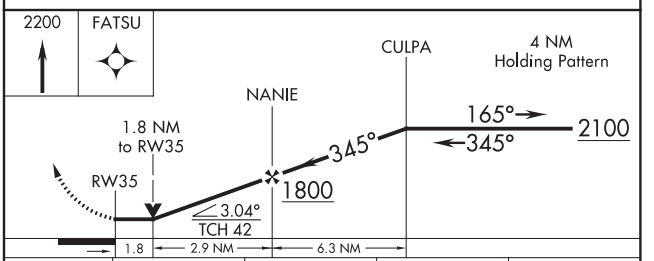
NA

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







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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy Idg	3328
033°	TDZE	9
	Apt Elev	11

RNAV (GPS) RWY 3

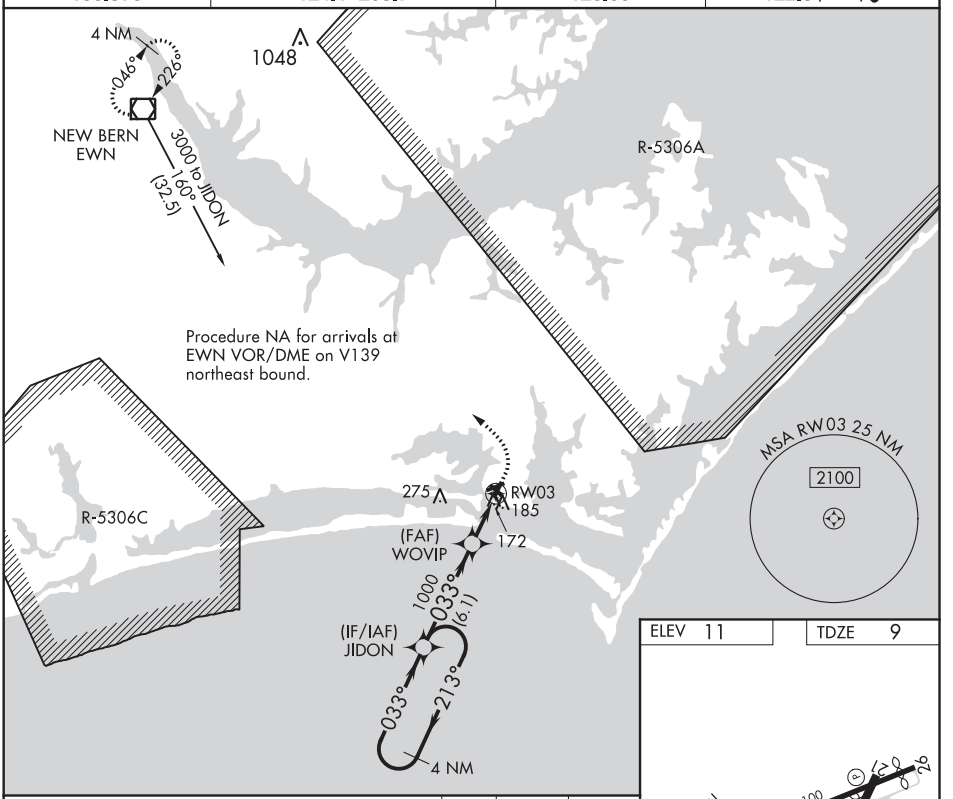
MICHAEL J SMITH FIELD (MRH)

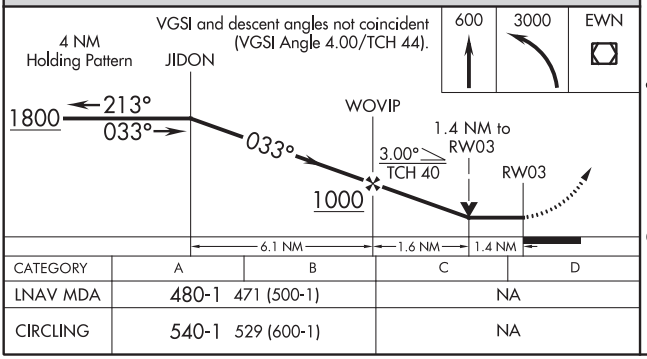
T A

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	

34°44′N-76°40′W

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5004
CH 97727	076°	TDZE	8
W08A		Apt Elev	10

RNAV (GPS) RWY 8

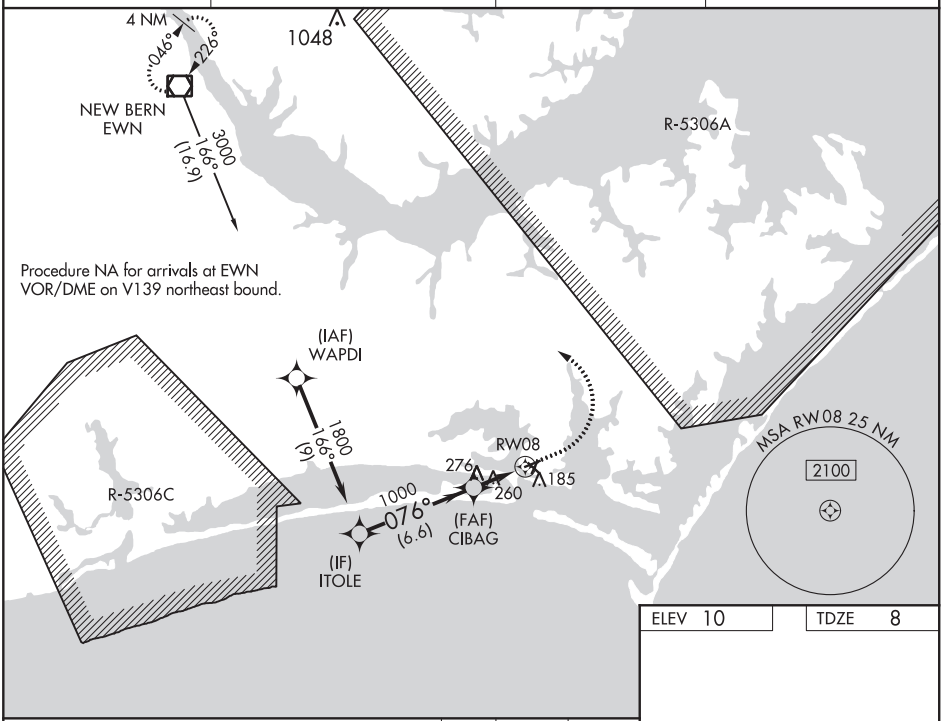
MICHAEL J SMITH FIELD (MRH)

RNP APCH.

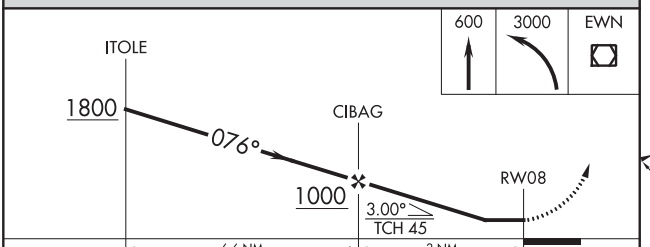
T A ATC clearance required to penetrate R-5306A and R-5306C.
Rwy 8, helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 8 NA at night, Circling Rwy 8, 14, 32 NA at night.

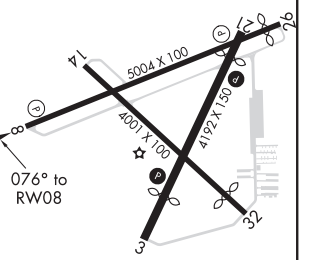
MISSED APPROACH: Climb to 600 then climbing left turn to 3000 direct EWN VOR/DME and hold.

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 570 (600-1½)	620-2 610 (700-2)

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, NORTH CAROLINA AL-5095 (FAA) 19339

RNAV (GPS) RWY 14

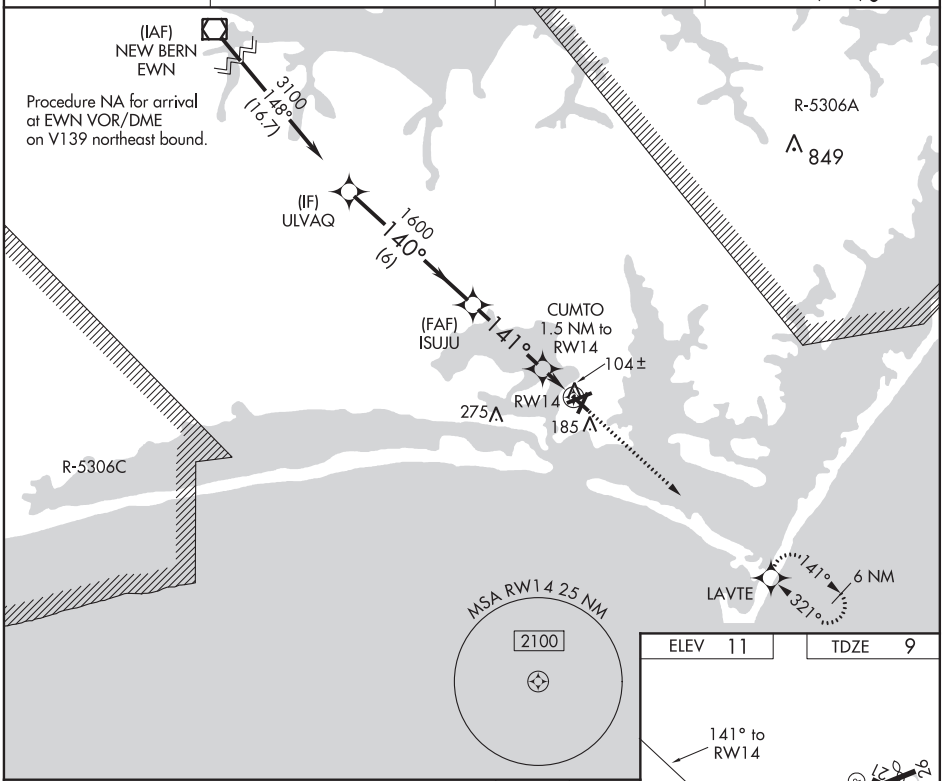
MICHAEL J SMITH FIELD (MRH)

APP CRS	Rwy Idg	4001
141°	TDZE	9
	Apt Elev	11

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

BEAUFORT, NORTH CAROLINA
Amdt 1A 22JUN17

34°44'N-76°40'W

MICHAEL J SMITH FIELD (MRH)

RNAV (GPS) RWY 14

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy Idg	3676
213°	TDZE	9
	Apt Elev	11

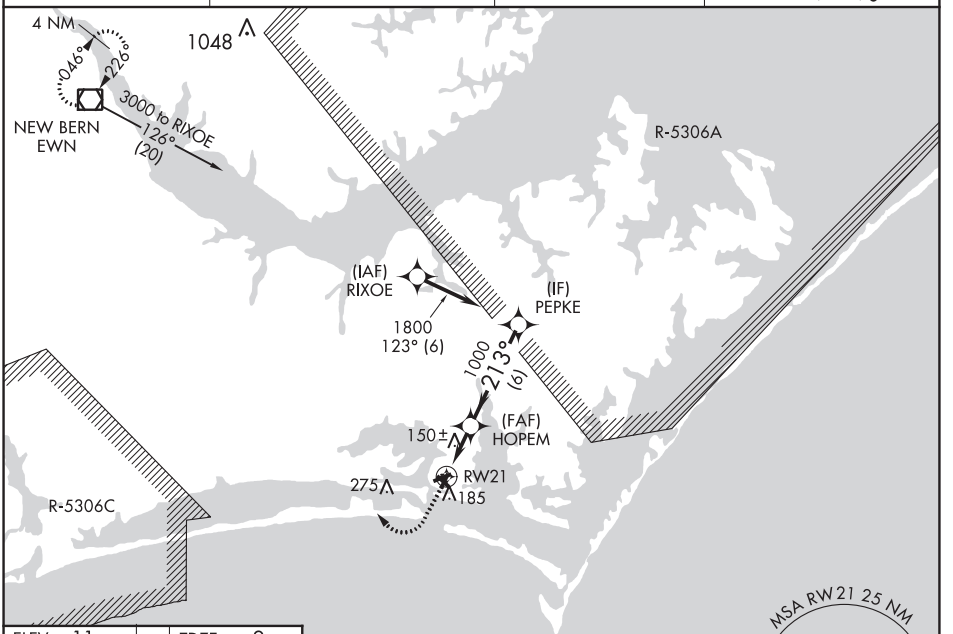
RNAV (GPS) RWY 21

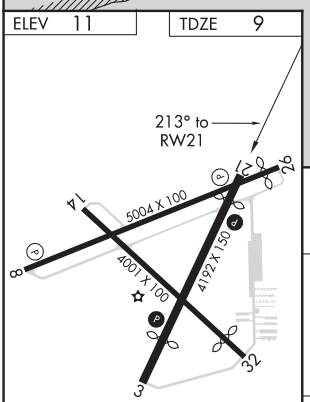
MICHAEL J SMITH FIELD (MRH)

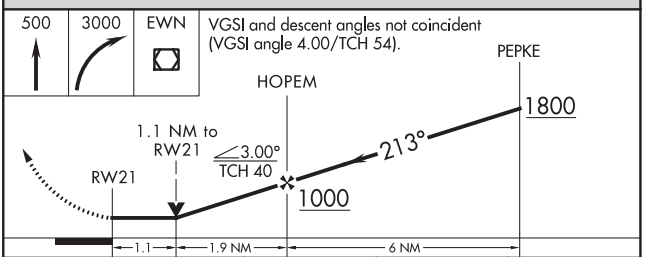
Circling Rwy 8, 14, 32 NA at night. DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. Rwy 21 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet. VDP NA when using Cherry 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







CATEGORY	A	B	C	D
LNAV MDA	400-1 391 (400-1)		NA	
CIRCLING	540-1 529 (600-1)		NA	

REIL Rwys 8 and 26 L
MIRL Rwys 3-21 and 8-26 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, NORTH CAROLINA AL-5095 (FAA) 19339

WAAS	APP CRS	Rwy Idg	4715
CH 40338	256°	TDZE	8
W26A		Apt Elev	10

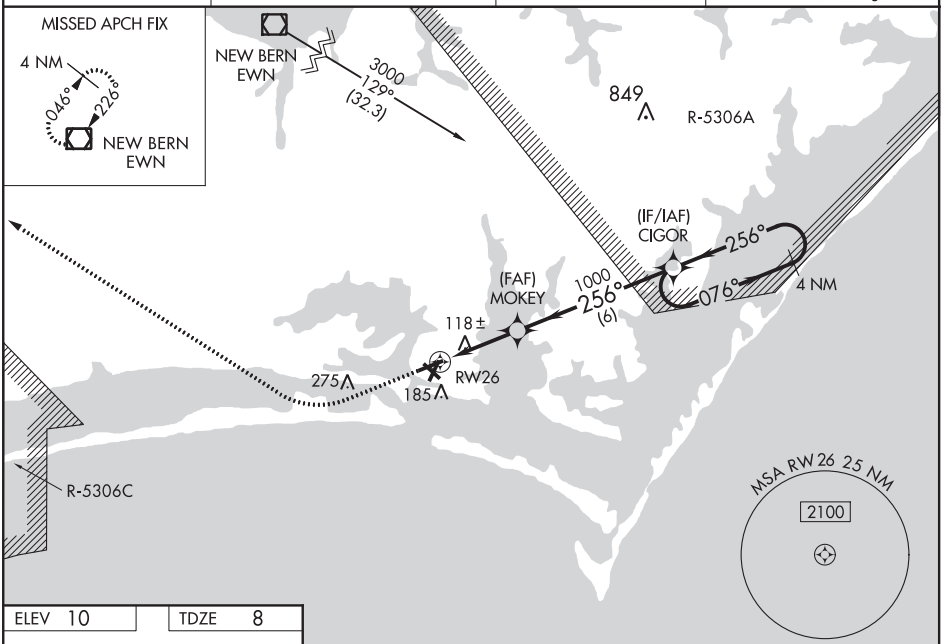
RNAV (GPS) RWY 26

MICHAEL J SMITH FIELD (MRH)

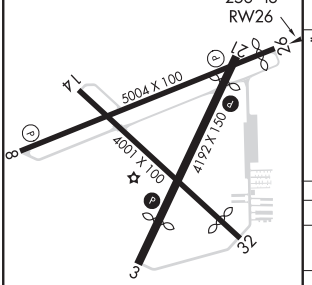
Night landing: Rwys 8, 14, 32 NA. Baro-VNAV and VDP NA when using Cherry Point MCAS altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase LPV DA to 301 feet, LNAV/VNAV DA to 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.

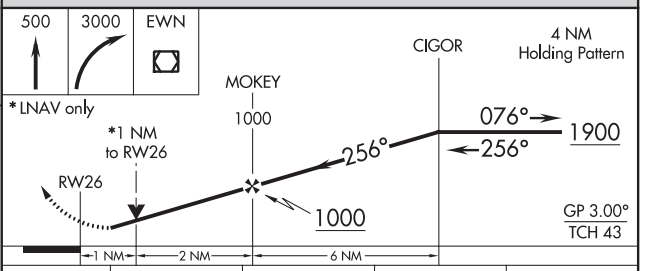
MISSED APPROACH: Climb to 500 then climbing right turn to 3000 direct EWN VOR/DME and hold.

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

BEAUFORT, NORTH CAROLINA
Amdt 3 04FEB16

34°44′N-76°40′W

MICHAEL J SMITH FIELD (MRH)

RNAV (GPS) RWY 26

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	3511
CH 69227	321°	TDZE	10
W32A		Apt Elev	11

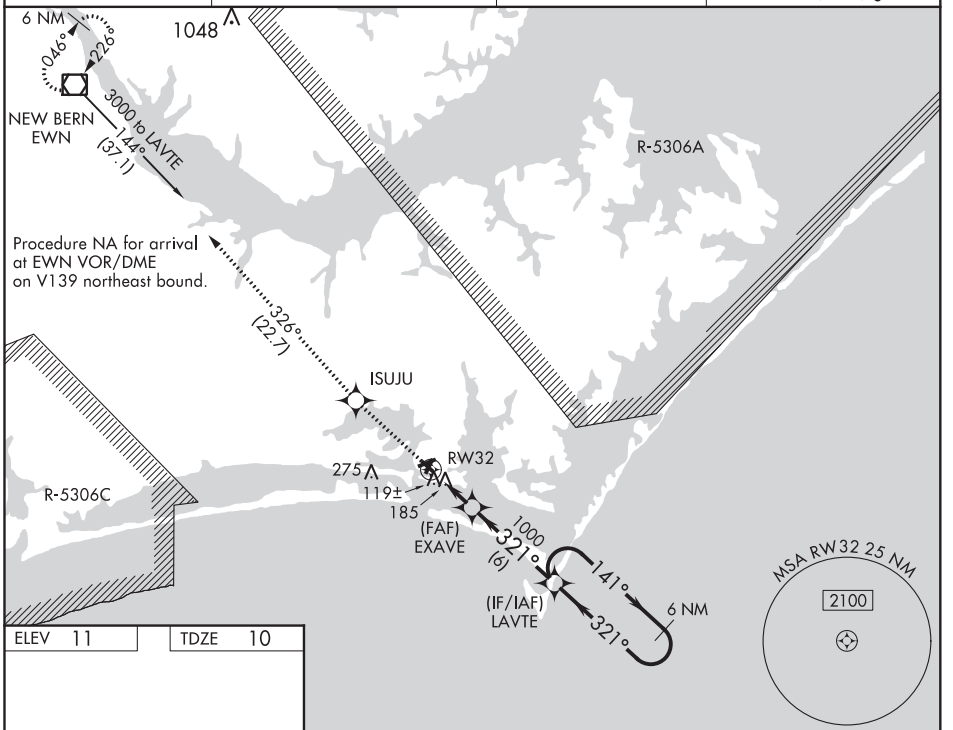
RNAV (GPS) RWY 32

MICHAEL J SMITH FIELD (MRH)

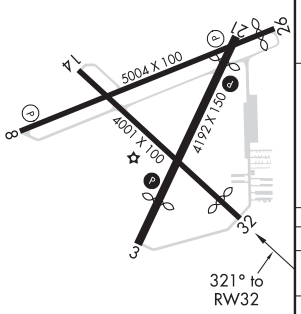
DME/DME RNP-0.3 NA. ATC clearance required to penetrate R-5306A and R-5306C. When local altimeter setting not received, use Cherry Point MCAS altimeter setting and increase all MDA 40 feet; increase LP Cats Cand D visibility ⅛ mile. Straight-in Rwy 32 NA at night, Circling Rwy 8, 14, 32 NA at night. 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.

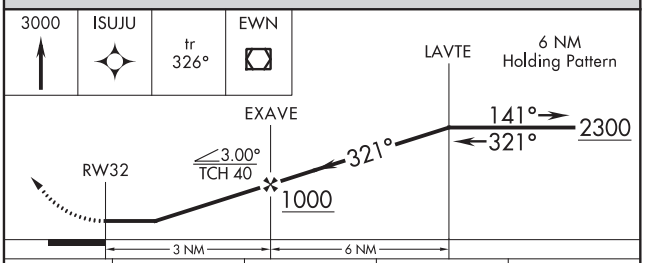
ASOS	CHERRY POINT APP CON	CLNC DEL	UNICOM
135.375	124.1 268.7	125.65	122.8 (CTAF) L



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, SOUTH CAROLINA | AL-6755 (FAA) | 20310

APP CRS	Rwy Idg	3434
067°	TDZE	9
	Apt Elev	9

RNAV (GPS) RWY 7

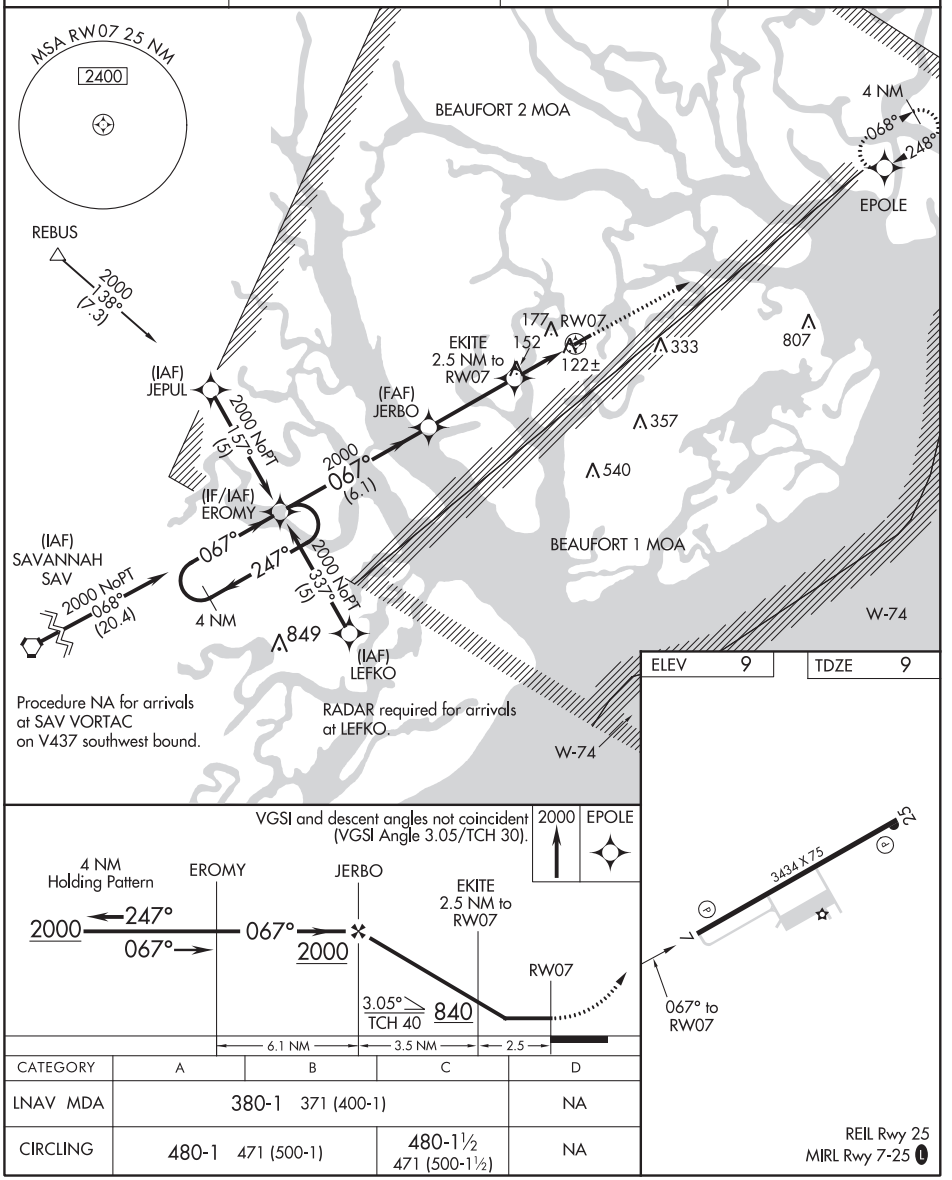
BEAUFORT EXECUTIVE (ARW)

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.

ASR

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



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

BEAUFORT, SOUTH CAROLINA
Amdt 1B 15OCT15

32°25'N-80°38'W

BEAUFORT EXECUTIVE (ARW)
RNAV (GPS) RWY 7

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	3434
CH 69418	247°	TDZE	8
W25A		Apt Elev	9

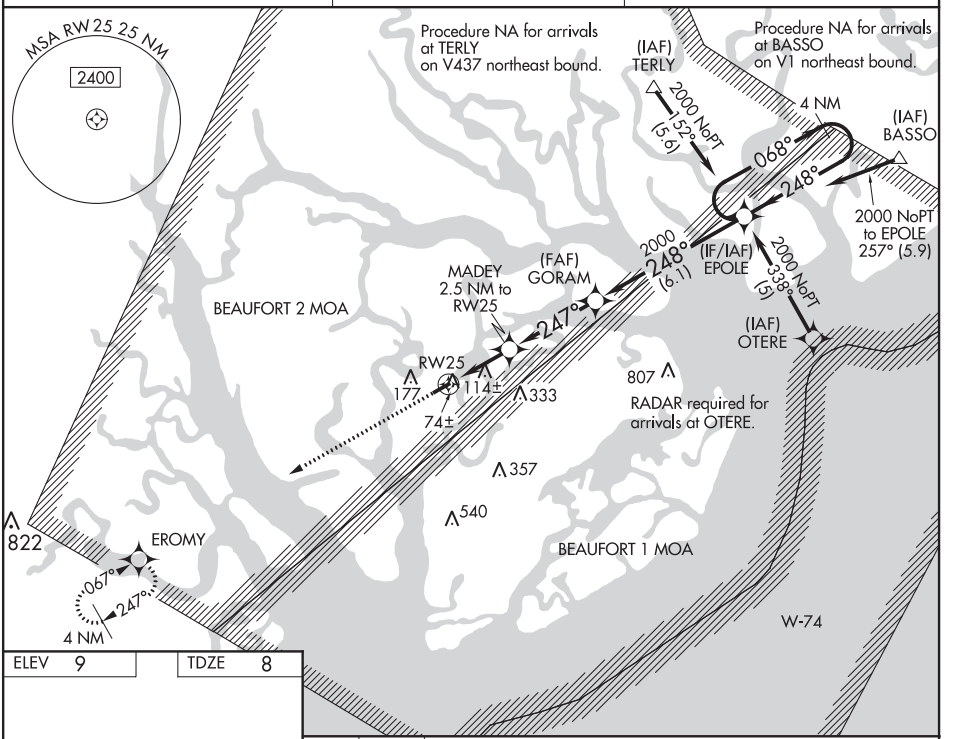
RNAV (GPS) RWY 25
BEAUFORT EXECUTIVE (ARW)

ASR

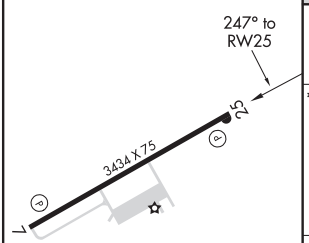
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Beaufort MCAS/Merritt Field altimeter setting and increase LPV DA to 226, LNAV/VNAV DA to 352, and all MDA 20 feet. VDP and Baro-VNAV NA when using Beaufort MCAS/Merritt Field altimeter setting.

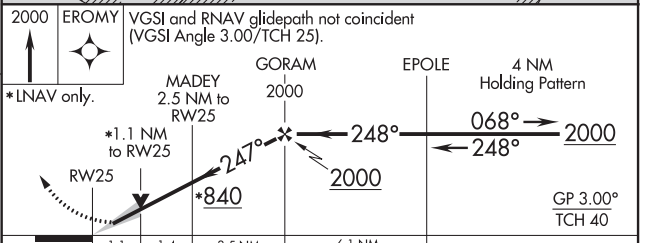
MISSED APPROACH: Climb to 2000 direct EROMY and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 5

WAAS	APCH CRS	Rwy Idg 12,202
Chan 90095	047°	TDZE 37
W05A		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.

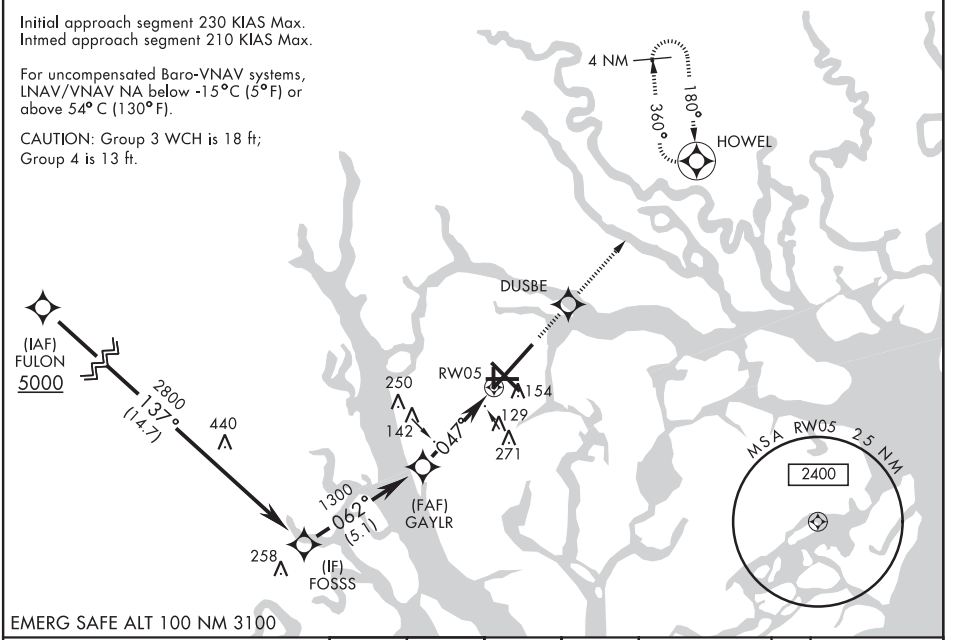
ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
279.525	125.125 292.125 ABV 3000 123.7 269.125 3000 and BLW	119.05 342.875	128.15 348.625	128.15 254.375	

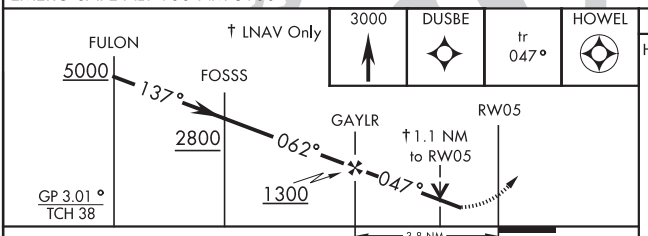
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD to 1⅛ miles.

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).

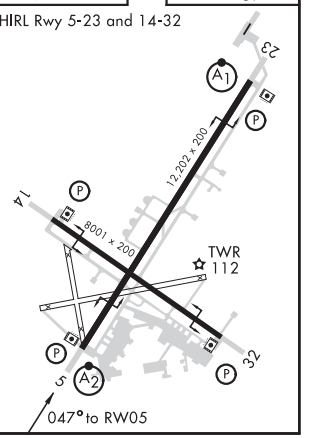
CAUTION: Group 3 WCH is 18 ft; Group 4 is 13 ft.





ELEV 37 TDZE 37

HIRL Rwy 5-23 and 14-32



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)

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 3 23APR20

RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 14

WAAS	APCH CRS	Rwy Idg	8001
Chan 91240	140°	TDZE	33
W14A		Arpt Elev	37

AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH - DME/DME RNP-0.3 NA

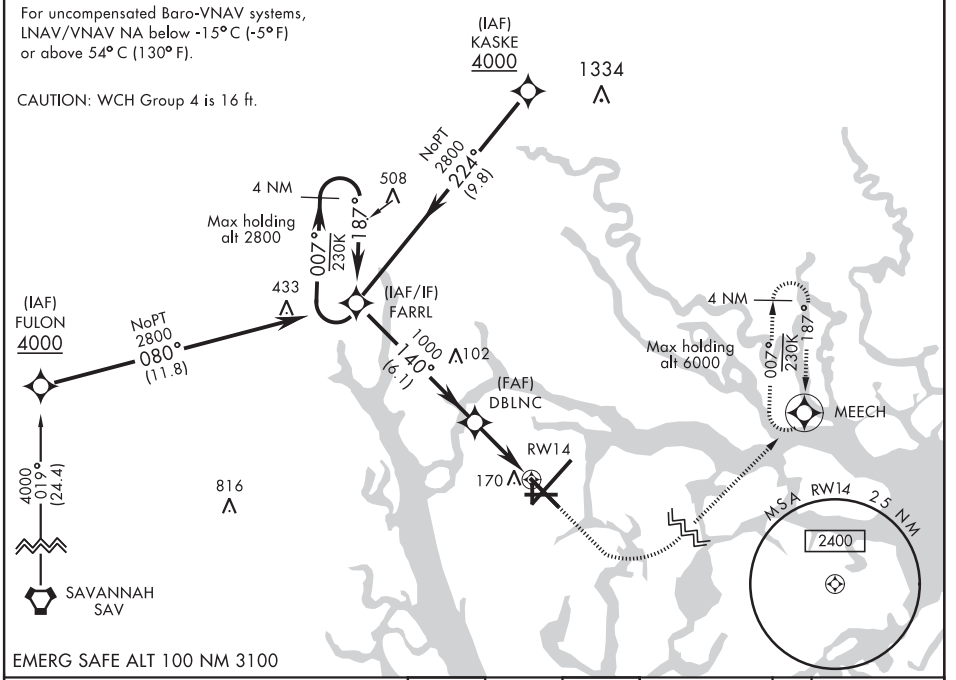
RADAR required for arrivals via KASKE or FARRL IAFs.

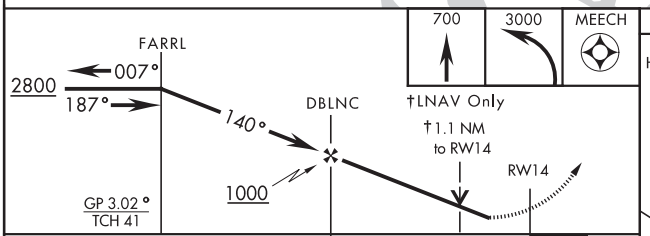
MISSED APPROACH: Climb to 700, then climbing left turn to 3000 direct MEECH and hold.

ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/ PAR
279.525	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	119.05 342.875	128.15 348.625	128.15 254.375	

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (-5°F) or above 54°C (130°F).

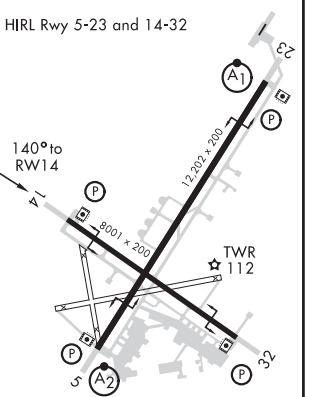
CAUTION: WCH Group 4 is 16 ft.





ELEV 37 TDZE 33

HIRL Rwy 5-23 and 14-32



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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 23

WAAS	APCH CRS	Rwy ldg 12,202
Chan 93379	227°	TDZE 16
W23A		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 CAT ABCD to ¾ mile.
**When ALS inop, increase vis CAT ABCD to ⅞ mile.

ALSF-1

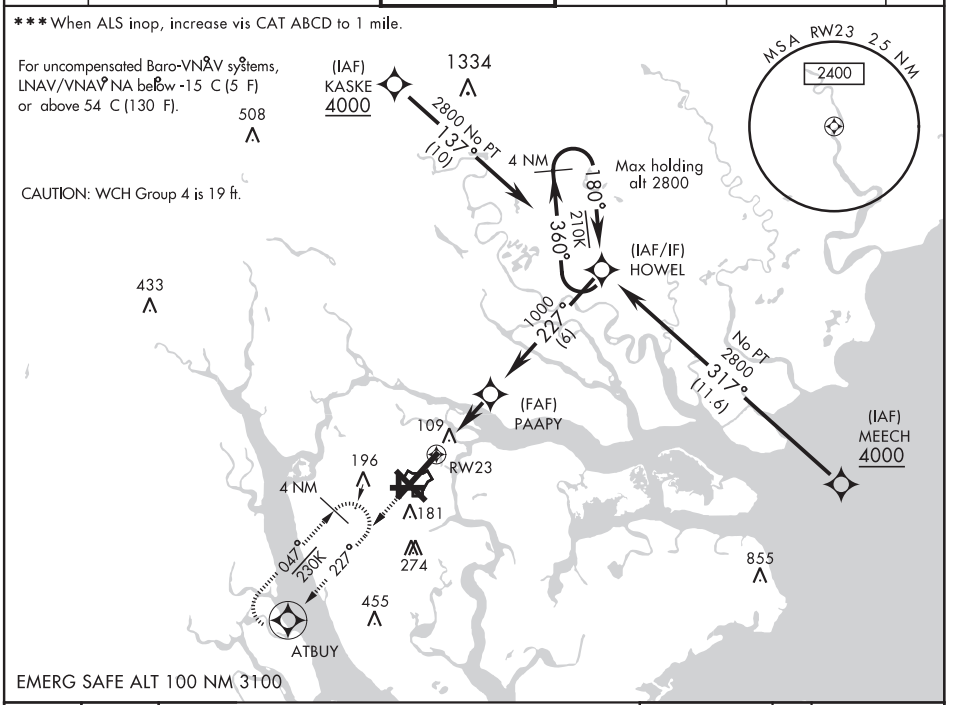
MISSED APPROACH: Climb to 3000 direct ATBUY and hold. Continue climb in hold to 3000.

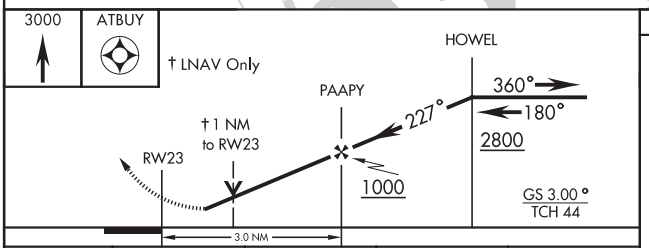
ATIS *	BEAUFORT APP CON	BEAUFORT TOWER *	GND CON	CLNC DEL	ASR/ PAR
279.525	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	119.05 342.875	128.15 348.625	128.15 254.375	

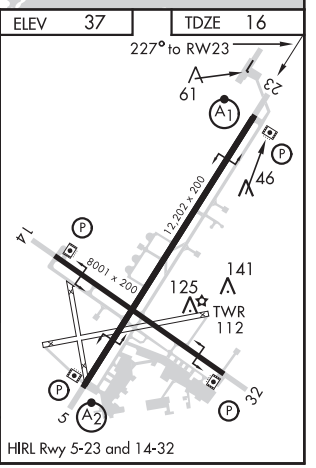
***When ALS inop, increase vis CAT ABCD to 1 mile.

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)

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 2 01FEB18

RNAV (GPS) RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, SOUTH CAROLINA

RNAV (GPS) RWY 32

WAAS	APCH CRS	Rwy Idg	8001
Chan 95233	320°	TDZE	25
W32A		Arpt Elev	37

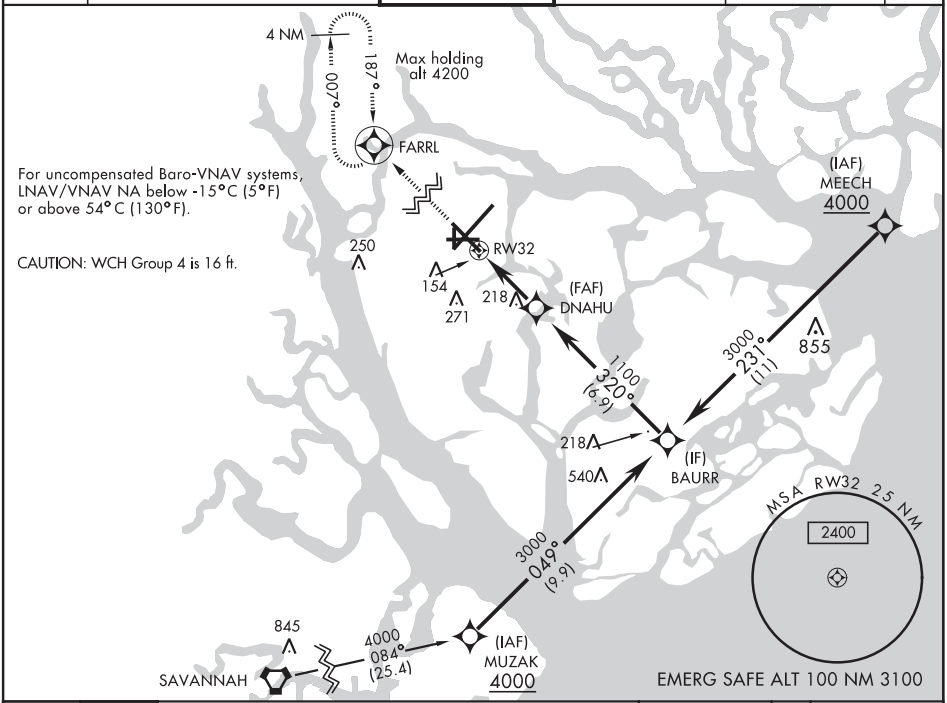
AL-916 [USN]

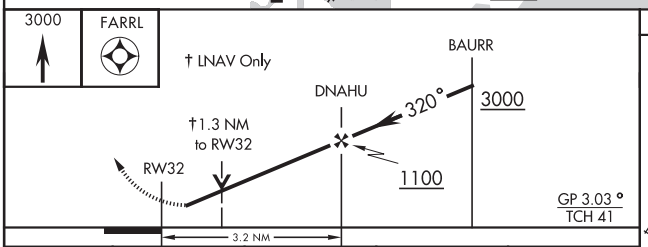
BEAUFORT MCAS (MERRITT FLD) (KNBC)

RNP APCH - DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 3000 direct FARRL and hold, continue climb in hold to 3000.

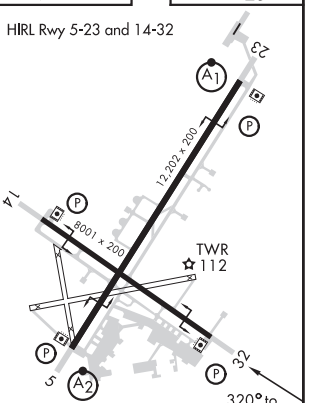
ATIS ★	BEAUFORT APP CON		BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/
279.525	125.125 292.125	ABV 3000	119.05 342.875	128.15 348.625	128.15 254.375	PAR
	123.7 269.125	3000 and BLW				





ELEV 37 TDZE 25

HIRL Rwy 5-23 and 14-32



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)

BEAUFORT, SOUTH CAROLINA

32°29'N-80°43'W

BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 4 23APR20

RNAV (GPS) RWY 32

SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, SOUTH CAROLINA

TACAN RWY 5

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
NBC Chan 42	054°	12,202	37	37

AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

RADAR required.

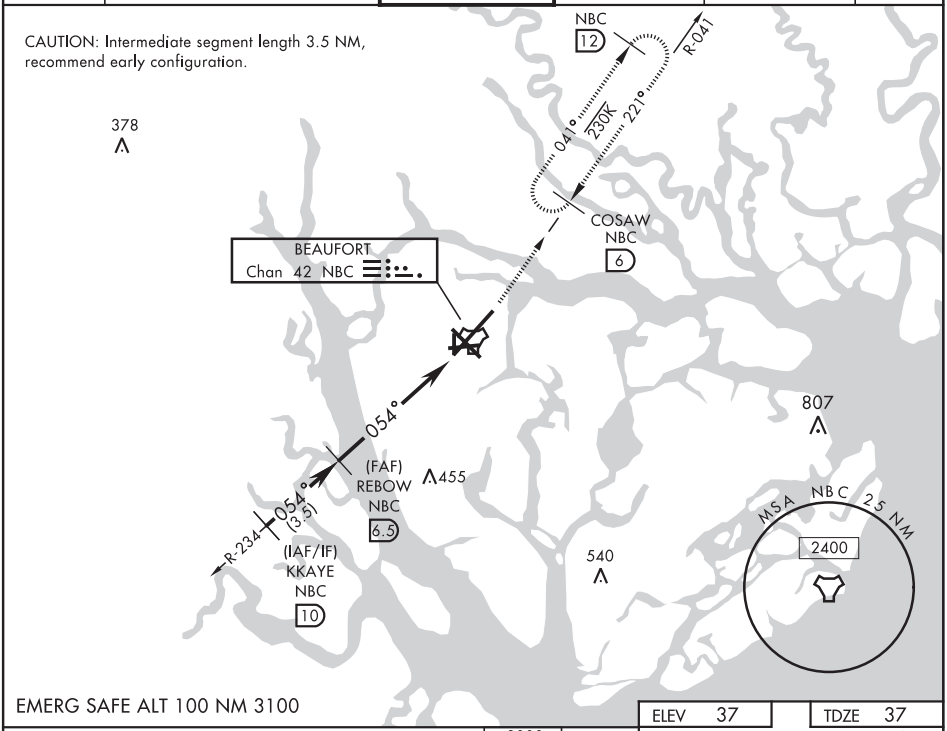
▼ * When ALS inop, increase vis CAT AB to 1 mile, CAT CDE to 1¼ miles.

SALSF (A2)

MISSED APPROACH: Climb to 3000 via NBC R-041 to COSAW and hold. Continue climb in hold to 3000.

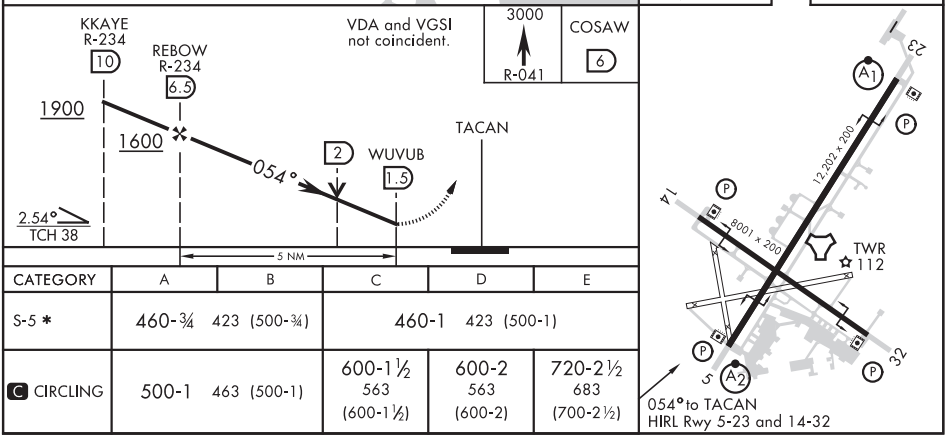
ATIS ★	BEAUFORT APP CON	BEAUFORT TOWER ★	GND CON	CLNC DEL	ASR/PAR
279.525	(ABV 3000) 125.125 292.125 (3000 and BLW) 123.7 269.125	119.05 342.875	128.15 348.625	128.15 254.375	

CAUTION: Intermediate segment length 3.5 NM, recommend early configuration.



EMERG SAFE ALT 100 NM 3100

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)

BEAUFORT, SOUTH CAROLINA 32°29'N-80°43'W BEAUFORT MCAS (MERRITT FLD) (KNBC)

Amdt 3 16AUG18

TACAN RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, SOUTH CAROLINA

TACAN RWY 14

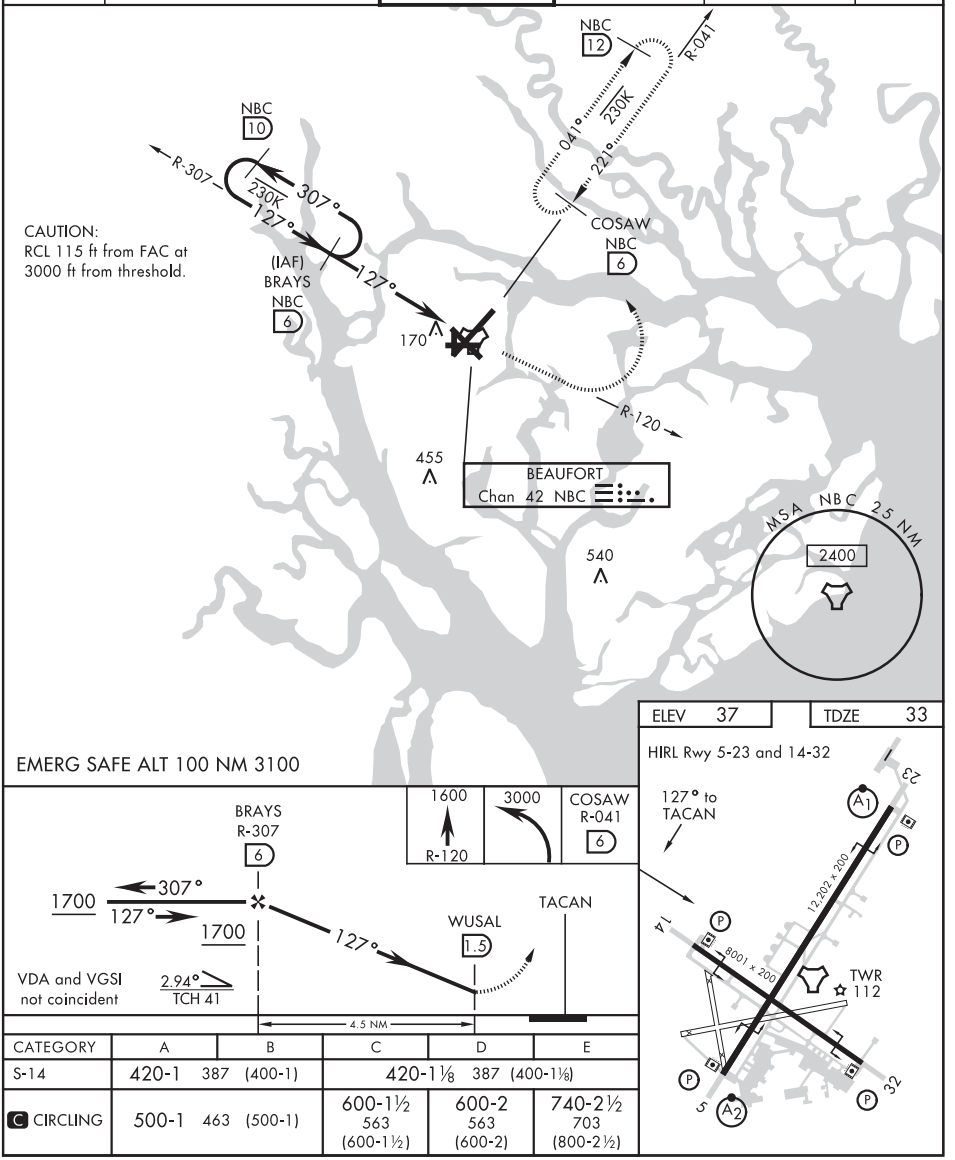
TACAN	APCH CRS	Rwy Idg	8001
NBC Chan 42	127°	TDZE	33
		Arpt Elev	37

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 (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)

SE-2, 25 FEB 2021 to 22 APR 2021

BEAUFORT, SOUTH CAROLINA

TACAN RWY 23

TACAN	APCH CRS	Rwy Idg	TDZE	Arpt Elev
NBC Chan 42	221°	12,202	16	37

AL-916 [USN] BEAUFORT MCAS (MERRITT FLD) (KNBC)

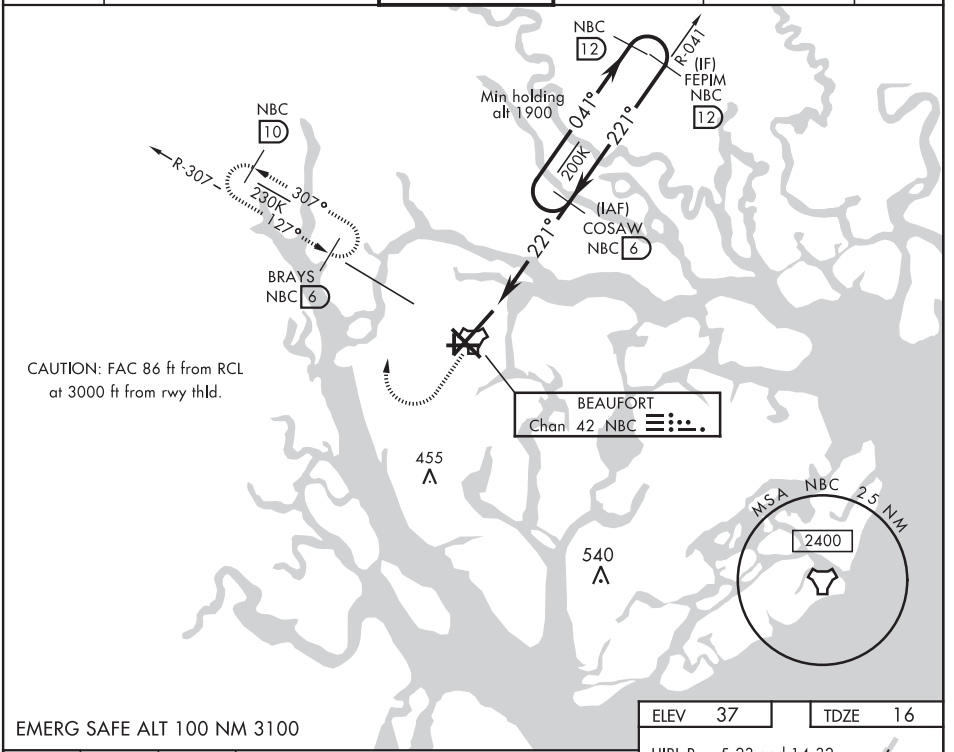
RADAR required.

▼ *When ALS inop, increase vis CAT ABCDE to 1 mile.

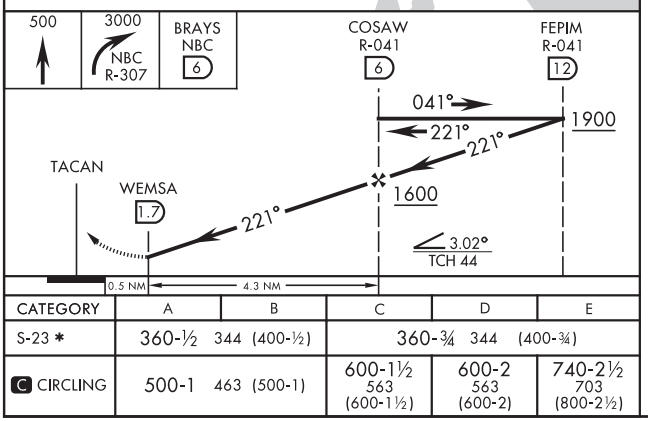
ALSF-1

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 (3000 and BLW) 123.7 269.125	119.05 342.875	128.15 348.625	128.15 254.375	



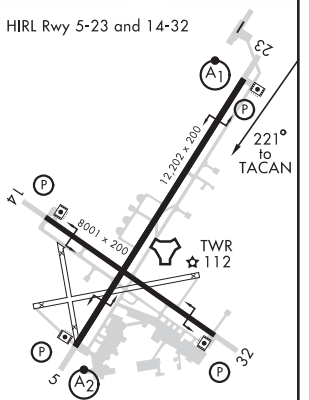
EMERG SAFE ALT 100 NM 3100



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)

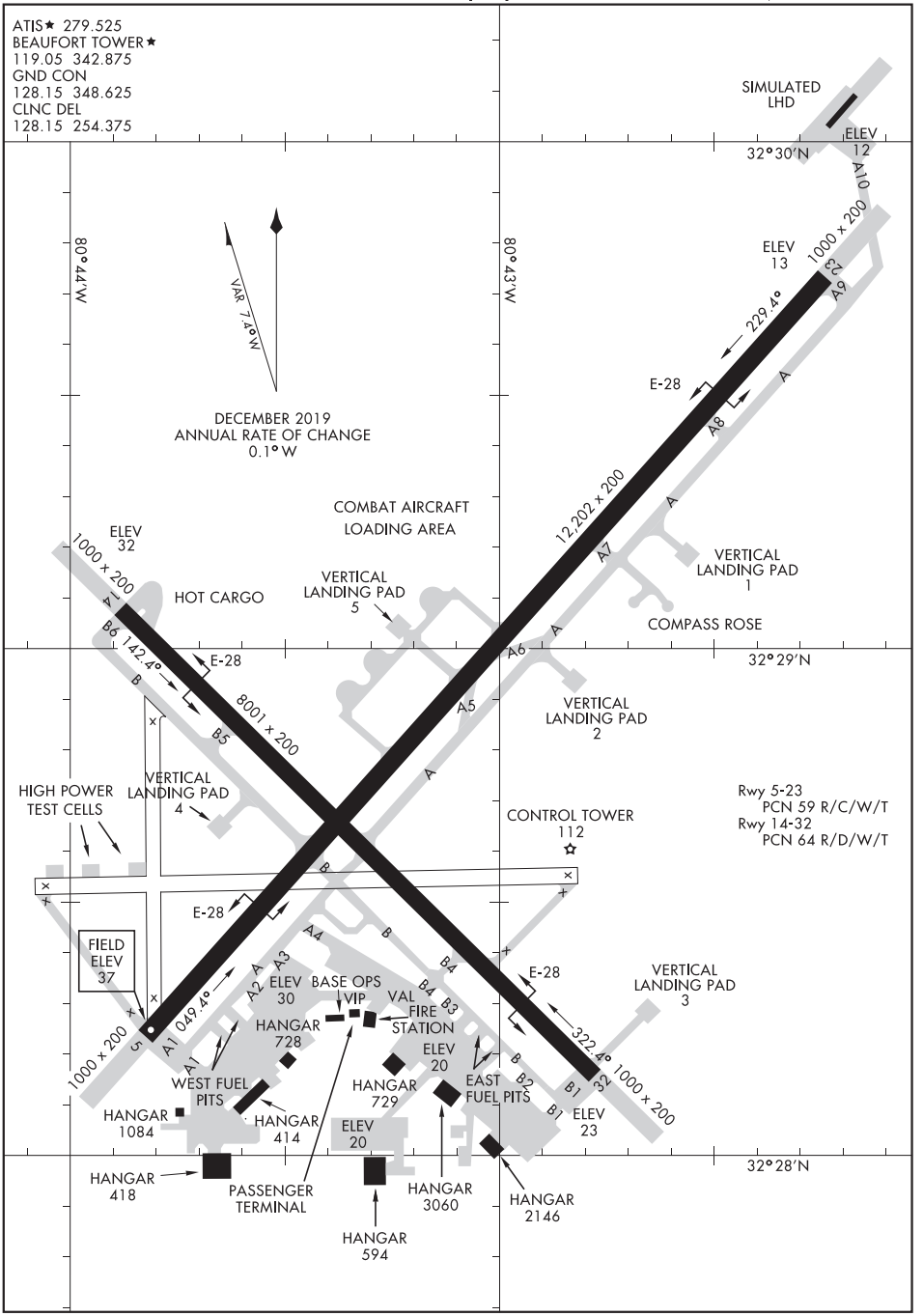
ELEV 37 TDZE 16

HIRL Rwy 5-23 and 14-32



32°29'N-80°43'W

SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 77818 W07A	APP CRS 065°	Rwy Idg 5003 TDZE 147 Apt Elev 147

RNAV (GPS) RWY 7

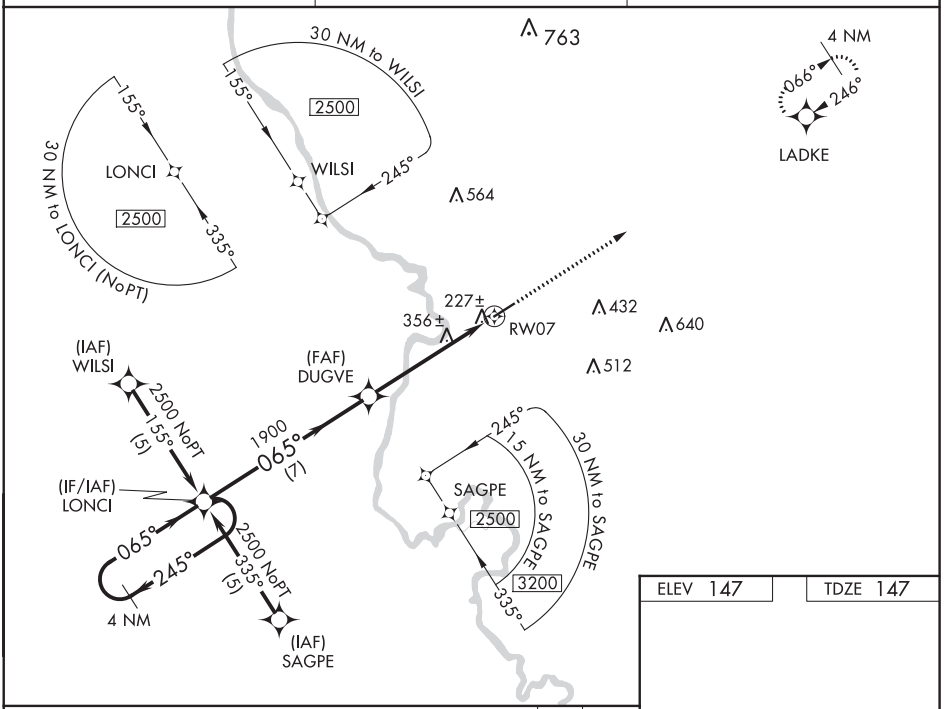
MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)

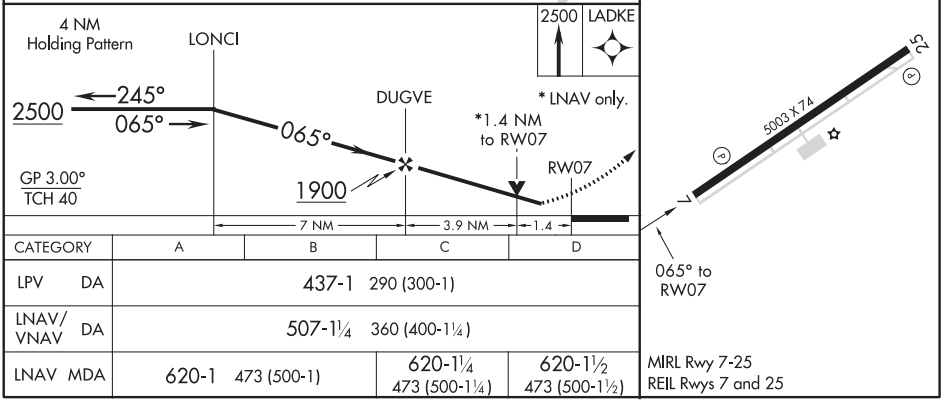
RNP APCH.

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, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 25

MARLBORO COUNTY JETPORT-H E AVENT FIELD (BBP)

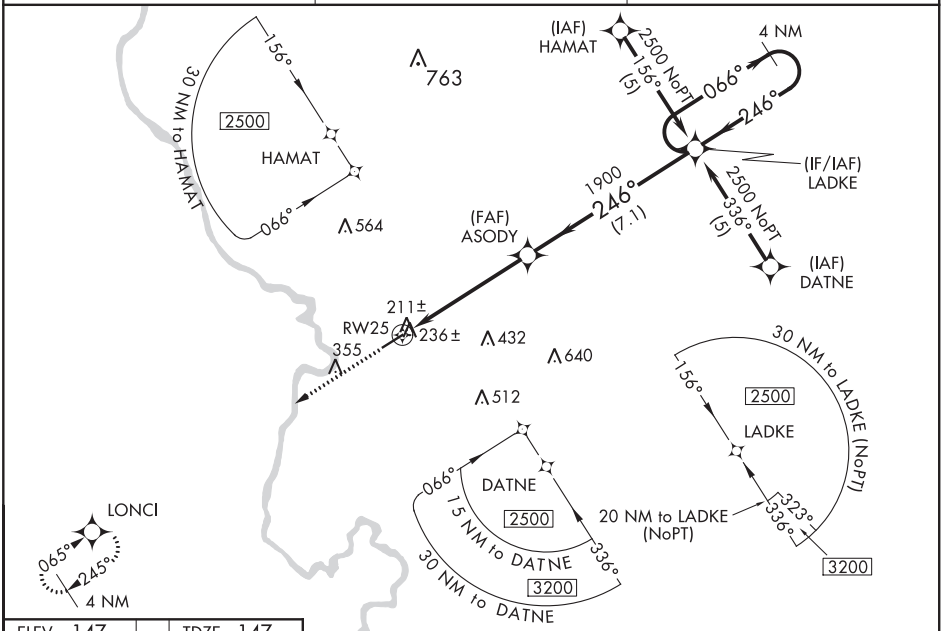
WAAS CH 42818 W25A	APP CRS 246°	Rwy Idg 5003 / TDZE 147 / Apt Elev 147

RNP APCH.

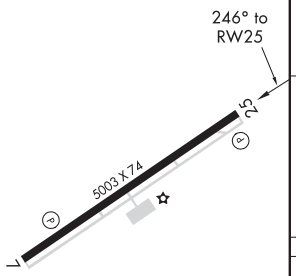
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 47°C. Rwy 25 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all DA 61 feet and MDA 80 feet. 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)



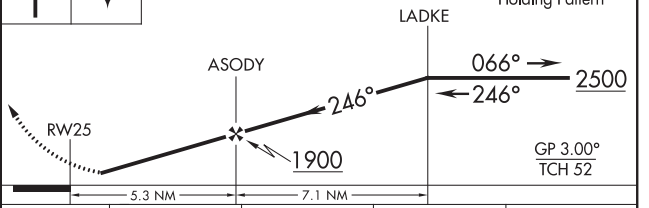
ELEV 147	TDZE 147



MIRL Rwy 7-25
REIL Rwys 7 and 25

2500 LONCI

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 40).



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS Y or LOC Y RWY 6

BURLINGTON-ALAMANCE RGNL (BUY)

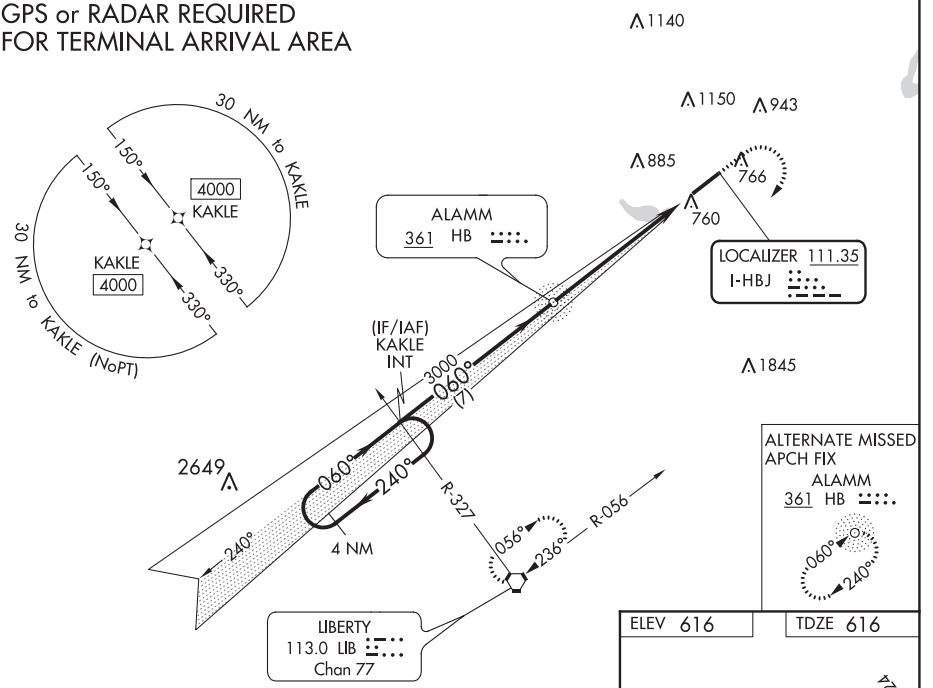
LOC I-HBJ	APP CRS	Rwy Idg	6406
111.35	060°	TDZE	616
		Apt Elev	616

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

GPS or RADAR REQUIRED
FOR TERMINAL ARRIVAL AREA



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOC I-HBJ	APP CRS	Rwy Idg	6406
111.35	060°	TDZE	616
		Apt Elev	616

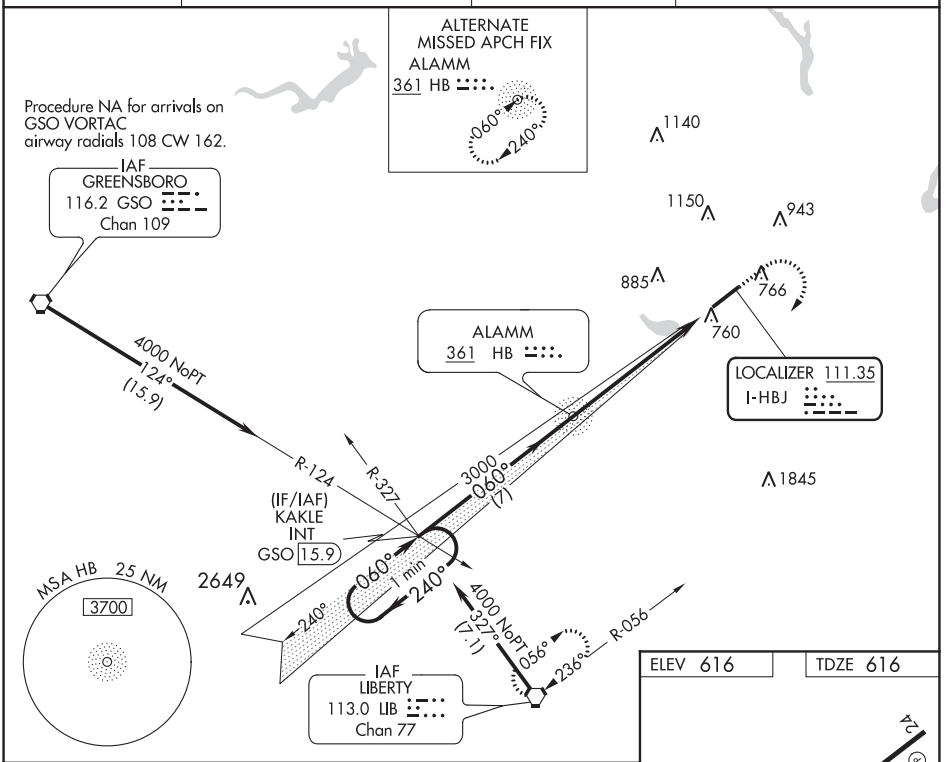
ILS Z or LOC Z RWY 6

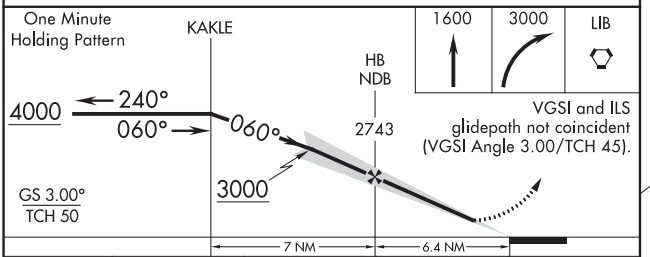
BURLINGTON-ALAMANCE RGNL (BUY)

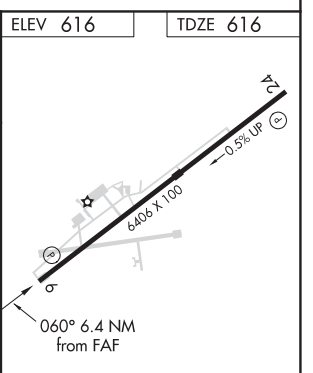
T
A NA — When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet and S-ILS 6 all Cats, S-LOC 6 Cat C/D, and Circling Cats C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA. ADF required.

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







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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BURLINGTON, NORTH CAROLINA AL-5694 (FAA) 19283

WAAS	APP CRS	Rwy Idg	6406
CH 42911	060°	TDZE	616
W06A		Apt Elev	616

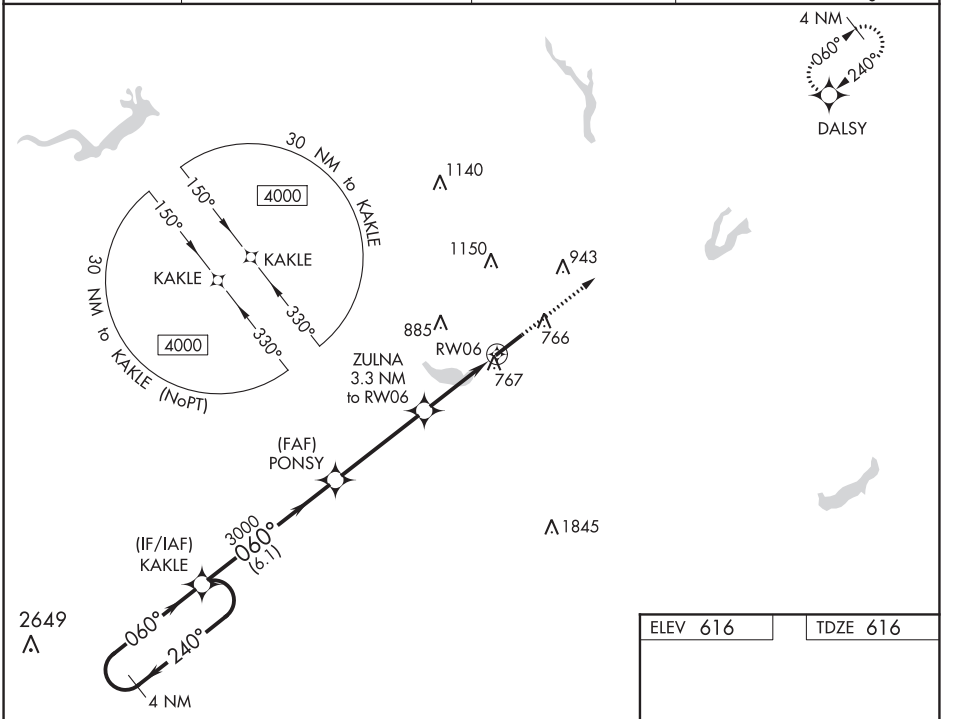
RNAV (GPS) RWY 6

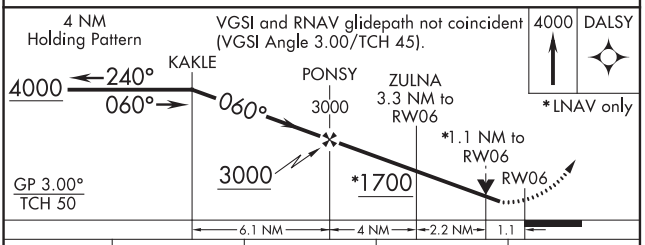
BURLINGTON-ALAMANCE RGNL (BUY)

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 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.

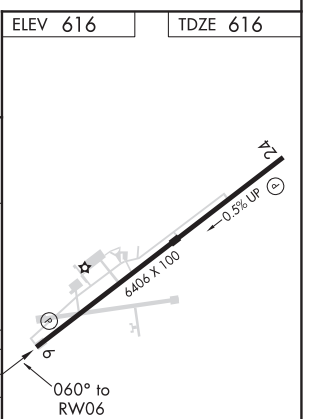
MISSED APPROACH: Climb to 4000 direct DALSY and hold.

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)



HIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

BURLINGTON, NORTH CAROLINA
Amdt 1A 21AUG14

36°03'N-79°28'W

BURLINGTON-ALAMANCE RGNL (BUY)
RNAV (GPS) RWY 6

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 24

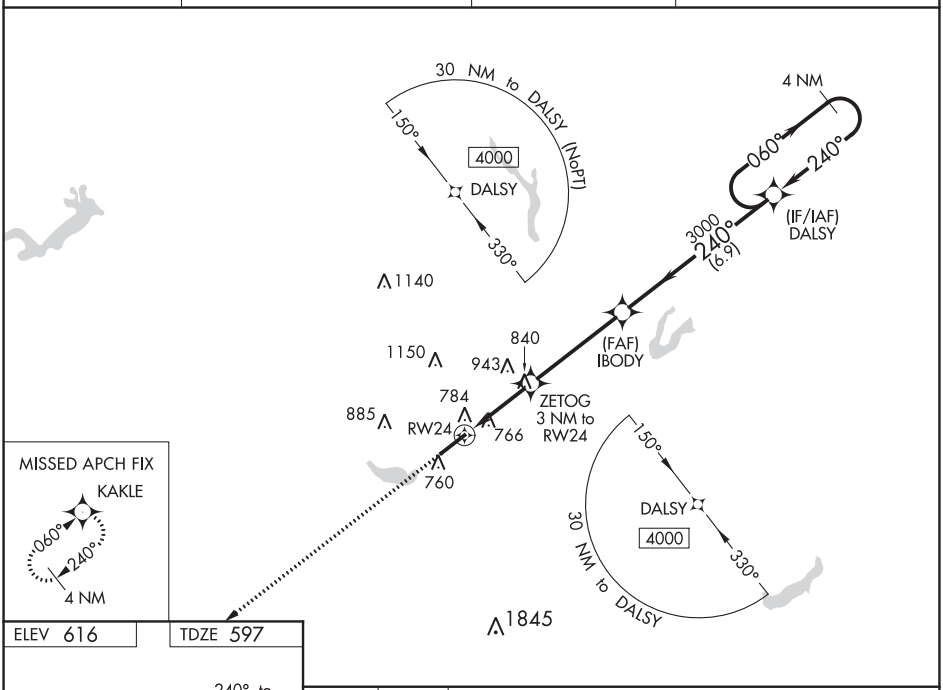
BURLINGTON-ALAMANCE RGNL (BUY)

WAAS	APP CRS		
CH 48836 W24A	240°	Rwy Idg	6406
		TDZE	597
		Apt Elev	616

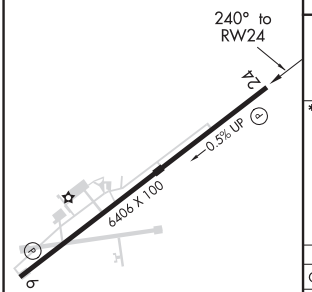
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greensboro altimeter setting and increase all DA 97 feet and all MDA 100 feet. Increase LPV, LNAV/VNAV, LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Greensboro altimeter setting. Helicopter visibility reduction below ¾ SM NA.

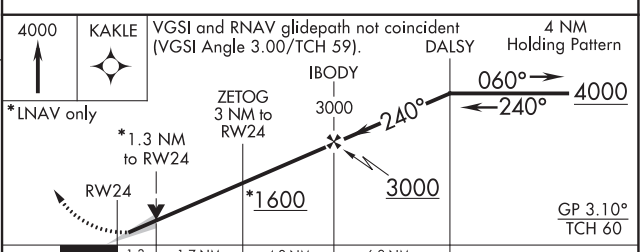
MISSED APPROACH: Climb to 4000 direct KAKLE and hold.

ASOS	GREENSBORO APP CON	CLNC DEL	UNICOM
135.325	126.6 327.075	120.25	122.975 (CTAF) L



ELEV 616 TDZE 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BURLINGTON, NORTH CAROLINA AL-5694 (FAA) 20310

VOR/DME-A

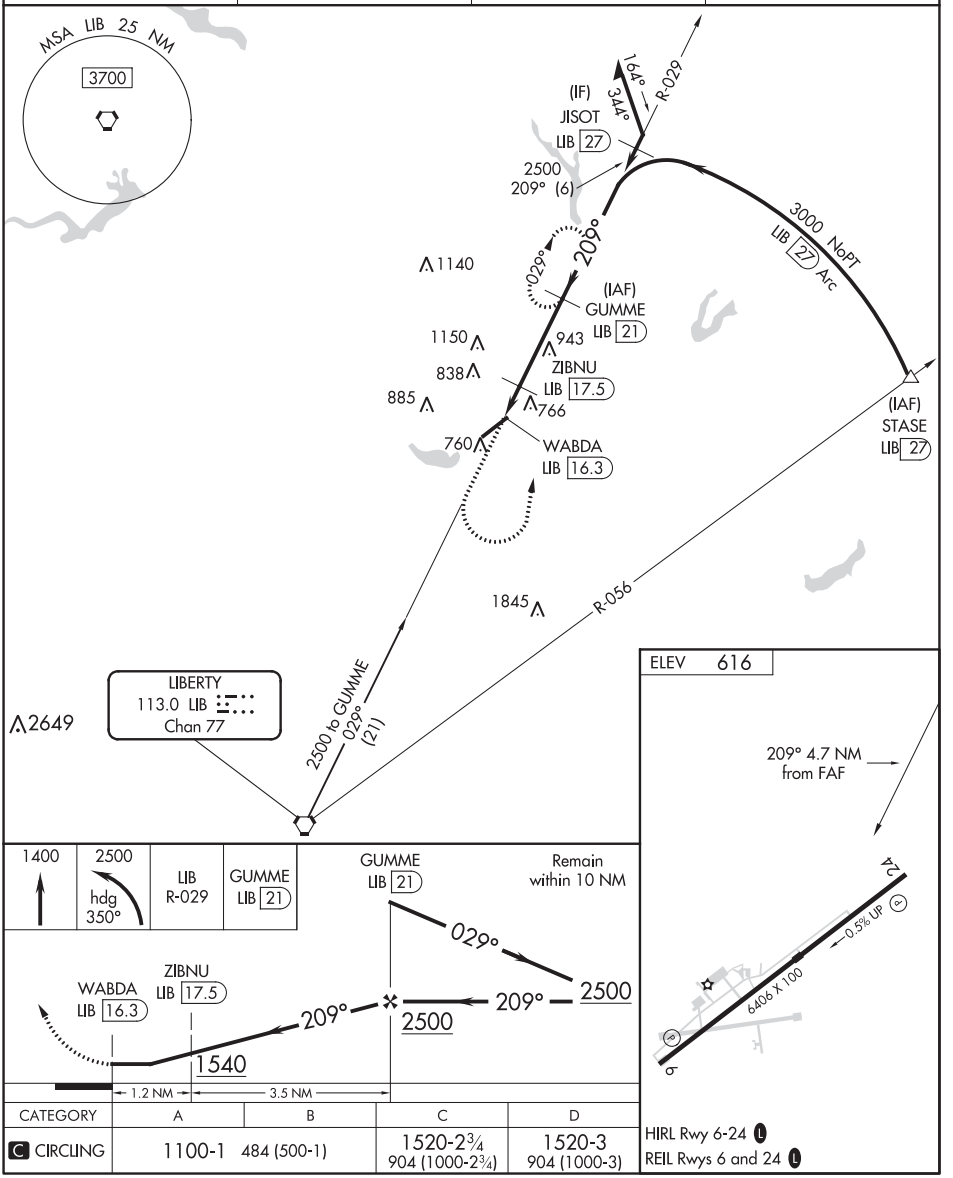
BURLINGTON-ALAMANCE RGNL (BUY)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

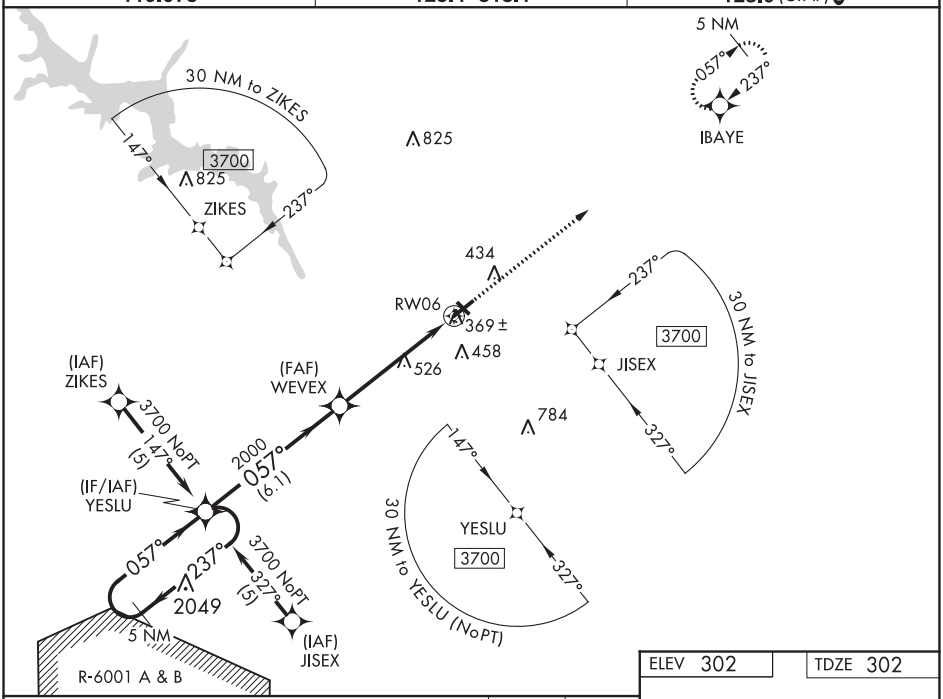
WAAS	APP CRS	Rwy Idg	5000
CH 86505	057°	TDZE	302
W06A		Apt Elev	302

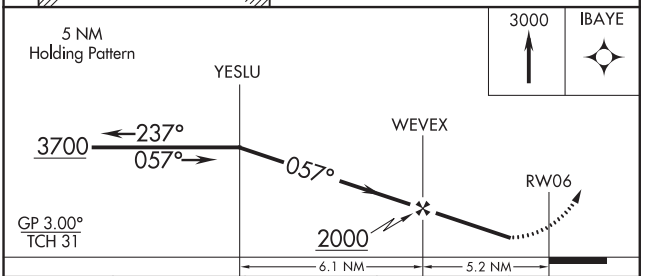
RNAV (GPS) RWY 6
WOODWARD FIELD (CDN)

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.

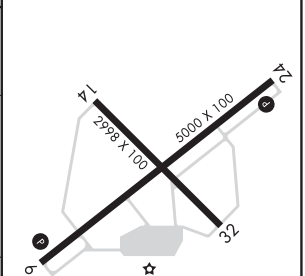
MISSED APPROACH: Climb to 3000 direct IBAYE and hold.

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)



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CAMDEN, SOUTH CAROLINA AL-5558 (FAA) 19115

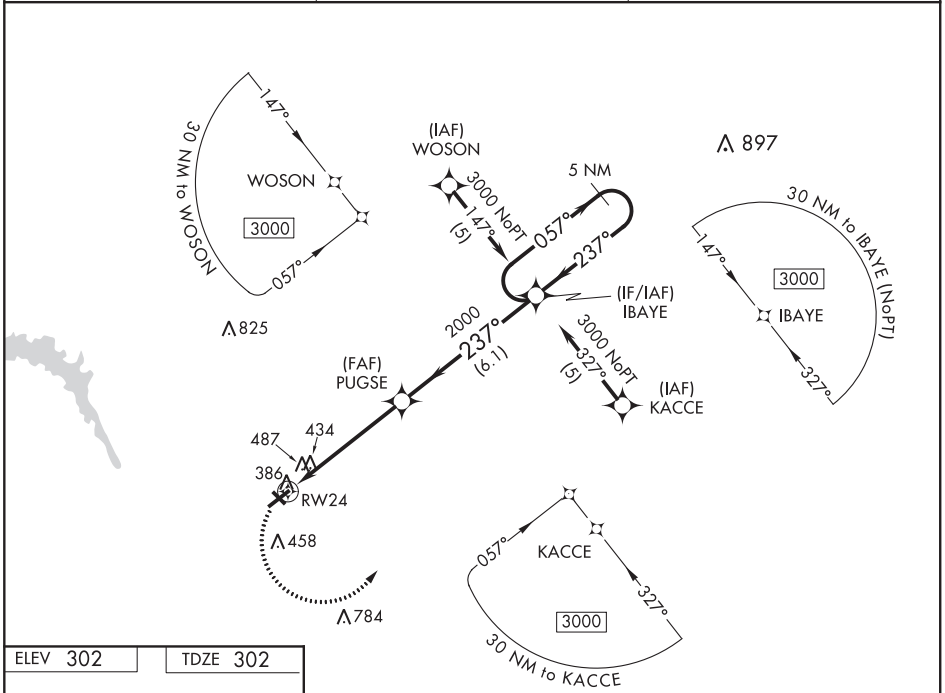
APP CRS	Rwy Idg	5000
237°	TDZE	302
	Apt Elev	302

RNAV (GPS) RWY 24
WOODWARD FIELD (CDN)

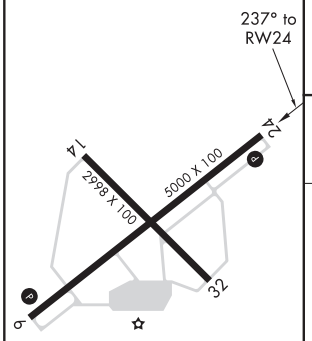
NA — If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

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

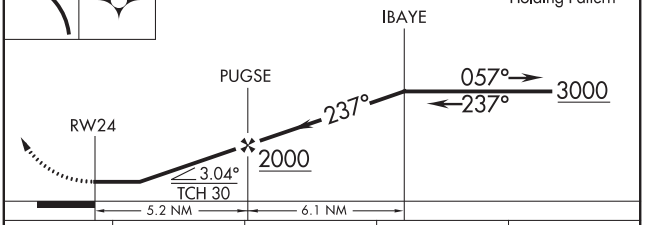


ELEV 302 TDZE 302



MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

3000	IBAYE



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)

CAMDEN, SOUTH CAROLINA
Orig 25OCT07

34°17′N-80°34′W

WOODWARD FIELD (CDN)
RNAV (GPS) RWY 24

SE-2, 25 FEB 2021 to 22 APR 2021

VOR/DME CTF	APP CRS	Rwy Idg	N/A
108.2	216°	TDZE	N/A
Chan 19		Apt Elev	302

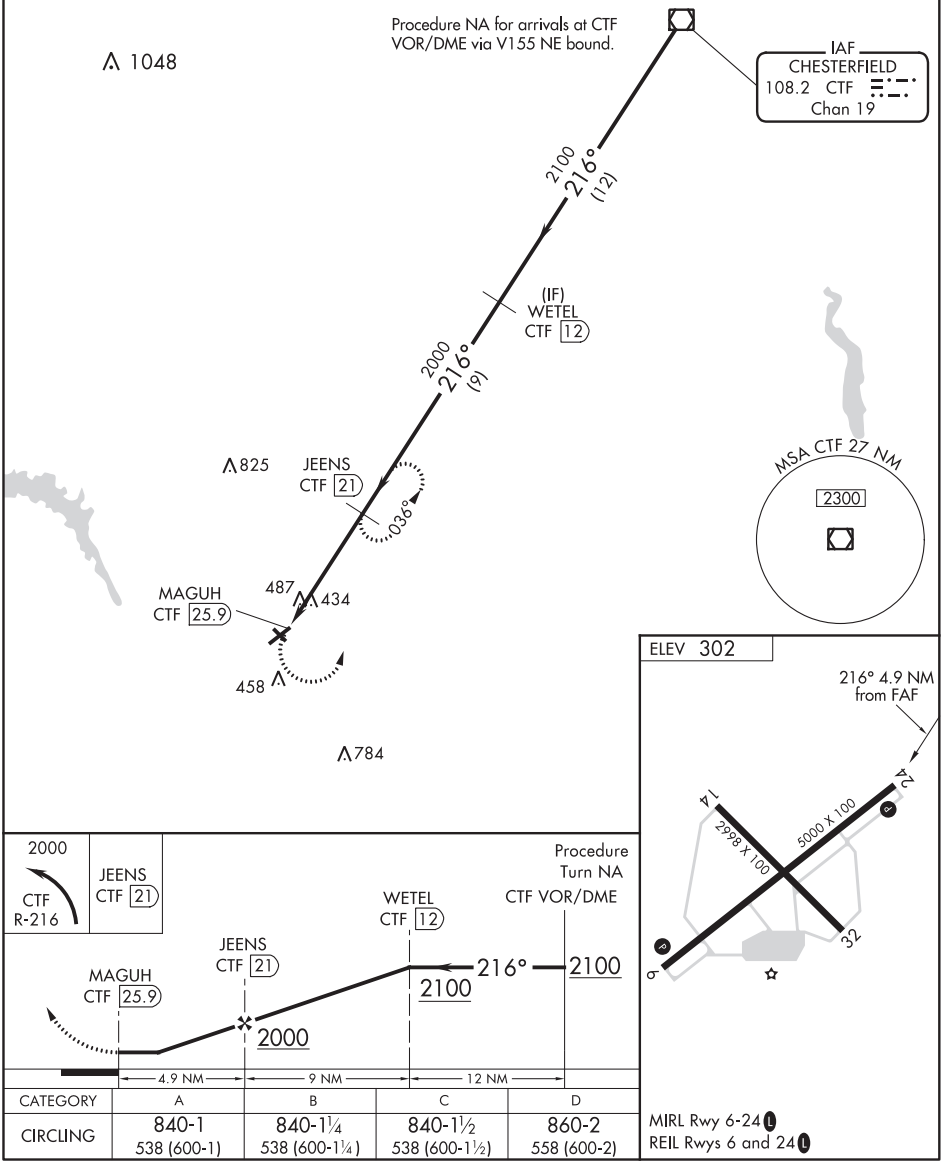
VOR/DME-A

WOODWARD FIELD (CDN)

▼ NA If local altimeter setting not received, use Columbia altimeter setting and increase all MDAs 100 feet.

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	840-1 538 (600-1)	840-1¼ 538 (600-1¼)	840-1½ 538 (600-1½)	860-2 558 (600-2)

MIRL Rwy 6-24 L
REIL Rwys 6 and 24 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 19227

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	154°	TDZE	43
		Apt Elev	46

ILS or LOC RWY 15

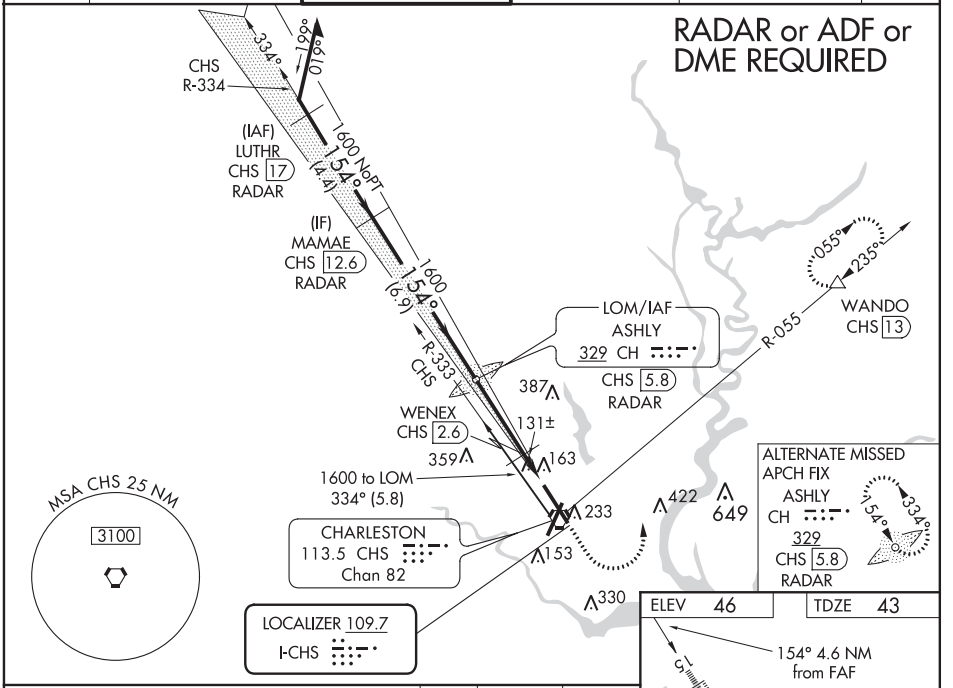
CHARLESTON AFB/INTL (CHS)

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

CHARLESTON, SOUTH CAROLINA
Amdt 24A 11DEC14

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)
ILS or LOC RWY 15

SE-2, 25 FEB 2021 to 22 APR 2021

LOC I-CCI	APP CRS	Rwy Idg	9001
108.9	334°	TDZE	45
		Apt Elev	46

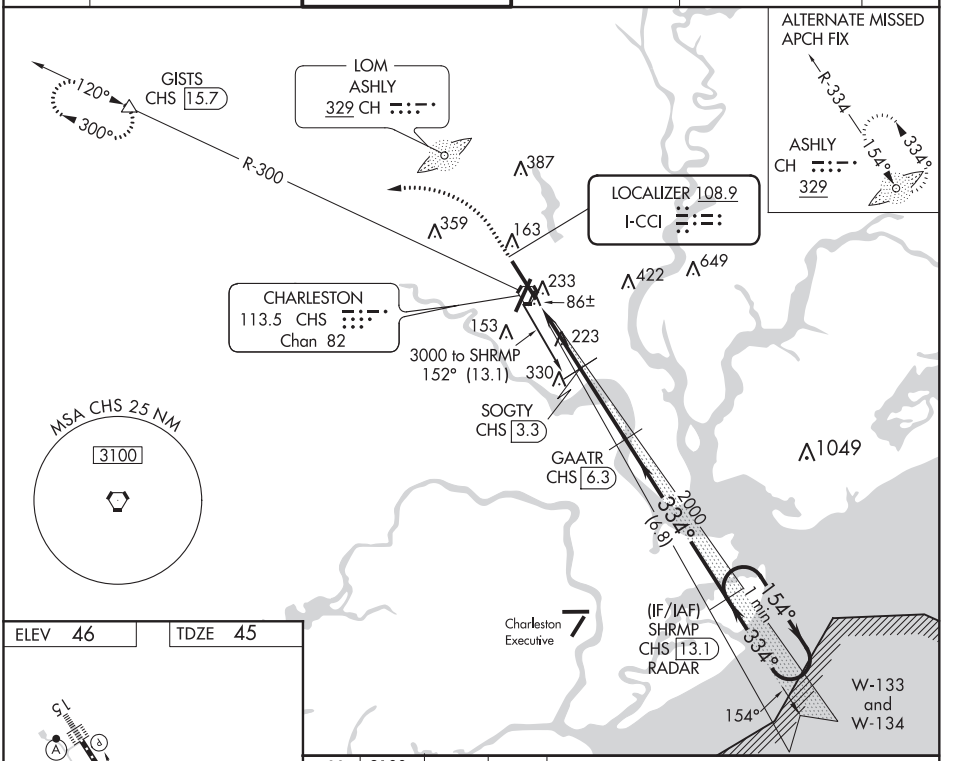
ILS or LOC RWY 33
CHARLESTON AFB/INTL (CHS)

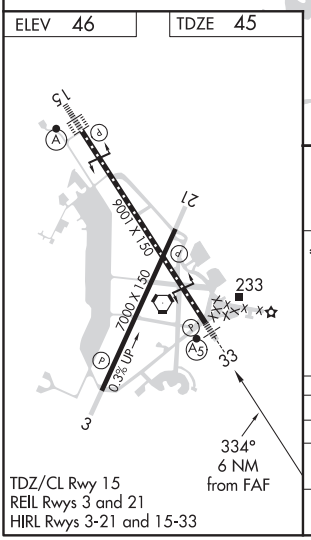
▼ DME from CHS VORTAC. Simultaneous reception of I-CCI and CHS DME required. DME Required. For inop MALSR, increase
▲ S-ILS 33 Cat E visibility to RVR 4000 and S-LOC 33 Cat E visibility to 1⅜.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

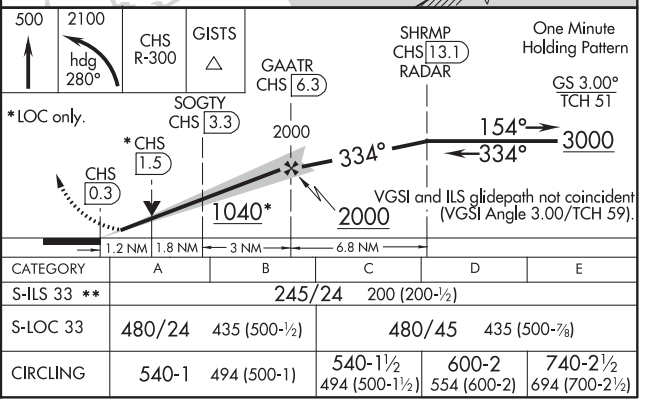
MALSR

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	







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)

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 19227

ILS RWY 15 (SA CAT I)

CHARLESTON AFB/INTL (CHS)

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	154°	TDZE	43
		Apt Elev	46

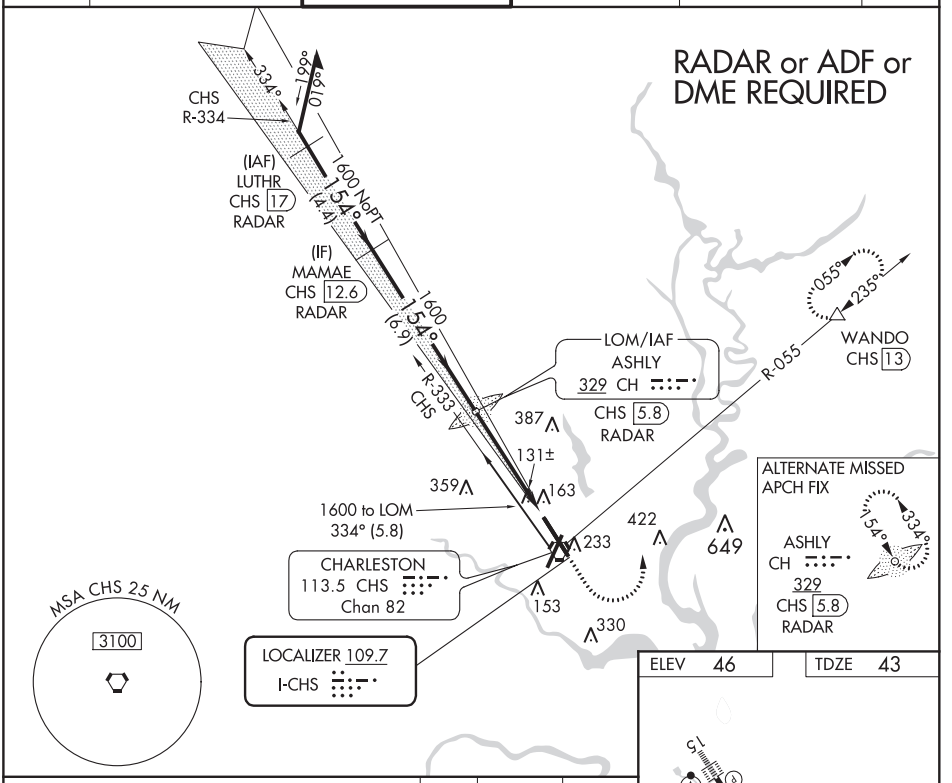
T A Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH. DME required.

ALSF-2

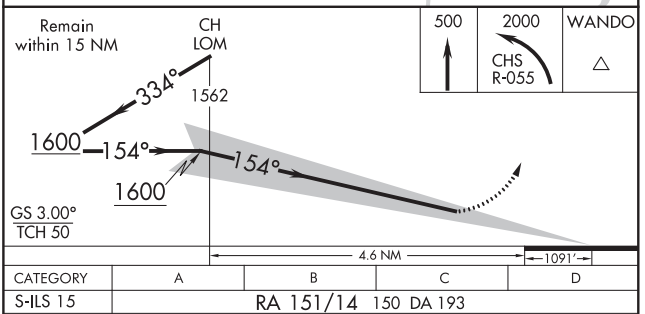
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS VORTAC R-055 to WANDO/CHS 13 DME and hold.

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	

RADAR or ADF or DME REQUIRED

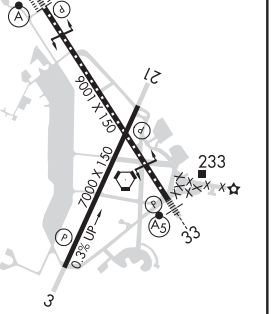


ELEV 46 TDZE 43



CATEGORY	A	B	C	D
S-ILS 15	RA 151/14 150 DA 193			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA
Amdt 24A 11DEC14

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

ILS RWY 15 (SA CAT I)

SE-2, 25 FEB 2021 to 22 APR 2021

ILS RWY 15 (CAT II)

CHARLESTON AFB/INTL (CHS)

LOC I-CHS	APP CRS	Rwy Idg	9001
109.7	154°	TDZE	43
		Apt Elev	46

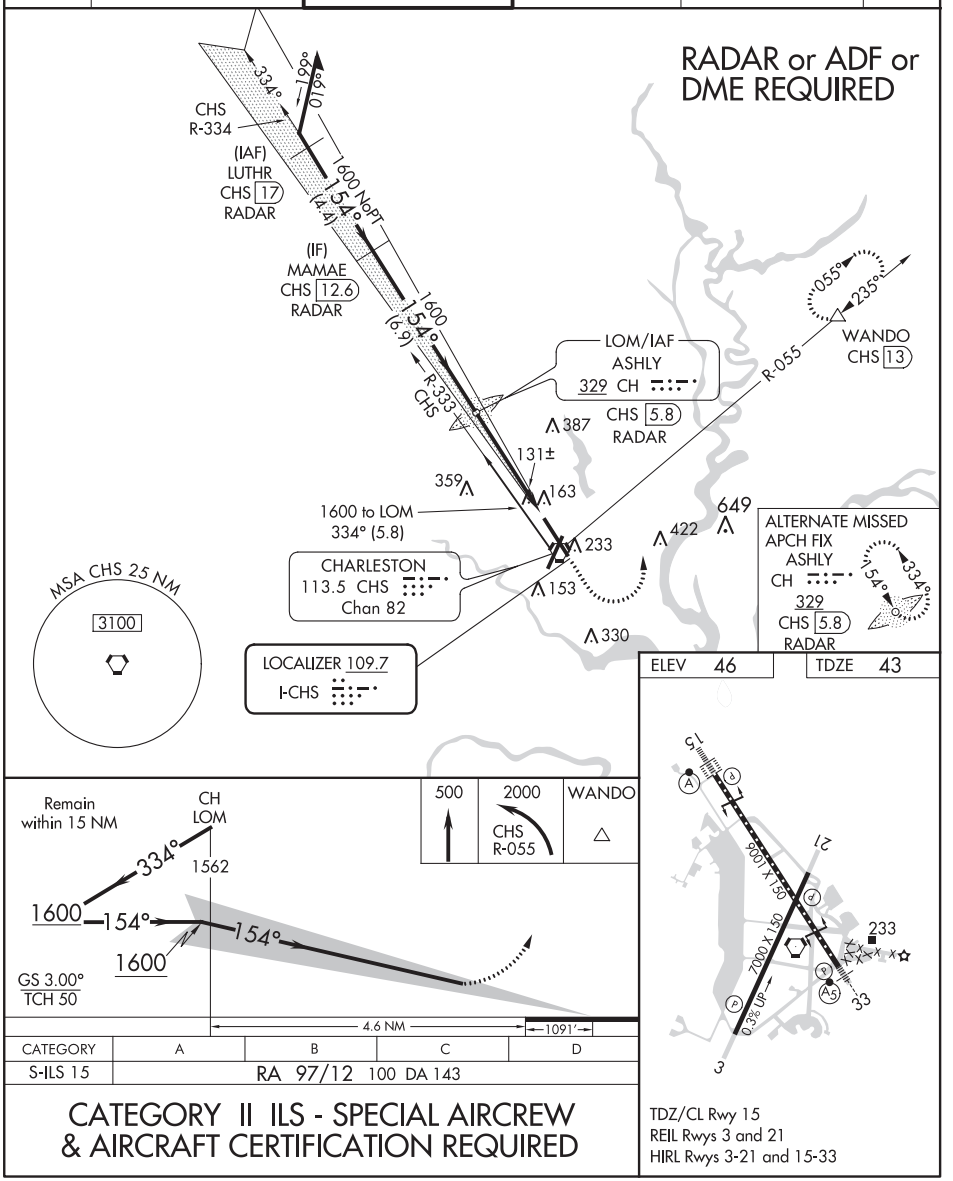
DME required.

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	

RADAR or ADF or DME REQUIRED



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (RNP) Z RWY 3

CHARLESTON AFB/INTL (CHS)

APP CRS	Rwy Idg	7000
031°	TDZE	35
	Apt Elev	46

RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct BAMDE and hold, continue to climb-in-hold to 3000.

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	

MISSED APCH FIX

4 NM 031° 211° BAMDE

359 163 233 422 330 153

RW03

(IF) RECHY 4000 210K RF REQD

2400 131° (5.9)

RORDY

1300 (4)

(FAF) ZUNSU

031° (3.9)

(IF) STNNS 4000 210K RF REQD

3200 219° (2.5)

JEKDA

2500 (3)

1300 (4.1)

UZADY

1300 031° (4.2)

HODIL

2100 031° (3.8)

(IF) FEPID 3000

MSA RW03 25 NM 3100

533

See planview for multiple IF locations.

3000 BAMDE

ZUNSU 1300

1300 031° RW03

GP 3.00° TCH 50

3.9 NM

CATEGORY	A	B	C	D
RNP 0.20 DA		285-¾	250 (300-¾)	
RNP 0.30 DA		429-1⅛	394 (400-1⅛)	

AUTHORIZATION REQUIRED

ELEV 46 TDZE 35

5 21 7000 X 150 233 7000 X 150 0.3% UP 33 3

031° to RW03

TDZ/CL Rwy 15

REIL Rwys 3 and 21

HIRL Rwys 3-21 and 15-33

32°54'N-80°02'W

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (RNP) Z RWY 15

CHARLESTON AFB/INTL (CHS)

APP CRS	Rwy Idg	9001
154°	TDZE	43
	Apt Elev	46

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	

MISSED APCH FIX

SHRMP 154° 334° 4 NM

(IAF) LUTHR 4000 (RNP 0.50) 3000 154° (4.4)

(IF) MAMAE 1800 154° (5.2)

(IF) KREIS 3000 RF REQD 1900 225° (4.4)

MSA RW15 25 NM 3100

1500 154° (1.6)

JJAAY

JCEEE Max 210K

1500 (6.5)

1100 (2.8)

ASHLY LOM

551

WEKNG Max 210K

1100 154° (1.4)

(FAF) TIPOE 387

3500 030° (4.4)

(IF) PIPPY 5000 (RNP 0.50) RF REQD

154° (3.2)

359

131± 163

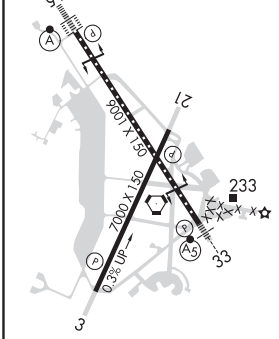
RW15 233

154° (14.3)

153

ELEV 46 TDZE 43

154° to RW15



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

TIPOE 1100

See planview for multiple IF locations.

3000 tr 154° SHRMP

1100 154° RW15

GP 3.00° TCH 50

3.2 NM

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLESTON, SOUTH CAROLINA | AL-76 (FAA) | 20030

RNAV (RNP) Z RWY 21

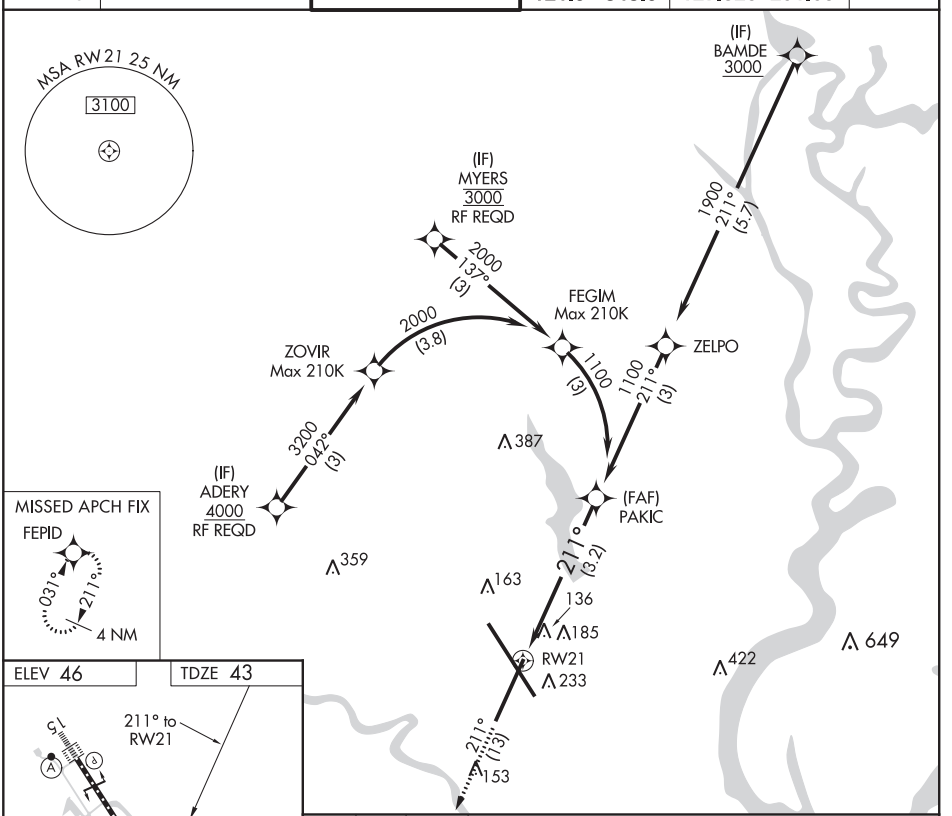
CHARLESTON AFB/INTL (CHS)

APP CRS	Rwy Idg	7000
211°	TDZE	43
	Apt Elev	46

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	



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

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA
Orig-C 30JAN20

32°54′N-80°02′W

CHARLESTON AFB/INTL (CHS)

RNAV (RNP) Z RWY 21

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy Idg	9001
334°	TDZE	45
	Apt Elev	46

RNAV (RNP) Z RWY 33

CHARLESTON AFB/INTL (CHS)

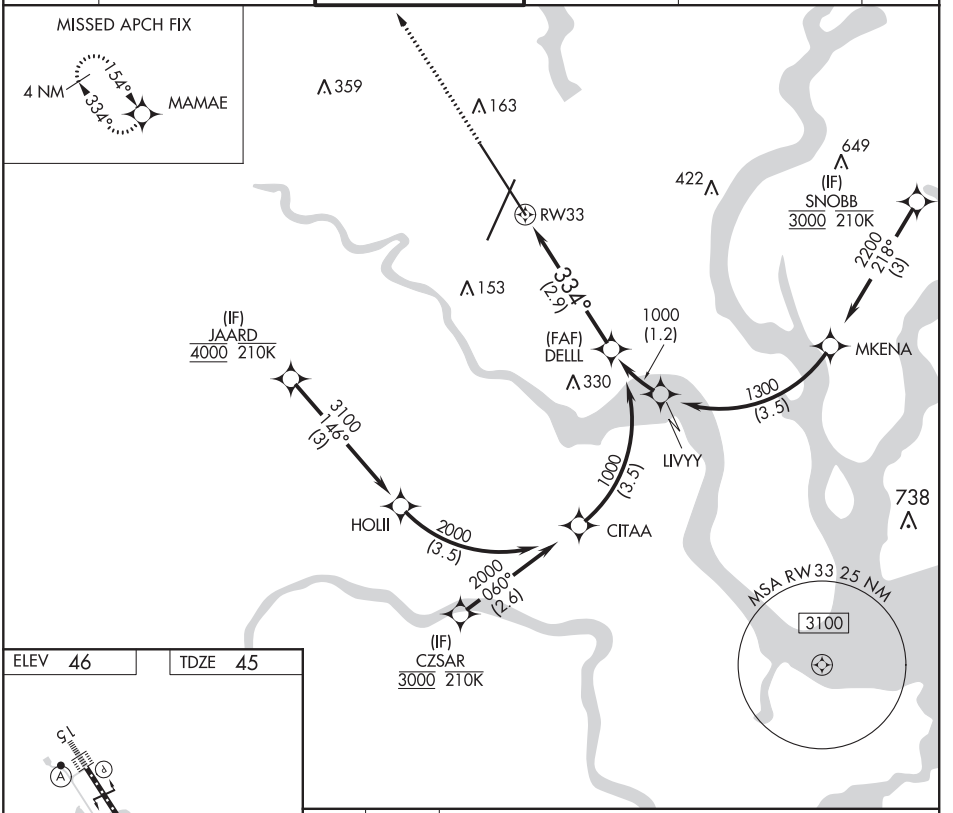
RNP AR APCH. RF required.

For uncompensated Baro-VNAV systems, procedure NA below -5°C or above 54°C. For inop ALS, increase RNP 0.23 all Cats visibility to RVR 5500.

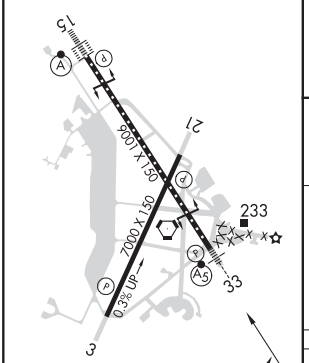
MALSR

MISSED APPROACH: Climb to 3000 direct MAMAE and hold, continue to climb-in-hold to 3000.

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	



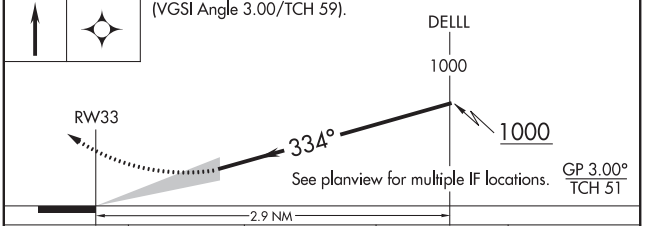
ELEV 46 | TDZE 45



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

3000 | MAMAE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 59).



CATEGORY	A	B	C	D
RNP 0.23 DA		419/35	374 (400-5/8)	
RNP 0.30 DA		477/40	432 (500-3/4)	

AUTHORIZATION REQUIRED

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLESTON, SOUTH CAROLINA AL-76 (FAA) 20310

RNAV (GPS) Y RWY 3

CHARLESTON AFB/INTL (CHS)

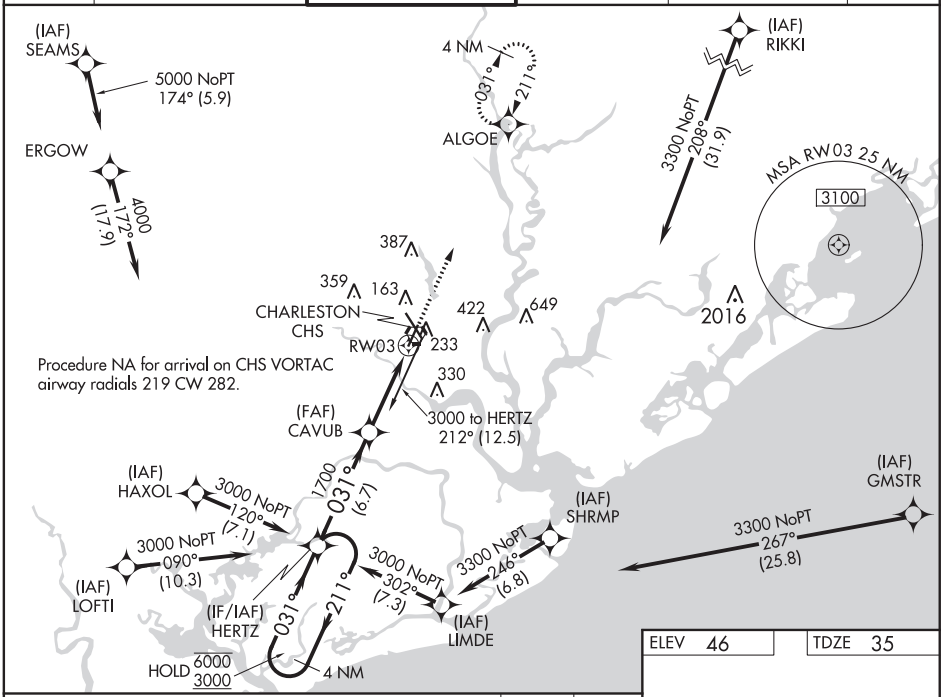
WAAS	APP CRS	Rwy Idg	7000
CH 86699	031°	TDZE	35
W03A		Apt Elev	46

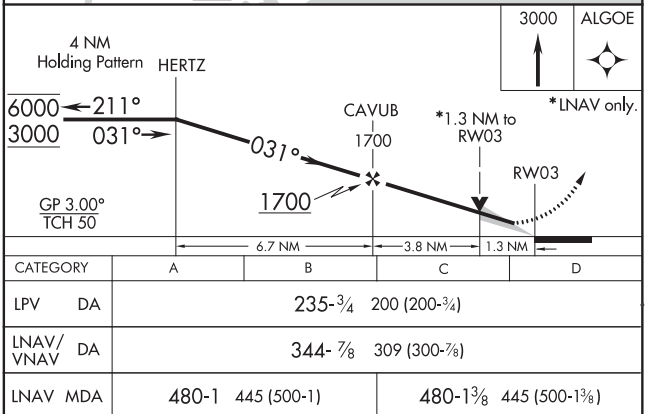
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

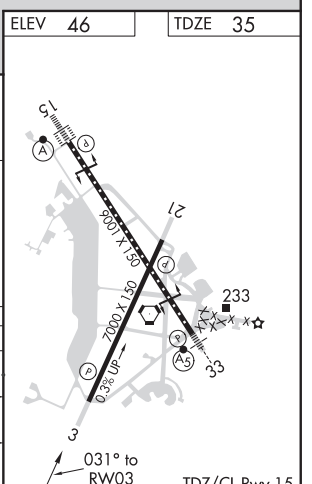
MISSED APPROACH: Climb to 3000 direct ALGOE and hold, continue climb-in-hold to 3000.

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	235-¾ 200 (200-¾)			
LNAV/VNAV DA	344- ⅞ 309 (300-⅞)			
LNAV MDA	480-1 445 (500-1)		480-1⅜ 445 (500-1⅜)	
C CIRCLING	540-1 494 (500-1)		600-1½ 554 (600-1½)	740-2¼ 694 (700-2¼)



CHARLESTON, SOUTH CAROLINA
Amdt 3 05NOV20

32°54'N-80°02'W

CHARLESTON AFB/INTL (CHS)

RNAV (GPS) Y RWY 3

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH **93519** **W15A**	APP CRS **154°**	Rwy Idg **9001** TDZE **43** Apt Elev **46**

RNAV (GPS) Y RWY 15

CHARLESTON AFB/INTL (CHS)

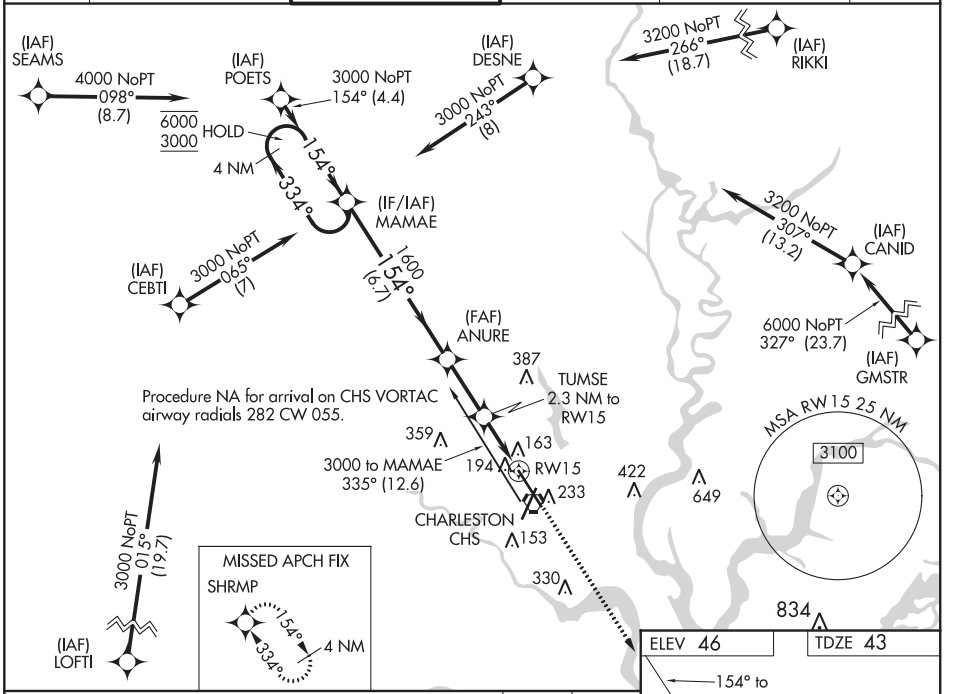
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to RVR 6000.

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	



CATEGORY	A	B	C	D
LPV DA	243/18 200 (200-½)			
LNAV/VNAV DA	375/26 332 (400-½)			
LNAV MDA	460/24 417 (500-½)		460/40 417 (500-¾)	
C CIRCLING	540-1 494 (500-1)		600-1½ 554 (600-1½)	740-2¼ 694 (700-2¼)

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLESTON, SOUTH CAROLINA | AL-76 (FAA) | 20310

RNAV (GPS) Y RWY 21

CHARLESTON AFB/INTL (CHS)

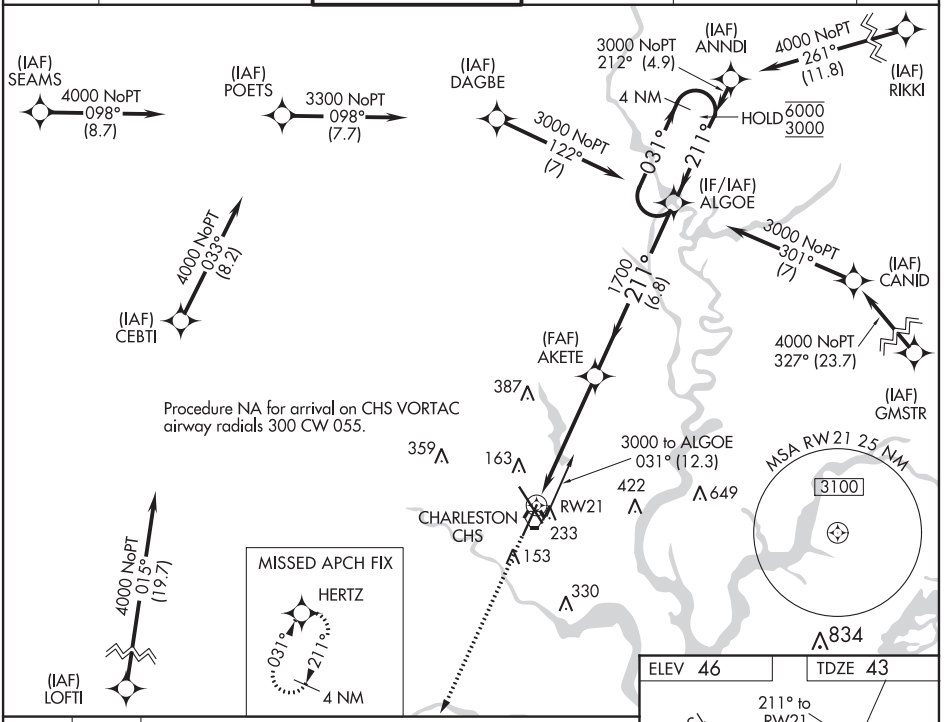
WAAS	APP CRS	Rwy Idg	7000
CH 40499	211°	TDZE	43
W21A		Apt Elev	46

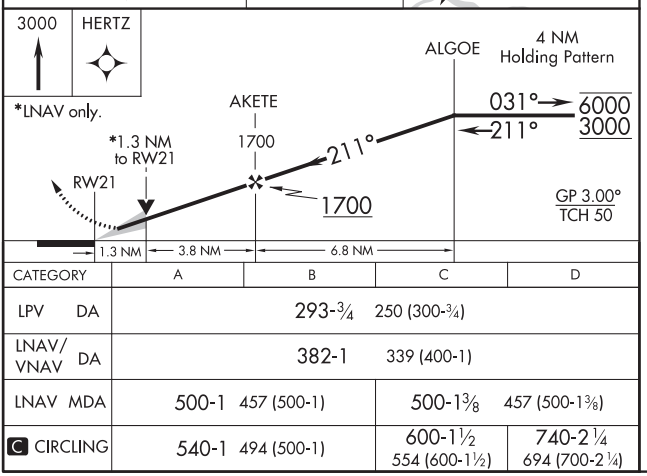
RNP APCH.

T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C or above 54°C.

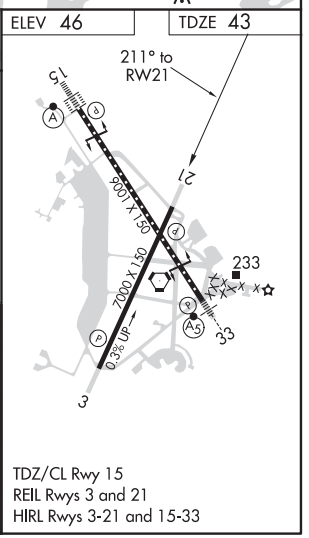
MISSED APPROACH: Climb to 3000 direct HERTZ and hold, continue climb-in-hold to 3000.

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	382-1 339 (400-1)			
LNAV MDA	500-1 457 (500-1)		500-1⅜ 457 (500-1⅜)	
C CIRCLING	540-1 494 (500-1)		600-1½ 554 (600-1½)	740-2¼ 694 (700-2¼)



TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

CHARLESTON, SOUTH CAROLINA
Amdt 3 05NOV20

32°54′N-80°02′W

CHARLESTON AFB/INTL (CHS)

RNAV (GPS) Y RWY 21

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	9001
CH 63218	334°	TDZE	45
W33A		Apt Elev	46

RNAV (GPS) Y RWY 33

CHARLESTON AFB/INTL (CHS)

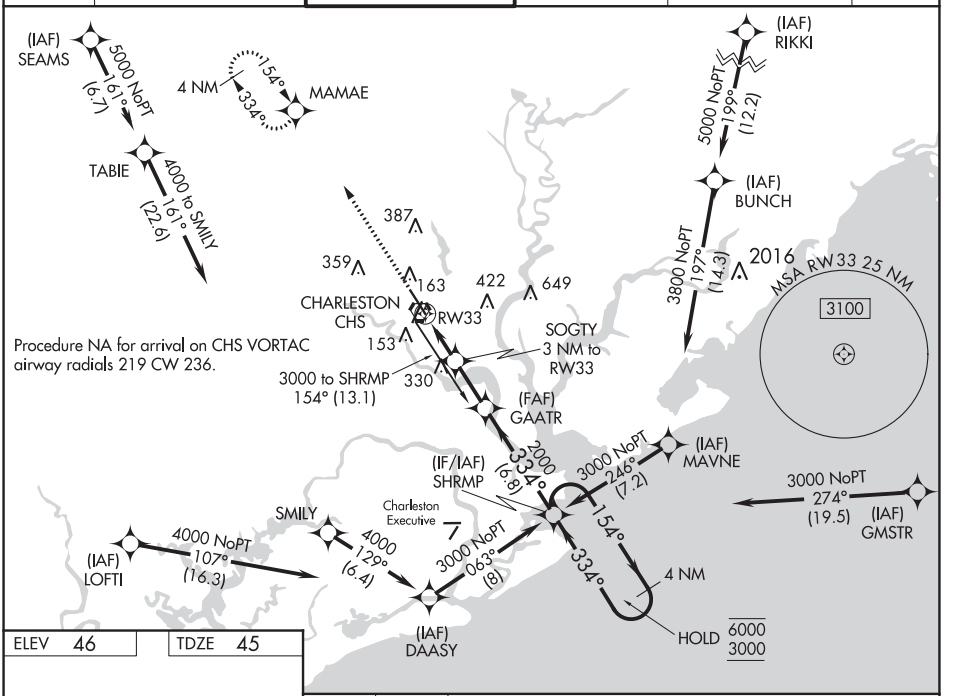
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°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 MAMAE and hold, continue to climb-in-hold to 3000.

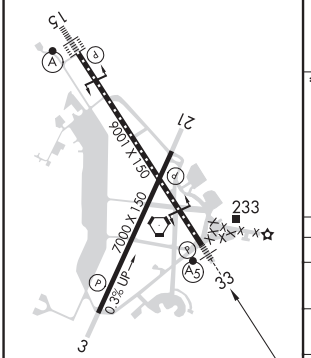
ATIS	CHARLESTON APP CON	CHARLESTON TOWER	GND CON	CLNC DEL	CPDLC
124.75	120.7 306.925	126.0 239.0	121.9 348.6	127.325 291.65	

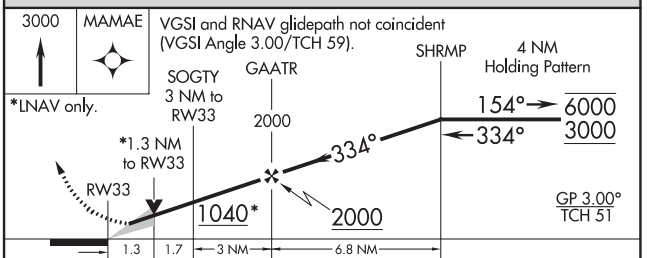


SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ELEV 46	TDZ 45





CATEGORY	A	B	C	D
LPV DA #	245/24 200 (200-½)			
LNAV/VNAV DA	472/40 427 (500-¾)			
LNAV MDA	500/24 455 (500-½)		500/45 455 (500-⅞)	
C CIRCLING	540-1 494 (500-1)		600-1½ 554 (600-1½)	740-2¼ 694 (700-2¼)

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

20086

VOR/DME or TACAN RWY 3

CHARLESTON AFB/INTL (CHS)

VORTAC CHS	APP CRS	Rwy Idg	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	

EMERGENCY SAFE ALTITUDE
100 NM 3200

MISSED APCH FIX

110.4 VAN Chan 41

018° 198°

GINNE CHS 14.3

113.5 CHS Chan 82

R-018 R-137

IAF CHARLESTON 113.5 CHS Chan 82

(IAF) MEGEE CHS 10

R-018 R-300

387 359 163 233 422 649 2016

HASID CHS 0.7

DAALE CHS 4

153 330

1600 NoPT CHS 10 Arc

1100 036° (6)

R-180

MSA CHS 25 NM 3100

IXEVE CHS 10

1600 NoPT CHS 10 Arc

(IAF) CURTA CHS 10

261° 081°

COPIT CHS 15

1600 036° (5)

R-216

ELEV 46 TDZE 35

Remain within 15 NM

CHS VORTAC

216°

1700 1600 1100

IXEVE CHS 10 DAALE CHS 4 HASID CHS 0.7

036°

2.92° TCH 55

6 NM 3.3 NM

1000	2000	GINNE
	CHS R-018	

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 50).

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)

7000 X 150

7000 X 150

0.3% UP

036° 3.3 NM from FAF

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

VOR/DME or TACAN RWY 15

CHARLESTON AFB/INTL (CHS)

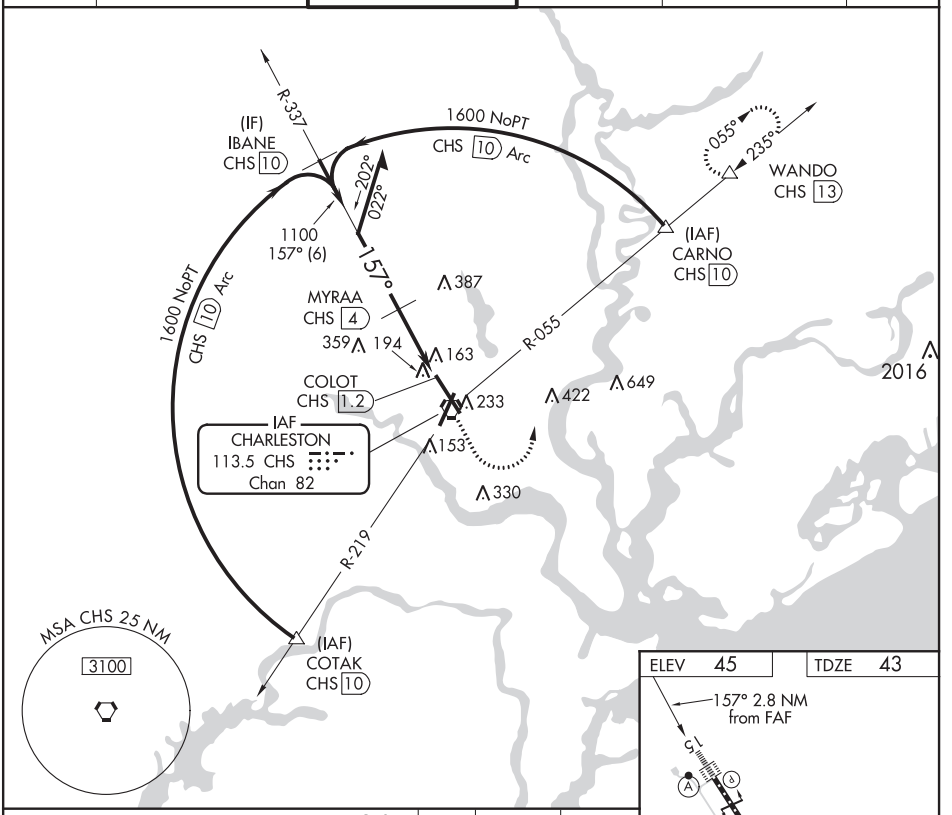
VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	157°	TDZE	43
Chan 82		Apt Elev	45

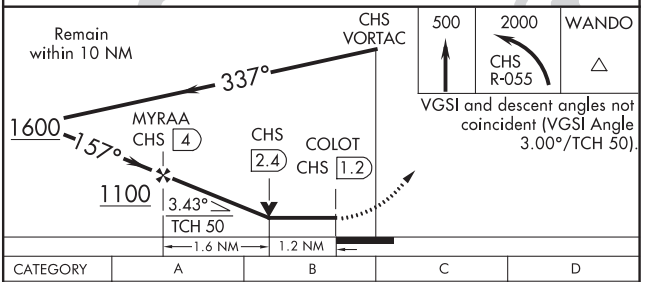
For inoperative ALSF increase Cat A/B visibility to RVR 5000, Cat D visibility to RVR 6000.

ALSF-2

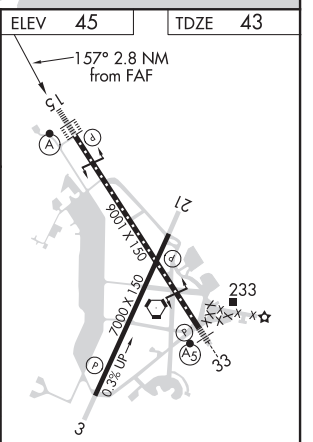
MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on CHS R-055 to WANDO/CHS 13 DME and hold.

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)

TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLESTON, SOUTH CAROLINA

AL-76 (FAA)

19227

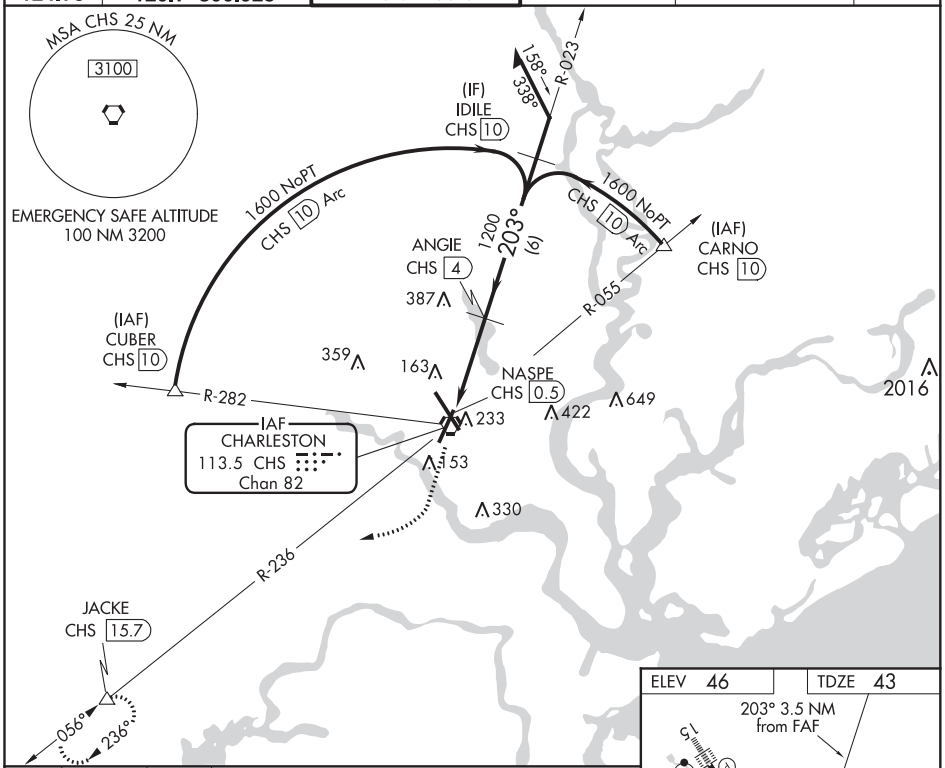
VOR/DME or TACAN RWY 21

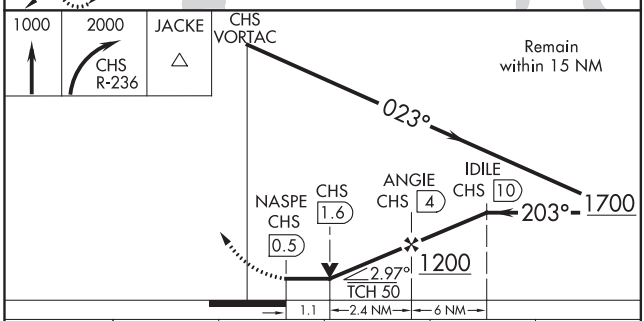
CHARLESTON AFB/INTL (CHS)

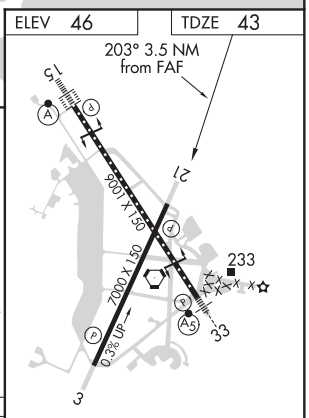
VORTAC CHS	APP CRS	Rwy ldg	7000
113.5	203°	TDZE	43
Chan 82		Apt Elev	46

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

CHARLESTON, SOUTH CAROLINA
Amdt 14A 21JUL16

32°54′N-80°02′W

CHARLESTON AFB/INTL (CHS)

VOR/DME or TACAN RWY 21

VOR/DME or TACAN RWY 33

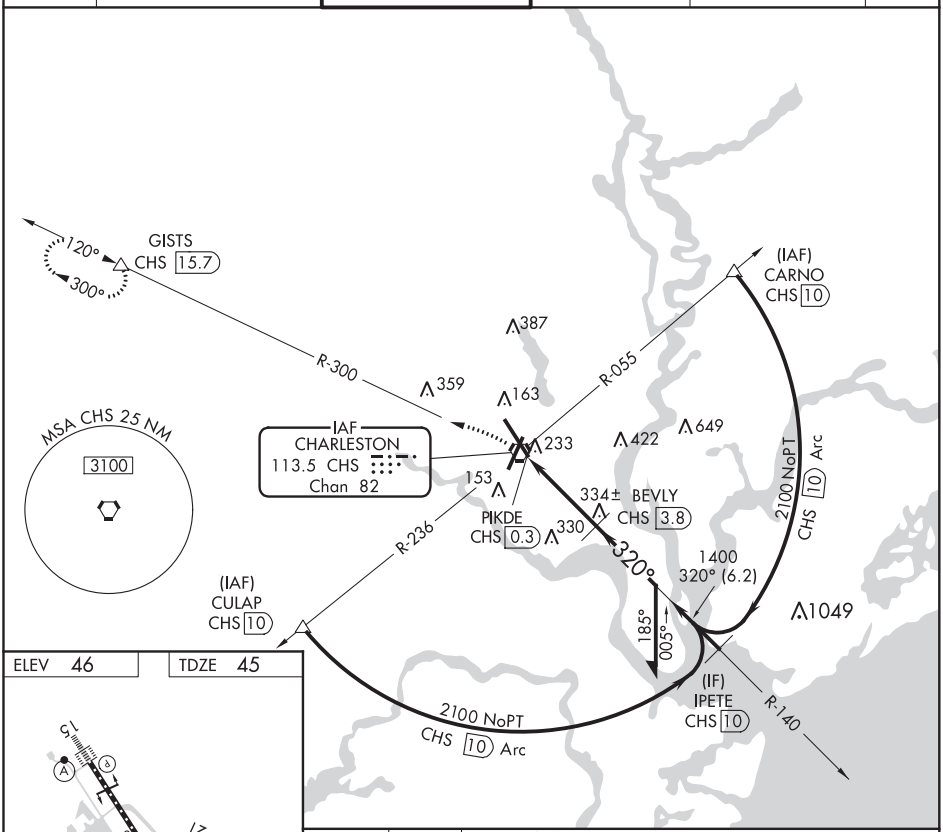
CHARLESTON AFB/INTL (CHS)

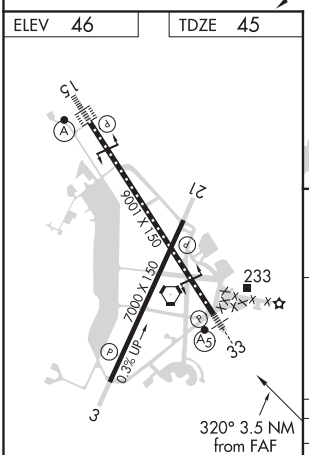
VORTAC CHS	APP CRS	Rwy Idg	9001
113.5	320°	TDZE	45
Chan 82		Apt Elev	46

MALSR

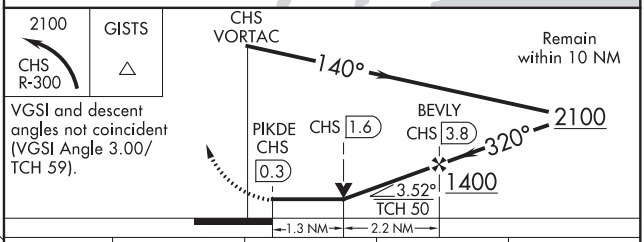
MISSED APPROACH: Climbing left turn to 2100 on CHS R-300 to GISTS/CHS 15.7 DME and hold.

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	





TDZ/CL Rwy 15
REIL Rwys 3 and 21
HIRL Rwys 3-21 and 15-33



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)

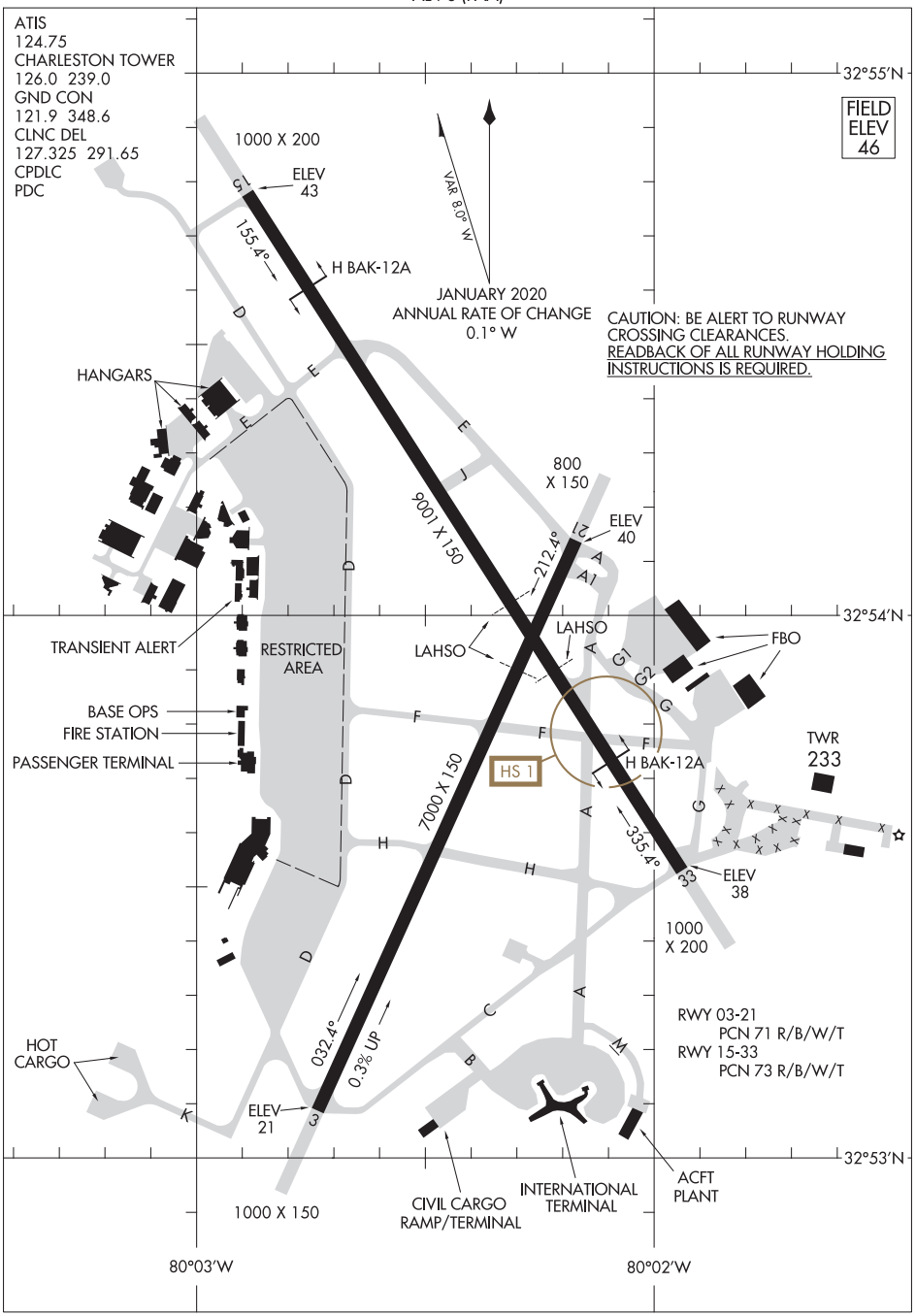
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

20366

AIRPORT DIAGRAM

AL-76 (FAA)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA



AIRPORT DIAGRAM

20366

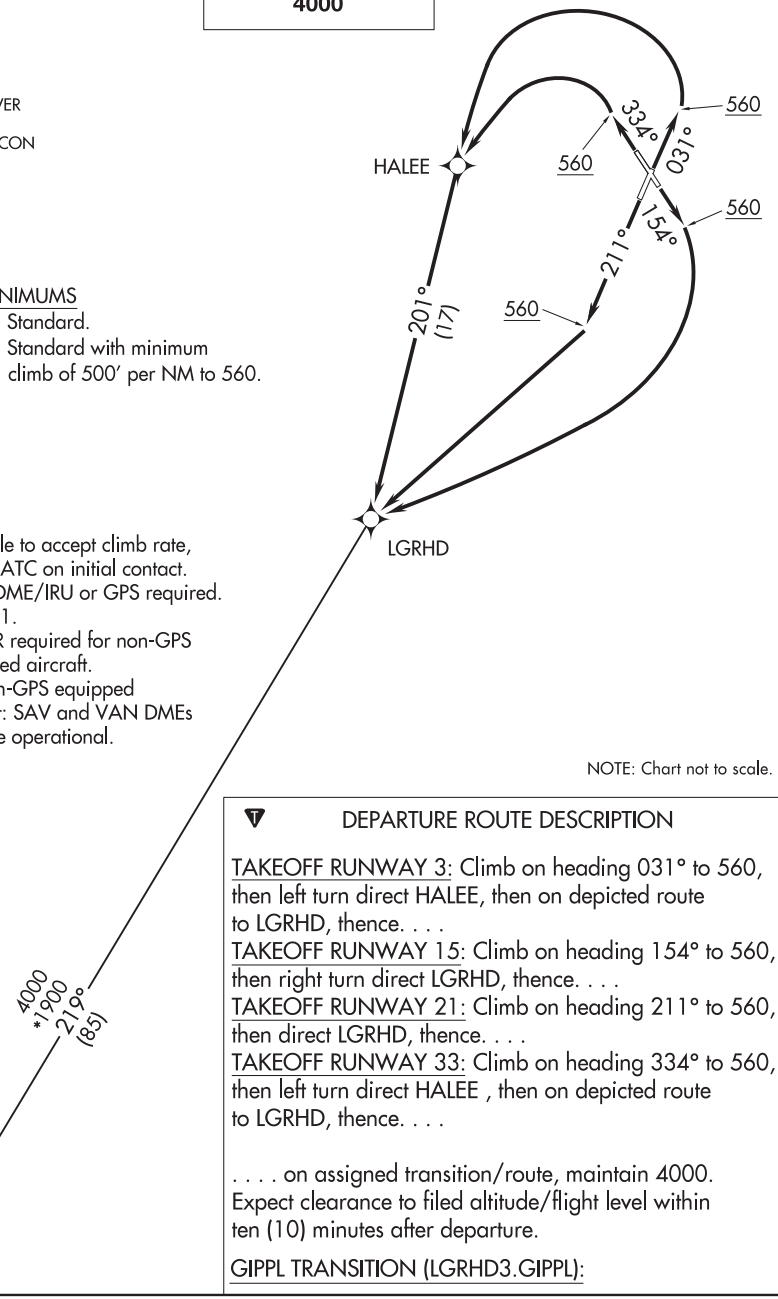
CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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: 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 RUNWAY 3: Climb on heading 031° to 560, then left turn direct HALEE, then on depicted route to LGRHD, thence. . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 560, then right turn direct LGRHD, thence. . . .
TAKEOFF RUNWAY 21: Climb on heading 211° to 560, then direct LGRHD, thence. . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 560, then left turn direct HALEE , then on depicted route to LGRHD, thence. . . .

. . . . on assigned transition/route, maintain 4000. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

GIPPL TRANSITION (LGRHD3.GIPPL):

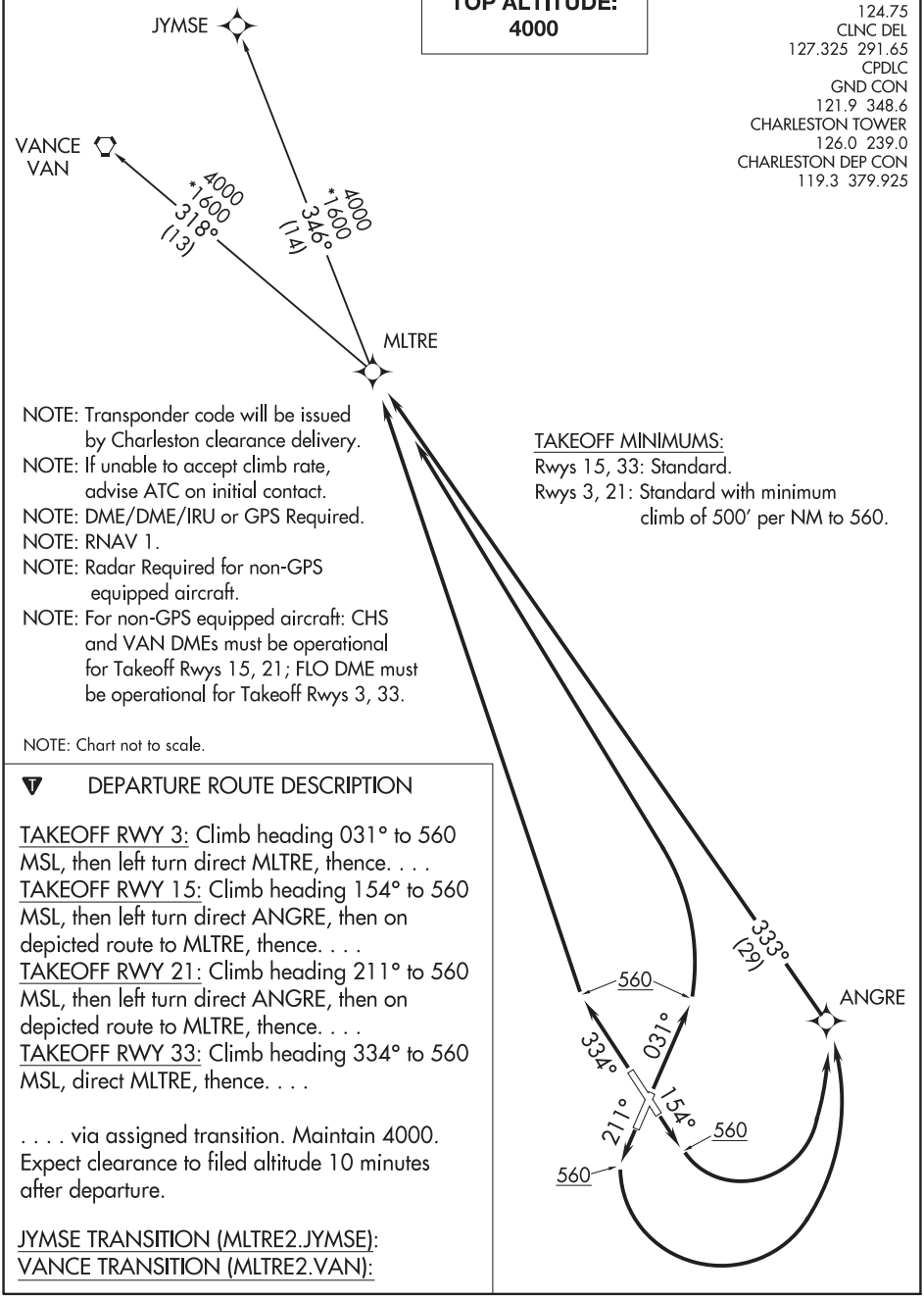
(MLTRE2.MLTRE) 20310 AL-76 (FAA)

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
CHARLESTON TOWER 126.0 239.0
CHARLESTON DEP CON 119.3 379.925



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):

MLTRE TWO DEPARTURE (RNAV)
CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

(MLTRE2.MLTRE) 21JUL16

SE-2, 25 FEB 2021 to 22 APR 2021

PLFMD TWO DEPARTURE (RNAV)

(PLMTO3.PLMTO) 20310 AL-76 (FAA)

PLMTO THREE DEPARTURE (RNAV)

CHARLESTON AFB/INTL (CHS)
CHARLESTON, SOUTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

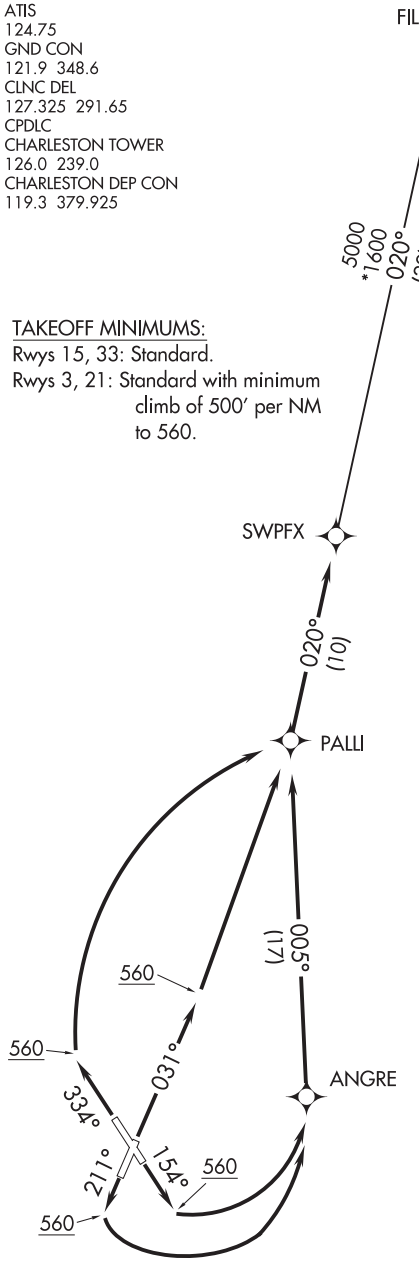
PLMTO THREE DEPARTURE (RNAV)
(PLMTO3.PLMTO) 05NOV20
CHARLESTON, SOUTH CAROLINA
CHARLESTON AFB/INTL (CHS)

SWPFX TWO DEPARTURE (RNAV)

SE-2, 25 FEB 2021 to 22 APR 2021

ATIS
124.75
GND CON
121.9 348.6
CLNC DEL
127.325 291.65
CPDLC
CHARLESTON TOWER
126.0 239.0
CHARLESTON DEP CON
119.3 379.925

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: 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):

CHARLESTON, SOUTH CAROLINA AL-5354 (FAA) 20366

ILS or LOC RWY 9

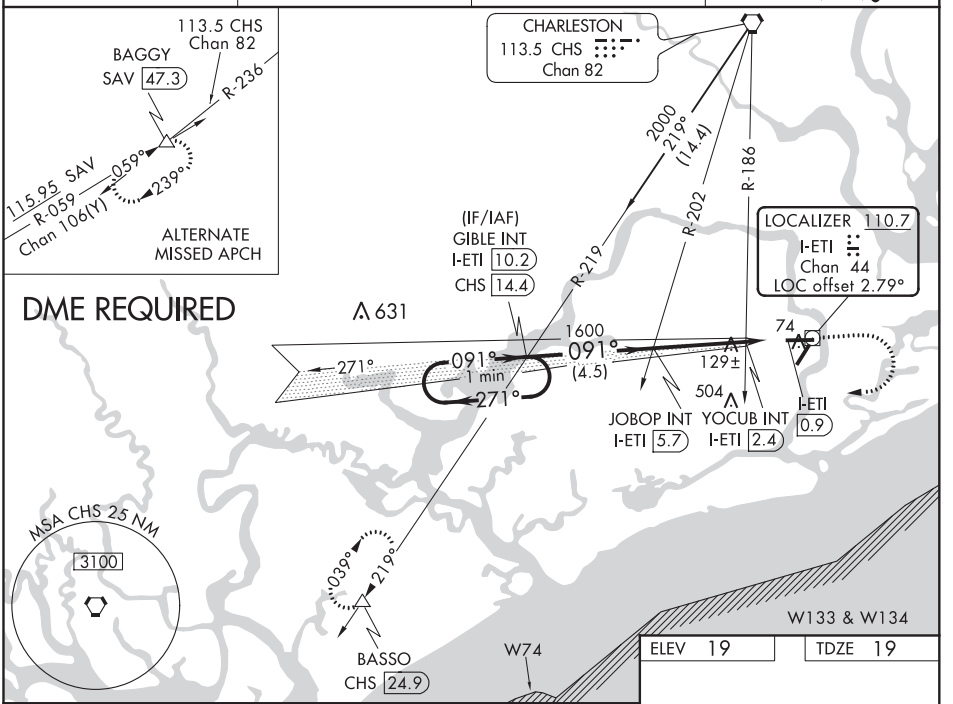
CHARLESTON EXECUTIVE (JZI)

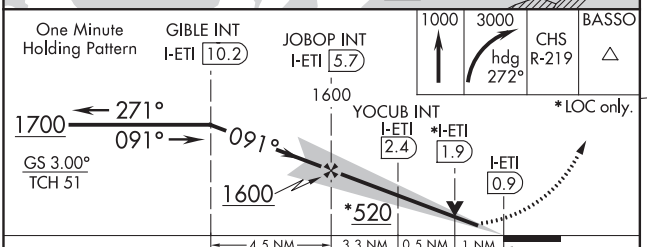
LOC/DME I-ETI	APP CRS	Rwy ldg	5350
110.7	091°	TDZE	19
Chan 44		Apt Elev	19

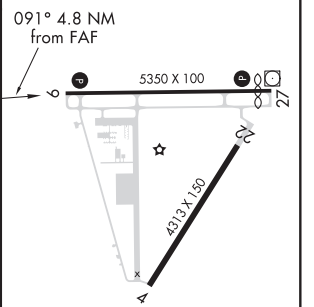
DME required. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase DA 32 feet and all MDAs 40 feet, increase S-ILS all Cats visibility ⅛ mile and S-LOC Cat C and D visibility ¼ mile and S-LOC YOCUB Fix Minimum 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







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

CHARLESTON, SOUTH CAROLINA
Amdt 2C 31DEC20

32°42′N-80°00′W

CHARLESTON EXECUTIVE (JZI)
ILS or LOC RWY 9

SE-2, 25 FEB 2021 to 22 APR 2021

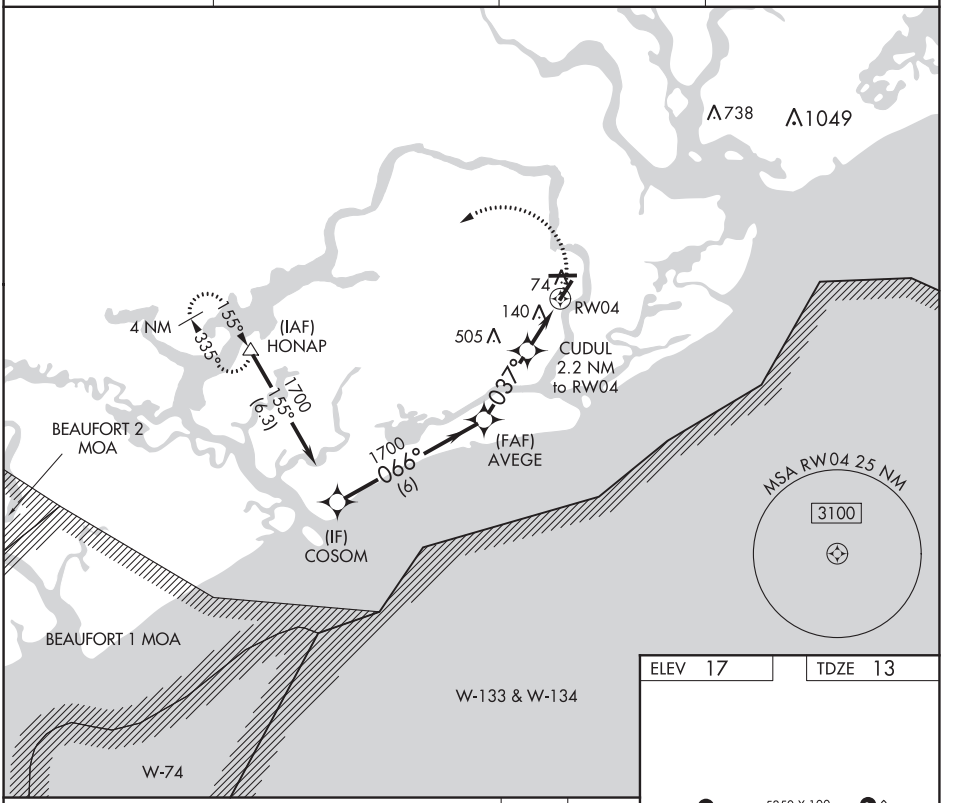
RNAV (GPS) RWY 4
CHARLESTON EXECUTIVE (JZI)

APP CRS	Rwy Idg	4313
037°	TDZE	13
	Apt Elev	17

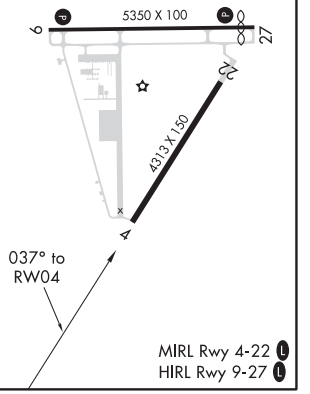
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, increase LNAV Cat D visibility ¼ mile.

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



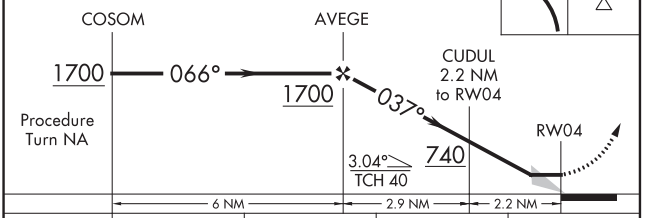
ELEV 17 TDZE 13



MIRL Rwy 4-22 L
HIRL Rwy 9-27 L

VGSI and descent angles not coincident.

2000 HONAP



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLESTON, SOUTH CAROLINA AL-5354 (FAA) 20366

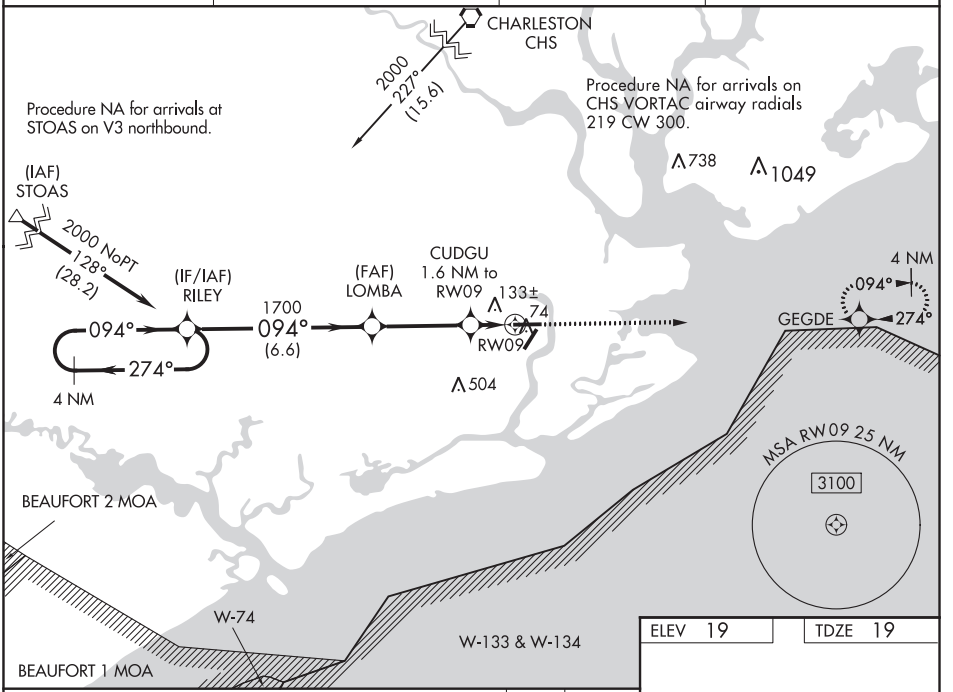
RNAV (GPS) RWY 9
CHARLESTON EXECUTIVE (JZI)

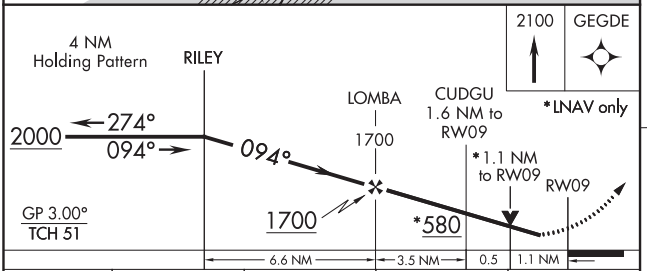
WAAS CH 53305 W09A	APP CRS 094°	Rwy ldg 5350 TDZE 19 Apt Elev 19

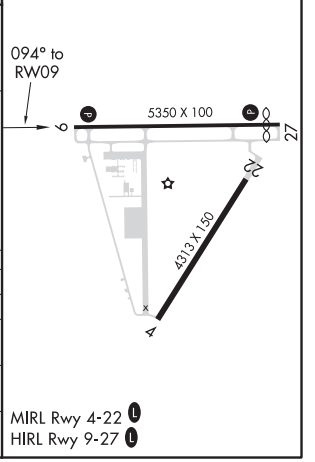
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting 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







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

CHARLESTON, SOUTH CAROLINA
Amdt 3B 31DEC20

32°42'N-80°00'W

CHARLESTON EXECUTIVE (JZI)
RNAV (GPS) RWY 9

SE-2, 25 FEB 2021 to 22 APR 2021

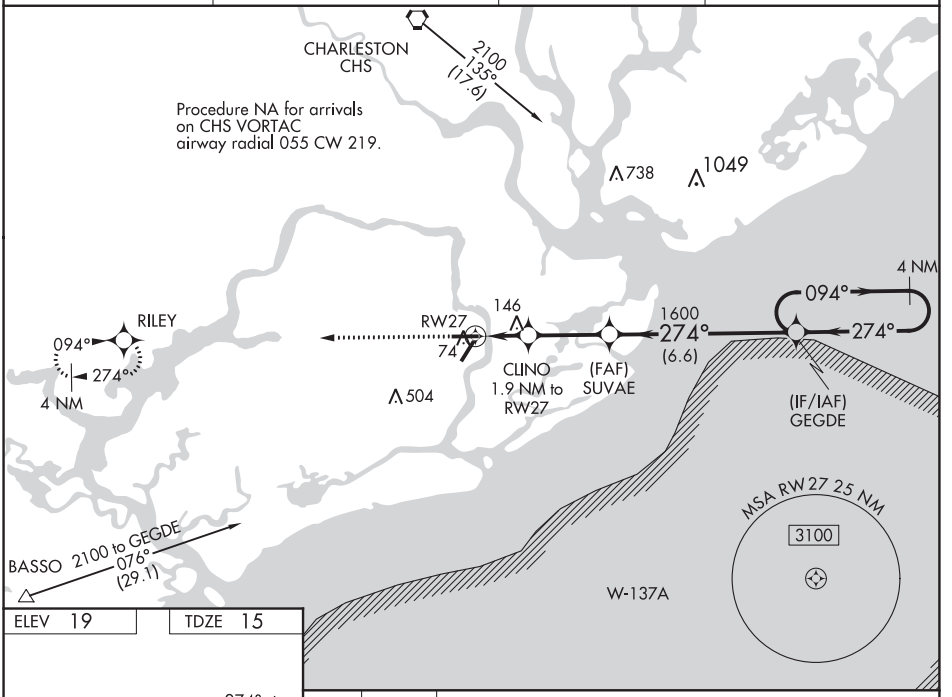
WAAS CH **77701** **W27A**	APP CRS **274°**	Rwy ldg **5000** TDZE **15** Apt Elev **19**

RNAV (GPS) RWY 27
CHARLESTON EXECUTIVE (JZI)

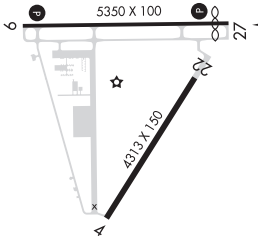
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all Cats DA 32 feet and all MDA 40 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cats C and D visibility ⅛ mile. Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting.

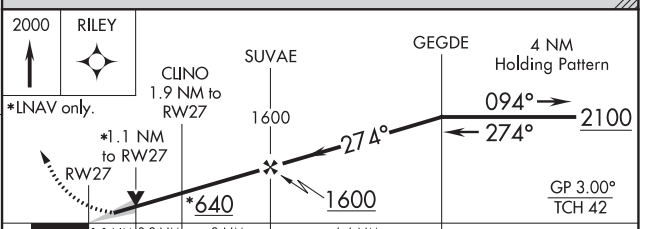
MISSED APPROACH: Climb to 2000 direct RILEY and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(EXTVE1.PLFMD) 17285 AL-5354 (FAA)

EXECUTIVE ONE DEPARTURE (RNAV)

CHARLESTON EXECUTIVE (JZI)
CHARLESTON, SOUTH CAROLINA

EXECUTIVE ONE DEPARTURE (RNAV)

(EXTVE1.PLFMD) 25AUG11

CHARLESTON, SOUTH CAROLINA
CHARLESTON EXECUTIVE (JZI)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

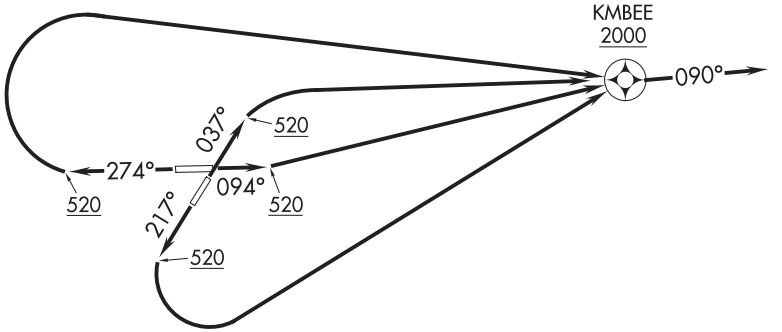
KIAWAH TWO DEPARTURE (RNAV)

SE-2, 25 FEB 2021 to 22 APR 2021

KMBEE ONE DEPARTURE (RNAV)

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, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

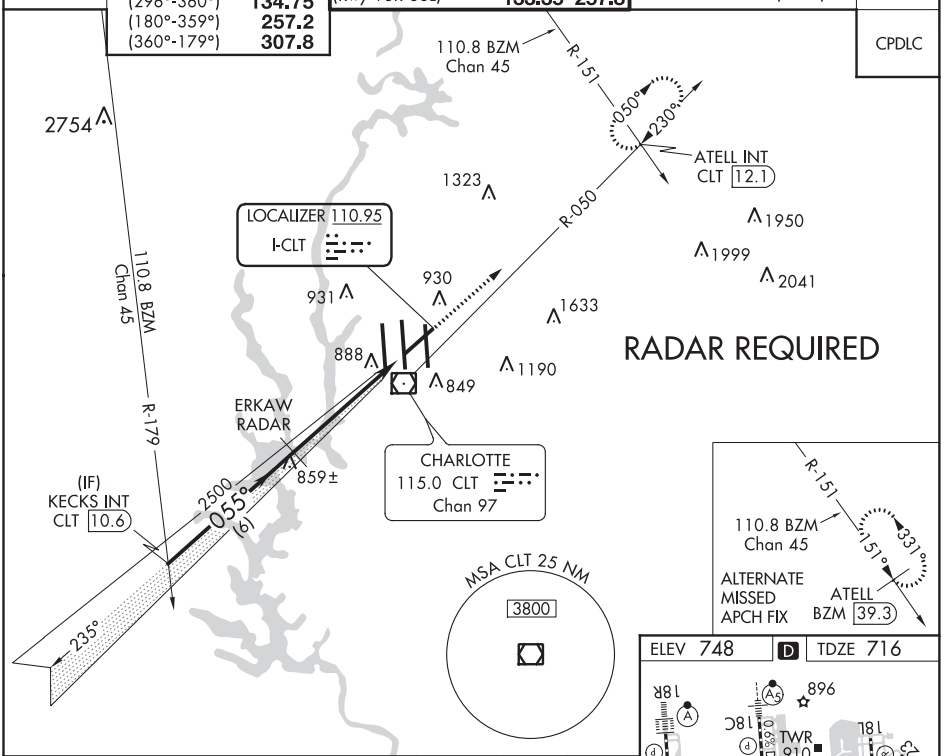
LOC I-CLT	APP CRS	Rwy Idg	7092
110.95	055°	TDZE	716
		Apt Elev	748

Circling NA at night.
RADAR required.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

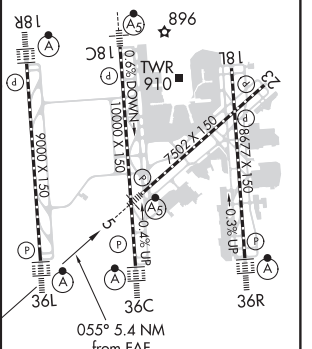
MALSR

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.

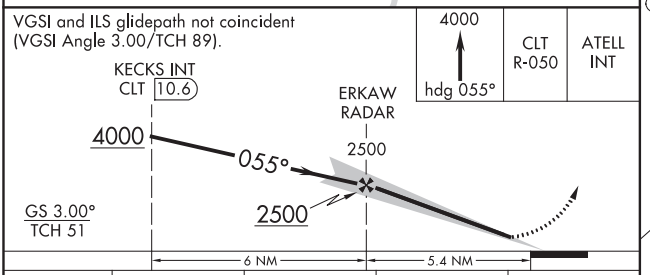
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			CPDLC
	(180°-359°)	257.2						
	(360°-179°)	307.8						



ELEV 748 | D | TDZE 716



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



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)

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20310

ILS or LOC RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-PEP	APP CRS	Rwy Idg	10000
111.3	183°	TDZE	742
Chan 50		Apt Elev	748

RADAR required for procedure entry. DME or RADAR required

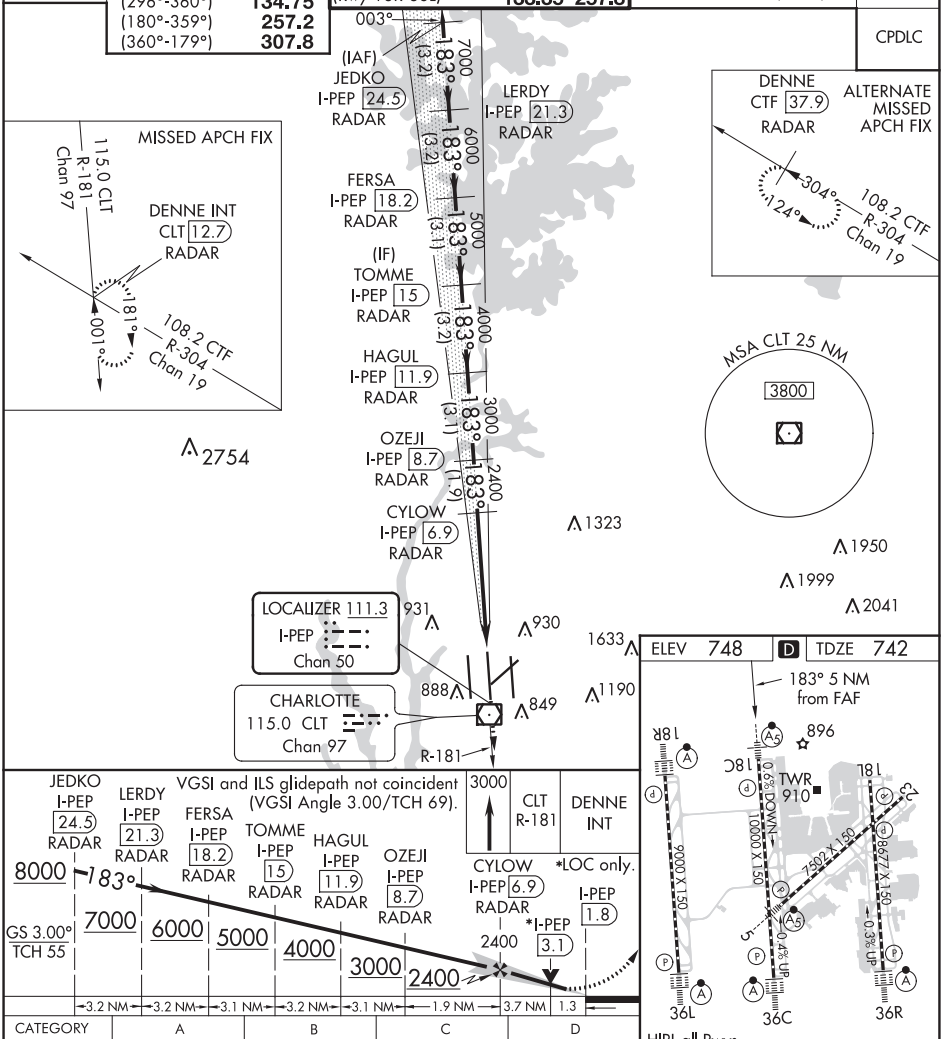
T Circling NA at night. Simultaneous approach authorized. For inop ALS, increase S-LOC 18C Cat C/D visibility to 1⅜ SM.

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					



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)

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

CHARLOTTE, NORTH CAROLINA
Amdt 11 15AUG19

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS or LOC RWY 18C

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-VKQ	APP CRS	Rwy Idg	8676
110.35	183°	TDZE	748
Chan 40 (Y)		Apt Elev	748

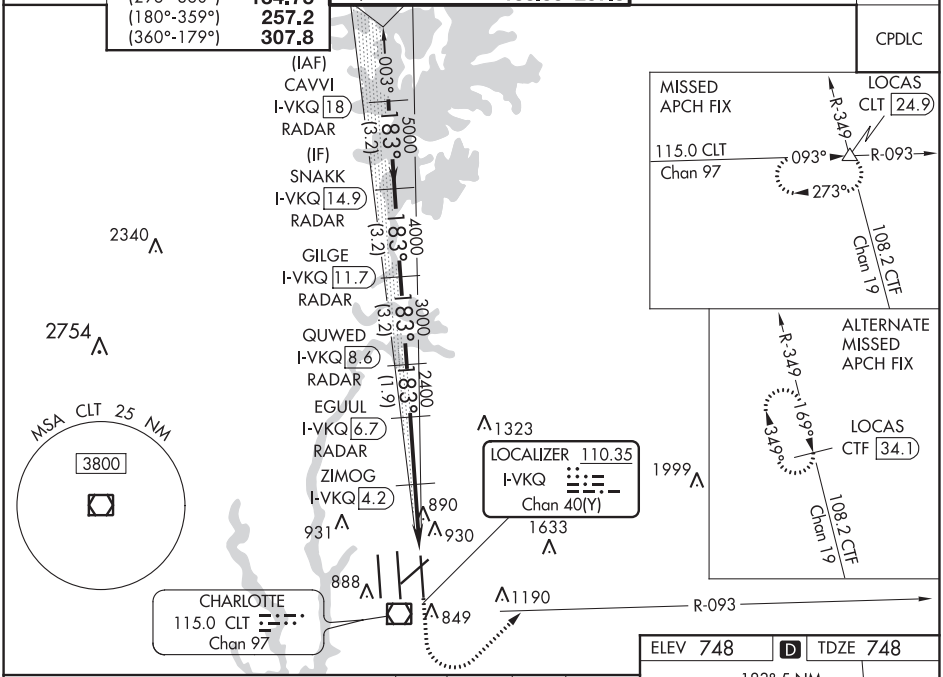
RADAR required for procedure entry. DME or RADAR required.

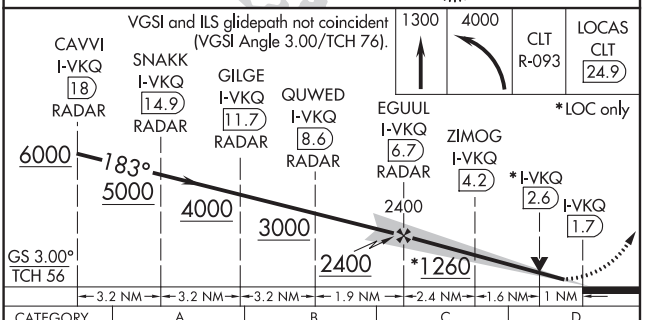
Simultaneous approach authorized.

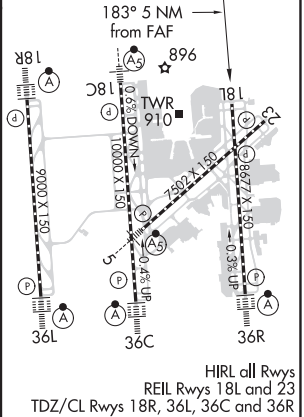
Rwy 18L helicopter visibility reduction below RVR 4000 NA.

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		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 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)	

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 20142

ILS or LOC RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38 (Y)		Apt Elev	748

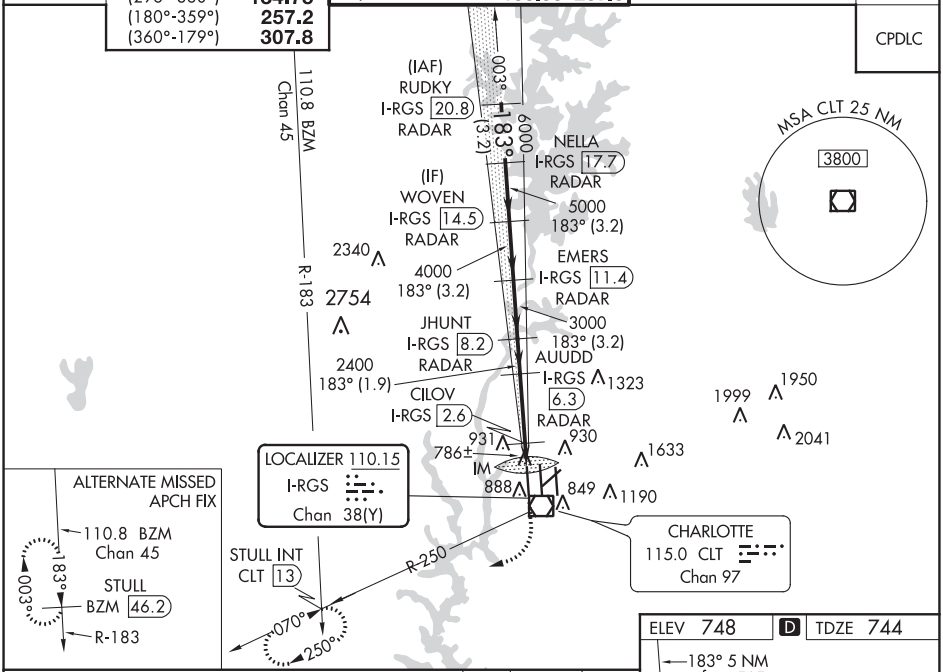
RADAR required for procedure entry. DME or RADAR required.

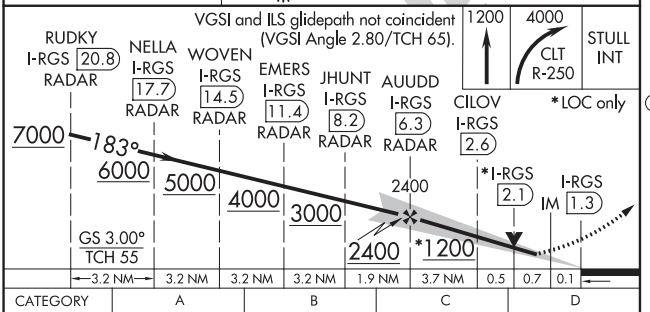
Simultaneous approach authorized. CILOV minimums: For inop ALS, increase S-LOC 18R all Cats visibility to RVR 4500.

ALSF-2

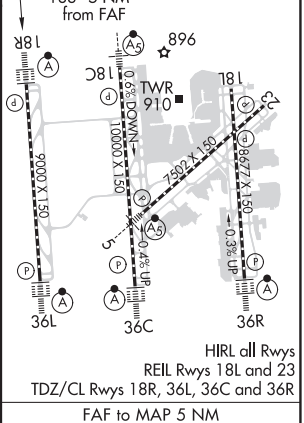
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on CLT VOR/DME R-250 to STULL INT/CLT 13 DME and hold, continue climb-in-hold to 4000.

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			
	(180°-359°)	257.2						CPDLC
	(360°-179°)	307.8						





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)			



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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

CHARLOTTE, NORTH CAROLINA
Amdt 2A 05DEC19

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS or LOC RWY 18R

ILS or LOC RWY 23
CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-APU	APP CRS	Rwy Idg	7502
109.5	235°	TDZE	747
Chan 32		Apt Elev	748

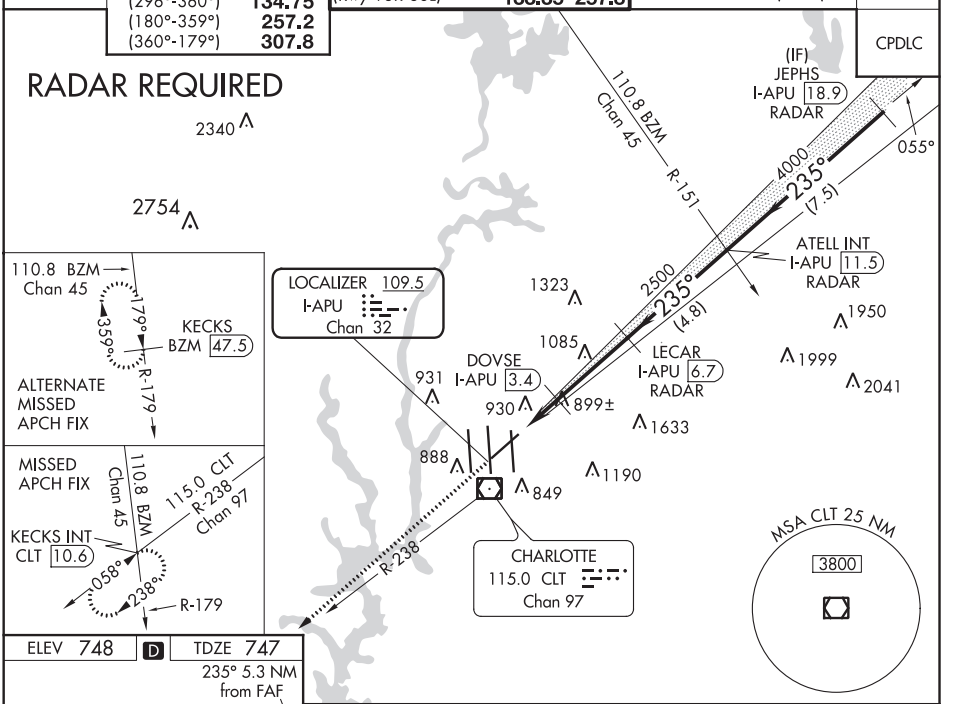
DME or RADAR required.

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					

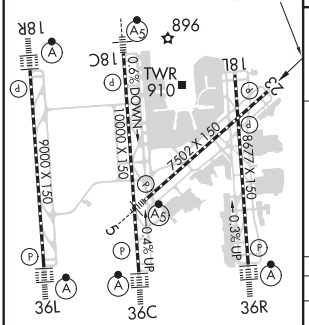
CPDLC

RADAR REQUIRED



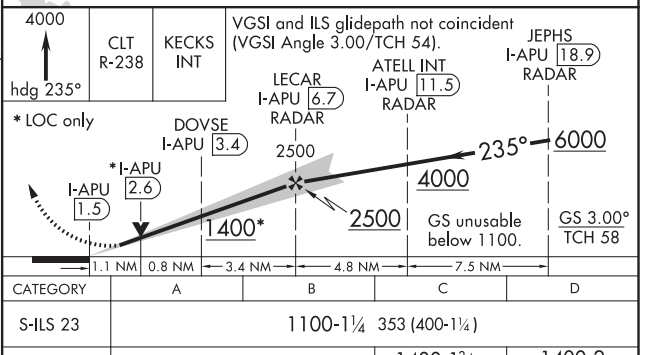
ELEV 748 D TDZE 747

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, 25 FEB 2021 to 22 APR 2021
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CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

ILS or LOC RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

LOC I-DQG	APP CRS	Rwy Idg 10000
111.7	003°	TDZE 707
		Apt Elev 748

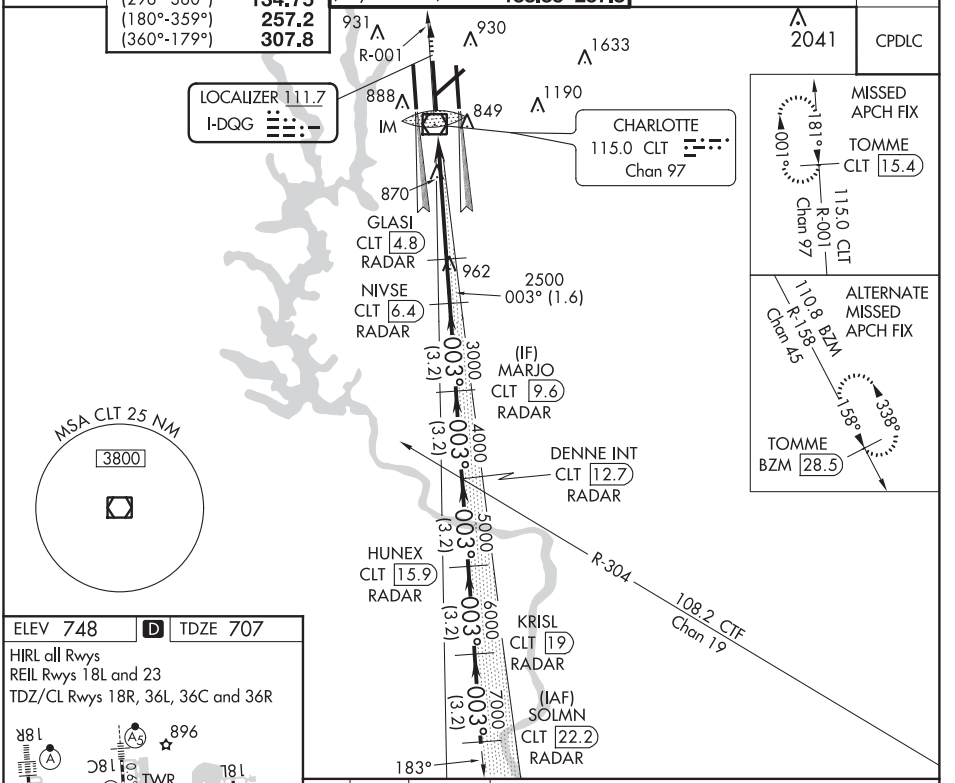
RADAR required for procedure entry. DME or RADAR required.

Circling NA at night. Simultaneous approach authorized. DQG ILS LLZ Rwy 36C unusable for rollout guidance.

ALSF-2

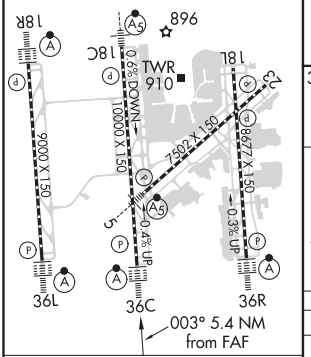
MISSED APPROACH: Climb to 3000 on CLT VOR/DME R-001 to TOMME/CLT 15.4 DME and hold.

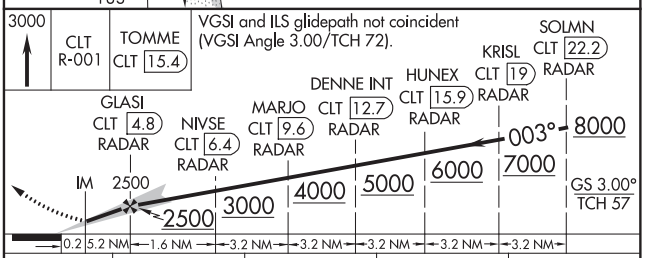
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8	2041	CPDLC
	(180°-359°)	257.2					
	(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





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 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, 25 FEB 2021 to 22 APR 2021
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ILS or LOC RWY 36L

CHARLOTTE/DOUGLAS INTL (CLT)

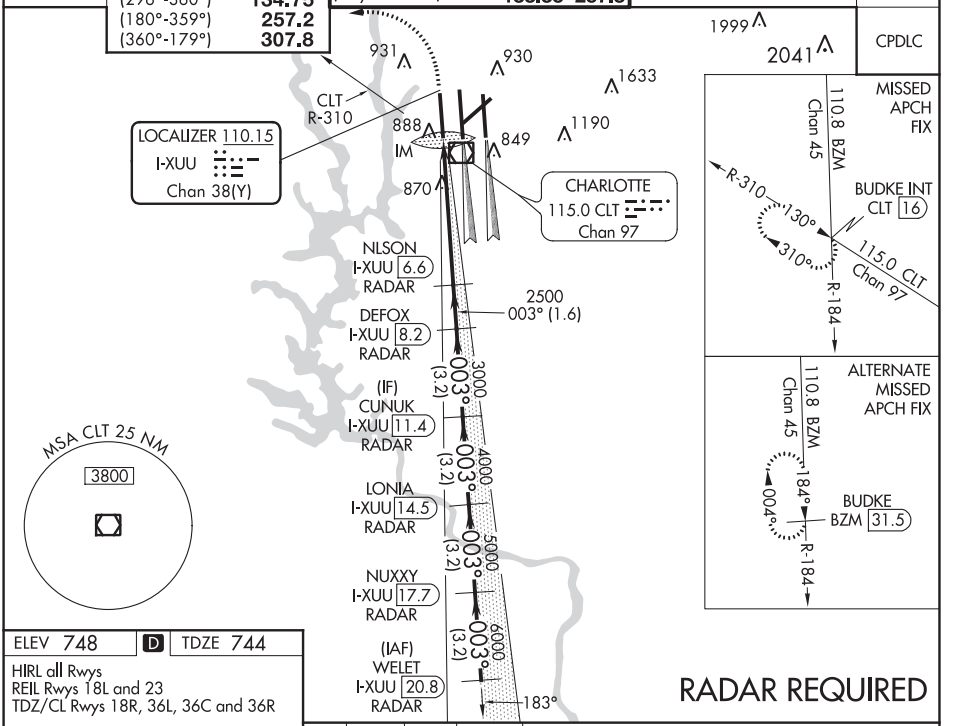
LOC/DME I-XUU	APP CRS	Rwy Idg	9000
110.15	003°	TDZE	744
Chan 38(Y)		Apt Elev	748

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.

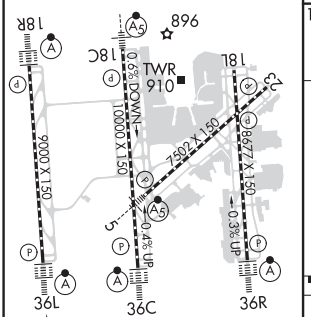
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					



RADAR REQUIRED

ELEV 748 D TDZE 744

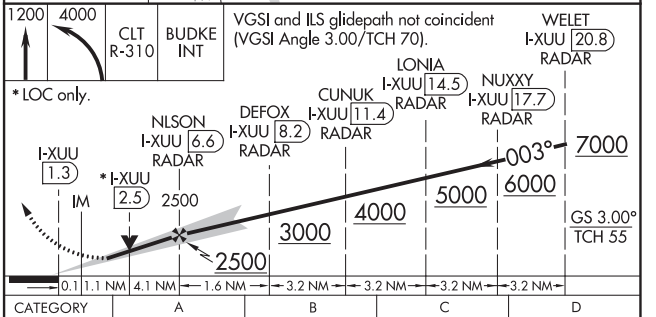
HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



FAF to MAP 5.3 NM					
Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

1200 4000 CLT R-310 BUDKE INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 20142

ILS or LOC RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

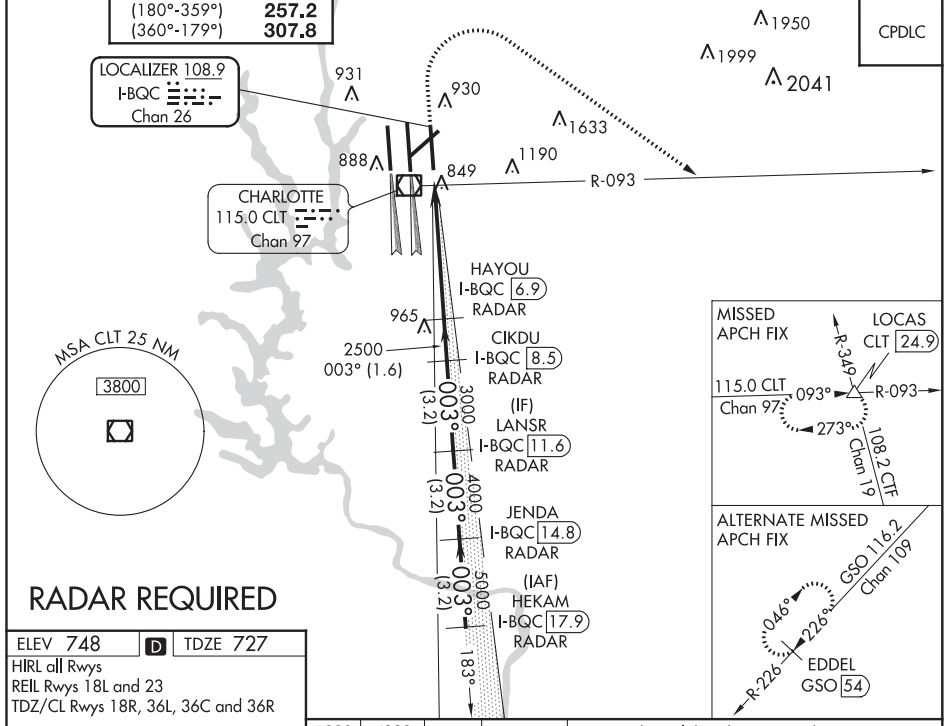
LOC/DME I-BQC	APP CRS	Rwy Idg	8390
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

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.

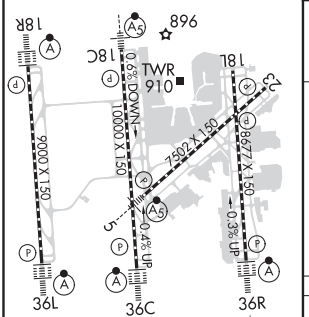
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					



RADAR REQUIRED

ELEV 748 | D | TDZE 727

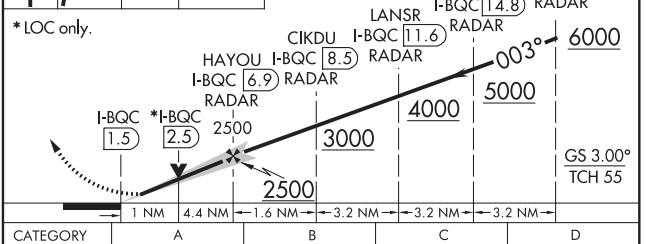
HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



FAF to MAP 5.4 NM					
Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

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	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)

CHARLOTTE, NORTH CAROLINA
Amdt 12A 24MAY18

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS or LOC RWY 36R

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ILS RWY 18R (SA CAT I)

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38 (Y)		Apt Elev	748

RADAR required for procedure entry. DME or RADAR required.

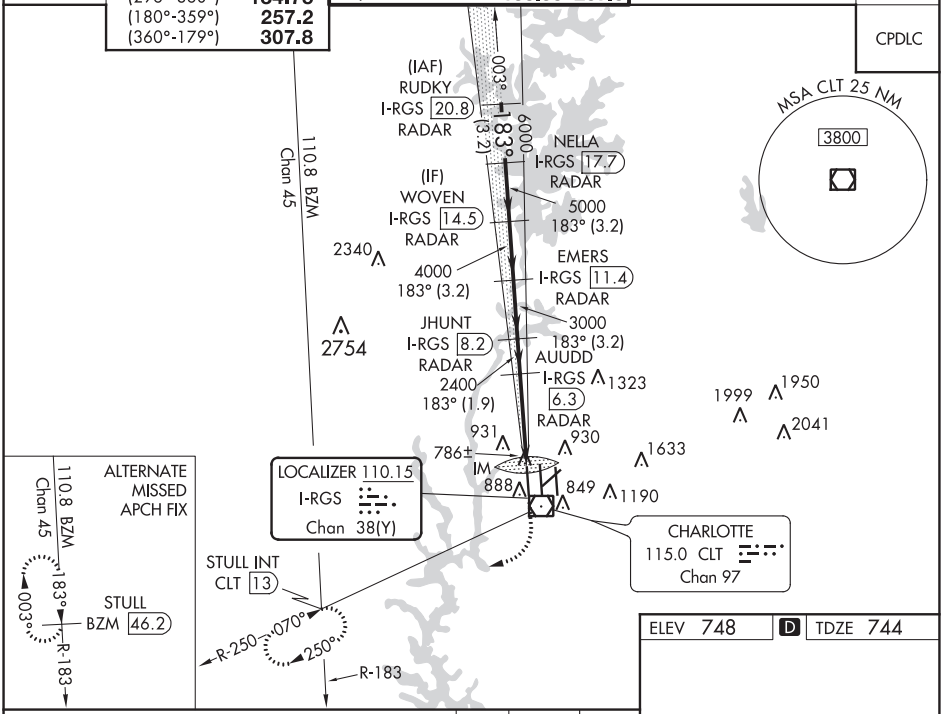
Simultaneous approach authorized.

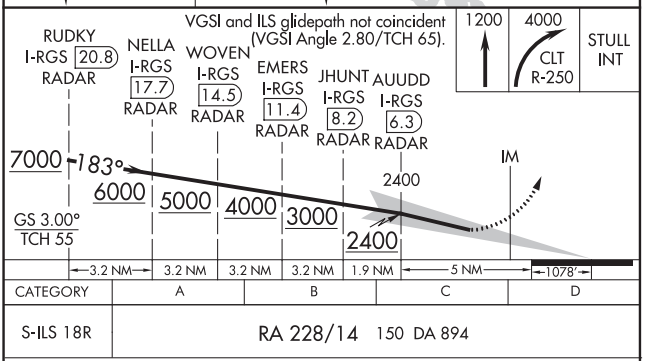
Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

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.

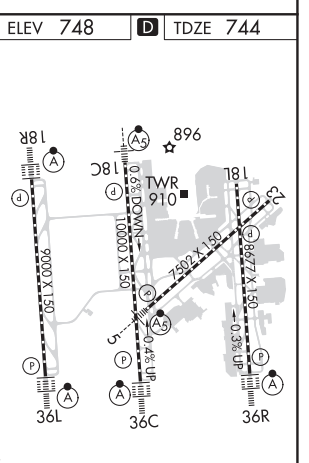
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		
	(180°-359°)	257.2					CPDLC
	(360°-179°)	307.8					





CATEGORY	A	B	C	D
S-ILS 18R	RA 228/14 150 DA 894			

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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 20254

ILS RWY 36L (SA CAT I)

CHARLOTTE/DOUGLAS INTL (CLT)

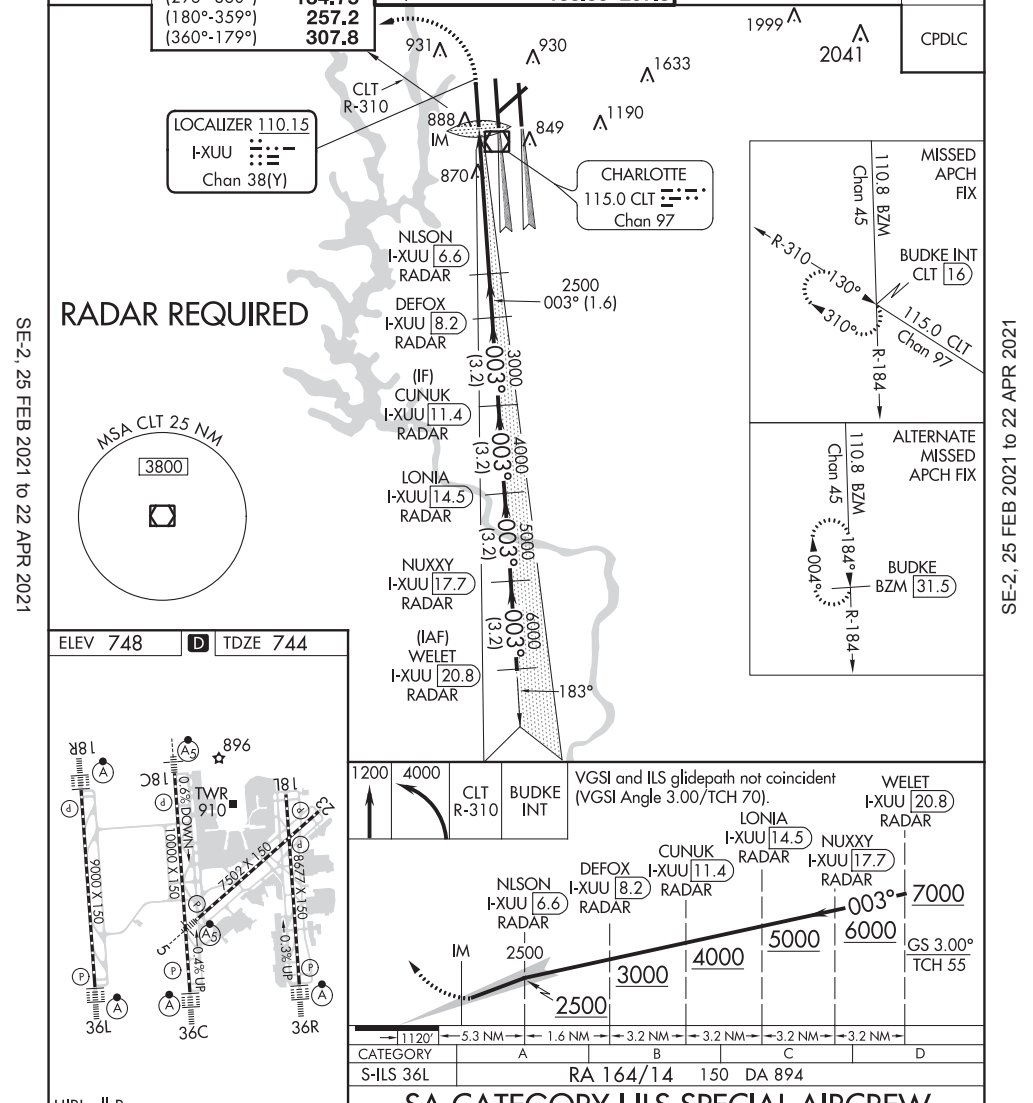
LOC/DME I-XUU	APP CRS	Rwy Idg	9000
110.15	003°	TDZE	744
Chan 38 (Y)		Apt Elev	748

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							CPDLC
	(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

CATEGORY	A	B	C	D
S-ILS 36L	RA 164/14	150	DA 894	

SA CATEGORY I ILS SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

CHARLOTTE, NORTH CAROLINA
Amdt 1B 10SEP20

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)
ILS RWY 36L (SA CAT I)

SE-2, 25 FEB 2021 to 22 APR 2021

ILS RWY 36R (SA CAT I)

CHARLOTTE/DOUGLAS INTL (CLT)

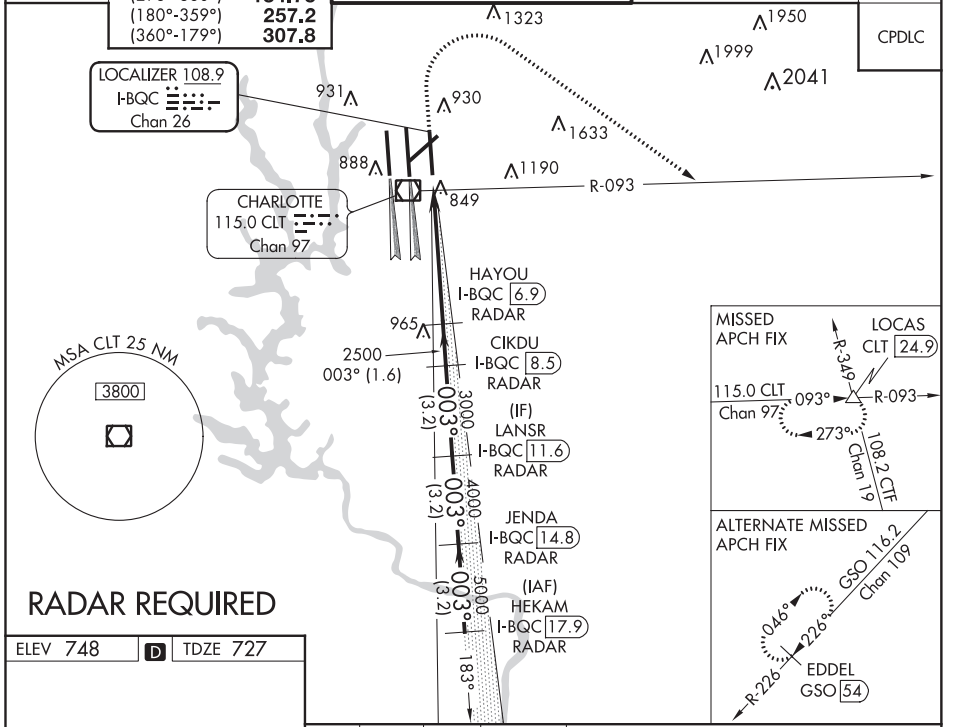
LOC/DME I-BQC	APP CRS	Rwy Idg	8390
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

Simultaneous approach authorized. DME or RADAR required. Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.

ALSF-2

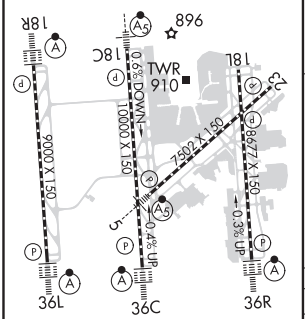
MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

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

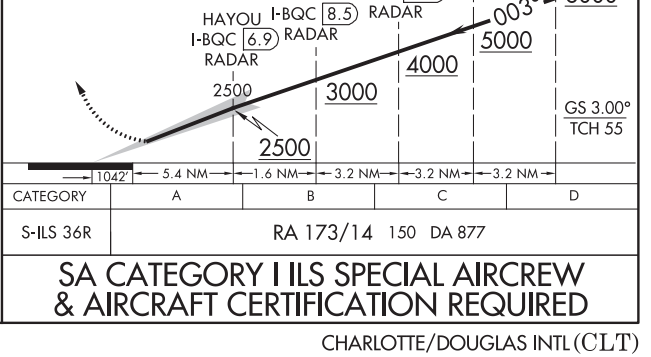
ELEV 748 | D | TDZE 727



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 20142

LOC/DME I-RGS	APP CRS	Rwy Idg	9000
110.15	183°	TDZE	744
Chan 38 (Y)		Apt Elev	748

ILS RWY 18R (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

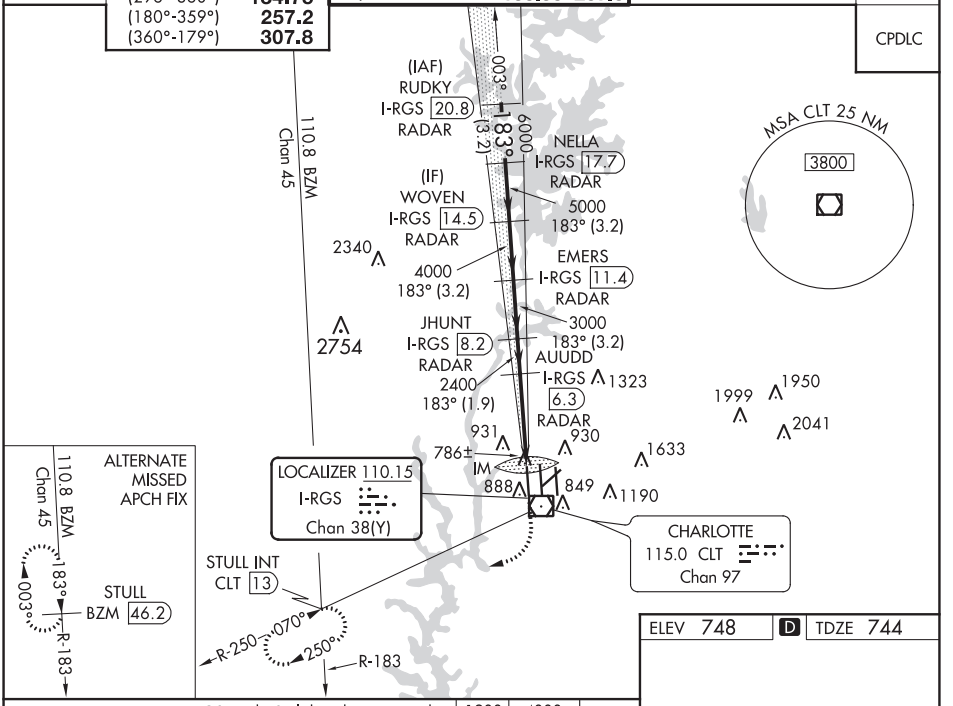
RADAR required for procedure entry. DME or RADAR required.

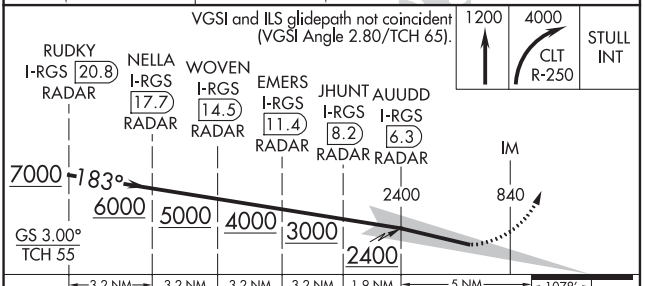
Simultaneous approach authorized.

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.

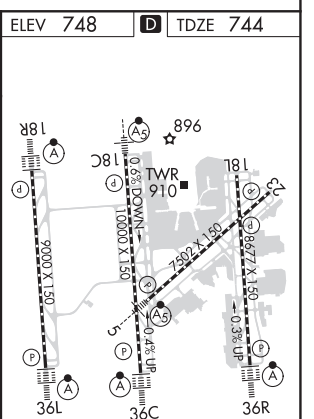
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					





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



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOC I-DQG	APP CRS	Rwy Idg 10000
111.7	003°	TDZE 707
		Apt Elev 748

ILS RWY 36C (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

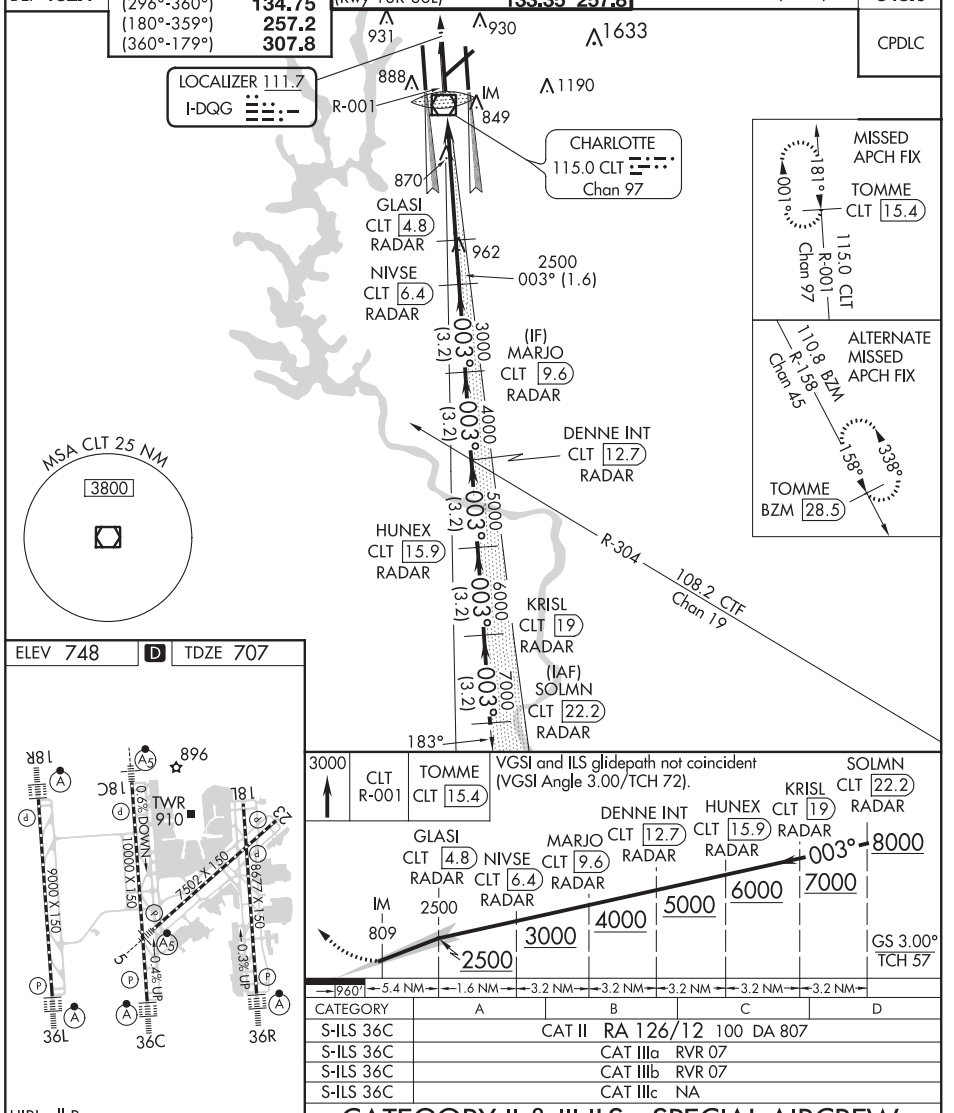
RADAR required for procedure entry. DME or RADAR required.

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		CPDLC
	(180°-359°)	257.2					
	(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, 25 FEB 2021 to 22 APR 2021

ILS RWY 36L (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

LOC/DME I-XUU	APP CRS	Rwy Idg	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							CPDLC
	(360°-179°)	307.8							

LOCALIZER 110.15
I-XUU
Chan 38(Y)

CLT R-310

CHARLOTTE
115.0 CLT
Chan 97

RADAR REQUIRED

NLSON
I-XUU 6.6
RADAR

DEFOX
I-XUU 8.2
RADAR

(IF)
CUNUK
I-XUU 11.4
RADAR

LONIA
I-XUU 14.5
RADAR

NUXXY
I-XUU 17.7
RADAR

(IAF)
WELET
I-XUU 20.8
RADAR

2500
003° (1.6)

003° (3.2) 3000

003° (3.2) 4000

003° (3.2) 5000

003° (3.2) 6000

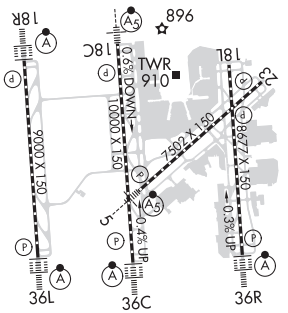
183°

MISSED APCH FIX
110.8 BZM Chan 45
R-310
130°
310°
BUDKE INT
CLT 16
115.0 CLT Chan 97
R-184

ALTERNATE MISSED APCH FIX
110.8 BZM Chan 45
184°
004°
BUDKE
BZM 31.5
R-184

MSA CLT 25 NM
3800

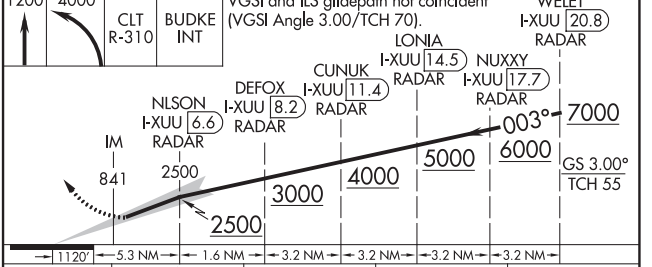
ELEV 748 D TDZE 744



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

1200 4000 CLT R-310 BUDKE INT

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 70).



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, 25 FEB 2021 to 22 APR 2021

ILS RWY 36R (CAT II & III)

CHARLOTTE/DOUGLAS INTL (CLT)

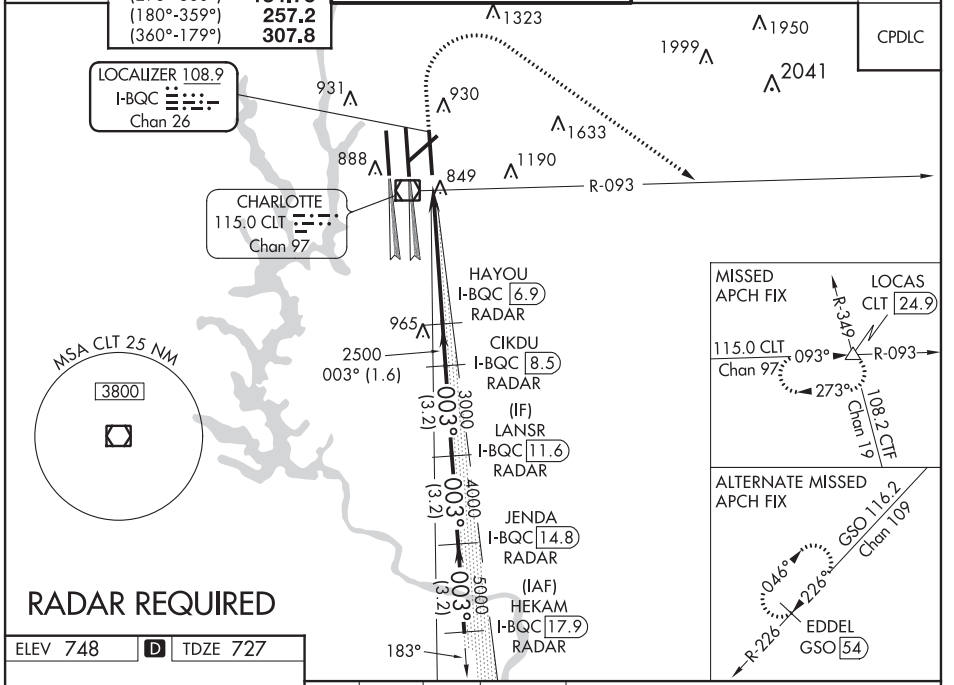
LOC/DME I-BQC	APP CRS	Rwy Idg	8390
108.9	003°	TDZE	727
Chan 26		Apt Elev	748

Simultaneous approach authorized.
DME or RADAR required.

ALSF-2

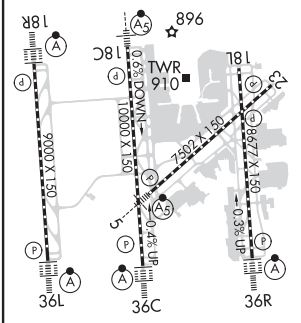
MISSED APPROACH: Climb to 1320 then climbing right turn to 4000 on CLT VOR/DME R-093 to LOCAS INT/24.9 DME and hold.

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

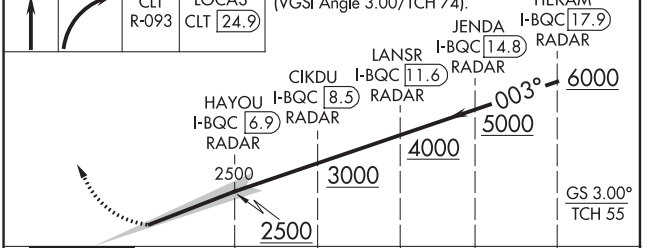
ELEV 748 D TDZE 727



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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (RNP) Z RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

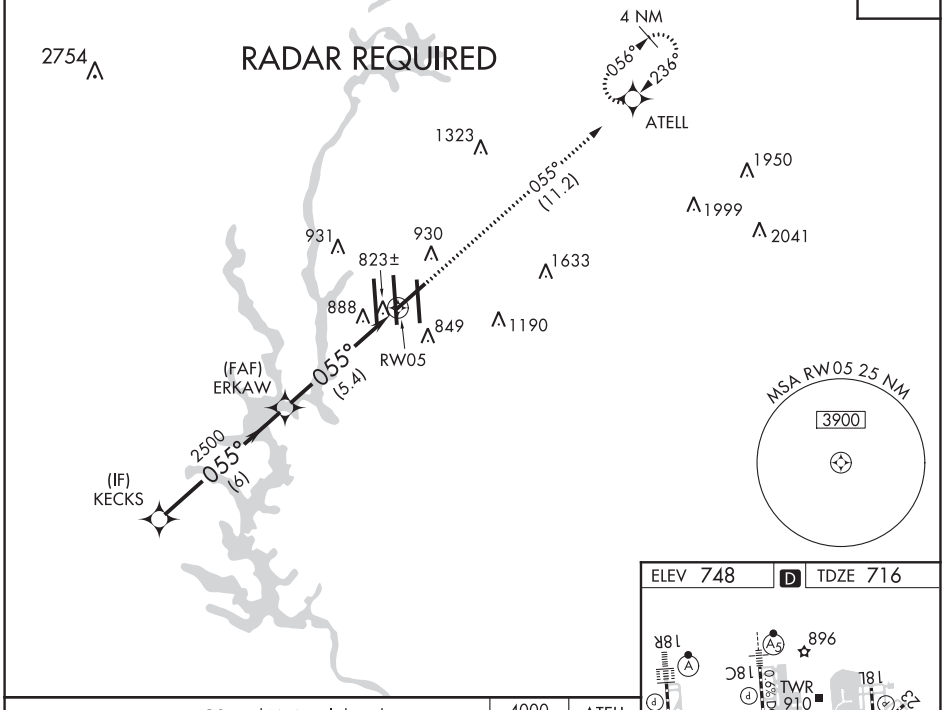
APP CRS	Rwy Idg	7092
055°	TDZE	716
	Apt Elev	748

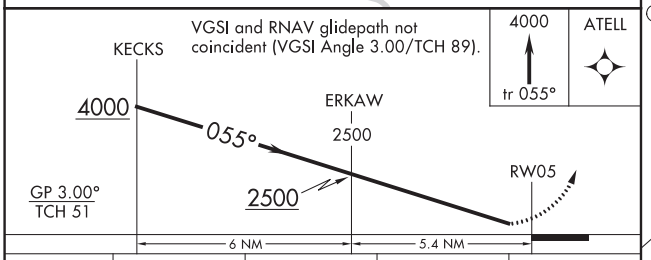
GPS required. For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 47°C (117°F). Rwy 5 helicopter visibility reduction below ¾ SM NA. For inop MALSR, increase RNP 0.11 all Cats visibility to RVR 6000 and RNP 0.30 all Cats visibility to 1¾ mile.

MALSR

MISSED APPROACH: Climb to 4000 via track 055° to ATELL and hold, continue climb-in-hold to 4000.

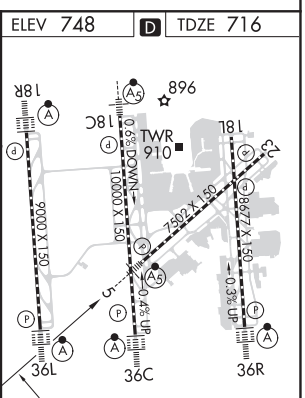
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (RNP) Z RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	10000
183°	TDZE	742
	Apt Elev	748

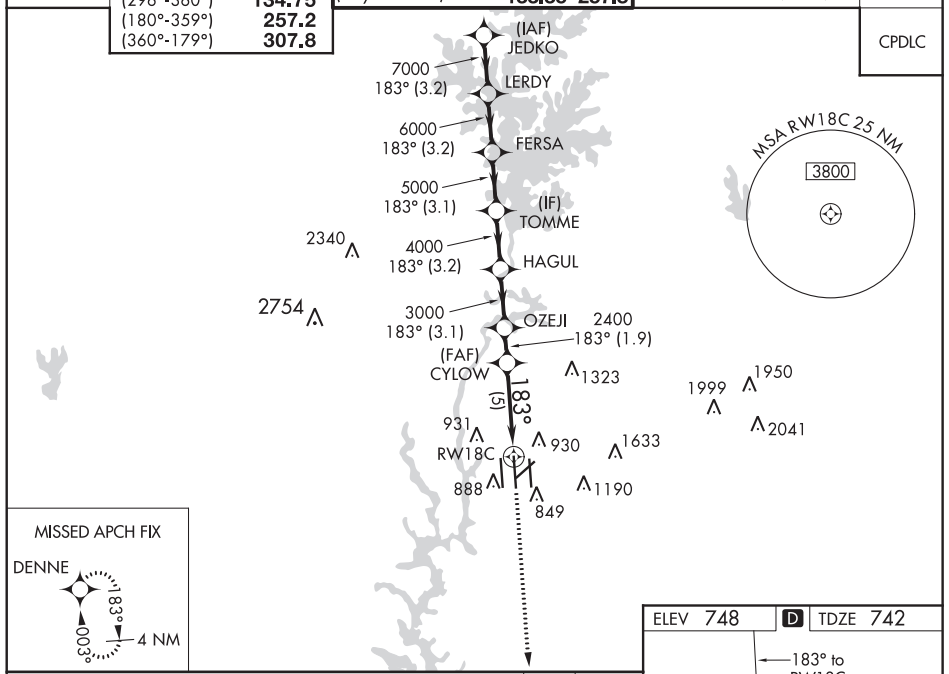
RNP AR APCH.

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				
	(180°-359°)	257.2							CPDLC
	(360°-179°)	307.8							



MISSED APCH FIX

DENNE

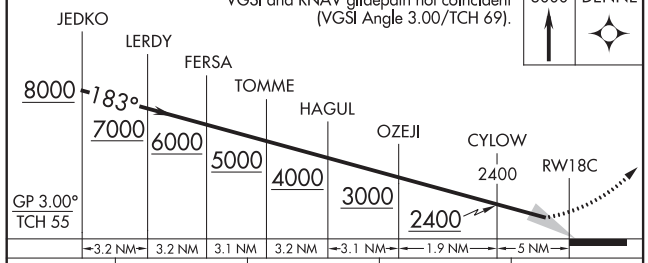
183°

003°

4 NM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).

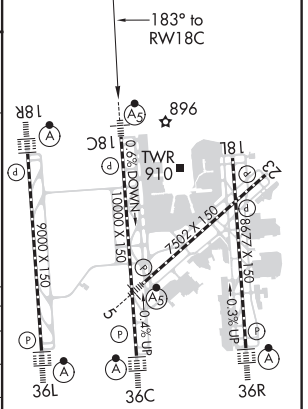
3000 DENNE



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

ELEV 748 D TDZE 742



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

RNAV (RNP) Z RWY 23

CHARLOTTE/DOUGLAS INTL (CLT)

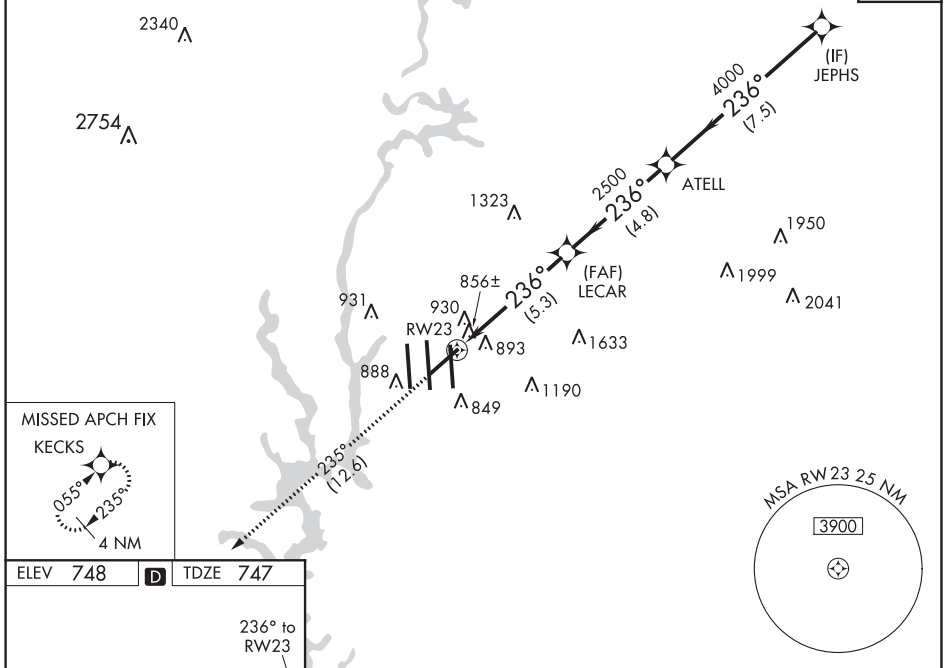
APP CRS	Rwy Idg	7502
236°	TDZE	747
	Apt Elev	748

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.

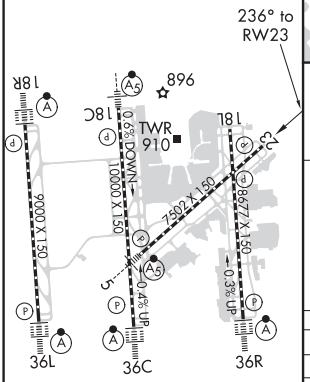
MISSED APPROACH: Climb to 4000 via track 235° to KECKS and hold, continue climb-in-hold to 4000.

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				CPDLC
	(180°-359°)	257.2							
	(360°-179°)	307.8							

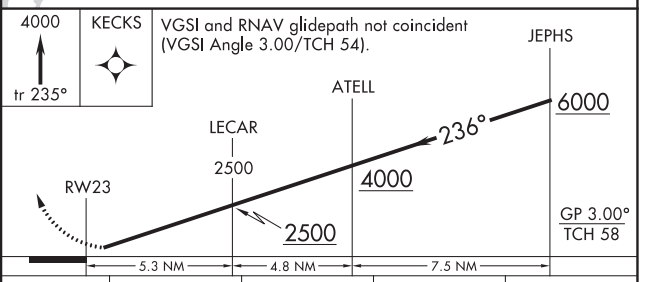
RADAR REQUIRED



ELEV 748 D TDZE 747



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	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, 25 FEB 2021 to 22 APR 2021

RNAV (RNP) Z RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

APP CRS	Rwy Idg	10000
003°	TDZE	707
	Apt Elev	748

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		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					

MISSED APCH FIX

4 NM 183° 003° TOMME

931 930 1633 2041

003° (14.9)

888 849 1190

RW36C

003° (5.4)

(FAF) GLASI

2500 (1.6) NIVSE

3000 (3.2) (IF) MARJO

4000 (3.2) DENNE

5000 (3.2) HUNEX

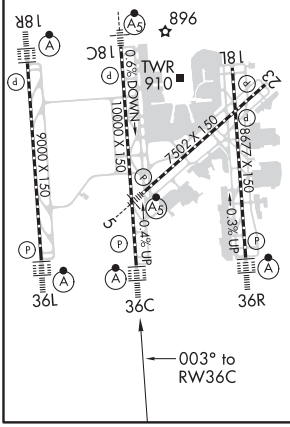
6000 (3.2) KRISL

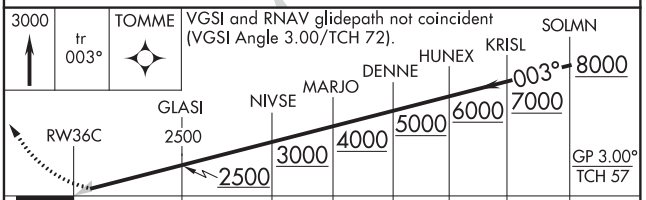
7000 003° (3.2) (IAF) SOLMN (RNP 0.50)

MSA RW36C 25 NM 3900

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

RNAV (GPS) Y RWY 5

CHARLOTTE/DOUGLAS INTL (CLT)

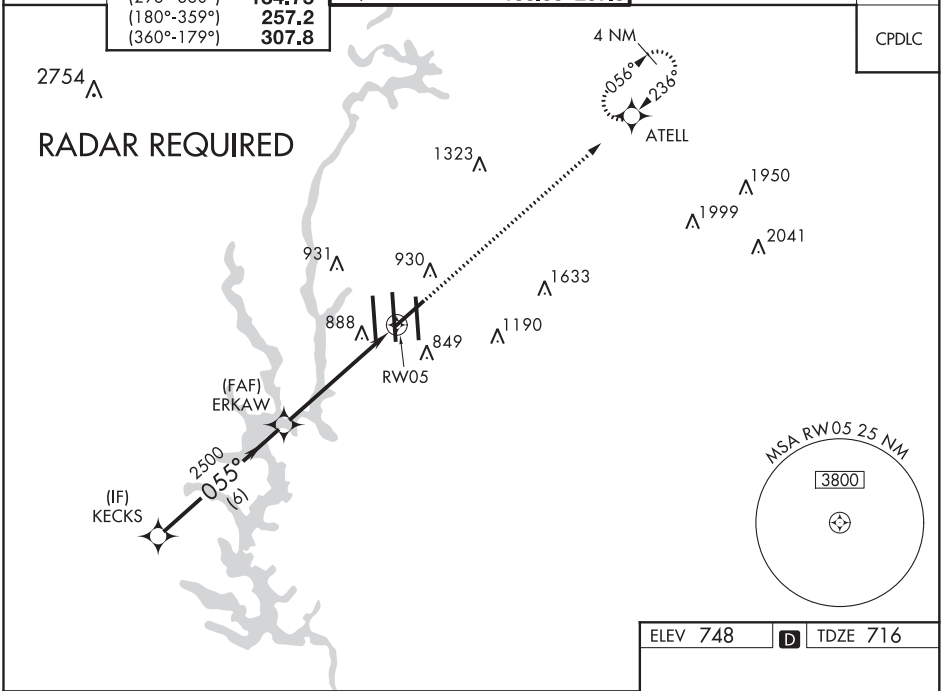
WAAS	APP CRS		
CH 70300	055°	Rwy Idg	7092
W05A		TDZE	716
		Apt Elev	748

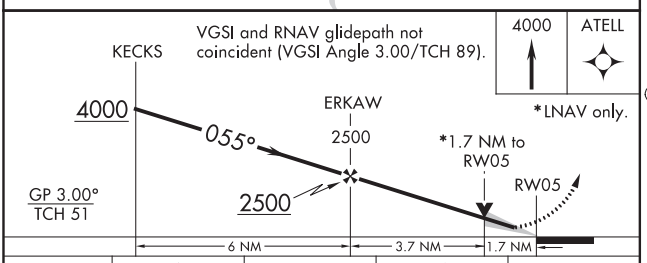
Circling NA at night. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅜ SM and LNAV Cat C/D visibility to 1¾ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 4000 direct ATELL and hold, continue climb-in-hold to 4000.

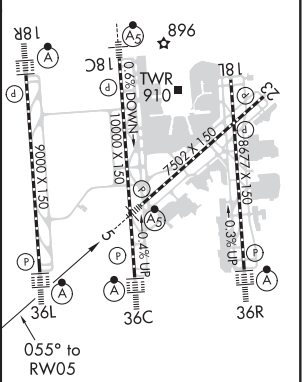
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON	CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8 348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9 348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8		CPDLC
	(180°-359°)	257.2					
	(360°-179°)	307.8					





CATEGORY	A	B	C	D
LPV DA **	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)

ELEV 748 D TDZE 716



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

CHARLOTTE, NORTH CAROLINA
Amdt 3C 24MAY18

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

RNAV (GPS) Y RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) Y RWY 18C

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	10000
CH 81800	183°	TDZE	742
W18B		Apt Elev	748

RNP APCH.

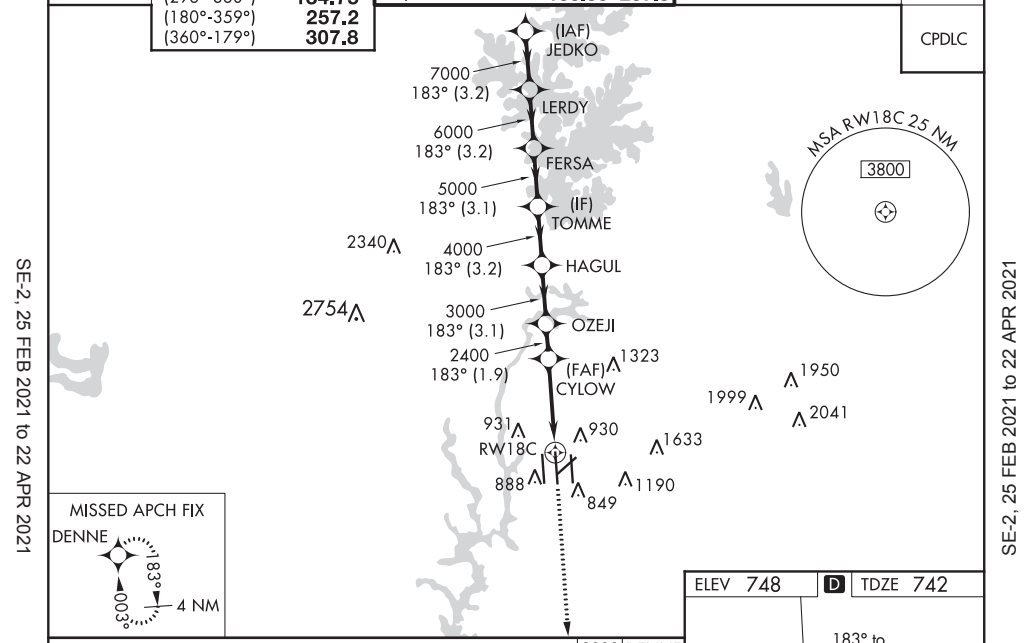
Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

** 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					CPDLC
	(360°-179°)	307.8					



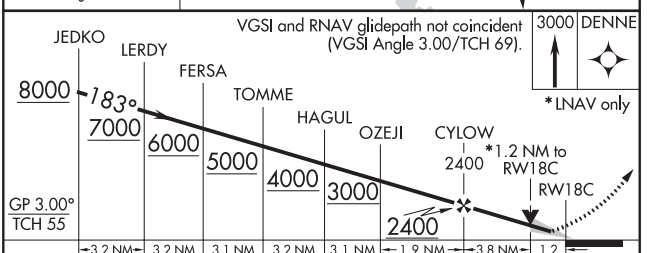
MISSED APCH FIX

DENNE

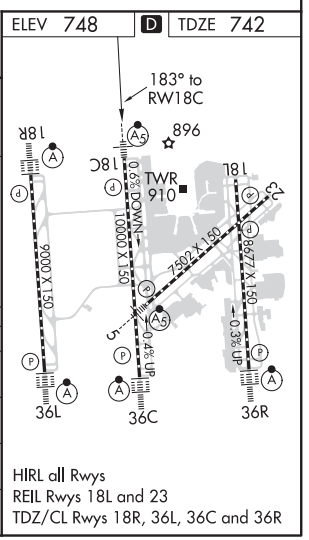
183°

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

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CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

RNAV (GPS) Y RWY 18L

CHARLOTTE/DOUGLAS INTL (CLT)

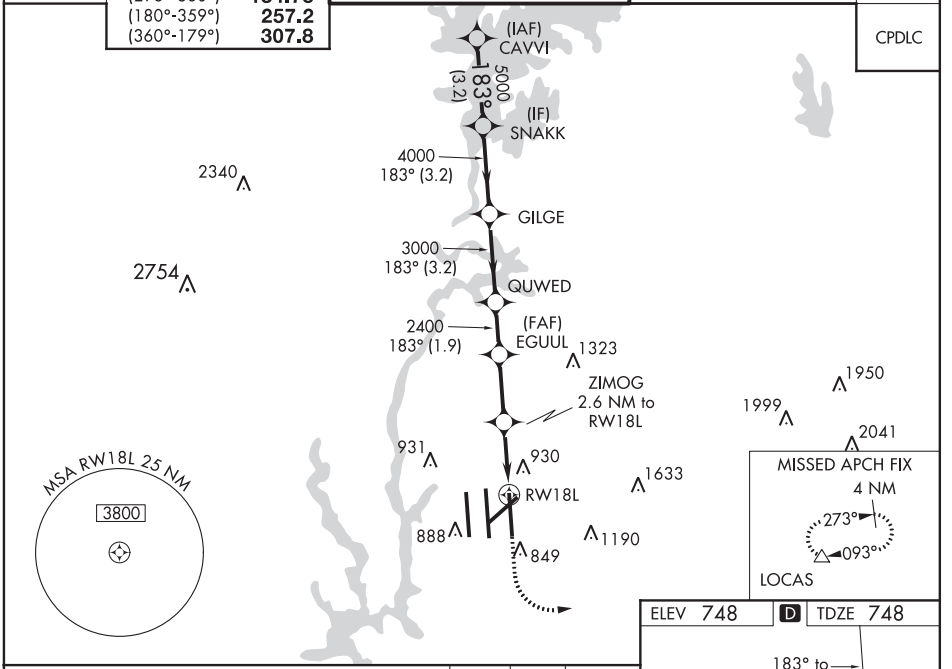
WAAS	APP CRS	Rwy Idg	8676
CH 77500	183°	TDZE	748
W18A		Apt Elev	748

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.

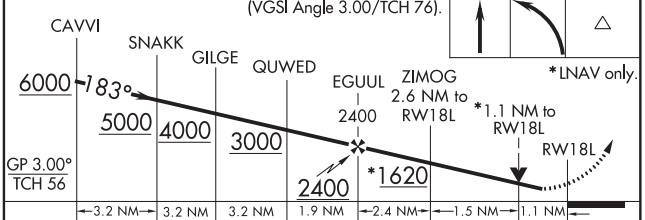
MISSED APPROACH: Climb to 1300 then climbing left turn to 4000 direct LOCAS and hold.

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				



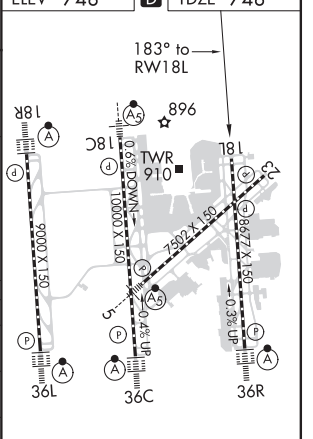
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

1300 | 4000 | LOCAS



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)

ELEV 748 D TDZE 748



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

CHARLOTTE, NORTH CAROLINA
Amdt 5 15AUG19

35°13'N-80°57'W

CHARLOTTE/DOUGLAS INTL (CLT)

RNAV (GPS) Y RWY 18L

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) Y RWY 18R

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	9000
CH 82415	183°	TDZE	744
W18D		Apt Elev	748

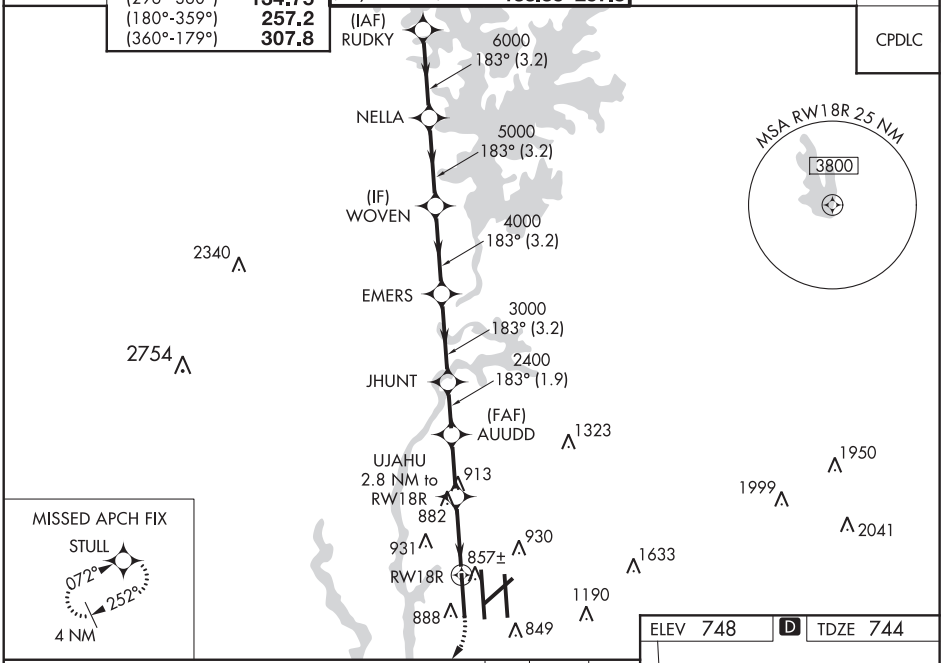
RNP APCH.

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.

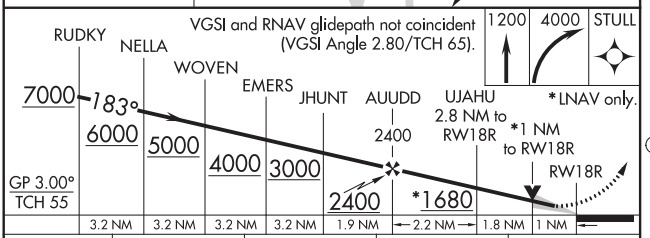
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			CPDLC
	(180°-359°)	257.2						
	(360°-179°)	307.8						



MISSED APCH FIX

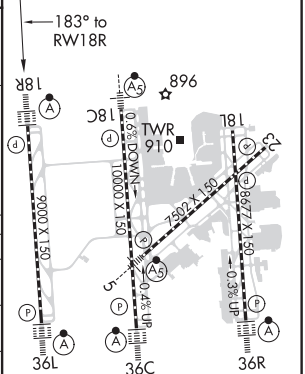
VGSI and RNAV glidepath not coincident (VGSI Angle 2.80/TCH 65).

1200	4000	STULL



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)

ELEV 748 D TDZE 744



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R

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CHARLOTTE, NORTH CAROLINA AL-78 (FAA) 20142

RNAV (GPS) Y RWY 23

CHARLOTTE/DOUGLAS INTL (CLT)

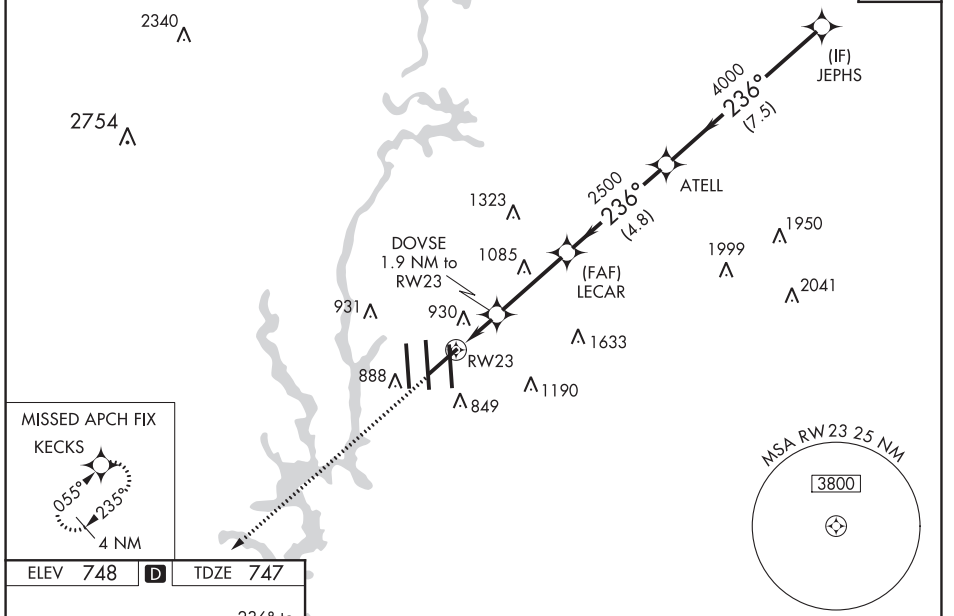
WAAS	APP CRS	Rwy Idg	7502
CH 45906	236°	TDZE	747
W23A		Apt Elev	748

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.

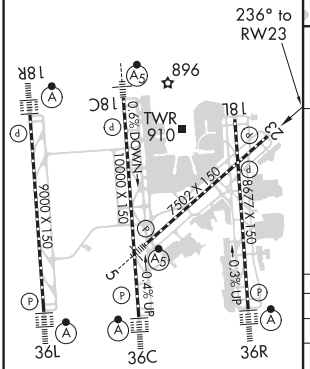
MISSED APPROACH: Climb to 4000 direct KECKS and hold, continue climb-in-hold to 4000.

D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(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						

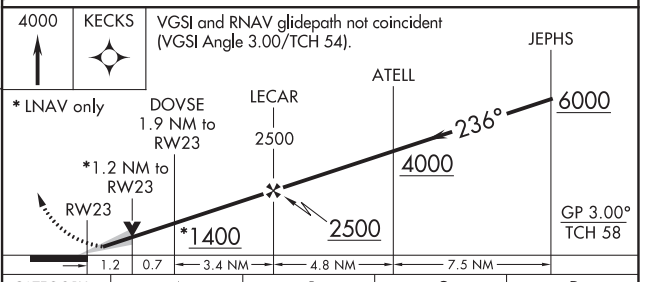
RADAR REQUIRED



ELEV 748 D TDZE 747



HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



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)

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RNAV (GPS) Y RWY 36C

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	10000
CH 86200	003°	TDZE	707
W36B		Apt Elev	748

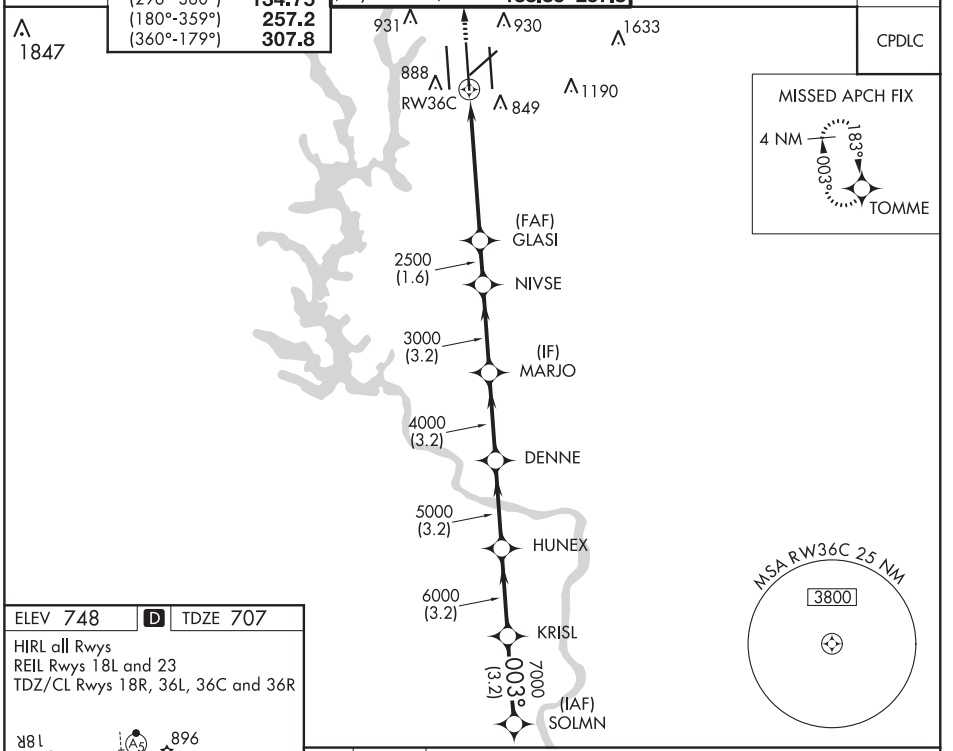
RNP APCH.

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

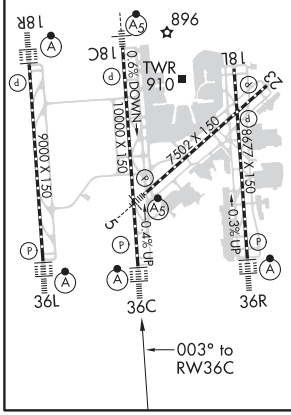
MISSED APPROACH: Climb to 3000 direct TOMME and hold.

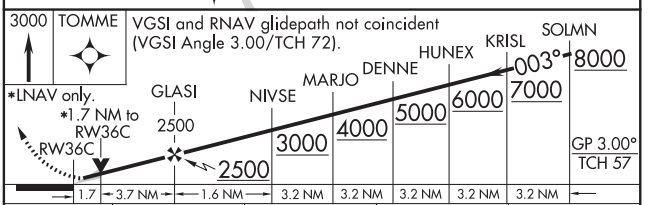
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			
	(180°-359°)	257.2						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)

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CHARLOTTE, NORTH CAROLINA | AL-78 (FAA) | 20254

RNAV (GPS) Y RWY 36L

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	9000
CH 56515	003°	TDZE	744
W36A		Apt Elev	748

RADAR required for procedure entry. RNP APCH.

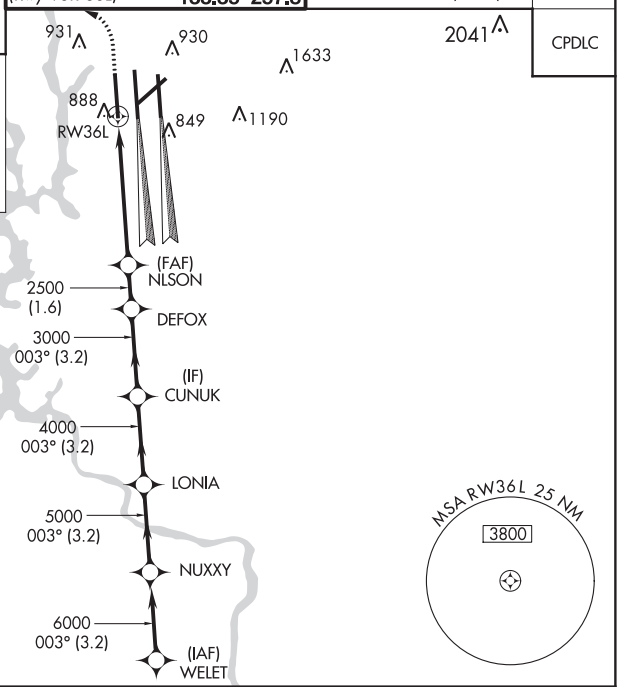
Circling NA at night. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and increase LNAV Cats C/D visibility to RVR 6000. For uncompensated Baro-VNAV 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.

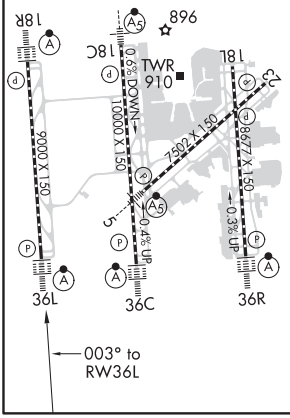
D-ATIS	CHARLOTTE APP CON		CHARLOTTE TOWER			GND CON		CLNC DEL
ARR 121.15	(001°-119°)	128.32	(Rwys 18L-36R, 5-23)	118.1	257.8	121.8	348.6 (WEST)	127.15
DEP 132.1	(120°-295°)	120.05	(Rwy 18C-36C)	126.4	257.8	121.9	348.6 (EAST)	348.6
	(296°-360°)	134.75	(Rwy 18R-36L)	133.35	257.8			CPDLC
	(180°-359°)	257.2						
	(360°-179°)	307.8						

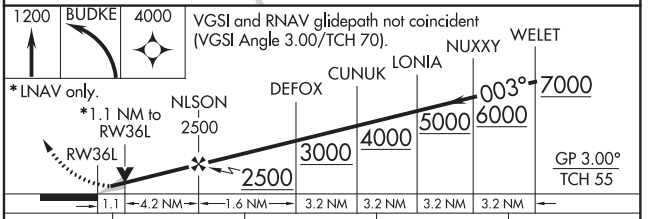
MISSED APCH FIX



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, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) Y RWY 36R

CHARLOTTE/DOUGLAS INTL (CLT)

WAAS	APP CRS	Rwy Idg	8390
CH 90100	003°	TDZE	727
W36D		Apt Elev	748

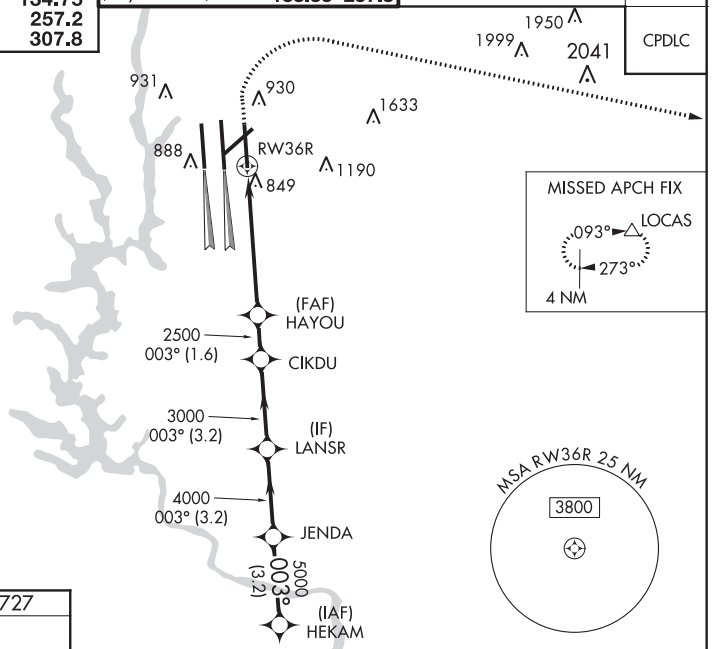
RNP APCH.

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

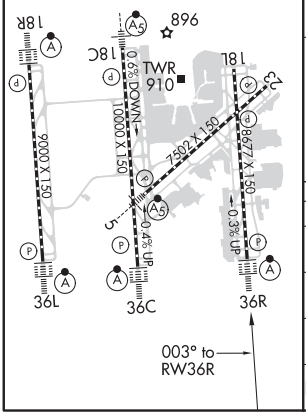
MISSED APPROACH: Climb to1320 then climbing right turn to 4000 direct LOCAS and hold.

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						



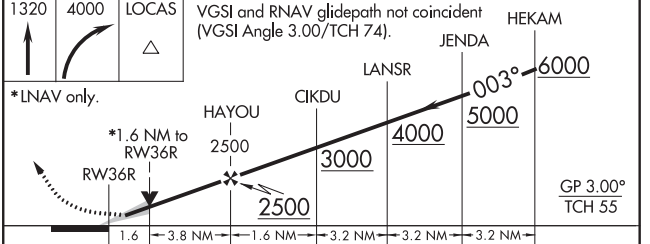
ELEV 748 | D | TDZE 727

HIRL all Rwys
REIL Rwys 18L and 23
TDZ/CL Rwys 18R, 36L, 36C and 36R



1320 | 4000 | LOCAS

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 74).



