Consult the Change Notice (CN) effective 16 JUN 2022 for revised Instrument Procedure Charts for this volume.

Effective: 0901Z
19 MAY 2022

to: 0901Z
14 JUL 2022

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Department of Defense - Federal Aviation Administration
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<thead>
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<th>Page</th>
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</thead>
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<tr>
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<td>Legend—Airport Diagram/Sketch</td>
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<td>Legend—Approach Lighting Systems</td>
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<td>M1</td>
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<td>N1</td>
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<td>Land and Hold-Short Operations (LAHSO)</td>
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<tr>
<td>Hot Spots</td>
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<td>Standard Terminal Arrival Charts</td>
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<tr>
<td>Area of Coverage</td>
<td>Back Cover</td>
</tr>
</tbody>
</table>

**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 4531
Silver Spring, MD 20910-3281
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https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

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

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>All ALS types (except ODALS)</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td>TDZL or RCLS</td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td>RVR</td>
<td>To ½ mile</td>
</tr>
</tbody>
</table>

#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

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
<tr>
<td>MALSF, MALS, SSALF, SSALS, SALS SF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
<td>½ mile</td>
</tr>
</tbody>
</table>

(5) All Approach Types, All lines of minima

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS (CAT A-B)</td>
<td>¼ mile</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
<td>½ mile</td>
</tr>
</tbody>
</table>
### 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.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 27</td>
<td>1352/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td>1740-2</td>
</tr>
<tr>
<td>HAT</td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1/2)</td>
<td>561 (600-2)</td>
</tr>
<tr>
<td>MDA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAA</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

#### COLD TEMPERATURE AIRPORTS

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 ERROR TABLE

<table>
<thead>
<tr>
<th>REPORTED TEMP °C</th>
<th>200</th>
<th>300</th>
<th>400</th>
<th>500</th>
<th>600</th>
<th>700</th>
<th>800</th>
<th>900</th>
<th>1000</th>
<th>1500</th>
<th>2000</th>
<th>3000</th>
<th>4000</th>
<th>5000</th>
</tr>
</thead>
<tbody>
<tr>
<td>+10</td>
<td>10</td>
<td>15</td>
<td>20</td>
<td>25</td>
<td>30</td>
<td>35</td>
<td>40</td>
<td>45</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
</tr>
<tr>
<td>0</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>90</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>160</td>
<td>180</td>
<td>200</td>
</tr>
<tr>
<td>-10</td>
<td>30</td>
<td>45</td>
<td>60</td>
<td>75</td>
<td>90</td>
<td>105</td>
<td>120</td>
<td>135</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
</tr>
<tr>
<td>-20</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>140</td>
<td>160</td>
<td>175</td>
<td>190</td>
<td>240</td>
<td>280</td>
<td>320</td>
<td>360</td>
<td>400</td>
</tr>
<tr>
<td>-30</td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>175</td>
<td>200</td>
<td>225</td>
<td>250</td>
<td>300</td>
<td>360</td>
<td>420</td>
<td>480</td>
<td>540</td>
</tr>
<tr>
<td>-40</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
<td>370</td>
<td>440</td>
<td>510</td>
<td>590</td>
<td>670</td>
</tr>
<tr>
<td>-50</td>
<td>70</td>
<td>100</td>
<td>130</td>
<td>160</td>
<td>190</td>
<td>220</td>
<td>250</td>
<td>280</td>
<td>310</td>
<td>390</td>
<td>460</td>
<td>530</td>
<td>610</td>
<td>690</td>
</tr>
<tr>
<td>-60</td>
<td>80</td>
<td>120</td>
<td>150</td>
<td>180</td>
<td>210</td>
<td>240</td>
<td>270</td>
<td>300</td>
<td>330</td>
<td>410</td>
<td>490</td>
<td>570</td>
<td>650</td>
<td>730</td>
</tr>
</tbody>
</table>

### 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 certificated 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

<table>
<thead>
<tr>
<th>Approach Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>Speed (Knots)</td>
<td>0-90</td>
<td>91-120</td>
<td>121-140</td>
<td>141-165</td>
<td>Abv 165</td>
</tr>
</tbody>
</table>

#### TERMS/LANDING MINIMA DATA 20142

**Reported Temp °C**

- **+10**: 10, 15, 20, 25, 30, 35, 40, 45, 50, 60, 80, 90
- **0**: 20, 30, 40, 50, 60, 70, 80, 90, 100, 120, 140, 160, 180, 200
- **-10**: 30, 45, 60, 75, 90, 100, 120, 135, 150, 180, 210, 240, 270, 300
- **-20**: 40, 60, 80, 100, 120, 140, 160, 175, 190, 240, 280, 320, 360, 400
- **-30**: 50, 80, 100, 120, 150, 170, 220, 240, 360, 480, 720, 970, 1210
- **-40**: 60, 90, 120, 150, 180, 210, 240, 270, 300, 450, 590, 890, 1190
- **-50**: 70, 100, 130, 160, 190, 220, 250, 280, 310, 410, 490, 570, 650, 730
- **-60**: 80, 120, 150, 180, 210, 240, 270, 300, 370, 460, 530, 610, 690, 730

**Airports**

- **NE-4, 19 MAY 2022 to 14 JUL 2022**
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 □ symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
</tr>
</tbody>
</table>

□ 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 □ symbol on the circling line of minima.

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>Approach Category and Circling Radius (NM)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>CAT A</td>
</tr>
<tr>
<td>1000 or less</td>
<td>1.3</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
</tr>
</tbody>
</table>

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.

<table>
<thead>
<tr>
<th>RVR (feet)</th>
<th>Visibility (SM)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visibility</td>
<td>RVR (feet)</td>
</tr>
<tr>
<td>1600</td>
<td>¼</td>
</tr>
<tr>
<td>1800</td>
<td>½</td>
</tr>
<tr>
<td>2000</td>
<td>½</td>
</tr>
<tr>
<td>2200</td>
<td>½</td>
</tr>
</tbody>
</table>

RADAR MINIMA

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>CAT</th>
<th>DA/ MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/ MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10 2.5°/42/1000</td>
<td>ABCD</td>
<td>195/16</td>
<td>100</td>
<td>(100-1¾)</td>
<td>560/50</td>
<td>463</td>
<td>(600-1)</td>
<td>600</td>
</tr>
<tr>
<td></td>
<td>28 2.5°/48/1068</td>
<td>ABCD</td>
<td>187/16</td>
<td>100</td>
<td>(100-1¾)</td>
<td>560/50</td>
<td>463</td>
<td>(600-1)</td>
<td>600</td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td>ABC</td>
<td>560/80</td>
<td>463</td>
<td>(500-1¾)</td>
<td>DE</td>
<td>560/50</td>
<td>463</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/50</td>
<td>513</td>
<td>(600-1)</td>
<td>CDE</td>
<td>600/60</td>
<td>513</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td>AB</td>
<td>560/1½</td>
<td>463</td>
<td>(500-1½)</td>
<td>CDE</td>
<td>560/1½</td>
<td>463</td>
<td>(500-1½)</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/1½</td>
<td>503</td>
<td>(600-1½)</td>
<td>CDE</td>
<td>600/1½</td>
<td>503</td>
<td>(600-1½)</td>
</tr>
</tbody>
</table>

Visibility in Statute Miles

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".

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

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

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

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

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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

FAA Procedure Amendment Number

Orig 31DEC09

Amdt 2B 12MAR09

Procedure Amendment Effective Date

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

MISCELLANEOUS

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

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

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

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

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans online. 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 elements. 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

From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
DME required for LOC only.

Circling to Rwy 25 NA at night.
# For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

RNAV 1 - DME/DME/IRU or GPS
RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Available pilot controlled lighting (PCL) systems are indicated as follows:
1. Approach lighting systems that bear a system identification are symbolized using negative symbology, e.g., ✭, ✠, ✰.
2. Approach lighting systems that do not bear a system identification are indicated with a negative "" beside the name.
A star (*) indicates non-standard PCL, consult Chart Supplement, e.g., ✭

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

KEY MIKE
7 times within 5 seconds
5 times within 5 seconds
3 times within 5 seconds

FUNCTION
Highest intensity available
Medium or lower intensity (Lower REIL or REIL-off)
Lowest intensity available (Lower REIL or REIL-off)
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
</tr>
<tr>
<td>AZ</td>
<td>Azimuth</td>
</tr>
<tr>
<td>BC</td>
<td>Back Course</td>
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<tr>
<td>BND</td>
<td>Bound</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
</tr>
<tr>
<td>CCW</td>
<td>Counter-Clockwise</td>
</tr>
<tr>
<td>CDI</td>
<td>Course Deviation Indicator</td>
</tr>
<tr>
<td>Chan</td>
<td>Channel</td>
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<tr>
<td>CIFP</td>
<td>Coded Instrument Flight Procedures</td>
</tr>
<tr>
<td>CIR</td>
<td>Circling</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Clearance Delivery</td>
</tr>
<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Frequency</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DER</td>
<td>Departure End of Runway</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
</tr>
<tr>
<td>DVA</td>
<td>Diverse Vector Area</td>
</tr>
<tr>
<td>ELEV</td>
<td>Elevation</td>
</tr>
<tr>
<td>EMAS</td>
<td>Engineered Material Arresting System</td>
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<tr>
<td>FAF</td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FD</td>
<td>Flight Director System</td>
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<td>FM</td>
<td>Fan Marker</td>
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<td>FMS</td>
<td>Flight Management System</td>
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<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
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<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
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<tr>
<td>GLS</td>
<td>Ground based Augmentation System Landing System</td>
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<tr>
<td>GP</td>
<td>Glidepath</td>
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<tr>
<td>GPI</td>
<td>Ground Point of Interception</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System Glide Slope</td>
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<td>GS</td>
<td>Glide Slope</td>
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<tr>
<td>HAA</td>
<td>Height above Airport</td>
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<tr>
<td>HAL</td>
<td>Height above Landing</td>
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<tr>
<td>HAT</td>
<td>Height above Touchdown</td>
</tr>
<tr>
<td>HATH</td>
<td>Height above Threshold</td>
</tr>
<tr>
<td>HCH</td>
<td>Heliport Crossing Height</td>
</tr>
<tr>
<td>HGS</td>
<td>Heads-up Guidance System</td>
</tr>
<tr>
<td>HIRL</td>
<td>High Intensity Runway Lights</td>
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<tr>
<td>HUD</td>
<td>Head-up Display</td>
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<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
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<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
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<tr>
<td>IF</td>
<td>Intermediate Fix</td>
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<tr>
<td>IM</td>
<td>Inner Marker</td>
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<tr>
<td>INOP</td>
<td>Inoperative</td>
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<tr>
<td>INT</td>
<td>Intersection</td>
</tr>
<tr>
<td>K</td>
<td>Knots</td>
</tr>
<tr>
<td>KIAS</td>
<td>Knots Indicated Airspeed</td>
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<td>LAAS</td>
<td>Local Area Augmentation System</td>
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<td>LDA</td>
<td>Localizer Type Directional Aid</td>
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<td>Ldg</td>
<td>Landing</td>
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<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
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<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
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<td>LOC</td>
<td>Localizer</td>
</tr>
<tr>
<td>LP</td>
<td>Localizer Performance</td>
</tr>
<tr>
<td>LPV</td>
<td>Localizer Performance with Vertical Guidance</td>
</tr>
<tr>
<td>LR</td>
<td>Lead Radial. Provides at least 2 NM (Copter 1 NM) of lead to assist in turning onto the intermediate/final course.</td>
</tr>
<tr>
<td>MAA</td>
<td>Maximum Authorized Altitude</td>
</tr>
<tr>
<td>MALS</td>
<td>Medium Intensity Approach Light System</td>
</tr>
<tr>
<td>MALSF</td>
<td>Medium Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>MALSR</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MAP</td>
<td>Missed Approach Point</td>
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<td>MDA</td>
<td>Minimum Descent Altitude</td>
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<td>Medium Intensity Runway Lights</td>
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<td>MM</td>
<td>Middle Marker</td>
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<td>MRA</td>
<td>Minimum Reception Altitude</td>
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<td>Not Applicable</td>
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<tr>
<td>NA</td>
<td>Not Authorized</td>
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<td>NDB</td>
<td>Non-directional Radio Beacon</td>
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<tr>
<td>NM</td>
<td>Nautical Mile</td>
</tr>
<tr>
<td>NoPT</td>
<td>No Procedure Turn Required (Procedure Turn shall not be executed without ATC clearance)</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
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<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
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<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
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<td>OM</td>
<td>Outer Marker</td>
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<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
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<td>PDC</td>
<td>Pre-Departure Clearance</td>
</tr>
<tr>
<td>PRM</td>
<td>Precision Runway Monitor</td>
</tr>
<tr>
<td>R</td>
<td>Radial</td>
</tr>
<tr>
<td>RA</td>
<td>Radio Altimeter setting height</td>
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<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
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<td>RCLS</td>
<td>Runway Centerline Light System</td>
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<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
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<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
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<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
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<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
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<td>RRL</td>
<td>Runway Remaining Lights</td>
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<tr>
<td>Ry</td>
<td>Runway</td>
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<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
</tr>
<tr>
<td>S</td>
<td>Straight-in</td>
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<td>SALS</td>
<td>Short Approach Light System</td>
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<tr>
<td>SALSF</td>
<td>Short Approach Lighting System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>SSALF</td>
<td>Simplified Short Approach Lighting System with Sequenced Flashers</td>
</tr>
<tr>
<td>SSALR</td>
<td>Simplified Short Approach Light System with RAIL</td>
</tr>
<tr>
<td>SSALS</td>
<td>Simplified Short Approach Lighting System</td>
</tr>
<tr>
<td>SDF</td>
<td>Simplified Directional Facility</td>
</tr>
<tr>
<td>SM</td>
<td>Statute Mile</td>
</tr>
<tr>
<td>SOIA</td>
<td>Simultaneous Offset Instrument Approach</td>
</tr>
<tr>
<td>SR-SS</td>
<td>Sunrise-Sunset</td>
</tr>
<tr>
<td>TAA</td>
<td>Terminal Arrival Area</td>
</tr>
<tr>
<td>TAC</td>
<td>TACAN</td>
</tr>
<tr>
<td>TCH</td>
<td>Threshold Crossing Height (height in feet above ground level)</td>
</tr>
<tr>
<td>TDZ</td>
<td>Touchdown Zone</td>
</tr>
<tr>
<td>TDZE</td>
<td>Touchdown Zone Elevation</td>
</tr>
<tr>
<td>TDZ/CL</td>
<td>Touchdown Zone and Runway Centerline Lighting</td>
</tr>
<tr>
<td>TDZL</td>
<td>Touchdown Zone Lights</td>
</tr>
<tr>
<td>THR</td>
<td>Threshold</td>
</tr>
<tr>
<td>TODA</td>
<td>Takeoff Distance Available</td>
</tr>
<tr>
<td>TORA</td>
<td>Takeoff Run Available</td>
</tr>
<tr>
<td>TR</td>
<td>Track</td>
</tr>
<tr>
<td>VASI</td>
<td>Visual Approach Slope Indicator</td>
</tr>
<tr>
<td>VCOA</td>
<td>Visual Climb over Airport</td>
</tr>
<tr>
<td>VDP</td>
<td>Visual Descent Point</td>
</tr>
<tr>
<td>VGSI</td>
<td>Visual Glide Slope Indicator</td>
</tr>
<tr>
<td>VNAV</td>
<td>Vertical Navigation</td>
</tr>
<tr>
<td>WAAS</td>
<td>Wide Area Augmentation System</td>
</tr>
<tr>
<td>WP/WPT</td>
<td>Waypoint (RNAV)</td>
</tr>
</tbody>
</table>
The procedure.

Marker beacons that are not specifically part of the procedure.

**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

**TERMINAL ROUTES**
- Procedure Track
- Missed Approach
- Visual Flight Path

**Procedure Track**

165°

345°

**Missed Approach**

165°

345°

**Visual Flight Path**

**Procedure Turn**

(Type degree and point of turn optional)

**165°**

**345°**

**3100 Feeder Route**

5.6 NM to GS Intcpt

**045°**

**155°**

(14.2 to LOM)

**Minimum Route**

**Altitude**

2000

155°

**Minimum Mileage**

**Feeder Route**

15.1

**Mileage**

**HOLDING PATTERNS**

**Missed Approach**

**Hold-in-lieu of Procedure Turn**

**090°**

1 min

**270°**

**090°**

**IAS**

4 NM

**Holding Patterns**

**HOLD 8000**

**Arrival**

**090°**

**270°**

Holding pattern with max. restricted airspeed:

(175K) applies to all altitudes.

(210K) applies to altitudes above 6000' to and including 14000'.

Arrival Holding Pattern altitude restrictions will be indicated when they deviate from the adjacent leg.

Timing or distance limits for Hold-in-lieu of Procedure Turn Holding Patterns will be shown.

DME fixes may be shown.

**FIXES/ATC REPORTING REQUIREMENTS**

- **Reporting Point**
- **Intersection**
- **WAYPOINT**
- **FLYOVER POINT**
- **MAP WP** (Flyover)

Computer Navigation Fix (CNF) - No ATC Function

x (NAME) (*x* omitted when it conflicts with runway pattern)

**DME Distance**

**From Facility**

**AUSTIN INT**

**ARC/DME/RNAV Fix**

**15**

**R-198** Radial line and value

**LR-198** Lead Radial

**LB-198** Lead Bearing

**ALTIMETRY**

**Recommended Altitude**

5500

**Mandatory Altitude**

2500

**Minimum Altitude**

4300

**Maximum Altitude**

**INDICATED AIRSPEED**

175K

120K

250K

180K

Mandatory Airspeed

Minimum Airspeed

Maximum Airspeed

**Recommended Airspeed**

**RADIO AIDS TO NAVIGATION**

110.1 Underline indicates No Voice transmitted on this frequency

**VOR**

**VORTAC**

**TACAN**

**LOC/DME**

**NDB**

**NDB/DME**

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

**Marker Beacon**

**Marker Beacons that are not specifically part of the procedure.**

**Flyover**

**SDF Course**

Primary NAVAID with Coordinate Values

**Secondary NAVAID**

**LIMA**

114.5 LIM

Chan 92

S12°00.80'

W77°07.00'

**LMM**

248 NT

**SCOTT**

Channel 59

SKE

Paired Frequency

**LEGEND**

22139
**LEGEND 21112**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

---

**PLANVIEW SYMBOLS**

**MINIMUM SAFE ALTITUDE (MSA)**

- MSA CRW 25 NM
- MSA AIA 25 NM

(arrows on distance circle identify sectors)

**TERMINAL ARRIVAL AREA (TAA)**

- Straight-in Area
- Right Base Area
- Left Base Area

**MISCELLANEOUS**

- VOR Changeover Point
- End of Rwy Coordinates (DoD only)

**SPECIAL USE AIRSPACE**

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

- MOA- Military Operations Area

---

**AIRPORTS**

- Primary and Secondary (named in planview)
- Civil
- Seaplane Base
- Heliport
- Joint (Civil-Military)

**OBSTACLES**

- Spot Elevation
- Obstacle
- Highest Obstacle

- Highest Spot Elevation
- Group of Obstacles
- Doubtful accuracy

---

**LEGEND 21112**
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 50.

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°.

On Copter procedures this is depicted in the following format: 3.00°.

ILS or LOC APPROACH

RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE

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

RNP APPROACH WITH TF AND RF SEGMENTS

ALTITUDES

PROFILE SYMBOLS

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.
AIRPORT DIAGRAM/AIRPORT SKETCH

Runways
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Under Construction

ARRESTING SYSTEM: 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.

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 rounded 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 2 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 circle symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance 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 Pavement Classification Number (PCR)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2S-175, 2D-325

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.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., \(\text{\textbullet}\), \(\text{\textcircled{a}}\), etc.

A dot \(\text{\textbullet}\) portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \(\text{\textbullet}\). Negative symbology, e.g., \(-\), \(\text{\textcircled{a}}\) indicates Pilot Controlled Lighting (PCL).

### Runway Touchdown Zone and Centerline Lighting Systems

<table>
<thead>
<tr>
<th>TDZ/CL</th>
<th>TDZL</th>
<th>CL</th>
<th>TDZL</th>
</tr>
</thead>
</table>

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

### Approach Lighting System

#### ALSF-2

- [Diagram](#)
- **Note:** Civil ALSF-2 may be operated as SSAL during favorable weather conditions.
- **High Intensity**
- **Length 2400/3000 Feet**

#### ALSF-1

- [Diagram](#)
- **High Intensity**
- **Length 2400/3000 Feet**

### Short Approach Lighting System

#### SALS/SALSF

- **(High Intensity)**
- **Same as Inner 1500’ of ALSF-1**

#### Simplified Short Approach Lighting System

- **SSALR**
- **With Runway Alignment Indicator Lights**
- **High Intensity**
- **Length 2400/3000 Feet**

### Medium Intensity (MALS and MALSF) or Simplified Short (SSALS and SSALF) Approach Lighting Systems

- **MALSR**
- **Same light configuration as SSALR.**

### Omnidirectional Approach Lighting System

#### ODALS

- **Threshold 36’**

### Visual Approach Slope Indicator

#### VASI

- **Visual Approach Slope Indicator with Standard Threshold Clearance Provided**
- **All lights white**
- **Far lights red**
- **Near lights white**
- **On glide slope**
- **All lights red**
- **Too high**
- **Too low**

#### VASI

- **VASI 2**
- **36’ Threshold**
- **VASI 12**
- **36’ Threshold**

### 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.**
- **VASI 6**
- **36’ Threshold**
- **VASI 16**
- **36’ Threshold**
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \bullet \), \( \circ \) etc.

A dot * • * portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., \( \bullet \). Negative symbology, e.g., \( \circ \), \( \bullet \) indicates Pilot Controlled Lighting (PCL).

**Precision Approach Path Indicator** (PAPI)

- Too low
- Slightly low
- On correct approach path
- Slightly high
- Too high

Legend: \( \bullet \) White \( \circ \) Red

**Pulsating Visual Approach Slope Indicator** (PVASI)

- Pulsating White
- Above Glide Path
- Steady White or Alternating Red/White
- On Glide Path
- Steady Red
- Slightly Below Glide Path
- Pulsating Red
- Below Glide Path

Threshold

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.

**Tri-Color Visual Approach Slope Indicator** (TRCV)

- Above Glide Path
- Amber
- On Glide Path
- Green
- Slightly Below Glide Path
- Red
- Below Glide Path
- Amber

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

**Alignment of Elements Systems** (APAP)

- Above glide path
- On Glide Path
- Below Glide Path

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
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See the Chart Supplement for a complete listing.
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**NE4**, 19 MAY 2022 to 14 JUL 2022
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22139
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.

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI (XLL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 380’ per NM to 2600 or 1600-2½ for climb in visual conditions.

Rwy 15, NA.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 070° to 1800 before turning right, or for climb in visual conditions: cross Allentown Queen City Muni Airport at or above 1900 before proceeding on course.

Rwy 25, climbing right turn direct ETX VOR/DME.

Rwy 33, climbing left turn direct ETX VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 7, poles beginning 55’ from DER, 322’ right of centerline, up to 25’ AGL/415’ MSL.

Rwy 25, fence, trees, and poles beginning 56’ from DER, 472’ left of centerline, up to 100’ AGL/529’ MSL.

Trees beginning 294’ from DER, 78’ right of centerline, up to 100’ AGL/452’ MSL.

LEHIGH VALLEY INTL (ABE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 30JAN20 (20030) (FAA)

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 063° to 900 before turning south.

Rwy 24, climb on heading 243° to 1400 before proceeding south.

Rwy 31, climb on heading 315° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, lighting 10’ from DER, 54’ right of centerline, 2’ AGL/383’ MSL.

Terrain beginning 23’ from DER, 388’ left of centerline, up to 385’ MSL.

Terrain 169’ from DER, 472’ left of centerline, 386’ MSL.

Lighting 174’ from DER, 479’ left of centerline, 3’ AGL/389’ MSL.

Building 322’ from DER, 257’ right of centerline, 19’ AGL/396’ MSL.

Traverse way, fence beginning 378’ from DER, 558’ left of centerline, up to 409’ MSL.

CON’T
### TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

#### ALLENTOWN, PA (CON’T)

**LEHIGH VALLEY INTL (ABE) (CON’T)**

- **Rwy 6 (CON’T)**, tree 1220’ from DER, 812’ right of centerline, 427’ MSL.
- Trees, pole beginning 1242’ from DER, 97’ left of centerline, up to 441’ MSL.
- Trees beginning 1434’ from DER, 110’ left of centerline, up to 454’ MSL.
- Trees beginning 1622’ from DER, 152’ right of centerline, up to 429’ MSL.
- Trees, pole, transmission line beginning 1666’ from DER, 91’ right of centerline, up to 464’ MSL.

- **Rwy 13**, lighting 10’ from DER, 55’ right of centerline, 2’ AGL/381’ MSL.
- Pole, 124’ from DER, 436’ left of centerline, up to 387’ MSL.
- Pole, tree beginning 191’ from DER, 329’ left of centerline, up to 31’ AGL/407’ MSL.
- Pole 396’ from DER, 692’ right of centerline, 28’ AGL/408’ MSL.
- Tree 792’ from DER, 632’ right of centerline, 411’ MSL.
- Tree, pole beginning 851’ from DER, 408’ right of centerline, up to 413’ MSL.
- Tree 1370’ from DER, 511’ right of centerline, 415’ MSL.
- Tree 1598’ from DER, 58’ right of centerline, 412’ MSL.
- Trees beginning 1681’ from DER, 95’ right of centerline, up to 413’ MSL.
- Trees beginning 2140’ from DER, 115’ left of centerline, up to 441’ MSL.

- **Rwy 12**, NA-Obstacles.

- **Rwy 21**, std. w/min. climb of 394’ per NM to 3200 or 1600-3 for climb in visual conditions.

#### ALTOONA, PA

**ALTOONA/BLAIR COUNTY (AOO)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 5 07DEC17 (22027) (FAA)

**TAKEOFF MINIMUMS:**

- **Rwy 3**, std. w/min. climb of 270’ per NM to 2800 or 1600-3 for climb in visual conditions.
- **Rwy 12**, NA-Obstacles.
- **Rwy 21**, std. w/min. climb of 394’ per NM to 3200 or 1600-3 for climb in visual conditions.
- **Rwy 30**, std. w/min. climb of 250’ per NM to 3600 or 1600-3 for climb in visual conditions.

**DEPARTURE PROCEDURE:**

- **Rwy 3**, climb heading 026° to 2800 before proceeding on course.
- **Rwy 21**, climb heading 206° to 3200 before proceeding on course.
- **Rwy 30**, climb heading 298° to 3600 before proceeding on course.

**VCOA:**

Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Altoona/Blair County airport at or above 3000 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

- **Rwy 3**, tree 60’ from DER, 449’ left of centerline, 1476’ MSL.
- Pole 1124’ from DER, 742’ left of centerline, 50’ AGL/1502’ MSL.
- Trees beginning 1538’ from DER, 563’ left of centerline, up to 1541’ MSL.
- Tree 3130’ from DER, 594’ left of centerline, 1554’ MSL.
- Tree 4577’ from DER, 667’ left of centerline, 1584’ MSL.
- Tree 4754’ from DER, 844’ right of centerline, 1598’ MSL.
- Tree 5619’ from DER, 827’ right of centerline, 1619’ MSL.
- Trees beginning 5672’ from DER, 1364’ right of centerline, up to 1646’ MSL.
- Tree 1 NM from DER, 1119’ right of centerline, 1648’ MSL.
- Trees beginning 1.1 NM from DER, 1129’ right of centerline, up to 1658’ MSL.
- Trees 1.4 NM from DER, 1199’ left of centerline, up to 1709’ MSL.

- **Rwy 21**, tree 30’ from DER, 422’ left of centerline, 1525’ MSL.
- Fence 33’ from DER, 249’ right of centerline, 4’ AGL/1505’ MSL.
- Tree, fence beginning 50’ from DER, 319’ left of centerline, up to 1526’ MSL.
- Tree 137’ from DER, 371’ left of centerline, 1528’ MSL.
- Pole, terrain, tree beginning 183’ from DER, 265’ left of centerline, up to 22’ AGL/1536’ MSL.
- Tree 881’ from DER, 516’ right of centerline, 1546’ MSL.
- Trees beginning 1077’ from DER, 43’ right of centerline, up to 1549’ MSL.
- Trees beginning 1249’ from DER, 557’ left of centerline, up to 1557’ MSL.
- Trees beginning 1273’ from DER, 225’ left of centerline, up to 1561’ MSL.
- Trees beginning 1774’ from DER, 327’ left of centerline, up to 1566’ MSL.
- Trees beginning 1857’ from DER, 277’ left of centerline, up to 1570’ MSL.
- Trees beginning 1923’ from DER, 181’ left of centerline, up to 1573’ MSL.
- Trees beginning 2174’ from DER, 244’ left of centerline, up to 1582’ MSL.
- Trees beginning 2532’ from DER, 196’ left of centerline, up to 1596’ MSL.
- Trees beginning 2916’ from DER, 242’ left of centerline, up to 1610’ MSL.
- **Rwy 30**, tree 84’ from DER, 257’ right of centerline, 1480’ MSL.
- Tree 92’ from DER, 102’ left of centerline, 1479’ MSL.
- Tree 978’ from DER, 316’ right of centerline, 1499’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BEAVER FALLS, PA
BEAVER COUNTY (BVI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10MAR11 (11069) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, trees beginning 67' from DER, left and right of centerline, up to 64' AGL/1317' MSL.
Fences beginning 124' from DER, 392' left of centerline, up to 10' AGL/1273' MSL.
Bush 326' from DER, 136' right of centerline, 17' AGL/1270' MSL.
Obstruction light on localizer 398' from DER, on centerline, 10' AGL/1263' MSL.
Rwy 28, trees beginning 35' from DER, left and right of centerline, up to 100' AGL/1319' MSL.
Vegetation beginning 4' from DER, left and right of centerline, up to 33' AGL/1212' MSL.
Bush 173' from DER, 163' right of centerline, 34' AGL/1213' MSL.

BECKLEY, WV
RALEIGH COUNTY MEML (BKW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 17NOV11 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 400-2¼ w/min. climb of 350' per NM to 3400, or 1100-3 for climb in visual conditions.
Rwy 28, 300-1½ or std. w/min. climb of 261' per NM to 4000.
DEPARTURE PROCEDURE:
Rwy 1, climbing left turn heading 350° to 4400 before proceeding on course.
Rwy 10, climbing left turn heading 350° to 4700 before proceeding on course, or for climb in visual conditions: cross Raleigh County Meml at or above 3500 before proceeding on course.
Rwy 19, climbing right turn heading 330° to 4400 before proceeding on course.
Rwy 28, climbing right turn heading 320° to 4400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees and terrain beginning 26' from DER, left and right of centerline, up to 100' AGL/2524' MSL.
Pole 718' from DER, 585' right of centerline, 2467' MSL.
Rwy 10, trees and terrain beginning 22' from DER, left and right of centerline, up to 100' AGL/2651' MSL.
Bush 32' from DER, 159' right of centerline, 20' AGL/2514' MSL.
Pole 118' from DER, 234' left of centerline, 26' AGL/2510' MSL.
Rwy 19, trees and terrain beginning 121' from DER, left and right of centerline, up to 100' AGL/2635' MSL.
Rwy 28, trees and bushes beginning 5' from DER, left and right of centerline, up to 100' AGL/2521' MSL.

BEDFORD, PA
BEDFORD COUNTY (HMZ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07APR11 (11097) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, std. w/min. climb of 549' per NM to 2300 or 300-1 w/min. climb of 369' per NM to 2600 or 2200-3 for climb in visual conditions.
Rwy 32, std. w/min. climb of 403' per NM to 2500 or 500-2½ w/min. climb of 301' per NM to 3700 or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 14, climbing heading 137° to 2800 before proceeding on course. For climb in visual conditions: cross Bedford County Airport at or above 3200’ MSL before proceeding on course.
Rwy 32, climbing heading 317° to 2600 before proceeding on course. For climb in visual conditions: cross Bedford County airport at or above 3200’ MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, terrain, fence, vehicles on road, and trees beginning 33' from DER, 483' right of centerline, up to 44' AGL/1193' MSL.
Trees 3794' from DER, 1468' left of centerline, up to 70' AGL/1429' MSL.
Trees 4967' from DER, 1607' right of centerline, up to 97' AGL/1376' MSL.
Rwy 32, terrain, bush, and trees beginning 22' from DER, 383' left of centerline, up to 88' AGL/1307’ MSL.
Trees 3377' from DER, 1253' left of centerline, up to 71' AGL/1330' MSL.
Trees 1.7 NM from DER, 3309' left of centerline, up to 65' AGL/1564' MSL.
Trees 1.9 NM from DER, 2221' left of centerline, up to 67' AGL/1476' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BELLEFONTE, PA
BELLEFONTE (N96)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19SEP13 (13262) (FAA)
TAKEOFF MINIMUMS:
Rwy 25, std. w/min. climb of 267’ per NM to 2600, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 7, Climb heading 074° to 2900’ before proceeding on course.
Rwy 25, climb heading 246° to 2600 before proceeding on course or for climb in visual conditions, cross Bellefonte airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 7, buildings beginning 42’ from DER, 293’ left of centerline, up to 15’ AGL/1062’ MSL.
Tree 130’ from DER, 365’ left of centerline, 28’ AGL/1075’ MSL.
Pole 135’ from DER, 516’ right of centerline, 30’ AGL/1080’ MSL.
Buildings beginning 86’ from DER, 340’ right of centerline, up to 17’ AGL/1084’ MSL.
Tree 134’ from DER, 286’ right of centerline, 42’ AGL/1096’ MSL.
Pole 75’ from DER, 433’ right of centerline, 33’ AGL/1096’ MSL.
Trees beginning 731’ from DER, 432’ left of centerline, up to 108’ AGL/1139’ MSL.
Tree 231’ from DER, 448’ right of centerline, 60’ AGL/1110’ MSL.

BERKELEY SPRINGS, WV
POTOMAC AIRPARK (W35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 400-1 ⅜ w/min. climb of 370’ per NM to 2800, or 1700-3 for VCOA.
Rwy 29, 500-½ w/min. climb of 400’ per NM to 2600, or 1700-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 11, climb heading 110° to 1100 before proceeding on course.
Rwy 29, climb heading 290° to 1700 then climbing left turn to 5000 and on the HGR VOR R-270 to HGR VOR before proceeding on course.

VCOA:
All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Potomac Airpark airport at or above 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 11, vegetation 17’ from DER, 203’ right of centerline, 416’ MSL.
Tree 30’ from DER, 331’ right of centerline, 483’ MSL.
Vegetation 30’ from DER, 21’ left of centerline, 416’ MSL.

Trees beginning 43’ from DER, 44’ right of centerline, up to 94’ AGL/502’ MSL.
Tree 95’ from DER, 115’ left of centerline, 432’ MSL.
Tree 102’ from DER, 223’ left of centerline, 467’ MSL.
Trees beginning 193’ from DER, 16’ left of centerline, up to 470’ MSL.
Tree 417’ from DER, 443’ right of centerline, 520’ MSL.

Trees beginning 435’ from DER, 150’ right of centerline, up to 544’ MSL.
Tree 543’ from DER, 251’ left of centerline, 480’ MSL.

Trees beginning 604’ from DER, 4’ left of centerline, up to 500’ MSL.

Tree beginning 617’ from DER, 22’ right of centerline, up to 572’ MSL.

Trees beginning 789’ from DER, 24’ left of centerline, up to 518’ MSL.

Trees beginning 860’ from DER, 27’ right of centerline, up to 614’ MSL.

Trees beginning 1334’ from DER, 13’ right of centerline, up to 631’ MSL.

Trees beginning 1538’ from DER, 18’ left of centerline, up to 521’ MSL.

Trees beginning 1472’ from DER, 423’ right of centerline, up to 646’ MSL.

Tree, pole beginning 1544’ from DER, 208’ right of centerline, up to 650’ MSL.

Tree, vegetation beginning 1775’ from DER, 105’ right of centerline, up to 658’ MSL.

Tree, vegetation beginning 1981’ from DER, 34’ right of centerline, up to 664’ MSL.

Trees beginning 2031’ from DER, 7’ left of centerline, up to 530’ MSL.

Tree, vegetation, building beginning 2151’ from DER, 1’ right of centerline, up to 668’ MSL.

Trees beginning 3321’ from DER, 4’ right of centerline, up to 669’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BERKELEY SPRINGS, WV (CON’T)

POTOMAC AIRPARK (W35) (CON’T)

Rwy 29 (CON’T), tree, building beginning 5998’ from DER, 9’ left of centerline, up to 621’ MSL.

Trees beginning 1 NM from DER, 446’ left of centerline, up to 632’ MSL.

Trees beginning 1 NM from DER, 139’ left of centerline, up to 645’ MSL.

Trees beginning 1 NM from DER, 337’ left of centerline, up to 647’ MSL.

Tree beginning 1 NM from DER, 46’ left of centerline, up to 650’ MSL.

Tree beginning 1 NM from DER, 5’ left of centerline, up to 675’ MSL.

Tree 1.1 NM from DER, 1033’ left of centerline, 684’ MSL.

Trees beginning 1.1 NM from DER, 234’ left of centerline, up to 692’ MSL.

Trees beginning 1.1 NM from DER, 718’ left of centerline, up to 697’ MSL.

Tree beginning 1.1 NM from DER, 120’ left of centerline, up to 100’ AGL/701’ MSL.

Tree, pole beginning 1.1 NM from DER, 76’ right of centerline, up to 100’ AGL/753’ MSL.

Tree beginning 1.1 NM from DER, 1’ left of centerline, up to 100’ AGL/737’ MSL.

Tree beginning 1.2 NM from DER, 357’ right of centerline, up to 100’ AGL/770’ MSL.

Trees beginning 1.2 NM from DER, 423’ right of centerline, up to 772’ MSL.

Tree beginning 1.2 NM from DER, 23’ left of centerline, up to 100’ AGL/747’ MSL.

Trees beginning 1.2 NM from DER, 81’ right of centerline, up to 786’ MSL.

Tree beginning 1.2 NM from DER, 81’ right of centerline, up to 100’ AGL/796’ MSL.

Tree beginning 1.2 NM from DER, 1’ left of centerline, up to 100’ AGL/763’ MSL.

Trees beginning 1.2 NM from DER, 1256’ right of centerline, up to 100’ AGL/809’ MSL.

Tree, terrain+veg beginning 1.2 NM from DER, 173’ right of centerline, up to 809’ MSL.

Trees beginning 1.3 NM from DER, 302’ right of centerline, up to 811’ MSL.

Tree, building, pole beginning 1.3 NM from DER, 10’ left of centerline, up to 100’ AGL/776’ MSL.

Tree, terrain+veg beginning 1.3 NM from DER, 1’ right of centerline, up to 817’ MSL.

Tree, vehicle on traverse way beginning 1.3 NM from DER, 252’ right of centerline, up to 823’ MSL.

Tree, vehicle on traverse way, building, pole, fence, vegetation beginning 1.4 NM from DER, 1’ right of centerline, up to 101’ AGL/825’ MSL.

Tree beginning 1.8 NM from DER, 2543’ left of centerline, up to 100’ AGL/793’ MSL.

Tree beginning 1.8 NM from DER, 1674’ left of centerline, up to 100’ AGL/812’ MSL.

Pole, tree beginning 1.9 NM from DER, 1390’ left of centerline, up to 100’ AGL/852’ MSL.

Tree beginning 2 NM from DER, 2848’ left of centerline, up to 100’ AGL/875’ MSL.

Vehicle on traverse way, tree beginning 2 NM from DER, 388’ left of centerline, up to 100’ AGL/881’ MSL.

BLOOMSBURG, PA

BLOOMSBURG MUNI (N13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  28APR16 (16119)  (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/min. climb of 660’ per NM to 1400 or 2100-3 for climb in visual conditions.

Rwy 27, std. w/min. climb of 300’ per NM to 1400 or 2100-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 9, Climbing left turn heading 059° to 2200 before proceeding on course. Do not exceed 180 KIAS until established on 059° heading.

Rwy 27, Climbing heading 254° to 2200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 9, Trees beginning 51’ from DER, 6’ right of centerline, up to 642’ MSL.

Grd 64’ from DER, 34’ right of centerline, 487’ MSL.

Vehicle on road 176’ from DER, 112’ right of centerline, 15’ AGL/488’ MSL.

Poles beginning 191’ from DER, 432’ left of centerline, up to 44’ AGL/528’ MSL.

Building 335’ from DER, 568’ left of centerline, 501’ MSL.

Parking lots beginning 629’ from DER, 652’ left of centerline, up to 503’ MSL.

Terrain 1503’ from DER, 164’ right of centerline, 524’ MSL.

Rwy 27, tower 4520’ from DER, 596’ right of centerline, 150’ AGL/632’ MSL.

Buildings beginning 35’ from DER, 327’ left of centerline, up to 506’ MSL.

Vehicles in parking lots beginning 48’ from DER, 238’ right of centerline, up to 496’ MSL.

Pole 151’ from DER, 238’ right of centerline, 8’ AGL/499’ MSL.

Poles beginning 210’ from DER, 493’ left of centerline, up to 521’ MSL.

Vehicle on road 279’ from DER, 210’ right of centerline, 15’ AGL/494’ MSL.

Trees beginning 50’ from DER, 50’ left of centerline, up to 579’ MSL.

Trees beginning 559’ from DER, 96’ right of centerline, up to 566’ MSL.

Stack 5202’ from DER, 660’ right of centerline, 175’ AGL/661’ MSL.

Chimney/smokestack 5199’ from DER, 661’ right of centerline, 659’ MSL.
NE-4, 19 MAY 2022 to 14 JUL 2022

BERKELEY SPRINGS, WV (CON’T)

POTOMAC AIRPARK (W35) (CON’T)

Rwy 11 (CON’T), trees beginning 3368’ from DER, 403’ right of centerline, up to 673’ MSL.
Trees beginning 3418’ from DER, 928’ right of centerline, up to 692’ MSL.
Trees beginning 3472’ from DER, 254’ right of centerline, up to 698’ MSL.
Trees beginning 3564’ from DER, 70’ right of centerline, up to 702’ MSL.
Trees beginning 3610’ from DER, 348’ right of centerline, up to 712’ MSL.
Tree 3736’ from DER, 1450’ right of centerline, 713’ MSL.
Trees beginning 3738’ from DER, 502’ right of centerline, up to 715’ MSL.
Tree 3826’ from DER, 1196’ right of centerline, 724’ MSL.
Tree, vehicle on traverse way beginning 3833’ from DER, 393’ right of centerline, up to 729’ MSL.
Trees beginning 4064’ from DER, 1126’ left of centerline, up to 571’ MSL.
Trees beginning 4135’ from DER, 684’ right of centerline, up to 732’ MSL.
Trees beginning 4157’ from DER, 119’ left of centerline, up to 581’ MSL.
Trees beginning 4188’ from DER, 431’ right of centerline, up to 734’ MSL.
Trees beginning 4250’ from DER, 653’ right of centerline, up to 736’ MSL.
Trees beginning 4331’ from DER, 477’ right of centerline, up to 738’ MSL.
Trees beginning 4377’ from DER, 865’ right of centerline, up to 744’ MSL.
Trees beginning 4377’ from DER, 1457’ left of centerline, up to 582’ MSL.
Trees beginning 4439’ from DER, 540’ right of centerline, up to 748’ MSL.
Trees beginning 4463’ from DER, 1396’ left of centerline, up to 603’ MSL.
Tree, vehicle on traverse way beginning 4487’ from DER, 535’ right of centerline, up to 766’ MSL.
Trees beginning 4579’ from DER, 1477’ left of centerline, up to 608’ MSL.
Trees beginning 4673’ from DER, 1453’ left of centerline, up to 633’ MSL.
Trees beginning 4769’ from DER, 1379’ left of centerline, up to 649’ MSL.
Tree, vehicle on traverse way beginning 4811’ from DER, 678’ right of centerline, up to 773’ MSL.
Tree, terrain, vehicle on traverse way, pole, building beginning 4917’ from DER, 731’ right of centerline, up to 778’ MSL.
Tree, tower beginning 1.3 NM from DER, 1405’ right of centerline, up to 106’ AGL/785’ MSL.
Trees beginning 1.5 NM from DER, 2402’ left of centerline, up to 658’ MSL.
Tree 1.5 NM from DER, 2630’ left of centerline, 684’ MSL.
Trees beginning 1.5 NM from DER, 2046’ left of centerline, up to 695’ MSL.
Trees beginning 1.5 NM from DER, 2392’ left of centerline, up to 705’ MSL.
Trees beginning 1.5 NM from DER, 1944’ left of centerline, up to 708’ MSL.
Trees beginning 1.5 NM from DER, 1979’ left of centerline, up to 728’ MSL.
Tree, pole beginning 1.6 NM from DER, 2181’ left of centerline, up to 738’ MSL.
Trees beginning 1.6 NM from DER, 2106’ left of centerline, up to 68’ AGL/758’ MSL.
Trees beginning 2.2 NM from DER, 3177’ left of centerline, up to 776’ MSL.
Tree 2.3 NM from DER, 3840’ left of centerline, 84’ AGL/803’ MSL.

Rwy 29, tree 16’ from DER, 357’ right of centerline, 475’ MSL.
Tree, vehicle on traverse way, vegetation beginning 33’ from DER, 22’ right of centerline, up to 488’ MSL.
Tree, vehicle on traverse way beginning 62’ from DER, 56’ left of centerline, up to 500’ MSL.
Tree, vehicle on traverse way beginning 186’ from DER, 269’ left of centerline, up to 94’ AGL/512’ MSL.
Tree, vehicle on traverse way beginning 201’ from DER, 242’ left of centerline, up to 517’ MSL.
Trees beginning 356’ from DER, 534’ right of centerline, up to 493’ MSL.
Trees beginning 530’ from DER, 521’ right of centerline, up to 496’ MSL.
Tree, vehicle on traverse way, pole beginning 576’ from DER, 9’ left of centerline, up to 528’ MSL.
Trees beginning 719’ from DER, 120’ right of centerline, up to 501’ MSL.
Trees beginning 864’ from DER, 31’ right of centerline, up to 512’ MSL.
Trees beginning 2033’ from DER, 78’ right of centerline, up to 521’ MSL.
Tree, pole beginning 2357’ from DER, 76’ right of centerline, up to 533’ MSL.
Trees beginning 3728’ from DER, 259’ right of centerline, up to 540’ MSL.
Tree 3747’ from DER, 862’ right of centerline, 541’ MSL.
Trees beginning 3766’ from DER, 213’ right of centerline, up to 558’ MSL.
Trees beginning 3859’ from DER, 435’ left of centerline, up to 532’ MSL.
Trees beginning 4009’ from DER, 525’ right of centerline, up to 561’ MSL.
Terrain+veg, tree beginning 4136’ from DER, 386’ right of centerline, up to 100’ AGL/570’ MSL.
Trees beginning 4319’ from DER, 21’ right of centerline, up to 573’ MSL.
Terrain+veg, tree beginning 4880’ from DER, 709’ right of centerline, up to 100’ AGL/589’ MSL.
Tree, building, pole, terrain beginning 5017’ from DER, 324’ right of centerline, up to 593’ MSL.
Trees beginning 5081’ from DER, 746’ right of centerline, up to 601’ MSL.
Trees beginning 5090’ from DER, 41’ right of centerline, up to 612’ MSL.
Tree, pole, beginning 5172’ from DER, 135’ right of centerline, up to 614’ MSL.
Trees beginning 5176’ from DER, 59’ left of centerline, up to 555’ MSL.
Tree, building, pole, terrain beginning 5253’ from DER, 40’ right of centerline, up to 625’ MSL.
Trees beginning 5267’ from DER, 13’ left of centerline, up to 568’ MSL.
Trees beginning 5338’ from DER, 119’ left of centerline, up to 583’ MSL.
Tree, pole, beginning 5501’ from DER, 1049’ right of centerline, up to 636’ MSL.
Pole, tree beginning 5532’ from DER, 184’ left of centerline, up to 600’ MSL.
Tree, vehicle on traverse way beginning 5559’ from DER, 176’ right of centerline, up to 651’ MSL.
Pole, tree beginning 5622’ from DER, 346’ left of centerline, up to 602’ MSL.
Tree, vehicle on traverse way beginning 5647’ from DER, 127’ right of centerline, up to 683’ MSL.
Tree, pole beginning 5699’ from DER, 39’ left of centerline, up to 616’ MSL.
Tank, pole, tree, vehicle on traverse way beginning 5742’ from DER, 440’ right of centerline, up to 80’ AGL/669’ MSL.
Tree 5799’ from DER, 1453’ right of centerline, 693’ MSL.
Tree, vehicle on traverse way building, pole, stack beginning 5811’ from DER, on centerline, up to 712’ MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BLUEFIELD, WV
MERCER COUNTY (BLF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 15JAN09 (09015) (FAA)
TAKEOFF MINIMUMS:

Rwy 23, 400-2½% or std. with a min. climb of 238’ per NM to 3300.

DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 3900 before turning south.
Rwy 23, climbing right turn via BLF R-270 to 4500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 14’ from DER, 370’ left of centerline, up to 100’ AGL/2939’ MSL.
Trees beginning 15’ from DER, 391’ right of centerline, up to 100’ AGL/2959’ MSL.

Rwy 23, trees beginning at DER, 258’ left of centerline, up to 100’ AGL/3159’ MSL.

BRADFORD, PA
BRADFORD RGNL (BFD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
TAKEOFF OBSTACLE NOTES:

Rwy 5, fence 448’ from DER, 305’ left of centerline, 19’ AGL/2158’ MSL.
Fence beginning 299’ from DER, 299’ right of centerline, 19’ AGL/2158’ MSL.

Trees beginning 23’ from DER, 70’ left of centerline, up to 75’ AGL/2242’ MSL.

Rwy 14, trees beginning 26’ from DER, 263’ left of centerline, up to 16’ AGL/2115’ MSL.
Tree 2427’ from DER, 918’ right of centerline, 79’ AGL/2198’ MSL.

Rwy 23, trees beginning 53’ from DER, 145’ left of centerline, up to 82’ AGL/2240’ MSL.

Rwy 32, trees beginning 1018’ from DER, 399’ left of centerline, up to 102’ AGL/2169’ MSL.

BUCKHANNON, WV
UPSHUR COUNTY RGNL (W22)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10JUN04 (04162) (FAA)
TAKEOFF MINIMUMS:

Rwy 29, 400-1½% or std. with a min. climb of 420’ per NM to 2100.

DEPARTURE PROCEDURE:
Rwy 11, climb via heading 105° to 2300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees 798’ from DER, 179’ right of centerline, 100’ AGL/1679’ MSL.

Trees beginning 196’ from DER, 69’ left of centerline, up to 1270’ MSL.

Rwy 29, trees 1 NM from DER, 565’ right of centerline, 100’ AGL/1959’ MSL.

BUTLER, PA
PITTSBURGH/BUTLER RGNL (BTP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:

Rwy 8, 300-1 or std. w/min. climb of 461’ per NM to 1600.

TAKEOFF OBSTACLE NOTES:

Rwy 8, tree 18’ from DER, 218’ right of centerline, 1265’ MSL.
Pole 68’ from DER, 469’ left of centerline, 24’ AGL/1245’ MSL.
Tree 99’ from DER, 478’ left of centerline, 1246’ MSL.

Tree 147’ from DER, 441’ right of centerline, 1278’ MSL.
Pole 183’ from DER, 372’ left of centerline, 36’ AGL/1248’ MSL.

Trees beginning 196’ from DER, 69’ left of centerline, up to 1270’ MSL.

Trees beginning 202’ from DER, 327’ right of centerline, up to 1285’ MSL.

Trees beginning 343’ from DER, 13’ right of centerline, up to 1288’ MSL.

Trees beginning 478’ from DER, 26’ left of centerline, up to 1278’ MSL.

Trees beginning 977’ from DER, 391’ left of centerline, up to 1281’ MSL.

Trees beginning 1056’ from DER, 15’ left of centerline, up to 1302’ MSL.

Trees beginning 1197’ from DER, 288’ left of centerline, up to 1319’ MSL.

Trees beginning 1231’ from DER, 167’ left of centerline, up to 1325’ MSL.

Trees beginning 1326’ from DER, 167’ right of centerline, up to 1302’ MSL.

Trees beginning 1422’ from DER, 282’ right of centerline, up to 1310’ MSL.

Trees beginning 2339’ from DER, 325’ right of centerline, up to 1316’ MSL.

Trees beginning 2423’ from DER, 658’ left of centerline, up to 1350’ MSL.

Tree 2532’ from DER, 435’ right of centerline, 1330’ MSL.

Trees beginning 2554’ from DER, 389’ right of centerline, up to 1337’ MSL.

Trees beginning 2626’ from DER, 106’ left of centerline, up to 1352’ MSL.

Trees beginning 2704’ from DER, 393’ right of centerline, up to 1347’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BUTLER, PA (CON’T)
PITTSBURGH/BUTLER RGNL (BTP) (CON’T)

Rwy 8 (CON’T), trees beginning 2935’ from DER, 733’ right of centerline, up to 1354’ MSL.
Trees beginning 3471’ from DER, 626’ right of centerline, up to 1357’ MSL.
Trees beginning 3771’ from DER, 516’ right of centerline, up to 1373’ MSL.
Tree 3810’ from DER, 647’ right of centerline, 1377’ MSL.
Trees beginning 3827’ from DER, 411’ right of centerline, up to 1404’ MSL.
Trees beginning 4118’ from DER, 893’ right of centerline, up to 1445’ MSL.
Trees beginning 4173’ from DER, 417’ right of centerline, up to 1482’ MSL.
Tree 4255’ from DER, 1554’ right of centerline, 1488’ MSL.
Trees beginning 4256’ from DER, 708’ right of centerline, up to 1491’ MSL.
Trees beginning 4641’ from DER, 1460’ right of centerline, up to 1399’ MSL.

Rwy 26, general utility 13’ from DER, 117’ right of centerline, 3’ AGL/1229’ MSL.
Trees, beginning 1001’ from DER, 282’ left of centerline, up to 1280’ MSL.
Tree 1756’ from DER, 432’ left of centerline, 1287’ MSL.
Tree 3239’ from DER, 54’ left of centerline, 1309’ MSL.
Tree 3357’ from DER, 32’ right of centerline, 1314’ MSL.

CARLISLE, PA
CARLISLE (N94)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 06MAR14 (14065) (FAA)

DEPARTURE PROCEDURE:
Rwy 10, climb heading 102° to 1400 before turning right.
Rwy 28, climb heading 282° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 10, vehicles on road, beginning 14’ from DER, left and right of centerline, up to 15’ AGL/534’ MSL.
Poles beginning 196’ from DER, left and right of centerline, up to 30’ AGL/550’ MSL.
Building 351’ from DER, 121’ left of centerline, 25’ AGL/535’ MSL.

Rwy 28, vehicles on road, abeam DER, 336’ right of centerline, up to 15’ AGL/524’ MSL.
Trees 322’ from DER, 96’ right of centerline, up to 100’ AGL/609’ MSL.
Trees 2484’ from DER, 439’ left of centerline, up to 100’ AGL/609’ MSL.

CHAMBERSBURG, PA
FRANKLIN COUNTY RGNL (N68)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:
Rwy 24, std. w/min. climb of 215’ per NM to 1400 or 1900-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 6, climb on heading 059° to 2300 before proceeding on course.
Rwy 24, climb on heading 239° to 2000 before proceeding on course.

VCOA:
Rwy 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Franklin County Rgnl airport at or above 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 150’ from DER, 339’ right of centerline, up to 725’ MSL.
Trees, pole beginning 324’ from DER, 95’ right of centerline, up to 726’ MSL.
Pole, tree beginning 657’ from DER, 189’ left of centerline, up to 55’ AGL/722’ MSL.
Trees beginning 979’ from DER, 11’ right of centerline, up to 731’ MSL.
Tree 1102’ from DER, 66’ left of centerline, 725’ MSL.
Trees beginning 1156’ from DER, 10’ left of centerline, up to 729’ MSL.
Tree 1414’ from DER, 283’ left of centerline, 733’ MSL.
Trees beginning 1414’ from DER, 218’ left of centerline, up to 737’ MSL.
Trees beginning 1719’ from DER, 339’ right of centerline, up to 736’ MSL.
Tree 2111’ from DER, 535’ left of centerline, 739’ MSL.
Tree 2163’ from DER, 245’ right of centerline, 740’ MSL.
Tree 2247’ from DER, 576’ left of centerline, 742’ MSL.
Tree 2652’ from DER, 866’ left of centerline, 753’ MSL.
Pole 4744’ from DER, 1225’ left of centerline, 120’ AGL/804’ MSL.

Rwy 24, vehicle on road 154’ from DER, 487’ right of centerline, 694’ MSL.
Tree 4183’ from DER, 1200’ right of centerline, 793’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHARLESTON, WV
WEST VIRGINIA INTL YEAGER (CRW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10 10OCT19 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-2½ or std. w/min. climb of 285’ per NM to 1200.
DEPARTURE PROCEDURE:
Rwy 23, climb heading 233° to 1400 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 5, lighting 7’ from DER, 55’ right of centerline, 2’ AGL/896’ MSL.
Trees 17’ from DER, 64’ left of centerline, 896’ MSL.
Trees beginning 2793’ from DER, 247’ right of centerline, up to 971’ MSL.
Tree 3063’ from DER, 471’ right of centerline, 976’ MSL.
Trees beginning 3149’ from DER, 365’ right of centerline, up to 983’ MSL.
Trees beginning 3185’ from DER, 66’ right of centerline, up to 994’ MSL.
Tree 3374’ from DER, 10’ left of centerline, 987’ MSL.
Tree, terrain beginning 3522’ from DER, 249’ right of centerline, up to 998’ MSL.
Trees beginning 3571’ from DER, 35’ left of centerline, up to 1006’ MSL.
Tree 3580’ from DER, 605’ right of centerline, 999’ MSL.
Tree, terrain, pole beginning 3627’ from DER, 10’ right of centerline, up to 1007’ MSL.
Trees beginning 3702’ from DER, 361’ left of centerline, up to 1009’ MSL.
Trees beginning 3730’ from DER, 214’ left of centerline, up to 1010’ MSL.
Tree 3904’ from DER, 68’ left of centerline, 1012’ MSL.
Trees beginning 3931’ from DER, 205’ left of centerline, up to 1017’ MSL.
Trees beginning 3968’ from DER, 57’ right of centerline, up to 1010’ MSL.
Tree, terrain beginning 4060’ from DER, 28’ left of centerline, up to 1025’ MSL.
Tree, terrain beginning 4339’ from DER, 38’ left of centerline, up to 1029’ MSL.
Tree beginning 4450’ from DER, 1513’ right of centerline, up to 1018’ MSL.
Tree, terrain beginning 4518’ from DER, 144’ left of centerline, up to 1031’ MSL.
Tree, terrain beginning 4584’ from DER, 253’ left of centerline, up to 1032’ MSL.
Tree 4594’ from DER, 35’ right of centerline, 1019’ MSL.
Tree 4679’ from DER, 292’ left of centerline, 1035’ MSL.
Tree 4726’ from DER, 458’ left of centerline, 1040’ MSL.
Trees beginning 4758’ from DER, 87’ left of centerline, up to 1041’ MSL.
Tree 4935’ from DER, 1279’ right of centerline, 1021’ MSL.
Tree 5050’ from DER, 973’ right of centerline, 1031’ MSL.
Trees beginning 5217’ from DER, 566’ right of centerline, up to 1045’ MSL.
Antenna 2.2 NM from DER, 2891’ left of centerline, 1238’ MSL.
Rwy 24, pole 114’ from DER, 185’ left of centerline, 17’ AGL/951’ MSL.
Pole 121’ from DER, 271’ right of centerline, 17’ AGL/950’ MSL.
Tree 4457’ from DER, 1692’ left of centerline, 1071’ MSL.
Tree 4747’ from DER, 1667’ left of centerline, 1077’ MSL.

CLARION, PA
CLARION COUNTY (AXQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (07219) (FAA)
TAKEOFF MINIMUMS:
Rwy 24, 200-1½ or std. w/min. climb of 211’ per NM to 1700.
TAKEOFF OBSTACLE NOTES:
Rwy 6, multiple trees beginning 697’ from DER, 311’ left of centerline, up to 100’ AGL/1519’ MSL.
Multiple trees beginning 1006’ from DER, 47’ right of centerline, up to 100’ AGL/1529’ MSL.
Building 2942’ from DER, 964’ right of centerline, 60’ AGL/1539’ MSL.
Rwy 24, multiple trees beginning 792’ from DER, 27’ left of centerline, up to 100’ AGL/1539’ MSL.
Multiple trees beginning 806’ from DER, 147’ right of centerline, up to 100’ AGL/1539’ MSL.
Tree 1.1 NM from DER, 2010’ right of centerline, 100’ AGL/1619’ MSL.

CLARKSBURG, WV
NORTH CENTRAL WEST VIRGINIA (CKB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 20SEP12 (12264) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 300-1½ or std. w/min. climb of 402’ per NM to 1500.
Rwy 21, 400-2½ or std. w/min. climb of 447’ per NM to 1600.
DEPARTURE PROCEDURE:
Rwy 3, climb heading 031° to 2000 before proceeding on course.
Rwy 21, climb heading 211° to 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 348’ from DER, 584’ left of centerline, up to 100’ AGL/1279’ MSL.
Trees beginning 5135’ from DER, 33’ left of centerline, up to 75’ AGL/1374’ MSL.
Tree 1042’ from DER, 659’ right of centerline, 100’ AGL/1319’ MSL.
Trees beginning 2454’ from DER, 659’ right of centerline, up to 100’ AGL/1374’ MSL.
Fence 2875’ from DER, 756’ right of centerline, 10’ AGL/1316’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CLARKSBURG, WV (CON’T)
NORTH CENTRAL WEST VIRGINIA (CKB) (CON’T)

Rwy 3 (CON’T), terrain 2720’ from DER, 622’ right of centerline, 1370’ MSL.
Rwy 21, bush 12’ from DER, 258’ left of centerline, 5’ AGL/1184’ MSL.
Trees 571’ from DER, 533’ left of centerline, 86’ AGL/1226’ MSL.
Trees 4880’ from DER, 90’ left of centerline, up to 100’ AGL/1335’ MSL.

CLEARFIELD, PA
CLEARFIELD-LAWRENCE (FIG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  20SEP12  (12264)  (FAA)

TAKEOFF MINIMUMS:
Rwy 30, std. w/min. climb of 342’ per NM to 3500 or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 12, climb heading 110° to 2500 before proceeding on course.
Rwy 30, climb heading 299° to 2700 before proceeding on course, or for climb in visual conditions cross Clearfield-Lawrence airport at or above 3300 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 12, trees beginning 166’ from DER, left and right of centerline, up to 100’ AGL/ 1635’ MSL.
Tower, 2.73 NM from DER, 4881’ right of centerline, 422’ AGL/ 2032’ MSL.
Rwy 30, airplane on taxiway 7’ from DER, 131’ left of centerline, up to 15’ AGL/ 1534’ MSL.
Trees beginning 53’ from DER, left and right of centerline, up to 100’ AGL/2135’ MSL.
Vehicles on roadway beginning 241’ from DER, left and right of centerline, up to 15’ AGL/ 1534’ MSL.

Clearfield-Lawrence (FIG)

COATESVILLE, PA
CHESTER COUNTY G. O. CARLSON (MQS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  31JUL08  (08213)  (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 11, tree 342’ from DER, 592’ right of centerline, 90’ AGL/680’ MSL.
Trees beginning 1135’ from DER, 549’ left of centerline, up to 87’ AGL/696’ MSL.
Rwy 29, tree 281’ from DER, 325’ left of centerline, 7’ AGL/646’ MSL.
Obstruction light on poles beginning 418’ from DER, 308’ right of centerline, up to 40’ AGL/690’ MSL.
Antenna on buildings beginning 406’ from DER, 208’ right of centerline, up to 23’ AGL/692’ MSL.
Trees beginning 1048’ from DER, 277’ right of centerline, up to 62’ AGL/731’ MSL.
Multiple poles beginning 1723’ from DER, 238’ right of centerline, up to 34’ AGL/703’ MSL.

CONNELLSVILLE, PA
JOSEPH A HARDY CONNELLSVILLE (VVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  20SEP12  (12264)  (FAA)

TAKEOFF MINIMUMS:
Rwy 14, NA - Obstacles.

DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 3100 before proceeding on course.
Rwy 23, climb heading 229° to 3200 before proceeding on course.
Rwy 32, climb heading 319° to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 5, bldg 203’ from DER, 270’ right of centerline, 24’ AGL/1274’ MSL.
LOC 329’ from DER, 2’ right of centerline, 13’ AGL/1273’ MSL.
Road 8’ from DER, 476’ right of centerline, 1273’ MSL.
Trees beginning 68’ from DER, 17’ left of centerline, up to 100’ AGL/1386’ MSL.
Trees beginning 117’ from DER, 4’ right of centerline, up to 100’ AGL/1385’ MSL.
Rwy 23, tree 620’ from DER, 642’ left of centerline, 100’ AGL/1258’ MSL.
Rwy 32, trees beginning 1004’ from DER, 129’ left of centerline, 100’ AGL/1263’ MSL.
Trees beginning 1004’ from DER, 11’ right of centerline, up to 100’ AGL/1306’ MSL.
Pole 1292’ from DER, 734’ right of centerline, 33’ AGL/1273’ MSL.
Sign 36’ from DER, 200’ left of centerline, 2’ AGL/1229’ MSL.

CORRY, PA
CORRY-LAWRENCE (8G2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  05MAY11  (11125)  (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 14, terrain, tank, pole, and trees beginning 54’ from DER, 300’ left of centerline, up to 66’ AGL/1835’ MSL.
Pole and trees beginning 169’ from DER, 285’ right of centerline, up to 49’ AGL/1808’ MSL.
Rwy 32, Trees beginning 35’ from DER, 87’ left of centerline, up to 60’ AGL/1749’ MSL.
Trees beginning 178’ from DER, 14’ right of centerline, up to 67’ AGL/1756’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DANVILLE, PA

DANVILLE (8N8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, std. w/min. climb of 370’ per NM to 2000, or 1700-3 for climb in visual conditions.
Rwy 27, std. w/min. climb of 280’ per NM to 2400, or 1700-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 9, climb heading 088° to 2000 before proceeding on course or for climb in visual conditions cross Danville Airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 27, climb heading 268° to 2400 before proceeding on course or for climb in visual conditions cross Danville Airport at or above 1900 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 665’ from DER, 554’ right of centerline, up to 100’ AGL/699’ MSL.
Trees beginning 769’ from DER, 326’ left of centerline, up to 100’ AGL/659’ MSL.
Rwy 27, trees beginning 1332’ from DER, 274’ right of centerline, up to 100’ AGL/619’ MSL.
Trees beginning 968’ from DER, 136’ left of centerline, up to 100’ AGL/639’ MSL.
Pole beginning 1148’ from DER, 174’ left of centerline, 58’ AGL/588’ MSL.

DOYLESTOWN, PA

DOYLESTOWN (DYL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25NOV04 (04330) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, terrain and trees 246’ from DER, 457’ right of centerline, 60’ AGL/460’ MSL.
Rwy 23, terrain and tree 149’ from DER, 764’ left of centerline, 100’ AGL/460’ MSL.
Terrain and trees 270’ from DER, 44’ left of centerline, 100’ AGL/480’ MSL.

DUBOIS, PA

DUBOIS RGNL (DUJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03JUN10 (10154) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, wind sock 31’ from DER, 452’ left of centerline, 29’ AGL/1834’ MSL.
Tree 1606’ from DER, 698’ right of centerline, up to 99’ AGL/1859’ MSL.
Rwy 25, wind sock and trees beginning 97’ from DER, 300’ right of centerline, up to 74’ AGL/1854’ MSL.
Buildings and trees beginning 164’ from DER, 254’ left of centerline, up to 92’ AGL/1872’ MSL.

