U.S. Terminal Procedures Publication
Northeast (NE) Vol 3 of 4

Effective: 0901Z
11 JUL 2024
to: 0901Z
05 SEP 2024

Consult the Change Notice (CN) effective 08 AUG 2024 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration
Inoperative Components or Visual Aids Table ................................................................. A1
Explanation of Terms/Landing Minima Data ................................................................. B1
General Information ........................................................................................................ C1
Abbreviations .................................................................................................................. D1
Legend—IAP Planview .................................................................................................... E1
Legend—IAP Profile ....................................................................................................... F1
Legend—Standard Terminal Arrival Charts ................................................................. G1
Legend—Departure Procedure Charts ........................................................................... G2
Legend—Airport Diagram/Sketch .................................................................................. H1
Legend—Approach Lighting Systems ............................................................................ I1
Frequency Pairing .......................................................................................................... J1
Index of Terminal Charts and Minimums .................................................................... K1
IFR Takeoff Minimums, Departure Procedures, and Diverse Vector Area (Radar Vectors) ................................................................. L1
IFR Alternate Airport Minimums .................................................................................. M1
Radar Minimums ............................................................................................................ N1
Land and Hold-Short Operations (LAHSO) ................................................................. O1
Hot Spots ....................................................................................................................... P1
Standard Terminal Arrival Charts ................................................................................ Z1
Terminal Charts ............................................................................................................. Page 1
Rate of Climb/Descent Table ....................................................................................... Inside Back Cover
Area of Coverage ........................................................................................................... Back Cover

CORRECTIONS, COMMENTS AND/OR PROCUREMENT

FOR CHARTING ERRORS, OR FOR CHANGES, ADDITIONS, RECOMMENDATIONS ON PROCEDURAL ASPECTS CONTACT:
FAA, Aeronautical Information Services
1305 East-West Highway
SSMC 4, Room 4531
Silver Spring, MD 20910-3281
Telephone: 1-800-638-8972
https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

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

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

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

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

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

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

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

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

(1) ILS, PAR, LPV, GLS minima

<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, SALSF, SALS</td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

(4) Sidestep minima (CAT C-D)

<table>
<thead>
<tr>
<th>Inoperative Component or Visual Aid to Sidestep Runway</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>
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.

### Terms/Landing Minima Data

#### IFR Landing Minima

**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>1440/24</td>
<td>288</td>
<td>(300-1/2)</td>
<td>1440/50</td>
</tr>
<tr>
<td>S-LOC 27</td>
<td>1540-1</td>
<td>1640-1</td>
<td>1640-1/2</td>
<td>1740-2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>361 (400-1)</td>
<td>461 (500-1)</td>
<td>461 (500-1 1/2)</td>
<td>561 (600-2)</td>
</tr>
</tbody>
</table>

**Visibility in Statute Miles**

- **S-ILS 27**: 2000/10
- **S-LOC 27**: 900/10
- **CIRCLING**: 1440/24

**Copter Approach Direction**

- **HAT**: 680-1/2
- **MDA**: 363 (400-1/2)

**COPTER MINIMA ONLY**

<table>
<thead>
<tr>
<th>Altitude Above Landing Area (HAL)</th>
<th>0-90</th>
<th>100</th>
<th>120</th>
<th>150</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>HAT</strong></td>
<td>680-1/2</td>
<td>363</td>
<td>(400-1/2)</td>
<td></td>
</tr>
<tr>
<td><strong>MDA</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**COLD TEMPERATURE AIRPORTS**

**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>0</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>10</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>40</td>
<td>60</td>
<td>80</td>
<td>90</td>
</tr>
<tr>
<td>-10</td>
<td>20</td>
<td>20</td>
<td>30</td>
<td>30</td>
<td>40</td>
<td>50</td>
<td>50</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>170</td>
<td>230</td>
<td>280</td>
<td></td>
</tr>
<tr>
<td>-20</td>
<td>30</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>150</td>
<td>200</td>
<td>290</td>
<td>390</td>
<td>490</td>
</tr>
<tr>
<td>-30</td>
<td>40</td>
<td>50</td>
<td>60</td>
<td>70</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>130</td>
<td>140</td>
<td>210</td>
<td>280</td>
<td>420</td>
<td>570</td>
<td>710</td>
</tr>
<tr>
<td>-40</td>
<td>50</td>
<td>80</td>
<td>100</td>
<td>120</td>
<td>150</td>
<td>170</td>
<td>190</td>
<td>220</td>
<td>240</td>
<td>360</td>
<td>480</td>
<td>720</td>
<td>970</td>
<td>1200</td>
</tr>
<tr>
<td>-50</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>450</td>
<td>590</td>
<td>890</td>
<td>1190</td>
<td>1500</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 certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

** Maneuvering Table**

<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**

**NE-3 11 JUL 2024 to 05 SEP 2024**
TERMS/LANDING MINIMA DATA

CIRCLING APPROACH OBSTACLE PROTECTED AIRSPACE

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

STANDARD CIRCLING APPROACH MANEUVERING RADIUS

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

<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>

C EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

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

<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>1600</td>
<td>1/4</td>
</tr>
<tr>
<td>1800</td>
<td>1/2</td>
</tr>
<tr>
<td>2000</td>
<td>3/4</td>
</tr>
<tr>
<td>2200</td>
<td>1</td>
</tr>
</tbody>
</table>

RADAR MINIMA

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 500-1.

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

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.

NE-3, 11 JUL 2024 to 05 SEP 2024
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 by an authorized non-FAA service provider. 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-11919 (FAA-O). Military procedures do not show AL number, but do show the appropriate authority for the procedure, e.g., (USAF).

CHART CURRENCY INFORMATION

Date of Latest Revision 09365

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

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

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

MISCELLANEOUS

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

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

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

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

The use of the associated codified STAR/DP and transition identifiers are requested of users when filing flight plans 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 requirements. On charts with both PBN elements and equipment requirements, the PBN requirements box will be listed first. The publication of these notes will continue incrementally until all charts have been amended to comply with the new standard.

IAP PBN/Equipment Requirements Notes Box

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>Equipment Requirements Box</th>
<th>Standard Procedure Notes Box</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>From WINRZ, UBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.</td>
<td>DME required for LOC only.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>▼ Circling to Rwy 25 NA at night.</td>
</tr>
<tr>
<td></td>
<td></td>
<td>#For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.</td>
</tr>
</tbody>
</table>

RNAV STAR and DP PBN/Equipment Requirements Notes Box

<table>
<thead>
<tr>
<th>PBN Requirements Box</th>
<th>Equipment Requirements Box</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNAV 1 - DME/DME/IRU or GPS</td>
<td>RADAR required</td>
</tr>
</tbody>
</table>

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

Reference the Chart Supplement for detailed information on pilot controlled lighting (PCL) systems.

Available FAA standard approach lighting systems are charted as a negative symbol to indicate pilot controlled lighting, e.g., ⬤, ⬦.

Available airport lighting systems that are charted as notes, e.g. REIL, MIRL, are shown with a negative "▲" symbol beside the name to indicate pilot controlled lighting.

To activate lights, use frequency indicated in the communications section of the chart with a ⬤.

<table>
<thead>
<tr>
<th>KEY MIKE</th>
<th>FUNCTION</th>
</tr>
</thead>
<tbody>
<tr>
<td>7 times within 5 seconds</td>
<td>Highest intensity available</td>
</tr>
<tr>
<td>5 times within 5 seconds</td>
<td>Medium or lower intensity (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>3 times within 5 seconds</td>
<td>Lowest intensity available (Lower REIL or REIL-off)</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-------------</td>
</tr>
<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>
</tr>
<tr>
<td>BND</td>
<td>Bound</td>
</tr>
<tr>
<td>C</td>
<td>Circling</td>
</tr>
<tr>
<td>CAT</td>
<td>Category</td>
</tr>
<tr>
<td>CW-CDI</td>
<td>Counter Clockwise</td>
</tr>
<tr>
<td>Clifp</td>
<td>Channel</td>
</tr>
<tr>
<td>CIR</td>
<td>Circling</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>Clearing 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>Communication</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory Procedures</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>C-DATIS</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>
</tr>
<tr>
<td>FAF</td>
<td>Final Approach Fix</td>
</tr>
<tr>
<td>FD</td>
<td>Flight Director System</td>
</tr>
<tr>
<td>FM</td>
<td>Fan Marker</td>
</tr>
<tr>
<td>FMS</td>
<td>Flight Management System</td>
</tr>
<tr>
<td>GBAS</td>
<td>Ground Based Augmentation System</td>
</tr>
<tr>
<td>GCO</td>
<td>Ground Communications Outlet</td>
</tr>
<tr>
<td>GLS</td>
<td>Ground Based Augmentation System Landing System</td>
</tr>
<tr>
<td>GP</td>
<td>Glidepath</td>
</tr>
<tr>
<td>GPI</td>
<td>Ground Point of Intersection</td>
</tr>
<tr>
<td>GPS</td>
<td>Global Positioning System</td>
</tr>
<tr>
<td>GS</td>
<td>Glide Slope</td>
</tr>
<tr>
<td>HAA</td>
<td>Height above Airport</td>
</tr>
<tr>
<td>HAL</td>
<td>Height above Lading</td>
</tr>
<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>
</tr>
<tr>
<td>Hud</td>
<td>Head-up Display</td>
</tr>
<tr>
<td>IAF</td>
<td>Initial Approach Fix</td>
</tr>
<tr>
<td>ICAO</td>
<td>International Civil Aviation Organization</td>
</tr>
<tr>
<td>IF</td>
<td>Intermediate Fix</td>
</tr>
<tr>
<td>IM</td>
<td>Inner Marker</td>
</tr>
<tr>
<td>INOP</td>
<td>Inoperative</td>
</tr>
<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>
</tr>
<tr>
<td>LAAS</td>
<td>Local Area Augmentation System</td>
</tr>
<tr>
<td>LDA</td>
<td>Localizer Type Directional Aid</td>
</tr>
<tr>
<td>Ldg</td>
<td>Landing</td>
</tr>
<tr>
<td>LIRL</td>
<td>Low Intensity Runway Lights</td>
</tr>
<tr>
<td>LNAV</td>
<td>Lateral Navigation</td>
</tr>
<tr>
<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>MALS-R</td>
<td>Medium Intensity Approach Light System with RAIL</td>
</tr>
<tr>
<td>MAP</td>
<td>Missed Approach Point</td>
</tr>
<tr>
<td>MDA</td>
<td>Minimum Descent Altitude</td>
</tr>
<tr>
<td>MIRL</td>
<td>Medium Intensity Runway Lights</td>
</tr>
<tr>
<td>MM</td>
<td>Middle Marker</td>
</tr>
<tr>
<td>MRA</td>
<td>Minimum Reception Altitude</td>
</tr>
<tr>
<td>NA</td>
<td>Not Applicable</td>
</tr>
<tr>
<td>NA</td>
<td>Not Authorized</td>
</tr>
<tr>
<td>NDB</td>
<td>Non-directional Radio Beacon</td>
</tr>
<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>
</tbody>
</table>

Note: The abbreviations are a combination of aviation-related terms and their definitions. The full list includes a wide range of terms used in aviation, from flight navigation to airport surface surveillance systems.
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>ODALS</td>
<td>Omnidirectional Approach Light System</td>
</tr>
<tr>
<td>ODP</td>
<td>Obstacle Departure Procedure</td>
</tr>
<tr>
<td>OM</td>
<td>Outer Marker</td>
</tr>
<tr>
<td>PAR</td>
<td>Precision Approach Radar</td>
</tr>
<tr>
<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>
</tr>
<tr>
<td>RAIL</td>
<td>Runway Alignment Indicator Lights</td>
</tr>
<tr>
<td>RCLS</td>
<td>Runway Centerline Light System</td>
</tr>
<tr>
<td>REIL</td>
<td>Runway End Identifier Lights</td>
</tr>
<tr>
<td>RF</td>
<td>Radius-to-Fix</td>
</tr>
<tr>
<td>RLLS</td>
<td>Runway Lead-in Light System</td>
</tr>
<tr>
<td>RNAV</td>
<td>Area Navigation</td>
</tr>
<tr>
<td>RNP</td>
<td>Required Performance Navigation</td>
</tr>
<tr>
<td>RPI</td>
<td>Runway Point of Intercept(ion)</td>
</tr>
<tr>
<td>RRL</td>
<td>Runway Remaining Lights</td>
</tr>
<tr>
<td>Rwy</td>
<td>Runway</td>
</tr>
<tr>
<td>RVR</td>
<td>Runway Visual Range</td>
</tr>
<tr>
<td>S</td>
<td>Straight-in</td>
</tr>
<tr>
<td>SALS</td>
<td>Short Approach Light System</td>
</tr>
<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>VDA</td>
<td>Vertical Descent Angle</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>
**LEGEND**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PLANVIEW SYMBOLS**

- **ROUTES**
  - Procedure Track
  - Feeder Route
  - Missed Approach
  - Visual Flight Path

- **ALTITUDES**
  - 5500 mandatory altitude
  - 3000 recommended altitude
  - 2500 minimum altitude
  - 5000 mandatory block
  - 4300 maximum altitude

- **INDICATED AIRSPEED**
  - 175K mandatory airspeed
  - 120K minimum airspeed
  - 250K maximum airspeed
  - 180K recommended airspeed

- **RADIO AIDS TO NAVIGATION**
  - VOR
  - VORTAC
  - TACAN
  - VOR/DME
  - DME
  - NDB
  - NDB/DME
  - LOM (Compass locator at Outer Marker)

**HOLDING PATTERNS**

Holding patterns with maximum 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**
- **Waypoint**
- **MAP WP (Flyby)**
- **MAP WP (Flyover)**
- **Flyover Point**

**Computer Navigation Fix (CNF)-No ATC Function**

- R-198 Radial line and value
- LR-198 Lead Radial
- LB-198 Lead Bearing

**TACAN or DME NAVAID**

- SCOTT Chan 59
- SKE

**SECONDARY NAVAID**

- LOM AKRON

**PRIMARY NAVAID**

- LIMA 114.5 LIM
- Chan 92

**NE-3, 11 JUL 2024 to 05 SEP 2024**
LEGEND 23110 INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)

MISCELLANEOUS

SPECIAL USE AIRSPACE

AIRPORTS

OBSTACLES

- Spot Elevation
- Obstacle
- Highest Obstacle
- Highest Spot Elevation
- Group of Obstacles
- Doubtful accuracy

Distance not to scale
- International Boundary
- Air Defense Identification Zone

End of Rwy Coordinates (DoD only)

R-352
R-Restricted
W-Warning
P-Prohibited
A-Alert
MOA-Military Operations Area

Joint (Civil-Military)

Seaplane Base

Civil

Primary and Secondary (named in planview)

Facility Identifier

Airport Identifier

Heliport

High Obstacle

Spot Elevation

Group of Obstacles

Highest Obstacle

Doubtful accuracy
**LEGEND 22251**

**INSTRUMENT APPROACH PROCEDURES (CHARTS)**

**PROFILE VIEW**

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

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

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

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

On Copter procedures this is depicted in the following format: 7.30° TCH 55.

**ILS or LOC APPROACH**

Altitude restrictions at stepdown fixes on final approach not applicable to Precision (ILS) Approaches.

**RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE**

VGGI and RNAV glidepath not coincident (VGGI Angle 3.00/TCH 23).

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

Altitude restrictions at stepdown fixes on final approach not applicable to Precision (LPV or LNAV/VNAV) Approaches.

**RNP APPROACH WITH TF AND RF SEGMENTS**

Bearings shown on all (even consecutive) TF segments. No bearings shown on RF segments.

**DESCENT FROM HOLDING PATTERN**

**ALTIMETRIES**

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

**PROFILE SYMBOLS**

Note: Facilities and waypoints are depicted as a solid vertical line while fixes and intersections are depicted as a dashed vertical line.
RADIO AIDS TO NAVIGATION

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

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

Underline indicates no voice transmitted on this frequency

(T) indicates frequency protection range

OMO (Compass locator at outer marker)

(Compass locator at outer marker)

Underline indicates distance information in "Y" mode to receive (Y) TACAN must be placed on this frequency

**LEGEND 23334**
**STANDARD TERMINAL ARRIVAL (STAR) CHARTS**

RADIUS TO NAVIGATION

Mandatory Altitude (Cross at or below)

Minimum Altitude (Cross at or above)

Maximum Altitude (Cross at or below)

Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

Radial line and value

Lost Communications Track

Airway/Jet Route Identification

Holding Pattern

Lost Comm Holding Pattern

Holding pattern with maximum restricted airspeed (175K) applies to all altitudes (210K) applies to altitudes above 6000' to and including 14000'

SPECIAL USE AIRSPACE

R-Restricted

W-Warning

P-Prohibited

A-Alert

MOA-Military Operations Area

INDICATED AIRSPEED

Mandatory Airspeed

Minimum Airspeed

Maximum Airspeed

**AIRPORTS**

Civil

Military

Joint (Civil-Military)

Airports not served by the procedure shown in screened color

Civil

Military

Joint (Civil-Military)

**LEGEND 23334**

**ARMS ATC REPORTING REQUIREMENTS**

- Reporting Point (Compulsory)
- Reporting Point (Non-Compulsory)

- Obvious DME

(DME mileage matches route mileage)

75 - DME Mileage (when not obvious)

Waypoint

Compulsory)

Waypoint

(Non-Compulsory)

Flyover Point

(CFTSP)

Computer Navigation Fix (CNF) - No ATC Function
**RADIO AIDS TO NAVIGATION**

**Compulsory:**
- **VOR**
- **VORTAC**
- **DME**
- **VOR/DME**
- **TACAN**
- **LOM**

**Non-Compulsory:**
- **LOC**
- **LOC/DME**

_(shown when installation is offset from its normal position off the end of the runway.)_

**FIXES/ATC REPORTING REQUIREMENTS**

- **TACAN or DME**
- **NAV AID Box**
- **VHF Paired Frequency**
- **ORLANDO 112.25 (T) ORL 59(Y)**
- **Chan 59 (Y)**
- **SKE**

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

**(T) indicates frequency protection range**

**UNDERLINE** indicates no voice transmitted on this frequency

**(compulsory)**

**(non-compulsory)**

** Ways:**
- **Waypoint (Compulsory)**
- **Waypoint (Non-Compulsory)**
- **Flyover Point**

**(x)** Computer Navigation Fix (CNF) - No ATC Function

**Routes**

- **4500 MEA-Minimum Enroute Altitude**
- **3500 MOCA-Minimum Obstruction Clearance Altitude**
- **270° Departure Route**
- **R-275 Transition Route**
- **Radial line and value**
- **Lost Communications Track**
- **Visual Flight Path**

**Special Use Airspace**

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

**Indicated Airspeed**

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

**Top Altitude:**

- **5000**

**Minimum Safe Altitude (MSA)**

- **MISCELLANEOUS**
- **Distance not to scale**
- **International Boundary**
- **Sector Boundary**
- **Air Defense Identification Zone**
- **Takeoff Minimums and (Obstacle) Departure Procedures entry published.**
## INSTRUMENT APPROACH PROCEDURES (CHARTS)

### AIRPORT DIAGRAM/AIRPORT SKETCH

**Runways**
- Hard Surface
- Other Than Hard Surface
- Stopways, Taxiways, Parking Areas
- Metal Surface
- Closed Runway
- Closed Surface
- Non-Movement
- Under Construction
- Water Runway

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

**REFERENCE FEATURES**
- Displaced Threshold
- Hot Spot
- Runway Holding Position Markings
- Buildings
- Self-Serve Fuel ##
- Tanks
- Obstructions
- Airport Beacon #
- Runway Radar Reflectors
- Bridges
- Control Tower #

**Wind Cone**
- Lit
- Unlit

**Landing Tee**

**Tetrahedron**

**Airport Beacon #**

**OBS**: 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.

**ARRESTING SYSTEM**
- uni-directional
- bi-directional
- Jet Barrier

**EMAS**

**Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/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, 2D-325, 2D/2D2-1120**

**NOTE:**
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation
- Runway Slope
- 0.3% Down
- 0.8% UP
- (shown when rounded runway slope is ≥ 0.3%)

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

**U.S. Navy Optical Landing System (OLS)**

**Approach light symbols are shown in the Flight Information Handbook.**

**NOTE:**
- Airport diagram scales are variable.
- True/magnetic North orientation may vary from diagram to diagram.
- Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.
- Positional accuracy within ± 600 feet unless otherwise noted on the chart.
- Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.
- A **□** 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 DoD FLIP. (Foreign Only)

The airport sketch box includes the final approach course or final approach course extended.

### SCOPE

Airports 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.

### LEGEND

- **Runway End Elevation**
- **Runway Slope**
- **FIELD ELEV**
- **ELEV**
- **Runway Dimensions (in feet)**
- **Runway Heading (Magnetic)**
- **Visual Screen**
- **Displaced Threshold**
- **Runway Identification**
- **Movement Area Dimensions (in feet)**
- **EMAS**
- **Runway Dimensions (in feet)**
- **023.2°**
- **1000 X 200**
- **0900 X 200**

## LEGEND

- **Runways**
- **Surface**
- **Hard**
- **Other Than Hard Surface**
- **Metal**
- **Soft**
- **Closed Runway**
- **Closed Surface**
- **Non-Movement**
- **Under Construction**
- **Water Runway**

## NE-3.11 JUL 2024 to 05 SEP 2024
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A, O, etc.

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

**CATEGORY I APPROACH LIGHTING SYSTEM**

**ALSF-1**

- RED
- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS

(High Intensity)
LENGTH 2400/3000 FEET

**CATEGORY II APPROACH LIGHTING SYSTEM**

**ALSF-2**

- RED
- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS

(High Intensity)
LENGTH 2400/3000 FEET

**SHORT APPROACH LIGHTING SYSTEM**

**SALS/SALSF**

- RED
- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS FOR SALSF ONLY

(High Intensity)
LENGTH 1500 FEET

**SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM**

**SSALR**

- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS

(High Intensity)
LENGTH 2400 FEET

**MEDIUM INTENSITY APPROACH LIGHTING SYSTEM**

**MALSR**

- GREEN
- WHITE
- SEQUENCED FLASHING LIGHTS

LENGTH 1500 FEET

**OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM**

**ODALS**

- WHITE
- OMNIDIRECTIONAL FLASHING LIGHTS

LENGTH 1500 FEET

**MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALRS and SSALRF) APPROACH LIGHTING SYSTEMS**

**TDZ/CL**

- Green
- WHITE
- SEQUENCED FLASHING LIGHTS FOR MALSF/SSALF ONLY

LENGTH 1400 FEET

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

NOTE in SKETCH e.g. "TDZ/CL Rwy 15"

AVAILABILITY of TDZ/CL will be shown by NOTE in SKETCH e.g. "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, \( \text{P} \), \( \text{V} \) etc.

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

### Precision Approach Path Indicator

**PAPI**

<table>
<thead>
<tr>
<th>Symbol</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>[ ]</td>
<td>Too low</td>
</tr>
<tr>
<td>[ ]</td>
<td>Slightly low</td>
</tr>
<tr>
<td>[ ]</td>
<td>On correct</td>
</tr>
<tr>
<td>[ ]</td>
<td>Approach path</td>
</tr>
<tr>
<td>[ ]</td>
<td>Slightly high</td>
</tr>
<tr>
<td>[ ]</td>
<td>Too high</td>
</tr>
</tbody>
</table>

Legend: \( \text{White} \) ■ \( \text{Red} \) ■

### Pulsating Visual Approach Slope Indicator

**PVASI**

- Pulsating red
- Pulsating white

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**

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**

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

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

See the Chart Supplement for a complete listing.
### INDEX

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>ABERDEEN PROVING GROUND, MD</td>
<td>---SEE PHILLIPS AAF</td>
<td></td>
</tr>
<tr>
<td>ABINGDON, VA</td>
<td>VIRGINIA HIGHLANDS(VJI)</td>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td></td>
<td>IAPS</td>
<td>RNAV (GPS) RWY 06</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 24</td>
<td>2</td>
</tr>
<tr>
<td></td>
<td>LOC RWY 24</td>
<td>3</td>
</tr>
<tr>
<td>ACCOMACK COUNTY</td>
<td>---SEE MELFA, VA</td>
<td></td>
</tr>
<tr>
<td>ALLAN C PERKINSON/BLACKSTONE AAF</td>
<td>---SEE BLACKSTONE, VA</td>
<td></td>
</tr>
<tr>
<td>ANNAPOLIS, MD</td>
<td>LEE(ANP)</td>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td></td>
<td>IAPS</td>
<td>RNAV (GPS)-A</td>
</tr>
<tr>
<td>BALTIMORE, MD</td>
<td>BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL(BWI)</td>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td></td>
<td>STARS</td>
<td>ANTHM THREE (RNAV)</td>
</tr>
<tr>
<td></td>
<td>MIDY TWO (RNAV)</td>
<td>Z27</td>
</tr>
<tr>
<td></td>
<td>RAVNN SIX (RNAV)</td>
<td>Z34</td>
</tr>
<tr>
<td></td>
<td>TRISH THREE (RNAV)</td>
<td>Z42</td>
</tr>
<tr>
<td></td>
<td>WESTMINSTER SEVEN</td>
<td>Z50</td>
</tr>
<tr>
<td></td>
<td>IAPS</td>
<td>ILS OR LOC RWY 10</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 15L</td>
<td>6</td>
</tr>
<tr>
<td></td>
<td>ILS OR LOC RWY 15R</td>
<td>7</td>
</tr>
<tr>
<td></td>
<td>ILS OR LOC RWY 28</td>
<td>8</td>
</tr>
<tr>
<td></td>
<td>ILS OR LOC RWY 33L</td>
<td>9</td>
</tr>
<tr>
<td></td>
<td>ILS OR LOC RWY 33R</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>ILS RWY 10 (SA CAT I)</td>
<td>Z11</td>
</tr>
<tr>
<td></td>
<td>ILS RWY 33L (SA CAT I - II)</td>
<td>Z12</td>
</tr>
<tr>
<td></td>
<td>ILS RWY 10 (CAT II - III)</td>
<td>Z13</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Z RWY 10</td>
<td>Z14</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Z RWY 15R</td>
<td>Z15</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Z RWY 28</td>
<td>Z16</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Z RWY 33L</td>
<td>Z17</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 15L</td>
<td>Z18</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 33R</td>
<td>Z19</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 10</td>
<td>Z20</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 15R</td>
<td>Z21</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 28</td>
<td>Z22</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 33L</td>
<td>Z23</td>
</tr>
<tr>
<td>MARTIN STATE(MTN)</td>
<td>AIRPORT DIAGRAM</td>
<td>Z24</td>
</tr>
<tr>
<td></td>
<td>DPS</td>
<td>CONLE FIVE (RNAV)</td>
</tr>
<tr>
<td></td>
<td>DUKPN ONE (RNAV)</td>
<td>Z27</td>
</tr>
<tr>
<td></td>
<td>FIXET FOUR (RNAV)</td>
<td>Z29</td>
</tr>
<tr>
<td></td>
<td>FOXHL ONE (RNAV)</td>
<td>Z31</td>
</tr>
<tr>
<td></td>
<td>LINSE ONE (RNAV)</td>
<td>Z33</td>
</tr>
<tr>
<td></td>
<td>PALEO THREE</td>
<td>Z35</td>
</tr>
<tr>
<td></td>
<td>SWANN THREE</td>
<td>Z36</td>
</tr>
<tr>
<td></td>
<td>TERPZ EIGHT (RNAV)</td>
<td>Z37</td>
</tr>
<tr>
<td>BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL</td>
<td>---SEE BALTIMORE, MD</td>
<td></td>
</tr>
<tr>
<td>BAY BRIDGE</td>
<td>---SEE STEVENSVILLE, MD</td>
<td></td>
</tr>
</tbody>
</table>

### INDEX

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>NE3, 11 JUL 2024 to 05 SEP 2024</td>
<td>NE3, 11 JUL 2024 to 05 SEP 2024</td>
<td>NE3, 11 JUL 2024 to 05 SEP 2024</td>
</tr>
</tbody>
</table>
# INDEX

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>BLACKSBURG, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VIRGINIA TECH/MONTGOMERY EXEC(BCB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 13</td>
<td>.51</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 31</td>
<td>.52</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 13</td>
<td>.53</td>
<td></td>
</tr>
<tr>
<td>DPS .... BEMAR THREE (RNAV)</td>
<td>.54</td>
<td></td>
</tr>
<tr>
<td>SETHY FIVE (RNAV)</td>
<td>.55</td>
<td></td>
</tr>
<tr>
<td>BLACKSTONE, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALLAN C PERKINSON/BLACKSTONE AAF(BKT)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 04</td>
<td>.56</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td>.57</td>
<td></td>
</tr>
<tr>
<td>NDB-A</td>
<td>.58</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.59</td>
<td></td>
</tr>
<tr>
<td>DPS .... BLACKSTONE ONE</td>
<td>.60</td>
<td></td>
</tr>
<tr>
<td>BLUE RIDGE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE MARTINSVILLE, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLUEGRASS(9VA5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BLUEMONT, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS .... COPTER RNAV (GPS) 037</td>
<td>.61</td>
<td></td>
</tr>
<tr>
<td>COPTER VOR/DME OR TACAN 056</td>
<td>.62</td>
<td></td>
</tr>
<tr>
<td>BLUEMONT, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE BLUEGRASS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BOWIE, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREEWAY(W00)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>STARS .... TIKEE FOUR (RNAV)</td>
<td>Z41</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 18</td>
<td>.63</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>.64</td>
<td></td>
</tr>
<tr>
<td>BRIDGEWATER, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BRIDGEWATER AIR PARK(VBW)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 15</td>
<td>.65</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td>.66</td>
<td></td>
</tr>
<tr>
<td>BROOKNEAL, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BROOKNEAL/CAMPBELL COUNTY(0V4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 06</td>
<td>.67</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td>.68</td>
<td></td>
</tr>
<tr>
<td>BRUNSWICK COUNTY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE LAWRENCEVILLE, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>BUMPASS, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE ANNA(7W4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 08</td>
<td>.69</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26</td>
<td>.70</td>
<td></td>
</tr>
<tr>
<td>CAMBRIDGE, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAMBRIDGE-DORCHESTER RGNL(CGE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 34</td>
<td>.71</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) A</td>
<td>.72</td>
<td></td>
</tr>
<tr>
<td>CAMBRIDGE-DORCHESTER RGNL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE CAMBRIDGE, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAMP PEARY LNDG STRIP(W94)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>WILLIAMSBURG, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 06</td>
<td>.73</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>.74</td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td>.75</td>
<td></td>
</tr>
<tr>
<td>CAMP SPRINGS, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE JOINT BASE ANDREWS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CARROLL COUNTY RGNL/JACK B POAGE FLD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE WESTMINSTER, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHARLOTTESVILLE, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHARLOTTESVILLE-ALBEMARLE(CHO)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... ILS OR LOC RWY 03</td>
<td>.76</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 03</td>
<td>.77</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 21</td>
<td>.78</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 21</td>
<td>.79</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.80</td>
<td></td>
</tr>
<tr>
<td>CHASE CITY, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHASE CITY MUNI(CXE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 18</td>
<td>.81</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>.82</td>
<td></td>
</tr>
<tr>
<td>CHESAPEAKE RGNL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE NORFOLK, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHURCHVILLE, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARFORD COUNTY(0W3)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS)-B</td>
<td>.83</td>
<td></td>
</tr>
<tr>
<td>CLAREMONT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE ELKTON, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLARKSVILLE, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE COUNTRY RGNL(W63)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS)-A</td>
<td>.84</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-B</td>
<td>.85</td>
<td></td>
</tr>
<tr>
<td>CLEARVIEW AIRPARK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE WESTMINSTER, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>INDEX OF TERMINAL CHARTS AND MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>PROC</td>
<td>SECT PG</td>
</tr>
<tr>
<td>COLLEGE PARK, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>COLLEGE PARK(CG)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS RNAV (GPS)-A</td>
<td>.86</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-B</td>
<td>.87</td>
<td></td>
</tr>
<tr>
<td>CREWE, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CREWE MUNI(W81)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS RNAV (GPS)-A</td>
<td>.88</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-B</td>
<td>.89</td>
<td></td>
</tr>
<tr>
<td>CRISFIELD, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CRISFIELD-SOMERSET COUNTY(W41)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS RNAV (GPS)-B</td>
<td>.90</td>
<td></td>
</tr>
<tr>
<td>CULPEPER, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CULPEPER RGNL(CJR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>.M</td>
<td></td>
</tr>
<tr>
<td>STARS HYPER NINE (RNAV)</td>
<td>.Z22</td>
<td></td>
</tr>
<tr>
<td>TKEEE FOUR (RNAV)</td>
<td>.Z41</td>
<td></td>
</tr>
<tr>
<td>TRSTN THREE (RNAV)</td>
<td>.Z44</td>
<td></td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 04</td>
<td>.91</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td>.92</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 04</td>
<td>.93</td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td>.94</td>
<td></td>
</tr>
<tr>
<td>NDB RWY 04</td>
<td>.95</td>
<td></td>
</tr>
<tr>
<td>CUMBERLAND, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GREATER CUMBERLAND RGNL(CBE)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>.M</td>
<td></td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 05</td>
<td>.96</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>.97</td>
<td></td>
</tr>
<tr>
<td>LOC/DME RWY 23</td>
<td>.98</td>
<td></td>
</tr>
<tr>
<td>DANVILLE, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DANVILLE RGNL(DAN)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>.M</td>
<td></td>
</tr>
<tr>
<td>IAPS ILS OR LOC RWY 02</td>
<td>.99</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 02</td>
<td>100</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 20</td>
<td>101</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 31</td>
<td>102</td>
<td></td>
</tr>
<tr>
<td>DAVISON AAF(KDAA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>FORT BELVOIR, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS FRDMM SIX (RNAV)</td>
<td>.Z18</td>
<td></td>
</tr>
<tr>
<td>NUMMY THREE</td>
<td>.Z28</td>
<td></td>
</tr>
<tr>
<td>TKEEE FOUR (RNAV)</td>
<td>.Z41</td>
<td></td>
</tr>
<tr>
<td>TRUPS FIVE (RNAV)</td>
<td>.Z45</td>
<td></td>
</tr>
<tr>
<td>IAPS ILS OR LOC RWY 32</td>
<td>103</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>104</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td>105</td>
<td></td>
</tr>
<tr>
<td>NDB RWY 32</td>
<td>106</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>107</td>
<td></td>
</tr>
<tr>
<td>DPS CLTHCH THREE (RNAV)</td>
<td>108</td>
<td></td>
</tr>
<tr>
<td>JDUBB FOUR (RNAV)</td>
<td>109</td>
<td></td>
</tr>
<tr>
<td>SCRAM SIX (RNAV)</td>
<td>110</td>
<td></td>
</tr>
<tr>
<td>DELAWARE AIRPARK</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE DOVER/CHESWOLD, DE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DELAWARE COASTAL</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE GEORGETOWN, DE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOVER AFB(KDOV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOVER, DE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>.P</td>
<td></td>
</tr>
<tr>
<td>STARS ARLFT TWO (RNAV)</td>
<td>.Z4</td>
<td></td>
</tr>
<tr>
<td>IAPS ILS OR LOC OR RNAV (GPS) RWY 01</td>
<td>.111</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC OR RNAV (GPS) RWY 19</td>
<td>.112</td>
<td></td>
</tr>
<tr>
<td>ILS RWY 01 (CAT II)</td>
<td>.113</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td>.114</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 01</td>
<td>.115</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 19</td>
<td>.116</td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 32</td>
<td>.117</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>.118</td>
<td></td>
</tr>
<tr>
<td>DPS CANNY ONE (RNAV)</td>
<td>.119</td>
<td></td>
</tr>
<tr>
<td>WNSTN ONE (RNAV)</td>
<td>.120</td>
<td></td>
</tr>
<tr>
<td>DOVER/CHESWOLD, DE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DELAWARE AIRPARK(33N)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>.M</td>
<td></td>
</tr>
<tr>
<td>IAPS RNAV (GPS) RWY 09</td>
<td>.121</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27</td>
<td>.122</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 27</td>
<td>.123</td>
<td></td>
</tr>
<tr>
<td>DUBLIN, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW RIVER VALLEY(PSK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>.M</td>
<td></td>
</tr>
<tr>
<td>IAPS ILS OR LOC Y RWY 06</td>
<td>124</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC Z RWY 06</td>
<td>125</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06</td>
<td>126</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td>127</td>
<td></td>
</tr>
<tr>
<td>VOR/DME RWY 06</td>
<td>128</td>
<td></td>
</tr>
<tr>
<td>EAGLE'S NEST</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE WAYNESBORO, VA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
# INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>EASTON, MD</td>
<td></td>
<td></td>
<td>FORT BELVOIR, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>EASTON/NEWNAM FLD(ESN)</td>
<td></td>
<td></td>
<td>-- SEE DAVIDSON AAF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td>FORT EUSTIS, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td>-- SEE FELKER AAF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 04</td>
<td>129</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 15</td>
<td>131</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td>132</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td>133</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>134</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONLE FIVE (RNAV)</td>
<td>135</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FOXHL ONE (RNAV)</td>
<td>136</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LINSE ONE (RNAV)</td>
<td>137</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TERPZ EIGHT (RNAV)</td>
<td>138</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EASTON/NEWNAM FLD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE EASTON, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EDGECWOOD, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE WEIDE AHP</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>(ABERDEEN PROVING</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GROUND)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ELKTON, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CLAREMONT(58M)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-B</td>
<td>140</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EMPORIA, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EMPORIA-GREENSVILLE RGNL(EMV)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 16</td>
<td>141</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 34</td>
<td>142</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOC RWY 34</td>
<td>143</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EMPORIA-GREENSVILLE RGNL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE EMPORIA, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FALWELL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE LYNCHBURG, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FARMVILLE, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FARMVILLE RGNL(FVX)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 03</td>
<td>144</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 21</td>
<td>145</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FELKER AAF(KFAF)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FORT EUSTIS, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIANE TWO</td>
<td>15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>146</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COTPER RNAV (GPS) RWY 14</td>
<td>147</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>148</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FOREST, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW LONDON(W90)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 18</td>
<td>149</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 36</td>
<td>150</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FORT MEADE (ODENTON), MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIPTON(FME)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 10</td>
<td>151</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
<td>152</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRANKLIN, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRANKLIN RGNL(FKN)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 09</td>
<td>153</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27</td>
<td>154</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREDERICK, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREDERICK MUNI(FDK)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRSTN THREE (RNAV)</td>
<td>155</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 05</td>
<td>156</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 23</td>
<td>157</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 23</td>
<td>158</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>159</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONLE FIVE (RNAV)</td>
<td>160</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FOXHL ONE (RNAV)</td>
<td>161</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LINSE ONE (RNAV)</td>
<td>162</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TERPZ EIGHT (RNAV)</td>
<td>163</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREDERICKSBURG, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHANNON(EZF)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HYPER NINE (RNAV)</td>
<td>165</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td>166</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NDB RWY 24</td>
<td>167</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREWAY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--- SEE BOWIE, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRIENDLY, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>POTOMAC AIRFIELD(VKX)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HYPER NINE (RNAV)</td>
<td>167</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06</td>
<td>168</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRONT ROYAL, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FRONT ROYAL-WARREN COUNTY(FRR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRSTN THREE (RNAV)</td>
<td>168</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>GAITHERSBURG, MD</td>
<td></td>
<td></td>
<td>HAMPTON ROADS EXEC</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MONTGOMERY COUNTY AIRPARK(GAI)</td>
<td></td>
<td></td>
<td>---SEE NORFOLK, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td>HANOVER COUNTY MUNI</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td>---SEE RICHMOND/ASHLAND, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS ... TRSTN THREE (RNAV)</td>
<td>Z44</td>
<td></td>
<td>HARFORD COUNTY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS) RWY 14</td>
<td>169</td>
<td></td>
<td>---SEE CHURCHVILLE, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-A</td>
<td>170</td>
<td></td>
<td>HOT SPRINGS, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ... CONLE FIVE (RNAV)</td>
<td>171</td>
<td></td>
<td>INGALLS FLD(HSP)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS) RWY 01</td>
<td>176</td>
<td></td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19</td>
<td>177</td>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>GARRET COUNTY</td>
<td></td>
<td></td>
<td>MARYLAND(2W5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE OAKLAND, MD</td>
<td></td>
<td></td>
<td>INGALLS FLD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GALAX HILLSVILLE, VA</td>
<td>L</td>
<td></td>
<td>---SEE SALUDA, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TWIN COUNTY(HLX)</td>
<td></td>
<td></td>
<td>Indian Head, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td>MARYLAND(2W5)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td>INGALLS FLD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS) RWY 04</td>
<td>178</td>
<td></td>
<td>---SEE HOT SPRINGS, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td>179</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 04</td>
<td>180</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 22</td>
<td>181</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ... GEORGETOWN ONE</td>
<td>182</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GOODEN AIRPARK</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE RIGDELY, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GORDONSVILLE, VA</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GORDONSVILLE MUNI(GVE)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ... RNAV (GPS)-A</td>
<td>183</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-B</td>
<td>184</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GREATER CUMBERLAND RGNL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE CUMBERLAND, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAGERSTOWN, MD</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS ... TRSTN THREE (RNAV)</td>
<td>Z44</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ... ILS OR LOC RWY 09</td>
<td>185</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 27</td>
<td>186</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 09</td>
<td>187</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27</td>
<td>188</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VOR RWY 09</td>
<td>189</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COPTER RNAV (GPS) RWY 09</td>
<td>190</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>COPTER RNAV (GPS) RWY 27</td>
<td>191</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAMPTON, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE LANGLEY AFB</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**INDEX**

24193
# INDEX

## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>JOINT BASE ANDREWS(KADW)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAMP SPRINGS, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... FROMMM SIX (RNAV)</td>
<td>Z18</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS)</td>
<td>Z28</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NUMMY THREE</td>
<td>Z39</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SPISY TWO (RNAV)</td>
<td>241</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TIKEE FOUR (RNAV)</td>
<td>245</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRUPS FIVE (RNAV)</td>
<td>247</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VUDOO TWO (RNAV)</td>
<td>251</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ...... ILS OR LOC RWY 01L</td>
<td>197</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 01R</td>
<td>198</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 19L</td>
<td>199</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 19R</td>
<td>200</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS RWY 01L (CAT II - III)</td>
<td>201</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS RWY 19R (CAT II - III)</td>
<td>202</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Y RWY 01L</td>
<td>203</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 01R</td>
<td>204</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19L</td>
<td>205</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 19R</td>
<td>206</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 01L</td>
<td>207</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS-A)</td>
<td>208</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 01L</td>
<td>209</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 01R</td>
<td>210</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 19L</td>
<td>211</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN RWY 19R</td>
<td>212</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN-B</td>
<td>213</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>214</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ...... ANDREWS ONE</td>
<td>215</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAMP SPRINGS ONE</td>
<td>216</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JEFSN ONE (RNAV)</td>
<td>217</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LINCN ONE (RNAV)</td>
<td>219</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>MORNINGSIDE ONE</td>
<td>220</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JONESVILLE, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEE COUNTY(0VG)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) RWY 07</td>
<td>221</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 25</td>
<td>222</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>KENBRIDGE, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LUNENBURG COUNTY(W31)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS-A)</td>
<td>223</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS-B)</td>
<td>224</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE ANNA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE BUMPASS, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAKE COUNTRY RGNL</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE CLARKSVILLE, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LANGLEY AFB(KLFI)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAMPTON, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... DRONE TWO</td>
<td>Z15</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ...... ILS OR LOC Y RWY 08</td>
<td>226</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC Y RWY 26</td>
<td>227</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 08</td>
<td>228</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26</td>
<td>229</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN Y RWY 08</td>
<td>230</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TACAN Y RWY 26</td>
<td>231</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LAYTONSVILLE, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DAVIS(W50)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... TRSTN THREE (RNAV)</td>
<td>Z44</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE ANNAPOLIS, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEE COUNTY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE JONESVILLE, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEESBURG, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEESBURG EXEC(JYO)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>STARS .... DOCCS THREE</td>
<td>Z13</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>GIBBZ FIVE (RNAV)</td>
<td>Z20</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HYPER NINE (RNAV)</td>
<td>Z22</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PRIVO THREE</td>
<td>Z30</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRSTN THREE (RNAV)</td>
<td>Z44</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ...... ILS OR LOC RWY 17</td>
<td>235</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17</td>
<td>236</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>237</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DPS ...... CLTCH THREE (RNAV)</td>
<td>238</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>JUDBB FOUR (RNAV)</td>
<td>239</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PTMC TWO (RNAV)</td>
<td>240</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SCRAM SIX (RNAV)</td>
<td>241</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LEONARDTOWN, MD</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ST MARY'S COUNTY RGNL(2WG)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) RWY 11</td>
<td>242</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 29</td>
<td>243</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LONESOME PINE</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE WISE, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOUISA, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOUISA COUNTY/FREEMAN FLD(LKU)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS ...... RNAV (GPS) RWY 09</td>
<td>244</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27</td>
<td>245</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LOC RWY 27</td>
<td>246</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LUNENBURG COUNTY</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE KENBRIDGE, VA</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>LURAY, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LURAY Caverns (LUA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 04</td>
<td>247</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td>248</td>
<td></td>
</tr>
<tr>
<td>VOR/DME-B</td>
<td>249</td>
<td></td>
</tr>
<tr>
<td>NDB-A</td>
<td>250</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>LYNCHBURG, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Falwell (W24)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
<td>251</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>LYNCHBURG RGNL/Preston Glenn Fld (LYH)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 04</td>
<td>252</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 04</td>
<td>253</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17</td>
<td>254</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 22</td>
<td>255</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 35</td>
<td>256</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 22</td>
<td>257</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>258</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HURTT THREE (RNAV)</td>
<td>259</td>
<td></td>
</tr>
<tr>
<td>LIBRT THREE (RNAV)</td>
<td>260</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANASSAS RGNL/Harry P Davis Fld</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Washington, DC</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Marion/Wytheville, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mountain Empire (MKJ)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26</td>
<td>261</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 26</td>
<td>262</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martin State</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Baltimore, MD</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Martinsville, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Blue Ridge (MTV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 13</td>
<td>263</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 31</td>
<td>264</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 31</td>
<td>265</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maryland</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Indian Head, MD</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mecklenburg-Brunswick Rgnl</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE South Hill, VA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Melfa, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Accomack County (MFV)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 03</td>
<td>266</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 21</td>
<td>267</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 03</td>
<td>268</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 03</td>
<td>269</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middle Peninsula Rgnl</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE West Point, VA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Middletown, DE</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Summit (EVY)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17</td>
<td>270</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y RWY 35</td>
<td>271</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 35</td>
<td>272</td>
<td></td>
</tr>
<tr>
<td>NDB-A</td>
<td>273</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Moneta, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smith Mountain Lake (W91)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>274</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Montgomery County Airpark</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Gaithersburg, MD</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mountain Empire</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Marion/Wytheville, VA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Castle</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Wilmington, DE</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Kent County</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Quinton, VA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>New London</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Forest, VA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Market, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>New Market (8W2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-A</td>
<td>275</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS)-B</td>
<td>276</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>New River Valley</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SEE Dublin, VA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>Newport News, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Newport News/Williamsburg Intl (PHF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 07</td>
<td>277</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 25</td>
<td>278</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 02</td>
<td>279</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 07</td>
<td>280</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 20</td>
<td>281</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 25</td>
<td>282</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 20</td>
<td>283</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>284</td>
<td></td>
</tr>
<tr>
<td>DPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HENRY THREE</td>
<td>285</td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Proc</td>
<td>Sect pg</td>
</tr>
<tr>
<td>-------------------</td>
<td>------</td>
<td>---------</td>
</tr>
<tr>
<td>NORFOLK, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CHESAPEAKE RGNL(CPK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>STARS .... DRONE TWO</td>
<td>215</td>
<td></td>
</tr>
<tr>
<td>TERKS TWO</td>
<td>240</td>
<td></td>
</tr>
<tr>
<td>IAPS .... ILS OR LOC RWY 05</td>
<td>286</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 05</td>
<td>287</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23</td>
<td>288</td>
<td></td>
</tr>
<tr>
<td>HAMPTON ROADS EXEC(PVQ)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>STARS .... DRONE TWO</td>
<td>215</td>
<td></td>
</tr>
<tr>
<td>TERKS TWO</td>
<td>240</td>
<td></td>
</tr>
<tr>
<td>IAPS .... ILS OR LOC RWY 05</td>
<td>289</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 10</td>
<td>290</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
<td>291</td>
<td></td>
</tr>
<tr>
<td>NORFOLK INTL(ORF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>STARS .... DRONE TWO</td>
<td>215</td>
<td></td>
</tr>
<tr>
<td>TERKS TWO</td>
<td>240</td>
<td></td>
</tr>
<tr>
<td>IAPS .... ILS OR LOC RWY 05</td>
<td>292</td>
<td></td>
</tr>
<tr>
<td>ILS OR LOC RWY 23</td>
<td>293</td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Y RWY 05</td>
<td>294</td>
<td></td>
</tr>
<tr>
<td>RNAV (RNP) Y RWY 23</td>
<td>295</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>296</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td>297</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 05</td>
<td>298</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Z RWY 23</td>
<td>299</td>
<td></td>
</tr>
<tr>
<td>VOR/DME RWY 32</td>
<td>300</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 14 RW 23</td>
<td>301</td>
<td></td>
</tr>
<tr>
<td>RIVER VISUAL RWY 05</td>
<td>302</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>303</td>
<td></td>
</tr>
<tr>
<td>DPS .... KISRR THREE</td>
<td>304</td>
<td></td>
</tr>
<tr>
<td>NORFOLK NS (CHAMBERS FLD)(KNGU)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORFOLK, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>STARS .... DRONE TWO</td>
<td>215</td>
<td></td>
</tr>
<tr>
<td>TERKS TWO</td>
<td>240</td>
<td></td>
</tr>
<tr>
<td>IAPS .... ILS OR LOC/DME RWY 10</td>
<td>305</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 10</td>
<td>306</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 28</td>
<td>307</td>
<td></td>
</tr>
<tr>
<td>TACAN Z RWY 10</td>
<td>308</td>
<td></td>
</tr>
<tr>
<td>TACAN Z RWY 28</td>
<td>309</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>310</td>
<td></td>
</tr>
<tr>
<td>DPS .... CHAMBERS TWO (OBSTACLE)</td>
<td>311</td>
<td></td>
</tr>
<tr>
<td>NORFOLK NS HELIPORT(KNHU)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>NORFOLK, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>IAPS .... COPTER RNAV (GPS) 141</td>
<td>313</td>
<td></td>
</tr>
<tr>
<td>COPTER RNAV (GPS) 276</td>
<td>314</td>
<td></td>
</tr>
<tr>
<td>COPTER TACAN 310</td>
<td>315</td>
<td></td>
</tr>
<tr>
<td>DPS .... COPTER PRIDE TWO</td>
<td>316</td>
<td></td>
</tr>
<tr>
<td>OAKLAND, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>GARRETT COUNTY(2G4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 09</td>
<td>318</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 27</td>
<td>319</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 09</td>
<td>320</td>
<td></td>
</tr>
<tr>
<td>OCEAN CITY, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCEAN CITY MUNI(BOXB)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 02</td>
<td>321</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>322</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td>323</td>
<td></td>
</tr>
<tr>
<td>LOC RWY 32</td>
<td>324</td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td>325</td>
<td></td>
</tr>
<tr>
<td>OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>VIRGINIA BEACH, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>STARS .... TERKS TWO</td>
<td>240</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 05L</td>
<td>326</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 05R</td>
<td>327</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23L</td>
<td>328</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 23R</td>
<td>329</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32L/32R</td>
<td>330</td>
<td></td>
</tr>
<tr>
<td>TACAN Y RWY 05L</td>
<td>331</td>
<td></td>
</tr>
<tr>
<td>TACAN Y RWY 05R</td>
<td>332</td>
<td></td>
</tr>
<tr>
<td>TACAN Y RWY 23L/32R</td>
<td>333</td>
<td></td>
</tr>
<tr>
<td>TACAN Y RWY 32L/32R</td>
<td>334</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>335</td>
<td></td>
</tr>
<tr>
<td>DPS .... APOLLO THREE</td>
<td>336</td>
<td></td>
</tr>
<tr>
<td>OCEANA FIVE</td>
<td>337</td>
<td></td>
</tr>
<tr>
<td>WYNNS FOUR</td>
<td>338</td>
<td></td>
</tr>
<tr>
<td>ORANGE, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ORANGE COUNTY(OMH)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS .... RNAV (GPS) RWY 08</td>
<td>339</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 26</td>
<td>340</td>
<td></td>
</tr>
<tr>
<td>VOR/DME-A</td>
<td>341</td>
<td></td>
</tr>
<tr>
<td>PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PATUXENT RIVER, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
<td></td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td>N</td>
<td></td>
</tr>
<tr>
<td>IAPS .... ILS OR LOC/DME RWY 06</td>
<td>342</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 06</td>
<td>343</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 14</td>
<td>344</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 24</td>
<td>345</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 32</td>
<td>346</td>
<td></td>
</tr>
<tr>
<td>TACAN Z RWY 06</td>
<td>347</td>
<td></td>
</tr>
<tr>
<td>TACAN Z RWY 14</td>
<td>348</td>
<td></td>
</tr>
<tr>
<td>TACAN Z RWY 24</td>
<td>349</td>
<td></td>
</tr>
<tr>
<td>TACAN Z RWY 32</td>
<td>350</td>
<td></td>
</tr>
<tr>
<td>NDB/DME OWY 06</td>
<td>351</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td>352</td>
<td></td>
</tr>
<tr>
<td>DPS .... SALISBURY SEVEN</td>
<td>353</td>
<td></td>
</tr>
<tr>
<td>SWABY NINE</td>
<td>354</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>PROC</td>
<td>SECT PG</td>
</tr>
<tr>
<td>------</td>
<td>------</td>
<td>---------</td>
</tr>
<tr>
<td>PETERSBURG, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRI CITIES EXEC/DINWIDDIE COUNTY(PTB)</td>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 05</td>
<td>356</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 23</td>
<td>377</td>
</tr>
<tr>
<td></td>
<td>LOC RWY 05</td>
<td>358</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 23</td>
<td>359</td>
</tr>
<tr>
<td>PHILLIPS AAF(KAPG)</td>
<td>ABERDEEN PROVING GROUND, MD</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 22</td>
<td>360</td>
</tr>
<tr>
<td>POTOMAC AIRFIELD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---SEE FRIENDLY, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>QUANTICO MCAF (TURNER FLD)(KNYG)</td>
<td>QUANTICO, VA</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>DIVERSE VECTOR AREA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RADAR MINIMUMS</td>
<td></td>
<td>N</td>
</tr>
<tr>
<td>STARS</td>
<td>HYPER NINE (RNAV)</td>
<td>222</td>
</tr>
<tr>
<td>PRIVO THREE</td>
<td></td>
<td>230</td>
</tr>
<tr>
<td>TIKEE FOUR (RNAV)</td>
<td></td>
<td>241</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC/DME RWY 02</td>
<td>361</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 02</td>
<td>362</td>
</tr>
<tr>
<td></td>
<td>TACAN RWY 02</td>
<td>363</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>364</td>
</tr>
<tr>
<td>QUINTON, VA</td>
<td>NEW KENT COUNTY(W96)</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 11</td>
<td>365</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 29</td>
<td>366</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
<td>367</td>
</tr>
<tr>
<td>RICHMONDS, VA</td>
<td>TAZEWELL COUNTY(JFZ)</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td></td>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 07</td>
<td>368</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 25</td>
<td>369</td>
</tr>
<tr>
<td></td>
<td>LOC/DME RWY 25</td>
<td>370</td>
</tr>
<tr>
<td>RICHMOND, VA</td>
<td>RICHMOND EXEC/CHESTERFIELD COUNTY(FCI)</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC RWY 33</td>
<td>371</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 15</td>
<td>372</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 33</td>
<td>373</td>
</tr>
<tr>
<td>RICHMOND INTL(RIC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>HOT SPOT</td>
<td>P</td>
<td></td>
</tr>
<tr>
<td>STARS</td>
<td>DUCKS FIVE (RNAV)</td>
<td>Z17</td>
</tr>
<tr>
<td></td>
<td>POWTN FIVE (RNAV)</td>
<td>Z29</td>
</tr>
<tr>
<td></td>
<td>SPIDR FOUR (RNAV)</td>
<td>Z38</td>
</tr>
<tr>
<td>IAPS</td>
<td>ILS OR LOC RWY 02</td>
<td>374</td>
</tr>
<tr>
<td></td>
<td>ILS OR LOC RWY 16</td>
<td>375</td>
</tr>
<tr>
<td></td>
<td>ILS OR LOC RWY 34</td>
<td>376</td>
</tr>
<tr>
<td></td>
<td>ILS RWY 34 (SA CAT I)</td>
<td>377</td>
</tr>
<tr>
<td></td>
<td>ILS RWY 34 (CAT II - III)</td>
<td>378</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Y RWY 02</td>
<td>379</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Y RWY 16</td>
<td>380</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Y RWY 20</td>
<td>381</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Y RWY 34</td>
<td>382</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z RWY 02</td>
<td>383</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z RWY 16</td>
<td>384</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z RWY 20</td>
<td>385</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Z RWY 34</td>
<td>386</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 02</td>
<td>387</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 16</td>
<td>388</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 20</td>
<td>389</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 34</td>
<td>390</td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
<td>391</td>
</tr>
<tr>
<td>HANOVER COUNTY MUNI(OPF)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 16</td>
<td>399</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 34</td>
<td>400</td>
</tr>
<tr>
<td></td>
<td>LOC RWY 16</td>
<td>401</td>
</tr>
<tr>
<td></td>
<td>VOR RWY 16</td>
<td>402</td>
</tr>
<tr>
<td>RIDGELY, MD</td>
<td>GOODEN AIRPKAR(RJD)</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>IAPS</td>
<td>RNAV (GPS) RWY 12</td>
<td>403</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 30</td>
<td>404</td>
</tr>
</tbody>
</table>
## Index of Terminal Charts and Minimums

<table>
<thead>
<tr>
<th>Name</th>
<th>Proc</th>
<th>Sect Pg</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roanoke, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roanoke/Blacksburg Rgnl (WoodrumFld)(ROA)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoff Minimums</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>Iaps .. ILS or Loc RWY 34</td>
<td>405</td>
<td></td>
</tr>
<tr>
<td>Rnav (RNP) Z RWY 06</td>
<td>406</td>
<td></td>
</tr>
<tr>
<td>Rnav (RNP) Z RWY 24</td>
<td>407</td>
<td></td>
</tr>
<tr>
<td>Rnav (RNP) Z RWY 34</td>
<td>408</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) Y RWY 06</td>
<td>409</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) Y RWY 24</td>
<td>410</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) Y RWY 34</td>
<td>411</td>
<td></td>
</tr>
<tr>
<td>Lda Y RWY 06</td>
<td>412</td>
<td></td>
</tr>
<tr>
<td>Lda Z RWY 06</td>
<td>413</td>
<td></td>
</tr>
<tr>
<td>VORIDME-A</td>
<td>414</td>
<td></td>
</tr>
<tr>
<td>Dps .. Buify Three (RNAV)</td>
<td>415</td>
<td></td>
</tr>
<tr>
<td>Dixxy Eight</td>
<td>416</td>
<td></td>
</tr>
<tr>
<td>Hokée Three</td>
<td>417</td>
<td></td>
</tr>
<tr>
<td>Monat Three (RNAV)</td>
<td>418</td>
<td></td>
</tr>
<tr>
<td>Scuta Three (RNAV)</td>
<td>419</td>
<td></td>
</tr>
<tr>
<td><strong>South Boston, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>William M Tuck (W78)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoff Minimums</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>Iaps .. Rnav (GPS) RWY 01</td>
<td>429</td>
<td></td>
</tr>
<tr>
<td>VOR-A</td>
<td>430</td>
<td></td>
</tr>
<tr>
<td><strong>South Hill, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Mecklenburg-Brunswick Rgnl(AVC)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoff Minimums</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>Iaps .. Rnav (GPS) RWY 01</td>
<td>431</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) RWY 19</td>
<td>432</td>
<td></td>
</tr>
<tr>
<td>Loc RWY 01</td>
<td>433</td>
<td></td>
</tr>
<tr>
<td><strong>Stafford, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stafford Rgnl(Rmn)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoff Minimums</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>Iaps .. Hyper Nine (RNAV)</td>
<td>434</td>
<td></td>
</tr>
<tr>
<td>Tikee Four (RNAV)</td>
<td>435</td>
<td></td>
</tr>
<tr>
<td>Dps .. Shenandoah Three</td>
<td>436</td>
<td></td>
</tr>
<tr>
<td><strong>Staunton/Waynesboro/Harrisonburg, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shenandoah Valley Rgnl(SHD)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoff Minimums</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>Iaps .. Rnav (GPS) RWY 05</td>
<td>437</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) RWY 05</td>
<td>438</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) RWY 23</td>
<td>439</td>
<td></td>
</tr>
<tr>
<td>Ndb Rwp 05</td>
<td>440</td>
<td></td>
</tr>
<tr>
<td>Airport Diagram</td>
<td>441</td>
<td></td>
</tr>
<tr>
<td>Dps .. Shenandoah Three</td>
<td>442</td>
<td></td>
</tr>
<tr>
<td><strong>Stevensville, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay Bridge (W29)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoff Minimums</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>Iaps .. Rnav (GPS) RWY 11</td>
<td>443</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) RWY 29</td>
<td>444</td>
<td></td>
</tr>
<tr>
<td><strong>Suffolk, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Suffolk Exec(Sfq)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoff Minimums</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>Iaps .. Rnav (GPS) RWY 04</td>
<td>445</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) RWY 07</td>
<td>446</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) RWY 22</td>
<td>447</td>
<td></td>
</tr>
<tr>
<td>Rnav (GPS) RWY 25</td>
<td>448</td>
<td></td>
</tr>
<tr>
<td>Loc RWY 04</td>
<td>449</td>
<td></td>
</tr>
<tr>
<td><strong>Summit</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>See Middletown, DE</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Tangier, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tangier Island(Tgi)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Takeoff Minimums</td>
<td></td>
<td>L</td>
</tr>
<tr>
<td>Alternate Minimums</td>
<td></td>
<td>M</td>
</tr>
<tr>
<td>Iaps .. Rnav (GPS) B</td>
<td>450</td>
<td></td>
</tr>
</tbody>
</table>

---

**Index of Terminal Charts and Minimums**

<table>
<thead>
<tr>
<th>Name</th>
<th>Proc</th>
<th>Sect Pg</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Roanoke/Blacksburg Rgnl (WoodrumFld)</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Roanoke, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rauland Reagan Washington Ntl</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salisbur, MD</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salisbury-Ocean City Wicomico Rgnl(Sby)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Saluda, VA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shannon</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shenandoah Valley Rgnl</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Smith Mountain Lake</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tangier, VA</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

---

**Index**

<table>
<thead>
<tr>
<th>Proc</th>
<th>Sect Pg</th>
</tr>
</thead>
<tbody>
<tr>
<td>24193</td>
<td></td>
</tr>
<tr>
<td>NAME</td>
<td>PROG</td>
</tr>
<tr>
<td>----------------------------------------------</td>
<td>------</td>
</tr>
<tr>
<td>TAPPAHANNOCK, VA</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
</tr>
<tr>
<td>TAPPAHANNOCK/ESSEX COUNTY</td>
<td></td>
</tr>
<tr>
<td>TAZEWELL COUNTY</td>
<td></td>
</tr>
<tr>
<td>TIPTON</td>
<td></td>
</tr>
<tr>
<td>TRI CITIES EXEC/DINWIDDIE COUNTY</td>
<td></td>
</tr>
<tr>
<td>TWIN COUNTY</td>
<td></td>
</tr>
<tr>
<td>VIRGINIA BEACH, VA</td>
<td></td>
</tr>
<tr>
<td>VIRGINIA HIGHLANDS</td>
<td></td>
</tr>
<tr>
<td>VIRGINIA TECH/MONTGOMERY EXEC</td>
<td></td>
</tr>
<tr>
<td>WAKEFIELD, VA</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
</tr>
<tr>
<td>WALLOPS ISLAND, VA</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
</tr>
<tr>
<td>WALLOPS FLIGHT FACILITY (WAL)</td>
<td></td>
</tr>
<tr>
<td>VOR/DME OR TACAN RWY 10</td>
<td></td>
</tr>
<tr>
<td>VOR OR TACAN RWY 17</td>
<td></td>
</tr>
<tr>
<td>AIRPORT DIAGRAM</td>
<td></td>
</tr>
<tr>
<td>WARRENTON, VA</td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td>L</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td></td>
</tr>
<tr>
<td>IAPS .... LOC/DME RWY 15</td>
<td>M</td>
</tr>
<tr>
<td>RNAV (GPS) RWY 33</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) RWY 17</td>
<td></td>
</tr>
<tr>
<td>VOR RWY 15</td>
<td></td>
</tr>
<tr>
<td>IAPS .... VOR/DME OR TACAN RWY 10</td>
<td></td>
</tr>
</tbody>
</table>

INDEX

24193

K11
## INDEX

### INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>WASHINGTON, DC MANASSAS RGNL/HARRY P DAVIS FLD(HEF)</strong></td>
<td>TAKEOFF MINIMUMS</td>
<td>..........</td>
<td><em>L</em></td>
<td>ALTERNATE MINIMUMS</td>
<td>..........</td>
</tr>
<tr>
<td><strong>STARS</strong></td>
<td>GIBBZ FIVE (RNAV)</td>
<td>Z20</td>
<td><strong>IAPS</strong></td>
<td>ILS OR LOC RWY 16L</td>
<td>468</td>
</tr>
<tr>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td>RNAV (GPS) RWY 16L</td>
<td>469</td>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td>RNAV (GPS) RWY 16R</td>
<td>470</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) RWY 34L</td>
<td>471</td>
<td></td>
<td>RNAV (GPS) RWY 34R</td>
<td>472</td>
</tr>
<tr>
<td><strong>DPS</strong></td>
<td>ARSENAL FIVE</td>
<td>474</td>
<td><strong>DPS</strong></td>
<td>GABBE THREE (RNAV)</td>
<td>476</td>
</tr>
<tr>
<td></td>
<td>HIICHT TWO (RNAV)</td>
<td>478</td>
<td></td>
<td><strong>RONDON REAGAN WASHINGTON NTL(DCA)</strong></td>
<td>TAKEOFF MINIMUMS</td>
</tr>
<tr>
<td><strong>STARS</strong></td>
<td>CAPSS THREE (RNAV)</td>
<td>Z6</td>
<td><strong>HOT SPOT</strong></td>
<td>..........</td>
<td><em>P</em></td>
</tr>
<tr>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td>RNAV (GPS) RWY 33</td>
<td>486</td>
<td><strong>IAPS</strong></td>
<td>ILS RWY 01 (SA CAT I)</td>
<td>481</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 19</td>
<td>487</td>
<td></td>
<td>ILS RWY 01 (CAT II)</td>
<td>482</td>
</tr>
<tr>
<td></td>
<td>LDA Y RWY 19</td>
<td>488</td>
<td></td>
<td>RNAV (RNP) RWY 01</td>
<td>483</td>
</tr>
<tr>
<td></td>
<td>LDA Z RWY 19</td>
<td>489</td>
<td></td>
<td>RNAV (RNP) Z RWY 19</td>
<td>484</td>
</tr>
<tr>
<td></td>
<td>COPER OR LOC/DME RWY 01</td>
<td>490</td>
<td></td>
<td>RNAV (GPS) RWY 15</td>
<td>485</td>
</tr>
<tr>
<td></td>
<td>MOUNT VERNON VISUAL RWY 01</td>
<td>491</td>
<td></td>
<td>RNAV (GPS) Y RWY 19</td>
<td>487</td>
</tr>
<tr>
<td></td>
<td>RIVER VISUAL RWY 19</td>
<td>492</td>
<td></td>
<td>RNAV (GPS) Y RWY 33</td>
<td>486</td>
</tr>
<tr>
<td><strong>DPS</strong></td>
<td>AMEE ONE (RNAV)</td>
<td>494</td>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td>RNAV (GPS) Y RWY 30</td>
<td>541</td>
</tr>
<tr>
<td></td>
<td>CLTCH THREE (RNAV)</td>
<td>496</td>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td>VOR/DME RWY 12</td>
<td>542</td>
</tr>
<tr>
<td></td>
<td>DOCTR FIVE (RNAV)</td>
<td>498</td>
<td><strong>DPS</strong></td>
<td>BUNZZ THREE (RNAV)</td>
<td>543</td>
</tr>
<tr>
<td></td>
<td>HORTO FOUR (RNAV)</td>
<td>500</td>
<td><strong>CAPTAL ONE</strong></td>
<td>..........</td>
<td>544</td>
</tr>
<tr>
<td></td>
<td>JCOBY FOUR (RNAV)</td>
<td>502</td>
<td><strong>CLTCH THREE (RNAV)</strong></td>
<td>..........</td>
<td>545</td>
</tr>
<tr>
<td></td>
<td>NATIONAL EIGHT</td>
<td>504</td>
<td><strong>JCOBY FOUR (RNAV)</strong></td>
<td>..........</td>
<td>546</td>
</tr>
<tr>
<td></td>
<td>REBLL FIVE (RNAV)</td>
<td>506</td>
<td><strong>JDUBB FOUR (RNAV)</strong></td>
<td>..........</td>
<td>547</td>
</tr>
<tr>
<td></td>
<td>SCRAM SIX (RNAV)</td>
<td>508</td>
<td><strong>JERES TWO (RNAV)</strong></td>
<td>..........</td>
<td>548</td>
</tr>
<tr>
<td></td>
<td>SOOKI FIVE (RNAV)</td>
<td>510</td>
<td><strong>MCRAY TWO (RNAV)</strong></td>
<td>..........</td>
<td>549</td>
</tr>
<tr>
<td></td>
<td>WYNGS FIVE (RNAV)</td>
<td>512</td>
<td><strong>RNLDI FOUR (RNAV)</strong></td>
<td>..........</td>
<td>550</td>
</tr>
</tbody>
</table>

## WASHINGTON, DC WASHINGTON DULLES INTL(IAD)

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TAKEOFF MINIMUMS</strong></td>
<td>CAVLR SIX (RNAV)</td>
<td>Z27</td>
<td><strong>IAPS</strong></td>
<td>ILS OR LOC RWY 01C</td>
<td>514</td>
</tr>
<tr>
<td><strong>STARS</strong></td>
<td>GIBBZ FIVE (RNAV)</td>
<td>Z20</td>
<td><strong>IAPS</strong></td>
<td>ILS OR LOC RWY 01L</td>
<td>515</td>
</tr>
<tr>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td>HYPER NINE (RNAV)</td>
<td>Z22</td>
<td><strong>IAPS</strong></td>
<td>ILS OR LOC RWY 01R</td>
<td>516</td>
</tr>
<tr>
<td></td>
<td>PRIVO THREE</td>
<td>Z30</td>
<td><strong>IAPS</strong></td>
<td>ILS OR LOC RWY 19C</td>
<td>517</td>
</tr>
<tr>
<td></td>
<td>IAPS</td>
<td>474</td>
<td><strong>IAPS</strong></td>
<td>ILS OR LOC RWY 19L</td>
<td>518</td>
</tr>
<tr>
<td></td>
<td>IAPS</td>
<td>476</td>
<td><strong>IAPS</strong></td>
<td>ILS OR LOC RWY 19R</td>
<td>519</td>
</tr>
<tr>
<td><strong>RONDON REAGAN WASHINGTON NTL(DCA)</strong></td>
<td>ILS OR LOC/DME RWY 12</td>
<td>520</td>
<td><strong>IAPS</strong></td>
<td>ILS RWY 01L (CAT II - III)</td>
<td>521</td>
</tr>
<tr>
<td><strong>TAKEOFF MINIMUMS</strong></td>
<td>ILS RWY 01R (CAT II - III)</td>
<td>522</td>
<td><strong>IAPS</strong></td>
<td>ILS RWY 19C (CAT II - III)</td>
<td>523</td>
</tr>
<tr>
<td><strong>ALTERNATE MINIMUMS</strong></td>
<td>ILS RWY 19R (CAT II - III)</td>
<td>524</td>
<td><strong>IAPS</strong></td>
<td>ILS RWY 19C (SA CAT II)</td>
<td>525</td>
</tr>
<tr>
<td><strong>HOT SPOT</strong></td>
<td>ILS RWY 19L (SA CAT II)</td>
<td>526</td>
<td><strong>IAPS</strong></td>
<td>RNAV (RNP) Z RWY 01C</td>
<td>527</td>
</tr>
<tr>
<td><strong>AIRPORT DIAGRAM</strong></td>
<td>RNAV (RNP) Z RWY 01L</td>
<td>528</td>
<td><strong>IAPS</strong></td>
<td>RNAV (RNP) Z RWY 01R</td>
<td>529</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Z RWY 19C</td>
<td>530</td>
<td><strong>IAPS</strong></td>
<td>RNAV (RNP) Z RWY 19L</td>
<td>531</td>
</tr>
<tr>
<td></td>
<td>RNAV (RNP) Z RWY 19R</td>
<td>532</td>
<td><strong>IAPS</strong></td>
<td>RNAV (RNP) Z RWY 19L</td>
<td>533</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 19C</td>
<td>534</td>
<td><strong>IAPS</strong></td>
<td>RNAV (GPS) Y RWY 30</td>
<td>535</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 19R</td>
<td>535</td>
<td><strong>IAPS</strong></td>
<td>RNAV (GPS) Y RWY 19C</td>
<td>536</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y RWY 19L</td>
<td>537</td>
<td><strong>IAPS</strong></td>
<td>RNAV (GPS) Y RWY 19C</td>
<td>538</td>
</tr>
<tr>
<td><strong>WAYNESBORO, VA EAGLE'S NEST(W13)</strong></td>
<td>RNAV (GPS) Y RWY 19</td>
<td>539</td>
<td><strong>IAPS</strong></td>
<td>RNAV (GPS) Y RWY 19C</td>
<td>540</td>
</tr>
<tr>
<td><strong>TAKEOFF MINIMUMS</strong></td>
<td>RNAV (GPS) Y RWY 30</td>
<td>541</td>
<td><strong>IAPS</strong></td>
<td>RNAV (GPS) Y RWY 19</td>
<td>542</td>
</tr>
<tr>
<td><strong>IAPS</strong></td>
<td>RNAV (GPS) RWY 06</td>
<td>555</td>
<td><strong>IAPS</strong></td>
<td>RNAV (GPS) RWY 24</td>
<td>556</td>
</tr>
</tbody>
</table>

## WAYNESBORO, VA EAGLE'S NEST(W13)

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
</table>

**INDEX**

24193
## INDEX OF TERMINAL CHARTS AND MINIMUMS

<table>
<thead>
<tr>
<th>NAME</th>
<th>PROC</th>
<th>SECT PG</th>
</tr>
</thead>
<tbody>
<tr>
<td>WILLIAMSBURG/JAMESTOWN(JGG)</td>
<td>L</td>
<td>575</td>
</tr>
<tr>
<td>TAKOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>576</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td>577</td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td>578</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>579</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td>580</td>
</tr>
<tr>
<td>IAPS</td>
<td></td>
<td>581</td>
</tr>
<tr>
<td>TAKEOFF MINIMUMS</td>
<td></td>
<td>582</td>
</tr>
<tr>
<td>ALTERNATE MINIMUMS</td>
<td>M</td>
<td></td>
</tr>
</tbody>
</table>

### WILLIAMSBURG, VA

#### CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

- **Clearview Airpark (2W2)**
  - TAKEOFF MINIMUMS: M
  - ALTERNATE MINIMUMS: M
  - IAPS: RNAV (GPS) RWY 14
  - VOR-A: M

- **William M Tuck**
  - SEE SOUTH BOSTON, VA

- **Williamsburg/Jamestown (JGG)**
  - TAKEOFF MINIMUMS: M
  - ALTERNATE MINIMUMS: M
  - IAPS: RNAV (GPS) RWY 16
  - VOR-B: M

- **Williamsburg, VA**
  - SEE CAMP PEARY LNDG STRIP

- **Williamsburg/Jamestown**
  - SEE WILLIAMSBURG, VA

### WILMINGTON, DE

#### New Castle (ILG)

- **Wilmington, De**
  - TAKEOFF MINIMUMS: L
  - ALTERNATE MINIMUMS: M
  - IAPS: RNAV (GPS) RWY 01
  - VOR RWY 09

- **Stars**
  - ARLFT TWO (RNAV): Z4
  - BUNTS THREE: Z5
  - CEDAR LAKE NINE: Z8
  - JIIMS FOUR (RNAV): Z26

- **IAPS**
  - ILS OR LOC RWY 01: 575
  - RNAV (GPS) RWY 01: 576
  - RNAV (GPS) RWY 09: 577
  - RNAV (GPS) RWY 19: 578
  - RNAV (GPS) RWY 27: 579
  - VOR RWY 09: 580
  - VOR RWY 27: 581

### WINCHESTER, VA

#### Winchester RGNL (OKV)

- **Winchester, VA**
  - TAKEOFF MINIMUMS: L
  - ALTERNATE MINIMUMS: M
  - IAPS: RNAV (GPS) RWY 32
  - VOR/DME-A: 584
  - VOR/DME-B: 585
  - VOR/DME-C: 586

- **Stars**
  - HYPER NINE (RNAV): Z22
  - TRSTN THREE (RNAV): Z44

- **IAPS**
  - ILS OR LOC RWY 32: 583
  - RNAV (GPS) RWY 14: 584
  - RNAV (GPS) RWY 27: 585
  - VOR RWY 01: 586

- **DPS**
  - CLTCH THREE (RNAV): 587
  - JDUBB FOUR (RNAV): 588
  - SCRAM SIX (RNAV): 589

### WISE, VA

#### Lonesome Pine (LNP)

- **Wisconsin**
  - TAKEOFF MINIMUMS: L
  - ALTERNATE MINIMUMS: M
  - IAPS: RNAV (GPS) RWY 06
  - RNAV (GPS) RWY 24
  - LOC RWY 24

---

**INDEX**

24193

K13

NE3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, or at 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.