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

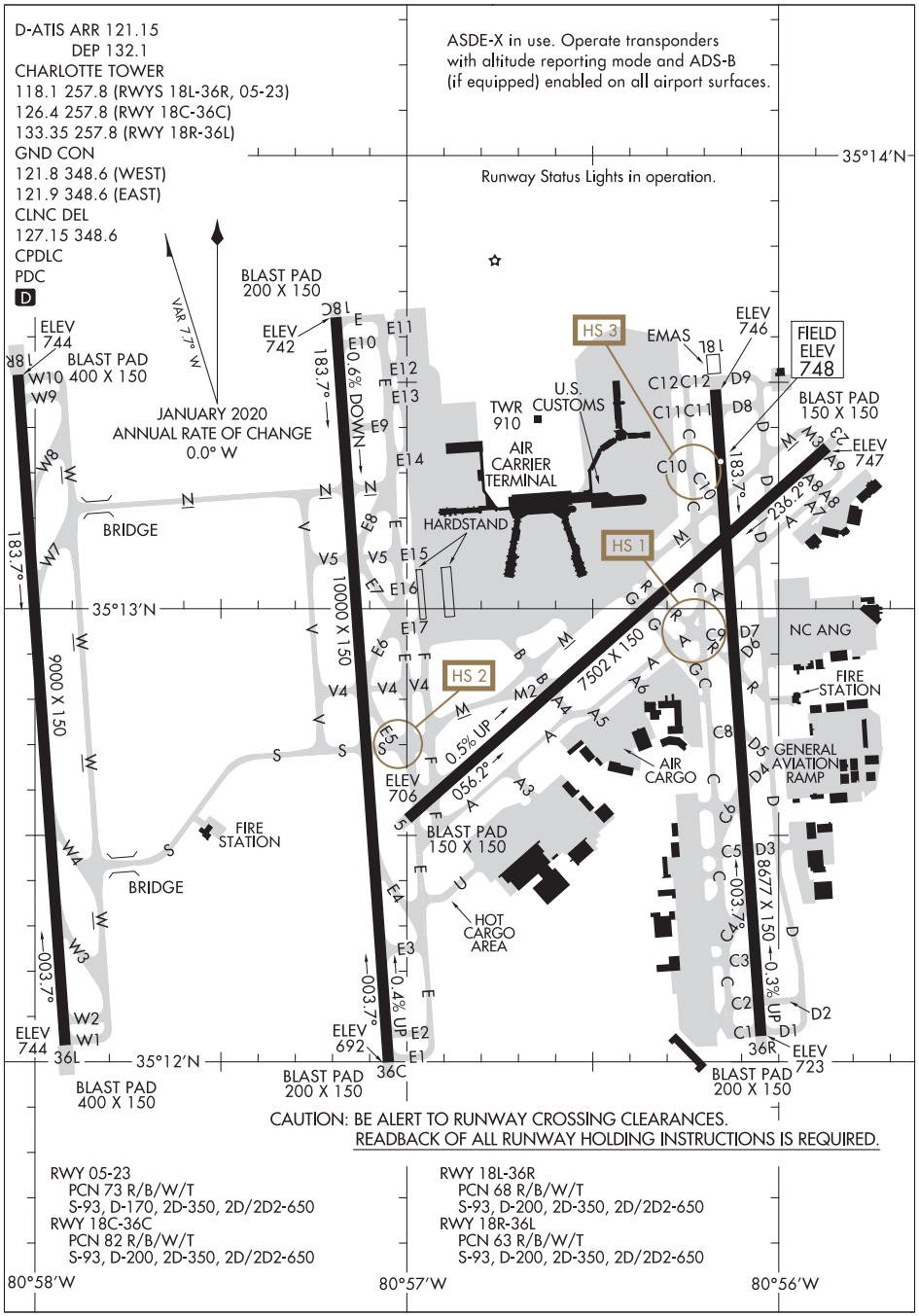
20366

AIRPORT DIAGRAM

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)

CHARLOTTE, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

20366

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)

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ATTENTION ALL USERS PAGE (AAUP)

CONTINUED FROM PREVIOUS PAGE

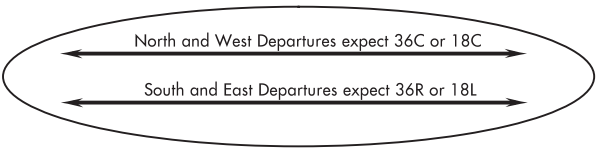
5. **SPECIFIC INFORMATION:** Charlotte will utilize RNAV departures operations all hours of the day seven days a week. All properly equipped aircraft should expect to fly CHARLOTTE RNAV DEPARTURE. Pilots may anticipate a runway assignment based upon the information below, however runway assignments will be issued on initial contact with Ground Control.

Charlotte RNAV SIDs Directions

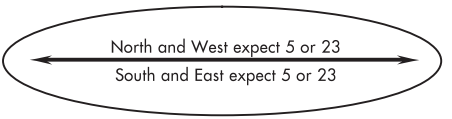
North	East	South	West
JOJJO	BARMY	ICONS	ESTRR
WEAZL	KILNS	BEAVY	BOBZY
KRITR	LILLS	KWEEN	

Expected Runway Assignment

Dual Departures



Night Noise Operations



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BARMY FOUR DEPARTURE (RNAV)

(BARMY4.BARMY) 03JAN19

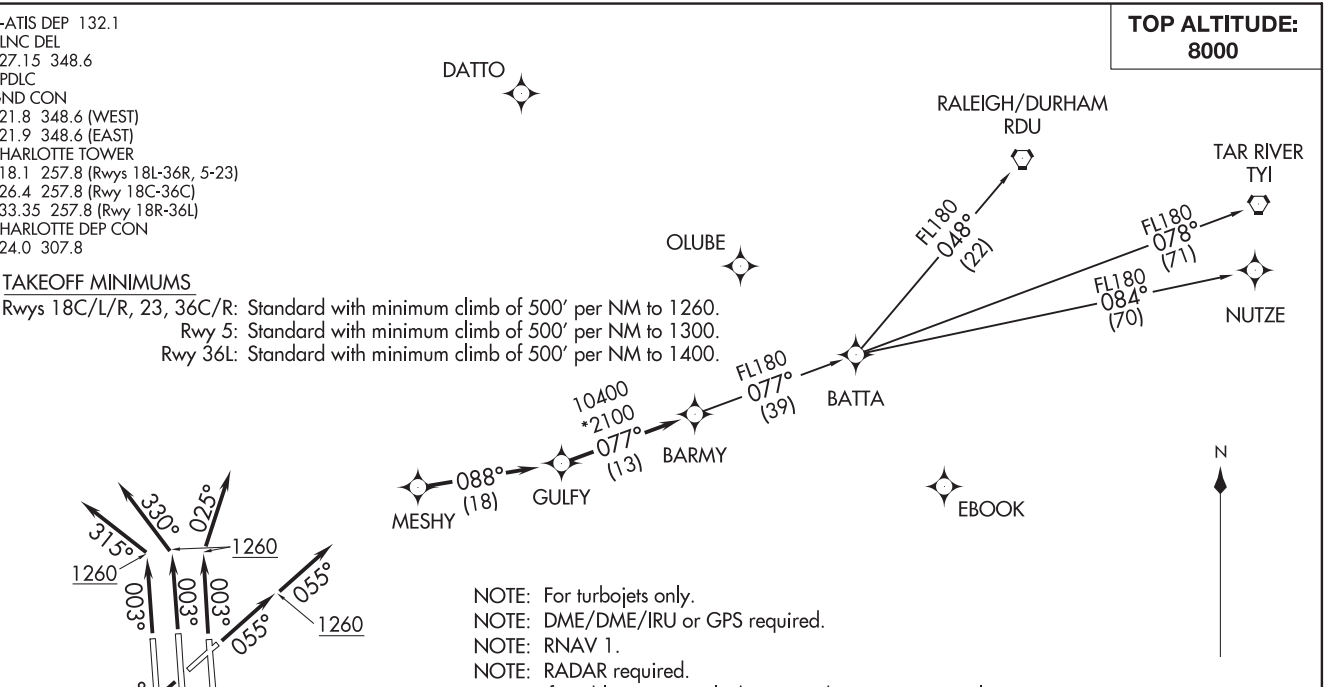
CHARLOTTE, NORTH CAROLINA

CHARLOTTE/DOUGLAS INTL (CLT)

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
124.0 307.8

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.



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: Accelerate to 250K, if unable advise ATC. Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

(BARMY4.BARMY) 19059
BARMY FOUR DEPARTURE (RNAV)
AL-78 (FAA)
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

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.

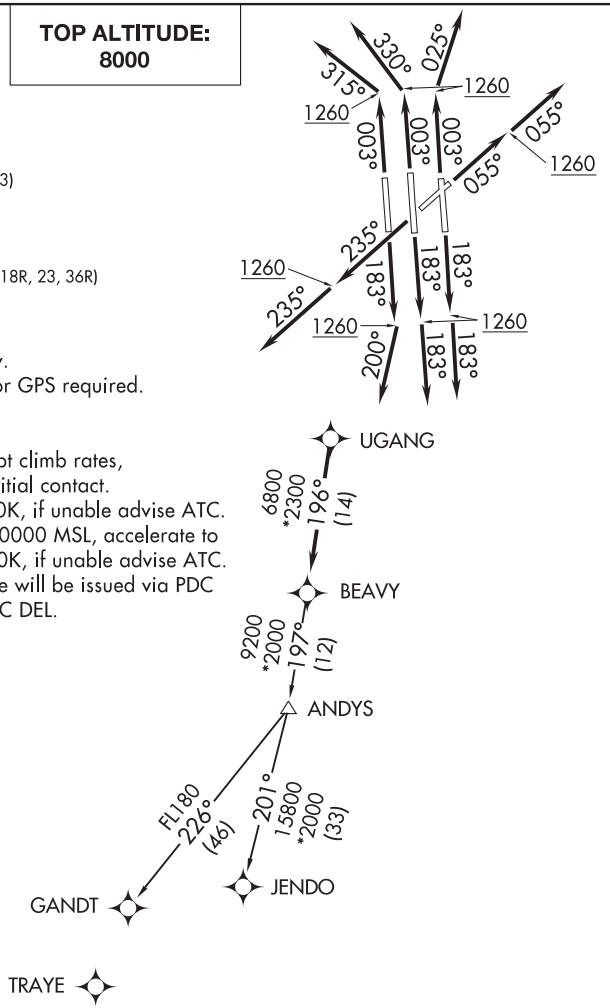
NUTZE TRANSITION (BARMY4.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY4.RDU)
TAR RIVER TRANSITION (BARMY4.TYI)

BEAVY FIVE DEPARTURE (RNAV)

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)

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(BEAVY5.BEAVY) 19003

BEAVY FIVE 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 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)

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(BOBZY4.BOBZY) 19059
BOBZY FOUR DEPARTURE (RNAV)
AL-78 (FAA)
CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

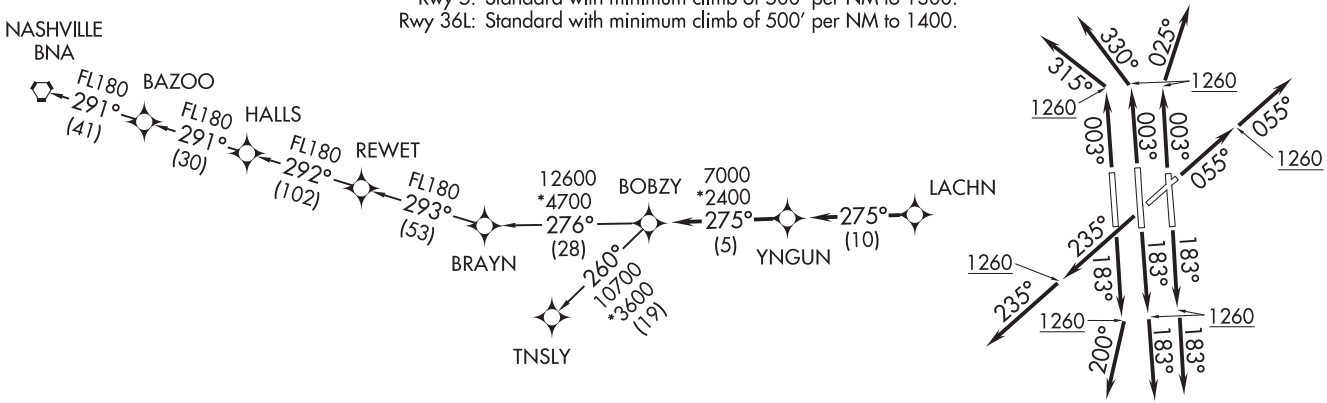
TOP ALTITUDE: 8000

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.

N

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.

(BOBZY4.BOBZY) 19003

BOBZY FOUR DEPARTURE (RNAV)

AL-78 (FAA)

CHARLOTTE/DOUGLAS INTL (CLT)
CHARLOTTE, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

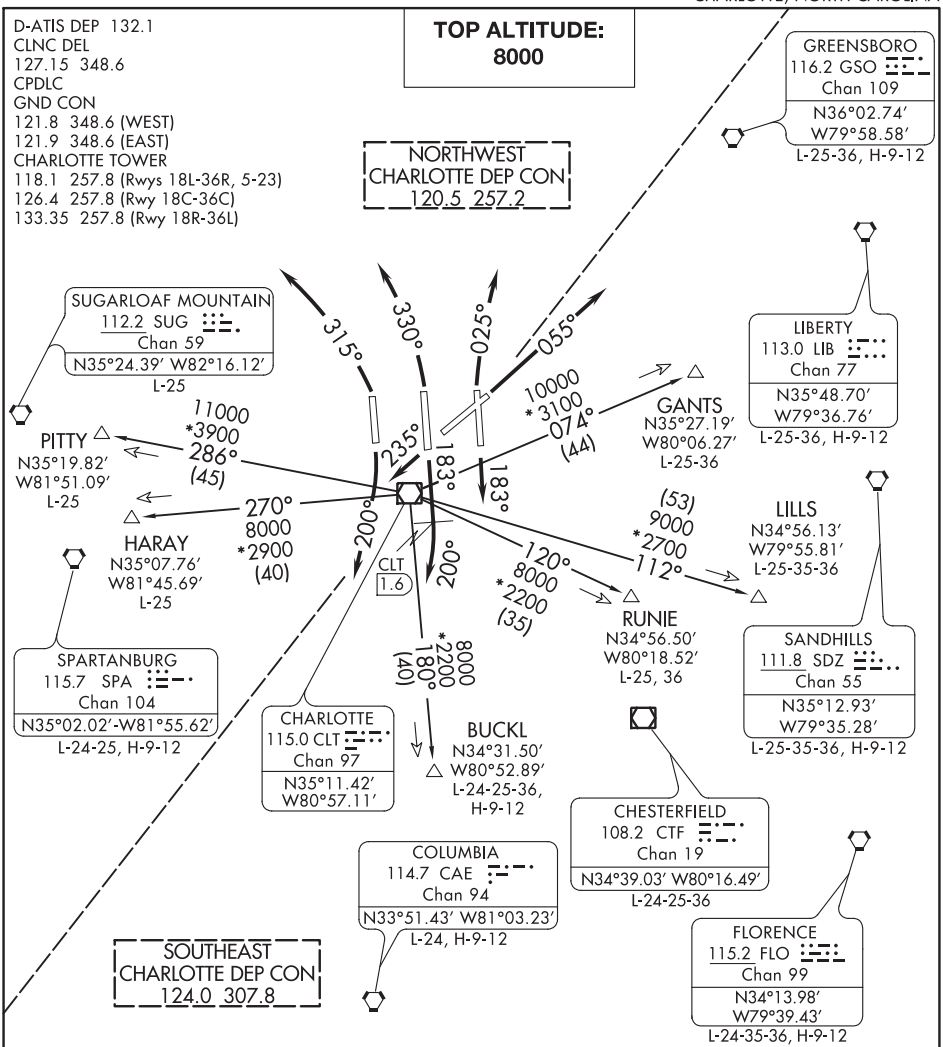
DEPARTURE ROUTE DESCRIPTION

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)



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.

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(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.

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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.

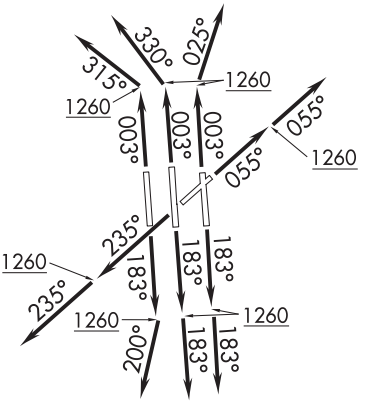
IPTAY TRANSITION (ESTRR4.IPTAY)

SE-2, 25 FEB 2021 to 22 APR 2021

ICONS FOUR 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 (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.

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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)

SE-2, 25 FEB 2021 to 22 APR 2021

JOJJO FOUR DEPARTURE (RNAV)

(NARRATIVE ON FOLLOWING PAGE)

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)

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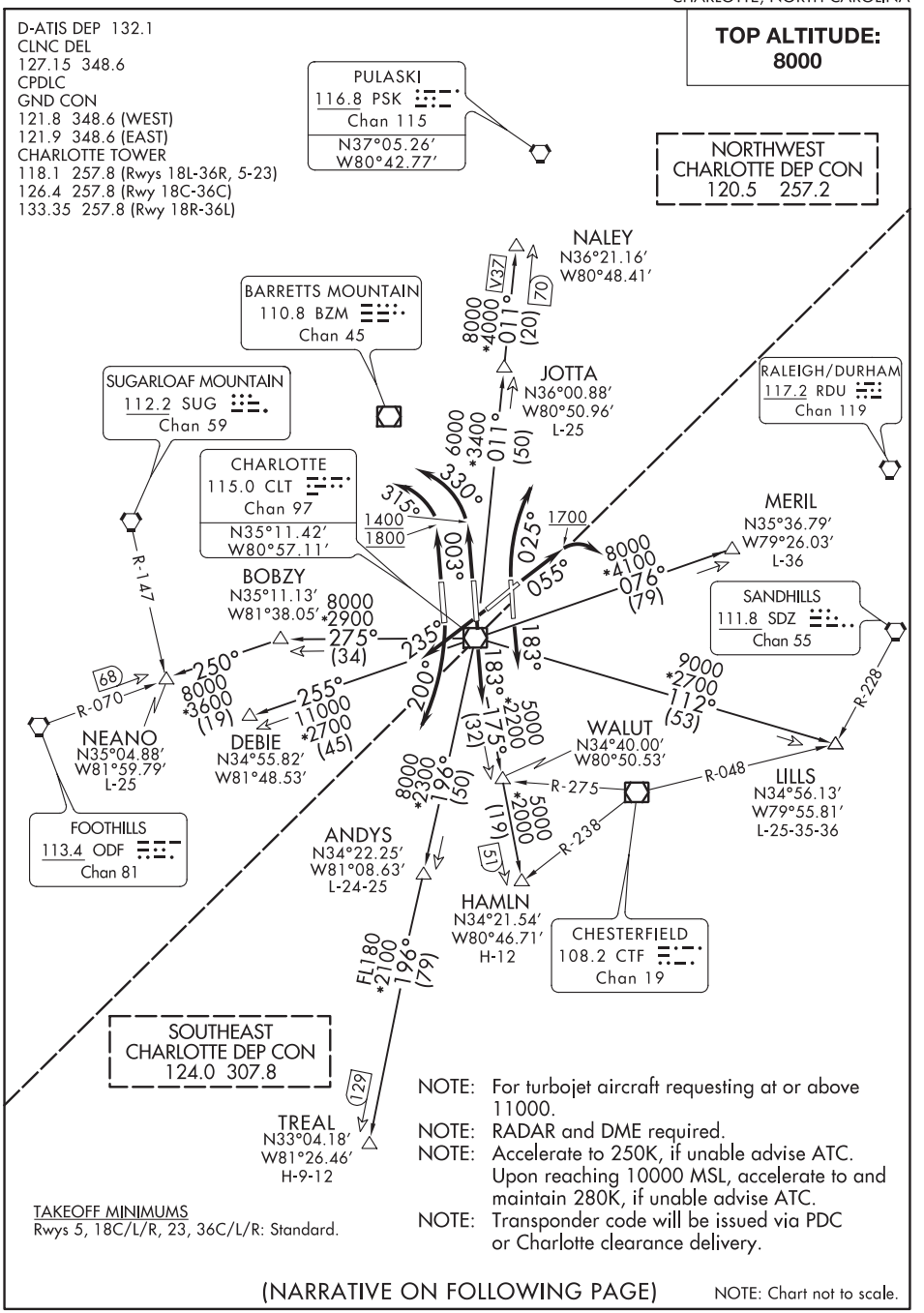
KERMIT THREE DEPARTURE



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.

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
N
AUDII
FL180
044°
(37)
EBOOK
OLUBE
DURST
DATTO
17000
*12000
076°
(29)
KILNS
076°
(18)
LILIC
077°
(17)
MUNBE
1260
055°
003°
025°
330°
315°
183°
235°
200°
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)

SE-2, 25 FEB 2021 to 22 APR 2021
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KNIGHTS TWO DEPARTURE

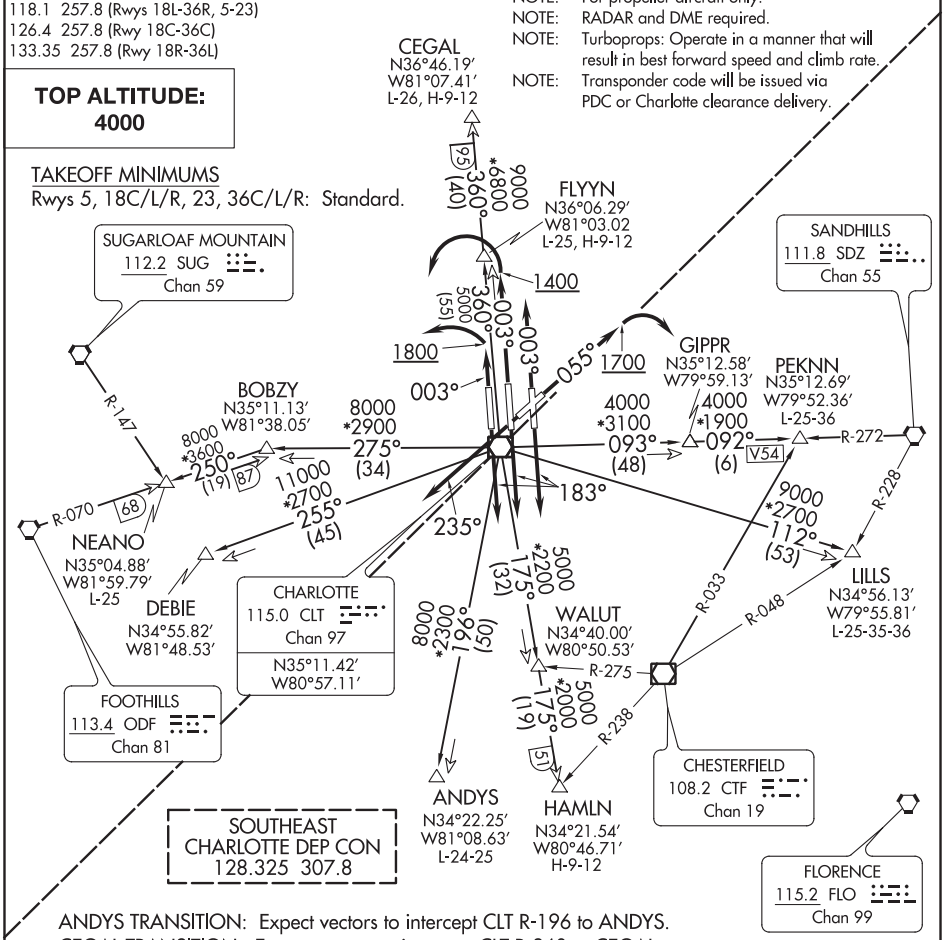
D-ATIS DEP 132.1
CLNC DEL
127.15 348.6
CPDLC
GND CON
121.8 348.6 (WEST)
121.9 348.6 (EAST)
CHARLOTTE TOWER
118.1 257.8 (Rwys 18L-36R, 5-23)
126.4 257.8 (Rwy 18C-36C)
133.35 257.8 (Rwy 18R-36L)

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, 25 FEB 2021 to 22 APR 2021
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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 FLYYN.
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.

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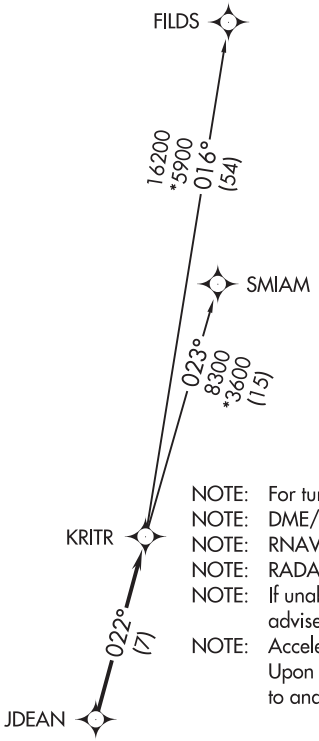
KRITR FIVE DEPARTURE (RNAV)

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

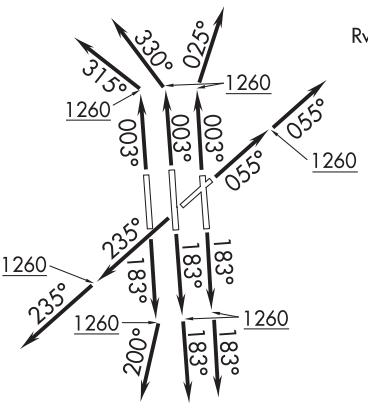
TOP ALTITUDE: 8000



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.

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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.

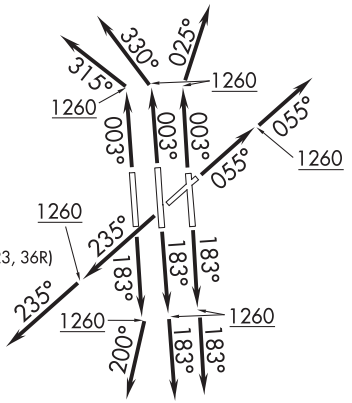
FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

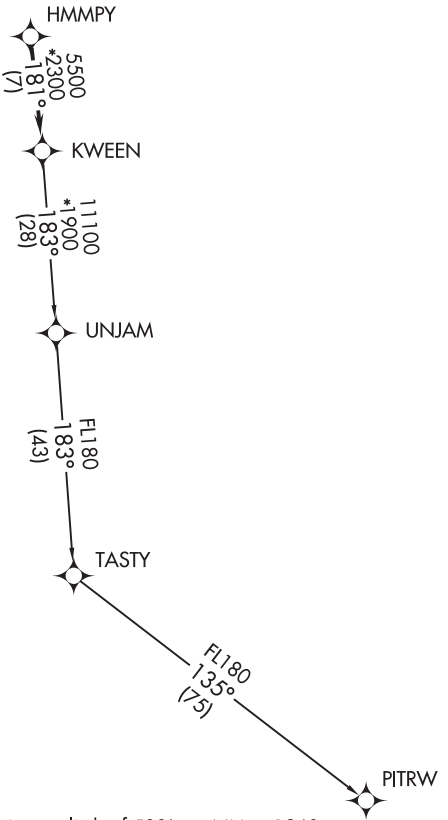
SE-2, 25 FEB 2021 to 22 APR 2021

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)

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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. . . .

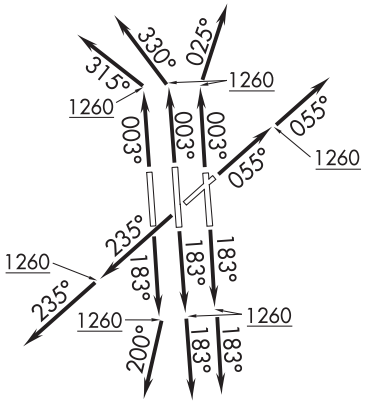
TAKEOFF RWY 36R: Climb heading 003° to 1260, then on heading 025° or as assigned by ATC, expect RADAR vectors to HMMPY, thence. . . .

. . . .on track 181° to KWEEN, then on assigned transition. Maintain 8000. Expect clearance to filed altitude within 10 minutes after departure.

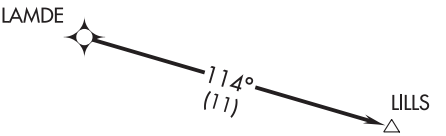
PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)

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.

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(WEAZL4.WEAZL) 19059 AL-78 (FAA)

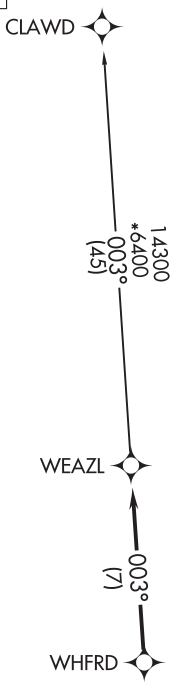
CHARLOTTE/DOUGLAS INTL (CLT)

WEAZL FOUR DEPARTURE (RNAV)

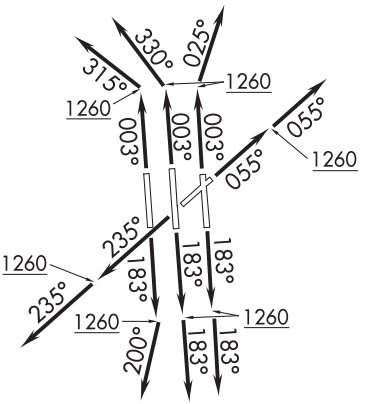
CHARLOTTE, NORTH CAROLINA

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.

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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)

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CHERAW, SOUTH CAROLINA

AL-5553 (FAA)

19115

RNAV (GPS) RWY 8

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

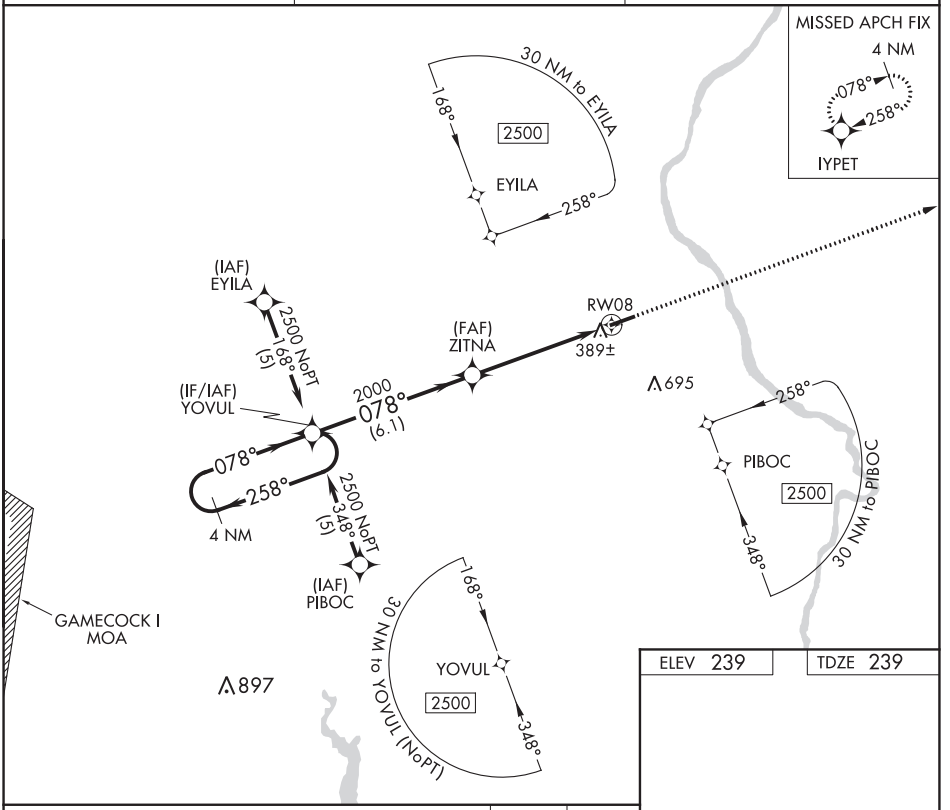
APP CRS	Rwy Idg	5000
078°	TDZE	239
	Apt Elev	239

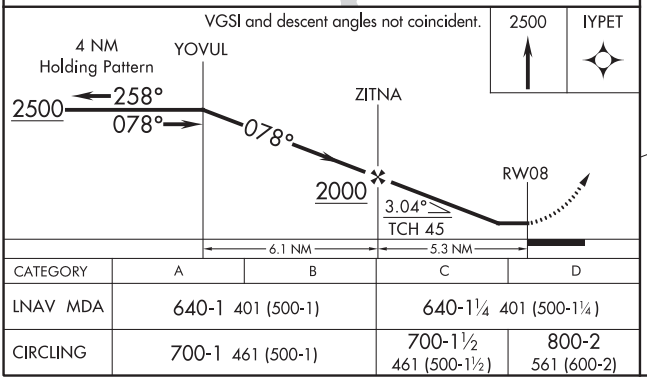
RNP APCH.

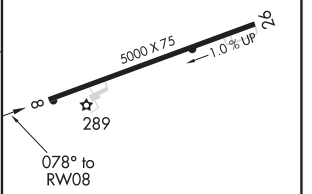
Rwy 8 helicopter visibility reduction below 1 SM NA. If local altimeter setting not received, use Darlington altimeter setting and increase all MDAs 60 feet. Procedure NA at night.

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







ELEV 239 TDZE 239

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

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WAAS CH 82134 W26A	APP CRS 258°	Rwy Idg 5000 TDZE 209 Apt Elev 239

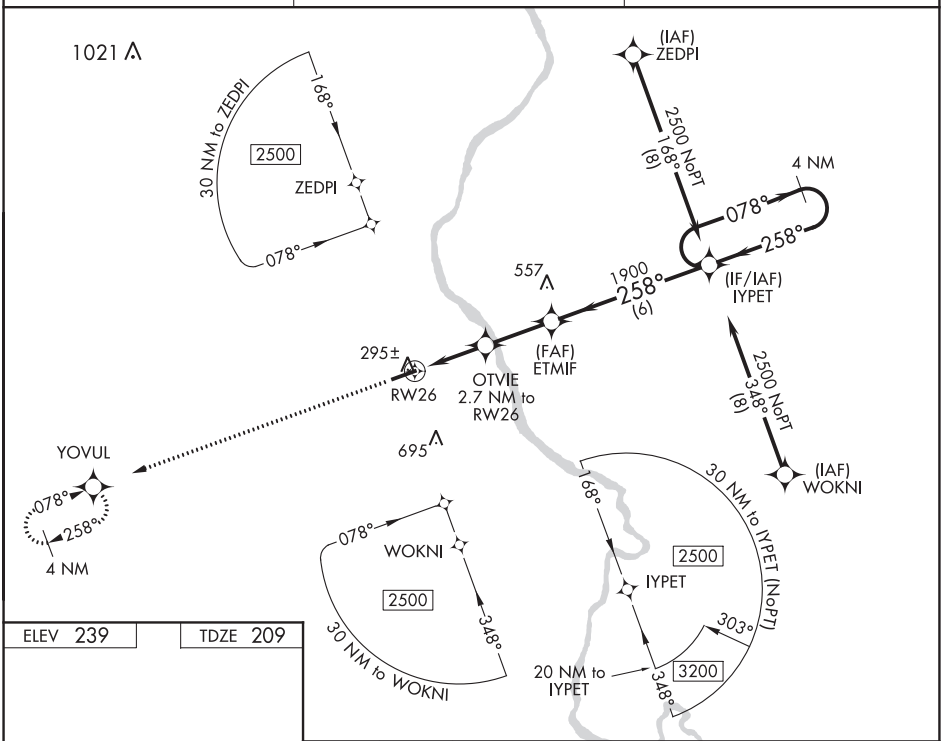
RNAV (GPS) RWY 26

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

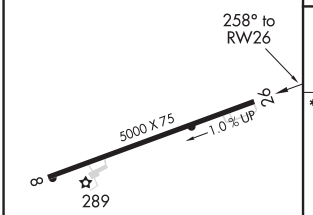
T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA 44 feet, all MDA 60 feet, LNAV/VNAV all Cats visibility ⅛ mile, LNAV Cat C/D and Circling Cat C/D visibility ¼ mile. Helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Procedure NA at night.

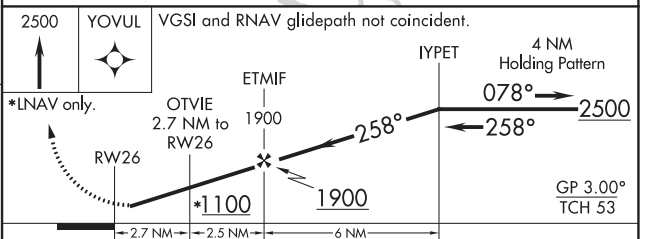
MISSED APPROACH: Climb to 2500 direct YOVUL and hold.

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

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SE-2, 25 FEB 2021 to 22 APR 2021

CHERAW, SOUTH CAROLINA | AL-5553 (FAA) | 19115

VOR/DME CTF	APP CRS	Rwy Idg 5000
108.2 Chan 19	080°	TDZE 239
		Apt Elev 239

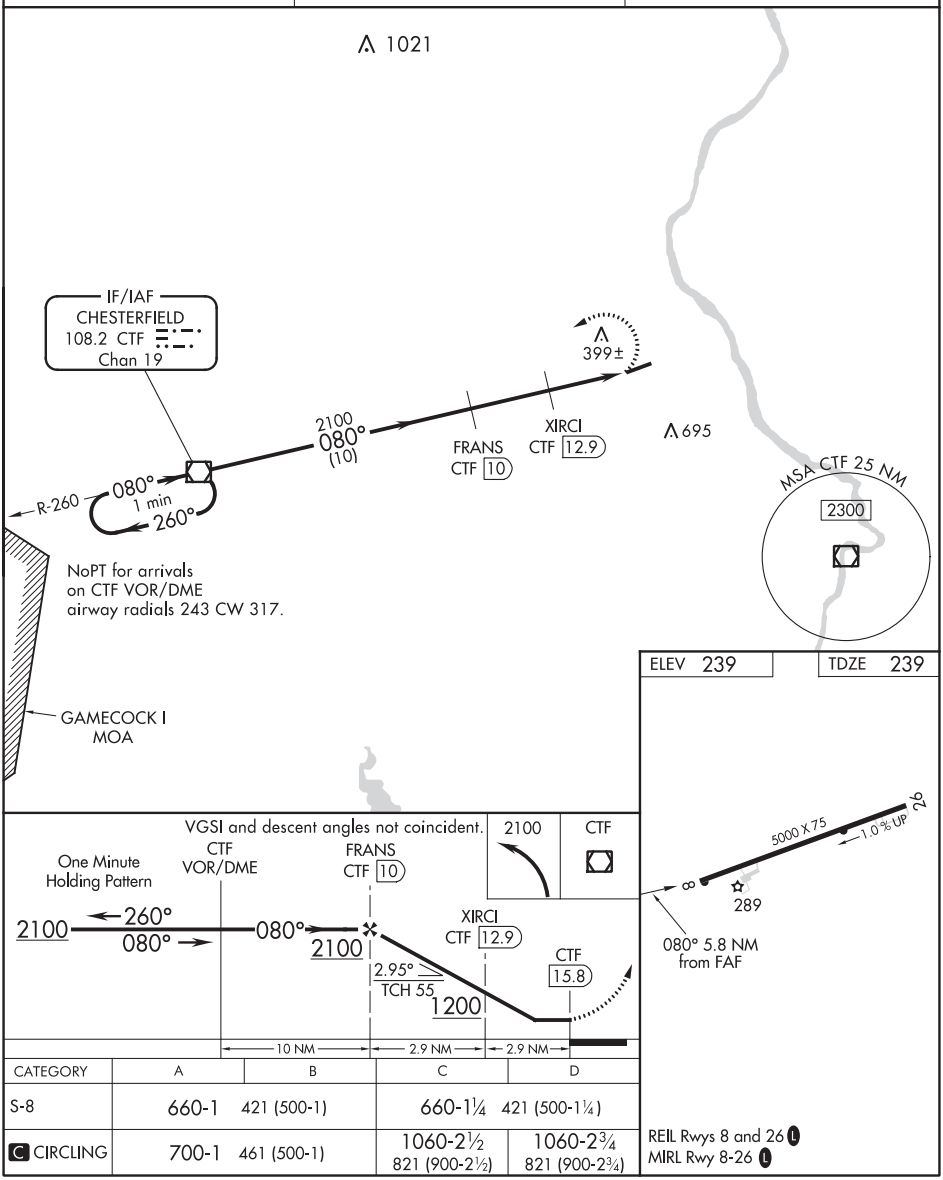
VOR/DME RWY 8

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)

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



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

CHERAW, SOUTH CAROLINA
Amdt 3B 18SEP14

CHERAW MUNI/LYNCH BELLINGER FIELD (CQW)
34°43′N-79°57′W

VOR/DME RWY 8

SE-2, 25 FEB 2021 to 22 APR 2021

CHERRY POINT, NORTH CAROLINA

ILS or LOC/DME RWY 23R

LOC/DME I-NKT	APCH CRS	Rwy ldg 7552
108.9	234°	TDZE 23
Chan 26		Arpt Elev 29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

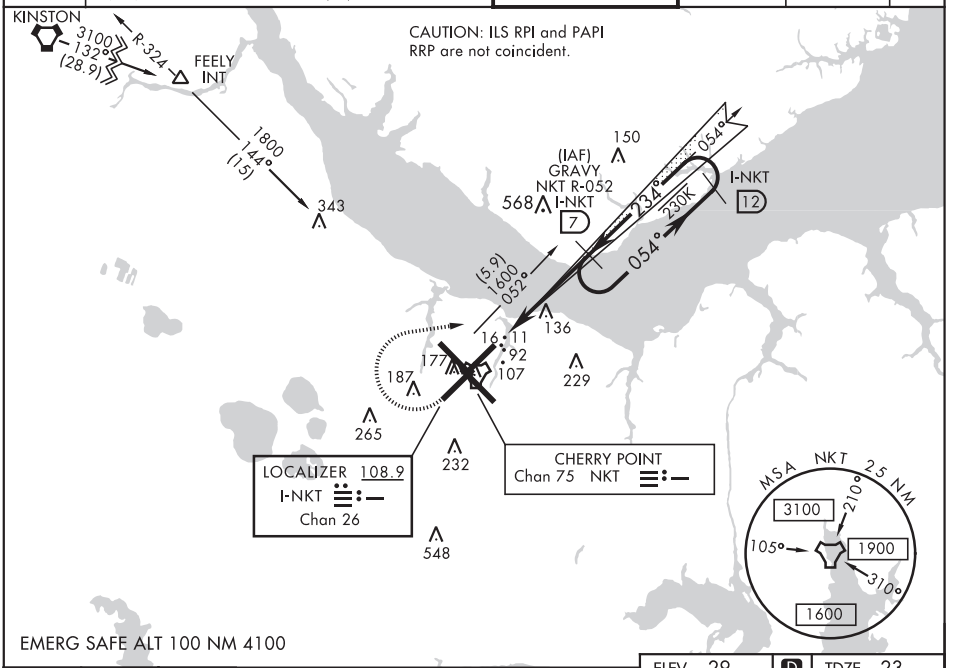
TACAN Required

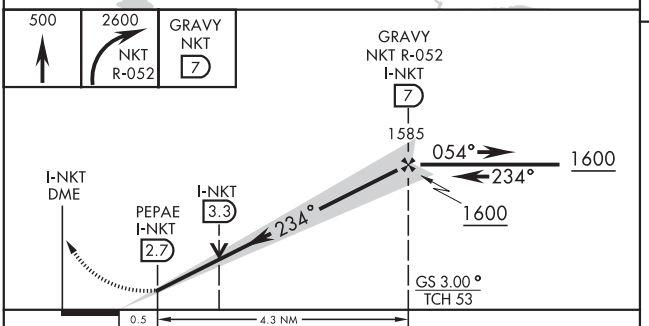
▼ * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase vis to 1 mile.

MALSR

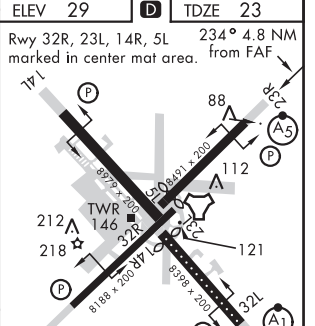
MISSED APPROACH: Climb to 500, then climbing right turn to 2600 via NKT TACAN R-052 to GRAVY and hold. Continue climb in hold.

ATIS	CHERRY POINT APP CON				CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/PAR
127.475	(E)	119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				





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)



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
Amdt 4 10SEP20

34° 54′N-76° 53′W

CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

ILS or LOC/DME RWY 23R

SE-2, 25 FEB 2021 to 22 APR 2021

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 5R

WAAS	APCH CRS	Rwy ldg	8188
Chan 71199	054°	TDZE	27
W05A		Arpt Elev	29

AL-471 [USN]

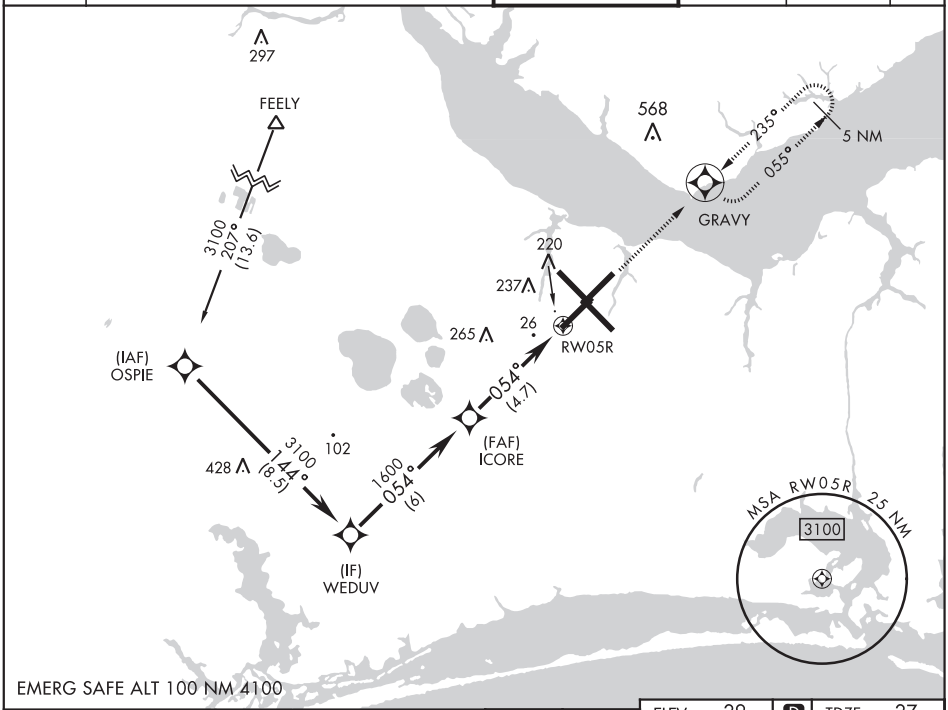
CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH

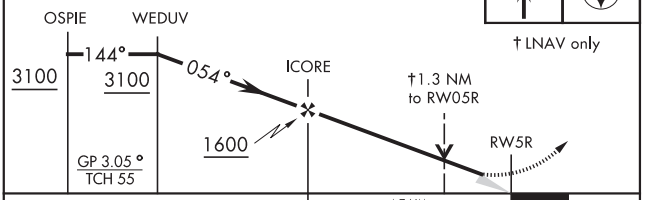
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

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	(E)	119.75	360.775	(abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600')		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				



VGSI and RNAV glidepath not coincident.



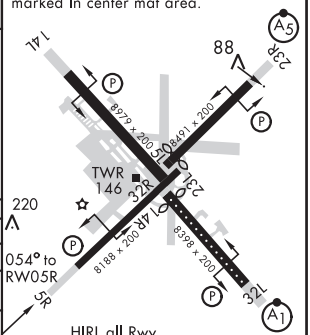
3100 GRAVY

† LNAV only

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'

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CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 14L

WAAS	APCH CRS	Rwy Idg	8979
Chan 41117	144°	TDZE	26
W14A		Arpt Elev	29

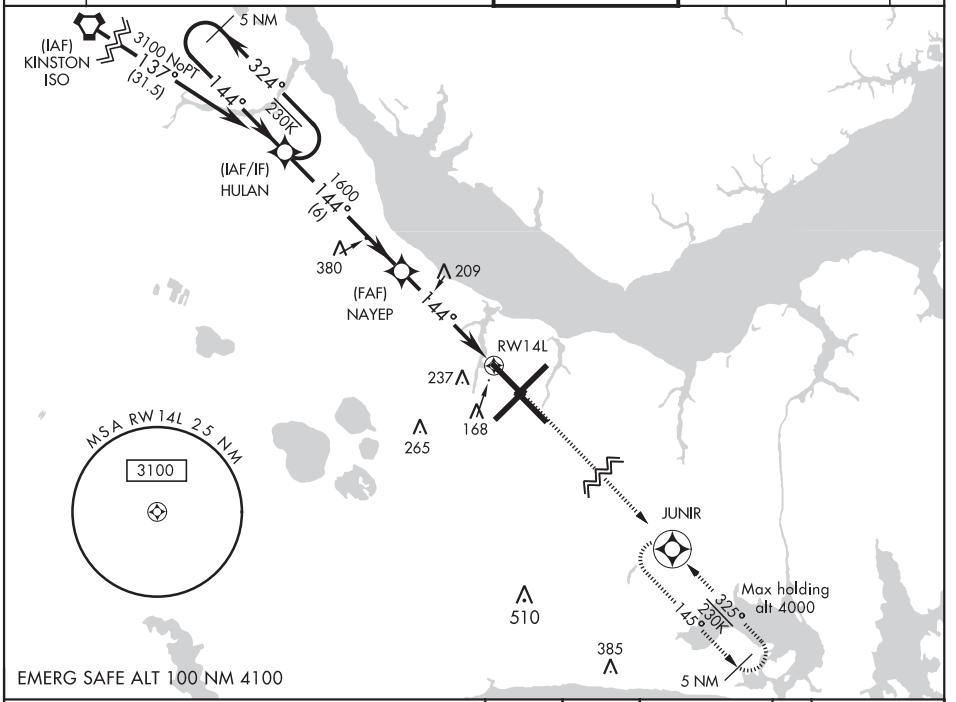
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

RNP APCH

T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

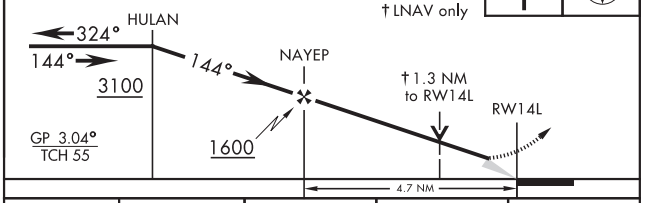
MISSED APPROACH: Climb to 3100 direct JUNIR and hold.

ATIS	CHERRY POINT APP CON				CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E)	119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				



VGSI and RNAV glidepath not coincident

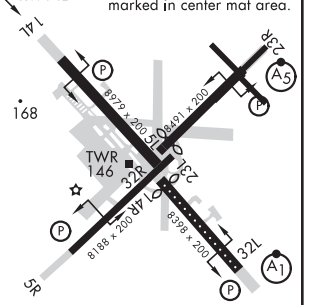
† LNAV only



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′

CHERRY POINT, NORTH CAROLINA 34°54′N-76°53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 3 10SEP20

RNAV (GPS) RWY 14L

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20254

CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 23R

WAAS	APCH CRS	Rwy ldg	7552
Chan 51523	235°	TDZE	23
W23A		Arpt Elev	29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

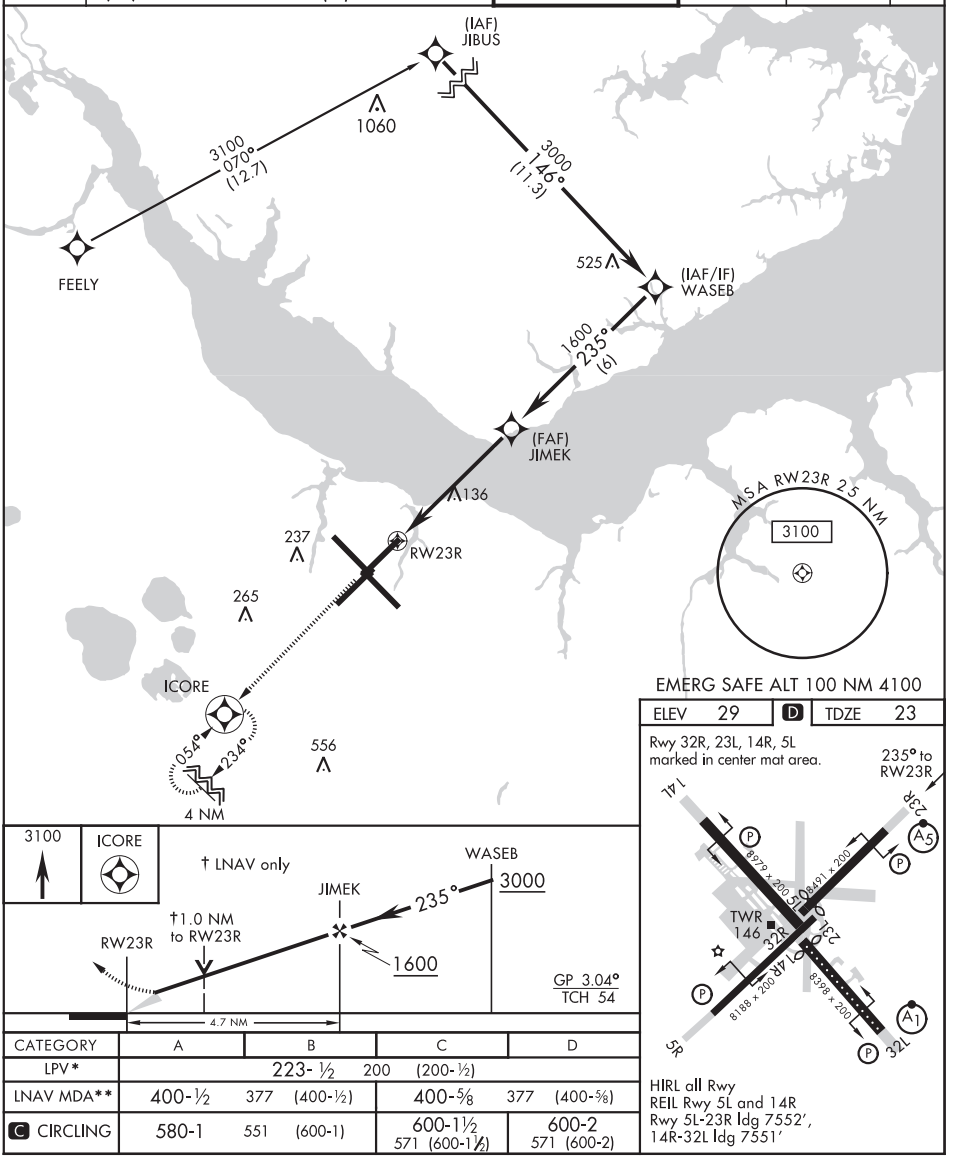
RNP APCH

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase to 1 mile.

MALSR

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	(E)	119.75	360.775	(abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600')		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				



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)

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 3 10SEP20

RNAV (GPS) RWY 23R

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CHERRY POINT, NORTH CAROLINA

RNAV (GPS) RWY 32L

WAAS	APCH CRS	Rwy ldg	7551
Chan 54304	325°	TDZE	26
W32A		Arpt Elev	29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

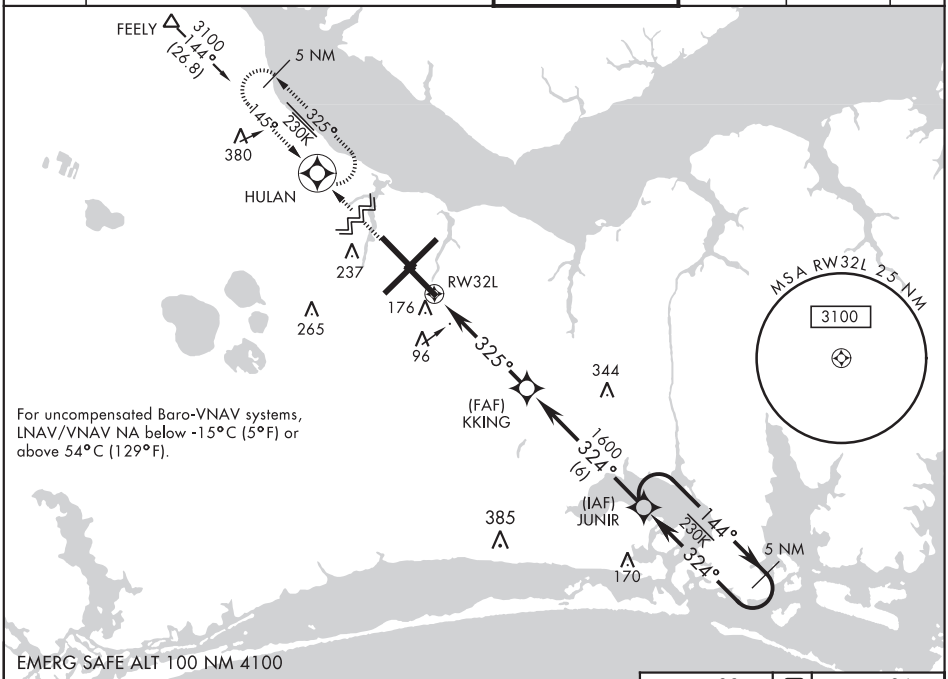
RNP APCH

▼ *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	(E)	119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				

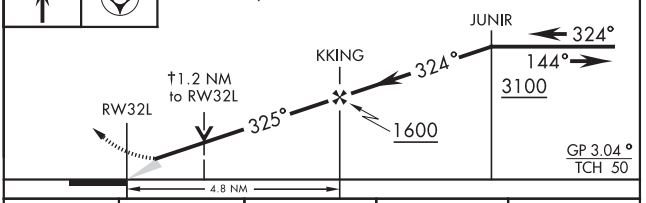


SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

3100 HULAN

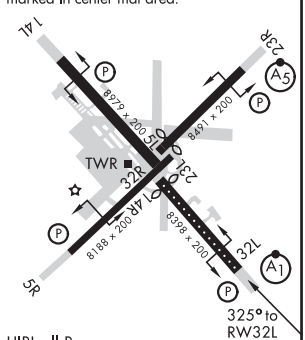
VGSI and RNAV glidepath no coincident.
† LNAV only



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′

CHERRY POINT, NORTH CAROLINA 34°54′N-76°53′W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

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RNAV (GPS) RWY 32L

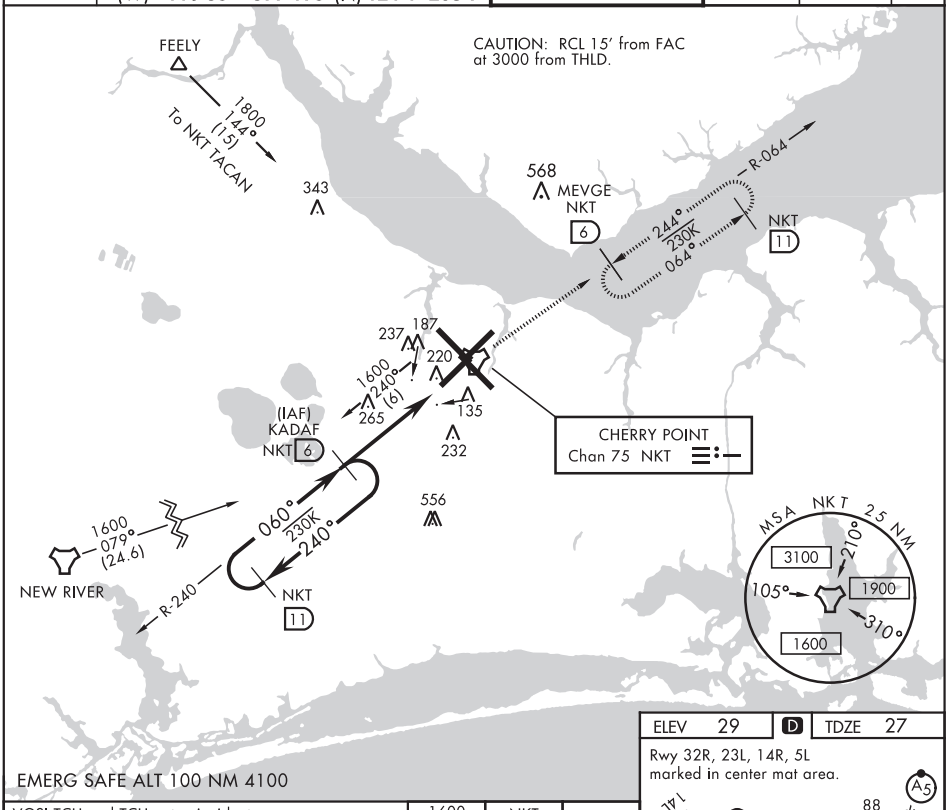
CHERRY POINT, NORTH CAROLINA

TACAN RWY 5R

TACAN	APCH CRS		
NKT Chan 75	060°	Rwy ldg 8188 TDZE 27 Arpt Elev 29	AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

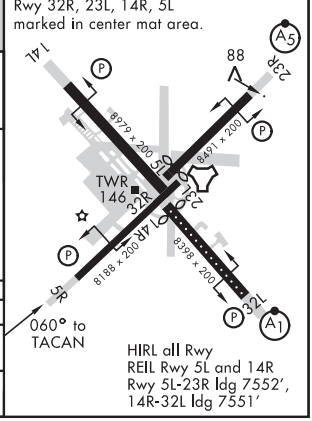
MISSED APPROACH: Climb to 1600 direct NKT TACAN, then direct MEVGE and hold.

ATIS	CHERRY POINT APP CON	CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475 244.875	(E) 119.75 360.775 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 124.1 268.7	121.3 340.2	128.625 239.025	125.95 316.125	



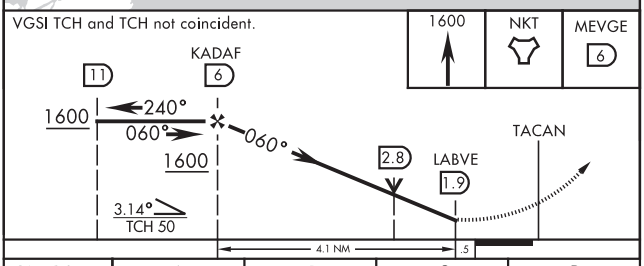
ELEV 29 | D | TDZE 27

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'

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)

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CHERRY POINT, NORTH CAROLINA

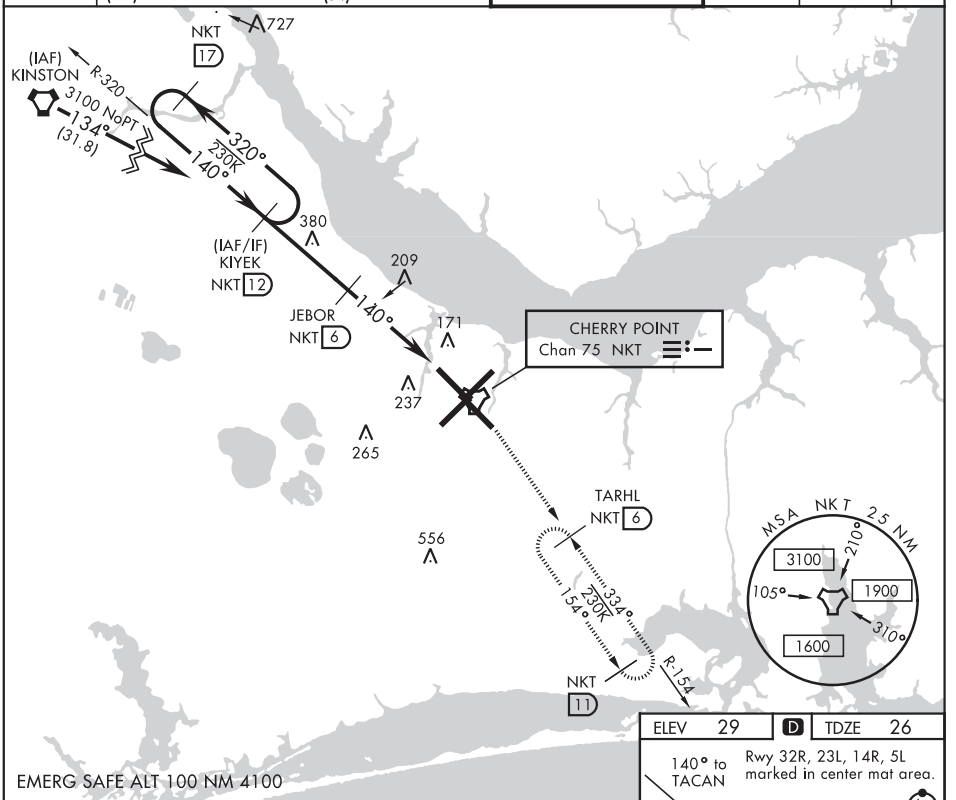
TACAN RWY 14L

TACAN	APCH CRS	Rwy ldg	8979
NKT Chan 75	140°	TDZE	26
		Arpt Elev	29

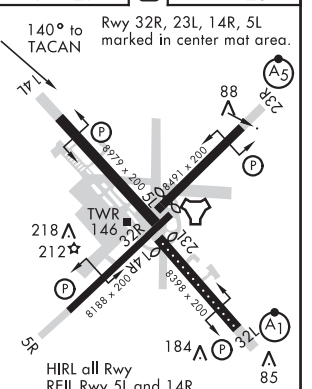
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

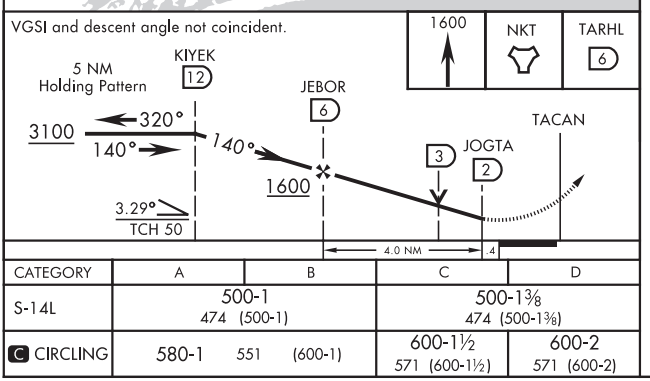
MISSED APPROACH: Climb to 1600 direct NKT TACAN, then direct TARHL and hold.

ATIS	CHERRY POINT APP CON				CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E)	119.75	360.775	(abv 2600')	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600')		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				



ELEV 29	D	TDZ 26





CATEGORY	A	B	C	D
S-14L	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)

CHERRY POINT, NORTH CAROLINA 34° 54'N-76° 53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

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TACAN RWY 14L

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CHERRY POINT, NORTH CAROLINA

TACAN RWY 32L

TACAN	NKT
Chan	75

APCH CRS
334°

Rwy ldg	7551
TDZE	26
Arpt Elev	29

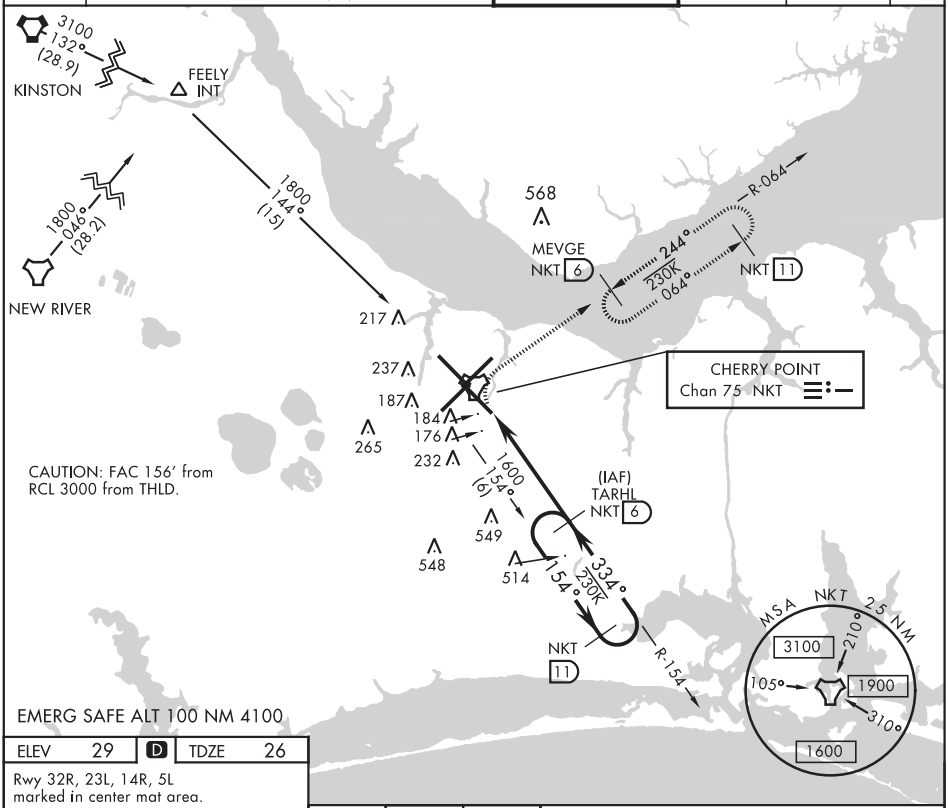
AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅜ miles.

ALSF-1

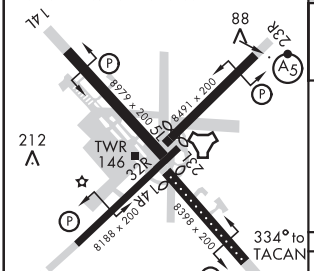
MISSED APPROACH: Climb on hdg 334°. At 500 climbing right turn to 1600 direct MEVGE and hold.

ATIS	CHERRY POINT APP CON				CHERRY POINT TOWER	GND CON	CLNC DEL	ASR/ PAR
127.475	(E)	119.75	360.775	(abv 2600′)	121.3 340.2	128.625	125.95	
244.875	(E)	132.575	299.6	(at/blw 2600′)		239.025	316.125	
	(W)	119.35	377.175	(N) 124.1 268.7				

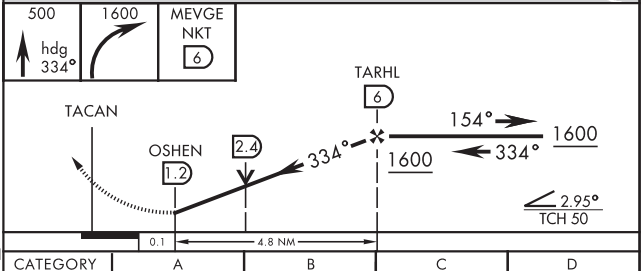


ELEV	29	D	TDZE	26

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

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CHERRY POINT, NORTH CAROLINA

COPTER TACAN RWY 23R

TACAN NKT Chan 75	APCH CRS 225°	Rwy ldg 7552 TDZE 23 Arpt Elev 29

AL-471 [USN] CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

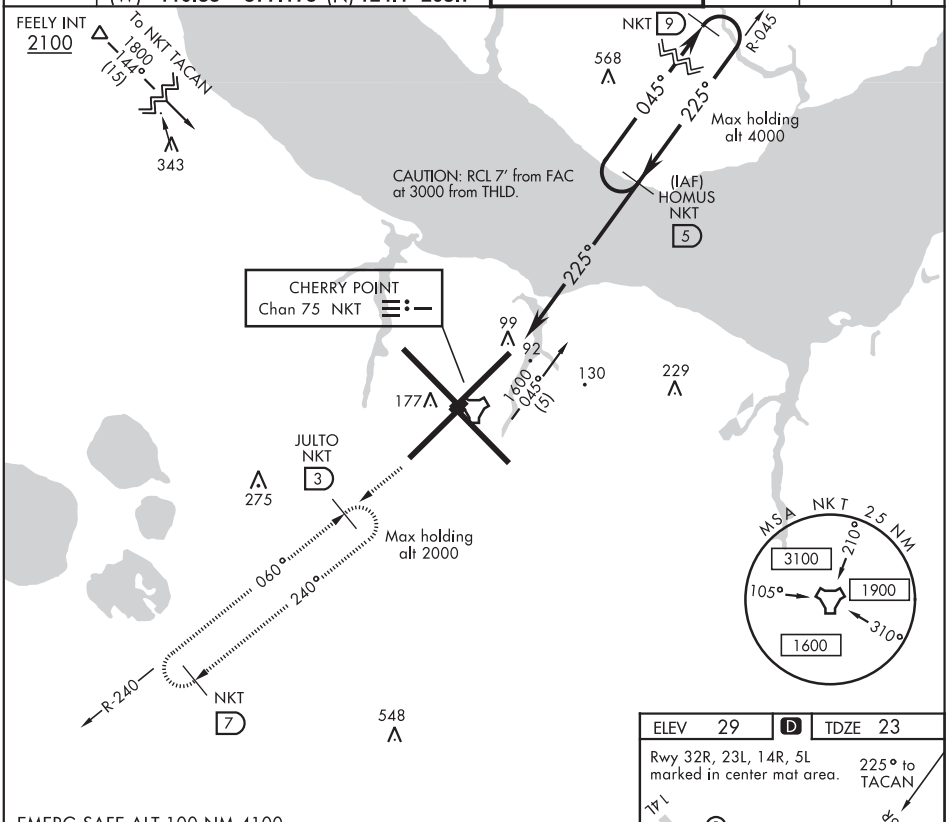
T * When ALS inop, increase vis to 1 mile.

Max Airspeed 90 KIAS

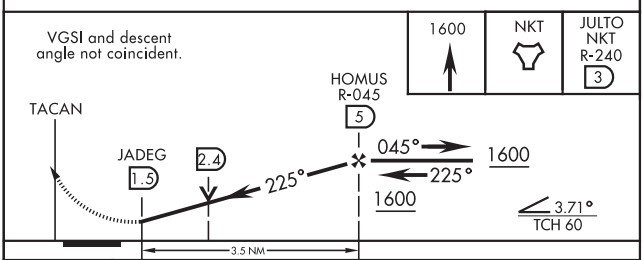
MALSR A5

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
127.475 244.875	(E) 119.75 360.775 (abv 2600') (E) 132.575 299.6 (at/blw 2600') (W) 119.35 377.175 (N) 124.1 268.7	121.3 340.2	128.625 239.025	125.95 316.125	



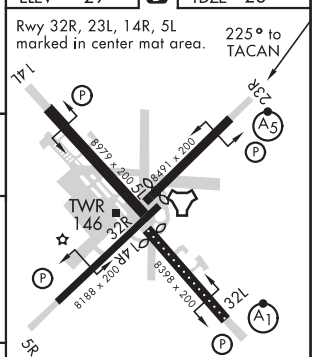
EMERG SAFE ALT 100 NM 4100



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'

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SE-2, 25 FEB 2021 to 22 APR 2021

CHERRY POINT, NORTH CAROLINA 34°54'N-76°53'W CHERRY POINT MCAS (CUNNINGHAM FLD) (KNKT)

Amdt 6 10SEP20

COPTER TACAN RWY 23R

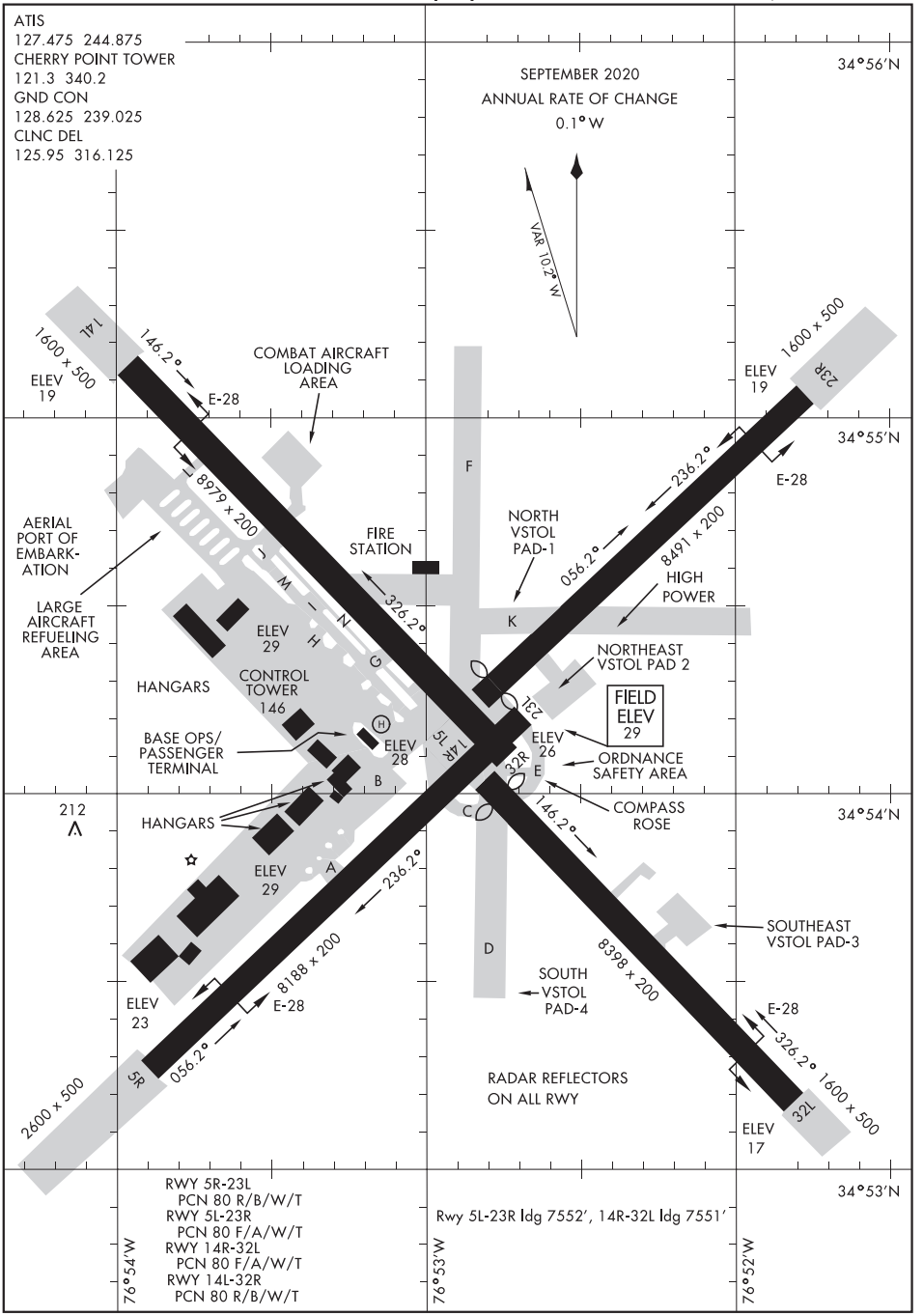
20254

AIRPORT DIAGRAM

CHERRY POINT MCAS, (CUNNINGHAM FLD) (KNKT)

AFD-471 [USN]

CHERRY POINT, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

CHERRY POINT, NORTH CAROLINA

CHERRY POINT MCAS, (CUNNINGHAM FLD) (KNKT)

RNAV (GPS) RWY 17

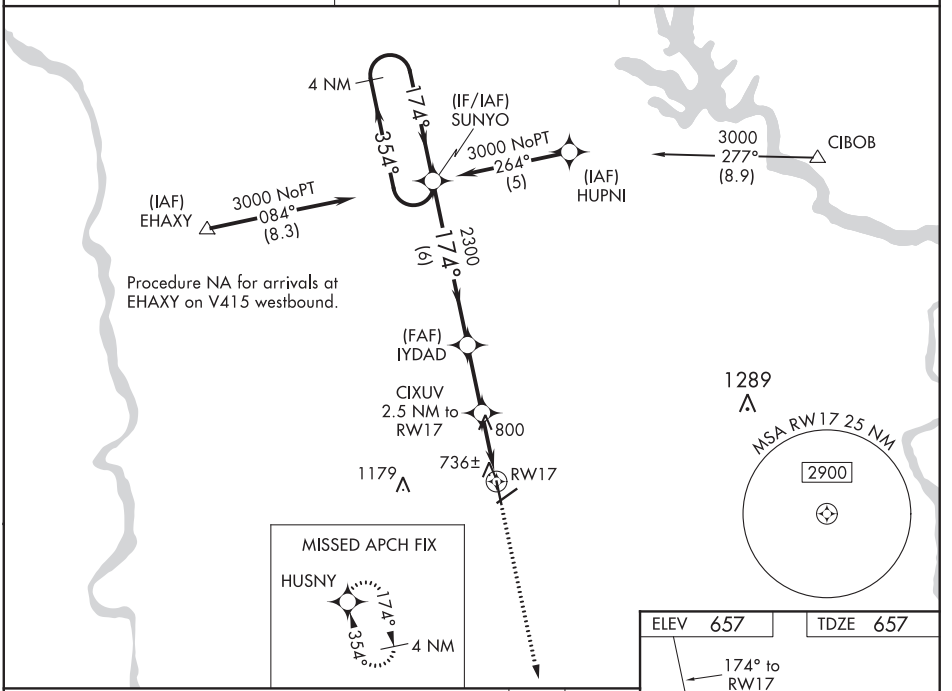
CHESTER CATAWBA RGNL (DCM)

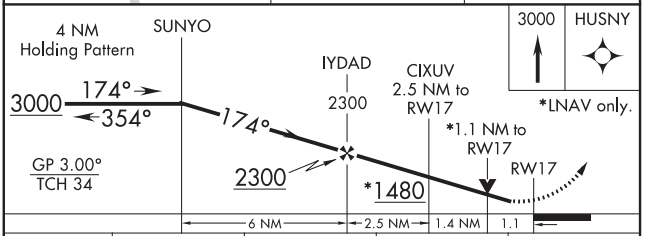
WAAS	APP CRS	Rwy Idg	5000
CH **93818**	**174°**	TDZE	**657**
W17A		Apt Elev	**657**

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 MDA 40 feet and LNAV Cat D visibility ¼ mile. Baro-VNAV and VDP NA when using Rock Hill altimeter setting.

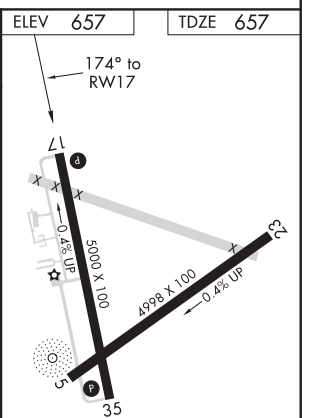
MISSED APPROACH: Climb to 3000 direct HUSNY and hold.

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)



MIRL Rwy 17-35 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CHESTER, SOUTH CAROLINA

AL-5954 (FAA)

18256

WAAS	APP CRS	Rwy Idg	5000
CH 40318	354°	TDZE	648
W35A		Apt Elev	657

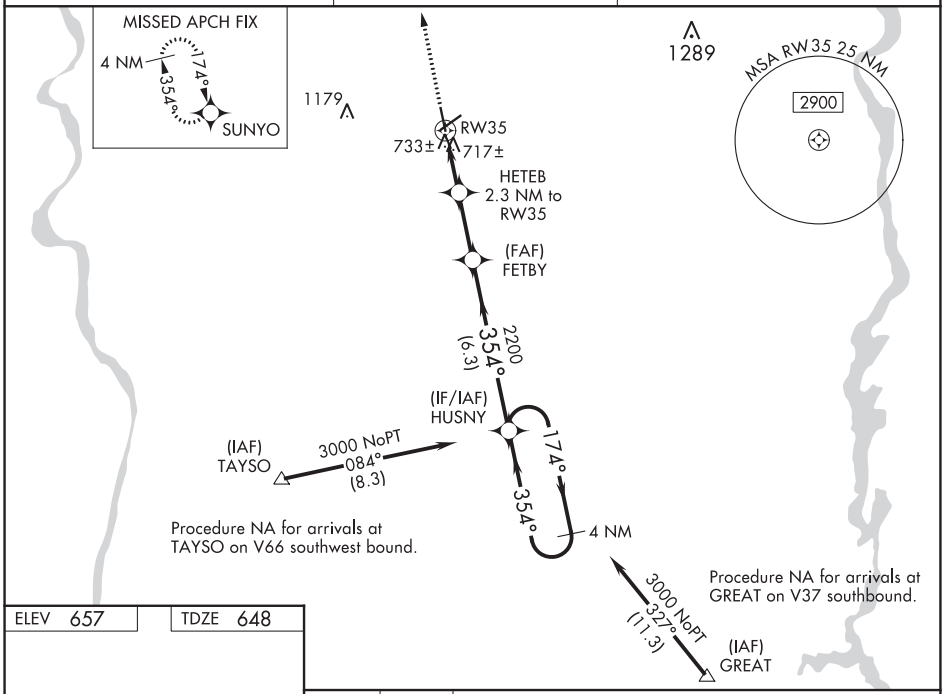
RNAV (GPS) RWY 35

CHESTER CATAWBA RGNL (DCM)

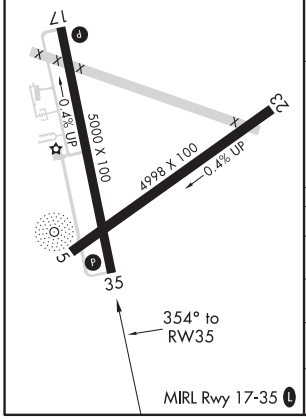
Circling to Rwy 5-23 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all DA 33 feet and all MDAs 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.

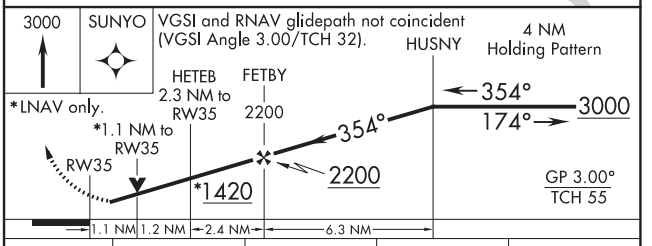
MISSED APPROACH: Climb to 3000 direct SUNYO and hold.

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)

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NDB RWY 35

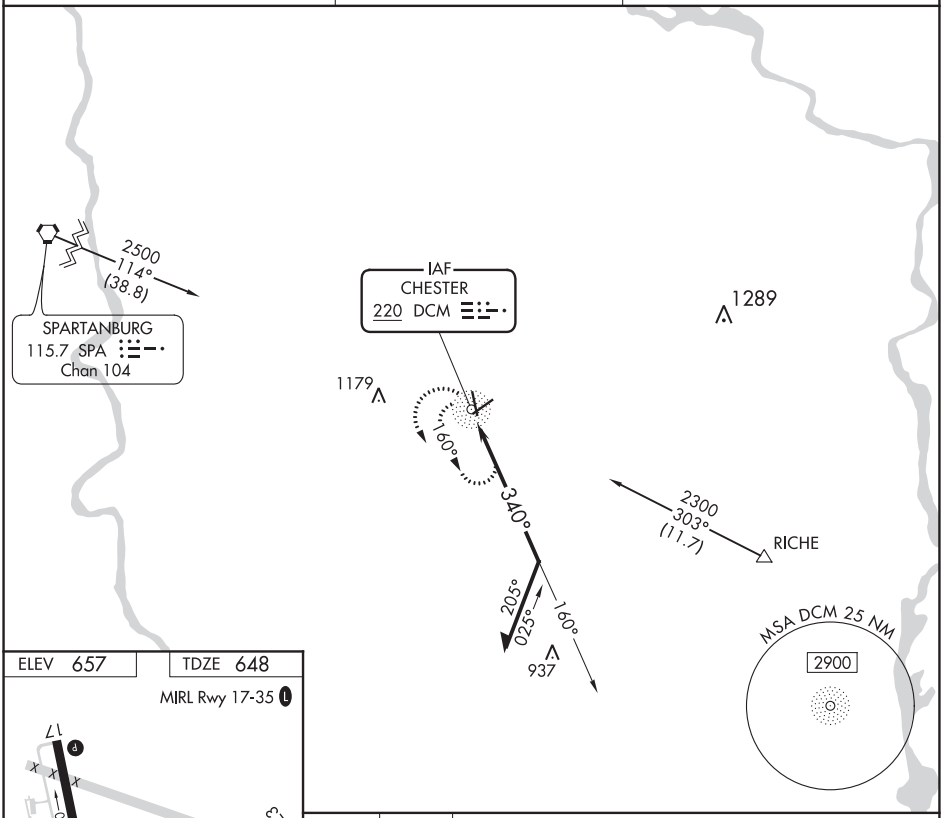
CHESTER CATAWBA RGNL (DCM)

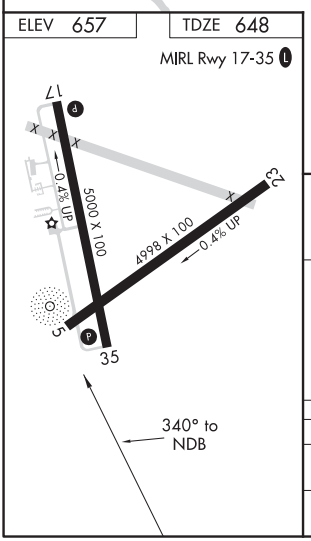
NDB DCM	APP CRS	Rwy Idg	5000
220	340°	TDZE	648
		Apt Elev	657

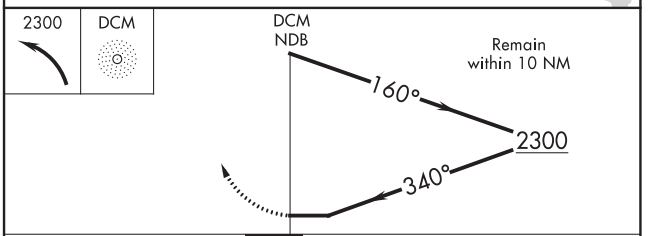
Circling to Rwy 5-23 NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 40 feet.

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)	1340-2 692 (700-2)	1340-2¼ 692 (700-2¼)
CIRCLING	1340-1	683 (700-1)	1340-2 683 (700-2)	1340-2¼ 683 (700-2¼)

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CLEMSON, SOUTH CAROLINA | AL-5996 (FAA) | 20310

WAAS	APP CRS	Rwy Idg	5000
CH 97605	073°	TDZE	891
W07A		Apt Elev	891

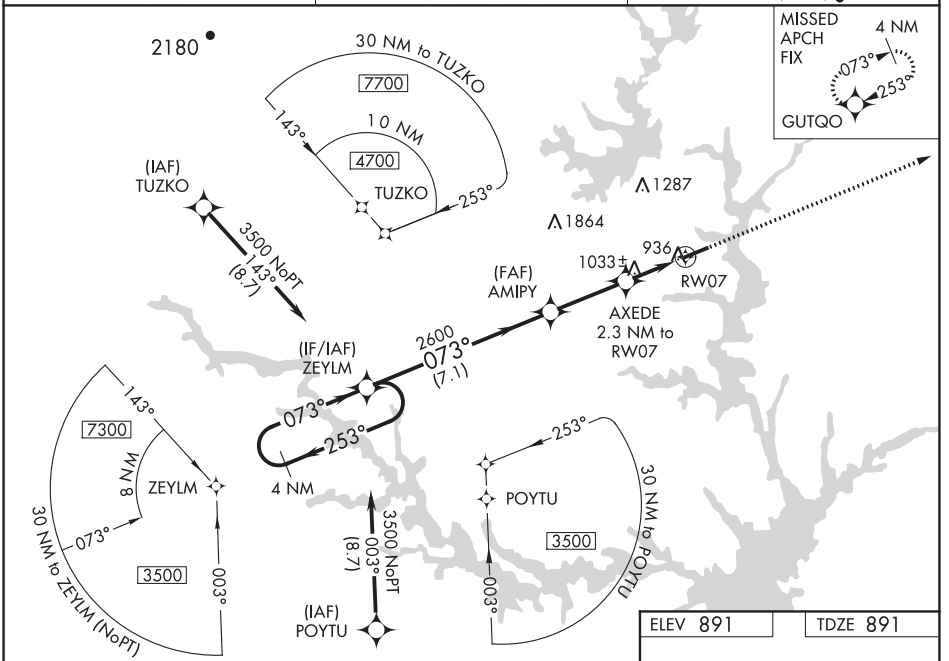
RNAV (GPS) RWY 7

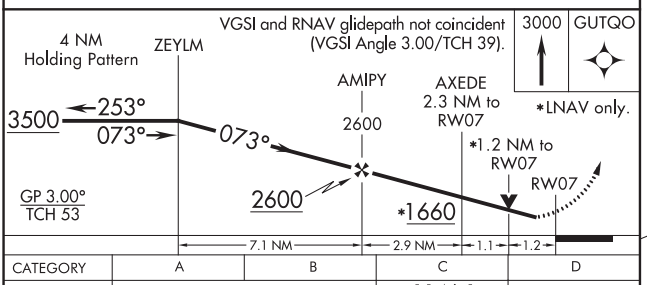
OCONEE COUNTY RGNL (CEU)

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.

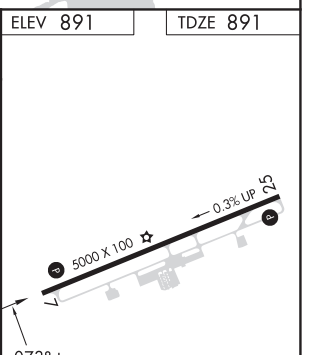
MISSED APPROACH: Climb to 3000 direct GUTQO and hold.

ASOS	GREER APP CON ★	UNICOM
119.275	118.8 270.275	122.7 (CTAF) L





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



CLEMSON, SOUTH CAROLINA
Amdt 3A 18AUG16

34°40'N-82°53'W

OCONEE COUNTY RGNL (CEU)
RNAV (GPS) RWY 7

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 25

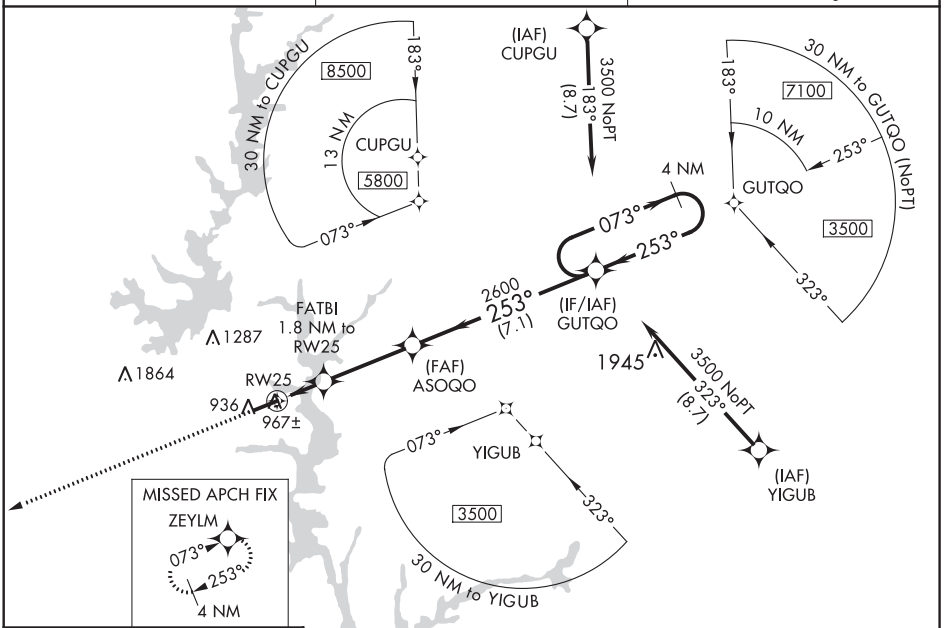
OCONEE COUNTY RGNL (CEU)

WAAS CH 50405 W25A	APP CRS 253°	Rwy Idg 5000 / TDZE 891 / Apt Elev 891

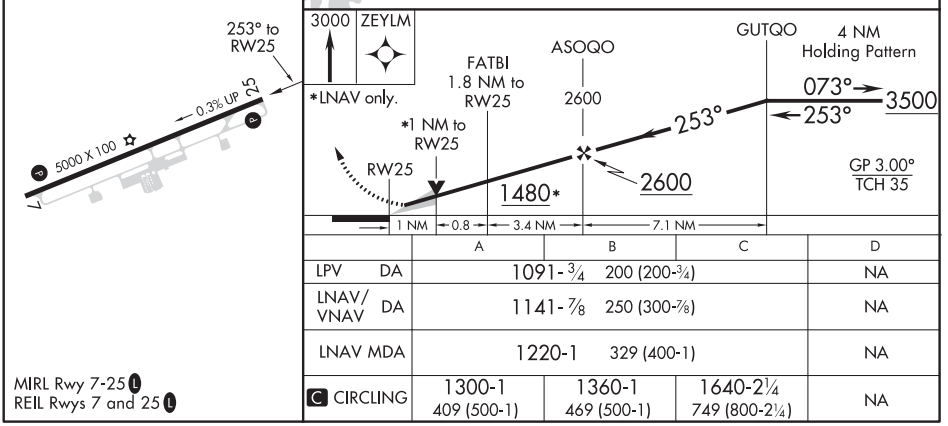
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Anderson altimeter setting and increase all DA 47 feet and all MDA 60 feet; increase LPV all Cats, and LNAV Cat C visibility ⅛ mile; increase LNAV/VNAV 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 L

SE-2, 25 FEB 2021 to 22 APR 2021
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CLINTON, NORTH CAROLINA AL-5782 (FAA) 19115

WAAS	APP CRS		
CH 53720	060°	Rwy Idg	5002
W06A		TDZE	142
		Apt Elev	144

RNAV (GPS) RWY 6

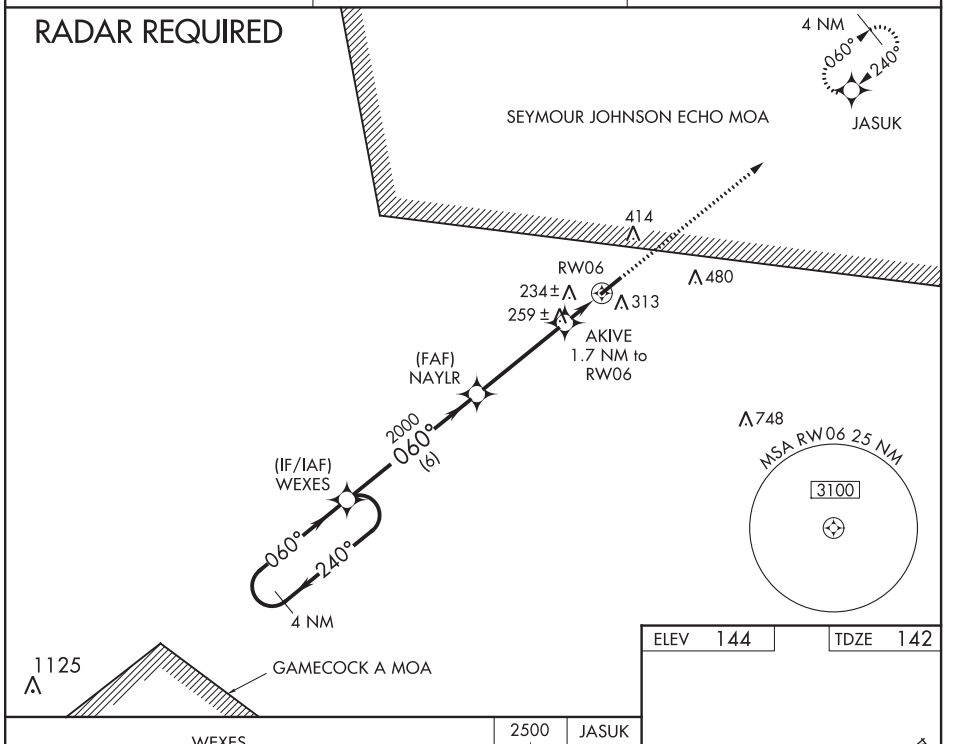
CLINTON-SAMPSON COUNTY (CTZ)

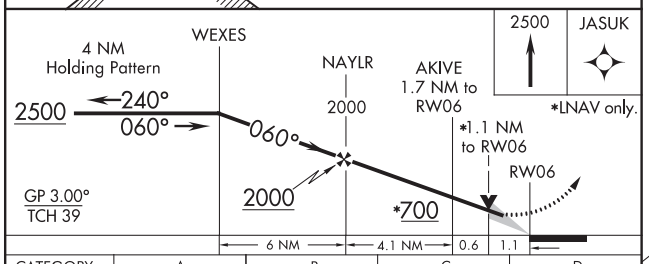
Baro-VNAV NA when using Kenansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. VDP NA with Kenansville altimeter setting. When local altimeter setting not received, use Kenansville altimeter setting and increase all 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

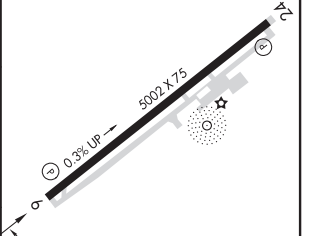
RADAR REQUIRED





2500	JASUK
*LNAV only.	

ELEV 144 TDZE 142



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)

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH **99321** **W24B** | APP CRS **240°** | Rwy Idg **5002** TDZE **144** Apt Elev **144**

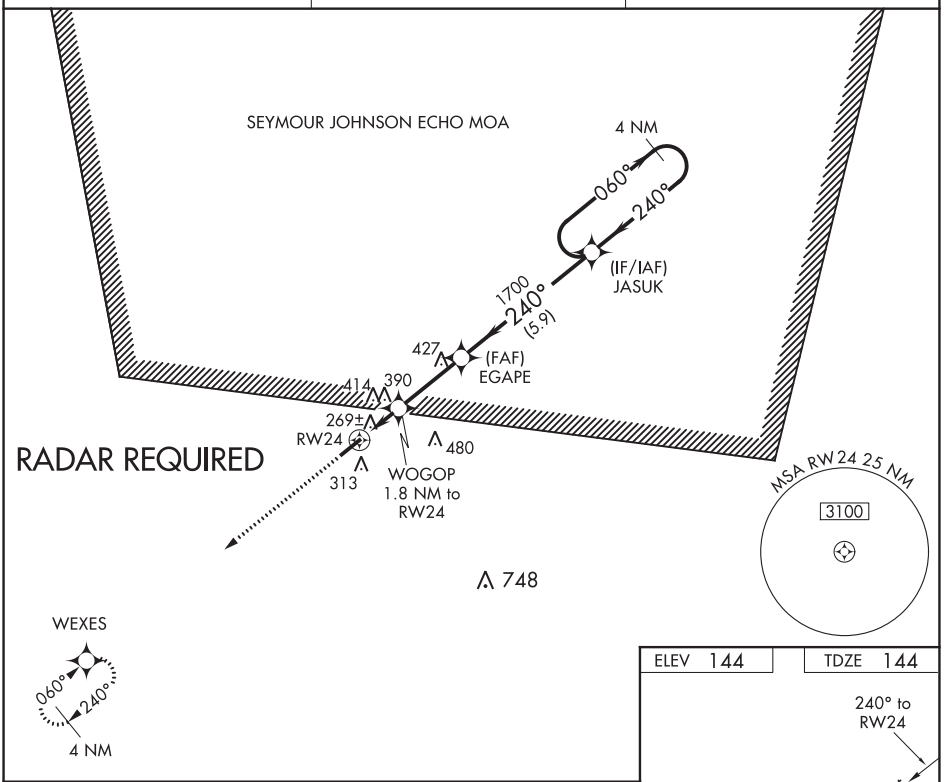
RNAV (GPS) Y RWY 24

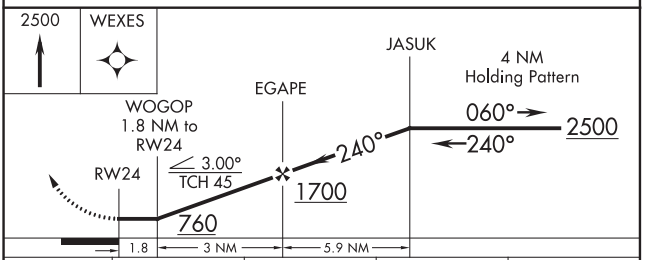
CLINTON-SAMPSON COUNTY (CTZ)

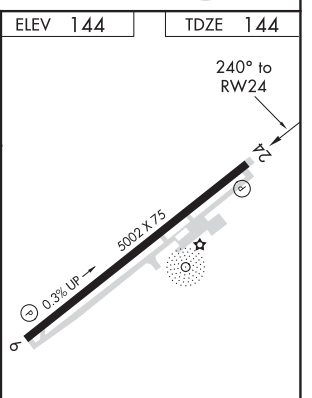
Rwy 24 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 24 NA at night, Circling Rwy 24 NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, increase LNAV, LP and Circling Cats C and D visibility ¼ mile.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CLINTON, NORTH CAROLINA AL-5782 (FAA) 19115

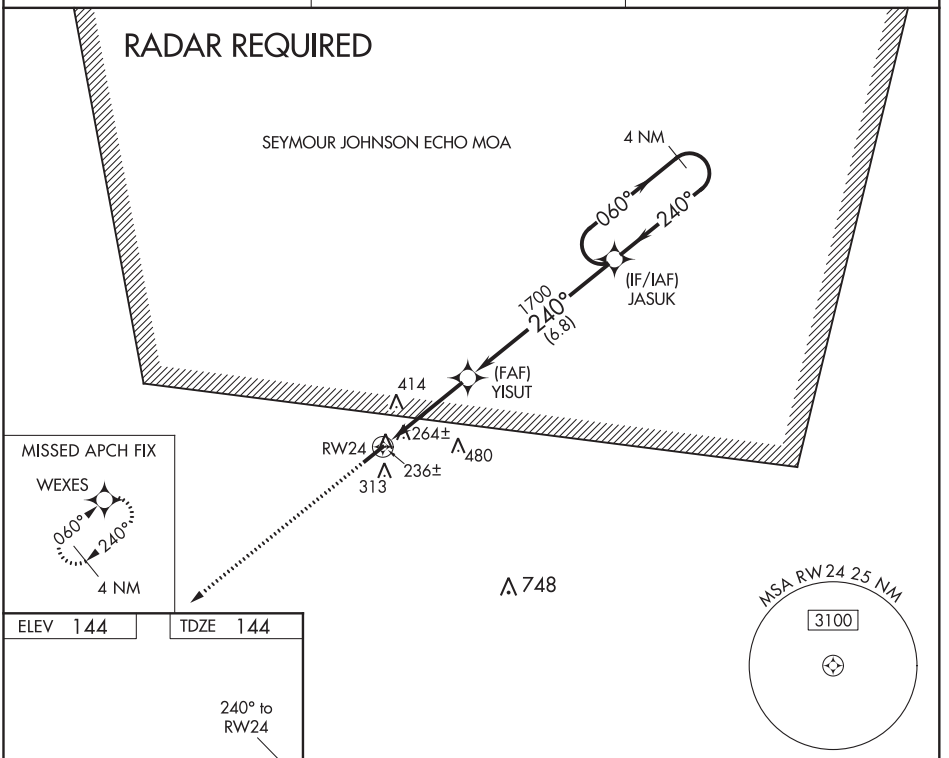
WAAS CH 82620 W24A	APP CRS 240°	Rwy Idg 5002 TDZE 144 Apt Elev 144

RNAV (GPS) Z RWY 24
CLINTON-SAMPSON COUNTY (CTZ)

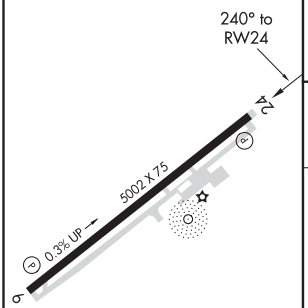
Baro-VNAV NA when using Kenansville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 46°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Kenansville altimeter setting and increase all DA 45 feet, increase LNAV/VNAV Cats A/B/C 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.

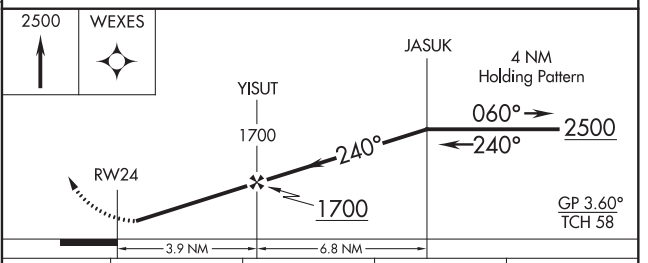
MISSED APPROACH: Climb to 2500 direct WEXES and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOC I-SGO	APP CRS	Rwy Idg	5002
109.7	060°	TDZE	142
		Apt Elev	144

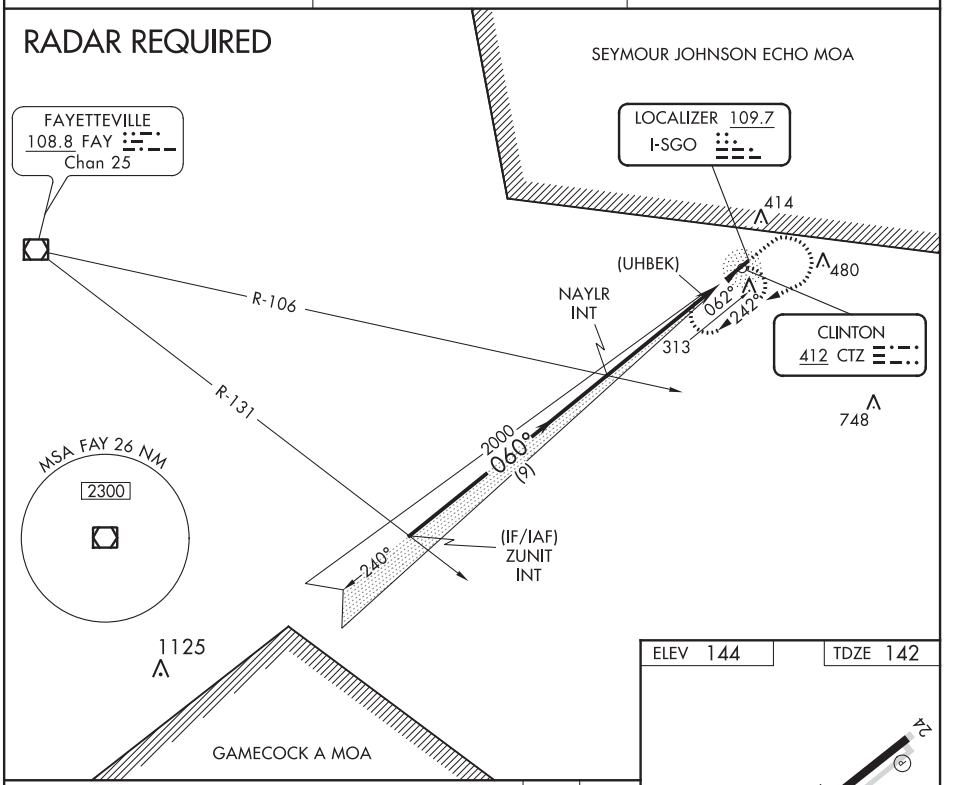
LOC RWY 6

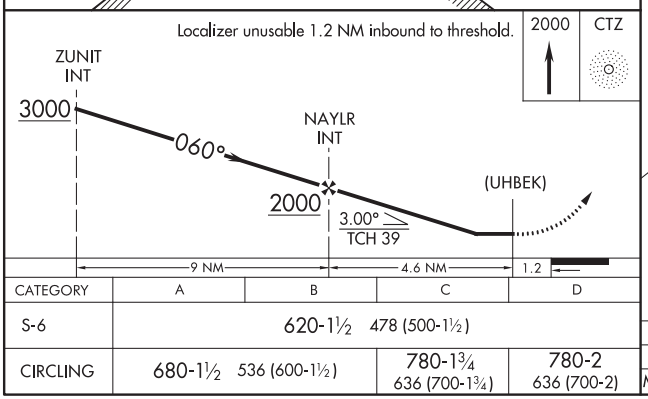
CLINTON-SAMPSON COUNTY (CTZ)

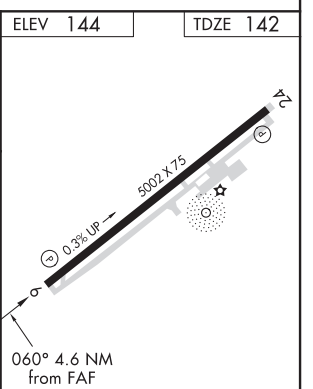
When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, increase S-6 Cats C/D visibility ⅛ mile and increase Circling Cats C/D visibility ¼ mile. Rwy 24 helicopter visibility reduction below 1 SM NA. Circling Rwy 24 NA at night.

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







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)

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

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SE-2, 25 FEB 2021 to 22 APR 2021

CLINTON, NORTH CAROLINA AL-5782 (FAA) 20254

VOR/DME FAY	APP CRS	Rwy Idg	N/A
108.8	095°	TDZE	N/A
Chan 25		Apt Elev	144

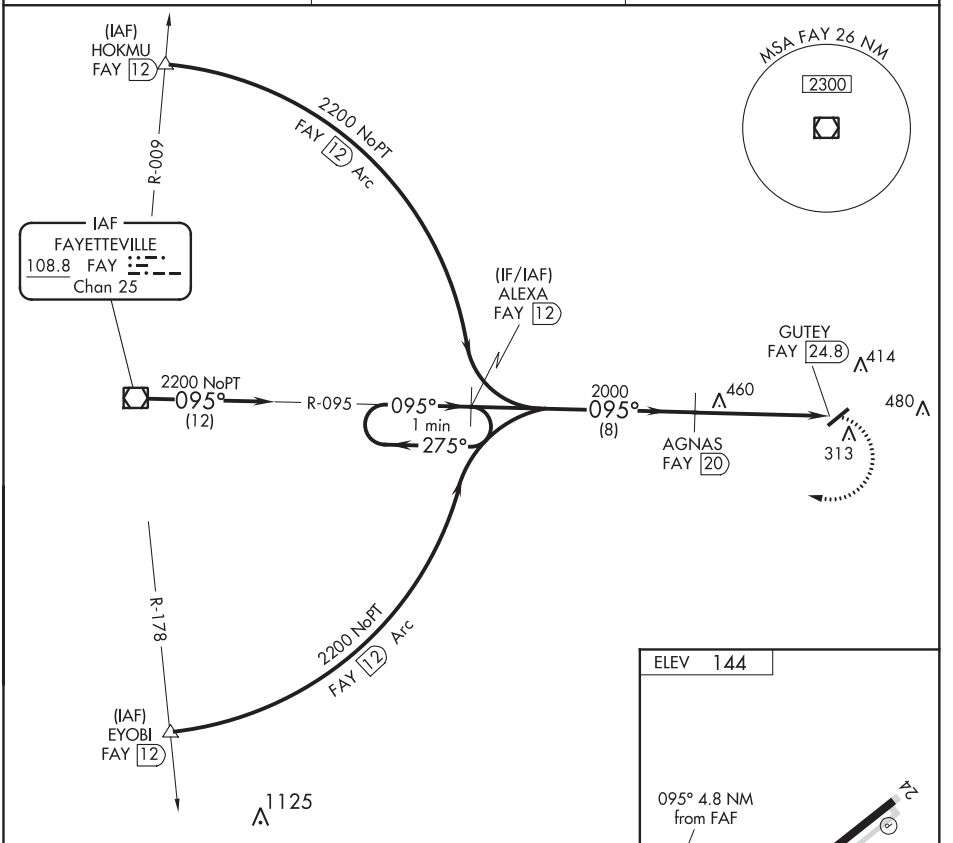
VOR/DME-A

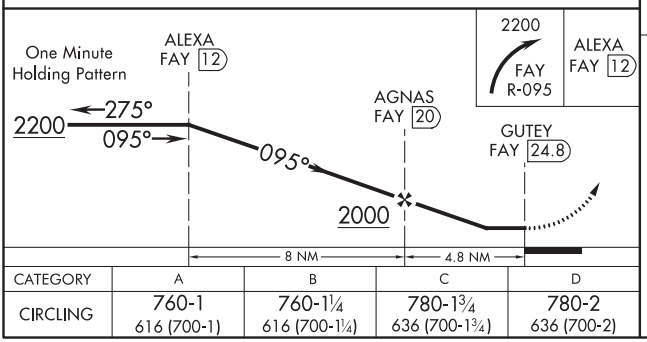
CLINTON-SAMPSON COUNTY (CTZ)

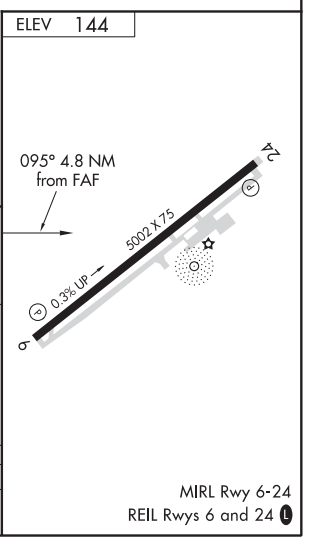
When local altimeter setting not received, use Kenansville altimeter setting and increase all MDA 60 feet, and increase Circling Cats C/D visibility ¼ mile. Circling to Rwy 24 NA at night. Helicopter visibility reduction below 1 SM NA.

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	760-1 616 (700-1)	760-1¼ 616 (700-1¼)	780-1¾ 636 (700-1¾)	780-2 636 (700-2)

MIRL Rwy 6-24
REIL Rwys 6 and 24 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 5
COLUMBIA METROPOLITAN (CAE)

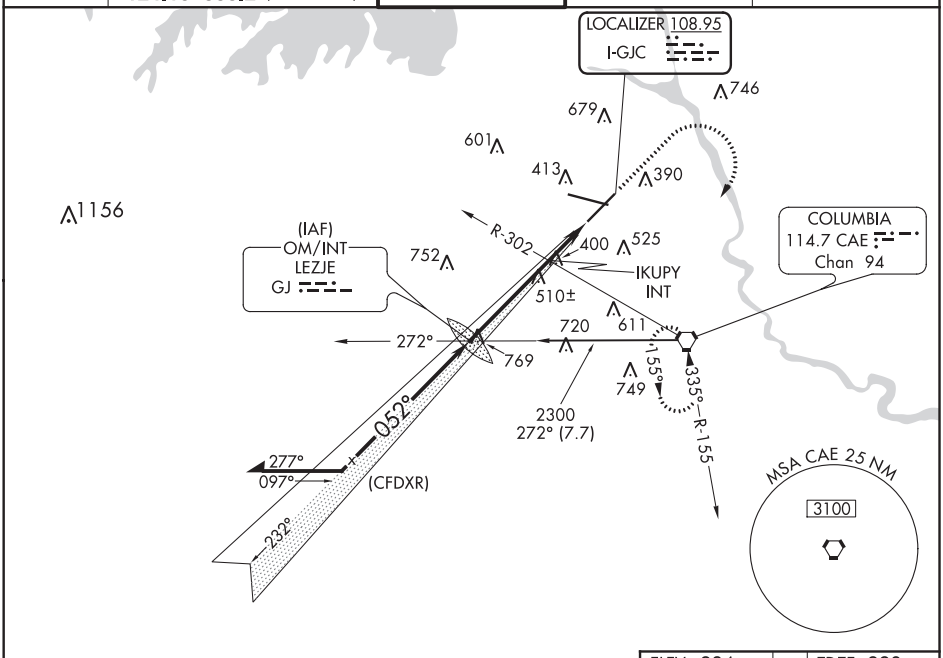
LOC I-GJC	APP CRS	Rwy Idg / TDZE / Apt Elev
108.95	052°	7001 / 228 / 236

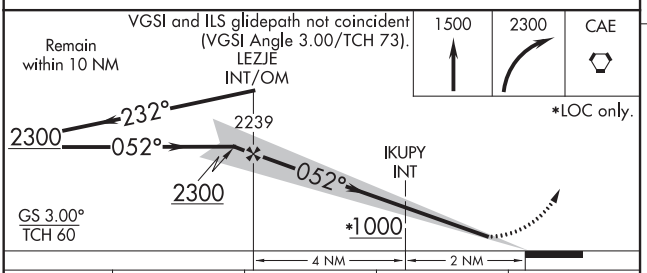
**RVR 1800 authorized with the use of FD or AP or HUD to DA.

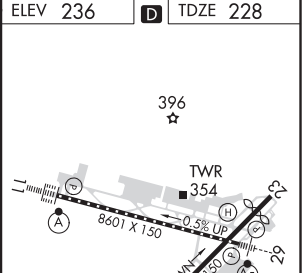
MALSR

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°) 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	1000/24 772 (800-½)	1000/40 772 (800-¾)	1000-1¾ 772 (800-1¾)	1000-2 772 (800-2)
CIRCLING	1000-1 764 (800-1)	1000-1¼ 764 (800-1¼)	1000-2¼ 764 (800-2¼)	1000-2½ 764 (800-2½)
IKUPY FIX MINIMUMS (DUAL VOR RECEIVER REQUIRED)				
S-LOC 5	700/24 472 (500-½)		700/40 472 (500-¾)	700/50 472 (500-1)
CIRCLING	760-1 524 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (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

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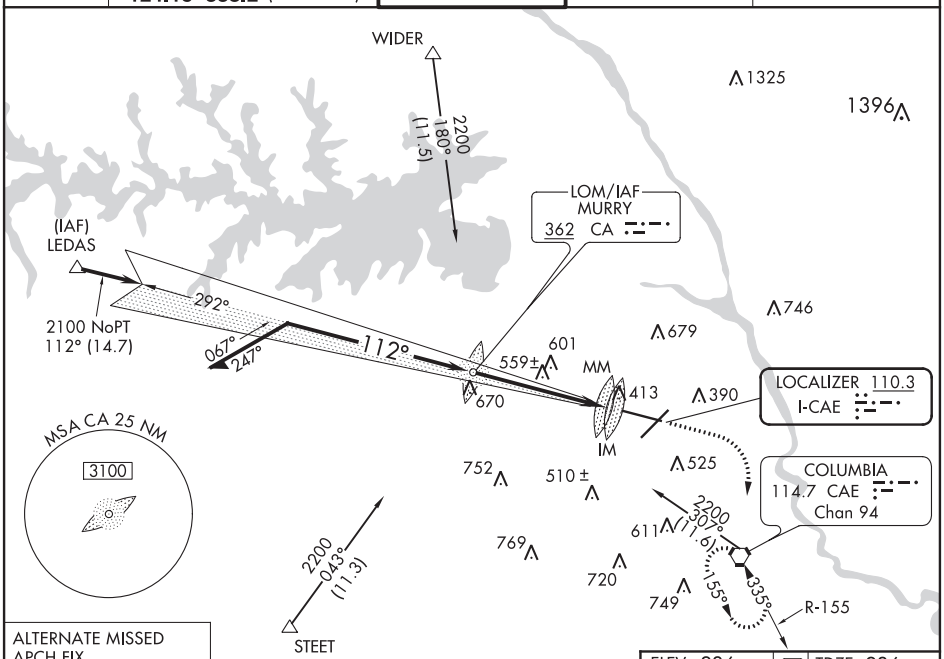
ILS or LOC RWY 11
COLUMBIA METROPOLITAN (CAE)

LOC I-CAE	APP CRS	Rwy Idg / TDZE / Apt Elev
110.3	112°	8601 / 236 / 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°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

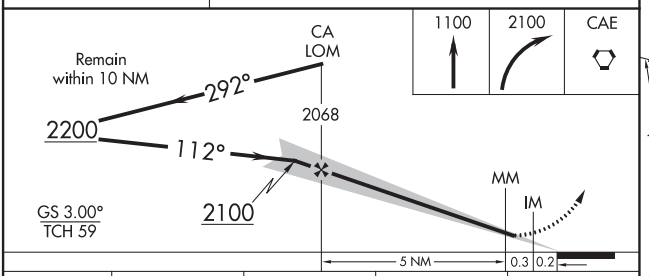


ALTERNATE MISSED APCH FIX

MURRY
CA
362

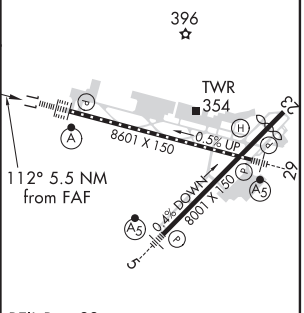
112°
292°

ADF REQUIRED



CATEGORY	A	B	C	D
S-ILS 11	436/18 200 (200-½)			
S-LOC 11	820/24 584 (600-½)		820/50 584 (600-1)	820/60 584 (600-1¼)
CIRCLING	820-1 584 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (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

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ILS or LOC RWY 29

COLUMBIA METROPOLITAN (CAE)

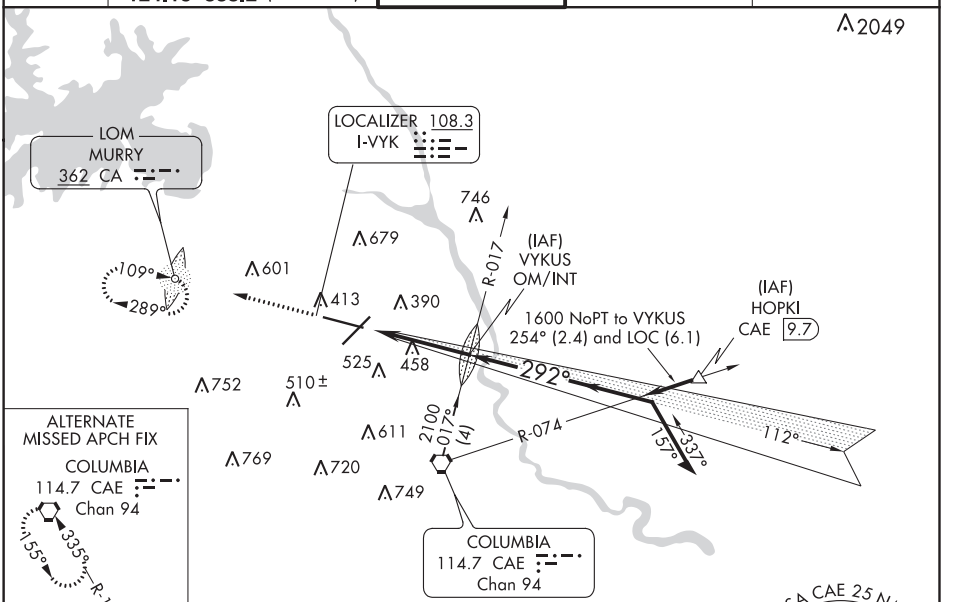
LOC I-VYK	APP CRS	Rwy Idg	8506
108.3	292°	TDZE	227
		Apt Elev	236

ADF required.
* RVR 1800 authorized with the use of FD or AP or HUD to DA.

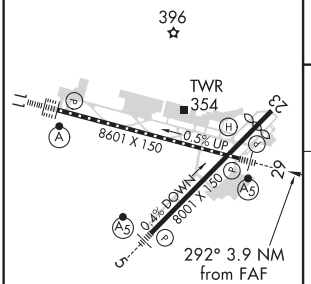
MALSR

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°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75

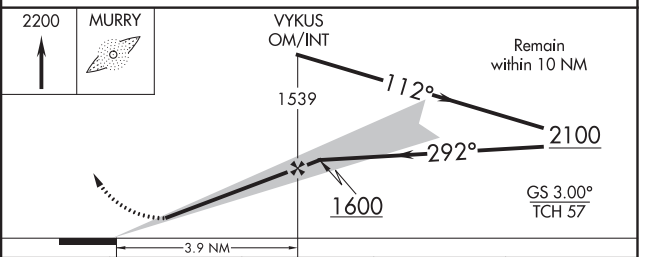


ELEV 236 D TDZE 227



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)		700/40 473 (500-¾)	700/50 473 (500-1)
CIRCLING	760-1 524 (600-1)		840-1¾ 604 (700-1¾)	880-2 644 (700-2)

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ILS RWY 11 (CAT II & III)

COLUMBIA METROPOLITAN (CAE)

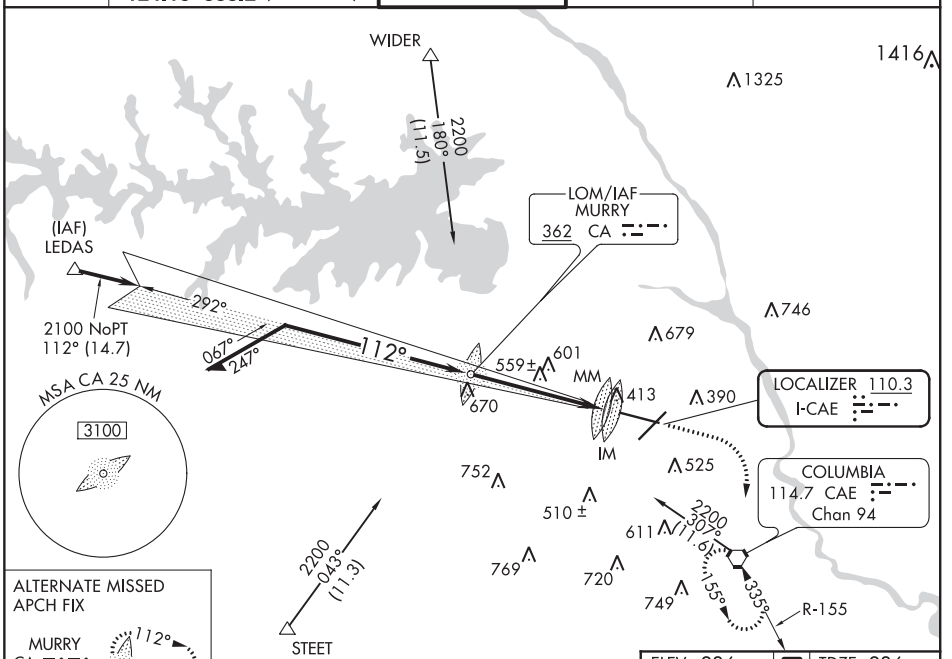
LOC I-CAE	APP CRS	Rwy Idg / TDZE / Apt Elev
110.3	112°	8601 / 236 / 236

T
A

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°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



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

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RNAV (GPS) RWY 5
COLUMBIA METROPOLITAN (CAE)

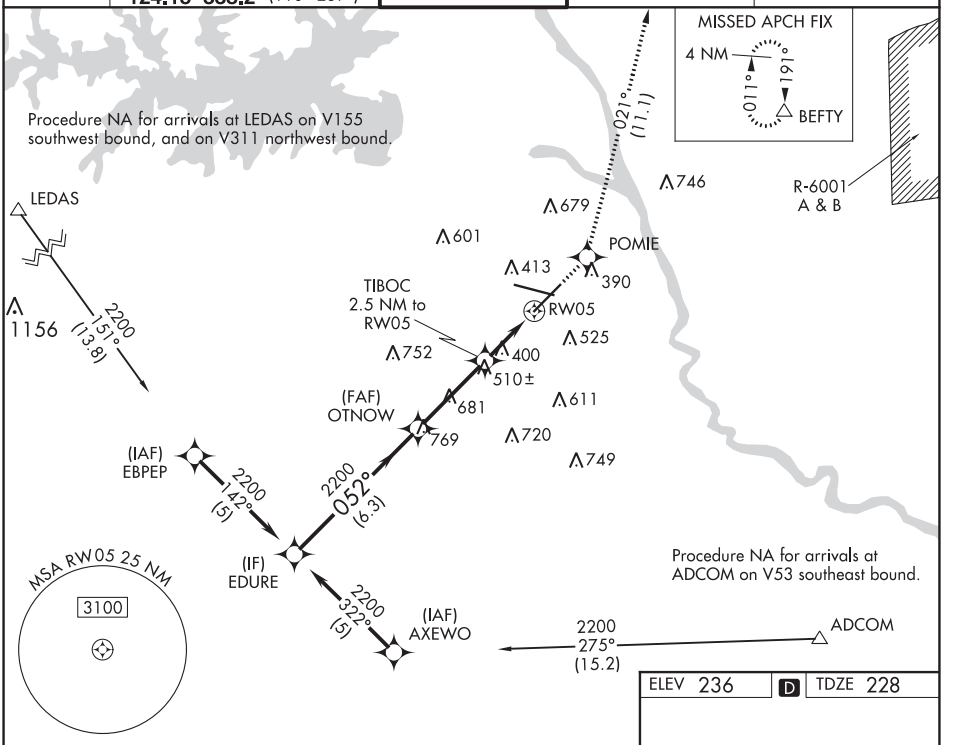
WAAS	APP CRS		
CH 45526	052°	Rwy Idg	7001
W05A		TDZE	228
		Apt Elev	236

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.

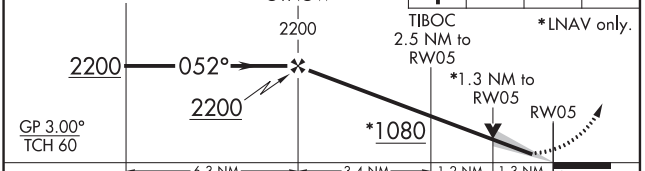
MALSR

MISSED APPROACH: Climb to 2400 direct POMIE and on track 021° to BEFTY and hold.

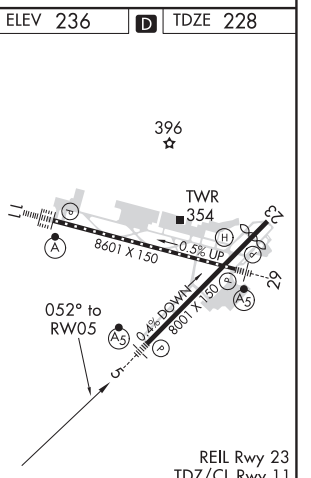
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 73).



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)



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COLUMBIA, SOUTH CAROLINA

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RNAV (GPS) RWY 11

COLUMBIA METROPOLITAN (CAE)

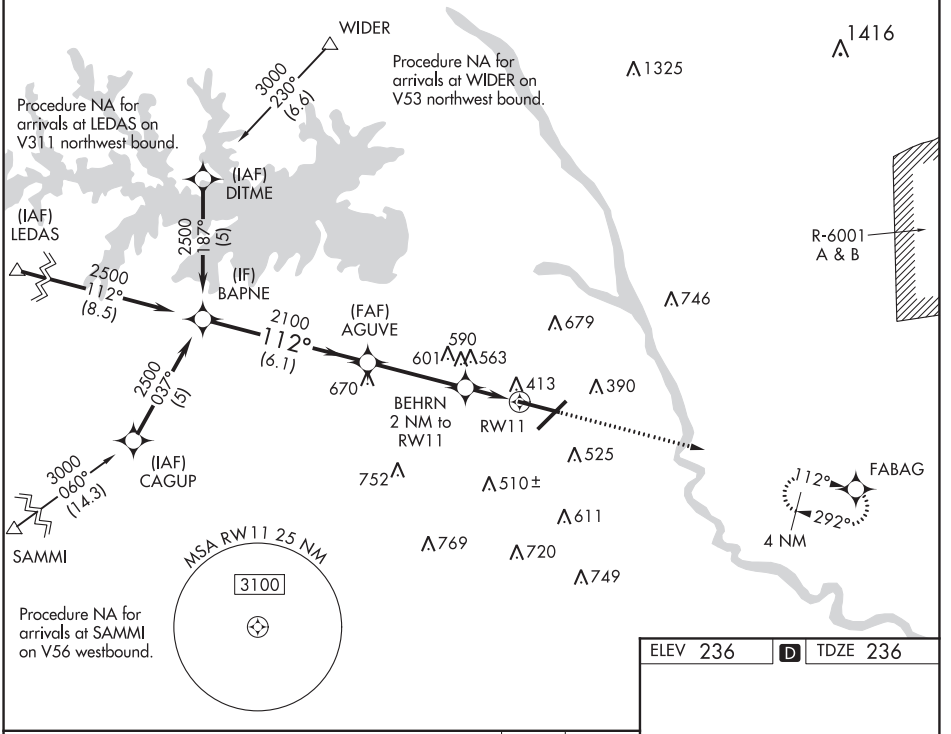
WAAS	APP CRS	Rwy Idg	8601
CH 61014	112°	TDZE	236
W11A		Apt Elev	236

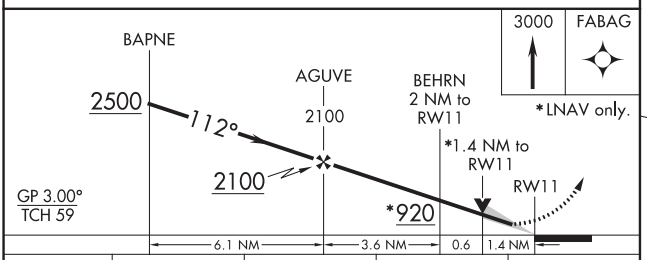
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA.

ALSF-2

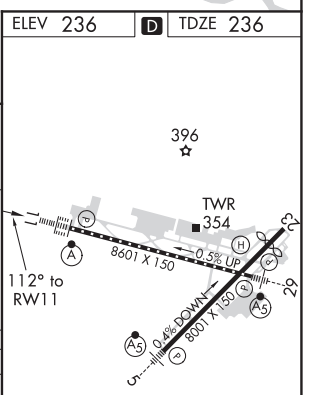
MISSED APPROACH: Climb to 3000 direct FABAG and hold.

ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





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

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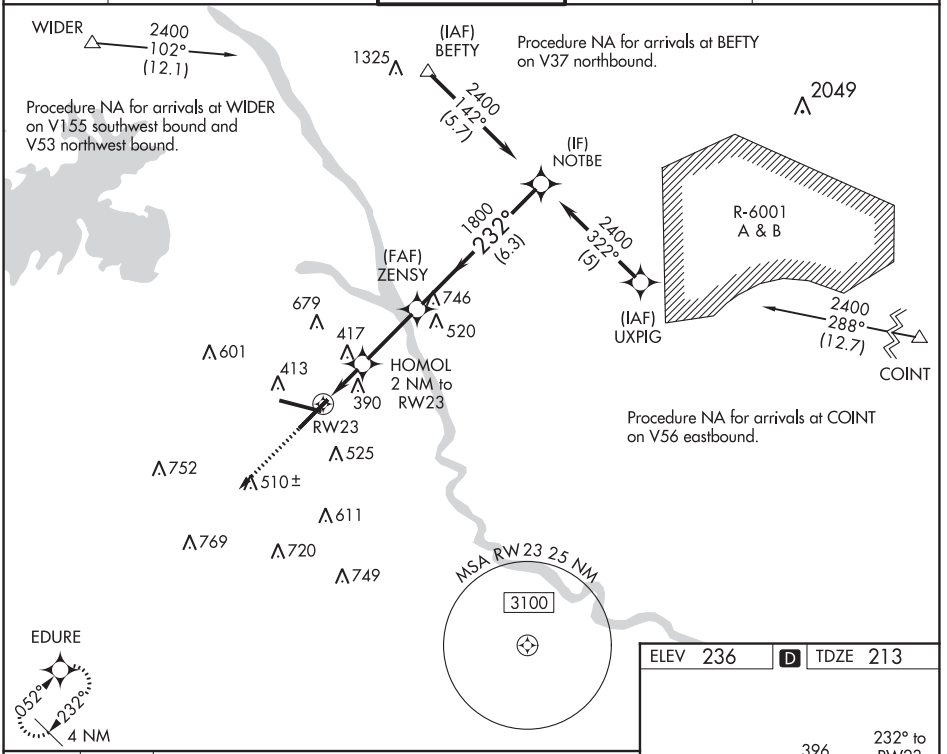
RNAV (GPS) RWY 23
COLUMBIA METROPOLITAN (CAE)

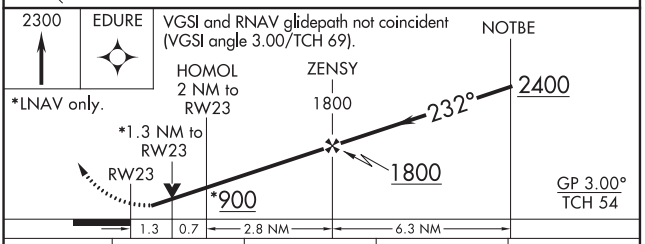
WAAS	APP CRS	Rwy Idg	7001
CH 40026	232°	TDZE	213
W23A		Apt Elev	236

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.

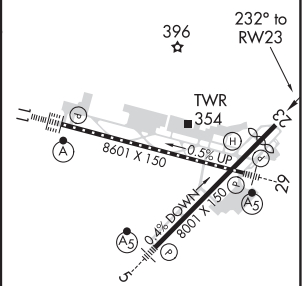
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75





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)

ELEV 236 D TDZE 213



REIL Rwy 23
TDZ/CL Rwy 11
HIRL Rwys 5-23 and 11-29

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COLUMBIA, SOUTH CAROLINA

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RNAV (GPS) RWY 29

COLUMBIA METROPOLITAN (CAE)

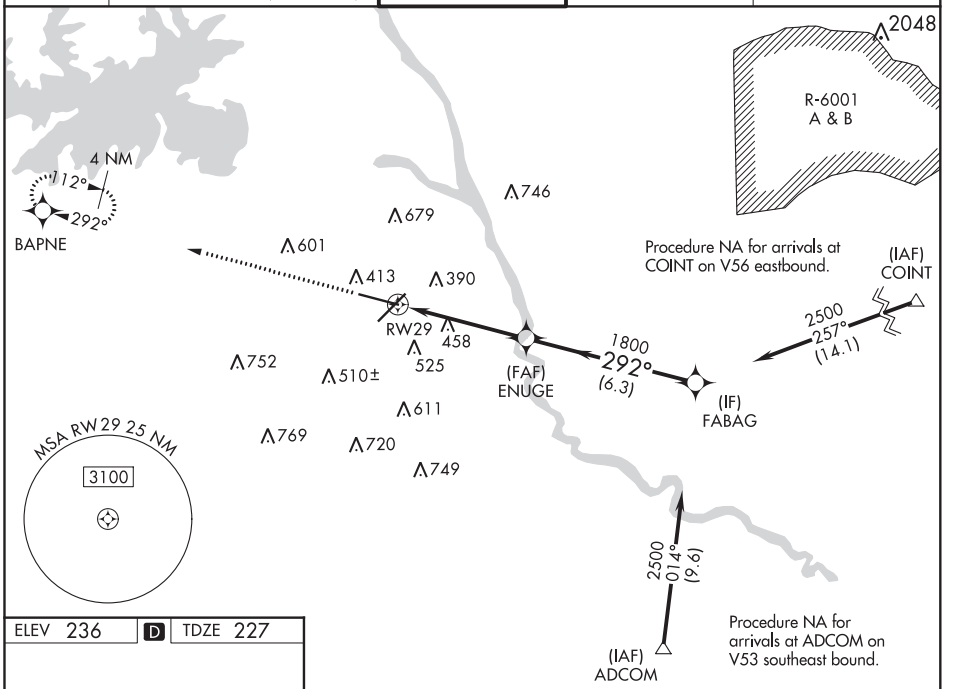
WAAS	APP CRS	Rwy Idg	8506
CH 53414	292°	TDZE	227
W29A		Apt Elev	236

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.

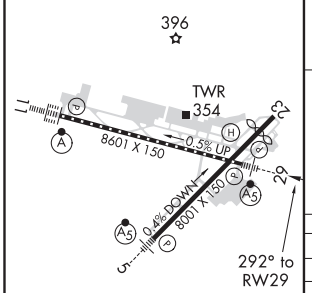
MALSR

MISSED APPROACH: Climb to 3000 direct BAPNE and hold.

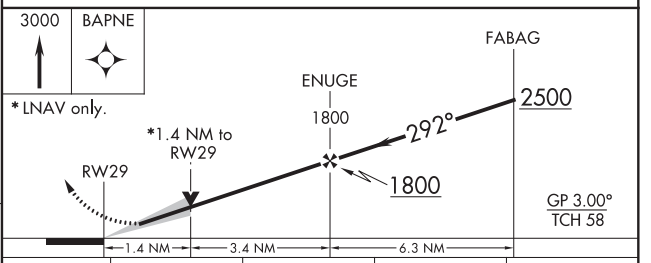
ATIS	COLUMBIA APP CON	COLUMBIA TOWER	GND CON	CLNC DEL
120.15	133.4 285.6 (290°-109°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75



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)

COLUMBIA, SOUTH CAROLINA
Amdt 1C 07DEC17

33°56'N-81°07'W

COLUMBIA METROPOLITAN (CAE)
RNAV (GPS) RWY 29

SE-2, 25 FEB 2021 to 22 APR 2021

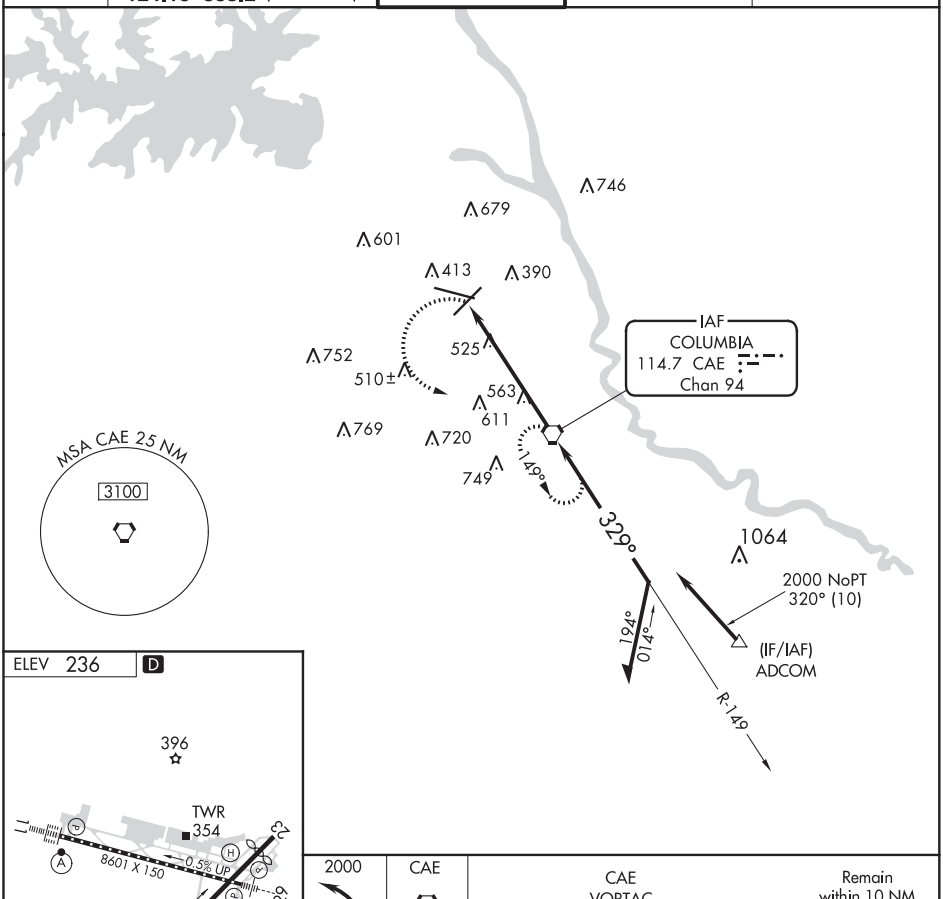
VOR-A

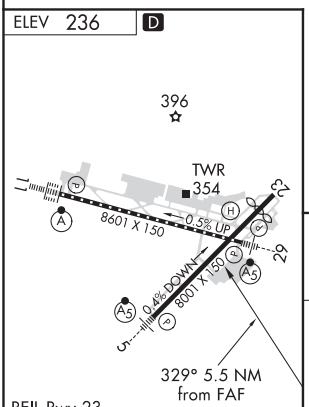
COLUMBIA METROPOLITAN (CAE)

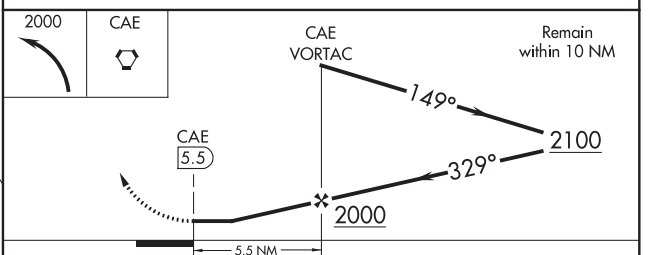
VORTAC CAE	APP CRS	Rwy Idg	N/A
114.7	329°	TDZE	N/A
Chan 94		Apt Elev	236

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°) 124.15 338.2 (110°-289°)	119.5 257.8	121.9 348.6	119.75







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 604 (700-1¾)	880-2 644 (700-2)

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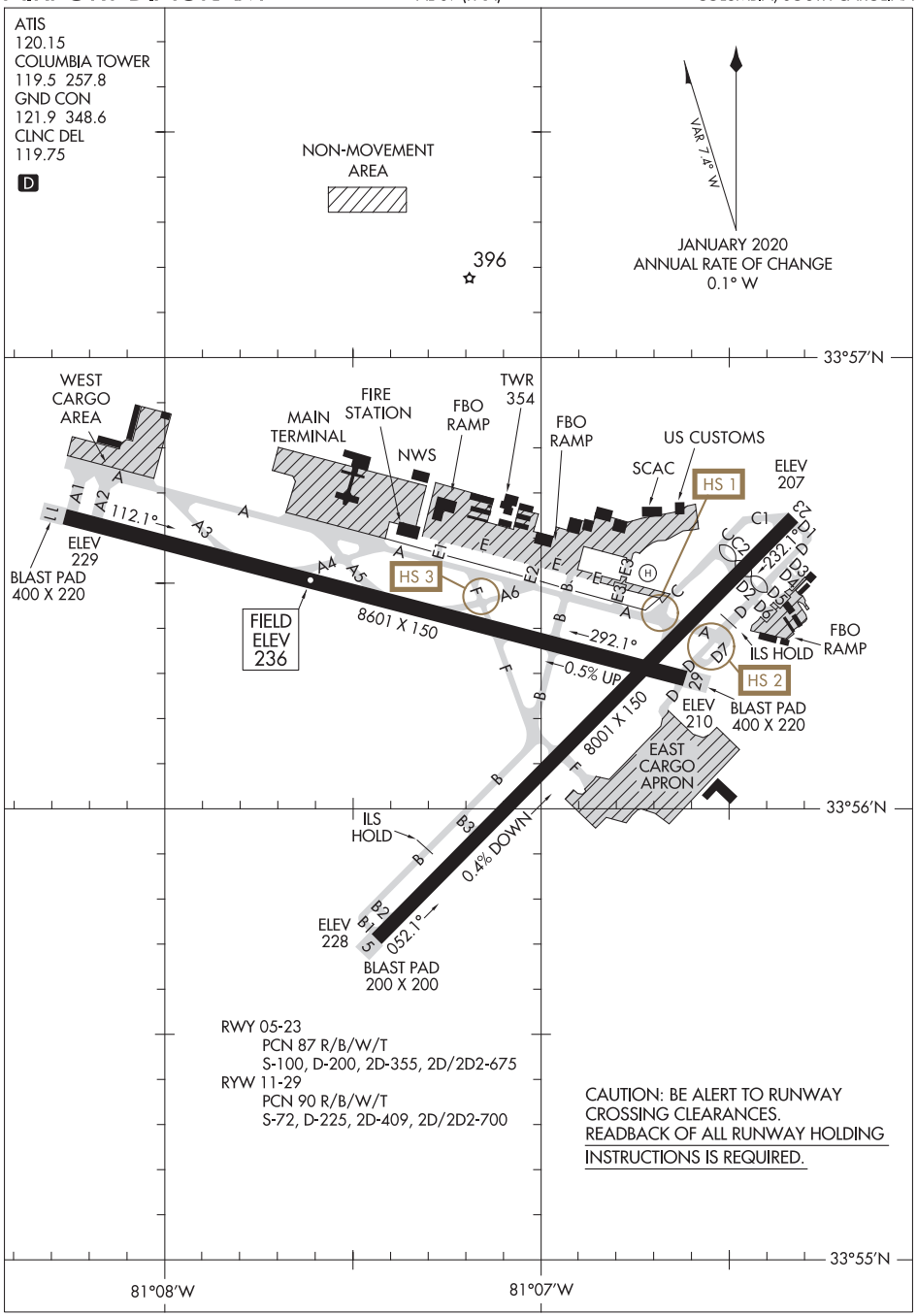
AIRPORT DIAGRAM

AL-89 (FAA)

COLUMBIA METROPOLITAN (CAE)

COLUMBIA, SOUTH CAROLINA



RWY 05-23
PCN 87 R/B/W/T
S-100, D-200, 2D-355, 2D/2D2-675

RYW 11-29
PCN 90 R/B/W/T
S-72, D-225, 2D-409, 2D/2D2-700

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
20086
COLUMBIA, SOUTH CAROLINA
COLUMBIA METROPOLITAN (CAE)

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 13

JIM HAMILTON L B OWENS (CUB)

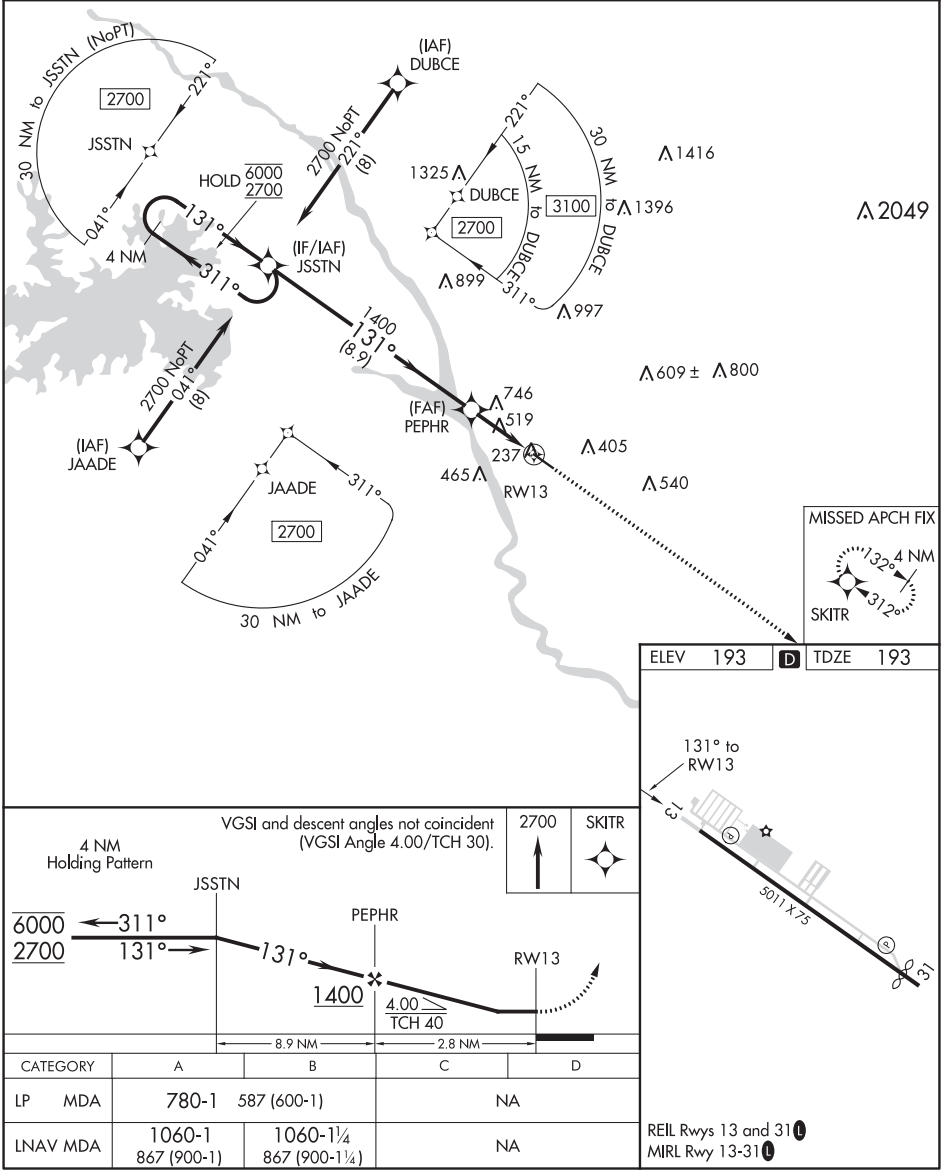
WAAS CH 49042 W13A	APP CRS 131°	Rwy Idg 4999 / TDZE 193 / Apt Elev 193

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



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

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COLUMBIA, SOUTH CAROLINA

AL-90 (FAA)

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RNAV (GPS) RWY 31

JIM HAMILTON L B OWENS (CUB)

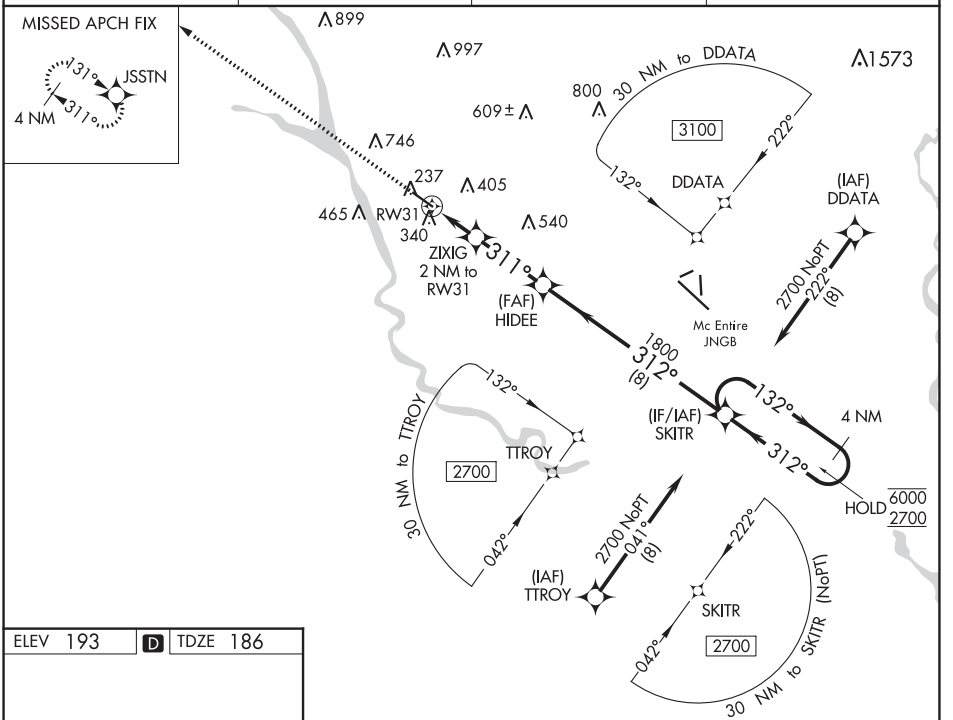
WAAS	APP CRS	Rwy Idg	4599
CH 42742	311°	TDZE	186
W31A		Apt Elev	193

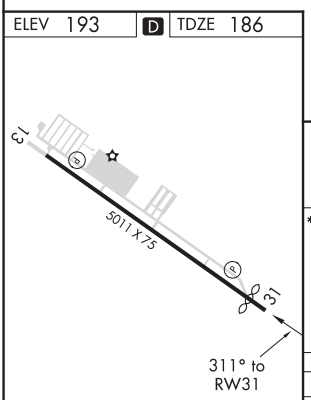
RNP APCH.

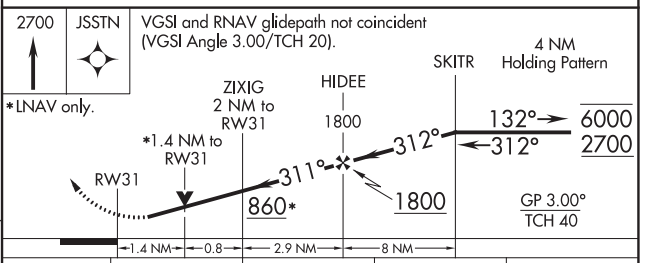
Rwy 31 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C or above 54°C.

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







CATEGORY	A	B	C	D
LPV DA	436-¾ 250 (300-¾)			
LNAV/VNAV DA	551-1 365 (400-1)			
LNAV MDA	640-1 454 (500-1)		640-1⅜ 454 (500-1⅜)	

REIL Rwys 13 and 31 L

MIRL Rwy 13-31 L

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

LOC RWY 31

JIM HAMILTON L B OWENS (CUB)

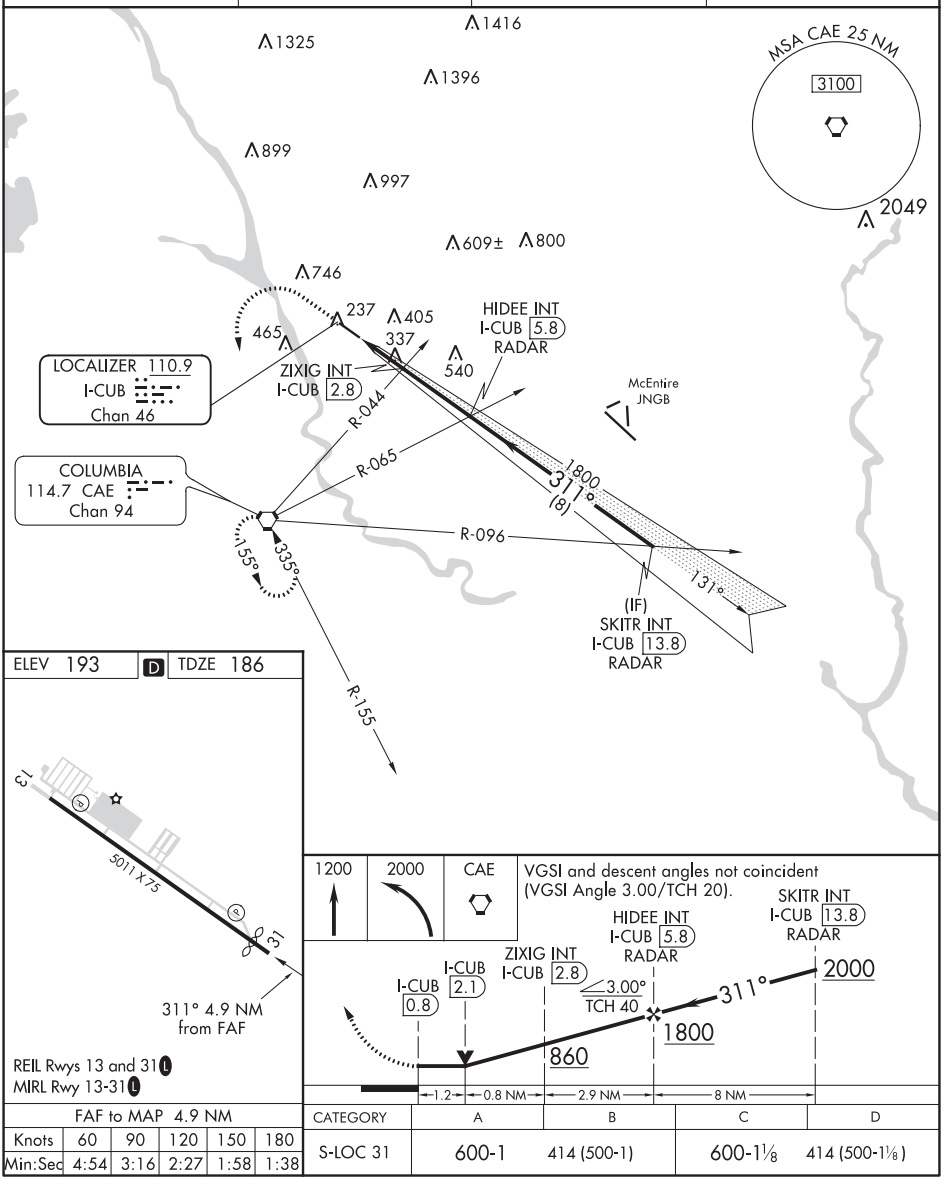
LOC/DME I-CUB	APP CRS	Rwy Idg 4599
110.9	311°	TDZE 186
Chan 46		Apt Elev 193

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



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CONCORD, NORTH CAROLINA

AL-9155 (FAA)

20254

ILS or LOC RWY 20

CONCORD-PADGETT RGNL (JQF)

LOC/DME I-JQF	APP CRS	Rwy Idg	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) L	121.85	118.55	127.25	122.95

IAF BARRETTS MOUNTAIN 110.8 BZM Chan 45

3400 128° (33)

R-128

036°

016°

216°

3400 233° (43.8)

IAF GREENSBORO 116.2 GSO Chan 109

Use BZM R-128 and CLT R-036 to locate LEEMO INT prior to intercepting localizer.

1848

(IF) LEEMO INT I-JQF 12.3 RADAR

Procedure NA for arrival on GSO VORTAC airway radials 193 CW 283.

2348

2400 196° (6)

Procedure NA for arrival on BZM VOR/DME airway radials 071 CW 143.

919±

909±

GLISS I-JQF 6.3 RADAR

1574

1032

786

1120 ±

1255

1047

940 ±

2027

MSA CLT 25 NM 3800

LOCALIZER 111.95 I-JQF Chan 56(Y)

R-036

1950

1999

2041

115.0 CLT Chan 97

1200 | 3400 hdg 020° | CLT R-036 | LEEMO INT

GLISS I-JQF 6.3 RADAR

LEEMO INT I-JQF 12.3 RADAR

* LOC only.

* I-JQF 2.5

I-JQF 1.2

2400

196°

3400

2400

GS 3.00° TCH 44

1.3 — 3.8 NM — 6 NM

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)

ELEV 705 | D | TDZE 705

196° 5.1 NM from FAF

20

TWR

7402 X 100

0.9% UP

REIL Rwy 2 L

HIRL Rwy 2-20 L

FAF to MAP 5.1 NM

Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

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RNAV (GPS) RWY 2

CONCORD-PADGETT RGNL (JQF)

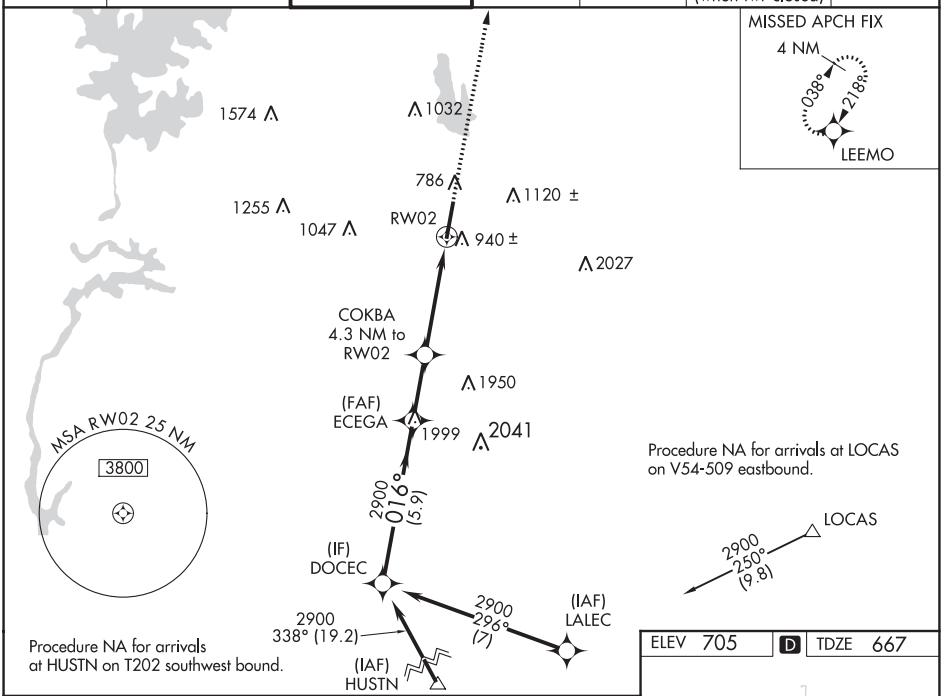
WAAS	APP CRS		
CH **93903**	**016°**	Rwy Idg	**7400**
W02A		TDZE	**667**
		Apt Elev	**705**

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**

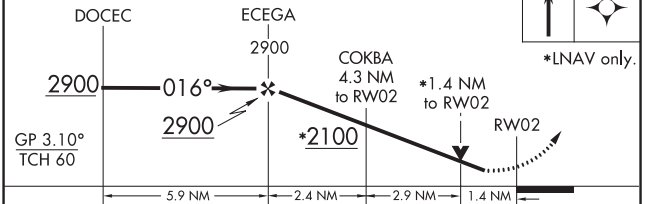


ELEV 705 D TDZE 667

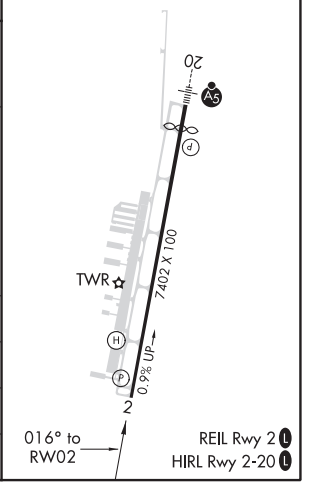
VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 69).

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)



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CONCORD, NORTH CAROLINA

AL-9155 (FAA)

20254

RNAV (GPS) RWY 20

CONCORD-PADGETT RGNL (JQF)

WAAS	APP CRS	Rwy Idg	6350
CH 56499	196°	TDZE	705
W20A		Apt Elev	705

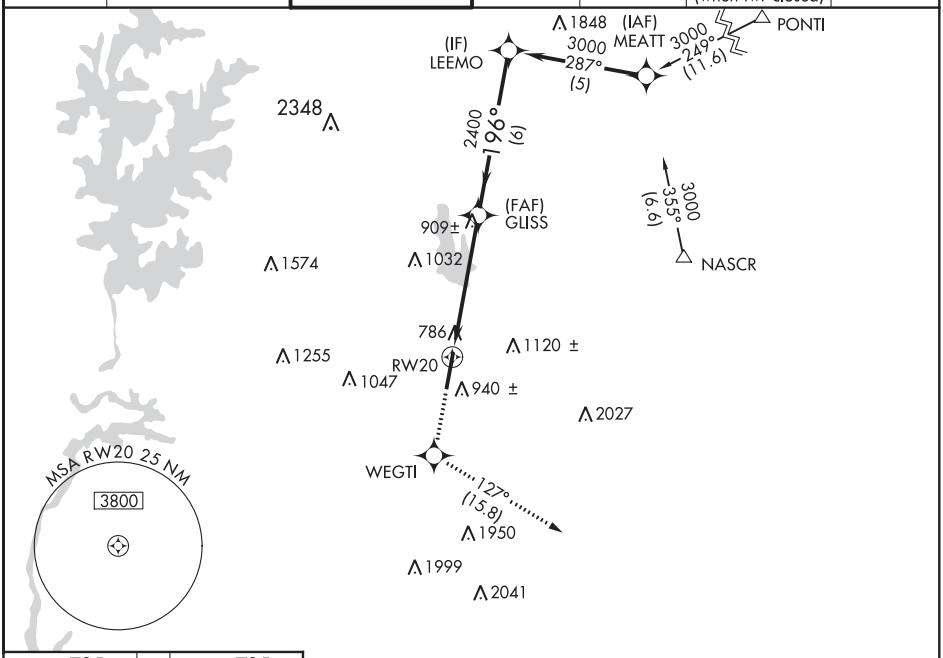
RNP APCH.

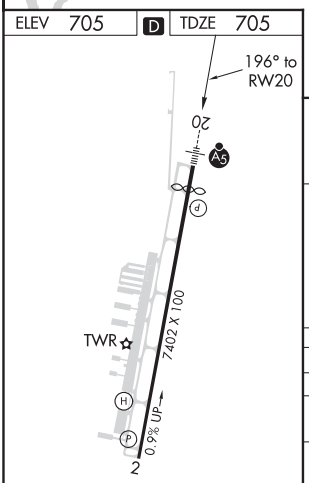
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV/VNAV visibility all Cats to 1⅜ SM.

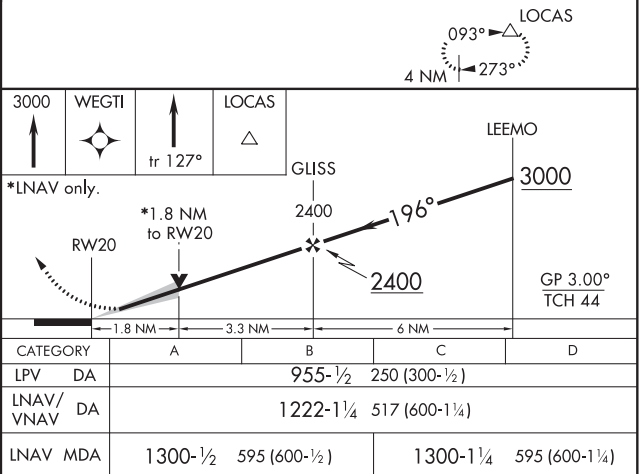
MALSR

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)

CONCORD, NORTH CAROLINA

Orig-B 27FEB20

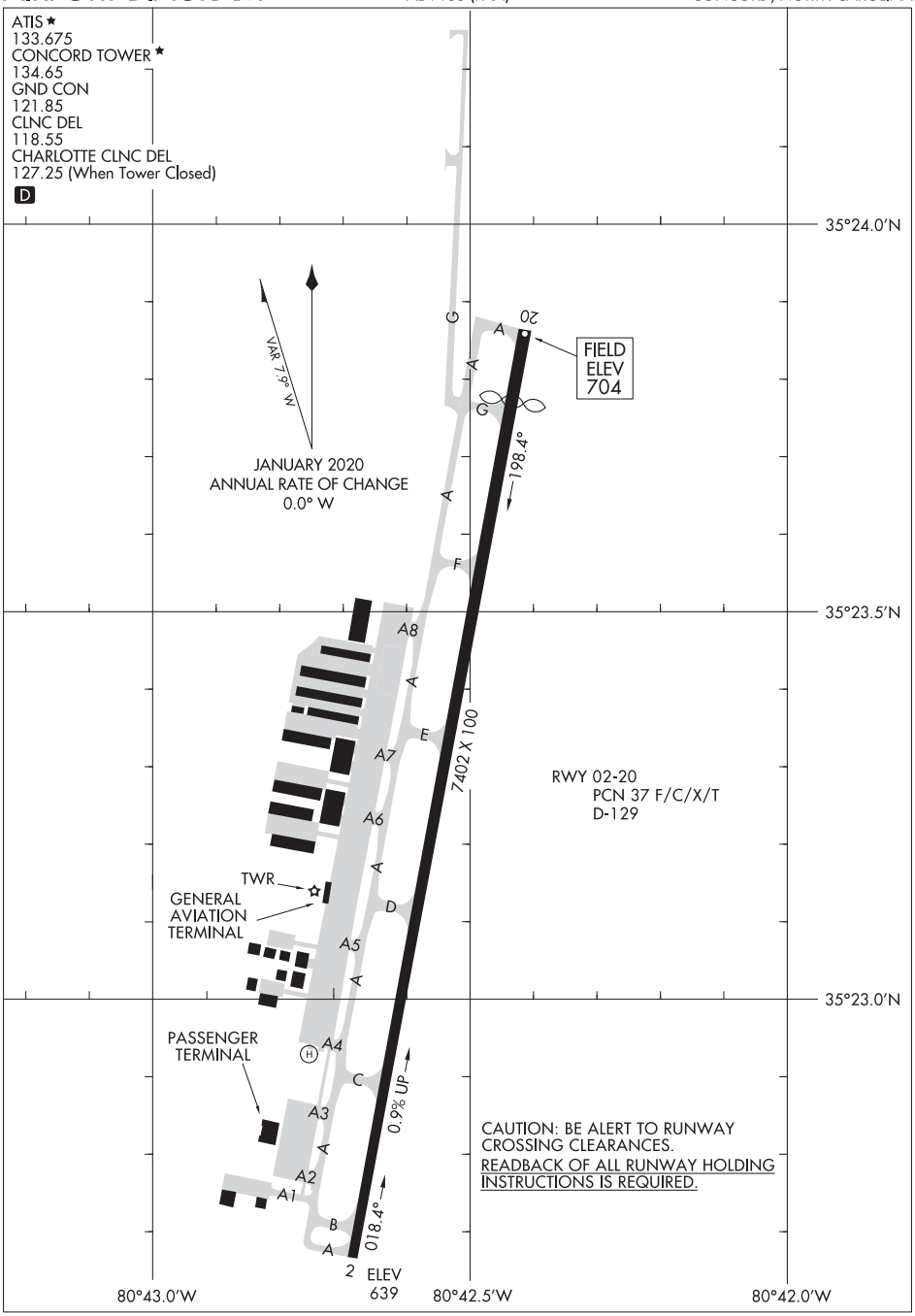
35°23'N-80°43'W

CONCORD-PADGETT RGNL (JQF)

RNAV (GPS) RWY 20

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021

BARMY FOUR DEPARTURE (RNAV)

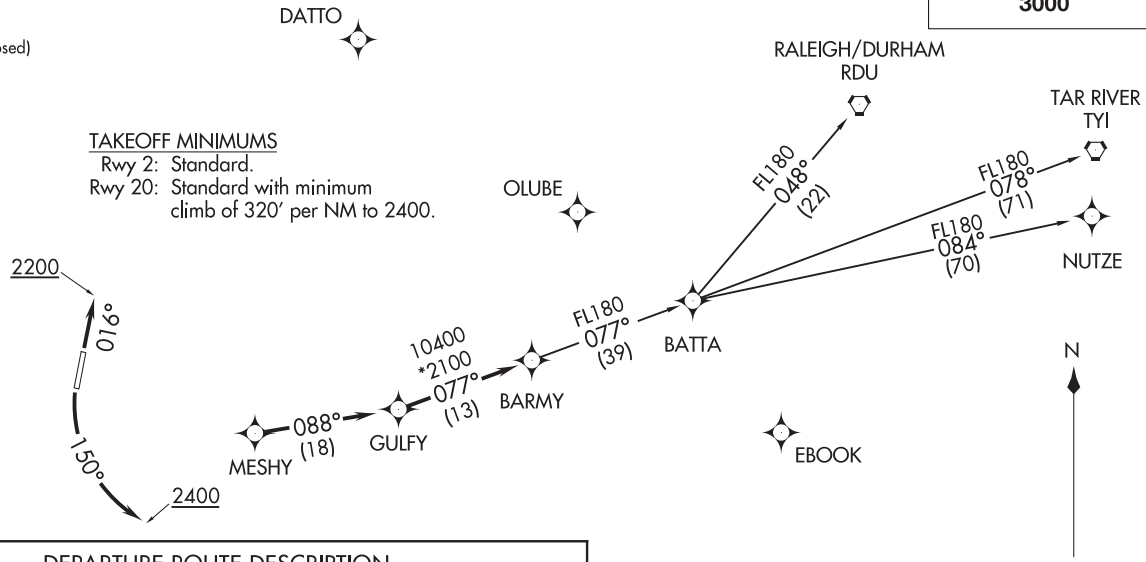
(BARMY4.BARMY) 03JAN19

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

TOP ALTITUDE: 3000

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.

(BARMY4.BARMY) 20142

BARMY FOUR DEPARTURE (RNAV)

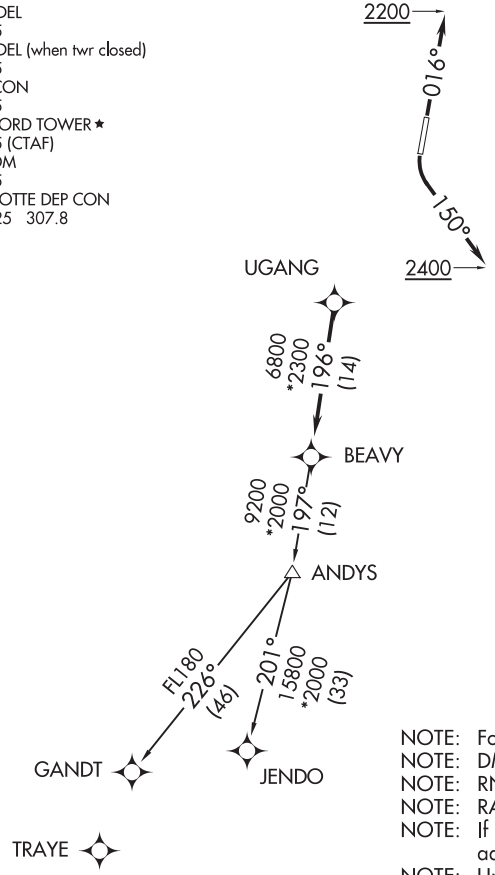
CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

AL-9155 (FAA)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BOBZY FOUR DEPARTURE (RNAV)

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 LACHN, then on depicted route to BOBZY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

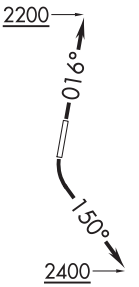
NASHVILLE TRANSITION (BOBZY4.BNA)
TNSLY TRANSITION (BOBZY4.TNSLY)

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.

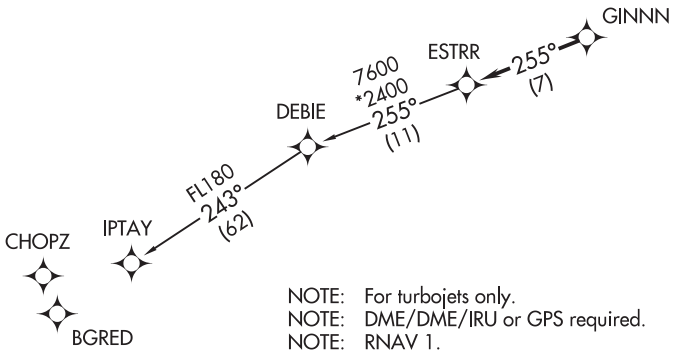
NOTE: Chart not to scale.

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: 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.

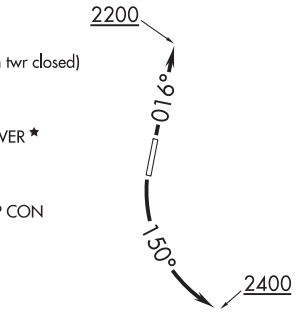
IPTAY TRANSITION (ESTRR4.IPTAY)

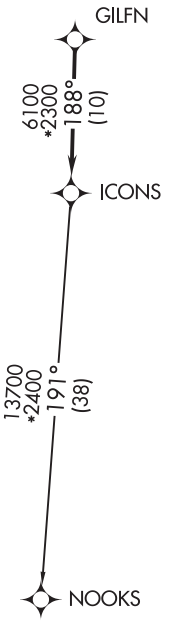
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ICONS FOUR DEPARTURE (RNAV)

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 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, 25 FEB 2021 to 22 APR 2021

JOJJO FOUR DEPARTURE (RNAV)

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 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)

SE-2, 25 FEB 2021 to 22 APR 2021

(KER3.KER) 20142
KERMIT THREE DEPARTURE

AL-9155 (FAA)

CONCORD-PADGETT RGNL (JQF)
CONCORD, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

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

PULASKI
116.8 PSK
Chan 115
N37°05.26′
W80°42.77′

NALEY
N36°21.16′
W80°48.41′

BARRETTS MOUNTAIN
110.8 BZM
Chan 45

SUGARLOAF MOUNTAIN
112.2 SUG
Chan 59

CHARLOTTE
115.0 CLT
Chan 97
N35°11.42′
W80°57.11′

JOTTA
N36°00.88′
W80°50.96′
L-25

RALEIGH/DURHAM
117.2 RDU
Chan 119

MERIL
N35°36.79′
W79°26.03′
L-36

SANDHILLS
111.8 SDZ
Chan 55

BOBZY
N35°11.13′
W81°38.05′

NEANO
N35°04.88′
W81°59.79′
L-25

DEBIE
N34°55.82′
W81°48.53′

WALUT
N34°40.00′
W80°50.53′

LILLS
N34°56.13′
W79°55.81′
L-25-35-36

FOOTHILLS
113.4 ODF
Chan 81

ANDYS
N34°22.25′
W81°08.63′
L-24-25

HAMLN
N34°21.54′
W80°46.71′
H-12

CHESTERFIELD
108.2 CTF
Chan 19

TREAL
N33°04.18′
W81°26.46′
H-9-12

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.

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.

SE-2, 25 FEB 2021 to 22 APR 2021

KILNS FOUR DEPARTURE (RNAV)

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.

KILNS FOUR DEPARTURE (RNAV)

CONCORD, NORTH CAROLINA
CONCORD-PADGETT RGNL (JQF)

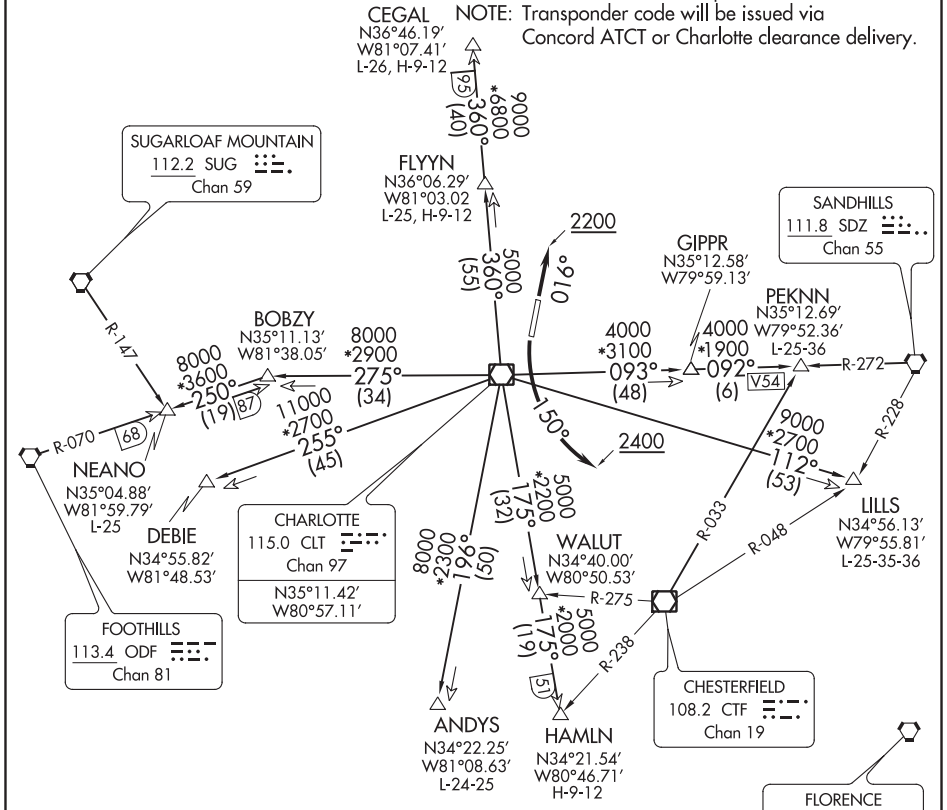
SE-2, 25 FEB 2021 to 22 APR 2021

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.

DEPARTURE ROUTE DESCRIPTION

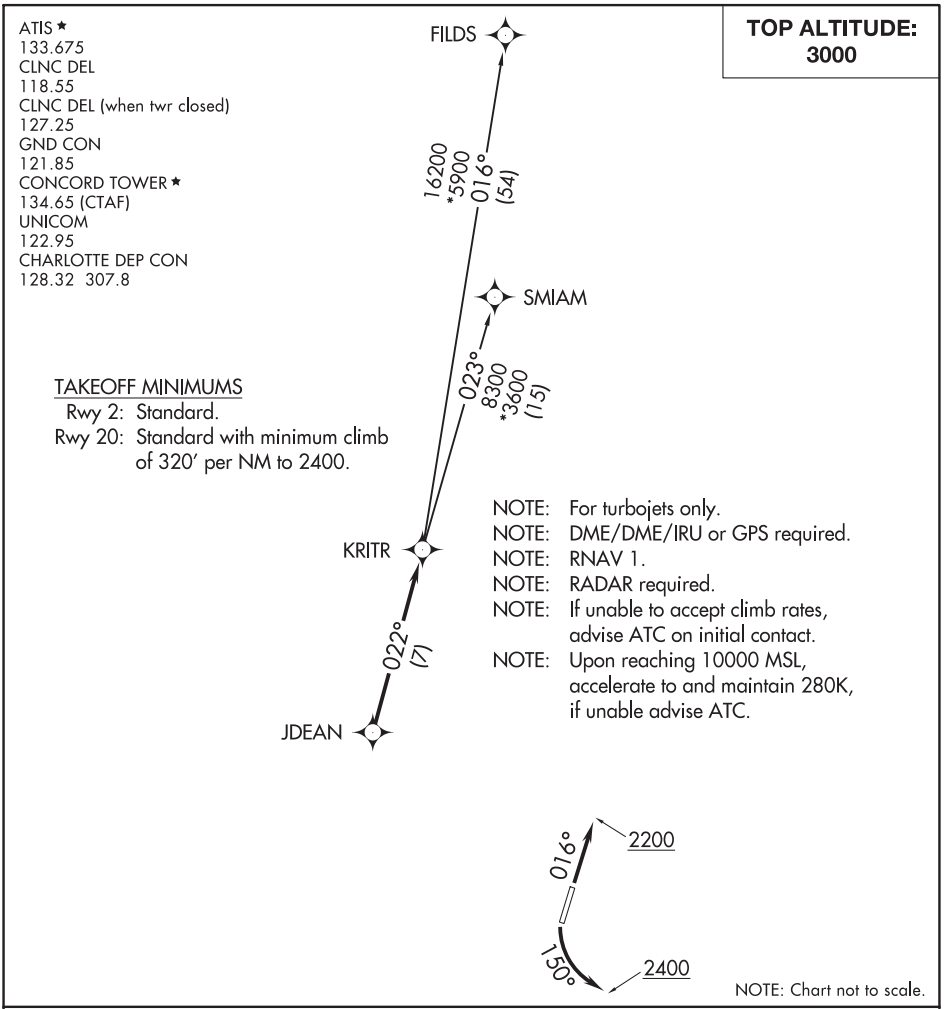
TAKEOFF RUNWAY 2: Climb heading 016° to 2200, thence . . . .
TAKEOFF RUNWAY 20: Climbing left turn heading 150° to 2400, thence . . . .

. . . . 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 FLYYN.
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, 25 FEB 2021 to 22 APR 2021

KRITR FIVE DEPARTURE (RNAV)



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

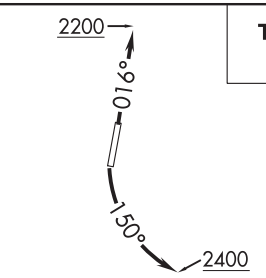
(KWEEN4.KWEEN) 20142 AL-9155 (FAA)

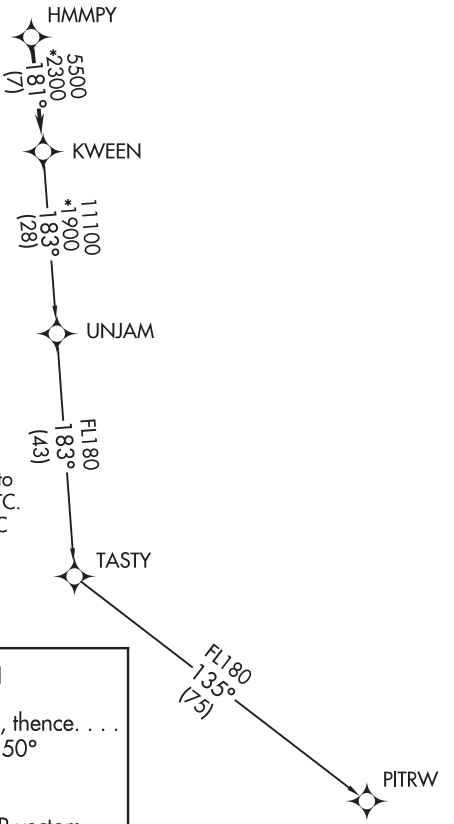
KWEEN FOUR DEPARTURE (RNAV)

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.

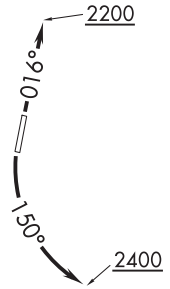
PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

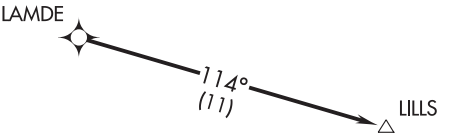
LILLS TWO DEPARTURE (RNAV)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

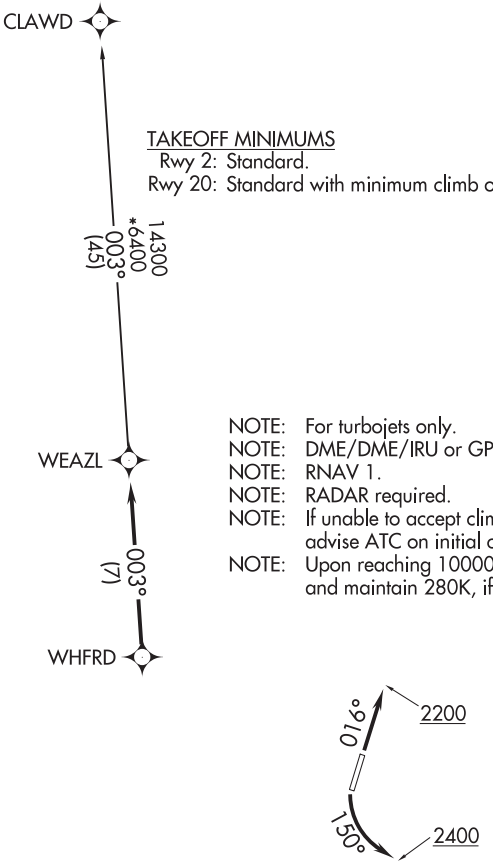
(WEAZL4.WEAZL) 20142 AL-9155 (FAA)

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



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 4

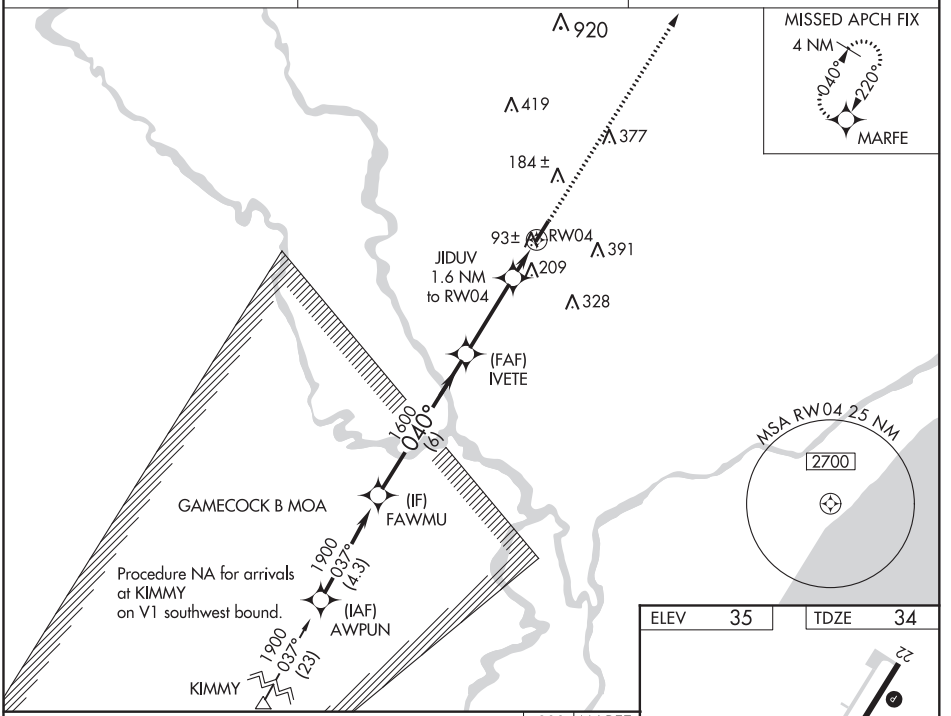
CONWAY-HORRY COUNTY (HYW)

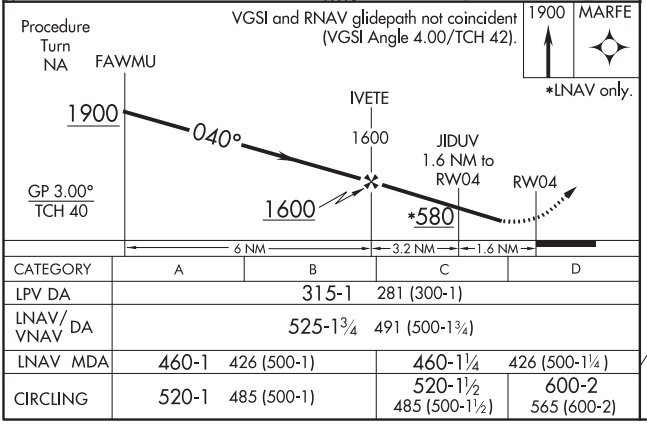
WAAS CH 56524 W04A	APP CRS 040°	Rwy Idg 4401 TDZE 34 Apt Elev 35

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.

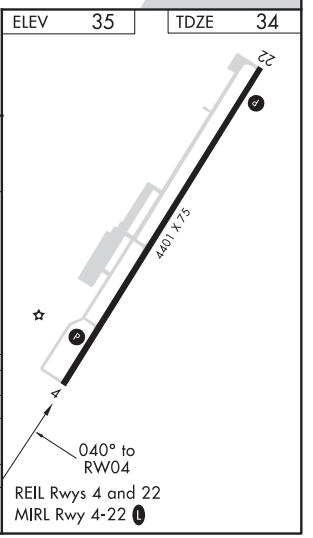
MISSED APPROACH: Climb to 1900 direct MARFE and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CONWAY, SOUTH CAROLINA

AL-6274 (FAA)

20142

RNAV (GPS) RWY 22

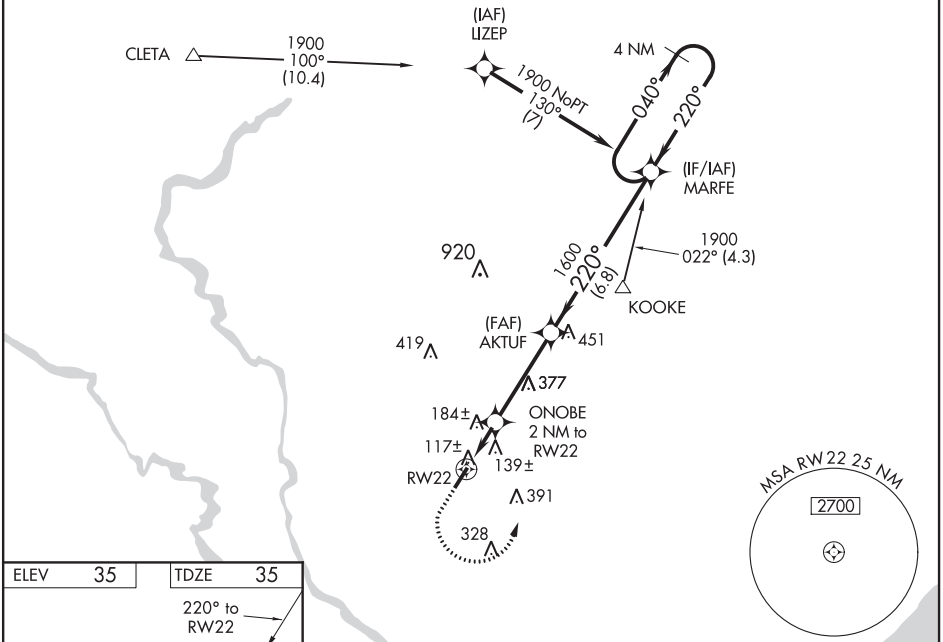
CONWAY-HORRY COUNTY (HYW)

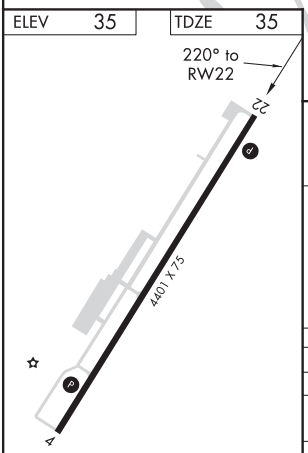
WAAS	APP CRS	Rwy Idg	4401
CH 90424	220°	TDZE	35
W22A		Apt Elev	35

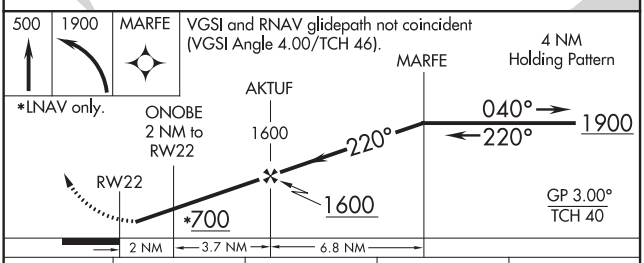
For uncompensated Baro-VNAV sytems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Mytle Beach altimeter setting and increase all DA 32 feet and all MDA 40 feet; increase LNAV/VNAV 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







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)

REIL Rwys 4 and 22
MIRL Rwy 4-22 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NDB HYW 370	APP CRS 028°	Rwy Idg 4401 TDZE 34 Apt Elev 35

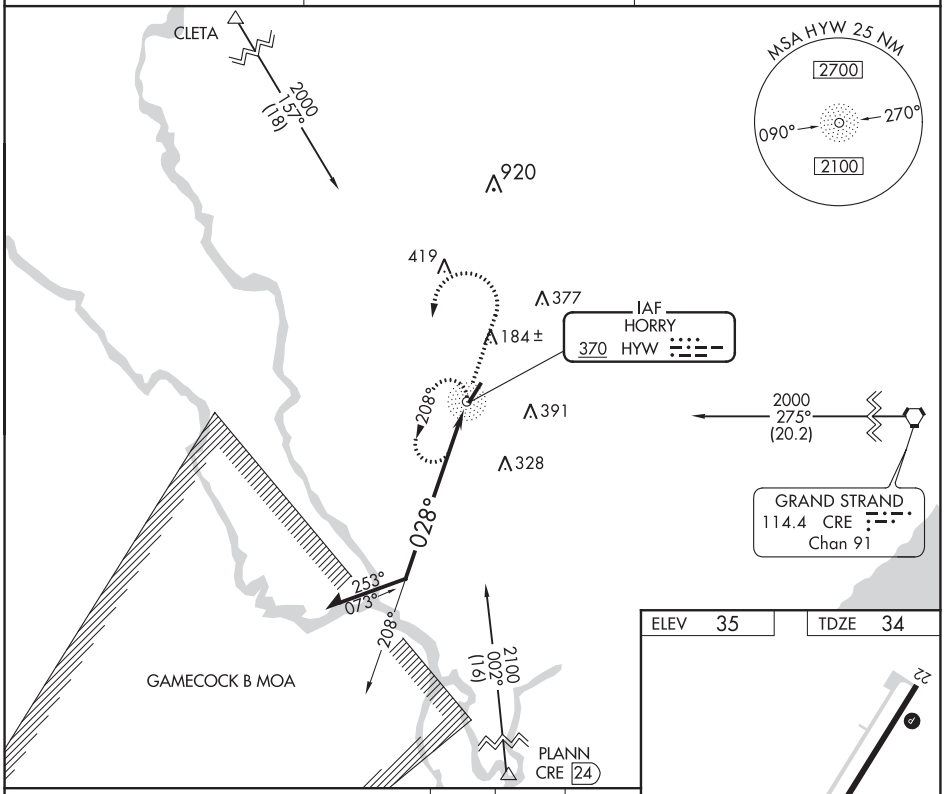
NDB RWY 4

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NDB HYW 370	APP CRS 224°	Rwy Idg 4401 TDZE 35 Apt Elev 35

NDB RWY 22

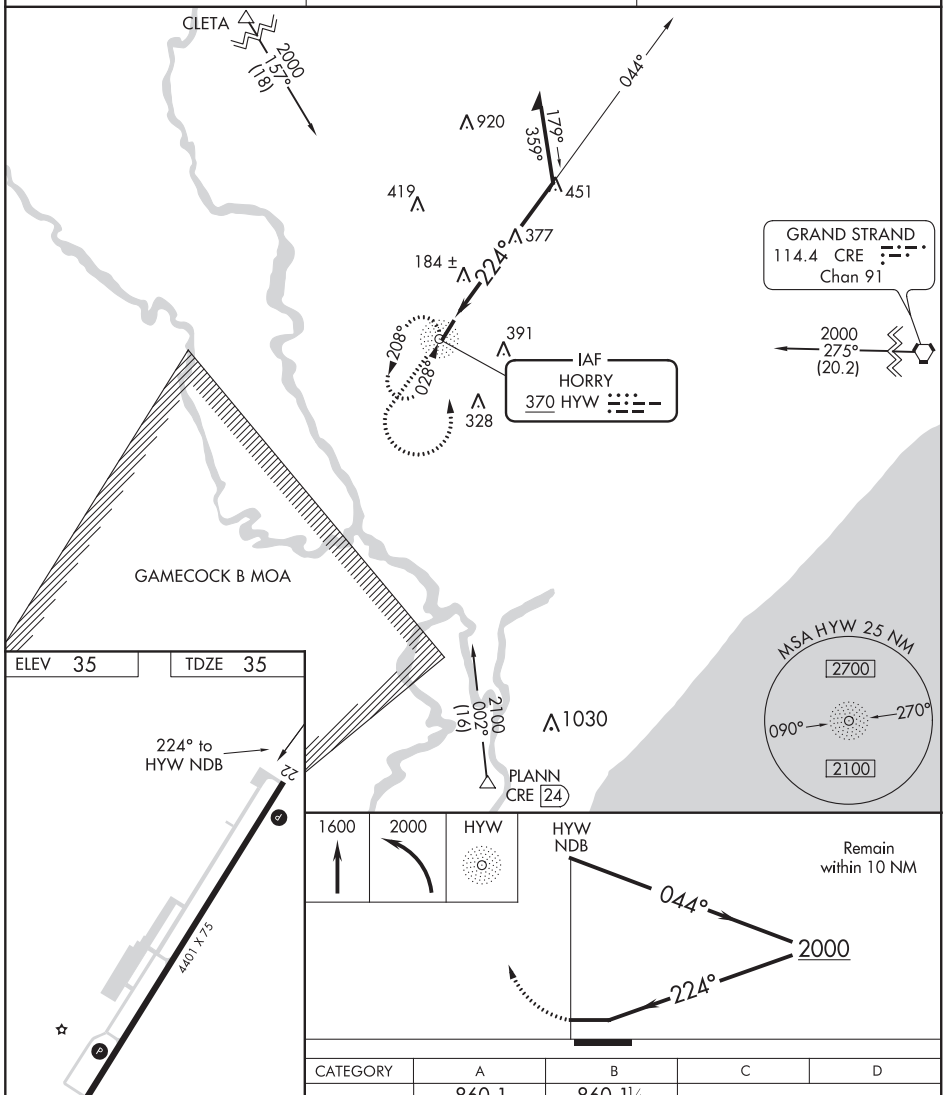
CONWAY-HORRY COUNTY (HYW)

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	860-1 825 (900-1)	860-1¼ 825 (900-1¼)	860-2½ 825 (900-2½)	
CIRCLING	860-1¼ 825 (900-1¼)		860-2½ 825 (900-2½)	860-2¾ 825 (900-2¾)

SE-2, 25 FEB 2021 to 22 APR 2021

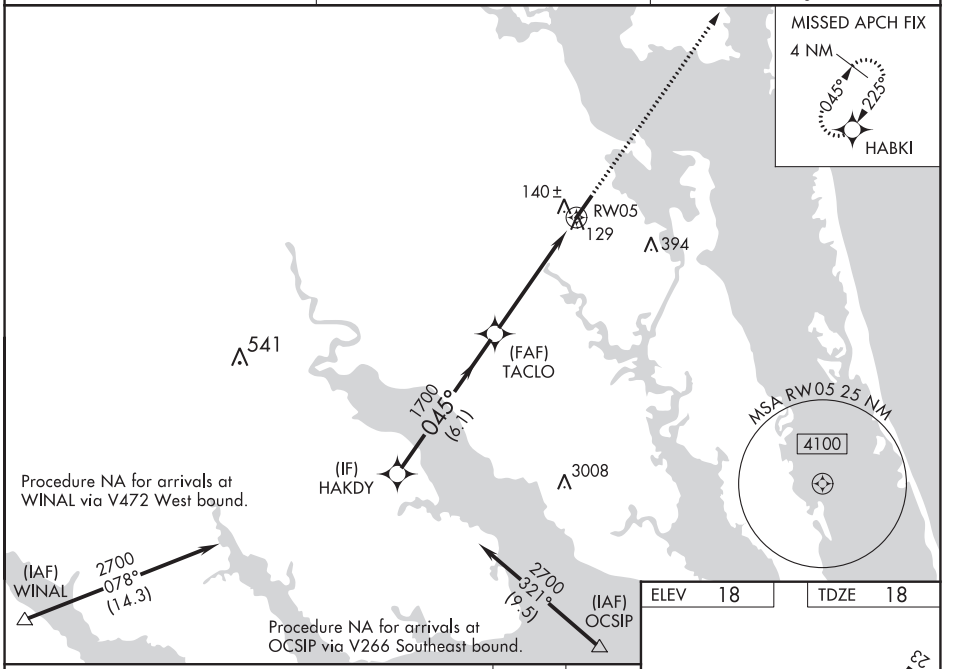
WAAS	APP CRS	Rwy Idg	5500
CH 49008	045°	TDZE	18
W05A		Apt Elev	18

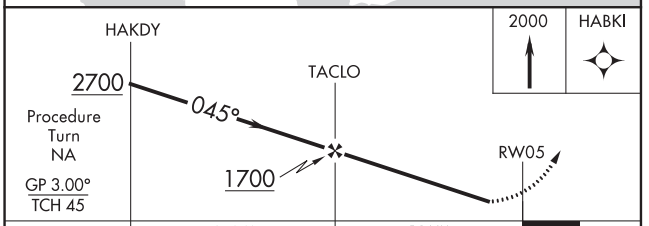
RNAV (GPS) RWY 5
CURRITUCK COUNTY RGNL (ONX)

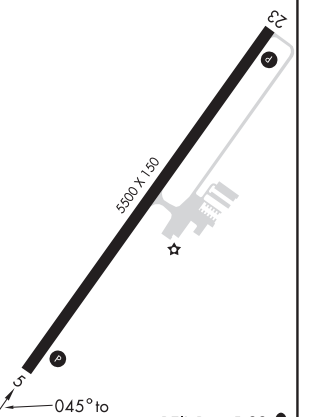
T A Baro-VNAV NA when using Oceana NAS/Apollo Soucek altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Procedure NA when tethered balloon located approximately 11.4 NM southwest of 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 ¼ mile.

MISSED APPROACH: Climb to 2000 direct HABKI and hold.

AWOS-3	OCEANA APP CON	CTAF
119.775	123.9 266.8	122.9 L







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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23
CURRITUCK COUNTY RGNL (ONX)

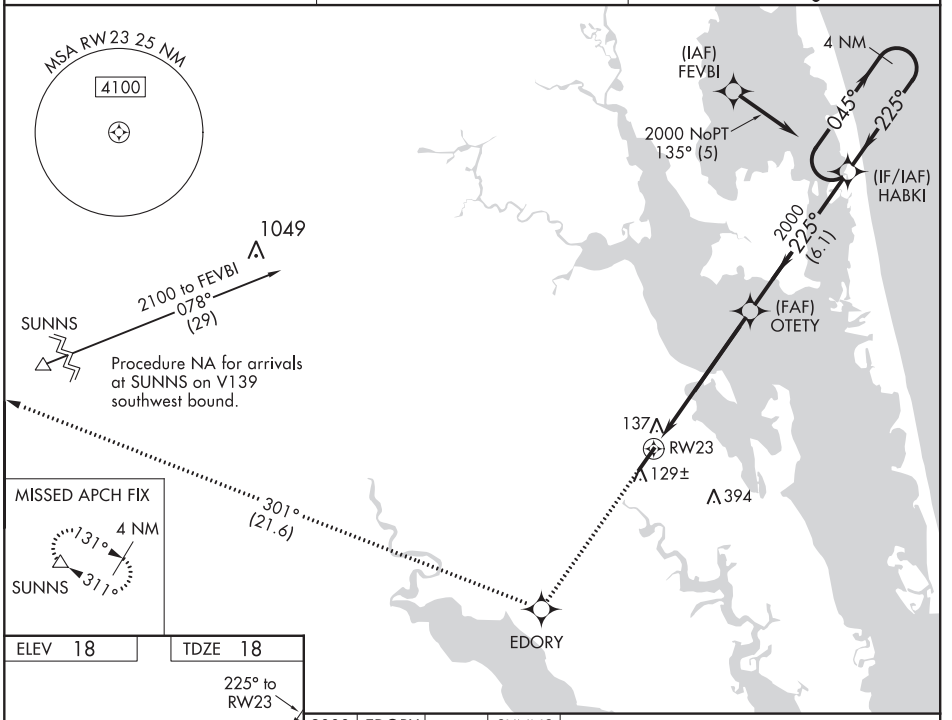
WAAS CH 97408 W23A	APP CRS 225°	Rwy Idg 5500 TDZE 18 Apt Elev 18

RNP APCH.

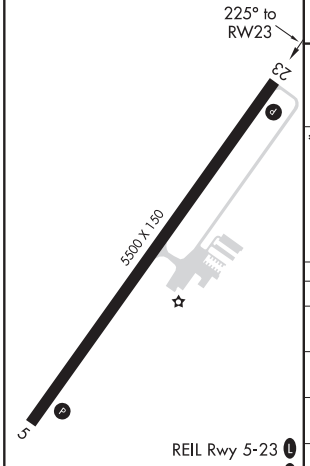
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). Rwy 23 helicopter visibility reduction below ¾ SM NA.

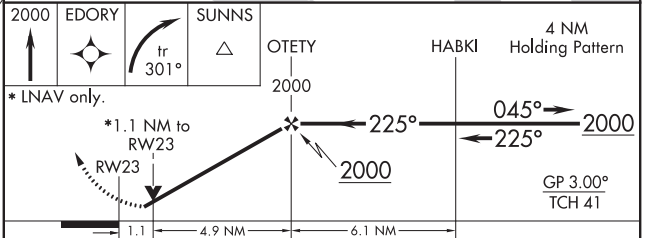
MISSED APPROACH: Climb to 2000 direct EDORY and right turn on track 301° to SUNNS and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

VOR/DME-A

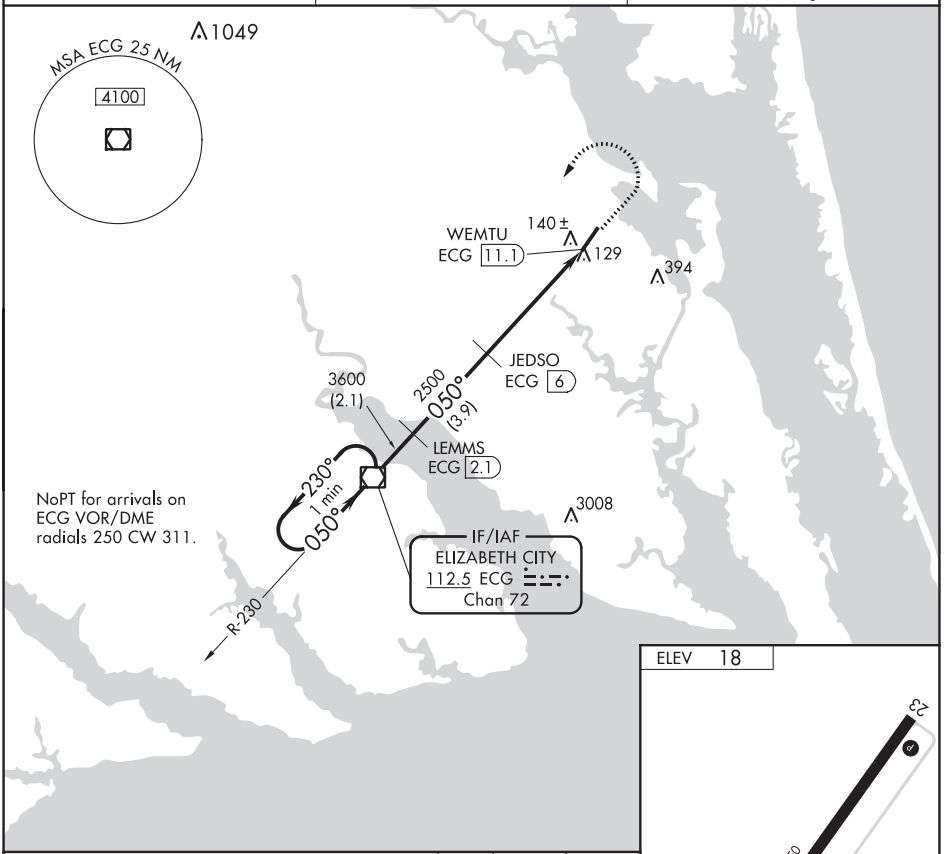
CURRITUCK COUNTY RGNL (ONX)

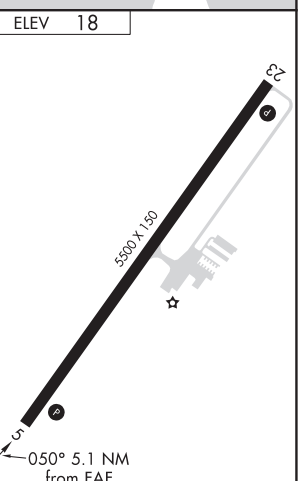
VOR/DME ECG	APP CRS	Rwy Idg	N/A
112.5	050°	TDZE	N/A
Chan 72		Apt Elev	18

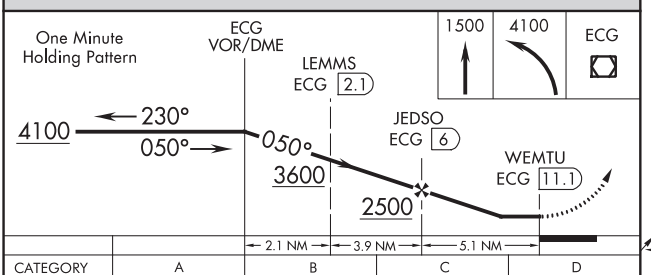
When local altimeter setting not received, use Oceana NAS/ Apollo Soucek altimeter setting and increase all MDA 60 feet. Procedure NA when tethered balloon located approximately 11.4 NM southwest of airport is flying.

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)

REIL Rwy 5-23 L
MIRL Rwy 5-23 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

DARLINGTON, SOUTH CAROLINA AL-5375 (FAA) 20254

RNAV (GPS) RWY 5
DARLINGTON COUNTY (UDG)

WAAS	APP CRS	Rwy Idg	5500
CH 42704	050°	TDZE	189
W05A		Apt Elev	192

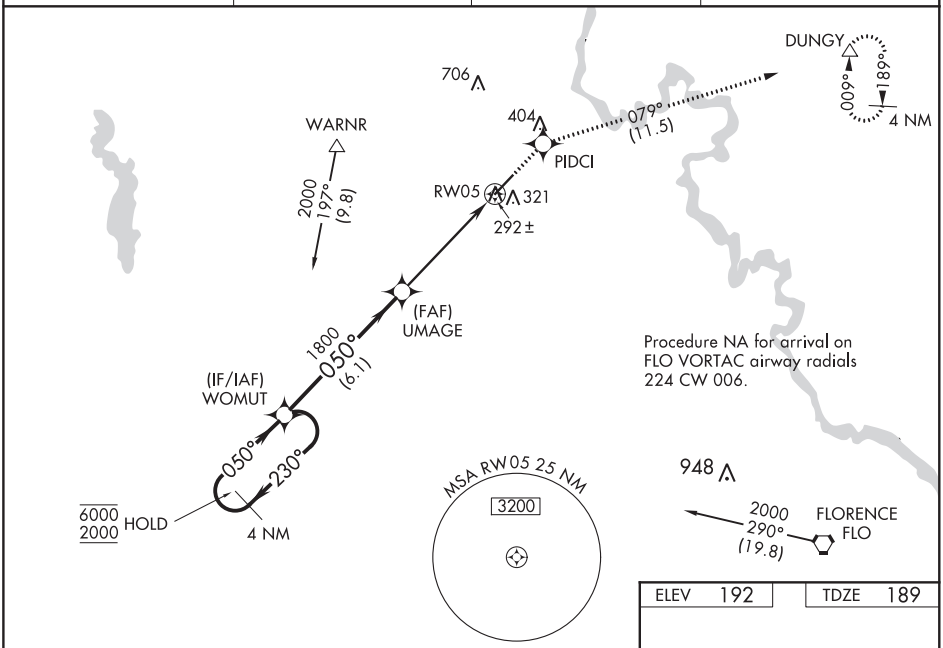
RNP APCH.

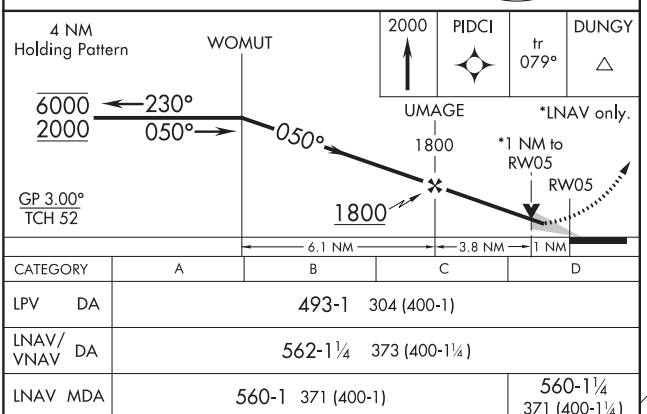
Inop table does not apply. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ODALS

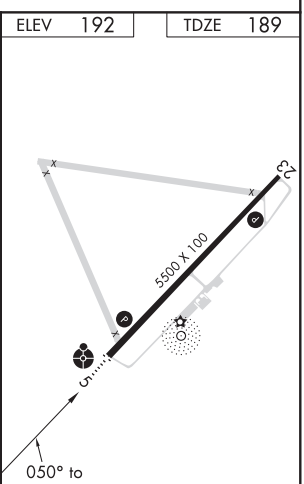
MISSED APPROACH: Climb to 2000 direct PIDCI and on track 079°to DUNGY and hold.

AWOS-3PT	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L





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)



DARLINGTON, SOUTH CAROLINA
Orig-D 20JUN19

34°27'N-79°53'W

DARLINGTON COUNTY (UDG)
RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

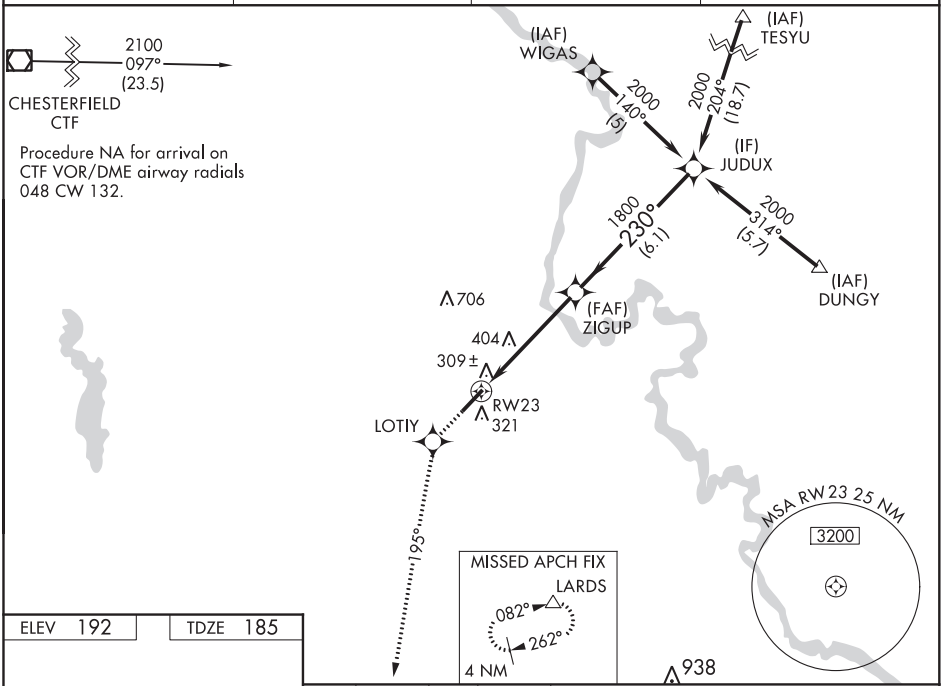
WAAS CH 86904 W23A | APP CRS 230° | Rwy Idg 5500 | TDZE 185 | Apt Elev 192

RNAV (GPS) RWY 23
DARLINGTON COUNTY (UDG)

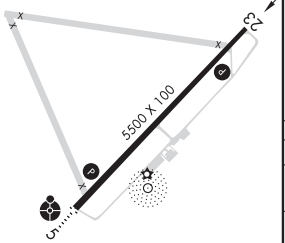
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). When local altimeter setting not received, use Florence altimeter setting and increase LPV DA to 527, LNAV/VNAV DA to 627, and all MDA 60 feet; increase LPV all Cats visibility ¼ mile. DME/DME RNP-0.3 NA. Helicopter 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.

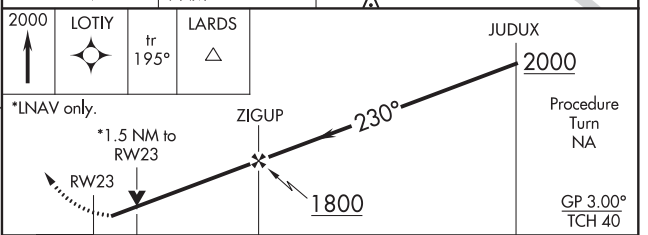
AWOS-3PT	FLORENCE APP CON ★	CLNC DEL	UNICOM
119.925	118.6 341.7	118.55	123.0 (CTAF) L



ELEV 192 | TDZE 185



MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

DARLINGTON, SOUTH CAROLINA AL-5375 (FAA) 20254

VORTAC FLO 115.2 Chan 99	APP CRS 320°	Rwy Idg N/A TDZE N/A Apt Elev 192

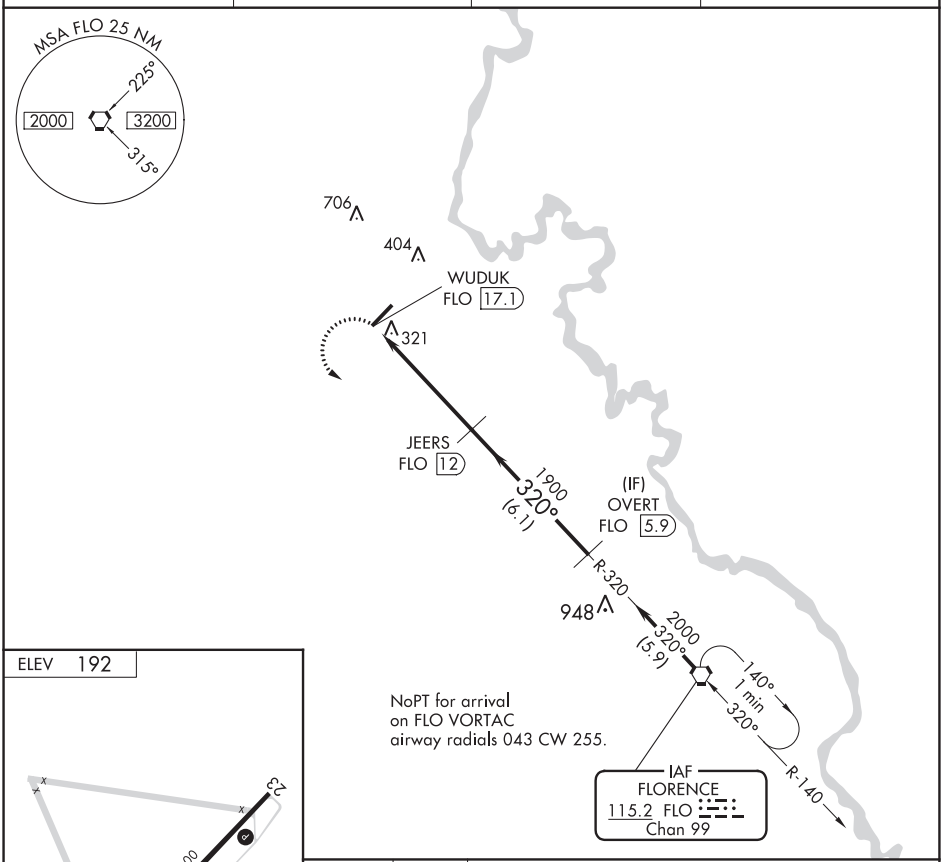
VOR-A

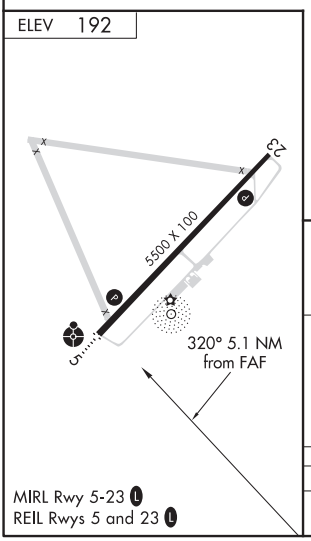
DARLINGTON COUNTY (UDG)

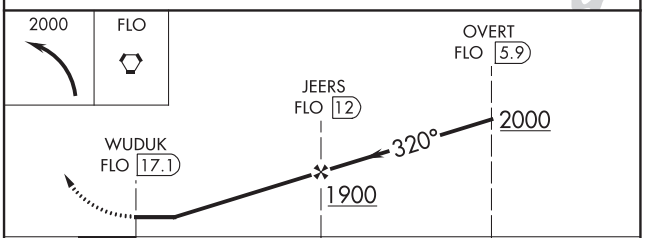
DME required.

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

AWOS-3PT 119.925	FLORENCE APP CON ★ 118.6 341.7	CLNC DEL 118.55	UNICOM 123.0 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	640-1 448 (500-1)	660-1 468 (500-1)	660-1½ 468 (500-1½)	760-2 568 (600-2)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

VORTAC FLO	APP CRS	Rwy Idg	3000
115.2	051°	TDZE	134
Chan 99		Apt Elev	134

VOR/DME or GPS RWY 7

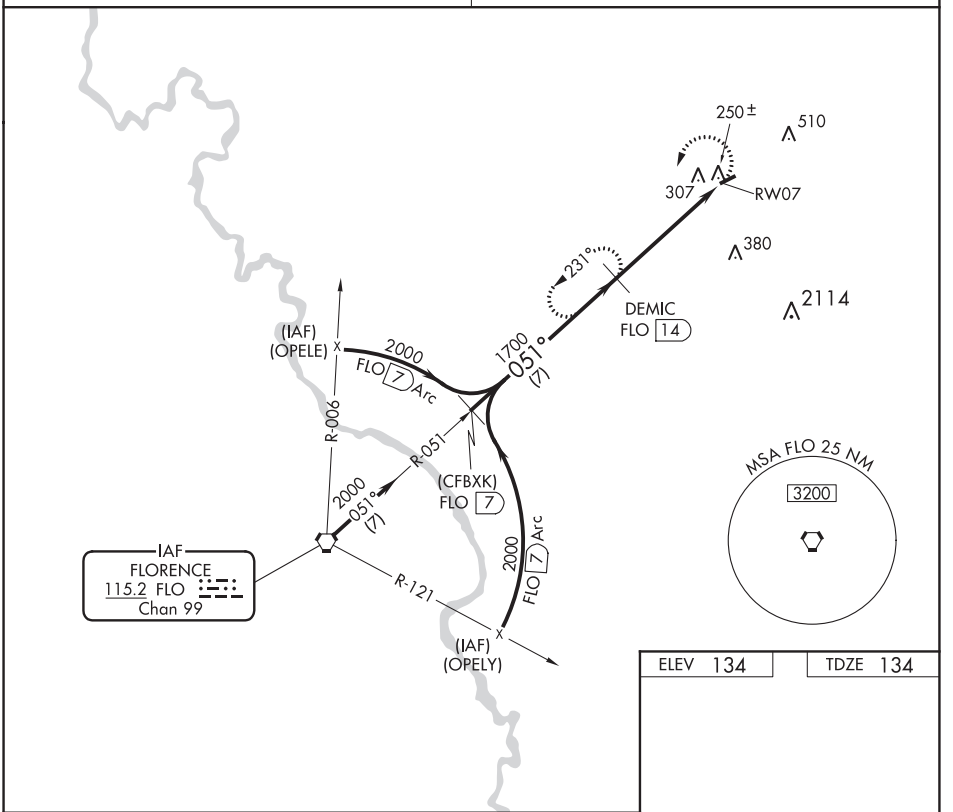
DILLON COUNTY (DLC)

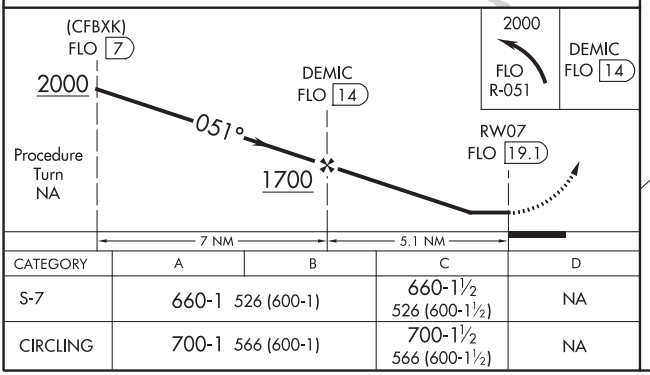
NA

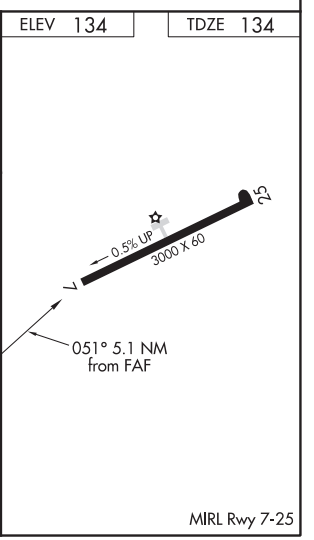
Use Florence altimeter setting.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

EDENTON, NORTH CAROLINA

AL-741 (FAA)

20086

ILS or LOC RWY 19

NORTHEASTERN RGNL (EDE)

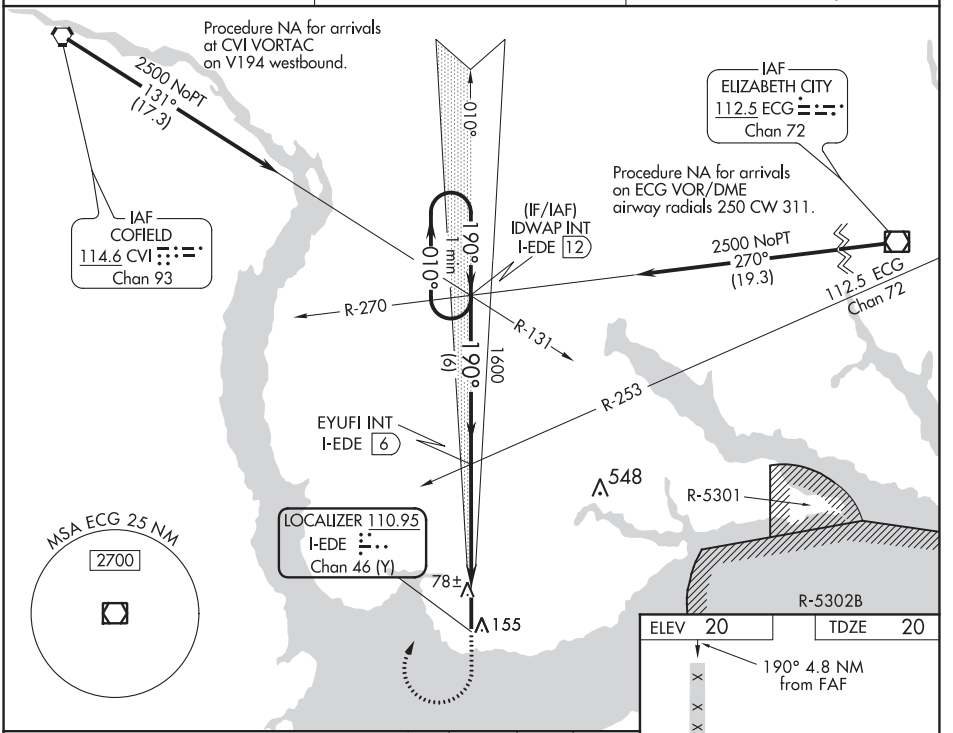
LOC/DME I-EDE	APP CRS	Rwy Idg	6000
110.95	190°	TDZE	20
Chan 46 (Y)		Apt Elev	20

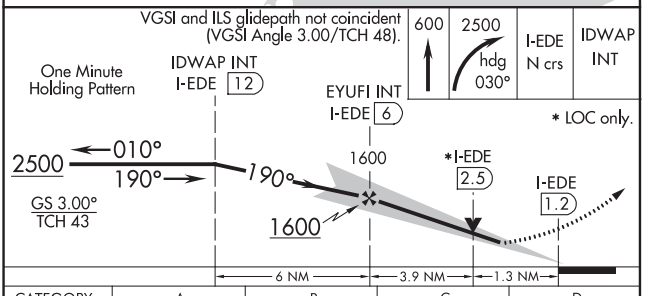
DME or RADAR required for procedure entry.

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





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

EDENTON, NORTH CAROLINA
Orig-C 20JUN19

36°02'N-76°34'W

NORTHEASTERN RGNL (EDE)
ILS or LOC RWY 19

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 1

NORTHEASTERN RGNL (EDE)

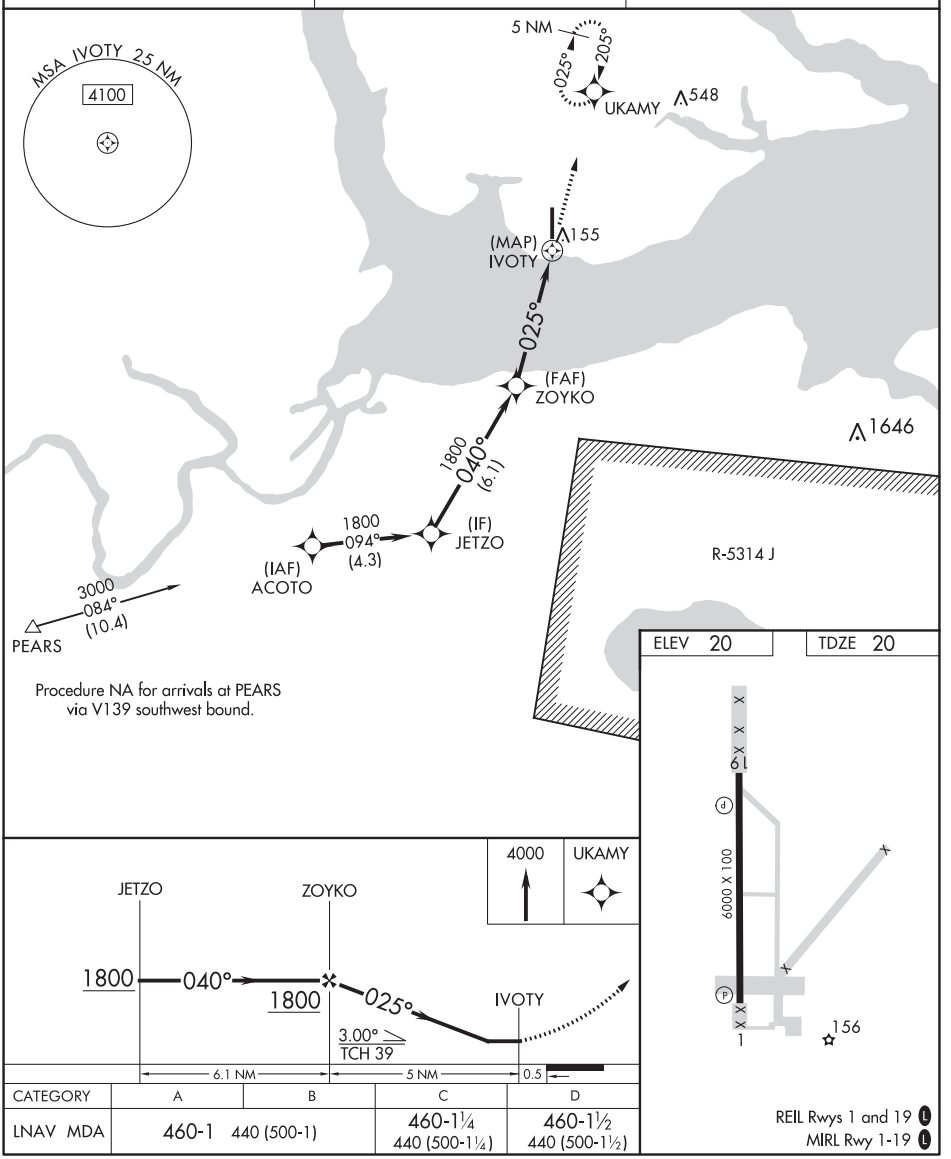
APP CRS	Rwy Idg	6000
025°	TDZE	20
	Apt Elev	20

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)

REIL Rwys 1 and 19 L
MIRL Rwy 1-19 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

EDENTON, NORTH CAROLINA | AL-741 (FAA) | 19283

WAAS	APP CRS	Rwy Idg	6000
CH 90503	190°	TDZE	20
W19A		Apt Elev	20

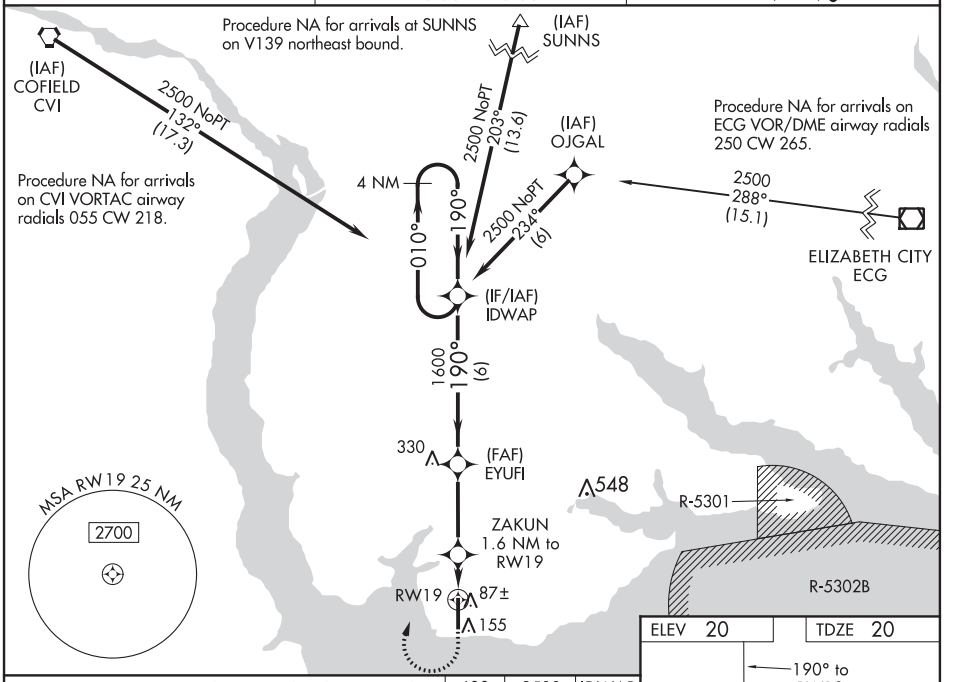
RNAV (GPS) RWY 19

NORTHEASTERN RGNL (EDE)

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)

MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L

EDENTON, NORTH CAROLINA
Amdt 2B 22JUN17

36°02'N-76°34'W

NORTHEASTERN RGNL (EDE)
RNAV (GPS) RWY 19

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-EPR	APP CRS	Rwy Idg 7219
111.35	103°	TDZE 11
Chan 50 (Y)		Apt Elev 11

ILS or LOC RWY 10

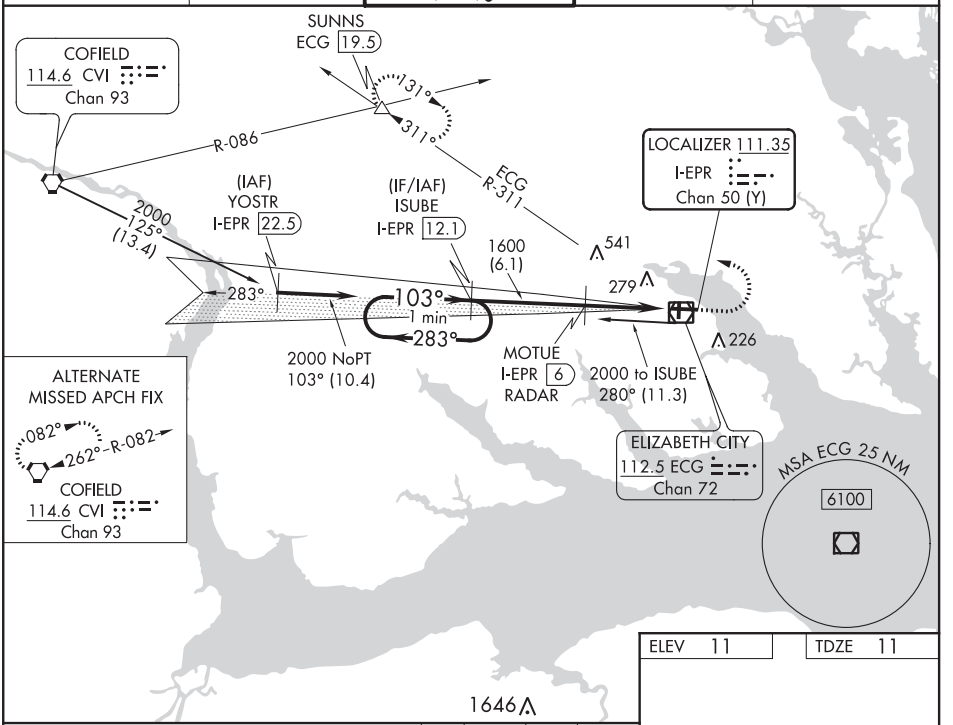
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

DME Required.

T A 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.

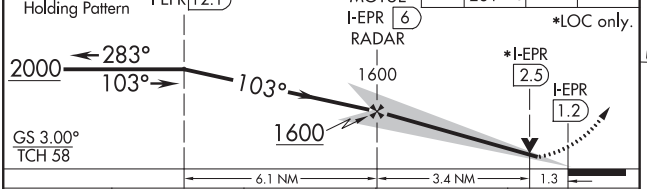
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95



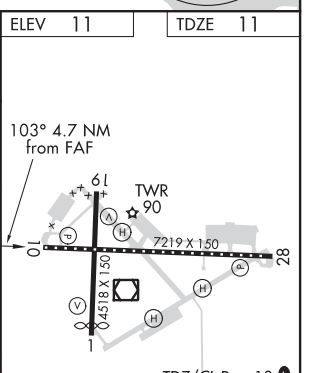
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 49).

500	3000	ECG R-311	SUNNS
↑	hdg 281°		△

*LOC only.



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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 19115

RNAV (GPS) RWY 1

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

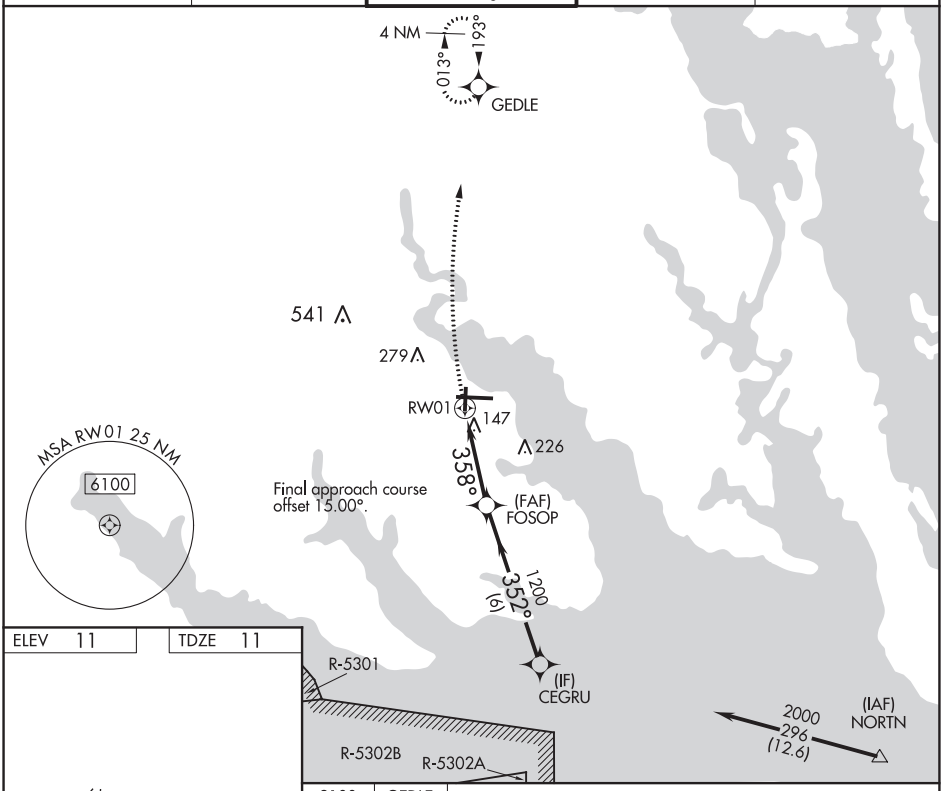
APP CRS	Rwy Idg	4219
358°	TDZE	11
	Apt Elev	11

RNP APCH.

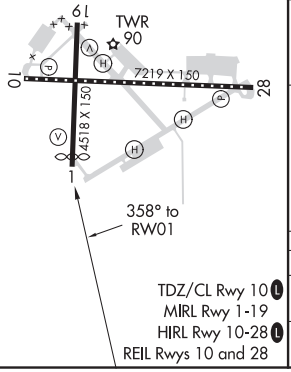
Rwy 1 helicopter visibility reduction below ¾ SM NA. ATC clearance required to penetrate R-5302B. Procedure NA when tethered balloon located approximately 2 miles southeast airport is flying.

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



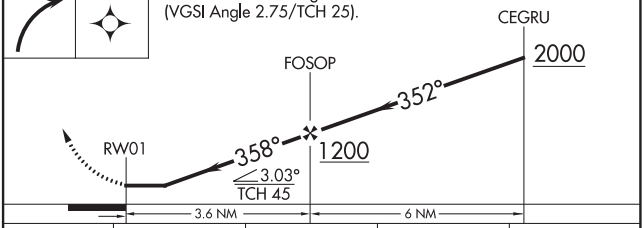
ELEV 11 TDZE 11



TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

2100 GEDLE

VGSI and descent angles not coincident (VGSI Angle 2.75/TCH 25).



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, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

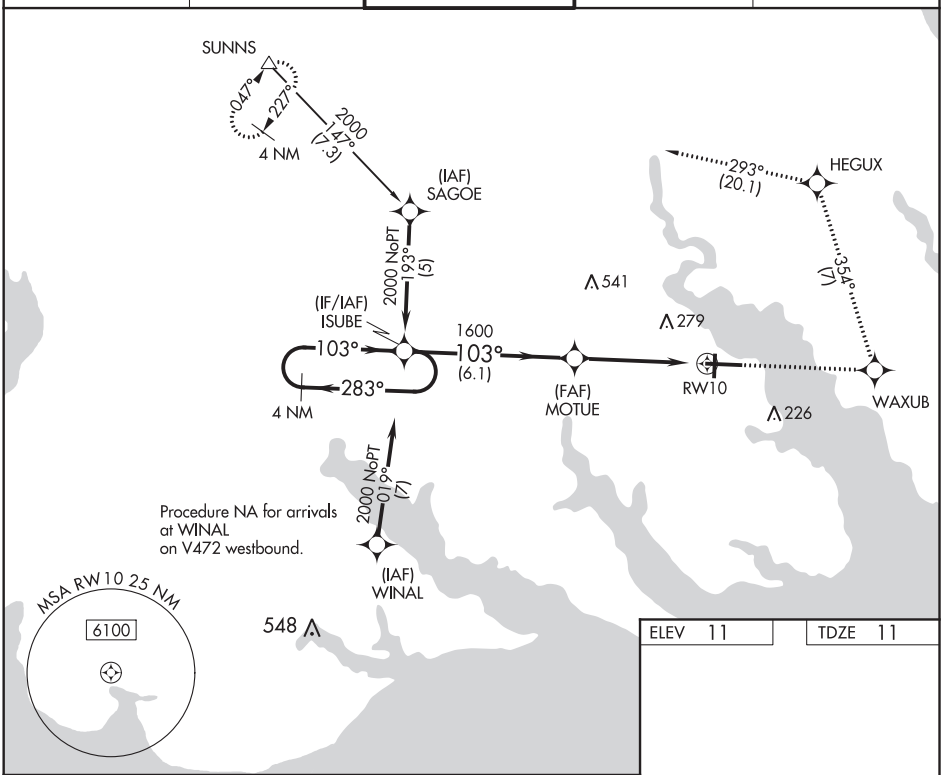
WAAS	APP CRS	Rwy Idg	7219
CH 65703	103°	TDZE	11
W10A		Apt Elev	11

RNP APCH.

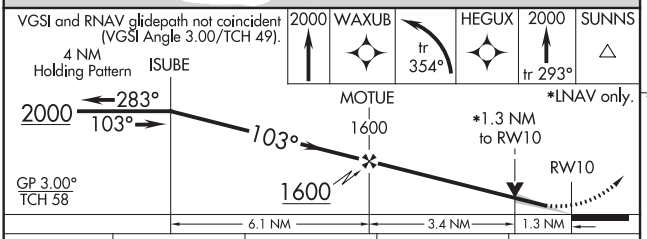
T Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying.

MISSED APPROACH: Climb to 2000 direct WAXUB and left turn on track 354° to HEGUX and 2000 on track 293° to SUNNS and hold.

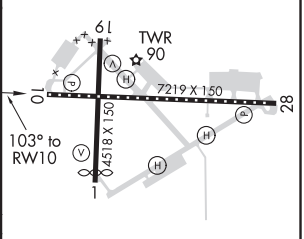
ASOS	NORFOLK APP CON	ELIZABETH CITY TOWER ★	GND CON	UNICOM
124.375	119.55 269.425	120.5 (CTAF) L 355.6	121.9	122.95



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ELIZABETH CITY, NORTH CAROLINA AL-617 (FAA) 19115

RNAV (GPS) RWY 19

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

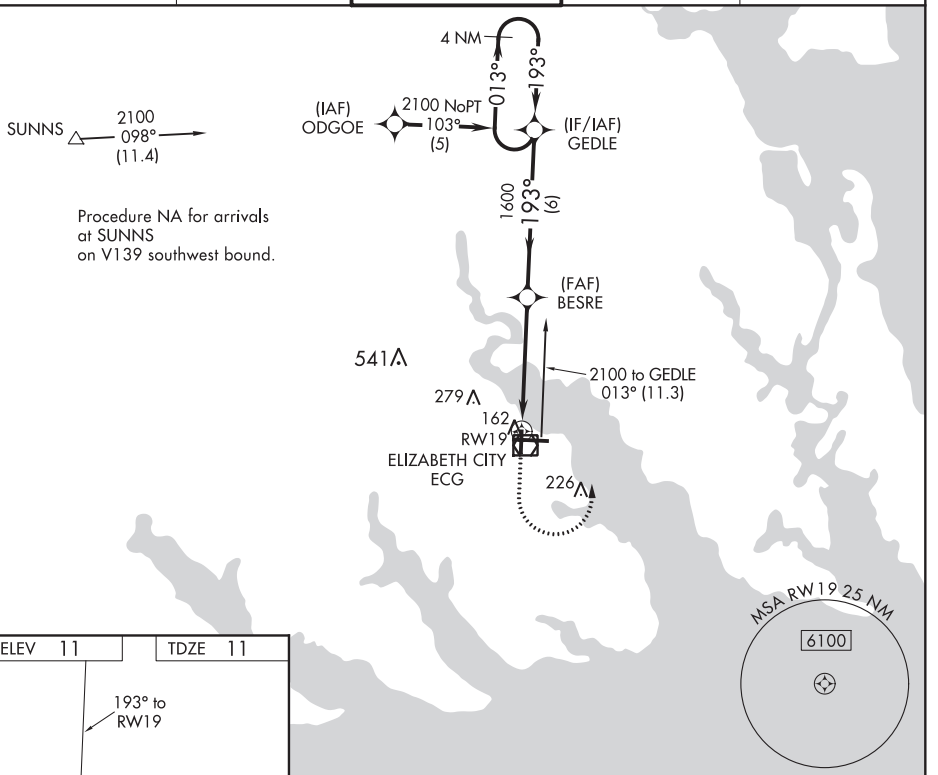
APP CRS	Rwy Idg	4518
193°	TDZE	11
	Apt Elev	11

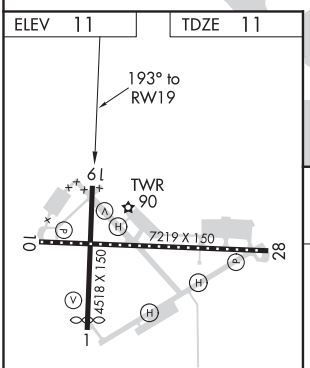
RNP APCH.

▼ Procedure NA when tethered balloon located approximately 2 miles southeast airport is flying.

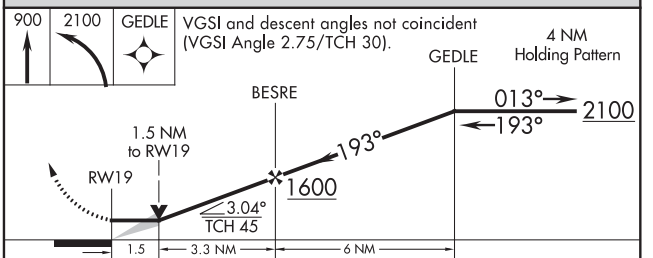
MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct GEDLE and hold.

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)

ELIZABETH CITY, NORTH CAROLINA
Orig-C 24MAY18

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
36°16′N-76°10′W
RNAV (GPS) RWY 19

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 28

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

APP CRS	Rwy Idg	7219
283°	TDZE	10
	Apt Elev	11

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

SUNNS 2000 to NETUE 113° (28.5)

Procedure NA for arrivals at SUNNS on V139 southwest bound.

4 NM 014° 194° (IAF) NETUE

2000 194° (5)

541 279 RW28 283° 1600 284° (6) (IF) LIBLE

226 (FAF) GUDLE

2000 014° (5)

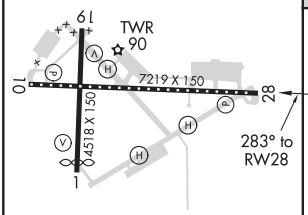
(IAF) REXUE

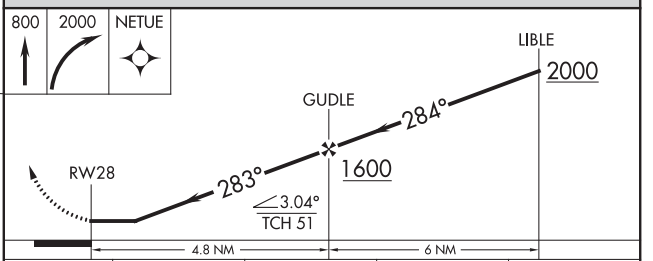
MSA RW28 25 NM 6100

548

2000 347° (8.1) NORTN

ELEV 11 TDZE 10





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)

TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ELIZABETH CITY, NORTH CAROLINA

AL-617 (FAA)

20226

VOR/DME RWY 10

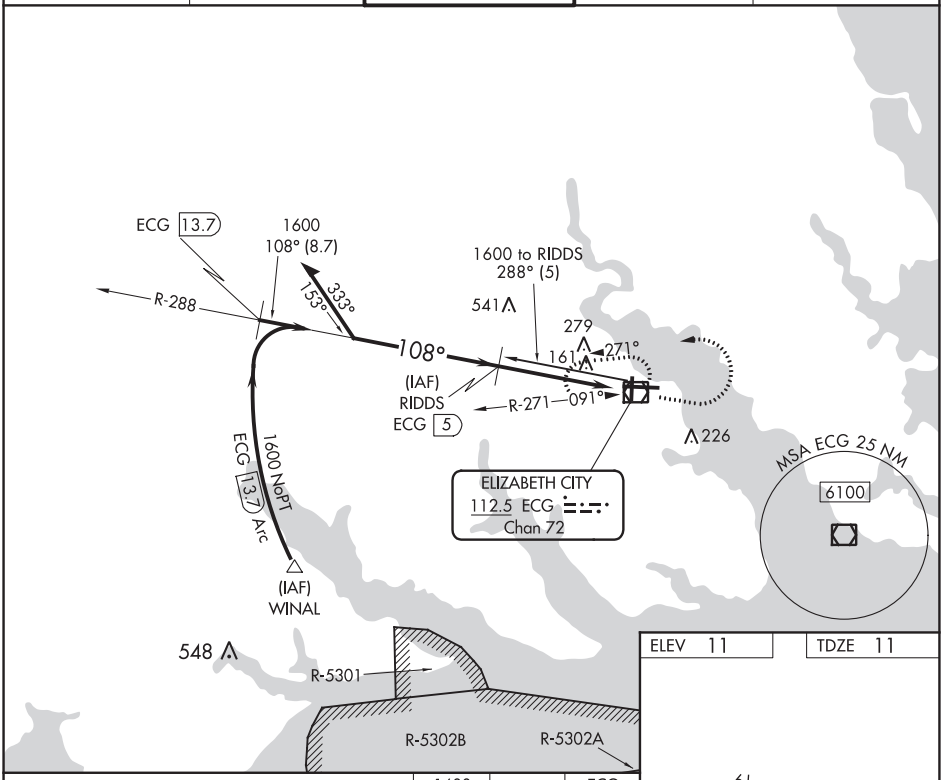
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

VOR/DME ECG	APP CRS	Rwy Idg	7219
112.5	108°	TDZE	11
Chan 72		Apt Elev	11

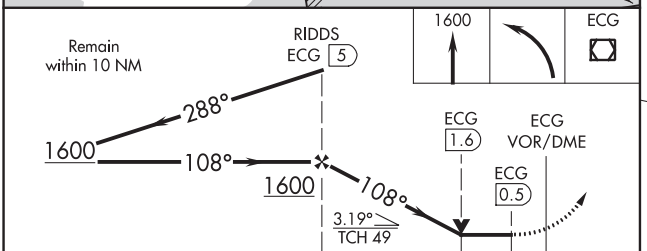
TA Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and increase S-10 Cat D visibility ¼ SM and Circling Cat C visibility ¼ SM.

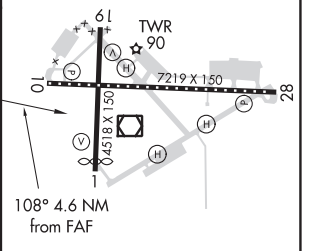
MISSED APPROACH: Climb to 1600 then left turn direct ECG VOR/DME and hold.

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	640-2
			569 (600-1½)	629 (700-2)

TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

ELIZABETH CITY, NORTH CAROLINA
Orig-F 13AUG20

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)
36°16'N-76°10'W

VOR/DME RWY 10

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

VOR/DME ECG	APP CRS	Rwy Idg 4518
112.5	184°	TDZE 10
Chan 72		Apt Elev 11

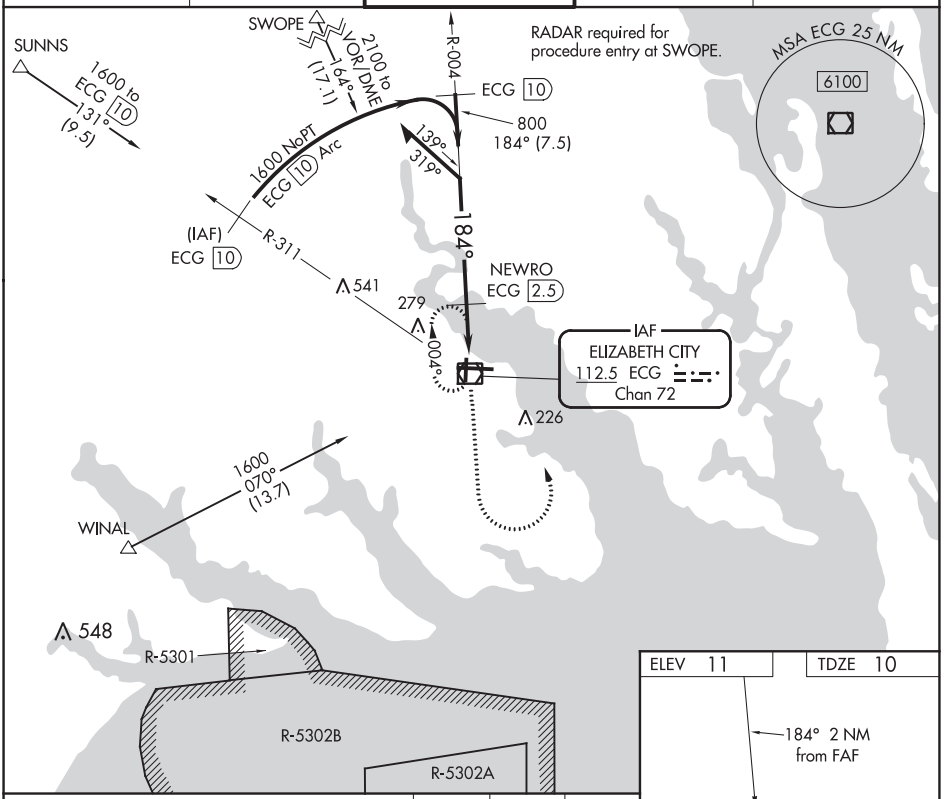
VOR/DME RWY 19

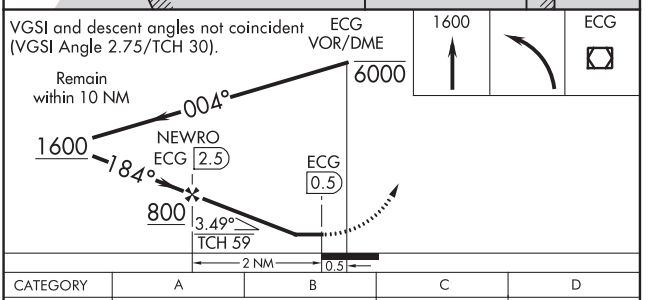
ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

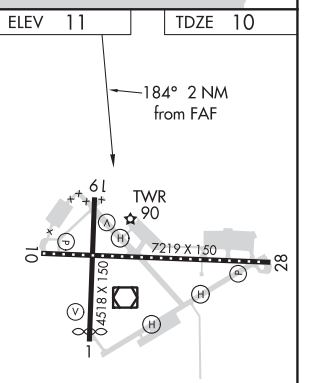
Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and increase S-19 Cat C visibility ¼ SM and Circling Cat C visibility ½ SM.

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

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ELIZABETH CITY, NORTH CAROLINA | AL-617 (FAA) | 20226

VOR/DME ECG	APP CRS	Rwy Idg 7219
112.5	270°	TDZE 11
Chan 72		Apt Elev 11

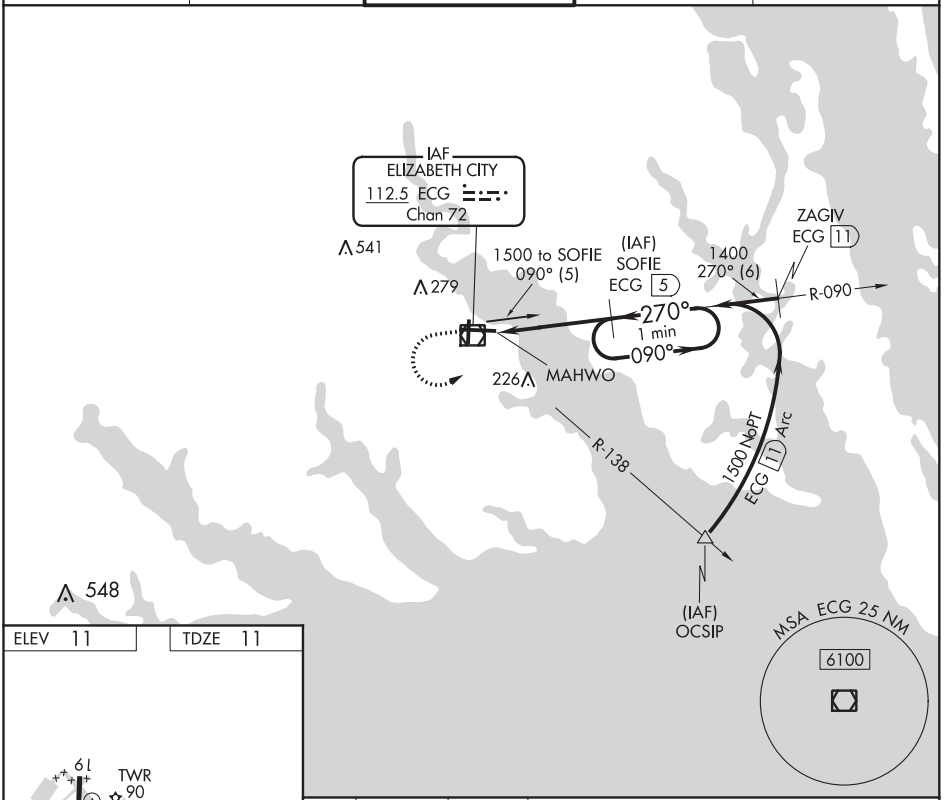
VOR/DME RWY 28

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

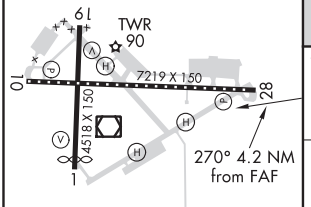
Procedure NA when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDAs 40 feet and S-28 Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM. Rwy 28 helicopter visibility reduction below ¾ SM NA.

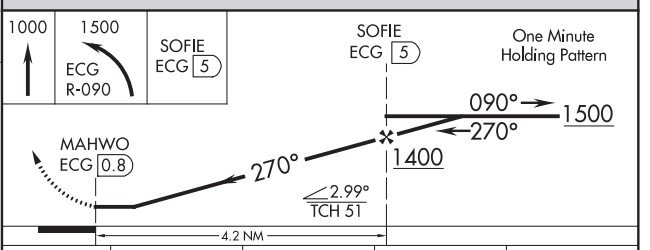
MISSED APPROACH: Climb to 1000 then climbing left turn to 1500 via ECG R-090 to SOFIE 5 DME and hold.

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





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)

TDZ/CL Rwy 10 L
MIRL Rwy 1-19
HIRL Rwy 10-28 L
REIL Rwys 10 and 28

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NDB LLW	APP CRS	Rwy Idg	7219
254	101°	TDZE	11
		Apt Elev	11

NDB RWY 10

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

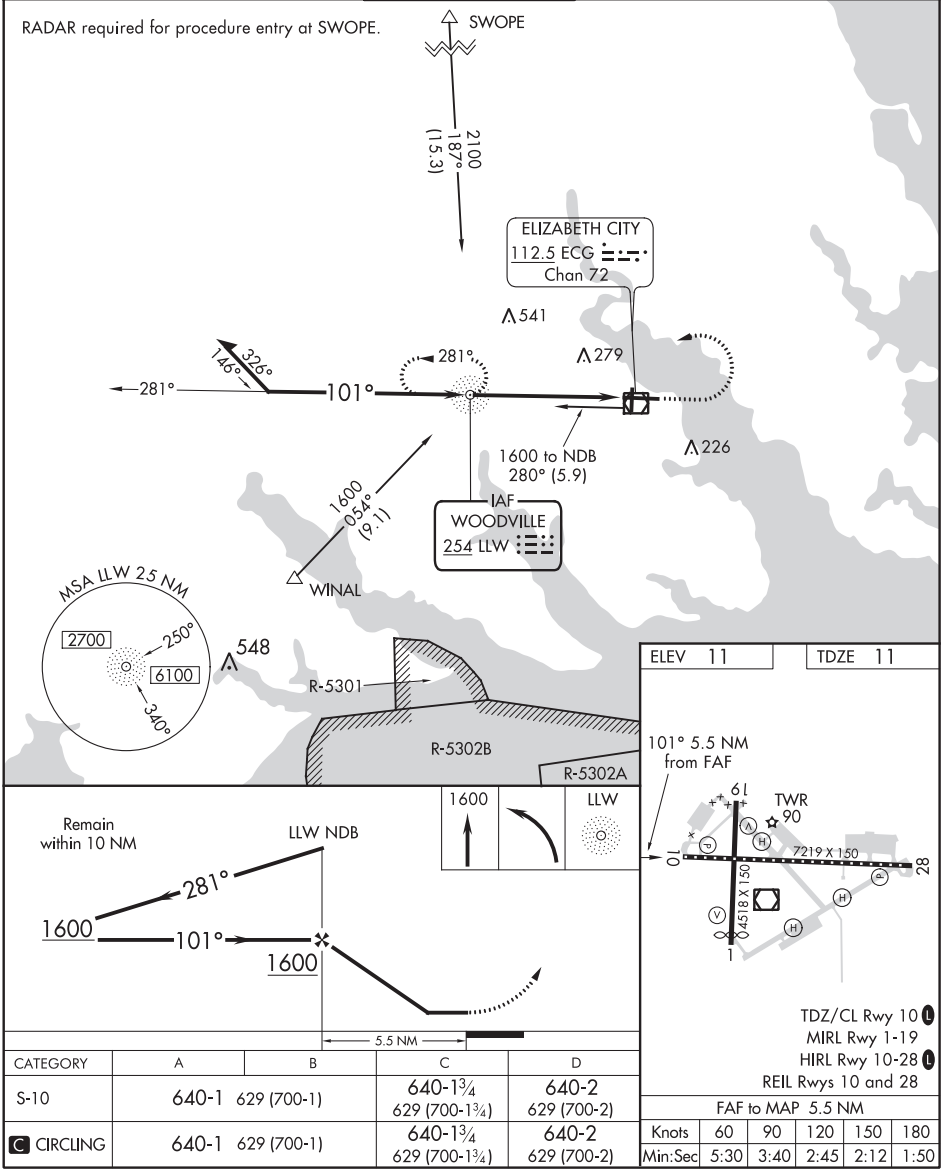
Procedure not authorized when tethered balloon located approximately 2 miles southeast of airport is flying. When local altimeter setting not received, use Currituck altimeter setting and increase all MDA 40 feet.