EAST STROUDSBURG, PA

STROUDSBURG-POCONO (N53)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10MAR11 (11069) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. w/min. climb of 440’ per NM to 1100, or 1500-2½ for climb in visual conditions.
Rwy 26, 300-1 w/min. climb of 405’ per NM to 1500, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 077° to 1800 before proceeding on course, or for climb in visual conditions, cross Stroudsburg-Pocono Airport at or above 1800 before proceeding on course.
Rwy 26, climb heading 258° to 2600 before proceeding on course, or for climb in visual conditions, cross Stroudsburg-Pocono Airport at or above 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 265’ from DER, 145’ right of centerline, up to 100’ AGL/599’ MSL.
Trees beginning 275’ from DER, 70’ left of centerline, up to 100’ AGL/599’ MSL.
Vehicle on road 275’ from DER, 70’ left of centerline, up to 15’ AGL/514’ MSL.
Houses beginning 597’ from DER, 41’ left of centerline, up to 40’ AGL/539’ MSL.
Houses beginning 656’ from DER, 205’ right of centerline, up to 40’ AGL/539’ MSL.
Trees beginning 2467’ from DER, 878’ left of centerline, up to 100’ AGL/619’ MSL.
Trees beginning 4113’ from DER, 55’ left of centerline, up to 100’ AGL/619’ MSL.
Trees beginning 5035’ from DER, 1083’ right of centerline, up to 100’ AGL/619’ MSL.
Rwy 26, trees beginning 97’ from DER, 369’ right of centerline, up to 100’ AGL/579’ MSL.
Trees beginning 366’ from DER, 526’ left of centerline, up to 100’ AGL/639’ MSL.
Trees beginning 1782’ from DER, 972’ right of centerline, up to 100’ AGL/639’ MSL.
Trees beginning 1882’ from DER, 529’ left of centerline, up to 100’ AGL/659’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

EASTON, PA

BRADEN AIRPARK (N43)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  21OCT10  (10294)  (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 400-2½ or std. w/min. climb of 203' per NM to 900, or alternatively, with standard takeoff minimums and a normal 200'NM climb gradient, takeoff must occur no later than 1200' prior to DER.

Rwy 36, standard with minimum climb of 452' per NM to 1300 or 600-3 with minimum climb of 256' per NM to 2600 or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 179° to 1100 before proceeding on course.

Rwy 36, for climb in visual conditions: cross Braden Airpark at or above 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning 571' from DER, 453' left of centerline, up to 100' AGL/499' MSL.

Trees beginning 1366' from DER, 539' right of centerline, up to 100' AGL/499' MSL.

Rwy 36, vehicles on road, 50' from DER, on centerline, up to 15' AGL/414' MSL.

Trees beginning 986' from DER, 40' left of centerline, up to 100' AGL/539' MSL.

Building and trees beginning 153' from DER, 89' right of centerline, up to 100' AGL/ 539' MSL.

EBENSBURG, PA

EBENSBURG (9G8)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A  17SEP15  (15260)  (FAA)

TAKEOFF MINIMUMS:

Rwy 7, 300-1½ or std. w/min. climb of 350' per NM to 2500.

Rwy 11U, 29U, NA-Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 25, numerous trees beginning 632' from DER, 245' left of centerline, up to 100' AGL/2179' MSL.

Numerous trees beginning 759' from DER, 476' right of centerline, up to 100' AGL/2179' MSL.

Numerous trees beginning 696' from DER, 273' left of centerline, up to 100' AGL/2389' MSL.

Stack 1.1 NM from DER, 1571' right of centerline, 192' AGL/2352' MSL.

Vehicle on highway, 487' from DER, 180' right of centerline, 19' AGL/2138' MSL.

ELKINS, WV

ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  19FEB04  (22027)  (FAA)

TAKEOFF MINIMUMS:

Rwys 5, 14, 32, NA-Obstacles.

Rwy 23, 1800-2 or std. w/min. climb of 360' per NM to 4300.

DEPARTURE PROCEDURE:

Rwy 23, climb via heading 200° to 5000 then climbing right turn to 6000 direct to EKN VORTAC then EKN R-346, expect RADAR vectors.

TAKEOFF OBSTACLE NOTES:

Rwy 23, OL and trees 788' from DER, 206' left of centerline, up to 85' AGL/2059' MSL.

Trees 10,130' from DER, 85' AGL/2059' MSL.

ERIE, PA

ERIE INTL/TOM RIDGE FLD (ERI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 27JAN22  (22027)  (FAA)

TAKEOFF MINIMUMS:

Rwy 20, 300-1½ or std. w/min. climb of 331' per NM to 1100.

DEPARTURE PROCEDURE:

Rwy 2, climb heading 020° to 1300 before turning right.

Rwy 6, climb heading 064° to 1900 before turning right.

Rwy 20, climb heading 200° to 1700 before turning left.

Rwy 24, climb heading 244° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 2, vehicles on road, building, trees and poles beginning 31' from DER, 2' left of centerline, up to 105' AGL/821' MSL.

Trees, fence, vehicles on road and poles beginning 74' from DER, 1' right of centerline, up to 107' AGL/817' MSL.

Rwy 6, trees beginning 381' from DER, 336' right of centerline, up to 105' AGL/832' MSL.

Trees beginning 1360' from DER, 678' left of centerline, up to 98' AGL/818' MSL.

Rwy 20, trees, railroads, buildings and poles beginning 41' from DER, 3' left of centerline, up to 105' AGL/883' MSL.

Trees beginning 1380' from DER, 678' left of centerline, up to 112' AGL/869' MSL.

Trees and poles beginning 4411' from DER, left and right of centerline, up to 103' AGL/883' MSL.

Tree 1 NM from DER, 694' right of centerline, up to 143' AGL/983' MSL.

Tree 1.35 NM from DER, 2559' right of centerline, up to 94' AGL/944' MSL.

CONT
ERIE, PA (CON’T)
ERIE INTL/TOM RIDGE FLD (ERI) (CON’T)

**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**FACTORVILLE, PA**
SEAMANS FLD (9N3)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 3 31JUL08 (21280) (FAA)**

**TAKEOFF MINIMUMS:**
Rwy 24, railroad, pole and trees beginning 11’ from DER, 325’ left of centerline, up to 67’ AGL/797’ MSL.

Tree on building, antenna and trees beginning 135’ from DER, 250’ right of centerline, up to 111’ AGL/834’ MSL.

Trees beginning 2568’ from DER, 226’ left of centerline, up to 97’ AGL/827’ MSL.

**DEPARTURE PROCEDURE:**
Rwy 22, climb heading 216° to 2900 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**
Rwy 4, trees beginning 1134’ from DER, 720’ right of centerline, up to 65’ AGL/1264’ MSL.

Trees beginning 1.82 NM from DER, 774’ left of centerline, up to 100’ AGL/1499’ MSL.

**FAIRMONT, WV**
FAIRMONT MUNI-FRANKMAN FLD (4G7)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 6A 25APR19 (21280) (FAA)**

**TAKEOFF MINIMUMS:**
Rwy 5,
500-3 or std. w/min. climb of 729’ per NM to 1800.

Rwy 23,
500-2¾ w/min. climb of 274’ per NM to 1900 or std. w/min. climb of 442’ per NM to 1500, or 1300-3 for VCOA.

**DEPARTURE PROCEDURE:**
Rwy 5,
climb heading 045° to 1800 before proceeding on course.

Rwy 23,
climb heading 225° to 1700 before proceeding on course.

**VCOA:**
Rwy 23,
obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Fairmont Muni-Frankman Fld at or above 2200 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**
Rwy 5,
trees beginning 3’ from DER, 67’ right of centerline, up to 52’ AGL/1035’ MSL.

Tree 11’ from DER, 377’ left of centerline, 61’ AGL/1033’ MSL.

Trees beginning 33’ from DER, 309’ left of centerline, up to 51’ AGL/1036’ MSL.

Trees beginning 129’ from DER, 190’ left of centerline, up to 62’ AGL/1041’ MSL.

Tree and pole beginning 403’ from DER, 126’ right of centerline, up to 62’ AGL/1045’ MSL.

Tree 565’ from DER, 213’ right of centerline, 78’ AGL/1048’ MSL.

Tree and pole beginning 972’ from DER, 151’ right of centerline, up to 70’ AGL/1050’ MSL.

Trees beginning 622’ from DER, 211’ right of centerline, up to 85’ AGL/1062’ MSL.

Trees beginning 739’ from DER, 240’ right of centerline, up to 101’ AGL/1076’ MSL.

Tree 1494’ from DER, 608’ left of centerline, 105’ AGL/1067’ MSL.

Tree 1784’ from DER, 943’ right of centerline, 62’ AGL/1164’ MSL.

Trees beginning 1848’ from DER, 974’ right of centerline, up to 73’ AGL/1181’ MSL.

Tower 1.7 NM from DER, 725’ right of centerline, 228’ AGL/1477’ MSL.

Rwy 23,
pole, fence, building, sign, tree, terrain and vegetation beginning 4’ from DER, 24’ left of centerline, up to 47’ AGL/1086’ MSL.

Pole 12’ from DER, 102’ right of centerline, 3’ AGL/1038’ MSL.

Pole 60’ from DER, 81’ right of centerline, 3’ AGL/1042’ MSL.

Tree and pole beginning 134’ from DER, 96’ right of centerline, up to 64’ AGL/1078’ MSL.

Tree and pole beginning 134’ from DER, 110’ right of centerline, up to 81’ AGL/1100’ MSL.

Tree and building, fence, pole, terrain beginning 189’ from DER, 42’ right of centerline, up to 76’ AGL/1102’ MSL.

Tree, pole, terrain and building beginning 318’ from DER, 11’ left of centerline, up to 51’ AGL/1099’ MSL.

Tree, building and pole beginning 428’ from DER, 2’ right of centerline, up to 84’ AGL/1122’ MSL.

Tree, building and pole beginning 565’ from DER, 7’ left of centerline, up to 89’ AGL/1120’ MSL.

Tree, pole and building beginning 632’ from DER, 1’ left of centerline, up to 100’ AGL/1127’ MSL.

Trees beginning 3368’ from DER, 284’ right of centerline, up to 1183’ MSL.

Terrain 4084’ from DER, 684’ left of centerline, 1177’ MSL.

Tree and terrain beginning 4237’ from DER, 137’ left of centerline, up to 71’ AGL/1183’ MSL.

Terrain beginning 4287’ from DER, 649’ left of centerline, up to 1184’ MSL.

Tree, terrain and building beginning 4381’ from DER, 329’ left of centerline, up to 46’ AGL/1274’ MSL.
FINLEYVILLE, PA
FINLEYVILLE AIRPARK (G05)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12OCT17 (17285) (FAA)
DEPARTURE PROCEDURE:
Rwy 32, climb heading 318° to 1800 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 28' from DER, 102' left of centerline, 1319' MSL.
Trees beginning 30' from DER, 124' right of centerline, 1319' MSL.
Tree 584' from DER, 54' left of centerline, up to 1319' MSL.
Trees beginning 1521' from DER, 129' left of centerline, 1339' MSL.
Rwy 32, trees beginning 26' from DER, 227' right of centerline, 1299' MSL.
Trees 274' from DER, crossing centerline., 1299' MSL.

FRANKLIN, PA
VENANGO RGNL (FKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 30SEP04 (04274) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, climb via heading 027° to 2000 before proceeding on course.
Rwy 12, climb via heading 116° to 2000 before proceeding on course.
Rwy 21, climb via heading 207° to 2000 before proceeding on course.
Rwy 30, climb via heading 296° to 2000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 638' from DER, 528' right of centerline, 34' AGL/1553' MSL.
Tree 2547' from DER, 697' right of centerline, 34' AGL/1539' MSL.
Tree 1123' from DER, 504' left of centerline, 81' AGL/1600' MSL.
Tree 800' from DER, 369' right of centerline, 71' AGL/1571' MSL.
Rwy 12, tank 1027' from DER, 660' left of centerline, 92' AGL/1612' MSL.
Tree 1123' from DER, 504' left of centerline, 81' AGL/1600' MSL.
Tree 800' from DER, 369' right of centerline, 71' AGL/1571' MSL.

FREEPORT, PA
MCVILLE (6P7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08NOV18 (18312) (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 400-2½ or std. w/min. climb of 430' per NM to 1700.
Rwy 32, 500-2½ or std. w/min. climb of 330' per NM to 1600.
DEPARTURE PROCEDURE:
Rwy 32, climb heading 325° to 1600 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 14, trees beginning 1.3 NM from DER, 341' left of centerline, 100' AGL/1400' MSL.
Tree 1.4 NM from DER, 466' left of centerline, 100' AGL/1501' MSL.
Rwy 32, tree 1.4 NM from DER, 1029' left of centerline, 100' AGL/1300' MSL.
Tree 1.8 NM from DER, 2540' left of centerline, up to 100' AGL/1440' MSL.
Tree 1.8 NM from DER, 1547' right of centerline, 100' AGL/1390' MSL.
Tower 2.3 NM from DER, 939' right of centerline, 261' AGL/1524' MSL.

GETTYSBURG, PA
GETTYSBURG RGNL (W05)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20AUG15 (15232) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, NA, obstacles.
Rwy 24, std. w/min. climb of 310' per NM to 1900, or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 24, climb heading 241° to 1900 before proceeding on course.
VCOA: Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross
Gettysburg Regional airport at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 24, vehicle on road 350' from DER, 61' left of centerline 17' AGL/576' MSL.
Trees beginning 273' from DER, 214' right of centerline, up to 100' AGL/639' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GREENVILLE, PA
GREENVILLE MUNI (4G1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12NOV15 (15316) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 23, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 33, climb heading 330° to 1600 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 15, vehicles on road 220' from DER, left and right of centerline, 15' AGL/1214' MSL.
Trees 381' from DER, 480' right of centerline, up to 100' AGL/1309' MSL.
Trees 1381' from DER, left and right of centerline, up to 100' AGL/1239' MSL.
Rwy 33, trees 184' from DER, 278' right of centerline, 100' AGL/1259' MSL.
Rwy 33, trees 1923' from DER, left and right of centerline, 100' AGL/1229' MSL.

GROVE CITY, PA
GROVE CITY (29D)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 05DEC19 (19339) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 15' from DER, 98' left of centerline, 1311' MSL.
Tree 68' from DER, 129' left of centerline, 1308' MSL.
Trees, buildings, poles beginning 72' from DER, 223' right of centerline, up to 1357' MSL.
Tree 174' from DER, 389' left of centerline, 1352' MSL.
Trees, pole beginning 284' from DER, 100' left of centerline, up to 1356' MSL.
Trees, poles, sign beginning 792' from DER, 201' right of centerline, up to 1361' MSL.
Trees beginning 1819' from DER, 35' left of centerline, up to 1359' MSL.
Tree 2062' from DER, 642' right of centerline, 1362' MSL.
Rwy 28, terrain 4' from DER, 85' right of centerline, 1373' MSL.
Tree 22' from DER, 91' left of centerline, 1373' MSL.
Fence 78' from DER, 321' right of centerline, 14' AGL/1387' MSL.
Building, tree, pole beginning 165' from DER, 223' right of centerline, up to 21' AGL/1404' MSL.
Tree 376' from DER, 600' right of centerline, 1457' MSL.
Trees beginning 539' from DER, 598' right of centerline, up to 1462' MSL.
Trees, vehicles on road, poles, transmission line beginning 589' from DER, 34' left of centerline, up to 1465' MSL.
Trees, vehicles on road, beginning 837' from DER, 35' right of centerline, up to 1464' MSL.
Trees, poles, building, transmission line beginning 1015' from DER, 54' right of centerline, up to 1466' MSL.
Trees, poles, vehicle on road beginning 1106' from DER, 6' left of centerline, up to 1467' MSL.
Trees, transmission line, pole beginning 1504' from DER, 28' left of centerline, up to 1489' MSL.
Trees beginning 2430' from DER, 644' right of centerline, up to 1493' MSL.
Tree 2534' from DER, 692' right of centerline, 1495' MSL.
Trees beginning 2552' from DER, 564' right of centerline, up to 1502' MSL.
Trees beginning 2656' from DER, 727' right of centerline, up to 1506' MSL.
Trees beginning 2686' from DER, 1' right of centerline, up to 1512' MSL.
Trees beginning 4050' from DER, 914' left of centerline, up to 1490' MSL.

HARRISBURG, PA
HARRISBURG/CAPITAL CITY (CXY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 10SEP20 (20254) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 400-2¾ or std. w/min. climb of 305' per NM to 600.
Rwy 12, std. w/min. climb of 377' per NM to 1300, or 700-3 w/min. climb of 351' per NM to 1300.
Rwy 26, 400-2½ or std. w/min. climb of 353' per NM to 800.
Rwy 30, NA-Obstacles.
DEPARTURE PROCEDURE:
Rwy 8, climb on heading 082° to 1300 before proceeding on course.
Rwy 12, climb on heading 128° to 1400 before proceeding on course.
Rwy 26, climb on heading 262° to 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, vehicle on traverse way, lighting beginning 5' from DER, 53' left of centerline, up to 354' MSL.
Lighting 10' from DER, 56' right of centerline, 2' AGL/348' MSL.
Tree, building, pole beginning 100' from DER, 67' right of centerline, up to 50' AGL/398' MSL.
Pole 225' from DER, 501' left of centerline, 24' AGL/359' MSL.
Tree, pole beginning 247' from DER, 21' left of centerline, up to 376' MSL.
Trees beginning 4587' from DER, 1355' left of centerline, up to 54' AGL/496' MSL.
Tree 4657' from DER, 1242' left of centerline, 508' MSL.
Trees beginning 4689' from DER, 764' left of centerline, up to 518' MSL.
Trees beginning 4853' from DER, 909' left of centerline, up to 71' AGL/525' MSL.
Trees beginning 5010' from DER, 430' left of centerline, up to 96' AGL/537' MSL.
Tree, pole, spire, building beginning 5987' from DER, 37' left of centerline, up to 92' AGL/559' MSL.
Tree 1 NM from DER, 410' right of centerline, 509' MSL.
CONT
Rwy 8 (CON’T), tree 1 NM from DER, 434’ right of centerline, 510’ MSL.
Trees beginning 1 NM from DER, 140’ right of centerline, up to 76’ AGL/516’ MSL.
Tree, pole beginning 1 NM from DER, 207’ right of centerline, 533’ MSL.
Trees beginning 1 NM from DER, 10’ right of centerline, up to 540’ MSL.
Tree, pole beginning 1.1 NM from DER, 316’ left of centerline, up to 60’ AGL/562’ MSL.
Tree, building beginning 1.1 NM from DER, 35’ left of centerline, up to 563’ MSL.
Trees beginning 1.1 NM from DER, 185’ left of centerline, up to 568’ MSL.
Tree 1.2 NM from DER, 2274’ left of centerline, 63’ AGL/569’ MSL.
Trees beginning 1.2 NM from DER, 1136’ left of centerline, up to 62’ AGL/572’ MSL.
Trees beginning 1.2 NM from DER, 496’ left of centerline, up to 574’ MSL.
Trees beginning 1.3 NM from DER, 679’ left of centerline, up to 76’ AGL/584’ MSL.
Trees beginning 1.3 NM from DER, 753’ left of centerline, up to 586’ MSL.
Tree 1.3 NM from DER, 795’ left of centerline, 94’ AGL/588’ MSL.
Trees beginning 1.3 NM from DER, 540’ left of centerline, up to 598’ MSL.
Trees beginning 1.4 NM from DER, 323’ left of centerline, up to 84’ AGL/599’ MSL.
Trees beginning 1.5 NM from DER, 2083’ left of centerline, up to 603’ MSL.
Trees beginning 1.5 NM from DER, 1715’ left of centerline, up to 608’ MSL.
Trees beginning 1.7 NM from DER, 490’ left of centerline, up to 613’ MSL.
Tower 1.7 NM from DER, 628’ left of centerline, 89’ AGL/615’ MSL.
Tree 1.7 NM from DER, 25’ left of centerline, 624’ MSL.
Tree 1.7 NM from DER, 223’ right of centerline, 627’ MSL.
Trees beginning 1.7 NM from DER, 143’ right of centerline, up to 638’ MSL.
Trees beginning 1.7 NM from DER, 4’ right of centerline, up to 640’ MSL.
Tree 1.7 NM from DER, 25’ left of centerline, 632’ MSL.
Trees beginning 1.8 NM from DER, 135’ right of centerline, up to 647’ MSL.
Rwy 12, vehicle on traverse way, terrain, poles beginning 13’ from DER, 261’ right of centerline, up to 373’ MSL.
Sign 43’ from DER, 250’ left of centerline, 5’ AGL/347’ MSL.
Terrain 331’ from DER, 197’ left of centerline, 352’ MSL.
Vegetation, terrain, fence beginning 340’ from DER, 105’ left of centerline, up to 362’ MSL.
Trees, terrain, poles, fence beginning 443’ from DER, 82’ left of centerline, up to 67’ AGL/412’ MSL.
Buildings, fence beginning 472’ from DER, 22’ right of centerline, up to 42’ AGL/391’ MSL.
Trees, fence, poles, buildings beginning 697’ from DER, 19’ left of centerline, up to 80’ AGL/436’ MSL.
Trees, buildings beginning 859’ from DER, 18’ right of centerline, up to 392’ MSL.
Trees, poles beginning 1186’ from DER, 119’ left of centerline, up to 445’ MSL.
Building beginning 1293’ from DER, 273’ right of centerline, up to 37’ AGL/395’ MSL.
Poles, trees, stack, buildings, spire beginning 1406’ from DER, 100’ left of centerline, up to 72’ AGL/451’ MSL.
Pole 2147’ from DER, 110’ right of centerline, 43’ AGL/403’ MSL.
Pole 2220’ from DER, 112’ right of centerline, 45’ AGL/404’ MSL.
Trees, buildings beginning 2929’ from DER, 145’ left of centerline, up to 461’ MSL.
Rwy 26, terrain, vehicle on traverse way beginning 3’ from DER, 151’ left of centerline, up to 337’ MSL.
Trees beginning 524’ from DER, 164’ right of centerline, up to 374’ MSL.
Tree 591’ from DER, 656’ right of centerline, 379’ MSL.
Trees beginning 655’ from DER, 670’ right of centerline, up to 394’ MSL.
Tree 1033’ from DER, 731’ right of centerline, 408’ MSL.
Tree 1043’ from DER, 759’ left of centerline, 398’ MSL.
Trees beginning 1060’ from DER, 384’ right of centerline, up to 91’ AGL/411’ MSL.
Trees beginning 1073’ from DER, 226’ left of centerline, up to 87’ AGL/402’ MSL.
Tree, transmission line, pole beginning 1383’ from DER, 95’ right of centerline, up to 95’ AGL/419’ MSL.
Trees beginning 1625’ from DER, 212’ left of centerline, up to 76’ AGL/410’ MSL.
Trees beginning 1710’ from DER, 248’ left of centerline, up to 413’ MSL.
Trees beginning 1828’ from DER, 147’ left of centerline, up to 78’ AGL/416’ MSL.
Trees beginning 2115’ from DER, 86’ left of centerline, up to 75’ AGL/442’ MSL.
Tree, pole beginning 2497’ from DER, 50’ left of centerline, up to 447’ MSL.
Trees beginning 2519’ from DER, 189’ right of centerline, up to 423’ MSL.
Tree, transmission line beginning 2542’ from DER, 5’ right of centerline, up to 425’ MSL.
Trees beginning 2645’ from DER, 148’ left of centerline, up to 457’ MSL.
Trees beginning 2684’ from DER, 52’ right of centerline, up to 427’ MSL.
Tree 2692’ from DER, 221’ right of centerline, 70’ AGL/428’ MSL.
Tree, transmission line beginning 2698’ from DER, 255’ right of centerline, up to 436’ MSL.
Trees beginning 2861’ from DER, 292’ right of centerline, up to 438’ MSL.
Tree, transmission line beginning 2902’ from DER, 204’ right of centerline, up to 446’ MSL.
Trees beginning 3037’ from DER, 240’ right of centerline, up to 449’ MSL.
Trees beginning 3120’ from DER, 357’ left of centerline, up to 89’ AGL/458’ MSL.
Tree, transmission line beginning 3162’ from DER, 442’ right of centerline, up to 451’ MSL.
Tree, transmission line beginning 3171’ from DER, 52’ right of centerline, up to 458’ MSL.
Trees beginning 3238’ from DER, 467’ left of centerline, up to 107’ AGL/465’ MSL.
Trees beginning 3427’ from DER, 184’ left of centerline, up to 103’ AGL/468’ MSL.
Trees beginning 3619’ from DER, 98’ left of centerline, up to 477’ MSL.
Tree, general utility poles beginning 3834’ from DER, 116’ left of centerline, up to 478’ MSL.
Trees beginning 3996’ from DER, 423’ right of centerline, up to 78’ AGL/461’ MSL.
Trees beginning 4004’ from DER, 365’ right of centerline, up to 81’ AGL/466’ MSL.
Tree, transmission line beginning 4027’ from DER, 280’ right of centerline, up to 87’ AGL/470’ MSL.
Tree, pole beginning 4495’ from DER, 323’ left of centerline, up to 493’ MSL.
CON’T
HARRISBURG, PA (CON’T)
HARRISBURG/CAPITAL CITY (CXY) (CON’T)

Rwy 26 (CON’T), trees beginning 4965’ from DER, 340’ left of centerline, up to 69’ AGL/494’ MSL.
Tree, pole, sign beginning 5136’ from DER, 694’ left of centerline, up to 67’ AGL/503’ MSL.
Tree, pole, sign, vehicle on traverse way beginning 5386’ from DER, 558’ left of centerline, up to 507’ MSL.
Tree 5698’ from DER, 1965’ left of centerline, 520’ MSL.
Trees beginning 5707’ from DER, 108’ left of centerline, up to 541’ MSL.
Trees beginning 1 NM from DER, 581’ left of centerline, up to 542’ MSL.
Trees beginning 1 NM from DER, 1468’ left of centerline, up to 545’ MSL.
Tree 1 NM from DER, 2161’ left of centerline, 56’ AGL/578’ MSL.
Trees beginning 1 NM from DER, 366’ left of centerline, up to 581’ MSL.
Tree 1 NM from DER, 34’ right of centerline, 57’ AGL/520’ MSL.
Trees beginning 1 NM from DER, 22’ left of centerline, up to 80’ AGL/599’ MSL.
Trees beginning 1.1 NM from DER, 2’ right of centerline, up to 79’ AGL/528’ MSL.
Trees beginning 1.1 NM from DER, 1669’ left of centerline, up to 610’ MSL.
Trees beginning 1.1 NM from DER, 182’ left of centerline, up to 87’ AGL/639’ MSL.
Trees beginning 1.2 NM from DER, 889’ left of centerline, up to 74’ AGL/656’ MSL.
Tree, building, pole beginning 1.2 NM from DER, 931’ left of centerline, up to 62’ AGL/661’ MSL.
Trees, building beginning 1.2 NM from DER, 567’ left of centerline, up to 59’ AGL/664’ MSL.
Trees beginning 1.3 NM from DER, 384’ left of centerline, up to 669’ MSL.
Trees beginning 1.3 NM from DER, 505’ left of centerline, up to 101’ AGL/682’ MSL.
Trees, building, pole beginning 1.3 NM from DER, 794’ left of centerline, up to 84’ AGL/686’ MSL.
Trees beginning 1.3 NM from DER, 552’ left of centerline, up to 690’ MSL.
Tree, pole beginning 1.4 NM from DER, 338’ left of centerline, up to 97’ AGL/692’ MSL.
Tree 1.5 NM from DER, 2053’ left of centerline, 696’ MSL.
Trees beginning 1.5 NM from DER, 1571’ left of centerline, up to 76’ AGL/699’ MSL.
Trees beginning 1.5 NM from DER, 1138’ left of centerline, up to 79’ AGL/704’ MSL.
Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416’ left of centerline, up to 711’ MSL.
Tree 1.5 NM from DER, 2053’ left of centerline, 696’ MSL.
Trees beginning 1.5 NM from DER, 1571’ left of centerline, up to 76’ AGL/699’ MSL.
Trees beginning 1.5 NM from DER, 1138’ left of centerline, up to 79’ AGL/704’ MSL.
Trees, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416’ left of centerline, up to 711’ MSL.
Tree 1.5 NM from DER, 2053’ left of centerline, 696’ MSL.
Trees beginning 1.5 NM from DER, 1571’ left of centerline, up to 76’ AGL/699’ MSL.
Trees beginning 1.5 NM from DER, 1138’ left of centerline, up to 79’ AGL/704’ MSL.
Tree, pole, sign, vehicle on traverse way beginning 1.6 NM from DER, 416’ left of centerline, up to 711’ MSL.

HARRISBURG INTL (MDT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8A 15SEP16  (16259)  (FAA)
TAKEOFF MINIMUMS:

Rwy 13, 300-2½ or std. w/min. climb of 260’ per NM to 700.

DEPARTURE PROCEDURE:
Rwy 13, climb heading 128° to 1700 before proceeding on course.
Rwy 31, climb heading 308° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 13, grd 1’ from DER, 356’ left of centerline, 310’ MSL.
Secondary rd, fence, vertical structure, bush, beginning 25’ from DER, 474’ left of centerline, up to 325’ MSL.
Tree 1500’ from DER, 811’ left of centerline, 74’ AGL/368’ MSL.
Trees beginning 1571’ from DER, 279’ left of centerline, up to 80’ AGL/370’ MSL.
Trees beginning 1666’ from DER, 388’ left of centerline, up to 85’ AGL/375’ MSL.
Tree 1796’ from DER, 536’ left of centerline, 79’ AGL/380’ MSL.
Trees beginning 1846’ from DER, 394’ left of centerline, up to 111’ AGL/399’ MSL.
Tree 3164’ from DER, 1301’ right of centerline, 118’ AGL/399’ MSL.
Trees beginning 1.3 NM from DER, 135’ left of centerline, up to 100’ AGL/523’ MSL.
Trees, transmission line, vegetation, tower, antenna beginning 1.3 NM from DER, 436’ left of centerline, up to 529’ MSL.
Tree 1.3 NM from DER, 335’ right of centerline, 93’ AGL/518’ MSL.
Trees beginning 1.3 NM from DER, 333’ right of centerline, up to 519’ MSL.
Tree, bush, beginning 1.3 NM from DER, 6’ left of centerline, up to 76’ AGL/548’ MSL.
Bush beginning 1.3 NM from DER, 15’ right of centerline, up to 525’ MSL.
Tree, bush, beginning 1.3 NM from DER, 360’ left of centerline, up to 78’ AGL/551’ MSL.
Trees beginning 1.3 NM from DER, 593’ left of centerline, up to 59’ AGL/559’ MSL.
Pole, bush, beginning 1.3 NM from DER, 154’ right of centerline, up to 11’ AGL/531’ MSL.
Trees beginning 1.3 NM from DER, 764’ left of centerline, up to 560’ MSL.
Trees beginning 1.3 NM from DER, 56’ left of centerline, up to 562’ MSL.
Pole, tree, beginning 1.3 NM from DER, 156’ right of centerline, up to 12’ AGL/533’ MSL.
Trees beginning 1.4 NM from DER, 114’ right of centerline, up to 551’ MSL.
Trees beginning 1.4 NM from DER, 37’ left of centerline, up to 563’ MSL.
Trees beginning 1.4 NM from DER, 26’ left of centerline, up to 567’ MSL.
Trees beginning 1.4 NM from DER, 125’ right of centerline, up to 562’ MSL.
Tree, bush, secondary rd, beginning 1.4 NM from DER, 195’ left of centerline, up to 571’ MSL.
Trees beginning 1.4 NM from DER, 247’ right of centerline, up to 54’ AGL/577’ MSL.
Pole, tree, beginning 1.5 NM from DER, 198’ left of centerline, up to 579’ MSL.
Trees beginning 1.5 NM from DER, 23’ left of centerline, up to 65’ AGL/596’ MSL.
Tree, bldg, beginning 1.5 NM from DER, 4’ right of centerline, up to 585’ MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HARRISBURG, PA (CON’T)

HARRISBURG INTL (MDT)

Rwy 13 (CON’T), tree, trmsn twr, beginning 1.5 NM from DER, 22’ left of centerline, up to 603’ MSL.
Tree, pole, gen util, beginning 1.5 NM from DER, 8’ right of centerline, up to 72’ AGL/594’ MSL.
Tree, pole, vehicles on traverse way, beginning 1.5 NM from DER, 316’ left of centerline, 148’ AGL/598’ MSL.

Rwy 31, tree 131’ from DER, 356’ left of centerline, 15’ AGL/314’ MSL.
NAVAID 300’ from DER, on centerline, 9’ AGL/319’ MSL.
Bldg 434’ from DER, 259’ right of centerline, 10’ AGL/321’ MSL.
Bldg 435’ from DER, 247’ right of centerline, 15’ AGL/325’ MSL.

Power transmission line 1194’ from DER, 740’ right of centerline, 59’ AGL/367’ MSL.
Tree, building, terrain beginning 1200’ from DER, 740’ right of centerline, 60’ AGL/368’ MSL.
Trmsn twr, tree, beginning 1492’ from DER, 732’ right of centerline, up to 62’ AGL/370’ MSL.
Trmsn twr, pole, power transmission line, tree, beginning 1779’ from DER, 733’ right of centerline, up to 65’ AGL/373’ MSL.
Tree 2721’ from DER, 812’ right of centerline, 71’ AGL/380’ MSL.
Tree 2821’ from DER, 1215’ right of centerline, 83’ AGL/385’ MSL.

HAZLETON, PA

HAZLETON RGNL (HZL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb gradient of 378’ per NM to 2300, or 1000-3 for VCOA.
Rwy 28, 200-1% or std. w/min. climb gradient of 329’ per NM to 1900.

DEPARTURE PROCEDURE:

Rwy 10, climb on heading 104° to 2300 before proceeding on course.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Hazleton Rgnl airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 1’ from DER, 435’ left of centerline, 1606’ MSL.
Tree 2’ from DER, 176’ right of centerline, 15’ AGL/1601’ MSL.
Tree 58’ from DER, 438’ left of centerline, 1655’ MSL.
Trees beginning 92’ from DER, 386’ left of centerline, up to 74’ AGL/1670’ MSL.
Tree 263’ from DER, 520’ left of centerline, 79’ AGL/1675’ MSL.
Tree 292’ from DER, 527’ right of centerline, 1636’ MSL.

Trees beginning 394’ from DER, 467’ right of centerline, up to 1644’ MSL.
Trees beginning 554’ from DER, 414’ right of centerline, up to 1649’ MSL.
Tree, pole beginning 667’ from DER, 0’ of centerline, up to 1654’ MSL.
Tree, building beginning 1004’ from DER, 41’ left of centerline, up to 1681’ MSL.
Tree, building, terrain beginning 1196’ from DER, 92’ left of centerline, up to 1686’ MSL.

Trees beginning 1383’ from DER, 137’ left of centerline, up to 1687’ MSL.
Trees beginning 1421’ from DER, 502’ left of centerline, up to 1697’ MSL.

Trees beginning 1513’ from DER, 133’ left of centerline, up to 1704’ MSL.
Trees beginning 1603’ from DER, 1’ left of centerline, up to 1705’ MSL.

Trees beginning 2397’ from DER, 37’ right of centerline, up to 83’ AGL/1657’ MSL.
Trees beginning 2436’ from DER, 28’ right of centerline, up to 1661’ MSL.

Trees beginning 2469’ from DER, 338’ right of centerline, up to 83’ AGL/1665’ MSL.
Trees beginning 2485’ from DER, 139’ right of centerline, up to 91’ AGL/1671’ MSL.
Trees beginning 2485’ from DER, 21’ right of centerline, up to 90’ AGL/1672’ MSL.

Trees beginning 2512’ from DER, 8’ right of centerline, up to 95’ AGL/1676’ MSL.
Trees beginning 2532’ from DER, 11’ right of centerline, up to 88’ AGL/1683’ MSL.
Tree 2795’ from DER, 485’ right of centerline, 1685’ MSL.

Trees beginning 2815’ from DER, 4’ right of centerline, up to 1687’ MSL.
Tree 2915’ from DER, 189’ right of centerline, 81’ AGL/1688’ MSL.

Trees beginning 2924’ from DER, 61’ right of centerline, up to 85’ AGL/1692’ MSL.

Trees beginning 2967’ from DER, 7’ right of centerline, up to 84’ AGL/1694’ MSL.

Trees beginning 3043’ from DER, 21’ right of centerline, up to 84’ AGL/1695’ MSL.

Trees beginning 3053’ from DER, 14’ right of centerline, up to 84’ AGL/1698’ MSL.

Trees beginning 3168’ from DER, 157’ left of centerline, up to 1708’ MSL.

Trees beginning 3175’ from DER, 109’ left of centerline, up to 1712’ MSL.

Trees beginning 3247’ from DER, 149’ left of centerline, up to 1713’ MSL.

Trees beginning 3271’ from DER, 127’ left of centerline, up to 1718’ MSL.

Tree, building beginning 3396’ from DER, 50’ left of centerline, up to 1727’ MSL.

Trees beginning 3431’ from DER, 15’ right of centerline, up to 69’ AGL/1699’ MSL.

Trees beginning 3467’ from DER, 102’ right of centerline, up to 70’ AGL/1701’ MSL.

Trees beginning 3543’ from DER, 70’ right of centerline, up to 70’ AGL/1704’ MSL.

Trees beginning 3563’ from DER, 196’ right of centerline, up to 77’ AGL/1710’ MSL.

Tree, building, vehicles on traverse way beginning 3701’ from DER, 70’ left of centerline, up to 1743’ MSL.

Tree, building, vegetation beginning 3869’ from DER, 4’ left of centerline, up to 1744’ MSL.

Trees beginning 3903’ from DER, 9’ right of centerline, up to 77’ AGL/1711’ MSL.

Trees beginning 4607’ from DER, 55’ right of centerline, up to 68’ AGL/1712’ MSL.

Tree, building beginning 4920’ from DER, 216’ left of centerline, up to 1746’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HAZLETON, PA (CON'T)

HAZLETON RGNL (HZL) (CON'T)

AMDT 4  03JUN10  (10154)  (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, and (DIVERSE VECTOR AREA) (RADAR VECTORS)

HAZLETON, PA (CON’T)

HAZLETON RGNL (HZL) (CON’T)

AMDT 4  03JUN10  (10154)  (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES, and (DIVERSE VECTOR AREA) (RADAR VECTORS)

HONESDALE, PA

CHERRY RIDGE (N30)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  03JUN10  (10154)  (FAA)

TAKEOFF MINIMUMS:

Rwy 28, tree 2’ from DER, 217’ left of centerline, 1597’ MSL. Vegetation 7’ from DER, 210’ right of centerline, 1596’ MSL. Trees beginning 83’ from DER, 371’ right of centerline, up to 71’ AGL/1618’ MSL. Trees beginning 150’ from DER, 453’ right of centerline, up to 1629’ MSL. Tree 160’ from DER, 359’ left of centerline, 1600’ MSL. Tree 227’ from DER, 281’ left of centerline, 1604’ MSL. Trees beginning 346’ from DER, 376’ right of centerline, up to 1639’ MSL. Tree 594’ from DER, 607’ left of centerline, 1614’ MSL. Tree 658’ from DER, 383’ left of centerline, 1616’ MSL. Tree 783’ from DER, 613’ left of centerline, 1619’ MSL. Tree 1568’ from DER, 897’ right of centerline, 1659’ MSL. Tree 1716’ from DER, 691’ right of centerline, 1662’ MSL. Trees beginning 1725’ from DER, 898’ right of centerline, up to 1666’ MSL. Tree 1748’ from DER, 742’ right of centerline, 1674’ MSL. Trees beginning 1807’ from DER, 655’ right of centerline, up to 1677’ MSL. Tree 1817’ from DER, 535’ left of centerline, 1643’ MSL. Tree, pole beginning 1839’ from DER, 558’ left of centerline, up to 1654’ MSL. Tree, pole 2049’ from DER, 579’ left of centerline, 39’ AGL/1657’ MSL. Pole 2146’ from DER, 952’ left of centerline, up to 42’ AGL/1658’ MSL. Trees beginning 2453’ from DER, 1064’ right of centerline, up to 1678’ MSL. Tree, sign, pole, vegetation beginning 2556’ from DER, 38’ right of centerline, up to 1681’ MSL. Pole 2599’ from DER, 313’ left of centerline, 43’ AGL/1663’ MSL. Tree, pole beginning 2717’ from DER, 364’ left of centerline, up to 1670’ MSL. Tree, pole beginning 2832’ from DER, 311’ left of centerline, up to 1674’ MSL. Trees beginning 2892’ from DER, 5’ right of centerline, up to 40’ AGL/1685’ MSL. Tree, pole, sign beginning 2895’ from DER, 44’ left of centerline, up to 1682’ MSL. Tree 3017’ from DER, 233’ right of centerline, 36’ AGL/1686’ MSL. Tree, pole beginning 3025’ from DER, 146’ right of centerline, up to 41’ AGL/1692’ MSL. Trees beginning 3175’ from DER, 116’ right of centerline, up to 1693’ MSL. Tree 3208’ from DER, 616’ left of centerline, 1684’ MSL. Pole 3285’ from DER, 138’ left of centerline, up to 1694’ MSL. Tree, pole beginning 3302’ from DER, 156’ right of centerline, up to 1704’ MSL. Tree, pole beginning 3453’ from DER, 51’ right of centerline, up to 1707’ MSL. Trees beginning 3484’ from DER, 183’ left of centerline, up to 43’ AGL/1696’ MSL. Tree, pole beginning 3520’ from DER, 207’ left of centerline, up to 47’ AGL/1703’ MSL. Tree, pole beginning 3560’ from DER, 83’ right of centerline, up to 37’ AGL/1708’ MSL. Tree 3646’ from DER, 1339’ right of centerline, 1709’ MSL. Tree, pole beginning 3651’ from DER, 220’ right of centerline, up to 1712’ MSL. Tree, pole beginning 3692’ from DER, 48’ right of centerline, up to 1718’ MSL. Tree, pole beginning 3761’ from DER, 105’ right of centerline, up to 1721’ MSL. Tree 3815’ from DER, 37’ left of centerline, 49’ AGL/1716’ MSL. Trees beginning 3826’ from DER, 16’ left of centerline, up to 53’ AGL/1724’ MSL. Tree 3862’ from DER, 73’ left of centerline, 59’ AGL/1725’ MSL. Trees beginning 3865’ from DER, 2’ left of centerline, up to 49’ AGL/1727’ MSL. Tree, pole beginning 3873’ from DER, 3’ right of centerline, up to 1734’ MSL. Trees, pole beginning 3886’ from DER, 0’ left of centerline, up to 53’ AGL/1730’ MSL. Tree, pole beginning 3958’ from DER, 63’ right of centerline, up to 1740’ MSL. Tree, pole beginning 4005’ from DER, 55’ right of centerline, up to 45’ AGL/1741’ MSL. Trees beginning 4049’ from DER, 192’ right of centerline, up to 49’ AGL/1743’ MSL. Tree, pole beginning 4063’ from DER, 29’ right of centerline, up to 48’ AGL/1745’ MSL. Tree, pole, building beginning 4097’ from DER, 8’ right of centerline, up to 1747’ MSL. Tree, pole, building, vehicles on traverse way, fence beginning 4327’ from DER, 0’ right of centerline, up to 57’ AGL/1773’ MSL. Trees beginning 4337’ from DER, 35’ left of centerline, up to 53’ AGL/1732’ MSL. Trees beginning 4361’ from DER, 123’ left of centerline, up to 52’ AGL/1733’ MSL. Trees beginning 4367’ from DER, 53’ left of centerline, up to 54’ AGL/1735’ MSL. Tree, pole beginning 4392’ from DER, 4’ left of centerline, up to 66’ AGL/1746’ MSL. Tree, building beginning 4591’ from DER, 9’ left of centerline, up to 60’ AGL/1747’ MSL.

HONESDALE, PA

CHERRY RIDGE (N30)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  03JUN10  (10154)  (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 500-2½ or std. w/ min. climb of 210’ per NM to 1800, or alternatively, with standard TAKEOFF minimums and a normal 200/NM climb gradient, TAKEOFF must occur no later than 1400’ prior to DER.

Rwy 36, 500-2½ or std. w/ min. climb of 642’ per NM to 1900.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 180° to 1800 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 3’ from DER, 358’ right of centerline, 100’ AGL/1419’ MSL.

Rwy 36, trees beginning 1’ from DER, 500’ left of centerline, up to 100’ AGL/1439’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HUNTINGTON, WV
TRI-STATE/MILTON J FERGUSON FLD (HTS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13JAN11 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 30, climb heading 313° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 12, trees beginning 146' from DER, 220' right of centerline, up to 106' AGL/885' MSL.
Trees beginning 304' from DER, 230' left of centerline, up to 97' AGL/856' MSL.
Rwy 30, trees beginning 254' from DER, 127' left of centerline, up to 89' AGL/928' MSL.
Trees beginning 76' from DER, 137' right of centerline, up to 105' AGL/944' MSL.

INDIANA, PA
INDIANA COUNTY/JIMMY STEWART FLD (IDI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15SEP16 (21168) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 300-1/2 w/min. climb of 206' per NM to 2300 or std. w/min. climb of 418' per NM to 2300 or 1300-3 for climb in visual conditions.
Rwy 29, 300-2 w/min. climb of 251' per NM to 1800 or std. w/min. climb of 289' per NM to 1800.
DEPARTURE PROCEDURE:
Rwy 11, climb heading 106° to 2300 before proceeding on course.
Rwy 29, climb heading 286° to 1800 before proceeding east.
VCOA:
Rwy 11, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Indiana County/Jimmy Stewart Fld at or above 2600 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, tree 12' from DER, 394' right of centerline, 22' AGL/1435' MSL.
Ground 21' from DER, 243' left of centerline, 1421' MSL.
Tree, ground beginning 44' from DER, 458' right of centerline, up to 45' AGL/1449' MSL.
Ground beginning 761' from DER, 578' right of centerline, up to 1464' MSL.
Ground beginning 881' from DER, 518' right of centerline, up to 1473' MSL.
Trees beginning 1163' from DER, 492' right of centerline, up to 50' AGL/1477' MSL.
Tree 1560' from DER, 871' right of centerline, 94' AGL/1493' MSL.
Tree 2774' from DER, 1102' right of centerline, 48' AGL/1494' MSL.
Tree 2790' from DER, 953' right of centerline, 63' AGL/1497' MSL.
Trees beginning 2907' from DER, 787' right of centerline, up to 45' AGL/1540' MSL.
Trees beginning 3102' from DER, 874' right of centerline, 57' AGL/1549' MSL.
Tree 3108' from DER, 1114' right of centerline, 49' AGL/1553' MSL.
Trees beginning 3176' from DER, 707' right of centerline, up to 58' AGL/1561' MSL.
Tree 3222' from DER, 1029' left of centerline, 68' AGL/1503' MSL.
Tree 3270' from DER, 1073' left of centerline, 78' AGL/1515' MSL.
Trees beginning 3412' from DER, 625' right of centerline, up to 49' AGL/1570' MSL.
Trees beginning 3463' from DER, 971' left of centerline, up to 69' AGL/1518' MSL.
Trees beginning 3616' from DER, 789' right of centerline, up to 55' AGL/1588' MSL.
Trees beginning 3694' from DER, 987' right of centerline, up to 53' AGL/1596' MSL.
Trees beginning 3816' from DER, 962' right of centerline, up to 67' AGL/1614' MSL.
Tree 3881' from DER, 1185' left of centerline, 78' AGL/1519' MSL.
Trees beginning 3936' from DER, 976' right of centerline, up to 65' AGL/1629' MSL.
Trees beginning 4984' from DER, 1681' left of centerline, up to 63' AGL/1549' MSL.
Tree 5066' from DER, 1410' left of centerline, 76' AGL/1557' MSL.
Tree 5077' from DER, 1589' left of centerline, 65' AGL/1567' MSL.
Trees beginning 5112' from DER, 1305' left of centerline, up to 68' AGL/1584' MSL.
Trees beginning 5351' from DER, 1391' left of centerline, up to 61' AGL/1500' MSL.
Tree 5421' from DER, 1848' left of centerline, 52' AGL/1585' MSL.
Rwy 29, vehicle on road 588' from DER, 617' right of centerline, 1389' MSL.
Vehicle on road beginning 594' from DER, 626' right of centerline, up to 1390' MSL.
Tree 753' from DER, 598' right of centerline, 28' AGL/1402' MSL.
Tree, vehicle on road beginning 758' from DER, 526' right of centerline, up to 24' AGL/1404' MSL.
Trees beginning 926' from DER, 479' right of centerline, up to 26' AGL/1421' MSL.
Trees beginning 1135' from DER, 478' right of centerline, up to 49' AGL/1455' MSL.
Trees beginning 1251' from DER, 391' right of centerline, up to 65' AGL/1482' MSL.
Tree 1289' from DER, 546' left of centerline, 61' AGL/1403' MSL.
Tree 1292' from DER, 571' left of centerline, 67' AGL/1404' MSL.
Tree 4156' from DER, 788' left of centerline, 64' AGL/1491' MSL.
Trees beginning 4158' from DER, 446' left of centerline, up to 59' AGL/1493' MSL.
Trees beginning 4459' from DER, 410' left of centerline, up to 60' AGL/1494' MSL.
Trees beginning 4567' from DER, 224' left of centerline, up to 59' AGL/1496' MSL.
Tree 4583' from DER, 336' right of centerline, 70' AGL/1483' MSL.
Trees beginning 4646' from DER, 439' right of centerline, 61' AGL/1501' MSL.
Trees beginning 4670' from DER, 154' right of centerline, up to 60' AGL/1503' MSL.
Trees beginning 4762' from DER, 92' right of centerline, up to 58' AGL/1505' MSL.
Tree 4926' from DER, 868' right of centerline, 64' AGL/1515' MSL.
Tree 4930' from DER, 635' right of centerline, 58' AGL/1519' MSL.

CONT
## INDIANA, PA (CON’T)
### INDIANA COUNTY/JIMMY STEWART FLD (IDI) (CON’T)

**Rwy 29** (CON’T), trees beginning 4941’ from DER, 7’ right of centerline, up to 72’ AGL/1533’ MSL.
Trees beginning 5176’ from DER, 351’ right of centerline, up to 77’ AGL/1543’ MSL.
Trees beginning 5200’ from DER, 173’ left of centerline, 70’ AGL/1499’ MSL.
Tree 5222’ from DER, 617’ right of centerline, 76’ AGL/1544’ MSL.
Trees beginning 5277’ from DER, 32’ right of centerline, up to 90’ AGL/1558’ MSL.
Trees beginning 5529’ from DER, 293’ right of centerline, up to 92’ AGL/1565’ MSL.
Tree 5754’ from DER, 632’ left of centerline, 88’ AGL/1528’ MSL.
Trees beginning 5889’ from DER, 668’ left of centerline, up to 83’ AGL/1551’ MSL.
Trees beginning 1 NM from DER, 115’ left of centerline, up to 90’ AGL/1577’ MSL.
Trees beginning 1 NM from DER, 64’ left of centerline, up to 77’ AGL/1578’ MSL.
Trees beginning 1 NM from DER, 45’ left of centerline, up to 90’ AGL/1584’ MSL.
Trees beginning 1 NM from DER, 5’ left of centerline, up to 89’ AGL/1590’ MSL.
Trees beginning 1.1 NM from DER, 28’ right of centerline, up to 83’ AGL/1572’ MSL.
Trees beginning 1.1 NM from DER, 422’ right of centerline, up to 83’ AGL/1574’ MSL.
Trees beginning 1.1 NM from DER, 183’ right of centerline, up to 89’ AGL/1578’ MSL.
Trees beginning 1.1 NM from DER, 59’ right of centerline, up to 89’ AGL/1582’ MSL.
Tree 1.4 NM from DER, 1982’ right of centerline, 58’ AGL/1590’ MSL.
Trees beginning 1.4 NM from DER, 1783’ right of centerline, up to 61’ AGL/1605’ MSL.
Tree 1.5 NM from DER, 1252’ right of centerline, 59’ AGL/1612’ MSL.
Tree 1.4 NM from DER, 1135’ right of centerline, 115’ AGL/1676’ MSL.

**JOHNSTOWN, PA**
### JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 4A** 11OCT18 (22027) (FAA)

**TAKEOFF OBSTACLE NOTES:**

**Rwy 5,** sign 62’ from DER, 256’ right of centerline, 3’ AGL/2282’ MSL.
Building 97’ from DER, 480’ left of centerline, 28’ AGL/2299’ MSL.
Building 514’ from DER, 516’ left of centerline, 46’ AGL/2311’ MSL.
Tree 687’ from DER, 647’ left of centerline, 2326’ MSL.
Tree 778’ from DER, 377’ right of centerline, 2300’ MSL.
Trees beginning 903’ from DER, 300’ left of centerline, up to 2341’ MSL.

**Rwy 23,** trees beginning 2’ from DER, 426’ right of centerline, up to 2300’ MSL.
Tree 20’ from DER, 489’ left of centerline, 2308’ MSL.
Trees beginning 1115’ from DER, 360’ left of centerline, up to 2345’ MSL.

**Rwy 33,** terrain 7’ from DER, 15’ left of centerline, 2271’ MSL.
Fence 179’ from DER, 467’ right of centerline, 8’ AGL/2275’ MSL.
Tree 359’ from DER, 463’ right of centerline, 2281’ MSL.
Trees beginning 639’ from DER, 318’ right of centerline, up to 2309’ MSL.

**LANCASTER, PA**
### LANCASTER (LNS)

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

**AMDT 1** 17DEC09 (09351) (FAA)

**TAKEOFF MINIMUMS:**

**Rwy 8,** 300-1¼ or std. w/ min. climb of 301’ per NM to 700.
**Rwy 31,** 300-1½ or std. w/ min. climb of 210’ per NM to 700, or alternatively with standard takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1300’ prior to DER.

**DEPARTURE PROCEDURE:**

**Rwy 8,** climb heading 077° to 800 before turning left.

**TAKEOFF OBSTACLE NOTES:**

**Rwy 8,** silo 590’ from DER, 637’ right of centerline, 88’ AGL/427’ MSL.
Trees beginning 825’ from DER, 41’ right of centerline, up to 100’ AGL/425’ MSL.
Trees beginning 1336’ from DER, 281’ left of centerline, up to 100’ AGL/579’ MSL.
**Rwy 13,** trees beginning 2322’ from DER, 902’ right of centerline, up to 100’ AGL/499’ MSL.
Trees beginning 615’ from DER, 328’ left of centerline, up to 43’ AGL/442’ MSL.
**Rwy 26,** vehicles on road beginning 269’ from DER, 494’ right of centerline, up to 15’ AGL/403’ MSL.
Tree 1257’ from DER, 797’ right of centerline, 59’ AGL/439’ MSL.
Trees beginning 1927’ from DER, 915’ left of centerline, up to 100’ AGL/485’ MSL.
**Rwy 31,** trees beginning 1334’ from DER, 350’ right of centerline, up to 100’ AGL/571’ MSL.
Pole 402’ from DER, 21’ left of centerline, 24’ AGL/404’ MSL.
Building 527’ from DER, 229’ left of centerline, 29’ AGL/409’ MSL.
Trees beginning 956’ from DER, 88’ left of centerline, up to 100’ AGL/489’ MSL.

**NE-4, 19 MAY 2022 to 14 JUL 2022**
LATROBE, PA
ARNOLD PALMER RGNL (LBE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7  29MAR18 (18088) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/ min. climb of 220’ per NM to 3300 or 1700-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 041° to 3300 before proceeding on course.
Rwy 24, climb heading 236° to 2300 before proceeding on course.
VCOA:
Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Arnold Palmer RGNL airport at or above 2700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, building 143’ from DER, 412’ left of centerline, 14’ AGL/1143’ MSL.
Poles beginning 1184’ from DER, 750’ right of centerline, up to 30’ AGL/1175’ MSL.
Tree 2046’ from DER, 234’ left of centerline, 1187’ MSL.
Tree 3077’ from DER, 264’ right of centerline, 57’ AGL/1217’ MSL.
Tree 4788’ from DER, 951’ left of centerline, 82’ AGL/1260’ MSL.
Rwy 24, pole 511’ from DER, 578’ left of centerline, 40’ AGL/1239’ MSL.
Trees and pole beginning 634’ from DER, 389’ left of centerline, up to 1256’ MSL.
Trees beginning 1421’ from DER, 774’ right of centerline, up to 1257’ MSL.
Trees beginning 1824’ from DER, 784’ right of centerline, up to 1275’ MSL.
Trees beginning 2656’ from DER, 951’ left of centerline, up to 53’ AGL/1217’ MSL.
Tree 3093’ from DER, 1193’ right of centerline, 62’ AGL/1300’ MSL.
Trees beginning 3106’ from DER, 958’ right of centerline, up to 53’ AGL/1322’ MSL.
Trees beginning 3352’ from DER, 1020’ right of centerline, up to 65’ AGL/1348’ MSL.

LEBANON, PA
KELLER BROTHERS (08N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 500-3 w/min. climb of 231’ per NM to 1200 or 1500-2 ½ for climb in visual conditions.
Rwy 25, 800-3 w/min. climb of 370’ per NM to 1600 or 1500-2 ½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 7, climb heading 068° to 2000 before turning right, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.
Rwy 25, climb heading 248° to 2500 before proceeding on course, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees and buildings beginning 223’ from DER, 113’ left of centerline, up to 100’ AGL/719’ MSL.
Trees and buildings beginning 1.6 NM from DER, 2422’ right of centerline, up to 100’ AGL/1499’ MSL.
Rwy 25, trees and buildings beginning 47’ from DER, 39’ right of centerline, up to 100’ AGL/659’ MSL.
Trees and buildings beginning 355’ from DER, 4’ left of centerline, up to 100’ AGL/1339’ MSL.

LEHIGHTON, PA
JAKE ARNER MEML (22N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  05MAY11 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. w/min. climb of 426’ per NM to 1700 or 600-2 ½ with min. climb of 269’ per NM to 1700 or 2000-3 for climb in visual conditions.
Rwy 26, std. w/min. climb of 362’ per NM to 1600 or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 081° to 2400 before proceeding on course, or for climb in visual conditions cross Jake Arner Meml airport at or before 2500 before proceeding on course.
Rwy 26, climb heading 261° to 1900 before proceeding on course, or for climb in visual conditions cross Jake Arner Meml airport at or before 2500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 1961’ from DER, 42’ left of centerline, up to 100’ AGL/426’ MSL.
Trees beginning 5388’ from DER, 1817’ right of centerline, up to 100’ AGL/359’ MSL.
Building 1.5 NM from DER, 1826’ right of centerline, 31’ AGL/876’ MSL.
Tower 2.9 NM from DER, 4326’ right of centerline, 207’ AGL/967’ MSL.
Rwy 26, trees beginning 3262’ from DER, 10’ left of centerline, up to 100’ AGL/659’ MSL.
Trees beginning 4511’ from DER, 879’ right of centerline, up to 100’ AGL/699’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LEWISBURG, WV
GREENBRIER VALLEY (LWB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 19JUL18 (18200) (FAA)
DEPARTURE PROCEDURE:
Rwy 4, climb heading 043° to 3800 before proceeding on course.
Rwy 22, climb heading 223° to 3300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 1617' from DER, 528' right of centerline, 84' AGL/2364' MSL.
Rwy 22, trees beginning 759' from DER 553' left of centerline, 60' AGL/2309' MSL.
Trees beginning 1996' from DER, 289' right of centerline, up to 104' AGL/2364' MSL.

LOCK HAVEN, PA
WILLIAM T PIPER MEML (LHV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23NOV06 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwys 9L/R, NA-Obstacles.
Rwy 27L, NA-ATC.
Rwy 27R, std. w/min. climb of 393' per NM to 2500 or 2300-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 27R, climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T Piper Meml airport at or above 2700 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 27R, multiple terrain and trees beginning 1.4 NM from DER, 1194' right of centerline, up to 100' AGL/1119' MSL.
Tower 1.8 NM from DER, 348' right of centerline, 154' AGL/895' MSL.

LOGAN, WV
LOGAN COUNTY (6L4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 07MAR16 (13066) (FAA)
DEPARTURE PROCEDURE:
Rwy 24, climb heading 245° to 3000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 46' from DER, 150' left of centerline, up to 49' AGL/1683' MSL.
Trees beginning 358' from DER, 273' right of centerline, up to 82' AGL/1691' MSL.
Rwy 24, trees 132' from DER, 193' right of centerline, up to 37' AGL/1682' MSL.
Fence 556' from DER, 145' right of centerline, 18' AGL/1673' MSL.
Vehicles on road beginning 2187' from DER, crossing left to right, 22' AGL/1735' MSL.
Trees beginning 2335' from DER, 71' right of centerline, up to 121' AGL/1775' MSL.
Tree 1408' from DER, 34' left of centerline, up to 134' AGL/1751' MSL.
Building 1954' from DER, 312' left of centerline, 10' AGL/1726' MSL.

MARTINSBURG, WV
EASTERN WV RGNL/SHEPHERD FLD (MRB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 31MAR16 (22083) (FAA)
DEPARTURE PROCEDURE:
Rwy 8, climb heading 079° to 1200 before turning westbound.
Rwy 26, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 704' from DER, 278' right of centerline, 587' MSL.
Tree 827' from DER, 575' left of centerline, 592' MSL.
Trees beginning 879' from DER, 340' right of centerline, up to 593' MSL.
Trees beginning 984' from DER, 309' left of centerline, up to 594' MSL.
Tree 1322' from DER, 392' right of centerline, 599' MSL.
Trees beginning 1510' from DER, 553' right of centerline, up to 602' MSL.
Tree 1729' from DER, 503' right of centerline, 603' MSL.
Rwy 26, terrain 165' from DER, 468' right of centerline, up to 569' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MEADVILLE, PA
PORT MEADVILLE (GKJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 23SEP10 (10266) (FAA)
DEPARTURE PROCEDURE:
Rwy 7, climb heading 069° to 2000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, pole and trees beginning 30' from DER, 128' left of centerline, up to 86' AGL/1465' MSL.
Terrain and trees beginning 58' from DER, 174' right of centerline, up to 96' AGL/1455' MSL.
Rwy 25, trees beginning 33' from DER, 41' left of centerline, up to 90' AGL/1449' MSL.
Trees beginning 51' from DER, 17' right of centerline, up to 106' AGL/1455' MSL.

MIFFLINTOWN, PA
MIFFLINTOWN (P34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23NOV06 (06327) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, std. with a min. climb of 500' per NM to 4000 or 2100-3 for climb in visual conditions.
Rwy 26, NA-obstacles.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 8, multiple terrain and trees beginning 1332' from DER, 356' left of centerline, up to 200' AGL/839' MSL.
Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/759' MSL.

MILTON, WV
ONa AIRPARK (12V)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10APR08 (08101) (FAA)
TAKEOFF MINIMUMS:
Rwys 7, 25, 1900-3 climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 7, 25, Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 730' from DER, 44' left of centerline, up to 100' AGL/1019' MSL.
Trees 4879' from DER, 597' left of centerline, up to 100' AGL/999' MSL.
Trees beginning 1.6 NM from DER, 556' right of centerline, up to 100' AGL/1199' MSL.
Rwy 25, trees beginning 94' from DER, 47' right of centerline, up to 100' AGL/719' MSL.
Trees beginning 2 NM from DER, 3193' left of centerline, up to 100' AGL/1079' MSL.

MONONGAHELA, PA
ROSTRAVER (FWQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 28JUL11 (11209) (FAA)
DEPARTURE PROCEDURE:
Rwy 8, climb heading 076° to 1800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 8, runway end identifier light and trees beginning 6' from DER, 18' left of centerline, up to 80' AGL/1339' MSL.
Runway end identifier light and trees beginning 7' from DER, 1' right of centerline, up to 81' AGL/1310' MSL.
Rwy 26, runway end identifier light, catenary, antenna, telephone pylons, poles, power lines and trees beginning 1' from DER, 46' left of centerline, up to 107' AGL/1354' MSL.
Runway end identifier light, light pole, and trees beginning 6' from DER, 77' right of centerline, up to 49' AGL/1268' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MORGANTOWN, WV
MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A  21MAY20  (22083)  (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climbing right turn on heading 225° to 2700 before proceeding on course.
Rwy 36, climbing on heading 360° to 2700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, sign, vegetation beginning 25' from DER, 252' right of centerline, up to 4' AGL/1245' MSL.
Trees beginning 144' from DER, 207' right of centerline, up to 1291' MSL.
Trees beginning 1561' from DER, 210' right of centerline, up to 1299' MSL.
Trees beginning 1838' from DER, 233' right of centerline, up to 1311' MSL.
Tree 2170' from DER, 1033' right of centerline, 1317' MSL.
Trees beginning 2370' from DER, 1063' right of centerline, up to 1324' MSL.
Rwy 36, sign 21' from DER, 287' left of centerline, 4' AGL/1238' MSL.
Trees beginning 65' from DER, 307' right of centerline, up to 1252' MSL.
Tree 412' from DER, 553' left of centerline, 1262' MSL.

MOUNTJOY/MARIETTA, PA
DONEGAL SPRINGS AIRPARK (N71)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  20DEC07  (07354)  (FAA)
DEPARTURE PROCEDURE:
Rwy 10, climb heading 094° to 1300 before turning southwest.
Rwy 28, climb heading 274° to 1900 before turning south.
TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 433' from DER, 487' right of centerline, 100' AGL/519' MSL.

MOUNT POCONO, PA
POCONO MOUNTAINS RGNL (MPO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  18NOV10  (21280)  (FAA)
DEPARTURE PROCEDURE:
Rwy 5, climb heading 050° to 2500 before proceeding on course.
Rwy 13, climb heading 128° to 2500 before proceeding on course.
Rwy 23, climb heading 230° to 2500 before proceeding on course.
Rwy 31, climb heading 308° to 2500 before proceeding on course.
CON'T
MOUNT POCONO, PA (CON’T)
POCONO MOUNTAINS RGNL (MPO) (CON’T)

TAKEOFF OBSTACLE NOTES:
- Rwy 5, trees beginning 4’ from DER, 493’ right of centerline, up to 100’ AGL/2039’ MSL.
- Trees beginning 19’ from DER, 499’ left of centerline, up to 100’ AGL/2019’ MSL.
- Tower 1.5 NM from DER, 2728’ left of centerline, 177’ AGL/2200’ MSL.
- Vehicles 754’ from DER, 55’ left of centerline, up to 17’ MSL/1957’ MSL.
- Rwy 13, trees beginning 185’ from DER, 52’ left of centerline, up to 100’ AGL/1989’ MSL.
- Trees beginning 1628’ from DER, 187’ right of centerline, up to 100’ AGL/1989’ MSL.
- Rwy 23, trees beginning 14’ from DER, 347’ left of centerline, up to 100’ AGL/1945’ MSL.
- Trees beginning 73’ from DER, 20’ right of centerline, up to 100’ AGL/1936’ MSL.
- Rwy 31, trees beginning 7’ from DER, 287’ right of centerline, up to 100’ AGL/2079’ MSL.
- Trees beginning 580’ from DER, 245’ left of centerline, up to 100’ AGL/1969’ MSL.
- Railroad tracks 1459’ from DER, up to 23’ AGL/1903’ MSL.

MUIR AAF (KMUI)
FORT INDIANTOWN GAP, PA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
15JAN09  (09015)

DEPARTURE PROCEDURE:
- Rwy 7, climbing right turn on 190 bearing from BZJ NDB to 1900 before proceeding on course.
- Rwy 25, climbing left turn on 190 bearing from BZJ NDB to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Rwy 7, Trees 309’ from DER, left of centerline, 81’ AGL/514’ MSL.
- Trees 2945’ from DER, 662’ right of centerline, 63’ AGL/562’ MSL.

MYERSTOWN, PA
DECK (9D4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
18JAN07  (07018)  (FAA)

DEPARTURE PROCEDURE:
- Rwy 19, climb heading 174° to 1600 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Rwy 1, tree 315’ from DER, 579’ right of centerline, 41’ AGL/570’ MSL.
- Pole 697’ from DER, 621’ right of centerline, 31’ AGL/553’ MSL.
- Tree 878’ from DER, 616’ right of centerline, 56’ AGL/572’ MSL.

NEW CASTLE, PA
NEW CASTLE MUNI (UCP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  20MAR03  (03079)  (FAA)

TAKEOFF MINIMUMS:
- Rwy 13, 300-1 or std. with a min. climb of 350’ per NM to 1400.

TAKEOFF OBSTACLE NOTES:
- Rwy 5, tree 785’ from DER, 196’ right of centerline, 32’ AGL/1029’ MSL.
- Rwy 13, trees 4087’ from DER, 1531’ right of centerline, 100’ AGL/1249’ MSL.
- Building 262’ from DER, 179’ left of centerline, 24’ AGL/1088’ MSL.
- Rwy 31, tree 497’ from DER, 18’ right of centerline, 28’ AGL/1044’ MSL.