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03DEC20 (20338) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-2 w/ min. climb of 205' per NM to 2600, or std. w/ min. climb of 415' per NM to 2300, or 2000-3 for VCOA.

Rwy 24, std. w/ min. climb of 215' per NM to 5500, or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

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

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

VCOA:

Rwys 6, 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Virginia Highlands at or above 3900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 214' from DER, 548' right of centerline, 2111' MSL.

Electrical system 504' from DER, 314' left of centerline, 19' AGL/2122' MSL.

Tree 2942' from DER, 903' right of centerline, 2240' MSL.

Tree 4129' from DER, 228' left of centerline, 2202' MSL.

Tree 1.6 NM from DER, 2617' right of centerline, 2379' MSL.

Rwy 24, building 12' from DER, 496' left of centerline, 50' AGL/2086' MSL.

Trees beginning 2223' from DER, 262' right of centerline, up to 2168' MSL.

Tree 3591' from DER, 14' left of centerline, 2167' MSL.

Trees beginning 3962' from DER, 279' right of centerline, up to 2200' MSL.

INSTRUMENT APPROACH PROCEDURE CHARTS

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, or at 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.

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03DEC20 (20338) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-2 w/ min. climb of 205' per NM to 2600, or std. w/ min. climb of 415' per NM to 2300, or 2000-3 for VCOA.

Rwy 24, std. w/ min. climb of 215' per NM to 5500, or 2000-3 for VCOA.

DEPARTURE PROCEDURE:

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

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

VCOA:

Rwys 6, 24, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Virginia Highlands at or above 3900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 214' from DER, 548' right of centerline, 2111' MSL.

Electrical system 504' from DER, 314' left of centerline, 19' AGL/2122' MSL.

Tree 2942' from DER, 903' right of centerline, 2240' MSL.

Tree 4129' from DER, 228' left of centerline, 2202' MSL.

Tree 1.6 NM from DER, 2617' right of centerline, 2379' MSL.

Rwy 24, building 12' from DER, 496' left of centerline, 50' AGL/2086' MSL.

Trees beginning 2223' from DER, 262' right of centerline, up to 2168' MSL.

Tree 3591' from DER, 14' left of centerline, 2167' MSL.

Trees beginning 3962' from DER, 279' right of centerline, up to 2200' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ANNAPOLIS, MD

LEE (ANP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27DEC01 (01361) (FAA)

TAKEOFF MINIMUMS:

Rwy 30, std. w/min. climb of 268' per NM to 1900.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, lighting 9' from DER, 54' left of centerline, 1' AGL/127' MSL. Lighting 9' from DER, 54' right of centerline, 1' AGL/127' MSL. Tree 1143' from DER, 549' left of centerline, 65' AGL/157' MSL. Tree 1210' from DER, 542' left of centerline, 68' AGL/161' MSL. Tree 748' from DER, 624' left of centerline, 80' AGL/157' MSL. Tree 748' from DER, 624' left of centerline, 80' AGL/157' MSL.

Baltimore/Washington Intl Thurgood Marshall (BWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 10A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:

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

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

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, lighting 9' from DER, 54' left of centerline, 1' AGL/127' MSL. Lighting 9' from DER, 54' right of centerline, 1' AGL/127' MSL. Pole, antenna beginning 1067' from DER, 640' left of centerline, 68' AGL/164' MSL. Pole, antenna beginning 1068' from DER, 548' left of centerline, 75' AGL/169' MSL. Pole, antenna beginning 1762' from DER, 941' right of centerline, up to 61' AGL/179' MSL. Trees beginning 1872' from DER, 750' right of centerline, up to 135' AGL/212' MSL. Trees beginning 2830' from DER, 871' right of centerline, 134' AGL/211' MSL. Trees beginning 2834' from DER, 839' right of centerline, up to 135' AGL/212' MSL. Trees beginning 2834' from DER, 839' right of centerline, up to 135' AGL/212' MSL. Tree 2834' from DER, 839' right of centerline, up to 135' AGL/212' MSL. Tree 2834' from DER, 839' right of centerline, up to 135' AGL/212' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BALTIMORE, MD (CON’T)

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

TAKEOFF OBSTACLE NOTES:

VCOA:

TAKEOFF MINIMUMS:

Rwy 33R (CON’T), trees beginning 1072’ from DER, 518’ right of centerline, up to 54’ AGL/188’ MSL.

Tree 1530’ from DER, 807’ right of centerline, 56’ AGL/202’ MSL.

Tree 1565’ from DER, 849’ right of centerline, 63’ AGL/212’ MSL.

Tree 1582’ from DER, 759’ right of centerline, 64’ AGL/213’ MSL.

Trees beginning 1593’ from DER, 779’ right of centerline, up to 68’ AGL/218’ MSL.

Trees beginning 1662’ from DER, 794’ right of centerline, up to 63’ AGL/220’ MSL.

Trees beginning 1748’ from DER, 791’ right of centerline, up to 62’ AGL/223’ MSL.

Trees beginning 1765’ from DER, 846’ right of centerline, up to 64’ AGL/226’ MSL.

Tree 1866’ from DER, 849’ right of centerline, 59’ AGL/230’ MSL.

Tree 1907’ from DER, 923’ right of centerline, 60’ AGL/236’ MSL.

Trees beginning 1930’ from DER, 858’ right of centerline, up to 72’ AGL/250’ MSL.

Trees beginning 1985’ from DER, 903’ right of centerline, up to 68’ AGL/253’ MSL.

Trees beginning 2200’ from DER, 967’ right of centerline, up to 69’ AGL/260’ MSL.

Tree 2241’ from DER, 1052’ right of centerline, 75’ AGL/261’ MSL.

Tree pole beginning 2243’ from DER, 15’ right of centerline, up to 76’ AGL/265’ MSL.

Electrical system 2452’ from DER, 903’ right of centerline, 44’ AGL/204’ MSL.

Trees beginning 2574’ from DER, 685’ left of centerline, up to 49’ AGL/209’ MSL.

Tree 2894’ from DER, 902’ left of centerline, 64’ AGL/217’ MSL.

Trees beginning 2908’ from DER, 908’ left of centerline, up to 69’ AGL/220’ MSL.

Trees beginning 2949’ from DER, 348’ left of centerline, up to 65’ AGL/222’ MSL.

Trees beginning 2984’ from DER, 201’ left of centerline, up to 79’ AGL/231’ MSL.

Trees beginning 3121’ from DER, 154’ left of centerline, up to 79’ AGL/235’ MSL.

Trees beginning 3151’ from DER, 409’ left of centerline, up to 84’ AGL/237’ MSL.

Trees beginning 3165’ from DER, 89’ left of centerline, up to 73’ AGL/238’ MSL.

Trees beginning 3185’ from DER, 49’ left of centerline, up to 73’ AGL/241’ MSL.

Trees beginning 3242’ from DER, 122’ left of centerline, up to 71’ AGL/242’ MSL.

Trees beginning 3252’ from DER, 87’ left of centerline, up to 73’ AGL/244’ MSL.

Trees beginning 3283’ from DER, 50’ left of centerline, up to 65’ AGL/246’ MSL.

Trees beginning 3372’ from DER, 78’ left of centerline, up to 62’ AGL/248’ MSL.

Trees beginning 3397’ from DER, 2’ left of centerline, up to 59’ AGL/250’ MSL.

Tree pole beginning 3791’ from DER, 20’ left of centerline, up to 80’ AGL/252’ MSL.

Trees beginning 4001’ from DER, 92’ left of centerline, up to 75’ AGL/255’ MSL.

Trees beginning 4024’ from DER, 312’ right of centerline, up to 80’ AGL/266’ MSL.

Tree pole beginning 4032’ from DER, 55’ right of centerline, up to 66’ AGL/274’ MSL.

Trees beginning 4060’ from DER, 1206’ left of centerline, 85’ AGL/257’ MSL.

Trees beginning 4062’ from DER, 34’ left of centerline, up to 86’ AGL/264’ MSL.

Tree pole beginning 4071’ from DER, 2’ right of centerline, up to 74’ AGL/280’ MSL.

Trees beginning 4157’ from DER, 26’ left of centerline, up to 75’ AGL/268’ MSL.

Trees beginning 4373’ from DER, 333’ left of centerline, up to 79’ AGL/272’ MSL.

Trees beginning 4384’ from DER, 82’ left of centerline, up to 68’ AGL/275’ MSL.

Trees beginning 4469’ from DER, 87’ left of centerline, up to 84’ AGL/281’ MSL.

Trees beginning 4511’ from DER, 39’ left of centerline, up to 73’ AGL/282’ MSL.

Trees beginning 4564’ from DER, 610’ right of centerline, up to 76’ AGL/281’ MSL.

Trees beginning 4600’ from DER, 843’ left of centerline, up to 65’ AGL/283’ MSL.

Trees beginning 4708’ from DER, 213’ left of centerline, up to 82’ AGL/284’ MSL.

Trees beginning 4635’ from DER, 121’ left of centerline, up to 85’ AGL/289’ MSL.

Trees beginning 5250’ from DER, 345’ left of centerline, up to 96’ AGL/291’ MSL.

Tree 1 NM from DER, 1991’ left of centerline, 88’ AGL/300’ MSL.

MARTIN STATE (MTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 05MAR15 (15064) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, std. w/min. climb of 215’ per NM to 1700 or 1300-2½ for climb in visual conditions.

VCOA:

Rwy 33, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Martin State airport at or above 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 625’ from DER, 184’ right of centerline, up to 20’ AGL/29’ MSL.

Pole and trees beginning 1669’ from DER, 580’ left of centerline, up to 89’ AGL/97’ MSL.

Trees beginning 2568’ from DER, 68’ right of centerline, up to 92’ AGL/103’ MSL.

Trees beginning 2906’ from DER, 550’ left of centerline, up to 100’ AGL/109’ MSL.

Rwy 33, terrain 91’ from DER, 482’ right of centerline, 0’ AGL/25’ MSL.

Pole and trees beginning 1170’ from DER, 3’ left of centerline, up to 84’ AGL/133’ MSL.

Poles and trees beginning 1175’ from DER, 10’ right of centerline, up to 79’ AGL/128’ MSL.

Trees beginning 3108’ from DER, 8’ left of centerline, up to 86’ AGL/145’ MSL.

Trees beginning 2843’ from DER, 14’ right of centerline, up to 96’ AGL/175’ MSL.
BLACKSBURG, VA
VIRGINIA TECH/MONTGOMERY EXEC (BCB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 10SEP20 (21280) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 400-1½ or std. w/min. climb of 460’ per NM to 2600.

DEPARTURE PROCEDURE:
Rwy 13, climbing right turn to heading 200° to 3400 before proceeding on course.
Rwy 31, climbing left turn to heading 235° to 4100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 13, trees, lighting, sign beginning abeam DER, 71’ right of centerline, up to 2187’ MSL.
Terrain 69’ from DER, 497’ left of centerline, 2134’ MSL.
Tree, terrain beginning 82’ from DER, 209’ left of centerline, up to 2180’ MSL.
Trees, terrain beginning 261’ from DER, 216’ left of centerline, up to 2184’ MSL.
Trees beginning 775’ from DER, 294’ left of centerline, up to 2212’ MSL.
Trees, antenna beginning 891’ from DER, 256’ left of centerline, up to 2216’ MSL.
Tree 2907’ from DER, 50’ right of centerline, 2195’ MSL.
Tree 3068’ from DER, 73’ right of centerline, 2201’ MSL.
Tree 3114’ from DER, 190’ right of centerline, 2208’ MSL.
Tree 4019’ from DER, 1535’ left of centerline, 2226’ MSL.
Tree 4324’ from DER, 1403’ left of centerline, 2228’ MSL.
Tree 4362’ from DER, 1533’ left of centerline, 2233’ MSL.
Tree 4370’ from DER, 1248’ left of centerline, 2238’ MSL.
Tree 4466’ from DER, 1637’ left of centerline, 2240’ MSL.
Trees beginning 4472’ from DER, 1157’ left of centerline, up to 2260’ MSL.
Trees beginning 5031’ from DER, 1039’ left of centerline, up to 2269’ MSL.
Tree 5059’ from DER, 1538’ left of centerline, 2288’ MSL.
Trees beginning 5186’ from DER, 1256’ left of centerline, up to 2307’ MSL.
Trees beginning 5214’ from DER, 1591’ left of centerline, up to 2314’ MSL.
Trees beginning 5336’ from DER, 1199’ left of centerline, up to 2327’ MSL.
Trees beginning 5366’ from DER, 1693’ left of centerline, up to 2343’ MSL.
Trees beginning 5411’ from DER, 1149’ left of centerline, up to 2356’ MSL.
Trees beginning 5535’ from DER, 1150’ left of centerline, up to 2366’ MSL.
Trees beginning 5668’ from DER, 1097’ left of centerline, up to 2404’ MSL.
Trees beginning 5816’ from DER, 1264’ left of centerline, up to 2414’ MSL.
Trees beginning 5862’ from DER, 1018’ left of centerline, up to 2435’ MSL.
Trees beginning 5960’ from DER, 1178’ left of centerline, up to 2453’ MSL.
Trees, building, terrain, transmission line beginning 5983’ from DER, 855’ left of centerline, up to 2459’ MSL.
Tree 1,2 NM from DER, 1203’ left of centerline, 2322’ MSL.
Rwy 31, pole 22’ from DER, 168’ right of centerline, 52’ AGL/2149’ MSL.
Pole 92’ from DER, 75’ left of centerline, 40’ AGL/2140’ MSL.
Pole 139’ from DER, 61’ right of centerline, 57’ AGL/2150’ MSL.
Tree 157’ from DER, 487’ left of centerline, 2149’ MSL.
Pole 402’ from DER, 600’ right of centerline, 73’ AGL/2157’ MSL.
Poles, trees beginning 571’ from DER, 28’ right of centerline, up to 78’ AGL/2162’ MSL.

BLACKSTONE, VA
ALLEN C PERKINSON/BLACKSTONE AAF (BKT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 03APR14 (24137) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA - Environmental.

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

TAKEOFF OBSTACLE NOTES:
Rwy 4, sign and trees beginning 12’ from DER, 177’ left of centerline, up to 100’ AGL/511’ MSL.
Trees beginning 779’ from DER, 707’ right of centerline, up to 100’ AGL/508’ MSL.
Rwy 22, terrain, trees beginning 178’ from DER, 426’ left of centerline, up to 100’ AGL/507’ MSL.
Trees beginning 2624’ from DER, 325’ right of centerline, up to 100’ AGL/507’ MSL.
NOTE: Do not overfly ammunition dump 1.1 NM south southwest of runway 4.

BLUEGRASS (9VA5)
BLUEMONT, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 08SEP22 (22251) (USN)
DEPARTURE PROCEDURE:
NA.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BOWIE, MD
FREEWAY (W00)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 22JUN17 (17173) (FAA)
TAKEOFF MINIMUMS:
**Rwy 18**, 300-2 or std. w/min. climb of 391' per NM to 400.
**Rwy 36**, 300-2 or std. w/min. climb of 726' per NM to 500.
TAKEOFF OBSTACLE NOTES:
**Rwy 18**, tree 134' from DER, 505' right of centerline, 100' AGL/225' MSL.
**Rwy 36**, trees beginning 58' from DER, 190' right of centerline, up to 100' AGL/274' MSL.

BRIDGEWATER, VA
BRIDGEWATER AIRPARK (VBW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 15DEC11 (11349) (FAA)
TAKEOFF MINIMUMS:
**Rwy 15**, 300-2½ w/min. climb of 280'/NM to 3900, or std. w/min. climb of 440'/NM to 2600, or 2400-3 for climb in visual conditions.
**Rwy 33**, 800-2½ w/min. climb of 390'/NM to 3900, or std. w/min. climb of 522' per NM to 2800, or 2400-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
**Rwy 15**, climb heading 152° to 3900, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.
**Rwy 33**, climb heading 347° to 5000, or for climb in visual conditions, cross Bridgewater Air Park at or above 3400 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
**Rwy 15**, vehicles on roadway 53' from DER, 14' right of centerline, 15' AGL/1180' MSL.
**Rwy 33**, trees beginning 318' from DER, 252' right of centerline, up to 100' AGL/1249' MSL.

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

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY (0V4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees beginning 48’ from DER, 314’ left of centerline, up to 100’ AGL/626’ MSL.

Multiple trees beginning 31’ from DER, 341’ right of centerline, up to 100’ AGL/673’ MSL.

Fence beginning 162’ from DER, 379’ right of centerline, up to 8’ AGL/607’ MSL.

Rwy 24, multiple trees beginning 61’ from DER, 8’ left of centerline, up to 100’ AGL/692’ MSL.

Multiple trees beginning 1938’ from DER, 27’ right of centerline, up to 100’ AGL/677’ MSL.

BUMPASS, VA

LAKE ANNA (7W4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 32’ from DER, 114’ right of centerline, up to 100’ AGL/469’ MSL.

Buildings beginning 162’ from DER, 152’ left of centerline, up to 25’ AGL/384’ MSL.

Rwy 26, trees beginning 31’ from DER, 97’ left and 119’ right of centerline, up to 100’ AGL/459’ MSL.

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER RGNL (CGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21JUL16 (16203) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, railroad 81’ from DER, 375’ right of centerline, 40’ MSL.

Road 224’ from DER, 397’ right of centerline, 33’ MSL.

Tree 1558’ from DER, 546’ left of centerline, 102’ MSL.

Tree 1923’ from DER, 298’ left of centerline, 89’ MSL.

Tree 1993’ from DER, 380’ left of centerline, 92’ MSL.

Tree 2062’ from DER, 575’ left of centerline, 96’ MSL.

Rwy 34, tree 331’ from DER, 534’ left of centerline, 73’ MSL.

Pole 637’ from DER, 323’ left of centerline, 37’ AGL/55’ MSL.

Tree 861’ from DER, 329’ left of centerline, 97’ MSL.

Tree 892’ from DER, 340’ left of centerline, 104’ MSL.

Tree 953’ from DER, 755’ right of centerline, 98’ MSL.

Tree 1151’ from DER, 713’ right of centerline, 113’ MSL.

Tree 1286’ from DER, 599’ left of centerline, 106’ MSL.

Tree 1517’ from DER, 401’ right of centerline, 97’ MSL.

Tree 1981’ from DER, 277’ left of centerline, 124’ MSL.

Tree 2178’ from DER, 658’ left of centerline, 116’ MSL.

Tree 2824’ from DER, 9’ left of centerline, 98’ MSL.

Tree 3106’ from DER, 362’ left of centerline, 108’ MSL.

Tree 3178’ from DER, 512’ right of centerline, 103’ MSL.

Tree 3204’ from DER, 516’ right of centerline, 109’ MSL.

CAMP PEARLY LNGD STRIP (KW94)

WILLIAMSBURG, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (USA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, bldg 678’ from DER, 333’ left of centerline, 28’ AGL/58’ MSL.

Trees, multiple trnsmsn lines 120’ from DER, 184’ left of centerline, up to 95’ AGL/126’ MSL.

Trees, multiple trnsmsn lines 162’ from DER, 257’ right of centerline, up to 100’ AGL/132’ MSL.

Rwy 23, trees, multiple trnsmsn lines 1891’ from DER, 69’ left of centerline, up to 95’ AGL/136’ MSL.

Multiple trees, trnsmsn lines 537’ from DER, 437’ right of centerline, up to 110’ AGL/151’ MSL.

Pylon 385’ from DER, 597’ right of centerline, 42’ AGL/77’ MSL.

Pylon 354’ from DER, 581’ right of centerline, 28’ AGL/76’ MSL.

Pylon 413’ from DER, 523’ right of centerline, 31’ AGL/75’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHARLOTTESVILLE, VA
CHARLOTTESVILLE-ALBEMARLE (CHO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 11 16MAY24 (24137) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 600-3 or std w/min climb of 340’/NM to 1400, or 2300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climb on heading 030° to 1500 then climbing right turn direct GVE VORTAC before proceeding on course.
Rwy 21, climb on heading 210° to 1400 then climbing left turn direct GVE VORTAC before proceeding on course.
VCOA:
Rwy 3, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Charlottesville-Albemarle airport at or above 2800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, antenna 78’ from DER, 250’ right of centerline, 9’ AGL/621’ MSL.
Tree 1295’ from DER, 789’ right of centerline, 659’ MSL.
Tree 1490’ from DER, 809’ right of centerline, 664’ MSL.
Trees beginning 2.1 NM from DER, 2792’ right of centerline, up to 1143’ MSL.
Antenna 2.2 NM from DER, 3440’ right of centerline, 103’ AGL/1162’ MSL.
Trees beginning 2.2 NM from DER, 2904’ right of centerline, up to 107’ AGL/1197’ MSL.
Rwy 21, tree 1603’ from DER, 593’ left of centerline, 681’ MSL.

CHASE CITY, VA
CHASE CITY MUNI (CXE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27SEP07 (07270) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 191’ from DER, 116’ left of centerline, up to 100’ AGL/609’ MSL.
Multiple trees beginning 327’ from DER, 133’ right of centerline, up to 100’ AGL/599’ MSL.
Rwy 36, trees beginning 164’ from DER, 154’ right of centerline, up to 100’ AGL/649’ MSL.
Trees beginning 470’ from DER, 124’ left of centerline, up to 100’ AGL/649’ MSL.

CHURCHVILLE, MD
HARFORD COUNTY (OW3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 05NOV20 (20310) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA - Environmental.
Rwy 10, 300-2 or std. w/ min. climb of 210’ per NM to 800, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 28, trees beginning 665’ from DER, left and right of centerline, up to 100’ AGL/616’ MSL.
Rwy 10, vehicles on road beginning 328’ from DER, left and right of centerline, up to 17’ AGL/416’ MSL.
Trees beginning 690’ from DER, 271’ left of centerline, up to 100’ AGL/499’ MSL.
Trees beginning 2226’ from DER, 454’ right of centerline, up to 100’ AGL/519’ MSL.
Rising terrain beginning 1.6 NM from DER, 2510’ left of centerline, up to 639’ MSL.

CLARKSVILLE, VA
LAKE COUNTRY RGNL (W63)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08APR10 (10098) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 5’ from DER, 438’ left of centerline, up to 100’ AGL/539’ MSL.
Building 27’ from DER, 94’ right of centerline, 20’ AGL/449’ MSL.
Vehicles on road beginning 200’ from DER, from left to right of centerline, up to 15’ AGL/444’ MSL.
Warehouse 313’ from DER, on centerline, 75’ AGL/495’ MSL.
Building 385’ from DER, 257’ right of centerline, 20’ AGL/439’ MSL.
Trees beginning 444’ from DER, 518’ right of centerline, up to 100’ AGL/509’ MSL.
Rwy 22, trees beginning 3’ from DER from 452’ left of centerline to 547’ right of centerline, up to 100’ AGL/422’ MSL.
Trees beginning 1624’ from DER, from 632’ left of centerline to 535’ right of centerline, up to 100’ AGL/485’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

COLLEGE PARK, MD
COLLEGE PARK (CGS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 25FEB21 (21056) (FAA)

TAKEOFF MINIMUMS:
Rwy 15, 400-3 w/ min. climb of 270' per NM to 700 or 1100-3 for VCOA.
Rwy 33, std. w/ min. climb of 456' per NM to 400 or 1100-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 33, climb on heading 329° to 700 before proceeding on course.
VCOA:
Rwys 15, 33, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross College Park Airport at or above 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 113' from DER, 236' right of centerline, up to 100' AGL/149' MSL.
Trees beginning 227' from DER, 215' left of centerline, up to 100' AGL/159' MSL.
Trees beginning 567' from DER, 260' left of centerline, up to 100' AGL/239' MSL.
Tree 3593' from DER, 695' left of centerline, up to 100' AGL/259' MSL.
Trees beginning 3800' from DER, 1259' right of centerline, up to 100' AGL/209' MSL.
Tree 4257' from DER, 1502' right of centerline, 100' AGL/249' MSL.
Tree 4320' from DER, 1561' left of centerline, 100' AGL/279' MSL.
Tree 4403' from DER, 1665' right of centerline, 100' AGL/269' MSL.
Trees beginning 1.6 NM from DER, 2070' left of centerline, up to 200' AGL/409' MSL.
Tree 1.6 NM from DER, 2208' left of centerline, 200' AGL/429' MSL.
Tree 1.6 NM from DER, 325' right of centerline, 200' AGL/399' MSL.
Tree beginning 1.7 NM from DER, 338' right of centerline, up to 200' AGL/429' MSL.
Tree 2.4 NM from DER, 3426' left of centerline, 200' AGL/409' MSL.
Rwy 33, tree 287' from DER, 212' right of centerline, 100' AGL/169' MSL.
Tree 334' from DER, 329' left of centerline, 100' AGL/159' MSL.
Building beginning 905' from DER, 300' left of centerline, up to 100' AGL/169' MSL.
Tree 2688' from DER, 1129' right of centerline, 100' AGL/189' MSL.
Tree 2709' from DER, 1202' right of centerline, 100' AGL/199' MSL.
Tree 2820' from DER, 1232' right of centerline, 100' AGL/209' MSL.
Building 3025' from DER, 1095' left of centerline, 126' AGL/198' MSL.
Building beginning 3314' from DER, 621' right of centerline, up to 100' AGL/219' MSL.
Building beginning 3513' from DER, 834' right of centerline, up to 100' AGL/229' MSL.
Building 4251' from DER, 329' right of centerline, 166' AGL/236' MSL.
Building 4714' from DER, 495' left of centerline, 137' AGL/201' MSL.
Trees beginning 5533' from DER, 798' left of centerline, up to 100' AGL/239' MSL.
Trees beginning 1.2 NM from DER, 817' left of centerline, up to 100' AGL/299' MSL.
Trees beginning 1.6 NM from DER, 346' left of centerline, up to 200' AGL/399' MSL.
Tree 1.7 NM from DER, 1852' left of centerline, 200' AGL/400' MSL.
Tower beginning 1.8 NM from DER, 705' left of centerline, up to 200' AGL/409' MSL.
Tree 2.2 NM from DER, 1692' right of centerline, 200' AGL/439' MSL.
Trees beginning 2.4 NM from DER, 773' left of centerline, up to 200' AGL/479' MSL.
Tree 2.5 NM from DER, 132' left of centerline, 200' AGL/449' MSL.

CREWE, VA
CREWE MUNI (W81)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 15, trees beginning 140' from DER, 464' left of centerline, up to 100' AGL/449' MSL.
Trees beginning 5533' from DER, 448' right of centerline, up to 100' AGL/509' MSL.
Rwy 33, trees beginning 985' from DER, 587' left of centerline, up to 100' AGL/539' MSL.
Trees beginning 520' from DER, 513' right of centerline, up to 100' AGL/529' MSL.

CRISFIELD, MD
CRISFIELD-SOMERSET COUNTY AIRPORT (W41)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:
Rwys 6, 24, NA-obstacles

DEPARTURE PROCEDURE:
Rwy 14, climb via heading 142° to 900 before proceeding on course.
Rwy 32, climb via heading 322° to 900 before proceeding on course.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CULPEPER, VA
CULPEPER RGNL (CJR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 20DEC07 (07354) (FAA)
DEPARTURE PROCEDURE:
Rwy 22, climb heading 218° to 1000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 4, tree 79' from DER, 418' left of centerline, 86' AGL/337' MSL.
Vehicle on road 207' from DER, 367' left of centerline, 15' AGL/330' MSL.
Tree 3396' from DER, 514' right of centerline, 91' AGL/410' MSL.
Rwy 22, tree 128' from DER, 332' left of centerline, 25' AGL/334' MSL.
Multiple trees beginning 272' from DER, 179' right of centerline up to 22' AGL/341' MSL.
Pole 1480' from DER, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD
GREATER CUMBERLAND RGNL (CBE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 31MAR16 (16091) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 29, NA - obstacles.
Rwy 5, 700-3 w/min. climb of 310' per NM to 3200 or std. w/min. climb of 370' per NM to 2600 or 2500-3 for climb in visual conditions.
Rwy 23, 1000-3 w/min. climb of 480' per NM to 2000 or std. w/min. climb of 925' per NM to 1900 or 2500-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 2900 before proceeding on course.
Rwy 23, climb heading 214° to 3400 before proceeding on course.
VCOA:
Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Greater Cumberland Rgnl Airport at or above 3100 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 146' from DER, 388' left of centerline, up to 50' AGL/798' MSL.
Trees beginning 511' from DER, 466' right of centerline, up to 48' AGL/821' MSL.
Trees 2.3 NM from DER, 4178' right of centerline, up to 100' AGL/1439' MSL.
Rwy 23, NAVAID 169' from DER, 269' left of centerline, 22' AGL/732' MSL.
Trees 53' from DER, 497' right of centerline, up to 42' AGL/751' MSL.
Trees beginning 1188' from DER, 422' right of centerline, up to 67' AGL/836' MSL.
Tower 2023' from DER, 757' right of centerline, 99' AGL/958' MSL.
Trees 2.4 NM from DER, 729' right of centerline, up to 100' AGL/1679' MSL.

DANVILLE, VA
DANVILLE RGNL (DAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 28APR16 (16119) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1¼ or std. w/min. climb of 232' per NM to 800.
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 285' from DER, 455' right of centerline, up to 22' AGL/587' MSL.
Rwy 20, tree 1328' from DER, 633' left of centerline, 30' AGL/684' MSL.
Rwy 13, trees beginning 189' from DER, 90' right of centerline, up to 100' AGL/711' MSL.
Building 1310' from DER, 194' right of centerline, 10' AGL/562' MSL.
Pole 1496' from DER, 277' right of centerline, 29' AGL/590' MSL.
Trees beginning at DER, 8' left of centerline, up to 74' AGL/613' MSL.
Rwy 31, Trees beginning 823' from DER, 6' left of centerline, up to 85' AGL/699' MSL.
Pole 1185' from DER, 253' left of centerline, 30' AGL/608' MSL.
Pole 2056' from DER, 253' left of centerline, 38' AGL/626' MSL.
Sign 2196' from DER, 328' left of centerline, 36' AGL/628' MSL.
Tower 1165' from DER, 416' left of centerline, 64' AGL/641' MSL.
Building 568' from DER, 455' left of centerline, 37' AGL/612' MSL.
Building 395' from DER, 573' left of centerline, 28' AGL/602' MSL.
Trees beginning 1358' from DER, 24' right of centerline, up to 73' AGL/700' MSL.
Pole 1540' from DER, 111' right of centerline, 44' AGL/613' MSL.
Pole 1365' from DER, 131' right of centerline, 32' AGL/606' MSL.
Pole 3042' from DER, 174' right of centerline, 75' AGL/681' MSL.
Pole 2897' from DER, 284' right of centerline, 75' AGL/682' MSL.
Building 2308' from DER, 584' right of centerline, 40' AGL/647' MSL.
Sign 1839' from DER, 104' right of centerline, 30' AGL/636' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DAVISON AAF (KDAA)
FORT BELVOIR, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07SEP23 (23250) (USA)
TAKEOFF MINIMUMS:
Rwy 14, 300-1½.
Rwy 32, 400-3, or std w/min climb of 360'/NM to 600.
TAKEOFF OBSTACLE NOTES:
Rwy 14, terrain 1.2 NM from DER, 1996' left of centerline, 261' MSL.
Terrain 2334' from DER, 1034' right of centerline, 138' MSL.
Rwy 32, pole 2090' from DER, 741' right of centerline, 35' AGL/132' MSL.
Twr 2090' from DER, 741' right of centerline, 35' AGL/132' MSL.
Bldg 139' from DER, 520' right of centerline, 28' AGL/75' MSL.
Bldg 167' from DER, 521' right of centerline, 31' AGL/75' MSL.

DOVER AFB (KDOV)
DOVER, DE
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
28MAR19 (19087)
TAKEOFF OBSTACLE NOTES:
Rwy 1, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just left of rwy cntrln, up to 65' AGL/89' MSL.
Rwy 14, no obstacles penetrate the obstacle departure surface.
Rwy 19, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just right of rwy cntrln, up to 65' AGL/92' MSL.
Rwy 32, building 945 3739' from DER, 614' left of cntrln, 67' AGL/113' MSL.
Multiple C-5s parked on ramp beginning 2047' thru 2529' from DER, 1010' left of cntrln, up to 65' AGL/92' MSL.
Possible large aircraft 2800' from DER, on Twy G just left of cntrln, up to 65' AGL/98' MSL.
Possible taxing C-5 1091' from DER, 744' left of cntrln, 65' AGL/88' MSL.
Pylon 4876' from DER, 1755' left of cntrln, 85' AGL/120' MSL.
Pylon 5078' from DER, 724' left of cntrln, 85' AGL/124' MSL.

DOVER/CHESWOLD, DE
DELAWARE AIRPARK (33N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 12OCT17 (17285) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, terrain 13' from DER, 56' right of centerline, 48' MSL.
Tree 65' from DER, 306' left of centerline, 95' AGL/132' MSL.
Tree 74' from DER, 310' right of centerline, 59' MSL.
Trees beginning 83' from DER, 333' left of centerline, up to 97' AGL/134' MSL.
Tree, traverse way, transmission line, poles beginning 131' from DER, 8' right of centerline, up to 125' MSL.
Trees, poles, transmission line beginning 356' from DER, 2' left of centerline, up to 103' AGL/138' MSL.
Trees beginning 2106' from DER, 12' left of centerline, up to 151' MSL.
Trees beginning 2285' from DER, 405' right of centerline, up to 132' MSL.
Trees, tower beginning 2320' from DER, 23' right of centerline, up to 101' AGL/133' MSL.
Rwy 27, vertical structure 14' from DER, 67' right of centerline, 5' AGL/50' MSL.
Tree 19' from DER, 314' right of centerline, 105' MSL.
Tree 37' from DER, 413' left of centerline, 72' MSL.
Trees beginning 104' from DER, 353' right of centerline, up to 130' MSL.
Tree 134' from DER, 315' left of centerline, 74' MSL.
Trees beginning 188' from DER, 303' left of centerline, up to 94' MSL.
Tree 417' from DER, 494' right of centerline, 149' MSL.
Trees beginning 418' from DER, 552' left of centerline, up to 96' MSL.
Trees beginning 420' from DER, 414' right of centerline, up to 108' AGL/154' MSL.
Tree 611' from DER, 653' left of centerline, 141' MSL.
Trees beginning 667' from DER, 19' left of centerline, up to 150' MSL.
Trees beginning 884' from DER, 8' right of centerline, up to 161' MSL.
Trees beginning 2360' from DER, 50' left of centerline, up to 102' AGL/151' MSL.
Trees beginning 2500' from DER, 6' left of centerline, up to 106' AGL/155' MSL.
Trees beginning 2634' from DER, 42' left of centerline, up to 161' MSL.
Trees beginning 2697' from DER, 15' left of centerline, up to 106' AGL/163' MSL.
Trees beginning 2972' from DER, 24' right of centerline, up to 113' AGL/165' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

DUBLIN, VA
NEW RIVER VALLEY (PSK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 12MAR09 (09071) (FAA)
TAKEOFF MINIMUMS:
Rwy 24, 200-1½ or std. w/min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE:
Rwy 24, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course.

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

EASTON, MD
EASTON/NEWNAM FLD (ESN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05MAR15 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 22, 300-2 or std. w/min. climb of 245' per NM to 500.

DEPARTURE PROCEDURE:
Rwy 22, climbing heading 308° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:
Poles beginning 720' from DER, 331' left of centerline, up to 36' AGL/92' MSL.
Trees beginning 861' from DER, 621' left of centerline, up to 89' AGL/148' MSL.
Poles and trees beginning 2017' from DER, 182' left of centerline, up to 69' AGL/118' MSL.
Rwy 31, trees beginning 1250' from DER, 785' right of centerline, up to 56' AGL/95' MSL.
Poles beginning 1.6 NM from DER, 2374' left of centerline, 276' AGL/290' MSL.
Rwy 22, vehicles on road and trees beginning 9' from DER, 405' right of centerline, up to 49' AGL/88' MSL.
Pole 887' from DER, 409' left of centerline, 34' AGL/58' MSL.
Trees 1497' from DER, 19' right of centerline, up to 48' AGL/87' MSL.
Trees beginning 1884' from DER, 209' right of centerline, up to 99' AGL/158' MSL.
Poles and trees beginning 2017' from DER, 182' left of centerline, up to 69' AGL/118' MSL.

ELKTON, MD
CLAREMONT (58M)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 08JAN15 (15008) (FAA)
TAKEOFF MINIMUMS:
Rwy 31, 600-2½ or std. w/min. climb of 360' per NM to 900.

DEPARTURE PROCEDURE:
Rwy 31, climbing heading 308° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:
Poles beginning 1322' from DER, 759' left of centerline, up to 90' AGL/129' MSL.
Tower 1.6 NM from DER, 2374' left of centerline, 276' AGL/290' MSL.
Rwy 33, trees beginning 9' from DER, 278' right of centerline, up to 21' AGL/91' MSL.
Trees beginning 1322' from DER, 759' right of centerline, up to 49' AGL/153' MSL.
Trees beginning 1.9 NM from DER, 574' left of centerline, 276' AGL/290' MSL.
Tree 2' from DER, 231' left of centerline, up to 84' AGL/184' MSL.
Rwy 31, trees beginning 2' from DER, 231' left of centerline, up to 84' AGL/184' MSL.
Trees beginning 1379' from DER, 59' right of centerline, up to 92' AGL/142' MSL.
Trees beginning 389' from DER, 14' left of centerline, up to 117' AGL/177' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' left of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
EMPIRIA, VA
EMPIRIA-GREENSVILLE RGNL (EMV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 03APR14 (14093) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees beginning 188' from DER, 433' left of centerline, up to 42' AGL/141' MSL.
Rwy 34, trees beginning 56' from DER, 489' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 2290' from DER, 250' right of centerline, up to 111' AGL/230' MSL.
Trees beginning 2131' from DER, 166' left of centerline, up to 50' AGL/189' MSL.
Trees beginning 1982' from DER, 83' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 571' from DER, 5' right of centerline, up to 23' AGL/152' MSL.
Trees beginning 565' from DER, 57' left of centerline, up to 14' AGL/143' MSL.
Trees beginning 3423' from DER, 250' right of centerline, up to 105' AGL/214' MSL.
Trees beginning 3344' from DER, 64' left of centerline, up to 105' AGL/214' MSL.
Trees beginning 1276' from DER, 459' left of centerline, up to 66' AGL/195' MSL.
Trees beginning 1889' from DER, 9' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 1604' from DER, 136' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 1982' from DER, 83' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 571' from DER, 5' right of centerline, up to 23' AGL/152' MSL.
Trees beginning 565' from DER, 57' left of centerline, up to 14' AGL/143' MSL.
Trees beginning 3423' from DER, 250' right of centerline, up to 105' AGL/214' MSL.
Trees beginning 3344' from DER, 64' left of centerline, up to 105' AGL/214' MSL.

FARMVILLE, VA
FARMVILLE RGNL (FVX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 15SEP16 (16259) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 35' from DER, 406' right of centerline, 436' MSL.
Trees beginning 56' from DER, 403' right of centerline, up to 437' MSL.
Trees beginning 518' from DER, 414' right of centerline, up to 467' MSL.
Trees beginning 623' from DER, 413' right of centerline, up to 468' MSL.
Trees beginning 647' from DER, 504' right of centerline, up to 476' MSL.
Trees beginning 661' from DER, 452' right of centerline, up to 480' MSL.
Trees beginning 725' from DER, 402' right of centerline, up to 495' MSL.
Trees beginning 757' from DER, 402' right of centerline, up to 498' MSL.
Trees beginning 837' from DER, 398' right of centerline, up to 502' MSL.
Trees beginning 994' from DER, 153' left of centerline, up to 513' MSL.

FOREST, VA
NEW LONDON (W90)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 300-1 or std. w/min. climb of 511' per NM to 1000.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 176° to 2200 before proceeding on course.
Rwy 36, climbing right turn heading 066° and on LYH R-005 outbound to 3500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning at DER, left and right of centerline, up to 100' AGL/919' MSL.
Rwy 36, trees beginning at DER, left and right of centerline, up to 100' AGL/979' MSL.
Vehicle on roadway, 19' from DER, 186' left of centerline, up to 15' AGL/894' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FORT MEADE (ODENTON), MD
TIPTON (FME)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 21FEB02 (02052) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, cross DER at or above 17' AGL/167' MSL.
Trees 1052' right of DER, 89' AGL/238' MSL.

FRANKLIN, VA
FRANKLIN RGNL (FKN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 05DEC19 (19339) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, tree 159' from DER, 306' right of centerline, 69' MSL.
Tree 233' from DER, 315' right of centerline, up to 96' MSL.
Tree and vehicle on road beginning 432' from DER, 191' right of centerline, up to 102' MSL.
Trees beginning 944' from DER, 621' left of centerline, up to 106' MSL.
Trees beginning 1191' from DER, 594' left of centerline, up to 109' MSL.
Trees beginning 1279' from DER, 79' left of centerline, up to 117' MSL.
Trees beginning 1877' from DER, 178' right of centerline, up to 118' MSL.
Tree 2341' from DER, 770' right of centerline, 128' MSL.
Trees beginning 2386' from DER, 931' right of centerline, up to 139' MSL.
Trees beginning 2523' from DER, 312' right of centerline, up to 144' MSL.
Trees beginning 3122' from DER, 901' right of centerline, up to 149' MSL.
Trees beginning 3203' from DER, 415' right of centerline, up to 151' MSL.
Trees beginning 3484' from DER, 107' right of centerline, up to 159' MSL.
Tree 3573' from DER, 20' left of centerline, 131' MSL.
Tree 4245' from DER, 157' left of centerline, 149' MSL.
Rwy 27, trees beginning abeam DER, 362' left of centerline, up to 119' MSL.
Trees beginning 211' from DER, 121' right of centerline, up to 55' MSL.
Pole and tree beginning 559' from DER, 470' left of centerline, up to 33' AGL/63' MSL.
Pole 596' from DER, 299' right of centerline, 43' AGL/68' MSL.
Trees beginning 606' from DER, 298' right of centerline, up to 71' MSL.
Tree 946' from DER, 550' right of centerline, 96' MSL.
Trees beginning 997' from DER, 583' right of centerline, up to 107' MSL.
Trees beginning 1017' from DER, 24' right of centerline, up to 109' MSL.

FREDERICK, MD
FREDERICK MUNI (FDK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 30JAN20 (20030) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-2 or std. w/min. climb of 260' per NM to 600.
Rwy 12, 500-2½ or std. w/min. climb of 410' per NM to 800.
Rwy 30, std. w/min. climb of 285' per NM to 900 or 1500-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 5, climbing left turn heading 340° and on FDK VOR R-010 to 2100 before proceeding on course.
Rwy 12, climbing heading 124° to 900 before proceeding westbound.
Rwy 23, climbing heading 229° to 1200 before turning right.
Rwy 30, climbing right turn heading 040° and on FDK R-010 to 2400 before proceeding on course.
VCOA:
Rwy 30, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Frederick Muni airport at or above 1700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, light and sign beginning 44' from DER, 123' left of centerline, up to 3' AGL/286' MSL.
Trees beginning 1467' from DER, 830' right of centerline, up to 90' AGL/389' MSL.
Trees beginning 2645' from DER, 610' left of centerline, up to 75' AGL/394' MSL.
Trees beginning 4525' from DER, 597' right of centerline, up to 75' AGL/434' MSL.
Elevator and trees beginning 4824' from DER, 341' right of centerline, up to 76' AGL/435' MSL.
Trees 1.2 NM from DER, 1562' right of centerline, up to 95' AGL/514' MSL.
Trees 1.4 NM from DER, 936' right of centerline, up to 89' AGL/508' MSL.
Rwy 12, wall and trees beginning 45' from DER, 283' left of centerline, up to 14' AGL/308' MSL.
Trees beginning 1312' from DER, 228' left of centerline, up to 82' AGL/391' MSL.
Trees beginning 1667' from DER, 75' right of centerline, up to 83' AGL/362' MSL.
Building and trees beginning 3292' from DER, 45' left of centerline, up to 113' AGL/552' MSL.
Tower, pole, grain silos, and trees beginning 3365' from DER, 41' from DER, up to 101' AGL/520' MSL.
Trees 2.1 NM from DER, 1377' left of centerline, up to 90' AGL/779' MSL.
Trees 2.3 NM from DER, 271' left of centerline, up to 107' AGL/636' MSL.
Rwy 23, vehicles on road and trees beginning 134' from DER, 376' right of centerline, up to 21' AGL/327' MSL.
Pole, buildings, and trees beginning 737' from DER, 286' right of centerline, up to 47' AGL/362' MSL.
Poles and trees beginning 1477' from DER, 41' left of centerline, up to 72' AGL/411' MSL.
Trees beginning 1701' from DER, 55' right of centerline, up to 78' AGL/397' MSL.
CON'T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

FREDERICK, MD (CON'T)
FREDERICK MUNI (FDK) (CON'T)

Rwy 30, poles and trees beginning 4' from DER, 320' right of centerline, up to 22' AGL/316' MSL.
Antenna on building and trees beginning 1255' from DER, 75' left of centerline, up to 56' AGL/335' MSL.
Trees 1096' from DER, 351' right of centerline, up to 77' AGL/336' MSL.

FREDERICKSBURG, VA

SHANNON (EZF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  10MAR11  (11069)  (FAA)

TAKEOFF MINIMUMS:

Rwys 15, 33, NA- Environmental.
Rwy 6, 300-2½ or std. w/min. climb of 270' per NM to 500.
Rwy 24, 400-3 or std. with a min. climb of 380' per NM to 600.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, hanger abeam DER, 208' left of centerline, 25' AGL/119' MSL.
Buildings abeam DER, 237' right of centerline, up to 25' AGL/114' MSL.
Vehicle on road 237' from DER, left and right of centerline, up to 15' AGL/104' MSL.
Light poles beginning 439' from DER, 162' left of centerline, 75' AGL/154' MSL.
Power lines beginning 315' from DER, 308' right of centerline, up to 75' AGL/154' MSL.
Trees beginning 613' from DER, left and right of centerline, up to 75' AGL/144' MSL.
Buildings 886' from DER, 169' left of centerline, 25' AGL/104' MSL.
Tower 4876' from DER, 1092' left of centerline, 210' AGL/250' MSL.
Rwy 24, trees beginning abeam DER, left and right of centerline, up to 100' AGL/369' MSL.
Train 10' from DER, left and right of centerline, up to 23' AGL/112' MSL.
Rising terrain beginning 5161' from DER, left and right of centerline, up to 269' MSL.
Power lines beginning 7248' from DER, left and right of centerline, up to 125' AGL/374' MSL.

FRIDELNY, MD

POTOMAC AIRFIELD (VKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT-A  07APR11  (11097)  (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, 50' AGL trees 300' left of DER, 75' AGL trees 320' right of DER.
Tower 1.9 NM from DER, on centerline 301' AGL/550' MSL.
Rwy 24, trees beginning abeam DER, left and right of centerline, up to 100' AGL/369' MSL.
Trails 10' from DER, left and right of centerline, up to 23' AGL/112' MSL.
Rising terrain beginning 5161' from DER, left and right of centerline, up to 269' MSL.
Power lines beginning 7248' from DER, left and right of centerline, up to 125' AGL/374' MSL.

FRONT ROYAL, VA

FRONT ROYAL-WARREN COUNTY (FRR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  29JUL10  (10210)  (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1½ or std. w/min. climb of 415' per NM to 1100.
Rwy 28, NA-obstacles.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL.
Power lines beginning 335' from DER, left and right of centerline, up to 79' AGL/828' MSL.
Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL.
Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

GAITHERSBURG, MD
MONTGOMERY COUNTY AIRPARK (GAI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05MAR15 (15064) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, building, pole, and trees beginning 217' from DER, 81' right of centerline, up to 52' AGL/601' MSL.
Building, poles, and trees beginning 244' from DER, 196' left of centerline, up to 51' AGL/610' MSL.
Trees 1323' from DER, 841' right of centerline, up to 117' AGL/656' MSL.
Trees beginning 1965' from DER, 628' left of centerline, up to 104' AGL/663' MSL.
Rwy 32, trees beginning 26' from DER, 181' left of centerline, up to 77' AGL/556' MSL.
Trees beginning 72' from DER, 202' right of centerline, up to 53' AGL/532' MSL.
Trees beginning 3350' from DER, 903' right of centerline, up to 93' AGL/592' MSL.

GALAX HILLSVILLE, VA
TWIN COUNTY (HLX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 31MAY12 (24137) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1 or std w/min climb of 310' per NM to 2900.
DEPARTURE PROCEDURE:
Rwy 19, climb heading 187° to 3300 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicles on roadway beginning 122' from DER, left and right of centerline, up to 15' AGL/2674' MSL.
Tree 195' from DER, 432' right of centerline, 49' AGL/2669' MSL.
Trees beginning 1215' from DER, left and right of centerline, up to 107' AGL/2699' MSL.
Trees beginning 2098' from DER, left and right of centerline, up to 105' AGL/2768' MSL.
Trees beginning 4071' from DER, 1192' left of centerline, up to 79' AGL/2799' MSL.
Rwy 19, trees beginning 135' from DER, 455' left of centerline, up to 108' AGL/2748' MSL.
Trees beginning 314' from DER, 434' right of centerline, up to 100' AGL/2760' MSL.
Tree 925' from DER, 254' left of centerline, 80' AGL/2720' MSL.
Trees beginning 1470' from DER, 248' right of centerline, up to 113' AGL/2753' MSL.

GEORGETOWN, DE
DELWARE COASTAL (GED)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 10NOV16 (16315) (FAA)
TAKEOFF MINIMUMS:
Rwy 22, 200-1¼ or std. w/min. climb of 201' per NM to 300, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 7' from DER, 459' left of centerline, up to 74' AGL/118' MSL.
Tree 5161' from DER, 710' left of centerline, 180' MSL.
Rwy 10, vehicle on road 94' from DER, 446' left of centerline, 15' AGL/59' MSL.
Tree 3732' from DER, 37' left of centerline, 100' AGL/149' MSL.
Rwy 22, tree 2035' from DER, 781' left of centerline, 172' MSL.
Tower 1 NM from DER, 465' left of centerline, 215' MSL.
Rwy 28, trees beginning 358' from DER, 567' left of centerline, up to 100' AGL/149' MSL.
Trees beginning 1299' from DER, 886' right of centerline, up to 100' AGL/149' MSL.
Trees beginning 1585' from DER, 647' right of centerline, up to 100' AGL/154' MSL.
Trees beginning 1892' from DER, crossing centerline, up to 100' AGL/154' MSL.
Tank 4498' from DER, 219' right of centerline, 180' MSL.

GORDONSVILLE, VA
GORDONSVILLE MUNI (GVE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15DEC11 (11349) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 500-2½ or std. w/min. climb of 317' per NM to 1100.
Rwy 23, 300-2½ or std. w/min. climb of 384' per NM to 700.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 048° to 1500 before proceeding on course.
Rwy 23, climb heading 213° to 2000 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 341' from DER, 529' right of centerline, up to 100' AGL/669' MSL.
Vehicles on roadway 738' from DER, 477' left of centerline, up to 17' AGL/476' MSL.
Trees beginning 789' from DER, 507' left of centerline, up to 100' AGL/939' MSL.
Railroad 1111' from DER, 255' right of centerline, up to 23' AGL/482' MSL.
Rwy 23, trees beginning 300' from DER, 199' right of centerline, up to 100' AGL/739' MSL.
Trees beginning 805' from DER, 423' left of centerline, up to 100' AGL/739' MSL.
Rising terrain beginning 2.9 NM from DER, 2.5 NM right of centerline, up to 2039' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HAGERSTOWN, MD
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6  17OCT13  (21336)  (FAA)
DEPARTURE PROCEDURE:
Rwy 9, climbing left turn to intercept HGR VOR R-084 to 2500 before proceeding on course.
Rwy 27, climb on heading 272° to 2300 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 2, pole 22' from DER, 434' right of centerline, 20' AGL/719' MSL.
Telephone pylon 98' from DER, 351' right of centerline, 90' AGL/729' MSL.
Pole 100' from DER, 352' right of centerline, 31' AGL/730' MSL.
Catenary 113' from DER, 515' right of centerline, 32' AGL/731' MSL.
Antenna 190' from DER, 392' right of centerline, 38' AGL/737' MSL.
Building 1115' from DER, 289' left of centerline, 10' AGL/749' MSL.
Road 1215' from DER, 8' right of centerline, 3' AGL/742' MSL.
Trees beginning 1295' from DER, left and right of centerline, up to 99' AGL/838' MSL.
Rwy 9, MALSR 6' from DER, 5' left of centerline, 48' AGL/687' MSL.
Tree 963' from DER, 754' left of centerline, 75' AGL/714' MSL.

HOT SPRINGS, VA
INGALLS FLD (HSP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  13JAN11  (21224)  (FAA)
DEPARTURE PROCEDURE:
Rwy 25, climb heading 247° to 4400 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 7, tree 52' from DER, 395' left of centerline, 64' AGL/3784' MSL.
Rwy 25, trees, building, and terrain beginning 172' from DER, 167' left of centerline, up to 60' AGL/3860' MSL. Obstacle light on pipe 376' from DER, 421' left of centerline, up to 28' AGL/3828' MSL.

INDIAN HEAD, MD
MARYLAND (2W5)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  24JUL14  (14205)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning at DER, 208' right of centerline up to 100' AGL/279' MSL.
Trees beginning 1103' from DER, 366' left of centerline up to 100' AGL/279' MSL.
Trees beginning 1564' from DER, left and right of centerline up to 100' AGL/279' MSL.
Building beginning 1255' from DER, 759' right of centerline, 25' AGL/194' MSL.
Rwy 20, trees beginning 404' from DER, 25' right of centerline up to 100' AGL/259' MSL.
Trees beginning at DER, 243' left of centerline up to 100' AGL/249' MSL.
Trees beginning 1069' from DER, 316' right of centerline up to 100' AGL/279' MSL.
Trees beginning 1388' from DER, 332' left of centerline up to 100' AGL/279' MSL.
Building 1401' from DER, 744' right of centerline, 25' AGL/194' MSL.
JOINT BASE ANDREWS (KADW)
CAMP SPRINGS, MD
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
10OCT19 (19283)
TAKEOFF OBSTACLE NOTES:
Rwy 1L, tree 3761' from DER, 1564' left of cntrln, 362' MSL.
Tree 3073' from DER, 907' right of cntrln, 352' MSL.
Tree 2960' from DER, 767' right of cntrln, 351' MSL.
Tree 2842' from DER, 1082' right of cntrln, 344' MSL.
Tree 2373' from DER, 742' left of cntrln, 335' MSL.
Rwy 1R, crane 5460' from DER, 892' right of cntrln, 381' MSL.
Stadium light 3036' from DER, 1020' right of cntrln, 361' MSL.
Tree 2879' from DER, 362' left of cntrln, 349' MSL.

NE-3, 11 JUL 2024 to 05 SEP 2024

JONESVILLE, VA
LEE COUNTY (0VG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 23NOV06 (06327) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions.
Rwy 25, std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 7, 25, for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, terrain 116' from DER, 72' right of centerline, 1439' MSL.
Terrain 691' from DER, 53' right of centerline, 1459' MSL.
Terrain 267' from DER, 190' left of centerline, 1439' MSL.
Terrain 264' from DER, 68' left of centerline, 1459' MSL.
Rwy 20, trees beginning 264' from DER, 1054' left of centerline, 331' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

LANGLEY AFB (KLFI)
HAMPTON, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 22AUG13 (13234)
Rwy 8, 600-3'
*Or standard with minimum climb of 256 ft/NM to 800.

TAKEOFF OBSTACLE NOTES:
Rwy 8, Boat 2257' from DER, 777' left of centerline, 60' AGL/60' MSL.
Boat 2497' from DER, 57' left of centerline, 60' AGL/60' MSL.
Vehicle on road 1048' from DER, 703' right of centerline, 15' AGL/23' MSL.
Boat 1807' from DER, 552' right of centerline, 60' AGL/60' MSL.

Rwy 26, Terrain 0' from DER, 369' left of centerline, 11' MSL.
Tree 4052' from DER, 688' left of centerline, 100' AGL/116' MSL.
Tree 4842' from DER, 690' left of centerline, 100' AGL/116' MSL.
Tree 4039' from DER, 82' left of centerline, 100' AGL/113' MSL.

LAUREL, DE
LAUREL (N06)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 05APR12 (12096) (FAA)
TAKEOFF MINIMUMS:
Rwy 15, 600-2¾ or std. w/min. climb of 286' per NM to 800.

DEPARTURE PROCEDURE:
Rwy 15, climb heading 148° to 1200 before proceeding on course.
Rwy 33, climb heading 328° to 1200 before preceding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 15, tower 2.4 NM from DER, 253' left of centerline, 500' AGL/542' MSL.

LAWRENCEVILLE, VA
BRUNSWICK COUNTY (LVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 30JAN20 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees 1654' from DER, 772' left of centerline, 88' AGL/407' MSL.
Trees 200' from DER, on centerline, 22' AGL/321' MSL.
Rwy 36, trees 1487' from DER, 20' left of centerline, 88' AGL/420' MSL.
Trees 113' from DER, 372' right of centerline, 88' AGL/420' MSL.

LEESBURG, VA
LEESBURG EXEC (JYO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23SEP10 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 35, climb heading 351° to 1200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL.
Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL.
Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL.
Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL.
Rwy 35, terrain 96' from DER, 453' left of centerline, 381' MSL.
Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL.
Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST MARY'S COUNTY RGNL (2W6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18JAN07 (07018) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, multiple trees beginning 88' from DER, 339' left of centerline, up to 80' AGL/205' MSL.
Multiple trees beginning 61' from DER, 193' right of centerline up to 80' AGL/205' MSL.
Rwy 29, multiple trees beginning 906' from DER, 227' left of centerline up to 79' AGL/221' MSL.
Multiple trees beginning 596' from DER, 277' right of centerline up to 71' AGL/213' MSL.
Multiple towers on buildings beginning 53' from DER, 400' right of centerline up to 26' AGL/168' MSL.
Equipment on buildings building 223' from DER, 449' right of centerline, 15' AGL/169' MSL.
Tower 402' from DER, 399' right of centerline, 33' AGL/175' MSL.
Fence 496' from DER, 241' right of centerline, 22' AGL/164' MSL.
LOUISA, VA
LOUISA COUNTY/FREEMAN FLD (LKU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  29JUL10  (21280)  (FAA)
TAKEOFF OBSTACLE NOTES:
   Rwy 9, trees beginning abeam DER, 316’ right of centerline, up to 100’ AGL/589’ MSL.
   Trees beginning 765’ from DER, 644’ left of centerline, up to 95’ AGL/545’ MSL.
   Trees beginning 889’ from DER, 150’ right of centerline, up to 59’ AGL/519’ MSL.
   Rwy 27, trees beginning abeam DER, 350’ right of centerline, up to 100’ AGL/569’ MSL.
   Trees beginning 212’ from DER, 133’ right of centerline, up to 100’ AGL/569’ MSL.
   Trees beginning 70’ from DER, 513’ left of centerline, up to 100’ AGL/569’ MSL.
   Building 148’ from DER, 440’ left of centerline, 14’ AGL/484’ MSL.
   Trees beginning 587’ from DER, left and right of centerline, up to 100’ AGL/549’ MSL.

LURAY, VA
LURAY CAVERNS (LUA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  26MAR20  (20086)  (FAA)
TAKEOFF MINIMUMS:
   Rwy 4, std. w/min. climb of 400’ per NM to 3900 or 3200-3 for VCOA.
   Rwy 22, std. w/min. climb of 400’ per NM to 4000 or 3200-3 for VCOA.
DEPARTURE PROCEDURE:
   Rwy 4, climb heading 044° to intercept bearing 044° from LUA NDB to 4000 before proceeding on course.
   Rwy 22, climbing left turn heading 200° to intercept LDN VORTAC R-230 to 5000 before proceeding on course.
VCOA:
   All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Luray Caverns airport at or above 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
   Rwy 4, trees, traverse ways, pole, antennas, and building beginning 113’ from DER, 138’ right of centerline, up to 44’ AGL/938’ MSL.
   Tree 1080’ from DER, 584’ right of centerline, 941’ MSL.
   Trees and poles beginning 1282’ from DER, 103’ right of centerline, up to 959’ MSL.
   Trees beginning 1596’ from DER, 220’ right of centerline, up to 964’ MSL.
   Trees beginning 1693’ from DER, 178’ right of centerline, up to 967’ MSL.
   Trees beginning 1807’ from DER, 22’ right of centerline, up to 968’ MSL.
   Trees beginning 2247’ from DER, 254’ right of centerline, up to 972’ MSL.
   Tree 2306’ from DER, 88’ right of centerline, 983’ MSL.
   Tree 2331’ from DER, 187’ right of centerline, 985’ MSL.
   Trees beginning 2360’ from DER, 5’ left of centerline, up to 976’ MSL.
   Trees beginning 2422’ from DER, 14’ right of centerline, up to 987’ MSL.
   Trees beginning 2459’ from DER, 33’ right of centerline, up to 93’ AGL/995’ MSL.
   Tree 68’ from DER, 304’ left of centerline, 905’ MSL.
   Tree 135’ from DER, 186’ left of centerline, 910’ MSL.
   Trees beginning 261’ from DER, 26’ left of centerline, up to 65’ AGL/955’ MSL.
   Trees beginning 333’ from DER, 184’ right of centerline, up to 936’ MSL.

LYNCHBURG, VA
FALWELL (W24)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  05JUL07  (07186)  (FAA)
TAKEOFF MINIMUMS:
   Rwy 10, 1100-2½ for climb in visual conditions.
   Rwy 28, NA-obstacle.
DEPARTURE PROCEDURE:
   Rwy 10, for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
   Rwy 10, multiple trees 9’ from DER, 87’ right of centerline, up to 100’ AGL/899’ MSL.
   Multiple power lines 2896’ from DER, 1192’ right of centerline, up to 149’ AGL/968’ MSL.
LYNCHBURG, VA (CON’T)

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 13MAR08 (22083) (FAA)
TAKEOFF MINIMUMS:
Rwy 17, 300-2\(\frac{1}{4}\) or std. w/min. climb of 232’ per NM to 1500.
Rwy 35, std. w/min. climb of 350’ per NM to 3000, or 1700-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, climb heading 036° to 2200 before proceeding on course.
Rwy 17, climb heading 169° to 1800 before turning right.
Rwy 22, climb heading 216° to 1800 before turning right.
Rwy 35, climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Fld at or above 2500’ MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 2029’ from DER, 62’ right of centerline up to 81’ AGL/999’ MSL.
Trees beginning 1422’ from DER, 3’ left of centerline up to 76’ AGL/982’ MSL.
Obstruction lights on fence beginning 2’ from DER, 500’ right of centerline up to 30’ AGL/948’ MSL.
Antenna on building 395’ from DER, 277’ right of centerline 15’ AGL/954’ MSL.
Light 606’ from DER, 599’ right of centerline, 18’ AGL/982’ MSL.
Building 400’ from DER, 345’ right of centerline, 12’ AGL/951’ MSL.
Rwy 17, trees beginning 284’ from DER, 77’ left of centerline up to 277’ AGL/1195’ MSL.
Trees beginning 288’ from DER, 178’ right of centerline up to 57’ AGL/969’ MSL.
Obstruction light on pole 9326’ from DER, 333’ left of centerline, 270’ AGL/1188MSL.
Light 606’ from DER, 599’ right of centerline, 18’ AGL/982’ MSL.
Trees beginning 284’ from DER, 77’ left of centerline up to 277’ AGL/1195’ MSL.
Trees beginning 2616’ from DER, 206’ left of centerline up to 41’ AGL/979’ MSL.
Poles beginning 2872’ from DER, 603’ right of centerline up to 44’ AGL/982’ MSL.
Rwy 22, trees beginning 2655’ from DER, 140’ right of centerline up to 96’ AGL/1014’ MSL.
Trees beginning 722’ from DER, 71’ left of centerline up to 119’ AGL/1037’ MSL.
Pole 36’ from DER 98’ left of centerline, 25’ AGL/943’ MSL.

MARION/WYTHEVILLE, VA
MOUNTAIN EMPIRE (MKJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 26JUL12 (12208)
TAKEOFF MINIMUMS:
Rwy 8, 300-1\(\frac{3}{4}\).
Rwy 26, std. w/min. climb of 265’ per NM to 3400 or 4600-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 079° to 4100 before proceeding on course.
Rwy 26, climb heading 259° to 4400 before proceeding on course or for climb in visual conditions: cross Mountain Empire airport at or above 4600’ MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 58’ from DER, left and right of centerline, up to 100’ AGL/2819’ MSL.
Vehicles beginning 225’ from DER, left and right of centerline, up to 17’ AGL/2540’ MSL.
Poles beginning 703’ from DER, left and right of centerline, up to 123’ AGL/2537’ MSL.
Rwy 26, trees and vehicles beginning 250’ from DER, left and right of centerline, up to 100’ AGL/3039’ MSL.

MARTINSVILLE, VA
BLUE RIDGE (MTV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 31DEC20 (20366) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, std. w/min. climb of 249’ per NM to 2100 or 1900-3 for climb in visual conditions.
Rwy 31, std. w/min. climb of 321’ per NM to 4300 or 1900-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 13, climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.
Rwy 31, for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 316’ from DER, 320’ left of centerline, up to 47’ AGL/956’ MSL.
Trees beginning 38’ from DER, 380’ right of centerline, 82’ AGL/941’ MSL.
Rwy 31, trees beginning 82’ from DER, 9’ right of centerline, up to 100’ AGL/1058’ MSL.
Vehicle on road 638’ from DER, 418’ right of centerline, 15’ AGL/974’ MSL.
Obstruction light on DME 1031’ from DER, 304’ right of centerline, 18’ AGL/977’ MSL.
Fence 947’ from DER, 400’ right of centerline, 12’ AGL/971’ MSL.
Trees beginning 102’ from DER, 94’ left of centerline, up to 77’ AGL/1047’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

MELFA, VA

ACCOMACK COUNTY (MFV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  25OCT07  (07298)  (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, multiple trees beginning 41’ from DER, 221’ right of centerline, up to 84’ AGL/128’ MSL.
Truck on road 204’ from DER, 231’ left of centerline, 15’ AGL/61’ MSL.
Multiple trees beginning 249’ from DER, 14’ left of centerline, up to 106’ AGL/155’ MSL.
Truck on road 494’ from DER, 228’ left of centerline, 15’ AGL/62’ MSL.
Rod on obstruction light tower 862’ from DER, 402’ left of centerline, 55’ AGL/99’ MSL.

Rwy 21, multiple trees beginning 27’ from DER, 395’ right of centerline, up to 91’ AGL/135’ MSL.
Multiple trees 504’ from DER, 403’ left of centerline, up to 110’ AGL/144’ MSL.

MIDDLETOWN, DE

SUMMIT (EVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B  20JUN19  (19171)  (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA-Environmental.
Rwy 35, 300-1½ or std. w/min. climb of 300’ per NM to 400.

TAKEOFF OBSTACLE NOTES:

Rwy 17, trees beginning 14’ from DER, 474’ right of centerline, up to 45’ AGL/111’ MSL.
Tree 1277’ from DER, 395’ right of centerline, 60’ AGL/126’ MSL.
Tree 1349’ from DER, 661’ right of centerline, 91’ AGL/156’ MSL.
Pole and catenary beginning 1379’ from DER, 378’ left of centerline, up to 34’ AGL/101’ MSL.
Tree 1627’ from DER, 906’ right of centerline, 97’ AGL/160’ MSL.
Trees beginning 1639’ from DER, 384’ right of centerline, up to 97’ AGL/161’ MSL.
Rwy 35, tree 39’ from DER, 475’ left of centerline, 50’ AGL/115’ MSL.
Traverse way 350’ from DER, 404’ right of centerline, 81’ MSL.
Pole 357’ from DER, 487’ right of centerline, 43’ AGL/104’ MSL.
Trees beginning 381’ from DER, 359’ left of centerline, up to 53’ AGL/119’ MSL.
Poles and tree beginning 689’ from DER, 28’ right of centerline, up to 43’ AGL/106’ MSL.
Trees beginning 1380’ from DER, 43’ right of centerline, up to 67’ AGL/127’ MSL.
Trees and elevator beginning 1782’ from DER, 194’ right of centerline, up to 77’ AGL/128’ MSL.
Trees beginning 1970’ from DER, 368’ left of centerline, up to 61’ AGL/127’ MSL.
Tree 3473’ from DER, 167’ left of centerline, 88’ AGL/157’ MSL.
Transmission line 5084’ from DER, 575’ right of centerline, 178’ AGL/243’ MSL.
Tower 5086’ from DER, 1066’ right of centerline, 202’ AGL/255’ MSL.
Tower 5591’ from DER, 1094’ right of centerline, 169’ AGL/257’ MSL.
Transmission line 5734’ from DER, 564’ right of centerline, 170’ AGL/245’ MSL.

MONETA, VA

SMITH MOUNTAIN LAKE (W91)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  18SEP14  (14261)  (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 400-2½ or std. w/min. climb of 565’ per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 054° to 2600 before proceeding on course.
Rwy 23, climb heading 234° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning abeam DER, 144’ right of centerline, up to 100’ AGL/1019’ MSL.
Vehicles on road beginning 3’ from DER, left and right of centerline, up to 15’ AGL/1034’ MSL.
Aircraft on taxiway, 132’ left of centerline, up to 20’ AGL/939’ MSL.
Trees beginning 303’ from DER, 211’ left of centerline, up to 100’ AGL/1039’ MSL.
Trees beginning 3234’ from DER, 44’ right of centerline, up to 100’ AGL/1119’ MSL.
Trees beginning 2954’ from DER, 83’ left of centerline, up to 100’ AGL/1099’ MSL.
Rwy 23, trees beginning 13’ from DER, 149’ left of centerline, up to 100’ AGL/979’ MSL.
Vehicles on road beginning 19’ from DER, left and right of centerline, up to 15’ AGL/894’ MSL.
Trees beginning 622’ from DER, 316’ right of centerline, up to 100’ AGL/979’ MSL.
NEWPORT NEWS, VA
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26MAY16 (16147) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, REIL 15' from DER, 43' MSL.
Trees and airport sign beginning 21' from DER, 259' left of centerline, up to 50' MSL.
Trees beginning 45' from DER, 386' right of centerline, up to 51' MSL.
Trees beginning 212' from DER, 375' right of centerline, up to 53' MSL.
Tree 366' from DER, 597' right of centerline, 55' MSL.
Tree 439' from DER, 487' right of centerline, 56' MSL.
Tree 689' from DER, 652' right of centerline, 60' MSL.
Pole 840' from DER, 625' left of centerline, 78' MSL.
Poles beginning 840' from DER, 522' left of centerline, up to 37' AGL/80' MSL.
Trees beginning 898' from DER, 723' right of centerline, up to 124' MSL.
Tree and pole beginning 935' from DER, 427' left of centerline, up to 13' MSL.
Trees beginning 1067' from DER, 253' right of centerline, up to 135' MSL.
Tree and pole beginning 1183' from DER, 488' right of centerline, up to 140' MSL.
Trees beginning 1399' from DER, 428' left of centerline, up to 150' MSL.
Trees beginning 1629' from DER, 413' right of centerline, up to 151' MSL.
Tree and I-tower beginning 1704' from DER, 47' left of centerline, up to 156' MSL.
T-towers and trees beginning 3347' from DER, 5' left of centerline, up to 163' MSL.

NEW MARKET, VA
NEW MARKET (8W2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAY12 (12152) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, airport sign 41' from DER, 39' right of centerline, 39' MSL.
Bush 96' from DER, 290' left of centerline, 52' MSL.
Trees beginning 1038' from DER, 489' left of centerline, up to 90' MSL.
Trees beginning 2779' from DER, 1002' right of centerline, up to 111' MSL.
Rwy 25, tree 357' from DER, 563' right of centerline, 48' MSL.
Tree 539' from DER, 594' right of centerline, 59' MSL.
Trees beginning 623' from DER, 550' right of centerline, up to 71' MSL.
Tree 719' from DER, 580' right of centerline, 79' MSL.
Trees beginning 776' from DER, 581' right of centerline, up to 86' MSL.
Trees beginning 853' from DER, 600' right of centerline, up to 91' MSL.
Trees beginning 1021' from DER, 587' right of centerline, up to 97' MSL.
Tree 1046' from DER, 672' right of centerline, 112' MSL.
Tree 1121' from DER, 726' right of centerline, 115' MSL.
Tree 1121' from DER, 745' right of centerline, 119' MSL.
Trees beginning 1125' from DER, 335' right of centerline, up to 123' MSL.
Tree 3437' from DER, 1126' right of centerline, 139' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
NEW MARKET, VA
NEW MARKET (8W2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAY12 (12152) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 6, train beginning 2' from DER, 396' left of centerline, up to 23' AGL/1000' MSL.
Vehicles on road beginning 57' from DER, left and right of centerline, up to 15' AGL/994' MSL.
Trees beginning 754' from DER, 522' left of centerline, up to 100' AGL/1279' MSL.
Rwy 24, train beginning 11' from DER, 404' right of centerline, up to 23' AGL/1002' MSL.
Trees beginning 564' from DER, 257' right of centerline, up to 100' AGL/1319' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NORFOLK, VA
CHESAPEAKE RGNL (CPK)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 09FEB12 (12040) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 143’ from DER, left and right of centerline, up to 100’ AGL/108’ MSL.
Rwy 23, trees beginning 153’ from DER, left and right of centerline, up to 105’ AGL/122’ MSL.