NA

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

RADAR required for procedure entry at SWOPE.



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

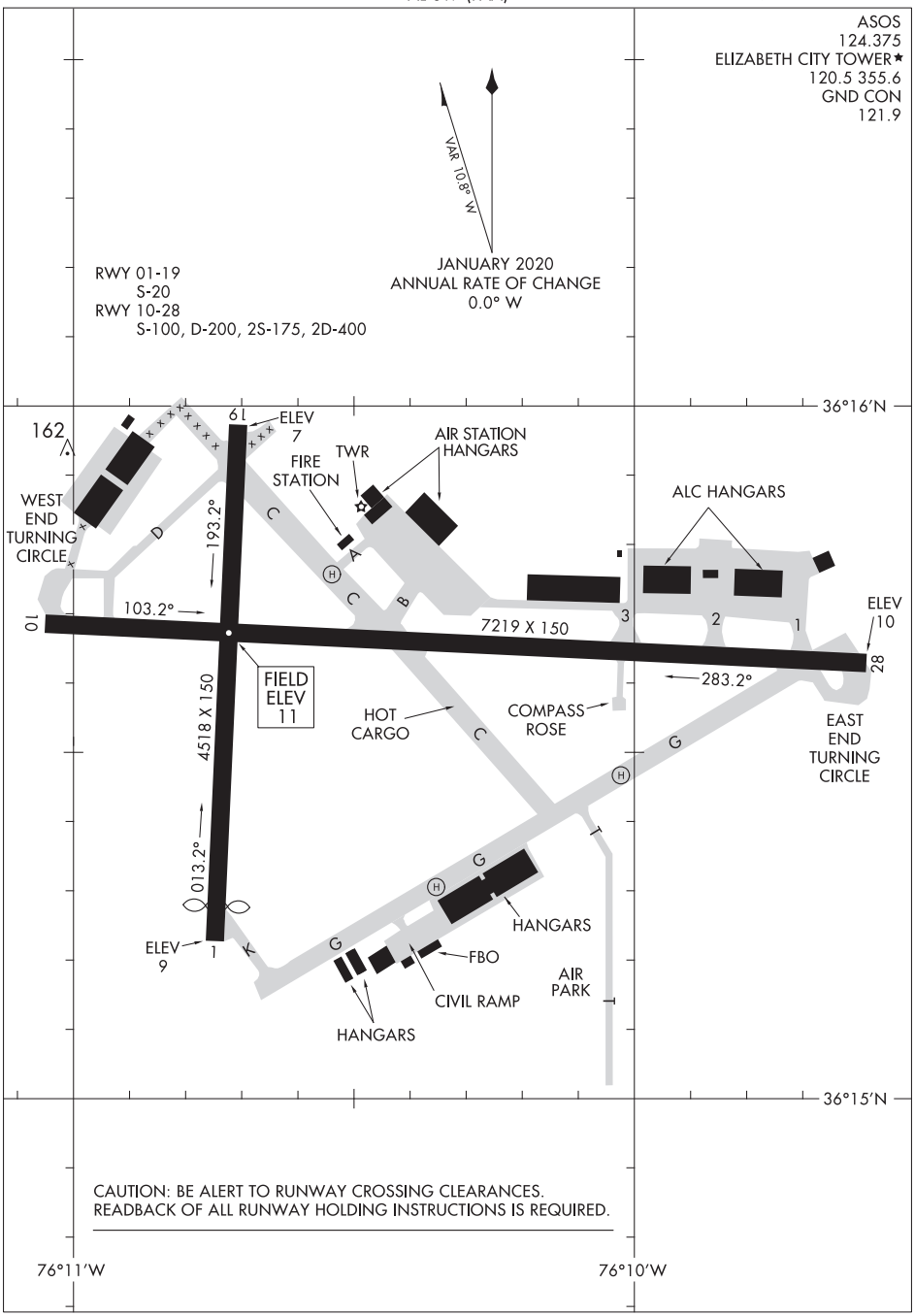
20086

AIRPORT DIAGRAM

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

AL-617 (FAA)

ELIZABETH CITY, NORTH CAROLINA



AIRPORT DIAGRAM

20086

ELIZABETH CITY COAST GUARD AIR STATION/RGNL (ECG)

ELIZABETH CITY, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5006
CH **82419**	**152°**	TDZE	**132**
W15A		Apt Elev	**132**

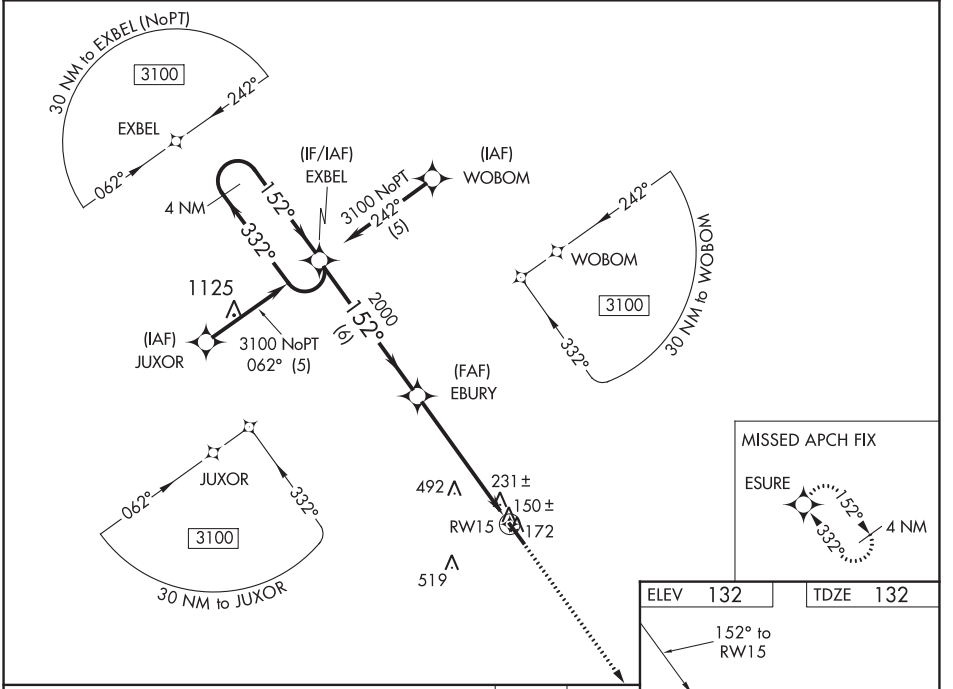
RNAV (GPS) RWY 15

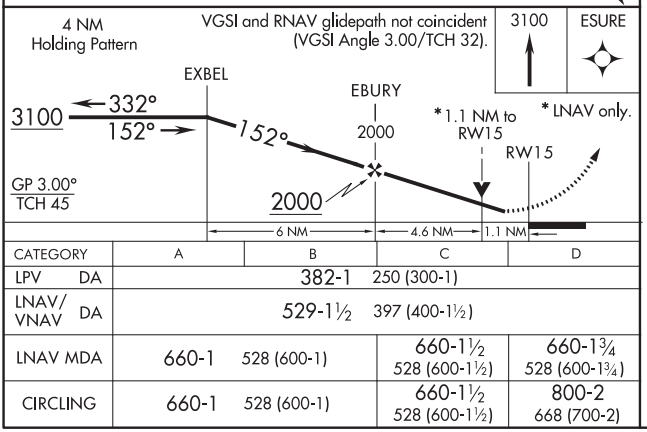
CURTIS L BROWN JR FIELD (EYF)

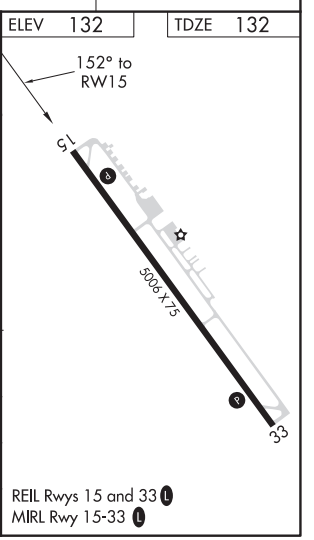
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting and increase all DA 72 feet and LPV and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and increase LNAV visibility Cats C and D ¼ mile and increase 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







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)

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

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SE-2, 25 FEB 2021 to 22 APR 2021

ELIZABETHTOWN, NORTH CAROLINA AL-6982 (FAA) 19283

WAAS	APP CRS	Rwy Idg	5006
CH 70519	332°	TDZE	131
W33A		Apt Elev	132

RNAV (GPS) RWY 33

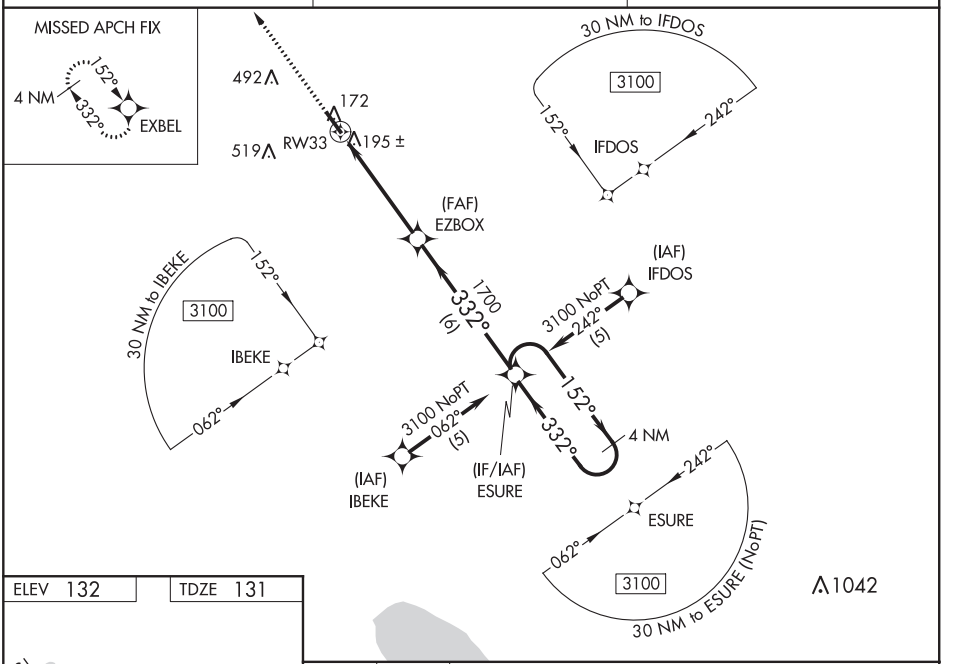
CURTIS L BROWN JR FIELD (EYF)

RNP APCH.

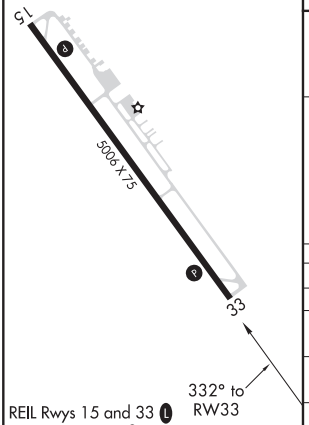
T A Rwy 33 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Fayetteville, NC altimeter setting and increase all DA 72 feet and LPV visibility all Cats and LNAV/VNAV all Cats visibility ¼ mile; increase all MDA 80 feet and increase LNAV visibility Cats C and 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.

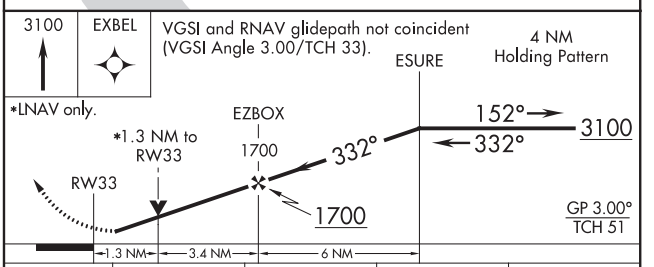
AWOS-3P	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 290.25	122.8 (CTAF) L



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)

ELIZABETHTOWN, NORTH CAROLINA
Orig-A 13SEP18

34°36'N-78°35'W

CURTIS L BROWN JR FIELD (EYF)
RNAV (GPS) RWY 33

SE-2, 25 FEB 2021 to 22 APR 2021

VOR/DME FAY	APP CRS	Rwy Idg	5006
108.8	152°	TDZE	132
Chan 25		Apt Elev	132

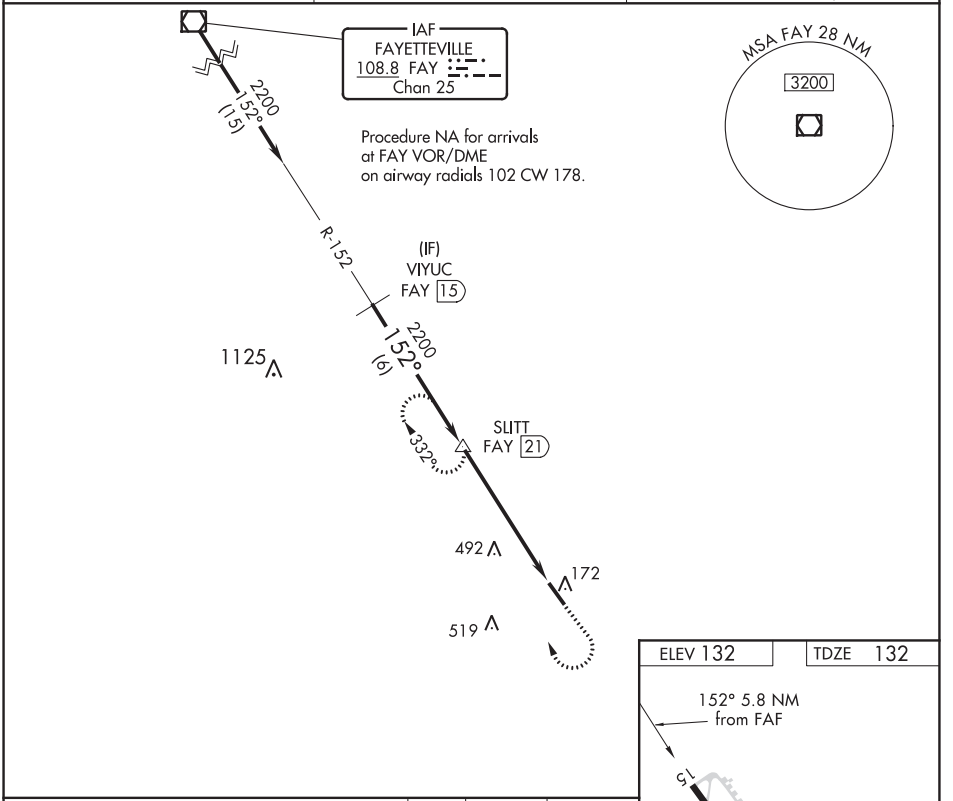
VOR/DME RWY 15

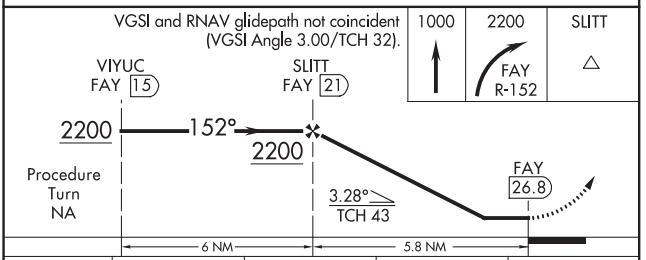
CURTIS L BROWN JR FIELD (EYF)

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.

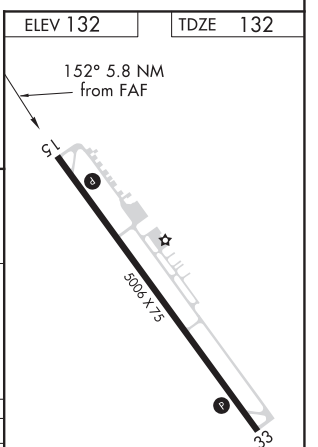
MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on FAY R-152 to SLITT/21 DME and hold.

AWOS-3P	FAYETTEVILLE APP CON	UNICOM
119.475	133.0 290.25	122.8 (CTAF) L





CATEGORY	A	B	C	D
S-15	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	760-2 628 (700-2)
CIRCLING	760-1 628 (700-1)	760-1¼ 628 (700-1¼)	760-1¾ 628 (700-1¾)	800-2 668 (700-2)



REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ELKIN, NORTH CAROLINA | AL-5952 (FAA) | 20198

RNAV (GPS) RWY 7

ELKIN MUNI (ZEF)

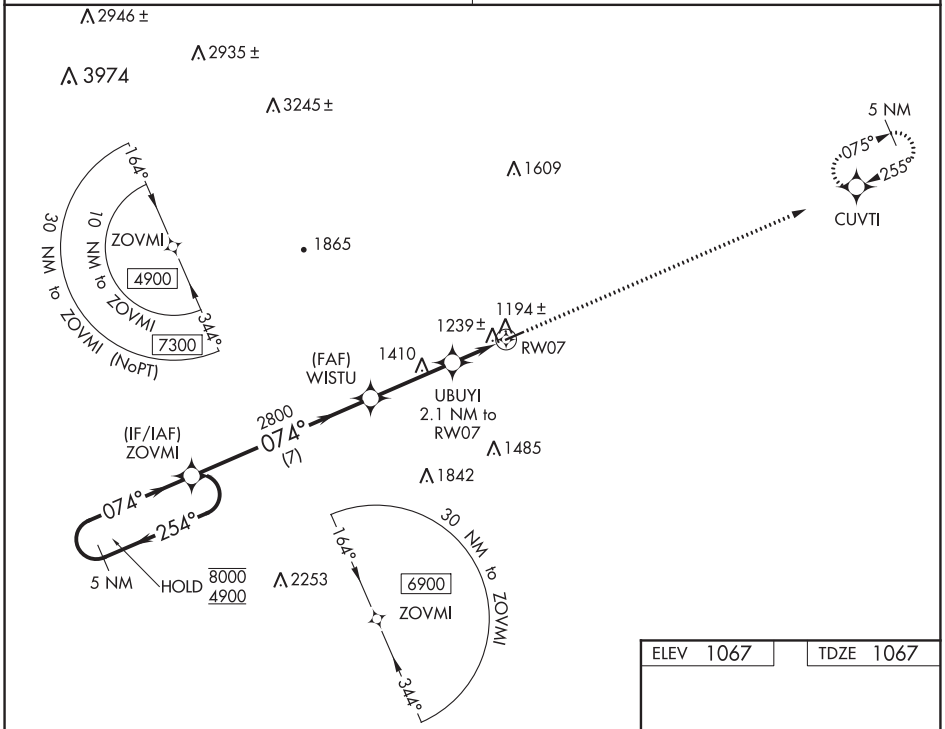
WAAS	APP CRS	Rwy Idg	4001
CH 65836	074°	TDZE	1067
W07A		Apt Elev	1067

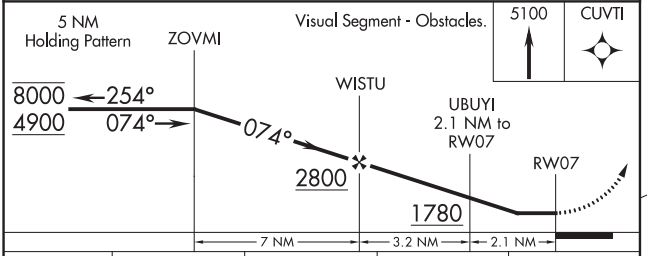
RNP APCH.

NA 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.

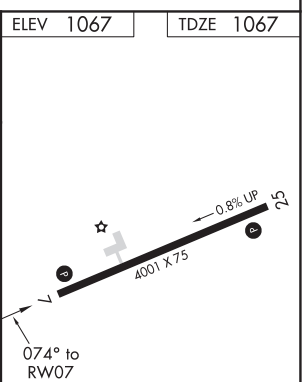
MISSED APPROACH: Climb to 5100 direct CUVTI and hold, continue climb-in-hold to 5100.

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)



MIRL Rwy 7-25 L

REIL Rwy 7 and Rwy 25 L

ELKIN, NORTH CAROLINA | Orig-A 05DEC19 | 36°17'N-80°47'W | ELKIN MUNI (ZEF)

RNAV (GPS) RWY 7

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 25

ELKIN MUNI (ZEF)

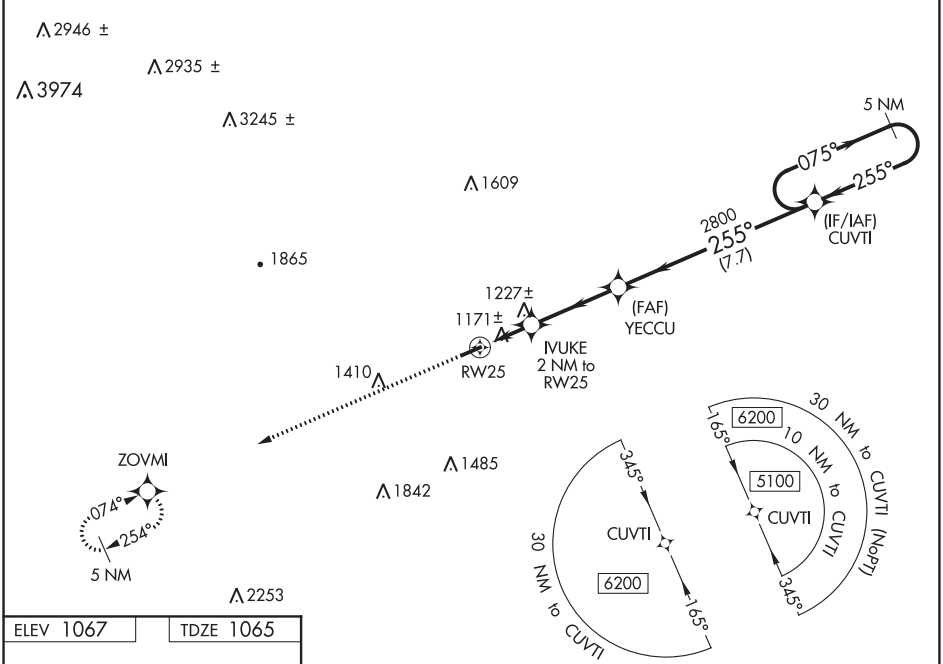
WAAS	APP CRS	Rwy Idg	4001
CH 70536	255°	TDZE	1065
W25A		Apt Elev	1067

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.

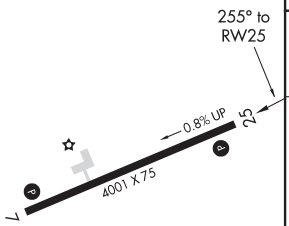
NA

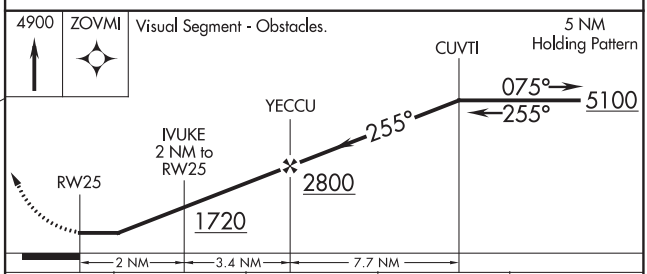
MISSED APPROACH: Climb to 4900 direct ZOVMI and hold, continue climb-in-hold to 4900.

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

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ELKIN, NORTH CAROLINA | AL-5952 (FAA) | 19115

NDB ZEF	APP CRS	Rwy Idg	N/A
326	245°	TDZE	N/A
		Apt Elev	1067

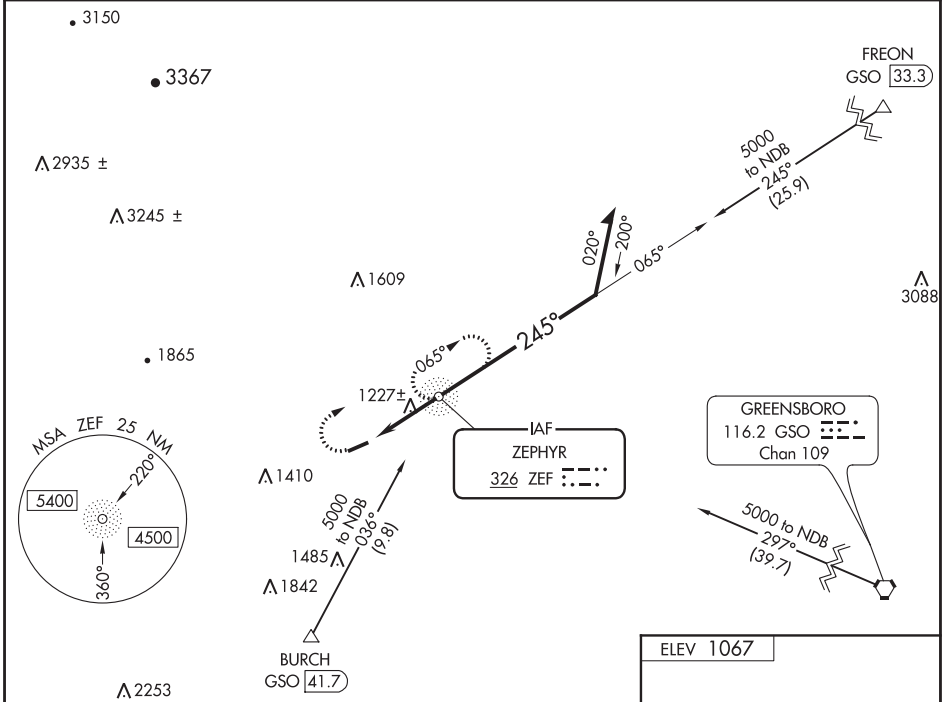
NDB-A

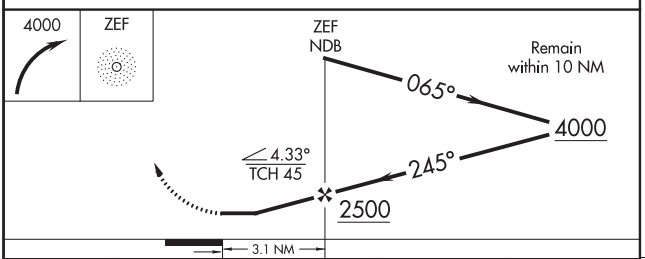
ELKIN MUNI (ZEF)

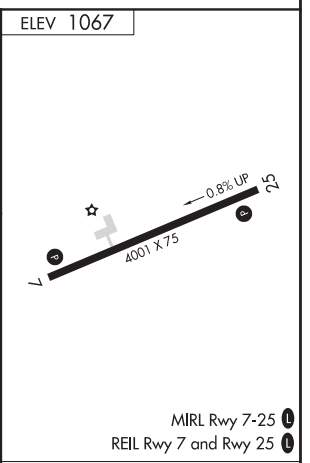
T NA — Obtain local altimeter setting on CTAF; when not received, use Mount Airy altimeter setting and increase MDA 80 feet and Cats C/D visibility ¼ mile. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 11

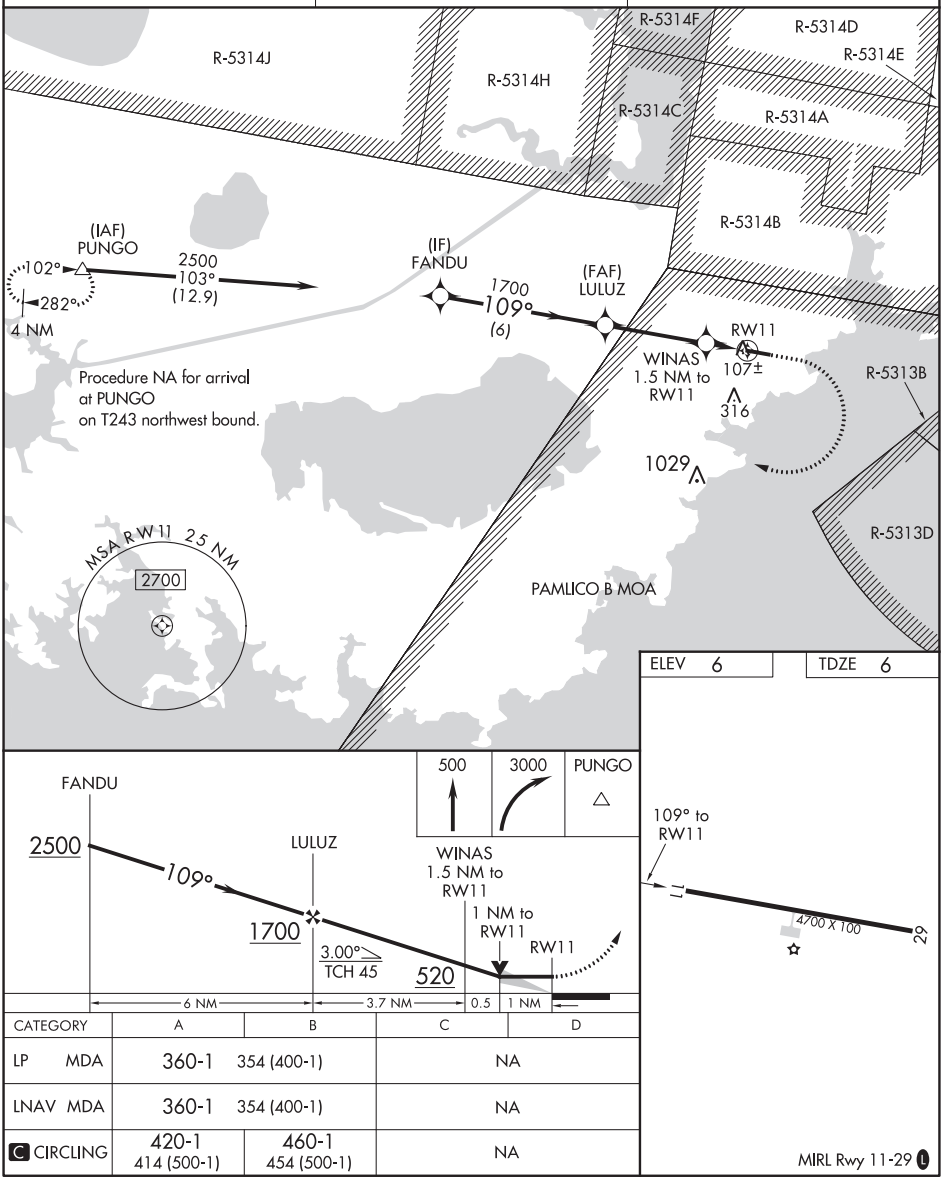
HYDE COUNTY (7W6)

WAAS	APP CRS	Rwy Idg	4700
CH 40442	109°	TDZE	6
W11A		Apt Elev	6

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)



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

19115

WAAS	APP CRS	Rwy Idg	5000
CH 66004	048°	TDZE	195
W05A		Apt Elev	202

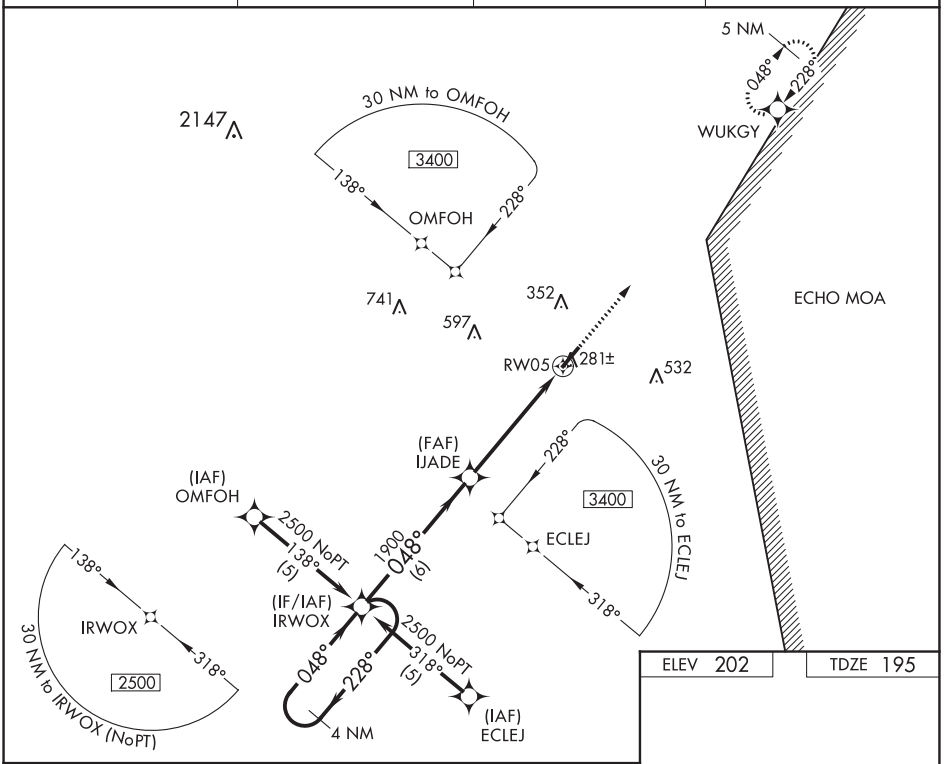
RNAV (GPS) RWY 5

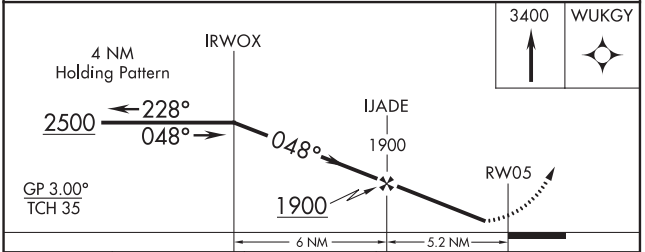
HARNETT RGNL JETPORT (HRJ)

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.

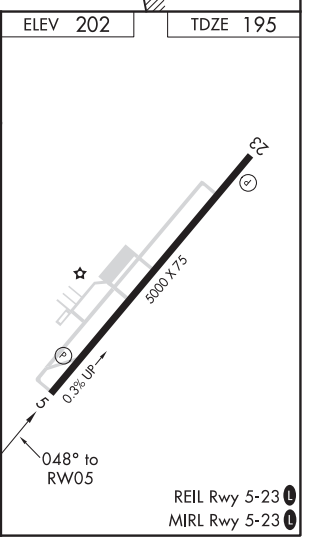
MISSED APPROACH: Climb to 3400 direct WUKGY and hold.

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	600-1 398 (400-1)	660-1 458 (500-1)	720-1½ 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, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23

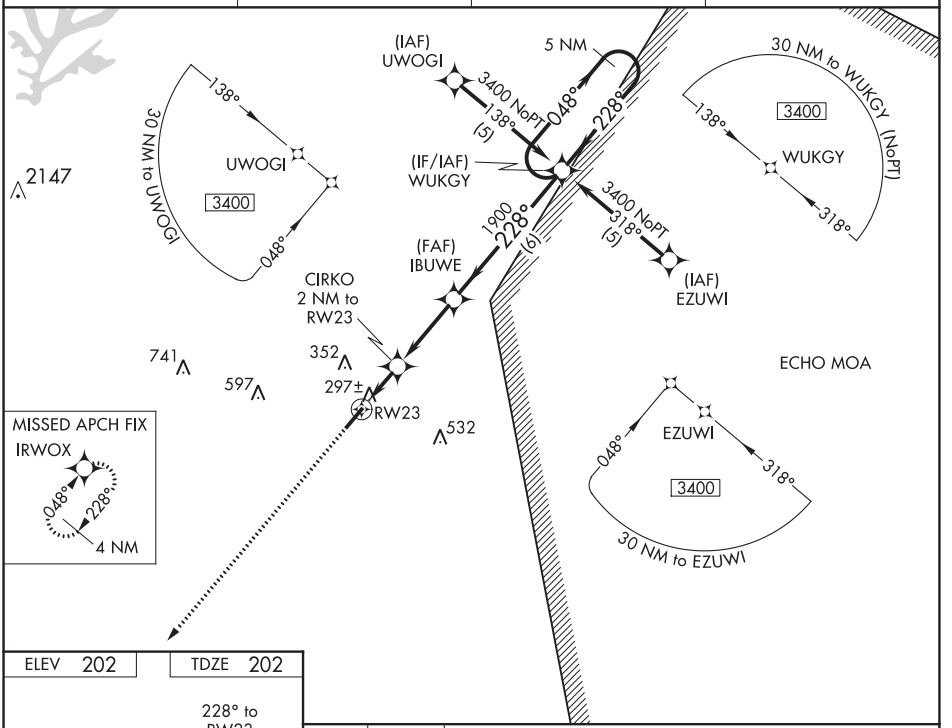
HARNETT RGNL JETPORT (HRJ)

WAAS	APP CRS	Rwy Idg	5000
CH 45904	228°	TDZE	202
W23A		Apt Elev	202

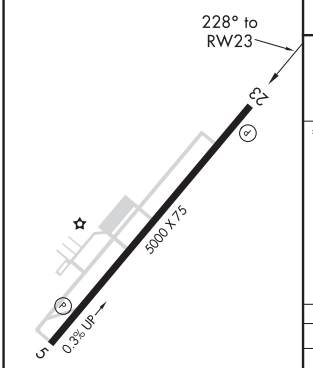
When local altimeter setting not received, use Smithfield altimeter setting and increase all DA/MDA 60 feet, increase LPV visibilities ¼ mile, and LNAV Cat. C visibility ¼ mile. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. VDP NA when using Smithfield altimeter setting.

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



ELEV 202 TDZE 202

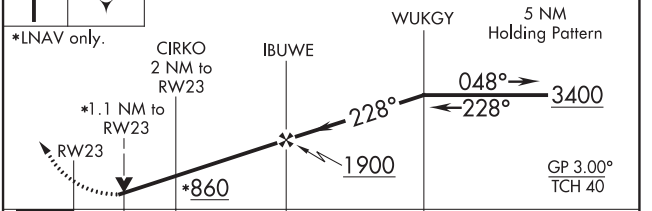


REIL Rwy 5-23 L
MIRL Rwy 5-23 L

2500 IRWOX

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).

*LNAV only.



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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ERWIN, NORTH CAROLINA

AL-6700 (FAA)

20086

LOC RWY 5

HARNETT RGNL JETPORT (HRJ)

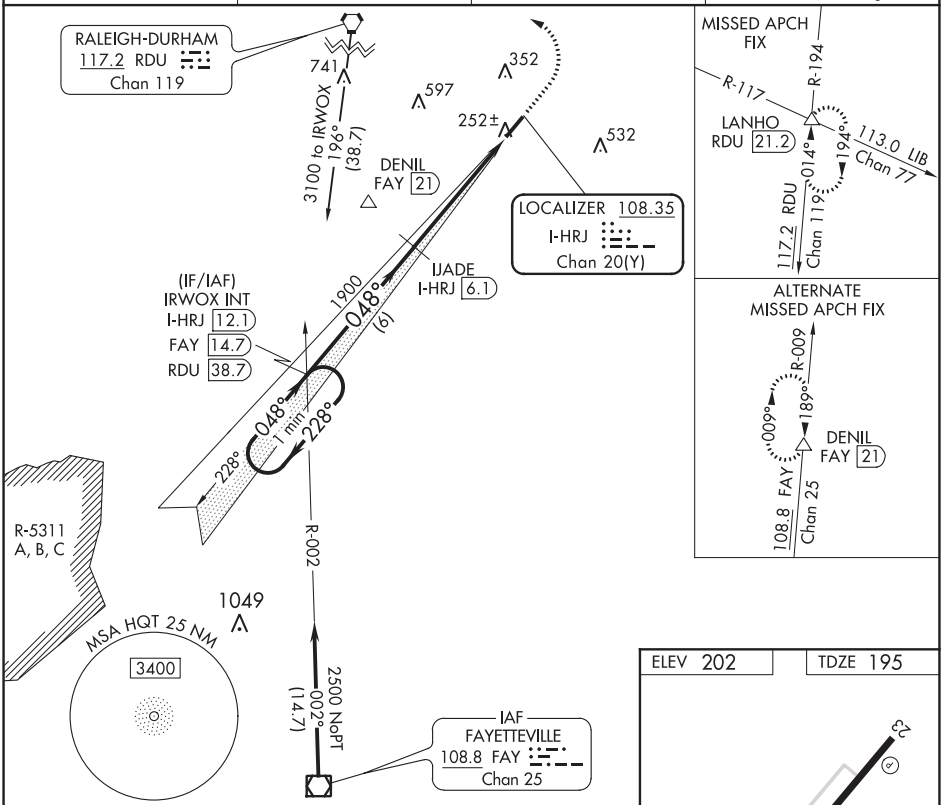
LOC/DME I-HRJ	APP CRS	Rwy Idg	5000
108.35	048°	TDZE	195
Chan 20(Y)		Apt Elev	202

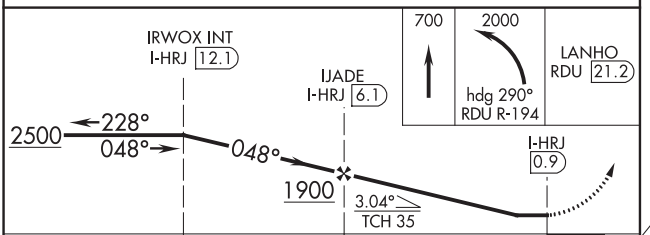
DME required.

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.

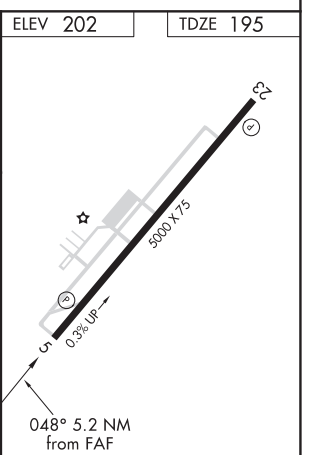
MISSED APPROACH: Climb to 700 then climbing left turn to 2000 on heading 290° and RDU R-194 to LANHO INT/RDU 21.2 DME and hold.

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



REIL Rwy 5-23 L

MIRL Rwy 5-23 L

ERWIN, NORTH CAROLINA

Orig-A 24MAY18

35°23'N-78°44'W

HARNETT RGNL JETPORT (HRJ)

LOC RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

NDB HQT	APP CRS	Rwy Idg	5000
417	230°	TDZE	202
		Apt Elev	202

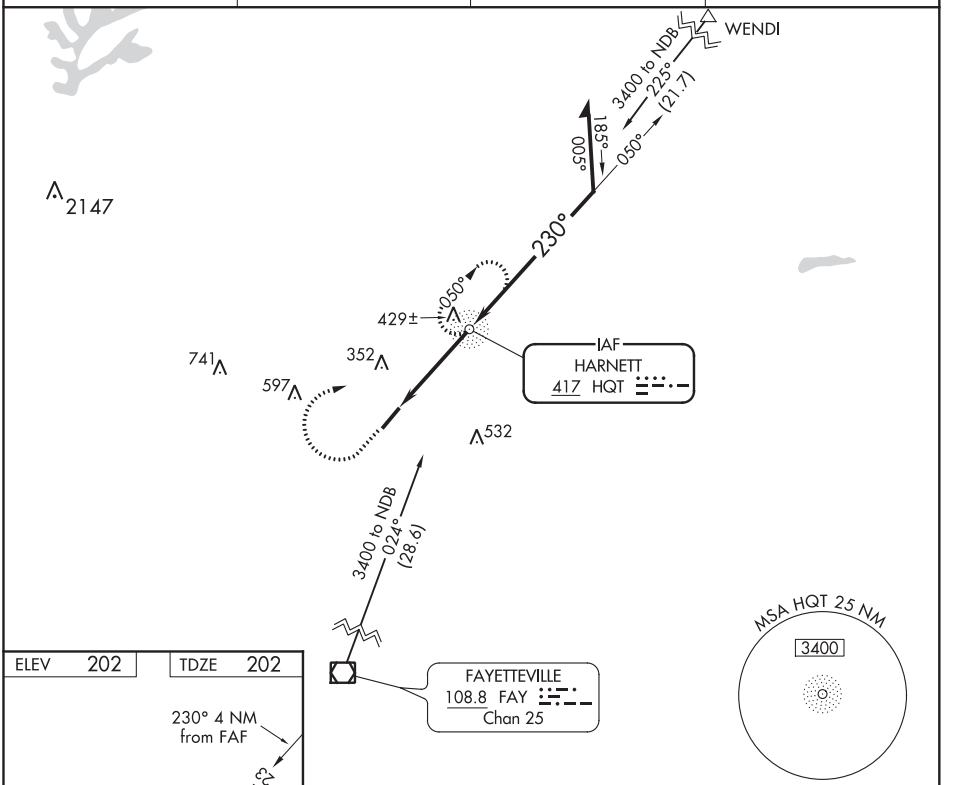
NDB RWY 23

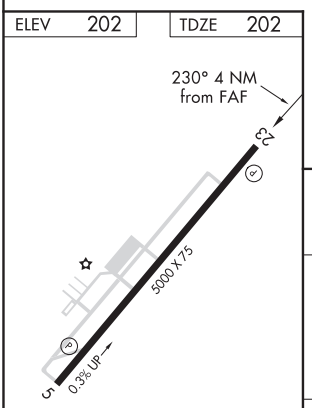
HARNETT RGNL JETPORT (HRJ)

T NA — 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.

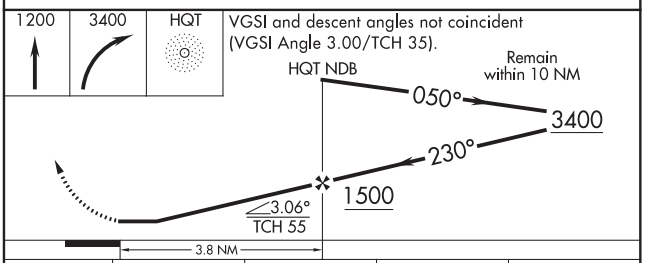
MISSED APPROACH: Climb to 1200 then climbing right turn to 3400 direct HQT NDB and hold.

AWOS-3	FAYETTEVILLE APP CON	GCO	UNICOM
119.025	125.175 285.575	135.075	122.7 (CTAF) L





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, 25 FEB 2021 to 22 APR 2021
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FAYETTEVILLE, NORTH CAROLINA | AL-690 (FAA) | 20086

LOC/DME I-GRA	APP CRS	Rwy Idg	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

ALTERNATE MISSED APCH FIX
FORT BRAGG FGP 393
093°
273°

MSA FAY 25 NM
2300

1049
912
368
337
261±
551

LOCALIZER 110.5
I-GRA
Chan 42

FAYETTEVILLE
108.8 FAY
Chan 25

YISBU
I-GRA 3

CINLO
I-GRA 6.5

2300 to ZODGI
217° (12.5)

R-131

(IF/IAF)
ZODGI
I-GRA 13.5

1900
038°
(7)

1249

038°
1 min
218°

GANDS
FAY 14.6

131°
311°

R-057

218°

115.2 FLO
Chan 99

DME REQUIRED

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.

One Minute Holding Pattern

ZODGI I-GRA 13.5
CINLO I-GRA 6.5
YISBU I-GRA 3
*I-GRA 2.1
I-GRA 1.2

2300
218°
038°
038°
1900
1900
*800

GS 3.00°
TCH 45

7 NM | 3.4 NM | 0.9 | 0.9

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)

TWR 252
0.3% UP
709 X 150
4801 X 150
10
28
22
038° 5.2 NM from FAF

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	6508
CH 50111	038°	TDZE	189
W04A		Apt Elev	189

RNAV (GPS) RWY 4

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

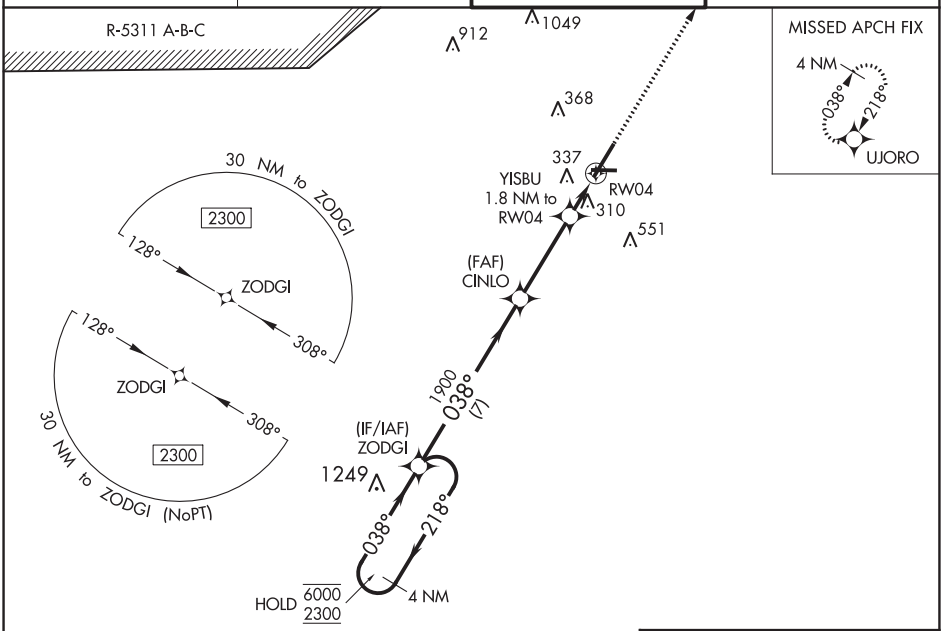
RNP APCH.

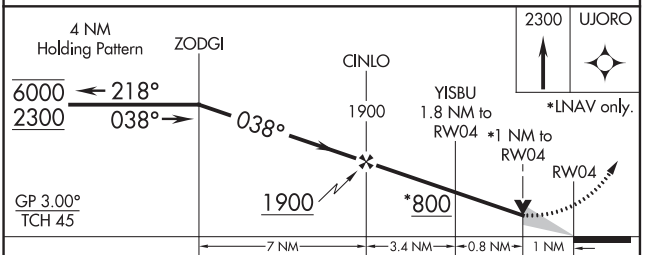
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.
RVR 1800 authorized with use of FD or AP or HUD to DA.

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

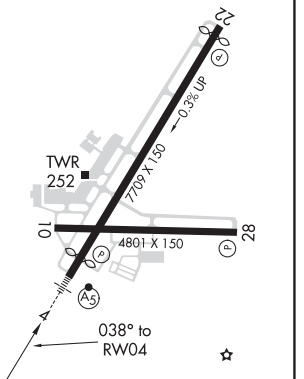




CATEGORY	A	B	C	D
LPV DA #	389/24	200 (200-½)		
LNAV/VNAV DA	588/35	399 (400-⅝)		
LNAV MDA	560/24	371 (400-½)		
C CIRCLING	640-1 451 (500-1)	660-1 471 (500-1)	860-2 671 (700-2)	860-2¼ 671 (700-2¼)

ELEV 189 D TDZE 189

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22, and 28



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

19283

RNAV (GPS) RWY 10

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

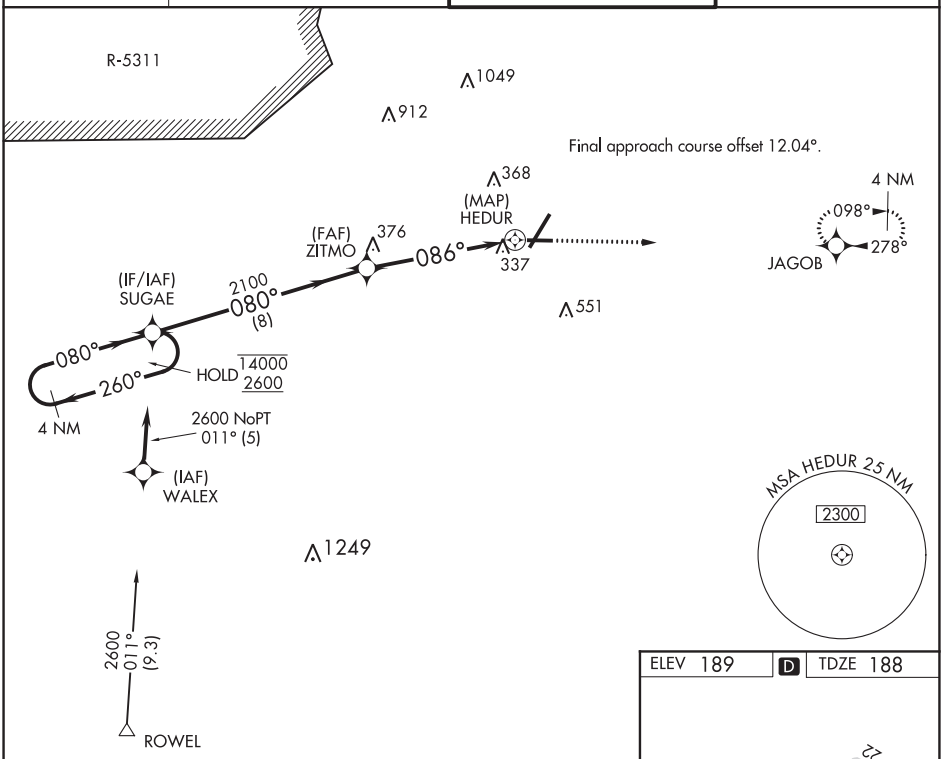
APP CRS	Rwy Idg	4801
086°	TDZE	188
	Apt Elev	189

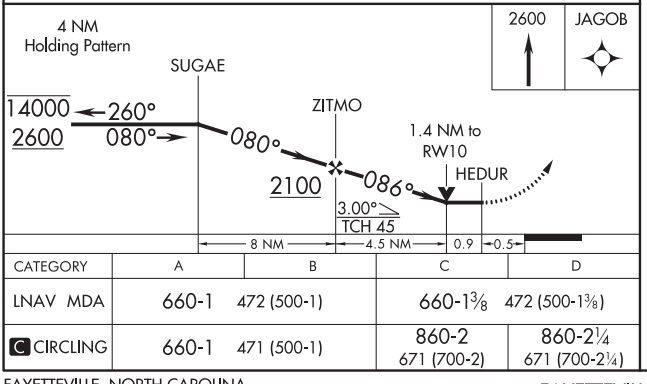
RNP APCH.

Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct JAGOB and hold.

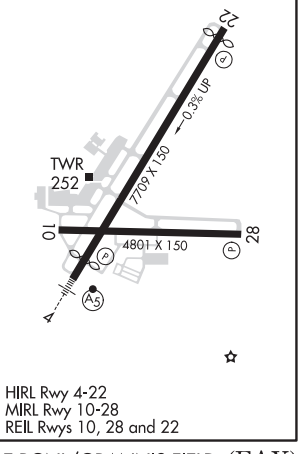
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6





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)

ELEV 189 | D | TDZE 188



HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

FAYETTEVILLE, NORTH CAROLINA

Orig-B 08NOV18

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

34°59′N-78°53′W

RNAV (GPS) RWY 10

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

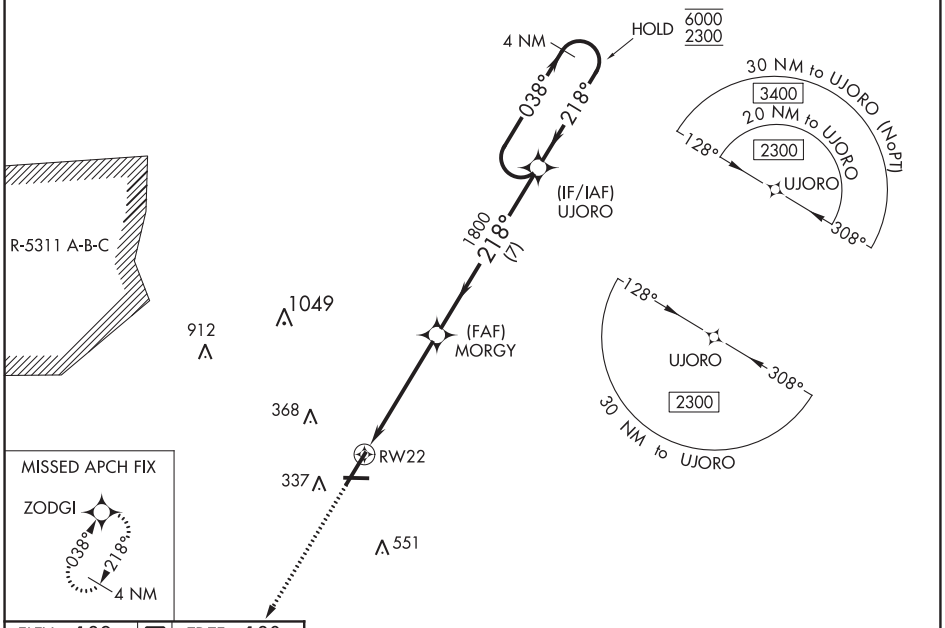
WAAS	APP CRS	Rwy Idg	6413
CH 45511	218°	TDZE	180
W22A		Apt Elev	189

RNP APCH.

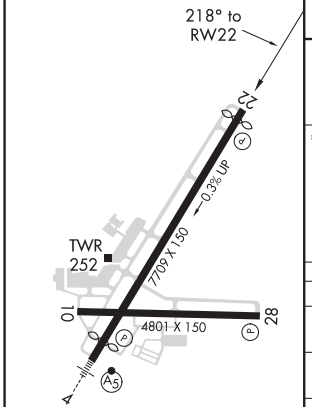
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

MISSED APPROACH: Climb to 2300 direct ZODGI and hold.

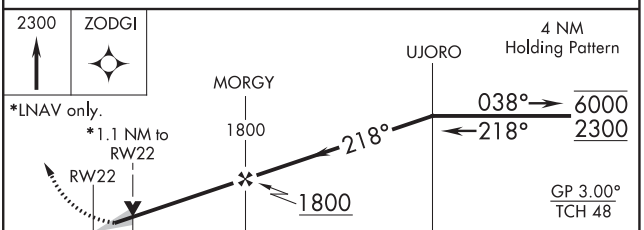
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6



ELEV 189 D TDZE 180



HIRL Rwy 4-22 ☆
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

FAYETTEVILLE, NORTH CAROLINA

AL-690 (FAA)

19283

APP CRS	Rwy Idg	4801
278°	TDZE	188
	Apt Elev	189

RNAV (GPS) RWY 28

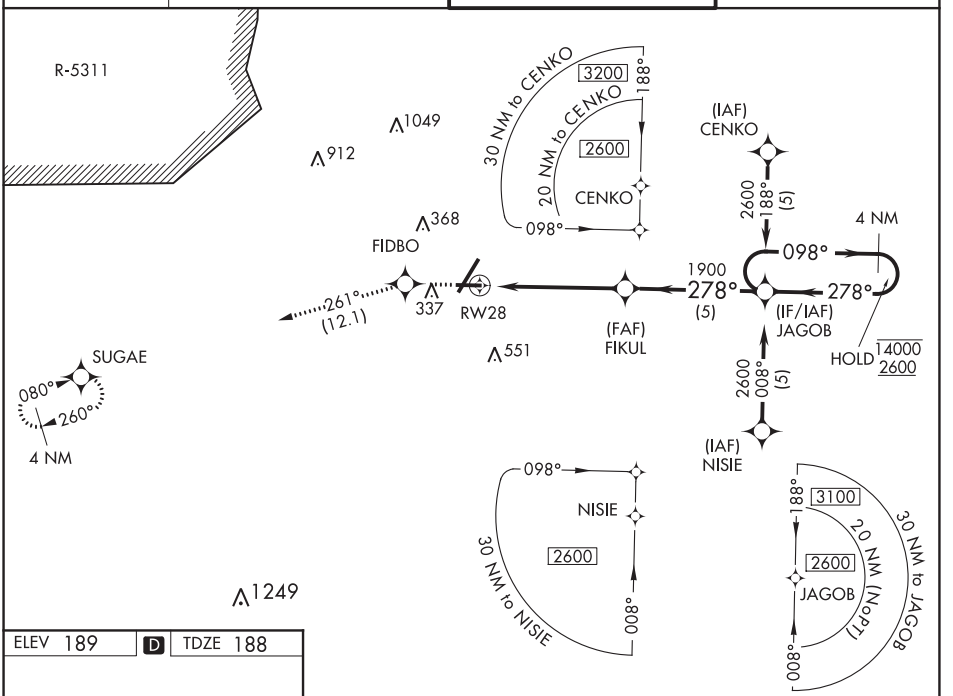
FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

RNP APCH.

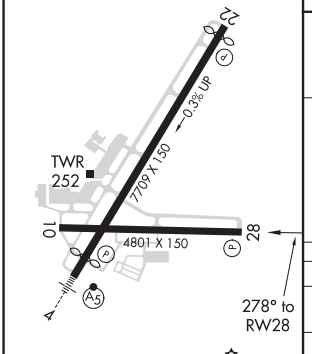
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10° C or above 54°C.

MISSED APPROACH: Climb to 2600 direct FIDBO and on 261° track to SUGAE and hold.

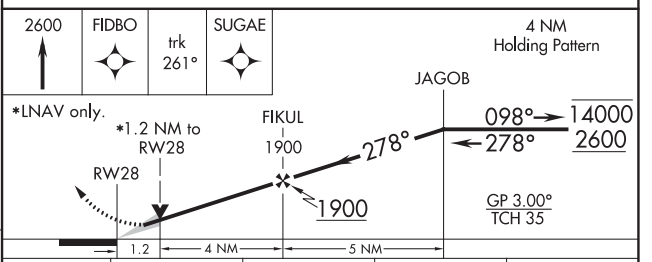
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6



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)

FAYETTEVILLE, NORTH CAROLINA
Orig-A 08NOV18

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)
34°59'N-78°53'W
RNAV (GPS) RWY 28

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-GRA	APP CRS	Rwy Idg	6413
110.5	218°	TDZE	180
Chan 42		Apt Elev	189

LOC BC RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

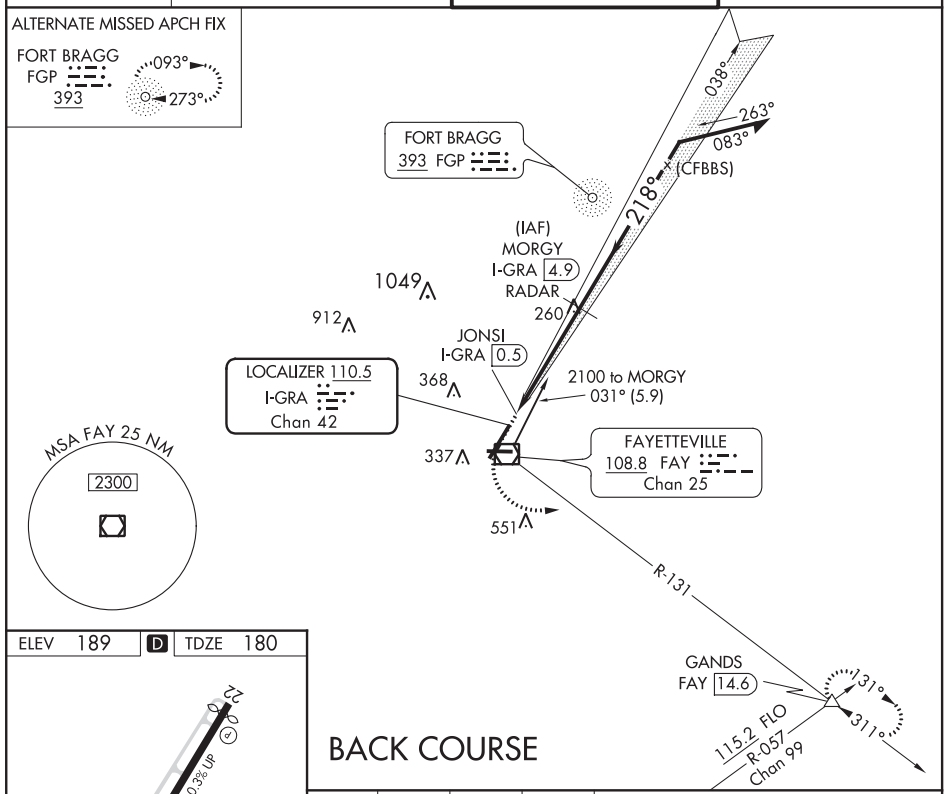
DME or RADAR required. DME or RADAR required for procedure entry. ADF required for alternate missed approach.

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.

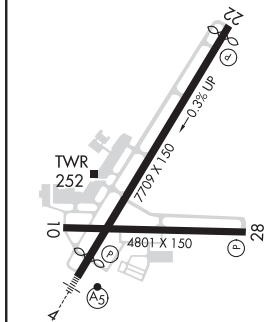
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6

ALTERNATE MISSED APCH FIX

FORT BRAGG FGP 393 — 093° / 273°



ELEV 189 | D | TDZE 180



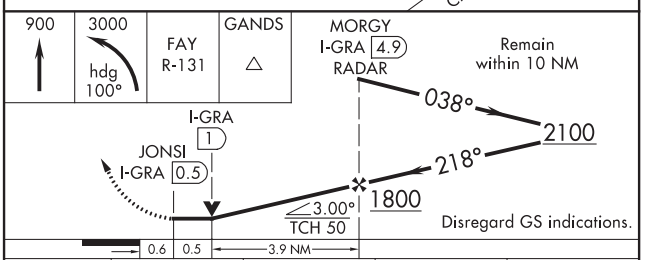
HIRL Rwy 4-22 ☆
MIRL Rwy 10-28
REIL Rwys 10, 28 and 22

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

BACK COURSE

900	3000	FAY	GANDS
↑	hdg 100°	R-131	△



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

VOR RWY 4

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

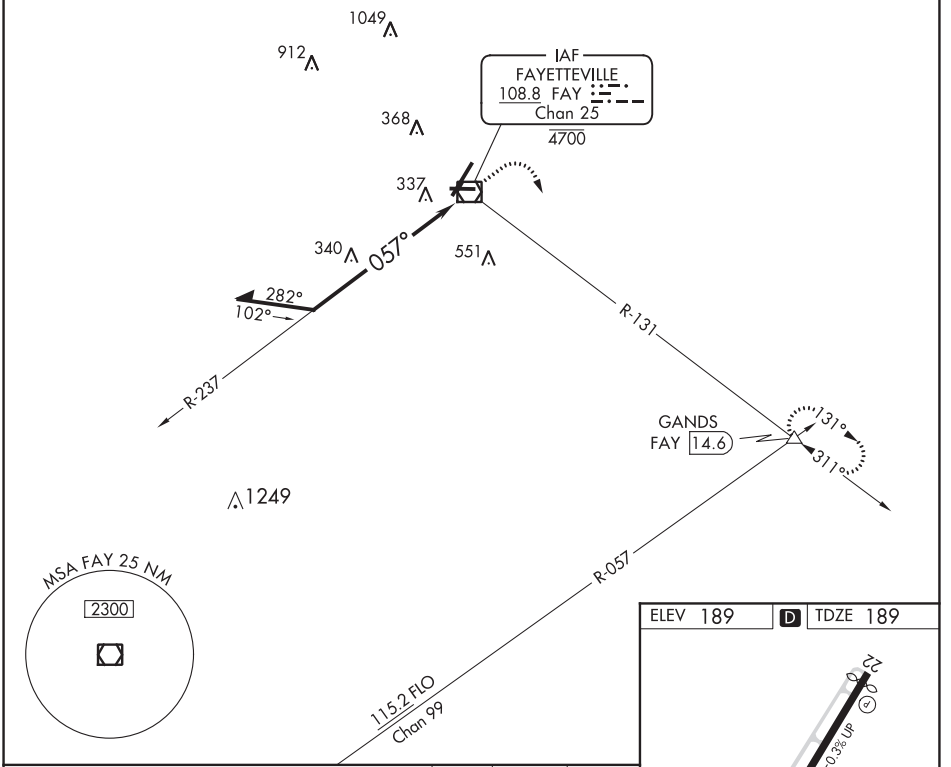
VOR/DME FAY	APP CRS	Rwy Idg	6508
108.8	057°	TDZE	189
Chan 25		Apt Elev	189

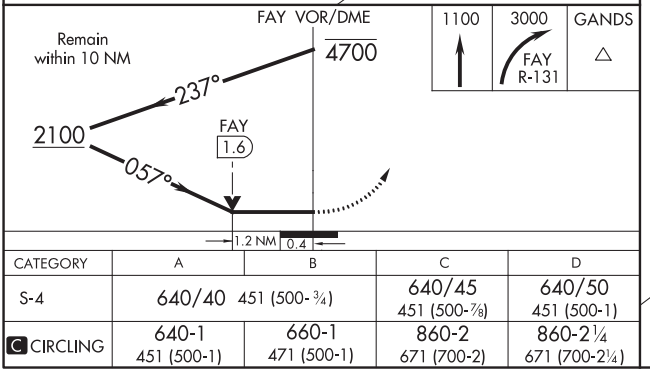
For inop ALS, increase S-4 Cat A/B visibility to RVR 5500 and Cat C/D to 1⅜ SM.

MALSR

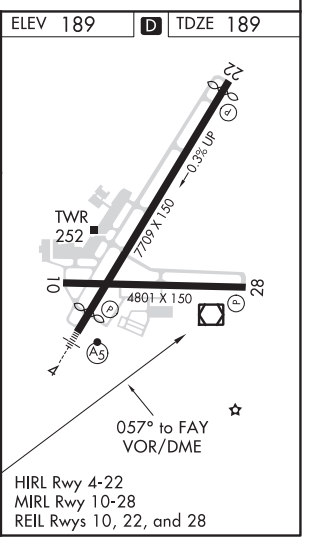
MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on FAY R-131 to GANDS INT/FAY 14.6 DME and hold.

ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

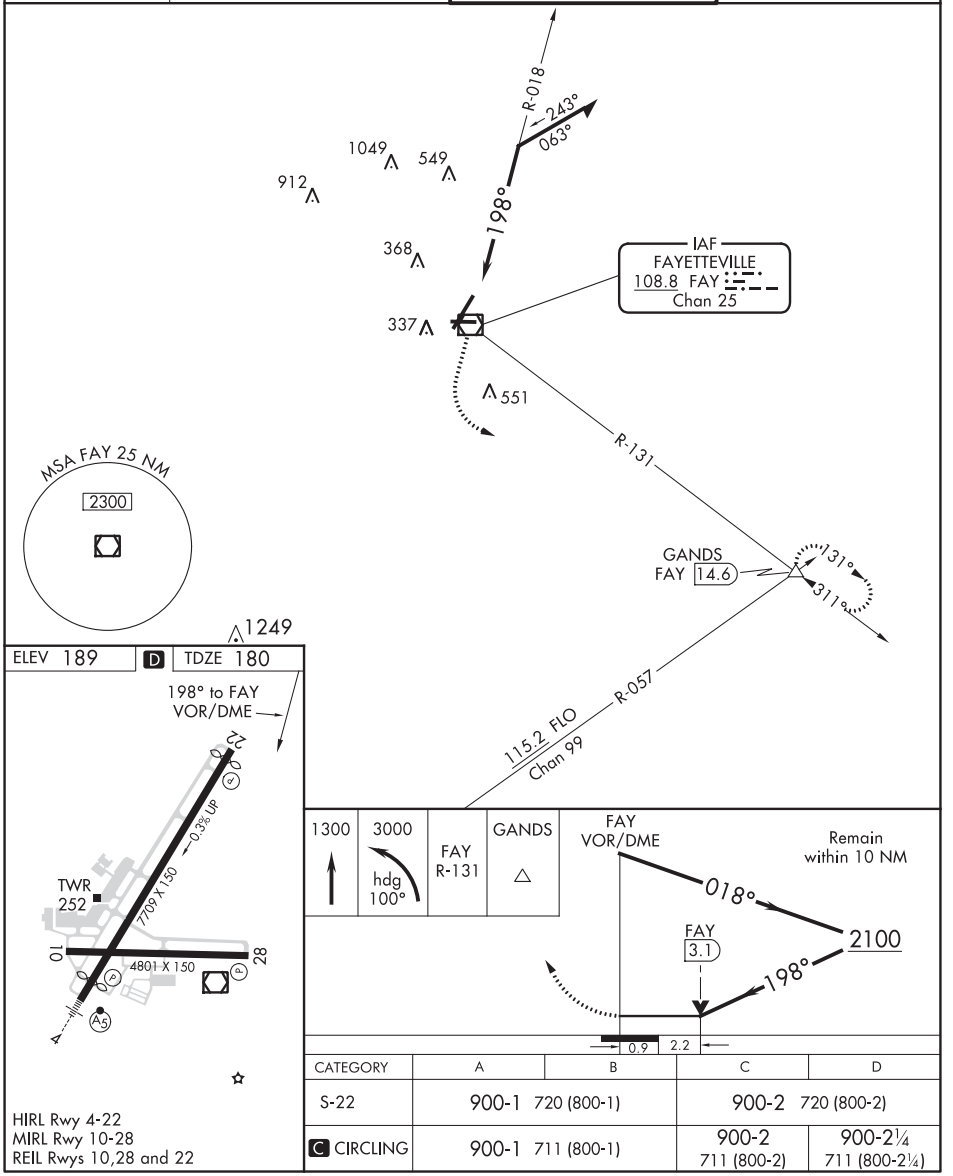
VOR RWY 22

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

VOR/DME FAY	APP CRS	Rwy Idg	6413
108.8	198°	TDZE	180
Chan 25		Apt Elev	189

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

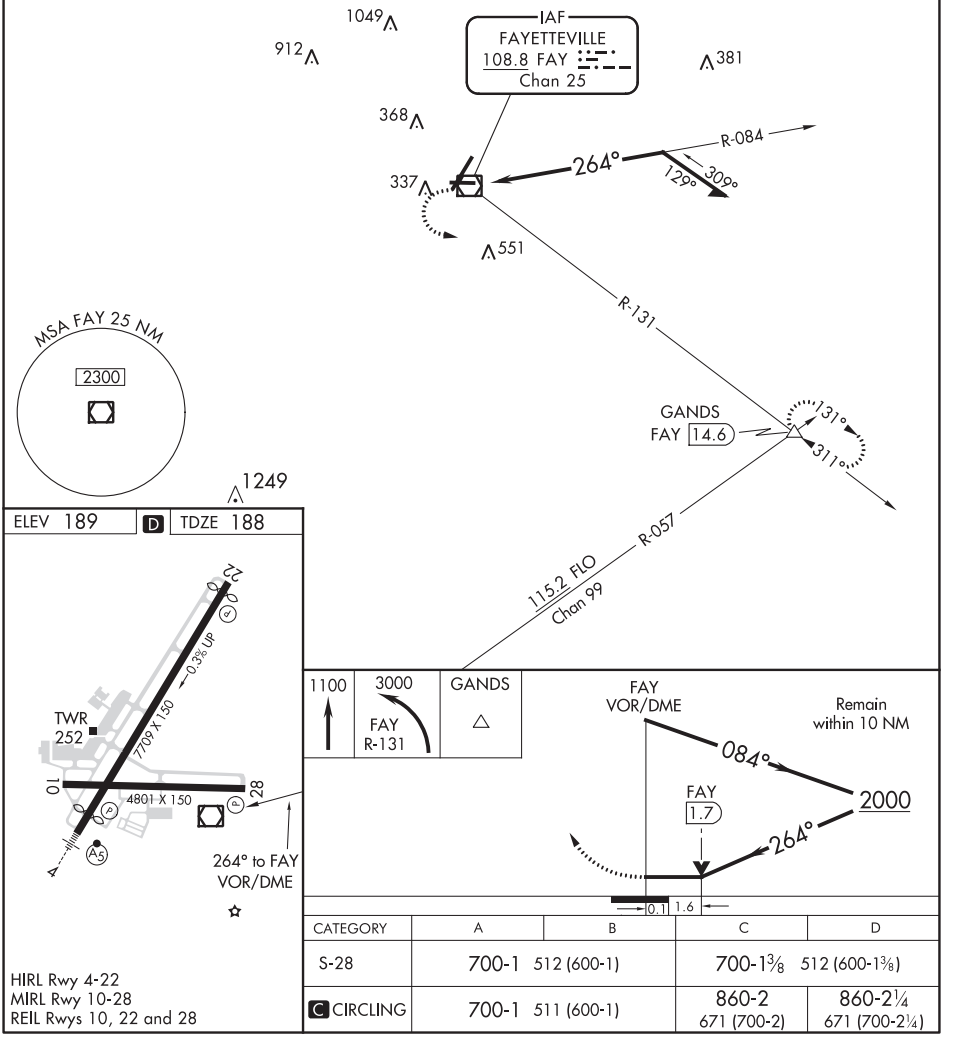
VOR RWY 28

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)

VOR/DME FAY 108.8 Chan 25	APP CRS 264°	Rwy Idg 4801 TDZE 188 Apt Elev 189

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 on FAY R-131 to GANDS INT/FAY 14.6 DME and hold.

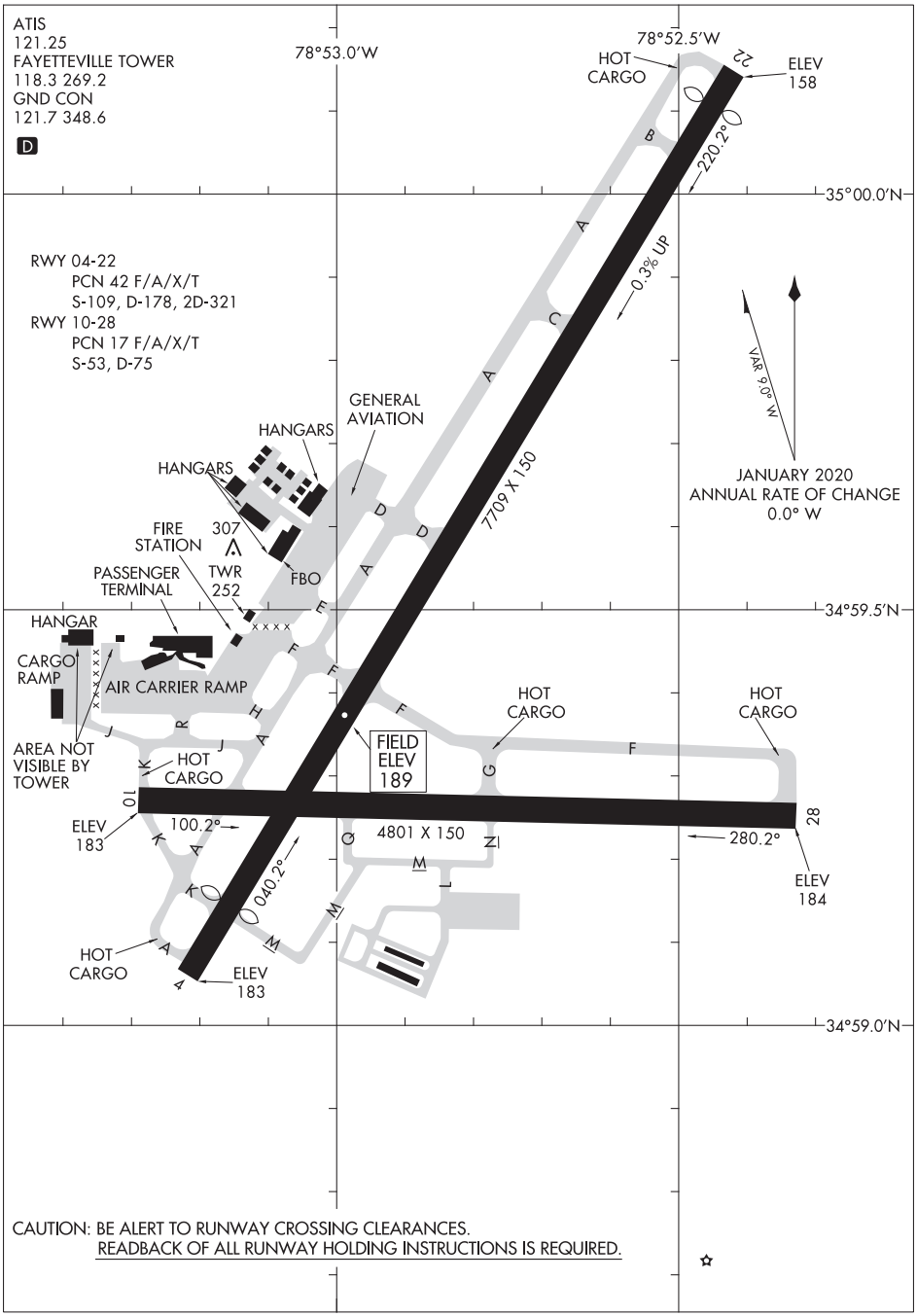
ATIS	FAYETTEVILLE APP CON	FAYETTEVILLE TOWER	GND CON
121.25	133.0 290.25	118.3 269.2	121.7 348.6



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)

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rwys 10, 22 and 28

SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(MTY4.MTY) 20086

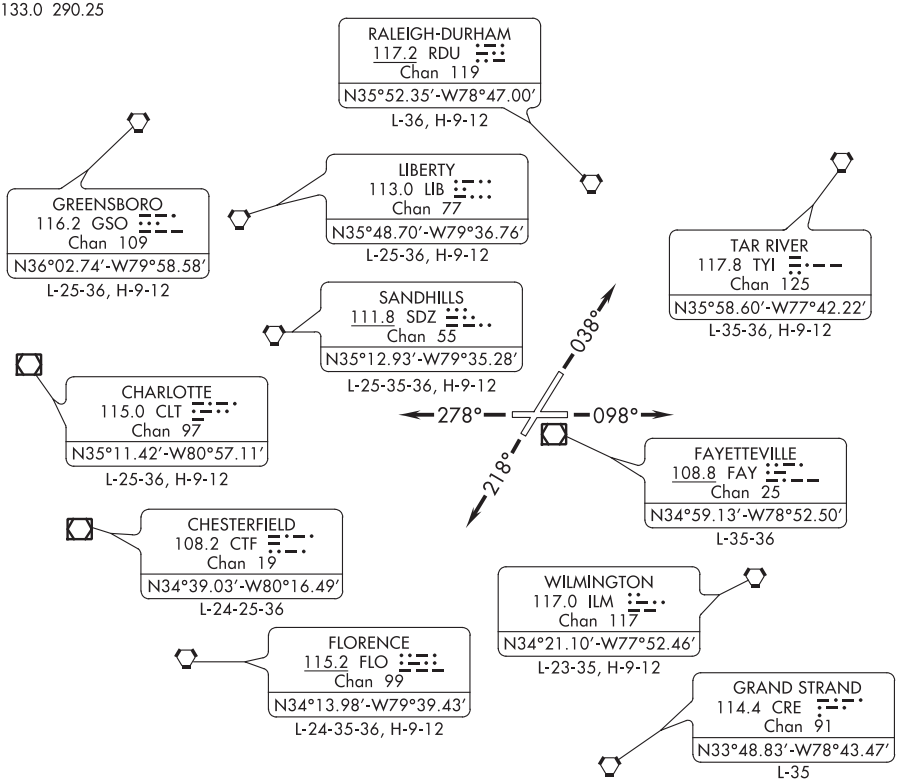
MOUNTY FOUR DEPARTURE

AL-690 (FAA)

FAYETTEVILLE RGNL/GRANNIS FIELD (FAY)
FAYETTEVILLE, NORTH CAROLINA

ATIS
121.25
GND CON
121.7 348.6
FAYETTEVILLE TOWER
118.3 269.2
FAYETTEVILLE DEP CON
133.0 290.25

TOP ALTITUDE: 2000



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.

ILS or LOC RWY 9

FLORENCE RGNL (FLO)

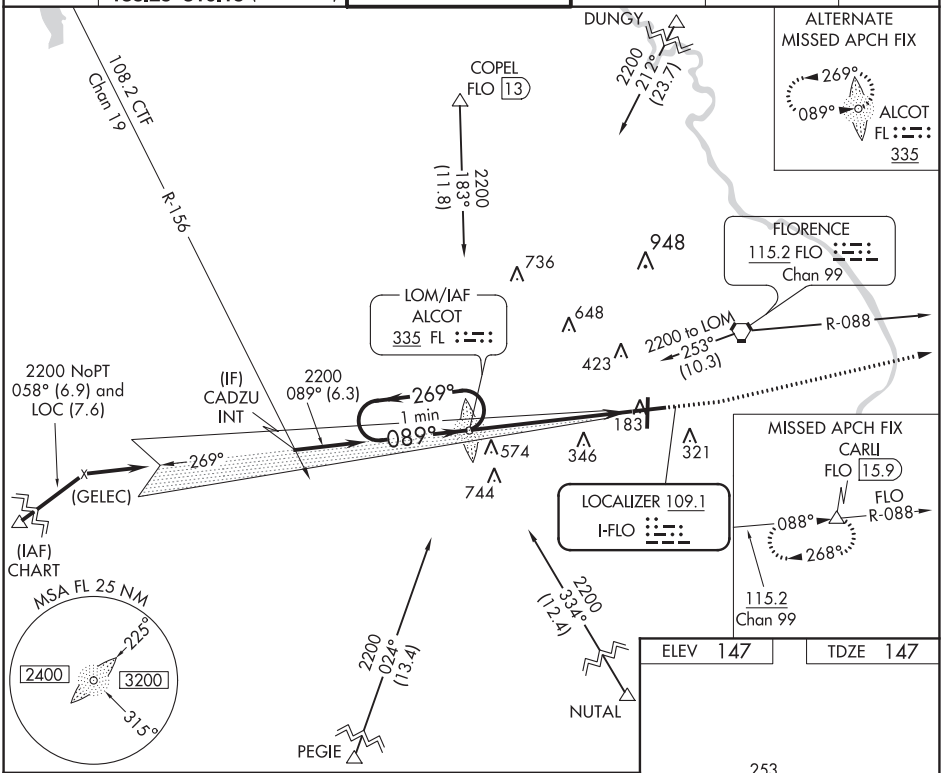
LOC I-FLO	APP CRS	Rwy Idg	6502
109.1	089°	TDZE	147
		Apt Elev	147

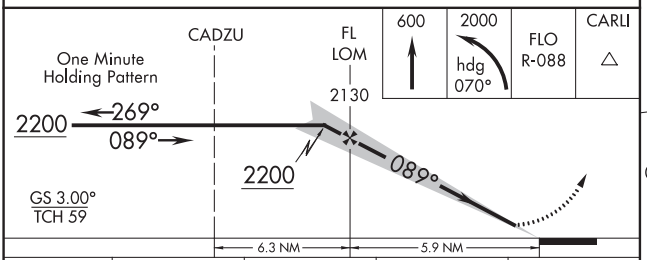
T A DME Required. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet, increase S-LOC and Circling Cats. B/C/D visibility ¼ mile. Night Landing: Rwy 1, 19 NA.

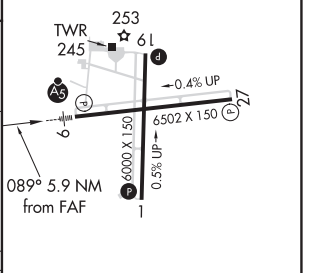
MALSR (A5)

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°) 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
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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

FLORENCE, SOUTH CAROLINA AL-145 (FAA) 20310

RNAV (GPS) RWY 1

FLORENCE RGNL (FLO)

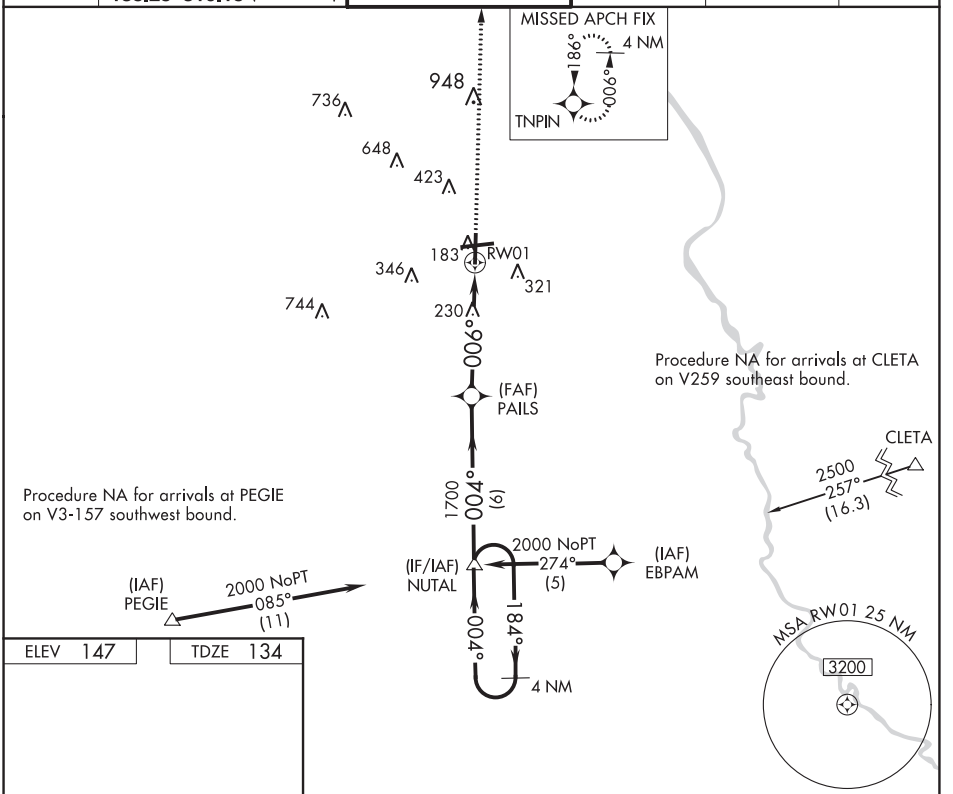
APP CRS	Rwy Idg	6000
006°	TDZE	134
	Apt Elev	147

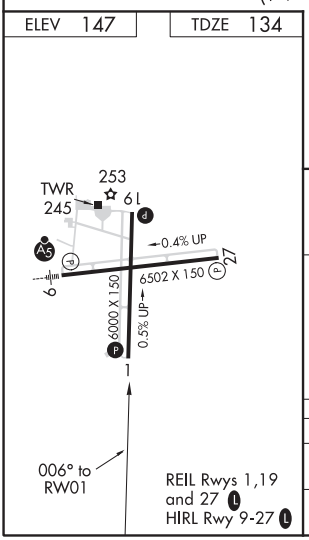
RNP APCH.

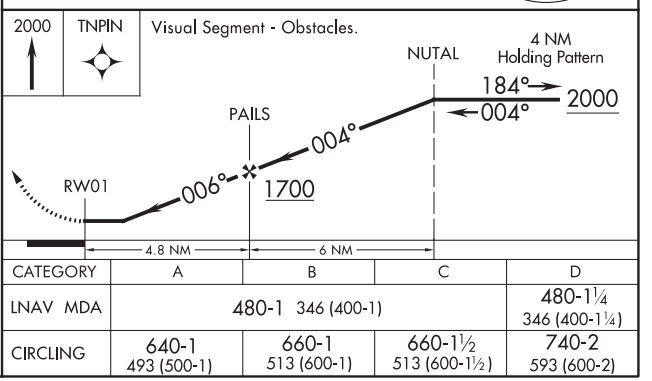
Rwy 1 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet and LNAV Cat C visibility ¼ mile. Straight-in Rwy 1 NA at night, Circling Rwy 1, 19 NA at night.

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°) 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	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)

FLORENCE, SOUTH CAROLINA Orig-B 20JUN19

34°11'N-79°43'W

FLORENCE RGNL (FLO)

RNAV (GPS) RWY 1

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 9

FLORENCE RGNL (FLO)

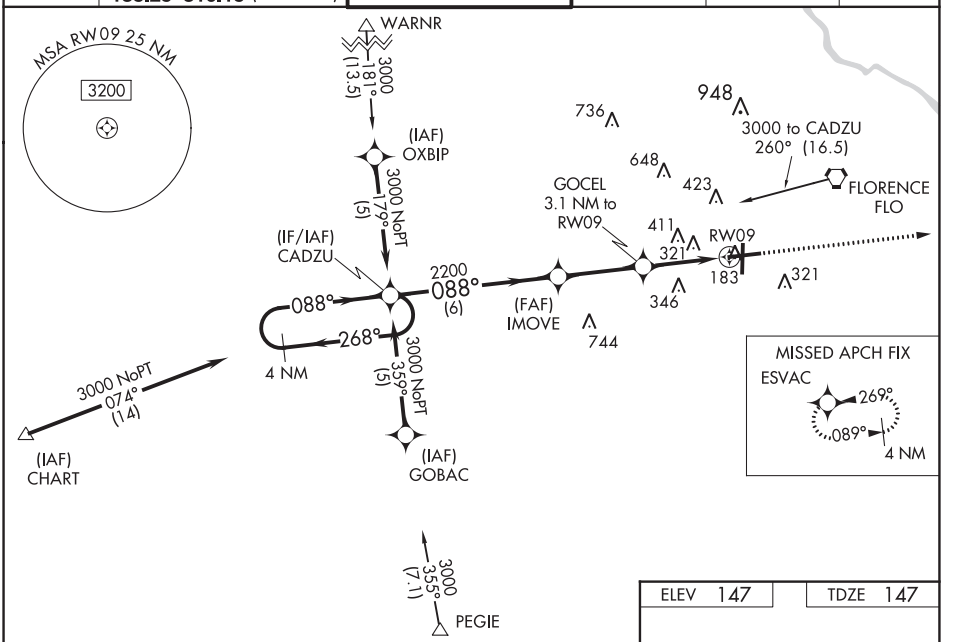
WAAS	APP CRS	Rwy Idg	6502
CH 70710	088°	TDZE	147
W09A		Apt Elev	147

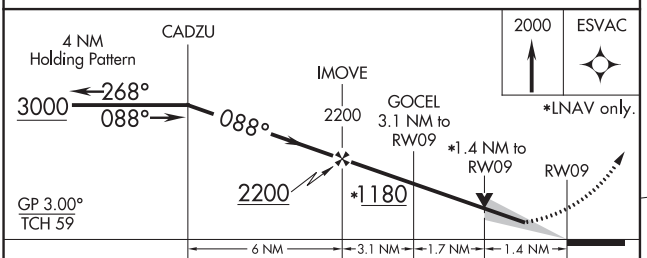
T A Night landing: Rwy 1, 19 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase LPV DA to 489 feet, LNAV/VNAV DA to 695 feet and all visibilities to 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 (A5)

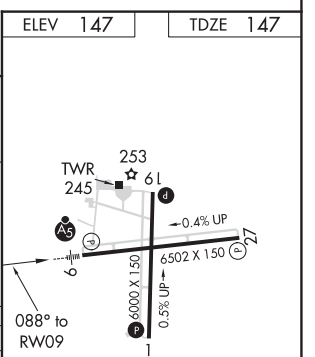
MISSED APPROACH: Climb to 2000 direct ESVAC and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

FLORENCE, SOUTH CAROLINA AL-145 (FAA) 20310

RNAV (GPS) RWY 19

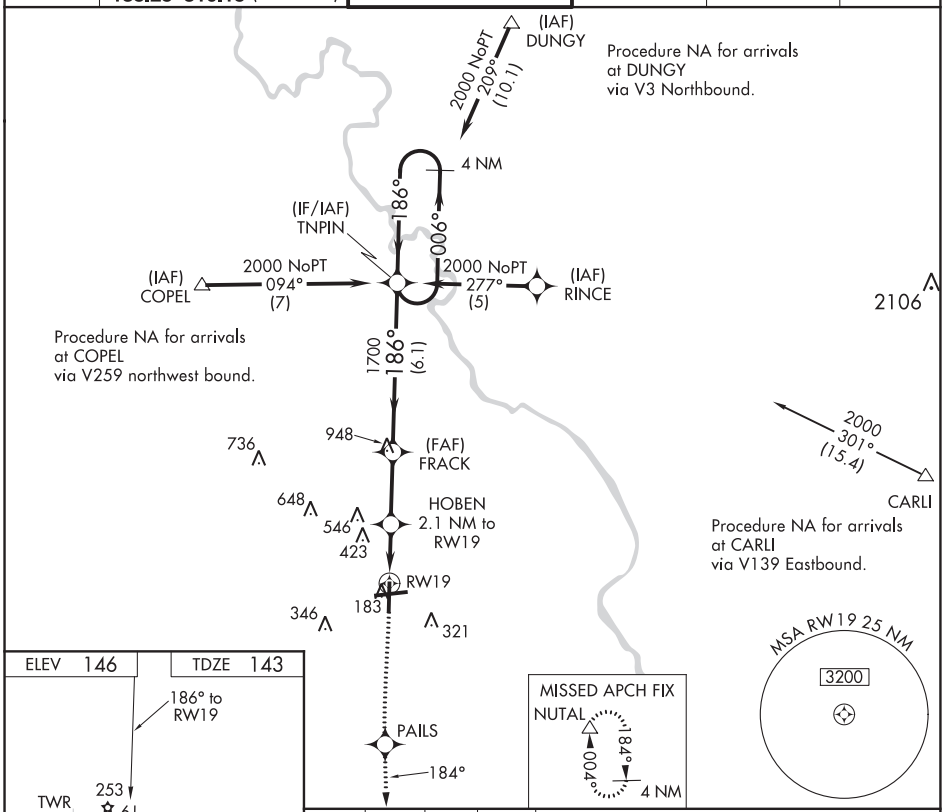
FLORENCE RGNL (FLO)

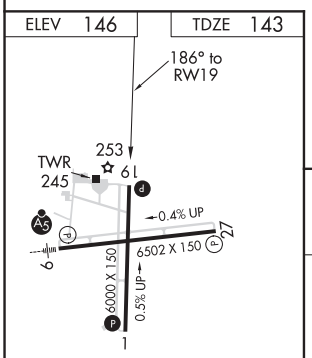
APP CRS	Rwy Idg	6000
186°	TDZE	143
	Apt Elev	146

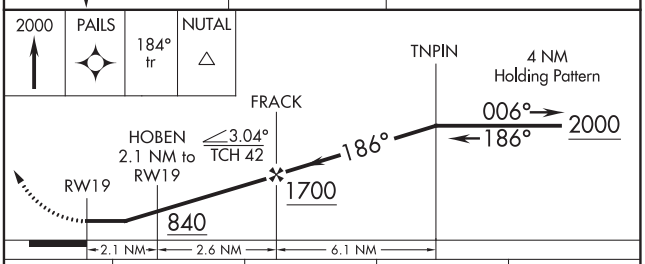
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 feet. Night Landing: Rwy 1, 19, 27 NA.

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°) 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

FLORENCE, SOUTH CAROLINA
Orig-A 18SEP14

34°11'N-79°43'W

FLORENCE RGNL (FLO)

RNAV (GPS) RWY 19

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 27

FLORENCE RGNL (FLO)

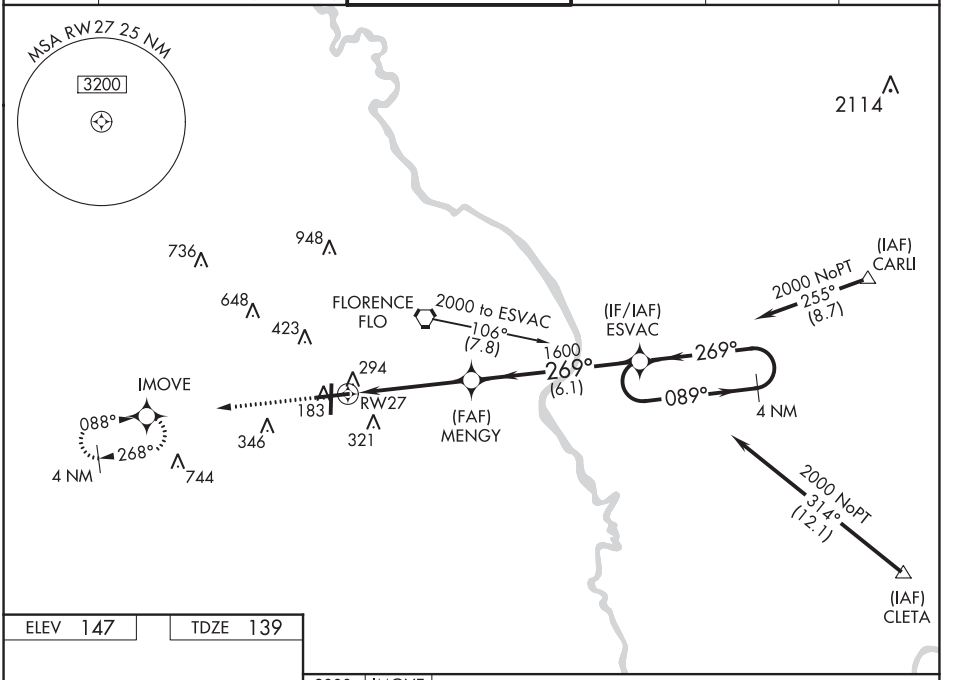
WAAS	APP CRS	Rwy Idg	6502
CH 61310	269°	TDZE	139
W27A		Apt Elev	147

TAA

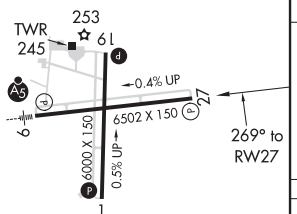
Baro-VNAV NA when using Darlington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Darlington altimeter setting and increase all DA/MDA 60 feet. Increase LPV and LNAV/VNAV 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.

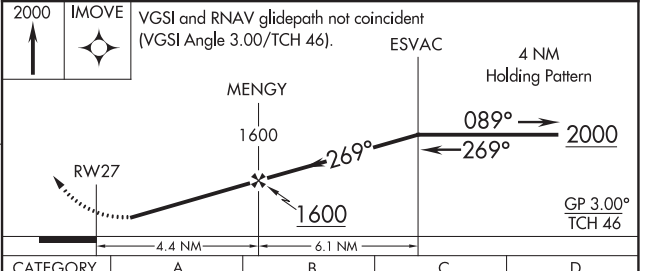
ATIS	FLORENCE APP CON★	FLORENCE TOWER★	GND CON	CLNC DEL	UNICOM
123.625	118.6 341.7 (256°-074°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95



ELEV 147 TDZE 139



REIL Rwys 1,19 and 27 L
HIRL Rwy 9-27 L



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)

SE-2, 25 FEB 2021 to 22 APR 2021
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FLORENCE, SOUTH CAROLINA | AL-145 (FAA) | 20310

VOR or TACAN-A

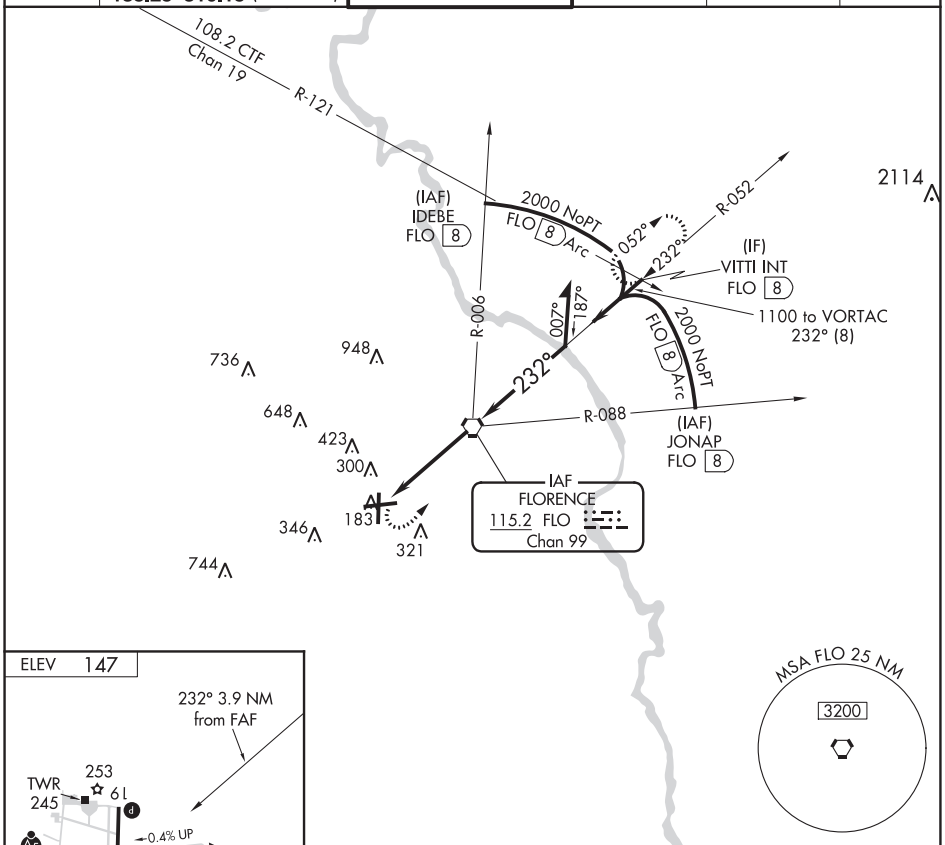
FLORENCE RGNL (FLO)

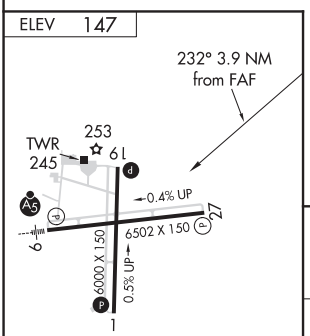
VORTAC FLO	APP CRS	Rwy Idg	N/A
115.2	232°	TDZE	N/A
Chan 99		Apt Elev	147

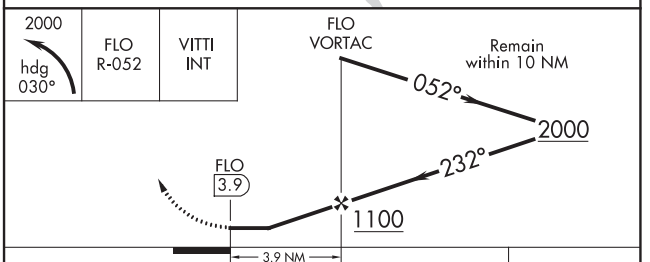
When local altimeter setting not received, use Darlington altimeter setting and increase all MDA 60 ft. Helicopter visibility reduction below 1 SM NA. Night Landing: Rwy 1, 19 NA.

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°) 135.25 316.15 (075°-255°)	125.1 (CTAF) L 353.85	121.9 353.85	121.9 353.85	122.95





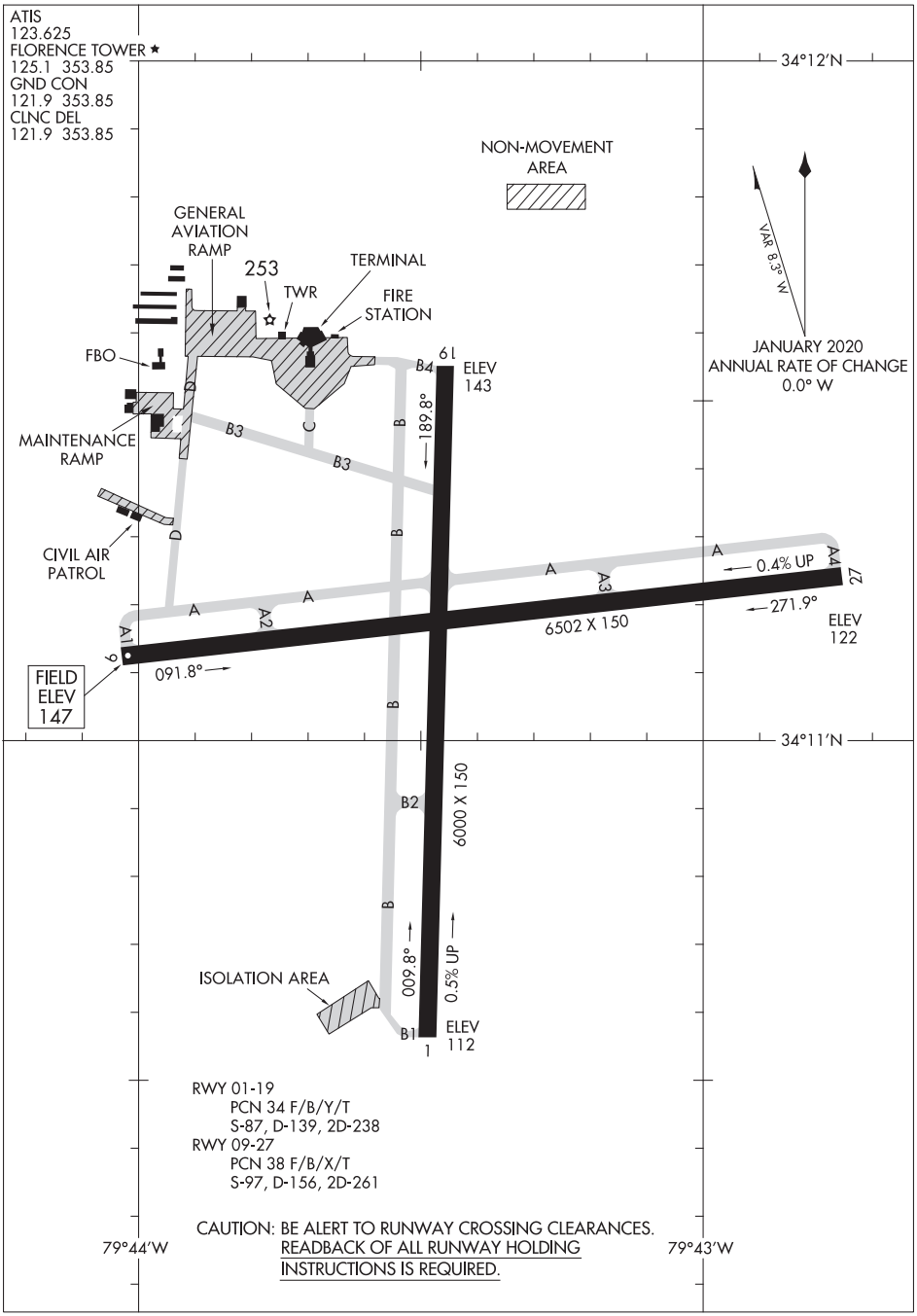


FAF to MAP 3.9 NM					
Knots	60	90	120	150	180
Min:Sec	3:54	2:36	1:57	1:34	1:18

CATEGORY	A	B	C	D
CIRCLING	640-1 493 (500-1)	660-1 513 (600-1)	660-1½ 513 (600-1½)	740-2 593 (600-2)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021



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.

FRANKLIN, NORTH CAROLINA | AL-10364 (FAA) | 20198

RNAV (GPS)-A

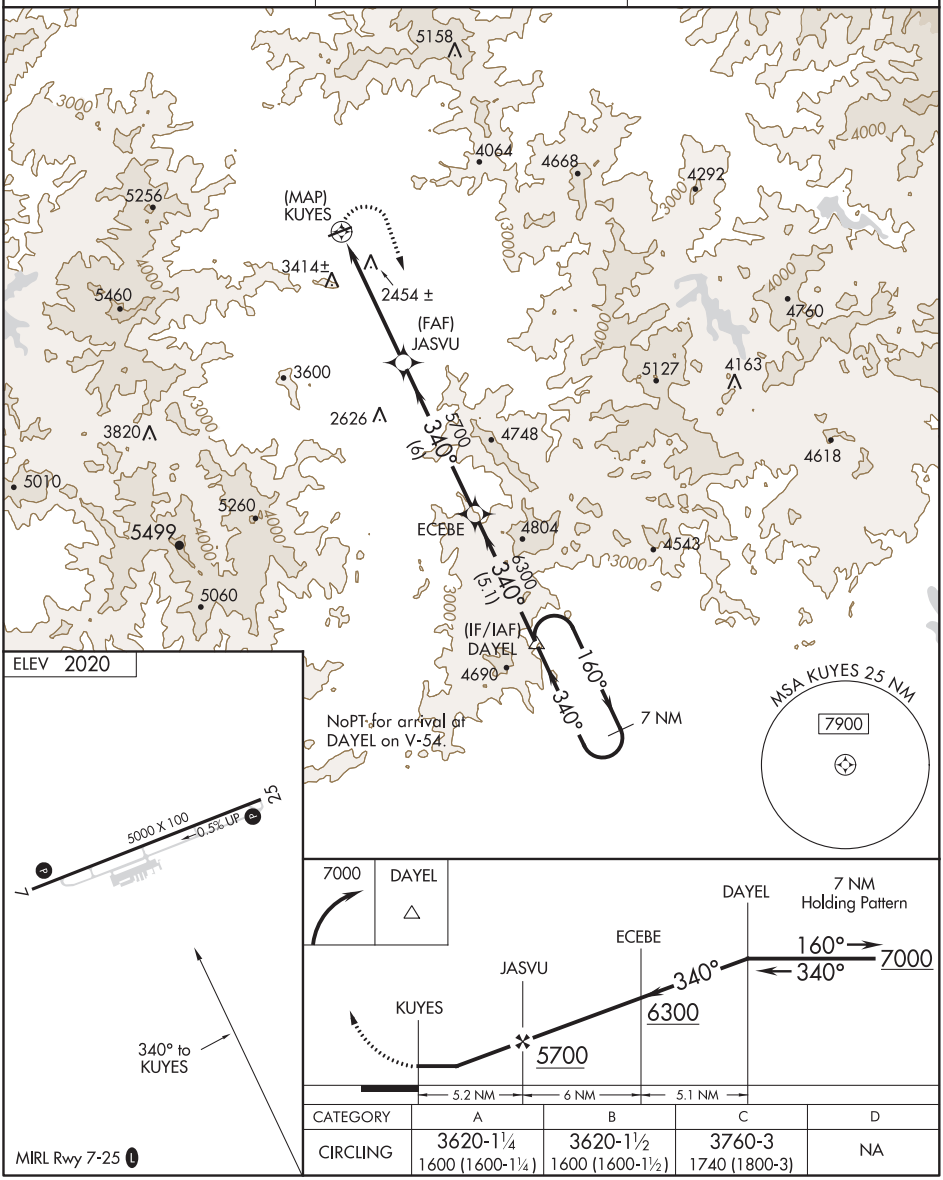
MACON COUNTY (1A5)

APP CRS	Rwy Idg	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

MIRL Rwy 7-25

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

FRANKLIN, NORTH CAROLINA
Orig 12MAR09

35°13'N-83°25'W

MACON COUNTY (1A5)
RNAV (GPS)-A

RNAV (GPS) RWY 3

GASTONIA MUNI (AKH)

WAAS	APP CRS	Rwy ldg	3770
CH 90302	034°	TDZE	798
W03A		Apt Elev	798

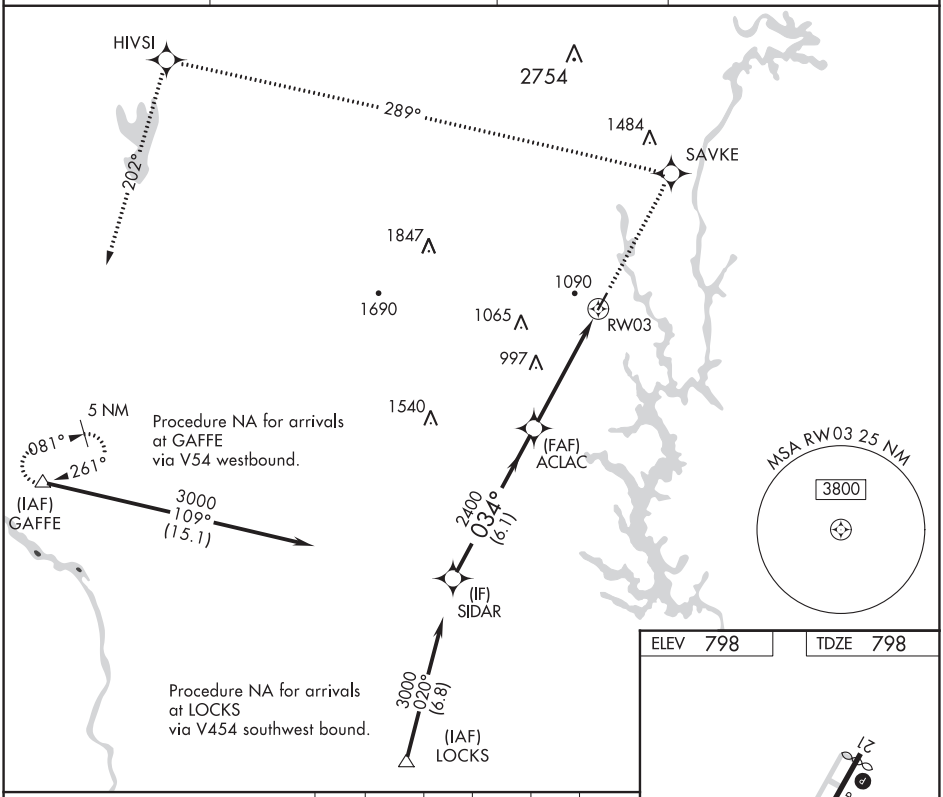
RNP APCH.

If local altimeter setting not received, use Charlotte Douglas Intl altimeter setting and increase all DAs/MDAs 40 feet. Inoperative table does not apply.

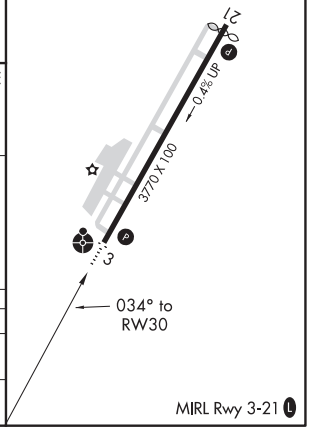
ODALS

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



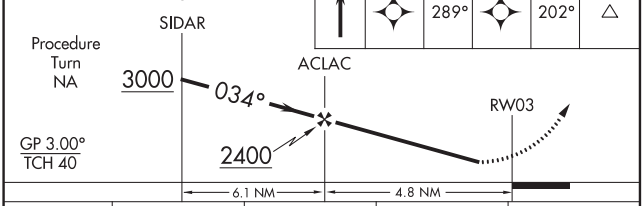
ELEV 798 TDZE 798



MIRL Rwy 3-21 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

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SE-2, 25 FEB 2021 to 22 APR 2021

GASTONIA, NORTH CAROLINA | AL-6081 (FAA) | 20310

RNAV (GPS) RWY 21

GASTONIA MUNI (AKH)

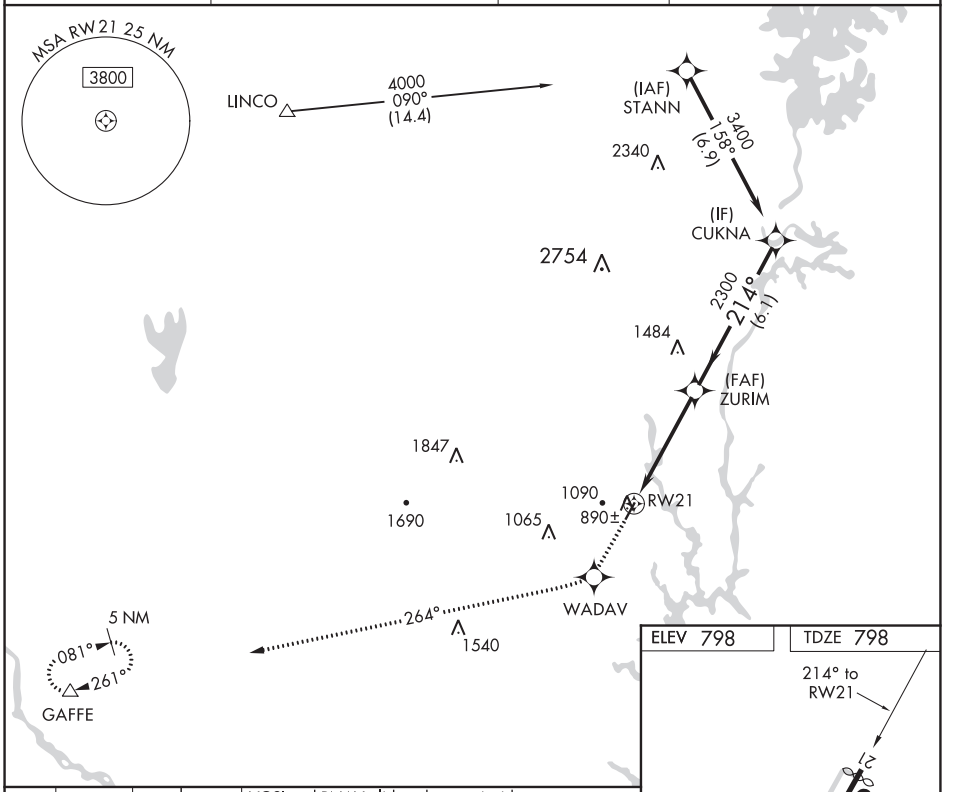
WAAS	APP CRS	Rwy ldg	3689
CH 50402	214°	TDZE	798
W21A		Apt Elev	798

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.

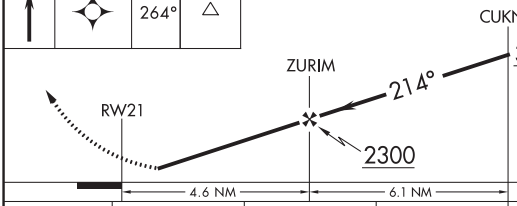
MISSED APPROACH: Climb to 3200 direct WADAV and via 264° track to GAFFE and hold.

ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.725	120.05 257.2	127.2	123.0 (CTAF)

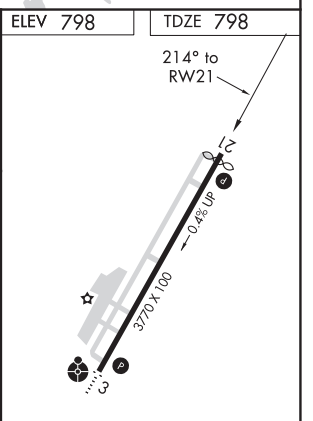


3200	WADAV	tr 264°	GAFFE

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



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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

NDB GHJ	APP CRS	Rwy Idg	3770
260	034°	TDZE	798
		Apt Elev	798

NDB RWY 3

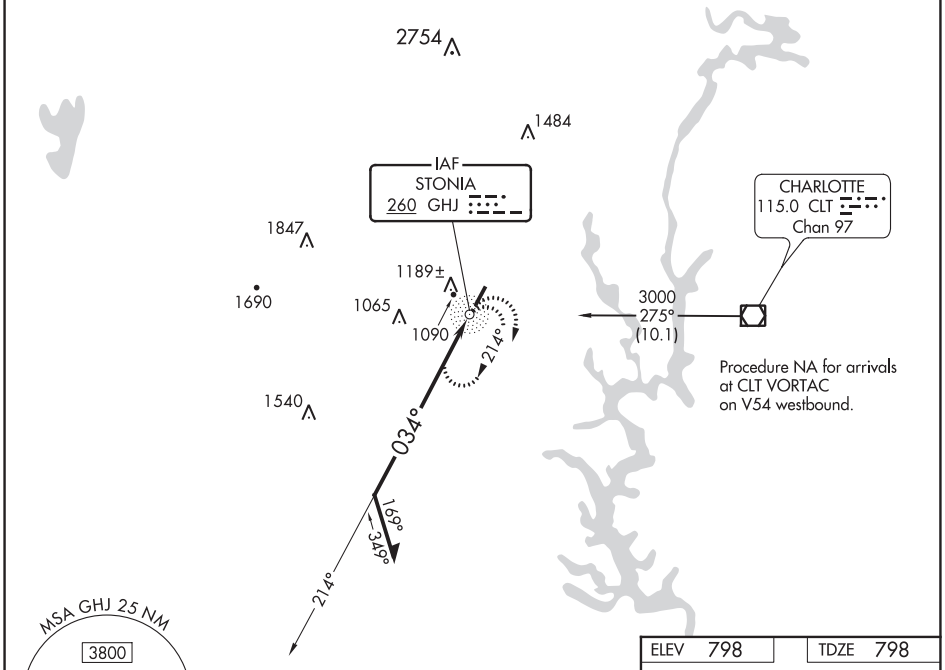
GASTONIA MUNI (AKH)

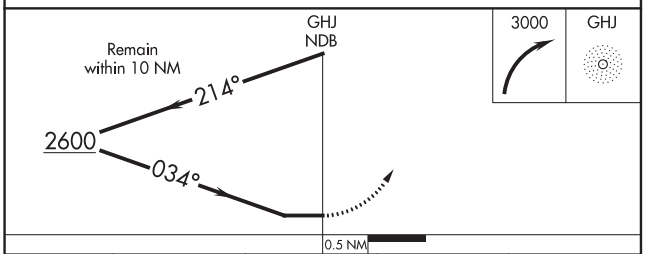
Inop table does not apply to Cats B and C.

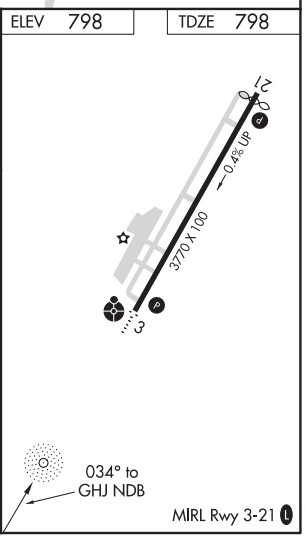
ODALS

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 742 (800-¾)	1540-1¼ 742 (800-1¼)	1540-2¼ 742 (800-2¼)	NA
CIRCLING	1540-1 742 (800-1)	1540-1¼ 742 (800-1¼)	1540-2¼ 742 (800-2¼)	NA

BARMY FOUR DEPARTURE (RNAV)

(BARMY4.BARMY) 03JAN19

(BARMY4.BARMY) 19003

BARMY FOUR DEPARTURE (RNAV)

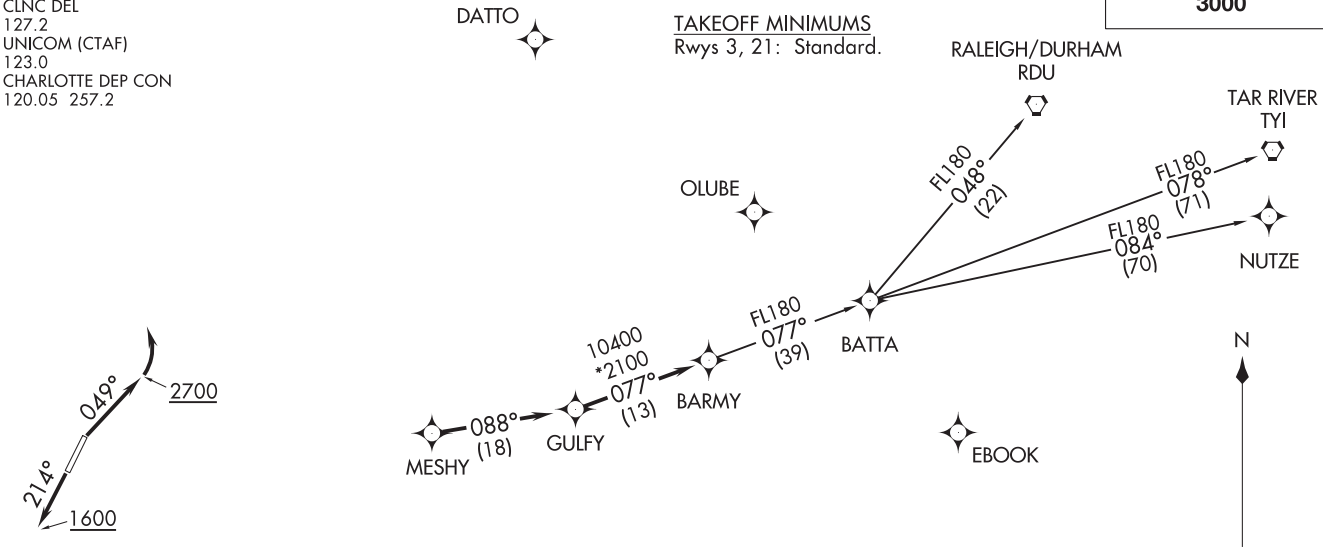
GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

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.



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 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.

AL-6081 (FAA)

282

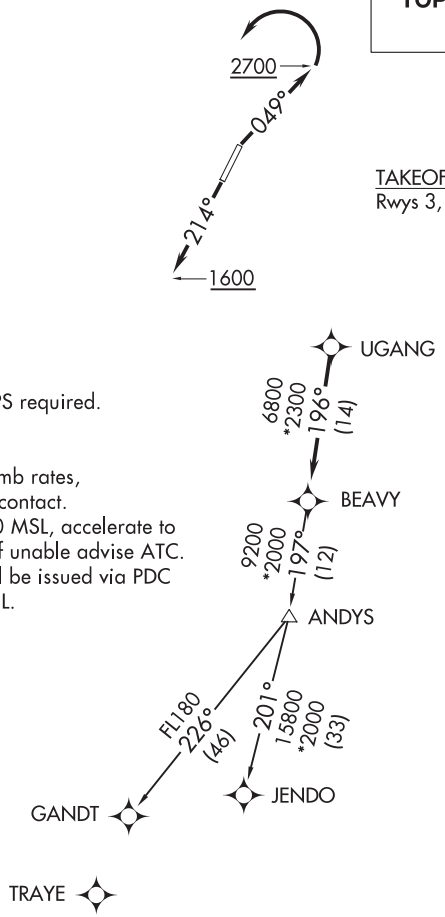
BEAVY FIVE DEPARTURE (RNAV)

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)

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SE-2, 25 FEB 2021 to 22 APR 2021

BOBZY FOUR DEPARTURE (RNAV)

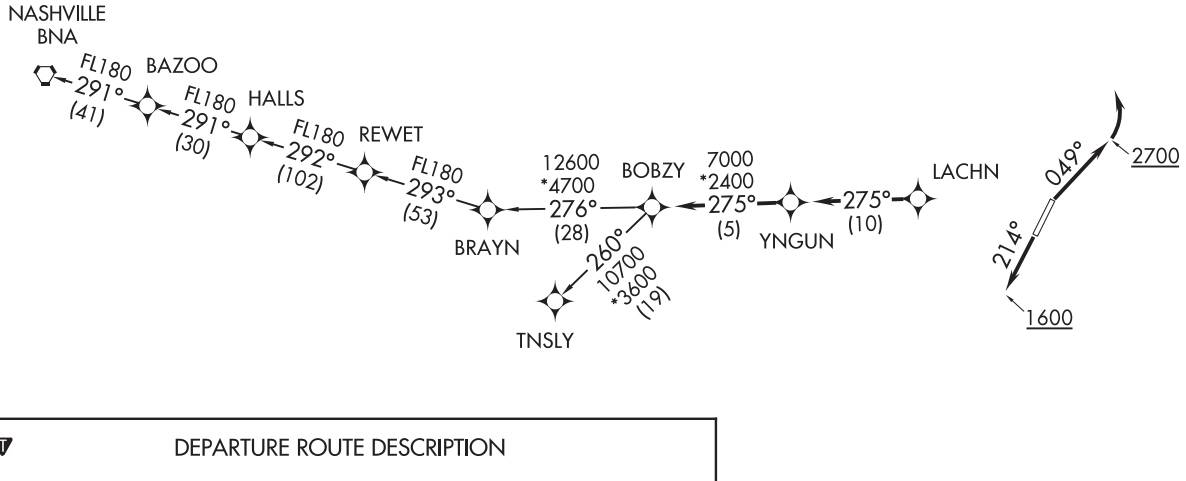
(BOBZY4.BOBZY) 03JAN19

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

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.



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 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.

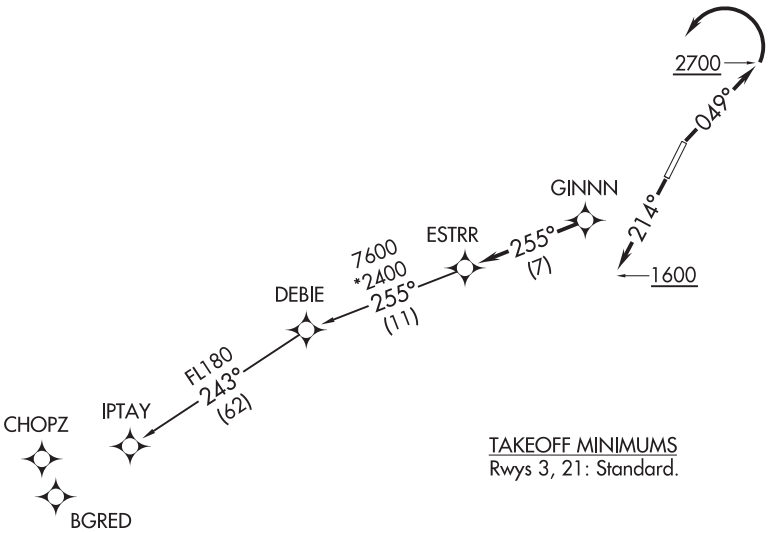
NOTE: Chart not to scale.

(BOBZY4.BOBZY) 19003
BOBZY FOUR DEPARTURE (RNAV)
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.

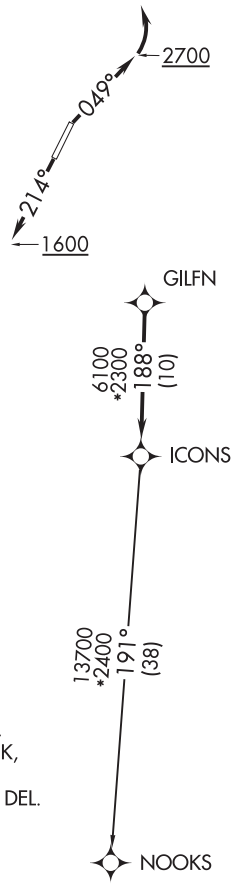
IPTAY TRANSITION (ESTRR4.IPTAY)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ICONS 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: 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)

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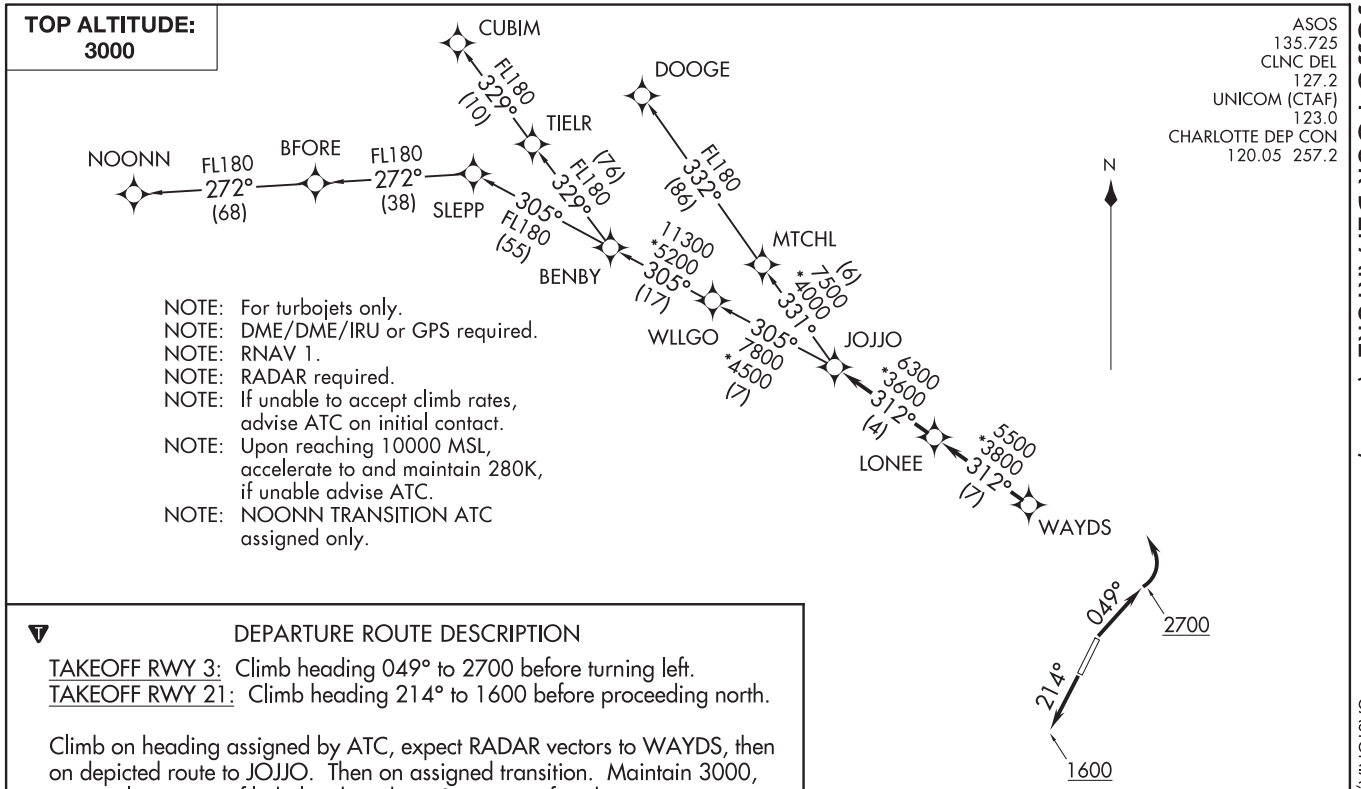
JOJJO FOUR DEPARTURE (RNAV)

(JOJJO4.JOJJO) 03JAN19

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)



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 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 3, 21: Standard.

NOTE: Chart not to scale.

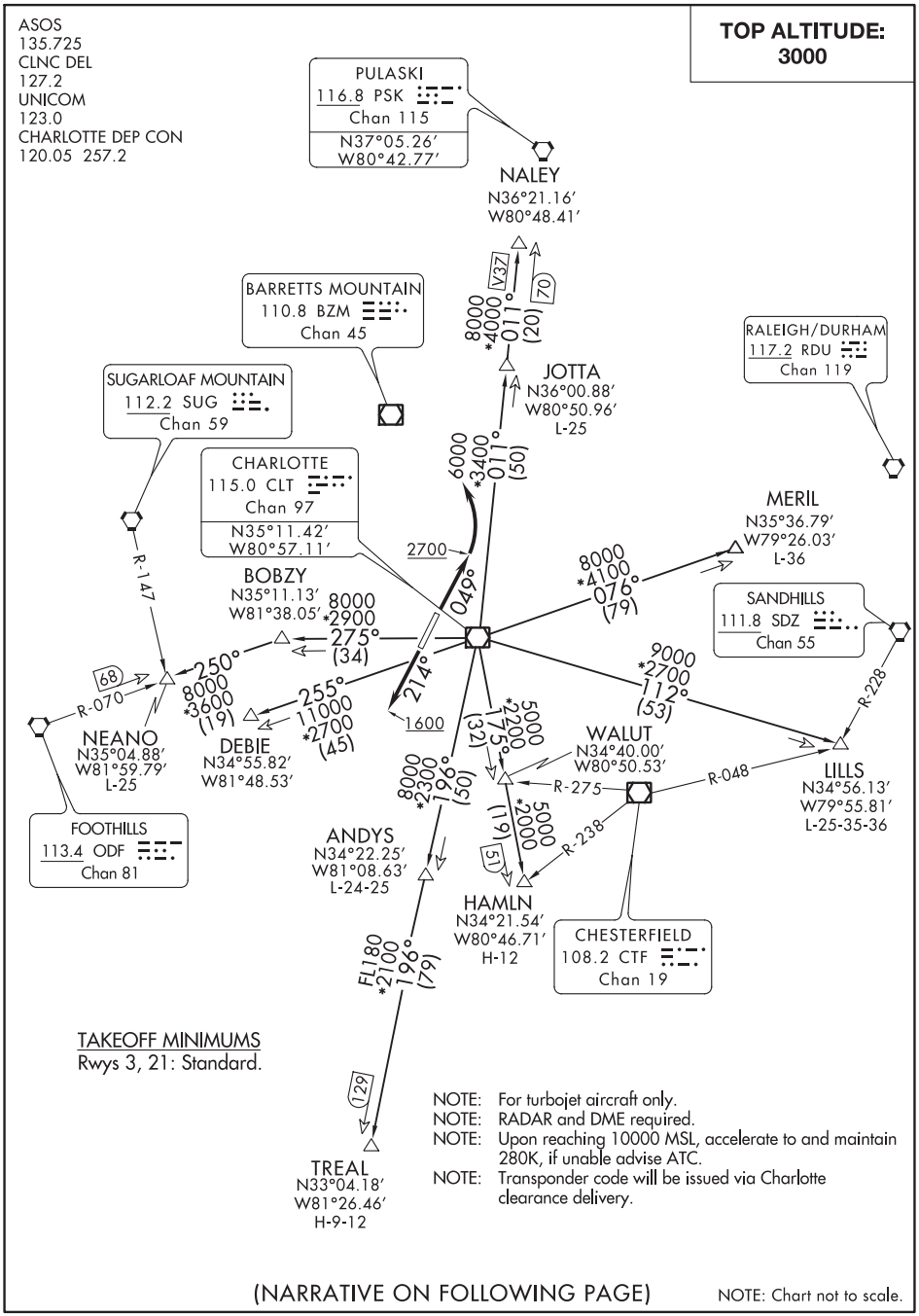
(JOJJO4.JOJJO) 19003
JOJJO FOUR DEPARTURE (RNAV)
GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

AL-6081 (FAA)

(KER3.KER) 20086
KERMIT THREE DEPARTURE

AL-6081 (FAA)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

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.

SE-2, 25 FEB 2021 to 22 APR 2021

(KILNS4.KILNS) 19003 AL-6081 (FAA)

KILNS FOUR DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

KILNS FOUR DEPARTURE (RNAV)

(KILNS4.KILNS) 03JAN19

GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

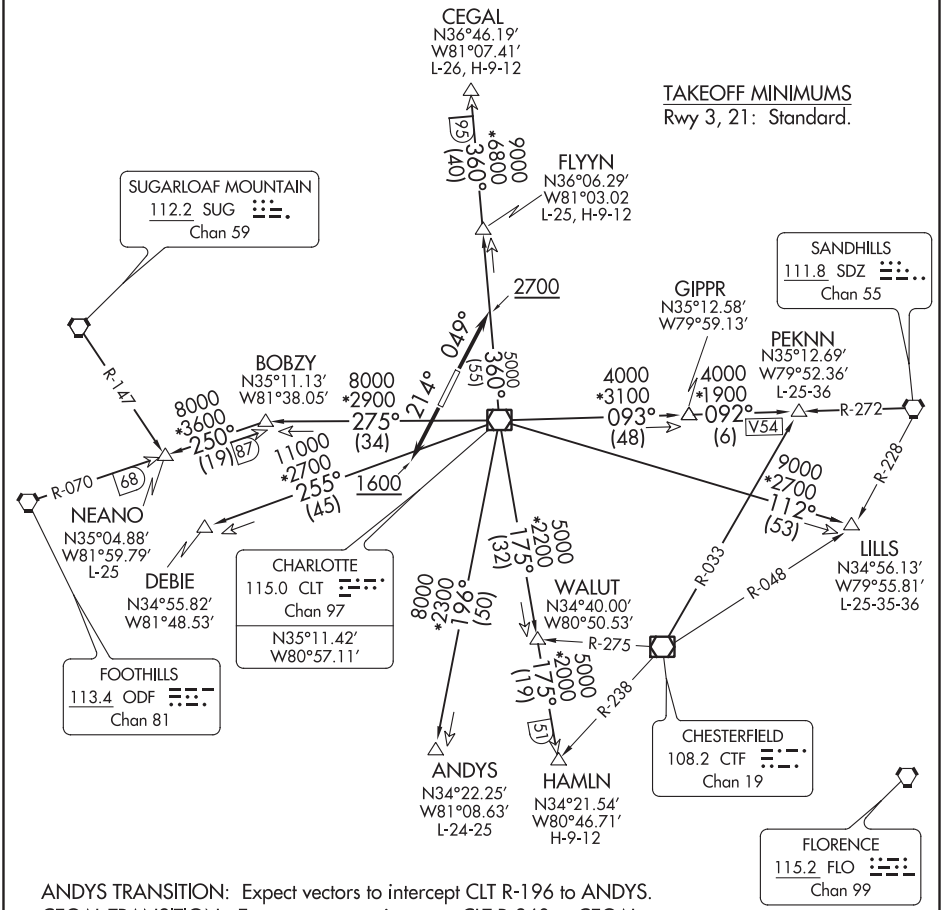
SE-2, 25 FEB 2021 to 22 APR 2021

KNIGHTS TWO DEPARTURE

ASOS
135.725
CLNC DEL
127.2
UNICOM (CTAF)
123.0
CHARLOTTE DEP CON
120.05 257.2

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.



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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.

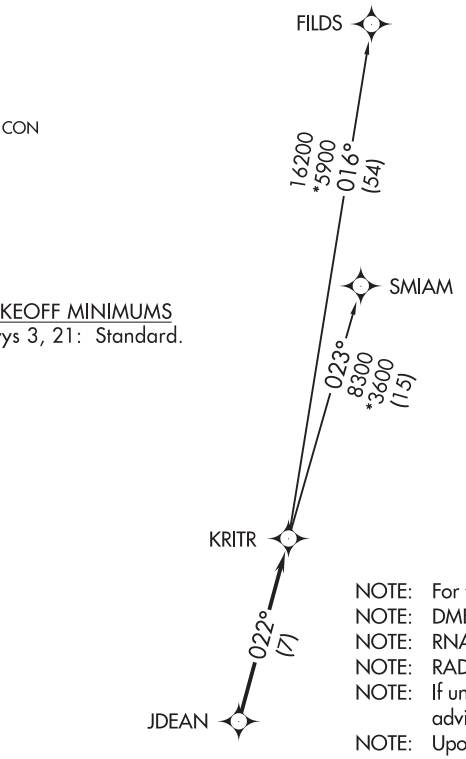
ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
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, 25 FEB 2021 to 22 APR 2021

KRITR FIVE DEPARTURE (RNAV)

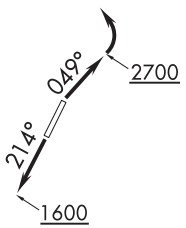
ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0 (CTAF)
CHARLOTTE DEP CON
120.05 257.2

TOP ALTITUDE: 3000



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.

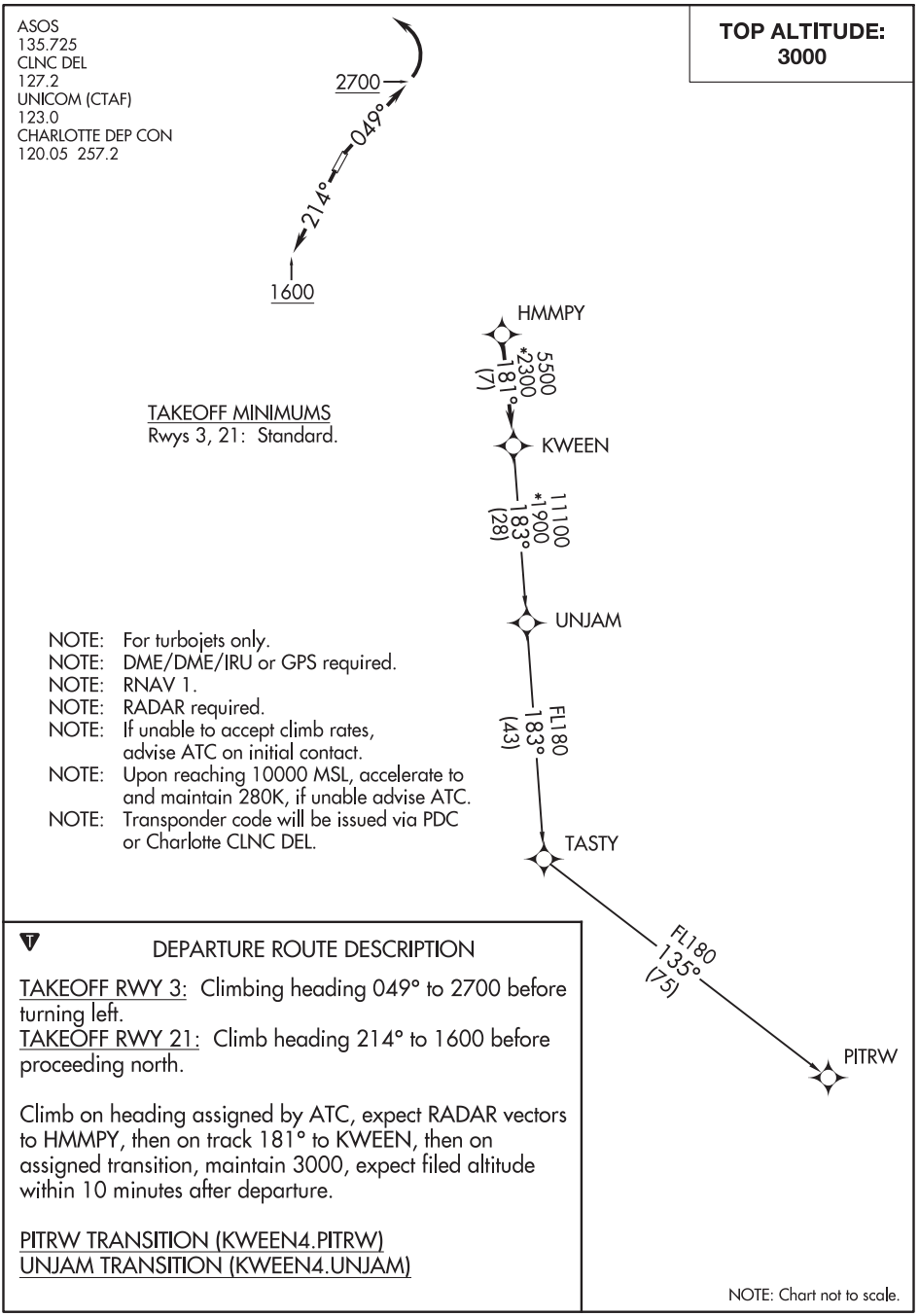
FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(KWEEN4.KWEEN) 19003 AL-6081 (FAA)

KWEEN FOUR DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

KWEEN FOUR DEPARTURE (RNAV)
(KWEEN4.KWEEN) 03JAN19

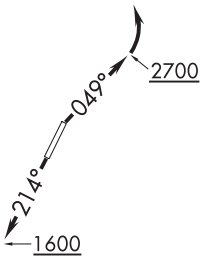
GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

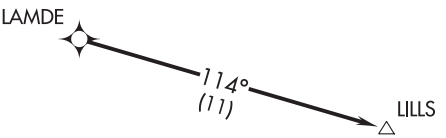
LILLS TWO DEPARTURE (RNAV)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

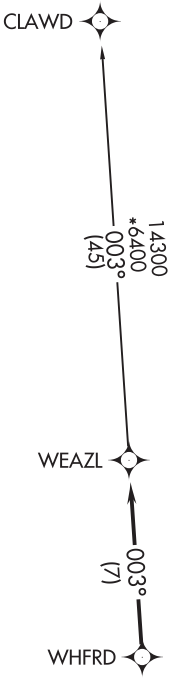
(WEAZL4.WEAZL) 19003 AL-6081 (FAA)

WEAZL FOUR DEPARTURE (RNAV)

GASTONIA MUNI (AKH)
GASTONIA, NORTH CAROLINA

TOP ALTITUDE: 3000

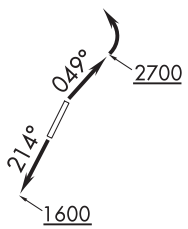
ASOS
135.725
CLNC DEL
127.2
UNICOM
123.0 (CTAF)
CHARLOTTE DEP CON
120.05 257.2



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)

WEAZL FOUR DEPARTURE (RNAV)
(WEAZL4.WEAZL) 03JAN19
GASTONIA, NORTH CAROLINA
GASTONIA MUNI (AKH)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

GEORGETOWN COUNTY (GGE)

WAAS	APP CRS	Rwy Idg	6005
CH 97635	049°	TDZE	40
W05A		Apt Elev	40

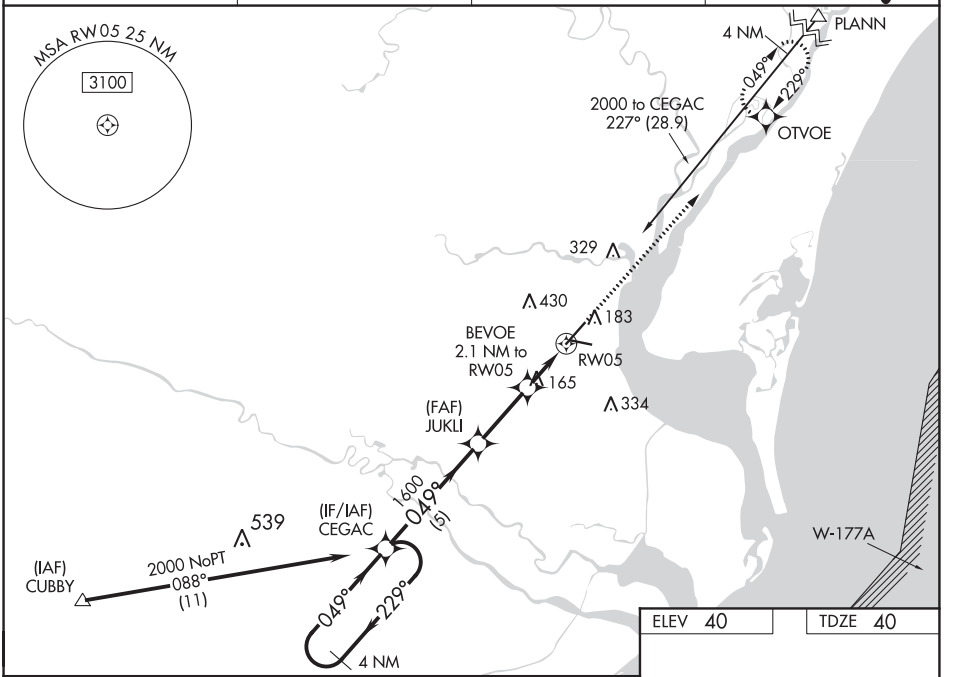
RNP APCH.

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.

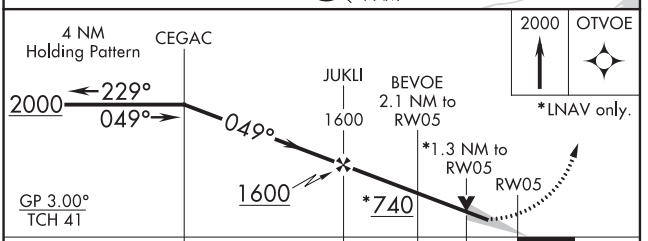
ODALS

MISSED APPROACH: Climb to 2000 direct OTVOE and hold.

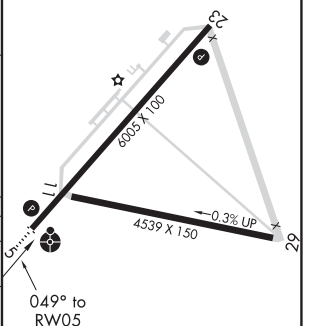
AWOS-3	MYRTLE BEACH APP CON ★	GCO	UNICOM
118.275	127.4 257.95	121.725	123.0 (CTAF) L



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GEORGETOWN, SOUTH CAROLINA AL-6244 (FAA) 20226

WAAS	APP CRS	Rwy Idg	6005
CH 58108	229°	TDZE	37
W23A		Apt Elev	40

RNAV (GPS) RWY 23

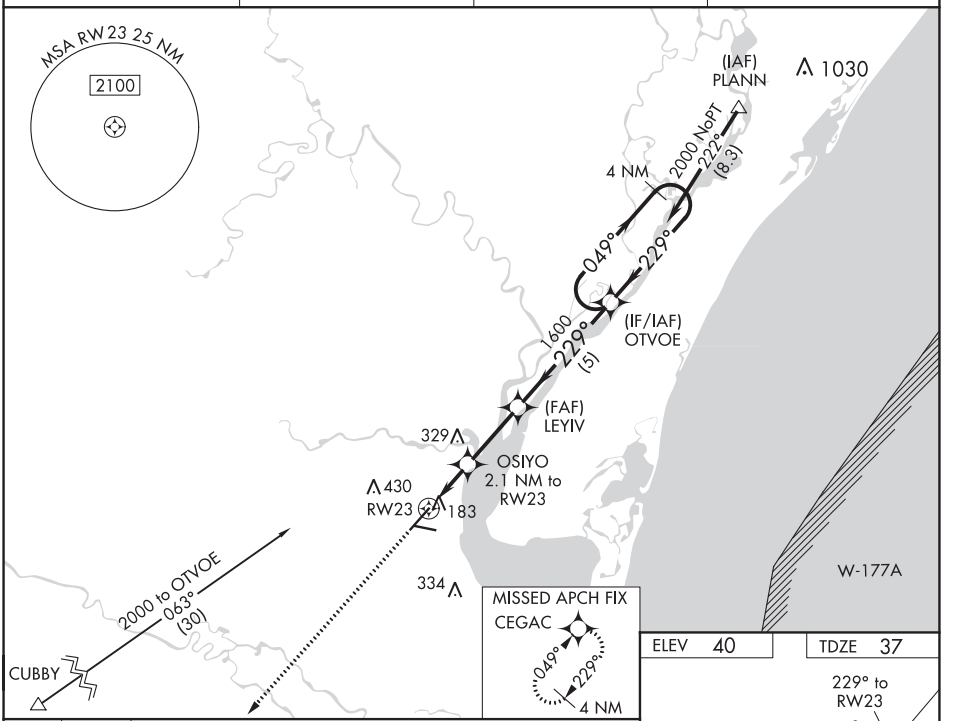
GEORGETOWN COUNTY (GGE)

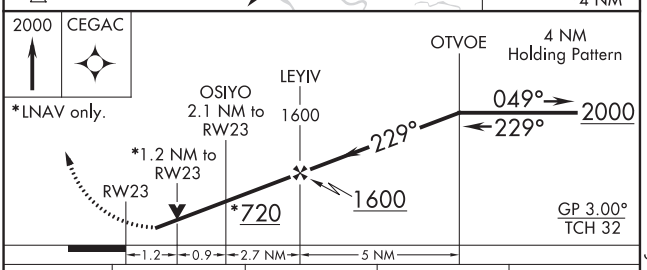
RNP APCH.

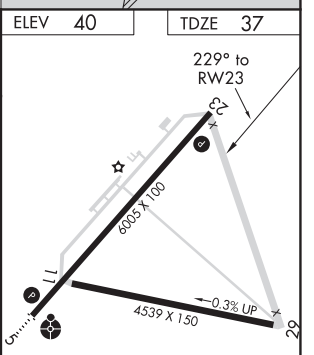
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling Rwy 11, 29 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA.

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







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)

MIRL Rwy 11-29
MIRL Rwy 5-23 L
REIL Rwy 5 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 23

WAYNE EXECUTIVE JETPORT (GWW)

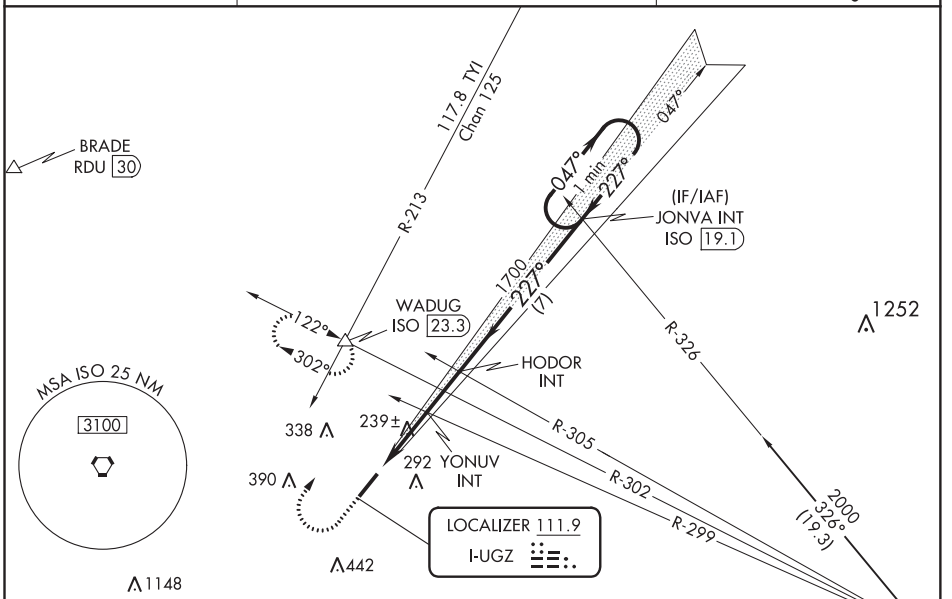
LOC I-UGZ	APP CRS	Rwy Idg	5500
111.9	227°	TDZE	133
		Apt Elev	133

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

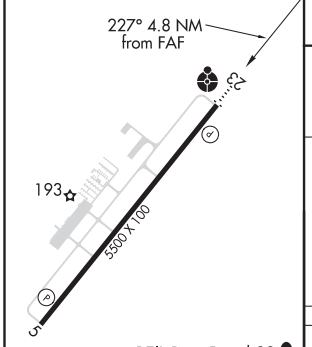
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 on heading 040° and ISO VORTAC R-302 to WADUG INT/ISO 23.3 DME and hold.

AWOS-3P	SEYMOUR JOHNSON APP CON ★	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L



ELEV 133 TDZE 133

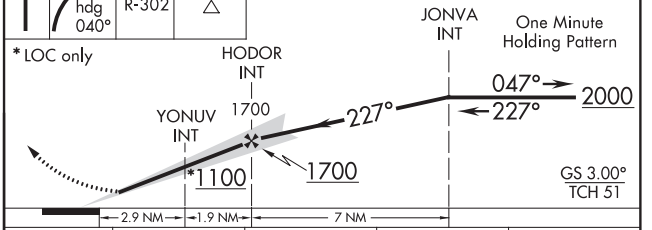
DME or RADAR REQUIRED



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

900	2000 hdg 040°	ISO R-302	WADUG

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 43).



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GOLDSBORO, NORTH CAROLINA AL-5770 (FAA) 20198

RNAV (GPS) RWY 5

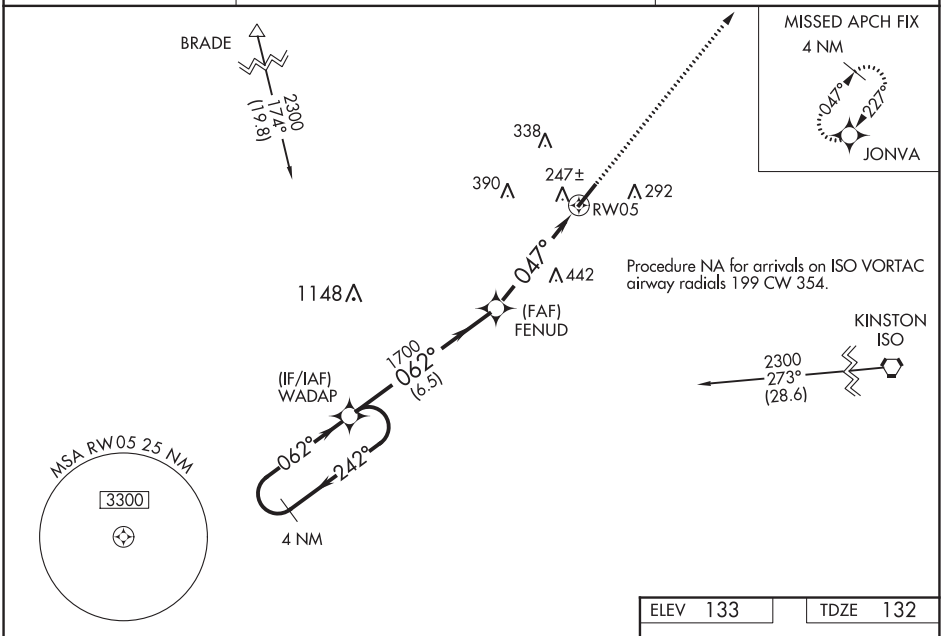
WAYNE EXECUTIVE JETPORT (GWW)

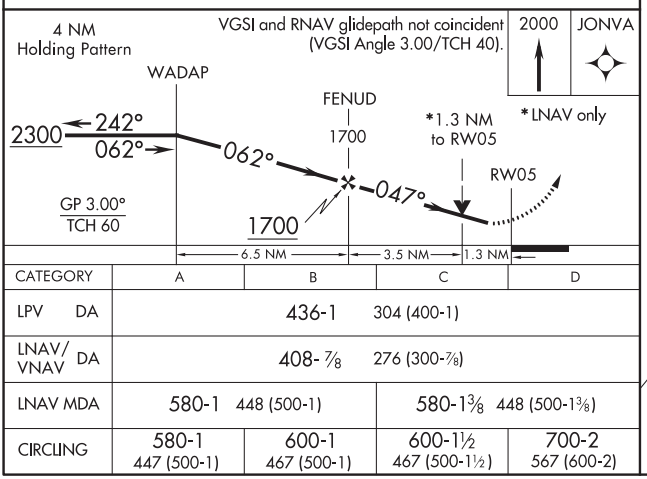
WAAS	APP CRS	Rwy Idg	5500
CH 99624	047°	TDZE	132
W05A		Apt Elev	133

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.

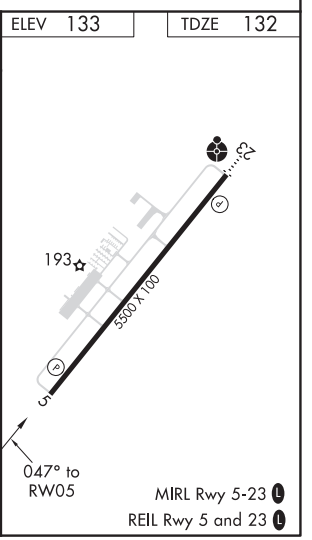
MISSED APPROACH: Climb to 2000 direct JONVA and hold.

AWOS-3P	SEYMOUR JOHNSON APP CON *	UNICOM
118.975	123.7 290.9	122.7 (CTAF) L





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)



GOLDSBORO, NORTH CAROLINA
Amdt 1A 29MAY14

35°28'N-77°58'W

WAYNE EXECUTIVE JETPORT (GWW)
RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23

WAYNE EXECUTIVE JETPORT (GWW)

WAAS CH 70320 W23A	APP CRS 227°	Rwy Idg 5500 TDZE 133 Apt Elev 133

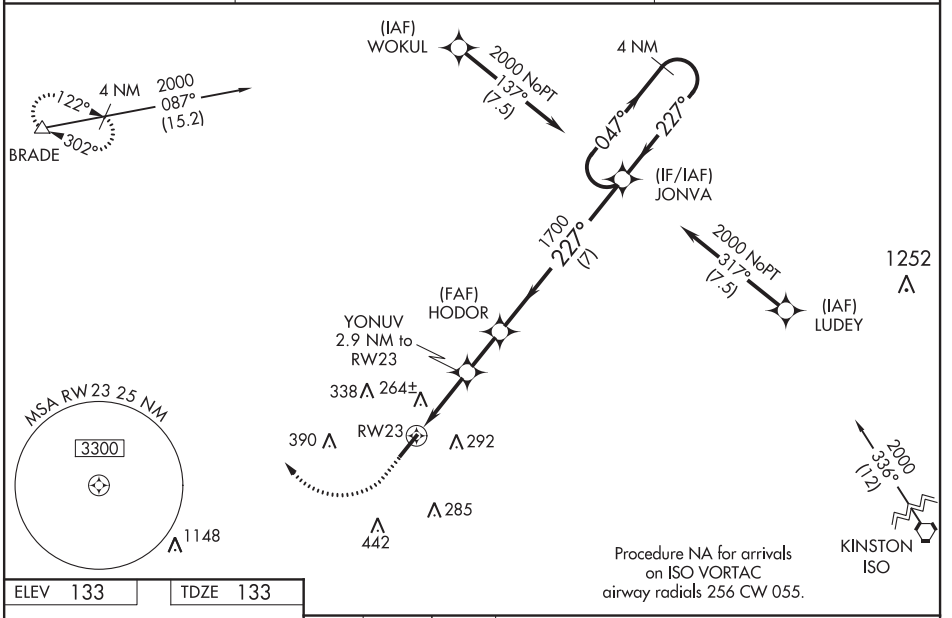
RNP APCH.

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.

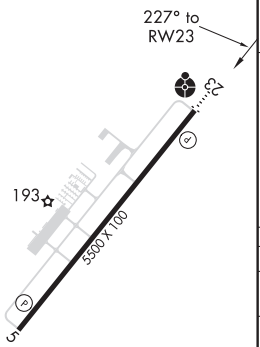
ODALS

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

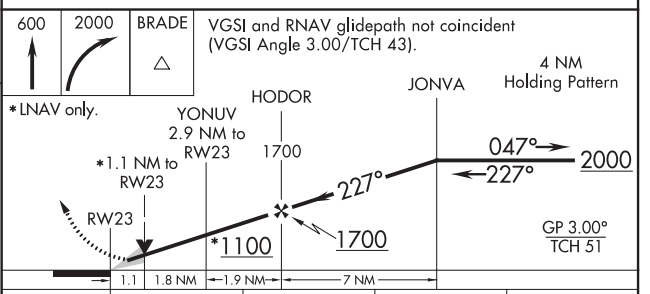


ELEV 133 TDZE 133



MIRL Rwy 5-23 L

REIL Rwy 5 and 23 L



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GOLDSBORO, NORTH CAROLINA

AL-5770 (FAA)

20198

VOR-A

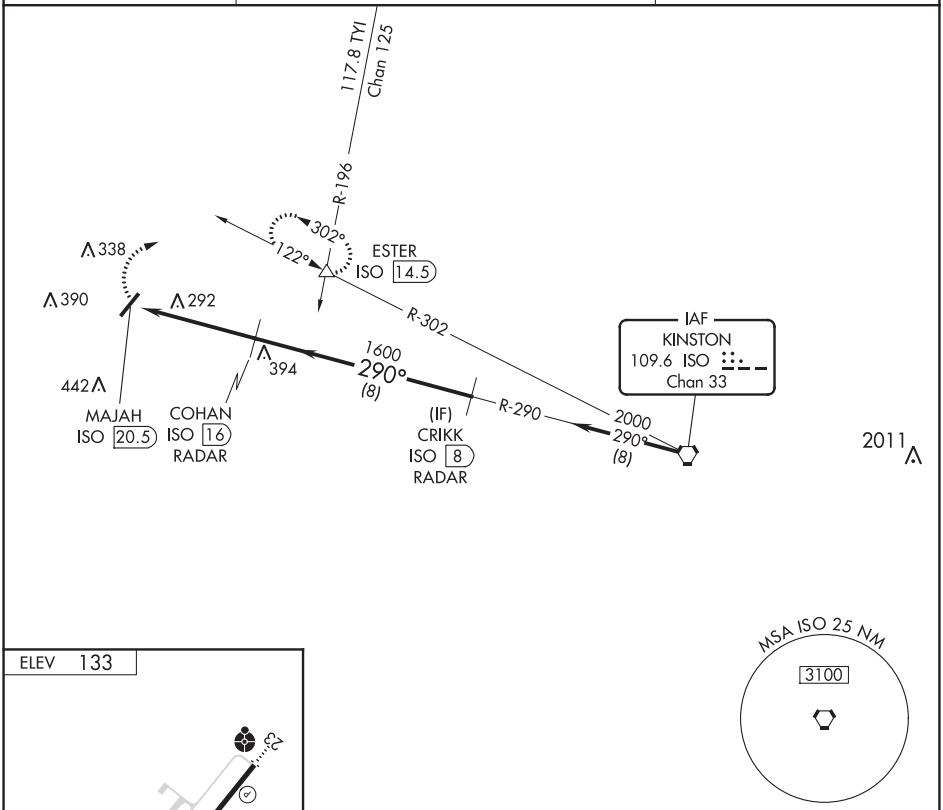
WAYNE EXECUTIVE JETPORT (GWW)

VORTAC ISO	APP CRS	Rwy Idg	N/A
109.6	290°	TDZE	N/A
Chan 33		Apt Elev	133

T A 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) L



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	620-1 487 (500-1)	620-1¼ 487 (500-1¼)	620-1½ 487 (500-1½)	700-2 567 (600-2)

SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 5L

PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	916
Chan 32 (Y)		Apt Elev	926

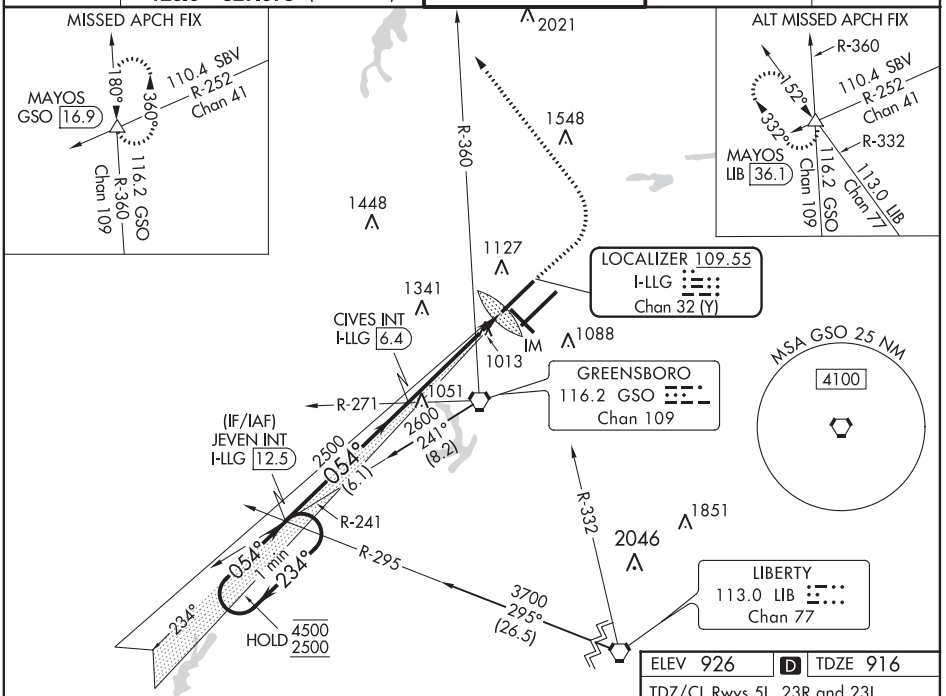
DME or RADAR required for procedure entry at LIB VORTAC.

T Simultaneous approach authorized with Rwy 5R. For inop A ALS, increase S-LOC 5L Cat C/D visibility to RVR 5500.

ALSF-2

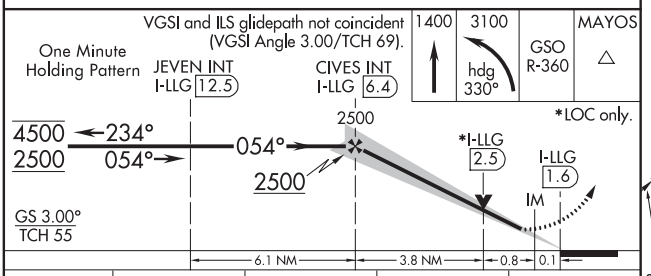
MISSED APPROACH: Climb to 1400 then climbing left turn to 3100 on heading 330° and GSO VORTAC R-360 to MAYOS INT/GSO 16.9 DME and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

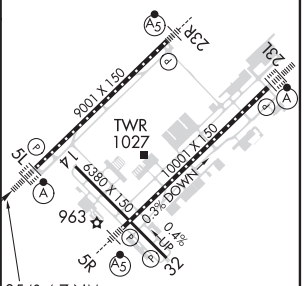


ELEV 926	D	TDZE 916

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

20366

ILS or LOC RWY 5R

PIEDMONT TRIAD INTL (GSO)

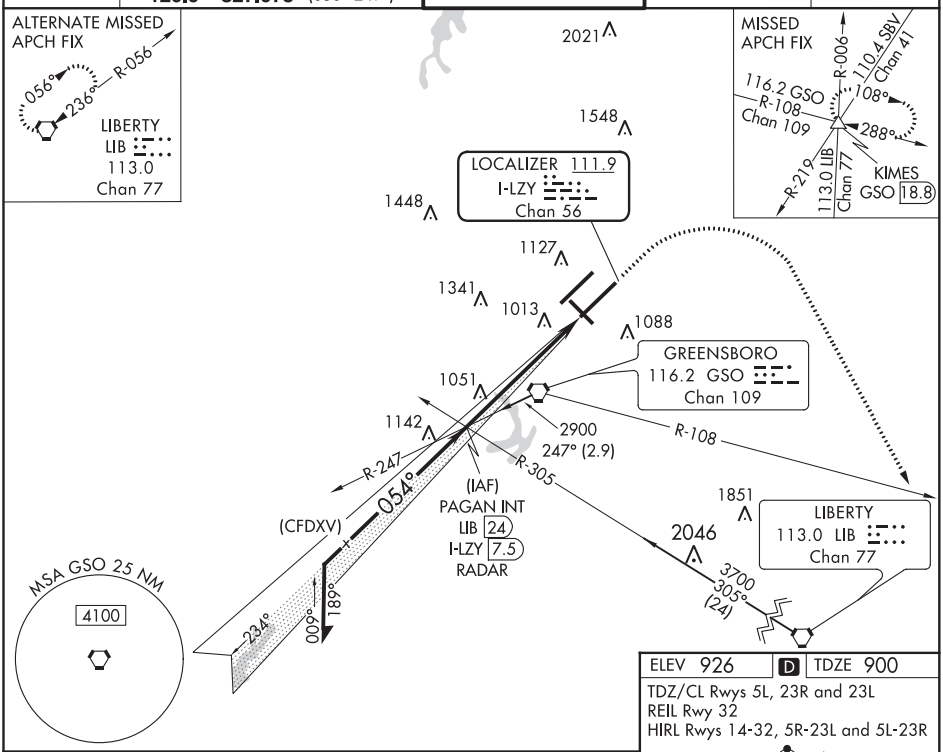
LOC/DME I-LZY	APP CRS	Rwy ldg 10001
111.9	054°	TDZE 900
Chan 56		Apt Elev 926

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

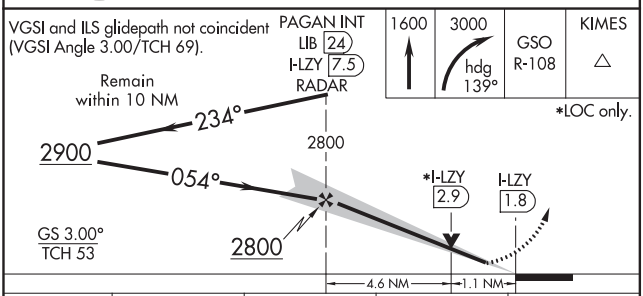
MISSED APPROACH: Climb to 1600 then climbing right turn to 3000 on heading 139° and GSO VORTAC R-108 to KIMES INT/GSO 18.8 DME and hold.

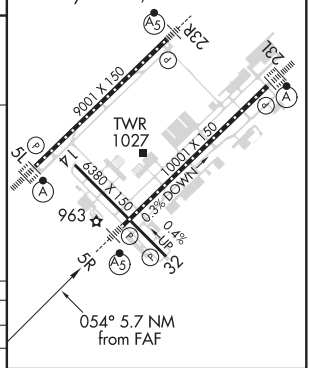
D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926 | D | TDZE 900

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R





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

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

GREENSBORO, NORTH CAROLINA
Amdt 7C 03JAN19

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

ILS or LOC RWY 5R

ILS or LOC RWY 23L

PIEDMONT TRIAD INTL (GSO)

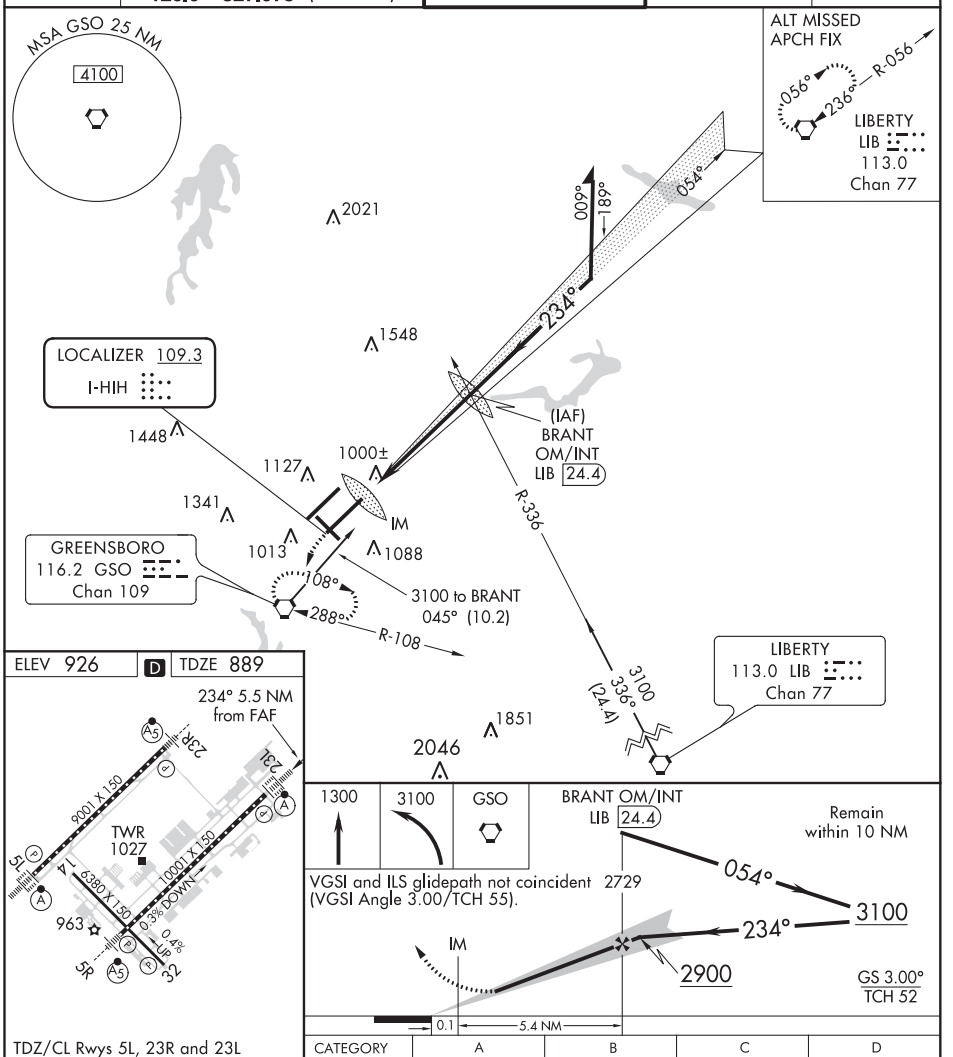
LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	234°	TDZE	889
		Apt Elev	926

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°) 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 20366

ILS or LOC RWY 23R

PIEDMONT TRIAD INTL (GSO)

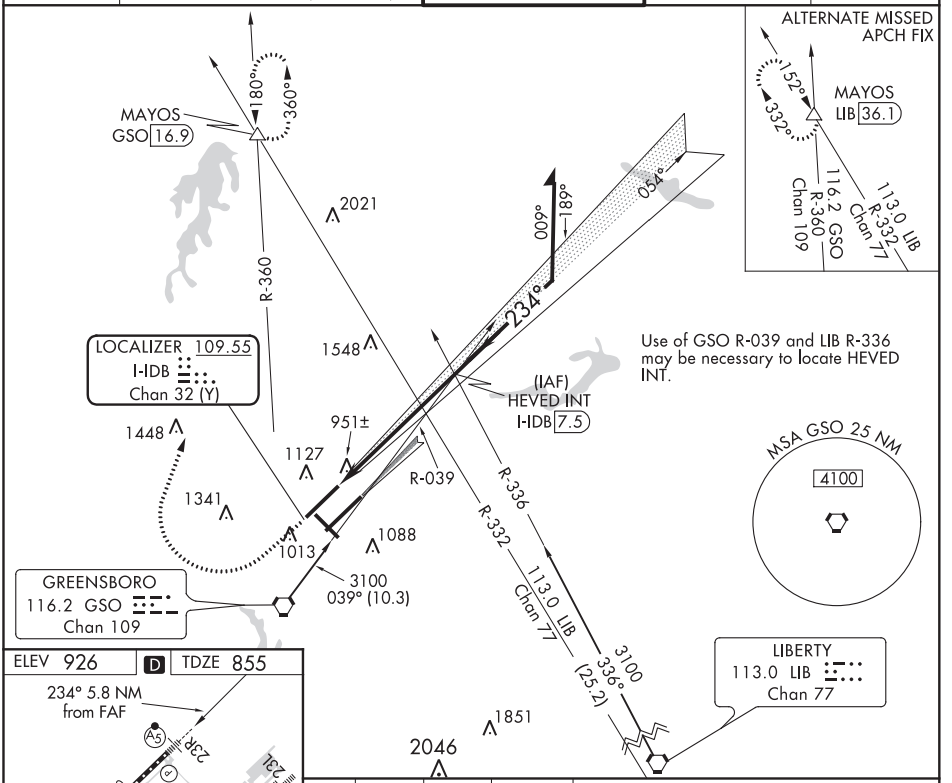
LOC/DME I-IDB	APP CRS	Rwy Idg	9000
109.55	234°	TDZE	855
Chan 32 (Y)		Apt Elev	926

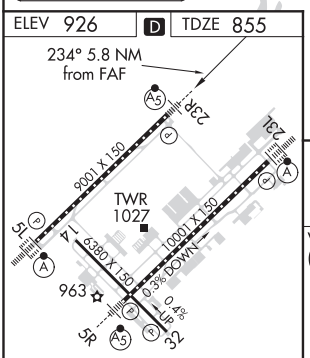
Simultaneous approach authorized with Rwy 23L.

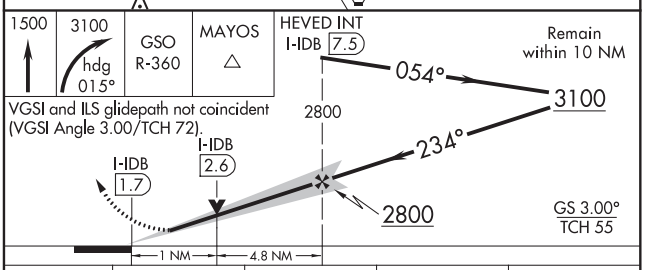
MALSR

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°) 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)

GREENSBORO, NORTH CAROLINA
Orig-D 26MAR20

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

ILS or LOC RWY 23R

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ILS Y or LOC/DME Y RWY 32

PIEDMONT TRIAD INTL (GSO)

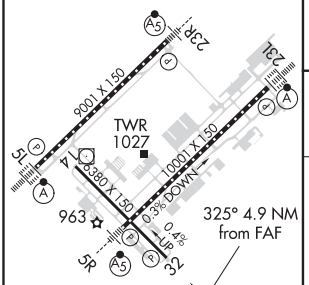
LOC/DME I-GFN	APP CRS	Rwy Idg 6380
111.15	325°	TDZE 902
Chan 48 (Y)		Apt Elev 926

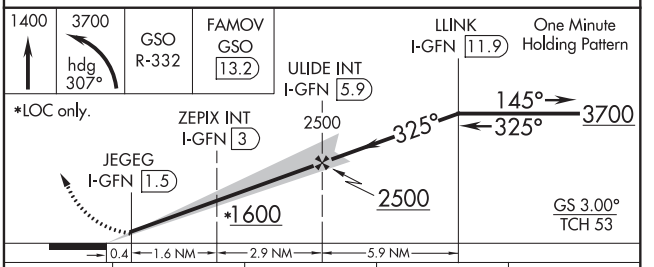
T A DME required. When local altimeter setting is not received use Smith Reynolds altimeter setting and increase DA to 1188 feet, all MDA 40 feet, increase S-ILS 32 all Cats visibility ⅛ mile and S-LOC 32 Cats C/D ⅛ mile, and Circling Cats C/D ¼ mile.

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°) 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

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GREENSBORO, NORTH CAROLINA | AL-178 (FAA) | 20366

LOC/DME I-GFN	APP CRS	Rwy Idg	6380
111.15	325°	TDZE	902
Chan 48 (Y)		Apt Elev	926

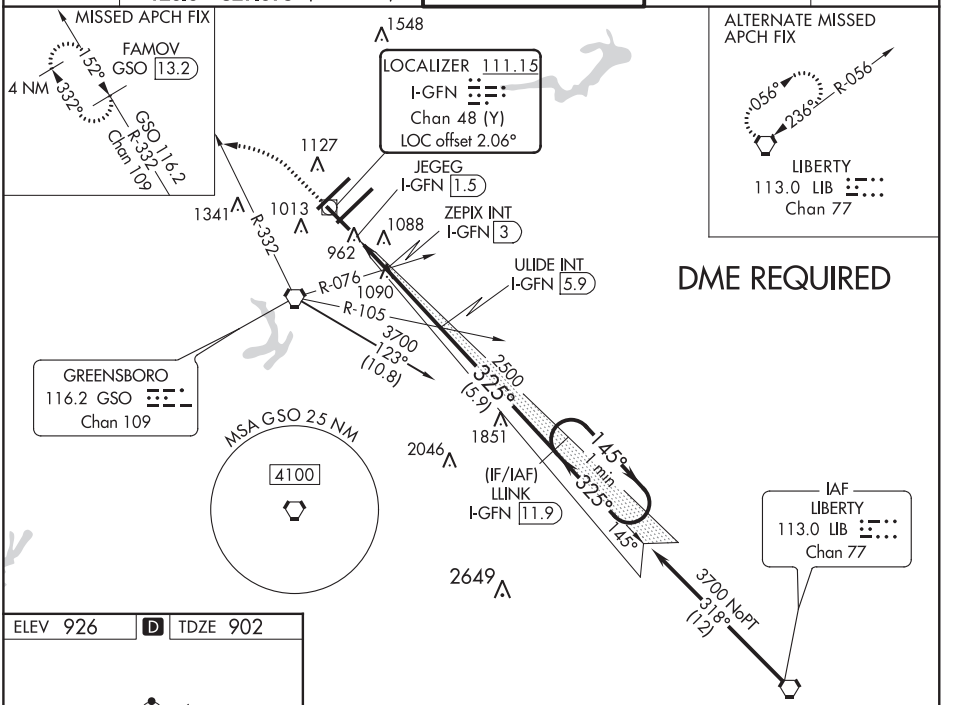
ILS Z or LOC/DME Z RWY 32

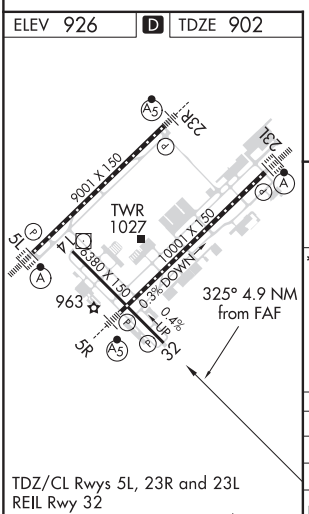
PIEDMONT TRIAD INTL (GSO)

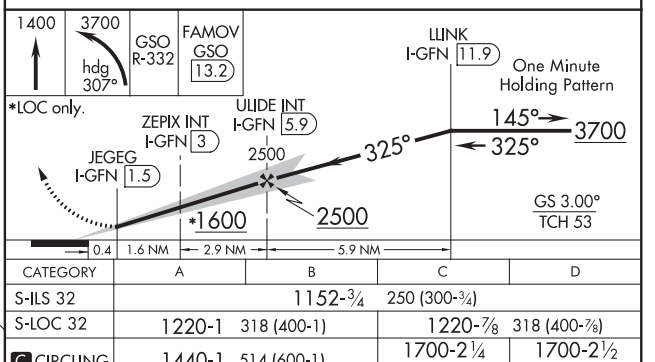
DME required. When local altimeter setting is not received use Smith Reynolds altimeter setting and increase DA to 1188 feet, all MDA 40 feet, increase S-ILS 32 all Cats visibility ⅛ mile and S-LOC 32 Cats C/D ⅛ mile, and Circling Cats C/D ¼ mile.

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°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







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

GREENSBORO, NORTH CAROLINA | 36°06'N-79°56'W | PIEDMONT TRIAD INTL (GSO)

Orig 31MAR16

ILS Z or LOC/DME Z RWY 32

SE-2, 25 FEB 2021 to 22 APR 2021

ILS RWY 23L (CAT II)

PIEDMONT TRIAD INTL (GSO)

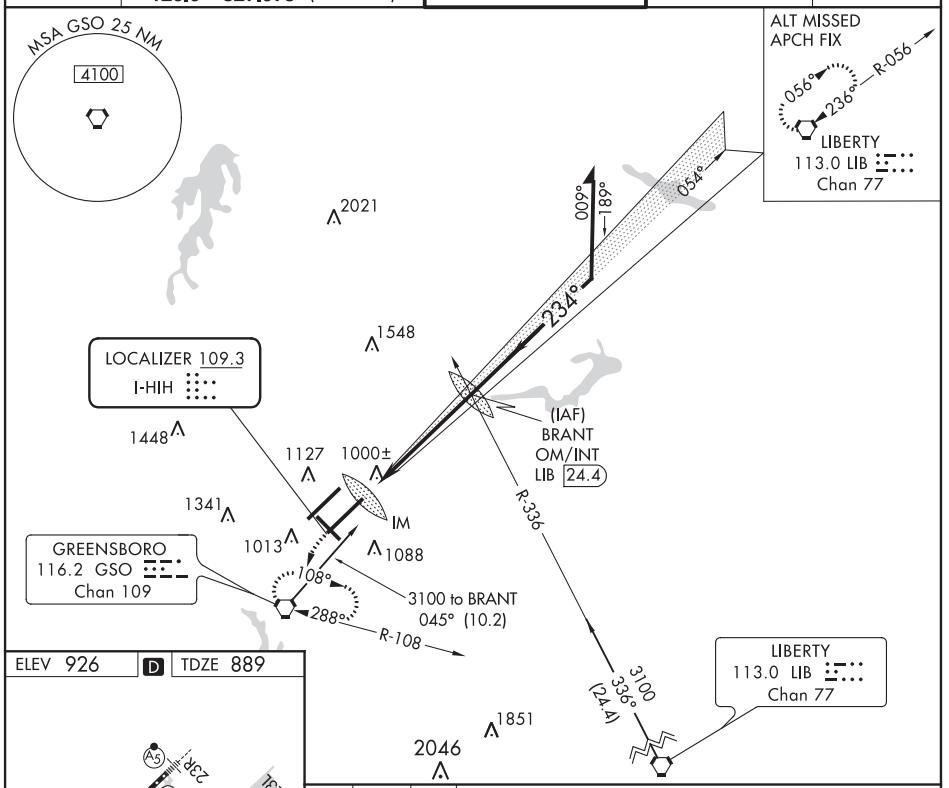
LOC I-HIH	APP CRS	Rwy Idg	9601
109.3	234°	TDZE	889
		Apt Elev	926

▼▲ Simultaneous approach authorized with Rwy 23R.

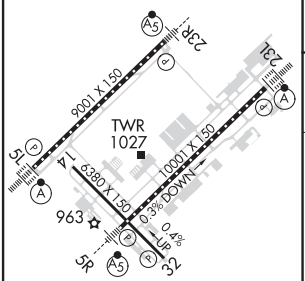
ALSF-2

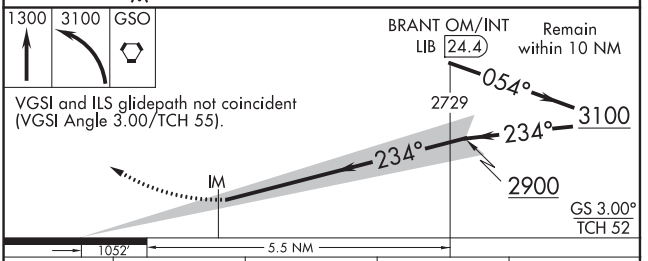
MISSED APPROACH: Climb to 1300 then climbing left turn to 3100 direct GSO VORTAC and hold, continue climb-in-hold to 3100.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



ELEV 926 D TDZ 889





CATEGORY	A	B	C	D
S-ILS 23L	RA 106/12 100 DA 989			

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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GREENSBORO, NORTH CAROLINA AL-178 (FAA) 20366

ILS RWY 5L (CAT II & III)

PIEDMONT TRIAD INTL (GSO)

LOC/DME I-LLG	APP CRS	Rwy Idg	9000
109.55	054°	TDZE	916
Chan 32 (Y)		Apt Elev	926

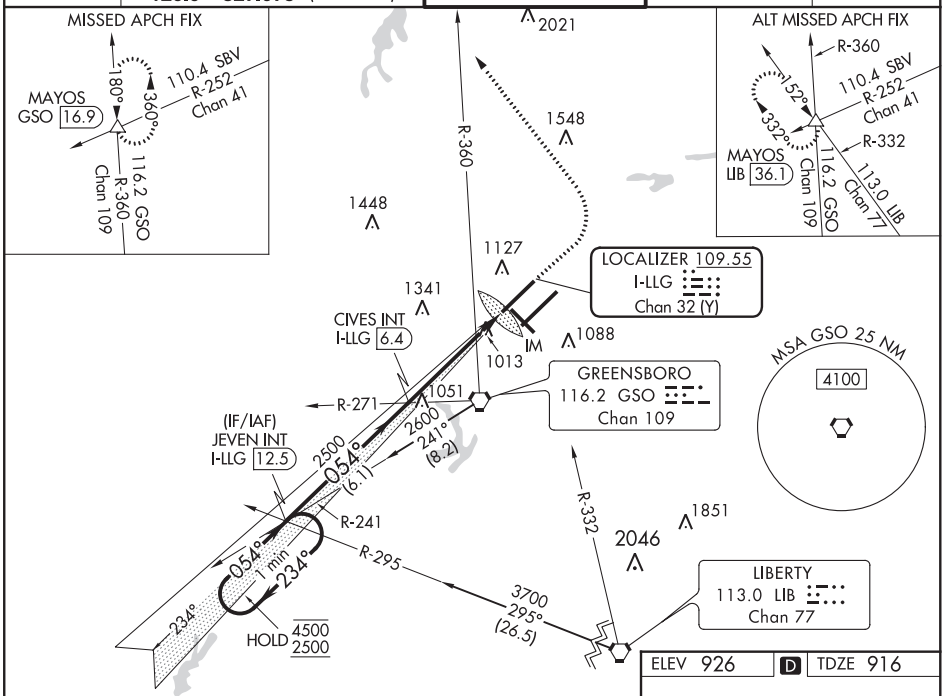
DME or RADAR required for procedure entry at LIB VORTAC.

Simultaneous approach authorized with Rwy 5R.

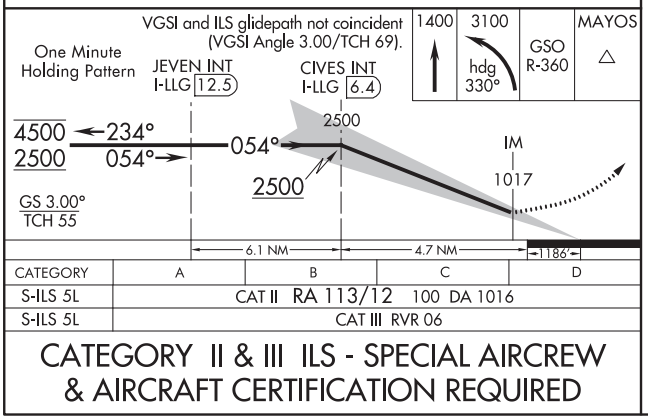
ALSF-2

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°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

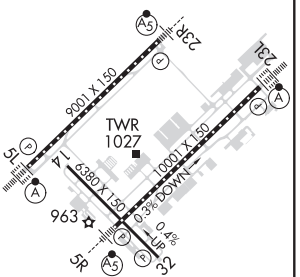


ELEV 926 D TDZE 916



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS RWY 5R (SA CAT II)

PIEDMONT TRIAD INTL (GSO)

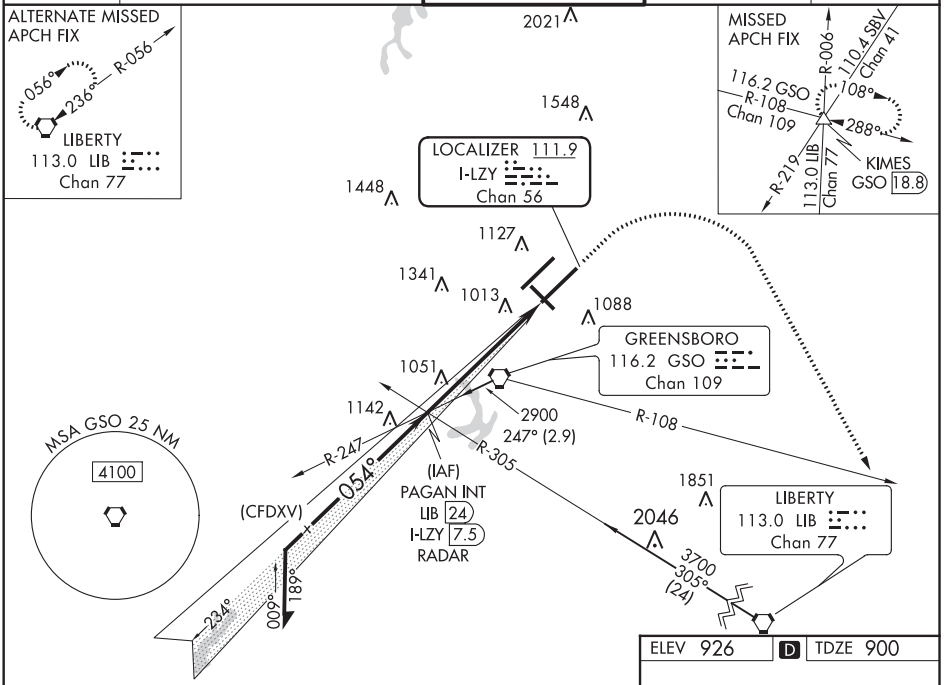
LOC/DME I-LZY	APP CRS	Rwy Idg 10001
111.9	054°	TDZE 900
Chan 56		Apt Elev 926

Simultaneous approach authorized.
REDUCED LIGHTING: Requires specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

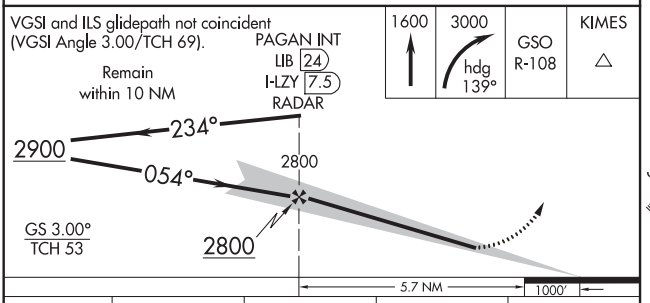
MALSR

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°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75

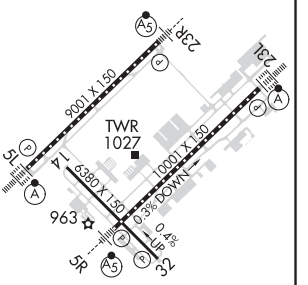


ELEV 926 D TDZE 900



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

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GREENSBORO, NORTH CAROLINA AL-178 (FAA) 20366

RNAV (GPS) RWY 5L

PIEDMONT TRIAD INTL (GSO)

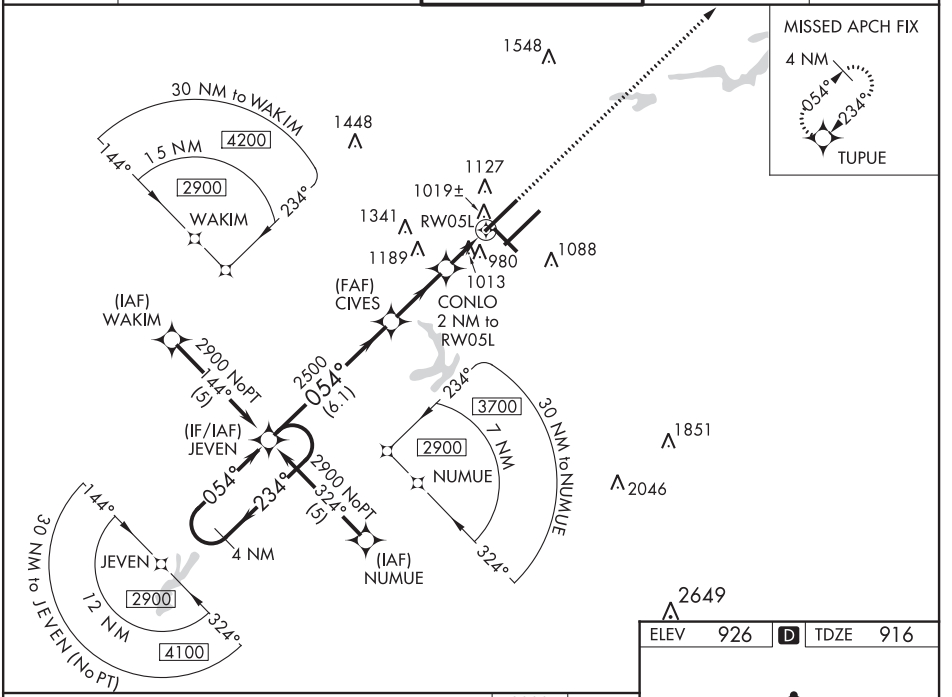
WAAS	APP CRS	Rwy Idg	9000
CH 86515	054°	TDZE	916
W05B		Apt Elev	926

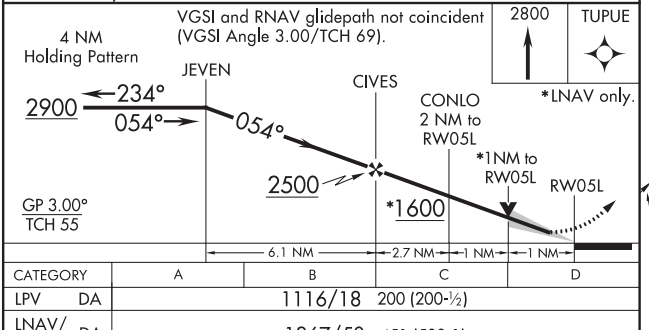
For inop ALSF, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 5R, ILS Rwy 5R (CAT II). Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

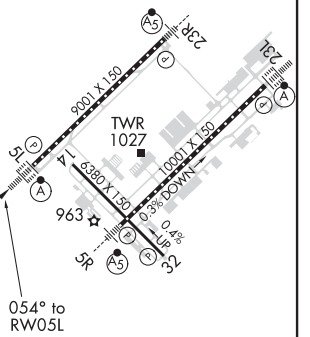
ALSF-2

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°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







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

GREENSBORO, NORTH CAROLINA
Orig-D 26MAR20

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

RNAV (GPS) RWY 5L

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5R

PIEDMONT TRIAD INTL (GSO)

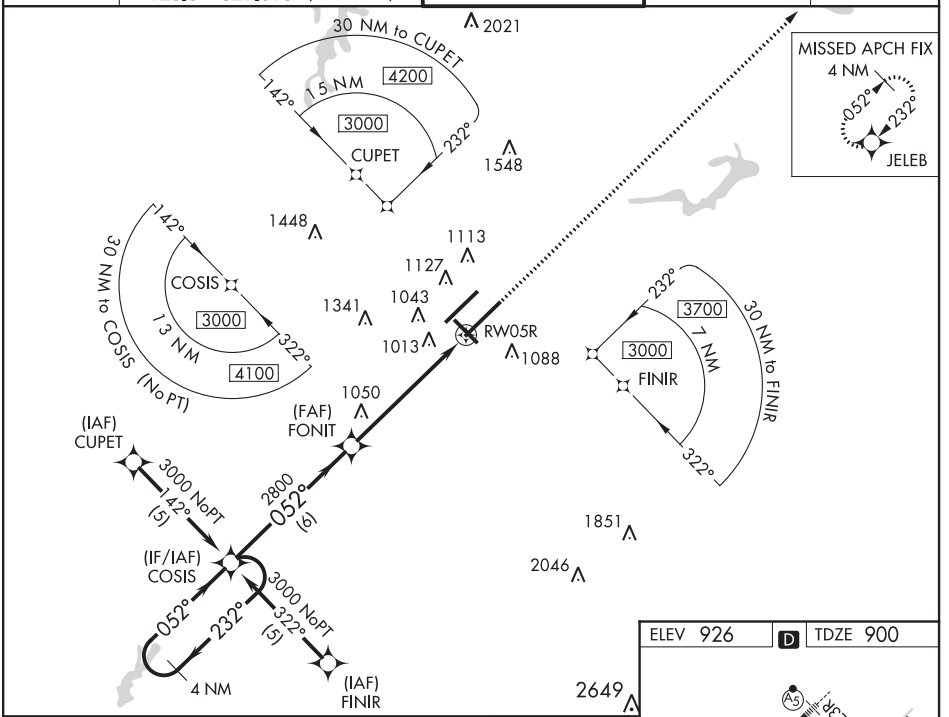
WAAS CH 53610 W05A	APP CRS 052°	Rwy Idg 10001 TDZE 900 Apt Elev 926

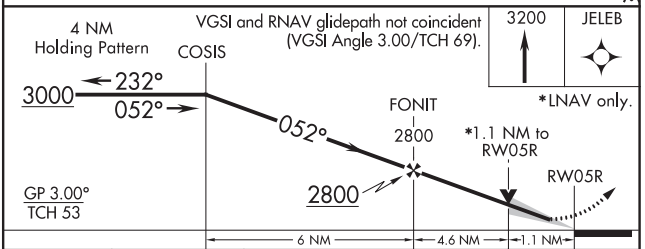
For inop MALSR, increase LNAV Cat D visibility to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 5L, ILS Rwy 5L (CAT II), ILS Rwy 5L (CAT III). Use of FD or AP providing RNAV 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.

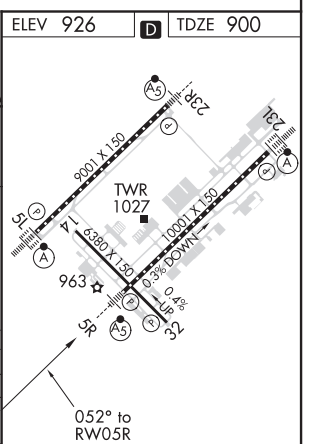
MALSR

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°) 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENSBORO, NORTH CAROLINA AL-178 (FAA) 20366

RNAV (GPS) RWY 14

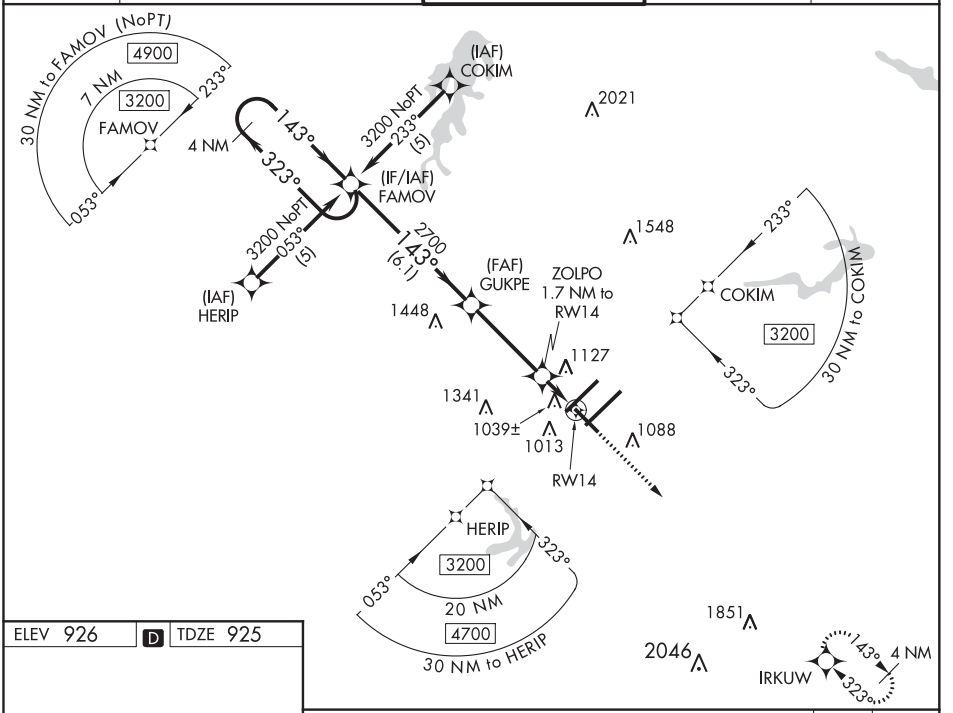
PIEDMONT TRIAD INTL (GSO)

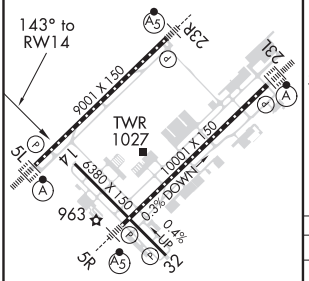
WAAS	APP CRS	Rwy Idg	6380
CH 93919	143°	TDZE	925
W14A		Apt Elev	926

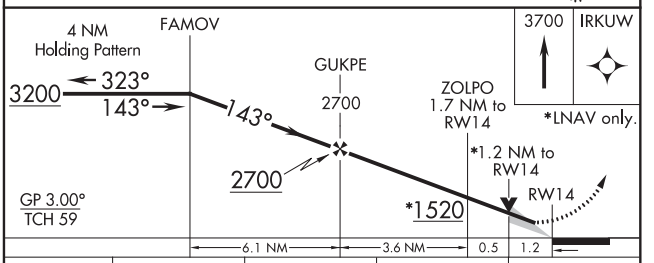
T A Baro-VNAV NA when using Winston-Salem altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winston-Salem altimeter setting: increase LPV DA to 1163 feet; increase LNAV/VNAV DA to 1461 feet; increase all MDAs 40 feet and visibility Cats C and D¼ 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°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75







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)

TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

GREENSBORO, NORTH CAROLINA
Amdt 2A 26MAR20

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

RNAV (GPS) RWY 14

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23L

PIEDMONT TRIAD INTL (GSO)

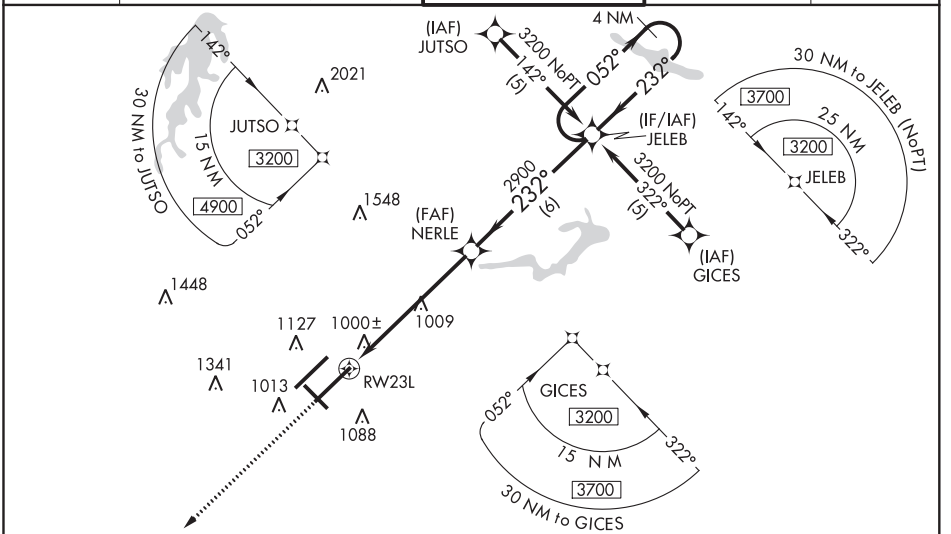
WAAS	APP CRS	Rwy Idg	9601
CH 97710	232°	TDZE	889
W23A		Apt Elev	926

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.

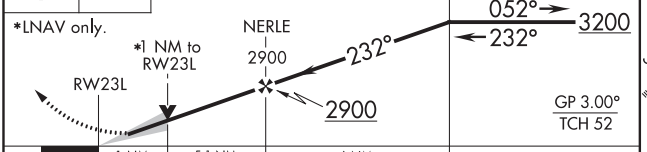
D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



3000	COSIS

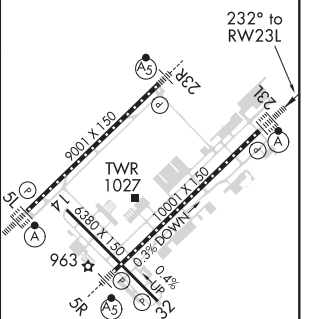
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 55).

4 NM Holding Pattern



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)

ELEV 926 D TDZE 889



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENSBORO, NORTH CAROLINA

AL-178 (FAA)

20366

RNAV (GPS) RWY 23R

PIEDMONT TRIAD INTL (GSO)

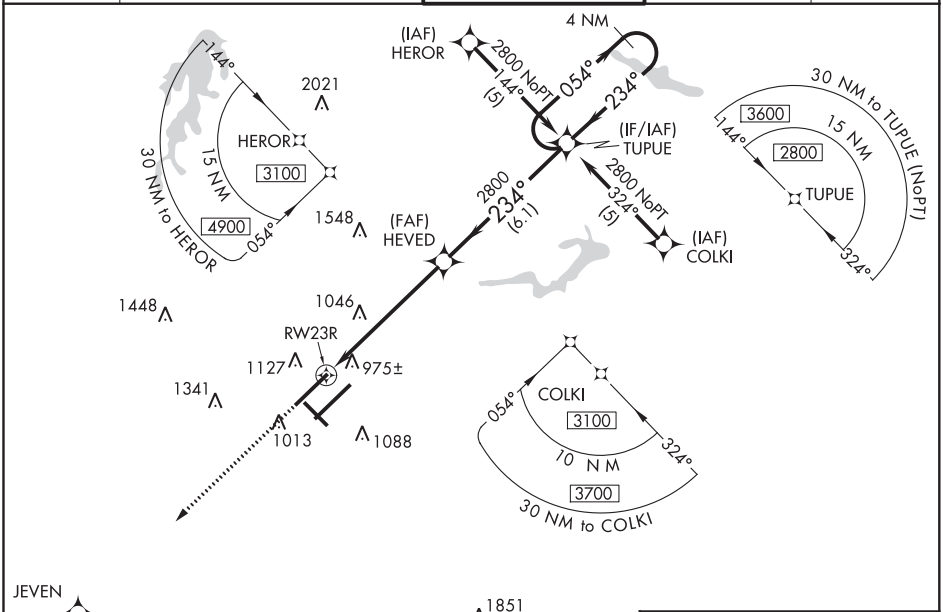
WAAS	APP CRS	Rwy Idg	9000
CH 90315	234°	TDZE	855
W23B		Apt Elev	926

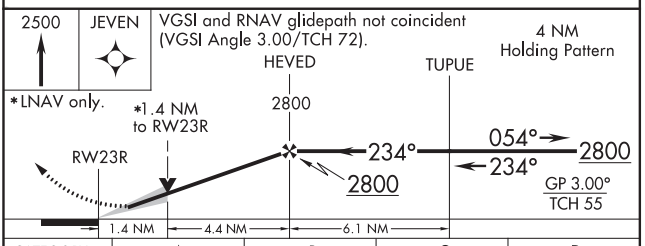
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (116°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC RWY 23L, ILS RWY 23L CAT (II). LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MALSR

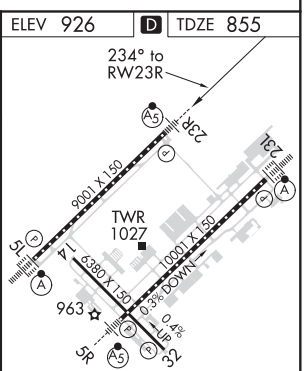
MISSED APPROACH: Climb to 2500 direct JEVEN and hold.

D-ATIS	GREENSBORO APP CON	GREENSBORO TOWER	GND CON	CLNC DEL
128.55	124.35 269.225 (250°-049°) 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

GREENSBORO, NORTH CAROLINA

Orig-D 26MAR20

36°06'N-79°56'W

PIEDMONT TRIAD INTL (GSO)

RNAV (GPS) RWY 23R

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 32

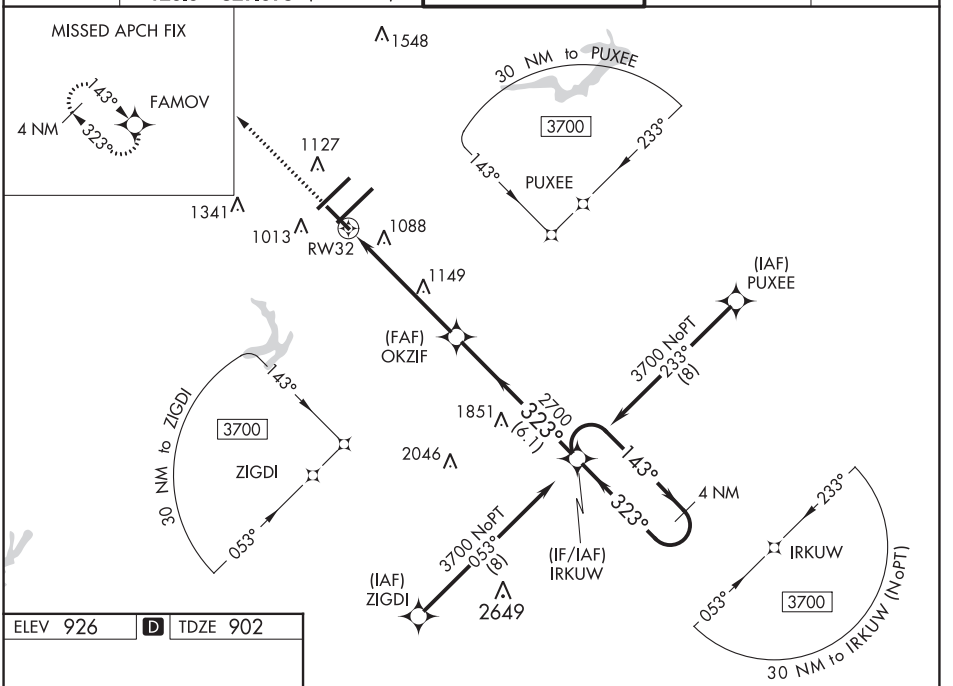
PIEDMONT TRIAD INTL (GSO)

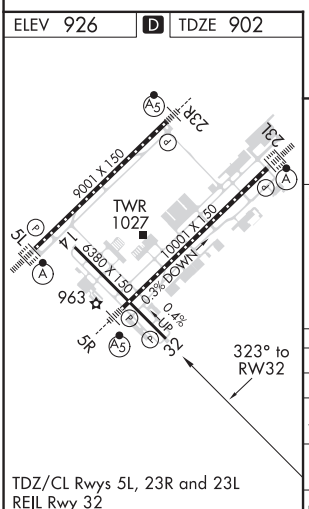
WAAS	APP CRS	Rwy Idg	6380
CH 61035	323°	TDZE	902
W32A		Apt Elev	926

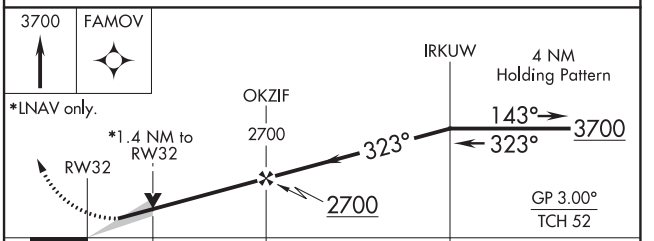
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Smith Reynolds altimeter setting. When local altimeter setting is not received use Smith Reynolds altimeter setting: increase all DA 38 feet and all MDA 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°) 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

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GREENSBORO, NORTH CAROLINA | AL-178 (FAA) | 20366

VOR/DME RWY 23L

PIEDMONT TRIAD INTL (GSO)

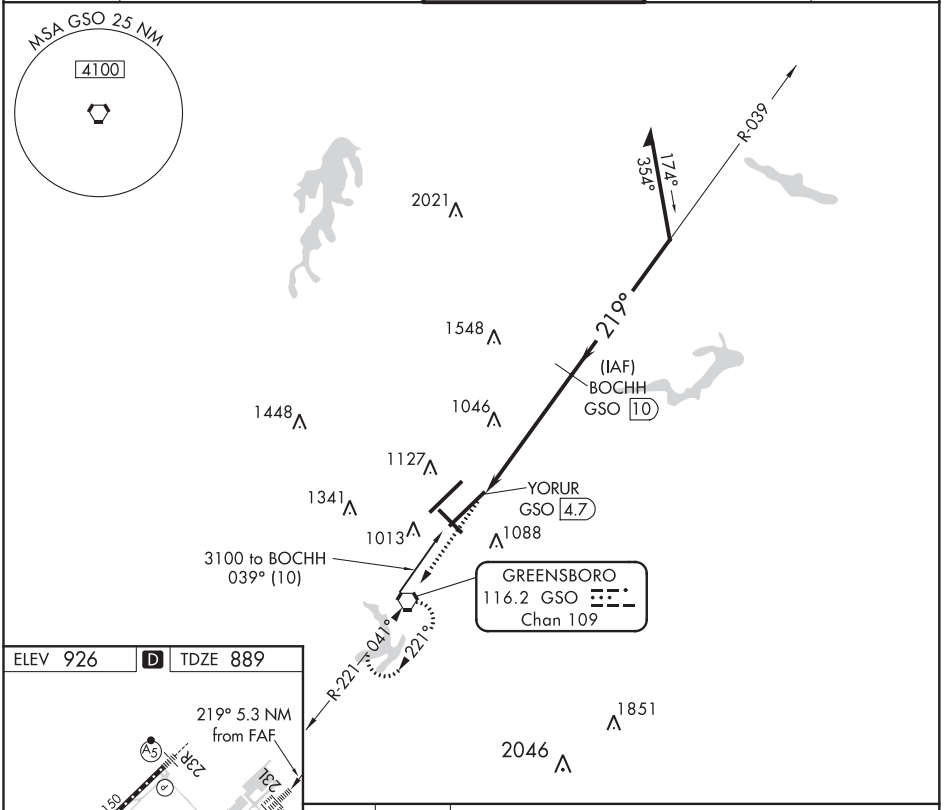
VORTAC GSO	APP CRS	Rwy Idg	9601
116.2	219°	TDZE	889
Chan 109		Apt Elev	926

For inop ALSF, increase S-23L Cat D visibility to RVR 6000.

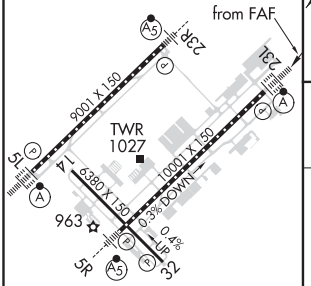
ALSF-2

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°) 126.6 327.075 (050°-249°)	119.1 290.325	121.9 348.6	121.75



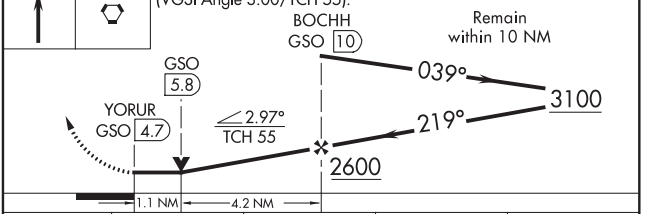
ELEV 926 | D | TDZE 889



TDZ/CL Rwys 5L, 23R and 23L
REIL Rwy 32
HIRL Rwys 14-32, 5R-23L and 5L-23R

3100 | GSO

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 55).



CATEGORY	A	B	C	D
S-23L	1300/24	411 (400-½)	1300/40 411 (400-¾)	1300/50 411 (400-1)
C CIRCLING	1440-1	514 (600-1)	1700-2¼ 774 (800-2¼)	1700-2½ 774 (800-2½)

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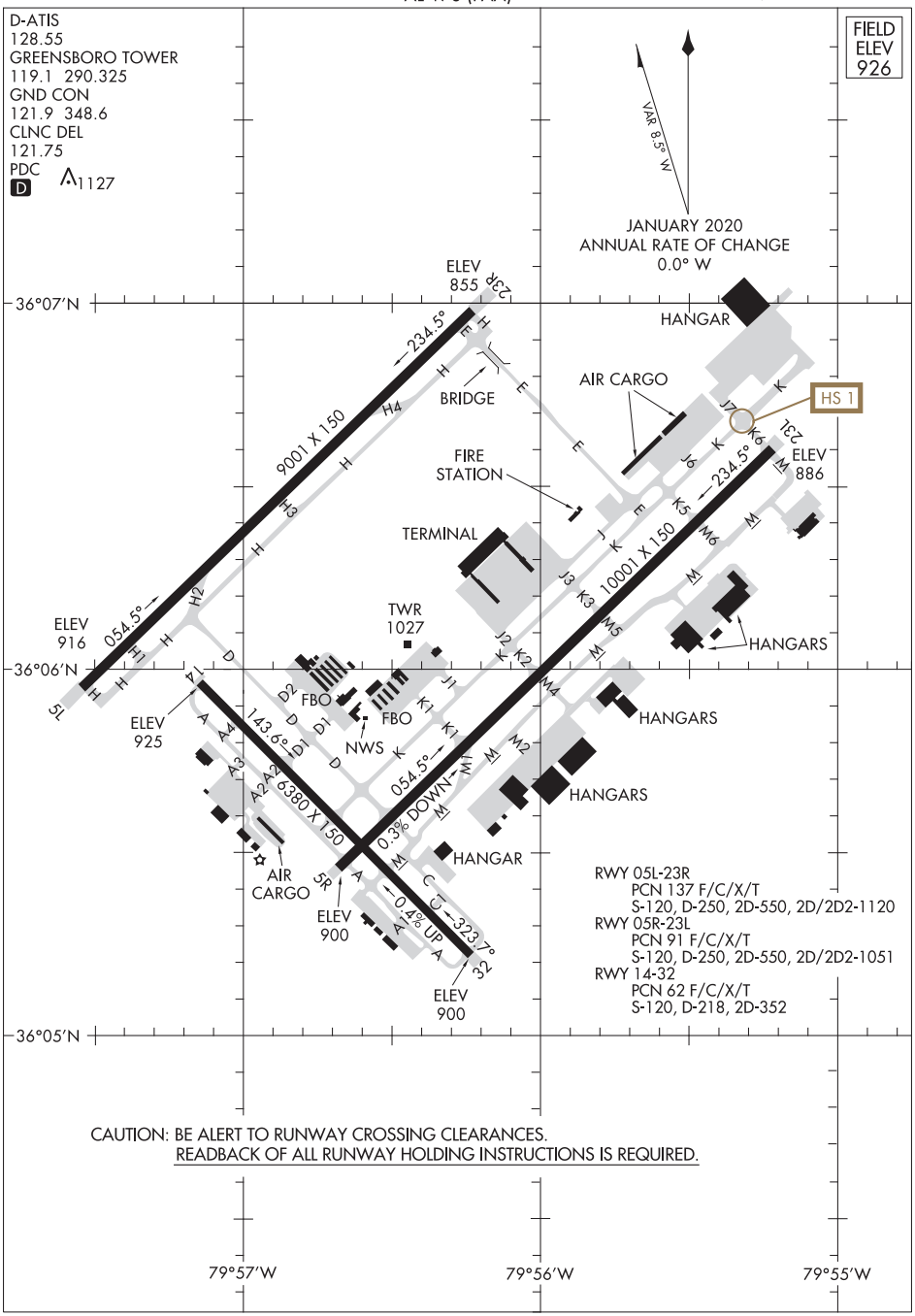
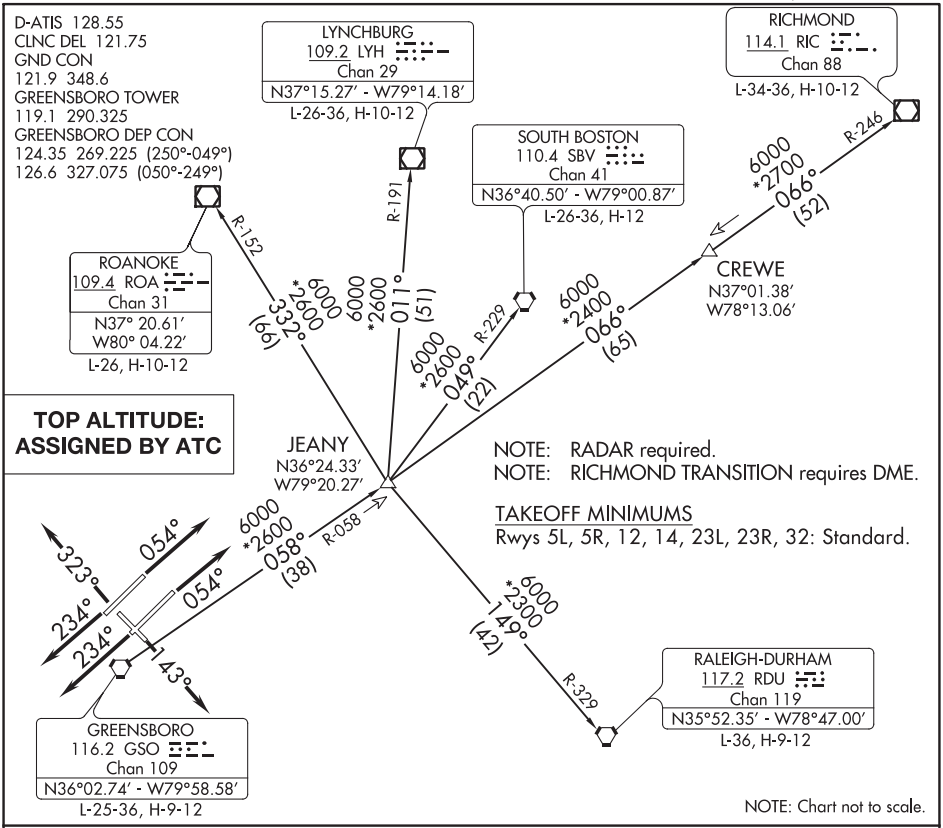


SE-2, 25 FEB 2021 to 22 APR 2021

(QUAK7.GSO) 20086 AL-178 (FAA)

QUAKER SEVEN DEPARTURE

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA



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 RUNWAYS 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.

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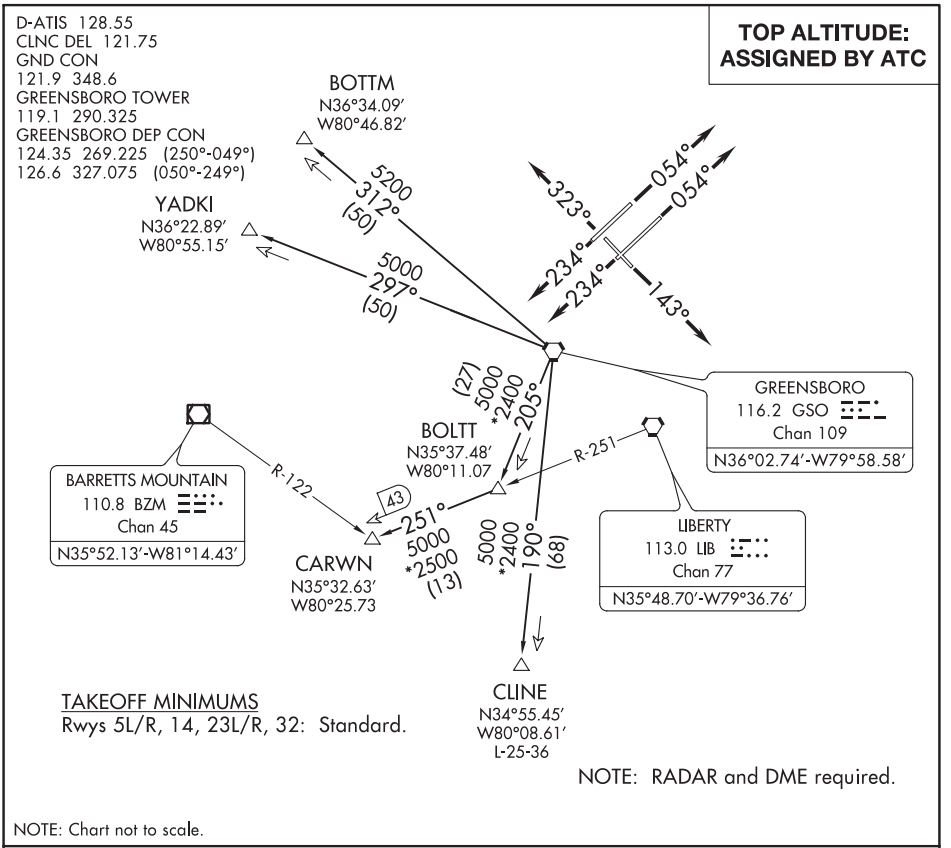
TRIAD NINE DEPARTURE



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.

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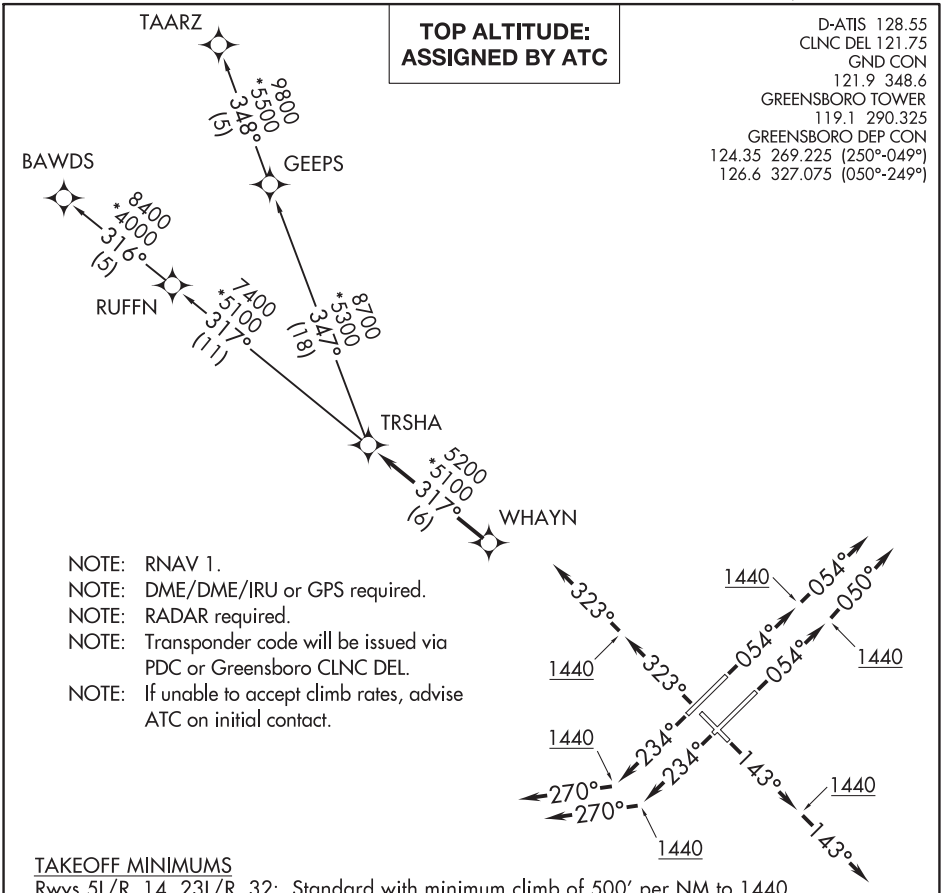
SE-2, 25 FEB 2021 to 22 APR 2021

(TRSHA1.TRSHA) 17285 AL-178 (FAA)

TRSHA ONE DEPARTURE (RNAV)

PIEDMONT TRIAD INTL (GSO)
GREENSBORO, NORTH CAROLINA



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, 25 FEB 2021 to 22 APR 2021

ILS Y or LOC Y RWY 20

PITT-GREENVILLE (PGV)

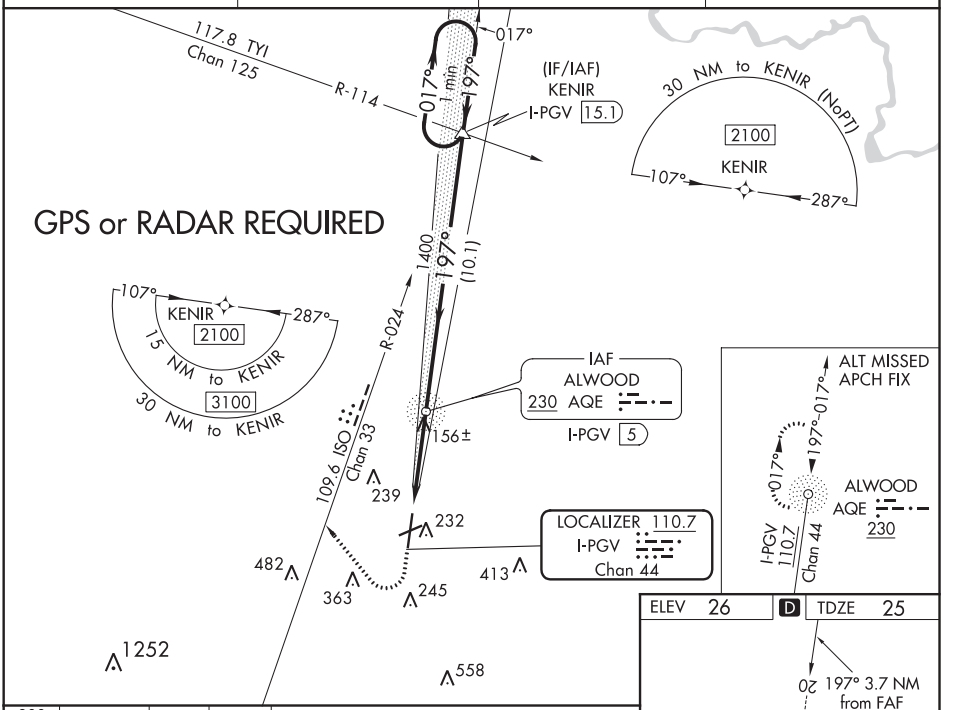
LOC/DME I-PGV	APP CRS	Rwy Idg	6505
110.7	197°	TDZE	25
Chan 44		Apt Elev	26

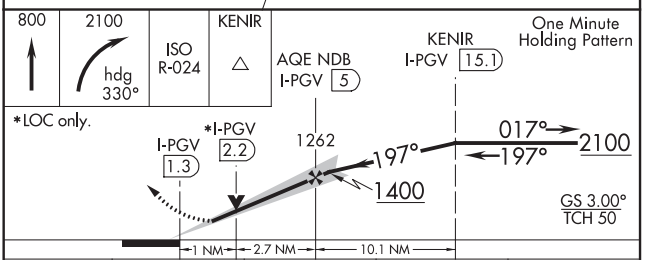
T A Night landing: Rwy 8 NA. ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received, use Washington altimeter setting and increase all DA to 297 and increase all MDA 60 feet; increase S-LOC 20 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. For inop MALSR when using Washington altimeter setting, increase S-ILS 20 all Cats visibility to ⅞ mile.

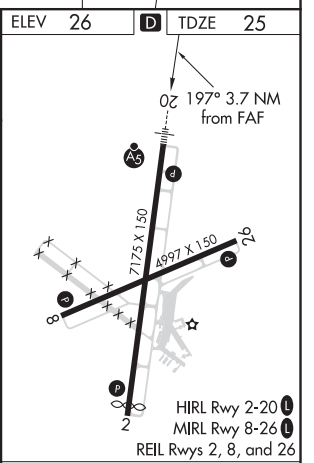
MALSR

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







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

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SE-2, 25 FEB 2021 to 22 APR 2021

GREENVILLE, NORTH CAROLINA | AL-5521 (FAA) | 21056

ILS Z or LOC Z RWY 20

PITT-GREENVILLE (PGV)

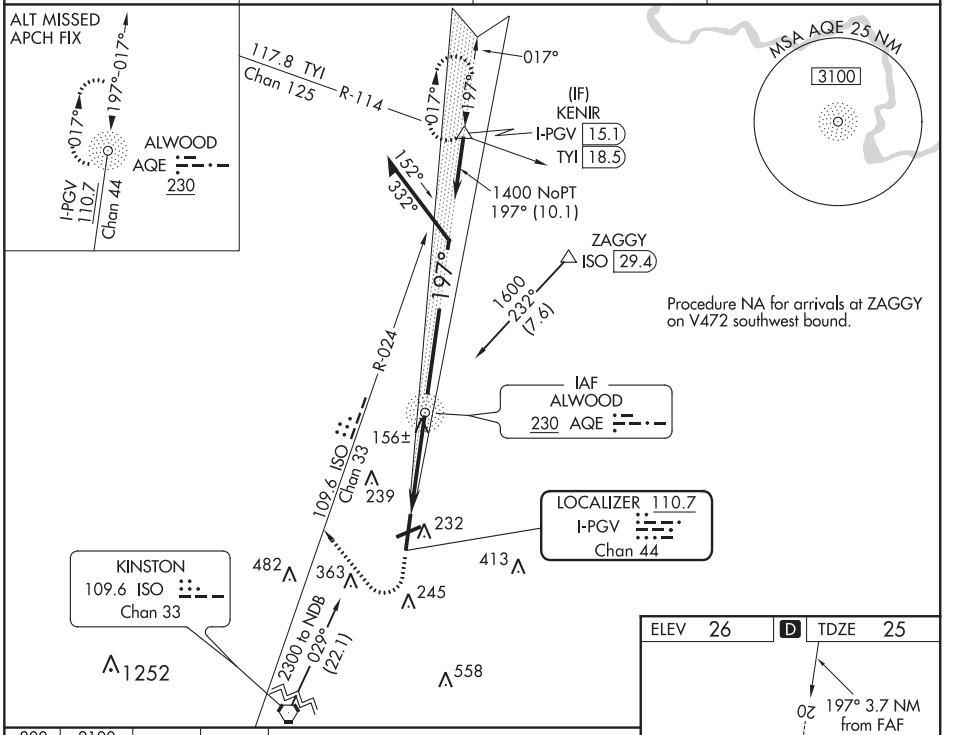
LOC/DME I-PGV	APP CRS	Rwy Idg	6505
110.7	197°	TDZE	25
Chan 44		Apt Elev	26

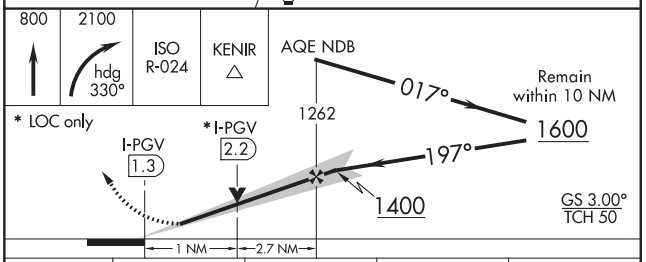
T A Night Landing: Rwy 8 NA. ADF required. VDP NA with Washington altimeter setting. When local altimeter setting not received, use Washington altimeter setting and increase all DA to 297 and increase all MDA 60 feet; increase S-LOC 20 Cat C/D visibility and Circling Cat C/D visibility ¼ mile. For inop MALSR when using Washington altimeter setting, increase S-ILS 20 all Cats visibility to ⅞ mile.

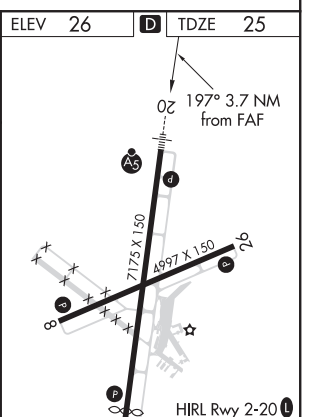
MALSR

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







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

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SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 42738 W02A	APP CRS 017°	Rwy Idg 6904 TDZE 24 Apt Elev 26

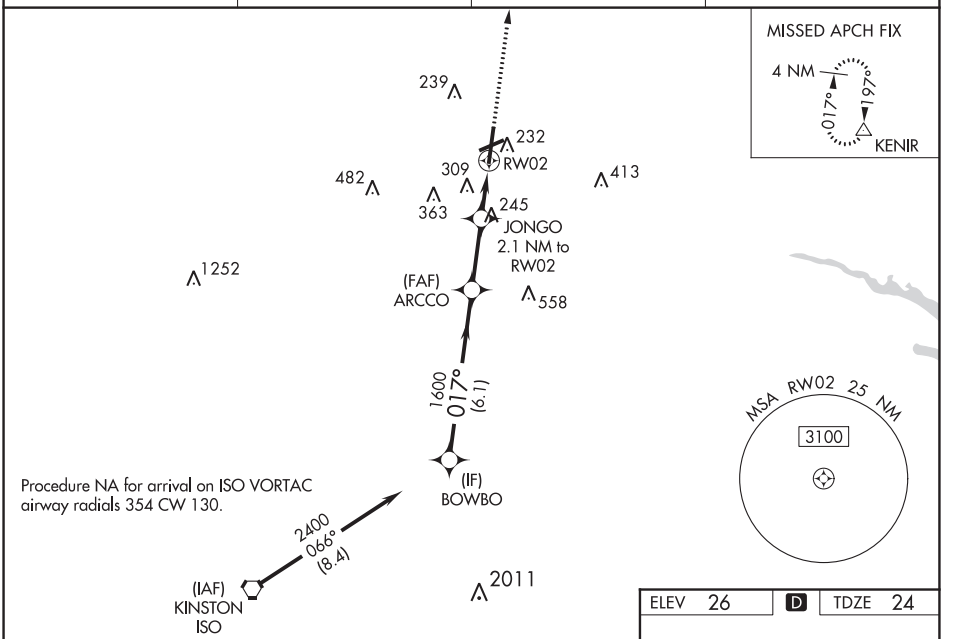
RNAV (GPS) RWY 2

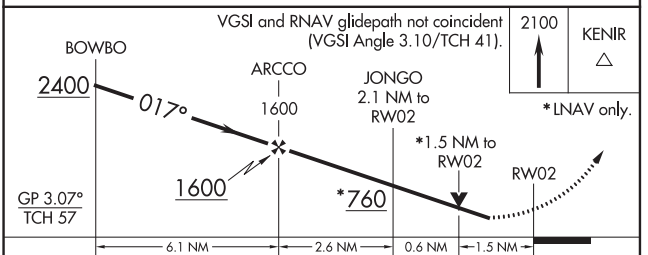
PITT-GREENVILLE (PGV)

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.

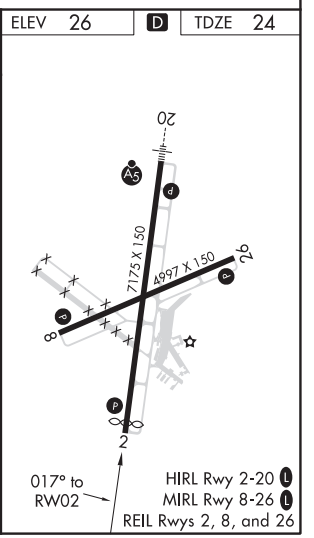
MISSED APPROACH: Climb to 2100 direct KENIR and hold.

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, 25 FEB 2021 to 22 APR 2021
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GREENVILLE, NORTH CAROLINA | AL-5521 (FAA) | 21056

APP CRS	Rwy Idg	4997
076°	TDZE	24
	Apt Elev	26

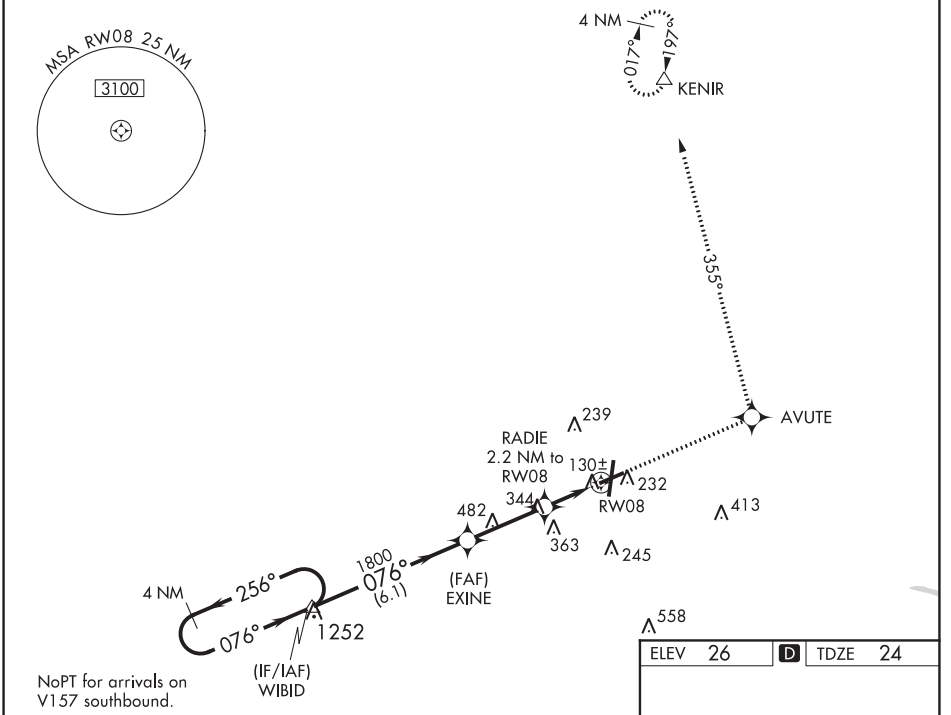
RNAV (GPS) RWY 8

PITT-GREENVILLE (PGV)

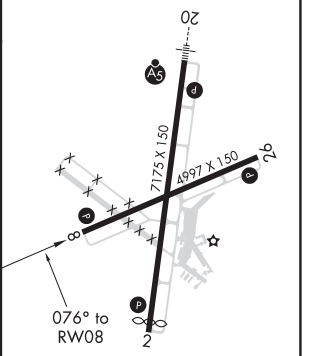
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all MDA 60 feet and increase LNAV Cats C and D and Circling Cat C visibilities ¼ mile.

MISSED APPROACH: Climb to 3000 direct AVUTE and via 355° track to KENIR and hold.

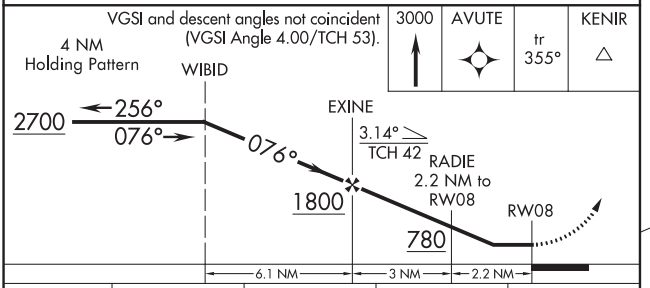
AWOS-3	WASHINGTON CENTER	CLNC DEL	UNICOM
128.425	123.85 279.65	122.35	122.8 (CTAF) L



ELEV 26 | D | TDZE 24



HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26



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)

GREENVILLE, NORTH CAROLINA
Amdt 2A 17DEC09

35°38'N-77°23'W

PITT-GREENVILLE (PGV)

RNAV (GPS) RWY 8

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 87011 W20A	APP CRS 197°	Rwy Idg 6505 / TDZE 25 / Apt Elev 26

RNAV (GPS) RWY 20

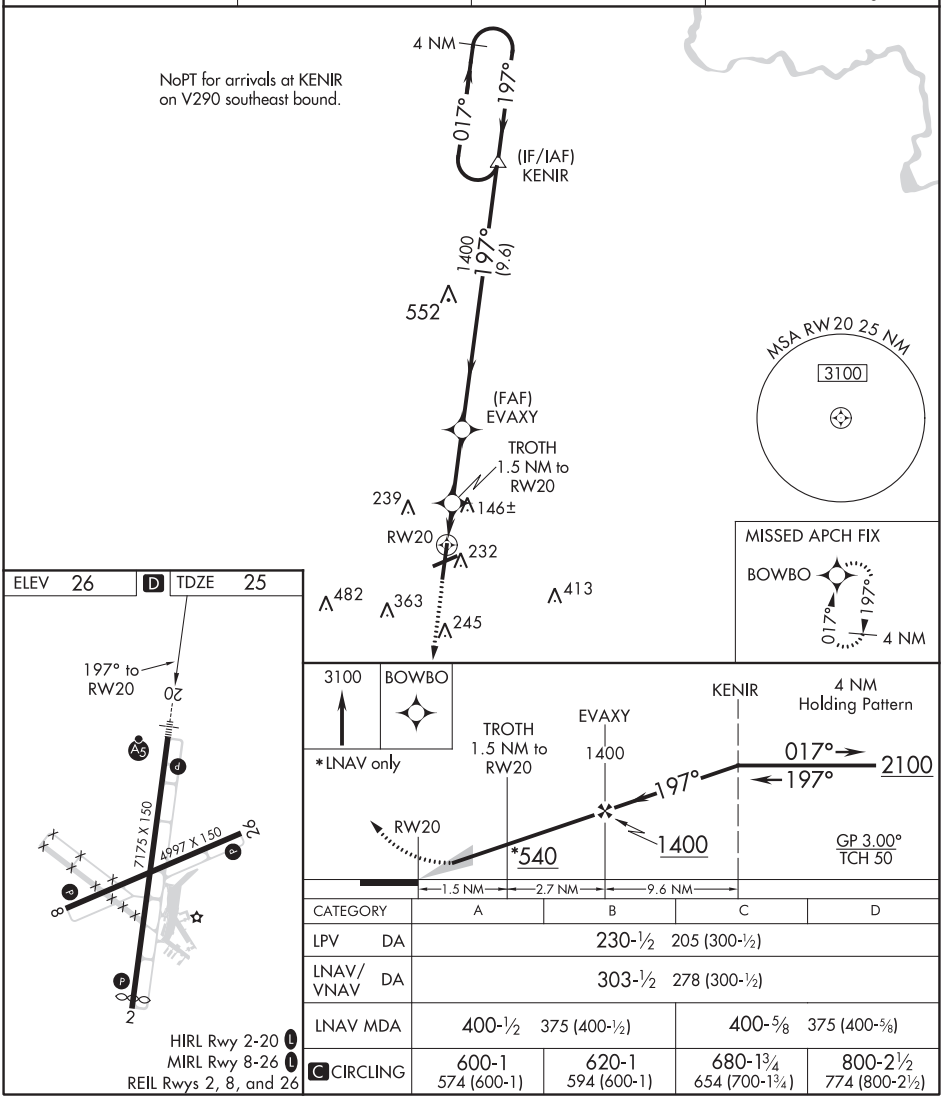
PITT-GREENVILLE (PGV)

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 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



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)

HIRL Rwy 2-20 L
MIRL Rwy 8-26 L
REIL Rwys 2, 8, and 26

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GREENVILLE, NORTH CAROLINA | AL-5521 (FAA) | 21056

RNAV (GPS) RWY 26

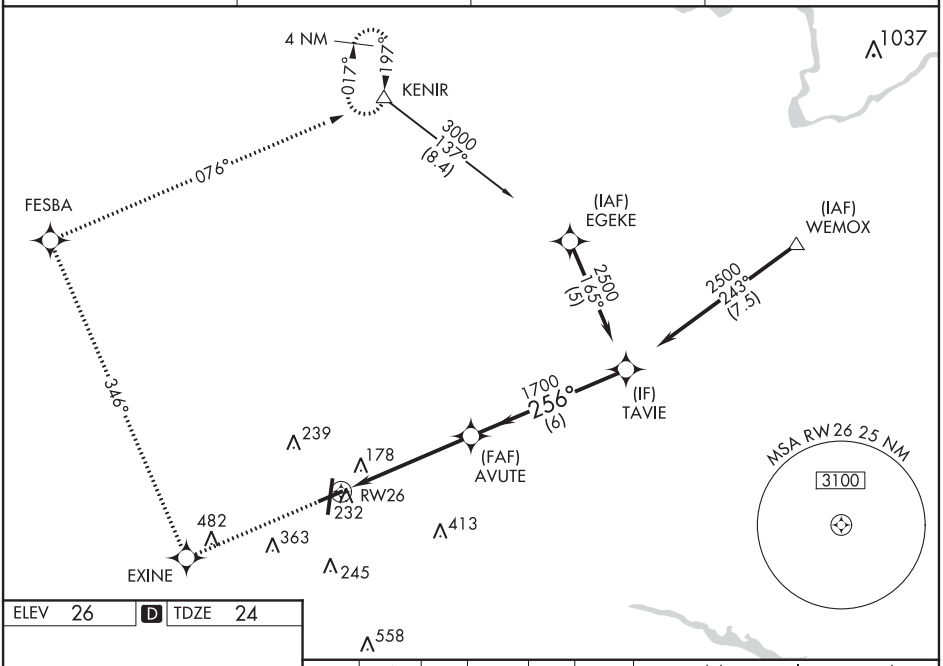
PITT-GREENVILLE (PGV)

WAAS CH 53711 W26A	APP CRS 256°	Rwy Idg 4997 / TDZE 24 / Apt Elev 26

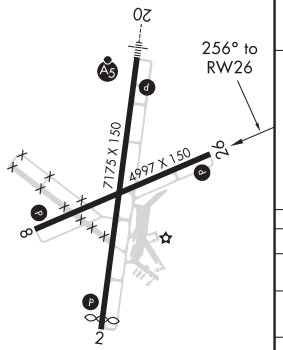
Baro-VNAV NA when using Washington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received use Washington altimeter setting and increase all DA 41 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



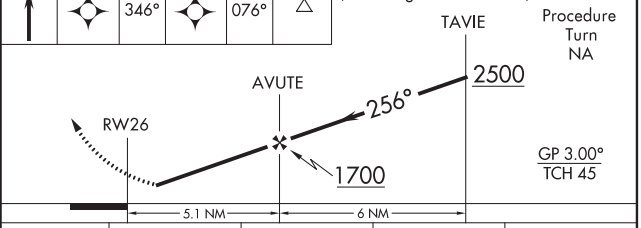
ELEV 26 | D | TDZE 24



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).



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)

GREENVILLE, NORTH CAROLINA
Amdt 2A 17DEC09

35°38'N-77°23'W

PITT-GREENVILLE (PGV)

RNAV (GPS) RWY 26

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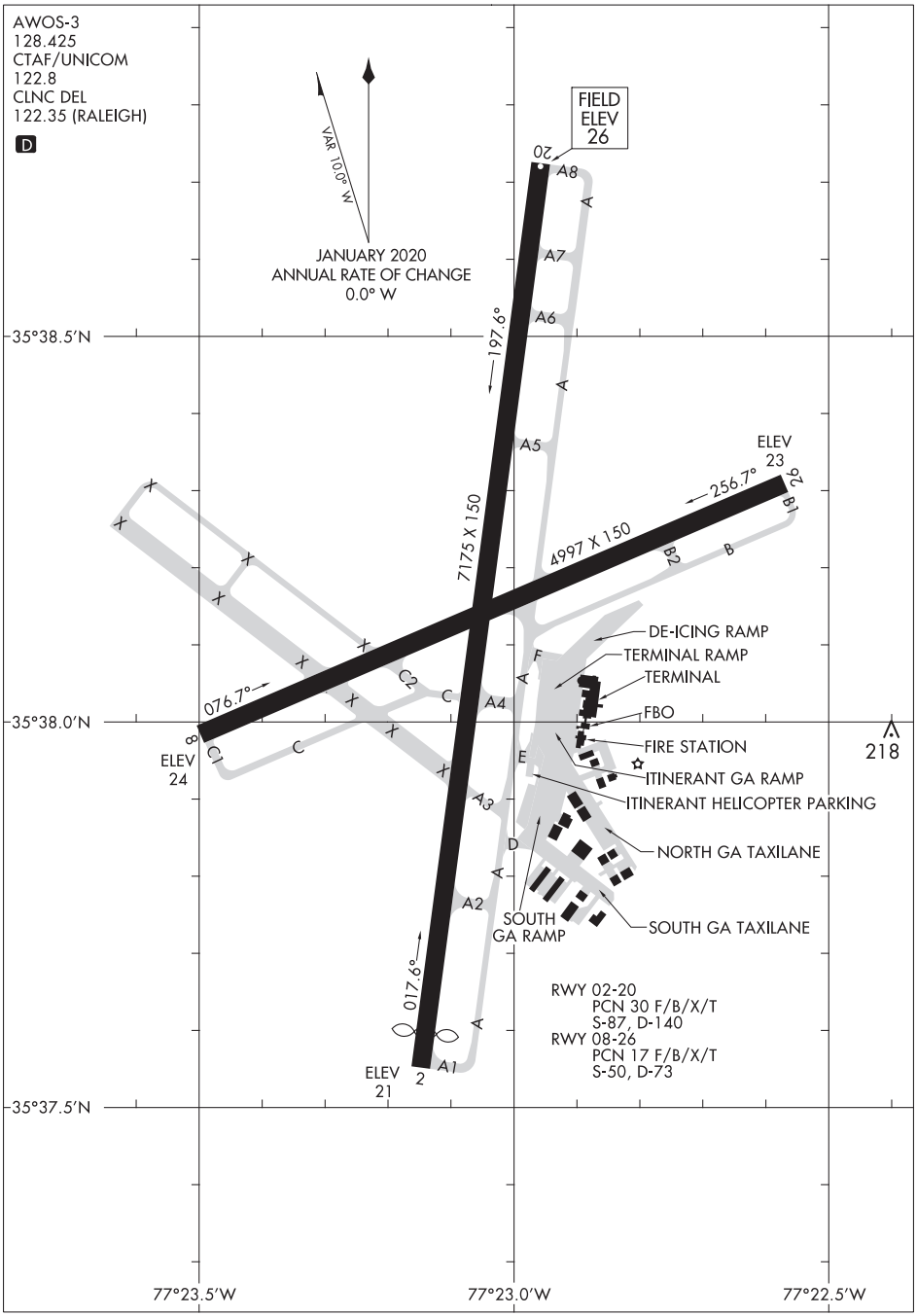


SE-2, 25 FEB 2021 to 22 APR 2021

GREENVILLE, SOUTH CAROLINA AL-179 (FAA) 20086

ILS or LOC RWY 5

DONALDSON FIELD (GYH)

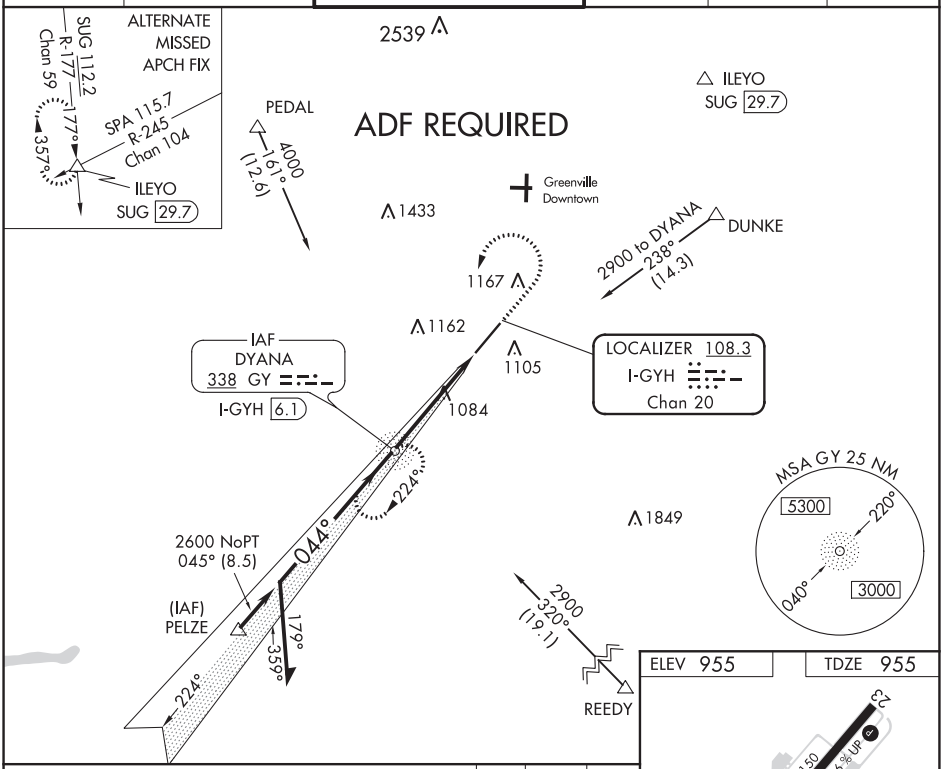
LOC/DME I-GYH	APP CRS	Rwy Idg 8000
108.3	044°	TDZE 955
Chan 20		Apt Elev 955

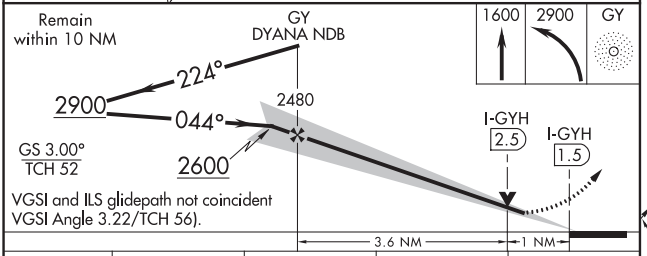
When local altimeter setting not received, use Greer altimeter setting and increase all DAs/MDAs 40 feet, increase S-LOC Cat C visibility ¼ mile.