PALMYRA, PA
Reigle Fld (58N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
15DEC11  (22083)  (FAA)

TAKEOFF MINIMUMS:
- Rwys 13, 31, NA at night.
- Rwy 13, 1000-3 w/min. climb of 373’ to 2500 or 1600-2½ for climb in visual conditions.
- Rwy 31, 1000-3 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
- Rwy 13, climb heading 127° to 2500 before proceeding on course or for climb in visual conditions: cross Reigle Fld airport at or above 1900 MSL before proceeding on course.
- Rwy 31, climb heading 307° to 2500 before proceeding on course or for climb in visual conditions: cross Reigle Fld airport at or above 1900 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- Rwy 13, vehicles/buildings/power lines beginning 60’ from DER on centerline, up to 200’ AGL/699’ MSL.
- Terrain beginning 2 NM from DER, 50’ right of centerline, up to 1160’ MSL.
- Signs beginning 165’ from DER, 244’ right of centerline, up to 9’ AGL/50’ MSL.
- Rwy 31, buildings/power lines beginning 1250’ from DER, on centerline, up to 200’ AGL/679’ MSL.
PARKERSBURG, WV
MID-OHIO VALLEY RGNL (PKB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 21, 300-1/4 or std. w/min. climb of 400’ per NM to 1100.
Rwy 28, 500-3 or std. w/min. climb of 285’ per NM to 1500.
TAKEOFF OBSTACLE NOTES:
Rwy 3, trees beginning 49’ from DER, 3’ left of centerline, up to 65’ AGL/911’ MSL.
Tree 93’ from DER, 61’ right of centerline, 8’ AGL/864’ MSL.
Trees beginning 108’ from DER, 122’ right of centerline, up to 13’ AGL/866’ MSL.
Trees beginning 223’ from DER, 191’ right of centerline, up to 878’ MSL.
Trees beginning 373’ from DER, 317’ right of centerline, up to 882’ MSL.
Tree 1269’ from DER, 490’ right of centerline, 897’ MSL.
Tree 1415’ from DER, 437’ right of centerline, 905’ MSL.
Trees beginning 1540’ from DER, 24’ right of centerline, up to 911’ MSL.
Trees beginning 1767’ from DER, 17’ left of centerline, up to 67’ AGL/912’ MSL.
Trees beginning 1796’ from DER, 41’ left of centerline, up to 72’ AGL/913’ MSL.
Trees beginning 1821’ from DER, 12’ right of centerline, up to 61’ AGL/914’ MSL.
Trees beginning 1841’ from DER, 19’ left of centerline, up to 67’ AGL/914’ MSL.
Trees beginning 1856’ from DER, 35’ right of centerline, up to 58’ AGL/915’ MSL.
Trees beginning 1876’ from DER, 6’ left of centerline, up to 65’ AGL/916’ MSL.
Trees beginning 1877’ from DER, 105’ right of centerline, up to 80’ AGL/920’ MSL.
Trees beginning 1885’ from DER, 55’ right of centerline, up to 58’ AGL/921’ MSL.
Trees beginning 1911’ from DER, 6’ right of centerline, up to 59’ AGL/925’ MSL.
Trees beginning 1967’ from DER, 96’ right of centerline, up to 58’ AGL/926’ MSL.
Trees beginning 1980’ from DER, 82’ right of centerline, up to 70’ AGL/929’ MSL.
Trees beginning 1995’ from DER, 177’ right of centerline, up to 64’ AGL/931’ MSL.
Trees beginning 2017’ from DER, 5’ right of centerline, up to 89’ AGL/945’ MSL.
Trees beginning 2141’ from DER, 1’ left of centerline, up to 91’ MSL.
Tree 2242’ from DER, 44’ left of centerline, 88’ AGL/919’ MSL.
Tree 2694’ from DER, 84’ left of centerline, 86’ AGL/927’ MSL.
Trees beginning 2725’ from DER, 28’ left of centerline, up to 82’ AGL/931’ MSL.
Trees beginning 2772’ from DER, 49’ left of centerline, up to 75’ AGL/932’ MSL.
Trees beginning 2922’ from DER, 193’ right of centerline, up to 82’ AGL/946’ MSL.
Trees beginning 2938’ from DER, 185’ right of centerline, up to 86’ AGL/949’ MSL.
Trees beginning 2989’ from DER, 98’ right of centerline, up to 96’ AGL/952’ MSL.
Trees beginning 3112’ from DER, 7’ left of centerline, up to 102’ AGL/948’ MSL.
Trees beginning 3243’ from DER, 613’ right of centerline, up to 961’ MSL.

Rwy 10, tree 51’ from DER, 444’ left of centerline, 843’ MSL.
Tree 83’ from DER, 346’ left of centerline, 852’ MSL.
Trees beginning 106’ from DER, 104’ left of centerline, up to 24’ AGL/856’ MSL.
Tree 337’ from DER, 239’ right of centerline, 857’ MSL.
Trees beginning 354’ from DER, 38’ left of centerline, up to 869’ MSL.
Trees beginning 377’ from DER, 145’ right of centerline, up to 867’ MSL.
Tree 473’ from DER, 387’ right of centerline, 874’ MSL.
Tree 473’ from DER, 163’ right of centerline, 81’ AGL/882’ MSL.
Trees beginning 482’ from DER, 112’ right of centerline, up to 87’ AGL/885’ MSL.
Trees beginning 536’ from DER, 17’ left of centerline, up to 888’ MSL.
Trees beginning 573’ from DER, 106’ right of centerline, up to 100’ AGL/892’ MSL.
Tree, tank, stack, tower beginning 625’ from DER, 114’ right of centerline, up to 893’ MSL.

Rwy 21, tree 500’ from DER, 488’ left of centerline, 805’ MSL.
Tree, sign beginning 65’ from DER, 168’ left of centerline, up to 811’ MSL.
Trees beginning 91’ from DER, 312’ right of centerline, up to 26’ AGL/818’ MSL.
Trees beginning 192’ from DER, 405’ left of centerline, up to 840’ MSL.
Tree 678’ from DER, 654’ right of centerline, 831’ MSL.
Tree 903’ from DER, 685’ right of centerline, 843’ MSL.
Tree 957’ from DER, 614’ right of centerline, 848’ MSL.
Trees beginning 866’ from DER, 614’ right of centerline, up to 860’ MSL.
Tree 1323’ from DER, 828’ left of centerline, 843’ MSL.
Tree 2738’ from DER, 1142’ left of centerline, 872’ MSL.
Trees beginning 2806’ from DER, 1065’ right of centerline, up to 880’ MSL.
Tree 2894’ from DER, 1016’ right of centerline, 882’ MSL.
Tree 2935’ from DER, 1246’ right of centerline, 897’ MSL.
Trees beginning 2974’ from DER, 996’ right of centerline, up to 911’ MSL.
Trees beginning 3049’ from DER, 182’ left of centerline, up to 53’ AGL/885’ MSL.
Trees beginning 3084’ from DER, 816’ right of centerline, up to 944’ MSL.
Tree 3112’ from DER, 301’ left of centerline, 54’ AGL/886’ MSL.
Trees beginning 3120’ from DER, 193’ left of centerline, up to 49’ AGL/889’ MSL.
Trees beginning 3231’ from DER, 175’ left of centerline, up to 44’ AGL/891’ MSL.
Trees beginning 3246’ from DER, 400’ right of centerline, up to 945’ MSL.
Tree 3334’ from DER, 1015’ right of centerline, 946’ MSL.
Trees beginning 3348’ from DER, 2’ right of centerline, up to 103’ AGL/969’ MSL.
Trees beginning 3376’ from DER, 248’ left of centerline, up to 42’ AGL/895’ MSL.
Trees beginning 3443’ from DER, 202’ left of centerline, up to 49’ AGL/897’ MSL.
CONT
PARKERSBURG, WV (CON’T)

MID-OHIO VALLEY RGNL (PKB) (CON’T)

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

RAw 21 (CON’T), trees beginning 3637’ from DER, 428’ left of centerline, up to 910’ MSL.

Trees beginning 3764’ from DER, 373’ left of centerline, up to 912’ MSL.

Trees beginning 3907’ from DER, 921’ left of centerline, 921’ MSL.

Trees beginning 3941’ from DER, 445’ left of centerline, up to 929’ MSL.

Trees beginning 4053’ from DER, 3’ left of centerline, up to 937’ MSL.

Tree 1 NM from DER, 2126’ right of centerline, 956’ MSL.

RAw 28, tree 32’ from DER, 418’ right of centerline, 843’ MSL.

Tree 76’ from DER, 292’ left of centerline, 838’ MSL.

Tree 96’ from DER, 402’ right of centerline, 862’ MSL.

Tree, fence beginning 114’ from DER, 341’ right of centerline, up to 75’ AGL/881’ MSL.

Tree 221’ from DER, 298’ left of centerline, 841’ MSL.

Tree 403’ from DER, 490’ right of centerline, 882’ MSL.

Trees beginning 522’ from DER, 22’ right of centerline, up to 885’ MSL.

Tree 556’ from DER, 14’ left of centerline, 18’ AGL/846’ MSL.

Trees beginning 594’ from DER, 12’ left of centerline, up to 35’ AGL/859’ MSL.

Trees beginning 637’ from DER, 5’ left of centerline, up to 39’ AGL/863’ MSL.

Trees beginning 809’ from DER, 158’ left of centerline, up to 46’ AGL/864’ MSL.

Tower beginning 2.3 NM from DER, 935’ left of centerline, up to 319’ AGL/1326’ MSL.

Tower 2.4 NM from DER, 3116’ left of centerline, 207’ AGL/1215’ MSL.

PERKASIE, PA

PENNRIDGE (CKZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

RAw 26, 400-3 or std. w/min. climb of 248’ per NM to 1100.

DEPARTURE PROCEDURE:

RAw 26, climb on heading 262° to 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

RAw 8, fence 25’ from DER, 2’ left of centerline, 11’ AGL/576’ MSL.

Tree 68’ from DER, 315’ left of centerline, 616’ MSL.

Tree, building, pole beginning 89’ from DER, 277’ right of centerline, up to 652’ MSL.

Trees beginning 134’ from DER, 252’ left of centerline, up to 629’ MSL.

Trees beginning 242’ from DER, 31’ left of centerline, up to 642’ MSL.

Trees, poles beginning 783’ from DER, 79’ right of centerline, up to 655’ MSL.

Trees beginning 880’ from DER, 175’ right of centerline, up to 660’ MSL.

Trees, poles beginning 957’ from DER, 9’ left of centerline, up to 664’ MSL.

Trees beginning 1681’ from DER, 43’ left of centerline, up to 647’ MSL.

Trees beginning 1723’ from DER, 93’ left of centerline, up to 654’ MSL.

Tree 1848’ from DER, 223’ left of centerline, 659’ MSL.

Trees beginning 1894’ from DER, 2’ left of centerline, up to 661’ MSL.

Trees beginning 1946’ from DER, 1’ left of centerline, up to 665’ MSL.

Trees beginning 2480’ from DER, 14’ left of centerline, up to 666’ MSL.

RAw 26, tree 12’ from DER, 501’ right of centerline, 572’ MSL.

Sign 18’ from DER, 116’ left of centerline, 522’ MSL.

Trees beginning 72’ from DER, 18’ right of centerline, up to 585’ MSL.

Vegetation 75’ from DER, 328’ left of centerline, 523’ MSL.

Trees, vegetation beginning 89’ from DER, 202’ left of centerline, up to 555’ MSL.

Tree 299’ from DER, 455’ left of centerline, 558’ MSL.

Trees beginning 307’ from DER, 14’ left of centerline, up to 582’ MSL.

Trees beginning 677’ from DER, 437’ left of centerline, up to 583’ MSL.

Trees, poles beginning 699’ from DER, 50’ left of centerline, up to 600’ MSL.

Trees, buildings beginning 1258’ from DER, 0’ left of centerline, up to 601’ MSL.

Pole 3553’ from DER, 1217’ left of centerline, 613’ MSL.

Pole 3593’ from DER, 1248’ left of centerline, 614’ MSL.

Pole 3798’ from DER, 1289’ left of centerline, 617’ MSL.

Pole 3860’ from DER, 1315’ left of centerline, 634’ MSL.

Trees beginning 3895’ from DER, 1516’ right of centerline, up to 623’ MSL.

Tree 6003’ from DER, 2053’ right of centerline, 670’ MSL.

Tree 1 NM from DER, 1954’ right of centerline, 673’ MSL.

Tree 1.9 NM from DER, 2496’ right of centerline, 814’ MSL.

Trees beginning 1.9 NM from DER, 1885’ right of centerline, up to 846’ MSL.

Trees beginning 1.9 NM from DER, 1756’ right of centerline, up to 859’ MSL.

Tower 2.2 NM from DER, 4142’ right of centerline, 207’ AGL/947’ MSL.

Tower 2.3 NM from DER, 3989’ right of centerline, 881’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PETERSBURG, WV
GRANT COUNTY (W99)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 19SEP13 (13262) (FAA)
TAKEOFF MINIMUMS:
Rwys 13, 31, 2400-3 for climb in visual condition.
DEPARTURE PROCEDURE:
For climb in visual conditions, cross Grant County airport Northeast bound at or above 3200. Then climb to 5000 on ESL R-214 direct ESL VOR/DME. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees 517' from DER, 609' left of centerline, up to 70' AGL /1029' MSL. Trees beginning 3042' from DER, 1304' right of centerline, up to 100' AGL/1099' MSL. Vehicles on road 1651' from DER, 927' right of centerline, up to 15' AGL/1054' MSL. Trees beginning 3642' from DER, 651' left of centerline, up to 100' AGL/1139' MSL.

PHILADELPHIA, PA
NORTHEAST PHILADELPHIA (PNE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 14FEB08 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, 200-1¼ or std. w/min. climb of 223' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees 1355' from DER, 803' left of centerline, 58' AGL/179' MSL. Trees 1576' from DER, 835' left of centerline, 44' AGL/165' MSL. Rwy 15, vehicles on roads beginning 540' from DER, on centerline, up to 15' AGL/134' MSL. Trees beginning 592' from DER, 42' left of centerline, up to 74' AGL/166' MSL. Trees beginning 928' from DER, 213' right of centerline, up to 64' AGL/173' MSL. Rwy 24, trees beginning 198' from DER 198' left of centerline, up to 38' AGL/158' MSL. Vehicle on road 450' from DER, on centerline, 15' AGL/134' MSL. Trees beginning 2343' from DER, 577' left of centerline, up to 91' AGL/200' MSL. Bushes and trees beginning 118' from DER, 182' right of centerline, up to 26' AGL/137' MSL. Trees beginning 1325' from DER, 220' right of centerline, up to 77' AGL/197' MSL. Rwy 33, vehicle on road 2050' from DER, on centerline, 15' AGL/174' MSL. Bushes and trees beginning 491' from DER, 29' left of centerline, up to 66' AGL/225' MSL. Obstruction light transmission towers, beginning 5872' from DER, 401' left of centerline, up to 125' AGL/284' MSL. Bushes and trees beginning 636' from DER, 185' right of centerline, up to 57' AGL/215' MSL.

PHILADELPHIA INTL (PHL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 11 25FEB21 (21056) (FAA)
TAKEOFF MINIMUMS:
Rwy 26, NA - ATC request. Rwy 8, std. w/min. climb of 300' per NM to 1500. Rwy 9L, std. w/min. climb of 280' per NM to 1500. Rwy 9R, std. w/min. climb of 250' per NM to 1500. Rwy 17, 300-1 or std. w/min. climb of 611' per NM to 300. Rwy 35, std. w/min. climb of 280' per NM to 1500.
TAKEOFF OBSTACLE NOTES:
Rwy 8, poles beginning 5' from DER, 15' left of centerline, up to 1' AGL/37' MSL. Poles beginning 10' from DER, 13' right of centerline, up to 1' AGL/37' MSL. General utility and fence beginning 52' from DER, 250' right of centerline, up to 10' AGL/42' MSL. Tree 276' from DER, 563' left of centerline, 57' AGL/58' MSL. Tree 445' from DER, 554' right of centerline, 43' AGL/50' MSL. Trees beginning 506' from DER, 536' right of centerline, up to 49' AGL/56' MSL. Trees beginning 612' from DER, 75' right of centerline, up to 68' AGL/74' MSL. Tree 2834' from DER, 702' right of centerline, 114' AGL/119' MSL. Rwy 9L, poles beginning 9' from DER, 15' right of centerline, up to 2' AGL/12' MSL. Poles beginning 9' from DER, 14' left of centerline, up to 1' AGL/12' MSL. Asde pole and general utility beginning 103' from DER, 460' right of centerline, up to 8' AGL/15' MSL. Tree 600' from DER, 619' left of centerline, 23' AGL/28' MSL. Tree 969' from DER, 655' left of centerline, 35' AGL/35' MSL. Pole 1014' from DER, 736' right of centerline, 29' AGL/36' MSL. Tree 1431' from DER, 784' right of centerline, 40' AGL/47' MSL. Tree 1943' from DER, 985' right of centerline, 55' AGL/59' MSL. Tree 2043' from DER, 993' right of centerline, 53' AGL/62' MSL. Trees beginning 2118' from DER, 970' right of centerline, up to 61' AGL/73' MSL. Vertical structure 3543' from DER, 1120' right of centerline, 94' AGL/103' MSL. Rwy 9R, lighting 154' from DER, on centerline, 7' AGL/15' MSL. Tree 2177' from DER, 1067' right of centerline, 54' AGL/67' MSL. Vertical structure 3736' from DER, 1217' right of centerline, 109' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NE-4, 19 MAY 2022 to 14 JUL 2022
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PHILADELPHIA, PA (CON’T)

PHILADELPHIA INTL (PHL) (CON’T)

Rwy 9R (CON’T), antenna 3845’ from DER, 1052’ right of centerline, 143’ AGL/143’ MSL.

Rwy 17, pole and building beginning 3887’ from DER, 658’ right of centerline, up to 140’ AGL/144’ MSL.

Rwy 33, pole and building beginning 3887’ from DER, 55’ right of centerline, 1’ AGL/13’ MSL.

Terrain and lighting beginning 2’ from DER, 113’ right of centerline, up to 20’ MSL.

Lighting 37’ from DER, 112’ left of centerline, 4’ AGL/14’ MSL.

Terrain 86’ from DER, 61’ left of centerline, 20’ MSL.

Terrain 202’ from DER, 463’ right of centerline, 23’ MSL.

Tree and vehicle on road beginning 630’ from DER, 647’ left of centerline, up to 34’ AGL/48’ MSL.

Tree, pole, and vehicle on road beginning 701’ from DER, 341’ left of centerline, up to 45’ AGL/58’ MSL.

Trees beginning 985’ from DER, 521’ left of centerline, up to 51’ AGL/61’ MSL.

Tree and pole beginning 1005’ from DER, 228’ left of centerline, up to 55’ AGL/68’ MSL.

Tree 1097’ from DER, 390’ right of centerline, 46’ MSL.

Tree and pole beginning 1127’ from DER, 11’ left of centerline, up to 60’ AGL/73’ MSL.

Trees beginning 1289’ right of centerline, 37’ AGL/50’ MSL.

Trees beginning 1310’ from DER, 63’ right of centerline, up to 38’ AGL/51’ MSL.

Tree 1382’ from DER, 194’ right of centerline, 46’ AGL/54’ MSL.

Tree 1387’ from DER, 171’ right of centerline, 48’ AGL/55’ MSL.

Tree 1388’ from DER, 214’ right of centerline, 46’ AGL/57’ MSL.

Trees beginning 1400’ from DER, 5’ right of centerline, up to 49’ AGL/60’ MSL.

Trees beginning 1744’ from DER, 631’ right of centerline, 63’ AGL/70’ MSL.

Transient ship 2323’ from DER, 2’ right of centerline, 190’ AGL/190’ MSL.

Rwy 27L, pole and vehicle on road beginning abeam DER, 14’ left of centerline, up to 1’ AGL/21’ MSL.

Terrain 78’ from DER, 111’ left of centerline, up to 2’ MSL.

Terrain 35’, terrain and pole beginning 3’ from DER, 35’ left of centerline, up to 10’ MSL.

Poles beginning 15’ from DER, 4’ right of centerline, up to 2’ AGL/9’ MSL.

Fence beginning 115’ from DER, 382’ left of centerline, up to 10’ AGL/17’ MSL.

Pole and building beginning 341’ from DER, 360’ left of centerline, up to 23’ AGL/29’ MSL.

Fence 444’ from DER, 2’ right of centerline, 13’ AGL/20’ MSL.

Pole 480’ from DER, 587’ right of centerline, 21’ AGL/25’ MSL.

Poles beginning 532’ from DER, 458’ right of centerline, up to 22’ AGL/26’ MSL.

Pole, tree, vehicle on road, and sign beginning 595’ from DER, 299’ left of centerline, up to 53’ AGL/58’ MSL.

Pole 722’ from DER, 604’ right of centerline, 20’ AGL/27’ MSL.

Pole 758’ from DER, 95’ right of centerline, 25’ AGL/31’ MSL.

Buildings beginning 761’ from DER, 644’ right of centerline, up to 29’ AGL/35’ MSL.

Building 852’ from DER, 728’ right of centerline, 25’ AGL/36’ MSL.

Pole and tree beginning 1072’ from DER, 91’ right of centerline, up to 47’ AGL/52’ MSL.

Vehicle on road and pole beginning 1398’ from DER, 625’ right of centerline, up to 61’ MSL.

Tree 1922’ from DER, 949’ right of centerline, 57’ AGL/64’ MSL.

Tree 2067’ from DER, 938’ right of centerline, 58’ AGL/65’ MSL.

Tree 2087’ from DER, 989’ right of centerline, 60’ AGL/66’ MSL.

Pole 2167’ from DER, 200’ right of centerline, 62’ AGL/68’ MSL.

Tree and pole beginning 2206’ from DER, 92’ right of centerline, up to 66’ AGL/72’ MSL.

Tree 2208’ from DER, 908’ left of centerline, 67’ AGL/75’ MSL.

Trees beginning 2215’ from DER, 728’ left of centerline, up to 74’ AGL/82’ MSL.

Trees beginning 2248’ from DER, 606’ left of centerline, up to 81’ AGL/88’ MSL.

Trees beginning 2272’ from DER, 700’ left of centerline, up to 87’ AGL/93’ MSL.

Tree 2325’ from DER, 837’ left of centerline, 88’ AGL/94’ MSL.

Trees beginning 2348’ from DER, 886’ left of centerline, up to 89’ AGL/95’ MSL.

Trees beginning 2536’ from DER, 854’ left of centerline, up to 91’ AGL/97’ MSL.

Pole, tree, and transmission line beginning 877’ right of centerline, 74’ AGL/84’ MSL.

Pole and transmission line beginning 3882’ from DER, 643’ right of centerline, up to 105’ AGL/111’ MSL.

Pole, transmission line, and catenary beginning 4065’ from DER, 920’ right of centerline, up to 118’ AGL/125’ MSL.

Transmission line beginning 4249’ from DER, 1202’ right of centerline, up to 121’ AGL/129’ MSL.

WINGS FLD (LOM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 23SEP10 (22083) (FAA)

DEPARTURE PROCEDURE:

Rwy 24, climb heading 245° to 1100 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 24, multiple trees, towers, buildings, flag poles, vehicles on road, and rising terrain beginning at DER, left and right of centerline, up to 160’ AGL/444’ MSL.

NE-4, 19 MAY 2022 to 14 JUL 2022

NE-4, 19 MAY 2022 to 14 JUL 2022
PHILIPPI, WV
PHILIPPI/BARBOUR COUNTY RGNL (79D)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:
Rwy 8, climb heading 083° to 3300 before turning south.

TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 108' from DER, 118' right of centerline, up to 100' AGL/1799' MSL.
Rwy 26, trees beginning 504' from DER, 220' left of centerline, up to 100' AGL/1779' MSL.

PHILIPSBURG, PA
MID-STATE (PSB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07MAR13 (13066) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 238' per NM to 2600 or 1000-3 for climb in visual conditions.
Rwy 16, 400-2 or std. w/min. climb of 317' per NM to 2500.
Rwy 24, 800-3 or std. w/min. climb of 308' per NM to 2400.

DEPARTURE PROCEDURE:
Rwy 6, climbing left turn heading 340° to 2900 before proceeding on course for VCOA. Cross Mid-State airport at or above 2900 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 16, climb on heading 167° to 2800 before proceeding on course.
Rwy 24, climb on heading 241° to 2800 before proceeding on course.
Rwy 34, climb on heading 347° to 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, tree 24' from DER, 269' right of centerline, 50' AGL/1959' MSL.
Trees beginning 201' from DER, 250' right of centerline, up to 60 AGL/1951' MSL.
Tree 336' from DER, 14' left of centerline, 60' AGL/1950' MSL.
Tree 439' from DER, 182' right of centerline, 60' AGL/1947' MSL.
Trees beginning 522' from DER, 14' left of centerline, up to 60 AGL/1950' MSL.
Rwy 16, trees beginning 7' from DER, 493' right of centerline, up to 60' AGL/2004' MSL.
Trees beginning 51' from DER, 303' left of centerline, up to 80' AGL/1995' MSL.
Pole 1 NM from DER, 103' left of centerline, 72' AGL/2097' MSL.
Trees beginning 522' from DER, 14' left of centerline, up to 60' AGL/1950' MSL.
Pole 1.1 NM from DER, 98' left of centerline, up to 100' AGL/2309' MSL.
Pole 1.6 NM from DER, 84' AGL/2263' MSL.

Rwy 24, tree 83' from DER, 442' left of centerline, 60' AGL/1952' MSL.
Trees beginning 165' from DER, 442' left of centerline, up to 60' AGL/1900' MSL.
Trees beginning 172' from DER, 95' right of centerline, up to 60' AGL/1890' MSL.
Trees beginning 972' from DER, 72' right of centerline, up to 60' AGL/1900' MSL.
Trees beginning 4367' from DER, 230' right of centerline, up to 80' AGL/2079' MSL.
Trees beginning 1.6 NM from DER, 400' right of centerline, 100' AGL/2122' MSL.
Pole 3.1 NM from DER, 70' from DER, 457' right of centerline, 15' AGL/1969' MSL.
Trees beginning 494' from DER, 518' left of centerline, up to 40' AGL/1993' MSL.
Tree 847' from DER, 651' right of centerline, 80' AGL/1972' MSL.

PINEVILLE, WV
KEE FLD (I16)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (21280) (FAA)

TAKEOFF MINIMUMS:
Rwy 8, 700-2¼ w/min. climb of 330' per NM to 2900, or 1600-3 for VCOA.
Rwy 26, 400-2.

DEPARTURE PROCEDURE:
Rwy 8, climb heading 075° to 2600 before proceeding on course.
Rwy 26, climb heading 255° to 2600 before proceeding on course.

VCOA:
Rwy 8, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Kee Fld at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 5' from DER, 11' left of centerline, up to 135' AGL/1964' MSL.
Tree 140' from DER, 272' right of centerline, 135' AGL/1894' MSL.
Tree 366' from DER, 357' right of centerline, 135' AGL/1910' MSL.
Trees beginning 472' from DER, 72' right of centerline, up to 135' AGL/1940' MSL.
Tree 573' from DER, 211' left of centerline, 135' AGL/1976' MSL.
Trees beginning 685' from DER, 126' left of centerline, up to 135' AGL/1999' MSL.
Trees beginning 819' from DER, 241' right of centerline, up to 135' AGL/1986' MSL.
Trees beginning 1111' from DER, 42' left of centerline, up to 135' AGL/2055' MSL.
Trees beginning 1045' from DER, 411' right of centerline, up to 135' AGL/2071' MSL.
Trees beginning 1243' from DER, 242' left of centerline, up to 135' AGL/2101' MSL.
Trees beginning 1271' from DER, 111' right of centerline, up to 135' AGL/2101' MSL.
Trees beginning 1576' from DER, 157' left of centerline, up to 135' AGL/2104' MSL.
Trees beginning 1802' from DER, 73' left of centerline, up to 135' AGL/2134' MSL.
Trees beginning 2028' from DER, 273' left of centerline, up to 135' AGL/2183' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PINEVILLE, WV (CON’T)
KEE FLD (I16) (CON’T)

Rwy 8 (CON’T), trees beginning 2254’ from DER, 19’ left of centerline, up to 135’ AGL/2193’ MSL.
Tree 2388’ from DER, 464’ right of centerline, 135’ AGL/2114’ MSL.
Trees beginning 2402’ from DER, 179’ right of centerline, up to 135’ AGL/2117’ MSL.
Trees 2614’ from DER, 548’ right of centerline, 135’ AGL/2186’ MSL.
Trees beginning 2628’ from DER, 264’ right of centerline, up to 135’ AGL/2252’ MSL.
Trees beginning 3102’ from DER, 64’ right of centerline, up to 135’ AGL/2215’ MSL.
Trees beginning 3102’ from DER, 25’ right of centerline, up to 135’ AGL/2302’ MSL.
Trees beginning 1.4 NM from DER, 721’ left of centerline, up to 135’ AGL/2242’ MSL.
Trees beginning 1.4 NM from DER, 469’ right of centerline, up to 135’ AGL/2237’ MSL.
Trees beginning 1.4 NM from DER, 636’ left of centerline, up to 135’ AGL/2193’ MSL.
Trees beginning 1.4 NM from DER, 921’ left of centerline, up to 135’ AGL/2311’ MSL.
Trees beginning 1.5 NM from DER, 1121’ left of centerline, up to 135’ AGL/2234’ MSL.
Trees beginning 1.5 NM from DER, 1405’ left of centerline, up to 135’ AGL/2237’ MSL.
Trees beginning 1.5 NM from DER, 1688’ left of centerline, up to 135’ AGL/2263’ MSL.
Trees beginning 1.5 NM from DER, 638’ right of centerline, up to 135’ AGL/2193’ MSL.
Trees beginning 1.5 NM from DER, 24’ left of centerline, up to 135’ AGL/2390’ MSL.
Tree 1.6 NM from DER, 2597’ right of centerline, 135’ AGL/2383’ MSL.

PITTSBURGH, PA

ALLEGHENY COUNTY (AGC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 9 01FEB18 (18032) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, std. w/ min. climb of 205’ per NM to 1800 or 900-2½ for VCOA.

VCOA:

Rwy 13, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Allegheny County Airport at or above 2000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vertical point 2’ from DER, 75’ right of centerline, 1’ AGL/1251’ MSL.
Tree 3525’ from DER, 745’ left of centerline, 85’ AGL/1341’ MSL.
Tree 3750’ from DER, 578’ left of centerline, 67’ AGL/1350’ MSL.
Tree 3786’ from DER, 518’ left of centerline, 72’ AGL/1353’ MSL.

Rwy 13, pole 175’ from DER, 335’ right of centerline, 26’ AGL/1264’ MSL.
Tree 362’ from DER, 295’ right of centerline, 53’ AGL/1288’ MSL.
Vertical point 450’ from DER, 588’ right of centerline, 60’ AGL/1296’ MSL.
Tree 382’ from DER, 527’ right of centerline, 73’ AGL/1312’ MSL.

Rwy 31, light 10’ from DER, 87’ right of centerline, 4’ AGL/1246’ MSL.
Poles beginning 264’ from DER, 298’ right of centerline, 38’ AGL/1263’ MSL.

PITTSBURGH INTL (PIT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwy 10L, 300-1¼ or std. w/min. climb of 215’ per NM to 1400, 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 32, 300-1½ or std. w/m. climb of 255’ per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 10C, pole 24’ from DER, 300’ left of centerline, 3’ AGL/1140’ MSL.
Tree 2605’ from DER, 461’ left of centerline, 1222’ MSL.
Tree 3174’ from DER, 474’ left of centerline, 1255’ MSL.
Trees beginning 3221’ from DER, 911’ left of centerline, up to 1263’ MSL.
Trees beginning 4539’ from DER, 1348’ right of centerline, up to 52’ AGL/1255’ MSL.
Tree 4700’ from DER, 1489’ right of centerline, 50’ AGL/1257’ MSL.
Tree 4728’ from DER, 1530’ right of centerline, 68’ AGL/1261’ MSL.
Tree 4739’ from DER, 1629’ right of centerline, 68’ AGL/1263’ MSL.
Tree 4918’ from DER, 1450’ right of centerline, 69’ AGL/1264’ MSL.
Tree 4963’ from DER, 1298’ right of centerline, 77’ AGL/1266’ MSL.
**TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)**

**POINT PLEASANT, WV**

**MASON COUNTY (3I2)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4A 04FEB16 (16035) (FAA)

**TAKEOFF MINIMUMS:**

Rwy 10C (CON’T), tree 4976’ from DER, 1363’ right of centerline, 74’ AGL/1268’ MSL.

Rwy 10L, vertical structures beginning 24’ from DER, 5’ right of centerline, up to 2’ AGL/1175’ MSL.

Vertical structures beginning 24’ from DER, 4’ left of centerline, up to 2’ AGL/1175’ MSL.

Rwy 10C, vertical structures beginning 31’ from DER, 78’ left of centerline, up to 89’ AGL/1313’ MSL.

Rwy 10R, vertical structures beginning 9’ from DER, 40’ right of centerline, up to 2’ AGL/1124’ MSL.

Vertical structures beginning 9’ from DER, 40’ left of centerline, up to 2’ AGL/1124’ MSL.

Street sign 55’ from DER, 307’ left of centerline, 3’ AGL/1125’ MSL.

Rwy 10L, 315’ from DER, 586’ left of centerline, 10’ AGL/1137’ MSL.

Tree 2905’ from DER, 673’ left of centerline, 1200’ MSL.

Rwy 10C, trees beginning 4568’ from DER, 1146’ right of centerline, up to 1252’ MSL.

Poles beginning 4587’ from DER, 1124’ left of centerline, up to 49’ AGL/1241’ MSL.

Trees beginning 4595’ from DER, 151’ right of centerline, up to 70’ AGL/1255’ MSL.

Rwy 10C, trees beginning 5041’ from DER, 101’ right of centerline, up to 50’ AGL/1257’ MSL.

Rwy 10L, tree 5069’ from DER, 306’ right of centerline, 1261’ MSL.

Rwy 10R, trees beginning 5080’ from DER, 296’ right of centerline, up to 68’ AGL/1263’ MSL.

Tree 5103’ from DER, 35’ left of centerline, 62’ AGL/1251’ MSL.

Tree 5259’ from DER, 252’ right of centerline, 69’ AGL/1264’ MSL.

Rwy 10L, trees beginning 5304’ from DER, 101’ right of centerline, 77’ AGL/1266’ MSL.

Rwy 10R, tree 5317’ from DER, 165’ right of centerline, 74’ AGL/1268’ MSL.

Rwy 28C, poles beginning 123’ from DER, 498’ right of centerline, up to 41’ AGL/1149’ MSL.

Rwy 28L, trees beginning abeam DER, 255’ left of centerline, up to 100’ AGL/1257’ MSL.

Rwy 28R, poles beginning 257’ from DER, 489’ right of centerline, up to 64’ AGL/1208’ MSL.

Rwy 28L, tree 2’ from DER, 497’ left of centerline, 46’ AGL/1137’ MSL.

Rwy 28R, trees beginning 39’ from DER, 1144’ left of centerline, 1223’ MSL.

Rwy 28L, tree 227’ from DER, 1109’ left of centerline, 1223’ MSL.

Rwy 28R, vertical structures beginning 9’ from DER, 4’ left of centerline, up to 1’ AGL/1204’ MSL.

Rwy 28L, vertical structures beginning 9’ from DER, on centerline, up to 1’ AGL/1204’ MSL.

Rwy 28R, tree 21’ from DER, 490’ right of centerline, 19’ AGL/1214’ MSL.

Rwy 28L, bush 71’ from DER, 477’ right of centerline, 1215’ MSL.

Rwy 28R, pole 643’ from DER, 632’ left of centerline, 25’ AGL/1223’ MSL.

Rwy 28L, tree 1808’ from DER, 912’ right of centerline, 1273’ MSL.

Rwy 28R, pole 5317’ from DER, 165’ right of centerline, 74’ AGL/1268’ MSL.

Rwy 28L, pole 80’ from DER, 376’ left of centerline, 1223’ MSL.

Rwy 28R, pole 453’ from DER, 515’ right of centerline, 37’ AGL/1173’ MSL.

Rwy 28L, aircraft on taxiway 1372’ from DER, 8’ right of centerline, 64’ AGL/1214’ MSL.

Rwy 28R, aircraft on taxiways beginning 1612’ from DER, 13’ right of centerline, up to 64’ AGL/1216’ MSL.

Rwy 28L, aircraft on taxiway 1983’ from DER, 190’ left of centerline, 64’ AGL/1224’ MSL.

Rwy 28R, aircraft on taxiway and tree beginning 2166’ from DER, 8’ right of centerline, up to 64’ AGL/1221’ MSL.

Rwy 28L, aircraft on taxiway 2213’ from DER, 352’ left of centerline, 64’ AGL/1226’ MSL.

Rwy 28R, tree 2575’ from DER, 1089’ right of centerline, 70’ AGL/1229’ MSL.

Rwy 28L, tree 2577’ from DER, 1107’ right of centerline, 1233’ MSL.

Rwy 28R, aircraft on taxiways beginning 2586’ from DER, 425’ left of centerline, up to 64’ AGL/1233’ MSL.

Rwy 28L, aircraft on taxiway 2942’ from DER, 836’ left of centerline, 64’ AGL/1235’ MSL.

Rwy 28R, tree 2943’ from DER, 1213’ right of centerline, 73’ AGL/1247’ MSL.

Rwy 28L, trees beginning 5831’ from DER, 1271’ right of centerline, up to 83’ AGL/1336’ MSL.

Rwy 28R, tower 1.1 NM from DER, 514’ left of centerline, 95’ AGL/1341’ MSL.

Rwy 28L, tower 1.1 NM from DER, 436’ left of centerline, 106’ AGL/1354’ MSL.

Rwy 28R, communication tower 1.1 NM from DER, 436’ left of centerline, 102’ AGL/1349’ MSL.

**POINT PLEASANT, WV**

**MASON COUNTY (3I2)**

**TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES**

AMDT 4A 04FEB16 (16035) (FAA)

**TAKEOFF MINIMUMS:**

Rwy 7, 300-1½ or std. w/min. climb of 212’ per NM to 900, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.

Rwy 25, 400-2½.

**DEPARTURE PROCEDURE:**

Rwy 7, climbing heading 082° to 1500 before proceeding on course.

Rwy 25, climbing heading 252° to 2000 before turning right.

**TAKEOFF OBSTACLE NOTES:**

Rwy 7, trees beginning 13’ from DER, 242’ left of centerline, up to 70’ AGL/709’ MSL.

Rwy 25, trees beginning abeam DER, 255’ left of centerline, up to 100’ AGL/759’ MSL.

Rwy 7, trees beginning 95’ from DER, 179’ right of centerline, up to 67’ AGL/706’ MSL.

Rwy 25, trees beginning 1.3 NM from DER, 442’ right of centerline, up to 53’ AGL/832’ MSL.

Rwy 7, trees beginning 292’ from DER, 20’ right of centerline, up to 100’ AGL/739’ MSL.

Rwy 25, trees beginning 143’ from DER, 490’ left of centerline, up to 100’ AGL/799’ MSL.

Rwy 7, trees beginning 2.1 NM from DER, 598’ right of centerline, 155’ AGL/964’ MSL.
POTTSTOWN, PA

HERITAGE FLD (PTW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B  06DEC18  (21280)  (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1/4 or std. w/min. climb of 290' per NM to 600.

Rwy 28, 500-2

DEPARTURE PROCEDURE:

Rwy 28, climb heading 276° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree, pole beginning 58' from DER, 18' right of centerline, up to 365' MSL.

Tree, building beginning 403' from DER, 136' left of centerline, up to 25' AGL/339' MSL.

Rwy 28, climb heading 276° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree, pole beginning 58' from DER, 18' right of centerline, up to 365' MSL.

Building, tree beginning 403' from DER, 136' left of centerline, up to 25' AGL/339' MSL.

Tree, building beginning 745' from DER, 23' left of centerline, up to 380' MSL.

Tree 1573' from DER, 111' right of centerline, 376' MSL.

Tree 1620' from DER, 248' right of centerline, 379' MSL.

Tree 1701' from DER, 136' right of centerline, 384' MSL.

Tree 2004' from DER, 239' right of centerline, 388' MSL.

Tree 2127' from DER, 11' right of centerline, 398' MSL.

Trees beginning 2198' from DER, 71' left of centerline, up to 410' MSL.

Tree, building beginning 2414' from DER, 19' left of centerline, up to 416' MSL.

Tree, building beginning 2486' from DER, 22' right of centerline, up to 425' MSL.

Tank, water tower beginning 1 NM from DER, 349' right of centerline, up to 111' AGL/477' MSL.

Rwy 28, tree 124' from DER, 481' right of centerline, 327' MSL.

Trees beginning 845' from DER, 12' right of centerline, up to 337' MSL.

Tree 910' from DER, 107' left of centerline, 332' MSL.

Trees beginning 1007' from DER, 61' right of centerline, up to 338' MSL.

Trees beginning 1138' from DER, 53' right of centerline, up to 372' MSL.

Tower 1.3 NM from DER, 1680' left of centerline, 295' AGL/544' MSL.

POTTSTOWN MUNI (N47)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B  21JUN18  (18172)  (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 600-3 w/min. climb of 241' per NM to 1300, or 1300-2½ for climb in visual conditions.

Rwy 26, std. w/min. climb of 288' per NM to 1600, or 1300-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

Rwy 26, climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, terrain 2761' from DER, 124' right of centerline, 0' AGL/319' MSL.

Multiple trees beginning 5919' from DER, 854' left of centerline, up to 100' AGL/559' MSL.

Rwy 26, tree 400' from DER, on centerline, 35' AGL/295' MSL.

Terrain 10' from DER, 246' left of centerline, 0' AGL/279' MSL.

Tree 399' from DER, on centerline, up to 100' AGL/295' MSL.

Multiple trees beginning 1 NM from DER, 2009' right of centerline, up to 100' AGL/579' MSL.

POTTSVILLE, PA

SCHUYKILL COUNTY/JOE ZERBEY (ZER)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3  31DEC20  (20366)  (FAA)

TAKEOFF MINIMUMS:

Rwys 4, 22, NA - Environmental.

TAKEOFF OBSTACLE NOTES:

Rwy 11, terrain 11' from DER, 5' right of centerline, 1707' MSL.

Lighting 17' from DER, 112' left of centerline, 5' AGL/1709' MSL.

Lighting 18' from DER, 111' right of centerline, 6' AGL/1708' MSL.

Trees beginning 56' from DER, 322' right of centerline, up to 37' AGL/1716' MSL.

Trees beginning 77' from DER, 278' left of centerline, up to 28' AGL/1723' MSL.

Tree 155' from DER, 366' right of centerline, 42' AGL/1718' MSL.

Tree 267' from DER, 474' left of centerline, 45' AGL/1725' MSL.

Rw y 29, lighting 9' from DER, 16' right of centerline, 12' AGL/1731' MSL.

Lighting 10' from DER, 28' left of centerline, 12' AGL/1731' MSL.

Tree 30' from DER, 402' left of centerline, 33' AGL/1740' MSL.

Trees beginning 122' from DER, 258' left of centerline, up to 23' AGL/1742' MSL.

Trees beginning 162' from DER, 349' right of centerline, up to 35' AGL/1745' MSL.

Tree 373' from DER, 520' left of centerline, 37' AGL/1751' MSL.

Tree 510' from DER, 515' left of centerline, 40' AGL/1756' MSL.
PUNXSUTAWNEY, PA
PUNXSUTAWNEY MUNI (N35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 10MAR11 (11069) (FAA)
TAKEOFF MINIMUMS: Ryw 1, NA-obstacles.
Ryw 6, 400-2½ or std. w/min. climb of 344' per NM to 2000.
Ryw 19, 500-2½ or std. w/min. climb of 285' per NM to 2000.
DEPARTURE PROCEDURE:
Ryw 6, climb on heading 067° to 2000 before proceeding on course.
Ryw 19, climb on heading 188° to 2400 before proceeding on course.
Ryw 24, climb on heading 247° to 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Ryw 6, aircraft on taxiway 4' from DER, 171' right of centerline, up to 10' AGL/1447' MSL.
Trees beginning 285' from DER, 304' left of centerline, up to 100' AGL/1542' MSL.
Vehicle on road 505' from DER, 304' left of centerline, up to 15' AGL/1457' MSL.
Building 732' from DER, 685' right of centerline, up to 40' AGL/1480' MSL.
Ryw 19, trees beginning 8' from DER, 154' right of centerline, up to 100' AGL/1499' MSL.
Building 43' from DER, 373' left of centerline, up to 20' AGL/1459' MSL.
Ryw 24, buildings beginning 192' from DER, 57' right of centerline, up to 30' AGL/1489' MSL.
Trees beginning 232' from DER, 352' right of centerline, up to 15' AGL/1457' MSL.
Trees beginning 1015' from DER, 310' left of centerline, up to 100' AGL/1559' MSL.

QUAKERTOWN, PA
QUAKERTOWN (UKT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 28JUN12 (12180) (FAA)
TAKEOFF MINIMUMS:
Ryw 29, 300-1 or std. w/min. climb of 730' per NM to 800.
TAKEOFF OBSTACLE NOTES:
Ryw 11, multiple trees, structures and poles beginning 19' from DER, 1300' left of centerline to 1385' right of centerline, up to 100' AGL/639' MSL.
Ryw 29, multiple trees, structures and poles beginning 27' from DER, 1329' left of centerline to 1049' right of centerline, up to 100' AGL/691' MSL.

RAVENSWOOD, WV
JACKSON COUNTY (I18)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 25AUG11 (11237) (FAA)
TAKEOFF MINIMUMS:
Ryw 4, 300-2 or std. w/min. climb of 225' per NM to 1200.
DEPARTURE PROCEDURE:
Ryw 4, climb heading 037° to 1300 before turning west.
Ryw 22, climb heading 217° to 1300 before turning north.
TAKEOFF OBSTACLE NOTES:
Ryw 4, trees beginning 2137' from DER, 539' right of centerline, up to 100' AGL/890' MSL.
Trees beginning 1.6 NM from DER, 517' left of centerline, up to 100' AGL/1019' MSL.
Ryw 22, trees beginning 6' from DER, 476' right of centerline, up to 100' AGL/802' MSL.
Trees beginning 2528' from DER, 774' left of centerline, up to 100' AGL/879' MSL.

READING, PA
READING RGNL/CARL A SPAATZ FLD (RDG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 19JUL18 (21112) (FAA)
TAKEOFF MINIMUMS:
Ryw 13, std. w/min. climb of 445' per NM to 1700.
Ryw 31, 500- 2½ or std. w/min. climb of 430' per NM to 900.
Ryw 36, 400-2 or std. w/min. climb of 360' per NM to 510.
DEPARTURE PROCEDURE:
Ryw 18, climb heading 184° to 1400 before turning left.
Ryw 31, climb heading 313° to 900 before turning right.
Ryw 36, climb heading 004° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Ryw 13, NAVAID 9' from DER, 54' left of centerline, 1' AGL/330' MSL.
Pole 67' from DER, 413' right of centerline, 23' AGL/354' MSL.
Trees beginning 96' from DER, 476' right of centerline, 40' AGL/372' MSL.
Antenna, building beginning 96' from DER, 377' right of centerline, up to 41' AGL/373' MSL.
Trees beginning 717' from DER, 512' right of centerline, up to 378' MSL.
Tree 1690' from DER, 282' left of centerline, 376' MSL.
Tree 2521' from DER, 330' left of centerline, 398' MSL.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

READING, PA (CON’T)

READING RGNL/CARL A SPAATZ FLD (RDG) (CON’T)

Rwy 18, NAVAID 8’ from DER, 54’ left of centerline, 1’ AGL/343’ MSL. Building 61’ from DER, 488’ right of centerline, 6’ AGL/352’ MSL.

Rwy 31, NAVAID 10’ from DER, 55’ right of centerline, 1’ AGL/344’ MSL. Trees beginning 5385’ from DER, 1761’ right of centerline, up to 518’ MSL. Tree, pole beginning 5671’ from DER, 1937’ right of centerline, up to 548’ MSL. Tree, pole beginning 6045’ from DER, 1640’ right of centerline, up to 568’ MSL. Trees beginning 1 NM from DER, 1224’ right of centerline, up to 582’ MSL. Trees beginning 1 NM from DER, 1273’ right of centerline, up to 655’ MSL. Tree 1.1 NM from DER, 1972’ right of centerline, 666’ MSL. Tree, terrain, electrical_system, windmill beginning 1.1 NM from DER, 465’ right of centerline, up to 702’ MSL. Trees beginning 1.8 NM from DER, 2179’ right of centerline, 727’ MSL. Tree, building beginning 1.8 NM from DER, 1645’ right of centerline, up to 752’ MSL. Trees beginning 1.9 NM from DER, 887’ right of centerline, up to 776’ MSL.

Rwy 36, NAVAID 10’ from DER, 54’ left of centerline, 1’ AGL/292’ MSL. NAVAID, terrain beginning 10’ from DER, 55’ right of centerline, up to 2’ AGL/292’ MSL. Terrain 57’ from DER, 55’ right of centerline, 299’ MSL. Terrain beginning 89’ from DER, 174’ left of centerline, up to 306’ MSL. Trees beginning 485’ from DER, 210’ left of centerline, up to 341’ MSL. Trees beginning 734’ from DER, 682’ right of centerline, up to 338’ MSL. Tree 908’ from DER, 601’ right of centerline, 345’ MSL. Trees beginning 1049’ from DER, 0’ of centerline, up to 346’ MSL. Trees beginning 1385’ from DER, 269’ left of centerline, up to 355’ MSL. Trees beginning 1497’ from DER, 124’ left of centerline, up to 357’ MSL. Tree 2543’ from DER, 336’ right of centerline, 356’ MSL. Tree 2581’ from DER, 165’ right of centerline, 358’ MSL. Tree 3410’ from DER, 96’ left of centerline, 382’ MSL. Trees beginning 3555’ from DER, 161’ right of centerline, up to 450’ MSL. Tree 1.4 NM from DER, 2528’ left of centerline, 575’ MSL. Trees beginning 1.4 NM from DER, 2402’ left of centerline, up to 603’ MSL. Tree 1.4 NM from DER, 2508’ left of centerline, 613’ MSL. Trees beginning 1.4 NM from DER, 2042’ left of centerline, up to 631’ MSL. Trees beginning 1.5 NM from DER, 1982’ left of centerline, up to 672’ MSL. Tree 1.5 NM from DER, 2193’ left of centerline, 545’ MSL.

REEDSVILLE, PA

MIFFLIN COUNTY (RVL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05JUN08 (08157) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/ min. climb of 287’ per NM to 3000 or 2200-3 for climb in visual conditions.

Rwy 24, std. w/ min. climb of 242’ per NM to 2800 or 2200-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 6, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

Rwy 24, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, fence beginning 59’ from DER, 497’ right of centerline, up to 6’ AGL/825’ MSL. Bushes 449’ from DER, 422’ right of centerline, up to 10’ AGL/829’ MSL.

Rwy 24, ground 171’ from DER, 481’ left of centerline, 0’ AGL/830’ MSL. Fence 207’ from DER, 288’ left of centerline, 15’ AGL/834’ MSL. Trees 1189’ from DER, 198’ right of centerline, up to 100’ AGL/933’ MSL. Trees 2,168’ from DER, 407’ left of centerline, up to 100’ AGL/908’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ST. MARYS, PA

ST MARYS MUNI (OYM)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A  13SEP18  (18256)  (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb of 230’ per NM to 2800, or 1000-3 for VCOA.

VCOA:

Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross St Marys Muni airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on road, terrain beginning 197’ from DER, 275’ left of centerline, up to 1952’ MSL.

Pole, building beginning 410’ from DER, 211’ right of centerline, up to 36’ AGL/1978’ MSL.

Tree 1023’ from DER, 680’ right of centerline, 1987’ MSL.

Tree 1280’ from DER, 723’ right of centerline, 102’ AGL/2030’ MSL.

Tree 1984’ from DER, 728’ right of centerline, 2045’ MSL.

Trees beginning 2452’ from DER, 62’ right of centerline, up to 91’ AGL/2056’ MSL.

Trees beginning 2475’ from DER, 868’ left of centerline, up to 98’ AGL/2027’ MSL.

Rwy 28, trees beginning 12’ from DER, 213’ right of centerline, up to 1948’ MSL.

Pole 91’ from DER, 263’ left of centerline, 23’ AGL/1928’ MSL.

Tree, NAVAID beginning 466’ from DER, on centerline, up to 1967’ MSL.

Pole, NAVAID, tree beginning 544’ from DER, 255’ left of centerline, up to 33’ AGL/1954’ MSL.

STELLSGROVE, PA

PENN VALLEY (SEG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A  01FEB18  (18032)  (FAA)

TAKEOFF MINIMUMS:

Rwy 17, std. w/ min. climb of 500’ per NM to 1500 or 1500-2½ for VCOA.

Rwy 35, 500-2 w/ min. climb of 500’ per NM to 1300 or 1500-2½ for VCOA.

DEPARTURE PROCEDURE:

Rwy 17, climbing right turn direct SEG VOR/DME before proceeding on course. Do not exceed 180K until SEG VOR/ DME.

Rwy 35, climb heading 350° to 1900 before proceeding on course.

VCOA: All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Penn Valley Airport at or above 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 1.8 NM from DER, 1068’ left of centerline, up to 100’ AGL/919’ MSL.

Trees beginning 29’ from DER, 151’ left of centerline, up to 100’ AGL/559’ MSL.

Pole 2520’ from DER, 84’ right of centerline, 58’ AGL/508’ MSL.

Rwy 35, trees beginning 273’ from DER, 75’ left of centerline, up to 100’ AGL/539’ MSL.

Trees beginning 1947’ from DER, 624’ right of centerline, up to 100’ AGL/899’ MSL.

SHAMOKIN, PA

NORTHUMBERLAND COUNTY (N79)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A  01FEB18  (18032)  (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2 or std. w/ min. climb of 540’ per NM to 1600.

Rwy 26, 400-2½ or std. w/ min. climb of 270’ per NM to 1400.

DEPARTURE PROCEDURE:

Rwy 8, climb to 1600 then climbing left turn to 4000 direct SEG VOR/DME.

Rwy 26, climb to 1400 then climb to 4000 on SEG R-088 to SEG VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 33’ from DER, 366’ left of centerline, up to 70’ AGL/950’ MSL.

Pole 68’ from DER, 459’ right of centerline, 39’ AGL/910’ MSL.

Trees on roadway beginning 279’ from DER, left and right of centerline, up to 15’ AGL/952’ MSL.

Trees beginning 1548’ from DER, 197’ left of centerline, up to 80’ AGL/1171’ MSL.

Buildings beginning 2631’ from DER, 870’ left of centerline, up to 38’ AGL/1164’ MSL.

Fence beginning 5683’ from DER, 1796’ left of centerline, up to 6’ AGL/1099’ MSL.

Pole 1.1 NM from DER, 1662’ left of centerline, 23’ AGL/1091’ MSL.

Rwy 26, trees beginning 10’ from DER, 242’ left of centerline, up to 13’ AGL/865’ MSL.

Trees beginning 84’ from DER, 184’ right of centerline, up to 20’ AGL/872’ MSL.

Trees beginning 2.1 NM from DER, 2621’ right of centerline, up to 80’ AGL/1240’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SOMERSET, PA
SOMERSET COUNTY (2G9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  20DEC07  (07354)  (FAA)
TAKEOFF MINIMUMS:
Rwy 14, 32, NA-environmental.
DEPARTURE PROCEDURE:
Rwy 7, climb heading 066° to 3000 before turning south.
Rwy 25, climb heading 246° to 2800 before turning south.
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees beginning 57' from DER, 178' right of centerline, up to 79' AGL/2285' MSL.
Buildings beginning 639' from DER, 348' left of centerline, up to 40' AGL/2222' MSL.
Rwy 25, trees beginning 480' from DER, 152' right of centerline, up to 67' AGL/2346' MSL.
Antenna on building 283' from DER, 204' right of centerline, 30' AGL/2290' MSL.
Tree 584' from DER, 211' left of centerline, 55' AGL/2297' MSL.
Obstruction light on localizer 291' from DER, on centerline, 20' AGL/2284' MSL.

SPENCER, WV
BOGGS FLD (USW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  20SEP12  (22083)  (FAA)
TAKEOFF MINIMUMS:
Rwy 10, 300-2 or std. w/min. climb of 447' per NM to 1300.
Rwy 28, 400-2½ or std. w/min. climb of 332' per NM to 1400.
DEPARTURE PROCEDURE:
Rwy 10, climb heading 100° to 1400 before proceeding on course.
Rwy 28, climb heading 280° to 1600 before turning south.
TAKEOFF OBSTACLE NOTES:
Rwy 10, vegetation beginning 14' from DER, left and right of centerline, up to 13' AGL/932' MSL.
Terrain and trees beginning 2060' from DER, 3' right of centerline, up to 60' AGL/1067' MSL.
Terrain, trees and buildings beginning 3169' from DER, 14' left of centerline, up to 60' AGL/1079' MSL.
Tree 4288' from DER, 236' right of centerline, up to 88' AGL/1167' MSL.
Tree 1.2 NM from DER, 1867' left of centerline, up to 35' AGL/1194' MSL.
Tree 1.7 NM from DER, 1510' right of centerline, up to 63' AGL/1182' MSL.
Rwy 28, terrain, trees, fences and pole beginning 13' from DER, 17' right of centerline, up to 74' AGL/1073' MSL.
Trees beginning 764' from DER, 14' left of centerline, up to 76' AGL/1055' MSL.
Tree 3587' from DER, 1432' right of centerline, up to 82' AGL/1081' MSL.
Tree 1.8 NM from DER, 3390' left of centerline, up to 63' AGL/1242' MSL.
Tree 2 NM from DER, 3063' left of centerline, up to 63' AGL/1252' MSL.

STATE COLLEGE, PA
UNIVERSITY PARK (UNV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  05NOV98  (98309)  (FAA)
TAKEOFF MINIMUMS:
Rwys 16, 34, NA.
DEPARTURE PROCEDURE:
Rwys 6, 24, climb runway heading to 2600 before proceeding on course.

STERLING, PA
SPRING HILL (70N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  19NOV09  (09323)  (FAA)
TAKEOFF MINIMUMS:
Rwy 23, 600-3 with min. climb of 240' per NM to 2600 or 1000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 23, climb heading 232° to 2500 before proceeding on course or for climb in visual conditions: cross Spring Hill airport at or above 2600 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 333' from DER, 271' left of centerline, up to 100' AGL/1719' MSL.
Building and trees beginning 259' from DER, 265' right of centerline, up to 100' AGL/1799' MSL.
Rwy 23, trees beginning 51' from DER, 202 left of centerline, up to 100' AGL/1859' MSL.
Terrain and trees beginning 482' from DER, 195' right of centerline, up to 100' AGL/1879' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SUMMERSVILLE, WV
SUMMERSVILLE (SXL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 13SEP18 (18256) (FAA)
TAKEOFF MINIMUMS:
- Rwy 4, 400-1 or std. w/min. climb of 350' per NM to 3000.
DEPARTURE PROCEDURE:
- Rwy 4, climb heading 044° to 2900 before proceeding on course.
- Rwy 22, climb heading 224° to 2400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 22, multiple trees beginning 139' from DER, 185' right of centerline, up to 98' AGL/1877' MSL.
- Tree 223' from DER, 154' left of centerline, 93' AGL/1835' MSL.

SUTTON, WV
BRAXTON COUNTY (48I)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 21JUL16 (16203) (FAA)
TAKEOFF MINIMUMS:
- Rwy 2, 300-1.
- Rwy 20, 500-2½ w/min. climb of 290' per NM to 2400 or 1200-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
- Rwy 2, climb via heading 016° to 2200 before turning left.
VCOA: Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sutton County airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 2, terrain, fences, and vehicles on road beginning 61' from DER, 90' right of centerline, up to 15' AGL/1311' MSL.
- Pole and trees beginning 66' from DER, 298' right of centerline, up to 90' AGL/1409' MSL.
- Trees beginning 22' from DER, 244' left of centerline, up to 78' AGL/1417' MSL.
- Terrain and trees beginning 556' from DER, 223' left of centerline, up to 80' AGL/1399' MSL.
- Trees beginning 1015' from DER, 260' right of centerline, up to 106' AGL/1435' MSL.
- Trees beginning 899' from DER, 233' left of centerline, up to 116' AGL/1445' MSL.
- Trees 4508' from DER, 1011' left of centerline, up to 65' AGL/1484' MSL.
- Rwy 20, fences, vehicles on road, poles, and trees beginning 197' from DER, 40' left of centerline, up to 49' AGL/1337' MSL.
- Trees beginning 468' from DER, 1' right of centerline, up to 45' AGL/1324' MSL.
- Terrain and trees beginning 72' from DER, 264' left of centerline, up to 76' AGL/1435' MSL.
- Trees beginning 26' from DER, 311' right of centerline, up to 97' AGL/1376' MSL.
- Trees beginning 1123' from DER, 54' right of centerline, up to 96' AGL/1515' MSL.
- Trees beginning 4425' from DER, 47' left of centerline, up to 93 AGL/1529 MSL.
- Trees beginning 1.5 NM from DER, left and right of centerline, up to 111' AGL/1590' MSL.
- Trees 2.4 NM from DER, 3786' left of centerline, up to 100' AGL/1739' MSL.

TITUSVILLE, PA
TITUSVILLE (6G1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (07219) (FAA)
TAKEOFF OBSTACLE NOTES:
- Rwy 18, trees beginning 1865' from DER, 199' right of centerline, up to 100' AGL/1589' MSL.
- Trees beginning 1313' from DER, on centerline, up to 100' AGL/1609' MSL.
- Trees beginning 672' from DER, 194' left of centerline, up to 100' AGL/1619' MSL.
- Rwy 36, trees beginning 2788' from DER, 217' right of centerline, up to 100' AGL/1689' MSL.
- Trees beginning 2800' from DER, 47' left of centerline, up to 100' AGL/1736' MSL.

TOUGHKENAMON, PA
NEW GARDEN (N57)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 02FEB95 (95033) (FAA)
TAKEOFF MINIMUMS:
- Rwy 6, 300-1.
DEPARTURE PROCEDURE:
- Rwy 6, 300-1.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TOWANDA, PA
BRADFORD COUNTY (N27)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 11OCT18 (18284) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 800-3 w/min. climb of 333' per NM to 2000, or std. w/min. climb of 461' per NM to 2000, or 2000-3 for VCOA.
Rwy 23, std. w/min. climb of 665' per NM to 2800, or 2000-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 047° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 23, climb heading 227° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 5, pole and trees beginning 4' from DER, 267' right of centerline, up to 100' AGL/859' MSL.
Grain bin/silo and trees beginning 131' from DER, 475' left of centerline, up to 100' AGL/823' MSL.
Rwy 23, trees beginning 1069' from DER, 1' left of centerline, up to 100' AGL/1159' MSL.
Navaid 14' from DER, 113' right of centerline, 12' AGL/731' MSL.
Trees beginning 3206' from DER, 44' right of centerline, up to 100' AGL/1287' MSL.

TOWER CITY, PA
BENDIGO (74N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02JUL09 (09183) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, std. w/min. climb of 518' per NM to 2200 or 1700-2 for climb in visual conditions.
Rwy 23, NA-terrain.
DEPARTURE PROCEDURE:
Rwy 5, departure NA at night. Climb heading 054° to 2200 before proceeding on course or for climb in visual conditions: cross Bendigo airport at or above 2300 before proceeding on course. Do not exceed 180 KIAS until crossing Bendigo airport on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 330' from DER, 45' left of centerline, up to 100' AGL/919' MSL.
Multiple trees beginning 355' from DER, 81' right of centerline, up to 100' AGL/879' MSL.
Multiple towers beginning 2.1 NM from DER, 2384' left of centerline, up to 200' AGL/1559' MSL.

WASHINGTON, PA
WASHINGTON COUNTY (AFJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 10JAN13 (13010) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, 600-2½ or std. w/min. climb of 397' per NM to 1900.
Rwy 27, 300-1½ or std. w/min. climb of 932' per NM to 1500.
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning 2940' from DER, 79' right of centerline, up to 100' AGL/1558' MSL.
Towers beginning 1.8 NM from DER, 2962' right of centerline, 1' AGL/1168' MSL.
Trees beginning 5205' from DER, 78' left of centerline, up to 100' AGL/1428' MSL.
Poles beginning 3068' from DER, 141' right of centerline, up to 100' AGL/1420' MSL.
Ground beginning 451' from DER, 11' right of centerline, 1326' MSL.
Ground beginning 1159' from DER, 19' left of centerline, 1340' MSL.
Vehicle on road 1.3 NM from DER, crossing centerline, up to 15' AGL/1317' MSL.
Vehicle on road beginning 1' from DER, 170' right of centerline, up to 15' AGL/1399' MSL.
Buildings beginning 3163' from DER, 41' right of centerline, up to 40' AGL/1320' MSL.
Light support structures beginning 3112' from DER, 129' right of centerline, up to 7' AGL/1307' MSL.
Fences beginning 3243' from DER, 229' right of centerline, 7' AGL/1310' MSL.
Poles beginning 3274' from DER, 363' left of centerline, up to 34' AGL/1414' MSL.
Vehicle on road beginning 1.3 NM from DER, crossing centerline, up to 15' AGL/1317' MSL.
Buildings beginning 3092' from DER, 255' left of centerline, up to 23' AGL/1380' MSL.
Light support structures 3474' from DER, 736' left of centerline, 17' AGL/1317' MSL.
Fence beginning 3226' from DER, 220' left of centerline up to 25' AGL/1298' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WAYNESBURG, PA
GREENE COUNTY (WAY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 25SEP08 (08269) (FAA)
TAKEOFF MINIMUMS:
Rwy 9, NA-obstacle.
Rwy 27, 300-1 or Std. w/ min. climb of 447' per NM to 1300.
DEPARTURE PROCEDURE:
Rwy 27, climb heading 268° to 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 27, trees beginning 332' from DER, 315' left of centerline, up to 100' AGL/1119' MSL.
Pole/sign 1672' from DER, 623' left of centerline, 80' AGL/1148' MSL.

WELLSBORO, PA
GRAND CANYON RGNL (N38)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 26MAY16 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 28, std. w/min. climb of 265' per NM to 2500.
DEPARTURE PROCEDURE:
Rwy 10, climbing right turn direct SFK VOR/DME, thence ...

Rwy 28, climb heading 279° to 2600, then climbing left turn direct SFK VOR/DME, thence ...
...

TAKEOFF OBSTACLE NOTES:
Rwy 10, building 32' from DER, 485' right of centerline, 22' AGL/1903' MSL.
Pole 33' from DER, 353' right of centerline, 22' AGL/1904' MSL.
Pole 149' from DER, 352' right of centerline, 25' AGL/1906' MSL.
Buildings and vehicles on road beginning 178' from DER, 174' right of centerline, up to 1903' MSL.
Buildings and vehicles on road beginning 307' from DER, 47' right of centerline, up to 1922' MSL.

WEST CHESTER, PA
BRANDYWINE RGNL (OQN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, 300-1 or Std. w/min. climb of 393' per NM to 700.
TAKEOFF OBSTACLE NOTES:
Rwy 9, pole 9' from DER, 24' left of centerline, 3' AGL/463' MSL.
Poles beginning 10' from DER, 13' right of centerline, up to 3' AGL/463' MSL.
Tree, pole beginning 65' from DER, 96' left of centerline, up to 39' AGL/502' MSL.
Tree 272' from DER, 49' right of centerline, 39' AGL/471' MSL.
Tree 1404' from DER, 211' left of centerline, 65' AGL/505' MSL.

CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WEST CHESTER, PA (CON’T)
BRANDYWINE RGNL (OQN) (CON’T)

Rwy 27 (CON’T), tree 164’ from DER, 156’ left of centerline, 32’ AGL/499’ MSL.
Pole 170’ from DER, 168’ left of centerline, 37’ AGL/504’ MSL.
Tree 1790’ from DER, 154’ left of centerline, 70’ AGL/534’ MSL.
Tree 1891’ from DER, 44’ left of centerline, 86’ AGL/540’ MSL.

WHEELING, WV
WHEELING OHIO COUNTY (HLG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A  31MAR16  (16091)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 95’ from DER, 315’ right of centerline, 13’ AGL/1213’ MSL.
Tree 351’ from DER, 264’ left of centerline, 48’ AGL/1227’ MSL.
Obstruction light on antenna 96’ from DER, 240’ left of centerline, 9’ AGL/1208’ MSL.
Obstruction light on transmission tower 5596’ from DER, 1128’ right of centerline, 100’ AGL/1341’ MSL.

