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

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Department of Defense - Federal Aviation Administration
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<td>Back Cover</td>
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</tbody>
</table>

### CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

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

See the FAQs prior to contact via toll free number or email.

Request for the creation or revisions to Airport Diagrams should be in accordance with FAA Order 7910.4
INOPERATIVE COMPONENTS OR VISUAL AIDS TABLE
(For Civil Use Only)

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

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

<table>
<thead>
<tr>
<th>(1) ILS, PAR, LPV, GLS minima</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>All ALS types (except ODALS)</td>
</tr>
<tr>
<td></td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(2) ILS, LPV, GLS with visibility minima of RVR 1800†/2000*/2200*</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
</tr>
<tr>
<td></td>
<td>To RVR 4000†</td>
</tr>
<tr>
<td></td>
<td>To RVR 4500*</td>
</tr>
<tr>
<td></td>
<td>TDZL or RCLS</td>
</tr>
<tr>
<td></td>
<td>To RVR 2400#</td>
</tr>
<tr>
<td></td>
<td>RVR</td>
</tr>
<tr>
<td></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.

<table>
<thead>
<tr>
<th>(3) All Approach Types and all lines of minima other than (1) &amp; (2) above</th>
<th>Increase Visibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
</tr>
<tr>
<td></td>
<td>½ mile</td>
</tr>
<tr>
<td></td>
<td>MALSF, MALS, SSALF, SSALS, SALSF, SALS</td>
</tr>
<tr>
<td></td>
<td>¼ mile</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(4) Sidestep minima (CAT C-D)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid to Sidestep Runway</td>
</tr>
<tr>
<td>---------------------------------------------------------</td>
</tr>
<tr>
<td>ALSF 1 &amp; 2, MALSR, SSALR</td>
</tr>
<tr>
<td>½ mile</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>(5) All Approach Types, All lines of minima</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inoperative Component or Visual Aid</td>
</tr>
<tr>
<td>---------------------------------------------</td>
</tr>
<tr>
<td>ODALS (CAT A-B)</td>
</tr>
<tr>
<td>ODALS (CAT C-D)</td>
</tr>
</tbody>
</table>
## Terms/Landing Minima Data

### IFR Landing Minima

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

### Landing Minima Format

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

### CoPter Minima Only

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>COPTER</th>
</tr>
</thead>
<tbody>
<tr>
<td>H-176°</td>
<td>680-½</td>
</tr>
<tr>
<td></td>
<td>363</td>
</tr>
</tbody>
</table>

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

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

### Cold Temperature Airports

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

### Cold Temperature Error Table

**Height Above Airport in Feet**

| Reported Temp °C | 200 | 300 | 400 | 500 | 600 | 700 | 800 | 900 | 1000 | 1500 | 2000 | 3000 | 4000 | 5000 |
|------------------|-----|-----|-----|-----|-----|-----|-----|-----|------|------|------|------|------|------|------|
| +10              | 10  | 10  | 10  | 10  | 10  | 20  | 20  | 20  | 20   | 30   | 40   | 60   | 80   | 90   |
| 0                | 20  | 20  | 30  | 40  | 50  | 60  | 70  | 80  | 90   | 90   | 120  | 150  | 200  | 290  |
| -10              | 20  | 30  | 40  | 50  | 60  | 70  | 80  | 90  | 100  | 100  | 120  | 140  | 170  | 210  |
| -20              | 30  | 50  | 60  | 70  | 90  | 100 | 120 | 130 | 140  | 140  | 160  | 200  | 270  | 280  |
| -30              | 40  | 60  | 80  | 100 | 120 | 140 | 150 | 170 | 190  | 210  | 280  | 380  | 570  | 710  |
| -40              | 50  | 80  | 100 | 120 | 150 | 170 | 190 | 220 | 240  | 280  | 360  | 480  | 720  | 970  |
| -50              | 60  | 90  | 120 | 150 | 180 | 210 | 240 | 270 | 300  | 450  | 590  | 890  | 1190 | 1500 |

### Aircraft Approach Categories

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in 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

**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>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
<th>CAT E</th>
</tr>
</thead>
<tbody>
<tr>
<td>All Altitudes</td>
<td>1.3</td>
<td>1.5</td>
<td>1.7</td>
<td>2.3</td>
<td>4.5</td>
</tr>
</tbody>
</table>

**EXPANDED CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS**

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

<table>
<thead>
<tr>
<th>Circling MDA in feet MSL</th>
<th>CAT A</th>
<th>CAT B</th>
<th>CAT C</th>
<th>CAT D</th>
<th>CAT E</th>
</tr>
</thead>
<tbody>
<tr>
<td>1000 or less</td>
<td>1.3</td>
<td>1.7</td>
<td>2.7</td>
<td>3.6</td>
<td>4.5</td>
</tr>
<tr>
<td>1001-3000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.8</td>
<td>3.7</td>
<td>4.6</td>
</tr>
<tr>
<td>3001-5000</td>
<td>1.3</td>
<td>1.8</td>
<td>2.9</td>
<td>3.8</td>
<td>4.8</td>
</tr>
<tr>
<td>5001-7000</td>
<td>1.3</td>
<td>1.9</td>
<td>3.0</td>
<td>4.0</td>
<td>5.0</td>
</tr>
<tr>
<td>7001-9000</td>
<td>1.4</td>
<td>2.0</td>
<td>3.2</td>
<td>4.2</td>
<td>5.3</td>
</tr>
<tr>
<td>9001 and above</td>
<td>1.4</td>
<td>2.1</td>
<td>3.3</td>
<td>4.4</td>
<td>5.5</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>1/2</td>
</tr>
<tr>
<td>2200</td>
<td>1/2</td>
</tr>
</tbody>
</table>

**RADAR MINIMA**

<table>
<thead>
<tr>
<th>RWY</th>
<th>GP/TCH/RPI</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
<th>CAT</th>
<th>DA/MDA-VIS</th>
<th>HAT</th>
<th>CEIL-VIS</th>
</tr>
</thead>
<tbody>
<tr>
<td>PAR</td>
<td>10 2.5°/42/1000</td>
<td>ABCDE</td>
<td>195/16</td>
<td>100</td>
<td>(100-1/4)</td>
<td>DE</td>
<td>560/50</td>
<td>463</td>
</tr>
<tr>
<td></td>
<td>28 2.5°/48/1068</td>
<td>ABCDE</td>
<td>187/16</td>
<td>100</td>
<td>(100-1/4)</td>
<td>DE</td>
<td>600/60</td>
<td>513</td>
</tr>
<tr>
<td>ASR</td>
<td>10</td>
<td>ABC</td>
<td>560/40</td>
<td>463</td>
<td>(500-1/4)</td>
<td>DE</td>
<td>560/50</td>
<td>463</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/50/513</td>
<td>(600-1)</td>
<td>CDC</td>
<td>600/60</td>
<td>513</td>
<td>(600-1)</td>
</tr>
<tr>
<td>CIR</td>
<td>10</td>
<td>AB</td>
<td>560/1 1.1/4</td>
<td>463</td>
<td>(500-1/4)</td>
<td>DE</td>
<td>600/1 1.1/4</td>
<td>463</td>
</tr>
<tr>
<td></td>
<td>28</td>
<td>AB</td>
<td>600/1 1.1/4</td>
<td>503</td>
<td>(600-1)</td>
<td>CDC</td>
<td>600/1 1.1/4</td>
<td>503</td>
</tr>
</tbody>
</table>

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 500-1.1.

**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
- **V** VHF emergency frequency (121.5) monitored
- **U** UHF emergency frequency (243.0) monitored

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

- **A** Alternate Minimums not standard. Civil users refer to tabulation. USA/USN/USAF pilots refer to appropriate regulations.
- **A** Alternate Minimums are Not Authorized due to unmaintained facility or absence of weather reporting service.
- **V** Airport is published in the Takeoff Minimums, (Obstacle) Departure Procedures, and Diverse Vector Area (Radar Vectors) tabulation.
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 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/heading/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.

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 ⬇️.
### ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>AAUP</td>
<td>Attention All Users Page</td>
</tr>
<tr>
<td>ADF</td>
<td>Automatic Direction Finder</td>
</tr>
<tr>
<td>ADIZ</td>
<td>Air Defense Identification Zone</td>
</tr>
<tr>
<td>AFIS</td>
<td>Automatic Flight Information Service</td>
</tr>
<tr>
<td>ALS</td>
<td>Approach Light System</td>
</tr>
<tr>
<td>ALSF</td>
<td>Approach Light System with Sequenced Flashing Lights</td>
</tr>
<tr>
<td>AOB</td>
<td>At or Below</td>
</tr>
<tr>
<td>AP</td>
<td>Autopilot System</td>
</tr>
<tr>
<td>APCH</td>
<td>Approach</td>
</tr>
<tr>
<td>APP CON</td>
<td>Approach Control</td>
</tr>
<tr>
<td>AR</td>
<td>Authorization Required</td>
</tr>
<tr>
<td>ARR</td>
<td>Arrival</td>
</tr>
<tr>
<td>ASOS</td>
<td>Automated Surface Observing System</td>
</tr>
<tr>
<td>ASR/PAR</td>
<td>Published Radar Minimums at this Airport</td>
</tr>
<tr>
<td>ASSC</td>
<td>Airport Surface Surveillance Systems</td>
</tr>
<tr>
<td>ATIS</td>
<td>Automated Terminal Information Service</td>
</tr>
<tr>
<td>AUNICOM</td>
<td>Automated UNICOM</td>
</tr>
<tr>
<td>AWOS</td>
<td>Automated Weather Observing System</td>
</tr>
<tr>
<td>AZ</td>
<td>Azimuth</td>
</tr>
<tr>
<td>BC</td>
<td>Back Course</td>
</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>CCW</td>
<td>Counter Clockwise</td>
</tr>
<tr>
<td>CDI</td>
<td>Channel</td>
</tr>
<tr>
<td>Chan</td>
<td>Channel</td>
</tr>
<tr>
<td>CIFP</td>
<td>Coded Instrument Flight Procedures</td>
</tr>
<tr>
<td>CIR</td>
<td>Circling</td>
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<tr>
<td>CLNC DEL</td>
<td>Clearance Delivery</td>
</tr>
<tr>
<td>CNF</td>
<td>Computer Navigation Fix</td>
</tr>
<tr>
<td>CPDLC</td>
<td>Controller Pilot Data Link</td>
</tr>
<tr>
<td>CTAF</td>
<td>Common Traffic Advisory</td>
</tr>
<tr>
<td>CW</td>
<td>Clockwise</td>
</tr>
<tr>
<td>D-ATIS</td>
<td>Digital-Automated Terminal Information Service</td>
</tr>
<tr>
<td>DA</td>
<td>Decision Altitude</td>
</tr>
<tr>
<td>DER</td>
<td>Departure End of Runway</td>
</tr>
<tr>
<td>DH</td>
<td>Decision Height</td>
</tr>
<tr>
<td>DME</td>
<td>Distance Measuring Equipment</td>
</tr>
<tr>
<td>DTHR</td>
<td>Displaced Threshold</td>
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<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 Interception</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 Landing</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>MALSF</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>Minimum 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>N/A</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>
<tr>
<td>Abbreviation</td>
<td>Description</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------------------------------------------------------------------------</td>
</tr>
<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>Rw</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>
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<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>
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<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>
Planview Symbols

Routes
- Procedure Track
- Feeder Route
- Missed Approach
- Visual Flight Path

Minimum Route Altitude
- 3100 NoPT to LOM
- Mileage: 0.45° (14.2)

Procedure Turn (Type degree and point of turn optional)

165°
345°

Holding Patterns
Hold-in-lieu of Procedure Turn

<table>
<thead>
<tr>
<th>Holding Pattern</th>
<th>4 NM</th>
</tr>
</thead>
<tbody>
<tr>
<td>MISS</td>
<td>090°</td>
</tr>
<tr>
<td>MISS</td>
<td>270°</td>
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</table>

Arrival

<table>
<thead>
<tr>
<th>Holding Pattern</th>
<th>8000</th>
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</thead>
<tbody>
<tr>
<td>HOLD 8000</td>
<td>090°</td>
</tr>
<tr>
<td>HOLD 8000</td>
<td>270°</td>
</tr>
</tbody>
</table>

Missed Approach

Holding pattern 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

Altimeters

<table>
<thead>
<tr>
<th>5500</th>
<th>Mandatory Altitude</th>
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</thead>
<tbody>
<tr>
<td>2500</td>
<td>Minimum Altitude</td>
</tr>
<tr>
<td>4300</td>
<td>Maximum Altitude</td>
</tr>
<tr>
<td>3000</td>
<td>Recommended Altitude</td>
</tr>
</tbody>
</table>

Indicated Airspeed

<table>
<thead>
<tr>
<th>120K</th>
<th>175K</th>
<th>250K</th>
<th>180K</th>
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</thead>
<tbody>
<tr>
<td>Mandatory Airspeed</td>
<td>Minimum Airspeed</td>
<td>Maximum Airspeed</td>
<td>Recommended Airspeed</td>
</tr>
</tbody>
</table>

Radio Aids to Navigation

- VOR
- VORTAC
- TACAN

- NDB
- NDB/DME

- LOM (Compass locator at Outer Marker)

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

Localizer Front Course
- Right side shading: Front course

Locater Back Course
- Left side shading: Back course

SDF Course

- LOC/LDA/SDF Transmitter
- LOC/DME

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

Primary NAVAID

<table>
<thead>
<tr>
<th>LIMA</th>
<th>114.5</th>
<th>LIM</th>
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</thead>
<tbody>
<tr>
<td>14.9</td>
<td>92</td>
<td></td>
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</tbody>
</table>

Secondary NAVAID

<table>
<thead>
<tr>
<th>LOM</th>
<th>AKRON</th>
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</thead>
<tbody>
<tr>
<td>362</td>
<td>AK</td>
</tr>
</tbody>
</table>

TACAN or DME NAVAID

- SCOTT
- Chan 59
- SKE
- Chan 92

- VHF
- Paired Frequency

Computer Navigation Fix (CNF): No ATC Function
- (x*) omitted when it is a MAP

- R-198 Radial line and value
- LR-198 Lead Radial
- LB-198 Lead Bearing
LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)

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

TERMINAL ARRIVAL AREA (TAA)

SPECIAL USE AIRSPACE

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

MISCELLANEOUS

VOR Changeover Point
End of Rwy Coordinates
(DoD only)

Distance not to scale
International Boundary
Air Defense Identification Zone

AIRPORTS

Civil
Seaplane Base
Joint (Civil-Military)

OBSTACLES

Spot Elevation
Obstacle
Highest Obstacle

S12° 00.52'
W77° 06.91'

R-352

End of Rwy Coordinates
NE-4, 11 JUL 2024 to 05 SEP 2024
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°.

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°.

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°.

On RNAV and civil procedures the VDA is depicted as 3.00°.

On LNAV/VNAV) Approaches.

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

Vertical Descent Angle (VDA)

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 RNP APPROACH WITH TF AND RF SEGMENTS)

2. No bearings shown on RF segments.

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

Procedure Turn (PT) Fix

ILS or LOC APPROACH

PT Fix Altitude until Established Outbound

( Some approaches may use a restrictive note)

Glide Slope Altitude at Outer Marker/FAF

Glide Slope Altitude at Outer Marker/FAF

Visual Descent Point (VDP)

(VGSI Angle 3.00/TCH 23).

Glide Slope not coincident

VSI Angle 3.00/TCH 52

Glidepath not coincident

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On LNAV/VNAV) Approaches.

Vertical Descent Angle (VDA)

Non-vertically guided conventional procedures and RNAV procedures with MDA only.