HAMPTON ROADS EXEC (PVG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18SEP14 (21224) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, std. w/min. climb of 210’ per NM to 600, or alternatively with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER or 1700-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 2, climb heading 019° to 1600 before turning west.
Rwy 10, climb heading 102° to 1000 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Exec airport at or above 1800 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 20, climb heading 199° to 900 before turning North.
Rwy 28, climb heading 282° to 1500 before turning North.
TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicles on roadway beginning 213’ from DER, left and right of centerline, up to 15’ AGL/39’ MSL.
Trees beginning 663’ from DER, left and right of centerline, up to 100’ AGL/124’ MSL.
Rwy 10, aircraft on taxiway beginning 9’ from DER, 390’ right of centerline, up to 26’ AGL/49’ MSL.
Bushes beginning 30’ from DER, 156’ right of centerline, up to 5’ AGL/28’ MSL.
Bushes beginning 396’ from DER, 486’ left of centerline, up to 12’ AGL/33’ MSL.
Trees beginning 2086’ from DER, 19’ left of centerline, up to 103’ AGL/124’ MSL.
Trees beginning 2103’ from DER, 13’ right of centerline, up to 113’ AGL/134’ MSL.
Rwy 20, aircraft on taxiway and buildings beginning 11’ from DER, 144’ right of centerline, up to 40’ AGL/50’ MSL.
Vehicles on roadway beginning 87’ from DER, 14’ left of centerline, up to 23’ AGL/47’ MSL.
Trains on railroad tracks and trees beginning 333’ from DER, 571’ left of centerline, up to 100’ AGL/124’ MSL.
Trains on railroad tracks and trees beginning 796’ from DER, 90’ right of centerline, up to 100’ AGL/124’ MSL.
Rwy 28, trees beginning 2267’ from DER, 1071’ left of centerline, up to 100’ AGL/121’ MSL.
Trees beginning 3793’ from DER, 408’ left of centerline, up to 113’ AGL/134’ MSL.

NORFOLK INTL (ORF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29MAY14 (14149) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 1521’ from DER, 628’ right of centerline, up to 85’ AGL/95’ MSL.
Towers beginning 2974’ from DER, 773’ right of centerline, up to 127’ AGL/131’ MSL.
Mobile crane 4334’ from DER, 1106’ right of centerline, 162’ AGL/163’ MSL.
Sign 82’ from DER, 301’ left of centerline, 11’ AGL/19’ MSL.
Pole 2696’ from DER, 1063’ left of centerline, 87’ AGL/91’ MSL.
Multiple towers beginning 2938’ from DER, 927’ left of centerline, up to 145’ AGL/146’ MSL.
Rwy 14, vehicle on road 2’ from DER, 450’ right of centerline, up to 10’ AGL/36’ MSL.
Multiple trees beginning 1193’ from DER, 117’ right of centerline, up to 82’ AGL/97’ MSL.
Multiple trees beginning 1755’ from DER, 413’ right of centerline, up to 85’ AGL/100’ MSL.
Numerous trees beginning 2109’ from DER, 150’ right of centerline, up to 121’ AGL/136’ MSL.
Trees beginning 333’ from DER, 308’ right of centerline, 101’ AGL/121’ MSL.
Poles beginning 1307’ from DER, 255’ right of centerline, up to 43’ AGL/62’ MSL.
Numerous trees beginning 1230’ from DER, 40’ left of centerline, up to 84’ AGL/104’ MSL.
Pole 1567’ from DER, 95’ left of centerline, 42’ AGL/62’ MSL.
Multiple trees beginning 2347’ from DER, 57’ left of centerline, up to 83’ AGL/103’ MSL.
Multiple trees beginning 3086’ from DER, 235’ left of centerline, up to 101’ AGL/121’ MSL.
Rwy 23, trees beginning 324’ from DER, 484’ right of centerline, up to 28’ AGL/43’ MSL.
Trees beginning 1989’ from DER, 26’ right of centerline, up to 61’ AGL/76’ MSL.
Pole 1012’ from DER, 650’ right of centerline, 62’ AGL/73’ MSL.
Pole 2166’ from DER, 840’ right of centerline, 41’ AGL/74’ MSL.
Vehicle on road 128’ from DER, 508’ left of centerline, 10’ AGL/31’ MSL.
Multiple towers beginning 619’ from DER, 560’ left of centerline, up to 66’ AGL/76’ MSL.
Pole 1434’ from DER, 739’ left of centerline, 57’ AGL/71’ MSL.
Multiple trees beginning 1801’ from DER, 46’ left of centerline, up to 65’ AGL/85’ MSL.
Trees beginning 2797’ from DER, 448’ left of centerline, up to 103’ AGL/113’ MSL.
Rwy 32, multiple trees beginning 17’ from DER, 459’ right of centerline, up to 92’ AGL/112’ MSL.
Vehicles on road beginning 307’ from DER, 231’ right of centerline, up to 15’ AGL/29’ MSL.
Tree 317’ from DER, 183’ right of centerline, 24’ AGL/31’ MSL.
Trees 775’ from DER, 54’ right of centerline, up to 61’ AGL/71’ MSL.
Multiple trees beginning 1085’ from DER, 698’ right of centerline, up to 88’ AGL/98’ MSL.
Multiple trees beginning 1696’ from DER, 1’ right of centerline, up to 85’ AGL/95’ MSL.
Numerous trees beginning 2128’ from DER, 1’ left of centerline, up to 103’ AGL/113’ MSL.
Multiple trees beginning 3955’ from DER, 936’ right of centerline, up to 124’ AGL/134’ MSL.
Vehicles on road beginning 265’ from DER, on centerline, up to 15’ AGL/26’ MSL.
Tree 9’ from DER, 414’ left of centerline, 25’ AGL/35’ MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

NORFOLK, VA (CON’T)

NORFOLK INTL (ORF) (CON’T)

- Rwy 32 (CON’T), tree 166’ from DER, 264’ left of centerline, 17’ AGL/27’ MSL.
- Towers beginning 201’ from DER, 86’ left of centerline, 12’ AGL/27’ MSL.
- Vehicle on road 217’ from DER, 81’ left of centerline, 10’ AGL/27’ MSL.
- Trees beginning 677’ from DER, 568’ left of centerline, up to 60’ AGL/70’ MSL.
- Trees beginning 764’ from DER, 109’ left of centerline, up to 40’ AGL/47’ MSL.
- Poles beginning 846’ from DER, 223’ left of centerline, up to 41’ AGL/51’ MSL.
- Multiple trees beginning 1110’ from DER, 181’ left of centerline, up to 49’ AGL/59’ MSL.
- Tree 1359’ from DER, 117’ left of centerline, 93’ AGL/103’ MSL.
- Trees beginning 3528’ from DER, 186’ left of centerline, up to 106’ AGL/113’ MSL.

NORFOLK INTL (ORF) (CON’T)

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

TAKEOFF MINIMUMS:
- Rwy 10, ATC restriction to de-conflict with ORF traffic, std w/min CG 400'/NM to 500’ MSL, if unable advise ATC then 300-1.
- Rwy 28, 500-2¼, or std w/min climb of 240'/NM to 700.

TAKEOFF OBSTACLE NOTES:
- Rwy 10, trees with a maximum height of 120’ within 2500’ of DER.
- Rwy 28, cranes 1.3 NM from DER, 1600’ left to 2000’ right of centerline, 215’ MSL.
- Cranes 1.3 NM from DER, 2000’ to 4000’ right of centerline, 245’ MSL.
- Twr 2323’ from DER, 745’ left of centerline, 70’ AGL/72’ MSL.

NORFOLK NS (CHAMBERS FLD) (KNGU)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  26JAN23  (24193)  (USN)

TAKEOFF MINIMUMS:
- H01, std w/min climb of 500'/NM to 500.

DEPARTURE PROCEDURE:
- Diverse departures NA.

OAKLAND, MD

GARRETT COUNTY (2G4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  10APR08  (08101)  (FAA)

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

OCEAN CITY, MD

OCEAN CITY MUNI (OXB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4  30NOV23  (23334)  (FAA)

TAKEOFF MINIMUMS:
- Rwy 2, 300-1 or std w/min climb of 275’/NM to 300.
- Rwy 32, 400-2 or std w/min climb of 275’/NM to 500.

TAKEOFF OBSTACLE NOTES:
- Rwy 2, light poles 9’ from DER, 16’ right of centerline, 2’ AGL/13’ MSL.
- Light poles 9’ from DER, 16’ left of centerline, 2’ AGL/13’ MSL.
- Tree 1008’ from DER, 554’ right of centerline, 66’ MSL.
- Trees beginning 1029’ from DER, 518’ left of centerline, up to 104’ MSL.
- Trees, pole beginning 1096’ from DER, 442’ right of centerline, up to 77’ MSL.
- Trees, pole beginning 1163’ from DER, 17’ left of centerline, up to 107’ MSL.
- Trees beginning 1373’ from DER, 173’ right of centerline, up to 92’ MSL.
- Tree 1633’ from DER, 389’ right of centerline, 93’ MSL.
- Trees beginning 1649’ from DER, 25’ right of centerline, up to 99’ MSL.
- Trees beginning 2907’ from DER, 39’ right of centerline, up to 109’ MSL.
- Trees beginning 3238’ from DER, 56’ right of centerline, up to 114’ MSL.
- Tank 4707’ from DER, 1598’ right of centerline, 160’ AGL/169’ MSL.
- Water tower, tower beginning 4707’ from DER, 1598’ right of centerline, up to 162’ AGL/170’ MSL.

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

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

OCEAN CITY, MD (CON’T)

OCEAN CITY MUNI (OXB) (CON’T)

Rwy 20, trees beginning at DER, 216’ right of centerline, up to 52’ MSL.
Tree 179’ from DER, 476’ left of centerline, 33’ MSL.
Tree 187’ from DER, 518’ left of centerline, up to 43’ MSL.
Trees beginning 332’ from DER, 457’ left of centerline, up to 48’ MSL.
Trees beginning 596’ from DER, 298’ left of centerline, up to 56’ MSL.
Trees beginning 604’ from DER, 224’ right of centerline, up to 56’ MSL.
Trees beginning 1267’ from DER, 620’ right of centerline, up to 76’ MSL.
Trees beginning 1420’ from DER, 3’ right of centerline, up to 80’ MSL.
Tree 1722’ from DER, 250’ left of centerline, 63’ MSL.

Rwy 32, tree 353’ from DER, 550’ left of centerline, 52’ MSL.
Tree, pole beginning 557’ from DER, 544’ left of centerline, up to 58’ MSL.
Poles beginning 725’ from DER, 492’ left of centerline, up to 50’ AGL/61’ MSL.
Tree 1214’ from DER, 73’ right of centerline, 72’ MSL.
Trees beginning 1236’ from DER, 139’ left of centerline, up to 78’ MSL.
Tree 1252’ from DER, 257’ right of centerline, 83’ MSL.
Trees beginning 1339’ from DER, 66’ right of centerline, up to 100’ MSL.
Trees beginning 1355’ from DER, 551’ left of centerline, up to 80’ MSL.
Tree, pole beginning 1384’ from DER, 65’ left of centerline, up to 82’ MSL.
Trees beginning 1432’ from DER, 180’ left of centerline, up to 86’ MSL.
Trees beginning 1477’ from DER, 53’ right of centerline, up to 107’ MSL.
Tree 1563’ from DER, 374’ left of centerline, 89’ MSL.
Trees beginning 1564’ from DER, 5’ left of centerline, up to 92’ MSL.
Trees beginning 1682’ from DER, 63’ left of centerline, up to 105’ MSL.
Antenna, tower beginning 1.6 NM from DER, 928’ right of centerline, up to 352’ AGL/358’ MSL.

OCEANA NAS (APOLLO SOURCEK FLD) (KNTU)

VIRGINIA BEACH, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27JAN22 (22083) (USN)

TAKEOFF OBSTACLE NOTES:

Rwy 5L, trees 3707’ from DER, 98’ right of centerline, 91’ AGL/114’ MSL.
Rwy 5R, trees 3706’ from DER, 602’ left of centerline, 91’ AGL/114’ MSL.
Trees 966’ from DER, 598’ right of centerline, 0’ AGL/47’ MSL.
Rwy 14R, trees 286’ from DER, 527’ right of centerline, 45’ MSL.
Rwy 32L, terrain 0’ from DER, 500’ left of centerline, 20’ MSL.
Trees 2792’ from DER, 6’ left of centerline, 89’ AGL/104’ MSL.

Rwy 32R, terrain 0’ from DER, 484’ right of centerline, 20’ MSL.
Trees 2791’ from DER, 709’ left of centerline, 89’ AGL/104’ MSL.

ORANGE, VA

ORANGE COUNTY (OMH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA).

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

PATUXENT RIVER, MD

TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES

02DEC21 (21336) (USN)

TAKEOFF OBSTACLE NOTES:

Rwy 2, tower 2280’ from DER, 57’ right of centerline, 71’ AGL/92’ MSL.
Twr 2315’ from DER, 9’ left of centerline, 62’ AGL/83’ MSL.
Twr 2333’ from DER, 226’ right of centerline, 72’ AGL/92’ MSL.
Twr 2370’ from DER, 26’ right of centerline, 72’ AGL/99’ MSL.
Twr 2399’ from DER, 261’ right of centerline, 64’ AGL/83’ MSL.
Twr 2433’ from DER, 195’ right of centerline, 72’ AGL/92’ MSL.
Rwy 6, pylon 1977’ from DER, 979’ left of centerline, 63’ AGL/83’ MSL.
Rwy 14, tree 271’ from DER, 572’left of centerline, 79’ AGL/87’ MSL.
Rwy 20, pylon 3860’ from DER, 1431’ left of centerline, 52’ AGL/103’ MSL.
Pylon 4420’ from DER, 772’ left of centerline, 52’ AGL/114’ MSL.
Rwy 24, terrain 1.0 NM from DER, 1839’ left of centerline, 212’ MSL.
Twr, 3’ from DER, 259’ right of centerline, 2’ AGL/47’ MSL.

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PETERSBURG, VA
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 25APR19 (22363) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, fence 160' from DER, 472' right of centerline, 13' AGL/196' MSL.
Tree 910' from DER, 705' left of centerline, 244' MSL.
Tree 1855' from DER, 551' left of centerline, 252' MSL.
Tree 2342' from DER, 600' left of centerline, 254' MSL.

Rwy 23, fence 10' from DER, 475' left of centerline, 10' AGL/199' MSL.
Tree 819' from DER, 658' left of centerline, 253' MSL.
Tree 1040' from DER, 643' left of centerline, 265' MSL.
Tree 1452' from DER, 802' left of centerline, 276' MSL.

Tress beginning 2814' from DER, 534' right of centerline, up to 276' MSL.
Trees beginning 3145' from DER, 69' right of centerline, up to 289' MSL.
Tree 3151' from DER, 527' left of centerline, 281' MSL.

PHILLIPS AAF (KAPG)
ABERDEEN PROVING GROUND, MD
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 15JUN23 (23166) (USA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL.

Rwy 22, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL.

QUANTICO MCAF (TURNER FLD) (KNYG)
QUANTICO, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 03NOV22 (22307) (USN)
DEPARTURE PROCEDURE:
Rwy 2, diverse departures authorized only from 026° CW to 205° std. w/min. civil climb of 302' per NM to 600, min. military climb of 277' per NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 2, terrain 5117' from DER, 1871' left of centerline, 151' MSL.
Terrain 5470' from DER, 1723' left of centerline, 157' MSL.
Camera pole 115' from DER, 192' left of centerline, 23' MSL.
Light pole 158' from DER, 297' left of centerline, 30' MSL.
Light pole 173' from DER, 349' left of centerline, 30' MSL.
Light pole 186' from DER, 398' left of centerline, 31' MSL.
Light pole 216' from DER, 280' left of centerline, 30' MSL.
Light pole 273' from DER, 265' left of centerline, 30' MSL.
Light pole 288' from DER, 315' left of centerline, 30' MSL.
Light pole 302' from DER, 366' left of centerline, 31' MSL.
Light pole 3078' from DER, 1139' left of centerline, 116' MSL.

Light pole 2314' from DER, 876' left of centerline, 61' AGL/94' MSL.
Top of brush 1025' from DER, 96' left of centerline, 42' MSL.
Top of brush 1249' from DER, 209' left of centerline, 42' MSL.
Top of brush 909' from DER, 91' right of centerline, 43' MSL.
Top of brush 967' from DER, 123' right of centerline, 43' MSL.

Tree 806' from DER, 344' left of centerline, 52' MSL.
Tree 821' from DER, 302' left of centerline, 52' MSL.
Tree 875' from DER, 318' left of centerline, 51' MSL.
Bldg corner 101' from DER, 413' left of centerline, 22' MSL.
Bldg corner 104' from DER, 420' left of centerline, 19' MSL.
Bldg corner 115' from DER, 459' left of centerline, 19' MSL.
Bldg corner 123' from DER, 260' left of centerline, 20' MSL.
Bldg corner 161' from DER, 397' left of centerline, 20' MSL.
Bldg corner 163' from DER, 404' left of centerline, 19' MSL.
Bldg corner 174' from DER, 443' left of centerline, 19' MSL.

Bldg corner 57' from DER, 466' left of centerline, 25' MSL.
Bldg corner 64' from DER, 276' left of centerline, 22' MSL.
Bldg corner 97' from DER, 455' left of centerline, 25' MSL.
Bldg corner 135' from DER, 411' left of centerline, 26' MSL.
Bldg corner 145' from DER, 451' left of centerline, 26' MSL.

Rwy 20, terrain 0' from DER, 419' right of centerline, 39' MSL.

Terrain 0' from DER, 500' right of centerline, 40' MSL.
Camera pole 9' from DER, 457' right of centerline, 29' MSL.
Electric box 7' from DER, 283' right of centerline, 13' MSL.
Jetty 393' from DER, 273' right of centerline, 27' MSL.

Top of brush 287' from DER, 439' right of centerline, 33' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

QUANTICO MCAF (TURNER FLD) (KNYG) (CON’T)
QUANTICO, VA (CON’T)
DIVERSE VECTOR AREA (RADAR VECTORS)
AMDT 1  03NOV22  (22307)  (USN)
  Rwy 2, hdgs as assigned by ATC; requires min. civilian climb of 301’ per NM to 500, min. military climb of 301’ per NM to 700.

QUINtON, VA
NEW KENT COUNTY (W96)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  19SEP13  (13262)  (FAA)
TAKEOFF OBSTACLE NOTES:
  Rwy 11, trees beginning abeam DER, 189’ right of centerline, up to 100’ AGL/199’ MSL.
  Trees beginning abeam DER, 113’ left of centerline, up to 100’ AGL/209’ MSL.
  Trees beginning 257’ from DER, left and right of centerline, up to 100’ AGL/189’ MSL.
  Trees beginning abeam DER, 209’ left of centerline, up to 100’ AGL/219’ MSL.
  Fence 246’ from DER, 8’ AGL/127’ MSL.
  Trees beginning 247’ from DER, 153’ right of centerline up to 100’ AGL/199’ MSL.

RICHMONd, VA
RICHMONd EXEC/CHESTERFIELD COUNTY (FCI)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4  02MAY13  (21336)  (FAA)
DEPARTURE PROCEDURE:
  Rw 33, climb heading 316° to 2000 before turning right.
TAKEOFF OBSTACLE NOTES:
  Rw 15, vehicles on roadway and trees beginning abeam DER, 260’ right of centerline, up to 59’ AGL/260’ MSL.
  Trees beginning 99’ from DER, 266’ left of centerline, up to 57’ AGL/258’ MSL.
  Rw 33, rising terrain, trees and pole beginning 62’ from DER, 29’ right of centerline, up to 37’ AGL/278’ MSL.
  Trees beginning 1844’ from DER, 660’ left of centerline, up to 95’ AGL/306’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

RICHMOND, VA (CON’T)
RICHMOND INTL (RIC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 05DEC19 (19339) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1/4 or std. w/min. climb of 230’ per NM to 400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 2, lighting 40’ from DER, 115’ left of centerline, 4’ AGL/168’ MSL.
Lighting 40’ from DER, 115’ right of centerline, 3’ AGL/168’ MSL.
Sign, lighting beginning 47’ from DER, 204’ right of centerline, up to 4’ AGL/169’ MSL.
Tree 2340’ from DER, 335’ left of centerline, 224’ MSL.
Tree 2360’ from DER, 327’ left of centerline, 229’ MSL.
Trees beginning 2377’ from DER, 316’ left of centerline, up to 235’ MSL.
Tree 2460’ from DER, 813’ right of centerline, 232’ MSL.
Trees beginning 2483’ from DER, 201’ left of centerline, up to 236’ MSL.
Trees beginning 2540’ from DER, 993’ right of centerline, up to 241’ MSL.
Tree 2557’ from DER, 959’ right of centerline, 245’ MSL.
Trees beginning 2623’ from DER, 42’ right of centerline, up to 253’ MSL.
Trees beginning 2643’ from DER, 1’ left of centerline, up to 249’ MSL.
Trees beginning 2916’ from DER, 17’ right of centerline, up to 259’ MSL.
Trees beginning 3051’ from DER, 37’ left of centerline, up to 251’ MSL.
Trees beginning 3135’ from DER, 357’ right of centerline, up to 263’ MSL.
Trees beginning 3382’ from DER, 462’ right of centerline, up to 270’ MSL.
Trees beginning 3385’ from DER, 119’ right of centerline, up to 275’ MSL.
Tree 3428’ from DER, 368’ left of centerline, 252’ MSL.
Tower 3423’ from DER, 1710’ left of centerline, 157’ AGL/321’ MSL.
Rwy 16, lighting beginning 2’ from DER, 80’ right of centerline, up to 2’ AGL/161’ MSL.
Lighting 2’ from DER, 80’ left of centerline, up to 2’ AGL/161’ MSL.
Trees beginning 1671’ from DER, 776’ right of centerline, up to 214’ MSL.
Tree 2387’ from DER, 1218’ left of centerline, 241’ MSL.
Rwy 20, lighting 3’ from DER, 5’ right of centerline, 1’ AGL/160’ MSL.
Lighting 4’ from DER, 4’ left of centerline, 1’ AGL/160’ MSL.
Building 724’ from DER, 680’ right of centerline, 35’ AGL/195’ MSL.
Building 816’ from DER, 654’ right of centerline, up to 53’ AGL/212’ MSL.
Tree 2304’ from DER, 1111’ right of centerline, 219’ MSL.
Trees beginning 2367’ from DER, 986’ left of centerline, up to 241’ MSL.
Trees beginning 2567’ from DER, 724’ right of centerline, up to 253’ MSL.
Tree 2616’ from DER, 1189’ right of centerline, 257’ MSL.
Tree, pole beginning 2637’ from DER, 281’ right of centerline, up to 264’ MSL.
Trees beginning 3013’ from DER, 1046’ left of centerline, up to 251’ MSL.
Rwy 34, lighting beginning 1’ from DER, 4’ left of centerline, up to 1’ AGL/168’ MSL.
Terrain 3’ from DER, 6’ right of centerline, 167’ MSL.
Pole 1262’ from DER, 732’ left of centerline, 41’ AGL/200’ MSL.
Pole 2256’ from DER, 1090’ right of centerline, 231’ MSL.
Tree 2458’ from DER, 952’ left of centerline, up to 240’ MSL.
Tree 2602’ from DER, 998’ left of centerline, 250’ MSL.
Tree 2604’ from DER, 1172’ left of centerline, 251’ MSL.
Trees beginning 2674’ from DER, 952’ left of centerline, up to 252’ MSL.

RICHMOND/ASHLAND, VA
HANOVER COUNTY MUNI (OFP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30JAN20 (20030) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 34, tree 410’ from DER, 567’ left of centerline, 278’ MSL.
Tree 1125’ from DER, 750’ left of centerline, 279’ MSL.
Trees beginning 1402’ from DER, 445’ right of centerline, up to 290’ MSL.
Tree 1502’ from DER, 774’ left of centerline, 292’ MSL.
Trees beginning 1836’ from DER, 739’ left of centerline, up to 293’ MSL.
Trees beginning 2731’ from DER, 487’ right of centerline, up to 304’ MSL.

RIDGELY, MD
GOODEN AIRPARK (RJD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (21168) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 12, multiple trees beginning 592’ from DER, 6’ left of centerline, up to 100’ AGL/160’ MSL.
Multiple trees beginning 239’ from DER, 338’ right of centerline, up to 100’ AGL/160’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ROANOKE, VA
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

AMDT 11A 15AUG19 (22027) (FAA)

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

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 6, trees and bushes beginning 88' from DER, 340' right of centerline, up to 59' AGL/1159' MSL.
Trees 238' from DER, 540' right of centerline, up to 71' AGL/1171' MSL.
Trees beginning 1536' from DER, 298' right of centerline, up to 100' AGL/1219' MSL.
Trees beginning 2.7 NM from DER, 2645' left of centerline, up to 84' AGL/1864' MSL.
Trees beginning 2.8 NM from DER, 2912' left of centerline, up to 51' AGL/2271' MSL.

SALISBURY, MD
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, terrain and trees beginning 21' from DER, right and left of centerline, up to 100' AGL/148' MSL.
Poles beginning 1213' from DER, 664' right of centerline, up to 36' AGL/85' MSL.
Antenna on building 1388' from DER, 49' left of centerline, 36' AGL/86' MSL.
Rwy 14, trees beginning 1539' from DER, right and left of centerline, up to 100' AGL/153' MSL.
Rwy 23, trees beginning 22' from DER, right and left of centerline, up to 100' AGL/163' MSL.
Vehicles on road beginning 220' from DER, right and left of centerline, up to 17' AGL/60' MSL.
Antenna on building 1141' from DER, 304' right of centerline, 47' AGL/83' MSL.
Rwy 32, trees beginning 14' from DER, right and left of centerline, up to 100' AGL/134' MSL.
Hangars beginning 121' from DER, 510' left of centerline, up to 23' AGL/72' MSL.
Trailer 396' from DER, 276' left of centerline, 10' AGL/59' MSL.

SALUDA, VA
HUMMEL FLD (W75)

AMDT 2A 15JUN23 (23166) (FAA)

TAKEOFF MINIMUMS:
Rwy 19, 300-2 or std. w/min. climb of 295' per NM to 500.

TAKEOFF OBSTACLE NOTES:
Rwy 19, terrain and trees beginning 209' from DER, right and left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
Terrain+veg, building beginning 62' from DER, 120' left of centerline, up to 100' AGL/137' MSL.
SOUTH BOSTON, VA
WILLIAM M TUCK (W78)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 14JUL22 (22195) (FAA)
TAKEOFF MINIMUMS:
Rwy 1, 300-1.
Rwys 6, 24, NA.
TAKEOFF OBSTACLE NOTES:
Rwy 1, tree, terrain beginning 17' from DER, 352' right of centerline, up to 470' MSL.
Tree, terrain, antenna, building beginning 52' from DER, 359' right of centerline, up to 484' MSL.
Vegetation beginning 111' from DER, 188' left of centerline, up to 432' MSL.
Vegetation trees beginning 138' from DER, 225' left of centerline, up to 434' MSL.
Trees beginning 197' from DER, 481' right of centerline, up to 487' MSL.
Trees, terrain, buildings beginning 240' from DER, 115' right of centerline, up to 496' MSL.
Vegetation 300' from DER, 329' left of centerline, 435' MSL.
Tower, trees, buildings, vegetation beginning 334' from DER, 230' left of centerline, up to 72' AGL/501' MSL.
Tree 536' from DER, 537' right of centerline, 504' MSL.
Trees, terrain, poles, vehicles on roads, building beginning 550' from DER, 6' right of centerline, up to 510' MSL.
Trees, vegetation, pole beginning 846' from DER, 26' left of centerline, up to 505' MSL.
Tree, pole, vegetation, vehicles on roads beginning 921' from DER, 7' left of centerline, up to 518' MSL.

SOUTH HILL, VA
MECKLENBURG-BRUNSWICK RGNL (AVC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 29JUL10 (10210) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL.
Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL.
Rwy 19, trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL.
Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA
STAFFORD RGNL (RMN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 16MAY24 (24137) (FAA)
TAKEOFF MINIMUMS:
Rwy 33, 300-1/8 or std w/min climb of 404'/NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 15, light poles 9' from DER, 10' right of centerline, 23' AGL/452' MSL.
Tree 136' from DER, 495' left of centerline, 184' MSL.
Tree 225' from DER, 467' left of centerline, 192' MSL.
Tree 450' from DER, 496' left of centerline, 206' MSL.
Tree 596' from DER, 535' right of centerline, 202' MSL.
Trees beginning 718' from DER, 498' right of centerline, up to 203' MSL.
Tree 1999' from DER, 907' left of centerline, 238' MSL.
Rwy 33, NAVAID 3' from DER, on and left of centerline, 6' AGL/224' MSL.
Tree 11' from DER, 192' right of centerline, 230' MSL.
Trees beginning 35' from DER, 234' right of centerline, up to 248' MSL.
Trees beginning 110' from DER, 295' right of centerline, up to 253' MSL.
NAVAID 119' from DER, 237' left of centerline, 16' AGL/229' MSL.
Tree, terrain beginning 261' from DER, 26' right of centerline, up to 255' MSL.
Tree 359' from DER, 496' left of centerline, 259' MSL.
Tree 364' from DER, 472' left of centerline, 264' MSL.
STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA

STAUNTON/WAYNESBORO/HARRISONBURG, VA
**STEVENSVILLE, MD**

**BAY BRIDGE (W29)**

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

**AMDT 1 10NOV16 (16315) (FAA)**

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

**TAKEOFF OBSTACLE NOTES:**
- **Rwy 11,** tree 109' from DER, 513' right of centerline, 71' MSL.
  - Tree, parking lot, vehicles on road, building, and sign beginning 150' from DER, 23' right of centerline, up to 79' MSL.
  - Tree 193' from DER, 488' left of centerline, 25' MSL.
  - Tree 221' from DER, 489' left of centerline, 27' MSL.
  - Pole and tree beginning 318' from DER, 157' left of centerline, up to 37' MSL.
  - Tree and vehicles on road beginning 350' from DER, 54' left of centerline, up to 44' MSL.
  - Pole, vehicles on road, and tree beginning 611' from DER, 120' left of centerline, up to 51' MSL.
  - Pole and tree beginning 751' from DER, 334' left of centerline, up to 54' MSL.
  - Pole and tree beginning 876' from DER, 445' left of centerline, up to 83' MSL.
  - Pole, tree, and building beginning 1195' from DER, 22' left of centerline, up to 87' MSL.
  - Tree 2141' from DER, 53' left of centerline, 90' MSL.
- **Rwy 29,** windsock 14' from DER, 161' left of centerline, 18' MSL.
- Trees beginning 17' from DER, 329' left of centerline, up to 46' MSL.
- Tree 93' from DER, 502' left of centerline, 52' MSL.
- Bridge 2.2 NM from DER, 3062' right of centerline, 377' AGL/377' MSL.

**SUFFOLK, VA**

**SUFFOLK EXEC (SFQ)**

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

**AMDT 5 02MAY13 (22083) (FAA)**

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

**TANGIER, VA**

**TANGIER ISLAND (TGI)**

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

**ORIG 15JAN09 (09015) (FAA)**

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

**TAPPAHANNOCK, VA**

**TAPPAHANNOCK/ESSEX COUNTY (XSA)**

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

**ORIG 25OCT07 (22027) (FAA)**

**TAKEOFF MINIMUMS:**
- **Rwy 10,** 300-1¾ or std. w/min. climb of 303' per NM to 500.
- **Rwy 28,** 300-1 or std. w/min. climb of 366' per NM to 500.

**TAKEOFF OBSTACLE NOTES:**
- **Rwy 10,** terrain 6' from DER, 20' left of centerline, up to 135' MSL.
- Terrain 29' from DER, 281' left of centerline, up to 139' MSL.
- **Rwy 28,** terrain beginning 12' from DER, 5' right of centerline, up to 151' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WALLOPS ISLAND, VA
WALLOPS FLIGHT FACILITY (WAL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 07MAY09 (09127) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 125' from DER, 741' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL.
Rwy 10, trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL.
Rwy 17, trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL.
Rwy 22, trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL.
Rwy 28, trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL.
Rwy 35, trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL.
Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA
WAKEFIELD MUNI (AKQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17AUG17 (17229) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 2, tree, vehicle beginning 54' from DER, 39' left of centerline, up to 183' MSL.
Tree 277' from DER, 83' right of centerline, 119' MSL.
Trees beginning 412' from DER, 41' right of centerline, up to 188' MSL.
Tree 802' from DER, 492' left of centerline, 187' MSL.
Trees beginning 1012' from DER, 117' left of centerline, up to 197' MSL.
Tree 3111' from DER, 210' right of centerline, 191' MSL.
Tree 3203' from DER, 822' right of centerline, 192' MSL.
Rwy 5, pole 16' from DER, 408' left of centerline, 140' MSL.
Tree, building beginning 67' from DER, 18' right of centerline, up to 170' MSL.
Tree, pole, beginning 103' from DER, 72' left of centerline, up to 179' MSL.
Trees beginning 460' from DER, 26' right of centerline, up to 179' MSL.
Tree 1265' from DER, 567' right of centerline, 193' MSL.
Trees beginning 1280' from DER, 499' left of centerline, up to 191' MSL.
Tree 1299' from DER, 463' right of centerline, 198' MSL.
Tree, transmission tower, utility line beginning 1344' from DER, 13' right of centerline, up to 206' MSL.
Tree, transmission tower beginning 1398' from DER, 40' left of centerline, up to 196' MSL.
Trees beginning 3250' from DER, 556' left of centerline, up to 200' MSL.
Tree 3919' from DER, 519' left of centerline, 207' MSL.

WARRENTON, VA
WARRENTON/FAUQUIER (HWY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 09APR09 (22027) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 15, trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL.
Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL.
Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL.
Trees 1824' from DER, 781' right of centerline, 100' AGL/459' MSL.
Trees beginning 2610' from DER, 41' left of centerline, up to 100' AGL/459' MSL.
Rwy 33, trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL.
Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 25JUN15 (21112) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 16L, trees beginning 1247' from DER, 178' left of centerline, up to 99' AGL/268' MSL.
Trees beginning 1810' from DER, 88' right of centerline, up to 73' AGL/272' MSL.
Trees beginning 2618' from DER, 4' left of centerline, up to 84' AGL/293' MSL.
Trees beginning 3414' from DER, 14' right of centerline, up to 75' AGL/284' MSL.
Trees beginning 3703' from DER, 145' left of centerline, up to 100' AGL/299' MSL.
Trees beginning 4193' from DER, 1343' left of centerline, up to 82' AGL/311' MSL.
Trees beginning 4677' from DER, 313' right of centerline, up to 89' AGL/303' MSL.
Rwy 16R, trees beginning 119' from DER, 473' right of centerline, up to 32' AGL/221' MSL.
Trees beginning 749' from DER, on centerline, up to 29' AGL/197' MSL.
Trees beginning 745' from DER, 85' right of centerline, up to 33' AGL/212' MSL.
Trees beginning 588' from DER, 536' right of centerline, up to 37' AGL/236' MSL.
CONT
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WASHINGTON, DC (CON’T)

MANASSAS RGNL/HARRY P DAVIS FLD (HEF) (CON’T)

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

AMDT 8B 30JAN20 (21112) (FAA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:

Rwy 34L, terrain and sign beginning 1’ from DER, 392’ right of centerline, up to 5’ AGL/192’ MSL.

Trees and poles beginning 877’ from DER, 616’ left of centerline, up to 54’ AGL/247’ MSL.

Building and tree beginning 1570’ from DER, 249’ left of centerline, up to 39’ AGL/252’ MSL.

Trees beginning 1752’ from DER, 187’ right of centerline, up to 39’ AGL/238’ MSL.

Tower and trees beginning 2563’ from DER, 182’ left of centerline, up to 64’ AGL/283’ MSL.

Trees beginning 2563’ from DER, 250’ right of centerline, up to 56’ AGL/279’ MSL.

Rwy 34R, terrain, airfield light, and sign beginning 25’ from DER, 92’ right of centerline, up to 7’ AGL/196’ MSL.

Airfield light and vegetation beginning 26’ from DER, 78’ left of centerline, up to 9’ AGL/197’ MSL.

Vehicles on road and trees beginning 516’ from DER, 595’ right of centerline, up to 24’ AGL/219’ MSL.

Trees beginning 1759’ from DER, 448’ left of centerline, up to 39’ AGL/238’ MSL.

Trees 1859’ from DER, 828’ right of centerline, up to 39’ AGL/248’ MSL.

Trees beginning 2548’ from DER, 828’ left of centerline, up to 54’ AGL/283’ MSL.

Trees beginning 2653’ from DER, 1082’ right of centerline, up to 57’ AGL/280’ MSL.

RONDAL REAGAN WASHINGTON NTL (DCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8B 30JAN20 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 600-2 w/min. climb of 275’ per NM to 1500 or std. w/min. climb of 460’ per NM to 800.

Rwy 4, 300-2 or std. w/min. climb of 210’ per NM to 400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1400’ prior to DER.

Rwy 5, 300-1½ or std. w/min. climb of 215’ per NM to 400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1500’ prior to DER.

Rwy 19, 300-1½ or std. w/min. climb of 205’ per NM to 300, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1200’ prior to DER.

Rwy 22, 500-2½ or std. w/min. climb of 305’ per NM to 600.

Rwy 33, std. w/min. climb of 285’ per NM to 700.

DEPARTURE PROCEDURE:

Rwy 1, climbing left turn as soon as practical to intercept DCA VOR/DME R-328. Maintain 5000 or as assigned.

Rwy 4, climbing right turn as soon as practical to intercept DCA VOR/DME R-070. Maintain 2000 or as assigned.

Rwy 15, climb on heading 154° to 5000 or as assigned.

Rwy 19, climb on heading 187° to 500 before turning right. Maintain 5000 or as assigned.

Rwy 22, climb on heading 217° to 3000 or as assigned.

Rwy 33, climb on DCA VOR/DME R-328. Maintain 5000 or as assigned.

TAKEOFF OBSSTACLE NOTES:

Rwy 1, building beginning 118’ from DER, 331’ right of centerline, up to 22’ AGL/23’ MSL.

Fence 261’ from DER, 514’ left of centerline, 10’ AGL/20’ MSL.

Tree and pole beginning 995’ from DER, 476’ left of centerline, up to 47’ AGL/49’ MSL.

Trees beginning 1007’ from DER, 152’ left of centerline, up to 71’ AGL/72’ MSL.

Tree 1364’ from DER, 333’ right of centerline, 50’ AGL/51’ MSL.

Monument 1.6 NM from DER, 1785’ right of centerline, 556’ AGL/595’ MSL.

Rwy 4, microwave sensor and terrain beginning 3’ from DER, 334’ right of centerline, up to 4’ AGL/16’ MSL.

Microwave sensor 206’ from DER, 260’ right of centerline, 7’ AGL/16’ MSL.

Sign 857’ from DER, 611’ left of centerline, 83’ MSL.

Tower 860’ from DER, 677’ left of centerline, 72’ AGL/84’ MSL.

Spire 1.6 NM from DER, 206’ right of centerline, 265’ MSL.

Rwy 15, lighting beginning 178’ from DER, 288’ right of centerline, up to 11’ AGL/20’ MSL.

Tree 1.4 NM from DER, 12’ right of centerline, up to 94’ AGL/245’ MSL.

Tree 1.9 NM from DER, 519’ right of centerline, up to 80’ AGL/239’ MSL.

Rwy 19, pole 395’ from DER, 549’ right of centerline, 18’ AGL/22’ MSL.

Tree 3434’ from DER, 1134’ right of centerline, 105’ MSL.

Building 1.1 NM from DER, 1911’ right of centerline, 153’ AGL/183’ MSL.

Building 1.1 NM from DER, 1889’ right of centerline, 172’ AGL/190’ MSL.

Stacks beginning 1.2 NM from DER, 1673’ right of centerline, up to 162’ AGL/197’ MSL.

Building 1.2 NM from DER, 1691’ right of centerline, 198’ MSL.

Building 1.7 NM from DER, 2444’ to 272’ MSL.

Rwy 22, pole 217’ from DER, 478’ left of centerline, 15’ AGL/23’ MSL.

Trees beginning 550’ from DER, 498’ right of centerline, up to 45’ AGL/51’ MSL.

Tree 661’ from DER, 586’ right of centerline, 56’ AGL/57’ MSL.

Tree 1325’ from DER, 586’ right of centerline, 59’ AGL/61’ MSL.

Tree 1351’ from DER, 704’ right of centerline, 67’ AGL/93’ MSL.

Tree, building, pole beginning 1411’ from DER, 19’ right of centerline, up to 82’ AGL/110’ MSL.

Tree 2899’ from DER, 605’ left of centerline, 102’ MSL.

Building 3336’ from DER, 513’ right of centerline, 114’ AGL/148’ MSL.

Building and pole beginning 3440’ from DER, 114’ right of centerline, up to 118’ AGL/153’ MSL.

Crane 1.5 NM from DER, 1913’ right of centerline, 240’ AGL/276’ MSL.

Building 2.3 NM from DER, 1067’ right of centerline, 336’ AGL/440’ MSL.

Building 2.3 NM from DER, 1008’ right of centerline, 324’ AGL/443’ MSL.

Rwy 33, sign 18’ from DER, 191’ left of centerline, 3’ AGL/15’ MSL.

Fence 27’ from DER, 332’ right of centerline, up to 59’ AGL/61’ MSL.

Pole 93’ from DER, 423’ right of centerline, 19’ AGL/29’ MSL.

Tree, vehicles on road beginning 365’ from DER, 344’ left of centerline, up to 70’ MSL.

Pole 580’ from DER, 481’ right of centerline, 31’ AGL/41’ MSL.

CON’T
WASHINGTON, DC (CON’T)

RONALD REAGAN WASHINGTON NTL (DCA) (CON’T)

Rwy 33 (CON’T), trees beginning 699’ from DER, 78’ right of centerline, up to 56’ AGL/60’ MSL.
Trees beginning 882’ from DER, 349’ left of centerline, up to 84’ AGL/93’ MSL.
Crane, tree, pole beginning 1389’ from DER, 289’ left of centerline, up to 82’ AGL/95’ MSL.
Tree 1665’ from DER, 236’ right of centerline, 62’ AGL/62’ MSL.
Tree 1691’ from DER, 215’ right of centerline, 59’ AGL/68’ MSL.
Tree 1715’ from DER, 882’ right of centerline, 79’ MSL.
Building, pole, antenna beginning 1776’ from DER, 247’ left of centerline, up to 128’ AGL/145’ MSL.
Trees beginning 1764’ from DER, 934’ right of centerline, up to 79’ AGL/83’ MSL.
Pole 2917’ from DER, 524’ right of centerline, 102’ MSL.
Pole 2925’ from DER, 510’ right of centerline, 79’ AGL/106’ MSL.
Antenna beginning 4608’ from DER, 277’ left of centerline, up to 115’ AGL/151’ MSL.
Tree 1.5 NM from DER, 3046’ left of centerline, 81’ AGL/254’ MSL.
Pole 1.7 NM from DER, 2115’ left of centerline, 101’ AGL/308’ MSL.
Trees beginning 1.8 NM from DER, 1912’ left of centerline, up to 311’ MSL.
Building and tower beginning 2.2 NM from DER, 1374’ right of centerline, up to 353’ AGL/420’ MSL.
Building, crane, spire beginning 2.4 NM from DER, 1089’ right of centerline, up to 387’ AGL/470’ MSL.
Building 2.4 NM from DER, 3481’ left of centerline, 178’ AGL/387’ MSL.
Building 2.4 NM from DER, 3585’ left of centerline, 185’ AGL/392’ MSL.
Buildings beginning 2.4 NM from DER, 154’ left of centerline, up to 182’ AGL/416’ MSL.
Building, antenna beginning 2.4 NM from DER, 2457’ left of centerline, up to 196’ AGL/427’ MSL.

NOTE: Prohibited area P-56 1.5 NM north of airport.

WASHINGTON DULLES INTL (IAD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26JUL12 (12208) (FAA)

DEPARTURE PROCEDURE:

Rwy 12, climb heading 061° to 3300 before proceeding on course, or for climb in visual conditions: cross Eagle’s Nest Airport at or above 3400 MSL before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, 1st, trees beginning 2815’ from DER, 1031’ left of centerline, up to 80’ AGL/345’ MSL.
Sign 64’ from DER, 303’ right of centerline, 13’ AGL/272’ MSL.
Rwy 1L, tower 1917’ from DER, 680’ left of centerline, 51’ AGL/330’ MSL.
Rwy 19C, sign 100’ from DER, 472’ left of centerline, 4’ AGL/289’ MSL.
Vehicles on road 24’ from DER, 274’ right of centerline, up to 15’ AGL/308’ MSL.

WAYNESBORO, VA

EAGLE’S NEST (W13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 30JUN11 (11181) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 6, climb heading 061° to 3300 before proceeding on course, or for climb in visual conditions: cross Eagle’s Nest Airport at or above 3400 MSL before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, hangar at DER, 220’ left of centerline, 30’ AGL/1469’ MSL.
Trees beginning 35’ from DER, 158’ right of centerline, up to 100’ AGL/1539’ MSL.
Vehicles on road beginning 131’ from DER, 201’ left of centerline, up to 15’ AGL/1454’ MSL.
Trees beginning 263’ from DER, 189’ left of centerline, up to 100’ AGL/1539’ MSL.
Towers beginning 1.4 NM from DER, 2539’ right of centerline, 300’ AGL/1670’ MSL.
Rwy 24, Trees beginning at DER left and right of centerline up to 100’ AGL/1579’ MSL.
Trees beginning 1259’ from DER, 143’ right of centerline, up to 100’ AGL/1730’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WEIDÉ AHP (ABERDEEN PROVING GROUNDS) (KEDG)
EDGEOwD, MD
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 10AUG23 (23222) (USA)
TAKEOFF MINIMUMS:
Rwys 1, 19, Std. Cross XUHSO at or above 800 for obstacle clearance. Rwy 19 N/A.
DEPARTURE PROCEDURE:
Use JIRET DEPARTURE. Departure visually to the IDF.
TAKEOFF OBSTACLE NOTES:
Rwy 1, bldg 1715’ from DER, 954’ right of cntrln, 80’ AGL/99’ MSL.
Pylon 3116’ from DER, 934’ right of cntrln, 49’ AGL/93’ MSL.
Pylon 3149’ from DER, 799’ right of cntrln, 49’ AGL/103’ MSL.
Pylon 3191’ from DER, 652’ right of cntrln, 49’ AGL/101’ MSL.
Pylon 3215’ from DER, 556’ right of cntrln, 49’ AGL/99’ MSL.
Pylon 3355’ from DER, 568’ right of cntrln, 49’ AGL/104’ MSL.
Pylon 3497’ from DER, 566’ right of cntrln, 49’ AGL/102’ MSL.
Terrain 3950’ from DER, 1000’ right of cntrln, 122’ MSL.
Terrain 3990’ from DER, 1000’ left of cntrln, 129’ MSL.

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

WESTMINSTER, MD
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 05MAR15 (21140) (FAA)
TAKEOFF MINIMUMS:
Rwy 16, 400-2¾ or std. w/min. climb of 255’ per NM to 1400.
TAKEOFF OBSTACLE NOTES:
Rwy 16, trees 1995’ from DER, 657’ left of centerline, up to 59’ AGL/838’ MSL.
Tower 3.3 NM from DER, 2042’ left of centerline, 195’ AGL/1144’ MSL.
Rwy 34, trees beginning 105’ from DER, 423’ left of centerline, up to 87’ AGL/886’ MSL.
Trees beginning 967’ from DER, 395’ right of centerline, up to 85’ AGL/864’ MSL.
Terrain and trees beginning 1851’ from DER, 123’ left of centerline, up to 63’ AGL/902’ MSL.
Trees beginning 2803’ from DER, 470’ right of centerline, up to 69’ AGL/868’ MSL.

CLEARVIEW AIRPARK (2W2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27AUG09 (09239) (FAA)
TAKEOFF MINIMUMS:
Rwy 32, 300-2½ or std. w/min. climb of 290’ per NM to 1200.
TAKEOFF OBSTACLE NOTES:
Rwy 14, vehicles and aircraft on road/taxiway 14’ from DER, 47’ right to left of centerline, 15’ AGL/834’ MSL.
Trees beginning 35’ from DER, 200’ left of centerline, up to 100’ AGL/939’ MSL.
Trees beginning 21’ from DER, 90’ right of centerline, up to 100’ AGL/919’ MSL.
Rwy 32, vehicle on road 191’ from DER, 516’ left of centerline, 15’ AGL/774’ MSL.
Trees beginning 8’ from DER, 24’ left of centerline, up to 100’ AGL/959’ MSL.
Trees beginning 60’ from DER, 50’ right of centerline, up to 100’ AGL/859’ MSL.

WILLIAMSBURG, VA
WILLIAMSBURG/JAMESTOWN (JGG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 15DEC11 (24193) (FAA)
DEPARTURE PROCEDURE:
Rwy 31, climb heading 311° to 700 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 13, boat on creek 468’ from DER, 608’ left of centerline, up to 35’ AGL/35’ MSL.
Homes beginning 1399’ from DER, 278’ left of centerline, up to 25’ AGL/94’ MSL.
Trees beginning 712’ from DER, left and right of centerline, up to 100’ AGL/169’ MSL.
Rwy 33, aircraft on tarmac 2’ from DER, 209’ right of centerline, up to 24’ AGL/79’ MSL.
Hanger 418’ from DER, 268’ right of centerline, up to 25’ AGL/84’ MSL.
Multiple buildings and homes beginning 320’ from DER, left and right of centerline, up to 30’ AGL/109’ MSL.
Multiple trees beginning 1’ from DER, left and right of centerline, up to 100’ AGL/199’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILMINGTON, DE
NEW CASTLE (ILG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15MAR07 (07074) (FAA)
TAKEOFF MINIMUMS:
Rwy 19, 300-1 or std. w/min. climb of 266' per NM to 300.
TAKEOFF OBSTACLE NOTES:
Rwy 1, multiple trees beginning 751' from DER, 32' left of centerline, up to 59' AGL/120' MSL.
  Tree 1219' from DER, 482' right of centerline, 57' AGL/118' MSL.
  Bush 118' from DER, 385' left of centerline, 4' AGL/65' MSL.
Rwy 9, multiple trees beginning 1229' from DER, 30' right of centerline up to 62' AGL/133' MSL.
  Tree 975' from DER, 66' left of centerline, 53' AGL/124' MSL.
  Light pole 948' from DER, 596' right of centerline, 44' AGL/115' MSL.
  Tree 1740' from DER, 458' left of centerline, 83' AGL/134' MSL.
  Light pole 945' from DER, 316' right of centerline, 38' AGL/109' MSL.
Rwy 18, obstacle light 553' from DER, 440' left of centerline, 29' AGL/103' MSL.
  Tree 1575' from DER, 850' right of centerline, 45' AGL/120' MSL.
DEPARTURE PROCEDURE:
Rwy 32, climb on heading 339° to 2500 before turning left.
VCOA:
Rwy 32, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Rgnl airport at or above 1900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 14, terrain beginning 2' from DER, 428' left of centerline, up to 765' MSL.
  Tree 94' from DER, 508' left of centerline, 762' MSL.
  Tree 102' from DER, 478' left of centerline, 764' MSL.
  Trees beginning 118' from DER, 209' left of centerline, up to 772' MSL.
  Tree 374' from DER, 596' right of centerline, 774' MSL.
  Trees beginning 452' from DER, 482' right of centerline, up to 776' MSL.
  Tree 1589' from DER, 243' left of centerline, 774' MSL.
  Trees beginning 1610' from DER, 248' left of centerline, up to 777' MSL.
  Trees beginning 1718' from DER, 269' left of centerline, up to 782' MSL.
  Tree 1754' from DER, 291' left of centerline, 786' MSL.
  Tree 1760' from DER, 754' left of centerline, 791' MSL.
  Trees beginning 1774' from DER, 27' left of centerline, up to 794' MSL.
  Trees beginning 1974' from DER, 9' right of centerline, up to 787' MSL.
  Trees beginning 2169' from DER, 625' right of centerline, up to 799' MSL.
  Trees beginning 2255' from DER, 742' right of centerline, up to 805' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WISE, VA
LONESOME PINE (LNP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 29JUL10 (10210) (FAA)
DEPARTURE PROCEDURE:
   Rwy 6, climb on heading 062° to 3600 before proceeding on course.
   Rwy 24, climb on heading 247° to 4900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
   Rwy 6, trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL.
   Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL.
   Rwy 24, trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL.
   Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL.
   Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL.
   Terrain 159' from DER, 363' left of centerline, 2676' MSL.
# Instrument Approach Procedure Charts

## IFR Alternate Minimums

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. The **NA** designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the **NA** designation are not listed in this section. The **A** designation on the approach chart indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### Alternate Minima (ref: 14 CFR 91.169)

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Abbreviations</strong></td>
<td></td>
</tr>
<tr>
<td><strong>ABINGDON, VA</strong></td>
<td></td>
</tr>
<tr>
<td>Virginia Highlands (VJI)</td>
<td>........ LOC Rwy 2412</td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 613</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 243</td>
<td></td>
</tr>
<tr>
<td><strong>1</strong> NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td><strong>2</strong> Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.</td>
<td></td>
</tr>
<tr>
<td><strong>3</strong> Category C, 800-2¼; Category D, 1000-3.</td>
<td></td>
</tr>
<tr>
<td><strong>Baltimore, MD</strong></td>
<td></td>
</tr>
<tr>
<td>Baltimore-Washington Int'l Thurgood Marshall (BWI)</td>
<td>............ ILS or LOC Rwy 101</td>
</tr>
<tr>
<td>ILS or LOC Rwy 15R2</td>
<td></td>
</tr>
<tr>
<td>ILS or LOC Rwy 281</td>
<td></td>
</tr>
<tr>
<td>ILS or LOC Rwy 33L2</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y Rwy 103</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y Rwy 15R3</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y Rwy 281</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Y Rwy 33L3</td>
<td></td>
</tr>
<tr>
<td><strong>1</strong> LOC, Category D, 800-2¾.</td>
<td></td>
</tr>
<tr>
<td><strong>2</strong> ILS, LOC, Category D, 800-2¾.</td>
<td></td>
</tr>
<tr>
<td><strong>3</strong> Category D, 800-2¾.</td>
<td></td>
</tr>
</tbody>
</table>

### Note:
- For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).
- The **A** designation means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage.
- The **A** designation indicates that the approach procedure has non-standard minimums (for aircraft other than helicopters) or restrictions (for all users) for its use as an alternate.

### Alternate Minimums

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>A</strong> Baltimore, MD (CON’T)</td>
<td></td>
</tr>
<tr>
<td>Martin State (MTN)</td>
<td>............. ILS or LOC Rwy 3312</td>
</tr>
<tr>
<td>LOC Rwy 1513</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 154</td>
<td></td>
</tr>
<tr>
<td>RNAV (GPS) Rwy 33L3</td>
<td></td>
</tr>
<tr>
<td><strong>1</strong> NA when local weather not available.</td>
<td></td>
</tr>
<tr>
<td><strong>2</strong> LOC, Category D, 800-2¾.</td>
<td></td>
</tr>
<tr>
<td><strong>3</strong> Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.</td>
<td></td>
</tr>
<tr>
<td><strong>4</strong> Category D, 800-2¼.</td>
<td></td>
</tr>
<tr>
<td><strong>5</strong> Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.</td>
<td></td>
</tr>
</tbody>
</table>

### Blackburg, VA

Virginia Tech/Montgomery
EXEC (BCB) |................. RNAV (GPS) Rwy 13 |
| RNAV (GPS) Rwy 31 |                    |
| **NA when local weather not available.** | |
| Category C, 900-2½. | |

### Blackstone, VA

Allan C Perkinson/Blackstone AAF (BKT) |........ NBD-A1 |
| RNAV (GPS) Rwy 4 |                    |
| RNAV (GPS) Rwy 22 |                    |
| **NA when local weather not available.** | |
| Categories A, B, C, 800-3. | |

### Precision Approach

<table>
<thead>
<tr>
<th>Precision Approach</th>
<th>Non-Precision Approach</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Standard</strong></td>
<td><strong>600-2</strong></td>
</tr>
<tr>
<td><strong>Non-Standard or restrictions</strong></td>
<td><strong>As indicated below</strong></td>
</tr>
<tr>
<td><strong>Helicopters</strong></td>
<td>For the selected approach: Ceiling: 200’ above published ceiling Visibility: the greater of 1 SM visibility or the published visibility</td>
</tr>
<tr>
<td><strong>US Military</strong></td>
<td>See Service Regulations</td>
</tr>
</tbody>
</table>

### Alternate Minimums

- **NE-3, 11 Jul 2024 to 05 Sep 2024**
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BROOKNEAL, VA</strong>&lt;br&gt; BROOKNEAL/CAMPBELL COUNTY (0V4)</td>
<td>RNAV (GPS) Rwy 6&lt;br&gt;RNAV (GPS) Rwy 24&lt;br&gt;NA when local weather not available.</td>
</tr>
<tr>
<td><strong>BUMPASS, VA</strong>&lt;br&gt; LAKE ANNA (7W4)</td>
<td>RNAV (GPS) Rwy 8&lt;br&gt;RNAV (GPS) Rwy 26&lt;br&gt;NA when local weather not available. Categories A, B, 1100-3.</td>
</tr>
<tr>
<td><strong>CAMBRIDGE, MD</strong>&lt;br&gt; CAMBRIDGE-DORCHESTER RGNL (CGE)</td>
<td>RNAV (GPS) Rwy 34&lt;br&gt;RNAV (GPS)-A¹&lt;br&gt;Category D, 800-2½.¹ NA when local weather not available.</td>
</tr>
<tr>
<td><strong>CHARLOTTESVILLE, VA</strong>&lt;br&gt; CHARLOTTESVILLE-ALBEMARLE (CHO)</td>
<td>ILS or LOC Rwy 3²&lt;br&gt;RNAV (GPS) Y Rwy 21³&lt;br&gt;RNAV (GPS) Z Rwy 21¹&lt;br&gt;NA when local weather not available. Categories A, B, C, D, 1000-4.² Categories A, B, 1000-3.³</td>
</tr>
<tr>
<td><strong>CHASE CITY, VA</strong>&lt;br&gt; CHASE CITY MUNI (CXE)</td>
<td>RNAV (GPS) Rwy 18¹&lt;br&gt;RNAV (GPS) Rwy 36²&lt;br&gt;NA when local weather not available. Categories A, B, 1100-3.¹ Categories A, B, 1000-3.²</td>
</tr>
<tr>
<td><strong>CLARKSVILLE, VA</strong>&lt;br&gt; LAKE COUNTRY REGIONAL (W63)</td>
<td>RNAV (GPS)-A&lt;br&gt;RNAV (GPS)-B³&lt;br&gt;NA when local weather not available. Categories A, B, 1100-3.¹ Categories A, B, 1000-3.²</td>
</tr>
<tr>
<td><strong>CREWE, VA</strong>&lt;br&gt; CREWE MUNI (W81)</td>
<td>RNAV (GPS)-A&lt;br&gt;RNAV (GPS)-B&lt;br&gt;NA when local weather not available. Categories A, B, 1000-3.¹</td>
</tr>
<tr>
<td><strong>CULPEPER, VA</strong>&lt;br&gt; CULPEPER RGNL (CJR)</td>
<td>LOC Rwy 4¹&lt;br&gt;NDT Rwy 4¹&lt;br&gt;RNAV (GPS) Rwy 4²&lt;br&gt;RNAV (GPS) Rwy 22²&lt;br&gt;VOR-A²³&lt;br&gt;¹NA when FBO closed.²NA when local weather not available.³Category D, 800-2½.</td>
</tr>
<tr>
<td><strong>CUMBERLAND, MD</strong>&lt;br&gt; GREATER CUMBERLAND RGNL (CBE)</td>
<td>LOC/DME Rwy 23²⁴&lt;br&gt;RNAV (GPS) Rwy 5²&lt;br&gt;RNAV (GPS) Rwy 23³&lt;br&gt;NA when local weather not available. Category A, 1000-2; Category B, 1400-2; Category C 1500-3, Category D 1600-3.² Category A, 1100-2; Category B, 1400-2; Category C, 1500-3; Category D, 1600-3.³ Category A, 1100-2; Category B, 1400-2; Category C, 1500-3.⁴NA when CBE FBO closed.</td>
</tr>
<tr>
<td><strong>DANVILLE, VA</strong>&lt;br&gt; DANVILLE RGNL (DAN)</td>
<td>ILS or LOC Rwy 2&lt;br&gt;RNAV (GPS) Rwy 20&lt;br&gt;RNAV (GPS) Rwy 31&lt;br&gt;NA when local weather not available. Category C, 800-2¼; Category D, 800-2½.</td>
</tr>
<tr>
<td><strong>DOVER/CHESWOLD, DE</strong>&lt;br&gt; DELAWARE AIRPARK (33N)</td>
<td>RNAV (GPS) Rwy 9&lt;br&gt;RNAV (GPS) Rwy 27&lt;br&gt;VOR Rwy 27&lt;br&gt;NA when local weather not available. Categories A, B, 1100-3.¹ Categories A, B, 1000-3.²</td>
</tr>
<tr>
<td><strong>DUBLIN, VA</strong>&lt;br&gt; NEW RIVER VALLEY (PSK)</td>
<td>RNAV (GPS) Rwy 6&lt;br&gt;RNAV (GPS) Rwy 24&lt;br&gt;VOR/DME Rwy 6&lt;br&gt;NA when local weather not available. Category D, 800-2½.</td>
</tr>
<tr>
<td><strong>EASTON, MD</strong>&lt;br&gt; EASTON/NEWNAM FLD (ESN)</td>
<td>ILS or LOC Rwy 4¹&lt;br&gt;RNAV (GPS) Rwy 4²&lt;br&gt;RNAV (GPS) Rwy 22²&lt;br&gt;¹ILS, LOC, NA when control tower closed.²NA when local weather not available.</td>
</tr>
<tr>
<td><strong>FARMVILLE, VA</strong>&lt;br&gt; FARMVILLE RGNL (FVX)</td>
<td>RNAV (GPS) Rwy 3&lt;br&gt;RNAV (GPS) Rwy 21&lt;br&gt;NA when local weather not available.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>------------------------------------------</td>
</tr>
</tbody>
</table>
| **FELKER AAF (KFAF)**         | FORT EUSTIS, VA............................RNAV (GPS) Rwy 14
|                               | COPTER RNAV (GPS) Rwy 14                 |
|                               | NA when control tower closed.            |
| **FORT MEADE (ODENTON), MD**  | TIPTON (FME)...............................RNAV (GPS) Rwy 10
|                               | RNAV (GPS) Rwy 28                        |
|                               | NA when local weather not available.     |
|                               | Category B, 900-2.                       |
| **FRANKLIN, VA**              | FRANKLIN RGNL (FKN).......................RNAV (GPS) Rwy 9
|                               | RNAV (GPS) Rwy 27                        |
|                               | NA when local weather not available.     |
| **FREDERICK, MD**             | FREDERICK MUNI (FDK)......................ILS or LOC Rwy 23
|                               | RNAV (GPS) Rwy 5                         |
|                               | RNAV (GPS) Y Rwy 23                      |
|                               | RNAV (GPS) Z Rwy 23                      |
| 1NA when local weather not available. |
| 2NA when tower closed.        |
| 3LOC, Category C, 800-2½; Category D, 900-3. |
| 4Category D, 800-2½.         |
| 5Category C, 800-2¼; Category D, 900-2½. |
| **FREDERICKSBURG, VA**        | SHANNON (EZF)..............................RNAV (GPS) Rwy 24
|                               | Categories A, B, C, 1100-3               |
|                               | NA when local weather not available.     |
| **FRONT ROYAL, VA**           | FRONT ROYAL-WARREN COUNTY (FRR)...........RNAV (GPS)-A
|                               | RNAV (GPS) Rwy 14                        |
|                               | Categories A, B, 1200-2.                 |
| **GAITHERSBURG, MD**          | MONTGOMERY COUNTY AIRPARK (GAI) ..........RNAV (GPS)-A
|                               | RNAV (GPS) Rwy 14                        |
|                               | NA when local weather not available.     |
| **GALAX HILLSVILLE, VA**      | TWIN COUNTY (HLX).........................RNAV (GPS) Rwy 4
|                               | RNAV (GPS) Rwy 19                        |
|                               | NA when local weather not available.     |
|                               | Category D, 800-2½.                     |
| **GEORGETOWN, DE**            | DELAWARE COASTAL (GED)....................RNAV (GPS) Rwy 4
|                               | RNAV (GPS) Rwy 22                        |
|                               | VOR Rwy 22                              |
|                               | NA when local weather not available.     |
| **HAGERSTOWN, MD**            | HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)........ILS or LOC Rwy 9
|                               | RNAV (GPS) Rwy 9                         |
|                               | RNAV (GPS) Rwy 27                        |
|                               | VOR Rwy 9                               |
|                               | NA when local weather not available.     |
|                               | 1NA when control tower closed.           |
| **HOT SPRINGS, VA**           | INGALLS FLD (HSP).........................RNAV (GPS) Rwy 7
|                               | RNAV (GPS) Rwy 25                        |
|                               | NA when local weather not available.     |
|                               | 1NA when local weather not available.    |
|                               | Categories A, B, 1000-2; Category C, 1000-2¼,|
|                               | Category D, 1000-3.                     |
|                               | 2Category C, 800-2¼; Category D, 800-2½. |
| **JONESVILLE, VA**            | LEE COUNTY (0VG).........................RNAV (GPS) Rwy 7
|                               | RNAV (GPS) Rwy 25                        |
|                               | NA when local weather not available.     |
|                               | 1Category C, 1200-3.                    |
|                               | 2Categories A, B, 900-2; Category C, 1200-3.|
| **KENBRIDGE, VA**             | LUNENBURG COUNTY (W31)....................RNAV (GPS)-A
|                               | RNAV (GPS)-B                             |
|                               | NA when local weather not available.     |
|                               | Categories A, B, 1100-3.                 |
| **LAWRENCEVILLE, VA**         | BRUNSWICK COUNTY (LVL)....................RNAV (GPS)-A
|                               | RNAV (GPS)-B                             |
|                               | NA when local weather not available.     |
|                               | Categories A, B, 1100-3.                 |
| **LEESBURG, VA**              | LEESBURG EXEC (JYO).......................RNAV (GPS) Rwy 17
|                               | NA when local weather not available.     |
|                               | Category D, 1000-3.                     |
| **LEONARDTOWN, MD**           | ST MARYS COUNTY RGNL (2W6)..............RNAV (GPS) Rwy 11
|                               | Category D, 800-2¼.                     |
| **LOUISA, VA**                | LOUISA COUNTY/ FREEMAN FLD (LKU).........RNAV (GPS) Rwy 9
|                               | RNAV (GPS) Rwy 27                        |
|                               | NA when local weather not available.     |
## NAME | ALTERNATE MINIMUMS

### LURAY, VA
- **LURAY CAVERNS (LUA)***… RNAV (GPS) Rwy 4<sup>1</sup>  
  RNAV (GPS) Rwy 22<sup>2</sup>  
  VOR/DME-B<sup>3</sup>  
  NA when local weather not available.
  <sup>1</sup>Categories A, B, 1400-2; Category C, 1400-3.
  <sup>2</sup>Categories A, B, 1000-2; Category C, 1000-2½.
  <sup>3</sup>Categories A, B, 1300-2; Category C, 1300-3.

### LYNCHBURG, VA
- **LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)***… ILS or LOC Rwy 4<sup>1</sup>  
  RNAV (GPS) Rwy 4<sup>2</sup>  
  RNAV (GPS) Rwy 17<sup>2</sup>  
  RNAV (GPS) Rwy 22<sup>2</sup>  
  RNAV (GPS) Rwy 35<sup>3</sup>  
  VOR Rwy 22<sup>3</sup>  
  <sup>1</sup>LOC, Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.
  <sup>2</sup>Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.
  <sup>3</sup>Categories A, B, 1100-2; Categories C, D, 1100-3.
  <sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

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

### MARTINSVILLE, VA
- **BLUE RIDGE (MTV)***… LOC Rwy 31<sup>1</sup>  
  RNAV (GPS) Rwy 13  
  RNAV (GPS) Rwy 31  
  <sup>1</sup>LOC, Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.
  <sup>2</sup>LOC, Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.

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

### MIDDLETOWN, DE
- **SUMMIT (EVY)***… NDB-A<sup>1</sup>  
  RNAV (GPS) Rwy 17  
  RNAV (GPS) Y Rwy 35  
  RNAV (GPS) Z Rwy 35  
  NA when local weather not available.
  <sup>1</sup>NA when local weather not available.
  <sup>2</sup>NA when Wilmington control tower closed.

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

### NEWPORT NEWS, VA
- **NEWPORT NEWS/WILLIAMSBURG INTL (PHF)***… ILS or LOC Rwy 7<sup>123</sup>  
  RNAV (GPS) Rwy 7<sup>14</sup>  
  ILS or LOC Rwy 25<sup>1</sup>  
  RNAV (GPS) Rwy 27<sup>1</sup>  
  RNAV (GPS) Rwy 26<sup>1</sup>  
  RNAV (GPS) Rwy 23  
  NA when local weather not available.
  <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, 800-2¾.

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

### OAKLAND, MD
- **GARRETT COUNTY (2G4)***… VOR Rwy 9  
  NA when local weather not available.

### OCEAN CITY, MD
- **OCEAN CITY MUNI (OXB)***… LOC Rwy 32<sup>123</sup>  
  RNAV (GPS) Rwy 2<sup>1</sup>  
  RNAV (GPS) Rwy 14<sup>1</sup>  
  RNAV (GPS) Rwy 32<sup>1</sup>  
  RNAV (GPS) Z Rwy 32<sup>1</sup>  
  RNAV (GPS) Z Rwy 32<sup>1</sup>  
  VOR Rwy 14<sup>2</sup>  
  VOR/DME Rwy 32<sup>2</sup>  
  <sup>1</sup>LOC, Category B, 900-2½; Category C, 900-2½; Category D, 900-2¾.
  <sup>2</sup>LOC, Category B, 900-2½; Category C, 900-2½; Category D, 900-2¾.
  <sup>3</sup>NA when FBO closed.
  <sup>4</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.