WILKES-BARRE/SCRANTON, PA
WILKES-BARRE/SCRANTON INTL (AVP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  17OCT13  (13290)  (FAA)
TAKEOFF MINIMUMS:
Rwy 10, NA-obstacles.
Rwy 4, 300-1½ w/min. climb of 210’ per NM to 2800 or std. w/min. climb of 220’ per NM to 1800 or 2000-3 for climb in visual conditions.
Rwy 22, 500-3 w/min. climb of 240’ per NM to 1800 or std. w/min. climb of 290’ per NM to 1800 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 4, heading 044° to 2800 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 22, heading 224° to 1400, then climbing right turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 28, climbing left turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 4, trees 5847’ from DER, 1632’ left of centerline, up to 91’ AGL/1070’ MSL.
Rwy 22, trees 1.4 NM from DER, 2576’ left of centerline, up to 100’ AGL/1279’ MSL.
Trees 2.4 NM from DER, 3790’ left of centerline, up to 100’ AGL/1419’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILKES-BARRE/SCRANTON, PA (CON’T)

WILKES-BARRE WYOMING VALLEY (WBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 280’ per NM to 3300, or 2400-3 for climb in visual conditions.
Rwy 9, std. w/min. climb of 307’ per NM to 2600, or 2400-3 for climb in visual conditions.
Rwy 25, std. w/min. climb of 320’ per NM to 3100, or 2400-3 for climb in visual conditions.
Rwy 27, 1000-3 w/min. climb of 415’ per NM to 2200, or 2400-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 066° to 3300 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.
Rwy 9, climb heading 089° to 2800 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.
Rwy 25, climb heading 246° to 3100 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.
Rwy 27, climb heading 269° to 2700 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 7, road beginning 182’ from DER, 428’ right of centerline, up to 15’ AGL/579’ MSL.
Trees and poles beginning 409’ from DER, 32’ left of centerline, up to 99’ AGL/659’ MSL.
Dike 751’ from DER, right and left of centerline, 0’ AGL/564’ MSL.
Building 3071’ from DER, 873’ left of centerline, up to 80’ AGL/640’ MSL.
Mobile crane 4526’ from DER, up to 120’ AGL/660’ MSL.
High tension power pole 6003’ from DER, 1843’ right of centerline, up to 173’ AGL/719’ MSL.
Rwy 9, trees beginning 39’ from DER, 47’ right of centerline, up to 111’ AGL/651’ MSL.
Trees beginning 104’ from DER, 344’ left of centerline, up to 58’ AGL/918’ MSL.
Trees beginning 586’ from DER, 1297’ left of centerline, up to 173’ AGL/1927’ MSL.
Rwy 25, trees beginning at DER, 77’ right of centerline, up to 100’ AGL/1998’ MSL.
Trees beginning 347’ from DER, 185’ left of centerline, up to 2800-3 VCOA.
Tower 1.23 NM from DER, 1297’ right of centerline, 203’ AGL/753’ MSL.
Rwy 27, trees beginning 11’ from DER, 35’ left of centerline, up to 100’ AGL/1927’ MSL.
Trees beginning 864’ from DER, 79’ right of centerline, up to 100’ AGL/1998’ MSL.

WILLIAMSON, WV

APPALACHIAN RGNL (EBD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26JUL12 (12208) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 500-2¼.
Rwy 26, 300-2. NA at night.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 077° to 2700 before proceeding on course.
Rwy 26, climb heading 257° to 2400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees and high terrain beginning at DER, 77’ right of centerline, up to 100’ AGL/1998’ MSL.
Trees beginning 347’ from DER, 185’ left of centerline, up to 100’ AGL/1998’ MSL.
Rwy 26, trees beginning 11’ from DER, 35’ left of centerline, up to 100’ AGL/1927’ MSL.
Trees beginning 864’ from DER, 79’ right of centerline, up to 100’ AGL/1998’ MSL.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/min. climb of 300’ per NM to 1500 or 2800-3 VCOA.
Rwy 12, std. w/min. climb of 475’ per NM to 1000 or 2800-3 VCOA.
Rwy 27, std. w/min. climb of 470’ per NM to 1000 or 2800-3 VCOA.
Rwy 30, std. w/min. climb of 375’ per NM to 1500 or 2800-3 VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 087° to 2600 before proceeding on course.
Rwy 12, climbing left turn heading 090° to 2500 before proceeding on course.
Rwy 27, climbing right turn heading 285° to 2800 before proceeding on course.
Rwy 30, climb heading 296° to 2500 before proceeding on course.

VCOA:

All Rwys, Obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Williamsport RGNL Airport at or above 2800 before proceeding on course.

CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILLIAMSPORT, PA (CON’T)

WILLIAMSPORT RGNL (CON’T)

TAKEOFF OBSTACLE NOTES:

Rwy 9, fence, light pole, ALS, tway sign beginning 4’ from DER, 4’ left of centerline, up to 10’ AGL/536’ MSL.

Light pole, ALS beginning 5’ from DER, 5’ right of centerline, up to 1’ AGL/526’ MSL.

Railroad, fence, tree beginning 170’ from DER, 331’ left of centerline, up to 552’ MSL.

Tree, fence beginning 240’ from DER, 290’ right of centerline, up to 537’ MSL.

T-L tower, tree, bush, pole beginning 359’ from DER, 265’ left of centerline, up to 40’ AGL/566’ MSL.

Gen util, ALS beginning 398’ from DER, 0’ of centerline, up to 23’ AGL/540’ MSL.

Building, railroad, pole, light pole, tree, ALS, gen util beginning 618’ from DER, 0’ left of centerline, up to 47’ AGL/576’ MSL.

Gen util, tree beginning 620’ from DER, 0’ of centerline, up to 40’ AGL/558’ MSL.

Light pole 1175’ from DER, 28’ right of centerline, 30’ AGL/560’ MSL.

Pole 1521’ from DER, 309’ right of centerline, 45’ AGL/564’ MSL.

Tree 1523’ from DER, 871’ right of centerline, 574’ MSL.

Tree 2278’ from DER, 66’ left of centerline, 587’ MSL.

Tree 6072’ from DER, 155’ left of centerline, 590’ MSL.

Tree 3013’ from DER, 372’ left of centerline, 61’ AGL/606’ MSL.

Trees beginning 3317’ from DER, 413’ left of centerline, up to 46’ AGL/616’ MSL.

Tree 3364’ from DER, 801’ left of centerline, 47’ AGL/619’ MSL.

Tree 3397’ from DER, 909’ left of centerline, 42’ AGL/626’ MSL.

Trees beginning 3414’ from DER, 433’ left of centerline, up to 60’ AGL/642’ MSL.

Tree 3527’ from DER, 382’ right of centerline, 87’ AGL/617’ MSL.

Trees beginning 4991’ from DER, 430’ left of centerline, up to 654’ MSL.

Tree 5003’ from DER, 500’ left of centerline, 658’ MSL.

Tree 5078’ from DER, 1058’ right of centerline, 95’ AGL/669’ MSL.

Tree 5236’ from DER, 1115’ right of centerline, 89’ AGL/677’ MSL.

Trees beginning 5280’ from DER, 1067’ right of centerline, up to 104’ AGL/686’ MSL.

Trees beginning 5438’ from DER, 1157’ right of centerline, up to 102’ AGL/694’ MSL.

Tree 5966’ from DER, 1722’ right of centerline, 740’ MSL.

Tree, tower beginning 6072’ from DER, 1668’ right of centerline, up to 744’ MSL.

Trees beginning 6072’ from DER, 1553’ right of centerline, up to 104’ AGL/744’ MSL.

Tree 12’ from DER, 1620’ right of centerline, 98’ AGL/742’ MSL.

Tree 1 NM from DER, 1228’ left of centerline, 83’ AGL/711’ MSL.

Tree 1.1 NM from DER, 1323’ left of centerline, 101’ AGL/745’ MSL.

Trees beginning 1.1 NM from DER, 1164’ left of centerline, up to 755’ MSL.

Tree 1.1 NM from DER, 1476’ left of centerline, 757’ MSL.

Tree, tower beginning 1.1 NM from DER, 1036’ left of centerline, up to 759’ MSL.

Tree 1.2 NM from DER, 1416’ left of centerline, 84’ AGL/760’ MSL.

Tree 1.3 NM from DER, 1357’ left of centerline, 95’ AGL/761’ MSL.

Trees beginning 1.3 NM from DER, 1208’ right of centerline, up to 90’ AGL/771’ MSL.

Tree 1.3 NM from DER, 1399’ right of centerline, 99’ AGL/767’ MSL.

Tree 1.3 NM from DER, 1470’ right of centerline, 93’ AGL/775’ MSL.

Tree 1.3 NM from DER, 1538’ left of centerline, 106’ AGL/767’ MSL.

Tree 1.3 NM from DER, 1387’ left of centerline, 92’ AGL/773’ MSL.

Tree, tower beginning 1.4 NM from DER, 1251’ right of centerline, up to 781’ MSL.

Tree 1.4 NM from DER, 1377’ left of centerline, 88’ AGL/777’ MSL.

Tree 1.4 NM from DER, 1247’ left of centerline, 91’ AGL/784’ MSL.

Tree 1.4 NM from DER, 1225’ left of centerline, 90’ AGL/788’ MSL.

Tree 1.4 NM from DER, 1220’ left of centerline, 788’ MSL.

Rwy 12, tree 12’ from DER, 369’ right of centerline, 536’ MSL.

ALS 284’ from DER, 499’ left of centerline, 17’ AGL/539’ MSL.

Gen util 285’ from DER, 498’ left of centerline, 23’ AGL/540’ MSL.

Trees beginning 324’ from DER, 3’ right of centerline, up to 553’ MSL.

Trees beginning 413’ from DER, 19’ right of centerline, up to 39’ AGL/561’ MSL.

Gen util 478’ from DER, 608’ left of centerline, 40’ AGL/558’ MSL.

Tree 1172’ from DER, 65’ left of centerline, 566’ MSL.

Tree, pole beginning 1336’ from DER, 97’ left of centerline, up to 568’ MSL.

Tree 1690’ from DER, 283’ left of centerline, 574’ MSL.

Tree 1933’ from DER, 263’ left of centerline, 576’ MSL.

Tree 2686’ from DER, 191’ left of centerline, 600’ MSL.

Tree 2739’ from DER, 90’ right of centerline, 596’ MSL.

Trees beginning 2770’ from DER, 87’ left of centerline, up to 611’ MSL.

Tree 5134’ from DER, 1840’ left of centerline, 87’ AGL/676’ MSL.

Tree 6596’ from DER, 1885’ left of centerline, 94’ AGL/689’ MSL.

Trees beginning 6019’ from DER, 1596’ left of centerline, up to 740’ MSL.

Tree 6072’ from DER, 1736’ left of centerline, 98’ AGL/742’ MSL.

Tree, tower beginning 6072’ from DER, 1673’ left of centerline, up to 744’ MSL.

Pole beginning 1.5 NM from DER, 2216’ right of centerline, up to 50’ AGL/813’ MSL.

Rwy 27, ground. ALS beginning 7’ from DER, 55’ left of centerline, up to 515’ MSL.

ALS beginning 9’ from DER, 55’ right of centerline, up to 2’ AGL/515’ MSL.

NAVAID 437’ from DER, 0’ of centerline, 17’ AGL/525’ MSL.

Building beginning 517’ from DER, 305’ right of centerline, up to 16’ AGL/533’ MSL.

Building 531’ from DER, 302’ right of centerline, 21’ AGL/537’ MSL.

Tower 543’ from DER, 292’ right of centerline, 22’ AGL/540’ MSL.

Tree 669’ from DER, 467’ left of centerline, 25’ AGL/533’ MSL.

CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILLIAMSPORT, PA (CON’T)

WILLIAMSPORT RGNL (CON’T)

Rwy 27 (CON’T) trees beginning 1954’ from DER, 22’ left of centerline, up to 599’ MSL.
Tree 2050’ from DER, 46’ right of centerline, 86’ AGL/599’ MSL.
Trees beginning 2128’ from DER, 96’ right of centerline, up to 602’ MSL.
Trees beginning 2154’ from DER, 49’ left of centerline, up to 601’ MSL.
Trees beginning 2304’ from DER, 23’ left of centerline, up to 604’ MSL.
Tree 3309’ from DER, 133’ left of centerline, 97’ AGL/608’ MSL.
Trees beginning 3312’ from DER, 47’ left of centerline, up to 611’ MSL.
Tree 3455’ from DER, 28’ right of centerline, 616’ MSL.
Tree 3563’ from DER, 371’ left of centerline, 95’ AGL/613’ MSL.
Trees beginning 3566’ from DER, 152’ left of centerline, up to 614’ MSL.
Tree 4522’ from DER, 352’ left of centerline, 627’ MSL.
Trees beginning 4557’ from DER, 490’ left of centerline, up to 647’ MSL.
Trees beginning 4748’ from DER, 494’ left of centerline, up to 86’ AGL/649’ MSL.
Trees beginning 4752’ from DER, 498’ left of centerline, 653’ MSL.
Trees beginning 4753’ from DER, 197’ left of centerline, up to 86’ AGL/661’ MSL.
Trees beginning 4963’ from DER, 478’ left of centerline, up to 672’ MSL.
Trees beginning 5068’ from DER, 417’ left of centerline, up to 91’ AGL/675’ MSL.
Trees beginning 5068’ from DER, 354’ left of centerline, up to 91’ AGL/675’ MSL.
Trees beginning 5068’ from DER, 164’ left of centerline, up to 678’ MSL.
Trees beginning 5280’ from DER, 96’ left of centerline, up to 686’ MSL.
Trees beginning 5596’ from DER, 378’ left of centerline, up to 706’ MSL.
Tower, T-L tower beginning 1.6 NM from DER, 1923’ left of centerline, up to 88’ AGL/940’ MSL.
T-L tower 2.1 NM from DER, 1893’ left of centerline, 94’ AGL/1040’ MSL.
Pole 2.1 NM from DER, 3626’ left of centerline, up to 103’ AGL/1572’ MSL.

Rwy 30, fence 98’ from DER, 348’ left of centerline, 8’ AGL/531’ MSL.
Road 210’ from DER, 12’ left of centerline, 539’ MSL.
Road, sign beginning 256’ from DER, 108’ right of centerline, up to 537’ MSL.
Pole 428’ from DER, 494’ right of centerline, 69’ AGL/588’ MSL.
Tree 1643’ from DER, 177’ right of centerline, 600’ MSL.
Tree 1696’ from DER, 290’ right of centerline, 608’ MSL.
Trees beginning 1789’ from DER, 177’ right of centerline, up to 614’ MSL.
Tree 1847’ from DER, 284’ left of centerline, 582’ MSL.
Trees beginning 1946’ from DER, 139’ left of centerline, up to 597’ MSL.
Trees beginning 2030’ from DER, 265’ left of centerline, up to 602’ MSL.
Tree 2194’ from DER, 182’ left of centerline, 614’ MSL.
Tree, T-L tower, pole beginning 2217’ from DER, 17’ right of centerline, up to 617’ MSL.
Trees beginning 2462’ from DER, 92’ left of centerline, up to 628’ MSL.
Trees beginning 2822’ from DER, 14’ left of centerline, up to 629’ MSL.
Trees beginning 2981’ from DER, 27’ right of centerline, up to 619’ MSL.
Trees beginning 3172’ from DER, 20’ right of centerline, up to 623’ MSL.
Tree 3731’ from DER, 450’ left of centerline, 630’ MSL.
Tree 3746’ from DER, 29’ right of centerline, 628’ MSL.
Tree 3839’ from DER, 118’ left of centerline, 638’ MSL.
Trees beginning 3845’ from DER, 18’ left of centerline, up to 640’ MSL.
Tree, pole beginning 4277’ from DER, 327’ right of centerline, up to 645’ MSL.
Pole 4465’ from DER, 225’ right of centerline, 37’ AGL/647’ MSL.
Tree, pole beginning 4488’ from DER, 12’ right of centerline, up to 700’ MSL.
Tree, pole beginning 4646’ from DER, 49’ right of centerline, up to 701’ MSL.
Tree 4699’ from DER, 37’ left of centerline, 695’ MSL.
Tree, bush beginning 4752’ from DER, 138’ right of centerline, up to 737’ MSL.
Tree, pole beginning 4804’ from DER, 33’ left of centerline, up to 708’ MSL.
Tree, pole beginning 5016’ from DER, 29’ left of centerline, up to 707’ MSL.
Tree 5016’ from DER, 96’ right of centerline, 754’ MSL.
Pole, ground, tree beginning 5016’ from DER, 27’ right of centerline, up to 53’ AGL/755’ MSL.
Tree, pole beginning 5068’ from DER, 132’ left of centerline, up to 731’ MSL.
Tree, pole beginning 5227’ from DER, 86’ left of centerline, up to 748’ MSL.
Trees beginning 5385’ from DER, 31’ right of centerline, up to 764’ MSL.
Trees beginning 5438’ from DER, 82’ left of centerline, up to 771’ MSL.
Trees beginning 5544’ from DER, 127’ left of centerline, up to 777’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

YORK, PA
YORK (THV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 13JAN11 (11013) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-1½ or std. w/ min. climb of 473' per NM to 800.
Rwy 35, 300-1 or std. w/ min. climb of 393' per NM to 800.
DEPARTURE PROCEDURE:
Rwy 17, climb heading 166° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 17, terrain, catenary ball, vehicles on road, fences, poles, buildings, and trees beginning 2' from DER, 9' left of centerline, up to 46' AGL/645' MSL.
Terrain, vehicles on road, fences, poles, buildings, and trees beginning 38' from DER, 12' right of centerline, up to 41' AGL/645' MSL.
Rwy 35, terrain, building, poles, and trees beginning 32' from DER, 5' left of centerline up to 104' AGL/623' MSL.
Terrain, fence, building, and trees beginning 18' from DER, 8' right of centerline, up to 88' AGL/627' MSL.

ZELIENOPLE, PA
ZELIENOPLE MUNI (PJC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25SEP08 (08269) (FAA)
TAKEOFF MINIMUMS:
Rwys 17,35, 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 17,35, for climb in visual conditions: cross Zelienople Muni at or above 1900' before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, terrain and trees beginning 1.23 NM from DER, 1272' left of centerline, up to 100' AGL/1339' MSL.
Vehicle on road beginning 18' from DER, 378' left of centerline, up to 15' AGL/946' MSL.
Brusht 278' from DER, 21' AGL/921' MSL.
Vehicle on road 451' from DER, 593' right of centerline, 15' AGL/946' MSL.
Trees beginning 2442' from DER, 1110' right of centerline, up to 100' AGL/1299' MSL.
Power lines beginning 3648' from DER, 644' right of centerline, up to 79' AGL/1046' MSL.
Trees beginning 1.27 NM from DER, 477' right of centerline, up to 100' AGL/1359' MSL.
Rwy 35, terrain and trees beginning 1.04 NM from DER, 1400 left of centerline, up to 100' AGL/1259' MSL.
Trees 805' from DER, 287' right of centerline, 120' AGL/1014' MSL.
Vehicle on road 161' from DER, 524' right of centerline, 15' AGL/946' MSL.
# Instrument Approach Procedure Charts

## IFR Alternate 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.

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<thead>
<tr>
<th>Name</th>
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<td>Lehigh Valley INTL</td>
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<td>ILS or LOC Rwy 13^2</td>
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<td>RNAV (GPS) Rwy 6^3</td>
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<tr>
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<td>RNAV (GPS) Rwy 31^3</td>
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<td>VOR-A^3</td>
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<td>QUEEN CITY</td>
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<td>MUNI (XLL)</td>
<td>RNAV (GPS) Rwy 7</td>
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<td><strong>Altoona, PA</strong></td>
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<td>Altoona/Blair COUNTY</td>
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<td>RNAV (GPS) Rwy 21^2</td>
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<td></td>
<td>RNAV (GPS) Y Rwy 23^3</td>
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<td><strong>Beaver Falls, PA</strong></td>
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<td>Beaver COUNTY (BVI)</td>
<td>LOC Rwy 10^1</td>
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<td>Raleigh County MEML</td>
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<td>RNAV (GPS) Rwy 1^2</td>
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<td>3 Categories A, B, 900-2½; Category C, 900-2½; Category D, 1000-3.</td>
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<td>6Category C, 800-2½; Category D, 1000-3.</td>
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<td><strong>Bradford, PA</strong></td>
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<td>Bradford RGNL (BFD)</td>
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<td>RNAV (GPS) Rwy 32</td>
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**Notes:**

1. LOC, Category C, 800-2½; Category D, 1300-3.
2. NA when local weather not available.
3. Categories A, B, 900-2½; Category C, 900-2½; Category D, 1000-3.
4. Category C, 800-2½; Category D, 800-2½.
5. Category C, 800-2½; Category D, 1000-3.
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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<td><strong>BUCKHANNON, WV</strong></td>
<td><strong>UPSHUR COUNTY</strong></td>
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<td>RGNL (W22)</td>
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<td>Category C, 800-2¾.</td>
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<td><strong>BUTLER, PA</strong></td>
<td><strong>PITTSBURGH/BUTLER</strong></td>
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<td>RGNL (BTP)</td>
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<td><strong>FRANKLIN COUNTY</strong></td>
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<td>RGNL (N68)</td>
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<td>Category B, 900-2½; Category D, 1000-3.</td>
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<td><strong>NORTH CENTRAL</strong></td>
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<td><strong>CLEARFIELD- LAWRENCE (FIG)</strong></td>
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<td><strong>DOYLESTOWN (DYL)</strong></td>
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<td>RNAV (GPS) Rwy 8</td>
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<td>RNAV (GPS) Rwy 26</td>
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<td><strong>NE-4, 19 MAY 2022 to 14 JUL 2022</strong></td>
<td><strong>NE-4, 19 MAY 2022 to 14 JUL 2022</strong></td>
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| HARRISBURG, PA (CON’T) | HARRISBURG INTL (MDT) | ILS or LOC Rwy 13<sup>1</sup>  
ILS or LOC Rwy 31<sup>1</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>3</sup>  
VOR Rwy 31<sup>4</sup>  
<sup>1</sup>LOC, Category D, 1200-3.  
<sup>2</sup>Categories A, B, C, D, 1300-5.  
<sup>3</sup>Category C, 800-2¼; Category D, 1200-3.  
<sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2½. |
| HAZLETON, PA | HAZLETON RGNL (HZL) | RNAV (GPS) Rwy 10  
RNAV (GPS) Rwy 28  
Category C, 900-2½; Category D, 1000-3. |
| HUNTINGTON, WV | TRI-STATE/MILTON J FERGUSON FLD (HTS) | RNAV (GPS) Rwy 12<sup>1</sup>  
ILS or LOC Rwy 30<sup>1</sup>  
RNAV (GPS) Rwy 12<sup>2</sup>  
RNAV (GPS) Rwy 30<sup>2</sup>  
<sup>1</sup>LOC, Category D, 1000-3.  
<sup>2</sup>Category D, 1000-3. |
| INDIANA, PA | INDIANA COUNTY/JIMMY STEWART FLD (IDI) | RNAV (GPS) Rwy 11  
RNAV (GPS) Rwy 29  
NA when local weather not available.  
Categories C, D, 1300-3. |
| JOHNSTOWN, PA | JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST) | RNAV (GPS) Rwy 33<sup>123</sup>  
RNAV (GPS) Rwy 15<sup>4</sup>  
RNAV (GPS) Rwy 23<sup>4</sup>  
RNAV (GPS) Rwy 33<sup>4</sup>  
VOR Rwy 5<sup>24</sup>  
VOR Y Rwy 15<sup>5</sup>  
VOR Y Rwy 23<sup>4</sup>  
VOR Z Rwy 23<sup>4</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>LOC, Category D, 800-2¼.  
<sup>4</sup>Category D, 800-2½.  
<sup>5</sup>Categories A, B, 1100-2; Categories C, D, 1100-3. |
| LANCASTER, PA | LANCASTER (LNS) | ILS or LOC Rwy 8<sup>123</sup>  
RNAV (GPS) Rwy 8<sup>2</sup>  
RNAV (GPS) Rwy 13<sup>2</sup>  
RNAV (GPS) Rwy 26<sup>2</sup>  
RNAV (GPS) Rwy 31<sup>2</sup>  
VOR/DME Rwy 31<sup>24</sup>  
VOR/DME Rwy 8<sup>2</sup>  
VOR/DME Rwy 26<sup>24</sup>  
VOR Rwy 28<sup>2</sup>  
VOR Rwy 31<sup>4</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>LOC, Category D, 800-2½.  
<sup>4</sup>Category D, 800-2½.  
<sup>5</sup>Categories A, B, 1000-2; Categories C, D, 1000-3. |
| LATROBE, PA | ARNOLD PALMER RGNL (LBE) | RNAV (GPS) Rwy 24<sup>123</sup>  
RNAV (GPS) Rwy 6<sup>4</sup>  
RNAV (GPS) Rwy 24<sup>4</sup>  
<sup>1</sup>NA when control tower closed.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>LOC, Category A, B, 1200-2; Categories C, D, 1200-3.  
<sup>4</sup>Category D, 900-2¼; Category D, 900-2½. |
| LEHIGHTON, PA | JAKE ARNER MEML (22N) | RNAV (GPS) Rwy 8<sup>5</sup>  
RNAV (GPS) Rwy 26<sup>5</sup>  
<sup>1</sup>Categories A, B, 1100-2.  
<sup>2</sup>Category A, 1000-2; Category B, 1300-2. |
| LEWISBURG, WV | GREENBRIER VALLEY (LWB) | RNAV (GPS) Rwy 4<sup>12</sup>  
RNAV (GPS) Rwy 4<sup>13</sup>  
RNAV (GPS) Rwy 22<sup>4</sup>  
<sup>1</sup>NA when local weather not available.  
<sup>2</sup>LOC, Category C, 1000-3; Category D, 1400-3.  
<sup>3</sup>Category C, 1000-3; Category D, 1400-3.  
<sup>4</sup>Category C, 1000-3; Category D, 1300-3. |
| LOGAN, WV | LOGAN COUNTY (6L4) | RNAV (GPS) Rwy 6<sup>1</sup>  
RNAV (GPS) Rwy 24  
<sup>1</sup>NA when local weather not available. |

**NE-4, 19 MAY 2022 to 14 JUL 2022**
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<tr>
<th>NAME</th>
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|                          | NE-4, 19 MAY 2022 to 14 JUL 2022
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<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
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| PITTSBURGH, PA (CON’T) | PITTSBURGH INTL (PIT). ILS or LOC Rwy 10L  
|  | ILS or LOC Rwy 10R  
|  | ILS or LOC Rwy 28L  
|  | ILS or LOC Rwy 28R  
|  | ILS or LOC Rwy 32  
|  | RNAV (GPS) Rwy 10L  
|  | RNAV (GPS) Rwy 14  
|  | RNAV (GPS) Y Rwy 10C  
|  | RNAV (GPS) Y Rwy 10R  
|  | RNAV (GPS) Y Rwy 28C  
|  | RNAV (GPS) Y Rwy 28L  
|  | RNAV (GPS) Y Rwy 28R  
|  | RNAV (GPS) Y Rwy 32  |
| POINT PLEASANT, WV | ALTERNATE MINIMUMS  
| MASON COUNTY (3I2) RNAV (GPS) Rwy 7  
|  | RNAV (GPS) Rwy 25  
|  | NA when local weather not available.  
|  | Category A, B, 1300-2; Category C, D, 1300-3.  
|  | Category A, B, 1100-2; Category C, D, 1100-3.  
| POTTSTOWN, PA | ALTERNATE MINIMUMS  
| HERITAGE FLD (PTW) LOC Rwy 28  
|  | RNAV (GPS) A  
|  | RNAV (GPS) Rwy 28  
|  | VOR/DME-A  
|  | NA when local weather not available.  
| READING, PA | ALTERNATE MINIMUMS  
| READING RGNL/Carl A SPAATZ FLD (RDG). ILS or LOC Rwy 13  
|  | ILS or LOC Rwy 36  
|  | RNAV (GPS) Rwy 13  
|  | RNAV (GPS) Rwy 18  
|  | RNAV (GPS) Rwy 36  
|  | NA when local weather not available.  
|  | LOC, Category C, 1000-2; Category D, 1400-3.  
|  | Category C, 1000-2; Category D, 1400-3.  
| REEDSVILLE, PA | ALTERNATE MINIMUMS  
| MIFFLIN COUNTY (RVL). RNAV (GPS) Rwy 6  
|  | RNAV (GPS) Rwy 24  
|  | NA when local weather not available.  
|  | Category A, B, 1400-2; Categories C, D, 1400-3.  
|  | Category A, B, 1500-2; Categories C, D, 1500-3.  
| ST MARYS, PA | ALTERNATE MINIMUMS  
| ST MARYS MUNI (OYM). RNAV (GPS) Rwy 10  
|  | NA when local weather not available.  
|  | Category D, 900-2¼.  
| SELINSGROVE, PA | ALTERNATE MINIMUMS  
| PENN VALLEY (SEG). RNAV (GPS) Rwy 17  
|  | RNAV (GPS) Rwy 35  
|  | VOR-A  
|  | Category A, B, 1000-2; Category C, 1000-3.  
|  | Category A, B, 1400-2; Categories C, D, 1400-3.  
|  | Category A, B, 1000-2.  
| SOMERSET, PA | ALTERNATE MINIMUMS  
| SOMERSET COUNTY (2G9). LOC Rwy 25  
|  | Categories C, D, 1300-3.  
| STATE COLLEGE, PA | ALTERNATE MINIMUMS  
| UNIVERSITY PARK (UNV). ILS or LOC Rwy 24  
|  | RNAV (GPS) Rwy 6  
|  | RNAV (GPS) Rwy 24  
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|  | Category A, B, 1400-2; Categories C, D, 1400-3.  
|  | Category A, B, 1000-2.  
| WASHINGTON, PA | ALTERNATE MINIMUMS  
| WASHINGTON COUNTY (AFJ). RNAV (GPS) Rwy 9  
|  | RNAV (GPS) Rwy 27  
|  | NA when local weather not available.  
|  | Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.  
|  | Categories A, B, C, D, 1000-4.  
| WELLSBORO, PA | ALTERNATE MINIMUMS  
| GRAND CANYON RGNL (N38). RNAV (GPS) Rwy 10  
|  | RNAV (GPS) Rwy 28  
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|  | LOC, Category D, 800-2¼.  
| WHEELING, WV | ALTERNATE MINIMUMS  
| WHEELING OHIO COUNTY (HLG). ILS or LOC Rwy 3  
|  | RNAV (GPS) Rwy 3  
|  | RNAV (GPS) Rwy 16  
|  | RNAV (GPS) Rwy 21  
|  | RNAV (GPS) Rwy 34  
|  | VOR Rwy 21  
|  | NA when local weather not available.  
|  | LOC, Category D, 800-2¼.  
|  | Category D, 800-2¼.  

**NE-4, 19 MAY 2022 to 14 JUL 2022**
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## RADAR INSTRUMENT APPROACH MINIMUMS

**HUNTINGTON, WV**  
Tri-State/Milton J Ferguson Fld (HTS)  

**RADAR-1**  
119.75  270.1

Inoperative table does not apply to ASR S-12 CATs A and B.  
For inoperative MALSR increase ASR S-12 CATs C and D visibility to RVR 5000.  
Rwy 12 helicopter visibility reduction below ¾ SM not authorized.

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<tr>
<td></td>
<td></td>
<td>D</td>
<td>1420-2</td>
<td>592</td>
<td>(600-2)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

NE-4, 19 MAY 2022 to 14 JUL 2022
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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
</tr>
</thead>
<tbody>
<tr>
<td>ERIE, PA</td>
<td>24</td>
<td>02-20</td>
<td>6,550 feet</td>
</tr>
<tr>
<td>ERIE INTL/TOM RIDGE FLD (ERI)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRISBURG, PA</td>
<td>26</td>
<td>12-30</td>
<td>3,450 feet</td>
</tr>
<tr>
<td>CAPITAL CITY (CXY)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LANCASTER, PA</td>
<td>26</td>
<td>13-31</td>
<td>5,190 feet</td>
</tr>
<tr>
<td>LANCASTER (LNS)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA, PA</td>
<td>24</td>
<td>15-33</td>
<td>4,150 feet</td>
</tr>
<tr>
<td>NORTHEAST PHILADELPHIA (PNE)</td>
<td>33</td>
<td>06-24</td>
<td>3,600 feet</td>
</tr>
<tr>
<td>PITTSBURGH, PA</td>
<td>10</td>
<td>13-31</td>
<td>3,250 feet</td>
</tr>
<tr>
<td>ALLEGHENY COUNTY (AGC)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>READING, PA</td>
<td>13</td>
<td>18-36</td>
<td>5,200 feet</td>
</tr>
<tr>
<td>READING RGNL/Carl A SPAATZ FLD</td>
<td>18</td>
<td>13-31</td>
<td>3,050 feet</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
**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.

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARRISBURG, PA</td>
<td>HS 1</td>
<td>Rwy 26 LAHSO.</td>
</tr>
<tr>
<td>CAPITOL CITY (CXY)</td>
<td>HS 2</td>
<td>Rwy 08 ILS hold line.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy C at Rwy 30 and Twy B.</td>
</tr>
<tr>
<td>HARRISBURG, PA</td>
<td>HS 1</td>
<td>Potential for inadvertent entry onto Rwy 13-31 at Twy D.</td>
</tr>
<tr>
<td>HARRISBURG INTL (MDT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HUNTINGTON, WV</td>
<td>HS 1</td>
<td>Twy A does not lead to the end of Rwy 12.</td>
</tr>
<tr>
<td>TRI-STATE/MILTON J</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FERGUSON FLD (HTS)</td>
<td>HS 2</td>
<td>Maintain vigilance, Twy E apch hold to protect Rwy 26 overrun.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Maintain vigilance Twy K and Twy D close int to Rwy 35 and 27R</td>
</tr>
<tr>
<td>PITTSBURGH, PA</td>
<td>HS 1</td>
<td>Wide pavement int multiple rwys.</td>
</tr>
<tr>
<td>ALLEGHENY COUNTY (AGC)</td>
<td>HS 2</td>
<td>Wide pavement int with ramps, twys, and rwy.</td>
</tr>
<tr>
<td>READING, PA</td>
<td>HS 1</td>
<td>Hold lines on Twy B for Rwy 31 and Rwy 36.</td>
</tr>
<tr>
<td>READING RGNL/</td>
<td>HS 2</td>
<td>Twy H from Twy D to Rwy 18 hold line</td>
</tr>
<tr>
<td>CARL A SPAATZ FLD (RDG)</td>
<td>HS 3</td>
<td>Twy A from terminal ramp to Rwy 36 hold line</td>
</tr>
<tr>
<td>WILLIAMSPORT, PA</td>
<td>HS 4</td>
<td>Maintain vigilance confusing twy configuration near adjacent ramp.</td>
</tr>
<tr>
<td>WILLIAMSPORT RGNL (IPT)</td>
<td>HS 1</td>
<td>Same hold Line for Rwy 27 and Rwy 30 at Twy B.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
BOJID TWO ARRIVAL (RNAV)

PHILADELPHIA INTL (PHL)

NOTE: RADAR REQUIRED.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.
NOTE: This STAR is for aircraft capable of 250K or greater.

NOTE: Chart not to scale.

JOHNSTOWN TRANSITION (JST.BUNTS2):

PHILIPSBURG TRANSITION (PSB.BUNTS2):

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

**NE-4, 19 MAY 2022 to 14 JUL 2022**

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

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

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

INDIAN HEAD TRANSITION (IHD.DEMME4)
VINSE TRANSITION (VINSE.DEMME4)

From NESTO on track 303° track to DEMME, thence on assigned runway transition.

LANDING RWY 32: From DEMME on track 303° to GRUNZ, then fly heading 303°. Expect radar vectors to final approach.
LANDING RWY 28L/28C/28R: From DEMME on track 360° to LMBRT, then on track 360° track to STILR, then on heading 071°. Expect radar vectors to final approach course.
LANDING RWY 30L/30C/30R: From DEMME on track 309° to PENGN, then on track 281° track to RIVRZ, then on track 281° to HEINZ, then on heading 281°. Expect radar vectors to final approach course.
Expect radar vectors to final approach course.

**Expect radar vectors to final approach course.**

From WISKE on track 055° to FEWGA, thence on assigned runway transition.

**LANDING RWY 10L/10C/10R:** From FEWGA on track 002° to LEMEW, then on heading 301°. Expect radar vectors to final approach course.

**LANDING RWY 28L/28C/28R:** From FEWGA on track 055° to BBLAK, then on track 072° to GOLDH, then on track 072° to JOEPA, then on track 072° to GUINZ, then on track 101° to CYDNY, then on heading 101°. Expect radar vectors to final approach course.

**LANDING RWY 32:** From FEWGA on track 055° to BBLAK, then on track 072° to GOLDH, then on track 100° to FLURY, then on track 099° to MLKIN, then on track 145° to CRSBY, then fly heading 146°. Expect radar vectors to final approach course.

**NOTE:** Chart not to scale
ARRIVAL ROUTE DESCRIPTION

CLARION TRANSITION (CIP.HAYNZ7):
PHILIPSBURG TRANSITION (PSB.HAYNZ7):
SLATE RUN TRANSITION (SLT.HAYNZ7):

From GRACE on track 201° to HAYNZ, thence on assigned runway transition.

LANDING RUNWAYS 10L/10C/10R: From HAYNZ on track 236° to ROOSA, then on track 282° to TERBL, then on track 282° to TOWEL, then on heading 282°. Expect radar vectors to final approach course.

LANDING RUNWAYS 28L/28C/28R: From HAYNZ on track 201° to MYRON, then on heading 126°. Expect radar vectors to final approach course.

LANDING RUNWAY 32: From HAYNZ on track 201° to MYRON, then on track 211° to COPPE, then on heading 166°. Expect radar vectors to final approach course.

NOTE:  DME/DME/IRU or GPS required.
NOTE:  RNAV 1.
NOTE:  DME/DME/IRU or GPS required.

NOTE: Chart not to scale
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: For aircraft capable of 180K or greater.

(CONTINUED ON FOLLOWING PAGE)
NOTE: RADAIR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet and turboprop aircraft only.
NOTE: For aircraft capable of 180K or greater.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

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

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

Landing IAD Rwy 19C: From HYPER on track 219° to cross COVUR at 7000, then on track 191° to DIMKE, then on track 191° to cross HOOSR at or above 5000. Expect ILS or LOC Rwy 19C approach.

Landing IAD Rwy 19L: From HYPER on track 216° to cross OOGLE at or below 5000, then on track 217° to cross LITEY at 4000, then on track 191° to cross YYANG at 4000, then on track 191° to cross DADEY at or above 3000. Expect ILS or LOC Rwy 19L approach.

Landing IAD Rwy 19R: From HYPER on track 220° to cross CRAIN at 6000, then on track 220° to cross REXOE at 6000, then on track 191° to cross BEEZY at or above 4000. Expect ILS or LOC Rwy 19R approach.

Landing NYG/CJR/EZF/RMN/HWY/HEF: From DELRO on track 249° to cross LIRCH at 14000, then on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

Landing MRB/JYO/FRR/OKV: From DELRO on track 249° to cross LIRCH at 14000, then on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 233° to PHATT. Then on heading 230° or as assigned by ATC. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

AKRON TRANSITION (ACO JSEY4)
BRIGGS TRANSITION (BSV JSEY4)
YOUNGSTOWN TRANSITION (YNG JSEY4)

From CUTTA on track 147° to JSEY, thence on assigned runway transition.

LANDING RWY 10L/10C/10R: From JSEY on track 221° to YINZZ, then on heading 251°. Expect radar vectors to final approach course.

LANDING RWY 28L/28C/28R: From JSEY on track 148° to KRIKK, then on track 102° to SSOXX, then on track 102° to ROOSA, then on heading 102°. Expect radar vectors to final approach course.

LANDING RWY 32: From JSEY on track 148° to KRIKK, then on track 127° to PROGY, then on track 128° to PRUIT, then on heading 146°. Expect radar vectors to final approach course.

NOTE: BRIGGS Transition ATC assigned only.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

FLAT ROCK TRANSITION (FAK.PAATS3):
GORDONSVILLE TRANSITION (GVE.PAATS3):
PATUXENT TRANSITION (PXT.PAATS3):

From over ESSSO on track 046° to PAATS thence....

Landing MQS: From over PAATS on track 026° to RANSM, then on heading 352°. Expect RADAR vectors to final approach course.

Landing PNE, TTN: From over PAATS on track 026° to RANSM, then on track 076° to WOJIK, then on track 087° to PSOUT, then on heading 032°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 9L, 9R: From over PAATS on track 061° to TLUKS, then on track 353° to cross CHEAZ at 190K, then on track 266° to STAYK, then on track 266°.

Landing PHL Rwy 17, 35: From over PAATS on track 070° to TEBEE, then on heading 057°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 26, 27L, 27R: From over PAATS on track 081° to RROLL, then on track 055° to BEEELZ, then on track 007° to cross WOJIK at 190K, then on track 087° to PSOUT, then on track 087°. Expect RADAR vectors to final approach course.

Landing PNE, TTN: From over PAATS on track 026° to RANSM, then on heading 057°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 26, 27L, 27R: From over PAATS on track 081° to RROLL, then on track 055° to BEEELZ, then on track 007° to cross WOJIK at 190K, then on track 087° to PSOUT, then on track 087°. Expect RADAR vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: For turbojets only.
NOTE: PXT transition as assigned by ATC.
NOTE: RADAR required.
NOTE: CAUTION: Parachute Jumping 3.3 NM NE BEELZ, 1.5 NM radius Cross Keys Airport AOB 13,500 (SR-SS).

NOTE: Chart not to scale.
WASHINGTON, DC

PRIVO TWO ARRIVAL

NOTE: Chart not to scale.

NOTE: DME and RADAR required.
NOTE: Turbojet aircraft only.

(NARRATIVE CONTINUED ON FOLLOWING PAGE)
ARRIVAL ROUTE DESCRIPTION

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

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

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

LANDING RWYS 01L/C/R and 30: Expect RADAR vectors to final approach course after TWEAK.

LANDING RWYS 19L/C/R and 12: Expect RADAR vectors to final approach course after MAPEL.

LANDING KHEF and KNYG: Expect RADAR vectors to destination airport after TWEAK.

LANDING KMRB and KJYO: Expect RADAR vectors to destination airport after MAPEL.
ARRIVAL ROUTE DESCRIPTION

**BINGHAMTON TRANSITION (CFB.SLATT4):** From over CFB VORTAC on CFB R-169 to LECOR INT, then on LVZ R-349 to LVZ VORTAC. Thence... 

**DELANCEY TRANSITION (DNY.SLATT4):** From over DNY VOR/DME on DNY R-222 to CORLE INT, then on LVZ R-041 to LVZ VORTAC. Thence...

...from over LVZ VORTAC on LVZ R-190 and ETX R-009 to SLATT INT, then on ETX R-009 to ETX VOR/DME, then on ETX R-133 to SPUDS INT. Expect RADAR vectors to final approach course.

**NOTE:** RADAR required. 
**NOTE:** This STAR is for turbojet aircraft only. 
**NOTE:** CAUTION: Parachute Jumping 7 NM SE SPUDS, 1.5 NM radius Pennridge Airport, AOB 14,500 (SR-SS)
NOTE: Chart not to scale.

BINGHAMTON TRANSITION (CFB.SPUDS4):

From LVZ VORTAC on track 192° to SLATT, then on track 192° to ETX VOR/DME, then on track 136° to SPUDS, then on track 168° to ANMAR then:

LANDING RWYS 26, 27L/27R: Then from ANMAR on track 168° to BOJID, then on track 177° to HIFAL, then on track 086° to EYRIE, then on track 086° to FERUS. Depart FERUS heading 086°. Expect RADAR vectors to final approach course.

LANDING RWYS 9L/9R: Then from ANMAR on track 212° to SCOOL, then on track 179° to KYILL, then on track 265° to EXPRS, then on track 267° to WHEYY. Depart WHEYY heading 267°. Expect RADAR vectors to final.
ARRIVAL ROUTE DESCRIPTION

LORAA TRANSITION (LORAA.TRSTN3):

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

THHMP TRANSITION (THHMP.TRSTN3):

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

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: Chart not to scale.
Circling NA south of Rwys 7 and 25. Rwy 7 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15 NA at night.

Procedure NA for arrivals at PINNA on V30 westbound.

Procedure NA for arrivals at FLOAT on V39 southwest bound.

MISSED APPROACH:
Climbing left turn to 3000 direct DOSTR and hold.

AWOS-3  127.875  ALLENTOWN APP CON  119.65  124.45  351.8  CLNC DEL  118.9  UNICOM  122.7 [CTAF]

RNAV (GPS) RWY 7
ALLENTOWN QUEEN CITY MUNI (XLL)

ALLENTOWN, PENNSYLVANIA
AL-5171 (FAA)  22055

RNP APCH.

ELEV 399  TDZE 390

4 NM Holding Pattern  DOSTR  Visual Segment - Obstacles.

3600  6000  3000  250°  070°  2300  070°  1700  3000  070°  1549  070°  1174  070°  757  070°  1360

40°34'N-75°29'W

PIRNA on V457 southwest bound.

KATVE on V457 southwest bound.

AWOS-3  127.875  ALLENTOWN APP CON  119.65  124.45  351.8  CLNC DEL  118.9  UNICOM  122.7 [CTAF]
Procedure NA for arrivals at BEERS on V149-408 northbound and V232 eastbound.

Procedure NA for arrivals at DUMMR on V162 westbound, V93 southwest bound, and V276 northwest bound.

Procedure NA for arrivals on ARD VOR/DME airway radials 233 CW 304.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F). For inop ALS, increase LNAV Cat C/D visibility to 1 ⅛ SM.

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

For inop ALS, increase LNAV Cat C/D visibility to 1 ⅛ SM. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F).
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. For inoperative MALSR, increase LNAV Cat C/D visibility to 1/8 mile.

Procedure NA for arrivals at BEERS on V232 eastbound and V149-408 northbound.

Procedure NA for arrivals at DUMMR on V93 southwest bound, V162 westbound, and V276 northwest bound.

For inoperative MALSR, increase LNAV Cat C/D visibility to 1 mile.

-16°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

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 for arrivals at BEERS on V149-408 northwest bound.

Procedure NA for arrivals at DUMMR on V162 westbound, V93 southwest bound, and V276 northwest bound.

Procedure NA for arrivals on SBJ VOR/DME airway and on track 266° to ETX VOR/DME and hold.

MISSED APPROACH: Climb to 3000 direct SURGE and on track 266° to ETX VOR/DME and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C (18°F) or above 54°C (130°F).

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 60).

* LNAV only.

VNAV

LNAV/VNAV

CIRCLING

DA

LPV

LNAV MDA

0.1 NM

4.9 NM

5.0 NM

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

AIRPORT DIAGRAM
ALLENTOWN, PENNSYLVANIA
LEHIGH VALLEY INTL (ABE)
Circling NA for Cats C, D northwest of Rwys 12 and 21. For inoperative ALS increase S-LOC 21 visibility Cats C and D to 2 1/2 miles. Circling Rwy 3, 12, 30 NA at night.

ASOS
127.125

JOHNSTOWN APP CON
121.2 299.2

CTAF
123.6

UNICOM
123.0

**MISSING INFORMATION FROM DIGITAL COPY**

**MISSING INFORMATION FROM DIGITAL COPY**
Baro/VNAV NA when using Bedford County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inoperative ALS, increase LPV visibility all Cats to 1/8 SM. For inoperative ALS when using Bedford County altimeter setting, increase LPV and LNAV/VNAV all Cats visibility to 2 SM and increase LNAV Cats C/D visibility to 2 1/2 SM. When local altimeter setting not received, use Bedford County altimeter setting; increase all DA 84 feet and all MDA 100 feet. Increase all LPV and LNAV/VNAV visibilities 1/8 SM, LNAV Cats B, C and D and Circling Cat A 1/8 SM. Circling Rwy 3, 12, 30 NA at night.

MISSED APPROACH:
- Climb to 5000 direct YOLUP and on track 223° to CRYSS and hold, continue Climb-in-hold to 5000.
- LPV, LNAV only
- 2240-1
- 737 (800-1)

ASOS
- 127.125

JOHNSTOWN APP CON
- 121.2 299.2

CTAF
- 123.60

UNICOM
- 123.0

MALSR
- +2°!

10 NM to KEWER
- 4500
- GP 3.00°
- TCH 52

*LPV DA 1977-1/8 491 (500-1/8)
*LNAV/VNAV DA 1999-1/4 513 (500-1/4)
*LNAV MDA 2160-1/2 674 (700-1/6)
*LNAV 2160-1/2 674 (700-1/6)
*2460
- 3500
- 5.9 NM
- 3.2 NM
- 2 NM
- 1 NM
- 4 NM
- 0.6%
When local altimeter setting not received, use Bedford County altimeter setting, increase all MDA 100 feet. Increase LNAV and LP Cat C/D visibilities 3/4 SM and Circling Cat A 1/4 SM. Rwy 3, helicopter visibility reduction below 1/4 SM NA. Circling NA to Rwys 12 and 30. VDP NA when using Bedford County altimeter setting.

MISSED APPROACH: Climb to 5000 direct COPDA on track 037° to GANEC and hold, continue climb-in-hold to 5000.

Final approach course offset 15.00 degrees.

NA when using Bedford County altimeter setting.

Rwy 3, helicopter visibility reduction below 1/4 SM NA. Circling NA to Rwys 12 and 30. VDP MDA 100 feet. Increase LNAV and LP Cat C/D visibilities 3/4 SM and Circling Cat A 1/4 SM.
RNAV (GPS) Z RWY 3
ALTOONA/BLAIR COUNTY (A00)

Apt Elev (TDZE) 1503
300 ft to TCH 43

Missed Approach: Climb to 5000 direct TOGJU and on track 042° to GANEC and hold, continue climb-in-hold to 5000.

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00°/TCH 43).

When local altimeter setting not received, use Bedford County altimeter setting and increase all DA 84 feet, and increase all visibilities 3/4 mile.

Asos 127.125
Johnstown App Con 121.2 299.2
CTAF 123.6
Unicom 123.0

Orig: 12OCT17

40.18N-78.19W

WAAS CH 82529
App Crs 026°
Rwy Idg 5465
Apt Elev 1503

Rwy 3 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Bedford County altimeter setting and increase all DA 84 feet, and increase all visibilities 3/4 mile.
RNAV (GPS) RWY 10

BEAVER FALLS, PENNSYLVANIA
AL-5206 (FAA)

RNAV (GPS) RWY 10

BEAVER COUNTY (BVI)

Baro-VNAV and VDP NA when using Pittsburgh Intl 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 Pittsburgh Intl altimeter setting; increase all DA 30 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ½ SM. Circling Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ¾ SM NA.

Missed Approach: Climb to 3000 direct JEDUV and hold.

ATIS 118.35
PITTSBURGH APP CON 124.75 338.2
BEAVER COUNTY TOWER * 120.3 (CTAF)
CLNC DEL 124.85
GND CON 121.8

when twr closed

BEAVER FALLS, PENNSYLVANIA
Orig-C 19JUL18
40°46'N-80°23'W
RNAV (GPS) RWY 28

BEAVER COUNTY (BVI)

RNP APCH.

V

Boro-VNAV and VDP NA when using Pittsburgh Intl altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 26°C (78°F).

When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ½ SM. Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct WOBUX and hold.

MISSAPCH FIX

4 NM

281°

101°

WOBUX

ELEV 1253

TDZE 1253

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 43).

3000 WOBUX

* LNAV only.

4 NM

281°

101°

MIRL Rwy 10-28

REIL Rwy 10 and 28

LNAV/ VNAV DA

LNAV MDA

CIRCLING

CATEGORY

A

B

C

D

LPV DA

1512-1

259 (300-1)

LNAV/ VNAV DA

1580-1

327 (400-1)

LNAV MDA

1660-1

407 (500-1)

1660-1½

407 (500-1½)

CIRCLING

1720-1

467 (500-1)

1720-1½

467 (500-1½)

1820-2

567 (600-2)

BEAVER FALLS, PENNSYLVANIA

Orig-C 19JUL18

40°46′N-80°23′W

BEAVER COUNTY (BVI)

AL-5206 (FAA) 20142

RNAV (GPS) RWY 28

BEAVER FALLS, PENNSYLVANIA
LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED

- Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.

ATIS
PITTSBURGH APP CON
BEAVER COUNTY TOWER
GND CON
CLNC DEL
118.35
124.75
338.2
120.3 (CTAF)
121.8
124.85
(when twr closed)

BEAVER FALLS, PENNSYLVANIA

AL-5206 (FAA)

20142

LOC I-BVI
APP CRS
Rwy Idg
TDZE
Apt Elev
MIRL Rwy 10-28
REIL Rwys 10 and 28
FAA

MIRL Rwy 10-28 (when twr closed)
When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase MDAs 60 feet and visibility Circling Cats A and D 1/4 SM and ZUDLO fix minimums S-28 Cats C/D 1/4 SM and Circling Cat C 1/4 SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

ATIS 118.35  PITTSHURGH APP CON 124.75  BEAVER COUNTY TOWER 120.3 (CTAF)  GND CON 121.8  CLNC DEL 124.85 (when twr closed)

**MISSSED APPROACH:** Climb to 3000 then right turn direct EWC VOR/DME and hold.

**ZUDLO FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>S-28</td>
<td>2060-1</td>
<td>2060-1 1/4</td>
<td>2060-1 1/2</td>
<td>807 (900-1)</td>
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<tr>
<td>CIRCLING</td>
<td>2060-2</td>
<td>807 (900-2)</td>
<td>2060-2 1/2</td>
<td>807 (900-2)</td>
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ZUDLO FIX MINIMUMS (DME REQUIRED)

<table>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-28</td>
<td>1740-1</td>
<td>487 (500-1)</td>
<td>1740-1 1/2</td>
<td>487 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1740-1</td>
<td>487 (500-1)</td>
<td>1740-1 1/2</td>
<td>1820-2</td>
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</table>

When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase MDAs 60 feet and visibility Circling Cats A and D 1/4 SM and ZUDLO fix minimums S-28 Cats C/D 1/4 SM and Circling Cat C 1/4 SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

**ZUDLO FIX MINIMUMS (DME REQUIRED)**

<table>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-28</td>
<td>1740-1</td>
<td>487 (500-1)</td>
<td>1740-1 1/2</td>
<td>487 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1740-1</td>
<td>487 (500-1)</td>
<td>1740-1 1/2</td>
<td>1820-2</td>
</tr>
</tbody>
</table>

When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase MDAs 60 feet and visibility Circling Cats A and D 1/4 SM and ZUDLO fix minimums S-28 Cats C/D 1/4 SM and Circling Cat C 1/4 SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.
RNAV (GPS) RWY 1
RALEIGH COUNTY MEML (BKW)

Boro-VNAV NA when using Bluefield altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 28°C (82°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter not received, use Bluefield altimeter setting and increase all DA 118 feet and all MDA 120 feet; increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C/D visibility ½ SM, and Circling Cat A/C visibility ¼ SM.

Climb to 5200 direct YISUK and hold.

Procedure NA for arrivals at BKW VORTAC on V519 northbound and V258 northwest bound.

Revised: 19 May 2022

BECKLEY, WEST VIRGINIA
AL-788 (FAA)
21280

BECKLEY, WEST VIRGINIA
Amdt 1C 16JUL20
37°47’N-81°07’W
RNAV (GPS) RWY 10
RALEIGH COUNTY MEML (BKW)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 28°C (82°F).
DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Bluefield altimeter setting. When local altimeter not received, use Bluefield altimeter setting and increase all DA 118 feet and all MDA 120 feet; increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¾ SM, and Circling Cat C visibility ½ SM.

Procedure NA for arrivals at BKW VORTAC on V258 southeast bound.

Procedure NA for arrivals at PINEE on V153 southbound.

MISSED APPROACH:
Climb to 5700 direct WIPGU and hold.

ASOS 121.55
CHARLESTON APP CON 125.4 269.125
UNICOM 123.0 (CTAF)

BECKLEY, WEST VIRGINIA
Amdt 1C 16JUL20
37°47'N - 81°07'W
RNAV (GPS) RWY 19
RALEIGH COUNTY MEML (BKW)

RNP APCH.

**Baro-VNAV NA.**

**Missed Approach:** Climb to 5100 direct WAGID and hold.

<table>
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<tr>
<th>ASOS</th>
<th>CHARLESTON APP CON</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>121.55</td>
<td>125.4 269.125</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at BKW VOR/DME on V258 southeast bound and V478 eastbound.

- **ELEV 2504**
- **TDZE 2468**

**MALSR**

- **Misssed Approach Fix**

**VOCUK**

- Holding Pattern

**WAGID**

- 5 NM

**Holding Pattern**

- 5 NM

**Category**

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<th>D</th>
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<td>2688-½</td>
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<tr>
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<tr>
<td>LNAV MDA</td>
<td>2920-½</td>
<td>452 (500-½)</td>
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<td></td>
</tr>
<tr>
<td>LNAV MDA 2920-½</td>
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<td></td>
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<tr>
<td>LNAV MDA 3320-2½</td>
<td>452 (500-½)</td>
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</table>

**HIRL**

- Rwy 1-19
- MIRL Rwy 10-28
- HIRL Rwy 1-19

**ASOS**

- 121.55

**UNICOM**

- 123.0 (CTAF)

**RNAV (GPS) RWY 19**

- BECKLEY, WEST VIRGINIA
- 37°47'N-81°07'W

**RNP APCH.**

- MSA RW19 25 NM

**RW19**

- 2504 X 100

**BECKLEY, WEST VIRGINIA**

**Amdt 1C 05DEC19**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**AL-788 (FAA)**

**RNAV (GPS) RWY 19**

- BECKLEY, WEST VIRGINIA
- 37°47'N-81°07'W

**RNP APCH.**

- MSA RW19 25 NM

**RW19**

- 2504 X 100
**RNAV (GPS) RWY 28**

RALEIGH COUNTY MEML (BKW)

**ASOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

---

**MISSED APPROACH**: Climb to 5300 direct OTUCU and hold.

Procedure NA for arrivals at BWK VOR/DME on V59 northbound.

Procedure NA for arrivals at ZOOMS on V37 southbound and V140 eastbound.

**OTUCU**

5700

**HOLD**

6000

5700

**Holding Pattern**

- **1.9 NM to RW28**
- **284°**
- **284°**
- **5 NM**

**MISSED APCH FIX**

OTUCU

103°

283°

5 NM

**ALSOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

---

**RNAV (GPS) RWY 28**

RALEIGH COUNTY MEML (BKW)

**ASOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

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121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

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**RNAV (GPS) RWY 28**

RALEIGH COUNTY MEML (BKW)

**ASOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

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**ALSOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

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**RNAV (GPS) RWY 28**

RALEIGH COUNTY MEML (BKW)

**ASOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

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Procedure NA for arrivals at BWK VOR/DME on V59 northbound.

Procedure NA for arrivals at ZOOMS on V37 southbound and V140 eastbound.

**OTUCU**

5700

**HOLD**

6000

5700

**Holding Pattern**

- **1.9 NM to RW28**
- **284°**
- **284°**
- **5 NM**

**MISSED APCH FIX**

OTUCU

103°

283°

5 NM

**ALSOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

---

**RNAV (GPS) RWY 28**

RALEIGH COUNTY MEML (BKW)

**ASOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

---

**MISSED APPROACH**: Climb to 5300 direct OTUCU and hold.

Procedure NA for arrivals at BWK VOR/DME on V59 northbound.

Procedure NA for arrivals at ZOOMS on V37 southbound and V140 eastbound.

**OTUCU**

5700

**HOLD**

6000

5700

**Holding Pattern**

- **1.9 NM to RW28**
- **284°**
- **284°**
- **5 NM**

**MISSED APCH FIX**

OTUCU

103°

283°

5 NM

**ALSOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

---

**RNAV (GPS) RWY 28**

RALEIGH COUNTY MEML (BKW)

**ASOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

---

**MISSED APPROACH**: Climb to 5300 direct OTUCU and hold.

Procedure NA for arrivals at BWK VOR/DME on V59 northbound.

Procedure NA for arrivals at ZOOMS on V37 southbound and V140 eastbound.

**OTUCU**

5700

**HOLD**

6000

5700

**Holding Pattern**

- **1.9 NM to RW28**
- **284°**
- **284°**
- **5 NM**

**MISSED APCH FIX**

OTUCU

103°

283°

5 NM

**ALSOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

---

**RNAV (GPS) RWY 28**

RALEIGH COUNTY MEML (BKW)

**ASOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

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**MISSED APPROACH**: Climb to 5300 direct OTUCU and hold.

Procedure NA for arrivals at BWK VOR/DME on V59 northbound.

Procedure NA for arrivals at ZOOMS on V37 southbound and V140 eastbound.

**OTUCU**

5700

**HOLD**

6000

5700

**Holding Pattern**

- **1.9 NM to RW28**
- **284°**
- **284°**
- **5 NM**

**MISSED APCH FIX**

OTUCU

103°

283°

5 NM

**ALSOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

---

**RNAV (GPS) RWY 28**

RALEIGH COUNTY MEML (BKW)

**ASOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)

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**MISSED APPROACH**: Climb to 5300 direct OTUCU and hold.

Procedure NA for arrivals at BWK VOR/DME on V59 northbound.

Procedure NA for arrivals at ZOOMS on V37 southbound and V140 eastbound.

**OTUCU**

5700

**HOLD**

6000

5700

**Holding Pattern**

- **1.9 NM to RW28**
- **284°**
- **284°**
- **5 NM**

**MISSED APCH FIX**

OTUCU

103°

283°

5 NM

**ALSOS**

121.55

**CHARLESTON APP CON**

125.4 269.125

**UNICOM**

123.0 (CTAF)
RNAV (GPS) RWY 14
BEDFORD COUNTY (HMZ)

AWOS-3 123.675
UNICOM 122.7 (CTAF)

Procedure NA for arrivals on JST VOR/DME airway radials 096 CW 125.
Procedure NA for arrivals at WILTT on V210 eastbound.

Procedure NA for arrivals on ESL VOR/DME airway radials 302 CW 085.

Category

<table>
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<td>LNAV MDA</td>
<td>1920-1 763 (800-1)</td>
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<td>1920-1 763 (800-1½)</td>
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<td>1920-2½ 763 (800-2½)</td>
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<td>CIRCLING</td>
<td>1920-1 758 (800-1)</td>
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<td>1960-1½ 798 (800-1½)</td>
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<td></td>
<td>2200-3 2940-3</td>
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</table>

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

MISS APPROACH: Climb to 5000 direct ASUTE and hold, continue climb-in-hold to 5000.

BEDFORD, PENNSYLVANIA
BEDFORD, PENNSYLVANIA
AL-9147 (FAA)

WAAAS CH 72916 W14A
APP CRS 137°
Rwy Ldg 5006
TDZE 1157
Apt Elev 1162

MISSED APCH FIX
137° to RW14
5 NM
ASUTE 317°

CIRCLING
40°05'N-78°31'W
RNAV (GPS) RWY 32
BEDFORD COUNT (HMZ)

**Amdt 2 25JUN15**

### Table

<table>
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<td>1740-1½</td>
<td>578 (600-1%)</td>
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<td>LNAV MDA</td>
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### Diagram

- **NA:** DME/DME RNP-0.3 NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet. Increase LP Cat C visibility ½ mile. Increase LNAV Cat B visibility ¼ mile and Cat C visibility ½ mile. Increase Circling Cats A and B visibility ¼ mile. Helicopter visibility reduction below ¼ SM NA.

### Approach

**Procedure NA for arrivals at WILTT on V106 eastbound and V210 westbound.**

**Procedure NA for arrivals on ESL VOR/DME airway radials 061 CW 127.**

**Procedure NA for arrivals on THS VOR/DME airway radials 061 CW 127.**

**Procedure NA for arrivals on WILTT on V106 eastbound and V210 westbound.**

**Missed Approach:** Climb to 5000 direct ZAGOX and on track 359° to YEDUS and hold, continue climb-in-hold to 5000.

**AWOS-3**

| 123.675 |

**JOHNSTOWN APP CON**

| 121.2 | 299.2 |

**UNICOM**

| 122.7 (CTAF) |
30

BEDFORD, PENNSYLVANIA
VORTAC THS

APP CRS

115.0

296°

Chan97
T

AL-9147 (FAA)

TDZE
Apt Elev

VOR-A
BEDFORD COUNTY (HMZ)
MISSED APPROACH: Climb to 3200 then climbing right

Helicopter visibility reduction below34 SM NA.

A

21336

N/A
N/A
1162

Rwy Idg

turn to 4000 on heading 150° and on THS VORTAC

DME required.

R-296 to SCAIF/23 DME and hold.
JOHNSTOWN APP CON

AWOS-3

121.2

123.675
2290

UNICOM

122.7(CTAF) L

299.2

DME REQUIRED
M

SA

HS3
0N
T
M
4000

2550

2570
2618
1306
2510
1492
1311

3
8
0
0

2
9
6
°

Holding not required on THS VORTAC

(
6
)

airway radials 005 CW 170.
(IF)

2872

2348

RECEY
THS 17

2252

4
0
0
0

1
1
6
°

2
9
6
°
(
1
7
)

2280

HOLD
4000

2
9
6
°
2300
IAF

T
H
S

R-116

ST. THOMAS
ELEV

1162

115.0 THS

Chan 97

14
P

50
06

X

3200

75

4000

296° 4.1 NM
hdg

from FAF

THS

SCAIF

R-296

THS 23

THS
VORTAC

RECEY

150°

THS 17

P

SCAIF

32

NE-4, 19 MAY 2022 to 14 JUL 2022

SCAIF
THS 23

1759

THS 23

THS

°
6
9
2

27.1

296°

4000

4000

3800
REIL Rwys 14 and 32 L
MIRL Rwy 14-32

L

4.1 NM

FAF to MAP 4.1 NM
Knots

60

90

120

150

A

CATEGORY

180

Min:Sec 4:06 2:44 2:03 1:38 1:22

C CIRCLING

1
2700-1
4

B
1
2700-1
2

1538 (1600-114 ) 1538 (1600-112 )

BEDFORD, PENNSYLVANIA
Amdt 1B 07DEC17

6 NM

17 NM

C

D

2700-3

2940-3

1538 (1600-3)

1778 (1800-3)

BEDFORD COUNTY (HMZ)
40°05'N-78°31'W

VOR-A

NE-4, 19 MAY 2022 to 14 JUL 2022

1
1
6
°

1874


RNAV (GPS) RWY 7
BELLEFONTE (N96)

UNV AWOS-3
127.65

NEW YORK CENTER
134.8  338.3

CLNC DEL
118.55

CLNC DEL
125.725

(When UNV twr closed)

UNICOM
122.8 (CTAF)

122.7

NA

DME/DME RNP-0.3 NA. Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all MDA 140 feet. Helicopter visibility reduction below 1 SM NA. Circling NA southeast of Rw7-25. Procedure NA at night.

MISSING APPROACH: Climb to 4600 direct WOMKO and hold, continue climb in hold to 4600.

Univ Park
2381

5 NM Holding Pattern

Visual Segment - Obstacles

4600 WOMKO

BELLEFONTE, PENNSYLVANIA
AL-6964 (FAA)
**RNAV (GPS) RWY 25**

**BELLEFONTE (N96)**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td><strong>LPV</strong> DA</td>
<td>1367-1</td>
<td>295 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>LNAV/VNAV DA</strong></td>
<td>1701-2(\frac{1}{4})</td>
<td>629 (700-2(\frac{1}{4})</td>
<td>NA</td>
<td></td>
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<tr>
<td><strong>LNAV MDA</strong></td>
<td>1600-1</td>
<td>528 (800-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td><strong>CIRCLING</strong></td>
<td>2140-1(\frac{1}{4})</td>
<td>2380-1(\frac{1}{2})</td>
<td>1068 (1100-1(\frac{1}{4})</td>
<td>1308 (1400-1(\frac{1}{2})</td>
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<tr>
<td><strong>UNV AWOS-3</strong></td>
<td>127.65</td>
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<td></td>
<td></td>
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<tr>
<td><strong>NEW YORK CENTER</strong></td>
<td>134.8</td>
<td>338.3</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CLNC DEL</strong></td>
<td>125.725</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>CLNC DEL [When twr closed]</strong></td>
<td>118.55</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>UNICOM</strong></td>
<td>122.8 (CTAF)</td>
<td>122.7 (CTAF)</td>
<td>122.7 (CTAF)</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 4800 direct ANXEG and hold, continue climb-in-hold 4800.

**University Park**

**25JUN15**

40°53'N-77°49'W
Circling to Rwy 7 NA at night. Helicopter visibility reduction below 1 SM NA. Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all MDA 140 feet. Circling NA southeast of Rwy 7-25.