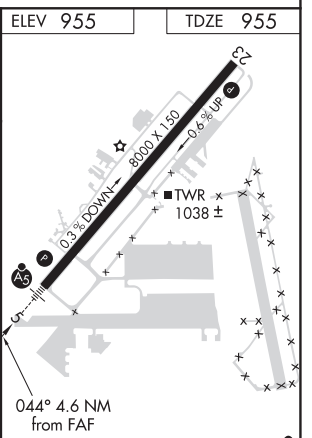
MALSR

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







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

GREENVILLE, SOUTH CAROLINA
Amdt 5A 18OCT12

34°46'N-82°23'W

DONALDSON FIELD (GYH)

ILS or LOC RWY 5

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SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

DONALDSON FIELD (GYH)

WAAS	APP CRS	Rwy Idg	8000
CH 72603	044°	TDZE	955
W05A		Apt Elev	955

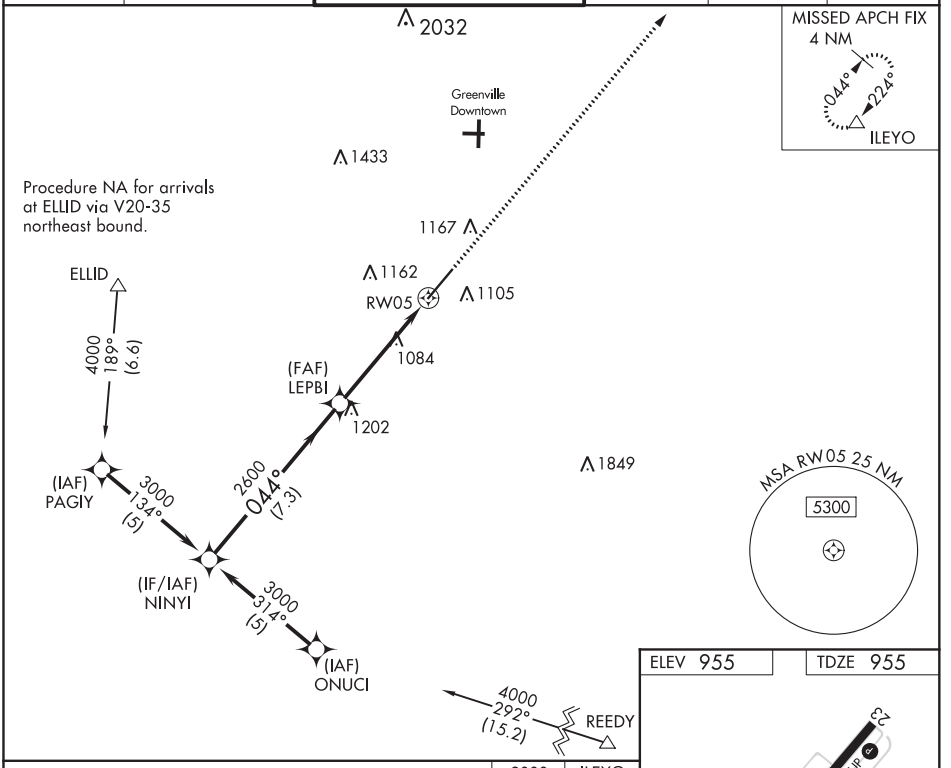
If local altimeter setting not received, use Greer altimeter setting and increase DA 28 feet and all MDAs 40 feet. VDP NA when using Greer altimeter setting. DME/DME RNP-0.3 NA.

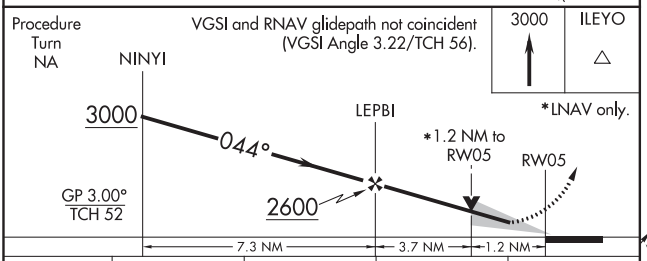
NA

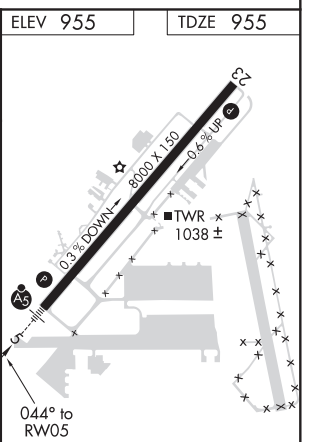
MALSR

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENVILLE, SOUTH CAROLINA AL-179 (FAA) 19283

RNAV (GPS) RWY 23

DONALDSON FIELD (GYH)

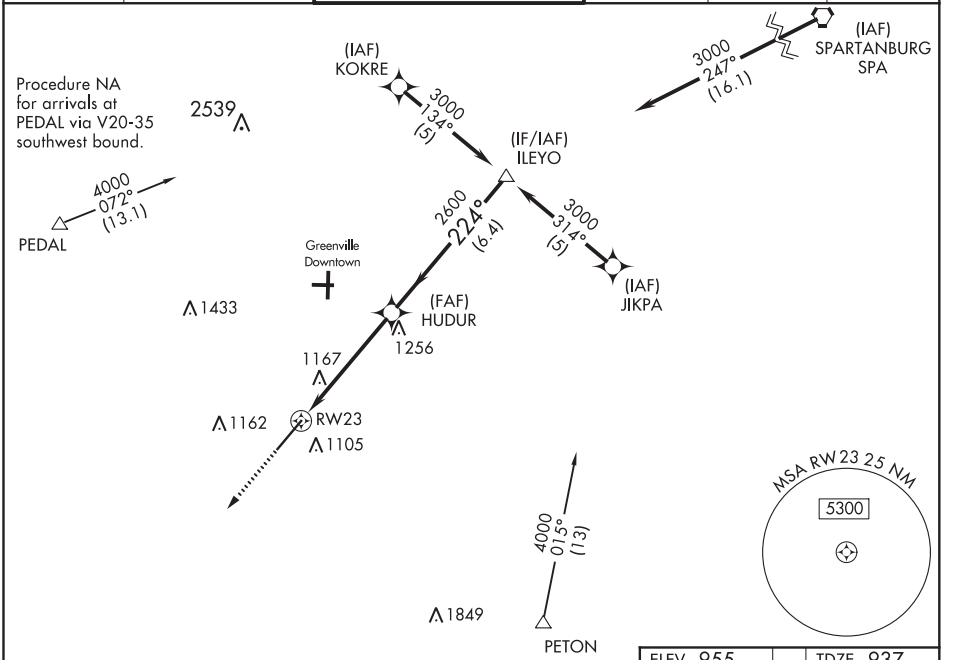
APP CRS	Rwy Idg	8000
224°	TDZE	937
	Apt Elev	955

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.

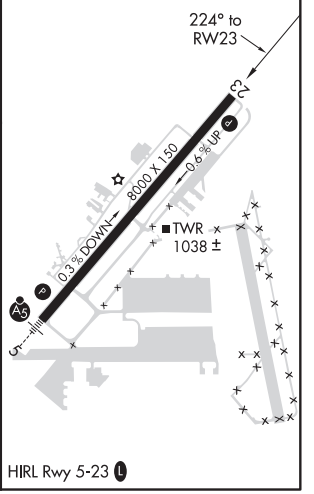
NA

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



ELEV 955 TDZE 937

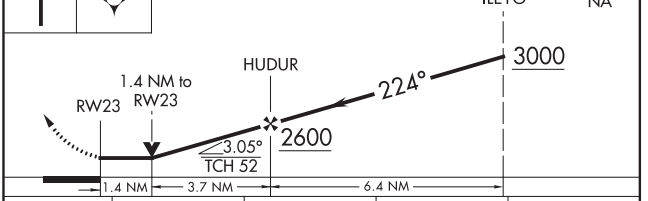


HIRL Rwy 5-23 (L)

3000 NINYI

VGSI and descent angles not coincident (VGSI Angle 4.14/TCH 95).

Procedure Turn NA

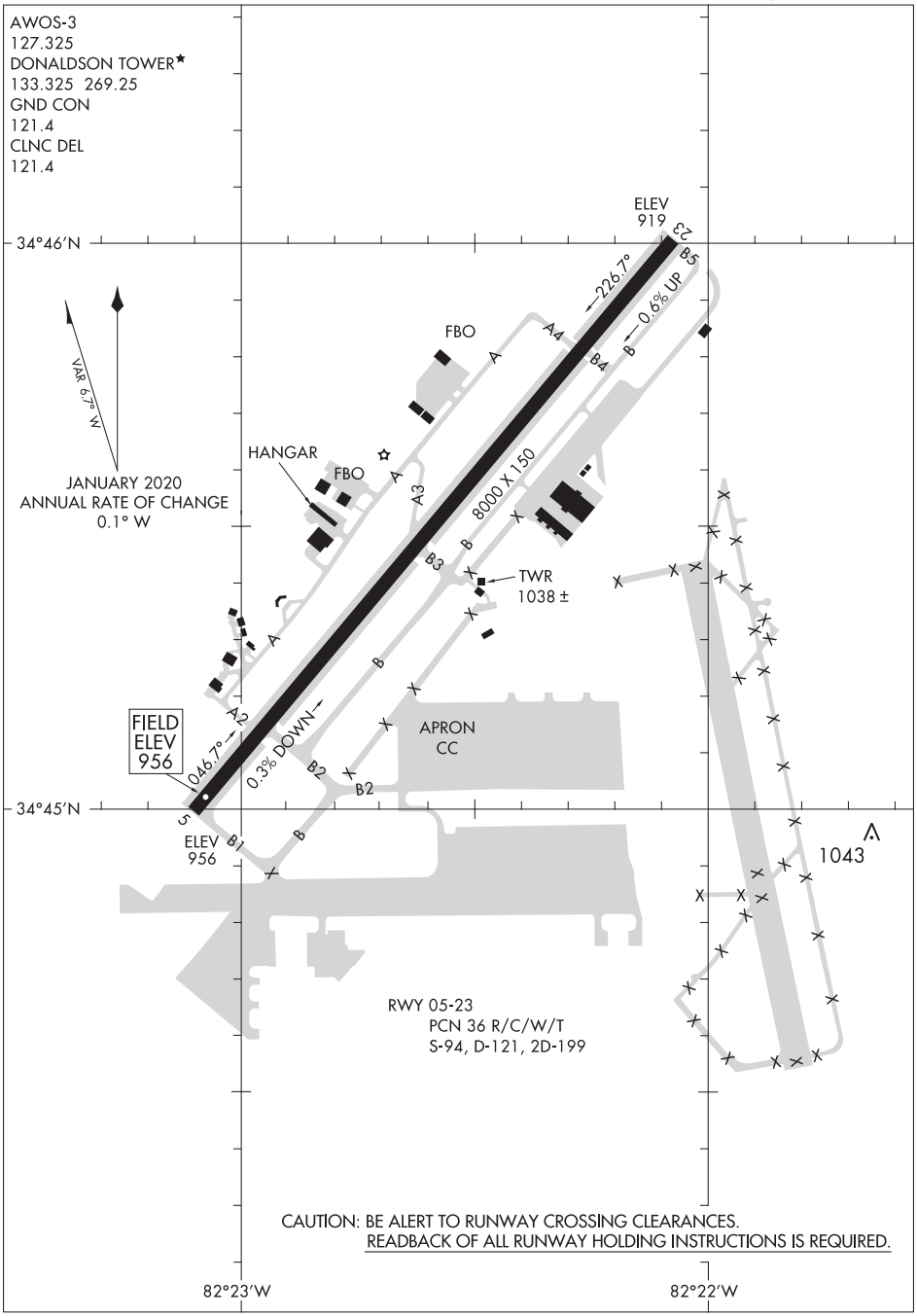


CATEGORY	A	B	C	D
LNAV MDA	1420-1	483 (500-1)	1420-1¼ 483 (500-1¼)	1420-1½ 483 (500-1½)
CIRCLING	1420-1	465 (500-1)	1480-1½ 525 (600-1½)	1520-2 565 (600-2)

GREENVILLE, SOUTH CAROLINA DONALDSON FIELD (GYH)

Orig-A 18OCT12 34°46'N-82°23'W RNAV (GPS) RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(BIMMR2.BIMMR) 19115 AL-179 (FAA)

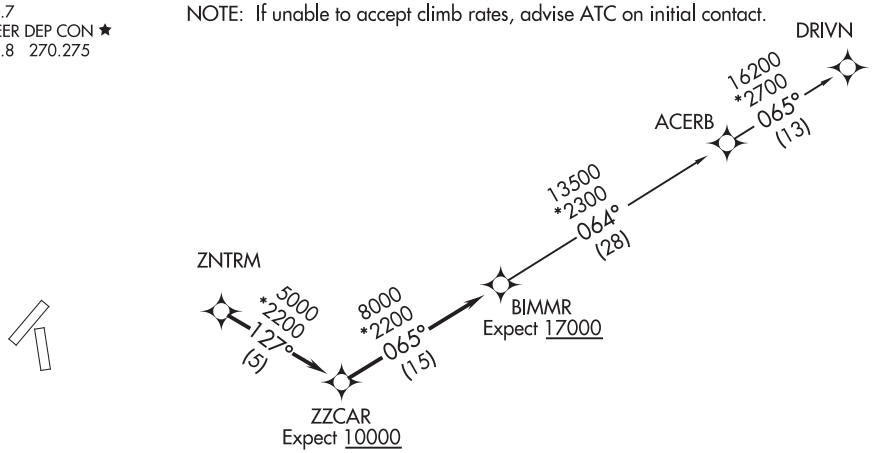
BIMMR TWO DEPARTURE (RNAV)

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)

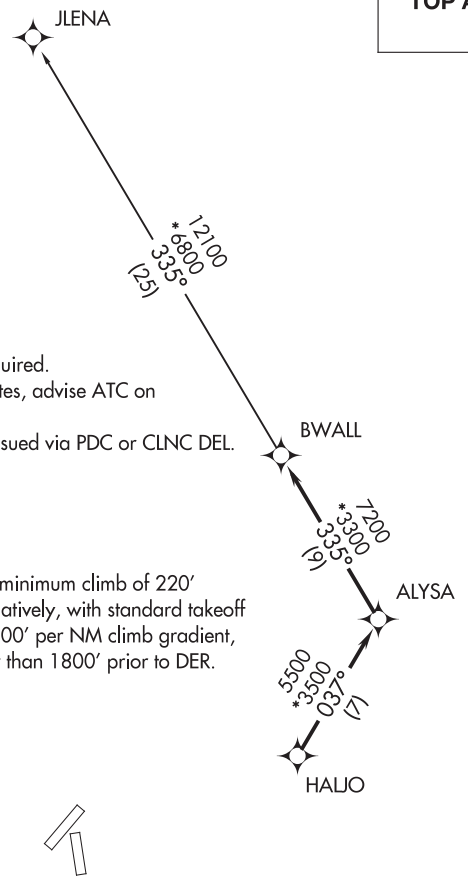
DRIVN TRANSITION (BIMMR2.DRIVN)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BWALL TWO DEPARTURE (RNAV)

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: 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.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENVILLE, SOUTH CAROLINA AL-180 (FAA) 20198

ILS Y or LOC Y RWY 1

GREENVILLE DOWNTOWN (GMU)

LOC I-GMU	APP CRS	Rwy Idg	5393
109.7	006°	TDZE	1015
		Apt Elev	1048

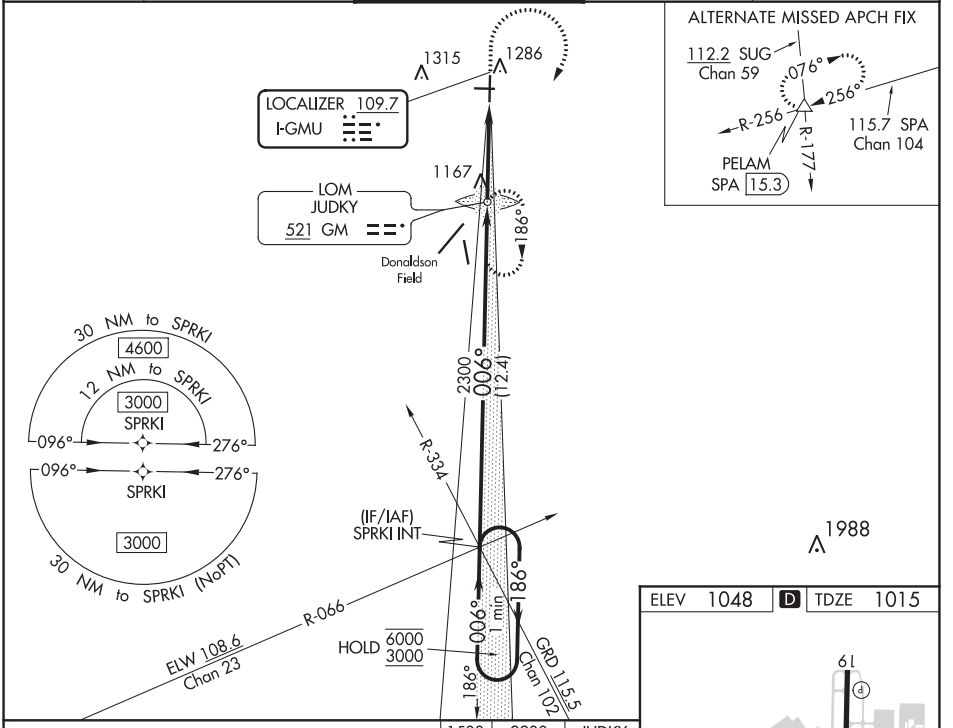
RNAV-1 GPS required for procedure entry.
ADF required.

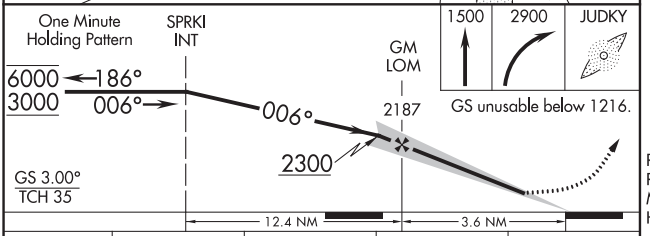
ASR When local altimeter setting not received, use Greer altimeter setting and increase S-ILS 1 DA to 1245, increase all MDAs 40 feet and visibility S-LOC 1 Cat C and D ⅛ SM and Circling Cat C visibility ¼ SM. Inop table does not apply to S-ILS 1.

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) 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

GREENVILLE, SOUTH CAROLINA
Orig-B 25APR19

34°51′N-82°21′W

GREENVILLE DOWNTOWN (GMU)

ILS Y or LOC Y RWY 1

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ILS Z or LOC Z RWY 1
GREENVILLE DOWNTOWN (GMU)

LOC I-GMU	APP CRS	Rwy Idg	5393
109.7	006°	TDZE	1015
		Apt Elev	1048

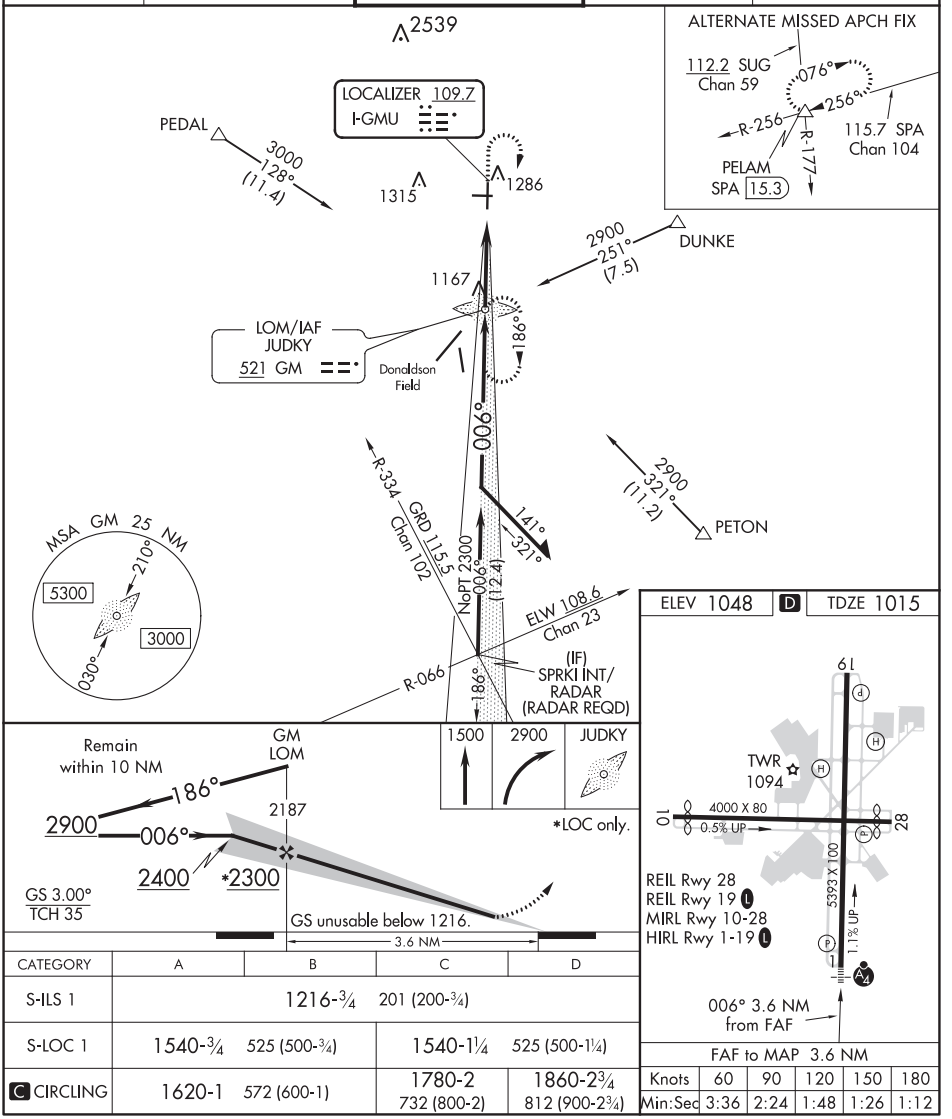
ADF required.

V A 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENVILLE, SOUTH CAROLINA | AL-180 (FAA) | 20198

RNAV (GPS) RWY 1

GREENVILLE DOWNTOWN (GMU)

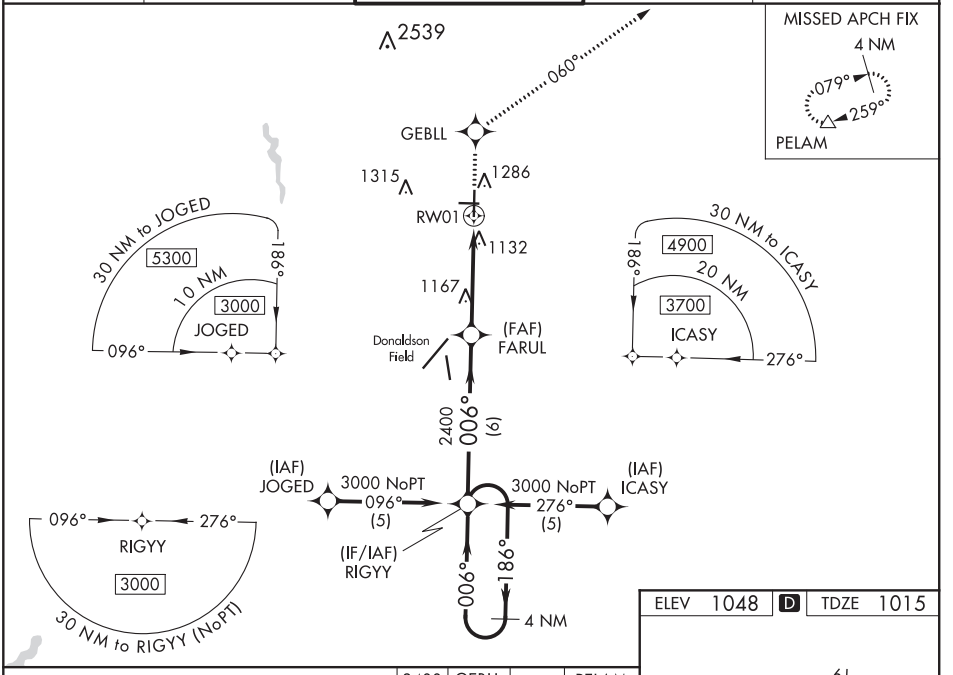
WAAS CH 53413 W01A	APP CRS 006°	Rwy Idg 5393 / TDZE 1015 / Apt Elev 1048

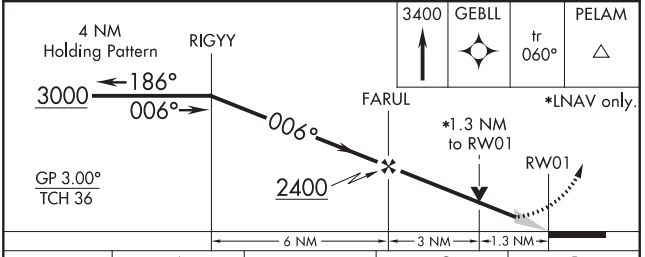
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet, increase LPV 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

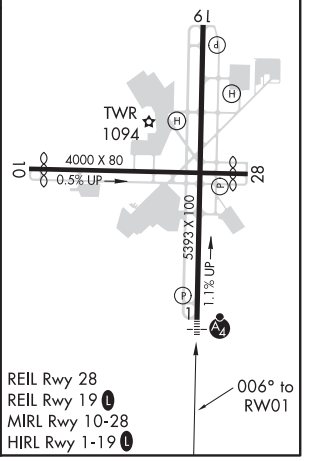
MISSED APPROACH: Climb to 3400 direct GEBLL and via track 060° to PELAM and hold.

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)



GREENVILLE, SOUTH CAROLINA
Orig-D 18JUN20

34°51'N-82°21'W

GREENVILLE DOWNTOWN (GMU)
RNAV (GPS) RWY 1

SE-2, 25 FEB 2021 to 22 APR 2021

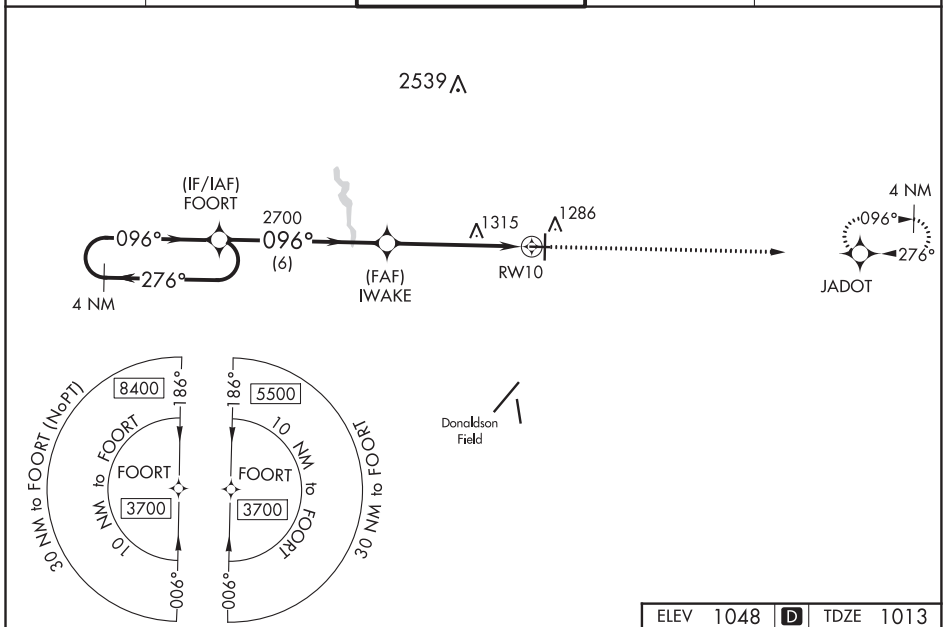
WAAS CH 49137 W10A	APP CRS 096°	Rwy Idg 3463 TDZE 1013 Apt Elev 1048

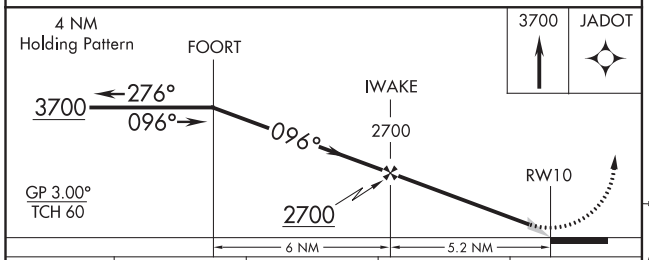
RNAV (GPS) RWY 10
GREENVILLE DOWNTOWN (GMU)

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.

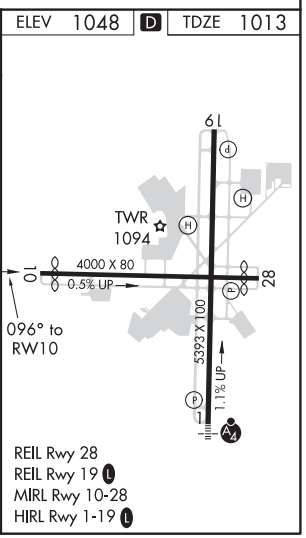
MISSED APPROACH: Climb to 3700 direct JADOT and hold.

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





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENVILLE, SOUTH CAROLINA | AL-180 (FAA) | 20198

RNAV (GPS) RWY 19

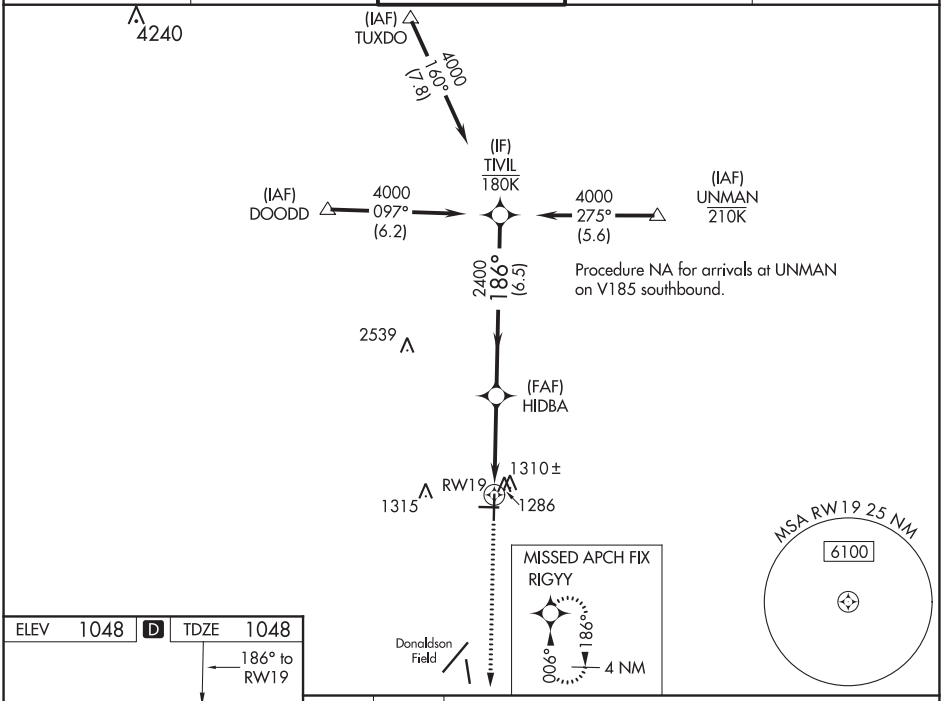
GREENVILLE DOWNTOWN (GMU)

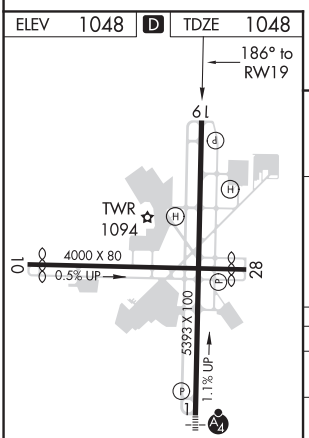
WAAS	APP CRS	Rwy Idg	5393
CH 93837	186°	TDZE	1048
W19A		Apt Elev	1048

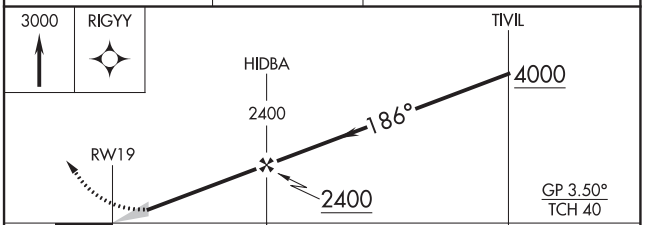
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility ⅛ mile, increase LNAV Cats 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







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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	3463
CH 87037	276°	TDZE	1013
W28A		Apt Elev	1048

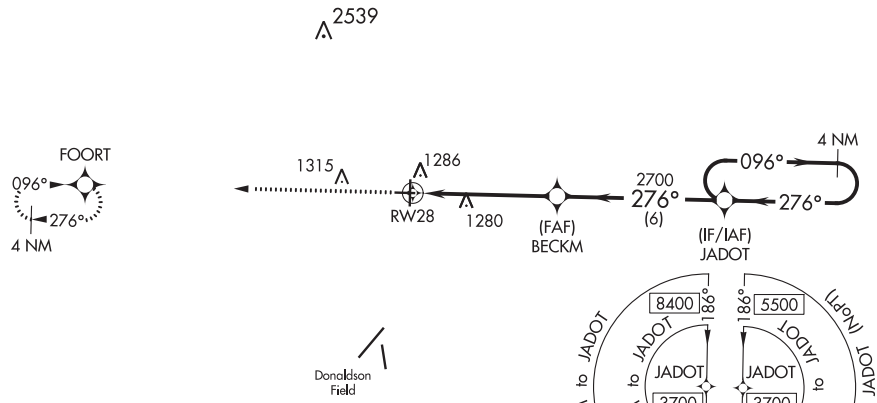
RNAV (GPS) RWY 28

GREENVILLE DOWNTOWN (GMU)

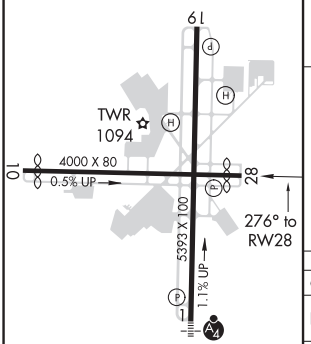
Baro-VNAV NA when using Greer altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -6°C (22°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Greer altimeter setting and increase all DA 29 feet and all MDA 40 feet; increase LNAV/VNAV all 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.

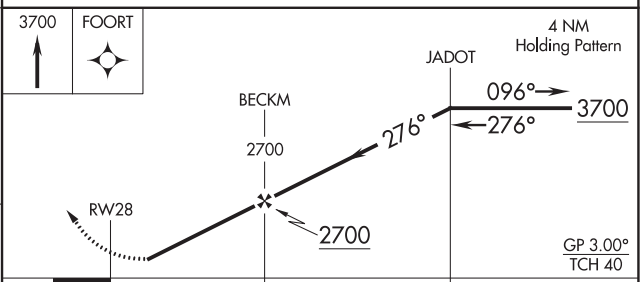
ATIS ★	GREER APP CON ★	GREENVILLE TOWER ★	GND CON	UNICOM
127.075	118.8 270.275	119.9 (CTAF) L 257.7	121.25	122.95



ELEV 1048	D	TDZE 1013



REIL Rwy 28
REIL Rwy 19 L
MIRL Rwy 10-28
HIRL Rwy 1-19 L



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)

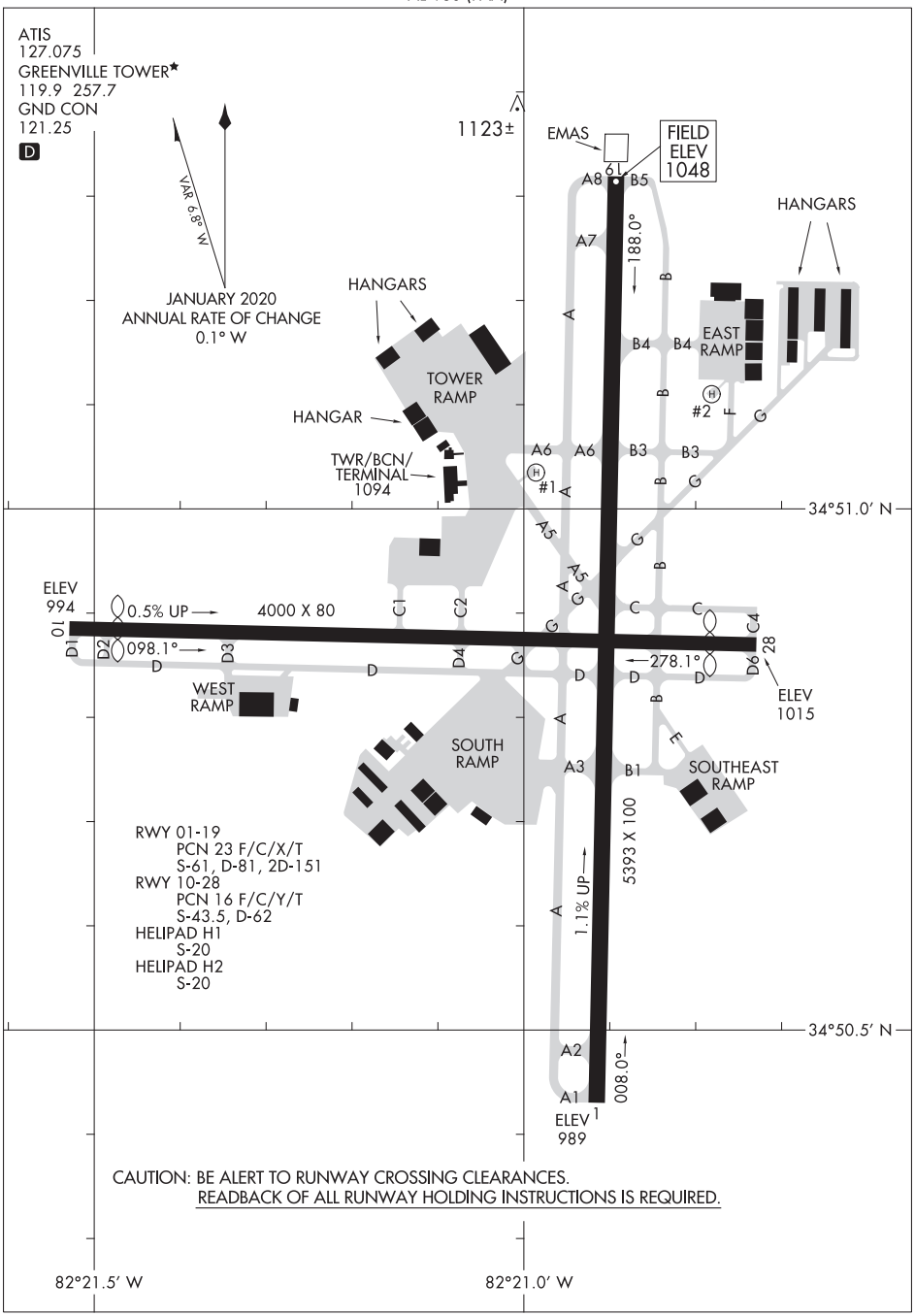
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-180 (FAA)

GREENVILLE DOWNTOWN (GMU)
GREENVILLE, SOUTH CAROLINA



AIRPORT DIAGRAM
20086

GREENVILLE, SOUTH CAROLINA
GREENVILLE DOWNTOWN (GMU)

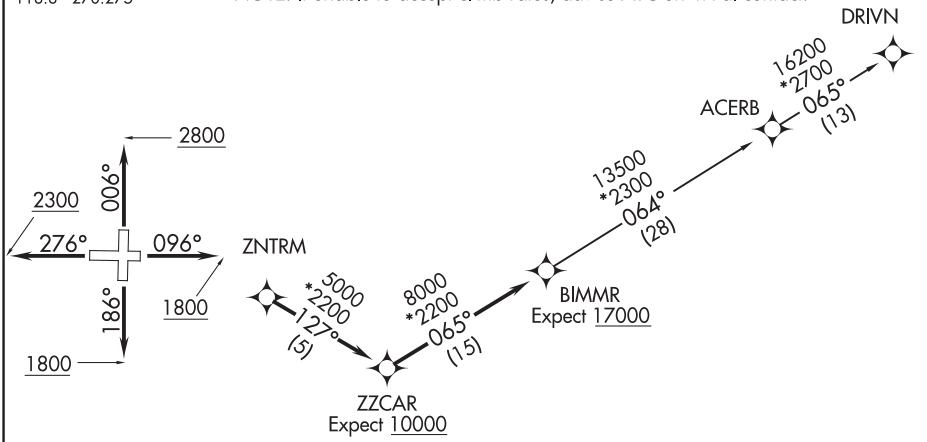
SE-2, 25 FEB 2021 to 22 APR 2021

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.

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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(BWALL2.BWALL) 19339 AL-180 (FAA)

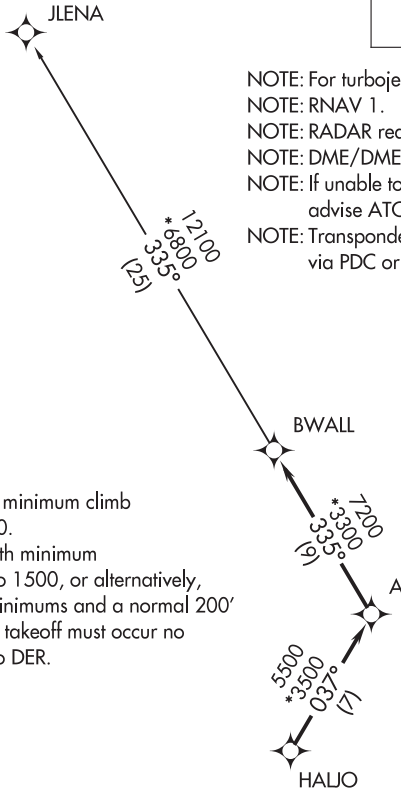
BWALL TWO DEPARTURE (RNAV)

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.

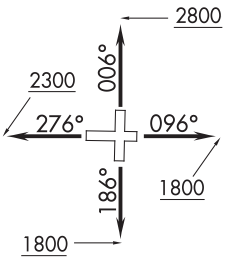


TAKEOFF MINIMUMS

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

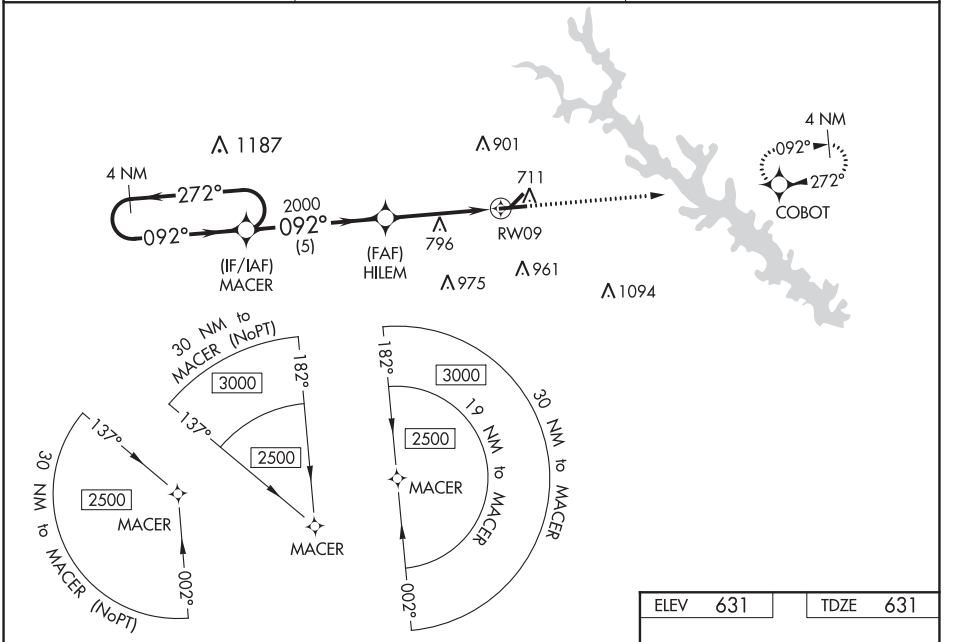
WAAS	APP CRS		
CH **78239**	**092°**	Rwy Idg	**5001**
W09A		TDZE	**631**
		Apt Elev	**631**

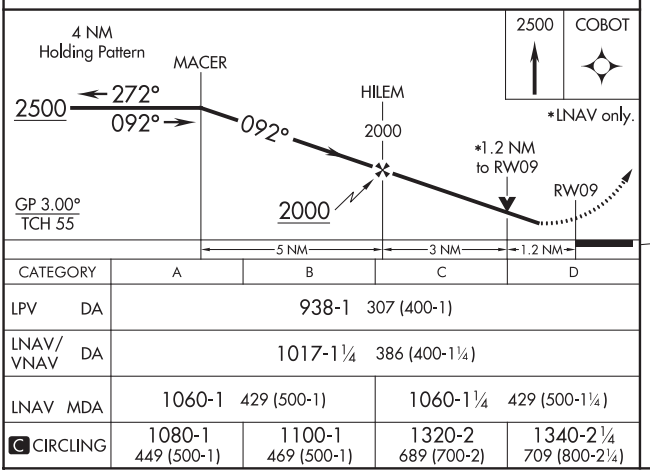
RNAV (GPS) RWY 9
GREENWOOD COUNTY (GRD)

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.

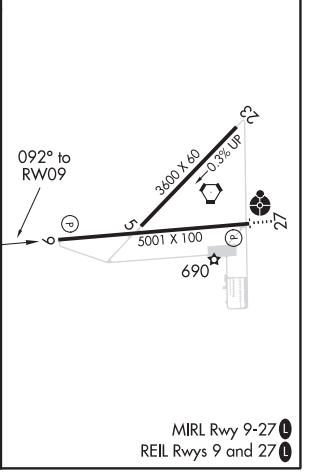
MISSED APPROACH: Climb to 2500 direct COBOT and hold.

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)



MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREENWOOD, SOUTH CAROLINA

19283

WAAS	APP CRS		
CH **82539**	**272°**	Rwy Idg	**5001**
W27A		TDZE	**629**
		Apt Elev	**631**

AL-183 (FAA)

RNAV (GPS) RWY 27

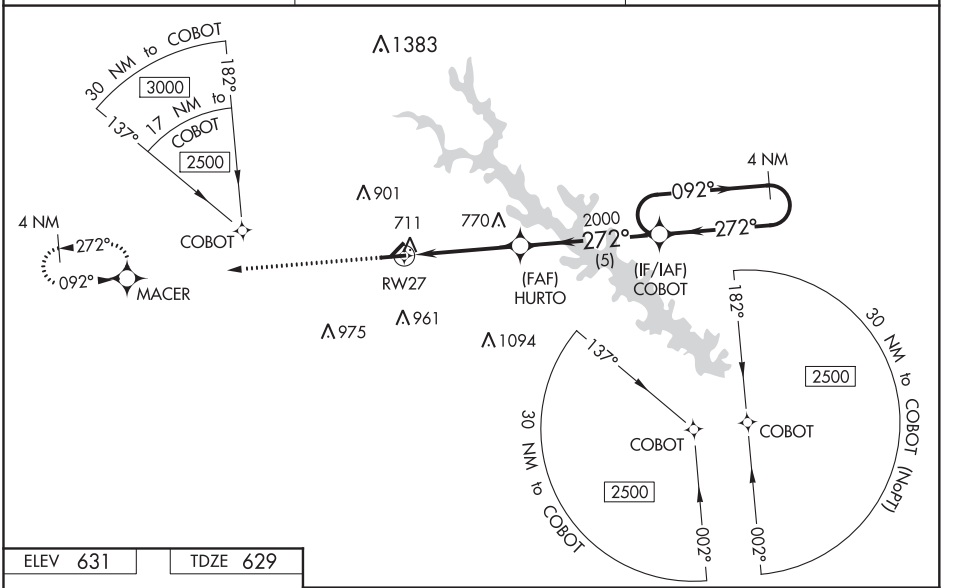
GREENWOOD COUNTY (GRD)

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.

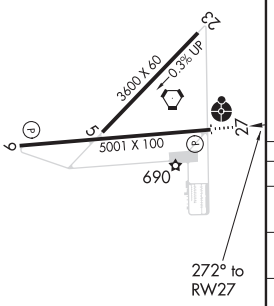
ODALS

MISSED APPROACH: Climb to 2500 direct MACER and hold.

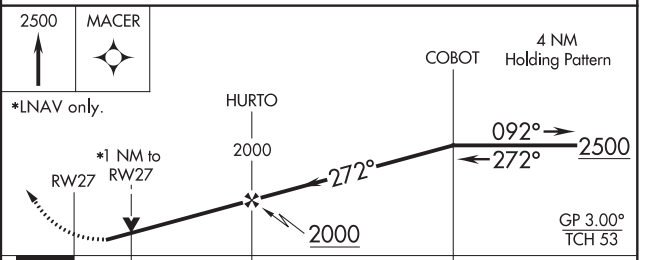
ASOS	GREER APP CON ★	UNICOM
121.125	**120.6 350.2**	**122.975** (CTAF) L



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

VORTAC GRD	APP CRS	Rwy Idg 5001
115.5	080°	TDZE 631
Chan 102		Apt Elev 631

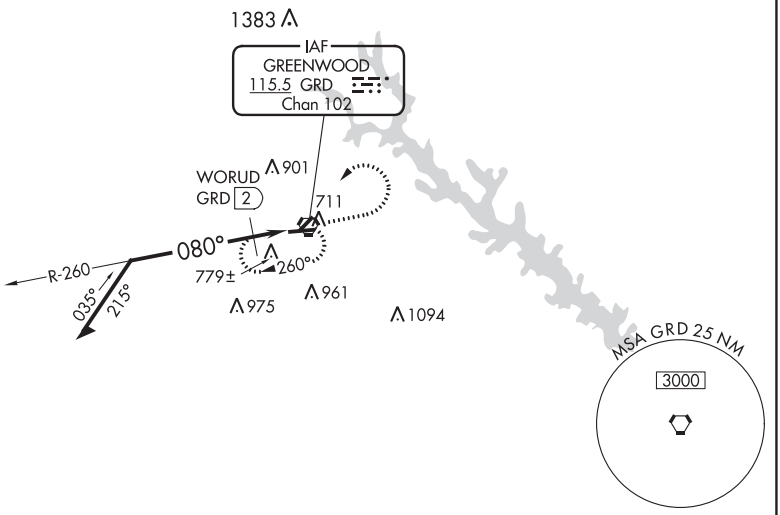
VOR RWY 9

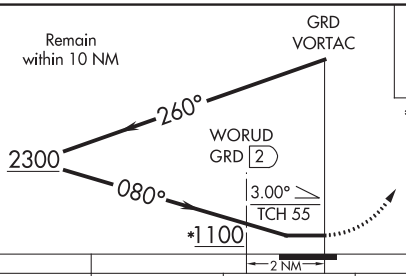
GREENWOOD COUNTY (GRD)

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

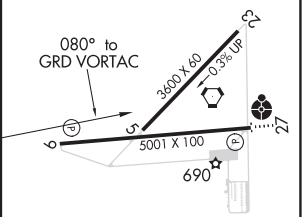




1600	2300	GRD
↑	↱	⬡

*1160 when using Laurens altimeter setting.

ELEV 631 TDZE 631



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)

MIRL Rwy 9-27 L
REIL Rwys 9 and 27 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREER, SOUTH CAROLINA AL-5124 (FAA) 20142

ILS or LOC RWY 4

GREENVILLE SPARTANBURG INTL (GSP)

LOC/DME I-GSP	APP CRS	Rwy Idg 11001
109.3	038°	TDZE 947
Chan 30		Apt Elev 964

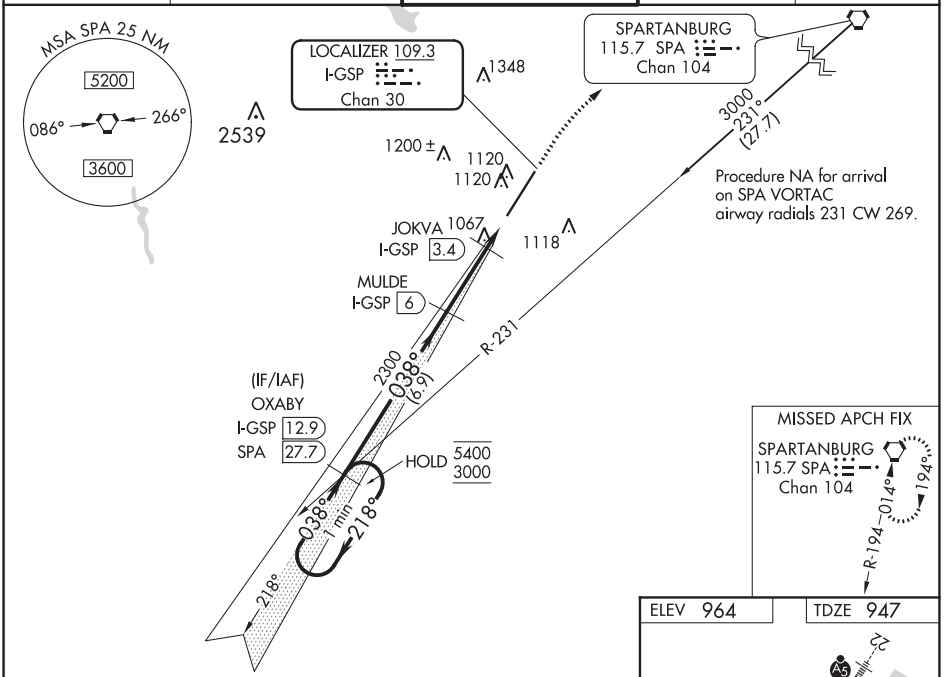
DME required.

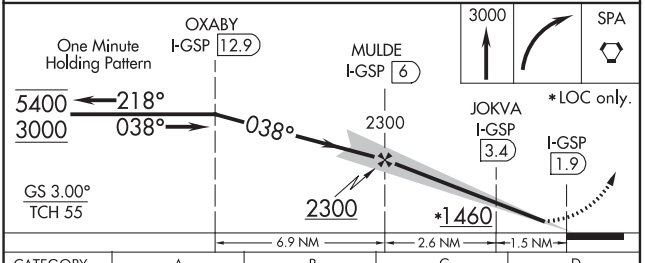
TAA For inop ALS, increase S-LOC 4 Cats C and D visibility to RVR 5500. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1176 feet; increase all MDAs 40 feet and visibility S-LOC 4 Cat C/D to RVR 4000 and Circling Cat D ¼ SM. For inop ALS, when using Greenville Downtown altimeter setting, increase S-LOC 4 Cats C/D visibility to RVR 6000.

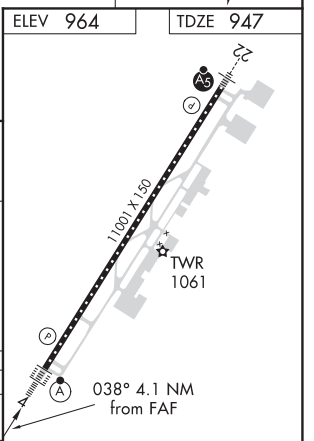
ALSF-2

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)

CL Rwy 22 L
HIRL Rwy 4-22 L
TDZ/CL Rwy 4

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 22

GREENVILLE SPARTANBURG INTL (GSP)

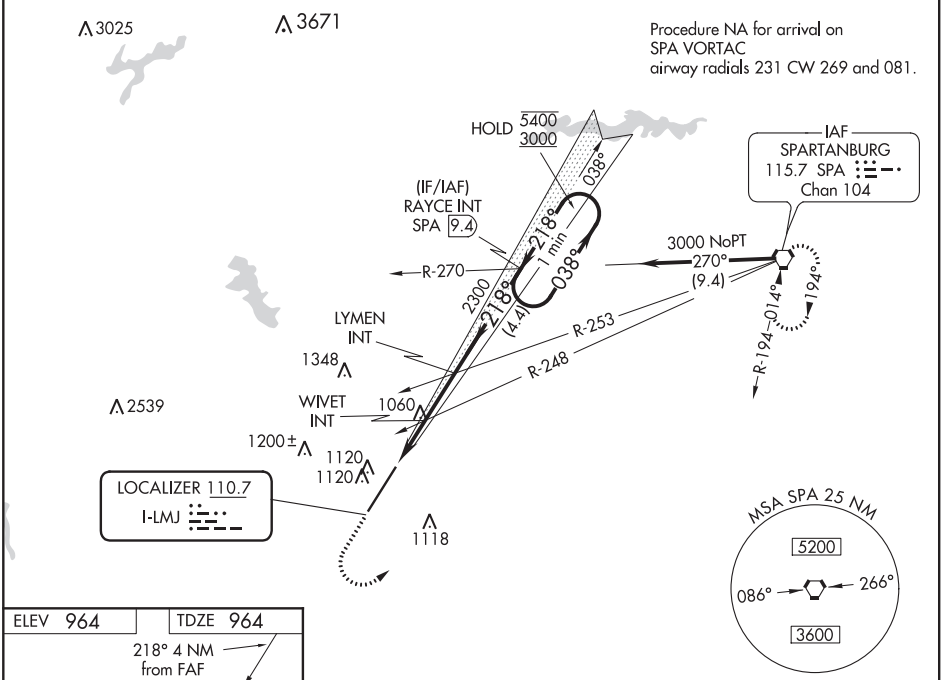
LOC I-LMJ	APP CRS	Rwy Idg 11001
110.7	218°	TDZE 964
		Apt Elev 964

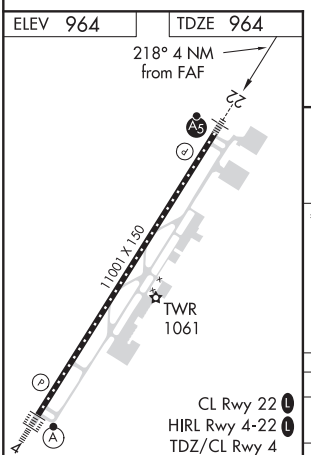
TA: When local altimeter setting not received, use Greenville Downtown altimeter setting: increase DA to 1193; increase all MDAs 40 feet and visibility S-LOC 22 Cats C and D to RVR 3500 and Circling Cat D ¼ SM. For inop ALS, increase S-LOC 22 Cat C/D visibility to RVR 5500.

MALSR

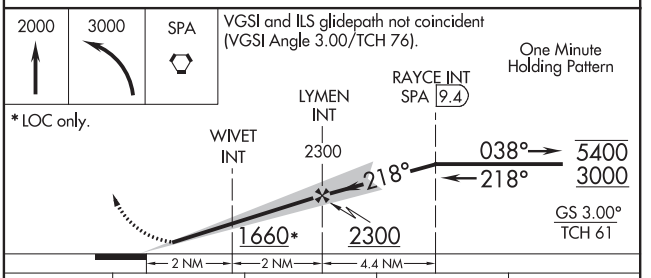
MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct SPA VORTAC and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GREER, SOUTH CAROLINA

AL-5124 (FAA)

20142

ILS RWY 4 (SA CAT I)

GREENVILLE SPARTANBURG INTL (GSP)

LOC/DME I-GSP	APP CRS	Rwy Idg 11001
109.3	038°	TDZE 947
Chan 30		Apt Elev 964

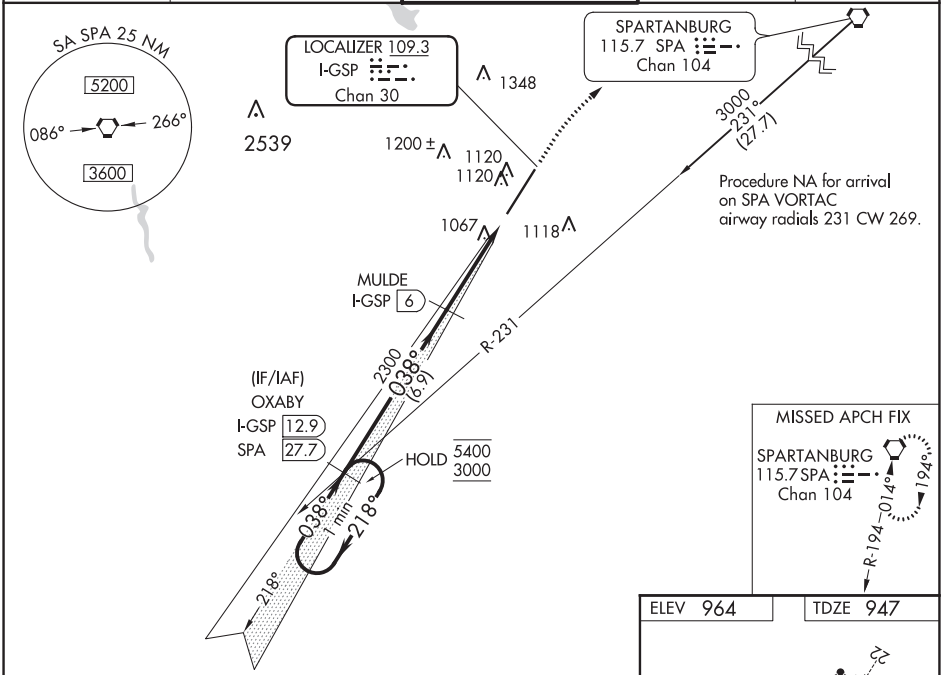
DME required.

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.

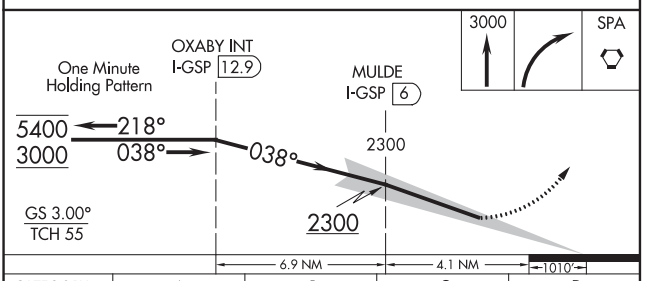
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 270.275	120.1 (CTAF) L 251.15	121.9	122.95



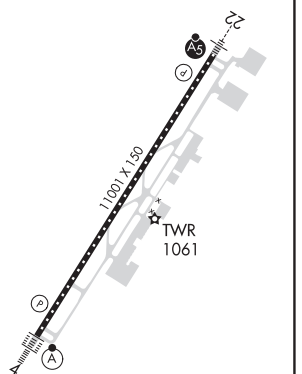
SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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

LOC/DME I-GSP	APP CRS	Rwy Idg 11001
109.3	038°	TDZE 947
Chan 30		Apt Elev 964

ILS RWY 4 (CAT II & III)
GREENVILLE SPARTANBURG INTL (GSP)

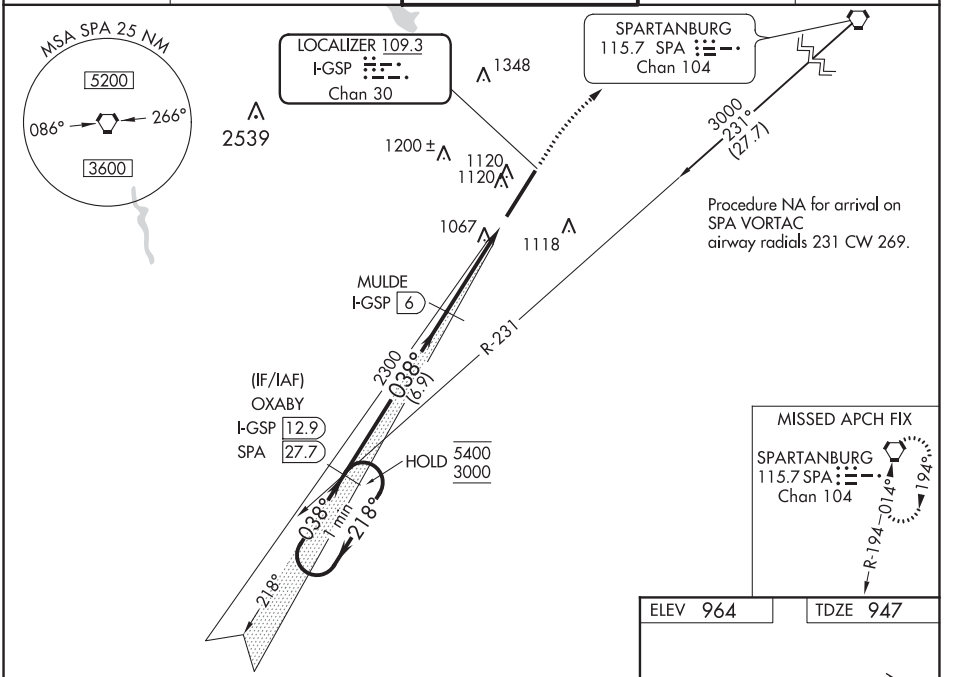
DME required.

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



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

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SE-2, 25 FEB 2021 to 22 APR 2021

GREER, SOUTH CAROLINA

AL-5124 (FAA)

20366

RNAV (GPS) RWY 4

GREENVILLE SPARTANBURG INTL (GSP)

WAAS CH 78103 W04A	APP CRS 038°	Rwy Idg 11001 TDZE 947 Apt Elev 964

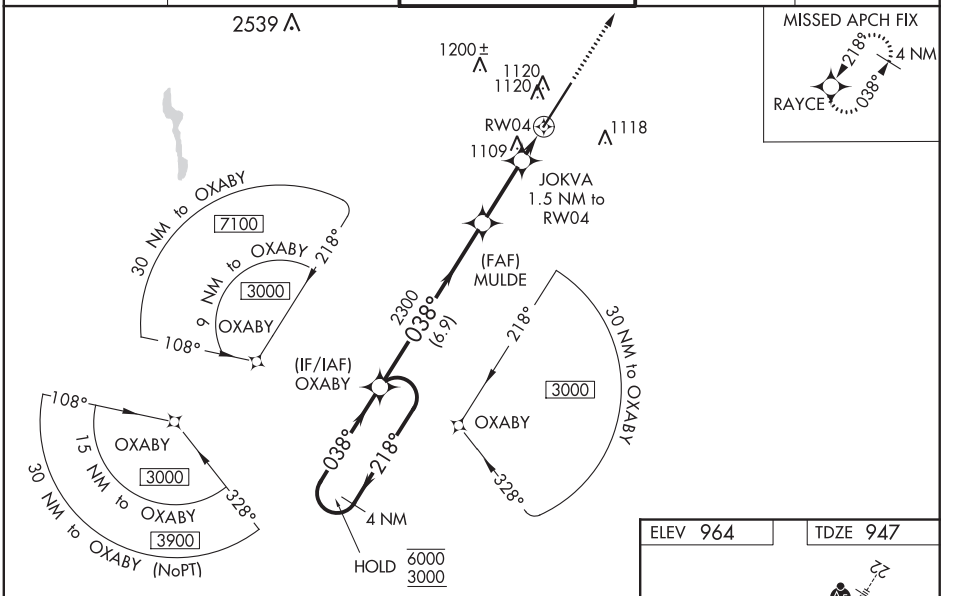
RNP APCH.

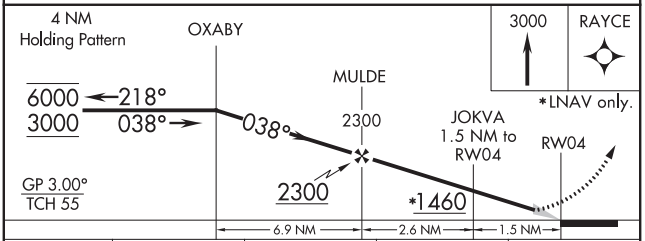
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM and increase LNAV Cat C/D visibility to RVR 6000. When local altimeter setting not received, use Greenville Downtown altimeter setting: increase LPV DA to 1176 feet 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.

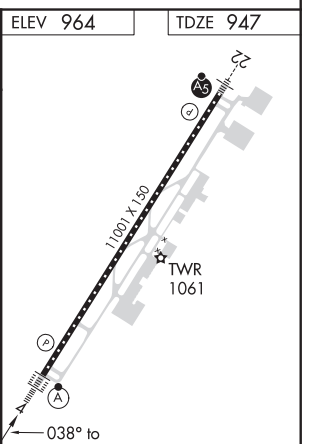
ALSF-2

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







CL Rwy 22 L
HIRL Rwy 4-22 L
TDZ/CL Rwy 4

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)

GREER, SOUTH CAROLINA
Amdt 3 05DEC19

34°54'N-82°13'W

GREENVILLE SPARTANBURG INTL (GSP)

RNAV (GPS) RWY 4

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	11001
CH 99602	218°	TDZE	964
W22A		Apt Elev	964

RNAV (GPS) RWY 22

GREENVILLE SPARTANBURG INTL (GSP)

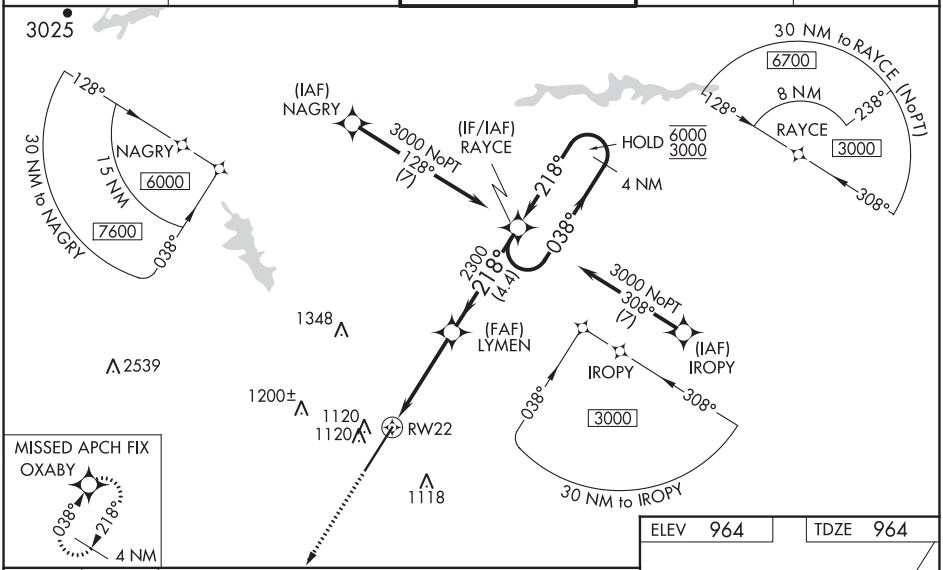
RNP APCH.

T A 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 (A5)

MISSED APPROACH: Climb to 3000 direct OXABY and hold.

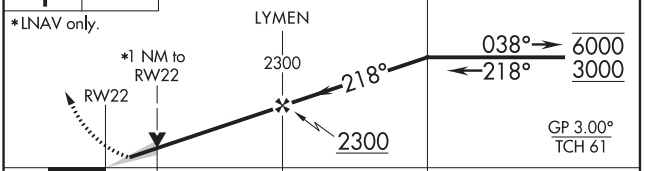
ATIS	GREER APP CON ★	GREER TOWER ★	GND CON	UNICOM
134.25	118.8 270.275	120.1 (CTAF) (L) 251.15	121.9	122.95



3000	OXABY

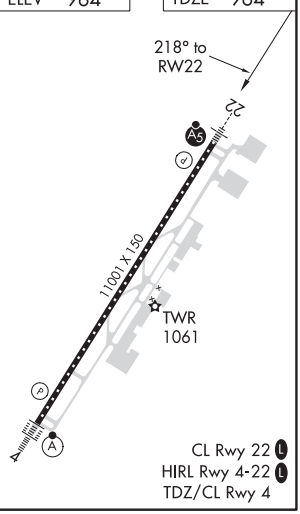
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 76).

*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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

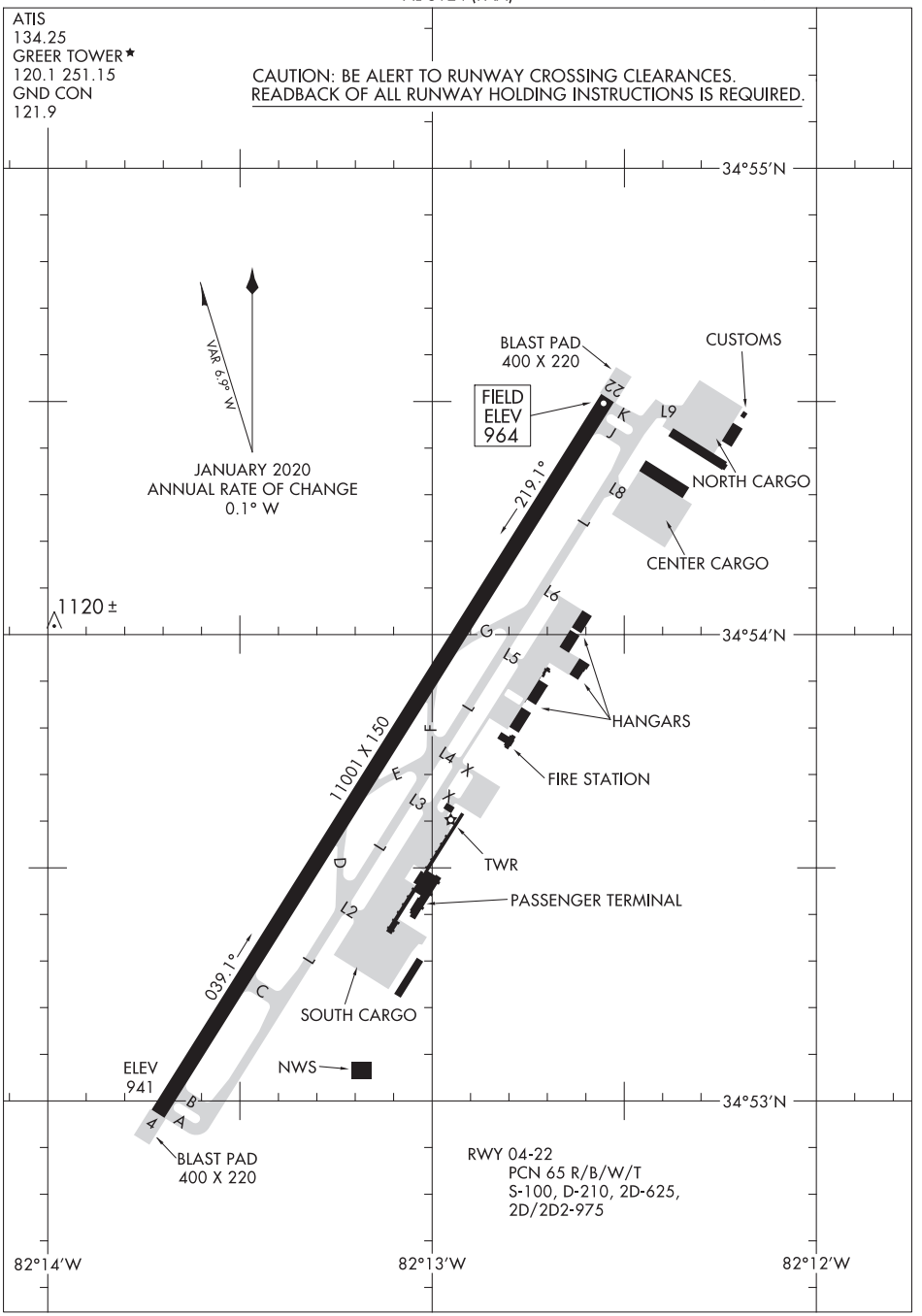
20366

AIRPORT DIAGRAM

GREENVILLE SPARTANBURG INTL (GSP)

AL-5124 (FAA)

GREER, SOUTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

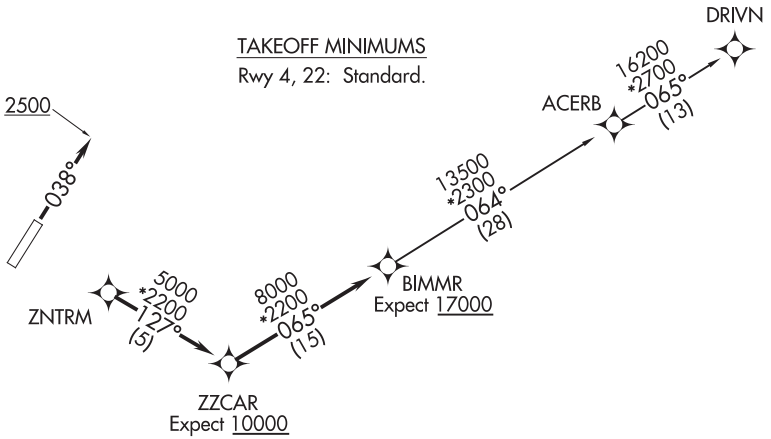
AIRPORT DIAGRAM
20366

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



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)

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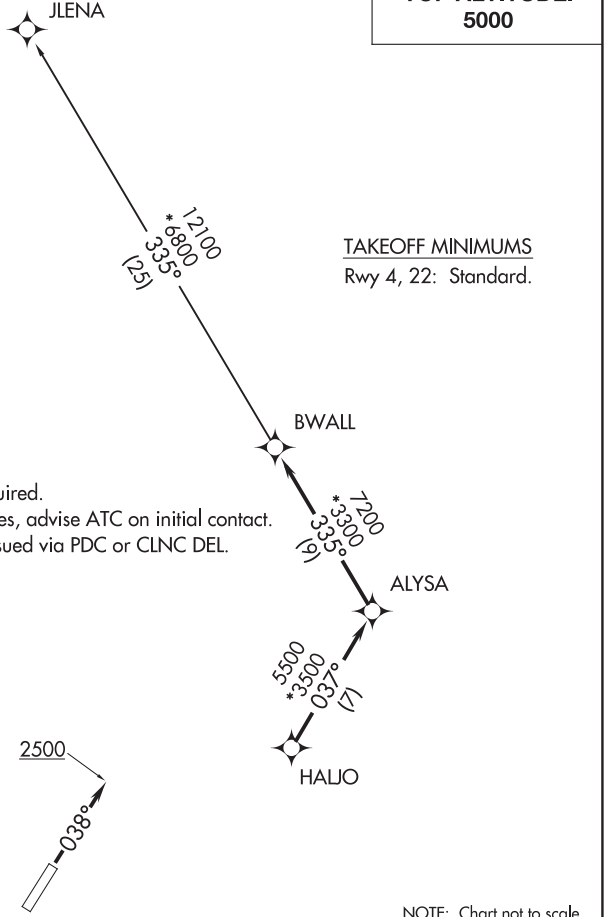
SE-2, 25 FEB 2021 to 22 APR 2021

BWALL 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: 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 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)

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 3

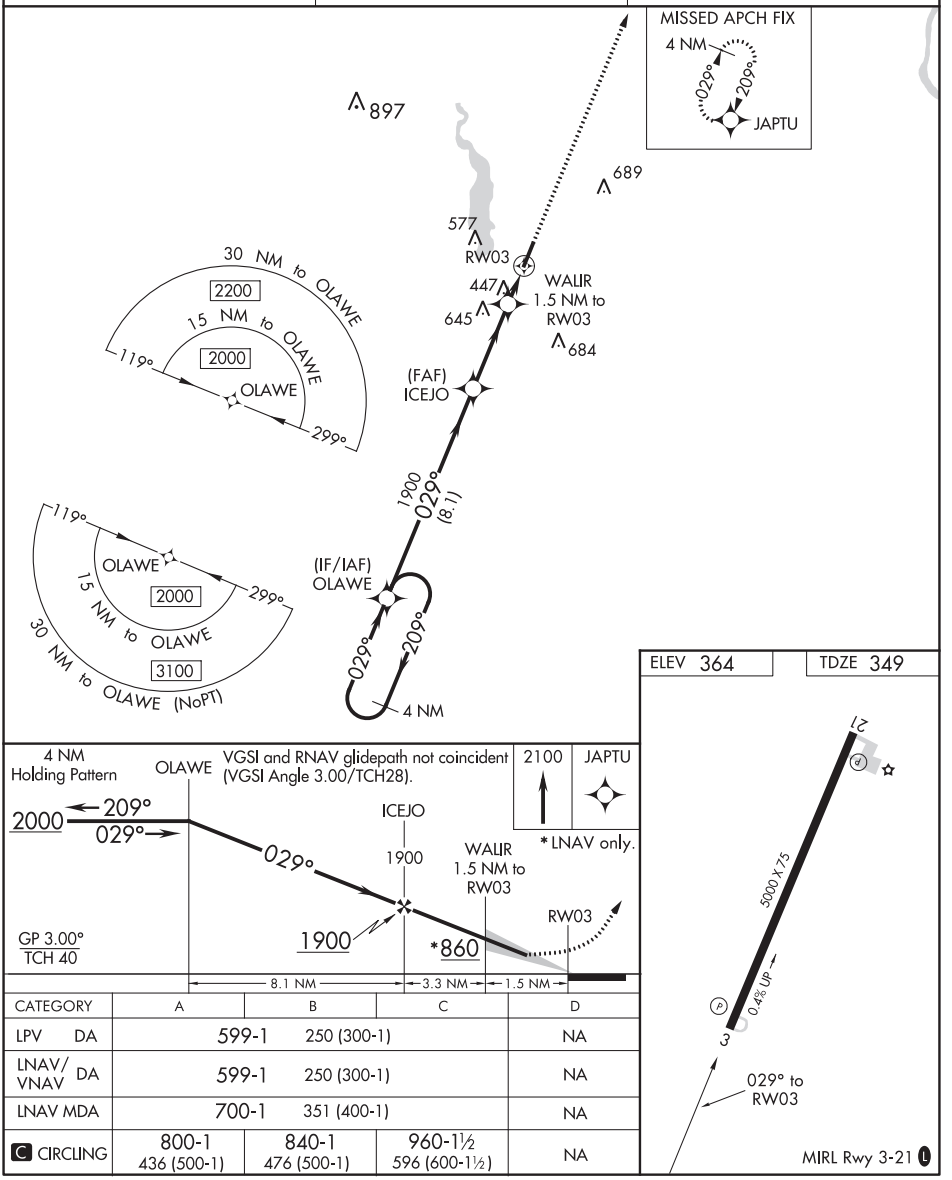
HARTSVILLE RGNL (HVS)

WAAS	APP CRS	Rwy Idg	5000
CH 87140	029°	TDZE	349
W03A		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

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SE-2, 25 FEB 2021 to 22 APR 2021

HARTSVILLE, SOUTH CAROLINA AL-5739 (FAA) 20198

WAAS	APP CRS	Rwy Idg	5000
CH 69640	209°	TDZE	364
W21A		Apt Elev	364

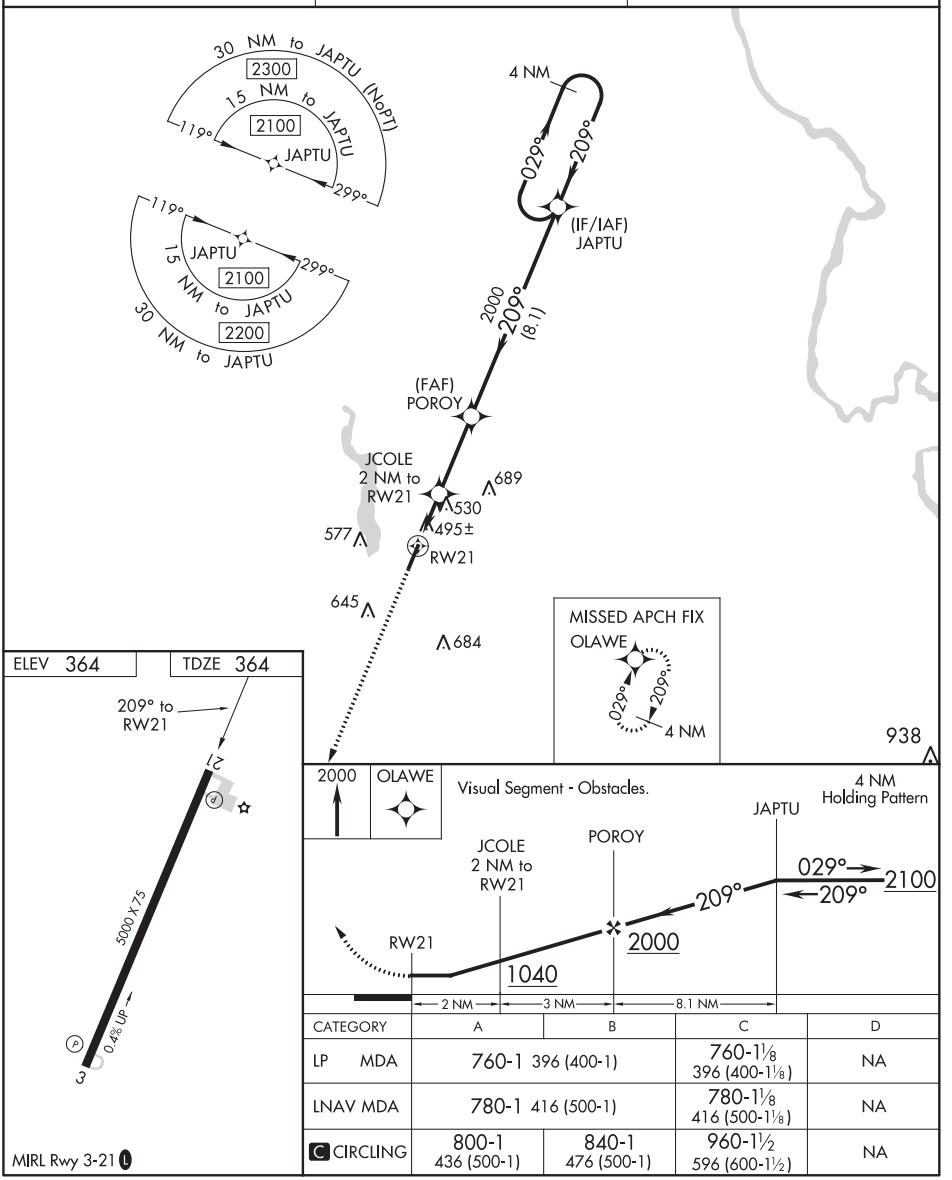
RNAV (GPS) RWY 21

HARTSVILLE RGNL (HVS)

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

HARTSVILLE, SOUTH CAROLINA
Amdt 1 17AUG17

34°24'N-80°07'W

HARTSVILLE RGNL (HVS)

RNAV (GPS) RWY 21

SE-2, 25 FEB 2021 to 22 APR 2021

VOR/DME CTF	APP CRS	Rwy Idg	N/A
108.2	155°	TDZE	N/A
Chan 19		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

DME REQUIRED

IF/IAF CHESTERFIELD 108.2 CTF Chan 19

155° 1 min 315°

2200 (6.5) 155° R-155

NoPT for arrival on CTF VOR/DME airway radials 234 CW 048.

TIARA CTF 6.5

2100 (6) 155°

897

CHEEP CTF 12.5

SHOYU CTF 16.5 689

577

645

684

R-180

2200 to CTF VOR/DME 360° (34.3)

MSA CTF 25 NM 2300

FLO 115.2 Chan 99

R-255

CHART FLO 30.4

ELEV 364

155° 4 NM from FAF

21

5000 X 75

0.4% UP

3

MIRL Rwy 3-21 L

One Minute Holding Pattern

CTF VOR/DME

TIARA CTF 6.5

CHEEP CTF 12.5

SHOYU CTF 16.5

2200 CTF

2200 315° 155° 155° 2200 155° 2100

6.5 NM 6 NM 4 NM

CATEGORY	A	B	C	D
C CIRCLING	860-1	496 (500-1)	960-1½ 596 (600-1½)	NA

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

HATTERAS, NORTH CAROLINA AL-6362 (FAA) 20086

RNAV (GPS) RWY 7

BILLY MITCHELL (HSE)

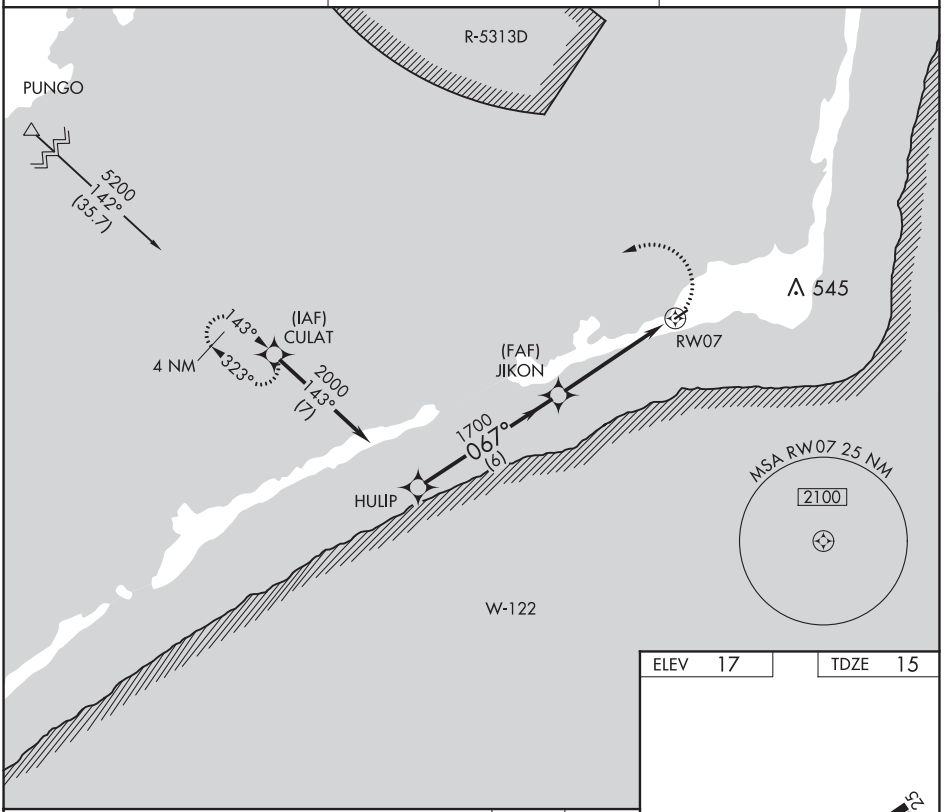
APP CRS	Rwy Idg	3002
067°	TDZE	15
	Apt Elev	17

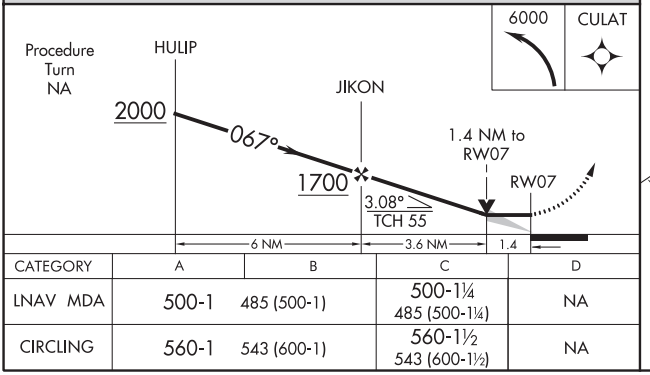
NA

Procedure NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

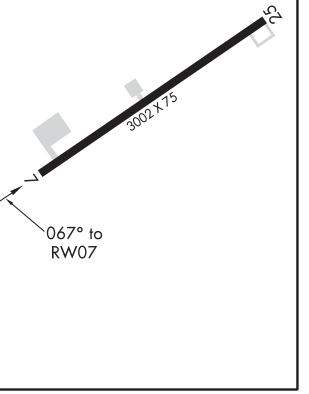
MISSED APPROACH: Climbing left turn to 6000 direct CULAT WP and hold.

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 485 (500-1¼)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA



HATTERAS, NORTH CAROLINA
Orig 20MAR03

35°14'N-75°37'W

BILLY MITCHELL (HSE)

RNAV (GPS) RWY 7

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 25

BILLY MITCHELL (HSE)

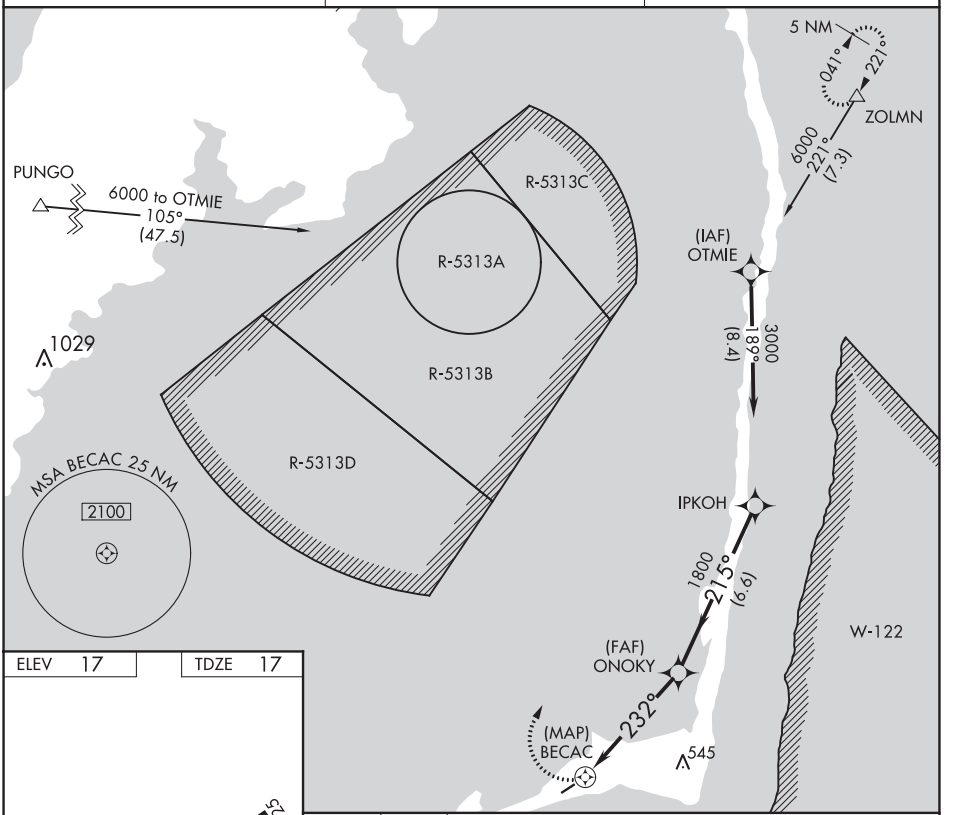
APP CRS	Rwy Idg	3002
232°	TDZE	17
	Apt Elev	17

NA

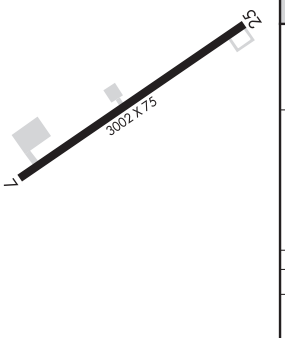
Procedure NA at night.
GPS or RNP-0.3 required.
DME/DME RNP-0.3 NA.

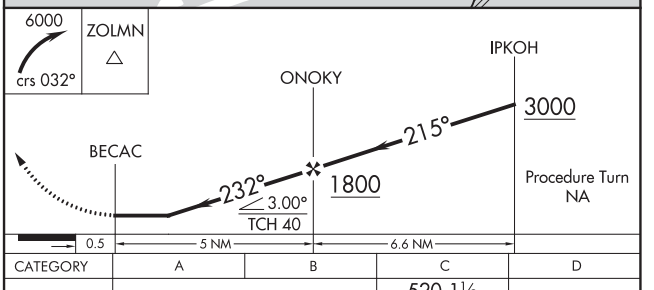
MISSED APPROACH: Climbing right turn to 6000 via course 032° to ZOLMN WP and hold.

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 503 (600-1½)	NA
CIRCLING	560-1	543 (600-1)	560-1½ 543 (600-1½)	NA

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

HICKORY, NORTH CAROLINA AL-706 (FAA) 20254

ILS or LOC RWY 24

HICKORY RGNL (HKY)

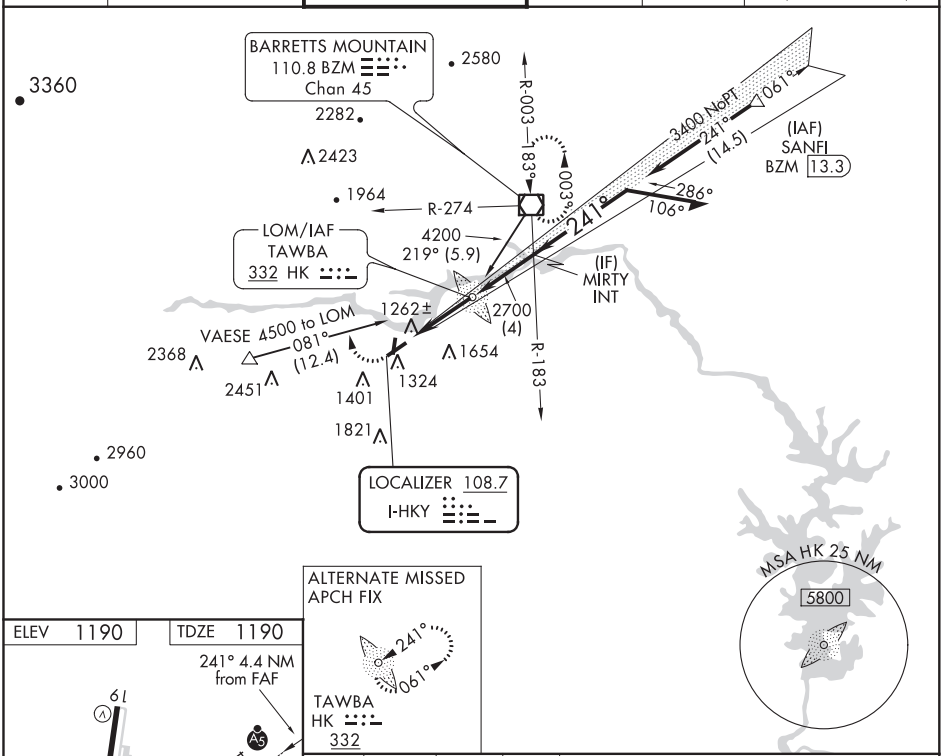
LOC I-HKY	APP CRS	Rwy ldg	6401
108.7	241°	TDZE	1190
		Apt Elev	1190

T 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.
A 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)

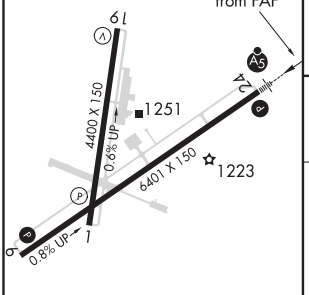


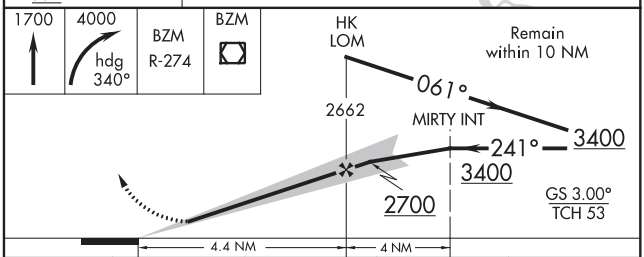
ALTERNATE MISSED APCH FIX

241° 061°

TAWBA HK 332

1700	4000	BZM	BZM
	hdg 340°	R-274	





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)

HICKORY, NORTH CAROLINA
Amdt 8B 08NOV18

35°44'N-81°23'W

HICKORY RGNL (HKY)

ILS or LOC RWY 24

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 1

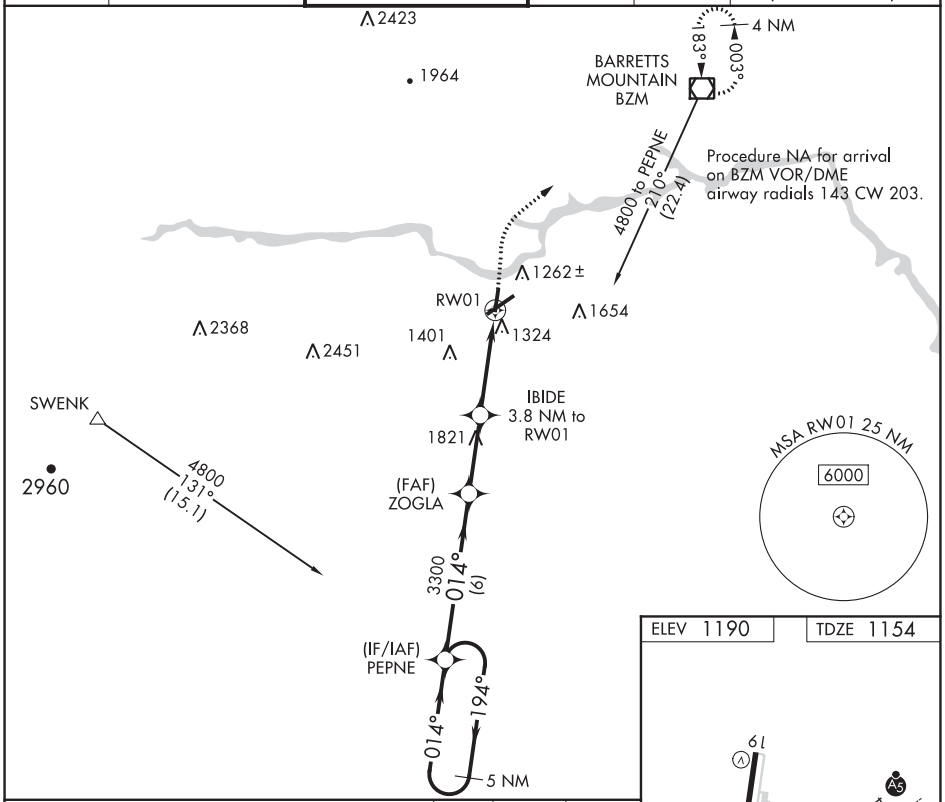
HICKORY RGNL (HKY)

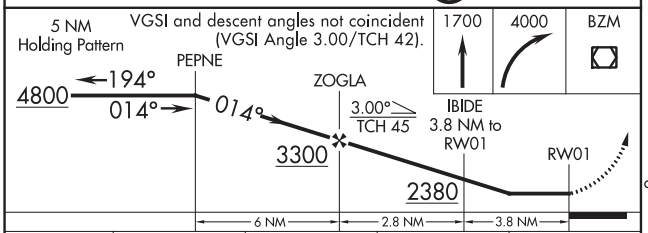
WAAS	APP CRS	Rwy Idg	4400
CH 49221	014°	TDZE	1154
W01A		Apt Elev	1190

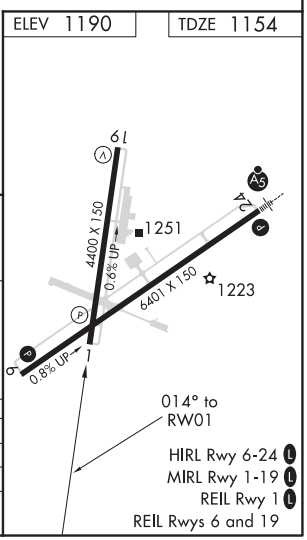
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet; increase LP Cat C/D visibility ⅛ mile. When VGSI inop, Straight-in/Circling Rwy 1 procedure NA at night. When VGSI inop, Circling Rwy 6 and 19 NA at night. Rwy 1, 6, 19 helicopter 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
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	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, 25 FEB 2021 to 22 APR 2021
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HICKORY, NORTH CAROLINA

AL-706 (FAA)

20254

RNAV (GPS) RWY 6

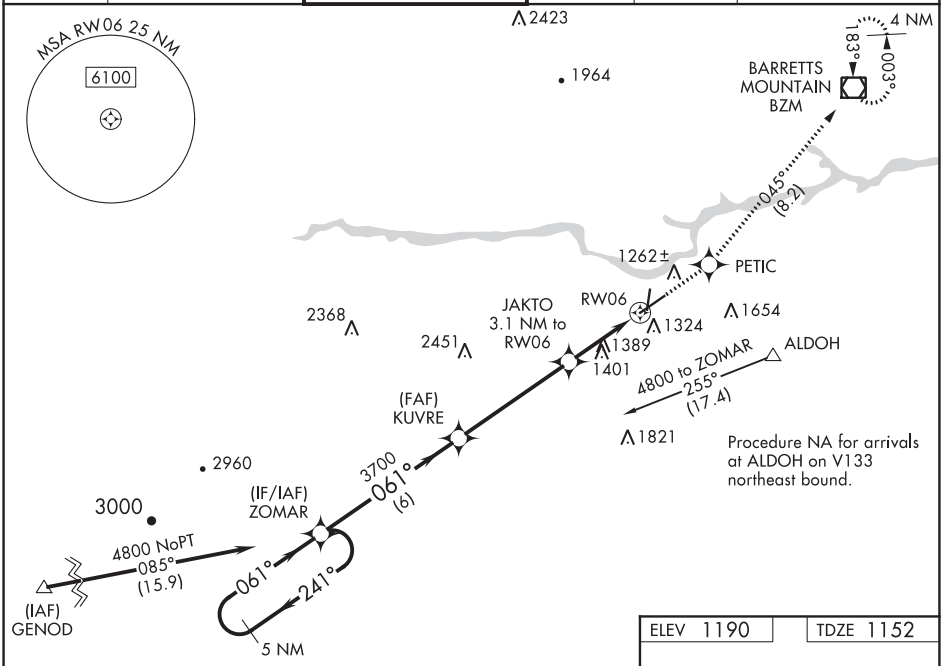
HICKORY RGNL (HKY)

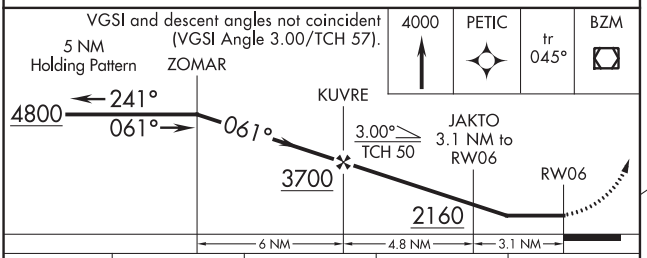
WAAS	APP CRS	Rwy Idg	6401
CH **82623**	**061°**	TDZE	**1152**
W06A		Apt Elev	**1190**

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.

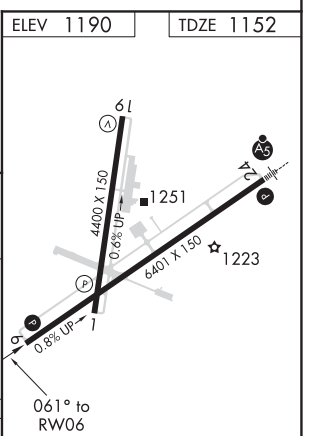
MISSED APPROACH: Climb to 4000 direct PETIC and on track 045° to BZM VOR/DME and hold.

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

HICKORY, NORTH CAROLINA
Amdt 1A 22JUN17

35°44'N-81°23'W

HICKORY RGNL (HKY)

RNAV (GPS) RWY 6

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 19

HICKORY RGNL (HKY)

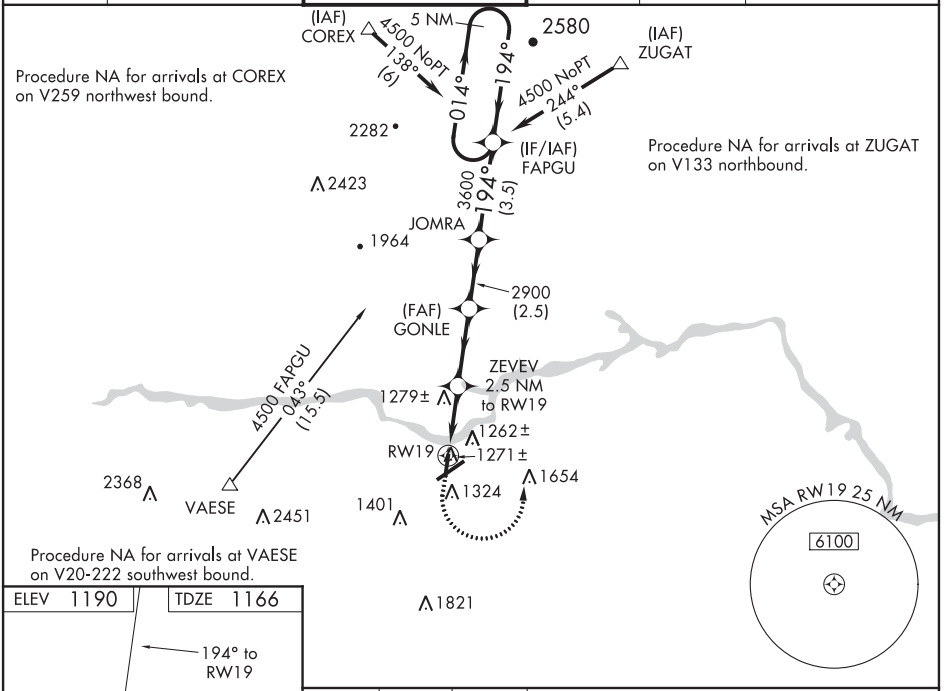
WAAS	APP CRS	Rwy Idg	4400
CH 99422	194°	TDZE	1166
W19A		Apt Elev	1190

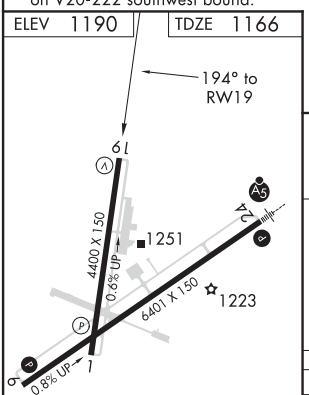
RNP APCH.

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.

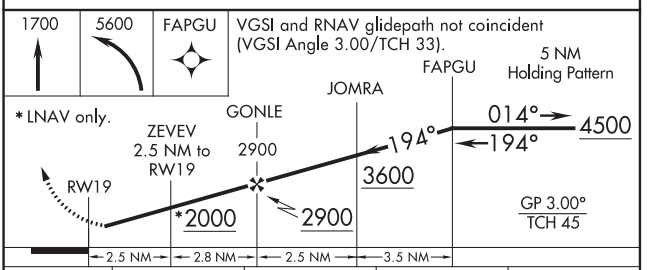
MISSED APPROACH: Climb to 1700 then climbing left turn to 5600 direct FAPGU and hold, continue climb-in-hold to 5600.

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)

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HICKORY, NORTH CAROLINA AL-706 (FAA) 20254

RNAV (GPS) RWY 24

HICKORY RGNL (HKY)

WAAS CH 42921 W24A	APP CRS 241°	Rwy Idg 6401 TDZE 1190 Apt Elev 1190

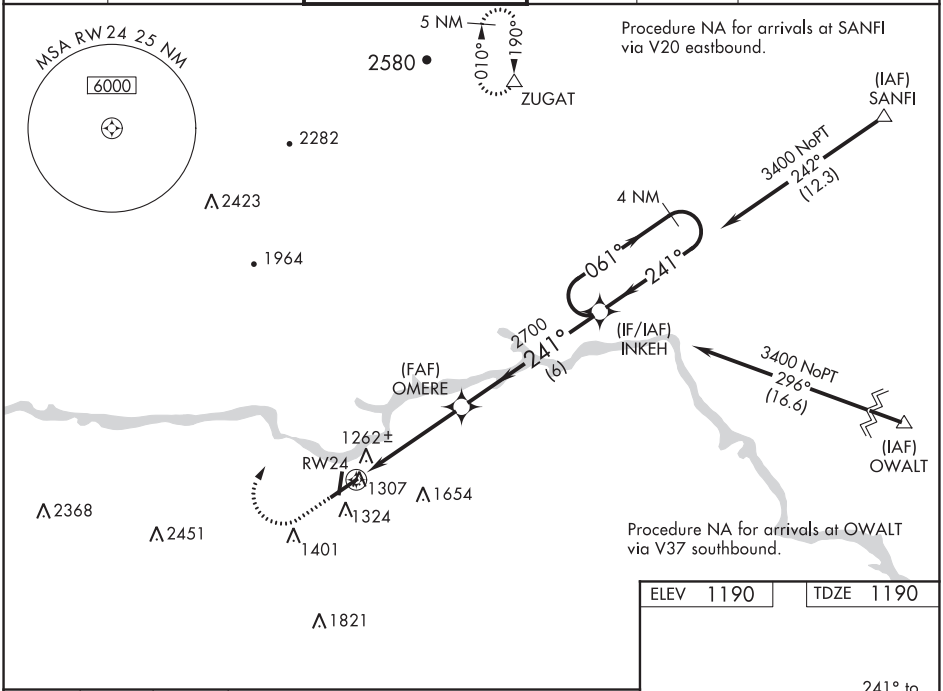
RNP APCH.

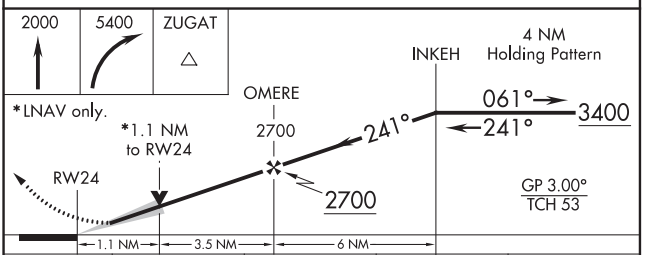
Baro-VNAV NA when using Morganton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Morganton altimeter setting and increase all DA 39 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV 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.

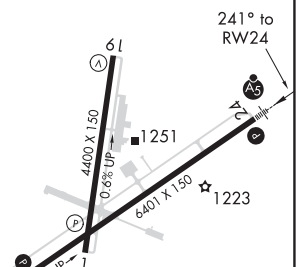
ASOS	ATLANTA CENTER	HICKORY TOWER ★	GND CON	CLNC DEL	CLNC DEL
118.325	125.15 263.0	128.15 (CTAF) L	121.7	121.7	124.25 (When twr closed)





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)

ELEV 1190 TDZE 1190



HIRL Rwy 6-24 L
MIRL Rwy 1-19 L
REIL Rwy 1 L
REIL Rwys 6 and 19

SE-2, 25 FEB 2021 to 22 APR 2021
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VOR/DME RWY 24

HICKORY RGNL (HKY)

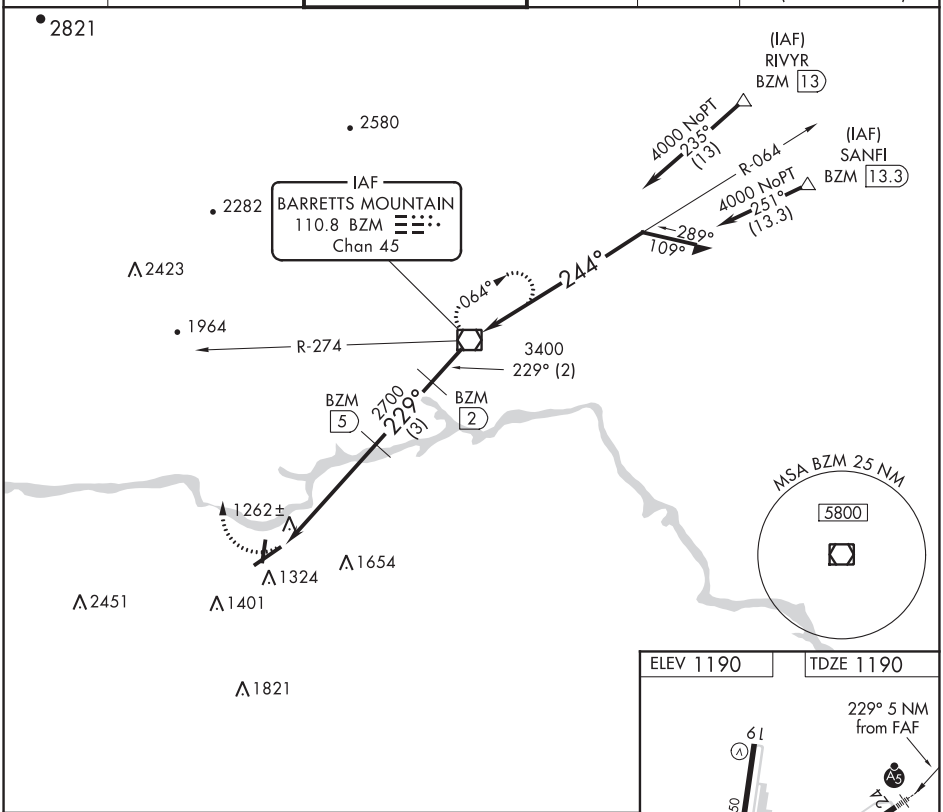
VOR/DME BZM	APP CRS	Rwy Idg	6401
110.8	229°	TDZE	1190
Chan 45		Apt Elev	1190

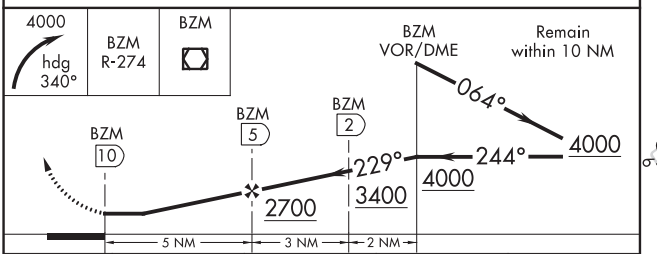
Inop table does not apply. Night landing: Rwy 1/6/19 NA. When local altimeter setting not received, use Morganton altimeter setting and increase all MDA 40 feet and increase S-24 Cat D visibility ¼ mile.

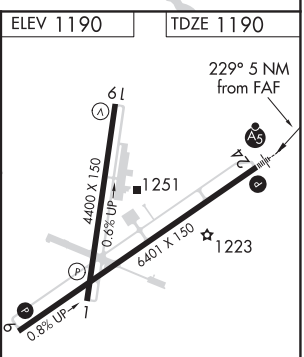
MALSR

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

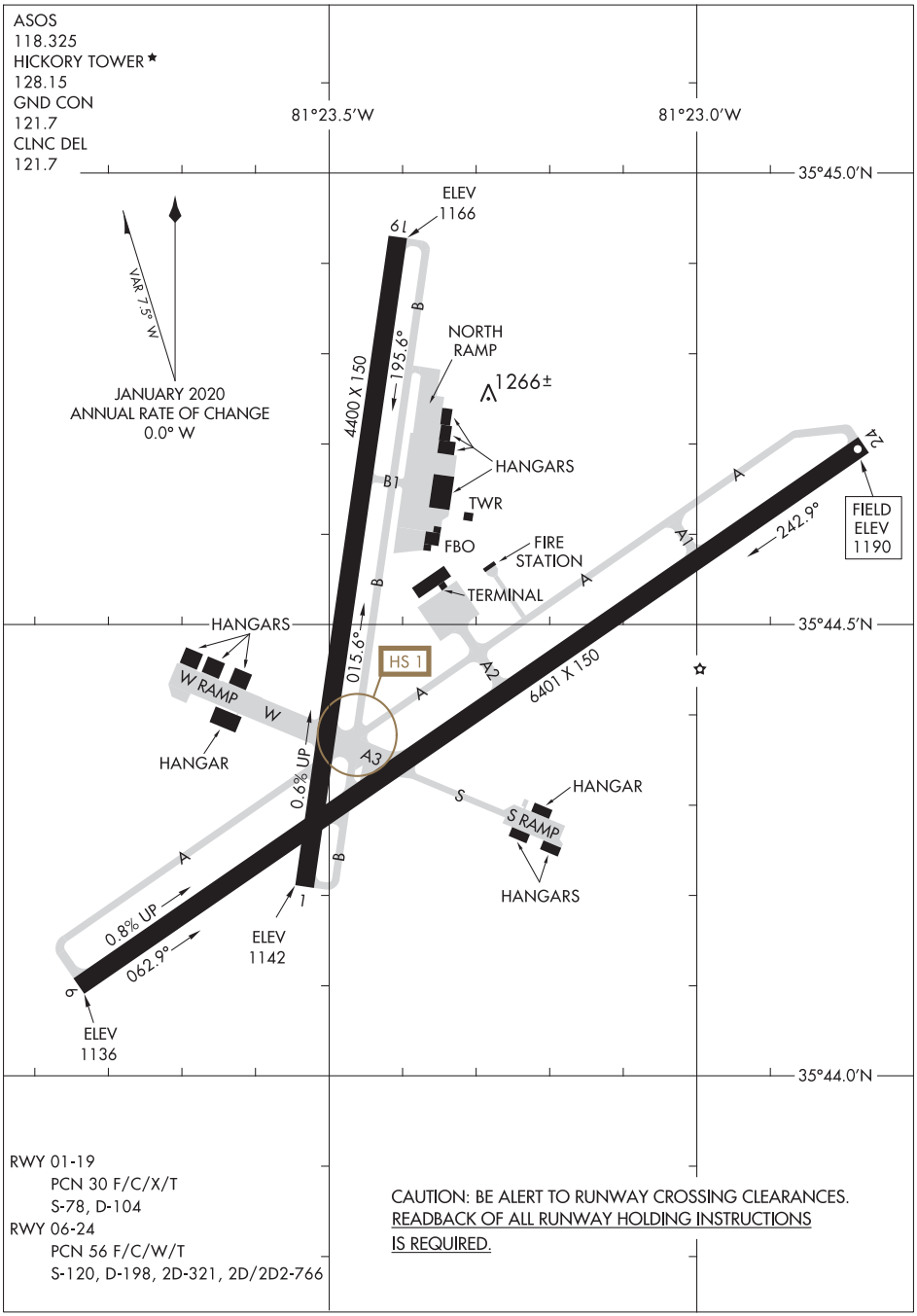
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

20254

AIRPORT DIAGRAM

AL-706 (FAA)

HICKORY RGNL (HKY)
HICKORY, NORTH CAROLINA



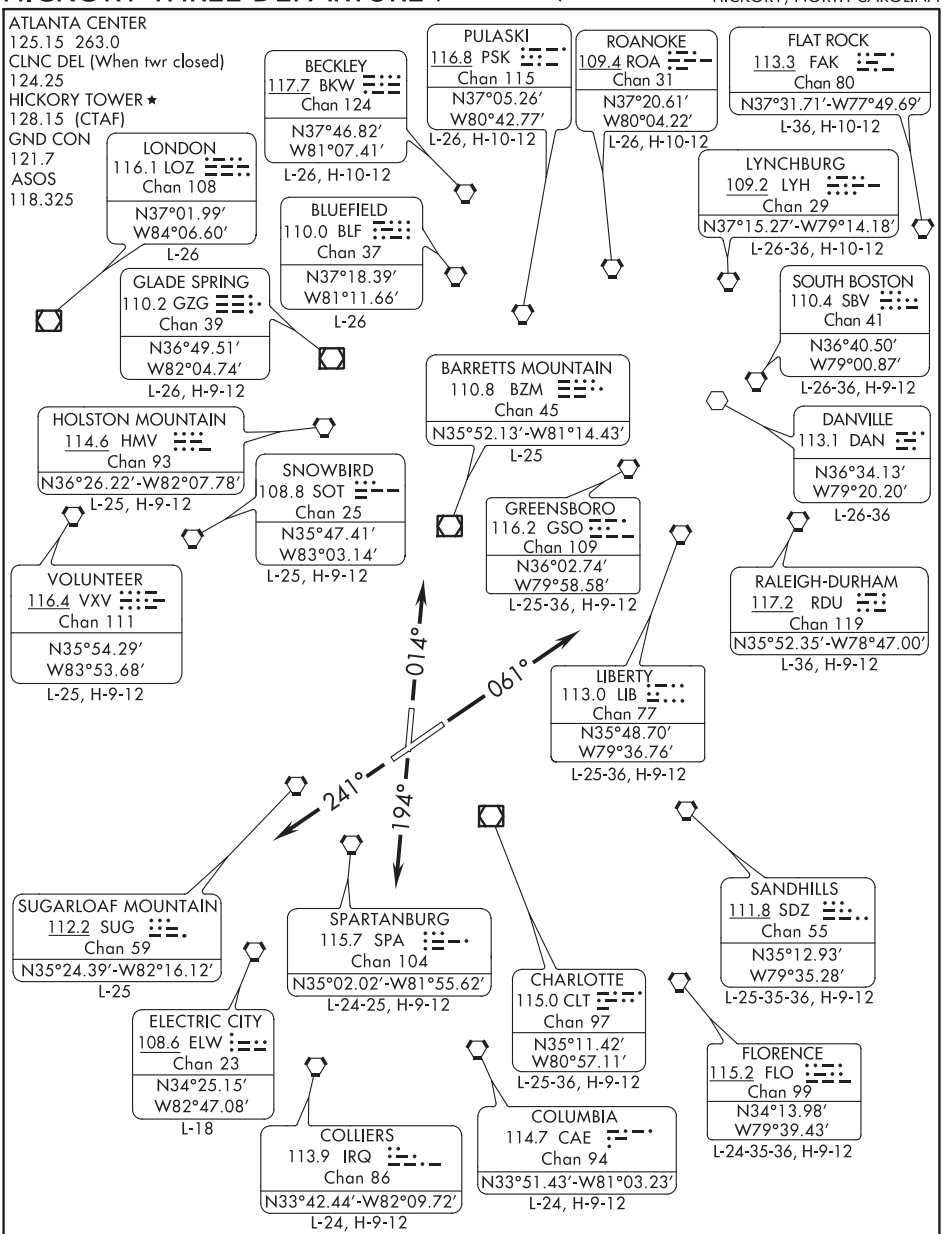
RWY 01-19
PCN 30 F/C/X/T
S-78, D-104
RWY 06-24
PCN 56 F/C/W/T
S-120, D-198, 2D-321, 2D/2D2-766

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS
IS REQUIRED.

AIRPORT DIAGRAM
20254

HICKORY, NORTH CAROLINA
HICKORY RGNL (HKY)

SE-2, 25 FEB 2021 to 22 APR 2021



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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.

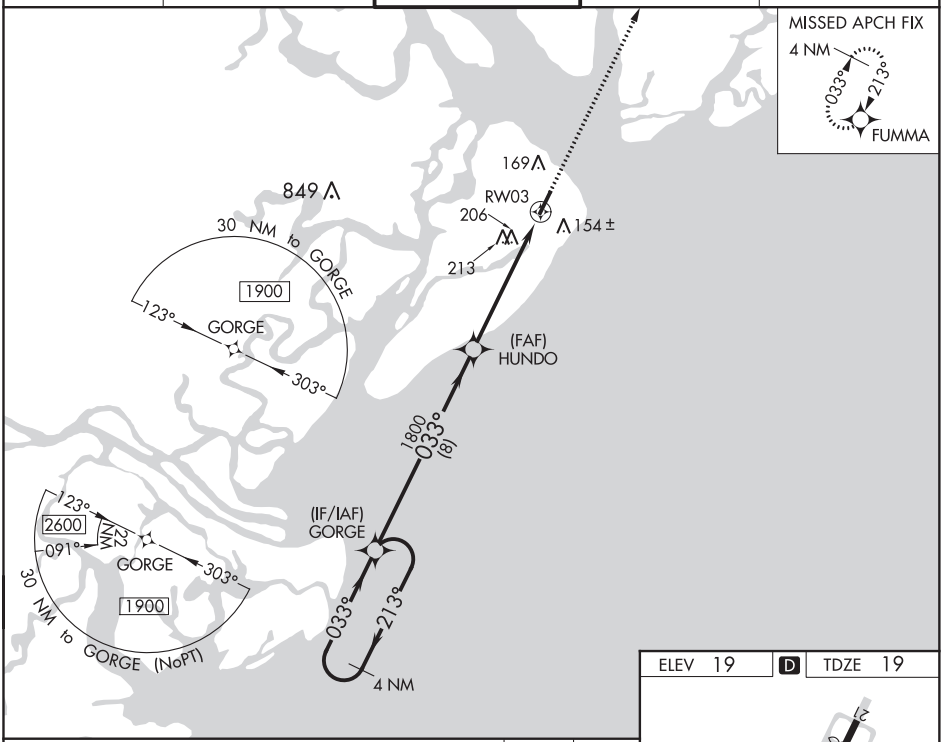
WAAS	APP CRS	Rwy Idg 4703
CH 45641	033°	TDZE 19
W03A		Apt Elev 19

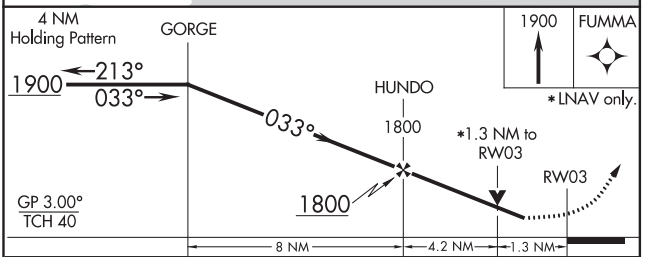
RNAV (GPS) RWY 3
HILTON HEAD (HXD)

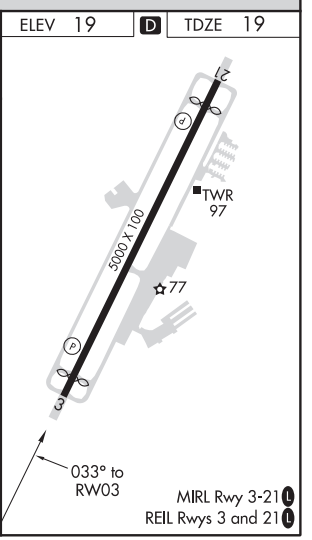
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 3 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

HILTON HEAD ISLAND, SOUTH CAROLINA

AL-5709 (FAA)

19283

RNAV (GPS) RWY 21

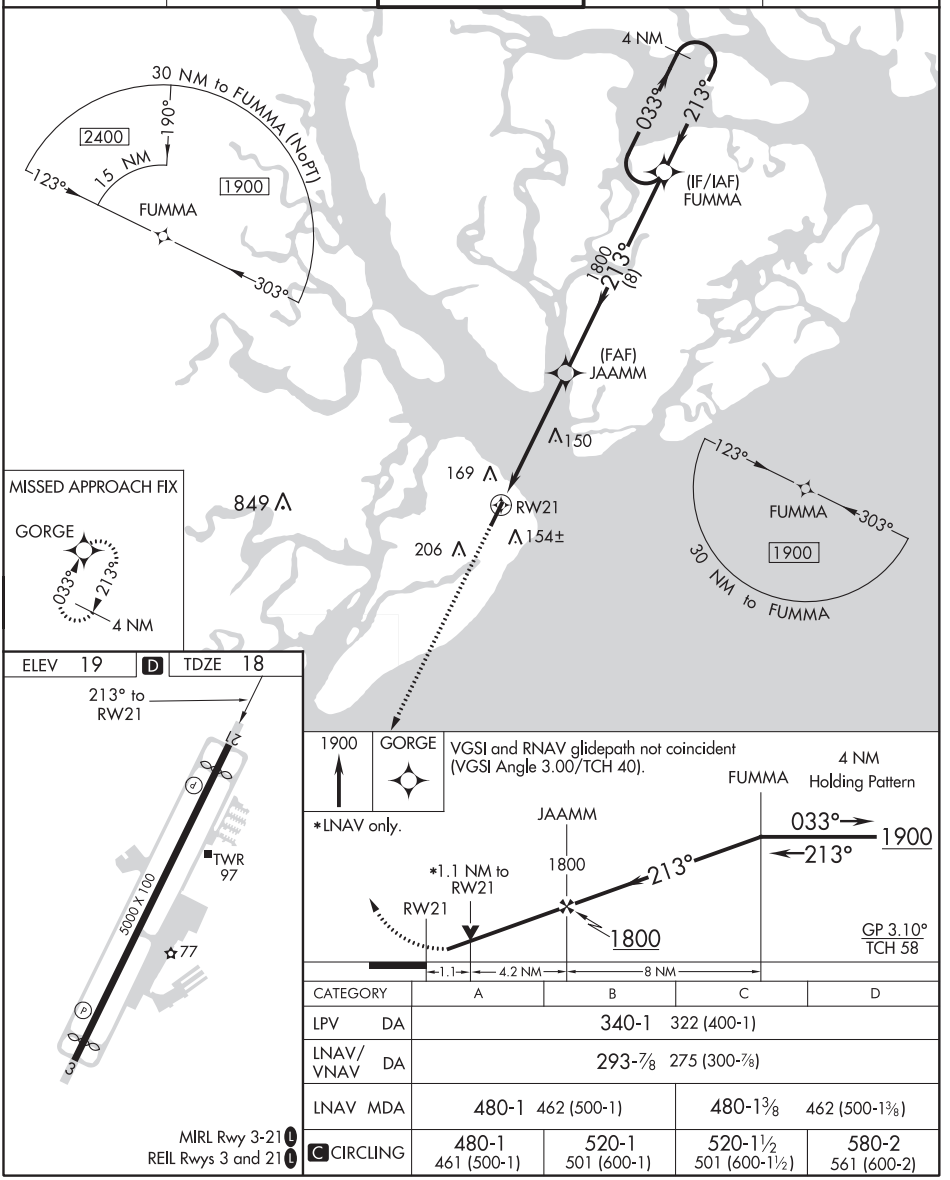
HILTON HEAD (HXD)

WASS CH 77641 W21A	APP CRS 213°	Rwy Idg 4597 TDZE 18 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



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)

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

HILTON HEAD ISLAND, SOUTH CAROLINA
Amdt 1 07DEC17

32°13'N-80°42'W

HILTON HEAD (HXD)

RNAV (GPS) RWY 21

SE-2, 25 FEB 2021 to 22 APR 2021

LOC RWY 21

HILTON HEAD (HXD)

LOC/DME I-HXD	APP CRS	Rwy Idg	4597
111.3 Chan 50	213°	TDZE	18
		Apt Elev	19

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

RADAR REQUIRED

ALTERNATE MISSED APCH FIX
113.5 CHS R-219 Chan 82
039° 219°
TYBEE CHS 76.1

SAVANNAH 115.95 SAV Chan 106 (Y)

849

SELER SAV 21.5

R-085 085° 265°

206

169

150

154 ±

033°

(IF) ZEXUN I-HXD 13.5

1800 213° (7.4)

JAAMM I-HXD 6.1

WOVIN I-HXD 3

MSA SAV 25 NM 2600

LOCALIZER 111.3 I-HXD Chan 50

ELEV 19 D TDZE 18

213° 5.3 NM from FAF

5000 X 100

TWR 97

77

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L

800 2000 SAV R-085 SELER SAV 21.5

JAAMM I-HXD 6.1 ZEXUN I-HXD 13.5

WOVIN I-HXD 3

I-HXD 0.8 I-HXD 1.9

213° 1800

1800

3.13°

760 TCH 40

1.1 NM 1.1 NM 3.1 NM 7.4 NM

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

HILTON HEAD ISLAND, SOUTH CAROLINA AL-5709 (FAA) 20254

VOR-A

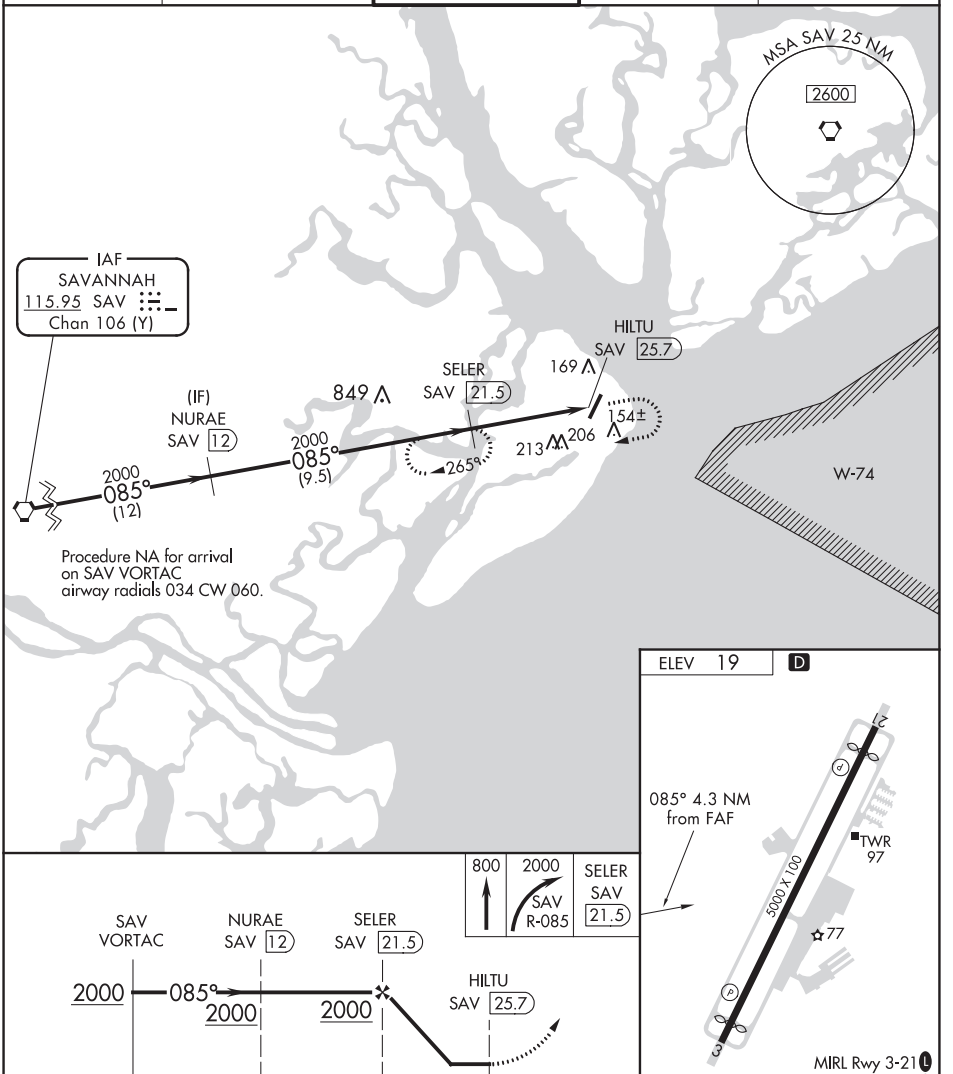
HILTON HEAD (HXD)

VORTAC SAV 115.95 Chan 106 (Y)	APP CRS 085°	Rwy Idg N/A TDZE N/A 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



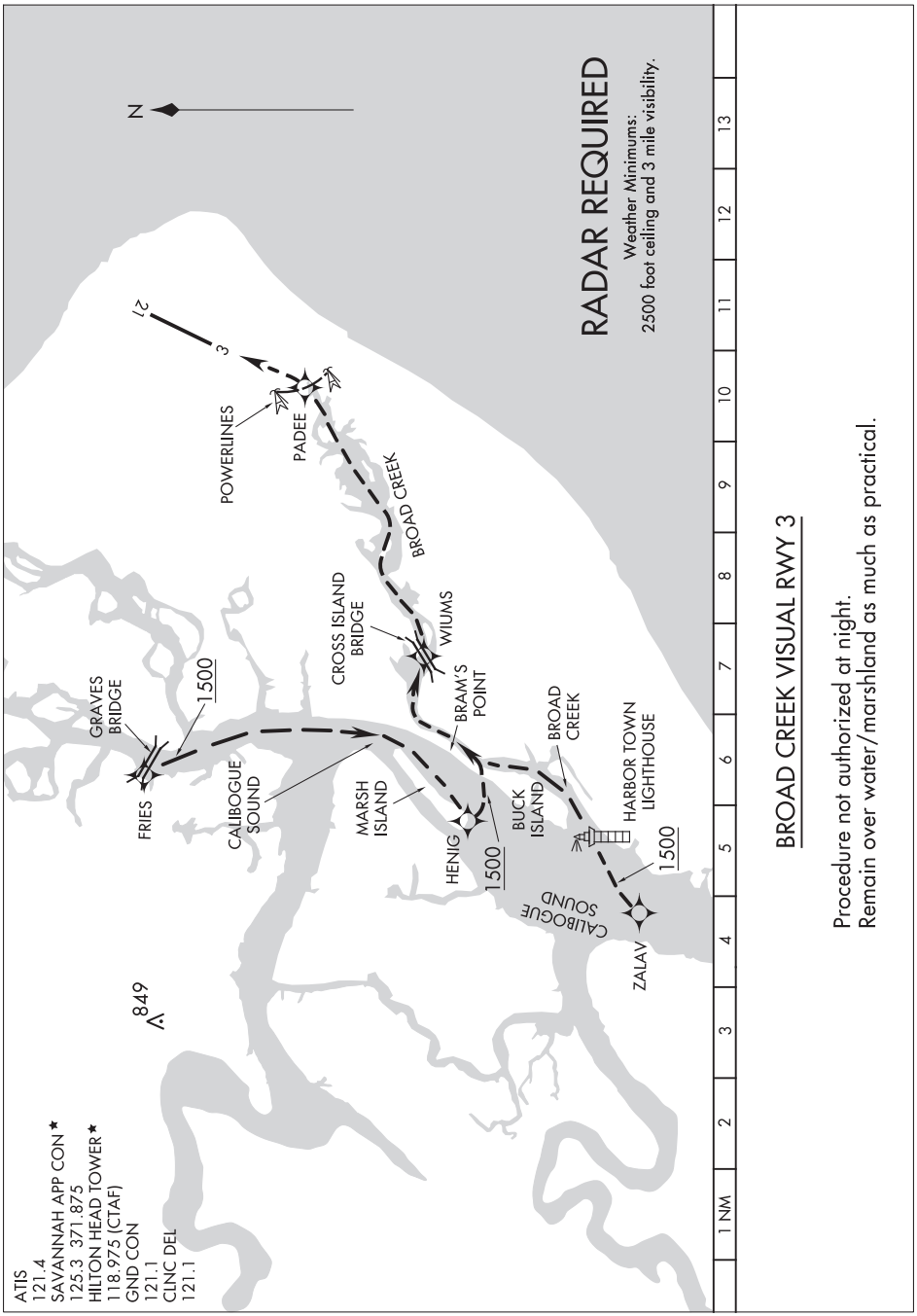
CATEGORY	A	B	C	D
C CIRCLING	800-1	781 (800-1)	800-2¼	781 (800-2¼)	800-2½	781 (800-2½)

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

BROAD CREEK VISUAL RWY 3



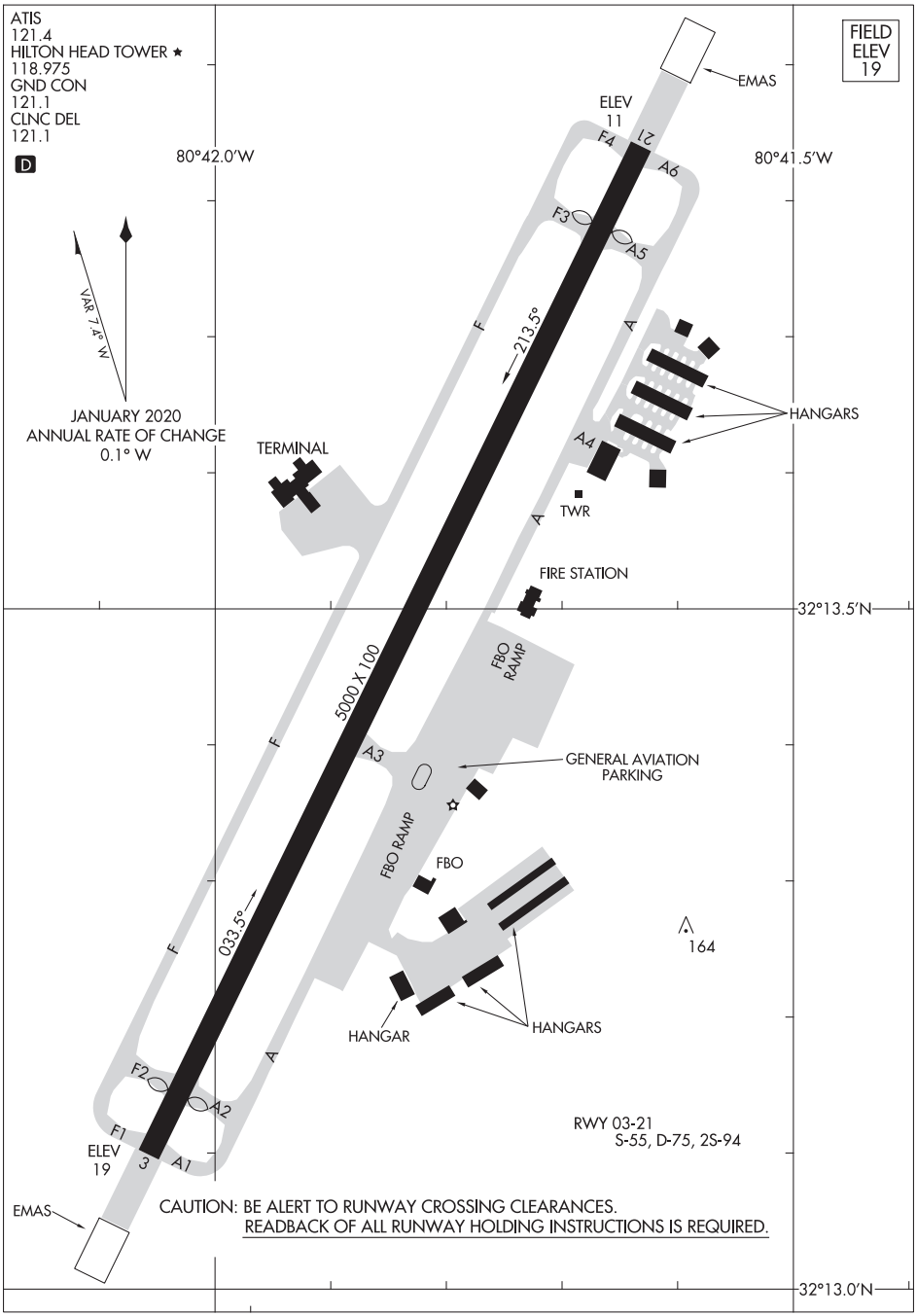
SE-2, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-5709 (FAA)

HILTON HEAD (HXD)
HILTON HEAD ISLAND, SOUTH CAROLINA



AIRPORT DIAGRAM
20086

HILTON HEAD ISLAND, SOUTH CAROLINA
HILTON HEAD (HXD)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 5

ALBERT J ELLIS (OAJ)

LOC/DME I-OAJ	APP CRS	Rwy Idg	7100
108.7	052°	TDZE	89
Chan 24		Apt Elev	93

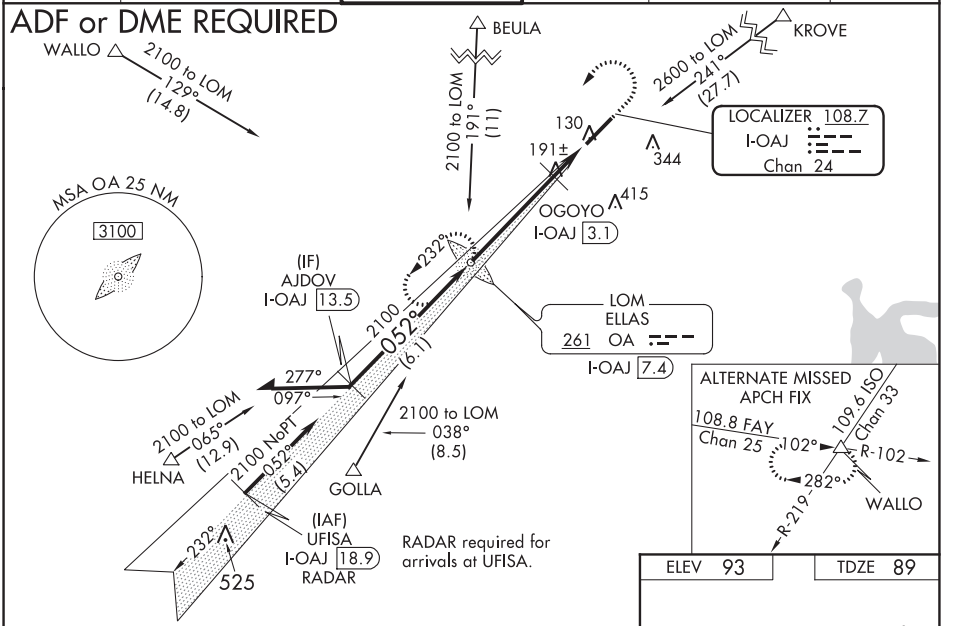
VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all DA 93 feet and all MDA 100 feet, increase S-LOC 5 Cats C/D visibility ¼ mile, increase Circling Cat C visibility ⅛ mile; increase OGOYO fix minimums, S-LOC 5 Cats C/D 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.

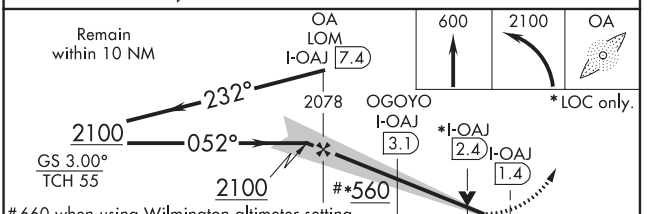
MALSR

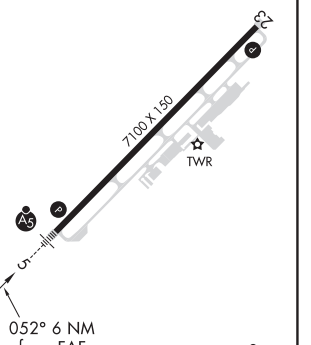
MISSED APPROACH: Climb to 600 then climbing left turn to 2100 direct ELLAS LOM/I-OAJ 7.4 DME and hold.

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







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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, NORTH CAROLINA AL-5880 (FAA) 20142

RNAV (GPS) RWY 5

ALBERT J ELLIS (OAJ)

WAAS	APP CRS	Rwy Idg	7100
CH 49009	052°	TDZE	89
W05A		Apt Elev	93

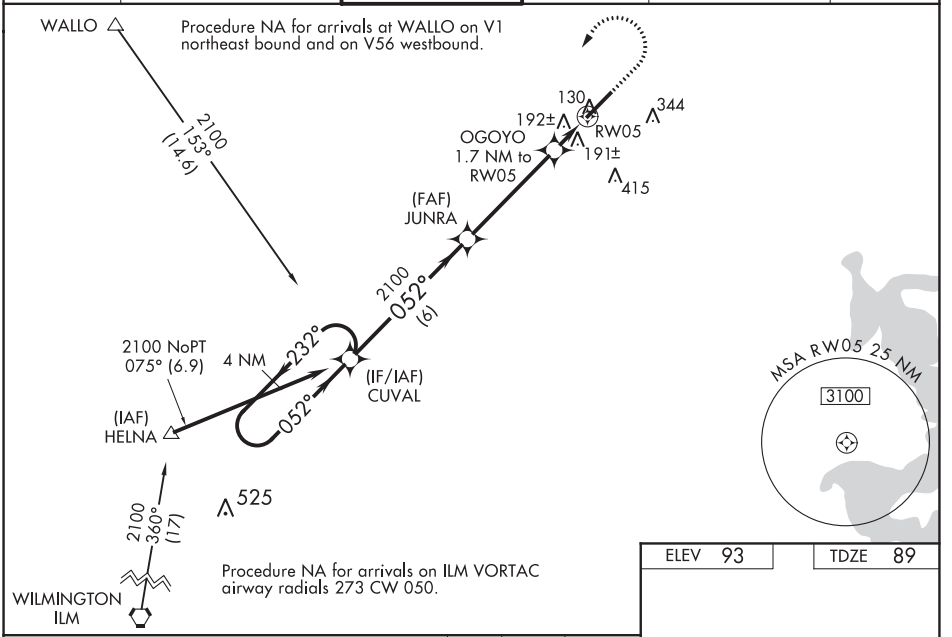
TAA

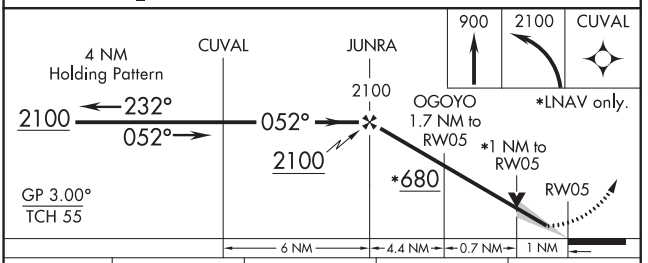
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). DME/DME RNP -0.3 NA. VDP NA with Wilmington altimeter setting. When local altimeter setting not received, use Wilmington altimeter setting and increase all 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 1 3/8 mile.

MALSR

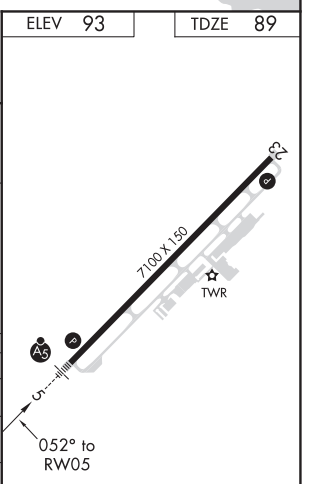
MISSED APPROACH: Climb to 900 then climbing left turn to 2100 direct CUVAL and hold.

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





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)



JACKSONVILLE, NORTH CAROLINA
Amdt 1B 29MAY14

34°50'N-77°37'W

ALBERT J ELLIS (OAJ)

RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23

ALBERT J ELLIS (OAJ)

WAAS	APP CRS	Rwy Idg	7100
CH 62827	232°	TDZE	93
W23A		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

Procedure NA for arrivals on ISO VORTAC airway radials 130 CW 256.

KINSTON ISO

3100 183° (17)

2034

(IAF) ZAMUV

3100 NoPT 142° (8)

233° 053° 4 NM

(IF/IAF) FONPO

NoPT for arrival at FONPO on V56 westbound.

2100 233° (7.2)

MSA RW23 NM

3100

(FAF) YOTUR

232°

196± RW23 197± 130

ZOTUS 1.9 NM to RW23

344

415

MISSED APCH FIX

4 NM 232° 052° CUVAL

2100 CUVAL

*LNAV only.

ZOTUS 1.9 NM to RW23

YOTUR 2100

FONPO

4 NM Holding Pattern

053° 233° 3100

*1 NM to RW23

RW23

232° *740

2100

GP 3.00° TCH 47

1 NM 0.9 NM 4.3 NM 7.2 NM

ELEV 93 TDZE 93

232° to RW23

7100 X 150

TWR

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)

REIL Rwy 23 L

HIRL Rwy 5-23 L

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

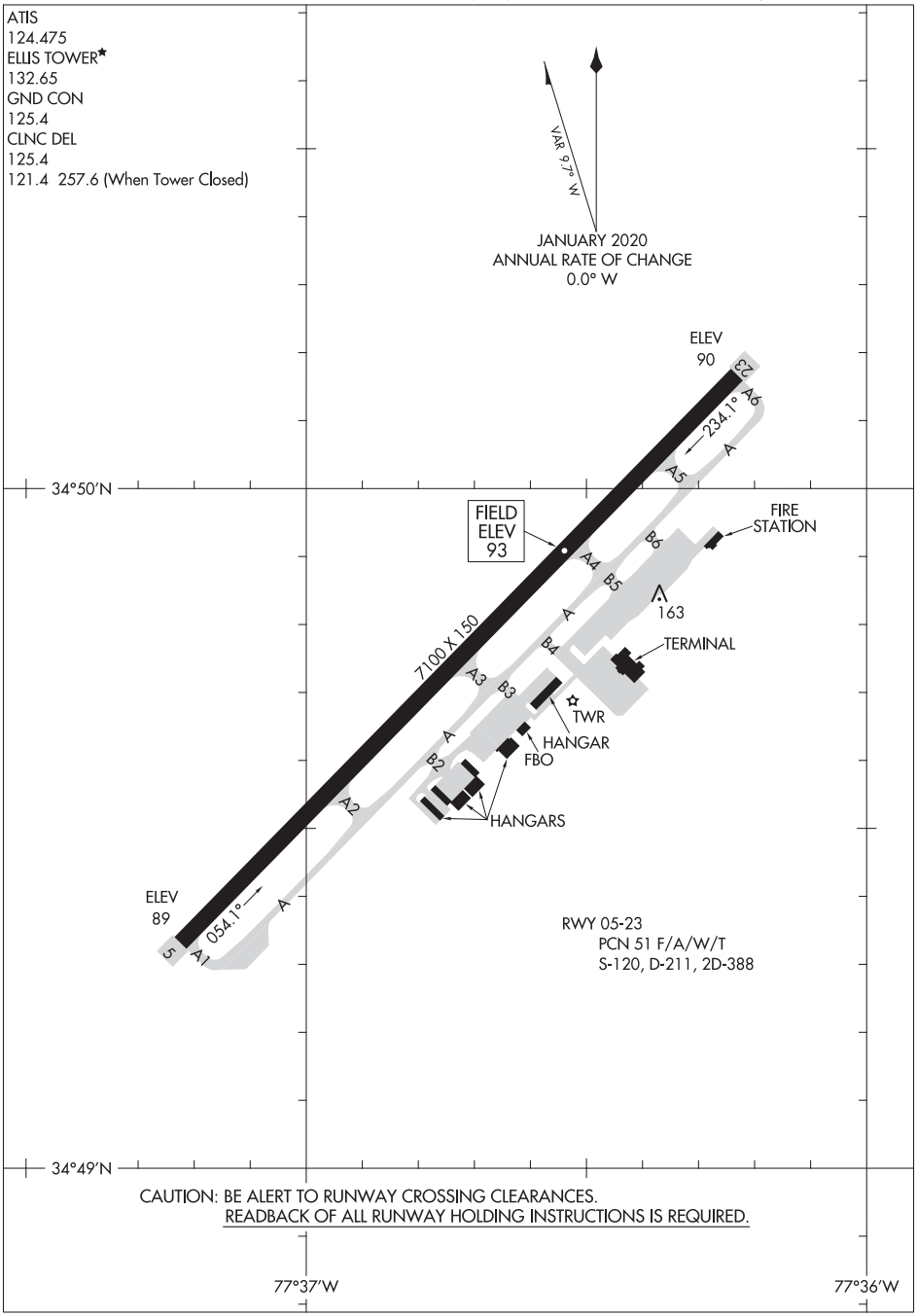
20086

AIRPORT DIAGRAM

AL-5880 (FAA)

ALBERT J ELLIS/JACKSONVILLE (OAJ)

JACKSONVILLE, NORTH CAROLINA



AIRPORT DIAGRAM
20086
JACKSONVILLE, NORTH CAROLINA
ALBERT J ELLIS/JACKSONVILLE (OAJ)

SE-2, 25 FEB 2021 to 22 APR 2021

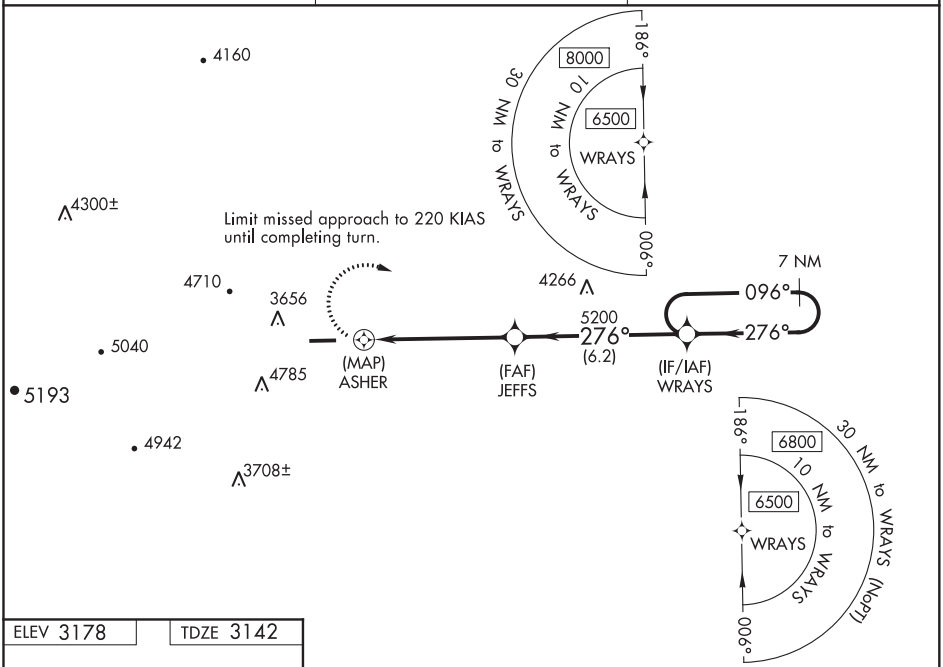
WAAS	APP CRS		
CH **70437**	**276°**	Rwy Idg	**5002**
W28A		TDZE	**3142**
		Apt Elev	**3178**

RNAV (GPS) RWY 28
ASHE COUNTY (GEV)

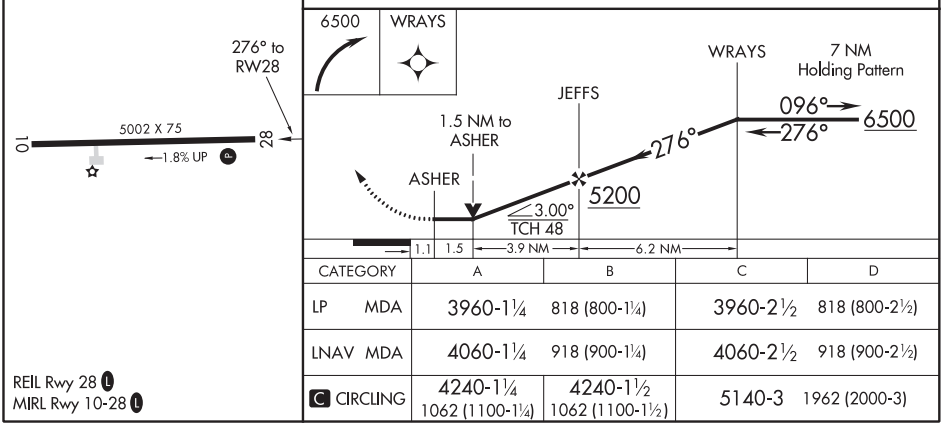
T A Circling Rwy 10 NA at night. Circling NA for Cat D north of Rwy 10-28. DME/DME RNP-0.3 NA. Rwy 28 helicopter visibility reduction below ¾ SM NA. VDP NA when using Marion/Wytheville altimeter setting. When local altimeter setting not received, use Marion/Wytheville altimeter setting and increase all 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

JEFFERSON, NORTH CAROLINA AL-6790 (FAA) 19115

LOC RWY 28

ASHE COUNTY (GEV)

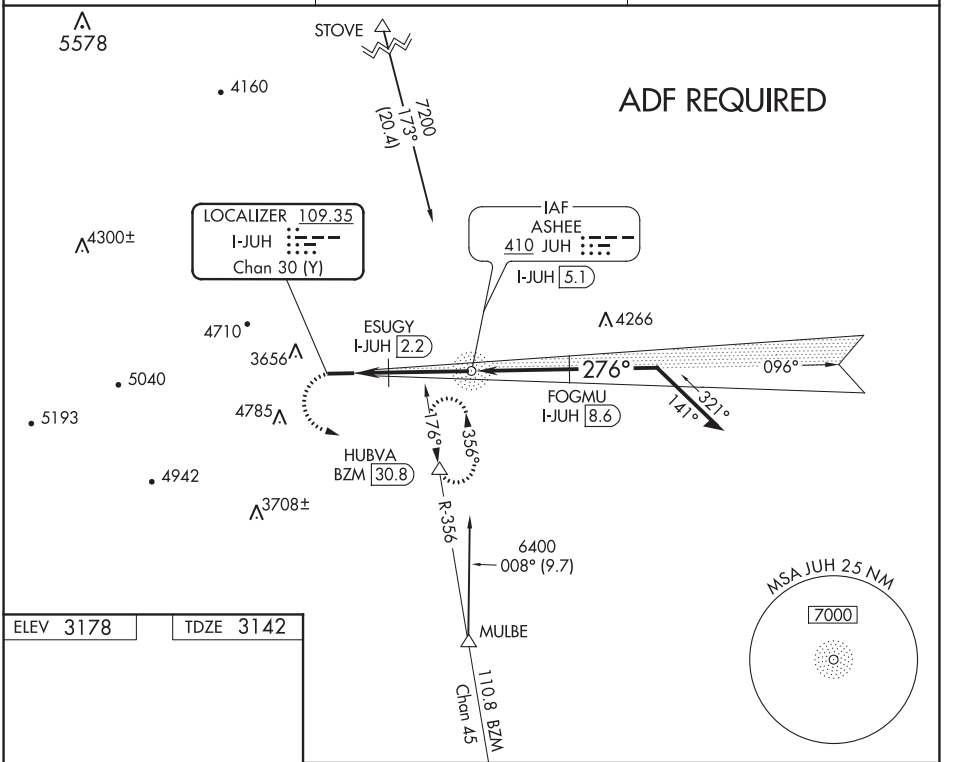
LOC/DME I-JUH	APP CRS	Rwy Idg	5002
109.35	276°	TDZE	3142
Chan 30 (Y)		Apt Elev	3178

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.

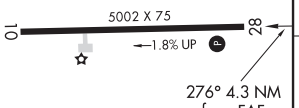
NA

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.

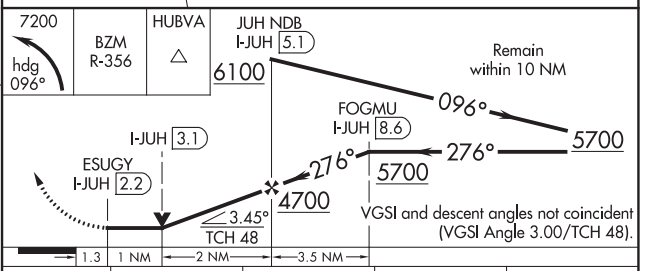
AWOS-3	ATLANTA CENTER	UNICOM
120.675	125.15 263.0	122.8 (CTAF) L



ELEV 3178 TDZE 3142



REIL Rwy 28 L
MIRL Rwy 10-28 L



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	

JEFFERSON, NORTH CAROLINA
Amdt 3 30MAR17

36°26'N-81°25'W

ASHE COUNTY (GEV)
LOC RWY 28

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5
DUPLIN COUNTY (DPL)

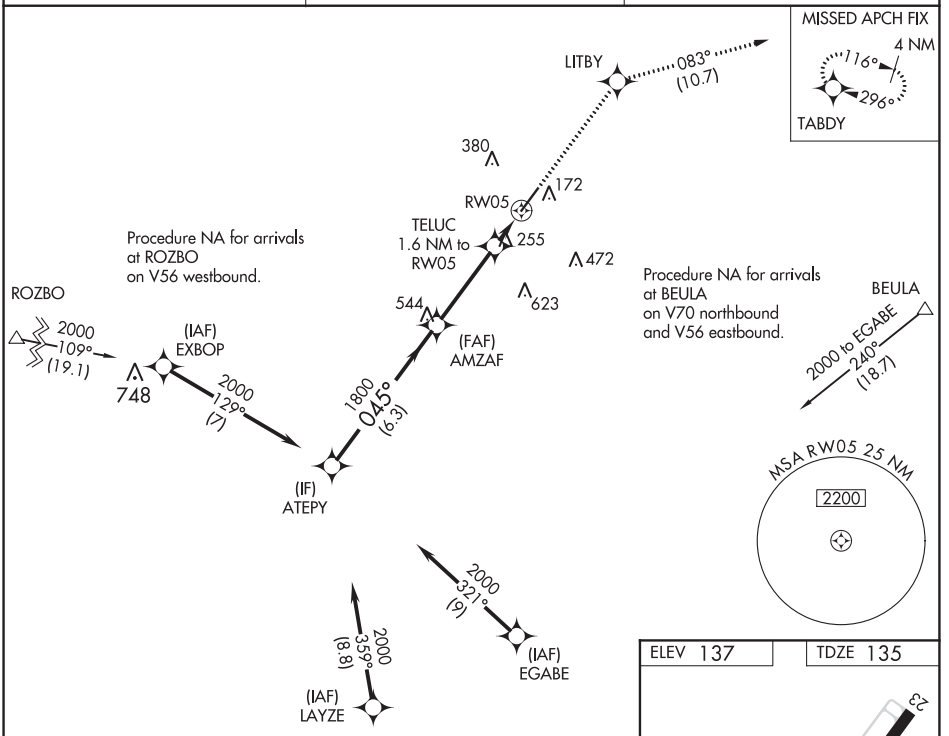
WAAS	APP CRS	Rwy Idg	6003
CH 63121	045°	TDZE	135
W05A		Apt Elev	137

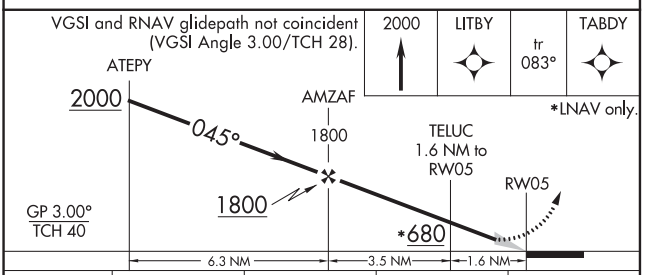
RNP APCH.

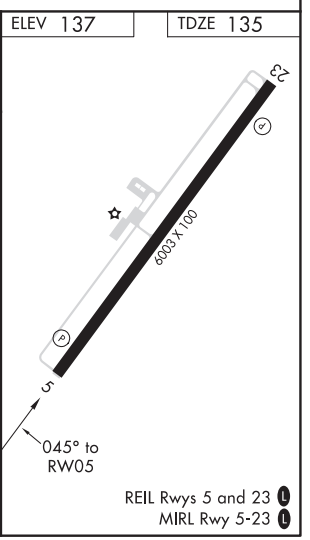
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

KENANSVILLE, NORTH CAROLINA AL-6228 (FAA) 19227

WAAS	APP CRS	Rwy Idg	6003
CH 69521	225°	TDZE	137
W23A		Apt Elev	137

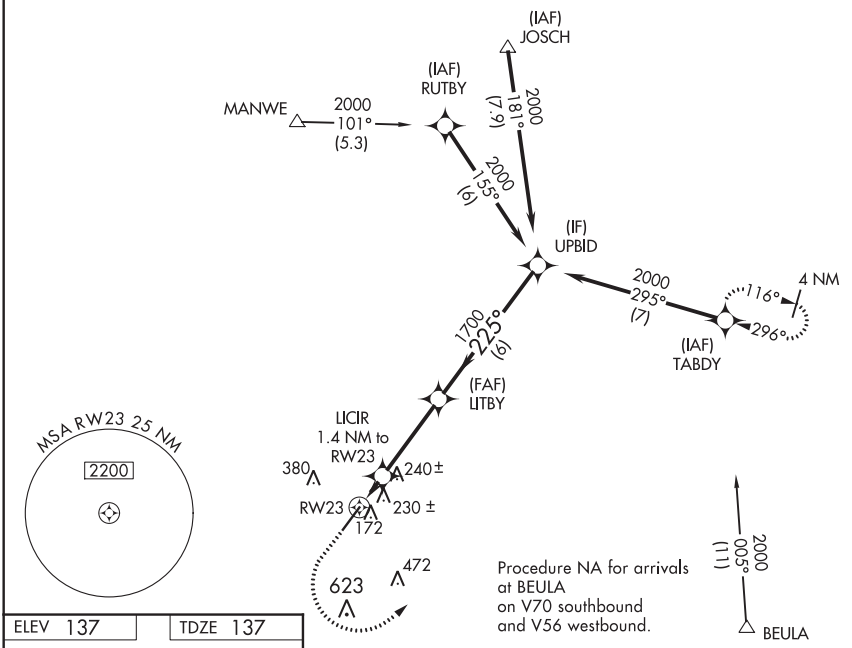
RNAV (GPS) RWY 23
DUPLIN COUNTY (DPL)

RNP APCH.

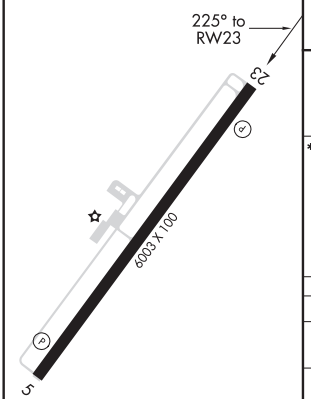
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

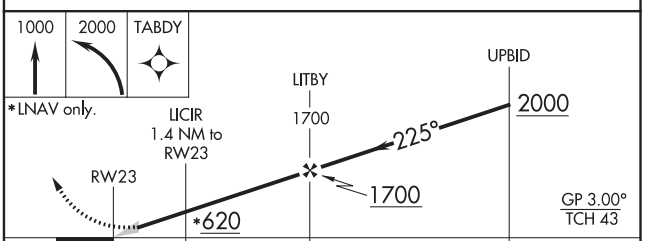
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct TABDY and hold.

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)			

KENANSVILLE, NORTH CAROLINA
Amdt 1A 15AUG19

35°00'N-77°59'W

DUPLIN COUNTY (DPL)
RNAV (GPS) RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 3

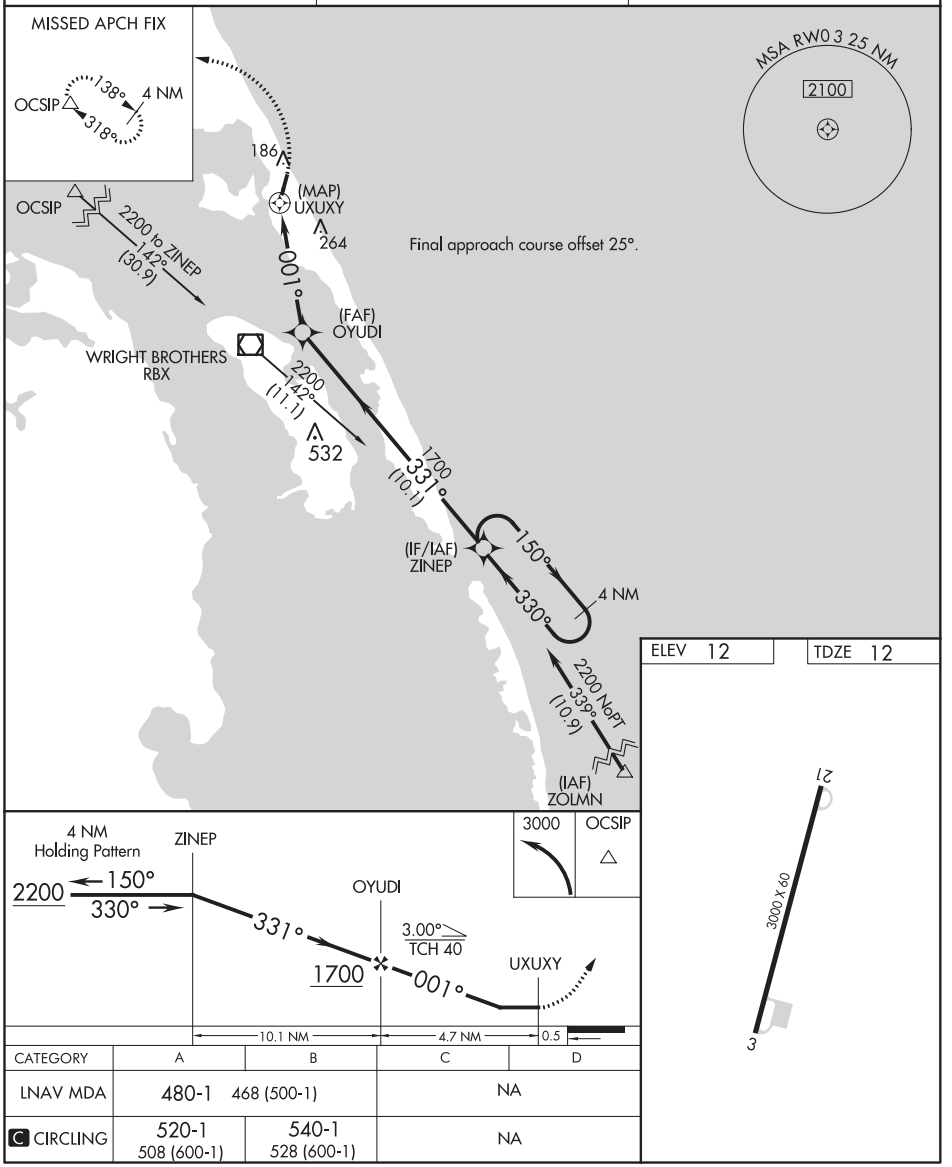
FIRST FLIGHT(FFA)

APP CRS		
001°	Rwy Idg	3000
	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	

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KILL DEVIL HILLS, NORTH CAROLINA

AL-10743 (FAA)

17201

RNAV (GPS) RWY 21

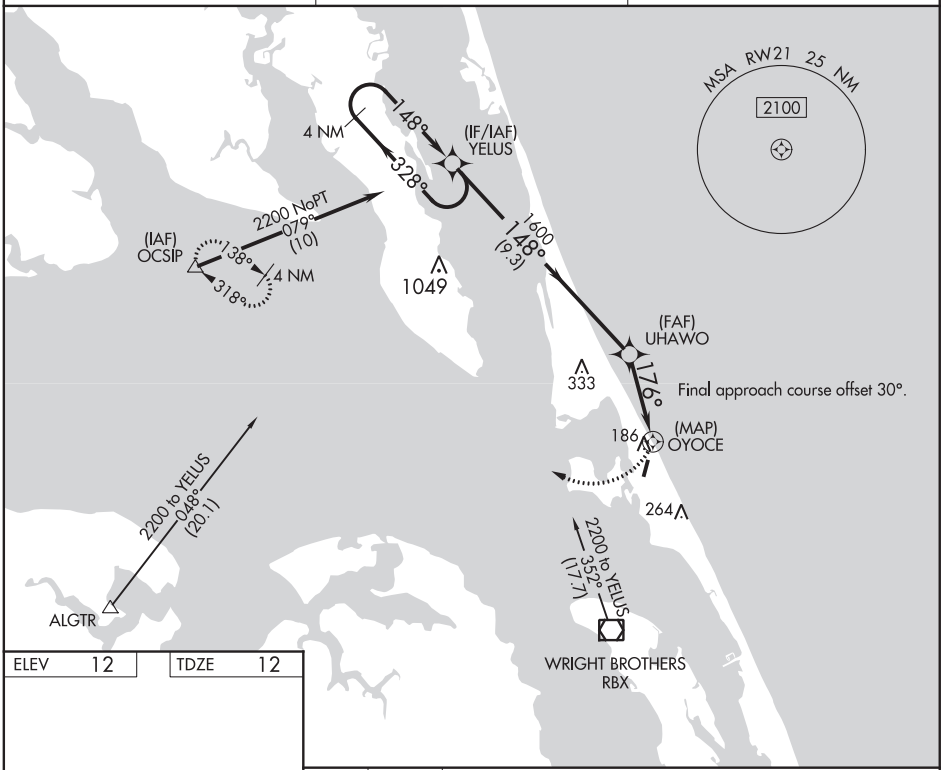
FIRST FLIGHT(FFA)

WAAS	APP CRS	Rwy Idg	3000
CH 50240	176°	TDZE	12
W21A		Apt Elev	12

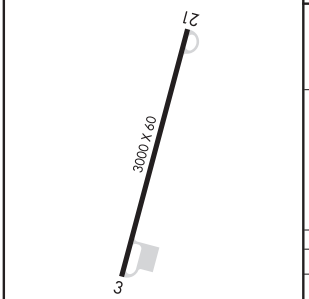
Rwy 21 helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.

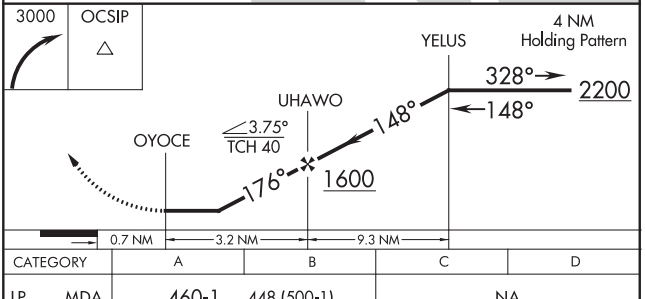
MISSED APPROACH: Climbing right turn to 3000 direct OCSIP and hold.

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	

KILL DEVIL HILLS, NORTH CAROLINA

Orig 22JUN17

36°01'N-75°40'W

FIRST FLIGHT (FFA)

RNAV (GPS) RWY 21

SE-2, 25 FEB 2021 to 22 APR 2021

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WAAS CH 87040 W14A	APP CRS 140°	Rwy Idg 5000 TDZE 66 Apt Elev 67

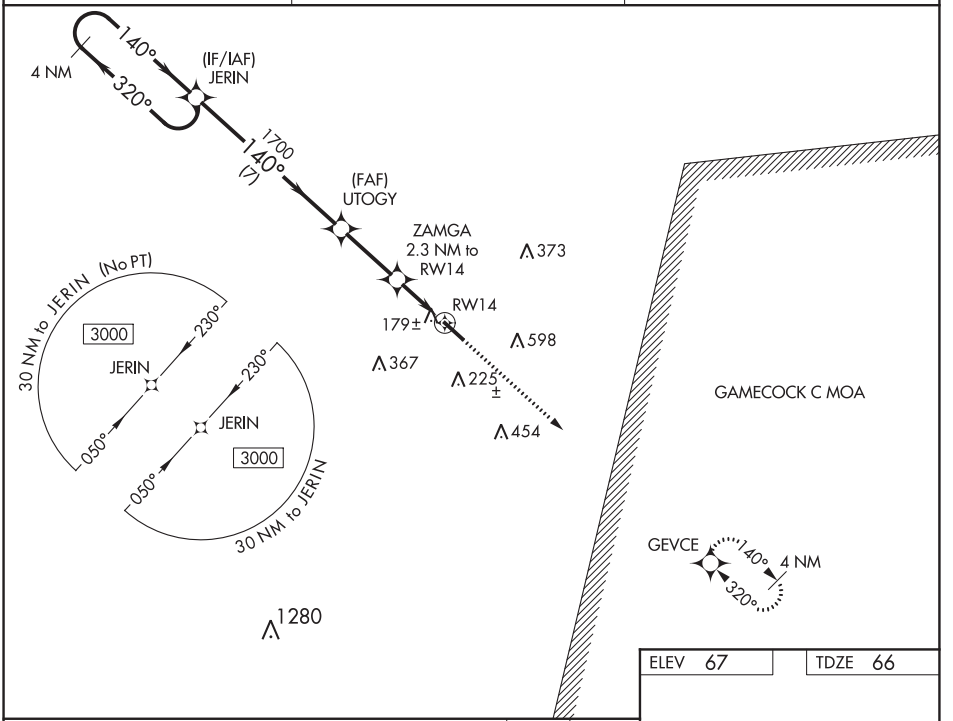
RNAV (GPS) RWY 14

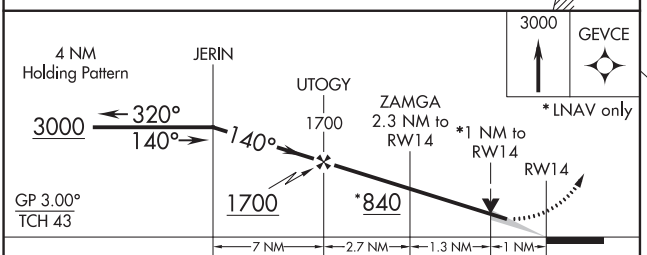
WILLIAMSBURG RGNL (CKI)

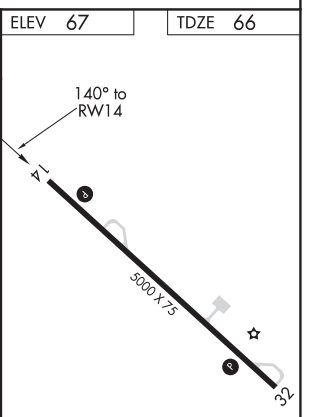
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Florence Rgnl altimeter setting. DME/DME RNP-0.3 NA.

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







CATEGORY	A	B	C	D
LPV DA	334-1 268 (300-1)	334-⅞ 268 (300-⅞)		
LNAV/VNAV DA	454-1¼ 388 (400-1¼)			
LNAV MDA	440-1 374 (400-1)			
C CIRCLING	480-1 413 (500-1)	580-1 513 (600-1)	960-2¾ 893 (900-2¾)	960-3 893 (900-3)

MIRL Rwy 14-32 L

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KINGSTREE, SOUTH CAROLINA AL-6221 (FAA) 17285

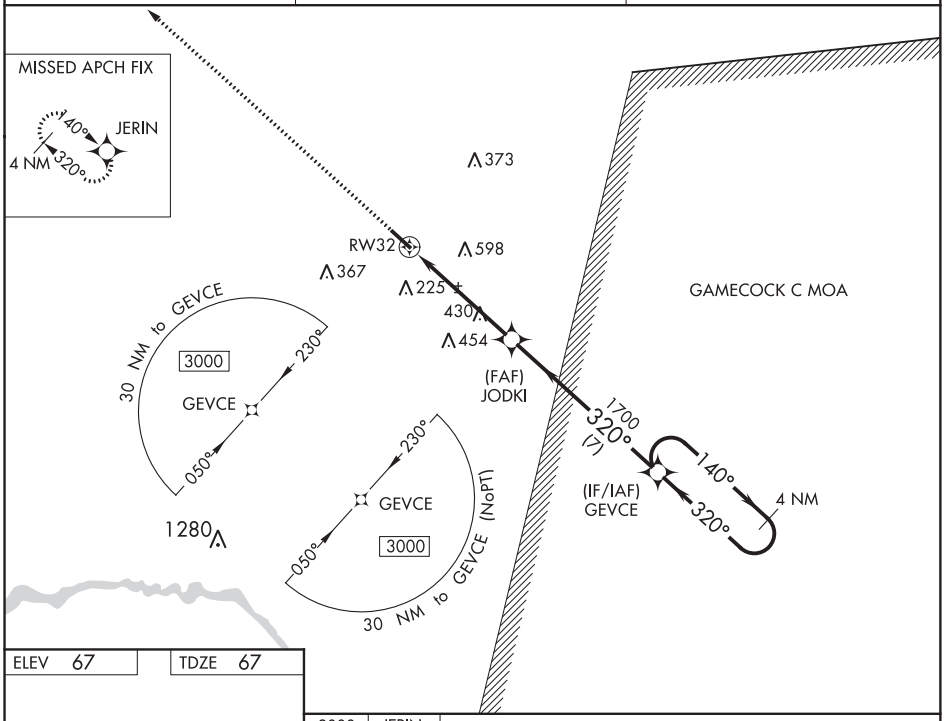
WAAS CH 45740 W32A	APP CRS 320°	Rwy ldg 5000 TDZE 67 Apt Elev 67

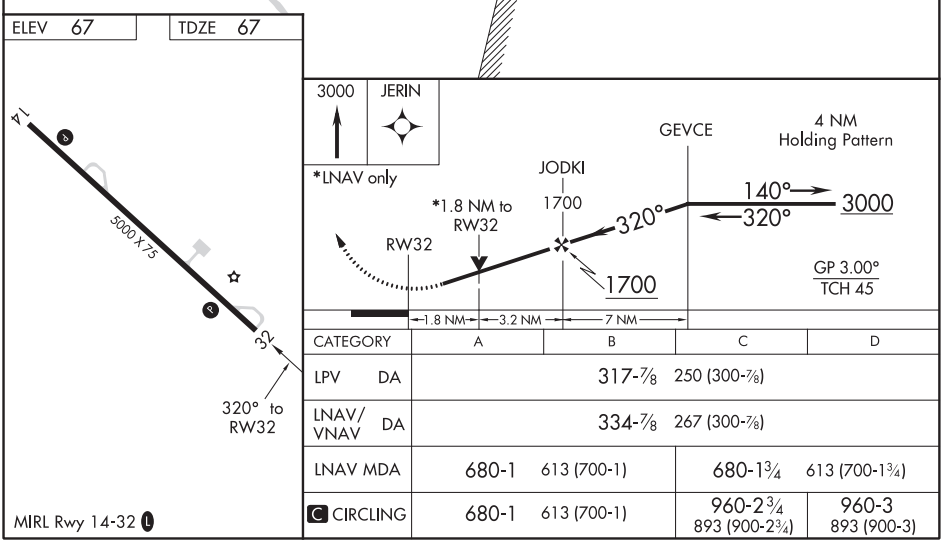
RNAV (GPS) RWY 32
WILLIAMSBURG RGNL (CKI)

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. 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)

KINGSTREE, SOUTH CAROLINA
Amdt 1 17AUG17

33°43′N-79°51′W

WILLIAMSBURG RGNL (CKI)
RNAV (GPS) RWY 32

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 5

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

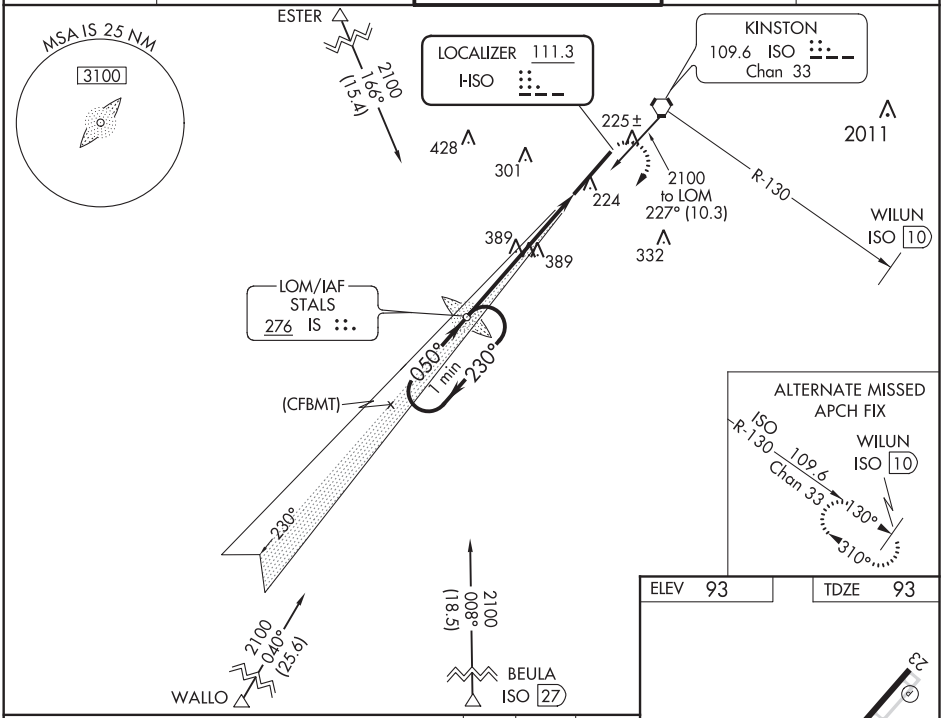
LOC I-ISO	APP CRS	Rwy Idg	10960
111.3	050°	TDZE	93
		Apt Elev	93

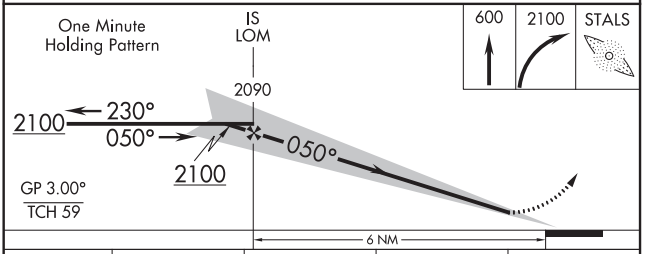
ADF Required. When local altimeter setting not received, use Seymour Johnson AFB altimeter setting and increase DA to 336; increase all MDA 60 feet and S-LOC 5 Cats C and D visibility ⅛ mile and Circling Cat D visibility ¼ mile. For inop MALSR, increase S-LOC 5 Cats C and D visibility to 1⅝ mile. For 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.

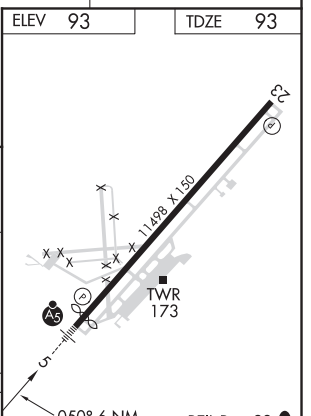
MALSR

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)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

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KINSTON, NORTH CAROLINA AL-5038 (FAA) 20366

WAAS	APP CRS	Rwy ldg	10960
CH 82004	050°	TDZE	93
W05A		Apt Elev	93

RNAV (GPS) RWY 5

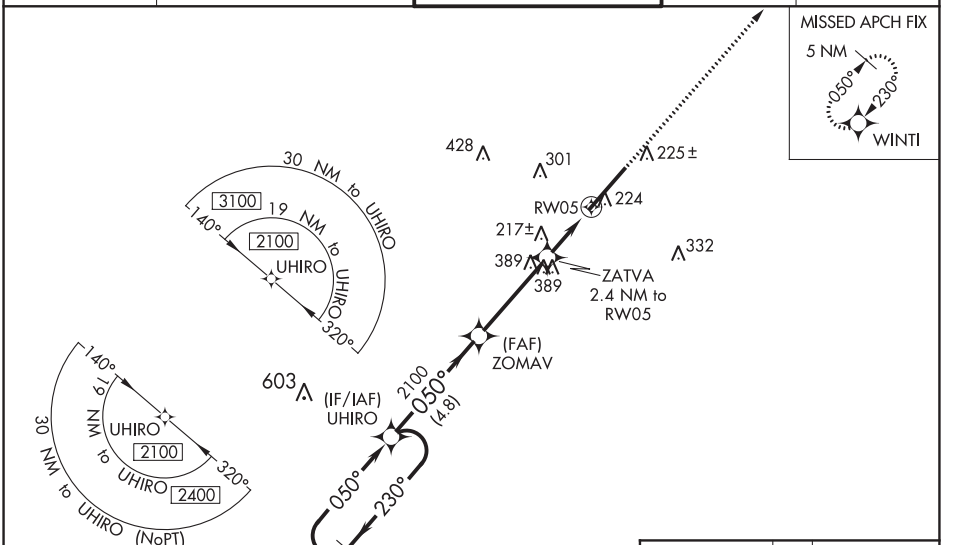
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

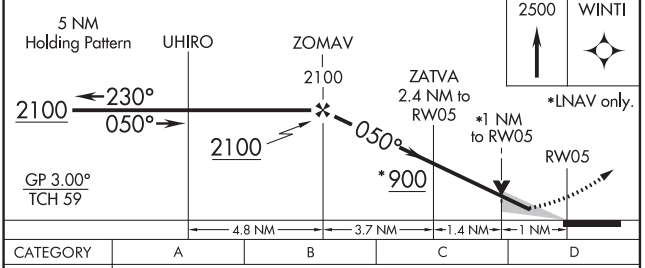
T A Baro-VNAV NA when using Seymour Johnson AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA when using Seymour Johnson AFB altimeter setting. When local altimeter setting not received, use Seymour Johnson AFB 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 (A5)

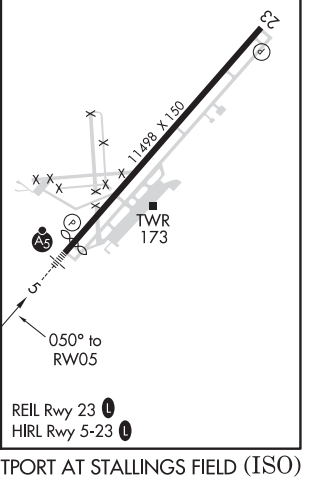
MISSED APPROACH: Climb to 2500 direct WINTI and hold.

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





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)



KINSTON, NORTH CAROLINA
Amdt 3A 12OCT17

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)
35°20'N-77°37'W
RNAV (GPS) RWY 5

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RNAV (GPS) RWY 23

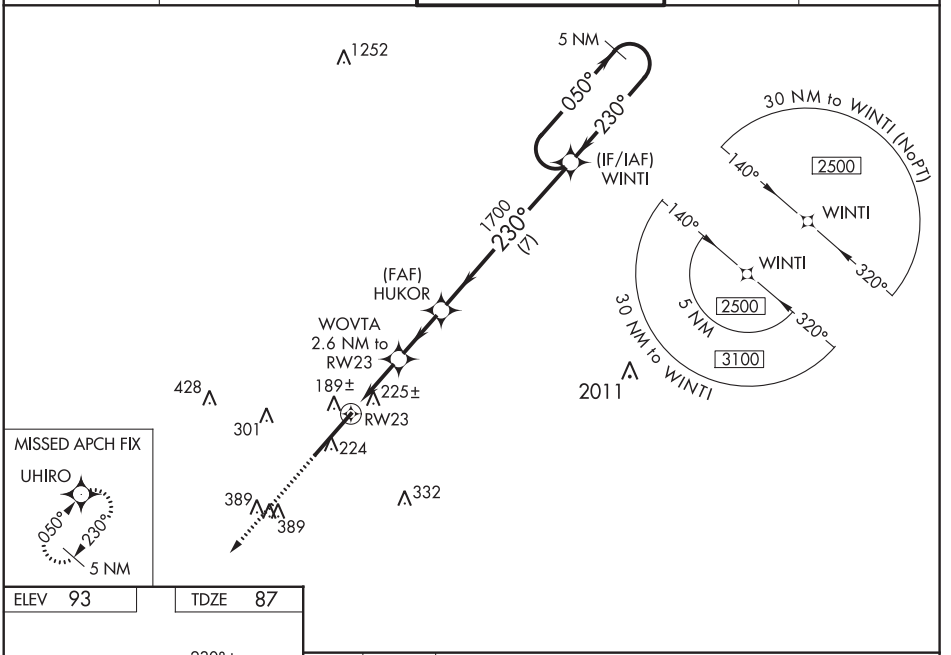
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

WAAS CH 77704 W23A	APP CRS 230°	Rwy ldg 11498 TDZE 87 Apt Elev 93

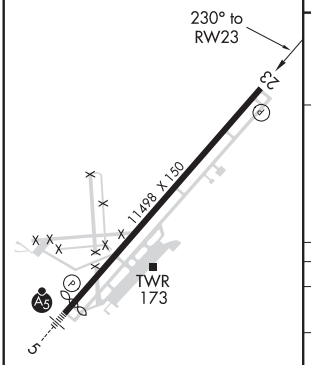
Baro-VNAV NA when using Seymour Johnson AFB altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP NA with Seymour Johnson AFB altimeter setting. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting 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.

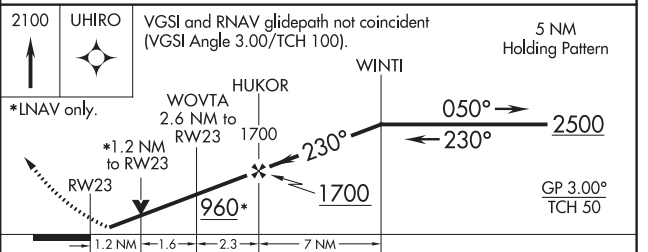
MISSED APPROACH: Climb to 2100 direct UHIRO and hold.

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





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)

REIL Rwy 23 L
HIRL Rwy 5-23 L

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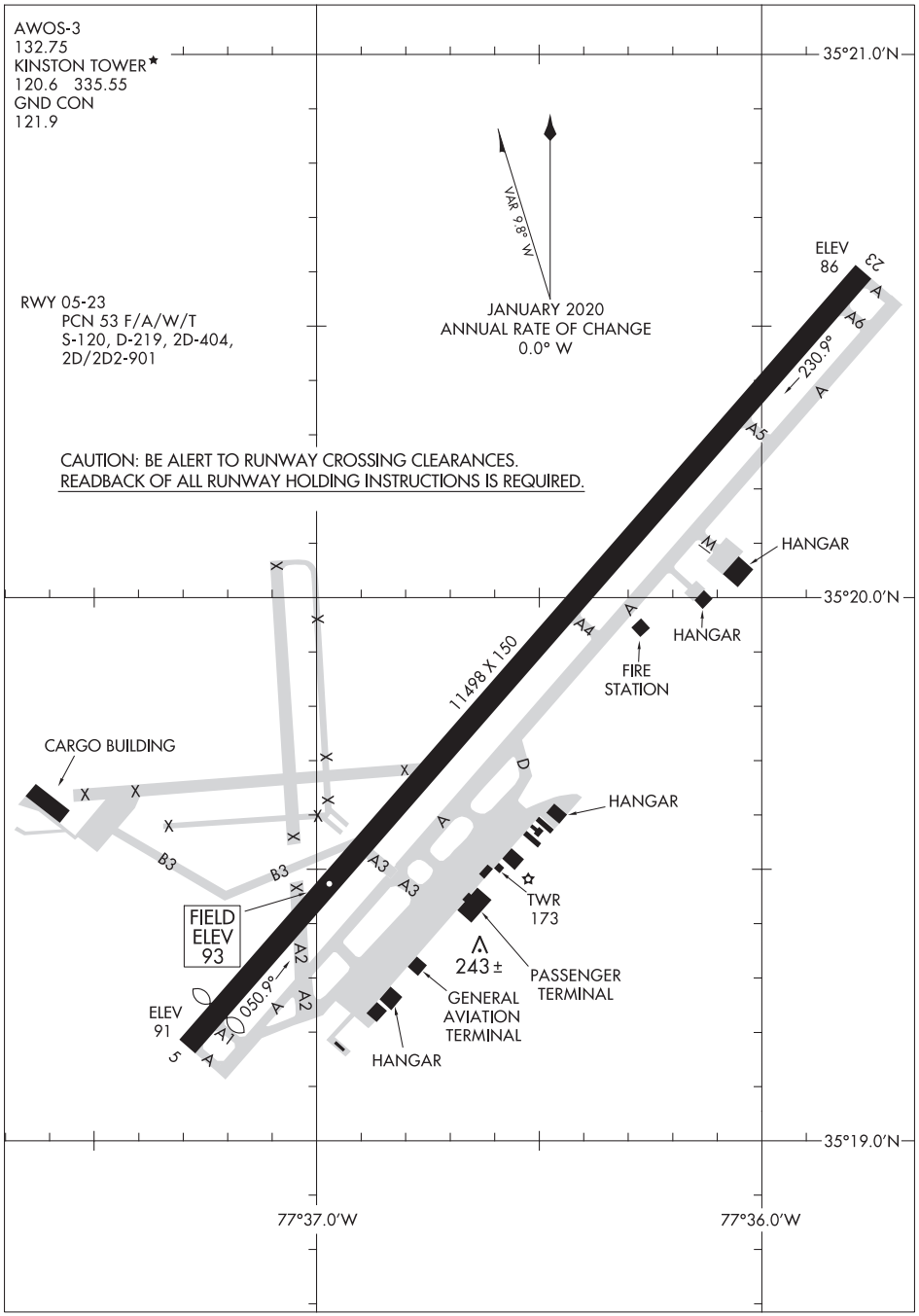
20366

AIRPORT DIAGRAM

KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

AL-5038 (FAA) KINSTON, NORTH CAROLINA



AIRPORT DIAGRAM

KINSTON, NORTH CAROLINA
KINSTON RGNL JETPORT AT STALLINGS FIELD (ISO)

20366

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RNAV (GPS) RWY 1

LAKE CITY MUNI CJ EVANS FIELD (51J)

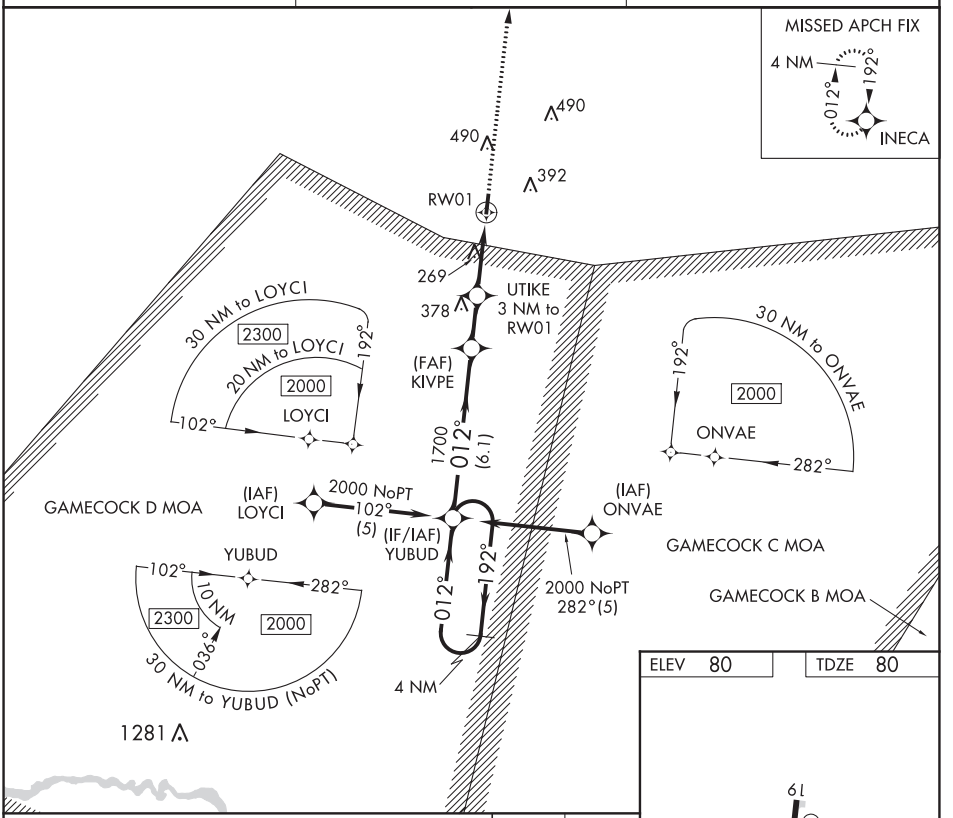
APP CRS	Rwy Idg	3700
012°	TDZE	80
	Apt Elev	80

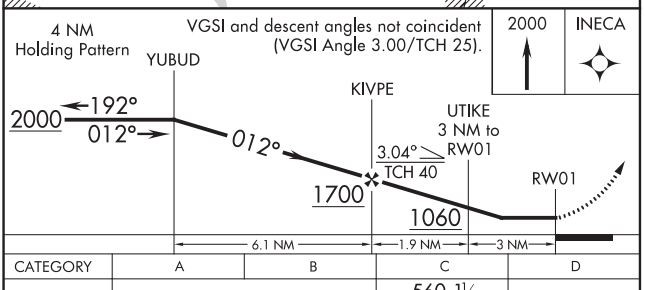
DME/DME RNP-0.3 NA. Straight-in minimums NA at night. Use Kingstree altimeter setting; if not received, use Florence altimeter setting and increase all MDAs 40 feet. Visibility reduction by helicopters NA.

NA

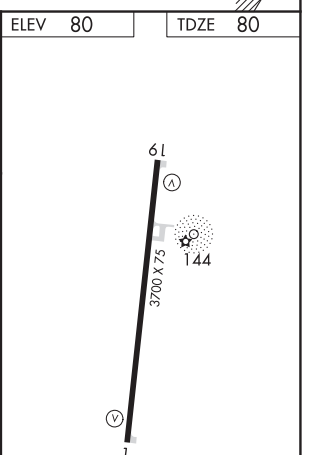
MISSED APPROACH: Climb to 2000 direct INECA and hold.

CKI AWOS-3	FLORENCE APP CON ★	CTAF
124.775	135.25 316.15	122.9 L





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



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SE-2, 25 FEB 2021 to 22 APR 2021

LAKE CITY, SOUTH CAROLINA AL-6914 (FAA) 20198

RNAV (GPS) RWY 19

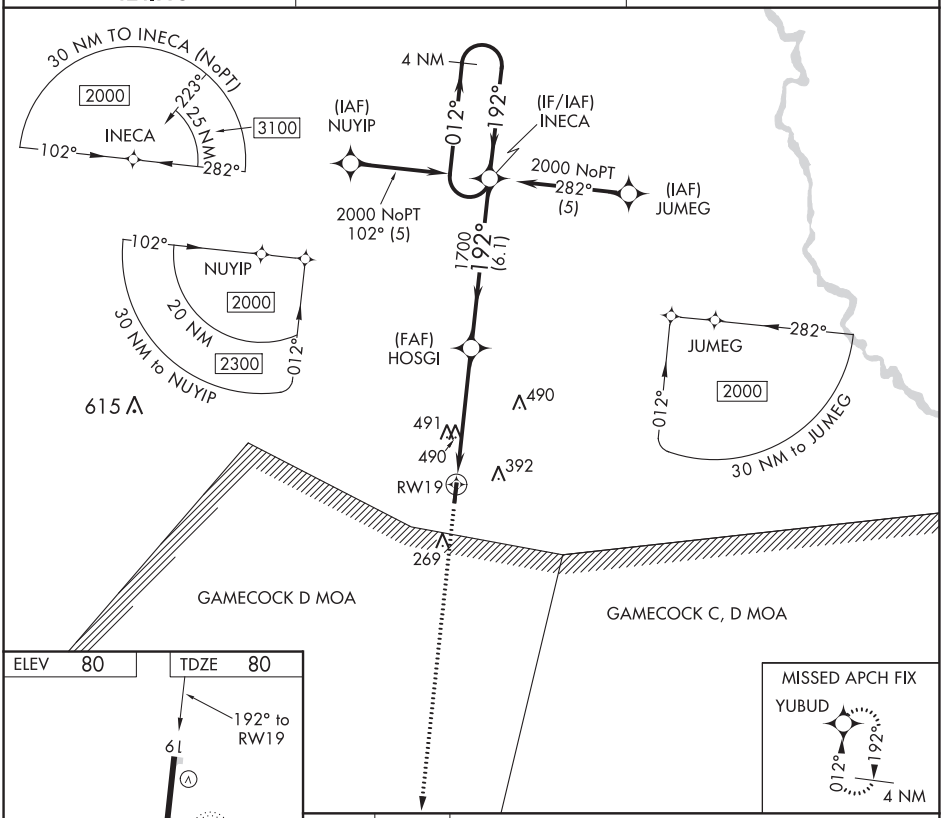
LAKE CITY MUNI CJ EVANS FIELD (51J)

APP CRS	Rwy Idg	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.

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



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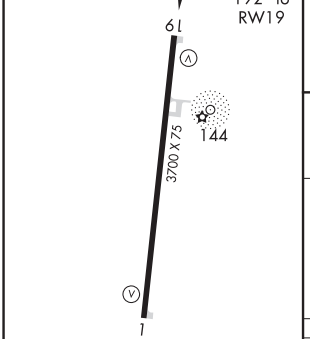
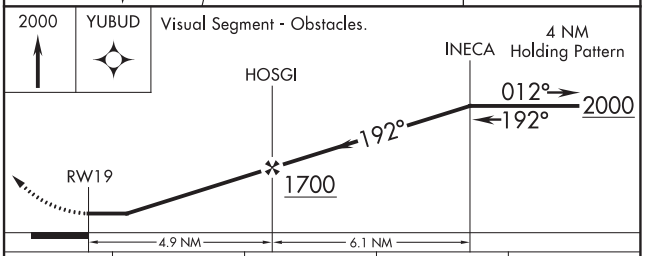
ELEV 80	TDZE 80



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

LAKE CITY, SOUTH CAROLINA
Orig-A 17AUG17

33°51′N-79°46′W

LAKE CITY MUNI CJ EVANS FIELD (51J)

RNAV (GPS) RWY 19

RNAV (GPS) RWY 6

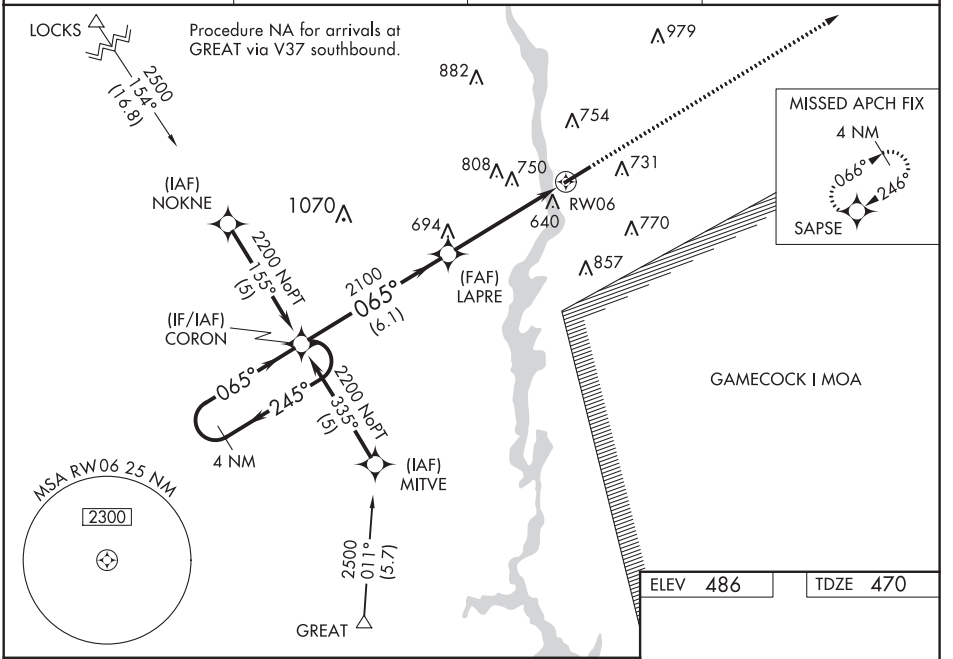
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

WAAS CH 86816 W06A	APP CRS 065°	Rwy Idg 5899 TDZE 470 Apt Elev 486

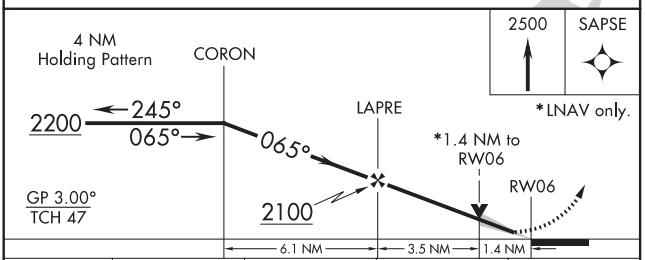
When VGSI inoperative, Circling Rwy 24 NA at night. Baro-VNAV NA when using Rock Hill altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP -0.3 NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase 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.

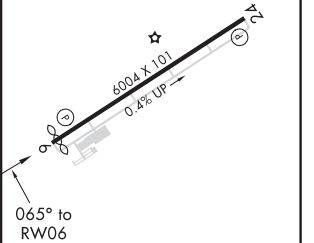
AWOS-3	CHARLOTTE APP CON	GCO	UNICOM
120.825	120.05 307.8	121.725	122.725 (CTAF) L



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)



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LANCASTER, SOUTH CAROLINA AL-5853 (FAA) 20198

RNAV (GPS) RWY 24

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

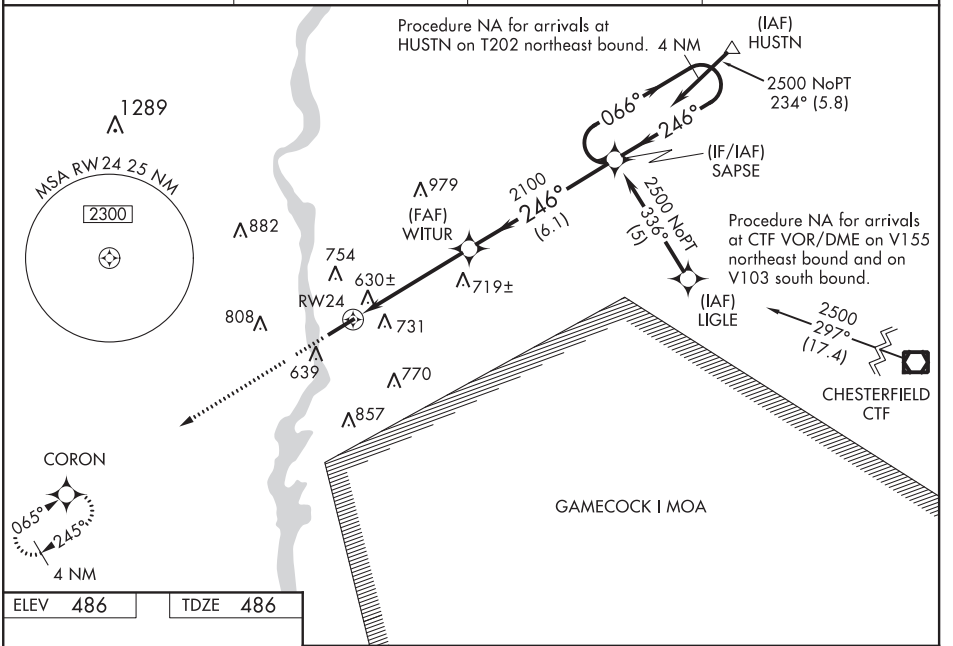
WAAS CH **70416** **W24A**	APP CRS **246°**	Rwy Idg **6004** TDZE **486** Apt Elev **486**

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, 25 FEB 2021 to 22 APR 2021

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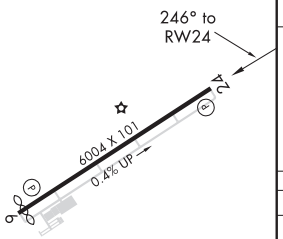
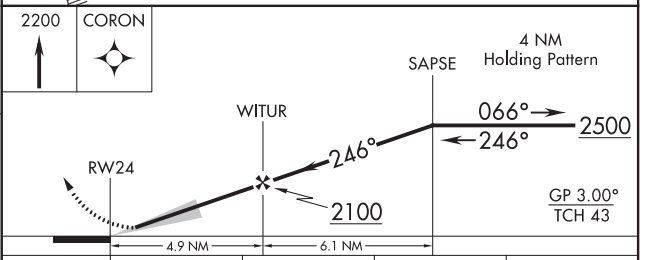
ELEV 486 TDZE 486





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

NDB LKR	APP CRS	Rwy Idg	6004
400	251°	TDZE	486
		Apt Elev	486

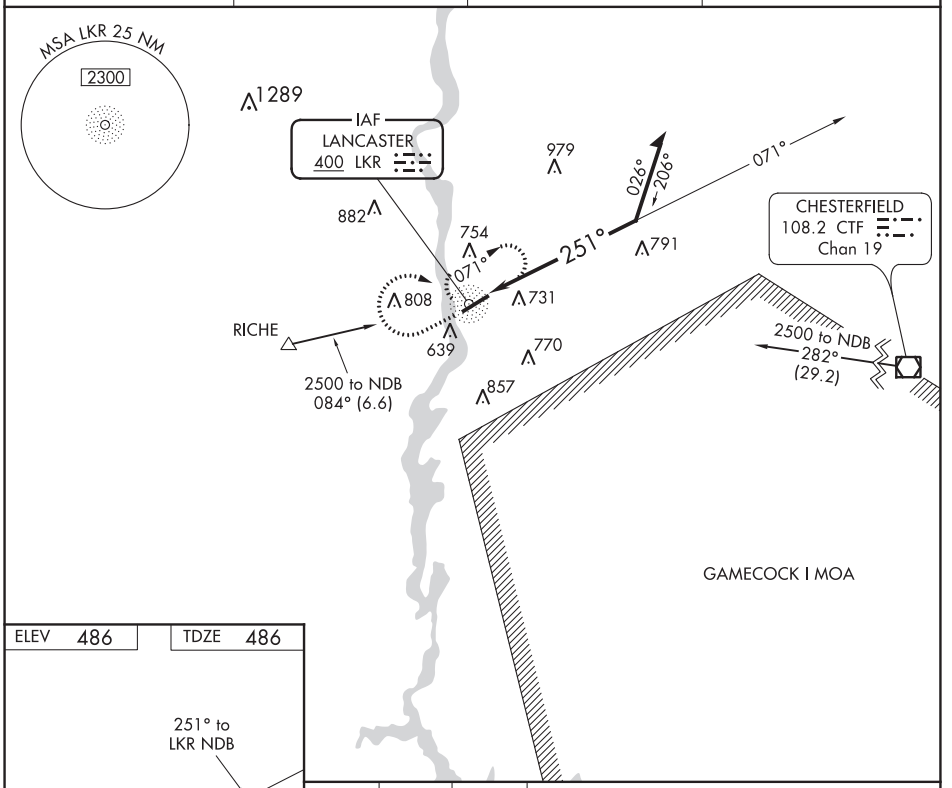
NDB RWY 24

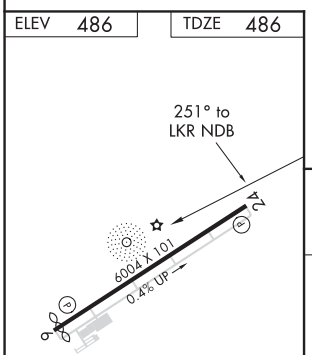
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

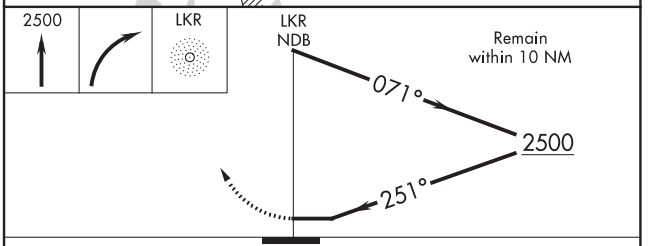
When VGSI inoperative, Straight-in/Circling Rwy 24 procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Rock Hill altimeter setting and increase all MDA 80 feet, and increase S-24 Cats B, C, and D and Circling Cats B, C, and D visibility ¼ mile.

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







CATEGORY	A	B	C	D
S-24	1160-1	674 (700-1)	1160-2 674 (700-2)	1160-2¼ 674 (700-2¼)
CIRCLING	1160-1	674 (700-1)	1160-2 674 (700-2)	1160-2¼ 674 (700-2¼)

MIRL Rwy 6-24 L

SE-2, 25 FEB 2021 to 22 APR 2021
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BARMY FOUR DEPARTURE (RNAV)

(BARMY4.BARMY) 03JAN19

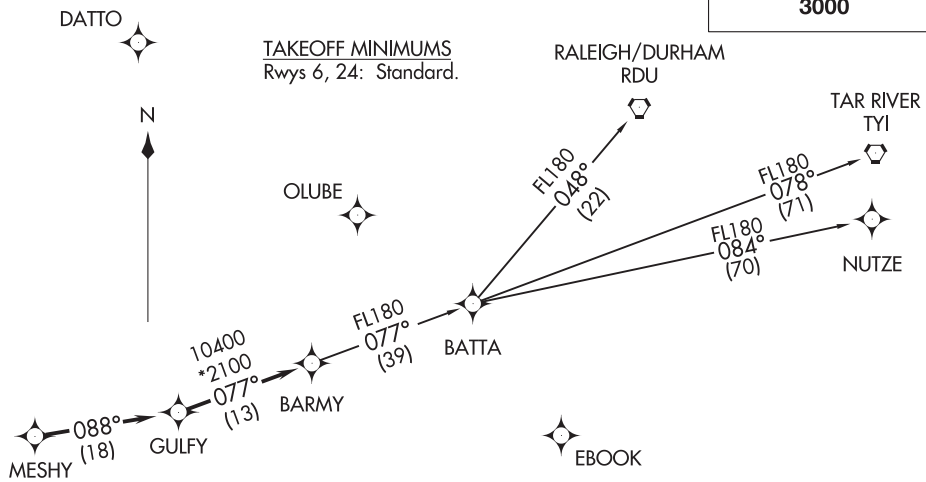
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

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: 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

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)

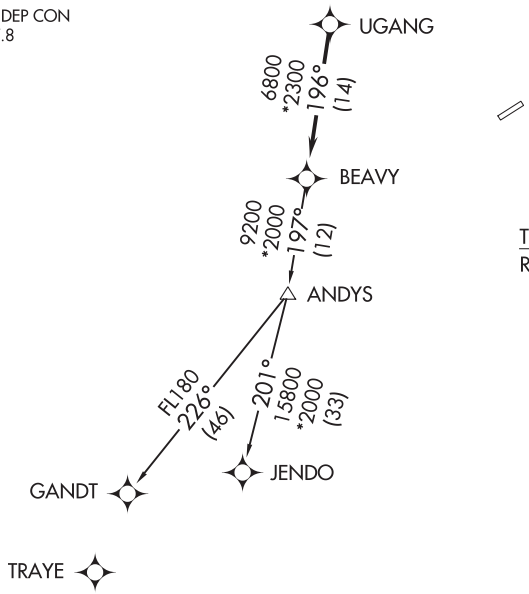
(BARMY4.BARMY) 19003
BARMY FOUR DEPARTURE (RNAV)
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

BEAVY FIVE 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 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BOBZY FOUR DEPARTURE (RNAV)

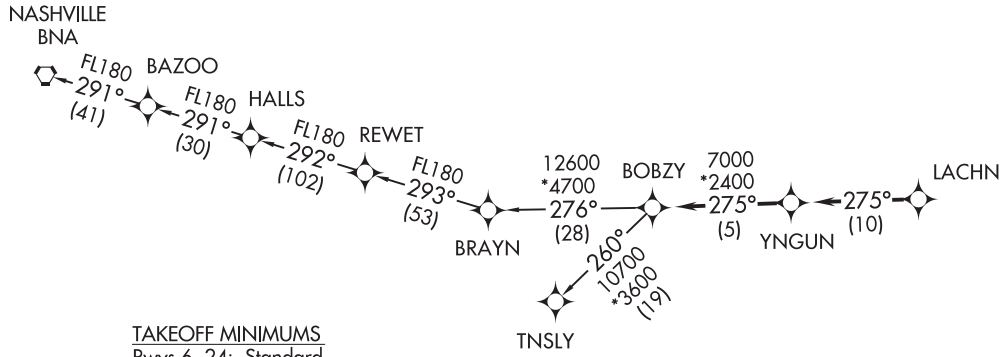
(BOBZY4.BOBZY) 03JAN19

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.

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.

(BOBZY4.BOBZY) 19003

BOBZY FOUR DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

LANCASTER, SOUTH CAROLINA

AL-5853 (FAA)

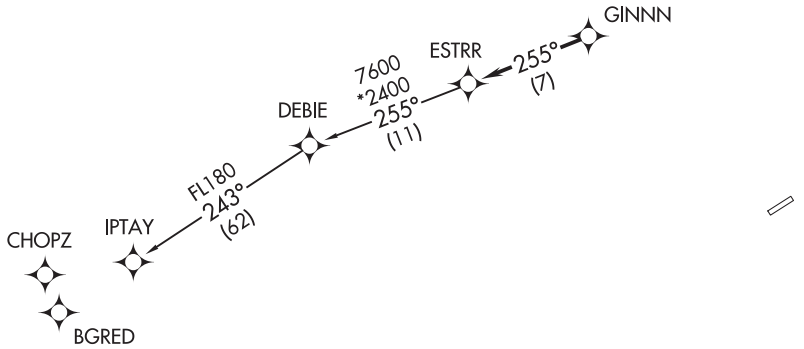
400

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, 25 FEB 2021 to 22 APR 2021

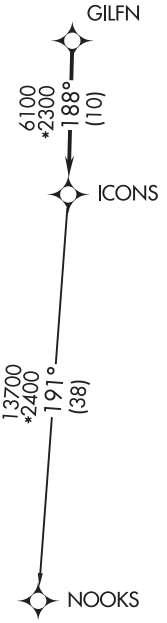
(ICONS4.ICONS) 19003 AL-5853 (FAA)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

JOJJO FOUR DEPARTURE (RNAV)

(JOJJO4.JOJJO) 03JAN19

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

LANCASTER, SOUTH CAROLINA

(JOJJO4.JOJJO) 19003

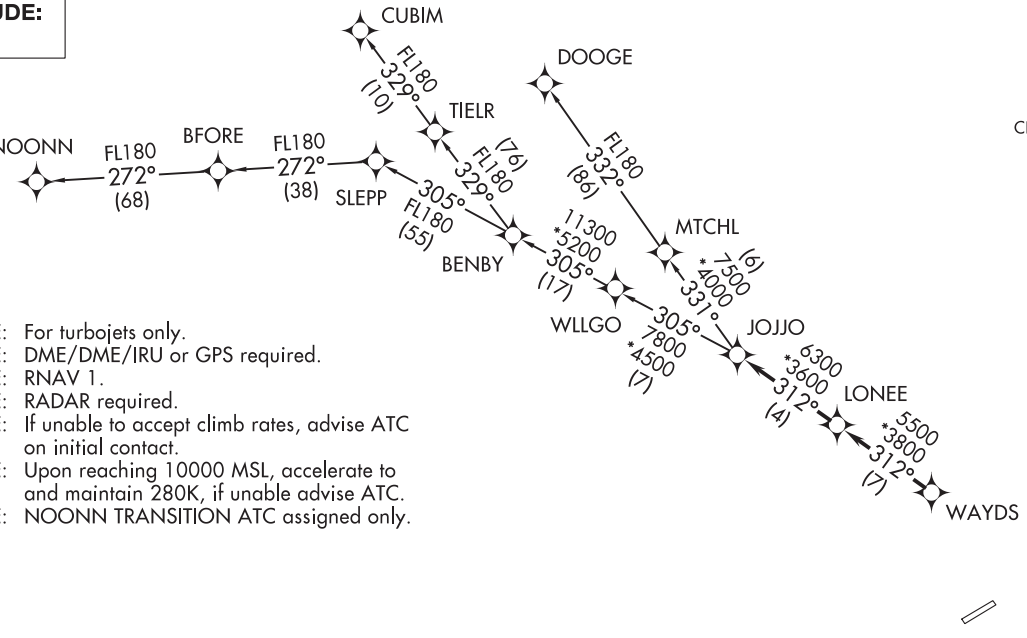
JOJJO FOUR DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

LANCASTER, SOUTH CAROLINA

AL-5853 (FAA)

TOP ALTITUDE: 3000



AWOS-3
120.825
GCO
121.725
UNICOM (CTAF)
122.725
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.

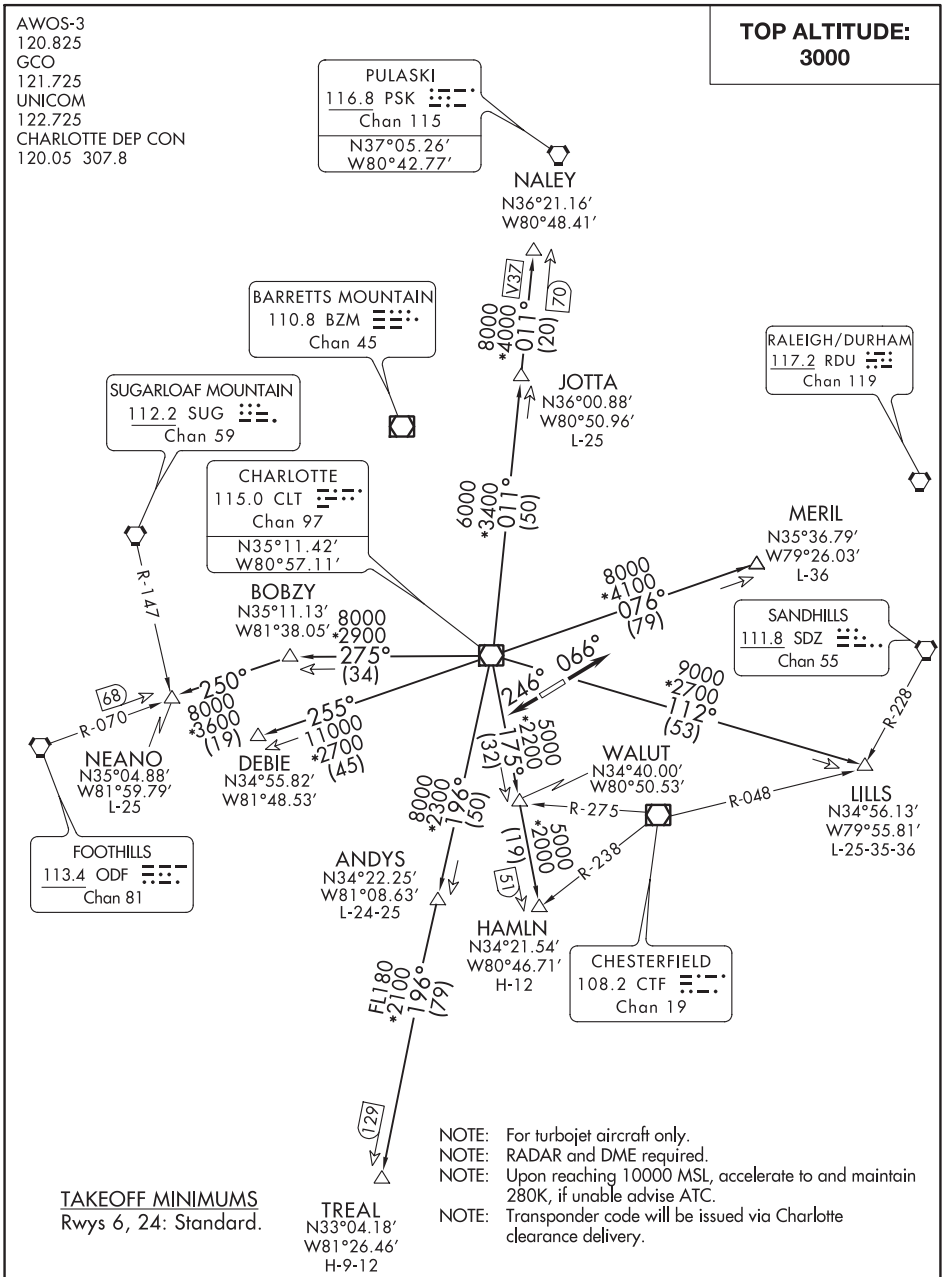
CUBIM TRANSITION (JOJJO4.CUBIM)
DOOGE TRANSITION (JOJJO4.DOOGE)
NOONN TRANSITION (JOJJO4.NOONN)

TAKEOFF MINIMUMS
Rwys 6, 24: Standard.

NOTE: Chart not to scale.

(KER3.KER) 20086
KERMIT THREE DEPARTURE

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
AL-5853 (FAA)
LANCASTER, SOUTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 25 FEB 2021 to 22 APR 2021

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.

SE-2, 25 FEB 2021 to 22 APR 2021

AL-5853 (FAA)

(KILNS4.KILNS) 19003

KILNS FOUR DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

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)

SE-2, 25 FEB 2021 to 22 APR 2021

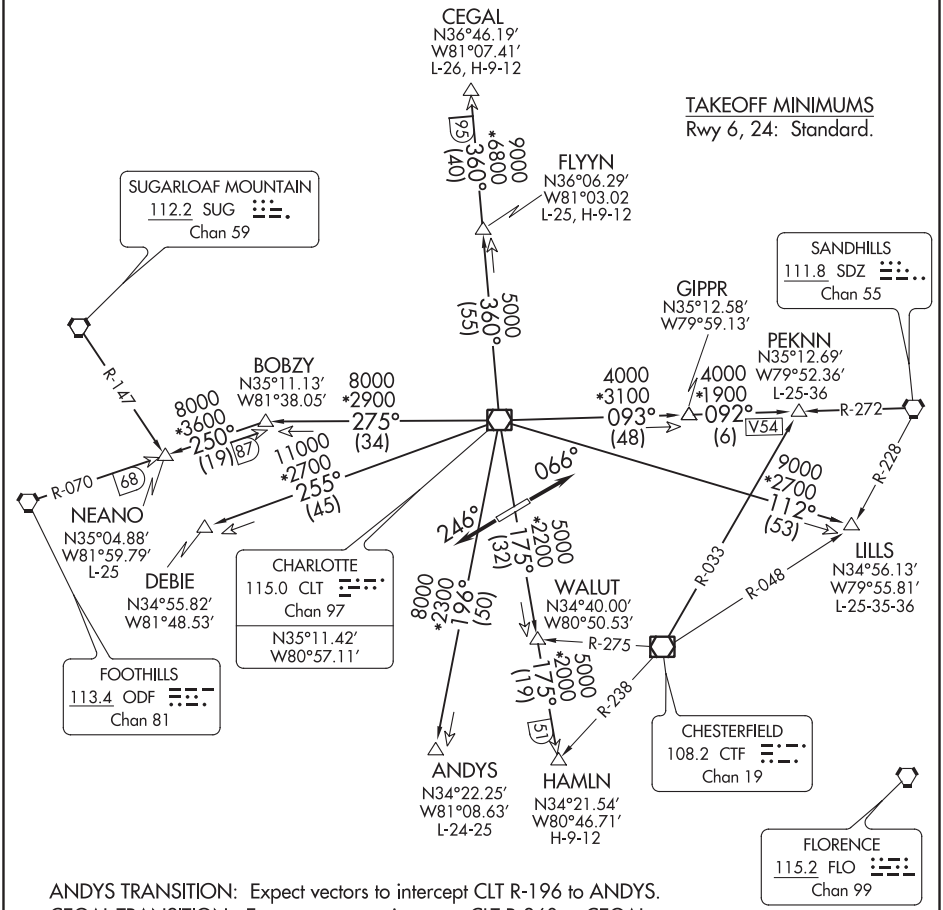
KILNS FOUR DEPARTURE (RNAV)
(KILNS4.KILNS) 03JAN19
LANCASTER, SOUTH CAROLINA
LANCASTER COUNTY-MC WHIRTER FIELD (LKR)

KNIGHTS TWO DEPARTURE

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



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

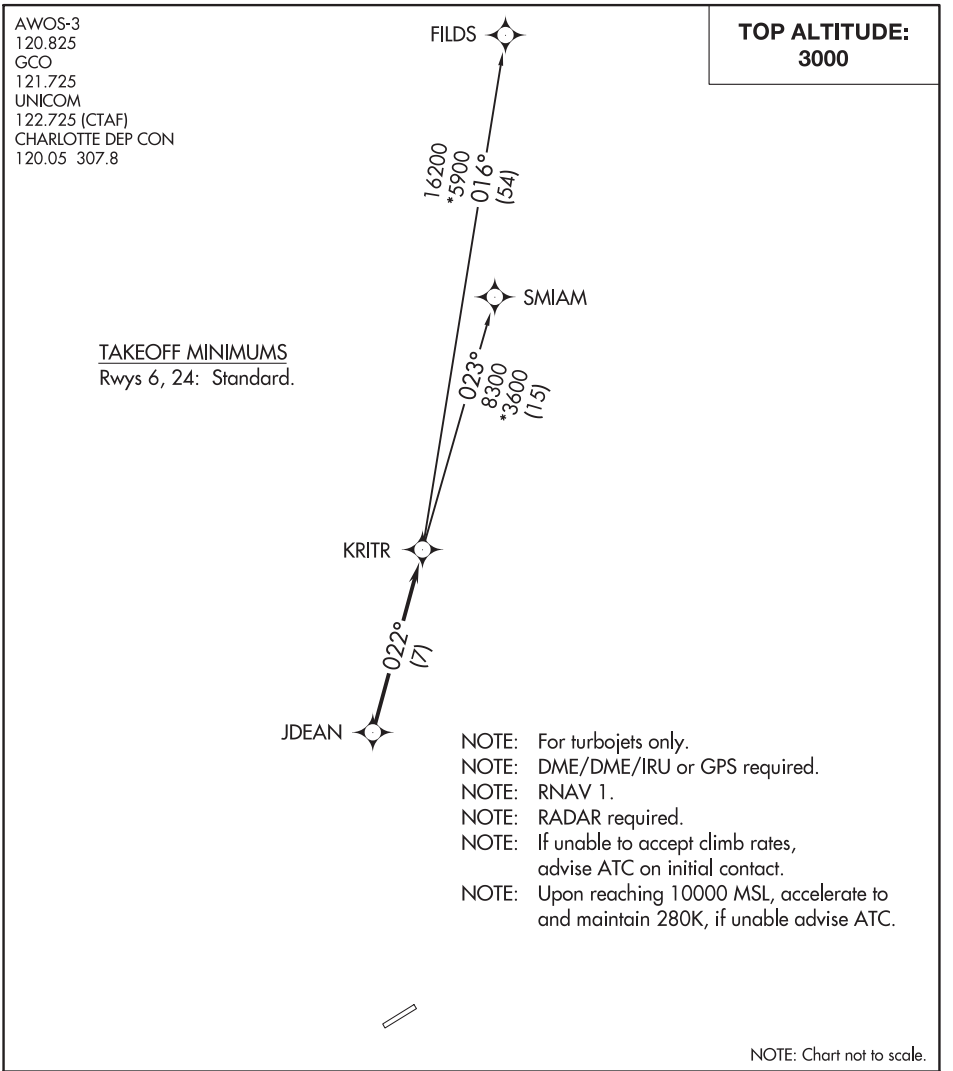
DEPARTURE ROUTE DESCRIPTION

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 FLYYN.
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, 25 FEB 2021 to 22 APR 2021



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

AL-5853 (FAA)

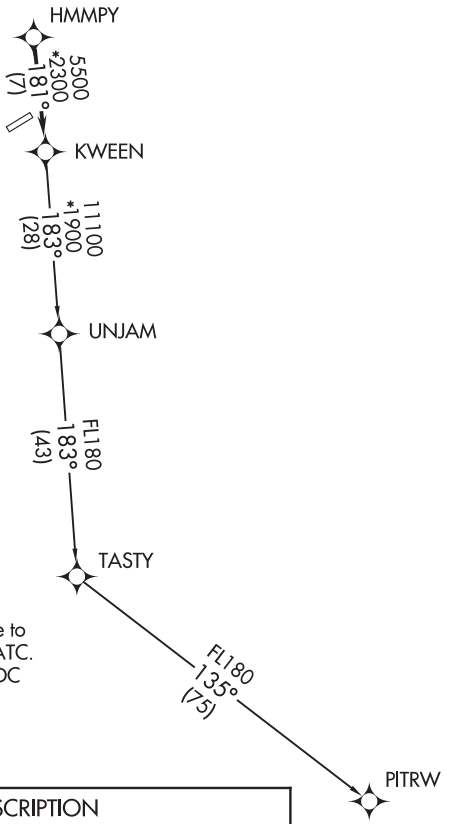
(KWEEN4.KWEEN) 19003

KWEEN FOUR DEPARTURE (RNAV)

LANCASTER COUNTY-MC WHIRTER FIELD (LKR)
LANCASTER, SOUTH CAROLINA

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)

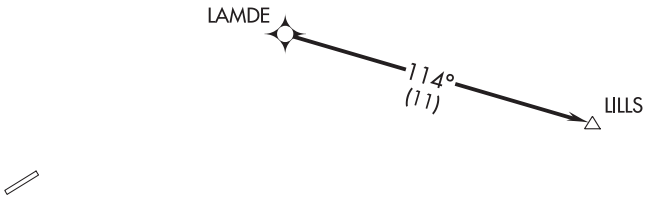
SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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: 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

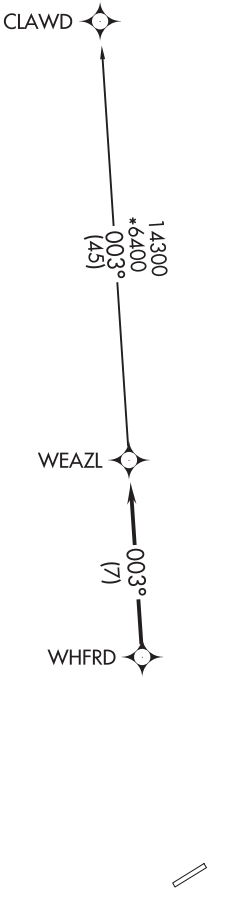
(WEAZL4.WEAZL) 19003

WEAZL 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
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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH **72635** **W08A** | APP CRS **079°** | Rwy Idg **4051** TDZE **698** Apt Elev **698**

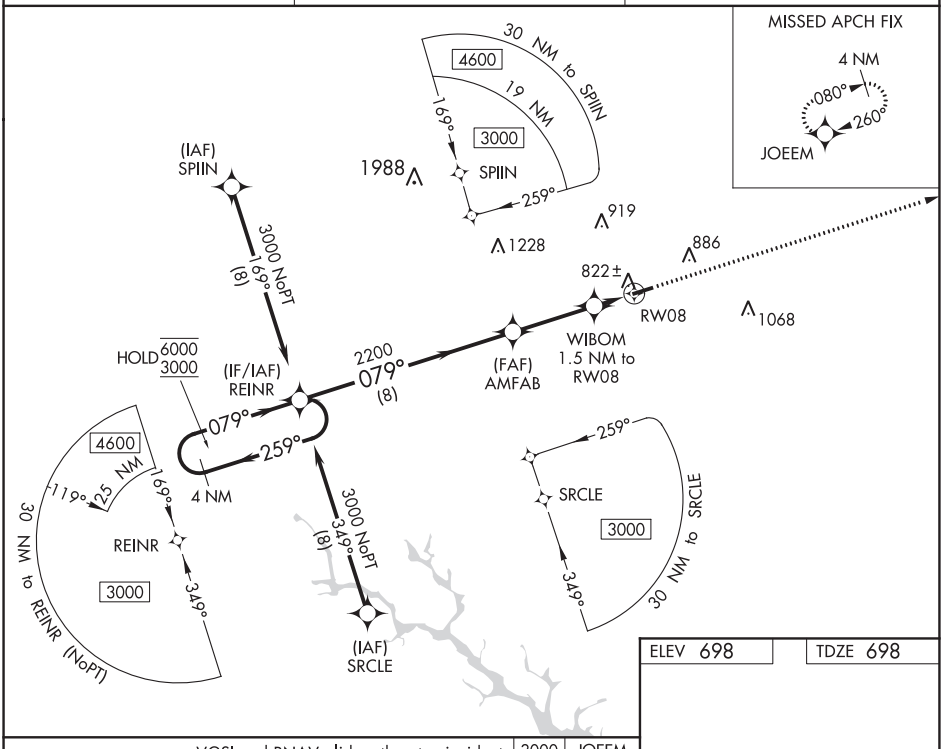
RNAV (GPS) RWY 8
LAURENS COUNTY (LUX)

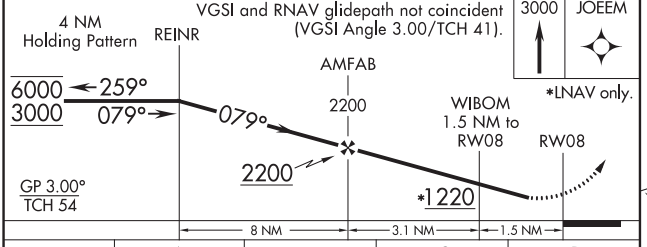
RNP APCH.

Rwy 8 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

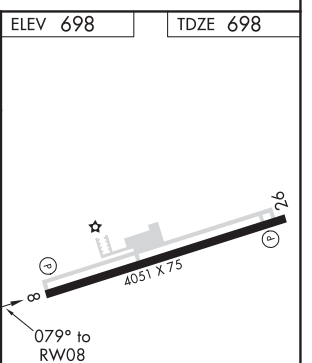
MISSED APPROACH: Climb to 3000 direct JOEEM and hold.

AWOS-3	GREER APP CON ★	UNICOM
123.975	**120.6 350.2**	**122.8** (CTAF) L





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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LAURENS, SOUTH CAROLINA | AL-6166 (FAA) | 19059

RNAV (GPS) RWY 26

LAURENS COUNTY (LUX)

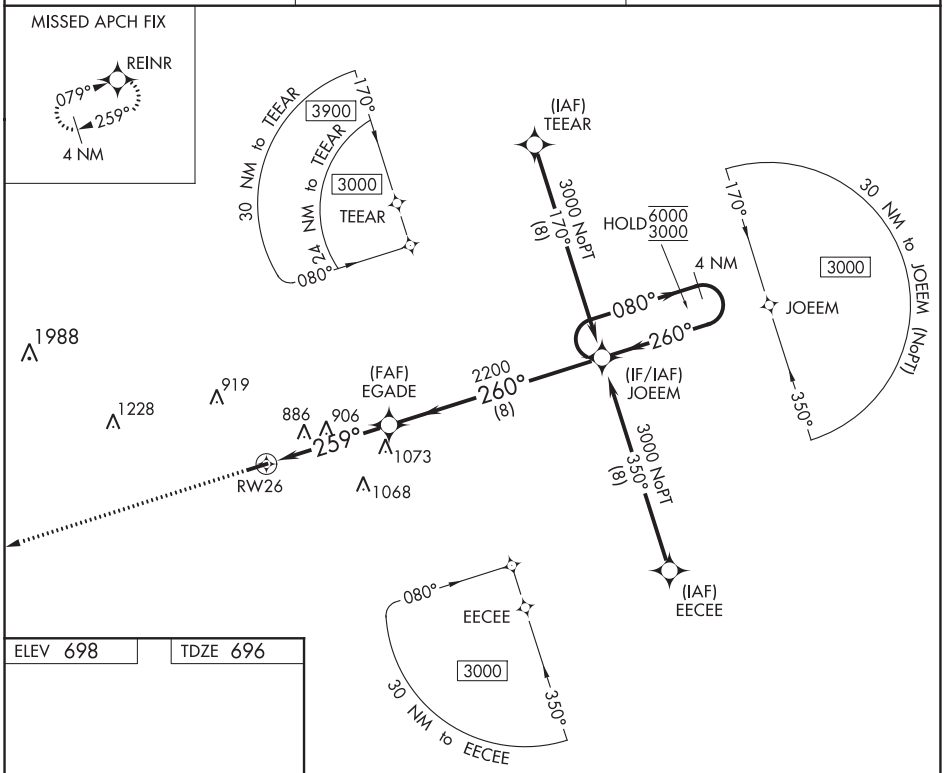
WAAS	APP CRS	Rwy Idg	4051
CH 81935	259°	TDZE	696
W26A		Apt Elev	698

RNP APCH.

Rwy 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct REINR and hold.

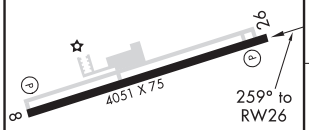
AWOS-3	GREER APP CON ★	UNICOM
123.975	120.6 350.2	122.8 (CTAF) L



SE-2, 25 FEB 2021 to 22 APR 2021

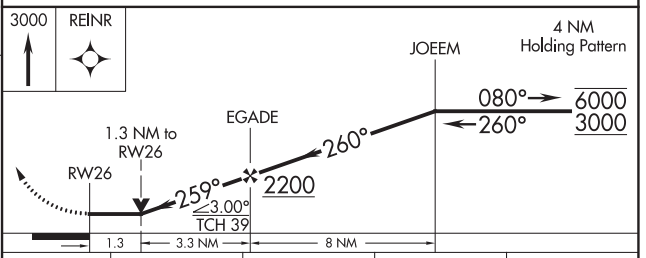
SE-2, 25 FEB 2021 to 22 APR 2021

ELEV 698 | TDZE 696



REIL Rwys 8 and 26 L

MIRL Rwy 8-26 L



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	

LAURENS, SOUTH CAROLINA | 34°30'N-81°57'W | LAURENS COUNTY (LUX)

Amdt 1 28FEB19

RNAV (GPS) RWY 26

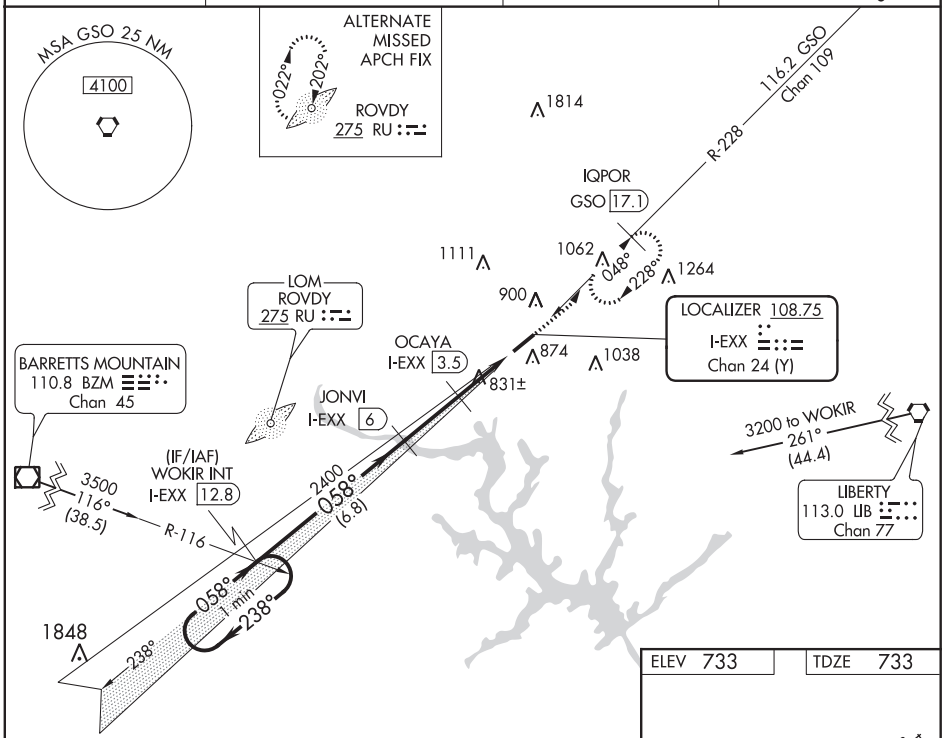
LOC/DME I-EXX	APP CRS	Rwy Idg 5004
108.75	058°	TDZE 733
Chan 24 (Y)		Apt Elev 733

ILS or LOC RWY 6
DAVIDSON COUNTY (EXX)

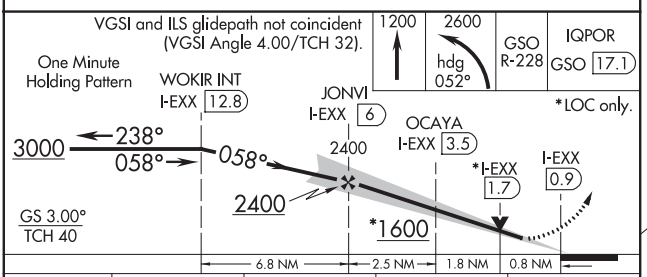
VDP NA with Salisbury altimeter setting. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-ILS 6 all Cats and S-LOC 6 Cat C visibility ⅛ mile. DME required. Rwy 6 helicopter visibility reduction below ¾ SM NA.

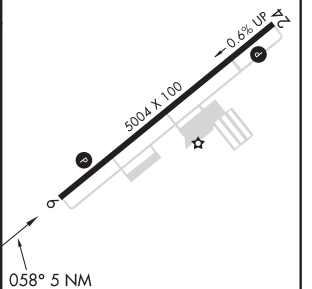
MISSED APPROACH: Climb to 1200 then climbing left turn to 2600 on heading 052° and GSO VORTAC R-228 to IQPOR/GSO 17.1 DME and hold.

AWOS-3	GREENSBORO APP CON	GCO	UNICOM
119.825	126.6 327.075	135.075	122.8 (CTAF)



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
REIL Rwys 6 and 24

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LEXINGTON, NORTH CAROLINA | AL-6294 (FAA) | 18256

WAAS	APP CRS	Rwy Idg	5004
CH 97628	058°	TDZE	733
W06A		Apt Elev	733

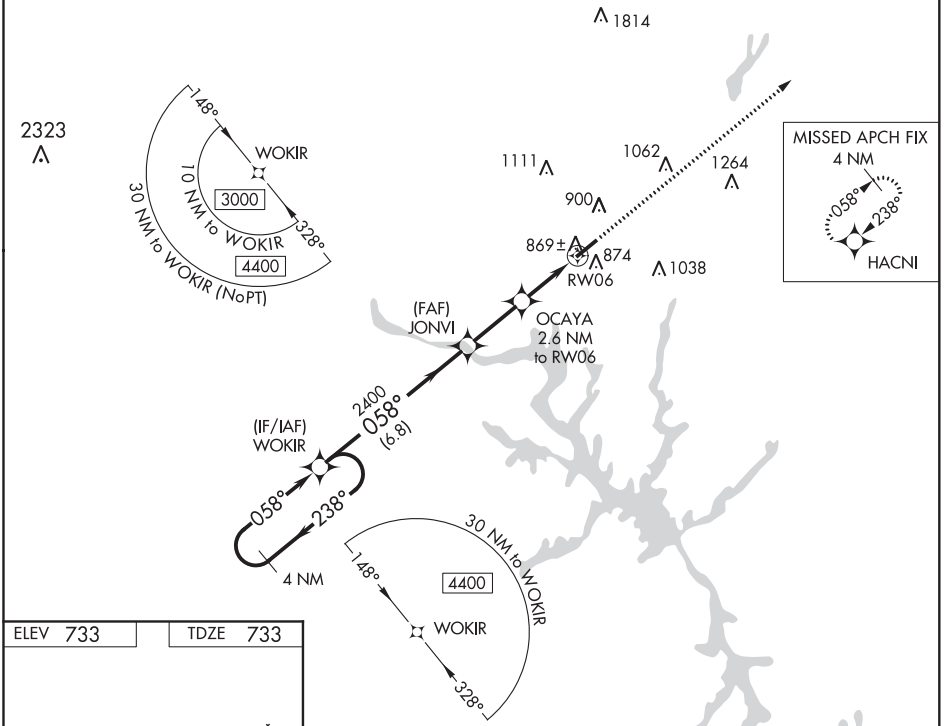
RNAV (GPS) RWY 6

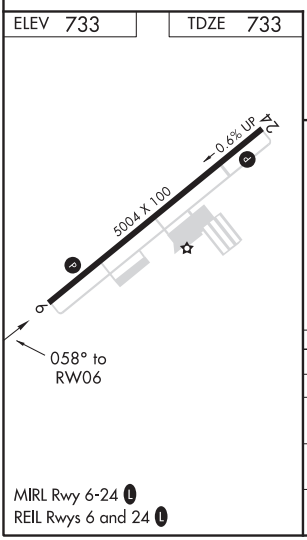
DAVIDSON COUNTY (EXX)

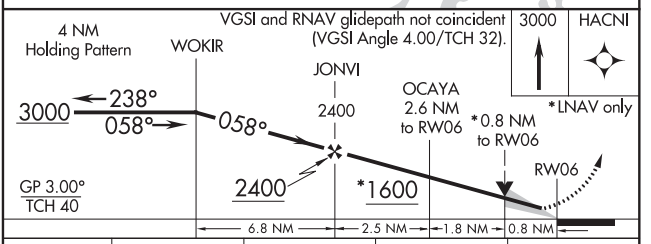
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40, increase LPV, LNAV/VNAV all Cats and LNAV Cat C visibility ⅛ mile. DME/DME RNP-0.3 NA. Baro-VNAV 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

LEXINGTON, NORTH CAROLINA | DAVIDSON COUNTY (EXX)

Orig-A 11DEC14 | 35°47'N-80°18'W

RNAV (GPS) RWY 6

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS		
CH **69326**	**238°**	Rwy Idg	**5004**
W24A		TDZE	**713**
		Apt Elev	**733**

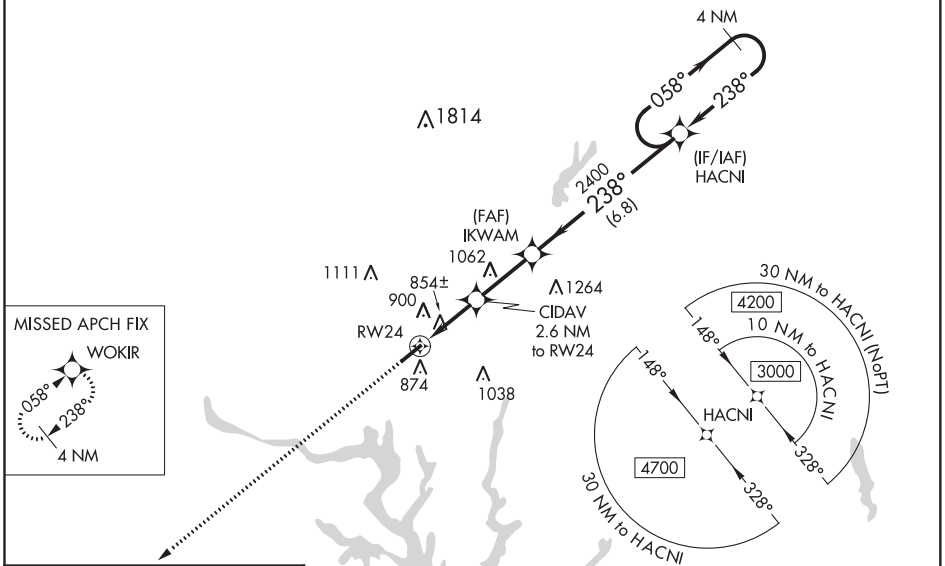
RNAV (GPS) RWY 24

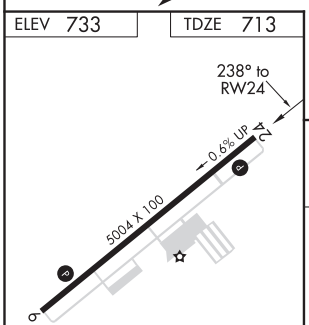
DAVIDSON COUNTY (EXX)

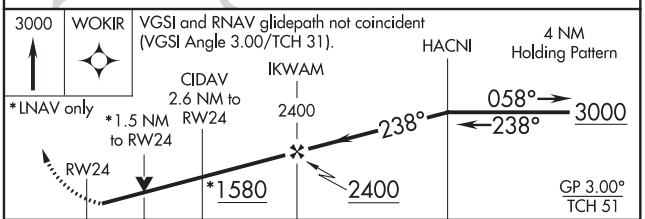
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 37 feet and all MDA 40 feet, increase LPV, LNAV/VNAV all Cats and Cat C Circling visibility ⅛ mile, LNAV Cat C visibility 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







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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 2

CAUSEY (2A5)

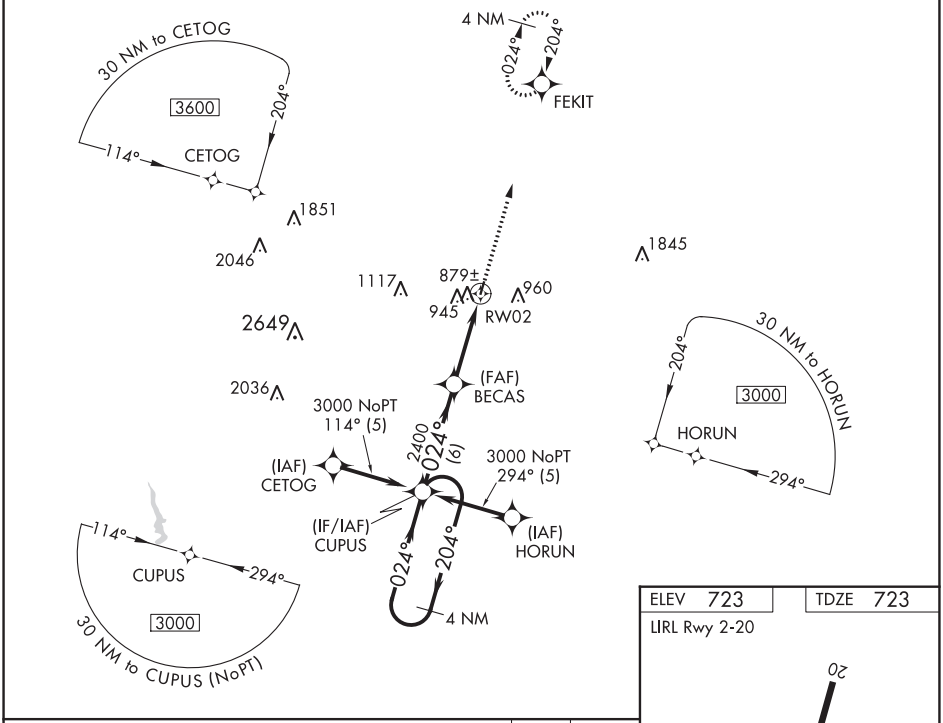
APP CRS	Rwy Idg	3800
024°	TDZE	723
	Apt Elev	723

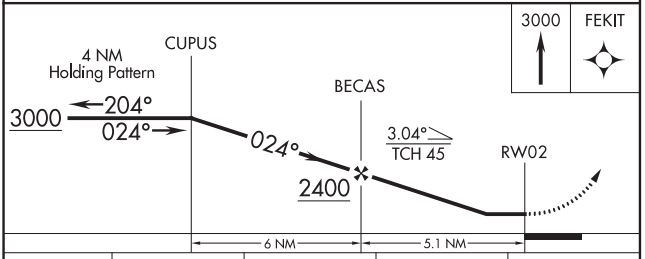
RNP APCH.

T NA 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.

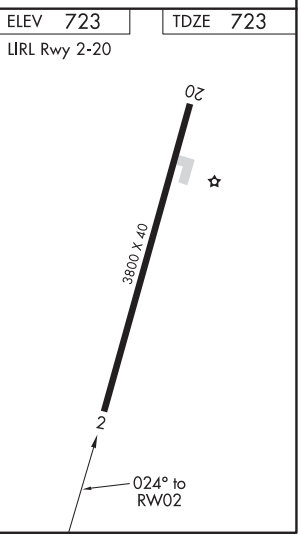
MISSED APPROACH: Climb to 3000 direct FEKIT WP and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 20

CAUSEY (2A5)

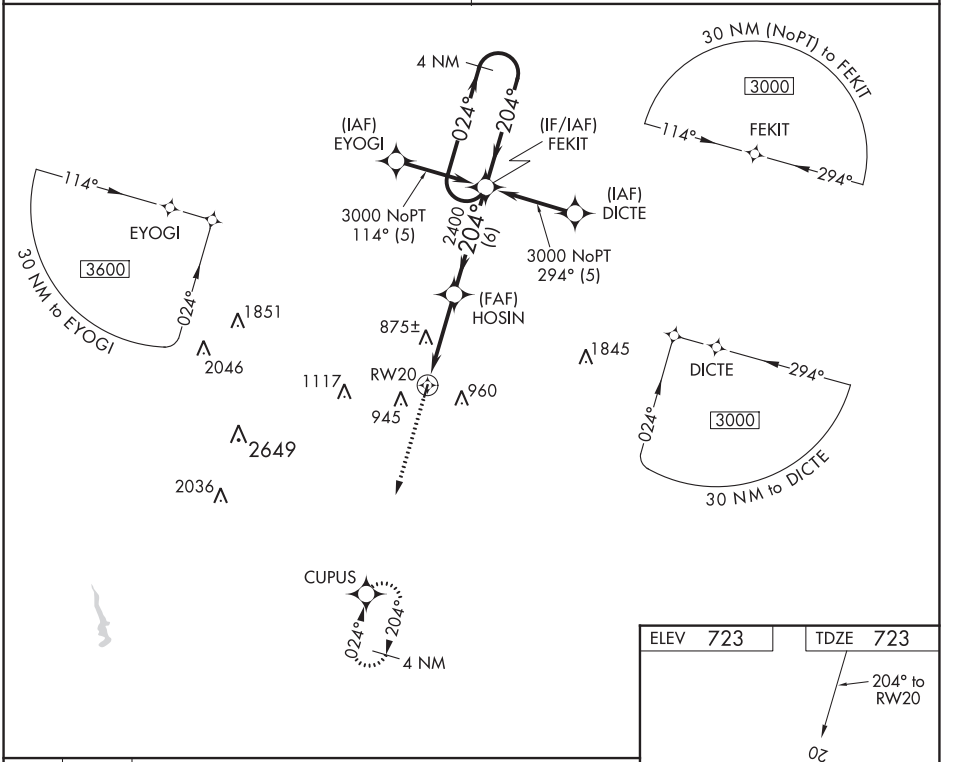
APP CRS	Rwy Idg	3800
204°	TDZE	723
	Apt Elev	723

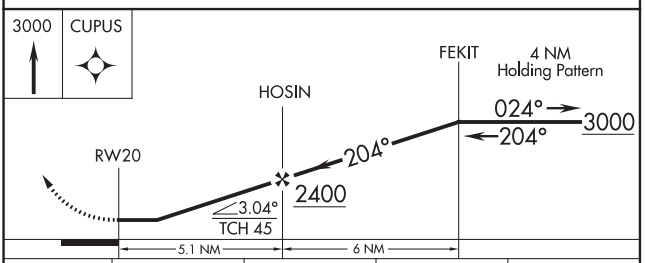
RNP APCH.

T 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.

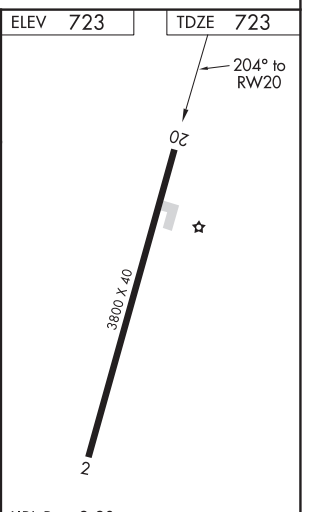
MISSED APPROACH: Climb to 3000 direct CUPUS WP and hold.

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



LIRL Rwy 2-20

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-IPJ	APP CRS	Rwy Idg	5501
111.15	233°	TDZE	872
Chan 48 (Y)		Apt Elev	878

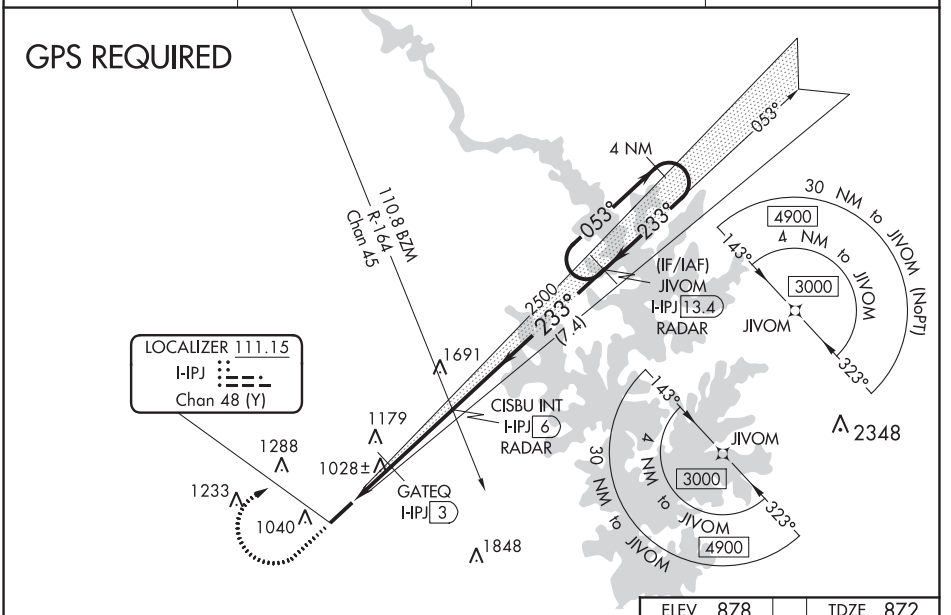
ILS Y or LOC Y RWY 23

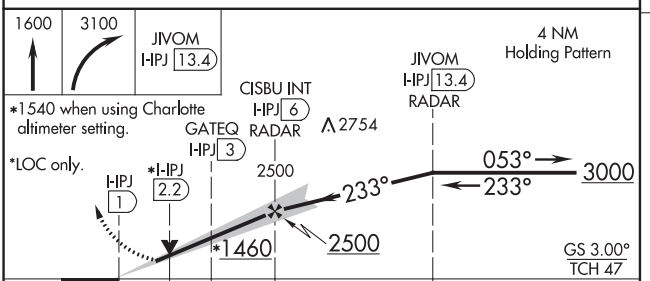
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

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).