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

Vertical Descent Angle (VDA)

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 RNP APPROACH WITH TF AND RF SEGMENTS)

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

Procedure Turn (PT) Fix

ILS or LOC APPROACH

PT Fix Altitude until Established Outbound

( Some approaches may use a restrictive note)

Glide Slope Altitude at Outer Marker/FAF

Glide Slope not coincident

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°.

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On LNAV/VNAV) Approaches.

Vertical Descent Angle (VDA)

Non-vertically guided conventional procedures and RNAV procedures with MDA only.

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

Vertical Descent Angle (VDA)

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 RNP APPROACH WITH TF AND RF SEGMENTS)

2. No bearings shown on RF segments.

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

Procedure Turn (PT) Fix

ILS or LOC APPROACH

PT Fix Altitude until Established Outbound

( Some approaches may use a restrictive note)

Glide Slope Altitude at Outer Marker/FAF

Glide Slope not coincident

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On LNAV/VNAV) Approaches.

Vertical Descent Angle (VDA)

Non-vertically guided conventional procedures and RNAV procedures with MDA only.

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

Vertical Descent Angle (VDA)

Non-vertically guided conventional procedures and RNAV procedures with MDA only.

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On LNAV/VNAV) Approaches.

Vertical Descent Angle (VDA)
**RADIO AIDS TO NAVIGATION**

**Compulsory:**
- 🟦 VOR
- 🟧 VORTAC
- 🟧 DME
- 🟢 NDB/DME

**Non-Compulsory:**
- 🟦 VOR
- 🟧 VORTAC
- 🟧 DME
- 🟢 NDB/DME

- 🟧 LOM (Compass locator at outer marker)
- 🟧 Marker Beacon

- 🟧 Localizer Back Course (Shading on left)

(T) indicates frequency protection range

![ORLANDO](frequency_protection.png)

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

**FIXES/ATC REPORTING REQUIREMENTS**

- ➡️ Unnamed DME fix
- ▲ Reporting Point (Compulsory)
- ▲ Reporting Point (Non-Compulsory)

- ➡️ Obvious DME (DME mileage matches route mileage)
- ➡️ DME Mileage (when not obvious)

- 🌟 Waypoint (Compulsory)
- 🌟 Waypoint (Non-Compulsory)

- 🎨 Flyover Point

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

**AIRPORTS**

- 🟦 Civil
- 🟧 Military
- 🟩 Joint (Civil-Military)

Airports not served by the procedure shown in screened color

- 🟦 Civil
- 🟧 Military
- 🟩 Joint (Civil-Military)

**ROUTES**

- **MAA FL200** Maximum Authorized Altitude
- 4500 **MEA-Minimum Enroute Altitude**
- *3500 **MOCA-Minimum Obstruction Clearance Altitude**

**Arrival Route**

- 270° Mileage between Radio Aids, Reporting Points, and Route Breaks

**Transition Route**

- R-275 Radial line and value

**Lost Communications Track**

**V12** **J80** Airway/Jet Route Identification

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

**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

**MISCELLANEOUS**

- Changeover Point

- N Indicates True North is not aligned to the top of the page

- Ldg KLAS and KHND
- Ldg Rwys 16L/C/R
- Terminus identifier
INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

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

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.

NOTE:
- Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.
- Runway TDZ elevation: TDZ 123
- Runway Slope: —0.3% Down—0.8% UP (shown when rounded runway slope is ≥ 0.3%)
- 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.

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
- Landing Tee
- Tetrahedron
- Unlit
- Lit
- TWR

NOTE:
- 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.

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

LEGEND

Airport diagrams are specifically designed to assist in the movement of ground traffic at locations with complex runway/taxiway configurations. Airport diagrams are not intended to be used for approach and landing or departure operations. For revisions to Airport Diagrams: Consult FAA Order 7910.4.
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., \(\mathbb{A}\), \(\mathbb{C}\), etc.

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

### CATEGORY I

#### APPROACH LIGHTING SYSTEM

**ALSF-1**

![Diagram of ALSF-1]

- **Lighting System:** ALSF-1
- **Color:** Red, Green, White
- **Length:** 1500 Feet
- **Description:** Sequenced flashing lights
- **Condition:** High Intensity

### CATEGORY II

#### APPROACH LIGHTING SYSTEM

**ALSF-2**

![Diagram of ALSF-2]

- **Lighting System:** ALSF-2
- **Color:** Red, Green, White
- **Length:** 2400/3000 Feet
- **Description:** Sequenced flashing lights
- **Condition:** High Intensity

### MEDIUM INTENSITY

#### APPROACH LIGHTING SYSTEM

**SALS/SALSF**

![Diagram of SALS/SALSF]

- **Lighting System:** SALS/SALSF
- **Color:** Red, Green, White
- **Length:** 1500 Feet
- **Description:** Sequenced flashing lights for SALSF only
- **Condition:** High Intensity

**SSALR**

![Diagram of SSALR]

- **Lighting System:** SSALR
- **Color:** Green
- **Length:** 2400 Feet
- **Description:** Sequenced flashing lights
- **Condition:** High Intensity

**ODALS**

![Diagram of ODALS]

- **Lighting System:** ODALS
- **Color:** White
- **Length:** 1500 Feet
- **Description:** Omnidirectional flashing lights

### MEDIUM INTENSITY (MALS and MALSF) OR SIMPLIFIED SHORT (SSALS and SSALF)

**APPROACH LIGHTING SYSTEMS**

- **Note:** CIVIL ALSF-2 may be operated as SSALR during favorable weather conditions.

### RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

**TDZ/CL**

![Diagram of TDZ/CL]

- **Lighting System:** TDZ/CL
- **Color:** Green
- **Length:** 1400 Feet
- **Description:** Sequenced flashing lights for MALSF/SSALF only

**TDZL/CL**

- **Lighting System:** TDZL/CL
- **Color:** White
- **Length:** 1500 Feet
- **Description:** Runway centerline lights

**Availability** of TDZ/CL will be shown by a note in the sketch e.g., "TDZ/CL Rwy 15"
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, , , etc.

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

**LEGEND**

**Approach Lighting System - United States**

**Legend:** White Red

### Precision Approach Path Indicator (PAPI)

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

### Pulsating Visual Approach Slope Indicator (PVASI)

- Above glide path
- On glide path
- Below glide path
- Slightly below glide path

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

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

- Above glide path
- On glide path
- Below glide path
- Slightly below glide path
- Steady white
- Steady red
- Red/white
- Alternating steady white
- Amber

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

### Alignment of Elements Systems (APAP)

- Above glide path
- On glide path
- Below glide path

Painted panels which may be lighted at night. To use the system the pilot positions the aircraft so the elements are in alignment.
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See the Chart Supplement for a complete listing.
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TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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, at or above a specified altitude. These procedures are called Visual Climb Over Airport (VCOA). To ensure safe and efficient operations, the pilot must verbally request approval from ATC to fly the VCOA when requesting their IFR clearance.

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

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

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

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

ALLENTOWN, PA

ALLENTOWN QUEEN CITY MUNI (XLL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 380’ per NM to 2600 or 1600-2½ for climb in visual conditions.
Rwy 15, NA.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 070° to 1800 before turning right, or for climb in visual conditions: cross Allentown Queen City Muni Airport at or above 1900 before proceeding on course.
Rwy 25, climbing right turn direct ETX VOR/DME.
Rwy 33, climbing left turn direct ETX VOR/DME.

TAKEOFF OBSTACLE NOTES:

Rwy 7, poles beginning 55’ from DER, 322’ right of centerline, up to 25’ AGL/415’ MSL.
Rwy 25, fence, trees, and poles beginning 56’ from DER, 47’ left of centerline, up to 100’ AGL/529’ MSL.
Trees beginning 294’ from DER, 78’ right of centerline, up to 100’ AGL/452’ MSL.

LEHIGH VALLEY INTL (ABE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8 30JAN20 (20030) (FAA)

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 063° to 900 before turning south.
Rwy 13, climbing left turn on a heading between 315° CW to 100° from DER, or min. climb of 415’ per NM to 1600 for headings 101° through 314°.
Rwy 24, climb on heading 243° to 1400 before turning south.
Rwy 31, climb on heading 315° to 1400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, lighting 10’ from DER, 54’ right of centerline, 2’ AGL/383’ MSL.
Terrain beginning 23’ from DER, 388’ left of centerline, up to 385’ MSL.
Terrain 169’ from DER, 472’ left of centerline, 386’ MSL.
Lighting 174’ from DER, 479’ left of centerline, 3’ AGL/389’ MSL.
Building 322’ from DER, 287’ right of centerline, 19’ AGL/396’ MSL.
Traversal 350’ from DER, 509’ left of centerline, 407’ MSL.
Traversal west, fence beginning 378’ from DER, 558’ left of centerline, up to 409’ MSL.

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

ALLENTOWN, PA (CON’T)
LEHIGH VALLEY INTL (ABE) (CON’T)

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

Rwy 13, lighting 10’ from DER, 55’ right of centerline, 2’ AGL/381’ MSL.
Pole, 124’ from DER, 436’ left of centerline, up to 387’ MSL.
Pole, tree beginning 191’ from DER, 329’ left of centerline, up to 31’ AGL/407’ MSL.
Trees, pole beginning 851’ from DER, 408’ right of centerline, up to 413’ MSL.
Tree 1370’ from DER, 511’ right of centerline, 415’ MSL.

Rwy 24, sign, lighting beginning 4’ from DER, 56’ right of centerline, up to 2’ AGL/396’ MSL.

Vertical structure 931’ from DER, 667’ right of centerline, 423’ MSL.

ALTOONA, PA
ALTOONA/BLAIR COUNTY (A0O)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5  07DEC17  (22027)  (FAA)

TAKEOFF MINIMUMS:

Rwy 3, std. w/min. climb of 270’ per NM to 2800 or 1600-3 for climb in visual conditions.

Rwy 12, NA-Obstacles.

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

Rwy 30, std. w/min. climb of 250’ per NM to 3600 or 1600-3 for climb in visual conditions.

Note: climb in visual conditions NA at night.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 026° to 2800 before proceeding on course.

Rwy 21, climb heading 206° to 3200 before proceeding on course.

Rwy 30, climb heading 298° to 3600 before proceeding on course.

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

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 60’ from DER, 449’ left of centerline, 1476’ MSL.
Pole 1124’ from DER, 742’ left of centerline, 50’ AGL/1502’ MSL.

Trees beginning 1538’ from DER, 563’ left of centerline, up to 1541’ MSL.

Tree 3130’ from DER, 594’ left of centerline, 1554’ MSL.

Tree 4577’ from DER, 844’ right of centerline, 1584’ MSL.

Tree 4754’ from DER, 827’ right of centerline, 1596’ MSL.

Tree 5619’ from DER, 1199’ right of centerline, 1619’ MSL.

Trees beginning 5762’ from DER, 1364’ right of centerline, up to 1646’ MSL.

Tree 1 NM from DER, 1119’ right of centerline, 1648’ MSL.

Trees beginning 1.1 NM from DER, 1129’ right of centerline, up to 1658’ MSL.

Trees 1.4 NM from DER, 1628’ right of centerline, 200’ AGL/1759’ MSL.

Rwy 21, tree 30’ from DER, 422’ left of centerline, 1525’ MSL.

Fence 33’ from DER, 249’ right of centerline, 4’ AGL/1505’ MSL.

Tree, fence beginning 50’ from DER, 319’ left of centerline, up to 1526’ MSL.

Tree 137’ from DER, 371’ left of centerline, 1528’ MSL.
Pole, terrain, tree beginning 183’ from DER, 265’ left of centerline, up to 22’ AGL/1536’ MSL.

Tree 881’ from DER, 516’ right of centerline, 1546’ MSL.

Trees beginning 1077’ from DER, 43’ right of centerline, up to 1549’ MSL.

Trees beginning 1249’ from DER, 557’ left of centerline, up to 1557’ MSL.

Trees beginning 1273’ from DER, 225’ left of centerline, up to 1561’ MSL.

Trees beginning 1774’ from DER, 327’ left of centerline, up to 1566’ MSL.

Trees beginning 1857’ from DER, 277’ left of centerline, up to 1570’ MSL.

Trees beginning 1923’ from DER, 181’ left of centerline, up to 1573’ MSL.

Trees beginning 2174’ from DER, 244’ left of centerline, up to 1582’ MSL.

Trees beginning 2532’ from DER, 196’ left of centerline, up to 1596’ MSL.

Trees beginning 2916’ from DER, 242’ left of centerline, up to 1610’ MSL.

Rwy 30, tree 84’ from DER, 257’ right of centerline, 1480’ MSL.

Tree 92’ from DER, 102’ left of centerline, 1479’ MSL.

Tree 978’ from DER, 316’ right of centerline, 1499’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

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

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

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

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

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

BERKELEY SPRINGS, WV
POTOMAC AIRPARK (W35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 11, 400-1 ¾ w/min. climb of 370' per NM to 2800, or 1700-3 for VCOA.
Rwy 29, 500-1 w/min. climb of 400' per NM to 2600, or 1700-3 for VCOA.

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 11, vegetation 17' from DER, 203' right of centerline, 416' MSL.
Tree 30' from DER, 331' right of centerline, 483' MSL.
Vegetation 30' from DER, 21' left of centerline, 416' MSL.
Trees beginning 43' from DER, 44' right of centerline, up to 94' AGL/502' MSL.
Tree 95' from DER, 115' left of centerline, 432' MSL.
Tree 102' from DER, 223' left of centerline, 467' MSL.
Trees beginning 193' from DER, 16' left of centerline, up to 470' MSL.
Tree 417' from DER, 443' right of centerline, 520' MSL.
Trees beginning 435' from DER, 150' right of centerline, up to 544' MSL.
Tree 543' from DER, 251' left of centerline, 480' MSL.
Trees beginning 604' from DER, 4' left of centerline, up to 500' MSL.
Trees beginning 617' from DER, 22' right of centerline, up to 572' MSL.
Trees beginning 789' from DER, 24' left of centerline, up to 518' MSL.
Trees beginning 960' from DER, 27' right of centerline, up to 614' MSL.
Trees beginning 1334' from DER, 13' right of centerline, up to 631' MSL.
Trees beginning 1358' from DER, 18' left of centerline, up to 521' MSL.
Trees beginning 1472' from DER, 423' right of centerline, up to 646' MSL.
Tree, pole beginning 1544' from DER, 208' right of centerline, up to 650' MSL.
Tree, pole, vegetation beginning 1775' from DER, 105' right of centerline, up to 658' MSL.
Tree, vegetation beginning 1981' from DER, 34' right of centerline, up to 664' MSL.
Trees beginning 2031' from DER, 7' left of centerline, up to 530' MSL.
Tree, vegetation, building beginning 2151' from DER, 1' right of centerline, up to 668' MSL.
Trees beginning 3321' from DER, 4' right of centerline, up to 699' MSL.