**UNV AWOS-3**

**NEW YORK CENTER**

**CLINC DEL**

**CLINC DEL**

**UNICOM**

**127.65**

**134.8**

**338.3**

**125.725**

**118.55**

**When UNV twr closed**

**122.8 (CTAF)**

**122.7**

**BAIER FIX MINIMUMS (DME REQUIRED)**

**MADIW PSB**

**PSB 25 NM**

**4200**

**3040**

**2329**

**ELEV 1072**

**113° 8 NM from FAF**

**LIRL Rwy 7-25**

**FAF to MAP 8 NM**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>2920-1/4</td>
<td>2920-1/2</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>1848 (1900-1/4)</td>
<td>1848 (1900-1/2)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**CIRCLING**

| 2360-1/4 | 2380-1/2 | NA | NA |
| 1288 (1300-1/4) | 1308 (1400-1/2) | NA | NA |
RNAV (GPS) RWY 11
POTOMAC AIRPARK (W35)

CIRCLING

MISSED APPROACH: Climb to 3500 direct BAATI and hold.

Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting and increase all MDAs 80 feet and increase LNAV and LP Cat B, C and D visibilities 1/2 SM and increase Circling Cat B visibility 1/3 SM.
**RNAV (GPS) RWY 29**

**POTOMAC AIRPARK (W35)**

---

**Procedure NA at night.** Rwy 29 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting and increase all MDAs 80 feet and increase LNAV Cat A visibility 1/4 SM.

**POTOMAC APP CON**

- **126.825**
- **239.025**

**CTAF**

- **122.9**

Procedure NA for arrival on HGR VOR airway radials 164 CW 291.

**MISSED APPROACH:**

Climb to 3500 direct ALLAH and hold.

---

**Visual Segment - Obstacles.**

- FAMOX 3.1 NM to RW29
- DELIA
- BAATI

**RNP APCH.**

- **NA**

**ELEV 413**

**TDZE 413**

**3500**

**ALLAH**

290° to RW29

**770°**

**807 (900-1)**

**807 (900-1)**

**807 (900-1)**

**BAATI**

**MIRL Rwy 11-29**

**BERKELEY SPRINGS, WEST VIRGINIA**

**39°42'N-78°10'W**

**Amdt 1A  20JUN19**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
BERKELEY SPRINGS, WEST VIRGINIA

ELEV 412  TDZE 412

126.825  239.025

180
3500
HGR

4979
Rwy Idg
TDZE
Apt Elev
109.8

412

276°

HGR R-276 to HGR VOR and hold.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 via HGR R-276 to HGR VOR and hold.

Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MARTINSBURG ALTIMETER SETTING MINIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>S-29</td>
<td>1400-1½</td>
<td>1400-1½</td>
<td>1400-3</td>
<td>988 (1000-3)</td>
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<tr>
<td></td>
<td>988 (1000-1¼)</td>
<td>988 (1000-1¼)</td>
<td>1287 (1300-3)</td>
<td>1367 (1400-3)</td>
</tr>
</tbody>
</table>

CIRCLING

1400-1½ | 1400-1½ | 1700-3 | 1780-3

988 (1000-1¼) | 988 (1000-1¼) | 1287 (1300-3) | 1367 (1400-3)

MARTINSBURG ALTIMETER SETTING MINIMUMS

S-29

1460-1¼ | 1460-1¼ | 1780-3 | 1860-3

1048 (1100-1¼) | 1048 (1100-1¼) | 1367 (1400-3) | 1447 (1500-3)

CIRCLING

1480-1¼ | 1480-1¼ | 1780-3 | 1860-3

1068 (1100-1¼) | 1068 (1100-1¼) | 1367 (1400-3) | 1447 (1500-3)

BERKELEY SPRINGS, WEST VIRGINIA

Amdt 6B 18JUN20

39°42′N-78°10′W

POTOMAC AIRPARK (W35)

VOR RWY 29
Helicopter visibility reduction below 1 SM NA. DME/DME RNP 0.3 NA. Procedure NA at night. Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold, continue climb-in-hold to 4000.

PROCEDURE:
- Holding Pattern 4 NM
- Visual Segment - Obstacles

APP CRS
073°

Rwy Idg
N/A

TDZE
N/A

Apt Elev
481

ELEV
481

NA

120.95  256.7

122.8 (CTAF)
**VOR-A**

**BLOOMSBURG MUNI (N13)**

**WILKES-BARRE APP CON**

| 120.95 | 256.7 |

**UNICOM**

| 122.8 (CTAF) |

---

**Category**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tr>
<td>1920-1½</td>
<td>1920-1½</td>
<td>1920-1½</td>
<td>NA</td>
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**Knots**

<table>
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<tr>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<tr>
<td>-</td>
<td>-</td>
<td>1439 (1500-1½)</td>
<td>1439 (1500-1½)</td>
<td>-</td>
</tr>
</tbody>
</table>

**Min:Sec**

| 4:18 | 2:52 | 2:09 | 1:43 | 1:26 |

**ELEV 481**

**FAF to MAP 4.3 NM**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**Amdt 1B 01FEB18**
Autopilot coupled approach NA below 3600 MSL. When local altimeter setting not received, use Beckley altimeter setting and increase DA to 3600 feet and visibility to 2½ SM; increase all MDAs 460 feet and S-LOC 23 Cat A visibility to 1¼ SM, Cat B to 1½ SM and Cats C and D to 3 SM; increase Circling visibility Cat A to 1¾ SM, Circling Cat B to 1½ SM, Circling Cat C to 3 SM. Circling NA southeast of Rwy 5-23.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 on heading 020° and BLF VOR/DME R-340 to KEGLY INT/BLF 11 DME and hold.

Procedure NA for arrivals at BKW VOR/DME on V258 northwest bound.

Use of BKW R-175 and BLF R-045 maybe necessary to locate DROWE intersection.

BLF 4.5 REIL Rwys 5 and 23

BLUEF OM 110.0 BLF Chan 37

Use of BKW R-175 and BLF R-045 maybe necessary to locate DROWE intersection.
RNAV (GPS) RWY 5
MERCE COUNTY (BLF')

Apt Elev 2857
TDZE 2850
Rwy Idg 4743
APP CRS 064°

Procedure NA at night.
Rwy 5 helicopter visibility reduction below 1 SM NA.

ASOS
132.725

CTAF
122.9

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>3560-1</td>
<td>710 (800-1)</td>
<td>3560-2</td>
<td>710 (800-2)</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>3560-2½</td>
<td>710 (800-2½)</td>
</tr>
</tbody>
</table>

Final approach course offset 15.00°

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

Procedure NA for arrivals at
KENYA on V140 westbound.

Procedure NA for arrivals at
TELOC on V519 southwest bound.

RNAV (GPS) RWY 5
MERCE COUNTY (BLF')

Orig B 10SEP20
BLUEFIELD, WEST VIRGINIA
RNAV (GPS) RWY 23
MERCER COUNTY (BLF)
MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 on heading 020° and BLF R-340 to KEGLY/BLF 11 DME and hold.

Cat D 1   SM; increase Circling visibility Cat A   SM, Cat B   SM, Cat C   SM.
When local altimeter setting not received, use Beckley altimeter setting and increase all MDAs 460 feet: increase S-23 visibility Cat A ¼ SM, Cat B ½ SM, Cat C 1½ SM, Cat D 1½ SM; increase Circling visibility Cat A ¼ SM, Cat B ½ SM, Cat C 3½ SM. VDP NA when using Beckley altimeter setting. Circling NA southeast of Rwy 5-23.

VGSI and descent angles not coincident (VGSI Angle 3.00/ TCH 65).

When local altimeter setting not received, use Beckley altimeter setting and increase all MDAs 460 feet: increase S-23 visibility Cat A ¼ SM, Cat B ½ SM, Cat C 1½ SM, Cat D 1½ SM; increase Circling visibility Cat A ¼ SM, Cat B ½ SM, Cat C 3½ SM. VDP NA when using Beckley altimeter setting. Circling NA southeast of Rwy 5-23.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 on heading 020° and BLF R-340 to KEGLY/BLF 11 DME and hold.

Cat D 1   SM; increase Circling visibility Cat A   SM, Cat B   SM, Cat C   SM.
When local altimeter setting not received, use Beckley altimeter setting and increase all MDAs 460 feet: increase S-23 visibility Cat A ¼ SM, Cat B ½ SM, Cat C 1½ SM, Cat D 1½ SM; increase Circling visibility Cat A ¼ SM, Cat B ½ SM, Cat C 3½ SM. VDP NA when using Beckley altimeter setting. Circling NA southeast of Rwy 5-23.

VGSI and descent angles not coincident (VGSI Angle 3.00/ TCH 65).
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 5: Climb via BLF R-074 to cross OBERS INT at or above 5000' or altitude assigned by ATC. Thence . . . .

TAKE-OFF RUNWAY 23: Climbing right turn via BLF R-074 to cross OBERS INT at or above 5000' or altitude assigned by ATC. Thence . . . .

. . . . via ATC assigned route.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (120°F). Baro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use St. Marys altimeter setting: increase LPV DA to 2454 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 2602 feet and all visibilities ¾ SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM, and LNAV Cats C and D and Circling Cat D ¾ SM.

**MISSED APPROACH:**
Climb to 4500 direct NIMEE and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>CLEVELAND CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>133.825</td>
<td>124.325 353.85</td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
</table>

**ELEV 2143**

**TDZE 2119**

**5 NM Holding Pattern**

**KONBE**

**ROSEL**

**GERVE**

**3.7 NM to RW14**

**3.7 NM to RW14**

**LNAV only.**

**4500**

**NIMEE**

**3.7 NM to RW14**

**1.3 NM to RW14**

**RW14**

**1.3 NM to RW14**

**1.1 NM**

**1.1 NM**

**6.1 NM**

**2.4 NM**

**2.4 NM**

**1.3 NM**

**1.3 NM**

**GP 3.00°**

**TCH 55**

**3.00°**

**TCH 42**

**LNAV/ VNAV DA**

**2517-1\(^\frac{1}{3}\)**

**398 (400-1\(^{3}\))**

**LNAV MDA**

**2560-1**

**441 (500-1)**

**2560-1\(^{3}\)**

**441 (500-1\(^{3}\))**

**CIRCLING**

**2620-1**

**477 (500-1)**

**2720-1\(^{1}\)**

**2760-2**

**577 (600-1\(^{3}\))**

**617 (700-2)**
RNAV (GPS) RWY 32
BRADFORD RGNL (BFD)

For uncompensated Baro-NAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Boro-NAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV and LNAV Cats A/B. For inop MALS, increase LNAV/VNAV all Cats visibility to 1/8 mile and LNAV Cats C/D visibility to 1/4 mile. When local altimeter setting not received, use St. Marys altimeter setting. Increase LPV DA to 2455 feet; increase LNAV/VNAV DA to 2685 feet and all visibilities 1/4 SM; increase all MDAs 100 feet and Circling Cat C visibility 1/2 SM and Cat D 1/8 SM. For inop MALS, when using St. Marys altimeter setting, increase LPV all Cats visibility to 1/8 mile.

MISSED APPROACH: Climb to 4500 direct KONBE and hold.

ASOS
CLEVELAND CENTER
UNICOM

BRADFORD, PENNSYLVANIA

RNAV (GPS) RWY 32
BRADFORD RGNL (BFD)

NE-4, 19 MAY 2022 to 14 JUL 2022
### RNAV (GPS) RWY 11

**UPSHUR COUNTY RGNL (W22)**

<table>
<thead>
<tr>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP MDA</td>
<td>2200-1 565 (600-1)</td>
<td>2200-1½ 565 (600-1½)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>2240-1 605 (700-1)</td>
<td>2240-1¾ 605 (700-1¾)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2240-1 605 (700-1)</td>
<td>2260-1 625 (700-1)</td>
<td>2400-2½ 765 (800-2½)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**TCH 40**

**ELEV 1635**

**TDZE 1635**

**Buckhannon, West Virginia**

**CRS 4201**

**W11A**

**AWOS-3 119.975**

**CLARKSBURG APP CON* 121.15 284.65**

**UNICOM 122.8 (CTAF)**

**RNAV (GPS) RWY 11 (W22)**

**Rwy 11 helicopter visibility reduction below ¾ SM NA.**

**MISSED APPROACH: Climbing right turn to 4000 direct HERIS and hold.**

**Procedure NA for arrivals on CKB VOR/DME airway radials 163 CW 287.**

**Procedure NA for arrivals on EKN VORTAC airway radials 254 CW 023.**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. Rwy 29 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4000 direct HERIS and hold.

Procedure NA for arrival at TYGAR on V469 northeast bound and V166 westbound.

Procedure NA for arrivals at VELLI on V103 southbound and V128 westbound.

LPV DA 1885-1 250 (300-1) NA
LNAV/ VNAV DA 2125-1 ½ 490 (500-1 ½) NA
LNAV MDA 2100-1 465 (500-1) 2100-1 ½ 465 (500-1 ½) NA
CIRCLING 2240-1 605 (700-1) 2260-1 625 (700-1) 2400-2 ½ 765 (800-2 ½) NA
ILLS or LOC RWY 8
PITTSBURGH/BUTLER RGNL (BTP)

MISSED APPROACH: Climb to 1800 then climbing left turn to 3000 direct EWC/VOR/DME and hold.

AWOS-3PT 121.450
PITTSBURGH APP CON 124.75 338.2
CLNC DEL 119.4
UNICOM 123.05 (CTAF)

One Minute Holding Pattern

1872
MSA EWC 25 NM
3600
3500
090°
3100

HOLD 5000 3000

One Minute Holding Pattern

WOTID INT RADAR

ZUGOP INT RADAR

LOCALIZER 111.5

1-BTP

ELLWOOD CITY 115.8 EWC 300-1 Channel 105

R - 134
100°

R - 280
280°

R - 118

1425

3000

080°

1315°

1460

WOPOG INT

1520

A

1800

3000

EWC

1247

1248

1240

5000

3000

080°

260°

080°

260°

GP 3.00° TCH 54°

090°

180°

100°

280°

R - 134

100°

R - 280

280°

R - 118


5.4 NM from FAF

080°

6.1 NM

A

3.6 NM

1.6 NM

6.1 NM

A

3.6 NM

1.6 NM

HOLD

5000 3000

6.1 NM

3.6 NM

1.6 NM

6.1 NM

3.6 NM

1.6 NM

A

A

A

A

A

A

One Minute Holding Pattern

WOTID INT RADAR

ZUGOP INT RADAR

LOCALIZER 111.5

1-BTP

ELLWOOD CITY 115.8 EWC 300-1 Channel 105

R - 134
100°

R - 280
280°

R - 118

1425

3000

080°

1315°

1460

WOPOG INT

1520

A

1800

3000

EWC

1247

1248

1240

5000

3000

080°

260°

080°

260°

GP 3.00° TCH 54°

090°

180°

100°

280°

R - 134

100°

R - 280

280°

R - 118


5.4 NM from FAF

080°

6.1 NM

A

3.6 NM

1.6 NM

6.1 NM

3.6 NM

1.6 NM

A

A

A

A

A

A

One Minute Holding Pattern

WOTID INT RADAR

ZUGOP INT RADAR

LOCALIZER 111.5

1-BTP

ELLWOOD CITY 115.8 EWC 300-1 Channel 105

R - 134
100°

R - 280
280°

R - 118

1425

3000

080°

1315°

1460

WOPOG INT

1520

A

1800

3000

EWC

1247

1248

1240

5000

3000

080°

260°

080°

260°

GP 3.00° TCH 54°

090°

180°

100°

280°

R - 134

100°

R - 280

280°

R - 118


5.4 NM from FAF

080°
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 8 helicopter visibility reduction below 3/4 SM NA.

DME/DME RNP-0.3 NA.
HARRISBURG APP CON

NA

- Rwy 28 helicopter visibility reduction below 1 SM NA.
- Use Capital City altimeter setting.

MISSED APPROACH: Climbing
- Left turn to 4000 direct BADDI and hold.
- Continue climb-in-hold to 4000.

CXY ASOS 134.95

HARRISBURG APP CON 124.1 273.525

UNICOM 122.8 (CTAF)

Use Capital City altimeter setting.

DME/DME RNP-0.3 NA.

Rwy 28 helicopter visibility reduction below 1 SM NA.

NoPFI for arrival at BADDI on V469 eastbound.

Holding Pattern

Continue climb-in-hold to 4000.

left turn to 4000 direct BADDI and hold.

MISSED APPROACH: Climbing

Continue climb-in-hold to 4000.

Holding Pattern

[Graphical representation of the approach and holding pattern]
CARLISLE, PENNSYLVANIA

APP CRS
Rwy Idg TDZE Apt Elev
280° N/A N/A 510

RNAV (GPS)-B
CARLISLE (N94)

NA

Rwy 28 helicopter visibility reduction below 1 SM NA.
DME/DME RNP 0.3 NA. Use Capital City altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct
BADDI and hold. Continue climb-in-hold to 4000.

CXY ASOS
134.95

HARRISBURG APP CON
124.1 273.525

UNICOM
122.8 (CTAF)

HARRISBURG APP CON

UNICOM

CARLISLE, PENNSYLVANIA
Orig 07DEC17
40°11'N-77°10'W

NE-4, 19 MAY 2022 to 14 JUL 2022

CARLISLE, PENNSYLVANIA AL-6883 (FAA) 21056

Rwy 28 helicopter visibility reduction below 1 SM NA.
DME/DME RNP 0.3 NA. Use Capital City altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct
BADDI and hold. Continue climb-in-hold to 4000.
MISSED APPROACH: Climb to 4000 direct AZOFE and on track 051° to BADDI and hold.

Procedure NA for arrival on THS VORTAC airway radials 068 CW 170.

Procedure NA for arrival on HGR VOR airway radials 291 CW 052.
RNAV (GPS) RWY 24
FRANKLIN COUNTY RGNL (N68)

RWP Approach:

- Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Hagerstown, MD altimeter setting and increase all MDAs 40 feet, increase LNAV Cat C visibility 1/2 SM. Straight-in and Circling Rwy 24 NA at night.

- Procedure NA for arrivals at JUNEY on V12 and V10 westbound.
- Procedure NA for arrivals at BADDI on V469 eastbound.
- Procedures NA for arrivals at NOENO on V474 eastbound.

MISSED APPROACH: Climb to 4000 direct AVOYO and on track 282° to THS VORTAC and hold.

- AWOS-3: 120.725
- HGR ASOS: 126.375
- HARRISBURG APP CON: 124.1 273.525
- CTA: 122.9

Chambersburg, Pennsylvania
AL-6457 (FAA) 22111

Orig-D 30DEC21

39°58'N-77°39'W

Franklin County RGNL (N68)

RNP APCH.

- 239°

AWOS-3: 120.725
HGR ASOS: 126.375
HARRISBURG APP CON: 124.1 273.525
CTAF: 122.9

Procedure NA for arrivals at JUNEY on V12 and V10 westbound.

1223 1041 819

2494

239° to RW24

2151±

3500

AAVYO

ST THOMAS

BHDDI

ACUSA

2.8 NM to RW24

282°

2270

2140

2210

2115

2453

2686

2277

2104

284°

104°

Visual Segment - Obstacles.

LNAV MDA
CIRCLING

1120-1
1220-1

432 (500-1)
532 (600-1)

(9.3) NM

3000

2189

239°

239°

239° to RW24

2500

3500

231°

BADDI

NOENO

4000

328°

2.8 NM to ACUSA

1223

1091

688

2688

CHAMBERSBURG, PENNSYLVANIA

RNNAV (GPS) RWY 24

Franklin County RGNL (N68)

RNAV (GPS) RWY 24

Chambersburg, Pennsylvania

AL-6457 (FAA) 22111

Orig-D 30DEC21

39°58'N-77°39'W

Franklin County RGNL (N68)

RNP APCH.

- 239°
**Obtain local altimeter setting on CTAF. When not received, use Hagerstown Rgnl-Richard A Henson Fld altimeter setting and raise all MDAs 40 feet. Procedure NA when R-5801 is in use. Circling to Rwy 24 NA at night. Helicopter visibility reduction below 1 SM NA.**

**Procedure NA for arrival on THS VORTAC airway radials 068 CW 095.**

**Procedure**
- Turn NA
- THS VORTAC
- LEMEE THS 4
- THS 4
- THS 14
- 088° to BECKA
- MIRL Rwy 6-24

**Category**
- A
- B
- C
- D

**Circling**
- 1220-1
- 532 (600-1)
- 1360-2
- 672 (700-2)
- NA

**AWOS-3**
- 120.725

**HGR ASOS**
- 126.375

**HARRISBURG APP CON**
- 124.1
- 273.525

**CTAF**
- 122.9
## ILS or LOC RWY 5
### WEST VIRGINIA INTL YEAGER (CRW)

**Channel Information**
- **LOC/DME**: I-HCV 110.3
- **APP CRS**: 052°
- **Rwy Idg**: 6215
- **TDZE**: 947
- **Apt Elev**: 947

### Procedure
- **Procedure NA** for arrival on HVQ VOR/DME airway radials 119 CW 261.

### Holding Pattern
- **HOLD 5400**
- **052°**
- **3500**
- **232°**

### Course Information
- **052° 5.9 NM**
- **1800**
- **3500**
- **HVQ**

### Final Approach Course
- **110.3**
- **0.8% U**
- **MN 5 2 Q V H A S M 270°**

### Category Information
<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>C</th>
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<tr>
<td>S-ILS 5</td>
<td>1197/40</td>
<td>250 (300-3/4)</td>
<td></td>
<td></td>
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<tr>
<td>S-LOC 5</td>
<td>1640/55</td>
<td>693 (700-1)</td>
<td>1640-2</td>
<td>693 (700-2)</td>
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<tr>
<td>C CIRCLING</td>
<td>1640-1</td>
<td>693 (700-1)</td>
<td>1760-2 1/2</td>
<td>813 (900-2 1/2)</td>
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### ZEVRU Fix Minimums (Dual VOR Receivers or DME Required)

<table>
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<tr>
<th>CATEGORY</th>
<th>S-LOC 5</th>
<th>C CIRCLING</th>
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<td>FAF to MAP</td>
<td>5.9 NM</td>
<td>1800-3</td>
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<tr>
<td>5.9 NM</td>
<td>373 (400-1)</td>
<td>933 (1000-3)</td>
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### Holding Pattern
- **One Minute**
- **GS 3.00° TCH 56**

### ATIS
- **127.6**

### Charleston App con
- **124.1 269.125**

### Charleston Tower
- **125.7 257.8**

### Gnd Con
- **121.8 348.6**

### Clnc Del
- **118.55**

### Missed Approach
- Climb to 1800 then climbing left turn to 3500 direct HVQ VOR/DME and hold.
ILS or LOC RWY 23
WEST VIRGINIA INTL YEAGER (CRW)

DME or RADAR required.

Autopilot coupled approach NA below 1700. Rwy 23 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 23. For inop ALS, increase S-LOC 23 Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM.

MISSED APPROACH:
Climb to 1800 then climbing right turn to 3000 direct HVQ VOR/DME and hold.

ATIS 127.6
CHARLESTON APP CON 124.1 269.125
CHARLESTON TOWER 125.7 257.8
GND CON 121.8 348.6
CLNC DEL 118.55

CHARLESTON, WEST VIRGINIA
TWR 1037

HVL VOR/DME and hold.

Rwy 120 to 1600.
Loc 5.5
RADAR

One Minute Holding Pattern

S-LOC 23
1640/40 709 (700-¾) 1640-1¾ 709 (700-1¾)

S-ILS 23
1181/40 250 (300-¾)

NE-4, 19 MAY 2022 to 14 JUL 2022
RNAV (RNP) Z RWY 5
WEST VIRGINIA INTL YEAGER (CRW)

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

ATIS 127.6
CHARLESTON APP CON 124.1 269.125
CHARLESTON TOWER 125.7 257.8
GND CON 121.8 348.6
CLNC DEL 118.55

Procedure NA for arrivals at GLAZE on V35 northeast bound.

Procedure NA for arrivals at RULEY on V128 northwest bound.

Procedure NA for arrivals at DIPUH on V35 southbound.

Procedure NA for arrivals at SCRIB on V258 southeast bound.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 23
WEST VIRGINIA INTL YEAGER (CRW)

**ATIS**
127.6

**CHARLESTON APP CON**
124.1 269.125

**CHARLESTON TOWER**
125.7 257.8

**GND CON**
121.8 348.6

**CLNC DEL**
118.55

---

**CHARLESTON, WEST VIRGINIA**

**APP CRS**
233°

**Rwy Idg**
6215

**Apt Elev**
931

**RNP AR APCH.**

- For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 5.4°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.

**ALSF-1**

**MISSED APPROACH:**
Climb to 4000 on track 233° to CITMA and hold.

**ELEV**
947

**TDZE**
931

**Procedure NA for arrivals at ITALY on V59 northbound.**

- Procedure NA for arrival on HVQ VOR/DME airway radials 337 CW 141.

---

**CHARLESTON, WEST VIRGINIA**

**APP CRS**
233°

**Rwy Idg**
6215

**Apt Elev**
947

**RNP AR APCH.**

- For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 5.4°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.

**ALSF-1**

**MISSED APPROACH:**
Climb to 4000 on track 233° to CITMA and hold.

**ELEV**
947

**TDZE**
931

**Procedure NA for arrivals at ITALY on V59 northbound.**

- Procedure NA for arrival on HVQ VOR/DME airway radials 337 CW 141.

---

**CHARLESTON, WEST VIRGINIA**

**APP CRS**
233°

**Rwy Idg**
6215

**Apt Elev**
947

**RNP AR APCH.**

- For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 5.4°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.

**ALSF-1**

**MISSED APPROACH:**
Climb to 4000 on track 233° to CITMA and hold.

**ELEV**
947

**TDZE**
931

**Procedure NA for arrivals at ITALY on V59 northbound.**

- Procedure NA for arrival on HVQ VOR/DME airway radials 337 CW 141.

---

**CHARLESTON, WEST VIRGINIA**

**APP CRS**
233°

**Rwy Idg**
6215

**Apt Elev**
947

**RNP AR APCH.**

- For uncompensated Baro-VNAV systems, procedure NA below -15°C or above 5.4°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1 SM.

**ALSF-1**

**MISSED APPROACH:**
Climb to 4000 on track 233° to CITMA and hold.

**ELEV**
947

**TDZE**
931

**Procedure NA for arrivals at ITALY on V59 northbound.**

- Procedure NA for arrival on HVQ VOR/DME airway radials 337 CW 141.
RNAP APCH.

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

Procedure NA for arrival on HVQ VOR/DME airway radials 119 CW 261.

3000 direct ENIVY and hold.

MISSED APPROACH: Climb to 3000 direct ENIVY and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

For inoperative ALSF, increase LNAV/VNAV all Cats visibility to 2½.

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

**Missed Approach:** Climb to 1400 then climbing right turn to 3000 direct HVQ VOR/DME and hold.

**Procedure NA for arrivals at WARDO on V59 northbound.**

**Procedure NA for arrivals at ITALY on V59 northbound.**
One Minute Holding Pattern

HVF DO NOT USE HVQ VOR/DME

One Minute Holding Pattern

10000 3000
264° 084°

1720

6 NM

2 NM

HVF VOR/DME

1800 3500 HVQ

FOGAG HVQ

MACSA HVQ

6

8

VOR-A

CHARLESTON, WEST VIRGINIA

AL-852 (FAA)

22083

VOR-A

WEST VIRGINIA INTL YEAGER (CRW)

DME required.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HVQ VOR/DME and hold.

ATIS
127.6

CHARLESTON APP CON
124.1 269.125

CHARLESTON TOWER
125.7 257.8

GND CON
121.8 348.6

CLNC DEL
118.55

CHARLESTON, WEST VIRGINIA

FOGAG FIX MINIMUMS

HVQ  8

MACSA

HVQ

HVQ

CHARLESTON

117.4  HVQ

Chan 121

HVF

117.4  HVQ

Chan 121

WV INTL YEAGER VOR-A

WEST VIRGINIA INTL YEAGER (CRW)

CHARLESTON, WEST VIRGINIA

Amdt 14 03JAN19

38°23’N-81°36’W

NE-4, 19 MAY 2022 to 14 JUL 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 6
CLARION COUNTY (AXQ)

AWOS-3 118.275
CLEVELAND CENTER 126.725 291.65
UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

Boro-VNAV and VDP NA when using Dubois altimeter setting. Rwy 6 helicopter visibility reduction below ¾ NA. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Dubois altimeter setting and increase LPV DA to 1809 feet, LNAV/VNAV DA to 2093 feet, and all visibilities ¾ SM; increase all MDAs 120 feet and LNAV visibility Cats C/D ¾ SM, and Circling Cat C/D visibility ½ SM.

HOLD 6000 3100

4 NM Holding Pattern

CLARION, PENNSYLVANIA
Amdt 1C 15JUL21

41°13'N-79°27'W
65
Procedure NA for arrivals at BENZO on V35 southwest bound.

Procedure NA for arrivals on MGW VOR/DME airway radials 201 CW 307.

Procedure NA for arrivals on EKN VORTAC airway radials 254 CW 346.

HOLD 8000 3900

CLARKSBURG TOWER* CLARKSBURG APP CON*
126.7 (CTAF) 127.825 121.5

MISSED APPROACH: Climb to 3800 direct FONTZ and hold.

Rwy 3 helicopter visibility reduction below ¾ SM NA.
CLARKSBURG, WEST VIRGINIA

AIRPORT DIAGRAM

AL-616 (FAA)

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

NE-4, 19 MAY 2022 to 14 JUL 2022

AIRPORT DIAGRAM
CLEARFIELD, PENNSYLVANIA

RNAV (GPS) RWY 12

CLEARFIELD-LAWRENCE (FIG)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ SM NA.
VDP NA with Dubois Rgnl altimeter setting. When local altimeter setting not received, use Dubois Rgnl altimeter setting and increase all MDA 100 feet, increase LP Cat B visibility ¼ mile and Cat C visibility ½ mile, increase LNAV Cat C visibility ½ mile and increase Circling Cats A/C visibility ¼ mile.

MISSED APPROACH: Climb to 4000 direct EBUME and hold.

MISS D APCH FIX

RADAR REQUIRED

VGS1 and descent angles not coincident (VGS1 Angle 3.10/TCH 29).

4 NM
Holding Pattern

ASICO

JODOV

EFEOE

FIGIV

3.1 NM to RW12

3.1 NM to RW12

1.9 NM to RW12

1.9 NM to RW12

 CATEGORY
LP
LNAV MDA
CIRCLING

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>2160-1</td>
<td>644 (700-1)</td>
<td>2160-1½</td>
<td>644 (700-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>2260-1</td>
<td>2260-1¼</td>
<td>2260-2</td>
<td>744 (800-2)</td>
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<tr>
<td>CIRCLING</td>
<td>2260-1</td>
<td>2260-1¼</td>
<td>2340-2½</td>
<td>824 (900-2½)</td>
</tr>
</tbody>
</table>

CLEARFIELD-LAWRENCE (FIG)
MISSED APPROACH: Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.
COATESVILLE, PENNSYLVANIA

ILS or LOC RWY 29
CHESTER COUNTY G O CARLSON (MQS)

Radar required for procedure entry.

Missed approach: Climb to 1300 then climbing left turn to 3000 on heading 170° and PTW R-231 to GLOMO INT/PTW 28.8 DME and hold, continue climb-in-hold to 3000.

AWOS-3 126.25
PHILADELPHIA APP CON 124.35 319.15
CLNC DEL 125.6
UNICOM 122.7 (CTAF)

ELEV 660
TDZE 660

CERTS INT

RADAR

EFECO INT

GS 3.00°

TCH 55

REIL Rwys 11 and 29

NE-4, 19 MAY 2022 to 14 JUL 2022

39°59'N - 75°52'W

Amdt 8 07OCT21

COATESVILLE, PENNSYLVANIA
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 1300 then climbing right turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.

Procedure NA for arrivals at GLOMO on V3-V408 eastbound and V403-405 northeast bound.

LNAV/VNAV NA below -16°C or above 54°C. For uncompensated Baro-VNAV systems, Helicopter visibility reduction below ¾ SM NA.
**RNAV (GPS) RWY 29**

**CHESTER COUNTY G O CARLSON (MQS)**

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.**

**Procedure NA for arrivals on PTW VORTAC airway radials 205 CW 287.**

**Procedure NA for arrivals on DQO VORTAC airway radials 271 CW 080.**

**MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.**

**AWOS-3** 126.25  
**PHILADELPHIA APP CON** 124.35 319.15  
**CLNC DEL** 125.6  
**UNICOM** 122.7 (CTAF)
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. Night landing: Rwy 14, 23, 32 NA. Baro-VNAV and VDP NA when using Morgantown, WV altimeter setting. When local altimeter setting not received, use Morgantown WV altimeter setting and increase LPV DA to 1559 feet and visibility all Cats ½ SM; increase LNAV/VNAV DA to 1579 and visibility all Cats ¼ SM; increase all MDA 60 feet and LNAV Cat C visibility ½ SM. Circling NA for Cat C south of Rwy 5-32.

MISSING APPROACH: Climb to 2500 then climbing left turn to 4000 direct WITUV and track 190° to ZETGA and hold.

<table>
<thead>
<tr>
<th>AWOS-3P</th>
<th>CLARKSBURG APP CON</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>133.325</td>
<td>119.425 284.65</td>
<td>122.8  (CTAF)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct WITUV and track 190° to ZETGA and hold.

ZETGA

WITUV

RW05

ZOLDI

WIGEX

PROCEDURE NA FOR ARRIVALS ON MGW VORTAC AIRWAY RADIALS 229 CW 315.

PROCEDURE NA FOR ARRIVALS ON IHD VORTAC AIRWAY RADIALS 229 CW 315.

PROCEDURE NA FOR ARRIVALS ON IHD VORTAC AIRWAY RADIALS 229 CW 315.
JOSEPH A HARDY CONNELLSVILLE (VVS)

ADF required. When local altimeter setting not received, use Morgantown WV altimeter setting and increase all MDA 60 feet and S-5 Cat C visibility 1/8 SM. Circling Rwy 14, 23, 32 NA at night. Rwy 14, 23, 32 helicopter visibility reduction below 1 SM NA. Circling NA for Cat C south of Rwy 5-32.

MISSED APPROACH: Climb to 2600 then climbing left turn to 4300 direct VV NDB and hold, continue climb-in-hold to 4300.

AWOS-3P
133.325

CLARKSBURG APP CON *
119.425 284.65

UNICOM
122.8 (CTAF)

INDIAN HEAD
108.2 IHD ...
Chan 19

LOCALIZER 110.7
I-VVS ••••

LOCALIZER 2351±
IAF
CAMOR

299 VV ••••

LOCALIZER 3050
I-VVS

LOCALIZER 3164

LOCALIZER 2840

LOCALIZER 3089

MORGANTOWN
111.6 MGW ••••
Chan 53

REIL Rwy 5

MIRL Rwy 5-23 and 14-32

AWOS-3P
133.325
Baro-VNAV NA. RwY 14 helicopter visibility reduction below 3/4 SM NA.
Use Jamestown NY altimeter setting; when not received, use Meadville altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all CATs and LNAV Cat C visibility 1/2 SM.

**MISSED APPROACH:** Climb to 3600 direct CUXOM and hold.

**Buffalo APP CON**

<table>
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<tr>
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<th>122.8 (CTAF)</th>
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</table>

**Unicom** 122.8 (CTAF)

**RNAV (GPS) RWY 14**

**Corry-Lawrence (8G2)**

**JHW AWOS-3PT**

118.425

**Unicom** 122.8 (CTAF)
RNAV (GPS) RWY 32
CORRY-LAWRENCE (8G2)

MISSED APPROACH: Climb to 3600 direct EKOYE and hold.

JHW AWOS-3PT 118.425
BUFFALO APP CON * 121.0 257.8
UNICOM 122.8 (CTAF) 0

Boro-VNAV NA. Rwy 32 helicopter visibility reduction below 3/4 SM NA.
Use Jamestown NY altimeter setting; when not received, use Meadville altimeter
setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats,
LNAV/VNAV all Cats and LNAV Cat C visibility 3/4 SM.

MISSED APCH FIX
4 NM

EKOYE

41°54'N - 79°38'W
### RNAV (GPS) RWY 9

**Location:** DANVILLE, PENNSYLVANIA

**Runway:** 088º

**App Crs:** 65º

**TDZE:** 559

**Apt Elev:** 559

### Category

<table>
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<tr>
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<td>1280-1½</td>
<td>721 (800-1¼)</td>
<td>NA</td>
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<td>LNAV MDA</td>
<td>1360-1½</td>
<td>1360-1½</td>
<td>801 (900-1¼)</td>
<td>NA</td>
</tr>
<tr>
<td>C Circling</td>
<td>1480-1½</td>
<td>1480-1½</td>
<td>921 (1000-1¼)</td>
<td>NA</td>
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</tbody>
</table>

**Notes:**
- Missed Approach: Climb to 4400 direct WOXAV and hold, continue climb-in-hold to 4400.
- Rwy 9 helicopter visibility reduction below 1 SM NA.
- Procedure NA at night.
- Use Penn Valley altimeter setting; when not received, procedure NA.

**Visual Segment - Obstacles:**
- 4 NM
- Holding Pattern
- 6000
- 268º
- 088º
- 088º to RW09

**Dimension:**
- NE-4, 19 MAY 2022 to 14 JUL 2022

**Unicom:** 122.8 (CTAF)

**Unicom:** 123.975

**WILKES-BARRE APP CON:** 126.3 256.7
**RNAV (GPS) RWY 27**

**DANVILLE (8N8)**

**APP CRS**
- 268°

**Rwy Idg**
- 3000

**TDZE**
- 559

**Apt Elev**
- 559

**RNPA PCH**

**Use Penn Valley altimeter setting; when not received, procedure NA.**

**Procedure NA at night.**

**Rwy 27 helicopter visibility reduction below 1 SM NA.**

<table>
<thead>
<tr>
<th>SEG ASOS</th>
<th>WILKES-BARRE APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>123.975</td>
<td>126.3 256.7</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 4400 direct ZEBMU and hold, continue climb-in-hold 4400.

**MIRL Rwy 9-27**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>LNAV MDA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1540-1¼</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>981 (1000-1¼)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1540-1½</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>981 (1000-1½)</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>NA</strong></td>
<td></td>
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</tr>
</tbody>
</table>

**Visual Segment - Obstacles.**

**ZEBMU NE-4, 19 MAY 2022 to 14 JUL 2022**

**WOXAV NE-4, 19 MAY 2022 to 14 JUL 2022**

**HEPPO**

**2500**

**4 NM**

**Holding Pattern**

**268° to RW27**

**3000 X 60**

**0.4% UP**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
**Use of the Penn Valley Altimeter Setting**
- When not received, procedure NA.
- Procedure NA at night.
- Helicopter visibility reduction below 1 SM NA.

**Missed Approach**
- Climbing left to 3000 direct MIP VORTAC and hold.

**UNICOM**
- 122.8 (CTAF)

**APP CRS**
- 109.2

**Channel**
- 29

**Rwy Idg**
- 177°

**TDZE**
- N/A

**Apt Elev**
- 559

**Category**
- A

<table>
<thead>
<tr>
<th>CIRCLING</th>
<th>1660-1½</th>
<th>1760-1½</th>
<th>NA</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE-4, 19 MAY 2022 to 14 JUL 2022</td>
<td>1101 (1200-1¼)</td>
<td>1201 (1300-1½)</td>
<td>N/A</td>
</tr>
</tbody>
</table>

**FAF to MAP**
- 4.6 NM

**NE-4, 19 MAY 2022 to 14 JUL 2022**
NE-4, 19 MAY 2022 to 14 JUL 2022

RNAV (GPS) RWY 5
DOYLESTOWN (DYL)

<table>
<thead>
<tr>
<th>App Crs</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>049°</td>
<td>3002</td>
<td>394</td>
<td>394</td>
</tr>
</tbody>
</table>

**ASOS**  
118.875

**Philadelphia App Con**  
123.8 291.7

**Clnc Del**  
118.55

**Unicom**  
122.975 (CTAF)  
118.55 (CLNC Del)

**Doylestown, Pennsylvania (DYL)**  
Apt Elev 394

**RNAV (GPS) RWY 5**  
2000 050°

**AWISA**  
6.8 NM 049°

**Wokus**  
4 NM 050°

**Msa Rw05 25 NM**  
2600

**Unicom**  
122.975 (ctaf)  
118.55 (CLNC Del)

**Category**  
A  B  C  D

**Lnav Mda**  
880-1  486 (500-1)  NA  NA

**Circling**  
960-1  566 (600-1)  1040-1  646 (700-1)  NA  NA

** Holding Pattern**

- **AWISA**
- **Wokus**

**Vgsi and Descent Angles**

- Not Coincident

**3000 AWISA**  
3.04° Tch 40

**4.9 NM**  
230°

**6.8 NM**  
050°

**Doylestown, Pennsylvania (Dyl)**  
Orig-C 23 Apr 20

40°20'N - 75°07'W
DOYLESTOWN, PENNSYLVANIA

RNAV (GPS) RWY 23

APP CRS
229°
Apt Elev
394

ASOS
PHILADELPHIA APP CON
CLNC DEL
UNICOM

118.875 123.8 291.7 118.55 122.975

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet. Rwy 23: helicopter visibility reduction below 1 SM NA.

MDA 23 APR 20

MISSED APPROACH: Climb to 3000 direct WOKUS and via track 230° to AWISA and hold.

ASOS
118.875

PHILADELPHIA APP CON
123.8 291.7

CLNC DEL
118.55

UNICOM
122.975 (CTAF)

4.9 NM
3.04°
2000
ZURDA

3000
WOKUS

AWISA

3000
WOKUS

AWISA Δ

AWISA

3.4°
TCH 40

4.9 NM
5.2 NM

1040-1 646 (700-1)
NA

1040-1 646 (700-1)
NA

CIRCLING

CATEGORY
A
B
C
D

LNAV MDA

DOYLESTOWN, PENNSYLVANIA

RNAV (GPS) RWY 23

DOYLESTOWN (DYL)

Amdt 1C 23APR20

40°20'N - 75°07'W
DOYLESTOWN, PENNSYLVANIA
SBJ VOR/DME

APP CRS

112.9

240°

Chan 76

AL-5609 (FAA)

Rwy Idg
TDZE
Apt Elev

22083

N/A
N/A
394

VOR-A
DOYLESTOWN (DYL)

DME required.

MISSED APPROACH: Climbing right turn

T

When local altimeter setting not received, use Trenton altimeter

to 2200 on SBJ VOR/DME R-240 to

A

setting and increase all MDAs 80 feet.

GROOM/17.8 DME and hold.

ASOS

PHILADELPHIA APP CON

CLNC DEL

UNICOM

118.875

123.8 291.7

118.55

122.975 (CTAF) L

Procedure NA for arrival

1290

on SBJ VOR/DME
airway radials 237 CW 295.

T
oP
N
0 0°
0
4 )
24 2 .
6
8
(

IAF
0
24
R-

2200

4 NM

NE-4, 19 MAY 2022 to 14 JUL 2022

°
0
6
0
834

112.9 SBJ

6000
00
22 0°
)
24(9.2

Chan 76

(IF)
FLING
SBJ 8.6

NE-4, 19 MAY 2022 to 14 JUL 2022

HOLD

SOLBERG

°
0
4
2
(IAF)

GROOM
SBJ 17.8

658
880
830

ELEV

394

M

SA

240° 4.9 NM

J2
B
5
S

N
M

2900

from FAF
°
0
7
2
°
0
9
0

23

2200

P

2200

GROOM

4 NM
GROOM

SBJ

Holding Pattern

SBJ 17.8

17.8

30
02

X

60

SBJ
R-240

SBJ
22.7

0°
24

V

060°

6000

240°

2200

5
4.9 NM

A

CATEGORY

MIRL Rwy 5-23
REIL Rwy 23

L

C CIRCLING

1
1260-1
4

DOYLESTOWN, PENNSYLVANIA
Orig 25FEB21

B

C

D

L
1
4

866 (900-1

)

NA

DOYLESTOWN (DYL)
40°20'N-75°07'W

87

VOR-A


NE-4, 19 MAY 2022 to 14 JUL 2022

DUBOIS, PENNSYLVANIA

DUBOIS RGNL (DUJ)

ILS or LOC RWY 25

Amdt 10 25FEB21

Altimeter setting 29.92 in HG

Circling NA for Cat D south of Rwy 7-25. For inop ALS, increase S-LOC 25 Cats C/D visibility to 1½ SM.

Missed Approach: Climb to 2900 then climbing left turn to 4200 on heading 060° and ETG VORTAC R-276 to HONLU/ETG 22 DME/RADAR and hold.

Procedure NA for arrival on ETG VORTAC airway radials 276 CW 338.

LOCALIZER 109.9 I-DUJ

ASOS 119.025
CLEVELAND CENTER 126.725 291.65
UNICOM 123.0 (CTAF)
Circling NA for Cat D south of Rwy 7-25. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.

**MISSING APPROACH:** Climbing to 4200 direct CELSY and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2017-¾ 200 (200-¾)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>2160-1 343 (400-1)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2240-1 423 (500-1)</td>
<td>2240-1¾ 423 (500-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2320-1 503 (600-1)</td>
<td>2360-1 543 (600-1)</td>
<td>2380-1½ 563 (600-1½)</td>
<td>2400-2 583 (600-2)</td>
</tr>
<tr>
<td>HIRL Rwy 7-25</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>REL Rwy 7</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 25
DUBOIS RGNL (DUJ)

**RNAV (GPS) RWY 25**

**DUBOIS RGNL (DUJ)**

**ADVISORY:** Circling NA for Cat D south of Rwy 7-25. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS increase LNAV Cat C/D visibility to 1/2 SM.

**CLEVELAND CENTER**

**UNICOM**

- **ASOS:** 119.025
- **CTAF:** 123.0

**AL-5035 (FAA)**

**APP CRS**

- Rwy Idg: 5503
- TDZE: 1817
- Ap Elev: 1817

**RNAV (GPS) RWY 25**

- Holding Pattern
- 5 NM

**MALSR**

- MISSED APPROACH: Climb to 4200 direct EYES and hold.

**ELEV 1817**

**TDZE 1817**

**4200**

**EEYES**

- To RW25
- 252°

**CELSY**

- Holding Pattern
- 5 NM

**MALSR**

- LPV DA
- 2017 1/2
- 200 (200 1/2)

- LNAV/VNAV DA
- 2140 1/2
- 323 (400 1/2)

- LNAV MDA
- 2280 1/2
- 463 (500 1/2)

- HIRL RW7-25
- 253°
- 1.3 NM to RW25

- CIRCLING
- 073°
- 6000
- 253°
- 4200

- CATEGORY
- A
- B
- C
- D

- **NPV**
- **LPV**
- **DA**
- **4200**
- **EEPDR**
- **252°**
- **2060**
- **2019**
- **2203**
- **2266**
- **KASTY**
- **PEEDR**
- **5200**
- **5503 X 100**

**Amdt 2 25FEB21**

**DUBOIS, PENNSYLVANIA**

**41°11’N-78°54’W**

**DUBOIS RGNL (DUJ)**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
RNAV (GPS) RWY 8
STROUDSBURG-POCONO (N53)

Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
Obtain local altimeter setting on CTAF; when not received, use Allentown altimeter setting and increase all MDA 80 feet, and LNAV visibility Cat A 1/4 mile.

MISSED APPROACH: Climb to 2100 then climbing right turn to 3100 direct PENNS and hold.
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Allentown Lehigh Valley Intl altimeter setting; when not received, procedure NA.

MISSED APPROACH: Climbing right turn to 3000 direct ASMEC and hold.

Procedure NA for arrivals on FJC VORTAC airway radials 115 CW 240.

Procedure NA for arrivals on SBJ VOR/DME airway radials 237 CW 309.

ALLENTOWN APP CON

119.65 124.45 351.8

UNICOM

123.0 (CTAF)

NE-4, 19 MAY 2022 to 14 JUL 2022
RNAV (GPS) RWY 7
EBENSBURG (9G8)

RNP APCH.

NA

Obtain local altimeter setting on CTAF; when not received, use
Johnstown altimeter setting. Rw7 helicopter visibility reduction
below 1 SM NA. Procedure NA at night.

JOHNTOWN APP CON

121.2 299.2

UNICOM

122.8 (CTAF)

UNICOM

122.8 (CTAF)

MIRL Rwy 7-25

LNAV MDA

2640-1 552 (600-1)

NA

JOHNTOWN ALTITMER SETTING MINIMUMS

MIRL Rwy 7-25

2099

EBENSBURG, PENNSYLVANIA
### JOHNSTOWN APP CON
**121.2 299.2**

#### UNICOM
**122.8 (CTAF)**

**EBENSBURG, PENNSYLVANIA**

**JOHNSTOWN APP CON**

**MISSED APPROACH:** Climbing right turn to 4000 direct REC VOR/DME and hold.

**EBENSBURG (9G8)**

---

**EBENSBURG, PENNSYLVANIA**

**AL-5497 (FAA)**

**VOR/DME REC**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>2860-1</td>
<td>2940-1/4</td>
<td>2940-2/1/2</td>
<td>NA</td>
</tr>
<tr>
<td>FAF to MAP 5.1 NM</td>
<td>761 (800-1)</td>
<td>841 (900-1/4)</td>
<td>841 (900-2/1/2)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MINIMUMS**

<table>
<thead>
<tr>
<th>FAF to MAP 5.1 NM</th>
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</thead>
<tbody>
<tr>
<td>2599 A</td>
</tr>
<tr>
<td>2568 A</td>
</tr>
<tr>
<td>2761 A</td>
</tr>
<tr>
<td>2426 A</td>
</tr>
<tr>
<td>2440 A</td>
</tr>
<tr>
<td>2565</td>
</tr>
<tr>
<td>3067 A</td>
</tr>
<tr>
<td>2935</td>
</tr>
<tr>
<td>3166</td>
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**MIRL Rwy 7-25**

**MINIMUMS**

<table>
<thead>
<tr>
<th>MINIMUMS</th>
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<tbody>
<tr>
<td>2099 A</td>
</tr>
<tr>
<td>2323</td>
</tr>
<tr>
<td>3067 A</td>
</tr>
<tr>
<td>2935</td>
</tr>
<tr>
<td>3166</td>
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</table>

**JOHNSTOWN ALTIMETER SETTING MINIMUMS**

<table>
<thead>
<tr>
<th>MINIMUMS</th>
<th>NE-4, 19 MAY 2022 to 14 JUL 2022</th>
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</thead>
<tbody>
<tr>
<td>2980-1</td>
<td>2980-1/4</td>
</tr>
<tr>
<td>821 (900-1)</td>
<td>881 (900-1/4)</td>
</tr>
</tbody>
</table>

**EBENSBURG, PENNSYLVANIA**

**Amdt 7B 04FEB16**

**40°28'N-78°47'W**
Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Buckhannon altimeter setting. Rwy 5 helicopter visibility reduction below 3/4 SM NA.

Final approach course offset 13.83 degrees.

Procedure NA for arrivals at AHCIN on V103 northbound.

* 3800 when using Buckhannon altimeter setting.
** 3460 when using Buckhannon altimeter setting.

Straight-in minimums NA when using Buckhannon altimeter setting.

Rwy 5 helicopter visibility reduction below 3/4 SM NA.

Final approach course offset 13.83 degrees.

Procedure NA for arrivals at AHCIN on V103 northbound.

* 3800 when using Buckhannon altimeter setting.
** 3460 when using Buckhannon altimeter setting.

Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Buckhannon altimeter setting. Rwy 5 helicopter visibility reduction below 3/4 SM NA.

Final approach course offset 13.83 degrees.

Procedure NA for arrivals at AHCIN on V103 northbound.

* 3800 when using Buckhannon altimeter setting.
** 3460 when using Buckhannon altimeter setting.

Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.
Straight-in minimums NA when using Buckhannon altimeter setting. Rwy 5 helicopter visibility reduction below 3/4 SM NA.

Final approach course offset 13.83 degrees.

Procedure NA for arrivals at AHCIN on V103 northbound.

* 3800 when using Buckhannon altimeter setting.
** 3460 when using Buckhannon altimeter setting.
RNAV (GPS) RWY 23
ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)

ASOS
119.275

CLARKSBURG APP CONT*  121.15  284.65

CTAF  123.6

CTAF  122.9

MISSED APPROACH: Climb to 6300 direct YUKNE and on track 195° to BEVFE and hold, continue climb in hold to 6300.

Procedure NA for arrival on CKB VOR/DME airway radials 050 CW 163.

Procedure NA for arrivals at OMIYO on V4 eastbound.

Final approach course offset 1.46 degrees.

Visual Segment - Obstacles.

ELEV 1987

TDZE 1958

NE-4, 19 MAY 2022 to 14 JUL 2022

RNAV (GPS) RWY 23
ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)

38°53'N-79°51'W

Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

Procedure NA for arrival at UGJOB on V166 westbound.

MISSED APPROACH: Climb to 4500 direct POHIC and on track 325° to OBUNE and hold.
ELKINS, WEST VIRGINIA

ELKINS/ RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)

ADFD REQUIRED

- Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

- Procedure NA for arrivals at EKN VORTAC airway radials 023 CW 1.49.

- Missed Approach: Climb to 5000 on RQY NDB 200° then climbing right turn to 5500 direct EKN VORTAC and hold.

- Remain within 10 NM

CIRCLING

- r - 272
- 092°
- 272°

LOCALIZER 109.9

- EK1
- Chan 89

Clamping 1-OUW [6.1]

- 023
- 1.49

Fafb to MAP 4.3 NM

- 5000
- 5500
- EKN

- 272°

MARGI INT 1-OUW [6.1]

- 3631±
- 3660
- 3278
- 2610

RANDOLPH COUNTY

- 284 RQY

ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)

- 38°53'N - 79°51'W

LDA-C

Amdt 8 24 MAY 2018

NE-4, 19 MAY 2022 to 14 JUL 2022

NE-4, 19 MAY 2022 to 14 JUL 2022
**ERIE, PENNSYLVANIA**

**ILS or LOC RWY 6**

**ERIE INTL/TOM RIDGE FLD (ERI)**

**LOC/DME I-ERI**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-LOC 6</td>
<td>1140/24</td>
<td>408 (500-½)</td>
<td>1140/40</td>
<td>408 (500-½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>1200-1</td>
<td>1200-1½</td>
<td>1340-2</td>
</tr>
</tbody>
</table>

**S-ILS 6**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>982/24</td>
<td>500-½</td>
<td>982/24</td>
</tr>
</tbody>
</table>

**DME required. RADAR required for procedure entry. RNP APCH - GPS.**

- **Circling to Rwy 2, 20 NA at night. Circling NA southeast of Rwy 6-24.**
- **Autopilot coupled approach NA below 1580.** For inop ALS, increase S-LOC 6 Cats C and D visibility to RVR 6000.

**Misssed Approach:**

- Climb to 3200 direct JONLI and hold.

**ATIS**

- 120.35
- 121.0
- 257.8

**BUFFALO APP CON**

- 118.1 (CTAF)
- 257.8

**ERIE TOWER**

- 121.9
- 126.8
- 122.95

**GND CON**

- 257.8

**CLNC DEL**

- 121.0
- 257.8

**UNICOM**

- 126.8
- 122.95

---

**One Minute Holding Pattern**

- **LADVE I-ERI 12.2 RADAR**
- **CABSA I-ERI 6**
- **JUNOG I-ERI 1.7 LOCALIZER 110.3 I-ERI**

**ILS or LOC RWY 6**

- **ILS or LOC RWY 6**

---

**ERIE, PENNSYLVANIA**

**Amdt 19  27JAN22**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
ERIE, PENNSYLVANIA

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

RADAR required for procedure entry. RNAV 1-GPS and DME required.

ATIS | BUFFALO APP CON | ERIE TOWER | GND CON | CLNC DEL | UNICOM
--- | --- | --- | --- | --- | ---
120.35 | 121.0 | 257.8 | 118.1 (CTAF) | 257.8 | 121.9 | 126.8 | 122.95

LAT: 42°05'N-80°10'W
LONG: 81°30'W

MISSED APPROACH: Climb to 3000 direct LADVE and hold (GPS required).

MISSING APCH FIX
LADVE
LOCATOR 110.3
I-AWY Chan 40

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

42°05'N-80°10'W

ERIE INTL/TOM RIDGE FLD (ERI)

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

42°05'N-80°10'W

ERIE INTL/TOM RIDGE FLD (ERI)

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

42°05'N-80°10'W

ERIE INTL/TOM RIDGE FLD (ERI)

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

42°05'N-80°10'W

ERIE INTL/TOM RIDGE FLD (ERI)

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

42°05'N-80°10'W

ERIE INTL/TOM RIDGE FLD (ERI)

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

42°05'N-80°10'W

ERIE INTL/TOM RIDGE FLD (ERI)

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

42°05'N-80°10'W

ERIE INTL/TOM RIDGE FLD (ERI)

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

42°05'N-80°10'W
RNAV (GPS) RWY 6
ERIE INTL/TOM RIDGE FLD (ERI)

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>982/24</td>
<td>250 (300-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>1256/55</td>
<td>524 (600-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1220/24</td>
<td>488 (500-1½)</td>
<td>1220/50</td>
<td>488 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1220-1</td>
<td>488 (500-1)</td>
<td>1220-1½</td>
<td>488 (500-1½)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3200 direct JONLI and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
### RNAV (GPS) RWY 4

**Facility:** WILKES-BARRE APP CON

**UNICOM:** 122.7 (CTAF)

**Altimeter Setting:** VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

**Missed Approach:** Climbing left turn to 4000 direct LOPEZ and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1640-1</td>
<td>431 (500-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1720-1</td>
<td>511 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Obtain local altimeter setting on CTAF:** when not received, use Wilkes-Barre/Scranton Intl altimeter setting.

**Data Acquisition:**
- **DME/DME RNP-0.3 NA:**
- **NA:**
- **22°C:**

**Weather Conditions:**
- **-22°C**

**Notes:**
- **RW04 2.6 NM to FENUN:**
- **4 NM Holding Pattern**
- **LOPEZ:**
- **CEMUS:**
- **FENUN:** 2.6 NM to RW04
- **RW04:** 1.1 NM to RW04
- **LOPEZ:**
- **CEMUS:**
- **FENUN:** 2.6 NM to RW04
- **RW04:** 1.1 NM to RW04

**RNAV (GPS) RWY 4:**
- **SEAMANS FLD (9N3)**
- **AL-6796 (FAA)**

**Factoryville, Pennsylvania:**
- **ELEV 2500**
- **TDZE 1209**
- **Apt Elev 1209**

**LIRL Rwy 4-22**:
- **2808**
- **2851**
- **LACIE**
- **SWANK**

**LIRL Rwy 4-22**:
- **2808**
- **2851**
- **LACIE**
- **SWANK**

**UNICOM:** 122.7 (CTAF)

**Factoryville, Pennsylvania:**
- **ELEV 2500**
- **TDZE 1209**
- **Apt Elev 1209**

**LIRL Rwy 4-22**:
- **2808**
- **2851**
- **LACIE**
- **SWANK**

**UNICOM:** 122.7 (CTAF)

**Factoryville, Pennsylvania:**
- **ELEV 2500**
- **TDZE 1209**
- **Apt Elev 1209**

**LIRL Rwy 4-22**:
- **2808**
- **2851**
- **LACIE**
- **SWANK**

**UNICOM:** 122.7 (CTAF)

**Factoryville, Pennsylvania:**
- **ELEV 2500**
- **TDZE 1209**
- **Apt Elev 1209**

**LIRL Rwy 4-22**:
- **2808**
- **2851**
- **LACIE**
- **SWANK**

**UNICOM:** 122.7 (CTAF)
RNAV (GPS) RWY 23
FAIRMONT MUNI-FRANKMAN FLD (4G7)

**Procedure NA at night.**
Rwy 23 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 4000 direct TEDDS and hold.

**Procedure NA for arrival on MGW VOR/DME airway radials 231 CW 015.**

**Procedure NA for arrival on MGW Rwy 23 helicopter visibility reduction below 1 SM NA.**

---

**FAIRMONT, WEST VIRGINIA**

**APP CRS**
226°

**Rwy Idg**
2965

**TDZE**
1032

**Apt Elev**
1032

**RNAP**

**CSB ASOS-3**
127.825

**CLARKSBURG APP CON**
121.15 284.65

**CNC DEL**
118.35

**UNICOM**
122.8 (CTAF)

---

**Category A**
1840-1
808 (900-1)

**Category B**
1840-1 2/3
808 (900-1/4)
808 (900-2/3)

**Category C**
1840-2
808 (900-1/4)
988 (1000-3)

**Category D**
NA
NA
NA

---

**FAIRMONT MUNI-FRANKMAN FLD (4G7)**

RNAV (GPS) RWY 23

**FAIRMONT, WEST VIRGINIA**

**Amdt 2 05DEC19**
FINLEYVILLE AIRPARK (G05)

**RNAV (GPS)-A**

**Category A**

**APP CRS** 138°

**Rwy Idg** N/A

**TDZE** N/A

**Apt Elev** 1236

**1.2%**

**UPD**

**DCB**

**A**

**Category**

**138°**

**APP CRS**

**Rwy Idg** N/A

**TDZE** N/A

**Apt Elev** 1236

**MISSED APPROACH:**

Climbing right turn to 4100 direct WAKOB and hold.

**AGC ASOS** 120.55

**PITTSBURGH APP CON** 119.35 285.575

**UNICOM** 123.0 (CTAF)

**FINLEYVILLE, PENNSYLVANIA**

**FINLEYVILLE AIRPARK (G05)**

**FINLEYVILLE, PENNSYLVANIA**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

** بدون ترجمة**
**FRANKLIN, PENNSYLVANIA**

**LOC 1-FKL 110.5**

**APP CRS 207°**

- **Rwy Idg**
  - 5200
- **TDZE**
  - 1540
- **Apt Elev**
  - 1540

**ELEV**

- ** CATEGORY A**
- ** CATEGORY B**
- ** CATEGORY C**
- ** CATEGORY D**

**AWOS-3PT**

- 118.175

**YOUNGSTOWN APP CON**

- 126.25
- 322.3

**CLNC DEL**

- 126.25

**UNICOM**

- 122.7 (CTAF)

**RADAR required to define DACCA. RADAR required for procedure entry.**

- **For inop ALS, increase S-LOC 21 Cat C/D visibility to 1 SM. Circling Rwy 12 NA at night.**

**MISSED APPROACH:** Climb to 2200 then climbing right turn to 3400 direct FKL VOR and hold, continue climb-in-hold to 3400.

**AWOS-3PT**

- 118.175

**YOUNGSTOWN APP CON**

- 126.25
- 322.3

**CLNC DEL**

- 126.25

**UNICOM**

- 122.7 (CTAF)

**ELEV 1540**

- **TDZE 1540**

**NAV AID**

- **FDL**
- **ILS or LOC RWY 21**
- **VENANGO RGNL (FKL)**

**AWOS-3PT**

- 118.175

**YOUNGSTOWN APP CON**

- 126.25
- 322.3

**CLNC DEL**

- 126.25

**UNICOM**

- 122.7 (CTAF)

**AWOS-3PT**

- 118.175

**YOUNGSTOWN APP CON**

- 126.25
- 322.3

**CLNC DEL**

- 126.25

**UNICOM**

- 122.7 (CTAF)

**AWOS-3PT**

- 118.175

**YOUNGSTOWN APP CON**

- 126.25
- 322.3

**CLNC DEL**

- 126.25

**UNICOM**

- 122.7 (CTAF)
### RNAV (GPS) RWY 3

**VENANGO RGNL (FKL)**

**UNICOM** 122.7 (CTAF)

**APP CRS 027°**

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<th></th>
<th>5200</th>
<th>1539</th>
<th>1540</th>
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<tr>
<td>TDZE</td>
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</tr>
<tr>
<td>Apt Elev</td>
<td></td>
<td></td>
<td></td>
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</table>

### RNP APCH.

- **W** Rwy 3 helicopter visibility reduction below ¾ SM NA.
- **S** Circling Rwy 12 NA at night.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LAP NAV MDA</td>
<td>1980-1</td>
<td>1980-1 1/2</td>
<td>1980-1 1/2</td>
<td>1980-1 1/2</td>
</tr>
<tr>
<td></td>
<td>441 (500-1)</td>
<td>441 (500-1)</td>
<td>441 (500-1)</td>
<td>441 (500-1)</td>
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<tr>
<td>CIRCLING</td>
<td>1980-1</td>
<td>2000-1</td>
<td>2040-1 1/2</td>
<td>2100-2</td>
</tr>
<tr>
<td></td>
<td>440 (500-1)</td>
<td>460 (500-1)</td>
<td>500 (500-1 1/2)</td>
<td>560 (600-2)</td>
</tr>
</tbody>
</table>

**AWOS-3PT** 118.175

**YOUNGSTOWN APP CON** 126.25 322.3

**CLNC DEL** 126.25

**procedure NA for arrivals at VOLAN on V-10 northwest bound.**

**Procedure NA for arrivals at VOLAN on V-10 northwest bound.**

**Holding Pattern**

- **BUVCA**
- **AYIGE**

**Visual Segment-Obstacles.**

- **3200 BUVCA**
- **3200 AYIGE**

**ELEV 1540**

**TDZE 1539**

**AIRPORT:**

**RNAV (GPS) RWY 3**

**VENANGO RGNL (FKL)**

**Amdt 1D 04NOV21**

**41°23’N-79°52’W**

**109**
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). Circling Rwy 12 NA at night. For inop ALS, increase LPV all Cats visibility to 3/8 SM and LNAV Cats C/D visibility to 1 SM.

AWOS-3PT | 118.175
YOUNGSTOWN APP CON * | 126.25 322.3
CLNC DEL | 126.25
UNICOM | 122.7 (CTAF)

Procedure NA for arrivals on FKL VOR airway radial 056.
Inop table does not apply. When local altimeter setting not received, use Port Meadville altimeter setting and increase all MDA 80 feet and S-21 cats C/D visibility ½ mile. Circling Rwy 12 NA at night. Rwy 12 helicopter visibility reduction below 1 SM NA.

AWOS-3PT 118.175 YOUNGSTOWN APP CON 126.25 322.3 CLNC DEL 126.25 UNICOM 122.7 (CTAF)

MISSED APPROACH: Climb to 2200, then climbing right turn to 3300 direct FKL VOR and hold.

VENANGO RGNL (FKL)

<table>
<thead>
<tr>
<th>VOR FKL</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>5200</th>
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<tbody>
<tr>
<td>109.6</td>
<td>187°</td>
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<table>
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<tr>
<th>TDZE</th>
<th>Apt Elev</th>
<th>1540</th>
<th></th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
<th>1540</th>
<th></th>
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</thead>
</table>

<table>
<thead>
<tr>
<th>MIRL Rwy 12-30</th>
<th>HIRL Rwy 3-21</th>
<th>1596</th>
<th>187° 3.3 NM from FAF</th>
</tr>
</thead>
</table>

2200 3300 FKL FKL VOR

007° 3.13° 187° 3200 2700

1920-1 380 (400-1)

2040-1½ 500 (500-1½) 2100-2

1982 186° 187° 1733 A 1621 A 1651

1540 1540 5200

VOR RWY 21

VENANGO RGNL (FKL)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-21</td>
<td>1920-1</td>
<td>380 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1960-1</td>
<td>2000-1</td>
<td>2040-1½</td>
<td>2100-2</td>
</tr>
<tr>
<td></td>
<td>420 (500-1)</td>
<td>460 (500-1)</td>
<td>500 (500-1½)</td>
<td>560 (600-2)</td>
</tr>
</tbody>
</table>

FAF to MAP 3.3 NM

Knots 60 90 120 150 180

Min:Sec 3:18 2:12 1:39 1:19 1:06

NE-4, 19 MAY 2022 to 14 JUL 2022

111
RNAV (GPS) RWY 14
FREEPORT, PENNSYLVANIA
AL-11585 (FAA)
20198

RNAV (GPS) RWY 14
FREEPORT, PENNSYLVANIA
40°44'N-79°36'W

**Category A**
- LP MDA: 1840-1 / 735 (800-1)
- LNAV MDA: 1840-1 / 735 (800-1)
- CIRCLING: 1860-1 / 755 (800-1)

**Category B**
- LP MDA: NA
- LNAV MDA: NA
- CIRCLING: NA

**Category C**
- LP MDA: NA
- LNAV MDA: NA
- CIRCLING: NA

**Category D**
- LP MDA: NA
- LNAV MDA: NA
- CIRCLING: NA

**Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Pittsburgh/Butler Rgnl altimeter setting.**

**Missed Approach:** Climb to 4000 direct HUBIT and hold.

**Excerpts from the diagram:**
- BTP AWOS-3PT 121.45
- JOHNSTOWN APP CON 121.2
- UNICOM 123.0 (CTAF)
- 122.8

**Airports and IFR Approaches:**
- JIDAS
- FIDSO
- NERDY
- SKIED
- HUBIT
- NE-4, 19 MAY 2022 to 14 JUL 2022

**Additional Notes:**
- Use Pittsburgh/Butler Rgnl altimeter setting.
- Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA.
- Visual Segment - Obstacles.
RNAV (GPS) RWY 32
MCVILLE (6P7)

**RNAV (GPS) RWY 32**

**MCVILLE (6P7)**

**FREEPORT, PENNSYLVANIA**

**AL-11585 (FAA)**

**50143**

**W32A**

**Rwy Idg**

**TDZE**

**Apt Elev**

**Category**

**A**

**B**

**C**

**D**

**LP MDA**

**1840-1** 735 (800-1)

**NA**

**LNAV MDA**

**1840-1** 735 (800-1)

**NA**

**Circling**

**1860-1** 755 (800-1)

**1880-1** 775 (800-1)

**NA**

**HUBIT**

**326°**

**3000**

**2200 then climbing right turn**

**MISSED APPROACH:** Climb to 2200 then climbing right turn to 4000 direct HUBIT and hold.

**Use Pittsburgh/Butler Rgnl altimeter setting.**

**FREEPORT, PENNSYLVANIA**

**Orig 08NOV18**

**40°44’N-79°36’W**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**ELEV 1105**

**TDZE 1105**

**20198**

**122.8**

**121.45**

**121.2**

**123.0 (CTAF)**

**122.8**

**1727**

**1615**

**1528**

**1524**

**1756**

**1563**

**1886**

**3800**

**4400**

**3800**

**2407**
**RNAV (GPS)-B**

**GREENVILLE MUNI (4G1)**

- **Category**: C
- **Moretz Point**: 1729
- **HDG**: 149°
- **2700'**: (IF) MORNING
- **2700'**: (FAF) ARTSY
- **HAGAR**: 1729

**Approach Information**

- **APR CRG**: 149°
- **Rwy Idg**: N/A
- **TDZE**: N/A
- **Apt Elev**: 1206

**UNICOM**

- **YNG ASOS**: 123.75
- **Youngstown APP CON**: 133.95 322.3
- **UNICOM**: 122.8 (CTAF)

**Notes**

- **MISSED APPROACH**: Climbing left turn to 2900 direct HAGAR and hold.
- **RNAV (GPS)-B**: 1206
- **CIRCLING**: 6.5 NM
- **4.7 NM**: MIRL Rwy 15-33
- **6.5 NM**: MIRL Rwy 15-33

**NE-4, 19 MAY 2022 to 14 JUL 2022**
RNAV (GPS) RWY 28
GROVE CITY (29D)

Use Franklin altimeter setting; when not received, use New Castle altimeter setting.