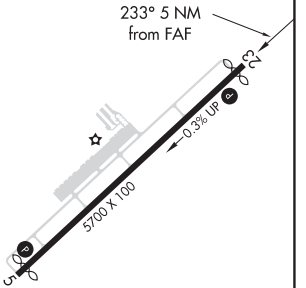
AWOS-3	CHARLOTTE APP CON	CLNC DEL (GCO)	UNICOM
119.675	134.75 257.2	124.9	123.05 (CTAF) L





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)

ELEV 878 TDZE 872



REIL Rwys 5 and 23 L
MIRL Rwy 5-23 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-IPJ	APP CRS	Rwy Idg	5501
111.15	233°	TDZE	872
Chan 48 (Y)		Apt Elev	878

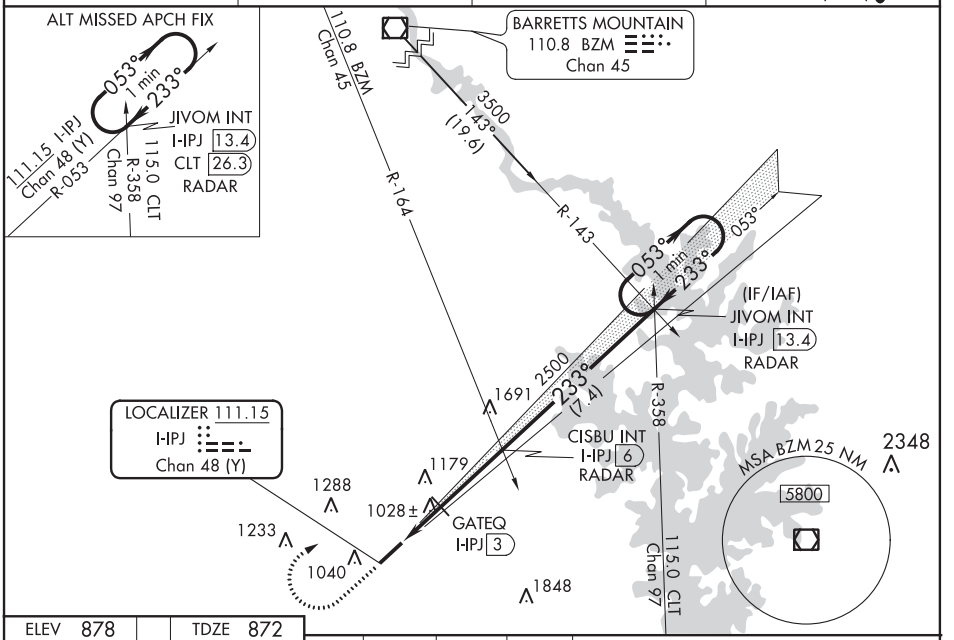
ILS Z or LOC Z RWY 23

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

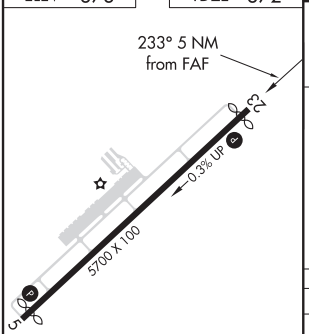
When local altimeter setting not received, use Charlotte altimeter setting: increase DA to 1212 feet and visibility ⅛ SM; increase all MDAs 80 feet and visibility S-LOC 23 Cats C/D ⅛ SM and Circling Cats C/D ¼ SM and GATEQ Fix Minimums Cats C/D ¼ SM. VDP NA when using Charlotte altimeter setting. Rwy 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)



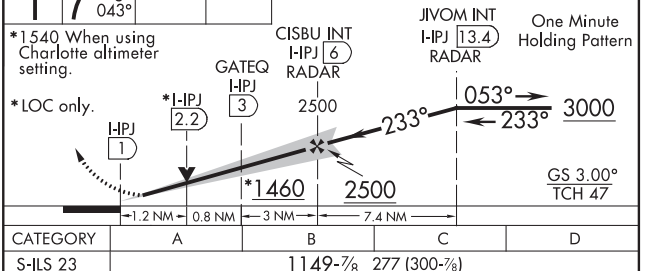
ELEV 878	TDZE 872



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

1600	3100 hdg 043°	BZM R-143	JIVOM INT



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LINCOLNTON, NORTH CAROLINA AL-6894 (FAA) 20254

WAAS	APP CRS	Rwy Idg	5500
CH 78408	053°	TDZE	878
W05A		Apt Elev	878

RNAV (GPS) RWY 5

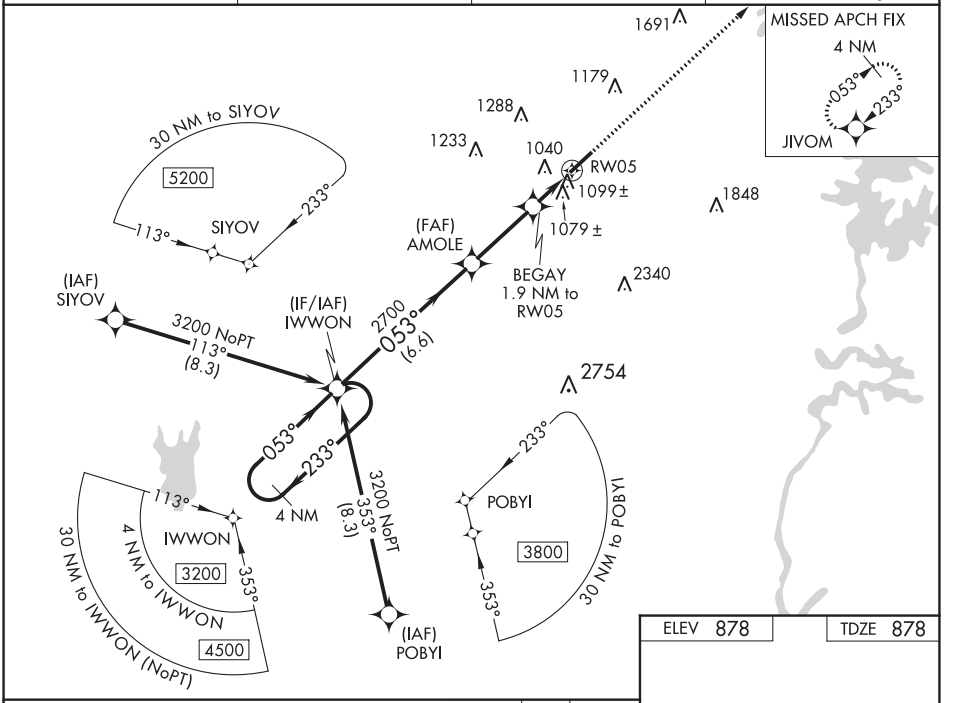
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

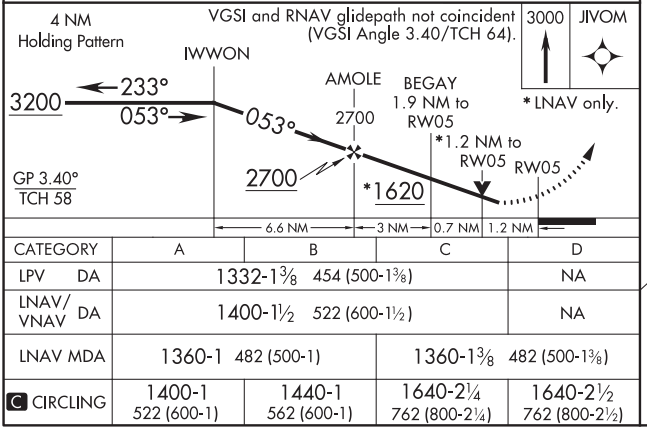
RNP APCH.

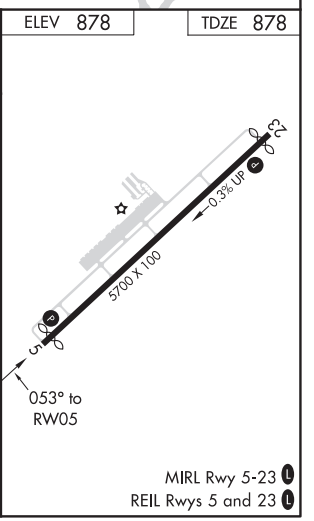
When local altimeter setting not received, use Charlotte altimeter setting: increase LPV DA to 1395 feet, LNAV/VNAV DA to 1463 feet and visibility LNAV/VNAV ¼ SM; increase all MDAs 80 feet and visibility Cats C and D ¼ SM. Rwy 5 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when 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)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS		
CH **69210**	**233°**	Rwy Idg	**5501**
W23A		TDZE	**872**
		Apt Elev	**878**

RNAV (GPS) RWY 23

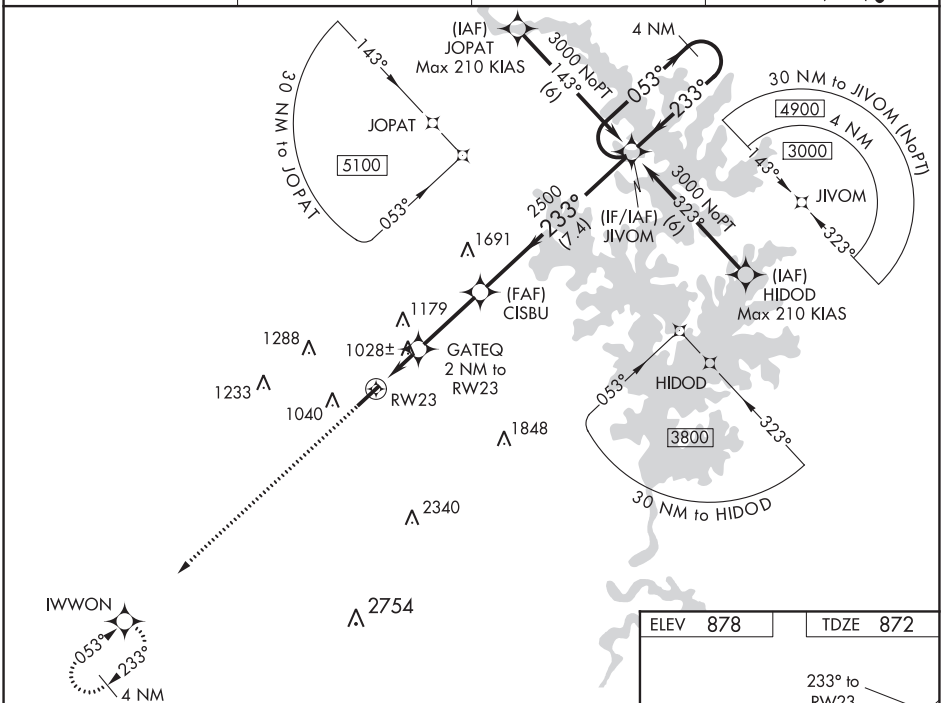
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

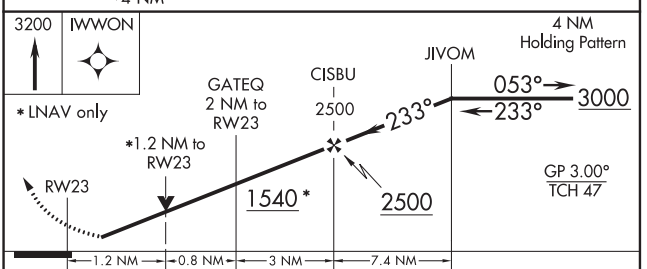
RNP APCH.

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.

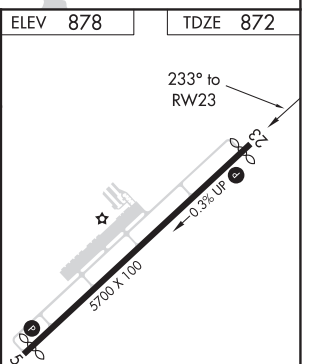
MISSED APPROACH: Climb to 3200 direct IWWON and hold.

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)



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

BARMY FOUR DEPARTURE (RNAV)

(BARMY4.BARMY) 03JAN19

LINCOLNTON, NORTH CAROLINA

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

(BARMY4.BARMY) 19003

BARMY FOUR DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

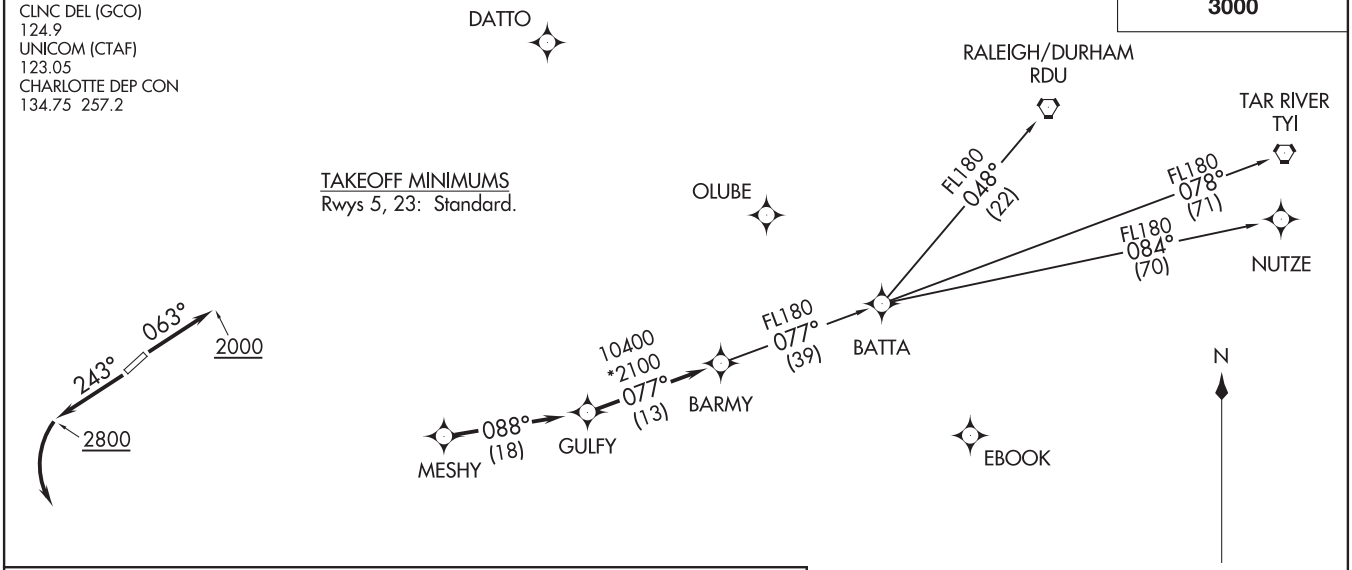
LINCOLNTON, NORTH CAROLINA

AL-6894 (FAA)

424

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.

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 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)

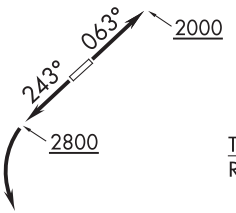
NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Transponder code will be issued via PDC or Charlotte CLNC DEL.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

BEAVY FIVE DEPARTURE (RNAV)

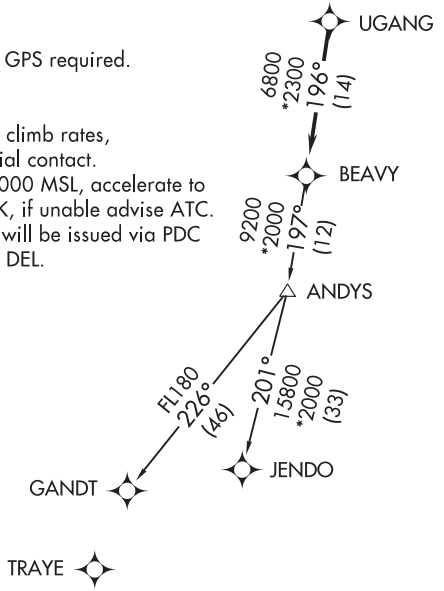
AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(BOBZY4.BOBZY) 19003 AL-6894 (FAA)

BOBZY FOUR DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
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 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.

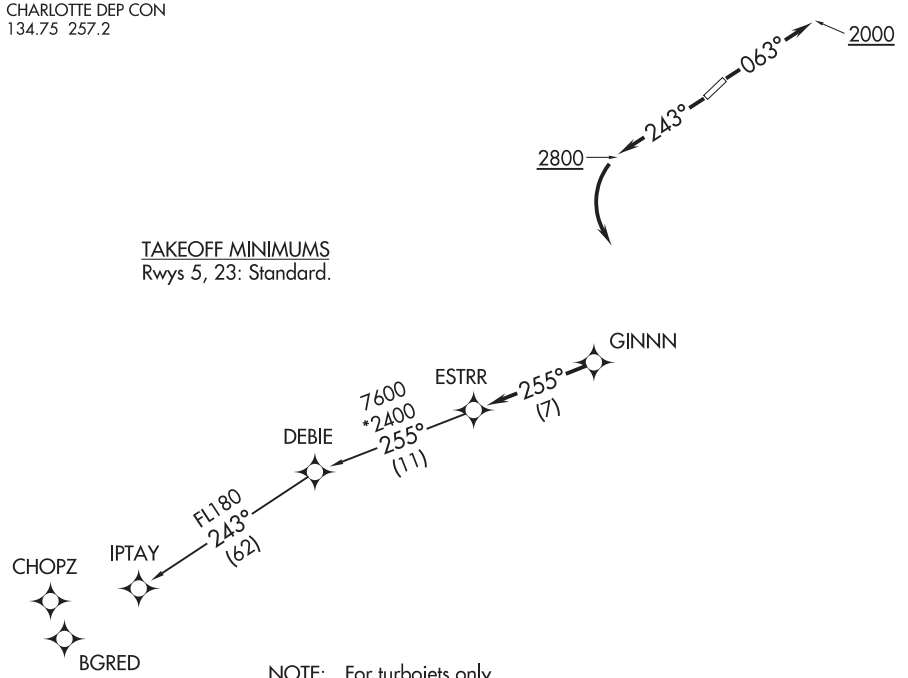
NOTE: Chart not to scale.

BOBZY FOUR DEPARTURE (RNAV)
(BOBZY4.BOBZY) 03JAN19
LINCOLNTON, NORTH CAROLINA
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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 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.

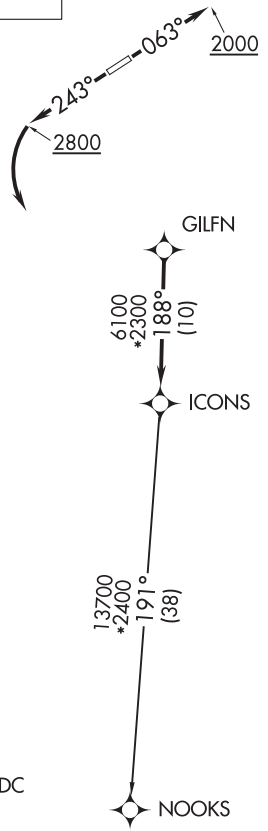
Climb on heading assigned by ATC, expect RADAR vectors to GINNN, then on track 255° to ESTRR, then on IPTAY transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

IPTAY TRANSITION (ESTRR4.IPTAY)

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.

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)

SE-2, 25 FEB 2021 to 22 APR 2021

JOJJO FOUR DEPARTURE (RNAV)

(JOJJO4.JOJJO) 03JAN19

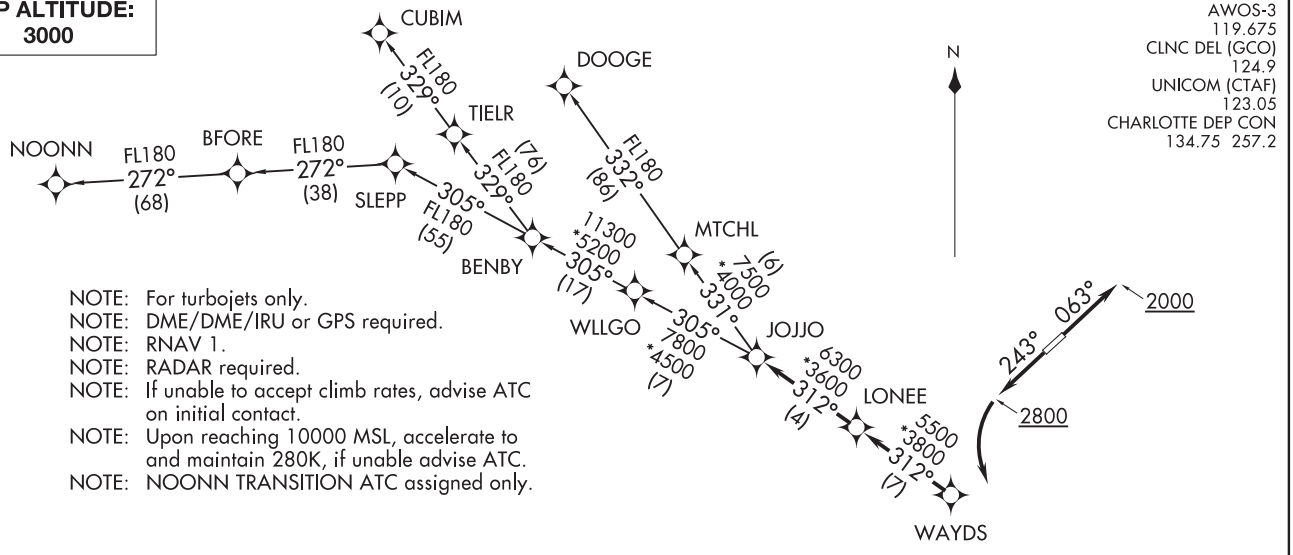
LINCOLNTON, NORTH CAROLINA
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

JOJJO FOUR DEPARTURE (RNAV)

(JOJJO4.JOJJO) 19003

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA
AL-6894 (FAA)

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.

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.

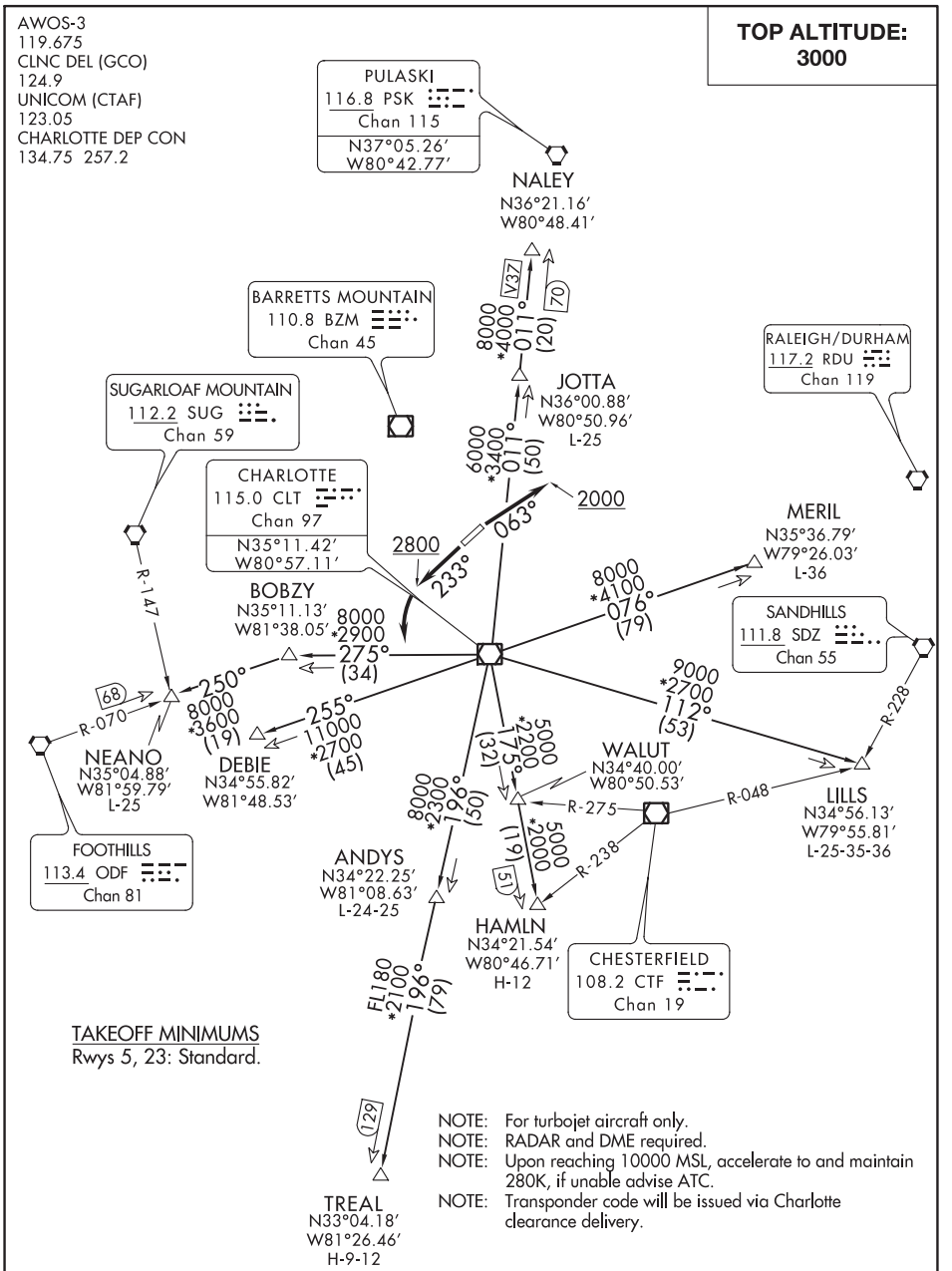
CUBIM TRANSITION (JOJJO4.CUBIM)
DOOGE TRANSITION (JOJJO4.DOOGE)
NOONN TRANSITION (JOJJO4.NOONN)

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Chart not to scale.

(KER3.KER) 20086
KERMIT THREE DEPARTURE

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
AL-6894 (FAA)
LINCOLNTON, NORTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 25 FEB 2021 to 22 APR 2021

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, 25 FEB 2021 to 22 APR 2021

KILNS FOUR DEPARTURE (RNAV)

(KILNS4.KILNS) 03JAN19

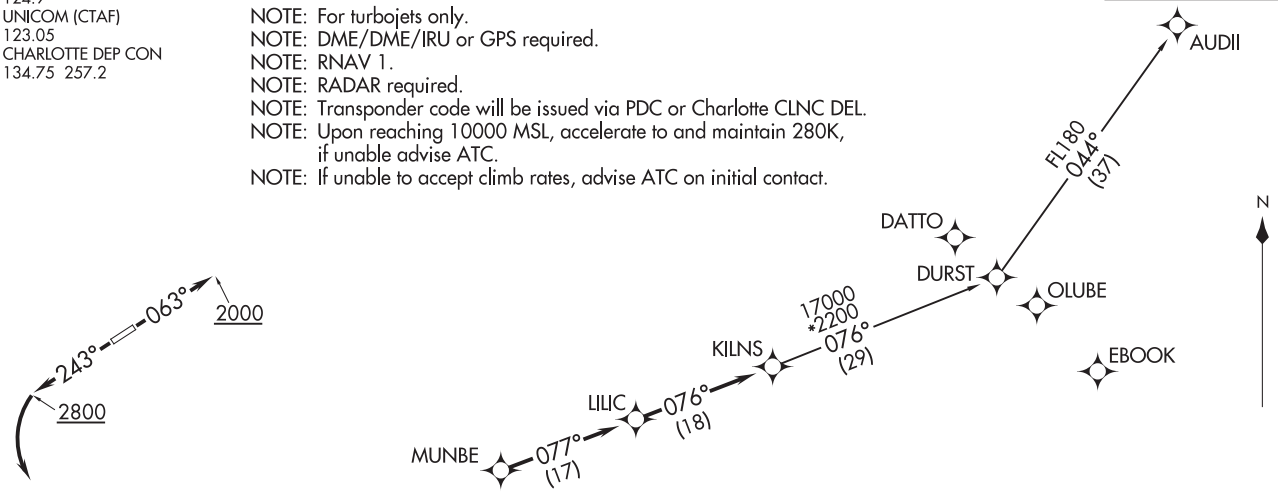
LINCOLNTON, NORTH CAROLINA

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)

AWOS-3
119.675
CLNC DEL (GCO)
124.9
UNICOM (CTAF)
123.05
CHARLOTTE DEP CON
134.75 257.2

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 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 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
Rwys 5, 23: Standard.

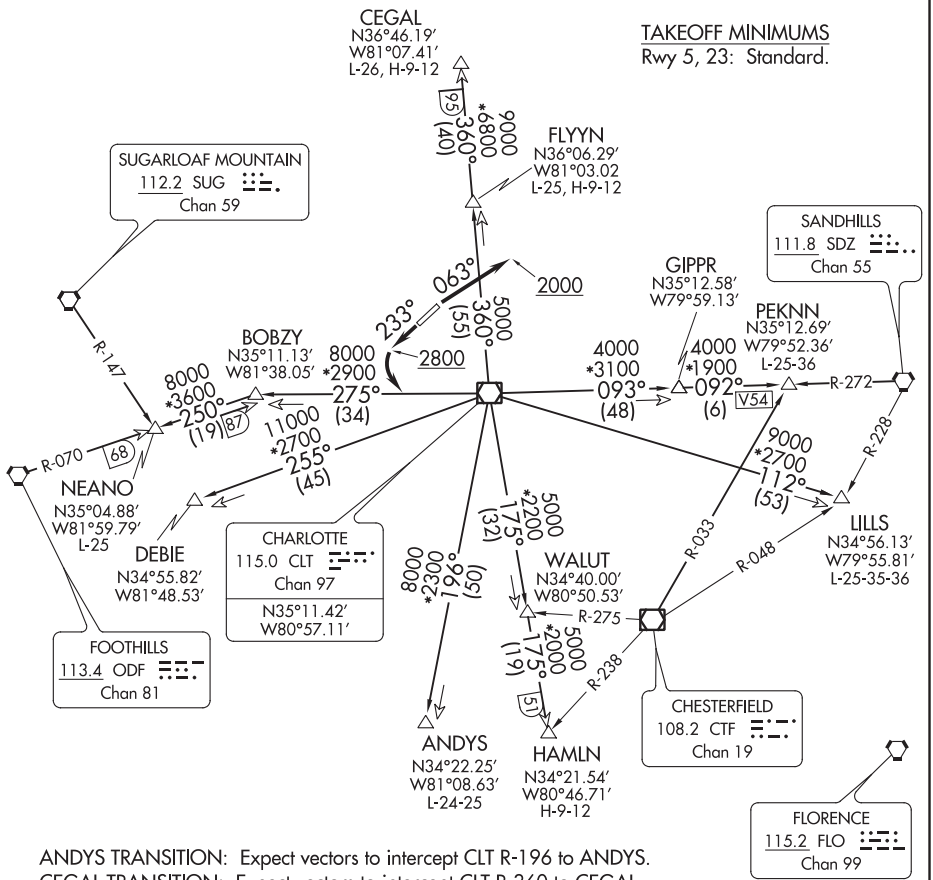
(KILNS4.KILNS) 19003
KILNS FOUR DEPARTURE (RNAV)
LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
LINCOLNTON, NORTH CAROLINA

AL-6894 (FAA)

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.



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, 25 FEB 2021 to 22 APR 2021

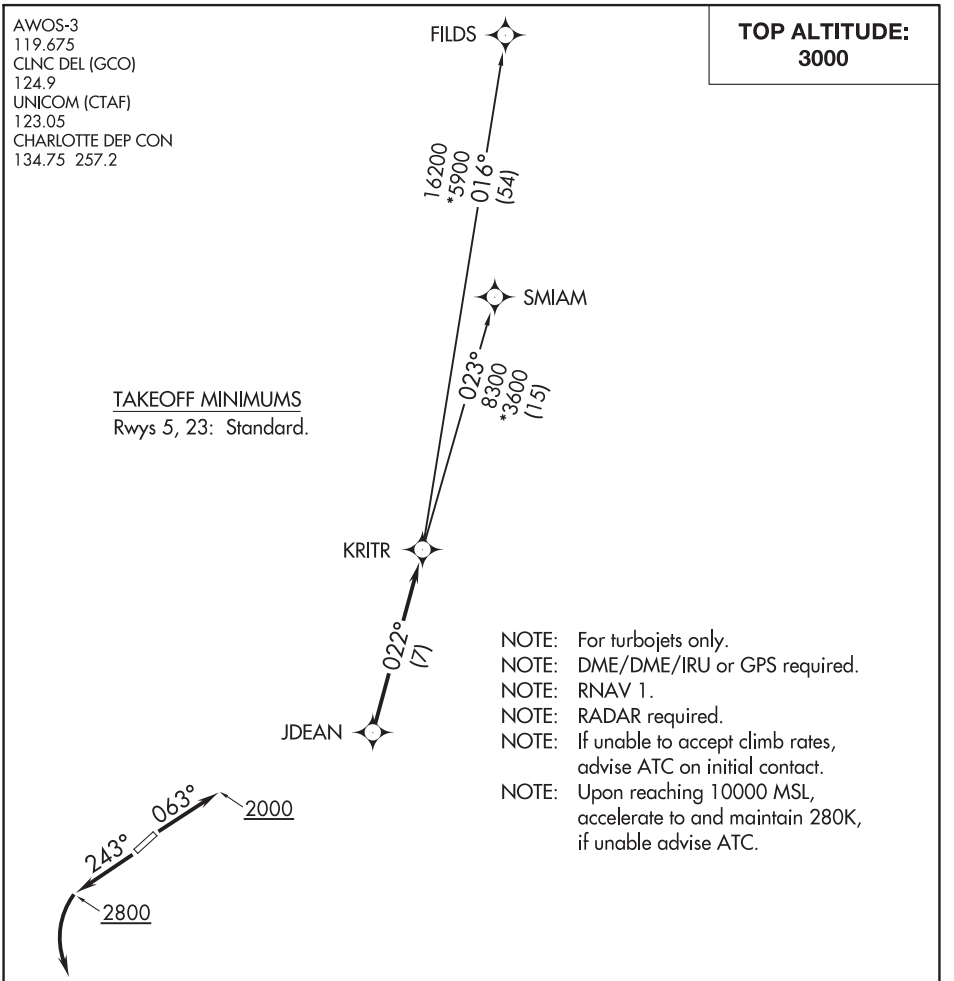
DEPARTURE ROUTE DESCRIPTION

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 FLYYN.
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, 25 FEB 2021 to 22 APR 2021



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.

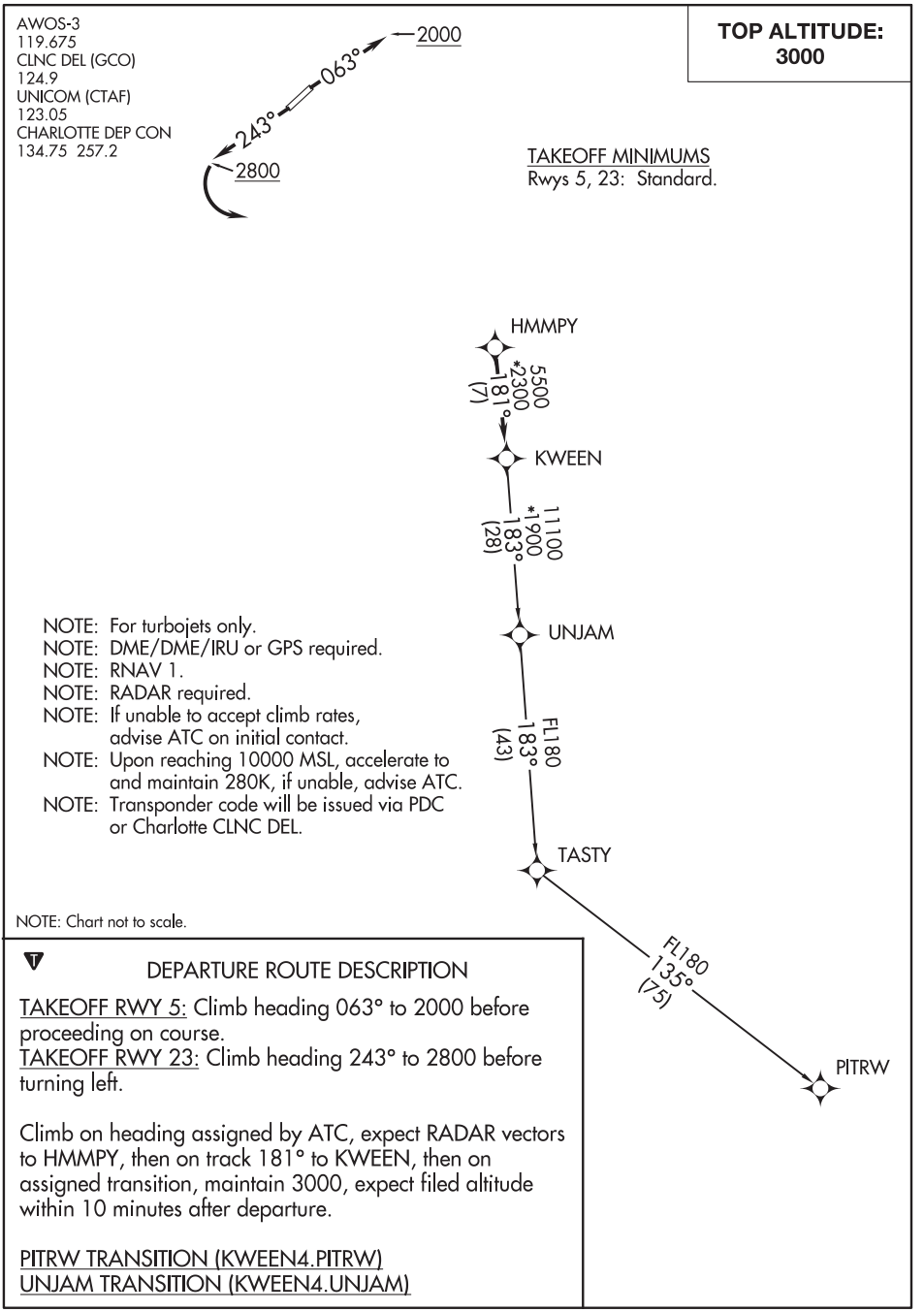
FILDS TRANSITION (KRITR5.FILDS)
SMIAM TRANSITION (KRITR5.SMIAM)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(KWEEN4.KWEEN) 19003 AL-6894 (FAA)

KWEEN FOUR DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
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 HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

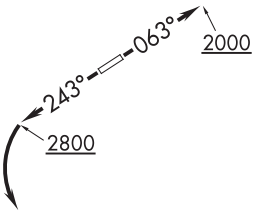
PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)

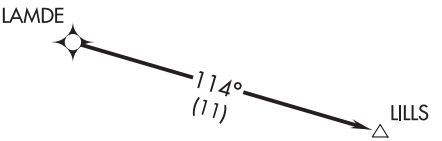
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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: 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

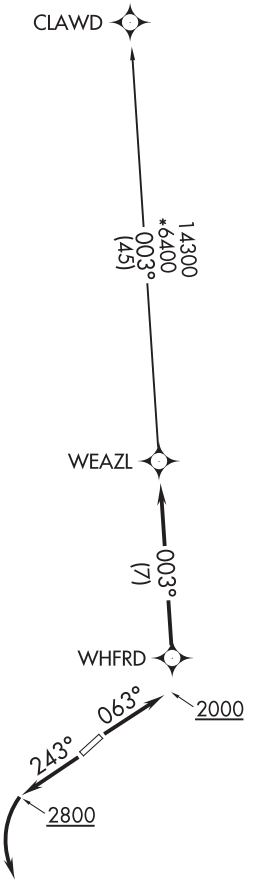
(WEAZL4.WEAZL) 19003

WEAZL FOUR DEPARTURE (RNAV)

LINCOLNTON-LINCOLN COUNTY RGNL (IPJ)
AL-6894 (FAA)
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 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

GPS RWY 26

TWIN CITY (5J9)

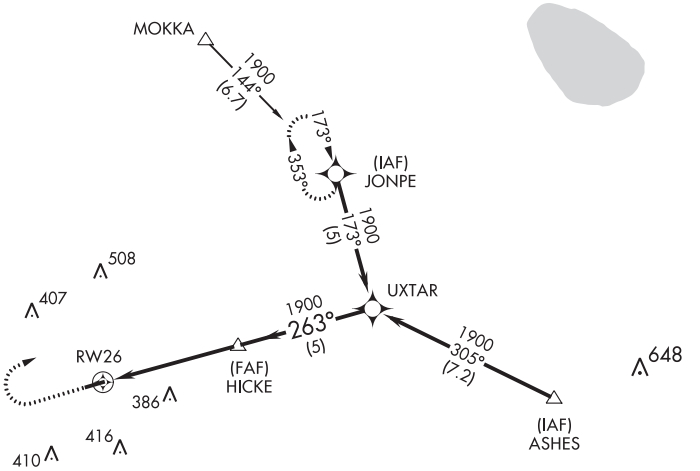
APP CRS	Rwy Idg	3694
263°	TDZE	99
	Apt Elev	99

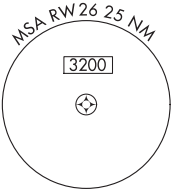
Use Myrtle Beach Intl altimeter setting.
Procedure NA at night.
Helicopter visibility below 1 SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 1700 direct JONPE WP and hold.

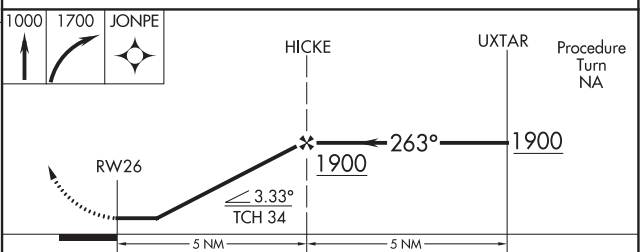
MYRTLE BEACH APP CON ★	
119.2	350.3

CTAF
122.9





ELEV 99 | TDZE 99



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOUISBURG, NORTH CAROLINA AL-9131 (FAA) 18144

LOC/DME I-LHZ	APP CRS	Rwy Idg	5498
109.35	046°	TDZE	368
Chan 30 (Y)		Apt Elev	368

ILS or LOC RWY 5

TRIANGLE NORTH EXECUTIVE (LHZ)

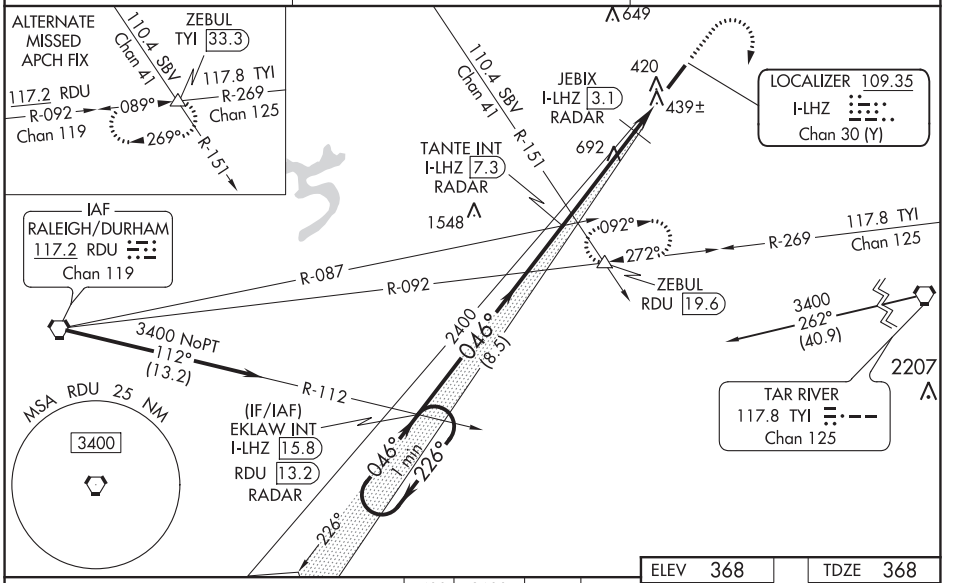
DME or RADAR required.

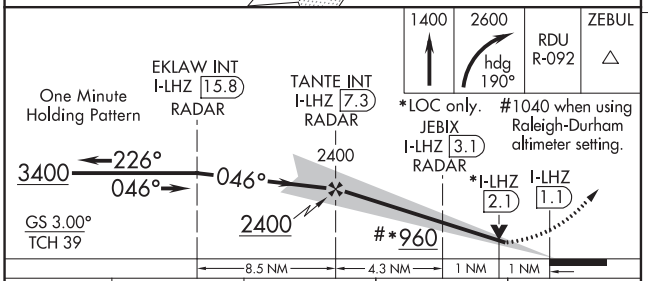
T A NA VDP NA when using Raleigh-Durham altimeter setting. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase S-LOC and Circling Cats C/D visibilities ¼ SM. For inop ALS when using Raleigh-Durham altimeter setting, 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.

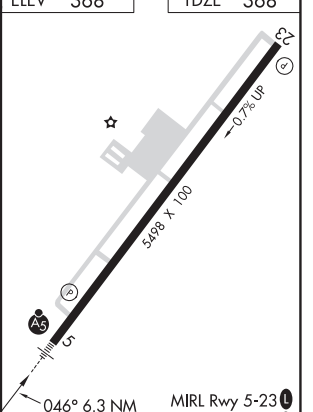
MALSR A5

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







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)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

TRIANGLE NORTH EXECUTIVE (LHZ)

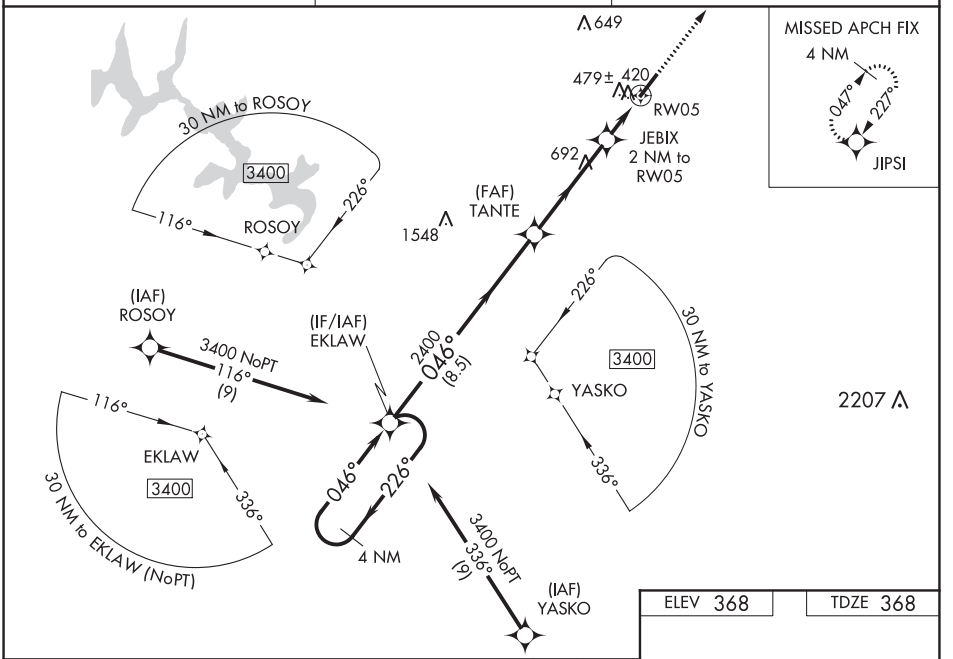
WAAS	APP CRS		
CH **90103**	**046°**	Rwy Idg	**5498**
W05A		TDZE	**368**
		Apt Elev	**368**

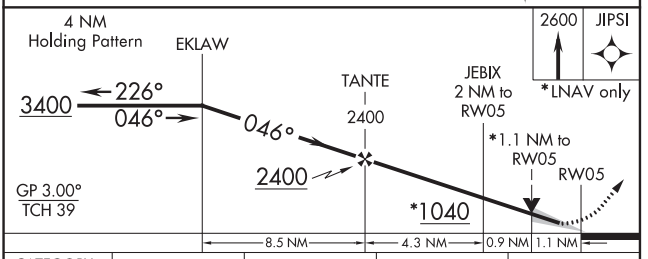
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Raleigh-Durham altimeter setting and increase all DA 65 feet and all MDA 80 feet; LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cats C/D visibility 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

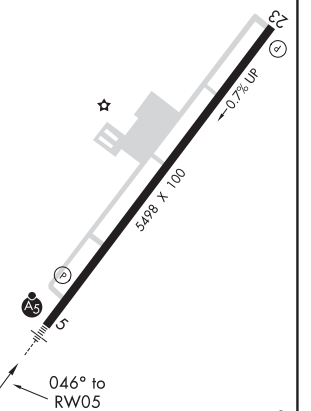
MISSED APPROACH: Climb to 2600 direct JIPSI and hold.

AWOS-3	RALEIGH APP CON	UNICOM
118.325	**125.3 353.675**	**123.0** (CTAF)





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOUISBURG, NORTH CAROLINA | AL-9131 (FAA) | 17285

WAAS	APP CRS	Rwy Idg	5498
CH 62825	227°	TDZE	352
W23A		Apt Elev	368

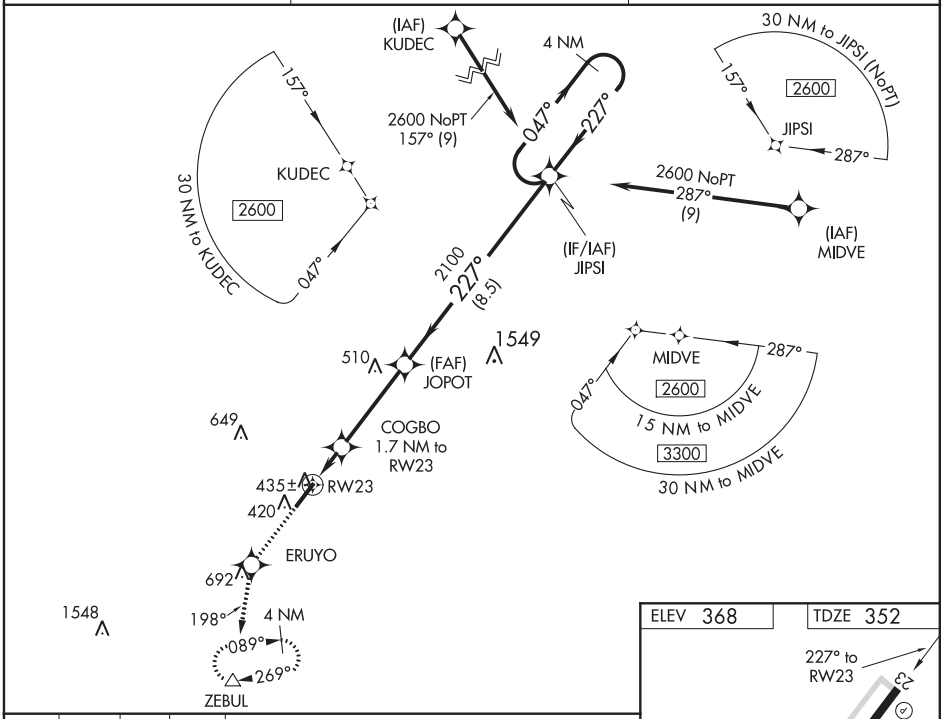
RNAV (GPS) RWY 23

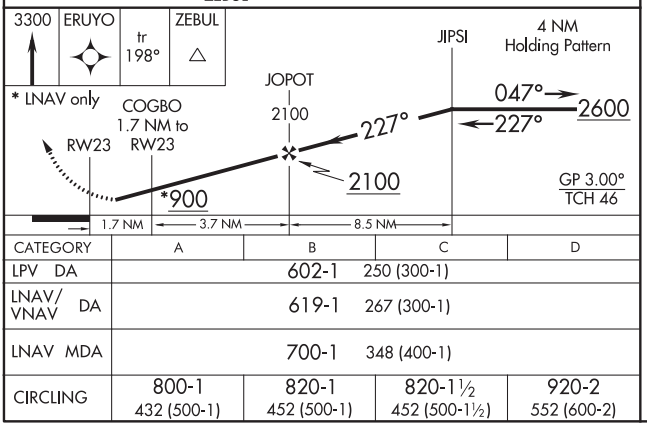
TRIANGLE NORTH EXECUTIVE (LHZ)

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.

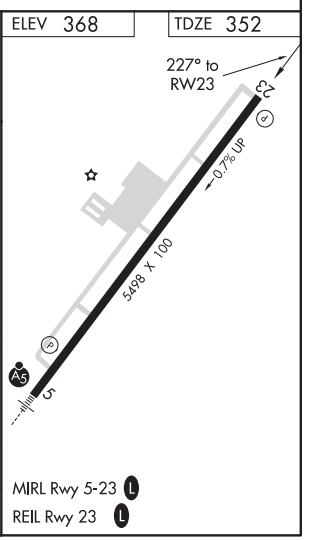
MISSED APPROACH: Climb to 3300 direct ERUYO and on track 198° to ZEBUL and hold, continue climb-in-hold to 3300.

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)



LOUISBURG, NORTH CAROLINA
Amdt 1A 24JUL14

36°01′N-78°20′W

TRIANGLE NORTH EXECUTIVE (LHZ)
RNAV (GPS) RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

VORTAC RDU	APP CRS	Rwy Idg	N/A
117.2	077°	TDZE	N/A
Chan 119		Apt Elev	368

VOR-A

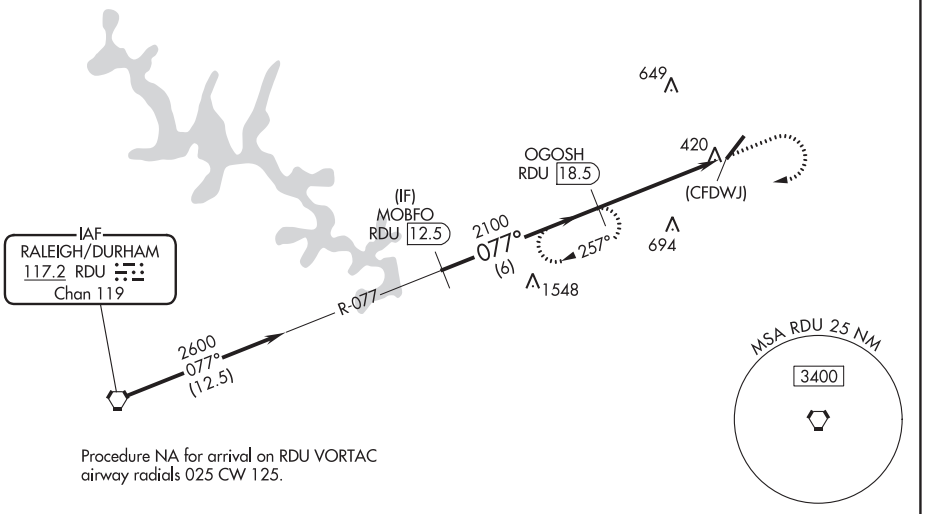
TRIANGLE NORTH EXECUTIVE (LHZ)

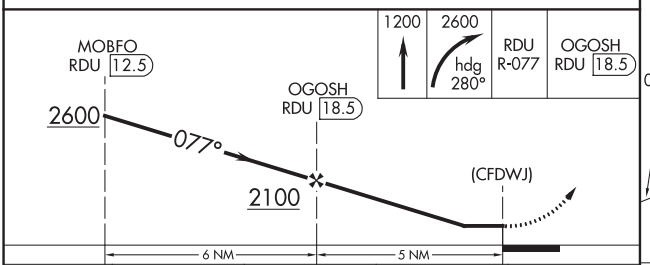
DME required.

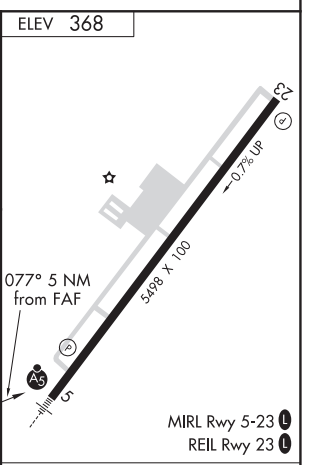
When local altimeter setting not received, use Raleigh-Durham Intl altimeter setting and increase all MDA 80 feet and Cats C/D visibility ¼ SM.

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	1060-1 692 (700-1)	1060-1¼ 692 (700-1¼)	1060-2 692 (700-2)	1060-2¼ 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LUMBERTON, NORTH CAROLINA AL-800 (FAA) 20086

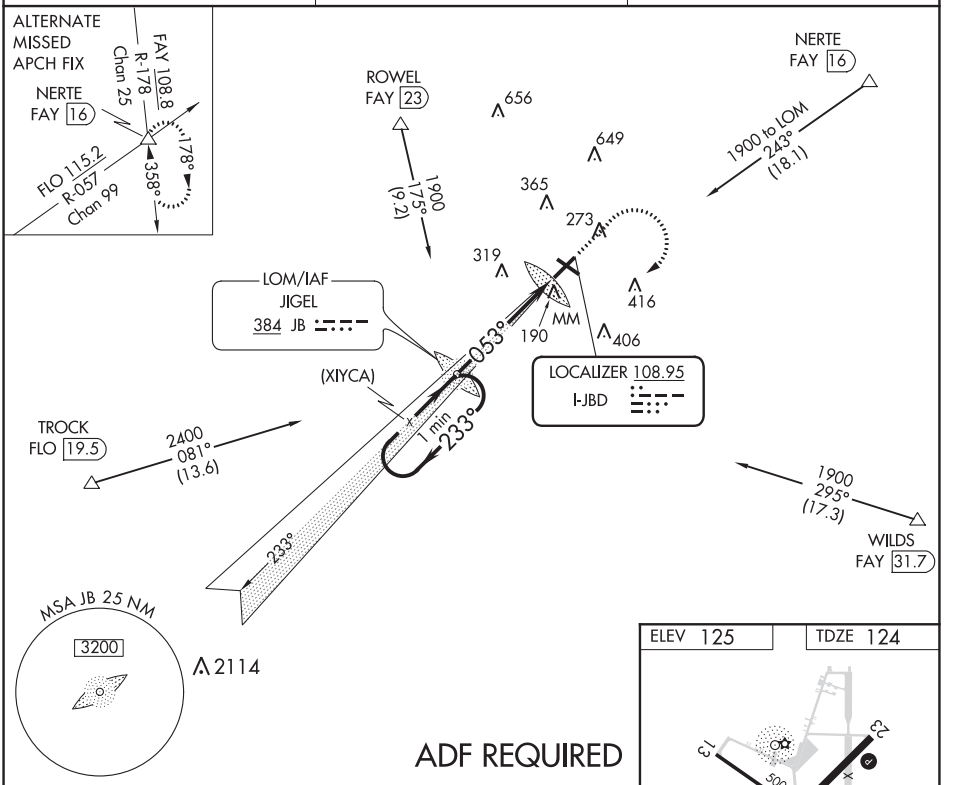
LOC I-JBD	APP CRS	Rwy Idg	5342
108.95	053°	TDZE	124
		Apt Elev	125

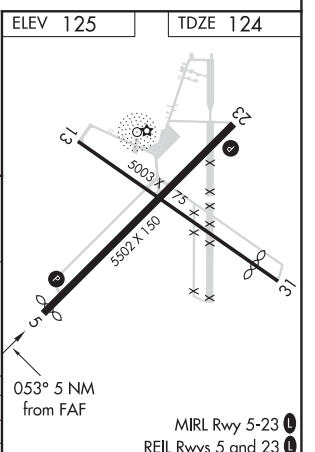
ILS or LOC RWY 5
LUMBERTON RGNL (LBT)

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





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

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

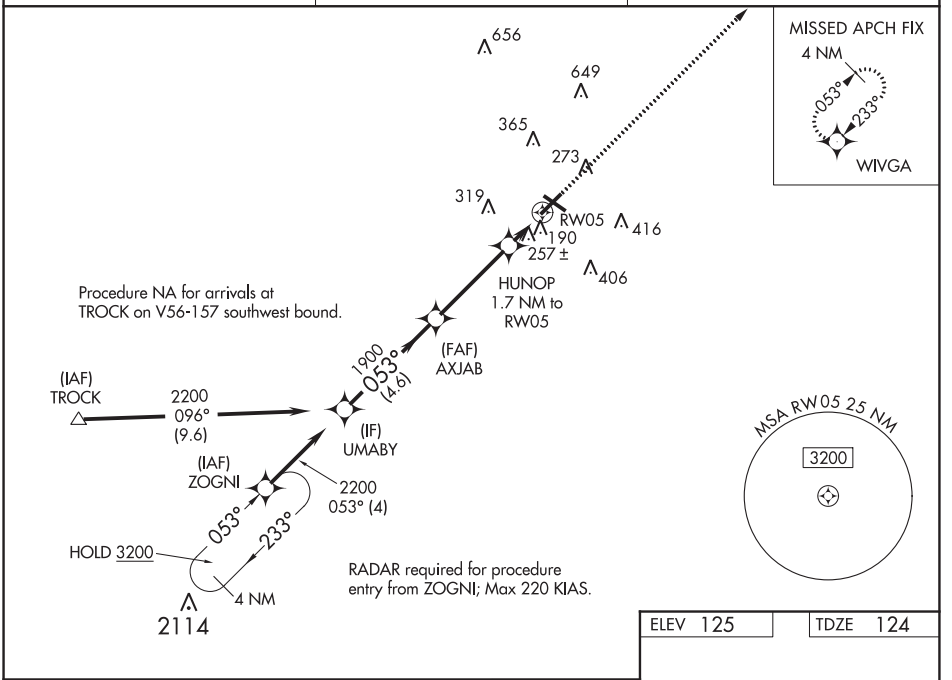
WAAS	APP CRS	Rwy Idg	5342
CH 97421	053°	TDZE	124
W05A		Apt Elev	125

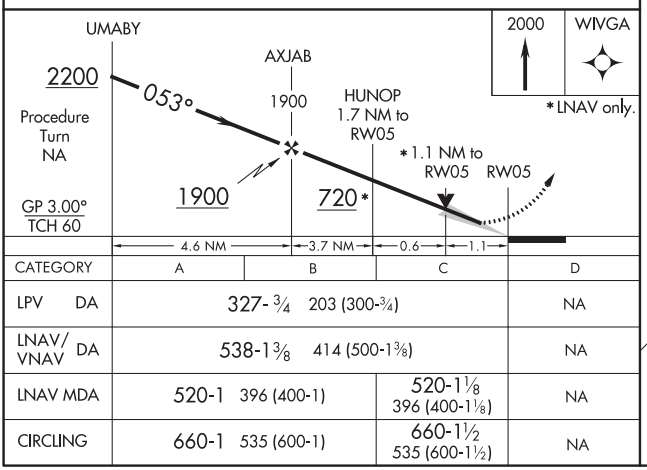
RNAV (GPS) RWY 5
LUMBERTON RGNL (LBT)

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).

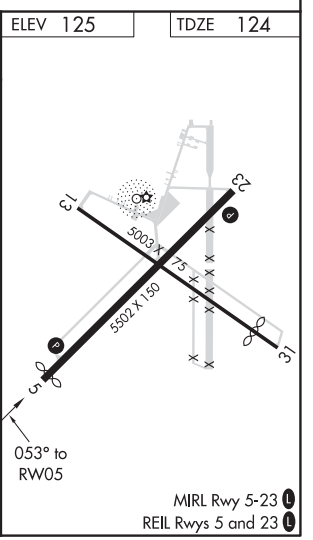
MISSED APPROACH: Climb to 2000 direct WIVGA and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 290.25	122.8 (CTAF) L





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LUMBERTON, NORTH CAROLINA AL-800 (FAA) 20282

RNAV (GPS) RWY 13

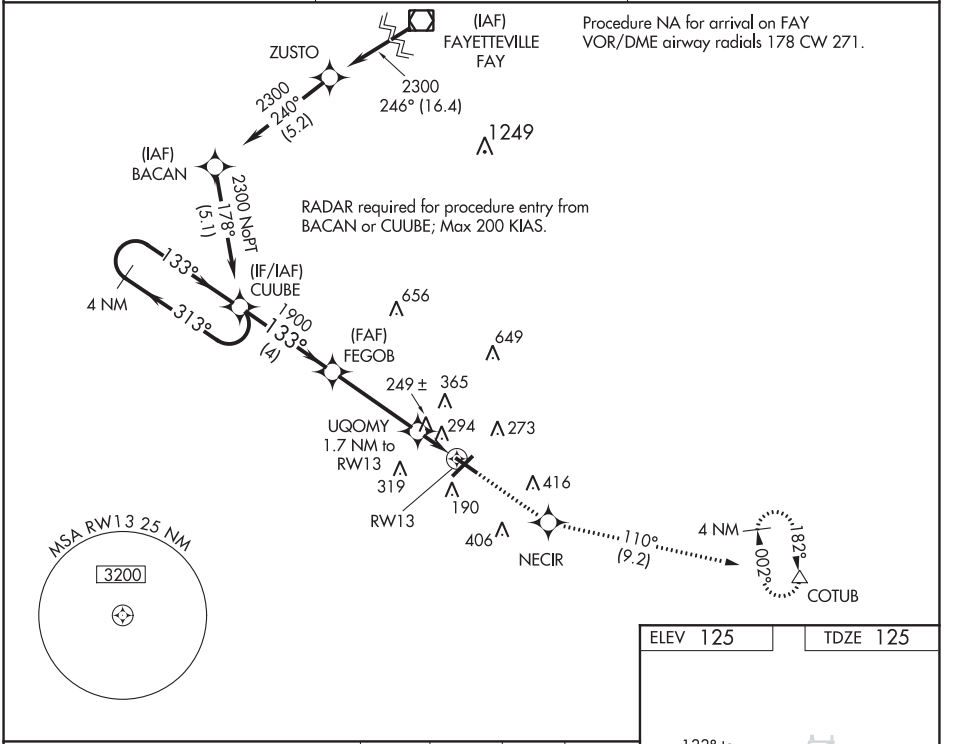
LUMBERTON RGNL (LBT)

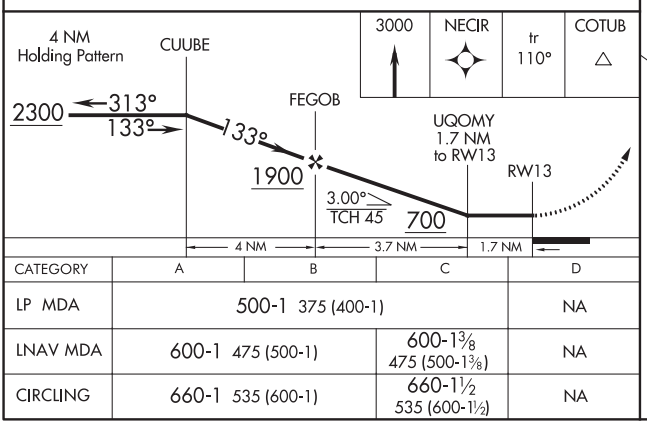
WAAS	APP CRS	Rwy Idg	5003
CH 61221	133°	TDZE	125
W13A		Apt Elev	125

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.

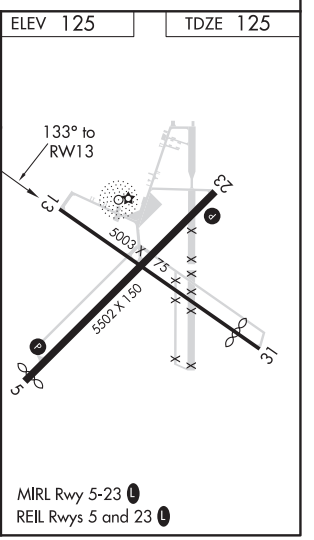
MISSED APPROACH: Climb to 3000 direct NECIR and on track 110° to COTUB and hold.

ASOS	FAYETTEVILLE APP CON	UNICOM
134.775	133.0 290.25	122.8 (CTAF) L





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 34°37'N-79°04'W LUMBERTON RGNL (LBT)
Orig-B 11DEC14

RNAV (GPS) RWY 13

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5502
CH 50221	233°	TDZE	124
W23A		Apt Elev	125

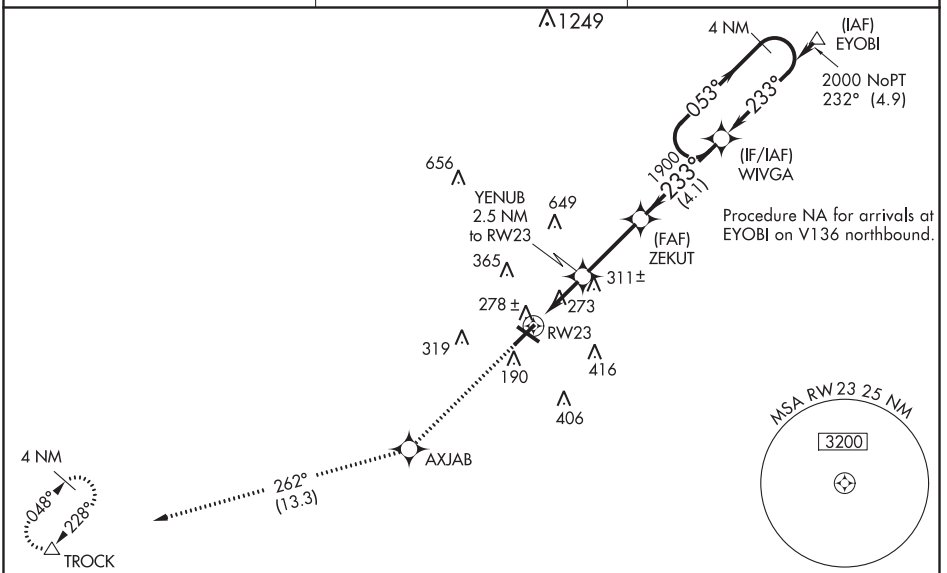
RNAV (GPS) RWY 23

LUMBERTON RGNL (LBT)

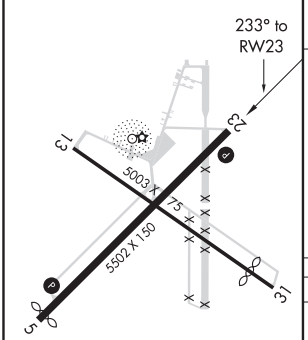
T A DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Maxton altimeter setting and increase all DA 56 feet and all MDA 60 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile. Baro-VNAV and VDP NA with Maxton altimeter setting. Circling 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 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

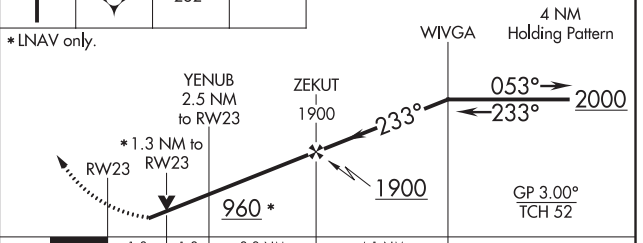


MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

2200	AXJAB	tr 262°	TROCK

VGSI and RNAV glidepath not coincident (VGSI Angle 3.20/TCH 45).

* LNAV only.



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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

CAMP MACKALL, NORTH CAROLINA

NDB or GPS RWY 11

MACKALL AAF (HFF)

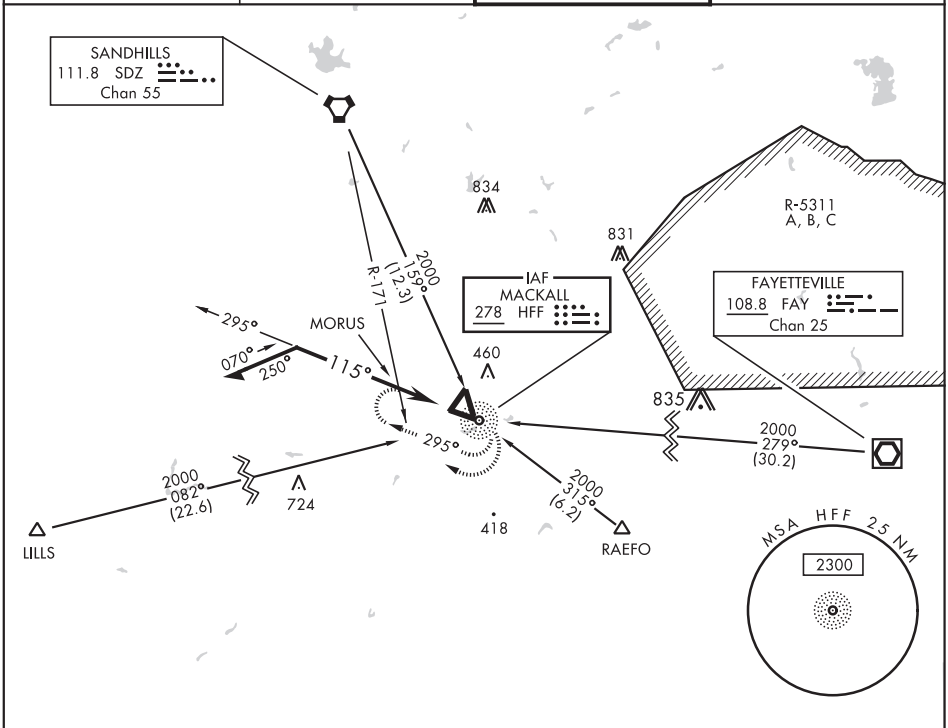
NDB HFF 278	APCH CRS 115°	Rwy ldg 4794 TDZE 375 Arpt Elev 376

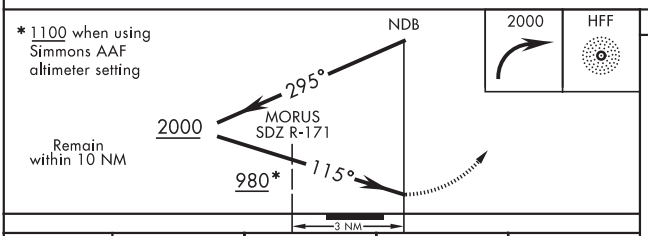
AL-6315 [USA]

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.

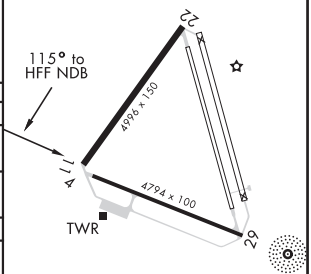
MISSED APPROACH: Climbing right turn to 2000 in HFF NDB holding pattern.

ATIS	FAYETTEVILLE APP CON	MACKALL TOWER ★	GND CON
141.4	127.8 343.725	121.0 254.4	128.35 251.05





ELEV 376 TDZE 375



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 20310

NDB or GPS RWY 11

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

VORTAC VAN 110.4 Chan 41	APP CRS 067°	Rwy Idg N/A TDZE N/A Apt Elev 104

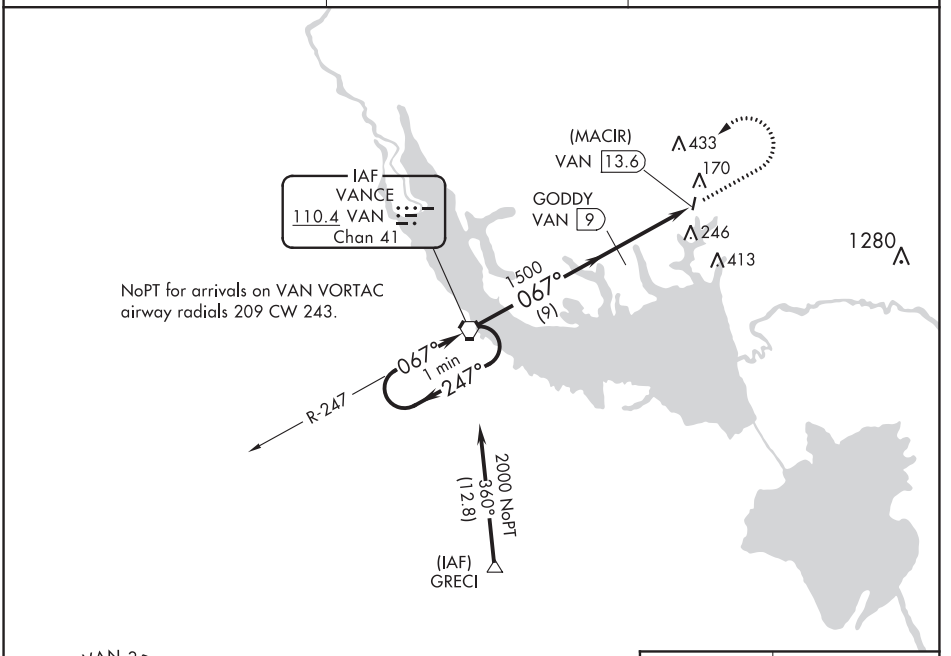
VOR/DME or GPS-A

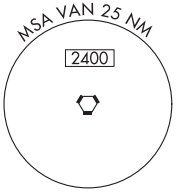
SANTEE COOPER RGNL (MNI)

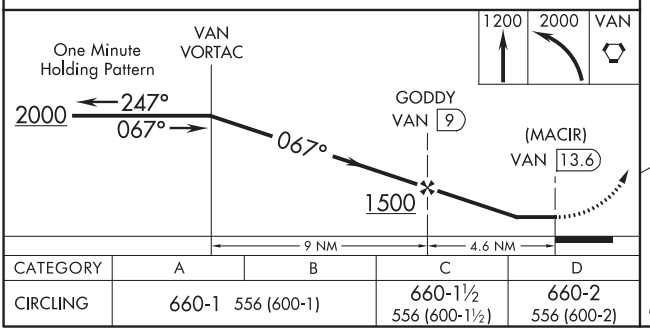
When local altimeter setting not received, use Florence altimeter setting.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2000 direct VAN VORTAC and hold.

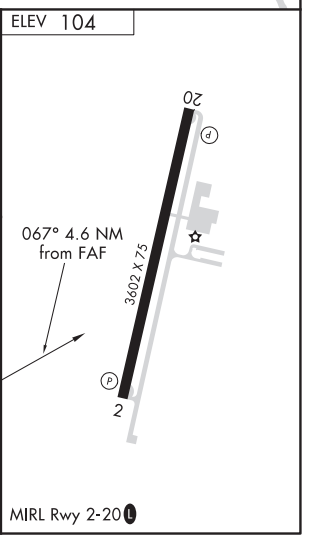
AWOS-3	SHAW APP CON★	UNICOM
120.175	125.4 318.1	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	660-1 556 (600-1)		660-1½ 556 (600-1½)	660-2 556 (600-2)



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MANNING, SOUTH CAROLINA AL-5510 (FAA) 20254

NDB or GPS RWY 2

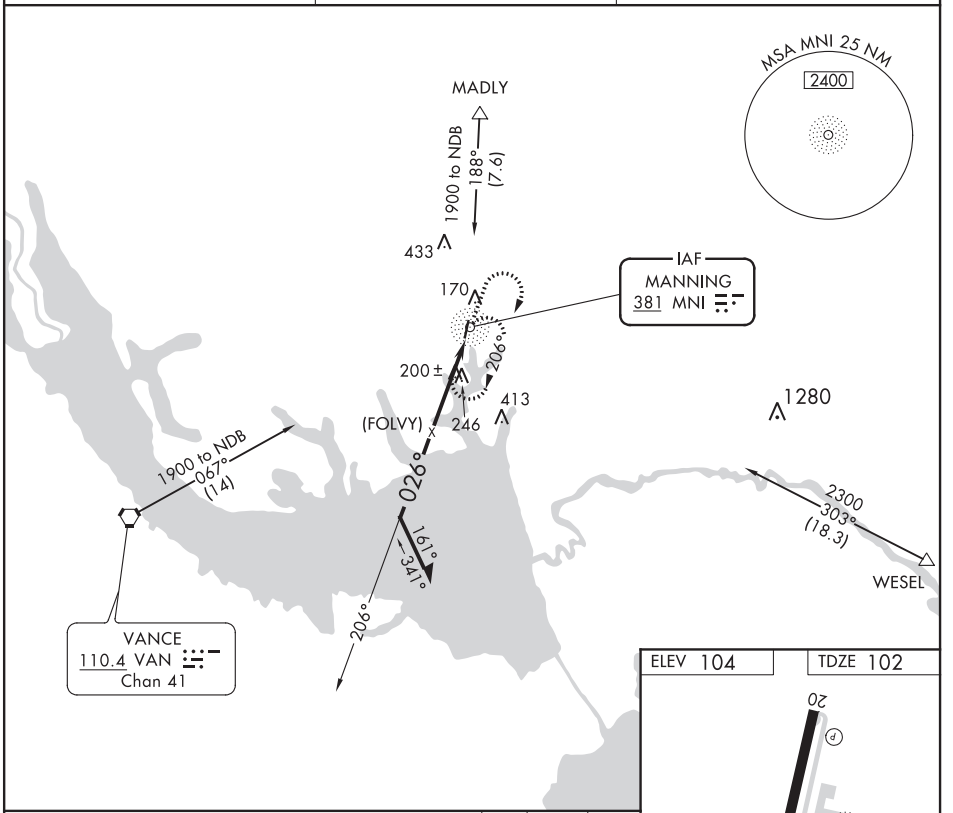
SANTEE COOPER RGNL (MNI)

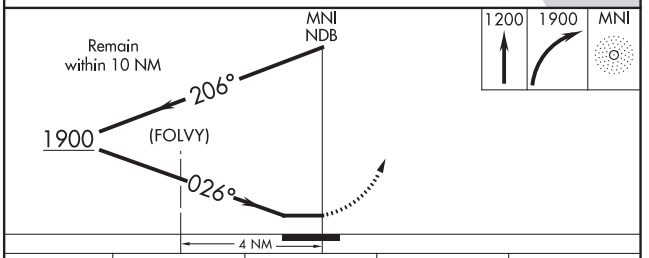
NDB MNI	APP CRS	Rwy Idg	3602
381	026°	TDZE	102
		Apt Elev	104

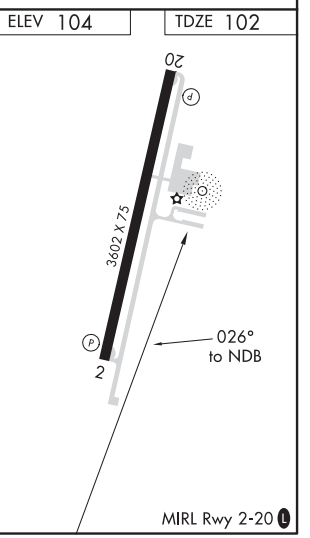
When local altimeter setting not received, use Florence altimeter setting.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

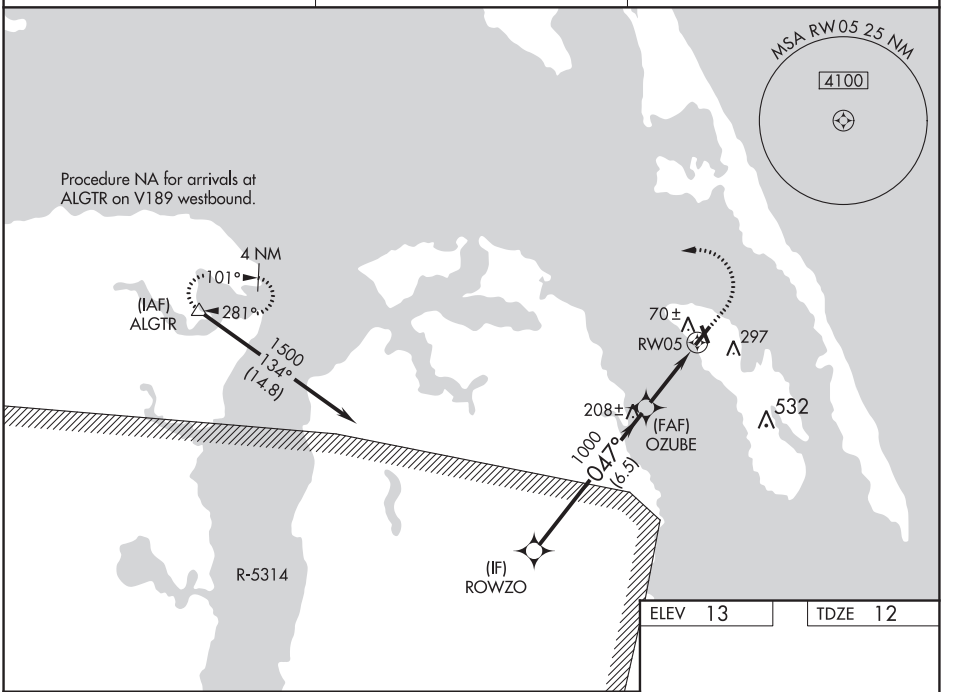
DARE COUNTY RGNL (MQI)

WAAS	APP CRS	Rwy Idg	4000
CH 72626	047°	TDZE	12
W05A		Apt Elev	13

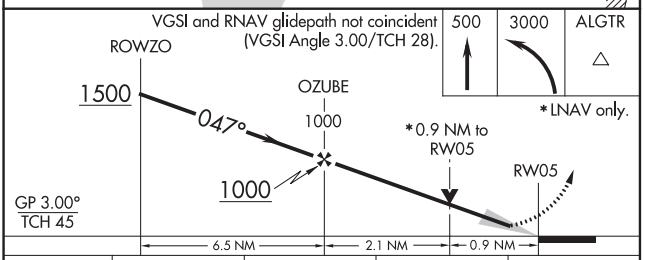
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -5°C (23°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Elizabeth City altimeter setting and increase all DA 72 feet and all MDA 80 feet; increase LPV all Cats visibility ⅜ mile; increase LNAV/VNAV all 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.

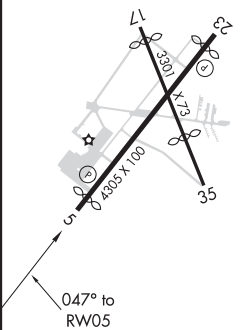
MISSED APPROACH: Climb to 500 then climbing left turn to 3000 direct ALGTR and hold.

AWOS-3	CHERRY POINT APP CON	UNICOM
128.275	124.725 350.35	122.8 (CTAF) L



ELEV 13 TDZE 12





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MANTEO, NORTH CAROLINA

AL-6372 (FAA)

20030

RNAV (GPS) RWY 17

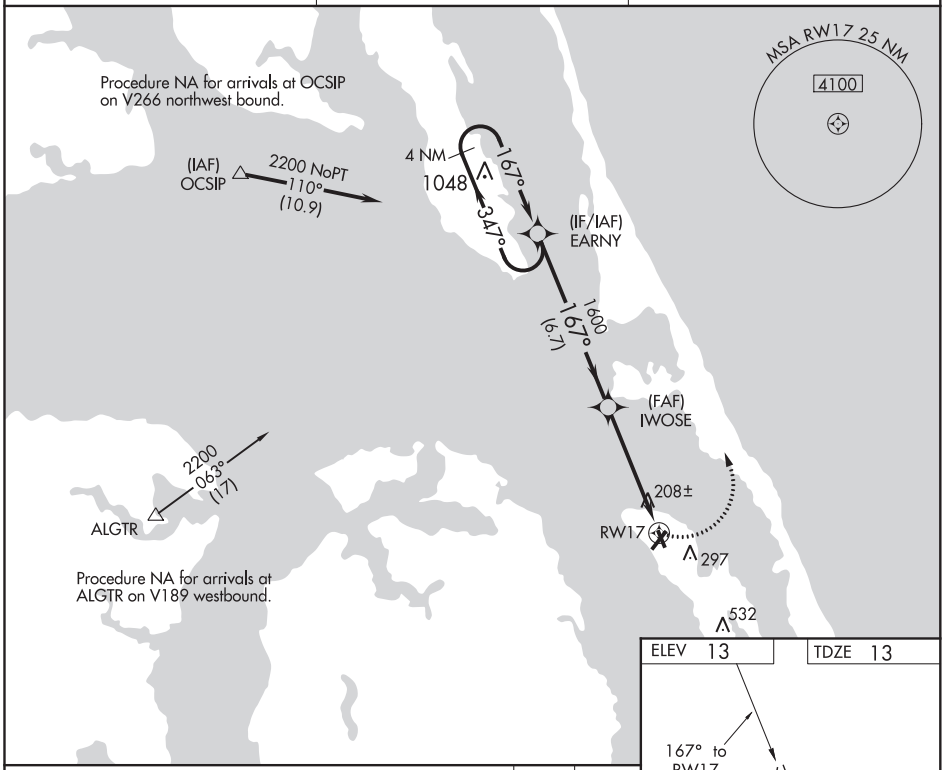
DARE COUNTY RGNL (MQI)

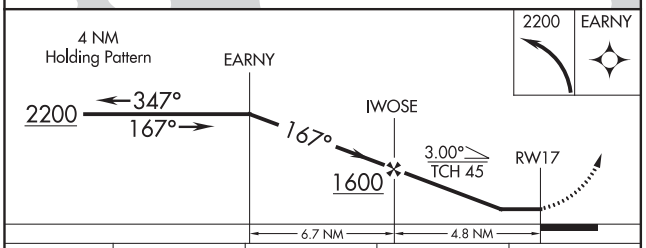
WAAS	APP CRS	Rwy Idg	3012
CH 62926	167°	TDZE	13
W17A		Apt Elev	13

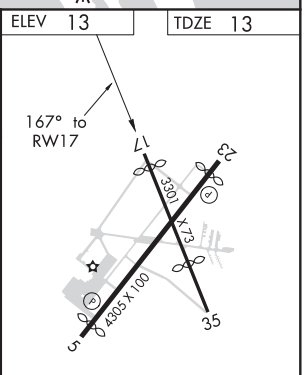
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing Rwy 17 NA. When local altimeter setting not received use Elizabeth City altimeter setting and increase all MDA 80 feet; increase LP and LNAV Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23

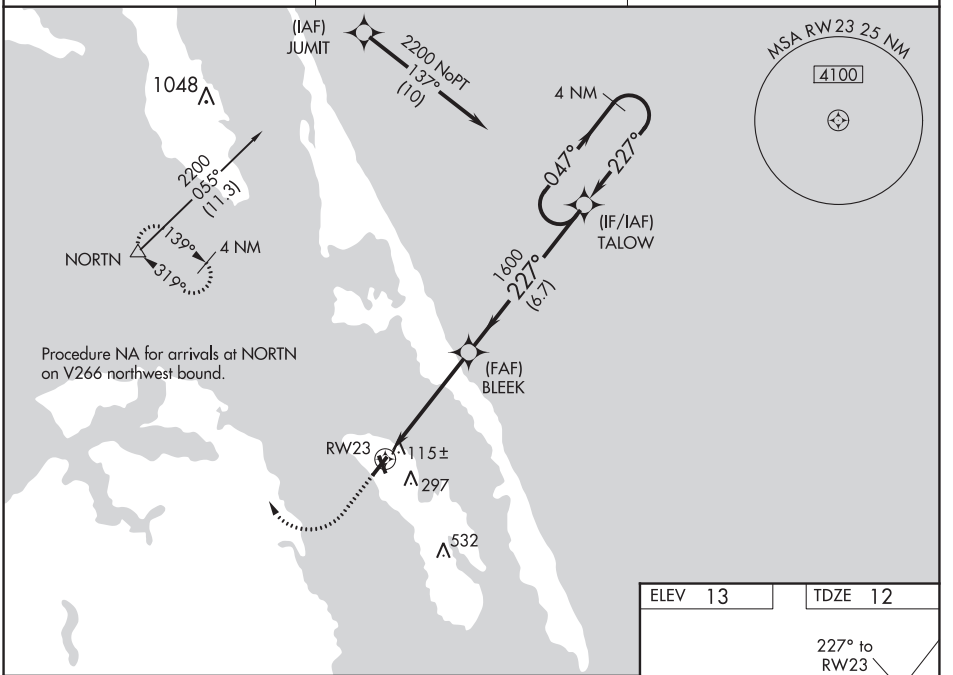
DARE COUNTY RGNL (MQI)

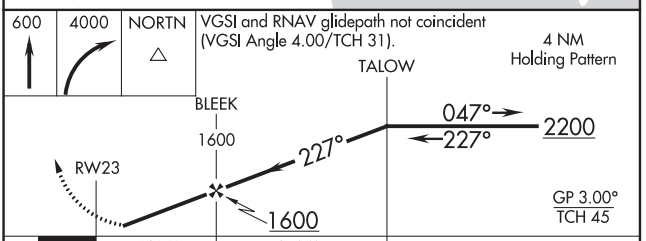
WAAS CH 56326 W23A	APP CRS 227°	Rwy Idg 4004 / TDZE 12 / Apt Elev 13

T A 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.

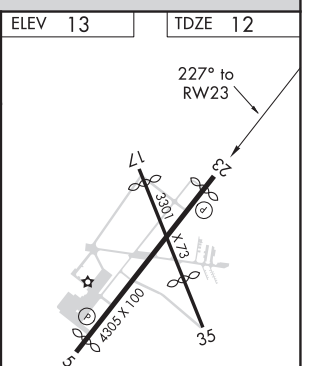
MISSED APPROACH: Climb to 600 then climbing right turn to 4000 direct NORTN and hold continue climb-in-hold to 4000.

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 508 (600-1⅜)	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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

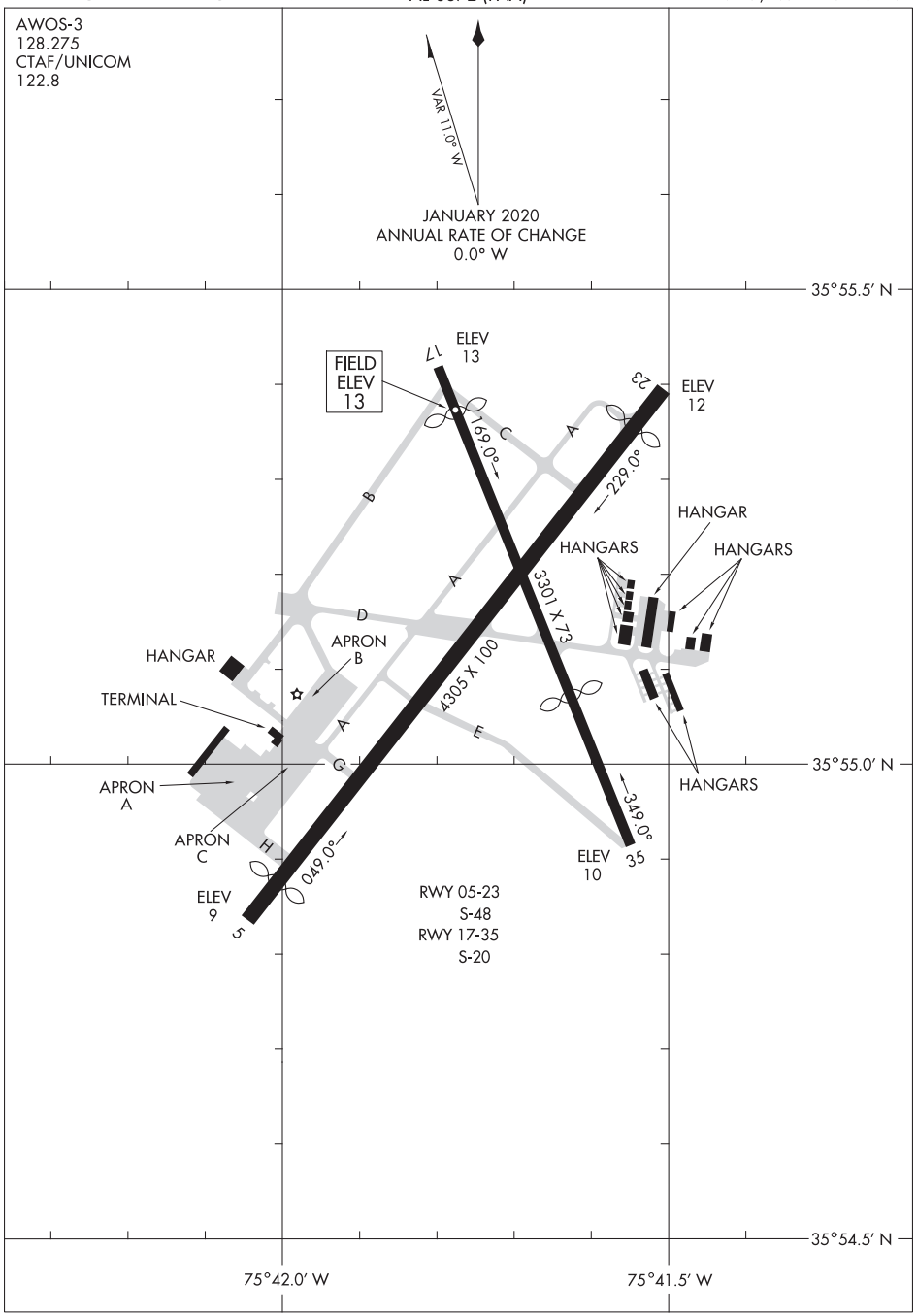
20086

AIRPORT DIAGRAM

DARE COUNTY RGNL (MQI)

MANTEO, NORTH CAROLINA

AL-6372 (FAA)



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

20086

MANTEO, NORTH CAROLINA

DARE COUNTY RGNL (MQI)

RNAV (GPS) RWY 4

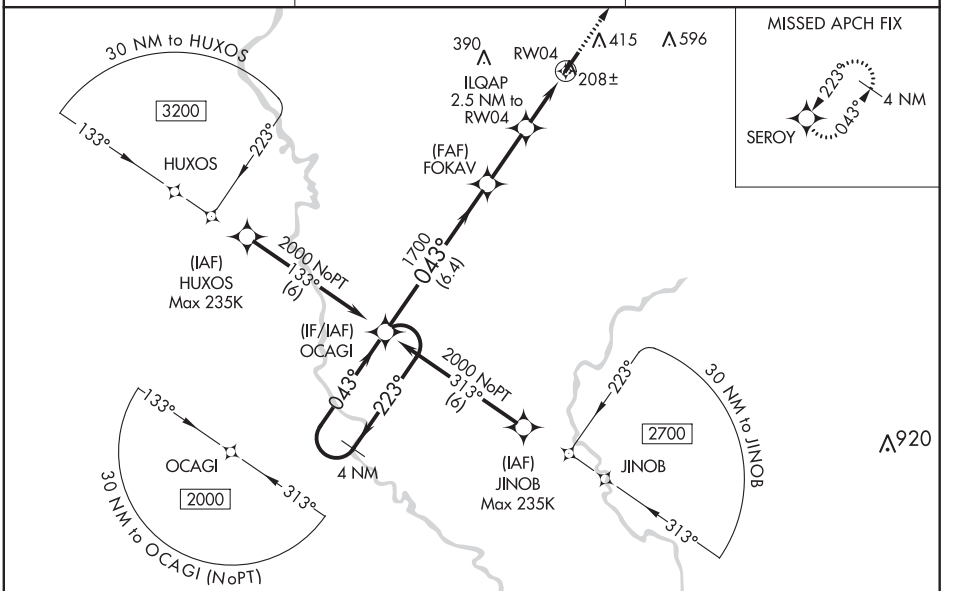
MARION COUNTY (MAO)

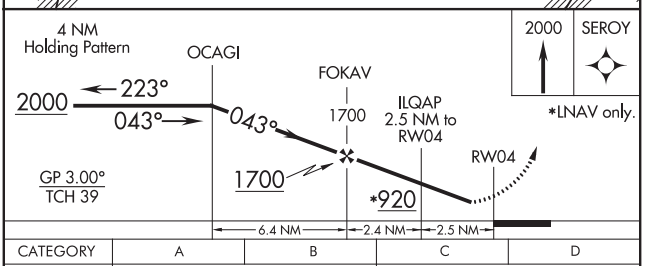
WAAS	APP CRS	Rwy Idg	4504
CH 40336	043°	TDZE	92
W04A		Apt Elev	92

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.

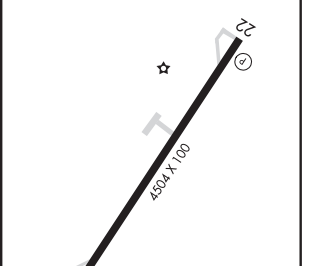
MISSED APPROACH: Climb to 2000 direct SEROY and hold.

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 628 (700-1¾)	960-2¾ 868 (900-2¾)



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MARION, SOUTH CAROLINA AL-5662 (FAA) 19115

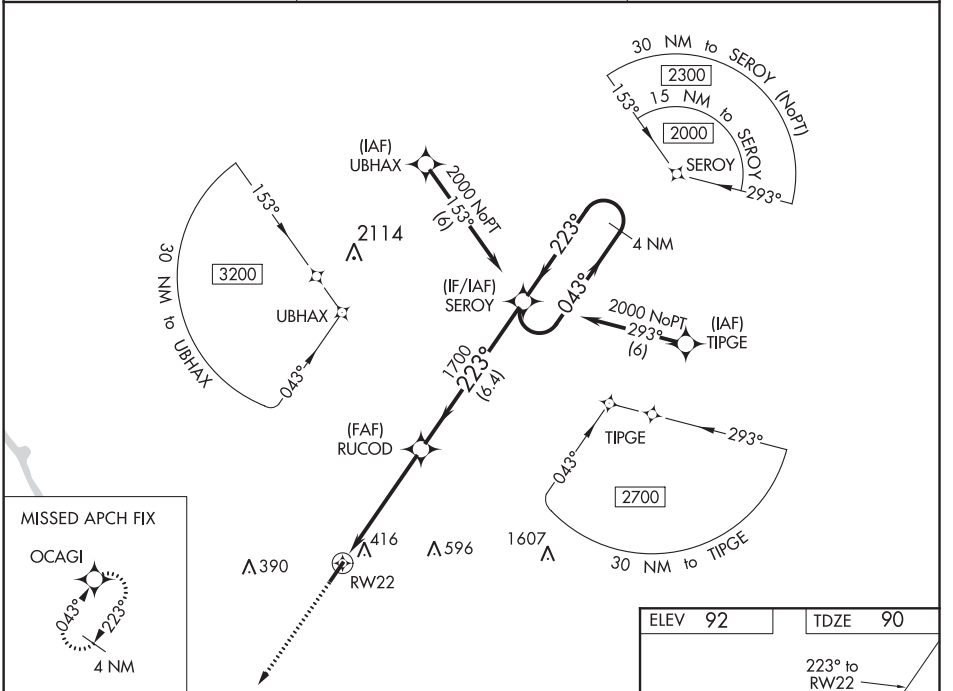
WAAS	APP CRS	Rwy Idg	4504
CH 45836	223°	TDZE	90
W22A		Apt Elev	92

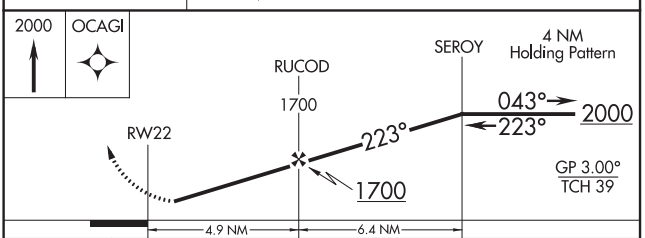
RNAV (GPS) RWY 22
MARION COUNTY (MAO)

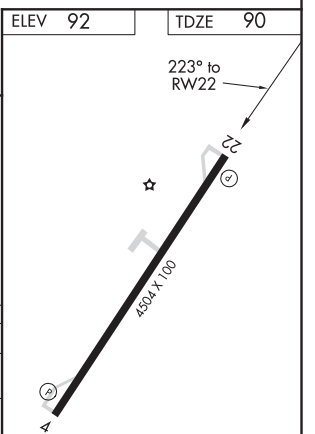
Baro-VNAV NA when using Florence altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Florence altimeter setting and increase all 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)

MARION, SOUTH CAROLINA
Orig-A 25JUN15

34°11′N-79°20′W

MARION COUNTY (MAO)
RNAV (GPS) RWY 22

SE-2, 25 FEB 2021 to 22 APR 2021

VORTAC FLO 115.2 Chan 99	APP CRS 104°	Rwy Idg N/A TDZE N/A Apt Elev 92

VOR/DME-A

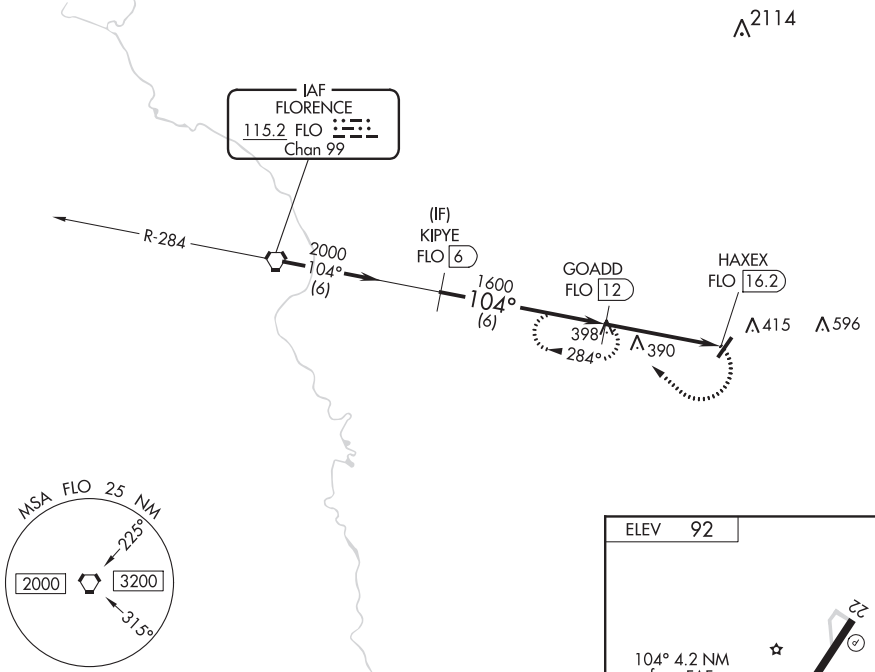
MARION COUNTY (MAO)

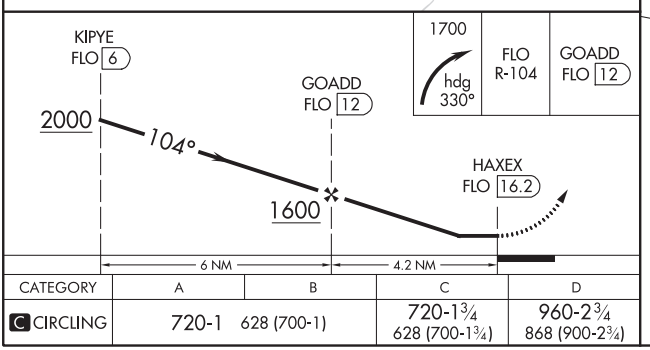
When local altimeter setting not received, use Florence altimeter setting and increase all MDA 60 feet. Increase Cat C/D visibility ¼ mile.

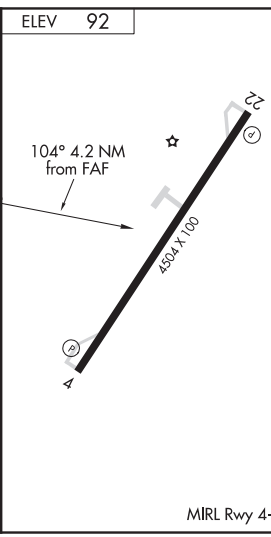
MISSED APPROACH: Climbing right turn to 1700 on heading 330° and on FLO VORTAC R-104 to GOADD/FLO 12 DME and hold.

AWOS-3	FLORENCE APP CON ★	UNICOM
119.875	135.25 316.15	122.8 (CTAF)

Procedure NA for arrivals on FLO VORTAC airway radials 088 CW 121.







CATEGORY	A	B	C	D
C CIRCLING	720-1 628 (700-1)		720-1¾ 628 (700-1¾)	960-2¾ 868 (900-2¾)

MIRL Rwy 4-22

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

MAXTON, NORTH CAROLINA | AL-5519 (FAA) | 21056

ILS or LOC RWY 5

LAURINBURG-MAXTON (MEB)

LOC I-MEB	APP CRS	Rwy Idg	6502
110.7	054°	TDZE	216
		Apt Elev	216

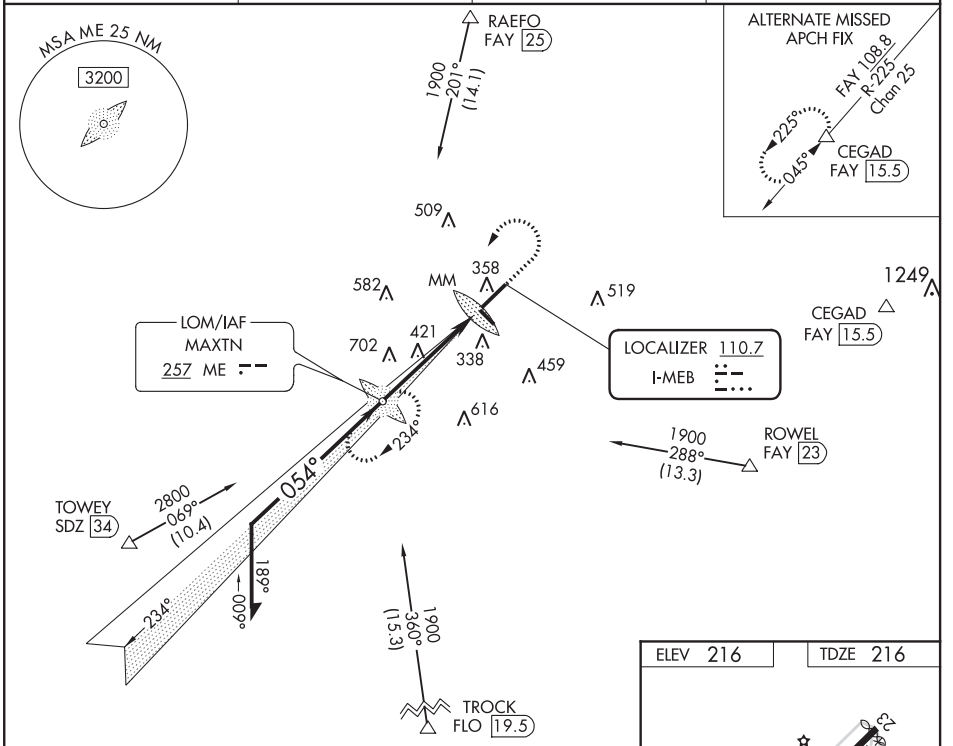
ADF required for procedure entry.
ADF required.

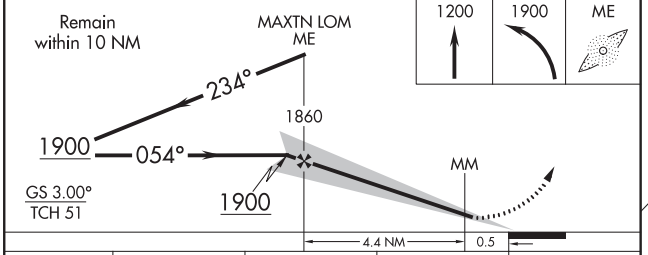
T A Circling Rwy 13 and 31 NA at night. For inop ALS, increase S-LOC 5 Cat C/D visibility to 1⅜ SM.

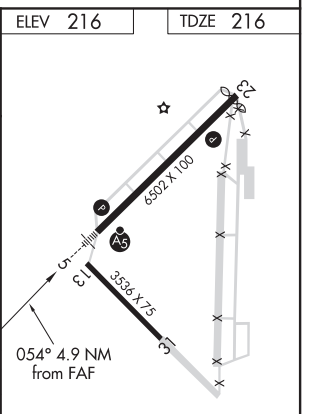
MALSR

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)

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

MAXTON, NORTH CAROLINA
Amdt 2B 10OCT19

34°48'N-79°22'W

LAURINBURG-MAXTON (MEB)

ILS or LOC RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

LAURINBURG-MAXTON (MEB)

WAAS	APP CRS	Rwy Idg	6502
CH 90423	054°	TDZE	216
W05A		Apt Elev	216

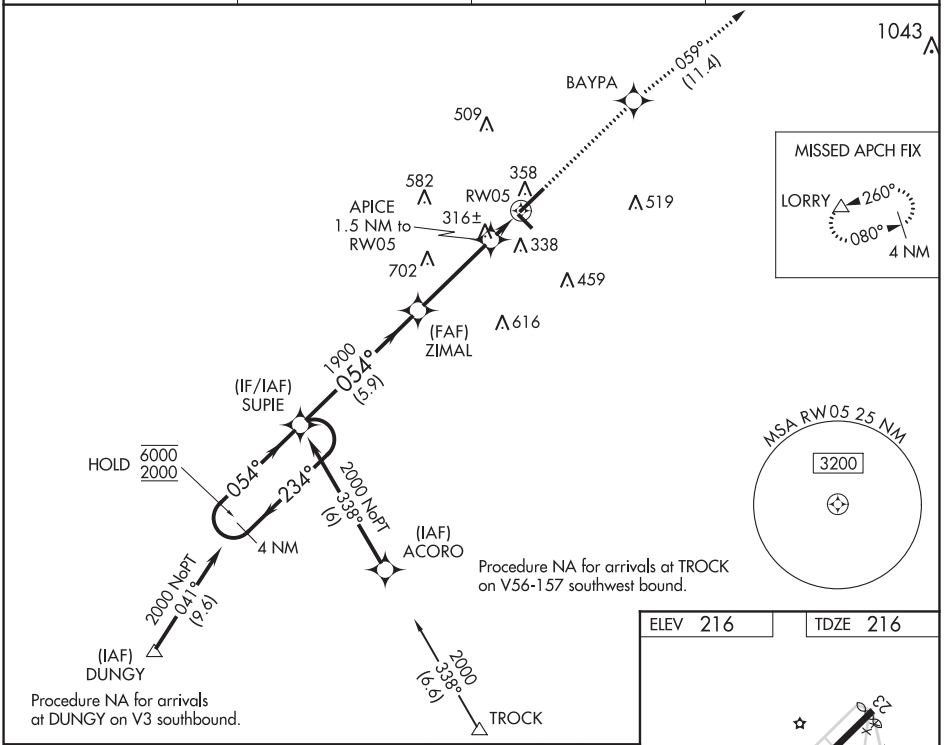
RNP APCH.

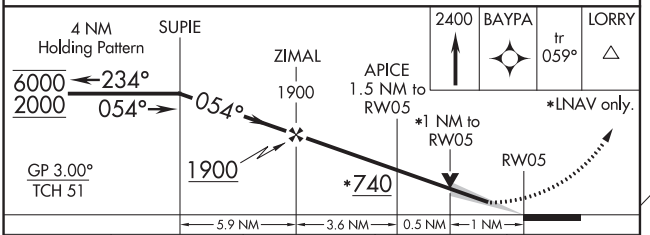
T A Circling to Rwy 13 and 31 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 42°C. For inop ALS, increase LNAV/VNAV all Cats visibility to ¾ SM, and LNAV Cat C/D visibility to 1 SM.

MALSR

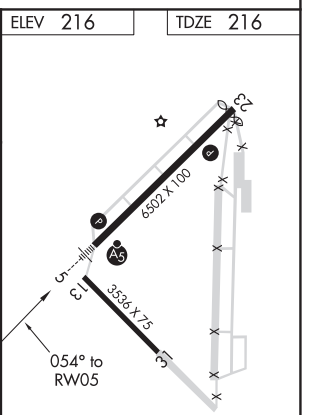
MISSED APPROACH: Climb to 2400 direct BAYPA and on track 059° to LORRY and hold.

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)



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MAXTON, NORTH CAROLINA | AL-5519 (FAA) | 19283

RNAV (GPS) RWY 23

LAURINBURG-MAXTON (MEB)

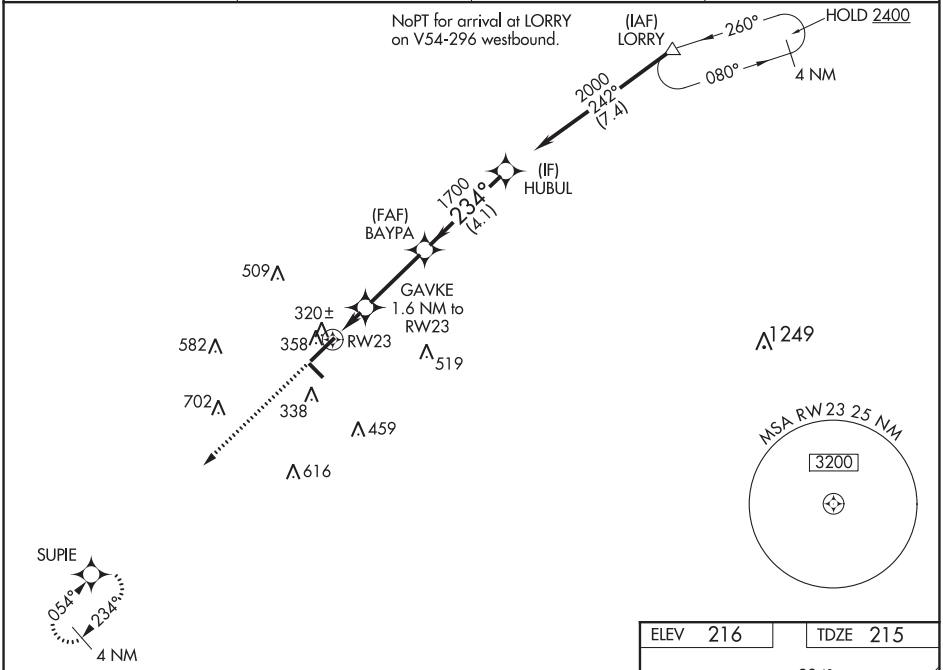
WAAS	APP CRS		
CH **61023**	**234°**	Rwy Idg	**6315**
W23A		TDZE	**215**
		Apt Elev	**216**

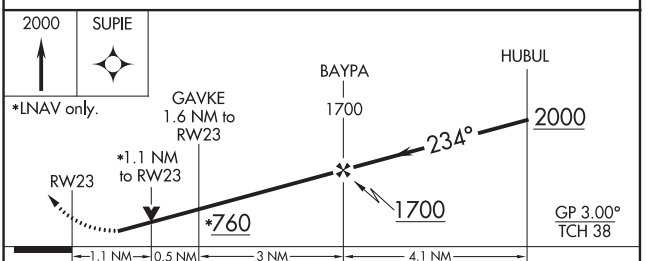
RNP APCH.

T A 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.

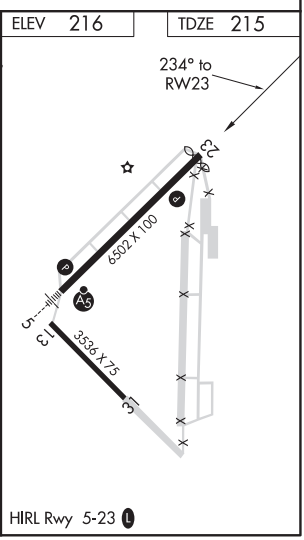
MISSED APPROACH: Climb to 2000 direct SUPIE and hold.

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)



MAXTON, NORTH CAROLINA
Amdt 2 10OCT19

34°48'N-79°22'W

LAURINBURG-MAXTON (MEB)

RNAV (GPS) RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

EASTOVER, SOUTH CAROLINA

ILS or LOC/DME RWY 32

LOC I-MMT	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.1	322°	9009 / 243 / 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.

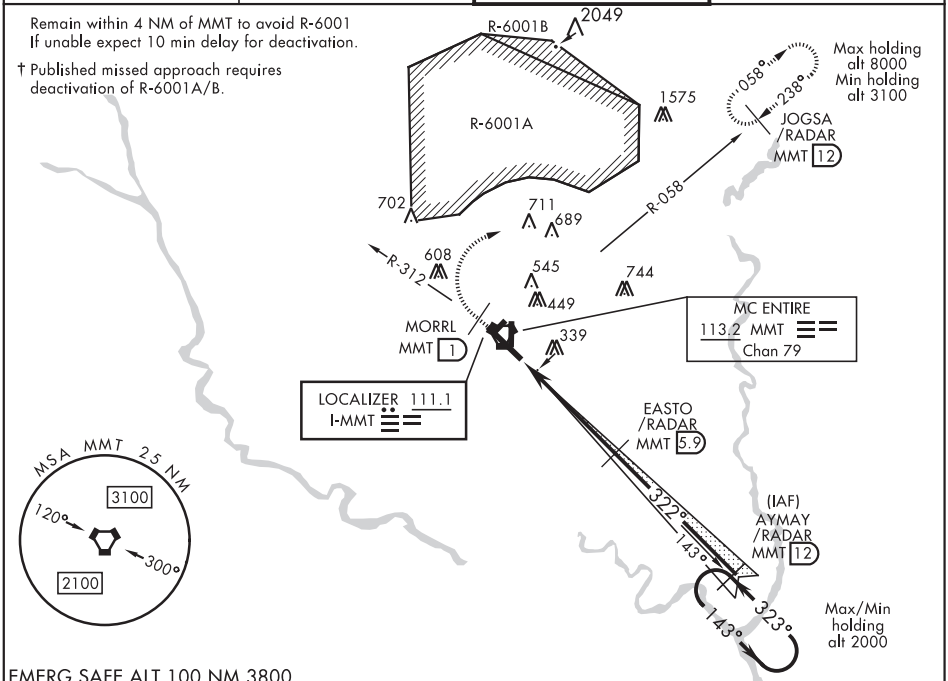
ALSF-1

† MISSED APPROACH: Climb to 1100 direct MORRL/ 1 DME then climbing right to 3100 intercept MMT R-058 direct JOGSA/12 DME and hold.

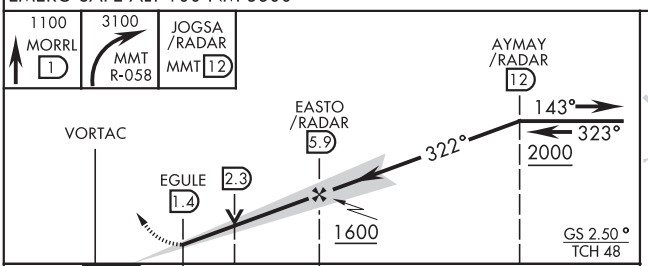
ATIS	SHAW APP CON	MC ENTIRE TOWER *	GND CON
327.05	125.4 318.1	132.4 (CTAF) 253.5	127.625 226.675

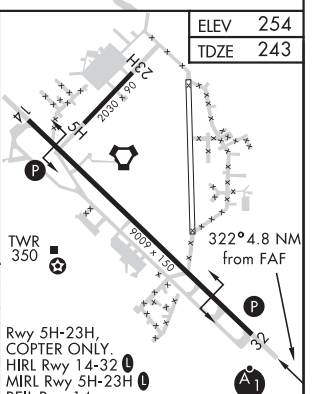
Remain within 4 NM of MMT to avoid R-6001 If unable expect 10 min delay for deactivation.

† 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

EASTOVER, SOUTH CAROLINA

33°55′N-80°48′W

MC ENTIRE JNGB (KMMT)

Amdt 4 25MAY17

ILS or LOC/DME RWY 32

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

19115

EASTOVER, SOUTH CAROLINA

TACAN RWY 14

VORTAC MMT	APCH CRS	Rwy ldg	9009
113.2	132°	TDZE	251
Chan 79		Arpt Elev	254

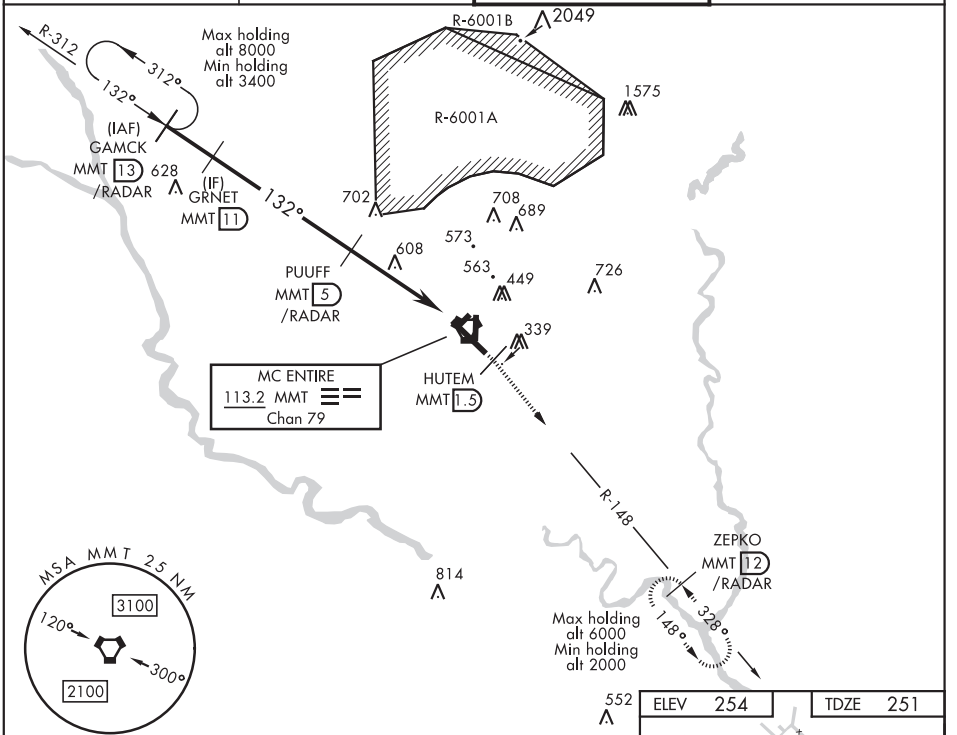
AL-951 [USAF]

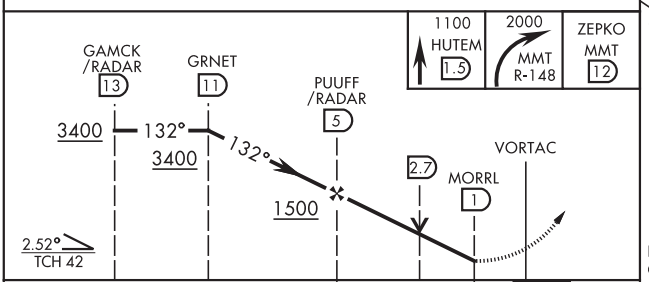
MC ENTIRE JNGB (KMMT)

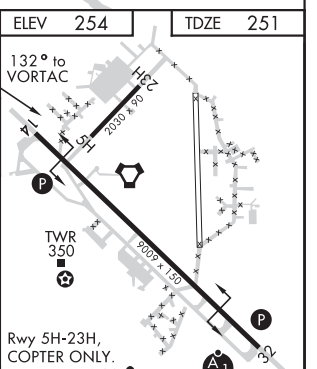
* Circling to Rwy 05H-23H NA at night.

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







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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

EASTOVER, SOUTH CAROLINA

TACAN RWY 32

VORTAC MMT	APCH CRS	Rwy Idg	9009
113.2	328°	TDZE	243
Chan 79		Arpt Elev	254

AL-951 [USAF]

MC ENTIRE JNGB (KMMT)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1⅛ miles.

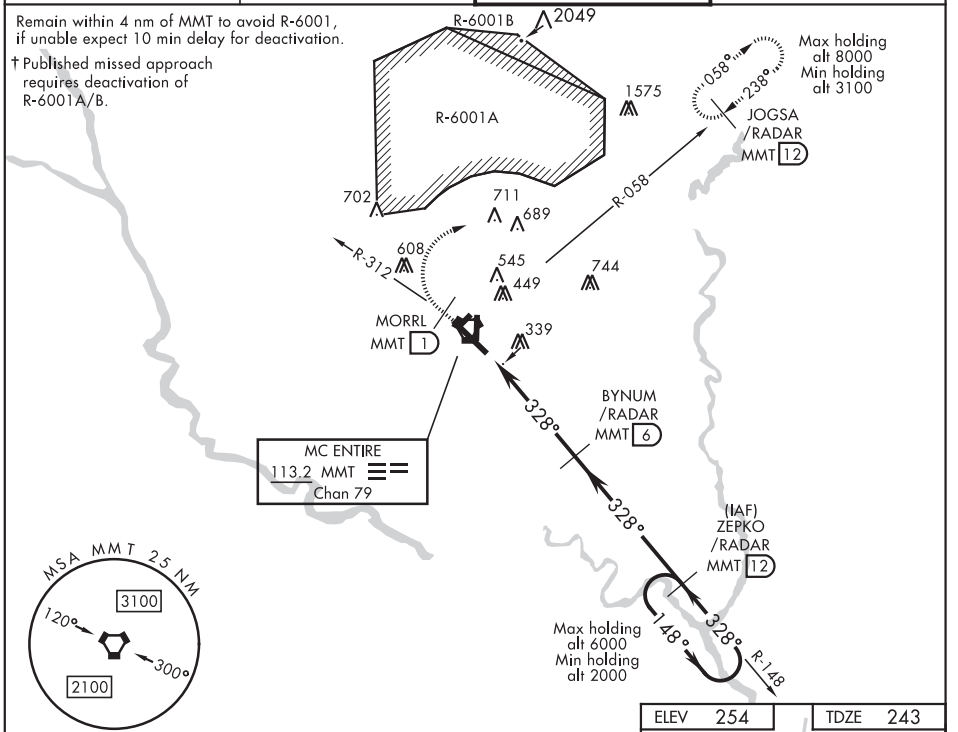
ALSF-1

† 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.

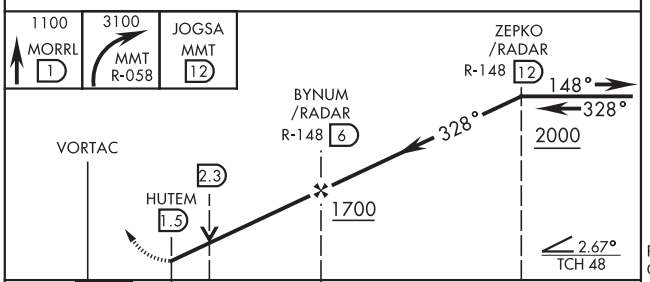
ATIS	SHAW APP CON	MC ENTIRE TOWER ★	GND CON
327.05	125.4 318.1	132.4 (CTAF) L 253.5	127.625 226.675

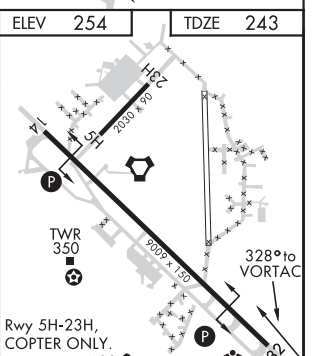
Remain within 4 nm of MMT to avoid R-6001, if unable expect 10 min delay for deactivation.

† Published missed approach requires deactivation of R-6001A/B.



EMERG SAFE ALT 100 NM 3800





CATEGORY	A	B	C	D	E
S-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

EASTOVER, SOUTH CAROLINA

33°55′N-80°48′W

MC ENTIRE JNGB (KMMT)

Amdt 4 25MAY17

TACAN RWY 32

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

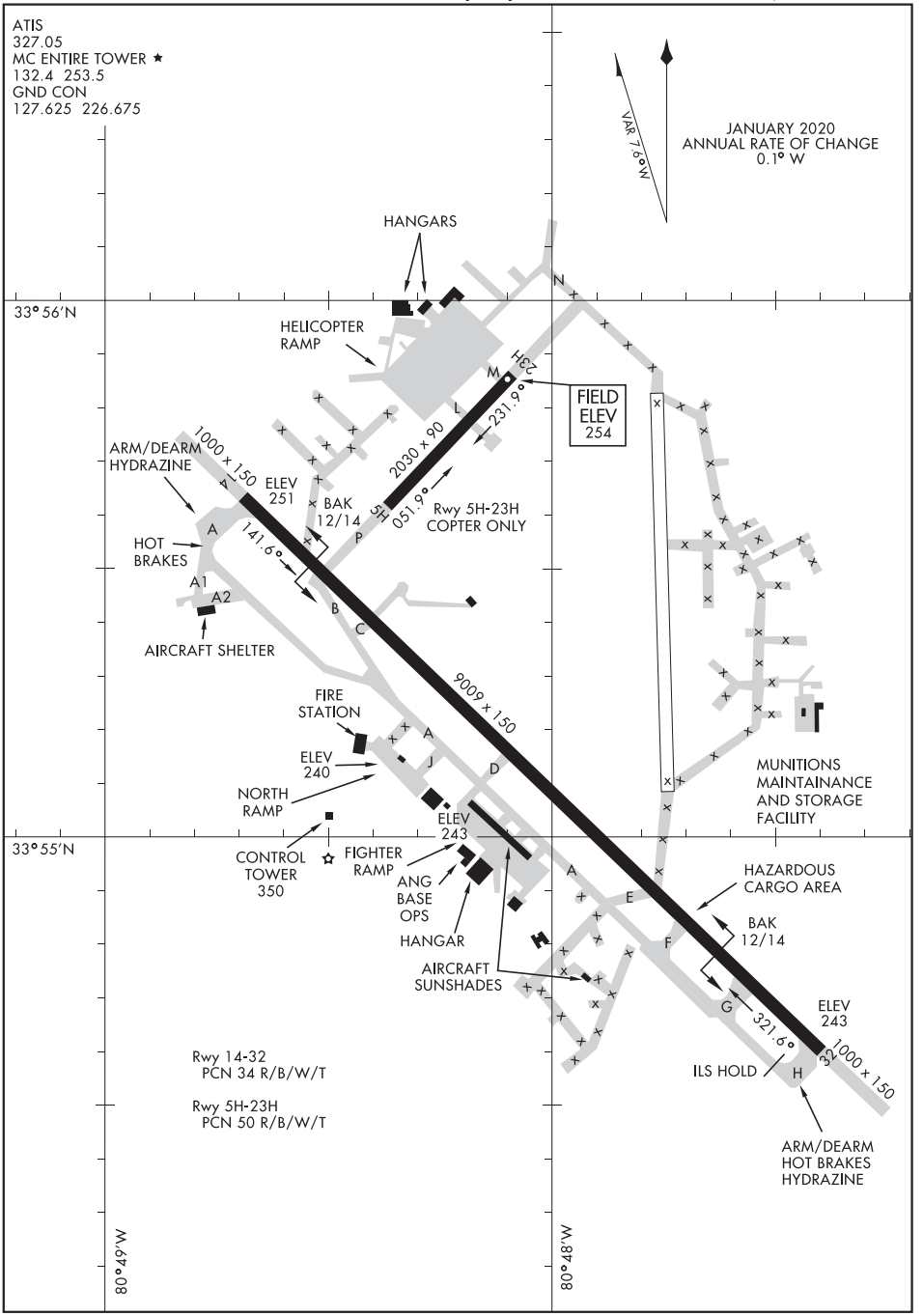
20030

AIRPORT DIAGRAM

MC ENTIRE JNGB (KMMT)

AFD-951 [USAF]

EASTOVER, SOUTH CAROLINA



AIRPORT DIAGRAM

EASTOVER, SOUTH CAROLINA

MC ENTIRE JNGB (KMMT)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 9

TWIN LAKES (8A7)

APP CRS	Rwy Idg	2943
094°	TDZE	818
	Apt Elev	818

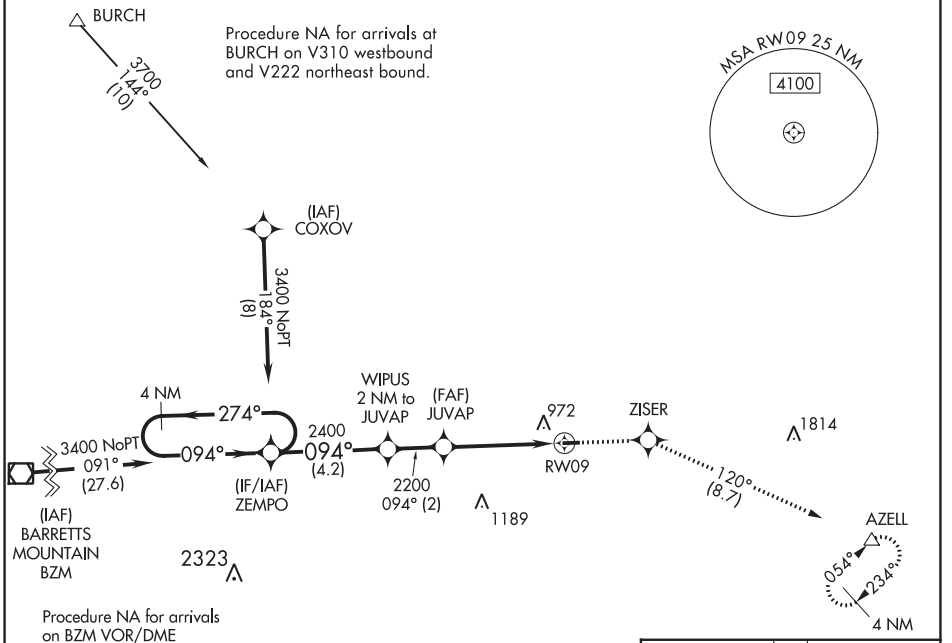
RNP APCH.

NA

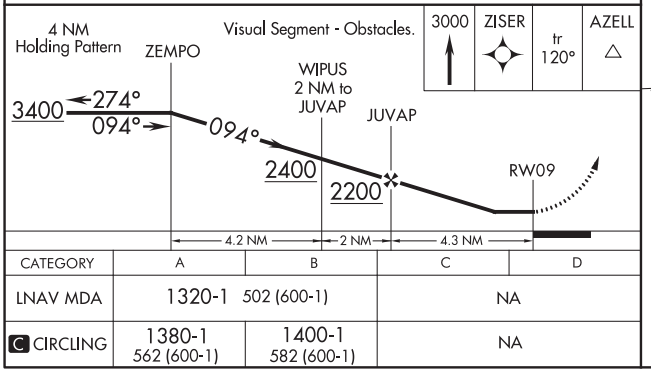
Use Davidson County altimeter setting; when not received, use Smith Reynolds altimeter setting and increase all MDA 40 feet. Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

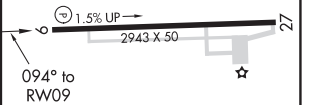
MISSED APPROACH: Climb to 3000 direct ZISER and on track 120° to AZELL and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MONCKS CORNER, SOUTH CAROLINA AL-6202 (FAA) 19115

WAAS	APP CRS		
CH **63210**	**050°**	Rwy Idg	**4351**
W05A		TDZE	**73**
		Apt Elev	**73**

RNAV (GPS) RWY 5

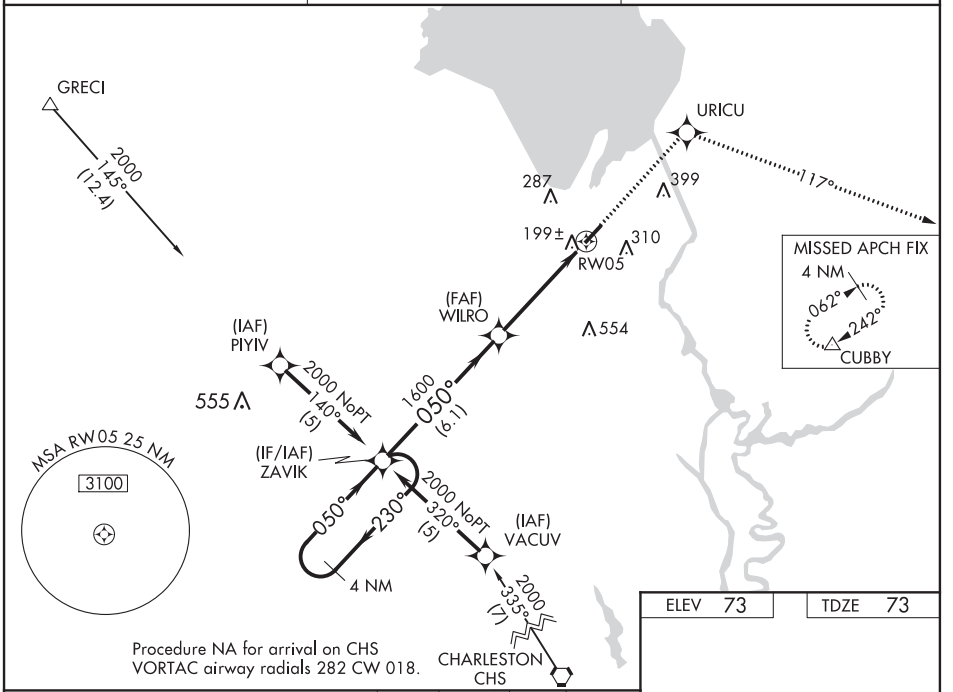
BERKELEY COUNTY (MKS)

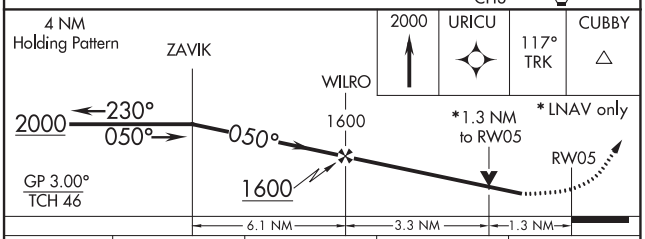
T
A NA

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.

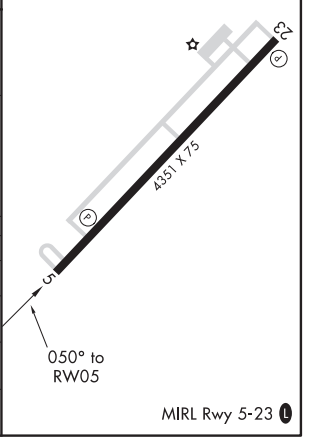
MISSED APPROACH: Climb to 2000 direct URICU and via 117° track to CUBBY and hold.

AWOS-3	CHARLESTON APP CON	UNICOM
119.175	**119.3 379.925**	**123.05** (CTAF) L





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)



MONCKS CORNER, SOUTH CAROLINA
Orig 15JAN09

33°11'N-80°02'W

BERKELEY COUNTY (MKS)

RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

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RNAV (GPS) RWY 23

BERKELEY COUNTY (MKS)

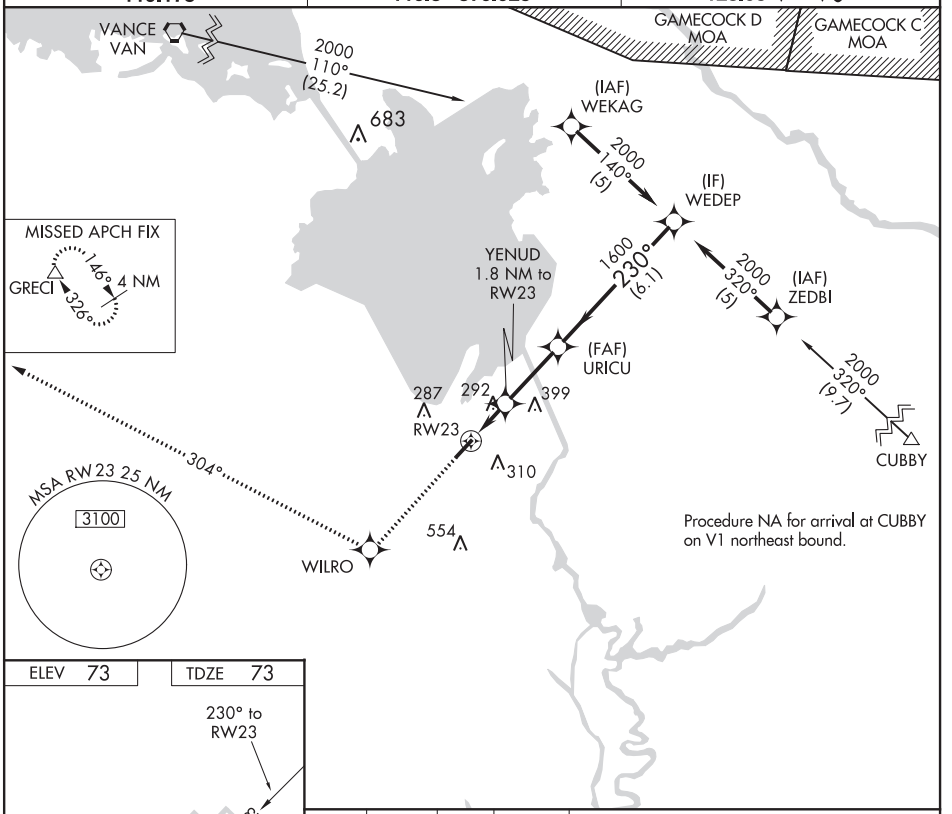
APP CRS	Rwy Idg	4351
230°	TDZE	73
	Apt Elev	73

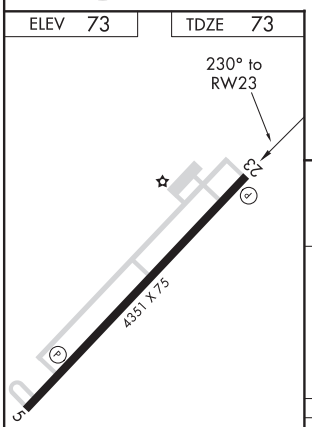
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 60 feet and increase LNAV Cat C/D and Circling Cat C visibility ¼ mile.

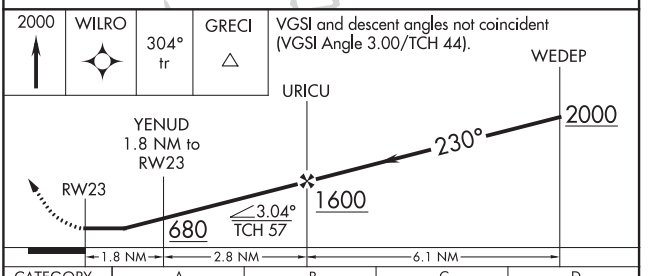
NA

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MONCKS CORNER, SOUTH CAROLINA AL-6202 (FAA) 20254

VORTAC CHS	APP CRS	Rwy Idg	N/A
113.5	185°	TDZE	N/A
Chan 82		Apt Elev	73

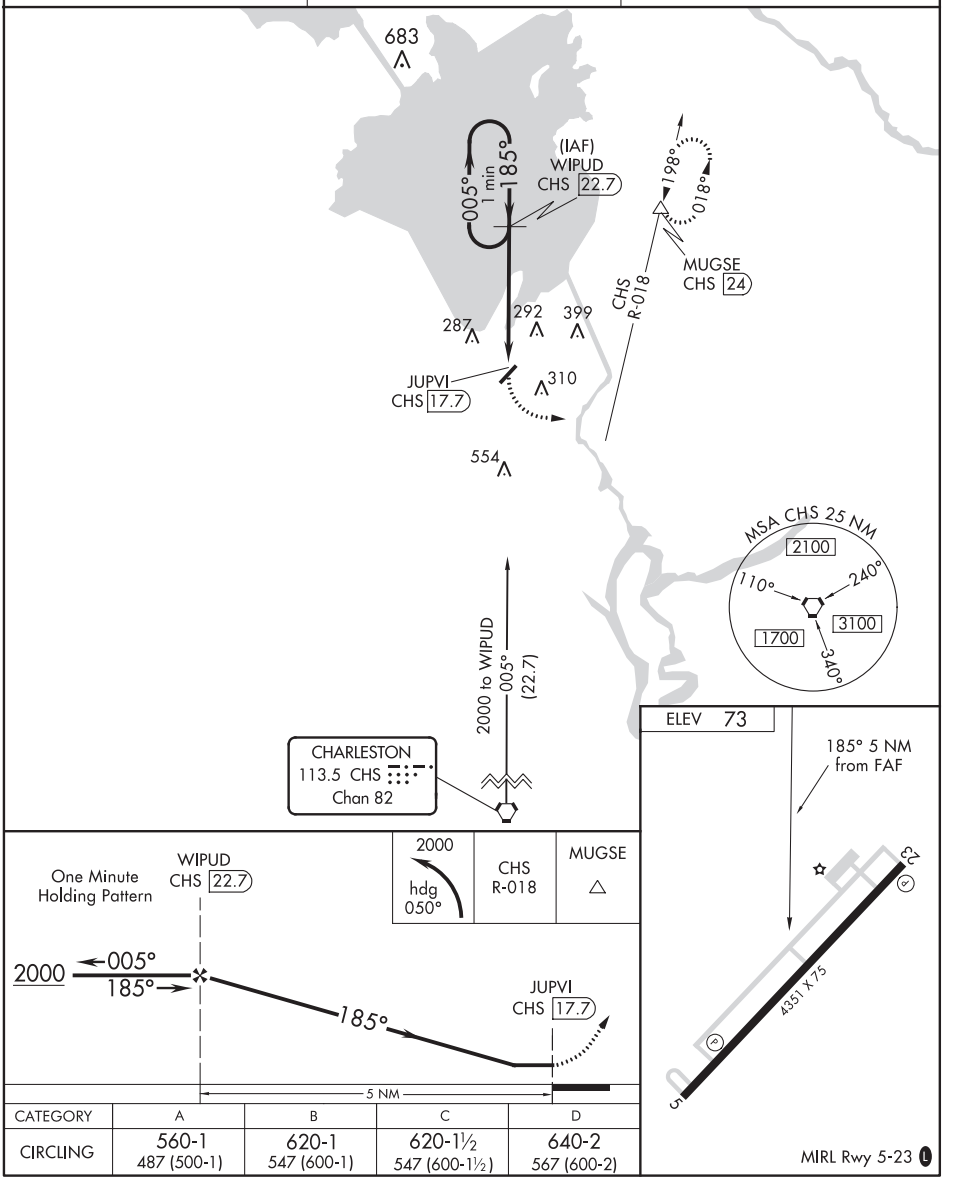
VOR/DME-A

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	560-1 487 (500-1)	620-1 547 (600-1)	620-1½ 547 (600-1½)	640-2 567 (600-2)

MIRL Rwy 5-23 L

MONCKS CORNER, SOUTH CAROLINA

Orig-A 18SEP14

33°11′N-80°02′W

BERKELEY COUNTY (MKS)

VOR/DME-A

SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-EQY	APP CRS	Rwy ldg	7001
109.75	053°	TDZE	683
Chan 34 (Y)		Apt Elev	683

ILS or LOC RWY 5

CHARLOTTE-MONROE EXECUTIVE (EQY)

DME required, RADAR required for procedure entry.

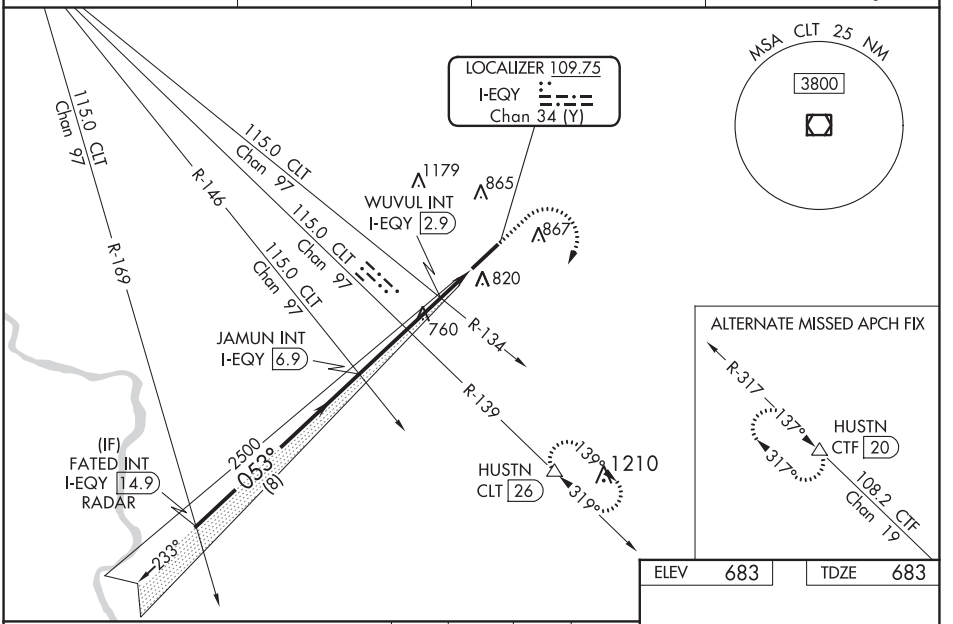
VDP NA when using Charlotte altimeter setting. When local altimeter setting not received, use Charlotte altimeter setting and increase DA to 939 feet; increase all MDAs 60 feet, increase S-LOC 5 Cats C and D and Circling Cat C and D visibility ¼ SM. WUVUL fix minimums: increase S-LOC 5 Cats C and D and Circling Cat D visibility ¼ SM. For inop ALS when using Charlotte altimeter setting, increase S-ILS 5 all Cats visibility to ⅞ SM.

NA

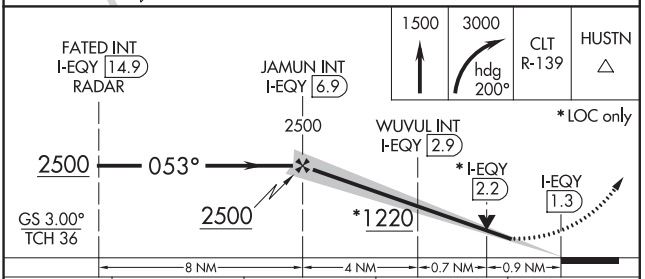
MALSR

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.

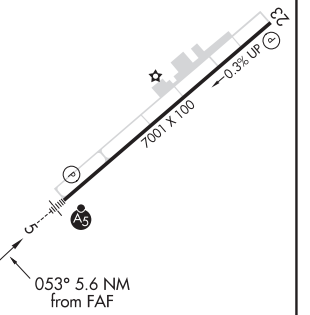
ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

CHARLOTTE-MONROE EXECUTIVE (EQY)

WAAS	APP CRS	Rwy Idg	7001
CH 66002	053°	TDZE	683
W05A		Apt Elev	683

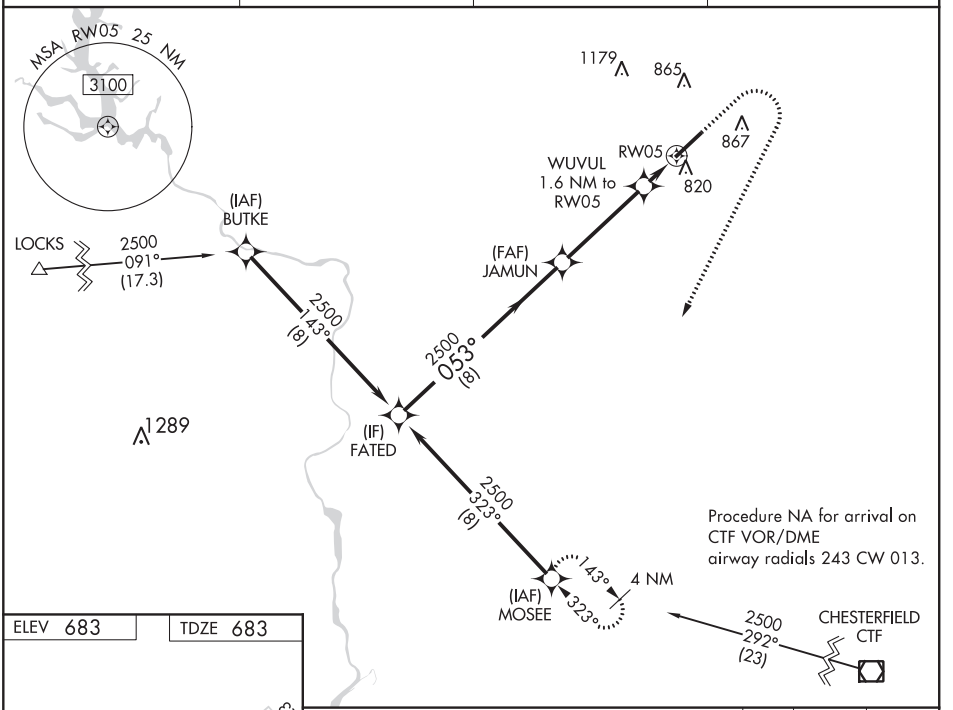
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

MALSR

MISSED APPROACH: Climb to 1100 then climbing right turn to 2500 direct MOSEE and hold.

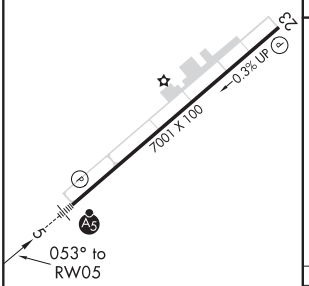
ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
135.775	120.05 307.8	132.55	122.7 (CTAF) L



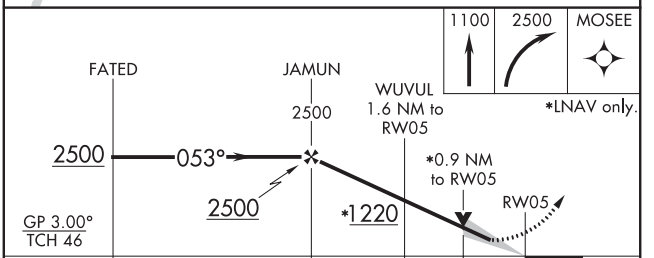
SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ELEV 683 TDZE 683



HIRL Rwy 5-23 L
REIL Rwy 23 L



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)

35°01′N-80°37′W

WAAS	APP CRS	Rwy Idg 7001
CH 90141	233°	TDZE 671
W23A		Apt Elev 683

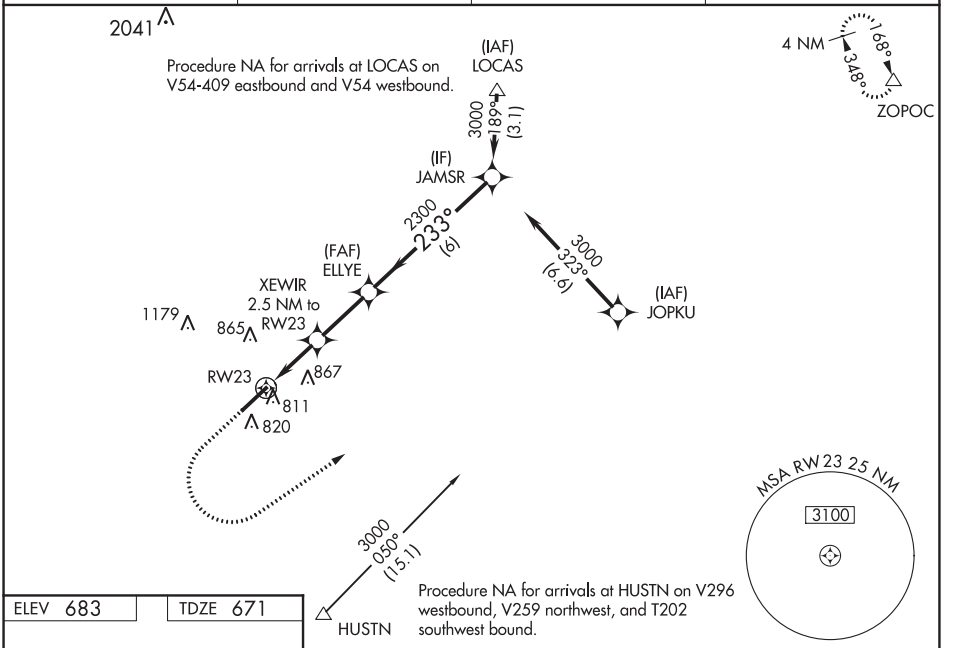
RNAV (GPS) RWY 23

CHARLOTTE-MONROE EXECUTIVE (EQY)

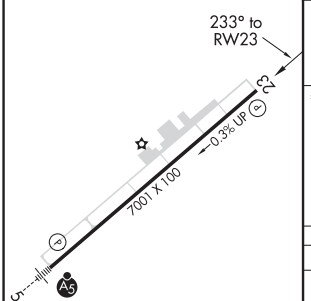
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charlotte altimeter setting. DME/DME RNP-0.3 NA.
Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Charlotte altimeter setting: 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.

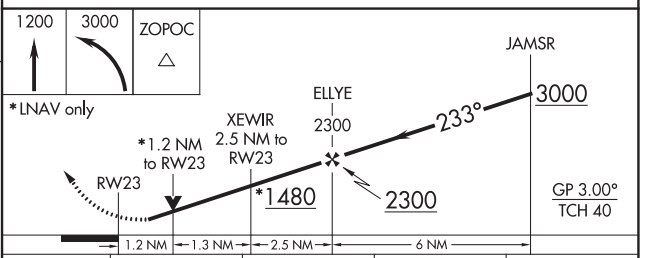
MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct to ZOPOC and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BARMY FOUR DEPARTURE (RNAV)

(BARMY4.BARMY) 03JAN19

CHARLOTTE-MONROE EXECUTIVE (EQY)

MONROE, NORTH CAROLINA

(BARMY4.BARMY) 19003

BARMY FOUR DEPARTURE (RNAV)

CHARLOTTE-MONROE EXECUTIVE (EQY)

MONROE, NORTH CAROLINA

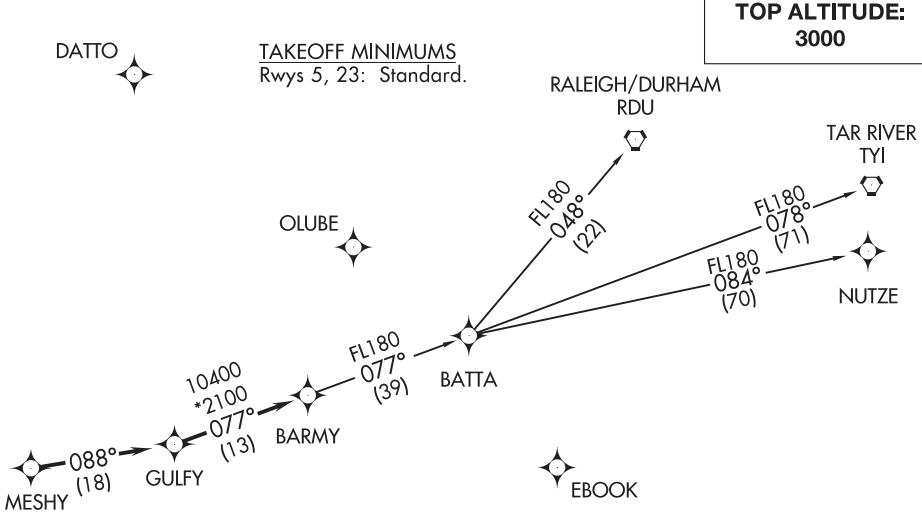
AL-5726 (FAA)

ASOS
135.775
CLNC DEL
132.55
UNICOM (CTAF)
122.7
CHARLOTTE DEP CON
120.05 307.8

N

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: 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

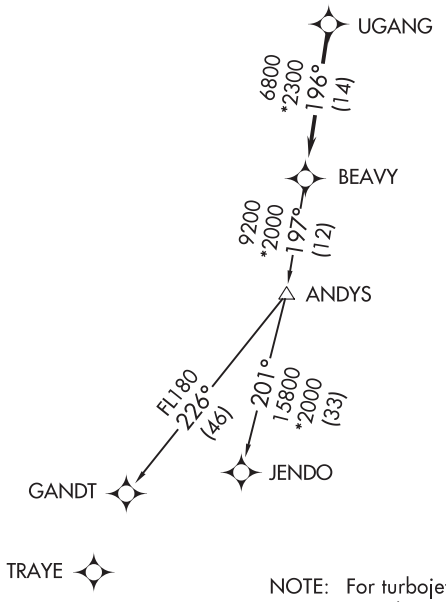
Climb on heading assigned by ATC, expect RADAR vectors to MESHY, then on depicted route to BARMY. Then on assigned transition. Maintain 3000, expect clearance to filed altitude within 10 minutes after departure.

NUTZE TRANSITION (BARMY4.NUTZE)
RALEIGH/DURHAM TRANSITION (BARMY4.RDU)
TAR RIVER TRANSITION (BARMY4.TYI)

BEAVY FIVE DEPARTURE (RNAV)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

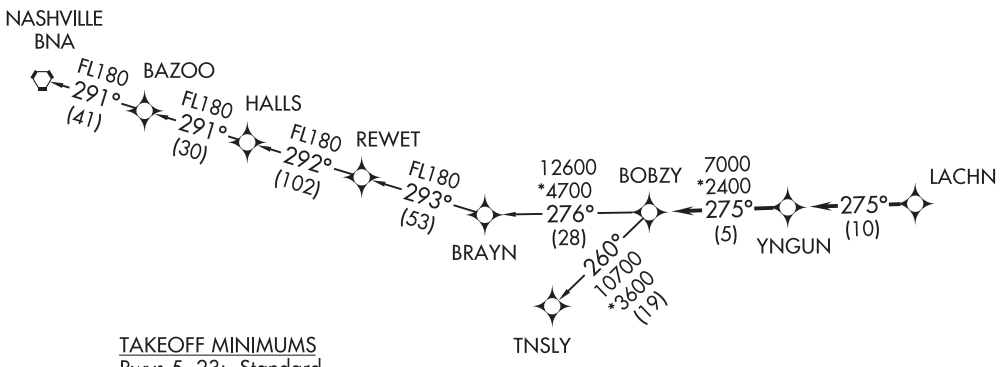
BOBZY FOUR DEPARTURE (RNAV)

(BOBZY4.BOBZY) 03JAN19

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.

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)

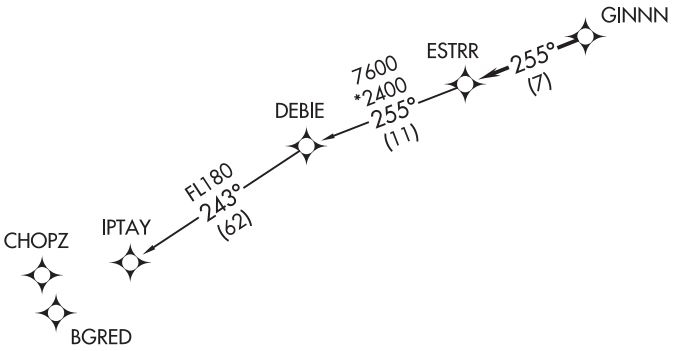
NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

(BOBZY4.BOBZY) 19003
BOBZY 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

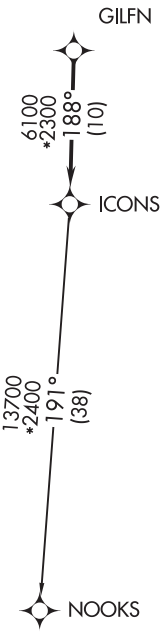
(ICONS4.ICONS) 19003 AL-5726 (FAA)

ICONS FOUR 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 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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

JOJJO FOUR DEPARTURE (RNAV)

(JOJJO4.JOJJO) 03JAN19

MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

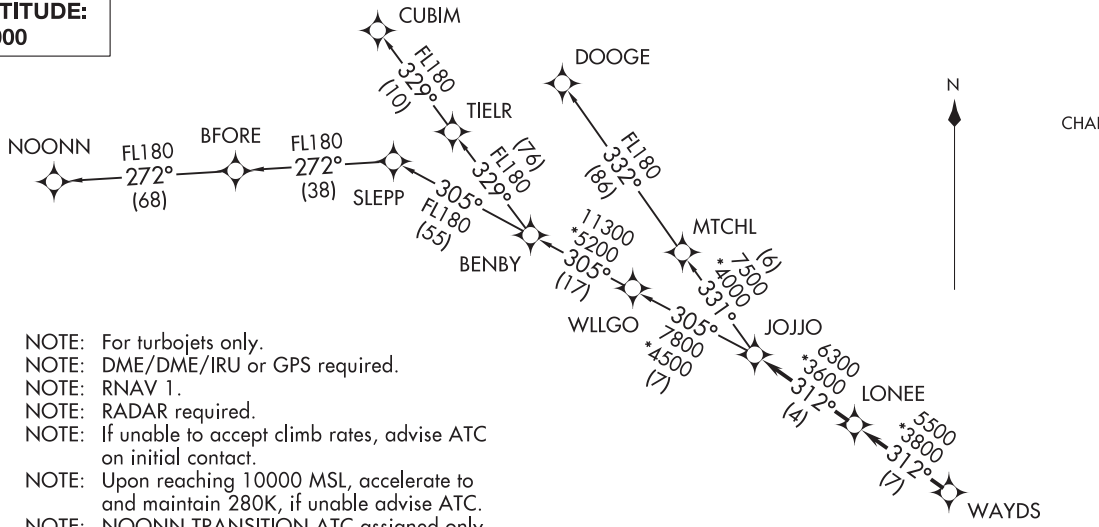
(JOJJO4.JOJJO) 19003

JOJJO FOUR DEPARTURE (RNAV)

AL-5726 (FAA)

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

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.

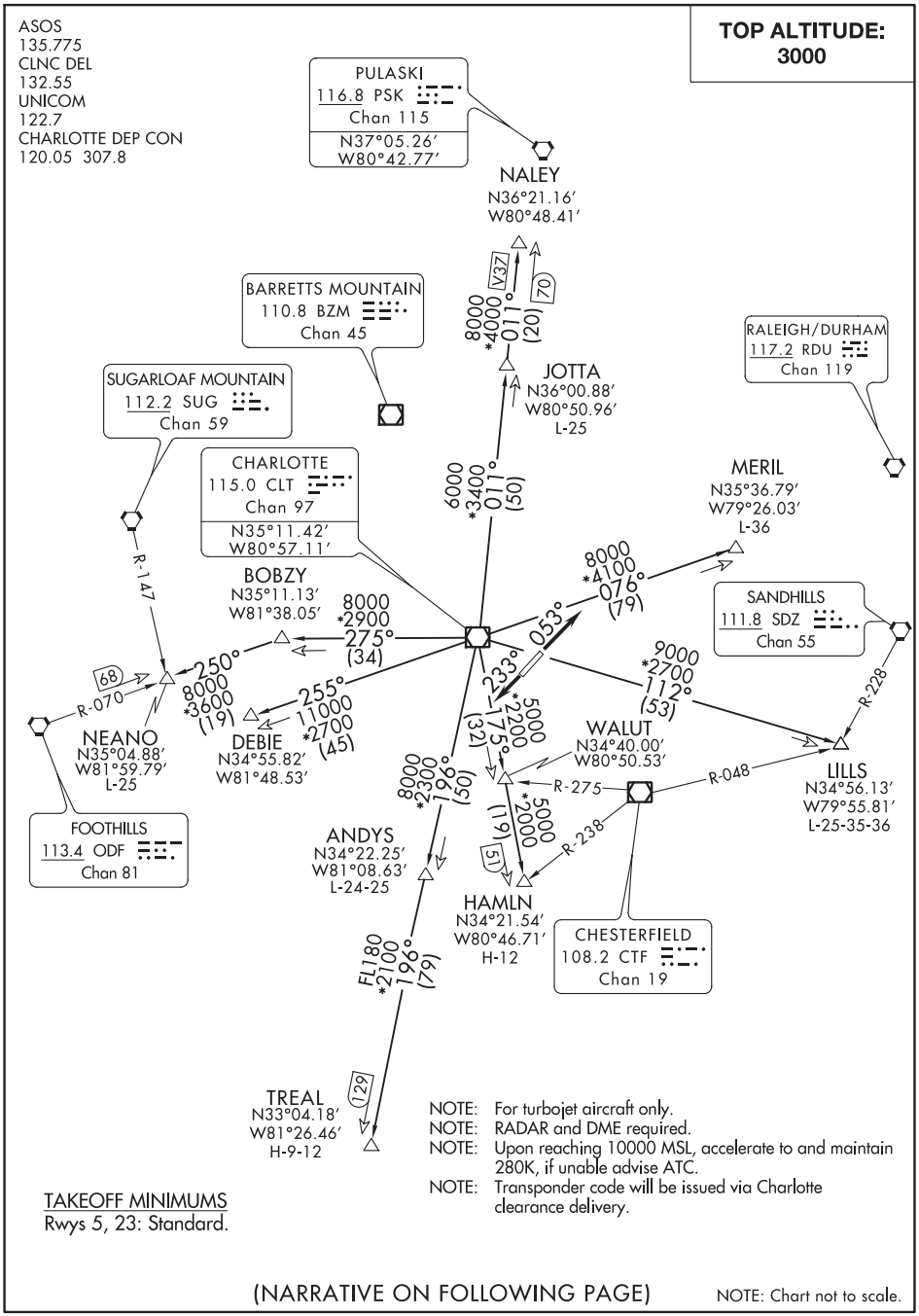
CUBIM TRANSITION (JOJJO4.CUBIM)
DOOGE TRANSITION (JOJJO4.DOOGE)
NOONN TRANSITION (JOJJO4.NOONN)

TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

NOTE: Chart not to scale.

(KER3.KER) 20086
KERMIT THREE DEPARTURE

CHARLOTTE-MONROE EXECUTIVE (EQY)
AL-5726 (FAA)
MONROE, NORTH CAROLINA



TAKEOFF MINIMUMS
Rwys 5, 23: Standard.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 25 FEB 2021 to 22 APR 2021

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.

SE-2, 25 FEB 2021 to 22 APR 2021

(KILNS4.KILNS) 19003 AL-5726 (FAA)

KILNS FOUR DEPARTURE (RNAV)

CHARLOTTE-MONROE EXECUTIVE (EQY)
MONROE, NORTH CAROLINA

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)

SE-2, 25 FEB 2021 to 22 APR 2021

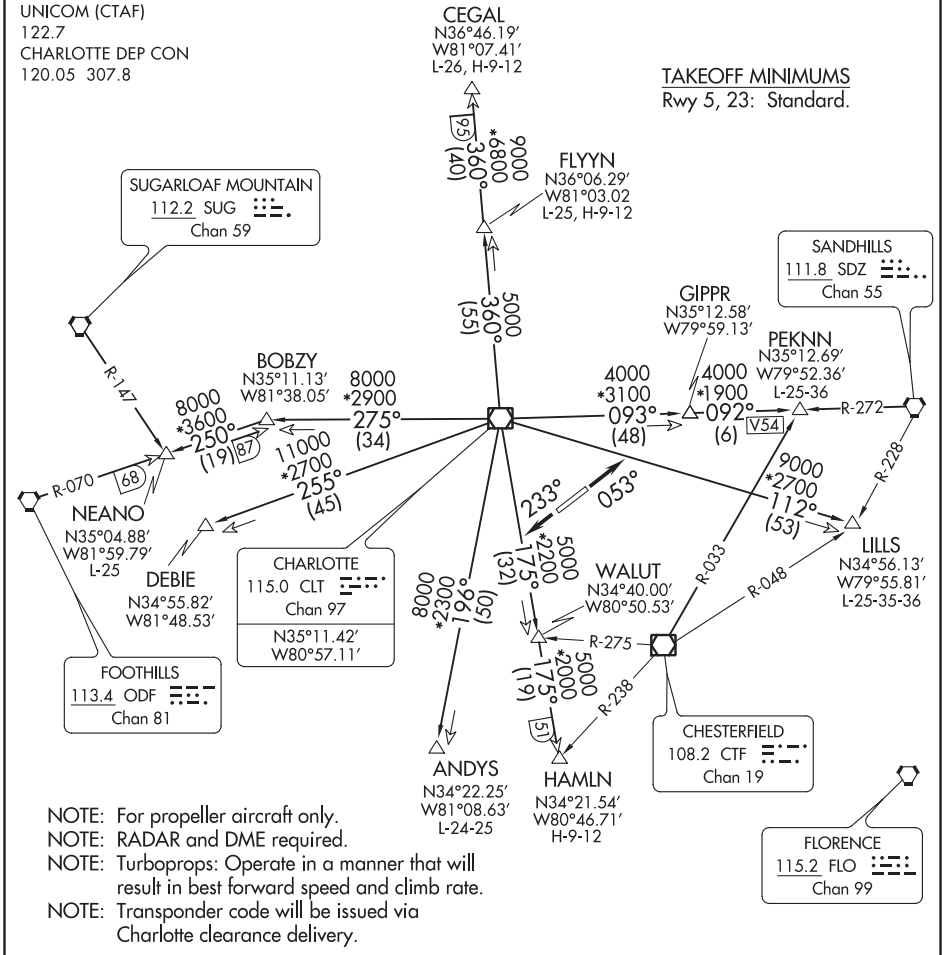
KILNS FOUR DEPARTURE (RNAV)
(KILNS4.KILNS) 03JAN19
MONROE, NORTH CAROLINA
CHARLOTTE-MONROE EXECUTIVE (EQY)

KNIGHTS TWO DEPARTURE

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

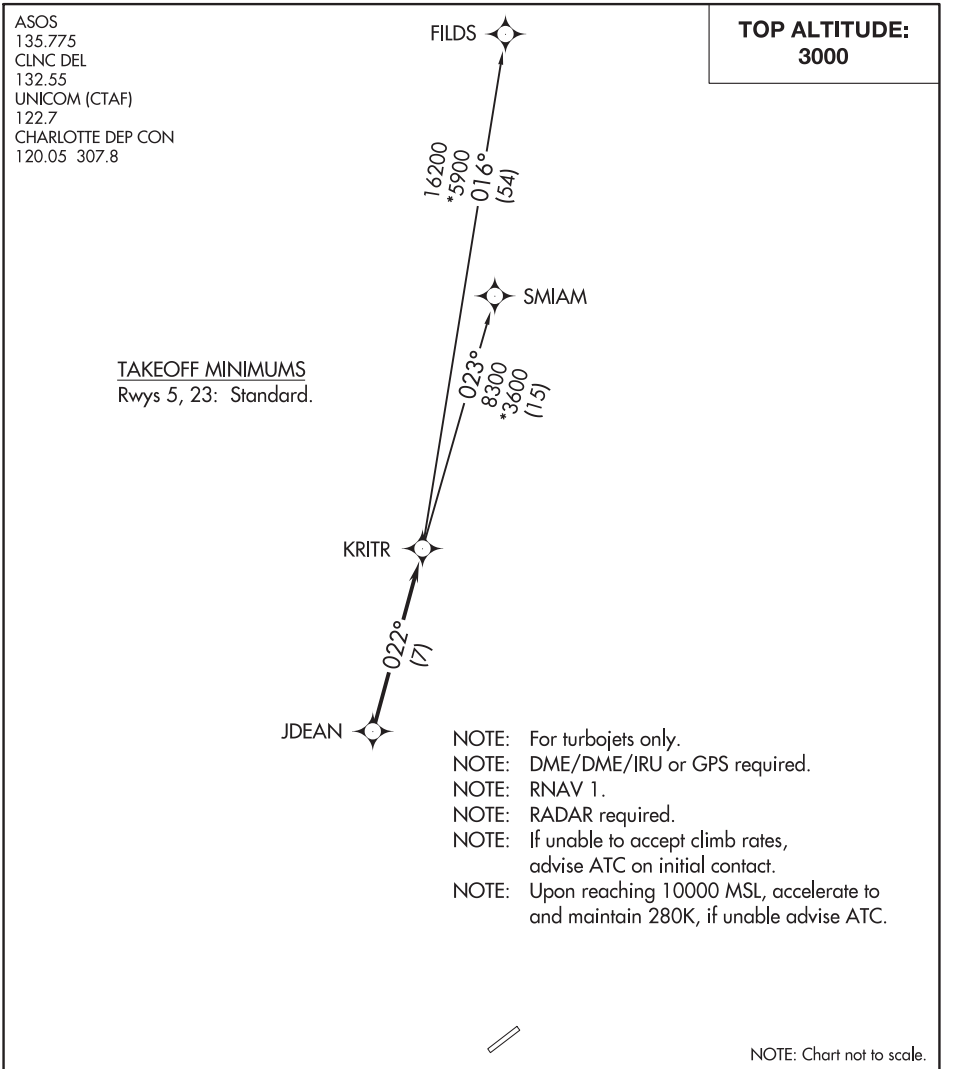
TAKEOFF RUNWAY 5: Climb heading 053°, thence. . . .
TAKEOFF RUNWAY 23: Climb heading 233°, thence. . . .

. . . .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 FLYYN.
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, 25 FEB 2021 to 22 APR 2021

KRITR FIVE DEPARTURE (RNAV)



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

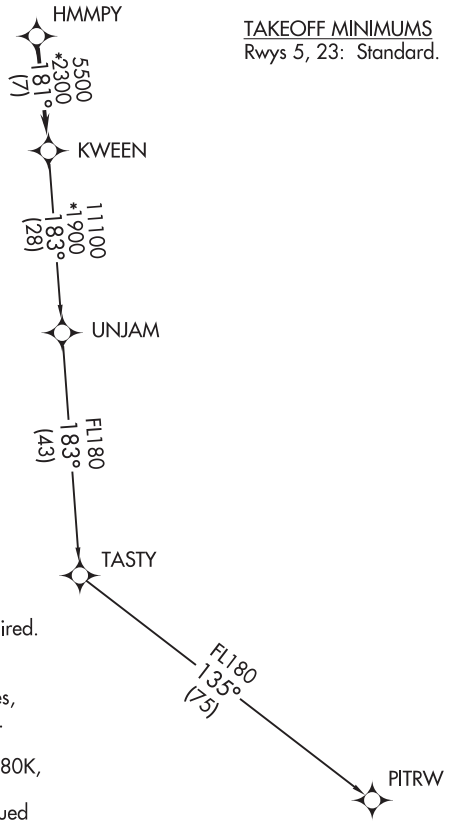
(KWEEN4.KWEEN) 19003 AL-5726 (FAA)

KWEEN FOUR 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 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)

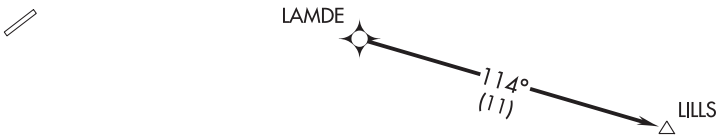
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LILLS TWO 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: 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

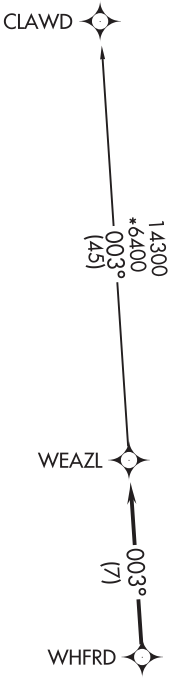
(WEAZL4.WEAZL) 19003

WEAZL FOUR DEPARTURE (RNAV)

CHARLOTTE-MONROE EXECUTIVE (EQY)
AL-5726 (FAA)
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
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.

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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)

APP CRS	Rwy Idg	2962
144°	TDZE	839
	Apt Elev	839

RNAV (GPS) RWY 14

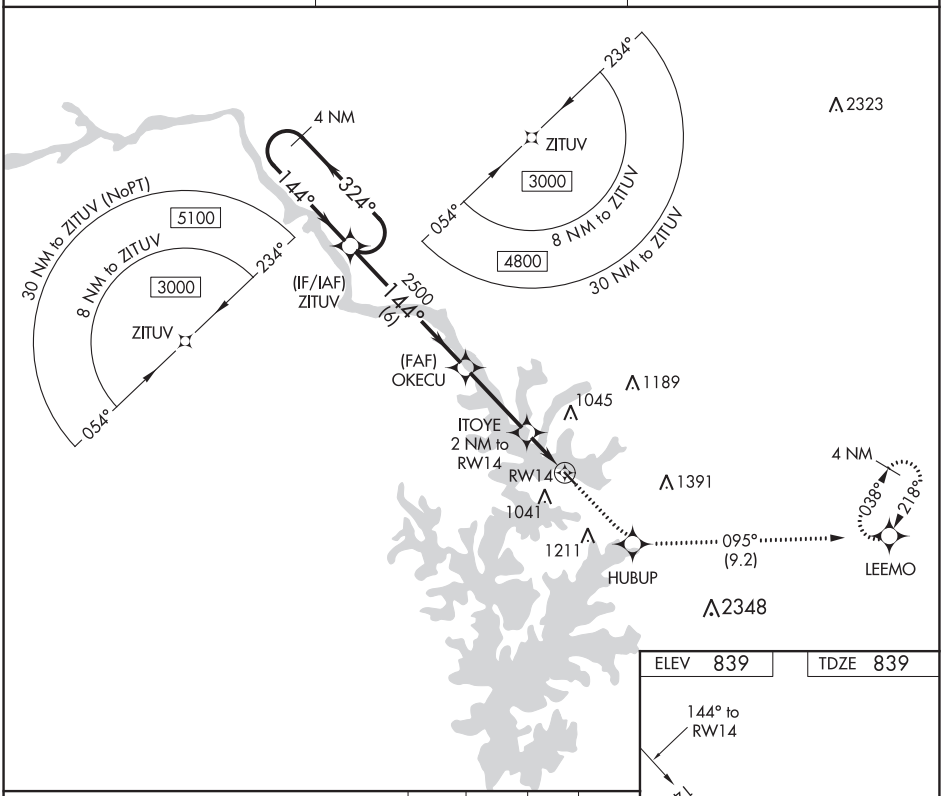
LAKE NORMAN AIRPARK (14A)

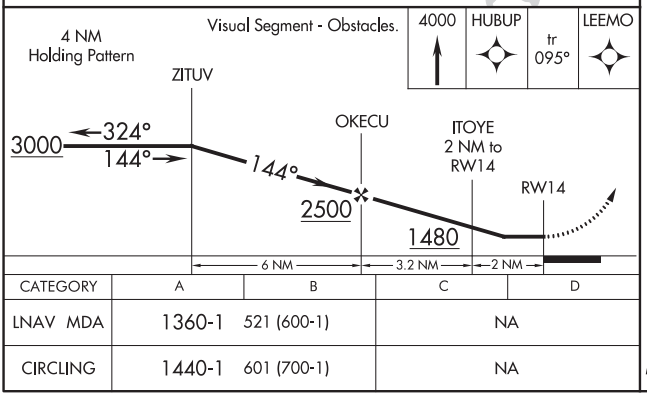
NA

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.

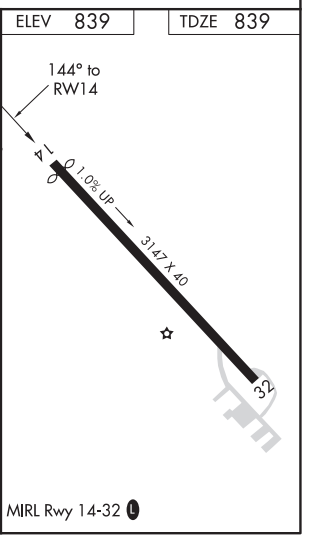
MISSED APPROACH: Climb to 4000 direct HUBUP and on track 095° to LEEMO and hold, continue climb-in-hold to 4000.

SVH AWOS-3	CHARLOTTE APP CON	UNICOM
119.225	134.75 257.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1360-1	521 (600-1)	NA	
CIRCLING	1440-1	601 (700-1)	NA	



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MORGANTON, NORTH CAROLINA AL-5707 (FAA) 19115

RNAV (GPS) RWY 3

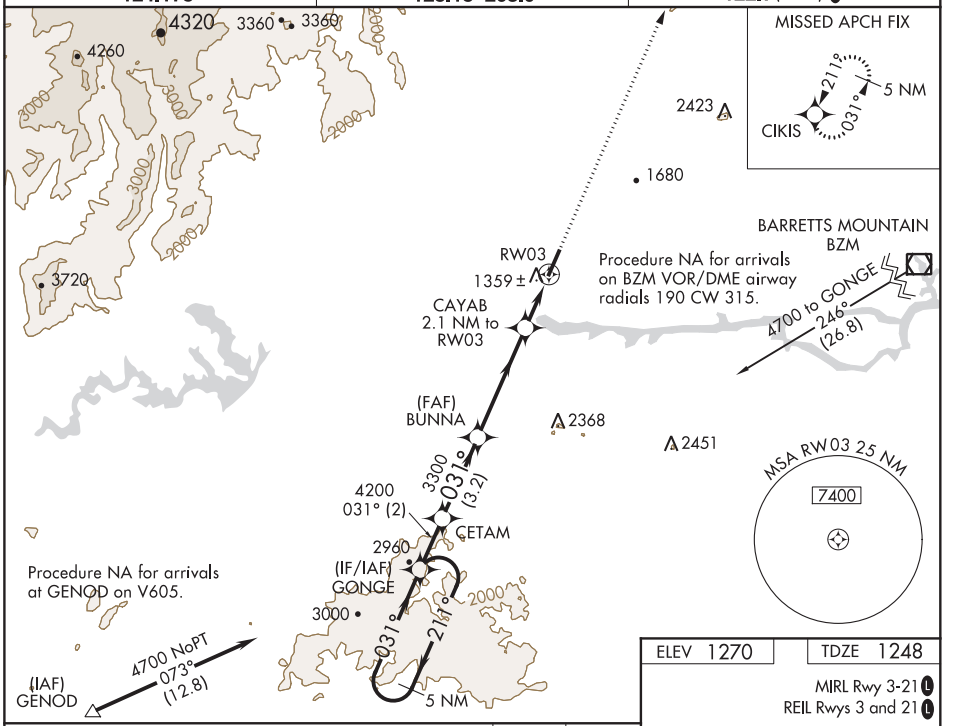
FOOTHILLS RGNL (MRN)

WAAS	APP CRS	Rwy Idg	5500
CH 69322	031°	TDZE	1248
W03A		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 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.

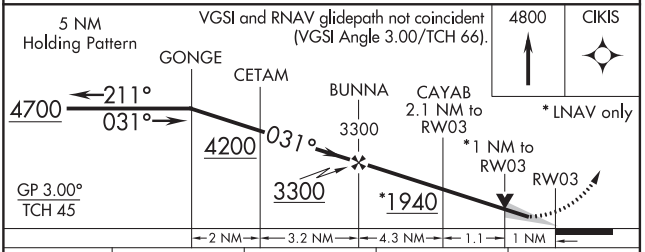
AWOS-3P	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L



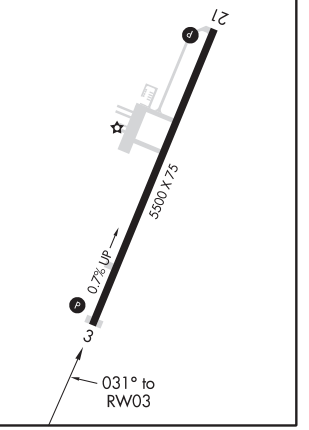
ELEV 1270 TDZE 1248

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)



MORGANTON, NORTH CAROLINA
Amdt 1A 31MAR16

35°49′N-81°37′W

FOOTHILLS RGNL (MRN)

RNAV (GPS) RWY 3

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 21

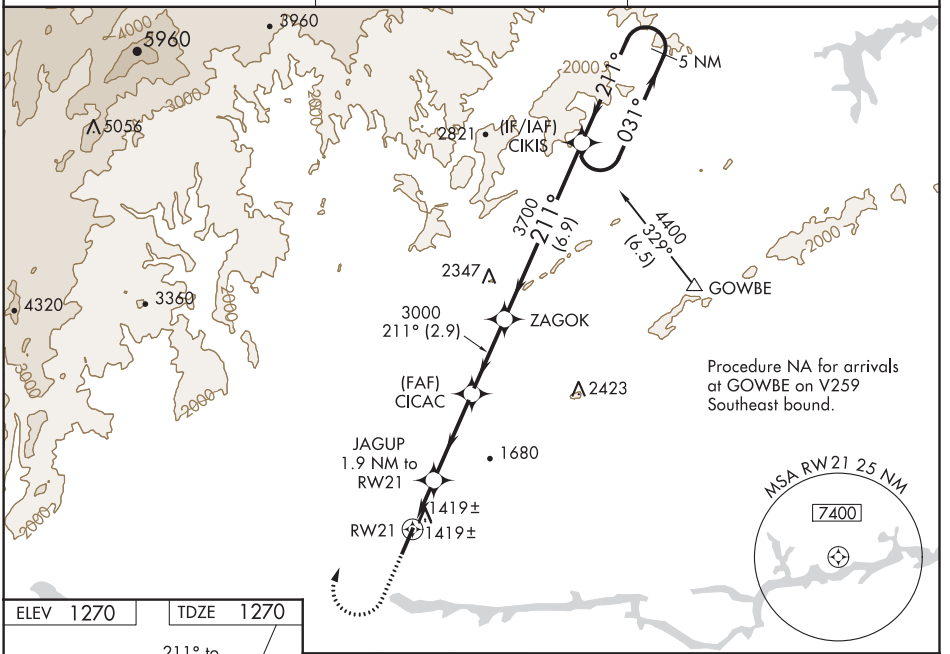
FOOTHILLS RGNL (MRN)

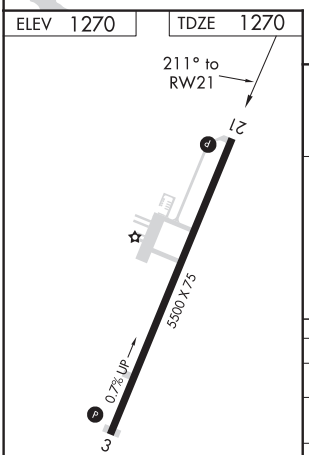
WAAS	APP CRS	Rwy Idg	5500
CH 40322	211°	TDZE	1270
W21A		Apt Elev	1270

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.

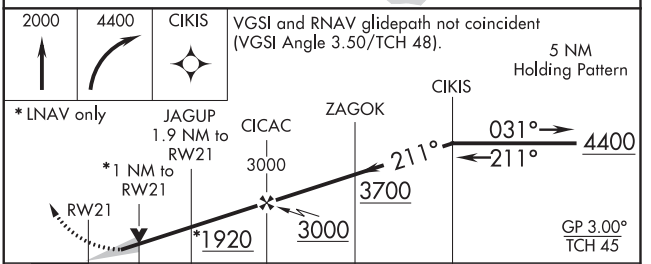
MISSED APPROACH: Climb to 2000 then climbing right turn to 4400 direct CIKIS and hold.

AWOS-3P	ATLANTA CENTER	UNICOM
124.175	125.15 263.0	122.7 (CTAF) L





MIRL Rwy 3-21 L
REIL Rwys 3 and 21 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOC RWY 3

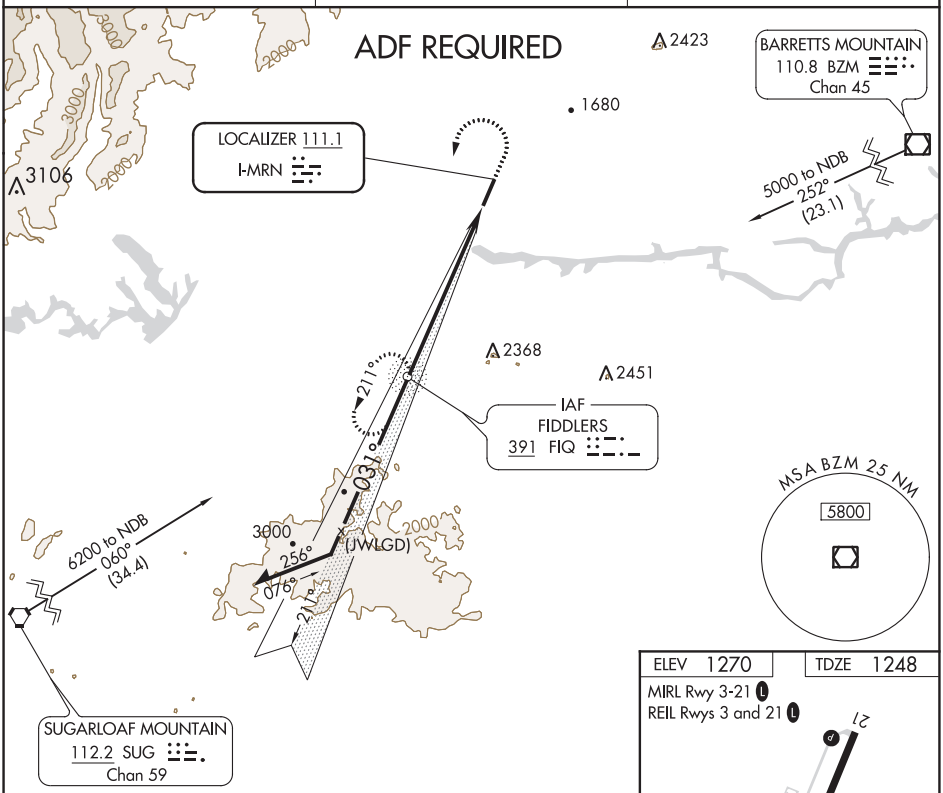
FOOTHILLS RGNL (MRN)

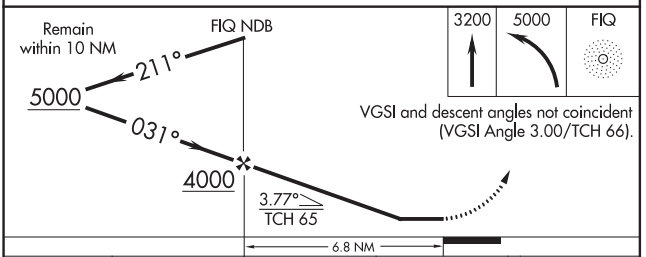
LOC I-MRN	APP CRS	Rwy Idg	5500
111.1	031°	TDZE	1248
		Apt Elev	1270

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.

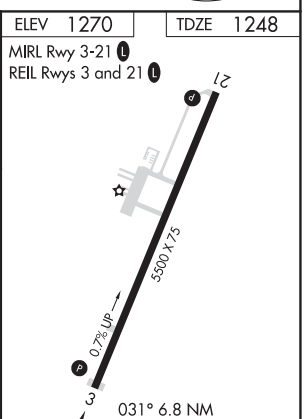
MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct FIQ NDB and hold.

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



FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16

SE-2, 25 FEB 2021 to 22 APR 2021
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RNAV (GPS) RWY 18

MOUNT AIRY/SURRY COUNTY (MWK)

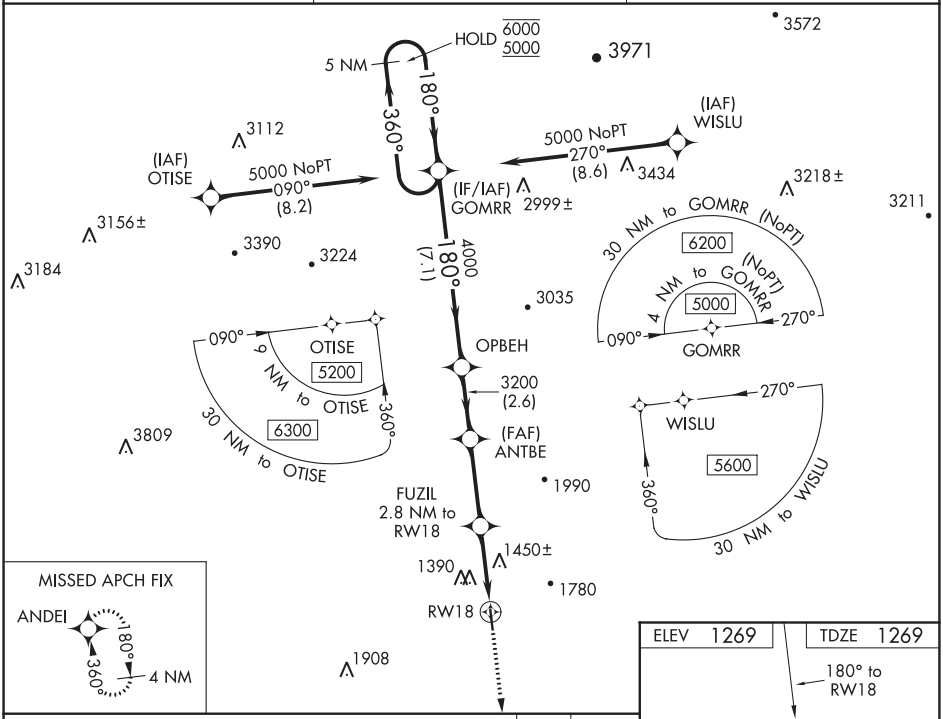
WAAS	APP CRS	Rwy Idg	5500
CH 58317	180°	TDZE	1269
W18A		Apt Elev	1269

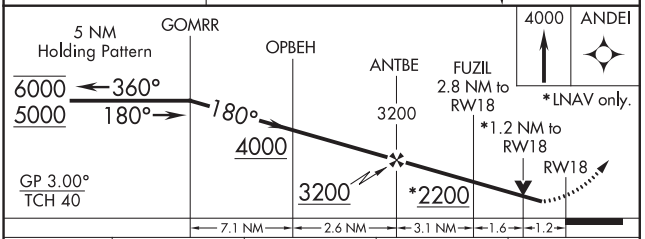
RNP APCH.

Rwy 18 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

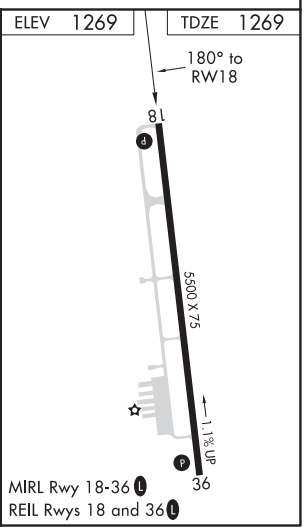
MISSED APPROACH: Climb to 4000 direct ANDEI and hold.

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, 25 FEB 2021 to 22 APR 2021
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MOUNT AIRY, NORTH CAROLINA

AL-6492 (FAA)

19059

RNAV (GPS) RWY 36

MOUNT AIRY/SURRY COUNTY (MWK)

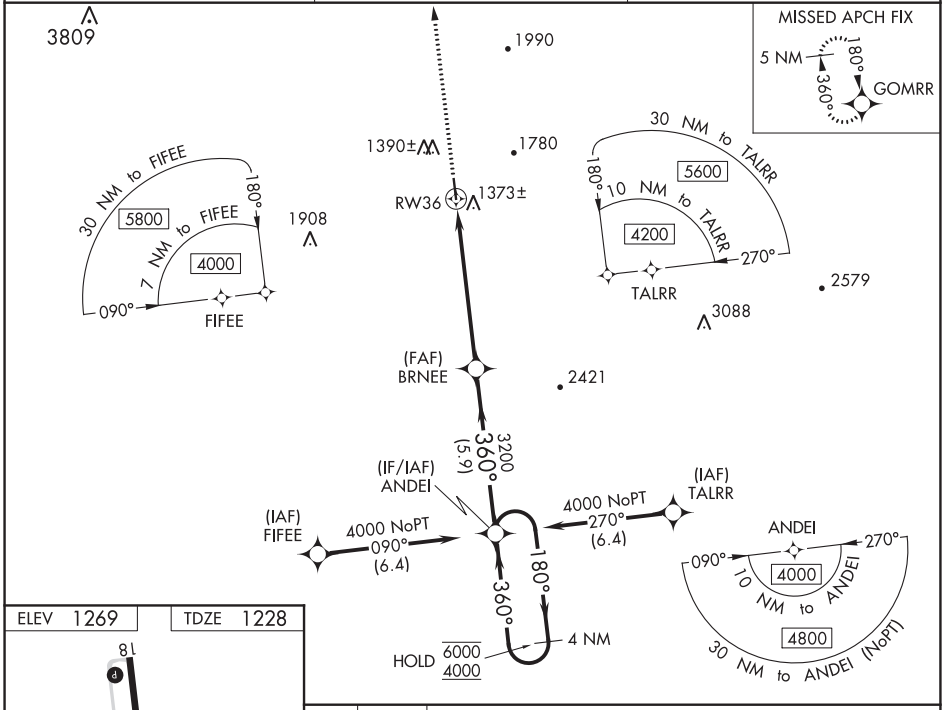
WAAS	APP CRS	Rwy Idg	5500
CH 99717	360°	TDZE	1228
W36A		Apt Elev	1269

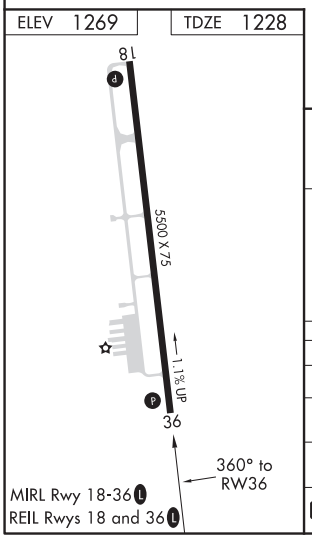
RNP APCH.

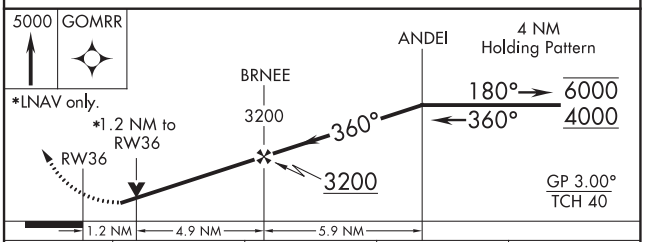
Rwy 36 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 5000 direct GOMRR and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
121.125	124.35 269.225	123.0 (CTAF)







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)

MOUNT AIRY, NORTH CAROLINA
Amdt 1A 28FEB19

36°28'N-80°33'W

MOUNT AIRY/SURRY COUNTY (MWK)

RNAV (GPS) RWY 36

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

MOUNT OLIVE MUNI (W40)

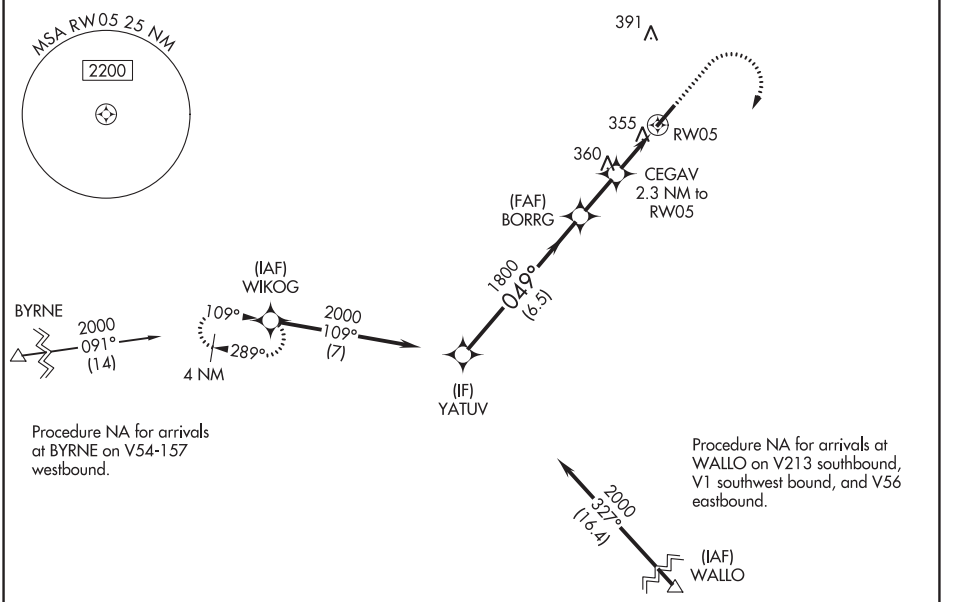
WAAS	APP CRS	Rwy Idg	5254
CH 69431	049°	TDZE	166
W05A		Apt Elev	166

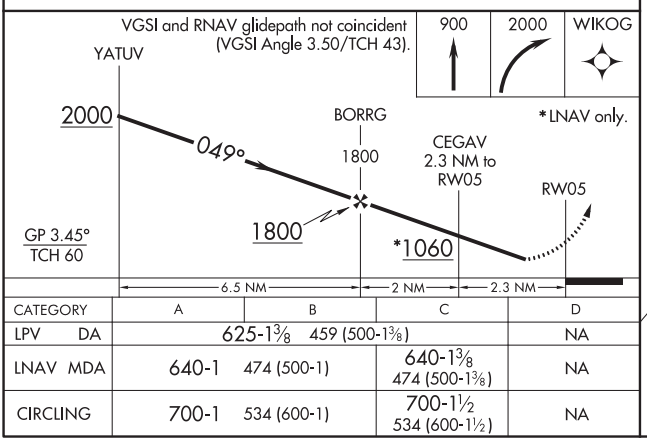
NA

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.

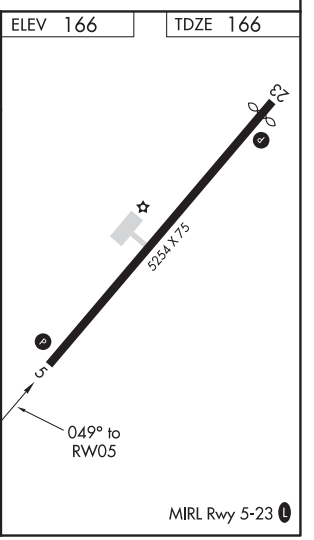
MISSED APPROACH: Climb to 900 then climbing right turn to 2000 direct WIKOG and hold.

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



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SE-2, 25 FEB 2021 to 22 APR 2021

MOUNT OLIVE, NORTH CAROLINA

AL-6393 (FAA)

20254

RNAV (GPS) RWY 23

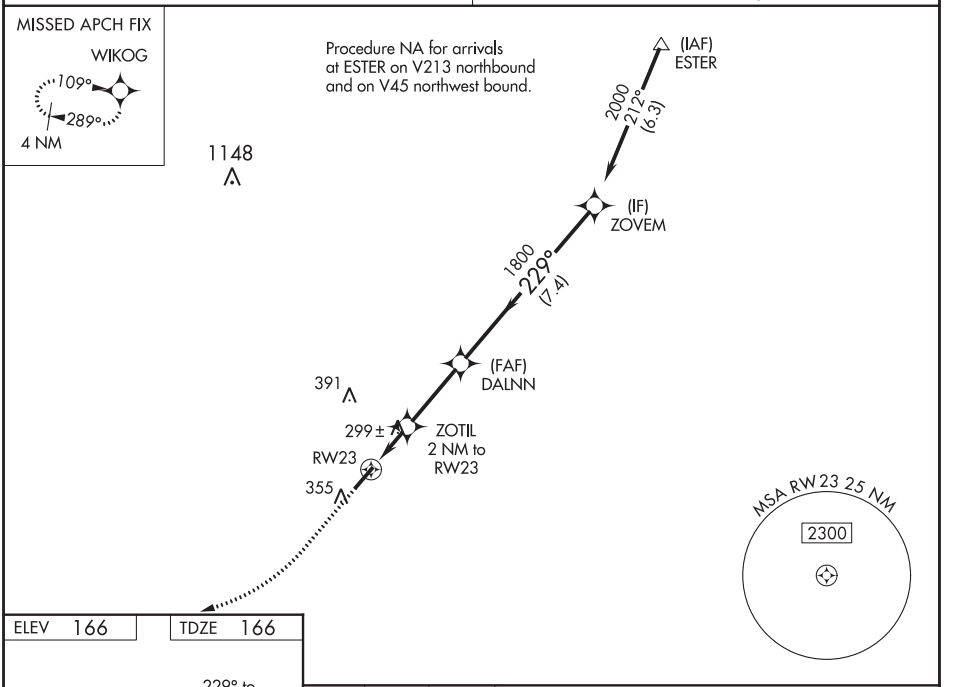
MOUNT OLIVE MUNI (W40)

WAAS	APP CRS	Rwy Idg	5000
CH 90331	229°	TDZE	166
W23A		Apt Elev	166

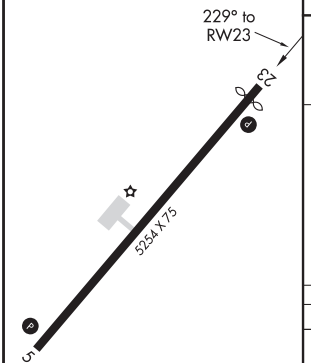
DME/DME RNP-0.3 NA. Rwy 23 helicopter visibility reduction below ¾ SM NA. Obtain Seymour-Johnson altimeter setting on CTAF; when not received, use Duplin Co altimeter setting and increase LPV DA to 461, and all MDA 20 feet, increase LNAV Cat C visibility ⅛ mile.

MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct WIKOG and hold.

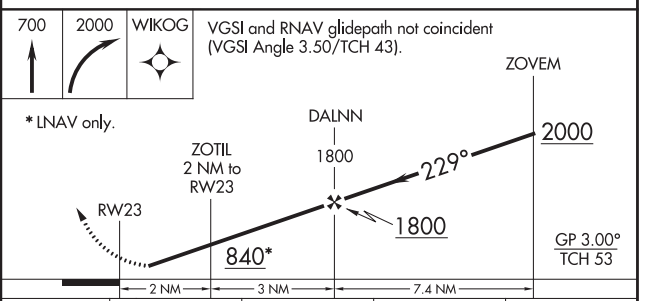
SEYMOUR JOHNSON APP CON ★	UNICOM
119.7 273.6	122.8 (CTAF) L



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

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VORTAC ISO	APP CRS	Rwy Idg	N/A
109.6	255°	TDZE	N/A
Chan 33		Apt Elev	166

VOR-A

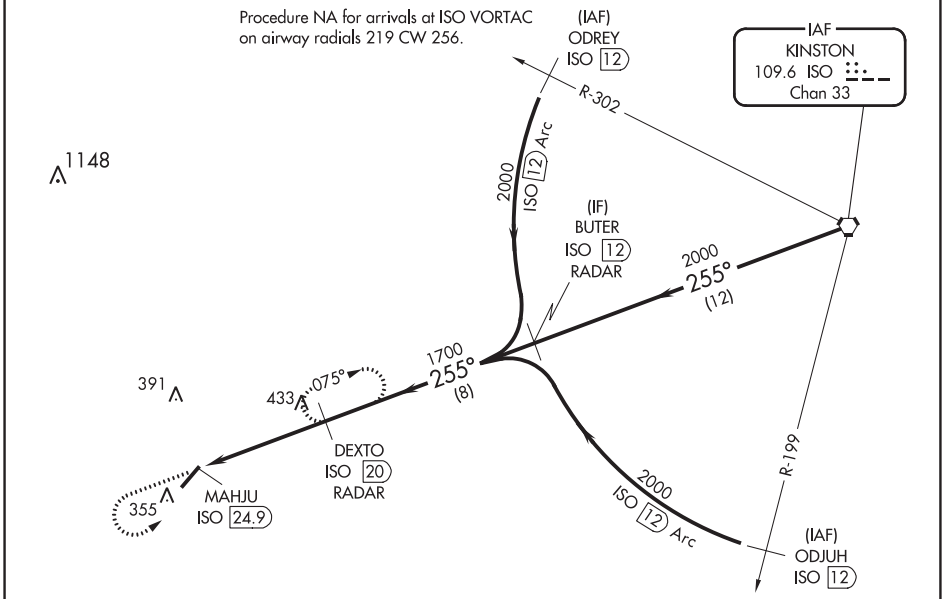
MOUNT OLIVE MUNI (W40)

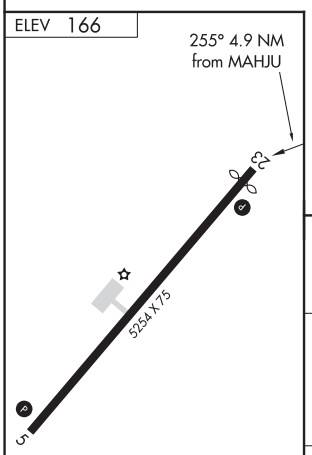
NA

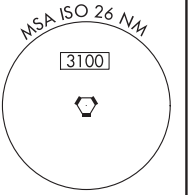
Obtain Seymour-Johnson AFB altimeter setting on CTAF; when not received use Duplin County altimeter setting. DME or RADAR required. Procedure NA at night.

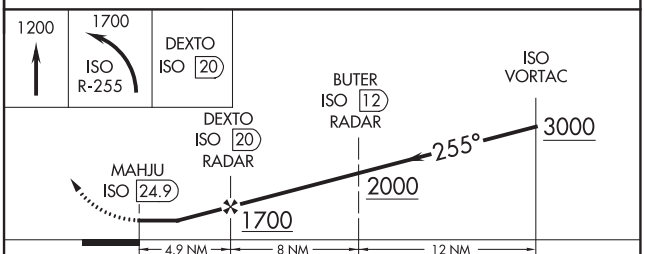
MISSED APPROACH: Climb to 1200 then climbing left turn to 1700 on ISO VORTAC R-255 to DEXTO/20 DME/RADAR and hold.

SEYMOUR JOHNSON APP CON *	UNICOM
119.7 273.6	122.8 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	720-1 554 (600-1)	720-1¼ 554 (600-1¼)	720-1½ 554 (600-1½)	NA

SE-2, 25 FEB 2021 to 22 APR 2021
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MOUNT PLEASANT, SOUTH CAROLINA AL-6957 (FAA) 19115

RNAV (GPS) RWY 17

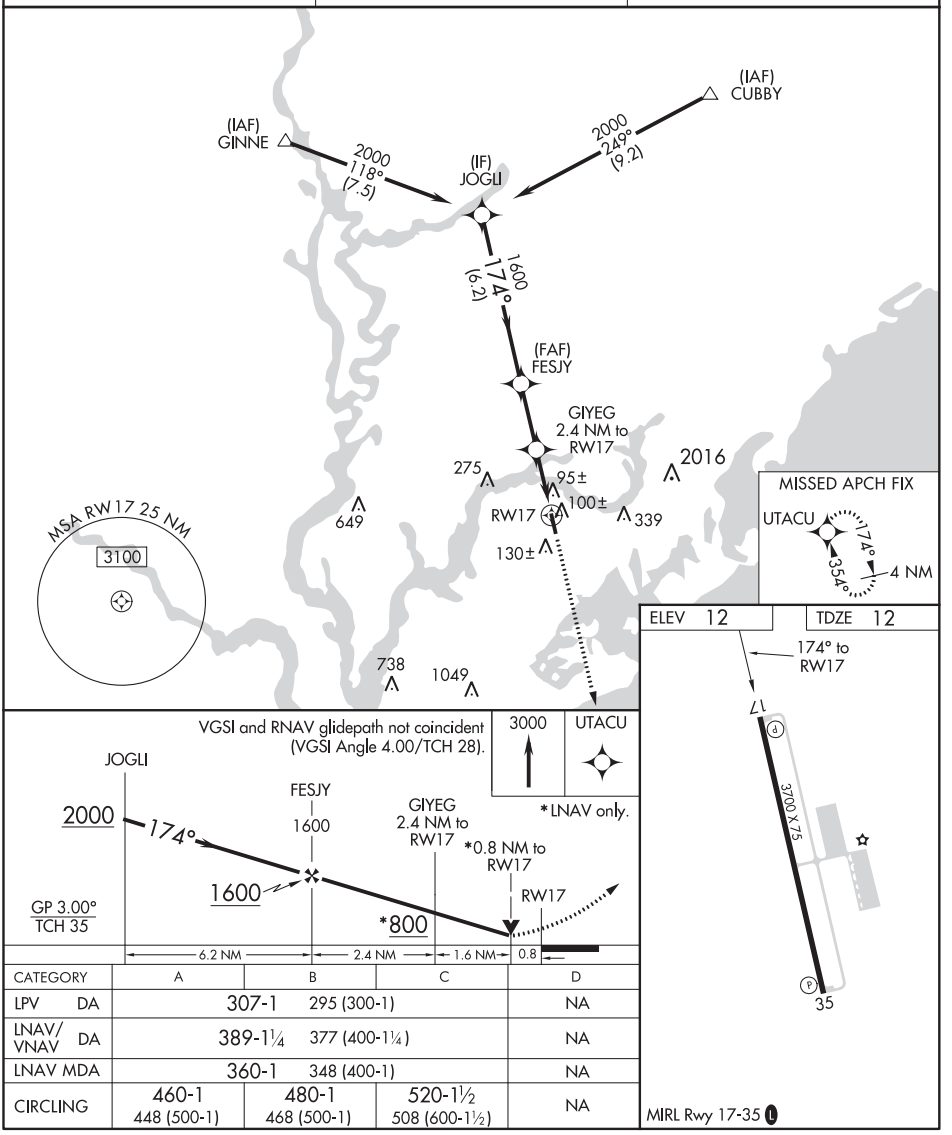
MT PLEASANT RGNL-FAISON FIELD (LRO)

WAAS	APP CRS	Rwy Idg	3700
CH 62817	174°	TDZE	12
W17A		Apt Elev	12

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	460-1 448 (500-1)	480-1 468 (500-1)	520-1½ 508 (600-1½)	NA

MIRL Rwy 17-35 L

MOUNT PLEASANT, SOUTH CAROLINA 32°54'N-79°47'W MT PLEASANT RGNL-FAISON FIELD (LRO)

Orig-D 25MAY17

RNAV (GPS) RWY 17

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 35

MT PLEASANT RGNL-FAISON FIELD (LRO)

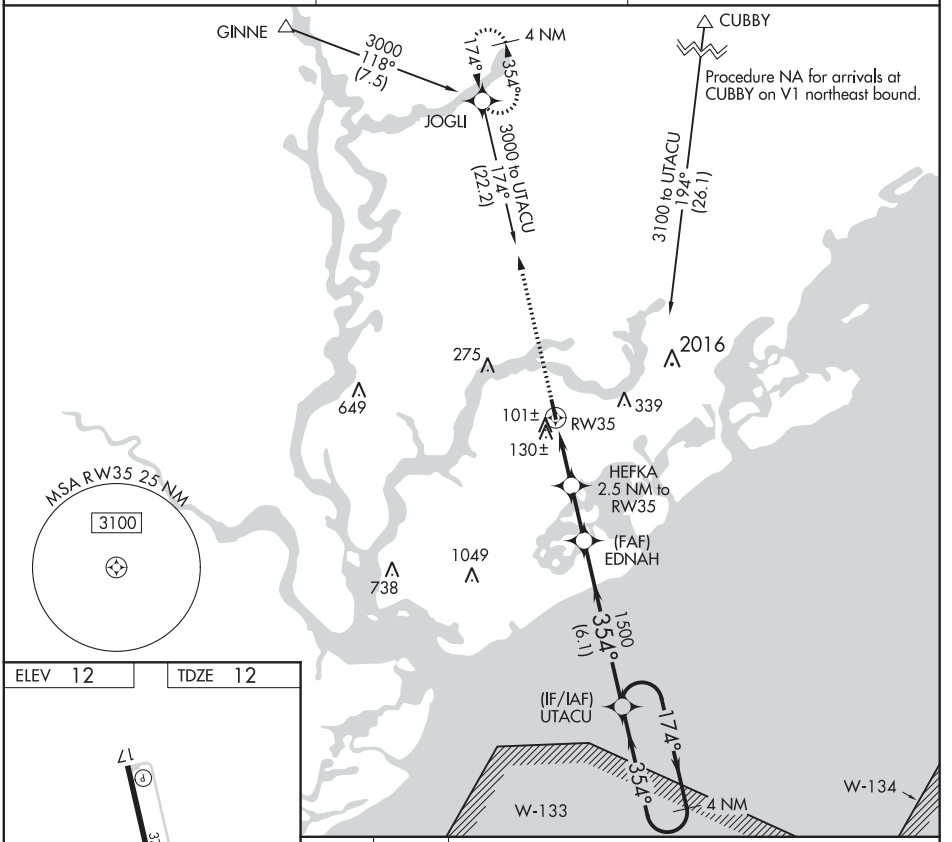
APP CRS	Rwy Idg	3700
354°	TDZE	12
	Apt Elev	12

RNP APCH.

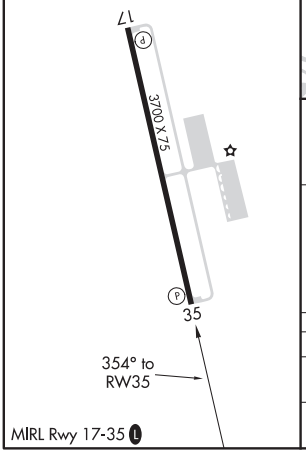
When local altimeter setting not received, use Charleston AFB/Intl altimeter setting and increase all MDA 40 feet, and LNAV Cat C visibility ⅛ mile.

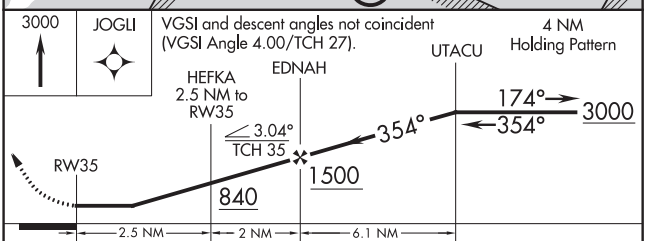
MISSED APPROACH: Climb to 3000 direct JOGLI and hold, continue climb-in-hold to 3000.

AWOS-3	CHARLESTON APP CON	UNICOM
118.625	119.3 379.925	122.7 (CTAF) L



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

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MOUNT PLEASANT, SOUTH CAROLINA AL-6957 (FAA) 20254

VORTAC CHS	APP CRS	Rwy Idg	N/A
113.5	094°	TDZE	N/A
Chan 82		Apt Elev	12

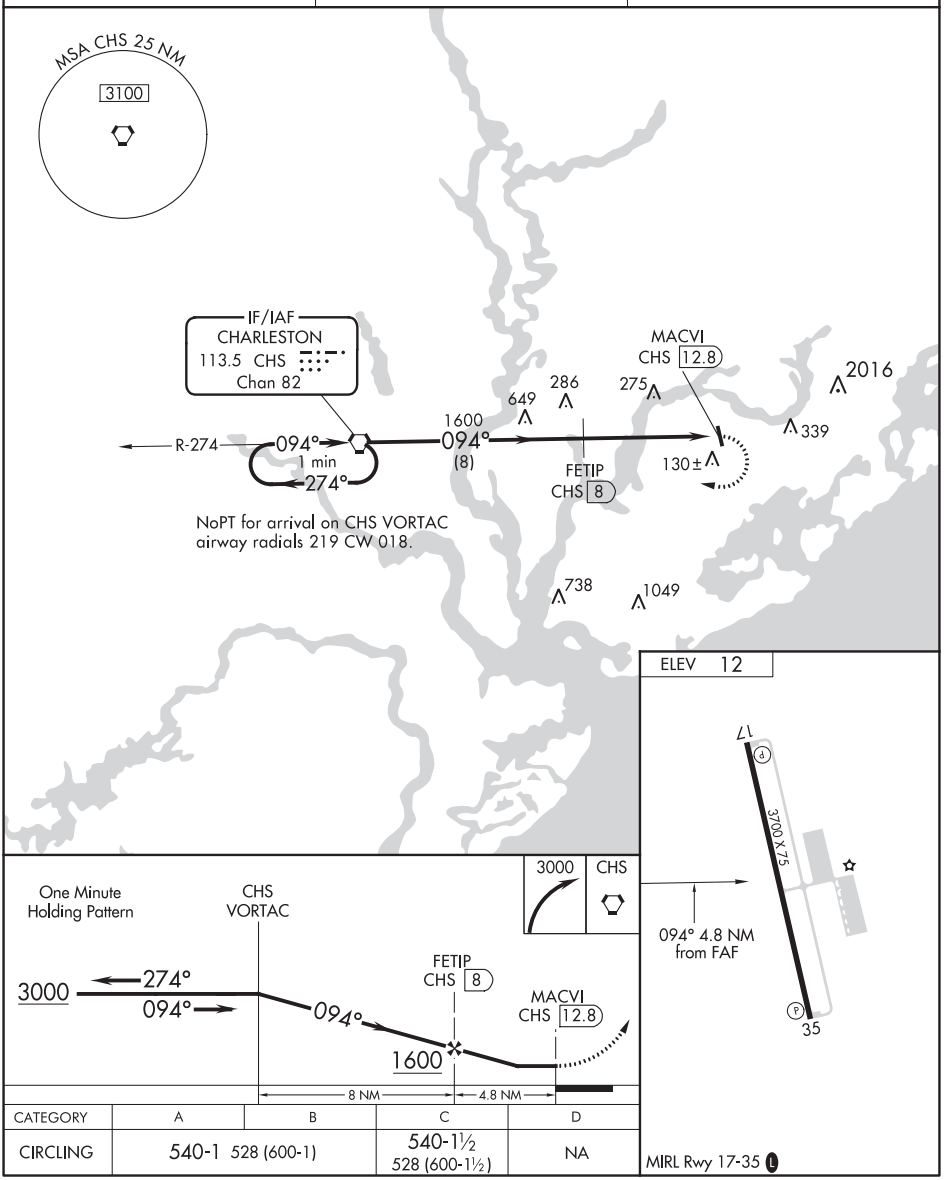
VOR/DME-A

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 18

MYRTLE BEACH INTL (MYR)

LOC/DME I-MYR	APP CRS	Rwy Idg	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 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95

ALTERNATE MISSED APCH FIX

208° 028° HORRY HYW 370

GRAND STRAND 114.4 CRE Chan 91

357° 177° 1 min 357° R-288 2000 288° (13)

(IF/IAF) UXDEP INT I-MYR 12.6 RADAR

177° (6.1) 1600

652

BEVET I-MYR 6.6 RADAR

191

JOKIX I-MYR 4.3 RADAR

398

134±

176 253

262

LOCALIZER 109.5 I-MYR Chan 32

MSA CRE 25 NM 2100

CRE R-234 1030

PLANN CRE 24

054° 234°

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

800	3000	CRE R-234	PLANN
↑	hdg 235°		△

One Minute Holding Pattern

UXDEP INT I-MYR 12.6 RADAR

BEVET I-MYR 6.6 RADAR

JOKIX I-MYR 4.3 RADAR

*LOC only.

2000 ← 357° 177° → 177° 1600

GS 3.00° TCH 52

1600 *860

*I-MYR 2.8 I-MYR 1.8

6.1 NM 2.3 NM 1.5 NM 1.0

ELEV 25 TDZE 23

177° 4.8 NM from FAF

18 36

TWR 124

9503 X 150

125

HIRL Rwy 18-36 L

FAF to MAP 4.8 NM

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)

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MYRTLE BEACH, SOUTH CAROLINA | AL-280 (FAA) | 20086

ILS or LOC RWY 36

MYRTLE BEACH INTL (MYR)

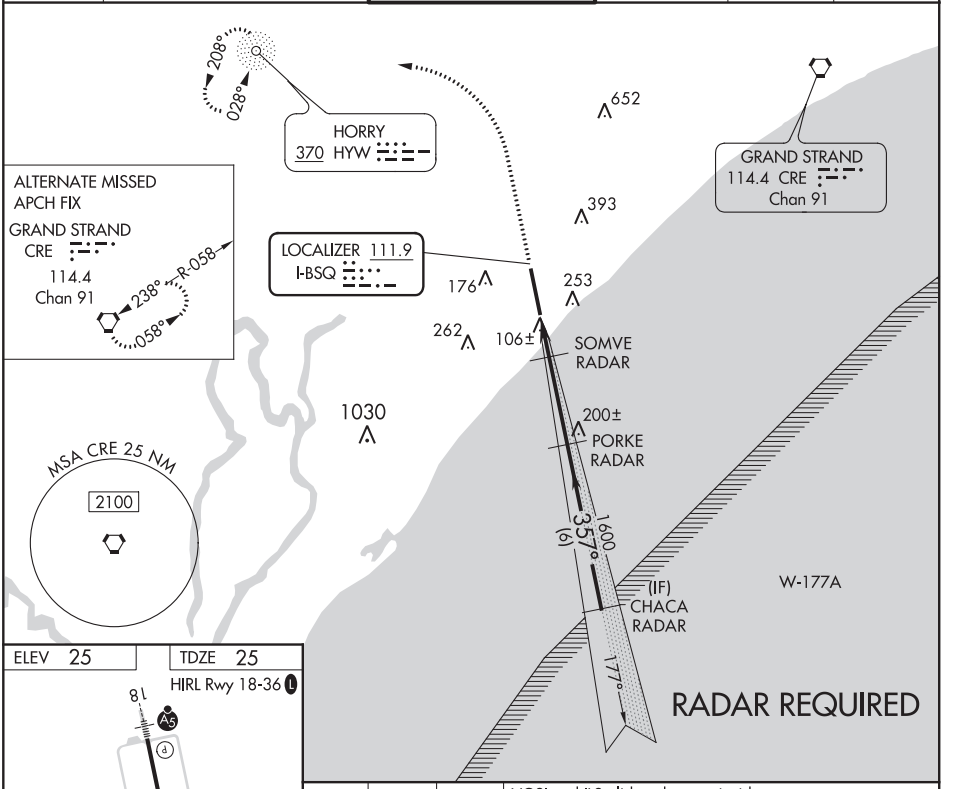
LOC I-BSQ	APP CRS	Rwy Idg	9503
111.9	357°	TDZE	25
		Apt Elev	25

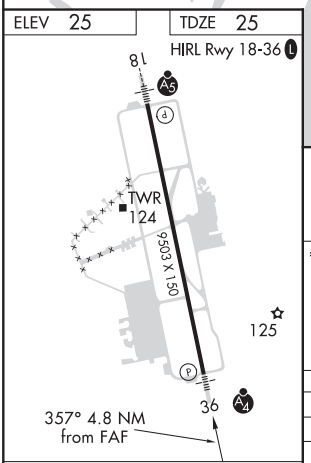
ADF and RADAR required.
For inop MALSF increase S-LOC 36 Cats D/E visibility to RVR 5000.

MALSF

MISSED APPROACH: Climb to 1000 then climbing left turn to 3000 direct HYW NDB and hold.

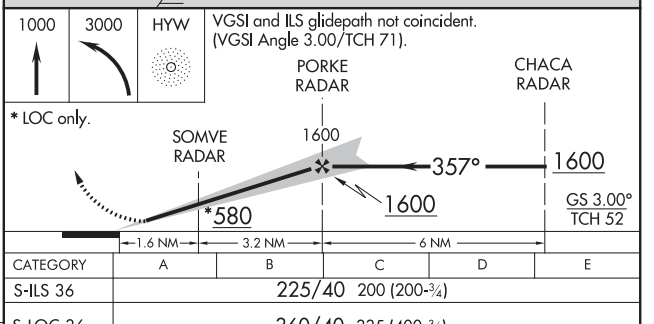
ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95





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)

MYRTLE BEACH, SOUTH CAROLINA
Amdt 4 04FEB16

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)
ILS or LOC RWY 36

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS RWY 18 (SA CAT I & II)

MYRTLE BEACH INTL (MYR)

LOC/DME I-MYR	APP CRS	Rwy Idg	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 (322° - 170°) 119.2 350.3	128.45 (CTAF) L 259.3	120.3 275.8	120.3	122.95

ALTERNATE MISSED APCH FIX

208°
028°
HORRY
HYW
370

GRAND STRAND
114.4 CRE
Chan 91

357°
177°
1 min
357°
R-288
2000
288°
(13)

(IF/IAF)
UXDEP INT
I-MYR 12.6
RADAR

1600
(6.1)
177°

652

BEVET
I-MYR 6.6
RADAR

191
393
134±
176
253
262

LOCALIZER 109.5
I-MYR
Chan 32

MSA CRE 25 NM
2100

CRE
R-234
1030

PLANN
CRE 24
054°
234°

ELEV 25 TDZE 23

18
TWR
124
9503 X 150
125
36

HIRL Rwy 18-36 L

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 64).

800	3000	CRE R-234	PLANN
↑	hdg 235°		△

One Minute Holding Pattern

UXDEP INT
I-MYR 12.6
RADAR

BEVET
I-MYR 6.6
RADAR

2000
357°
177°
177°
1600
1600

GS 3.00°
TCH 52

6.1 NM
4.8 NM
933'

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, 25 FEB 2021 to 22 APR 2021
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MYRTLE BEACH, SOUTH CAROLINA | AL-280 (FAA) | 20086

RNAV (GPS) RWY 18

MYRTLE BEACH INTL (MYR)

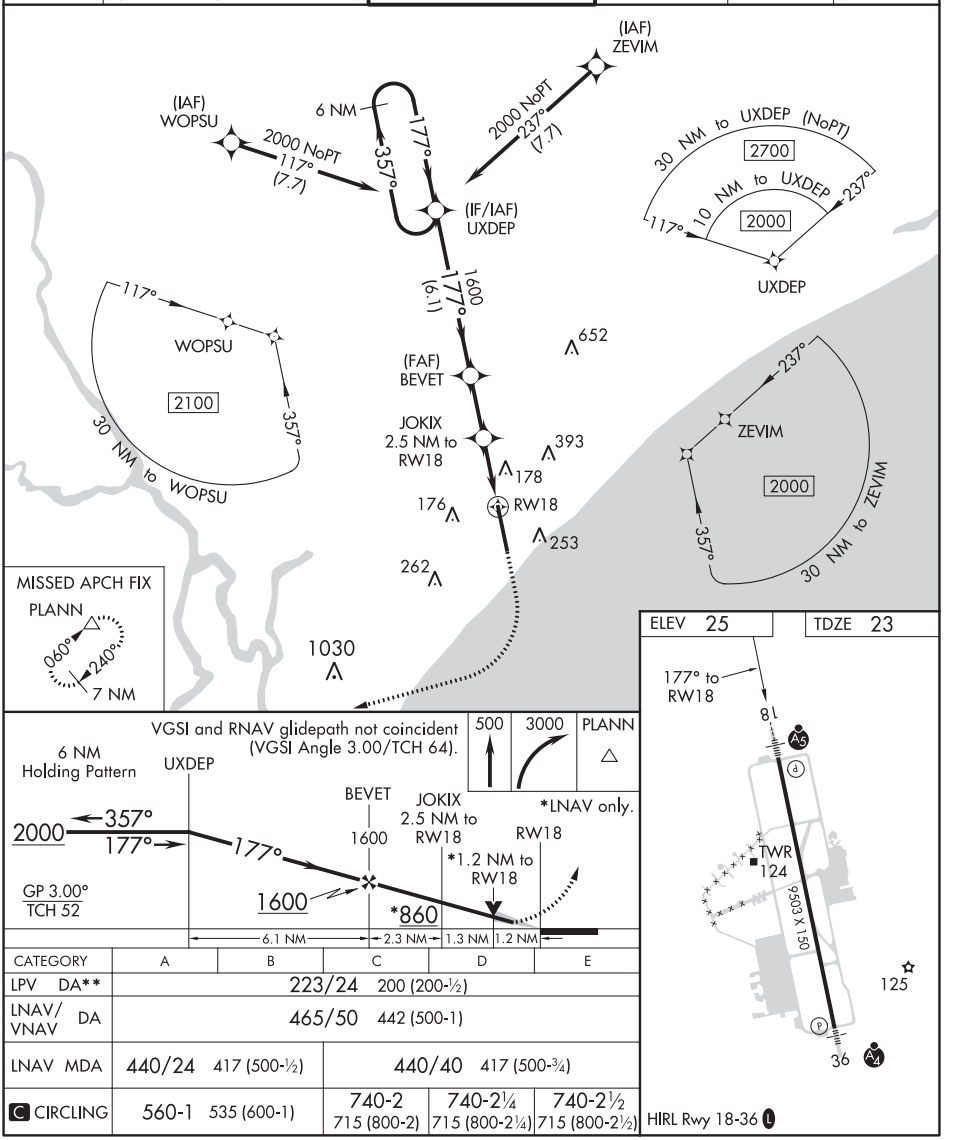
WAAS	APP CRS	Rwy Idg	9503
CH 93819	177°	TDZE	23
W18A		Apt Elev	25

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

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 (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)

MYRTLE BEACH, SOUTH CAROLINA
Amdt 4B 21JUN18

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)

RNAV (GPS) RWY 18

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 36

MYRTLE BEACH INTL (MYR)

WAAS	APP CRS	Rwy Idg	9503
CH 93719	357°	TDZE	25
W36A		Apt Elev	25

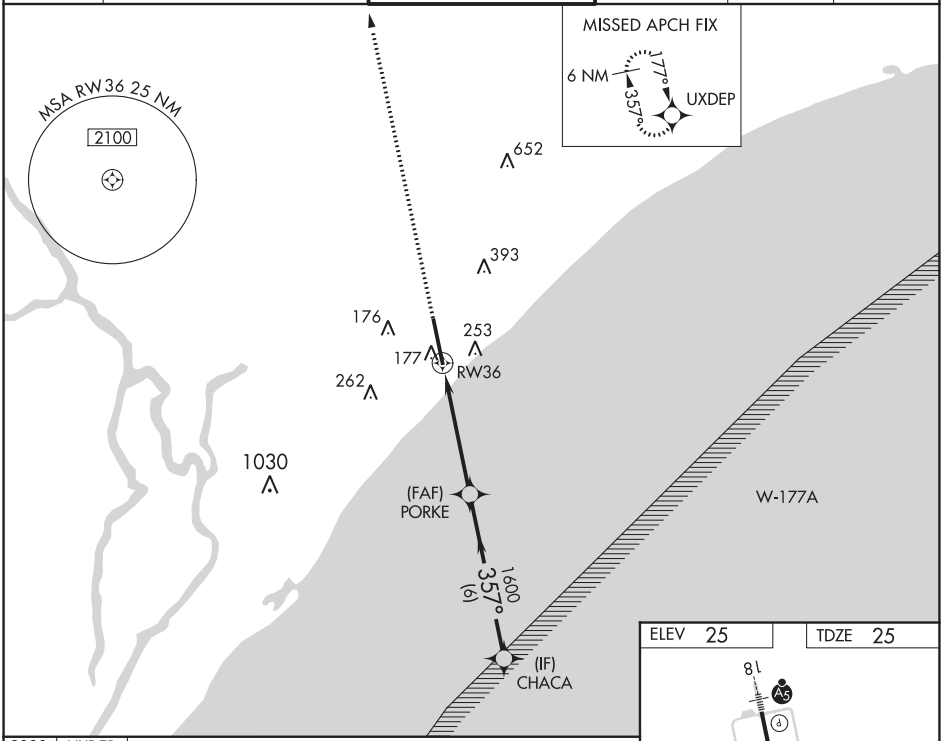
RNP APCH.

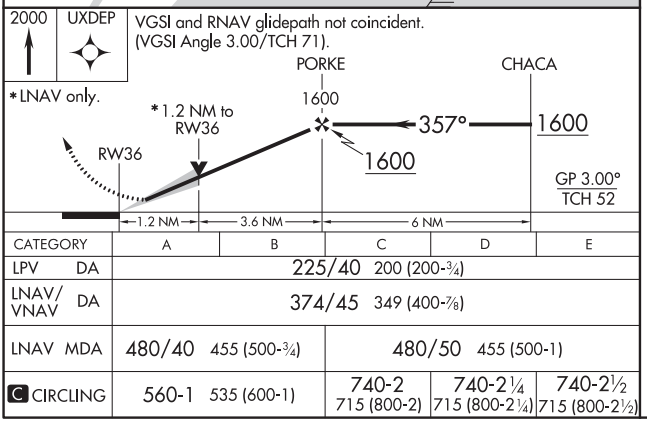
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cats D/E visibility to RVR 6000, and LNAV Cats C/D/E visibility to 1⅜ SM.

MALSF

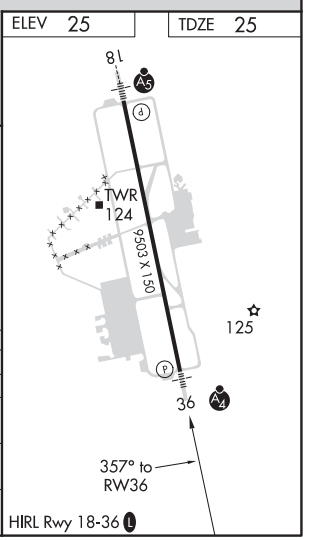
MISSED APPROACH: Climb to 2000 direct UXDEP and hold.

ATIS	MYRTLE BEACH APP CON ★	MYRTLE BEACH TOWER ★	GND CON	CLNC DEL	UNICOM
123.925	(171° - 321°) 127.4 257.95 (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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

MYRTLE BEACH, SOUTH CAROLINA AL-280 (FAA) 20254

RNAV (GPS)-A

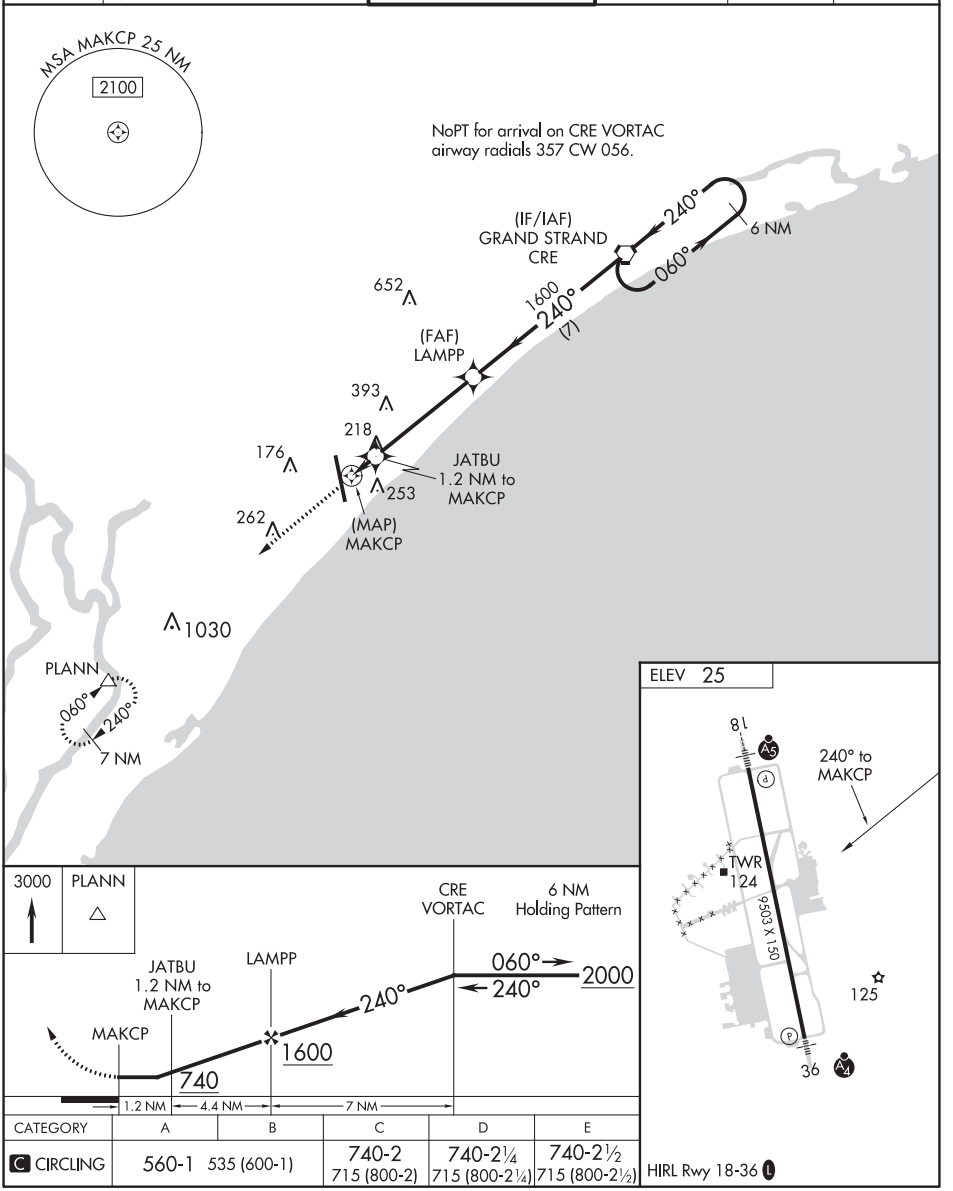
MYRTLE BEACH INTL (MYR)

APP CRS	Rwy Idg	N/A
240°	TDZE	N/A
	Apt Elev	25

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 (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)	740-2 715 (800-2)	740-2¼ 715 (800-2¼)	740-2½ 715 (800-2½)

HIRL Rwy 18-36 L

MYRTLE BEACH, SOUTH CAROLINA

Amdt 1 04FEB16

33°41'N-78°56'W

MYRTLE BEACH INTL (MYR)

RNAV (GPS)-A

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

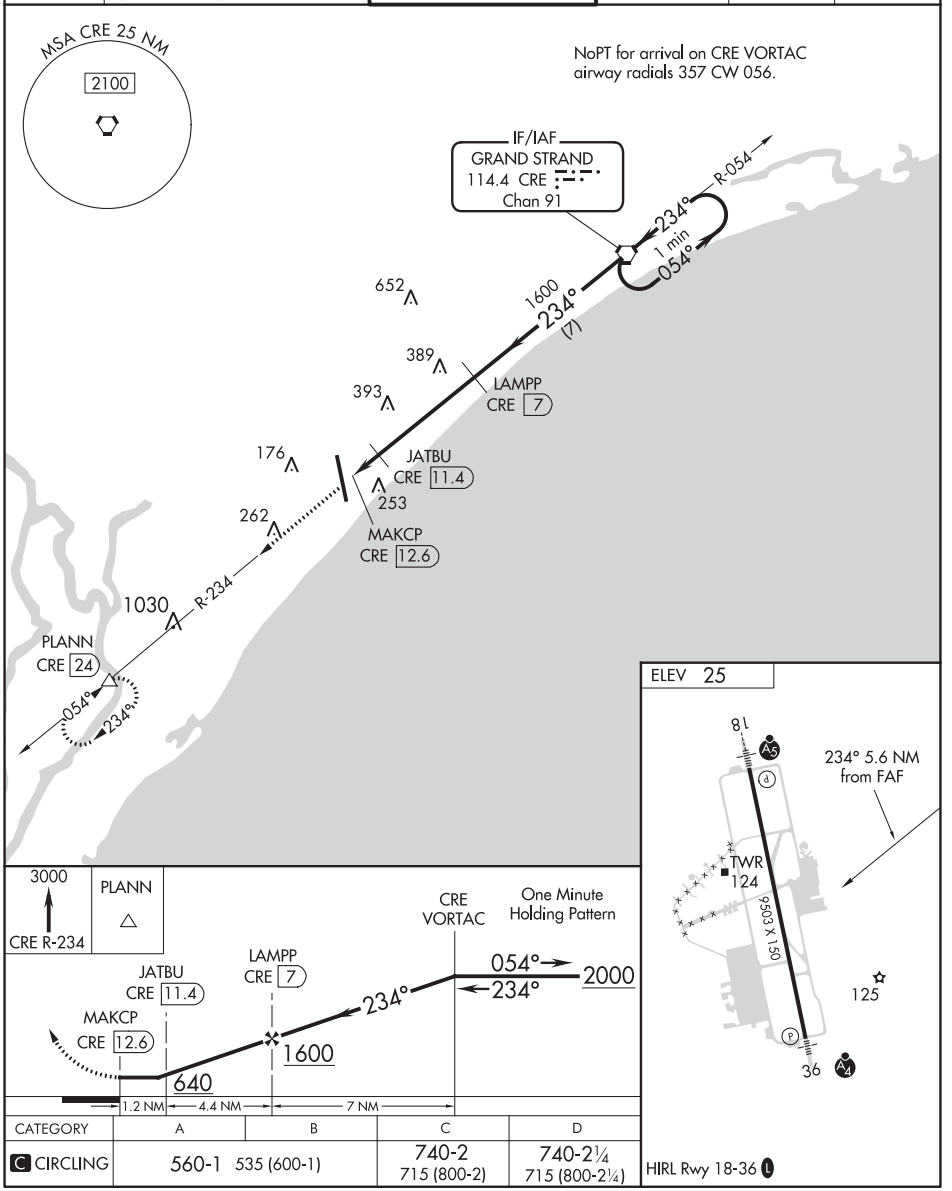
VOR/DME-A

MYRTLE BEACH INTL (MYR)

VORTAC CRE	APP CRS	Rwy Idg	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 (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
C CIRCLING	560-1 535 (600-1)		740-2 715 (800-2)	740-2¼ 715 (800-2¼)

HIRL Rwy 18-36 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

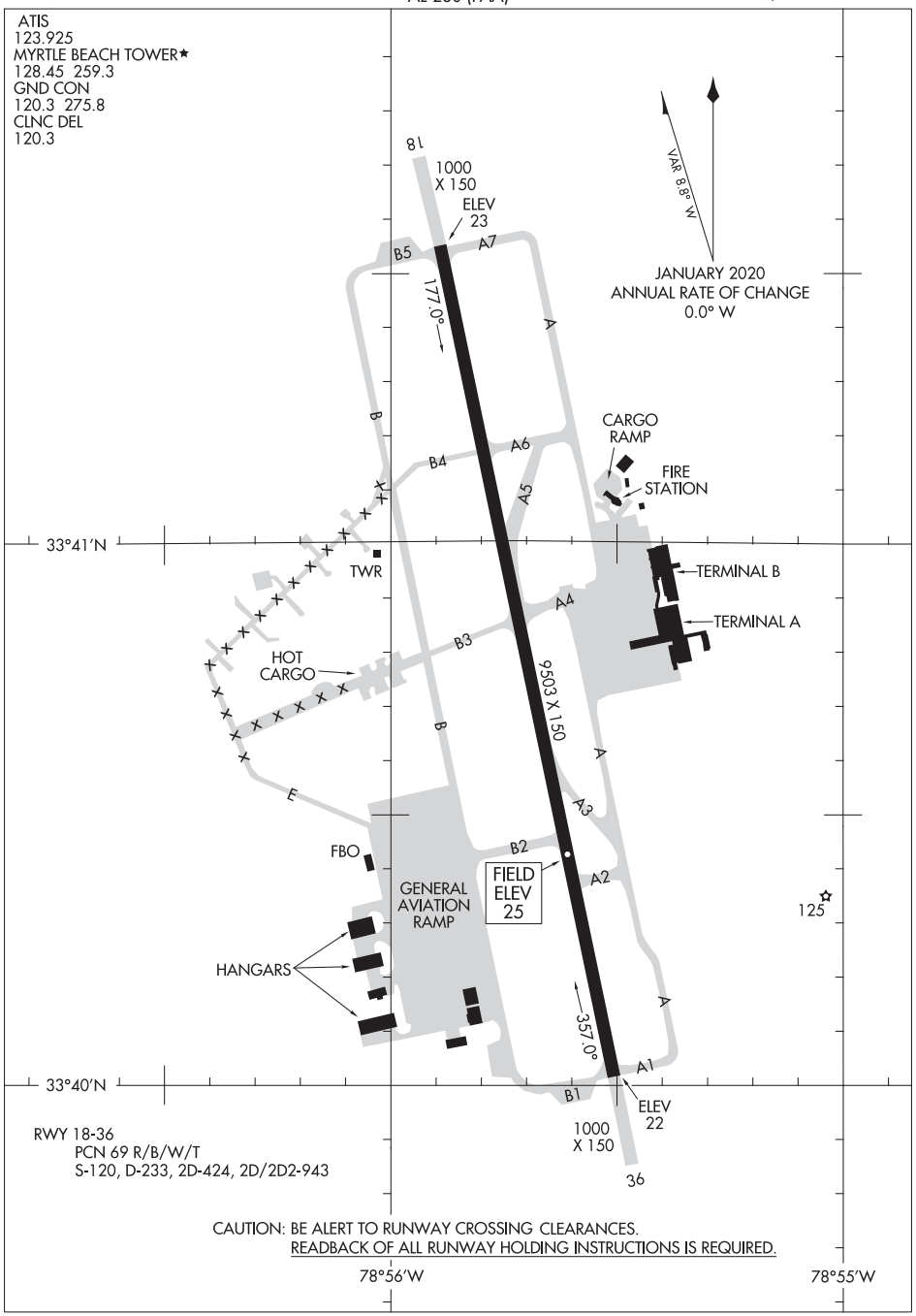
20086

AIRPORT DIAGRAM

MYRTLE BEACH INTL (MYR)

MYRTLE BEACH, SOUTH CAROLINA

AL-280 (FAA)



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM
20086
MYRTLE BEACH, SOUTH CAROLINA
MYRTLE BEACH INTL (MYR)

ILS or LOC RWY 4

COASTAL CAROLINA RGNL (EWN)

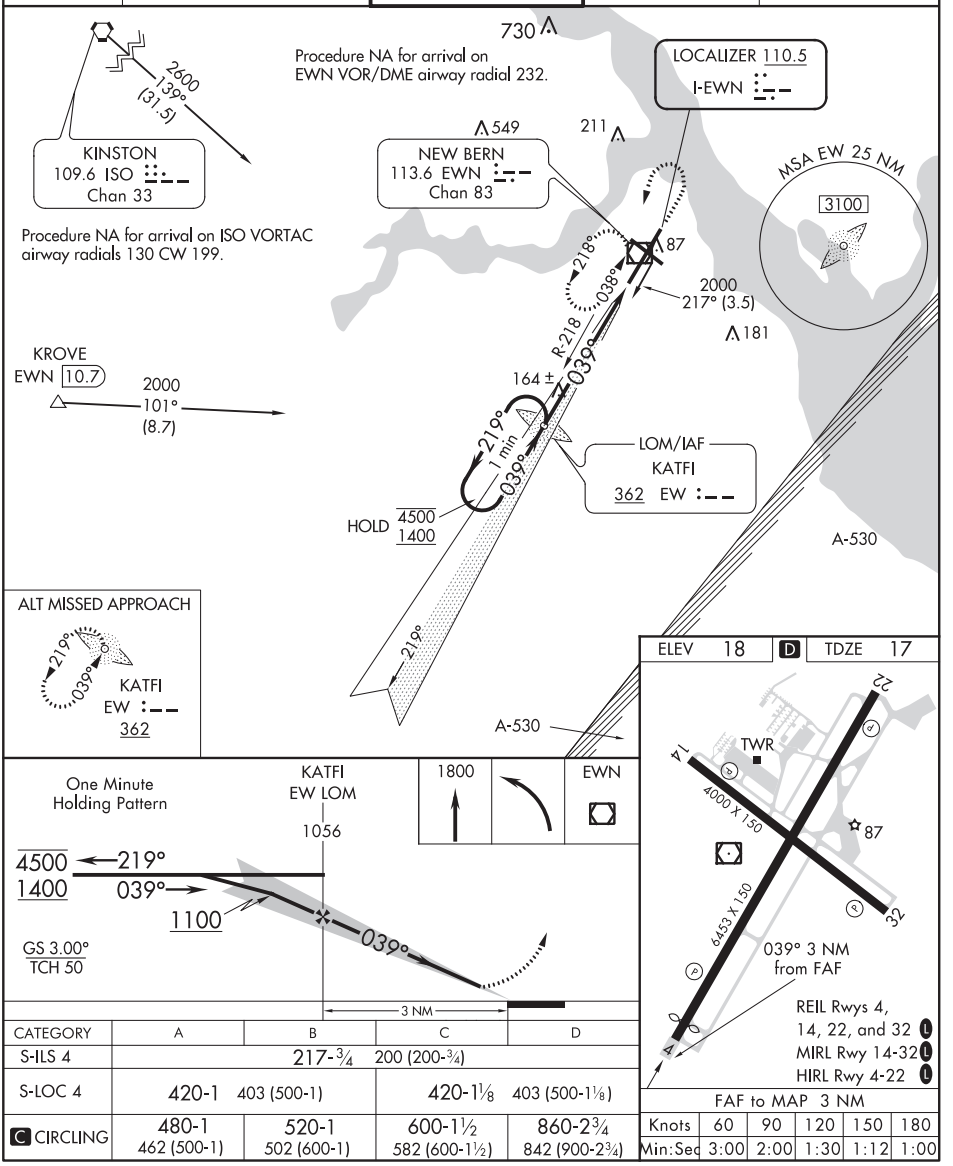
LOC I-EWN	APP CRS	Rwy Idg	5753
110.5	039°	TDZE	17
		Apt Elev	18

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NEW BERN, NORTH CAROLINA AL-670 (FAA) 20002

WAAS	APP CRS	Rwy Idg	5753
CH 69402	039°	TDZE	17
W04A		Apt Elev	18

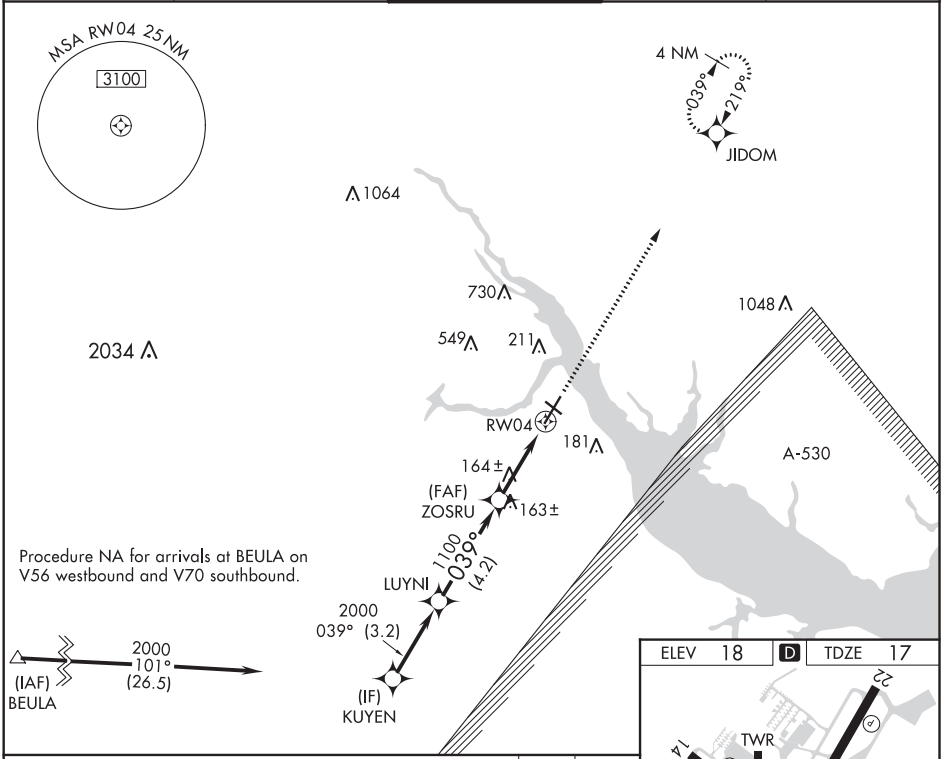
RNAV (GPS) RWY 4
COASTAL CAROLINA RGNL (EWN)

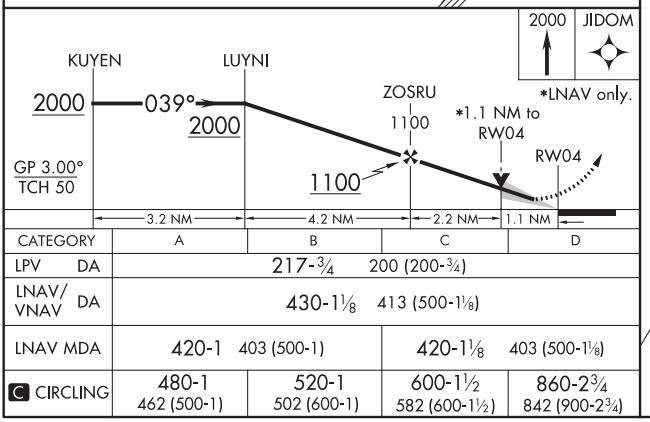
RNP APCH.

Circling Rwy 14, 32 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C or above 54°C.

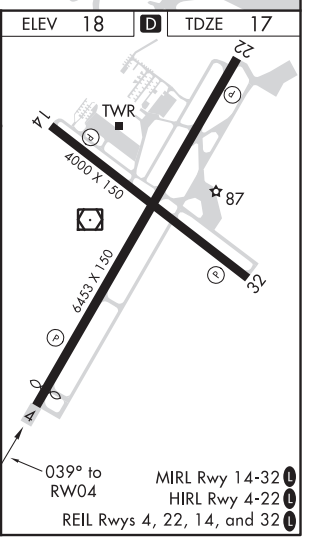
MISSED APPROACH: Climb to 2000 direct JIDOM and hold.

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)



NEW BERN, NORTH CAROLINA
Amdt 2 02JAN20

35°04'N-77°03'W

COASTAL CAROLINA RGNL (EWN)
RNAV (GPS) RWY 4

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS		
CH **63002**	**219°**	Rwy Idg	**6153**
W22A		TDZE	**17**
		Apt Elev	**18**

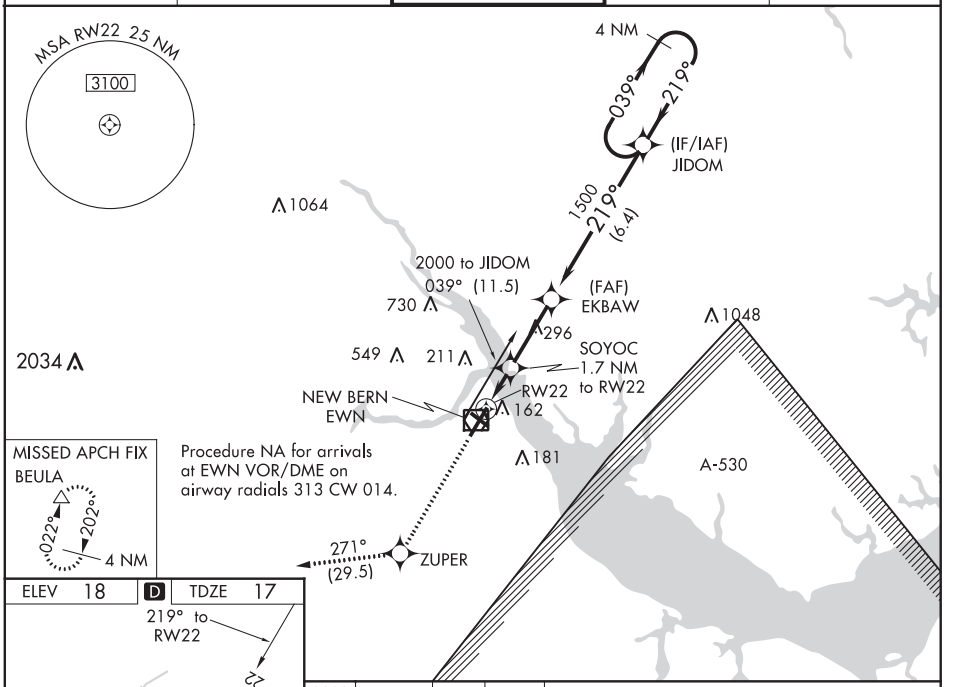
RNAV (GPS) RWY 22
COASTAL CAROLINA RGNL (EWN)

RNP APCH.

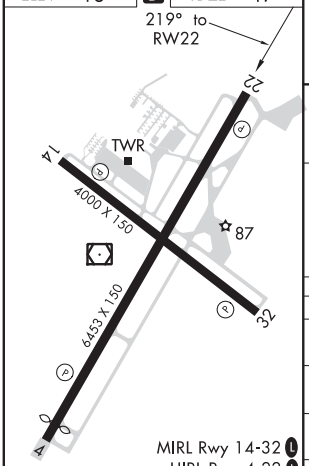
T A Rwy 14, 32 helicopter visibilty reduction below 1 SM NA. Rwy 22 helicopter visibilty reduction below ¾ SM NA. Circling Rwy 14, 32 NA at night. Baro-VNAV NA when using Cherry Point altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Cherry Point altimeter setting; increase all DA 32 feet and all MDA 40 feet. Increase LPV and LNAV/VNAV visibility ⅛ SM, and Circling Cat C/D visibility ¼ SM.

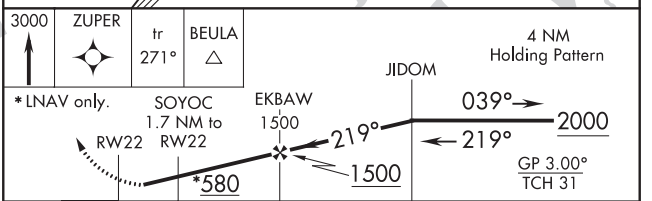
MISSED APPROACH: Climb to 3000 direct ZUPER and on track 271° to BEULA and hold.

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**



ELEV 18 D TDZE 17





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)	
C CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1½ 582 (600-1½)	860-2¾ 842 (900-2¾)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NEW BERN, NORTH CAROLINA AL-670 (FAA) 20282

VOR RWY 22

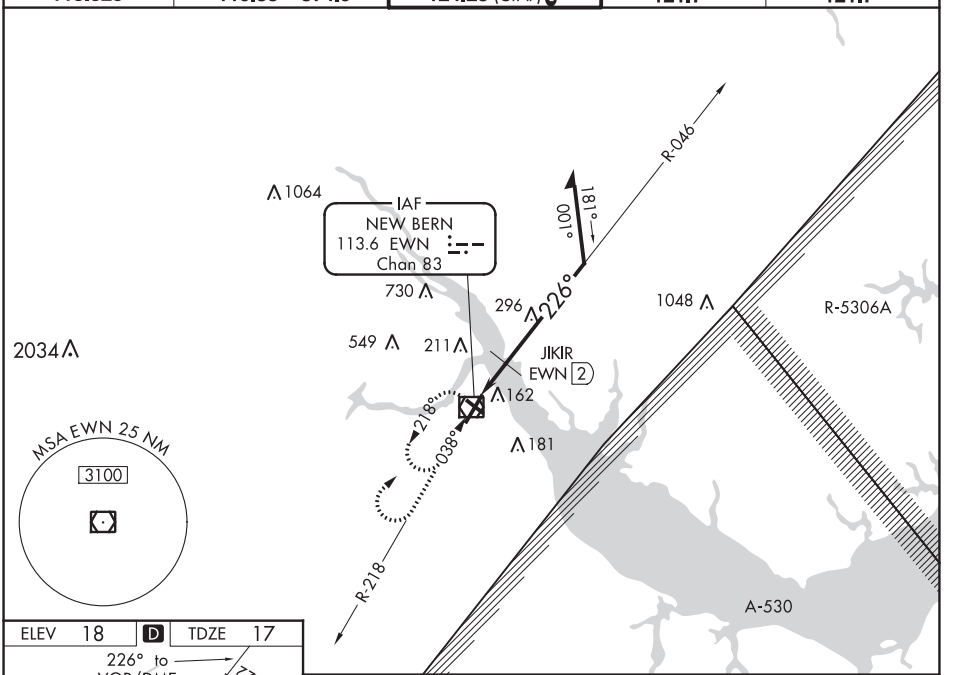
COASTAL CAROLINA RGNL (EWN)

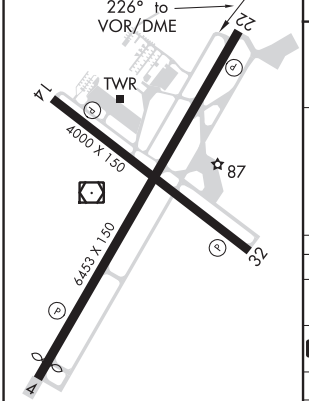
VOR/DME EWN	APP CRS	Rwy Idg 6153
113.6	226°	TDZE 17
Chan 83		Apt Elev 18

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 MDAs 40 feet and Circling Cat D visibility ¼ SM and JIKIR fix minimums Circling Cat C/D visibility ¼ SM.

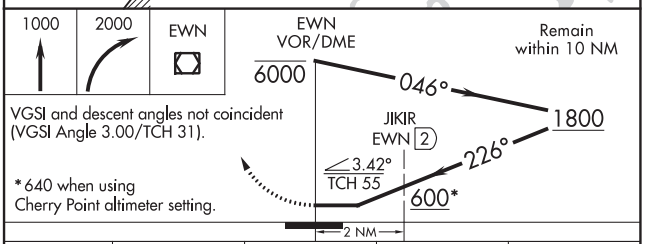
MISSED APPROACH: Climb to 1000 then climbing right turn to 2000 direct EWN VOR/ DME and hold, continue climb-in-hold to 2000.