CONT
BERKELEY SPRINGS, WV (CON’T)
POTOMAC AIRPARK (W35) (CON’T)

**Rwy 29 (CON’T),** tree, building beginning 5998’ from DER, 9’ left of centerline, up to 621’ MSL.
Trees beginning 1 NM from DER, 446’ left of centerline, up to 632’ MSL.
Trees beginning 1 NM from DER, 139’ left of centerline, up to 645’ MSL.
Trees beginning 1 NM from DER, 337’ left of centerline, up to 647’ MSL.
Tree beginning 1 NM from DER, 46’ left of centerline, up to 650’ MSL.
Tree beginning 1 NM from DER, 5’ left of centerline, up to 675’ MSL.
Tree 1.1 NM from DER, 1033’ left of centerline, 684’ MSL.
Trees beginning 1.1 NM from DER, 234’ left of centerline, up to 692’ MSL.
Trees beginning 1.1 NM from DER, 718’ left of centerline, up to 697’ MSL.
Tree beginning 1.1 NM from DER, 120’ left of centerline, up to 100’ AGL/701’ MSL.
Tree, pole beginning 1.1 NM from DER, 76’ right of centerline, up to 100’ AGL/753’ MSL.
Tree beginning 1.1 NM from DER, 1’ left of centerline, up to 100’ AGL/737’ MSL.
Tree beginning 1.2 NM from DER, 357’ right of centerline, up to 100’ AGL/770’ MSL.
Trees beginning 1.2 NM from DER, 423’ right of centerline, up to 772’ MSL.
Tree beginning 1.2 NM from DER, 23’ left of centerline, up to 100’ AGL/747’ MSL.
Trees beginning 1.2 NM from DER, 81’ right of centerline, up to 786’ MSL.
Tree beginning 1.2 NM from DER, 81’ right of centerline, up to 100’ AGL/796’ MSL.
Tree beginning 1.2 NM from DER, 1’ left of centerline, up to 100’ AGL/763’ MSL.
Tree beginning 1.2 NM from DER, 1256’ right of centerline, up to 100’ AGL/809’ MSL.
Tree, terrain+veg beginning 1.2 NM from DER, 173’ right of centerline, up to 809’ MSL.
Trees beginning 1.3 NM from DER, 302’ right of centerline, up to 811’ MSL.
Tree, building, pole beginning 1.3 NM from DER, 10’ left of centerline, up to 100’ AGL/776’ MSL.
Tree, terrain+veg beginning 1.3 NM from DER, 1’ right of centerline, up to 817’ MSL.
Tree, vehicle on traverse way beginning 1.3 NM from DER, 252’ right of centerline, up to 823’ MSL.
Tree, vehicle on traverse way, building, pole, fence, vegetation beginning 1.4 NM from DER, 1’ right of centerline, up to 101’ AGL/825’ MSL.
Tree beginning 1.8 NM from DER, 2543’ left of centerline, up to 100’ AGL/793’ MSL.
Tree beginning 1.8 NM from DER, 1674’ left of centerline, up to 100’ AGL/812’ MSL.
Pole, tree beginning 1.9 NM from DER, 1390’ left of centerline, up to 100’ AGL/852’ MSL.
Tree beginning 2 NM from DER, 2848’ left of centerline, up to 100’ AGL/875’ MSL.
Vehicle on traverse way, tree beginning 2 NM from DER, 388’ left of centerline, up to 100’ AGL/881’ MSL.

**BLOOMSBURG, PA**

**BLOOMSBURG MUNI (N13)**

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

**AMDT 2  28APR16 (16119)  (FAA)**

**TAKEOFF MINIMUMS:**

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

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

**DEPARTURE PROCEDURE:**

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

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

**TAKEOFF OBSTACLE NOTES:**

**Rwy 9**, Trees beginning 51’ from DER, 6’ right of centerline, up to 642’ MSL.
Grd 64’ from DER, 34’ right of centerline, 487’ MSL.
Vehicle on road 176’ from DER, 112’ right of centerline, 15’ AGL/488’ MSL.
Poles beginning 191’ from DER, 432’ left of centerline, up to 44’ AGL/528’ MSL.
Building 335’ from DER, 568’ left of centerline, 501’ MSL.
Parking lots beginning 629’ from DER, 652’ left of centerline, up to 503’ MSL.
Terrain 1503’ from DER, 164’ right of centerline, 524’ MSL.

**Rwy 27**, tower 4520’ from DER, 596’ right of centerline, 150’ AGL/632’ MSL.
Buildings beginning 35’ from DER, 327’ left of centerline, up to 506’ MSL.
Vehicles in parking lots beginning 48’ from DER, 238’ right of centerline, up to 496’ MSL.
Pole 151’ from DER, 238’ right of centerline, 8’ AGL/499’ MSL.
Poles beginning 210’ from DER, 493’ left of centerline, up to 521’ MSL.
Vehicle on road 279’ from DER, 210’ right of centerline, 15’ AGL/494’ MSL.
Trees beginning 50’ from DER, 50’ left of centerline, up to 579’ MSL.
Trees beginning 559’ from DER, 96’ right of centerline, up to 586’ MSL.
Stack 5202’ from DER, 660’ right of centerline, 175’ AGL/661’ MSL.
Chimney/smokestack 5199’ from DER, 661’ right of centerline, 659’ MSL.
BERKELEY SPRINGS, WV (CON’T)

POTOMAC AIRPARK (W35) (CON’T)

Rwy 11 (CON’T), trees beginning 3368’ from DER, 403’ right of centerline, up to 673’ MSL.

Trees beginning 3418’ from DER, 928’ right of centerline, up to 692’ MSL.

Trees beginning 3472’ from DER, 254’ right of centerline, up to 698’ MSL.

Trees beginning 3564’ from DER, 70’ right of centerline, up to 702’ MSL.

Trees beginning 3610’ from DER, 348’ right of centerline, up to 712’ MSL.

Tree 3736’ from DER, 1450’ right of centerline, 713’ MSL.

Trees beginning 3738’ from DER, 502’ right of centerline, up to 715’ MSL.

Tree 3826’ from DER, 1196’ right of centerline, 724’ MSL.

Trees beginning 3833’ from DER, 393’ right of centerline, up to 729’ MSL.

Trees beginning 4064’ from DER, 1126’ left of centerline, up to 571’ MSL.

Trees beginning 4135’ from DER, 684’ right of centerline, up to 732’ MSL.

Trees beginning 4157’ from DER, 119’ left of centerline, up to 581’ MSL.

Trees beginning 4188’ from DER, 431’ right of centerline, up to 734’ MSL.

Trees beginning 4250’ from DER, 653’ right of centerline, up to 736’ MSL.

Trees beginning 4331’ from DER, 477’ right of centerline, up to 738’ MSL.

Trees beginning 4377’ from DER, 865’ right of centerline, up to 744’ MSL.

Trees beginning 4377’ from DER, 1457’ left of centerline, up to 582’ MSL.

Trees beginning 4439’ from DER, 540’ right of centerline, up to 748’ MSL.

Trees beginning 4463’ from DER, 1396’ left of centerline, up to 603’ MSL.

Tree, vehicle on traverse way beginning 4487’ from DER, 535’ right of centerline, up to 766’ MSL.

Trees beginning 4579’ from DER, 1477’ left of centerline, up to 608’ MSL.

Trees beginning 4673’ from DER, 1453’ left of centerline, up to 633’ MSL.

Trees beginning 4769’ from DER, 1379’ left of centerline, up to 649’ MSL.

Tree, vehicle on traverse way beginning 4811’ from DER, 678’ right of centerline, up to 773’ MSL.

Tree, terrain, vehicle on traverse way, pole, building beginning 4917’ from DER, 731’ right of centerline, up to 778’ MSL.

Tree, tower beginning 1.3 NM from DER, 1405’ right of centerline, up to 106’ AGL/785’ MSL.

Trees beginning 1.5 NM from DER, 2402’ left of centerline, up to 658’ MSL.

Tree 1.5 NM from DER, 2630’ left of centerline, 684’ MSL.

Trees beginning 1.5 NM from DER, 2046’ left of centerline, up to 695’ MSL.

Trees beginning 1.5 NM from DER, 2392’ left of centerline, up to 705’ MSL.

Trees beginning 1.5 NM from DER, 1944’ left of centerline, up to 708’ MSL.

Trees beginning 1.5 NM from DER, 1979’ left of centerline, up to 728’ MSL.

Tree, pole beginning 1.6 NM from DER, 2181’ left of centerline, up to 738’ MSL.

Trees beginning 1.6 NM from DER, 2106’ left of centerline, up to 68’ AGL/758’ MSL.

Trees beginning 2.3 NM from DER, 3840’ left of centerline, 84’ AGL/803’ MSL.

Rwy 29, tree 16’ from DER, 357’ right of centerline, 475’ MSL.

Tree, vehicle on traverse way, vegetation beginning 33’ from DER, 22’ right of centerline, up to 488’ MSL.

Tree, vehicle on traverse way beginning 62’ from DER, 56’ left of centerline, up to 500’ MSL.

Tree, vehicle on traverse way beginning 201’ from DER, 242’ left of centerline, up to 517’ MSL.

Trees beginning 356’ from DER, 534’ right of centerline, up to 493’ MSL.

Trees beginning 530’ from DER, 521’ right of centerline, up to 496’ MSL.

Tree, vehicle on traverse way, pole beginning 576’ from DER, 9’ left of centerline, up to 528’ MSL.

Trees beginning 719’ from DER, 120’ right of centerline, up to 501’ MSL.

Trees beginning 864’ from DER, 31’ right of centerline, up to 512’ MSL.

Trees beginning 2033’ from DER, 78’ right of centerline, up to 521’ MSL.

Tree, pole beginning 2357’ from DER, 76’ right of centerline, up to 533’ MSL.

Trees beginning 3728’ from DER, 259’ right of centerline, up to 540’ MSL.

Tree 3747’ from DER, 862’ right of centerline, 541’ MSL.

Trees beginning 3766’ from DER, 213’ right of centerline, up to 558’ MSL.

Trees beginning 3859’ from DER, 435’ left of centerline, up to 532’ MSL.

Trees beginning 4009’ from DER, 525’ right of centerline, up to 561’ MSL.

Terrain+veg, tree beginning 4136’ from DER, 386’ right of centerline, up to 100’ AGL/570’ MSL.

Trees beginning 4319’ from DER, 21’ right of centerline, up to 573’ MSL.

Terrain+veg, tree beginning 4880’ from DER, 709’ right of centerline, up to 100’ AGL/589’ MSL.

Trees beginning 5017’ from DER, 324’ right of centerline, up to 593’ MSL.

Trees beginning 5081’ from DER, 746’ right of centerline, up to 601’ MSL.

Trees beginning 5090’ from DER, 41’ right of centerline, up to 612’ MSL.

Tree, pole beginning 5172’ from DER, 135’ right of centerline, up to 614’ MSL.

Trees beginning 5176’ from DER, 59’ left of centerline, up to 555’ MSL.

Trees beginning 5253’ from DER, 40’ right of centerline, up to 625’ MSL.

Trees beginning 5267’ from DER, 13’ left of centerline, up to 568’ MSL.

Trees beginning 5338’ from DER, 119’ left of centerline, up to 583’ MSL.

Tree, pole beginning 5501’ from DER, 1049’ right of centerline, up to 636’ MSL.

Pole, tree beginning 5532’ from DER, 184’ left of centerline, up to 600’ MSL.

Tree, vehicle on traverse way beginning 5559’ from DER, 176’ right of centerline, up to 651’ MSL.

Pole, tree, vehicle on traverse way beginning 5582’ from DER, 346’ left of centerline, up to 602’ MSL.

Tree, vehicle on traverse way beginning 5647’ from DER, 127’ right of centerline, up to 683’ MSL.

Tree, pole beginning 5699’ from DER, 39’ left of centerline, up to 616’ MSL.

Tank, pole, tree, vehicle on traverse way beginning 5742’ from DER, 440’ right of centerline, up to 80’ AGL/689’ MSL.

Tree 5799’ from DER, 1453’ right of centerline, 693’ MSL.

Tree, vehicle on traverse way building, pole, stack beginning 5811’ from DER, on centerline, up to 712’ MSL.

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

BLUEFIELD, WV
MERCER COUNTY (BLF)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 15JAN09 (09015) (FAA)
TAKEOFF MINIMUMS:
Rwy 23, 400-2½ or std. with a min. climb of 238' per NM to 3300.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 3900 before turning south.
Rwy 23, climbing right turn via BLF R-270 to 4500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 14' from DER, 370' left of centerline, up to 100' AGL/2939' MSL.
Trees beginning 15' from DER, 391' right of centerline, up to 100' AGL/2959' MSL.
Rwy 23, trees beginning at DER, 258' left of centerline, up to 100' AGL/2939' MSL.
Trees beginning 140' from DER, 74' right of centerline, up to 100' AGL/3159' MSL.

BRADFORD, PA
BRADFORD RGNL (BFD)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27SEP07 (22223) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, fence 448' from DER, 305' left of centerline, 19' AGL/2158' MSL.
Fence 462' from DER, 290' right of centerline, 19' AGL/2158' MSL.
Trees beginning 234' from DER, 70' left of centerline, up to 75' AGL/2242' MSL.
Trees beginning 67' from DER, 227' right of centerline, up to 87' AGL/2226' MSL.
Rwy 14, trees beginning 26' from DER, 263' left of centerline, up to 16' AGL/2115' MSL.
Tree 2427' from DER, 918' right of centerline, 79' AGL/2198' MSL.
Rwy 23, trees beginning 53' from DER, 145' left of centerline, up to 82' AGL/2240' MSL.
Trees beginning 272' from DER, 220' right of centerline, up to 86' AGL/2225' MSL.
Rwy 32, trees beginning 1018' from DER, 399' left of centerline, up to 102' AGL/2169' MSL.
Trees beginning 138' from DER, 292' right of centerline, up to 86' AGL/2205' MSL.

BUCKHANNON, WV
UPSHUR COUNTY RGNL (W22)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10JUN04 (04162) (FAA)
TAKEOFF MINIMUMS:
Rwy 29, 400-1½ or std. with a min. climb of 420' per NM to 2100.
DEPARTURE PROCEDURE:
Rwy 11, climb via heading 105° to 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees 798' from DER, 179' right of centerline, 100' AGL/1679' MSL.
Trees 2665' from DER, 842' left of centerline, 100' AGL/1719' MSL.
Trees 4799' from DER, 1724' right of centerline, 100' AGL/1779' MSL.
Rwy 29, trees 1 NM from DER, 565' right of centerline, 100' AGL/1959' MSL.

BUTLER, PA
PITTSBURGH/BUTLER RGNL (BTP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 07DEC17 (17341) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1 or std. w/min. climb of 461' per NM to 1600.
TAKEOFF OBSTACLE NOTES:
Rwy 8, tree 18' from DER, 218' right of centerline, 1265' MSL.
Pole 68' from DER, 469' left of centerline, 24' AGL/1245' MSL.
Tree 99' from DER, 478' left of centerline, 1246' MSL.
Tree 147' from DER, 441' right of centerline, 1278' MSL.
Pole 183' from DER, 372' left of centerline, 36' AGL/1248' MSL.
Trees beginning 196' from DER, 69' left of centerline, up to 1270' MSL.
Trees beginning 202' from DER, 327' right of centerline, up to 1285' MSL.
Trees beginning 343' from DER, 13' right of centerline, up to 1288' MSL.
Trees beginning 748' from DER, 26' left of centerline, up to 1278' MSL.
Trees beginning 977' from DER, 391' left of centerline, up to 1281' MSL.
Trees beginning 1056' from DER, 15' left of centerline, up to 1302' MSL.
Trees beginning 1197' from DER, 288' left of centerline, up to 1319' MSL.
Trees beginning 1231' from DER, 167' left of centerline, up to 1325' MSL.
Trees beginning 1326' from DER, 167' right of centerline, up to 1302' MSL.
Trees beginning 1422' from DER, 282' right of centerline, up to 1310' MSL.
Trees beginning 2359' from DER, 325' right of centerline, up to 1316' MSL.
Trees beginning 2423' from DER, 658' left of centerline, up to 1350' MSL.
Tree 2532' from DER, 435' right of centerline, 1330' MSL.
Trees beginning 2554' from DER, 389' right of centerline, up to 1337' MSL.
Trees beginning 2626' from DER, 106' left of centerline, up to 1352' MSL.

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

23334

BUTLER, PA (CON’T)

PITTSBURGH/BUTLER RGNL (BTP) (CON’T)

Rwy 8 (CON’T), trees beginning 2704’ from DER, 393’ right of centerline, up to 1347’ MSL.

Trees beginning 2935’ from DER, 733’ right of centerline, up to 1354’ MSL.

Trees beginning 3471’ from DER, 626’ right of centerline, up to 1357’ MSL.