Rwy 28 helicopter visibility reduction below 3/4 SM NA.

Use Franklin altimeter setting; when not received, use New Castle altimeter setting.

Missed Approach: Climb to 2300 then climbing right turn to 4000 direct FENRU and hold.

Amdt 1C  19 May 2022 to 14 Jul 2022

NE-4, 19 MAY 2022 to 14 JUL 2022

RNAV (GPS) RWY 28
GROVE CITY (29D)
When local altimeter setting not received, use Harrisburg Intl altimeter setting. For inop MALS, increase S-ILS-8 all Cats visibility to 1½ mile and S-LOC-8 Cat A and HORVI FIX minimums Cat A and B visibility to 1 mile. Night landing Rwy 12, 30 NA. Helicopter visibility reduction below ¾ SM NA.

MISSING APPROACH: Climb to 1200 then climbing right turn to 3000 on heading 087° and on RAV VORTAC R-193 to BAARN INT/RAV 15.7 DME and hold.

CATALOGUE TOWER

HARRISBURG, PENNSYLVANIA

CAPITAL CITY (CXY)

HARRISBURG INT/RAV 15.7

BAARN INT/RAV 15.7

MALSR

CIRCLING

S-ILS 8

S-LOC 8

CIRCLING

CIRCLING

TIVNE INT R-193

HORVI INT R-193

HORVI INT R-193

HORVI INT R-193

HORVI INT R-193

HARRISBURG INT/RAV 15.7

BAARN INT/RAV 15.7

MALSR

CIRCLING

S-ILS 8

S-LOC 8

CIRCLING

CIRCLING

RADIO REQUIRED

VGS and ILS glidepath not coincident

(VGS: Angle 3.0°/TCH 55).

One Minute Holding Pattern

3000 262° 082°

2800

082°

* 1340

1100 3000 RAY R-193 BAARN

* LOC only

ELEV 347

TDZE 342

CATEGORY A B C D

S-ILS 8 834-1 3/4 492 (500-1 3/4)

S-LOC 8 1340-1 1005 (1000-1) 1340-2 1/2 1005 (1000-2 1/2)

CIRCLING 1340-1 3/4 993 (1000-1 3/4) 1700-1 1/2 1353 (1400-1 1/2) 1700-3 1353 (1400-3)

HORVI FIX MINIMUMS

S-LOC 8 940-1 605 (600-1) 940-1 3/8 605 (600-1 3/8)

CIRCLING 1200-1 1/4 1700-1 1/2 1700-3 1353 (1400-3)

853 (900-1 1/4) 1353 (1400-1 1/2)

118
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting. For inop MALSR, increase LPV all Cats visibility to 1/4 mile and increase LNAV Cat C, D visibility to 1/2 mile. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

**Radar Required**

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 55).

**Category**

- **LPV**
  - DA: 833-1/4
  - LNAV MDA: 960-1/4, 625 (700-1/4)

- **Circling**
  - 1200-1/4, 853 (900-1/4)
  - 1700-1/2, 1353 (1400-1/2)

**CIRCLING**

1200-1/4, 853 (900-1/4)

1700-1/2, 1353 (1400-1/2)

**APP CRS**

- RWY Idg: 5000
- TDZE: 342
- Apt Elev: 347

**MALS R**

**Missed Approach:** Climb to 3000 direct DAPNY and on track 074° to BAARN and hold.

**Atis**

<table>
<thead>
<tr>
<th>134.95</th>
<th><strong>HARRISBURG APP CON</strong></th>
<th>124.1</th>
<th>273.525</th>
<th><strong>CAPITAL CITY TOWER</strong></th>
<th>119.5 (CTAF)</th>
<th>257.8</th>
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<tbody>
<tr>
<td></td>
<td><strong>GND CON</strong></td>
<td>121.9</td>
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<td><strong>UNICOM</strong></td>
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</table>

**Amdt 1A 19MAY22**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
RNAV (GPS) RWY 26
CAPITAL CITY (CXY)

HARRISBURG, PENNSYLVANIA
AL-187 (FAA)

When local altimeter setting not received, use Harrisburg Intl altimeter setting. Night landing: Rwy 12, 30 NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below ½ SM NA.

ATIS
134.95

HARRISBURG APP CON
124.1 273.525

CAPITAL CITY TOWER *
119.5 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95

* 1690

** RNAV (GPS) RWY 26 **

HARRISBURG, PENNSYLVANIA
Orig-C 19MAY22

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>846-1 3/4</td>
<td>499 (500-1 3/4)</td>
<td></td>
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<tr>
<td>LNAV MDA</td>
<td>1400 3/4</td>
<td>1400 1/2</td>
<td>1400-3</td>
<td>1113 (1200-3)</td>
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<tr>
<td>CIRCLING</td>
<td>1400-3</td>
<td>1700-3</td>
<td>1700-3</td>
<td>1353 (1400-3)</td>
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</tbody>
</table>

Procedure NA for arrivals at KUPPS via V12 eastbound.

1700-3 1353 (1400-3)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

NE-4, 19 MAY 2022 to 14 JUL 2022
Circling NA south of Rwy 13-31.

Procedure NA for arrival on LRP VOR/DME airway radials 223 CW 296.
HARRISBURG, PENNSYLVANIA

RNAV (GPS) RWY 13
HARRISBURG INTL (MDT)

Circling NA south of Rwy 13-31. 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. Inop table does not apply to LNAV/VNAV all Cats.

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS
118.8

HARRISBURG APP CON
(080°-179°) 126.45 281.525
(180°-309°) 124.1 273.525
(310°-079°) 118.25 269.45

HARRISBURG INTL TOWER
124.8 269.35

GND CON
121.7 348.6

VRNAV and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 75).

4 NM Holding Pattern
ARRUY

3500

128°

128°

308°

2500

GND CON
121.7 348.6

HARRISBURG INTL (MDT)

RNAV (GPS) RWY 13

HARRISBURG, PENNSYLVANIA

API TWR

308

2070

308

310

Apt Elev

CATEGORY

B

C

D

40°12'N-76°46'W

Inop table does not apply to LNAV/VNAV all Cats.

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

Circling NA south of Rwy 13-31. 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. Inop table does not apply to LNAV/VNAV all Cats.

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS
118.8

HARRISBURG APP CON
(080°-179°) 126.45 281.525
(180°-309°) 124.1 273.525
(310°-079°) 118.25 269.45

HARRISBURG INTL TOWER
124.8 269.35

GND CON
121.7 348.6

VRNAV and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 75).

4 NM Holding Pattern
ARRUY

3500

128°

128°

308°

2500

GND CON
121.7 348.6

HARRISBURG INTL (MDT)

RNAV (GPS) RWY 13

HARRISBURG, PENNSYLVANIA

API TWR

308

2070

308

310

Apt Elev

CATEGORY

B

C

D

40°12'N-76°46'W

Inop table does not apply to LNAV/VNAV all Cats.

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

Circling NA south of Rwy 13-31. 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. Inop table does not apply to LNAV/VNAV all Cats.

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.

ATIS
118.8

HARRISBURG APP CON
(080°-179°) 126.45 281.525
(180°-309°) 124.1 273.525
(310°-079°) 118.25 269.45

HARRISBURG INTL TOWER
124.8 269.35

GND CON
121.7 348.6

VRNAV and RNAV glidepath not coincident (VGS1 Angle 3.00°/TCH 75).

4 NM Holding Pattern
ARRUY

3500

128°

128°

308°

2500

GND CON
121.7 348.6

HARRISBURG INTL (MDT)

RNAV (GPS) RWY 13

HARRISBURG, PENNSYLVANIA

API TWR

308

2070

308

310

Apt Elev

CATEGORY

B

C

D

40°12'N-76°46'W

Inop table does not apply to LNAV/VNAV all Cats.

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

Circling NA south of Rwy 13-31. 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. Inop table does not apply to LNAV/VNAV all Cats.

MISSED APPROACH: Climb to 3500 direct NERVY and via track 039° to CURNA and hold, continue climb-in-hold to 3500.
Circling NA south of Rwy 13-31. 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.

Missed Approach: Climb to 3500 direct Sakey and via track 332° to Itguw and hold.

ATIS 118.8

Missed Approach Fix

HARRISBURG APP CON

(080°-179°)

(180°-308°)

(310°-079°)

HARRISBURG INTL TOWER

124.8  269.35

GND CON

121.7  348.6

HARRISBURG, PENNSYLVANIA

Al-188 (FAA)

RNAV (GPS) RWY 31

HARRISBURG INTL (MDT)

Amdt 1A  27JAN22

HARRISBURG, PENNSYLVANIA

40°12’N-76°46’W

RNAV (GPS) RWY 31

HARRISBURG INTL (MDT)

NE-4, 19 MAY 2022 to 14 JUL 2022

RNAV (GPS) RWY 31

HARRISBURG INTL (MDT)

HARRISBURG INTL TOWER

124.8  269.35

GND CON

121.7  348.6

RNAV (GPS) RWY 31

HARRISBURG INTL (MDT)

Amdt 1A  27JAN22

HARRISBURG, PENNSYLVANIA 40°12’N-76°46’W
Circling NA south of Rwy 13-31. Rwy 31
helicopter visibility reduction below ¾ SM NA.

Nearest VOR/DME:

- LRP 10.3 NM KOORT INT
- 20.6 NM XILWE

Nearest GPS-aided IFR:

- NE-4, 19 MAY 2022 to 14 JUL 2022

ATIS

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<th>Channel</th>
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<td>118.8</td>
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<td>124.1</td>
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<td>118.8</td>
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HARRISBURG INTL TOWER

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<th>Frequency</th>
<th>Channel</th>
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<tr>
<td>124.8</td>
<td>1408</td>
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<tr>
<td>269.35</td>
<td>290°</td>
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RWP/CLR

- R-193 to BAARN INT/LRP 18 DME and hold.
- R-290 to 2000 on heading 090° and RAV VORTAC

Procedure NA for arrivals on LRP VOR/DME airway radials 248 CW 296.

MISSED APPROACH: Climb to 1500 then climbing right
turn to 3000 on heading 090° and RAV VORTAC
R-193 to BAARN INT/LRP 18 DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 10
HAZLETON RGNL (HZL)

Amdt 3A 18JUN20

40°59'N-76°00'W

HAZLETON, PENNSYLVANIA
AL-723 (FAA) 20170

RNAV (GPS) RWY 10
HAZLETON RGNL (HZL)

Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.

AWOS:3
119.975

WILKES-BARRE APP CON
126.3  256.7

CLNC DEL
121.7

UNICOM
123.0 (CTAF)

HOLD
5000
4400

(IF/IAF)
ECEDI

104°
284°
5 NM

104°

HOGUL

(IF/IAF)
ECEDI

3500

3500

(FAF)

1791

1712

IWTOJ

3 NM to RW10

104°

1.4 NM

LNAV only.

140°

4600

YOLBU

1.4

0.4

2.8 NM

7 NM

GP 3.00°
TCH 56

5 NM

Holding Pattern

ECEDI

104°

284°

6000

4400

104°

GP 3.00°
TCH 56

7 NM

2.8 NM

1.4

1.6

HOGUL

3500

2600°

VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 46).

* LNAV only.

4600

YOLBU

104° to RW10

1.4 NM

1.6

1.4

104°

LNAV MDA
2080-1
477 (500-1)

2080-1frac{3}{8}
477 (500-1frac{1}{8})

CIRCLING
2140-1
537 (600-1)

2400-1
797 (800-1)

2480-2frac{1}{2}
877 (900-2frac{1}{2})

2520-3
917 (1000-3)

REIL Rwy 10
MIRL Rwy 10-28

LANV/ VNAV DA
2097-1frac{1}{8}
494 (500-1frac{1}{8})
LOC RWY 28
HAZLETON RGNL (HZL)

RNAV 1-GPS required for procedure entry.
RNAV 1-GPS required from MAP to ECEDI.

NA Rwy 28 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to Cats A/B. For inop ALS, increase Cat C/D visibility to 1¾ SM.

AWOS-3 119.975 WILKES-BARRE APP CON 126.3 256.7 CLNC DEL 121.7 UNICOM 123.0 (CTAF)

MISSED APPROACH: Climb to 4400 direct ECEDI and hold.

ELEV 1603, TDZE 1603

LOCALIZER 110.5
I-HZL 42

MISS APCH Fix ECEDI

FAF to MAP 4.9 NM

Knots
60 90 120 150 180
6:54 3:16 2:27 1:58 1:38

HAZLETON, PENNSYLVANIA

AL-723 (FAA)
20142

NE-4, 19 MAY 2022 to 14 JUL 2022

HAZLETON RGNL (HZL)
LOC RWY 28

Amdt 9 25APR19

40°59'N-76°00'W

131
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility 1/4 mile.

NoPT for arrivals at TALLI on V116-126-118 northwest bound.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 4000 on LVZ VORTAC R-064 to MOSKO/LVZ 11.8 DME and hold.

Procedure NA for arrivals on LVZ VORTAC airway radials 047 CW 094.

**CATEGORY**

<table>
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<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>C CIRCLING</td>
<td>2180-1/4</td>
<td>NA</td>
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</tr>
<tr>
<td>823 (900-1/4)</td>
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</table>

**WILKES-BARRE/SCRANTON ALTIMETER SETTING**

**LIRL Rwy 18-36**

**41°31’N-75°15’W**

**Amdt 6 17OCT13**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

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TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

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TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)

TRI-STATE/MILTON J FERGUSON FLD (HTS)
ILS or LOC RWY 30
TRI-STATE/MILTON J FERGUSON FLD (HTS)

RNAV 1-GPS required. RADAR required.

ATIS 125.2
HUXTONGTON APP CON 119.75 270.1
HUNTINGTON TOWER 118.5 270.1
GND CON 121.9
CLNC DEL 118.05

Procedure NA for arrivals at HAITI on V4 eastbound.

Missed Approach: Climb to 1700 then climbing right turn to 3000 direct CROUP and hold.

AIRSPACE

TRI-STATE/MILTON J FERGUSON FLD (HTS)

Amdt 8 21MAY20
RNAV (GPS) RWY 12
TRI-STATE/MILTON J FERGUSON FLD (HTS)

HUNTINGTON, WEST VIRGINIA
AL-532 (FAA)

WAAS CH 45699 W12A
APP CRS 118°
Rwy Idg 6516
TDZE 828
Apt Elev 828

For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 4500, LNAV Cat A/B to RVR 5500, Cat C/D to RVR 6000. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 38°C. Rwy 12 helicopter visibility reduction below 3/4 SM NA. Inoperative table does not apply to LPV.

ATIS 125.2
HUNTINGTON APP CON 119.75 270.1
HUNTINGTON TOWER 118.5 270.1
GND CON 121.9
CLNC DEL 118.05

CAUTION: Fuel burning stacks 2 miles west Rwy 12 may be mistaken for MALSR.

118° to RW12

CAUTION: Fuel burning stacks 2 miles west Rwy 12 may be mistaken for MALSR.

MISSED APPROACH: Climb to 1700 then climbing left turn to 3000 direct CROUP and hold.

Procedure NA for arrival on YRK VORTAC airway radials 062 CW 112.
RNAV (GPS) RWY 30

TRI-STATE/MILTON J FERGUSON FLD (HTS)

HUNTINGTON, WEST VIRGINIA

ATIS 125.2
HUNTINGTON APP CON 119.75 270.1
HUNTINGTON TOWER 118.5 270.1
GND CON 121.9
CLNC DEL 118.05

1264 999

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct CROUP and hold.

MISSING DATA

TRI-STATE/MILTON J FERGUSON FLD (HTS)

HUNTINGTON, WEST VIRGINIA

Altimeter setting 29.92 in Hg.

ATIS 125.2
HUNTINGTON APP CON 119.75 270.1
HUNTINGTON TOWER 118.5 270.1
GND CON 121.9
CLNC DEL 118.05

1264 999

MISSED APPROACH: Climb to 1700 then climbing right turn to 3000 direct CROUP and hold.

MISSING DATA
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 11
INDIANA COUNTY/JIMMY STEWART FLD (IDI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Allegheny County altimeter setting. DME/DME RNP-0.3 NA. Rwys 11 heli visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 2026 feet and LNAV/VNAV DA to 2156 feet; increase visibility LPV all Cats to 2 1/2 SM and LNAV/VNAV all Cats to 3 SM. Increase all MDA 120 feet and all Cat A and B visibility to 1 1/4 SM and LNAV Cat C and D visibility to 2 1/2 SM.

MISSED APPROACH: Climb to 4800 direct UHGUS and hold.

4 NM Holding Pattern

OMISE

3600

286°

106°

GP 3.00°
TCH 42

OMISE

4 NM

3600

286°

106°

EYERS

3100

OMISE

TCH 42

OMISE

3600

286°

106°

EYERS

3100

*2380

TABBU 3.1 NM to RW11

RW11

* LNAV only

*2 NM to RW11

1647

1400

3.1 NM to TABBU

20142

INDIANA, PENNSYLVANIA
AL-5277 (FAA)
30MAR17

20142

NE-4, 19 MAY 2022 to 14 JUL 2022

139
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Allegheny County altimeter setting. DME/DME RNP-0.3 NA. RW 29 helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1788 feet, LNAV/VNAV DA to 2154 feet; increase visibility LPV all Cats to 1/4 SM. Increase all MDA 120 feet and all Cat A and B visibilities to 1/4 SM and LNAV Cat C and D visibilities to 2/5 SM.

MISSED APPROACH: Climb to 3600 direct OMISE and hold.

AWOS-3  126.625
JOHNTOWN APP CON  121.2 299.2
UNICOM  122.8 (CTAF)

1813
1676
1530
1839
2342
1955

WATAR 2012
2.9 NM to
RW29

HARBI

1847
1647

3100
286°

(UF/IF) UHGSU

217°

360°

O M I S E

1200

OMISE and hold.

Climb to 3600 direct

LNAV Cat C and D visibilities to 2/5 SM.

AWOS-3  126.625
JOHNTOWN APP CON  121.2 299.2
UNICOM  122.8 (CTAF)

1813
1676
1530
1839
2342
1955

WATAR 2012
2.9 NM to
RW29

HARBI

1847
1647

3100
286°

(UF/IF) UHGSU

217°

360°

O M I S E

1200

OMISE and hold.

Climb to 3600 direct

LNAV Cat C and D visibilities to 2/5 SM.
RNAV (GPS) RWY 5

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

ATIS 118.325
JOHNSTOWN APP CON * 121.2 299.2
JOHNSTOWN TOWER * 125.75 (CTAF) 0
GND CON 121.6
CLNC DEL 126.85 235.775
UNICOM 122.95

MISSED APPROACH: Climb to 4900 direct REPTE and hold.

WAAS
CH 61029
W05A
APPR CRS 049°
Rwy Idg TDZE 2283
Apt Elev 2284

When local altimeter setting not received, procedure NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). DME/DME RNP-0.3 NA. Rwy 5 helicopter visibility reduction below ¾ SM NA.

JOHNSTOWN, PENNSYLVANIA
AL-898 (FAA) 22027

CIRCLING

4900 direct REPTE and hold.

MISSED APCH FIX
5 NM

REPTE

JOHNSTOWN, PENNSYLVANIA
Amdt 2B 23APR20

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

RNAV (GPS) RWY 5

40°19'N-78°50'W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When local altimeter setting not received, procedure NA. DME/DME RNP-0.3 NA. Rwy 23 helicopter visibility reduction below ¾ SM NA.

**MISSING APPROACH:** Climb to 4900 direct WUBOG and hold.

**ATIS**
- **JOHNSTOWN APP CON:** 118.325
- **JOHNSTOWN TOWER:** 125.75 (CTAF)
- **GND CON:** 121.6
- **CLNC DEL:** 126.85
- **UNICOM:** 235.775

**WUBOG**
- 4900
- 5 NM

**REPTE**
- 300°
- 300°

**AFT**
- 3090
- 30 NM to DAPQO

**DAPQO**
- 3000
- 2000

**REPTE**
- 30°
- 30°

**TESDE**
- 4600
- 15°

**GURKE**
- 4900
- 3013

**WUBOG**
- 049°
- 15°

**RW23**
- 2399±
- 4900

**30°**
- 30°

**LNAV only.**

**5 NM Holding Pattern**

**JOHNSTOWN, PENNSYLVANIA**
- **AWAS**
  - **CH:** 53429
  - **APP CRS:** 229°
  - **Rwy Idg:** TAPZE
  - **Apt Elev:** 2284

- **4386**
- **33**
- **15**
- **23**

**JOHNSTOWN, PENNSYLVANIA**
- **RNAV (GPS) RWY 23**
- **JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)**

**Category**
- **A**
- **B**
- **C**
- **D**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>2534-1/4</td>
<td>250 (300-1/4)</td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>2584-1</td>
<td>300 (300-1)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2660-1</td>
<td>376 (400-1)</td>
</tr>
</tbody>
</table>

**CIRCLING**
- **2700-1**
- **416 (500-1)***
- **2880-1**
- **596 (600-1)***
- **2880-11/2**
- **596 (600-11/2)***
- **3000-21/4**
- **716 (800-2)***

**30°**
- 30°

**29°**
- 29°

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**JOHNSTOWN, PENNSYLVANIA**
- **Amdt 2B 23APR20**

**JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)**
- **RNAV (GPS) RWY 23**

**40°19’N-78°50’W**

Procedure NA for arrivals at REC VOR/DME on V10 southeast bound.

Procedure NA for arrivals at JST VOR/DME on airway radials 266 CW 274.
Category A B C D
S-5 2880-1 596 (600-1) 2880-1 2/3 596 (600-1 2/3)
Circling 2880-1 596 (600-1) 2880-1 2/3 3000 2 1 3 716 (800-2 1/4)
JST VOR/DME

Repl Rwys 5 and 23
HIRL Rwy 15-33
MIRL Rwy 5-23
JOHNSTOWN, PENNSYLVANIA
AL-898 (FAA) 22027

JOHNSTOWN TOWER *

GND CON 121.6
CINC DEL 235.775
UNICOM 122.95

JOHNSTOWN, PENNSYLVANIA

Amdt 9B 27JAN22

MISSED APPROACH: Climb to 4300 then right turn direct JST VOR/DME and hold.

ATIS 118.325
JOHNSTOWN APP CON 121.2 299.2
JOHNSTOWN TOWER 125.75 (CTAF)

CATEGORY A B C D
S-15 3300-1\(\frac{1}{4}\) 3300-1\(\frac{1}{2}\) 3300-3 1024 (1100-3)
CIRCLING 3300-1\(\frac{1}{4}\) 3300-1\(\frac{1}{2}\) 3300-3 1016 (1100-3)

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

40°19'N-78°50'W
Rwy 23 helicopter visibility reduction below 3/4 SM NA.

ATIS  118.325

JOHNSTOWN APP CON*  121.2  299.2

JOHNSTOWN TOWER*  125.75 (CTAF)  0

GND CON  121.6

CLNC DEL  126.85  235.775

UNICOM  122.95

MISSED APPROACH: Climb to 4200 then left turn direct JST VOR/DME and hold.

Circling:

LANLE  3800

Remain within 10 NM.

LANLE FIX MINIMUMS

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-23</td>
<td>2920-1</td>
<td>636 (700-1)</td>
<td>2920-1¾</td>
<td>2920-2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>636 (700-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2920-1</td>
<td>636 (700-1)</td>
<td>2920-1¾</td>
<td>3000-2½</td>
</tr>
</tbody>
</table>

LANLE RWYS:

MIRL Rwy 5-23
HIRL Rwy 15-33
REIL Rwys 5 and 23

JOHNSTOWN, PENNSYLVANIA
Amdt 88  15AUG19

JOHNSTOWN, PENNSYLVANIA
AL-898 (FAA)

VOR Y RWY 23
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W

JOHNSTOWN TOWER
JOHNSTOWN APP CON
JOHNSTOWN, PENNSYLVANIA
AL-898 (FAA)

VOR Y RWY 23
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W
JOHNSTOWN, PENNSYLVANIA

ATIS 118.325
JOHNSTOWN APP CON 121.2 299.2
JOHNSTOWN TOWER 125.75 (CTAF) 0
GND CON 121.6
CLNC DEL 126.85 235.775
UNICOM 122.95

VOR/DME JST
113.0 230°
Chan 77
4386
Rwy Idg
2284
2284
Apt Elev
APP CRS
2880-1
596 (600-1)
230°
CIRCLING

ELEV 2284
TDZE 2284

MISSED APPROACH: Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VOR/DME R-050 to JUDEY/JST 10 DME/RADAR and hold.

DME required.

Rwy 23 helicopter visibility reduction below 3/4 SM NA.

MIRL Rwy 5-23
HIRL Rwy 15-33 0
REIL Rwys 5 and 23

HOLD 4500
6000

050° 1 Min
220°

(IF/IAF) JUDEY JST 10 RADAR

FABVA JST 0.7
SHILL JST 4

2519

2366±

4500 to JUDEY 050° [10]

A 3090

A 3044 ±

JOHNSTOWN

113.0 JST
Chan 77

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

One Minute Holding Pattern

3000
4500
JST R-050
JUDEY JST 10 RADAR

230°

050°

3500

230°

2.99°

TCH 45

0.4 0.5 2.8 NM 6 NM

JST 1.2

SHILL JST 4

299°

FABVA JST 0.7

NATIONAL CENTER FOR AVIATION TECHNOLOGY

NE-4, 19 MAY 2022 to 14 JUL 2022

JOHNSTOWN, PENNSYLVANIA
Amdr 4B 15AUG19

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

40°19’N-78°50’W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 5 and 15:** Turn right heading 240° to intercept JST R-222, Thence....

**TAKEOFF RUNWAY 23:** Climb heading 226° to intercept JST R-222, Thence....

**TAKEOFF RUNWAY 33:** Turn left heading 200° to intercept JST R-222, Thence....

....via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).
ATIS 118.325
CLNC DEL
126.85 235.775
GND CON
121.6
JOHNSTOWN TOWER *
125.75 (CTAF)
JOHNSTOWN DEP CON *
121.2 299.2

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 046° to intercept JST R-048, Thence....
TAKEOFF RUNWAY 15: Turn left heading 015° to intercept JST R-048, Thence....
TAKEOFF RUNWAY 23: Turn right heading 070° to intercept JST R-048, Thence....
TAKEOFF RUNWAY 33: Turn right heading 090° to intercept JST R-048, Thence....

....via JST R-048 to cross LILLI INT at or above 5000 thence via (assigned route).

NOTE: During VFR conditions watch for opposing traffic on JST R-048.
ILS or LOC RWY 8
LANCASTER (LNS)

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 on LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS
LANCASTER APP CON
125.675

HARRISBURG APP CON
126.45

LANCASTER TOWER
120.9 (CTAF)

GND CON
121.8

UNICOM
122.95

MISSED APCH FIX

LOCATOR 108.7 1-LNS

LANCASTER 117.3 LRP

S-LOC 8 Cat C/D and Circling Cats B/D visibility 1/2 SM, increase S-LOC 8 visibility all Cats 1/4 SM, increase XULAW Fix minimums S-LOC 8 and Circling Cats C/D visibility 1/4 SM. For inop MALSR, increase S-LOC 8 Cats C and D visibility 1/8 mile. For inop MALSR when using Harrisburg Intl altimeter setting increase S-ILS 8 visibility all Cats 1/8 mile, S-LOC 8 Cats B visibility 1/8 mile, Cat C, D 1 mile, increase Circling Cat B, D visibility 1/8 mile. XULAW Fix minimums increase S-LOC 8 Cats C and D visibility to 1/8 mile and Circling Cat C visibility to 1/8 mile.

NE-4, 19 MAY 2022 to 14 JUL 2022

HOLDING PATTERN

MALSR

MALSR

1160 when using Harrisburg Intl altimeter setting.

077° 6.5 NM from FAF

SM, increase XULAW fix minimums S-LOC 8 and Circling Cats C/D visibility 1 SM, increase Circling Cat C visibility 3 SM, increase S-ILS DA to 664 feet; increase all MDAs 80 feet and visibility S-LOC 8 Cats C/D and Circling Cats B/D visibility 1/4 SM, increase Circling Cat C visibility 1/2 SM, increase XULAW fix minimums S-LOC 8 and Circling Cats C/D visibility 1/4 SM.

For inop MALSR, increase S-LOC 8 Cats C and D visibility 1/8 mile. For inop MALSR when using Harrisburg Intl altimeter setting increase S-ILS 8 visibility all Cats 1/8 mile, S-LOC 8 Cats B visibility 1/8 mile, Cat C, D 1 mile, increase Circling Cat B, D visibility 1/8 mile. XULAW Fix minimums increase S-LOC 8 Cats C and D visibility to 1/8 mile and Circling Cat C visibility to 1/8 mile.

NE-4, 19 MAY 2022 to 14 JUL 2022

ILS or LOC RWY 8
LANCASTER (LNS)
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 Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility 1/2 mile, LNAV and Circling Cats C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting. Night landing: Rwy 13, 31 NA. For inoperative MALSR increase LNAV/VNAV all Cats visibility to 1/4 mile, and LNAV Cats C/D visibility to 1/8 mile. For inoperative MALSR when using Harrisburg Intl altimeter setting, increase LPV all Cats visibility to 3/8 mile, LNAV/VNAV all Cats visibility to 1/2 mile and LNAV Cats C/D visibility to 1/8 mile.

**ATIS**

<table>
<thead>
<tr>
<th>HARRISBURG APP CON</th>
<th>LANCASTER TOWER</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.675</td>
<td>126.45</td>
<td>121.8</td>
<td>122.95</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at BAARN on V12 westbound.

Procedure NA for arrivals at DELRO on V184-474 westbound and V39-143 westbound.
**RNAV (GPS) RWY 13**

**LANCASTER (LNS)**

**ATIS**
125.675

**HARRISBURG APP CON**
126.45 281.525

**LANCASTER TOWER**
120.9 (CTAF) 251.1

**GND CON**
121.8

**UNICOM**
122.95

---

**Night landing: RW 13, 31 NA. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 31°C (87°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats ¼, and LNAV and Circling Cats C and D ¼.**

**MISSING APPROACH:**
Climb to 900 then climbing right turn to 3000 direct GEERI and hold.

---

**Category**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>687-1</td>
<td>285 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>894-1½</td>
<td>492 (500-1¼)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>880-1</td>
<td>478 (500-1)</td>
<td>880-1½</td>
<td>478 (500-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>940-1</td>
<td>537 (600-1)</td>
<td>960-1½</td>
<td>557 (600-1½)</td>
</tr>
</tbody>
</table>

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**Amdt 1B 07OCT21**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
RNAV (GPS) RWY 26
LANCASTER (LNS)

Night landing: Rwy 13, 31 NA. 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. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet, all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats and LNAV and Circling Cat C and D visibility 1/4 mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

MISSED APPROACH:
Climb to 3000 direct FANRU and on track 331° to BAARN and hold.

ATIS
125.675
HARRISBURG APP CON
126.45
LANCASTER TOWER* 120.9 (CTAF) 251.1
GND CON
121.8
UNICOM
122.95

Radar Required

ELEV 403  TDZE 384
RNAV (GPS) RWY 31
LANCASTER (LNS)

ATIS: 125.675
HARRISBURG APP CON: 126.45 281.525
LANCASTER TOWER: 120.9 (CTAF) * 251.1
GND CON: 121.8
UNICOM: 122.95

ELEV: 403
TDZE: 403

Missed Approach:
Climb to 3000 direct CERNI and on track 348° to KUPPS and hold.

Night landing: Rwy 13, 31 NA. 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. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats and LNAV and Circling Cat C/D visibility 1/2. Baro-VNAV NA when using Harrisburg Intl altimeter setting.

Category
A
B
C
D
LPV DA
653-1 250 (300-1)
LNAV/VNAV DA
774-1 371 (400-1 1/4)
LNAV MDA
840-1 437 (500-1) 840-1 3/8 437 (500-1 3/8)
CIRCLING
940-1 537 (600-1) 960-1 1/2 557 (600-1 1/2) 1060-2 657 (700-2)

LANCASTER TOWER
LANCASTER PENNSYLVANIA
40°07’N-76°18’W

NE-4, 19 MAY 2022 to 14 JUL 2022
Circling Rwy 13, 31 NA at night. Inop table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, and S-8 and Circling Cats C and D visibility ½ mile.

**MISSING APPROACH:** Climb to 1200 then climbing left turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

### ATIS
- **LANCASTER APP CON:** 126.45 281.525
- **HARRISBURG APP CON:** 125.675
- **LANCASTER TOWER:** 120.9 (CTAF) 251.1
- **GND CON:** 121.8
- **UNICOM:** 122.95

### ELEV
- **TDZE:** 399
- **MALSR:** 1201
- **GND CON:** 403

### MSA LRP 25 NM
- **LPC R-333:** 1200
- **LPC:** 3000
- **LRP R-333:** 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

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### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.

### VOR/DME RWY 8
- **LANCASTER (LNS):** R-333 to KUPPS INT/LRP 12.5 DME and hold.
Night landing: Rwy 13, 31 NA. Helicopter visibility reduction below 3/4 SM NA.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.

Procedure NA for arrivals at DETTE via V457 northeast bound.

Procedure NA for arrivals at DETTE via V457 northeast bound.
LANCASTER, PENNSYLVANIA
AL-927 (FAA)

VOR RWY 8
LANCASTER (LNS)

Night landing: Rwy 13, 31 NA. Inop table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet.

MALSR

MISSED APPROACH: Climbing left turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

ATIS | HARRISBURG APP CON | LANCASTER TOWER* | GND CON | UNICOM
---|---|---|---|---
125.675 | 126.45 281.525 | 120.9 (CTAF) 251.1 | 121.8 | 122.95

LANCASTER, PENNSYLVANIA
Amdt 21B 13SEP16

40°07’N-76°18’W
Night landing: Rwy 13, 31 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 via LRP VOR/DME R-333 to KUPPS INT/RAV 17.3 DME and hold.

ATIS 125.675
HARRISBURG APP CON 126.45 281.525
LANCASTER TOWER* 120.9 (CTAF) 251.1
GND CON 121.8
UNICOM 122.95

LANCASTER, PENNSYLVANIA

Lancaster, PA 41°07'N-76°18'W

LANCASTER, PENNSYLVANIA

Amdt 16B 15SEP16

NE-4, 19 MAY 2022 to 14 JUL 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAN 1-GPS or RADAR required for procedure entry.
From IGOCI: RNAN 1-GPS required.
RADAR required.

Circling NA SE of Rwy 6-24. Inop table does not apply to S-LOC 24 Cats C/D.
For inop ALS, increase POSER OM minimums S-LOC 24 Cats C/D visibility to 1½ SM.

**MISSING APCH FIX**

**ALLEGHENY**

110.9 AGC
Chan 37

R-236 056°
R-226 056°

**LOCALIZER 110.9 I-LBE**

**HOLD** 5700
2400

**One Minute Holding Pattern**

- **GS 3.00°**
- **TCH 35°**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

<table>
<thead>
<tr>
<th>S-ILS 24</th>
<th>S-LOC 24</th>
<th>CIRCLING</th>
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<tr>
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**ARNSR**

**MALSR**

**MISSING APPROACH:** Climb to 2000 then climbing right turn to 5000 direct AGC VOR/DME and hold.

**LATROBE, PENNSYLVANIA**

**ATIS** 118.375
**JOHNSTOWN APP CON** 121.2 299.2
**PALMER TOWER** 125.0 (CTAF)
**GND CON** 121.8

**ALLEGHENY**

110.9 AGC
Chan 37

R-236 056°
R-226 056°

**LOCALIZER 110.9 I-LBE**

**HOLD** 5700
2400

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**LATROBE, PENNSYLVANIA**

**ATIS** 118.375
**JOHNSTOWN APP CON** 121.2 299.2
**PALMER TOWER** 125.0 (CTAF)
**GND CON** 121.8

**ALLEGHENY**

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R-236 056°
R-226 056°

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2400

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- **GS 3.00°**
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- **A**
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**LATROBE, PENNSYLVANIA**

**ATIS** 118.375
**JOHNSTOWN APP CON** 121.2 299.2
**PALMER TOWER** 125.0 (CTAF)
**GND CON** 121.8

**ALLEGHENY**

110.9 AGC
Chan 37

R-236 056°
R-226 056°

**LOCALIZER 110.9 I-LBE**

**HOLD** 5700
2400

**One Minute Holding Pattern**

- **GS 3.00°**
- **TCH 35°**

**CATEGORY**

- **A**
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RNAV (GPS) RWY 24

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA southeast of Rwy 6-24. DME/DME RNP-0.3 NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA southeast of Rwy 6-24. DME/DME RNP-0.3 NA.

Category

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<tr>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
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<td>1345 - 1/2</td>
<td>200 (200-1/2)</td>
<td>1580 - 1/2</td>
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<td>1498 - 3/4</td>
<td>353 (300-3/4)</td>
<td>435 (400-1/2)</td>
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Circling

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<tr>
<td>1740 - 1</td>
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<tr>
<td>541 (600-1)</td>
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</table>

RNAV (GPS) RWY 24

ARNOLD PALMER RGNL (LBE)

LATROBE, PENNSYLVANIA

Amdt 1A 29MAR18

40°16′N-79°24′W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

FIELD ELEV 1199

TERMINAL

RWY 06-24
PCN 56 F/B/X/T
S-120, D-198, 2D-321

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Procedure NA at night. Rw7 helicopter visibility reduction below 1 SM NA. Use Lancaster altimeter setting, when not received, use Reading altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 direct BAARN and hold.

LNS ASOS 125.675
HARRISBURG APP CON 126.45 281.525
CTAF 122.9
121.9

Procedure NA for arrivals at WILEN on V210 northwest bound.

Visual Segment - Obstacles.
RNAV (GPS) RWY 25
KELLER BROTHERS (08N)

Category A, B, C, or D approach.

RNAV (GPS) RWY 25

Procedure NA at night. Rwys 7 helicopter visibility reduction below 1 SM NA.
Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet.

MSA RW25 25 NM

Procedure NA for arrivals at DUMMR on V93 northeast bound, V162 eastbound and V276 southeast bound.

LNS ASOS 125.675
HARRISBURG APP CON 126.45 281.525
CTAF 122.9

121.9 0

MISSED APPROACH: Climbing right turn to 3000 direct BAARN and hold.

LIRL Rwy 7-25

LEBANON, PENNSYLVANIA
AL-10642 (FAA)

40°17'N-76°20'W

170
RNAV (GPS) RWY 8
JAKE ARNER MEML (22N)

When local altimeter setting not received, use Lehigh Valley Intl altimeter setting and increase all MDA 60 feet. RWY 8 helicopter visibility reduction below 1/4 SM NA.

Procedure NA for arrivals at DIANO on V164 northwest bound and V499 northbound.

Procedure NA for arrivals at HAILS on V93 southbound.

Visual Segment - Obstacles. 3600 ILVER

\[\text{LNAV MDA} \quad 1600 \quad 1600 \text{ (1100-1½)} \quad 1066 \quad 1066 \text{ (1100-1½)} \quad NA \]

\[\text{LP MDA} \quad 1540 \text{ (1½)} \quad 1540 \text{ (1¼)} \quad 1006 \text{ (1100-1¼)} \quad 1006 \text{ (1100-1½)} \quad NA \]

\[\text{ELEV} 534 \quad \text{TDZE} 534 \]

MIRL Rwy 8-26
REIL Rwys 8 and 26

081° to RW08

RNAV (GPS) RWY 8
JAKE ARNER MEML (22N)

LEHIGHTON, PENNSYLVANIA
Amdt 1D 07NOV19
40°49'N-75°46'W
171
LEHIGHTON, PENNSYLVANIA

RNAV (GPS) RWY 26
JAKE ARNER MEML (22N)

AWOS-3PT
119.350

ALLENTOWN APP CON
119.65 124.45 351.8

UNICOM
123.05 (CTAF)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lehigh Valley Inti altimeter setting and increase all MDA 60 feet and LP and LNAV Cat A visibility ¼ mile. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 3600 direct ILVER and hold.

Procedure NA for arrivals at RACKI on V613 north bound.

Procedure NA for arrivals on ETX VOR/DME airway radials 324 CW 133.

Visual Segment - Obstacles.

MIA 8-26

LNAV MDA
1380-1 846 (900-1)
1380-1 846 (900-1¼)
NA

CIRCLING
1500-1¼ 966 (1000-1½)
1780-1½ 1246 (1300-1½)
NA

LEHIGHTON, PENNSYLVANIA

Amdt 1D 02DEC21

40°49'N-75°46'W

RNAV (GPS) RWY 26
JAKE ARNER MEML (22N)
RNAN 1-GPS required. ADF or DME required for LOC only.

Autopilot coupled approach NA below 2700. Rwy 4 helicopter visibility reduction below ¾ SM NA. For inop ALS increase S-ILS 4 all Cats visibility to ¾ SM, increase S-LOC 4 Cats A/B to 1¾ SM.

MISSED APPROACH: Climb to 4000 then climbing left turn to 6000 direct EBALY and hold, continue climb-in-hold to 6000.

LEWISBURG, WEST VIRGINIA
AL-5601 (FAA)

ILE or LOC RWY 4
GREENBRIER VALLEY (LWB)

ATIS *  121.4
WASHINGTON CENTER  134.4  353.9
LEWISBURG TOWER*  118.9 [CTAF]  0
GND CON  121.9
CLNC DEL  120.85
UNICOM  122.95
(When tower closed)

ELE 2302  D  TDZE  2288

CATEGORY  A  B  C  D
S-ILS 4  2559- ¾  271 (300-¾)
S-LOC 4  2720- ¾  432 (500-¾)
CIRCLING  2840-1  3040-1  3280-3  3680-3
  538 (600-1)  738 (800-1)  978 (1000-3)  1378 (1400-3)

LEWISBURG, WEST VIRGINIA
Amdt 12  26MAR20

37°51'N-80°24'W

173
### RNAV (GPS) RWY 4

**Malcolm George Field (LWB)**

#### Approach:
- **Rwy 4**
  - Helicopter visibility reduction below 3/4 NA.
  - For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.
  - For inap ALS, increase LNAV Cats A/B visibilities to 1 SM, Cats C/D to 1 1/2 SM, and increase LPV all Cats visibilities to 3/4 SM.

#### ATIS:
- **121.4**
- **WASHINGTON CENTER 134.4**
- **LEWISBURG TOWER 118.9 (CTAF)**
- **GND CON 121.9**
- **CLNC DEL 120.85 (When tower closed)**
- **UNICOM 122.95**

#### Holding Pattern:
- **5 NM**
- **223°**

#### Category:

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>LPV DA</td>
<td>2559-3/4</td>
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<td>LNAV/VNAV DA</td>
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<td>3680-3</td>
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## RNP APCH.

### Missed Approach Fix:
- **7 NM**
- **223°**

### Holding Pattern:
- **5 NM**
- **043°**

### LPV/DA:
- **2840-1**
- **538 (600-1)**

### LNAV MDA:
- **3040-1**
- **738 (800-1)**

### CIRCLING:
- **3280-3**
- **978 (1000-3)**
- **1378 (1400-3)**

### TWR Information:
- **2357**
- **2288**

### TDZE Information:
- **2302**

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**Greenbrier Valley (LWB)**

**Amdt 1 26MAR20**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
LEWISBURG, WEST VIRGINIA
AL-5601 (FAA)

RNAV (GPS) RWY 22
GREENBRIER VALLEY (LWB)

Rwy 22 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1 °C or above 52 °C.

MISSED APPROACH: Climb to 5000 direct RUFYO and hold.

Missed APCH Fix
RUFYO
5 NM

Category A

LPV DA 2614-7/8 312 (400-7/8)
LNAV/ VNAV DA 2723-1/4 421 (500-1/4)
LNAV MDA 2720-1 418 (500-1)
2720-1 418 (500-1/8)

LEWISBURG, WEST VIRGINIA
Amdt 1A 20JUN19

37°51’N-80°24’W
GREENBRIER VALLEY (LWB)

RNAV (GPS) RWY 22
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
The document contains a navigation chart for RNAV (GPS)-A at Lock Haven, Pennsylvania. It includes various navigation aids, airway radials, and operational instructions for pilots. The chart details the approach to Lock Haven with segments for NA, RNAV (GPS)-A, and other navigational instructions. The chart provides information on VOR/DME, RNAV, and UNICOM frequencies, as well as the use of RNAV (GPS) in the area. The chart also highlights the turn and straightaway requirements for pilots to follow the approach procedure.
RNAV (GPS) RWY 6
LOGAN COUNTY (6L4)

Amdt 1A 03JAN19

**LOGAN, WEST VIRGINIA**

**AWOS-3PT**

119.375

**CHARLESTON APP CON**

119.2 269.125

**CTAF**

122.9

**LOGAN, WEST VIRGINIA**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**RNAV (GPS) RWY 6**

**LOGAN COUNTY (6L4)**

**APP CRS**

065°

**Rwy Idg**

3605

**TDZE**

1665

**Apt Elev**

1666

**RNP ACH.**

Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 2079 feet and LNAV/VNAV DA to 2032 feet and LPV and LNAV/VNAV all Cats visibilities ¾ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ¼ SM. VDP and Boro-VNAV NA when using Pineville altimeter setting.

**MISSED APPROACH:** Climb to 4500 direct LIENS and hold.

**V2**

Procedure NA for arrivals at CELLI on V115 northeast bound and on V478 westbound.

**V35**

Procedure NA for arrivals at SLINK on V178 eastbound and on V35 southbound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pineville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 1985 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1988 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ½ SM.

Amdt 1 20JUL17

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pineville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 1985 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1988 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ½ SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pineville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 1985 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1988 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ½ SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pineville altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 1985 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1988 feet and all visibilities ¼ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ½ SM.
For inoperative MALSR, increase S-ILS 26 Cat E visibility to 1/2 mile and S-LOC 26 Cat E visibility to 1 1/2 mile. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase S-LOC 26 Cat C, D, E and Circling Cat C and D visibility 1/2 mile. For inoperative MALSR when using Hagerstown altimeter setting increase S-ILS 26 visibility all Cats to 1 mile and S-LOC 26 Cat E visibility to 1 1/2 mile.

**MISSED APPROACH:** Climb to 1100 then climbing left turn to 3300 direct MRB VORTAC and hold, continue climb-in-hold to 3300.
RNAV (GPS) RWY 8
EASTERN WV RGNL/SHEPHERD FLD (MRB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 3400 direct BURGY and hold.

LPV  DA  815-3/4  250 (300-3/4)
LNAV/VNAV  DA  998-1/4  433 (500-1/4)
LNAV MDA  1060-1/5  495 (500-1/5)
CIRCLING  1100-1/5  535 (600-1/5)  1240-1/5  675 (700-1/5)  1240-1/5  675 (700-1/5)  1260-2/4  695 (700-2/4)  2140-3

CIRCLING  1100-1/5  535 (600-1/5)  1240-1/5  675 (700-1/5)  1240-1/5  675 (700-1/5)  1260-2/4  695 (700-2/4)  2140-3

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 3400 direct BURGY and hold.

LPV  DA  815-3/4  250 (300-3/4)
LNAV/VNAV  DA  998-1/4  433 (500-1/4)
LNAV MDA  1060-1/5  495 (500-1/5)
CIRCLING  1100-1/5  535 (600-1/5)  1240-1/5  675 (700-1/5)  1240-1/5  675 (700-1/5)  1260-2/4  695 (700-2/4)  2140-3

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 3400 direct BURGY and hold.

LPV  DA  815-3/4  250 (300-3/4)
LNAV/VNAV  DA  998-1/4  433 (500-1/4)
LNAV MDA  1060-1/5  495 (500-1/5)
CIRCLING  1100-1/5  535 (600-1/5)  1240-1/5  675 (700-1/5)  1240-1/5  675 (700-1/5)  1260-2/4  695 (700-2/4)  2140-3
Baro-VNAV NA when using Hagerstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). VDP NA when using Hagerstown altimeter setting. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and all MDA 80 feet, increase LNAV/VNAV all Categories, LNAV Cat C, D, and E with arrivals Cat C and D visibility 0.5 mile. For inoperative MALSR increase LPV Cat E visibility to 0.5 mile, LNAV/VNAV Cat E to 2.0 mile, LNAV Cat E to 1.2 mile. For inoperative MALSR when using Hagerstown altimeter setting increase LPV all Cate gories visibility to 1 mile, LNAV/VNAV Cat E visibility to 2.0 mile and LNAV Cat E visibility to 1.2 mile.

Procedure NA for arrivals at MRB VORTAC via airway radials 088° CW 101.
When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDA 80 feet and Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000.

RADAR REQUIRED for procedure entry at HARPP.

VOR-A

EASTERN WV RGNL/SHEPHERD FLD (MRB)

AL-249 (FAA)

MARTINSBURG, WEST VIRGINIA

HARPP INT AML 26 RADAR

R -110

R -204

R -312

HARPP INT AML 26 RADAR

R -110

R -204

R -312

One Minute Holding Pattern

3000

290°

110°

290°

5.7 NM

5.7 NM

VOR-A

EASTERN WV RGNL/SHEPHERD FLD (MRB)

MARTINSBURG, WEST VIRGINIA

NE-4, 19 MAY 2022 to 14 JUL 2022

NE-4, 19 MAY 2022 to 14 JUL 2022

NE-4, 19 MAY 2022 to 14 JUL 2022

NE-4, 19 MAY 2022 to 14 JUL 2022

AMT 10A 16JUL20

183
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION
Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .
. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.
NOTE: Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.

TAKEOFF MINIMUMS
Rwy  8: Standard.
Rwy 26: Standard with a minimum climb of 225' per NM to 2100.

NOTE: Chart not to scale.
**JDUBB FOUR DEPARTURE (RNAV)**

**ASOS 119.925**

**CLNC DEL**

121.8 257.65

132.075 269.075 (When twr closed)

**GND CON**

121.8 257.65

**MARTINSBURG TOWER**

124.3 (CTAF) 233.7

**POTOMAC DEP CON**

126.825 239.025

**NOTE:** Chart not to scale.

**TOP ALTITUDE:**

3000

**P-56B**

**P-56A**

**TAKEOFF MINIMUMS**

Rwy 8: Standard.

Rwy 26: Standard with a minimum climb of 225’ per NM to 2100.

**NOTE:** RNAV 1.

**NOTE:** RADAR required.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** Turbo-jets only.

**NOTE:** Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.

**NOTE:** Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.

**DEPARTURE ROUTE DESCRIPTION**

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . . on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

**MELTN TRANSITION (JDUBB4.MELTN)**

**RRSIN TRANSITION (JDUBB4.RRSIN)**

**NOTE:** Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence... . . .

. . . . as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

**GLANC TRANSITION (SCRAM6.GLANC):**

**NOTE:** RNAV 1.
**NOTE:** RANDBR required.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** Turbo-jets only.
**NOTE:** Takeoff Rwy 8, if issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.
**NOTE:** Takeoff Rwy 26, if issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.

**TAKEOFF MINIMUMS**

Rwy 8: Standard.
Rwy 26: Standard with a minimum climb of 225’ per NM to 2100.

**NOTE:** Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 8:** Climb heading 079° to 1600, then climbing right turn heading 260° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . . .

**TAKEOFF RUNWAY 26:** Climb heading 259° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . . .

. . . . maintain 6000, expect filed altitude/flight level ten minutes after departure.

**ARMEL TRANSITION (TRIXY5.AML):** From over TRIXY INT on AML R-300 to AML VOR/DME.

**KESSEL TRANSITION (TRIXY5.ESL):** From over TRIXY INT on ESL R-103 to ESL VOR/DME.

**LINDEN TRANSITION (TRIXY5.LDN):** From over TRIXY INT on LDN R-019 to LDN VORTAC.
RNAV (GPS) RWY 7
PORT MEADVILLE (GKJ)

Rwy 7 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1900 then climbing left turn to 3100 direct DUCAT and hold.

ASOS
121.425

YOUNGSTOWN APP CON
133.95 322.3

CLNC DEL
124.95

UNICOM
123.0 (CTAF)

4 NM Holding Pattern

DUCAT

CASSA

1900
3100
DUCAT

1 NM to RW07

3000
069°

3000
069°

3 NM TCH 58

3000 NAFT

3000 NAFT

3.9 NM

10 NM

procedure NA for arrival on FKL VOR airway radials 245 CW 280.

Franklin

FLK

3500

263°

(24.6)

A 1907

2240-1

1900-1

10 NM

3.9 NM

1 NM

MIRL Rwy 7-25

1584

58 (1.75)

1466

1907

4 NM

Apt Elev

TDZE

3000

068°

069°

249°

841 (900-2)

841 (900-2½)

841 (900-2¾)

501 (600-1)

2240-1¼

2240-1½

2240-2¼

1860-1

461 (500-1)

1860-1¾

461 (500-1¾)

CIRCLING

LNAV MDA

1860-1

501 (600-1)

461 (500-1)

1860-1¾

461 (500-1¾)

MIRL Rwy 7-25

1584

58 (1.75)

1466

1907

4 NM

Apt Elev

TDZE

3000

068°

069°

249°

841 (900-2)

841 (900-2½)

841 (900-2¾)

501 (600-1)

2240-1¼

2240-1½

2240-2¼

1860-1

461 (500-1)

1860-1¾

461 (500-1¾)

CIRCLING

LNAV MDA

1860-1

501 (600-1)

461 (500-1)

1860-1¾

461 (500-1¾)

MEADVILLE, PENNSYLVANIA

19059

AL-5560 (FAA)

RWP APCH.

1230 123.0 (CTAF)

ASOS 121.425

YOUNGSTOWN APP CON 133.95 322.3

CLNC DEL 124.95

UNICOM 123.0 (CTAF)

RNP APCH.

1230 123.0 (CTAF)

ASOS 121.425

YOUNGSTOWN APP CON 133.95 322.3

CLNC DEL 124.95

UNICOM 123.0 (CTAF)
FDG Table does not apply to LP Cats A and B, and LNAV Cat A. For inop ALS increase LNAV Cats C and D visibility to 2 SM.

**MISSED APPROACH:** Climb to 3000 direct DUCAT and hold.

**ASOS**
121.425

**PORT MEADVILLE**

**RNAV (GPS) RWY 25**

**PORT MEADVILLE (GKJ)**

**ELEV 1399**

**TDZE 1399**

**ALLCO**

**SASOC**

**CELER**

**MIRL Rwy 7-25**

**AIRWAY RADIALS 280 CW 056.**

**Procedure NA for arrival on FKL VOR airway radials 280 CW 056.**

**CATEGORIES**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>2060-1</td>
<td>661 (700-1)</td>
<td>2060-1½</td>
<td>661 (700-1½)</td>
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<tr>
<td>LNAV MDA</td>
<td>2140-1</td>
<td>741 (800-1)</td>
<td>2140-1½</td>
<td>741 (800-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2140-1</td>
<td>741 (800-1)</td>
<td>2240-1¼</td>
<td>841 (900-1¼)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2240-2½</td>
<td>841 (900-2½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>2240-2½</td>
<td>841 (900-2½)</td>
</tr>
</tbody>
</table>

**190**
RNAV (GPS) RWY 26
MIFFLINTOWN (P34)

Rwy 26 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA.
Procedure NA at night. Use Penn Valley altimeter setting, if not received, use
Readsville altimeter setting and increase all MDAs 240 feet.

**MISSING APPROACH:** Climbing left turn to 4000 direct WOBKA and hold.

**MISSED APPROACH:**
- Climbing left
- 2.8 NM

**Final approach course offset 10.08°.**

**CATEGORY**
- A
- B
- C
- D

**LNAV MDA**
- 1440-1 1/4
- 895 (900-1 1/4)
- NA

**CIRCLING**
- 1560-1 1/4
- 1015 (1100-1 1/4)
- 2080-1 1/2
- 1535 (1600-1 1/2)
- NA

**RNAV (GPS) RWY 26**

**MISSED APPROACH**
- Climbing left
- 2.8 NM

**Final approach course offset 10.08°.**

**CATEGORY**
- A
- B
- C
- D

**LNAV MDA**
- 1440-1 1/4
- 895 (900-1 1/4)
- NA

**CIRCLING**
- 1560-1 1/4
- 1015 (1100-1 1/4)
- 2080-1 1/2
- 1535 (1600-1 1/2)
- NA

**RNAV (GPS) RWY 26**

**MISSED APPROACH**
- Climbing left
- 2.8 NM

**Final approach course offset 10.08°.**

**CATEGORY**
- A
- B
- C
- D

**LNAV MDA**
- 1440-1 1/4
- 895 (900-1 1/4)
- NA

**CIRCLING**
- 1560-1 1/4
- 1015 (1100-1 1/4)
- 2080-1 1/2
- 1535 (1600-1 1/2)
- NA
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RUNWAY 8: Climb on heading 077° to 1060, then climbing right turn direct WOBKA. Maintain 4000 or ATC assigned altitude.

NOTE: GPS required.
NOTE: RNAV-1.

TAKE-OFF MINIMUMS:
Rwy 26: NA - Obstacles.
Rwy 8: Standard with minimum climb of 265’ per NM to 1200.

NOTE: Chart not to scale.
Circling NA northwest of Rwy 07-25. Procedure NA at night. Use Huntington altimeter setting; when not received, use Point Pleasant altimeter setting.

**RNAV (GPS)-A**

**ONA AIRPARK (12V)**

**RNP APCH.**

- **NA**
- **CIRCLING**

**HTS ASOS**
- 125.2

**CHARLESTON APP CON**
- 124.1

**HUNTINGTON APP CON**
- 119.75

**UNICOM**
- 122.8 (CTAF)

**RNP**
- 065° to 21112
- 1520-1

**UNICOM**
- 125.1

- **MILTON, WEST VIRGINIA**
- **MILTON, WEST VIRGINIA**

**RN**
- 1279

**H**
- 2700

**S**
- 2700

**194**

**LIRL Rwy 7-25**

**CATEGORY**
- A
- B
- C
- D

**NA**
Circling NA northwest of Rwy 7-25. Procedure NA at night. Use Huntington altimeter setting; when not received, use Point Pleasant altimeter setting.

**VOR-A**

**ONA AIRPARK (12V)**

DME required.

**MISSED APPROACH:** Climbing right turn to 3200 on HVQ VOR/DME R-291 to CROUP/HVQ VOR/DME 31.1 and hold.

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>NA</th>
</tr>
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<tbody>
<tr>
<td><strong>CIRCLING</strong></td>
<td>1580-1(\frac{1}{4})</td>
<td>1008 (1100-1(\frac{1}{4}))</td>
<td></td>
<td></td>
<td>3100</td>
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</tbody>
</table>

| HEIGHT ASOS | 125.2 | | | | |
| **CHARLESTON APP CON** | 124.1 269.125 (EAST) | | | | |
| **HUNTINGTON APP CON** | 119.75 270.1 (WEST) | | | | |
| **unicom** | 122.8 (CTAF) | | | | |

**AMENDMENT:**

NE-4, 19 MAY 2022 to 14 JUL 2022

**DATA CHART:**

- **TRANSMITTERS:**
  - HVQ VOR/DME
  - CROUP/HVQ VOR/DME
  - JUVOR HVQ
  - SPEDI HVQ
  - GOMEZ HVQ

- **RECEIVERS:**
  - R-288
  - R-291

- **VOR frequencies:**
  - 117.4
  - 121

- **DME required.**

**MAP:**

- **AIRPORTS:**
  - ONA AIRPARK
  - MILTON, WEST VIRGINIA

- **DIRECTIONS:**
  - 288° 4 NM from FAF
### RNAV (GPS) RWY 8

**ROSTRAVER (FWQ)**

**MONONGAHELA, PENNSYLVANIA**

<table>
<thead>
<tr>
<th>WP</th>
<th>Category</th>
<th>LNAV MDA</th>
<th>Circling</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1720-1 492 (500-1)</td>
<td>1760-1 532 (600-1)</td>
<td>1720-1 492 (500-1)</td>
</tr>
<tr>
<td>B</td>
<td>1720-1 492 (500-1)</td>
<td>1760-1 532 (600-1)</td>
<td>1760-1 532 (600-1)</td>
</tr>
<tr>
<td>C</td>
<td>1720-1 492 (500-1)</td>
<td>1760-1 532 (600-1)</td>
<td>1920-2 692 (700-2)</td>
</tr>
<tr>
<td>D</td>
<td>1720-1 492 (500-1)</td>
<td>1760-1 532 (600-1)</td>
<td>1920-2 692 (700-2)</td>
</tr>
</tbody>
</table>

**AWOS-3**

- 118.475

**PITTSBURGH APP CON**

- 119.35 337.4

**UNICOM**

- 122.8 (CTAF)

**Procedure NA for arrivals at AKSAR on V37 northbound.**

When VGS inop, Straight-in/Circling RWY 8 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase all MDA 40 feet; increase LNAV Cats C/D visibility ¾ mile. RWY 8 helicopter visibility reduction below ⅛ SM NA. RWY 26 helicopter visibility reduction below ⅝ SM NA.

**MISSED APPROACH:**

Climb to 3700 direct FURIX and hold.

**AWOS-3**

- 118.475

**PITTSBURGH APP CON**

- 119.35 337.4

**UNICOM**

- 122.8 (CTAF)

Procedure NA for arrivals at AKSAR on V37 northbound.

When VGS inop, Straight-in/Circling RWY 8 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase all MDA 40 feet; increase LNAV Cats C/D visibility ¾ mile. RWY 8 helicopter visibility reduction below ⅛ SM NA. RWY 26 helicopter visibility reduction below ⅝ SM NA.

**MISSED APPROACH:**

Climb to 3700 direct FURIX and hold.
MORGANTOWN, WEST VIRGINIA

MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)

ILS or LOC RWY 18

ASOS 120.675

CLARKSBURG APP CON * 121.15 284.65

MORGANTOWN TOWER * 125.1 (CTAF) 0 257.8

GND CON 121.7

UNICOM 122.95

MISSED APPROACH: Climb to 1900 then climbing right turn to 4000 on heading 220° and MGW VOR/DME R-289 to TEDDS, MGW 19.9 DME and hold.

One Minute Holding Pattern

JOHNB MGW 17.6

1900 4000

MGW R-289 TEDDS

CATEGORY A B C D

S-ILS 18 1446-1/2 206 (300-1/2)

S-LOC 18 1840-1/2 600 (600-1/2) 1840-1/4 600 (600-1/4)

CIRCLING 1840-1 596 (600-1) 2160-3 2640-3

GS 3.00°

TCH 59

6.9 NM

4.6 NM

FAF to MAP 4.6 NM

Knots 60 90 120 150 180

Min:Sec 4:36 3:04 2:18 1:50 1:32

MORGANTOWN, WEST VIRGINIA

Amdt 13C 10OCT19

MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)

NE-4, 19 MAY 2022 to 14 JUL 2022
RNAV (GPS) RWY 36

MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)

1305
TWR

A

5

V

P

CATEGORY

B

C

D

MORGANTOWN, WEST VIRGINIA

(CTAF) 257.8

GND CON 121.7

UNICOM 122.95

RNAV (GPS) RWY 36

MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)

39°39'N - 79°55'S

199

Amdt 2 22APR21

LP MDA

1640-1 396 (400-1)

1640-1 396 (400-1/8)

LNAV MDA

1720-1 476 (500-1)

1720-1 476 (500-1/3)

CIRCLING

1800-1 556 (600-1)

1840-1 596 (600-1)

2160-2 2160-3

916 (1000-2 2/4) 1396 (1400-3)

MORGANTOWN, WEST VIRGINIA

Amdt 2 22APR21

LP MDA

1640-1 396 (400-1)

1640-1 396 (400-1/8)

LNAV MDA

1720-1 476 (500-1)

1720-1 476 (500-1/3)

CIRCLING

1800-1 556 (600-1)

1840-1 596 (600-1)

2160-2 2160-3

916 (1000-2 2/4) 1396 (1400-3)

MORGANTOWN, WEST VIRGINIA

Amdt 2 22APR21

LP MDA

1640-1 396 (400-1)

1640-1 396 (400-1/8)

LNAV MDA

1720-1 476 (500-1)

1720-1 476 (500-1/3)

CIRCLING

1800-1 556 (600-1)

1840-1 596 (600-1)

2160-2 2160-3

916 (1000-2 2/4) 1396 (1400-3)
Procedure NA for arrivals at MGW VOR/DME on airway radials 307 CW 048.
RNAV (GPS) Z RWY 18

MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)

 MALSR

 CATEGORY A B C D

 ASOS 120.675 CLARKSBURG APP CON * 121.15 284.65 MORGANTOWN TOWER * 125.1 (CTAF) 257.8 GND CON 121.7 UNICOM 122.95

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C.

Procedure NA for arrivals at MGW VOR/DME on airway radials 307 CW 048.

NE-4, 19 MAY 2022 to 14 JUL 2022
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)
MORGANTOWN, WEST VIRGINIA

ASOS 120.675
MORGANTOWN TOWER *
125.1 257.8
GND CON
121.7

1236
39°39.0'N

130
39°38.0'N

1305
39°38.5'N

TWR
WATER TANK
1392

TERMINAL
GA APRON

FIELD ELEV
1244

MAINTENANCE
HANGARS

S-65, D-90, 2D-175
PCN 36 F/C/W/T
RWY 18-36

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

AIRPORT DIAGRAM
MORGANTOWN MUNI (WALTER L BILL HART FLD) (MGW)

202
RNAV (GPS) RWY 6
MARSHALL COUNTY (MPG)

AWOS-3 119.05
CLEVELAND CENTER 126.95 239.30
UNICOM 122.7 (CTAF)

Procedure NA for arrivals at BEALL on V117 southwest bound.

Procedure NA for arrivals at BURGS on V119 eastbound, V103-309 southbound, and V309 northeast bound.

Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1860-1</td>
<td>645 (700-1)</td>
<td>1860-1/8</td>
<td>645 (700-1)/8</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1860-1</td>
<td>645 (700-1)</td>
<td>1940-2</td>
<td>725 (800-2)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3100 direct EWBUF and hold.

RNP APCH:

- Rwy 6 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Wheeling altimeter setting. When local altimeter setting not received, use Wheeling altimeter setting: increase all MDA 60 feet and visibility LNAV Cat C 1/4 SM and Circling Cat C 1/4 SM.

- Procedure NA for arrivals at BEALL on V117 southwest bound.

- Procedure NA for arrivals at BURGS on V119 eastbound, V103-309 southbound, and V309 northeast bound.