### NE-3, 11 JUL 2024 to 05 SEP 2024

<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
</table>
| LURAY, VA | LURAY CAVERNS (LUA)… RNAV (GPS) Rwy 4<sup>1</sup>  
  RNAV (GPS) Rwy 22<sup>2</sup>  
  VOR/DME-B<sup>3</sup>  
  NA when local weather not available. |
| LYNCHBURG, VA | LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)… ILS or LOC Rwy 4<sup>1</sup>  
  RNAV (GPS) Rwy 4<sup>2</sup>  
  RNAV (GPS) Rwy 17<sup>2</sup>  
  RNAV (GPS) Rwy 22<sup>2</sup>  
  RNAV (GPS) Rwy 35<sup>3</sup>  
  VOR Rwy 22<sup>3</sup>  
  LOC, Category B, 900-2; Category C, 900-2½; Category D, 900-2¾. |
| MARION/WYTHEVILLE, VA | MOUNTAIN EMPIRE (MKJ)… RNAV (GPS) Rwy 26  
  Category C, 1900-3. |
| MARTINSVILLE, VA | BLUE RIDGE (MTV)… LOC Rwy 31<sup>1</sup>  
  RNAV (GPS) Rwy 13  
  RNAV (GPS) Rwy 31  
  LOC, Category B, 900-2; Category C, 900-2½; Category D, 900-2¾. |
| MELFA, VA | ACCOMACK COUNTY (MFV)… LOC Rwy 3  
  NA when airport operations closed. |
| MIDDLETOWN, DE | SUMMIT (EVY)… NDB-A<sup>1</sup>  
  RNAV (GPS) Rwy 17  
  RNAV (GPS) Y Rwy 35  
  RNAV (GPS) Z Rwy 35  
  NA when local weather not available. |
<p>| NE-3, 11 JUL 2024 to 05 SEP 2024 | |</p>
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ALTERNATE MINS</strong></td>
<td></td>
</tr>
<tr>
<td><strong>NE-3, 11 JUL 2024 to 05 SEP 2024</strong></td>
<td></td>
</tr>
<tr>
<td>ORANGE, VA</td>
<td>ORANGE</td>
</tr>
<tr>
<td>COUNTY (OMH)</td>
<td>RNAV (GPS) Rwy 8¹</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 26¹</td>
</tr>
<tr>
<td></td>
<td>VOR/DME-A²</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>¹Categories A, B, 900-2.</td>
</tr>
<tr>
<td></td>
<td>²Categories A, B, 1600-2.</td>
</tr>
<tr>
<td>PETERSBURG, VA</td>
<td></td>
</tr>
<tr>
<td>TRI CITIES EXEC/DINWIDDIE</td>
<td>LOC Rwy 5</td>
</tr>
<tr>
<td>COUNTY (PTB)</td>
<td>RNAV (GPS) Rwy 5</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 23</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>¹NA when arpt unattended.</td>
</tr>
<tr>
<td>PHILLIPS AAF (KAPG)</td>
<td></td>
</tr>
<tr>
<td>ABERDEEN PROVING</td>
<td>RNAV (GPS) Rwy 22</td>
</tr>
<tr>
<td>GROUND, MD</td>
<td>NA when control tower closed.</td>
</tr>
<tr>
<td>RICHLANDS, VA</td>
<td></td>
</tr>
<tr>
<td>TA ZEWELL</td>
<td>LOC/DME Rwy 25</td>
</tr>
<tr>
<td>COUNTY (JFZ)</td>
<td>RNAV (GPS) Rwy 7</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 25</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>RICHMOND, VA</td>
<td></td>
</tr>
<tr>
<td>RICHMOND INTL (RIC)</td>
<td>ILS or LOC Rwy 16</td>
</tr>
<tr>
<td></td>
<td>LOC, Categories C, D, 800-2/½.</td>
</tr>
<tr>
<td>RICHMOND/ASHLAND, VA</td>
<td></td>
</tr>
<tr>
<td>HANOVER COUNTY</td>
<td>LOC Rwy 16</td>
</tr>
<tr>
<td>MUNI (OPF)</td>
<td>RNAV (GPS) Rwy 16</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 34¹</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 16</td>
</tr>
<tr>
<td></td>
<td>Category D, 900-2/½.</td>
</tr>
<tr>
<td></td>
<td>¹NA when local weather not available.</td>
</tr>
<tr>
<td>SALISBURY, MD</td>
<td></td>
</tr>
<tr>
<td>SALISBURY-OCEAN CITY</td>
<td>ILS or LOC Rwy 32</td>
</tr>
<tr>
<td>WICOMICO RGNL (SBY)</td>
<td>RNAV (GPS) Rwy 5</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 14</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 5</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td>SOUTH BOSTON, VA</td>
<td></td>
</tr>
<tr>
<td>WILLIAM M TUCK (W78)</td>
<td>RNAV (GPS) Rwy 1</td>
</tr>
<tr>
<td></td>
<td>VOR-A¹</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>¹Category C 800-2/¼.</td>
</tr>
<tr>
<td>SOUTH HILL, VA</td>
<td></td>
</tr>
<tr>
<td>MECKLENBURG-</td>
<td>LOC Rwy 1</td>
</tr>
<tr>
<td>BRUNSWICK RGNL (AVC)</td>
<td>RNAV (GPS) Rwy 5</td>
</tr>
<tr>
<td></td>
<td>NDB Rwy 5</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 32</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 5</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>¹LOC, Category D, 900-2/¼.</td>
</tr>
<tr>
<td></td>
<td>²Category D, 900-2/¼.</td>
</tr>
<tr>
<td>STAFFORD, VA</td>
<td></td>
</tr>
<tr>
<td>STAFFORD</td>
<td>ILS or LOC Rwy 33¹</td>
</tr>
<tr>
<td>RGNL (RMN)</td>
<td>RNAV (GPS) Rwy 33²</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>¹LOC, Category D, 900-2/¼.</td>
</tr>
<tr>
<td></td>
<td>²Category D, 900-2/¼.</td>
</tr>
<tr>
<td>STAUNTON/WAYNESBORO/</td>
<td></td>
</tr>
<tr>
<td>HARRISONBURG, VA</td>
<td>ILS or LOC Rwy 5¹</td>
</tr>
<tr>
<td>SHENANDOAH VALLEY</td>
<td>NDB Rwy 5</td>
</tr>
<tr>
<td>RGNL (SHD)</td>
<td>RNAV (GPS) Rwy 5²</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 23</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>¹LOC, Category D, 900-2/¼.</td>
</tr>
<tr>
<td></td>
<td>²Category D, 900-2/¼.</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>--------------------</td>
<td>-----------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>STEVENSVILLE, MD</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>BAY BRIDGE (W29)</td>
<td>RNAV (GPS) Rwy 29</td>
</tr>
<tr>
<td>SUFFOLK, VA</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>EXEC (SFQ)</td>
<td>RNAV (GPS) Rwy 7</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 22</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 25</td>
</tr>
<tr>
<td>TAPPAHANNOCK, VA</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>TAPPAHANNOCK/ESSEX</td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td>COUNTY (XSA)</td>
<td>RNAV (GPS) Rwy 28</td>
</tr>
<tr>
<td>WAKEFIELD, VA</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>WAKEFIELD MUNI (AKQ)</td>
<td>RNAV (GPS) Rwy 20</td>
</tr>
<tr>
<td></td>
<td>Categories A, B, C, D, 1100-3.</td>
</tr>
<tr>
<td>WALLEYS ISLAND, VA</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>WALLEYS FLIGHT FACILITY (WAL)</td>
<td>RNAV (GPS) Rwy 42</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 17</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 22</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 28</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 35</td>
</tr>
<tr>
<td></td>
<td>VOR/DME or TACAN Rwy 10</td>
</tr>
<tr>
<td></td>
<td>VOR or TACAN Rwy 17</td>
</tr>
<tr>
<td>WARRENTON, VA</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>FAUQUIER (HWY)</td>
<td>RNAV (GPS) Rwy 15</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 33</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 15</td>
</tr>
<tr>
<td>WEST POINT, VA</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>MIDDLE PENINSULA</td>
<td>RNAV (GPS)-B</td>
</tr>
<tr>
<td>RGNL (FYJ)</td>
<td>RNAV (GPS) Rwy 10</td>
</tr>
<tr>
<td></td>
<td>VOR-A</td>
</tr>
<tr>
<td>WESTMINSTER, MD</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)</td>
<td>RNAV (GPS) Rwy 34</td>
</tr>
<tr>
<td>WASHINGTON, DC</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>RONALD REAGAN WASHINGTON NTL (DCA)</td>
<td>ILS or LOC Rwy 11L1</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC Rwy 19L1</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 15</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 11L</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 19L</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 19R</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 191</td>
</tr>
<tr>
<td></td>
<td>ILS or LOC/DME Rwy 12</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 12</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 1C</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 19C</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Y Rwy 19R</td>
</tr>
<tr>
<td>WESTMINSTER, VA</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>WILLIAMSBURG, VA</td>
<td>NAV when local weather not available.</td>
</tr>
<tr>
<td>WILLIAMSBURG/JAMESTOWN (JGG)</td>
<td>RNAV (GPS)-C</td>
</tr>
<tr>
<td></td>
<td>VOR-B</td>
</tr>
<tr>
<td>NAME</td>
<td>ALTERNATE MINIMUMS</td>
</tr>
<tr>
<td>-----------------------</td>
<td>------------------------------------</td>
</tr>
<tr>
<td>WILMINGTON, DE</td>
<td></td>
</tr>
<tr>
<td>NEW CASTLE (ILG)</td>
<td>ILS or LOC Rwy 1(^1)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 1(^3)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 9(^3)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 19(^3)</td>
</tr>
<tr>
<td></td>
<td>RNAV (GPS) Rwy 27(^3)</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 9(^4)</td>
</tr>
<tr>
<td></td>
<td>VOR Rwy 27(^3)</td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>(^1)NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>(^2)LOC, Category D, 800-2(^2).</td>
</tr>
<tr>
<td></td>
<td>(^3)Category D, 800-2(^2).</td>
</tr>
<tr>
<td></td>
<td>(^4)Category C, D, 800-2(^2).</td>
</tr>
<tr>
<td>WINCHESTER, VA</td>
<td></td>
</tr>
<tr>
<td>RGNL (OKV)</td>
<td>RNAV (GPS) Rwy 24</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>(^1)Category D, 800-2(^2).</td>
</tr>
<tr>
<td></td>
<td>Category D, 900-2(^2).</td>
</tr>
</tbody>
</table>
NORFOLK NS (CHAMBERS FLD) (KNGU), Norfolk, VA  Amdt 9 23MAR23
(Elev 15)

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HAA</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR(^1)</td>
<td>10(^2) 3</td>
<td>3.0°/54/1020</td>
<td>ABCDE</td>
<td>114-1/4</td>
<td>100 (100-1/4)</td>
</tr>
<tr>
<td></td>
<td>28(^4)</td>
<td>3.0°/37/719</td>
<td>ABCDE</td>
<td>316-3/4</td>
<td>302 (400-3/4)</td>
</tr>
<tr>
<td>PAR W/O GS(^1)</td>
<td>28(^5) 6</td>
<td>ABCDE</td>
<td>380-1/4</td>
<td>366 (400-1/4)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10(^7) 8(^9)</td>
<td>AB</td>
<td>440-1/2</td>
<td>426 (500-1/2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>440-3/4</td>
<td>426 (500-3/4)</td>
<td></td>
</tr>
<tr>
<td>ASR</td>
<td>28(^6) 10(^10) 11</td>
<td>AB</td>
<td>420-3/4</td>
<td>406 (500-3/4)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>420-1</td>
<td>406 (500-1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>10(^12)</td>
<td>AB</td>
<td>720-1/2</td>
<td>706 (800-1/2)</td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>720-1/8</td>
<td>706 (800-1/8)</td>
<td></td>
</tr>
</tbody>
</table>

\(^1\)No-NOTAM MP Mon 1030-1430Z++.
\(^2\)When ALS inop, increase CAT ABCDE vis to ½ mile.
\(^3\)PAPI RRP/TCH 669/37 not coincident with PAR RPI/TCH 1020/54.
\(^4\)When ALS inop, increase CAT ABCDE vis to ½ mile.
\(^5\)When ALS inop, increase CAT ABCDE vis to 1 mile.
\(^6\)Helicopter vis reduction below ¾ mile not authorized.
\(^7\)When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/2 miles.
\(^8\)VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).
\(^9\)Step down fix at 3 NM from RPI, 960 min.
\(^10\)When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1 1/4 miles.
\(^11\)Step down fix at 3 NM from thld, 1000 min.
\(^12\)When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 2 miles.
\(^13\)Cir not auth south of Rwy 10-28.
\(^14\)Norfolk NS Heliport lctd 1 NM NW, use caution in cir aprch.
# RADAR INSTRUMENT APPROACH MINIMUMS

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU), Virginia Beach, VA  
Amendment 7  30DEC21  (22083)  (USN)

**RADAR INSTRUMENT APPROACH MINIMUMS**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>5R'</td>
<td>3.0°/50/947</td>
<td>ABCDE</td>
<td>119-1½</td>
</tr>
<tr>
<td>23L'</td>
<td>3.0°/50/962</td>
<td>ABCDE</td>
<td>121-1½</td>
</tr>
<tr>
<td>32L'</td>
<td>3.0°/50/952</td>
<td>ABCDE</td>
<td>122-1½</td>
</tr>
<tr>
<td>5L</td>
<td>3.0°/50/956</td>
<td>ABCDE</td>
<td>120-1½</td>
</tr>
<tr>
<td>23R</td>
<td>3.0°/50/959</td>
<td>ABCDE</td>
<td>120-1½</td>
</tr>
<tr>
<td>32R</td>
<td>3.0°/50/955</td>
<td>ABCDE</td>
<td>120-1½</td>
</tr>
</tbody>
</table>

1. When ALS inop, increase CAT ABCDE vis to ½ mile.
2. When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
3. Sidestep only.
4. Step Down Fix at 3 NM from thld, 1020’ min.
5. When ALS inop, increase CAT AB vis to 1 mile, CAT C vis to 1½ miles, CAT DE vis to 2 miles.
6. No-NOTAM preventive maint 1100-1300Z++ Tue.
# PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK), Patuxent River, MD

**Amdt 2 02DEC21 (22111) (USN)**

**ELEV 39**

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

## RADAR INSTRUMENT APPROACH MINIMUMS

### PAR

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/HAH</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PAR</strong>&lt;sup&gt;1&lt;/sup&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6&lt;sup&gt;23&lt;/sup&gt;</td>
<td>3.0°/46/986</td>
<td>ABCDE</td>
<td>139-¼</td>
<td>100</td>
<td>(100-¼)</td>
</tr>
<tr>
<td>24&lt;sup&gt;4&lt;/sup&gt;</td>
<td>3.0°/44/828</td>
<td>ABCDE</td>
<td>120-½</td>
<td>100</td>
<td>(100-½)</td>
</tr>
<tr>
<td>14&lt;sup&gt;5&lt;/sup&gt;</td>
<td>3.0°/41/809</td>
<td>ABCDE</td>
<td>127-½</td>
<td>100</td>
<td>(100-½)</td>
</tr>
<tr>
<td>32</td>
<td>3.0°/48/889</td>
<td>ABCDE</td>
<td>268-¾</td>
<td>250</td>
<td>(300-¾)</td>
</tr>
<tr>
<td><strong>PAR W/O GS</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14&lt;sup&gt;6&lt;/sup&gt;</td>
<td></td>
<td>ABCDE</td>
<td>380-1</td>
<td>353</td>
<td>(400-1)</td>
</tr>
<tr>
<td>24</td>
<td></td>
<td>ABCDE</td>
<td>380-1</td>
<td>360</td>
<td>(400-1)</td>
</tr>
<tr>
<td>32</td>
<td></td>
<td>ABCDE</td>
<td>360-1</td>
<td>342</td>
<td>(400-1)</td>
</tr>
<tr>
<td>6&lt;sup&gt;7&lt;/sup&gt;</td>
<td></td>
<td>AB</td>
<td>500-½</td>
<td>461</td>
<td>(500-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>500-1</td>
<td>461</td>
<td>(500-1)</td>
</tr>
</tbody>
</table>

### ASR

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/HAH</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ASR</strong>&lt;sup&gt;8&lt;/sup&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>14&lt;sup&gt;8&lt;/sup&gt;</td>
<td></td>
<td>ABCDE</td>
<td>400-1</td>
<td>373</td>
<td>(400-1)</td>
</tr>
<tr>
<td>32</td>
<td></td>
<td>AB</td>
<td>400-1</td>
<td>382</td>
<td>(400-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>400-1½</td>
<td>382</td>
<td>(400-1½)</td>
</tr>
<tr>
<td>6&lt;sup&gt;7&lt;/sup&gt;</td>
<td></td>
<td>AB</td>
<td>520-½</td>
<td>481</td>
<td>(500-½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>520-1</td>
<td>481</td>
<td>(500-1)</td>
</tr>
<tr>
<td>24</td>
<td></td>
<td>AB</td>
<td>440-1</td>
<td>420</td>
<td>(500-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CDE</td>
<td>440-1½</td>
<td>420</td>
<td>(500-1½)</td>
</tr>
</tbody>
</table>

### CIR

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/HAH</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>CIR</strong>&lt;sup&gt;9&lt;/sup&gt;</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6-24, 14-32</td>
<td></td>
<td>A</td>
<td>560-1</td>
<td>521</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>600-1</td>
<td>561</td>
<td>(600-1)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>620-1½</td>
<td>581</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>680-2</td>
<td>641</td>
<td>(700-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>E</td>
<td>800-2¼</td>
<td>761</td>
<td>(800-2¼)</td>
</tr>
</tbody>
</table>

---

1. **PAR No-NOTAM preventive maint period Wed 1300-1700Z++.**
2. **When ALS inop, increase CAT ABCDE vis to ½ mile.**
3. **CAUTION: TCH (46 feet) is less than the min TCH (50 feet).**
4. **CAUTION: TCH (44 feet) is less than the min TCH (50 feet).**
5. **CAUTION: TCH (41 feet) is less than the min TCH (50 feet).**
6. **Step Down Fix at 2NM from RPI, 640’ min.**
7. **When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1½ miles.**
8. **Step Down Fix at 2NM from thld, 680’ min.**
9. **Step Down Fix at 2NM from thld, 680’ min.**
### QUANTICO MCAF (TURNER FLD) (KNYG), Quantico, VA Amdt 8

07SEP23 (23250) (USN)

**RADAR**
- 120.925
- 351.95
- 353.65
- 363.15

**ELEV 10**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GS/TCH/RPI</th>
<th>CAT</th>
<th>DH/MDA-VIS</th>
<th>HAT/HATH/HAH</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>ASR</td>
<td>2</td>
<td>AB</td>
<td>560-1½</td>
<td>551</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>CD</td>
<td>560-1½</td>
<td>551</td>
<td>(600-1½)</td>
</tr>
<tr>
<td>CIR ASR</td>
<td>2</td>
<td>A</td>
<td>560-1½</td>
<td>550</td>
<td>(600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>B</td>
<td>660-1½</td>
<td>650</td>
<td>(700-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>C</td>
<td>700-2</td>
<td>690</td>
<td>(700-2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>D</td>
<td>740-2½</td>
<td>730</td>
<td>(800-2½)</td>
</tr>
</tbody>
</table>

1. GCA avbl daily during published field opr hours. Ctc twr for freq asgn.
2. VGSI and final descent angle not coincident.
**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>NEWPORT NEWS, VA</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEWPORT NEWS/WILLIAMSBURG</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NTL (PHF)</td>
<td>20</td>
<td>07-25</td>
<td>5,200 feet</td>
</tr>
<tr>
<td></td>
<td>25</td>
<td>02-20</td>
<td>6,550 feet</td>
</tr>
<tr>
<td>WILMINGTON, DE</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW CASTLE (ILG)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>01</td>
<td>09-27</td>
<td></td>
<td>4,050 feet</td>
</tr>
<tr>
<td>14</td>
<td>01-19</td>
<td></td>
<td>4,450 feet</td>
</tr>
<tr>
<td>19</td>
<td>14-32</td>
<td></td>
<td>5,750 feet</td>
</tr>
<tr>
<td>32</td>
<td>09-27</td>
<td></td>
<td>3,600 feet</td>
</tr>
</tbody>
</table>

NE-3, 11 JUL 2024 to 05 SEP 2024
**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><strong>DOVER, DE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>DOVER AFB (DOV)</td>
<td>HS 1</td>
<td>Intersecting of Rwy 01-19, Rwy 14-32 and Twy D between the runways can create confusion. Query tower if lost or need help.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 01-19 between Twy B and Twy E has had an increased number of rwy incursions.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Rwy 14-32 between C Twy has had an increased number of rwy incursions.</td>
</tr>
<tr>
<td><strong>EASTON, MD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>EASTON/NEWNAM FLD (ESN)</td>
<td>HS 1</td>
<td>Twy A and Twy B int in close proximity to the rwy.</td>
</tr>
<tr>
<td><strong>FREDERICK, MD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>FREDERICK MUNI (FDK)</td>
<td>HS 1</td>
<td>Int of Twy A and Twy B.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Potential for inadvertent entry onto Rwy 30.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Potential for inadvertent entry onto Rwy 23.</td>
</tr>
<tr>
<td><strong>HAGERSTOWN, MD</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>HAGERSTOWN RGNL/</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RICHARD A HENSON FLD (HGR)</td>
<td>HS 1</td>
<td>Maintain vigilance congestion area and close proximity to rwys.</td>
</tr>
<tr>
<td><strong>NEWPORT NEWS, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEWPORT NEWS/WILLIAMSBURG INTL (PHF)</td>
<td>HS1</td>
<td>Int of Rwy 07-25 and Rwy 02-20.</td>
</tr>
<tr>
<td></td>
<td>HS2</td>
<td>Rwy 07 and Rwy 02 thlds in close proximity.</td>
</tr>
<tr>
<td><strong>RICHMOND, VA</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RICHMOND INTL (RIC)</td>
<td>HS 1</td>
<td>Wrong rwy departure risk. Frequent rwy crossings due to aircraft exiting Rwy 34.</td>
</tr>
<tr>
<td><strong>WASHINGTON, DC</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>RONALD REAGAN WASHINGTON NTL (DCA)</td>
<td>HS 1</td>
<td>Twy N, Twy K, Twy L and Twy J, Rwy 15-33.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Maintain awareness of Hold Line position for Rwy 19 from the Hold Bay and while approaching Rwy 19 on Twy J.</td>
</tr>
<tr>
<td><strong>WILMINGTON, DE</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>NEW CASTLE (ILG)</td>
<td>HS 1</td>
<td>Twy F intersects Rwy 09-27 which is in close proximity to the thld of Rwy 14-32.</td>
</tr>
</tbody>
</table>

*See appropriate Chart Supplement HOT SPOT table for additional information.
NOTE: Radar required
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Prohibited area (P56) 1.5 NM north of DCA avoid surface to 18000 MSL.
NOTE: ARTCC will issue landing direction assignment (east or west). Potomac TRACON will issue runway assignments.

See following page for Arrival Routes.
NOTE:  RNAV 1.
NOTE: Turbojet aircraft only.
NOTE: Prohibited area (P56) 1.5 NM north of DCA avoid surface to 18000 MSL.
NOTE: ARTCC will issue landing direction assignment (east or west). Potomac TRACON will issue runway assignments.
ARRIVAL ROUTE DESCRIPTION

Landing BWI:

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

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

Expect RADAR vectors to final approach course.

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

Expect RADAR vectors to final approach course.

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

Expect RADAR vectors to final approach course.

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

Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

AL-562 (FAA) (ENO.ARLFT2)

ARLFT TWO ARRIVAL (RNAV)

BUBBI TRANSITION (BUBBI.ARLFT2)
LUNDY TRANSITION (LUNDY.ARLFT2)
MAULS TRANSITION (MAULS.ARLFT2)
THHMP TRANSITION (THHMP.ARLFT2)

LANDING KDOV/33N/KILG: From ENO VORTAC on track 090° to ARLFT, then on heading 090° or as assigned by ATC. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
PHILIPSBURG TRANSITION (PSB.BUNTS3):

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

NOTE: Expect to cross BUNTS at 8000.
NOTE: This STAR is for aircraft capable of 250K or greater.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

THHMP TRANSITION (THHMP,CAPSS3):

WAVES TRANSITION (WAVES,CAPSS3):

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

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

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

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Chart not to scale.
CAVLR SIX ARRIVAL (RNAV)

**ARRIVAL ROUTE DESCRIPTION**

**DORRN TRANSITION (DORRN.CAVLR6)**

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

**THHMP TRANSITION (THHMP.CAVLR6)**

**TRSSK TRANSITION (TRSSK.CAVLR6)**

**LANDING RUNWAYS 1L/C/R:**

From CAVLR on track 026° to cross UVVAA at 9000, then on track 026°. Expect RADAR vectors to final approach course.

**LANDING RUNWAYS 19L/C/R:**

From CAVLR on track 026° to cross KASDY at 7000, then on track 024° to cross BARIN at 6000, then on track 012° to cross STAYO at 4000, then on track 012° to TRING, then on track 012° to MIXNN, then on track 012°. Expect RADAR vectors to final approach course.

**LANDING RUNWAY 30:**

From CAVLR on track 026° to cross KASDY at 7000, then on track 020° to cross COINZ at 6000 and at 210K, then on track 010°. Expect RADAR vectors to final approach course.
TURBOJET VERTICAL
NAVIGATION PLANNING
INFORMATION

Aircraft landing PHL expect
to cross VCN at 8000.

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

MODENA TRANSITION (MXE.CLIPR3):

LANDING RWYS 1, 4, 33: From EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI, then on heading 187°. Expect RADAR vectors to final approach course.

LANDING RWYS 15, 19, 22: From EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES, then on heading 327°. Expect RADAR vectors to final approach course.

NOTE: Prohibited area (P-56) 1.5 NM north of DCA-avoid surface to FL180.

NOTE: Chart not to scale.
Expect 5000.

Use FAK 031 to BRV, BRV 214 unusable to FALKO.

NOTE: RADAR required.

NOTE: DME required.

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

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

. . . From over COATT on FAK R-031 to BRV VORTAC, then on BRV R-007 to BARIN.

Expect radar vectors to final approach course after BARIN.
ARRIVAL ROUTE DESCRIPTION

MEGGS
LANDING SOUTH: Rwys 15, 19, 22:
Expect approach clearance or radar vectors to final approach course after MEGGS.

NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Prohibited Area (P-56) 1.5 NM north of DCA avoid surface to FL180.

LANDING NORTH RWYS 1, 4, 33: From DEALE on track 282° to cross YUCKK at 10000, then on track 266° to cross TIRZA at or below 8000, then on track 230° to cross HITEK at 7000, then on track 187° to MITELY, then on heading 187°. Expect radar vectors to final approach course.

LANDING SOUTH RWYS 15, 19, 22: From DEALE on track 284° to EDDGY, then on track 320° to cross YUCKK at 10000 and at 280K.

NOTE: Chart not to scale.

From BILIT on track 288° to cross DEALE at 10000 and at 280K.

LAFLN TRANSITION (LAFLN.DEALE3):
RIDGY TRANSITION (RIDGY.DEALE3):

NOTE: Turbojet aircraft only.

NOTE: DME/DME/IRU or GPS required.

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: Prohibited Area (P-56) 1.5 NM north of DCA avoid surface to FL180.

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

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

MODENA TRANSITION (MXE.DELRO5): From over MXE VORTAC on MXE R-283 to DELRO. Thence. . . .

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

CHARLESTON TRANSITION (HVQ.DOCSS3): From over HVQ VOR/DME on HVQ R-095 to DILNN, then on BKW R-072 to SEALZ, then on AML R-259 to DOCCS. Thence....

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

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

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

LANDING JYO: From over DOCCS on LDN VORTAC R-206 to LDN VORTAC, expect radar vectors to final approach course.
DRONE TWO ARRIVAL
(DRONE.DRONE2) 23MAY18

RALEIGH/DURHAM
117.2 RDU
Chan 119

TAR RIVER
117.8 TYI
Chan 125

BROZE
TURBOJET VERTICAL NAVIGATION
PLANNING INFORMATION
Expect clearance to cross at FL190.

COFIELD
114.6 CVI
Chan 93

KINSTON
117.5 ISO
Chan 122

NOTE: RADAR required.
NOTE: DME required.

NOTE: Chart not to scale.

NE-3, 11 JUL 2024 to 05 SEP 2024
ARRIVAL DESCRIPTION

KINSTON TRANSITION (ISO.DRONE2): From over ISO VORTAC on ISO R-034 and CVI R-218 to CVI VORTAC, then on CVI R-055 to DRONE. Thence. . . .

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

....from over DRONE expect radar vectors to final approach course.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

From THINA on track 009° to cross DUCXS at 4000, then on heading 041°
or as assigned by ATC. Expect RADAR vectors to final approach course.
**BUCKO TRANSITION (BUCKO.FRDMM6):**

- **Expect runway assignment from TRACON prior to FORGT.**

**LUISE TRANSITION (LUISE.FRDMM6):**

- **NOTE:** Jet aircraft only.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
- **NOTE:** Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
- **NOTE:** PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
- **NOTE:** Turboprop aircraft as assigned by ATC only.
ARRIVAL ROUTE DESCRIPTION

LANDING ADW RUNWAY 1L/R: From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HERO0, then on track 189°. Expect RADAR vectors to final approach course.

LANDING ADW RUNWAY 19L/R: From ALWYZ on track 122° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAY 1, 4, 33: From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HERO0, then on track 189°. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAY 15, 19, 22: From ALWYZ on track 122° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 148° to HERO0, then on track 148°. Expect RADAR vectors to final approach course.

LANDING DAA: From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HERO0, then on track 189°. Expect RADAR vectors to final approach course.
(CONTINUED ON FOLLOWING PAGE)
LANDING KIAD RUNWAYS 1L/C/R, 30: From GIBBZ on track 108° to SUNYJ, then on track 168° to SIYOB, then on track 192° to MIKEJ, then on track 192°. Expect RADAR vectors to final approach course.

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

LANDING KHEF: From GIBBZ on track 108° to SUNYJ, then on track 168° to SIYOB, then on track 192° to MIKEJ, then on track 192°. Expect RADAR vectors to final approach course.

LANDING KJYO: From GIBBZ on track 108° to SUNYJ, then on track 042° to UDIYU, then on track 010° to KUKSE, then on track 010° to MATTC, then on track 010°. Expect RADAR vectors to final approach course.
NOTE: Jet and turboprop aircraft only.
NOTE: For aircraft capable of 180K or greater.
ARRIVAL ROUTE DESCRIPTION

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

LANDING KIAD 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 KIAD RWY 1L, 30: From HYPER on track 228° to cross CRAIN at 6000, then on track 188° to KUKSE, then on track 191° to ELISN, then on track 191°. Expect RADAR vectors to final approach course.

LANDING KIAD RWY 19L/C/R: From HYPER on track 233° to cross PHATT at 9000, then on track 230°. Expect RADAR vectors to final approach course.

LANDING ALL SATELLITE AIRPORTS: From LIRCH on track 249° to BINNS, then on track 249° to cross HYPER at 10000 and at 250K, then on track 233° to cross PHATT at 9000, then on track 230°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

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

....from IRONS:

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

LANDING NORTH: Expect radar vectors to final approach course.

NOTE: Chart not to scale.

NOTE: Radar required.

NOTE: Aircraft use DCA ATIS to determine the direction of landing prior to IRONS.

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO 18000 MSL.
ARRIVAL ROUTE DESCRIPTION

Landing PHL Rwy 9L/R: From JIIMS on track 290° to WUDRR, then on track 307° to WEVVE, then on track 268° to ERNNY, then on track 268°. Expect RADAR vectors to final approach course.

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

Landing PHL Rwy 26, 27L/R: From JIIMS on track 336° to ZMRRMN, then on track 019° to CHPMN, then on track 060° to PSOUT, then on track 087° to MKORD°, then on track 087°. Expect RADAR vectors to final approach course.

Landing ILG: From JIIMS on track 285° to MDOGG, then on track 287° to TRNBL, then on track 287°. Expect RADAR vectors to final approach course.

Landing MQS: From JIIMS on track 285° to MDOGG, then on track 324° to RANSM, then on track 352° to EBRLY, then on track 352°. Expect RADAR vectors to final approach course.

Landing TTN/KPNE: From JIIMS on track 336° to ZMRRMN, then on track 014° to WOJIK, then on track 087° to PSOUT, then on track 029° to HENYY, then on track 029°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

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

NOTE: Maintain last ATC assigned altitude until cleared to descend via the NUMMY THREE, then comply with altitude restrictions as published.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Maintain last ATC assigned altitude until cleared to "descend via the POWTN STAR".
ARTCC will issue landing direction assignment (north or south) and Potomac TRACON will issue runway assignments.

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LYNCHBURG TRANSITION (LYH.POWTN5)

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

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

(NE-3, 11 JUL 2024 to 05 SEP 2024)

NOTE:  DME and RADAR required.
NOTE:  Jet aircraft only.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

PHILIPSBURG TRANSITION (PSB.PRIVO3): From over PSB VORTAC on PSB R-177 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 1L/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.
NOTE: For non-jet aircraft capable of 180K or greater.
ARRIVAL ROUTE DESCRIPTION

LYKOM TRANSITION (LYKOM.PRTZL1)
SELINSGROVE TRANSITION (SEG.PRTZL1)
WLKES TRANSITION (WLKES.PRTZL1)

From PRTZL on track 203° to HYPER.

LANDING RUNWAYS 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 RUNWAYS 1L, 30: From HYPER on track 228° to cross CRAIN at 6000, then on track 188° 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 RUNWAYS 19L/C/R: From HYPER on track 23° to cross PHATT at 9000, then on track 230°. Expect RADAR vectors to final approach course.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: All part 91, 101, 103, 105, 125, 133, 135, and 137 flight operations are prohibited on the HVQ/BKW/JOOEY transitions.

NOTE: Chart not to scale.
NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

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

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

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

LANCASTER TRANSITION (LRP.SKILS5):

From SHILO on track 195° to cross SKILS, at 12000, then on track 195° to cross BAL VORTAC, at 10000 and at 250K, then on track 234° to EYESS.

LANDING RUNWAYS 1, 4, 33: From EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI, then on heading 187°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 15, 19, 22: From EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES, then on heading 327°. Expect RADAR vectors to final approach course.

PHILIPSBURG TRANSITION (PSB.SKILS5):

From SHILO on track 195° to cross SKILS, at 12000, then on track 195° to cross BAL VORTAC, at 10000 and at 250K, then on track 234° to EYESS.

LANDING RUNWAYS 1, 4, 33: From EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI, then on heading 187°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 15, 19, 22: From EYESS on track 284° to EDDWD, then on track 328° to MEGGS, then on track 327° to NAYES, then on heading 327°. Expect RADAR vectors to final approach course.

NOTE: Jet aircraft only.
NOTE: Prohibited area (P-56) 1.5 NM north of DCA-avoid surface to FL180.
ARRIVAL ROUTE DESCRIPTION

MONTEBELLO TRANSITION (MOL.SPIDR4)

LANDING NORTH RWYS 2, 34: From SPIDR on track 149° to DUCXS, then on heading 151° or as assigned by ATC. Expect RADAR vectors to final approach course.

LANDING SOUTH RWYS 16, 20: From SPIDR on track 105° to DEER, then on heading 081° or as assigned by ATC. Expect RADAR vectors to final approach course.

NOTE: Chart not to scale.
**ARRIVAL ROUTE DESCRIPTION**

**LANDING NORTH RWYS 11/19:** From SPISY on track 275° to CAPKO, then on track 208° to POKHIK, then track 190° to OPSIE, then on track 343°. Expect RADAR vectors to final approach course.

**LANDING SOUTH RWYS 19/11:** From SPISY on track 328° to DECON, then on track 343° to REVOE, then on track 343°. Expect RADAR vectors to final approach course.

**NOTE:** Chart not to scale.

**NOTE:** DME/DME/IRU or GPS required.

**NOTE:** RNAV 1.

**NOTE:** P56 area A/B 1.5 NM north of DCA, avoid - surface to 18000 MSL.

**NOTE:** Radar required.

**NOTE:** RNAV 1.
From over MOL VOR/DME via R-115 and FAK R-297 to FAK VORTAC, then via FAK R-101 and HCM R-282 to HCM VORTAC, then via HCM R-107 and CCV R-290 to TERKS INT. Expect radar vectors to the final approach course after the TERKS INT.
ARRIVAL ROUTE DESCRIPTION

BBONE TRANSITION (BBONE.TIKEE4):
KEssel TRANSITION (ESL.TIKEE4):
SEALZ TRANSITION (SEALZ.TIKEE4):

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

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

NOTE: Procedure available to all type aircraft landing the following airports: CJR, HWY, HEF, RMN, EZF, NYG.

NOTE: Props or Turboprop aircraft only landing the following airports: DAA, 2W5, VKX, W00, DCA, ADW.
NOTE: Chart not to scale.

NOTE:  Rozet aircraft only.
NOTE:  DME/DME/IRU or GPS required.
NOTE:  RNAV 1.
NOTE:  RADAR required
NOTE:  Turbojet aircraft only.
ARRIVAL ROUTE DESCRIPTION

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

LANDING BWI:

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

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

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

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

**LORAA TRANSITION (LORAA.TRSTN3):**

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

Landing KOKV, KHGR, KMRB, KYO, KFKD, KDWM, 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.

**THHMP TRANSITION (THHMP.TRSTN3):**

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: Jet aircraft only.

NOTE: Turboprops as assigned by ATC only.

NOTE: PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.

NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.

Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.

Expect runway assignment from TRACON 10 miles prior to TRUPS.

NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway

NOTE: PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.

NOTE: Turboprops as assigned by ATC only.

NOTE: Jet aircraft only.

NOTE: PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.

NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.

Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.

Expect runway assignment from TRACON 10 miles prior to TRUPS.
LANDING ADW RUNWAY 1L/R: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HERO0, then on track 189°. Expect RADAR vectors to final approach course.

LANDING ADW RUNWAY 19L/R: From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAY 1, 4, 33: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HERO0, then on track 189°. Expect RADAR vectors to final approach course.

LANDING DCA RUNWAY 15, 19, 22: From TRUPS on track 061° to cross FRDMM at 8000 and at 240K, then on track 078° to STAND, then on track 078° to TGTHR, then on track 148° to FERGI, then on track 148°. Expect RADAR vectors to final approach course.

LANDING DAA: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HERO0, then on track 189°. Expect RADAR vectors to final approach course.
NOTE: Chart not to scale.

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

BEEVR TRANSITION (BEEVR.VUDOO2): (ATC assigned only).
CIBAC TRANSITION (CIBAC.VUDOO2)
THHMP TRANSITION (THHMP.VUDOO2)

NOTE: Chart not to scale.
VUDOO TWO ARRIVAL (RNAV) Arrival Routes

REVOE
Landing south: Rwys 19L/R:
Expect RADAR vectors to final approach course after REVOE.

LANDING SOUTH RWYS 19L/R: From VUDOO on track 348° to cross HOLIO at 5000, then on track 006° to cross BEDLE, then on track 343° to DECON, then on track 343° to REVOE. Expect RADAR vectors to final approach course.

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

PHILIPSBURG TRANSITION (PSB.WAYNZ1)
WILSS TRANSITION (WILSS.WAYNZ1)

From PRIVO on track 177° to cross DAFIX at 12000, then on track 178° to cross WAYNZ at 10000 and at 250K.

LANDING RUNWAYS 1C/R: From WAYNZ on track 180° to cross MAPEL at 7000, then on track 153° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 1L, 30: From WAYNZ on track 180° to cross MAPEL at 7000, then on track 187° to cross KUKSE at 5000, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/C/R: From WAYNZ on track 180° to cross SULII at 10000, then on track 180°. Expect RADAR vectors to final approach course.

NOTE: Jet aircraft only.
NOTE: Maintain last assigned altitude until "Cleared to descend via WAYNZ1 STAR".

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

Bellaire Transition (AIR.EMI7): From over AIR VOR/DME on AIR R-111 to Lundy, then on MRB VORTAC R-293 to MRB VORTAC. Thence . . .

Keman Transition (KEMAN.EMI7): From over KEMAN on AIR R-111 to Lundy, then on MRB VORTAC R-293 to MRB VORTAC. Thence . . .

Morgantown Transition (MGW.EMI7): From over MGW VOR/DME on MGW R-101 to Lizio, then on MRB VORTAC R-284 to MRB VORTAC. Thence . . .

. . . from MRB on MRB R-088 to Ruane, then on EMI VORTAC R-269 to EMI. Expect vectors to final approach course after EMI.
**ARRIVAL ROUTE DESCRIPTION**

**CHIP TRANSITION (CHIP.WIGOL3):**

**DORRN TRANSITION (DORRN.WIGOL3):**

**WIILT TRANSITION (WIILT.WIGOL3):**

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

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

**NOTE:** Chart not to scale.
INTELLIONALLY
LEFT
BLANK
RNAV (GPS) RWY 6
ABINGDON, VIRGINIA

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

Procedure NA for arrivals at HILTO on V53 northwest bound.

Procedure NA for arrivals at TAKEN on V16 southwest bound.

VIRGINIA HIGHLANDS (VJI)
RNAV (GPS) RWY 6
ABINGDON, VIRGINIA
Amdt 18 16JUL20
36°41’N-82°02’W
MISSED APPROACH: Climb to 3200 then climbing left turn to 4300 direct AKQON INT and hold.

Inop table does not apply. GPS required. Cat D Straight-in minima NA when using Tri-Cities altimeter setting. When local altimeter setting not received; use Tri-Cities altimeter setting and increase all MDA 140 feet; and increase S-24 Cat A and B and Circling Cat B visibility ¾ mile, and S-24 Cat C and Circling Cat C visibility ½ mile. Increase BUNTE fix minimums S-24 Cat C visibility ½ mile, Circling Cats A and B visibility ¾ mile, and Circling Cat C visibility ½ mile. Helicopter visibility reduction below 1 SM NA.

Category B

- 4471 X 0.6% U P NE-3, 11 JUL 2024 to 05 SEP 2024

- 4300

- AKQON INT I-VJI 6.6

- One Minute Holding Pattern

- Limit missed approach to 210K

- 2520-1 061° 433 (500-1) 2940-1 4394

- AKQON INT I-VJI 6.6

- 2408

- 4982

- 3080 when using Tri-Cities altimeter setting.
Procedure NA at night. Rwy 12, and 30 helicopter visibility reduction below 1 SM NA. Use Baltimore/Washington Intl Thurgood Marshall altimeter setting.

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

Procedure NA for arrivals at GRACO on V93 southeast bound and northeast bound and on V379 eastbound.

ELEV 34
**ILS or LOC RWY 15L**

**BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)**

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

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

2. **POTOMAC APP CON**
   - **IF**
   - **MNKEY**
   - **ZOWEE**
   - **RADAR**

3. **BALTIMORE TOWER**
   - **GND CON**
   - **CLNC DEL**

4. **RADAR REQUIRED**
   - **KRENE**
   - **MNKEY**
   - **ZOWEE**
   - **RADAR**

5. **RADAR**
   - **BAL 12**
   - **MNKEY**
   - **ZOWEE**

6. **ELEV 143° TDZE 142°**

**ALTERNATE MISSED APCH FIX**
- **WESTMINSTER**
  - **117.9°**
  - **Chan 126**

**RADIO FREQUENCIES**
- **115.1° BAL**
- **Chan 98**

**AIRPORTS**
- **BALTIMORE/BALTIMORE**
- **155° 6 NM from FAF**

**HIRL all Rwys**
- **REIL Rwys 15L and 33R**

**FAF to MAP 6 NM**
- **KNOTS**
  - 60 90 120 150 180
- **MIN:SEC**
  - 6:00 4:00 3:00 2:24 2:00

**FACILITY**
- **NE-3, 11 JUL 2024 to 05 SEP 2024**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**MISAPPROPRIATE APPROACH**

**COND**
- **A**
  - **S-ILS 15L**
  - **544-13° 402 (500-1%)**
  - **NA**
- **B**
  - **S-LOC 15L**
  - **560/55 418 (500-1)**
  - **NA**
- **C**
  - **CIRCLING**
  - **640-1 497 (500-1)**
  - **517 (600-1)**
  - **NA**
- **D**

**ILS or LOC RWY 15L**

**Baltimore, Maryland**

**Amdt 4A 23APR20**
**SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**Baltimore, Maryland**

Amdt 21D 08SEP22

**Baltimore/Washington Intl Thurgood Marshall (BWI)**

**ILS RWY 10 (SA CAT I)**

**Radar:** Required for procedure entry.

**DME:** Required.

- **ALSF 2** Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

**D-ATIS:**

- **115.1 127.8**

**POTOMAC APP CON:**

- **119.0 282.275**
- **124.55 317.425**
- **128.7 307.9**

**Baltimore Tower:**

- **119.4 257.8**

**GND CON:**

- **121.9**

**CLNC DEL:**

- **118.05**

**ALTERNATE MISSED APCH FIX:**

- **WESTMINSTER**
  - **EMI 117.9**
  - **Chan 126**

**APCH FIX:**

- **(IF)**
- **Colum BAL 11.4 RADAR**
- **Jeans BAL 5.3 RADAR**
- **105°**

**LOC:**

- **1549**

**ELEV 143**

**TDZE 143**

**Hurtz BAL 12.1 RADAR**

**2024 (FAA)**

**23026**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**VS:**

- **3.00°**

**TCH:**

- **55**

**Rwy Ldg:**

- **9953**

**TDZE:**

- **143**

**Apt Elev:**

- **143**

**Category:**

- **A**
- **B**
- **C**
- **D**

**S-ILS 10:**

- **RA 191/14**
- **150 DA 293**

**Requirements:**

- **115°-100°**
- **131°-180°**
- **181°-019°**

**ILS RWY 10 (SA CAT I)**

**RADAR required for procedure entry.**

**DME required.**

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

**RADAR required for procedure entry.**

**DME required.**

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

**RADAR required for procedure entry.**

**DME required.**

**Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.**
RNAV (RNP) Z RWY 10
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inapp ALS, increase RNP 0.11 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1/2 SM.

Authorization Required

Amdt 2D 08SEP22
**RNAV (RNP) Z RWY 15R**

**Baltimore/Washington Intl Thurgood Marshall (BWI)**

**For uncompensated Baro-VNAV systems, procedure NA below -12°C (11°F) or above 54°C (130°F). For inop MALSR, increase RNP 0.11 DA all Cats visibility to 1/4 mile, and RNP 0.30 DA all Cats visibility to 1/2 mile. GPS Required.**

**MALSR**

**MISSED APPROACH: Climb to 2500 on track 155° to JANNS 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 0.11 DA</td>
<td>513/38</td>
<td>375 (400-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>588/52</td>
<td>450 (500-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Authorization Required**

**Baltimore, Maryland**

Amdt 1 16OCT14

**39°11'N-76°40'W**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (RNP) Z RWY 28
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1/4.

Procedure NA for arrivals at BILIT on V308 eastbound.

MISSED APPROACH: Climb to 2500 on track 285° to COLUM and hold.
RNAV (RNP) Z RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH-GPS.

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

D-ATIS
115.1  127.8

POTOMAC APP CON
(020°-100°)  119.0  282.275
(101°-130°)  124.55  317.425
(131°-180°)  128.7  307.9

Baltimore Tower
119.4  257.8

GND CON
121.9

CLNC DEL
118.05

ELEV 143  TDZE 143

AUTHORIZATION REQUIRED

NE-3, 11 JUL 2024 to 05 SEP 2024

BALTIMORE, MARYLAND

AL-804 (FAA) 22251

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNAV (RNP) Z RWY 33L

APPROACH

APP CRS
335°

Rwy Idg
8301

TDZE
143

Apt Elev
143

AUTHORIZED altitudes above 54°C.

For inop ALS, increase RNP 0.30 all Cats visibility to RVR 6000.

Topo map of multiple IF locations.

See planview for multiple IF locations.

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

Container
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations. Helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to LPV, all Cats.

**RNAV (GPS) RWY 33R**

**WASHINGTON INTL THURGOOD MARSHALL (BWI)**

**RADAR REQUIRED**

**ELEV 143**  
**TDZE 124**

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

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) Y RWY 15R
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

**Category A**

- **LPV DA**
  - 338/24 200 (200-1/2)
- **LNAV/ VNAV DA**
  - 557/46 419 (500-1)
- **LNAV MDA**
  - 560/24 422 (500-1/2)
- **CIRCLING**
  - 640-1 497 (500-1)
  - 660-1 517 (600-1)
  - 700-1/2 557 (600-1/2)
  - 880-2/4 737 (800-2/4)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). For inop MALSR, increase LNAV/VNAV all Cats visibility to 1/2. DME/DME RNP-0.3 NA.

**RNAV (GPS) Y RWY 15R**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**AIRPORT INFORMATION**

- **Amdt 2A 17AUG17**
- **39°11’N-76°40’W**
RNAV (GPS) Y RWY 33L

Baltimore/Washington Intl Thurgood Marshall (BWI)

\( 33°11'N-76°40'W \)

RNAV (GPS) Y RWY 33L

<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>343/18</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>432/24</td>
<td>289 (300-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>600/24</td>
<td>457 (500-1/2)</td>
<td>600/50</td>
<td>457 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>640-1</td>
<td>497 (500-1)</td>
<td>660-1</td>
<td>517 (600-1)</td>
</tr>
</tbody>
</table>

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

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 3000 direct BMORE and hold.

3000 BMORE

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 72).
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.

Runway Status Lights in operation.

NE-3, 11 JUL 2024 to 05 SEP 2024
CONLE FIVE DEPARTURE (RNAV)

(Continued on following page)

NOTE: Chart not to scale.

(Continued on following page)
TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct BEWEE, then on track 207° to cross OHSSS at or above 11000, thence.

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence.

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence.

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence.

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence...

.....on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 10, 15L/R, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.

NOTE: Chart not to scale.

RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 14000
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct DUKPN to cross at or above 5000, thence...

TAKEOFF RUNWAYS 15L/R: Climb on heading 155° to 644, then left turn direct DUKPN to cross at or above 5000, thence...

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct ARWEN to cross between 4000 and 7000 and at or below 230K, then on track 098° to cross DUKPN at or above 5000, thence...

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct ARWEN to cross between 4000 and 7000 and at or below 230K, then on track 098° to cross DUKPN at or above 5000, thence...

...then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

AJGON TRANSITION (DUKPN1.AJGON)
BROSS TRANSITION (DUKPN1.BROSS)
BYEDN TRANSITION (DUKPN1.BYEDN)
DONIL TRANSITION (DUKPN1.DONIL)
RADAM TRANSITION (DUKPN1.RADAM)
SPEAK TRANSITION (DUKPN1.SPEAK)
SWANN TRANSITION (DUKPN1.SWANN)
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

NOTE: Do not file - to be assigned by ATC.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RWY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RWY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RWY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RWY 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence . . . .

. . . . on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (FIXET4.FLASK):
GLANC TRANSITION (FIXET4.GLANC):
MAULS TRANSITION (FIXET4.MAULS):
MELTN TRANSITION (FIXET4.MELTN):
OTTTO TRANSITION (FIXET4.OTTTO):
RAMAY TRANSITION (FIXET4.RAMAY):
RRSIN TRANSITION (FIXET4.RRSIN):
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 293° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 and at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 293° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 292° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 295° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 285° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

...then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate advise ATC prior to taxi. Runway 15R: 780’/NM to 644’ MSL.

OTTTO TRANSITION (FOXHL1.OTTTO)
RAMAY TRANSITION (FOXHL1.RAMAY)
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15R: Standard with minimum climb of 780'/NM to 644.
Rwys 10, 15L, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.

(Continued on following page)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 283° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence . . . .

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 and at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 283° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence . . . .

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 281° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 287° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence . . . .

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 276° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence . . . .

. . . . then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate advice ATC prior to taxi. Rwy 15R: 780’/NM until 644’ MSL.

JERES TRANSITION (LINSE1.JERES)
MCRAY TRANSITION (LINSE1.MCRAY)
PALEO THREE DEPARTURE

NOTE: Chart not to scale.

TAKE-OFF MINIMUMS:
Rwys 4, 10, 15L, 15R, 22, 28 STANDARD.
Rwys 33L, 33R, 1400-3 or STANDARD with minimum climb of 250' per NM to 1900'.

NOTE: Rwy 15L: Trees 620' left of DER, 57' AGL/172' MSL.
NOTE: Rwy 33R: Trees 914' right of DER, 124' AGL/266' MSL.
Trees 648' left of DER, 106' AGL/248' MSL.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 28:
JETS: Fly runway heading until 3 DME, then turn left heading 150°. Thence . . . .
PROPS: Fly runway heading. Thence . . . .
TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading. Thence . . . .
. . . . for vectors to transition or assigned route, expect clearance to filed altitude ten minutes after departure.

ATLANTIC CITY TRANSITION (PALEO3.ACY): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to DONIL INT, then via ACY VORTAC R-246 to ACY VORTAC.

SEA ISLE TRANSITION (PALEO3.SIE): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SIE VORTAC.

SMYRNA TRANSITION (PALEO3.ENO): From over BAL VORTAC via BAL R-133 to PALEO INT, then via SIE VORTAC R-276 to SPEAK INT, then via ENO VORTAC R-235 to ENO VORTAC.
SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
BALTIMORE, MARYLAND

SWANN THREE DEPARTURE
(BWI)
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 17000

POTOMAC DEP CON
128.7  307.9
D-ATIS
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4  257.8

TERPZ EIGHT DEPARTURE (RNAV) Departure Routes

TERPZ 11000
See following page for transition routes.

TERPZ EIGHT DEPARTURE (RNAV) Departure Routes

TERPZ8.TERPZ
TERPZ EIGHT DEPARTURE (RNAV) Departure Routes

TERPZ EIGHT DEPARTURE (RNAV) Departure Routes

TERPZ EIGHT DEPARTURE (RNAV) Departure Routes

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 15R: Standard with minimum climb of 780’/NM to 644.
Rwys 10, 15L, 28, 33L/R: Standard with minimum climb of 500’/NM to 644.

NOTE: Jet aircraft only.
TERPZ EIGHT DEPARTURE (RNAV) Transition Routes

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

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 293° to WONCE, thence . . . .

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 293° to WONCE, thence . . . .

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 292° to WONCE, thence . . . .

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 295° to WONCE, thence . . . .

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 286° to WONCE, thence . . . .

. . . . then on track 282° to cross TERPZ at or above 11000, then on (transition). Maintain 17000, expect filed altitude within 10 minutes after departure.

All aircraft ATC climb gradient: if unable to accept climb rate advise ATC prior to taxi. Rwy 15R: 780’/NM to 644 MSL.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)
Radar required.

* Circles NA for Cat D northwest of Rwy 15-33. Rwy 33 helicopter visibility reduction below 1/2 SM NA. VDP NA when using Baltimore/Washington Int'l Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore/Washington Int'l Thurgood Marshall altimeter setting. Increase S-ILS 33 DA to 266 feet; increase all MDAs 60 feet and S-LOC 33 visibility Cat C/D 1/4 SM, and Circle visibility Cat C/D 1/4 SM.

**Missed Approach:** Climb to 800 then climbing left turn at 2000 on heading 146° and on BAL VORTAC R-100 to JUGMO INT/I-MTN 12.3 DME and hold.

Results through R-4001 A/B must be obtained before using this approach.

ATIS
124.925

POTOMAC APP CON
119.0 282.275

MARTIN TOWER
121.3 (CTAF) 254.425

GND CON
121.8 253.4

UNICOM
122.95

LOCALIZER 110.7
I-MTN 326°
Chan 44

CIRCLING
540-1 518 (600-1)

One Minute Holding Pattern

S-LOC 33
380-1 366 (400-1)

MARTIN STATE (MTN)

ATIS
124.925

POTOMAC APP CON
119.0 282.275

MARTIN TOWER
121.3 (CTAF) 254.425

GND CON
121.8 253.4

UNICOM
122.95

LOCALIZER 110.7
I-MTN 326°
Chan 44

CIRCLING
540-1 518 (600-1)

One Minute Holding Pattern

S-LOC 33
380-1 366 (400-1)

MARTIN STATE (MTN)

ATIS
124.925

POTOMAC APP CON
119.0 282.275

MARTIN TOWER
121.3 (CTAF) 254.425

GND CON
121.8 253.4

UNICOM
122.95

LOCALIZER 110.7
I-MTN 326°
Chan 44

CIRCLING
540-1 518 (600-1)

One Minute Holding Pattern

S-LOC 33
380-1 366 (400-1)

MARTIN STATE (MTN)
Rwy 15 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase LP Cats C and D visibility ½ SM, LNAV C and D visibility ¼ SM and Circling Cat C and D visibility ½ SM. Circling Cat D NA northeast of Rwy 15-33.

Procedure NA for arrivals at HERES on V419 westbound.

NoPT for arrival at MEHAN on V31-33-93 southbound.

MISSED APPROACH: Climbing right turn to 3000 direct MEHAN and hold.

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 33
MARTIN STATE (MTN)

Circling NA for Cat D northeast of Rwy 15-33. Baro-VNAV and VDP NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. Rwy 33 helicopter visibility reduction below 1/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local alimiter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase LPV DA to 266 feet; increase LNAV/VNAV DA to 356 feet and all visibilities 1/4 SM; increase all MDAs 60 feet and LNAV visibility Cat C/D 1/4 SM, and Circling visibility Cat C/D 1/4 SM.

Clearance through R-4001 A/B must be obtained before using this approach.

Sailboats transitioning Frog Mortar Creek between 39°20'N-76°25'W must hold.

MISSED APPROACH: Climb to 3000 direct PUYIK and on track 328° to SKILS and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)
**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

**OTTTO TRANSITION (FOXHL1.OTTTO)**

**RAMAY TRANSITION (FOXHL1.RAMAY)**
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215'/NM to 1300.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE1.JERES)
MCRAY TRANSITION (LINSE1.MCRAY)
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215'/NM to 1300.

TOP ALTITUDE: 17000

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RR SIN TRANSITION (TERPZ8.RRSIN)
RNAV (GPS) RWY 13
VIRGINIA TECH/MONTGOMERY EXEC (BCB)

RNP APCH.

T Rwy 13 helicopter visibility reduction below 1 NM NA. For uncompensated Baro VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A and B.

Table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A and B.

Procedure NA for arrivals at OBERS on V140 southwest bound.

Procedure NA for arrivals at WILIZ on V45 southeast bound.

Amdt 3 10SEP20

VP-31 11 JUL 2024 to 05 SEP 2024

-2389-1
-270 (300-1)
-2419-1
-300 (300-1)
-2520-1
-401 (400-1)
-2820-1
-700 (700-1)
-2980-2½
-860 (900-2½)

A and B.

Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A and B.

-2389-1
-270 (300-1)
-2419-1
-300 (300-1)
-2520-1
-401 (400-1)
-2820-1
-700 (700-1)
-2980-2½
-860 (900-2½)

RNAV (GPS) RWY 13
VIRGINIA TECH/MONTGOMERY EXEC (BCB)

Amdt 3 10SEP20

VP-31 11 JUL 2024 to 05 SEP 2024

-2389-1
-270 (300-1)
-2419-1
-300 (300-1)
-2520-1
-401 (400-1)
-2820-1
-700 (700-1)
-2980-2½
-860 (900-2½)

RNAV (GPS) RWY 13
VIRGINIA TECH/MONTGOMERY EXEC (BCB)

Amdt 3 10SEP20

VP-31 11 JUL 2024 to 05 SEP 2024

-2389-1
-270 (300-1)
-2419-1
-300 (300-1)
-2520-1
-401 (400-1)
-2820-1
-700 (700-1)
-2980-2½
-860 (900-2½)
MISSED APPROACH: Climb to 5900 direct HAWTO and hold, continue climb-in-hold to 5900.

Procedure NA for arrivals at WILIZ on V45 southeast bound.

Procedure NA for arrivals at WILIZ on V45 southeast bound.

LNAV only.

1.8 NM to RW31

5 NM Holding Pattern

1.8 NM

4.6 NM

2.5 NM

4.4 NM

1.8 NM

4.6 NM

2.5 NM

4.4 NM

 CATEGORY | A | B | C | D

 LPV/DA | 2412-7/6 | 292 (300-3/8) | NA | NA

 LNAV/ VNAV DA | 2740-1 3/4 | 620 (700-1 3/4) | NA | NA

 LNAV MDA | 2740-1 | 620 (700-1 1/4) | 2740-1 3/4 | 620 (700-1 1/4) | NA | NA

 CIRCLING | 2980-2 1/2 | 860 (900-2 1/2) | 2980-2 1/2 | 860 (900-2 1/2) | NA | NA
LOC RWY 13
BLACKSBURG, VIRGINIA
AL-5475 (FAA)
24193

ARROW CRS 125°
Rwy 1d 2119
Apt Elev 2120

LOC/DME I-BCB
109.1
Chan 28

AWOS-3
133.325
ROANOKE APP CON
126.9 339.8

Unicom
123.05 (CTAF)

Rwy 13 helicopter visibility reduction below 1 SM NA. Inop table does not apply.

V
NA

Procedure NA for arrival on BLF VOR/DME airway radials 074-122 CW.

MISSED APPROACH: Climb to 3600 then climbing right turn to 5700 direct TEC NDB and hold, continue climb-in-hold to 5700.

LOC RWY 13
VIRGINIA TECH/MONTGOMERY EXEC (BCB)

One Minute Holding Pattern

Hawto I-BCB 13.5

Jubop I-BCB 9.6

Sunny I-BCB 6.6

Zupat I-BCB 4.4

3600 5700 TECH

LOC/DEL 124.85

3600 5700 TECH

Category

S-13

2480-1 361 (400-1)

NA

NA

CIRCLING

2760-1 640 (700-1)

2820-1 700 (700-1)

2980-2½ 860 (900-2½)

Virgina Tech/Montgomery Exec (BCB)
LOC RWY 13

37°13'N-80°25'W
NOTE: GPS required.
NOTE: RNAV-1.
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 31: NA-ATC.
Rwy 13: Standard with minimum climb of 500’ per NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 125° to 3000, then direct BEMAR, cross BEMAR at or above 5200, then fly heading 130° or assigned by ATC, thence...

....For radar vectors to filed route, maintain 6000, expect clearance to filed altitude/flight level 10 minutes after departure.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 31:** Climb heading 305° to 2640, then left turn direct SETHY, cross SETHY at or above 4000, thence....

....On TABER transition. Maintain 6000. Expect clearance to filed altitude/flight level 10 minutes after departure.

....On AASTN transition. At AASTN fly heading 245° or assigned by ATC. Maintain 6000. RADAR vectors will be provided to filed route. Expect clearance to filed altitude/flight level within ten minutes after departure.

**AASTN TRANSITION (SETHY5.AASTN):**

**TABER TRANSITION (SETHY5.TABER):**

NOTE: Chart not to scale.
For uncompensated Baro-VNAV systems, LPV/VAAP NA below -15°C or above 54°C. Boro-VNAV and VDP NA when using South Hill alimeter setting. Circling NA southeast of RWy 4-22. Rwy 4 helicopter visibility reduction below ¾ SM NA.

ATIS 119.225
WASHINGTON CENTER 118.75 377.1
BLACKSTONE TOWER* 134.7 (CTAF) 292.7
GND CON 127.625

MISSED APPROACH: Climb to 3000 direct YAGNU and hold.

EPKETT 1 MOA
R-6602 A, B & C
2200
(FAF) WOVUP
3000
6000
4 NM
Holding Pattern
YAKLU

4 NM
TWR
MIRL Rwy 4-22

NE-3, 11 JUL 2024 to 05 SEP 2024
Circling NA east of Rwy 4-22.

MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold, continue climb-in-hold to 2600.

WASHINGTON CENTER 118.75 377.1
BLACKSTONE TOWER 134.7 (CTAF) 292.7
GND CON 127.625

ATIS 119.225

## Diagram:

- **BLACKSTONE, VIRGINIA**
- **TWR**: 0.7%
- **Category**: B, A, C, D

### NDB-A

- **频率**: NDB BKT 326
- **APP CRS**: 135°
- **TDZE**: Apt Elev

### Notes:

- **CIRCLING**: 2600
- **MIRL**: Rwy 4-22
- **MIN**: NE-3, 11 JUL 2024 to 05 SEP 2024

### ATIS Frequencies:

- **119.225**: ATIS
- **118.75**: Washington Center
- **134.7**: Blackstone Tower
- **127.625**: GND CON

### Blackstone Tower:

- **Adapter**: 21MAR24

### Elevations:

- **ELEV**: 437

### Table:

<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>980-3</td>
<td>543 (600-3)</td>
<td>1000-3</td>
<td>563 (600-3)</td>
</tr>
</tbody>
</table>

### FAF to MAP Distances:

- **FAF to MAP**: 2.9 NM

### Knots and Min:Sec:

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min:Sec</td>
<td>2:54</td>
<td>1:56</td>
<td>1:27</td>
<td>1:10</td>
<td>0:58</td>
</tr>
</tbody>
</table>

### Coordinates:

- **BLACKSTONE, VIRGINIA**: 37°04'N-77°57'W
- **ALLAN C PERKINSON/BLACKSTONE AAF**: 37°04'N-77°57'W

### Other:

- **FARMVILLE MOA**: MSA BKT 25 NM
- **PICKETT 1 MOA**: MIRL Rwy 4-22
- **PICKETT 2 MOA**: R-6602 A, B & C
- **PICKETT 3 MOA**: (CFBNK)
- **BLACKSTONE AIF**: 678
- **FARMVILLE MOA**: 2600

### NE-3:

- **Beginning Date**: 11 JUL 2024
- **Ending Date**: 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: NUTTS TRANSITION-DME required.
NOTE: ADF required.

TAKEOFF MINIMUMS:
Rwys 1, 19: NA-Environmental.
Rwy 4: Standard.
Rwy 22: Standard with minimum climb of 330’ per NM to 2600.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 4: Climb heading 044° to 1300, then climbing left turn to 2600 direct to BKT NDB.
TAKEOFF RWY 22: Climbing right turn to 2600 direct BKT NDB.

CARML TRANSITION (BKT1.CARML): From over BKT NDB via 023° to CARML.
MELIA TRANSITION (BKT1.MELIA): From over BKT NDB via 063° to MELIA.
NUTTS TRANSITION (BKT1.NUTTS): From over BKT NDB via 257° to NUTTS.
Circling not authorized. Visibility reduction by helicopter NA.

FEMA SPECIAL FACILITY (Bluegrass) normal opr hrs 0745-1630L Mon-Fri. Phone 540-542-3014 for PPR.

Obtain local altimeter on Bluegrass Advsy, when not rcvd use DULLES Intl altimeter.

RESTRICTED NOT FOR PUBLIC USE

WLCAT - spoken as WILDCAT
ASHGP - spoken as ASHY GAP

EMERG SAFE ALT 100 NM 6100

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-056</td>
<td>2440-1 733 (800-1)</td>
</tr>
</tbody>
</table>

DULLES INTL ALTIMETER SETTING

| H-056    | 2680-1 973 (1000-1 1/4) |
RNAV (GPS) RWY 18
FREEWAY (W00)

Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDA 20 feet.

**Warning** -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON

<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>760-1</td>
<td>592 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>760-1</td>
<td>592 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

APP CRS
190°

TDZE
168

Apt Elev
168

**Procedure NA for arrivals at DATED** on V265 northbound.

- Procedure NA for arrivals at DATED on V265 northbound.
- Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDA 20 feet.

**Warning** -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON
RNAV (GPS) RWY 36
FREEWAY (W00)

Amdt 2A 08OCT20

BOWIE, MARYLAND
AL-6997 (FAA)

RNAV (GPS) RWY 36
FREEWAY (W00)

FME AWOS-3
123.925

POTOMAC APP CON
128.0
335.5

UNICOM
123.075 (CTAF)

NE-3, 11 JUL 2024 to 05 SEP 2024

WARNING -- WASHINGTON DC SFRA.
CTC POTOMAC APP CON

Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM
NA. Use Fort Meade (Odenton) altimeter setting; when not received, use
College Park altimeter setting and increase all MDAs 20 feet.

MISSED APPROACH: Climbing
right turn to 2000 direct DEALE
and hold.

LNAV MDA
CIRCLING

CATEGORY
A
B
C
D

NA
NA

700-1
532 (600-1)
760-1
592 (600-1)

38°56'N-76°46'W
RNAV (GPS) RWY 15
BRIDGEWATER AIR PARK (VBW)

AWOS-3 119.55
POTOMAC APP CON 132.85 323.125
UNICOM 122.7 (CTAF)

Missed Approach: Climb to 5000 direct SONRY and on track 136° to RFLAT and hold, continue climb-in-hold to 5000.

Procedure NA for arrivals at TEAKK on V377 northbound.

Procedure NA for arrivals at LURAY on V128 eastbound and V143 northeast bound.

ARI NA. Helicopter visibility reduction below 3/4 SM NA.

When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 40 feet and visibility Cat B 1/4 mile.

Category

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>2080-1 1/4</td>
<td>915 (1000-1 1/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2080-1 1/4</td>
<td>915 (1000-1 1/4)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 33
BRIDGEWATER AIR PARK (VBW)

**AWOS-3**
119.55

**POTOMAC APP CON**
132.85 323.125

**UNICOM**
122.7 (CTAF)

** RNAV (GPS) RWY 33 **  
BRIDGEWATER AIR PARK (VBW)  

**App Crs**
332°

 control
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Staunton/Waynesboro/ Harrisonburg altimeter setting and increase all MDA 40 feet.

**Missed Approach**
Climbing left turn to 6000 direct MOL VOR/DME and hold.

**Mislse Apch Fix**

**Procedure NA**
for arrivals at MITER on V38 southeast bound.

**Category**
A  B  C  D

**LNAV MDA**
1780-1 615 (700-1)  NA

**CIRCLING**
1860-1 695 (700-1)  2020-1½  B55 (900-1½)  NA

**RNAV (GPS) RWY 33**
BRIDGEWATER AIR PARK (VBW)

38°22'N-78°58'W

Amdt 1 15SEP16
NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 6
BROOKNEAL/CAMPBELL COUNTY (ØV4)

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, and increase UNAV/VNAV all Cats visibility ¼ mile. Rwy 6 helicopter visibility reduction below 3/4 SM NA. Baro VNAV and VDP NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting.

Procedure NA for arrivals at HURTT on V143 northeast bound.

Procedure NA for arrivals at SYCAM on V469 southbound.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct WUGAD and hold.

AWOS-3 120.575
ROANOKE APP CON 135.0 254.325
UNICOM 122.7 (CTAF)

WAAS CH 82333 W06A
APP CRS 062° Rwy Idg 3798 TDZE 596
Apt Elev 597

RNAV (GPS) RWY 6
BROOKNEAL/ CAMPBELL COUNTY (ØV4)

MISSED APCH FIX

4 NM
WUGAD
FARMVILLE
MOA

MISSED APPROACH: Climb to 1100, then climbing left turn to 3000 direct WUGAD and hold.

AWOS-3 120.575
ROANOKE APP CON 135.0 254.325
UNICOM 122.7 (CTAF)

WAAS CH 82333 W06A
APP CRS 062° Rwy Idg 3798 TDZE 596
Apt Elev 597

Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, and increase UNAV/VNAV all Cats visibility ¼ mile. Rwy 6 helicopter visibility reduction below 3/4 SM NA. Baro VNAV and VDP NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting.

1100
3000
WUGAD

Holding Pattern

3000

MEFIH

GP 3.00°
TCH 45

3.00°

242°

5.4 NM
2.5 NM
1.7 NM
1.3 NM

597

TDZE 596

1120
1180
583 (600-1)
1.3 NM to RW06

1.3 NM

MIRL Rwy 6-24
REIL Rwy 6 and 24

1580

1580

37°09'N-79°01'W

BROOKNEAL, VIRGINIA
Orig-B 22JUN17

BROOKNEAL, VIRGINIA
AL-6852 (FAA)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct WUGAD and hold.

AWOS-3 120.575
ROANOKE APP CON 135.0 254.325
UNICOM 122.7 (CTAF)

WAAS CH 82333 W06A
APP CRS 062° Rwy Idg 3798 TDZE 596
Apt Elev 597

Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, and increase UNAV/VNAV all Cats visibility ¼ mile. Rwy 6 helicopter visibility reduction below 3/4 SM NA. Baro VNAV and VDP NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting.

1100
3000
WUGAD

Holding Pattern

3000

MEFIH

GP 3.00°
TCH 45

3.00°

242°

5.4 NM
2.5 NM
1.7 NM
1.3 NM

597

TDZE 596

1120
1180
583 (600-1)
1.3 NM to RW06

1.3 NM

MIRL Rwy 6-24
REIL Rwy 6 and 24

1580

1580

37°09'N-79°01'W

BROOKNEAL, VIRGINIA
Orig-B 22JUN17

BROOKNEAL, VIRGINIA
AL-6852 (FAA)

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct WUGAD and hold.

AWOS-3 120.575
ROANOKE APP CON 135.0 254.325
UNICOM 122.7 (CTAF)

WAAS CH 82333 W06A
APP CRS 062° Rwy Idg 3798 TDZE 596
Apt Elev 597

Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats visibility ½ mile, and increase UNAV/VNAV all Cats visibility ¼ mile. Rwy 6 helicopter visibility reduction below 3/4 SM NA. Baro VNAV and VDP NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting.

1100
3000
WUGAD

Holding Pattern

3000

MEFIH

GP 3.00°
TCH 45

3.00°

242°

5.4 NM
2.5 NM
1.7 NM
1.3 NM

597

TDZE 596

1120
1180
583 (600-1)
1.3 NM to RW06

1.3 NM

MIRL Rwy 6-24
REIL Rwy 6 and 24

1580

1580

37°09'N-79°01'W

BROOKNEAL, VIRGINIA
Orig-B 22JUN17

BROOKNEAL, VIRGINIA
AL-6852 (FAA)
When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all MDA 100 feet.

Final approach course offset 14.96°
RNAV (GPS) RWY 26
LAKE ANNA (7W4)

Procedure NA at night. When local altimeter setting not received, use Louisa altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3 SM NA.

RNAV (GPS) RWY 26

Procedure NA for arrivals on BRV VORTAC airway radials 141 CW 214.

Procedure NA for arrivals on RIC VORTAC airway radials 283 CW 048.

Procedure NA for arrivals on RIC VORTAC airway radials 041 CW 214.

Procedure NA at night. When local altimeter setting not received, use Louisa altimeter setting and increase all MDA 60 feet.

RNAV (GPS) RWY 26
LAKE ANNA (7W4)

RNAV (GPS) RWY 26
LAKE ANNA (7W4)
RNAV (GPS) RWY 34
CAMBRIDGE-DORCHESTER RGNL (CGE)

**AWOS-3**
120.675

**PATUXENT APP CON**
* 121.0 250.3

**UNICOM**
122.7 (CTAF)

**UNICOM**
121.9

**ELEV** 20
**TDZE** 20

**Procedure NA** for arrival on SBY VORTAC airway radials 218 CW 012.

**Circling NA at night.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 34°C (93°F).
Rwy 34 helicopter visibility reduction below 0.5 SM NA.
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 2000 direct OVAYO and hold.

**CIRCLING**
480-1 460 (500-1)

**LNAV**
MISSED APCH FIX
1.2 NM to RW34

**LNAV**
VGSi and RNAV glidepath not coincident
(VGSi Angle 3.25/TCH 35).

**LNAV**
286-7/6 266 (300-3/6)

**LNAV**
309-7/6 289 (300-3/6)

**LNAV**
480-1 460 (500-1) 480-1 3/6 460 (500-1/6)

**LNAV**
660-1 3/6 640 (700-1/6) 780-2 1/2 760 (800-2 1/2)

**CIRCLING**
480-1 460 (500-1) 660-1 3/6 640 (700-1/6)

**CIRCLING**
334°

**CIRCLING**
480-1 460 (500-1) 640 (700-1/6) 760 (800-2 1/2)

**CIRCLING**
334°

**CIRCLING**
1700

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM

**CIRCLING**
334° 154° 2000

**CIRCLING**
4 NM
RNAV (GPS)-A
CAMBRIDGE-DORCHESTER RGNL (CGE)

**RNAV (GPS)-A**

**AWOS-3**
120.675

**PATUXENT APP CON**
121.0 250.3

**UNICOM**
122.7 (CTAF)

**121.9**

**Procedure NA for arrivals at GRACO on V93 northeast bound and V379 eastbound.**

**Holding Pattern**

**Visual Segment - Obstacles**

**Category**
- **A**
- **B**
- **C**
- **D**

- **CIRCLING**
  - 740-1
  - 720 (800-1)
  - 740-2
  - 720 (800-2)
  - 780-2½
  - 760 (800-2½)

**CAMBRIDGE, MARYLAND**
Orig-A 10SEP20

**38°32'N-76°02'W**
Restricted airfield, PPR. Contact Camp Peary Ops prior to landing. Williamsburg Jamestown (KJGG) primary altimeter setting.

When primary altimeter setting (KJGG) not received, use Newport News Williamsburg Intl (KPHF) altimeter setting.

Procedure NA for arrivals at HPW VORTAC via V189-260 northbound. Visibility reduction by helicopters NA. Procedure NA at night.
**ILS or LOC RWY 3**

**CHARLOTTESVILLE-ALBEMARLE (CHO)**

**ATIS**
118.425

**POTOMAC APP CON**
132.85 323.125

**CHARLOTTESVILLE TOWER**
124.5 (CTAF) 338.275

**GND CON**
121.9 338.275

**UNICOM**
122.95

**ALTERNATE MISSED APCH FIX**

**MONTEBELLO**
MOL 115.3
Chan 100

**2533 115.3 MOL**
Chan 100

**R-090**

**JITIV INT**
I-CHO 3.8

**SIPME INT**
I-CHO 7.3

**3400 NdB**
030° (4.6)

**GS 3.00°**
TCH 54

**# 1360 when using Orange altimeter setting.**

**One Minute Holding Pattern**

**WULDU INT**
I-CHO 14

**SIPME INT**
I-CHO 7.3

**3400 210° 030°**

**2600**

**# 1280**

**2600**

**VGSI and ILS glideslope not coincident** (VGSI Angle 3.00/TCH 53).

**2000 4000 GVE**

**ELEV 640 D**

**TDZE 640**

**LOCALIZER 111.7**
I-CHO

**Chan 54**

**GORDONSVILLE**
115.6 GVE
Chan 103

**3400 263° (19.8)**

**R-281**

**R-283**

**R-293**

**R-262**

**262°**

**3400**

**2000**

**ELEV 640**

**D**

**TDZE 640**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**AMDT 1B 03JAN19**

**38°08'N-78°27'W**
RNAV (GPS) RWY 3
CHARLOTTESVILLE-ALBEMARLE (CHO)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility ½ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ½ SM, and LNAV/VNAV all Cats visibility to 1 SM.
Final approach course offset 14.51°.

Procedure NA for arrivals at HOODE on V140 northeast bound.

Procedure NA for arrivals at HOODE on V140 northeast bound.

Final approach course offset 14.51°.

Procedure NA for arrivals at HOODE on V140 northeast bound.

Final approach course offset 14.51°.

Procedure NA for arrivals at HOODE on V140 northeast bound.
RNAV (GPS) Z RWY 21
CHARLOTTESVILLE-ALBEMARLE (CHO)

RNP APCH:

- WAAS CH 45602 W21B
- APP CRS 210°
- Rdg 6801
- TDZE 626
- Aft Elev 640

Limit missed approach to 250K.

Procedure NA for arrivals on GVE VORTAC airway radials 307° CW 040.

Procedure NA for arrivals at HOODE on V140 northeast bound.

Baro-VNAV NA when using Staunton/Waynesboro/Harrisonburg altimeter setting. For uncompensated Baro-VNAV systems, procedure NA below -1.6°C or above 54°C. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all DA 130 feet and LPV visibility ½ mile.

NAS RW 21 2.5 NM

GORDONSVILLE GVE

APUSE

RW21

1830

1167

2600

1100

4000

GVE

640

3640

3640

2593

3587

A

2741

3374

2864

2491

1669

1378

1580

3290

Procedure NA for arrivals on GVE VORTAC.

Limit missed approach to 250K.

1100 4000

GVE

APUSE

124.5 (CTAF) 338.275

ATIS

121.9 338.275

GND CON

122.95

UNICOM

Rwy 21

HIRL 685

REIL Rwy 3-21

RW21

3500

GP 3.00° TCH 50

CATEGORY

A

B

C

D

LPV DA

826-1 200 (200-1)

LNAV/ VNAV DA

1588-4 962 (1000-4)

Category

A

B

C

D

Performance NA for arrivals at HOODE on V140 northe

east bound.

Limit missed approach to 250K.

Procedure NA for arrivals on GVE VORTAC

airway radials 307° CW 040.

MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 direct GVE VORTAC and hold.

AIRPORTS:

- HOODE
- WIKNI

APUSE (FAF)

W21B

AL-765 (FAA)

23166
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 18
CHASE CITY MUNI (CXE)

Procedure NA for arrival on SBV VORTAC airway radials 032 CW 086.

Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct DOCMO and hold, continue climb-in-hold to 3000.
Procedures for Approach and Holding Patterns

**RNAV (GPS) RWY 36**
CHASE CITY MUNI (CXE)

**AWOS-3**
121.225

**WASHINGTON CENTER**
118.75 377.1

**CTAF**
122.9

**Procedure NA at night.**
Rwy 36 helicopter visibility reduction below 1 SM NA.

**Procedures for Arrival**

- **Procedure NA for arrival on SBV VORTAC airway radials 032 CW 172.**

**RNAV (GPS) RWY 36**
CHASE CITY MUNI (CXE)

**Procedure NA for arrival on SBV VORTAC airway radials 032 CW 172.**

**RNAV (GPS) RWY 36**
CHASE CITY MUNI (CXE)

**AWOS-3**
121.225

**WASHINGTON CENTER**
118.75 377.1

**CTAF**
122.9

**Procedure NA at night.**
Rwy 36 helicopter visibility reduction below 1 SM NA.
Procedure NA for arrivals at KITHE on V499 northbound and V3-408 eastbound.

Procedure NA for arrivals at TAFFI on V166 westbound.

MISSED APPROACH: Climb to 3000 direct ILINE and on track 068° to CURVY and hold, continue climb-in-hold to 3000.

Procedure NA for arrivals at IAF on V166 westbound.

Phillips AAF altimeter setting; when not received use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase MDA 60 feet.

Intl Thurgood Marshall altimeter setting and increase MDA 60 feet.

Visual Segment - Obstacles.

AWOS-3PT 132.725
KAPG ATIS * 124.425
POTOMAC APP CON 125.525 291.625
UNICOM 122.8 (CTAF)
RNAV (GPS)-A
LAKE COUNTRY RGNL (W63)

**Procedure NA for arrivals at ALDAN on V136 northbound.**

**Procedure NA for arrivals at WUMVA on V454 southwest bound.**

**Procedure NA for arrivals at YITUP on V3 southbound.**

**AWOS-3  118.225**

**WASHINGTON CENTER  118.75  377.1**

**CIRCLING**

**36°36'N-78°34'W**

**RNAV (GPS)-A**

**CLARKSVILLE, VIRGINIA**

**AL-9200 (FAA)**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS)-B
LAKE COUNTRY RGNL (W63)

AWOS-3  118.225  
WASHINGTON CENTER  118.75  377.1  
CTAF  122.9

Rwy 22 helicopter visibility reduction below 1 SM NA. 
Procedure NA at night. When local altimeter setting not received, 
use Chase City altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left 
turn to 3000 direct HARVY and hold.

NoPT for arrival at HARVY on V3 southwest bound and on V266 westbound.

RNAV (GPS)-B

Visual Segment - Obstacles.

HOLD 4.8 NM

36°36'N-78°34'W

NE-3, 11 JUL 2024 to 05 SEP 2024

LAKE COUNTRY RGNL (W63)
RNAV (GPS)-B
DME/DME RNP-0.3 NA.

AWOS-3
121.225

POTOMAC APP CON
125.65  348.725

UNICOM
122.975 (CTAF)

RADAR REQUIRED

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct PINEY and hold.

AWOS-3
121.225

POTOMAC APP CON
125.65  348.725

UNICOM
122.975 (CTAF)

RADAR REQUIRED

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct PINEY and hold.

AWOS-3
121.225

POTOMAC APP CON
125.65  348.725

UNICOM
122.975 (CTAF)

RADAR REQUIRED

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct PINEY and hold.

AWOS-3
121.225

POTOMAC APP CON
125.65  348.725

UNICOM
122.975 (CTAF)
RNP APCH.

AWOS-3  121.225
POTOMAC APP CON  125.65  348.725
UNICOM  122.975 (CTAF)

RADAR REQUIRED

MISSED APPROACH: Climbing right turn to 2400 direct JAXXS and hold.

ELEV 48
**RNAV (GPS)-A**

**CREWE MUNI (W81)**

**1.0% U P**

**APP CRS**

- **150°**
- **TDZE**
- **N/A**
- **Apt Elev**
- **422**

**RNP APCH - GPS.**

- Procedure NA at night.
- Rw 15 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>CIRCLING</strong></td>
<td>1420-3</td>
<td>998 [1000-3]</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MISSING APPROACH:** Climbing right turn to 3000 direct KIWCE and hold.

**AWOS-3**

- **119.05**

**WASHINGTON CENTER**

- **118.75 377.1**

**UNICOM**

- **122.8 [CTAF]**

**FLAT ROCK**

- **FAK**

Procedure NA for arrival on FAK VORTAC airway radials 177 CW 297.

**HOLD 6000 3000**

**4 NM**

**YUDUG**

Procedure NA for arrivals at YUDUG on V20 westbound.

**150°**

**330°**

**150°**

**3000**

**KIWCE**

**[IAF] JASRA**

**[IAF] ODDUJ**

**[IF/IAF] KIWCE**

**[FAF] IGEDE**

**839**

**661 ±**

**RW15**

**ELEV 422**

**MIRL Rwy 15-33**

**3000 X 60**

**3300 X 60**

**37°11'N - 78°06'W**

**CREWE, VIRGINIA**

**AL-10445 (FAA)**

**23334**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS)-B
CREWE MUNI (W81)

**AWOS-3**
119.05

**WASHINGTON CENTER**
118.75 377.1

**UNICOM**
122.8 (CTAF)

**119° 3000 X 60**

**Rwy 15 Idg**
TDZE

**Apt Elev**
422

**APP CRS**
315°

**Rwy CRS**
315°

**ELEV**
422

** CATEGORY**
A  B  C  D

**MIRL Rwy 15-33**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**Procedure NA at night.**
Rwy 15 helicopter visibility reduction below 1 SM NA.

**Procedure NA for arrivals at MELIA on V135 northbound and V20 eastbound.**

**MISSED APPROACH:** Climb to 3000 direct HESUV and on track 335° to KIWCE and hold.

**RNP APCH - GPS.**
Circling NA to Rwys 6 and 24.
Procedure NA at night.
Use Wallops Island altimeter setting.

MISSED APPROACH:
Climbing right turn to 2000
direct SWL VORTAC and hold.

Use Wallops Island altimeter setting.

Circling NA to Rwys 6 and 24.
Procedure NA at night.

Use Wallops Island altimeter setting.

Circling NA to Rwys 6 and 24.
Procedure NA at night.

Use Wallops Island altimeter setting.

Circling NA to Rwys 6 and 24.
Procedure NA at night.

Use Wallops Island altimeter setting.

Circling NA to Rwys 6 and 24.
Procedure NA at night.

Use Wallops Island altimeter setting.

Circling NA to Rwys 6 and 24.
Procedure NA at night.

Use Wallops Island altimeter setting.

Circling NA to Rwys 6 and 24.
Procedure NA at night.

Use Wallops Island altimeter setting.

Circling NA to Rwys 6 and 24.
Procedure NA at night.

Use Wallops Island altimeter setting.

Circling NA to Rwys 6 and 24.
Procedure NA at night.

Use Wallops Island altimeter setting.
RNAV (GPS) RWY 22
CULPEPER RGNL (CJR)

- **AWOS-3**: 119.325
- **POTOMAC APP CON**: 128.525 306.925
- **CLNC DEL**: 121.6
- **UNICOM**: 123.075 (CTAF)

**WARNING --**
WASHINGTON DC SFRA.
CONTACT POTOMAC APP CON

Procedure NA for arrivals at CSN VORTAC via V286 eastbound.

**MISSED APCH FIX**
FAXIK

**ELEV**: 316
**TDZE**: 315

**RWP22**: 356°

**DOYAT**: 3000

**GP 3.00°**
TCH 40

**MISSED APPROACH**: Climb to 3000 direct FAXIK and hold.

- **WASHINGTON DC METROPOLITAN SFRA**
- **WASHINGTON DC SFRA**

**REIL Rwy 4 and 22**
**MIRL Rwy 4-22**

**38°32'N-77°52'W**

**CULPEPER, VIRGINIA**
Orig A 07NOV19

**RNAV (GPS) RWY 22**
CULPEPER RGNL (CJR)

**NE-3, 11 JUL 2024 to 05 SEP 2024**
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

Procedure NA for arrival on GVE VORTAC airway radials 337 CW 040.
When VGS is inoperative, procedure NA at night. Visibility reduction by Helicopters NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DAs/MDAs 80 feet, Circling Cats C and D visibility 1/2 mile.

MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.
CULPEPER, VIRGINIA

**NDB RWY 4**

**CULPEPER RGNL (CJR)**

**AWOS-3** 119.325

**POTOMAC APP CON** 128.525 306.925

**CLNC DEL** 121.6

**UNICOM** 123.075 (CTAF)

---

**CATEGORY**

<table>
<thead>
<tr>
<th>S-4</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>920-1</td>
<td>920-1</td>
</tr>
<tr>
<td>604 (700-1)</td>
<td>604 (700-1)</td>
</tr>
</tbody>
</table>

**F4 to MAP 4.4 NM**

---

**MISSING APPROACH**: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

---

**UNICOM** 123.075 (CTAF)

---

**TDZE 316**

---

**Category A**

**B**

**C**

**D**

**TCH 40**

---

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

---

**NDB RWY 4 CULPEPER RGNL (CJR)**

---

**NDB MSQ** 351

**APP CRS** 037°

**Rwy Idg** 316

**TDZE** 316

**Apt Elev** 316

---

**CULPEPER, VIRGINIA**

Orig-A 20MAY21
CIRCLING NA northwest of Rwy 5-23. Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5, 29 NA at night.

15°C

AWOS-3  128.625
JOHNSTOWN APP CON  121.2  299.2

UNICOM  122.8 (CTAF)

HOLD

ELEV 775
TDZE 746

5 NM Holding Pattern
HEKPA

Visual Segment - Obstacles

KAGPE
3.1 NM to LIDVE

HEKPA
3.1 NM to LIDVE

Final approach course offset 20.00°

HOLOE

REIL Rwy 23
LIRL Rwy 11-29
HIRL Rwy 5-23

5047
746
775

RNAV (GPS) RWY 5
GREATER CUMBERLAND RGNL (CBE)

RNAV (GPS) RWY 5
GREATER CUMBERLAND RGNL (CBE)

CUMBERLAND, MARYLAND
AL-5263 (FAA)

HOLOE

3000 X 140
911

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
GREATER CUMBERLAND RGNL (CBE)

Circling NA NW of Rwy 5-23. Baro-VNAV and VDP NA when using Winchester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winchester altimeter setting and increase all DAs/MDAs 100 feet; increase all LPV visibilities ½ SM. Rwy 5, 29 NA at night. Missed approach requires minimum climb of 424 feet per NM to 1950.

AWOS-3
128.625
JOHNSOWN APP CON *
121.2 299.2
UNICOM
122.8 (CTAF) *

ELEV 775
TDZE 775

REIL Rwy 23
LIRL Rwy 11-29
HIRL Rwy 5-23

CUMBERLAND, MARYLAND
Amdt 1 08DEC16

RNAV (GPS) RWY 23
39°37’N-78°46’W

CUMBERLAND, MARYLAND
AL-5263 (FAA)

23054

Ne-3, 11 Jul 2024 to 05 Sep 2024
When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 100 feet, increase S-23 Cat B visibility 1/4 mile, Cats C and D 1/2 mile. Night landing: Rwy 5, 11, 29 NA. Circling NA northwest of Rwy 5/23. Helicopter visibility reduction below 3/4 SM NA.

LOC/DME RWY 23
GREATER CUMBERLAND RGNL (CBE)

MISSED APPROACH: Climbing left turn to 5000 on heading 175° and on ESL VOR/DME R-046 to KEYER/ESL 18.8 DME and hold, continue climb-in-hold to 5000.

DME REQUIRED

LOCALIZER 110.5
Chan 42
LOC offset 1.57°
LOC/DME RWY 23
GREATER CUMBERLAND RGNL (CBE)

Use I-CBE DME when on the localizer course.

CUMBERLAND, MARYLAND
AL-5263 (FAA)
24137
### ASOS
<table>
<thead>
<tr>
<th>Category</th>
<th>128.125</th>
</tr>
</thead>
</table>

### WASHINGTON CENTER
<table>
<thead>
<tr>
<th>Category</th>
<th>124.05 352.0</th>
</tr>
</thead>
</table>

### UNICOM
<table>
<thead>
<tr>
<th>Category</th>
<th>123.05 (CTAF)</th>
</tr>
</thead>
</table>

**Procedure NA for arrival on GSO VORTAC airway radials 360 CW 108.**

**For inop ALS, increase S-LOC 2 Cat C/D visibility to 1½ SM.**

**MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SBV VORTAC and hold.**

**99**
RNAV (GPS) RWY 2
DANVILLE RGNL (DAN)

### RNP APCH.

**For uncompensated Baro-VNAV systems, lNAV/VNAV NA below -14°C or above 54°C. For inop ALS increase lNAV/VNAV all Cats visibility to 1 SM. Increase LNAV Cats C/D visibility to 1½ SM.**

**MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LANTA and hold.**

**ASOS**

| 128.125 |

**WASHINGTON CENTER**

| 124.05 352.0 |

**UNICOM**

| 123.05 (CTAF) |

### ELEV.

| MALSR | 571 |

**TDZE**

| 559 |

---

DANVILLE, VIRGINIA

**Amdt 1 10SEP20**

36°34'N-79°20'W

**RNAV (GPS) RWY 2**

DANVILLE RGNL (DAN)

**AL-599 (FAA)**

**22363**

**RINUS CRS 025°**

**Rwy Idg**

| 5600 |

**TDZE**

| 559 |

**Apt Elev**

| 571 |
RNP APCH.

Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¾ mile and LNAV Cats C and D ¾ mile. VDP NA with Roxboro, NC altimeter setting.

MISSED APPROACH: Climb to 2500 direct LANTA and hold.

Procedure NA for arrival on SBV VORTAC airway radials 252 CW 300.
**When ALS inop, increase CAT D vis to 1½ miles.**

**When ALS inop, increase CAT C vis to 1½ miles, CAT D vis to 1¾ miles.**

**Missed Approach:** Climb to 800, then climbing left turn to 1700 direct DAA NDB and hold, or when directed by ATC, climb to 800, then climbing left turn to 2000 hdg 190° within 10 NM, expect RADAR vectors.

Visibility reduction by helicopters NA.

Inoperative table does not apply to S-32 CAT A and B.

† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

†† Ronald Reagan Washington National altimeter setting.
**RNP APCH-GPS**

* When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase vis to 1 3/8 miles.

**ATIS**

| 128.175 |

**POTOMAC APP CON**

| 118.95 | 319.1 |

**TOWER**

| 124.275 (CTAF) | 229.4 |

**GND CON**

| 121.9 | 351.8 |

**CLNC DEL**

| 351.8 |

**PAR**

|  |

---

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.**

If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.


Visibility reduction by helicopters NA.

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
</table>

**LPV DA**

| 351/40 | 283 | (300-3/4) |

**LNAV/VNAV DA**

| 481/50 | 413 | (500-1) |

**LNAV MDA**

| 540/60 | 472 | (500-3/4) |

**C CIRCLING**

<table>
<thead>
<tr>
<th>700-1</th>
<th>740-1</th>
<th>800-2</th>
<th>1000-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>626 (700-1)</td>
<td>666 (700-1)</td>
<td>726 (800-2)</td>
<td>926 (1000-3)</td>
</tr>
</tbody>
</table>

**RONALD REAGAN WASHINGTON NATIONAL ALTITUDE MINIMUMS**

**LPV DA**

| 384/40 | 316 | (400-3/4) |

**LNAV/VNAV DA**

| 514/55 | 446 | (500-1) |

**LNAV MDA**

| 580/40 | 512 | (600-3/4) |

**C CIRCLING**

<table>
<thead>
<tr>
<th>720-1</th>
<th>780-1</th>
<th>820-2/4</th>
<th>1040-3</th>
</tr>
</thead>
<tbody>
<tr>
<td>646 (700-1)</td>
<td>706 (800-1)</td>
<td>746 (800-2/4)</td>
<td>966 (1000-3)</td>
</tr>
</tbody>
</table>

---

**FORT BELVOIR, VIRGINIA**

Amdt 4 30NOV23

**DAVISON AAF (KDAAA)**

---

**NE-3, 11 JUL 2024 to 05 SEP 2024**
Inoperative table does not apply to S-32 CAT A and B.
Visibility reduction by helicopters NA.
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.

TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or Standard with minimum climb of 300' per NM to 500.

NOTE: Chart not to scale.
(JDUBB4.JDUBB) 22251

JDUBB FOUR DEPARTURE (RNAV)

ATIS
128.175
CINC DEL
351.8
GND CON
121.9 351.8
DAVISON TOWER *
124.275 (CTAF) 229.4
POTOMAC DEP CON
118.95 257.2

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS:
Rwy 14:  Standard.
Rwy 32:  400-2 or standard with minimum climb of 300' per NM to 500.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.

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: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.

TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or standard with minimum climb of 300’ per NM to 500.

NOTE: Chart not to scale.
NE3.11 JUL 2024 to 05 SEP 2024

DOVER, DELAWARE

LOC I-DOV 109.95 APCH CRS 015* Rwy Ldg 9602 TDZE 25
Arpt Elev 29 [USAF]

RNAV1-GPS or RADAR required for procedure entry

ATIS 127.825 273.5 APP CON 132.425 257.875
TOWER 126.35 279.625 GND CON 118.875 225.4
CLNC DEL 125.55 289.4

MISSED APPROACH: Climb to 2000 direct NOVTE and hold

CATEGORY II ILS-SPECIAL AIRCrew & AIRCRAFT CERTIFICATION REQUIRED

ALTERNATE MISSED APPROACH INSTRUCTIONS: Fly runway heading, climb and maintain 2000, expect RADAR vectors from ATC.

DOVER Chan 37 DOV (110.0)

LOCALIZER 109.95 I-DOV

EMERG SAFE ALT 100 NM 4300

4 NM Holding Pattern

CATEGORY A B C D E
S-ILS 1 RA 98/12 100 DA 125

DOVER, DELAWARE 39°08'N-75°28'W
Orig 10AUG23

DOVER AFB (KDOV)

RAIL Rwy 32 TDLZ/CL Rwy 1

HIRL all Rwy

DOVER AFB (KDOV)
RNAV (GPS) RWY 32

DOVER AFB (KDOV)

DOVER, DELAWARE

RNAV (GPS) RWY 32

2000 DEREE

19

DME/DME RNP-0.3 NA

For uncompensated Baro-VNAV systems, procedure NA below -1.5°C
(5°F) or above 54°C (130°F).

Circling visibility reduction by helicopters NA.

EMERG SAFE ALT 100 NM 4300

2000 DEREE

1.1 NM to RW32

5 NM Holding Pattern

CATEGORY

LPV DA

456-1½

RNAN/VNAV DA

460-1 434 (500-1½)

RNAN MDA

620-1½ 620-2

C CIRCLING

540-1 511 (600-1)

D

276-¼

250

(300-¾)

100

29

112

195°

318°

DERR

RADAR required for holding above 3000 or > 230 KIAS

RADAR required for holding above 7000 or > 230 KIAS

4 NM

2000 NTP

0.5° (1/8)

HOLD 2000

MSA RW32 25 NM

1800

Rwy 14 Idg 8652'

NE-3, 11 Jul 2024 to 05 Sep 2024

DOVER AFB (KDOV)

DOVER, DELAWARE

Amtd 5 11AUG22

114
**TACAN RWY 1**

**DOVER, DELAWARE**

<table>
<thead>
<tr>
<th>ATIS</th>
<th>APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>127.825 273.5</td>
<td>132.425 257.875</td>
<td>126.35 279.625</td>
<td>118.875 225.4</td>
<td>125.55 289.4</td>
</tr>
</tbody>
</table>

**NE-3, 11 JUL 2024 to 05 SEP 2024**

* When ALS inop, increase CAT AB to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

**ALS-F-2**

**MISSING APPROACH:** Climb to 2000 via DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

**CAUTION:** When Rwy 14 VGSI inop, circling to Rwy 14 NA at night.

**Radar Required for Holding above 4000 or > 230 KIAS**

**ÉMERG SAFE ALT 100 NM 4300**

**ELEV 29**

**TDZE 25**

**DOVER, DELAWARE**

Amdt 3  11AUG22

**DOVER AFB (KDOV)**

39°08′N - 75°28′W
* When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

**Missed Approach:** Climb to 2000 via DOV TACAN R-194 to LERSE/DOV 6.9 DME and hold.

**Caution:** When Rwy 14 VGSI inop, circling to Rwy 14 NA at night.
### NE-3, 11 JUL 2024 to 05 SEP 2024

**DOVER, DELAWARE**

**TACAN RWY 32**

**DOVER AFB (KDOV)**

<table>
<thead>
<tr>
<th>TACAN DOV Chan 37</th>
<th>APCH CRS 324°</th>
<th>RwY Ldg 12.903</th>
<th>TDZE 26 Arpt Elev 29</th>
<th>- (USAf)</th>
</tr>
</thead>
</table>

**ATIS**

| 127.825 273.5 |

**APP CON**

| 132.425 257.875 |

**TOWER**

| 126.35 279.625 |

**GND CON**

| 118.875 225.4 |

**CLNC DEL**

| 125.55 289.4 |

**CAUTION:** When RwY 14 VGS1 inop, circling to RwY 14 NA at night.

**RADAR required for holding above 4000 or > 230 KIAS**

**RADAR required for holding above 7000 or > 230 KIAS**

**EMERG SAFE ALT 100 NM 4300**

**DOVER, DELAWARE**

Amdt 5 11AUG22

**TACAN RWY 32**

**DOVER AFB (KDOV)**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**ELEV 29**

**TDZE 26**

**DOVER, DELAWARE**

Amdt 5 11AUG22

**TACAN RWY 32**

**DOVER AFB (KDOV)**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 14, 19, 32: Climb on depicted heading until vectored by ATC, maintain 3000. Expect RADAR vectors to CANYN, thence...

via depicted route to TERPZ, then via assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (CANYN1 FLASK)
GLANC TRANSITION (CANYN1 GLANC)
JERES TRANSITION (CANYN1 JERES)
MAULS TRANSITION (CANYN1 MAULS)
MCRAY TRANSITION (CANYN1 MCRAY)
MELTN TRANSITION (CANYN1 MELTN)
OTTIO TRANSITION (CANYN1 OTTIO)
RAMAY TRANSITION (CANYN1 RAMAY)
RRSIN TRANSITION (CANYN1 RRSIN)

NOTE: Chart not to scale
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 14, 19, 32: Climb on depicted heading until vectored by ATC, maintain 3000. Expect RADAR vectors direct WNSTN, thence...

...track as depicted via assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

BRIGS TRANSITION (WNSTN1.BRIGS):

DASHA TRANSITION (WNSTN1.DASHA):

SHAUP TRANSITION (WNSTN1.SHAUP):

YAZUU TRANSITION (WNSTN1.YAZUU):
RNAV (GPS) RWY 9
DELAWARE AIRPARK (33N)

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¼ SM NA.

Procedure NA for arrivals at GOLDA on V312 southwest bound.

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

DOVER/CHESWOLD, DELAWARE

AWOS-3
120.125

DOVER APP CON
132.425 257.875

CINC DEL
125.55

UNICOM
123.075 (CTAF)

BLARE

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

RNAV (GPS) RWY 9
DELTA DELAWARE AIRPARK (33N)

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¼ SM NA.

Procedure NA for arrivals at GOLDA on V312 southwest bound.

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

DOVER/CHESWOLD, DELAWARE

AWOS-3
120.125

DOVER APP CON
132.425 257.875

CINC DEL
125.55

UNICOM
123.075 (CTAF)

BLARE

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

RNAV (GPS) RWY 9
DELTA DELAWARE AIRPARK (33N)

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¼ SM NA.

Procedure NA for arrivals at GOLDA on V312 southwest bound.

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

DOVER/CHESWOLD, DELAWARE

AWOS-3
120.125

DOVER APP CON
132.425 257.875

CINC DEL
125.55

UNICOM
123.075 (CTAF)

BLARE

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

RNAV (GPS) RWY 9
DELTA DELAWARE AIRPARK (33N)

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¼ SM NA.

Procedure NA for arrivals at GOLDA on V312 southwest bound.

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

DOVER/CHESWOLD, DELAWARE

AWOS-3
120.125

DOVER APP CON
132.425 257.875

CINC DEL
125.55

UNICOM
123.075 (CTAF)

BLARE

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

RNAV (GPS) RWY 9
DELTA DELAWARE AIRPARK (33N)

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¼ SM NA.

Procedure NA for arrivals at GOLDA on V312 southwest bound.

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

DOVER/CHESWOLD, DELAWARE

AWOS-3
120.125

DOVER APP CON
132.425 257.875

CINC DEL
125.55

UNICOM
123.075 (CTAF)

BLARE

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.

RNAV (GPS) RWY 9
DELTA DELAWARE AIRPARK (33N)

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¼ SM NA.

Procedure NA for arrivals at GOLDA on V312 southwest bound.

Procedure NA for arrival on ENO VORTAC airway radials 189 CW 226.
RNAV (GPS) RWY 27
DELAWARE AIRPARK (33N)

AWOS-3
120.125

DOVER APP CON
132.425 257.875

CLNC DEL
125.55

UNICOM
123.075 (CTAF)

Procedure NA for arrivals at BRIEF on V16 northeast bound.

Procedure NA for arrivals at BLARE on V29 northbound.

Procedure NA for arrivals at TACKS on V123-312 southwest bound.

-category A B C D

LP MDA
440-1 385 (400-1) 440-1½ 385 (400-1½)

LNAV MDA
480-1 425 (500-1) 480-1½ 425 (500-1½)

CIRCLING
520-1 465 (500-1) 820-1 820-2½

When local altimeter setting not received, use Dover AFB altimeter setting. Rw 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct JOSEM and hold.

VGS and descent angles not coincident (VGS Angle 3.00/TCH 43).

DOVER/CHESWOLD, DELAWARE
Orig-B 05NOV20

DELAWARE AIRPARK (33N)
39°13'N-75°36'W

RNAV (GPS) RWY 27

DOVER/CHESWOLD, DELAWARE
AL-5365 (FAA)
24109

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
DOVER/CHESWOLD, DELAWARE

AL-5365 (FAA)

VOR RWY 27
DELWARE AIRPARK (33N)

DME required.

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 27 helicopter visibility reduction below 3/4 SM NA.

AWOS-3 120.125
DOVER APP CON 132.425 257.875
CLNC DEL 125.55
UNICOM 123.075 (CTAF)

MISSED APPROACH: Climb to 2000 on ENO VORTAC R-264 to JOSEM/14.4
DME and hold.

NOPT for arrival on ENO VORTAC airway radials R-031, R-044, R-063 and R-095.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 43).

One Minute Holding Pattern

FAF to MAP 3.7 NM

MIN Sec: 3:42 2:28 1:51 1:29 1:14
Circling NA for Cat D northwest of Rwy 6-24. Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1 3/4 SM.

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold, continue climb-in-hold to 5000.

For inop ALS, increase S-LOC 6 Cat C/D visibility to 1 SM.
ILS or LOC Z RWY 6
NEW RIVER VALLEY (PSK)

MSIS APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold, continue climb-in-hold to 5000.

Procedure NA for arrival on PSK VORTAC airway radials 192 CW 247.

AWOS-3 127.375  ROANOKE APP CON 126.0  ROANOKE CLNC DEL 121.7  UNICOM 122.7 (CTAF)

Loc 110.9 App CRs 058° RwY Idg TDZE 6201 2105 2105

Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cat C/D visibility to 1 1/2 SM.
Circling NA for Cat D northwest of RwY 6-24.

AWOS-3 238° 115.05 BLF Chan 97 (V)
AWOS-3 3000 5000 PSK

ILS or LOC Z RWY 6 NEW RIVER VALLEY (PSK)

ILS or LOC Z RWY 6
NEW RIVER VALLEY (PSK)

CIRCLING

DUBLIN, VIRGINIA
AL-5084 (FAA)

DUBLIN, VIRGINIA

NEW RIVER VALLEY (PSK)

NE-3, 11 JUL 2024 to 05 SEP 2024

DUBLIN, VIRGINIA
Amdt 5B 25FEB21

NEW RIVER VALLEY (PSK)

NE-3, 11 JUL 2024 to 05 SEP 2024

DUBLIN, VIRGINIA

NEW RIVER VALLEY (PSK)

NE-3, 11 JUL 2024 to 05 SEP 2024

DUBLIN, VIRGINIA

NEW RIVER VALLEY (PSK)

NE-3, 11 JUL 2024 to 05 SEP 2024

DUBLIN, VIRGINIA

NEW RIVER VALLEY (PSK)
**Category B**

Increase LNAV Cat C visibility to 1 SM when using Blacksburg altimeter setting. Inop table does not apply to LPV all Cats and increase all DA 36 feet, and all MDA 40 feet. VDP and Baro-VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. VDP and Baro-VNAV NA when using Blacksburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C.

**Procedure NA for arrivals at PSK VORTAC via V37 northbound, V466 eastbound, and T203 northeast bound.**

**RNAV (GPS) RWY 6**

**NEW RIVER VALLEY (PSK)**

**AWOS-3**

127.375

**ROANOKE APP CON**

126.0 339.8

**ROANOKE CLNC DEL**

121.7

**UNICOM**

122.7 (CTAF)

**ERATH**

5400 (18°)

**GIPDY**

3450 (5°)

**VRGIL**

3900 (3°)

**GUNTO**

5000 NoPT 068° (5.1)

**5 NM Holding Pattern**

**VRGIL**

3900 (3°)

**LNAV only.**

**5000 to GUNTO 246° (10)**

**WILIZ**

**OHICE**

**FAPOM**

**M5A RW06 25 NM**

**LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. VDP and Baro-VNAV NA when using Blacksburg altimeter setting. Inop table does not apply to LPV all Cats and LNAV Cats A and B. For inop MALS, increase LNAV Cat C visibility to 1 SM. Circling NA for Cat D northwest of Rwy 6-24.**

**AWOS-3**

127.375

**ROANOKE APP CON**

126.0 339.8

**ROANOKE CLNC DEL**

121.7

**UNICOM**

122.7 (CTAF)

**ERATH**

5400 (18°)

**GIPDY**

3450 (5°)

**VRGIL**

3900 (3°)

**GUNTO**

5000 NoPT 068° (5.1)

**5 NM Holding Pattern**

**VRGIL**

3900 (3°)

**LNAV only.**

**5000 to GUNTO 246° (10)**

**WILIZ**

**OHICE**

**FAPOM**

**M5A RW06 25 NM**

**LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. VDP and Baro-VNAV NA when using Blacksburg altimeter setting. Inop table does not apply to LPV all Cats and LNAV Cats A and B. For inop MALS, increase LNAV Cat C visibility to 1 SM. Circling NA for Cat D northwest of Rwy 6-24.**

**AWOS-3**

127.375

**ROANOKE APP CON**

126.0 339.8

**ROANOKE CLNC DEL**

121.7

**UNICOM**

122.7 (CTAF)
RNAV (GPS) RWY 24
NEW RIVER VALLEY (PSK)

<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>2337-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>2502-1½</td>
<td>415 (400-1½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>2460-1</td>
<td>373 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>2620-1</td>
<td>515 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

MAA RW24 2.5 NM

Procedure NA for arrivals at ROA VORTAC on V260 southeast bound.

Baro-VNAV NA when using Blacksburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 45°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cat C visibility ¼ SM. Circling NA for Cat D north-west of Rwy 6-24.

Amdt 1B 02DEC21
**NEW RIVER VALLEY (PSK) VOR/DME RWY 6**

**AWOS-3**

**ROANOKE APP CON**

**ROANOKE CINC DEL**

**UNICOM**

**CATEGORY**

**A**

**B**

**C**

**D**

**3-6**

2620-1

515 (600-1)

2620-1/2

515 (600-1)

2620-13/4

515 (600-13/4)

**CIRCLING**

2620-1

515 (600-1)

2680-1

575 (600-1)

2780-2

675 (700-2)

2780-2/4

675 (700-2/4)

When local altimeter setting not received, use Blacksburg altimeter setting and increase all MDA 40 feet. VDP NA when using Blacksburg altimeter setting. Circling NA for Cat D northwest of Rwy 6-24.

MISSED APPROACH: Climbing right turn to 4200 via heading 120° then climb to 5000 direct PSK VORTAC and hold.

Inoperative table does not apply. Visibility reduction by helicopters NA.

**AWOS-3**

**ROANOKE APP CON**

**ROANOKE CINC DEL**

**UNICOM**

**CATEGORY**

**A**

**B**

**C**

**D**

**3-6**

2620-1

515 (600-1)

2620-1/2

515 (600-1)

2620-13/4

515 (600-13/4)

**CIRCLING**

2620-1

515 (600-1)

2680-1

575 (600-1)

2780-2

675 (700-2)

2780-2/4

675 (700-2/4)
Circling Rwy 15, 33 NA at night. Autopilot coupled approach NA below 1000.

MISSED APPROACH: Climb to 2000 on heading 041° and on ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

Radar and DME required for procedure entry. DME required for LOC only.

**ATIS** | **POTOMAC APP CON** | **EASTON TOWER** | **GND CON** | **CLNC DEL**
---|---|---|---|---
124.475 | 133.75 | 254.35 | 118.525 (CTAF) | 119.075 | 119.075

**LOC/DME I-FGH**

<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</td>
<td>4</td>
<td>600-1 1/2</td>
<td>542 (600-1 1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 4</td>
<td>540-1</td>
<td>482 (500-1)</td>
<td>540-1 1/2</td>
<td>482 (500-1 1/2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>540-1</td>
<td>468 (500-1)</td>
<td>640-1</td>
<td>640-1 1/2</td>
</tr>
</tbody>
</table>

GS unusable below 600.

One Minute Holding Pattern

Rwy Idg 4775
TDZE 58
Apt Elev 72

**EGN**

EASTON/NEWNAM FLD (ESN)

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**MIRL Rwys 15, 22 and 33**

**HIRL Rwy 4-22**

**REIL Rwys 15, 22 and 33**

**ELEV 72**

**TDZE 58**
When local altimeter setting not received, use Cambridge altimeter setting; increase LPV DA to 303 feet, LNAV/VNAV DA to 670 feet and visibility ½ SM; increase all MDAs 60 feet and visibility LNAV Cat C/D and Circling Cat C ½ SM, and Circling Cat D ¼ SM. VDP and Baro-VNAV NA when using Cambridge altimeter setting. Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

ATIS 124.475
POTOMAC APP CON 133.75 254.35
EASTON TOWER 118.525 (CTAF)
GND CON 119.075
CLNC DEL 119.075

**MISSED APPROACH:** Climb to 700 then climbing right turn to 2000 direct ORETE and hold.
Rwy 15 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.

RNAV (GPS) RWY 15
EASTON/NEWNAM FLD (ESN)

ATIS
124.475

POTOMAC APP CON
133.75 254.35

EASTON TOWER 
118.525 (CTAF)

GND CON
119.075

CLNC DEL
119.075

ATIS
124.475

POTOMAC APP CON
133.75 254.35

EASTON TOWER 
118.525 (CTAF)

GND CON
119.075

CLNC DEL
119.075

Visual Segment - Obstacles.

- LNAV MDA: 440-1 (400-1), 440-1 1/8 (400-1 1/8), 393 (400-1 1/8)
- CIRCLING: 480-1, 408 (500-1), 640-1, 568 (600-1)
- HIRL Rwys 15, 22 and 33
- REIL Rwys 15, 1, 33
- MIRL Rwys 15-33

EASTON/NEWNAM FLD (ESN)
RNAV (GPS) RWY 15

EASTON, MARYLAND
Orig-C 15AUG19

38°48’N - 76°04’W

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
Baro-VNAV NA when using Baltimore altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LPV all Cats visibility ¾ SM, increase LNAV/VNAV all Cats visibility ½ SM, and increase LNAV Cats C and D ¼ SM.

### ATIS
- **124.475**

### POTOMAC APP CON
- **133.75**
- **254.35**

### EASTON TOWER
- **118.525 (CTAF)**

### GND CON
- **119.075**

### CLNCS DEL
- **119.075**

**MISSED APPROACH:** Climb to 2000 direct RIKME and hold.

Procedure NA for arrivals at AGARD on V44 westbound.

**MISSP APCH FIX**

Procedure NA for arrivals at RIDGY on V16-157-213 northeast bound.

**HPM CON**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.
### RNAV (GPS) RWY 33

**EASTON/NEWNAM FLD (ESN)**

#### ATIS
124.475

#### POTOMAC APP CON
133.75 254.35

#### EASTON TOWER
118.525 (CTAF)

#### GND CON
119.075

#### CLNC DEL
119.075

---

**Direct Approach**

- **APP CRS**: 328°
- **Rwy Ldg**: 4003
- **TDZE**: 51
- **Apt Elev**: 72

**Direct Approach Details**

- **RNAV (GPS) RWY 33**
- **ATIS**: 124.475
- **POTOMAC APP CON**: 133.75 254.35
- **EASTON TOWER**: 118.525 (CTAF)
- **GND CON**: 119.075
- **CLNC DEL**: 119.075

**Visual Segment - Obstacles**

- **HIRL Rwy 4-22**
- **REIL Rws 22, 15 and 33**
- **MIRL Rwy 15-33**

**RNAV (GPS) RWY 33**

- **Category**: A - B - C - D
- **LNAV MDA**: 520-1 469 (500-1) 520-1 469 (500-1)
- **600-1 568 (600-1)**
- **CIRCLING**: 520-1 448 (500-1) 640-1 640-1 740-2
- **568 (600-1)**
- **68 (700-2)**

**EASTON, MARYLAND**

Orig-B 16AUG18

**38°48'N - 76°04'W**

---

**Missed Approach**

- **Circling Rwy 15, 33 NA at night.**
- **Helicopter visibility reduction below 1 SM NA.**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition.

Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or Standard with minimum climb of 210'/NM to 400.

DEPARTURE ROUTE DESCRIPTION
Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)
RAMAY TRANSITION (FOXHL1.RAMAY)
**EASTON/NEWNAM FLD (ESN)**

**EASTON, MARYLAND**

---

**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

**JERES TRANSITION (LINSE1.JERES)**

**MCRAY TRANSITION (LINSE1.MCRAY)**
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or Standard with minimum climb of 210'/NM to 400.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)
DME/DME RNAV-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Middletown, DE altimeter setting; when not received use Wilmington, DE altimeter setting and increase all MDA 20 feet.

MISSUED APPROACH: Climbing left turn to 2000 direct RANRE and hold.

Procedure NA for arrivals on OOD VORTAC airway radials 240 CW 336.

Procedure NA for arrivals at UKIEY on V123-312 southwest bound.

Procedure NA for arrivals on ENO VORTAC airway radials 251 CW 063.

T.34'N-75°52'W
RNAV (GPS) RWY 16
EMPORIA-GREENSVILLE RGNL (EMV)

AWOS-3
124.175

WASHINGTON CENTER
132.025 290.425

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

Rwy 16 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

APPROACH

AWOS-3
124.175

WASHINGTON CENTER
132.025 290.425

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

Rwy 16 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

RNAV (GPS) RWY 16
EMPORIA-GREENSVILLE RGNL (EMV)

AWOS-3
124.175

WASHINGTON CENTER
132.025 290.425

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

Rwy 16 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

RNAV (GPS) RWY 16
EMPORIA-GREENSVILLE RGNL (EMV)

AWOS-3
124.175

WASHINGTON CENTER
132.025 290.425

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

Rwy 16 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

RNAV (GPS) RWY 16
EMPORIA-GREENSVILLE RGNL (EMV)

AWOS-3
124.175

WASHINGTON CENTER
132.025 290.425

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

Rwy 16 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.

RNAV (GPS) RWY 16
EMPORIA-GREENSVILLE RGNL (EMV)

AWOS-3
124.175

WASHINGTON CENTER
132.025 290.425

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

Rwy 16 helicopter visibility reduction below \( \frac{3}{4} \) SM NA.
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.

**MISSING APPROACH:** Climb to 600 then climbing right turn to 3000 direct JUSPO and hold, continue climb-in-hold to 3000.

**AWOS-3**  
**WASHINGTON CENTER**  
**UNICOM**

**EMPORIA-GREENSVILLE RGNL (EMV)**

<table>
<thead>
<tr>
<th>EA</th>
<th>TP</th>
<th>Amdt 2</th>
<th>22JUN17</th>
</tr>
</thead>
<tbody>
<tr>
<td>36°41'N 77°29'W</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
MISSED APPROACH: Climb to 600 then climbing right turn to 5000 on HPW VORTAC R-215 to GEPKE/HPW 38.2 DME and hold, continue climb-in-hold to 5000.

Procedure NA for arrival on TYI VORTAC airway radials 354 CW 096.

AIRWAY RADIALS 354 CW 096.
RNAV (GPS) RWY 3
FARMVILLE RGNL (FVX)

MISSED APPROACH:
Climb to 3000 direct BODRY and hold.

Baro-VNAV NA when using Lynchburg Rgnl/Preston GlennFld altimeter setting. For uncompensated
Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-in/Circling Rwy 3
procedure NA at night. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn
Fld altimeter setting and increase LPV DA to 878 feet and all visibilities ½ SM. Increase LNAV/VNAV
DA to 970 feet and all visibilities ½ SM. Increase all MDA's 160 feet and LNAV visibility Cat C ¾ SM,
and Circling visibility Cat C ½ SM. Rw 3 helicopter visibility reduction below 1 SM NA.

AWOS-3 132.725
ROANOKE APP CON 135.0 254.325
UNICOM 122.8 (CTAF)

- 1151

4 NM
Holding Pattern

3000

209°

029°

029°

2500

1360

*3000

BODRY

*LNAV only.

GP 3.00°
TCH 56

Holding Pattern

VGS1 and RNAV glidepath not coincident
(VGS1 Angle 3.00/TCH 44).

<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>720-1 310 (400-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>812-1 402 (400-1)</td>
<td>NA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>880-1 470 (500-1)</td>
<td>880-1 470 (500-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>900-1 484 (500-1)</td>
<td>1000-1 584 (600-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

FARMVILLE, VIRGINIA
Orig-B 10AUG23

37°21'N-78°26'W

RNAV (GPS) RWY 3
FARMVILLE RGNL (FVX)
**RNAV (GPS) RWY 21**

**FARMVILLE RGNL (FVX)**

**Baro-VNAV NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase LPV DA to 854 feet and all visibilities 1/4 SM, increase LNAV/VNAV DA to 1024 feet and all visibilities 3/8 SM, increase all MDAs 160 feet and LNAV visibility Cat C 3/8 SM. Circling Rwy 3 NA at night. Rwy 21 helicopter visibility reduction below 1 SM NA.**

**MISSED APPROACH:**
Climb to 3000 direct WAMPO and hold.

**Procedure NA for arrivals on FAK VORTAC airway radials 263 CW 338.**
NOT FOR CIVIL USE

VGSI and Descent Angle not coincident (VGSI Angle 3.00/TCH 48)

<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>480-1</td>
<td>468</td>
<td>(500-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>468</td>
<td>(500-1)</td>
<td>548</td>
</tr>
</tbody>
</table>

NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER

<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>500-1</td>
<td>488</td>
<td>(500-1)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1</td>
<td>488</td>
<td>(500-1)</td>
<td>568</td>
</tr>
</tbody>
</table>
**RNAV (GPS) RWY 18**

**NEW LONDON (W96)**

<table>
<thead>
<tr>
<th>Lyh ASOS</th>
<th>ROANOKE APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>119.8</td>
<td>135.0 254.325</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

**Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Lynchburg altimeter setting.**

**MISSED APPROACH:** Climb to 4000 direct ZOTOB and on track 239° to AYARA and hold.

**Procedure NA for arrivals at LUCI on V469 northbound and arrivals at PROSE on V375 westbound.**

---

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1860-3</td>
<td>1018 (1100-3)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1860-3</td>
<td>1018 (1100-3)</td>
<td>NA</td>
</tr>
</tbody>
</table>

---

**FOREST, VIRGINIA**

**Orig-B 30JAN20**

**37°16'N-79°20'W**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 36
NEW LONDON (W90)

**App Crs**: 356°

**Rwy Idg**: RW36

**Apt Elev**: 831

**Elev**: 842

**Lyh Asos**: 119.8

**Roanoke App Con**: 135.0 254.325

**Unicom**: 122.8 (CTAF)

---

**MISSED APPROACH**: Climb to 4700 direct CIYAT and on track 025° to LUCLI and hold.

Procedure NA for arrivals at SYCAM on V469 southbound, and arrivals at AYARA on V222 southwest bound.

**RNAV (GPS) RWY 36**

**New London, Virginia**

**Forest, Virginia**

**Orig**: 8 30JAN20

**LYH ASOS**: 119.8

**Roanoke App Con**: 135.0 254.325

**Unicom**: 122.8 (CTAF)

---

**MISSED APCH FIX**

**Lyh Asos**: 119.8

**Roanoke App Con**: 135.0 254.325

**Unicom**: 122.8 (CTAF)

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 10
Tipton (FME)

Procedure NA at night. Rwy 10 helicopter visibility reduction below 1 SM NA.

 AWOS: 3
  123.925

 Pottomac Apk Con
  119.7  290.475

 UNICOM
  123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

PROJECTIONS

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

PROJECTIONS

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

PROJECTIONS

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

PROJECTIONS

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

PROJECTIONS

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

PROJECTIONS

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

PROJECTIONS

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.

TRAJECTORY

PROJECTIONS

AWOS: 3
123.925

POTTOMAC APP CON
119.7  290.475

UNICOM
123.05 (CTAF)

FORT MEADE (ODENTON), MARYLAND

APP CRS
114°
Rwy Idg 3000
TDZE 150
Apt Elev 150

ELEV 150
TDZE 150

RNAV RNP APCH.
RNAV (GPS) RWY 28
TIPTON (FME)

Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climbing left turn to 2200 direct GEEMO and hold.

- AWOS-3 123.925
- POTOMAC APP CON 119.7 290.475
- UNICOM 123.05 (CTAF)

Procedure NA for arrivals at PALEO on V170-312 eastbound and V44 southeast bound.

RNAV (GPS) RWY 28
TIPTON (FME)
RNAV (GPS) RWY 9
FRANKLIN RGNL (FKN)

Procedure NA for arrivals at MAZON on V266 westbound.

Procedure NA for arrivals at GUMBE on V66 westbound and on V213 southwest bound.

MISSED APCH FIX
JADIM

Category A

Amdt 1C 05DEC19

FRANKLIN, VIRGINIA

RNP APCH.

Baro-VNAV NA when using Suffolk altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Suffolk altimeter setting: increase LPV DA to 358 feet and visibility all Cats 1/2 SM; increase LNAV/VNAV DA to 357 feet and visibility all Cats 1/4 SM; increase all MDA 40 feet and LNAV Cats C/D visibility 1/2 SM. Rwy 9 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2600 direct JADIM and hold.

AWOS-3PT
124.675

NORFOLK APP CON
127.9  269.425

UNICOM
122.8 (CTAF) 0

RNAV (GPS) RWY 9
FRANKLIN RGNL (FKN)

ELEV 40
TDZE 35

4 NM
Holding Pattern

2600
090°

270°

ETUME

2600
090°

270°

GP 3.00°
TCH 40

2600 JADIM

6.5 NM

2.6 NM

2.5 NM

CATEGORY

LPV DA
320-1  285 (300-1)

LNAV/ VNAV DA
319-1  284 (300-1)

LNAV MDA
580-1  545 (600-1)

580-1 1/2  545 (600-1/2)

MIRL Rwy 9-27 0

36°42'N-76°54'W

NE-3, 11 JUL 2024 to 05 SEP 2024

RNP APCH.

APP CRS
090°

Rwy Idg
TDZE
Apt Elev

WAAS
CH 86327
W09A

4977
35
40

AL-5025 (FAA) 23110

RNAV (GPS) RWY 9
FRANKLIN RGNL (FKN)
RNAV (GPS) RWY 5
FREDERICK MUNI (FDK)

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

Rwy 5 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals on MRB VORTAC airway radials 065 CW 137.
RNAV (GPS) Z RWY 23
FREDERICK MUNI (FDK)

Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.

WARNING -- WASHINGTON DC SFRA. CTC POTOMAC APP CON

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 54).

LNAV only.

*LPV DA

**LNAV only.

Procedure NA for arrival at EMI VORTAC on airway radials 269 CW 299.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ATIS
124.875
FREDERICK TOWER
132.4
GND CON
127.425
CLNC DEL
127.425
(When Tower Closed) 126.9

FREDERICK, MARYLAND
NE-3, 11 JUL 2024 to 05 SEP 2024

AIRPORT DIAGRAM
24137
AL-5089 (FAA)
**CONLE FIVE DEPARTURE (RNAV)**

**RNAV 1-DME/DME/IRU or GPS.**

**RADAR required.**

**TOP ALTITUDE: ASSIGNED BY ATC**

**TAKEOFF MINIMUMS:**
- Rwy 5: 400-3 or standard with minimum climb of 255' per NM to 600.
- Rwy 12: 500-2 1/4 or standard with minimum climb of 410' per NM to 800.
- Rwy 23: Standard.
- Rwy 30: Standard with minimum climb of 340' per NM to 2400.

**NOTE:** Jet aircraft only.

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 5:** Climb on heading 048° to 1100 before turning left.

**TAKEOFF RUNWAY 12:** Climb on heading 124° to 900 before proceeding westbound.

**TAKEOFF RUNWAY 23:** Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

**COLIN TRANSITION (CONLE5.COLIN)**

**SCOOB TRANSITION (CONLE5.SCOOB)**

**NOTE:** Chart not to scale.
NOTE: Jet aircraft only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF MINIMUMS:
- Rwy 5: 400-3 or Standard with minimum climb of 255’/NM to 600.
- Rwy 12: 500-2¼ or Standard with minimum climb of 410’/NM to 800.
- Rwy 23: Standard.
- Rwy 30: Standard with minimum climb of 340’/NM to 2400.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)
RAMAY TRANSITION (FOXHL1.RAMAY)
POTOMAC DEP CON
126.1  338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (When twr closed)
GND CON
127.425
FREDERICK TOWER
132.4

NOTE: Jet aircraft only.
340'/NM to 2400.
Rwy 30: Standard with minimum climb of 410'/NM to 800.
Rwy 12: 500-2, or Standard with minimum climb of 255'/NM to 600.
Rwy 5: 400-3, or Standard with minimum climb of 340'/NM to 2400.

NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 5: 400-3 or Standard with minimum climb of 255'/NM to 600.
Rwy 12: 500-2¾ or Standard with minimum climb of 410'/NM to 800.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340'/NM to 2400.

NOTE: Jet aircraft only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE1.JERES)
MCRAY TRANSITION (LINSE1.MCRAY)
NOTE: Jet aircraft only.

<table>
<thead>
<tr>
<th>TAKEOFF MINIMUMS:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rwy 5: 400-3 or Standard with minimum climb of 255'/NM to 600.</td>
</tr>
<tr>
<td>Rwy 12: 500-2 ¾ or Standard with minimum climb of 410'/NM to 2400.</td>
</tr>
<tr>
<td>Rwy 23: Standard.</td>
</tr>
<tr>
<td>Rwy 30: Standard with minimum climb of 340'/NM to 2400.</td>
</tr>
</tbody>
</table>

NOTE: Chart not to scale.
TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to WONCE, thence . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Stafford altimeter setting and increase all MDA 40 feet. Procedure NA at night. Circling NA to Rwy 15-33.

Procedure NA for arrivals at BRV VORTAC on V286 northwest bound.

Procedure NA for arrivals at GVE VORTAC on airway radials 337 CW 133.
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Stafford altimeter setting and increase all MDA 40 feet. Procedure NA at night. Circling NA to Rwy 15-33.

MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.

AWOS-3
128.125
QUANTICO APP CON
127.05  290.375
GCO
135.075
UNICOM
122.8 (CTAF)

MIRL Rwy 6-24

WARNING -- WASHINGTON DC SFRA. CONTACT POTOMAC APP CON

WARNING -- WASHINGTON DC METROPOLITAN SFRA

MIRL Rwy 6-24

Remain within 10 NM

CATEGORY
A
B
C
D
S-24
1100-3  1015 (1100-3)
NA
CIRCLING
1100-3  1015 (1100-3)
NA

NE-3, 11 JUL 2024 to 05 SEP 2024

Amdt 3A  11DEC14

38°16'N-77°27'W

FREDERICKSBURG, VIRGINIA

AL-5172 (FAA)

24025

NDB RWY 24

SHANNON (EZF)
Circling NA SE of Rwy 6-24. DME/DME RNP-0.3 NA. If local altimeter setting not received, use Joint Base Andrews altimeter setting and increase all MDAs 40 feet. Rwy 6 helicopter visibility reduction below 1 SM NA.

### RNAV (GPS) RWY 6

**POTOMAC AIRFIELD (VKX)**

**APP CRS**
- **059°**

**Rwy Idg** 2289
**TDZE** 118
**Apt Elev** 118

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
- 680-1 (600-1)
- 562 (500-1)

**CIRCLING**
- 740-1 (700-1)
- 622 (700-1)

**RNAV (GPS) RWY 6**

**UNICOM** 122.8 (CTAF)

**POTOMAC APP CON**
- 124.7
- 338.2

**NA**

**ELEV**
- 118

**TDZE**
- 118

**RNAV (GPS) RWY 6**

**MISSED APPROACH:** Climbing right turn to 1700 direct WOBUB and hold.
Procedure NA at night. When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 40 feet.

**RNAV (GPS) -A**

**FRONT ROYAL-WARREN COUNTY (FRR)**

**APP CRS 260°**
- Rwy Idg N/A
- TDZE N/A
- Apt Elev 704

**RNAV (GPS) -A**

**CIRCLING**
- 1820-1/4
- 1116 (1200-1/4)

**CATEGORY**
- A
- B
- C
- D

**NA**

**Origin-C 27FEB20**

**38°55'N - 78°15'W**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 14
MONTGOMERY COUNTY AIRPARK (GAI)

AWOS-3PT  128.275
POTOMAC APP CON  128.7 307.9
CLNC DEL  121.6
UNICOM  123.075 (CTAF)

Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 36°C. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DA/MDAs 80 feet and all visibilities 1/4 mile. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct FIRAN and on track 087° to CUTOP and hold.

LPV DA
MIRL Rwy 14-32
LNAV/ VNAV DA
LNAV MDA

<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>980-1</td>
<td>460 (500-1)</td>
<td>980-1(1/2)</td>
<td>460 (500-1(1/2))</td>
</tr>
</tbody>
</table>

Amdt 3C  18JUL19

GAITHERSBURG, MARYLAND

SAFETY ALERT: 1569

BEGKA

(TIAF)

RUANE

136°

645

A

1800 (6.1)

2200

(TIA)

TIMBE

2.3 NM to RW14

JOXOX

*1280

*1.4 NM to RW14

RW14

3000

GP 3.00°

TCH 40

1.4 NM

2.8 NM

6.1 NM

LNAV only

*)
**RNAV (GPS)-A**

**MONTGOMERY COUNTY AIRPARK (GAI)**

---

### RNP Approach

- **Procedure NA for arrival on EMI VORTAC airway radials 151 CW 269.**

- **(IAF) WESTMINSTER EMI**
  - **(IF/IAF) WOOLY**
  - **(FAF) ICIYU**

### AWOS-3PT

<table>
<thead>
<tr>
<th>POTOMAC APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.275</td>
<td>128.7</td>
<td>123.075 [CTAF]</td>
</tr>
</tbody>
</table>

### Holding Pattern

**4 NM Holding Pattern**

- **220°**

### Category

<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>1080-1</td>
<td>541 (600-1)</td>
<td>1180-1½</td>
<td>1180-2</td>
</tr>
</tbody>
</table>

### Notes

- When local altimeter setting not received use Washington Dulles Intl altimeter setting and increase all MDA 80 feet and Circling Cats C/D visibility ½ SM.

- **MISSING APPROACH:** Climbing right turn to 3000 direct EMI VORTAC and hold.

### Units

- **EMI**
- **ICIYU**
- **YAYTU**

### Elevations

- **539 A**

### Coordinates

- **GAITHERSBURG, MARYLAND**
  - **Orig-D 04NOV21**
  - **Elev 539**

### Categories

- **NE-3, 11 JUL 2024 to 05 SEP 2024**
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTO TRANSITION (FOXHL1.OTTO)
RAMAY TRANSITION (FOXHL1.RAMAY)
Rwy 14, 32: Standard.

**TAKEOFF MINIMUMS:**
- CLNC DEL: 121.6
- AWOS-3PT: 128.275
- POTOMAC DEP CON: 307.9

**TOP ALTITUDE:**
- RNAV 1 - DME/DME/IRU or GPS.
- RADAR required.

**NOTE:** Jet aircraft only.

**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

**JERES TRANSITION (LINSE1.JERES)**

**MCRAY TRANSITION (LINSE1.MCRAY)**
NOTE: Jet aircraft only.

**TAKEOFF MINIMUMS:**
Rwy 14, 32: Standard.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)
### RNAV (GPS) RWY 19

**TWIN COUNTY (HLX)**

**RNAV (GPS) RWY 19**

**GALAX HILLSVILLE, VIRGINIA**

**AWOS-3**
- **Channel:** 118.375
- **ROANOKE APP CON:** 126.0
- **UNICOM:** 122.8

**Procedure NA for arrivals on PSK airway radials 153 CW 306.**

**Category A**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**Category B**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**Category C**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**Category D**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**RNAV (GPS) RWY 19**

**GALAX HILLSVILLE, VIRGINIA**

**AWOS-3**
- **Channel:** 118.375
- **ROANOKE APP CON:** 126.0
- **UNICOM:** 122.8

**Procedure NA for arrivals on PSK airway radials 153 CW 306.**

**Category A**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**RNAV (GPS) RWY 19**

**GALAX HILLSVILLE, VIRGINIA**

**AWOS-3**
- **Channel:** 118.375
- **ROANOKE APP CON:** 126.0
- **UNICOM:** 122.8

**Procedure NA for arrivals on PSK airway radials 153 CW 306.**

**Category A**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**RNAV (GPS) RWY 19**

**GALAX HILLSVILLE, VIRGINIA**

**AWOS-3**
- **Channel:** 118.375
- **ROANOKE APP CON:** 126.0
- **UNICOM:** 122.8

**Procedure NA for arrivals on PSK airway radials 153 CW 306.**

**Category A**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

** RNAV (GPS) RWY 19**

**GALAX HILLSVILLE, VIRGINIA**

**AWOS-3**
- **Channel:** 118.375
- **ROANOKE APP CON:** 126.0
- **UNICOM:** 122.8

**Procedure NA for arrivals on PSK airway radials 153 CW 306.**

**Category A**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**Category B**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**Category C**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)

**Category D**
- **LP MDA:** 3120-1, 433 (500-1)
- **LNAV MDA:** 3140-1, 453 (500-1)
- **CIRCLING:** 3200-1, 506 (600-1)
Rwy 22 helicopter visibility reduction below 1 SM NA. Rwy 22 Straight-In and Circling minimums NA at night.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ATR VOR/DME and hold.
TOP ALTITUDE: 2000

TAKEOFF MINIMUMS:
Rwys 4, 10, 28: Standard.
Rwy 22: 200-1/4 or standard with a minimum climb of 201' per NM to 300, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turn right direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 10: Turn left direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 22: Turn right direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 28: Turn right direct ATR VOR/DME, thence . . .
. . . maintain 2000. Expect clearance to filed altitude three (3) minutes after departure.
When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

**AWOS-3**

**POTOMAC**

**UNICOM**

120.225

132.85 323.125

123.0 (CTAF)

**RNAV (GPS)-A**

MISSED APPROACH: Climbing right turn to 3300 direct TURCO and hold.

MIA RW05 2.5 NM

ELEV 454

**NA**

MAA RW05 2.5 NM

ELEV 454
ILS or LOC RWY 9
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ALTERNATE MISSED APCH FIX
MARTINSBURG
MRB 112.1
Chan 58

Re culmination of holding pattern, continue HGR VOR and hold.

ELEV 703  D  TDZE 695

RNP APCH - GPS.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

**MISSED APPROACH:** Climb to 3600 direct COVUK and hold, continue climb-in-hold to 3600.

**RNP APCH - GPS.**

<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>901-1/2</td>
<td>200 (200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>986-1/2</td>
<td>285 (300-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1060-1/2</td>
<td>359 (400-1/2)</td>
<td>1060-5/8</td>
<td>359 (400-5/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1160-1</td>
<td>457 (500-1)</td>
<td>1200-1/2</td>
<td>497 (500-1/2)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>1300-2</td>
<td></td>
<td>597 (600-2)</td>
</tr>
</tbody>
</table>

**HAGERSTOWN, MARYLAND**

Amdt 2 05OCT23
**MISSED APPROACH:** Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.
DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting. When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

**MISSING APPROACH:** Climb to 1200 then climbing left turn to 2500 direct YIYUN and hold.

Limit initial and intermediate approach to 90K.
Limit final and missed approach to 70K.
Increase to 90K upon reaching the missed approach altitude.

**POTOMAC APP CON**
- 126.825
- 239.025

**HAGERSTOWN TOWER**
- 120.3

**GND CON**
- 120.8

**UNICOM**
- 122.95

**HESGI**
- 2500
- 1700

**HULIV**
- 775
- 762

**YIYUN**
- 0.9 NM

**3.6 NM**

**1.1 NM**

**0.9 NM**

**KINGSTON, MARYLAND**

**COPPER RNAV (GPS) RWY 9**

**HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)**

**CATEGORY**
- LNAV MDA

**1020-½ 325 (400-½)**

**HAGERSTOWN, MARYLAND**

**Orig-A 22JUN17**

**39°43’N-77°44’W**
Inop table does not apply. DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting. When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

**MISSING APPROACH**: Climb to 1200 then climbing right turn to 2500 direct YIYUN and hold.

Limit initial and intermediate approach to 90K.
Limit final and missed approach to 70K.
Increase to 90K upon reaching the missed approach altitude.

**MISSED APPROACH**: Climb to 1200 then climbing right turn to 2500 direct YIYUN and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Circling NA southeast of Rwy 7-25. Baro-VNAV NA. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, procedure NA. MISSING APPROACH: Climb to 6000 direct AHLER and hold.

Procedure NA for arrivals at FRET via V290 westbound and arrivals at COVEY via V103 southbound.

Procedure

Turn

NA

WUWAP

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 45).

067° to RW07

6000

AHLER

HOSFE

COVEY

FRET

6000

NW of (18.8)

6.1 NM

5.7 NM

GP 3.00° TCH 60

CATEGORIES

PV DA

LNAV/VNAV DA

LNAV MDA

CIRCLING

4700-1¼ 907 (1000-1¼)

4700-2¼ 907 (1000-2¼)

4700-3 907 (1000-3)

37°57'N-79°50'W
Circling NA SE of Rwy 7-25. Baro-VNA NA.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CEXAS and via track 282° to NATTS and hold.

Procedure NA for arrivals at HOBOS via V140-473 westbound and arrivals at BOOME via V469 southbound.
Circling RWY 20 NA at night. RWY 2 helicopter visibility reduction below 3/4 SM NA. Use Ronald Reagan Washington Ntl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct JAAAK and hold.

Procedure NA for arrivals at SABBI on V376 southbound.

CATEGORY  LP MDA  LNAV MDA  CIRCLING
A  600-1  437 (500-1)  700-1
B  620-1  457 (500-1)  525 (600-1)
C  NA  NA  NA
D  NA  NA  NA

SM NA. Use Ronald Reagan Washington Ntl altimeter setting.

HOLD 4 NM to BYULA 1.6 NM to RW02

The diagram shows a holding pattern 4 NM from JAAAK, with Rwy 2000 holding at 1.6 NM to BYULA. The approach chart includes RNAV (GPS) RWY 2, with critical points such as JAAAK, GILBT, BYULA, and RW02.
### RNAV (GPS) RWY 1R

#### ATIS

<table>
<thead>
<tr>
<th>POTOMAC APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>133.675 251.05</td>
<td>118.4 349.0</td>
<td>121.8 275.8</td>
<td>127.55 285.475</td>
<td></td>
</tr>
</tbody>
</table>

#### TWR

- **NW-03, 11 JUL 2024 to 05 SEP 2024**

####/navigation援助

- **AIRNAV**
- **WIPAG**
- **GREF**
- **BRINE**
- **HUBAS**
- **WHINO**

#### Category

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
<th>E</th>
</tr>
</thead>
<tbody>
<tr>
<td>WPV DA*</td>
<td>465/24</td>
<td>200</td>
<td>(200-1/2)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA**</td>
<td>660/35</td>
<td>395</td>
<td>(400-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA***</td>
<td>660/24 395 (400-1/2)</td>
<td>660/35 395 (400-3/4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>C CIRCLING****</td>
<td>780-1 500 (500-1)</td>
<td>780-1 1/2 500 (500-1/2)</td>
<td>840-2 560 (600-2)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### Additional Information

- **MISSING APPROACH:** Climb to 2500 direct HULVI and hold.
- **Radar Required:** For holding above 4000 or 230 KIAS.
- **Baro-VNAV Systems:** Procedure NA below -15°C (5°F) or above 54°C (130°F).
- **Circling Not Authorized:** W of Rwy 1L-19R.
CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 19L

**ATIS**

<table>
<thead>
<tr>
<th>133.675</th>
<th>251.05</th>
</tr>
</thead>
</table>

**POTOMAC APP CON**

<table>
<thead>
<tr>
<th>128.0</th>
<th>335.5</th>
</tr>
</thead>
</table>

**TOWER**

<table>
<thead>
<tr>
<th>118.4</th>
<th>349.0</th>
</tr>
</thead>
</table>

**GND CON**

<table>
<thead>
<tr>
<th>121.8</th>
<th>275.8</th>
</tr>
</thead>
</table>

**CLNC DEL**

<table>
<thead>
<tr>
<th>127.55</th>
<th>285.475</th>
</tr>
</thead>
</table>

**CPDLC**

- **634**
  - Circling not authorized
  - W of Rw 1L-19R.
  - Visibility reduction by helicopters NA.

- **511**
  - Radar required for holding above 4000 or 230 KIAS.

- **2500**
  - (IAF) YOKUM
  - (IF/IAF) HULVI

- **2000**
  - (FAF) BEEMR

- **1900**
  - 1.1 NM to RW 19L

- **2500**
  - (IAF) GEEMO

**EMERG SAFE ALT 100 NM 6200**

- **5.2 NM**
  - Holding Pattern

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**38°49’N - 76°52’W**

**205**
RNAV (GPS) RWY 19R

**CAMP SPRINGS, MARYLAND**

**RNAV (GPS) RWY 19R**

*When ALS inop, increase RVR to 40, vis to 3/4. When TDZ/CL lights inop, increase RVR to 24.*
***When ALS inop, increase vis to 1 1/4 miles.***
***When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.***

**MISSING APPROACH:** Climb to 2500 direct PREZZ and hold.

**ATIS**

<table>
<thead>
<tr>
<th>POTOMAC APP CON</th>
<th>TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>CPDLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.0 335.5</td>
<td>118.4 349.0</td>
<td>121.8 275.8</td>
<td>127.55 285.475</td>
<td></td>
</tr>
</tbody>
</table>

**** Circling not authorized W of RW 1L-19R.

**EMERG SAFE ALT 100 NM 6200**

**GSI and RNAV glideslope not coincident (GSI Angle 3.00/TCH 70.62).**

**MISSING APPROACH**

**RNAV (GPS) RWY 19R**

**CAMP SPRINGS, MARYLAND**

**RNAV (GPS) RWY 19R**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**CAMP SPRINGS, MARYLAND**

**RNAV (GPS) RWY 19R**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**CAMP SPRINGS, MARYLAND**

**RNAV (GPS) RWY 19R**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**CAMP SPRINGS, MARYLAND**

**RNAV (GPS) RWY 19R**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) Z RWY 1L**

**JOINT BASE ANDREWS (KADW)**

**WEB**

**DAW**

**ALT**

**GND CON**

**ATIS**

**POTOMAC APP CON**

**TOWER**

**CLNC DEL**

**CPDLC**

**DME/DME RNP-0.3 NA**

1. **ATIS**: 133.675 251.05
2. **POTOMAC APP CON**: 128.0 335.5
3. **TOWER**: 118.4 349.0
4. **GND CON**: 121.8 275.8
5. **CLNC DEL**: 127.55 285.475
6. **CPDLC**: AL-561 (USAFA)

**MISSING APPROACH**: Climb to 2500 direct EGUDE and hold.

**MISSING APPROACH**:

- **HOLD 2500**
- **RADAR required for holding above 4000 or > 230 KIAS.**

**EMERG SAFE ALT 100 NM 6200**

- **EGUDE**: 2500
- **VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).**

**RNAV (GPS) Z RWY 1L**

**JOINT BASE ANDREWS (KADW)**

**WEB**

**DAW**

**ALT**

**GND CON**

**ATIS**

**POTOMAC APP CON**

**TOWER**

**CLNC DEL**

**CPDLC**

**DME/DME RNP-0.3 NA**

1. **ATIS**: 133.675 251.05
2. **POTOMAC APP CON**: 128.0 335.5
3. **TOWER**: 118.4 349.0
4. **GND CON**: 121.8 275.8
5. **CLNC DEL**: 127.55 285.475
6. **CPDLC**: AL-561 (USAFA)

**MISSING APPROACH**: Climb to 2500 direct EGUDE and hold.

**MISSING APPROACH**:

- **HOLD 2500**
- **RADAR required for holding above 4000 or > 230 KIAS.**

**EMERG SAFE ALT 100 NM 6200**

- **EGUDE**: 2500
- **VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).**

**RNAV (GPS) Z RWY 1L**

**JOINT BASE ANDREWS (KADW)**

**WEB**

**DAW**

**ALT**

**GND CON**

**ATIS**

**POTOMAC APP CON**

**TOWER**

**CLNC DEL**

**CPDLC**

**DME/DME RNP-0.3 NA**

1. **ATIS**: 133.675 251.05
2. **POTOMAC APP CON**: 128.0 335.5
3. **TOWER**: 118.4 349.0
4. **GND CON**: 121.8 275.8
5. **CLNC DEL**: 127.55 285.475
6. **CPDLC**: AL-561 (USAFA)

**MISSING APPROACH**: Climb to 2500 direct EGUDE and hold.

**MISSING APPROACH**:

- **HOLD 2500**
- **RADAR required for holding above 4000 or > 230 KIAS.**

**EMERG SAFE ALT 100 NM 6200**

- **EGUDE**: 2500
- **VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 72).**
NE-3, 11 JUL 2024 to 05 SEP 2024

EMERG SAFE ALT 100 NM 6200

CAMP SPRINGS, MARYLAND

Amdt 2 18MAY23

JOINT BASE ANDREWS (KADW)

TACAN RWY 1L

CAMP SPRINGS, MARYLAND

Amdt 2 18MAY23

JOINT BASE ANDREWS (KADW)

TACAN RWY 1L
RAILAS VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

RADAR REQUIRED

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climbing right turn to 3000 heading 050°. Expect radar vectors to intercept ADW VORTAC R-070.
NE-3, 11 JUL 2024 to 05 SEP 2024

CAMP SPRINGS ONE DEPARTURE (CAMP1•ADW)

JEFFERSON MEMORIAL FLD (K38)

ATIS 133.675 251.05
CPDLC
SL-561 [USA]T
GND CON
ANDREWS TOWER
POTOMAC TRACON DEP CON
118.4 349.0
118.95 257.2

Radar vectors required
within 10 nm from departure

ADW
3000
270°

ANDREWS
113.1 ADW
Chan 78

Radar required

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Turn left climb on heading 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the west.

ATC Climb Rate to 3000
If unable to make published climb gradient, advise ATC prior to departure.
DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to JEFSN, thence...

TAKE-OFF RWY 19L: Climb on heading 190° direct SHAAW then via depicted route to JEFSN, thence...

TAKE-OFF RWY 19R: Climb on heading 190° direct GLVER then via depicted route to JEFSN, thence...

... on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

FLASK TRANSITION (JEFSN1 • FLASK)
GLANC TRANSITION (JEFSN1 • GLANC)
MAULS TRANSITION (JEFSN1 • MAULS)
MELTN TRANSITION (JEFSN1 • MELTN)
RRSIN TRANSITION (JEFSN1 • RRSIN)
NE-3, 11 JUL 2024 to 05 SEP 2024

JEFSN ONE DEPARTURE (RNAV) (JEFSN1 • JEFSN)

TOP ALTITUDE: 3000

SL-561 [USAF]

(CAMP SPRINGS, MARYLAND)

NOTE: Chart not to scale

TURBOJETS ONLY
GPS REQUIRED
RADAR REQUIRED

JEFSN ONE DEPARTURE (RNAV) (JEFSN1 • JEFSN)

Amend 3 26MAR20

CAMP SPRINGS, MARYLAND

JOINT BASE ANDREWS (KADW)
DEPARTURE ROUTE DESCRIPTION

RWY 01L/R: Climb heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to LINCN, thence...

RWY 19L: Climb heading 190° direct SHAAW then via depicted route to LINCN, thence...

RWY 19R: Climb heading 190° direct GLVER then via depicted route to LINCN, thence...

...on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

JERES TRANSITION (LINCN1 JERES)
MCCRAY TRANSITION (LINCN1 MCCRAY)
OTTTO TRANSITION (LINCN1 OTTTO)
RAMAY TRANSITION (LINCN1 RAMAY)
MORNINGSIDE ONE DEPARTURE (MRNG1•ADW)

DEPARTURE ROUTE DESCRIPTION

TAKE-OFF RWY 1L/1R: Climb on heading 010° to 3000. Expect radar vectors.

TAKE-OFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the South or East.

Radar Vectors Required Within 10 NM From Departure

ANDREWS TOWER 118.4 349.0
POTOMAC TRACON DEP CON 125.65 348.725

ATIS 133.675 251.05
CPDLC
GND CON 121.8 275.8

SL-561 [USAF]
RNAV (GPS) RWY 7

MISSING APCH: Climb to 5600 direct OKLUH and hold, continue climb-in-hold to 5600.

** Missed approach requires minimum climb gradient of 240 feet per NM to 3400.

** Misused approach requires minimum climb gradient of 240 feet per NM to 3400.

AWOS-3 120.125
ATLANTA CENTER 127.55 269.50
CTAF 122.9

MISSED APCH FIX
OKLUH 246° 5 NM

RWS 07
5 NM to HONEB

JONESVILLE, VIRGINIA
LEE COUNTY (JVG)

RNAV (GPS) RWY 7
**AWOS-3**  
**ATLANTA CENTER**  
**CTAF**

<p>| | | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>120.125</td>
<td>127.55</td>
<td>269.50</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 25**

**JONESVILLE, VIRGINIA**  
**LEE COUNTY**

**NAVAID**  
**WAAS CH 82717 W25A**

**APP CRS**  
**246°**

**Rwy Idg**  
**TDZE 1411**

**Apt Elev**  
**1411**

**5003**  
**5000**

**Helicopter visibility reduction below 3/4 SM NA.**

**DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climb to 5000 direct TILYU and hold, continue climb-in-hold to 5000.

**AWOS-3**  
**1411**

**TDZE**  
**1411**

**5000**  
**TILYU**

**VGSi and RNAV glidepath not coincident**

**VGSi Angle 3.25/TCH 44.**

**OKLUH**

**RNAV (GPS) RWY 25**

**NAVAID**  
**WAAS CH 82717 W25A**

**APP CRS**  
**246°**

**Rwy Idg**  
**TDZE 1411**

**Apt Elev**  
**1411**

**5003**  
**5000**

**Helicopter visibility reduction below 3/4 SM NA.**

**DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climb to 5000 direct TILYU and hold, continue climb-in-hold to 5000.