Tree 3721’ from DER, 601’ right of centerline, 1359’ MSL.

Trees beginning 3771’ from DER, 516’ right of centerline, up to 1373’ MSL.

Tree 3810’ from DER, 647’ right of centerline, 1377’ MSL.

Trees beginning 3827’ from DER, 411’ right of centerline, up to 1404’ MSL.

Trees beginning 4118’ from DER, 893’ right of centerline, up to 1445’ MSL.

Trees beginning 4173’ from DER, 417’ right of centerline, up to 1492’ MSL.

Tree 4255’ from DER, 1554’ right of centerline, 1488’ MSL.

Trees beginning 4256’ from DER, 708’ right of centerline, up to 1491’ MSL.

Rwy 26, general utility 13’ from DER, 117’ right of centerline, 3’ AGL/1229’ MSL.

Trees beginning 1001’ from DER, 282’ left of centerline, up to 1280’ MSL.

Tree 1756’ from DER, 432’ left of centerline, 1287’ MSL.

Tree 3239’ from DER, 54’ left of centerline, 1309’ MSL.

Tree 3357’ from DER, 32’ right of centerline, 1314’ MSL.

CARLISLE, PA

CARLISLE (N94)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 06MAR14 (14085) (FAA)

DEPARTURE PROCEDURE:

Rwy 10, climb heading 102° to 1400 before turning right.

Rwy 28, climb heading 282° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on road, beginning 14’ from DER, left and right of centerline, up to 15’ AGL/534’ MSL.

Poles beginning 196’ from DER, left and right of centerline, up to 30’ AGL/550’ MSL.

Building 351’ from DER, 121’ left of centerline, 25’ AGL/535’ MSL.

Rwy 28, vehicles on road, abeam DER, 336’ right of centerline, up to 15’ AGL/524’ MSL.

Trees 322’ from DER, 96’ right of centerline, up to 100’ AGL/609’ MSL.

Trees 2484’ from DER, 439’ left of centerline, up to 100’ AGL/609’ MSL.

CHAMBERSBURG, PA

FRANKLIN COUNTY RGNL (N68)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 24MAR22 (22083) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 059° to 2300 before proceeding on course.

Rwy 24, climb on heading 239° to 2000 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 150’ from DER, 339’ right of centerline, up to 725’ MSL.

Trees, pole beginning 324’ from DER, 95’ right of centerline, up to 726’ MSL.

Pole, tree beginning 657’ from DER, 189’ left of centerline, up to 55’ AGL/722’ MSL.

Trees beginning 979’ from DER, 11’ right of centerline, up to 731’ MSL.

Tree 1102’ from DER, 66’ left of centerline, 725’ MSL.

Trees beginning 1156’ from DER, 10’ left of centerline, up to 729’ MSL.

Tree 1414’ from DER, 283’ left of centerline, 733’ MSL.

Trees beginning 1414’ from DER, 218’ left of centerline, up to 737’ MSL.

Trees beginning 1719’ from DER, 337’ right of centerline, up to 736’ MSL.

Tree 2111’ from DER, 535’ left of centerline, 739’ MSL.

Tree 2163’ from DER, 245’ right of centerline, 740’ MSL.

Tree 2247’ from DER, 576’ left of centerline, 742’ MSL.

Tree 2652’ from DER, 866’ left of centerline, 753’ MSL.

Pole 4744’ from DER, 1225’ left of centerline, 120’ AGL/804’ MSL.

Rwy 24, vehicle on road 154’ from DER, 497’ right of centerline, 694’ MSL.

Tree 4183’ from DER, 1206’ right of centerline, 793’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

CHARLESTON, WV
WEST VIRGINIA INTL YEAGER (CRW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10 10OCT19 (22083) (FAA)
TAKEOFF MINIMUMS:

Rwy 5, 300-2½ or std. w/min. climb of 285’ per NM to 1200.

DEPARTURE PROCEDURE:

Rwy 23, climb heading 233° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 5, lighting 7’ from DER, 55’ right of centerline, 2’ AGL/896’ MSL.

Trees 17’ from DER, 64’ left of centerline, 896’ MSL.

Trees beginning 2793’ from DER, 247’ right of centerline, up to 971’ MSL.

Tree 3063’ from DER, 471’ right of centerline, 976’ MSL.

Trees beginning 3149’ from DER, 365’ right of centerline, up to 983’ MSL.

Trees beginning 3185’ from DER, 66’ right of centerline, up to 994’ MSL.

Tree 3374’ from DER, 10’ left of centerline, 987’ MSL.

Tree, terrain beginning 3522’ from DER, 247’ right of centerline, up to 998’ MSL.

Trees beginning 3571’ from DER, 35’ left of centerline, up to 1006’ MSL.

Tree 3580’ from DER, 605’ right of centerline, 999’ MSL.

Tree, terrain, pole beginning 3627’ from DER, 10’ right of centerline, up to 1007’ MSL.

Trees beginning 3702’ from DER, 361’ left of centerline, up to 1009’ MSL.

Trees beginning 3730’ from DER, 214’ left of centerline, up to 1010’ MSL.

Tree 3904’ from DER, 68’ left of centerline, 1012’ MSL.

Trees beginning 3931’ from DER, 205’ left of centerline, up to 1017’ MSL.

Trees beginning 3968’ from DER, 57’ right of centerline, up to 1010’ MSL.

Tree, terrain beginning 4060’ from DER, 28’ left of centerline, up to 1025’ MSL.

Tree, terrain beginning 4339’ from DER, 38’ left of centerline, up to 1029’ MSL.

Trees beginning 4450’ from DER, 1513’ right of centerline, up to 1018’ MSL.

Tree, terrain beginning 4518’ from DER, 144’ left of centerline, up to 1031’ MSL.

Tree, terrain beginning 4584’ from DER, 253’ left of centerline, up to 1032’ MSL.

Tree 4594’ from DER, 35’ right of centerline, 1019’ MSL.

Tree 4679’ from DER, 292’ left of centerline, 1035’ MSL.

Tree 4726’ from DER, 458’ left of centerline, 1040’ MSL.

Trees beginning 4758’ from DER, 87’ left of centerline, up to 1041’ MSL.

Tree 4935’ from DER, 1279’ right of centerline, 1021’ MSL.

Tree 5050’ from DER, 973’ right of centerline, 1031’ MSL.

Trees beginning 5217’ from DER, 566’ right of centerline, up to 1045’ MSL.

Antenna 2.2 NM from DER, 2891’ left of centerline, 1071’ MSL.

Rwy 23, pole 114’ from DER, 185’ left of centerline, 17’ AGL/951’ MSL.

Pole 121’ from DER, 271’ right of centerline, 17’ AGL/950’ MSL.

Tree 4457’ from DER, 1692’ right of centerline, 1071’ MSL.

Tree 4747’ from DER, 1667’ left of centerline, 1077’ MSL.

CLARION, PA
CLARION COUNTY (AXQ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 02AUG07 (07219) (FAA)
TAKEOFF MINIMUMS:

Rwy 24, 200-½ or std. w/min. climb of 211’ per NM to 1700.

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees beginning 697’ from DER, 311’ left of centerline, up to 100’ AGL/1519’ MSL.

Multiple trees beginning 1006’ from DER, 47’ right of centerline, up to 100’ AGL/1529’ MSL.

Building 2942’ from DER, 964’ right of centerline, 60’ AGL/1539’ MSL.

Rwy 24, multiple trees beginning 792’ from DER, 27’ left of centerline, up to 100’ AGL/1539’ MSL.

Multiple trees beginning 806’ from DER, 147’ right of centerline, up to 100’ AGL/1539’ MSL.

Tree 1.1 NM from DER, 210’ right of centerline, 100’ AGL/1619’ MSL.

CLARKSBURG, WV
NORTH CENTRAL WEST VIRGINIA (CKB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 20SEP12 (12264) (FAA)
TAKEOFF MINIMUMS:

Rwy 3, 300-1½ or std. w/min. climb of 422’ per NM to 1500.

Rwy 21, 400-2½ or std. w/min. climb of 447’ per NM to 1800.

DEPARTURE PROCEDURE:

Rwy 3, climb heading 031° to 2000 before proceeding on course.

Rwy 21, climb heading 211° to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 348’ from DER, 584’ left of centerline, up to 100’ AGL/1279’ MSL.

Trees beginning 5135’ from DER, 33’ left of centerline, up to 75’ AGL/1374’ MSL.

Tree 1042’ from DER, 659’ right of centerline, 100’ AGL/1319’ MSL.

Trees beginning 2454’ from DER, 659’ right of centerline, up to 100’ AGL/1374’ MSL.

Fence 2875’ from DER, 756’ right of centerline, 10’ AGL/1316’ MSL.

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

CLEARFIELD, PA
CLEARFIELD-LAWRENCE (FIG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  20SEP12  (12264)  (FAA)
TAKEOFF MINIMUMS:
Rwy 30, std. w/min. climb of 342’ per NM to 3500 or 1900-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 12, climb heading 110° to 2500 before proceeding on course.
Rwy 30, climb heading 299° to 2700 before proceeding on course, or for climb in visual conditions cross Clearfield-Lawrence airport at or above 3300 before proceeding on course. When executing VCOA, notify ATC prior to departure.
TAKEOFF OBSTACLE NOTES:
Rwy 12, trees beginning 166’ from DER, left and right of centerline, up to 100’ AGL/ 1635’ MSL.
Tower, 2.73 NM from DER, 4881’ right of centerline, 422’ AGL/ 2032’ MSL.
Rwy 30, airplane on taxiway 7’ from DER, 131’ left of centerline, up to 15’ AGL/ 1534’ MSL.
Trees beginning 53’ from DER, left and right of centerline, up to 100’ AGL/2135’ MSL.
Vehicles on roadway beginning 241’ from DER, left and right of centerline, up to 15’ AGL/ 1534’ MSL.
Trees beginning 2.32 NM from DER, 760’ left and right of centerline, up to 611’ AGL/ 2996’ MSL.

COATESVILLE, PA
CHESTER COUNTY G. O. CARLSON (MQS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31JUL08  (08213)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, tree 342’ from DER, 592’ right of centerline, 90’ AGL/680’ MSL.
Trees beginning 1135’ from DER, 549’ left of centerline, up to 87’ AGL/696’ MSL.
Rwy 29, tree 281’ from DER, 325’ left of centerline, 7’ AGL/646’ MSL.
Obstruction light on poles beginning 418’ from DER, 308’ right of centerline, up to 40’ AGL/690’ MSL.
Antenna on buildings beginning 506’ from DER, 208’ right of centerline, up to 23’ AGL/692’ MSL.
Trees beginning 1048’ from DER, 277’ right of centerline, up to 62’ AGL/731’ MSL.
Multiple poles beginning 1723’ from DER, 238’ right of centerline, up to 34’ AGL/703’ MSL.

CONNELLSVILLE, PA
JOSEPH A HARDY CONNELLSVILLE (VVS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  20SEP12  (12264)  (FAA)
TAKEOFF MINIMUMS:
Rwy 14, NA - Obstacles.
DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 3100 before proceeding on course.
Rwy 23, climb heading 229° to 3200 before proceeding on course.
Rwy 32, climb heading 319° to 3000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 5, bldg 203’ from DER, 270’ right of centerline, 24’ AGL/1274’ MSL.
LOC 329’ from DER, 2’ right of centerline, 13’ AGL/1273’ MSL.
Road 8’ from DER, 476’ right of centerline, 1273’ MSL.
Trees beginning 68’ from DER, 17’ left of centerline, up to 100’ AGL/1386’ MSL.
Trees beginning 117’ from DER, 4’ right of centerline, up to 100’ AGL/1385’ MSL.
Rwy 23, tree 620’ from DER, 642’ left of centerline, 100’ AGL/1258’ MSL.
Trees beginning 1004’ from DER, 11’ right of centerline, up to 100’ AGL/1306’ MSL.
Pole 1292’ from DER, 734’ right of centerline, 33’ AGL/1273’ MSL.
Sign 36’ from DER, 200’ left of centerline, 2’ AGL/1229’ MSL.

CORRY, PA
CORRY-LAWRENCE (8G2)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A  05MAY11  (11125)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 14, terrain, tank, pole, and trees beginning 54’ from DER, 300’ left of centerline, up to 66’ AGL/1835’ MSL.
Pole and trees beginning 169’ from DER, 285’ right of centerline, up to 49’ AGL/1808’ MSL.
Rwy 32, Trees beginning 35’ from DER, 87’ left of centerline, up to 60’ AGL/1749’ MSL.
Trees beginning 178’ from DER, 14’ right of centerline, up to 67’ AGL/1756’ MSL.

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

23334
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

DOYLESTOWN, PA
DOYLESTOWN (DYL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  25NOV04  (04330)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, terrain and trees 246’ from DER, 457’ right of centerline, 60’ AGL/460’ MSL.
Rwy 23, terrain and tree 1498’ from DER, 764’ left of centerline, 100’ AGL/460’ MSL. Terrain and trees 2701’ from DER, 44’ left of centerline, 100’ AGL/480’ MSL.

DUBOIS, PA
DUBOIS RGNL (DUJ)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  03JUN10  (10154)  (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 7, wind sock 31’ from DER, 452’ left of centerline, 29’ AGL/1834’ MSL. Tree 1608’ from DER, 698’ right of centerline, up to 100’ AGL/1859’ MSL.
Rwy 25, wind sock and trees beginning 97’ from DER, 300’ right of centerline, up to 74’ AGL/1854’ MSL. Buildings and trees beginning 164’ from DER, 254’ left of centerline, up to 92’ AGL/1872’ MSL.

EASTON, PA
BRADEN AIRPARK (N43)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  21OCT10  (10294)  (FAA)
TAKEOFF MINIMUMS:
Rwy 18, 400-2½ or std. w/ min. climb of 203’ per NM to 900, or alternatively, with standard takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1200’ prior to DER.
Rwy 36, standard with minimum climb of 452’ per NM to 1300 or 600-3 with minimum climb of 256’ per NM to 2600 or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 179° to 1100 before proceeding on course.
Rwy 36, for climb in visual conditions: cross Braden Airpark at or above 1500 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, trees beginning 571’ from DER, 453’ left of centerline, up to 100’ AGL/499’ MSL. Trees beginning 1366’ from DER, 539’ right of centerline, up to 100’ AGL/499’ MSL.
Rwy 36, vehicles on road, 50’ from DER, on centerline, up to 15’ AGL/414’ MSL. Trees beginning 986’ from DER, 40’ left of centerline, up to 100’ AGL/539’ MSL. Building and trees beginning 153’ from DER, 89’ right of centerline, up to 100’ AGL/ 539’ MSL.

EBENSBURG, PA
EBENSBURG (9G8)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  17SEP15  (15260)  (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 300-1½ or std. w/ min. climb of 350’ per NM to 2500.
Rwy 11U, 29U, NA-Environmental.
TAKEOFF OBSTACLE NOTES:
Rwy 18, numerous trees beginning 632’ from DER, 245’ left of centerline, up to 100’ AGL/2179’ MSL. Numerous trees beginning 759’ from DER, 273’ right of centerline, up to 100’ AGL/2159’ MSL.
Rwy 25, numerous trees beginning 632’ from DER, 245’ right of centerline, up to 100’ AGL/2159’ MSL. Numerous trees beginning 696’ from DER, 273’ left of centerline, up to 100’ AGL/2389’ MSL. Stack 1.1 NM from DER, 1571’ right of centerline, 192’ AGL/2352’ MSL. Tower 1.1’ NM from DER, 1529’ right of centerline, 198’ AGL/2348’ MSL. Vehicle on highway, 487’ from DER, 180’ right of centerline, 19’ AGL/2138’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 03NOV22 (22307) (FAA)

DEPARTURE PROCEDURE:
Use ELKINS DEPARTURE.