- Category

<table>
<thead>
<tr>
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<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>1860-1</td>
<td>645 (700-1)</td>
<td>1860-1/8</td>
<td>645 (700-1)/8</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1860-1</td>
<td>645 (700-1)</td>
<td>1940-2</td>
<td>725 (800-2)</td>
</tr>
</tbody>
</table>

MOUNDSVILLE, WEST VIRGINIA
AL-6834 (FAA)

MOUNDSVILLE, WEST VIRGINIA
Orig-E 20MAY21

NE-4, 19 MAY 2022 to 14 JUL 2022

MARSHALL COUNTY (MPG)
RNAV (GPS) RWY 6

ELEV 1215 TDZE 1215

4 NM Holding Pattern MEHIF

Visual Segment - Obstacles

- 3100 EWBUF

- 3000 (3.3)

- 2800 (6.3)

- 240°

- 060°

- 060°

- 060°

- 180°

- 3400 (700-1)

- 645 (700-1)

- 203

39°53'N-80°44'W

203
When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet. Rwy 24.

MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1960-1 747 (800-1)</td>
<td>1960-1¼ 747 (800-1¼)</td>
<td>1960-2¼ 747 (800-2¼)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1960-1 745 (800-1)</td>
<td>1960-1¼ 745 (800-1¼)</td>
<td>1960-2¼ 745 (800-2¼)</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 28
DONEGAL SPRINGS AIRPARK (N71)

HARRISBURG APP CON
126.45 281.525

HARRISBURG CLNC DEL
127.05

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at LRP VOR/DME on airway radials 223 CW 296.

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to GRAMO and hold.

DME/DME RNP-0.3 NA. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.
Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 via RAV VORTAC R-204 to GRAMO Int and hold.

**ALTERNATE MISSED APCH FIX**

<table>
<thead>
<tr>
<th>VOR/DME LRP 117.3 Chan 120</th>
<th>APP CRS 272° Rwy Idg 3250 TDZE 458 Apt Elev 458</th>
</tr>
</thead>
<tbody>
<tr>
<td>Category: A</td>
<td>B</td>
</tr>
<tr>
<td>Knots: 60 90 120 150 180</td>
<td>Min:Sec: 5:54 3:56 2:57 2:22 1:58</td>
</tr>
<tr>
<td>MIRL Rwy 10-28</td>
<td>FAF to MAP 5.9 NM</td>
</tr>
</tbody>
</table>

**HARRISBURG APP CON**

126.45 281.525

**HARRISBURG CLNC DEL**

127.05

**UNICOM**

122.8 (CTAF)

**MOUNT JOY/MARIETTA, PENNSYLVANIA**

Amdt 1A 15SEP16

**DONEGAL SPRINGS AIRPARK (N71)**

**AL-6668 (FAA)**

**VOR RWY 28**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
RNAV (GPS) RWY 5
POCONO MOUNTAINS RGNL (MPO)

**MISSED APPROACH:**
Climb to 4000 direct ZEGAS and left turn via 292° track to LVZ VORTAC and hold.

**Asphalt Runway Values:**
- **LNAV/VNAV DA:** 2431 feet
- **LPV DA:** 2339 feet
- **All Visibilities 1/2 SM**

**Landing Minimums:**
- **LNAV only:**
  - *Height Above Ground Level (HAGL):*
    - **Minimums:**
      - **LNAV/VNAV:** 2431 feet
      - **LPV:** 2339 feet
    - **Visibility:** 1/2 SM

**Baro-VNAV NA:**
- When using Wilkes-Barre/Scranton altimeter setting.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).
- DME/DME RNP-0.3 NA. RWy 5 helicopter visibility reduction below 1/2 SM NA.
- When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2339 feet, LNAV/VNAV DA to 2431 feet and all visibilities 1/2 SM; increase all MDAs 100 feet and visibility Cat C and D 1/2 SM. Circling RW 23 NA at night.

**RNAV (GPS) RWY 5**

- **MISA RW05 25 NM**
- **ELEV 1915**
- **TDZE 1906**

**Approach Fix**
- **WIBUM**
  - **ASOS:** 120.275
  - **WILKES-BARRE APP CON:** 126.3
  - **CLNC DEL:** 125.3
  - **UNICOM:** 122.7 (CTAF)

**Procedures**
- **Beers** southbound and V232 at WIBUM on T221, V149 Procedure NA for arrivals northbound.
- **Procedures NA for arrivals at WHITT on V29-147 northbound.**

**Circling RW 23 NA at night.**
- **LPV DA:** 2431 feet
- **Visibility:** 1/2 SM
- **LNAV/VNAV DA:** 2339 feet
- **Visibility:** 1/2 SM

**Baro-VNAV NA:**
- When using Wilkes-Barre/Scranton altimeter setting.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).
- DME/DME RNP-0.3 NA. RWy 5 helicopter visibility reduction below 1/2 SM NA.
- When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2339 feet, LNAV/VNAV DA to 2431 feet and all visibilities 1/2 SM; increase all MDAs 100 feet and visibility Cat C and D 1/2 SM. Circling RW 23 NA at night.

**RNAV (GPS) RWY 5**

- **MISA RW05 25 NM**
- **ELEV 1915**
- **TDZE 1906**

**Approach Fix**
- **WIBUM**
  - **ASOS:** 120.275
  - **WILKES-BARRE APP CON:** 126.3
  - **CLNC DEL:** 125.3
  - **UNICOM:** 122.7 (CTAF)

**Procedures**
- **Beers** southbound and V232 at WIBUM on T221, V149 Procedure NA for arrivals northbound.
- **Procedures NA for arrivals at WHITT on V29-147 northbound.**

**Circling RW 23 NA at night.**
- **LPV DA:** 2431 feet
- **Visibility:** 1/2 SM
- **LNAV/VNAV DA:** 2339 feet
- **Visibility:** 1/2 SM

**Baro-VNAV NA:**
- When using Wilkes-Barre/Scranton altimeter setting.
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (113°F).
- DME/DME RNP-0.3 NA. RWy 5 helicopter visibility reduction below 1/2 SM NA.
- When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2339 feet, LNAV/VNAV DA to 2431 feet and all visibilities 1/2 SM; increase all MDAs 100 feet and visibility Cat C and D 1/2 SM. Circling RW 23 NA at night.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 54° C (130° F).

Baro-VNAV and VDP NA when using Wilkes-Barre/Scranton altimeter setting. Rwy 13 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2450 feet, LNAV/VNAV DA to 2537 feet and all visibilities ½ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ⅔ SM and Circling Cat C/D ½ SM. Circling Rwy 23 NA at night.

MISSED APPROACH:
Climb to 3000 then climbing right turn to 4200 direct WHITT and hold.

(IAF) WILKES-BARRE LVZ
Procedure NA for arrival on LVZ VORTAC airway radials 094 CW 212.

(IAF) VOKYO
RADAR required for procedure entry at VOKYO.

ASOS
120.275
WILKES-BARRE APP CON 126.3 256.7
CLNC DEL 125.3
UNICOM 122.7 (CTAF)

LPV DA 2271-1¼ 386 (400-1¼)
LNAV/VNAV DA 2358-1½ 473 (500-1½)
LNAV MDA 2340-1 455 (500-1)
LNAV MDA 2340-1½ 455 (500-1½)
CIRCLING 2420-1 505 (600-1)
505 (600-1) 2500-1 585 (600-1)
2600-2 685 (700-2)
2660-2½ 745 (800-2½)

MOUNT POCONO, PENNSYLVANIA
Amdt 3C 24MAY18

21280
POCONO MOUNTAINS RGNL (MPO)
RNAV (GPS) RWY 13

RNAV (GPS) RWY 13
POCONO MOUNTAINS RGNL (MPO)

MOUNT POCONO, PENNSYLVANIA
Amdt 3C 24MAY18

41°08'N-75°23'W
Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). RWY 31 helicopter visibility reduction below 1/2 SM NA. DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2403 feet and visibility 1/2 SM, LNAV/VNAV DA to 2446 feet and visibility 1/2 SM; increase all MDAs 180 feet and visibility LNAV Cat C/D 1/2 SM and Circling Cat C/D 1/2 SM. Circling RWY 23 NA at night.

Procedure NA for arrivals at BEERS on T221, V149 northbound and on V232 northwest bound.

Procedure NA for arrivals at SCOUP on V162 northeast bound and V226 southeast bound.

MISSED APPROACH: Climb to 4200 direct RWY 31 and on track 228° to WHITT and hold.
VOR/DME RWY 13
POcono Mountains RGNL (MPO)

Circling Rwy 23 NA at night. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Wilkes-Barre/Scanton altimeter setting and increase all MDA 180 feet; increase S-13 Cat B and Circling Cat B visibility 1/4 mile, S-13 Cats C/D visibility 3/4 mile, and Circling Cats C/D visibility 1/2 mile.

Procedure NA for arrivals on LVZ VOR TAC airway radials 094 CW 190.

MISSED APPROACH: Climbing right turn to 4000 direct LVZ VOR TAC and hold.

ASOS
Wilkes-Barre APP CON
120.275 126.3 256.7

CLNC DEL
125.3

UNICOM
122.7 (CTAF)

MOUNT POCONO, PENNSYLVANIA
41°08'N - 75°23'W

410 19MY 2022 to 14 JUL 2022

Amdt 8B 13OCT16

REIL Rwy 31
REIL Rwys 5, 13, and 23
MIRL Rwys 5-23 and 13-31

MOUNT POCONO, PENNSYLVANIA
Amdt 8B 13OCT16
NE-4, 19 MAY 2022 to 14 JUL 2022

When local altimeter setting not received, use Harrisburg Intl altimeter setting:
increase all MDA 80 feet and CAT BC vis 1/4 SM.

NoPT for arrivals at BOBSS on V12-V162 eastbound.

CATEGORY
CIRCLING
A 1420-1¼ 933 (1000-1¼)
B 1420-2¾ 933 (1000-2¼)
C D NA

REIL all Rwygs
MIRL all Rwygs

FORT INDIANTOWN GAP, PENNSYLVANIA
Amdt 2A 10SEP20
Circling N of Rwy 7-25 not authorized.

When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 ft and increase visibility CAT B ¼ mile.

Final approach from holding pattern at BZJ NDB not authorized, procedure turn required.

CAUTION: 1300 ft ridge running SW to NE 1 mile N of airport.

CATEGORY | A | B | C | D
--- | --- | --- | --- | ---
CIRCLING | 1420-1/4 | 933 (1000-11/4) | NOT AUTHORIZED |
1733

DME/DME RNP-0.3 NA

When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 feet.

Procedure NA for arrivals at HWANG via V162 east bound and V170 southeast bound.

Limit final and missed approach airspeed to 90 KIAS.
When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 ft.
Proceed VFR from BZJ NDB or conduct the specified missed approach.

**COPTER NDB Y-289°**

**ASOS**
- 124.175

**HARRISBURG APP CON**
- 118.25
- 269.45

**MUIR TOWER**
- 126.2 (CTAF)
- 290.5

**GND CON**
- 121.625
- 269.525

**IAF**
- BELLGROVE
- 328° BZJ

**R-5802A**
- R-5802B

**HWANG**
- 109°

Limit final and missed approach airspeed to 90 KIAS.

**CAUTION:**
1300 ft ridge running SW to NE 1 mile north of airport.

**CATEGORY** | **COPTER**
--- | ---
**H-289°** | 1040-⅔ 501 (600-¾)

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**FORT INDIANTOWN GAP, PENNSYLVANIA**

**AMDT 3 20030**

**MUIR AAF (KMUI)**

**ELEV 487**

**Rwy**
- 7 Idg 3631’
- 25 Idg 3860’
- MIRL Rwy 7-25
- REIL all Rwy

**289° 0.5 NM from NDB**

**MUA BZJ 2.5 NM**

**3200**

**40°26’S-76°34’W**
VOR receiver required for this approach. When local altimeter setting not received, use Harrisburg INTL altimeter setting and increase MDA 80 ft.

**MISSING APPROACH:** Climb to 2000 via heading 160° then climbing left turn to 2900 direct BZJ NDB and hold.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>124.175</th>
<th>HARRISBURG APP CON</th>
<th>118.25 269.45</th>
<th>MUIR TOWER</th>
<th>126.2 (CTAF)</th>
<th>290.5</th>
<th>GND CON</th>
<th>121.625 269.525</th>
</tr>
</thead>
</table>

**Procedure NA for arrivals at HWANG INT via V162 eastbound and V170 southeast bound.**

Proceed VFR from BZJ NDB or conduct the specified missed approach.

**CAUTION:**
1300 ft ridge running SW to NE 1 mile N of airport.

**LIMIT FINAL APPROACH:**
90 KIAS.

**COPTER NDB Z-289°**

- **Category:** H-289°
- **Copter:** 1000-3/4 461 (500-3/4)

**FORT INDIANTOWN GAP, PENNSYLVANIA**

**AMDT 2 20030**

**MUIR AAF (KMUI)**

215
DEPARTURE ROUTE DESCRIPTION

**DEPARTURE EAST PAD:** Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

**DEPARTURE WEST PAD:** Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

**BOBSS TRANSITION (MUI3 BOBSS):** Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

**HWANG TRANSITION (MUI3 HWANG):** Fly heading 125° to intercept V162 to HWANG INTERSECTION.

**LANCASTER TRANSITION (MUI3 LRP):** Proceed direct to LRP VORTAC.

**RAVINE TRANSITION (MUI3 RAV):** Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.
Procedure NA for arrivals at RAV VORTAC on airway radials 114 CW 131, arrivals at JUPAS on V499 northbound, and arrivals at BAARN on V12 westbound.

MISSED APPROACH: Climb to 4000 direct JUKUL and climbing right turn on track 285° to BAARN and hold.

AWOS 2 118.45  RDG ASOS 127.1  HARRISBURG APP CON 118.25 269.45  UNICOM 122.8 (CTAF)

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>837-1</td>
<td>1200-1</td>
<td>1200-1</td>
</tr>
<tr>
<td>B</td>
<td>314 (400-1)</td>
<td>677 (700-1)</td>
<td>677 (700-1)</td>
</tr>
<tr>
<td>C</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>
Use Harrisburg Intl, PA altimeter setting. If not received, procedure NA. Circling Rwy 1 NA at night.

MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.

One Minute Holding Pattern

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1140-1</td>
<td>1160-1</td>
<td>1160-13/4</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>617 (700-1)</td>
<td>637 (700-1)</td>
<td>637 (700-13/4)</td>
<td></td>
</tr>
</tbody>
</table>
NEW CASTLE, PENNSYLVANIA

RNAV (GPS) RWY 5
NEW CASTLE MUNI (UCP)

AWOS-3PT 124.175
YOUNGSTOWN APP CON* 133.95 322.3
UNICOM 123.0 [CTAF]

VDP NA when using Youngstown/Warren Rgnl altimeter setting. Rwy 5 helicopter visibility reduction below 3/8 SM NA. When local altimeter setting not received, use Youngstown/Warren Rgnl altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV Cat C and Circling Cat C visibility 3/8 SM.

MISSED APPROACH: Climb to 3000 direct ZARTO and hold.

NEW CASTLE, PENNSYLVANIA

Amdt 1D 09SEP21

41°02'N - 80°25'W
219
**NEW CASTLE, PENNSYLVANIA**  
**RNAV (GPS) RWY 23**

**NEW CASTLE MUNI (UCP)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1288-1</td>
<td>261 (300-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1580-1</td>
<td>553 (600-1)</td>
<td>1580-1½</td>
<td>553 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>1700-1</td>
<td>1700-1¾</td>
<td>628 (700-1)</td>
</tr>
</tbody>
</table>

**AWOS-3PT**  
**YOUNGSTOWN APP CON**  
**UNICOM**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>124.175</td>
<td>133.95</td>
<td>322.3</td>
<td>123.0 (CTAF)</td>
</tr>
</tbody>
</table>

**VDP NA when using Youngstown/Warren Rgnl altimeter setting. When local altimeter setting not received, use Youngstown/Warren Rgnl altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV Cat C and Circling Cat C visibility ¼ SM.**

**MISSING APPROACH:**  
Climb to 3600 direct FIVEG and hold.
RNAV (GPS)-A

**HARRISBURG APP CON**

- **UNICOM**
  - 122.8 (CTAF)

**Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Harrisburg Intl altimeter setting, when not received, use Fort Indiantown Gap altimeter setting.**

**MISSED APPROACH:** Climb to 1680 then climbing right turn to 3000 direct KUPPS and hold.

**ELEV 489**

**Reigle Fld (58N)**
RNP APCH.

Circling Rwy 10, 28 NA at night. Rwy 3 helicopter visibility reduction below RVR 4000 NA. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -17°C or above 38°C. When local altimeter setting not received, use Athens/Albany altimeter setting. Increase LPV DA to 1302 feet and visibility all Cats ⅛ SM; increase LNAV/VNAV DA to 1303 feet and visibility all Cats ⅛ SM; increase all MDAs 100 feet and visibility Cats C and D ⅛ SM. For inop ALS, increase LNAV/VNAV all visibility to ⅛ SM and LNAV Cats A/B visibility to RVR 5500. For inop ALS, when using Athens/Albany altimeter setting, increase LPV all Cats visibility to ⅛ SM and LNAV/VNAV all Cats visibility to ⅛ SM.

Procedure NA for arrivals at JPU VOR/DME on V59 north bound and V44 northeast bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 38°C. For uncompensated REILs, Rwy 3 NA at night. Rwy 3 helicopter visibility reduction below RVR 4000 NA.

LPV DA 1202/40 372 (400-3/4)
LNAV/VNAV DA 1336/60 505 (500-1/4)
LNAV MDA 1260/40 430 (500-3/4)
CIRCLING 1320-1 461 (500-1) 1380-1 521 (600-1) 1640-2 781 (800-2/4) 1640-2 781 (800-2/4)
Rwy 10 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase visibility LP all Cats, LNAV all Cats and Circling Cat D ½ SM, and Circling Cats A/C ½ SM. Straight-in Rwy 10 NA at night, Circling Rwy 10, 28 NA at night.

 Procedure NA for arrival on JPU VOR/DME airway radials 176 CW 324.

 Procedure NA for arrivals at FARLN on V133 north bound.

 CATEGORY  A    B    C    D
 LP MDA 1580-1 1580-1 1580-2 749 (800-2)
 LNAV MDA 1600-1 1600-1 1600-2½ 769 (800-2½)
 CIRCLING 1600-1 1600-1 1640-2½ 781 (800-2½)

INDIANAPOLIS CENTER  ATIS  124.35  125.55  398.9
PARKERSBURG TOWER  123.7 (CTAF)  257.8
GND CON  121.7
UNICOM  122.95
RNP APCH.

Baro-VNAV and VDP NA when using Athens/Albany altimeter setting. Rwy 21 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 38°C. When local altimeter setting not received, use Athens/Albany altimeter setting: increase LPV DA to 1249 feet and visibility all Cats 1/4 SM; increase LNAV/VNAV DA to 1237 feet and visibility all Cats 1/2 SM; increase all MDAs 100 feet and visibility Cat C/D 1/2 SM. Circling Rwy 10, 28 NA at night.

MISSED APPROACH: Climb to 3000 direct UNSAW and hold.

ATIS
124.35

INDIANAPOLIS CENTER
125.55  398.9

PARKERSBURG TOWER
123.7 (CTAF)  257.8

GND CON
121.7

UNICOM
122.95

ELEV 859

TDZE 857

Procedure NA for arrival on JPU VOR/DME airway radials 324 CW 121.

Amdt 2E  02DEC21

NE-4, 19 MAY 2022 to 14 JUL 2022
RNAV (GPS) RWY 28

MID-OHIO VALLEY RGNL (PKB)

Rw 28 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase LP/LNAV Cats C/D visibility 1/4 SM and Circling Cat C/D 1/2 SM. Straight-in Rw 28 NA at night, Circling Rw 28, 10 NA at night.

MISSED APPROACH: Climb to 3000 direct FASAT and hold.

Procedure NA for arrival on JPU VOR/DME airway radials 070 CW 220.

Procedure NA for arrivals at JULEA on V309 northeast bound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
PARKERSBURG, WEST VIRGINIA

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 8
PENNRIDGE (CKZ)

Rwy 8 helicopter visibility reduction below 3/4 SM NA.

AWOS-3 126.325
PHILADELPHIA APP CON 123.8 291.7
CLNC DEL 118.55
UNICOM 123.0 (CTAF)

Procedure NA for arrival on PTW VORTAC airway radials 354 CW 095.
RNAV (GPS) RWY 26
PENNRIDGE (CKZ)

Rwy 26 helicopter visibility reduction below 1 SM NA.

AWOS-3 126.325
PHILADELPHIA APP CON 123.8 291.7
CLNC DEL 118.55
UNICOM 123.0 (CTAF)

Procedure NA for arrivals at BIGGY on V3-419 northeast bound.

ELEV 568  TDZE 565

Category A B C D
LNAV MDA 980-1 415 (500-1) 980-1/8 415 (500-1/8) NA
CIRCLING 1260-1 692 (700-1) 1260-2 692 (700-2) NA

PERKASIE, PENNSYLVANIA
Orig-D 31JAN19

40°23'N-75°17'W
RNAV (GPS)-C

Procedure NA at night. DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2900 then climbing left turn to 5000 direct ESL VOR/DME and hold.

Procedure NA for arrivals on ESL VOR/DME airway radials 190 CW 320.

CIRCLING

39°00'N-79°09'W

233
RNP APCH.

NA
When local altimeter setting not received, procedure NA.

ELEV 963  TDZE 957

AWOS-3  124.475
WASHINGTON CENTER  133.65  285.6
UNICOM  122.8 (CTAF)

MISSING APCH FIX

KESSL ESL

MISSING APCH FIX

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

Category COPPER

LNAV MDA 1880-7/4 923 (1000-7/4)

When local altimeter setting not received, procedure NA.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

CoPOT R NAV (GPS) x Rwy 31

GRANT COUNTY (W99)

MISSING APCH FIX

KESSL ESL

MISSING APCH FIX

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

Category COPPER

LNAV MDA 1880-7/4 923 (1000-7/4)

When local altimeter setting not received, procedure NA.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

Category COPPER

LNAV MDA 1880-7/4 923 (1000-7/4)

When local altimeter setting not received, procedure NA.
ILS or LOC RWY 24
NORTHEAST PHILADELPHIA (PNE)

ATIS 121.15
PHILADELPHIA APP CON 123.8 291.7
NORTHEAST PHILADELPHIA TOWER * 126.9 (CTAF) 278.8
GND CON 121.7
CLNC DEL 127.25
UNICOM 122.95

ALTERNATE MISSED APCH FIX
POTTSTOWN PTTW 116.9
Chan 112

LOCALIZER 111.1
I-PNE

ELEV 120
TDZE 115

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct ARD VOR/DME and hold.

YARDLEY 108.2 ARD Chan 19

BORDA INT

LOCALIZER 111.1
I-PNE

240° 5.8 NM from FAF

HIRL Rwy 6-24
MIRL Rwy 15-33
REIL Rwys 6, 15 and 33

FAF to MAP 5.8 NM

Knots 60 90 120 150 180
Min:Sec 5:48 3:52 2:54 2:19 1:56

5.8 NM 5.9 NM

CATEGORY A B C D
S-ILS 24 315-½ 200 (200-½)
S-LOC 24 640-½ 525 (600-½) 640-1 525 (600-1)

CIRCLING 700-1 580 (600-1) 720-1½ 600 (600-1½) 780-2 660 (700-2)

NE-4, 19 MAY 2022 to 14 JUL 2022

PHILADELPHIA, PENNSYLVANIA
Amtd 13 24MAY18

40°05'N-75°01'W

237
RNAV (GPS) RWY 6
NORTHEAST PHILADELPHIA (PNE)

MISSED APPROACH: Climb to 2900 direct FLITS and hold.

Rwy 6 helicopter visibility reduction below 7/8 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

ATIS 121.15
PHILADELPHIA APP CON 123.8 291.7
NORTHEAST PHILADELPHIA TOWER * 126.9 (CTAF) 278.8

GND CON 121.7
CLNC DEL 127.25
UNICOM 122.95

CIRCLING

1547
WAMCA

2000

336
(FAF)
JUNIA

154
WAMCA

2000

060°

2000

1.3 NM to RWO6

4.4 NM

6.1 NM

060°

2000

1.3

A

B

C

D

6.4

3.3

1.3

060°

2000

1547

A

060°

2000

060°

2000

060°

2000

060°

2900

FLITS

HIRL Rwy 6-24
MIRL Rwy 15-33
REIL Rwy 6, 15 and 33

2000

2000

2000

2000

2000
RNAV (GPS) RWY 33
NORTHEAST PHILADELPHIA (PNE)

Baro-VNAV NA when using Philadelphia Intl 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 Philadelphia Intl altimeter setting and increase all DA 50 feet and all MDA 60 feet. Increase LPV and LNAV/VNAV visibility all Cats ½ mile and LNAV Cats C/D visibility ¼ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 2500 direct PACKS and on track 003° to MAZIE and hold.

**ATIS**

PHILADELPHIA APP CON

PHILADELPHIA, PENNSYLVANIA

121.15

123.8

291.7

NORTHEAST PHILADELPHIA TOWER *

126.9 (CTAF) 278.8

GND CON

121.7

CLNC DEL

127.25

UNICOM

122.95

MISS APCH FIX

4 NM

25°

MIAZIE

64°

PACKS

333°

ASUSE

2.1 NM to RW33

FARES

800

1400

LNAV only

2500

PACKS

003°

MAZIE

2000

EPECU

2.1 NM to RW33

**TOP**

20°

40°

7000 X 150

x

x

x

x

x

x

7000 X 100

x

x

x

x

x

x

2000

003°

PACKS

ASUSE

2.1 NM to RW33

FARES

800

1400

**CIRCLING**

640-1

520 (600-1)

640-1/2

520 (600-1/2)

680-2

560 (600-2)

**CATEGORY**

A

B

C

D

LNAV DA

380-1

272 (300-1)

LNAV/VNAV DA

400-1

292 (300-1)

LNAV MDA

480-1

372 (400-1)

0°45'N-75°01'W

40°05'N-75°01'W

NE-4, 19 MAY 2022 to 14 JUL 2022

PHILADELPHIA, PENNSYLVANIA

Amndt 1B 25JUN15
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
ILS or LOC RWY 26
PHILADELPHIA INTL (PHL)

MISSING APPROACH: Climb to 800 then climbing right turn to 3000 direct PTW VORTAC and hold.

Amdt 4D 28FEB19

NE-4, 19 MAY 2022 to 14 JUL 2022
Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cat A. For inop ALS, increase S-LOC 17 Cat C visibility to 2 SM. HOOCH fix minimums: inop table does not apply to Cats A/B. Rwy 17 helicopter visibility reduction below RVR 5000 NA.

MISSED APPROACH: Climb to 3000 on heading 155° and ARD VOR/DME R-207 to JEPUG INT and hold.

Procedure NA for arrival on ARD VOR/DME airway radials 200 CW 304.
ILS Z RWY 9R (SA CAT I)

PHILADELPHIA INTL (PHL)

AL-320 (FAA)

LOC/DME  I-PHL
109.3
Chan 30

APP CRS
Rwy Idg 12000
TDZE 21
Apt Elev 36

Requirements for ILS Z RWY 9R:
- Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)

FN CON
121.9 348.6
118.85 348.6

MISSING APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

PHILADELPHIA APP CON
124.35 319.15

IAP MODENA
113.2 MXE
Chan 79

IAP DUPONT
114.0 DQQ
Chan 87

IAP MOXO
114.0
Chan 87

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

D-ATS
ARR 133.4
DEP 135.925

ALTERNATE MISSED
APCH FIX

DUPONT
114.0 DQQ
Chan 87

LOCALIZER 109.3
I-PHL
Chan 30

WINDOWNER
2600

WOODSTOWN
25 NM

NE-4, 19 MAY 2022 to 14 JUL 2022

S-ILS 9R
RA 171/14  150 DA 171

SA CATEGORY I ILS - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED
ILS RWY 27R (SA CAT I & II)
PHILADELPHIA INTL (PHL)

D-ATIS MODENA
MDE 113.2
Chan 79

PHILADELPHIA APP CON
ARR 124.35
DEP 319.15

PHILADELPHIA TOWER
118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

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 1500 then climbing right turn to 3000 on MXE VORTAC R-115 to MXE VORTAC and hold.

LOCALIZER 108.95
IAF MENGARD 15

Procedure NA for arrivals at MENGE on V479 northbound.

MODENA
MXE 113.2
Chan 79

Woodstown
112.8 OOD
Chan 75

Procedure NA for arrivals at ENZEW on V123-157-213 northeast bound.

M5A OOD 25 NM
2600

1500 3000
MXE R-115

VGSi and ILS glideslope not coincident (VGSi Angle 3.00/TCH 81).

JALTO
I-PDP 6.1

Mrtin Int I-PDP 11.3

ANLZR 108.95
I-PDP Chan 26 (Y)

088° (IAF)

ENZEW
R-200

R-152

ALTERNATE MISSED
APCH FIX

WOODSTOWN
112.8 OOD
Chan 75

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

PHILADELPHIA, PENNSYLVANIA
Amdt 10I 25MAR21
39°52'N-75°14'W

ILS RWY 27R
(SA CAT I & II)

PHILADELPHIA APP CON
121.9 348.6
118.85 348.6

GND CON

CPDLC

PHILADELPHIA INTL (PHL)

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

PHILADELPHIA, PENNSYLVANIA
Amdt 10I 25MAR21
39°52'N-75°14'W

ILS RWY 27R
(SA CAT I & II)
ILS Z RWY 9R (CAT II & III)
PHILADELPHIA INTL (PHL)

LOC/DME I-PHL
109.3
Ch 30

APP CRS
Rwy Idg 12000
Tlze 21
Apt Elev 36

PHILADELPHIA TOWER
118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

GND CON
121.9 348.6

CLNC DEL
118.85 348.6

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

PHILADELPHIA APP CON
124.35 319.15

D-ATIS
ARR 133.4
DEP 135.925

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.

ILS Z RWY 9R

PHILADELPHIA INTL (PHL)
AL-320 (FAA)

NE-4, 19 MAY 2022 to 14 JUL 2022
PHILADELPHIA, PENNSYLVANIA

**ILS V RWY 17 (CONVERGING)**

**PHILADELPHIA INTL (PHL)**

**LOC/DME** I-MYY 108.75
Channel 24 (Y)

**APP CRS** 171°

**Rwy Idg** 6500
**TDZE** 10
**Apt Elev** 36

**Radar Required.**

- Simultaneous approach authorized. Rwy 17 helicopter visibility reduction below 1/8 SM NA.

**DATIS**

- **ARR** 133.4
- **DEP** 135.925

**PHILADELPHIA APP CON**

- **118.5 327.05** (Rwys 9L/27R, 8/26 and 17/35)
- **135.1 327.05** (Rwy 9R/27L)

**PHILADELPHIA TOWER**

**GND CON** 121.9 348.6
**CLNC DEL** 118.85 348.6

**Apt Elev**

**CopdLC**

**Misc.**

- **Misssed Approach:** Climbing left turn to 3000 direct ARD VOR/DME and hold.

**Procedure** NA for arrival on ARD VOR/DME airway radials 200 CW 304.

**MISSED APCH FIX**

- **YARDLEY** 108.2 ARD (IF)
  Channel 19

**Alternate**

- **BRAND RBV** 15

**Maximum**

- **MISA Mustin** (Abandoned)

**Localizer** 108.75
Channel 24 (Y)

**ILS V RWY 17 (CONVERGING)**

**WOODSTOWN** 112.8 OOD
Channel 75

**LOCALIZER 108.75**
I-MYY (IF)
Channel 24 (Y)

**Rwy Idg**

- **3000** ARD

**Course**

- **2000**

**Gs**

- **3.00°**

**TCH** 50

**Category**

- A
- B
- C
- D

**S-ILS 17** 410/45 400 (400-%)
For uncompensated Baro-VNAV systems, procedure NA below 12°C (10°F) or above 54°C (130°F). GPS required.

For inop ALS, increase RNP 0.11 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1% SM.

MISSED APPROACH: Climb to 3000 on track 087° to CUBUT and on track 173° to FIDAX and on track 259° to OOD VORTAC and hold.

Procedure NA for arrival on DQO VORTAC airway radials 358 CW 110.

RNAV (RNP) Z RWY 9L

PHILADELPHIA INTL (PHL)

AUTHORIZATION REQUIRED

PHILADELPHIA, PENNSYLVANIA

Orig-D 01FEB18

39°52'N-75°14'W
RNAV (RNP) Z RWY 9R

For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 54°C (130°F). For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1/2 SM. Rwy 9R helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 3000 on track 087° to ASGEW and on track 169° to CIPOK, and on track 259° to OOD VORTAC and hold.

Procedure NA for arrival on DQO VORTAC airway radials 358 CW 110.

NE-4, 19 MAY 2022 to 14 JUL 2022

TDZ/CL Rwys 9R
HIRL all Rwys
REIL Rwys 9L and 35

AUTHORIZATION REQUIRED

PHILADELPHIA, PENNSYLVANIA
Orig-D 01FEB18

PHILADELPHIA INTL (PHL)

RNAV (RNP) Z RWY 9R
PHILADELPHIA, PENNSYLVANIA

RNAV (GPS) RWY 17
PHILADELPHIA INTL (PHL)

Inop table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A/B. 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. Rwy 17 helicopter visibility reduction below RVR 5000 NA.

D-ATIS
ARR 133.4
DEP 135.925

PHILADELPHIA APP CON
118.5  327.05  (Rwy 9L/27R, 8/26 and 17/35)
135.1  327.05  (Rwy 9R/27L)

PHILADELPHIA TOWER
GND CON  121.9  348.6
CLNC DEL  118.85  348.6

Procedure NA for arrival on ARD VOR/DME airway radials 200 CW 205.

Procedure NA for arrival on FTW VORTAC airway radials 059 CW 205.
RNAV (GPS) RWY 26
PHILADELPHIA INTL (PHL)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. For inop ALS, increase LPV all Cats visibility ¾ SM, increase LNAV Cats A and B to RVR 5500. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations. Rwy 26 helicopter visibility reduction below RVR 4000 NA.

MA/LSR

GND CON

Procedure NA for arrivals at MENGE on V479 northbound.

Procedure NA for arrivals at ENZEW via V123-157-213 northeast bound.

Procedure NA for arrivals at ALBEK on V312 westbound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct OOD VORTAC and hold.

Procedure NA for arrivals at ENZEW on V123-157-V213 northeast bound.

Procedure NA for arrival on CYN VORTAC airway radials 226 CW 274.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. DME/DME RNP-0.3 NA. For inoperative ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)
RNAV (GPS) RWY 35
PHILADELPHIA INTL (PHL)

**Amdt 5 21 MAY 2022**

- **PHILADELPHIA, PENNSYLVANIA**
- **AL-320 (FAA)**

**RNAV (GPS) RWY 35**

**PHILADELPHIA TOWER**

- **GND CON**: 121.9
- **CINC DEL**: 348.6

**PHILADELPHIA APP CON**

- **ARR**: 133.4
- **DEP**: 135.925

**AIRPORTS**

- **PHILADELPHIA INTL**

**MISSED APCH FIX**

- **4 NM**
  - WERDI
  - JEPUG
  - HARLU
  - CEMEK

**APPROACH**

1. From WERDI, fly a course of 333° for 1.3 NM to RW35.
2. From RW35, fly a course of 351° to RW35.
3. From RW35, fly a course of 351° to MUDNE and hold.

**PHILADELPHIA TOWER**

- **ELEV**: 36
- **TDZE**: 13

**MISSING APCH FIX**

- **4 NM**
  - MUDNE

**Procedure**

- For arrivals at ALBEK on V312 northeast bound.

**MISSAP**

- Climb to 3000 direct WERDI and on track 333° to MUDNE and hold.

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**TDZ/CL**

- **Rwy 35 helicopter visibility reduction below RVR 4000 NA.**

**TDZ/CL**

- **Rwy 9R/27L**
- **Rwy 9R/27L**
- **Rwy 8/26 and 17/35**

**Category**

- **A**
- **B**
- **C**
- **D**

**CIRCLING**

- **540-1**
- **504 (600-1)**

**RNAV (GPS) RWY 35**

- **564 (600-1)**
- **584 (600-1)**
- **684 (700-2)**
Procedure NA except for ACFT equipped with suitable RNAV system with GPS.

DME required.

MISSED APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

**PHILADELPHIA TOWER**

**ARR** 133.4  **DEP** 135.925

**PHILADELPHIA APP CON**

<table>
<thead>
<tr>
<th></th>
<th>APP CRS</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>024°</td>
<td>N/A</td>
<td>36</td>
</tr>
</tbody>
</table>

**OOD VORTAC**

<table>
<thead>
<tr>
<th></th>
<th>VOR-A</th>
<th>Chan 75</th>
</tr>
</thead>
<tbody>
<tr>
<td>112.8</td>
<td>2000</td>
<td></td>
</tr>
</tbody>
</table>

NoPT for arrival on OOD VORTAC airway radials 121 CW 290.

**WOODSTOWN IAF**

**MANDL**

**POKEY**

**IF/IAF**

One Minute Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>560-1</td>
<td>600-1</td>
<td>620-1¾</td>
<td>NA</td>
</tr>
</tbody>
</table>

**DEP ELEV**

**A**

**Rwy 9R/27L**

**REIL** Rwys 9L and 35

**HIRL** all Rwys

**TDZ/CL** Rwy 9R

**PHILADELPHIA INTL (PHL)**

**AMT 3B 31DEC20**

**PHILADELPHIA, PENNSYLVANIA**

**NE-4, 19 MAY 2022 to 14 JUL 2022**
FREEDOM VISUAL RWY 9L

Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.
Radar Required

Weather Minimums: 3000’ ceiling and 7 mile visibility.

Liberty Visual RWY 27L

Expect Radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for RWY 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to RWY 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to RWY 27R during this operation.
RIVER VISUAL RWY 9L/R

Expect RADAR vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.

Weather Minimums: 4500 foot ceiling and 3 mile visibility.

Vertical Guidance
Navaid and Angle:
Rwy 9L VASI 3°.

RIVER VISUAL RWY 9L/R

Philadelphia, Pennsylvania

Orig 05MAR92
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
NOTE: RADAR required.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 8, 9L, 9R, 17, 27L, 27R, 35: Climb heading assigned by ATC, thence....
EXCEPTION: TAKEOFF RWY 27L, 27R (2200L-0600L): Climbing left turn heading 245°, thence....
....expect RADAR vectors to first navaid/fix. Maintain 5000 or assigned lower altitude.
Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: All aircraft routed via MXE VORTAC, STOEN, PTW VORTAC, FJC VORTAC, ARD VOR/DME: departure control frequency 124.35.
All aircraft routed via OOD VORTAC, DITCH, DQO VORTAC, RUUTH, RBV VORTAC: departure control frequency 119.75.
Procedure NA for arrival at PTW VORTAC on V403-405 northeast bound.

Procedure NA for arrival at MXE VORTAC on V3-419 southwest bound.

Missed approach: Climb to 2000 direct HOMWE and hold.

Baro-VNAV NA when using Pottstown 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 Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet; increase LPV Cats A/B visibility ¾ mile. Rwy 6 helicopter visibility reduction below ¾ SM NA.

Amdt 1B 16AUG18

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 40).
Procedure NA for arrival on ARD VOR/DME airway radials 233 CW 304.

Phila direct PHILA and hold.

MISSED APPROACH: Climb to 2200 when using Pottstown altimeter setting. For uncompensated Baro-VNAV, LNAV/VNAV below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet.

RW 24 helicopter visibility reduction below 1/4 SM NA.

AWOS-3
PHILADELPHIA APP CON
CLNC DEL
UNICOM

PHILA

RNAV (GPS) RWY 24
WINGS FLD (LOM)

2200

PHILA

1.7 NM to RW24

JEKEP

1.7 NM to RW24

(FAF) YUWSO

(IAF) MAZIE

065°

1900

245°

2000 NoPT

169° (4.7)

2000 NoPT

280° (7.5)

IFF/IAF YARDLEY

ARD

1900

245°

245°

2000

PHILA

LNAV only.

* VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 40).

* LNAV only.

RW24

2.5 NM

880

1.7 NM

3.1 NM

6.1 NM

065°

1900

245°

245°

2000

GP 3.00°

TCH 59

HOMWE

4 NM

PHILA

MIRL Rwy 6-24

REIL Rwys 6 and 24

NE-4, 19 MAY 2022 to 14 JUL 2022

VPV       DA
GP 3.00°
VGSI Angle 3.00/TCH 40.
VGSI and RNAV glidepath not coincident

LVNAV/ VNAV

DA

775-1½ 480 (500-1¾)

NA

NA

CIRCLING

780-1 478 (500-1)

NA

NA

NA

NA

NA

PHILADELPHIA, PENNSYLVANIA

Amdt 1B  16AUG18

40°08'N-75°16'W

273
RNAV (GPS) RWY 26
PHILIPPI/BARBOUR COUNTY RGNL (79D)

Rwy 26 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night.
Use Clarksburg altimeter setting, when not received, use Buckhannon altimeter setting.

MISSED APPROACH: Climbing right turn to 4500 direct UCOYA and hold.

Procedure NA for arrival on CKB
VOR/DME airway radials 050 CW 163.

Final approach course offset 13.95 degrees.

Use Clarksburg altimeter setting, when not received, DME/DME RNP-0.3 NA. Procedure NA at night.

Use Buckhannon altimeter setting.

4500

- 095°

(17.4)

CLARKSBURG
CKB

Final approach course offset 13.95 degrees.

249°

PHILIPPI/WEST VIRGINIA
AL-10351 (FAA)

APP CRS
249°

Rwy Idg 3050
TDZE 1755
Apt Elev 1755

CLARKSBURG APP CON
121.15 284.65

CTAF
122.9

ELEV 1755
TDZE 1755

2460-1
705 (800-1)

765 (800-1)

2520-1

2520-1 3/4

765 (800-1 3/4)

NA

39°10'N - 80°04'W

TCH 30

3.25°

TCH 30

5 NM

5500

3486

3393

3912

RNAV MDA
2460-1
705 (800-1)

765 (800-1)

2520-1

2520-1 3/4

765 (800-1 3/4)

NA

PHILIPPI/WEST VIRGINIA
Orig B 08OCT20

NE-4, 19 MAY 2022 to 14 JUL 2022
RNAV (GPS) RWY 16

MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.

RNAV (GPS) RWY 16
MID-SHARE (PSB)

PHILIPSBURG, PENNSYLVANIA

AL-523 (FAA)

WAAS
CH 97521
W16A

APP CRS 167°
Rwy Idg 5711
TDZE 1948
Apt Elev 1948

RNP ACH.
RNAV (GPS) RWY 26

KEE FLD (I16)

AWOS-3 120.625
CHARLESTON APP CON 125.4 269.125
UNICOM 122.8 (CTAF)

RNP APATH - GPS.

MISSED APPROACH: Climbing left turn to 4400 direct EDATY and hold.

AWOS-3 to CHARLESTON APP CON to UNICOM

BAKAS 3.5 NM to AXNAP

Procedure NA for arrival on BLF VOR/DME airway radials 277 CW 074.

BLF VOR/DME 277 CW 074

Procedure NA at night.

RNAV (GPS) RWY 26

PINEVILLE, WEST VIRGINIA

AL-6411 (FAA)

PINEVILLE, WEST VIRGINIA

RNAV (GPS) RWY 26

KEE FLD (I16)

NE-4, 19 MAY 2022 to 14 JUL 2022
ILS or LOC RWY 28
ALLEGHENY COUNTY (AGC)

ATIS 120.55
PITTSBURGH APP CON 119.35 285.575
ALLEGHENY TOWER 121.1 239.0
GND CON 121.7

RADAR REQUIRED

Localizer 109.1°
I-AGC
LOC offset 1.98°

MISSED APPROACH: Climbing left turn to 3000 direct AGC VOR/DME and hold.

For inoperative MALSR, increase S-LOC Cats C and D visibility to RVR 6000.

ATIS
PITTSBURGH APP CON
ALLEGHENY TOWER
GND CON

Radar Required

ILS or LOC RWY 28
ALLEGHENY COUNTY (AGC)

ATIS 120.55
PITTSBURGH APP CON 119.35 285.575
ALLEGHENY TOWER 121.1 239.0
GND CON 121.7

RADAR REQUIRED

Localizer 109.1°
I-AGC
LOC offset 1.98°

MISSED APPROACH: Climbing left turn to 3000 direct AGC VOR/DME and hold.

For inoperative MALSR, increase S-LOC Cats C and D visibility to RVR 6000.
ILS or LOC RWY 10
ALLEGHENY COUNTY (AGC)

Missed Approach: Climb to 2000 then climbing right turn to 3000 direct AGC VOR/DME and hold.

Procedure NA for arrivals at AGC VOR/DME on V12 eastbound.
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.

**MISSED APPROACH:** Climb to 3100 direct LENLE and on track 166° to NESTO and hold.

**ATIS**
120.55

**PITTSBURGH APP CON**
119.35  285.575

**ALLEGHENY TOWER**
121.1  239.0

**GND CON**
121.7

---

### RNAV (GPS) RWY 10
**ALLEGHENY COUNTY (AGC)**

**WAAS**
- **CH 97325**
- **W10A**
- **APP CRS 099°**
- **Rwy ldg 6501**
- **TDZE 1251**
- **Apt Elev 1252**

**CIRCLING**
- **GP 3.00°**
- **TCH 47**

**REIL Rwy 10**: WOLES 2.5 NM to RW10
**HIRL Rwy 10-28 and 13-31**: 3000

**NE-4, 19 MAY 2022 to 14 JUL 2022**

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**AMDT 4D 21 MAY 2022**

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**PITTSBURGH, PENNSYLVANIA**

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**ALLEGHENY COUNTY (AGC)**

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**RNAV (GPS) RWY 10**

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**40°21'N-79°56'W**

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**281**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: RADAR required.

TAKEOFF MINIMUMS

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10: Climb heading 099° until 1700 thence....
TAKEOFF RUNWAY 13: Climb heading 129° until 1700 thence....
TAKEOFF RUNWAY 28: Climb heading 279° until 1700 thence....
TAKEOFF RUNWAY 31: Climb heading 309° until 1700 thence....

....expect vectors to assigned route/fix. Maintain 3000. Expect further clearance to requested altitude 10 minutes after departure.

NOTE: Chart not to scale.
Simultaneous approach authorized with Rwy 10L. For inop ALS, increase S-ILS 10R Cat E visibility to RVR 4000. For inop ALS, increase S-LOC 10R Cat C, D, E visibility to 1 SM.

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.

**Note:**
- **GS 3.00° TCH 51**
- **1035 5000 AGC**
- **1135 1135**
- **11492 9707**
- **1135 1141**
- **1203 1203**

**Changes:**
- **Amdt 10G 01FEB18**
- Updated NE-4, 19 MAY 2022 to 14 JUL 2022

**ILS or LOC RWY 10R**

**PITTSBURGH INTL (PIT)**

**LOC I-GUT**
- **108.9**

**APP CRS**
- **11492 9707**
- **1135 1141**
- **1203 1203**

**Rwy Idg**
- **TDZE**
- **Apt Elev**

**PITTSBURGH APP CON**
- **123.95 360.8**

**PITTSBURGH TOWER**
- **128.3 291.7**

**GND CON**
- **121.9 348.6**
- **127.8 348.6**

**CLNC DEL**
- **126.75 353.7**

**D-ATIS**
- **ARR 127.25**
- **DEP 135.9**

**PITTSBURGH APP CON**
- **123.95 360.8**

**PITTSBURGH TOWER**
- **128.3 291.7**

**GND CON**
- **121.9 348.6**
- **127.8 348.6**

**CLNC DEL**
- **126.75 353.7**

**MG557 (500-1) 497 (500-1) 1620-50**

**LOCALIZER 108.9 I-GUT**

**WHEELENING 112.2 HLG:**
- **Chan 59**

**CIRCLING**
- **1700-1 497 (500-1)**

**SIDESTEP**
- **10C 1620/50 500-1**

**REIL Rwy 10C**
- **HIIRl all Rwys**
- **TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32**

**FAF to MAP 5.6 NM**
- **101° 5.6 NM from FAF**

**KNOTS**
- **90 120 150 180**

**MIN/SEC**
- **3:44 2:48 2:14 1:52**

**PITTSBURGH PENNSYLVANIA**

**Amdt 10G 01FEB18**

**40°29'N-80°14'W**

**285**
Simultaneous approach authorized with Rwy 10L. Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.

SA CAT I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
MISSED APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.

**D-ATIS**

**ARR** 127.25

**DEP** 135.9

**PITTSBURGH APP CON**

**123.95**

**360.8**

**PITTSBURGH TOWER**

**SOUTH**

**121.9**

**348.6**

**NORTH**

**127.8**

**348.6**

**GND CON**

**126.75**

**353.7**

**CLNC DEL**

**ELEV** 1203

**TDZE** 1135

**WHEELING**

112.2 HLG

**Channel 59**

**LOCALIZER**

108.9

**Channel 59**

**MONTOUR**

112.2

**Channel 59**

**Bucktail**

112.2

**Channel 59**

**2048**

**2049**

**AGS 25 NM**

**3100**

**27°**

**3800**

**VGS ILS glidepath not coincident**

(VGSI Angle 3.00/TCH 71).

One Minute Holding Pattern

**MUFTI INT**

**16.2**

**Radar**

**WILE INT**

**12.2**

**Radar**

**STARG INT**

**8.3**

**Radar**

**TCH 51**

**GS 3.00°**

**5000**

**281°**

**101°**

**4000**

**101°**

**3000**

**101°**

**1235**

**IM**

**AGC**

5.6 NM

90°

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat II), ILS Rwy 10L (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 4000 on track 101° to HAVRU and on track 147° to JAPAV and on track 198° to AGC VOR/DME and hold.

**RNAV (RNP) Z RWY 10C**

**PITTSBURGH INTL (PIT)**

**AUTHORIZATION REQUIRED**

PITTSBURGH, PENNSYLVANIA

**APP CRS**

101°

Rwy Idg 9708

TDZE 1141

Apt Elev 1203

** CATEGORY **

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.11 DA</td>
<td>1540-1 ½ 399 (400-1 ½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.20 DA</td>
<td>1566-1 ½ 425 (400-1 ½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>1669-1 ½ 528 (500-1 ½)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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**40°29'N-80°14'W**

**RNAV (RNP) Z RWY 10C**

**PITTSBURGH INTL (PIT)**

**PITTSBURGH, PENNSYLVANIA**

Orig D 01FEB18
For uncompensated Baro-VNAV systems procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Rwy 28C helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized with ILS or LOC Rwy 28R, ILS Rwy 28R (Cat II). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSING APPROACH: Climb to 4000 on track 281° to EPONE on track 251° to JAKNO and on track 210° to HLG VOR/DME and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.14 DA</td>
<td>1527/60</td>
<td>393 (400-1¾)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.16 DA</td>
<td>1531-1½</td>
<td>397 (400-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>1576-1½</td>
<td>442 (400-1½)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AUTHORIZATION REQUIRED
For uncompensated Baro-VNAV systems procedure NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized. GPS Required. For inoperative ALS, increase RNP 0.13 all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 4000 on track 281° to CAKAT and track 256° to ELALE and track 223° to BOPGE and track 210° to HLG VOR/DME and hold.

VGSi and RNAV glidespath not coincident (VGSi Angle 3.00/TCH 70).

Authorization Required
RNAV (RNP) Z RWY 28R
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized. GPS required. For inop ALS, increase RNP 0.30 all Cats visibility to 1SM.

MISSAPCH FIX

ELLWOOD CITY EWC

KANVE 281° 1357 [7] 1517


(FAF) ZAIKO

NASTY (IF)

MALSR

MISSED APPROACH: Climb to 4000 on track 281° to KANVE and track 341° to USUSE and track 060° to EWC VOR/DME and hold.

For inop ALS, increase RNP 0.30 all Cats visibility to 1SM.

MALSR

AUTHORIZATION REQUIRED

5.6 NM

9.3 NM

GP 3.00° TCH 75

CATEGORY A B C D

RNP 0.30 DA 1675/55 501 (500-1)

40°29'N-80°14'W

PITTSBURGH, PENNSYLVANIA

APR 121°

TDZE 1174

ELEV 1203

PITTSBURGH TOWER

SOUTH 348.6

NORTH 348.6

PITTSBURGH APP CON

123.95 360.8

PITTSBURGH, PENNSYLVANIA

CLNC DEL

126.75 353.7

CLNC DEL

126.75 353.7

126.75 353.7

REIL Rwy 10C
HIRL all Rwys
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

CPDLC

341°

4000 2048

(IAF) GRACE

060°

4000

(IAF) NESTO

343°

4000

1357

1517

281°

281° to RW28R

1513 ±
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized.

DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2 (FAA)

MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct EWC VOR/DME and hold.

D-ATIS

ARR 127.25

DEP 135.9

PITTSBURGH APP CON 123.95 360.8

PITTSBURGH TOWER 128.3 291.7

GND CON SOUTH 121.9 348.6

NORTH 127.8 348.6

CLNC DEL 126.75 353.7

CPDLC

MISSED APCH FIX

6 NM

200°

281°

EWC

ELLWOOD CITY

ALLEGHENY AGC

ELEV 1203

TDZE 1203

6 NM Holding Pattern

VGSI and RNAV glideslope not coincident (VGSI Angle 3.00°/TCH 83).

1900

4000

EWC

* LNAV only

STOWI

4000

GP 3.00°

TCH 59°

101°

281°

3000

RACOO

ZAXAB

2.5 NM to RW10L

1 NM to RW10L

101°

101°

6.3 NM

3 NM

1.5 NM

1 NM

CATEGORY

A

B

C

D

LPV DA 1403/18 200 (200-1/2)

LNAV/ VNAV DA 1635/40 432 (500-3/4)

LNAV MDA 1620/24 417 (500-1/2) 1620/40 417 (500-1/2)

C CIRCLING 1700-1 497 (500-1) 1880-2 677 (700-2) 1880-2 677 (700-2/4)

NE-4: 19 MAY 2022 to 14 JUL 2022

PITTSBURGH, PENNSYLVANIA

Amrd 4 01FEB18

Pittsburgh Int'l (PIT)

RNVP (GPS) RWY 10L

50°29'N-80°14'W

Al-570 (FAA)
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 14 helicopter visibility reduction below RVR 4000 NA. DME/DME RNP: 0.3 NA.

MISSED APPROACH: Climb to 4000 direct JAKMA and on track 159° to AGC VOR/DME and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to 1½ SM. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

**MALSR**

**MISSING APPROACH:** Climb to 4000 direct CAKAT and on track 223° to HLG VOR/DME and hold.

**D-ATIS**

**ARR 127.25**

**DEP 135.9**

**PITTSBURGH APP CON**

**123.95 360.8**

**PITTSBURGH TOWER**

**SOUTH 121.9 348.6**

**NORTH 127.8 348.6**

**CLNC DEL**

**126.75 353.7**

**ELEV 1203**

**TDZE 1125**

**VLNAV DA**

**305**

**LPV DA**

**1325/18 200 (200-½)**

**LNAV/ VNAV DA**

**1549/40 424 (400-¾)**

**LNAV MDA**

**1600/24 475 (400-½) 1600/50 475 (400-1)**

**CIRCLING**

**1700-1 497 (500-1) 1880-2 677 (700-2)**

**1880-2½**

**CH 97326 W28B APP CRS 281°**

**TDZE 1125**

**Apt Elev 1203**

**WAAS**

**NORTH 127.8 348.6**

**CATEGORIES**

**A**

**B**

**C**

**D**

**1.3**

**1.6 NM**

**2.8 NM**

**6.2 NM**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

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

ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
TAKEOFF MINIMUMS:
Rwy 10L: 300-1 1/2 or standard with minimum climb of 215’ per NM to 1400, 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 32: 300-1 1/2 or standard with minimum climb of 255’ per NM to 1500.

NOTE: RADAR required.

TAKEOFF RUNWAYS 10L, 10C, 10R: Climb heading 101° until leaving 1700 thence. . . .
TAKEOFF RUNWAYS 28L, 28C, 28R: Climb heading 281° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 145° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 325° until leaving 1700 thence. . . .

. . . . make no turns except as assigned by ATC or vectored to assigned route/fix.
JETS: Maintain 5000 or requested altitude if lower.
PROPS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.
Circling NA NW of Rwy 7. 25. DME/DME RNP: 0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all MDA 80 feet. Straight-in and Circling NA at night to Rwy 7.

AWOS-3
119.675

UNICOM
122.8 (CTAF) •

HUNTINGTON APP CON
128.4  270.1
Circling NA NW of Rwy 7-25. Baro-VNAV NA when using Athens/Albany, OH 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. Visibility reduction 
by helicopters NA. When local altimeter setting not received, use Athens/Albany, OH 
altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LPV all Cats 
visibility ¼ mile and increase LNAV-VNAV all Cats visibility 1 mile.

**MISSED APPROACH:**
Climb to 3200 direct
WAMAX and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1430-2 3/4</td>
<td>787 (800-2 3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1727-4</td>
<td>1084 (1100-4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1700-1 ¼ 1057 (1100-1¼)</td>
<td>1700-1 ½ 1057 (1100-1½)</td>
<td>1700-3</td>
<td>1057 (1100-3)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1700-1 ¼ 1057 (1100-1¼)</td>
<td>1700-1 ½ 1057 (1100-1½)</td>
<td>1700-3</td>
<td>1057 (1100-3)</td>
</tr>
</tbody>
</table>
Circling NA south of Rwy 10-28. DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Wings Fld altimeter setting. When local altimeter setting not received, use Wings Fld altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LPV all Cats visibilities ½ mile. Helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

**ASOS**
- POTTSTOWN, PENNSYLVANIA
  - 119.425

**PHILADELPHIA APP CON**
- 126.85
- 263.125

**CLNC DEL**
- 118.55

**UNICOM**
- 122.7 (CTAF)

**RNAV (GPS) RWY 28**
**HERITAGE FLD (PTW)**

**MISSED APPROACH:**
- Climb to 2600 direct EZABO and hold.

**ELEV 308**

**TDZE 308**

**APP CRS 276°**
- Rwy Idg 3181
- Apt Elev 308

**WAAS CH 40235**
- W28A 308

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**TP 180**

**Critical Points**
- **2600 NE-4, 19 MAY 2022 to 14 JUL 2022**
- **2600 NE-4, 19 MAY 2022 to 14 JUL 2022**
- **2600 NE-4, 19 MAY 2022 to 14 JUL 2022**

**Gorsuch**

**HDG**
- 276°

**ALT**
- 2600

**Miscellaneous**
- **LPV DA**
  - 652-1
  - 344 (400-1)
  - NA

- **LNAV VNAV DA**
  - 779-1½
  - 471 (500-1½)
  - NA

- **LNAV MDA**
  - 820-1
  - 512 (600-1)
  - NA

- **CIRCLING**
  - 940-1
  - 632 (700-1)
  - NA

**AVIATION**

- **VSI and RNAV glidepath not coincident (VSI Angle 3.0°/TCH 45).**

**MIRL Rwy 10-28**
- NE-4, 19 MAY 2022 to 14 JUL 2022
When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet. Circling NA south of Rwy 10-28.

MISSED APPROACH: Climb to 2200 direct IZIWA and hold.

ASOS
119.425

PHILADELPHIA APP CON
126.85  263.125

CLNC DEL
118.55

UNICOM
122.7 (CTAF)

ELEV
308

RNAV (GPS)-A

ERITAGE FLD (PTW)

4.8 NM

3.00°

TCH 51

RNAV (GPS)-A

ERITAGE FLD (PTW)

40°14'N-75°33'W

313
Circling NA south of Rwy 10-28. When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet. Rwy 28 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 900 on heading 276° then climbing right turn to 2000 on heading 090° and ETX VOR/DME R-160 to GOOGL Int and hold.

LOCALIZER 108.3
1-PTW

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 45).
VOR/DME-A
HERITAGE FLD (PTW)

<table>
<thead>
<tr>
<th>VORTAC</th>
<th>PTW</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
<th>N/A</th>
</tr>
</thead>
<tbody>
<tr>
<td>116.5</td>
<td>211°</td>
<td>112</td>
<td>N/A</td>
<td>N/A</td>
<td>308</td>
<td></td>
</tr>
</tbody>
</table>

- **Circling NA south of Rwy 10 and 28 of Rwy.**
- When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet.

<table>
<thead>
<tr>
<th>ASOS</th>
<th>PHILADELPHIA APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.425</td>
<td>126.85 263.125</td>
<td>118.55</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

**RADAR REQUIRED**

- **Visual Segment - Obstacles.**
- **MIRL Rwy 10-28**
- **REIL Rwys 10 and 28**

- **Procedure**
  - CIRCLING: 960-1 652 (700-1) NA

**ELEV 308**

**MSA PTW 25 NM**

**211° 3.9 NM from FAF**

**ENGAGED**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>960-1</td>
<td>652 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 11
SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

**AWOS-3**
127.575

**HARRISBURG APP CON**
118.25 269.45

**UNICOM**
123.075 (CTAF)

**VNAV**

**LNAV**

**MISSED APPROACH:**
Climb to 4000 direct ETSIW and hold.

**RNAV (GPS) RWY 11**

**CIRCLING NA:**
NA

Circling NA to Rwy 4 and 22. Boro-VNAV NA when using Selinsgrove altimeter setting.

For uncompensated Boro-VNAV Systems, LNAV/VNAV NA below -18°C or above 54°C.

When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 2191 feet, LNAV/VNAV DA to 2281 feet and all MDAs 280 feet. Increase LPV all Cats visibility ¾ SM, LNAV/VNAV all Cats visibility ¾ SM, LNAV Cats C/D visibility ¾ SM and Circling Cats C/D visibility ¾ SM. VDP NA when using Selinsgrove altimeter setting.

**AREA:**

- **POTTSVILLE, PENNSYLVANIA**
- **SCHUYLKILL COUNTY/JOE ZERBEY (ZER)**

**AL-5436 (FAA)**

**WAAS CH 61214 W11A**
APP CRS 110° Rw C Rwy Idg 5101 TDZE 1730 Apt Elev 1730

**POTTSVILLE, PENNSYLVANIA**

**AL-5436 (FAA)**

**RNAV (GPS) RWY 11**
SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

**CIRCLING NA:**
NA

Circling NA to Rwy 4 and 22. Boro-VNAV NA when using Selinsgrove altimeter setting.

For uncompensated Boro-VNAV Systems, LNAV/VNAV NA below -18°C or above 54°C.

When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 2191 feet, LNAV/VNAV DA to 2281 feet and all MDAs 280 feet. Increase LPV all Cats visibility ¾ SM, LNAV/VNAV all Cats visibility ¾ SM, LNAV Cats C/D visibility ¾ SM and Circling Cats C/D visibility ¾ SM. VDP NA when using Selinsgrove altimeter setting.

**AREA:**

- **POTTSVILLE, PENNSYLVANIA**
- **SCHUYLKILL COUNTY/JOE ZERBEY (ZER)**

**AL-5436 (FAA)**

**WAAS CH 61214 W11A**
APP CRS 110° Rw C Rwy Idg 5101 TDZE 1730 Apt Elev 1730

**POTTSVILLE, PENNSYLVANIA**

**AL-5436 (FAA)**

**RNAV (GPS) RWY 11**
SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

**CIRCLING NA:**
NA

Circling NA to Rwy 4 and 22. Boro-VNAV NA when using Selinsgrove altimeter setting.

For uncompensated Boro-VNAV Systems, LNAV/VNAV NA below -18°C or above 54°C.

When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 2191 feet, LNAV/VNAV DA to 2281 feet and all MDAs 280 feet. Increase LPV all Cats visibility ¾ SM, LNAV/VNAV all Cats visibility ¾ SM, LNAV Cats C/D visibility ¾ SM and Circling Cats C/D visibility ¾ SM. VDP NA when using Selinsgrove altimeter setting.

**AREA:**

- **POTTSVILLE, PENNSYLVANIA**
- **SCHUYLKILL COUNTY/JOE ZERBEY (ZER)**

**AL-5436 (FAA)**
Circling NA to Rwys 4 and 22. Baro-VNAV NA when using Selinsgrove altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
VDP NA when using Selinsgrove altimeter setting. When local altimeter setting not received,
use Selinsgrove altimeter setting: increase LPV DA to 2156 feet and visibility 3/4 SM;
LNAV/VNAV DA to 2376 feet and visibility 3/4 SM; increase all MDAs 240 feet and
visibility LNAV Cats C/D 3/4 SM and Circling Cats C/D 3/4 SM.

LNAV/VNAV DA to 2376 feet and visibility 3/4 SM; increase all MDAs 240 feet and
visibility LNAV Cats C/D 3/4 SM and Circling Cats C/D 3/4 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
VDP NA when using Selinsgrove altimeter setting. When local altimeter setting not received,
use Selinsgrove altimeter setting: increase LPV DA to 2156 feet and visibility 3/4 SM;
LNAV/VNAV DA to 2376 feet and visibility 3/4 SM; increase all MDAs 240 feet and
visibility LNAV Cats C/D 3/4 SM and Circling Cats C/D 3/4 SM.
Circling to Rwy 4, 22 NA at night. DME required.

When local altimeter setting not received, use Penn Valley altimeter setting and increase all MDAs 280 feet and visibility Category C and D ¾ SM.

**MISSING APPROACH:** Climbing right turn to 4000 direct RAV VORTAC and hold.

No PT for arrival on RAV VORTAC airway radials 290 CW 329.

No PT for arrival on RAV VORTAC airway radials 290 CW 329.
RNAV (GPS) RWY 24
PUNXSUTAWNEY MUNI (N35)

Use Indiana County/Jimmy Stewart Field altimeter setting.
DME/DME RNP-0.3 NA.
Helicopter visibility reduction below 3/4 SM NA.

Misplaced Approach: Climbing left turn to 4000 direct LATEC and hold.

Procedure turn NA for arrivals on V6-30 westbound.

MISSED APPROACH: Climbing left turn to 4000 direct LATEC and hold.

Procedure turn NA for arrivals on V6-30 westbound.

RNAV (GPS) RWY 24
LATEC

HOLDING PATTERN

4 NM

HEMOK

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).

4000 LATEC

HEMOK

VGSI

TCH 40

3.5°

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 40).

4000 LATEC

HEMOK

VGSI

TCH 40

3.5°

Category

A

B

C

D

LNAV MDA

2160-1

721 (800-1)

2260-1 1/4

821 (900-1 1/4)

NA

NA

NA

NA

RNAV (GPS) RWY 24
PUNXSUTAWNEY MUNI (N35)

ELEV 1343

TDZE 1343

247° to RW24

REIL Rwys 1, 6, 19, and 24
MIRL Rwys 1-19 and 6-24

40°58’N - 78°56’W

321

PUNXSUTAWNEY, PENNSYLVANIA

AL-6699 (FAA)

22055

40°58’N - 78°56’W

321

PUNXSUTAWNEY, PENNSYLVANIA

AL-6699 (FAA)

22055
RNAV (GPS) RWY 11
QUAKERTOWN (UKT)

Procedure NA at night.
Rwy 11 helicopter visibility reduction below 1 SM NA.

AWOS-3
119.475

PHILADELPHIA APP CON
123.8  291.7

CLNC DEL
118.55

UNICOM
122.725 (CTAF)

Procedure NA for arrival on ETX VOR/DME airway radials 104 CW 260.

Visual Segment - Obstacles.

MISA RWY 11 25 NM

HOLD 5000 2700

KLATU

BRDDA

NICTO

GORTT 2.6 NM to RW11

Hikes 2.6 NM

RNAV (GPS) RWY 11
QUAKERTOWN (UKT)

Orig-C 10OCT19

40°26’N-75°23’W

NE-4, 19 MAY 2022 to 14 JUL 2022

NE-4, 19 MAY 2022 to 14 JUL 2022

NE-4, 19 MAY 2022 to 14 JUL 2022
RNAV (GPS) RWY 29
QUAKERTOWN (UKT)

PROCEDURE NA for arrivals at HIKES on V276 northwest bound and V29-408 northbound.