**AWOS-3**  
**1411**

**TDZE**  
**1411**

**5000**  
**TILYU**

**VGSi and RNAV glidepath not coincident**

**VGSi Angle 3.25/TCH 44.**

**OKLUH**

**RNAV (GPS) RWY 25**

**NAVAID**  
**WAAS CH 82717 W25A**

**APP CRS**  
**246°**

**Rwy Idg**  
**TDZE 1411**

**Apt Elev**  
**1411**

**5003**  
**5000**

**Helicopter visibility reduction below 3/4 SM NA.**

**DME/DME RNP-0.3 NA.**

**MISSED APPROACH:** Climb to 5000 direct TILYU and hold, continue climb-in-hold to 5000.
Helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>WASHINGTON CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>123.875</td>
<td>118.75 377.1</td>
<td>122.7 (CTAF)</td>
</tr>
</tbody>
</table>

**RNAV (GPS)-A**

**LUNENBURG COUNTY (W31)**

**Holding Pattern**

- 4 NM Holding Pattern
- 2400
- 213°
- 033°
- 033°
- 034°
- 2000
- CUBEG
- HOMUB
- 034°

**Category**

- A
- B
- C
- D

<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>1000-1</td>
<td>1080-1</td>
<td>NA</td>
<td>1080-1</td>
</tr>
<tr>
<td></td>
<td>474 (500-1)</td>
<td>554 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RNAV (GPS)-A**

**LUNENBURG COUNTY (W31)**

**Holding Pattern**

- 4 NM Holding Pattern
- 2400
- 213°
- 033°
- 033°
- 034°
- 2000
- CUBEG
- HOMUB
- 034°

**Category**

- A
- B
- C
- D

<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>1000-1</td>
<td>1080-1</td>
<td>NA</td>
<td>1080-1</td>
</tr>
<tr>
<td></td>
<td>474 (500-1)</td>
<td>554 (600-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSING APPROACH: Climbing right turn to 2100 direct JIDNO and hold.

AWOS-3
123.875

WASHINGTON CENTER
118.75
377.1

UNICOM
122.7 (CTAF)

Alternate holding pattern for JIDNO.

JIDNO 2100

PICKETT 3 MOA

PICKETT 2 MOA

R-6602 A, B & C

KENBRIDGE, VIRGINIA

36°58'N-78°11'W

LUNENBURG COUNTY

Altimeter setting and increase all MDA 60 feet.

When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

Helicopter visibility reduction below 1 SM NA.

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSING APPROACH: Climbing right turn to 2100 direct JIDNO and hold.

AWOS-3
123.875

WASHINGTON CENTER
118.75
377.1

UNICOM
122.7 (CTAF)

Alternate holding pattern for JIDNO.

JIDNO 2100

PICKETT 3 MOA

PICKETT 2 MOA

R-6602 A, B & C

KENBRIDGE, VIRGINIA

36°58'N-78°11'W

LUNENBURG COUNTY

Altimeter setting and increase all MDA 60 feet.

When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

Helicopter visibility reduction below 1 SM NA.

DME/DME RNP-0.3 NA. Procedure NA at night. When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSING APPROACH: Climbing right turn to 2100 direct JIDNO and hold.

AWOS-3
123.875

WASHINGTON CENTER
118.75
377.1

UNICOM
122.7 (CTAF)

Alternate holding pattern for JIDNO.

JIDNO 2100
HAMPTON, VIRGINIA

LOC I-LFI
109.9
APCH CRS
078*
Rwy Idg 10,002
TDZE 8
Arpt Elev 8
[USAF]

LANGLEY AFB (KLFJ)

Radar or DME required

* When ALS inop, increase RVR to 40 and vis to \( \frac{1}{4} \) mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile,
CAT CDE vis to \( \frac{1}{4} \) miles.

ATIS 270.1
NORFOLK APP CON 125.7 335.625
TOWER * 125.0 253.5
GND CON 121.7 275.8
CLNC DEL 118.85 257.625

*** Circling not authorized S of Rwy 8-26

Expect RADAR vectors to IAF or Final Approach course.
Glideslope unusable for coupled approach below 750’ MSL.

ILS or LOC Y RWY 8
RNAP APCH.

Procedure NA at night. Use Salisbury altimeter setting; when not received, use Georgetown altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 direct NEIDA and hold.

PATUXENT APP CON
127.95 314.0

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at ATR VOR/DME on V308 eastbound.

Procedure NA for arrivals at SBY VORTAC on V29 southbound.

ELEV 30

LIRL Rwy 15-33

LAUREL, DELAWARE
Orig-A 28FEB19

38°33'N-75°36'W
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

**MISSED APPROACH:** Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

1. **AWOS 3**
   - 119.625

2. **WASHINGTON APP CON**
   - 118.75
   - 377.1

3. **UNICOM**
   - 122.8 (CTAF)

---

**RNP APCH.**

**Category A**

**Rwy Idg**
- N/A

**Apt Elev**
- 329

**APP CRS**
- 180°

**TDZE**
- N/A

---

**Visual Segment - Obstacles.**

- **APOYU**
  - 2000

- **BINAC**
  - 1600

- **RW18**
  - 540

**4000**

**GEPKE**

**ELEV 329**

**ELEV 329**

**APOM**

**Binac**

**HOLD 2000**

**GEPKE**

**BINAC**

**APOYU**

**180°**

**180°**

**36°46'N-77°48'W**

**BRUNSWICK COUNTY (LVL)**

RNP APCH.

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

**MISSED APPROACH:** Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

1. **AWOS 3**
   - 119.625

2. **WASHINGTON APP CON**
   - 118.75
   - 377.1

3. **UNICOM**
   - 122.8 (CTAF)

---

**RNP APCH.**

**Category A**

**Rwy Idg**
- N/A

**Apt Elev**
- 329

**APP CRS**
- 180°

**TDZE**
- N/A

---

**Visual Segment - Obstacles.**

- **APOYU**
  - 2000

- **BINAC**
  - 1600

- **RW18**
  - 540

**4000**

**GEPKE**

**ELEV 329**

**ELEV 329**

**APOM**

**Binac**

**HOLD 2000**

**GEPKE**

**BINAC**

**APOYU**

**180°**

**180°**

**36°46'N-77°48'W**

**BRUNSWICK COUNTY (LVL)**

RNP APCH.

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

**MISSED APPROACH:** Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

1. **AWOS 3**
   - 119.625

2. **WASHINGTON APP CON**
   - 118.75
   - 377.1

3. **UNICOM**
   - 122.8 (CTAF)

---

**RNP APCH.**

**Category A**

**Rwy Idg**
- N/A

**Apt Elev**
- 329

**APP CRS**
- 180°

**TDZE**
- N/A

---

**Visual Segment - Obstacles.**

- **APOYU**
  - 2000

- **BINAC**
  - 1600

- **RW18**
  - 540

**4000**

**GEPKE**

**ELEV 329**

**ELEV 329**

**APOM**

**Binac**

**HOLD 2000**

**GEPKE**

**BINAC**

**APOYU**

**180°**

**180°**

**36°46'N-77°48'W**

**BRUNSWICK COUNTY (LVL)**

RNP APCH.

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

**MISSED APPROACH:** Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

1. **AWOS 3**
   - 119.625

2. **WASHINGTON APP CON**
   - 118.75
   - 377.1

3. **UNICOM**
   - 122.8 (CTAF)

---

**RNP APCH.**

**Category A**

**Rwy Idg**
- N/A

**Apt Elev**
- 329

**APP CRS**
- 180°

**TDZE**
- N/A

---

**Visual Segment - Obstacles.**

- **APOYU**
  - 2000

- **BINAC**
  - 1600

- **RW18**
  - 540

**4000**

**GEPKE**

**ELEV 329**

**ELEV 329**

**APOM**

**Binac**

**HOLD 2000**

**GEPKE**

**BINAC**

**APOYU**

**180°**

**180°**

**36°46'N-77°48'W**

**BRUNSWICK COUNTY (LVL)**

RNP APCH.

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

**MISSED APPROACH:** Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

1. **AWOS 3**
   - 119.625

2. **WASHINGTON APP CON**
   - 118.75
   - 377.1

3. **UNICOM**
   - 122.8 (CTAF)
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

AWOS-3
119.625

WASHINGTON APP CON
118.75 377.1

UNICOM
122.8 (CTAF)

MISSED APPROACH:
Climbing left turn to 3000 direct FITIK and hold.

RNP APCH.

AWOS-3
119.625

WASHINGTON APP CON
118.75 377.1

UNICOM
122.8 (CTAF)

MISSED APPROACH:
Climbing left turn to 3000 direct FITIK and hold.
**ILS or LOC RWY 17**

**LEESBURG EXEC** (JYO)

**AWOS 3**

- **125.225**
- **125.05**
- **388.25**

**POTOMAC**

- **127.5**

**APP CON**

- **120.5**

**LEESBURG TOWER**

- **112.1 MCB**

**GND CON**

- **120.5**

**CLNC DEL**

- **118.55**

**CLNC DEL**

- **120.5**

**UNICOM**

- **122.975**

---

**PROcedure NA for arrivals on MRB VORTAC airway radials 088 CW 137.**

**Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cats C/D.**

For inop ALS when using Washington Dulles Int'l altimeter setting, increase visibility S-ILS 17 Cats A/B to 7/8 NM and inop table does not apply to S-LOC 17 Cats C/D.

When local altimeter setting not received, use Washington Dulles Int’l altimeter-setting: increase S-ILS 17 DA to 665 feet; increase all MDA 40 feet and visibility S-LOC 17 Cat A and Circling Cat C 1/4 SM and PEARC fix minimums S-LOC 17 Cat C/D 1/8 SM. For inop ALS, increase PEARC fix minimums S-LOC 17 Cats C/D visibility to 7/8.

**S-ILS 17**

- **1240-3/4**
  - **857**
  - **900-3/4**

**S-LOC 17**

- **1240-1**
  - **857**
  - **900-1**

**CIRCLING**

- **1240-1 1/4**
  - **850**
  - **900-1/4**

**PEARC FIX MINIMUMS**

- **1240-1 1/2**
  - **850**
  - **900-2**

**Rwy Idg**

- **5500 X 100**

**TDZE**

- **383**

**Apt Elev**

- **390**

**Procedures**

**MISSING APPROACH:** Climb to 1200 then climbing right turn to 4000 on heading 340° and MRB VORTAC R-158 to GAWDD INT/MRB 10.4 DME and hold, continue climb-in to hold to 4000.

**CAUTION:**

- **ALTERNATE MISSED APCH FIX**
  - **116.3 CSN**
  - **Chan 1102**

---

**LEESBURG, VIRGINIA**

Amdt 1B 06OCT22

39°05’N-77°33’W

**ILS or LOC RWY 17**

**LEESBURG EXEC (JYO)**
RNAV (GPS) RWY 17

LEESBURG EXEC (JYO)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C.

When local altimeter setting not received, use Washington Dulles Intl altimeter setting:
- Increase LPV DA to 665 feet; increase LNAV/VNAV DA to 757 feet and increase all visibilities 1/4 SM; increase all MDA 40 feet and visibility LNAV Cat C/D and Circling Cat C 1/4 SM.
- Inop table does not apply to LPV all Cats. For inop ALS when using Washington Dulles Intl altimeter setting, increase visibility LPV Cats A/B to 1/4 SM and inop table does not apply to LNAV/VNAV all Cats. Baro-VNAV NA when using Washington Dulles Intl altimeter setting.
- For inop ALS, increase visibility LNAV/VNAV Cats A/B to 1 and LNAV Cat C/D to 1/4 SM.

Amdt 3C  06OCT22

LPV

<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>633 3/4</td>
<td>250 (300-3/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>725 3/8</td>
<td>342 (400-3/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>940 3/4 557 (600-3/4)</td>
<td>940 1 557 (600-1/4)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>940-1</td>
<td>550 (600-1)</td>
<td>1040-1 3/4</td>
<td>1300-3</td>
</tr>
<tr>
<td></td>
<td>650 (700-1)</td>
<td>910 (1000-3)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Procedure NA for arrivals on MIB VORTAC airway radials 065 CW 223.

Procedure NA for arrivals at HOAGE on V4-92 northwest bound.

Radar required for procedure entry at ZAXEN.

WASHINGTON DC METROPOLITAN SFRA
WASHINGTON DC SFRA
CTC POTOMAC APP CON

ZAXEN.

For inop ALS when using Washington Dulles Intl

altimeter setting, increase visibility LPV Cats A/B to 1/4 SM; increase all MDA 40 feet and visibility LNAV Cat C/D and Circling Cat C 1/4 SM.

When local altimeter setting not received, use Washington Dulles Intl altimeter setting:

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C.

539 39°05'N-77°33'W
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

RWY 17-35
PCN 63 F/A/W/U
S-30, D-70

FIELD ELEV
390

ELEV 387

ELEV 378

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence . . .

. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)
TOP ALTITUDE: 3000

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence . . .

. . . on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 171° to 900, then climbing right turn direct to cross PTOMC at 3000, do not exceed 210K until PTOMC, thence . . .

TAKEOFF RUNWAY 35: Climb heading 351° to 900, then climbing left turn direct to cross PTOMC at 3000, do not exceed 210K until PTOMC, thence . . .

. . . on heading 310°, maintain 3000, expect radar vectors on course. Expect filed altitude within ten (10) minutes after departure.

TAKEOFF MINIMUMS:
Rwy 17: Standard with minimum climb of 500’ per NM to 900. Then 327’ per NM to 3000.
Rwy 35: Standard with minimum climb of 500’ per NM to 900. Then 370’ per NM to 3000.

TAKEOFF OBSTACLES:
Rwy 17: Vehicle on roadway, 320’ from DER, 565’ left of centerline, up to 15’ AGL/414’ MSL. Building 167’ from DER, 360’ left of centerline, 22’ AGL/401’ MSL. Pole 958’ from DER, 373’ left of centerline, 32’ AGL/421’ MSL. Trees beginning 138’ from DER, left and right of centerline, up to 100’ AGL/464’ MSL.

Rwy 35: Terrain 96’ from DER, 453’ left of centerline, 381’ AGL. Tree 1078’ from DER, 525’ left of centerline, up to 100’ AGL/413’ MSL. Pole 638’ from DER, 642’ right of centerline, 49’ AGL/428’ MSL.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.

**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):**
LEONARDTOWN, MARYLAND

RNAV (GPS) RWY 11
ST MARY'S COUNTY RGNL (2W6)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Rwy 11 helicopter visibility reduction below ½ SM NA. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climb to 620 then climbing left turn to 2000 direct GOFER and hold.

AWOS-3  PATUXENT APP CON  UNICOM
119.575    121.0     250.3  123.0 (CTAF)

WASHINGTON DC ADIZ,
CTC POTOMAC APP CON

WASHINGTON DC
METROPOLITAN ADIZ

GOFER
484°

LEKVE
148°

ONAFE
112°

DUYEV
1220°

620 2000 2000 620

LNAV only

CIRCLING
660-1 518 (600-1) 840-2 840-2½

LEONARDTOWN, MARYLAND

Amdt 2  29MAR18

38°19'N-76°33'W
RNAV (GPS) RWY 29
ST MARY’S COUNTY RGNL (2W6)

**Missed Approach:**
Climb to 700 then climbing left turn to 5000 direct COLIN and hold, continue climb in hold to 5000.

**RNAV (GPS) RWY 29**

**AWOS-3**
119.575

**PATUXENT APP CON**
121.0
250.3

**UNICOM**
123.0 (CTAF)

**Colin**

**1.5 NM to RW29**

**ASIZE**
2000

**Jagux**
2000

**GP 3.10°**
**TCH 40**

**Category A**

**LPV DA**
441-7/8

**LNAV/ VNAV DA**
654-1/8

**LNAV MDA**
620-1/8

**RNAV glidepath not coincident (VGSI angle 3.00/TCH 32).**
RNAV (GPS) RWY 9
LOUISA COUNTY/FREEMAN FLD (LKU)

**WAAS CH 48843 W09A**

**APP CRS** 092°
**Rwy Idg** 4300
**TDZE** 489
**Apt Elev** 494

**AWOS-3** 119.475
**POTOMAC APP CON** 132.85 323.125
**UNICOM** 122.975 (CTAF)

**ELEV 494**
**TDZE 489**

**HOLD 000**
**WEBBR** 3300

**GP 3.00° TCH 40**
**WEBBR**

**PREFER 2.8 NM to RW09**
**LIRKE**

**RW09**
**TURCO**

**4 NM Holding Pattern**

**092° 272°**

**CATEGORY**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>739-3/4</td>
<td>250 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>748-3/4</td>
<td>259 (300-3/4)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>840-1</td>
<td>351 (400-1)</td>
<td>NA</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>900-1</td>
<td>406 (500-1)</td>
<td>960-1</td>
<td>466 (500-1)</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 1000 then climbing right turn to 3300 direct TURCO and hold.

**Circling NA north of Rwy 9-27. Rwy 9 helicopter visibility reduction below 3/4 SM NA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54° C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 775 feet, LNAV/VNAV DA to 784 feet and MDA 40 feet; increase LPV and LNAV/VNAV visibility 1/3 SM. Baro-VNAV and VDP NA when using Orange altimeter setting.

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**LOUISA, VIRGINIA**

Amdt 1 15AUG19

**LOUISA, VIRGINIA**

38°01'N-77°58'W

**AL-6909 (FAA)**

23278
**RNAV (GPS) RWY 27**

**LOUISA COUNTY/FREEMAN FLD (LKU)**

---

**AWOS-3** 119.475  
**POTOMAC APP CON** 132.85 323.125  
**UNICOM** 122.975 (CTAF)

**ELEV** 494  
**TDZE** 494

---

- **Circling NA north of Rwy 9-27. Baro-VNAV NA when using Orange altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase all DA to 780 feet and all MDA 40 feet and increase LPV and LNAV/VNAV visibility ½ SM.**

- **MISSED APPROACH:** Climb to 1000 then climbing right turn to 2900 direct GVE VORTAC and hold, continue climb-in-hold to 2900.

---

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**LOUISA, VIRGINIA**

**Amdt 2 15AUG19**

---

**LOUISA COUNTY/FREEMAN FLD (LKU)**

RNAV (GPS) RWY 27
LOC RWY 27

LOUISA COUNTY/FREEMAN FLD (LKU)

DME required.

Awos: 3

POTOMAC APP CON

132.85 323.125

UNICOM

122.975 (CTAF)

MISSED APPROACH:

Climb to 2900 direct GVE VORTAC and hold.

Circling NA north of Rwy 9-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDA 40 feet.

VDP NA when using Orange altimeter setting.

AWOS: 3

POTOMAC APP CON

UNICOM

122.975 (CTAF)

LOC 1-LKU 108.55

APP CRS 272°

Rwy Idg 4300

TDZE 494

Apt Elev 494

GORDONSVILLE

115.6 GVE

Chan 103

LOCALIZER 108.55

I-LKU

POTOMAC APP CON

119.475

132.85 323.125

122.975 (CTAF)

One Minute Holding Pattern

LOCALIZER 108.55

I-LKU

HOLD 4900

JODKA

I-LKU 12.3

GVE 20.5

LOUISA COUNTY/FREEMAN FLD (LKU)

38°01'N-77°58'W

LOUISE, VIRGINIA

AL-6909 (FAA)

23278

Amdt 4 15AUG19

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climb to 5000 direct JORGI and on track 063° to LDN VORTAC and hold.
RNAV (GPS) RWY 22
LURAY CAVERNS (LUA)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/ Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct FIBIR and on track 213° to SAHDO and hold, continue climb-in-hold to 6000.

AWOS-3
118.275

WASHINGTON CENTER
133.2 282.2

UNICOM
122.8 (CTAF)

Procedure NA for arrival at LDN VORTAC on V144 southeast bound.

[Diagram of airport layout with waypoints and altitudes]
Visibility reduction by helicopters NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisburg altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 4900 on LDN VORTAC R-237 to HALPU/LDN 7.5 DME and hold, continue climb-in-hold to 4900.

AWOS-3
118.275

WASHINGTON CENTER
133.2 282.2

UNICOM
122.8 (CTAF)

3266
LURAY, VIRGINIA

AWOS-3 118.275
WASHINGTON CENTER 133.2 282.2
UNICOM 122.8 (CTAF)

NA Rwy 22 helicopter visibility reduction below 1 SM NA.
MISSED APPROACH: Climb to 2900 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

REIL Rwys 4 and 22
MIRL Rwy 4-22

NE-3, 11 JUL 2024 to 05 SEP 2024

LURAY, VIRGINIA
Amdt 7C 08SEP22

38°40'N-78°30'W

250
**RNAV (GPS) RWY 28**

**FALWELL (W24)**

**LYNCHBURG, VIRGINIA**

**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>1460-1</td>
<td>521 (600-1)</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

**Apt Elev**

<table>
<thead>
<tr>
<th>4.7% 283°</th>
</tr>
</thead>
<tbody>
<tr>
<td>TDZE 939</td>
</tr>
<tr>
<td>Alt Elevation 939</td>
</tr>
</tbody>
</table>

**RNAV (GPS) RWY 28**

**MAL-10250 (FAA)**

**LYH ASOS**

119.8

**ROANOKE APP CON**

135.0 254.325

**UNICOM**

123.0 (CTAF)

**MISSED APPROACH:** Climbing right turn to 3500 direct SWARM and hold.

DME/DME RNP-0.3 NA. Use Lynchburg Regional/Preston Glenn Fld altimeter setting, when not received use Farmville altimeter setting and increase all MDA 160 feet. Procedure NA at night.

**UNICOM**

LYH ASOS 119.8

**ROANOKE APP CON**

135.0 254.325

**UNICOM**

123.0 (CTAF)

**MISSED APPROACH:** Climbing right turn to 3500 direct SWARM and hold.

DME/DME RNP-0.3 NA. Use Lynchburg Regional/Preston Glenn Fld altimeter setting, when not received use Farmville altimeter setting and increase all MDA 160 feet. Procedure NA at night.

**UNICOM**

LYH ASOS 119.8

**ROANOKE APP CON**

135.0 254.325

**UNICOM**

123.0 (CTAF)

**MISSED APPROACH:** Climbing right turn to 3500 direct SWARM and hold.

DME/DME RNP-0.3 NA. Use Lynchburg Regional/Preston Glenn Fld altimeter setting, when not received use Farmville altimeter setting and increase all MDA 160 feet. Procedure NA at night.

**UNICOM**

LYH ASOS 119.8

**ROANOKE APP CON**

135.0 254.325

**UNICOM**

123.0 (CTAF)

**MISSED APPROACH:** Climbing right turn to 3500 direct SWARM and hold.

DME/DME RNP-0.3 NA. Use Lynchburg Regional/Preston Glenn Fld altimeter setting, when not received use Farmville altimeter setting and increase all MDA 160 feet. Procedure NA at night.
### ILS or LOC RWY 4

#### LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

**Amdt 17B  03JAN19**

<table>
<thead>
<tr>
<th>LOC</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>I-LYH</td>
<td>036°</td>
<td>6800</td>
<td>905</td>
<td>938</td>
</tr>
</tbody>
</table>

**LAT/AIR NAVIGATION:**

- **ATIS:** 119.8
- **ROANOKE APP CON:** 135.0
- **LYNCHBURG TOWER:** 127.65
- **GND CON:** 121.9
- **UNICOM:** 122.95

**Val:**

- **Circling Rwy 17 NA at night. DME from LYH VOR/DME.**
- **Simultaneous reception of I-LYH and LYH DME required.**
- **RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MISSED APPROACH:**

- Climb to 1800 then climbing right turn to 3500 on heading 080° and on LYH VOR/DME R-053 to SWARM INT/LYH 20 DME and hold.

**ATIS:**

- 119.8

**ROANOKE APP CON:**

- 135.0

**LYNCHBURG TOWER:**

- 127.65

**GND CON:**

- 121.9

**UNICOM:**

- 122.95

**Category A**

- **GS 3.00° TCH 55**
- **TWR 1041**

**Category B**

- **GS 3.00° TCH 55**
- **TWR 1041**

**Category C**

- **GS 3.00° TCH 55**
- **TWR 1041**

**Category D**

- **GS 3.00° TCH 55**
- **TWR 1041**

**MALSR**

- **109.4 S8V R-334**
- **Chan 41**

**MISSED APCH FIX**

- **115.3 MOD R-19600**
- **Chan 29**

**ALTERNATE MISSED APCH FIX**

- **23°**
- **SWARM INT/LYH 20 DME and hold.**

**LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 4**

**LYNCHBURG RGNL/ PRESTON GLENN FLD (LYH)**

**ATIS**

- 119.8

**ROANOKE APP CON**

- 135.0
- 254.325

**LYNCHBURG TOWER**

- 127.65 (CTAF)
- 257.8

**GND CON**

- 121.9

**UNICOM**

- 122.95

**MISSED APPROACH:** Climb to 3500 direct JIXOX and track 075° to SWARM and hold.

**PROCESSION:**

- Procedure NA for arrivals at LYH VOR/DME.
- On V470 eastbound.

**MALSR**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000.

**Circling Rwy 17 NA at night.**

**ATIS**

- 119.8

**ROANOKE APP CON**

- 135.0
- 254.325

**LYNCHBURG TOWER**

- 127.65 (CTAF)
- 257.8

**GND CON**

- 121.9

**UNICOM**

- 122.95

**MISSED APCH FIX**

- KILBE (IF/IAF)
- 216° (10)

**5 NM Holding Pattern**

- 3000 to KILBE
- 216° (10)

**KILBE**

- 3000 N oPT
- 075° (9.2)

**KOECK**

- 2900
- 036°

**SWARM**

- 075° (11.8)

**1.4 NM**

- To RW04

**RW04**

- 1188

**LYNCHBURG LHY**

- 21° (10)

**SWARM**

- 3500 direct JIXOX
- Track 075°

**HOLD**

- 6000 N 036°
- 3000 N 036°

**GP 3.00°**

- TCH 58

**CATEGORY**

<table>
<thead>
<tr>
<th>LPV</th>
<th>DA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1175/40</td>
</tr>
<tr>
<td>B</td>
<td>270 (300-3/4)</td>
</tr>
</tbody>
</table>

**LNAV/ VNAV**

<table>
<thead>
<tr>
<th>DA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
</tbody>
</table>

**LNAV MDA**

<table>
<thead>
<tr>
<th>MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
</tbody>
</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
<tr>
<td>C</td>
</tr>
<tr>
<td>D</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 3500 direct JIXOX and track 075° to SWARM and hold.

**PROCESSION:**

- Procedure NA for arrivals at LYH VOR/DME.
- On V470 eastbound.

**MALSR**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000.

**Circling Rwy 17 NA at night.**

**ATIS**

- 119.8

**ROANOKE APP CON**

- 135.0
- 254.325

**LYNCHBURG TOWER**

- 127.65 (CTAF)
- 257.8

**GND CON**

- 121.9

**UNICOM**

- 122.95

**MISSED APCH FIX**

- KILBE (IF/IAF)
- 216° (10)

**5 NM Holding Pattern**

- 3000 to KILBE
- 216° (10)

**KILBE**

- 3000 N oPT
- 075° (9.2)

**KOECK**

- 2900
- 036°

**SWARM**

- 075° (11.8)

**1.4 NM**

- To RW04

**RW04**

- 1188

**LYNCHBURG LHY**

- 21° (10)

**SWARM**

- 3500 direct JIXOX
- Track 075°

**HOLD**

- 6000 N 036°
- 3000 N 036°

**GP 3.00°**

- TCH 58

**CATEGORY**

<table>
<thead>
<tr>
<th>LPV</th>
<th>DA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1175/40</td>
</tr>
<tr>
<td>B</td>
<td>270 (300-3/4)</td>
</tr>
</tbody>
</table>

**LNAV/ VNAV**

<table>
<thead>
<tr>
<th>DA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
</tbody>
</table>

**LNAV MDA**

<table>
<thead>
<tr>
<th>MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
</tbody>
</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
<tr>
<td>C</td>
</tr>
<tr>
<td>D</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 3500 direct JIXOX and track 075° to SWARM and hold.

**PROCESSION:**

- Procedure NA for arrivals at LYH VOR/DME.
- On V470 eastbound.

**MALSR**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000.

**Circling Rwy 17 NA at night.**

**ATIS**

- 119.8

**ROANOKE APP CON**

- 135.0
- 254.325

**LYNCHBURG TOWER**

- 127.65 (CTAF)
- 257.8

**GND CON**

- 121.9

**UNICOM**

- 122.95

**MISSED APCH FIX**

- KILBE (IF/IAF)
- 216° (10)

**5 NM Holding Pattern**

- 3000 to KILBE
- 216° (10)

**KILBE**

- 3000 N oPT
- 075° (9.2)

**KOECK**

- 2900
- 036°

**SWARM**

- 075° (11.8)

**1.4 NM**

- To RW04

**RW04**

- 1188

**LYNCHBURG LHY**

- 21° (10)

**SWARM**

- 3500 direct JIXOX
- Track 075°

**HOLD**

- 6000 N 036°
- 3000 N 036°

**GP 3.00°**

- TCH 58

**CATEGORY**

<table>
<thead>
<tr>
<th>LPV</th>
<th>DA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>1175/40</td>
</tr>
<tr>
<td>B</td>
<td>270 (300-3/4)</td>
</tr>
</tbody>
</table>

**LNAV/ VNAV**

<table>
<thead>
<tr>
<th>DA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
</tbody>
</table>

**LNAV MDA**

<table>
<thead>
<tr>
<th>MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
</tbody>
</table>

**CIRCLING**

<table>
<thead>
<tr>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
</tr>
<tr>
<td>B</td>
</tr>
<tr>
<td>C</td>
</tr>
<tr>
<td>D</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 17
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

### ATIS
- **LYNCHBURG TOWER**: 127.65 (CTAF) 257.8
- **GROUND**: 121.9

### ROANOKE APP CON
- **119.8**: 135.0 254.325

### UNICOM
- **122.95**: 122.95

### MISSED APPROACH:
- Climb to 1400 then climbing left turn to 3400 direct CONCO and hold.

### Procedure NA
- **Rwy 17** helicopter visibility reduction below 1 SM NA.

### Diagram
- **VAIS**: LNAV MDA
- **HP MDA**: 1320-1 387 (400-1)
- **LP MDA**: 1360-1 427 (500-1)
- **CIRCLING**: 1660-1 722 (800-1)

### RNAV (GPS) RWY 17

### Procedure NA for arrivals at RADIA on V469 northbound.

### RNAV (GPS) RWY 17

### RNAV (GPS) RWY 17
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 22 helicopter visibility reduction below 3/4 SM NA. Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 3000 direct KUCEC and track 207° to LYH VOR/DME and hold, continue climb-in hold to 3000.

ATIS
119.8

ROANOKE APP CON
135.0 254.325

LYNCHBURG TOWER *
127.65 (CTAF) 257.8

GND CON
121.9

UNICOM
122.95

---

For LNAV/VNAV, fly visual to airport, 216° - 3 miles.

Procedure NA for arrivals at LYH VOR/DME on V16-260 westbound.

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 35
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

ATIS 119.8
ROANOKE APP CON 135.0
LYNCHBURG TOWER * 127.65 (CTAF) 257.8
GND CON 121.9
UNICOM 122.95

MISSED APCH FIX
RADIA 4900

VGSI and descent angles not coincident
(VGSI Angle 4.00/TCH 17).

Circling Rwy 17 NA at night.
Rwy 35 helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 4900 direct RADIA and hold.

Procedure NA for arrivals at CONCO on V16-260 eastbound.

Procedure NA for arrivals at SYCAM on V469 southbound.

REIL Rwys 17, 22 and 35
HIRL Rwy 4-22
MIRL Rwy 17-35

RNAV (GPS) RWY 35
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

Lynchburg, Virginia
Orig-B 06DEC18

RNP APCH.

Category

LP MDA 1480-1 547 (600-1) NA
LNAV MDA 1500-1 567 (600-1) NA
Circling 1660-1 722 (800-1) 1780-1¼ 842 (900-1¼) NA

APP CRS

MISSED APPROACH: Climb to 4900 direct RADIA and hold.

WEATHER OBSERVATIONS AND FORECASTS

LYNCHBURG, VIRGINIA
ORIG-B 06DEC18
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

RNAV (GPS) RWY 35

1130
1188
1659
349°
3400

169°
349°
2500

349°
3.00°
TCH 40

1.3 NM to RW35

TWR 1041

HIRL Rwy 4-22
MIRL Rwy 17-35
REIL Rwys 17, 22 and 35

37°20'N-79°12'W

256
VOR RWY 22
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

DME required.

\[ \text{ATIS} \quad 119.8 \]
\[ \text{ROANOKE APP CON} \quad 135.0 \quad 254.325 \]
\[ \text{LYNCHBURG TOWER} \quad 127.65 \quad \text{(CTAF)} \quad 0 \quad 257.8 \]
\[ \text{GND CON} \quad 121.9 \]
\[ \text{UNICOM} \quad 122.95 \]

**VOR/DME LYH**
- **109.2**
- **Chan 29**
- **Rwy Idg 7100**
- **TDZE 938**
- **Apt Elev 938**

**ATIS**
- **119.8**

**ROANOKE APP CON**
- **135.0**
- **254.325**

**LYNCHBURG TOWER**
- **127.65**
- **(CTAF) 0 257.8**

**GND CON**
- **121.9**

**UNICOM**
- **122.95**

**MISSING APPROACH:** Climb to 2900 direct LYH VOR/DME and hold.

**VOR/DME LYH**
- **WIVSO**
- **LYH**
- **Chan 100**

**WIVSO**
- **LYH**
- **5.1**

**1130°**
- **LYH**
- **1442°**

**LYNCHBURG**
- **109.2**
- **LYH**
- **Chan 29**

**2900°**
- **NePT**
- **207° (10)**

**LYH 21°**
- **MONTY**
- **(IF)**

**3051°**
- **LYH**

**3007°**
- **LYH**

**2900°**
- **NePT**
- **207° (10)**

**2900°**
- **VA**

**090°**
- **270°**

**090°**
- **270°**

**WIVSO**
- **LYH 5.1°**

**207°**
- **R-027**

**3051°**
- **LYH**

**027° (11)**
- **1188°**

**4100°**
- **027° (11)**

**4100°**
- **027° (11)**

**2900°**
- **NePT**
- **207° (10)**

**2900°**
- **NePT**
- **207° (10)**

**207°**
- **R-025**

**WIVSO**
- **LYH 5.1°**

**027° (11)**
- **1188°**

**4100°**
- **027° (11)**

**4100°**
- **027° (11)**

**2900°**
- **NePT**
- **207° (10)**

**2900°**
- **NePT**
- **207° (10)**

**2900°**
- **NePT**
- **207° (10)**

**090°**
- **270°**

**WIVSO**
- **LYH 5.1°**

**207°**
- **R-027**

**3051°**
- **LYH**

**207°**
- **R-025**

**3007°**
- **LYH**

**2900°**
- **NePT**
- **207° (10)**

**LYNCHBURG, VIRGINIA**

**Amdt 8D 03JAN19**

**VOR RWY 22**
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
NOTE: Chart not to scale.

报刊名

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb heading 216° to 1440, then direct DECAF. Then on depicted route to HURTT, then on heading 214°, expect vectors on course. Maintain 4000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

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

TOP ALTITUDE:
4000
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 4:** Climb heading 036° to 1440, then left turn direct AGLOW, then on depicted route to LIBRT, then on heading 073°, expect vectors on course. Maintain 4000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

**NOTE:** Chart not to scale.
RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (4°F) or above 54°C (130°F). Circling NA north of Rwy 8-26. Rwy 26 helicopter visibility reduction below 1/4 SM NA. DME/DME RNP-0.3 NA.

MISSING APPROACH: Climb to 6200 direct CICAG and hold, continue climb-in-hold to 6200.

Procedure NA for arrival at PSK VORTAC on airway radials 192° CW 506.

AWOS-3
123.875

ATLANTA CENTER
127.85 269.3

UNICOM
122.7 (CTAF)

<table>
<thead>
<tr>
<th>ELEV</th>
<th>TDZE</th>
</tr>
</thead>
<tbody>
<tr>
<td>2558</td>
<td>2519</td>
</tr>
</tbody>
</table>

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

WASHINGTON, DC
DCA (FAA)

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)
MARION/WYTHEVILLE, VIRGINIA

MARION/WYTHEVILLE, VIRGINIA

AL-6416 (FAA)

LOC RWY 26
MOUNTAIN EMPIRE (MKJ)

P

LOC RWY 26

MOUNTAIN EMPIRE

MARION/WYTHEVILLE, VIRGINIA

(22363)

AWOS-3

ATLANTA CENTER

UNICOM

123.875

127.85 269.3

122.7 (CTAF)

Circling NA north of Rwy 8-26.
Helicopter visibility reduction below ¾ SM NA.
DME required.

MISSED APPROACH: Climb to 4600 then climbing
left turn to 6000 on heading 070° and PSK VORTAC
R-252 to WUZUR INT and hold.

Procedure NA for arrival
on PSK VORTAC airway
radials 192 CW 306.

ALT="LOC RWY 26"

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 13
BLUE RIDGE (MTV)

**RNP APCH-GPS.**

- **Rwy 13** helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C.
- **17°C**

**AWOS-3**
118.45

**GREENSBORO APP CON**
124.35 269.225

**CLNC DEL**
124.85

**UNICOM**
122.7 (CTAF)

**MISSED APPROACH:** Climb to 3000 direct ULAKE and hold.

- **MISSING APCH FIX**
  - **ULAKE**
  - **ULAKE**

---

**5 NM**

**Holding Pattern**

- **VGSI and RNAV glidepath not coincident**
  - **VGSI Angle 3.00/TCH 40.**
  - **3000**
  - **ULAKE**

- **3006**
- **3434**
- **3218**
- **3211**
- **2155**
- **2344**
- **5800**

---

**MARTINSVILLE, VIRGINIA**

**AL-5648 (FAA)**

**WAAS**
- **CH 50218**
- **W13A**

**APP CRS**
- **125°**

**Rwy Idg**
- **5002**

**TDZE**
- **941**

**Apt Elev**
- **941**

**ELEV**
- **941**

**TDZE**
- **941**

---

**RNAV (GPS) RWY 13**

**BLUE RIDGE (MTV)**

**MIRL Rwy 13-31**

**REIL Rwys 13 and 31**

**36°38'N-80°01'W**

**263**

---

**Amdt 2A 07OCT21**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
**SD -17°C**

Rwy 31 helicopter visibility reduction below ½ SM NA. For inop ALS while using HOMGU fix minimums, increase Cat C/D visibility to 1½ SM.

**AWOS-3**

**118.45**

**GREENSBORO APP CON**

**124.35**

**269.225**

**CLNC DEL**

**124.85**

**UNICOM**

**122.7** (CTAF)

**LOCALIZER 111.3**

**I-UVM**

**Chan 50**

**MGNS**

**V**

** LOCALIZER 111.3**

**I-UVM**

**Chan 50**

**119.55**

**LOM/IAF**

**UVM 3.31**

**HOMGU**

**L-UV**

**1800-2**

**1800-2**

**396°**

**213°**

**305°**

**2600**

**120°**

**LOC RWY 31**

**BLUE RIDGE (MTV)**

**PROCEDURE NA (IF/IAF)**

**ULAKE I-UVM 17.8**

**HOLD**

**5000**

**2800**

**125°**

**305°**

**One Minute Holding Pattern**

**CATEGORY**

**A**

**B**

**C**

**D**

**S-31**

**1620-3/4**

**695 (700-3/4)**

**1620-1/6**

**695 (700-1/6)**

**1620-2**

**679 (700-2)**

**1800-2 1/2**

**859 (900-2 1/2)**

**CIRCULATING**

**1420-1**

**479 (500-1)**

**1440-1**

**499 (500-1)**

**1540-1 1/2**

**599 (600-1 1/2)**

**1800-2 1/2**

**859 (900-2 1/2)**

**HOMGU FIX MINIMUMS**

**S-31**

**1380-3/4**

**455 (500-3/4)**

**1380-1 1/6**

**455 (500-1 1/6)**

**1540-1 1/2**

**599 (600-1 1/2)**

**1800-2 1/2**

**859 (900-2 1/2)**

**GSO**

**2655**

**MARTINSVILLE, VIRGINIA**

**36°38'N-80°01'W**

**3.08°**

**VGSI and descent angles not coincident**

(VGSI Angle 3.00/TCH 47).

**procedure NA for arrivals at LOM/I-UVM 6 DME and hold,**

**continue climb in hold to 2800.**

**procedure NA for arrivals at PLEXI on V103 south bound.**

**procedure NA for arrivals at PIGGS on V222 northeast bound.**

**Amdt 2A 21MAR24**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 3
ACCOMACK COUNTY (MFV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 3 helicopter visibility reduction below ½ SM NA.

AWOS 3 118.175  PATUXENT APP CON* 127.95 314.0  UNICOM 122.8

UNICOM (CTAF)

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct UCGEL and hold.

Category A B C D
LPV DA 297-1 250 (300-1)  
LNAV/ VNAV DA 349-1 302 (400-1)  
LNAV MDA 500-1 453 (500-1) 500-1 653 (500-1½)  
CIRCLING 500-1 452 (500-1) 560-1 652 (700-1¼) 700-2

1.3 NM to RW03

*LNAV only

MELFA, VIRGINIA
Amdt 2B  11AUG22

37°39’N-75°46’W
RNAV (GPS) RWY 21
ACCOMACK COUNTY (MFV)

AWOS-3
118.175

PAXTEN APP CON*
127.95
314.0

UNICOM
122.8 (CTAF)

AMTD 1A 06DEC18
MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

Rwy 21 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrival on CCV VORTAC airway radials 323 CW 041.

MISSED APCH FIX
UCGEL

MELFA, VIRGINIA
AL-5598 (FAA)

22251

RNAV (GPS) RWY 21
ACCOMACK COUNTY (MFV)

MELFA, VIRGINIA
Amdt 1A 06DEC18

37°39'N-75°46'W
267
MISSED APPROACH: Climbing right turn to 2000 on heading 220° and CCV VORTAC R-052 to UCGEL/CCV 10.6 DME and hold.

Procedure NA for arrival on CCV VORTAC airway.

On CCV VORTAC airway, procedure NA for arrival.

ALTERNATE MISSED APCH FIX

One Minute Holding Pattern

2000 R-052

UCGEL I-MFV 11.5

CCV R-052

UCGEL I-MFV 11.5

CCV R-052

MAK CCV 25 NM

1800

AWOS-3

118.175

PATUXENT APP CON *

127.95 314.0

UNICOM

122.8 (CTAF)

DME required. Rwy 3 helicopter visibility reduction below ¾ SM NA.
Procedure NA for arrivals on CCV VORTAC airway radials 016 CW 041.

MISSED APPROACH: Climb to 460 then climbing right turn to 1900 on heading 240° and CCV VORTAC R-042 to EXMOR to EXMOR/CCV 15 DME and hold.

AWOS-3
118.175

PATUXENT APP CON
127.95 314.0

UNICOM
122.8 (CTAF)

MELFA, VIRGINIA

ACCOMACK COUNTY (MFV)

VOR RWY 3

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 17
SUMMIT (EVY)

**Amdt 2D 03NOV22**

**RNAV (GPS) RWY 17**

**MISSED APPROACH:** Climb to 2000 direct WENDS and hold.

**Procedure NA at night.** Rwy 17 helicopter visibility reduction below 1 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**LNAV MDA**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
- Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.

**RNP APCH - GPS**

**AWOS-3**

**PHILADELPHIA APP CON**

**UNICOM**

**ELEV**

**TDZE**

**175°**

**phoon**

**PHILADELPHIA APP CON**

**122.725 (CTAF)**

**123.5 0**

**SUMMIT (EVY)**

**39°31'N-75°43'W**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 17**

**SUMMIT (EVY)**

**39°31'N-75°43'W**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 17**

**SUMMIT (EVY)**

**39°31'N-75°43'W**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) Y RWY 35
SUMMIT (EYV)

- Rwy 35 helicopter visibility reduction below ¾ SM NA.
- Final approach course offset 20°.
- Procedure NA for arrival on ENO VORTAC airway radials 271 CW 063.
- 0.5 NM to CEXEL
- 1.6 NM to CEXEL
- 300°
- TCH 41
- 3.00°
- 11 NM to 29

<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>440-1</td>
<td>370 (400-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

- MIRL Rwy 11-29
- MIRL Rwy 17-35
- ENO-3, 11 Jul 2024 to 05 Sep 2024
RNAV (GPS) Z RWY 35
SUMMIT (EVY)

**SUMMARY**
- **Category:** A
- **LNAV/DA:** 320-3/4, 250 (300-3/4)
- **LNAV/VNAV DA:** 385-7/8, 315 (400-7/8)
- **LNAV MDA:** 440-1, 370 (400-1)

**MISSED APPROACH:** Climb to 2000 direct EPKAW and hold.

**RNAV (GPS) Z RWY 35**

**AWS-3**
- **CH:** 40302
- **W35A**
- **APP CRS:** 355°

**Unicom:**
- **SUMMIT (CTAF):** 122.725

**Middletown, Delaware**

**AWOS-3**
- **312.325**

**Philadelphia App Con**
- **118.35 323.1**

**Unicom**
- **122.725 (CTAF)**

**Elev 70 TDZE 70**

**RNAV (GPS) Z RWY 35**

**Procedure NA for arrivals at TACKS on V123-312 southwest bound.**

**RNAV (GPS) Z RWY 35**

**Procedure NA for arrivals at ENO VORTAC airway radials 251 CW 044.**

**Remarks:**
- **RNAV (GPS) Z RWY 35**
- **MISSED APPROACH:** Climb to 2000 direct EPKAW and hold.
- **Rwy 35 helicopter visibility reduction below ¾ SM NA.** For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**Notices to Airmen:**
- **Amdt 2 09SEP21**

**VOR/LOC**
- **EPKAW**
- **WENDS**

**Holding Pattern**
- **4 NM Holding Pattern**
- **GP 3.00° TCH 41**

**MISSED APPROACH FIX**
- **EPKAW**

**RNAV (GPS) Z RWY 35**

**Category:**
- **A**
- **B**
- **C**
- **D**

**LNAV DA**
- **320-3/4, 250 (300-3/4)**

**LNAV/VNAV DA**
- **385-7/8, 315 (400-7/8)**

**LNAV MDA**
- **440-1, 370 (400-1)**

**REIL Rwy 11-29**
- **MILR Rwy 17-35**

**TDZE 70**

**MISSED APPROACH:** Climb to 2000 direct EPKAW and hold.
Circling NA to Rwys 11 and 29. Circling Rwy 17 NA at night. When local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 40 feet.

Procedure NA for arrivals at DQO VORTAC airway radials 168 CW 286.

Procedure NA for arrivals at ENO VORTAC airway radials 267 CW 025.

One Minute Holding Pattern

Ustin Int

DQO 15.4

Holding Pattern

One Minute

FAF to MAP 4.5 NM

<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>660-1</td>
<td>700-1</td>
<td>700-1(\frac{3}{4})</td>
<td>700-2</td>
</tr>
<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>180</td>
</tr>
<tr>
<td>Min:Sec</td>
<td>4:30</td>
<td>3:00</td>
<td>2:15</td>
<td>1:48</td>
</tr>
</tbody>
</table>

LOM II

APP CRS

Rwy Idg

TDZE

Apt Elev

248

064°

N/A

N/A

70

Circling NA to Rwys 11 and 29. Circling Rwy 17 NA at night. When local altimeter setting not received, use Wilmington altimeter setting and increase all MDAs 40 feet.

Procedure NA for arrivals at DQO VORTAC airway radials 168 CW 286.

Procedure NA for arrivals at ENO VORTAC airway radials 267 CW 025.

One Minute Holding Pattern

Ustin Int

DQO 15.4

Holding Pattern

One Minute

FAF to MAP 4.5 NM

<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>660-1</td>
<td>700-1</td>
<td>700-1(\frac{3}{4})</td>
<td>700-2</td>
</tr>
<tr>
<td>Knots</td>
<td>60</td>
<td>90</td>
<td>120</td>
<td>180</td>
</tr>
<tr>
<td>Min:Sec</td>
<td>4:30</td>
<td>3:00</td>
<td>2:15</td>
<td>1:48</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 23
MONETA, VIRGINIA

**APP CRS** 234°

**ELEV** 892

**TDZE** 892

**Apt Elev** 892

**LYH ASOS** 119.8

**ROANOKE APP CON** 135.0 254.325

**UNICOM** 122.975 (CTAF)

**DEP CRP**

**W91**

**SMITH MOUNTAIN LAKE (W91)**

**DME/DME RNP-0.3 NA. Use Lynchburg altimeter setting; when not received, use Roanoke altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.**

**MISSING APPROACH: Climb to 4000 direct ESISE and on track 212° to PIGGS and hold.**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>NA</td>
</tr>
</tbody>
</table>

**CIRCLING**

**RNAV (GPS) RWY 23**

**ESISE and on track 212° to PIGGS and hold.**

**ESISE (IF/IAF)**

**HEMTA (FAF)**

**OTINE (IF/IAF)**

**234°**

**Directions**

- **ESISE**
- **PIGGS**
- **HEMTA**
- **OTINE**

**Visual Segment - Obstacles.**

**4 NM Holding Pattern**

**MAP RW23 25 NM**

**5500**
RNAV (GPS)-A
NEW MARKET (8W2)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 6100 direct YOSUG and hold, continue climb-in-hold to 6100.

AWOS-3 118.175
WASHINGTON CENTER 133.2 282.2
UNICOM 122.8 (CTAF)

5 NM Holding Pattern

New Market, Virginia
Orig 18SEP14
38°39'N-78°43'W
275
New Market, Virginia

RNAV (GPS)-B

Apt Elev 963

Visual Segment - Obstacles.

Final approach course offset 29.96°.
ILS or LOC RWY 25
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 on heading 080° and CCV VORTAC R-254 to HASBA INT/I-DHY 11.6 DME and hold.

Transitions to HASBA INT may require the use of crossing radial from another transition facility or the use of the transitions facility’s DME.

HOLD 6000
R-254

HARCUM

LOC/DME I-DHY
110.1
APP CRS
247°

Rwy Idg
8003
TDZE
41
Apt Elev
42

NEWPORT NEWS TOWER*
118.7 (CTAF) 257.9

ELEV
42
TDZE
41

ALTERNATE MISSED APCH FIX

R-284

HARCUM

108.8 HCM

Chan 25

NEWPORT NEWS/ WILLIAMSBURG INTL
NEWPORT NEWS/ VIRGINIA

ATIS
128.65
NORFOLK APP CON
125.7
NEWPORT NEWS TOWER*
118.7 (CTAF) 257.9

GND CON
121.9 348.6
CINC DEL
121.65 225.4
UNICOM
122.95

LOC/DME I-DHY

APP CRS

247°

Rwy Idg

8003
TDZE

41
Apt Elev

42

NEWPORT NEWS/ WILLIAMSBURG INTL
NEWPORT NEWS/ VIRGINIA

AL-957 (FAA)
**RNAV (GPS) RWY 2**

**NEWPORT NEWS/WILLIAMSBURG INTL (PHF)**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

### RNAV APCH.
- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.**
- **MISSED APPROACH:** Climb to 2000 direct PANLE and hold.

### ATIS
- **NEWPORT NEWS TOWER**
- **128.65**
- **NORFOLK APP CON**
- **125.7 335.625**
- **118.7 (CTAF)**
- **257.9**

### GND CON
- **121.9 348.6**
- **CLNC DEL**
- **121.65 225.4**
- **UNICOM**
- **122.95**

### TWR
- **NEWPORT NEWS, VIRGINIA**
- **WAAS CH 61020**
- **W02A**
- **APP CRS**
- **022°**
- **Rwy Idg**
- **TDZE**
- **Apt Elev**
- **38**
- **42**

### CATEGORY
- **A**
- **B**
- **C**
- **D**

### LNAV/DA
- **476-1 438 (500-1½)**

### LNAV MDA
- **460-1 422 (500-1)**
- **460-1 422 (500-1¼)**
- **760-2 780-2½**

### CIRCLING
- **520-1 478 (500-1)**
- **540-1 498 (500-1)**
- **718 (800-2)**
- **738 (800-2¼)**

### ADDITIONAL INFORMATION
- **NEWPORT NEWS/WILLIAMSBURG INTL (PHF)**
- **37°08’N-76°30’W**
- **279**
**RNAV (GPS) RWY 20**

**RNAV (GPS) RWY 20**

### RNAV (GPS) RWY 20

**NEWPORT NEWS/WILLIAMSBURG INTL (PHF)**

**RNP APCH.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Rw 20 helicopter visibility reduction below ¾ SM NA.

**ATIS**

<table>
<thead>
<tr>
<th>Code</th>
<th>Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORFOLK APP CON</td>
<td>125.7 335.625</td>
</tr>
<tr>
<td>NEWPORT NEWS TOWER</td>
<td>118.7 (CTAF) 257.9</td>
</tr>
<tr>
<td>GND CON</td>
<td>121.9 348.6</td>
</tr>
<tr>
<td>CLNC DEL</td>
<td>121.65 225.4</td>
</tr>
<tr>
<td>UNICOM</td>
<td>122.95</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:**

Climb to 2300 direct NUTIY and hold.

Procedure NA for arrivals at CCV VORTAC on V286 southeast bound.

**NEWPORT NEWS/WILLIAMSBURG INTL (PHF)**

**NEWPORT NEWS, VIRGINIA**

Amdt 2C 21 MAY 2024

### VNAV

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Rw 20 helicopter visibility reduction below ¾ SM NA.

### RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Rw 20 helicopter visibility reduction below ¾ SM NA.

### RNAV (GPS) RWY 20

**NEWPORT NEWS/WILLIAMSBURG INTL (PHF)**

**NEWPORT NEWS, VIRGINIA**

Amdt 2C 21 MAY 2024

### VNAV

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. Rw 20 helicopter visibility reduction below ¾ SM NA.
**LOC RWY 20**

**NEWPORT NEWS/WILLIAMSBURG INTL (PHF)**

**DME required.**

- Rwy 20 helicopter visibility reduction below 3/4 SM NA.
- **MISSING APPROACH:** Climb to 2000 then right turn direct HCM VORTAC and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>NORFOLK APP CON</th>
<th>NEWPORT NEWS TOWER*</th>
<th>GND CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>128.65</td>
<td>125.7 335.625</td>
<td>118.7 (CTAF) 257.9</td>
<td>121.9</td>
<td>348.6</td>
<td>121.65</td>
</tr>
</tbody>
</table>

**LOCALIZER 109.3**

- **IF/IAF**
  - PANLE INT I-FJQ 12.3
  - Chan 25

**HCM**

- **IAF**
  - CAPE CHARLES 112.2 CCV 276°
  - Chan 59

**RACOT**

- I-FJQ 6.3

**ROBOY**

- I-FJQ 3.5

**PANLE INT**

- I-FJQ 12.3

**One Minute Holding Pattern**

- 202°
  - 022°
  - 202°

**NEWPORT NEWS TOWER**

- **VOR**
  - 2000 N 022°
  - 202°

**PROcedure NA for arrivals at CCV VORTAC on V286 southeast bound.**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**CIRCLING**

- 520-1 478 (500-1)
- 540-1 498 (500-1)
- 760-2 718 (800-2)
- 780-2 738 (800-2 1/4)

**REIL Rwys 20 and 25**

- HIRL Rwys 2-20 and 7-25

**HIRL Rwys 2-20 and 7-25**

- L

**HIRL Rwys 2-20 and 7-25**

- L
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ATIS  
128.65  
CLNC DEL  
121.65 225.4  
GND CON  
121.9 348.6  
NEWPORT NEWS TOWER  
118.7 257.9 348.6  
NORFOLK DEP CON  
124.9 335.625

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 2000, thence . . .
TAKEOFF RUNWAY 7: Climb heading 067° to 2000, thence . . .
TAKEOFF RUNWAY 20: Climbing right turn to 2000 on heading 250°, thence . . .
TAKEOFF RUNWAY 25: Climb heading 247° to 2000, thence . . .

. . . on vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.
RNAV (GPS) RWY 23
CHESAPEAKE RGNL (CPK)

 CATEGORY
 A
 B
 C
 D

 AL-6488 (FAA)
 24025

 Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet. Baro-VNAV and VDP NA with Norfolk Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.

 AWOS-3
 123.675
 NORFOLK APP CON
 118.9 353.7
 GCO
 135.075
 UNICOM
 123.075 (CTAF)

 Procedure NA for arrival on ORF VORTAC airway radials 216 CW 233.

 ORF VORTAC
 2600
 GP 3.00°
 TCH 233.

 MISS approaches: Climb to 2000 direct NALDE and hold.

 ELEV 19
 TDZE 19

 VGI and RNAV glidespath not coincident (VGI Angle 3.00°/TCH 42).

 HIRL Rwy 5-23
 REIL Rwy 23

 NE-3, 11 JUL 2024 to 05 SEP 2024

 NORFOLK, VIRGINIA
 Orig B 07NOV19

 36°40’N - 76°19’W
ILS or LOC RWY 10
HAMPTON ROADS EXEC (PVG)

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on ORF VORTAC R-233 to PSALM/ORF 19.3 DME/RADAR and hold.


Procedure NA for arrival on HPW VORTAC airway radials 178 CW 237.

Procedure NA for arrival on ECG VOR/DME airway radials 250 CW 311.

RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

NA

ELIZABETH CITY
115.75 ECG
 Chan 104 (Y)

One Minute Holding Pattern

UBKUC
I-PVG 12.1 RADAR

YIBUV
I-PVG 5.8 RADAR

WORNI
I-PVG 2.6 RADAR

WPSM
I-PVG 1 RADAR

Categoria

S-ILS 10
228-3/4
200 (200-3/4)

S-LOC 10
400-1
372 (400-1)

CIRCLING
500-1
472 (500-1)

780-2/4

752 (800-2/4)

Holding Pattern

6.2 NM

3.3 NM

1.5 NM

KNOTS

60
90
120
150
180

MIN:SEC

4:48
3:12
2:24
1:55
1:36
RNAV (GPS) RWY 10
HAMPTON ROADS EXEC (PVG)

AWOS-3PT 118.375
NORFOLK APP CON 118.9 353.7
UNICOM 122.725 (CTAF)

Procedure NA for arrivals at DRONE on V1 southwest bound and on V266 southeast bound.

HOLD 6000 2100

GP 3.00° TCH 45

CATEGORY A B C D
LVY DA 228-1/4 200 (200-1/4) NA
LNAV/VNAV DA 338-7/8 310 (400-7/8) NA
LNAV MDA 420-1 392 (400-1) 420-1/8 392 (400-1/8) NA
CIRCLING 500-1 472 (500-1) 780-21/4 752 (800-21/4) NA

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct PSALM and hold.

Circling NA to Rwys 2 and 20. Circling Cat C NA north of Rwy 10-28. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
RNAV (GPS) RWY 28
HAMPTON ROADS EXEC (PVG)

Circling NA to Rwys 2 and 20.
Circling Cat C NA north of Rwy 10-28.
Rwy 28 helicopter visibility reduction below 1 SM NA.

AWOS-3PT 118.375
NORFOLK APP CON 118.9 353.7
UNICOM 122.725 (CTAF)

RNP APCH.

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

Rwy 28 helicopter visibility reduction below 1 SM NA.
Circling NA to Rwys 2 and 20.
NA to Rwys 2 and 20.

Visual Segment - Obstacles.

1.2 NM to RW28
1.2 NM
2.4 NM to RW28
2.4 NM
6.2 NM

CATEGORY A B C D
LNAV MDA 460-1 435 (500-1) 460-1 435 (500-1) 460-1 435 (500-1) NA
CIRCLING 500-1 472 (500-1) 780-2 752 (800-2) NA

NORFOLK, VIRGINIA
Orig 15AUG19

36°47'N-76°27'W

HAMPTON ROADS EXEC (PVG)
RNAV (GPS) RWY 28

NE-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). GPS required.

**Missed Approach:** Climb to 2000 on track 047° to TECHI and on track 023° to OUTLA and hold.

**ATIS**
127.15

**NORFOLK APP CON**
118.9 353.7

**NORFOLK TOWER**
120.8 257.8

**GND CON**
121.9

**CLNC DEL**
118.5

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>RNP 0.10 DA</td>
<td>350/26</td>
<td>324 (400-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>454/40</td>
<td>428 (500-¾)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Authorization Required**
RNAV (RNP) Y RWY 23
NORFOLK INTL (ORF)

For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.10 DA visibility all Cats to 1 1/2 SM, increase RNP 0.30 DA visibility all Cats to 1 1/2 SM.

ATIS 127.15
NORFOLK APP CON 118.9 353.7
NORFOLK TOWER 120.8 257.8
GND CON 121.9
CLNC DEL 118.5

MISSED APPROACH: Climb to 2000 on track 227° to CALEY and hold.

See planview for multiple IF locations.

AUTHORIZATION REQUIRED
Rwy 14 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP 0.3 NA.

**ATIS** 127.15
**NORFOLK APP CON** 118.9 353.7
**NORFOLK TOWER** 120.8 257.8
**GND CON** 121.9
**CLNC DEL** 118.5

**RNAV (GPS) RWY 14**
**NORFOLK INTL (ORF)**

**CIRCLING**
**RNAV (GPS) RWY 14**

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

Procedure NA for arrivals at CCV VORTAC on V1-139 northeast bound.

Procedure NA for arrivals at DEEMS on V1 southwest bound.

**Category**
- A
- B
- C
- D

**MIRL Rwy 14-32**
**HIRL Rwy 5-23**
**REIL Rwys 14 and 32**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**Amdt 1 01FEB18**
ATIS 127.15
NORFOLK APP CON 118.9 353.7
NORFOLK TOWER 120.8 257.8
GND CON 121.9
CLNC DEL 118.5

Procedure NA for arrivals at SUNNS on V139 southwest bound.

Procedure NA for arrivals at CCV VORTAC airway radials 210 CW 290.

MISSED APPROACH: Climb to 2000 direct NORFOLK TOWER and on track 047° to JIMMY and hold.

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

CIRCLING

 CATEGORY A      B      C           D
LNAV MDA  440-1  415 (500-1)  440-1½  415 (500-1½)  900-2½
CIRCLING  480-1  540-1  540-1½  514 (600-1) 874 (900-2½)
**RNAV (GPS) Z RWY 5**

**NORFOLK INTL (ORF)**

**RNP APCH:**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 34°C. For inop ALS, increase LNAV/VNAV minimum visibility to RVR 4500 and LNAV CAT C and D minimum visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.**

**ATIS**

127.15

**NORFOLK APP CON**

118.9 353.7

**NORFOLK TOWER**

120.8 257.8

**GND CON**

121.9

**CLNC DEL**

118.5

Procedure NA for arrivals at WAIKS on V189-260 northbound.

Procedure NA for arrivals at DRONE on V1 southwest bound and V266 northwest bound.

Procedure NA for arrival on ECG VOR/DME airway radials 265°CW 311.

For inop ALS, increase LNAV/VNAV minimum visibility to RVR 6000 and LNAV CAT C and D minimum visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 34°C. For inop ALS, increase LNAV/VNAV minimum visibility to RVR 4500 and LNAV CAT C and D minimum visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.**

**MALSR**

**MISSING APCH FIX:**

Climb to 2000 direct TECHI then on track 023° to OUTLA and hold.

**ATIS**

127.15

**NORFOLK APP CON**

118.9 353.7

**NORFOLK TOWER**

120.8 257.8

**GND CON**

121.9

**CLNC DEL**

118.5

Procedure NA for arrivals at WAIKS on V189-260 northbound.

Procedure NA for arrivals at DRONE on V1 southwest bound and V266 northwest bound.

Procedure NA for arrival on ECG VOR/DME airway radials 265°CW 311.

For inop ALS, increase LNAV/VNAV minimum visibility to RVR 6000 and LNAV CAT C and D minimum visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 34°C. For inop ALS, increase LNAV/VNAV minimum visibility to RVR 4500 and LNAV CAT C and D minimum visibility to RVR 6000. **RVR 1800 authorized with use of FD or AP or HUD to DA.**

**ATIS**

127.15

**NORFOLK APP CON**

118.9 353.7

**NORFOLK TOWER**

120.8 257.8

**GND CON**

121.9

**CLNC DEL**

118.5

Procedure NA for arrivals at WAIKS on V189-260 northbound.

Procedure NA for arrivals at DRONE on V1 southwest bound and V266 northwest bound.

Procedure NA for arrival on ECG VOR/DME airway radials 265°CW 311.
RNAV (GPS) Z RWY 23
NORFOLK INTL (ORF')

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.

ATIS NORFOLK APP CON NORFOLK TOWER GND CON CLNC DEL
127.15 118.9 353.7 120.8 257.8 121.9 118.5

Procedure NA for arrivals at CCV VORTAC on V1-139 northeast bound.

MISSED APCH FIX CALEY

MALSR

MISSED APPROACH: Climb to 2000 direct CALEY and hold.
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.
RIVER VISUAL RWY 5 NORFOLK, VIRGINIA (ORF)

RADAR vectors will be provided to the LAMBERTS POINT Terminal. Proceed visually along the Elizabeth River to the extended centerline of Rwy 5. The I-ORF and MALSR are available for supplemental guidance.

Recommended vectors direction: 140°

LAMBERTS POINT TERMINAL
2500

Vertical Guidance: Localizer 109.1 I-ORF Chan 28 Rwy 5, 116.9 I-ORF Chan 116, 118.5 CLNC DEL, 121.9 GND CON

Weather minimums: 2100 foot ceiling and 5 mile visibility.

Weather minimums: 2100 foot ceiling and 5 mile visibility.

NE-3, 11 JUL 2024 to 05 SEP 2024
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . .
TAKEOFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . .
TAKEOFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence . . .

. . . . maintain 4000 feet, expect clearance to requested altitude 10 minutes after departure.

NOTE: RADAR required.
NOTE: Chart not to scale.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 10**: Climbing left turn heading 050°. Thence...

**TAKEOFF RWY 28**: Climb heading 280° Thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

**ATLIC TRANSITION (NGU2.ATLIC)**: Via vectors to ATLIC.

**CAPE CHARLES TRANSITION (NGU2.CCV)**: Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

**ELIZABETH CITY TRANSITION (NGU2.ECG)**: Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

**FLAT ROCK TRANSITION (NGU2.FAK)**: Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

**HARCUM TRANSITION (NGU2.HCM)**: Via vectors to HCM VORTAC.

**HOPEWELL TRANSITION (NGU2.HPW)**: Via vectors to HPW VORTAC.

**J174 TRANSITION (NGU2.ORF)**: Via vectors to J174.

**SALISBURY TRANSITION (NGU2.SBY)**: Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

**SNOW HILL TRANSITION (NGU2.SWL)**: Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

**V139 TRANSITION (NGU2.ORF)**: Via vectors to V139.

**NOTE**: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.
COPTER RNAV (GPS) 276°

**Chambers Tower**
124.3 379.15

**Navy Norfolk Hel Tower**
126.375 290.5

**Gnd Con**
298.95

Limit all segments to 90 KIAS.

Increase to 90 KIAS (or greater) upon reaching the missed approach altitude; maintain 90 KIAS (or greater) while in holding.

Proceed VFR from OFIKU or conduct the specified missed approach NS Norfolk Heliport, NHU, 275.00/0.65.

**Nashville**
116.9 ORF
Chan 116

EMERG SAFE ALT 100 NM 4100

**Category**
CIRCLING 540-1 530 600-1

**MIRL** all rws

**Norfolk, Virginia** 36°57'N - 76°18'W

**Norfolk NS Heliport** (KNHU)

Amdt 1 30NOV23

NE-3, 11 JUL 2024 to 05 SEP 2024

Circling visibility reduction by helicopters N/A

MISSED APPROACH: Climbing right turn to 2000 direct JEFFR and hold.
Circling not authorized S of H2

Limit all segments to 90 KIAS.

Increase to 90 KIAS (or greater) upon reaching the missed approach altitude.
Maintain 90 KIAS (or greater) while in holding.

Proceed east visually from MAP, or conduct the specified missed approach. Remain north of the pier peninsula.

EMERG SAFE ALT 100 NM 4100

One Minute Holding Pattern

NORFOLK, VIRGINIA
Orig 30NOV23
DEPARTURE ROUTE DESCRIPTION

TAKEOFF HELIPORT WESTBOUND: Climb heading 341° then climbing left turn to JEFFR, minimum climb rate 500 ft/NM to 500, thence...

TAKEOFF HELIPORT EASTBOUND: Climb heading 341° then climbing right turn to DOTT, minimum climb rate 500 ft/NM to 500, thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NHU2.ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NHU2.CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NHU2. ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NHU2.FAK): Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NHU2.HCM): Via vectors to HCM VORTAC.

SALISBURY TRANSITION (NHU2.SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NHU2.SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NHU2.ORF): Via vectors to V139.

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.
RNAV (GPS) RWY 9
GARRETT COUNTY (2G4)

**AWOS-3**
120.125

**CLARKSBURG APP CON**
119.425 284.65

**UNICOM**
123.0 (CTAF)

**CELL**
- **6400**
- **5700**

**5 NM**
Holding Pattern

**PINIC**
- **268°**
- **088°**

**GP 3.00**
TCH 44

**CATEGORY**
- **LPV**
- **DA**
- **3183-¾**
- **250 (300-¾)**
- **NA**

**LNAV/VNAV**
- **DA**
- **3183-¾**
- **250 (300-¾)**
- **NA**

**LNAV MDA**
- **3300-1**
- **367 (400-1)**
- **NA**

**CIRCLING**
- **3340-1**
- **407 (500-1)**
- **3400-1**
- **467 (500-1)**
- **3500-1½**
- **567 (600-1½)**
- **NA**

**MISSED APPROACH:**
Climb to 5600 direct HABEX and hold.

Baro-VNAV and VDP NA when using Morgantown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° (-4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA and MDA 300 feet. Increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¾ mile and Circling Cat C visibility 1 mile.

**CIRCLING**
- **3340-1**
- **407 (500-1)**
- **3400-1**
- **467 (500-1)**
- **3500-1½**
- **567 (600-1½)**
- **NA**

**AWOS-3**
120.125

**CLARKSBURG APP CON**
119.425 284.65

**UNICOM**
123.0 (CTAF)

**CELL**
- **6400**
- **5700**

**5 NM**
Holding Pattern

**PINIC**
- **268°**
- **088°**

**GP 3.00**
TCH 44

**CATEGORY**
- **LPV**
- **DA**
- **3183-¾**
- **250 (300-¾)**
- **NA**

**LNAV/VNAV**
- **DA**
- **3183-¾**
- **250 (300-¾)**
- **NA**

**LNAV MDA**
- **3300-1**
- **367 (400-1)**
- **NA**

**CIRCLING**
- **3340-1**
- **407 (500-1)**
- **3400-1**
- **467 (500-1)**
- **3500-1½**
- **567 (600-1½)**
- **NA**

**MISSED APPROACH:**
Climb to 5600 direct HABEX and hold.

Baro-VNAV and VDP NA when using Morgantown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20° (-4°F) or above 54°C (130°F). Helicopter visibility reduction below ¾ SM NA. DME/DME RNP -0.3 NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA and MDA 300 feet. Increase LPV and LNAV/VNAV all Cats visibility ½ mile, LNAV Cat C visibility ¾ mile and Circling Cat C visibility 1 mile.
RNAV (GPS) RWY 27

GARRETT COUNTY (2G4)

Baro-VNAV and VDP NA when using Morgantown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Helicopter visibility reduction below 3/8 SM NA. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all DA and all MDA 300 feet. Increase LPV and LNAV/VNAV all Cats visibility 1/2 mile, LNAV Cat C visibility 1/2 mile and Circling Cat C visibility 1 mile.

**Climb 5700 direct PINIC and hold.**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
DME required.

**MISSING APPROACH:** Climb to 3500 then climbing right turn to 5000 direct MGW VOR/DME and hold.

**AWOS-3**

**CLARKSBURG APP CON**

**UNICOM**

VOR/DME MGW

<table>
<thead>
<tr>
<th>CAT</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-09</td>
<td>3460-1</td>
<td>527 (600-1)</td>
<td>3460-1½</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>3460-1</td>
<td>527 (600-1)</td>
<td>3500-1½</td>
<td>NA</td>
</tr>
</tbody>
</table>

VOR RWY 9

GARRETT COUNTY (2G4)

OAKLAND, MARYLAND

AL-5876 (FAA) 23054

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 2
OCEAN CITY MUNI (OXB)

Category A
LNAV MDA 420-1 409 (500-1) 420-1½ 409 (500-1¼) NA
CIRCLING 480-1 468 (500-1) 660-1 660-1¾ 648 (700-1½) NA

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet and visibility LNAV Cat C ½ SM and Circling Cat C ½ SM. Straight-in RW 2 NA at night, Circling RW 2, 14, 20 NA at night. RW 2 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals at SWL VORTAC on V139 southwest bound.

Final approach course offset 9.88°.
**RNAV (GPS) RWY 14**

**OCEAN CITY MUNI (OXB)**

**APP CRS**
- Rwy Idg: 4074
- TDZE: 16
- Apt Elev: 16

**RNP APCH - GPS.**
- Rwy 14 helicopter visibility reduction below 1 SM NA.
- Straight-in Rwy 14 NA at night, Circling Rwy 14, 20 NA at night.

**ASOS**
- 119.025

**PAXUXENT APP CON**
- 127.95
- 314.0

**CLNC DEL**
- 121.75

**UNICOM**
- 123.05 (CTAF)

**MISSSED APPROACH:** Climbing right turn to 2000 direct PFAIR and hold.

**ELEV**
- 16

**TDZE**
- 16

**HOLD**
- 2000
- 6000

**4 NM Holding Pattern**
- PFAIR
- 2000
- 325°
- 145°

**LANDY**
- 683
- 325°
- 145°

**WITRU**
- 2000
- 325°
- 145°

**RNAV (GPS) RWY 14**

- 325°
- 145°

**CATEGORY**
- A
- B
- C
- D

**LNAV MDA**
- 700-1
- 684 (700-1)
- NA

**CIRCLING**
- 700-1
- 684 (700-1)
- NA

**LAN**
- 322

**ELEV**
- 16

**TDZE**
- 16

**IAN**
- 145°

**RNAV (GPS) RWY 14**

**LNAV MDA**
- 700-1
- 684 (700-1)
- NA

**CIRCLING**
- 700-1
- 684 (700-1)
- NA

**REIL**
- 2 and 20
- 14 and 32

**MIRL**
- Rwys 2-20 and 14-32

**ASOS**
- 119.025

**PAXUXENT APP CON**
- 127.95
- 314.0

**CLNC DEL**
- 121.75

**UNICOM**
- 123.05 (CTAF)

**APP CRS**
- 4 NM

**LAN**
- 322

**ASOS**
- 119.025

**LNAV MDA**
- 700-1
- 684 (700-1)
- NA

**CIRCLING**
- 700-1
- 684 (700-1)
- NA

**RNAV (GPS) RWY 14**

**LAN**
- 322

**ASOS**
- 119.025

**LNAV MDA**
- 700-1
- 684 (700-1)
- NA

**CIRCLING**
- 700-1
- 684 (700-1)
- NA

**RNAV (GPS) RWY 14**

**LAN**
- 322

**ASOS**
- 119.025

**LNAV MDA**
- 700-1
- 684 (700-1)
- NA

**CIRCLING**
- 700-1
- 684 (700-1)
- NA

**RNAV (GPS) RWY 14**

**LAN**
- 322

**ASOS**
- 119.025

**LNAV MDA**
- 700-1
- 684 (700-1)
- NA

**CIRCLING**
- 700-1
- 684 (700-1)
- NA

**RNAV (GPS) RWY 14**

**LAN**
- 322

**ASOS**
- 119.025

**LNAV MDA**
- 700-1
- 684 (700-1)
- NA

**CIRCLING**
- 700-1
- 684 (700-1)
- NA

**RNAV (GPS) RWY 14**

**LAN**
- 322

**ASOS**
- 119.025

**LNAV MDA**
- 700-1
- 684 (700-1)
- NA

**CIRCLING**
- 700-1
- 684 (700-1)
- NA
MISSED APPROACH: Climb to 2000 direct PFAIR and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54° C.