TAKEOFF OBSTACLE NOTES:
Rwy 23, trees beginning 4’ from DER, 270’ right of centerline, up to 2028’ MSL.
Trees, pole beginning 132’ from DER, 224’ left of centerline, up to 2021’ MSL.
Trees, pole beginning 544’ from DER, 146’ left of centerline, up to 2049’ MSL.
Tower 860’ from DER, 185’ left of centerline, 88’ AGL/2059’ MSL.
Trees, building, elevators beginning 904’ from DER, 281’ left of centerline, up to 2066’ MSL.
Tree 1.1 NM from DER, 2195’ right of centerline, 2179’ MSL.
Trees beginning 1.1 NM from DER, 1744’ right of centerline, up to 2210’ MSL.
Trees beginning 1.2 NM from DER, 1786’ right of centerline, up to 2213’ MSL.
Trees beginning 1.2 NM from DER, 1978’ right of centerline, up to 2223’ MSL.
Tree 1.2 NM from DER, 2157’ right of centerline, 2229’ MSL.

ERIE, PA
ERIE INTL/TOM RIDGE FLD (ERI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 27JAN22 (22027) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:
Rwy 2, climb heading 020° to 1300 before turning right.
Rwy 6, climb heading 064° to 1900 before turning right.
Rwy 20, climb heading 200° to 1700 before turning left.
Rwy 24, climb heading 244° to 1400 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicles on road, building, trees and poles beginning 31’ from DER, 2’ left of centerline, up to 131’ AGL/821’ MSL.

Trees, fence, vehicles on road and poles beginning 74’ from DER, 1’ right of centerline, up to 107’ AGL/817’ MSL.
Rwy 6, trees beginning 381’ from DER, 336’ right of centerline, up to 100’ AGL/832’ MSL.

Trees beginning 1360’ from DER, 678’ left of centerline, up to 98’ AGL/818’ MSL.
Rwy 20, trees, railroads, buildings and poles beginning 41’ from DER, 3’ left of centerline, up to 105’ AGL/883’ MSL.

Fence, bush, railroads, trees, buildings, poles and steeple beginning 130’ from DER, 1’ right of centerline, up to 112’ AGL/869’ MSL.

Trees and poles beginning 441’ from DER, left and right of centerline, up to 103’ AGL/883’ MSL.
Tree 1 NM from DER, 694’ right of centerline, up to 143’ AGL/983’ MSL.

Tree 1.35 NM from DER, 2559’ right of centerline, up to 94’ AGL/944’ MSL.
Rwy 24, railroad, pole and trees beginning 11’ from DER, 325’ left of centerline, up to 67’ AGL/797’ MSL.

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

Trees beginning 2568’ from DER, 226’ left of centerline, up to 97’ AGL/827’ MSL.
FACTORYVILLE, PA
SEAMANS FLD (9N3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 31JUL08 (21280) (FAA)
TAKEOFF MINIMUMS:

Rwy 4, 400-2½ or std. w/min. climb of 221' per NM to 1700.

DEPARTURE PROCEDURE:

Rwy 4, climb heading 036° to 1700 before proceeding on course.

Rwy 22, climb heading 216° to 2900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1134' from DER, 720' right of centerline, up to 65' AGL/1264' MSL.

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

FAIRMONT, WV
FAIRMONT MUNI-FRANKMAN FLD (4G7)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A 25APR19 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 500-3 or std. w/min. climb of 729' per NM to 1800.

Rwy 23, 500-2½ w/min. climb of 274' per NM to 1900 or std. w/min. climb of 442' per NM to 1500, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 045° to 1800 before proceeding on course.

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning 3' from DER, 67' right of centerline, up to 52' AGL/1035' MSL.

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

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

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

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

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

Tree and pole beginning 572' from DER, 151' right of centerline, up to 70' AGL/1050' MSL.

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

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

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

Tree 1784' from DER, 974' right of centerline, 58' AGL/1161' MSL.

Tree 1817' from DER, 943' right of centerline, 62' AGL/1164' MSL.

Trees beginning 1848' from DER, 668' right of centerline, up to 73' AGL/1181' MSL.

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

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

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

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

Tree and pole beginning 89' from DER, 96' right of centerline, up to 64' AGL/1078' MSL.

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

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

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

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

Tree, building and pole beginning 585' from DER, 7' left of centerline, up to 89' AGL/1120' MSL.

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

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

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

Terrain and tree beginning 4237' from DER, 137' left of centerline, up to 71' AGL/1183' MSL.

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

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

FRANKLIN, PA
VENANGO RGNL (FKL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 30SEP04 (04274) (FAA)
DEPARTURE PROCEDURE:
Rwy 3, climb via heading 027° to 2000 before proceeding on course.
Rwy 12, climb via heading 116° to 2000 before proceeding on course.
Rwy 21, climb via heading 207° to 2000 before proceeding on course.
Rwy 30, climb via heading 296° to 2000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 638’ from DER, 528’ right of centerline, 34’ AGL/1553’ MSL.
Tree 2547’ from DER, 697’ right of centerline, 78’ AGL/1597’ MSL.
Rwy 12, tank 1027’ from DER, 660’ left of centerline, 92’ AGL/1612’ MSL.
Tree 1123’ from DER, 504’ left of centerline, 81’ AGL/1600’ MSL.
Tree 800’ from DER, 369’ right of centerline, 71’ AGL/1571’ MSL.
Rwy 21, multiple trees beginning 573’ from DER, 191’ to 679’ right of centerline, up to 81’ AGL/1599’ MSL.
Multiple trees beginning 264’ from DER, 326’ to 749’ left of centerline, up to 68’ AGL/1597’ MSL.
Sign 2474’ from DER, 30’ right of centerline, 94’ AGL/1606’ MSL.
Pole 1295’ from DER, 530’ left of centerline, 47’ AGL/1567’ MSL.

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

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

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

GROVE CITY, PA
GROVE CITY (29D)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4A 05DEC19 (19339) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 10, tree 15’ from DER, 98’ left of centerline, 1311’ MSL.
Tree 68’ from DER, 128’ right of centerline, 1308’ MSL.
Trees, buildings, poles beginning 72’ from DER, 223’ right of centerline, up to 1357’ MSL.
Tree 174’ from DER, 389’ left of centerline, 1352’ MSL.
Trees, pole beginning 284’ from DER, 100’ left of centerline, up to 1356’ MSL.
Trees, poles, sign beginning 792’ from DER, 201’ right of centerline, up to 1361’ MSL.
Trees beginning 1819’ from DER, 35’ left of centerline, up to 1359’ MSL.
Tree 2062’ from DER, 642’ right of centerline, 1362’ MSL.
Rwy 28, terrain 4’ from DER, 85’ right of centerline, 1373’ MSL.
Tree 22’ from DER, 91’ left of centerline, 1373’ MSL.
Fence 78’ from DER, 321’ right of centerline, 14’ AGL/1387’ MSL.
Trees, terrain beginning 126’ from DER, 100’ left of centerline, up to 1436’ MSL.
Building, tree, pole beginning 165’ from DER, 223’ right of centerline, up to 21’ AGL/1404’ MSL.
Tree 376’ from DER, 600’ right of centerline, 1457’ MSL.
Trees beginning 539’ from DER, 598’ right of centerline, up to 1462’ MSL.
Trees, vehicles on road, poles, transmission line beginning 589’ from DER, 34’ left of centerline, up to 1465’ MSL.
Trees, vehicles on road, beginning 837’ from DER, 35’ right of centerline, up to 1464’ MSL.
Trees, poles, building, transmission line beginning 1015’ from DER, 54’ right of centerline, up to 1486’ MSL.
Trees, poles, vehicles on road beginning 1106’ from DER, 6’ left of centerline, up to 1467’ MSL.
Trees, transmission line, pole beginning 1504’ from DER, 28’ left of centerline, up to 1489’ MSL.
Trees beginning 2430’ from DER, 644’ right of centerline, up to 1493’ MSL.
Tree 2534’ from DER, 892’ right of centerline, 1495’ MSL.
Trees beginning 2552’ from DER, 564’ right of centerline, up to 1502’ MSL.
Trees beginning 2656’ from DER, 727’ right of centerline, up to 1506’ MSL.
Trees beginning 2686’ from DER, 1’ right of centerline, up to 1512’ MSL.
Trees beginning 4050’ from DER, 914’ left of centerline, up to 1490’ MSL.
NE-4, 11 JUL 2024 to 05 SEP 2024

HARRISBURG, PA
HARRISBURG/CAPITAL CITY (CXY)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 10SEP20 (20254) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 400-2½ or std. w/min. climb of 305' per NM to 600.
Rwy 12, std. w/min. climb of 377' per NM to 1300, or 700-3 w/min. climb of 351' per NM to 1300.
Rwy 26, 400-2½ or std. w/min. climb of 353' per NM to 800.
Rwy 30, NA-Obstacles.

DEPARTURE PROCEDURE:

Rwy 8, climb on heading 082° to 1300 before proceeding on course.
Rwy 12, climb on heading 128° to 1400 before proceeding on course.
Rwy 26, climb on heading 262° to 1500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, vehicle on traverse way, lighting beginning 5' from DER, 53' left of centerline, up to 354' MSL.

Rwy 12, terrain, fence beginning 100' from DER, 67' right of centerline, up to 50' AGL/398' MSL.

Pole 225' from DER, 501' left of centerline, 24' AGL/359' MSL.

Tree, pole beginning 247' from DER, 21' left of centerline, up to 376' MSL.

Trees beginning 4587' from DER, 1355' left of centerline, up to 54' AGL/496' MSL.

Tree 4657' from DER, 1242' left of centerline, 508' MSL.

Trees beginning 4689' from DER, 764' left of centerline, up to 518' MSL.

Trees beginning 4853' from DER, 909' left of centerline, up to 71' AGL/525' MSL.

Trees beginning 5010' from DER, 430' left of centerline, up to 96' AGL/537' MSL.

Tree, pole, spire, building beginning 5987' from DER, 37' left of centerline, up to 92' AGL/559' MSL.

Tree 1 NM from DER, 410' right of centerline, 509' MSL.

Tree 1 NM from DER, 434' right of centerline, 510' MSL.

Pole, tree beginning 1 NM from DER, 140' right of centerline, up to 76' AGL/516' MSL.

Tree 1 NM from DER, 207' right of centerline, 533' MSL.

Trees beginning 1 NM from DER, 10' right of centerline, up to 540' MSL.

Tree, pole beginning 1.1 NM from DER, 316' left of centerline, up to 60' AGL/562' MSL.

Tree, building beginning 1.1 NM from DER, 35' left of centerline, up to 563' MSL.

Trees beginning 1.1 NM from DER, 185' left of centerline, up to 568' MSL.

Tree 1.2 NM from DER, 2274' left of centerline, 63' AGL/569' MSL.

Tree, pole beginning 1.2 NM from DER, 1136' left of centerline, up to 62' AGL/572' MSL.

Trees beginning 1.2 NM from DER, 496' left of centerline, up to 574' MSL.

Trees beginning 1.3 NM from DER, 679' left of centerline, up to 76' AGL/584' MSL.

Trees beginning 1.3 NM from DER, 753' left of centerline, up to 568' MSL.

Tree 1.3 NM from DER, 795' left of centerline, 94' AGL/588' MSL.

Trees beginning 1.3 NM from DER, 540' left of centerline, up to 598' MSL.

Trees beginning 1.4 NM from DER, 323' left of centerline, up to 84' AGL/599' MSL.

Trees beginning 1.5 NM from DER, 2083' left of centerline, up to 603' MSL.

Trees beginning 1.5 NM from DER, 1715' left of centerline, up to 608' MSL.

Trees beginning 1.7 NM from DER, 490' left of centerline, up to 613' MSL.

Tower 1.7 NM from DER, 628' left of centerline, 89' AGL/615' MSL.

Tree 1.7 NM from DER, 25' left of centerline, 624' MSL.

Tree 1.7 NM from DER, 223' right of centerline, 627' MSL.

Trees beginning 1.7 NM from DER, 143' right of centerline, up to 638' MSL.

Trees beginning 1.7 NM from DER, 4' right of centerline, up to 640' MSL.

Tree 1.7 NM from DER, 25' left of centerline, 632' MSL.

Trees beginning 1.8 NM from DER, 135' right of centerline, up to 647' MSL.

Rwy 12, vehicle on traverse way, terrain, poles beginning 13' from DER, 261' right of centerline, up to 373' MSL.

Sign 43' from DER, 250' left of centerline, 5' AGL/347' MSL.

Terrain 331' from DER, 197' left of centerline, 352' MSL.

Vegetation, terrain, fence beginning 340' from DER, 105' left of centerline, up to 362' MSL.

Trees, terrain, poles, fence beginning 443' from DER, 82' left of centerline, up to 67' AGL/412' MSL.

Buildings, fence beginning 472' from DER, 22' right of centerline, up to 42' AGL/391' MSL.

Trees, fence, poles, buildings beginning 697' from DER, 19' left of centerline, up to 80' AGL/436' MSL.

Trees, buildings beginning 859' from DER, 18' right of centerline, up to 392' MSL.

Trees, poles beginning 1186' from DER, 119' left of centerline, up to 446' MSL.

Building beginning 1293' from DER, 273' right of centerline, up to 37' AGL/395' MSL.

Poles, trees, stack, buildings, spire beginning 1406' from DER, 100' left of centerline, up to 72' AGL/451' MSL.

Pole 2147' from DER, 110' right of centerline, 43' AGL/403' MSL.

Pole 2220' from DER, 112' right of centerline, 45' AGL/404' MSL.

Trees, buildings beginning 2829' from DER, 145' left of centerline, up to 461' MSL.

Rwy 26, terrain, vehicle on traverse way beginning 3' from DER, 151' left of centerline, up to 337' MSL.

Trees beginning 524' from DER, 164' right of centerline, up to 374' MSL.

Tree 591' from DER, 656' right of centerline, 379' MSL.

Trees beginning 655' from DER, 670' right of centerline, up to 394' MSL.

Tree 1033' from DER, 731' right of centerline, 408' MSL.

Tree 1043' from DER, 759' left of centerline, 398' MSL.

Trees beginning 1060' from DER, 384' right of centerline, up to 91' AGL/411' MSL.

Trees beginning 1073' from DER, 226' left of centerline, up to 87' AGL/402' MSL.

Tree, transmission line, pole beginning 1383' from DER, 95' right of centerline, up to 95' AGL/419' MSL.

Trees beginning 1625' from DER, 212' left of centerline, up to 76' AGL/410' MSL.

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

HARRISBURG, PA (CON’T)

HARRISBURG/CAPITAL CITY (CXY) (CON’T)

**Rwy 26 (CON’T)**, trees beginning 1710’ from DER, 248’ left of centerline, up to 413’ MSL.

Trees beginning 1828’ from DER, 147’ left of centerline, up to 76’ AGL/416’ MSL.

Trees beginning 2115’ from DER, 86’ left of centerline, up to 76’ AGL/442’ MSL.

Tree, pole beginning 2497’ from DER, 50’ left of centerline, up to 447’ MSL.

Trees beginning 2519’ from DER, 189’ right of centerline, up to 423’ MSL.

Tree, transmission line beginning 2542’ from DER, 5’ right of centerline, up to 425’ MSL.

Trees beginning 2645’ from DER, 148’ left of centerline, up to 457’ MSL.

Trees beginning 2646’ from DER, 52’ right of centerline, up to 427’ MSL.

Trees beginning 2732’ from DER, 22’ right of centerline, 79’ AGL/428’ MSL.

Tree, transmission line beginning 2698’ from DER, 255’ right of centerline, up to 436’ MSL.

Trees beginning 2861’ from DER, 292’ right of centerline, up to 438’ MSL.

Tree, transmission line beginning 2902’ from DER, 204’ right of centerline, up to 446’ MSL.