**AWOS-3**
119.475

**PHILADELPHIA APP CON**
123.8
291.7

**CLNC DEL**
118.55

**UNICOM**
122.725 (CTAF)

**RNAV (GPS) RWY 29**

- **Circling Rwy 11 NA at night.**
- **Rwy 29 helicopter visibility reduction below ¾ SM NA.**

**Missed Approach**: Climb to 1000, then climbing left turn to 2400 direct CACRA and hold.

**Procedure NA** for arrivals at HIKES on V276 and V29-408.

**Visual Segment - Obstacles.**
- **Holding Pattern**
- **Holding Pattern**
- **Holding Pattern**
- **Holding Pattern**

**Category**
- **A**
- **B**
- **C**
- **D**

**LP MDA**
- 920-1
- 395 (400-1)
- 920-1\(^\frac{1}{2}\)
- 395 (400-1\(\frac{1}{2}\))
- NA

**LNAV MDA**
- 960-1
- 435 (500-1)
- 960-1\(\frac{1}{4}\)
- 435 (500-1\(\frac{1}{4}\))
- NA

**CIRCLING**
- 1040-1
- 515 (600-1)
- 1080-1
- 555 (600-1)
- 1220-2
- 695 (700-2)
- NA
Ravnswod, West Virginia

Category

A

B

C

D

LNAV MDA

1400-1

647 (700-1)

647 (700-1/8)

NA

LNAV MDA

1400-1

647 (700-1/8)

647 (700-1/8)

NA

RNAV (GPS) RWY 4

Jackson County (118)

RNAV (GPS) RWY 4

Apt Elev 758

Rwy Idg 4000

TDZE 753

037°

App Crs

4000

TDZE 753

Apt Elev 758

[130x247]037°

(8.7)

2600

NoPt (6.4)

217°

4 NM

MISSED APCH FIX

4 NM

GEMEH

MORAN

HUNTINGTON APP CON

128.4

270.1

UNICOM

122.8 (CTAF)

Procedure NA for arrivals at MORAN on V115 northbound.

Procedure NA for arrivals at CUSTO on V133 southbound.

MINSED APPROACH:

Climb to 2700 direct GEMEH and hold.

Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 60 feet; increase LNAV Cat C visibility 1/2 SM and Circling Cat C visibility 1/4 SM. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.

AWOS-2

121.3

UNICOM

122.8 (CTAF)

Procedure NA for arrivals at CUSTO on V113 southbound.

TCH 50

3.00°

1685

941

1229

ERFAM

VUNJU

GEMEH

(FAF)

[IF/IAF]

CUSTO

(IAF)

procedure NA for arrivals at MORAN on V115 northbound.

Procedure NA for arrivals at CUSTO on V133 southbound.

RNP APCH - GPS.

1200

2600

NoPt (6.4)

217°

4 NM

MISSED APCH FIX

4 NM

GEMEH

MORAN

HUNTINGTON APP CON

128.4

270.1

UNICOM

122.8 (CTAF)

Procedure NA for arrivals at MORAN on V115 northbound.

Procedure NA for arrivals at CUSTO on V133 southbound.

MINSED APPROACH:

Climb to 2700 direct GEMEH and hold.

Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 60 feet; increase LNAV Cat C visibility 1/2 SM and Circling Cat C visibility 1/4 SM. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.

AWOS-2

121.3

UNICOM

122.8 (CTAF)

Procedure NA for arrivals at CUSTO on V133 southbound.

TCH 50

3.00°

1685

941

1229

ERFAM

VUNJU

GEMEH

(FAF)

[IF/IAF]

CUSTO

(IAF)

procedure NA for arrivals at MORAN on V115 northbound.

Procedure NA for arrivals at CUSTO on V133 southbound.

MINSED APPROACH:

Climb to 2700 direct GEMEH and hold.

Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 60 feet; increase LNAV Cat C visibility 1/2 SM and Circling Cat C visibility 1/4 SM. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.
RNAV (GPS) RWY 22
JACKSON COUNTY (118)

ELEV 758  TDZE 758
217° to RW22

2700 NoPT
166° (18.7)

1336 ±

1019 ±
1240 ±

1136 ±

1129 ±

1425 ±

1250 ±

1300 ±

217°

MORA

MISSP APCH FIX
VUNJU

4 NM

2700 NoPT
274° (9.5)

1280-1
522 (600-1)

1280-1/2
522 (600-1/2)

NA

1540-1
782 (800-1)

1540-1/2
782 (800-1/2)

NA

1600-1½
842 (900-1½)

1600-2½
842 (900-2½)

NA

1240

1280

1300

1325

1350

1375

1400

1425

1450

1475

1500

1525

1550

1575

1600

1625

1650

1675

1700

1725

1750

1775

1800

1825

1850

1875

1900

1925

1950

2000

2025

2050

2075

2100

2125

2150

2175

2200

2225

2250

2275

2300

2325

2350

2375

2400

2425

2450

2475

2500

2525

2550

2575

2600

2625

2650

2675

2700

2725

2750

2775

2800

2825

2850

2875

2900

2925

2950

2975

3000

3025

3050

3075

3100

3125

3150

3175

3200

3225

3250

3275

3300

3325

3350

3375

3400

3425

3450

3475

3500

3525

3550

3575

3600

3625

3650

3675

3700

3725

3750

3775

3800

3825

3850

3875

3900
Circling Rwy 18, 31 NA at night. Helicopter visibility reduction below ½ SM NA.
VDP NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cat A DA to 637 feet and visibility ½ SM, Cat B DA to 652 feet and visibility ½ SM, Cat C and D DA to 677 feet and visibility ½ SM, and increase all MDA 100 feet and S-LOC 13 Cat C visibility ½ SM, Circling Rws B and C visibility ½ SM.

MISSED APPROACH: Climb to 900 then climbing right turn to 3200 on heading 280° and LRP VOR/DME R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

ATIS
127.1

READING APP CON *
125.15 257.9

READING TOWER *
119.9 (CTAF) 288.3

GND CON
121.9

UNICOM
122.95
NoPT for arrival at OUTFLT on V-276 southeast bound.

Procedure NA for arrival at HWANG via V-162 westbound.

For LNAV/VNAV fly visual to airport, 133°-2.4 miles.

LNAV only

CAT B/C visibility SM.

Missed Approach: Climb to 3000 direct UROUT and via 120° track to HOUTN and hold, continue climb-in-hold to 3000.

Procedure NA for arrival on ETX VOR/DME airway radials 234 CW 324.
RNAV (GPS) RWY 18
READING RGNL/Carl A Spaatz Fld (RDG)

ATIS 127.1
Reading App Con 125.15, 257.9
Reading Tower 119.9 (CTAF) 288.3

GND Con 121.9
Unicom 122.95

Procedure NA for arrival at RAV VORTAC via V-170 northwest bound.

Night landing: Rw 18, 31 NA, DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 100 feet, and increase LNAV Cat B visibility ½ SM and Cat C and D visibility 1/4 SM, and increase Circling Cats B and C visibility 1/4 SM.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

Procedure NA for arrival at ETX VOR/DME airway radials 234 CW 324.

ATIS 127.1
Reading App Con 125.15, 257.9
Reading Tower 119.9 (CTAF) 288.3

GND Con 121.9
Unicom 122.95

Procedure NA for arrival at ETX VOR/DME airway radials 234 CW 324.

Night landing: Rw 18, 31 NA, DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 100 feet, and increase LNAV Cat B visibility ½ SM and Cat C and D visibility 1/4 SM, and increase Circling Cats B and C visibility 1/4 SM.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.
RNAV (GPS) RWY 36
READING RGNL/CARL A SPAATZ FLD (RDG)

Night landing: Rwy 18, 31 NA. Inoperative table does not apply. Baro-VNAV NA when using Harrisburg 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. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° to DUMMR and hold, continue climb-in-hold to 3000.

Procedure NA for arrival on ETX VOR/DME airway radials 234 CW 260.

Procedure NA for arrival on LRP VOR/DME airway radials 030 CW 104.

Procedure NA for arrival on PTW VORTAC airway radials 303° CW 287.

Procedure NA for arrival on MXE VORTAC airway radials 283 CW 025.

Procedure NA for arrival on VISBY VORTAC airway radials 030 CW 104.

Procedure NA for arrival on DTZE VORTAC airway radials 030 CW 104.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

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When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

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When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

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When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ½ SM, increase LNAV/VNAV DA to 928 feet and visibility ½ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
LOC RWY 6
MIFFLIN COUNTY (RVL)

ALTERNATE MISSED APCH FIX

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 on heading 147° and RAV VORTAC R-290 to HERDA INT/RAY 30 DME and hold.

AWOS-3PT
123.85

NEW YORK CENTER
134.8 338.3

UNICOM
122.7 (CTAF)

STATE COLLEGE ALTIMETER SETTINGS

Use State College altimeter setting. When local altimeter setting not received, increase all MDAs 100 feet.

NEV-4, 19 MAY 2022 to 14 JUL 2022

334
RNAV (GPS) RWY 10
ST MARYS MUNI (OYM)

ST MARYS, PENNSYLVANIA
Amdt 1C 09SEP21

**RNAV (GPS) RWY 10**

**ST MARYS MUNI (OYM)**

**WAAS CH 40102**
- **APP CRS**: 101°
- **Rwy Idg**: 4300
- **TDZE**: 1909
- **Apt Elev**: 1934

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**Procedure**
- **Turn NA**
- **PUNKS**
- **CIMLO**
- **4000**
- **GP 3.00°**
  - **TCH 40**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**LPV DA**
- **2169-1**
- **260 (300-1)**

**LNAV MDA**
- **2580-1**
- **671 (700-1)**
- **2580-7/8**
- **671 (700-7/8)**

**CIRCLING**
- **2620-1**
- **686 (700-1)**
- **2660-1**
- **726 (800-1)**
- **2700-2**
- **766 (800-2)**
- **2840-2 3/4**
- **906 (1000-2 3/4)**

**MIRL Rwy 10-28**

**AWOS-3P**
- **118.05**

**CLEVELAND CENTER**
- **126.725**
- **291.65**

**ALTOONA CLNC DEL**
- **122.4**

**UNICOM**
- **122.7 (CTAF)**

**ST MARYS, PENNSYLVANIA**

**ELEV 1934**

**TDZE 1909**

**MISSING APPROACH:**
- Climb to 4000 direct MINSK and hold.

**Rwy 10 helicopter visibility reduction below 1/4 SM NA.** When local altimeter setting not received, use Bradford altimeter setting and increase all DA/MDA 240 feet, and LPV all categories visibility 1/4 SM.

**-36°C**
Rwy 28 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV all cats and LNAV Cat A/B. VDP NA when using Bradford altimeter setting.

When local altimeter setting not received, use Bradford altimeter setting and increase all DA/MDA 240 feet, and LPV all Cats visibility ¾ SM, LNAV Cat A/B ¾ SM and Cat C/D ¾ SM, and Circling Cat A ¼ SM, Cat B ½ SM, Cat C ¾ SM. For inop ALS when using Bradford altimeter setting, increase LPV all Cats visibility to 1¼ SM and LNAV Cat A/B to 1¼ SM.

Procedure NA for arrivals at SLT VORTAC on airway radials 289 CW 308.

Procedure NA for arrivals at ETG VORTAC on airway radials 276 CW 338.
Inop table does not apply to Cat A. Rwy 28 helicopter visibility reduction below 3/4 SM NA. VDP NA when using Bradford altimeter setting. When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet and S-28 Cat B visibility 1/4 SM, Cat C/D 1/2 SM and Circling Cat A 1/4 SM, Cat B 1/2 SM, Cat C 3/4 SM.

-36°C For inop ALS, increase S-28 Cat C/D visibility to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase S-28 Cat C/D visibility to 3 SM.

DME required.

**LOC RWY 28**

**ST MARYS MUNI (OYM)**

**AWOS-3P**

118.05

**CLEVELAND CENTER**

126.725

**ALTOONA CLNC DEL**

122.4

**UNICOM**

122.7 (CTAF)

**ANEW: 19 MAY 2022 to 14 JUL 2022**

**41°25’N-78°30’W**

**337**
**ST MARYS, PENNSYLVANIA**

**AL-5500 (FAA)**

### VOR RWY 28

#### VORTAC

<table>
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<tr>
<th>VORTAC</th>
<th>SLT</th>
<th>APP CRS</th>
<th>Apt Elev</th>
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#### App CRs

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#### ST MARYS MUNI (OYM)

**Amdt 7B 18AUG16**

**41°25'N-78°30'W**

Night landing: Rwy 28 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, and S-28 Cat B and Circling Cat B/C visibility ¼ mile and S-28 Cat C/D ½ mile. Inoperative table does not apply to Cats C/D.

**AWOS-3P**  
**CLEVELAND CENTER**  
**ALTOONA CLNC DEL**

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<tr>
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**MALS**

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**ST MARYS, PENNSYLVANIA**

**ST MARYS MUNI (OYM)**

**MISSING APPROACH:**

Climbing right turn to 3900 via SLT R-264 to EMPOR INT/18.4 DME and hold.

**AWOS-3P**  
**CLEVELAND CENTER**  
**ALTOONA CLNC DEL**

**ELEV**

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**ST MARYS, PENNSYLVANIA**

**ST MARYS MUNI (OYM)**

**MISSING APPROACH:**

Climbing right turn to 3900 via SLT R-264 to EMPOR INT/18.4 DME and hold.

**AWOS-3P**  
**CLEVELAND CENTER**  
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**VOR RWY 28**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**ST MARYS, PENNSYLVANIA**

**ST MARYS MUNI (OYM)**

**MISSING APPROACH:**

Climbing right turn to 3900 via SLT R-264 to EMPOR INT/18.4 DME and hold.

**AWOS-3P**  
**CLEVELAND CENTER**  
**ALTOONA CLNC DEL**

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**ST MARYS, PENNSYLVANIA**

**ST MARYS MUNI (OYM)**

**MISSING APPROACH:**

Climbing right turn to 3900 via SLT R-264 to EMPOR INT/18.4 DME and hold.

**AWOS-3P**  
**CLEVELAND CENTER**  
**ALTOONA CLNC DEL**

**ELEV**

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**ST MARYS, PENNSYLVANIA**

**ST MARYS MUNI (OYM)**

**MISSING APPROACH:**

Climbing right turn to 3900 via SLT R-264 to EMPOR INT/18.4 DME and hold.

**AWOS-3P**  
**CLEVELAND CENTER**  
**ALTOONA CLNC DEL**

**ELEV**

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**ST MARYS, PENNSYLVANIA**

**ST MARYS MUNI (OYM)**

**MISSING APPROACH:**

Climbing right turn to 3900 via SLT R-264 to EMPOR INT/18.4 DME and hold.
Final approach course offset 020°.

Circling Rwys 17 NA at night. Rwy 35 helicopter visibility reduction below 1 SM NA. Straight-In Rwy 35 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3900 direct KACGE and hold.

**RNAV (GPS) RWY 35**

**PENN VALLEY (SEG)**
Circling to Rwy 17 NA at night. When circling to Rwy 35 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

Procedure NA for arrivals at SEG VOR/DME on V106 eastbound.

MISSED APPROACH: Climbing left turn to 3400 direct SEG VOR/DME and hold, continue climb-in-hold to 3400.
Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -10°C (4°F) or above 54°C (130°F). Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Selinsgrove altimeter setting, and increase all DA 94 feet and all MDA 100 feet, increase LPV all Cats visibility ¼ SM; LNAV/VNAV all Cats visibility ½ SM; and LNAV Cat C visibility ¼ SM.  

**AWOS-3  119.175**

**HARRISBURG APP CON  118.25  269.45**

**UNICOM  122.8 (CTAF)  121.8**

**MISSED APPROACH:**
Climb to 2300 then climbing right turn to 4000 direct SEG VOR/DME and hold.

NoPT for arrivals on Selinsgrove (SEG) VOR/DME airway radials 204, 287 and 320.

**SHAMOKIN, PENNSYLVANIA**

**AL-6421 (FAA)  21140**

**RNAV (GPS) RWY 8**

**NORTHERNBERLAND COUNTY (N79)**

**RNAV (GPS) RWY 8**

**NORTHERNBERLAND COUNTY (N79)**
**RNAV (GPS) RWY 26**  
**NORTHUMBERLAND COUNTY (N79)**

**AIRPORT**  
SHAMOKIN, PENNSYLVANIA

**ELEVATION**  
881

**AIRPORT IDENTIFICATION**  
(FAA)

**AIRPORT RUNWAY**  
Rwy Idg 3297  
Apt Elev 881

**MIRL Rwy 8-26**  
REIL Rwys 8 and 26

**RNAV (GPS) RWY 26**  
LNAV MDA
CIRCLING

**CATEGORIES**  
LPV DA  
LNAV/ VNAV DA  
LNAV MDA  
CIRCLING

**AWOS-3**  
119.175

**HARRISBURG APP CON**  
118.25 269.45

**UNICOM**  
122.8 (CTAF)

**SAFETY INFORMATION**  
Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (120°F). Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 94 feet and all MDA 100 feet, increase visibility LPV all Cats ½ SM; LNAV/VNAV all Cats ¼ SM; LNAV Cat C ¼ mile.

**PROCEDURE**  
Climb to 3000 direct YUTYO and hold.

**AIRPORT**  
SHAMOKIN, PENNSYLVANIA

**ELEVATION**  
881

**AIRPORT IDENTIFICATION**  
(N79)

**AIRPORT RUNWAY**  
Rwy Idg 3297  
Apt Elev 881

**MIRL Rwy 8-26**  
REIL Rwys 8 and 26

**RNAV (GPS) RWY 26**  
LNAV MDA
CIRCLING

**CATEGORIES**  
LPV DA  
LNAV/ VNAV DA  
LNAV MDA  
CIRCLING

**AWOS-3**  
119.175

**HARRISBURG APP CON**  
118.25 269.45

**UNICOM**  
122.8 (CTAF)

**SAFETY INFORMATION**  
Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (120°F). Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 94 feet and all MDA 100 feet, increase visibility LPV all Cats ½ SM; LNAV/VNAV all Cats ¼ SM; LNAV Cat C ¼ mile.

**PROCEDURE**  
Climb to 3000 direct YUTYO and hold.

**AIRPORT**  
SHAMOKIN, PENNSYLVANIA

**ELEVATION**  
881

**AIRPORT IDENTIFICATION**  
(N79)

**AIRPORT RUNWAY**  
Rwy Idg 3297  
Apt Elev 881

**MIRL Rwy 8-26**  
REIL Rwys 8 and 26

**RNAV (GPS) RWY 26**  
LNAV MDA
CIRCLING

**CATEGORIES**  
LPV DA  
LNAV/ VNAV DA  
LNAV MDA  
CIRCLING

**AWOS-3**  
119.175

**HARRISBURG APP CON**  
118.25 269.45

**UNICOM**  
122.8 (CTAF)

**SAFETY INFORMATION**  
Baro-VNAV NA when using Selinsgrove altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (120°F). Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all DA 94 feet and all MDA 100 feet, increase visibility LPV all Cats ½ SM; LNAV/VNAV all Cats ¼ SM; LNAV Cat C ¼ mile.

**PROCEDURE**  
Climb to 3000 direct YUTYO and hold.
Helicopter visibility reduction below 1 SM NA. Procedure NA at night. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 4000 direct SEG VOR/DME and hold.

AWOS-3  
119.175

HARRISBURG APP CON  
118.25 269.45

UNICOM  
122.8 (CTAF)  
121.8

IF/IAF  
SELINSGROVE  
110.4 SEG  
Chan 41

MILTON  
109.2 MIP  
Seg 10

AMBI "INT  
SEG 10

SEG VOR/DME  
AIRWAY RADIALS 204 CW 320.

NoPT for arrival on SEG VOR/DME airway radii 204 CW 320.
Baro-VNAV and VDP NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 33°C (91°F). DME/DME RNP-0.3 NA. Circling Rwy 25 NA at night. Circling to Rwy 14-32 NA. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility 1/4 mile and LNAV/VNAV all Cats visibility 1/4 mile. 

AWOS-3P 133.8
JOHNTOWN APP CON 121.2 299.2
UNICOM 122.8 (CTAF)

MISSD APPROACH: Climb to 5200 direct IZYUR and hold.

ELEV 2275  TDZE 2275
Baro-VNAV NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Circling NA to Rwy 14-32. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats and LNAV/VNAV all Cats visibility ½ mile and increase LNAV Cat C/D visibility ¼ mile.

**MISSED APPROACH:** Climb to 5600 direct KAVGY and hold.

<table>
<thead>
<tr>
<th>AWOS-3P</th>
<th>JOHNSTOWN APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>133.8</td>
<td>121.2 299.2</td>
<td>122.8 (CTAF)</td>
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</table>

### RNAV (GPS) RWY 25

**RNAV (GPS) RWY 25**

**SOMERSET COUNTY (2G9)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>2490-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>2583-1/4</td>
<td>343 (400-1/4)</td>
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<td></td>
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<tr>
<td>LNAV MDA</td>
<td>2580-1</td>
<td>340 (400-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**

| 2820-1 | 2920-1 | 3460-3 | 3520-3 |
| 545 (600-1) | 645 (700-1) | 1185 (1200-3) | 1245 (1300-3) |
ADF required.

- Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA.
- Circling NA to Rwy's 14 and 32.

**AWOS-3P**

- 133.8

**JOHNSTOWN APP CON**

- 121.2
- 299.2

**UNICOM**

- 122.8 (CTAF)

**LOCALIZER 108.7**

- I-SOZ

**INDIAN HEAD**

- 108.2
- IHD
- Chan 19

**4500**

- SYS

**4500**

- LOCALIZER 108.7
- I-SOZ

**SYN NDB**

- Remain within 10 NM

**CATEGORY**

- A
- B
- C
- D

**S-25**

- 2700-1
- 460 (500-1)
- 2700-1 3/8
- 460 (500-1 3/8)
- 2700-1 1/2
- 460 (500-1 1/2)

**CIRCLING**

- 2820-1
- 545 (600-1)
- 2920-1
- 645 (700-1)
- 3520-3
- 1245 (1300-3)

**MISSED APPROACH:** Climb to 4500 then right turn direct SYS NDB and hold.

**NE-4, 19 MAY 2022 to 14 JUL 2022**
Circling Rwy 28 NA at night. Baro-VNAV and VDP NA when using Charleston altimeter setting. Rwy 10 helicopter visibility reduction below \( \frac{3}{4} \) SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-16\)°C or above \(54\)°C. When local altimeter setting not received, use Charleston altimeter setting, increase LPV DA to 1247 ft, LNAV/VNAV DA to 1730 ft, and LNAV/VNAV visibility all Cats by \( \frac{1}{2} \) SM; increase all MDAs 80 ft and LNAV visibility Cat \( \frac{3}{4} \) SM and Cat C and D \( \frac{1}{2} \) SM, and Circling visibility Cats C and D by \( \frac{1}{4} \) SM.

**MISSED APPROACH:**
Climb to 3200 direct RAPGE and hold.
RNAV (GPS) RWY 28

Boggs Fld (USW)

Apt Elev 928

TDZE 928

ELEV 928

WAAS CH 62928

APP CRS 280°

Rwy Ldg 4549

TDZE 928

Apt Elev 928

Rwy 28 Straight-in and Circling minimums NA at night. When local altimeter setting not received, use Charleston altimeter setting and increase all MDA’s 80 feet, LP and LNAV Cats C and D visibility 1/4 SM and Circling Cats C and D visibility 1/2 SM. *1780 when using Charleston altimeter setting.

MISSED APPROACH:

Climb to 3500 direct WILHI and hold.

AWOS: 3

118.575

CHARLESTON APP CON

124.1 269.125

UNICOM

122.725 (CTAF)

WASHINGTON, D.C.

NAVTEX

Amdt 1C 25FEB21

NE-4, 19 MAY 2022 to 14 JUL 2022

38°49’N-81°21’W

SPENCER, WEST VIRGINIA

AL-10386 (FAA)

BOGGS FLD (USW)
ILS or LOC RWY 24
UNIVERSITY PARK (UNV)

ADFW required for procedure entry.

Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting; increase S-ILS 24 DA to 1524 ft; increase all MDAs 120 ft and visibility S-LOC 24 Cats C and D ½ SM and Circling Cat C ½ SM. For inop ALS when using Clearfield altimeter setting, increase S-ILS 24 all Cats visibility to ½ SM and S-LOC 24 Cats C/D to 1½ SM.

MISSED APPROACH: Climb to 2600 then climbing right turn to 4000 direct PSB VORTAC and hold.

Circling NA NW of Rwy 6-24. When local altimeter setting not received, use Clearfield altimeter setting; increase S-ILS 24 DA to 1524 ft; increase all MDAs 120 ft and visibility S-LOC 24 Cats C and D ½ SM and Circling Cat C ½ SM. For inop ALS when using Clearfield altimeter setting, increase S-ILS 24 all Cats visibility to ½ SM and S-LOC 24 Cats C/D to 1½ SM.

MISSED APPROACH: Climb to 2600 then climbing right turn to 4000 direct PSB VORTAC and hold.

*3100
40°51'N-77°51'W

STATE COLLEGE, PENNSYLVANIA
AL-5240 (FAA) 22027

ILS or LOC RWY 24
UNIVERSITY PARK (UNV)

ALTERNATE MISSED APCH FIX

PHILIPSBURG 115.5 PSB
Chan 102

Procedure NA for arrivals at RASHE INT on V106 southwest bound.

On V106 southwest bound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).

Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.

When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ≥3 SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ≥3 SM and Circling Cat C ≥3 SM.
RNAV (GPS) RWY 24
UNIVERSITY PARK (UNV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Clearfield altimeter setting. When local altimeter setting not received, use Clearfield altimeter setting; increase LPV DA to 1524 feet and LNAV/VNAV DA to 1725 feet and visibility LNAV/VNAV all Cats ½ SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ¾ SM and Circling Cat C ½ SM. For inop ALS, increase LNAV/VNAV all Cats visibility to 1½ SM. For inop ALS when using Clearfield altimeter setting, increase LPV all Cats visibility to ½ SM and LNAV/VNAV all Cats to 1½ SM. Circling NA NW of Rwy 6-24.

Procedure NA for arrivals on PSB VORTAC airway radials 039 CW 142.

Procedure NA for arrivals at RASHE on V106 and T212 westbound.

*LPV only

1.2 NM to RW24

LNAV/ VNAV DA

1640-1/2 422 (500-1/2)

1640-1/4 422 (500-1/4)

LNAV MDA

1640-1/2 200 (200-1/2)

1640-1/4 401 (400-1/4)

CIRCLING

1640-1 409 (500-1)

1700-1 469 (500-1)

1940-2 709 (800-2)

2580-3 1349 (1400-3)

HIMAB and hold.

Climb to 4100 direct.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
### RNAV (GPS)-A

#### SPRING HILL (70N)

**Procedure NA at night. Use Mount Pocono altimeter setting; when not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDA 100 feet and Cat B visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>RNAV (GPS)-A</strong></td>
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<tr>
<td><strong>Category</strong></td>
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<tr>
<td><strong>A</strong></td>
<td>2600-1/4</td>
<td>2620-1/4</td>
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<tr>
<td><strong>B</strong></td>
<td>871 (900-1/4)</td>
<td>891 (900-1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>C</strong></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>D</strong></td>
<td>NA</td>
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</table>

**Visual Segment - Obstacles.**

**RN**

**APP CRS** 232°

**Rwy Idg** N/A

**TDZE** N/A

**Apt Elev** 1729

**MPO ASOS**

| 120.275 |

**WILKES-BARRE APP CON**

| 126.3 | 256.7 |

**CTAF**

122.9

**ELEV** 1729

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**Amdt 1A 12OCT17**

**STERLING, PENNSYLVANIA**

**41°21'N-75°25'W**

**STERLING, PENNSYLVANIA**

**AL-9374 (FAA)**

**20198**

**RNAV (GPS)-A**

**SPRING HILL (70N)**

**MISSED APPROACH: Climbing right turn to 4000 direct FEXIN and hold.**
**Procedures**

- **NA**: Use Wilkes-Barre/Scranton altimeter setting and increase all MDA 100 feet and Cat B Circling visibility 1/4 mile. Helicopter visibility reduction below 1 SM NA.
- **Misssed Approach**: Climbing left turn to 4000 direct LVZ VORTAC and hold.

**Table**

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<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>2600-1 1/4</td>
<td>2620-1 1/4</td>
<td>871 (900-1 1/4)</td>
<td>891 (900-1 1/4)</td>
</tr>
</tbody>
</table>

**Diagram**

- **VOR/DME-B**
- **LVZ VORTAC**
- **MPO ASOS**
- **WILKES BARRE APP CON**
- **CTAF**

**Location**

- **STERLING, PENNSYLVANIA**
- **SPRING HILL (70 N)**

**Notes**

- Procedure NA for arrivals on LVZ VORTAC airway radials 047 CW 124.

**Dates**

NE-4, 19 MAY 2022 to 14 JUL 2022
SUMMERSVILLE, WEST VIRGINIA

RNAV (GPS)-A

SUMMERSVILLE (SXL)

CIRCLING

CRW ASOS  127.6
CHARLESTON APP CON  119.2  269.125
UNICOM  122.8 (CTAF)

1820

MISSED APPROACH: Climb to 4500 direct KAYRU and on track 020° to BITES and hold.

Use Charleston altimeter setting.

Rwy 4, 22 helicopter visibility reduction below 1 SM NA.
DME/DME RNP 0.3 NA.
Procedure NA at night.

Procedure NA for arrival on BKW VORTAC airway radials 292 CW 359.

Procedures NA for arrival on BKW VORTAC airway radials 292 CW 359.
RNAV (GPS) RWY 20
BRAXTON COUNTY (48I)

AWOS-3P 118.225  CLARKSBURG APP CON  121.15  284.65  CTAF  122.9

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA
260 feet. Increase LNAV Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, and Circling
Cat A visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct DOYEV and hold.

MISSED APPROACH:

AWOS-3P 118.225  CLARKSBURG APP CON  121.15  284.65  CTAF  122.9

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA
260 feet. Increase LNAV Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, and Circling
Cat A visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct DOYEV and hold.

MISSED APPROACH:

RNAV (GPS) RWY 20
BRAXTON COUNTY (48I)

AWOS-3P 118.225  CLARKSBURG APP CON  121.15  284.65  CTAF  122.9

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA
260 feet. Increase LNAV Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, and Circling
Cat A visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct DOYEV and hold.

MISSED APPROACH:

RNAV (GPS) RWY 20
BRAXTON COUNTY (48I)

AWOS-3P 118.225  CLARKSBURG APP CON  121.15  284.65  CTAF  122.9

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA
260 feet. Increase LNAV Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, and Circling
Cat A visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct DOYEV and hold.

MISSED APPROACH: Climbing left turn to 4000 direct DOYEV and hold.
RNAV (GPS) RWY 1

TITUSVILLE (6G1)

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
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<td>LPV DA</td>
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<tr>
<td>LNAV/ VNAV DA</td>
<td>1926-1½</td>
<td>355 (400-1¼)</td>
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<tr>
<td>LNAV MDA</td>
<td>1980-1</td>
<td>409 (400-1)</td>
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<tr>
<td>CIRCLING</td>
<td>2100-1</td>
<td>500 (500-1)</td>
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</table>

**Baro-VNAV NA. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Night landing: RW 1 NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase LPV DA to 1899, LNAV/VNAV DA to 1961 and all MDA 40 feet; increase LPV and LNAV/VNAV all Cats visibility 1/4 mile, increase LNAV Cats C/D and Circling Cat C visibility 1/4 mile.**

**MISSED APPROACH:**
Climb to 4500 direct EVEPE and hold, continue climb-in-hold to 4500.

**ELEV 1600**
**TDZE 1571**

**EVEPE**
**ZATNO**
**KARBE**
**HOLSA**
**JALVI**

**CLIMB TO 4500**

**CIRCLING**

**FAA**
41°37’N-79°44’W
RNAV (GPS) RWY 19

**TITUSVILLE, PENNSYLVANIA**

**RNAV (GPS) RWY 19**

<table>
<thead>
<tr>
<th><strong>WAAS CH</strong> 99738</th>
<th><strong>APP CRS</strong> 187°</th>
<th><strong>Rwy Idg</strong> 4902</th>
<th><strong>TDZE</strong> 1600</th>
<th><strong>Apt Elev</strong> 1600</th>
</tr>
</thead>
</table>

**NA**

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/4 SM NA. Use Franklin altimeter setting. When not received, use Port Meade altimeter setting and increase all MDA 40 feet; increase LP Cats C/D and Circling Cat C visibility 1/4 mile. Night landing: Rwy 1 NA.

**MISSING APPROACH:**

Climb to 4500 direct ZATNO and hold.

**FKL AWOS-3PT** 118.175

**YOUNGSTOWN APP CON** * 133.95 322.3

**CTAF** 122.9

**ELEV** 1600

**TDZE** 1600

**EVEPE**

**HOKSU**

5 NM Holding Pattern

**CEGIS**

**YOBUK**

2 NM to RW19

**ZATNO**

**CIRCLING**

**LP MDA** 2020-1 420 (500-1)

**LNAV MDA** 2080-1 480 (500-1)

**MIRL RWY 1-19**

**MISSED APPROACH:**

Increase LP Cats C/D and Circling Cat C visibility 1/4 mile. Night landing: Rwy 1 NA.
RNAV (GPS) RWY 6
NEW GARDEN (N57)

VDP NA when using New Castle altimeter setting. Obtain local altimeter setting on CTAF; when local altimeter setting not received, use New Castle altimeter setting and increase all MDA 80 feet. Increase LP Cat C visibility ¾ SM, LNAV Cat C visibility ½ SM and Circling Cat C visibility ¼ SM.

**MISSED APPROACH:**
Climb to 2200 direct ZEYNU and hold.

**PHILADELPHIA APP CON**
124.35  319.15

**CLNC DEL**
125.6

**UNICOM**
123.05 (CTAF) 0

**RNAV (GPS) RWY 6**
NEW GARDEN (N57)

**CIRCLING**
960-1  525 (600-1)
960-1½  525 (600-1½)
NA

**LNAV MDA**
820-1  385 (400-1)
820-1½  385 (400-1½)
NA

**LP MDA**
800-1  365 (400-1)
NA

**CATEGORY**
A  B  C  D

**RNP APCH.**

**TOUGHKENAMON, PENNSYLVANIA**
Orig 25FEB21

**NEW GARDEN (N57)**
39°50'N-75°46'W
### RNAV (GPS) RWY 24

**NEW GARDEN (N57)**

#### WAAS

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<th>CH</th>
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<th>Rwly Idg</th>
<th>TDZE</th>
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#### UNICOM

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<tr>
<th>PHILADELPHIA APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>124.35 319.15</td>
<td>125.6</td>
<td>123.05 (CTAF)</td>
</tr>
</tbody>
</table>

**Note:**

- **Rwy 24** helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when local altimeter not received, use New Castle altimeter setting and increase all MDA 80 feet. Increase LP Cat C visibility ⅔ SM, LNAV Cat C visibility ⅔ SM and Circling Cat C visibility ⅔ SM.

**Missed Approach:** Climb to 2200 direct DELFA and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LP</td>
<td>MDA</td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td>880-1</td>
<td>445 (500-1)</td>
<td>880-1 ⅔ (500-1)</td>
<td>NA</td>
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<tr>
<td>LNAV MDA</td>
<td>900-1</td>
<td>465 (500-1)</td>
<td>900-1 ⅔ (500-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>960-1</td>
<td>525 (600-1)</td>
<td>960-1 ⅔ (500-1)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Toughkenamon, Pennsylvania**

**New Garden (N57)**

**N36°12'10"W 24°16'56"**

**Origin:** 25FEB21

**Toughkenamon, Pennsylvania**, **New Garden (N57)**

**Origin:** 25FEB21

**Toughkenamon, Pennsylvania**

**New Garden (N57)**

**Origin:** 25FEB21

**NE-4, 19 MAY 2022 to 14 JUL 2022**
**APP CRS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1800-1/4</td>
<td>1800-1/2</td>
<td>1074 (1100-1/4)</td>
<td>1074 (1100-1/2)</td>
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<tr>
<td>CIRCLING</td>
<td>2020-1/4</td>
<td>2020-1/2</td>
<td>1290 (1300-1/4)</td>
<td>1290 (1300-1/2)</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 23**

**BRADFORD COUNTY (N27)**

**When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 40 feet. GPS or RNP 0.3 required. DME/DME RNP 0.3 NA. Night landing: RWY 5 NA. Helicopter visibility reduction below ½ SM NA.**

**AWOS-3**

| 119.925 |

**BINGHAMTON APP CON**

| 118.6 | 257.625 |

**UNICOM**

| 123.0 | (CTAF) |

---

**ELEV**

| 730 |

**TDZE**

| 726 |

**TOWANDA, PENNSYLVANIA**

Orig-B 05NOV20

**41°44'N-76°27'W**

**BRADFORD COUNTY (N27)**

**RNAV (GPS) RWY 23**

**AWOS-3**

| 119.925 |

**BINGHAMTON APP CON**

| 118.6 | 257.625 |

**UNICOM**

| 123.0 | (CTAF) |

---

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

---

**When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 40 feet. GPS or RNP 0.3 required. DME/DME RNP 0.3 NA. Night landing: RWY 5 NA. Helicopter visibility reduction below ½ SM NA.**

**AWOS-3**

| 119.925 |

**BINGHAMTON APP CON**

| 118.6 | 257.625 |

**UNICOM**

| 123.0 | (CTAF) |

---

**ELEV**

| 730 |

**TDZE**

| 726 |

**TOWANDA, PENNSYLVANIA**

Orig-B 05NOV20

**41°44'N-76°27'W**

**BRADFORD COUNTY (N27)**

**RNAV (GPS) RWY 23**

**When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 40 feet. GPS or RNP 0.3 required. DME/DME RNP 0.3 NA. Night landing: RWY 5 NA. Helicopter visibility reduction below ½ SM NA.**

**AWOS-3**

| 119.925 |

**BINGHAMTON APP CON**

| 118.6 | 257.625 |

**UNICOM**

| 123.0 | (CTAF) |

---

**ELEV**

| 730 |

**TDZE**

| 726 |

**TOWANDA, PENNSYLVANIA**

Orig-B 05NOV20

**41°44'N-76°27'W**
**RNAV (GPS)-A**

**BRADFORD COUNTY (N27)**

**DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 40 feet. Procedure NA at night.**

**MISSED APPROACH: Climb to 3500 direct WITAD and on track 034° to OKZUS and hold.**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
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<tr>
<td>CIRCLING</td>
<td>2760-1½</td>
<td>2760-1½</td>
<td>2030 (2100-1¼)</td>
<td>2030 (2100-1½)</td>
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**AWOS-3**

| Binghamton App Con | 119.925 |

**UNICOM**

| 123.0 (CTAF) |

**APP CRS**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>APT Elev</th>
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</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>730</td>
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**TOWANDA, PENNSYLVANIA**

**TOWANDA, PENNSYLVANIA**

**21112**

**Category**

<table>
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<tr>
<th>A</th>
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<tbody>
<tr>
<td>41°44'N-76°27'W</td>
<td>363</td>
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</table>

**RNAV (GPS)-A**

**BRADFORD COUNTY (N27)**

**ELEV 730**

**AWOS-3**

| 119.925 |

**UNICOM**

| 123.0 (CTAF) |

**APP CRS**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>APT Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>N/A</td>
<td>N/A</td>
<td>730</td>
</tr>
</tbody>
</table>

**TOWANDA, PENNSYLVANIA**

**TOWANDA, PENNSYLVANIA**

**21112**
RNAV (GPS)-A

TOWER CITY, PENNSYLVANIA

CTAF: 122.9

HARRISBURG APP CON
126.45  269.45

RNAV (GPS)-A
BENDIGO (74N)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.

MISSED APPROACH: Climbing right turn to 3500 direct SEILR and hold.

Procedure NA for arrivals at RAV VORTAC via V276 northwest bound.

VGSİ and descent angles not coincident (VGSİ Angle 3.00/TCH 25).

3500 SEILR

3300 054° (14.1)

SEILR

4 NM Holding Pattern

3300

TCH 30

3.71°

NW-4, 19 MAY 2022 to 14 JUL 2022

BENDIGO (74N)

RNAV (GPS)-A

TOWER CITY, PENNSYLVANIA

Orig 07MAY09

40°34'N-76°34'W
WASHINGTON, PENNSYLVANIA

ILS or LOC RWY 27
WASHINGTON COUNTY (AFJ)

DME required. RADAR required for procedure entry.

AWOS-3PT
119.175

PITTSBURGH APP CON
119.35  285.575

CLNC DEL
127.3

UNICOM
122.975 (CTAF)

WHEELING
112.2 HLG
Chan 59

ASA HLG 25 NM

ELEV 1184

TDZE 1184

HILR Rwy 9-27
REIL Rwy 27


NE-4, 19 MAY 2022 to 14 JUL 2022
RNAV (GPS) RWY 9
WASHINGTON COUNTY (AFJ)

AWOS-3PT
119.175
PITTSBURGH APP CON
119.35  285.575
CLNC DEL
127.3
UNICOM
122.975 (CTAF)

Circling NA for Cat D N of Rwy 9-27. Rwy 9 helicopter visibility reduction below 1 SM NA.

Visual Segment - Obstacles.

CATEGORY | A | B | C | D
---|---|---|---|---
LNAV MDA | 1740-1 556 (600-1) | 1740-1 556 (600-1) | 556 (600-1) | 556 (600-1)
CIRCLING | 1800-1 616 (700-1) | 2020-1 2020-2 2040-2 | 836 (900-1 2) | 856 (900-2 4) | HIRL Rwy 9-27 REIL Rwy 27

WASHINGTON, PENNSYLVANIA
Amdt 1F 02DEC21
40°08'N-80°17'W
Circling NA for Cat D N of Rwy 9-27. Rwy 27 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Circling Rwy 9 NA at night.

Procedure NA for arrivals at NESTO on V469 northbound.

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

### Approach Data

- **ELEV**: 1184
- **TDZE**: 1184

- **WAAS CH**: 90107
- **APP CRS**: 273°
- **Rwy Idg**: 1184
- **Apt Elev**: 1184

### Table: Holding Pattern

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>1386-3/4</td>
<td>202 (300-3/4)</td>
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<tr>
<td>LNAV/VNAV DA</td>
<td>2140-4</td>
<td>956 (1000-4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1980-1/4 (796 (800-1/4))</td>
<td>1980-2 (796 (800-2))</td>
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<tr>
<td>CIRCLING</td>
<td>1980-1/4 (796 (800-1/4))</td>
<td>2020-2/3 (836 (900-2/3))</td>
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<td></td>
</tr>
</tbody>
</table>

**AWOS-3PT** 119.175  
**PITTSBURGH APP CON** 119.35 285.575  
**CLNC DEL** 127.3  
**UNICOM** 122.975 (CTAF) 0
RNAV (GPS) RWY 27
GREENE COUNTY (WAY)

RNAV (GPS) RWY 27
WAYNESBURG, PENNSYLVANIA

App CRS
Rwy Idg
Apt Elev
268°
3500
1069

Waynesburg, Pennsylvania (WAY)
AL-10357 (FAA)

NAV AREA

Rwy 27 helicopter visibility reduction below 1 SM NA. Use Washington altimeter setting, when not received use Morgantown altimeter setting and increase all MDAs 20 feet. Straight-in, Circling Rwy 27 NA at night.

Missem Approach: Climb to 4000 direct ZUNKO and hold.

AFJ AWOS-3PT
CLARKSBURG APP CON*
UNICOM

119.175
121.15 284.65
122.8 (CTAF)

ZUNKO
TIKKU
RIPEE

Procedure NA for arrivals at GALLS on V119 westbound.

ZUNKO

MIRL Rwy 9-27

WAYNESBURG, PENNSYLVANIA
Orig B 30JAN20

39°54'N-80°08'W

NE-4, 19 MAY 2022 to 14 JUL 2022

RNAV (GPS) RWY 27
WAYNESBURG, PENNSYLVANIA
 Orig B  30JAN20

39°54'N-80°08'W

Greene County (WAY)
**RNAV (GPS) Z RWY 9**

**GREENE COUNTY (WAY)**

**RNP APCH.**

- **Circling Rwy 27 NA at night.** Rwy 9 helicopter visibility reduction below 1 SM NA. Use Washington altimeter setting.

**AFJ AWOS:3PT**  **CLARKSBURG APP CON**  **UNICOM**

- **AFJ AWOS:3PT** [119.175]
- **CLARKSBURG APP CON** [121.15, 284.65]
- **UNICOM** [122.8 (CTAF)]

**MISSING APCH FIX**

- **088° to RIPEE**
- **4 NM**
- **RIPEE**

- **088° to RW09**
- **4 NM**
- **WONAT**

**HOLD**

- **6000**
- **4000**

- **4 NM**

**[IAF] BURGS**

Procedures NA for arrivals at BURGS on V103-309 CW V144.

**RNAV (GPS) Z RWY 9**

**Visual Segment - Obstacles.**

- **088° to RW09**
- **4000**
- **RIPEE**

**CATEGORY**

- **A LNAV MDA** [1760-1] [691 (700-1)]
- **B** [1760-2] [691 (700-2)]
- **C** [NA]
- **D** [NA]

**CIRCLING**

- **1880-1/2** [811 (900-1/4)] [1151 (1200-1/2)]
- **2220-1/2** [2220-3] [1151 (1200-3)]
- **2220-3** [NA]
- **MIRL Rwy 9-27**

**WAYNESBURG, PENNSYLVANIA**

**UNICOM**

- **122.8 (CTAF)**

**TDZE 1069**

Amdt 1  26MAR20

**NE-4, 19 MAY 2022 to 14 JUL 2022**
<table>
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<th>CATEGORY</th>
<th>COPTER RNAV (GPS) Y RWY 9</th>
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<tbody>
<tr>
<td>LPV DA</td>
<td>1493-1/4 424 (500-1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>1560-1 491 (500-1)</td>
</tr>
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</table>

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

**AFJ AWOS-3PT**

**CLARKSBURG APP CON**

**UNICOM**

Use Washington altimeter setting.

Limit final and missed approach airspeed to 70K.

Increase to 90K upon reaching the missed approach altitude; maintain 90K while in holding.
Circling NA to Rwys 11 and 29. Procedure NA at night. Rw 10 helicopter visibility reduction below 1 SM NA.

**UNICOM**
- 122.8 (CTAF)

**AWOS-3PT**
- 120.925

**ELMIRA APP CON**
- 128.425
- 257.8

**RNAV (GPS) RWY 10**

**MISSSED APPROACH:** Climb to 4500 direct ITEHO and on track 021° to WUDUL and hold.
RNAV (GPS) RWY 28
GRAND CANYON RGNL (N38)

MISSED APPROACH: Climbing right turn to 4500 direct WUDUL and hold.

Circling NA to Rwys 11 and 29. Procedure NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.
Circling NA to Rwys 11 and 29. Procedure NA at night.

AWOS-3PT 120.925

ELMIRA APP CON 128.425 257.8

UNICOM 122.8 (CTAF)

MISSED APPROACH: Climb to 3500 then climbing right turn to 4000 direct SFK VOR/DME and hold.
RNAV (GPS) RWY 27
BRANDYWINE RGNL (OQN)

When local altimeter setting not received, use Coatesville altimeter setting and increase all MDA 60 feet. Rwy 27 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at DASDE on V3-419 northeast bound.

Procedure NA for arrivals on MXE VORTAC airway radials 025 CW 129.

AWOS-3T
121.4

PHILADELPHIA APP CON
124.35 319.15

CLNC DEL
125.6

UNICOM
123.075 (CTAF)

Procedure NA for arrivals on MXE VORTAC airway radials 025 CW 129.

Procedure NA for arrivals at DASDE on V3-419 northeast bound.

Amdt 1A  25APR19

NE-4, 19 MAY 2022 to 14 JUL 2022
Rwy 9 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

Procedure NA for arrival on PTW VORTAC airway radials 205 CW 287.

Procedure NA for arrivals at GIOMO on V403-405 southwest bound, and on V3-408 westbound.

VGSI and descent angles not coincident (VGSI Angle 4.20/TCH 23).

1000 2900  CEFSY

<table>
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<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>880-1 415 (500-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1020-1 555 (600-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) Z RWY 9
BRANDYWINE RGNL (OQN)

MISSED APPROACH: Climb to 2900 direct CELPA and left turn on track 041° to DASDE and hold.

Procedure NA at night.

Rwy 9 helicopter visibility reduction below 1 SM NA.

AWOS-3T  121.4
PHILADELPHIA APP CON 124.35  319.15
CLNC DEL  125.6
UNICOM  123.075 (CTAF)

 Procedure NA for arrival on PTW VORTAC airway radials 205 CW 287.

Procedure NA for arrivals at GIOMO on V403-405 southwest bound and on V3-408 westbound.

VGSI and descent angles not coincident (VGSI Angle 4.20/TCH 23).

Procedure NA for arrival on PTW VORTAC airway radials 205 CW 287.

Procedure NA for arrivals at GIOMO on V403-405 southwest bound and on V3-408 westbound.

Category

LNAV MDA  880-1  415 (500-1)  NA
CIRCLING  1020-1  555 (600-1)  NA
RNAV (GPS) RWY 16
WHEELING OHIO COUNTY (HLG)

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3100 direct AIR VOR/DME and hold.

Procedure NA for arrival on AIR VOR/DME airway radials 334 CW 051.

WHEELING, WEST VIRGINIA
AL-650 (FAA)
RNAV (GPS) RWY 21
WHEELING OHIO COUNTY (HLG)

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct AIR VOR/DME and hold.

 Rw 21 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

ASOS
127.375
PITTSBURGH APP CON
125.275 285.575
WHEELING TOWER *
118.1[CTAF] 257.8
GND CON
121.75
CLNC DEL
125.275
(when twr closed)
UNICOM
122.95

ELEV 1194
TDZE 1194

213° to RW21

BELLAIRE AIR

MISSED APCH FIX

BEKSE

HOLD 6000 3100

4 NM

(FAF) ACETE

(IAF) BEKSE

1672°

1367°

1350°

1600°

3100 to BEKSE 033° (14)

WISKE

ACETE

1700 3100 AIR

* LNAV only.

4 NM

033° 213°

6000 3100

BEKSE

ACETE

3000

3000

213°

1.5

4 NM

5 NM

TCH 42

LPV DA
1444/50
250 (300-1)

LNAV/ VNAV DA
1653-1½
459 (500-1½)

LNAV MDA
1700/55
506 (600-1)
1700-1½
506 (600-1½)

CIRCLING
1720-1
526 (600-1)
1740-1
546 (600-1)
1920-2
726 (800-2)
1920-2½
726 (800-2½)

WHEEING, WEST VIRGINIA
Amdt 1A 07OCT21

WHEELING TOWER

CH 58240

APP CRS 213°

Rwy Idg 5002
TDZE 1194
Apt Elev 1194

RNP APCH.

40°11'N-80°39'W

21280

AL-650 (FAA)

NE-4, 19 MAY 2022 to 14 JUL 2022
MISSED APPROACH: Climb to 3300 direct
PIDYY and hold, continue climb-in-hold to 3300.

Procedure NA for arrival on AIR VOR/DME airway radials 051 CW 158.
RNAV (GPS) RWY 7

WILKES-BARRE WYOMING VALLEY (WBB)

Rwy 7 helicopter visibility reduction below 1 SM NA. Use Wilkes-Barre/Scranton altimeter setting. Circling NA NW of Rwy 7-25. Procedure NA at night.

AVP ASOS
111.6

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)

ELEV 543

TDZE 543

Procedure NA for arrivals at MEATS on V499 northbound.

Procedure NA for arrivals at LYTEL on V232 eastbound and on V93 southwest bound.

LNAV MDA
3700 (800-1)

CIRCLING
3700 (800-1)

RNAV (GPS) RWY 7

WILKES-BARRE WYOMING VALLEY (WBB)

NE-4, 19 MAY 2022 to 14 JUL 2022

April 18, 2022 to July 14, 2022

385
RNAV (GPS) RWY 25

WILKES-BARRE WYOMING VALLEY (WBW)

RNP APCH.

- Circling NA to Rwy's 9 and 27. Rwy 25 helicopter visibility reduction below 1 SM NA. Baro-
  VNAV NA. Use Wilkes-Barre/Scranton altimeter setting. Circling Rwy 7 NA at night. Circling
  NA NW of Rwy 7-25. Procedure NA at night.

<table>
<thead>
<tr>
<th>AVP ASOS</th>
<th>WILKES-BARRE APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>111.6</td>
<td>126.3 256.7</td>
<td>122.8  (CTAF)</td>
</tr>
</tbody>
</table>

Procedure NA for arrivals at LACIE on V116-147 northwest bound.

Procedure NA for arrivals at TALLI on V116-188 eastbound.

MISS APCH FIX

- COBEK

ELEV 543  TDZE 543

NE-4, 19 MAY 2022 to 14 JUL 2022
Circling to Rwy 10, 28 NA at night. Circling NA for Cats C and D southeast of Rwy 4-22. Autopilot coupled approach NA below 2530.
DME required. For inop ALS, increase S-ILS 4 all Cats visibility to RVR 5000, and S-LOC 4 Cat C/D visibility to 1 1/2 SM.

**Missed Approach:**
Climb to 3000 then climbing right turn to 4000 direct LVZ VORTAC and hold.

**ELEV**
962

**TDZE**
962

**WILKES-BARRE/SCRANTON, PENNSYLVANIA**

**WILKES-BARRE SCRANTON INTL (AVP)**

**LOC/DME I-AVP**
109.9

**Chan**
36

**APP CRS**
045°

**Rwy Idg**
7501

**TDZE**
962

**Apt Elev**
962

**ATIS**
111.6

**WILKES-BARRE APP CON**
120.95 256.7 (280°-100°)

**WILKES-BARRE TOWER**
120.1 257.8

**GND CON**
121.9

**LOCALIZER 109.9**

**I-AVP**

**Chan 36**

**LOC offset 1.77°**

**IF/IAF**

**HEAPP**

**I-AVP 10.1**

**LVZ 15.3**

**Radar**

**4000 to HEAPP 238° (15.3)**

**DME or RADAR REQUIRED**

**One Minute Holding Pattern**

**HEAPP**

**I-AVP 17.7**

**Radar**

**JISAG**

**I-AVP 10.1**

**ZEEXES**

**I-AVP 6.7**

**TUYOT**

**I-AVP 3.8**

**FEVOR**

**I-AVP 2.7**

**LOC only**

**VGSI and ILS glidepath not coincident**

**VGSI Angle 3.00°/TCH 58.**

**GS 3.00° TCH 58**

**CATEGORY**

**A**

**B**

**C**

**D**

**S-ILS 4**

**1262/24**

**300 (300-1)**

**S-LOC 4**

**1540/24**

**578 (600-1)**

**1540-1/4**

**578 (600-1/4)**

**1840-1/4**

**1980-1/2**

**1980-3**

**1018 (1100-1/2)**

**1018 (1100-1/2)**

**1018 (1100-3)**

**1318 (1400-3)**

**Circling**

**WILKES-BARRE/SCRANTON, PENNSYLVANIA**

Amdt 38 08DEC16

**WILKES-BARRE/SCRANTON INTL (AVP)**

41°20’N-75°43’W

**ILS or LOC RWY 4**

WILKES-BARRE/SCRANTON INTL (AVP)
**WILKES-BARRE/SCRANTON, PENNSYLVANIA**

**ATIS**

<table>
<thead>
<tr>
<th>Channel</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>WILKES-BARRE APP CON</td>
<td>111.6</td>
</tr>
<tr>
<td>WILKES-BARRE TOWER</td>
<td>120.1</td>
</tr>
<tr>
<td>GND CON</td>
<td>121.9</td>
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</tbody>
</table>

**LOC/DME** I-IZK

- **Channel 36**
- **Frequency 111.6**
- **Elevation 962**
- **TDZE 933**

**Radar or DME required for procedure entry. DME required.**

- **Circling NA for Cats C and D southeast of Rwy 4-22.**
- **Circling Rwy 28 NA at night.**
- **When local altimeter setting not received, procedure NA.**

**ILS or LOC RWY 22**

**WILKES-BARRE/SCRANTON INTL (AVP)**

**Missed Approach:** Climb to 1900 then climbing right turn to 4000 on heading 330° and LVZ

**VORTAC R-320 to LOPEZ/LVZ 16 DME and hold.**

**ATIS**

- **GND CON 121.9**
- **WILKES-BARRE TOWER 120.1**
- **WILKES-BARRE APP CON 111.6**

**WILKES-BARRE/SCRANTON, PENNSYLVANIA**

**Amdt 10 15AUG19**

**NE-4, 19 MAY 2022 to 14 JUL 2022**

**Rwy Idg 7501**

**WILKES-BARRE/SCRANTON INTL (AVP)**
Circling to Rwy 10 and 28 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. For inop MALSR, increase LNAV Cats C/D visibility to 2 miles. Circling NA for Cats C and D southeast of Rwy 4-22. DME/ DME RNP-0.3 NA. **RVR 1800 authorized with use of FD or AP or HUD to DA.

**MISSING APPROACH:** Climb to 4000 direct JIDPU and hold.

**MISSING APCH FIX**

**ATIS**

**WILKES-BARRE APP CON**

120.95 256.7 (280°-100°)

**WILKES-BARRE TOWER**

120.1 257.8

**GND CON**

121.9

**CATALOG**

**A**

1160/24 200 (200-½)

**B**

1618-1 656 (700-½)

**C**

1680-24 718 (800-½) 1680-1½ 718 (800-½)

**D**

1840-1 718 (800-½) 1840-1½ 718 (800-½)

**CIRCLING**

1840-1 1018 (1100-½) 1840-1½ 1018 (1100-½) 1840-3 1018 (1100-3) 1840-½ 1018 (1100-3) 1840-3 1318 (1400-3)

**NOTES**

1. LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
2. For inop MALSR, increase LNAV Cats C/D visibility to 2 miles.
3. For uncompensated Baro-VNAV systems, LNAV/VNAV NA at night.

**MISSED APPROACH:**

- Climb to 4000 direct JIDPU and hold.
- DME/DME RNP-0.3 NA.
- RVR 1800 authorized with use of FD or AP or HUD to DA.
WILKES-BARRE/SCRANTON, PENNSYLVANIA

**RNAV (GPS) Rwy 22**

**WILKES-BARRE/SCRANTON INTL (AVP)**

**ATIS**

| 111.6 |

**WILKES-BARRE APP CON**

| 120.95 256.7 (280°-100°) | 126.3 256.7 (101°-279°) |

**WILKES-BARRE TOWER**

| 120.1 257.8 |

**GND CON**

| 121.9 |

**RNAV (GPS) Rwy 22**

**WAAS**

| CH 69213 | APP CRS 224° | Rwy Idg 7501 | TDZE 933 | Apt Elev 962 |

**Night landing:** Rwy 10, 28 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.7°C (2°F) or above 54°C (130°F). When local altimeter setting not received, procedure NA. Circling NA for Cats C and D southeast of Rwy 4-22. DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 1900 then climbing right turn to 4000 direct LOPEZ and hold.

**ELEV**

| 962 |

**TDZE**

| 933 |

**HIRL Rwy 4-22**

| 224° to RW22 |

**MIRL Rwy 10-28**

| 1044 |

**REIL Rws 10, 22 and 28**

| 1004 |

**LNAV/VNAV DA**

| 1392-1½ |

**LNAV MDA**

| 1500-3 |

| 2280-3 |

**LPV**

| 1178/40 |

**CIRCLING**

| 1800-1½ |

| 1980-1½ |

**1.8 NM**

| 2542 |

**4.3 NM**

| 2300 |

**3.1 NM**

| 2244 |

**2.8 NM**

| 224° |

**GP 3.00°**

| 4000 |

**TCH 54**

| 2224 |

**LNAV only.**

| 1.8 NM to RW22 |

**VGSI and RNAV glidepath not coincident**

(VGSI Angle 3.00°/TCH 54).
ATIS 111.6
GND CON
121.9
WILKES-BARRE TOWER
120.1 257.8
WILKES-BARRE DEP CON
120.95 256.7 (NORTH)
126.3 256.7 (SOUTH)

NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 10: NA - Obstacles.
Rwy 4: Standard with minimum climb of 400' per NM to 2700.
Rwy 22: Standard with minimum climb of 290' per NM to 3100.
Rwy 28: Standard with minimum climb of 270' per NM to 2100.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 044° to 5000, thence....
TAKEOFF RUNWAY 22: Climb heading 224° to 5000, thence....
TAKEOFF RUNWAY 28: Climb heading 283° to 5000, thence....

....expect radar vectors to assigned route/navaid/fix, expect filed altitude
10 minutes after departure.
Use Pineville altimeter setting, when not received, use Beckley altimeter setting and increase all MDA 140 feet; increase Circling Cats A and D visibility ½ mile and increase LNAV Cats C and D and Circling Cat C visibility ½ mile. DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct NEGVE and hold.

---

**APP CRS 077°**

<table>
<thead>
<tr>
<th>CATEGORY</th>
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<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>LNAV MDA</td>
<td>2580-1</td>
<td>2580-1 1/4</td>
<td>2580-2</td>
<td>717 (700-2)</td>
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<tr>
<td>CIRCLING</td>
<td>2680-1</td>
<td>2680-1 1/4</td>
<td>2680-2 1/4</td>
<td>2720-2 3/4</td>
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</tbody>
</table>

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**INDIANAPOLIS CENTER**

**TDZE 1863**

**UNICOM 122.8 (CTAF)**
Use Pineville altimeter setting, when not received, use Beckley altimeter setting and increase all MDA 140 feet; increase LNAV Cat A and Circling Cat A, C and D visibility ¼ mile. DME/DME RNP-0.3 NA.

**MISSING APCH FIX**: Climb to 5000 direct SEPBU and hold.

**UNICOM**: 122.8 (CTAF)
ILS or LOC RWY 27
WILLIAMSPORT RGNL (IPT)

MISSING APPROACH: Climb to 980 then climbing right turn to 4500 on heading 290° and on MIP VORTAC R-314 to ZIMEL INT/FQM 19.1 DME and hold, continue climb-in-hold to 4500.

ASOS
125.225
NEW YORK CENTER
124.9
WILLIAMSPORT TOWER *
119.1 (CTAF) 257.8
GND CON
121.9
UNICOM
122.95

RNAV 1-GPS or RADAR
AND DME REQUIRED

ILS or LOC RWY 27
WILLIAMSPORT RGNL (IPT)

INAP table does not apply to S-ILS 27. Circling NA south of Rwy 9 and southwest of Rwy 30. Circling Rwy 12, 30 NA at night. Rwy 27 helicopter visibility reduction below 1/2 SM NA. DME required.

MALSR

CIRCLING

WILLIAMSPORT, PENNSYLVANIA
Amdt 17 22JUN17

LOC/DME I-IPT
110.1
Chan 38

APP CRS
266°

Rwy Idg
6063
TDZE
527
Apt Elev
528

CATEGORY
A
B
C
D

S-ILS 27
1500-1 777 (1000-3/4)
973 (1000-1/4) 973 (1000-1)
973 (1000-1) 973 (1000-1/4)

S-LOC 27
1500-1 777 (1000-3/4)
1500-1 777 (1000-1/4)
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1500-1 777 (1000-1/4)
1500-1 777 (1000-1/4)
RNAV (GPS) RWY 9
WILLIAMSPORT RGNL (IPT)

MISSED APPROACH: Climb to 4300 direct EPEYI and on track 087° to ZUMEV and hold, continue climb-in-hold to 4300.

NoPT for arrival at ZAGTI on T216 and V58-576 northeast bound.

HP for arrival at ZAGTI on T216 and V58-576 northeast bound.

VGSi and RNAV glidepath not coincident (VGSi 3.00/TCH 49).

4 NM
Holding Pattern

ZAGTI

528
TWR
592
MIRL Rwy 12-30
HIRL Rwy 9-27

1512 (600-1½)
1512 (600-1½)
1512 (600-1½)
1512 (600-1½)
1519 (1600-3)
1519 (1600-3)
1519 (1600-3)
1519 (1600-3)
1519 (1600-3)
1519 (1600-3)

AMENDED: NoPT for arrival at ZAGTI on T216 and V58-576 northeast bound.

4000
267°
087°

2800
087°

GP 3.50°

TCH 56

4.6 NM to RW09

*RNAV only.

ZAGTI

2222

ZUSTEV

5 NM

2333

2333

Procedure NA for arrivals at FAVUM on V226 westbound and V170 northwest bound.
Rwy 12 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Straight-in Rwy 12 NA at night. Circling Rwy 12, 30 NA at night. Circling NA south of Rwy 9 and southwest of Rwy 30.

RNAV (GPS) RWY 12
WILLIAMSPORT RGNL (IPT)

WILLIAMSPORT TOWER * 119.1 (CTAF) 257.8
...

WAKUG 2.3 NM to YEXWU

NoPT for arrival at ZAGTI on T216 and V58-576 northeast bound. Final approach course offset 15.99°.

WAKUG 2.3 NM to YEXWU

RNAV (GPS) RWY 12
WILLIAMSPORT, PENNSYLVANIA

RNAV (GPS) RWY 30
WILLIAMSPORT RGNL (IPT)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA.
Circling NA south of Rwy 9 and southwest of Rwy 30.
Night landing: Rwy 12, 30 NA.

MISSED APPROACH: Climb to 4500 direct ZIMEL and hold,
continue climb-in-hold to 4500.

Procedure NA for arrivals at MUNCI on V188-226 eastbound.

Procedure NA for arrival on MIP VORTAC airway radial 289.

VGSI and RNAV glidespath not coincident
VGSI Angle 4.00/TCH 41.

4500 direct ZIMEL and hold,
continue climb-in-hold to 4500.

RNAV (GPS) RWY 30
WILLIAMSPORT RGNL (IPT)

RNAV (GPS) RWY 30
WILLIAMSPORT RGNL (IPT)
INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY HOLDING CROSSING CLEARANCES.
CAUTION: BE ALERT TO RUNWAY
AIRPORT DIAGRAM
WILLIAMSPORT, PENNSYLVANIA
(IPT)
WILLIAMSPORT RGNL
AIRPORT DIAGRAM
514
ELEV
76°56.0'W
76°55.5'W
76°55.0'W
6825 X 150
4273 X 150
GENERAL AVIATION AND
TRANSIENT PARKING
GENERAL AVIATION AND
TRANSIENT PARKING
41°15.0'N
ASOS
125.225
WILLIAMSPORT TOWER
119.1 257.8
GND CON
121.9
121.9
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

WILLIAMSPORT, PENNSYLVANIA
(IPT)
WILLIAMSPORT RGNL
AIRPORT DIAGRAM
526
ELEV
41°14.5'N
ELEV
41°15.0'N

400
RNAV (GPS) RWY 35
YORK (THV)

MISSING APPROACH: Climb to 3300 direct WABEP and hold.

ASOS
119.275

HARRISBURG APP CON
124.1 273.525

CLNC DEL
121.65

UNICOM
123.0 (CTAF)

MISSING APCH FIX

4 NM WABEP

346° to RW35

30 NM to XOPPA (NoPT)

4 NM

30 NM to PAYCO

276°

77

1440 2000

346°

3000

3300 Direct WABEP and hold.

MISSED APPROACH: Climb to 3300 direct WABEP and hold.
RNAV (GPS) RWY 17
ZELIENOPLE MUNI (PJC)

RNP APCH.

∆ NA

Rwy 17 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

AWOS-3PT
118.45

PITTSBURGH APP CON
124.75 338.2

CTAF
122.9

RADAR REQUIRED

MISSED APCH FIX
EDAPY

Visual Segment - Obstacles.

- EDAPY
- DEUSO
- AJAPA
- HODOS
- 3.2 NM to RW 17

CATEGORY
A  B  C  D

LNAV MDA
1680-1 1680-1
783 (800-1) 783 (800-1¼)

CIRCLING
1680-1 1700-1¾
782 (800-1) 802 (900-1¼)

NA

RADAR REQUIRED

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

ZELIENOPLE, PENNSYLVANIA
AL-9001 (FAA)

20310

RNAV (GPS) RWY 17
ZELIENOPLE MUNI (PJC)

AWOS-3PT
118.45

PITTSBURGH APP CON
124.75 338.2

CTAF
122.9

RADAR REQUIRED

MISSED APCH FIX
EDAPY

Visual Segment - Obstacles.

- EDAPY
- DEUSO
- AJAPA
- HODOS
- 3.2 NM to RW 17

CATEGORY
A  B  C  D

LNAV MDA
1680-1 1680-1
783 (800-1) 783 (800-1¼)

CIRCLING
1680-1 1700-1¾
782 (800-1) 802 (900-1¼)

NA

RADAR REQUIRED

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.
ZELIENOPLE, PENNSYLVANIA

APP CRS

354°

Rwy Idg

4650

TDZE

898

Apt Elev

898

RNAV (GPS) RWY 35

ZELIENOPLE MUNI (PJC)

MISSED APPROACH:
Climb to 3000 direct DEUSO and hold.

AWOS: 3PT

118.45

PITTSBURGH APP CON

124.75 338.2

CTAF

122.9 0

Circling Rwy 17 NA at night. Rwy 35 helicopter visibility reduction below ¾ SM NA.

DEUSO and hold.

ZELIENOPLE MUNI (PJC)

RNAV (GPS) RWY 35

ZELIENOPLE, PENNSYLVANIA

40°48'N-80°10'W

405
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 exists upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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U.S. TERMINAL PUBLICATION VOLUMES

AREA OF COVERAGE