VGI and RNAV glidepath not coincident (VGI Angle 3.00/TCH 35).

LPV DA
261-1 250 (300-1)

LNAV/ VNAV DA
289-1 278 (300-1)

LNAV MDA
380-1 369 (400-1)
LOC RWY 32
OCEAN CITY MUNI (OXB)

DME required.

Circling Rwy 14, 20 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn direct ATR VOR/DME and hold.

---

ASOS
119.025

PATUXENT APP CON
127.95 314.0

CLNC DEL
121.75

UNICOM
123.05 (CTAF)

---

NEW 3 JUL 2024 to 05 SEP 2024

---

OCEAN CITY, MARYLAND
Orig 30NOV23

38°19'N-75°07'W
When local altimeter setting not received, use Salisbury altimeter setting and increase all MDAs 60 feet and visibility Circling Cat C/D ¼ SM. Circling Rwy 2, 14, 20 NA at night.

Procedure NA for arrivals at SWL VORTAC on V139 southwest bound.

One Minute Holding Pattern

CATEGORY | A | B | C | D
---|---|---|---|---
CIRCLING | 860-1½ 849 (900-1¼) | 860-2½ 849 (900-2½) | 860-2¾ 849 (900-2¾) | 860-3 849 (900-3½)

OCEAN CITY, MARYLAND

Amdt 38 13SEP18

OCEAN CITY MUNI (OXB)

VOR-A

OCEAN CITY, MARYLAND

AL-5284 (FAA)

23334

OCEAN CITY MUNI (OXB)
**RNAV (GPS) RWY 32L/R**

**AL-934 (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)**

**APCH CRS** 325°

<table>
<thead>
<tr>
<th>APCH CRS</th>
<th>32L</th>
<th>32R</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rwry Idg</td>
<td>800</td>
<td>8001</td>
</tr>
<tr>
<td>TDZE</td>
<td>22</td>
<td>20</td>
</tr>
<tr>
<td>Arpt Elev</td>
<td>22</td>
<td></td>
</tr>
</tbody>
</table>

* When ALS inap increase CAT A8 vis to 1 mile, CAT CD vis to 1 1/2 miles.

**ATIS**

- 317.6

**APP CON/DEP CON**

- 123.9
- 266.8

**TOWER**

- 127.075
- 360.2

**GND CON**

- 119.6
- 336.4

**CLNC DEL**

- 254.4

**ASR/PAR**

**DME/DME RNP-0.3 NA**

**CAUTION**:

- RWY 32L: Final approach course 326° from Rwry cntrln at 3000' from thld.
- RWY 32R: Final approach course 373° from Rwry cntrln at 3000' from thld.

**RNAV TCH not coincident with PAR TCH (50ft).**

**RNAV (GPS) RWY 32L/R**

**MISSED APPROACH**:

- Climbing 1100 then climbing left turn to 3000 direct GRAIT and hold.

**EMERG SAFE ALT**

- 100 NM 4100

**RNAV**

- GIBIE 1600
- HUGEE
- EGOBE
- GRAIT

**emerg Safe ALT** 100 NM 4100

**4 NM Holding Pattern**

**EMERGSafe ALT** 100 NM 4100

**ELEV 22**

**TDZE 32L** 22

**TDZE 32R** 20

**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>460-1</td>
<td>440 (500-1)</td>
<td>460-1¼</td>
<td>440 (500-1¼)</td>
</tr>
<tr>
<td>LNAV MDA*</td>
<td>460-½</td>
<td>438 (500-½)</td>
<td>460-¾</td>
<td>438 (500-¾)</td>
</tr>
<tr>
<td>C CIRCLING</td>
<td>500-1</td>
<td>478 (500-1)</td>
<td>600-1½</td>
<td>578 (600-1½)</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>600-2</td>
<td>578 (600-2)</td>
</tr>
</tbody>
</table>

**VIRGINIA BEACH, VIRGINIA**

Amdt 3 27JAN22

**36°49'N - 76°02'W**

**OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)**
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RWY 5L/R:** Climbing right turn to intercept NTU TACAN R-080 to HHOBB.

**TAKEOFF RWY 14L/R:** Climbing right turn to intercept NTU TACAN R-175 no later than 4 DME to WAPLS.

**TAKEOFF RWY 23L/R:** Climb via heading 232°, crossing NTU TACAN 3.2 DME turn left to intercept NTU R-175 no later than 7 DME to WAPLS. Cross NTU 5 DME Arc at or above 3000.

**TAKEOFF RWY 32L/R:** Climbing right turn heading 100° within NTU TACAN 2 DME, intercept NTU R-080 to HHOBB. Do not exceed 270 KIAS on initial turn.

...Thenence maintain 4000 or ATC assigned altitude.
Rwy 32 depatures ORF class C airspace begins 4 DME from NTU TACAN. NTU DME required for Rwy 23L/R and 32L/R.

**RADAR REQUIRED**

**NOTE:** Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RWY 5L/R:** Climb heading 052°. Thence...

**TAKE-OFF RWY 14L/R:** Climb heading 144° to 600 then climbing right turn heading 200°. Thence...

**TAKE-OFF RWY 23L/R:** Climb heading 232°, crossing NTU TACAN 3.2 DME, turn left heading 200°. Thence...

**TAKE-OFF RWY 32L/R:** Climb heading 324° to assigned altitude, turn right heading 060° within NTU TACAN 2 DME. Thence...

...maintain 4000 or assigned lower altitude.

**CAPE CHARLES TRANSITION (NTU5 CCV):** Via RADAR vectors to CCV VORTAC.

**EDDYS TRANSITION (NTU5 EDDYS):** Via RADAR vectors to EDDYS.

**HARCUM TRANSITION (NTU5 HCM):** Via RADAR vectors to HCM VORTAC.

**HOPEWELL TRANSITION (NTU5 HPW):** Via RADAR vectors to HPW VORTAC. (At or below 17,000 only)

**SUNNS TRANSITION (NTU5 SUNNS):** Via RADAR vectors to SUNNS. (At or below 17,000 only)

**WAIKS TRANSITION (NTU5 WAIKS):** Via RADAR vectors to WAIKS.
NTU TACAN REQUIRED

CAUTION: Turns off Rwy 5, 14 and 32 must avoid Norfolk airspace
3.5 NM West, R-6606 3.5 NM East.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU TACAN R-175 to CANOB. Thence...

TAKEOFF RWY 23L/R: Climbing left turn to intercept NTU TACAN R-175 to CANOB. Thence...

TAKEOFF RWY 32L/R: Climbing left turn within NTU TACAN 2 DME to intercept NTU R-175. Thence...

via NTU R-175 to KITTE, arc south of NTU via the 49 mile arc to WYNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL220, or as assigned. Thence...

RALEIGH-DURHAM TRANSITION (WYNNS4-RDU): ...via RDU VORTAC R-082 to RDU.

WILMINGTON TRANSITION (WYNNS4-ILM): ...via ILM VORTAC R-034 to ILM.
Procedure NA for arrivals at WITTO on V140 northeast bound.

Procedure NA for arrivals on GVE VORTAC airway radials 235 CW 040.

Circling Rwy 26 NA at night. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Rwy 8 helicopter visibility reduction below SM NA.
RNAV (GPS) RWY 26

ORANGE COUNTY (OMH)

AWOS-3 118.075

POTOMAC APP CON 132.85 323.125

UNICOM 122.8 (CTAF)

Procedure NA for arrivals on CSN VORTAC airway radials 148 CW 239.

ZAVRO and hold. Climb to 3100 direct.

3 NM to RW26

Visual Segment - Obstacles.

3 NM - 3.3 NM - 6.2 NM

LNAV MDA 980-1 516 (600-1) NA

CIRCLING 1300-1 836 (900-1 1/4) NA

RNAV (GPS) RWY 26

ORANGE, VIRGINIA

Orig-B 10AUG23

38°15'N-78°03'W

340
Circling to Rwy 26 NA at night. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below 1 SM NA.

Procedure NA for arrivals on GVE VORTAC airway radials 337 CW 040.

AWOS-3  118.075  POTOMAC APP CON  132.85  323.125  UNICOM  122.8 (CTAF)

MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.
ILS or LOC/DME RWY 6

PATUXENT RIVER, MARYLAND

LOC/DME I-NHK
LOC/DME I-NHK
108.7
Rwy Ldg 11,799
TDZE 39
Arpl'g Elev 39

ATIS
322.425

APP/DEP CON
121.0 250.3

TOWER
123.7 343.65

GND CON
120.6 336.4

CLNC DEL
135.2 316.125

ASR/PAR

*When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1½ miles.

MISSED APPROACH: Climb to 2500 heading 059° and intercept NHK TACAN R-055 to SPRIG and hold.

EMERG SAFE ALT 100 NM 5100

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

NE-3, 11 JUL 2024 to 05 SEP 2024

---

Illegible text on the diagram.

---

Patuxent River, Maryland

Orig 02DEC21

---

2500

M-9

S-500-1 (500-1)

CIRCLING

560-1

600-1

620-1½

680-2

521 (600-1)

561 (600-1)

581 (600-1½)

641 (700-2)

38°17'N-76°25'W

342
RNAV (GPS) RWY 6

PATUXENT RIVER, MARYLAND

APCH CRS
059°

TDZE
39

Arpt Elev
39

PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

- (USN)

** When ALS inop, increase vis to 1 3/8 miles.

For uncompensated BARO

VNAV systems, LNAV/VNAV

NA below -15° (5°) or

above 54° (129°).

CAUTION: ITIBE altitude is

below CAT E circling MDA.

MISSED APPROACH: Climb to
700 then climbing left turn to
2500 direct SPRIG and hold.

191

8 NM

239°

O59°

1600

ITIBE

1.2 NM to

RW06

2.8 NM

2 NM

GP 3.00°

TCH 45

38°17'N - 76°25'W

PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

Amdt 3 07SEP23

EMERG SAFE ALT 100 NM 5100

HOLD 8000

2500

NAS PATUXENT RIVER

NHK

(RAF)

YAUNS

(TAF)

R4007

R4005 (C)

R4005 (D)

R4006

MSA RW06 25 NM

H1

H2

BCN

H3

H4

H5

H6

H7

H8

H9

H10

H11

H12

H13

H14

H15

H16

H17

H18

H19

H20

H21

H22

H23

H24

H25

H26

H27

H28

H29

H30

H31

H32

H33

H34

H35

H36

H37

H38

H39

H40

H41

H42

H43

H44

H45

H46

H47

H48

H49

H50

H51

H52

H53

H54

H55

H56

H57

H58

H59

H60

H61

H62

H63

H64

H65

H66

H67

H68

H69

H70

H71

H72

H73

H74

H75

H76

H77

H78

H79

H80

H81
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

CAUTION: WCH group 4 acft: 19 feet is less than minimum 20 feet.

MISSED APPROACH: Climb to 2500 direct WETUT and hold.
For uncompensated Baro-VNAV systems, procedure NA below -15°C (5°F) or above 54°C (129°F).
TACAN Z RWY 24

PATUXENT RIVER, MARYLAND

ATIS 322.425
APP CON/DEP CON 121.0 250.3
TOWER 123.7 343.65
GND CON 120.6 336.4
CLNC DEL 135.2 316.125
ASR/PAR

TACAN NHK Chan 39 (Y) APCH CRS 235° Rwyz Idg TDZE Arpt Elev
11,799 20 39

MISSED APPROACH: Climbing right turn to 2500 and intercept NHK TACAN R-055 to SPRIG and hold.

CAUTION: Short Intermediate, recommend early configuration.

HOLD 8000 2500
FEKET NHK 6.2
R4007

NAS PATUXENT RIVER NHK Chan 39 (Y)

EMERG SAFE ALT 100 NM 5100

R4005 (A) R4005 (D)

TACAN

ZOSAX 1.9

4NM Holding Pattern

055° 8000 235° 2500

SPRIG NHK 12

HOLD 8000 2500

235°

SPRIG

055° NHK SPRIG

HOLD 8000 2500

4.3 NM

CATEGORY

S-24
440-1 420 (500-1)
560-1 600-1

CIRCLING
521 (600-1) 561 (600-1)
620-1½ 680-2

621 (600-1½) 641 (700-2)

Orig 02DEC21

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

NE-3, 11 JUL 2024 to 05 SEP 2024
TACAN Z RWY 32

ATIS 322.425
APP CON/DEP CON 121.0 250.3
TOWER 123.7 343.65
GND CON 120.6 336.4
CNC DEL 135.2 316.125
ASR/PAR

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 on NHK TACAN R-122 to HELEM and hold.

PATUXENT RIVER, MARYLAND

Orig 02DEC21

TACAN Z RWY 32

38°17'N - 76°25'W PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)
PATUXENT RIVER, MARYLAND

NE-3, 11 JUL 2024 to 05 SEP 2024

ATIS 322.425
APP CON 121.0 250.3
TOWER 123.7 343.65
GND CON 120.6 336.4
CLNC DEL 135.2 316.125
ASR/PAR

**When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 1/2 miles.**

**MISSING APPROACH:** Climb to 2200 on 065* bearing from NHH NDB, then climbing left turn to 2500 to NHK NDB and hold.

**NE-3, 11 JUL 2024 to 05 SEP 2024**
Departure Rwy 2-20 not authorized.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF Rwy 6: Climb to 6000 heading 059°, thence...

TAKEOFF Rwy 14: Climbing left turn to 6000 heading 059° within NHK TACAN 25 DME, thence...

TAKEOFF Rwy 24: Climb on heading 239° to NHK TACAN 2 DME, then climbing right turn to 6000 heading 059°, thence...

TAKEOFF Rwy 32: Climbing right turn to 6000 to heading 080°, thence...

Intercept SBY VORTAC R-284, then on SBY R-284 to SBY. Cross FRAND as assigned. Then on assigned route or transition.

CBEAV TRANSITION (SBY7 CBEAV): Then on SBY R-094 to CBEAV.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 059°, at NHK TACAN 3 DME turn left direct NHK thence...

TAKEOFF RWY 14: Climbing right turn heading 267° within NHK TACAN 2.5 DME to intercept NHK R-222, thence...

TAKEOFF RWY 24: Climbing left turn to intercept NHK TACAN R-222, thence...

TAKEOFF RWY 32: Climbing left turn heading 177°, to intercept NHK TACAN R-222, thence...

...Then on NHK R-222 to JUMIX. Climbing left turn to intercept 13 DME arc to ZIRAT, then turn right on R-202 to SWABY. Then on assigned transition or expect radar vectors.

GORDONSVILLE TRANSITION (SWABY9.GVE): Cross SWABY at or above 9,000, then on GVE VORTAC R-102 to GVE.

HARCUM TRANSITION (SWABY9.HCM): Cross SWABY at or above 9,000, then on HCM VORTAC R-027 to HCM.

HOPEWELL TRANSITION (SWABY9.HPW): Cross SWABY at or above 9,000, then on HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY9.STEIN): Cross SWABY at or above 9,000, then on NHK R-202 to UNNAC, then on CCV VORTAC R-323 to STEIN.
RNAV (GPS) RWY 5

TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

Procedure NA for arrival on RIC VORTAC airway radials 146 CW 283.

INOP table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat A and B. RWy 5 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
RNAV (GPS) RWY 23
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Procedure NA for arrivals on RIC VORTAC airway radials 146 CW 283.

Procedure NA for arrivals on HPW VORTAC airway radials 205 CW 237.

AWOS-3 133.325
POTOMAC APP CON 126.75 307.2
GCO 135.075
UNICOM 122.7 (CTAF)

NE-3, 11 JUL 2024 to 05 SEP 2024
DME required. Helicopter visibility reduction below 1/4 SM NA. VDP NA when using Richmond Exec/Chesterfield County altimeter setting. When local altimeter setting not received, use Richmond Exec/Chesterfield County altimeter setting and increase all MDA 40 feet; increase S-LOC 5 Cat C visibility 1/4 mile and Circling Cat C visibility 1/4 mile. For inop ODALS, increase S-LOC 5 Cat C visibility to 1 1/4 mile. Inop table does not apply to S-LOC Cat A and B. Inop table does not apply to S-LOC Cat A and B when using Richmond Exec/Chesterfield County altimeter setting.

AWOS-3
133.325
POTOMAC APP CON
126.75
307.2
GCO
135.075
UNICOM
122.7 (CTAF)

ALTERNATE MISSED
APCH FIX
HOPEWELL
HPW
114.35
Ch 90 (M)

ODALS

MISSED APPROACH: Climbing left turn to 2000 on heading 355° and on RIC VORTAC R-223 to MATOX/RIC 16.3 DME and hold.

Holding Pattern
One Minute
FAIOS
I-JLS 11.3
RICO
I-JLS 5.2

to 2000
hag 355°
RIC R-223
MATALO
16.3

LOCALIZER 110.3
I-JLS 2.8
RIC 31.4

L-731

362-464

051°

DME REQUIRED

FAIOS
052°

2000

051°

5.2

1600

I-JLS

3.0°

TCH 42

I-JLS

800

I-JLS

0.7°

2.8

231°

1

0.1°

6.1 NM

2.5 NM

1.1 NM

090°

1700

2600

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
**Circling NA SE of RWY 4-22.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F).

Baro-VNAV, VDP and Circling NA when using Baltimore altimeter setting.

When local altimeter setting not received, use Baltimore altimeter setting.

Helicopter visibility reduction below 3/4 mile not authorized.

Inoperative table does not apply to LPV all CAT and LNAV CAT AB.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F).

Wheel crossing height
Group 3: 15 ft;
Group 4: 10 ft (is less than the minimum height).
Circling not authorized W of Rwy 2-20.

Final approach course 95° from Rwy centerline at 3000' from threshold.

EMERG SAFE ALT 100 NM 5500

MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via BRV R-244 to MAAGS 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>S-2</td>
<td>560-1</td>
<td>551</td>
<td>560-1₂¾</td>
<td>551</td>
</tr>
<tr>
<td>CIRCLING*</td>
<td>560-1</td>
<td>551</td>
<td>660-1</td>
<td>700-2</td>
</tr>
</tbody>
</table>

TWR

HIRL Rwy 2-20

REL Rwy 2-20
Use Richmond Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

RNAV (GPS) RWY 11
NEW KENT COUNTY (W96)

AWOS-3
RIC ASOS
POTOMAC APP CON
UNICOM
119.875
119.15  263.025
126.4  282.375
122.8 (CTAF)

MISSED APPROACH: Climb to 2000 direct WINVO and hold.

NoPT for arrival on RIC VORTAC airway radials 223 CW 317.

NE-3, 11 JUL 2024 to 05 SEP 2024

NEW KENT COUNTY (W96)
37°30'N-77°08'W
365
Use Richmond Intl altimeter setting. DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct WINVO and hold.

Procedure NA for arrivals at HCM VORTAC on V33.

Procedure NA for arrivals at HPW VORTAC on V260 southwest bound.

Amdt 2B 12OCT17

NE-3, 11 JUL 2024 to 05 SEP 2024

QUINTON, VIRGINIA

Amdt 2B 12OCT17

37°30'N-77°08'W
**RNAV (GPS) RWY 7**

**TAZEWELL COUNTY (JF'Z)**

**AWOS-3**
118.075

**ATLANTA CENTER**
127.85 269.3

**GCO**
135.075

**UNICOM**
123.05 (CTAF)

---

**CIRCLING**
3240-1 587 (600-1) 3240-1½ 587 (600-1½) NA

**RNAV glidepath not coincident**

**ZOMAD**

---

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 25
TAZEWELL COUNTY (JF’Z)

AWOS-3
118.075

ATLANTA CENTER
127.85 269.3

GCO
135.075

UNICOM
123.05 (CTAF)

Baro-VNAV NA when using Wise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/ DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wise altimeter setting and increase DA 86 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ½ mile, increase LNAV Cat C visibility ¾ mile. When VGSi inop, Straight-in/Circling Rwy 25 procedure NA at night. When VGSi inop, Circling Rwy 7 NA at night. Circling NA for Cat C south of Rwy 7-25.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6400 direct NAYIC and hold, continue climb-in-hold to 6400.

AWOS-3
ATLANTA CENTER
GCO
UNICOM

GCO
135.075

UNICOM
123.05 (CTAF)
When local altimeter setting not received, use Richmond Intl altimeter setting; increase DA to 453 feet; increase all MDAs 40 feet and S-LOC 33 visibility Cat C/D ½ SM and Circling visibility Cat D ½ SM. VDP NA with Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC VORTAC R-223 to MATOX INT/RIC 16.3 DME and hold.}

Procedure NA for arrivals at JUNKI on V454 southwest bound.
RNAV (GPS) RWY 15
RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ⅛ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

AWOS-3PT 128.625
POTOMAC APP CON 126.75 307.2
CLNC DEL 124.6
UNICOM 123.05 (CTAF)

Procedure NA for arrival on FAK VOR/TAC airway radials 001 CW 100.

Procedure NA for arrival on RIC VOR/TAC airway radials 248 CW 317.

MISSED APPROACH: Climb to 2000 direct PUBBS and hold.

NE-3, 11 JUL 2024 to 05 SEP 2024

RICHMOND, VIRGINIA
Amdt 1D 07NOV19
**ILS or LOC RWY 2**

**RICHMOND INTL (RIC)**

**MISSED APPROACH:** Climb to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

**ATIS**

RICHMOND TOWER 121.1 257.8

GND CON 121.9 348.6

CLNC DEL 127.55 348.6

**ALTERNATIVE MISSED APCH FIX**

HOPEWELL HPW: [channel] 114.35 Chan 90 (Y)

**LOCATOR 110.9**

**RICHMOND R-018**

ILS or LOC RWY 2

<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 2</td>
<td>457-3/4 296 (300-3/4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>S-LOC 2</td>
<td>560-3/4 399 (400-3/4)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1 492 (500-1) 700-1/2 552 (600-1/2) 720-2 532 (600-1/2)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**RICHMOND, VIRGINIA**

Amdt 2C 10SEP20

**37°30'N-77°19'W**
For inop ALS, increase S-LOC 16 Cats C and D visibility to 2 SM. GORDD Fix Minimums:

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

% DME from RIC VORTAC.
For inop ALS, increase S-ILS 34 Cat E visibility to 4000 and S-LOC 34 Cat E visibility to 1/2 SM. DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME.

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.
Requires specific OPSPEC, MSPEC, or LOA approval. DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME.

**MISSING APPROACH:** Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

**SA CATEGORY I ILS** - SPECIAL AIRCREW and RIC DME.

Requirements:
- Special Aircrew Certification
- FAA Type Rating
- Aircraft Certification
- SA Category I ILS
- Specific OPSPEC, MSPEC or LOA Approval

**MAP:**
- EPICS INT/RIC 17.3
- R-018
- R-018 to EPICS INT/RIC 17.3
- DME Use Requires Simultaneous Reception of I-BNE and RIC DME.

**ATIS:**
- 119.15
- 263.025

**POTOMAC APP CON:**
- 126.4
- 282.375
- 307.2

**RICHMOND TOWER:**
- 121.1
- 257.8

**GND CON:**
- 121.9
- 348.6

**CLNC DEL:**
- 127.55
- 348.6

**LOCALIZER 110.7°**
- R-018
- I-BNE

**EPICS INT/RIC 17.3**
- Chan 88
- 114.1
- RIC

**JOMUS RIC 5.4**
- Chan 88
- 114.3
- HPW

**JUVPO RIC 14.3**
- Chan 90 (Y)

**HOPEWELL HPW 114.35**
- Chan 90 (Y)

**Apt Elev**
- 1057
- 2600
- 2000

**TDZE**
- 168
- 161
**ILS RWY 34 (CAT II & III) RICHMOND INTL (RIC)**

**MISSING APPROACH:** Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

**ALTITUDE:**
- 110.7
- Localizer 110.7
- Chan 88
- 114.1  RIC
- Chan 80
- 114.35  HPW
- Chan 90 (Y)
- 114.35  HPW
- Chan 90 (Y)

**ATIS:**
- 119.15  263.025
- 220.375

**POTOMAC APP CON:**
- 126.4
- 282.375
- 307.2

**RICHMOND TOWER:**
- 121.1
- 257.8

**GND CON:**
- 121.9
- 348.6

**CLNC DEL:**
- 127.55
- 348.6

**ATIS freq:**
- 119.15
- 263.025

**RICHMOND, VIRGINIA (RIC)**

**ELEVATION:**
- 168
- TDZE 161

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**REIL Rwy 20**

**HIRL Rwy 16-34**

**TDZ/CL Rwy 34**

**RICHMOND, VIRGINIA**

**AMS RIC 25 NM**

**6500**

**2000**

**CLASS II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**
RNAV (RNP) Y RWY 2
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below ½ SM NA. For inop ALS, increase RNP 0.11 all Cats visibility to 1 SM and RNP 0.3 all Cats visibility to 1½ SM.

Category A
RNP 0.11 DA
506-⅔ 345 (400-⅔)
RNP 0.30 DA
595-1 434 (500-1)

MALSR
MISSED APPROACH:
Climb to 2100 on track 023° to IMASE and hold.

ATIS
119.15 263.025
126.4 282.375 (001°-185°)
126.75 307.2 (186°-360°)

RICHMOND TOWER
121.1 257.8

GND CON
121.9 348.6

CLNC DEL
127.55 348.6

TRAFFIC ADVISORY
GND CON
RICHMOND TOWER 348.6

EMWHY (IF)
1587 (RF REQD)

FOR RNAV (RNP) Y RWY 2
See planview for multiple IF locations.

TDZE 161
ELEV 168

RNAV (RNP) Y RWY 2
RICHMOND INTL (RIC)

RICHMOND, VIRGINIA
Orig-B 19JUL18
37°30'N-77°19'W

379
RNAV (RNP) Y RWY 16
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1/2 SM.

MISSED APPROACH:
Climb to 2500 on track 157° to HAGLI and hold.

ATIS
119.15 263.025

POTOMAC APP CON
126.4 282.375 (001°-185°)
126.75 307.2 (186°-360°)

RICHMOND TOWER
121.1 257.8

GND CON
121.9 348.6

CLNC DEL
127.55 348.6

Climb to 2500 on track.

MISSED APPROACH FIX
HAGLI (IF)
AAYDEE (IF)

See planview for multiple IF locations.
RNAV (RNP) Y RWY 20

RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 2000 on track 203° CASEE and hold.

MISSED ACPH FIX
CASEE
See planview for multiple IF locations.

normalized text
RNAV (GPS) Z RWY 2
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below 1/2 SM NA.

Procedure NA for arrival on FAK VORTAC airway radials 100 CW 220.

Procedure NA for arrival on HPW VORTAC airway radials 178 CW 323.

Procedure NA for arrivals at MATOX on V157 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below 1/2 SM NA.

RNAV (GPS) Z RWY 2
RICHMOND INTL (RIC)

ATIS 119.15 263.025
POTOMAC APP CON 126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)

MALSR

MISSED APPROACH: Climb to 2000 direct IMASE and hold.

WEAR CON

POTOMAC APP CON 23110

ATIS 119.15 263.025

RNAV (GPS) Z RWY 2
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below 1/2 SM NA.

Procedure NA for arrival on FAK VORTAC airway radials 100 CW 220.

Procedure NA for arrival on HPW VORTAC airway radials 178 CW 323.

Procedure NA for arrivals at MATOX on V157 southwest bound.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below 1/2 SM NA.
RNAV (GPS) Z RWY 20
RICHMOND INTL (RIC)

**RNAV (GPS) Z RWY 20**
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 20 helicopter visibility reduction below 4 SM NA.

**ATIS**
119.15 263.025

**POTOMAC APP CON**
126.4 282.375 (001°-185°)
126.75 307.2 (186°-360°)

**RICHMOND TOWER**
121.1 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
127.55 348.6

Procedure NA for arrival at EPICS on V376 northbound.

Procedure NA for arrival on FAK VORTAC airway radials 338 CW 100.

Procedure NA for arrival on HPW VORTAC airway radials 323 CW 025.

**ATIS**
119.15 263.025

**POTOMAC APP CON**
126.4 282.375 (001°-185°)
126.75 307.2 (186°-360°)

**RICHMOND TOWER**
121.1 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
127.55 348.6

Procedure NA for arrival at EPICS on V376 northbound.

Procedure NA for arrival on FAK VORTAC airway radials 338 CW 100.

Procedure NA for arrival on HPW VORTAC airway radials 323 CW 025.

**ATIS**
119.15 263.025

**POTOMAC APP CON**
126.4 282.375 (001°-185°)
126.75 307.2 (186°-360°)

**RICHMOND TOWER**
121.1 257.8

**GND CON**
121.9 348.6

**CLNC DEL**
127.55 348.6

Procedure NA for arrival at EPICS on V376 northbound.

Procedure NA for arrival on FAK VORTAC airway radials 338 CW 100.

Procedure NA for arrival on HPW VORTAC airway radials 323 CW 025.
RNAV (GPS) Z RWY 34
RICHMOND INTL (RIC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 1/4 SM and LNAV Cats C and D visibility to RVR 5500.

Procedure NA for arrival on FAK VORTAC airway radials 100 CW 220.

Procedure NA for arrival on HPW VORTAC airway radials 205 CW 323.

RNAV and RNAV glidepath not coincident (VGS Angle 3.00/TCH 79).

For inop ALS, increase LNAV/VNAV all Cats visibility to 1 SM and LNAV Cats C and D visibility to RVR 5500.
**Misled Approach:** Climbing left turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

**Category:**

- **A**
- **B**
- **C**
- **D**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-2</td>
<td>640-1/2</td>
<td>478 (500-1/2)</td>
<td>640-1</td>
<td>478 (500-1)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1</td>
<td>493 (500-1)</td>
<td>700-1/2</td>
<td>533 (600-1/2)</td>
</tr>
</tbody>
</table>

**RICHMOND, VIRGINIA**

**AMDT 6B 30JAN20**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
VOR RWY 16
RICHMOND INTL (RIC)

ATIS 119.15 263.025
POTOMAC APP CON 126.75 307.2
RICHLAND TOWER 121.1 257.8
GND CON 121.9 348.6
CLCNC DEL 127.55 348.6

DME or RADAR required. RADAR required for procedure entry.

V RWY 16 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-16 Cat A/B visibility to RVR 5500, and Cat C/D to 1 ½ SM.

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

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).

Rwy 16 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-16 Cat A/B visibility to RVR 5500, and Cat C/D to 1 ½ SM.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 71).
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
TAKEOFF MINIMUMS
Rwys 2, 16, 20, 34: Standard with minimum climb of 500' per NM to 687.

NOTE: DME required.
NOTE: RADAR required.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . . .

TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . . .

TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . . .

TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . . .

. . . . maintain 5000 or assigned altitude. Expect filed altitude within ten minutes after departure.
NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwys 2, 16, 20, 34: Standard with minimum climb of 500' per NM to 687.

NOTE: RADAR required for non-GPS equipped aircraft.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.

NOTE: RNAV required for non-GPS equipped aircraft.

TOP ALTITUDE: 5000

FILENAME: KALLI SEVEN DEPARTURE (RNAV)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence....

TAKEOFF RUNWAY 16: Climb on heading 157° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence....

TAKEOFF RUNWAY 20: Climb on heading 203° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence....

TAKEOFF RUNWAY 34: Climb on heading 337° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence....

....(transition). Maintain 5000, expect filed altitude ten minutes after departure.

DRAIK TRANSITION (KALLI7.DRAIK)
READE TRANSITION (KALLI7.READE)
SANNY TRANSITION (KALLI7.SANNY)
LUCYL SIX DEPARTURE (RNAV)

ATIS 119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
126.4 282.375

TOP ALTITUDE:
5000

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 500' per NM to 687, then minimum climb of 372' per NM to 5000.
Rwys 16, 20: Standard with minimum climb of 500' per NM to 687, then minimum climb of 480' per NM to 4000.
Rwy 34: Standard with minimum climb of 500' per NM to 687, then minimum climb of 353' per NM to 5000.

NOTE: Radar required for non-GPS equipped aircraft.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required for non-GPS equipped aircraft.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence.

TAKEOFF RUNWAY 16: Climb on heading 157° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence.

TAKEOFF RUNWAY 20: Climb on heading 203° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence.

TAKEOFF RUNWAY 34: Climb on heading 337° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence.

... maintain 5000, expect filed altitude within ten (10) minutes after departure.
NOTE: DME required.

TAKEOFF MINIMUMS
Rwys 2, 16, 20, 34: Standard with minimum climb of 500' per NM to 687.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing left turn heading 241°, thence . . . .

TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing right turn heading 291°, thence . . . .

TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing right turn heading 291°, thence . . . .

TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing left turn heading 241°, thence . . . .

. . . . intercept RIC VORTAC R-264 to CARML INT/RIC 32 DME, then on RIC VORTAC R-264 to READE INT/RIC 50 DME, then on assigned transition, maintain 5000. Expect filed altitude within ten minutes after departure.

DRAIK TRANSITION (READE7.DRAIK): From over READE INT/RIC 50 DME on RIC R-264 to DRAIK INT.

LYNCHBURG TRANSITION (READE7.LYH): From over READE INT/RIC 50 DME on LYH R-093 to LYH VOR/DME.

MONTEBELLO TRANSITION (READE7.MOL): From over READE INT/RIC 50 DME on MOL R-140 to MOL VOR/DME.

SANNY TRANSITION (READE7.SANNY): From over READE INT/RIC 50 DME on RIC R-264 to SANNY.
RNAV (GPS) RWY 16
HANOVER COUNTY MUNI (OFP)

MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

RNP APCH.

When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C or above 54°C. RWy 16 helicopter visibility reduction below ½ SM NA.

ASOS
119.025
(001°-185°) 126.4 307.2
(186°-360°) 126.75 307.2

POTOMAC APP CON

CLNC DEL
125.4

UNICOM
122.7 (CTAF)

RICHMOND/ASHLAND, VIRGINIA
Orig-E 06DEC18
RICHMOND/ASHLAND, VIRGINIA
AL-5965 (FAA)

ACR Category

A
B
C
D

LPV DA 535-1 328 (400-14)
LNAV/VNAV DA 564-1 357 (400-14)
LNAV MDA 700-1 493 (500-1) 493 (500-1 1) 700-1 493 (500-1 1)
CIRCLTING 700-1 493 (500-1) 900-2 693 (700-2) 1020-2 813 (900-2)

37°43’N - 77°26’W
HANOVER COUNTY MUNI (OFP)
RNAV (GPS) RWY 16
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ½ mile. Baro-VNAV and VDP NA when using Richmond Intl altimeter setting.

NoPT for arrivals on RIC VORTAC airway radials 105 CW 248.

MISSED APCH FIX

LNAV only.

* LNAV only.
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Rwy 16 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrivals at COATT on V1.55 northeast bound.

VGS1 and descent angles not coincident (VGS1 Angle 3.00/TCH 40).
 Procedure NA for arrivals at PALEO on V93 northwest bound, V44 westbound, V312 southwest bound, V170-433 southwest bound.  
Procedure NA for arrivals at BROSS on V268 eastbound.  
Procedure NA for arrivals at GRACO on V379 southwest bound.  
Procedure NA for arrivals at ANAYA on V252 southbound.

**RNAV (GPS) RWY 12**

**GOODEN AIRPARK (RJD)**

**APP CRS**
- **Rwy Idg**: 3214
- **TDZE**: 64
- **Apt Elev**: 64

**RNP APCH - GPS**

**NA**
- Procedure NA at night. Use Easton altimeter setting: when not received, procedure NA. Rwy 12 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH**: Climb to 2000 direct PEKME and hold.

- **ESN AWOS-3PT**: 124.475
- **POTOMAC APP CON**: 124.55 317.425
- **UNICOM**: 122.8 (CTAF)

**Procedure for Arrivals**
- **PALEO** (IAF) V93 northwest bound, V44 westbound, V312 southwest bound, V170-433 southwest bound.
- **BROSS** on V268 eastbound.
- **GRACO** (IAF) on V379 southwest bound.
- **ANAYA** (IF) on V252 southbound.

**ELEV 64**

- **TDZE 64**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**LNAV MDA**
- **480-1**
- **416 (500-1)**
- **NA**

**CIRCLING**
- **520-1**
- **456 (500-1)**
- **NA**

**38°58'N-75°52'W**

**403**
Procedure NA at night. Use Easton altimeter setting; when not received, procedure NA. Rwy 30 helicopter visibility reduction below 1 SM NA.

RNAP APCH - GPS

ESN AWOS-3PT 124.475
DOVER APP CON 132.425 257.875
UNICOM 122.8 (CTAF)

Procedure NA for arrivals at DONIL on V229 northeast bound, V44 eastbound.

Procedure NA for arrivals at CHOPS on T315 and T320 southwest bound.

Procedure NA for arrivals at LAFLN on V29 southbound.

MISSED APPROACH: Climb to 2000 direct DAEKEY and hold.

Procedure NA for arrivals at LAFLN on V29 southbound. Procedure NA at night. Use Easton altimeter setting; when not received, procedure NA. Rwy 30 helicopter visibility reduction below 1 SM NA.

RNAV (GPS) RWY 30
GOODEN AIRPARK (RJD)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNP APCH - GPS

RNAV (GPS) RWY 30
GOODEN AIRPARK (RJD)

NE-3, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 30
GOODEN AIRPARK (RJD)

NE-3, 11 JUL 2024 to 05 SEP 2024
Circling NA northwest of Rwy 6-24. ADF or RADAR required. For inop MALSR, increase S-ILS 34 all Cats visibility ½ mile and S-LOC 34 Cat B ¼ mile, Cats C/D ½ mile. Inop table does not apply to S-LOC 34 Cat A.

MISSED APPROACH: Climb to 2100 then climbing left turn to 5000 on heading 125° and ODR R-162 to JEXOV INT/ROA 22 DME and hold.

* LOC only.

* Inop table does not apply to S-LOC 34 Cat A.

For inop MALSR, increase S-ILS 34 all Cats visibility ½ mile and S-LOC 34 Cat B ¼ mile, Cats C/D ½ mile. Inop table does not apply to S-LOC 34 Cat A.

MISSED APPROACH: Climb to 2100 then climbing left turn to 5000 on heading 125° and ODR R-162 to JEXOV INT/ROA 22 DME and hold.
RNAV (RNP) Z RWY 6
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (R.O.A.)

ATIS 132.375
ROANOKE APP CON 126.9 339.8
ROANOKE TOWER 118.3 257.8
GND CON 121.9 257.8
CLNC DEL 119.7

For uncompensated Baro-VNAV systems, procedure NA below -1.4°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to ½ SM.

RNP AR APCH - GPS.

AVIATION Weather
1175

MISS approach requirements:
Minimum climb of 370 feet per NM to 5000.
For uncompensated Baro-VNAV systems, Missed approach requires minimum climb of 370 feet per NM to 5000.

For uncompensated Baro-VNAV systems, procedure NA below -1.4°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to ½ SM.

AUTHORIZATION REQUIRED

ROANOKE, VIRGINIA
Orig-A 25JAN24
**RNAV (RNP) Z RWY 24**

**ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)**

**ATIS**
- **ROANOKE APP CON**: 126.9 339.8
- **ROANOKE TOWER**: 118.3 257.8
- **GND CON**: 121.9 257.8
- **CLNC DEL**: 119.7

**ELEV**
- **1175**

**TDZE**
- **1170**

**AUTHORIZATION REQUIRED**

**CATEGORY**
- A
- B
- C
- D

### PROCEDURES
- **RNP 0.15 DA**: 1491-1 321 (400-1)
- **RNP 0.30 DA**: 1633-1/8 463 (500-1/8)

**MINIMUMS**
- **1.9 NM**: 3500
- **4.6 NM**: 3500
- **5.3 NM**: 3500

**GP 3.00**
- **3000**

**TCH 55**
- **3000**

**AUTHORIZATION REQUIRED**

**REIL Rwys 6 and 24**
- **HRL Rwys 6-24 and 16-34**

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**4000**
- **JAYYT**
- **TPUCK**
- **MONAT**

**RW24**
- **FUDDZ**
- **WILHE**
- **DBERD**
- **STEFN**
**RNAV (RNP) Z RWY 34**

**ROANOKE/TOWER**

**118.3 257.8**

**Miscellaneous Area**

- Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30* all Cats visibility to 1/8 SM. Inop table does not apply to RNP 0.30.
- For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

**GND CON**

- 121.9 257.8
- 119.7

**NE-3, 11 JUL 2024 to 05 SEP 2024**

- Missed approach requires minimum climb of 350 feet per NM to 4100. # Missed approach requires minimum climb of 415 feet per NM to 4100.

**Procedure NA for arrivals at PIGGS on V258 southeast bound, V136 southeast bound, and V222 southwest bound.**

**Authorization Required**

- For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.
- For uncompensated Baro-VNAV systems, inop table does not apply to RNP 0.30.
- ALS, increase RNP 0.30 all Cats visibility to 1/8 SM.
- Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 all Cats visibility to 1/8 SM.
- For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.
- Missed approach requires minimum climb of 350 feet per NM to 4100. # Missed approach requires minimum climb of 415 feet per NM to 4100.

**NE-3, 11 JUL 2024 to 05 SEP 2024**

- Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 all Cats visibility to 1/8 SM.
- Inop table does not apply to RNP 0.30.
- For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.
- Missed approach requires minimum climb of 350 feet per NM to 4100. # Missed approach requires minimum climb of 415 feet per NM to 4100.

**Procedure NA for arrivals at PIGGS on V258 southeast bound, V136 southeast bound, and V222 southwest bound.**
RNAV (GPS) Y RWY 6
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

Circling NA northwest of Rwy 6-24. For inop ALS, increase LNAV** Cat A and B visibility to 1 SM, LNAV Cat A visibility to 1 SM, and LNAV Cat C and D visibility to 2 1/2 SM.

**Missed approach requires minimum climb of 276 feet per NM to 2700.

Procedure NA for arrivals at ZOOMS on V140 westbound and V258 westbound.

Procedure NA for arrivals at PSK VORTAC on airway radials 069 CW 153.
RNAV (GPS) Y RWY 24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

ATIS 132.375
ROANOKE APP CON 126.9 339.8
ROANOKE TOWER 118.3 257.8
GND CON 121.9 257.8
CLNC DEL 119.7

ELEV 1175
TDZE 1170

Procedures:
- Circling NA for arrivals on RWY 6-24.
- Helicopter visibility at RWY 6-24.
- Arrival procedures on V140-473 westbound and V473 northeast bound.
- Missed Approach: Climbing left turn to 4000 direct MONAT and hold.
- Procedure NA for arrival on LYH VOR/DME on airway radials 235 CW 014.
- Procedure NA for arrival at HOBOS on V140-473 westbound and V473 northeast bound.

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Y RWY 34

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

ATIS 132.375
ROANOKE APP CON 126.9 339.8
ROANOKE TOWER 118.3 257.8
GND CON 121.9 257.8
CLNC DEL 119.7

MISSING APCF FIX

Procedure NA for arrival on LYH VOR/DME airway radials 192 CW 283.

Procedure NA for arrivals at PIGGS on V258 southeast bound.

MISSED APPROACH: (Do not exceed 240K until PROSE) Climb to 2800 then climbing right turn to 6000 direct PROSE and hold, continue climb-in-hold to 6000. # Missed approach requires minimum climb of 405 feet per NM to 3900.

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop. table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1/4 SM.

MALSR

RNP APCH.

LPV

For inop ALS, increase LPV# all Cats visibility to 1 SM.

Table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D.

Systems, LNAV/VNAV NA below -14°C or above 54°C. Inop.

reduction below SM NA. For uncompensated Baro-VNAV

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop. table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1/4 SM.

MALSR

RNP APCH.

LPV

For inop ALS, increase LPV# all Cats visibility to 1 SM.

Table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D.

Systems, LNAV/VNAV NA below -14°C or above 54°C. Inop.

reduction below SM NA. For uncompensated Baro-VNAV

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop. table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1/4 SM.

MALSR

RNP APCH.

LPV

For inop ALS, increase LPV# all Cats visibility to 1 SM.

Table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D.

Systems, LNAV/VNAV NA below -14°C or above 54°C. Inop.

reduction below SM NA. For uncompensated Baro-VNAV

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop. table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1/4 SM.

MALSR

RNP APCH.

LPV

For inop ALS, increase LPV# all Cats visibility to 1 SM.

Table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D.

Systems, LNAV/VNAV NA below -14°C or above 54°C. Inop.

reduction below SM NA. For uncompensated Baro-VNAV

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop. table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1/4 SM.

MALSR

RNP APCH.

LPV

For inop ALS, increase LPV# all Cats visibility to 1 SM.

Table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D.

Systems, LNAV/VNAV NA below -14°C or above 54°C. Inop.

reduction below SM NA. For uncompensated Baro-VNAV

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop. table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1/4 SM.

MALSR

RNP APCH.

LPV

For inop ALS, increase LPV# all Cats visibility to 1 SM.

Table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D.

Systems, LNAV/VNAV NA below -14°C or above 54°C. Inop.

reduction below SM NA. For uncompensated Baro-VNAV

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop. table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1/4 SM.

MALSR

RNP APCH.

LPV

For inop ALS, increase LPV# all Cats visibility to 1 SM.

Table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D.

Systems, LNAV/VNAV NA below -14°C or above 54°C. Inop.

reduction below SM NA. For uncompensated Baro-VNAV

Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop. table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1/4 SM.

MALSR

RNP APCH.

LPV
For inop MALSR, increase S-LDA/GS 6 all Cats visibility to ½ mile. Missed approach requires a minimum climb of 350 feet per NM to 3600, if unable to meet climb gradient, see LDA Y Rwy 6.

13°C

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 on ODR VOR R-155 to PARTE INT/LYH 28.6 DME and hold, continue climb-in-hold to 5000.

MISSED APCH FIX
PARTE INT
LYH (28.6)
109.2
LYH
R-258
330°

VOR/DME 021 CW 100.
Procedure NA for arrivals on PSK VORTAC airway radials 021 CW 100.

For inop MALSR, increase S-LDA/GS 6 all Cats visibility to ½ mile. Missed approach requires a minimum climb of 350 feet per NM to 3600, if unable to meet climb gradient, see LDA Y Rwy 6.

13°C

MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 on ODR VOR R-155 to PARTE INT/LYH 28.6 DME and hold, continue climb-in-hold to 5000.

MISSED APCH FIX
PARTE INT
LYH (28.6)
109.2
LYH
R-258
330°

VOR/DME 021 CW 100.
Procedure NA for arrivals on PSK VORTAC airway radials 021 CW 100.
ROANOKE, VIRGINIA
AL-349 (FAA)

RADAR required.

Circling NA northwest of Rwy 6-24. DME from I-SZK LDA. Simultaneous reception of ODR VOR and I-SZK DME required.

13° C

ATIS 132.375
ROANOKE APP CON 126.9 339.8
ROANOKE TOWER 118.3 257.8
GND CON 121.9 257.8
CLNC DEL 119.7

MISSED APPROACH: Climbing left turn to 4000 on ODR VOR R-164 and LYH VOR/DME R-258 to MONAT/LYH 19.8 DME and hold.

WOODRUM
114.9 ODR

LOCALIZER 111.1
I-SZK

JASAX
I-SZK

GIPDE
I-SZK

R-129

MONAT
LYH
19.8

HABMI
I-SZK

CIDPU
I-SZK

WOODRUM/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

VOR/DME-A

VOR/DME-A

NE-3, 11 JUL 2024 to 05 SEP 2024

37°20'N-79°59'W

ROANOKE, VIRGINIA
Amdt 7B 15AUG19

ROANOKE, VIRGINIA
Amdt 7B 15AUG19
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 24:** Climb heading 238° to 1675, then direct NTHEN, then on depicted route to BUFIY.

Maintain 5000 or assigned altitude by ATC; expect clearance to filed altitude within 10 minutes after departure.

**NOTE:** GPS required.

**NOTE:** RADAR required.

**NOTE:** RNAV 1.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on I-SZK LDA Localizer west course to 4200 to DIXXY I-SZK 15.3 DME. Expect RADAR vectors to filed/assigned route.

NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: DME required.

TAKEOFF MINIMUMS:
Rwys 6, 16, 34: NA - ATC.
Rwy 24: Standard with minimum climb of 242' per NM to 2800.
DEPARTURE ROUTE DESCRIPTION

NOTE: RADAR required.

TAKEOFF MINIMUMS:
- Rwys 6, 34: NA - Obstacles
- Rwy 16: Standard with minimum climb of 260’ per NM to 2300
- Rwy 24: Standard with minimum climb of 205’ per NM to 2800

RAVVIDGE

Rwy 24: Standard with minimum climb of 205’ per NM to 2800

TAKEOFF RUNWAY 16: Climb to 5000 on heading 156° to intercept ODR R-155 to HOKEE INT. Expect RADAR vectors to filed/assigned route.

TAKEOFF RUNWAY 24: Climbing left turn to 5000 to intercept ODR R-155 to HOKEE INT. Expect RADAR vectors to filed/assigned route.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb heading 156° to 1675, then direct JEMES, then on track 122° to MONAT.

Maintain 5000 or assigned altitude by ATC, expect clearance to filed altitude within 10 minutes after departure.
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

SCUTA THREE DEPARTURE (RNAV)

NOTE: Chart not to scale.

TAKEOFF MINIMUMS

Rwys 16, 24, 34: NA - Air Traffic.
Rwy 6: Standard with minimum climb of 560' per NM to 2900.

TAKEOFF RUNWAY 6: Climb heading 058° to 1680, then direct MASSY.
Then on depicted route to cross SCUTA at or above 5000 on heading 075° for RADAR vectors. Maintain 5000 or assigned altitude, expect clearance to filed altitude 10 minutes after departure.
**SALISBURY, MARYLAND**

**ILS or LOC RWY 32**

**SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)**

**MISSED APPROACH:** Climb to 700 then climbing right turn to 2000 on heading 170° and on SBY VORTAC R-140 to COLBE INT/SBY VORTAC 6.6 DME and hold.

**ASOS**
- 118.325

**PAXUTEN APP CON**
- 127.95

**SALISBURY TOWER**
- 119.425

**GND CON**
- 123.775

**CIRCLING DEL**
- 123.775

**UNICOM**
- 122.95

**PROCEDURE NA for arrivals at SWL VORTAC on V139 southwest bound.**

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 32</td>
<td>253-1/2</td>
<td>200 (200-1/2)</td>
<td></td>
</tr>
<tr>
<td>S-LOC 32</td>
<td>420-1/2</td>
<td>367 (400-1/2)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>480-1</td>
<td>520-1</td>
<td></td>
</tr>
</tbody>
</table>

**FAF to MAP 5.9 NM**

<table>
<thead>
<tr>
<th>Category</th>
<th>App CRS</th>
<th>MDA</th>
<th>S-LOC 32</th>
<th>MDA</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-ILS 32</td>
<td>108.7</td>
<td>53</td>
<td>6400 X 100</td>
<td></td>
</tr>
<tr>
<td>S-LOC 32</td>
<td>112.4</td>
<td>53</td>
<td>5000 X 100</td>
<td></td>
</tr>
</tbody>
</table>

**When local altimeter setting not received, use Georgetown local altimeter setting; increase DA to 305 feet; increase all MDA 60 feet and S-LOC 32 Cat C and Circling Cat D visibility 1/4 SM.**

**MALSR**

**SALISBURY - I-SBY**

**/localizer 108.7**

**Chan 49**

**LOCALIZER R-140**

**319°**

**R-021**

**COLBE INT**

**S-LOC 32**

**SAFETY AREA 5.9 NM**

**MIN. ALT.**

**Visibility**

**SM.**

**MDA 60 feet and S-LOC 32 Cat C and Circling Cat D**

**altimeter setting: increase DA to 305 feet; increase all**

**visibility 1/4 SM.**

**When local altimeter setting not received, use Georgetown local altimeter setting; increase DA to 305 feet; increase all MDA 60 feet and S-LOC 32 Cat C and Circling Cat D visibility 1/4 SM.**
RNAV (GPS) RWY 5
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

**APP CRS** 049°
**Rwy Idg** 5000
**TDZE** 48
**Apt Elev** 53

**Baro-VNAV NA when using Georgetown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. Visibility reduction by helicopters.**

- **Missed Approach:** Climb to 2000 direct OKKOE and hold.

**ASOS**
- **PATUXENT APP CON** 118.325
- **SALISBURY TOWER** 127.95
- **GND CON** 119.425 (CTAF)
- **CLNL DEL** 123.775
- **UNICOM** 122.95

**MAP**
- **Holding Pattern**
  - FEYKO
  - EDITH
  - ZAGID
  - RW05

**Procedure NA for arrivals at SBY VORTAC on V29 northbound.**

**RNP APCH.**

**Amdt 1A 25MAR21**

**SALISBURY, MARYLAND (SBY) 38°20'N-75°31'W**

**RNAV (GPS) RWY 5**
Baro-VNAV NA when using Georgetown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 23 helicopter visibility reduction below 3/4 SM NA.

When local altimeter setting not received use Georgetown altimeter setting: increase LPV DA to 426 feet and all Cats visibility ½ SM; increase LNAV/VNAV DA to 503 feet; increase all MDA 60 feet and LNAV Cat C/D and Circling Cat D visibility ½ SM.

**MISSED APPROACH:**
Climb to 2000 direct FEYKO and hold.

Procedure NA for arrivals at SBY VORTAC on V29 southbound.
RNAV (GPS) RWY 32

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. When local altimeter setting not received use Georgetown altimeter setting: increase LPV DA to 305 feet; increase LNAV/VNAV DA to 510; increase all MDA 60 feet and LNAV Cat C and Circling Cat D visibility to 1/2 SM. For inoperative MALSR, increase LNAV Cat D visibility to 1 SM. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

ASOS

118.325

PATUXENT APP CON *

127.95

SALISBURY TOWER *

314.0

GND CON

119.425 (CTAF) *

CLNL DEL *

123.775

UNICOM

123.775

122.95

ELEV 53

TDZE 53

2100 HYDRS

* LNAV only

COLBE

FRYER

4 NM Holding Pattern

139° 2000

319° 2000

1 NM to RW32

1 NM to RW32

3.9 NM

2000 to FRYER

139° (12.7)

2000 to FRYER

139° (4.3)

Procedure NA for arrivals at SWL VORTAC on V139 southwest bound.

SAFETY INFORMATION

NE-3, 11 JUL 2024 to 05 SEP 2024

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. When local altimeter setting not received use Georgetown altimeter setting: increase LPV DA to 305 feet; increase LNAV/VNAV DA to 510; increase all MDA 60 feet and LNAV Cat C and Circling Cat D visibility to 1/2 SM. For inoperative MALSR, increase LNAV Cat D visibility to 1 SM. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

- ASOS

118.325

PATUXENT APP CON *

127.95

SALISBURY TOWER *

314.0

GND CON

119.425 (CTAF) *

CLNL DEL *

123.775

UNICOM

123.775

122.95

ELEV 53

TDZE 53

2100 HYDRS

* LNAV only

COLBE

FRYER

4 NM Holding Pattern

139° 2000

319° 2000

1 NM to RW32

1 NM to RW32

3.9 NM

2000 to FRYER

139° (12.7)

2000 to FRYER

139° (4.3)

Procedure NA for arrivals at SWL VORTAC on V139 southwest bound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

AL-977 (FAA)

38°21.0'N 75°31.0'W

SALISBURY, MARYLAND

SALISBURY-OCEAN CITY WICOMICO RGNL

ELEV 23

TERMINAL

ANNUAL RATE OF CHANGE

JANUARY 2020

STATION

FIRE

M. S. L. RVNA

NE-3, 11 JUL 2024 to 05 SEP 2024
Use Newport News/Williamsburg Intl altimeter setting. Procedure NA at night.

**AWOS-3**
- **118.45**

**NORFOLK APP CON**
- **126.05**
- **370.925**

**UNICOM**
- **123.0 [CTAF]**

**Procedure**
- **Turn NA at night.**

**MISSED APPROACH:** Climbing right turn to 1600 direct JUBJI WP and hold.
RNAV (GPS) RWY 1

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

**DME/DME RNP-0.3 NA.** Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Danville altimeter setting and increase LPV DA to 739 feet and LNAV/VNAV DA to 785 feet and all MDA 100 feet; increase LPV all Cats visibility ½ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile. Night landing: Rwy 19 NA. Baro-VNAV and VDP NA when using Danville altimeter setting. Circling NA to Rwys 6-24.

**MISSÉ APPROACH:** Climbing right turn to 3000 direct HARVY and hold.

**AWOS-3**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>660-1</td>
<td>706-1</td>
<td>820-1</td>
<td>960-1</td>
</tr>
<tr>
<td>C</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>D</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

Procedure NA for arrival on SBV VORTAC airway radials 203 CW 252.

Procedure NA for arrival at HARVY on V3 northbound.
SOUTH BOSTON, VIRGINIA

AWOS-3
119.425
WASHINGTON CENTER
124.05 352.0
UNICOM
122.8 (CTAF)

VOR-A
WILLIAM M TUCK (W78)

Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Darville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums. Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH:
Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3
119.425
WASHINGTON CENTER
124.05 352.0
UNICOM
122.8 (CTAF)

VOR-A
WILLIAM M TUCK (W78)

Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Darville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums. Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH:
Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3
119.425
WASHINGTON CENTER
124.05 352.0
UNICOM
122.8 (CTAF)

VOR-A
WILLIAM M TUCK (W78)

Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Darville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums. Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH:
Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3
119.425
WASHINGTON CENTER
124.05 352.0
UNICOM
122.8 (CTAF)

VOR-A
WILLIAM M TUCK (W78)

Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Darville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums. Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH:
Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3
119.425
WASHINGTON CENTER
124.05 352.0
UNICOM
122.8 (CTAF)

VOR-A
WILLIAM M TUCK (W78)

Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Darville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums. Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH:
Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3
119.425
WASHINGTON CENTER
124.05 352.0
UNICOM
122.8 (CTAF)

VOR-A
WILLIAM M TUCK (W78)

Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Darville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums. Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH:
Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3
119.425
WASHINGTON CENTER
124.05 352.0
UNICOM
122.8 (CTAF)

VOR-A
WILLIAM M TUCK (W78)

Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Darville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums. Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH:
Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3
119.425
WASHINGTON CENTER
124.05 352.0
UNICOM
122.8 (CTAF)

VOR-A
WILLIAM M TUCK (W78)

Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Darville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums. Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH:
Climbing left turn to 3000 direct SBV VORTAC and hold.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.
Rwy 1 helicopter visibility reduction below 3/4 SM NA.
For inop ALS, increase LPV all visibility to 1 1/2 SM.

**AWOS-3**  
127.525

**WASHINGTON CENTER**  
118.75  377.1

**UNICOM**  
122.8 (CTAF) 0

**ELEV**  441  
**TDZE**  417

**RNAV (GPS) RWY 1**  
**MECKLENBURG-BRUNSWICK RGNL (AVC)**

**MISSING APPROACH:**  
Climb to 900 then climbing right turn to 3000 direct BIDKY and hold.
RNAV (GPS) RWY 19
MECKLENBURG-BRUNSWICK RGNL (AVC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below 3/4 SM NA.

MISSING APPROACH: Climb to 900 then climbing left turn to 3000 direct USHEE 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>691-1</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>710-1</td>
<td>269 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>760-1</td>
<td>319 (400-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

CIRCLING
- 860-1
- 419 (500-1)

- 900-1
- 459 (500-1)

- 1060-1¼
- 619 (700-1¼)

- 1060-2
- 619 (700-2)
**RNAV (GPS) RWY 33**

**STAFFORD RGNL (RMN)**

**WASHINGTON COUNTY **

**CH 81805**

**RNAV (GPS) RWY 33**

**STAFFORD, VIRGINIA**

**APP CRS 329°**

**Rwy Idg 6000**
**TDZE 195**
**Apt Elev 219**

**AL-9743 (FAA)**

**MALS**

**AMTD 2  16MAY24**

**RNP APCH - GPS.**

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

**AWOS-3**

126.325

**QUANTICO APP CON**

127.05  290.375

**GCO**

135.075

**UNICOM (CTAF)**

122.725

**STAFFORD RGNL (RMN)**

**38°24'N - 77°27'W**

**ELEV 219**
**TDZE 195**

**MISSED APPROACH:** Climb to 700 then climbing left turn to 3000 direct.FALKO and hold, continue climbing-in-hold to 3000.

Procedure NA for arrivals at GRUBY on V286 southeast bound and V376 southbound.

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**NA at night.**

**systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 15 NA at night.
Inoperative table does not apply to Cat C.
Circling Rwy 15 NA at night.

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

AWOS-3
126.325
QUANTICO APP CON
127.05 200.375
GCO
135.075
UNICOM
122.725 (CTAF)

DEMO MOA
R-6611A
R-6612

WALKER MOA
MALS
515

POKIY
BRV 5.7

IAF
BROOKE
114.5 BRV
Chan 92

R-6601A
A,B & C

REIL Rwys 15
HIRL Rwy 15-33

STAFFORD RGNL (RMN)

VOR RWY 33
STAFFORD, VIRGINIA
AL-9743 (FAA)

VORTAC BRV
114.5
APP CRS
314°
Rwy Ldg
6000
TDZE
196
Apt Elev
219

STAFFORD, VIRGINIA
Amdt 1B 16MAY24

NE-3, 11 JUL 2024 to 05 SEP 2024

Category A

B
C
D

S-33
740-\(1\frac{1}{2}\)
544 (600-630)
740-\(1\frac{3}{4}\)
544 (600-630)

CIRCLING
740-1
521 (600-1)
820-1
601 (700-1)
820-1\(\frac{3}{4}\)
601 (700-1)
1040-2\(\frac{3}{4}\)
821 (900-2)
Autopilot coupled approach NA below 1533 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase S-ILS visibility ½ SM all Cats, S-LOC 5 visibility Cat C/D ¼ SM, Circling Cat C ½ SM, Cat D ¼ SM. For inop ALS when using Charlottesville altimeter setting, increase S-ILS 5 visibility to ¼ SM.

**AWOS-3**

- 124.925
- 132.85
- 323.125

**POTOMAC APP CON**

- 118.35

**CINC DEL**

- 123.0 (CTAF)

**MALS R**

- 1184

**UNICOM**

- 123.0

**ALTERNATE MISSED APCH FIX**

- MONTEBELLO
- MOL
- Chan 100
- R-227
- R-271

**APCH FIX**

- 115.3
- Chan 100
- MOL
- INT

**REIL Rwy 23**

- 115.3
- MOL
- Chan 100

**HIRL Rwy 5-23**

- 115.3
- MOL
- Chan 100

**ILS or LOC RWY 5**

- STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA
- 38°16'N-78°54'W

**AWOS-3**

- 3450
- 3800

**GS 3.00°**

- 6000
- 2600
- 3600
- 3100

**TCH 56**

- 427°
- 047°

**FGI and ILS glidepath not coincident (VGS Angle 3.00/TCH 56).**

**Remain within 10 NM**

- 227°
- 2588

**5000 to LOM (10.3)**

**360° 180°**

**ELEV MALSR**

- 5700
- 5100

**LOCALIZER 109.5**

- I-SHD

**CEROL**

- 375 SH:

**CUTOM**

- 375

**Elev**

- 3600
- 3100
- 2700

**APCH FIX**

- ALTERNATE MISSED

**S-ILS 5**

- 1384.5

**S-LOC 5**

- 1620-1/2

**CIRCLING**

- 1660-1

**FAF to MAP 4.2 NM**

- 60
- 90
- 120
- 150
- 180

**MinSec**

- 4:12
- 2:48
- 2:06
- 1:41
- 1:24

**STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA**

- Amdt 9B 11AUG22
For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1/1 mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV all Cats visibility 1/SM, LNAV/VNAV all Cats 1/SM, LNAV Cat C/D 1/SM, Circling Cat C 1/SM and Cat D 1/SM.
Baro-VNAV NA when using Charlottesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C visibility ¼ SM, LNAV Cat D ½ SM, Circling Cat C ½ SM and Cat D ¼ SM.

**RNAV (GPS) RWY 23**

**SHENANDOAH VALLEY RGNL (SHD)**

**MISSED APPROACH:**
Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

**Procedure NA for arrival at LURAY on V143 northeast bound.**

**Procedure NA for arrival at TTUMS on V377 northbound.**

**Procedure NA for arrival at MITER on V38 southeast bound and V140 southwest bound.**

**RNAV (GPS) RWY 23**

**SHAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA**

 Orig-B 11AUG22

 38°16'N-78°54'W

 439
When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDAs 140 feet and visibility S-5 and Circling Cat C 1/2 SM, Cat D 1/4 SM.

Awos-3 124.925  POTOMAC APP CON  132.85  323.125  CLNC DEL  118.35  UNICOM  123.0 (CTAF)

Remain within 10 NM

3700 227° 6000
2800 047° 3600

CATEGORY  A  B  C  D

S-5  1760-1  576 (600-1/2)  1760-1  576 (600-1/2)

Circling  1760-1  559 (600-1)  1900-2  699 (700-2)

MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence....
TAKEOFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence....

....expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.
**RNAV (GPS) RWY 11**

**BAY BRIDGE (W29)**

**AWOS-3**

<table>
<thead>
<tr>
<th></th>
<th>POTOMAC APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.575</td>
<td>119.0</td>
<td>122.725</td>
</tr>
<tr>
<td></td>
<td>282.275</td>
<td>(CTAF)</td>
</tr>
</tbody>
</table>

**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.**

**Missed Approach:**

- Climb to 2100 direct ZAKLY and hold.

**Procedure NA for arrivals at GEEMO on V123-445 eastbound.**

**WARNING -- WASHINGTON DC SFRA.**

**CTC POTOMAC APP CON**

**CAUTION:**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

**WAAS**

<table>
<thead>
<tr>
<th>CH 56639</th>
<th>114°</th>
<th>115°</th>
<th>116°</th>
<th>117°</th>
</tr>
</thead>
<tbody>
<tr>
<td>APP CRS</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rwy Idg</td>
<td>2714</td>
<td>2716</td>
<td>2718</td>
<td>2720</td>
</tr>
<tr>
<td>TDZE</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Apt Elev</td>
<td>15</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
</tbody>
</table>

**Degrees of Latitude and Longitude:**

- 38°59'N-76°20'W

**Amdt 1B  26MAR20**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 29
BAY BRIDGE (W29)

CIRCLING

REIL Rwys 11 and 29
MIRL Rwy 11-29

RNAV (GPS) RWY 29

AWOS-3
120.575

POTOMAC APP CON
119.0 282.275

UNICOM
122.725 (CTAF)

Procedure NA for arrivals at AGARD on V44 eastbound.

MISSED APPROACH:
Climbing right turn to 2100 direct ZAKLY and hold.

Rwy 29 helicopter visibility reduction below 1 SM NA.

Rwy Idg 2714
TDZE 15
Apt Elev 15

APP CRS 294°

NE-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

Procedure NA for arrival on ORF VORTAC airway radials 216 CW 233.

Procedure NA for arrival on CVI VORTAC airway radials 351 CW 086.

For uncompensated Baro-VNAV systems, Climb to 600 then climbing left turn to 2000 direct OLUCE and hold.

LNAV and VNAV glidepath not coincident (VGS Angle 3.00/TCH 39).

MISSED APPROACH:

Hold 2000 direct OLUCE and hold.

Climb to 600 then climbing left turn to 2000 direct OLUCE and hold.

LNAV/VNAV NA below -15°C or above 54°C.

For uncompensated Baro-VNAV systems, Climb to 600 then climbing left turn to 2000 direct OLUCE and hold.

LNAV and VNAV glidepath not coincident (VGS Angle 3.00/TCH 39).

LNAV/VNAV NA below -15°C or above 54°C.
RNAV (GPS) RWY 7

SUFFOLK EXEC (SFQ)

AWOS-3 119.375
NORFOLK APP CON 127.9 269.425
UNICOM 122.7 (CTAF)

Procedure NA for arrivals on CVI VORTAC airway radials 351 CW 086.

Visual Segment - Obstacles.

- Holding Pattern
- LALSE
- IDZAT
- WOPID 1.8 NM to RW07

- 2000 Napt
- 254°
- 074°
- 1600
- 680

CATEGORY
A
B
C
D

LP MDA
480-1
412 (500-1)
NA

LNAV MDA
500-1
432 (500-1)
NA

CIRCLING
500-1
560-1
NA

480 (500-1)
490 (500-1)

- 074° to RW07
- 1.8 NM to RW07

- 2002 Napt
- 023°
- 074°
- 1600

Helicopter visibility reduction below ½ SM NA.
When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.

DME/DME RNP-0.3 NA.

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

NE-3, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 22
SUFFOLK EXEC (SFQ)

NOTE
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with
Norfolk Intl altimeter setting. When local altimeter setting not received, use Norfolk Intl
altimeter setting and increase all MDA 60 feet, and increase LP Cats C and D visibility
¾ mile and LNAV Cats C and D visibility ½ mile.

AWOS-3
119.375

NORFOLK APP CON
127.9 269.425

UNICOM
122.7 (CTAF)

NE-3, 11 JUL 2024 to 05 SEP 2024

Procedure NA for arrivals at VEGHE on V1 northeast bound.
**LOCALIZER 109.95**

**FAF to MAP**

**MISSING APPROACH FIX**

**Procedure NA for arrival on CVI VORTAC airway radial 055 CW 086.**

**One Minute Holding Pattern**

- **OLUCE INT**
- **ZAXIB INT**

**SIMPLE FIX MINIMUMS (DME REQUIRED)**

**MISSING APPROACH FIX**

**MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct CVI VORTAC and hold.**

**SIMPLE FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-4</td>
<td>660-1 594 (600-1)</td>
<td>660-1/3 594 (600-1/3)</td>
<td>680-1/3 610 (700-1/3)</td>
<td>680-2 610 (700-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>660-1 590 (600-1)</td>
<td>680-1 610 (700-1)</td>
<td>680-2 610 (700-2)</td>
<td></td>
</tr>
</tbody>
</table>

**CIRCLING**

- **440° 430 (500-1)**
- **500-1**
- **610 (700-1)**
- **610 (700-2)**

**MISSING APPROACH**

**SIMPLE FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-4</td>
<td>440-1 374 (400-1)</td>
<td>490 (500-1)</td>
<td>610 (700-1)</td>
<td>610 (700-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1 430 (500-1)</td>
<td>560-1 490 (500-1)</td>
<td>680-1 610 (700-1)</td>
<td>680-2 610 (700-2)</td>
</tr>
</tbody>
</table>

**MISSING APPROACH**

**SIMPLE FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-4</td>
<td>440-1 374 (400-1)</td>
<td>490 (500-1)</td>
<td>610 (700-1)</td>
<td>610 (700-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1 430 (500-1)</td>
<td>560-1 490 (500-1)</td>
<td>680-1 610 (700-1)</td>
<td>680-2 610 (700-2)</td>
</tr>
</tbody>
</table>

**MISSING APPROACH**

**SIMPLE FIX MINIMUMS (DME REQUIRED)**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-4</td>
<td>440-1 374 (400-1)</td>
<td>490 (500-1)</td>
<td>610 (700-1)</td>
<td>610 (700-2)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>500-1 430 (500-1)</td>
<td>560-1 490 (500-1)</td>
<td>680-1 610 (700-1)</td>
<td>680-2 610 (700-2)</td>
</tr>
</tbody>
</table>
RNAV (GPS)-B
TANGIER ISLAND (TGI)

DME/DME RNP-0.3 NA. When local altimeter setting not received, use Patuxent River NAS altimeter setting and increase all MDAs 100 feet. Specific clearance from Patuxent App Con required before proceeding northbound from CRADD. Approach is within R-6609 and underlies R-4006. Procedure NA at night.

**MISSING APPROACH:**
Climbing right turn to 2000 direct CRADD and hold.

---

**AWOS-3**
- **119.8**

**PATUXENT APP CON**
- **121.0**
- **250.3**

**UNICOM**
- **122.8 (CTAF)**

---

**Final approach course offset 6.99°**

---

**Procedure NA for arrival on CCV VORTAC airway radials 290 CW 041.**

---

**CRADD**
- **2000**

**KINSE**
- **1500**
- **29.98°**
- **TCH 40**

**RW02**
- **2.98°**

**CATEGORY**
- **A**
- **B**
- **C**
- **D**

**CIRCLING**
- **560-1**
- **555 (600-1)**
- **NA**

---

**NE-3, 11 JUL 2024 to 05 SEP 2024**

---

**TANGIER, VIRGINIA**

**AL-5751 (FAA)**

**37°50'N 76°00'W**
RNAV (GPS) RWY 10

TAPPAHANNOCK/ESSEX COUNTY (XSA)

**Rwy 10 helicopter visibility reduction below ¾ SM NA.**

**MISSED APPROACH:** Climbing right turn to 2000 direct MODEL and hold.

**NoPT for arrival at DEGAY on V376 northbound.**
RNAV (GPS) RWY 28
TAPPAHANNOCK/ESSEX COUNTY (XSA)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct SVILL and hold.

LNAV/ VNAV NA below -15°C or above 54°C.

Procedure NA for arrival on HCM VORTAC airway on radials 010 CW 107.
**RNAV (GPS) RWY 20**

WAKEFIELD MUNI (AKQ)

**ASOS**
128.325

**NORFOLK APP CON**
127.9 269.425

**UNICOM**
122.8 (CTAF)

---

**ELEV** 111
**TDZE** 110

**Apt Elev** 111

**RNAV (GPS) RWY 20**

WAKEFIELD, VIRGINIA

**TDZE** 110

**MIRL Rwy 2-20**

**ELEV** 111

**AWT**

**AKQ**

**RNAV (GPS) RWY 20**

WAKEFIELD MUNI (AKQ)

---

**MISSED APPROACH:** Climbing left
turn 2600 direct NOXEE and hold.

**ASOS**
128.325

**NORFOLK APP CON**
127.9 269.425

**UNICOM**
122.8 (CTAF)

---

**Apt Elev** 111

**RNAV (GPS) RWY 20**

WAKEFIELD MUNI (AKQ)

---

**Amdt 1 17AUG17**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
MISSED APPROACH: Climb to 1,500 then climbing left turn to 2,000 direct AKQ NDB and hold.

ASOS
128.325

NORFOLK APP CON
127.9 269.425

UNICOM
122.8 (CTAF)

Procedure NA at night.

NE-3, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 10**

**WALLOPS FLIGHT FACILITY (WAL)**

**MISSING APCH FIX**

**WALLOPS ISLAND, VIRGINIA**

**ASOS**

- **PATUXENT APP CON**
  - **119.175**
  - **127.95**
  - **314.0**

**WALLOPS TOWER**

- **126.5 (CTAF)**
- **306.975 (CTAF)**

**GND CON**

- **126.875**
- **269.325**
- **121.7**

**CLNCE DEL**

- **316.0**
- **269.325**

**DME/DME RNP -0.3 NA.** Rwys 10 helicopter visibility reduction below 2/3 SM NA. When local altimeter setting not received, 3000 feet and all visibilities 1/2 SM. Increase all MDA 60 feet and all Cat C and D visibilities 1/2 SM. Baro-VNAV and VDP NA when using Baro-VNAV systems, LNAV/VNAV NA below -11°F (13°C) or above 54°C (130°F).

**MISSING APCH FIX**

- Climbing left turn to 2000 direct MAGGO and hold.

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**

**WALLOPS FLIGHT FACILITY (WAL)**

**RNAV (GPS) RWY 10**

**WALLOPS ISLAND, VIRGINIA**

- **WAL**
- **WAL**

**REIL all Rwys**

- **HIRL Rwys 4-22, 10-28 and 17-35**
RNAV (GPS) RWY 17
WALLOPS FLIGHT FACILITY (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV DA below -11°C (13°F) or above 54°C (130°F), DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA.