Trees beginning 3076’ from DER, 240’ right of centerline, up to 449’ MSL.

Trees beginning 3120’ from DER, 357’ left of centerline, up to 89’ AGL/458’ MSL.

Tree, transmission line beginning 3162’ from DER, 442’ right of centerline, up to 451’ MSL.

Tree, transmission line beginning 3171’ from DER, 52’ right of centerline, up to 458’ MSL.

Trees beginning 3238’ from DER, 467’ left of centerline, up to 107’ AGL/465’ MSL.

Trees beginning 3427’ from DER, 184’ left of centerline, up to 103’ AGL/466’ MSL.

Trees beginning 3619’ from DER, 98’ left of centerline, up to 477’ MSL.

Tree, general utility poles beginning 3834’ from DER, 116’ left of centerline, up to 478’ MSL.

Trees beginning 3996’ from DER, 423’ right of centerline, up to 78’ AGL/461’ MSL.

Trees beginning 4004’ from DER, 365’ right of centerline, up to 81’ AGL/466’ MSL.

Tree, transmission line beginning 4027’ from DER, 280’ right of centerline, up to 87’ AGL/470’ MSL.

Tree, pole beginning 4495’ from DER, 323’ left of centerline, up to 493’ MSL.

Trees beginning 4965’ from DER, 340’ left of centerline, up to 69’ AGL/494’ MSL.

Tree, pole, sign beginning 5136’ from DER, 694’ left of centerline, up to 67’ AGL/503’ MSL.

Tree, pole, sign, vehicle on traverse way beginning 5386’ from DER, 558’ left of centerline, up to 507’ MSL.

Tree 5698’ from DER, 1965’ left of centerline, 520’ MSL.

Trees beginning 5707’ from DER, 108’ left of centerline, up to 541’ MSL.

Trees beginning 1 NM from DER, 581’ left of centerline, up to 542’ MSL.

Trees beginning 1 NM from DER, 1468’ left of centerline, up to 545’ MSL.

Tree 1 NM from DER, 2161’ left of centerline, 56’ AGL/578’ MSL.

Trees beginning 1 NM from DER, 366’ left of centerline, up to 581’ MSL.

Tree 1 NM from DER, 34’ right of centerline, 57’ AGL/520’ MSL.

Trees beginning 1 NM from DER, 22’ left of centerline, up to 80’ AGL/599’ MSL.

Trees beginning 1.1 NM from DER, 2’ right of centerline, up to 79’ AGL/528’ MSL.

Trees beginning 1.1 NM from DER, 1669’ left of centerline, up to 610’ MSL.

Trees beginning 1.1 NM from DER, 182’ right of centerline, up to 87’ AGL/639’ MSL.

Trees beginning 1.2 NM from DER, 889’ left of centerline, up to 74’ AGL/656’ MSL.

Tree, building, pole beginning 1.2 NM from DER, 931’ left of centerline, up to 62’ AGL/661’ MSL.

Tree, building beginning 1.2 NM from DER, 567’ left of centerline, up to 59’ AGL/664’ MSL.

Trees beginning 1.3 NM from DER, 384’ left of centerline, up to 669’ MSL.

Trees beginning 1.3 NM from DER, 505’ left of centerline, up to 101’ AGL/682’ MSL.

Tree, building beginning 1.3 NM from DER, 794’ left of centerline, up to 84’ AGL/686’ MSL.

Trees beginning 1.3 NM from DER, 552’ left of centerline, up to 690’ MSL.

Tree, pole beginning 1.4 NM from DER, 338’ left of centerline, up to 97’ AGL/692’ MSL.

Tree 1.5 NM from DER, 2053’ left of centerline, 696’ MSL.

Trees beginning 1.5 NM from DER, 1571’ left of centerline, up to 76’ AGL/699’ MSL.

Trees beginning 1.5 NM from DER, 1138’ left of centerline, up to 79’ AGL/704’ MSL.

Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416’ left of centerline, up to 711’ MSL.

Tree 1.5 NM from DER, 2053’ left of centerline, 696’ MSL.

Trees beginning 1.5 NM from DER, 1571’ left of centerline, up to 76’ AGL/699’ MSL.

Trees beginning 1.5 NM from DER, 1138’ left of centerline, up to 79’ AGL/704’ MSL.

Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416’ left of centerline, up to 711’ MSL.

Tree 1.5 NM from DER, 2053’ left of centerline, 696’ MSL.

Trees beginning 1.5 NM from DER, 1571’ left of centerline, up to 76’ AGL/699’ MSL.

Trees beginning 1.5 NM from DER, 1138’ left of centerline, up to 79’ AGL/704’ MSL.

Tree, transmission line, vegetation, tower, antenna beginning 1.6 NM from DER, 416’ left of centerline, up to 711’ MSL.

HARRISBURG INTL (MDT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8A 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwy 13, 300-2/4 or std. w/min. climb of 260’ per NM to 700.

DEPARTURE PROCEDURE:

Rwy 13, climb heading 128° to 1700 before proceeding on course.

Rwy 31, climb heading 308° to 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 13, grad 1’ from DER, 356’ left of centerline, 310’ MSL.

Secondary rd, fence, vertical structure, bush, beginning 25’ from DER, 474’ left of centerline, up to 325’ MSL.

Tree 1500’ from DER, 811’ left of centerline, 74’ AGL/368’ MSL.

Tree beginning 1571’ from DER, 279’ left of centerline, up to 80’ AGL/370’ MSL.

CON’T
HAZLETON, PA

HAZLETON RGNL (HZL)

Rwy 13 (CON'T), trees beginning 166' from DER, 388' left of centerline, up to 85' AGL/375' MSL.
Tree 170' from DER, 536' left of centerline, 79' AGL/380' MSL.

Tree 1396' from DER, 394' left of centerline, up to 111' AGL/399' MSL.
Tree 3164' from DER, 1301' right of centerline, 118' AGL/399' MSL.

Trees beginning 1.3 NM from DER, 135' left of centerline, up to 100' AGL/523' MSL.

Trees beginning 1.3 NM from DER, 436' left of centerline, up to 529' MSL.

Tree 1.3 NM from DER, 335' right of centerline, 93' AGL/518' MSL.

Trees beginning 1.3 NM from DER, 333' right of centerline, up to 519' MSL.

Bush beginning 1.3 NM from DER, 6' left of centerline, up to 76' AGL/548' MSL.

Bush beginning 1.3 NM from DER, 15' right of centerline, up to 525' MSL.

Tree, bush, beginning 1.3 NM from DER, 360' left of centerline, up to 78' AGL/551' MSL.

Trees beginning 1.3 NM from DER, 593' left of centerline, up to 59' AGL/559' MSL.

Pole, bush, beginning 1.3 NM from DER, 154' right of centerline, up to 11' AGL/531' MSL.

Trees beginning 1.3 NM from DER, 764' left of centerline, up to 560' MSL.

Trees beginning 1.3 NM from DER, 56' left of centerline, up to 562' MSL.

Pole, tree, beginning 1.3 NM from DER, 156' right of centerline, up to 12' AGL/533' MSL.

Trees beginning 1.4 NM from DER, 114' right of centerline, up to 551' MSL.

Trees beginning 1.4 NM from DER, 37' left of centerline, up to 563' MSL.

Trees beginning 1.4 NM from DER, 26' left of centerline, up to 567' MSL.

Trees beginning 1.4 NM from DER, 125' right of centerline, up to 562' MSL.

Tree, bush, secondary rd, beginning 1.4 NM from DER, 195' left of centerline, up to 571' MSL.

Trees beginning 1.4 NM from DER, 247' right of centerline, up to 54' AGL/577' MSL.

Trees beginning 1.5 NM from DER, 198' left of centerline, up to 579' MSL.

Trees beginning 1.5 NM from DER, 23' left of centerline, up to 65' AGL/598' MSL.

Tree, bldg, beginning 1.5 NM from DER, 4' right of centerline, up to 585' MSL.

Tree, trmsn twr, beginning 1.5 NM from DER, 22' left of centerline, up to 603' MSL.

Tree, pole, gen util, beginning 1.5 NM from DER, 8' right of centerline, up to 72' AGL/594' MSL.

T+1 iw 1.8 NM from DER, 3169' left of centerline, 148' AGL/598' MSL.

Rwy 31, tree 131' from DER, 356' left of centerline, 15' AGL/314' MSL.

NAVIAID 300' from DER, on centerline, 9' AGL/319' MSL.

Bldg 434' from DER, 259' right of centerline, 10' AGL/321' MSL.

Bldg 434' from DER, 247' right of centerline, 15' AGL/325' MSL.

Power transmission line 1194' from DER, 740' right of centerline, 59' AGL/367' MSL.

Trmsn twr 1206' from DER, 740' right of centerline, 60' AGL/368' MSL.

Trmsn twr, tree, beginning 1492' from DER, 722' right of centerline, up to 62' AGL/370' MSL.

Trmsn twr, pole, power transmission line, tree, beginning 1779' from DER, 733' right of centerline, up to 65' AGL/373' MSL.

Tree 2721' from DER, 812' right of centerline, 71' AGL/380' MSL.

Tree 2821' from DER, 1215' right of centerline, 83' AGL/385' MSL.

HAZLETON, PA

HAZLETON RGNL (HZL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 25APR19 (19115) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, std. w/min. climb gradient of 378' per NM to 2300, or 1000-3 for VCOA.

Rwy 28, 200-1%/or std. w/min. climb gradient of 329' per NM to 1900.

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, tree 1' from DER, 435' left of centerline, 1606' MSL.

Tree 2' from DER, 176' right of centerline, 15' AGL/1601' MSL.

Tree, pole beginning 27' from DER, 0' of centerline, up to 1613' MSL.

Tree 58' from DER, 438' left of centerline, 1655' MSL.

Trees beginning 92' from DER, 386' left of centerline, up to 74' AGL/1670' MSL.

Tree 263' from DER, 520' left of centerline, 79' AGL/1675' MSL.

Tree, pole, vehicles on traverse way, fence beginning 271' from DER, 0' left of centerline, up to 84' AGL/1680' MSL.

Tree 292' from DER, 527' right of centerline, 1636' MSL.

Trees beginning 394' from DER, 467' right of centerline, up to 1644' MSL.

Trees beginning 554' from DER, 414' right of centerline, up to 1649' MSL.

Tree, pole, beginning 667' from DER, 0' of centerline, up to 1654' MSL.

Tree, building beginning 1004' from DER, 41' left of centerline, up to 1681' MSL.

Tree, building, terrain beginning 1199' from DER, 92' left of centerline, up to 1686' MSL.

Trees beginning 1383' from DER, 137' left of centerline, up to 1687' MSL.

Trees beginning 1421' from DER, 502' left of centerline, up to 1697' MSL.

Trees beginning 1513' from DER, 133' left of centerline, up to 1704' MSL.

Trees beginning 1603' from DER, 1' left of centerline, up to 1705' MSL.

Trees beginning 2397' from DER, 37' right of centerline, up to 83' AGL/1657' MSL.

CON'T
HAZLETON RGNL (HZL) (CON’T)

Rwy 28, tree 2 from DER, 216’ left of centerline, up to 1746’ MSL.

Vegetation 7’ from DER, 210’ right of centerline, 1596’ MSL.

Trees beginning 83’ from DER, 371’ right of centerline, up to 71’ AGL/1618’ MSL.

Trees beginning 150’ from DER, 453’ right of centerline, up to 1629’ MSL.

Tree 160’ from DER, 359’ left of centerline, 1600’ MSL.

Trees beginning 346’ from DER, 376’ right of centerline, up to 1639’ MSL.

Tree 584’ from DER, 607’ left of centerline, 1614’ MSL.

Tree 658’ from DER, 383’ left of centerline, 1616’ MSL.

Tree 783’ from DER, 613’ left of centerline, 1619’ MSL.

Tree 1568’ from DER, 897’ right of centerline, 1659’ MSL.

Tree 1716’ from DER, 691’ right of centerline, 1662’ MSL.

Tree 1725’ from DER, 889’ right of centerline, up to 1666’ MSL.

Tree 1748’ from DER, 742’ right of centerline, 1674’ MSL.

Trees beginning 1807’ from DER, 655’ right of centerline, up to 1677’ MSL.

Tree 1817’ from DER, 535’ left of centerline, 1643’ MSL.

Tree, pole beginning 1839’ from DER, 558’ left of centerline, up to 1654’ MSL.

Tree 2049’ from DER, 579’ left of centerline, 39’ AGL/1657’ MSL.

Pole 2166’ from DER, 952’ left of centerline, up to 42’ AGL/1658’ MSL.

Trees beginning 2453’ from DER, 1064’ right of centerline, up to 1678’ MSL.

Tree, sign, pole, vegetation beginning 2556’ from DER, 38’ right of centerline, up to 1681’ MSL.

Pole 2599’ from DER, 313’ left of centerline, 43’ AGL/1663’ MSL.

Tree, pole beginning 2717’ from DER, 364’ left of centerline, up to 1670’ MSL.

Tree, pole beginning 2832’ from DER, 311’ left of centerline, up to 1674’ MSL.

Tree, pole beginning 2892’ from DER, 5’ right of centerline, up to 40’ AGL/1685’ MSL.

Tree, pole, sign beginning 2895’ from DER, 44’ left of centerline, up to 1682’ MSL.

Tree 3017’ from DER, 233’ right of centerline, 36’ AGL/1686’ MSL.

Tree, pole beginning 3025’ from DER, 146’ right of centerline, up to 41’ AGL/1692’ MSL.

Trees beginning 3175’ from DER, 116’ right of centerline, up to 1693’ MSL.

Tree 3208’ from DER, 616’ left of centerline, 1684’ MSL.

Tree, pole beginning 3285’ from DER, 138’ left of centerline, up to 1694’ MSL.

Tree, pole beginning 3302’ from DER, 156’ right of centerline, up to 1704’ MSL.

Tree, pole beginning 3453’ from DER, 51’ right of centerline, up to 1707’ MSL.

Trees beginning 3484’ from DER, 183’ left of centerline, up to 43’ AGL/1696’ MSL.

Tree, pole beginning 3520’ from DER, 207’ left of centerline, up to 47’ AGL/1703’ MSL.

Tree, pole beginning 3560’ from DER, 83’ right of centerline, up to 37’ AGL/1708’ MSL.

Tree 3646’ from DER, 1339’ right of centerline, 1709’ MSL.

Tree, pole beginning 3651’ from DER, 220’ right of centerline, up to 1712’ MSL.

Tree, building beginning 3692’ from DER, 48’ right of centerline, up to 1718’ MSL.

Tree, pole beginning 3761’ from DER, 105’ right of centerline, up to 1721’ MSL.

Tree 3715’ from DER, 37’ left of centerline, 49’ AGL/1716’ MSL.

Trees beginning 3826’ from DER, 16’ left of centerline, up to 53’ AGL/1724’ MSL.

Tree 3862’ from DER, 73’ left of centerline, 59’ AGL/1725’ MSL.

Trees beginning 3865’ from DER, 2’ left of centerline, up to 49’ AGL/1727’ MSL.

Tree, pole beginning 3873’ from DER, 3’ right of centerline, up to 1734’ MSL.

Tree, pole beginning 3886’ from DER, 0’ left of centerline, up to 53’ AGL/1730’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

HAZLETON, PA (CON’T)

HAZLETON RGNL (HZL) (CON’T)

**Rwy 28 (CON’T)**, tree, pole beginning 3958’ from DER, 63’ right of centerline, up to 1740’ MSL.
Tree, pole beginning 4005’ from DER, 55’ right of centerline, up to 45’ AGL/1741’ MSL.
Trees beginning 4049’ from DER, 192’ right of centerline, up to 49’ AGL/1743’ MSL.
Tree, pole beginning 4063’ from DER, 29’ right of centerline, up to 48’ AGL/1745’ MSL.
Tree, pole, building beginning 4097’ from DER, 8’ right of centerline, up to 1747’ MSL.
Tree, pole, vehicles on traverse way, fence beginning 4327’ from DER, 0’ right of centerline, up to 57’ AGL/1773’ MSL.