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





MIRL Rwy 14-32 L
HIRL Rwy 4-22 L
REIL Rwys 4, 22, 14 and 32 L

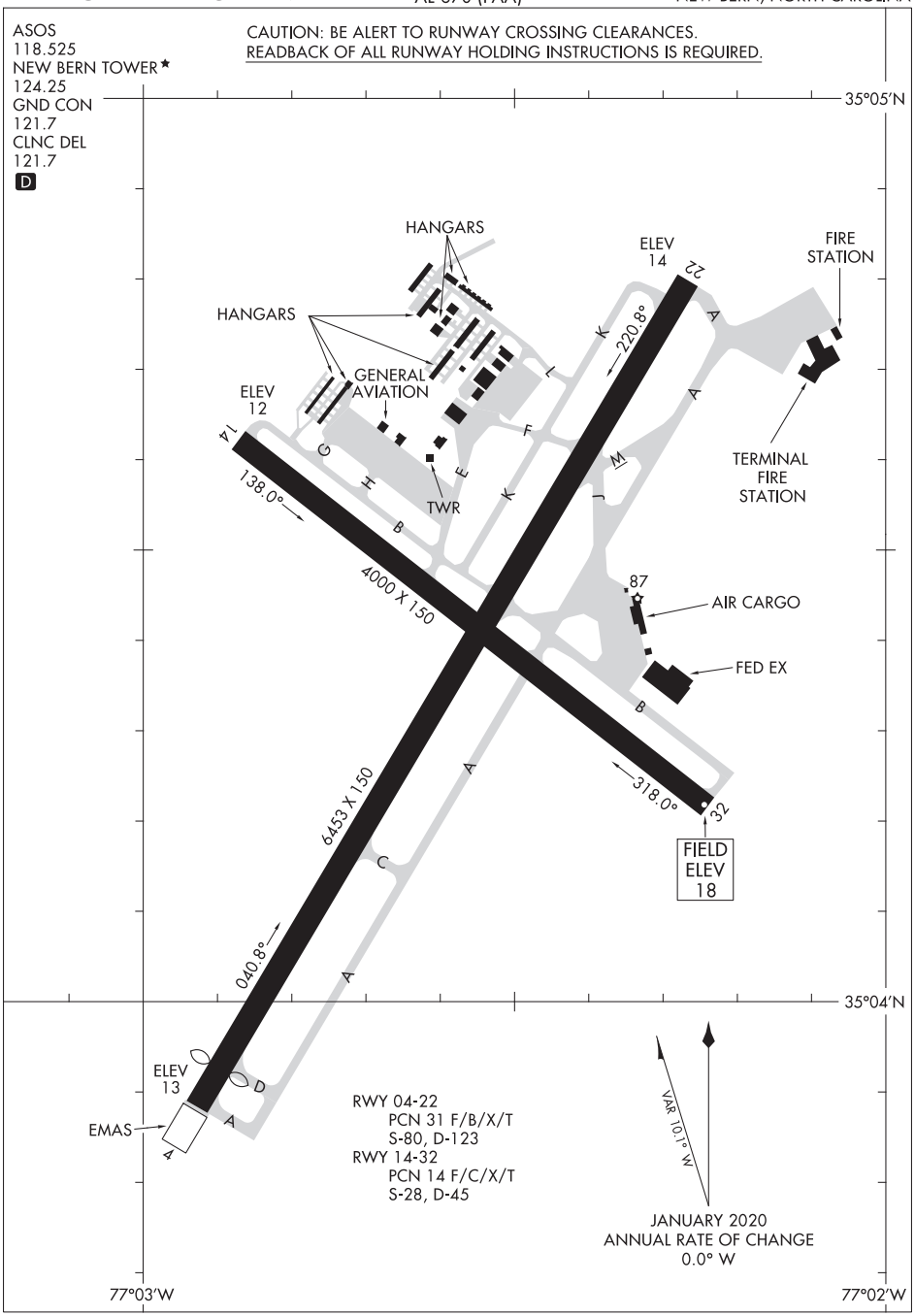


VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 31).

*640 when using Cherry Point altimeter setting.

CATEGORY	A	B	C	D
S-22	600-1 583 (600-1)		600-1¾ 583 (600-1¾)	
C CIRCLING	600-1 582 (600-1)		600-1¾ 582 (600-1¾)	860-2¾ 842 (900-2¾)
JIKIR FIX MINIMUMS (DME REQUIRED)				
S-22	480-1 463 (500-1)		480-1⅜ 463 (500-1⅜)	
C CIRCLING	480-1 462 (500-1)	520-1 502 (600-1)	600-1½ 582 (600-1½)	860-2¾ 842 (900-2¾)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021

18144

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)

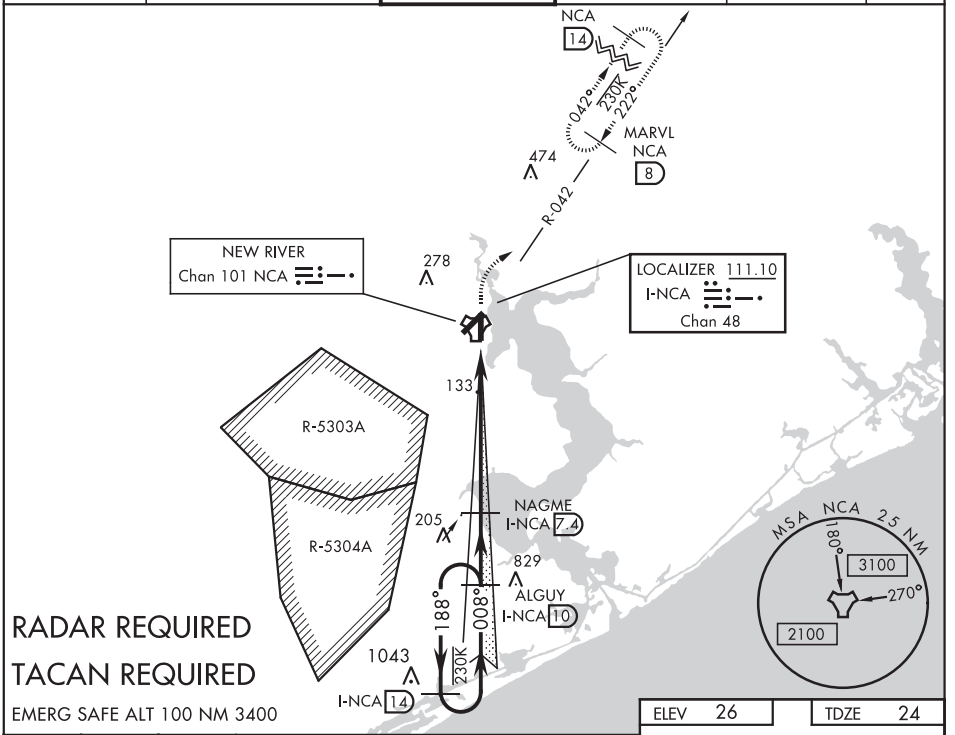
▼ *When ALS inop, increase CAT ABCD vis to ¾ mile.

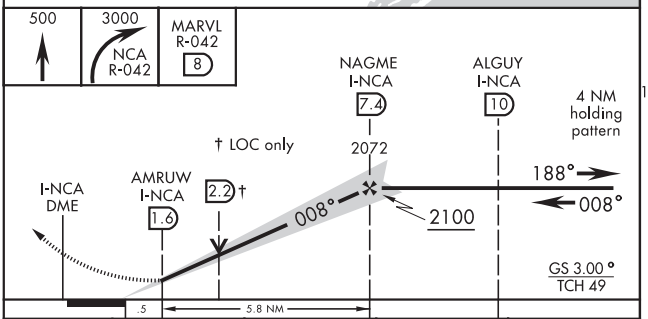
**When ALS inop, increase CAT ABCD vis to 1 mile.

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.

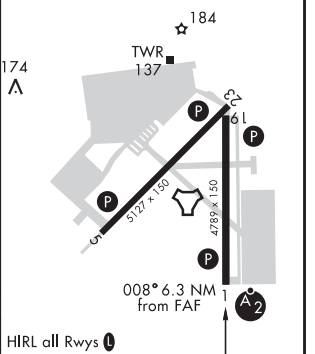
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 L ★ 360.2	121.8 254.275	269.25	





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)

ELEV 26 TDZE 24



HIRL all Rwys L

FAF to MAP 5.7 NM

Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

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, 25 FEB 2021 to 22 APR 2021

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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

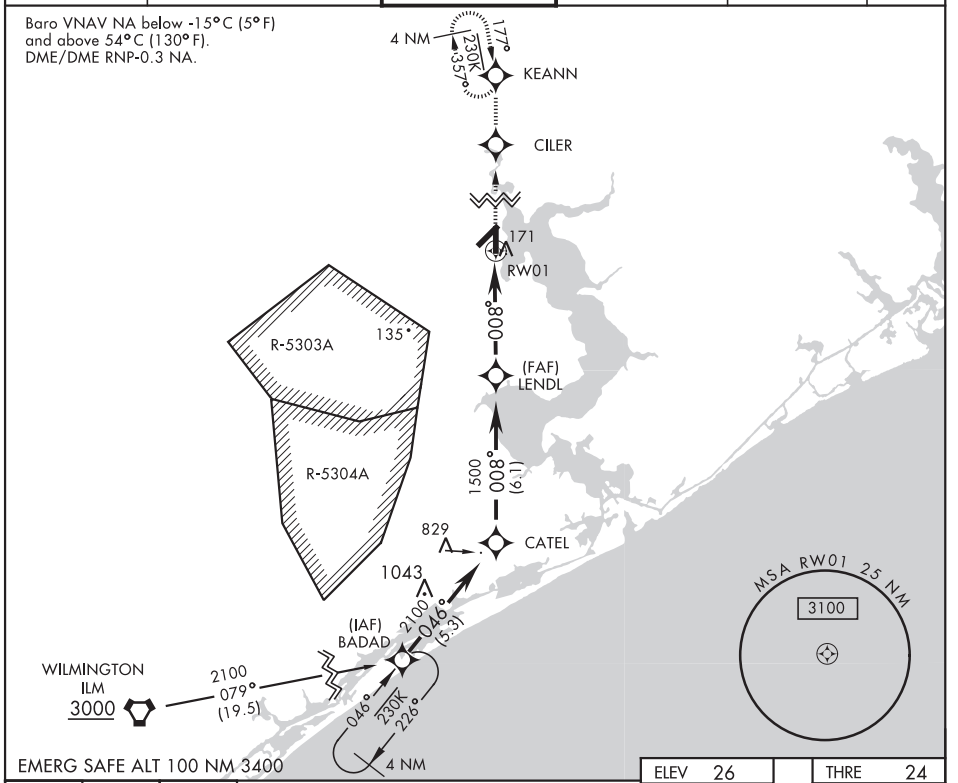
T * When ALS inop, increase vis CAT AB to 7/8 mile, CD to 1 mile.
** When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1 1/8 miles.

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	

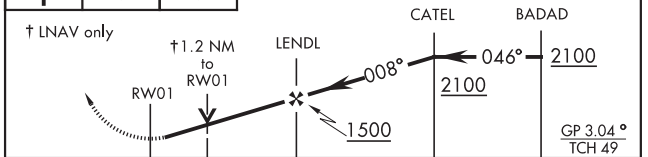
Baro VNAV NA below -15°C (5°F) and above 54°C (130°F).
DME/DME RNP-0.3 NA.



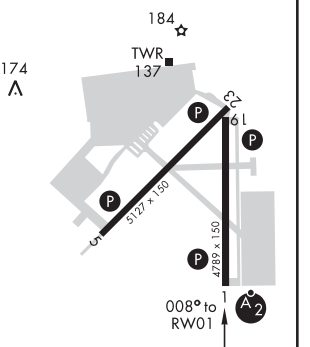
1500	CILER	KEANN

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 34° 43'N-77° 26'W NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Amdt 2 22JUN17

RNAV (GPS) RWY 1

SE-2, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 5

WAAS	APCH CRS	Rwy Idg 5127
Chan 77243	053°	TDZE 26
W05A		Arpt Elev 26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

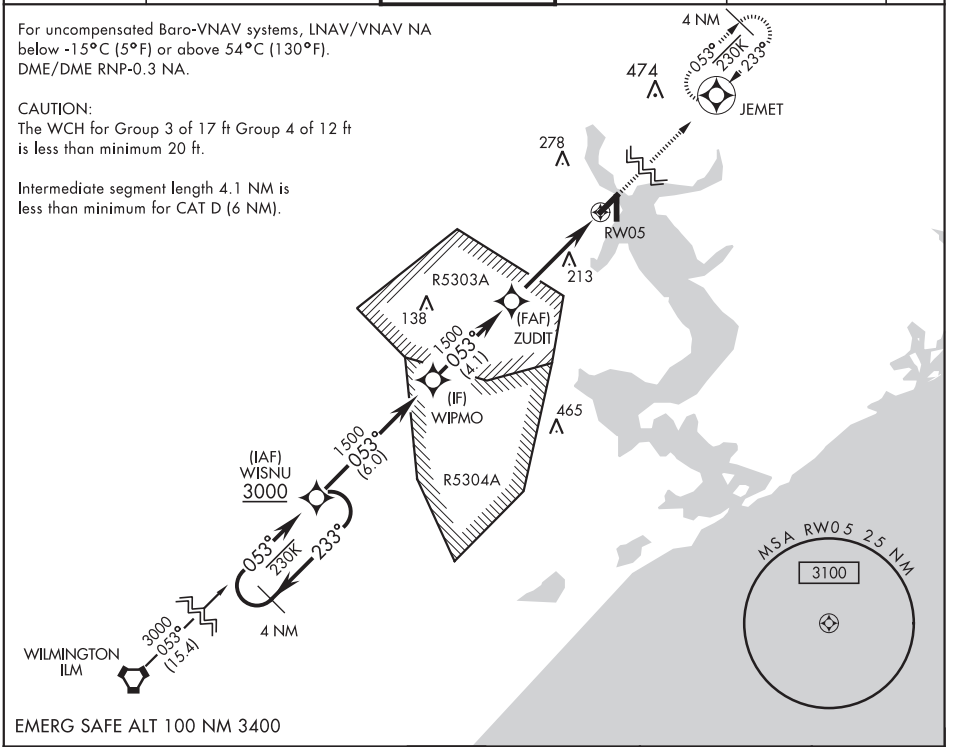
MISSED APPROACH: Climbing to 1500 direct JEMET and hold.

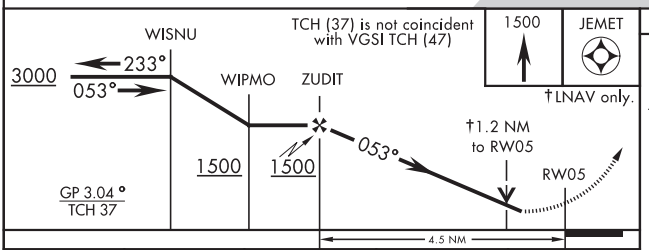
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/ PAR
288.325	119.35 377.175	120.0 (L) ★ 360.2	121.8 254.275	269.25	

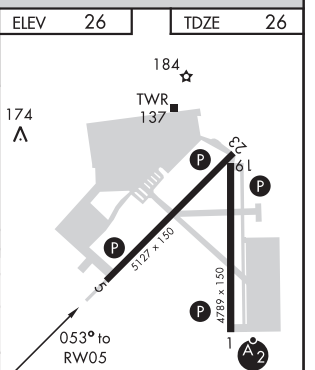
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.

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).







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)

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

Amdt 5 25APR19

RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 19

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

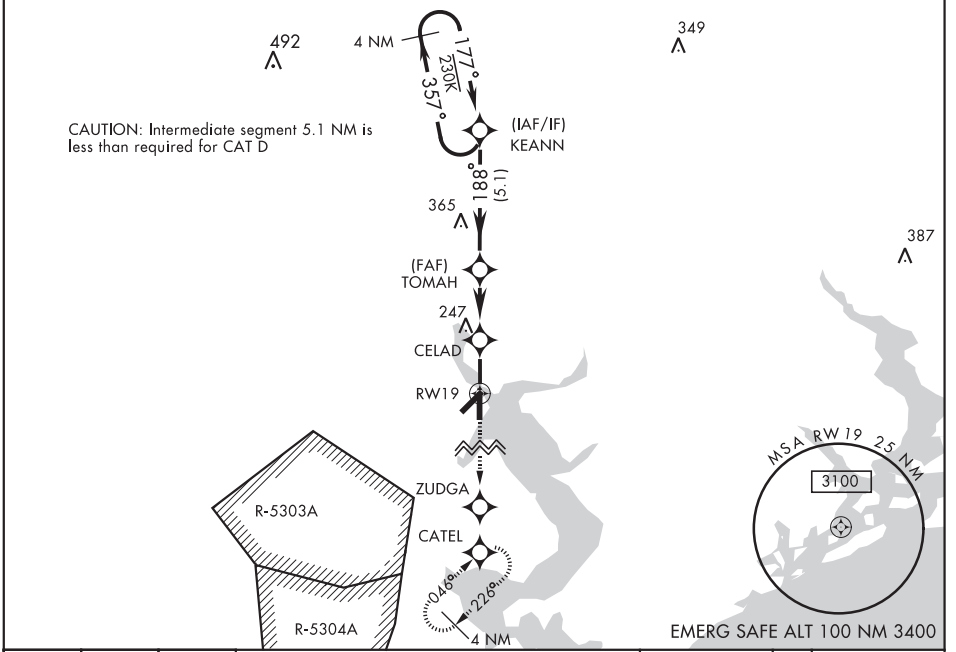
APCH CRS	Rwy ldg	4789
188°	TDZE	23
	Arpt Elev	26

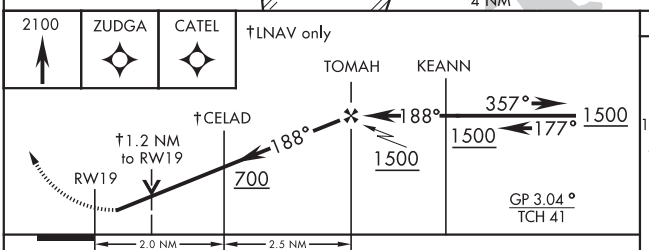
Baro VNAV NA below -15°C (5°F) and above 42°C (108°F). DME/DME RNP-0.3 NA.

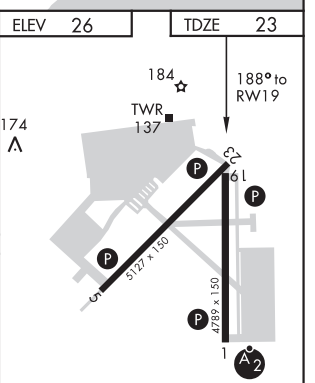
MISSED APPROACH: Climb to 2100 direct ZUDGA, direct CATEL and hold.

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)

HIRL all Rwys L

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Amdt 2 22JUN17

RNAV (GPS) RWY 19

SE-2, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, NORTH CAROLINA

RNAV (GPS) RWY 23

WAAS	APCH CRS	Rwy ldg 5127
Chan 92556	233°	TDZE 24
W23A		Arpt Elev 26

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

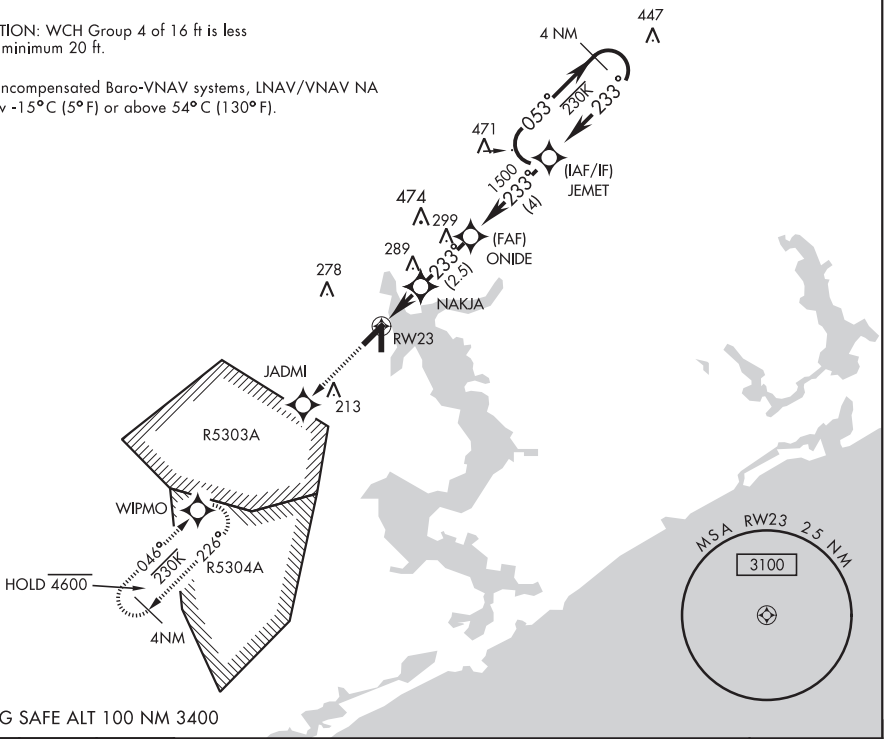
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 1600 direct JADMI direct WIPMO and hold.

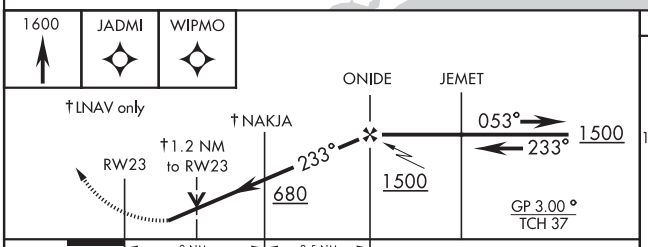
ATIS ★	CHERRY POINT APP CON	TOWER ★	GND CON	CLNC DEL	ASR/ PAR
288.325	119.35 377.175	120.0 (L) ★ 360.2	121.8 254.275	269.25	

CAUTION: WCH Group 4 of 16 ft is less than minimum 20 ft.

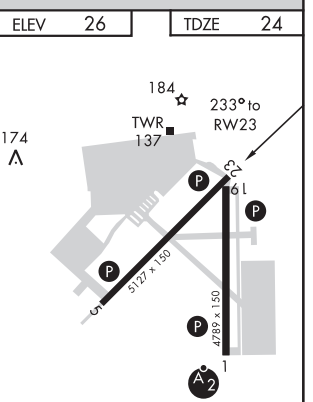
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).



EMERG SAFE ALT 100 NM 3400



ELEV 26 TDZE 24



CATEGORY	A	B	C	D
LPV DA	274-7/8 250 (300-7/8)			
LNAV/VNAV DA	313-1 289 (300-1)	324-1 300 (300-1)	332-1 1/8 308 (400-1 1/8)	343-1 1/8 319 (400-1 1/8)
LNAV MDA	440-1 416 (500-1)		440-1 1/8 416 (500-1 1/8)	
CIRCLING	500-1 474 (500-1)		500-1 1/2 474 (500-1 1/2)	580-2 554 (600-2)

HIRL all rwys (L)

JACKSONVILLE, NORTH CAROLINA 34°43'N-77°26'W NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

Amdt 2 25FEB21

RNAV (GPS) RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 1

TACAN	APCH CRS	Rwy Idg	4789
NCA		TDZE	24
Chan 101	357°	Arpt Elev	26

AL-732 [USN]

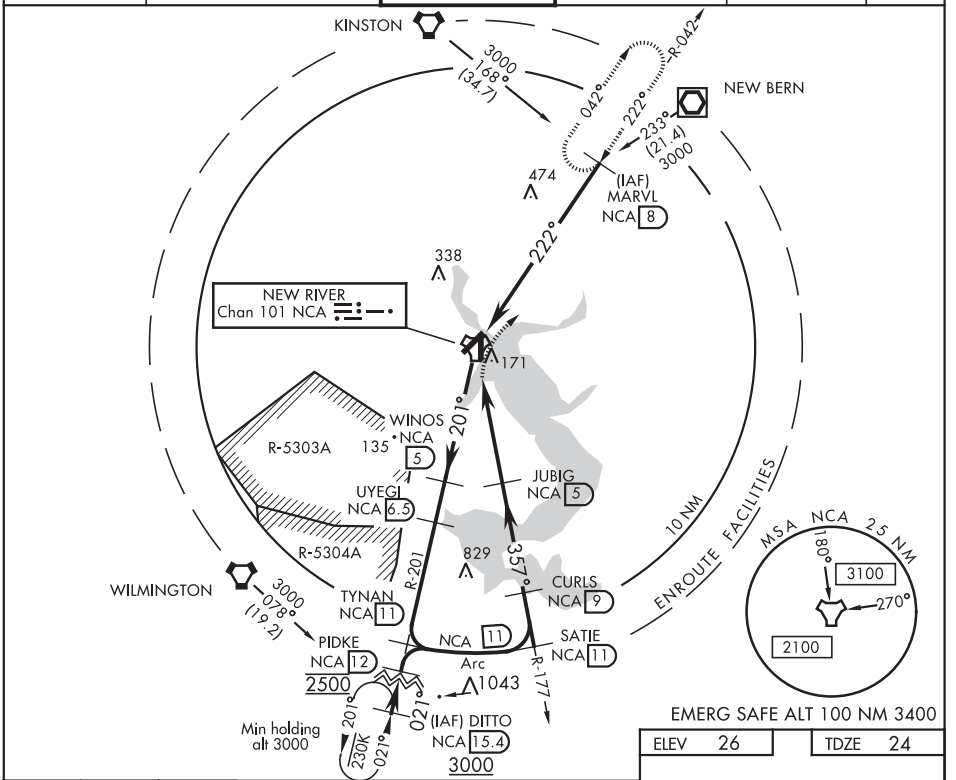
NEW RIVER MCAS (MC CUTCHEON FLD) (KNCA)

* When ALS inop, increase vis CAT AB to 1 mile, CAT CD to 1⅛ miles.

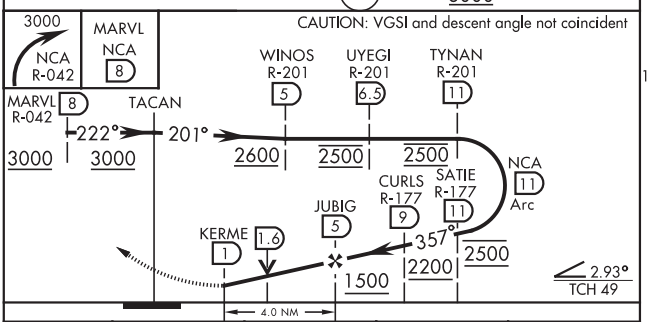
SALSF

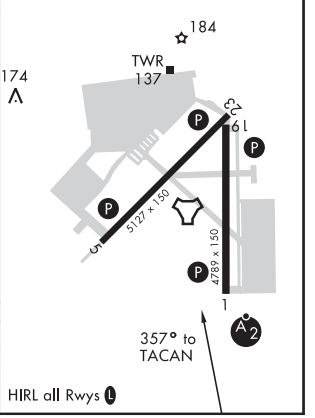
MISSED APPROACH: Climbing right turn to 3000 direct MARVL (NCA R-042/ 8 DME) and hold. Continue climb-in-hold to 3000.

ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER ★	GND CON	CLNC DEL	ASR/PAR
288.325	119.35 377.175	120.0 ★ 360.2	121.8 254.275	269.25	



ELEV	26	TDZE	24





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)

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 1

SE-2, 25 FEB 2021 to 22 APR 2021

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JACKSONVILLE, NORTH CAROLINA

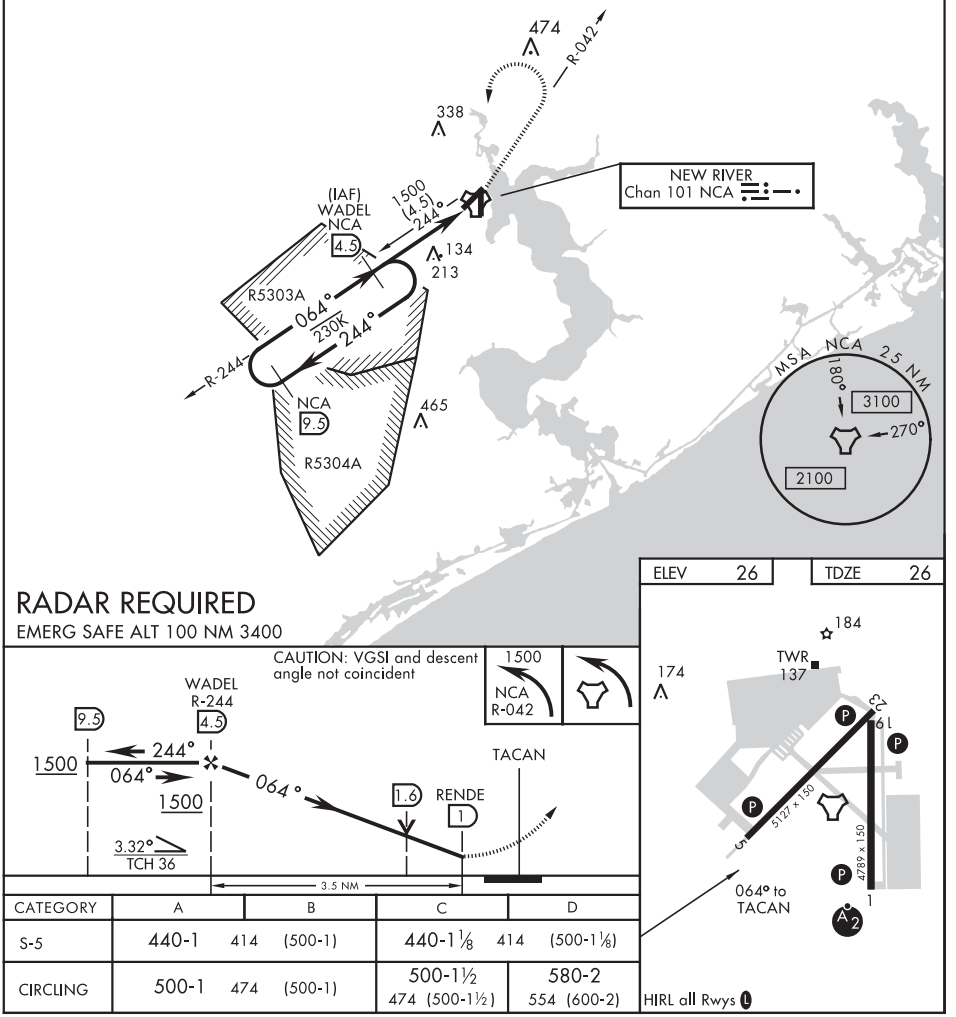
TACAN RWY 5

TACAN	APCH CRS	Rwy Idg	5127
NCA Chan 101	064°	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 Ⓛ★ 360.2	121.8 254.275	269.25	



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 Ⓛ

JACKSONVILLE, NORTH CAROLINA

34°43'N-77°26'W

NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Amdt 2 22JUN17

TACAN RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 19

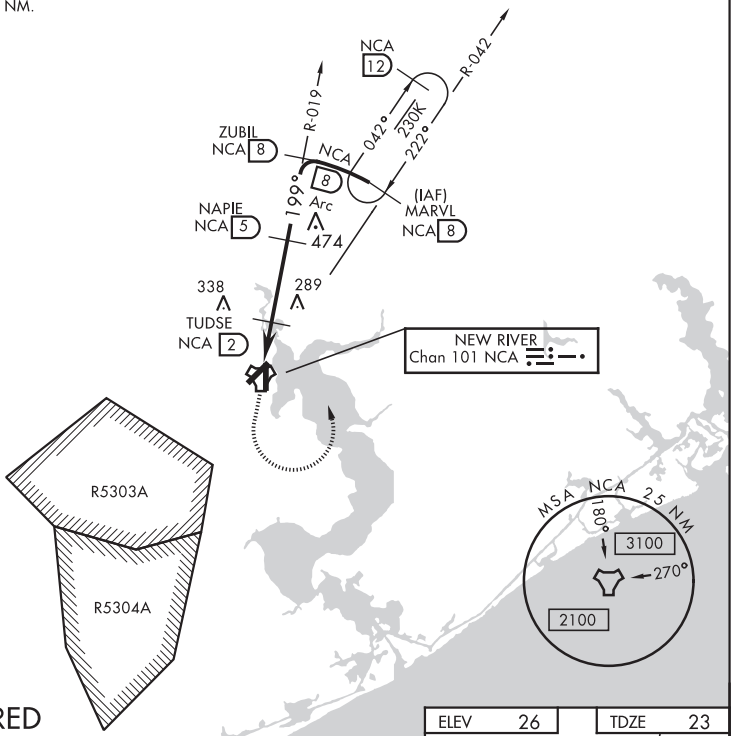
TACAN	APCH CRS	Rwy Idg	4789
NCA Chan **101**	**199°**	TDZE	**23**
		Arpt Elev	**26**

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.

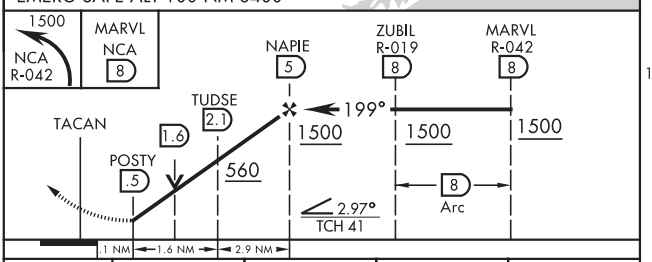
ATIS ★	CHERRY POINT APP CON	NEW RIVER TOWER★	GND CON	CLNC DEL	ASR/PAR
288.325	**119.35 377.175**	**120.0 360.2**	**121.8 254.275**	**269.25**	

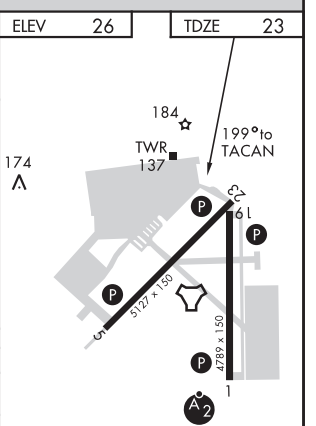
CAUTION: Intmed seg len 3 NM.



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)

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 19

SE-2, 25 FEB 2021 to 22 APR 2021

18144

JACKSONVILLE, NORTH CAROLINA

TACAN RWY 23

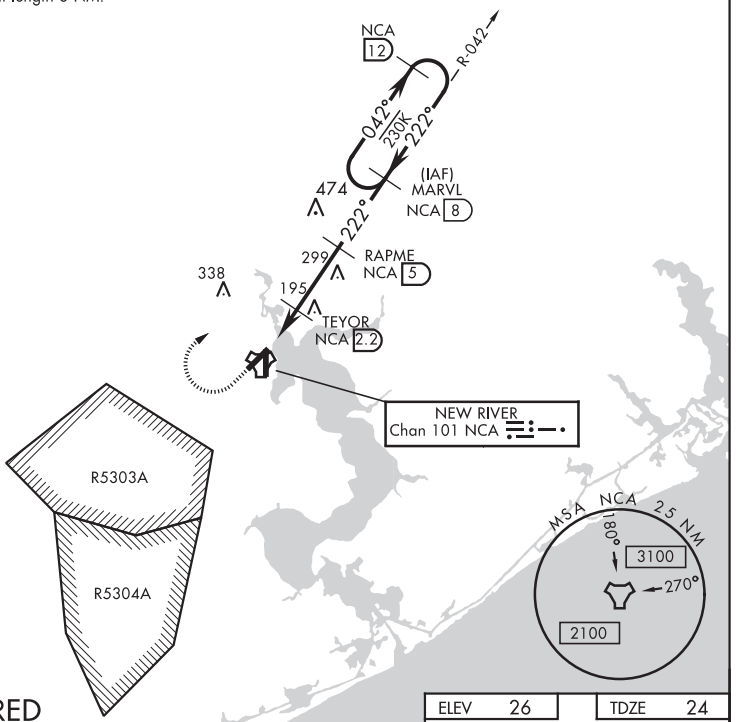
TACAN	APCH CRS	Rwy Idg	5127
NCA Chan **101**	**222°**	TDZE	**24**
		Arpt Elev	**26**

AL-732 [USN] NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

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**	**120.0 360.2**	**121.8 254.275**	**269.25**	

CAUTION: Intmed segment length 3 NM.

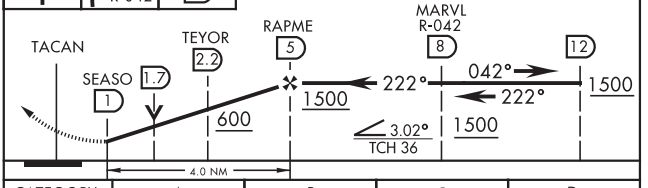


RADAR REQUIRED

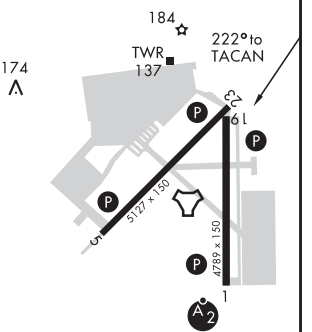
For Missed Approach

EMERG SAFE ALT 100 NM 3400

600 | 1500 NCA R-042 | MARVL NCA 8



ELEV 26 | TDZE 24



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)

HIRL all Rwys L

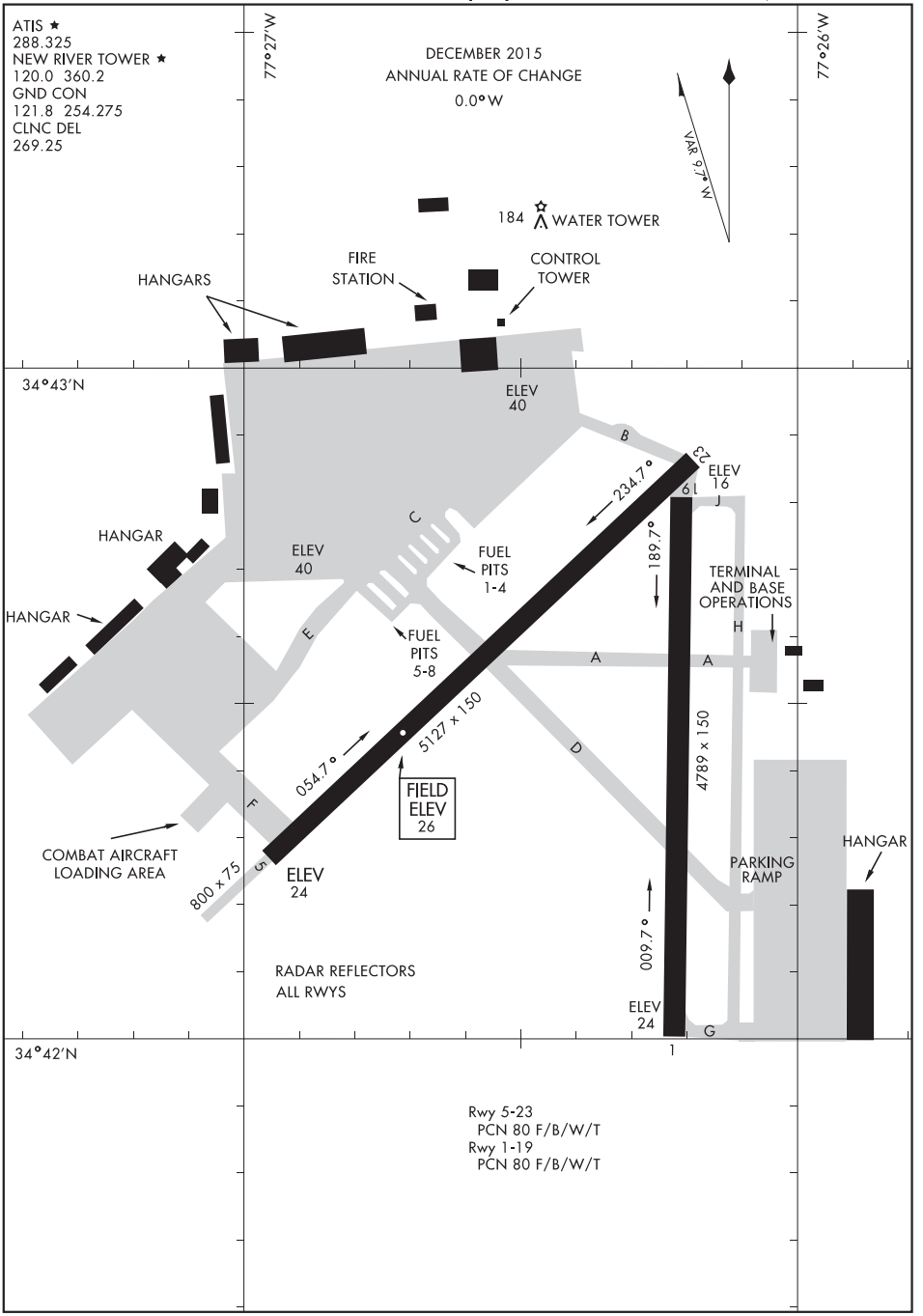
JACKSONVILLE, NORTH CAROLINA 34° 43′N-77° 26′W NEW RIVER MCAS (MC CUTCHEON FLD)(KNCA)

Amdt 1 22JUN17

TACAN RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021

NEWBERRY, SOUTH CAROLINA AL-6129 (FAA) 19115

APP CRS	Rwy Idg	4001
044°	TDZE	558
	Apt Elev	570

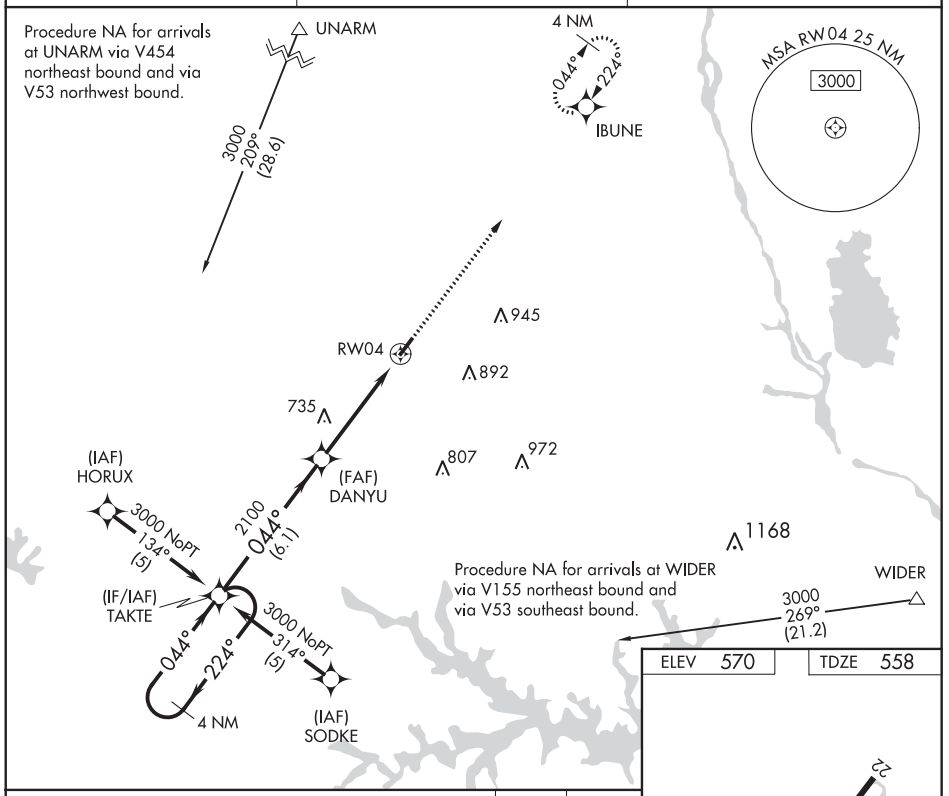
RNAV (GPS) RWY 4

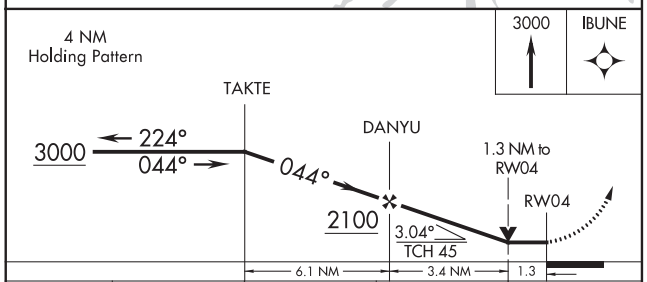
NEWBERRY COUNTY (EOE)

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.

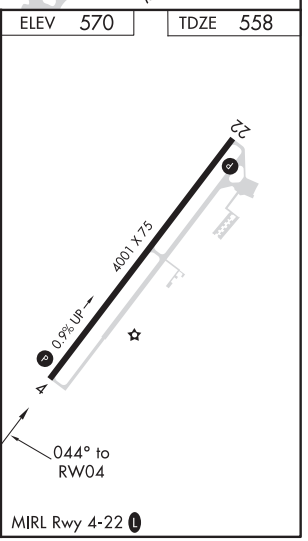
MISSED APPROACH: Climb to 3000 direct IBUNE and hold.

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	



NEWBERRY, SOUTH CAROLINA
Orig-A 12NOV15

34°19′N-81°38′W

NEWBERRY COUNTY (EOE)

RNAV (GPS) RWY 4

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

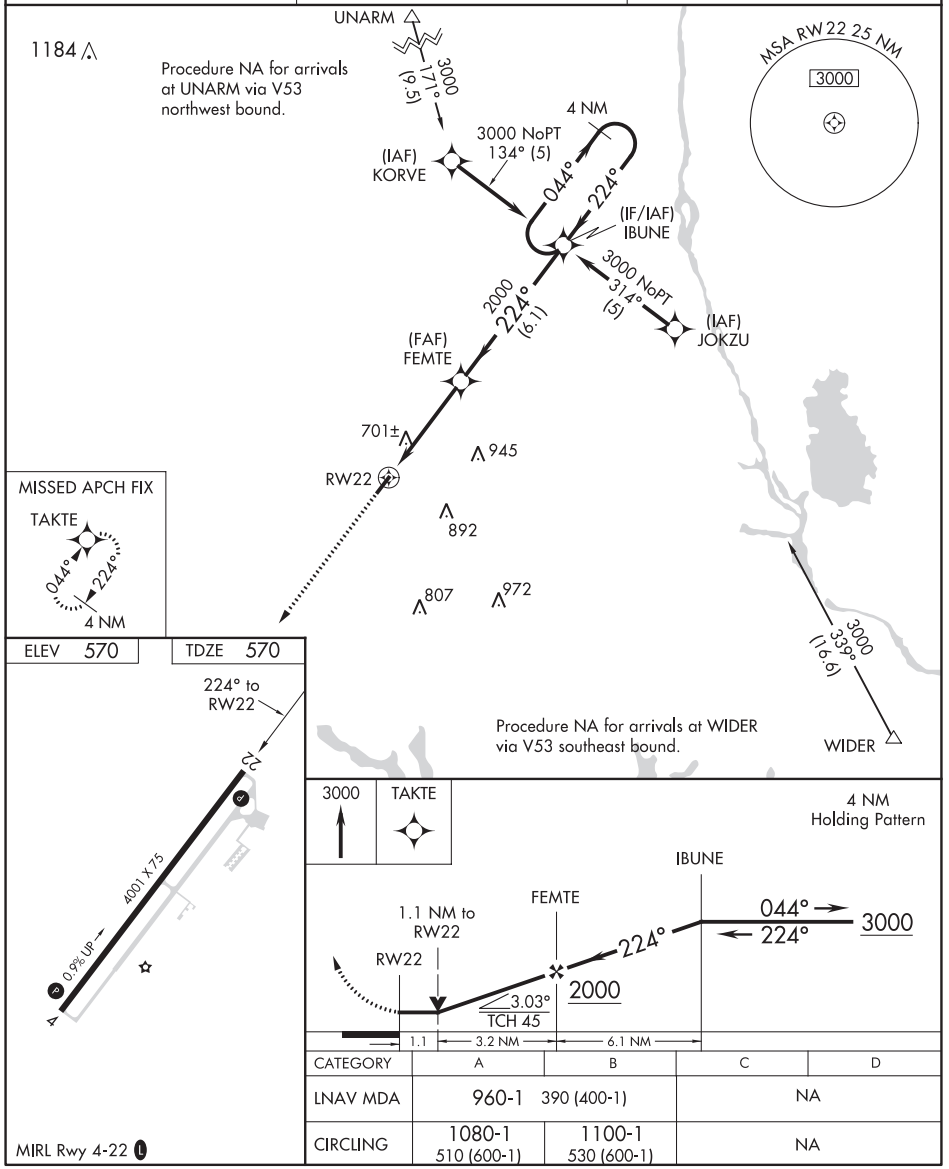
APP CRS	Rwy Idg	4001
224°	TDZE	570
	Apt Elev	570

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	

MIRL Rwy 4-22 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NDB EOE	APP CRS	Rwy Idg	4001
278	213°	TDZE	570
		Apt Elev	570

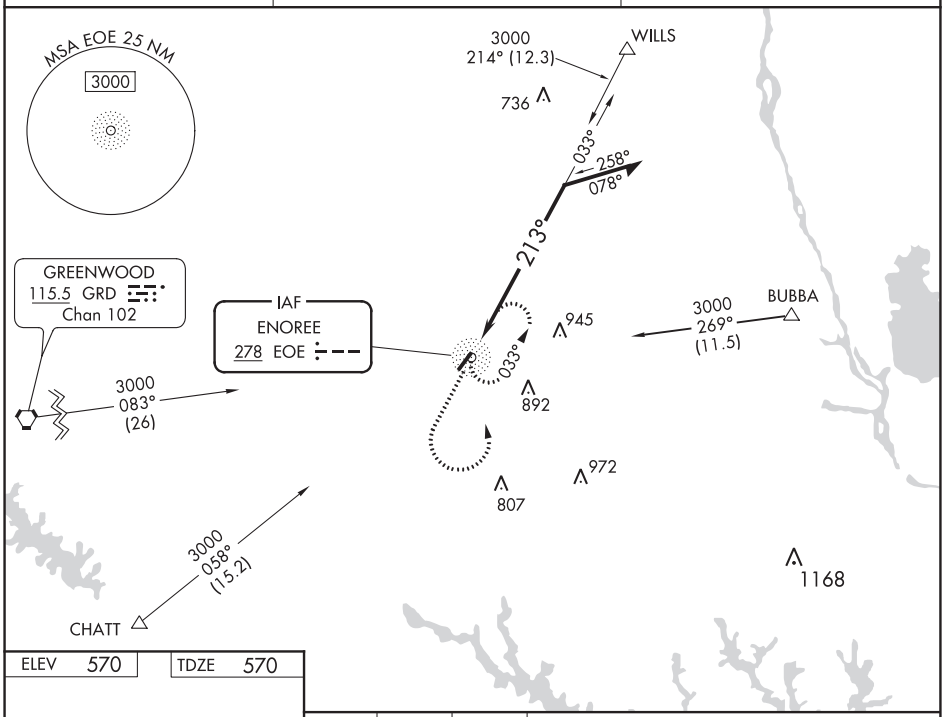
NDB RWY 22

NEWBERRY COUNTY (EOE)

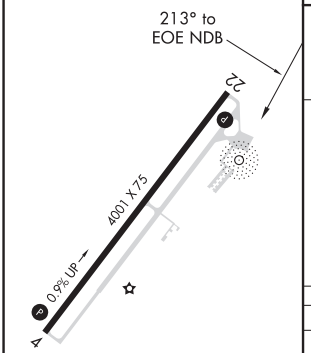
When local altimeter setting not received, use Greenwood County altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EOE NDB and hold.

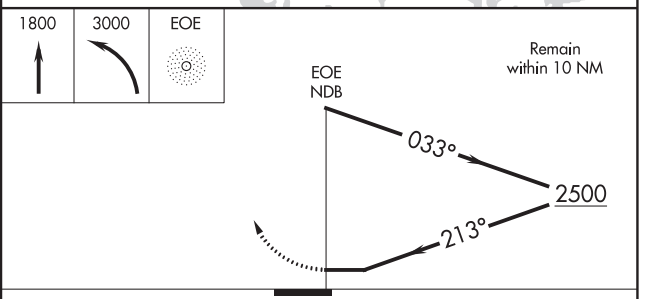
AWOS-3	COLUMBIA APP CON	UNICOM
124.275	133.4 285.6	122.8 (CTAF) L



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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)

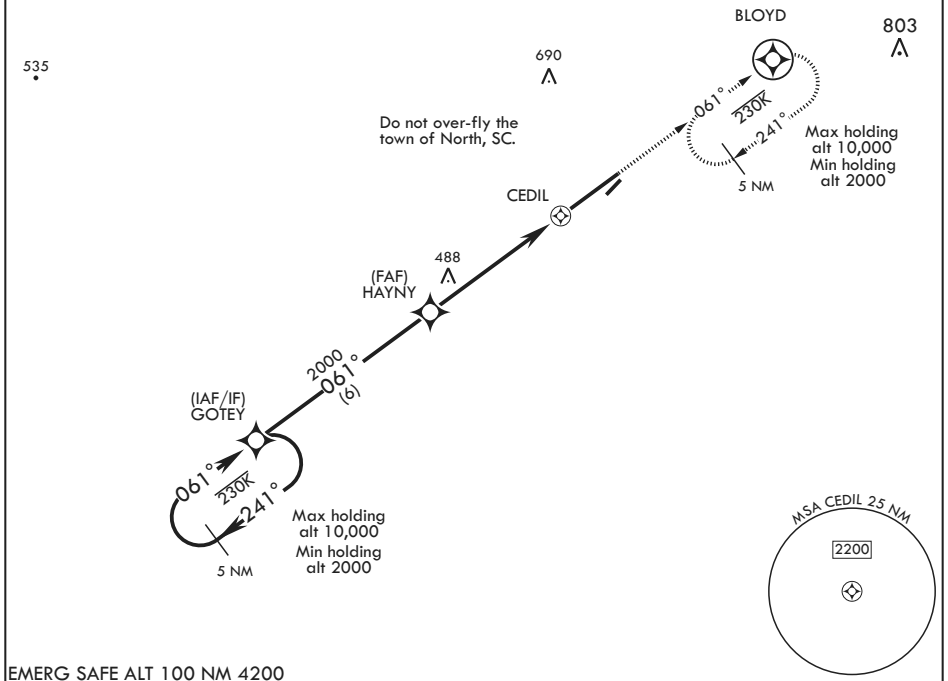
* Circling to Rwy 5-23 not authorized.

MISSED APPROACH: Climb to 2000 direct BLOYD and hold.

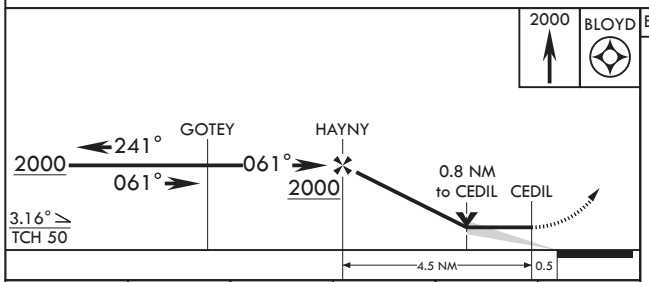
ASOS	COLUMBIA APP CON/DEP CON	LZ/DZ OPS FAC
118.525	124.15 338.2	120.475 235.775

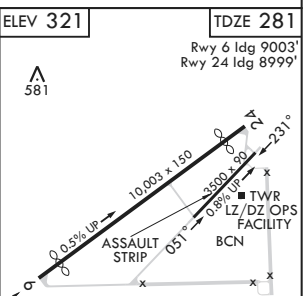
RNP APCH
DME/DME RNP-0.3 NA

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)	

NORTH, SOUTH CAROLINA
Amdt 1 23APR20

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

RNAV (GPS) RWY 6

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

NORTH, SOUTH CAROLINA

RNAV (GPS) RWY 24

APCH CRS	Rwy ldg	8999
241°	TDZE	316
	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.

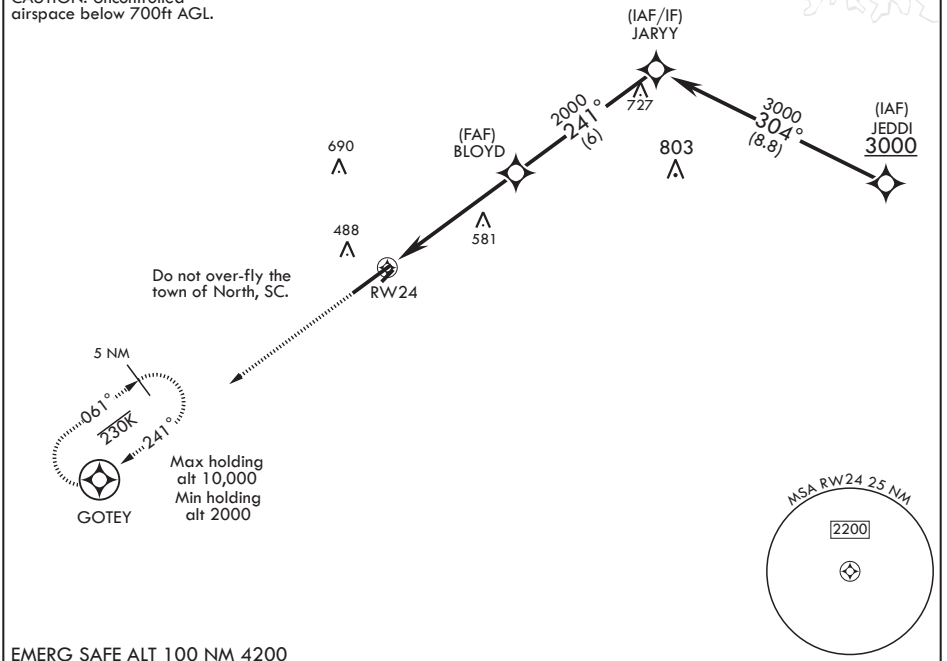
ASOS	COLUMBIA APP CON/DEP CON	LZ/DZ OPS FAC
118.525	124.15 338.2	120.475 235.775

575

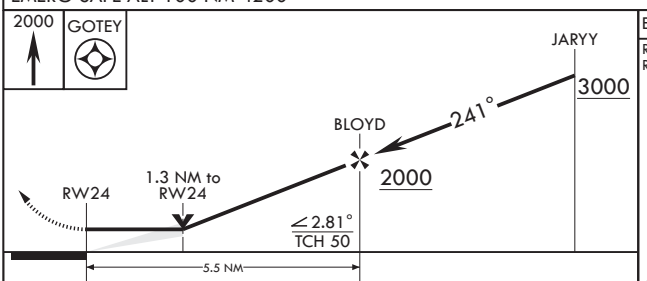
RNP APCH

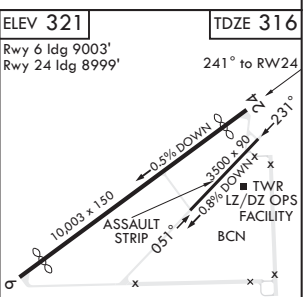
DME/DME RNP-0.3 NA

CAUTION: Uncontrolled airspace below 700ft AGL.



EMERG SAFE ALT 100 NM 4200





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)	

HIRL Rwy 6-24

NORTH, SOUTH CAROLINA

33°37'N - 81°05'W

NORTH AF AUX (KXNO)

Amdt 1 23APR20

RNAV (GPS) RWY 24

SE-2, 25 FEB 2021 to 22 APR 2021

VOR/DME-A

NORTH AF AUX (KXNO)

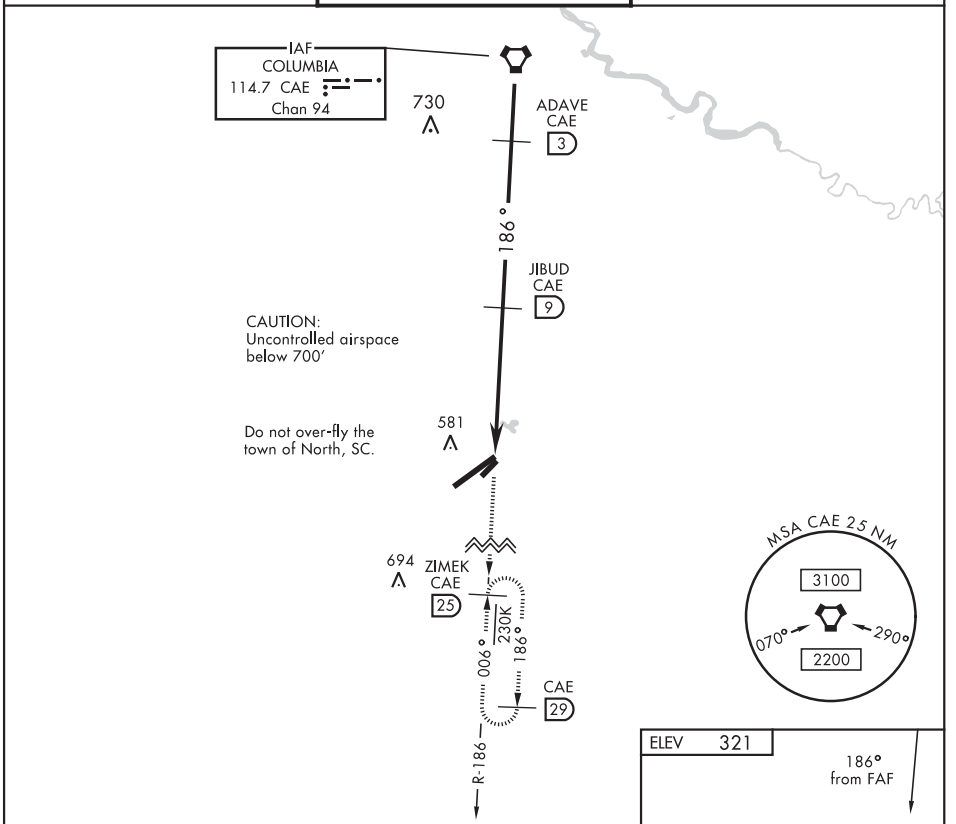
VORTAC CAE	APCH CRS	Rwy Idg	N/A
114.70	186°	TDZE	N/A
Chan 94		Arpt Elev	321

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



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 Idg 9003'
Rwy 24 Idg 8999'
HIRL Rwy 06-24 (L)

SE-2, 25 FEB 2021 to 22 APR 2021

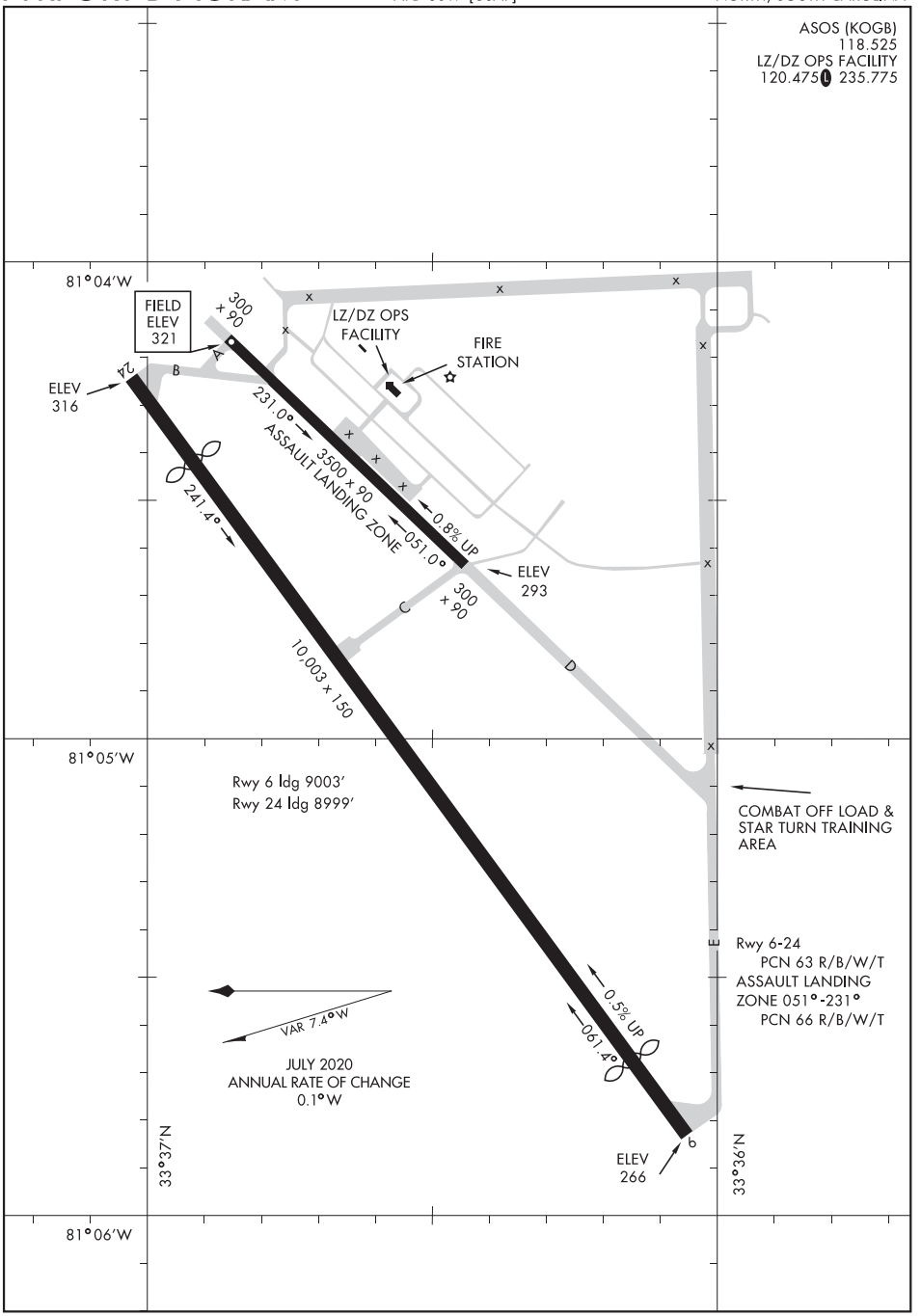
20198

AIRPORT DIAGRAM

AFD-3017 [USAF]

NORTH AF AUX (KXNO)

NORTH, SOUTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

NORTH, SOUTH CAROLINA

NORTH AF AUX (KXNO)

ILS or LOC RWY 23

GRAND STRAND (CRE)

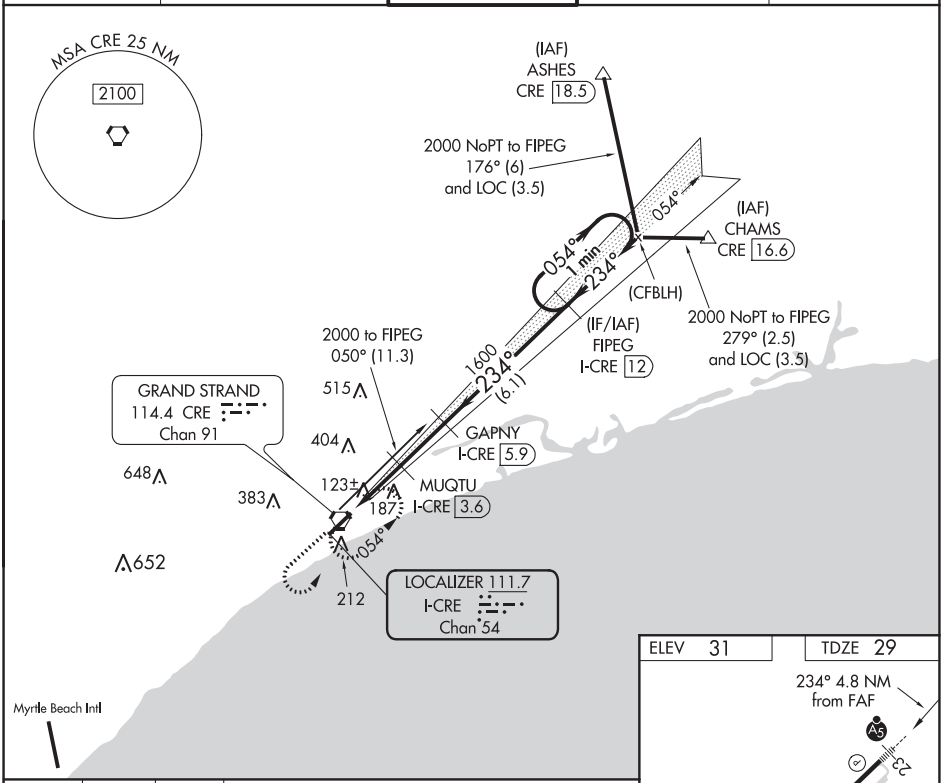
LOC/DME I-CRE	APP CRS	Rwy Idg	5997
111.7	234°	TDZE	29
Chan 54		Apt Elev	31

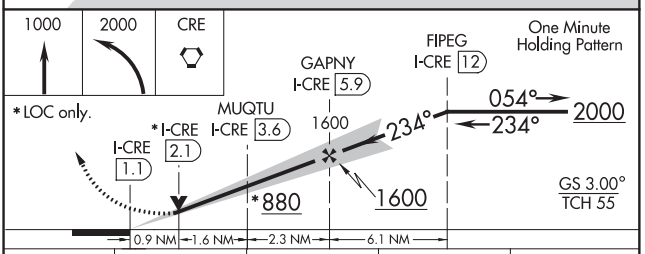
When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet. For inoperative MALSR, increase S-LOC 23 Cat C and D visibility to 1. VDP NA with Myrtle Beach Intl altimeter setting. DME required.

MALSR

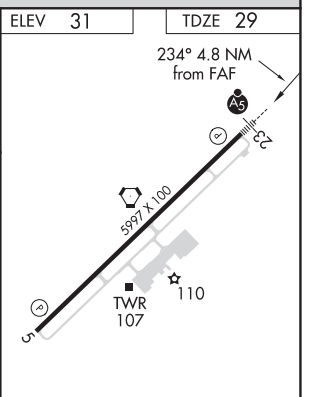
MISSED APPROACH: Climb to 1000 then climbing left turn to 2000 direct CRE VORTAC and hold, continue climb-in-hold to 2000.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA) 20086

RNAV (GPS) RWY 5

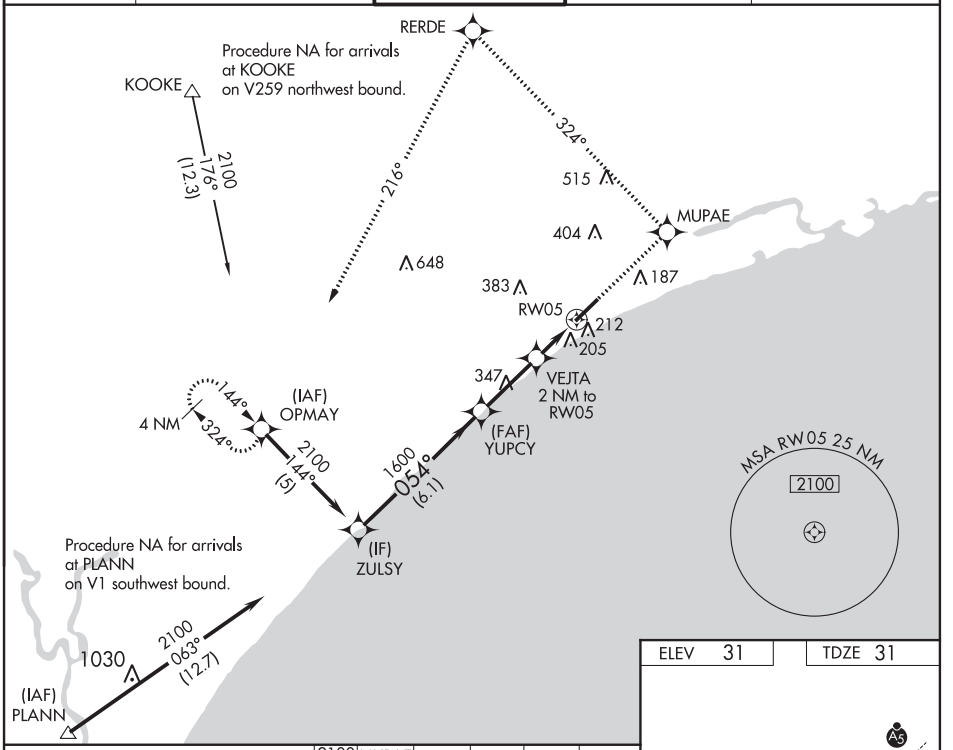
GRAND STRAND (CRE)

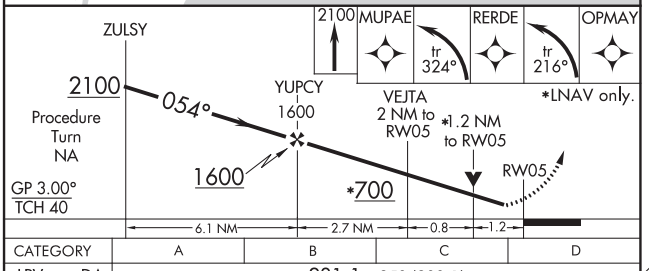
WAAS	APP CRS	Rwy Idg	5997
CH 82519	054°	TDZE	31
W05A		Apt Elev	31

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.

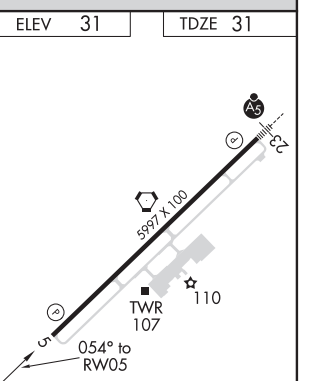
MISSED APPROACH: Climb to 2100 direct MUPAE and left turn on track 324° to RERDE and left turn on track 216° to OPMAY and hold.

ATIS	MYRTLE BEACH APP CON ★	STRAND TOWER ★	GND CON	UNICOM
119.625	119.2 350.3	124.6 (CTAF) Ⓛ 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)



NORTH MYRTLE BEACH, SOUTH CAROLINA

Orig 23SEP10

33°49'N-78°43'W

GRAND STRAND (CRE)

RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 42819 W23A	APP CRS 234°	Rwy Idg 5997 TDZE 29 Apt Elev 31

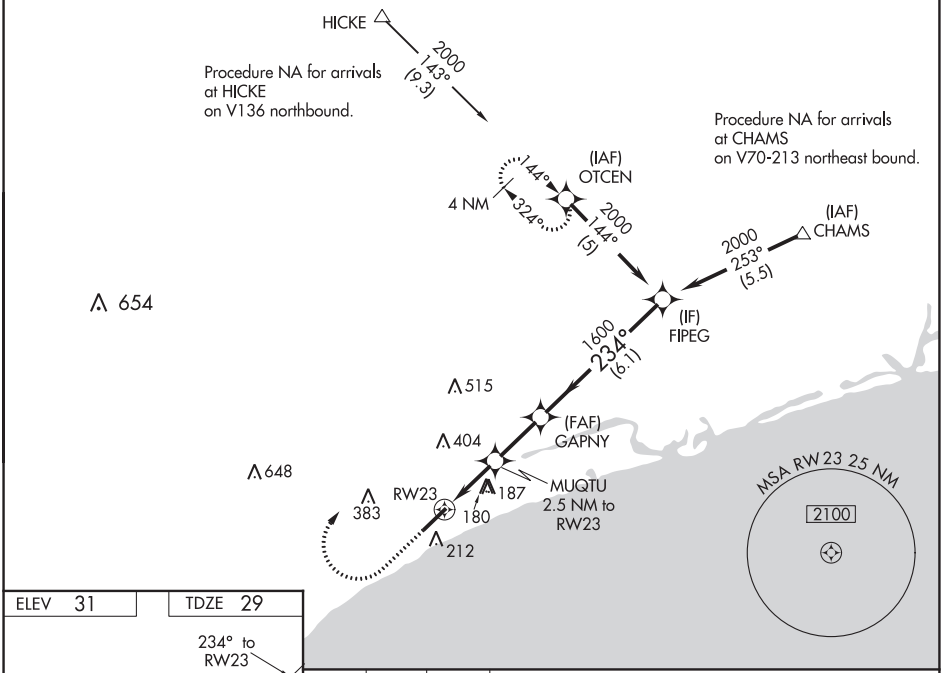
RNAV (GPS) RWY 23
GRAND STRAND (CRE)

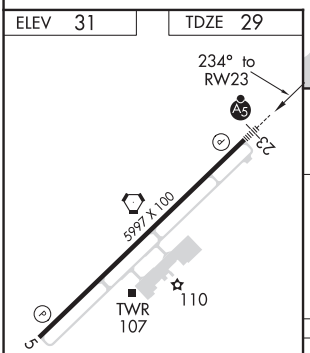
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA with Myrtle Beach Intl altimeter setting. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all DA 31 feet and all MDA 40 feet; 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.

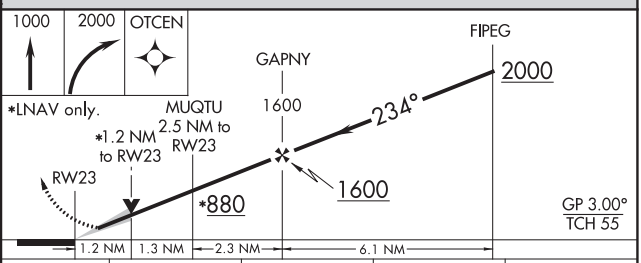
MALSR

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







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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NORTH MYRTLE BEACH, SOUTH CAROLINA AL-5097 (FAA) 20254

VOR RWY 5

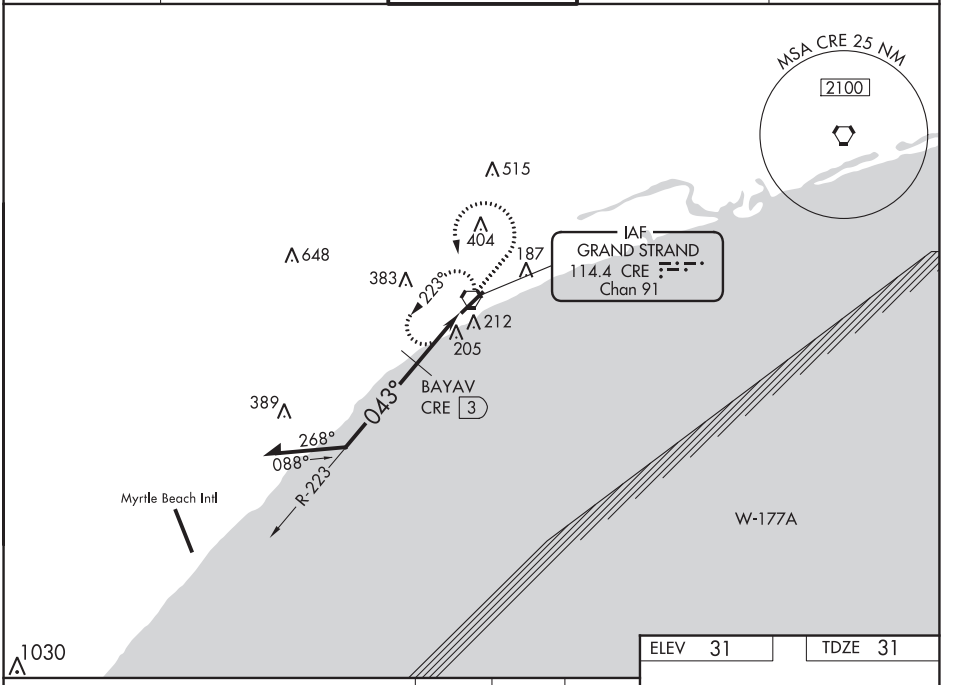
GRAND STRAND (CRE)

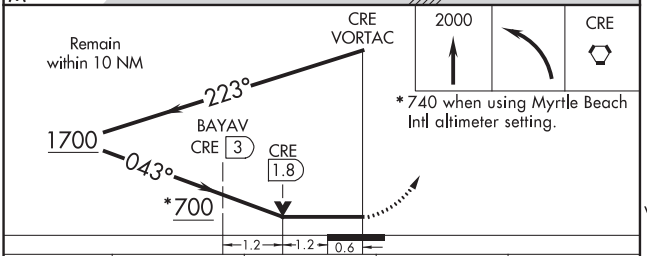
VORTAC CRE	APP CRS	Rwy Idg	5997
114.4	043°	TDZE	31
Chan 91		Apt Elev	31

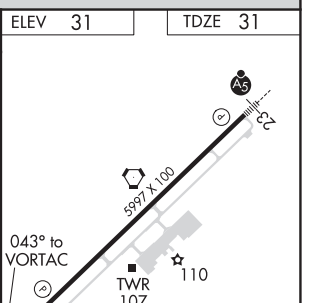
Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet; increase S-5 Cat C/D and Circling Cat C visibility ¼ mile. VDP NA with Myrtle Beach Intl altimeter setting.

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 669 (700-1¾)	700-2 669 (700-2)
CIRCLING	700-1	669 (700-1)	700-1¾ 669 (700-1¾)	720-2¼ 689 (700-2¼)
BAYAV FIX MINIMUMS				
S-5	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)

REIL Rwy 5 L
HIRL Rwy 5-23 L

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

VOR RWY 23
GRAND STRAND (CRE)

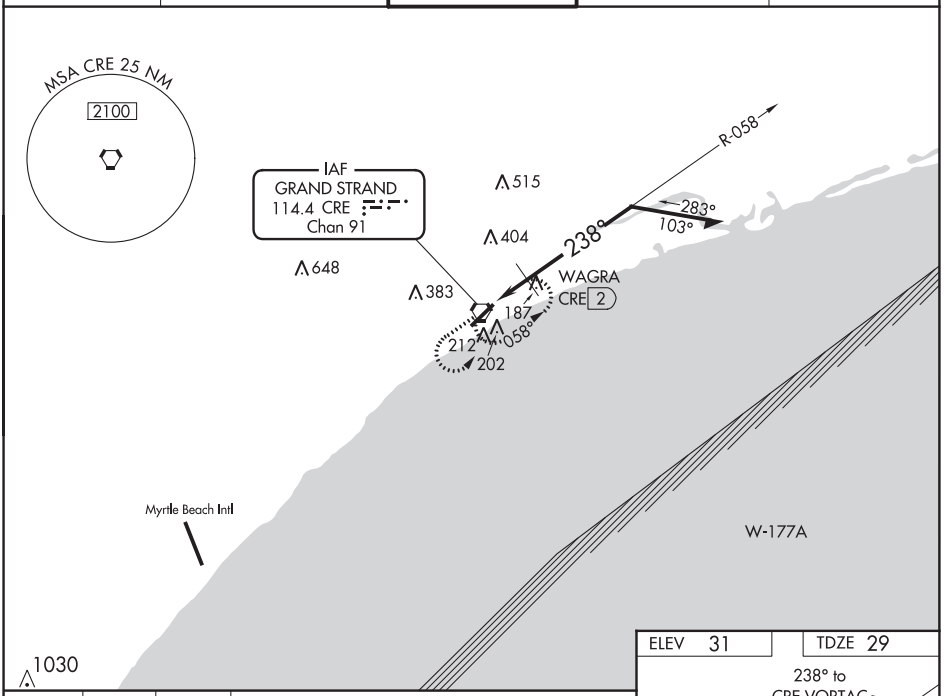
VORTAC CRE	APP CRS	Rwy Idg	5997
114.4	238°	TDZE	29
Chan 91		Apt Elev	31

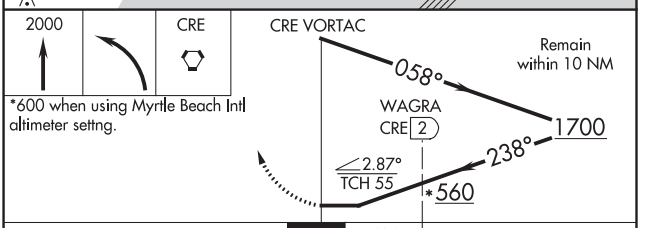
For inoperative MALSR, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile. Visibility reduction by helicopters NA. When local altimeter setting not received use Myrtle Beach Intl altimeter setting and increase all MDA 40 feet. For inoperative MALSR when using Myrtle Beach Intl altimeter setting, increase S-23 and S-23 DME minimums Cats A and B visibility to 1 mile.

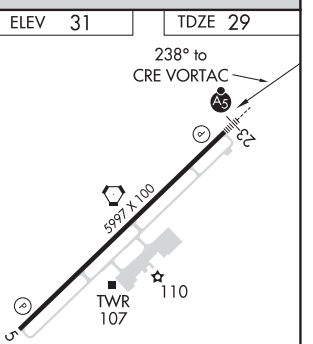
MALSR

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

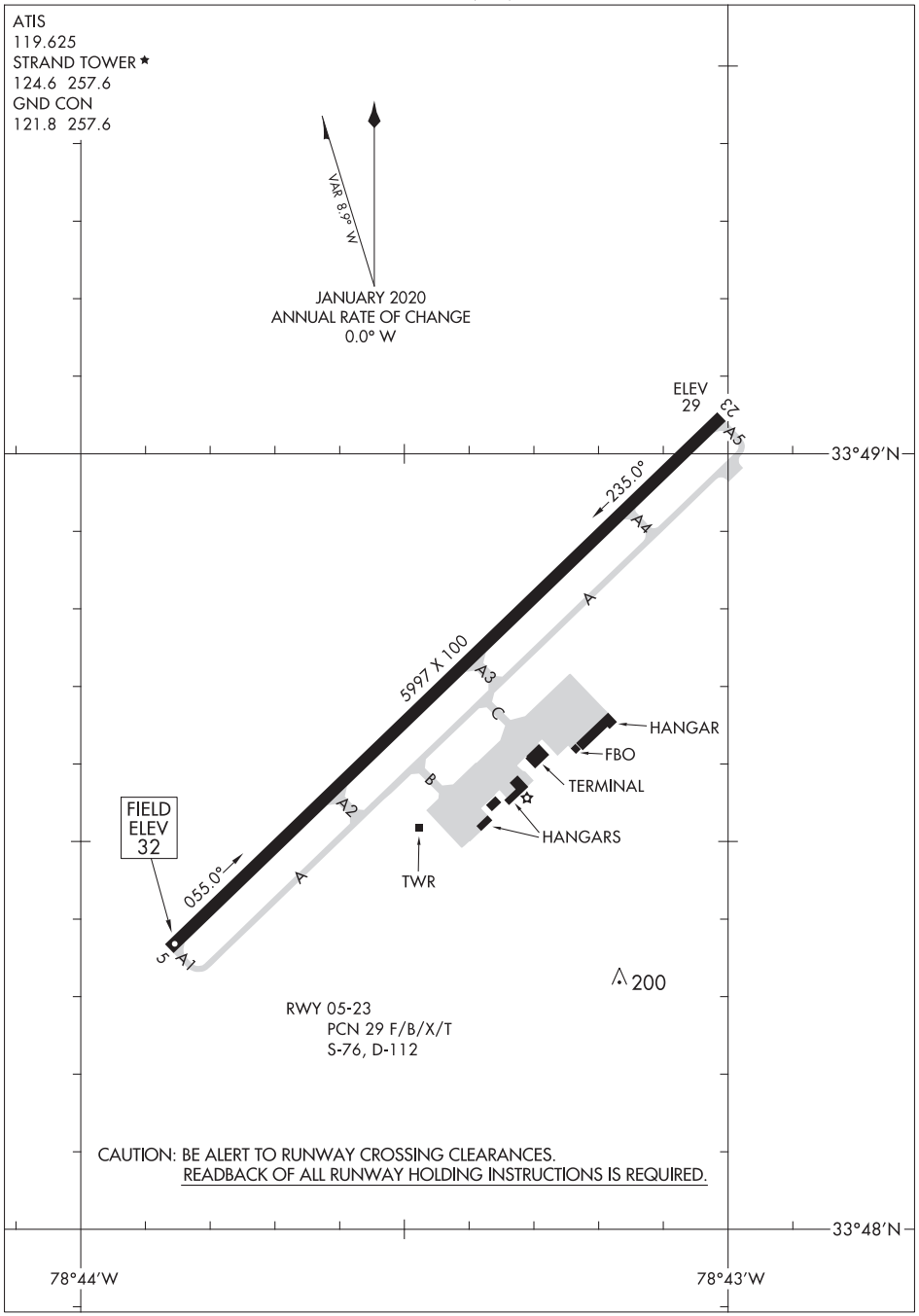
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

20086

AIRPORT DIAGRAM

AL-5097 (FAA)

GRAND STRAND (CRE)
NORTH MYRTLE BEACH, SOUTH CAROLINA



AIRPORT DIAGRAM
20086

NORTH MYRTLE BEACH, SOUTH CAROLINA
GRAND STRAND (CRE)

SE-2, 25 FEB 2021 to 22 APR 2021

ILS Y or LOC Y RWY 1

WILKES COUNTY (UKF)

LOC/DME I-UKF	APP CRS	Rwy Idg	6200
111.55	007°	TDZE	1276
Chan 52 (Y)		Apt Elev	1303

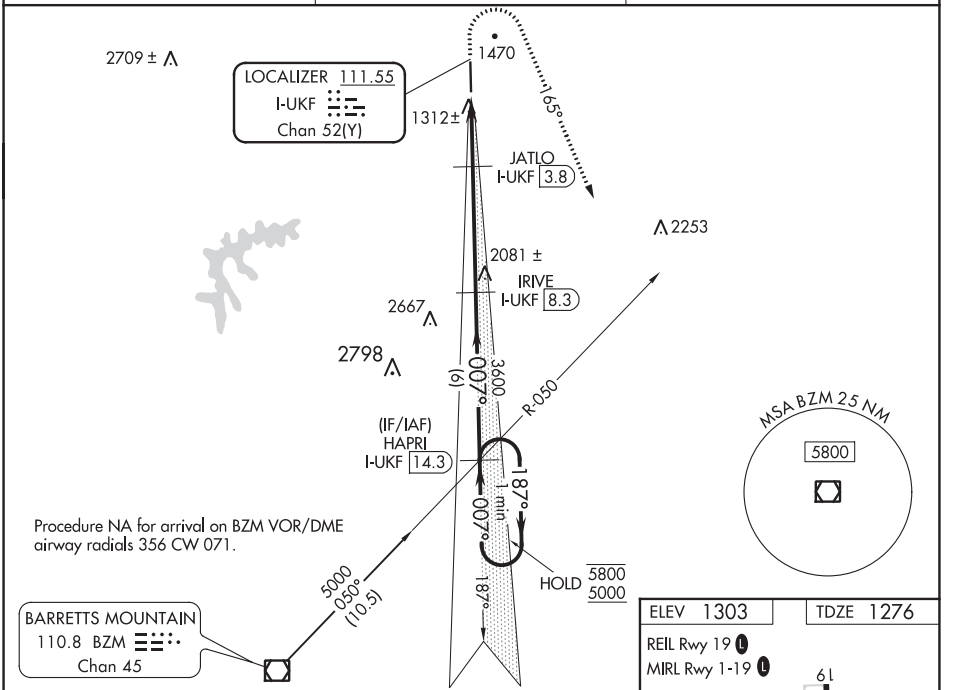
DME required.

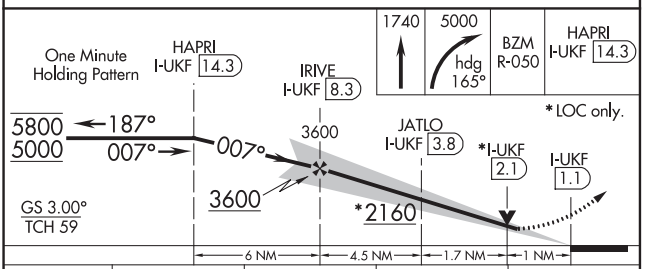
T A VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase S-ILS DA to 1569 feet and all MDAs 100 feet, and increase S-LOC Cats C/D visibility ⅜ SM and Circling Cat C visibility ½ SM. For inop ALS when using Hickory altimeter 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



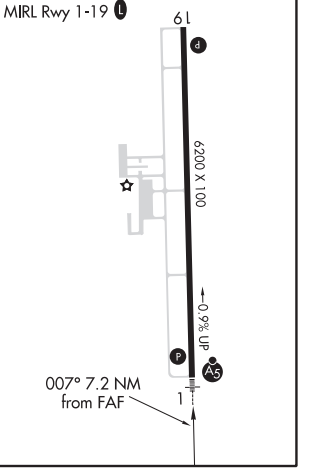


CATEGORY	A	B	C	D
S-ILS 1	1476-½ 200 (200-½)			
S-LOC 1	1640-½ 364 (400-½)		1640-⅝ 364 (400-⅝)	
C CIRCLING	1800-1 497 (500-1)	1880-1 577 (600-1)	1880-1½ 577 (600-1½)	2240-3 937 (1000-3)

ELEV 1303 TDZE 1276

REIL Rwy 19 L

MIRL Rwy 1-19 L



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

NORTH WILKESBORO, NORTH CAROLINA

AL-6962 (FAA)

20198

ILS Z or LOC Z RWY 1

WILKES COUNTY (UKF)

LOC/DME I-UKF	APP CRS	Rwy Idg	6200
111.55	007°	TDZE	1276
Chan 52 (Y)		Apt Elev	1303

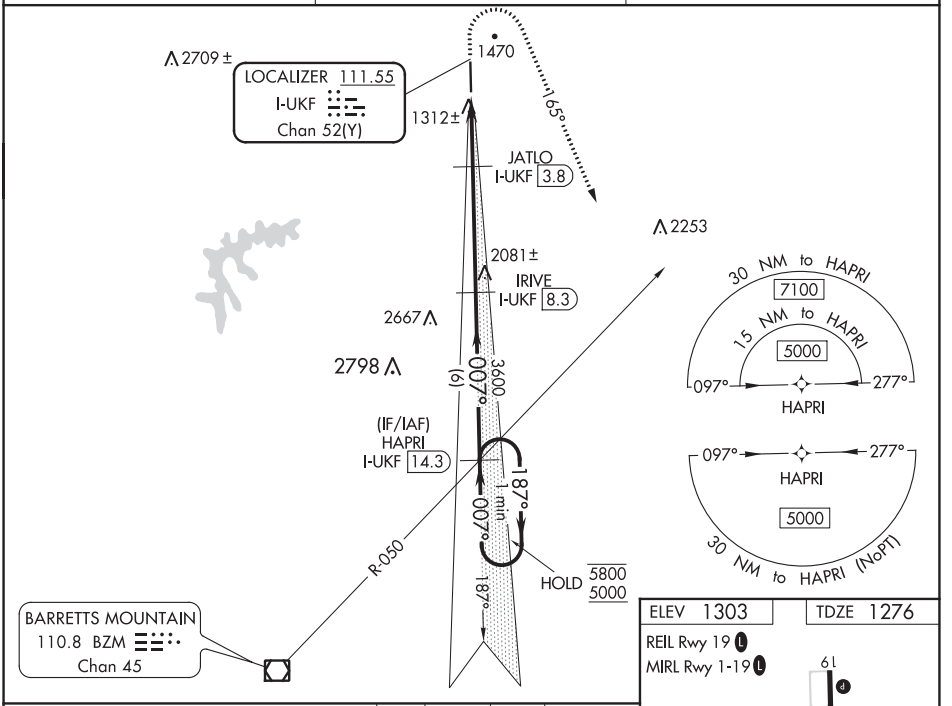
DME required. RNAV 1-GPS required.

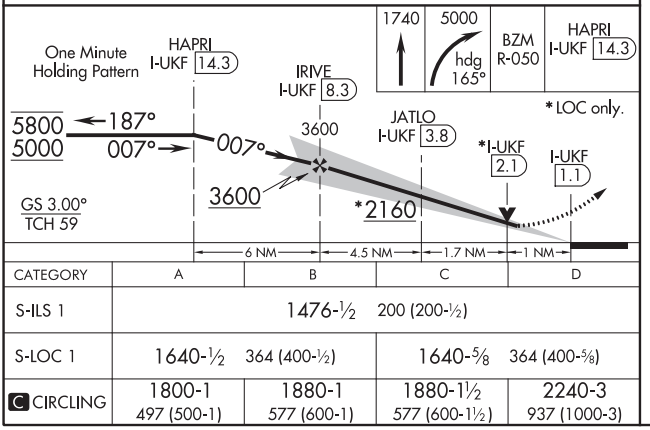
T A VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase S-ILS DA to 1569 feet and all MDAs 100 feet, and increase S-LOC Cats C/D visibility ⅜ SM and Circling Cat C visibility ½ SM. For inop ALS when using Hickory altimeter setting, increase S-ILS all Cats visibility and S-LOC Cat C/D visibility ⅜ SM.

MALSR (A5)

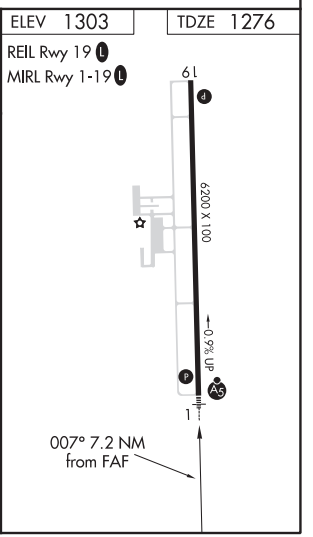
MISSED APPROACH: Climb to 1740 then climbing right turn to 5000 heading 165° and BZM VOR/DME R-050 direct HAPRI/ I-UKF 14.3 DME and hold, continue climb-in-hold to 5000.

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)



NORTH WILKESBORO, NORTH CAROLINA

Orig-A 16JUL20

36°13'N-81°06'W

WILKES COUNTY (UKF)

ILS Z or LOC Z RWY 1

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 1

WILKES COUNTY (UKF)

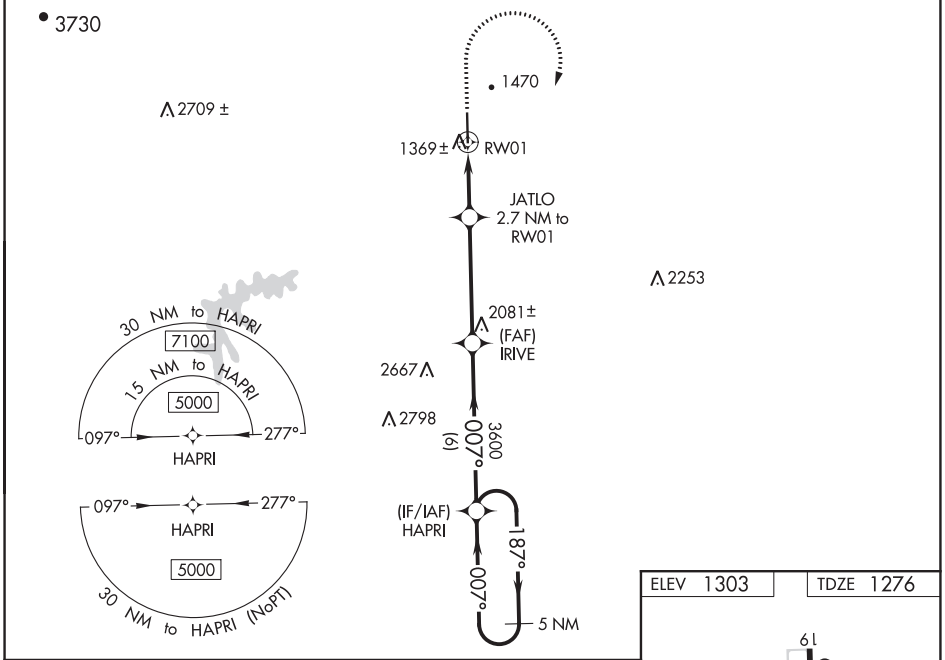
WAAS	APP CRS	Rwy Idg	6200
CH 40440	007°	TDZE	1276
W01A		Apt Elev	1303

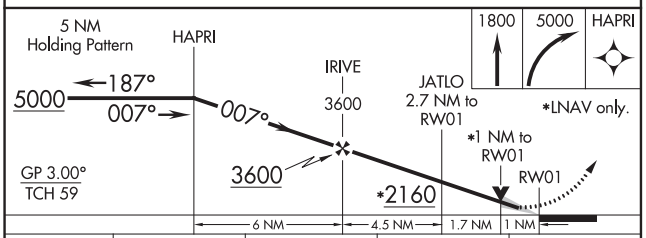
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Hickory altimeter setting and increase LPV DA to 1566 feet and LNAV/VNAV DA to 1669 feet and LNAV/VNAV visibility all Cats ¼ SM. Increase all 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 A5

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct HAPRI and hold, continue climb-in-hold to 5000.

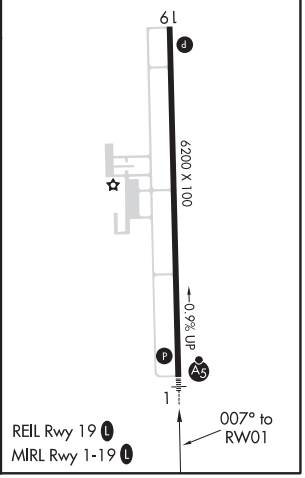
AWOS-3	ATLANTA CENTER	UNICOM
126.625	125.15 263.0	122.7 (CTAF) L





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)

ELEV 1303 TDZE 1276



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SE-2, 25 FEB 2021 to 22 APR 2021

NORTH WILKESBORO, NORTH CAROLINA

AL-6962 (FAA)

19283

RNAV (GPS) RWY 19

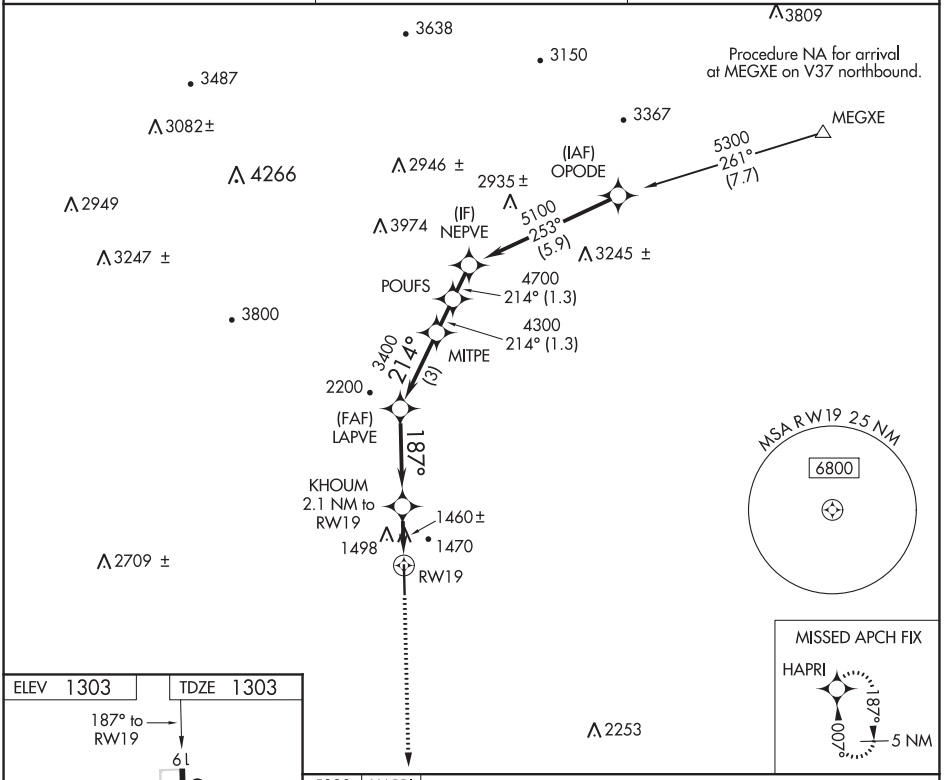
WILKES COUNTY (UKF)

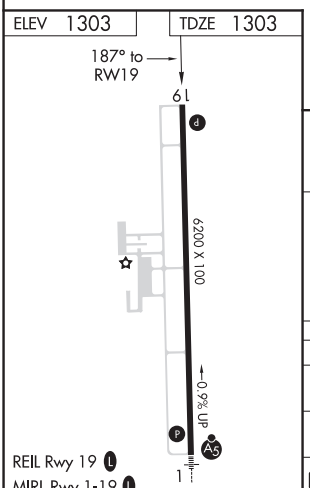
WAAS	APP CRS	Rwy Idg	6200
CH 99740	187°	TDZE	1303
W19A		Apt Elev	1303

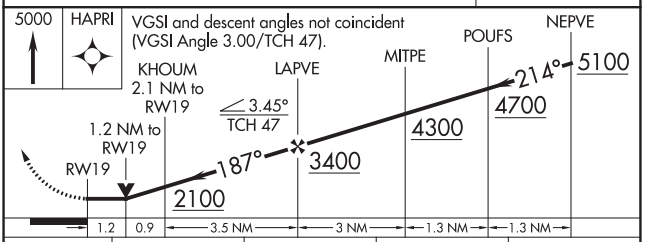
DME/DME RNP-0.3 NA. VDP NA when using Hickory altimeter setting. When local altimeter setting not received, use Hickory altimeter setting and increase all MDAs 100 feet and LP and LNAV visibility Cats C/D ¼ SM and increase Circling visibility Cat C ½ SM. Rwy 19 helicopter visibility reduction below ¾ 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)

NORTH WILKESBORO, NORTH CAROLINA

Orig 17AUG17

36°13′N-81°06′W

WILKES COUNTY (UKF)

RNAV (GPS) RWY 19

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 86917 W05A	APP CRS 049°	Rwy Idg 5105 TDZE 24 Apt Elev 26

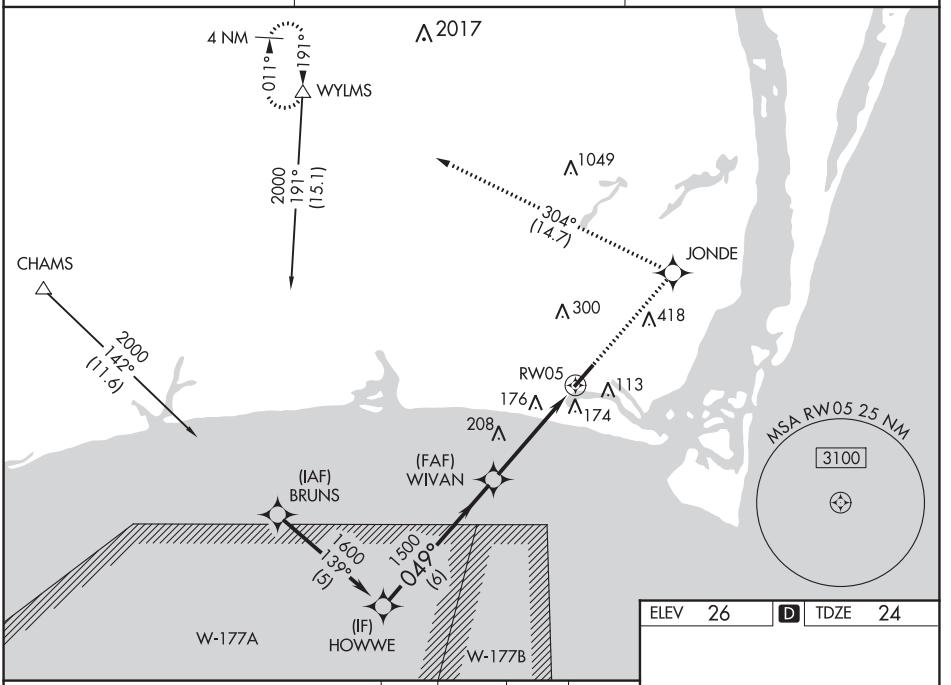
RNAV (GPS) RWY 5

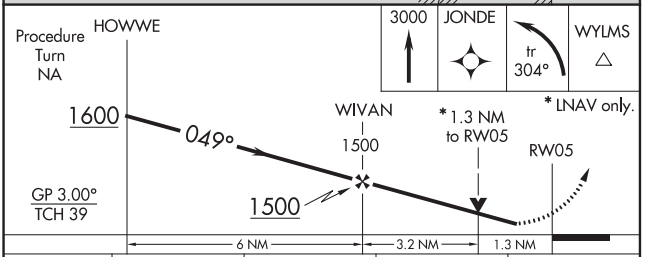
CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

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.

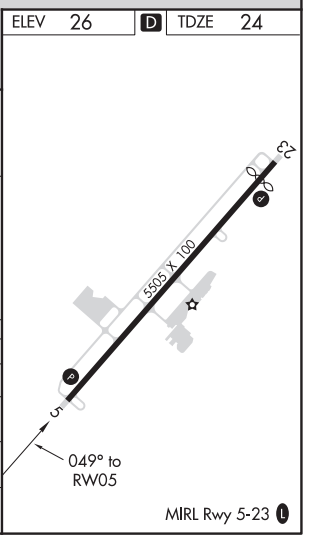
MISSED APPROACH: Climb to 3000 direct JONDE and left turn on track 304° to WYLMS and hold.

AWOS-3P	WILMINGTON APP CON ★	UNICOM
124.175	118.25 284.65	123.05 (CTAF) L





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, 25 FEB 2021 to 22 APR 2021
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WAAS	APP CRS	Rwy Idg	5105
CH 90527	229°	TDZE	26
W23A		Apt Elev	26

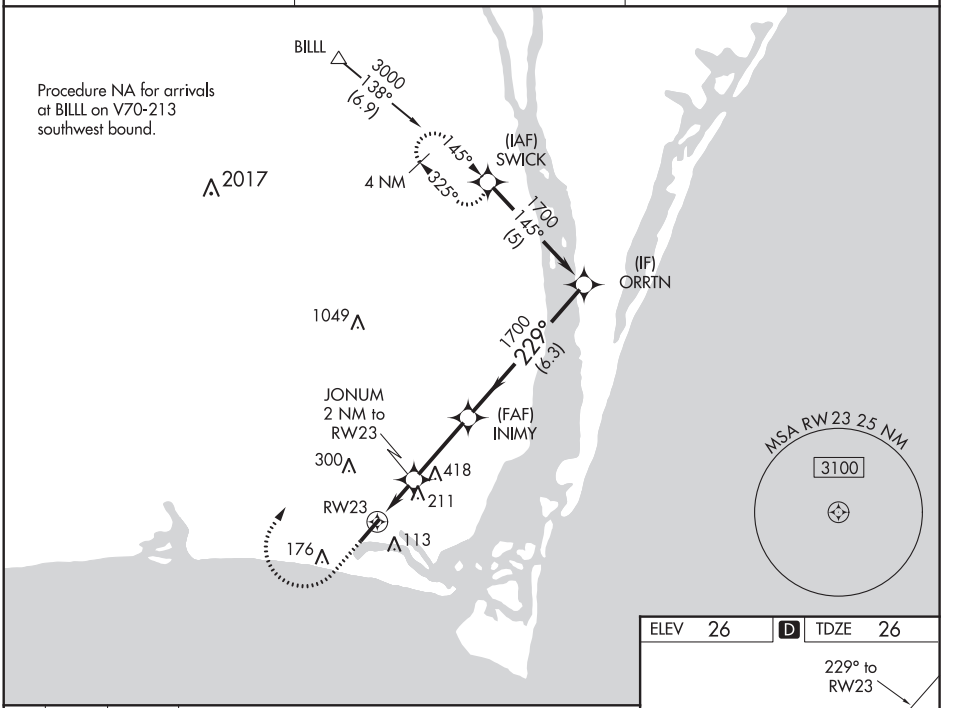
RNAV (GPS) RWY 23

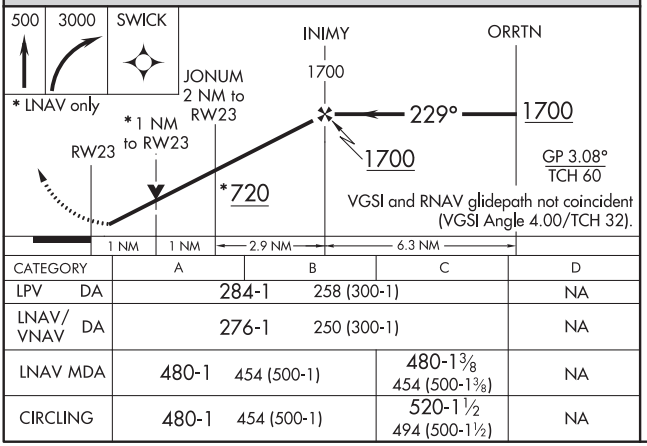
CAPE FEAR RGNL JETPORT/HOWIE FRANKLIN FLD (SUT)

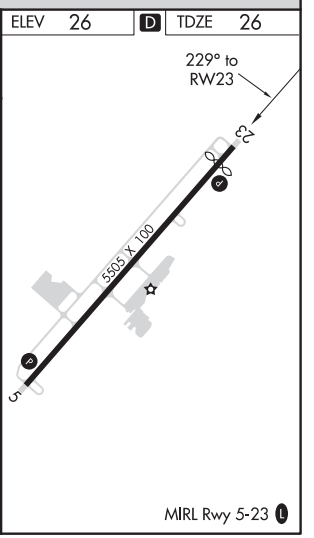
Baro-VNAV NA when using Wilmington altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Wilmington altimeter setting, and increase all DA 52 feet and all MDA 60 feet. DME/DME RNP-0.3 NA. Helicopter 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

MIRL Rwy 5-23 L

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RNAV (GPS) RWY 6

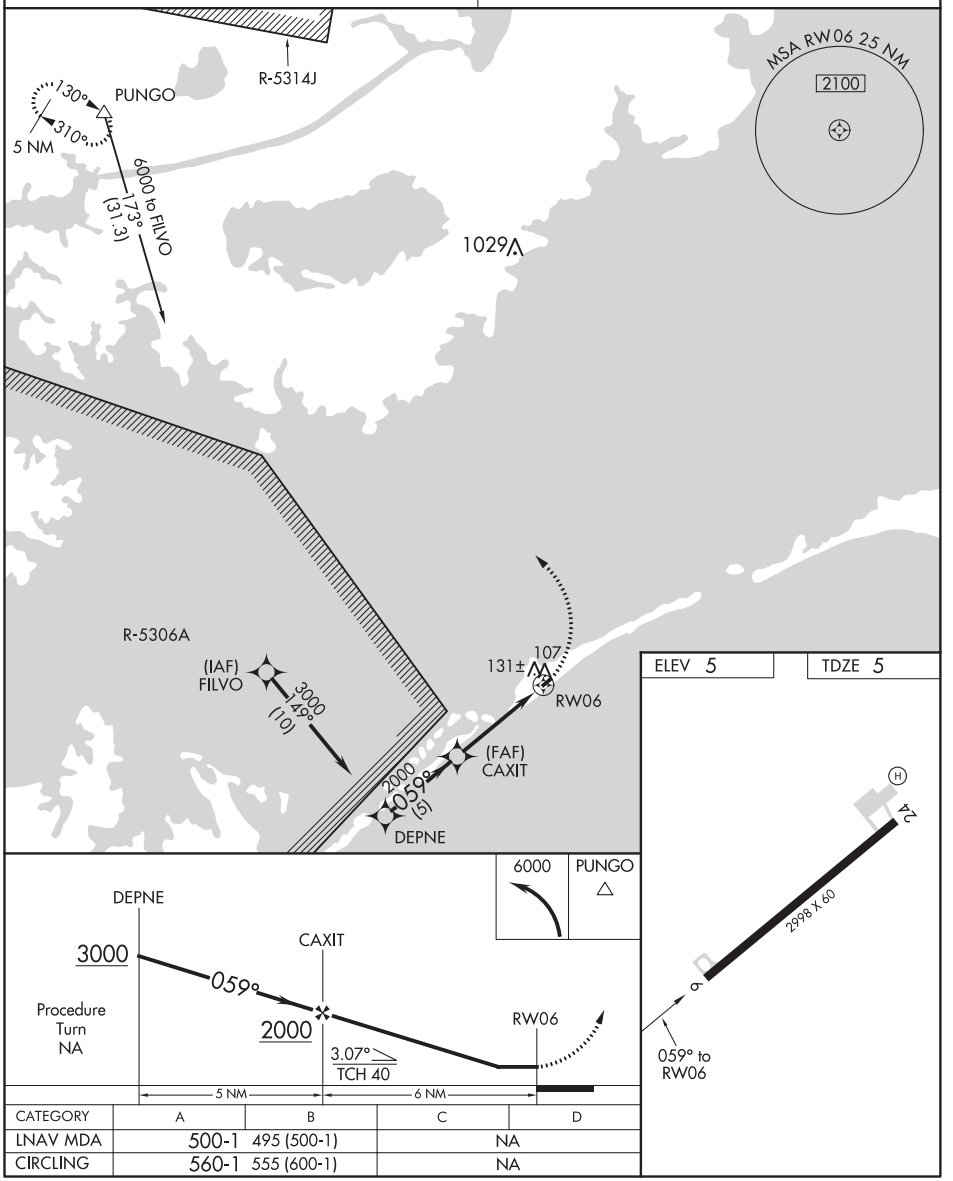
OCRACOKE ISLAND (W95)

APP CRS	Rwy Idg	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	

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OCRACOKE, NORTH CAROLINA AL-6810 (FAA) 19115

RNAV (GPS) RWY 24

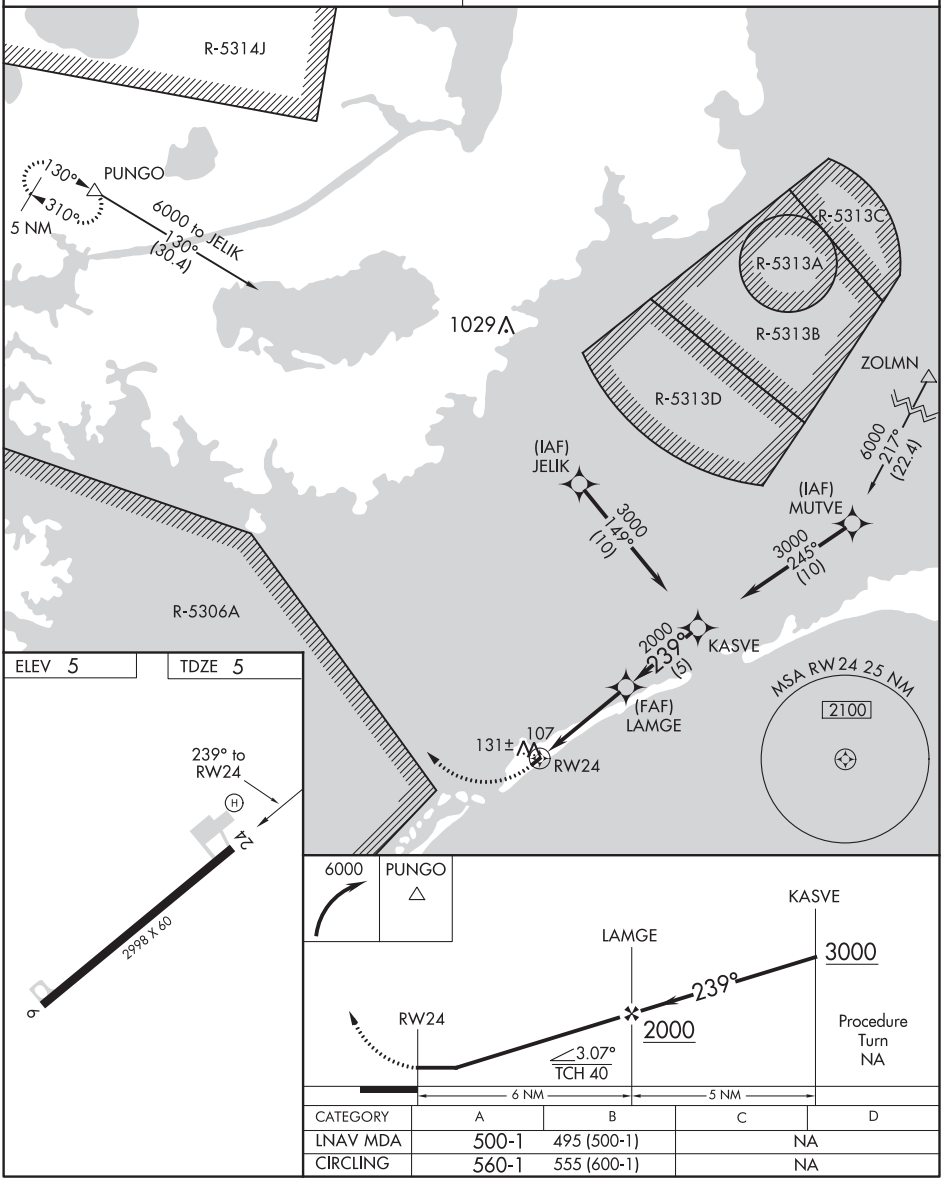
OCRACOKE ISLAND (W95)

APP CRS	Rwy Idg	2998
239°	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 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	

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SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	4508
CH 57918	049°	TDZE	191
W05A		Apt Elev	195

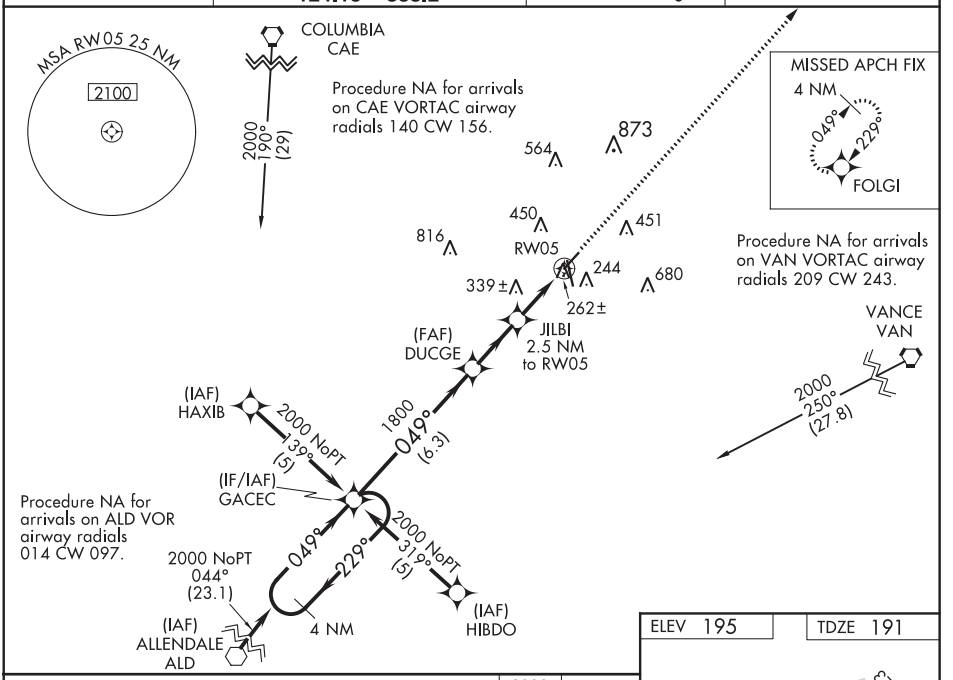
RNAV (GPS) RWY 5
ORANGEBURG MUNI (OGB)

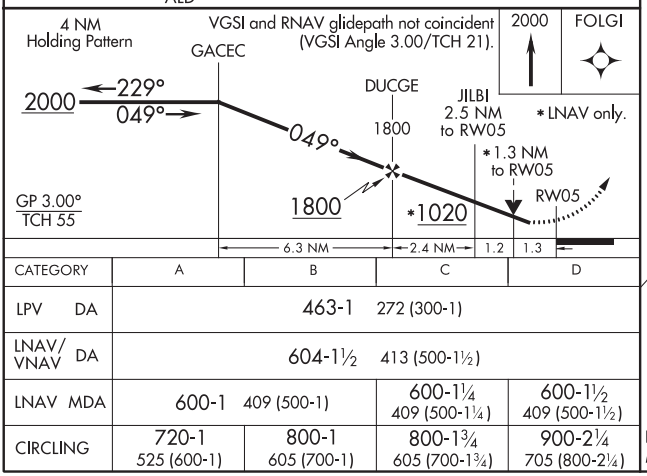
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Rwy 5 helicopter visibility reduction below ¾ SM NA.Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan 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

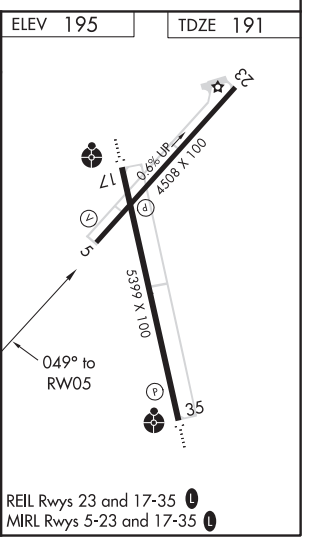
MISSED APPROACH: Climb to 2000 direct FOLGI and hold.

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)



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy Idg	5399
174°	TDZE	181
	Apt Elev	195

RNAV (GPS) RWY 17

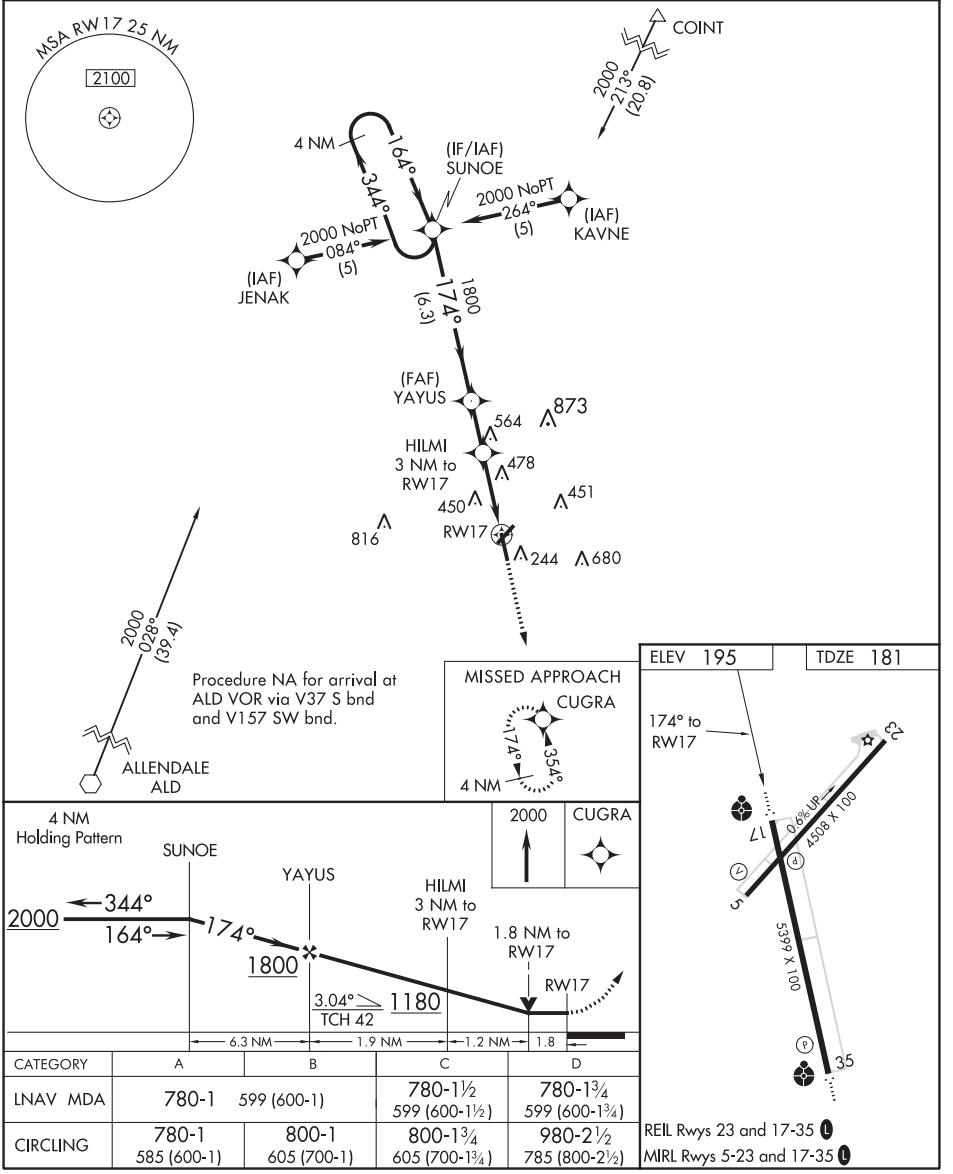
ORANGEBURG MUNI (OGB)

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)

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SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 99318 W23A	APP CRS 229°	Rwy Idg 4508 TDZE 195 Apt Elev 195

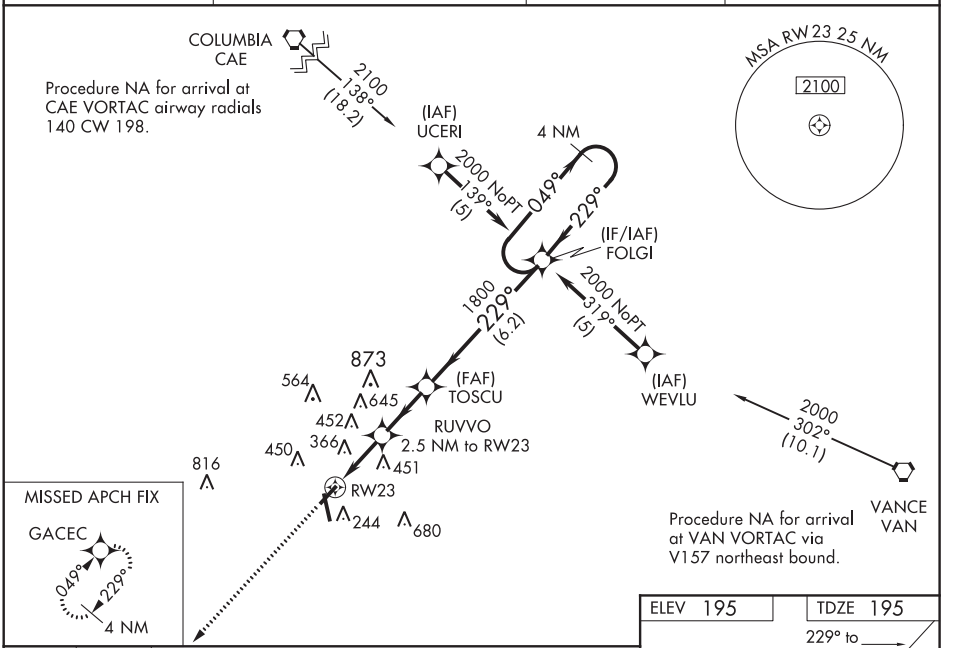
RNAV (GPS) RWY 23

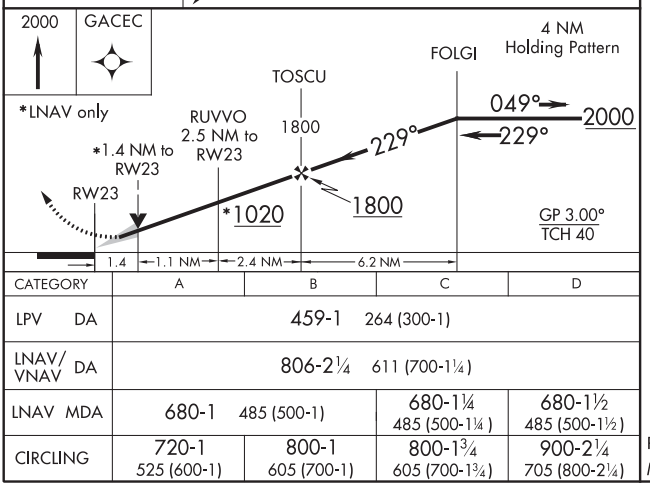
ORANGEBURG MUNI (OGB)

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.

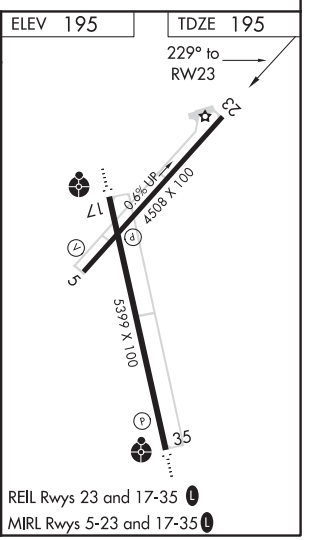
MISSED APPROACH: Climb to 2000 direct GACEC and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 97418 W35A	APP CRS 354°	Rwy Idg 5399 TDZE 186 Apt Elev 195

RNAV (GPS) RWY 35

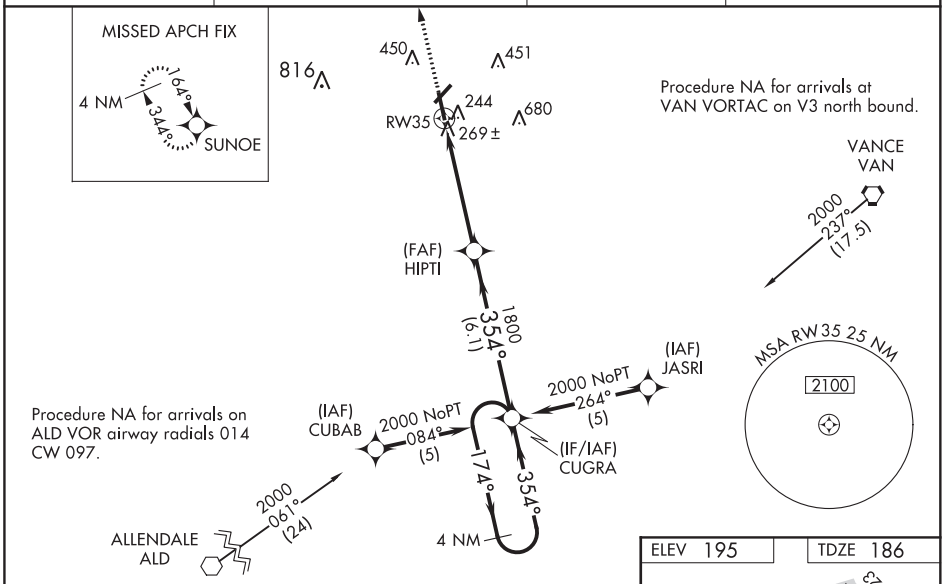
ORANGEBURG MUNI (OGB)

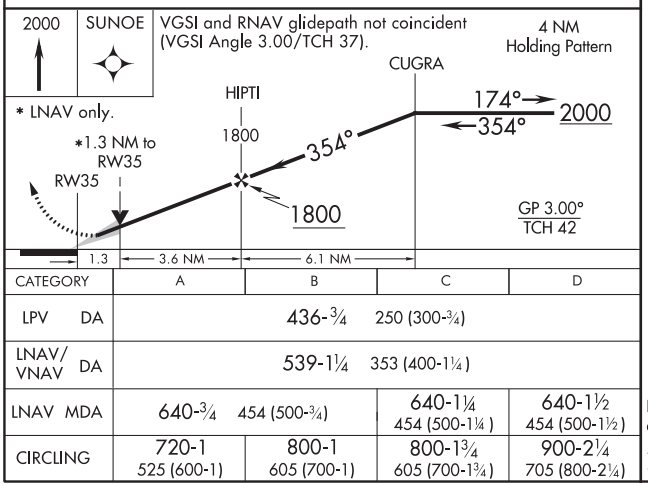
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Columbia Metropolitan altimeter setting. When local altimeter setting not received, use Columbia Metropolitan altimeter setting: increase LPV DA to 515 feet, 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.

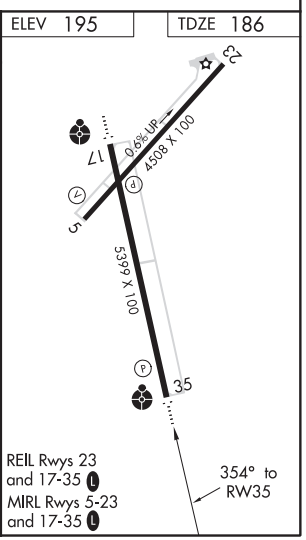
ODALS

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, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 6

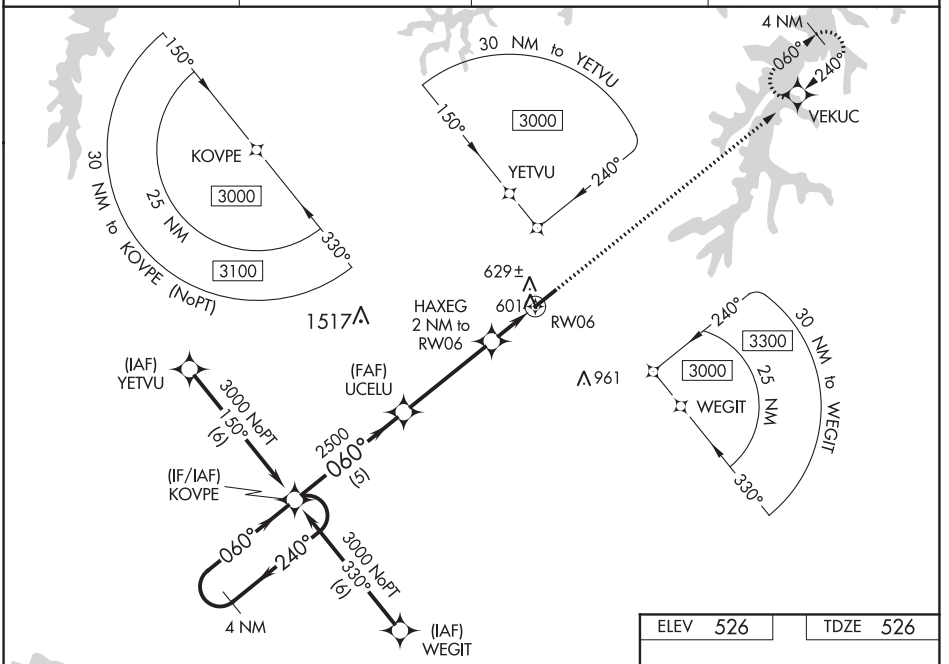
HENDERSON-OXFORD (HNZ)

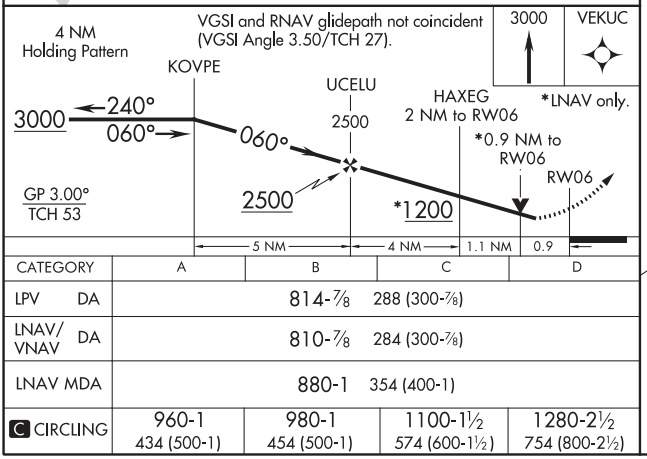
WAAS CH 45709 W06A	APP CRS 060°	Rwy Idg 5500 TDZE 526 Apt Elev 526

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.

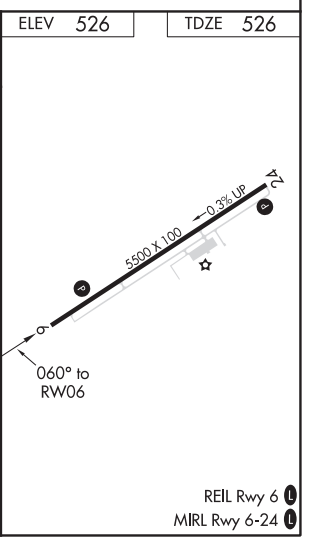
MISSED APPROACH: Climb to 3000 direct VEKUC and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

OXFORD, NORTH CAROLINA

AL-6550 (FAA)

17117

RNAV (GPS) RWY 24

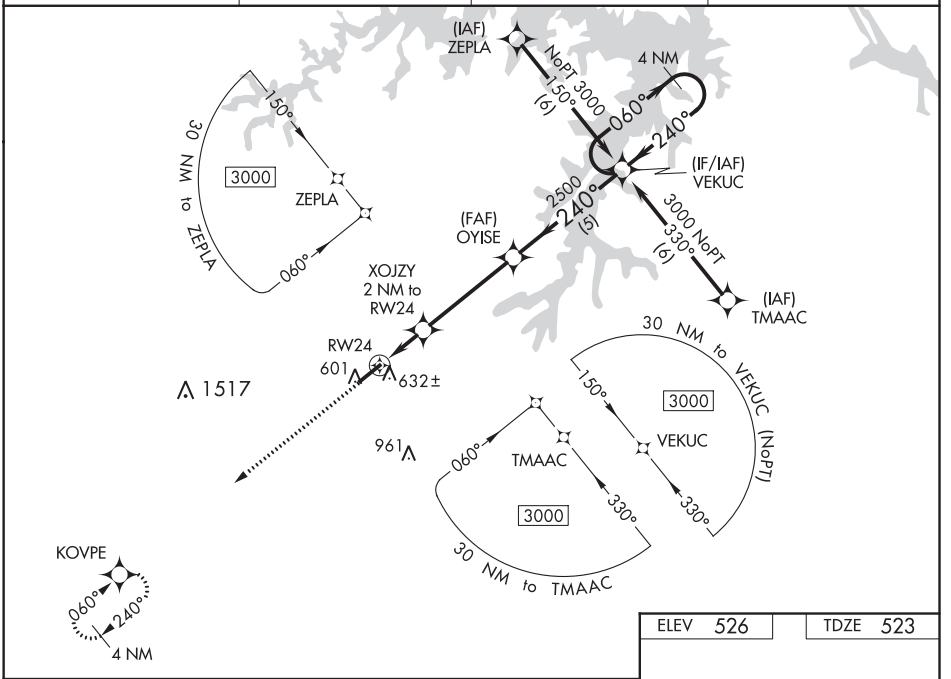
HENDERSON-OXFORD (HNZ)

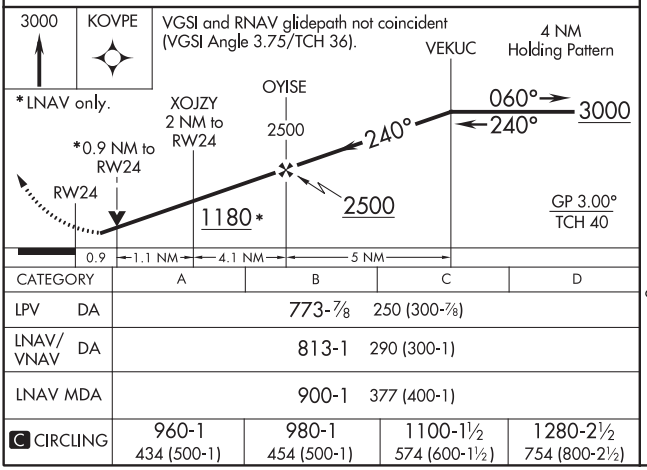
WAAS	APP CRS	Rwy Idg	5500
CH 63009	240°	TDZE	523
W24A		Apt Elev	526

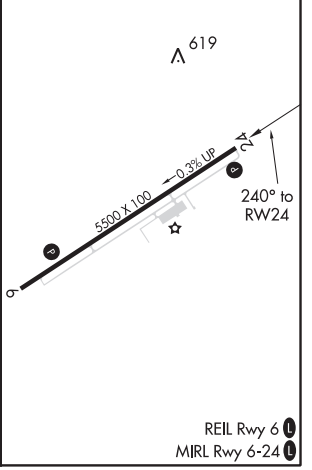
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Roxboro altimeter setting and increase all DA 64 feet, and all MDA 80 feet; increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all Cats and Circling 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)

REIL Rwy 6 L
MIRL Rwy 6-24 L

OXFORD, NORTH CAROLINA
Amdt 1 05MAR15

36°22'N-78°32'W

HENDERSON-OXFORD (HNZ)

RNAV (GPS) RWY 24

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

LOC RWY 6

HENDERSON-OXFORD (HNZ)

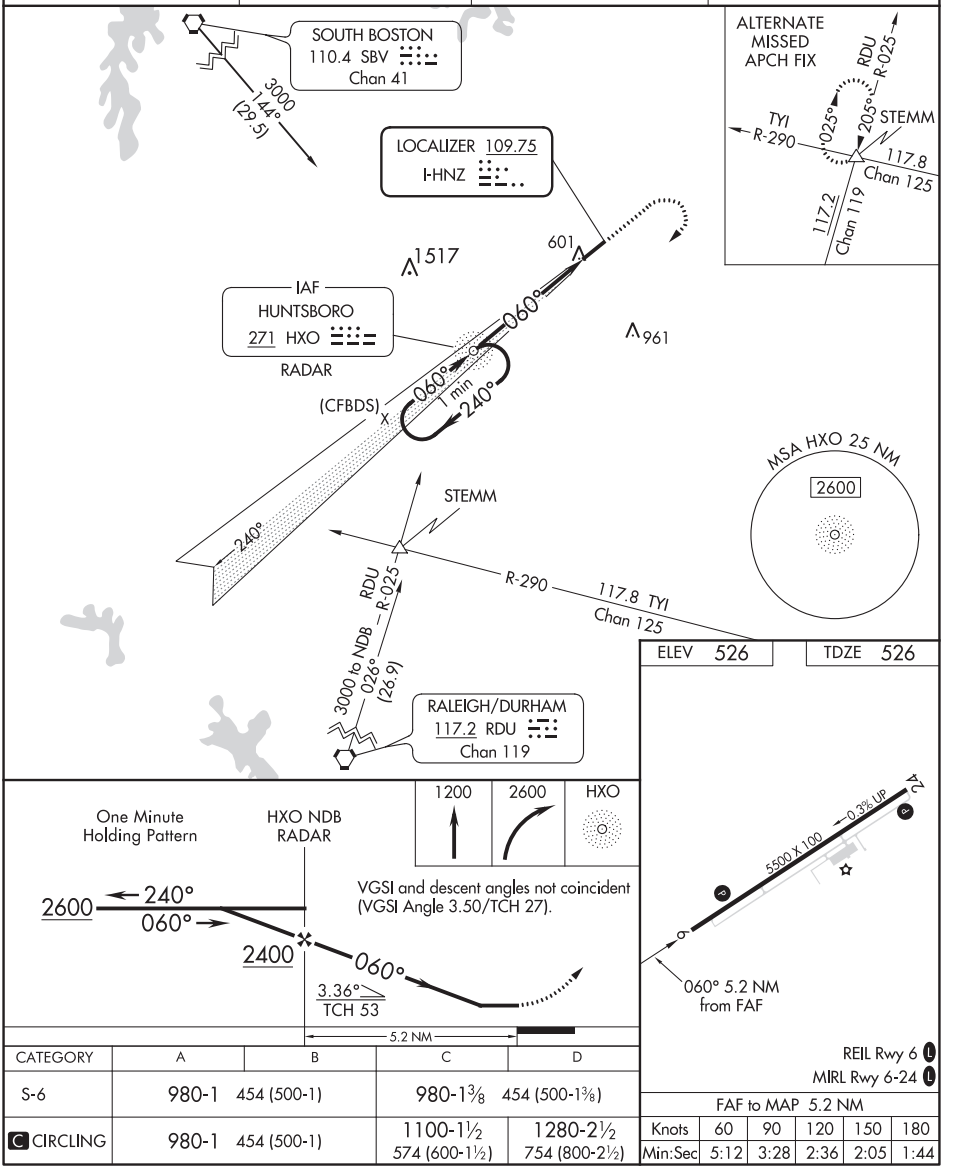
LOC I-HNZ	APP CRS	Rwy Idg	5500
109.75	060°	TDZE	526
		Apt Elev	526

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



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	1280-2½
			574 (600-1½)	754 (800-2½)

REIL Rwy 6 L
MIRL Rwy 6-24 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

PAGELAND, SOUTH CAROLINA

AL-6955 (FAA)

19283

RNAV (GPS) RWY 6

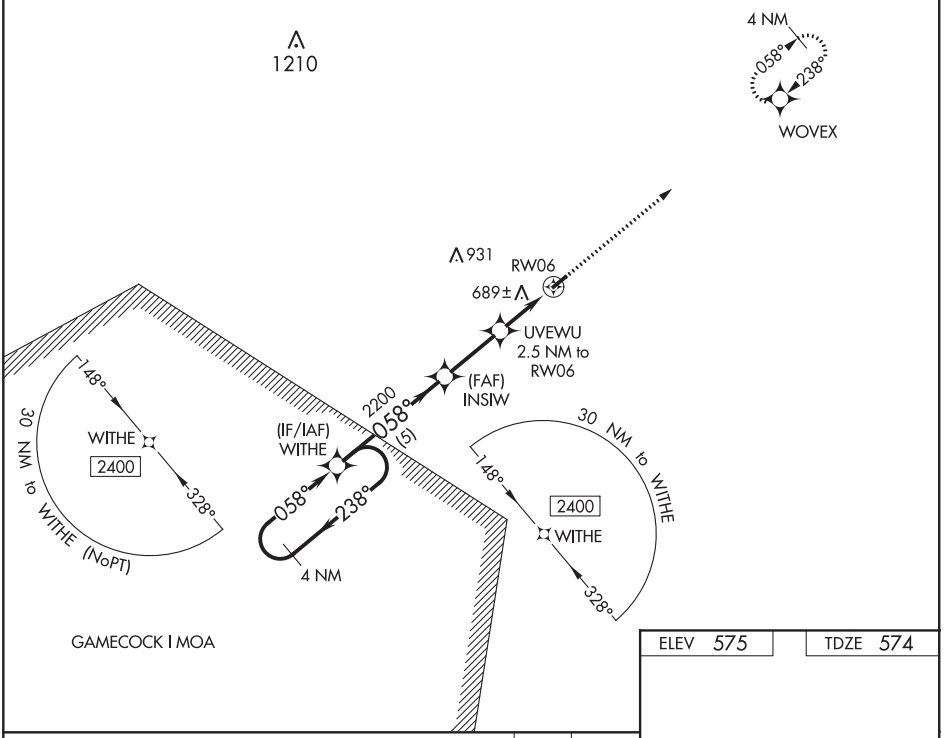
PAGELAND (PYG)

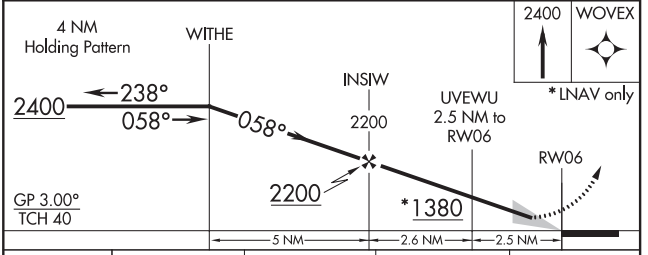
WAAS	APP CRS	Rwy Idg	3396
CH 56440	058°	TDZE	574
W06A		Apt Elev	575

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.

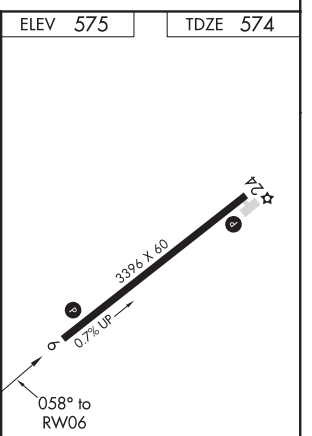
MISSED APPROACH: Climb to 2400 direct WOVEX and hold.

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	



PAGELAND, SOUTH CAROLINA

Orig 02MAR17

33°45'N-80°21'W

PAGELAND (PYG)

RNAV (GPS) RWY 6

SE-2, 25 FEB 2021 to 22 APR 2021

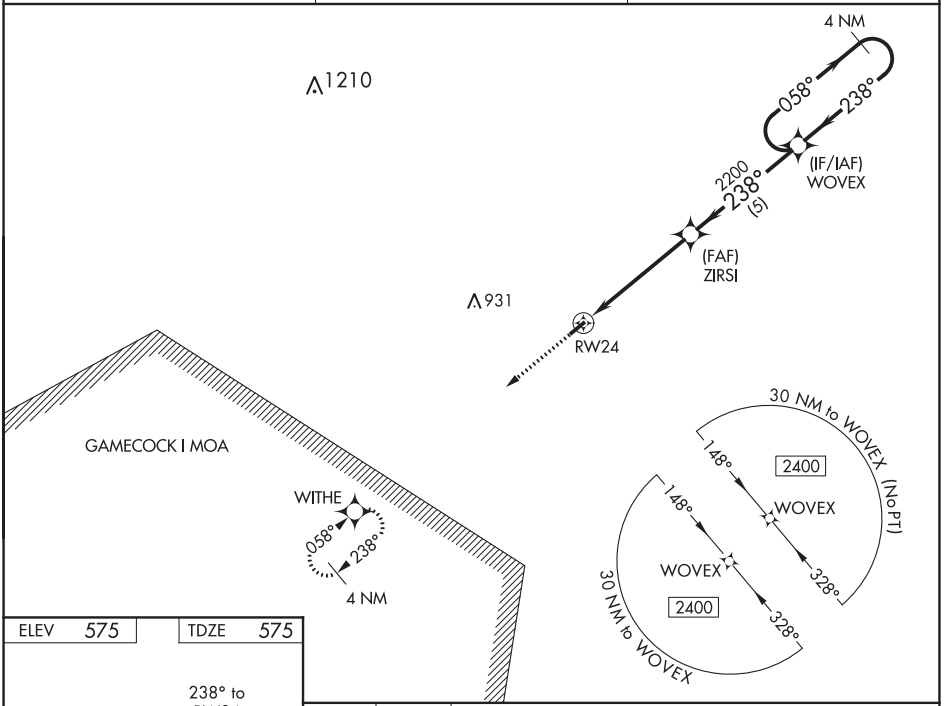
WAAS	APP CRS	Rwy Idg	3396
CH **97540**	**238°**	TDZE	**575**
W24A		Apt Elev	**575**

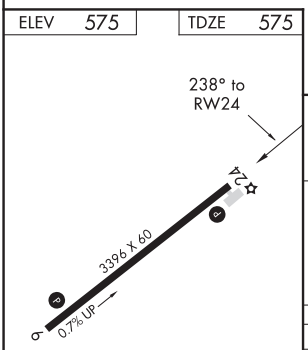
RNAV (GPS) RWY 24
PAGELAND (PYG)

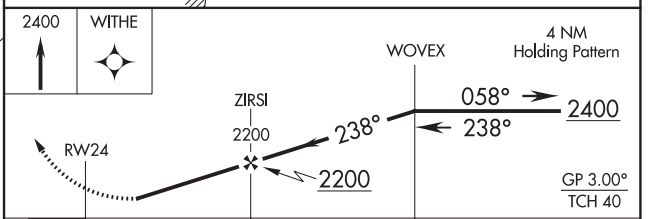
T A NA — Baro-VNAV NA. Rwy 24 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA. Use Charlotte-Monroe Executive altimeter setting. When Charlotte-Monroe Executive altimeter not received, use Charlotte/Douglas Intl altimeter setting and increase LPV DA to 944 feet and all visibilities 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

PELION, SOUTH CAROLINA

AL-6765 (FAA)

19283

RNAV (GPS) RWY 18

LEXINGTON COUNTY (6JØ)

WAAS	APP CRS	Rwy Idg	4335
CH 82526	178°	TDZE	452
W18A		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

Procedure NA for arrivals at LEDAS on V311 northwest bound and V155 southwest bound.

(IAF) LEDAS 2700 118° (13.5)

(IF) SOYOP 2100 178° (4)

(FAF) CUSUM

WUSOD 2.1 NM to RW18

1156 803 628± 579± 508 801 736 749 748

RW18

MSA RW18 25 NM 2500

MISSED APCH FIX ZIDBI 178° 358° 4 NM

ELEV 452 TDZE 452

178° to RW18

18

4335 X 75

505±

36

MIRL Rwy 18-36 L

SOYOP 2700 178° CUSUM 2100 WUSOD *2.1 NM to RW18 2100 RW18 *1140

2700 ZIDBI

*LNAV only.

GP 3.00° TCH 40

4 NM 3 NM 2.1 NM

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 36

LEXINGTON COUNTY (6J0)

WAAS	APP CRS	Rwy Idg	4335
CH 40326	358°	TDZE	452
W36A		Apt Elev	452

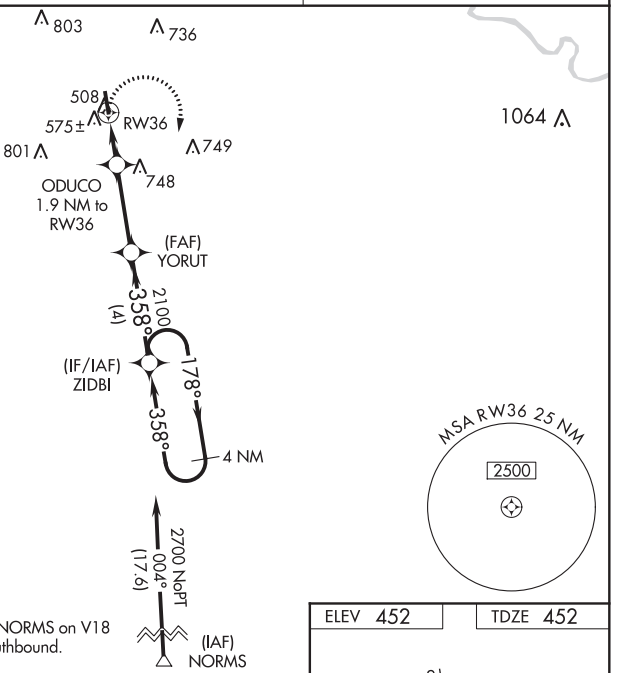
RNP APCH.

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.

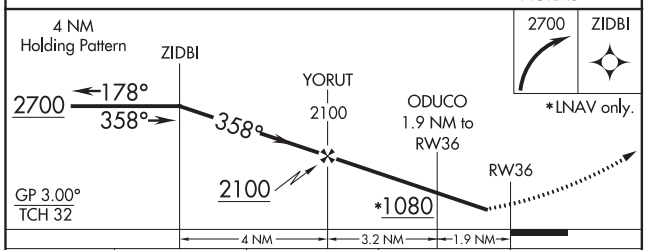
NA

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

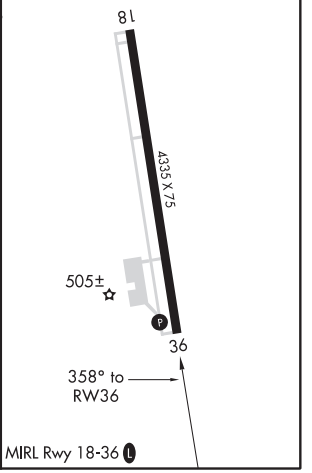


Procedure NA for arrivals at NORMS on V18 southeast bound and V37 southbound.



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

PELION, SOUTH CAROLINA AL-6765 (FAA) 20254

VORTAC CAE 114.7 Chan 94	APP CRS 250°	Rwy Idg N/A TDZE N/A Apt Elev 452

VOR-A

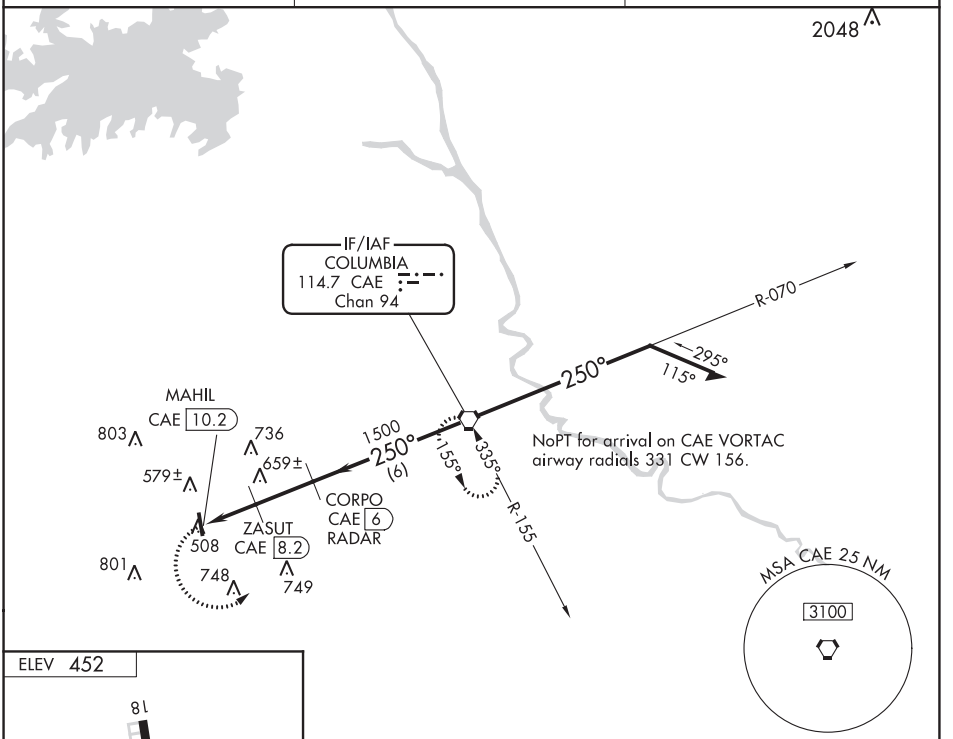
LEXINGTON COUNTY (6JØ)

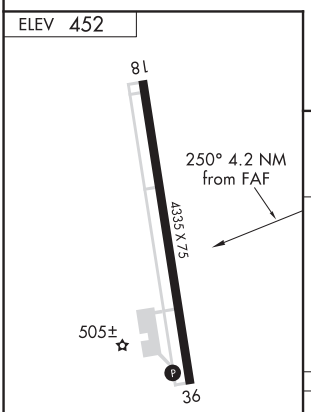
DME or RADAR required.

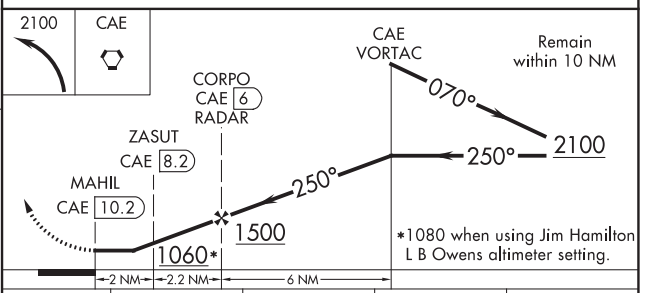
NA — Use Columbia Metropolitan altimeter setting; when not received, use Jim Hamilton L B Owens altimeter setting and increase all MDA 20 feet.

MISSED APPROACH: Climbing left turn to 2100 direct CAE VORTAC and hold.

CAE ASOS 120.15	COLUMBIA APP CON 124.15 338.2	UNICOM 123.0 (CTAF)







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

PELION, SOUTH CAROLINA
Amdt 3A 08NOV18

33°48′N-81°15′W

LEXINGTON COUNTY (6JØ)
VOR-A

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5002
CH 99517	048°	TDZE	996
W05A		Apt Elev	1013

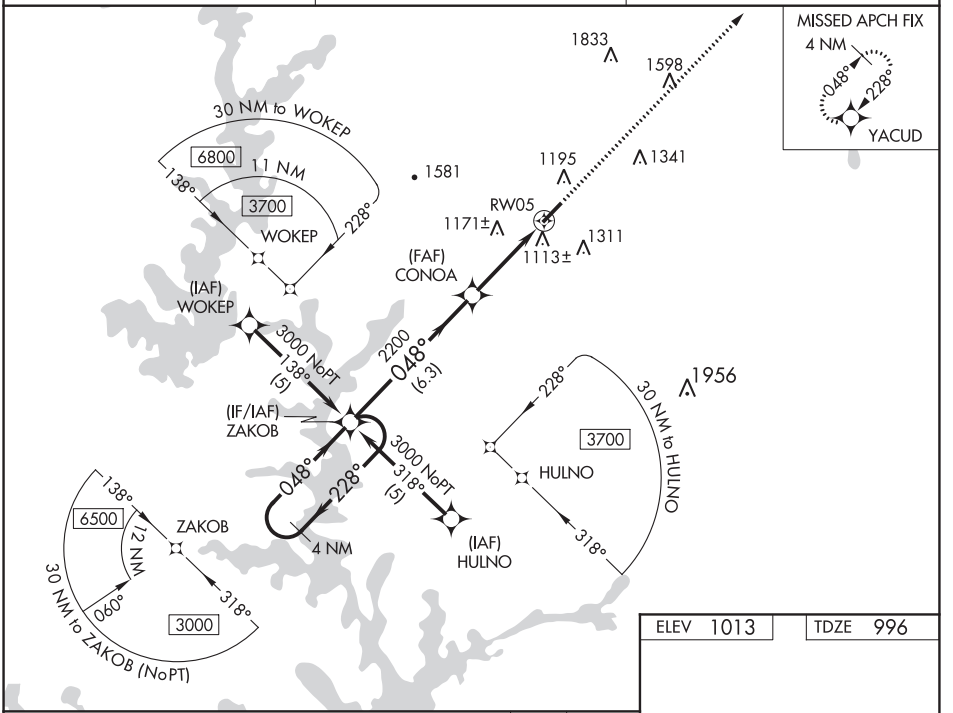
RNAV (GPS) RWY 5

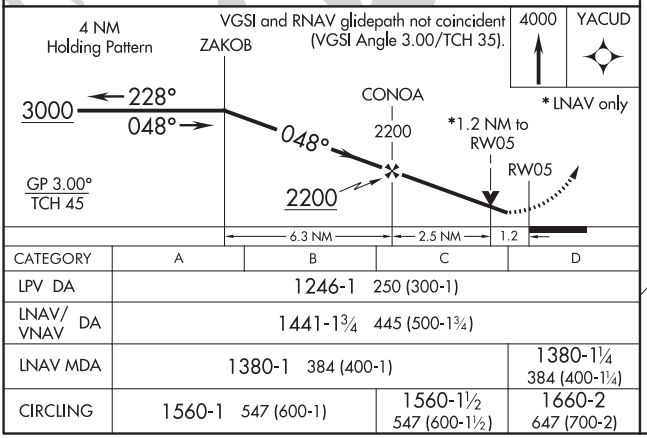
PICKENS COUNTY (LQK)

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.

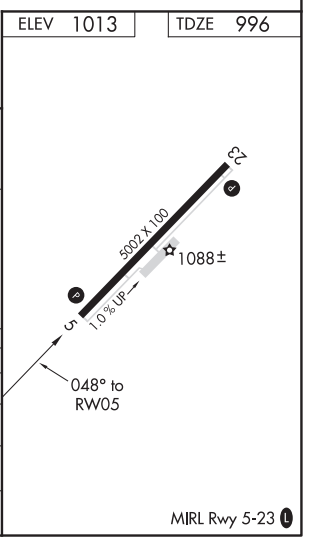
MISSED APPROACH: Climb to 4000 direct YACUD and hold.

AWOS-3	GREER APP CON ★	UNICOM
120.0	118.8 270.275	122.8 (CTAF) L





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23

PICKENS COUNTY (LQK)

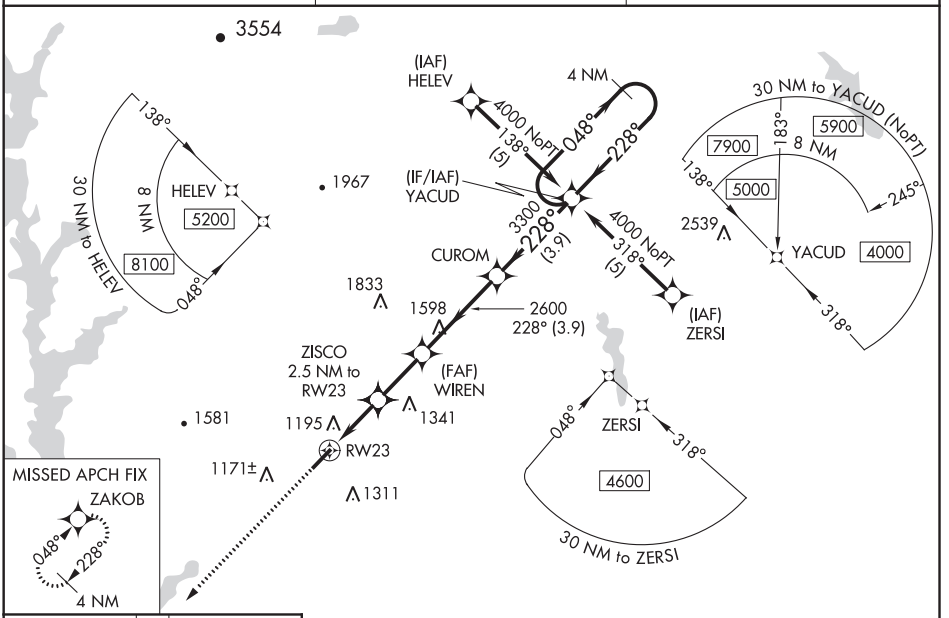
WAAS Ch 42817 W23A	APP CRS 228°	Rwy Idg 5002 TDZE 1013 Apt Elev 1013

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.

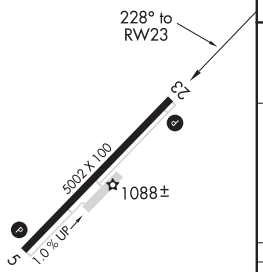
NA

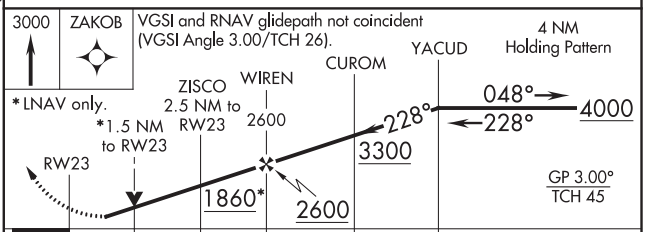
MISSED APPROACH: Climb to 3000 direct ZAKOB and hold.

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

34°49'N - 82°42'W

SE-2, 25 FEB 2021 to 22 APR 2021

ILS Y or LOC Y RWY 5

MOORE COUNTY (SOP)

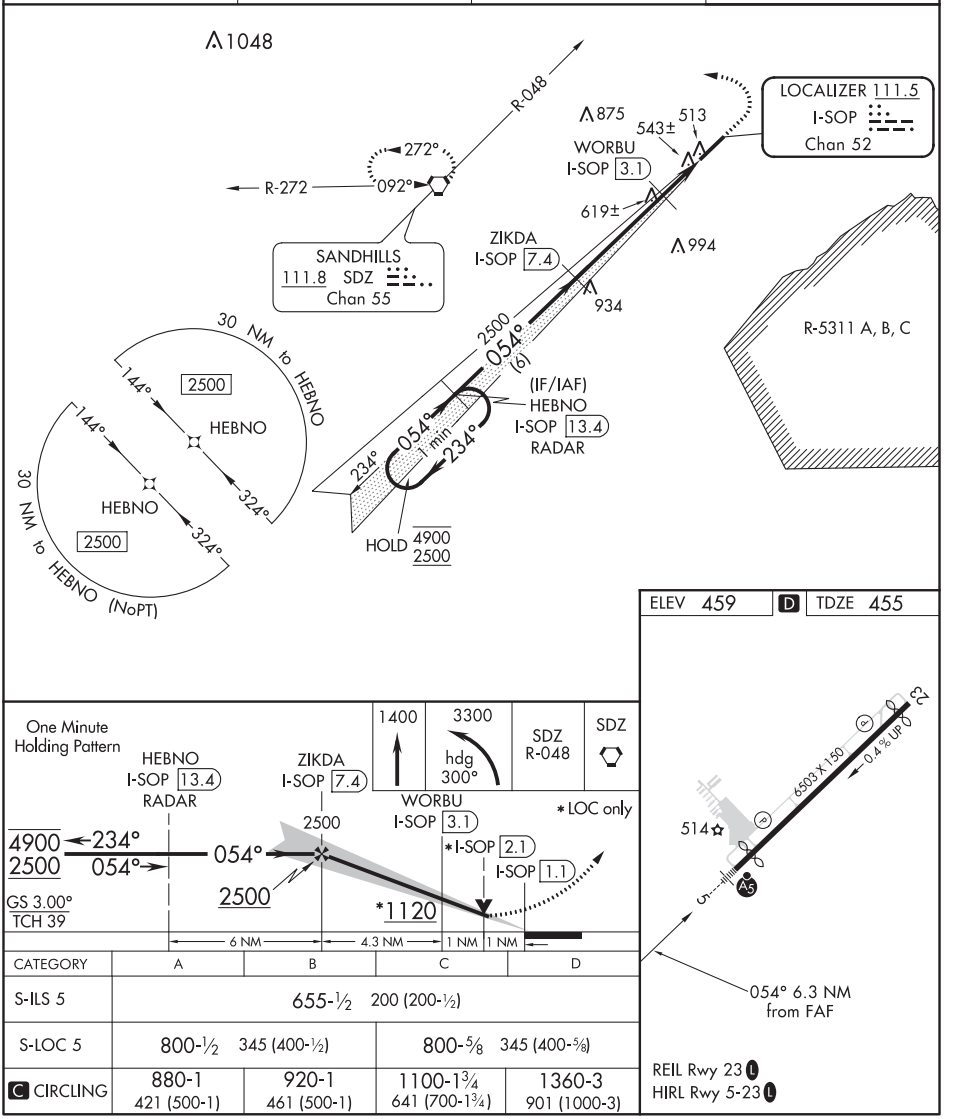
LOC/DME I-SOP	APP CRS	Rwy Idg	5502
111.5	054°	TDZE	455
Chan 52		Apt Elev	459

DME required.
RNAV-1 GPS or RADAR required.

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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

PINEHURST/SOUTHERN PINES, NORTH CAROLINA AL-5239 (FAA) 20086

LOC/DME I-SOP	APP CRS	Rwy Idg	5502
111.5	054°	TDZE	455
Chan 52		Apt Elev	459

ILS Z or LOC Z RWY 5

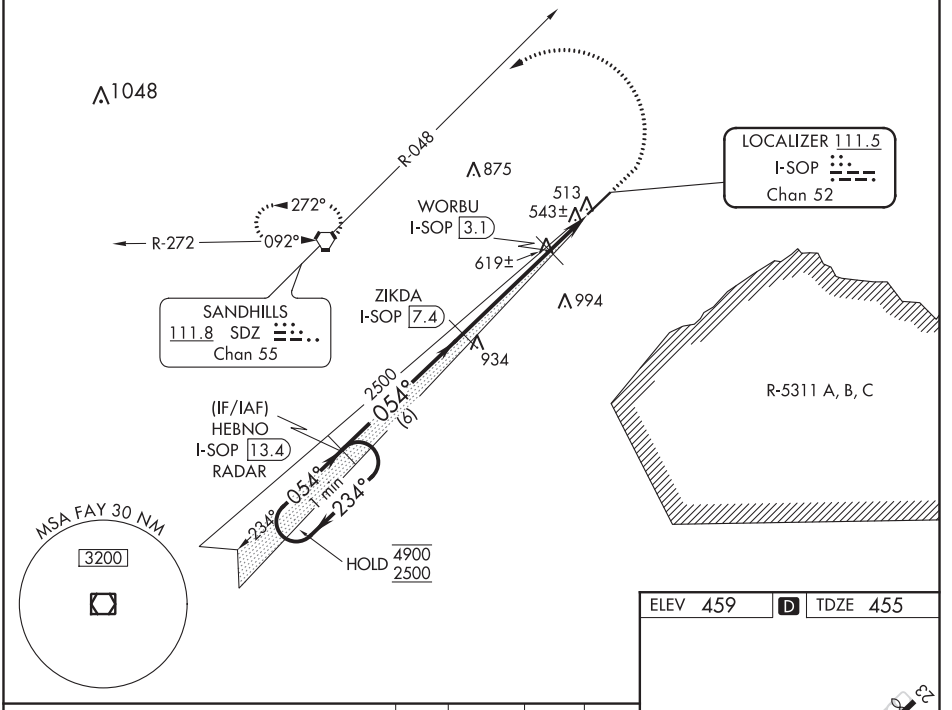
MOORE COUNTY (SOP)

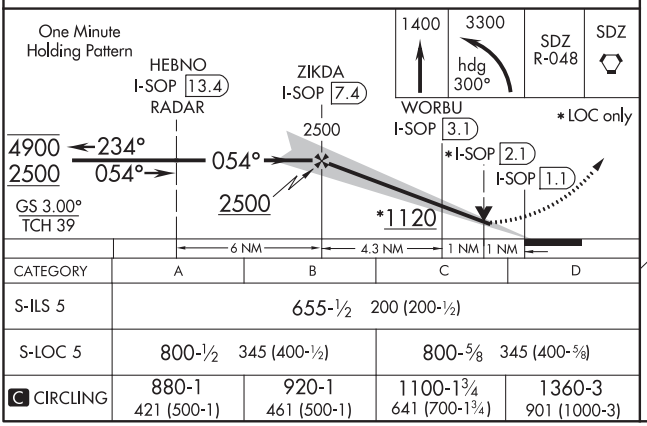
DME required.
RADAR required for procedure entry.

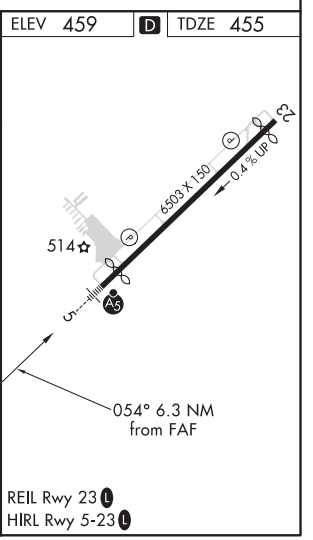
MALSR

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

PINEHURST/SOUTHERN PINES, NORTH CAROLINA
Amdt 2C 28FEB19

35°14'N-79°23'W

MOORE COUNTY (SOP)
ILS Z or LOC Z RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 5

MOORE COUNTY (SOP)

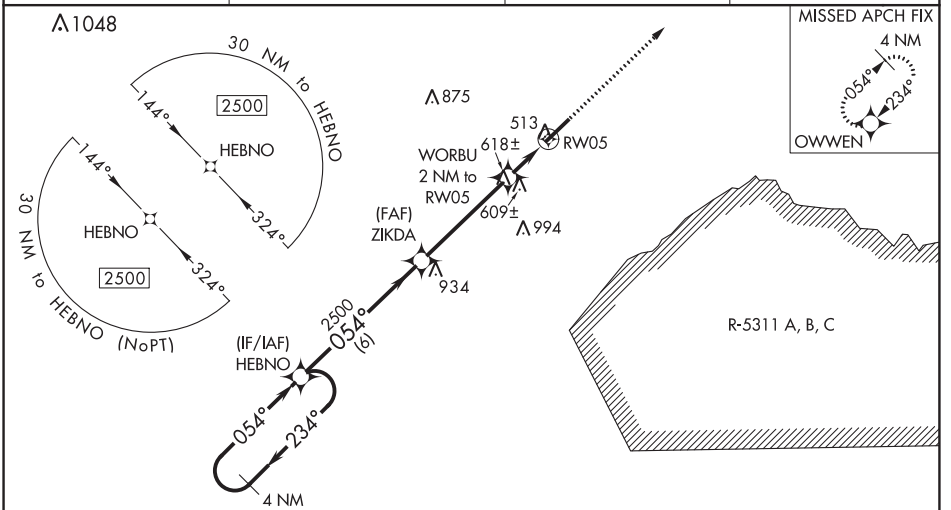
WAAS	APP CRS		
CH **70526**	**054°**	Rwy Idg	**5502**
W05A		TDZE	**455**
		Apt Elev	**459**

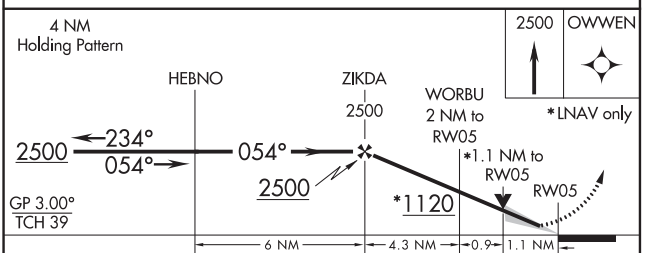
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile, LNAV Cats A/B visibility to 1 mile and LNAV Cats C/D visibility to 1⅛ mile. When local altimeter setting not received, use Sanford 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

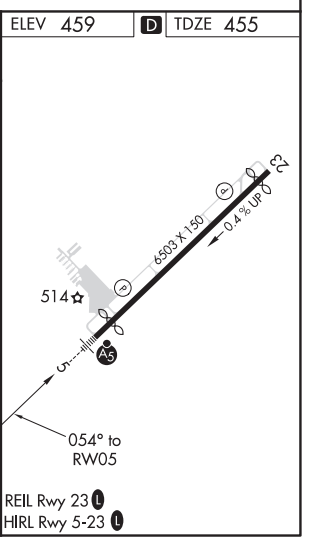
MISSED APPROACH: Climb to 2500 direct OWWEN and hold.

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)



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23
MOORE COUNTY (SOP)

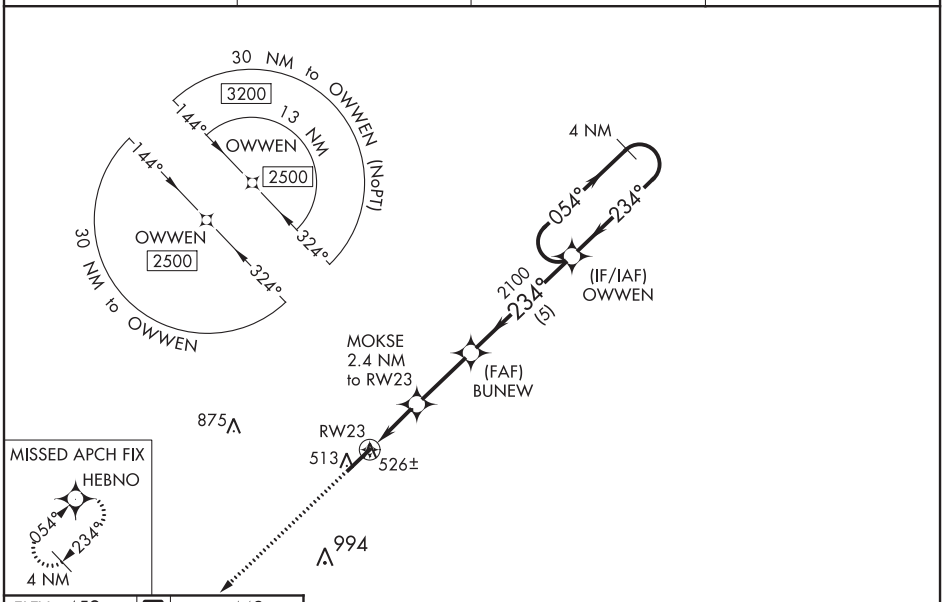
WAAS	APP CRS	Rwy Idg	5722
CH 42726	234°	TDZE	443
W23A		Apt Elev	459

RNP APCH.

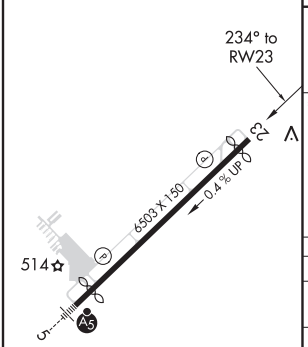
Baro-VNAV NA when using Sanford altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Sanford altimeter setting and increase all DA 88 feet and all MDA 100 feet; increase LNAV Cats C/D visibility 3/8 mile and Circling Cat C visibility ½ mile. Rwy 23 helicopter visibility reduction below ¾ SM NA.

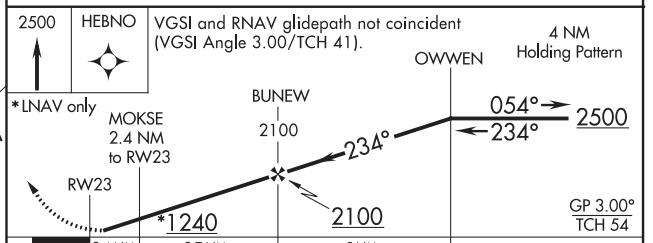
MISSED APPROACH: Climb to 2500 direct HEBNO and hold.

AWOS-3PT	FAYETTEVILLE APP CON	CLNC DEL	UNICOM
127.575	127.8 343.725	127.0	123.05 (CTAF) L



ELEV 459 D TDZE 443





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 L
HIRL Rwy 5-23 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5500
CH **93825**	**027°**	TDZE	**36**
W03A		Apt Elev	**36**

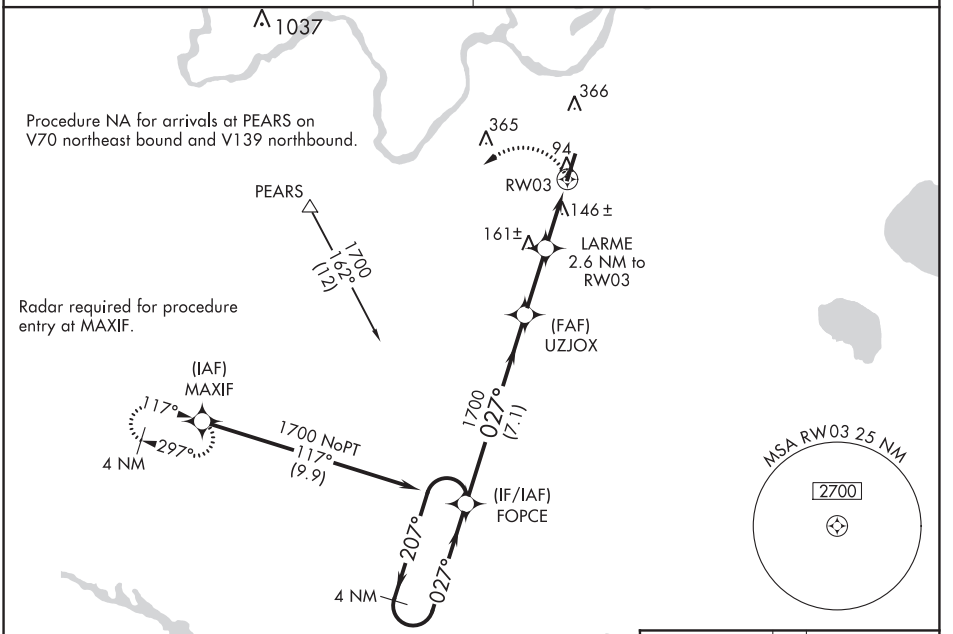
RNAV (GPS) RWY 3

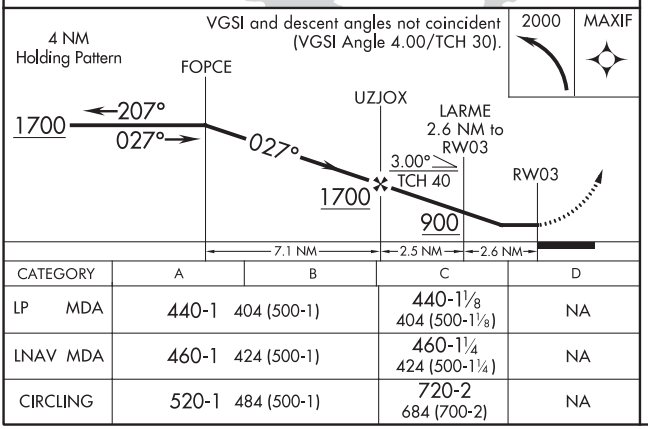
PLYMOUTH MUNI (PMZ)

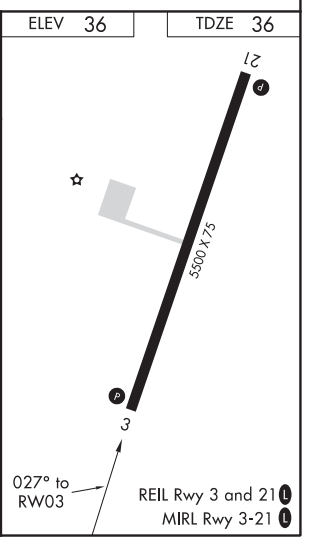
Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet and increase Cat C visibility ¼ mile. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

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

CHERRY POINT APP CON	UNICOM
119.35 377.175	**122.8** (CTAF)







CATEGORY	A	B	C	D
LP MDA	440-1	404 (500-1)	440-1⅛ 404 (500-1⅛)	NA
LNAV MDA	460-1	424 (500-1)	460-1¼ 424 (500-1¼)	NA
CIRCLING	520-1	484 (500-1)	720-2 684 (700-2)	NA

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

PLYMOUTH, NORTH CAROLINA AL-6249 (FAA) 20030

RNAV (GPS) RWY 21

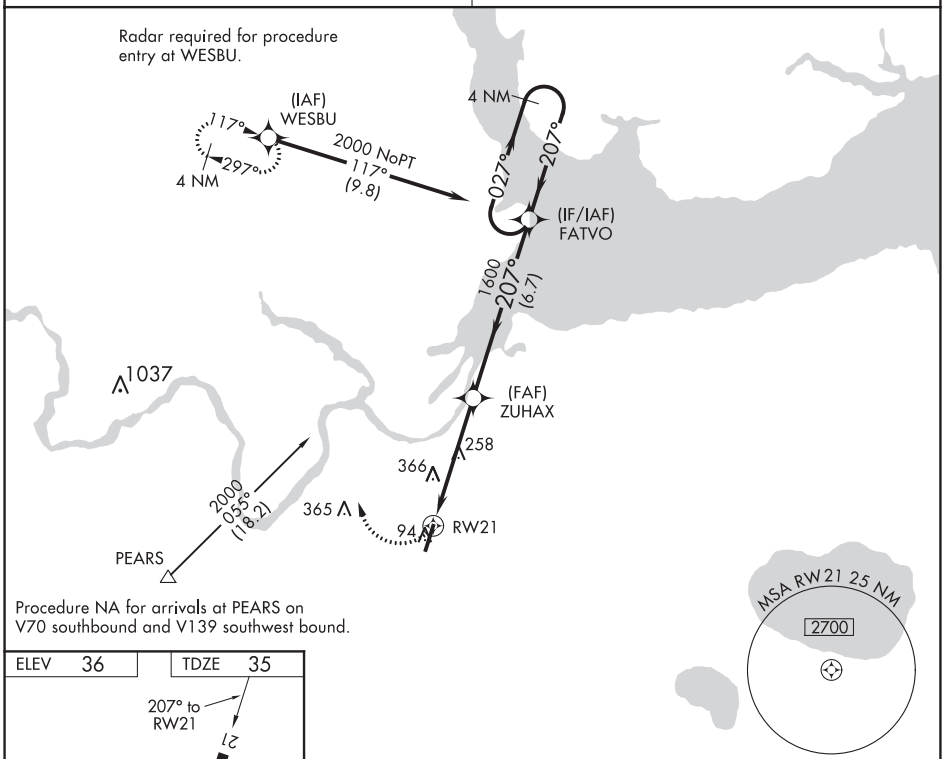
PLYMOUTH MUNI (PMZ)

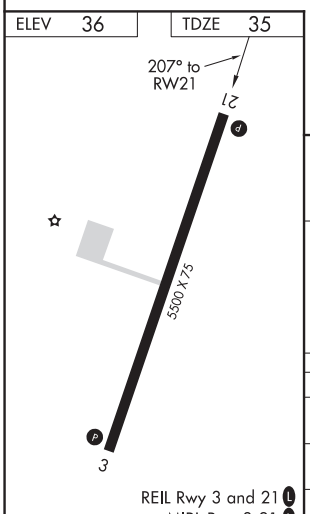
WAAS	APP CRS	Rwy Idg	5500
CH 63125	207°	TDZE	35
W21A		Apt Elev	36

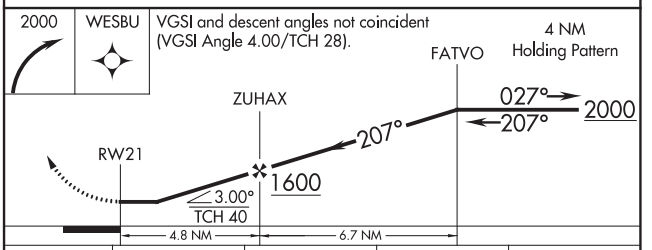
T A NA Use Northeastern Rgnl altimeter setting; when not received, use Coastal Carolina Rgnl altimeter setting and increase all MDA 80 feet and increase Cat C visibility ¼ mile. When VGSI inop, procedure NA at night. DME/DME RNP-0.3 NA.

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

PLYMOUTH, NORTH CAROLINA

Orig-A 21AUG14

35°49′N-76°46′W

PLYMOUTH MUNI (PMZ)

RNAV (GPS) RWY 21

SE-2, 25 FEB 2021 to 22 APR 2021

FORT BRAGG, NORTH CAROLINA

ILS or LOC Y RWY 23

LOC I-POB	APCH CRS		
110.9	228°	Rwy ldg 7501 TDZE 200 Arpt Elev 218	AL-147 [USAF]

POPE AAF (KPOB)

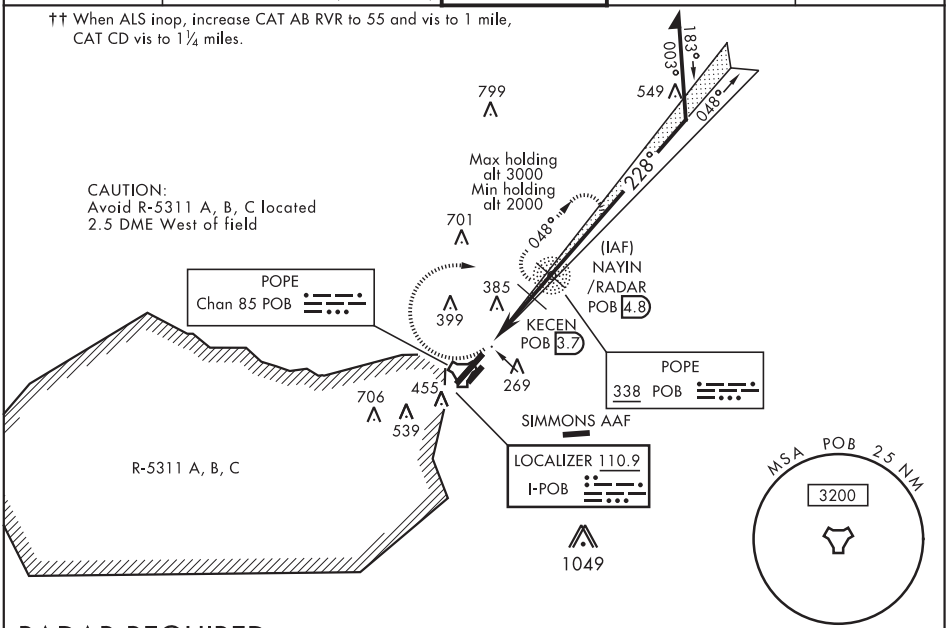
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60, vis to 1⅛ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold. Continue climb in hold to 2000.

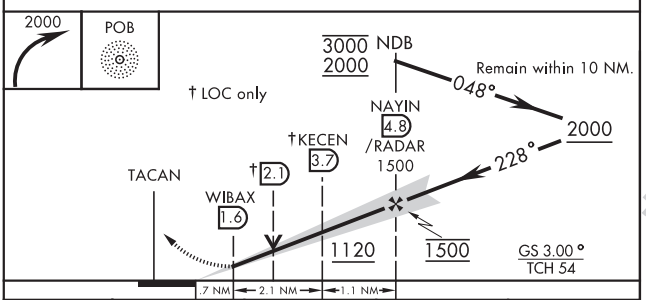
ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 285.575 (271°-090°) 133.0 290.25 (091°-270°)	135.025 291.1	124.55 275.8	275.8

†† When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1¼ miles.



RADAR REQUIRED

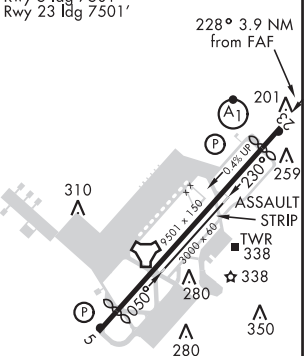
EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN



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, 25 FEB 2021 to 22 APR 2021

FORT BRAGG, NORTH CAROLINA

ILS or LOC Z RWY 23

LOC I-POB	APCH CRS	Rwy ldg / TDZE / Arpt Elev	AL-147 [USAF]	POPE AAF (KPOB)
110.9	228°	7501 / 200 / 218		

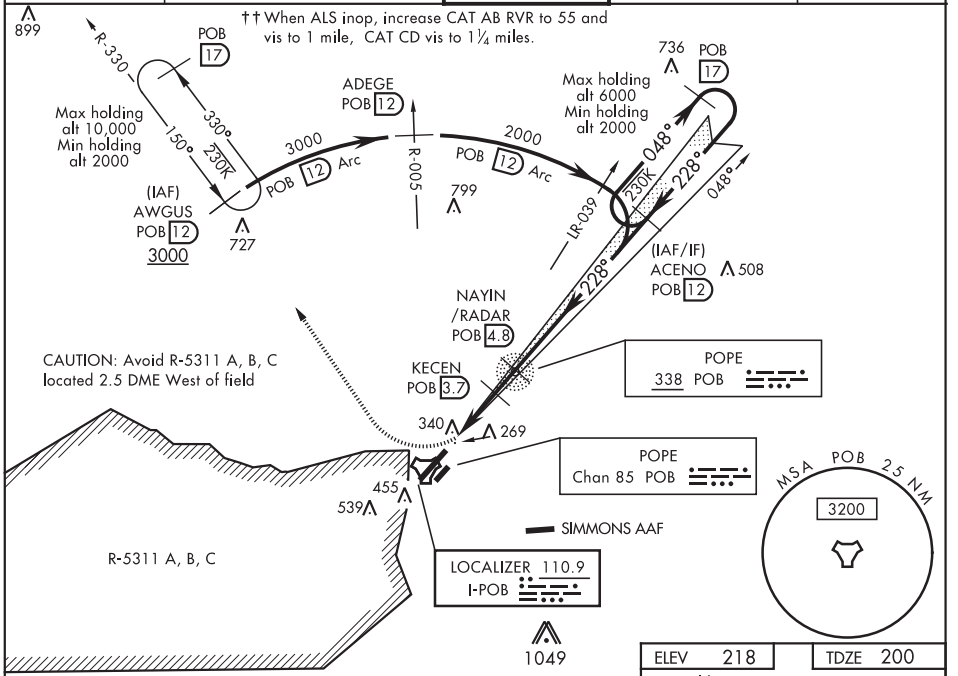
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD RVR to 60, vis to 1⅛ miles.
*** Circling not authorized SE of Rwy 5-23.

ALSF-1

MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and Hold.

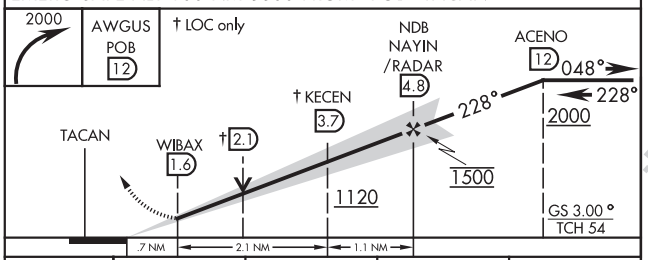
ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 285.575 (271°- 090°) 133.0 290.25 (091°- 270°)	135.025 291.1	124.55 275.8	275.8

†† When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CD vis to 1¼ miles.



RADAR REQUIRED

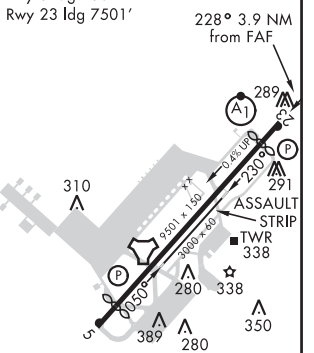
EMERG SAFE ALT 100 NM 5300 FROM "POB" TACAN



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 Z RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

FORT BRAGG, NORTH CAROLINA

RNAV (GPS) RWY 23

WAAS	APCH CRS	Rwy ldg	7501
Chan 52202	228°	TDZE	200
W23A		Arpt Elev	218

AL-147 [USAF]

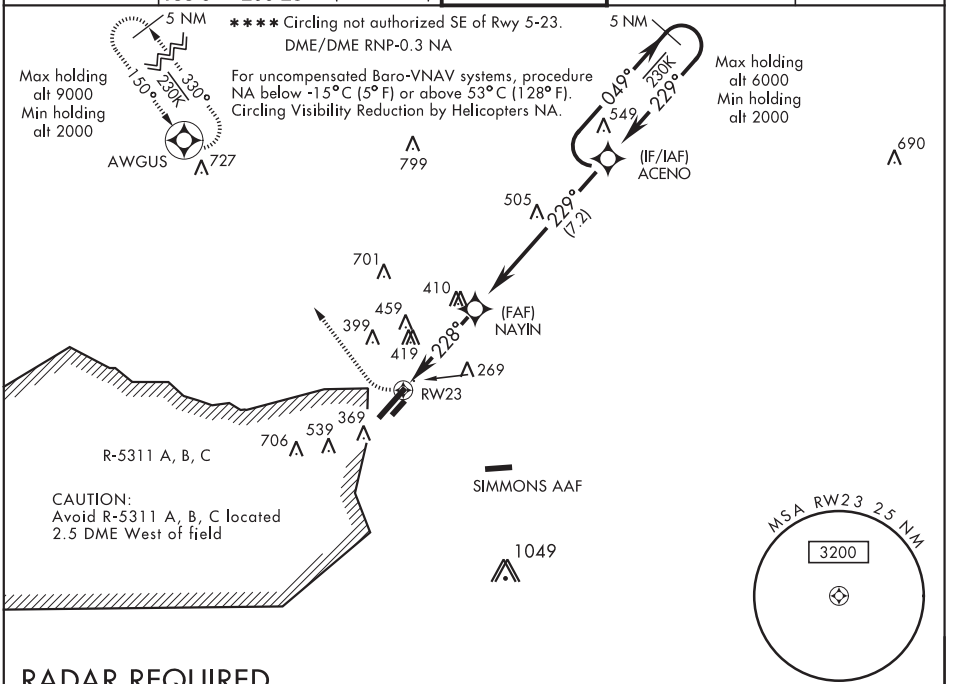
POPE AAF (KPOB)

* 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

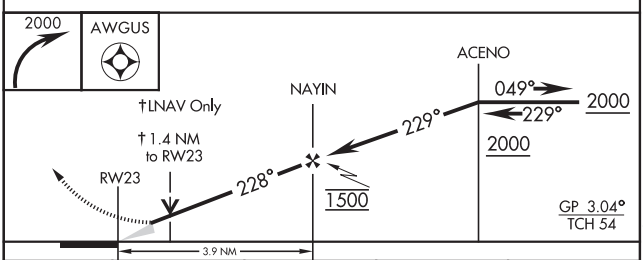
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

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



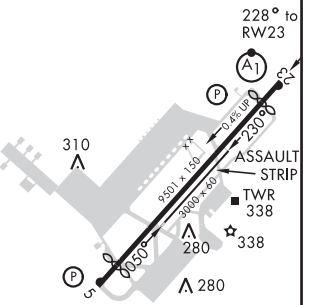
RADAR REQUIRED

EMERG SAFE ALT 100 NM 5300



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
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)

FORT BRAGG, NORTH CAROLINA
Amdt 7 24MAY18

35°10'N-79°01'W

POPE AAF (KPOB)

RNAV (GPS) RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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]

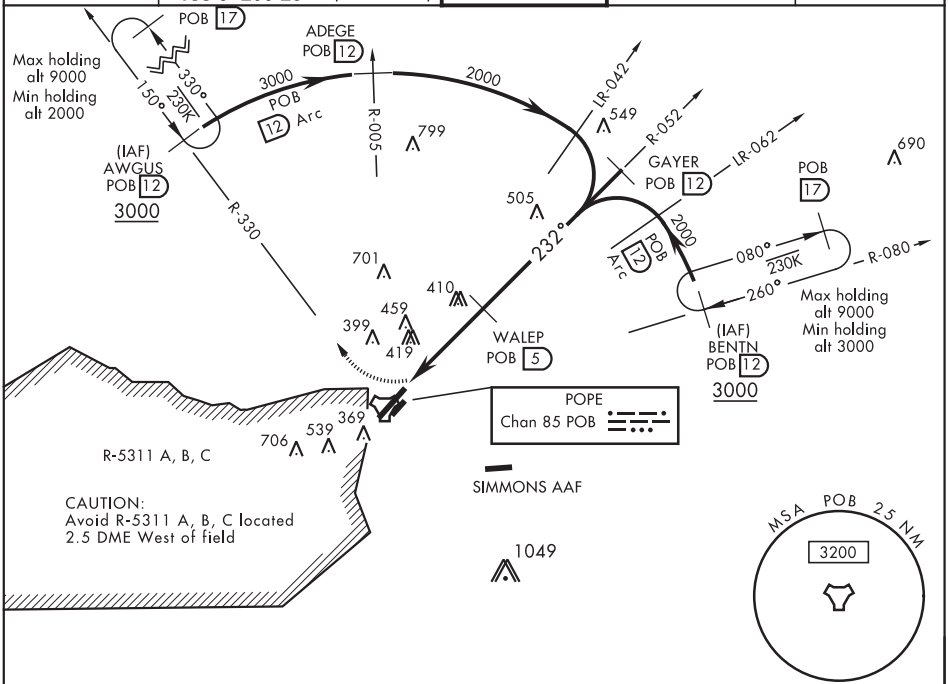
POPE AAF (KPOB)

* 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

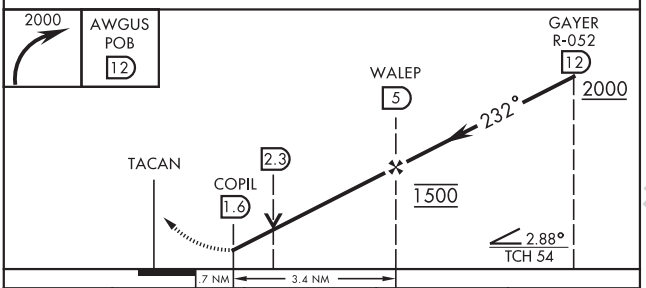
MISSED APPROACH: Climbing right turn to 2000 direct AWGUS and hold.

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



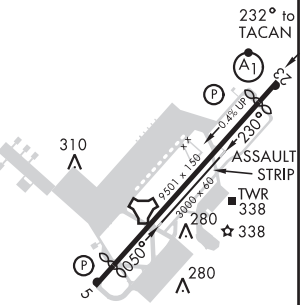
RADAR REQUIRED

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)

35°10'N-79°01'W

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

FORT BRAGG, NORTH CAROLINA

TACAN-A

TACAN POB Chan 85	APCH CRS 360°	Rwy Idg N/A TDZE N/A Arpt Elev 218

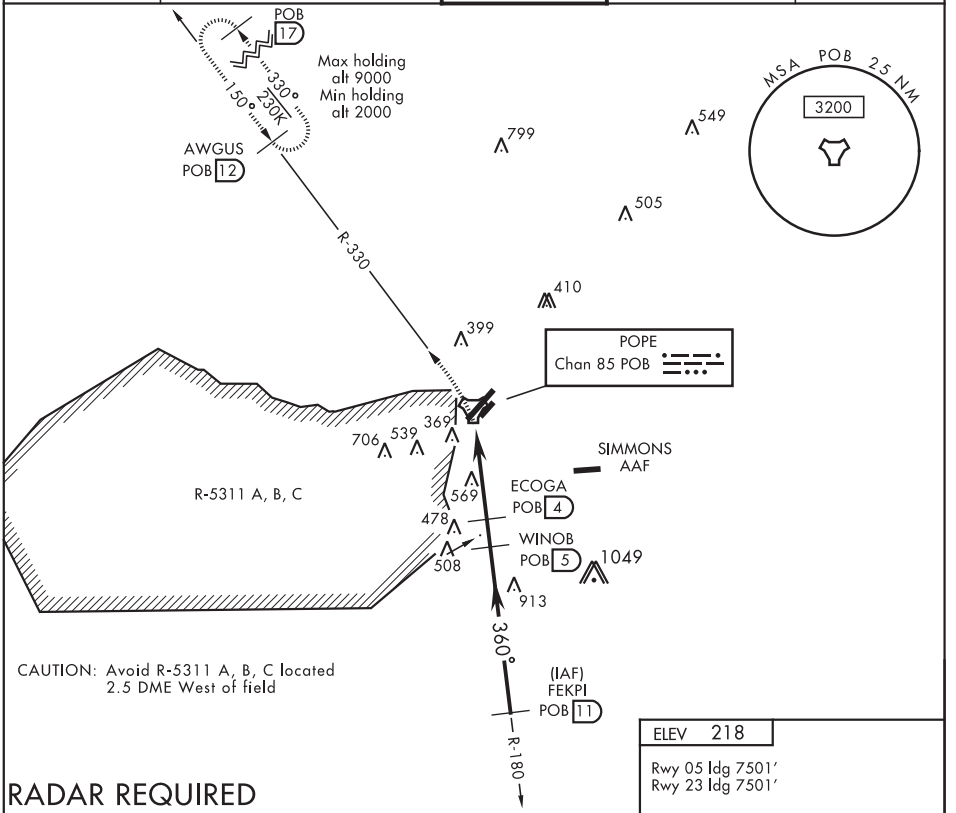
AL-147 [USAF]

POPE AAF (KPOB)

* Circling not authorized SE of Rwy 5-23.

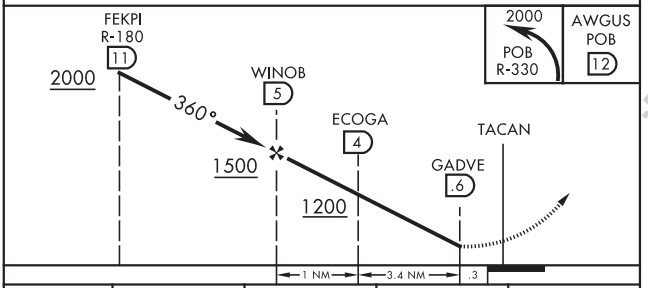
MISSED APPROACH: Climbing left turn to 2000 via POB R-330 to AWGUS and hold.

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

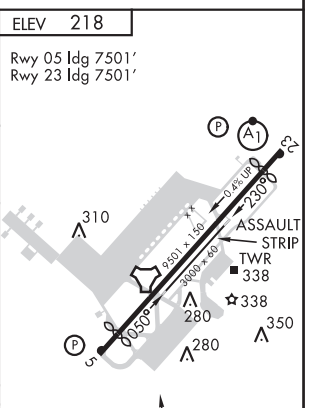


RADAR REQUIRED

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)



FORT BRAGG, NORTH CAROLINA

35°10'N-79°01'W

POPE AAF (KPOB)

Amdt 4 24MAY18

TACAN-A

SE-2, 25 FEB 2021 to 22 APR 2021

FORT BRAGG, NORTH CAROLINA

NDB RWY 23

NDB POB	APCH CRS	Rwy ldg	7501
338	228°	TDZE	200
		Arpt Elev	218

AL-147 [USAF]

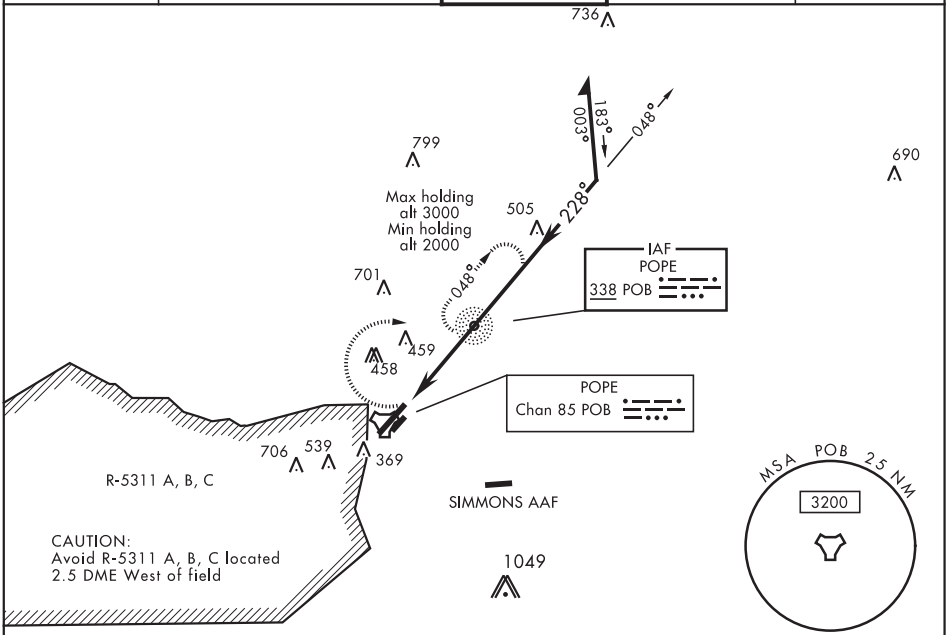
POPE AAF (KPOB)

* 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

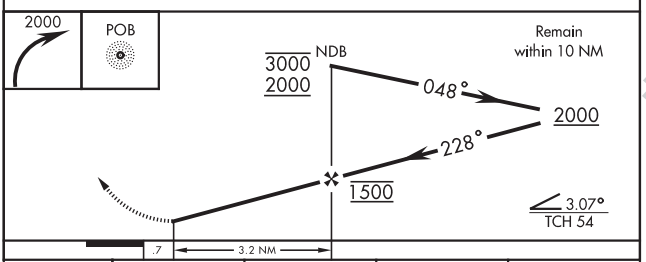
MISSED APPROACH: Climbing right turn to 2000 direct POB NDB and hold, continue climb-in-hold to 2000.

ATIS	FAYETTEVILLE APP CON	POPE TOWER	GND CON	CLNC DEL
132.3 353.725	125.175 285.575 (271°-090°) 133.0 290.25 (091°-270°)	135.025 291.1	124.55 275.8	275.8



RADAR REQUIRED

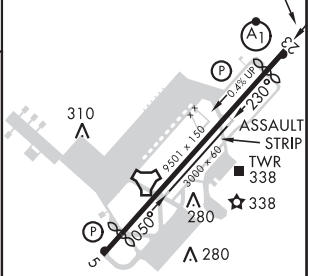
EMERG SAFE ALT 100 NM 5300
FROM "POB" TACAN



ELEV 218 | TDZE 200

Rwy 05 ldg 7501'
Rwy 23 ldg 7501'

228° 3.9 NM from NDB



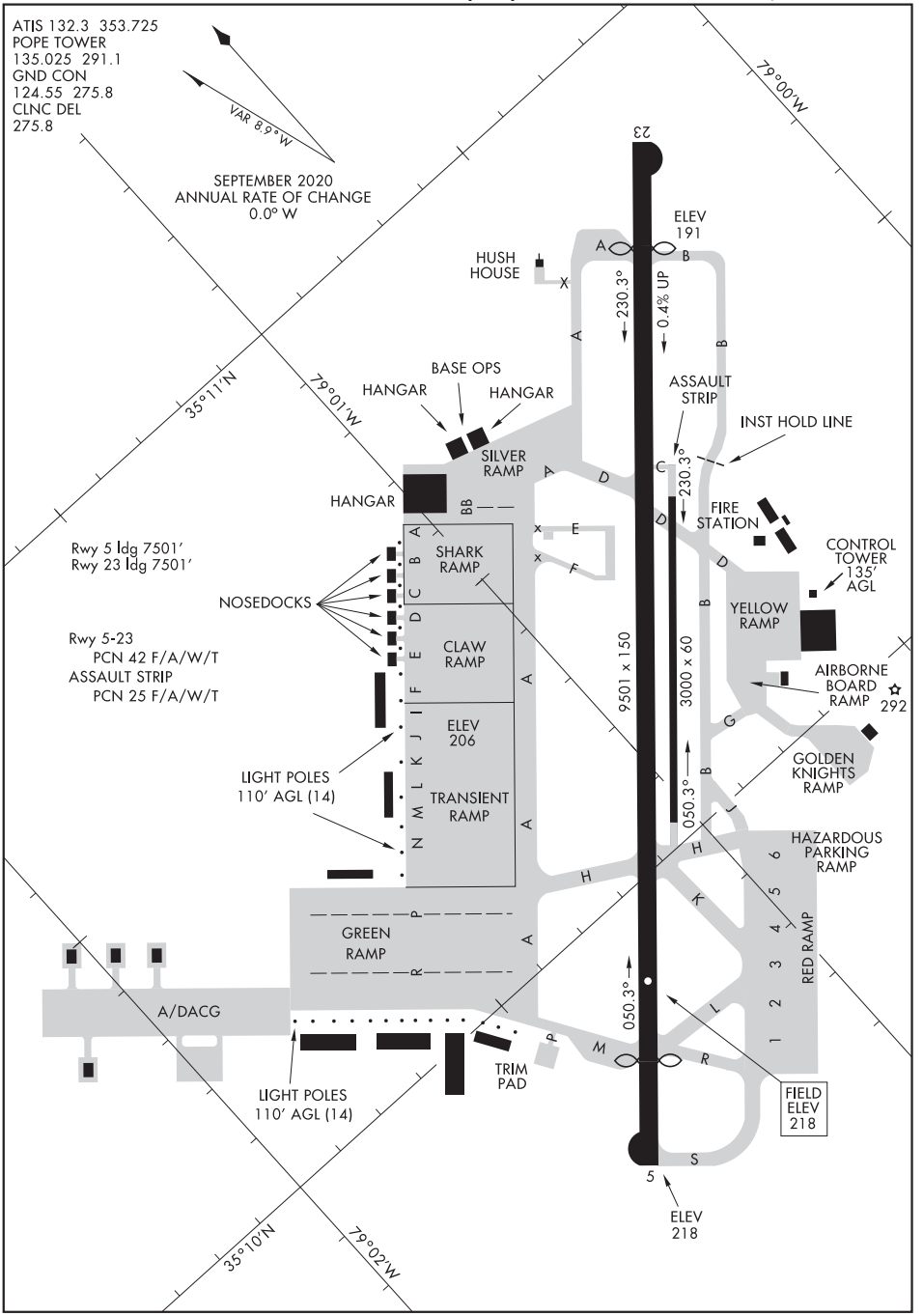
REIL Rwy 5
HIRL Rwy 5-23
LIRL Rwy 050°-230°

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)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RAEFORD, NORTH CAROLINA | AL-6439 (FAA) | 20254

RNAV (GPS)-A

P K AIRPARK (5W4)

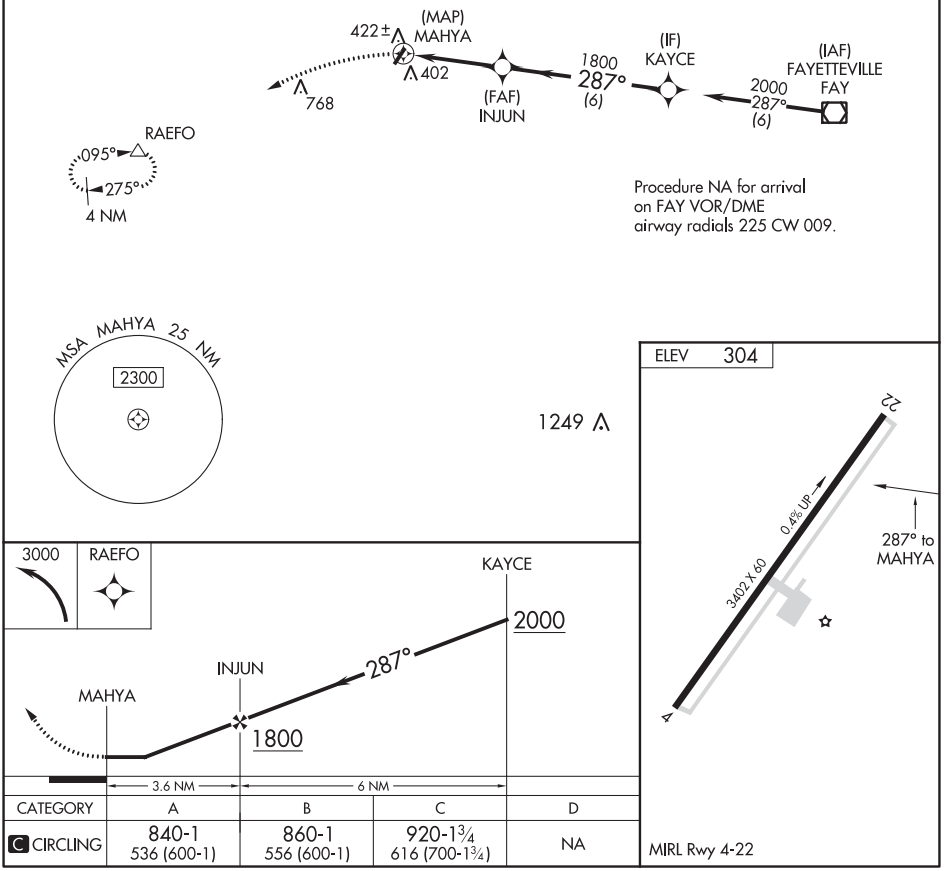
APP CRS	Rwy Idg	N/A
287°	TDZE	N/A
	Apt Elev	304

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	840-1 536 (600-1)	860-1 556 (600-1)	920-1¾ 616 (700-1¾)	NA

MIRL Rwy 4-22

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

VOR/DME FAY	APP CRS	Rwy Idg	N/A
108.8	282°	TDZE	N/A
Chan 25		Apt Elev	304

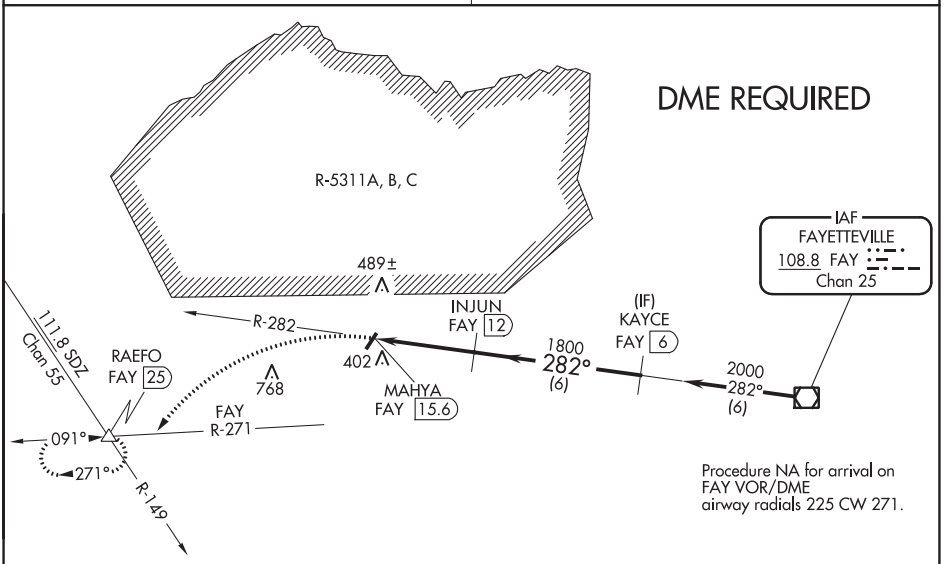
VOR-A

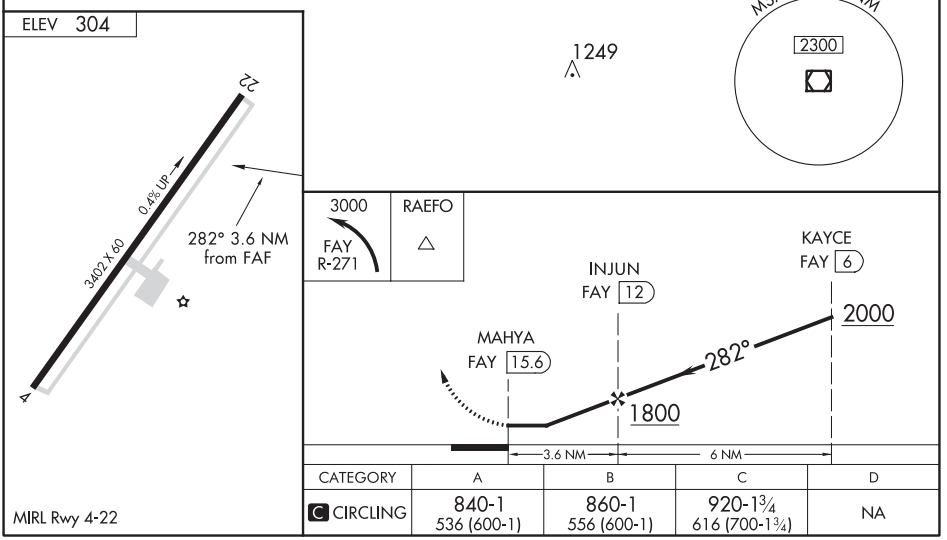
P K AIRPARK (5W4)

NA — DME required. Procedure NA at night. Use Fayetteville altimeter setting.

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	840-1 536 (600-1)	860-1 556 (600-1)	920-1¾ 616 (700-1¾)	NA

MIRL Rwy 4-22

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 21056

ILS or LOC RWY 5L

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-GKK	APP CRS	Rwy Idg 10000
109.1	054°	TDZE 384
Chan 28		Apt Elev 435

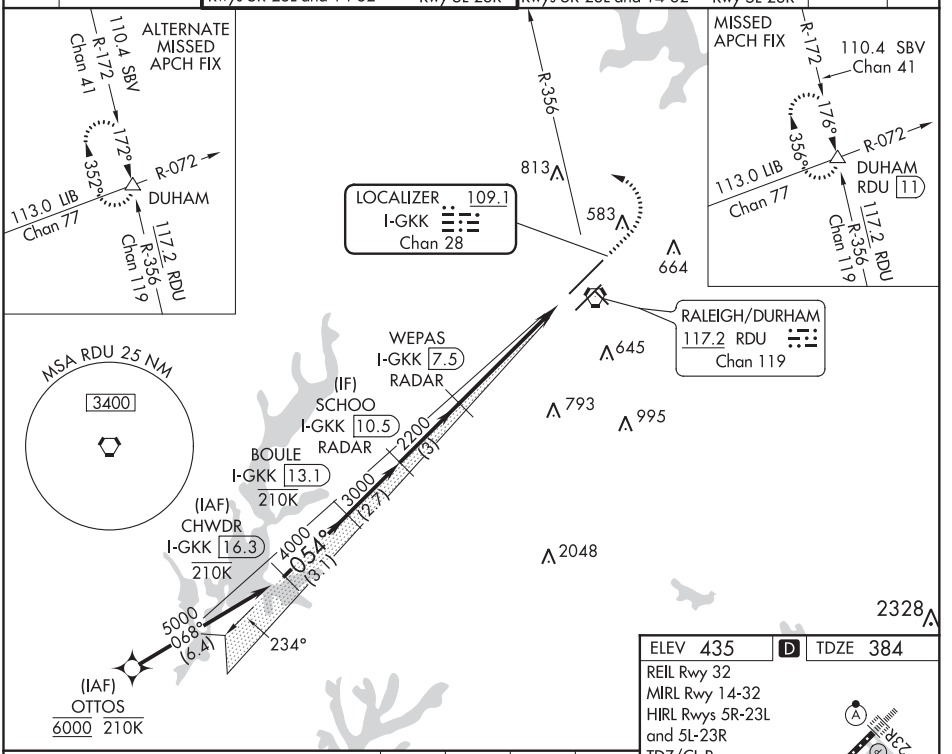
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required for LOC only.

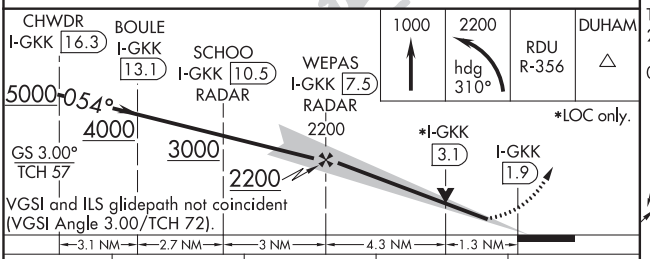
T A Simultaneous approach authorized.

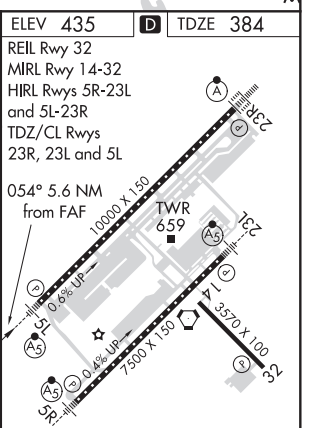
MALSR (A5)

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	







CATEGORY	A	B	C	D
S-ILS 5L	598/18 214 (200-½)			
S-LOC 5L	840/24 456 (500-½)		840/45 456 (500-⅞)	
C CIRCLING	960-1 525 (600-1)		1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 5R

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-RDU	APP CRS	Rwy Idg	7500
109.5	054°	TDZE	420
Chan 32		Apt Elev	435

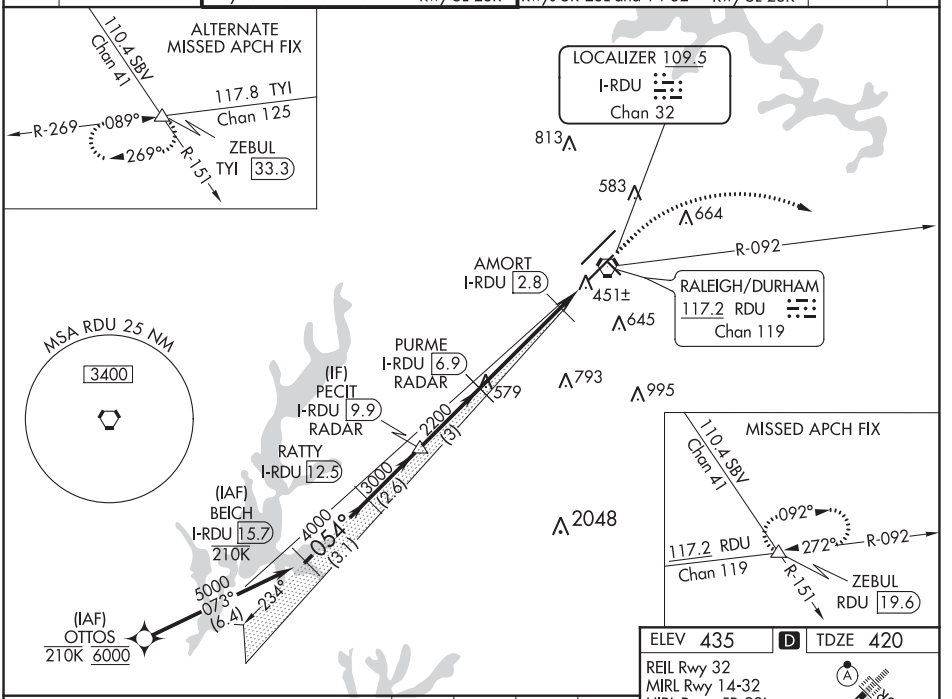
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME or RADAR required for LOC only.

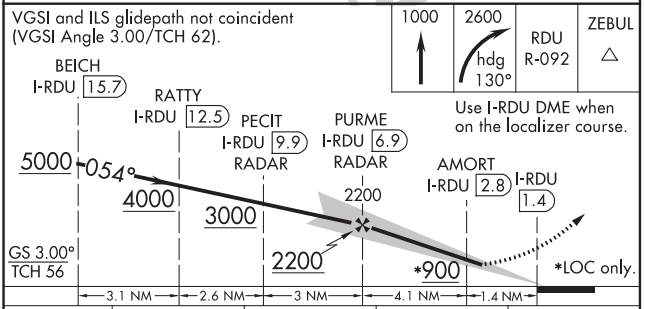
Simultaneous approach authorized.
RVR 1800 authorized with use of FD or AP or HUD to DA.

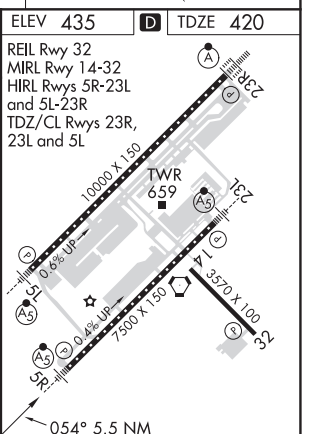
MALSR

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	(EAST) RALEIGH TOWER (WEST)		GND CON		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-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)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RALEIGH/DURHAM, NORTH CAROLINA

AL-516 (FAA)

21056

ILS or LOC RWY 23L

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-LEI	APP CRS	Rwy Idg	7500
108.5	234°	TDZE	435
Chan 22		Apt Elev	435

RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. DME required for LOC only.

T A Simultaneous approach authorized. For inop ALS, increase S-ILS 23L all Cats visibility to RVR 5500. 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	(EAST) RALEIGH TOWER (WEST)		GND CON (EAST) (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	

ALTERNATE MISSED APCH FIX

110.4 SBV Chan 41

ZEBUL TYI 33.3

117.8 TYI R-269 Chan 125

089° 269° R-151

(IAF) BUTTS 6000 210K

4000 150° (6.3)

WARMS 4000

4000 to DINTS 203° (6.1)

5000 245° (8.5)

(IAF) ESELL 6000 210K

054°

(IAF) DUWON I-LEI 15.6 210K

4000 234° (3.1)

(IF) DOCAT I-LEI 10 RADAR

DINTS I-LEI 12.4

3000 (2.4)

2200 (3.3)

MSA RDU 25 NM 3400

LEPEC I-LEI 3.7

813

1548

LOCALIZER 108.5 I-LEI Chan 22

BEGVE I-LEI 2.4

583

APUCU I-LEI 6.8 RADAR

664

587±

R-092

RALEIGH/DURHAM 117.2 RDU Chan 119

645

793

995

MISSED APCH FIX

110.4 SBV Chan 41

092° 272°

117.2 RDU R-092 Chan 119

ZEBUL RDU 19.6

R-151

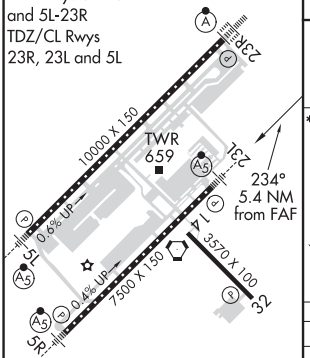
ELEV 435 D TDZE 435

REIL Rwy 32

MIRL Rwy 14-32

HIRL Rwys 5R-23L and 5L-23R

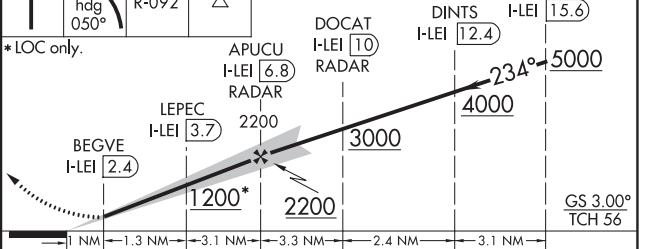
TDZ/CL Rwys 23R, 23L and 5L



1100 | 2600 hdg 050° | RDU R-092 | ZEBUL

Localizer unusable from 1 NM from threshold.

*LOC only.



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)		1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)

SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 23R

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

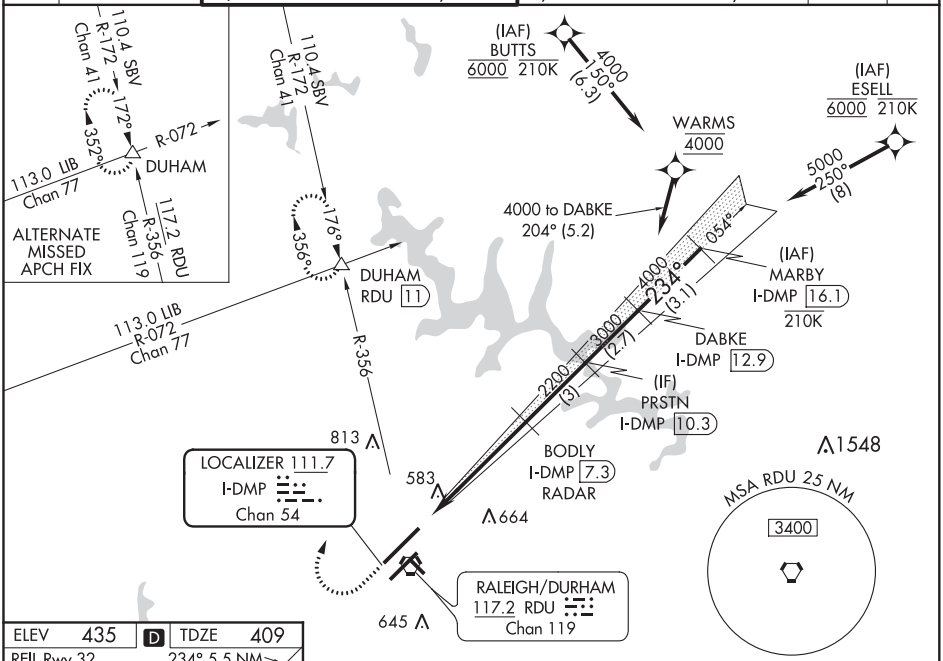
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry. RADAR or DME required for LOC only.

Simultaneous approach authorized. For inop ALS increase S-LOC 23R Cat C/D visibility to 1⅝ SM.

ALSF-2

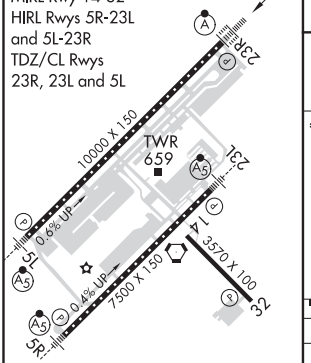
MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)		GND CON		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	

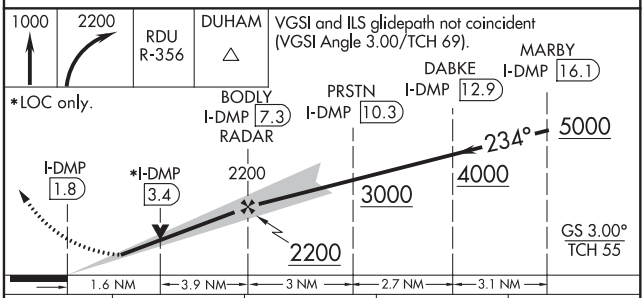


ELEV 435	D	TDZE 409

REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 23R, 23L and 5L



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 23R	609/18 200 (200-½)			
S-LOC 23R	980/24 571 (600-½)		980-1¼ 571 (600-1¼)	
C CIRCLING	980-1 545 (600-1)		1020-1⅝ 585 (600-1⅝)	1180-2½ 745 (800-2½)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 21056

ILS RWY 5R (SA CAT I & II)

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-RDU	APP CRS	Rwy Idg	7500
109.5	054°	TDZE	420
Chan 32		Apt Elev	435

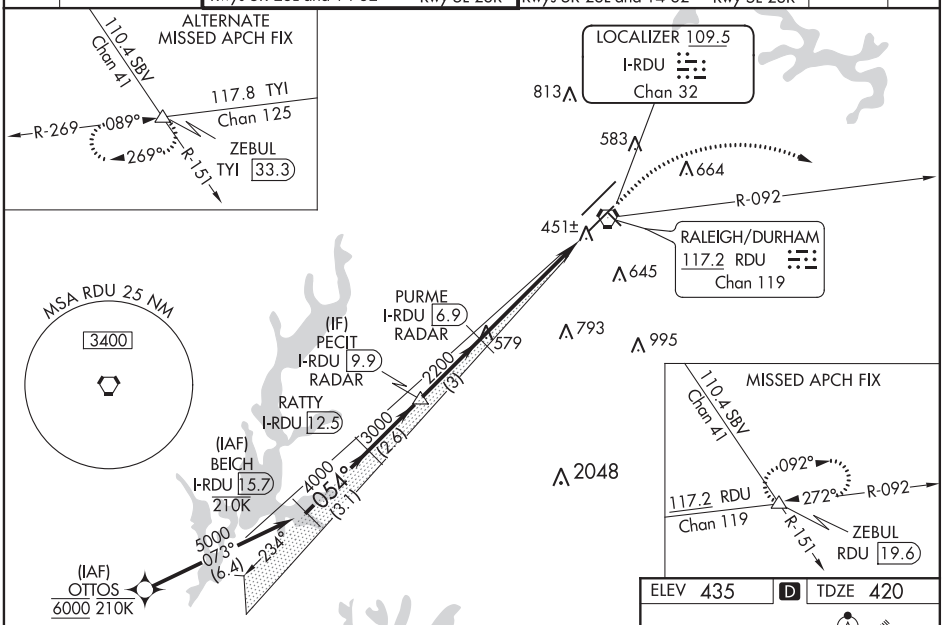
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.

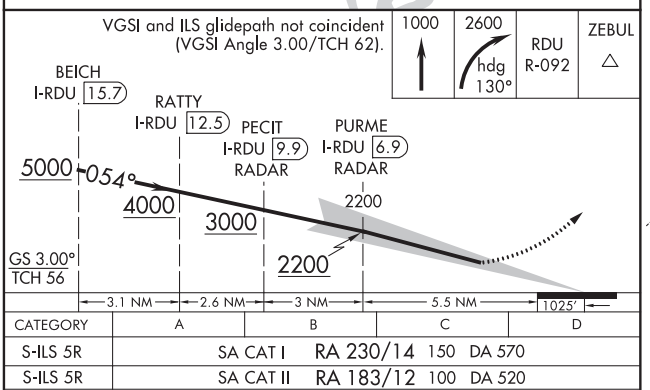
Simultaneous approach authorized.
SA CAT I: Requires specific OPSPEC, MSPEC or LOA approval and use of HUD to DH.
SA CAT II: Reduced lighting: Requires specific OPSPEC, MSPEC or LOA approval and use of autoland or HUD to touchdown.

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.

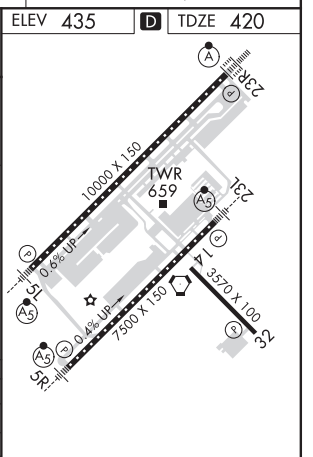
D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)				GND CON		CLNC DEL	CPDLC
		(EAST)		(WEST)		(EAST)	(WEST)		
123.8	127.675 307.9	127.45	257.8	119.3	257.8	121.9	348.6	121.7 348.6	120.1
		Rwys 5R-23L and 14-32		Rwy 5L-23R		Rwys 5R-23L and 14-32		Rwy 5L-23R	





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 35°53'N-78°47'W RALEIGH-DURHAM INTL (RDU)
Amdt 31 25FEB21

ILS RWY 5R (SA CAT I & II)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ILS RWY 23R (CAT II & III)

RALEIGH-DURHAM INTL (RDU)

LOC/DME I-DMP	APP CRS	Rwy Idg	10000
111.7	234°	TDZE	409
Chan 54		Apt Elev	435

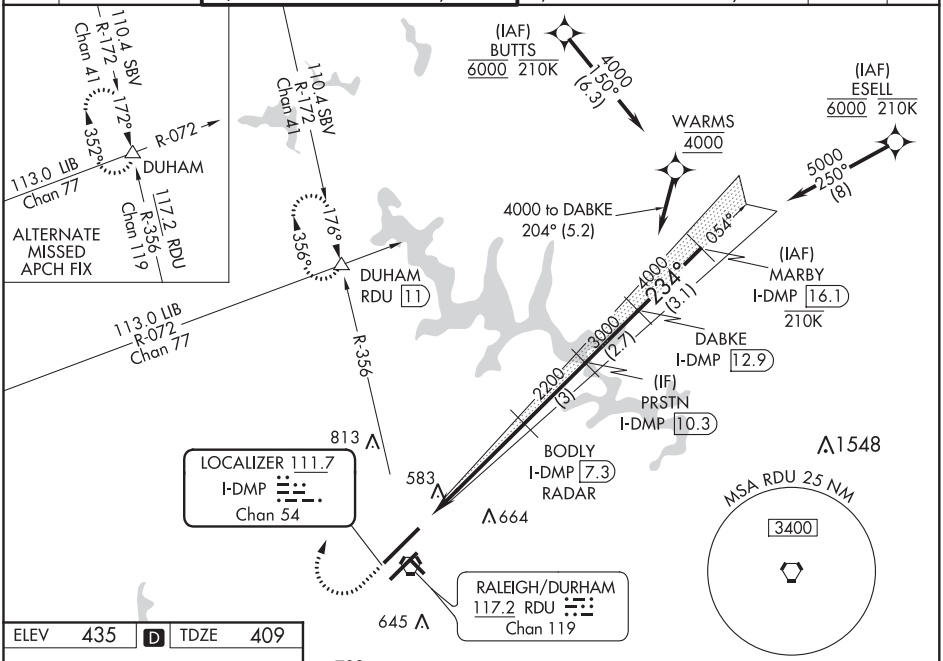
RNAV 1-DME/DME/IRU or GPS or RADAR required for procedure entry.

Simultaneous approach authorized.

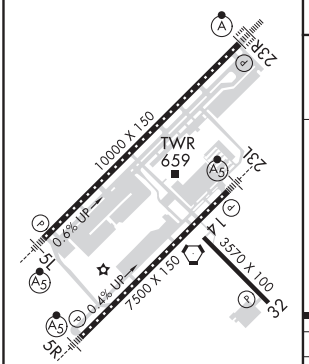
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 on RDU VORTAC R-356 to DUHAM INT/RDU 11 DME and hold.

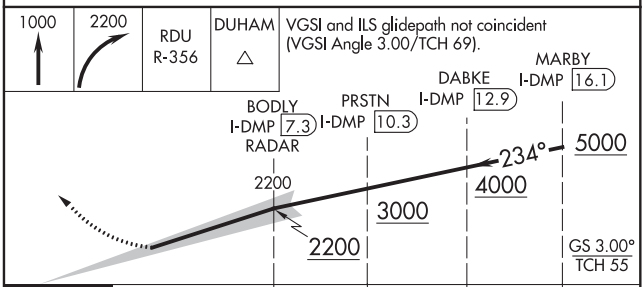
D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)		GND CON		CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1	



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



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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 21056

RNAV (RNP) Z RWY 5L

RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Idg	TDZE	Apt Elev
054°	10000	384	435

RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized, except for arrivals at HEAVE. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 4500.

MALSR

MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct 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	

MISSED APCH FIX

4 NM 173° 353° DUHAM

(IF) HEAVE 6000 210K until WEPAS (RF REQD)

813 583 664

4700 234° (1.6) ZOSAP

5100 234° (2.7) JEMMY

RW05L

(FAF) WEPAS 054° (5.6)

2200 (7.9)

645 793 995

MSA RW05L 25 NM 3400

3000 054° (2.7)

(IF) SCHOO

2200 054° (3)

BOULE

4000 054° (3.1)

2048

5000 068° (6.4)

(IAF) CHWDR 210K

(IAF) OTTOS 6000 210K

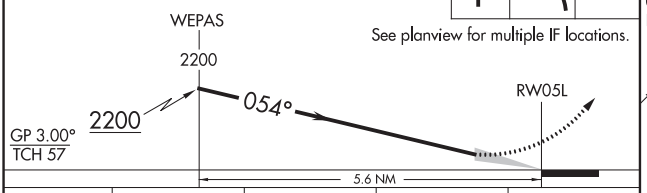
SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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

1000 2200 DUHAM

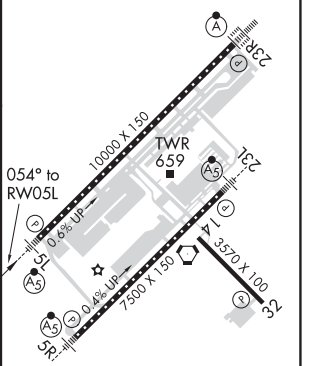
See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.10 DA	684/24 300 (300-½)			
RNP 0.30 DA	780/35 396 (400-⅝)			

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
Amdt 3 25FEB21

35°53'N-78°47'W

RALEIGH-DURHAM INTL (RDU)

RNAV (RNP) Z RWY 5L

RNAV (RNP) Z RWY 5R

RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Idg	7500
054°	TDZE	420
	Apt Elev	435

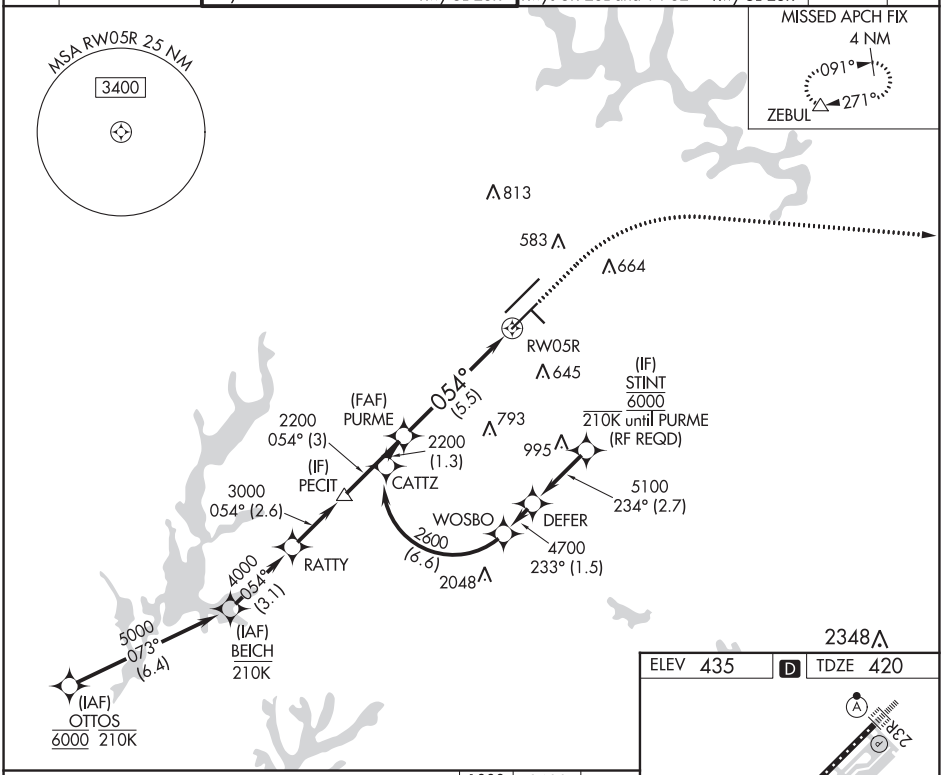
RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 4500. Simultaneous approach authorized, except for arrivals at STINT.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

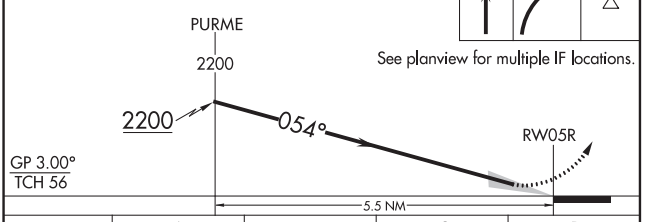
D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)		GND CON		CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1	



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 62).

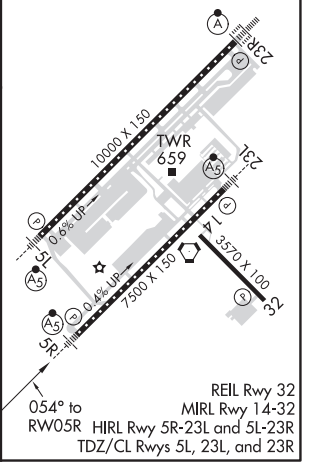
1000	2600	ZEBUL
↑	↗	△

See planview for multiple IF locations.



CATEGORY	A	B	C	D
RNP 0.30 DA	692/24 272 (300-½)			

AUTHORIZATION REQUIRED



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 21056

RNAV (RNP) Z RWY 23L

RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Idg	TDZE	Apt Elev
234°	7500	435	435

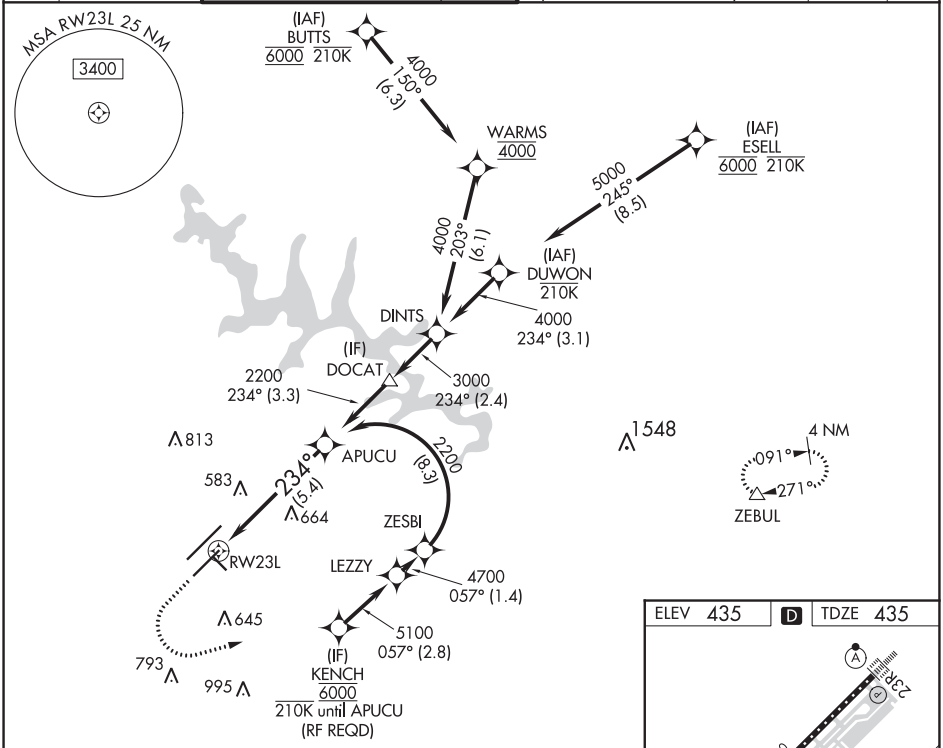
RNP AR APCH-GPS.

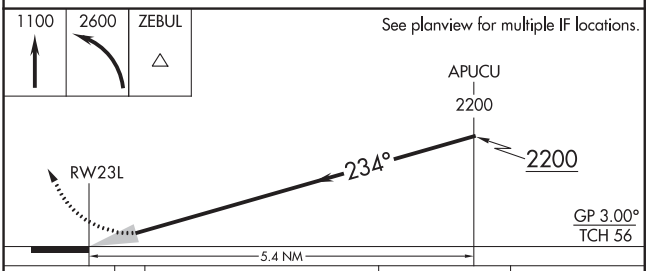
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. Simultaneous approach authorized, except for arrivals at KENCH. For inop ALS, increase RNP 0.10 all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ZEBUL and hold.

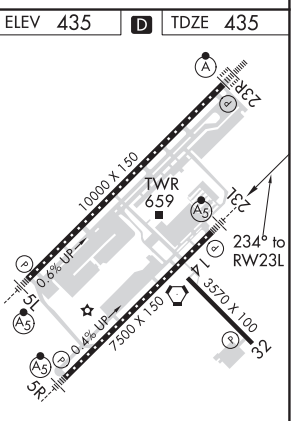
D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)		GND CON		CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1	





CATEGORY	A	B	C	D
RNP 0.10 DA	776/30 341 (400-⅝)			
RNP 0.30 DA	826/35 391 (400-⅝)			

AUTHORIZATION REQUIRED



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (RNP) Z RWY 23R

RALEIGH-DURHAM INTL (RDU)

APP CRS	Rwy Idg	10000
234°	TDZE	409
	Apt Elev	435

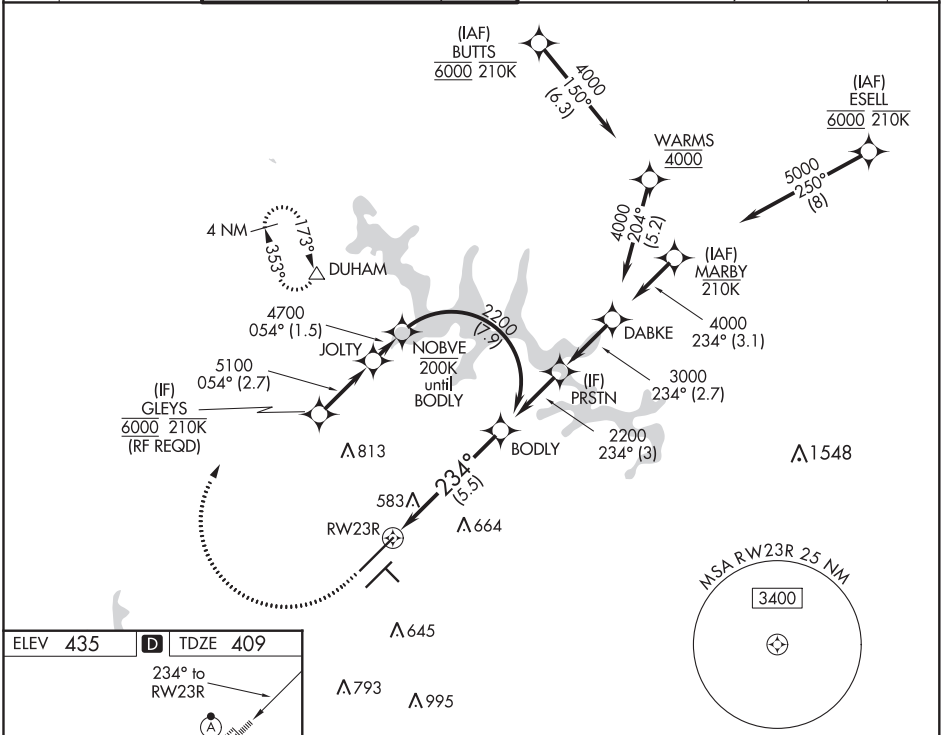
RNP AR APCH-GPS.

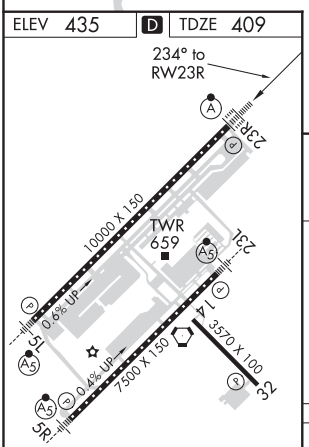
For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.15 all Cats visibility to RVR 5500, increase RNP 0.30 all Cats visibility to 1⅜ SM. Simultaneous approach authorized except for arrivals at GLEYS.

ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM and hold.

D-ATIS	RALEIGH APP CON	(EAST) RALEIGH TOWER (WEST)		GND CON		CLNC DEL	CPDLC
		(EAST)	(WEST)	(EAST)	(WEST)		
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	



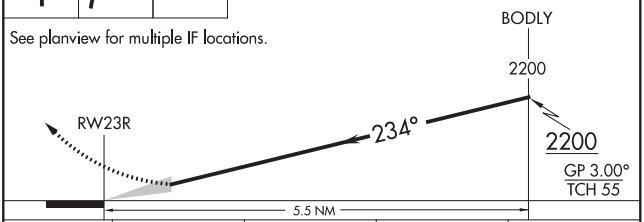


REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5R-23L and 5L-23R
TDZ/CL Rwys 5L, 23L, and 23R

1000	2200	DUHAM
↑	↱	△

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	760/30 351 (400-⅝)			
RNP 0.30 DA	910/55 501 (500-1)			

AUTHORIZATION REQUIRED

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 20142

APP CRS	Rwy Idg	3570
324°	TDZE	429
	Apt Elev	435

RNAV (GPS) RWY 32

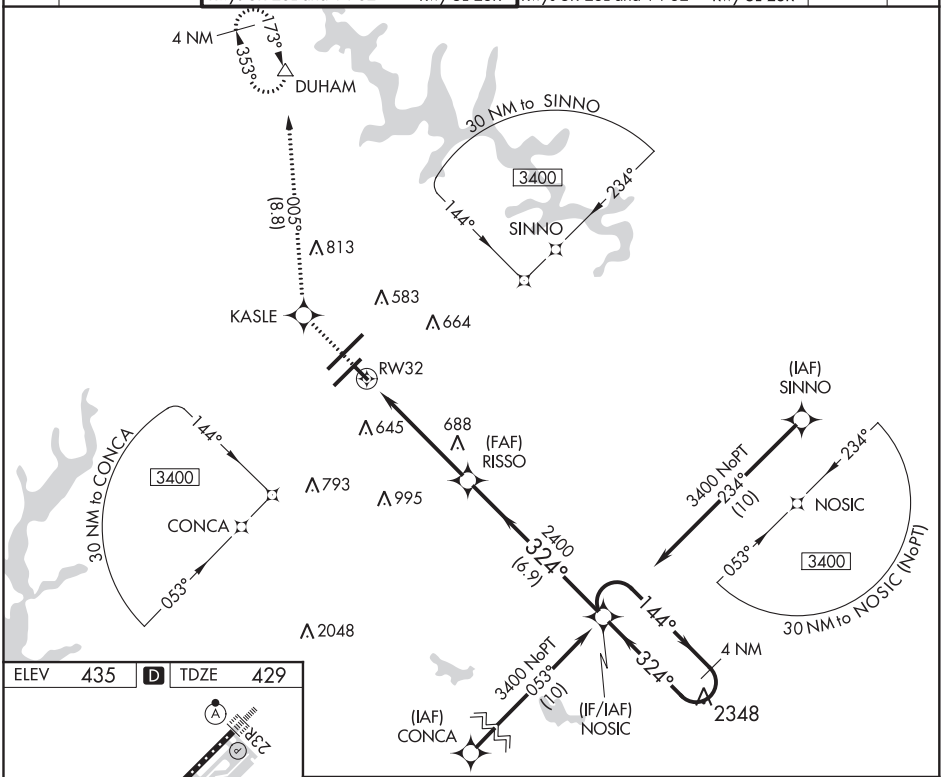
RALEIGH-DURHAM INTL (RDU)

RNP APCH.

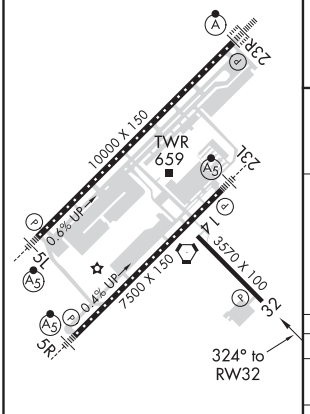
Rwy 32 helicopter visibility reduction below ¾ SM NA.
Baro-VNAV NA below -15°C (5°F) or above 48°C (118°F).

MISSED APPROACH: Climb to 2200 direct KASLE and on track 005° to DUHAM and hold.

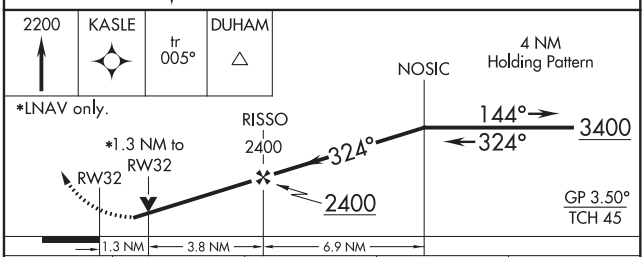
D-ATIS	RALEIGH APP CON	RALEIGH TOWER (EAST)	RALEIGH TOWER (WEST)	GND CON (EAST)	GND CON (WEST)	CLNC DEL	CPDLC
123.8	127.675 307.9	127.45 257.8 Rwys 5R-23L and 14-32	119.3 257.8 Rwy 5L-23R	121.9 348.6 Rwys 5R-23L and 14-32	121.7 348.6 Rwy 5L-23R	120.1	



ELEV 435 D TDZE 429



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, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) Y RWY 5L

RALEIGH-DURHAM INTL (RDU)

WAAS CH 48813 W05A	APP CRS 054°	Rwy Idg 10000 TDZE 384 Apt Elev 435

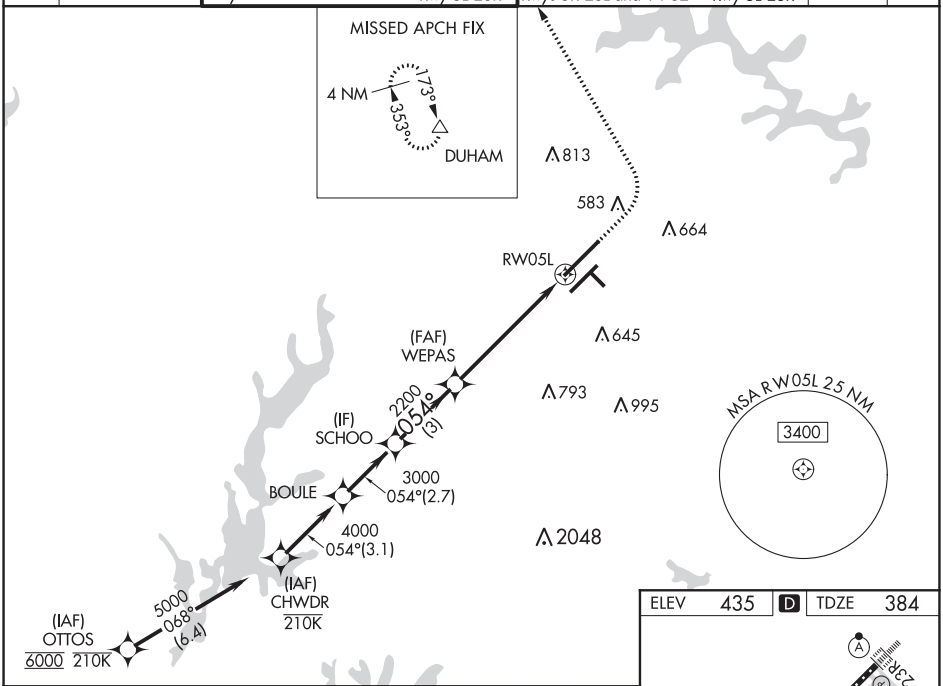
RNP APCH-GPS.

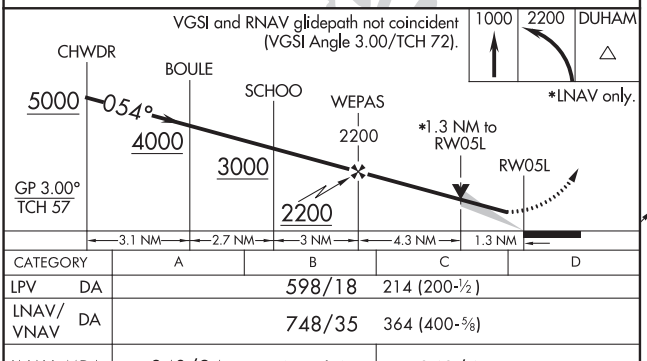
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Use of FD or AP required during simultaneous operations.

MALSR

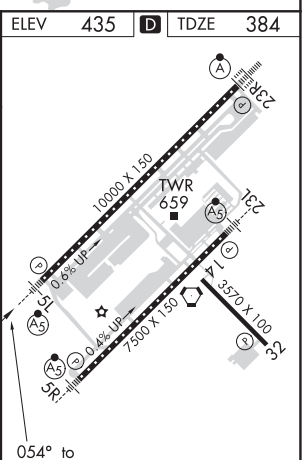
MISSED APPROACH: Climb to 1000 then climbing left turn to 2200 direct DUHAM and hold.

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
LPV DA		598/18	214 (200-½)	
LNAV/VNAV DA		748/35	364 (400-⅝)	
LNAV MDA	840/24	456 (500-½)	840/45	456 (500-⅞)
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

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 21056

RNAV (GPS) Y RWY 5R

RALEIGH-DURHAM INTL (RDU)

WAAS	APP CRS	Rwy Idg	7500
CH 90213	054°	TDZE	420
W05B		Apt Elev	435

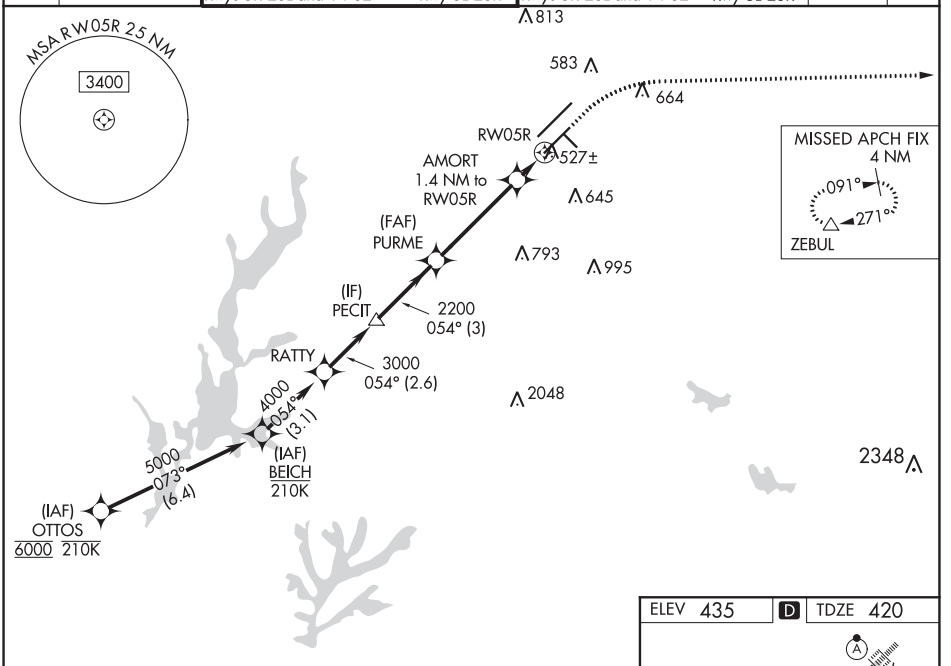
RNP APCH-GPS.

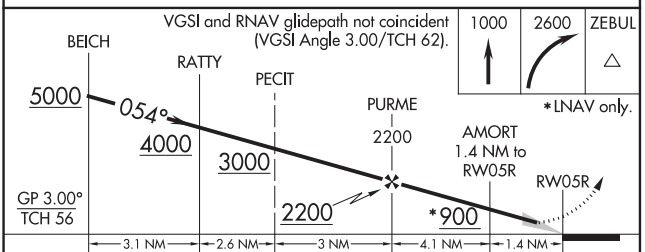
Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C/D visibility to RVR 5500. # RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

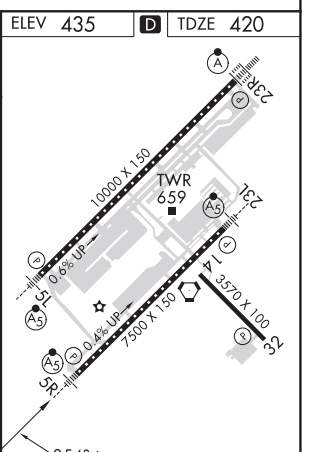
MISSED APPROACH: Climb to 1000 then climbing right turn to 2600 direct ZEBUL and hold.

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
LPV DA	#620/24	200 (200-½)		
LNAV/VNAV DA	688/24	268 (300-½)		
LNAV MDA	780/24	360 (400-½)	780/40	360 (400-¾)
C CIRCLING	960-1	525 (600-1)	1020-1½ 585 (600-1½)	1180-2½ 745 (800-2½)



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) Y RWY 23L

RALEIGH-DURHAM INTL (RDU)

WAAS	APP CRS	Rwy Idg	7500
CH 65713	234°	TDZE	435
W23B		Apt Elev	435

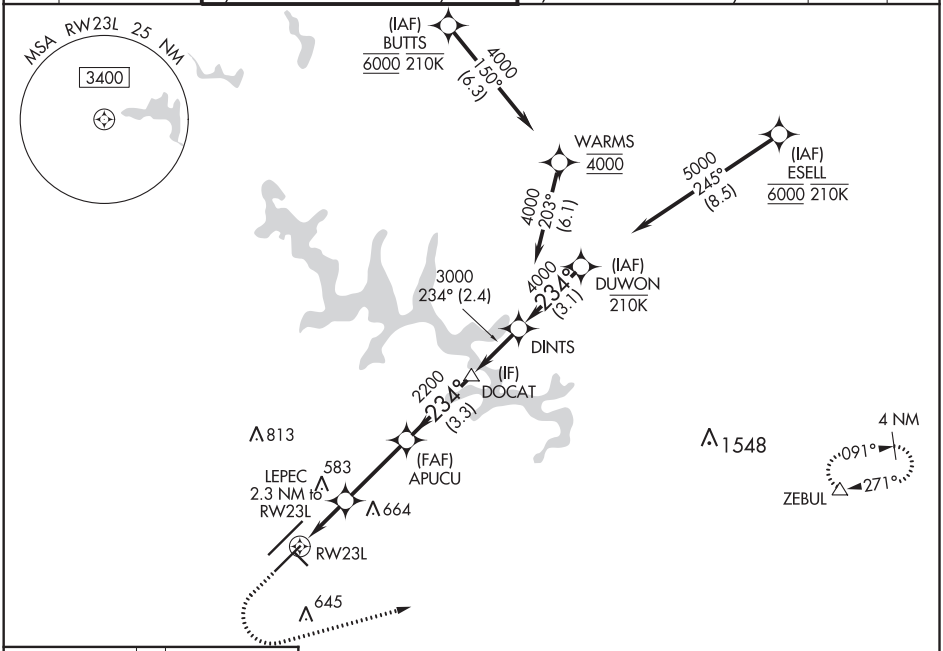
RNP APCH-GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

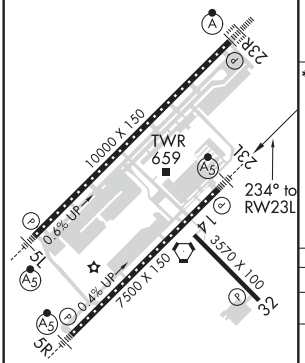
MALSR

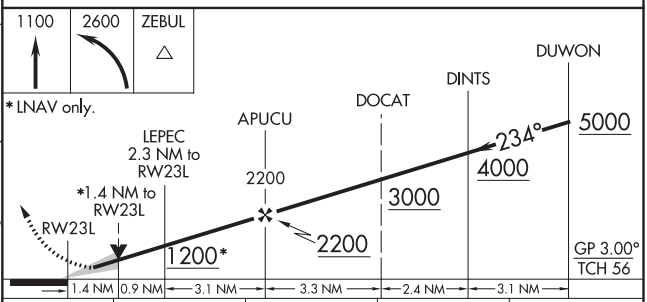
MISSED APPROACH: Climb to 1100 then climbing left turn to 2600 direct ZEBUL and hold.