When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 372 and all Cats visibility 1/4 mile, increase LNAV/VNAV DA to 437 and all Cats visibility 1/2 mile, increase all MDA 60 feet and LNAV Cats C/D visibility 1/4 mile and Circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

ASOS  PATUXENT APP CON  WALLOPS TOWER  GND CON  CLNC DEL

119.175  127.95  314.0  126.5 (CTAF)  306.975 (CTAF)  127.875  269.325  121.7

LNAV only.

<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>322-1</td>
<td>283 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>387-1/8</td>
<td>348 (400-1/8)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>500-1</td>
<td>461 (500-1)</td>
<td>500-1/8</td>
<td>461 (500-1/8)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>600-1</td>
<td>560 (600-1)</td>
<td>620-1/2</td>
<td>580 (600-1/2)</td>
</tr>
</tbody>
</table>

*NE-3, 11 JUL 2024 to 05 SEP 2024*
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME-RNP 0.3 NA. Helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 367 and all Cats visibility 1/2 mile; increase LNAV/VNAV DA to 489 and all Cats visibility 1/2 mile; increase all MDA 60 feet and LNAV Cats C/D visibility 1/2 mile and Circling Cat C visibility 1/4 mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

**RNAV (GPS) RWY 22**

WALLOPS FLIGHT FACILITY (WAL)

ASOS | PATUXENT APP CON | WALLOPS TOWER | GND CON | CLNC DEL
---|---|---|---|---
119.175 | 127.95 | 126.5 (CTAF) | 127.875 | 269.325 | 121.7

WALLOPS ISLAND, VIRGINIA

Amdt 1B 21JUL16

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 343 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 453 and all Cats visibility ½ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ½ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH. Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.
VOR/DME or TACAN RWY 10
WALLOPS FLIGHT FACILITY (WAL)

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDA 60 feet and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climbing left turn to 2000 on heading 240° and SBY VORTAC 24.1 DME Arc clockwise to MAGGO/SBY 24.1 DME and hold.

ASOS
119.175

PATUXENT APP CON
127.95 314.0

WALLOPS TOWER
126.5 (CTAF) 306.975 (CTAF)

GND CON
127.875 269.325

CLNC DEL
121.7

NE-3, 11 JUL 2024 to 05 SEP 2024

CIRCLING
900-1¼ 860 (900-1¼)
900-2½ 862 (900-2¼)
860 (900-2¼)

S-10
900-1¼ 862 (900-1¼)
900-2½ 862 (900-2¼)

WALLOPS ISLAND, VIRGINIA
Amdt 6B 21JUL16

WALLOPS ISLAND, VIRGINIA
AL-639 (FAA) 24193

VOR/DME or TACAN RWY 10
WALLOPS FLIGHT FACILITY (WAL)
VOR or TACAN RWY 17
WALLOPS ISLAND, VIRGINIA

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDA 60 feet and S-17 Cats C/D and Circling Cat C visibility 1/4 mile. Helicopter visibility reduction below 1/2 SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct SWL VORTAC and hold. (TACAN aircraft climb to 600 then climbing right turn to 2000 on heading 300° and SWL VORTAC R-219 to WAFIT/SWL 5 DME and hold SW, LT 039° inbound.)

ASOS
119.175

PATUXENT APP CON *
127.95 314.0

WALLOPS TOWER *
126.5 (CTAF) 306.875 (CTAF)

GND CON
127.875 269.325

CLNC DEL
121.7

TACAN MISSED APCH FIX

NoPT for arrival on SWL VORTAC airway radials 360 CW 034.

ELEV 40
TDZE 39

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

FAF to MAP 6.6 NM

Knots 60 90 120 150 180
Min:Sec 6:36 4:24 3:18 2:38 2:12

WALLOPS FLIGHT FACILITY (WAL)

NE-3, 11 JUL 2024 to 05 SEP 2024

462
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**AWOS-3**
**CIR AWOS-3**
**POTOMAC APP CON**
**UNICOM**

**120.35**
**119.325**
**128.525 306.925**
**122.7 (CTAF)**

---

**WARNING -- WASHINGTON DC SFRA. CONTACT POTOMAC APP CON**

---

**WARRENTON, VIRGINIA**

**LOC/DME RWY 15**

**WARRENTON/FAUQUIER (HWY)**

---

**AWOS-3**

**120.35**

---

**One Minute Holding Pattern**

---

**CIRCLING**

---

**Category**

---

**WARRENTON, VIRGINIA**

**Orig B 15JUL21**
WARRENTON, VIRGINIA

RNAV (GPS) RWY 33
WARRENTON/FAUQUIER (HWY)

AWOS-3 120.35
CJR AWOS-3 119.325
POTOMAC APP CON 128.525 306.925
UNICOM 122.7 (CTAF)

A WARNING --
WASHINGTON DC SFRA.
CONTACT POTOMAC APP CON

Radar Required

WASHINGTON DC METROPOLITAN SFRA

No PT for arrival at ANTY on V286 northwest bound.

Procedure NA when DEMO 1 MOA active.

800 3000

CSN

LRGNT

2.5 NM to RW33

2000

CRLYN

1.1 NM to RW33

1160

335°

ANTNY

4 NM

145°

325°

2000

CIRCLING

760-1 424 (500-1)

800-1 464 (500-1)

880-1 544 (600-1)

980-2 644 (700-2)

1.1 NM

2.6 NM

6.5 NM

TCH 45

CH 70426

APP CRS 329°

TDZE 336

Rwy Idg 5000

Apt Elev 336

W33A

WAAS

5000

1048

METROPOLITAN SFRA

WASHINGTON DC

3.00°

TCH 45

329°

LP

MDA

720-1 384 (400-1)

720-1/8 384 (400-1/8)

LNAV MDA

740-1 404 (500-1)

740-1/8 404 (500-1/8)

CIRCLING

760-1 424 (500-1)

800-1 464 (500-1)

880-1/8 544 (600-1/8)

980-2 644 (700-2)

1.1 NM

2.6 NM

6.5 NM

TCH 45

329°

LP

MDA

720-1 384 (400-1)

720-1/8 384 (400-1/8)

LNAV MDA

740-1 404 (500-1)

740-1/8 404 (500-1/8)

CIRCLING

760-1 424 (500-1)

800-1 464 (500-1)

880-1/8 544 (600-1/8)

980-2 644 (700-2)

1.1 NM

2.6 NM

6.5 NM

TCH 45

329°

LP

MDA

720-1 384 (400-1)

720-1/8 384 (400-1/8)

LNAV MDA

740-1 404 (500-1)

740-1/8 404 (500-1/8)

CIRCLING

760-1 424 (500-1)

800-1 464 (500-1)

880-1/8 544 (600-1/8)

980-2 644 (700-2)

1.1 NM

2.6 NM

6.5 NM

TCH 45

329°

LP

MDA

720-1 384 (400-1)

720-1/8 384 (400-1/8)

LNAV MDA

740-1 404 (500-1)

740-1/8 404 (500-1/8)

CIRCLING

760-1 424 (500-1)

800-1 464 (500-1)

880-1/8 544 (600-1/8)

980-2 644 (700-2)

1.1 NM

2.6 NM

6.5 NM

TCH 45

329°

LP

MDA

720-1 384 (400-1)

720-1/8 384 (400-1/8)

LNAV MDA

740-1 404 (500-1)

740-1/8 404 (500-1/8)

CIRCLING

760-1 424 (500-1)

800-1 464 (500-1)

880-1/8 544 (600-1/8)

980-2 644 (700-2)

1.1 NM

2.6 NM

6.5 NM

TCH 45

329°

LP

MDA

720-1 384 (400-1)

720-1/8 384 (400-1/8)

LNAV MDA

740-1 404 (500-1)

740-1/8 404 (500-1/8)

CIRCLING

760-1 424 (500-1)

800-1 464 (500-1)

880-1/8 544 (600-1/8)

980-2 644 (700-2)

1.1 NM

2.6 NM

6.5 NM

TCH 45

329°

LP

MDA

720-1 384 (400-1)

720-1/8 384 (400-1/8)

LNAV MDA

740-1 404 (500-1)

740-1/8 404 (500-1/8)

CIRCLING

760-1 424 (500-1)

800-1 464 (500-1)

880-1/8 544 (600-1/8)

980-2 644 (700-2)
When local altimeter setting not received, use Culpeper altimeter setting and increase all MDA 40 feet; increase S-15 Cats C/D and Circling Cats C/D visibility ½ SM; increase MABEE fix minimums S-15 Cats C/D and Circling Cat D visibility ¼ SM. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2800 direct to CSN VORTAC and hold.

AWOS-3 120.350  CIR AWOS-3 119.325  POTOMAC APP CON 128.525 306.925  UNICOM 122.7 (CTAF)

* 3368

One Minute Holding Pattern

2800-299°-119° 2800

* 1100 when using Culpeper altimeter setting.

CSN VORTAC

MAABE INT

CSN 5.3

WARRENTON, VIRGINIA

Amrd 4D 15JUL21

38°35’N - 77°43’W

NE-3, 11 JUL 2024 to 05 SEP 2024
**RNAV (GPS) RWY 16L**

**MANASSAS RGNL/HARRY P DAVIS FLD (HEF)**

**ATIS** 125.175  
**POTOMAC APP CON** 128.525 306.925  
**MANASSAS TOWER** 133.1 (CTAF) 360.75  
**GND CON** 121.8  
**CLNC DEL** 120.2

---

Procedure NA for arrival at MANNE on V4 northwest bound.

Procedure NA for arrival at CSN VORTAC on V453 northwest bound.

---

**WASHINGTON D.C.**

**Amrd 2 29DEC22**

**MANASSAS RGNL/HARRY P DAVIS FLD (HEF)**

**RNAV (GPS) RWY 16L**
RNAV (GPS) RWY 34L
MANASSAS RGNL/HARRY P DAVIS FLD (HEF')

ATIS 125.175
POTOMAC APP CON 128.525 306.925
MANASSAS TOWER* 133.1 (CTAF) 0 360.75
GND CON 121.8
CLNC DEL 120.2

Final approach course offset 14.78°.
Procedure NA for arrivals at BRV VORTAC on V286 southeast bound.

WASHINGTON, DC
Orig 10DEC15

MANASSAS RGNL/HARRY P DAVIS FLD (HEF')
RNAV (GPS) RWY 34L

1384

WASHINGTON, DC
AL-5326 (FAA) 24137
RNAV (GPS) RWY 34R
MANASSAS RGNL/HARRY P DAVIS FLD (HEF*)

Rwy 34R helicopter visibility reduction below 1/8 SM NA. For inop ALS, increase LP and LNAV C/D visibility to 1/8 SM.

ATIS 125.175
POTOMAC APP CON 128.525 306.925
MANASSAS TOWER* 133.1 (CTAF) 360.75
GND CON 121.8
CLNC DEL 120.2

Final approach course offset 14.61°.

Procedure NA for arrivals at BRV VORTAC on V286 southeast bound.

WASHINGTON D.C.
Amdt 3A 30JAN20

MANASSAS RGNL/HARRY P DAVIS FLD (HEF*)
RNAV (GPS) RWY 34R

WASHINGTON D.C.
AL-5326 (FAA) 24137

WASHINGTON D.C.
38°43'N-77°31'W

RNAV (GPS) RWY 34R
MANASSAS RGNL/HARRY P DAVIS FLD (HEF*)

WASHINGTON D.C.
Amdt 3A 30JAN20

MANASSAS RGNL/HARRY P DAVIS FLD (HEF*)
RNAV (GPS) RWY 34R

WASHINGTON D.C.
38°43'N-77°31'W
NOTE: Chart not to scale.

NOTE: WITTO Transition is for Charlottesville traffic.
NOTE: Rwy 16L/R DME required.
NOTE: Departing Rwy 16L/R requires expeditious intercept of outbound course to ensure avoidance of R-6608 boundary.

(ATIS)
125.175
POTOMAC CLNC DEL
120.2
GND CON
121.8
MANASSAS TOWER *
133.1 (CTAF) 360.75
POTOMAC DEP CON
128.525 306.925

TOP ALTITUDE:
3000

NOTE: Chart not to scale.

NOTE: WITTO Transition is for Charlottesville traffic.
NOTE: Rwy 16L/R DME required.
NOTE: Departing Rwy 16L/R requires expeditious intercept of outbound course to ensure avoidance of R-6608 boundary.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 34L/R: Climb heading 341° to 800, then climbing left turn on CSN VORTAC R-056. Cross SHRLI INT/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence...

TAKEOFF RWY 16L/R: Climb heading 161° to 800, then climbing right turn on CSN VORTAC R-087, cross GADZI/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence...

....via assigned transition.

FLUKY TRANSITION (ARSNL5.FLUKY): From over CSN VORTAC on CSN R-148 to FLUKY INT.

GORDONSVILLE TRANSITION (ARSNL5.GVE): From over CSN VORTAC on CSN R-206 to GVE VORTAC.

LINDEN TRANSITION (ARSNL5.LDN): From over CSN VORTAC on CSN R-315 to LDN VORTAC.

MARTINSBURG TRANSITION (ARSNL5.MRB): From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC.

MONTEBELLO TRANSITION (ARSNL5.MOL): From over CSN VORTAC on CSN R-239 and MOL R-058 to MOL VOR/DME.

WITTO TRANSITION (ARSNL5.WITTO): From over CSN VORTAC on CSN R-239 to WITTO INT.

WOOLY TRANSITION (ARSNL5.WOOLY): From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC, then on MRB R-101 to WOOLY INT.
NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

TOP ALTITUDE:
3000

TAKEOFF MINIMUMS:
 Rwys 16L/R, 34L/R: Standard with minimum climb of 500’ per NM to 710.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16L/R: Climb on heading 161° to 710, then right turn direct GABBE, thence....
TAKEOFF RWY 34L/R: Climb on heading 341° to 710, then left turn direct GABBE, thence....

....on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (GABBE3.FLASK):
GLANC TRANSITION (GABBE3.GLANC):
MAULS TRANSITION (GABBE3.MAULS):
MELTN TRANSITION (GABBE3.MELTN):
RRSIN TRANSITION (GABBE3.RRSIN):
NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwys 16L/R: Standard with minimum climb of 500’ per NM to 710.
Rwys 34L/R: Standard with minimum climb of 500’ per NM to 710, then minimum climb of 335’ per NM to 3800.

NOTE: Turbojets only.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.

TOP ALTITUDE:
3000

(1) NE-3, 11 JUL 2024 to 05 SEP 2024
(2) 478
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb heading 161° to 710, then right turn direct GABBE, then on track 336° to HIICH, thence . . . .
TAKEOFF RUNWAYS 34L/R: Climb heading 341° to intercept course 269° to HIICH, thence . . . .
. . . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JERES TRANSITION (HIICH2.JERES)
MCRAY TRANSITION (HIICH2.MCRAY)
OTTTO TRANSITION (HIICH2.OTTTO)
RAMAY TRANSITION (HIICH2.RAMAY)
WOOLY TRANSITION (HIICH2.WOOLY)
RNAV (RNP) Z RWY 19
RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

APP CRS 187°
Rwy Idg 6669
TDZE 13
Apt Elev 14

RNAV (RNP) Z RWY 19
WASHINGTON TOWER
GND CON 119.1 257.6
CLNC DEL 121.7 257.6
CPDLC 128.25

NOTE: Prohibited Area (P-56)
1.5 NM north of DCA - Avoid surface to 18000 MSL.

MISSED APPROACH: Climb to 3000 on the final approach track to RW19 then direct BADDN and hold, continue climb-in-hold to 3000.

**AUTHORIZATION REQUIRED**

RNP 0.11 DA 491/60 478 (500-1 1/2)
RNP 0.30 DA 550-1 1/2 537 (600-1 1/2)

Washington, DC
Amdt 3 11 Jul 2024

38°51’N-77°02’W
RNAV (RNP) Z RWY 19
RNAV (GPS) RWY 33
RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC
AL-443 (FAA) 24081

**RNAV (GPS) RWY 33**

**WASHINGTON TOWER**

**ELEV** 14

**TDZE** 13

**MISSED APPROACH:** (Do not exceed 210K until Rwy 33)
Climb to 2200 on the FMS lateral path to Rwy 33 and
direct to GTN NDB and hold, continue climb-in-hold to
2200.

**Note:** Prohibited Area (P-56) 1.5 NM north
of DCA - Avoid surface to 18000 MSL

**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>680-2 1/2</td>
<td>667 (700-2 1/2)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
WASHINGTON, DC

RNAV (GPS) Y RWY 19
RONALD REAGAN WASHINGTON NTL (DCA)

**RNAV (GPS) Y RWY 19**

**RPN APCH - GPS.**

**RADAR required.**

**Rwy 19 helicopter visibility reduction below 4/3 SM NA. Inop table does not apply.**

**MISSED APPROACH:** (Do not exceed 165K until Rwy 19)
Climb to 3000 on FMS lateral path to Rwy 19, then direct BADDN and hold, continue climb-in-hold to 3000.
If unable to follow the FMS lateral path, climb to 3000 and turn to heading 187° direct BADDN and hold, continue climb-in-hold to 3000.

**D-ATIS** 132.65

**POTOMAC APP CON** 119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)

**WASHINGTON TOWER** 119.1 257.6

**GND CON** 121.7 257.6

**CLNC DEL** 128.25

**CPDLC**

---

**Close adherence to flight track required for obstacle clearance.**

**Prohibited area (P.56) 1.5 NM north of DCA - Avoid surface to 18000 MSL.**

**Check altitude.**

**Turns required in the visual segment.**

---

**2700**

**150°**

**158°**

**22°**

**14°**

**3.16°**

**1020**

**1020**

**3.16°**

**TCH 52**

**TCH 52**

**780-2½**

**767 (800-2½)**
DME required. RADAR required for procedure entry.

Rwy 19 helicopter visibility reduction below 1 SM NA.

Circling NA northeast of Rwy 1:53. Inop table does not apply.

Prohibited Area (P-56) 1.5 NM north of DCA - Avoid Surface to 18000 MSL.
COPTER ILS or LOC/DME RWY 1

Ronald Reagan Washington NTL (DCA)

COPTER ILS CATEGORY II - SPECIAL AIRCREW
& AIRCRAFT CERTIFICATION REQUIRED

WASHINGTON, DC

Amdt 1B 16JUN22

NE-3, 11 JUL 2024 to 05 SEP 2024

WASHINGTON TOWER
GND CON
CLNC DEL
CPDLC

D-ATIS 132.65
POTOMAC APP CON
(WEST/SOUTH)
(EAST)

WASHINGTON
111.0 DCA
Chan 47

NOTE: Prohibited Area (P-56) 1.5
NM north of DCA: Avoid
surface to 18000 MSL.

Use I-DCA DME when on the localizer course.

GND CON
CLNC DEL
CPDLC

REIL Rwys 4, 22, 15 and 33
HIRL Rwys 1-19 and 15-33
MIRL Rwy 4-22
TDZ/CL Rwy 1

MISSED APPROACH: Climb to 420 then climbing left turn to
2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9
DME and hold.
D-ATIS 132.65
POTOMAC APP CON
119.85 239.25 (WEST/SOUTH)
124.2 360.8 (EAST)
WASHINGTON TOWER
119.1 257.6
GND CON
121.7 257.6
CLNC DEL
128.25
CPDLC

NOTE: PROHIBITED AREA (P-56) 1.5 NM NORTH OF DCA-AVOID-SURFACE TO 18000 MSL.

Vertical Guidance
Navoid and Angle: I-DCA 3.00°
Weather Minimums: 3000 feet ceiling and 4 mile visibility.

Airports

Mount Vernon
POTOMAC RIVER
WOODROW WILSON BRIDGE
Masonic Temple

WASHINGTON 111.0 DCA
Chan 47
BADDN I-DCA 5.9
1600
Recommended

(IF)
KATRN I-DCA 10.7
2500
(Class B)

Radar Required

Aircraft may proceed via DCA VOR/DME R-185 (inbound 005°), or via the ILS or LOC/DME RWY 1 approach to 5.9 DME, then follow the Potomac River to the airport.
RIVER VISUAL RWY 19

NOTE: Clearance for visual approach does not authorize penetration of P-56.

Aircraft may visually follow the river to the airport, or may proceed via the RNAV (GPS) Y RWY 19 to RORRK, or via the RNAV (RNP) Z RWY 19 to GREYZ, then follow the river to the airport.

NOTE: Clearance for visual approach does not authorize penetration of P-56.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures in the chart supplement special notices.
NOTE: Turbo-jets only.
NOTE: If unable to accept climb rate advice ATC on initial contact.

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825’ per NM to 600.
Rwy 4, 15, 19: Standard with minimum climb of 500’ per NM to 515.
Rwy 33: Standard with minimum climb of 540’ per NM to 640.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 165° to EDDGY, then on track 183° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000, thence....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (AMEEE1.COLIN):

SCOOP TRANSITION (AMEEE1.SCOOB):
NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: DME/DME/IRU or GPS required.

NOTE: Turbo-jets only.

NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.

NOTE: Rwy 1 departures remain clear of P-56. Climb on heading 007°. Turn left as soon as practical to intercept course 331° to REVGE.

NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the chart supplement special notices.

NOTE: If unable to accept climb rate advise ATC on initial contact.

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 825’ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500’ per NM to 515.
Rwy 33: Standard with minimum climb of 540’ per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)
DOCTR FIVE DEPARTURE (RNAV)

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825' per NM to 600.
Rwy 15, 19: Standard with minimum climb of 500' per NM to 515.
Rwy 4: Standard with minimum climb of 500' NM to 515.
Rwy 33: Standard with minimum climb of 540' per NM to 640.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbo-jets only.
NOTE: DQO transition ATC assigned only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
NOTE: Do not exceed 220K until REVGE.
NOTE: If unable to accept climb rate, advise ATC on intital contact.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344 to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 086° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230 K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 339° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (DOCTR5.AGARD)
DUPONT TRANSITION (DOCTR5.DQO)
NOTE: Chart not to scale.

D-ATIS
121.7 257.6
DCA
12.25
CPDLC
119.1 257.6
GW CON
POTOMAC DEP CON
118.95 257.2

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbo-jets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 006°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement special notices.
NOTE: If unable to accept climb rate, advise ATC on initial contact.

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825’ per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500’ per NM to 515.
Rwy 33: Standard with minimum climb of 540’ per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 329° to HORTO, cross HORTO at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 350° to RLLL, then on track 346° to HORTO, cross HORTO at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 350° to RLLL, then on track 346° to HORTO, cross HORTO at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 329° to cross HORTO at or above 5000, thence....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BUFFR TRANSITION (HORTO4.BUFFR):

JERES TRANSITION (HORTO4.JERES):
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement special notices.
NOTE: If unable to accept climb rate advise ATC on initial contact.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000, thence...
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000, thence...
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000, thence...
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000, thence...

... then on track 225° to JDUBB, then on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)
**NOTE:** Chart not to scale.

### TAKEOFF MINIMUMS

- **Rwy 1:** 600-2 with minimum climb of 275' per NM to 1,500 or standard with minimum climb of 460' per NM to 800.
- **Rwy 4:** 300-2 or standard with minimum climb of 210' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1,400' prior to DER.
- **Rwy 15:** 300-1½ or standard with minimum climb of 215' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1,500' prior to DER.
- **Rwy 19:** 300-1½ or standard with minimum climb of 215' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1,500' prior to DER.
- **Rwy 22:** 300-2½ or standard with minimum climb of 305' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1,200' prior to DER.
- **Rwy 33:** Standard with minimum climb of 285' per NM to 700.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing left turn as soon as practical to intercept DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 4: Climbing right turn as soon as practical to intercept DCA VOR/DME R-070 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 15: Climbing right turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 19: Climb on DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 22: Climbing left turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 33: Climb on DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .

. . . . expect RADAR vectors to filed/assigned fix. Maintain 5000 or assigned altitude, expect clearance to filed altitude ten (10) minutes after departure.
TOP ALTITUDE: 5000

TAKOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825' per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500' per NM to 515.
Rwy 33: Standard with minimum climb of 540' per NM to 640.

NOTE: Turbo-jets only.

NOTE: Chart not to scale.

NOTE: Chart Supplement Special Notices.

NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.

NOTE: Turbo-jets only.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.

NOTE: Chart Supplement Special Notices.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CULKI, then on track 259° to DUDDD, then on track 271° to REBLL, cross REBLL at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 268 to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CULKI, then on track 259° to DUDDD, then on track 271° to REBLL, cross REBLL at or above 5000, thence....

...on OTTTO transition. Maintain 5000. Expect filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (REBLL5.OTTTO):
TOP ALTITUDE: 5000

TAKEOFF MINIMUMS

Rwy 1: Standard with minimum climb of 825' per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500' per NM to 515.
Rwy 33: Standard with minimum climb of 540' per NM to 640.
If unable to accept climb rate, advise ATC on initial contact.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of (P-56) boundary.
NOTE: Rwy 1 departures remain clear of (P-56), climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the chart supplement special notes.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 222° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 246° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 246° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 222° to POOCH, cross POOCH at or above 3000, thence . . . .

. . . . then on track 240° to SCRAM, then as depicted. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):
NOTE: Chart not to scale.

**SOOKI FIVE DEPARTURE**

NOTES:

- RNAV 1.
- RADAR required.
- DME/DME/IRU or GPS required.
- Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance P-56 boundary.
- Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
- Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
- Turbo-jets only.
- If unable to accept climb rate, advise ATC on initial contact.

**TAKEOFF MINIMUMS:**

Rwy 1: Standard with minimum climb of 825’ per NM to 600.
Rwy 4, 15, 19: Standard with minimum climb of 500’ per NM to 515.
Rwy 33: Standard with minimum climb of 540’ per NM to 640.

**CLIMB**

- Rwy 1: 500' per NM to 515.
- Rwys 4, 15, 19: 825' per NM to 600.
- Rwy 33: 540' per NM to 640.

**DEPARTURE COURSE**

- Head 007°, turn left as soon as practical to intercept course 331° to REVGE.

**NO EUROPEAN FLIGHTS**

**NARRATIVE ON FOLLOWING PAGE**
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 092° to PHERB, then on track 091° to SOOKI, cross SOOKI at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 063° to SOOKI, cross SOOKI at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 092° to PHERB, then on track 091° to SOOKI, cross SOOKI at or above 5000, thence....

....on SWANN transition. Maintain 5000. Expect files altitude within 10 minutes after departure.

SWANN TRANSITION (SOOKI5.SWANN)
**Takeoff Minimums:**

Rwy 1: Standard with minimum climb of 825' per NM to 600.

Rwys 15, 19: Standard with minimum climb of 500' per NM to 515.

Rwy 33: Standard with minimum climb of 540' per NM to 640.

**Note:** Chart not to scale.
T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on track 284° to WYNGS, cross WYNGS at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on track 284° to WYNGS, cross WYNGS at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000, thence....

....on RAMAY transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

RAMAY TRANSITION (WYNGS5.RAMAY)

WYNGS FIVE DEPARTURE (RNAV)
(WYNGS5.WYNGS) 31DEC20

WASHINGON, DC

RONALD REAGAN WASHINGTON NTL (DCA)

NE-3, 11 JUL 2024 to 05 SEP 2024
WASHINGTON, DC

WASHINGTON DULLES INTL (IAD)

ILS or LOC RWY 1C

DME/RADAR used.

DME/RADAR required for LOC.

DME/RADAR required for procedure entry at MUDDO.

DME or RADAR required. DME required for LOC only.

Simultaneous approach authorized. For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500. DME from AML VOR/DME. DME use requires simultaneous reception of I-OSZ and AML DME.

MISSED APPROACH: Climb to 4000 on AML VOR/DME.

R-010 to CHDMN/AML 16.9.

DME/RADAR and hold, continue climb-in-hold to 4000.

RADAR required for procedure entry at MUDDO.

DME or RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500. DME from AML VOR/DME. DME use requires simultaneous reception of I-OSZ and AML DME.

MISSED APPROACH: Climb to 4000 on AML VOR/DME.

R-010 to CHDMN/AML 16.9.

DME/RADAR and hold, continue climb-in-hold to 4000.

RADAR required for procedure entry at MUDDO.

DME or RADAR required. DME required for LOC only.

Simultaneous approach authorized. For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500. DME from AML VOR/DME. DME use requires simultaneous reception of I-OSZ and AML DME.

MISSED APPROACH: Climb to 4000 on AML VOR/DME.

R-010 to CHDMN/AML 16.9.

DME/RADAR and hold, continue climb-in-hold to 4000.

RADAR required for procedure entry at MUDDO.

DME or RADAR required. DME required for LOC only.

Simultaneous approach authorized. For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500. DME from AML VOR/DME. DME use requires simultaneous reception of I-OSZ and AML DME.

MISSED APPROACH: Climb to 4000 on AML VOR/DME.

R-010 to CHDMN/AML 16.9.

DME/RADAR and hold, continue climb-in-hold to 4000.

RADAR required for procedure entry at MUDDO.

DME or RADAR required. DME required for LOC only.

Simultaneous approach authorized. For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500. DME from AML VOR/DME. DME use requires simultaneous reception of I-OSZ and AML DME.

MISSED APPROACH: Climb to 4000 on AML VOR/DME.

R-010 to CHDMN/AML 16.9.

DME/RADAR and hold, continue climb-in-hold to 4000.

RADAR required for procedure entry at MUDDO.

DME or RADAR required. DME required for LOC only.

Simultaneous approach authorized. For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500. DME from AML VOR/DME. DME use requires simultaneous reception of I-OSZ and AML DME.

MISSED APPROACH: Climb to 4000 on AML VOR/DME.

R-010 to CHDMN/AML 16.9.

DME/RADAR and hold, continue climb-in-hold to 4000.

RADAR required for procedure entry at MUDDO.

DME or RADAR required. DME required for LOC only.

Simultaneous approach authorized. For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500. DME from AML VOR/DME. DME use requires simultaneous reception of I-OSZ and AML DME.

MISSED APPROACH: Climb to 4000 on AML VOR/DME.

R-010 to CHDMN/AML 16.9.

DME/RADAR and hold, continue climb-in-hold to 4000.

RADAR required for procedure entry at MUDDO.

DME or RADAR required. DME required for LOC only.
WASHINGTON, DC

ILS or LOC RWY 19C
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.
Radar required for procedure entry at NOOXX. DME or Radar required.

Simultaneous approach authorized. DME from 1-DLX/VOR/DME.
DME use requires simultaneous reception of 1-DLX and AML DME.
For inop ALS, increase S-LOC 19C CLR C and D visibility to RVR 5500.

WASHINGTON DULLES INTL (IAD)

NE-3, 11 JUL 2024 to 05 SEP 2024
WASHINGTON, DC
AL-5100 (FAA)

ILS or LOC RWY 19L
WASHINGTON DULLES INTL (IAD)

NE-3, 11 JUL 2024 to 05 SEP 2024

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.

WASHINGTON DULLES INTL
climbing left turn to 3000 on heading
MISSED APPROACH: Climb to 800 then
climbing left turn to 3000 on heading
010° and on AML VOR/DME R-040 to
ASPER INT/AML 14.7 DME and hold.
**ILS or LOC/DME RWY 12**

**WASHINGTON DULLES INTL (IAD)**

**POTOMAC APP CON**

- 120.45 306.925 (241°-330°)
- 128.525 306.925 (091°-240°)
- 126.1 336.25 (331°-090°)

**DULLES TOWER**

- 120.1 317.8 (Rwy 1R/19L)
- 120.25 348.6 (Rwy 1C/19C)
- 134.425 348.6 (Rws 1L/19R and 12/30)

**MISSING APPROACH**: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

**WASHINGTON, DC**

**APPROACH FIX**

- 114.3 LDN (AML 20)
- 114.3 LDN (AML 20)
- 114.3 LDN (AML 20)
- 114.3 LDN (AML 20)

**ALTERNATE MISSER APPROACH**

- CASANOVA (CSN)
- Chan 110
- Chan 110
- Chan 110

**OLIVR**

- Chan 110
- Chan 110
- Chan 110
- Chan 110

**ALTERNATE MISSER APPROACH**

- Chan 110
- Chan 110
- Chan 110
- Chan 110

**TDZE**

- 310
- 310
- 310
- 310

**TDZ/CL Rwys 1C, 11, 1R, 12, 19C and 19R**

- REIL Rwy 30
- HIRL all Rwys

**WASHINGTON, DC**

**TDZE**

- 310
- 310
- 310
- 310

**ALTERNATE MISSER APPROACH**

- Chan 110
- Chan 110
- Chan 110
- Chan 110

**OLIVR**

- 114.3 LDN (AML 20)
- 114.3 LDN (AML 20)
- 114.3 LDN (AML 20)
- 114.3 LDN (AML 20)

**RADAR REQUIRED**

- AML 20
- Chan 110
- Chan 110
- Chan 110

**WASHINGTON DULLES INTL (IAD)**
WASHINGTON, DC
LOC I-DLX
111.3
Rwy Idg 11089
TDZE 272
Apt Elev 312

ILS RWY 19C (CAT II & III)
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.
RADAR required for procedure entry at NOOXX. DME or RADAR required.

Simultaneous approach authorized. DME from AML VOR/DME. DME use requires simultaneous reception of I-DLX and AML DME.

D-ATIS
134.85
POTOMAC APP CON
120.45 306.925 (241°-330°) (091°-240°)
128.525 306.925 (331°-090°)
126.1 338.25

DULLES TOWER
120.1 317.8

GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)

MISSED APPROACH:
Simultaneous reception of I-DLX and AML DME.

DME from AML VOR/DME. DME use requires simultaneous approach authorized.

RNP APCH - GPS.

MOOOV and hold.
Climb to 3000 direct.

CATEGORII & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WASHINGTON DULLES INTL (IAD)

38°57'N-77°28'W

WASHINGTON, DC
Amdt 26A 11JUL24

ILS RWY 19C (CAT II & III)

ELEV 312  TDZE 272

LOCALIZER 111.3 I-DLX

IM 530

ALSF-2

CLNC DEL 135.7 317.8

MISSED APCH FIX

MOOOV

NE-3, 11 JUL 2024 to 05 SEP 2024

523
WASHINGTON, DC

NE-3, 11 Jul 2024 to 05 Sep 2024

DME or RADAR required. RADAR required for procedure entry at RUBNZ.
Simultaneous approach authorized.

MISSING APPROACH: Climb to 800 then climbing right turn to 3000 on heading 280° and AML VOR/DME R-264 to AMOSS INT/AML 20.4 DME and hold.

ALSF-2

WASHINGTON DULLES INTL (IAD)

D-ATIS
POTOMAC APP CON
120.45 306.925 (241°-330°)
128.525 306.925 (09°-240°)
126.1 338.25 (331°-090°)

DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwy 1L/19R and 12/30)

GND CON
121.9 317.8 (EAST)
121.625 348.6(WEST)

CLNC DEL
135.7 317.8

CPDLC

WASHINGTON, DC

AL-5100 (FAA)

ILS RWY 19R (CAT II & III)

WASHINGTON DULLES INTL (IAD)

ALTERNATE MISSED
APCH FIX
OLIVR
114.3
Chan 90

AMOSS INT
AML (20.4)

ELEV 312 D TDZE 278

SIMULTANEOUS APPROACH AUTHORIZED.

NE-3, 11 JUL 2024 to 05 SEP 2024

WASHINGTON DULLES INTL (IAD)

ILS RWY 19R (CAT II & III)
WASHINGTON, DC
APP CRS
Rwy Idg 11500
TDZE 312
Apt Elev 312

WASHINGTON DULLES INTL (IAD)

RNAV (RNP) Z RWY 1R
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500. Simultaneous approach authorized.

**POTOMAC APP CON**
120.45 306.925 (24°-330°)
128.525 306.925 (09°-240°)
126.1 338.25 (331°-090°)

**DULES TOWER**
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)

**GND CON**
121.9 317.8 (EAST)
121.625 348.6 (WEST)

**TDZE/CL 1C, 1L, 1R, 12, 134.425 348.6 (Rwy 1C/19C)**

**MISSED APPROACH:**
Climb to 800 then climbing right turn to 3000 direct JCOBY and hold.

**AUTHORIZATION REQUIRED**

WASHINGTON, DC
Amdt 1 16MAY24
WASHINGTON, DC
APP CRS 191°
Rwy Idg 11089
TDZE 272
Apt Elev 312

RNAV (RNP) Z RWY 19C
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, procedure NA below 13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 visibility all Cats to RVR 4500, and RNP 0.25 visibility all Cats to RVR 5500.

**A** CATEGORY

**B** ELEV

**C** DULLES TOWER

<table>
<thead>
<tr>
<th>POTOMAC APP CON</th>
<th>DULLES TOWER</th>
<th>GND CON</th>
<th>CLNC DEL</th>
</tr>
</thead>
<tbody>
<tr>
<td>120.45 306.925 (241°.330°)</td>
<td>120.1 317.8 (Rwy 1R/19L)</td>
<td>121.9 317.8 (EAST)</td>
<td>135.7 317.8</td>
</tr>
<tr>
<td>128.525 306.925 (291°.240°)</td>
<td>120.25 348.6 (Rwy 1C/19C)</td>
<td>121.625 348.6 (WEST)</td>
<td></td>
</tr>
<tr>
<td>126.1 338.25 (331°.090°)</td>
<td>134.425 348.6 (Rwy 1L/19R and 12/30)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**D** D-ATIS 134.85

**E** AUTHORIZATION REQUIRED

**F** RNAV (RNP) Z RWY 19C
WASHINGTON DULLES INTL (IAD)

**G** RNP 0.11 DA
554/24 282 (300-½)

**H** RNP 0.25 DA
624/30 352 (400-½)

**I** RNP 0.30 DA
702/40 430 (400-½)

WASHINGTON, DC
Amdt 1 16MAY24
38°57'N-77°28'W
For uncompensated Baro-VNAV systems, procedure NA below.

**For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.**

**AUTHORIZATION REQUIRED**

- For uncompensated Baro-VNAV systems, procedure NA below
- For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.
RNAV (RNP) Z RWY 19R
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 visibility all Cats to RVR 5500.

MISSING APPROACH: Climb to 800 then climbing right turn to 3000 direct AMOSS and hold.

AUTHORIZATION REQUIRED

WASHINGTON, DC
Original 16 May 2024

38°57'N-77°28'W
**RNAV (RNP) Z RWY 30**

**WASHINGTON DULLES INTL (IAD)**

**MISSED APPROACH:** Climb to 5000 direct HARPP and hold.

**RNP AR APCH - GPS.**

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.

**POTOMAC APP CON**

- **120.45**  
  - 306.925 (241°-330°)
  - 128.525 306.925 (091°-240°)
  - 126.138.25 (331°-090°)

- **120.25**  
  - 348.6 (Rwy 1L/19C)
  - 134.45 348.6 (Rwys 1L/19R and 12/30)

**DULLES TOWER**

- **120.1**  
  - 317.8 (Rwy 1R/19L)
  - 120.25 317.8 (Rwy 1C/19C)
  - 121.625 348.6 (WEST)

**GND CON**

- 121.9 317.8 (WEST)
- 135.7 317.8 (EAST)

**TDZE 288**

**ELEV 312**

**AUTHORIZATION REQUIRED**

**5000**

**HARPP**

VGSi and RNAV glidepath not coincident (VGSi Angle 3.00/TCH 84).

See planview for multiple IF locations.

** CATEGORY**

- **A**
  - **B**
  - **C**
  - **D**

**RNP 0.11 DA**

- 750-1 750-1 462 (500-1 500-1 1/2)

**RNP 0.30 DA**

- 808-1 808-1 520 (500-1 500-1 1/2)

**38°57'N-77°28'W**

**WASHINGTON, DC**

Orig 11JUL24

**VERIFIED**

- **NE-3, 11 JUL 2024 to 05 SEP 2024**

**WASHINGTON DULLES INTL (IAD)**
WASHINGTON, DC
AL-5100 (FAA) 24137

RNAV (GPS) RWY 12
WASHINGTON DULLES INTL (IAD)

For inop ALS, increase LNAV CAT C/D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-1.5°C or above 48°C.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below
-1.5°C or above 48°C.

MISSED APPROACH: Climb to 4000 direct
OTSUE and via 199° track to ZULKA and
general track to OLVR and hold.

Procedure NA for arrivals at
DRUZZ via V4 westbound.

Procedure NA for arrivals at
DRUZZ via V4 westbound.

POTOMAC APP CON
120.45 306.925 (241°-330°)
128.525 306.925 (091°-240°)
126.1 338.25 (331°-090°)

(DRZ)
W12A

WASHINGTON, DC
Amdt 1E 16May24
38°57’N-77°28’W

WASHINGTON, DC
Amdt 1E 16May24
38°57’N-77°28’W

WASHINGTON, DC
Amdt 1E 16May24
38°57’N-77°28’W
RNAV (GPS) Y RWY 1C
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV NA visibility to 1.5 SM. Increase LNAV Cat C/D visibility to 1.5 SM.

**APP CRS**
- POTOMAC APP CON: 120.45 306.925 (241°-330°)
- 128.525 306.925 (091°-240°)
- 126.1 338.25 (331°-090°)

**DULLES TOWER**
- 120.1 317.8 (Rwy 1R/19L)
- 120.25 348.6 (Rwys 1L/19R and 12/30)

**RNAV (GPS) Y RWY 1C**
- RNAV (GPS) Y RWY 1C

**GND CON**
- 121.625 348.6 (Rwy 1C/19C)
- 121.625 348.6 (Rwy 1R/19L and 12/30)

**MISSED APPROACH FIX**
- MUDDO
- MRTZY
- MOOOV
- MATAZ
- LAWWS
- R-6608B
- R-6608C
- LAZER
- GRASK
- GNATZ
- HUFFF

**SDS CON**
- RW01C
- CHDMN

**CIRCLING**
- LPV (300-1)
- LNAV/VNAV (500-1)

**CLNC DEL**
- VRP 1C, 1L, 1R, 12, 19C, and 19R
- REIL Rwy 30
- HIRL all Rwys

**RNAV (GPS) Y RWY 1C**
- RNAV (GPS) Y RWY 1C

**GND CON**
- 121.625 348.6 (Rwy 1C/19C)
- 121.625 348.6 (Rwy 1R/19L and 12/30)

**MISSED APPROACH FIX**
- MUDDO
- MRTZY
- MOOOV
- MATAZ
- LAWWS
- R-6608B
- R-6608C
- LAZER
- GRASK
- GNATZ
- HUFFF

**SDS CON**
- RW01C
- CHDMN

**CIRCLING**
- LPV (300-1)
- LNAV/VNAV (500-1)

**CLNC DEL**
- VRP 1C, 1L, 1R, 12, 19C, and 19R
- REIL Rwy 30
- HIRL all Rwys

**RNAV (GPS) Y RWY 1C**
- RNAV (GPS) Y RWY 1C

**GND CON**
- 121.625 348.6 (Rwy 1C/19C)
- 121.625 348.6 (Rwy 1R/19L and 12/30)

**MISSED APPROACH FIX**
- MUDDO
- MRTZY
- MOOOV
- MATAZ
- LAWWS
- R-6608B
- R-6608C
- LAZER
- GRASK
- GNATZ
- HUFFF

**SDS CON**
- RW01C
- CHDMN

**CIRCLING**
- LPV (300-1)
- LNAV/VNAV (500-1)

**CLNC DEL**
- VRP 1C, 1L, 1R, 12, 19C, and 19R
- REIL Rwy 30
- HIRL all Rwys

**RNAV (GPS) Y RWY 1C**
- RNAV (GPS) Y RWY 1C

**GND CON**
- 121.625 348.6 (Rwy 1C/19C)
- 121.625 348.6 (Rwy 1R/19L and 12/30)

**MISSED APPROACH FIX**
- MUDDO
- MRTZY
- MOOOV
- MATAZ
- LAWWS
- R-6608B
- R-6608C
- LAZER
- GRASK
- GNATZ
- HUFFF
WASHINGTON, DC

AL-5100 (FAA)  24137

RNAV (GPS) Y RWY 1L
WASHINGTON DULLES INTL (IAD)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized.

For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Increase LNAV Cat C/D visibility to 1½ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

LNAV procedure For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized.

For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Increase LNAV Cat C/D visibility to 1½ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized.

For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Increase LNAV Cat C/D visibility to 1½ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.
RNAV (GPS) Y RWY 19L
WASHINGTON DULLES INTL (IAD)

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. *RVR 1800 authorized with use of FD or AP or HUD to DA.

POTOMAC APP CON
120.45 306.925 (241°-330°)
128.525 306.925 (091°-240°)
126.1 338.25 (331°-090°)

DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 346.6 (Rwy 1C/19C)
134.425 348.6 (Rwy 1C/19C)

GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)

CLNC DEL
135.7 317.8

D-ATIS
134.85

CPDLC

ELEV 312  D
TDZE 302

RNAV (GPS) Y RWY 19L
WASHINGTON DULLES INTL (IAD)

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00°/TCH 75°).

Category A

LNAV MDA
760/24 458 (500-75)
CIRCLING
940-1 628 (700-1)

LNAV/ VNAV DA
760/24 458 (500-75)
760/45 458 (500-75)

LPV DA
502/24 200 (200-1/2)

TPV DA
760/45 458 (500-75)

NPA RWY 19L

TDZ/CL Rwys 1C, 1L
1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

WASHINGTON, DC
Amdt 3 16MAY24

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024

NE-3, 11 JUL 2024 to 05 SEP 2024
WASHINGTON DULLES INTL (IAD)

RNAV (GPS) Y RWY 19R

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct AMOSS and hold.

POTOMAC APP CON

120.45 306.925 (241°-330°)
128.525 306.925 (091°-240°)
126.1 338.25 (331°-090°)

DULLES TOWER

120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
121.9 317.8 (Rwy 1L/19R and 12/30)
134.425 348.6 (Rwy 1C/19C)

GND CON

134.85

CLNC DEL

135.7 317.8

CPDLC

126.1 338.25
128.525 306.925
120.45 306.925

Amdt 1 16MAY24

WASHINGTON, DC

Amdt 1 16MAY24

38°57’N-77°28’W

WASHINGTON DULLES INTL (IAD)
RNAV (GPS) Y RWY 30
WASHINGTON DULLES INTL (IAD)

**NE-3, 11 JUL 2024 to 05 SEP 2024**

---

### RNAV (GPS) Y RWY 30

**WASHINGTON DULLES INTL (IAD)**

**App Crs** 301°

<table>
<thead>
<tr>
<th>RWY Idg</th>
<th>Elev</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>1001</td>
<td>312</td>
<td>312</td>
</tr>
</tbody>
</table>

**App Crs**

- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

**Potomac App Con**

- 120.45 306.925 (241°-330°)
- 128.525 306.925 (091°-240°)
- 126.1 338.25 (331°-090°)

**Dulles Tower**

- 120.1 317.8 (Rwy 1R/19L)
- 120.25 348.6 (Rwy 1C/19C)
- 134.425 348.6 (Rwys 1L/19R and 12/30)

**D-ATIS**

- 134.85

**Gnd Con**

- 121.9 317.8 (East)
- 121.625 348.6 (West)

**Clnc Del**

- 135.7 317.8

**Missed Approach**

- Climb to 5000 direct HARPP and hold.

**Elev** 312

---

### Diagram

- **HARPP**
- **NOYZZ**
- **RW30**
- **Fuddy**
- **LOFFT**

**Gnd Con**

- 121.9 317.8 (East)
- 121.625 348.6 (West)

**Clnc Del**

- 135.7 317.8

**Gnd Con**

- 121.9 317.8 (East)
- 121.625 348.6 (West)

**Clnc Del**

- 135.7 317.8

---

### Table

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LNAV/VNAV DA</td>
<td>513 (500-1/3)</td>
<td>801-1/3</td>
<td>513 (500-1/3)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>612 (600-1)</td>
<td>612 (600-1/3)</td>
<td>900-1/3</td>
<td>900-1/3</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>868 (900-2/3)</td>
<td>628 (700-1/3)</td>
<td>940-1/3</td>
<td>940-1/3</td>
</tr>
</tbody>
</table>

---

### Notes

- VGSI and RNAV glidepath not coincident (VGSI Angle 3.00°/TCH 84).
- For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.
- RNAV (GPS) Y RWY 30.

---

### Dimensions

- **5000**
- **HARPP**

---

### Diagram

- **HARPP**
- **NOYZZ**
- **RW30**
- **Fuddy**
- **LOFFT**

---

### NE-3, 11 JUL 2024 to 05 SEP 2024

- **TDZ/CL 1C, 11, 1R, 12, 19C and 19R**
- **REIL Rwy 30**
- **HIRL all Rwys**

---

### Washington, DC

**Orig 11 Jul 24**

38°57'N-77°28'W

---

### FAA

**AL-5100**

24193
INSTRUCTIONS IS REQUIRED.
READBACK OF ALL RUNWAY HOLDING CLEARANCES.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

Runway Status Lights in operation.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

NE-3, 11 JUL 2024 to 05 SEP 2024

AIRPORT DIAGRAM
23334
AL-5100 (FAA)
NOTE: Chart not to scale.

WASHINGTON, DC
WASHINGTON DULLES INTL

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1C/1L/1R: Climb heading 011° to 820, then left turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .

TAKEOFF RUNWAYS 19C/19R/19L: Climb heading 191° to 820, then right turn direct TIICE (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .

TAKEOFF RUNWAY 30: Climb heading 301° to 820, then left turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .

... Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

RAMAY TRANSITION (BUNZZ3.RAMAY)

TAKEOFF MINIMUMS:
Rwy 12: NA-ATC.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Radar required.
NOTE: Aircraft may be Radar vectored to LOULU, TIICE, WHYUU, BUNZZ, or RAMAY.

TOP ALTITUDE: 3000

NOTE: Chart not to scale.
NOTE: RADAR required.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned by ATC, Thence. . . .

TAKE OFF RUNWAY 12: Climb heading 121° or as assigned by ATC, Thence. . . .

TAKE OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned by ATC, Thence. . . .

TAKE OFF RUNWAY 30: Climb heading 301° or as assigned by ATC, Thence. . . .

. . . Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first Navaid/Fix/Route is located, or as assigned.
POTOMAC DEP CON
126.65 350.2
D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwy 1L/19R, 12/30)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence... . . .

. . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/C/R: Climb on heading 011° to 820, then on heading 011° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

TAKEOFF RUNWAYS 19L/C/R: Climb on heading 191° to 820, then turn right heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

TAKEOFF RUNWAY 30: Climb on heading 301° to 820, then turn right heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

....on track 112° to JCOBY. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (JCOBY4.AGARD): COLIN TRANSITION (JCOBY4.COLIN):

SCOOB TRANSITION (JCOBY4.SCOOB):

SWANN TRANSITION (JCOBY4.SWANN):

NOTE: Chart not to scale.
JDUBB FOUR DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)
JERES TWO DEPARTURE (RNAV)

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAYS 1C/1L/1R:** Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to IDORE, thence....

**TAKEOFF RUNWAY 19L/19C/19R:** Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....

**TAKEOFF RUNWAY 30:** Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....

.... on track 030° to JERES, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

**NOTE:** Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/C/R: Climb heading 011° to 820, then on heading 340° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

. . . . on track 347° to MCRAY, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

NOTE: Chart not to scale.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500’ per NM to 820.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1C/1L/1R: Climb heading 011° to 820, then climbing left turn direct LOULU (or assigned ATC heading), then on track 244° to RNLDI, thence...

TAKEOFF RWYS 19C/19R/19L: Climb heading 191° to 820, then climbing right turn direct TIICE (or assigned ATC heading), then on depicted route to RNLDI, thence...

TAKEOFF RWY 30: Climb heading 301° to 820, then climbing left turn direct LOULU (or assigned ATC heading), then on track 244° to RNLDI, thence...

... maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (RNLDI4.OTTTO):

NOTE: Chart not to scale.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Aircraft may be Radar vectored to LOULU, TIICE, WHYUU, RNLDI or OTTTO.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/C/R, 19L/C/R, 30: 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):

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with a minimum climb of 500’ per NM to 820.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/C/R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .

TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then right turn on heading 320° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 820, then right turn on heading 320° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .

. . . . on track 073° to WOOLY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (WOOLY2.AGARD)

BALTIMORE TRANSITION (WOOLY2.BAL)

SWANN TRANSITION (WOOLY2.SWANN)
RNAV (GPS) RWY 24
EAGLE’S NEST (W13)

Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6700 direct OBEPE and hold, continue climb-in-hold to 6700.

RNAP APCH.

WAYNESBORO, VIRGINIA
AL-10584 (FAA)

APP CRS
241°

Rwy Idg 2004
TDZE 1436
Apt Elev 1436

POTOMAC APP CON
132.85 323.125

AWOS-3PT 118.625

30 NM to ZEDPA

241°

151°

321°

30 NM to ZEDPA

6700

ZEDPA

241°

OBEPE

061°

7 NM

1713

241°

2660

NAYLO

LIBMY

(ZEDPA)

3851

1436

3970

1436

RW24

NAYLO

LIBMY

ZEDPA

1974

OBEPE

3032

3290

MIRL Rwy 6-24

6700

6300

9000

3374

4100 (2)

4400

241°

241°

241°

1436

38°05’N-78°57’W

EAGLE’S NEST (W13)

WAYNESBORO, VIRGINIA

Amdt 1A 10SEP20

NE-3, 11 JUL 2024 to 05 SEP 2024

556
Proceed VFR from XUHSO or conduct the specified missed approach.

For VFR missed approach exit restricted area to north expeditiously.

Limit all segments to 80 KIAS.

Use Phillips AAF altimeter setting.
### Departure Route Description

**VFR SEGMENT:** From VFR climb to XUHSO, cross XUHSO at or above 800.

**IFR SEGMENT:** From XUHSO climb on track 005° to cross JIRET at or above 2500.
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct HCM VORTAC and hold, continue climb-in-hold to 2000.

Procedure NA for arrivals on HPW VORTAC airway radials 323 CW 025.

When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet and increase S-10 Cat B and Circling Cat B visibility ½ SM. VDP NA when using Newport News altimeter setting.
NoPT for arrival at HCM VORTAC on V38 westbound.

When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.
Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).
When local altimeter setting not received, use Frederick altimeter setting and increase LPV DA to 1199 feet, LNAV/VNAV DA to 1307 feet, and all MDAs 120 feet; increase LPV all Cats visibility ½ SM, LNAV Cat C visibility ¾ SM, and Circling Cat C visibility ½ SM. When VGSI inop, Straight-in/Circling RWY 16 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

**Procedure NA for arrivals at BINNS on V265 northbound.**

**MISSED APPROACH:**
Climb to 2200 direct NABIC then climbing left turn to 3000 on track 070° to FIGID and hold.

**AWOS-3**
121.25

**POTOMAC APP CON**
125.525 291.625

**GCO**
121.725

**UNICOM**
122.7 (CTAF)

**APP CRS** 159°
Rwy Idg 5100
TDZE 789
Apt Elev 789

**RNAV (GPS) RWY 16**
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

**Category**

- **B:** 1598
- **C:** 1596
- **D:** 1598

**LPV DA**
1081-1 292 (300-1)
NA

**LNAV/VNAV DA**
1189-1 400 (400-1%)
NA

**LNAV MDA**
1280-1 491 (500-1%)
1280-1 491 (500-1%)
NA

**CIRCLING**
1320-1 1400-1 (600-1)
1500-2 (700-1)
711 (800-2)
NA

**Base Leg:**
6.9 NM 3.4 NM

**Holding Pattern**
4 NM

**GP 3.00° TCH 265°**

**Figid 1144**

**NABIC**

**Binns**

**Figid 250°**

**Figid 070°**

**UNYTS**

**070°**

**250°**

**1144**

**2200**

**070°**

**1276**

**3000**

**NA**

**159°**
**NE-3, 11 JUL 2024 to 05 SEP 2024**

**WASHINGTON DC METROPOLITAN SFRA**

**WARNING -- WASHINGTON DC SFRA.**

CTC POTOMAC APP CON

---

**MISSING APPROACH:** Climbing left turn to 2900 direct EMI VORTAC and hold.

---

**AWOS-3** 121.25  
**POTOMAC APP CON** 125.525 291.625  
**GCO** 121.725  
**UNICOM** 122.7 (CTAF)

---

**WASHINGTON DC VOR RWY 34**

**CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)**

---

**CATEGORY**  
A  |  B  |  C  |  D
---|---|---|---
S-34 1480-1 692 (700-1) 1480-2 692 (700-2) NA
CIRCLING 1480-1 691 (700-1) 1500-2 711 (800-2) NA

---

**NE-3, 11 JUL 2024 to 05 SEP 2024**

**Amdt 4C 20MAY21**

---
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2 \frac{3}{4} \text{ or standard with minimum climb of } 225' \text{ per NM to } 1300.
Rwy 34: Standard.

**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

**COLIN TRANSITION (CONLE5.COLIN)**

**SCOOB TRANSITION (CONLE5.SCOOB)**
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2\(\frac{3}{4}\) or Standard with minimum climb of 225'/NM to 1300.
Rwy 34: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL.OTTTO)
RAMAY TRANSITION (FOXHL. RAMAY)
POTOMAC DEP CON  
125.525  291.625  
AWOS-3  
121.25

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

**TOP ALTITUDE:**  
**16000**

NOTE: Jet aircraft only.

**TAKEOFF MINIMUMS:**  
Rwy 16: 400-2¾ or Standard with minimum climb of 225'/NM to 1300.  
Rwy 34: Standard.

NOTE: Chart not to scale.

**DEPARTURE ROUTE DESCRIPTION**

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

**JERES TRANSITION (LINSE1.JERES)**  
**MCRAy TRANSITION (LINSE1.MCRAy)**
NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2 3/4 or Standard with minimum climb of 225'/NM to 1300.
Rwy 34: Standard.
DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTC)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)
RNAV (GPS) RWY 14
CLEARVIEW AIRPARK (2W2)

**RNAV APCH.**

- **DMW AWOS-3**
  - **121.25**

- **POTOMAC APP CON**
  - **125.525 291.625**

- **UNICOM**
  - **122.8** (CTAF)

**RNAP CH.**

- **APR CRS 135°**
  - **Rwy Idg 1840**
  - **TDZE 799**
  - **Apt Elev 799**

**1724**

- Procedure NA for arrivals at GATHR on V408 eastbound.

**MISSED APPROACH:** Climb to 1500 then climbing left turn to 3000 direct BENDI and hold.

**RNP APCH.**

- Procedure NA at night. Rw 14 helicopter visibility reduction below 1 SM NA. Use Carroll County Rgnl/Jack B. Poage Fld altimeter setting, when not received, use Gaithersburg altimeter setting and increase all MDA 60 feet.

**Visual Segment - Obstacles.**

- **1500**
- **3000**
- **2400**
- **135°**
- **BENDI**

**RNAV (GPS) RWY 14**

**CLEARVIEW AIRPARK (2W2)**

**CATEGORY**

- **A**
- **B**
- **C**
- **D**

**LNAV MDA**

- **1360-1**
  - **561 (600-1)**
  - **NA**

**CIRCLING**

- **1360-1**
  - **561 (600-1)**
  - **NA**

**Amdt 1C 23APR20**

**39°28'N-77°01'W 571**
Use Carroll County Rgnl/Jack B Poage Fld altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1,500, then climbing left turn to 2600 direct EMI VORTAC and hold.

DMW AWOS-3  
121.25

POTOMAC APP CON  
125.525  291.625

UNICOM  
122.8 (CTAF) 

REM. APPROACH: Climb to 1,500, then climbing left turn to 2600 direct EMI VORTAC and hold.

Helicopter visibility reduction below 1 SM NA.

Use Carroll County Rgnl/Jack B Poage Fld altimeter setting. Procedure NA at night.
RNAV (GPS)-C
WILLIAMSBURG/JAMESTOWN (JGG)

**AWOS-3**
120.625

**NORFOLK APP CON**
119.45 360.6

**GCO**
135.075

**UNICOM**
122.8 (CTAF)

**APP CRS**
115°

**Rwy Idg**
N/A

**TDZE**
N/A

**Apt Elev**
49

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

**DME/DME RNP-0.3 NA.** Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Newport News altimeter setting and increase all MDA 40 feet.

**Procedure NA for arrivals on HPW VORTAC airway radials 025 CW 178.**

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

**CAUTION:** Climbing left turn to 2000 direct HCM VORTAC and hold.

**NE-3, 11 JUL 2024 to 05 SEP 2024**
37°14'N - 76°43'W
573
VOR-B

WILLIAMSBURG/JAMESTOWN (JGG)

- Procedure NA at night.
- Rwy 13, 31 helicopter visibility reduction below 1 SM NA.
- MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

AWOS-3
120.625

NORFOLK APP CON
119.45 360.6

GCO
135.075

UNICOM
122.8 (CTAF)

IF/IAF HARCUM
108.8 HCM
Chan 25

HIGAL INT
108.8 HCM
Chan 25

MAFZE
12.4

VOR-B

WILLIAMSBURG, VIRGINIA

AL-6425 (FAA)

VORTAC HCM
108.8
Chan 25

APP CRS
188°

Rwy Idg
TDZE
Apt Elev
N/A
N/A
49

NE-3, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 1
NEW CASTLE (ILG)

ADF required.
RADAR required to define BLARE.

When local altimeter setting not received, use Philadelphia altimeter setting increase all DA to
330 feet and all MDA 60 feet; increase S-LOC 1 Cat C/D visibility to 1/2 SM and Circling
visibility locality 1 SM, Cat D to 2 1/2 SM; increase CASTL fix minimums S-LOC 1 Cat C/D
visibility to RVR 5000 and Circling Cat D to 2 1/2 SM. For inop ALS increase S-LOC 1 Cat C/D to
1/2 SM for CASTL fix minimums, increase S-LOC 1 Cat C/D visibility to 1/2 SM. For inop ALS
when using Philadelphia Intl altimeter setting, increase S-LOC 1 Cat C and D visibility to 1 1/2 SM;
CASTL fix minimums S-LOC 1 Cat C/D to 1 1/2 SM. **RVR 1800 authorized with use of FD or AP
or HUD to DA (NA when using Philadelphia Intl altimeter setting).

MALS (Annulate)
MISSED APPROACH: Climb to 900 then climbing left turn to
2000 direct HADIN
LOM and hold.

Procedure NA for arrivals at BAINS on V166 westbound.

Procedure NA for arrivals at ODESA on

One Minute
Holding Pattern
*640 when using Philadelphia Intl
altimeter setting.

7000
2000
195°
015°
1900

GS 3.00°
TCH 53

CATEGORY
A  B  C  D
S-ILS 276/24 200 (200-1/2)
S-LOC 1  580/24 504 (500-1/2)  580/55 504 (500-1)
C CIRCLING 580-1 500 (500-1)  600-1/2 520 (600-1/2)  800-2 720 (800-2/4)

CASTL FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)
S-LOC 1  480/24 404 (400-1/2)  480/40 404 (400-4)
C CIRCLING 540-1 560-1  600-1/2 520 (600-1/2)  800-2 720 (800-2/4)

** RVR 1800 authorized with use of FD or AP
or HUD to DA (NA when using Philadelphia Intl altimeter setting).

When local altimeter setting not received, use Philadelphia altimeter setting increase all DA to
330 feet and all MDA 60 feet; increase S-LOC 1 Cat C/D visibility to 1/2 SM and Circling
visibility locality 1 SM, Cat D to 2 1/2 SM; increase CASTL fix minimums S-LOC 1 Cat C/D
visibility to RVR 5000 and Circling Cat D to 2 1/2 SM. For inop ALS increase S-LOC 1 Cat C/D to
1/2 SM for CASTL fix minimums, increase S-LOC 1 Cat C/D visibility to 1/2 SM. For inop ALS
when using Philadelphia Intl altimeter setting, increase S-LOC 1 Cat C and D visibility to 1 1/2 SM;
CASTL fix minimums S-LOC 1 Cat C/D to 1 1/2 SM. **RVR 1800 authorized with use of FD or AP
or HUD to DA (NA when using Philadelphia Intl altimeter setting).
Inoperative table does not apply to LPV all Cats and LNAV Cats A and B.

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (25°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility to RVR 6000 and Circling Cat D visibility ¼ SM. For inoperative MALS, increase LNAV Cats C and D visibility ¼ mile. For inoperative MALS, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat C ¼ mile.


## CATEGORY

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LPV DA</td>
<td>326/50</td>
<td>250 (300-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>525/50</td>
<td>449 (500-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>480/50</td>
<td>404 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>540-1</td>
<td>560-1</td>
<td>600-1½</td>
<td>800-2¼</td>
</tr>
<tr>
<td></td>
<td>460 (500-1)</td>
<td>480 (500-1)</td>
<td>520 (600-1½)</td>
<td>720 (800-2¼)</td>
</tr>
</tbody>
</table>
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¼ mile NA. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 448, LNAV/VNAV DA to 568, and all MDAs 60 feet; increase LPV all Cats and Circling Cat D visibility ¼ SM and LNAV/VNAV all Cats visibility ½ SM.

**MISSED APPROACH:**
- Climb to 2100 direct GUSTE and via track 124° to OOD VORTAC and hold.

**ATIS**
- PHILADELPHIA APP CON 123.95
- WILMINGTON TOWER * 126.00 (CTAF) 352.05
- GND CON 121.7 275.8
- CINC DEL 119.95
- UNICOM 122.95

Procedure NA for arrival on MXE VORTAC airway radials 177 CW 283.

**WILMINGTON, DELAWARE**

**RNAV (GPS) RWY 9**

**NEW CASTLE (ILG)**

**ATIS**
- PHILADELPHIA APP CON 123.95
- WILMINGTON TOWER * 126.00 (CTAF) 352.05
- GND CON 121.7 275.8
- CINC DEL 119.95
- UNICOM 122.95

Procedure NA for arrival on OOD VORTAC airway radials 212 CW 290.

**ATIS**
- PHILADELPHIA APP CON 123.95
- WILMINGTON TOWER * 126.00 (CTAF) 352.05
- GND CON 121.7 275.8
- CINC DEL 119.95
- UNICOM 122.95

Procedure NA for arrival on OOD VORTAC airway radials 212 CW 290.

**ATIS**
- PHILADELPHIA APP CON 123.95
- WILMINGTON TOWER * 126.00 (CTAF) 352.05
- GND CON 121.7 275.8
- CINC DEL 119.95
- UNICOM 122.95

Procedure NA for arrival on OOD VORTAC airway radials 212 CW 290.

**WILMINGTON, DELAWARE**

**RNAV (GPS) RWY 9**

**NEW CASTLE (ILG)**

**ATIS**
- PHILADELPHIA APP CON 123.95
- WILMINGTON TOWER * 126.00 (CTAF) 352.05
- GND CON 121.7 275.8
- CINC DEL 119.95
- UNICOM 122.95

Procedure NA for arrival on OOD VORTAC airway radials 212 CW 290.
RNAV (GPS) RWY 19
NEW CASTLE (ILG)

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 425, LNAV/VNAV DA to 592, and all MDAs 60 feet; increase LPV all Cats and LNAV and Circling Cat D visibility 1/4 SM.

ATIS
123.95
PHILADELPHIA APP CON
118.35 323.1
WILMINGTON TOWER*
126.0 (CTAF) 352.05
GND CON
121.7 275.8
CLNC DEL
119.95
UNICOM
122.95

Procedure NA for arrival on MXE VORTAC airway radials 056 CW 129.

Procedure NA for arrival on DQO VORTAC airway radials 053 CW 068.

REIL Rwy 9, 19 and 27
HIRL Rwy 1-19 and 9-27
MIRL Rwy 14-32

RNAV (GPS) RWY 19
NEW CASTLE (ILG)

Apt Elev
TDZE
ELEV

LPV DA
371-1 300 (300-1)
LNAV/ VNAV DA
538-1 467 (500-1)
LNAV MDA
480-1 409 (400-1) 480 (400-1)
CIRCLING
540-1 460 (500-1) 480 (500-1)
520 (600-1) 720 (800-1)

MPA RW 19 25 NM
2600
RNAV (GPS) RWY 27
NEW CASTLE (ILG)

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 584, and all MDAs 60 feet; increase LPV all Cats and LNAV Cat C/D visibility 1/4 SM and LNAV/VNAV all Cats and Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

Procedure NA for arrivals at RUUTH via V123-157 northeast bound.

Procedure NA for arrival on OOD VOR airway radials 290 CW 336.

* LNAV only.

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 54).

Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1/4 SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 584, and all MDAs 60 feet; increase LPV all Cats and LNAV Cat C/D visibility 1/4 SM and LNAV/VNAV all Cats and Circling Cat D visibility 1/4 SM.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

Procedure NA for arrivals at RUUTH via V123-157 northeast bound.

Procedure NA for arrival on OOD VOR airway radials 290 CW 336.

* LNAV only.

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 54).
One Minute Holding Pattern

VOR RWY 9
NEW CASTLE (ILG)

One Minute Holding Pattern

VGSI and descent angles not coincident (VGSI Angle 3.0°/TCH 61).

MisSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct DQO VORTAC then on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.

ATIS
PHILADELPHIA APP CON
WILMINGTON TOWER
GND CON
CLNC DEL
UNICOM

123.95
118.35 323.1
126.0 (CTAF) 352.05
121.7 275.8
119.95
122.95

WILMINGTON, DELAWARE
AL-458 (FAA)
580

VOR RWY 9
NEW CASTLE (ILG)

NE-3, 11 JUL 2024 to 05 SEP 2024

WILMINGTON, DELAWARE
Amdt 7C 16MAY24

39°41'N-75°36'W

VOR RWY 9
NEW CASTLE (ILG)
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 32**

**WINCHESTER RGNL (OKV)**

**AWOS-3** 124.85  **POTOMAC APP CON** 120.45 306.925  **CLNC DEL** 126.15  **UNICOM** 122.975 (CTAF)

**MISSED APCH FIX** MEPEW

**ELEV** 726  **TDZE** 715

**RNP APCH.**

- **AWOS-3**: 124.85
- **POTOMAC APP CON**: 120.45 306.925
- **CLNC DEL**: 126.15
- **UNICOM**: 122.975 (CTAF)

**WINCHESTER, VIRGINIA**

<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>915-½</td>
<td>200 (200-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV/ VNAV DA</td>
<td>1056-½ 341 (400-½)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1100-3/4 385 (400-½)</td>
<td>1100-1 385 (400-1)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1180-1 454 (500-1)</td>
<td>1220-1 494 (500-1)</td>
<td>1380-1¾ 654 (700-1¾)</td>
<td>1480-2½ 754 (800-2½)</td>
</tr>
</tbody>
</table>

**MISSING APPROACH:**

- Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

**MISSED APPROACH:**

- Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

**MALSR:**

- Climbing to 5000, direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

**WINDHESTER, VIRGINIA**

**Orig-A**: 25APR19

**AL-5251 (FAA)**

**NE-3, 11 JUL 2024 to 05 SEP 2024**
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ½ mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

Procedure NA for arrivals on MRB VORTAC airway radials 223 CW 284.
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 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.

TAKING-OFF MINIMUMS
Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 240' per NM to 1900.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 144° or as assigned by ATC. Expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

TAKEOFF RUNWAY 32: Climb on heading 324° or as 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: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.

NOTE: Chart not to scale.
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence . . . .

. . . . as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):

TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 240' per NM to 1900.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.
RNAV (GPS) RWY 6
LONESOME PINE (LNP)

APP CRS
066°

Rwy Idg 5280
TDZE 2671
Apt Elev 2684

RNP APCH.

Procedure NA at night.
Rwy 6 helicopter visibility reduction below 1 SM NA.

AWOS-3
118.6

INDIANAPOLIS CENTER
126.575 257.85

UNICOM
123.0 (CTAF) 0

Final approach course offset 4.24°.

Procedure NA for arrivals at HILTO on V466-519 northeast bound.

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 34).

6400 RISTE

REIL Rwy 6 0
MIRL Rwy 6-24 0

NE-3, 11 JUL 2024 to 05 SEP 2024
**LOC RWY 24**  
**LONESOME PINE (LNP)**

**AWOS-3**  
118.6

**INDIANAPOLIS CENTER**  
126.575  257.85

**UNICOM**  
123.0 (CTAF)

---

**CATEGORY**  
A  B  C  D

**S-LOC 24**  
3160-1  476 (500-1)  3160-1¼  476 (500-1¼)

**CIRCLING**  
3240-1  556 (600-1)  3360-1  676 (700-1)

**CIRCLING**  
556 (600-1)  676 (700-1)  676 (700-2)  876 (900-2½)

---

**DME required. RNAV 1-GPS required.**

- **Circling to Rwy 6 NA at night. Rwy 24 helicopter visibility reduction below 1/4 SM NA.**

---

**LOCALIZER**  
110.7

**I-OWN**  
242°

**Chan 44**

---

**HOLD**  
6000  4600

---

**One Minute Holding Pattern**

- Use I-OWN DME when on the localizer course.

---

**JUBTO INT**

- Climb to 3300 then climbing right turn to 4600 direct JUBTO and hold.

---

**ODALs**

- Missed Approach: Climb to 3300 then climbing right turn to 4600 direct JUBTO and hold.
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.

<table>
<thead>
<tr>
<th>ft/NM</th>
<th>%</th>
<th>GROUND SPEED (knots)</th>
<th>ANGLE</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>60</td>
<td>90</td>
</tr>
<tr>
<td>152</td>
<td>2.50</td>
<td>150</td>
<td>230</td>
</tr>
<tr>
<td>200</td>
<td>3.29</td>
<td>200</td>
<td>300</td>
</tr>
<tr>
<td>210</td>
<td>3.46</td>
<td>210</td>
<td>320</td>
</tr>
<tr>
<td>220</td>
<td>3.62</td>
<td>220</td>
<td>330</td>
</tr>
<tr>
<td>230</td>
<td>3.79</td>
<td>230</td>
<td>350</td>
</tr>
<tr>
<td>240</td>
<td>3.95</td>
<td>240</td>
<td>360</td>
</tr>
<tr>
<td>250</td>
<td>4.11</td>
<td>250</td>
<td>380</td>
</tr>
<tr>
<td>260</td>
<td>4.28</td>
<td>260</td>
<td>390</td>
</tr>
<tr>
<td>270</td>
<td>4.44</td>
<td>270</td>
<td>410</td>
</tr>
<tr>
<td>280</td>
<td>4.61</td>
<td>280</td>
<td>420</td>
</tr>
<tr>
<td>290</td>
<td>4.77</td>
<td>290</td>
<td>440</td>
</tr>
<tr>
<td>300</td>
<td>4.94</td>
<td>300</td>
<td>450</td>
</tr>
<tr>
<td>310</td>
<td>5.10</td>
<td>310</td>
<td>470</td>
</tr>
<tr>
<td>320</td>
<td>5.27</td>
<td>320</td>
<td>480</td>
</tr>
<tr>
<td>330</td>
<td>5.43</td>
<td>330</td>
<td>500</td>
</tr>
<tr>
<td>340</td>
<td>5.60</td>
<td>340</td>
<td>510</td>
</tr>
<tr>
<td>350</td>
<td>5.76</td>
<td>350</td>
<td>530</td>
</tr>
<tr>
<td>360</td>
<td>5.92</td>
<td>360</td>
<td>540</td>
</tr>
<tr>
<td>370</td>
<td>6.09</td>
<td>370</td>
<td>560</td>
</tr>
<tr>
<td>380</td>
<td>6.25</td>
<td>380</td>
<td>570</td>
</tr>
<tr>
<td>390</td>
<td>6.42</td>
<td>390</td>
<td>590</td>
</tr>
<tr>
<td>400</td>
<td>6.58</td>
<td>400</td>
<td>600</td>
</tr>
<tr>
<td>450</td>
<td>7.41</td>
<td>450</td>
<td>680</td>
</tr>
<tr>
<td>500</td>
<td>8.23</td>
<td>500</td>
<td>750</td>
</tr>
<tr>
<td>550</td>
<td>9.05</td>
<td>550</td>
<td>830</td>
</tr>
</tbody>
</table>