Rwy 28 (CON’T) HAZLETON RGNL (HZL) (CON’T)

**Rwy 28 (CON’T)**, tree, pole beginning 3958’ from DER, 63’ right of centerline, up to 1740’ MSL.
Tree, pole beginning 4005’ from DER, 55’ right of centerline, up to 45’ AGL/1741’ MSL.
Trees beginning 4049’ from DER, 192’ right of centerline, up to 49’ AGL/1743’ MSL.
Tree, pole beginning 4063’ from DER, 29’ right of centerline, up to 48’ AGL/1745’ MSL.
Tree, pole, building beginning 4097’ from DER, 8’ right of centerline, up to 1747’ MSL.
Tree, pole, vehicles on traverse way, fence beginning 4327’ from DER, 0’ right of centerline, up to 57’ AGL/1773’ MSL.

HONESDALE, PA

CHERRY RIDGE (N30)

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

AMDT 4 03JUN10 (10154) (FAA)

**TAKEOFF MINIMUMS:**

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

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

**DEPARTURE PROCEDURE:**

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

**TAKEOFF OBSTACLE NOTES:**

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

Rwy 36, trees beginning 1’ from DER, 500’ left of centerline, up to 100’ AGL/1419’ MSL.

HUNTINGTON, WV

TRI-STATE/MILTON J FERGUSON FLD (HTS)

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

AMDT 1 13JAN11 (21112) (FAA)

**DEPARTURE PROCEDURE:**

Rwy 30, climb heading 313° to 1800 before turning left.

**TAKEOFF OBSTACLE NOTES:**

Rwy 12, trees beginning 146’ from DER, 220’ right of centerline, up to 106’ AGL/885’ MSL.

Trees beginning 304’ from DER, 230’ left of centerline, up to 97’ AGL/856’ MSL.

Rwy 30, trees beginning 254’ from DER, 127’ left of centerline, up to 89’ AGL/928’ MSL.

Trees beginning 76’ from DER, 137’ right of centerline, up to 105’ AGL/944’ MSL.

INDIANA, PA

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

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

ORIG 15SEP16 (21168) (FAA)

**TAKEOFF MINIMUMS:**

Rwy 11, 300-1¼ w/min. climb of 206’ per NM to 2300 or std. w/min. climb of 418’ per NM to 2300 or 1300-3 for climb in visual conditions.

Rwy 29, 300-2 w/min. climb of 251’ per NM to 1800 or std. w/min. climb of 289’ per NM to 1800.

**DEPARTURE PROCEDURE:**

Rwy 11, climb heading 106° to 2300 before proceeding on course.

Rwy 29, climb heading 286° to 1800 before proceeding east.

**VCOA:**

Rwy 11, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Indiana County/Jimmy Stewart Fld at or above 2600 before proceeding on course.

**TAKEOFF OBSTACLE NOTES:**

Rwy 11, tree 12’ from DER, 394’ right of centerline, 22’ AGL/1435’ MSL.

Ground 21’ from DER, 243’ left of centerline, 1421’ MSL.

Tree, ground beginning 44’ from DER, 458’ right of centerline, up to 45’ AGL/1449’ MSL.

Ground beginning 761’ from DER, 578’ right of centerline, up to 1464’ MSL.

Ground beginning 881’ from DER, 581’ right of centerline, up to 1473’ MSL.

Trees beginning 1163’ from DER, 492’ right of centerline, up to 50’ AGL/1477’ MSL.

Tree 1560’ from DER, 871’ right of centerline, 94’ AGL/1493’ MSL.

Tree 2774’ from DER, 1102’ right of centerline, 48’ AGL/1494’ MSL.

Tree 2790’ from DER, 953’ right of centerline, 63’ AGL/1497’ MSL.

Trees beginning 2906’ from DER, 787’ right of centerline, up to 54’ AGL/1540’ MSL.

Trees beginning 3102’ from DER, 574’ right of centerline, 57’ AGL/1549’ MSL.

Tree 3108’ from DER, 1114’ right of centerline, 49’ AGL/1553’ MSL.

Trees beginning 3176’ from DER, 707’ right of centerline, up to 58’ AGL/1561’ MSL.

Tree 3222’ from DER, 1029’ left of centerline, 68’ AGL/1503’ MSL.

Tree 3270’ from DER, 1073’ left of centerline, 78’ AGL/1515’ MSL.

Trees beginning 3412’ from DER, 625’ right of centerline, up to 49’ AGL/1570’ MSL.

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

INDIANA, PA (CON'T)

INDIANA COUNTY/JIMMY STEWART FLD (IDI) (CON'T)

Rwy 11 (CON'T), trees beginning 3463' from DER, 971' left of centerline, up to 69' AGL/1518' MSL. Trees beginning 3816' from DER, 789' right of centerline, up to 55' AGL/1588' MSL. Trees beginning 3816' from DER, 987' right of centerline, up to 53' AGL/1596' MSL. Trees beginning 3816' from DER, 962' right of centerline, up to 67' AGL/1614' MSL. Tree 3881' from DER, 1185' left of centerline, 78' AGL/1519' MSL. Trees beginning 3936' from DER, 976' right of centerline, up to 65' AGL/1629' MSL. Trees beginning 4984' from DER, 1681' left of centerline, up to 63' AGL/1549' MSL. Tree 5066' from DER, 1410' left of centerline, 78' AGL/1557' MSL. Trees beginning 5077' from DER, 1589' left of centerline, 65' AGL/1567' MSL. Trees beginning 5112' from DER, 1305' left of centerline, up to 68' AGL/1584' MSL. Trees beginning 5351' from DER, 1391' left of centerline, up to 61' AGL/1590' MSL. Tree 5421' from DER, 1848' left of centerline, 52' AGL/1585' MSL.

Rwy 29, vehicle on road 588' from DER, 617' right of centerline, 1389' MSL. Vehicle on road beginning 594' from DER, 626' right of centerline, up to 1390' MSL. Tree 753' from DER, 598' right of centerline, 26' AGL/1402' MSL. Tree, vehicle on road beginning 758' from DER, 526' right of centerline, up to 24' AGL/1404' MSL. Trees beginning 926' from DER, 479' right of centerline, up to 26' AGL/1421' MSL. Trees beginning 1135' from DER, 478' right of centerline, up to 49' AGL/1455' MSL. Trees beginning 1251' from DER, 391' right of centerline, up to 65' AGL/1482' MSL. Tree 1289' from DER, 646' left of centerline, 61' AGL/1403' MSL. Tree 1292' from DER, 571' left of centerline, 67' AGL/1404' MSL. Tree 4156' from DER, 788' left of centerline, 64' AGL/1491' MSL. Trees beginning 4158' from DER, 446' left of centerline, up to 59' AGL/1493' MSL. Trees beginning 4439' from DER, 410' left of centerline, up to 60' AGL/1494' MSL. Trees beginning 4567' from DER, 224' left of centerline, up to 59' AGL/1496' MSL. Tree 4583' from DER, 336' right of centerline, 70' AGL/1483' MSL. Tree 4646' from DER, 439' right of centerline, 61' AGL/1501' MSL. Trees beginning 4670' from DER, 154' right of centerline, up to 60' AGL/1503' MSL. Trees beginning 4762' from DER, 92' right of centerline, up to 58' AGL/1505' MSL. Tree 4826' from DER, 668' right of centerline, 64' AGL/1519' MSL. Tree 4930' from DER, 635' right of centerline, 58' AGL/1519' MSL. Trees beginning 4941' from DER, 7' right of centerline, up to 72' AGL/1533' MSL. Trees beginning 5176' from DER, 351' right of centerline, up to 77' AGL/1543' MSL. Tree 5200' from DER, 173' left of centerline, 70' AGL/1499' MSL. Trees beginning 5222' from DER, 617' right of centerline, 76' AGL/1544' MSL. Trees beginning 5277' from DER, 32' right of centerline, up to 90' AGL/1558' MSL. Trees beginning 5529' from DER, 293' centerline, up to 92' AGL/1565' MSL. Tree 5754' from DER, 632' left of centerline, 88' AGL/1528' MSL. Trees beginning 5989' from DER, 668' left of centerline, up to 83' AGL/1551' MSL. Trees beginning 1 NM from DER, 115' left of centerline, up to 90' AGL/1577' MSL. Trees beginning 1 NM from DER, 64' left of centerline, up to 77' AGL/1578' MSL. Trees beginning 1 NM from DER, 45' left of centerline, up to 90' AGL/1584' MSL. Trees beginning 1 NM from DER, 5' left of centerline, up to 89' AGL/1590' MSL. Trees beginning 1.1 NM from DER, 28' right of centerline, up to 83' AGL/1572' MSL. Trees beginning 1.1 NM from DER, 422' right of centerline, up to 83' AGL/1574' MSL. Trees beginning 1.1 NM from DER, 183' right of centerline, up to 89' AGL/1578' MSL. Trees beginning 1.1 NM from DER, 59' right of centerline, up to 89' AGL/1582' MSL. Tree 1.4 NM from DER, 1982' right of centerline, 58' AGL/1590' MSL. Trees beginning 1.4 NM from DER, 1783' right of centerline, up to 61' AGL/1605' MSL. Tree 1.5 NM from DER, 1252' right of centerline, 59' AGL/1612' MSL. Tank, tree, water tower, communication tower, beginning 1.5 NM from DER, 1250' right of centerline, up to 109' AGL/1668' MSL. Tower 1.6 NM from DER, 1292' right of centerline, 121' AGL/1676' MSL. Communication tower, tower, beginning 1.6 NM from DER, 1076' right of centerline, up to 116' AGL/1677' MSL. Communication tower 1.6 NM from DER, 1135' right of centerline, 115' AGL/1676' MSL.

JOHNSTOWN, PA

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 11OCT18 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, sign 62' from DER, 256' right of centerline, 3' AGL/2282' MSL. Building 97' from DER, 480' left of centerline, 28' AGL/2299' MSL. Building 514' from DER, 516' left of centerline, 46' AGL/2311' MSL. Tree 687' from DER, 647' left of centerline, 2326' MSL. Tree 778' from DER, 377' right of centerline, 2300' MSL. Trees beginning 1033' from DER, 300' left of centerline, up to 2341' MSL.

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

Rwy 33, terrain 7' from DER, 15' left of centerline, 227' MSL. Fence 179' from DER, 467' right of centerline, 8' AGL/2275' MSL.

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

JOHNSTOWN, PA (CON’T)
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST) (CON’T)
Rwy 33 (CON’T), tree 359’ from DER, 463’ right of centerline, 2281’ MSL.
Trees beginning 639’ from DER, 318’ right of centerline, up to 2309’ MSL.

LANCASTER, PA
LANCASTER (LNS)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 17DEC09 (09351) (FAA)
TAKEOFF MINIMUMS:
Rwy 8, 300-1 1/4 or std. w/ min. climb of 301’ per NM to 700.
Rwy 31, 300-1 1/2 or std. w/ min. climb of 210’ per NM to 700, or alternatively with standard takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1300’ prior to DER.
DEPARTURE PROCEDURE:
Rwy 8, climb heading 077° to 800 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 8, silo 590’ from DER, 637’ right of centerline, 88’ AGL/427’ MSL.
Trees beginning 825’ from DER, 41’ right of centerline, up to 100’ AGL/425’ MSL.
Trees beginning 1336’ from DER, 281’ left of centerline, up to 100’ AGL/579’ MSL.
Rwy 13, trees beginning 2322’ from DER, 902’ right of centerline, up to 100’ AGL/499’ MSL.
Trees beginning 615’ from DER, 328’ left of centerline, up to 43’ AGL/442’ MSL.
Rwy 26, vehicles on road beginning 269’ from DER, 494’ right of centerline, up to 15’ AGL/403’ MSL.
Tree 1257’ from DER, 797’ right of centerline, 59’ AGL/439’ MSL.
Trees beginning 956’ from DER, 88’ left of centerline, up to 100’ AGL/489’ MSL.

LATROBE, PA
ARNOLD PALMER RGNL (LBE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 29MAR18 (18088) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/ min. climb of 220’ per NM to 3300 or 1700-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 041° to 3300 before proceeding on course.
Rwy 24, climb heading 236° to 2300 before proceeding on course.
VCOA:
Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Arnold Palmer RGNL airport at or above 2700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, building 143’ from DER, 412’ left of centerline, 14’ AGL/1143’ MSL.
Poles beginning 1184’ from DER, 750’ right of centerline, up to 40’ AGL/1300’ MSL.
Tree 2046’ from DER, 234’ left of centerline, 1187’ MSL.
Tree 307’ from DER, 264’ right of centerline, 57’ AGL/1217’ MSL.
Tree 4788’ from DER, 951’ left of centerline, 82’ AGL/1260’ MSL.
Rwy 24, pole 511’ from DER, 578’ left of centerline, up to 40’ AGL/1239’ MSL.
Trees and pole beginning 634’ from DER, 389’ left of centerline, up to 1256’ MSL.
Trees beginning 1421’ from DER, 774’ right of centerline, up to 1257’ MSL.
Trees beginning 1824’ from DER, 784’ right of centerline, up to 1275’ MSL.
Trees beginning 2656’ from DER, 1161’ right of centerline, up to 93’ AGL/1296’ MSL.
Tree 3093’ from DER, 1193’ right of centerline, 62’ AGL/1310’ MSL.
Trees and buildings beginning 3106’ from DER, 958’ right of centerline, up to 53’ AGL/1322’ MSL.
Trees beginning 3352’ from DER, 1020’ right of centerline, up to 65’ AGL/1348’ MSL.

LEBANON, PA
KELLER BROTHERS (08N)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAY12 (12152) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, 500-3 w/ min. climb of 231’ per NM to 1200 or 1500-2 1/2 for climb in visual conditions.
Rwy 25, 800-3 w/ min. climb of 370’ per NM to 1600 or 1500-2 1/2 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 7, climb heading 068° to 2000 before turning right, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.
Rwy 25, climb heading 248° to 2500 before proceeding on course, or for climb in visual conditions cross Keller Brothers Airport at or above 1900, before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, trees and buildings beginning 223’ from DER, 113’ left of centerline, up to 100’ AGL/719’ MSL.
Trees and buildings beginning 1.6 NM from DER, 2422’ right of centerline, up to 100’ AGL/1499’ MSL.
Rwy 25, trees and buildings beginning 47’ from DER, 39’ right of centerline, up to 100’ AGL/659’ MSL.
Trees and buildings beginning 355’ from DER, 4’ left of centerline, up to 100’ AGL/1339’ MSL.
LEHIGHTON, PA

JAKE ARNER MEML (22N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAY11 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, std. w/min. climb of 426’ per NM to 1700 or 600-2¼ with min. climb of 269’ per NM to 1700 or 2000-3 for climb in visual conditions.

Rwy 26, std. w/min. climb of 362’ per NM to 1600 or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 8, climb heading 081° to 2400 before proceeding on course, or for climb in visual conditions cross Jake Arner Meml airport at or above 2500 before proceeding on course.

Rwy 26, climb heading 261° to 1900 before proceeding on course, or for climb in visual conditions cross Jake Arner Meml airport at or above 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 1961’ from DER, 42’ left of centerline, up to 100’ AGL/426’ MSL. Trees beginning 5388’ from DER, 1817’ right of centerline, up to 100’ AGL/359’ MSL. Building 1.5 NM from DER, 1826’ right of centerline, 31’ AGL/876’ MSL. Tower 2.9 NM from DER, 4326’ right of centerline, 207’ AGL/967’ MSL.