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	



ELEV 435 D TDZE 435





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)		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 5L, 23R, and 23L

SE-2, 25 FEB 2021 to 22 APR 2021
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RALEIGH/DURHAM, NORTH CAROLINA AL-516 (FAA) 21056

RNAV (GPS) Y RWY 23R

RALEIGH-DURHAM INTL (RDU)

WAAS	APP CRS	Rwy Idg	10000
CH 45613	234°	TDZE	409
W23A		Apt Elev	435

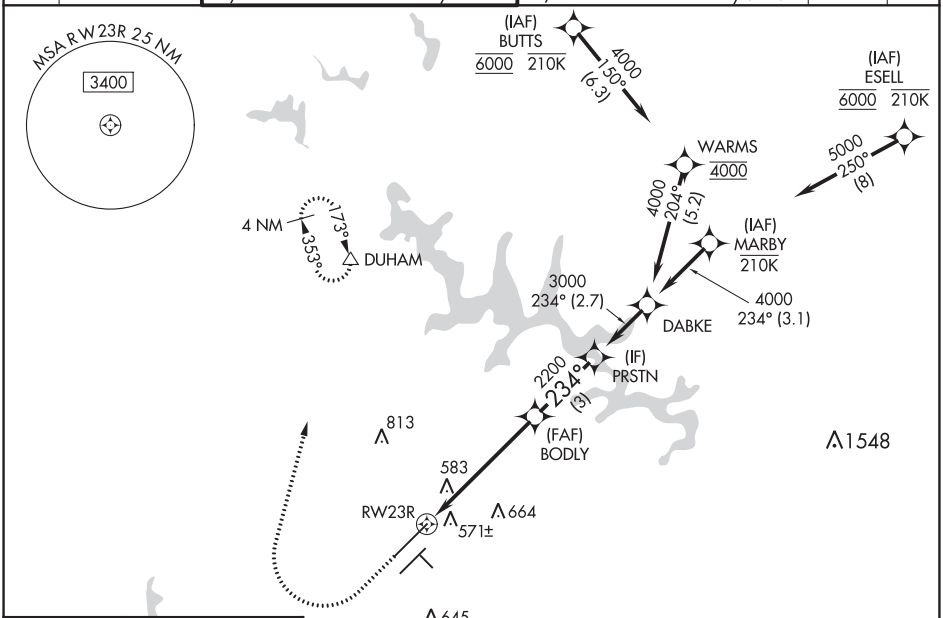
RNP APCH - GPS.

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 -12°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅝ SM.

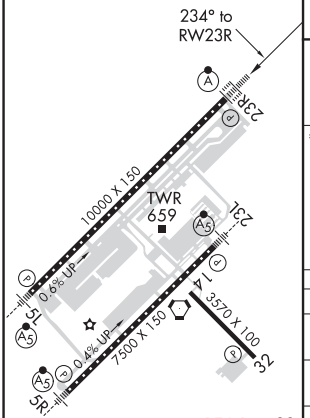
ALSF-2

MISSED APPROACH: Climb to 1000 then climbing right turn to 2200 direct DUHAM 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	



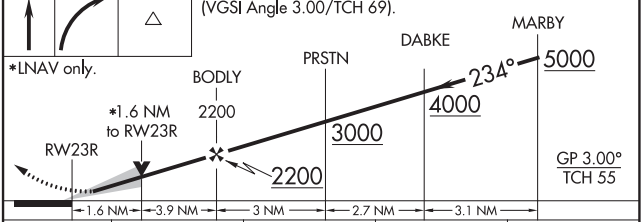
ELEV 435 D TDZE 409



REIL Rwy 32
MIRL Rwy 14-32
HIRL Rwys 5L-23R and 5R-23L
TDZ/CL Rwys 5L, 23L, and 23R

1000 2200 DUHAM

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 69).



CATEGORY		A	B	C	D
LPV	DA	609/18 200 (200-½)			
LNAV/VNAV	DA	735/26 326 (300-½)			
LNAV	MDA	980/24 571 (600-½)		980-1¼ 571 (600-1¼)	
C CIRCLING		980-1 545 (600-1)		1020-1⅝ 585 (600-1⅝)	1180-2½ 745 (800-2½)

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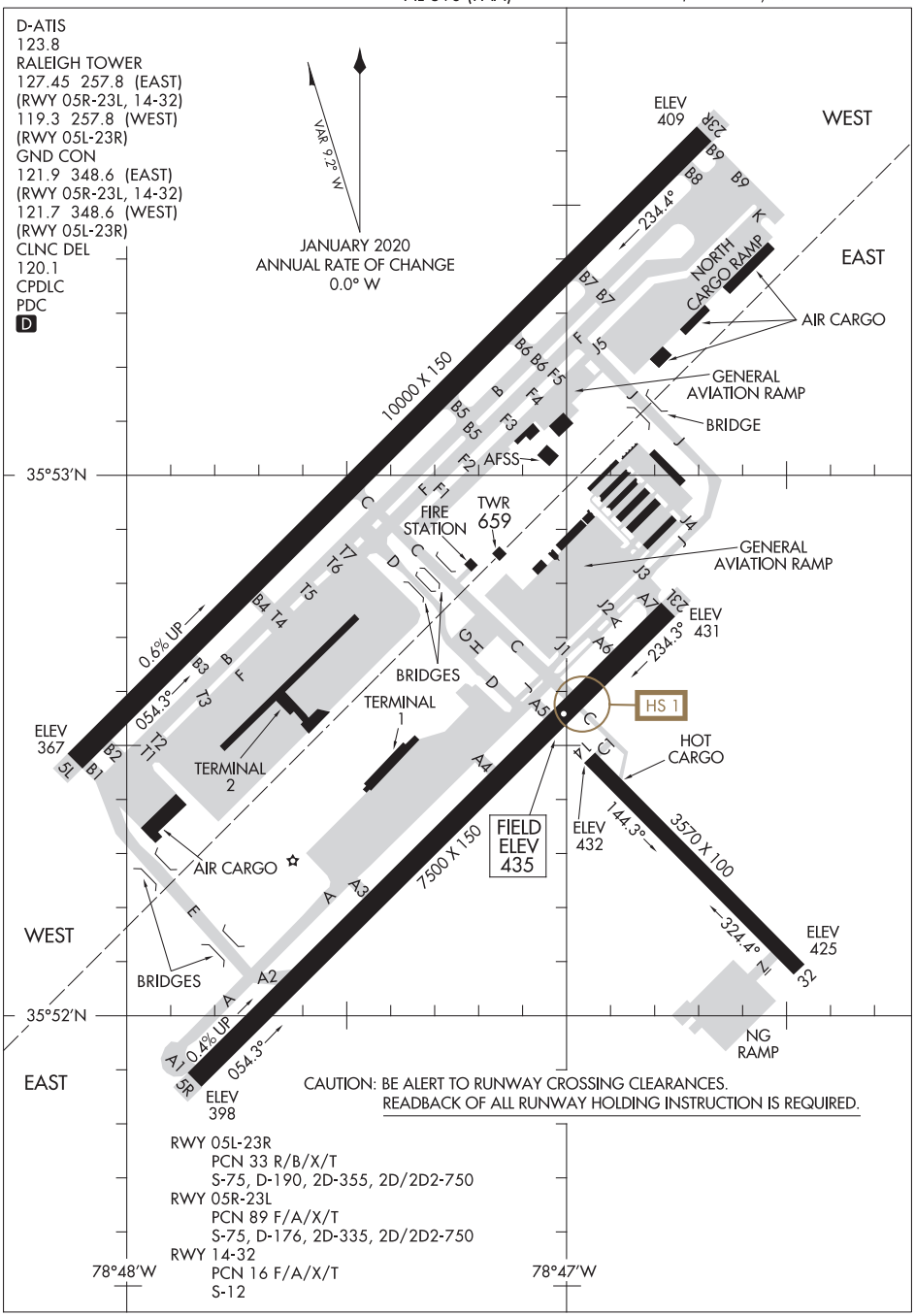

D-ATIS
123.8
RALEIGH TOWER
127.45 257.8 (EAST)
(RWY 05R-23L, 14-32)
119.3 257.8 (WEST)
(RWY 05L-23R)
GND CON
121.9 348.6 (EAST)
(RWY 05R-23L, 14-32)
121.7 348.6 (WEST)
(RWY 05L-23R)
CLNC DEL
120.1
CPDLC
PDC
D
VAR 9.2° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W
ELEV 409
WEST
EAST
234.4°
NORTH CARGO RAMP
AIR CARGO
GENERAL AVIATION RAMP
BRIDGE
AFSS
10000 X 150
FIRE STATION
TWR 659
GENERAL AVIATION RAMP
ELEV 431
234.3°
0.6% UP
054.3°
BRIDGES
TERMINAL 1
TERMINAL 2
HS 1
HOT CARGO
ELEV 367
AIR CARGO
FIELD ELEV 435
ELEV 432
144.3°
3570 X 100
324.4°
ELEV 425
7500 X 150
BRIDGES
0.4% UP
054.3°
ELEV 398
NG RAMP
35°53'N
35°52'N
78°48'W
78°47'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTION IS REQUIRED.
RWY 05L-23R
PCN 33 R/B/X/T
S-75, D-190, 2D-355, 2D/2D2-750
RWY 05R-23L
PCN 89 F/A/X/T
S-75, D-176, 2D-335, 2D/2D2-750
RWY 14-32
PCN 16 F/A/X/T
S-12

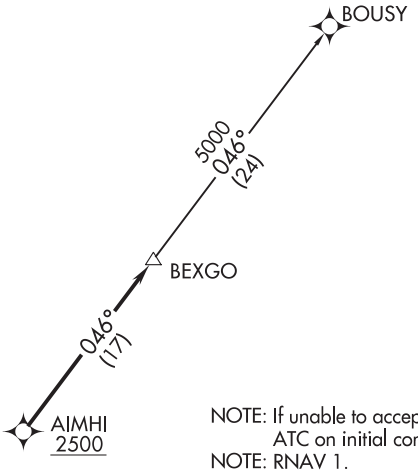
(BEXGO4.BEXGO) 21056 AL-516 (FAA)

BEXGO FOUR 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) 6000
(PROPS) ASSIGNED BY ATC



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/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross AIMHI at or above 2500, thence. . . .

. . . .on track 046° to BEXGO, turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

BOUSY TRANSITION (BEXGO4.BOUSY)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

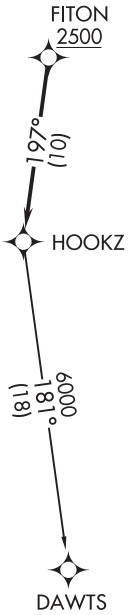
HOOKZ FOUR DEPARTURE (RNAV)

TOP ALTITUDE:
(JETS) 6000
(PROPS) ASSIGNED BY ATC

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/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross FITON at or above 2500 thence. . . .

. . . .on track 197° to HOOKZ, turbojets maintain 6000, propellers maintain attitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

DAWTS TRANSITION (HOOKZ4.DAWTS)

NOTE: Chart not to scale.

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

(HURIC4.HURIC) 21056 AL-516 (FAA)

HURIC FOUR 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 125.3 353.675

TOP ALTITUDE: (JETS) 6000 (PROPS) ASSIGNED BY ATC

N

STRMY 2500

092° (10)

HURIC

5000 092° (11)

FEBEL

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 5L/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross STRMY at or above 2500, thence. . . .

. . . .on track 092° to HURIC. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

FEBEL TRANSITION (HURIC4.FEBEL)

HURIC FOUR DEPARTURE (RNAV)
(HURIC4.HURIC) 25FEB21
RALEIGH/DURHAM, NORTH CAROLINA
RALEIGH-DURHAM INTL (RDU)
SE-2, 25 FEB 2021 to 22 APR 2021

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

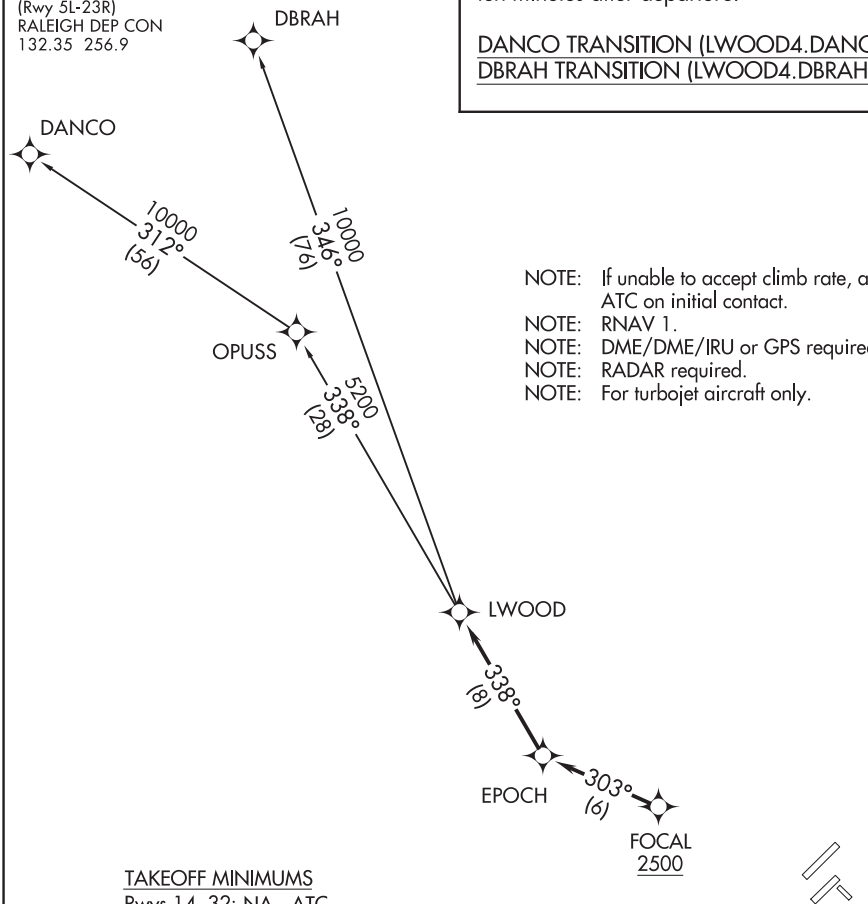
TOP ALTITUDE: 6000

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 23L/R: Climb on assigned heading for RADAR vectors to cross FOCAL at or above 2500, thence. . . .

. . . .on depicted route to LWOOD, then on assigned transition. Maintain 6000. Expect clearance to filed altitude within ten minutes after departure.

DANCO TRANSITION (LWOOD4.DANCO)
DBRAH TRANSITION (LWOOD4.DBRAH)



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 - ATC.
Rwys 5L/R: Standard.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.

NOTE: Chart not to scale.

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

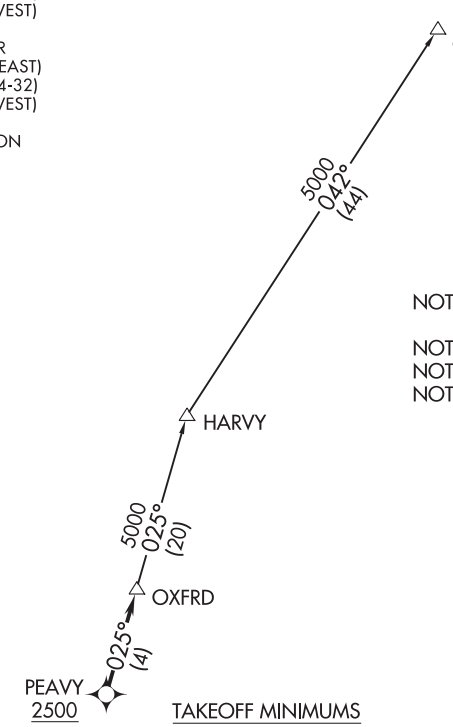
(OXFRD4.OXFRD) 21056 AL-516 (FAA)

OXFRD FOUR 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) 6000
(PROPS) ASSIGNED BY ATC



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/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/5R, 14, 23L/R, 32: Climb on assigned heading for RADAR vectors to cross PEAVY at or above 2500, thence. . . .

. . . .on track 025° to OXFRD, then on transition. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

CARML TRANSITION (OXFRD4.CARML)

NOTE: Chart not to scale.

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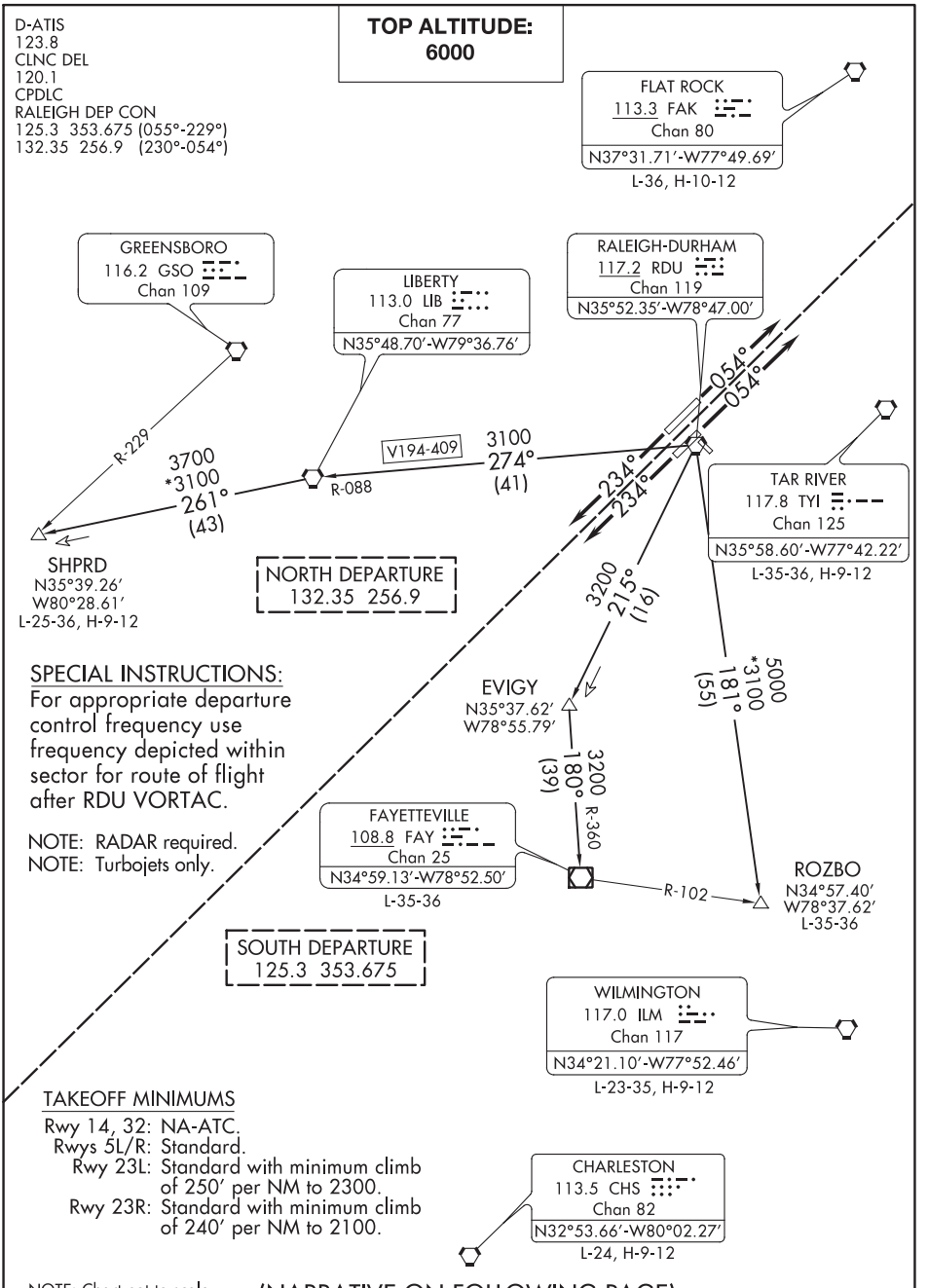
PACKK NINE DEPARTURE



SPECIAL INSTRUCTIONS:
For appropriate departure control frequency use frequency depicted within sector for route of flight after RDU VORTAC.

NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF MINIMUMS

Rwy 14, 32: NA-ATC.
Rwys 5L/R: Standard.
Rwy 23L: Standard with minimum climb of 250' per NM to 2300.
Rwy 23R: Standard with minimum climb of 240' per NM to 2100.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

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SE-2, 25 FEB 2021 to 22 APR 2021

(PACK9.RDU) 21056 AL-516 (FAA)

PACKK NINE DEPARTURE

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

SE-2, 25 FEB 2021 to 22 APR 2021

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054°, or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb on heading 234°, or as assigned by ATC, thence. . . .

. . . .for RADAR vectors to assigned/filed transition/fix/navaid/airway, maintain 6000, expect filed altitude ten minutes after departure.

FAYETTEVILLE TRANSITION (PACK9.FAY): From over RDU VORTAC on RDU R-215 to EVIGY, then on FAY R-360 to FAY VOR/DME.
ROZBO TRANSITION (PACK9.ROZBO): From over RDU VORTAC on RDU R-181 to ROZBO.
SHPRD TRANSITION (PACK9.SHPRD): From over RDU VORTAC on RDU R-274 and LIB R-088 to LIB VORTAC, then on LIB R-261 to SHPRD.

RALEIGH ONE DEPARTURE

D-ATIS
123.8
CLNC DEL
120.1
CPDLC
RALEIGH DEP CON
125.3 353.675 (055°-229°)
132.35 256.9 (230°-054°)

TOP ALTITUDE: AS ASSIGNED BY ATC

NOTE: RADAR required.
NOTE: Propeller aircraft only.

FLAT ROCK
113.3 FAK
Chan 80
N37°31.71'-W77°49.69'
L-36, H-10-12

SOUTH BOSTON
110.4 SBV
Chan 41
N36°40.50'-W79°00.87'
L-26-36, H-9-12

NORTH DEPARTURE
132.35 256.9

GREENSBORO
116.2 GSO
Chan 109
N36°02.74'-W79°58.58'
L-25-36, H-9-12

JAYRR
N36°00.55'
W79°22.55'

3200
277°
(29)
R-097

3200
295°
(30)
R-047

324°
054°
054°
234°
234°
144°

TAR RIVER
117.8 TYI
Chan 125
N35°58.60'-W77°42.22'
L-35-36, H-9-12

SOUTH DEPARTURE
125.3 353.675

LIBERTY
113.0 LIB
Chan 77
N35°48.70'
W79°36.76'
L-25-36, H-9-12

3200
215°
(16)

RALEIGH-DURHAM
117.2 RDU
Chan 119
N35°52.35'-W78°47.00'

EVIGY
N35°37.62'
W78°55.79'

3200
180°
(39)
R-360

5000
*3100
181°
(55)

SPECIAL INSTRUCTIONS:
For appropriate departure control frequency use frequency depicted within sector for route of flight after RDU VORTAC.

SANDHILLS
111.8 SDZ
Chan 55
N35°12.93'
W79°35.28'
L-25-35-36, H-9-12

R-102

ROZBO
N34°57.40'
W78°37.62'
L-35-36

FAYETTEVILLE
108.8 FAY
Chan 25
N34°59.13'-W78°52.50'
L-35-36

WILMINGTON
117.0 ILM
Chan 117
N34°21.10'-W77°52.46'
L-23-35, H-9-12

TAKEOFF MINIMUMS
Rwys 5L/R: Standard.
Rwy 23L: Standard with a minimum climb of 250' per NM to 2300.
Rwy 23R: Standard with a minimum climb of 240' per NM to 2100.
Rwy 14: Standard with a minimum climb of 310' per NM to 1100.
Rwy 32: 300-1.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R: Climb on heading 054° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 14: Climb on heading 144° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAYS 23L/R: Climb on heading 234° or as assigned by ATC, thence. . . .
TAKEOFF RUNWAY 32: Climb on heading 324° or as assigned by ATC, thence. . . .

. . . .expect RADAR vectors to intercept filed/assigned transition or enroute fix/navaid/airway. Maintain altitude assigned by ATC, expect clearance to filed altitude/flight level 10 minutes after departure.

FAYETTEVILLE TRANSITION (RDU1.FAY): From over RDU VORTAC on RDU R-215 to EVIGY, then on FAY R-360 to FAY VOR/DME.

GREENSBORO TRANSITION (RDU1.GSO): From over RDU VORTAC on RDU R-295 to JAYRR, then on GSO R-097 to GSO VORTAC.

ROZBO TRANSITION (RDU1.ROZBO): From over RDU VORTAC on RDU R-181 to ROZBO.

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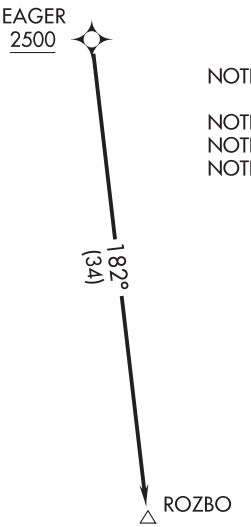
ROZBO FOUR DEPARTURE (RNAV)

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
125.3 353.675

TOP ALTITUDE:
(JETS) 6000
(PROPS) ASSIGNED BY ATC



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/R: Standard.
Rwy 14: Standard with minimum climb of 310′ per NM to 1000.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.
Rwy 32: 300-1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 14, 23L/R, 32:
Climb on assigned heading for RADAR vectors to cross EAGER at or above 2500, thence . . . .

.... on track 182° to ROZBO, then on assigned route. Turbojets maintain 6000, propellers maintain altitude assigned by ATC. Expect clearance to filed altitude within ten minutes after departure.

SE-2, 25 FEB 2021 to 22 APR 2021

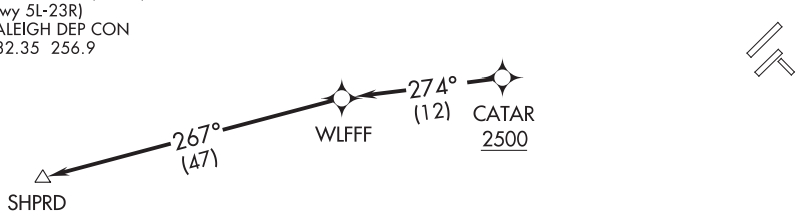
(SHPRD4.SHPRD) 21056 AL-516 (FAA)

SHPRD FOUR DEPARTURE (RNAV)

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

TOP ALTITUDE: 6000

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: 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 - ATC.
Rwys 5L/R: Standard.
Rwy 23L: Standard with minimum climb of 250′ per NM to 2300.
Rwy 23R: Standard with minimum climb of 240′ per NM to 2100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 5L/R, 23L/R: Climb on assigned heading for RADAR vectors to cross CATAR at or above 2500, thence. . . .

. . . .on depicted route to SHPRD, then as assigned. Maintain 6000, expect clearance to filed altitude within ten minutes after departure.

SE-2, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy Idg	5000
132°	TDZE	691
	Apt Elev	694

RNAV (GPS) RWY 13

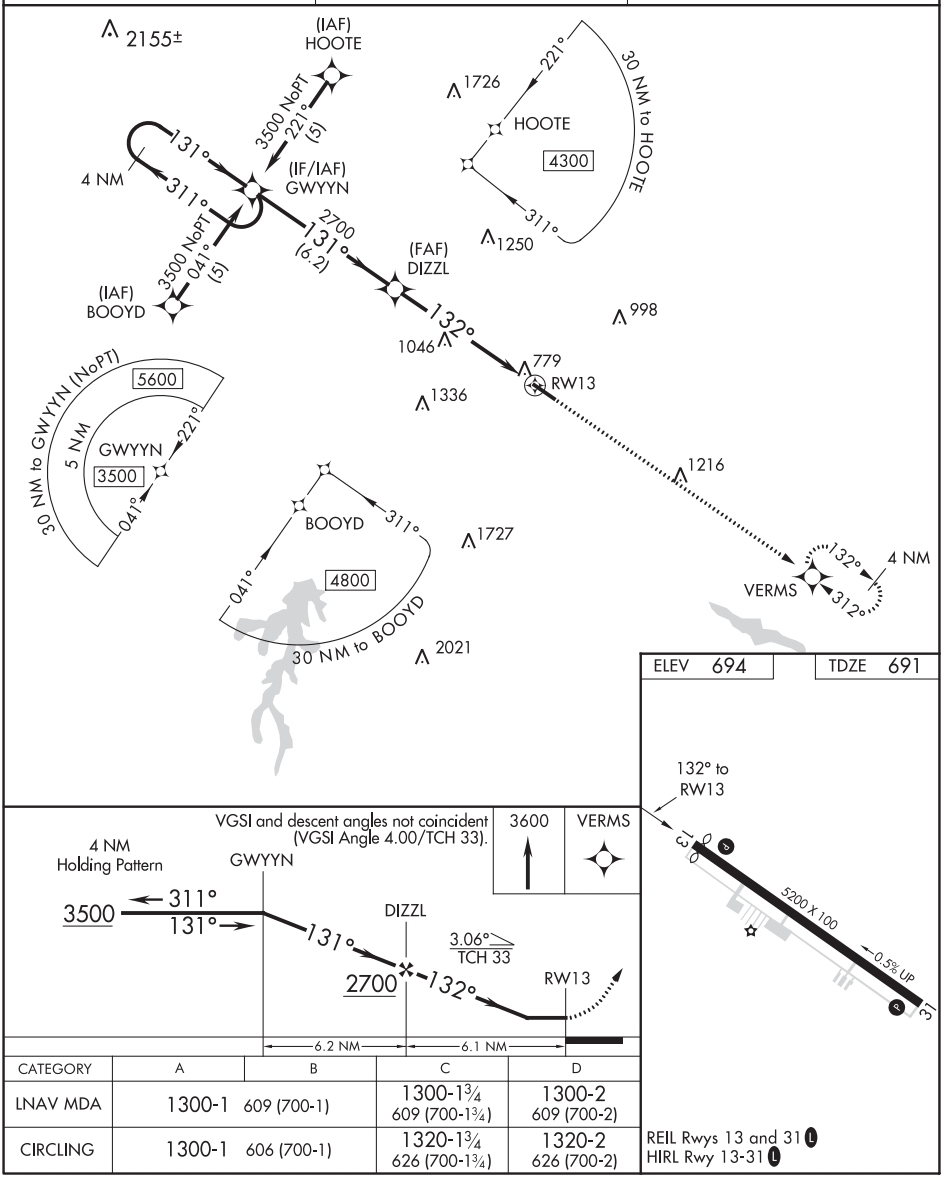
ROCKINGHAM COUNTY NC SHILOH (SIF)

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



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 Rwys 13 and 31 L
HIRL Rwy 13-31 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

REIDSVILLE, NORTH CAROLINA AL-6329 (FAA) 20366

APP CRS	Rwy Idg	5200
312°	TDZE	668
	Apt Elev	694

RNAV (GPS) RWY 31

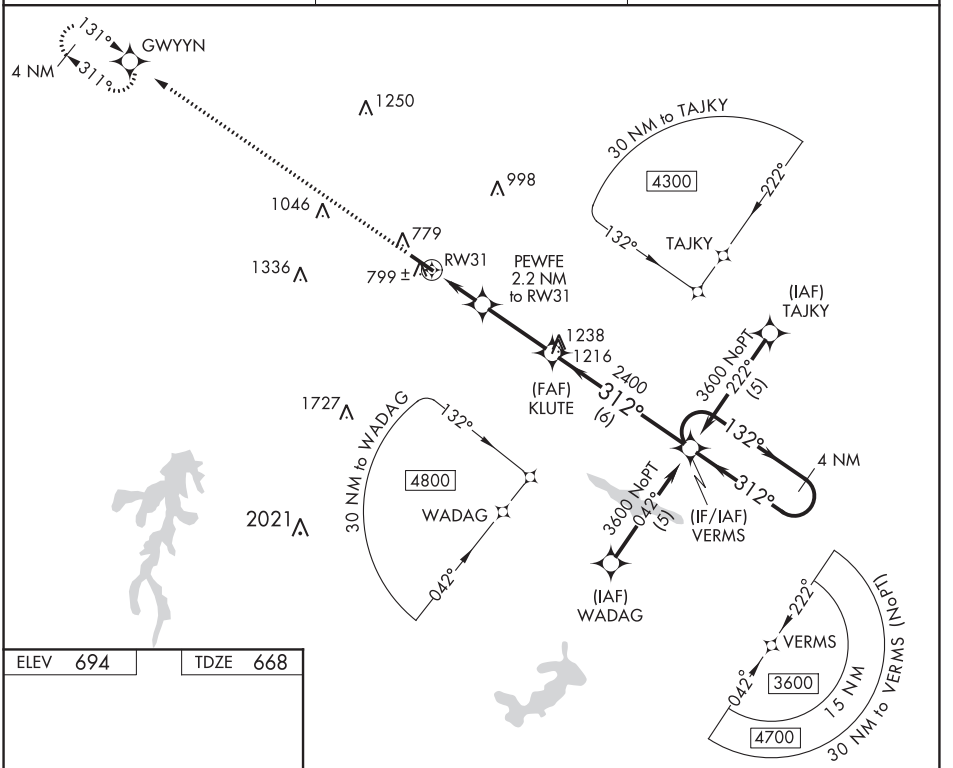
ROCKINGHAM COUNTY NC SHILOH (SIF)

RNP APCH.

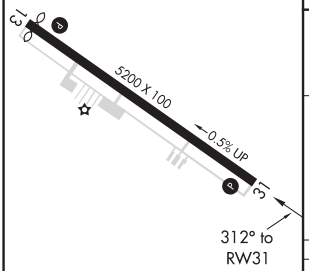
T A Rwy 31 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

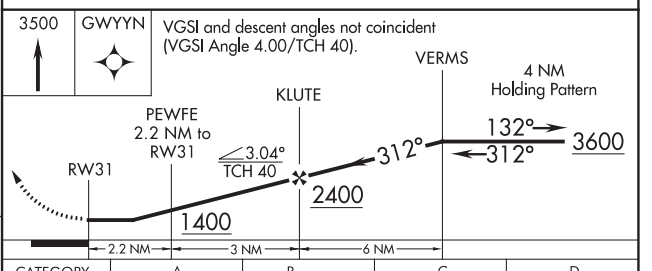
MISSED APPROACH: Climb to 3500 direct GWYYN and hold.

AWOS-3	GREENSBORO APP CON	UNICOM
119.775	124.35 269.225	122.8 (CTAF) L



ELEV 694 TDZE 668





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)

REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L

REIDSVILLE, NORTH CAROLINA
Orig-B 19JUL18

36°26'N-79°51'W

ROCKINGHAM COUNTY NC SHILOH (SIF)

RNAV (GPS) RWY 31

SE-2, 25 FEB 2021 to 22 APR 2021

VORTAC GSO 116.2 Chan 109	APP CRS 018°	Rwy Idg N/A TDZE N/A Apt Elev 694

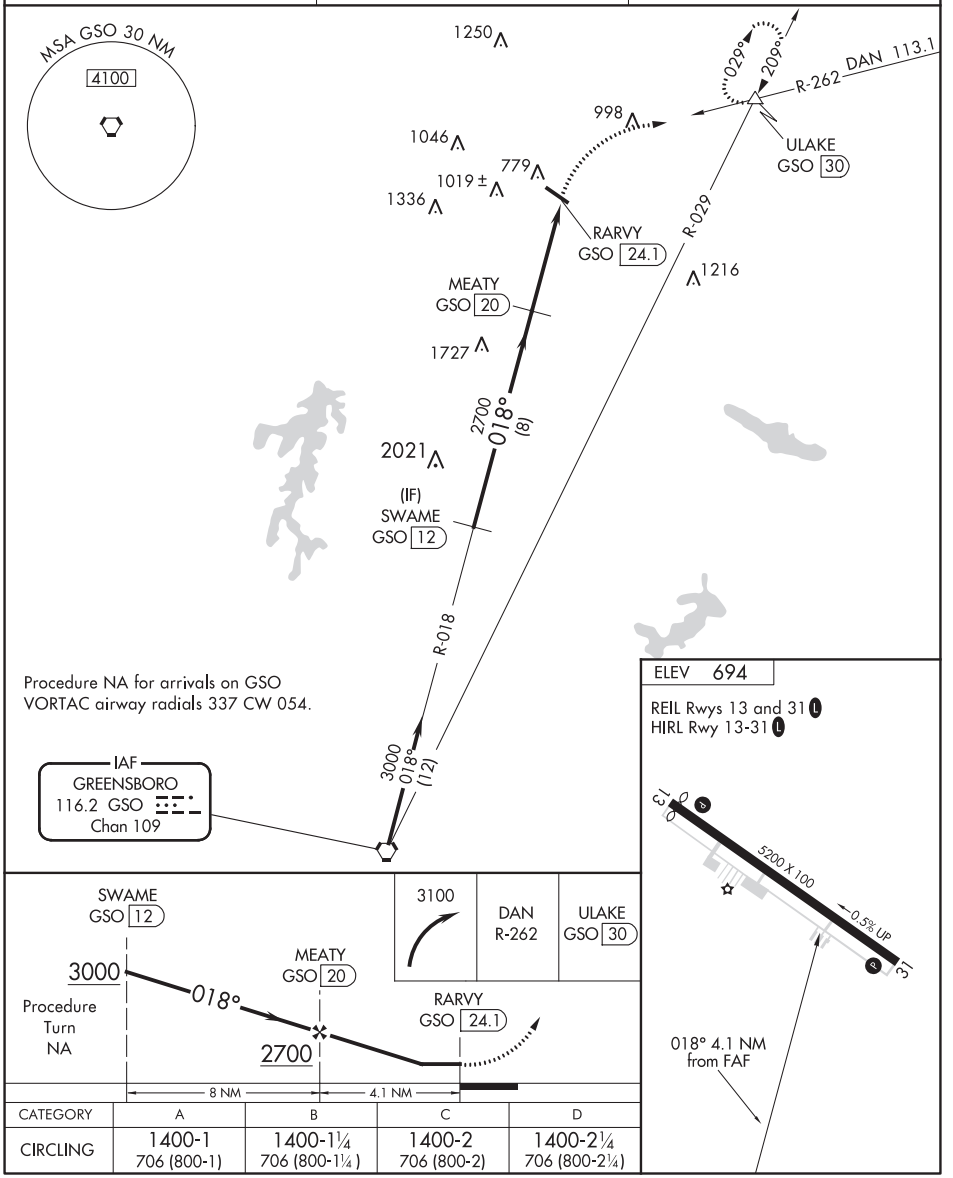
VOR/DME-A

ROCKINGHAM COUNTY NC SHILOH (SIF)

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)



CATEGORY	A	B	C	D
CIRCLING	1400-1 706 (800-1)	1400-1¼ 706 (800-1¼)	1400-2 706 (800-2)	1400-2¼ 706 (800-2¼)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

REIDSVILLE, NORTH CAROLINA AL-6329 (FAA) 20366

NDB RWY 31

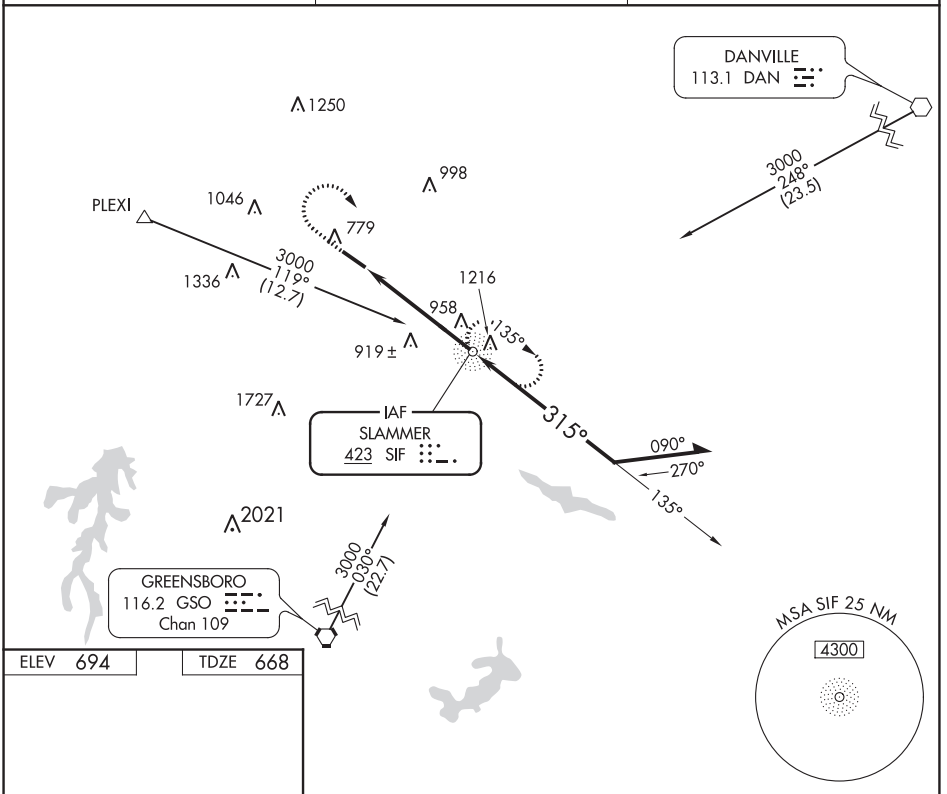
ROCKINGHAM COUNTY NC SHILOH (SIF)

NDB SIF	APP CRS	Rwy Idg	5200
423	315°	TDZE	668
		Apt Elev	694

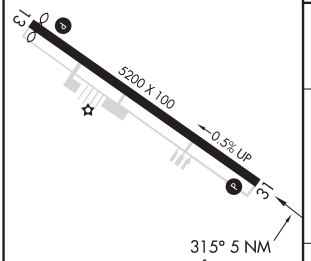
Rwy 31 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

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

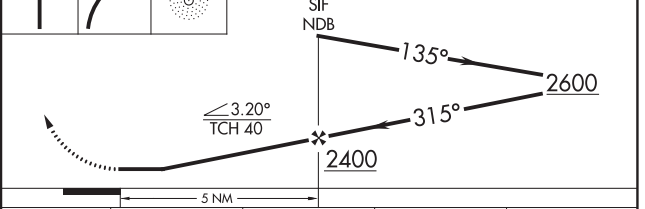


REIL Rwys 13 and 31 L
HIRL Rwy 13-31 L

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

1600	2600	SIF

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5500
CH 78025	019°	TDZE	144
W02A		Apt Elev	145

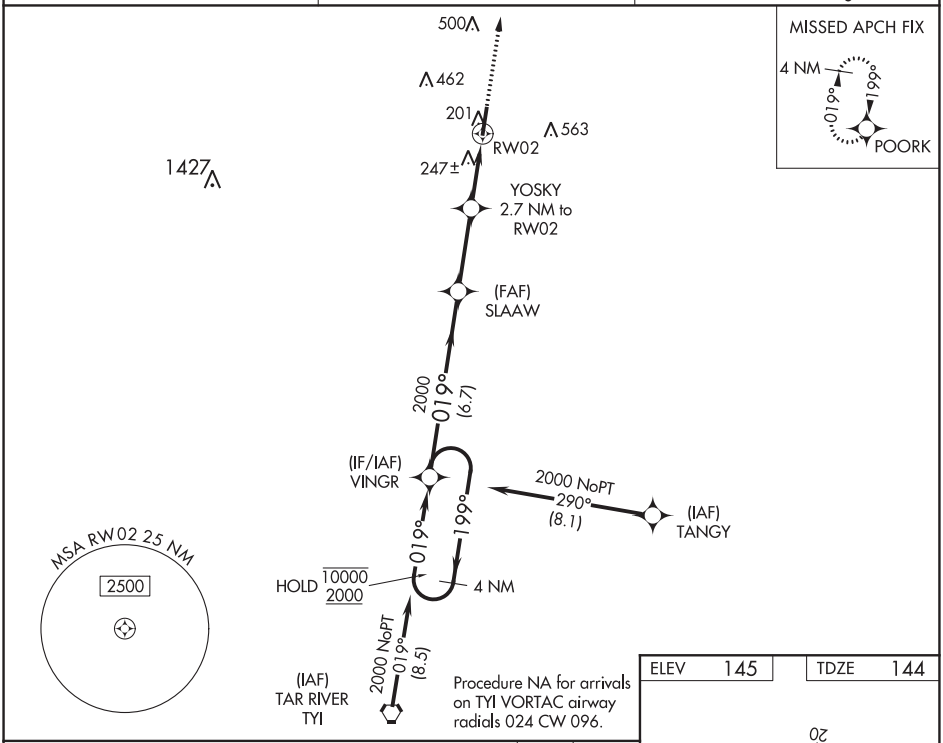
RNAV (GPS) RWY 2
HALIFAX-NORTHAMPTON RGNL (IXA)

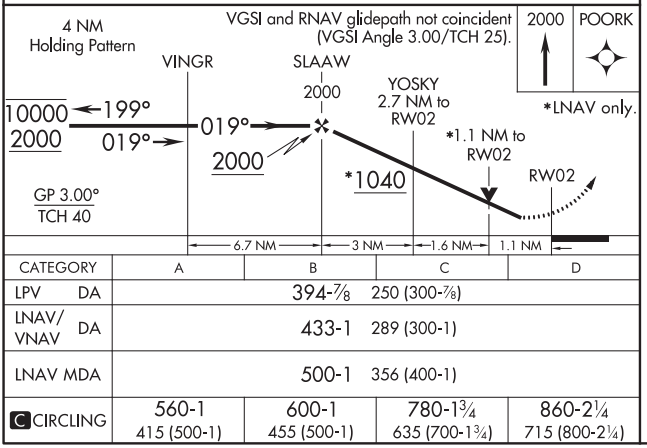
RNP APCH.

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.

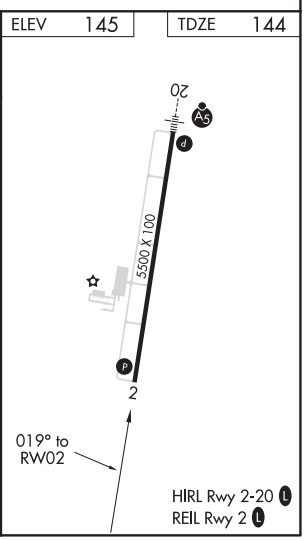
MISSED APPROACH: Climb to 2000 direct POORK and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ROANOKE RAPIDS, NORTH CAROLINA | AL-10369 (FAA) | 20254

WAAS	APP CRS	Rwy Idg	5500
CH 72725	199°	TDZE	144
W20A		Apt Elev	145

RNAV (GPS) RWY 20

HALIFAX-NORTHAMPTON RGNL (IXA)

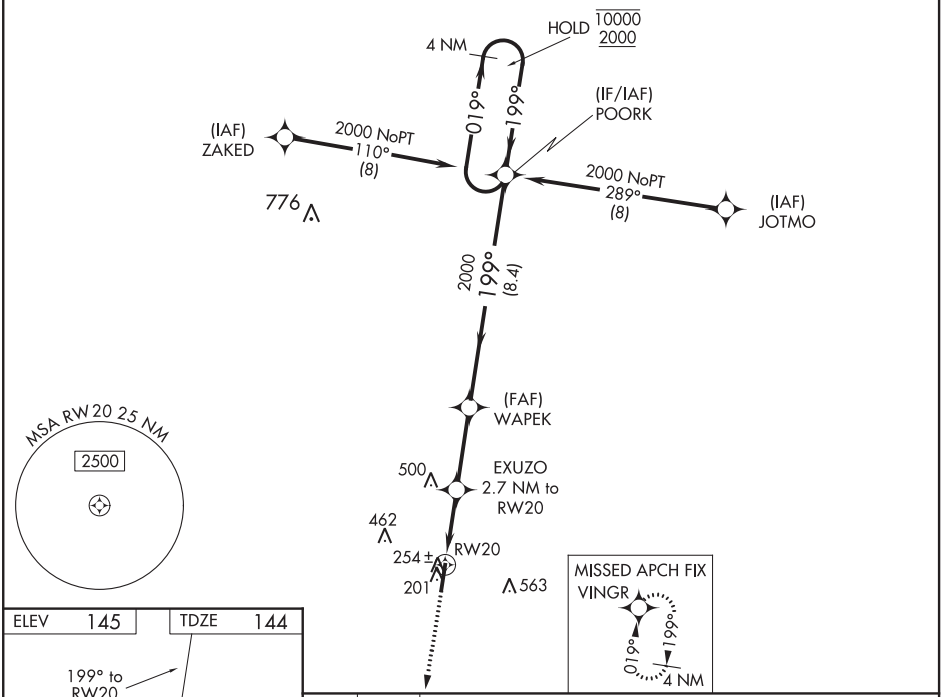
RNP APCH.

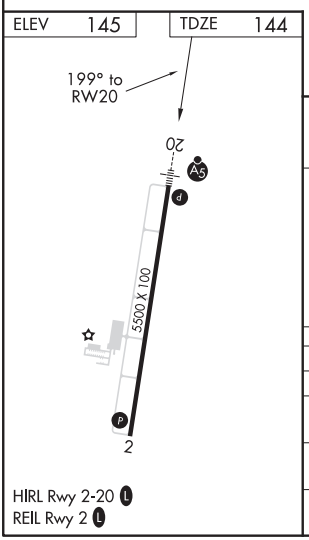
T A — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA east of Rwys 2-20. For inop ALS increase LNAV/VNAV visibility all Cats to ⅞ SM and LNAV Cats C/D to 1 SM.

MALSR (A5)

MISSED APPROACH: Climb to 2000 direct VINGR and hold.

AWOS-3PT	WASHINGTON CENTER	UNICOM
119.975	132.025 290.425	123.075 (CTAF) L





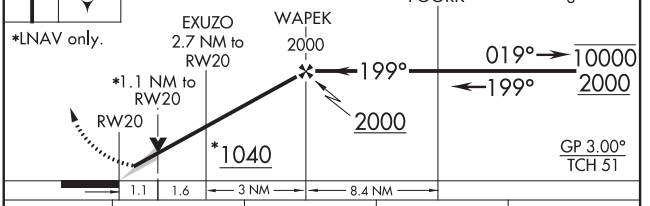
HIRL Rwy 2-20 L
REIL Rwy 2 L

2000 | VINGR

VGSI and RNAV glidepath not coincident. (VGSI Angle 3.00/TCH 24)

*LNAV only.

4 NM Holding Pattern



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

VORTAC TYI	APP CRS	Rwy Idg	5500
117.8	014°	TDZE	144
Chan 125		Apt Elev	145

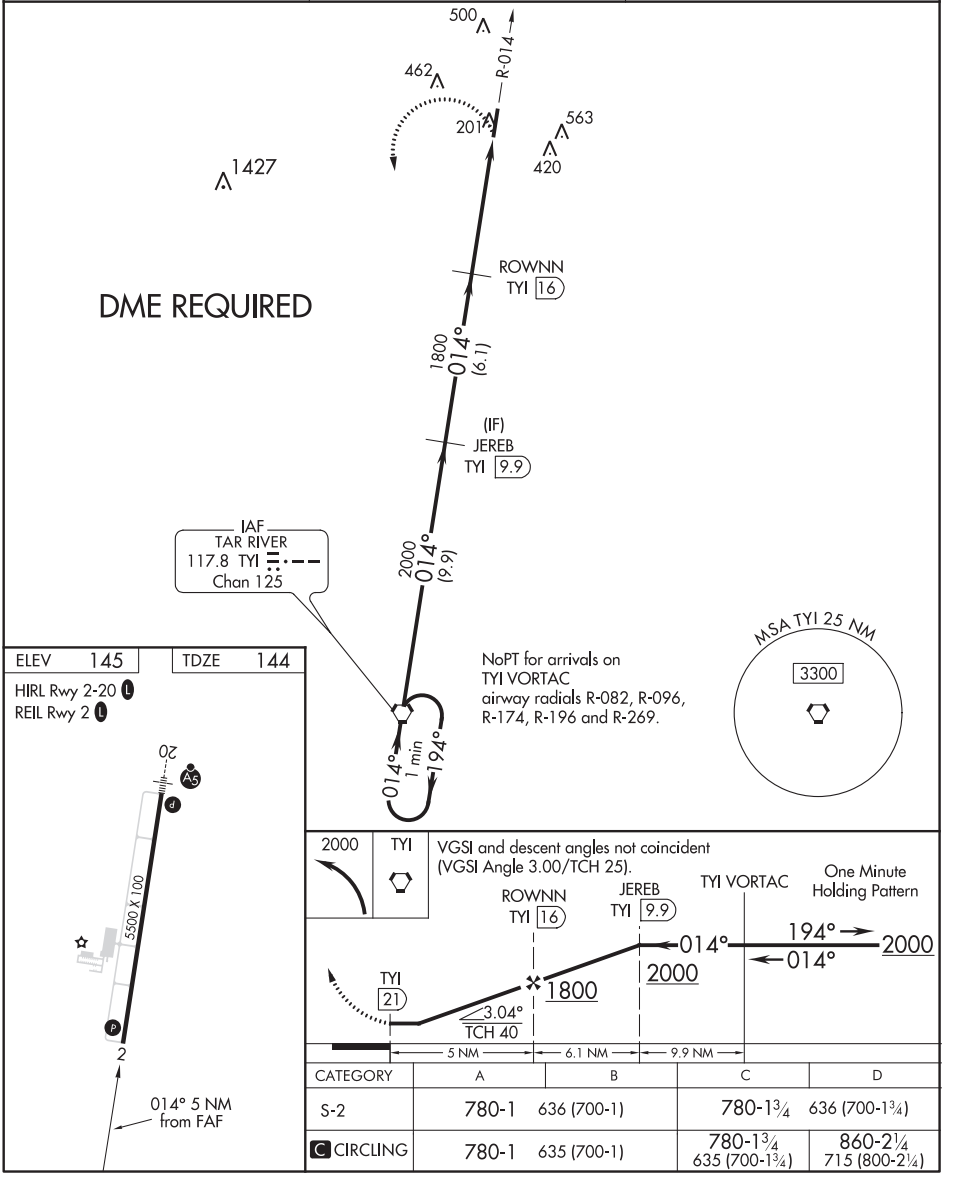
VOR RWY 2

HALIFAX-NORTHAMPTON RGNL (IXA)

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)



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 635 (700-1¾)	860-2¼ 715 (800-2¼)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

19283

LOC/DME I-UZA	APP CRS	Rwy Idg	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)

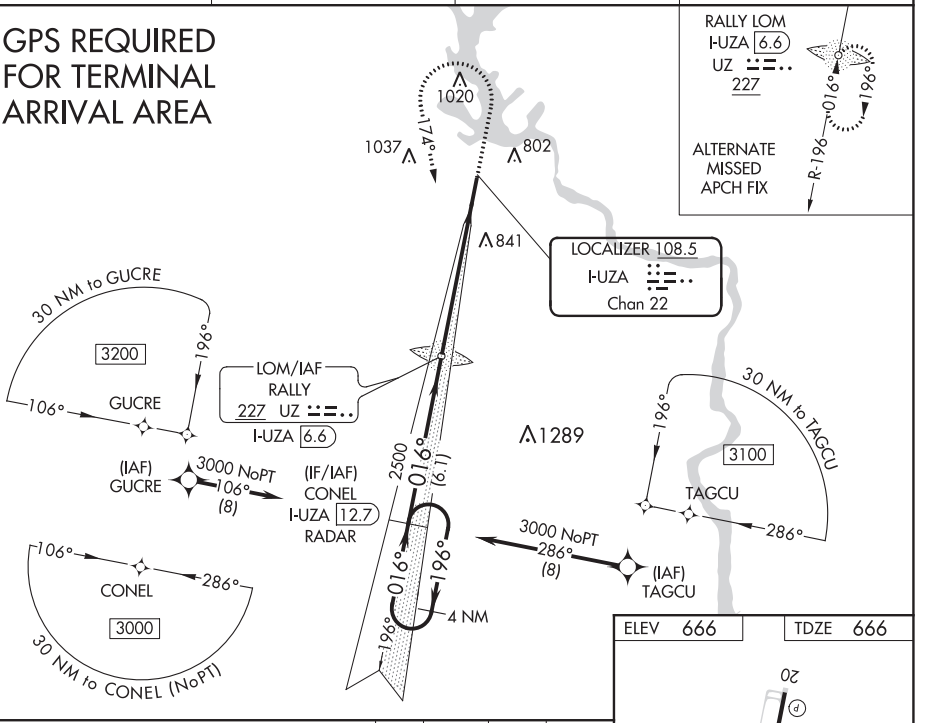
T
A NA ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 2 Cat C/D 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.

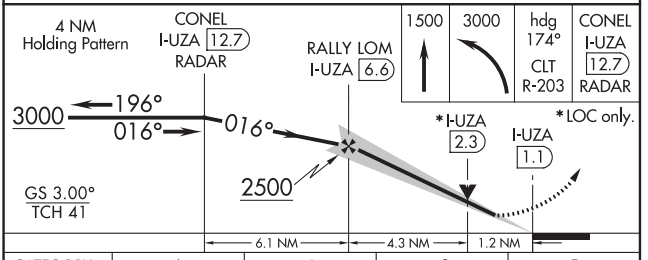
MALSR

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.

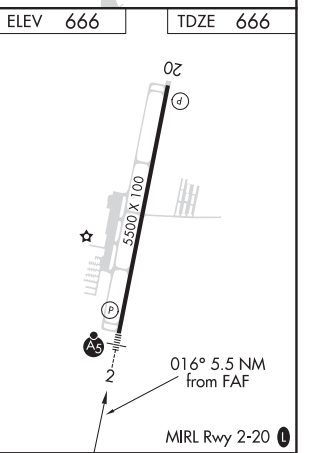
ASOS	CHARLOTTE APP CON	CLNC DEL	UNICOM
120.775	120.05 307.8	126.85	123.05 (CTAF) L

GPS REQUIRED FOR TERMINAL ARRIVAL AREA





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-UZA	APP CRS	Rwy ldg 5500
108.5	016°	TDZE 666
Chan 22		Apt Elev 666

ILS Z or LOC Z RWY 2

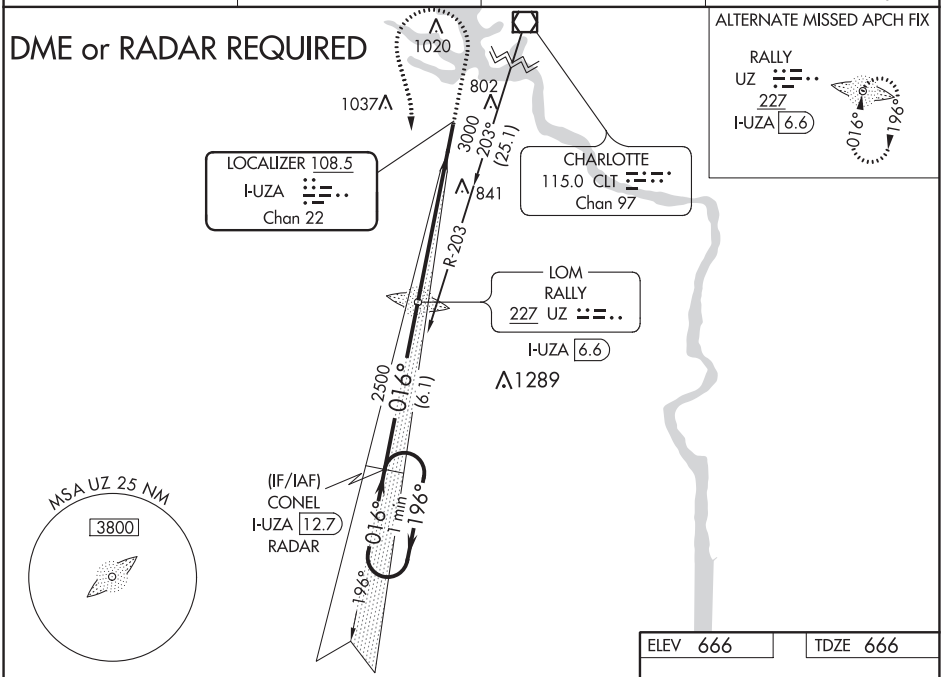
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

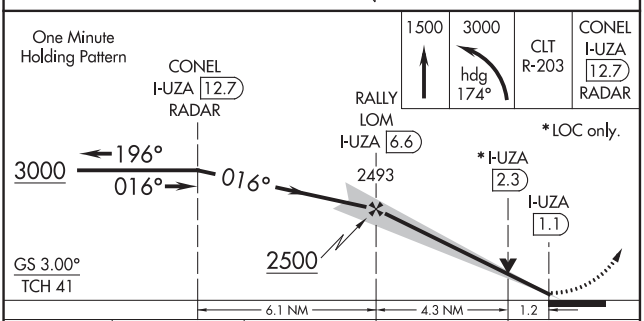
T A NA ADF or DME required. VDP NA with Charlotte/Douglas Intl altimeter setting. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase S-LOC 2 Cat C/D visibility ¼ mile. For inop MALSR, increase S-LOC 2 Cat C/D 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.

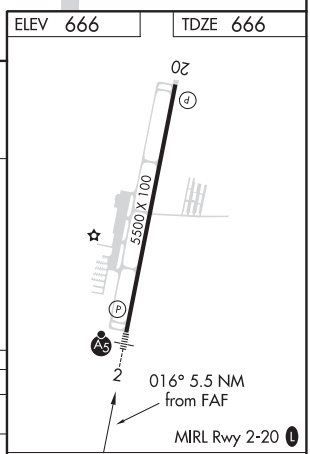
MALSR A5

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







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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

ROCK HILL, SOUTH CAROLINA AL-5361 (FAA) 19283

RNAV (GPS) RWY 2

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

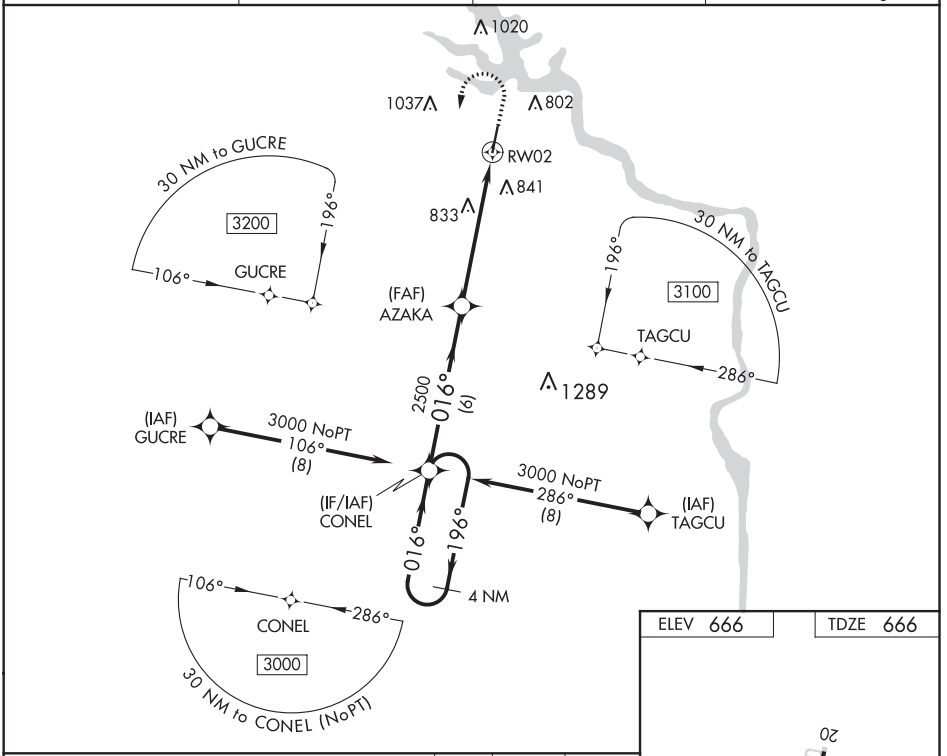
WAAS	APP CRS	Rwy Idg	5500
CH 70425	016°	TDZE	666
W02A		Apt Elev	666

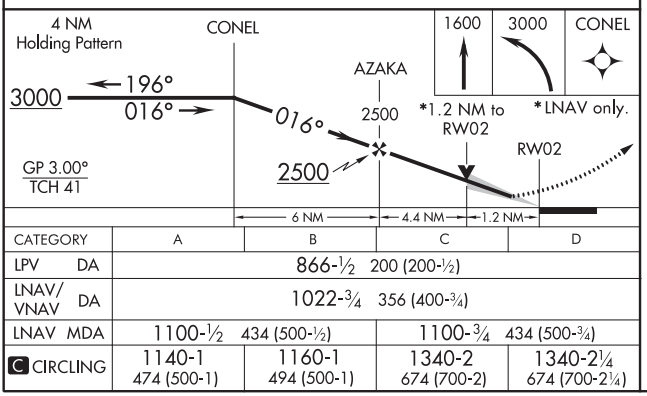
Baro-VNAV and VDP NA when using Charlotte/Douglas Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet. Increase LNAV/VNAV all Cats visibility ⅛ mile and LNAV Cat C/D visibility ¼ mile.

MALSR

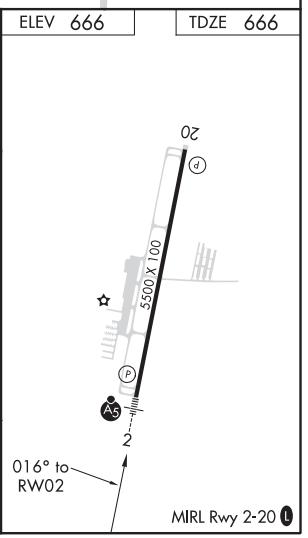
MISSED APPROACH: Climb to 1600 then climbing left turn to 3000 direct CONEL and hold.

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)



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5500
CH 90325	196°	TDZE	662
W20A		Apt Elev	666

RNAV (GPS) RWY 20

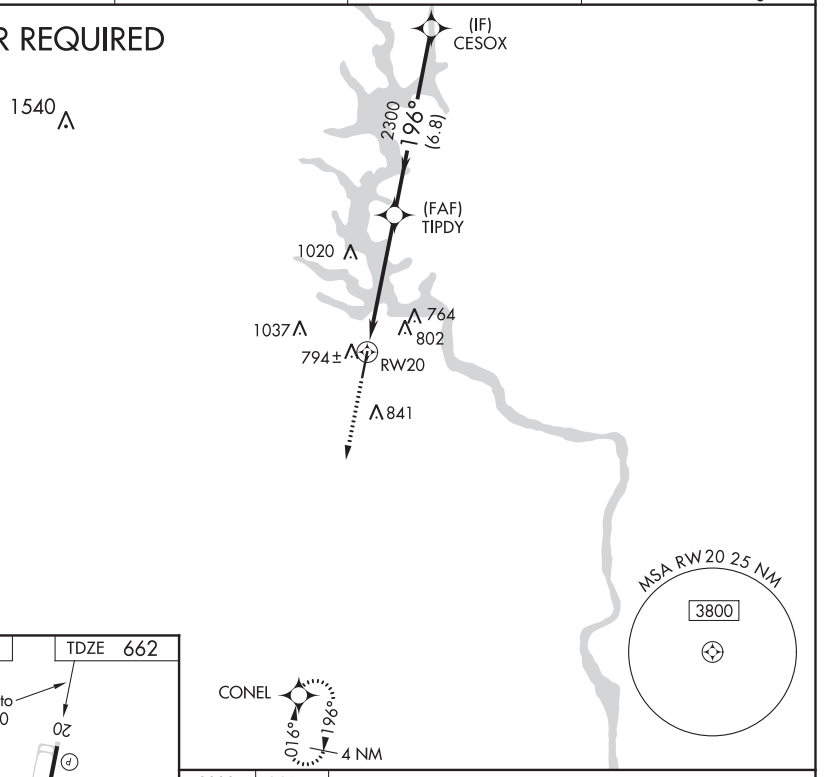
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

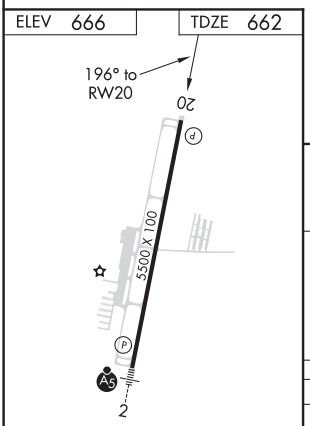
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charlotte/Douglas Intl altimeter setting and increase all DA 45 feet and all MDA 60 feet; increase LPV all Cats visibility ⅛ mile, LNAV/VNAV all 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.

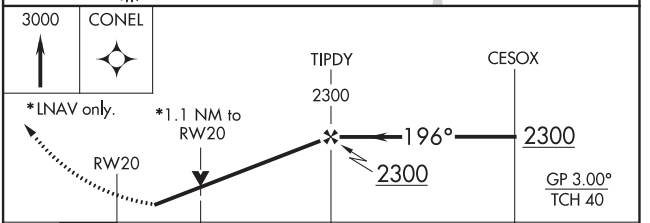
ASOS	CHARLOTTE APP CON		CLNC DEL	UNICOM
120.775	120.05	307.8	126.85	123.05 (CTAF) L

RADAR REQUIRED





MIRL Rwy 2-20 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)

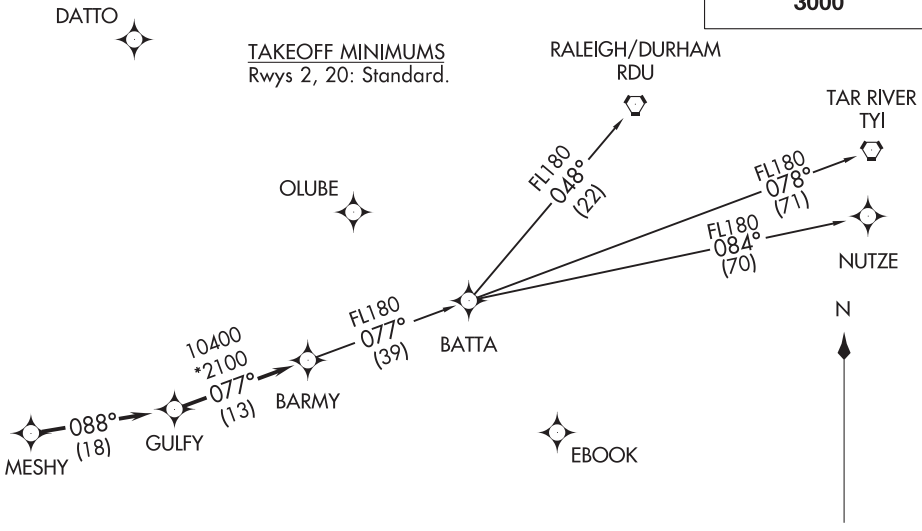
SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BARMY FOUR DEPARTURE (RNAV)
(BARMY4.BARMY) 03JAN19
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: 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

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)

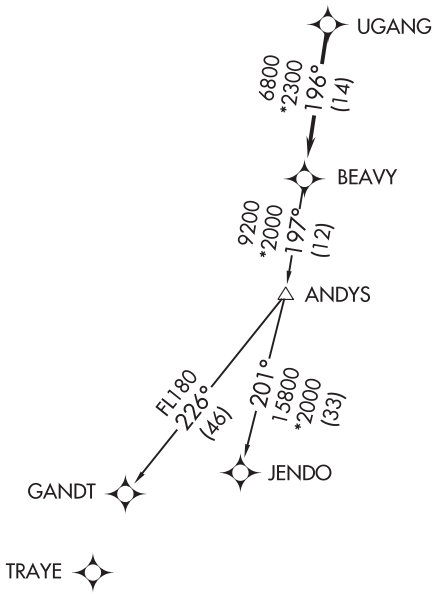
(BARMY4.BARMY) 19003
BARMY FOUR DEPARTURE (RNAV)
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA
AL-5361 (FAA)
610

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

BOBZY FOUR DEPARTURE (RNAV)

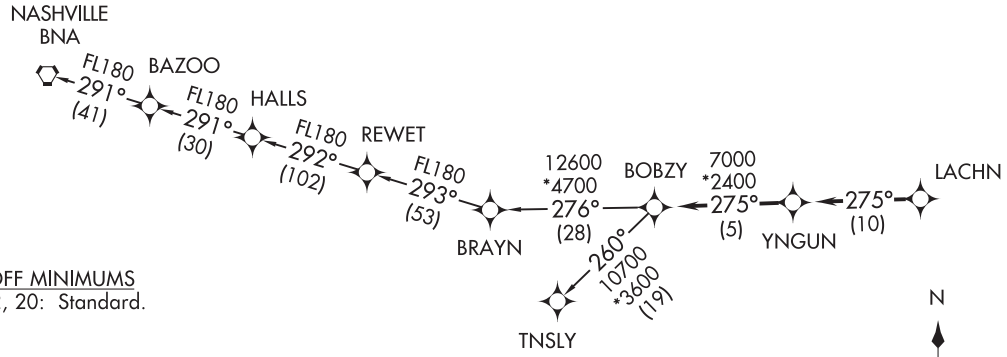
(BOBZY4.BOBZY) 03JAN19

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
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 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.

(BOBZY4.BOBZY) 19003

BOBZY FOUR DEPARTURE (RNAV)

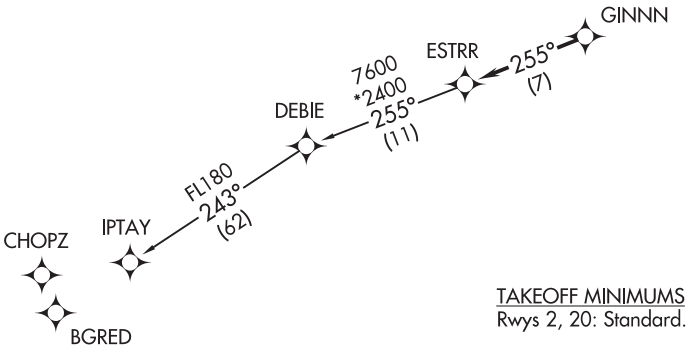
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)

ROCK HILL, SOUTH CAROLINA

AL-5361 (FAA)

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

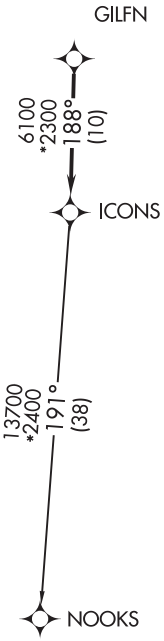
(ICONS4.ICONS) 19003 AL-5361 (FAA)

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.

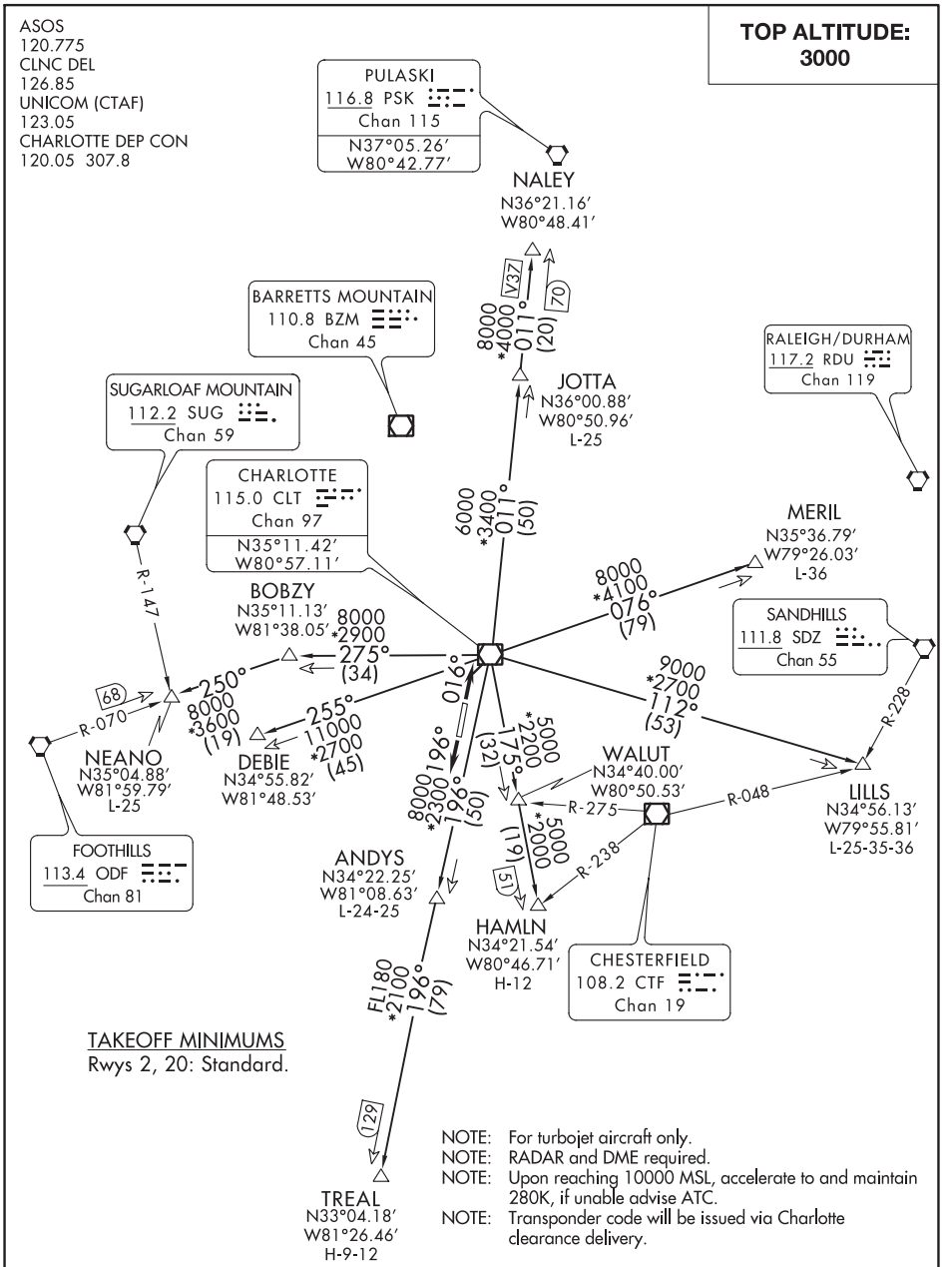
NOOKS TRANSITION (ICONS4.NOOKS)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ASOS 120.775
CLNC DEL 126.85
UNICOM (CTAF) 123.05
CHARLOTTE DEP CON 120.05 307.8
N
TOP ALTITUDE: 3000
CUBIM
FL180 329° (10)
TIELR
(76) FL180 329°
305° FL180 (55)
BENBY
SLEPP
FL180 272° (38)
BEFORE
FL180 272° (68)
NOONN
DOOGE
FL180 332° (86)
MTCHL
11300 *5200 305° (17)
WLLGO
305° 7800 *4500 (7)
JOJJO
6300 *3600 312° (4)
LONEE
3500 *3800 312° (7)
WAYDS
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.

(KER3.KER) 20086
KERMIT THREE DEPARTURE

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
AL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

SE-2, 25 FEB 2021 to 22 APR 2021

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.

SE-2, 25 FEB 2021 to 22 APR 2021

(KILNS4.KILNS) 19003 AL-5361 (FAA)

KILNS FOUR DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
ROCK HILL, SOUTH CAROLINA

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)

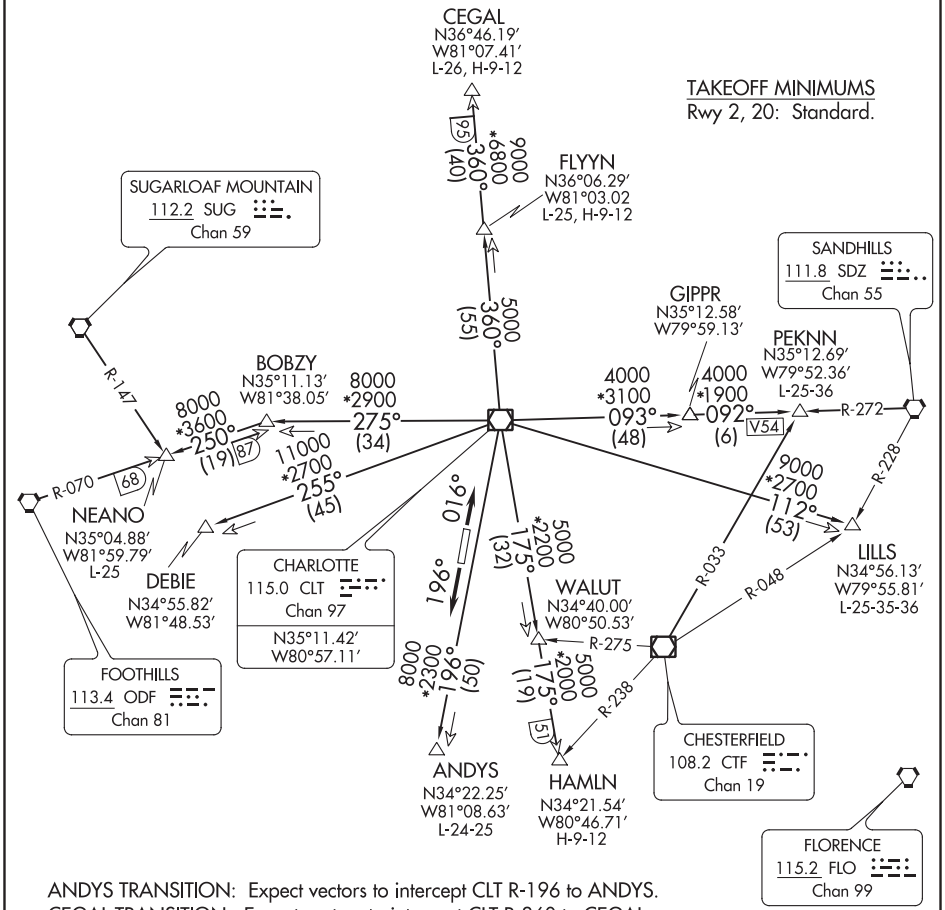
KILNS FOUR DEPARTURE (RNAV)
(KILNS4.KILNS) 03JAN19
ROCK HILL, SOUTH CAROLINA
ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
SE-2, 25 FEB 2021 to 22 APR 2021

KNIGHTS TWO DEPARTURE

ASOS
120.775
CLNC DEL
126.85
UNICOM
123.05
CHARLOTTE DEP CON
120.05 307.8

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.



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.

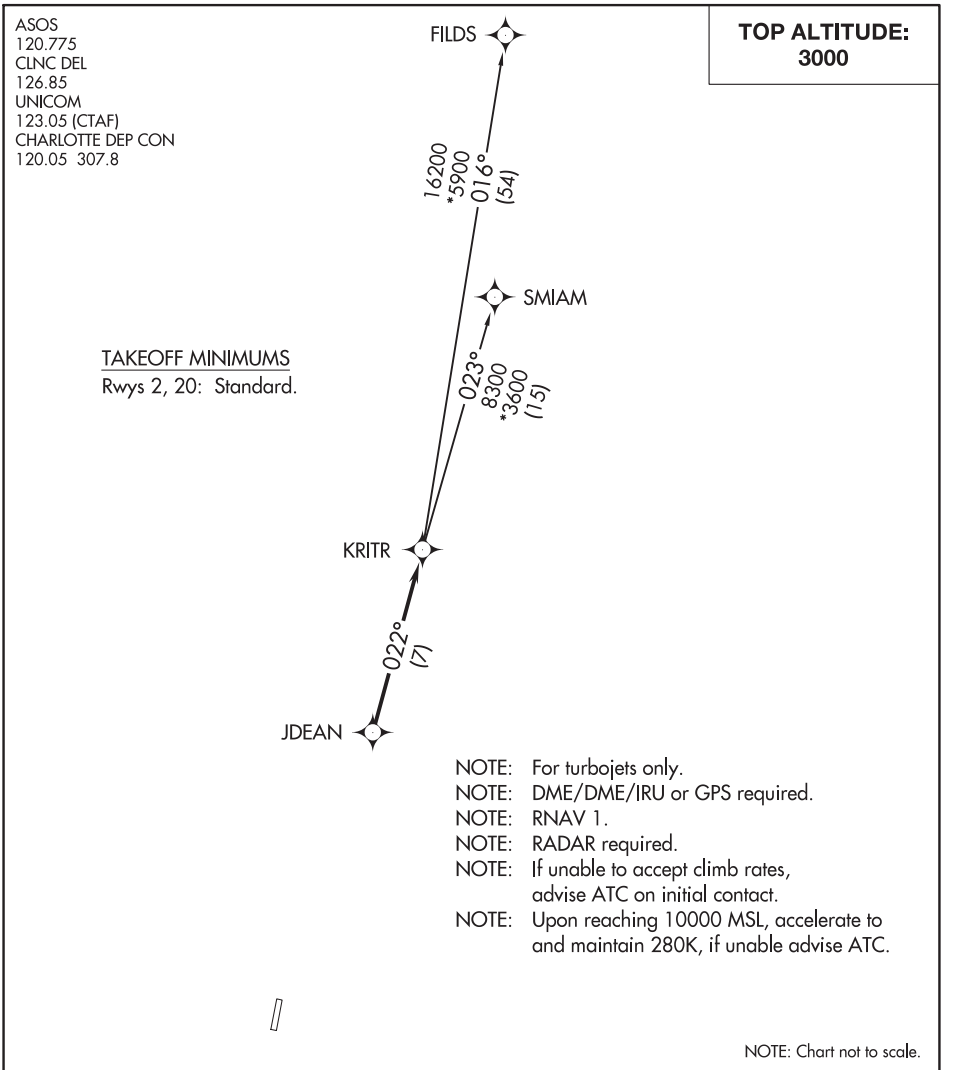
SE-2, 25 FEB 2021 to 22 APR 2021

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 FLYYN.
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.



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

AL-5361 (FAA)

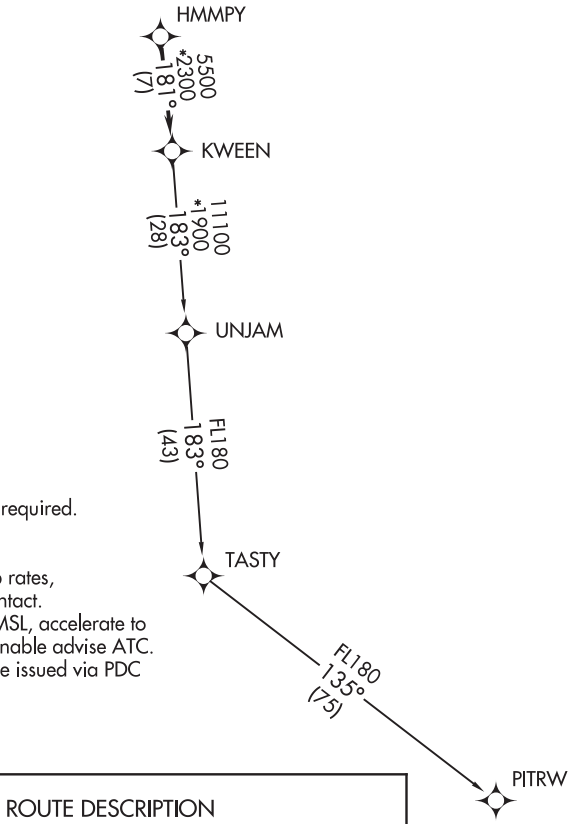
(KWEEN4.KWEEN) 19003

KWEEN FOUR DEPARTURE (RNAV)

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
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.

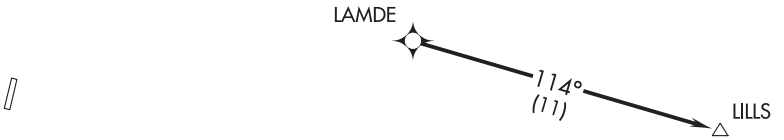
PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)

SE-2, 25 FEB 2021 to 22 APR 2021

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

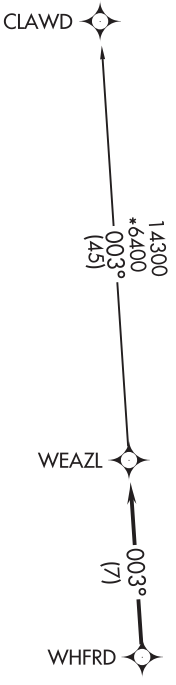
(WEAZL4.WEAZL) 19003

WEAZL FOUR DEPARTURE (RNAV)

ROCK HILL/YORK COUNTY/BRYANT FIELD (UZA)
AL-5361 (FAA)
ROCK HILL, SOUTH CAROLINA

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 32

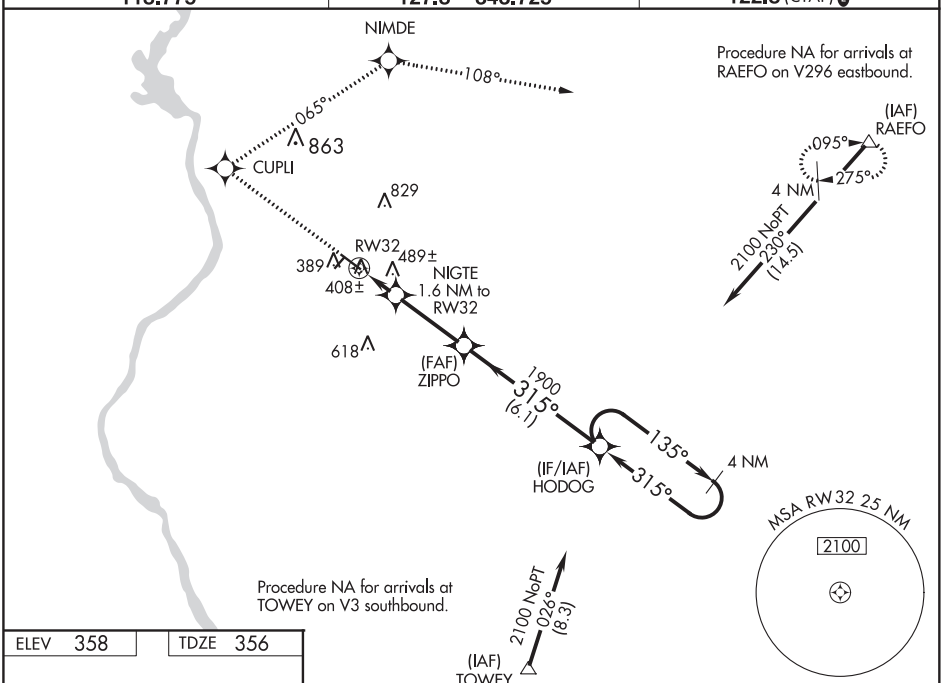
RICHMOND COUNTY (RCZ)

WAAS	APP CRS	Rwy Idg	4800
CH 63217	315°	TDZE	356
W32A		Apt Elev	358

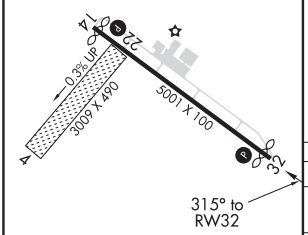
Baro-VNAV and VDP NA when using MacKall AAF altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use MacKall AAF altimeter setting 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.

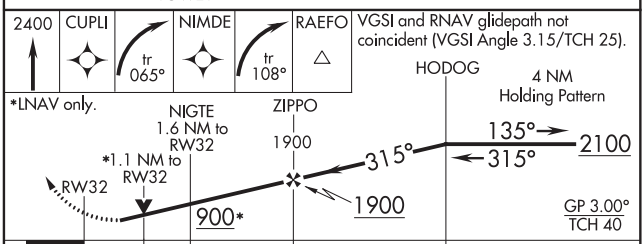
AWOS-3	FAYETTEVILLE APP CON	UNICOM
118.775	127.8 343.725	122.8 (CTAF) L



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

ROCKY MOUNT, NORTH CAROLINA AL-5743 (FAA) 19283

ILS or LOC RWY 4

ROCKY MOUNT-WILSON RGNL (RWI)

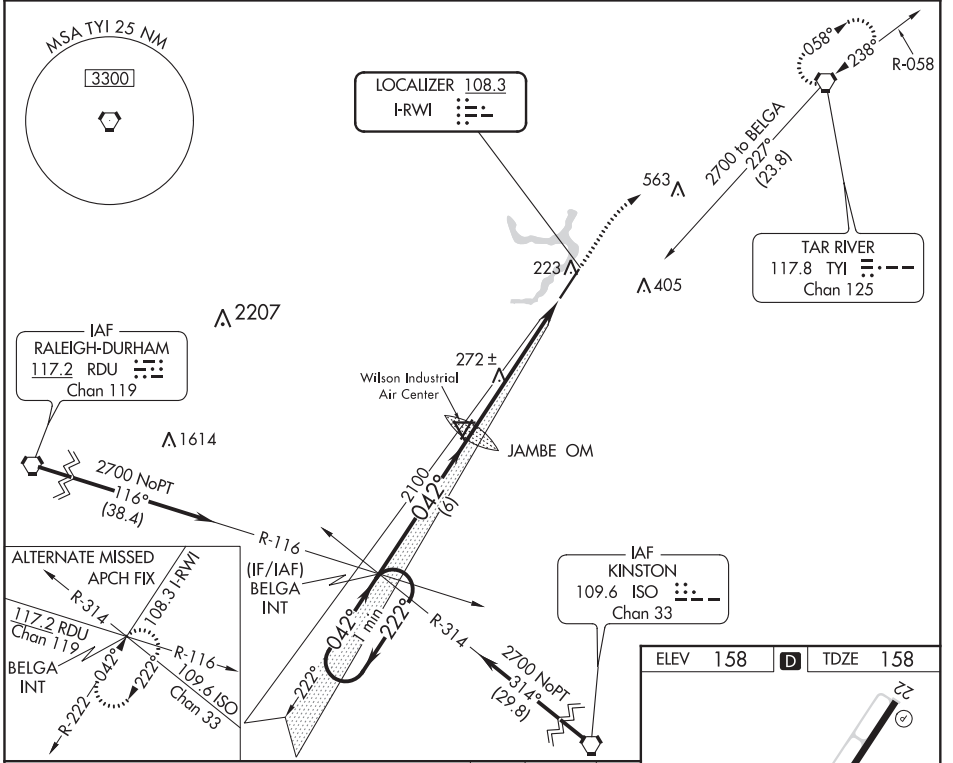
LOC I-RWI	APP CRS	Rwy Idg	7099
108.3	042°	TDZE	158
		Apt Elev	158

T
A NA

MALSR

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

ROCKY MOUNT, NORTH CAROLINA
Amdt 16C 24MAY18

35°51'N-77°54'W

ROCKY MOUNT-WILSON RGNL (RWI)

ILS or LOC RWY 4

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	7099
CH 56513	042°	TDZE	158
W04A		Apt Elev	158

RNAV (GPS) RWY 4

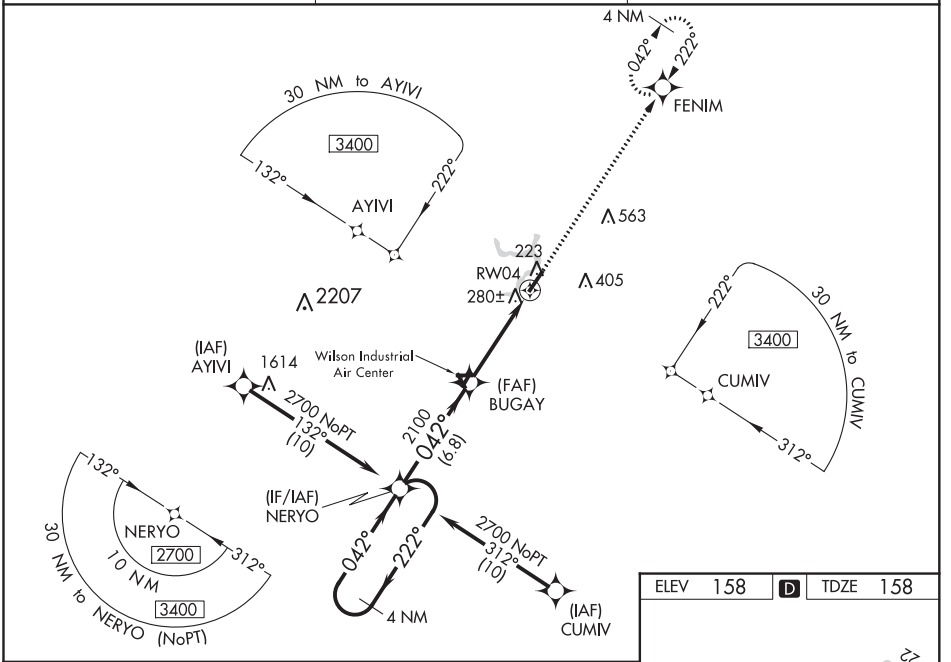
ROCKY MOUNT-WILSON RGNL (RWI)

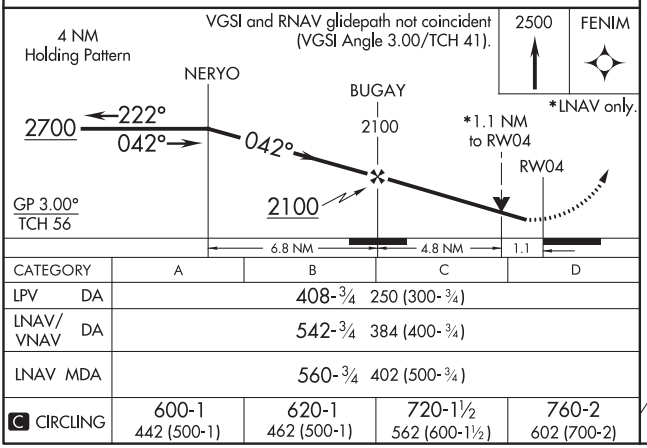
T A Inop table does not apply to LPV when using local altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). When local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase LPV DA to 467; increase LNAV/VNAV 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

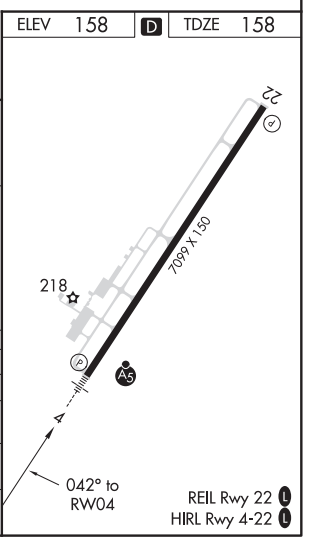
MISSED APPROACH: Climb to 2500 direct FENIM and hold.

ASOS	WASHINGTON CENTER	UNICOM
118.875	123.85 279.65	123.05 (CTAF) L





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)



SE-2, 25 FEB 2021 to 22 APR 2021
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ROCKY MOUNT, NORTH CAROLINA | AL-5743 (FAA) | 19283

RNAV (GPS) RWY 22

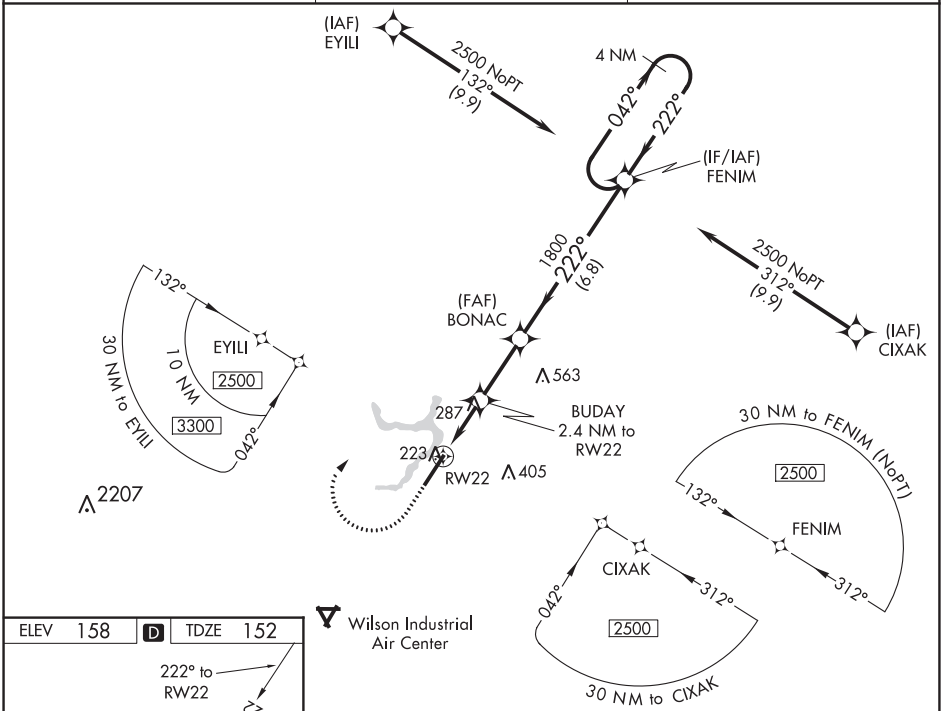
ROCKY MOUNT-WILSON RGNL (RWI)

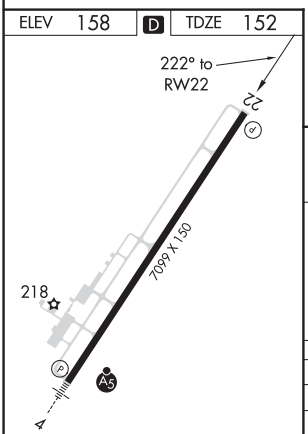
WAAS CH 70435 W22A	APP CRS 222°	Rwy Idg 6900 / TDZE 152 / Apt Elev 158

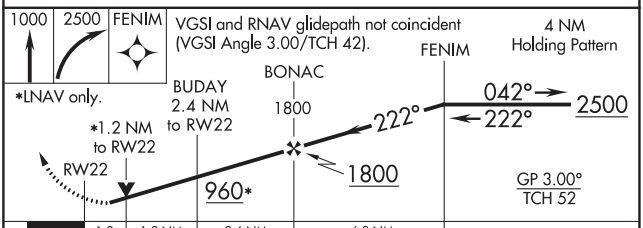
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (14°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Baro-VNAV and VDP NA when using Wayne Executive Jetport altimeter setting. When local altimeter setting not received, use Wayne Executive Jetport altimeter setting and increase all DA 59 feet 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

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VORTAC TYI	APP CRS	Rwy Idg	6900
117.8	238°	TDZE	154
Chan 125		Apt Elev	159

VOR/DME RWY 22

ROCKY MOUNT-WILSON RGNL (RWI)

T A 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

NoPT for arrival on TYI VORTAC airway radials 354 CW 064 and from 096 CW 114.

058° 1 min 238°

R-058

IF/IAF TAR RIVER 117.8 TYI Chan 125

CRAKO TYI 6.1

1800 238° (6.1)

LILGE TYI 8.5

563 635

249±

223

405

2207

Wilson Industrial Air Center

MSA TYI 25 NM 3300

ELEV 159 D TDZE 154

238° 5 NM from FAF

22

7099 X 150

218

A5

REIL Rwy 22 L

HIRL Rwy 4-22 L

1100 2000 TYI

TYI VORTAC

One Minute Holding Pattern

CRAKO TYI 6.1

LILGE TYI 8.5

3.01°

TCH 41

238° 058° 238° 2000

TYI 11.1

1800

1020

2.6 NM 2.4 NM 6.1 NM

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)

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ROXBORO, NORTH CAROLINA

AL-6901 (FAA)

20142

ILS or LOC RWY 6

RALEIGH RGNL AT PERSON COUNTY (TDF)

LOC/DME I-TDF	APP CRS	Rwy Idg	5702
108.7	060°	TDZE	604
Chan 24		Apt Elev	609

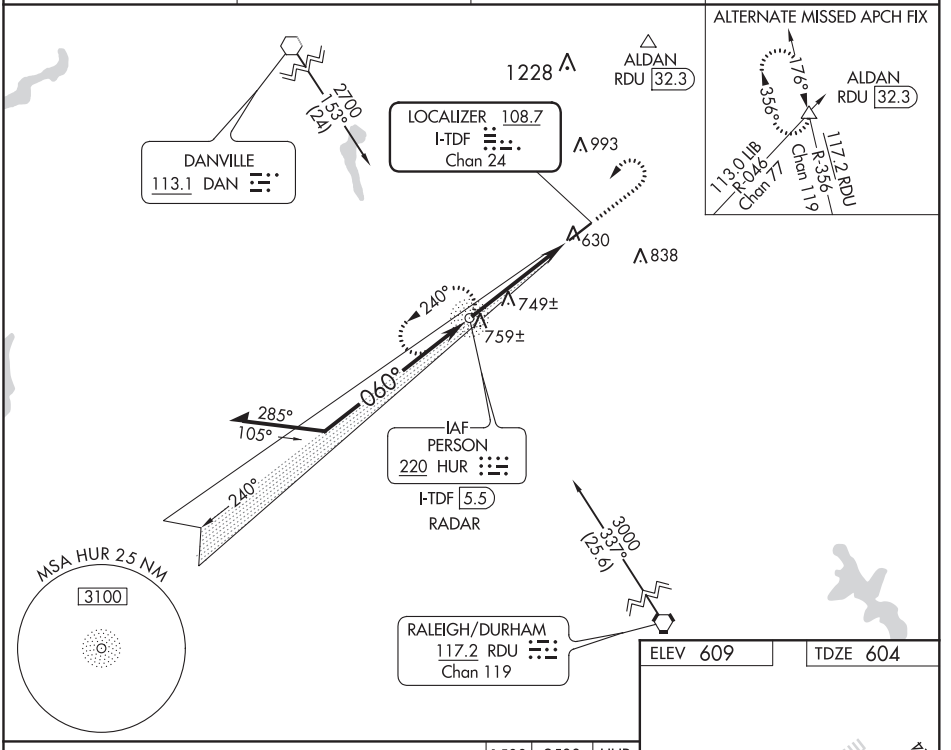
ADF required.

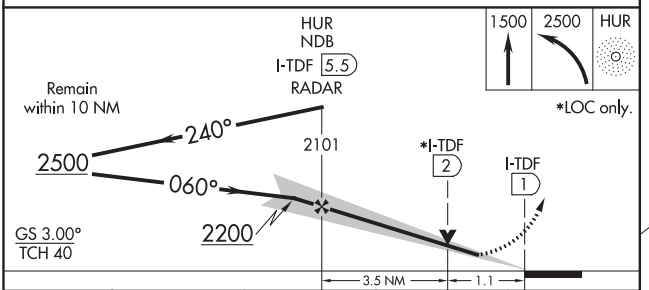
T
A NA

MALSR

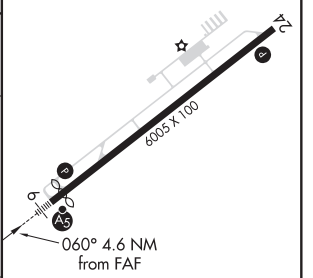
MISSED APPROACH: Climb to 1500 then climbing left turn to 2500 direct HUR NDB and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L





ELEV 609 | TDZE 604



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)

MIRL Rwy 6-24 L

FAF to MAP 4.6 NM					
Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

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WAAS CH 86512 W06A	APP CRS 060°	Rwy Idg 5702 TDZE 604 Apt Elev 609

RNAV (GPS) RWY 6

RALEIGH RGNL AT PERSON COUNTY (TDF)

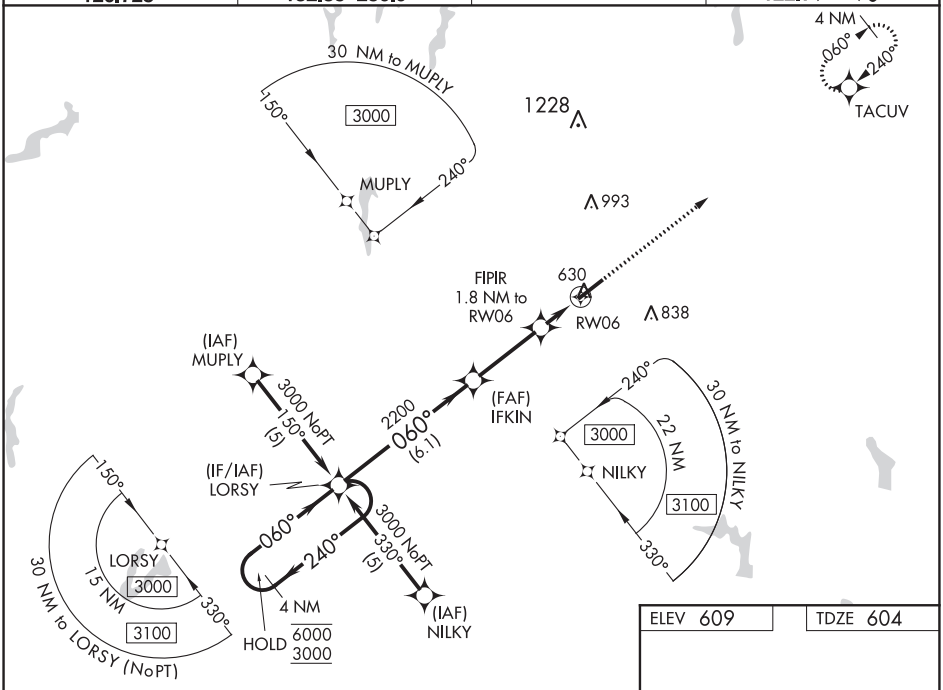
RNP APCH.

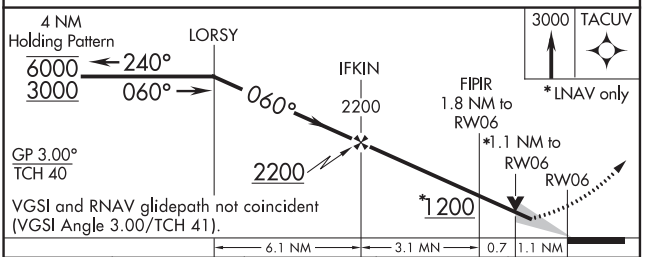
T A Baro-VNAV and VDP NA when using Danville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Danville altimeter setting and increase all LPV DA to 916, LNAV/VNAV DA to 1150 and all MDA 80 feet, increase LNAV 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

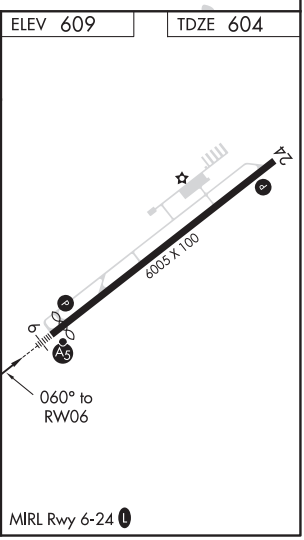
MISSED APPROACH: Climb to 3000 direct TACUV and hold.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L





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)



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ROXBORO, NORTH CAROLINA AL-6901 (FAA) 20142

WAAS	APP CRS	Rwy Idg	6005
CH 50510	240°	TDZE	609
W24A		Apt Elev	609

RNAV (GPS) RWY 24

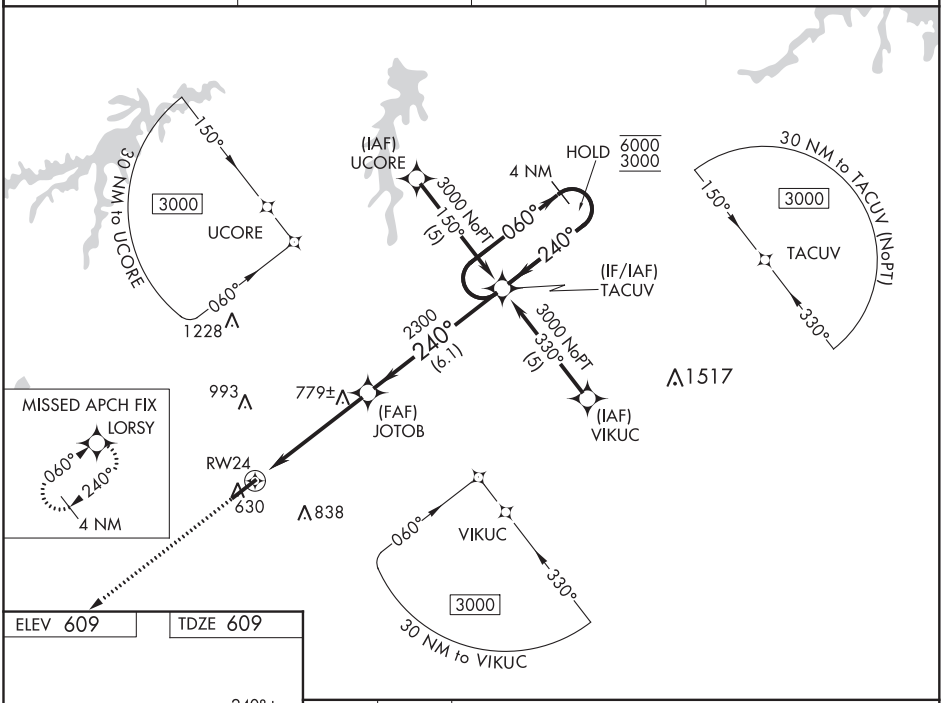
RALEIGH RGNL AT PERSON COUNTY (TDF)

RNP APCH.

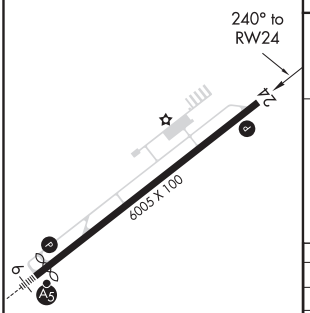
Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct LORSY and hold.

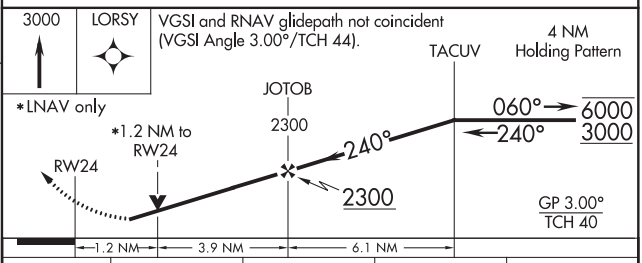
AWOS-3	RALEIGH APP CON	GCO	UNICOM
126.725	132.35 256.9	119.7	122.7 (CTAF) L



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)

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WAAS	APP CRS	Rwy Idg	5000
CH 40021	009°	TDZE	1059
W01A		Apt Elev	1077

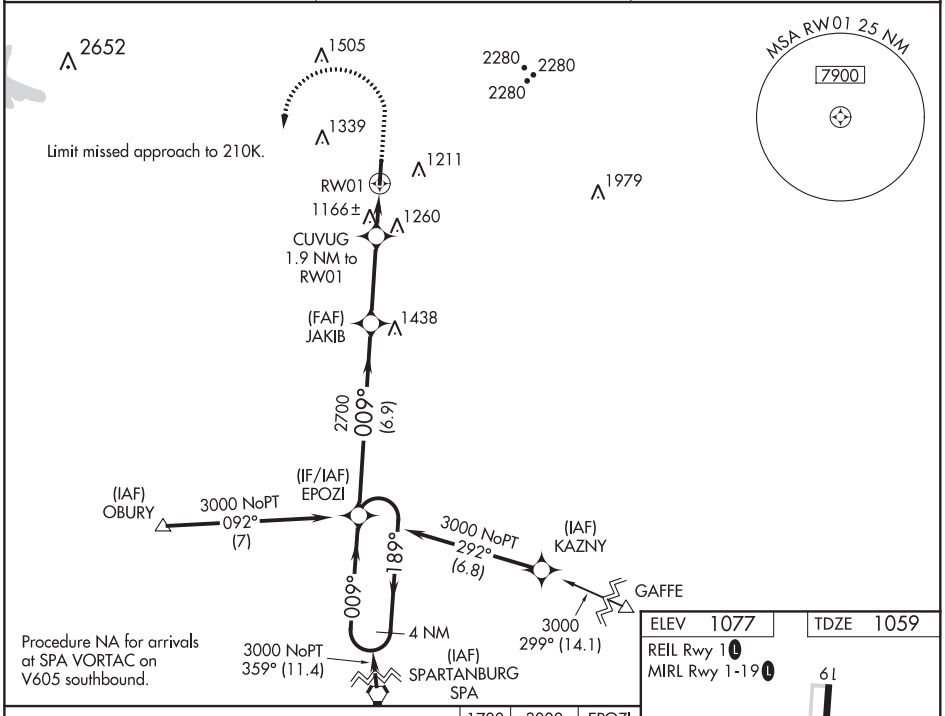
RNAV (GPS) RWY 1

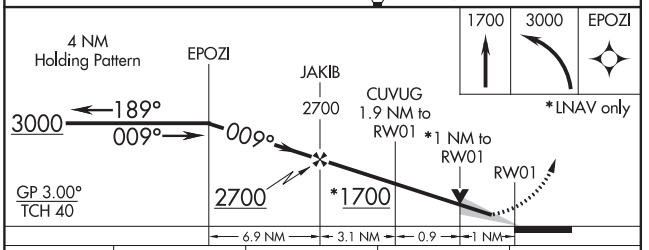
RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

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



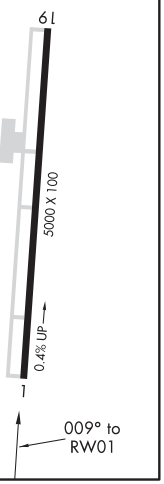


CATEGORY	A	B	C	D
LPV DA	1309-⅞	250 (300-⅞)		
LNAV/VNAV DA	1459-1⅜	400 (400-1⅜)		
LNAV MDA	1420-1	361 (400-1)		
C CIRCLING	1560-1 483 (500-1)	1620-1 543 (600-1)	1640-1½ 563 (600-1½)	1820-2½ 743 (800-2½)

ELEV 1077 TDZE 1059

REIL Rwy 1 L

MIRL Rwy 1-19 L



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SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5000
CH 82335	189°	TDZE	1077
W19A		Apt Elev	1077

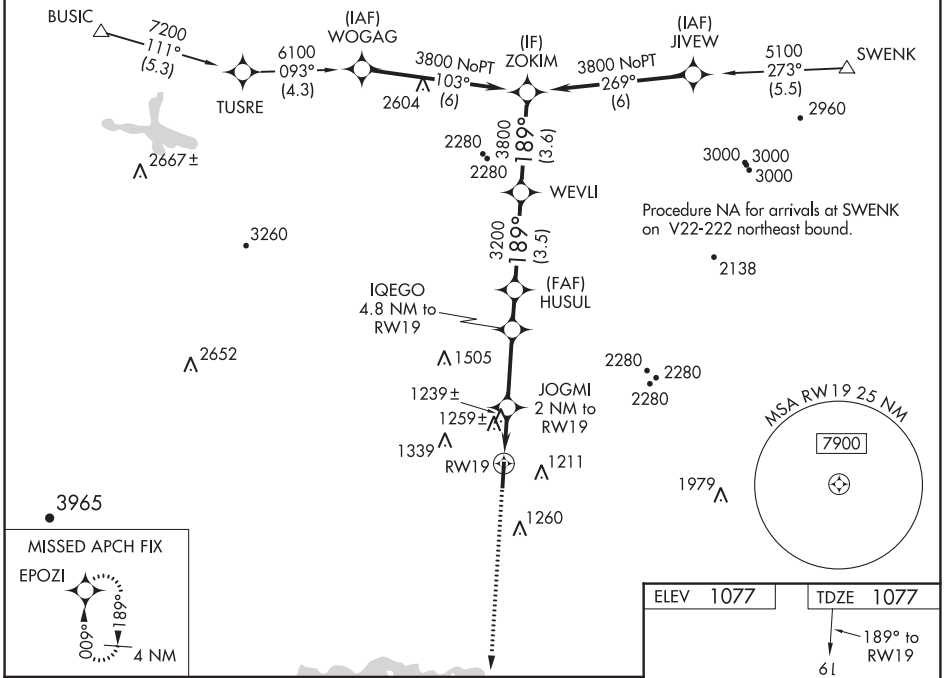
RNAV (GPS) RWY 19

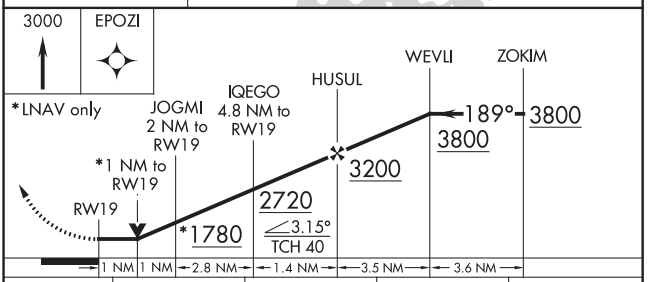
RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

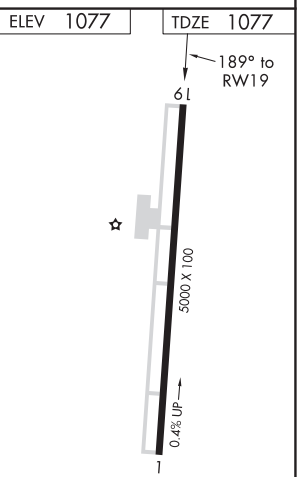
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and increase LP and LNAV Cat C and D ⅛ mile, increase Circling Cat C and D visibility ¼ mile. Rwy 19 helicopter visibility reduction below ¾ mile NA.

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)

REIL Rwy 1 L
MIRL Rwy 1-19 L

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LOC/DME I-FQD	APP CRS	Rwy Idg	5000
109.55	009°	TDZE	1059
Chan 32(Y)		Apt Elev	1077

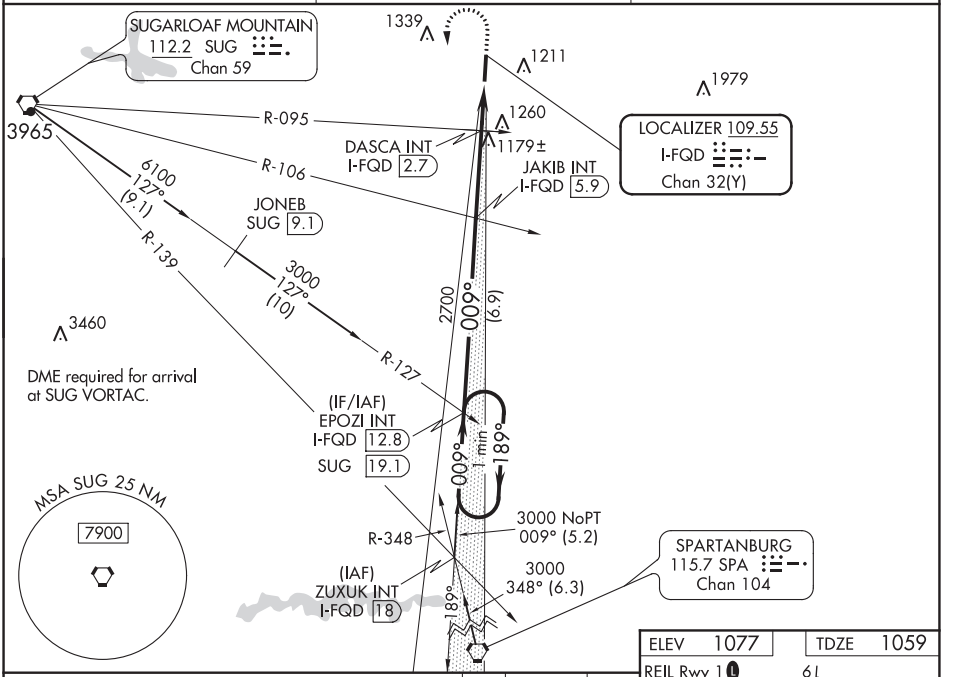
LOC RWY 1

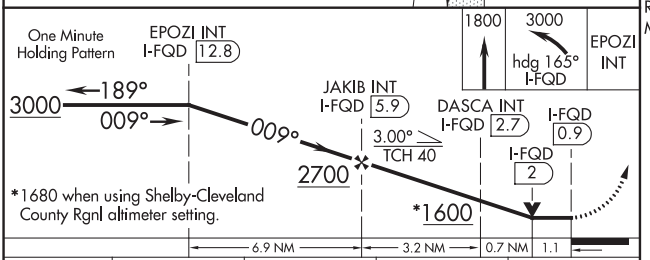
RUTHERFORD COUNTY-MARCHMAN FIELD (FQD)

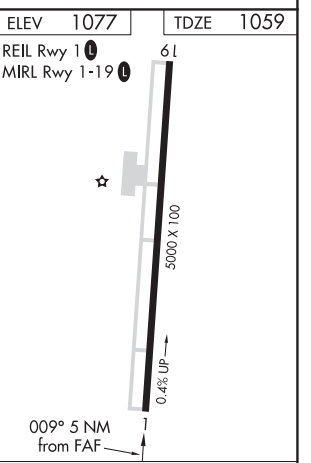
T A NA VDP NA with Shelby-Cleveland County Rgnl altimeter setting. When local altimeter setting not received, use Shelby-Cleveland County Rgnl altimeter setting and increase all MDA 80 feet and S-1 Cat C and D and Circling Cat C visibilities ⅛ mile; increase Circling Cat D visibility ¼ mile. DASCA fix 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

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SE-2, 25 FEB 2021 to 22 APR 2021

ST. GEORGE, SOUTH CAROLINA AL-6745 (FAA) 17285

APP CRS	Rwy Idg	3201
052°	TDZE	84
	Apt Elev	85

RNAV (GPS) RWY 5

ST GEORGE (6J2)

NA

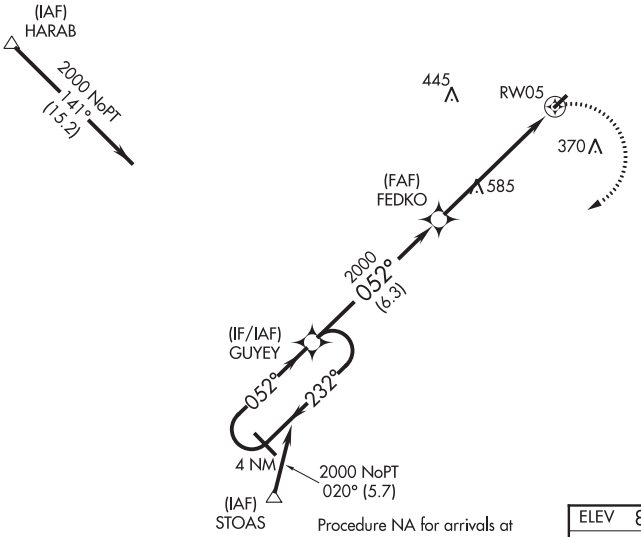
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Use Summerville altimeter setting; when not received, use Charleston altimeter setting and increase all MDAs 40 feet, increase LNAV and Circling Cat C visibility ¼ mile, increase LNAV and Circling Cat D visibility ½ mile. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct GUYEY and hold.

CHARLESTON APP CON	UNICOM
120.7 306.925	122.8 (CTAF)

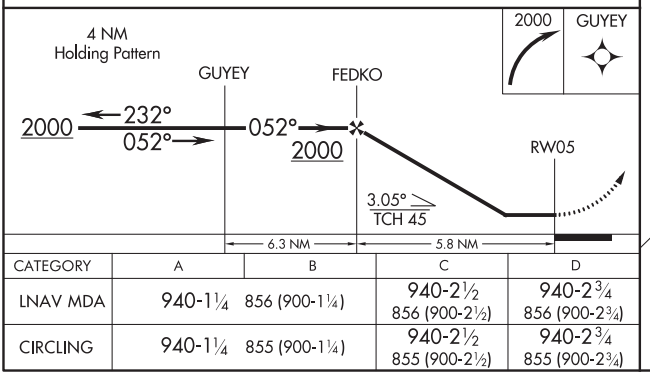
648

Procedure NA for arrivals at HARAB on V18 Northwest bound.

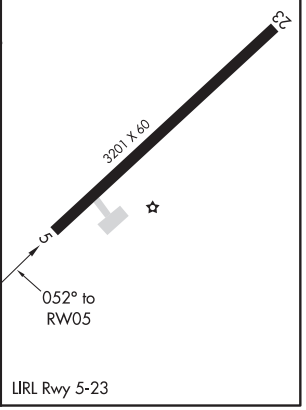


Procedure NA for arrivals at STOAS on V3 Southbound.

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)



LIRL Rwy 5-23

ST. GEORGE, SOUTH CAROLINA
Orig-A 25JUN15

33°12′N-80°31′W

ST GEORGE (6J2)
RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

LOC I-RUQ	APP CRS	Rwy Idg	5501
109.95	202°	TDZE	772
		Apt Elev	772

ILS or LOC RWY 20
MID-CAROLINA RGNL (RUQ)

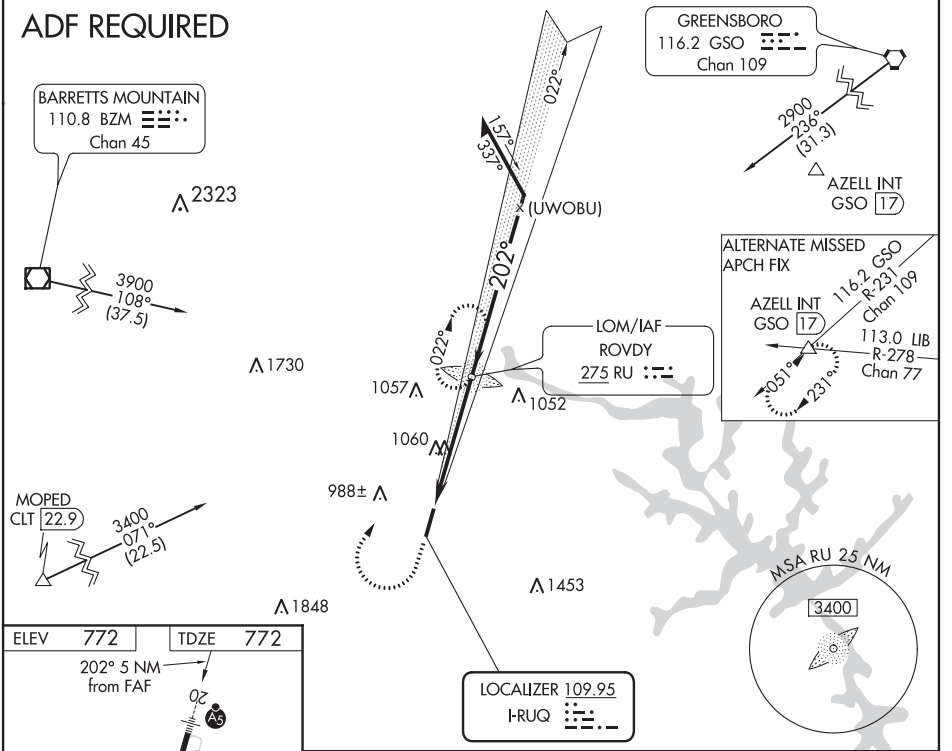
T ANA ADF required. When local altimeter setting not received, use Lexington altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase S-LOC Cats C/D visibility ⅛ SM and Circling Cat D visibility ¼ SM. For inop ALS when using Lexington altimeter setting, increase S-LOC 20 Cats C and D visibility to 1¾ mile.

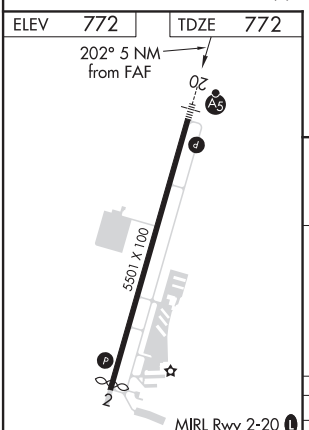
MALSR

MISSED APPROACH: Climb to 1600 then climbing right turn to 2900 direct ROVDY LOM and hold.

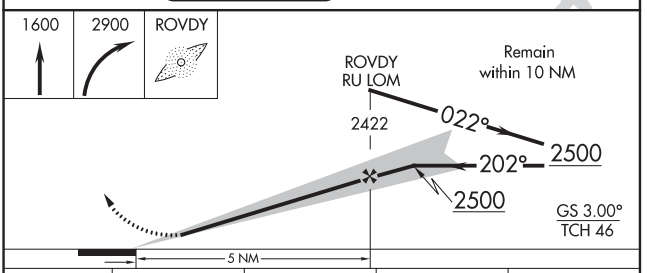
AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.325 307.8	127.35	122.725 (CTAF) L

ADF REQUIRED





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)

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SE-2, 25 FEB 2021 to 22 APR 2021

SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

20366

RNAV (GPS) RWY 2

MID-CAROLINA RGNL (RUQ)

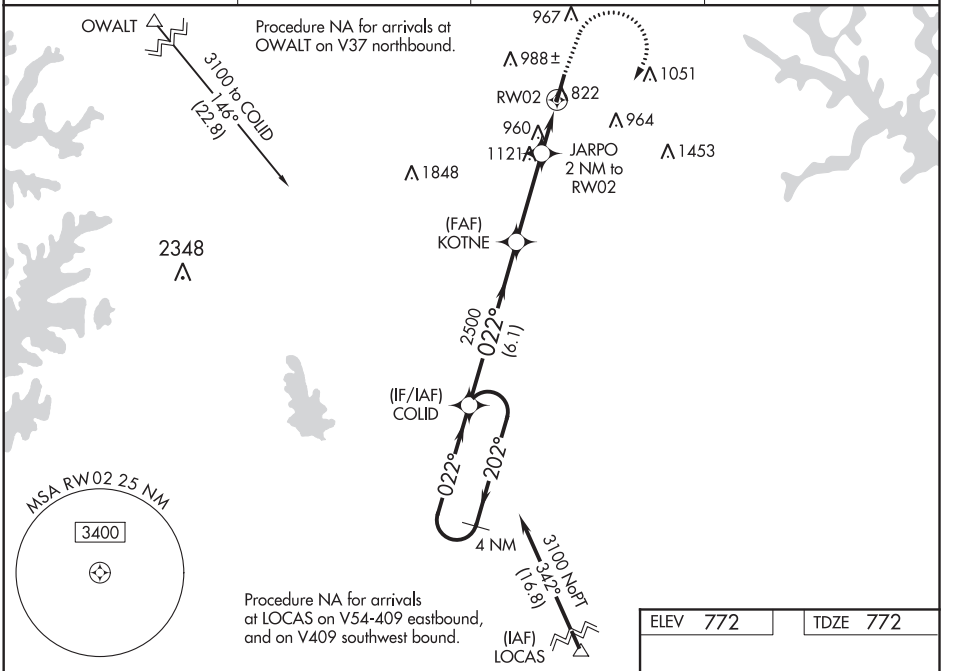
WAAS	APP CRS	Rwy Idg	5375
CH 40321	022°	TDZE	772
W02A		Apt Elev	772

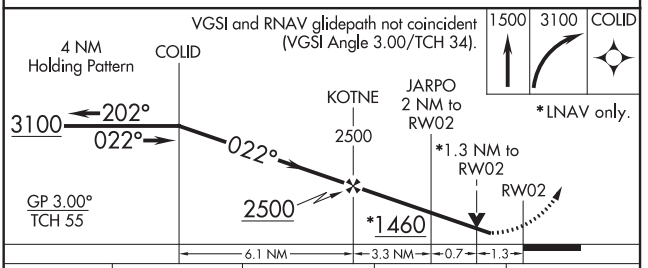
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Rwy 2 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right turn to 3100 direct COLID and hold.

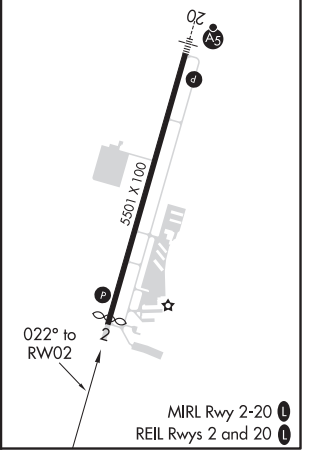
AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.325 307.8	127.35	122.725 (CTAF) L





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



SALISBURY, NORTH CAROLINA

Amdt 2 24MAY18

35°39'N-80°31'W

MID-CAROLINA RGNL (RUQ)

RNAV (GPS) RWY 2

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 20

MID-CAROLINA RGNL (RUQ)

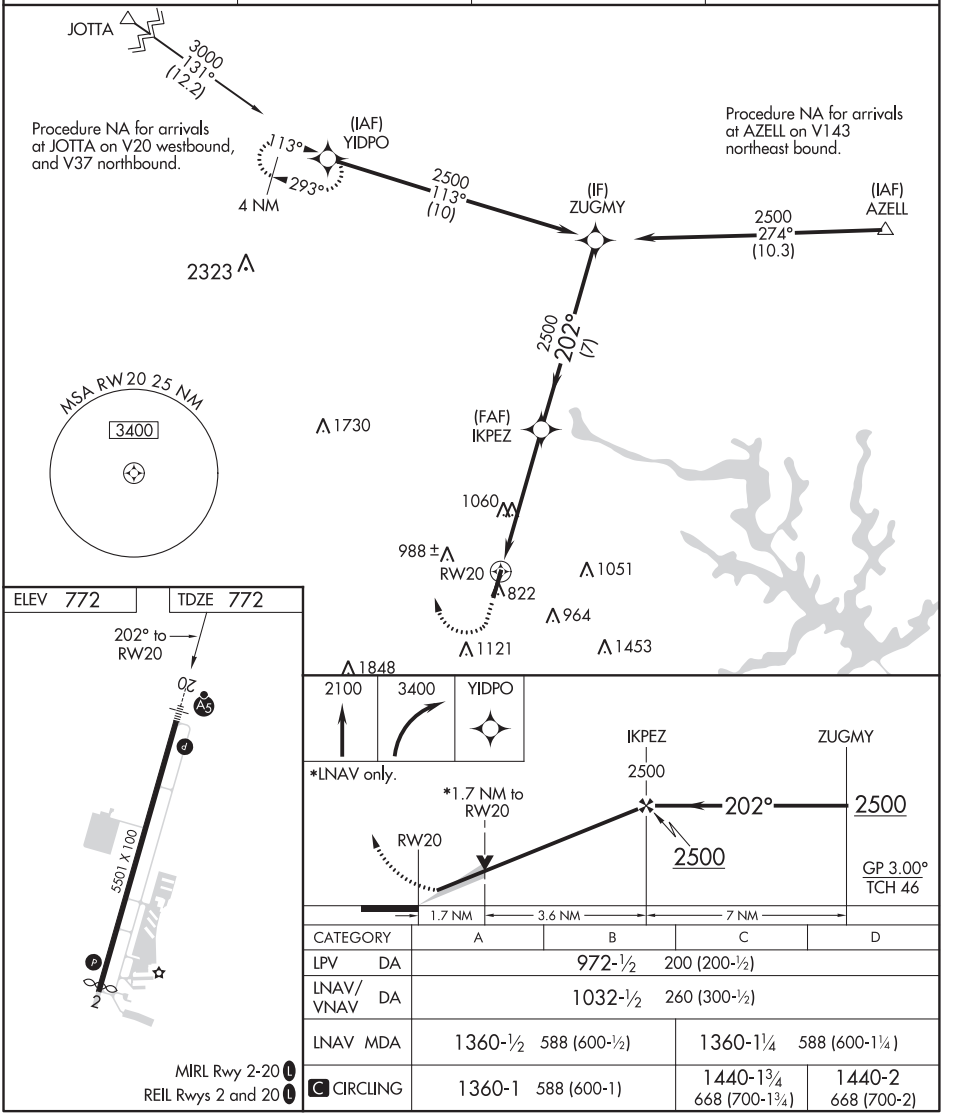
WAAS CH 42521 W20A	APP CRS 202°	Rwy Idg 5501 TDZE 772 Apt Elev 772

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)

MIRL Rwy 2-20 L
REIL Rwys 2 and 20 L

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SALISBURY, NORTH CAROLINA

AL-5551 (FAA)

20310

NDB RWY 20

MID-CAROLINA RGNL (RUQ)

LOM RU	APP CRS	Rwy Idg	5501
275	202°	TDZE	772
		Apt Elev	772

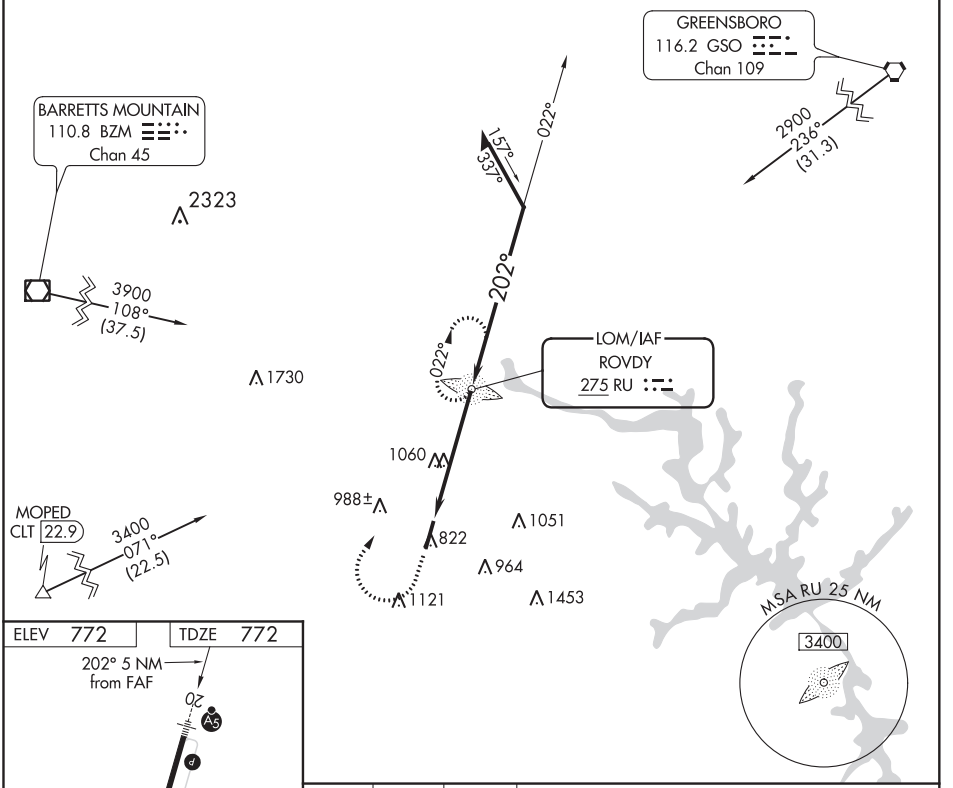
When local altimeter setting not received, use Lexington altimeter setting and increase all MDA 40 feet, increase S-20 Cats C and D, and Circling Cat C visibility ⅛ SM and Circling Cat D ¼ SM. For inop ALS, increase Cat D visibility to 1⅞ SM. For inop ALS when using Lexington altimeter setting increase Cat D visibility to 2 SM.

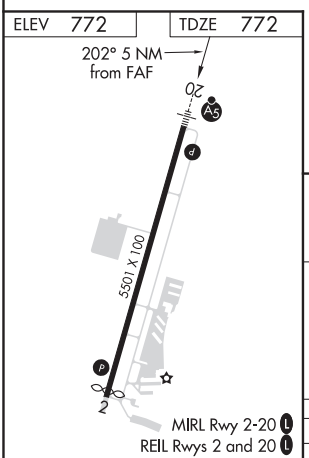
V NA

MALSR

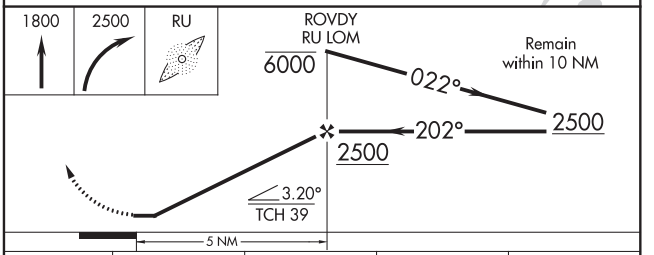
MISSED APPROACH: Climb to 1800 then climbing right turn to 2500 direct ROVDY LOM and hold.

AWOS-3	CHARLOTTE APP CON	CLNC DEL	UNICOM
118.175	128.325 307.8	127.35	122.725 (CTAF) 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-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)

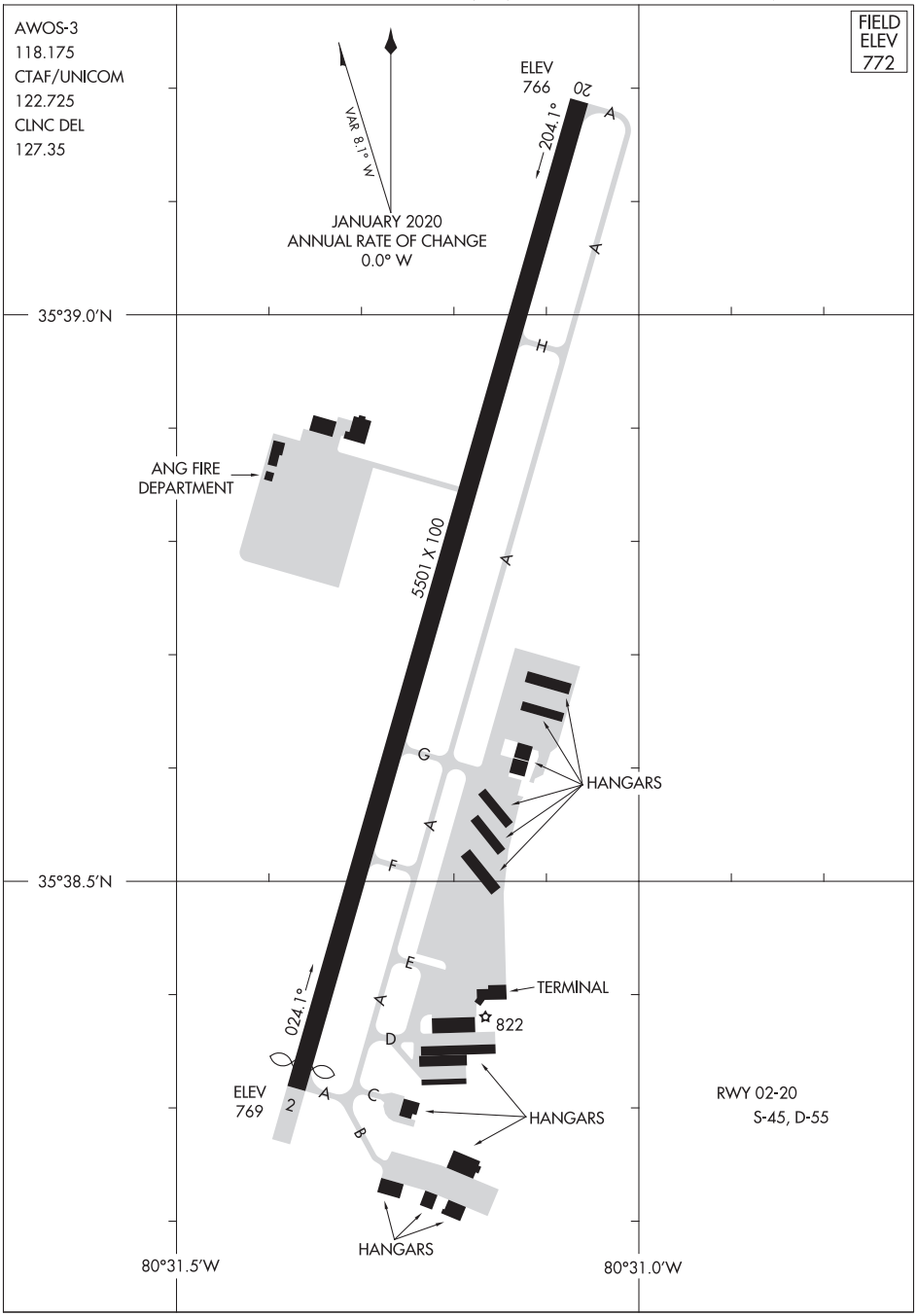
SALISBURY, NORTH CAROLINA
Amdt 1C 27FEB20

35°39′N-80°31′W

MID-CAROLINA RGNL (RUQ)

NDB RWY 20

SE-2, 25 FEB 2021 to 22 APR 2021



SE-2, 25 FEB 2021 to 22 APR 2021

(BARMY4.BARMY) 19003 AL-5551 (FAA)

BARMY FOUR DEPARTURE (RNAV)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021

BARMY FOUR DEPARTURE (RNAV)

(BARMY4.BARMY) 03JAN19

SALISBURY, NORTH CAROLINA
MID-CAROLINA RGNL (RUQ)

SE-2, 25 FEB 2021 to 22 APR 2021

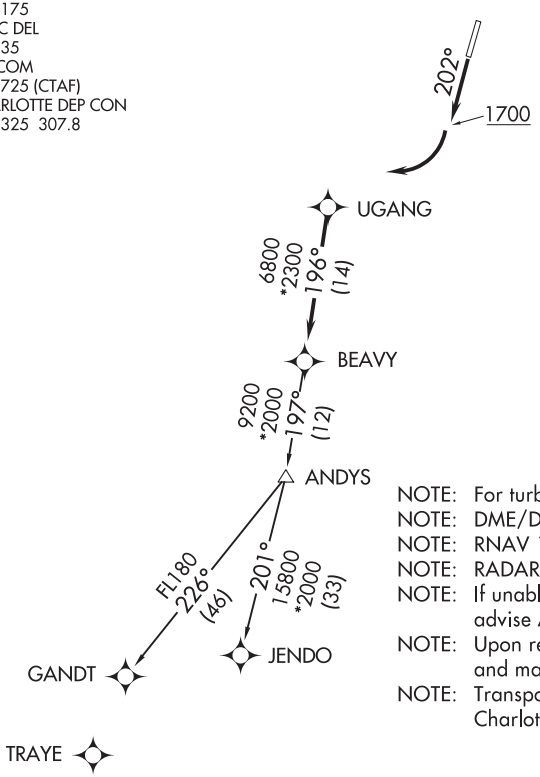
BEAVY FIVE DEPARTURE (RNAV)

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)
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.
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)

BOBZY FOUR DEPARTURE (RNAV)

(BOBZY4.BOBZY) 03JAN19

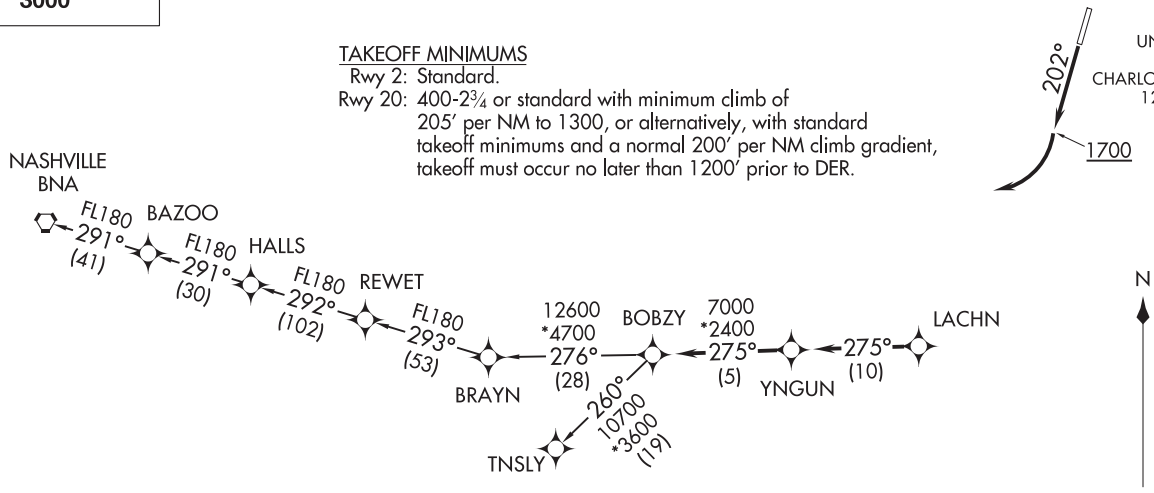
SALISBURY, NORTH CAROLINA

MID-CAROLINA RGNL (RUQ)

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.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

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)

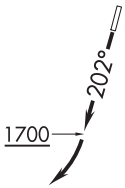
NOTE: For turbojets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: If unable to accept climb rates, advise ATC on initial contact.
NOTE: Upon reaching 10000 MSL, accelerate to and maintain 280K, if unable advise ATC.

NOTE: Chart not to scale.

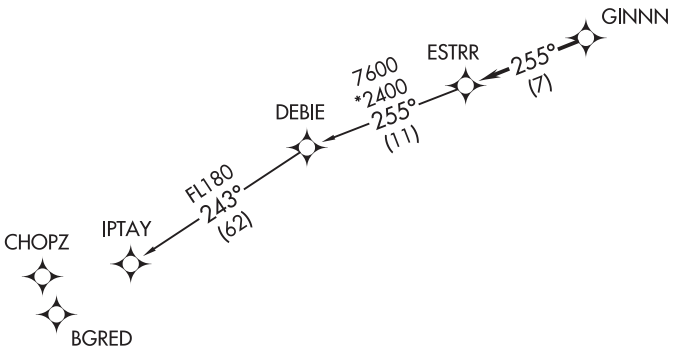
(BOBZY4.BOBZY) 19003
BOBZY FOUR DEPARTURE (RNAV)
AL-5551 (FAA)
644
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

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: 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)

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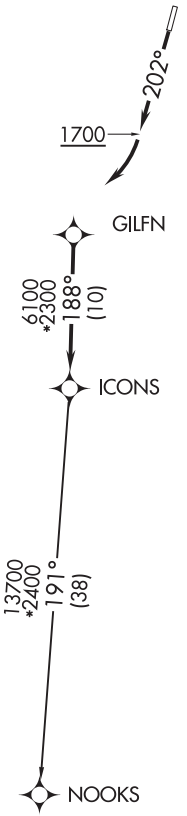
ICONS FOUR DEPARTURE (RNAV)

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8

TOP ALTITUDE: 3000

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)

SE-2, 25 FEB 2021 to 22 APR 2021

JOJJO FOUR DEPARTURE (RNAV)

(JOJJO4.JOJJO) 03JAN19

SALISBURY, NORTH CAROLINA
MID-CAROLINA RGNL (RUQ)

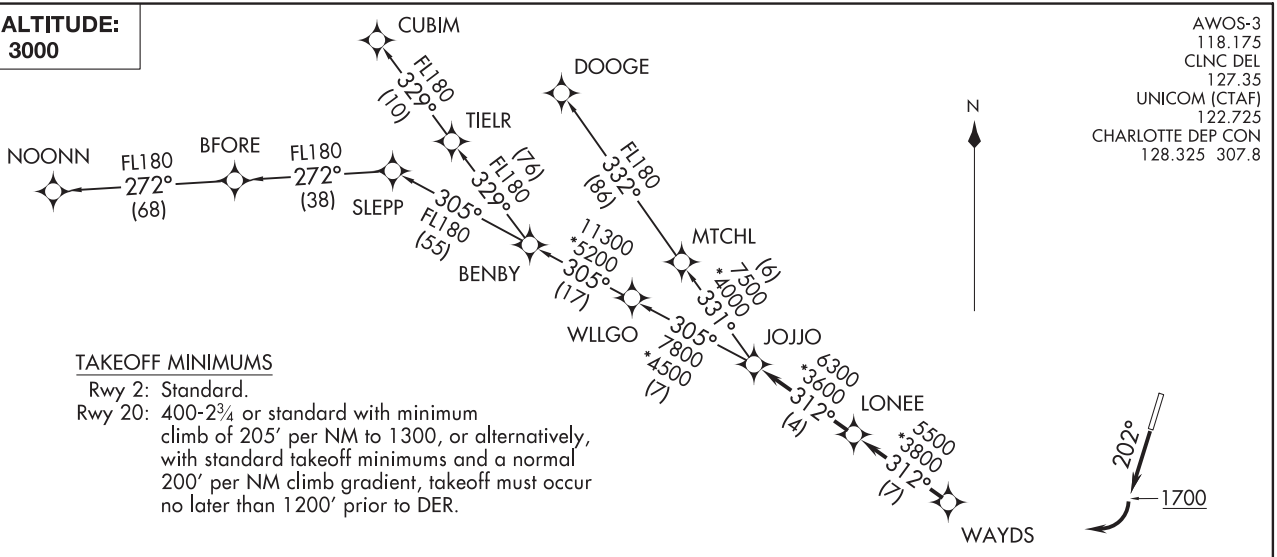
(JOJJO4.JOJJO) 19003

JOJJO FOUR DEPARTURE (RNAV)

AL-5551 (FAA)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

TOP ALTITUDE: 3000



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.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 20: Climb heading 202° to 1700 before turning right.

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.

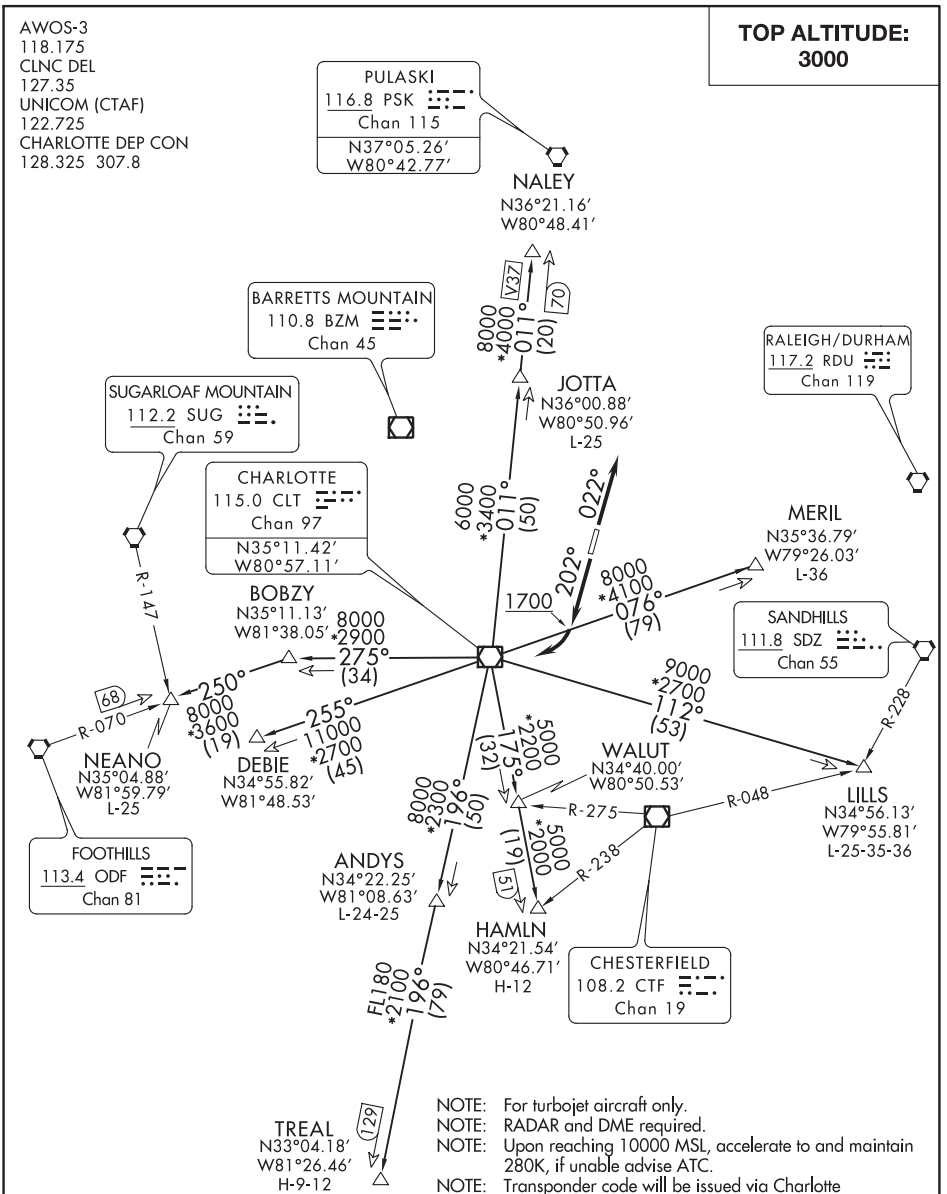
NOTE: Chart not to scale.

(KER3.KER) 20086
KERMIT THREE DEPARTURE

AL-5551 (FAA)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

SE-2, 25 FEB 2021 to 22 APR 2021



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, 25 FEB 2021 to 22 APR 2021

(KILNS4.KILNS) 19003 AL-5551 (FAA)

KILNS FOUR DEPARTURE (RNAV)

MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

KILNS FOUR DEPARTURE (RNAV)
(KILNS4.KILNS) 03JAN19
SALISBURY, NORTH CAROLINA
MID-CAROLINA RGNL (RUQ)
SE-2, 25 FEB 2021 to 22 APR 2021

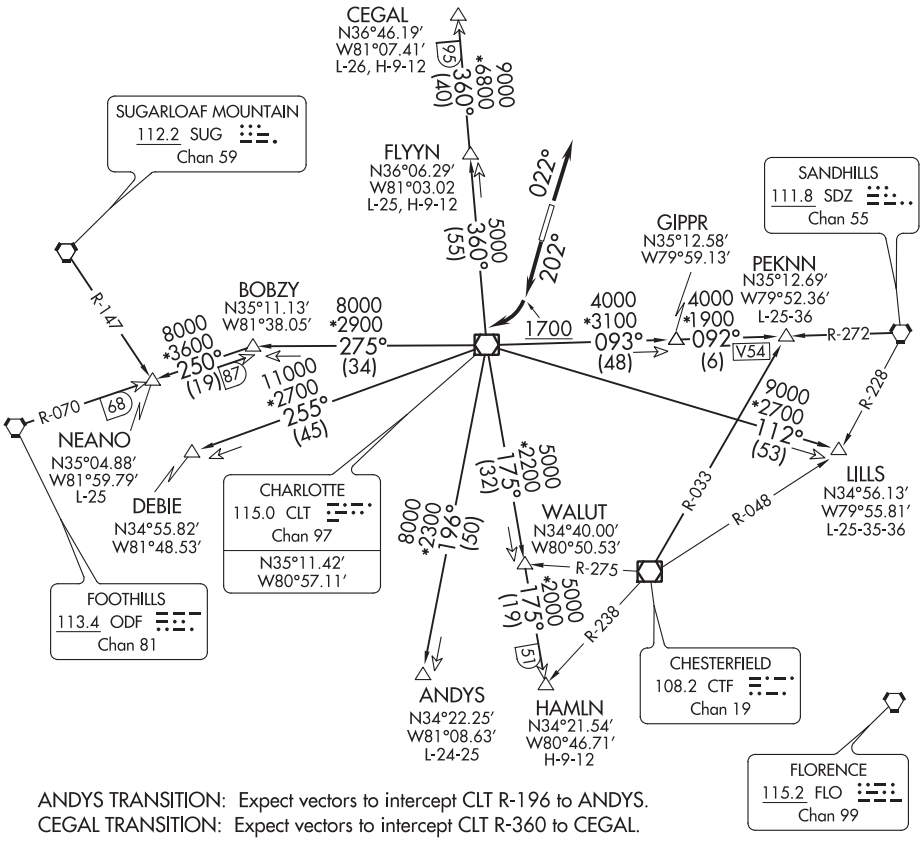
KNIGHTS TWO DEPARTURE

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725
CHARLOTTE DEP CON
128.325 308.8

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 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

KNIGHTS TWO DEPARTURE

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.

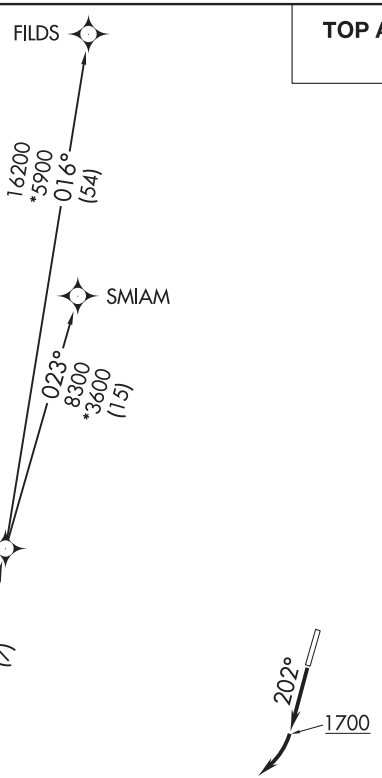
ANDYS TRANSITION (KNI2.ANDYS): From over CLT VOR/DME on CLT R-196 to ANDYS.
CEGAL TRANSITION (KNI2.CEGAL): From over CLT VOR/DME on CLT R-360 to CEGAL.
DEBIE TRANSITION (KNI2.DEBIE): From over CLT VOR/DME on CLT R-255 to DEBIE.
FLYYN TRANSITION (KNI2.FLYYN): From over CLT VOR/DME on CLT R-360 to FLYYN.
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, 25 FEB 2021 to 22 APR 2021

KRITR FIVE DEPARTURE (RNAV)

AWOS-3
118.175
CLNC DEL
127.35
UNICOM
122.725 (CTAF)
CHARLOTTE DEP CON
128.32 307.8

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
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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

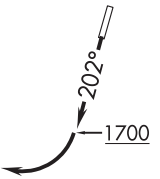
(KWEEN4.KWEEN) 20198 AL-5551 (FAA)

KWEEN FOUR DEPARTURE (RNAV)

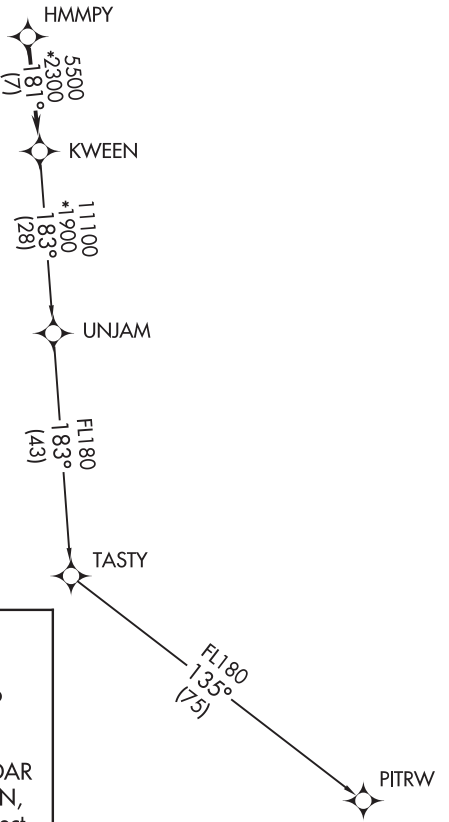
MID-CAROLINA RGNL (RUQ)
SALISBURY, NORTH CAROLINA

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8

TOP ALTITUDE: 3000



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 RUNWAY 20: Climb heading 202° to 1700 before turning right.

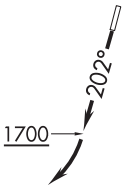
Climb on heading assigned by ATC, expect RADAR vectors to HMMPY, then on track 181° to KWEEN, then on assigned transition, maintain 3000, expect filed altitude within 10 minutes after departure.

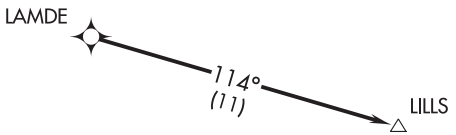
PITRW TRANSITION (KWEEN4.PITRW)
UNJAM TRANSITION (KWEEN4.UNJAM)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

AWOS-3
118.175
CLNC DEL
127.35
UNICOM (CTAF)
122.725
CHARLOTTE DEP CON
128.325 307.8

TOP ALTITUDE: 3000





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.

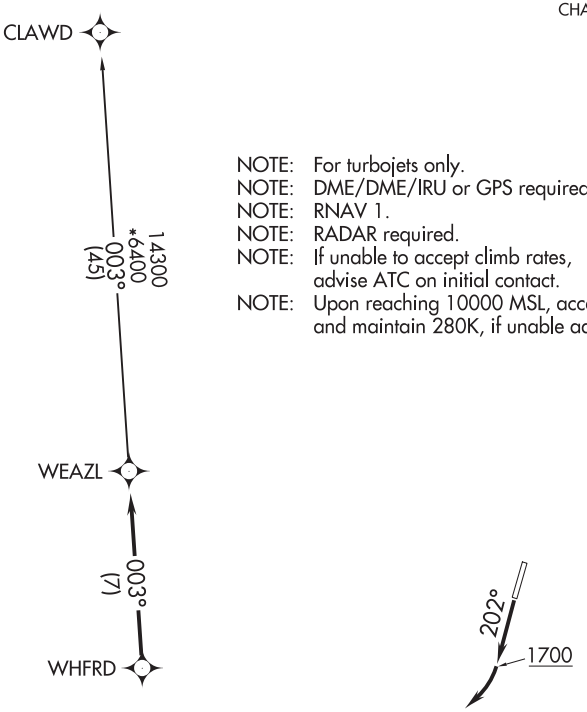
Climb on heading assigned by ATC, expect RADAR vectors to LAMDE, then on depicted route to LILLS. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WEAZL FOUR 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.

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, 25 FEB 2021 to 22 APR 2021

APP CRS	Rwy Idg	3189
015°	TDZE	539
	Apt Elev	539

RNAV (GPS) RWY 1

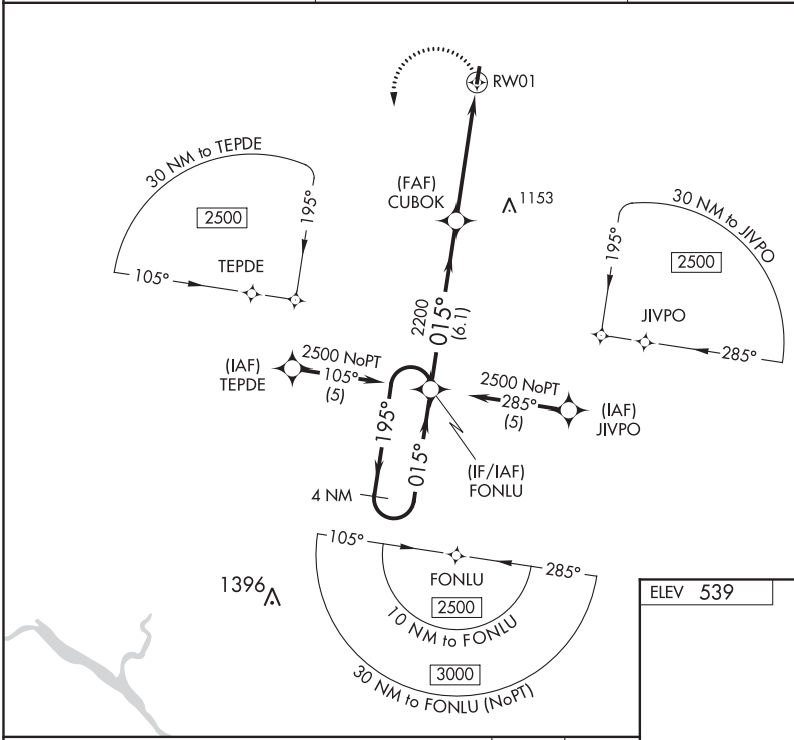
SALUDA COUNTY (6J4)

RNP APCH.

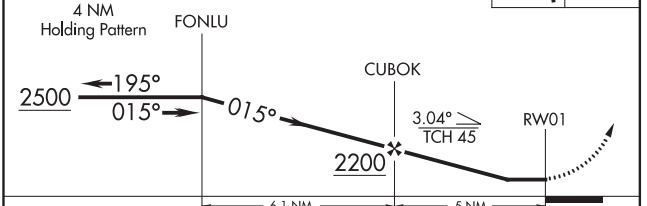
Procedure NA at night. Rwy 1 helicopter visibility reduction below 1 SM NA. Use Aiken altimeter setting; when not received, use Augusta Rgnl at Bush Field altimeter setting and increase all MDA 100 feet and increase LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climbing left turn to 2500 direct FONLU and hold.

AIK AWOS-3	AUGUSTA APP CON ★	CTAF
118.025	119.15	122.9 L

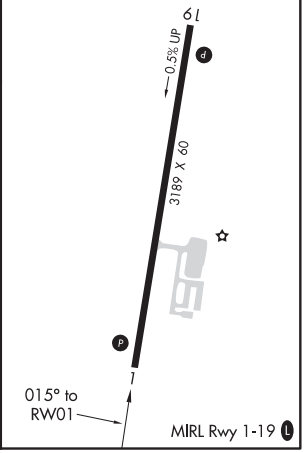


VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 32).



CATEGORY	A	B	C	D
LNAV MDA	1160-1 621 (700-1)		1160-1¾ 621 (700-1¾)	NA

ELEV 539	TDZE 539



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

SALUDA, SOUTH CAROLINA AL-10393 (FAA) 21056

RNAV (GPS) RWY 19

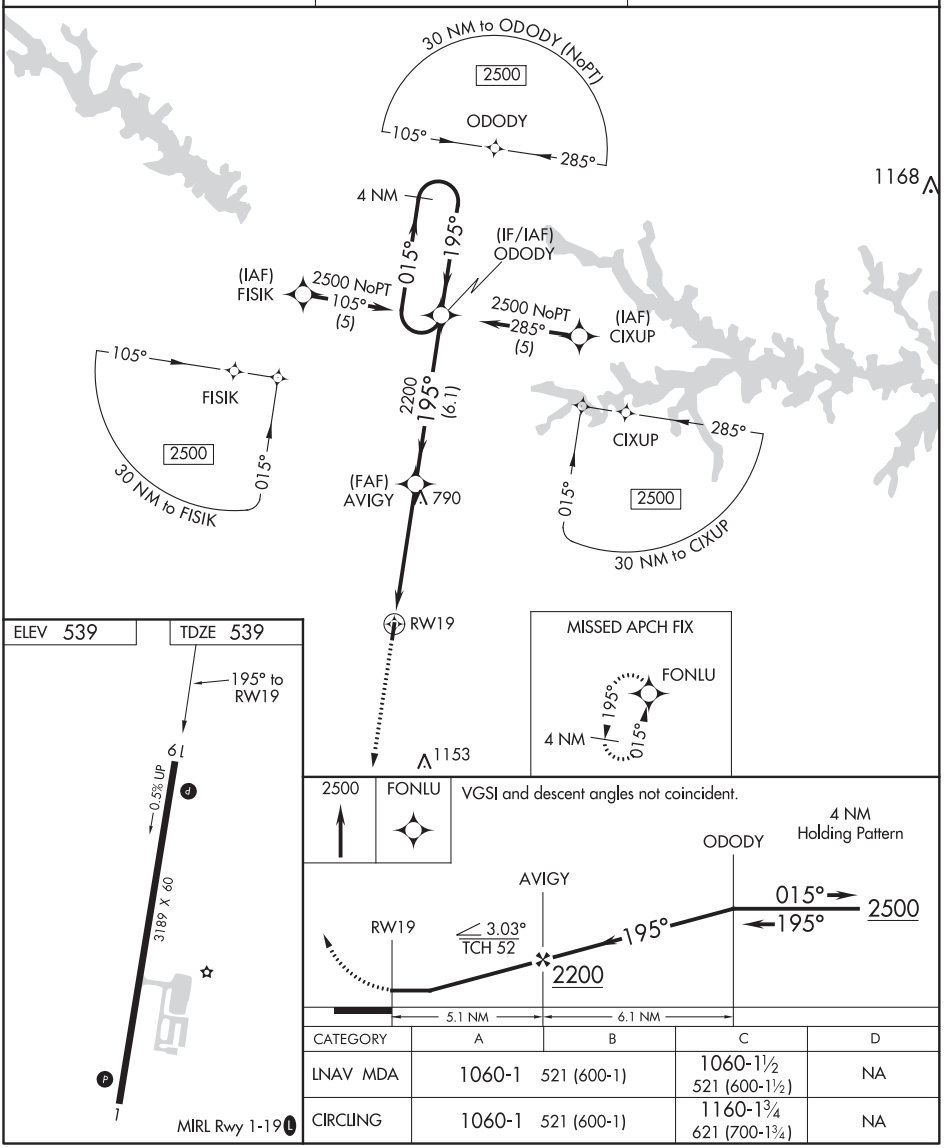
SALUDA COUNTY (6J4)

APP CRS	Rwy Idg	3189
195°	TDZE	539
	Apt Elev	539

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 ★	CTAF
118.025	119.15	122.9 L



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

SALUDA, SOUTH CAROLINA
Orig 08APR10

33°56'N-81°48'W

SALUDA COUNTY (6J4)

RNAV (GPS) RWY 19

SE-2, 25 FEB 2021 to 22 APR 2021

LOC/DME I-TTA	APP CRS	Rwy Idg	6501
110.75	029°	TDZE	247
Chan 44 (Y)		Apt Elev	247

ILS Y or LOC Y RWY 3

RALEIGH EXECUTIVE JETPORT AT SANFORD-LEE COUNTY (TTA)

RNAV 1-GPS required.

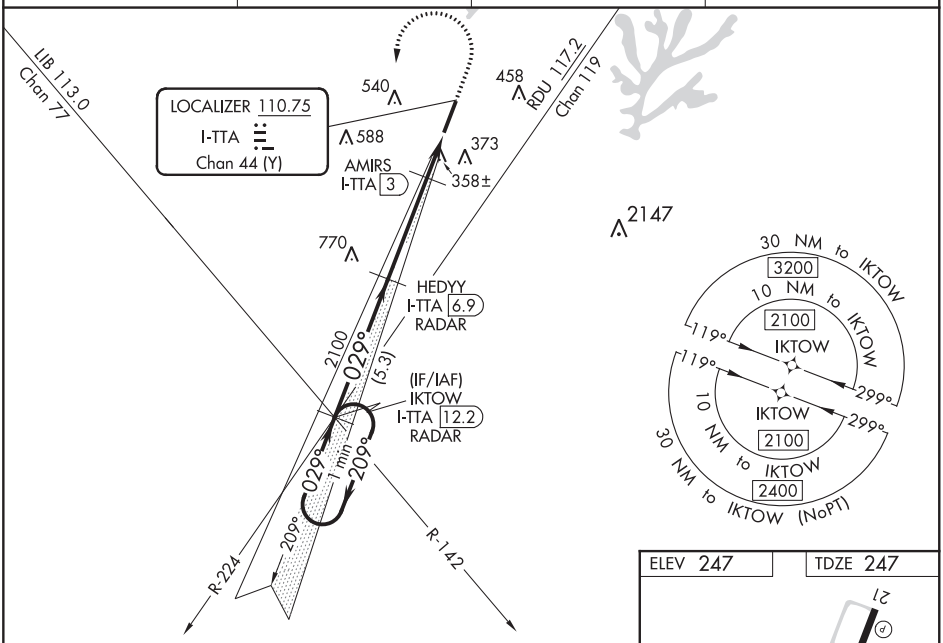
RNAV 1-GPS required or RADAR required for procedure entry.

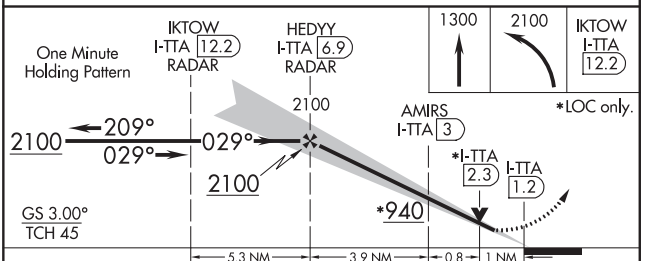
T A NA — When local altimeter setting not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1 SM and Circling Cat C visibility to 2 SM and Cat D to 2¾ SM. For inop ALS, increase S-LOC 3 Cats C and D visibility to 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

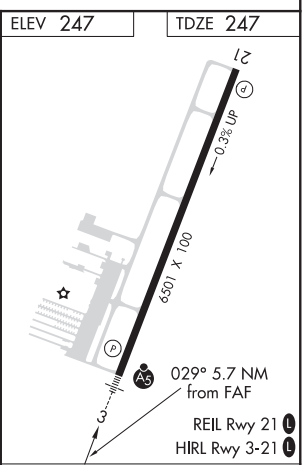
MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW INT/I-TTA 12.2 DME/RADAR and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

SANFORD, NORTH CAROLINA | AL-9472 (FAA) | 19003

ILS Z or LOC Z RWY 3

RALEIGH EXECUTIVE JETPORT AT SANFORD-LEE COUNTY (TTA)

LOC/DME I-TTA	APP CRS	Rwy Idg	6501
110.75	029°	TDZE	246
Chan 44 (Y)		Apt Elev	246

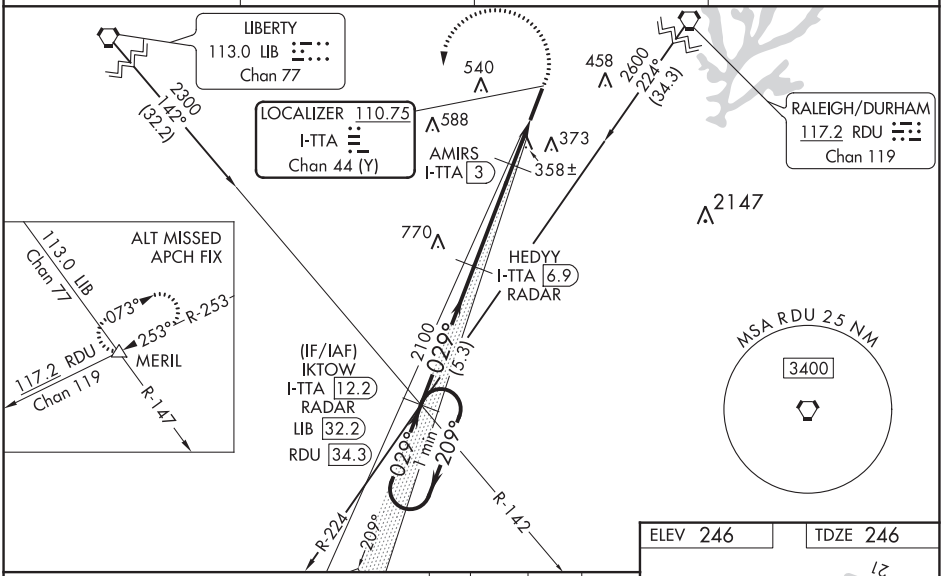
DME required for LOC only.

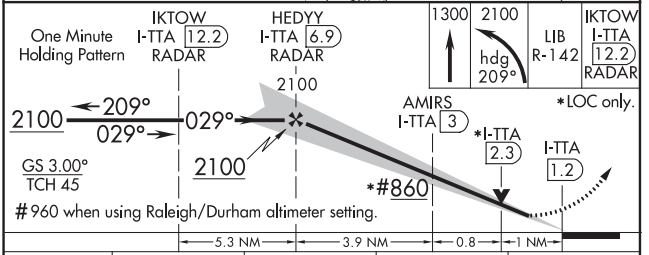
T NA When local altimeter not received, use Raleigh/Durham altimeter setting: increase DA to 527 feet; increase all MDAs 100 feet and S-LOC 3 Cats C and D visibility to 1⅝ SM, increase Circling Cat C visibility to 2 SM and Cat D to 2¾ SM; AMIRS Fix minimums: increase S-LOC 3 Cats C and D visibility to 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.

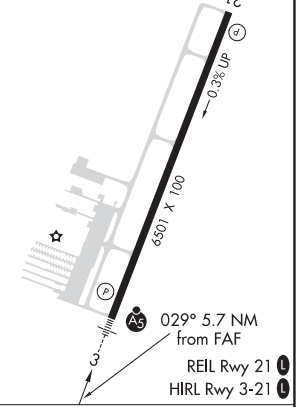
MALSR

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 72822 W03A	APP CRS 029°	Rwy Idg 6501 TDZE 246 Apt Elev 246

RNAV (GPS) RWY 3

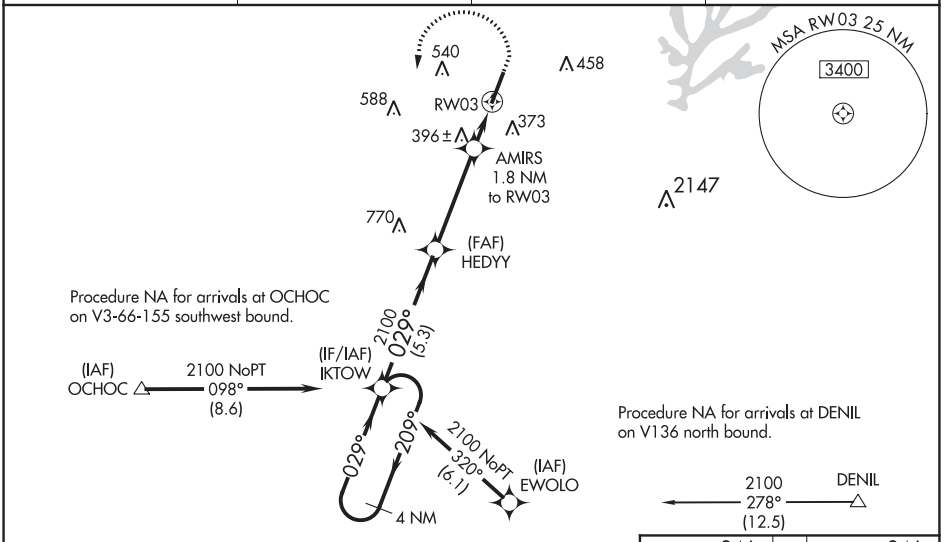
RALEIGH EXECUTIVE JETPORT AT SANFORD-LEE COUNTY (TTA)

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.

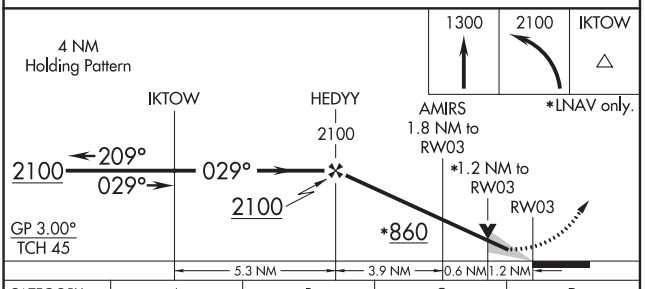
MALSR (A5)

MISSED APPROACH: Climb to 1300 then climbing left turn to 2100 direct IKTOW and hold.

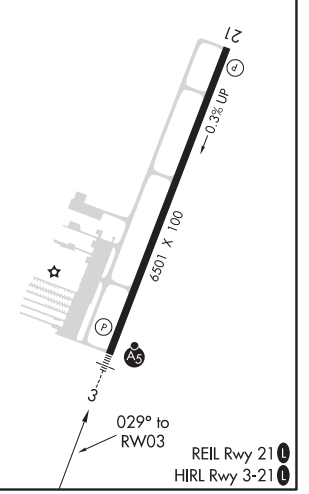
AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 353.675	123.075 (CTAF) L	135.075



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

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 Idg 6501 / TDZE 230 / Apt Elev 247

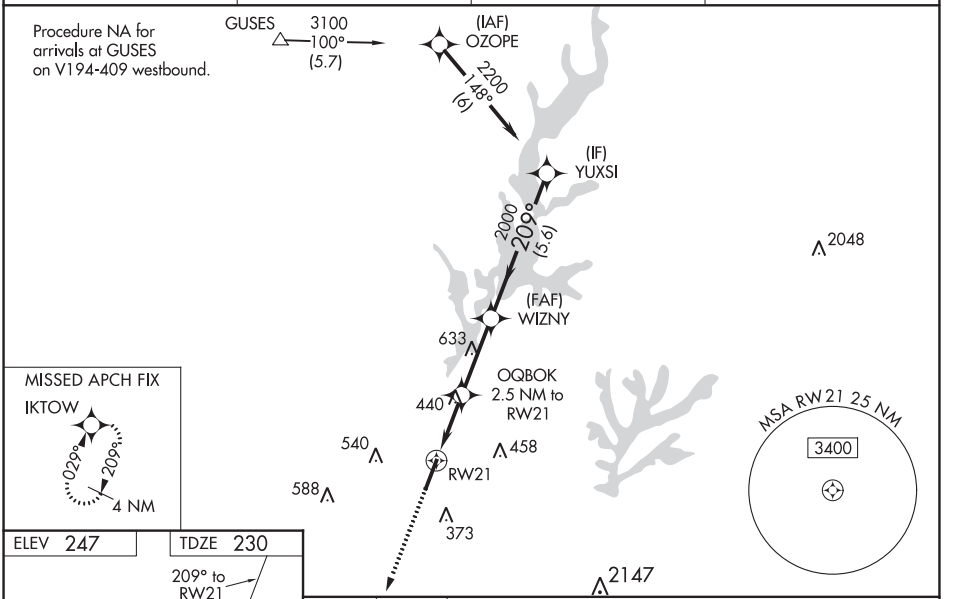
RNP APCH.

T A 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.

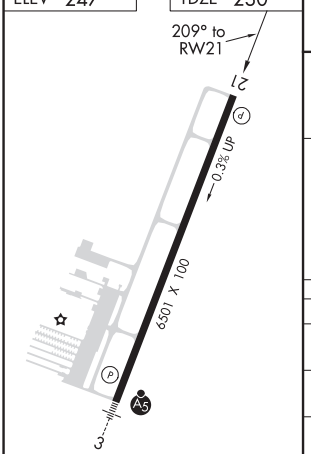
AWOS-3	RALEIGH APP CON	UNICOM	GCO
120.625	125.3 353.675	123.075 (CTAF) L	135.075

Procedure NA for arrivals at GUSES on V194-409 westbound.



MISSED APCH FIX

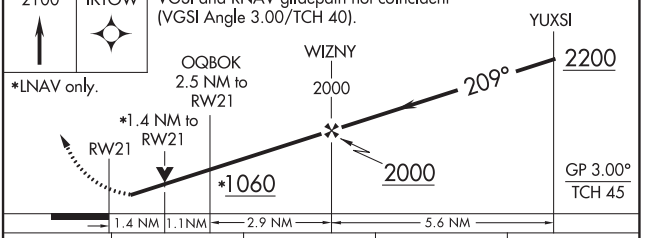
ELEV 247 | TDZE 230



2100 | IKTOW

*LNAV only.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).



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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

GOLDSBORO, NORTH CAROLINA

ILS or LOC Y RWY 8

LOC I-GSB	APCH CRS	Rwy ldg 11,760 / TDZE 73 / Arpt Elev 109
109.3	081°	

AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

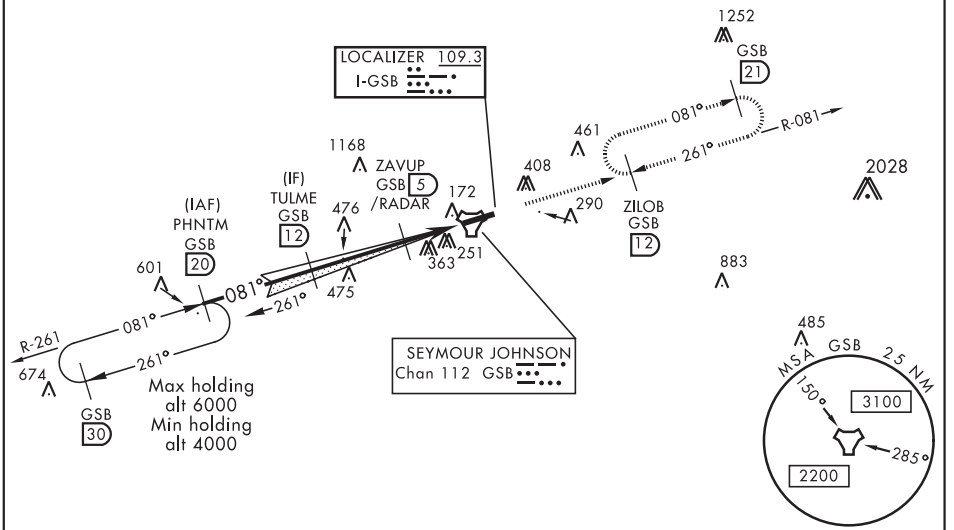
T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

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° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

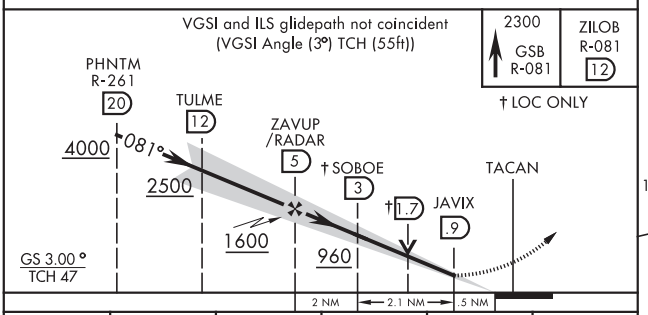
*** Circling N of Rwy 8-26 not authorized.

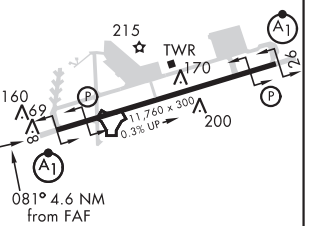


RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700

ELEV 109	TDZE 73





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)

HIRL Rwy 8-26

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

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19143

GOLDSBORO, NORTH CAROLINA

ILS or LOC Y RWY 26

LOC I-DDX	APCH CRS	Rwy ldg	TDZE	Arpt Elev
109.9	261°	11,760	109	109

AL-169 [USAF]

SEYMOUR JOHNSON AFB (KGSB)

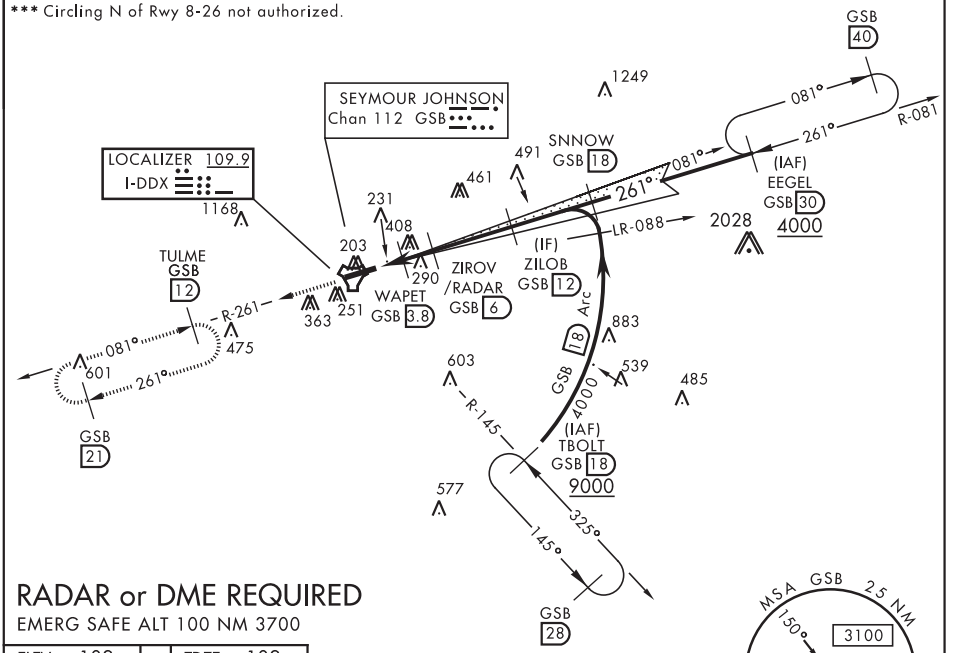
* When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE RVR to 60 and vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 2200 via GSB TACAN R-261 to TULME and hold.

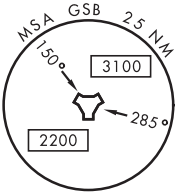
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

*** Circling N of Rwy 8-26 not authorized.

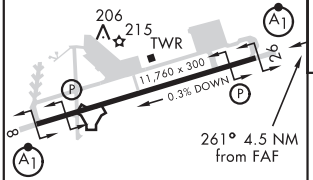


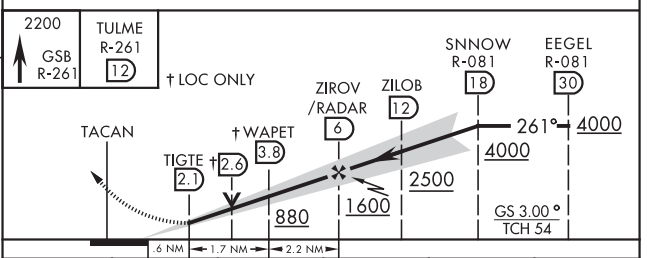
RADAR or DME REQUIRED

EMERG SAFE ALT 100 NM 3700



ELEV	TDZE
109	109





HIRL Rwy 8-26

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	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)

GOLDSBORO, NORTH CAROLINA

35°20'N-77°58'W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 8 07DEC17

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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.

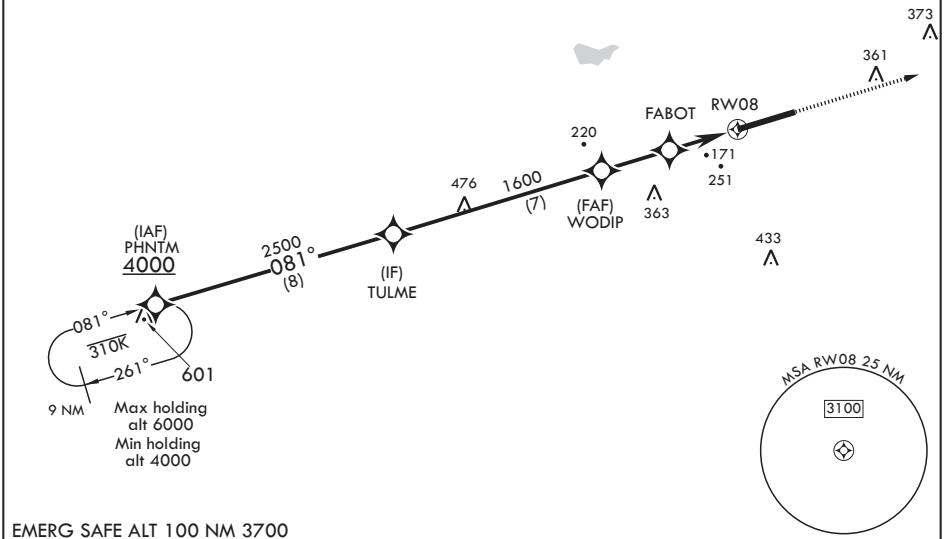
ATIS★	APP CON	TOWER	GND CON	CLNC DEL
317.625	119.7 273.6 111° -257° 123.7 290.9 258° -110°	126.25 370.875	138.1 275.8	128.025 270.8

DME/DME RNP -0.3 NA

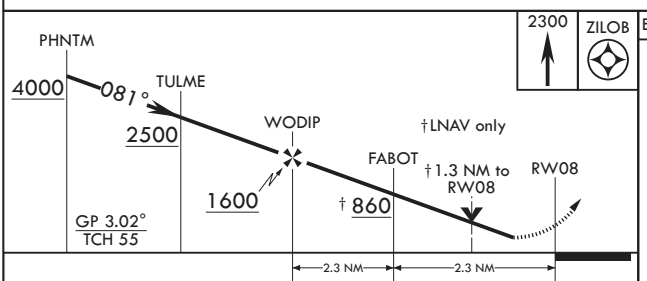
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (130°F).

MISSED APPROACH

9 NM
081°
261°
ZILOB

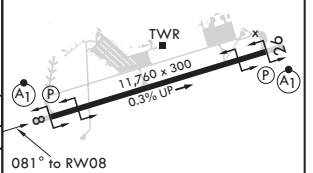


EMERG SAFE ALT 100 NM 3700



2300 ZILOB

ELEV 109 TDZE 73



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)

HIRL all Rwys

GOLDSBORO, NORTH CAROLINA

35°20'N - 77°58'W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 5 02JAN20

RNAV (GPS) RWY 8

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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.

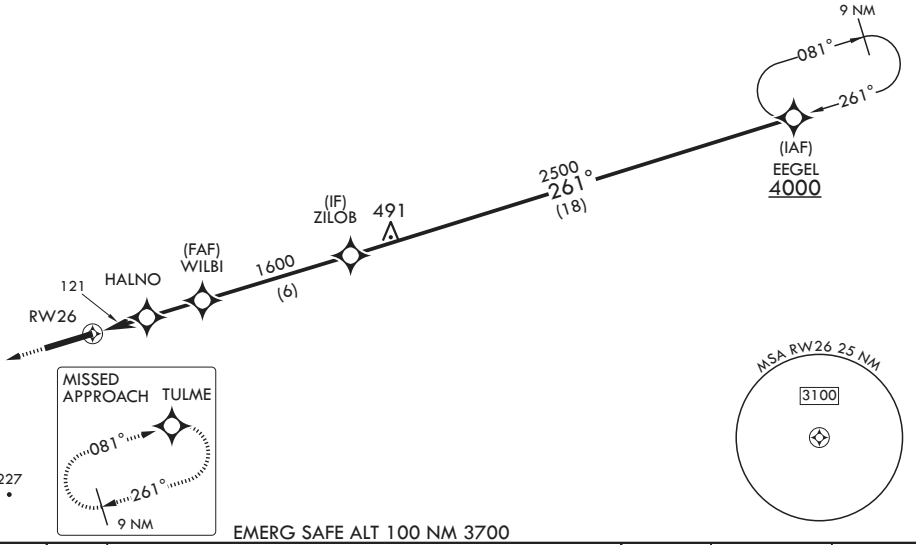
ALSF-1

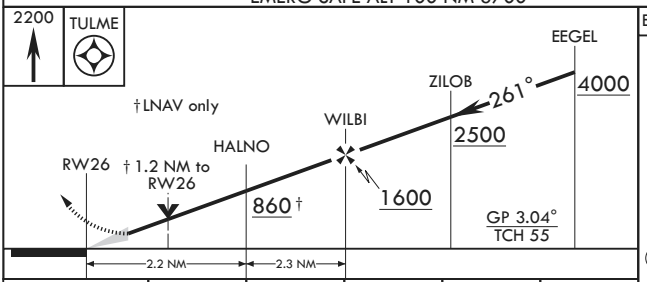
MISSED APPROACH: Climb to 2200 direct TULME and hold.

ATIS★	APP CON	TOWER	GND CON	CLNC DEL
317.625	119.7 273.6 111° -257° 123.7 290.9 258° -110°	126.25 370.875	138.1 275.8	128.025 270.8

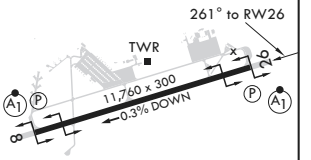
DME/DME RNP -0.3 NA

For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 53°C (128°F).





ELEV 109 TDZE 109



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)

HIRL all Rwys

GOLDSBORO, NORTH CAROLINA

35°20'N - 77°58'W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 4 02JAN20

RNAV (GPS) RWY 26

SE-2, 25 FEB 2021 to 22 APR 2021

GOLDSBORO, NORTH CAROLINA

TACAN Y RWY 8

TACAN	APCH CRS	Rwy ldg	TDZE	Arpt Elev
GSB Chan 112	081°	11,760	73	109

AL-169 [USAF]

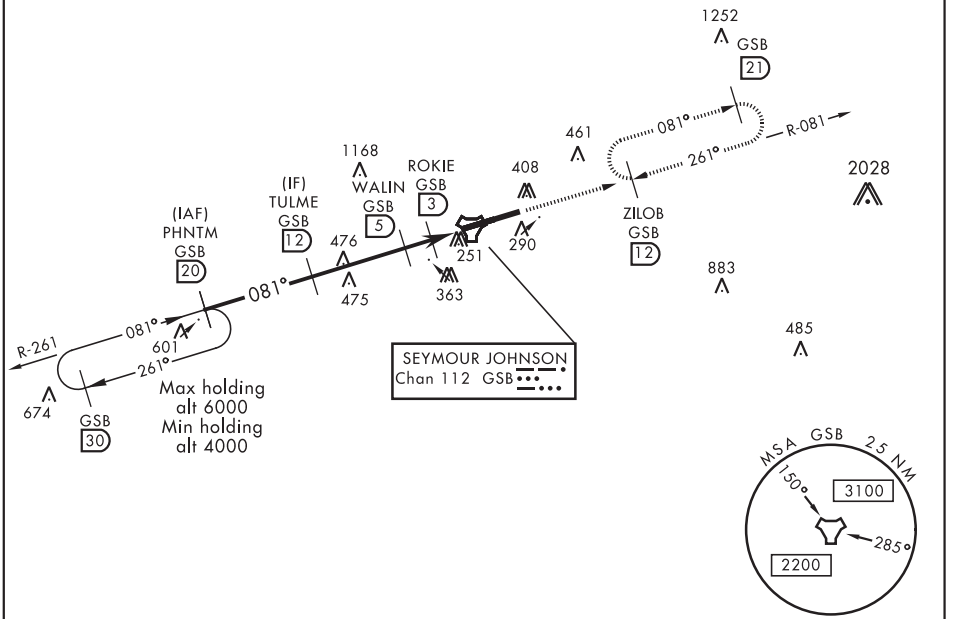
SEYMOUR JOHNSON AFB (KGSB)

* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
** Circling N of Rwy 8-26 not authorized.

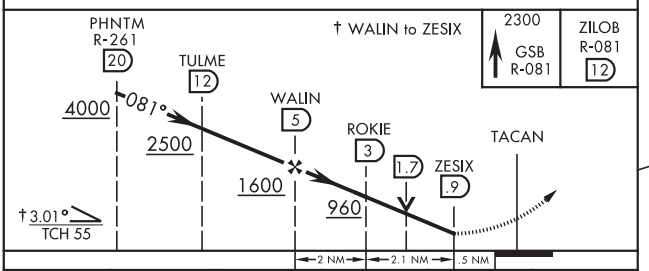
ALSF-1

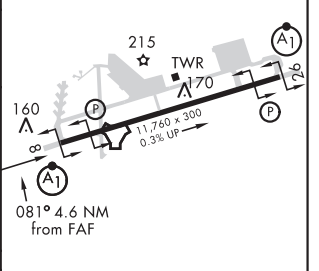
MISSED APPROACH: Climb to 2300 via GSB R-081 to ZILOB and hold.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-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)

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, 25 FEB 2021 to 22 APR 2021

GOLDSBORO, NORTH CAROLINA

TACAN Y RWY 26

TACAN	APCH CRS	Rwy ldg	11,760
GSB Chan 112	261°	TDZE	109
		Arpt Elev	109

AL-169 [USAF]

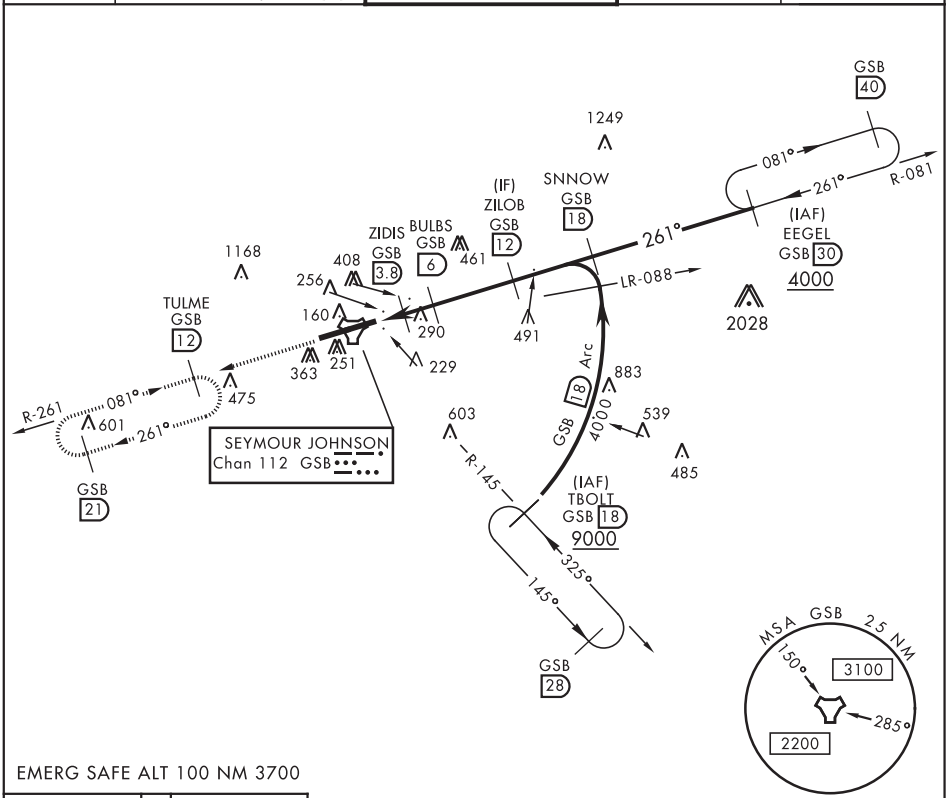
SEYMOUR JOHNSON AFB (KGSB)

* 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

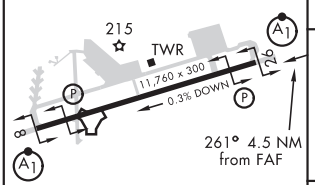
MISSED APPROACH: Climb to 2200 via GSB R-261 to TULME and hold.

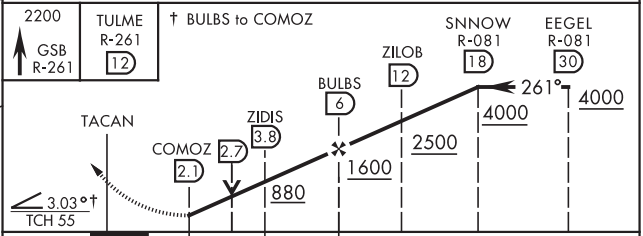
ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8



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

GOLDSBORO, NORTH CAROLINA

35° 20'N-77° 58'W

SEYMOUR JOHNSON AFB (KGSB)

Amdt 7 05DEC19

TACAN Y RWY 26

SE-2, 25 FEB 2021 to 22 APR 2021

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GOLDSBORO, NORTH CAROLINA

TACAN-A

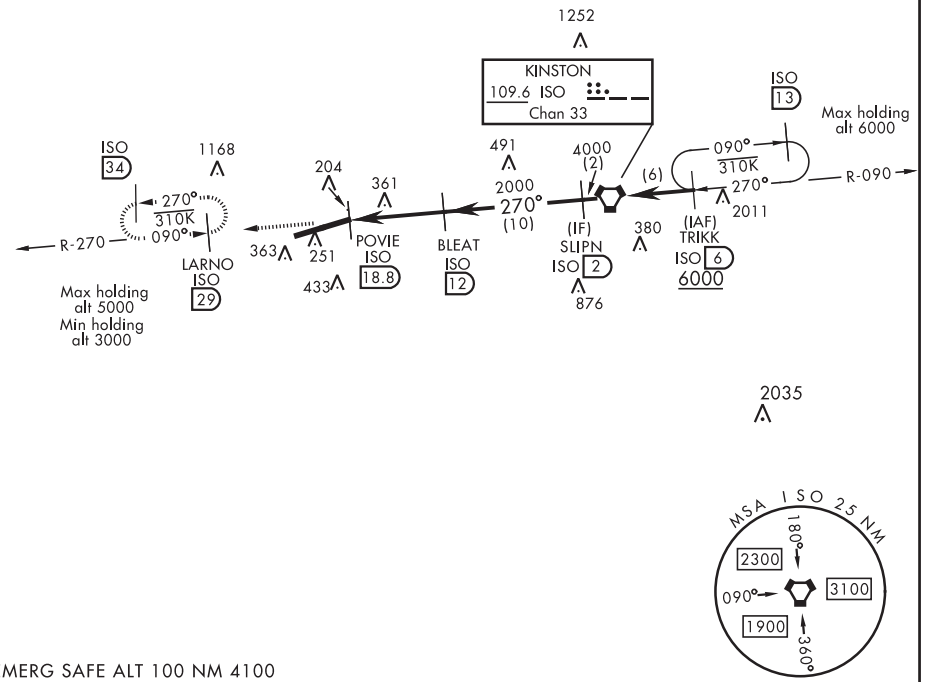
KINSTON ISO 109.6 Chan 33	APCH CRS 270°	Rwy ldg N/A TDZE N/A Arpt Elev 109

AL-169 [USAF] SEYMOUR JOHNSON AFB (KGSB)

T Circling not authorized from RWY 8 clockwise to RWY 26.

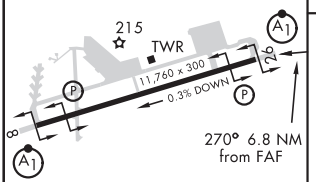
MISSED APPROACH: Climb straight on VORTAC ISO R-270 to 29 DME (LARNO) and hold; continue climb and hold to 3000.

ATIS ★	SEYMOUR JOHNSON APP CON	SEYMOUR JOHNSON TOWER ★	GND CON	CLNC DEL
317.625	258°-110° 123.7 290.9 111°-257° 119.7 273.6	126.25 370.875	138.1 275.8	128.025 270.8

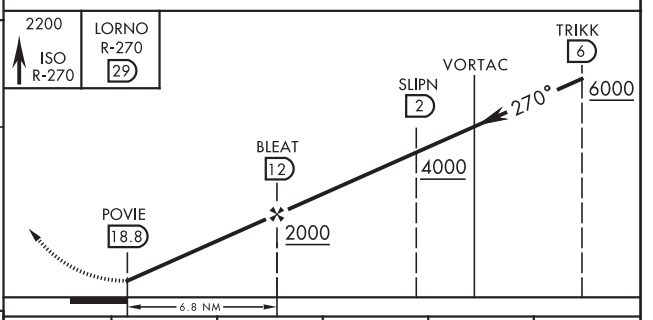


EMERG SAFE ALT 100 NM 4100

ELEV 109	TDZE N/A



HIRL Rwy 8-26



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 571 (600-1½)	700-2 591 (600-2)	760-2¼ 651 (700-2¼)

GOLDSBORO, NORTH CAROLINA 35° 20'N-77°58'W SEYMOUR JOHNSON AFB (KGSB)

Orig 13SEP18

TACAN-A

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

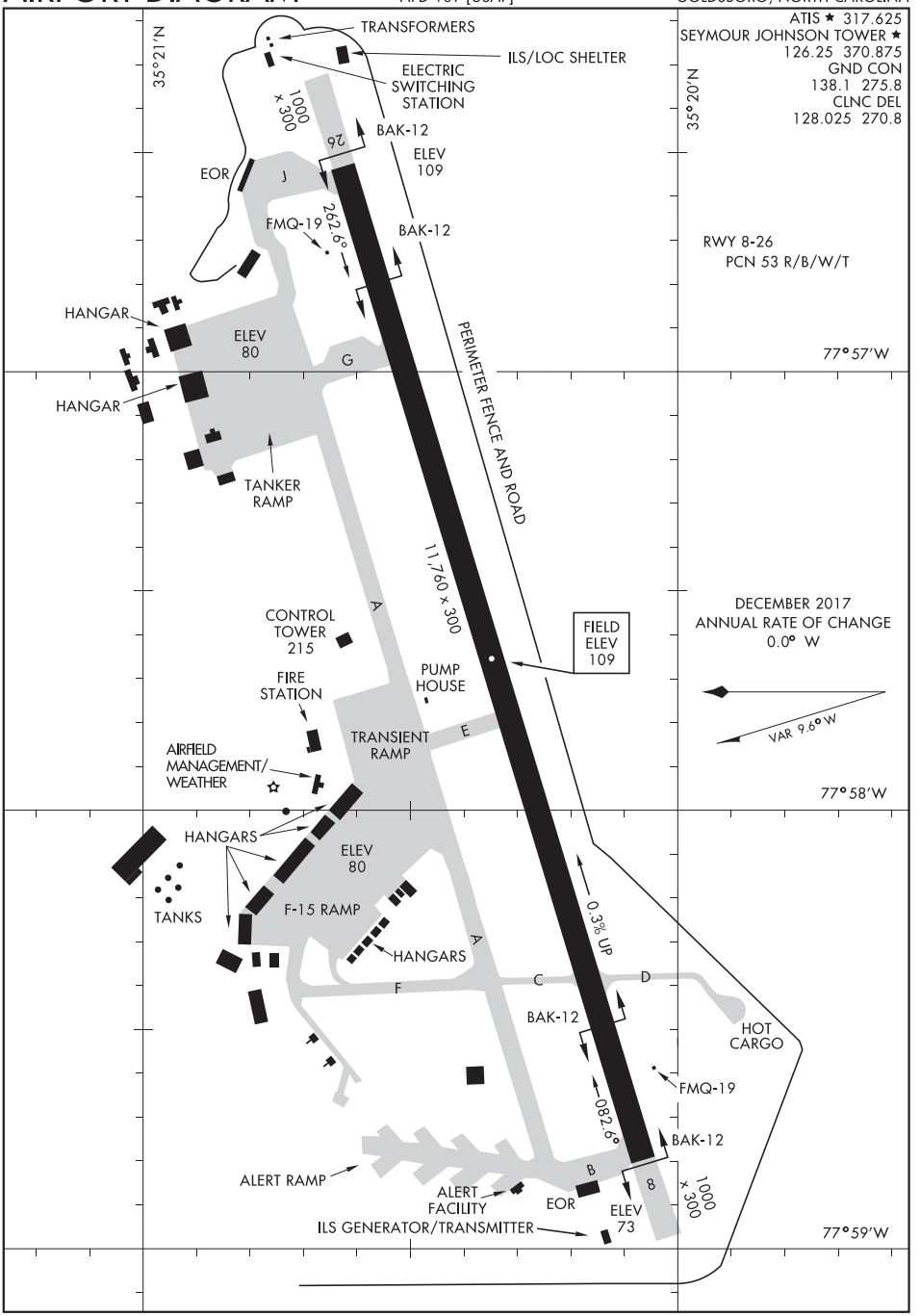
19059

AIRPORT DIAGRAM

SEYMOUR JOHNSON AFB (KGSB)

AFD-169 [USAF]

GOLDSBORO, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

GOLDSBORO, NORTH CAROLINA
SEYMOUR JOHNSON AFB (KGSB)

SEYMOUR-THREE DEPARTURE (GSB3•GSB)

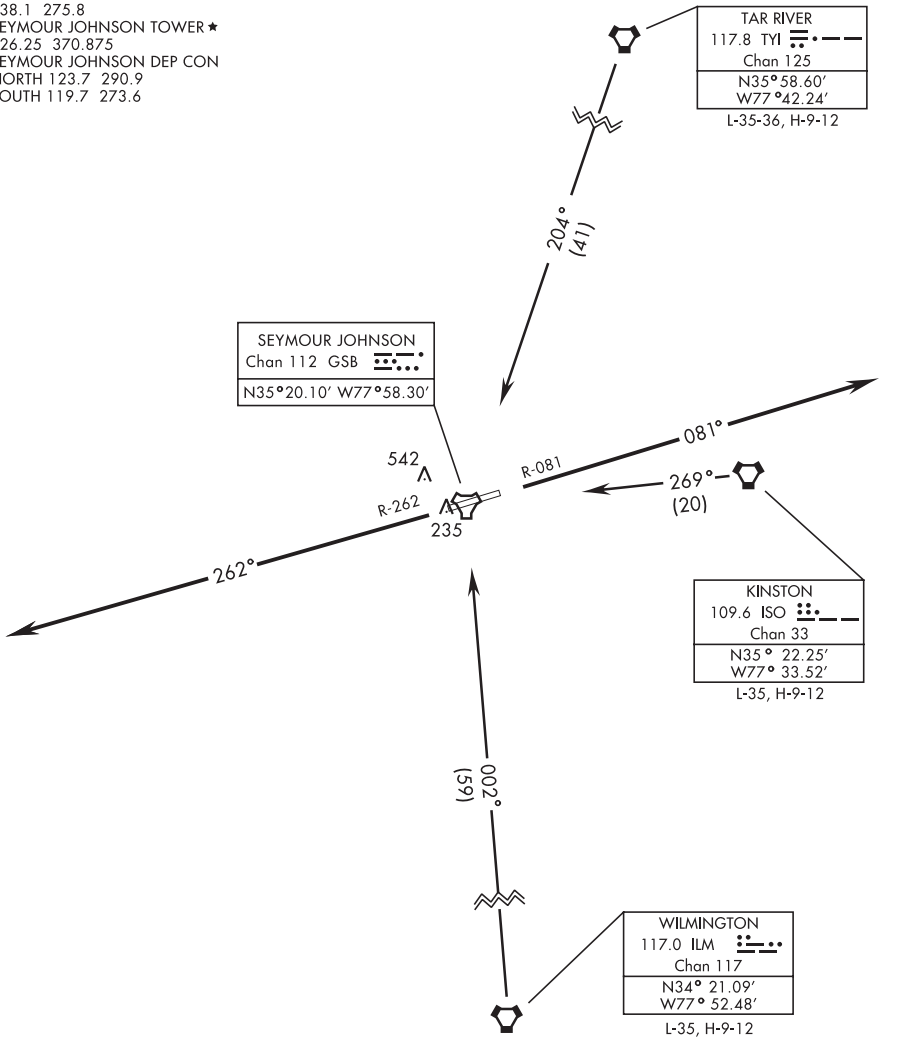
GOLDSBORO, NORTH CAROLINA

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.

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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 1⅜ 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

When circling to Rwy 4L, 22L at night, operational VGSI required, remain on or above VGSI glidepath thld.

1573

SSC 18 R-042 042° 222° Max holding alt 6000 Min holding alt 2000

LOCALIZER 110.1 I-UFO

543

GABLE SSC 11

Group of trees 350' right of extended runway centerline, 1940' from landing thld, at or below 300' MSL/70' AGL.

409

617

SHAW Chan 38 SSC

GATPE SSC 5.8

RADAR required when R-6002 active

1340

(IF) HUMAG SSC 11

849

R-215

R-6002

MSA SSC 25 NM 180° 3100 090° 2400

Max holding alt 6000 Min holding alt 2000

2000 043° (4)

Remain West of SSC R-215

SSC 22 222° 042° 223°

(IAF) JOESZ SSC 15 2000

R-222

EMERG SAFE ALT 100 NM 3800

ELEV 241 TDZE 236

519

502

450

392

268

TWR 340

10,014 × 150

8014 × 150

4L 4R

22R 22L

043° 4.8 NM from FAF

HIRL all Rwy

HUMAG 11

2000 043°

GATPE 5.8

† LOC only

2000 SSC R-042

GABLE SSC 11

† 2.5

TACAN

JADVO 1

1800

GS 3.00°

TCH 47

4.8 NM

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, 25 FEB 2021 to 22 APR 2021

SUMTER, SOUTH CAROLINA

ILS or LOC Y RWY 4L

LOC I-SSC	APCH CRS		4L	4R
110.1	043°	Rwy ldg	10,014	8014
		TDZE	240	236
		Arpt Elev	241	241

AL-409 [USAF]

SHAW AFB (KSSC)

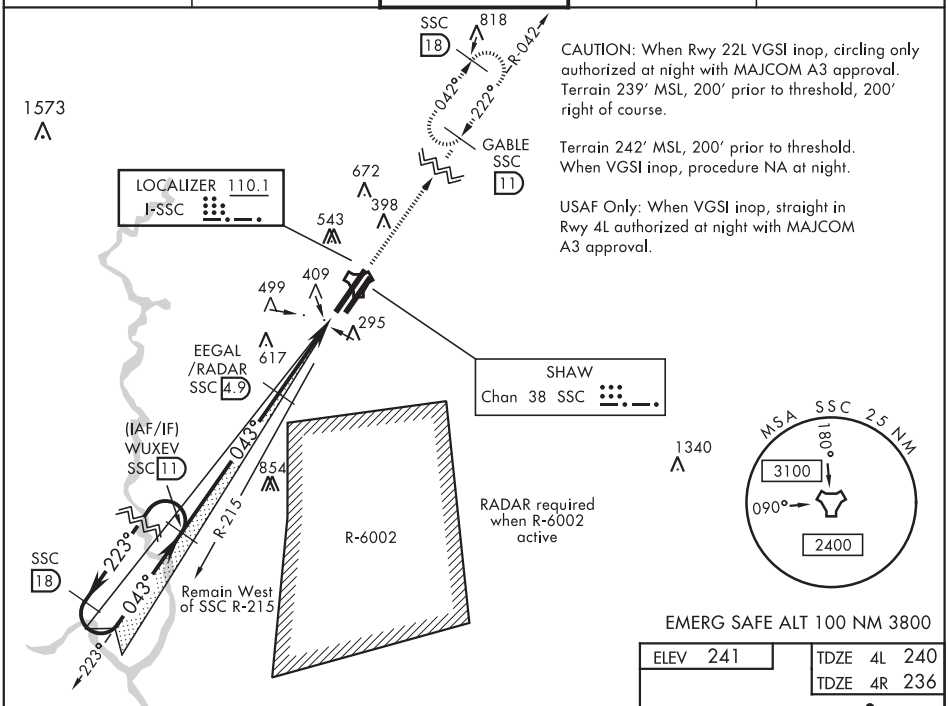
RADAR or DME Required.

* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅝ miles.

ALSF-1 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

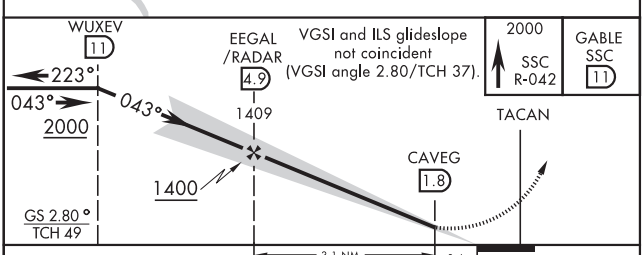


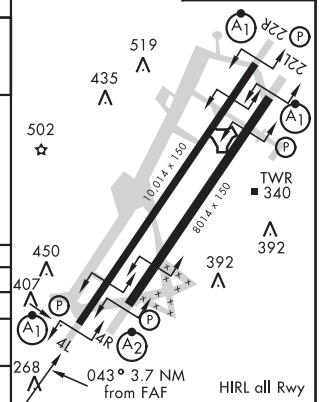
CAUTION: When Rwy 22L VGSI inop, circling only authorized at night with MAJCOM A3 approval. Terrain 239′ MSL, 200′ prior to threshold, 200′ right of course.

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.

EMERG SAFE ALT 100 NM 3800





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

SUMTER, SOUTH CAROLINA

33° 58′N-80° 28′W

SHAW AFB (KSSC)

Amdt 1 10OCT19

ILS or LOC Y RWY 4L

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

20254

SUMTER, SOUTH CAROLINA

ILS or LOC Y RWY 22R

LOC I-JWU	APCH CRS		22R	22L
108.7	223°	Rwy ldg	10,014	8014
		TDZE	240	235
		Arpt Elev	241	241

AL-409 [USAF]

SHAW AFB (KSSC)

RADAR or DME Required.

▼* 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

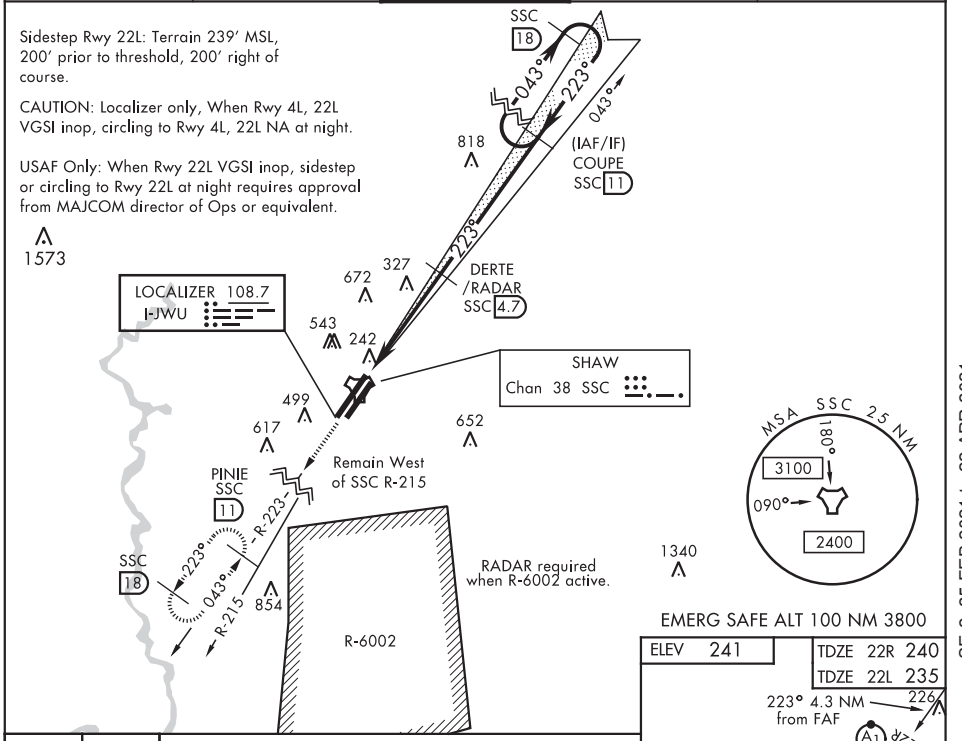
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-223 to PINIE and hold.

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.

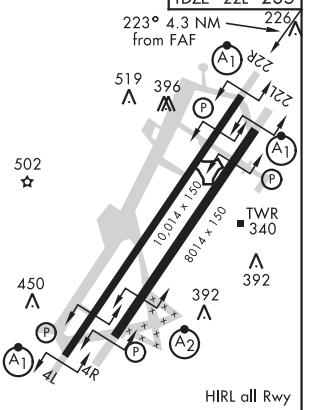


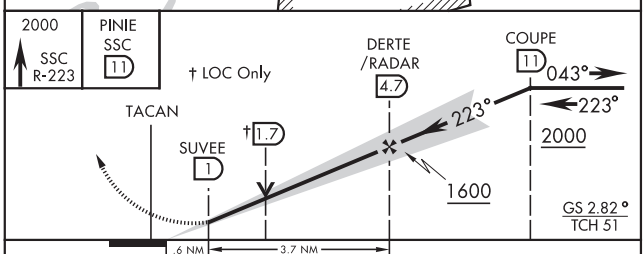
EMERG SAFE ALT 100 NM 3800

ELEV 241

TDZE 22R 240

TDZE 22L 235





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

SUMTER, SOUTH CAROLINA
Amdt 1 10OCT19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

ILS or LOC Y RWY 22R

SE-2, 25 FEB 2021 to 22 APR 2021

SUMTER, SOUTH CAROLINA

TACAN Y RWY 4L

TACAN	APCH CRS	Rwy Idg	4L	4R
SSC Chan 38	043°		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

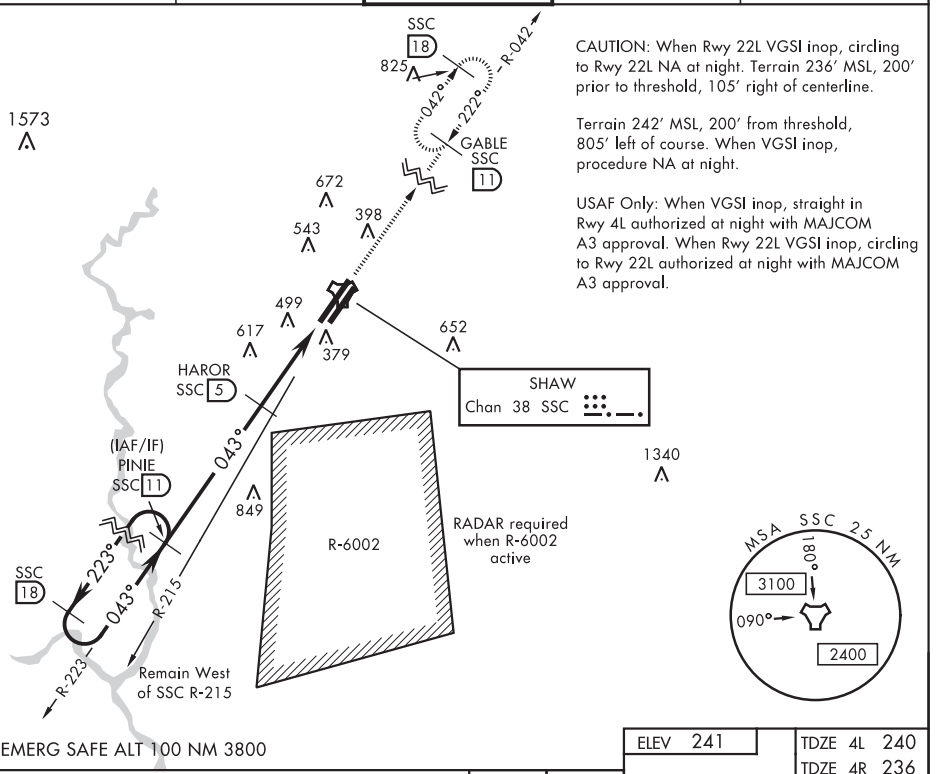
MISSED APPROACH: Climbing to 2000, intercept SSC TACAN R-042 to GABLE and hold.

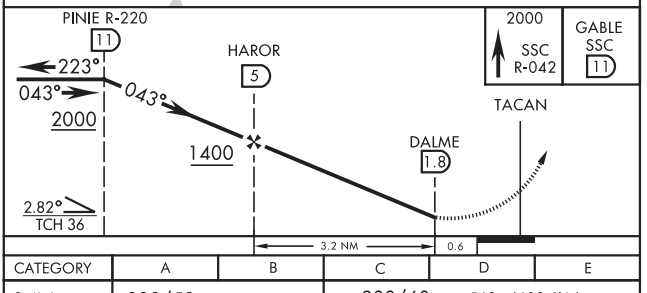
ATIS ★	SHAW APP CON	SHAW TOWER ★	GND CON	CLNC DEL
132.125 270.1	125.4 318.1	126.65 254.25	126.1 275.8	126.1 275.8

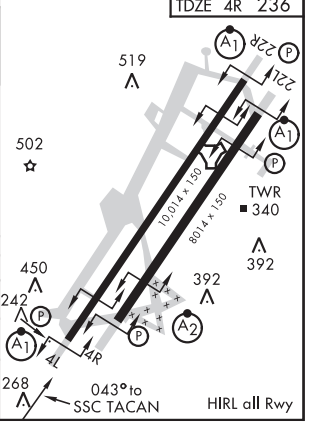
CAUTION: When Rwy 22L VGSI inop, circling to Rwy 22L NA at night. Terrain 236' MSL, 200' prior to threshold, 105' right of centerline.

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.







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)

SUMTER, SOUTH CAROLINA
Amdt 1 07NOV19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

TACAN Y RWY 4L

SE-2, 25 FEB 2021 to 22 APR 2021

20254

SUMTER, SOUTH CAROLINA

TACAN Y RWY 22R

TACAN	APCH CRS	22R	22L
SSC Chan 38	222°	Rwy ldg 10,014	8014
		TDZE 240	235
		Arpt Elev 241	241

AL-409 [USAF]

SHAW AFB (KSSC)

▼ * 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 1⅜ 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. 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°

818

(IAF/IF)

GABLE

SSC 11

1573

222°

672

FASNO

SSC 4.9

398

496

543

SHAW

Chan 38 SSC

499

617

652

PINIE

SSC 11

R-223

223°

043°

R-215

SSC 18

854

RADAR required when R-6002 active.

1340

MSA SSC 2.5 NM

180°

3100

090°

2400

R-6002

Remain West of SSC R-215

EMERG SAFE ALT 100 NM 3800

ELEV 241

TDZE 22R 240

TDZE 22L 235

222° to SSC TACAN

2000

SSC R-223

PINIE SSC 11

GABLE R-042

11

042°

222°

2000

FASNO 4.9

222°

TACAN

REBIE

1

2

1700

2.96°

TCH 51

.6 NM

3.9 NM

519

502

450

392

268

10,014 x 150

8014 x 150

TWR 340

392

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)

SUMTER, SOUTH CAROLINA

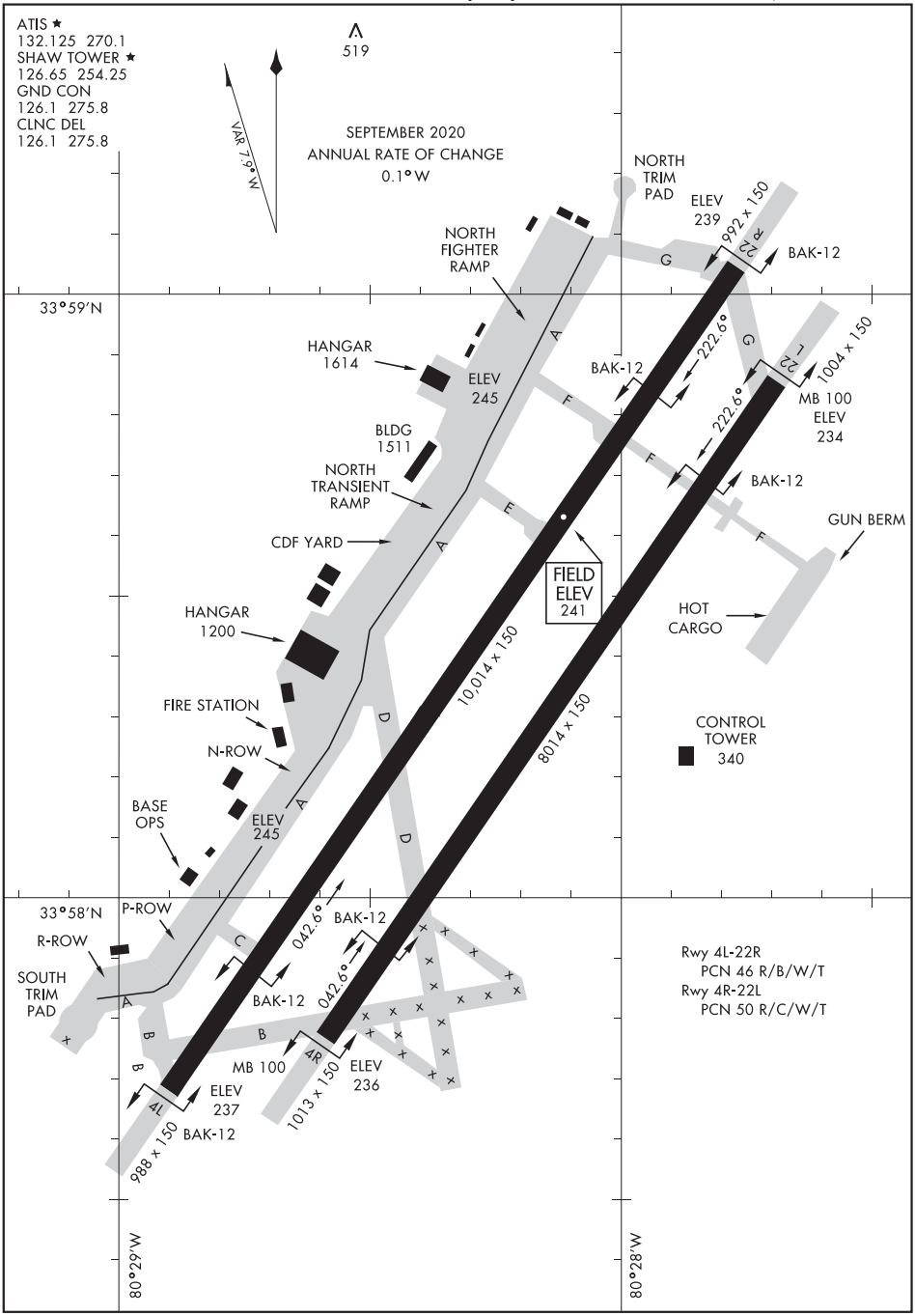
Amdt 1 07NOV19

33° 58'N-80° 28'W

SHAW AFB (KSSC)

TACAN Y RWY 22R

SE-2, 25 FEB 2021 to 22 APR 2021

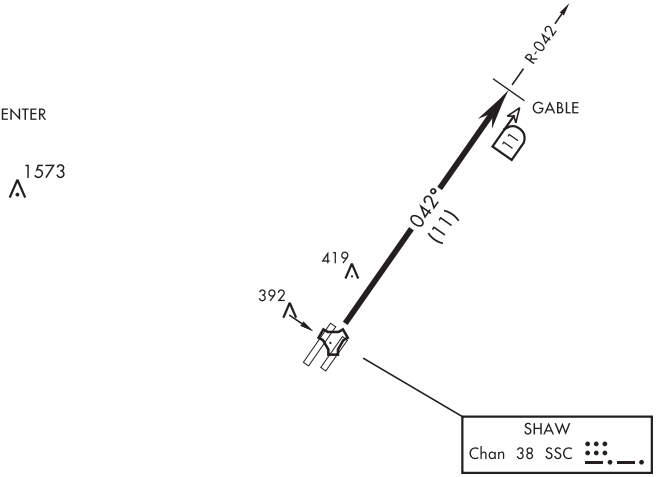


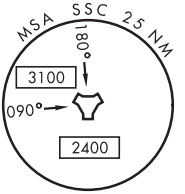
SE-2, 25 FEB 2021 to 22 APR 2021

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

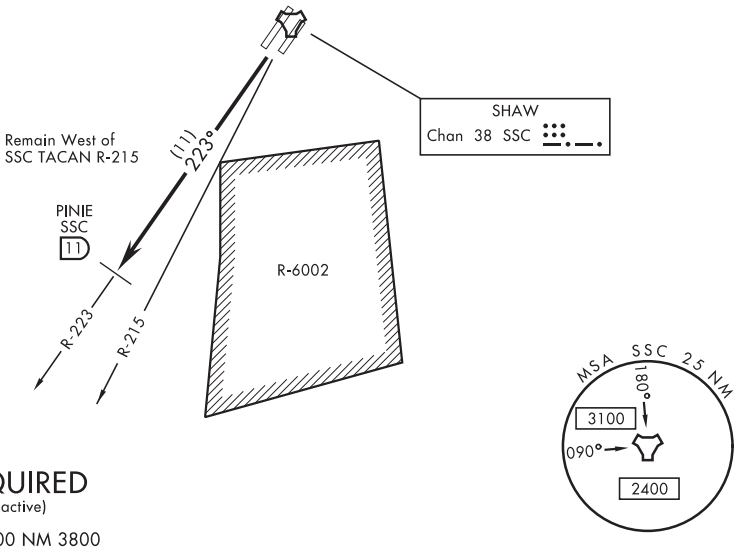
PINIE FOUR DEPARTURE (PINIE4•PINIE)

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.

1573



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.

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

SHELBY, NORTH CAROLINA AL-5704 (FAA) 20366

WAAS CH 63124 W05A	APP CRS 050°	Rwy Idg 5001 TDZE 847 Apt Elev 847

RNAV (GPS) RWY 5

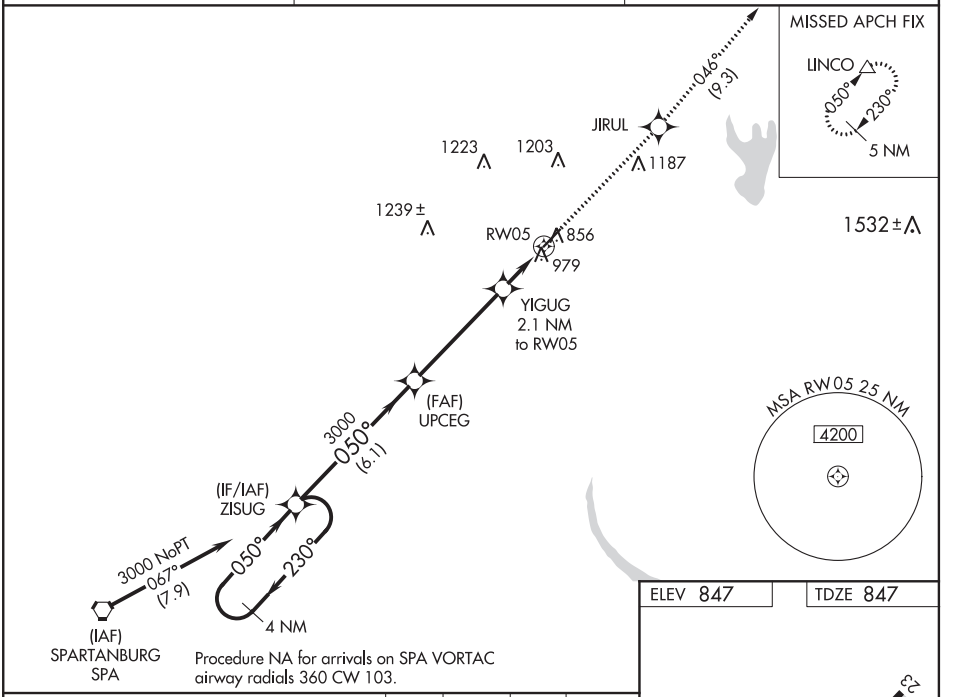
SHELBY-CLEVELAND COUNTY RGNL (EHO)

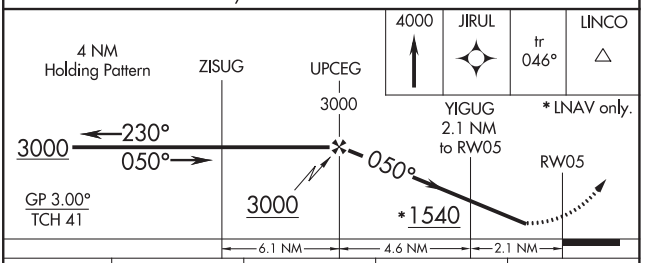
RNP APCH.

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 Cat C/D visibility ¼ SM.

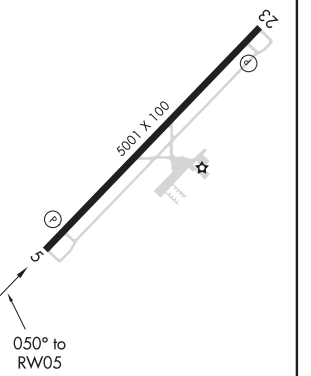
MISSED APPROACH: Climb to 4000 direct JIRUL and on track 046° to LINCO and hold.

AWOS-3	CHARLOTTE APP CON	UNICOM
118.425	120.05 257.2	122.8 (CTAF) L





ELEV 847 TDZE 847



MIRL Rwy 5-23 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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH **99424** **W23A**	APP CRS **230°**	Rwy Idg **5001** TDZE **847** Apt Elev **847**

RNAV (GPS) RWY 23

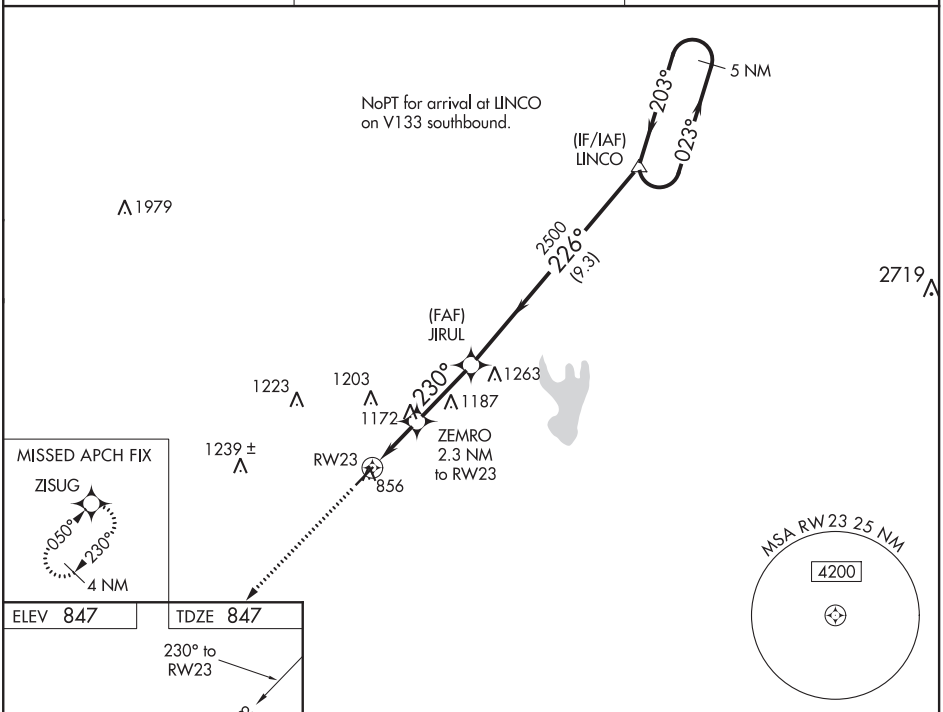
SHELBY-CLEVELAND COUNTY RGNL (EHO)

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



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

SHELBY, NORTH CAROLINA AL-5704 (FAA) 20254

NDB RWY 23

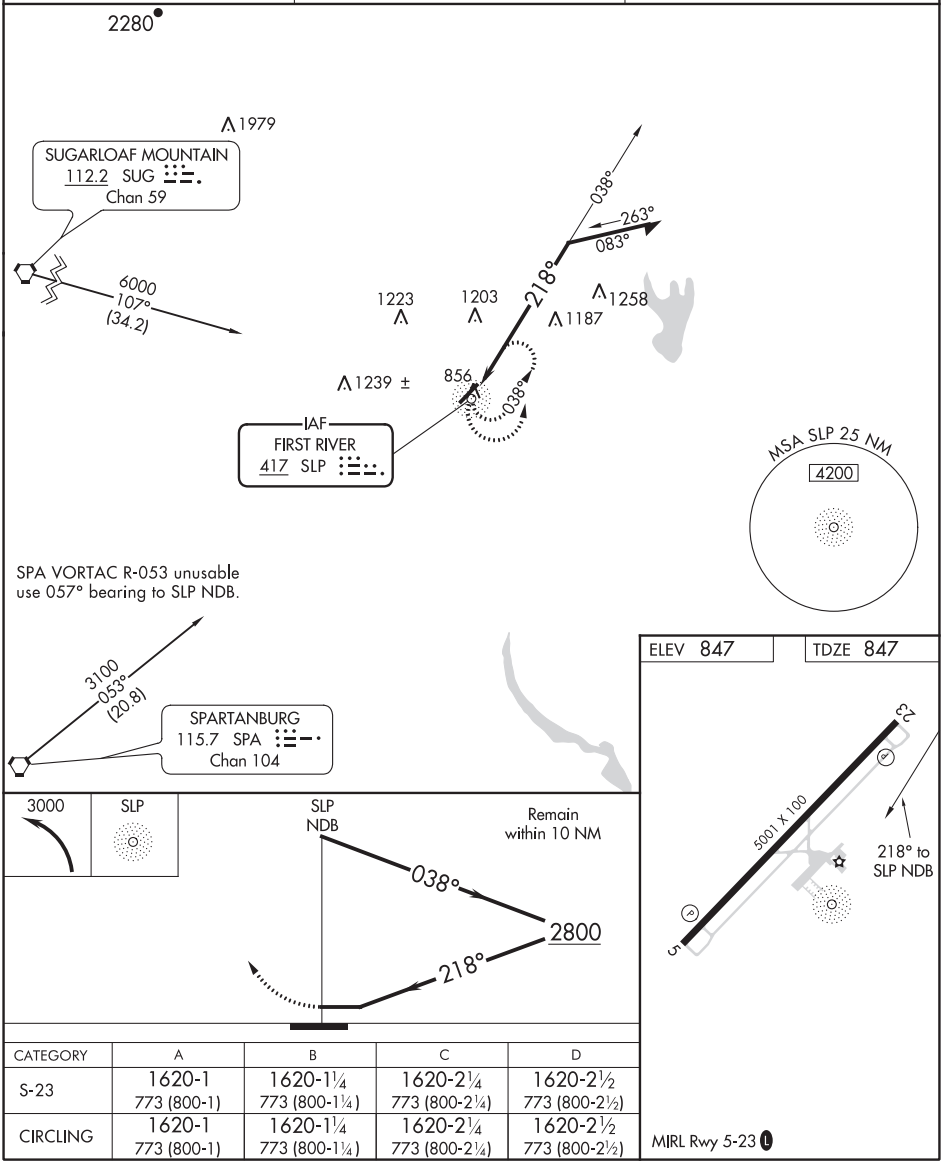
SHELBY-CLEVELAND COUNTY RGNL (EHO)

NDB SLP	APP CRS	Rwy Idg	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	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)
CIRCLING	1620-1 773 (800-1)	1620-1¼ 773 (800-1¼)	1620-2¼ 773 (800-2¼)	1620-2½ 773 (800-2½)

MIRL Rwy 5-23 L

SHELBY, NORTH CAROLINA
Amdt 1B 27JUN13

35°15'N-81°36'W

SHELBY-CLEVELAND COUNTY RGNL (EHO)

NDB RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 4

SILER CITY MUNI (SCR)

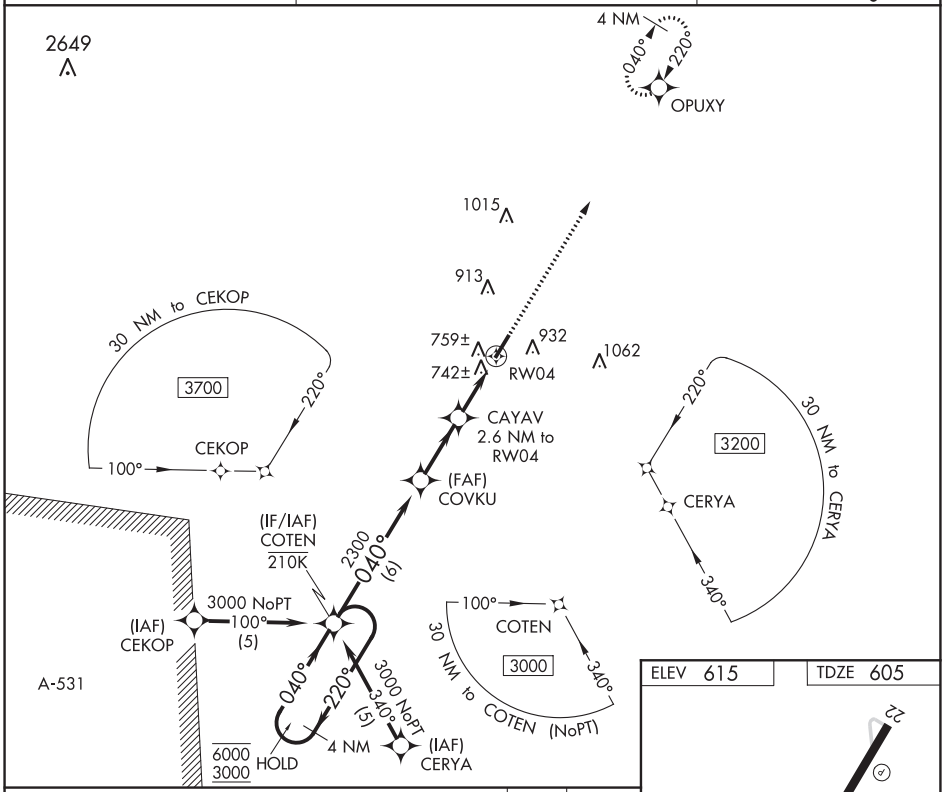
WAAS	APP CRS	Rwy Idg	5000
CH 42935	040°	TDZE	605
W04A		Apt Elev	615

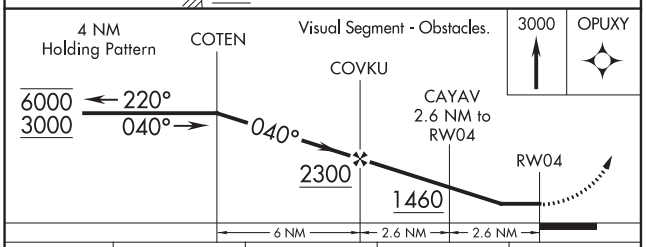
RNP APCH.

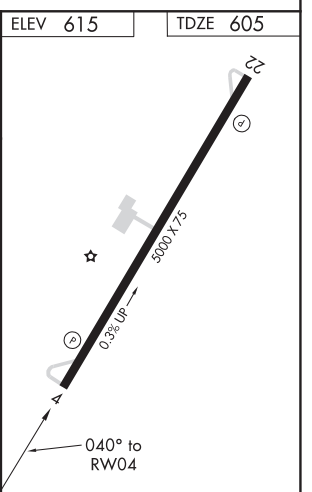
Procedure NA at night. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro Rgnl altimeter setting: increase all MDA 60 feet, increase LP and Circling Cat C visibilities ¼ SM, and increase LNAV Cat C visibility ⅛ SM.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

SILER CITY, NORTH CAROLINA AL-6366 (FAA) 19339

RNAV (GPS) RWY 22

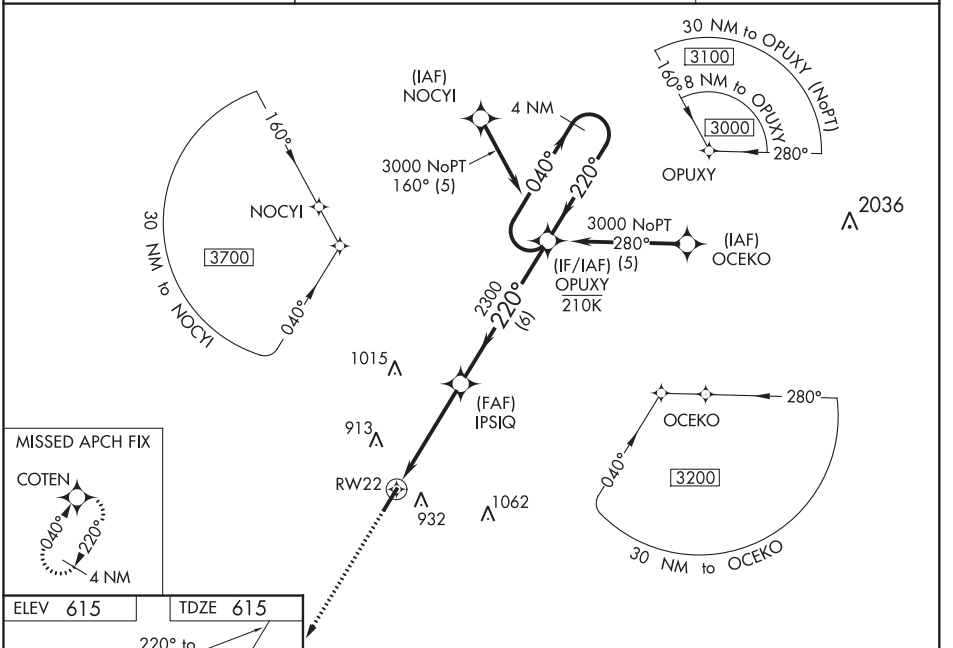
SILER CITY MUNI (SCR)

WAAS	APP CRS	Rwy Idg	5000
CH 40335	220°	TDZE	615
W22A		Apt Elev	615

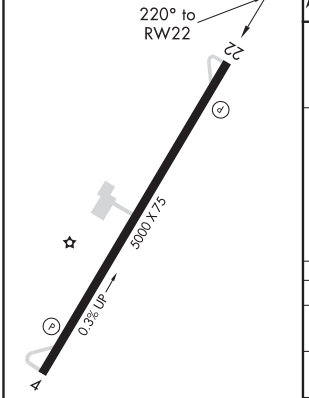
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Procedure NA at night. Baro-VNAV NA when using Asheboro altimeter setting. Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Asheboro altimeter 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

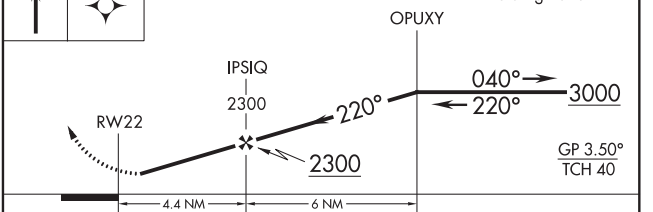


REIL Rwys 4 and 22
MIRL Rwy 4-22 L

3000 COTEN

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

4 NM Holding Pattern



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

SILER CITY, NORTH CAROLINA
Amdt 1A 22JUN17

35°42'N-79°30'W

SILER CITY MUNI (SCR)

RNAV (GPS) RWY 22

SE-2, 25 FEB 2021 to 22 APR 2021

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)

DME/DME RNP-0.3 NA.

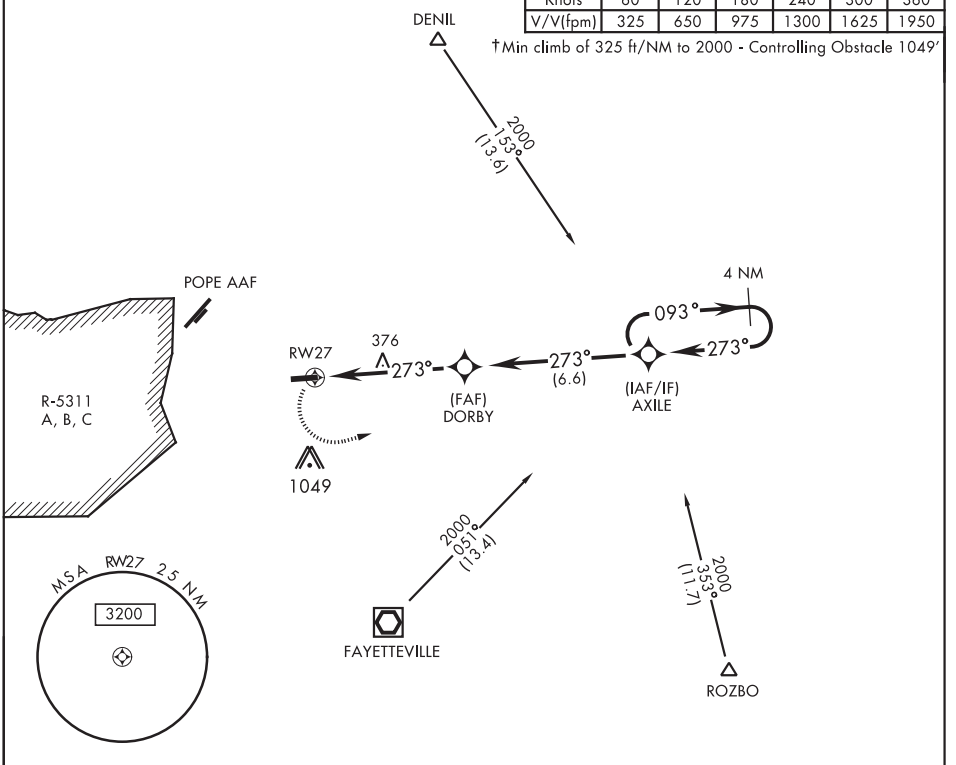
When local altimeter setting not received, use Pope AAF altimeter setting.

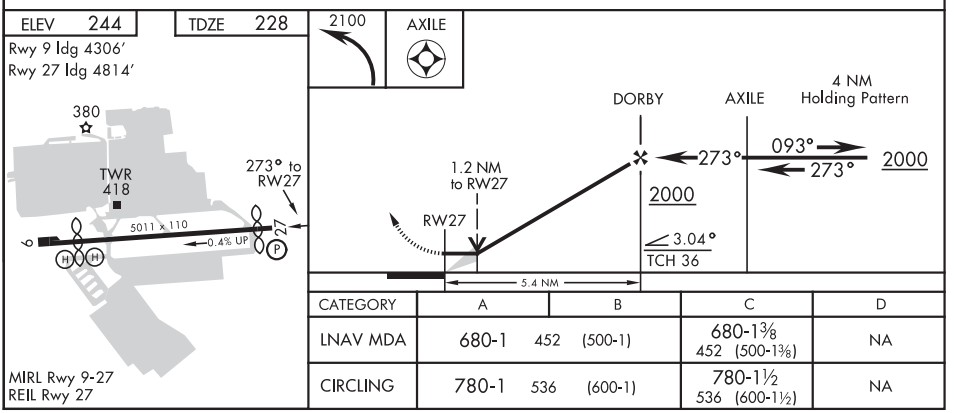
† MISSED APPROACH: Climbing left turn to 2100 direct AXILE and hold.

ATIS	FAYETTEVILLE APP CON	SIMMONS TOWER ★	GND CON	PAR
139.25	133.0 290.25	125.9 240.625	121.9 229.4	

Knots	60	120	180	240	300	360
V/V(fpm)	325	650	975	1300	1625	1950

†Min climb of 325 ft/NM to 2000 - Controlling Obstacle 1049'





CATEGORY	A	B	C	D
LNAV MDA	680-1 452 (500-1)		680-1⅜ 452 (500-1⅜)	NA
CIRCLING	780-1 536 (600-1)		780-1½ 536 (600-1½)	NA

MIRL Rwy 9-27
REIL Rwy 27

FORT BRAGG, NORTH CAROLINA

35°08'N-78°56'W

SIMMONS AAF (KFBG)

Amdt 1A 31DEC20

RNAV (GPS) RWY 27

SE-2, 25 FEB 2021 to 22 APR 2021

FORT BRAGG, NORTH CAROLINA

NDB RWY 27

NDB FGP	APCH CRS	Rwy ldg 4814
393	273°	TDZE 228
		Arpt Elev 244

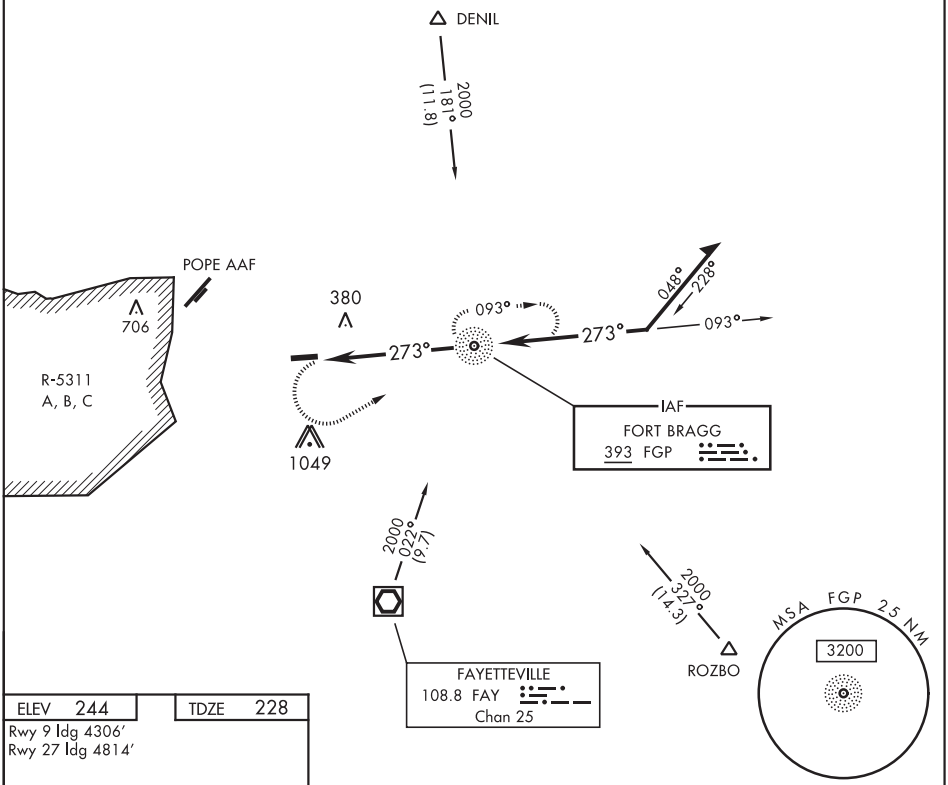
AL-5069 [USA]

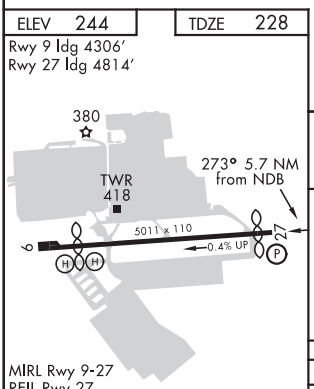
SIMMONS AAF (KFBG)

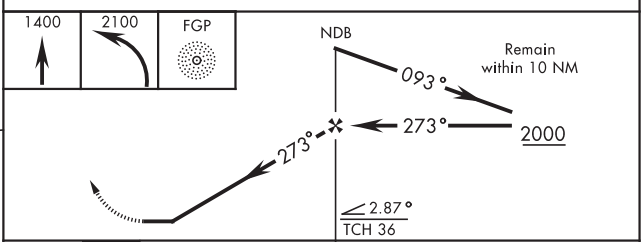
When local altimeter setting not received, use Pope AAF altimeter setting.

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	







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	720-1 492	(500-1)	720-1⅜ 492 (500-1⅜)	NA
CIRCLING	780-1 536	(600-1)	780-1½ 536 (6001½)	NA

FORT BRAGG, NORTH CAROLINA
Amdt 10A 03DEC20

35°08'N-78°56'W

SIMMONS AAF (KFBG)

NDB RWY 27

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

COPTER RNAV (GPS) RWY 9

APCH CRS	Rwy ldg	4306
093°	TDZE	241
	Arpt Elev	244

AL-5069 [USA]

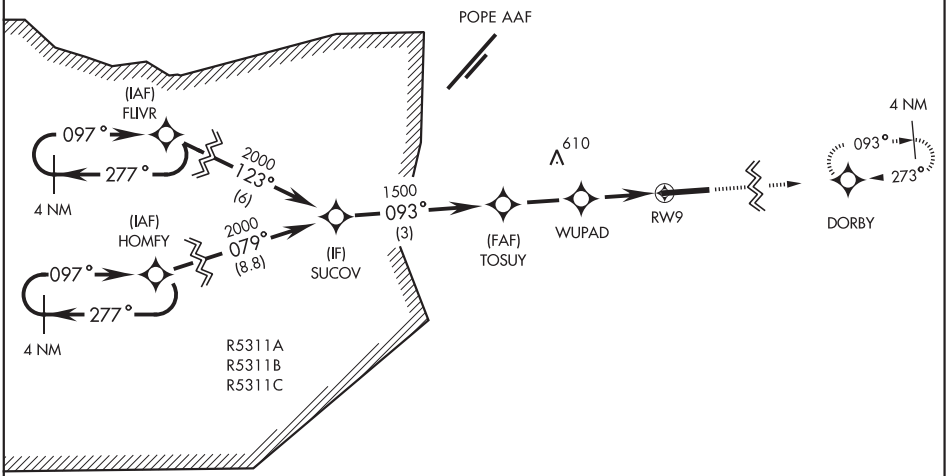
SIMMONS AAF (KFBG)

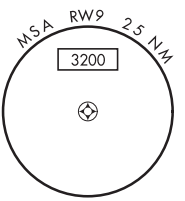
When local altimeter setting not received, use Pope AAF altimeter setting.
DME/DME RNP-0.3 NA

MISSED APPROACH: Climb to 2000 direct DORBY and hold.

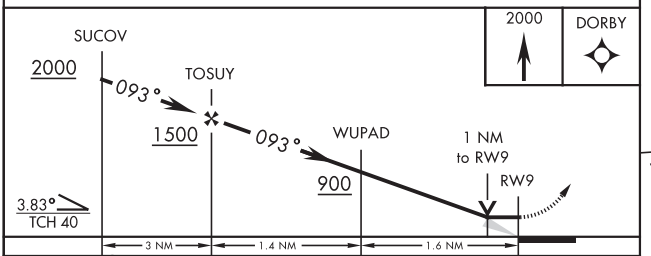
ATIS	FAYETVILLE APP CON	SIMMONS TOWER ★	GND CON	PAR
139.25	133.0 290.25	125.9 240.625	121.9 229.4	

Limit final and missed approach airspeed to 90 KIAS





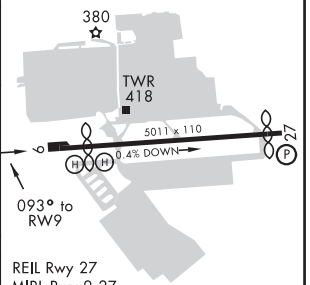
RADAR REQUIRED



CATEGORY	COPTER		
LNAV MDA	680-½	439	(500-½)

ELEV 244 | TDZE 241

Rwy 9 ldg 4306'
Rwy 27 ldg 4814'



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

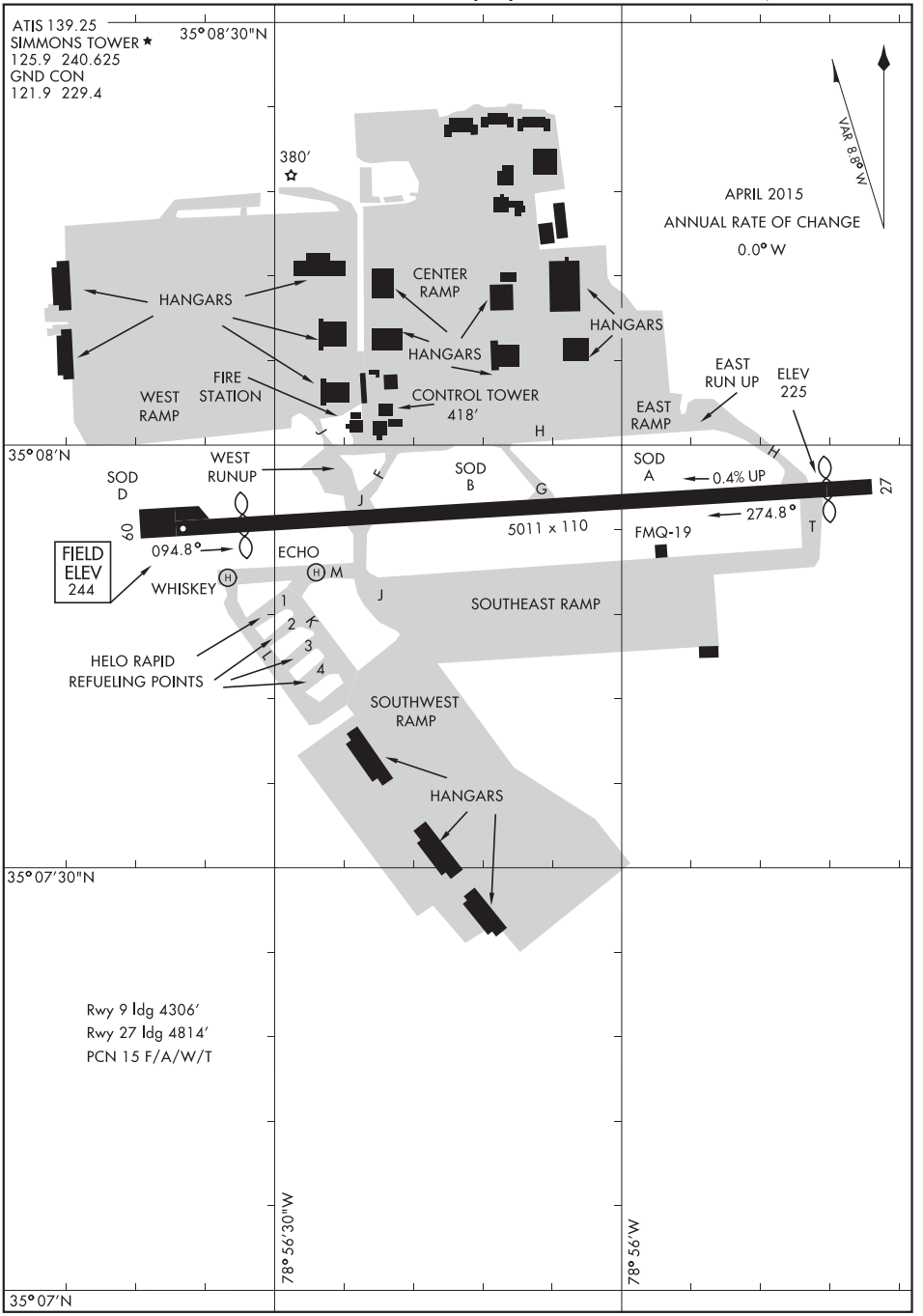
15120

AIRPORT DIAGRAM

SIMMONS AAF (KFBG)

AFD-5069 [USA]

FORT BRAGG, NORTH CAROLINA



SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

AIRPORT DIAGRAM

FORT BRAGG, NORTH CAROLINA

SIMMONS AAF (KFBG)

ILS Y or LOC Y RWY 3

JOHNSTON RGNL (JNX)

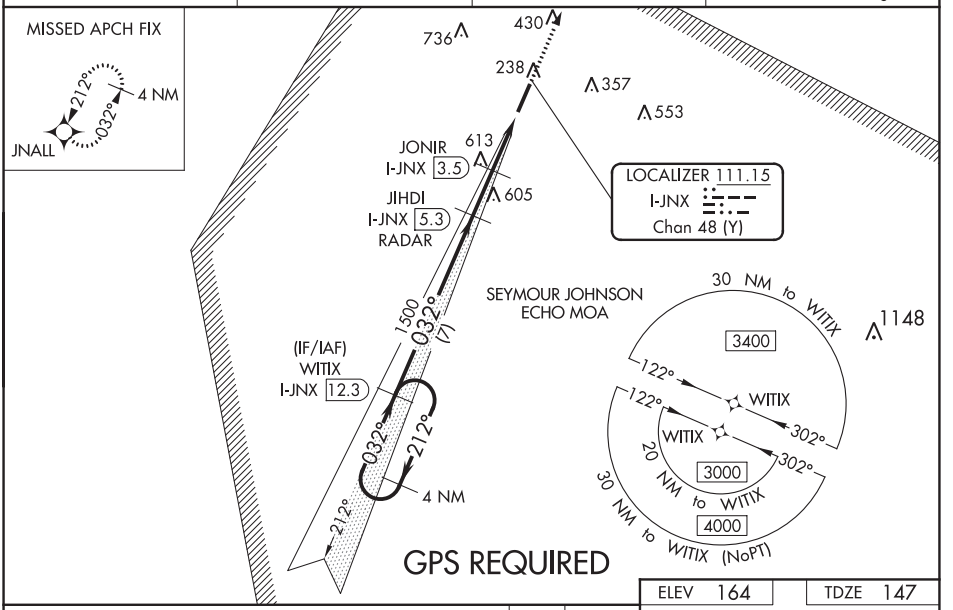
LOC/DME I-JNX	APP CRS	Rwy Idg	5500
111.15	032°	TDZE	147
Chan 48 (Y)		Apt Elev	164

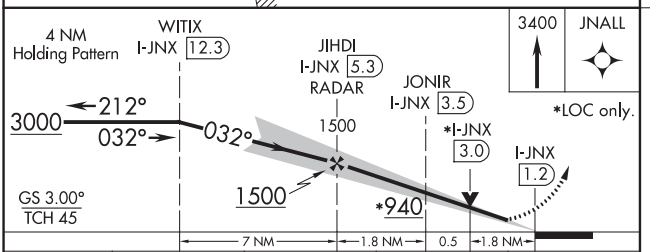
T NA — GPS required. VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting: increase DA to 447 feet, increase all MDA 60 feet and S-LOC 3 Cat C/D and Circling Cat A visibility ¼ mile, and JONIR fix minimums S-LOC 3 Cat C/D visibility ⅛ mile and Circling 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.

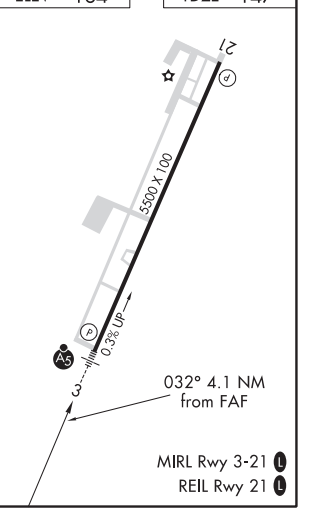
AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.725 (CTAF) L





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

SMITHFIELD, NORTH CAROLINA AL-6502 (FAA) 20254

ILS Z or LOC Z RWY 3

JOHNSTON RGNL (JNX)

LOC/DME I-JNX	APP CRS	Rwy Idg 5500
111.15	032°	TDZE 147
Chan 48 (Y)		Apt Elev 164

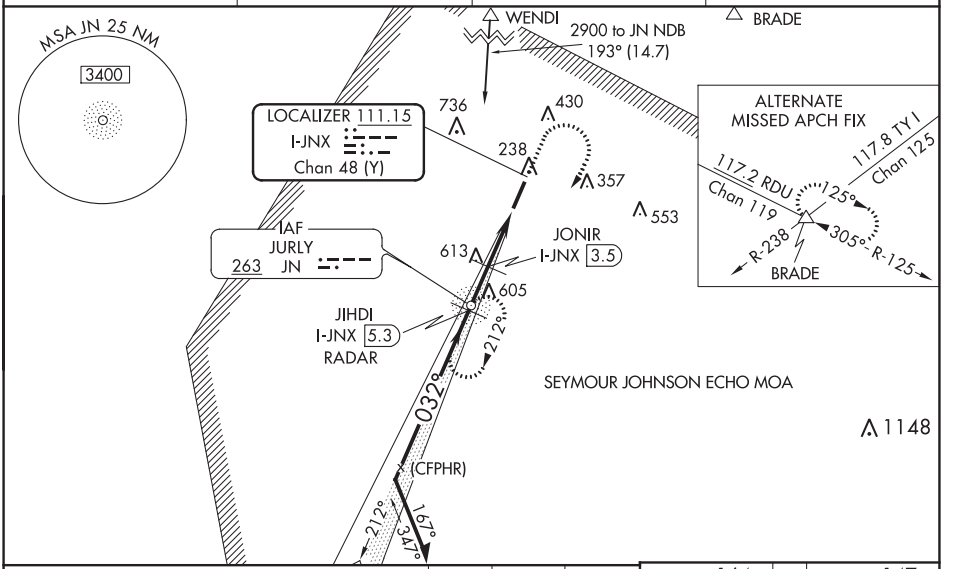
ADF required. ADF or RADAR required for procedure entry.
DME or RADAR required for LOC only.

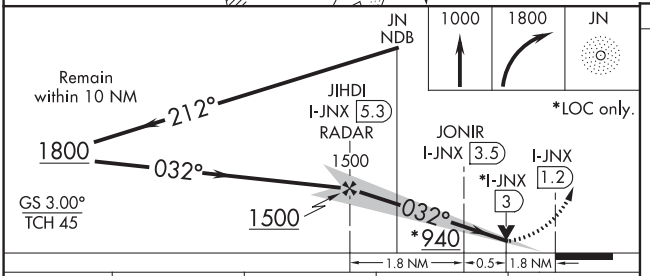
T NA VDP NA with Erwin altimeter setting. When local altimeter setting not received, use Erwin altimeter setting: increase DA to 447 feet and all MDAs 60 feet; increase S-LOC 3 Cats C/D and Circling Cat A visibility ¼ SM; JONIR DME fix minimums increase S-LOC 3 Cats C/D visibility ⅛ SM and Circling Cat 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.

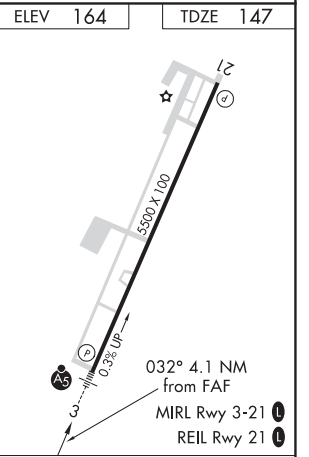
MALSR A5

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

SMITHFIELD, NORTH CAROLINA
Amdt 2A 24MAY18

35°32'N-78°23'W

JOHNSTON RGNL (JNX)

ILS Z or LOC Z RWY 3

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 3

JOHNSTON RGNL (JNX)

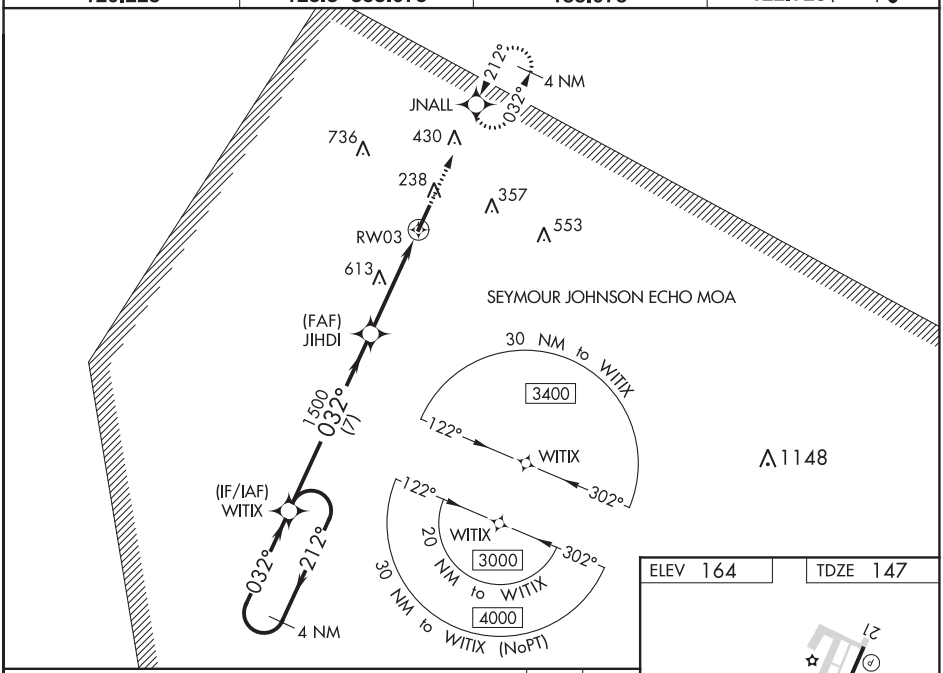
WAAS	APP CRS	Rwy Idg	5500
CH 48819	032°	TDZE	147
W03A		Apt Elev	164

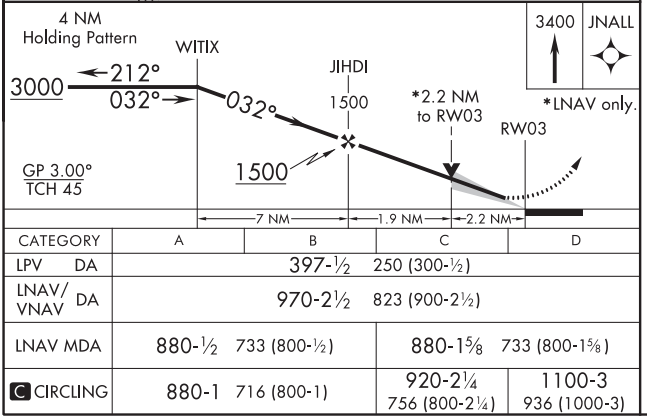
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Erwin altimeter setting and increase LPV DA to 447 feet, LNAV/VNAV DA to 1020 feet, and all LNAV/VNAV visibilities ½ mile. Increase all MDA 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

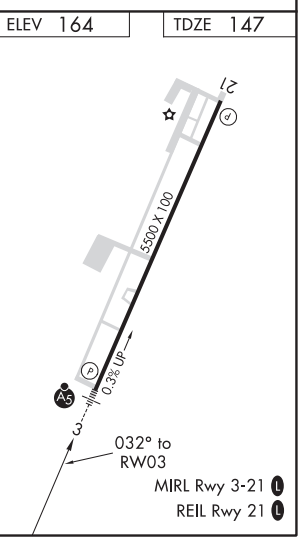
MISSED APPROACH: Climb to 3400 direct JNALL and hold, continue climb-in-hold to 3400.

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)



SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

SMITHFIELD, NORTH CAROLINA AL-6502 (FAA) 20254

RNAV (GPS) RWY 21

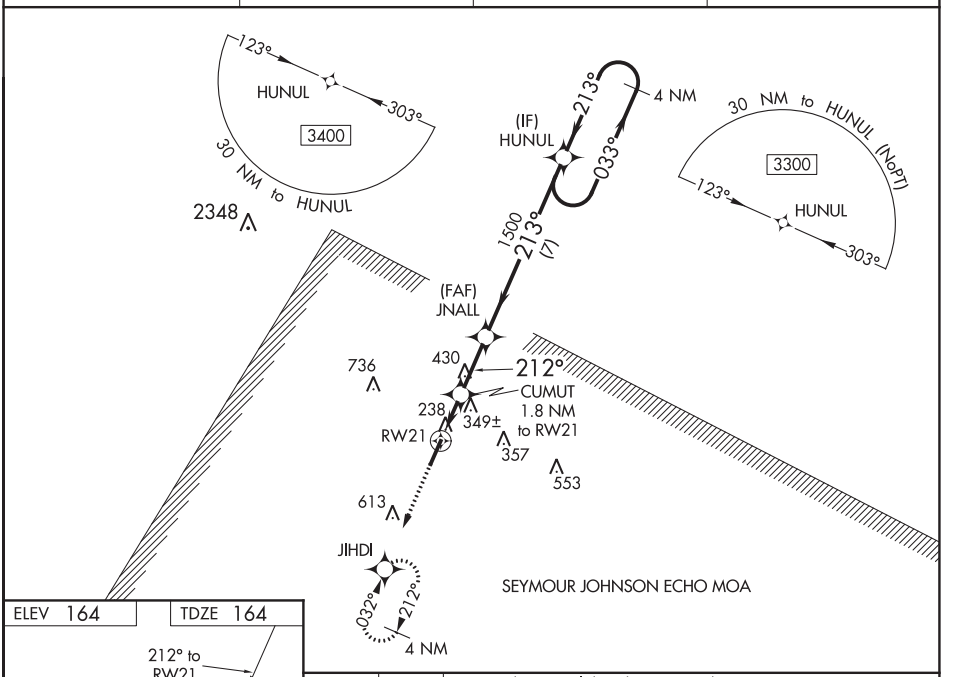
JOHNSTON RGNL (JNX)

WAAS	APP CRS	Rwy Idg	5500
CH 65937	212°	TDZE	164
W21A		Apt Elev	164

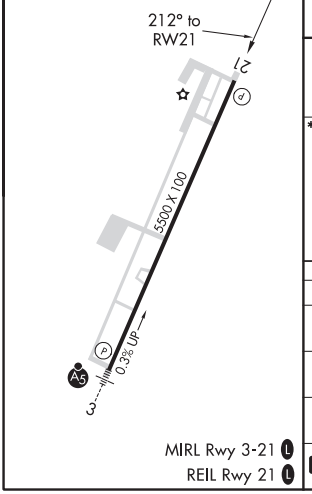
T A For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Erwin altimeter setting and increase all DA 50 feet and all MDA 60 feet; increase LPV all Cats and Circling Cat C visibility ¼ mile; increase 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.

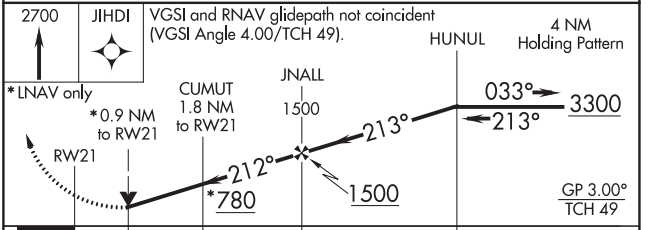
MISSED APPROACH: Climb to 2700 direct JIHDI and hold, continue climb-in-hold to 2700.

AWOS-3	RALEIGH APP CON	GCO	UNICOM
120.225	125.3 353.675	135.075	122.725 (CTAF) L



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)

SMITHFIELD, NORTH CAROLINA
Amdt 1 30APR15

35°32'N-78°23'W

JOHNSTON RGNL (JNX)

RNAV (GPS) RWY 21

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

LOC I-SPA	APP CRS	Rwy Idg	5852
109.1	047°	TDZE	801
		Apt Elev	801

ILS or LOC RWY 5

SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)

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) L

ADF or DME REQUIRED

SPARTANBURG 115.7 SPA Chan 104

2500 to FREST 212° (17.8)

FAIRMONT 248 FRT

063° 243° 194° 014°

ALTERNATE MISSED APCH FIX

1336 R-212 R-194 1075 1023 936± 1004 924 1677 1198

LOCALIZER 109.1 I-SPA

FAIRMONT 248 FRT

LOM JUDKY 521 GM

(IF/IAF) FREST INT SPA 17.8

2100 047° (6.9) MEANS OM

MSA SPA 25 NM 224° 044° 5200 2900

276°

047° 1 min 227° 227°

1849

ELEV 801 TDZE 801

One Minute Holding Pattern

FREST INT SPA 17.8

MEANS OM

1300 3000 SPA

2500 227° 047° 047° 2067 2100

GP 3.00° TCH 49

6.9 NM 3.8 NM

862 5852 X 100 23 5

047° 3.8 NM from FAF

HIRL Rwy 5-23 L

REIL Rwy 23 L

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

SPARTANBURG, SOUTH CAROLINA AL-401 (FAA) 20254

RNAV (GPS) RWY 5

SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)

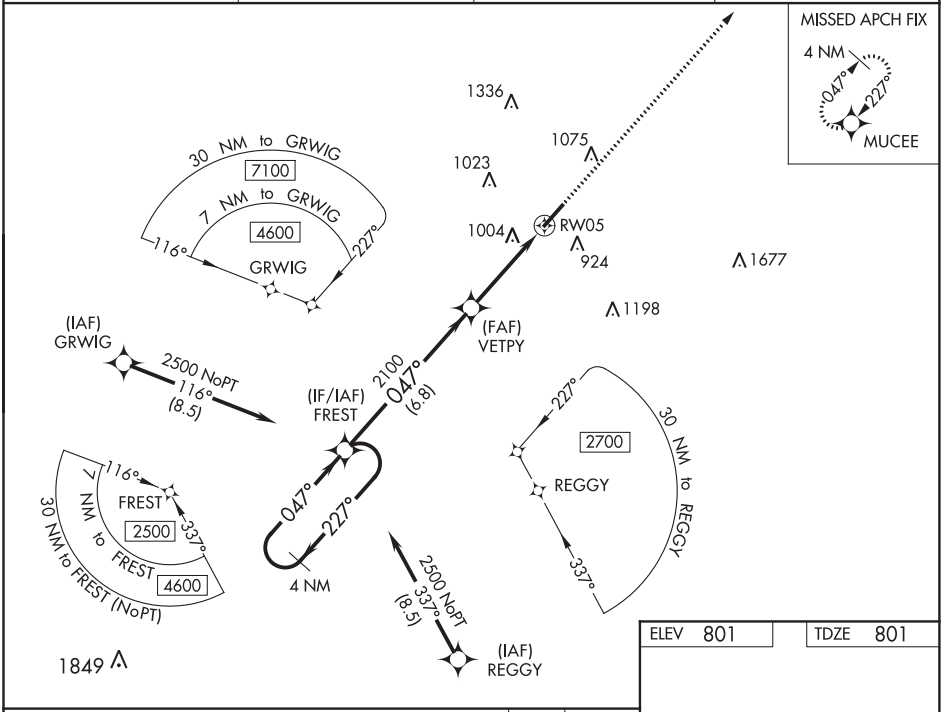
WAAS	APP CRS		
CH 61226	047°	Rwy Idg	5852
W05A		TDZE	801
		Apt Elev	801

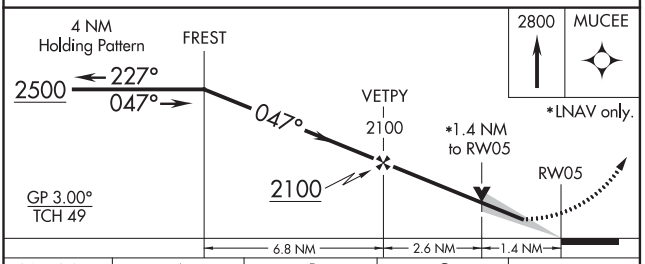
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Greer altimeter setting. When local altimeter setting not received, use Greer altimeter setting and increase all DA 53 feet and all MDA 60 feet; increase LNAV/VNAV all Cats visibility ¼ mile and LNAV Cat C and D and Circling Cat C visibility ⅛ mile.

MALSR

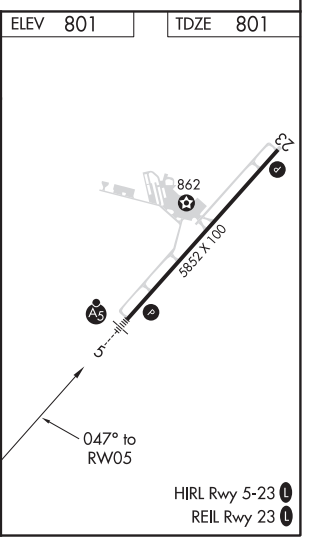
MISSED APPROACH: Climb to 2800 direct MUCEE and hold.

AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) L





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)



SPARTANBURG, SOUTH CAROLINA
Orig-A 25MAY17

SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)
34°55'N-81°57'W

RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5852
CH 65926	227°	TDZE	801
W23A		Apt Elev	802

RNAV (GPS) RWY 23

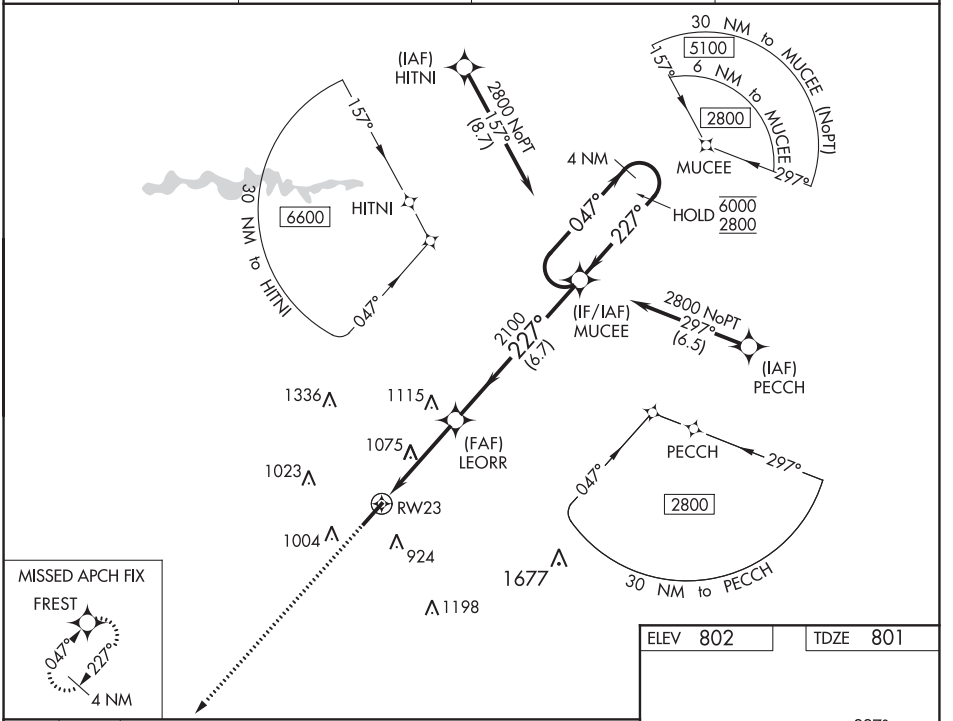
SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

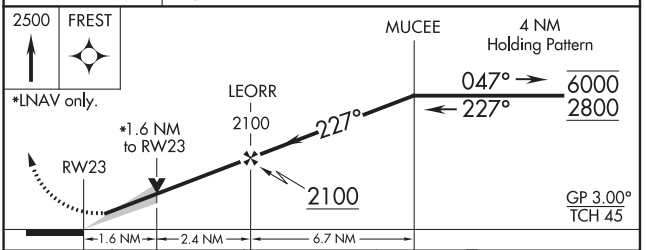
MISSED APPROACH: Climb to 2500 direct FREST and hold.

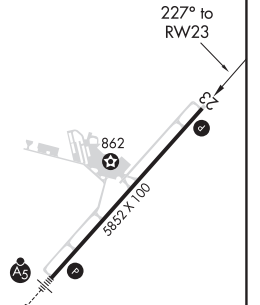
AWOS-3	GREER APP CON ★	CLNC DEL	UNICOM
133.925	119.4 350.2	120.55	123.0 (CTAF) L



MISSED APCH FIX

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

SE-2, 25 FEB 2021 to 22 APR 2021

(BIMMR2.BIMMR) 19115

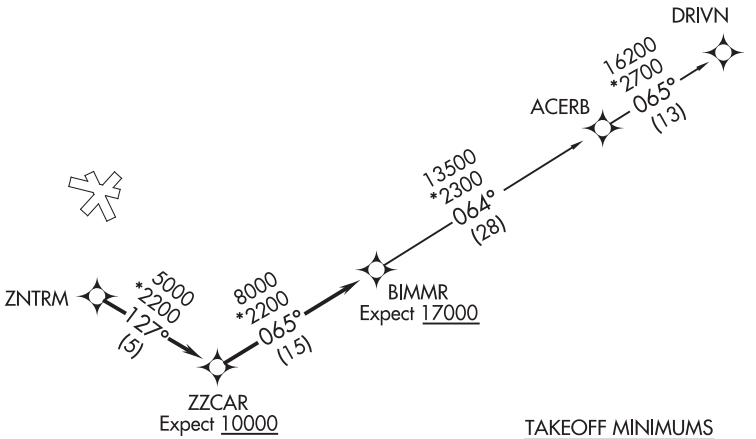
SPARTANBURG DOWNTOWN MEMORIAL/SIMPSON FIELD (SPA)

BIMMR TWO DEPARTURE (RNAV)

SPARTANBURG, SOUTH CAROLINA

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: 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. . . .

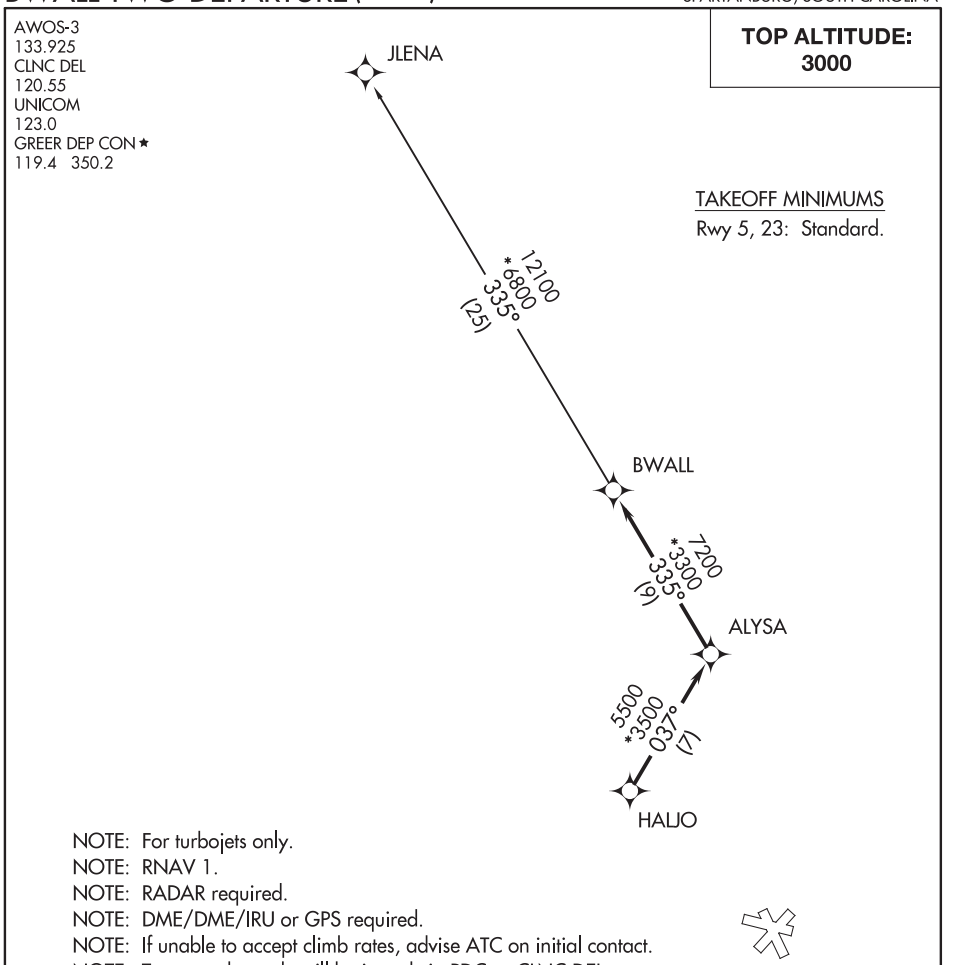
. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

ACERB TRANSITION (BIMMR2.ACERB)

DRIVN TRANSITION (BIMMR2.DRIVN)

SE-2, 25 FEB 2021 to 22 APR 2021

BWALL TWO DEPARTURE (RNAV)



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)

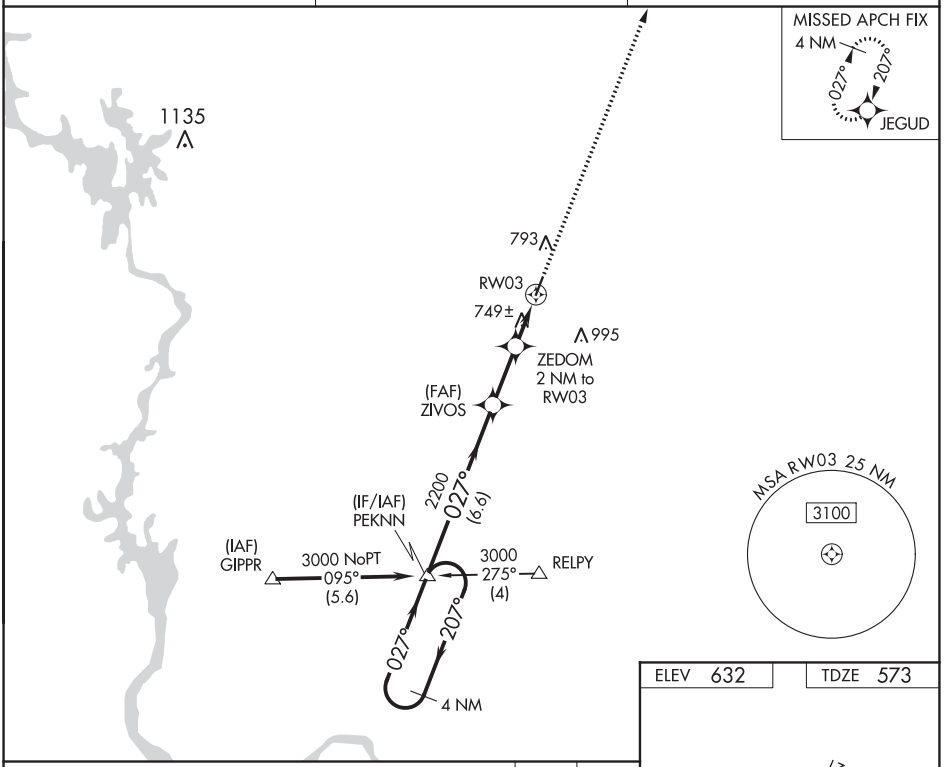
RNAV (GPS) RWY 3
MONTGOMERY COUNTY (43A)

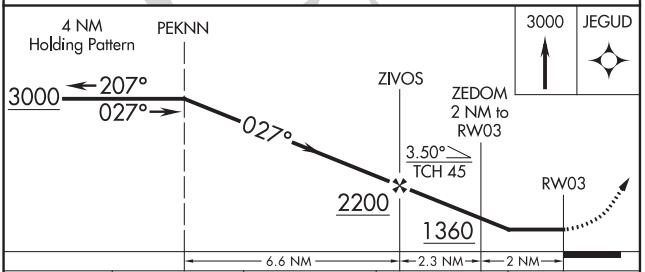
WAAS	APP CRS	Rwy Idg	4002
CH 61235	027°	TDZE	573
W03A		Apt Elev	632

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.

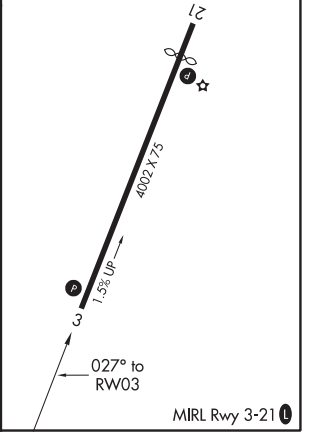
HBI AWOS-3	FAYETTEVILLE APP CON	UNICOM
119.275	127.8 343.725	122.8 (CTAF) L





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	

ELEV 632 TDZE 573



SE-2, 25 FEB 2021 to 22 APR 2021
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RNAV (GPS) RWY 21

MONTGOMERY COUNTY (43A)

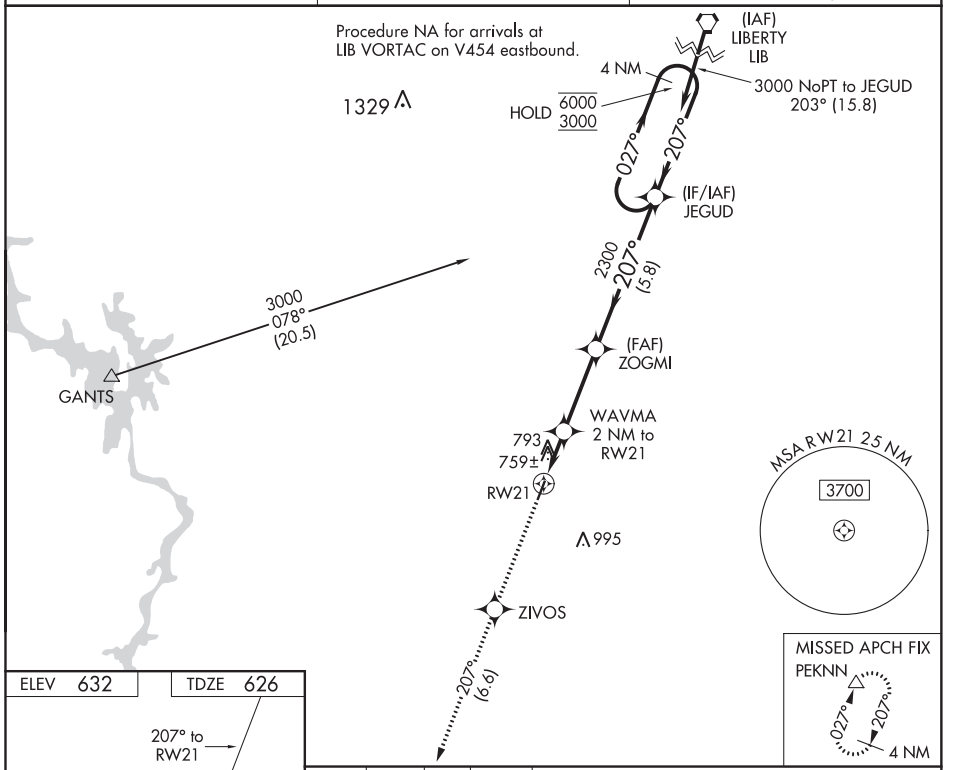
WAAS	APP CRS	Rwy Idg	3542
CH 72935	207°	TDZE	626
W21A		Apt Elev	632

RNP APCH.

T 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	

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STATESVILLE, NORTH CAROLINA AL-5683 (FAA) 20142

ILS Y or LOC Y RWY 28
STATESVILLE RGNL (SVH)

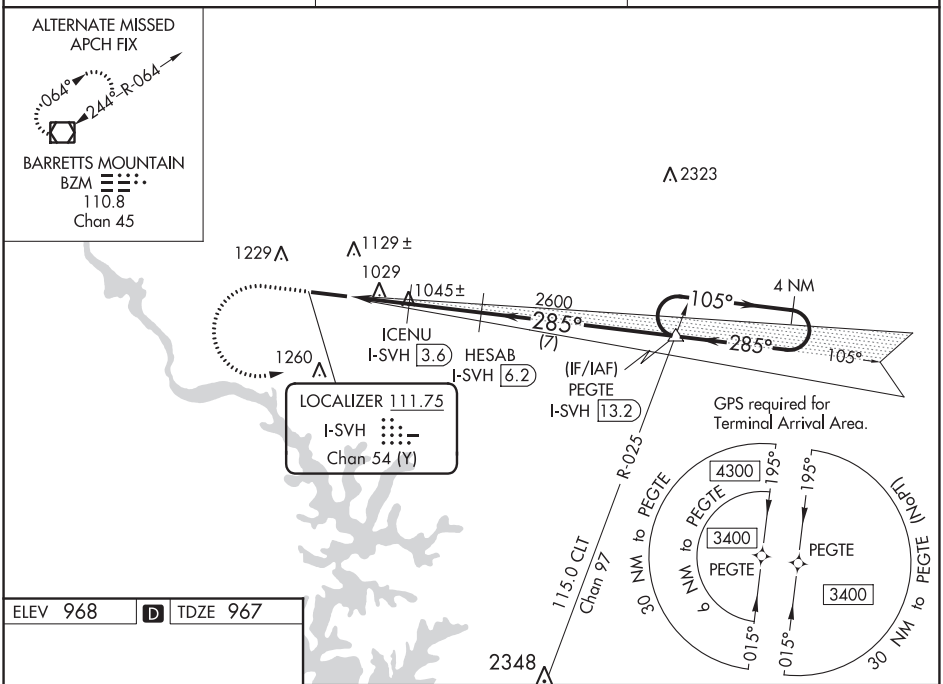
LOC/DME I-SVH	APP CRS	Rwy ldg 5456
111.75	285°	TDZE 967
Chan 54 (Y)		Apt Elev 968

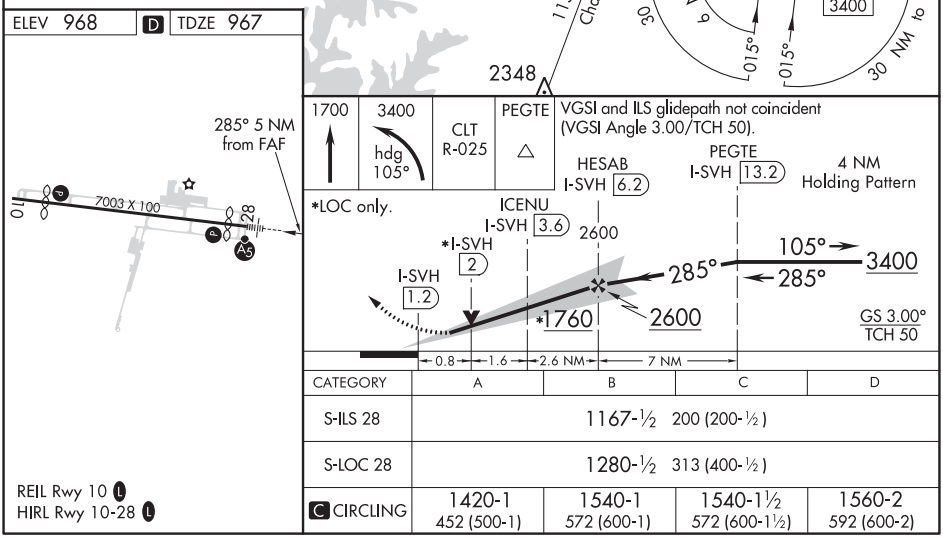
T A When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. VDP NA when using Lincolnton altimeter setting. For inop MALSR when using Lincolnton altimeter 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 A5

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)

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SE-2, 25 FEB 2021 to 22 APR 2021

STATESVILLE, NORTH CAROLINA
Orig-A 12OCT17

35°46′N-80°57′W

STATESVILLE RGNL (SVH)
ILS Y or LOC Y RWY 28

ILS Z or LOC Z RWY 28

STATESVILLE RGNL (SVH)

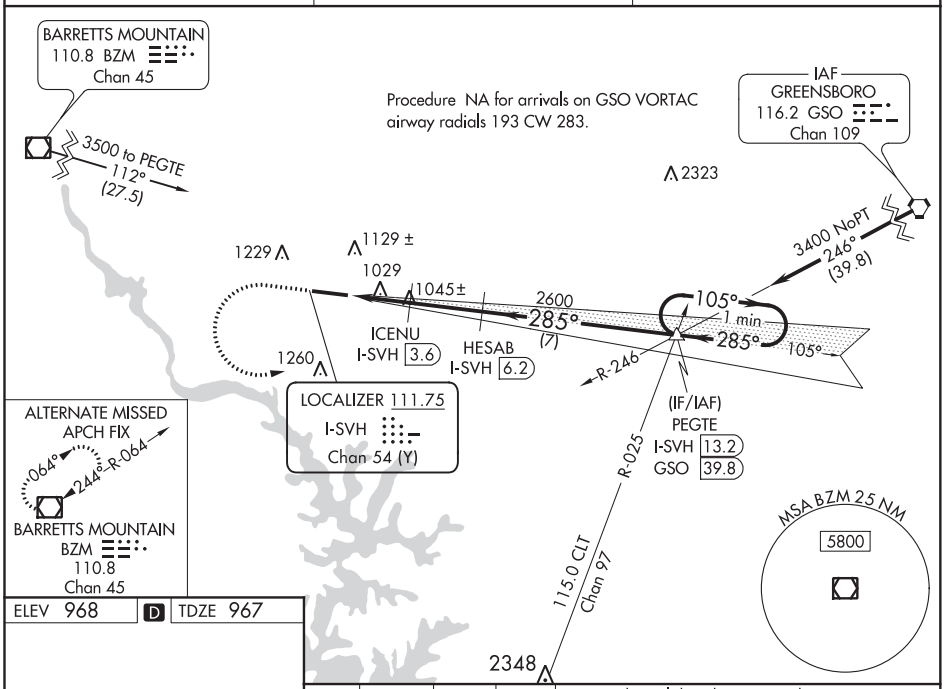
LOC/DME I-SVH	APP CRS	Rwy Idg 5456
111.75	285°	TDZE 967
Chan 54 (Y)		Apt Elev 968

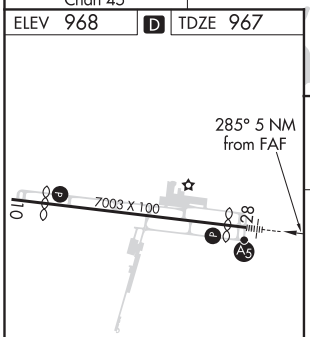
T A When local altimeter setting not received, use Lincolnton altimeter setting and increase ILS DA to 1219 and all MDA 60 feet; increase S-LOC 28 Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. VDP NA when using Lincolnton altimeter setting. For inop MALSR when using Lincolnton altimeter setting, increase S-ILS 28 all Cats visibility to ⅞ mile and S-LOC 28 Cats C/D visibility to 1 mile. DME required.

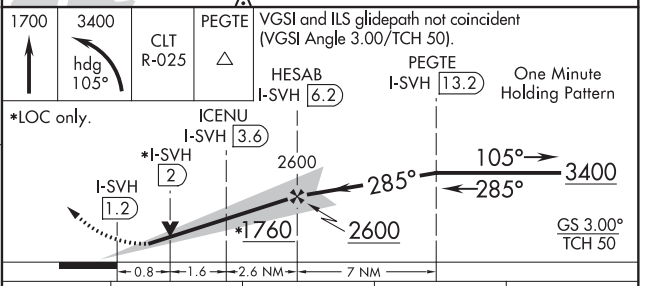
MALSR

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







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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

STATESVILLE, NORTH CAROLINA | AL-5683 (FAA) | 20198

WAAS	APP CRS	Rwy Idg	5456
CH 99435	105°	TDZE	968
W10A		Apt Elev	968

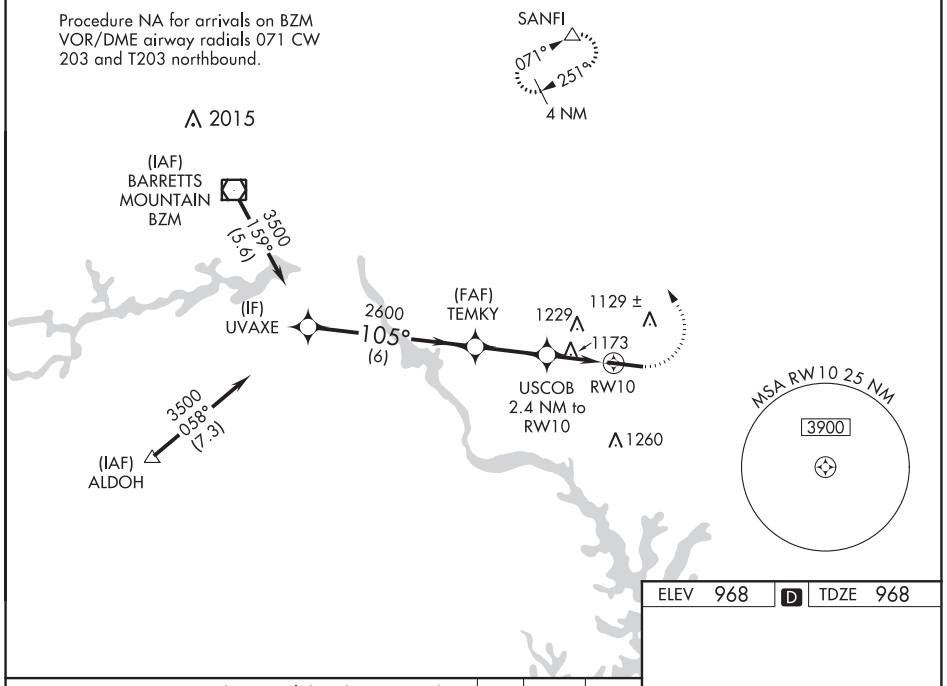
RNAV (GPS) RWY 10
STATESVILLE RGNL (SVH)

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.

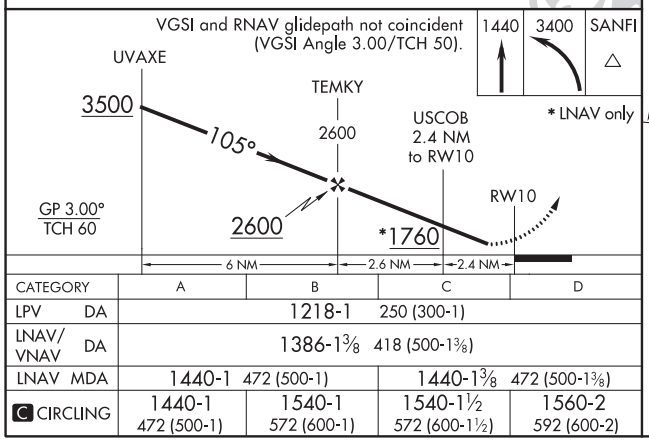
MISSED APPROACH: Climb to 1440 then climbing left turn to 3400 direct SANFI and hold.

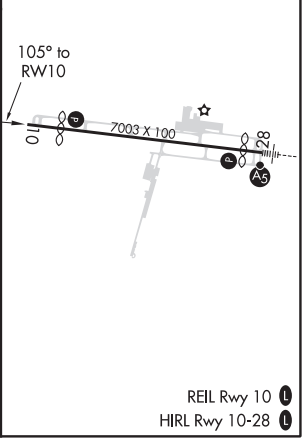
AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF) L

Procedure NA for arrivals on BZM VOR/DME airway radials 071 CW 203 and T203 northbound.



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

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SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5456
CH 60903	285°	TDZE	967
W28A		Apt Elev	968

RNAV (GPS) RWY 28

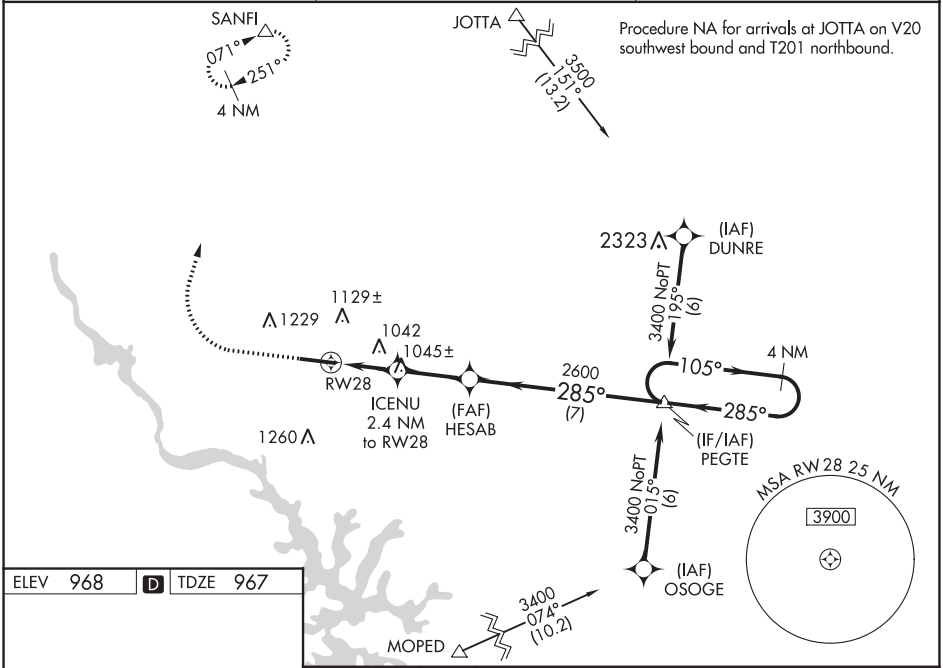
STATESVILLE RGNL (SVH)

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.

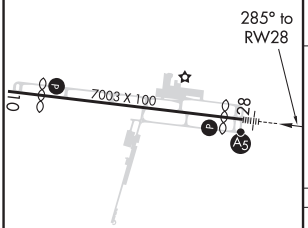
MALSR

MISSED APPROACH: Climb to 1380 then climbing right turn to 3400 direct SANFI and hold.

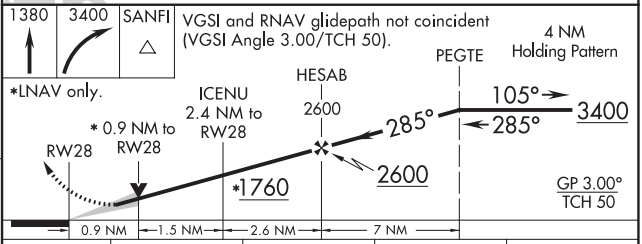
AWOS-3	ATLANTA CENTER	UNICOM
119.225	125.15 263.0	123.075 (CTAF)



ELEV 968 | D | TDZE 967



REIL Rwy 10 L
HIRL Rwy 10-28 L



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)

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SUMMERVILLE, SOUTH CAROLINA

AL-9078 (FAA)

21056

RNAV (GPS) RWY 6

SUMMERVILLE (DYB)

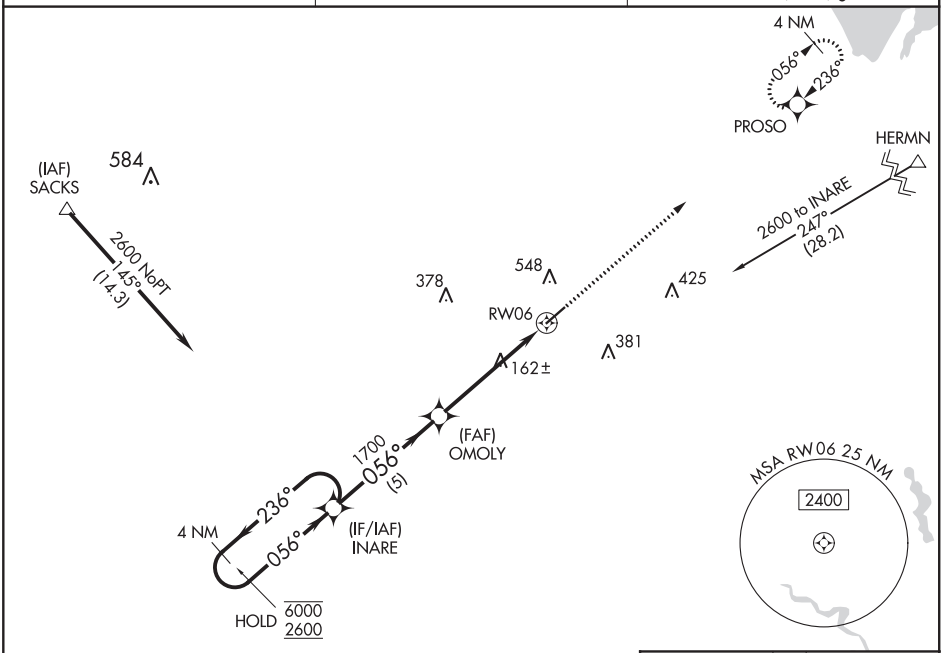
WAAS	APP CRS	Rwy Idg	5000
CH 49018	056°	TDZE	53
W06A		Apt Elev	56

RNP APCH.

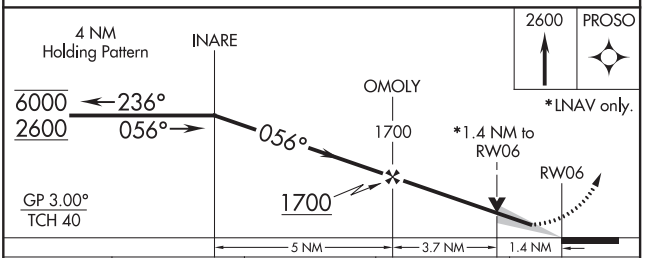
Circling Rwy 24 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2600 direct PROSO and hold.

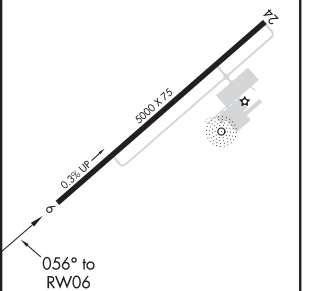
AWOS-3	CHARLESTON APP CON	UNICOM
119.575	120.7 306.925	123.0 (CTAF) L



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



MIRL Rwy 6-24 L

SUMMERVILLE, SOUTH CAROLINA

Amdt 1A 08NOV18

33°04'N-80°17'W

SUMMERVILLE (DYB)

RNAV (GPS) RWY 6

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 24

SUMMERVILLE (DYB)

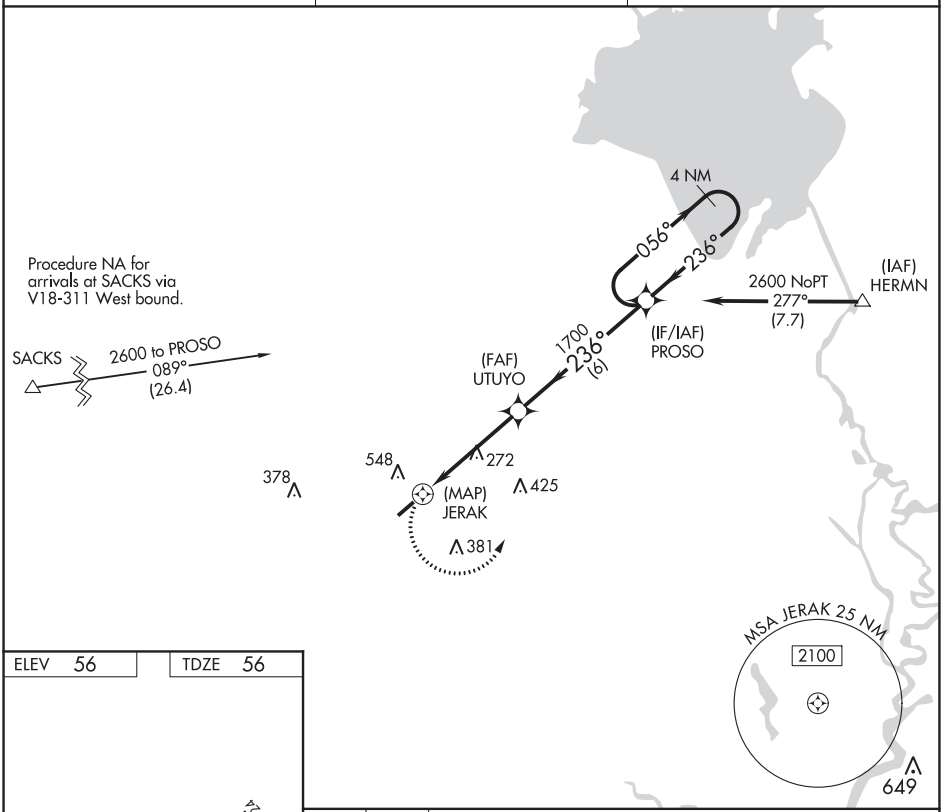
APP CRS	Rwy Idg	5000
236°	TDZE	56
	Apt Elev	56

RNP APCH.

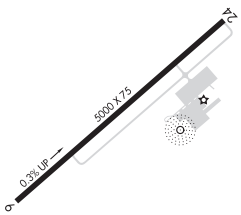
Straight-in/Circling Rwy 24 NA at night.
Rwy 24 helicopter visibility reduction below 1 SM NA.

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



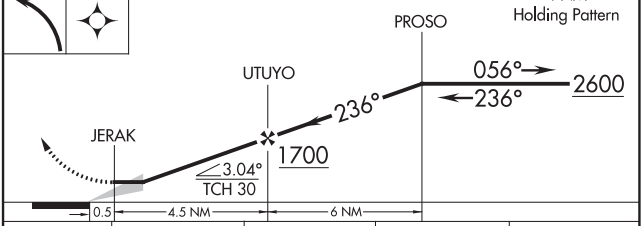
ELEV 56 TDZE 56



MIRL Rwy 6-24 L

2600 PROSO VGSI and descent angles not coincident.

4 NM Holding Pattern



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

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SUMMERVILLE, SOUTH CAROLINA AL-9078 (FAA) 21056

NDB RWY 6

SUMMERVILLE (DYB)

NDB DYB	APP CRS	Rwy Idg	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

VANCE 110.4 VAN Chan 41

2100 to NDB 167° (26.2)

MSA DYB 25 NM 2100

584

SACKS

2100 to NDB 109° (18.1)

378 548 425 381

247° 067° 292° 112° 247°

IAF DORCHESTER COUNTY 365 DYB

2100 to NDB 315° (15.7)

CHARLESTON 113.5 CHS Chan 82

ELEV 56 TDZE 53

24

5000 X 75

0.2% UP

067° to NDB

MIRL Rwy 6-24 L

Remain within 10 NM

DYB NDB

2100

247°

067°

1200	2100	DYB

CATEGORY	A	B	C	D
S-6	880-1 827 (900-1)	880-1¼ 827 (900-1¼)	880-2½ 827 (900-2½)	NA
C CIRCLING	880-1¼ 824 (900-1¼)		880-2½ 824 (900-2½)	NA

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SE-2, 25 FEB 2021 to 22 APR 2021

20254

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

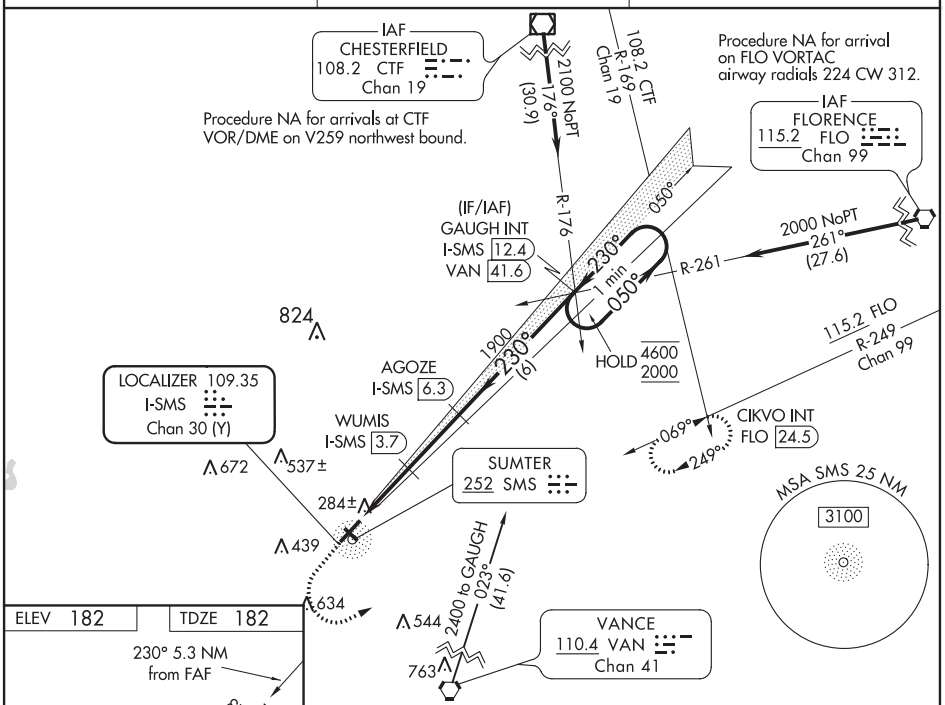
DME required.

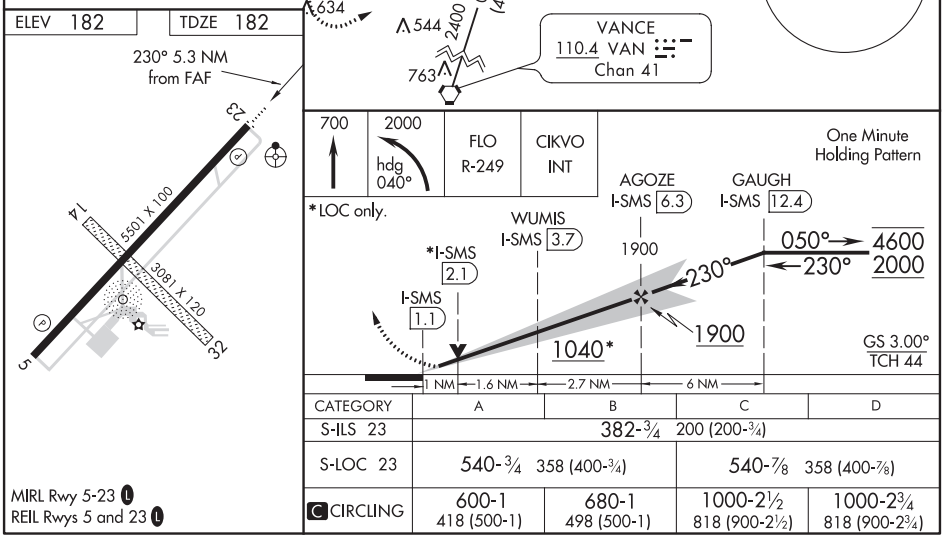
Circling NA to Rwys 14 and 32.
Inop table does not apply to S-ILS 23 all Cats.

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





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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

SUMTER, SOUTH CAROLINA

AL-5194 (FAA)

20282

WAAS CH **61215** **W05A**	APP CRS **050°**	Rwy Idg **5501** TDZE **181** Apt Elev **182**

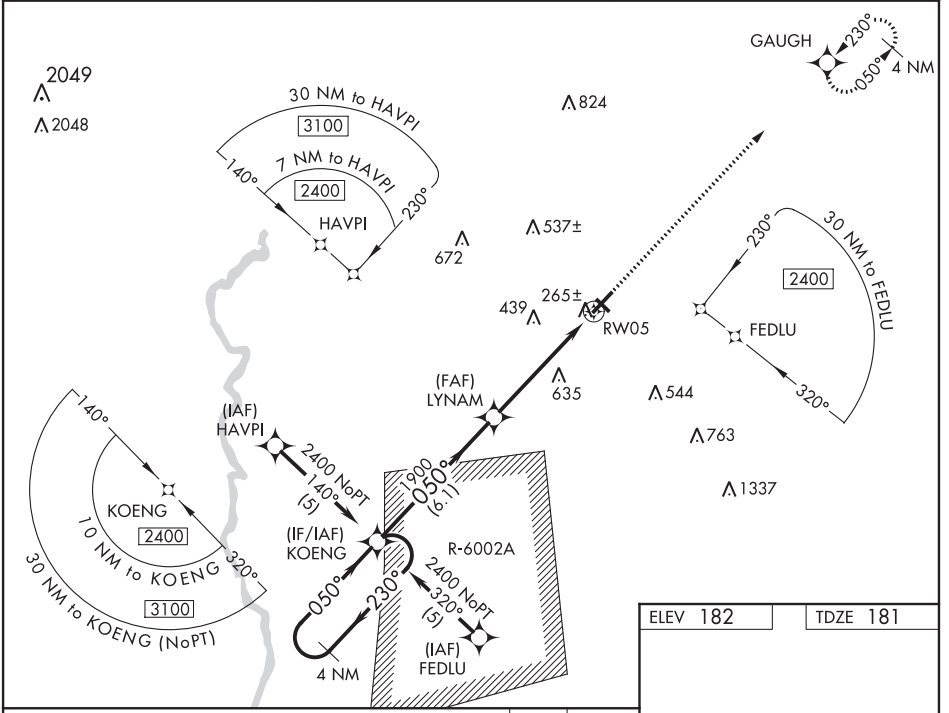
RNAV (GPS) RWY 5

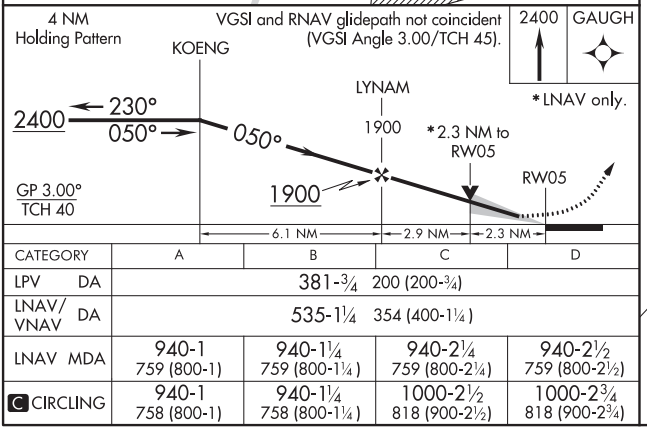
SUMTER (SMS)

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.

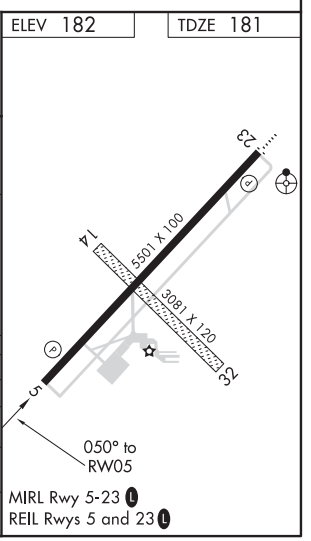
MISSED APPROACH: Climb to 2400 direct GAUGH and hold.

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	940-1 759 (800-1)	940-1¼ 759 (800-1¼)	940-2¼ 759 (800-2¼)	940-2½ 759 (800-2½)
C CIRCLING	940-1 758 (800-1)	940-1¼ 758 (800-1¼)	1000-2½ 818 (900-2½)	1000-2¾ 818 (900-2¾)



SUMTER, SOUTH CAROLINA

Orig-A 08OCT20

34°00'N-80°22'W

SUMTER (SMS)

RNAV (GPS) RWY 5

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 23

SUMTER (SMS)

WAAS CH 58141 W23A	APP CRS 230°	Rwy Idg 5501 TDZE 182 Apt Elev 182

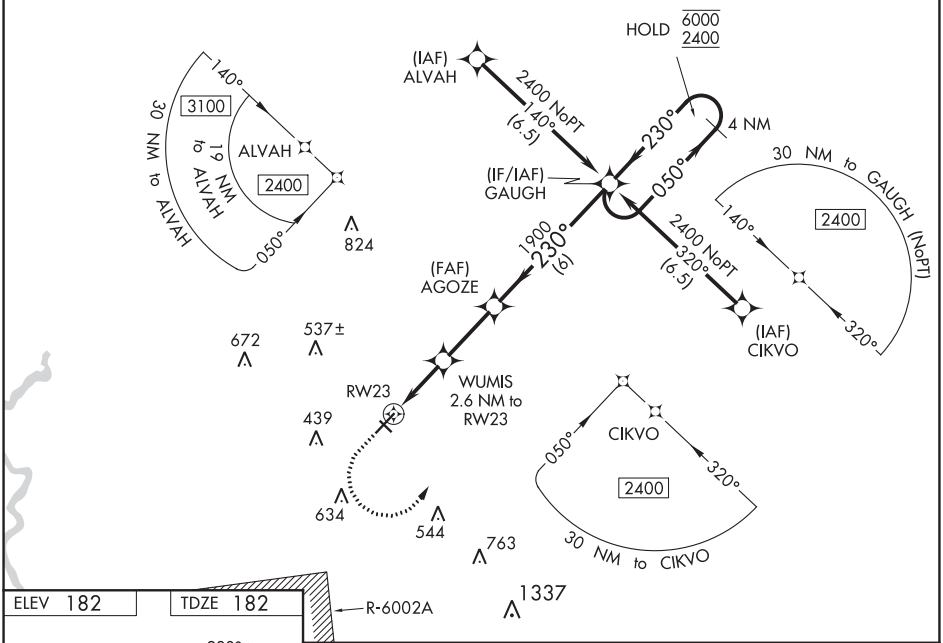
RNP APCH.

T A 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.

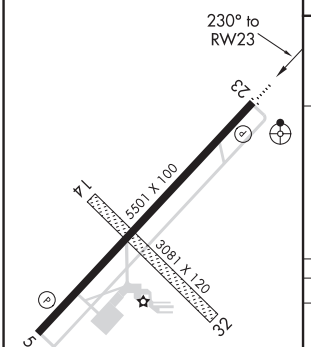
ODALS

MISSED APPROACH: Climb to 600 then climbing left turn to 2400 direct GAUGH and hold.

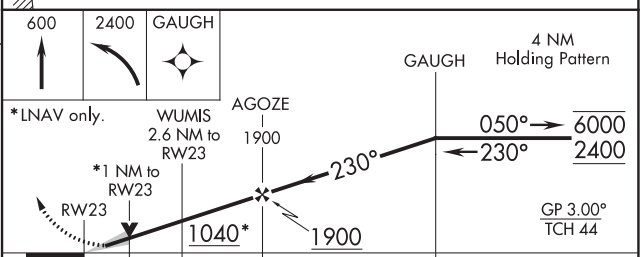
AWOS-3	SHAW APP CON ★	UNICOM
118.075	125.4	122.7 (CTAF) L



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)

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SE-2, 25 FEB 2021 to 22 APR 2021

SUMTER, SOUTH CAROLINA AL-5194 (FAA) 20282

NDB RWY 23

SUMTER (SMS)

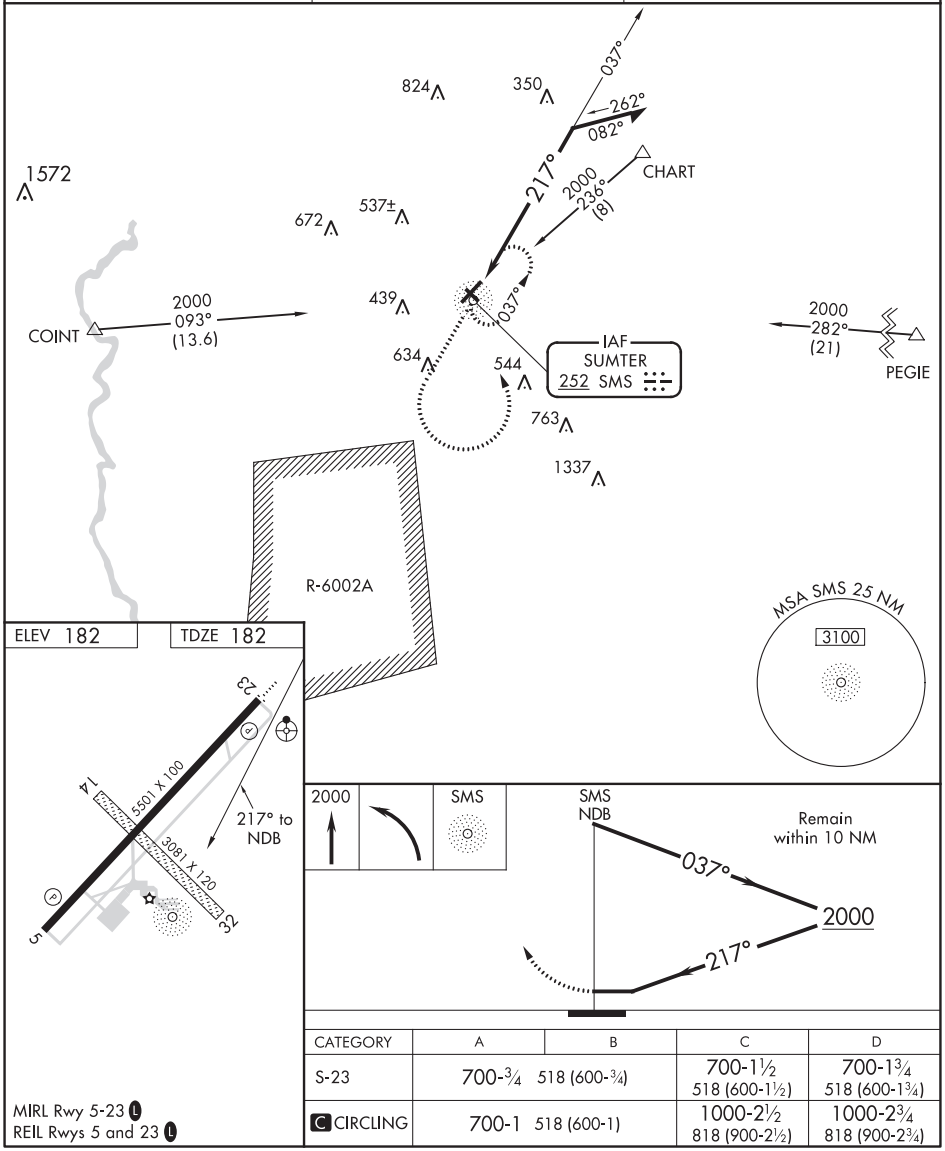
NDB SMS	APP CRS	Rwy Idg	5501
252	217°	TDZE	182
		Apt Elev	182

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, increase S-23 Cat C visibility ⅛ SM, Circling Cat C/D visibility ¼ SM.

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)
C CIRCLING	700-1	518 (600-1)	1000-2½ 818 (900-2½)	1000-2¾ 818 (900-2¾)

MIRL Rwy 5-23 L
REIL Rwys 5 and 23 L

SUMTER, SOUTH CAROLINA
Amdt 3A 08OCT20

34°00′N-80°22′W

SUMTER (SMS)

NDB RWY 23

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 33

JACKSON COUNTY (24A)

APP CRS		
311°	Rwy Idg	3060
	TDZE	2807
	Apt Elev	2857

RNP APCH.

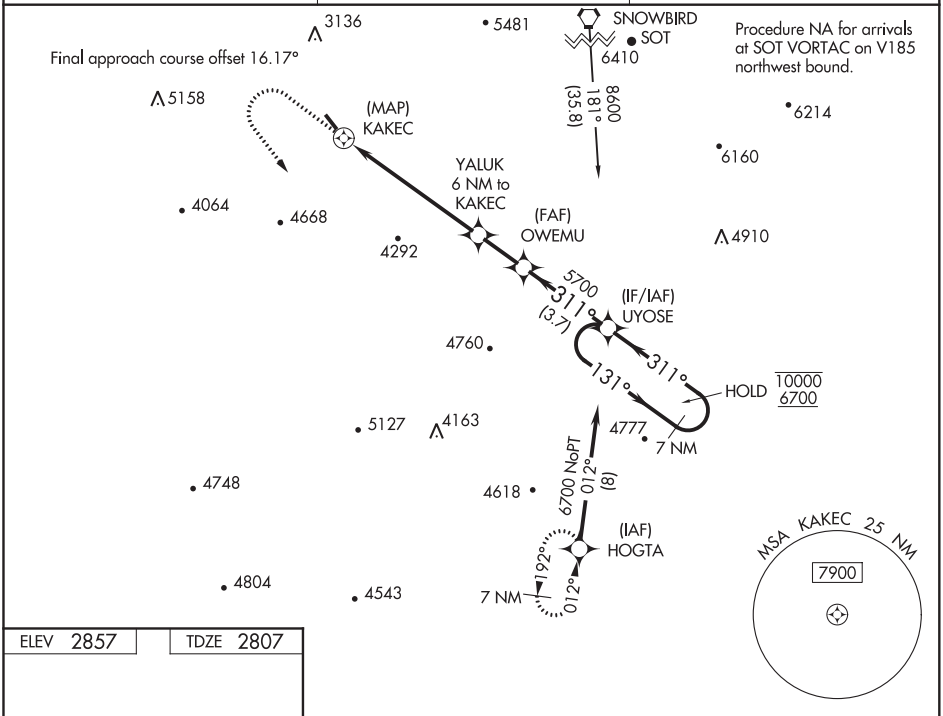
Procedure NA at night.

Rwy 33 helicopter visibility reduction below 1 SM NA.

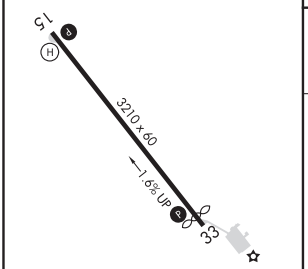
-14°C

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

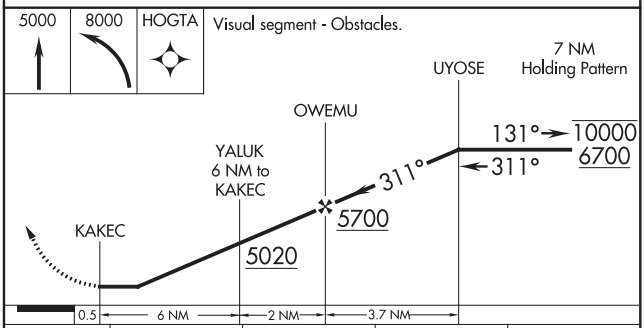


ELEV 2857 TDZE 2807



REIL Rwys 15 and 33 L

MIRL Rwy 15-33 L



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	

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TARBORO, NORTH CAROLINA | AL-9106 (FAA) | 20254

VOR/DME or GPS RWY 27

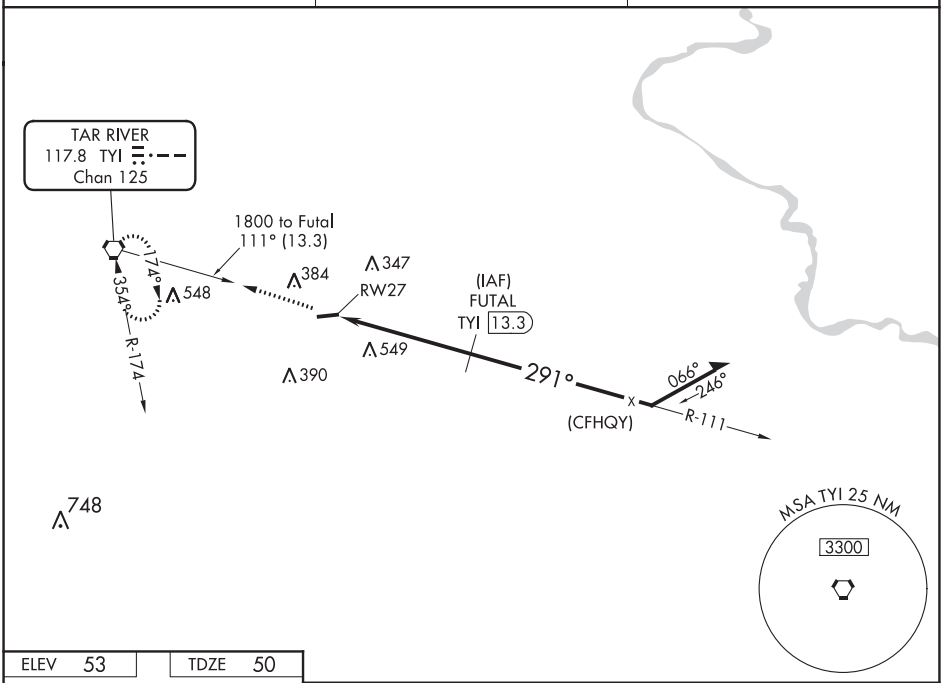
TARBORO-EDGECOMBE (ETC)

VORTAC TYI 117.8 Chan 125	APP CRS 291°	Rwy Idg 3999	TDZE 50	Apt Elev 53

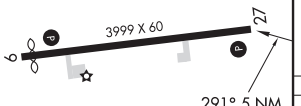
Use Rocky Mount altimeter setting; when not received NA use Raleigh-Durham altimeter setting minimums.

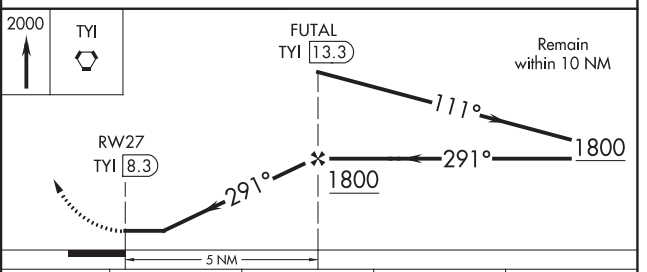
MISSED APPROACH: Climb to 2000 direct TYI VORTAC and hold.

AWOS-3P	WASHINGTON CENTER	CTAF
119.575	123.85 279.65	122.9 L



ELEV 53 | TDZE 50





CATEGORY	A	B	C	D
S-27	860-1 810 (900-1)	860-1¼ 810 (900-1¼)	860-2¼ 810 (900-2¼)	860-2½ 810 (900-2½)
CIRCLING	860-1 807 (900-1)	860-1¼ 807 (900-1¼)	860-2¼ 807 (900-2¼)	920-2¾ 867 (900-2¾)
RALEIGH-DURHAM ALTIMETER SETTING MINIMUMS				
S-27	1080-1¼ 1030 (1100-1¼)	1080-1½ 1030 (1100-1½)	1080-3	1030 (1100-3)
CIRCLING	1080-1¼ 1027 (1100-1¼)	1080-1½ 1027 (1100-1½)	1080-3 1027 (1100-3)	1140-3 1087 (1100-3)

REIL Rwy 27 L
MIRL Rwy 9-27 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	3508
CH 97335	053°	TDZE	604
W05A		Apt Elev	610

RNAV (GPS) RWY 5

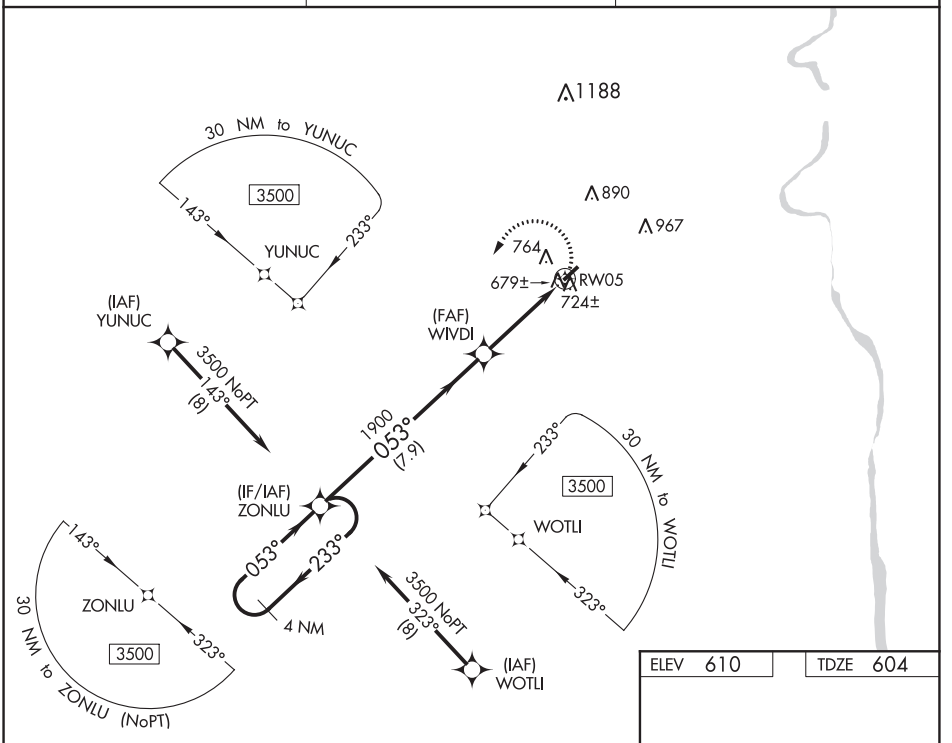
UNION COUNTY, TROY SHELTON FIELD (35A)

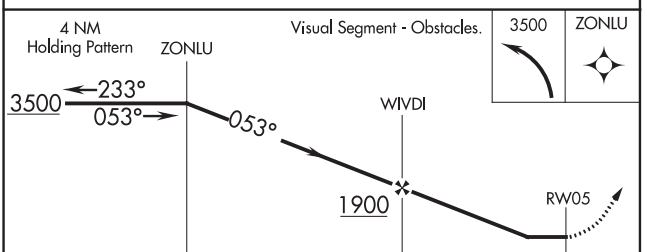
RNP APCH.

When local altimeter setting not received, use Laurens altimeter setting.
Procedure NA at night. Rwy 5 helicopter visibility reduction below 1 SM NA.

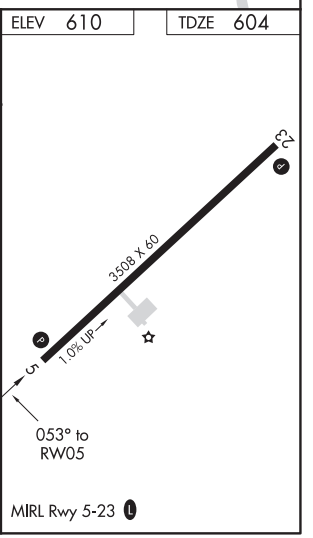
MISSED APPROACH: Climbing left turn to 3500 direct ZONLU and hold.

AWOS-3PT	GREER APP CON ★	UNICOM
119.45	119.4 350.2	122.7 (CTAF)





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	



SE-2, 25 FEB 2021 to 22 APR 2021
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RNAV (GPS) RWY 23

UNION COUNTY, TROY SHELTON FIELD (35A)

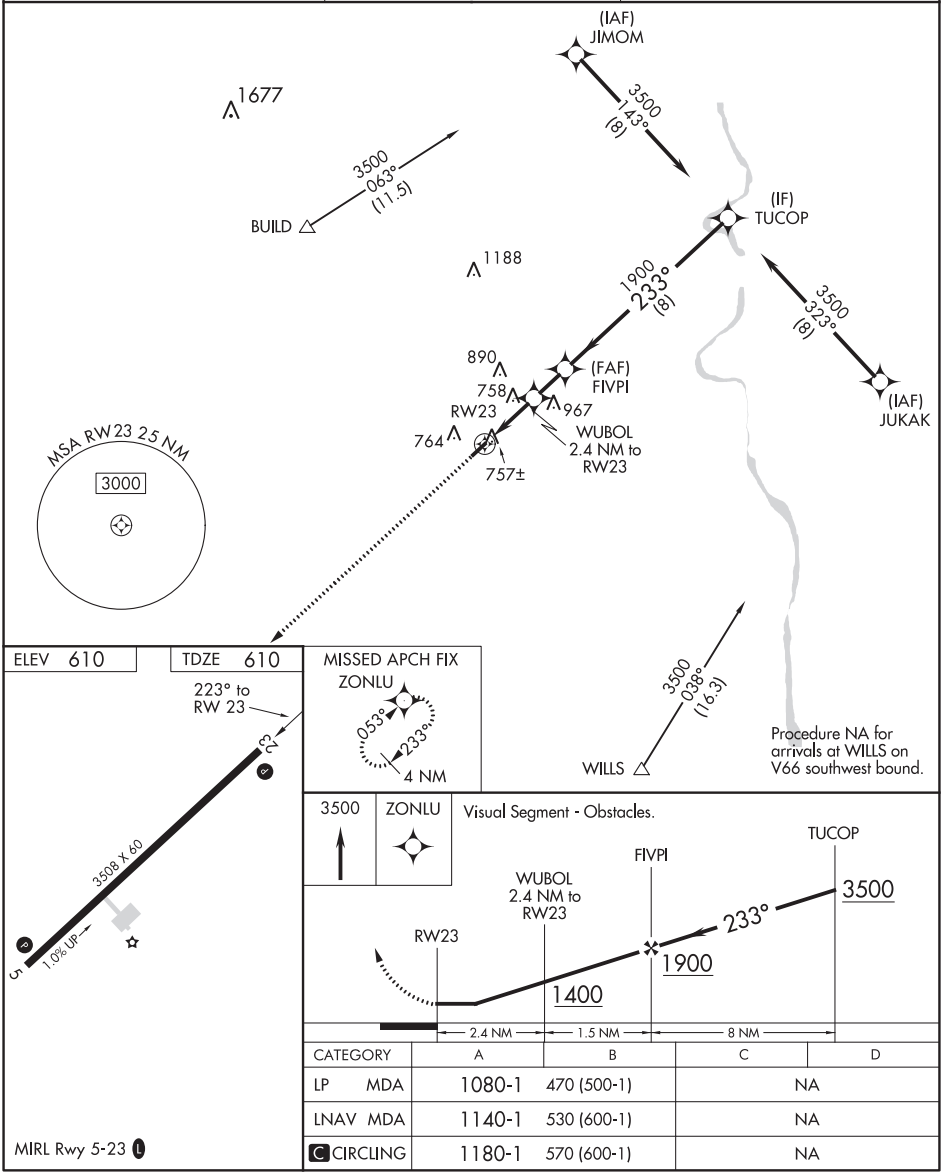
WAAS	APP CRS		
CH **77535**	**233°**	Rwy Idg	**3508**
W23A		TDZE	**610**
		Apt Elev	**610**

RNP APCH.

When local altimeter setting not received, use Laurens altimeter setting.
NA 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



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

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SE-2, 25 FEB 2021 to 22 APR 2021

ILS or LOC RWY 34

ANSON COUNTY-JEFF CLOUD FIELD (AFP)

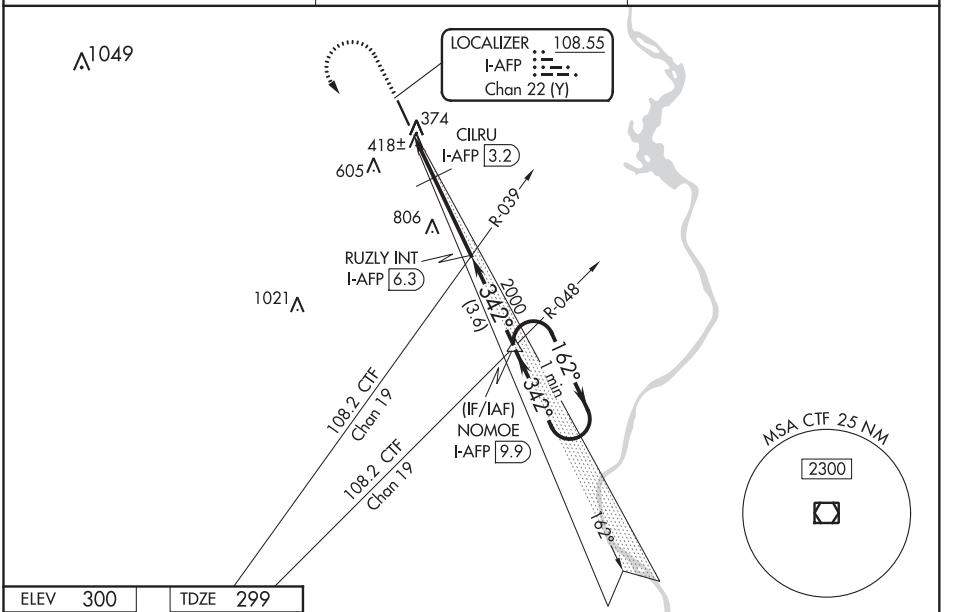
LOC/DME I-AFP	APP CRS	Rwy Idg	5498
108.55	342°	TDZE	299
Chan 22(Y)		Apt Elev	300

RNP APCH.

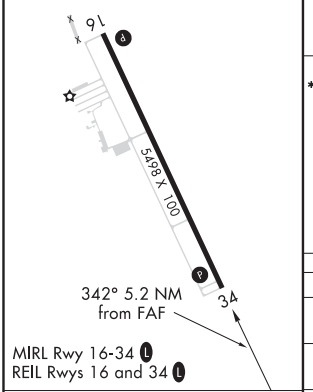
Rwy 34 helicopter visibility reduction below ¾ SM NA. VDP NA when using Rockingham altimeter setting. When local altimeter setting not received, use Rockingham altimeter setting: increase S-ILS 34 DA to 607 and S-ILS 34 all Cats visibility ⅛ SM; increase all MDA 60 feet and S-LOC 34 Cats C/D visibility 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

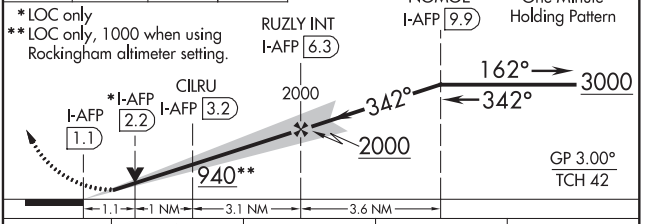


FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

1000	3000 hdg 120°	I-AFP S crs	NOMOE △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 45).

*LOC only
**LOC only, 1000 when using Rockingham altimeter setting.



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)	

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WADESBORO, NORTH CAROLINA | AL-6613 (FAA) | 19227

WAAS CH 40221 W16A	APP CRS 162°	Rwy Idg 5498 / TDZE 300 / Apt Elev 300

RNAV (GPS) RWY 16

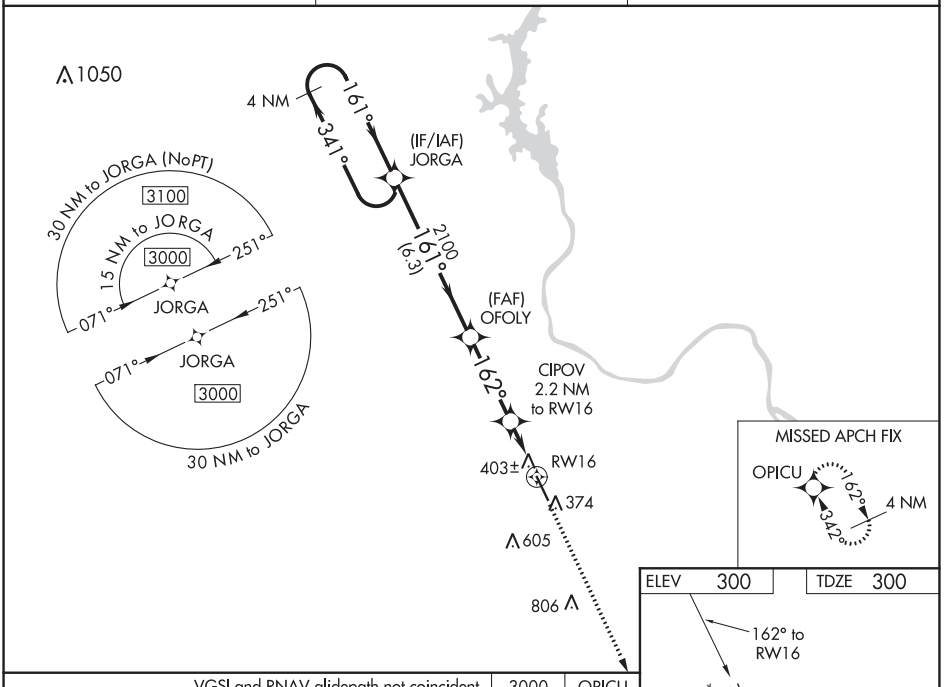
ANSON COUNTY-JEFF CLOUD FIELD (AFP)

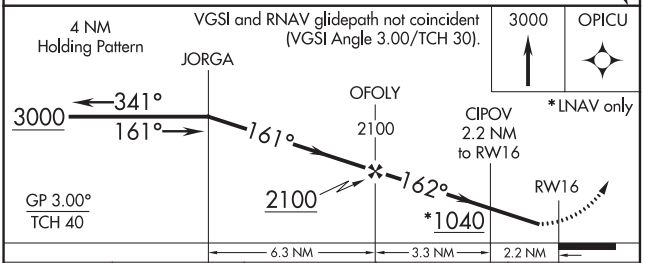
RNP APCH.

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.

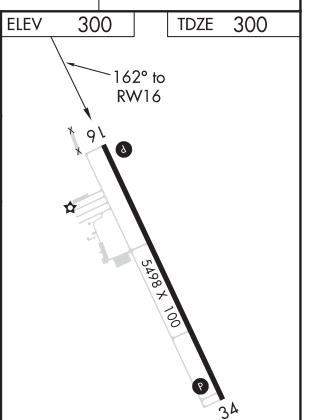
MISSED APPROACH: Climb to 3000 direct OPICU and hold.

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)		



MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS		
CH **69408**	**342°**	Rwy Idg	**5498**
W34A		TDZE	**299**
		Apt Elev	**300**

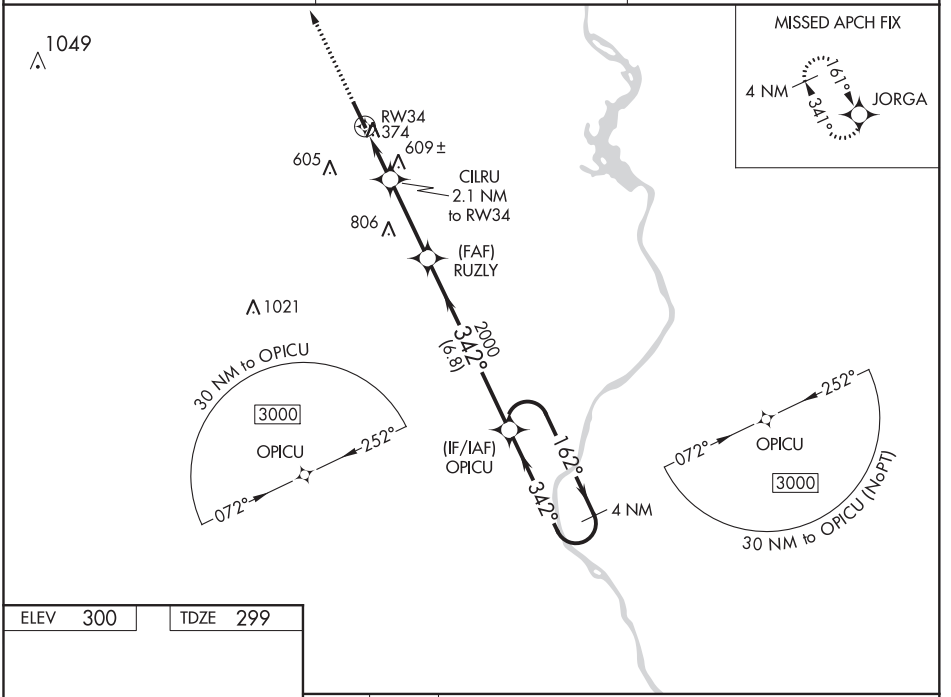
RNAV (GPS) RWY 34

ANSON COUNTY-JEFF CLOUD FIELD (AFP)

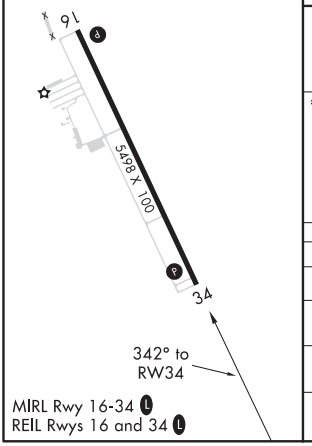
When VGSI inop, Circling Rwy 16 NA at night. Baro-VNAV NA when using Rockingham altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Rockingham altimeter setting: increase LPV DA 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.

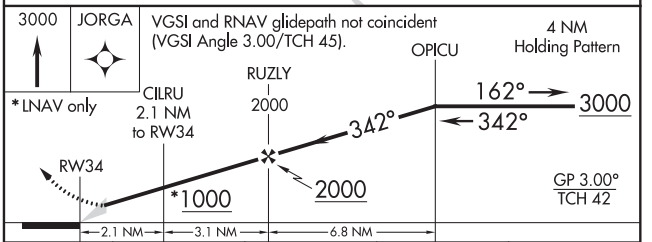
AWOS-3	CHARLOTTE APP CON	UNICOM
119.325	**120.05 307.8**	**122.8** (CTAF) L



ELEV 300 TDZ 299



MIRL Rwy 16-34 L
REIL Rwys 16 and 34 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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WALLACE, NORTH CAROLINA | AL-5587 (FAA) | 19339

RNAV (GPS) RWY 9

HENDERSON FIELD (ACZ)

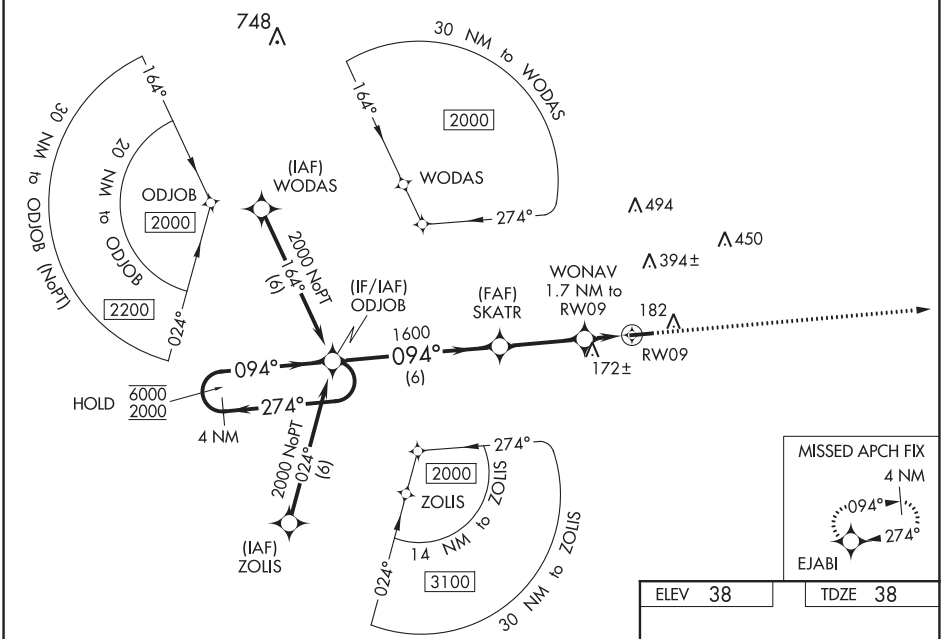
WAAS	APP CRS	Rwy Idg	4004
CH 93536	094°	TDZE	38
W09A		Apt Elev	38

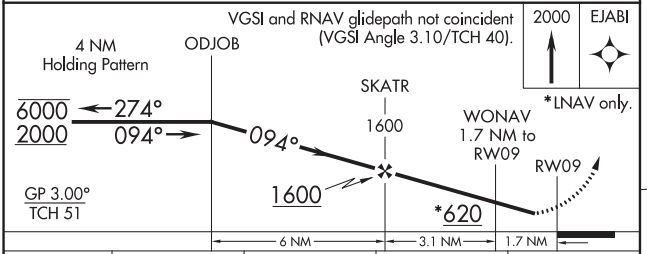
RNP APCH.

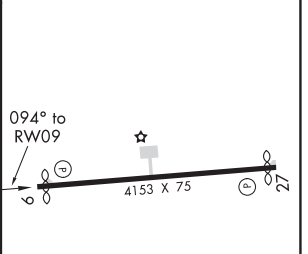
T NA Rwy 9 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Use Wilmington altimeter setting; when not received, use Kenansville altimeter setting. Straight-in and Circling Rwy 9 NA at night.

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







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)

MIRL Rwy 9-27 L

WALLACE, NORTH CAROLINA
Orig-A 20JUN19

34°43'N-78°00'W

HENDERSON FIELD (ACZ)

RNAV (GPS) RWY 9

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 27

HENDERSON FIELD (ACZ)

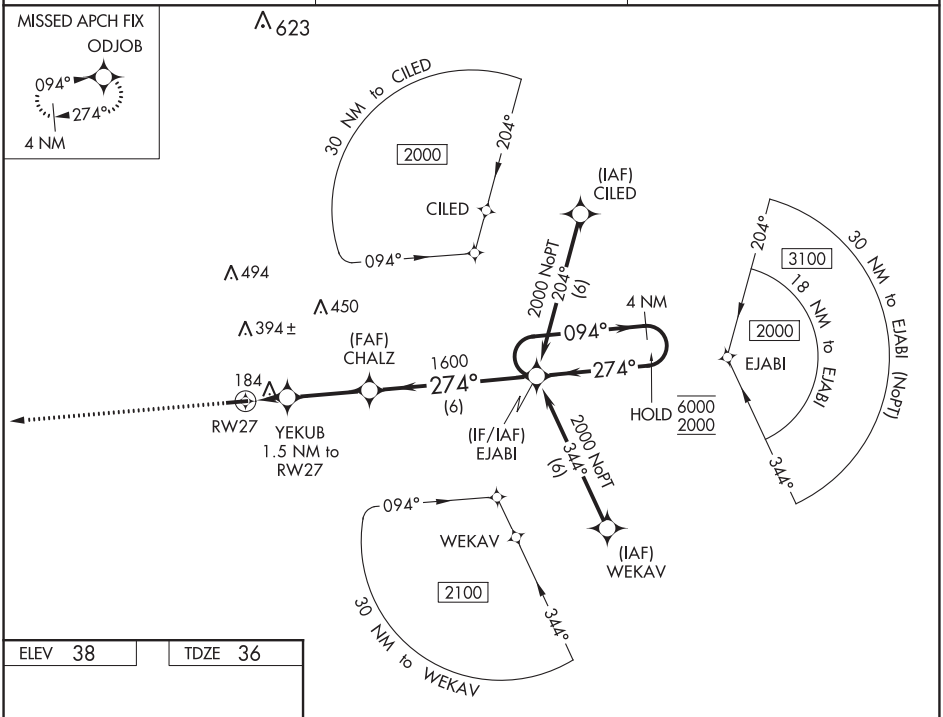
WAAS CH 53336 W27A	APP CRS 274°	Rwy Idg 4002 / TDZE 36 / Apt Elev 38

RNP APCH.

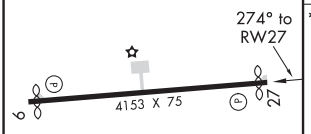
Circling Rwy 9 NA at night. Rwy 27 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA. Use Wilmington altimeter setting; when not received, use Kenansville altimeter setting.

MISSED APPROACH: Climb to 2000 direct ODJOB and hold.

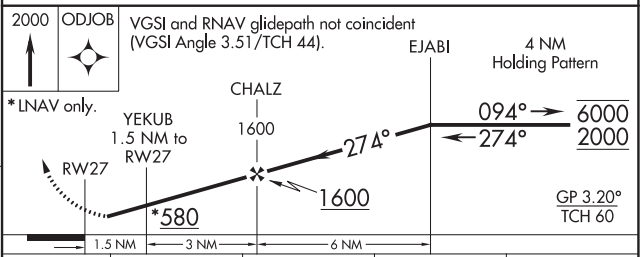
WILMINGTON INTL ASOS	WILMINGTON APP CON ★	UNICOM
124.975	135.75 317.425	122.8 (CTAF) L



ELEV 38	TDZE 36



MIRL Rwy 9-27 L



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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WALNUT COVE, NORTH CAROLINA AL-6882 (FAA) 20254

VOR/DME or GPS RWY 34

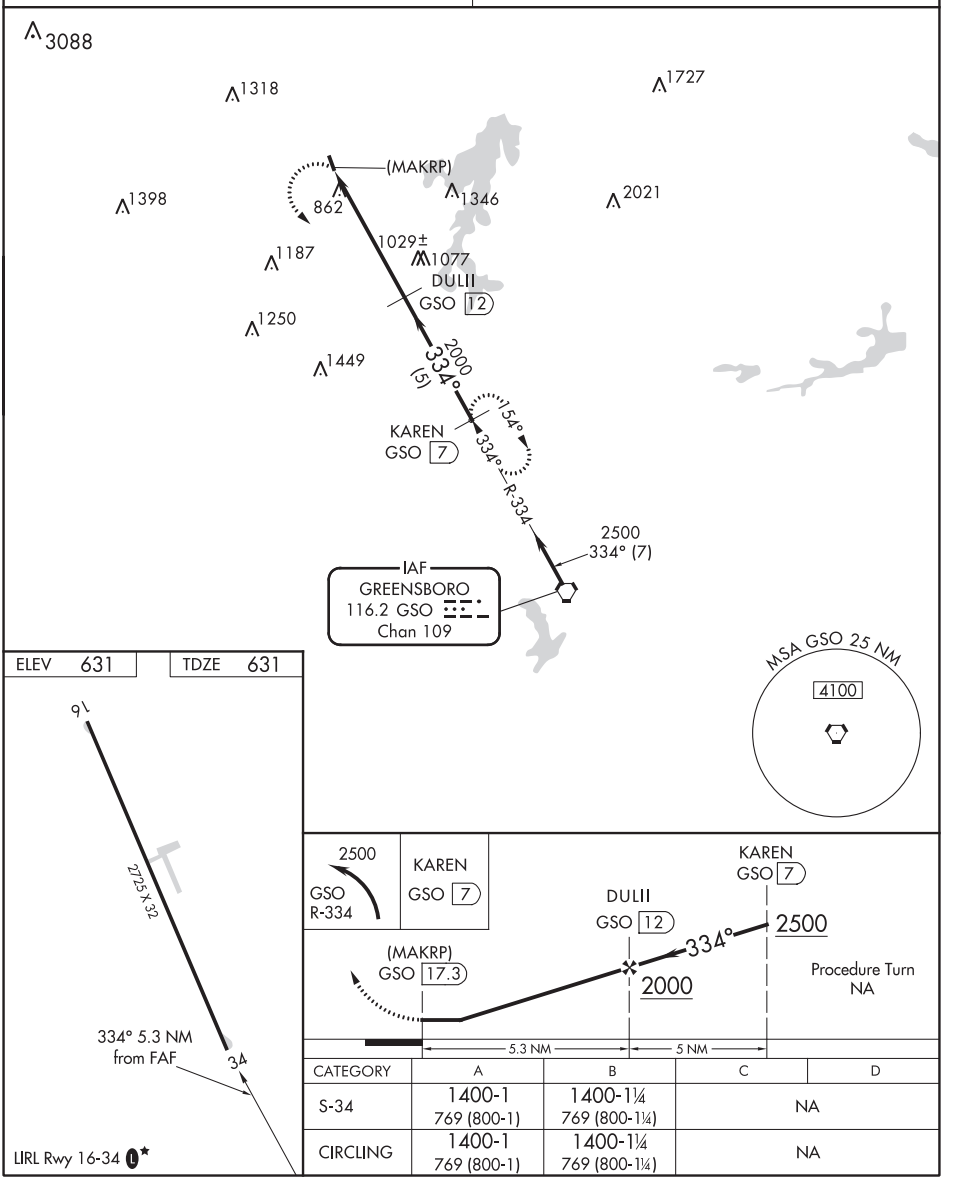
MEADOW BROOK FIELD (N63)

VORTAC GSO 116.2 Chan 109	APP CRS 334°	Rwy Idg 2725 TDZE 631 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.

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)



CATEGORY	A	B	C	D
S-34	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	
CIRCLING	1400-1 769 (800-1)	1400-1¼ 769 (800-1¼)	NA	

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LOC/DME I-RBW	APP CRS	Rwy Idg	6002
110.15	229°	TDZE	101
Chan 38 (Y)		Apt Elev	101

ILS Y or LOC Y RWY 23

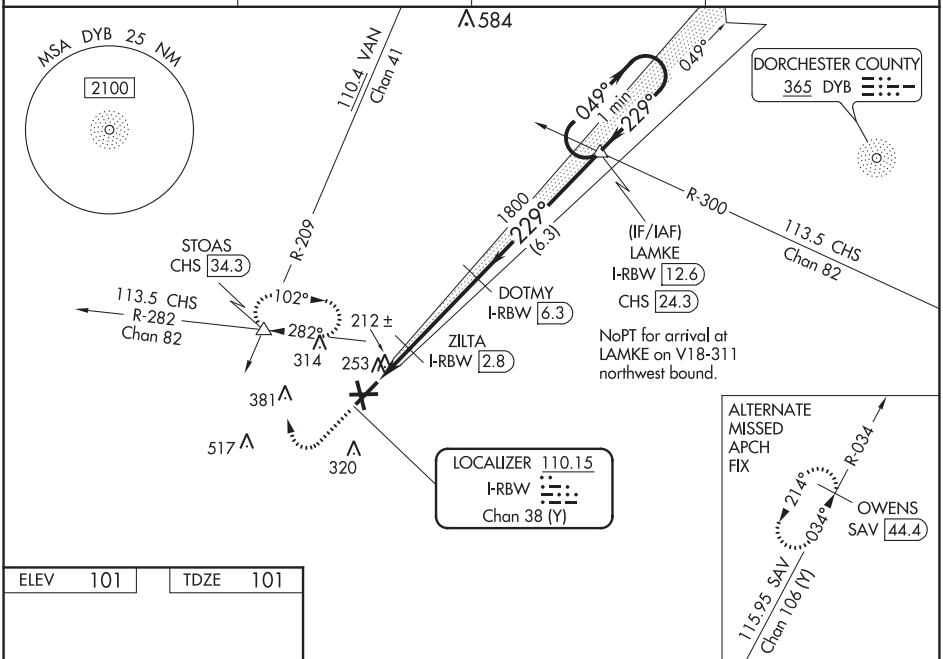
LOWCOUNTRY RGNL (RBW)

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.

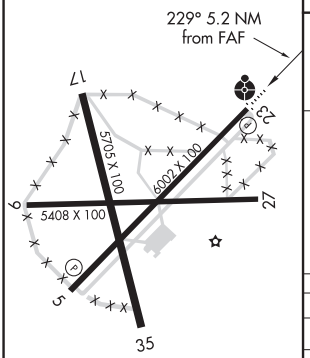
ODALS

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.

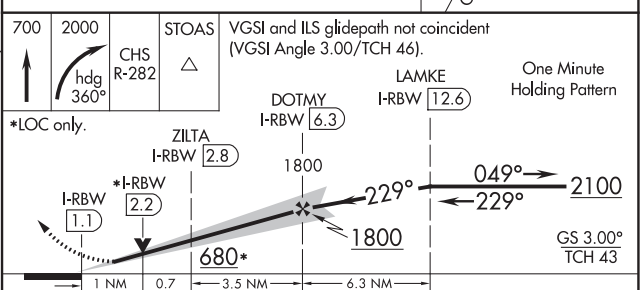
AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725	120.7 306.925	121.725	122.8 (CTAF) L



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WALTERBORO, SOUTH CAROLINA

AL-5752 (FAA)

21056

ILS Z or LOC Z RWY 23

LOWCOUNTRY RGNL (RBW)

LOC/DME I-RBW	APP CRS	Rwy Idg	6002
110.15	229°	TDZE	101
Chan 38 (Y)		Apt Elev	101

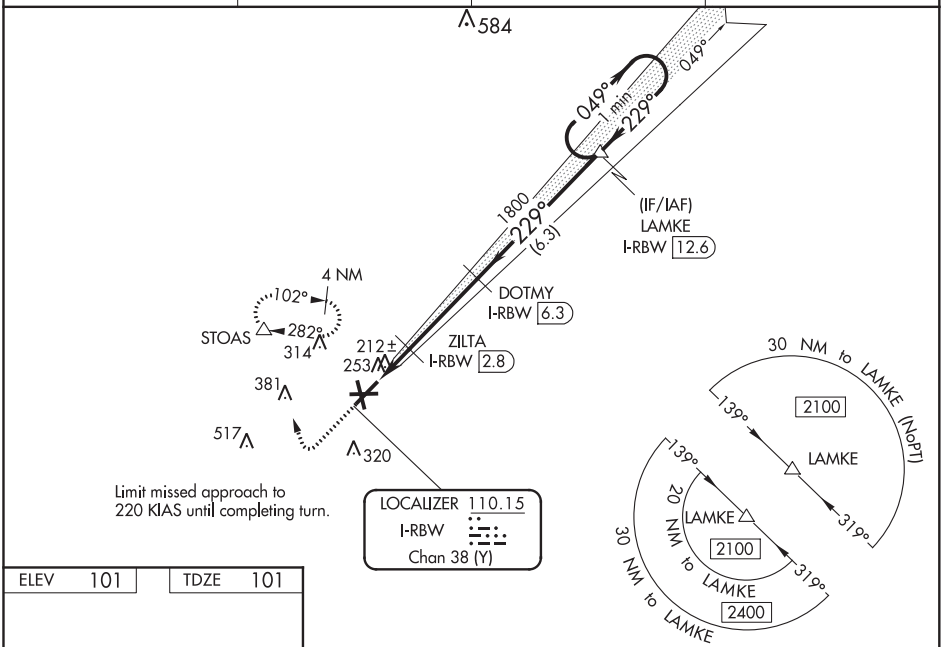
Inop table does not apply to S-LOC 23 Cat C. GPS and DME required. Helicopter visibility reduction below ¾ SM NA. VDP NA with Charleston AFB/Intl altimeter setting. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase S-ILS 23 DA to 379 feet and all MDA 80 feet; 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.

NA

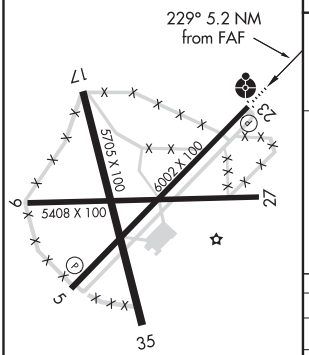
ODALS

MISSED APPROACH: Climb to 1500 then climbing right turn to 2000 direct STOAS and hold.

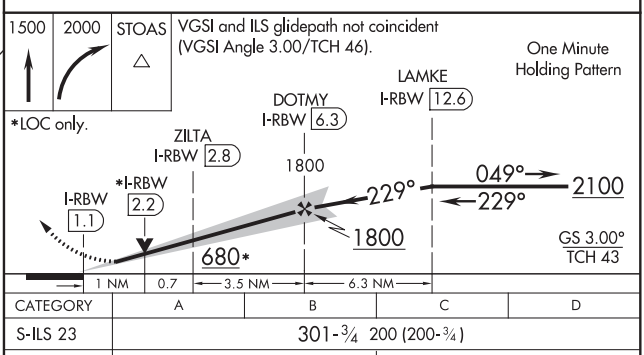
AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725	120.7 306.925	121.725	122.8 (CTAF)



ELEV 101 TDZE 101



REIL Rwy 23
MIRL Rwy 5-23



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)

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SE-2, 25 FEB 2021 to 22 APR 2021

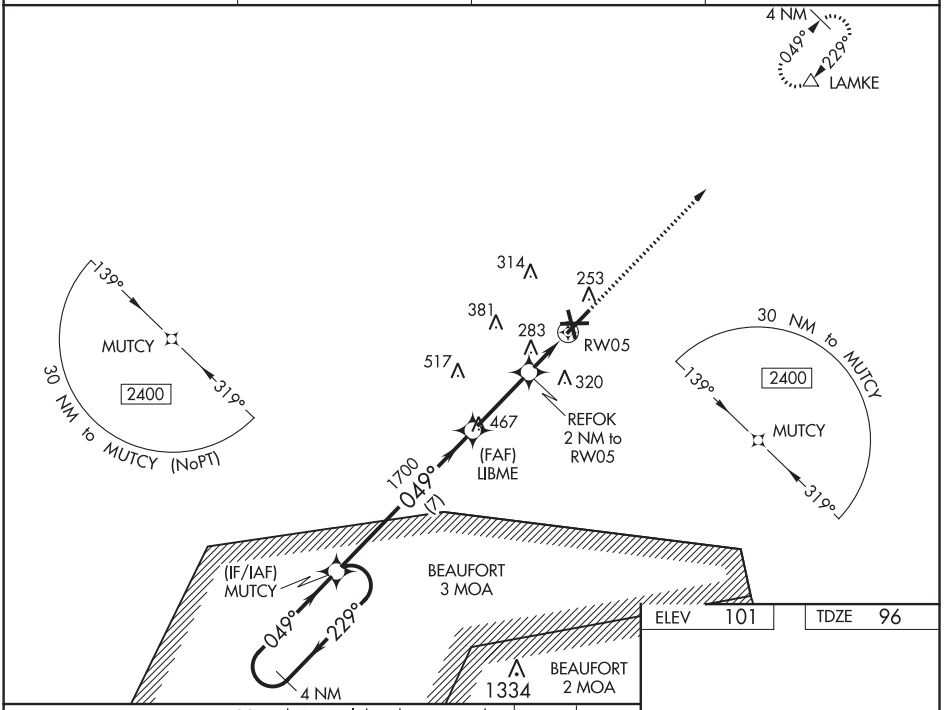
WAAS	APP CRS	Rwy Idg	6002
CH 82232	049°	TDZE	96
W05A		Apt Elev	101

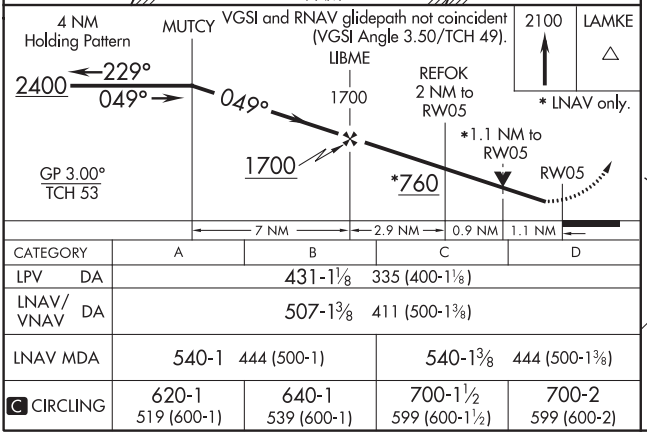
RNAV (GPS) RWY 5
LOWCOUNTRY RGNL (RBW)

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.

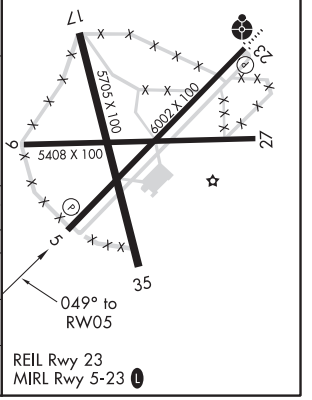
MISSED APPROACH: Climb to 2100 direct LAMKE and hold.

AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725	120.7 306.925	121.725	122.8 (CTAF) L





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 17

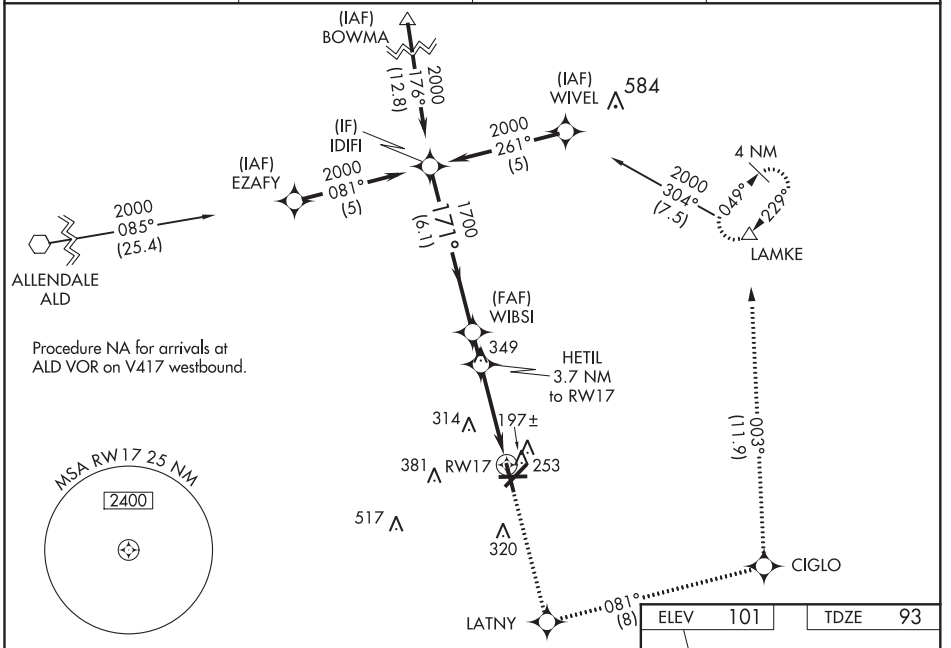
LOWCOUNTRY RGNL (RBW)

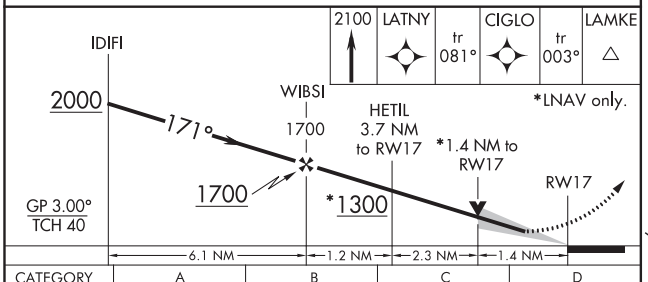
WAAS	APP CRS	Rwy Idg	5705
CH 93616	171°	TDZE	93
W17A		Apt Elev	101

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.

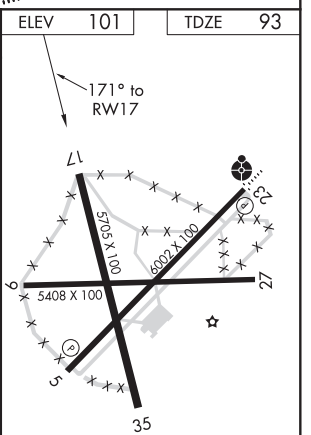
MISSED APPROACH: Climb to 2100 direct LATNY and on track 081° to CIGLO and track 003° to LAMKE and hold.

AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725	120.7 306.925	121.725	122.8 (CTAF) L





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS CH 61016 W23A	APP CRS 229°	Rwy Idg 6002 TDZE 101 Apt Elev 101

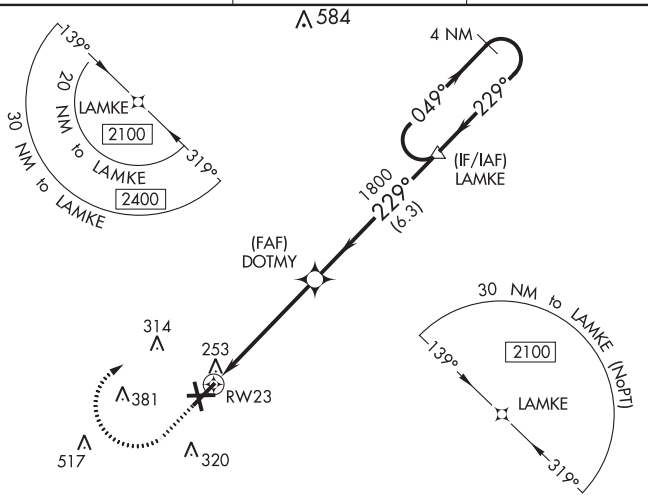
RNAV (GPS) RWY 23
LOWCOUNTRY RGNL (RBW)

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.

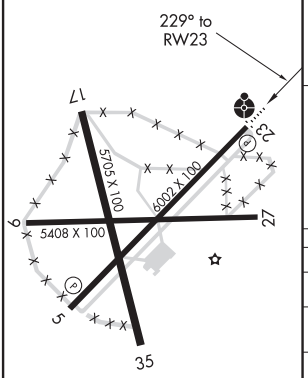
ODALS

MISSED APPROACH: Climb to 1200 then climbing right turn to 2100 direct LAMKE and hold.

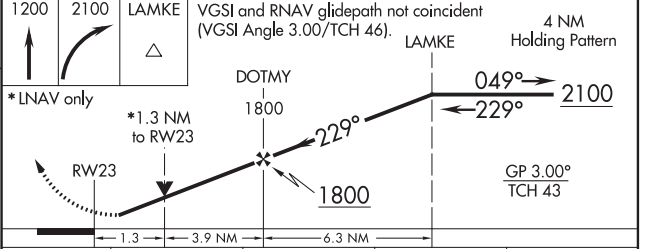
AWOS-3	CHARLESTON APP CON	GCO	UNICOM
118.725	120.7 306.925	121.725	122.8 (CTAF) L



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	640-1	700-1½	700-2
	519 (600-1)	539 (600-1)	599 (600-1½)	599 (600-2)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5705
CH 48916	351°	TDZE	95
W35A		Apt Elev	101

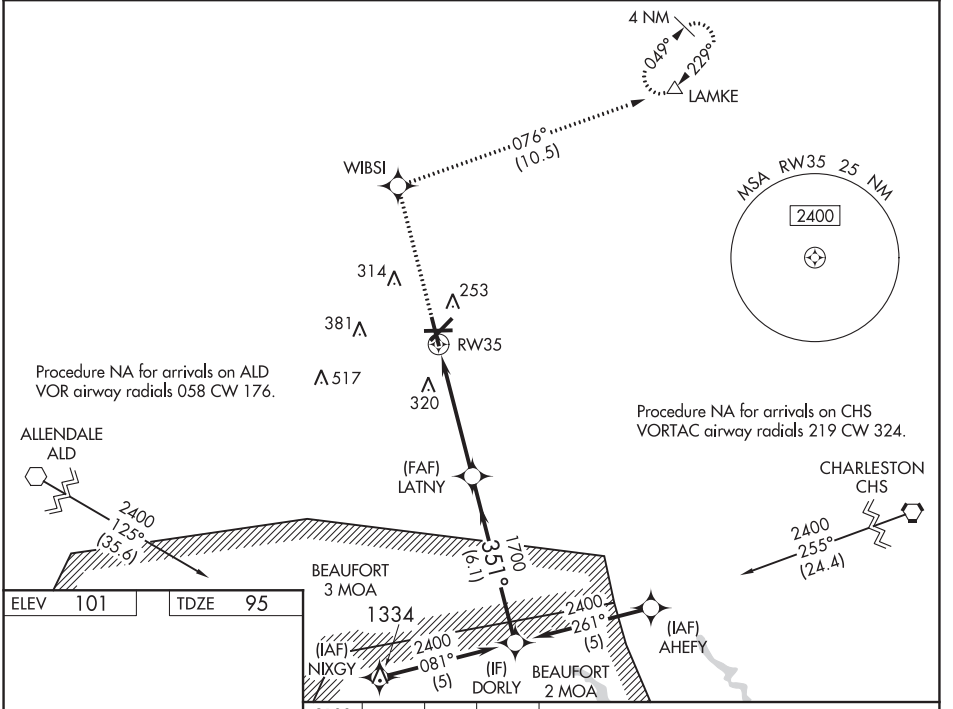
RNAV (GPS) RWY 35

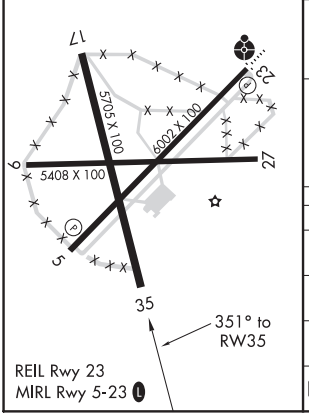
LOWCOUNTRY RGNL (RBW)

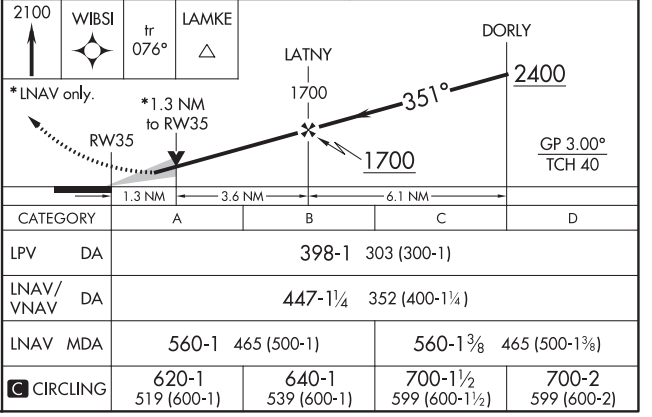
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Charleston AFB/Intl altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Charleston AFB/Intl altimeter setting: increase LPV DA to 476 feet and LNAV/VNAV 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







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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

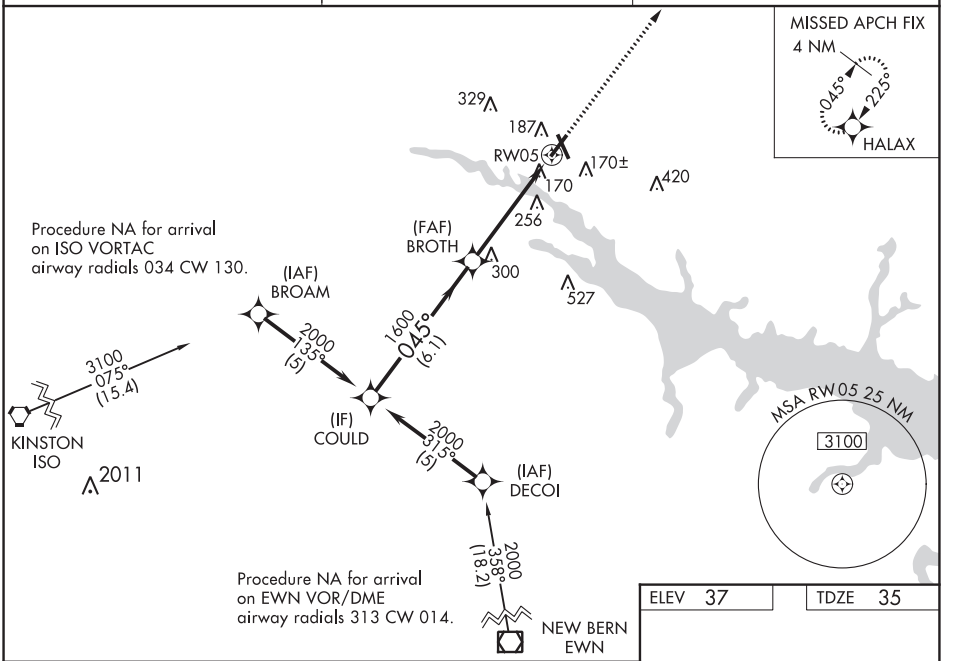
WAAS	APP CRS	Rwy Idg	5000
CH 42810	045°	TDZE	35
W05A		Apt Elev	37

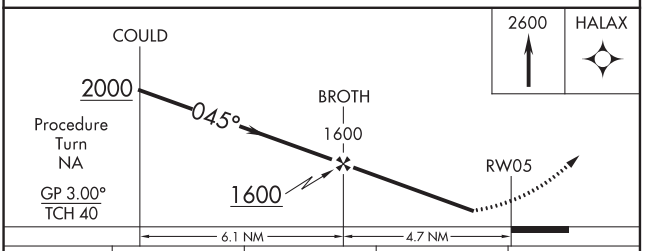
RNAV (GPS) RWY 5
WASHINGTON-WARREN (OCW)

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.

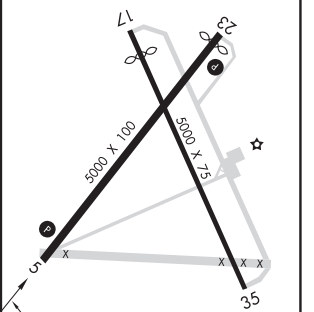
AWOS-3	CHERRY POINT APP CON	UNICOM
120.175	119.35 377.175	122.7 (CTAF) L





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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WASHINGTON, NORTH CAROLINA AL-5916 (FAA) 20366

WAAS CH 93810 W23A	APP CRS 225°	Rwy Idg 4800 TDZE 37 Apt Elev 37

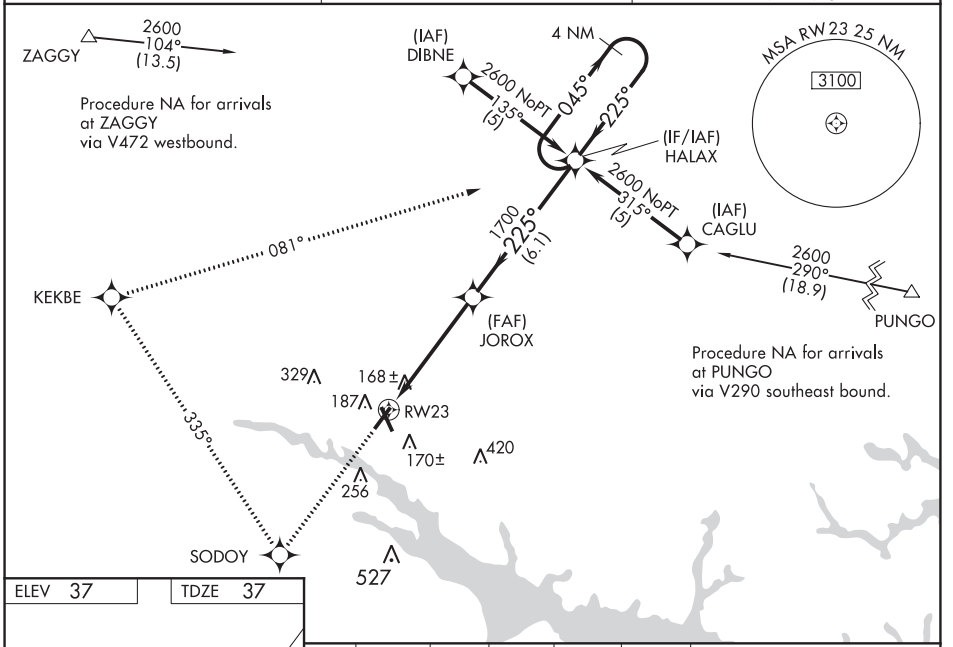
RNAV (GPS) RWY 23
WASHINGTON-WARREN (OCW)

T A

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, 25 FEB 2021 to 22 APR 2021

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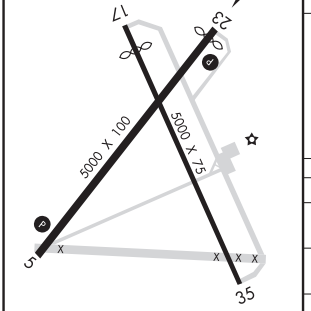
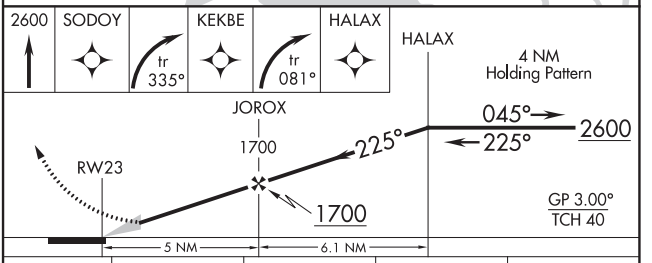
ELEV 37 TDZE 37



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	APP CRS	Rwy Idg	5000
CH 78310	343°	TDZE	35
W35A		Apt Elev	37

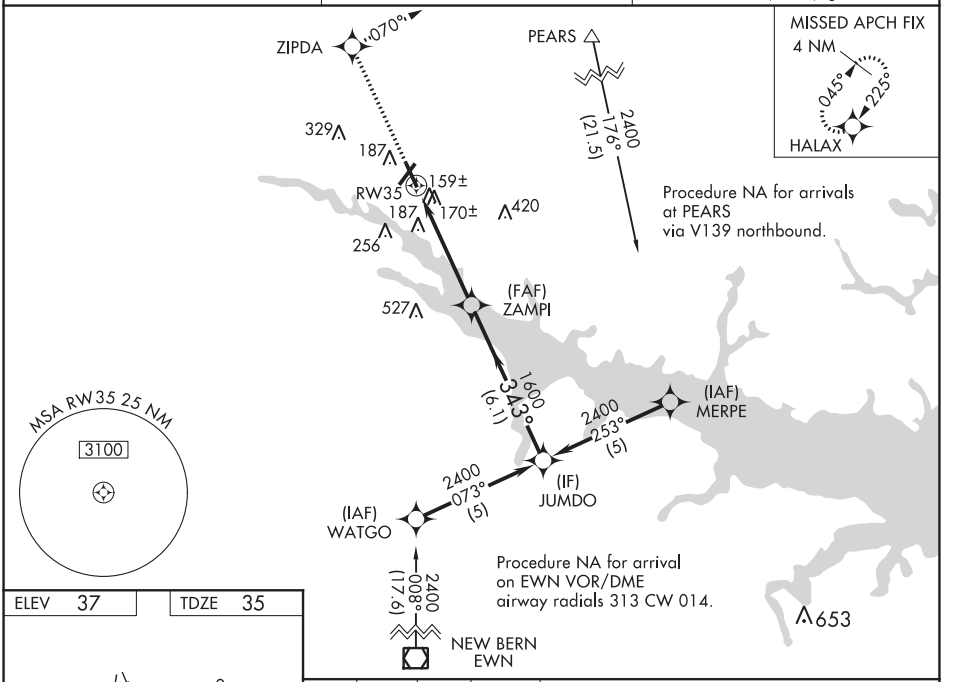
RNAV (GPS) RWY 35

WASHINGTON-WARREN (OCW)

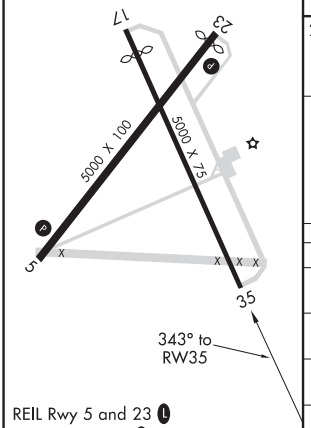
Baro-VNAV NA when using Greenville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Greenville altimeter setting and increase 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.

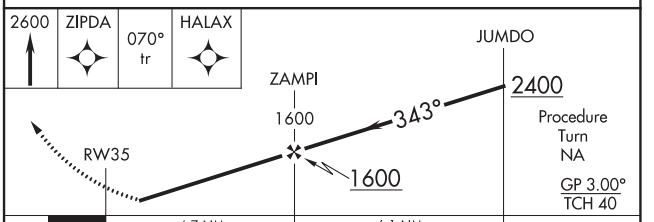
AWOS-3	CHERRY POINT APP CON	UNICOM
120.175	119.35 377.175	122.7 (CTAF) L



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)

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WASHINGTON, NORTH CAROLINA AL-5916 (FAA) 20254

LOC RWY 5

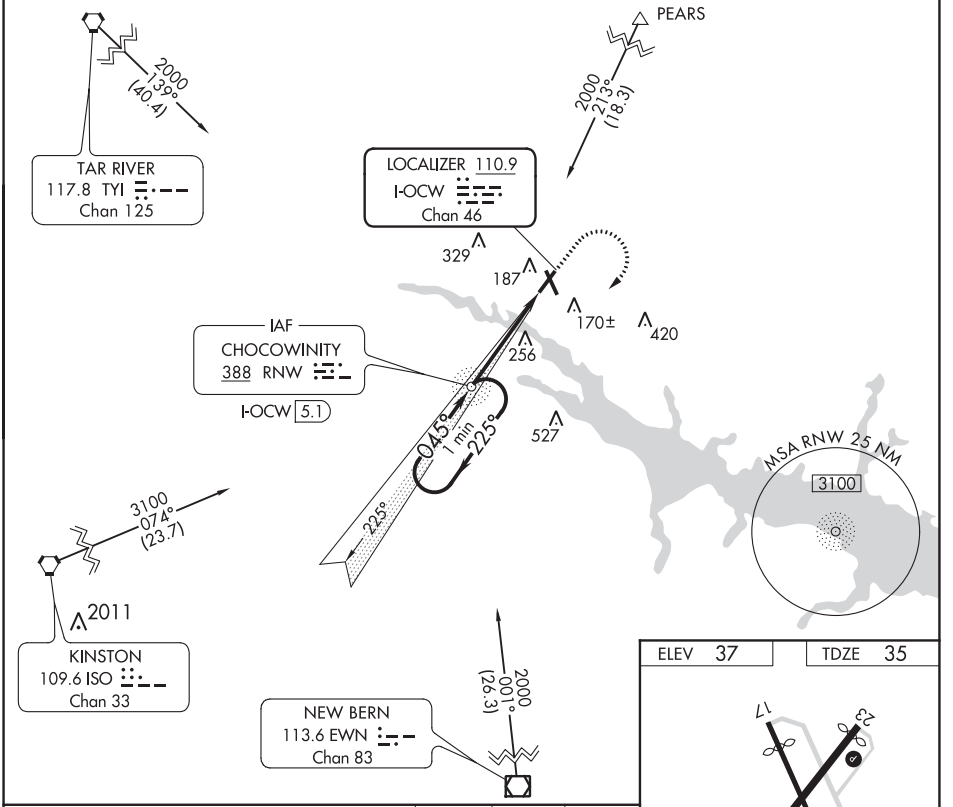
WASHINGTON-WARREN (OCW)

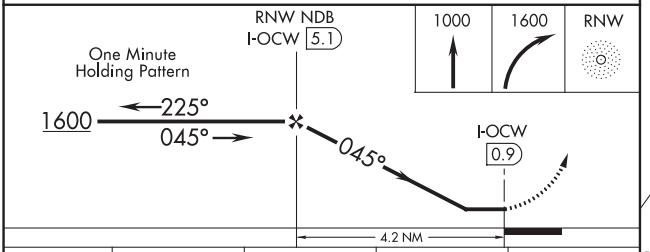
LOC/DME I-OCW	APP CRS	Rwy Idg	5000
110.9	045°	TDZE	35
Chan 46		Apt Elev	37

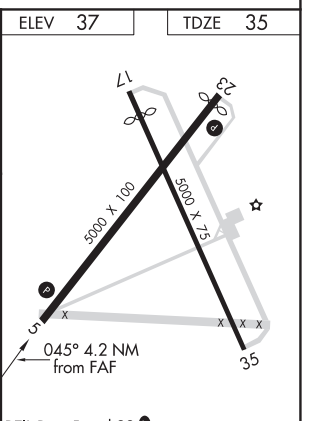
ADF Required. Night Landing: Rwy 17 NA. Helicopter visibility reduction below ¾ SM NA.

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







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	620-2
			503 (600-1½)	583 (600-2)

REIL Rwy 5 and 23 L
MIRL Rwys 5-23 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

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APP CRS	Rwy Idg	3309
045°	TDZE	602
	Apt Elev	602

RNAV (GPS) RWY 4

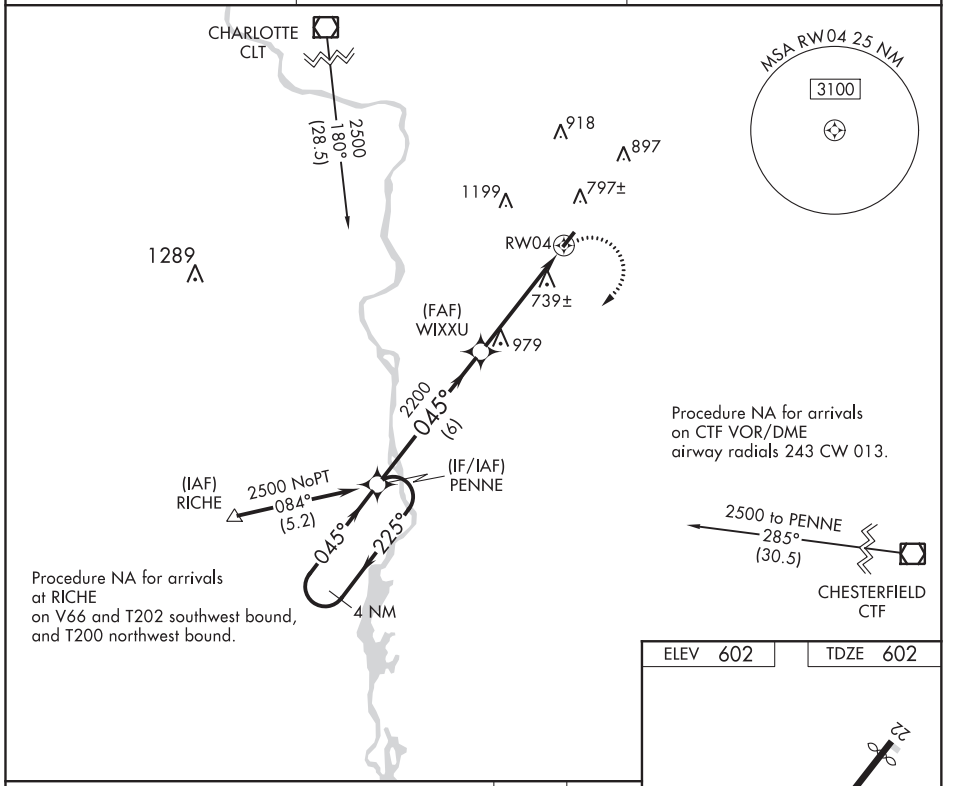
JAARS-TOWNSEND (N52)

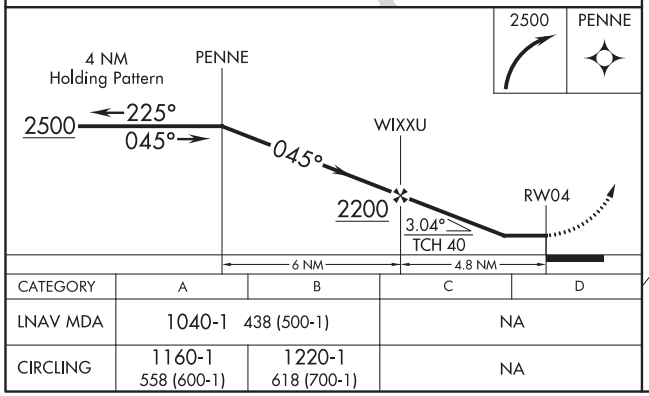
TAA NA

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.

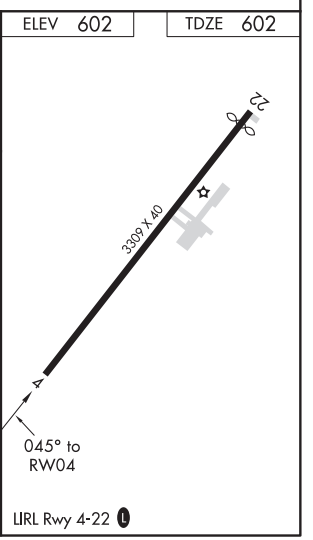
MISSED APPROACH: Climbing right turn to 2500 direct PENNE and hold.

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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WAXHAW, NORTH CAROLINA | AL-6246 (FAA) | 19283

RNAV (GPS) RWY 22

JAARS-TOWNSEND (N52)

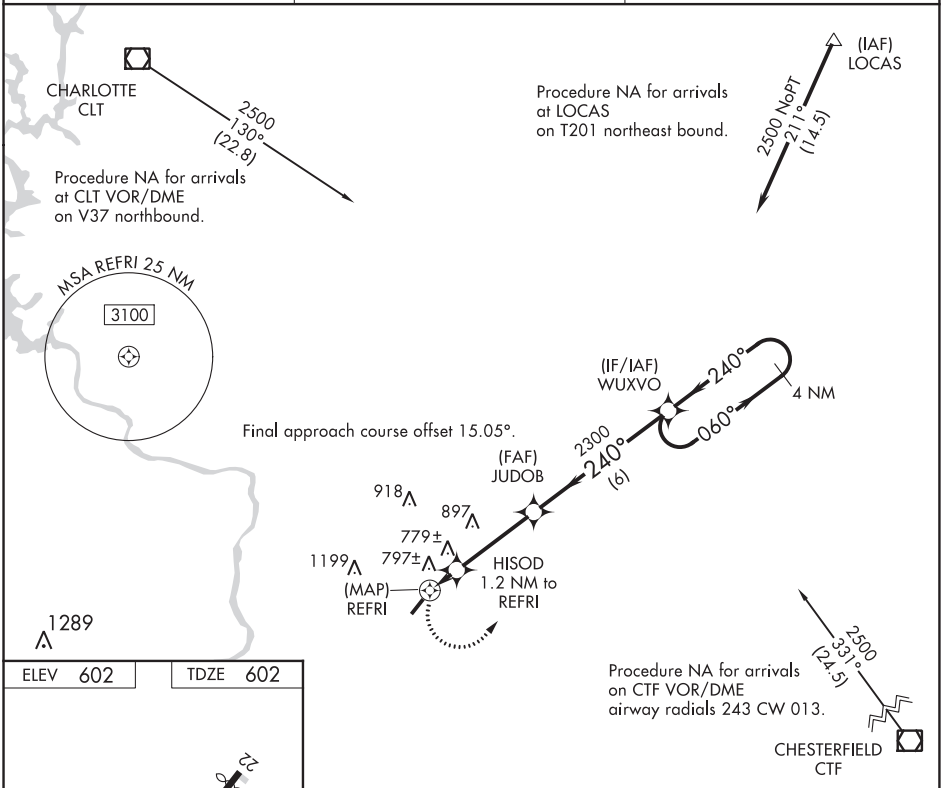
APP CRS	Rwy Idg	3109
240°	TDZE	602
	Apt Elev	602

VNA

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.

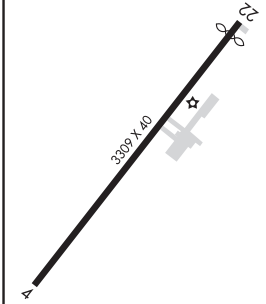
EQY ASOS	CHARLOTTE APP CON	UNICOM
135.775	120.05 307.8	123.0 (CTAF) L



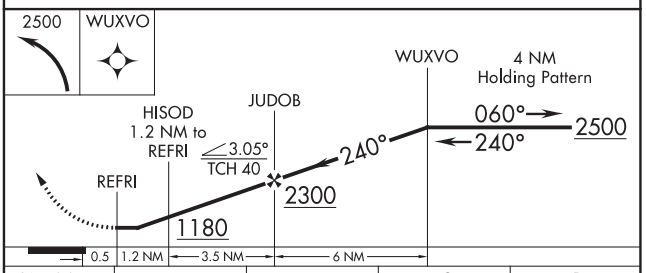
SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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	

APP CRS	Rwy Idg	5500
055°	TDZE	99
	Apt Elev	99

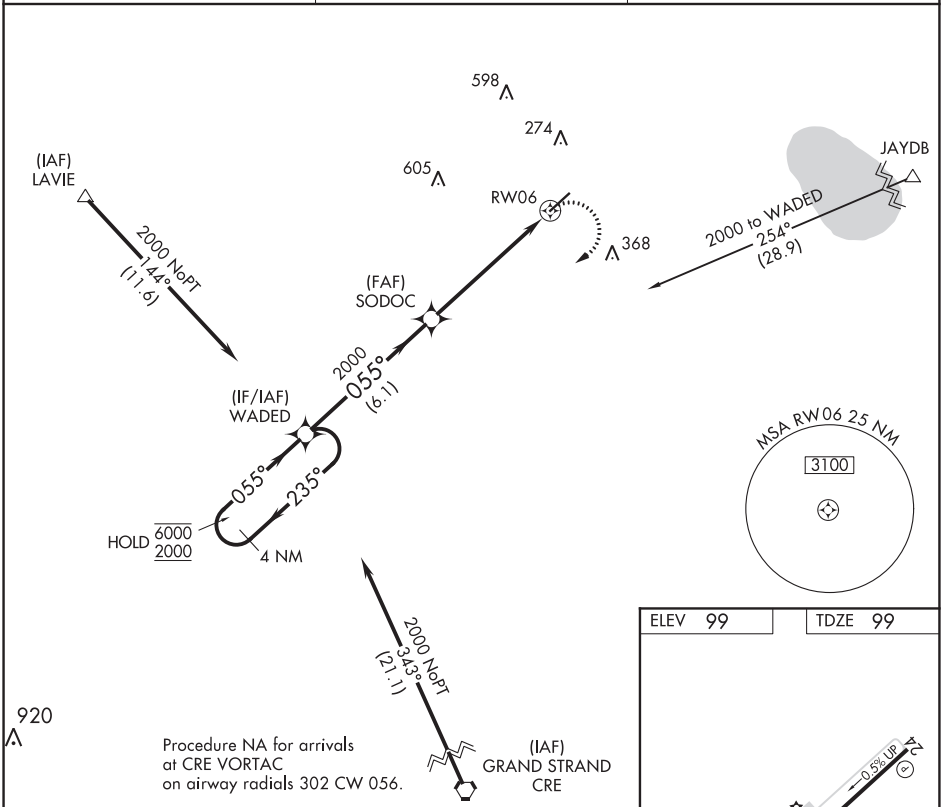
RNAV (GPS) RWY 6
COLUMBUS COUNTY MUNI (CPC)

RNP APCH.

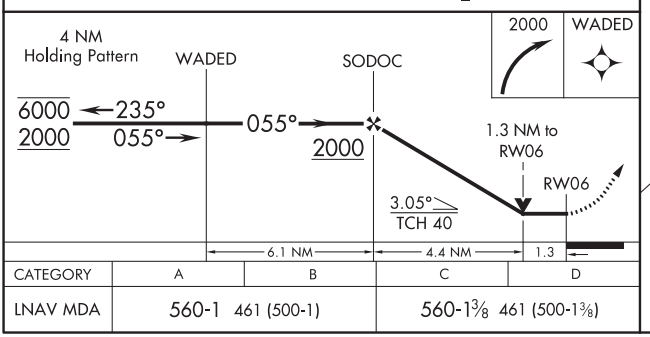
VDP NA when using Elizabethtown altimeter setting. Rwy 6 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Elizabethtown altimeter setting and increase all MDA 60 feet, LNAV Cat C/D visibility ⅛ SM.

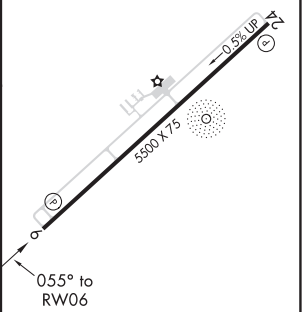
MISSED APPROACH: Climbing right turn to 2000 direct WADED and hold.

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

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SE-2, 25 FEB 2021 to 22 APR 2021

WHITEVILLE, NORTH CAROLINA AL-6407 (FAA) 20254

WAAS	APP CRS	Rwy Idg	5500
CH 86638	235°	TDZE	86
W24A		Apt Elev	99

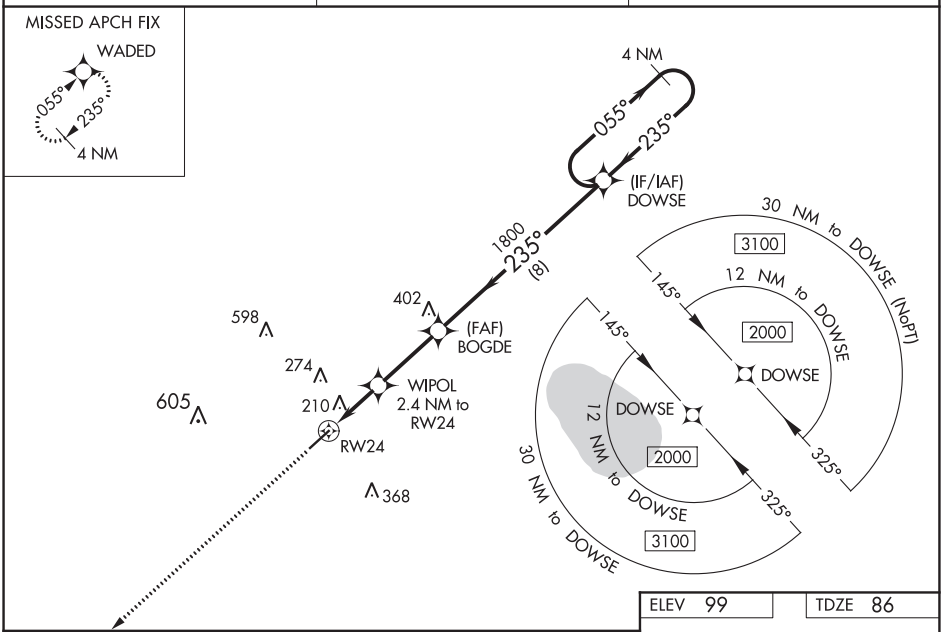
RNAV (GPS) RWY 24
COLUMBUS COUNTY MUNI (CPC)

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

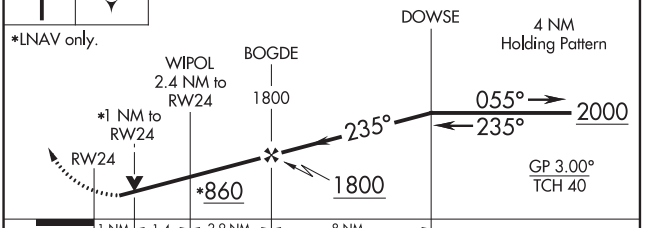


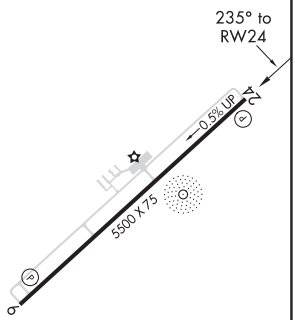
ELEV 99 TDZE 86

2000 WADED

VGSI and RNAV glidepath not coincident (VGSI Angle 3.25/TCH 42).

*LNAV only.





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

WHITEVILLE, NORTH CAROLINA
Orig-A 10SEP20

34°16'N-78°43'W

COLUMBUS COUNTY MUNI (CPC)
RNAV (GPS) RWY 24

SE-2, 25 FEB 2021 to 22 APR 2021

NDB CPC	APP CRS		
227	059°	Rwy Idg	5500
		TDZE	99
		Apt Elev	99

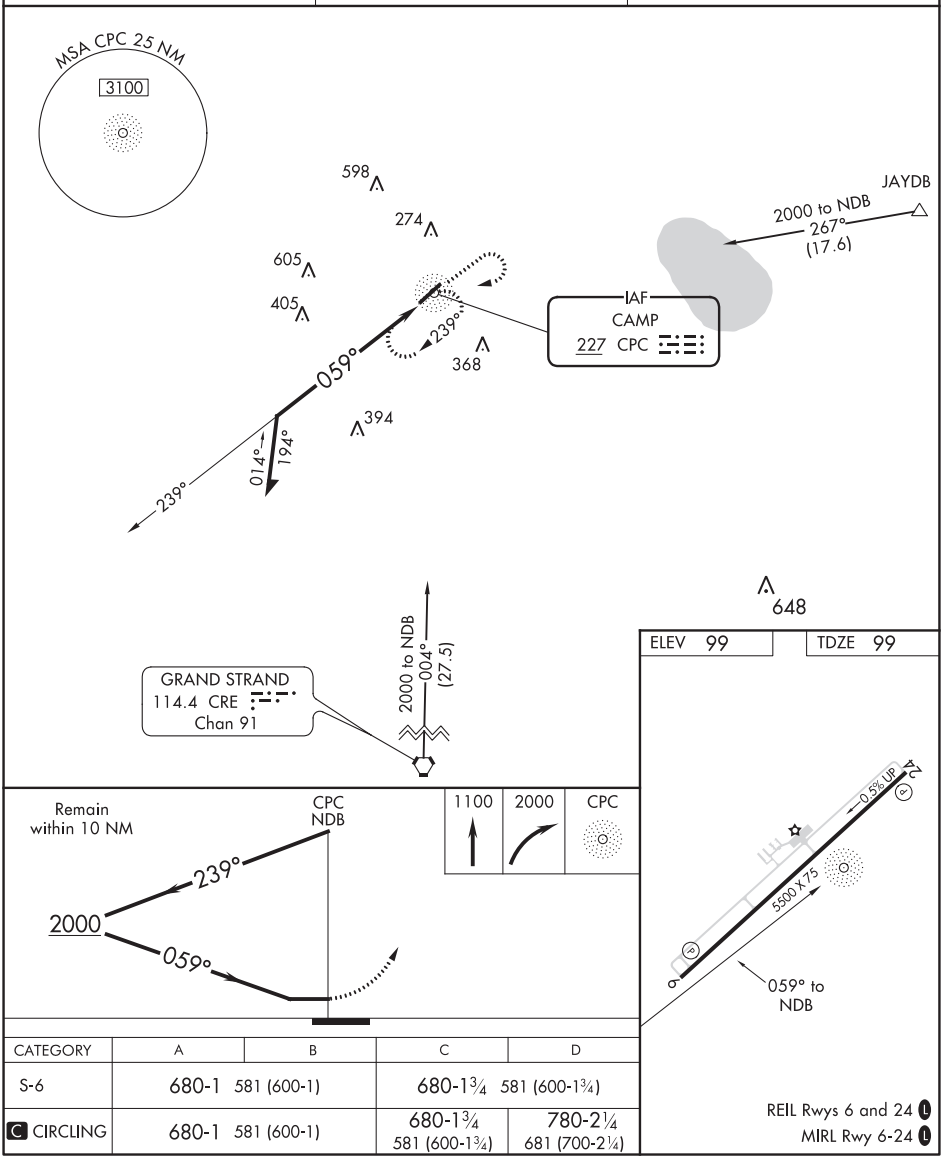
NDB RWY 6

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



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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WILLIAMSTON, NORTH CAROLINA AL-5991 (FAA) 21056

RNAV (GPS) RWY 3

MARTIN COUNTY (MCZ)

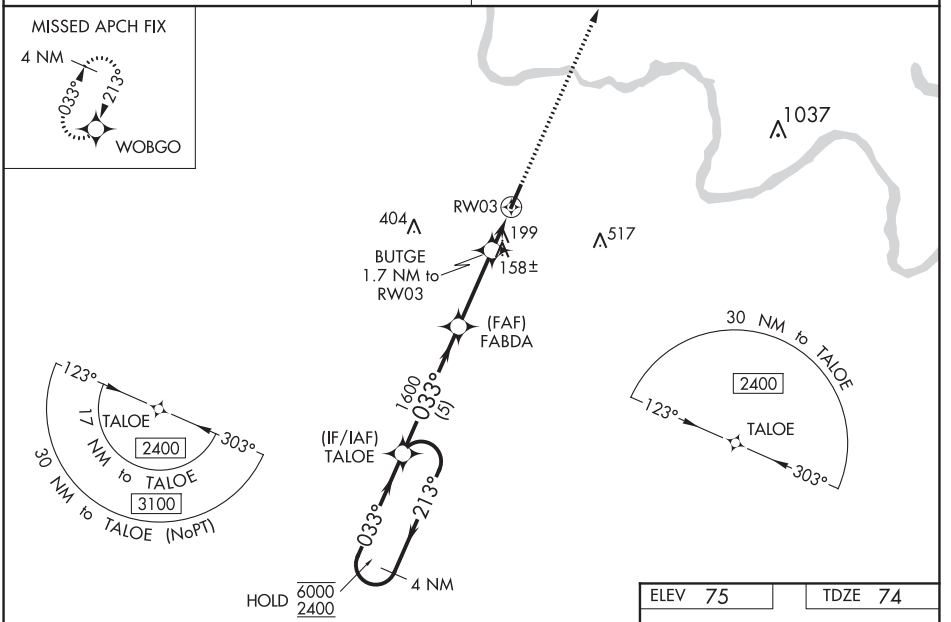
WAAS	APP CRS	Rwy Idg	5000
CH 40037	033°	TDZE	74
W03A		Apt Elev	75

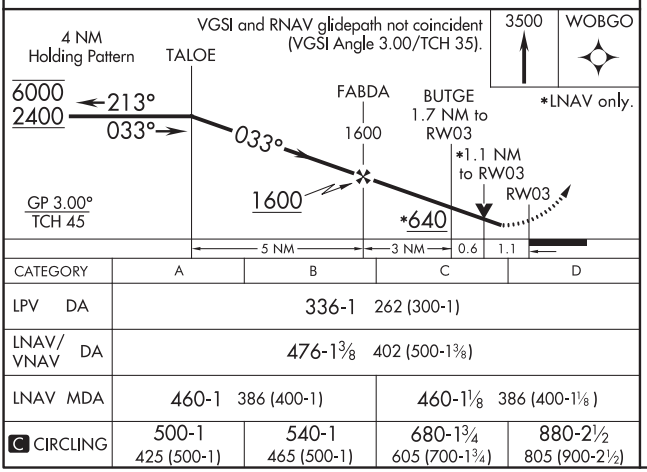
RNP APCH.

TA 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.

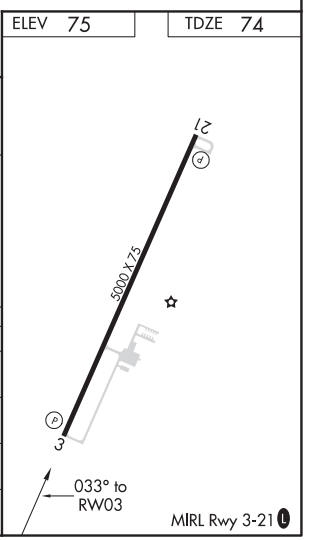
MISSED APPROACH: Climb to 3500 direct WOBGO and hold, continue climb-in-hold to 3500.

WASHINGTON CENTER	UNICOM
123.85 279.65	122.8 (CTAF) L





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)



WILLIAMSTON, NORTH CAROLINA
Amdt 1B 10OCT19

35°52'N-77°11'W

MARTIN COUNTY (MCZ)

RNAV (GPS) RWY 3

SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 21

MARTIN COUNTY (MCZ)

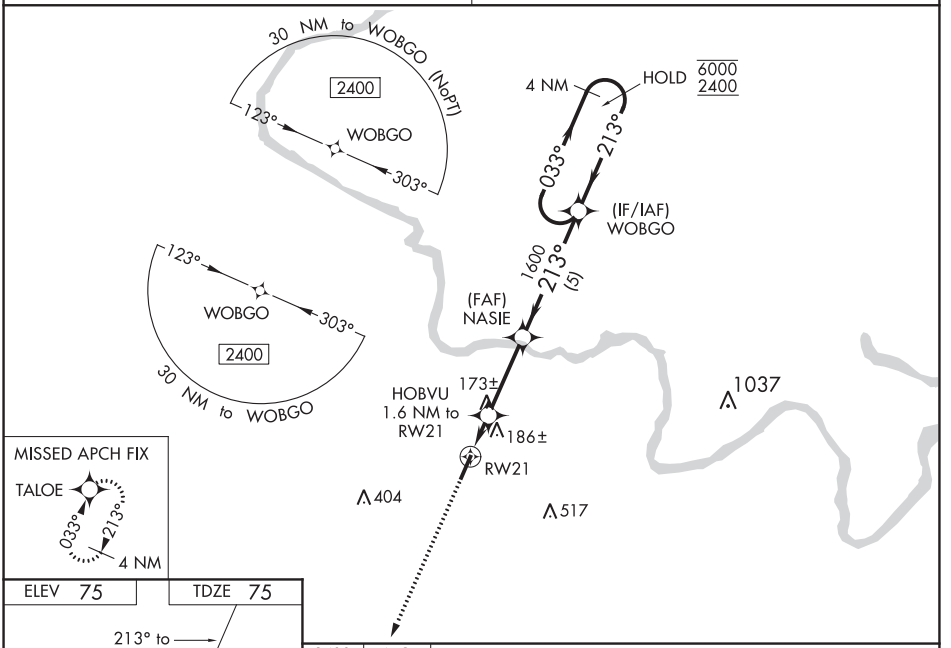
WAAS	APP CRS		
CH **86237**	**213°**	Rwy Idg	**5000**
W21A		TDZE	**75**
		Apt Elev	**75**

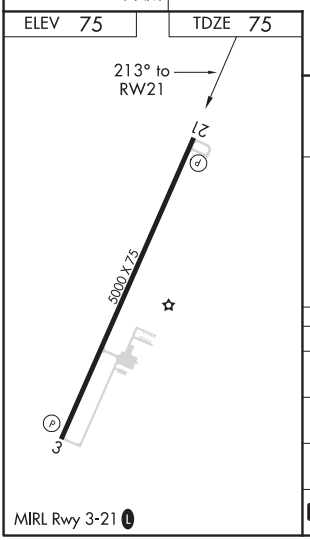
RNP APCH.

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.

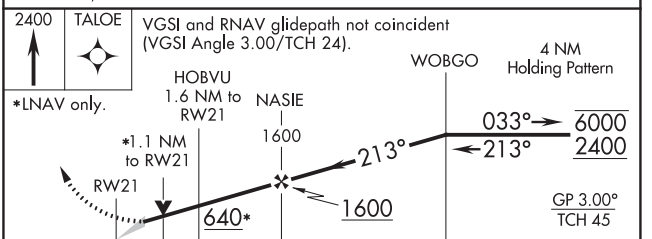
MISSED APPROACH: Climb to 2400 direct TALOE and hold, continue climb-in-hold to 2400.

WASHINGTON CENTER	UNICOM
123.85 279.65	**122.8** (CTAF)





MIRL Rwy 3-21 (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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 19115

ILS Y or LOC RWY 6

WILMINGTON INTL (ILM)

LOC/DME I-GNM	APP CRS	Rwy Idg 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°) 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

MSA GM 25 NM 3100

LOM WILZE 205 GM

238° 058°

LOCALIZER 109.95 I-GNM Chan 36 (Y)

611 114 628 275 181 ± 353 154± 164± 449

SAAFO I-GNM 6.7

ZIPVO I-GNM 3.2

(IF/IAF) LURKY I-GNM 13.7

2017

1700 058° (7)

058° 1 min 238°

238°

LOM AIRLI 281 IL

ELEV 32 D TDZE 28

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 57).

1800 GM

One Minute Holding Pattern

LURKY I-GNM 13.7

SAAFO I-GNM 6.7

ZIPVO I-GNM 3.2

*LOC only.

3100 238° 058° 058° 1700

*I-GNM 2.7

I-GNM 1.6

GS 3.00° TCH 60

1700 *580

7 NM 3.5 NM 0.5 1.1 NM

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)

7754 X 150

8016 X 150

87

TWR 136

17 35

058° 5.1 NM from FAF

HIRL Rwy 17-35
HIRL Rwy 6-24 L
REIL Rwy 17
REIL Rwy 6 L

WILMINGTON, NORTH CAROLINA
Amdt 2B 17AUG17

34°16′N-77°54′W

WILMINGTON INTL (ILM)

ILS Y or LOC RWY 6

SE-2, 25 FEB 2021 to 22 APR 2021

ILS Y or LOC RWY 24

WILMINGTON INTL (ILM)

LOC I-GMX	APP CRS	Rwy Idg 8016
111.55	238°	TDZE 26
		Apt Elev 32

T A 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°) 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

1042

TOPSY

058°

238°

1 min

058°

238°

611 114 628 275 353 181± 449

LOM/IAF WILZE 205 GM

LOCALIZER 111.55 I-GMX

LOM AIRLI 281 IL

MSA GM 25 NM 3100

ELEV 32 D TDZE 26

238° 5.3 NM from FAF

7754 X 150

8016 X 150

87

TWR 136

35

500	1800	GM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

WILZE LOM 1798

One Minute Holding Pattern

058° 1800 238° 238° 1800

GS 3.00° TCH 52

5.3 NM

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

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 19171

ILS Y or LOC RWY 35

WILMINGTON INTL (ILM)

LOC I-ILM	APP CRS	Rwy Idg	7204
110.3	349°	TDZE	31
		Apt Elev	32

ADF required. RADAR required for procedure entry.

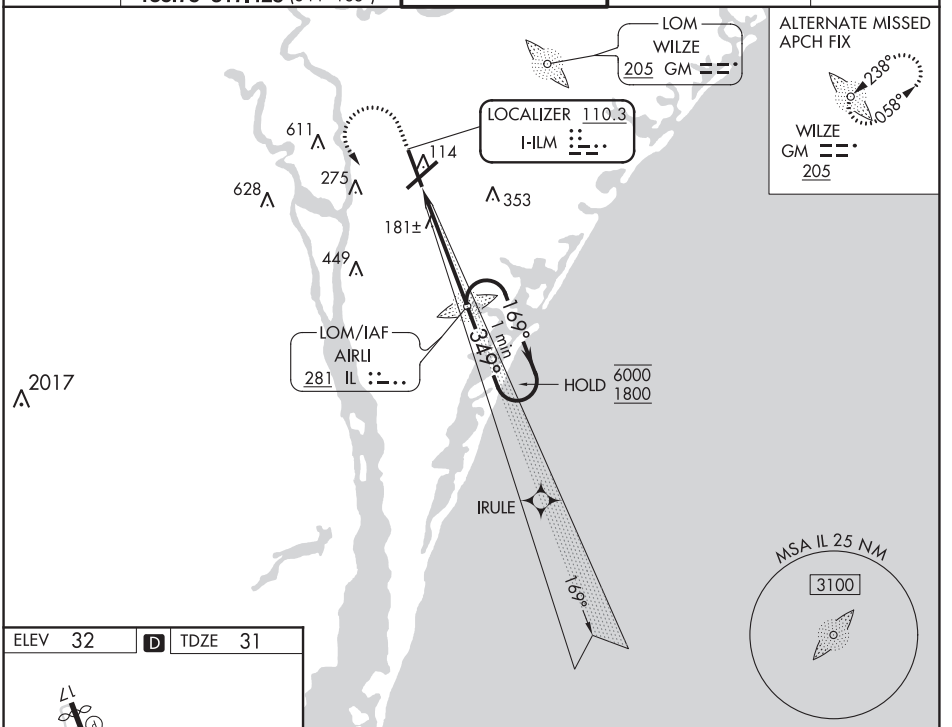
ASR

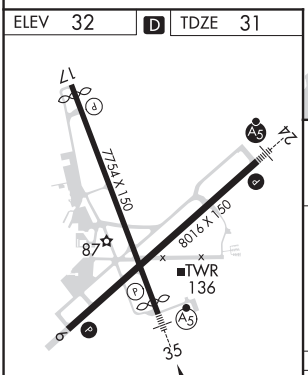
For inop ALS, increase S-LOC 35 Cat C/D visibility to 1⅜ SM.

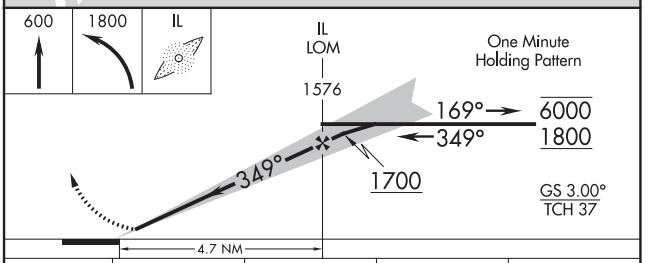
MALSR

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°) 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)		720-2 688 (700-2)	920-3 888 (900-3)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

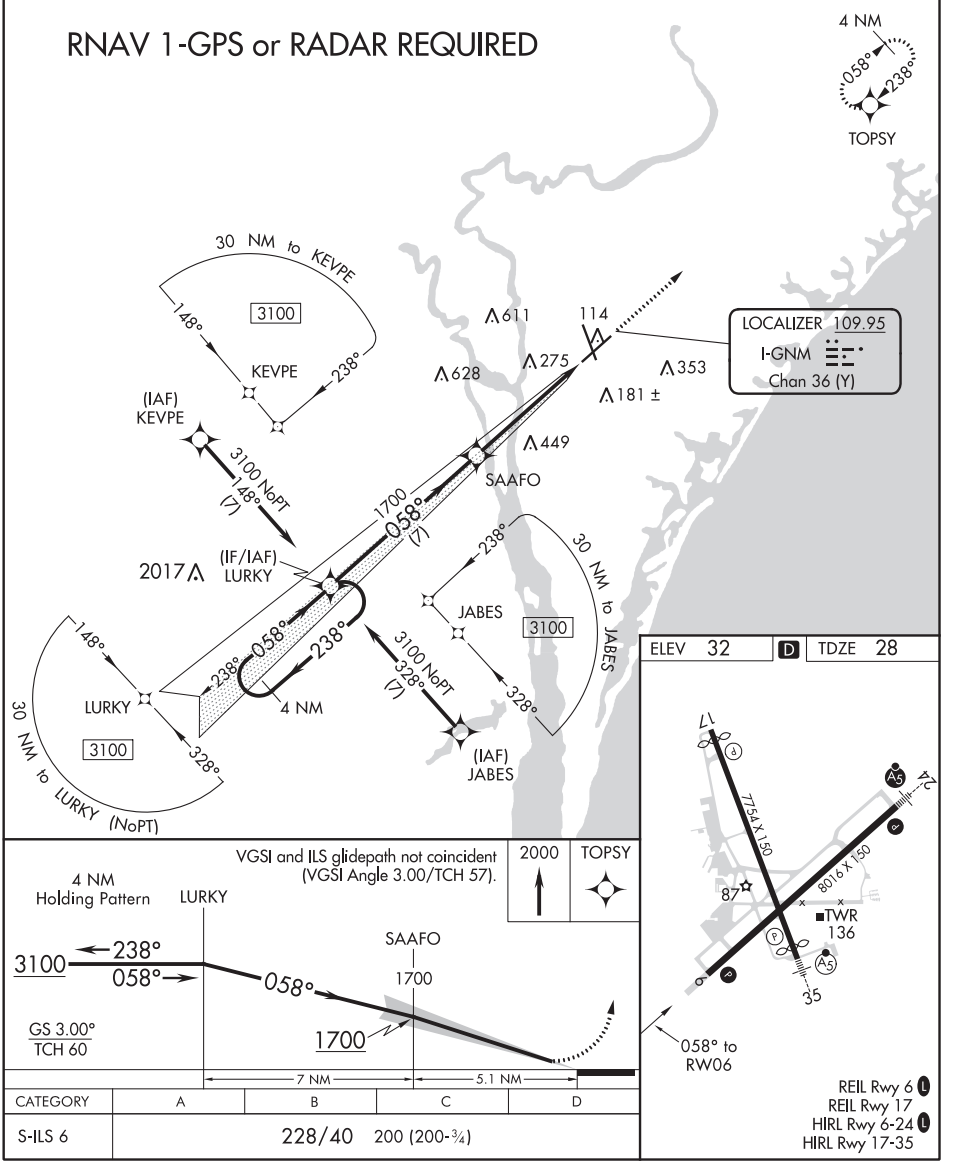
LOC/DME I-GNM	APP CRS	Rwy Idg 8016
109.95	058°	TDZE 28
Chan 36 (Y)		Apt Elev 32

ILS Z RWY 6
WILMINGTON INTL (ILM)

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°) 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 6	228/40	200 (200-¾)		

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 19115

ILS Z RWY 24
WILMINGTON INTL (ILM)

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	238°	TDZE	26
		Apt Elev	32

ASR

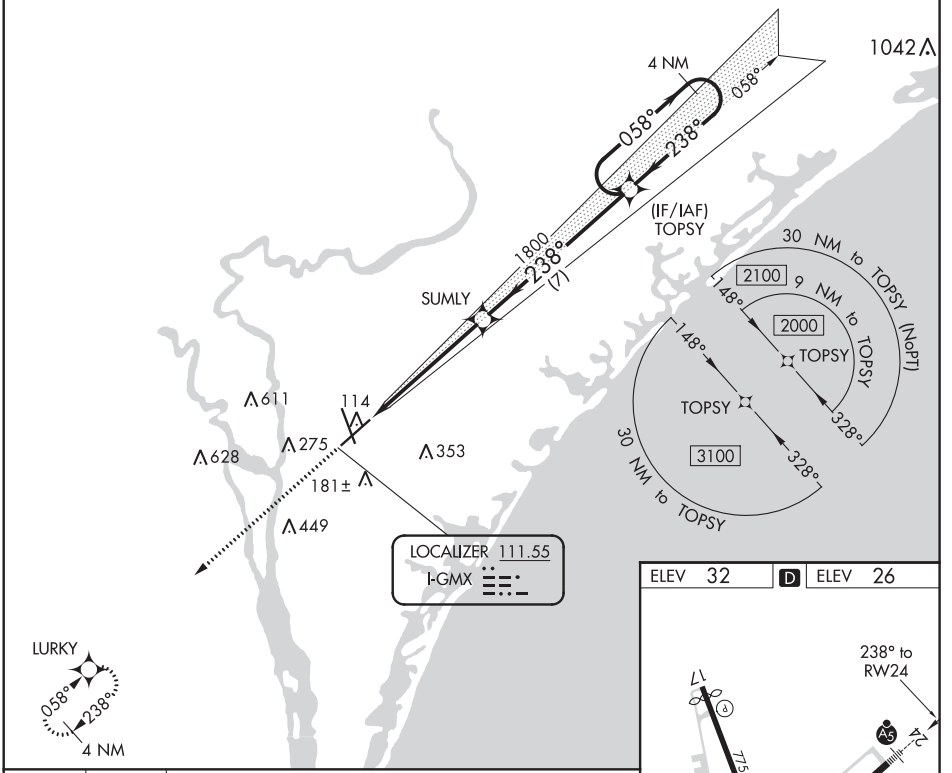
RNAV 1-GPS required.
**RVR 1800 authorized with use of FD or AP or HUD to DA.

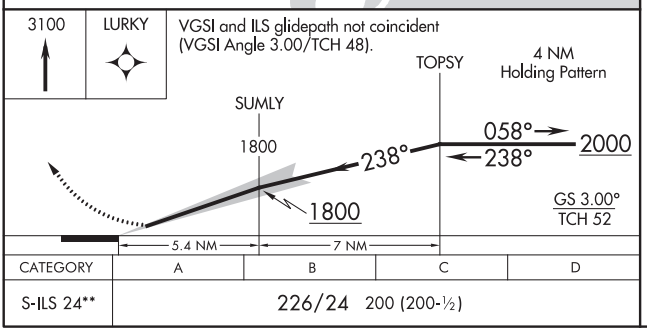
MALSR

MISSED APPROACH: Climb to 3100 direct LURKY and hold.

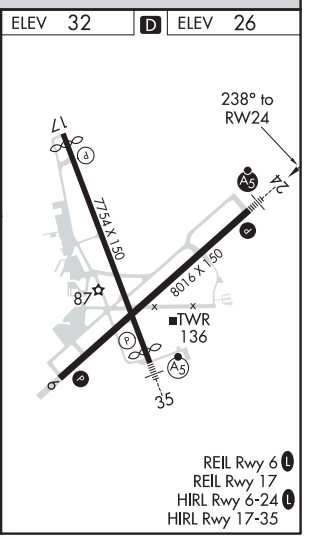
ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

RNAV 1-GPS or RADAR REQUIRED





CATEGORY	A	B	C	D
S-ILS 24**	226/24 200 (200-½)			



WILMINGTON, NORTH CAROLINA
Amdt 1 17AUG17

34°16'N-77°54'W

WILMINGTON INTL (ILM)
ILS Z RWY 24

SE-2, 25 FEB 2021 to 22 APR 2021

ILS Z RWY 35
WILMINGTON INTL (ILM)

LOC I-ILM	APP CRS	Rwy Idg / TDZE / Apt Elev
110.3	349°	7204 / 31 / 32

NA
ASR

RNAV 1-GPS required.

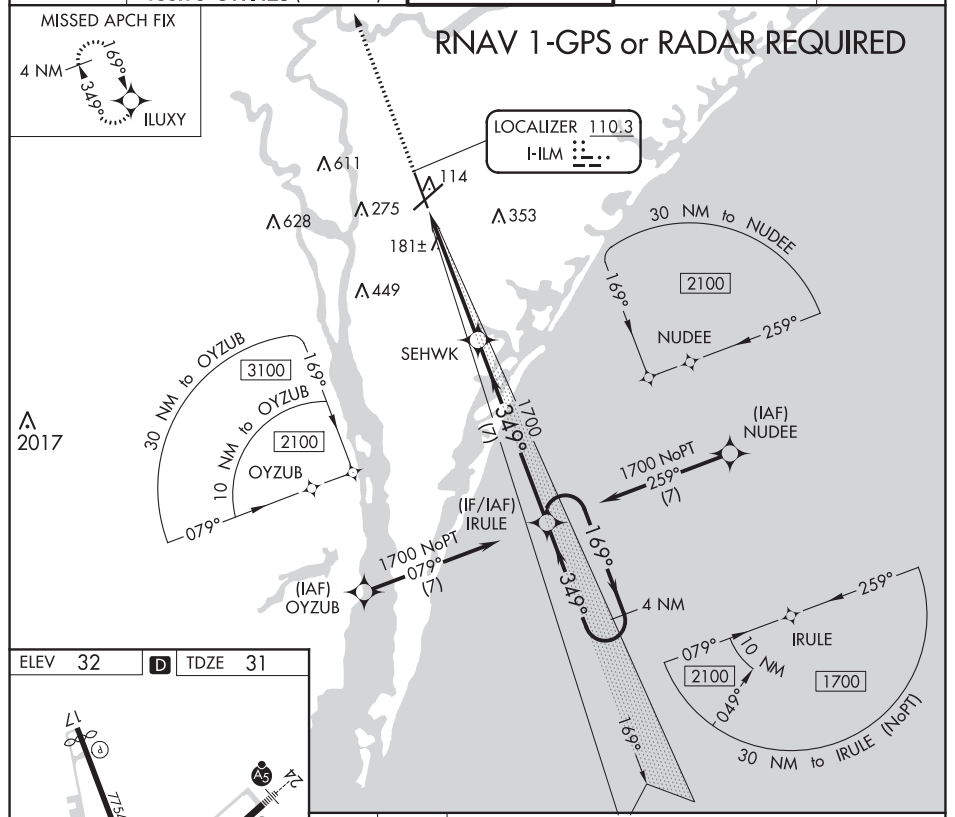
MALSR

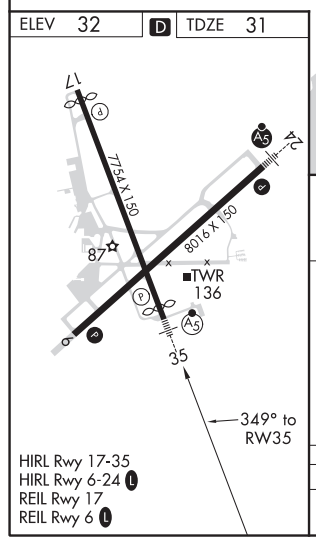
MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

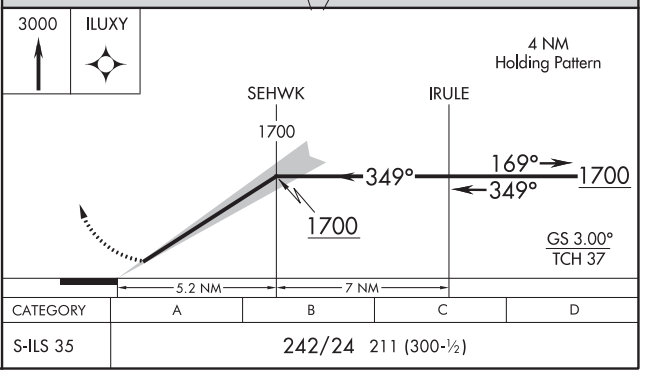
ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

MISSED APCH FIX

RNAV 1-GPS or RADAR REQUIRED







CATEGORY	A	B	C	D
S-ILS 35	242/24 211 (300-½)			

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SE-2, 25 FEB 2021 to 22 APR 2021

WILMINGTON, NORTH CAROLINA

AL-459 (FAA)

19115

LOC I-GMX	APP CRS	Rwy Idg	8016
111.55	238°	TDZE	26
		Apt Elev	32

ILS Y RWY 24 (SA CAT I & II)

WILMINGTON INTL (ILM)

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.

ASR

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°) 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

1042

058°

TOPSY

238°

1 min

058°

238°

611

114

628

275

353

181±

449

LOM/IAF
WILZE
205 GM

LOCALIZER 111.55
I-GMX

LOM
AIRLI
281 IL

MSA GM 25 NM
3100

ELEV 32 D TDZE 26

17

24

35

7754 X 150

8016 X 150

TWR
136

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

500	1800	GM

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 48).

WILZE LOM

1798

One Minute Holding Pattern

058°

238°

1800

1800

238°

GS 3.00°

TCH 52

900'

5.3 NM

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, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 6

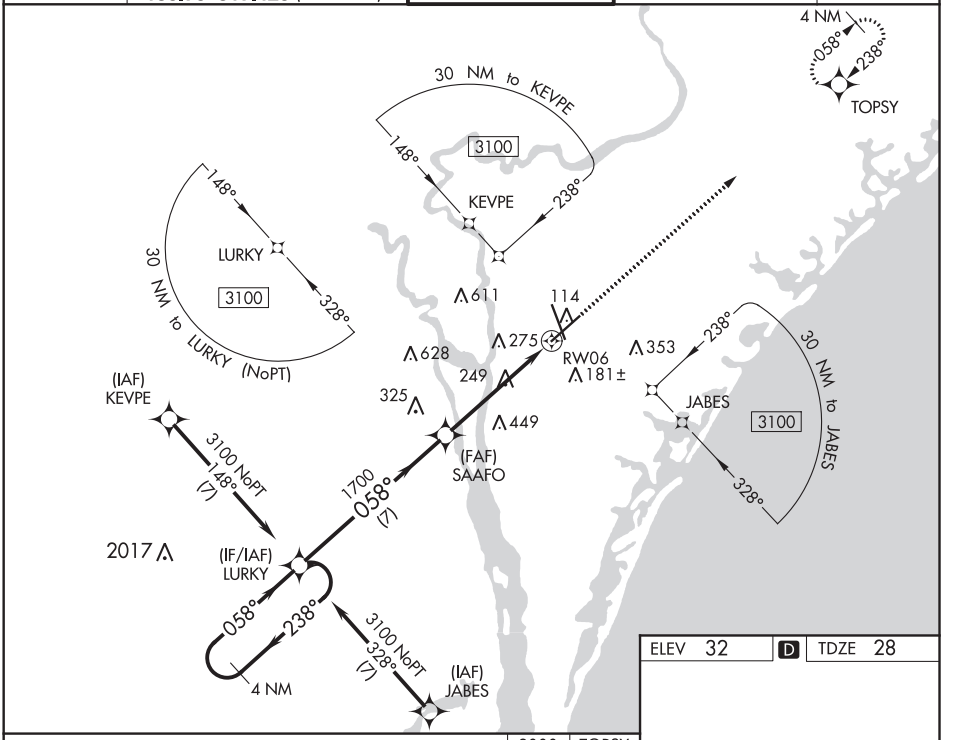
WILMINGTON INTL (ILM)

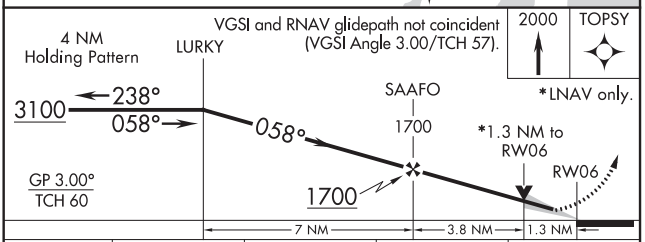
WAAS	APP CRS	Rwy Idg	8016
CH 86599	058°	TDZE	28
W06A		Apt Elev	32

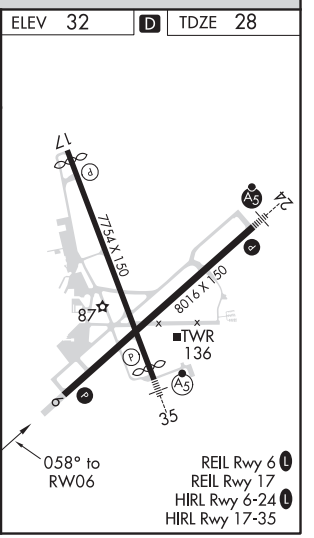
V A ASR — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

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°) 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, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WILMINGTON, NORTH CAROLINA | AL-459 (FAA) | 19115

RNAV (GPS) RWY 17

WILMINGTON INTL (ILM)

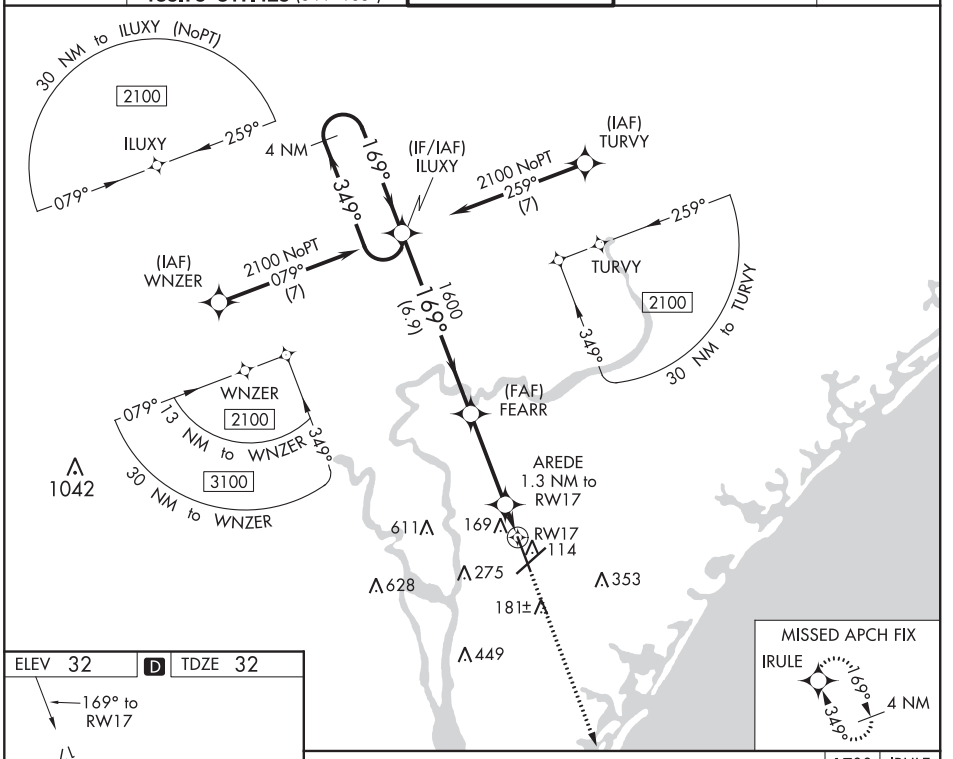
WAAS	APP CRS	Rwy Idg	6604
CH 90499	169°	TDZE	32
W17A		Apt Elev	32

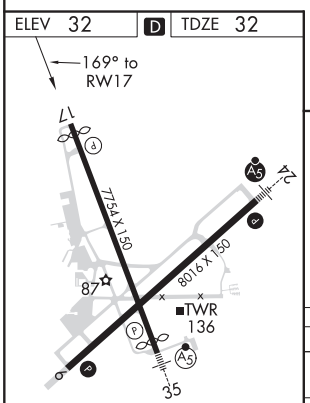
ASR

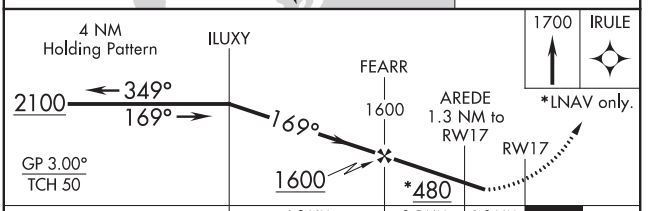
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 17 helicopter visibility reduction below ¾ SM NA.

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°) 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	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)

REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 24

WILMINGTON INTL (ILM)

WAAS	APP CRS	Rwy Idg	8016
CH 45899	238°	TDZE	26
W24A		Apt Elev	32

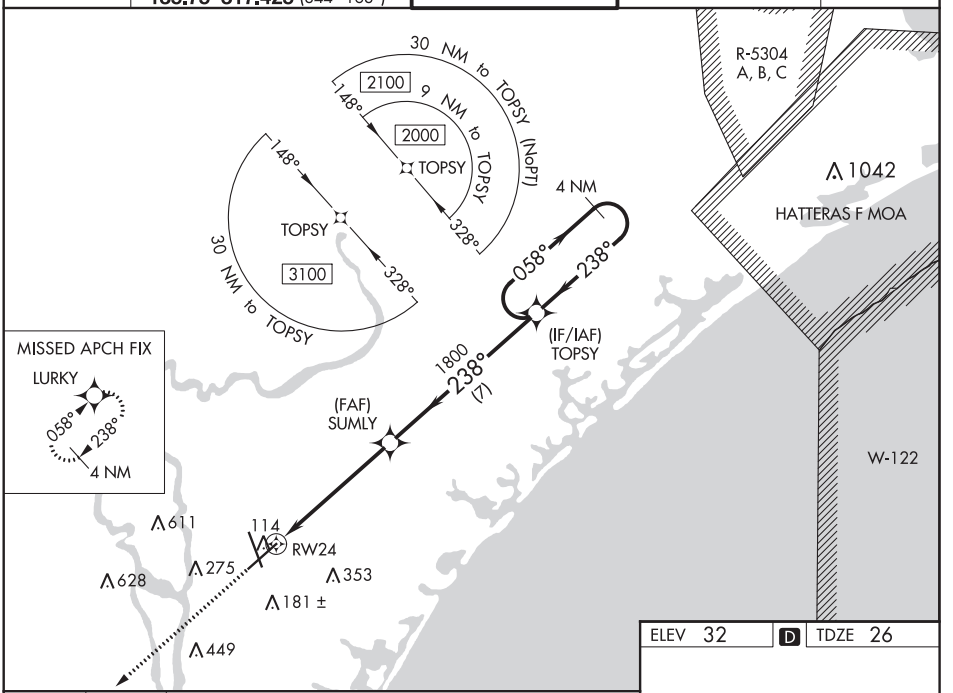
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

ASR

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°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95

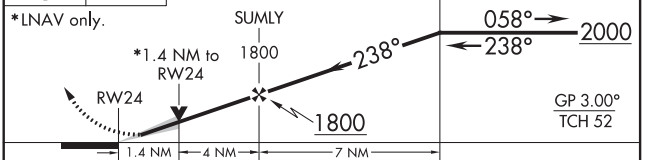


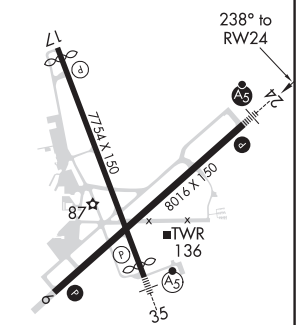
ELEV 32 D TDZE 26

3100	LURKY

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 48).

*LNAV only.





REIL Rwy 6 L
REIL Rwy 17
HIRL Rwy 6-24 L
HIRL Rwy 17-35

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)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WILMINGTON, NORTH CAROLINA AL-459 (FAA) 19115

RNAV (GPS) RWY 35

WILMINGTON INTL (ILM)

WAAS	APP CRS	Rwy Idg	7204
CH 50499	349°	TDZE	31
W35A		Apt Elev	32

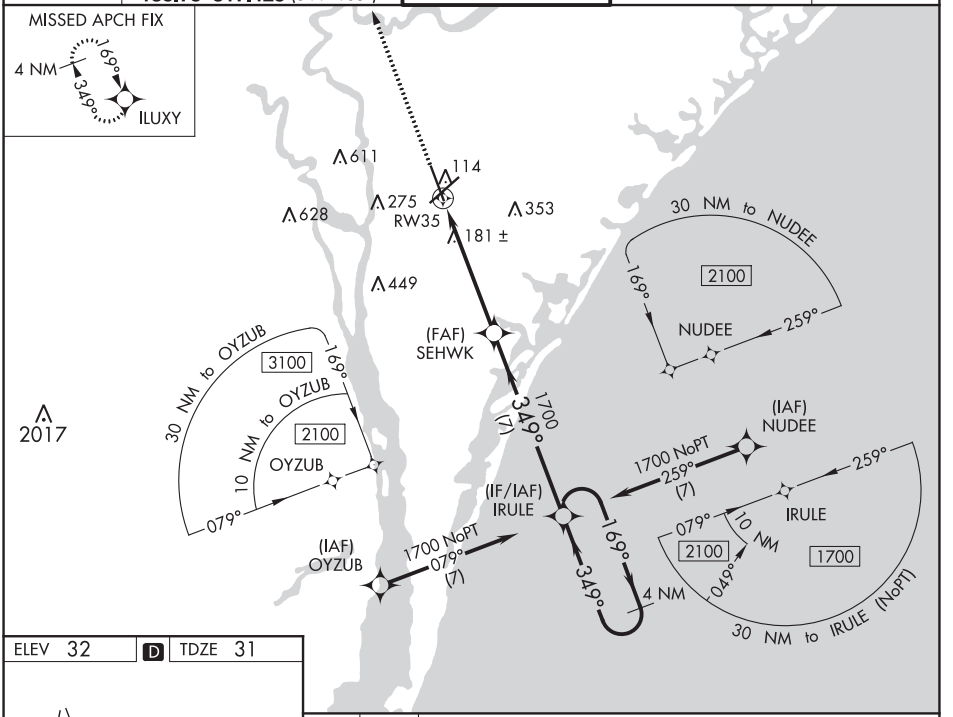
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -7°C (20°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1⅜ SM.

ASR

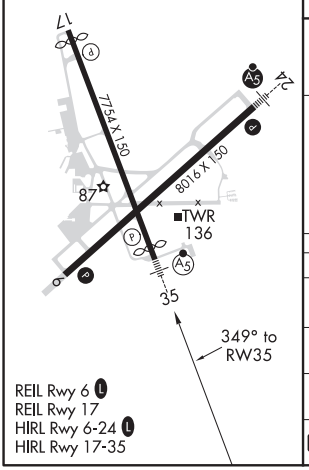
MALSR

MISSED APPROACH: Climb to 3000 direct ILUXY and hold.

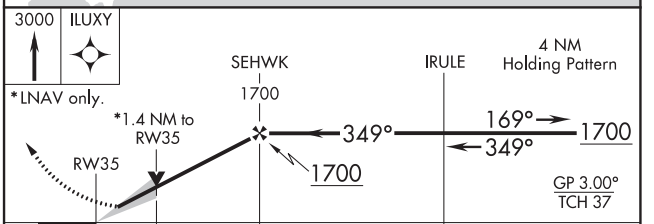
ATIS	WILMINGTON APP CON ★	WILMINGTON TOWER ★	GND CON	UNICOM
124.975	118.25 284.65 (164°-343°) 135.75 317.425 (344°-163°)	119.9 (CTAF) L 239.3	121.9 348.6	122.95



ELEV 32 D TDZ 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

SE-2, 25 FEB 2021 to 22 APR 2021

TACAN-A

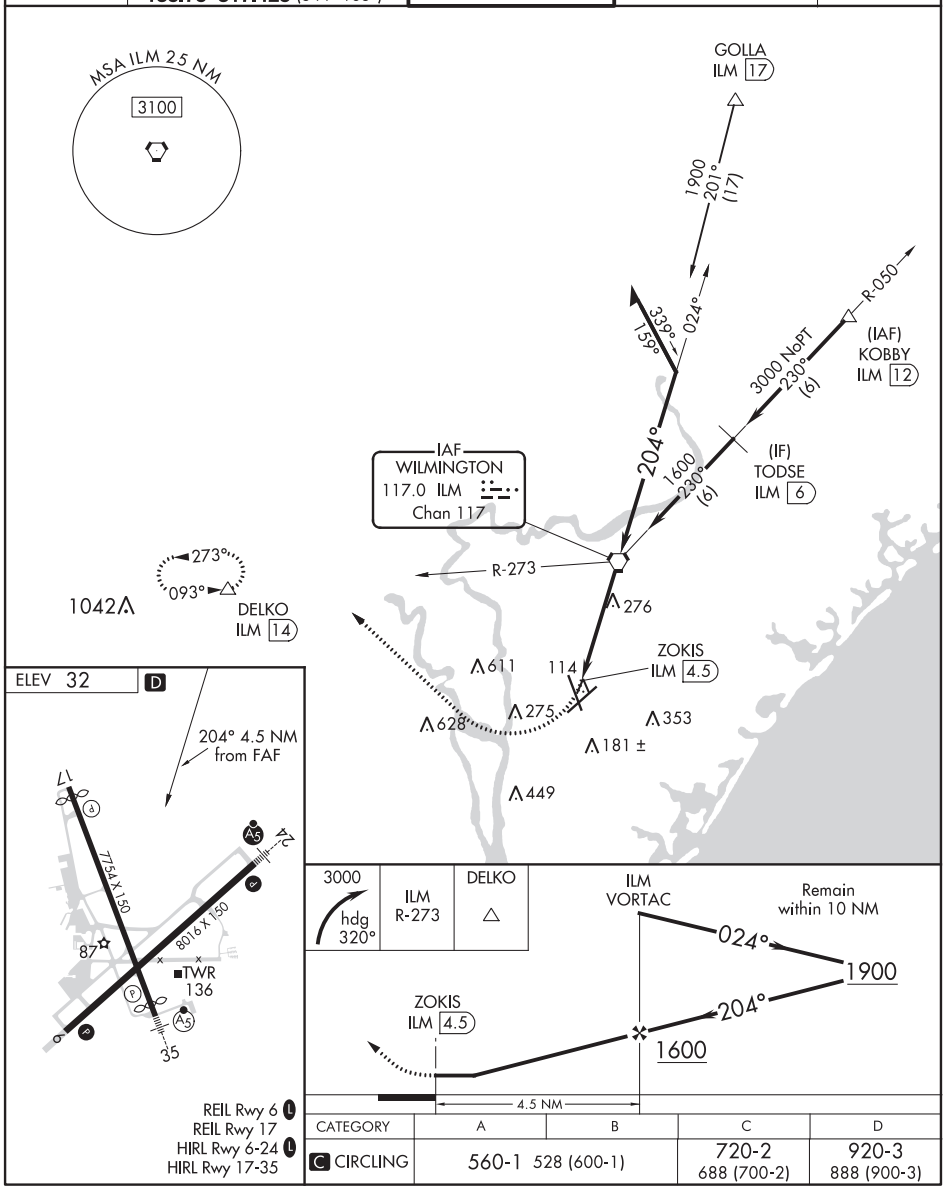
WILMINGTON INTL (ILM)

VORTAC ILM 117.0 Chan 117	APP CRS 204°	Rwy Idg N/A TDZE N/A 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°) 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)	720-2 688 (700-2)	920-3 888 (900-3)

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

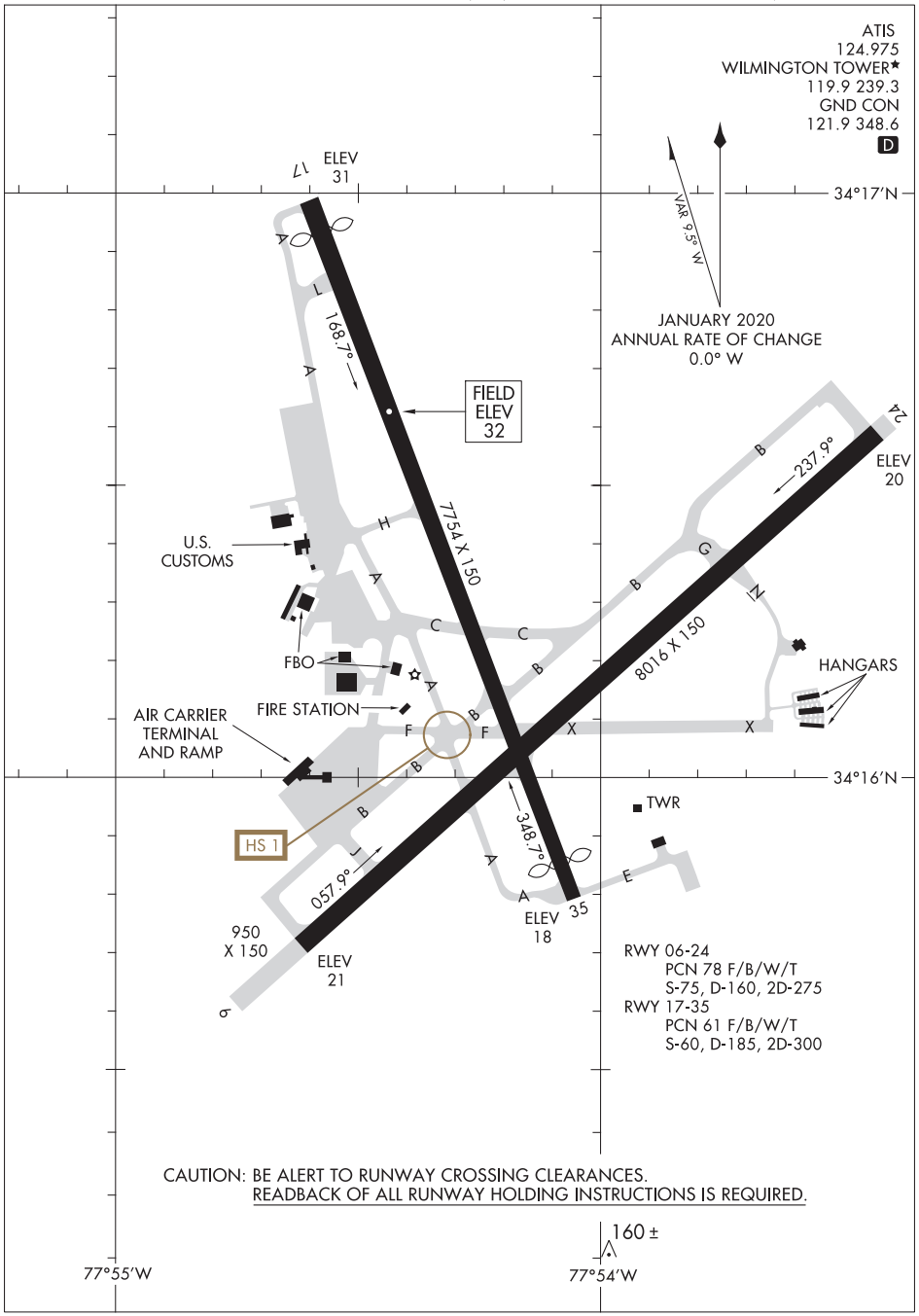
20086

AIRPORT DIAGRAM

AL-459 (FAA)

WILMINGTON INTL (ILM)

WILMINGTON, NORTH CAROLINA



AIRPORT DIAGRAM

WILMINGTON, NORTH CAROLINA

WILMINGTON INTL (ILM)

20086

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS		
CH 69339	038°	Rwy Idg	4500
W03A		TDZE	156
		Apt Elev	160

RNAV (GPS) RWY 3

WILSON INDUSTRIAL AIR CENTER (WØ3)

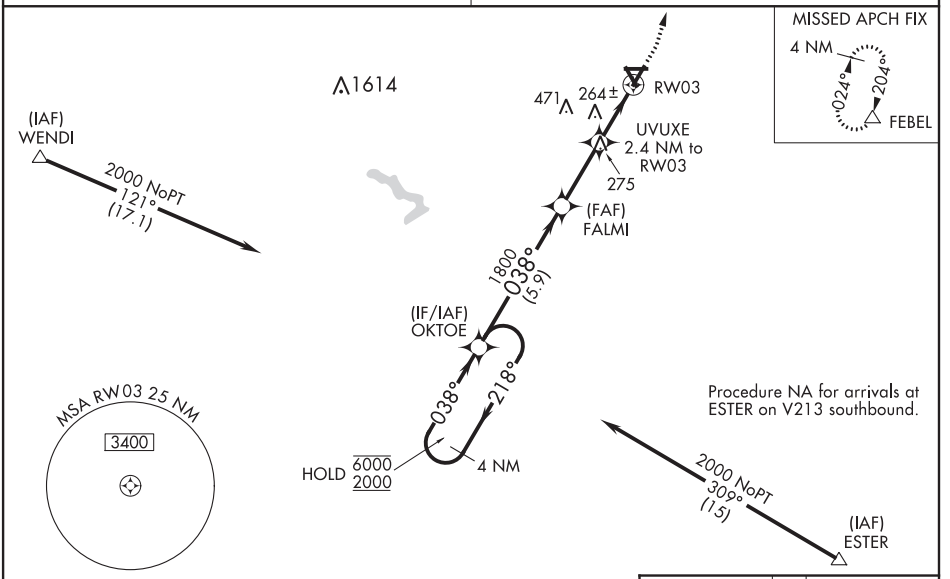
RNP APCH.

T 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.

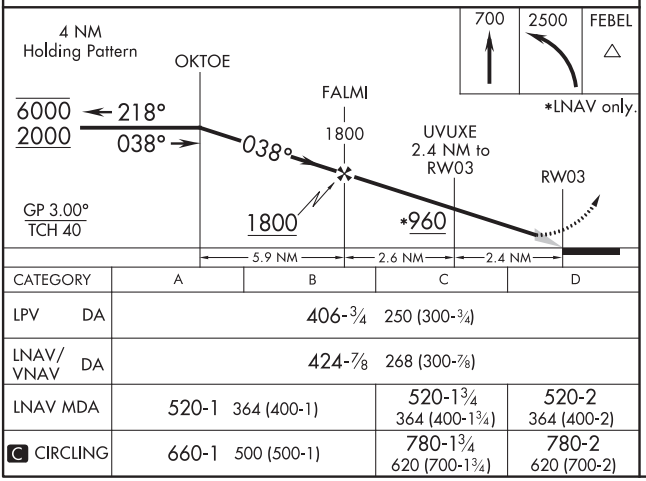
WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L

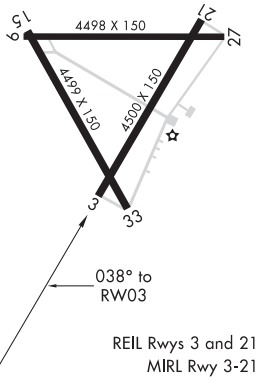


SE-2, 25 FEB 2021 to 22 APR 2021

SE-2, 25 FEB 2021 to 22 APR 2021

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)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

WILSON, NORTH CAROLINA | AL-6376 (FAA) | 20086

APP CRS	Rwy Idg	4498
095°	TDZE	161
	Apt Elev	161

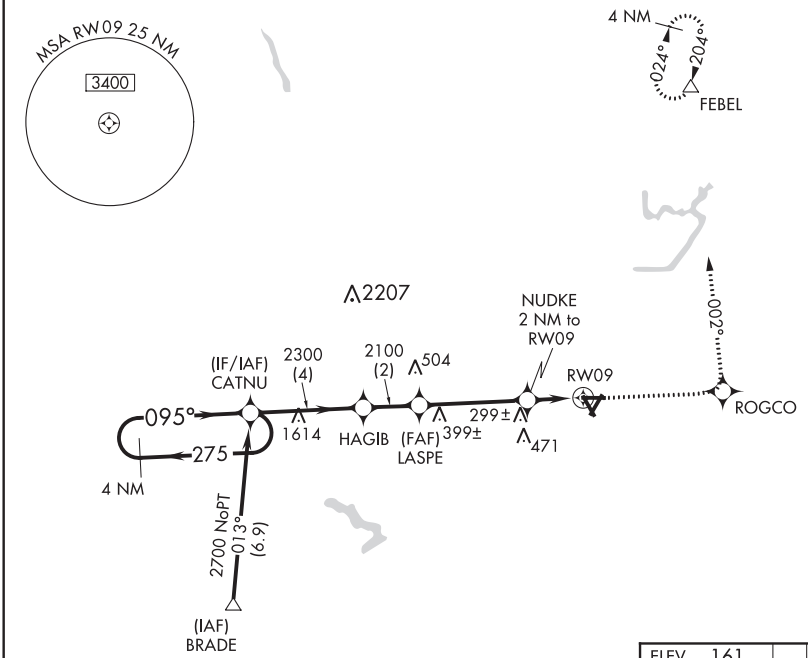
RNAV (GPS) RWY 9

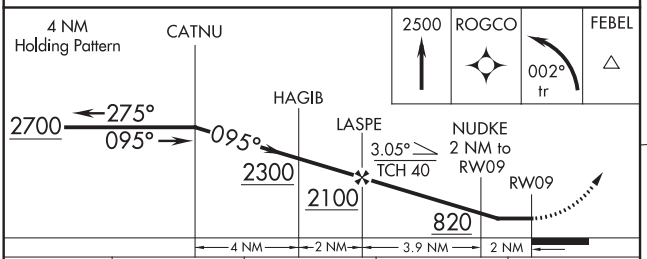
WILSON INDUSTRIAL AIR CENTER (W03)

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.

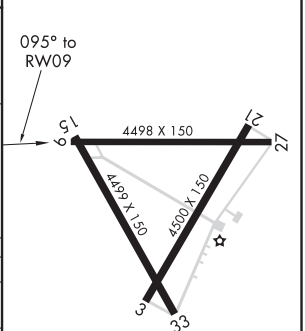
WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L





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)

ELEV 161 | TDZE 161



REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

WILSON, NORTH CAROLINA
Amdt 1A 12MAR09

35°46'N-77°58'W

WILSON INDUSTRIAL AIR CENTER (W03)
RNAV (GPS) RWY 9

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 15

WILSON INDUSTRIAL AIR CENTER (W03)

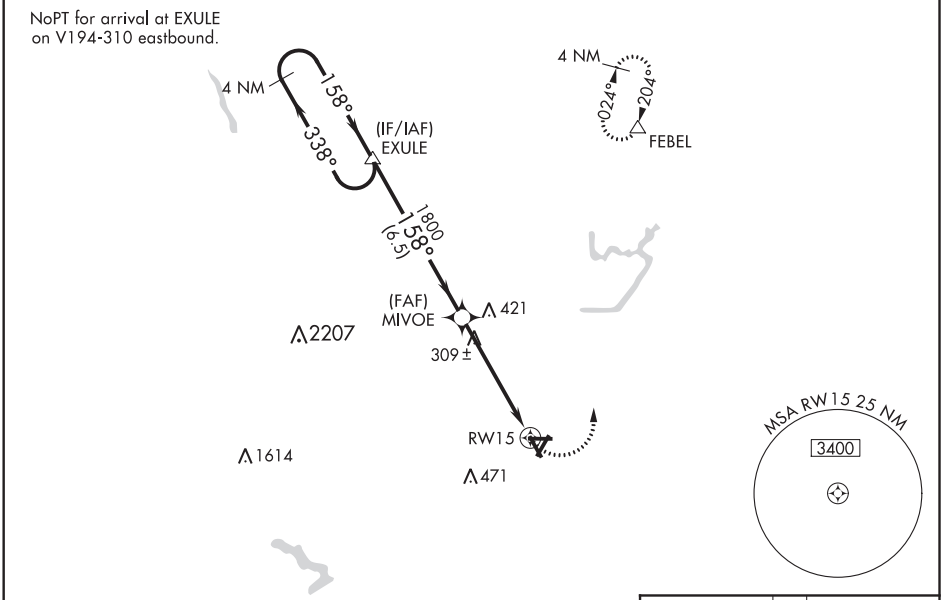
APP CRS	Rwy Idg	4499
158°	TDZE	161
	Apt Elev	161

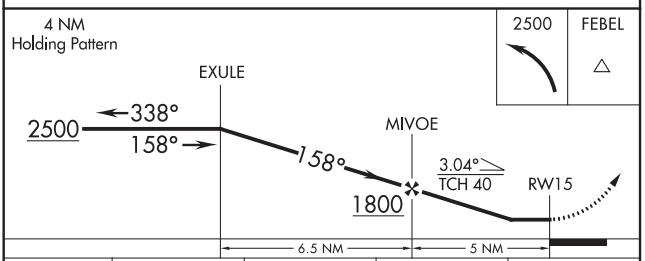
DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. Obtain local altimeter setting on CTAF; when not received use Rocky Mount altimeter setting.

NA

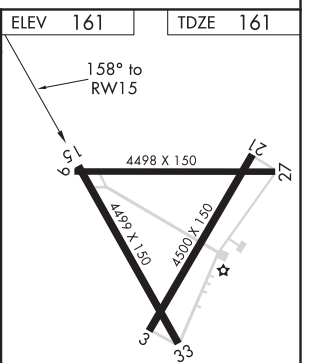
MISSED APPROACH: Climbing left turn to 2500 direct FEBEL and hold.

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)



REIL Rwys 3 and 21 L

MIRL Rwy 3-21 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WILSON, NORTH CAROLINA | AL-6376 (FAA) | 20086

RNAV (GPS) RWY 21

WILSON INDUSTRIAL AIR CENTER (WØ3)

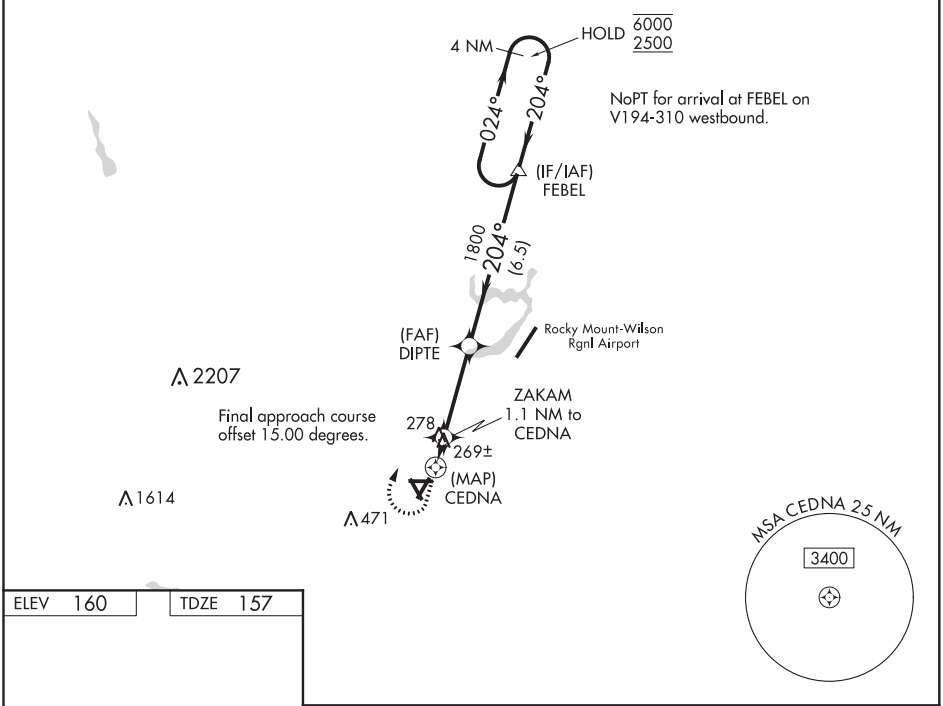
WAAS	APP CRS	Rwy Idg	4500
CH 72739	204°	TDZE	157
W21A		Apt Elev	160

RNP APCH.

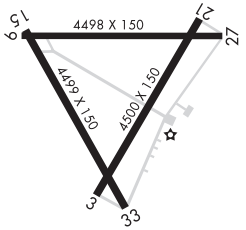
T NA — Circling Rwy 9, 15, 27, 33 NA at night. Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting and increase all MDA 20 feet; increase LP Cats C and D visibility ⅛ SM. Rwy 21 helicopter visibility reduction below ¾ SM NA.

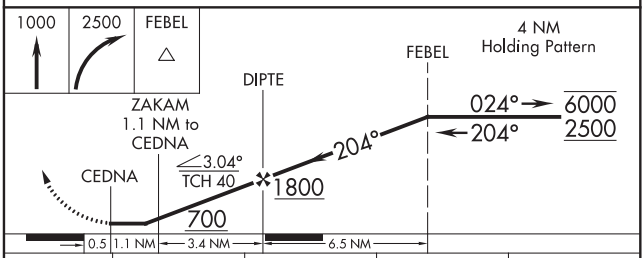
MISSED APPROACH: Climb to 1000, then climbing right turn to 2500 direct FEBEL and hold.

WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L



ELEV 160	TDZE 157





CATEGORY	A	B	C	D
LP MDA	520-1 363 (400-1)			
LNAV MDA	540-1 383 (400-1)		540-1⅛ 383 (400-1⅛)	
C CIRCLING	660-1 500 (500-1)		780-1¾ 620 (700-1¾)	780-2 620 (700-2)

REIL Rwys 3 and 21 L
MIRL Rwy 3-21 L

WILSON, NORTH CAROLINA
Amdt 1 08NOV18

35°46′N-77°58′W

WILSON INDUSTRIAL AIR CENTER (WØ3)
RNAV (GPS) RWY 21

SE-2, 25 FEB 2021 to 22 APR 2021

RNAV (GPS) RWY 33

WILSON INDUSTRIAL AIR CENTER (WØ3)

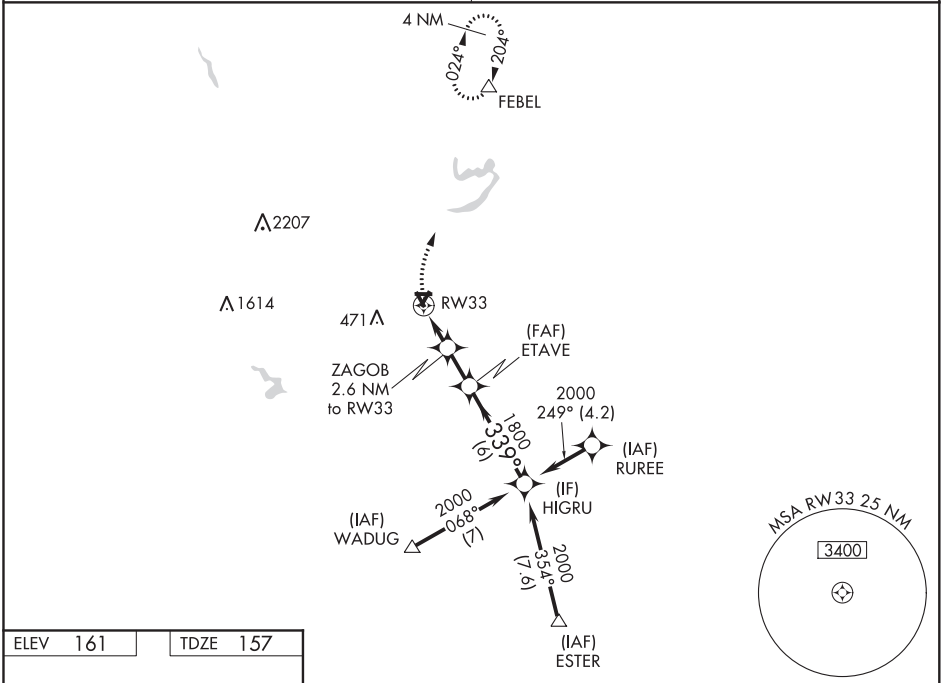
APP CRS	Rwy Idg	4499
339°	TDZE	157
	Apt Elev	161

RNP APCH.

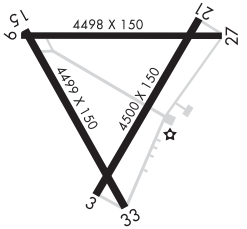
NA Obtain local altimeter setting on CTAF; when not received, use Rocky Mount altimeter setting. Straight-in Rwy 33 NA at night, Circling Rwy 9, 15, 27, 33 NA at night. Rwy 33 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2500 direct FEBEL WP and hold.

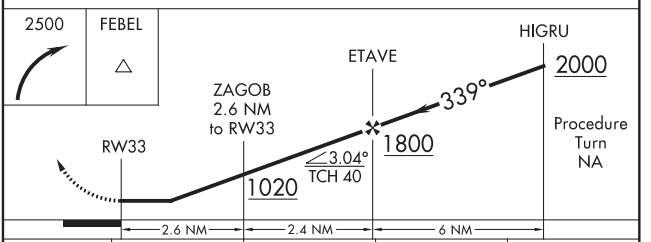
WASHINGTON CENTER	UNICOM
123.85 279.65	123.0 (CTAF) L



ELEV 161 TDZ 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)

SE-2, 25 FEB 2021 to 22 APR 2021

WINNSBORO, SOUTH CAROLINA AL-6281 (FAA) 19115

WAAS	APP CRS	Rwy Idg	5010
CH 82329	045°	TDZE	578
W04A		Apt Elev	578

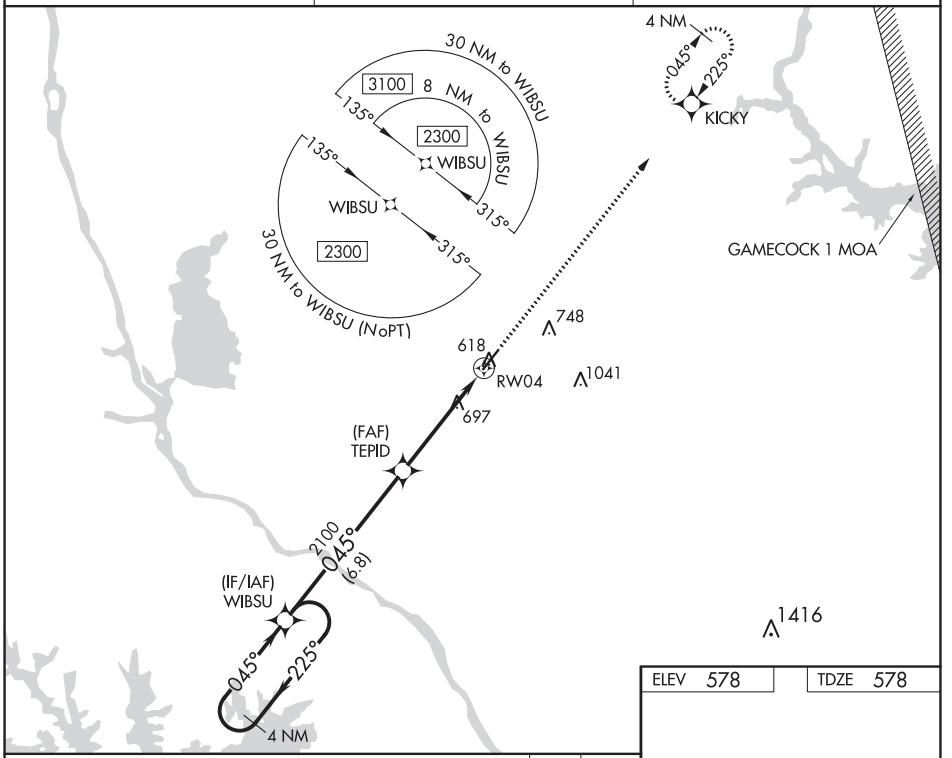
RNAV (GPS) RWY 4

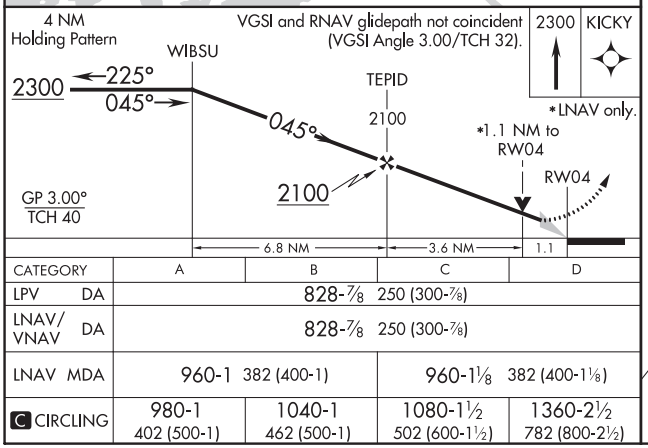
FAIRFIELD COUNTY (FDW)

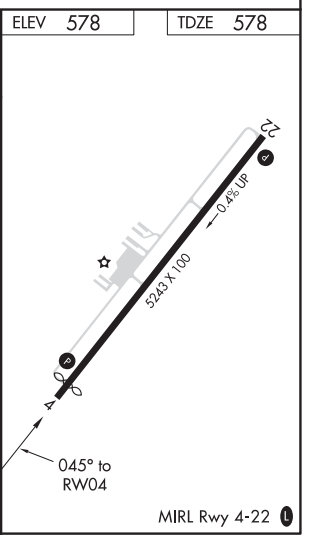
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2300 direct KICKY and hold.

AWOS-3	COLUMBIA APP CON	UNICOM
119.075	133.4 285.6	123.05 (CTAF) L







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)

WINNSBORO, SOUTH CAROLINA
Amdt 2 07DEC17

34°19′N-81°07′W

FAIRFIELD COUNTY (FDW)

RNAV (GPS) RWY 4

SE-2, 25 FEB 2021 to 22 APR 2021

WAAS	APP CRS	Rwy Idg	5243
CH 97330	225°	TDZE	574
W22A		Apt Elev	578

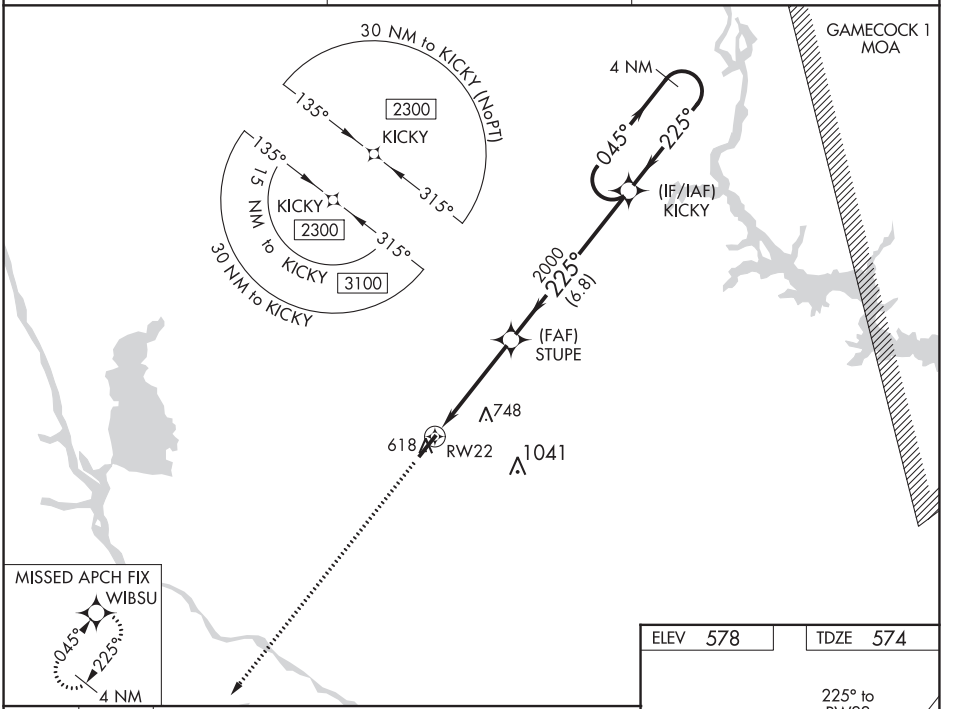
RNAV (GPS) RWY 22
FAIRFIELD COUNTY (FDW)

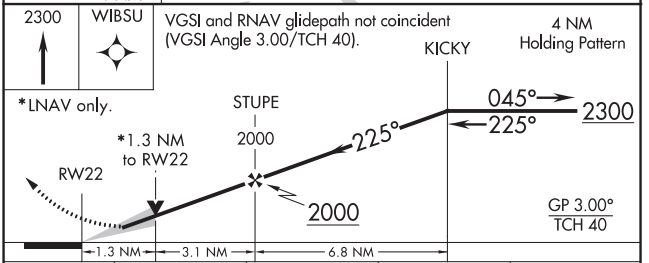
T For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

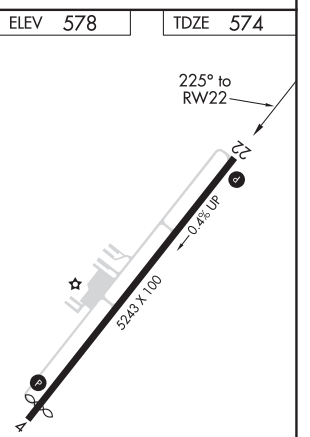
A

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)

MIRL Rwy 4-22 L

SE-2, 25 FEB 2021 to 22 APR 2021
SE-2, 25 FEB 2021 to 22 APR 2021

WINSTON-SALEM, NORTH CAROLINA AL-463 (FAA) 19115

ILS or LOC RWY 33

SMITH REYNOLDS (INT)

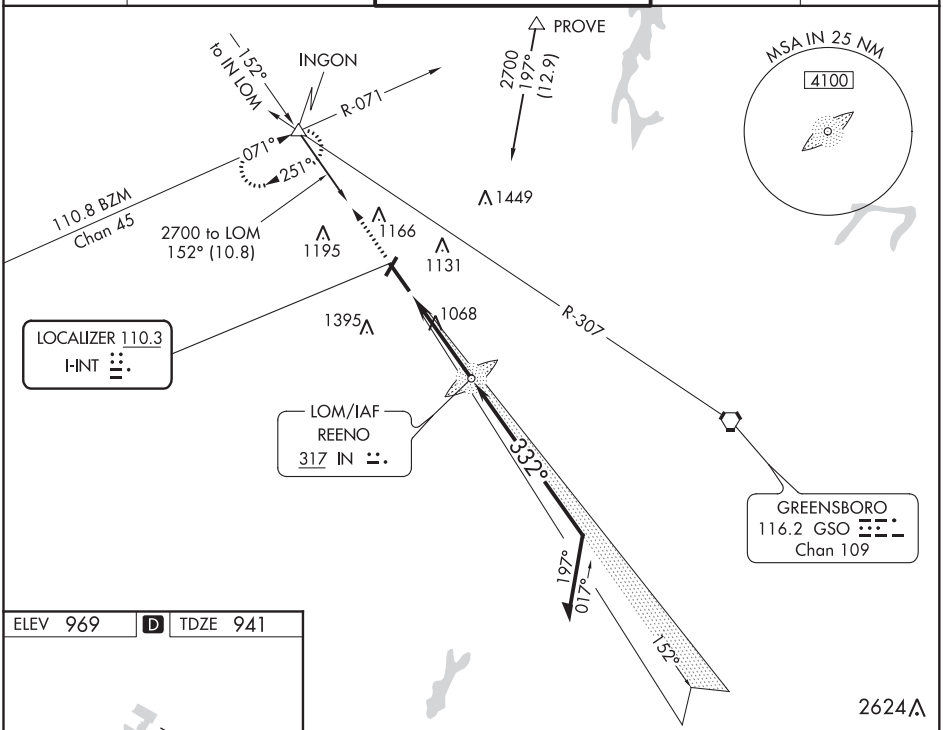
LOC I-INT	APP CRS	Rwy Idg	6655
110.3	332°	TDZE	941
		Apt Elev	969

TA: 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.

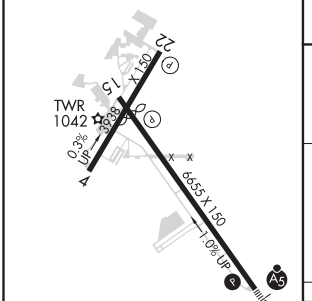
MALSR (A5)

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

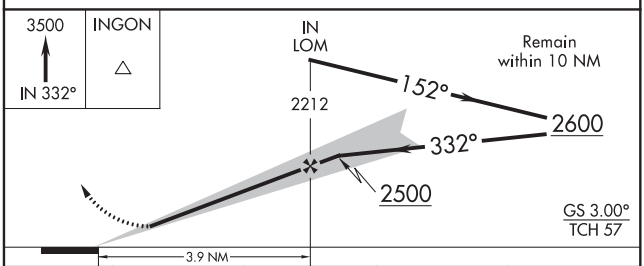


ELEV 969 | D | TDZE 941



MIRL Rwy 4-22
REIL Rwy 15 L
HIRL Rwy 15-33 L
332° 3.9 NM from FAF

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

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RNAV (GPS) RWY 15

SMITH REYNOLDS (INT)

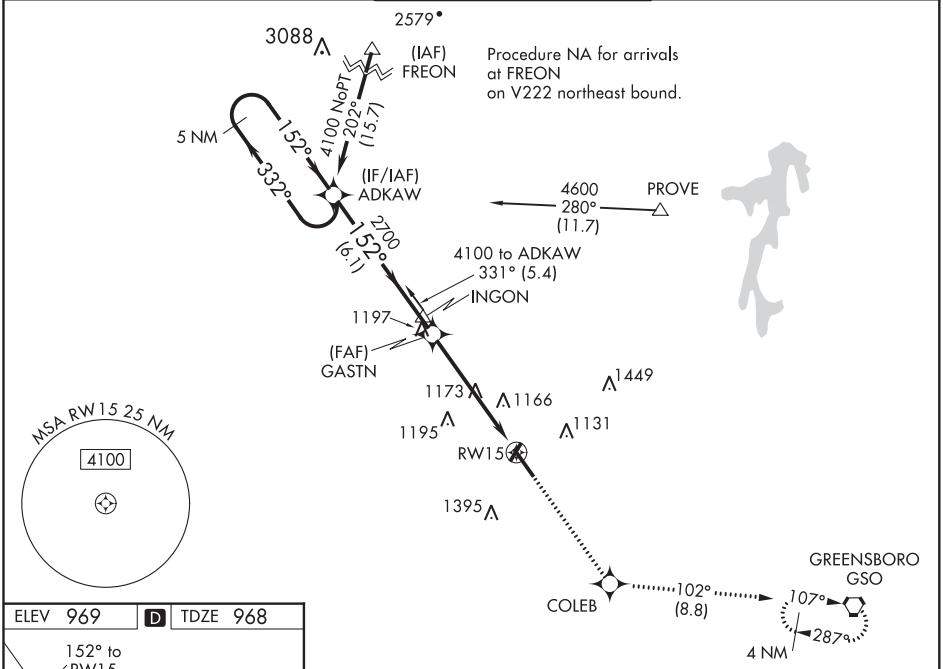
APP CRS	Rwy ldg	6069
152°	TDZE	968
	Apt Elev	969

RNP APCH.

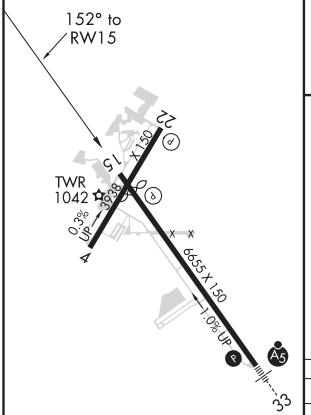
When local altimeter setting not received, use Piedmont Triad Intl altimeter setting and increase all MDA 40 feet and Circling Cat D visibility ¼ mile. Circling Rwy 4, 22 NA at night. Rwy 15 helicopter visibility reduction below ¾ SM NA.

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



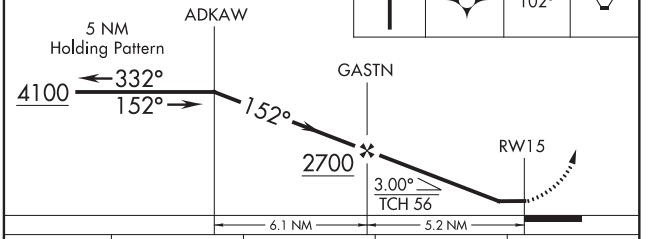
ELEV 969 D TDZE 968



MIRL Rwy 4-22
REIL Rwy 15 L
HIRL Rwy 15-33 L

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 38).

3000	COLEB	tr 102°	GSO



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)

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SE-2, 25 FEB 2021 to 22 APR 2021

WINSTON-SALEM, NORTH CAROLINA AL-463 (FAA) 19115

RNAV (GPS) RWY 33

SMITH REYNOLDS (INT)

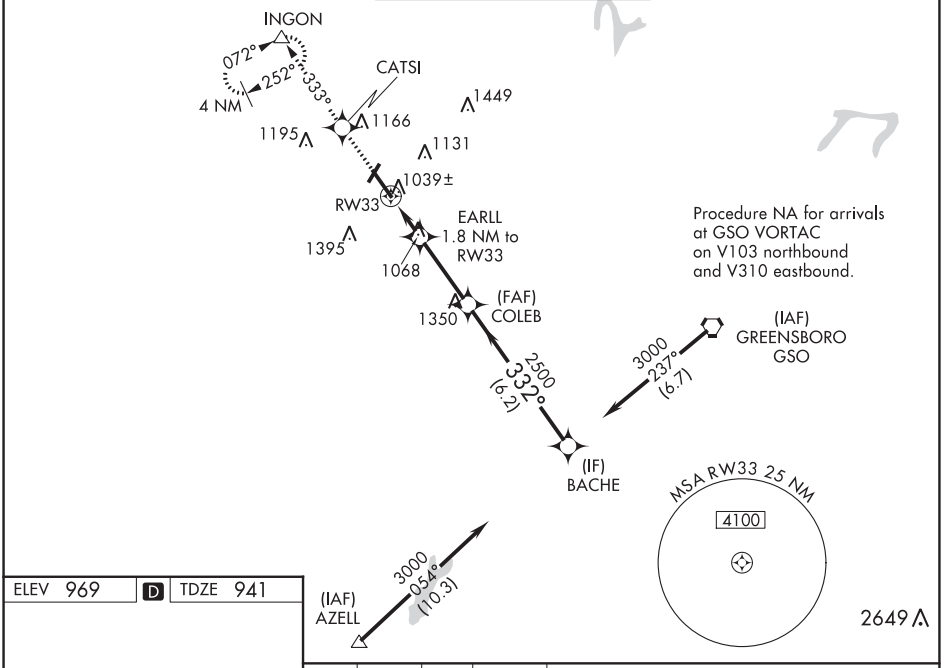
WAAS	APP CRS	Rwy Idg	6655
CH 82011	332°	TDZE	941
W33A		Apt Elev	969

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.

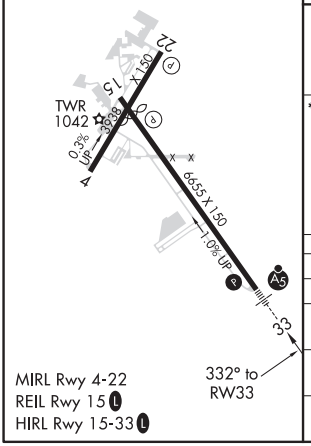
MALSR

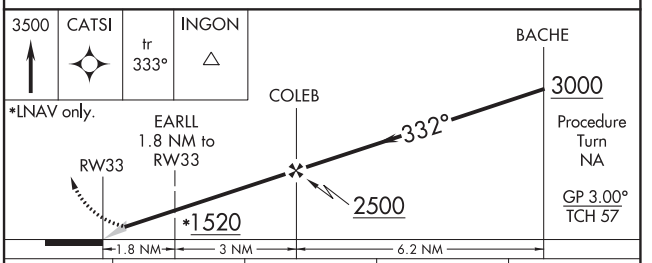
MISSED APPROACH: Climb to 3500 direct CATSI and on 333° track to INGON and hold, continue climb-in-hold to 3500.

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)

WINSTON-SALEM, NORTH CAROLINA Orig-C 01FEB18

36°08'N-80°13'W

SMITH REYNOLDS (INT)

RNAV (GPS) RWY 33

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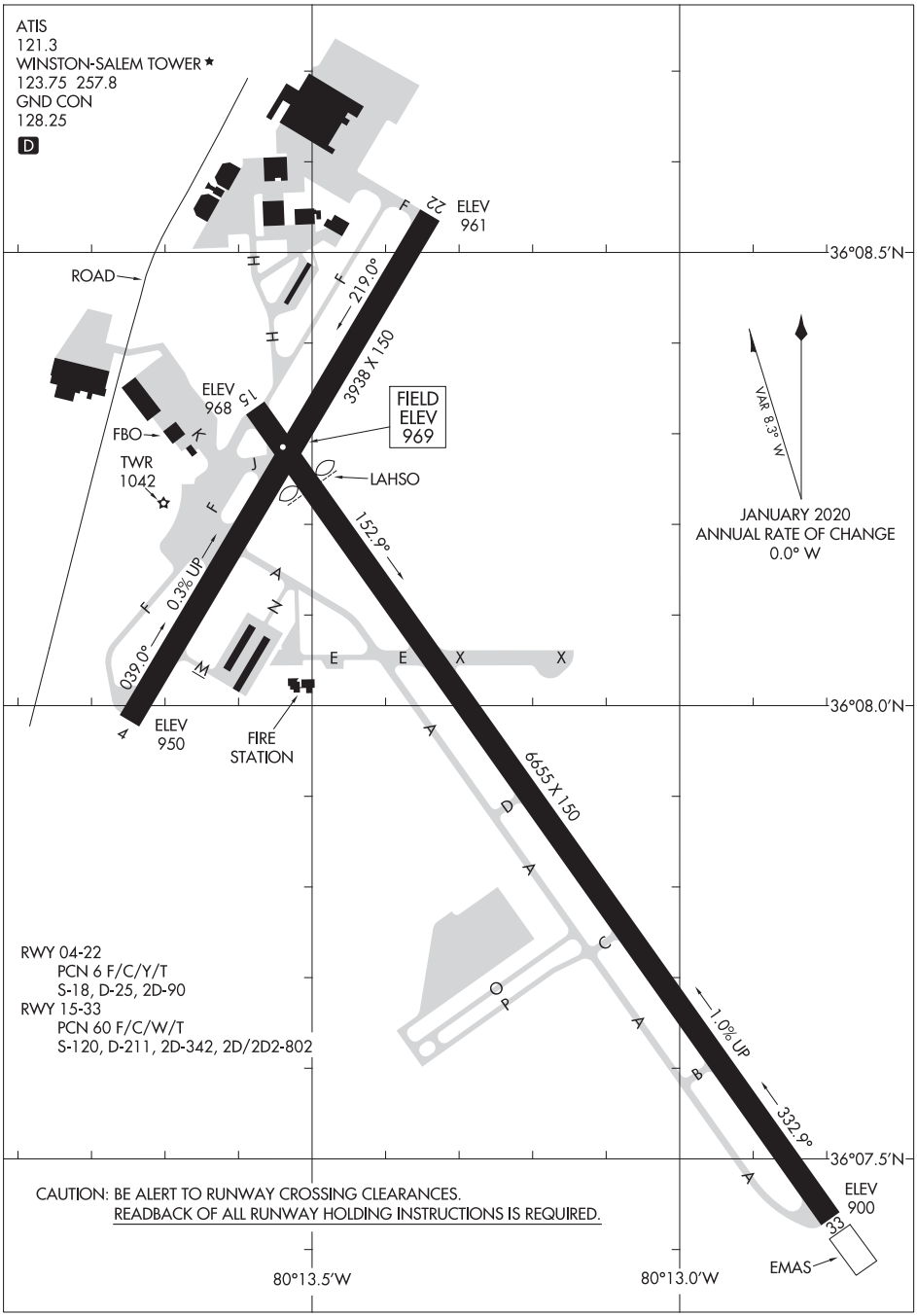
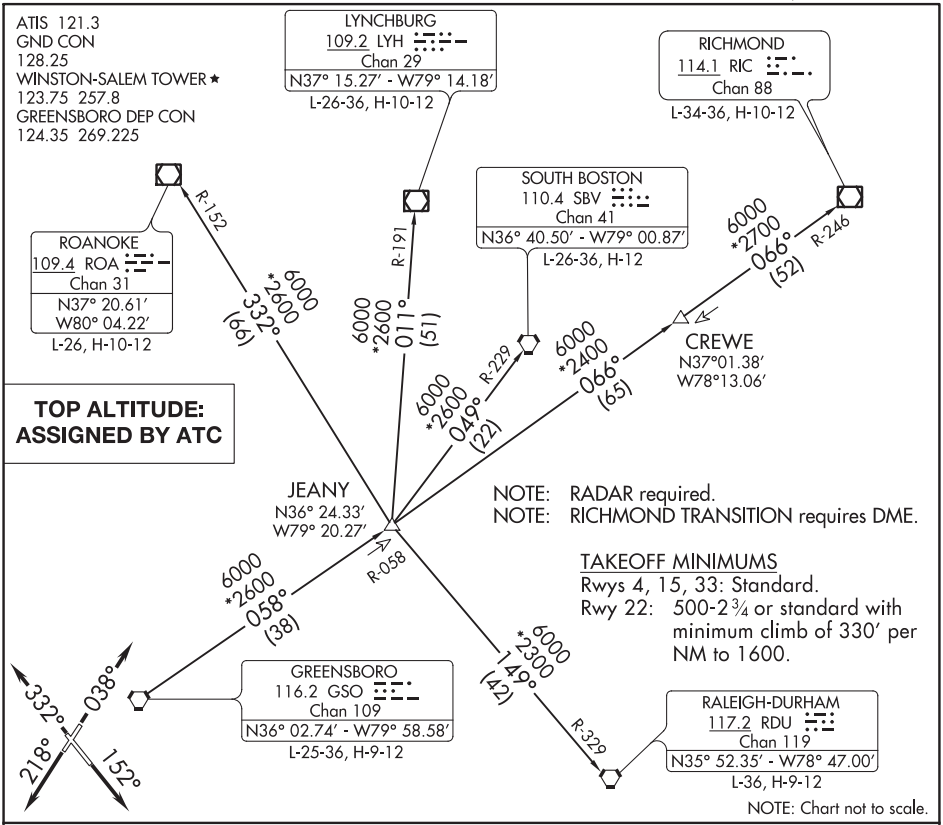

ATIS
121.3
WINSTON-SALEM TOWER ★
123.75 257.8
GND CON
128.25
D
ELEV 961
22
ROAD
219.0°
3938 X 150
ELEV 968
15
FIELD ELEV 969
FBO
TWR 1042
LAHSO
152.9°
0.3% UP
039.0°
ELEV 950
FIRE STATION
VAR 8.3° W
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W
6655 X 150
1.0% UP
332.9°
33
ELEV 900
EMAS
36°08.5'N
36°08.0'N
36°07.5'N
80°13.5'W
80°13.0'W
RWY 04-22
PCN 6 F/C/Y/T
S-18, D-25, 2D-90
RWY 15-33
PCN 60 F/C/W/T
S-120, D-211, 2D-342, 2D/2D2-802
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

(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.

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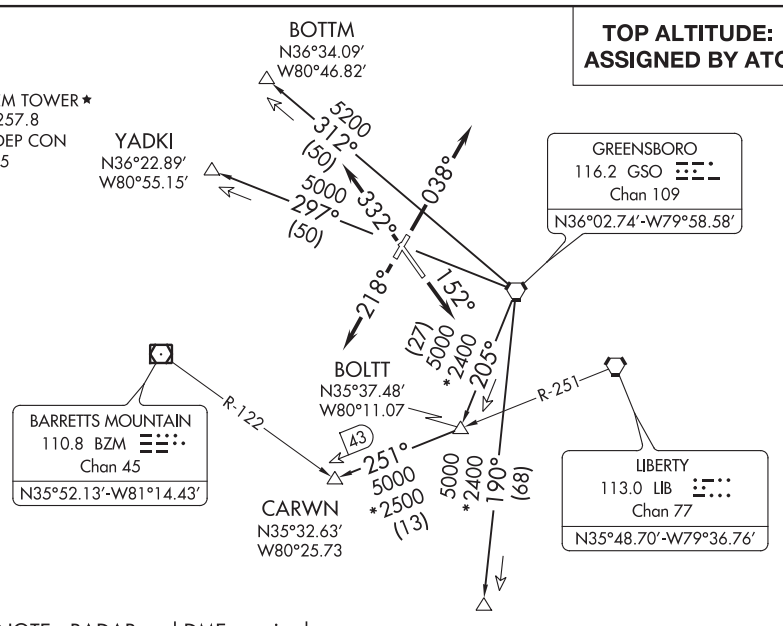
TRIAD NINE DEPARTURE

AL-463 (FAA)

WINSTON-SALEM, NORTH CAROLINA

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.

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.

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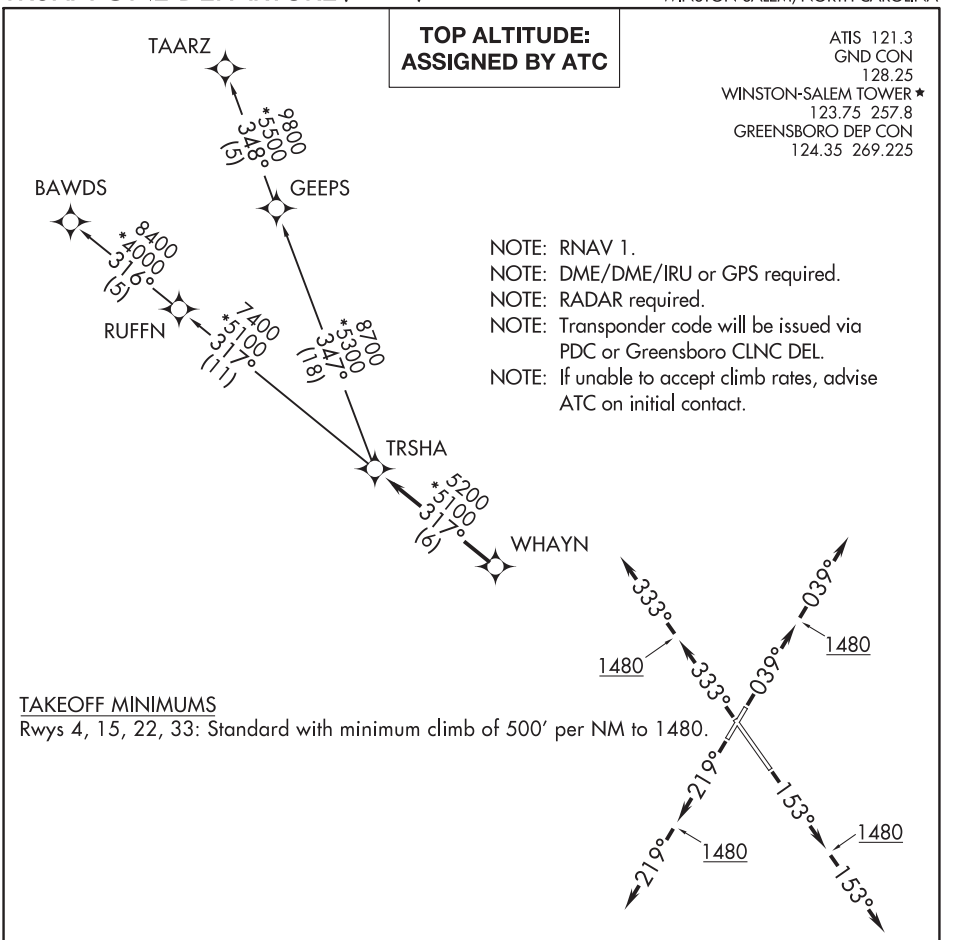
(TRSHA1.TRSHA) 17285

TRSHA ONE DEPARTURE (RNAV)

SMITH REYNOLDS (INT)
WINSTON-SALEM, NORTH CAROLINA



TAKEOFF MINIMUMS
Rwys 4, 15, 22, 33: Standard with minimum climb of 500' per NM to 1480.

NOTE: Chart not to scale.

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)

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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

FAA Product ID: BTPSE2

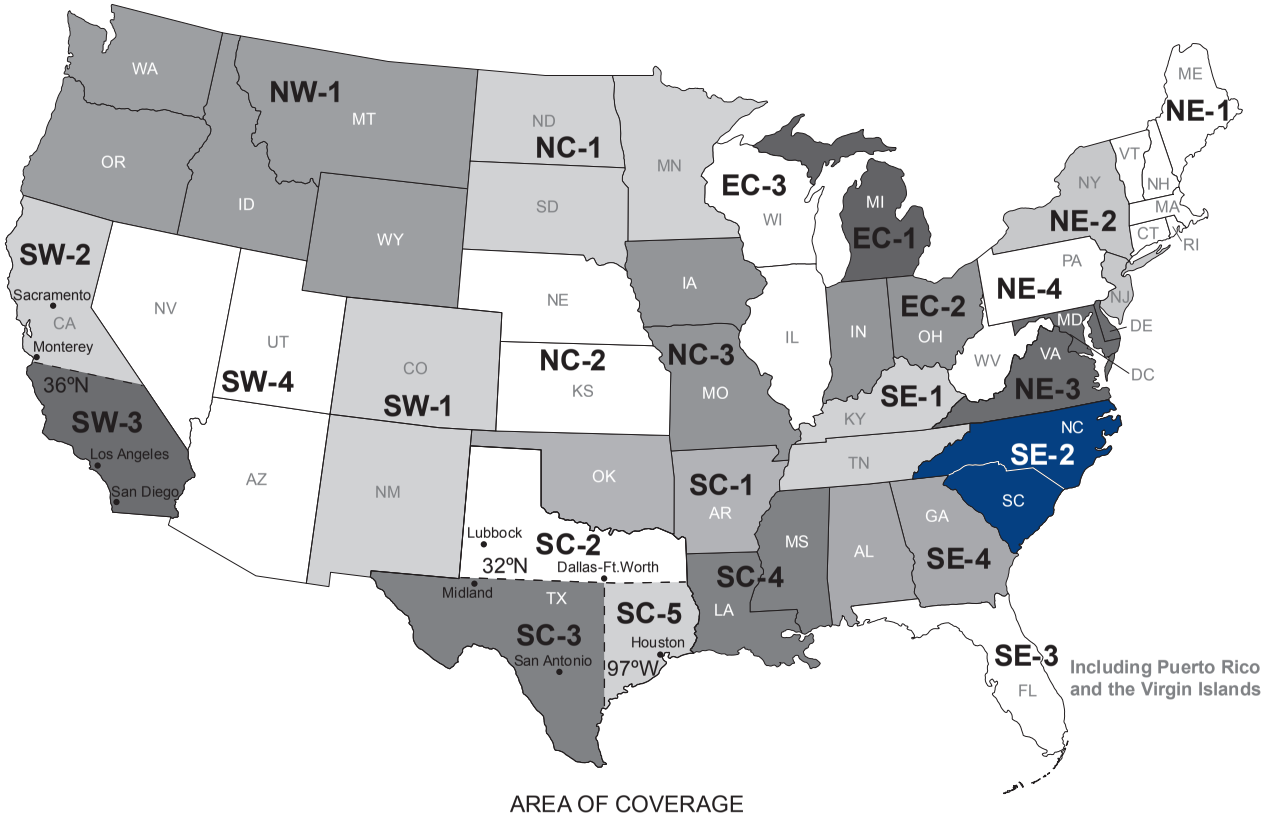
NSN 7641015059593

NGA REF. NO. OK-10-2859

TERMXFAABTPPSE2

EFF. DATE 21056

U.S. TERMINAL PUBLICATION VOLUMES



AREA OF COVERAGE