Rwy 26, trees beginning 3282’ from DER, 10’ left of centerline, up to 100’ AGL/659’ MSL. Trees beginning 4511’ from DER, 879’ right of centerline, up to 100’ AGL/699’ MSL.

LEWISBURG, WV

GREENBRIER VALLEY (LWB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 19JUL18 (18200) (FAA)

DEPARTURE PROCEDURE:

Rwy 4, climb heading 043° to 3800 before proceeding on course.

Rwy 22, climb heading 223° to 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 1617’ from DER, 528’ right of centerline, 84’ AGL/2364’ MSL. Trees beginning 759’ from DER 553’ left of centerline, 60’ AGL/2309’ MSL.

Rwy 22, trees beginning 759’ from DER 553’ left of centerline, 60’ AGL/2309’ MSL. Trees beginning 1996’ from DER, 289’ right of centerline, up to 104’ AGL/2364’ MSL.

LOCK HAVEN, PA

WILLIAM T PIPER MEML (LHV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 23NOV06 (21280) (FAA)

TAKEOFF MINIMUMS:

Rwys 9L/R, NA-Obstacles.

Rwy 27L, NA-ATC.

Rwy 27R, std. w/min. climb of 393’ per NM to 2500 or 2300-3 for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 27R, climb heading 273° to 2500 before proceeding on course or for climb in visual conditions cross William T Piper Meml airport at or above 2700 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 27R, multiple terrain and trees beginning 1.4 NM from DER, 1194’ right of centerline, up to 100’ AGL/1119’ MSL. Tower 1.8 NM from DER, 348’ right of centerline, 154’ AGL/895’ MSL.

LOGAN, WV

LOGAN COUNTY (6L4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 07MAR13 (13066) (FAA)

DEPARTURE PROCEDURE:

Rwy 24, climb heading 245° to 3000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 48’ from DER, 150’ left of centerline, up to 49’ AGL/1683’ MSL. Trees beginning 358’ from DER, 273’ right of centerline, up to 82’ AGL/1691’ MSL.

Rwy 24, trees 132’ from DER, 193’ right of centerline, up to 37’ AGL/1682’ MSL. Fence 556’ from DER, 145’ right of centerline, 18’ AGL/1673’ MSL. Vehicles on road beginning 2187’ from DER, crossing left to right, 22’ AGL/1735’ MSL.

Trees beginning 2335’ from DER, 71’ right of centerline, up to 121’ AGL/1775’ MSL. Tree 1408’ from DER, 34’ left of centerline, up to 134’ AGL/1751’ MSL. Building 1954’ from DER, 312’ left of centerline, 10’ AGL/1726’ MSL.
**MARTINSBURG, WV**
EASTERN WV RGNL/SHEPHERD FLD (MRB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 31MAR16 (22083) (FAA)
DEPARTURE PROCEDURE:
- Rwy 8, climb heading 079° to 1200 before turning westbound.
- Rwy 26, climb heading 259° to 1000, then climbing left turn to 2500 direct MRB VORTAC before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 8, tree 704' from DER, 278' right of centerline, 587' MSL.
- Tree 827' from DER, 575' left of centerline, 592' MSL.
- Trees beginning 879' from DER, 340' right of centerline, up to 593' MSL.
- Trees beginning 984' from DER, 309' left of centerline, up to 594' MSL.
- Tree 1322' from DER, 392' right of centerline, 599' MSL.
- Trees beginning 1510' from DER, 553' right of centerline, up to 602' MSL.
- Tree 1729' from DER, 503' right of centerline, 603' MSL.
- **Rwy 26**, terrain 165' from DER, 468' right of centerline, up to 569' MSL.

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

**MIFFLINTOWN, PA**
MIFFLINTOWN (P34)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 23NOV06 (06327) (FAA)
TAKEOFF MINIMUMS:
- **Rwy 8**, std. with a min. climb of 500’ per NM to 4000 or 2100-3 for climb in visual conditions.
- **Rwy 26**, NA-obstacles.

DEPARTURE PROCEDURE:
- **Rwy 8**, climb heading 090° to 4000 before proceeding on course or for climb in visual conditions: cross Mifflintown Airport at or above 2500 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
- **Rwy 8**, multiple terrain and trees beginning 1332' from DER, 356' left of centerline, up to 200' AGL/839' MSL.
- Trees 1.2 NM from DER, 2350' right of centerline, up to 100' AGL/1199' MSL.
- Trees beginning 1.6 NM from DER, 556' right of centerline, up to 100' AGL/1199' MSL.

**MILTON, WV**
ONA AIRPARK (12V)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 10APR08 (08101) (FAA)
TAKEOFF MINIMUMS:
- **Rwys 7, 25**, 1900-3 climb in visual conditions.

DEPARTURE PROCEDURE:
- **Rwys 7, 25**, Departure NA at night. For climb in visual conditions: cross Ona Airpark at or above 2300 MSL before proceeding on course. Do not exceed 180 KIAS until crossing Ona Airpark on course.

TAKEOFF OBSTACLE NOTES:
- **Rwy 7**, trees beginning 730' from DER, 44' left of centerline, up to 100' AGL/1019' MSL.
- Trees 4875' from DER, 597' right of centerline, up to 100' AGL/999' MSL.
- Trees beginning 1.8 NM from DER, 2539' left of centerline, up to 100' AGL/1199' MSL.
- Trees beginning 1.6 NM from DER, 556' right of centerline, up to 100' AGL/1199' MSL.
- **Rwy 25**, trees beginning 94' from DER, 47' right of centerline, up to 100' AGL/719' MSL.
- Towers and trees beginning 3016' from DER, 758' left of centerline, up to 125' AGL/822' MSL.
- Trees beginning 2 NM from DER, 3193' left of centerline, up to 100' AGL/1079' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

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

MORGANTOWN, WV
MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6A  21MAY20  (22363)  (FAA)
DEPARTURE PROCEDURE:
Rwy 18, climbing right turn on heading 225° to 2700 before proceeding on course.
Rwy 36, climbing left turn on heading 315° to 2700 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 18, sign, vegetation beginning 25' from DER, 252' right of centerline, up to 4' AGL/1245' MSL.
Trees beginning 1447' from DER, 207' right of centerline, up to 1291' MSL.
Trees beginning 1561' from DER, 210' right of centerline, up to 1299' MSL.
Trees beginning 1838' from DER, 233' right of centerline, up to 1311' MSL.
Tree 2170' from DER, 1033' right of centerline, 1317' MSL.
Trees beginning 2370' from DER, 1063' right of centerline, up to 1324' MSL.
Rwy 36, sign 21' from DER, 287' left of centerline, 4' AGL/1238' MSL.
Trees beginning 65' from DER, 307' right of centerline, up to 1252' MSL.
Tree 412' from DER, 553' left of centerline, 1262' MSL.

MOUNDSVILLE, WV
MARSHALL COUNTY (MPG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  24JUL14  (14205)  (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 228' per NM to 1900 or 900-2½ for climb in visual conditions.
Rwy 24, 300-2 or std. w/min. climb of 385' per NM to 1600.
DEPARTURE PROCEDURE:
Rwy 6, for climb in visual conditions cross Marshall County airport at or above 2000 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 24, climbing heading 240° to 1700 before turning left.
TAKEOFF OBSTACLE NOTES:
Rwy 6, trees beginning 6' from DER, 65' left of centerline, up to 68' AGL/1207' MSL.
Trees beginning 46' from DER, 391' right of centerline, up to 122' AGL/1237' MSL.
Trees beginning 113' from DER, 85' right of centerline, up to 80' AGL/1219' MSL.
Trees beginning 156' from DER, 84' left of centerline, up to 48' AGL/1227' MSL.
Trees beginning 3967' from DER, 948' left of centerline, up to 100' AGL/1399' MSL.
Pole 4755' from DER, 65' left of centerline, 32' AGL/1316' MSL.
Rwy 24, trees beginning 10' from DER, 371' left of centerline, up to 65' AGL/1244' MSL.
Trees beginning 28' from DER, 74' right of centerline, up to 17' AGL/1216' MSL.
Trees beginning 116' from DER, 435' left of centerline, up to 98' AGL/1250' MSL.
Trees beginning 1349' from DER, 310' left of centerline, up to 112' AGL/1291' MSL.
Trees beginning 1644' from DER, 318' right of centerline, up to 78' AGL/1277' MSL.
AG equipment 2454' from DER, 729' right of centerline, 54' AGL/1316' MSL.
Poles and buildings beginning 2588' from DER, left and right of centerline, up to 55' AGL/1368' MSL.
Vehicle on road beginning 2881' from DER, 948' left of centerline, up to 15' AGL/1311' MSL.
Buildings and poles beginning 5270' from DER, left and right of centerline, up to 55' AGL/1441' MSL.
Transmission towers beginning 5499' from DER, left and right of centerline, up to 104' AGL/1479' MSL.

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

MOUNT POCONO, PA
POCONO MOUNTAINS RGNL (MPO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2  18NOV10 (21280)  (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 300-2 or std. w/min. climb of 234' per NM to 2300.
Rwy 31, 300-1½ or std. w/min. climb of 266' per NM to 2200.

DEPARTURE PROCEDURE:
Rwy 5, climb heading 050° to 2500 before proceeding on course.
Rwy 13, climb heading 128° to 2500 before proceeding on course.
Rwy 23, climb heading 230° to 2500 before proceeding on course.
Rwy 31, climb heading 308° to 2500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 4' from DER, 493' right of centerline, up to 100' AGL/2039' MSL.
Trees beginning 19' from DER, 499' left of centerline, up to 100' AGL/2019' MSL.
Tower 1.5 NM from DER, 2728' left of centerline, 177' AGL/2200' MSL.

Rwy 13, trees beginning 185' from DER, 52' left of centerline, up to 100' AGL/1989' MSL.
Trees beginning 1628' from DER, 187' right of centerline, up to 100' AGL/1989' MSL.

Rwy 23, trees beginning 14' from DER, 347' left of centerline, up to 100' AGL/1945' MSL.
Trees beginning 73' from DER, 20' right of centerline, up to 100' AGL/1936' MSL.

Rwy 31, trees beginning 7' from DER, 287' right of centerline, up to 100' AGL/2079' MSL.
Railroad tracks 1459' from DER, up to 23' AGL/1903' MSL.

MUIR AHP (KMUI)
FORT INDIANTOWN GAP, PA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  18MAY23 (23278)  (USA)
DEPARTURE PROCEDURE:
Rwy 7, climbing right turn to 190° bearing from BZJ NDB to 1900 before proceeding on course.
Rwy 25, climbing left turn to 190° bearing from BZJ NDB to 1800 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 7, power pole 893' from DER, 90' right of centerline, 504' MSL.
Trees 181' to 920' from DER, 403' to 426' left of centerline, up to 518' MSL.
Trees 4' from DER, 324' right of centerline, 518' MSL.
Trees 321' to 2317' from DER, 117' to 363' right of centerline, up to 548' MSL.

Rwy 25, terrain 2662' from DER, 1213' right of centerline, up to 531' MSL.

Bldgs 498' to 822' from DER, 497' to 629' right of centerline, up to 531' MSL.
Power poles 1069' to 1469' from DER, 9' to 583' right of centerline, up to 513' MSL.
Power poles 1192' to 1594' from DER, 15' to 135' left of centerline, up to 508' MSL.
Smokestack 977' from DER, 131' right of centerline, 485' MSL.

Trees 39' from DER, 388' right of centerline, 507' MSL.
Trees 1104' to 3088' from DER, 134' to 1124' right of centerline, up to 589' MSL.
Trees 352' to 2218' from DER, 132' to 458' left of centerline, up to 556' MSL.
Fenceline 215' from DER, 474' right of centerline, 487' MSL.

MYERSTOWN, PA
DECK (9D4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG  18JAN07 (07018)  (FAA)
DEPARTURE PROCEDURE:
Rwy 19, climbing right turn to 174° to 1600 before proceeding on course.

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

NEW CASTLE, PA
NEW CASTLE MUNI (UCP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1  20MAR03 (03079)  (FAA)
TAKEOFF MINIMUMS:
Rwy 13, 300-1 or std. with a min. climb of 350' per NM to 1400.

TAKEOFF OBSTACLE NOTES:
Rwy 5, tree 785' from DER, 196' right of centerline, 32' AGL/1029' MSL.
Rwy 13, trees 4087' from DER, 1531' right of centerline, 100' AGL/1249' MSL.
Building 262' from DER, 179' left of centerline, 24' AGL/1088' MSL.
Rwy 31, tree 497' from DER, 18' right of centerline, 28' AGL/1044' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PALMYRA, PA

REIGLE FLD (58N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 15DEC11 (22083) (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, NA at night.

Rwy 13, 1000-3 w/min. climb of 373' to 2500 or 1600-2½ for climb in visual conditions.

Rwy 31, 1000-3 or 1600-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 13, vehicles/buildings/power lines beginning 60' from DER on centerline, up to 200' AGL/699' MSL.

Terrain beginning 2 NM from DER, 50° right of centerline, up to 1160' MSL.

Signs beginning 165' from DER, 244' right of centerline, up to 9' AGL/501' MSL.

Rwy 31, buildings/power lines beginning 1250' from DER, on centerline, up to 200' AGL/679' MSL.

PARKERSBURG, WV

MID-OHIO VALLEY RGNL (PKB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwy 21, 300-1¼ or std. w/min. climb of 400' per NM to 1100.

Rwy 28, 500-3 or std. w/min. climb of 285' per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 3, trees beginning 49' from DER, 3' left of centerline, up to 65' AGL/911' MSL.

Tree 93' from DER, 61' right of centerline, 8' AGL/864' MSL.

Trees beginning 108' from DER, 122' right of centerline, up to 13' AGL/866' MSL.

Trees beginning 223' from DER, 191' right of centerline, up to 678' MSL.

Trees beginning 373' from DER, 317' right of centerline, up to 882' MSL.

Tree 1269' from DER, 490' right of centerline, 897' MSL.

Tree 1415' from DER, 437' right of centerline, 905' MSL.

Trees beginning 1540' from DER, 24' right of centerline, up to 911' MSL.

Trees beginning 1767' from DER, 17' left of centerline, up to 67' AGL/912' MSL.

Trees beginning 1796' from DER, 41' left of centerline, up to 72' AGL/913' MSL.

Trees beginning 1821' from DER, 12' right of centerline, up to 61' AGL/914' MSL.

Trees beginning 1841' from DER, 19' left of centerline, up to 67' AGL/914' MSL.

Trees beginning 1856' from DER, 35' right of centerline, up to 58' AGL/915' MSL.

Trees beginning 1876' from DER, 6' left of centerline, up to 65' AGL/916' MSL.

Trees beginning 1877' from DER, 105' right of centerline, up to 60' AGL/920' MSL.

Trees beginning 1885' from DER, 55' right of centerline, up to 58' AGL/921' MSL.

Trees beginning 1911' from DER, 6' right of centerline, up to 59' AGL/925' MSL.

Trees beginning 1967' from DER, 96' right of centerline, up to 58' AGL/926' MSL.

Trees beginning 1980' from DER, 82' right of centerline, up to 70' AGL/929' MSL.

Trees beginning 1990' from DER, 177' right of centerline, up to 64' AGL/931' MSL.

Trees beginning 2017' from DER, 5' right of centerline, up to 89' AGL/945' MSL.

Trees beginning 2141' from DER, 1' left of centerline, up to 917' MSL.

Tree 2242' from DER, 44' left of centerline, 88' AGL/919' MSL.

Tree 2694' from DER, 84' left of centerline, 86' AGL/927' MSL.

Trees beginning 2725' from DER, 28' left of centerline, up to 82' AGL/931' MSL.

Trees beginning 2772' from DER, 49' left of centerline, up to 75' AGL/932' MSL.

Trees beginning 2922' from DER, 193' right of centerline, up to 82' AGL/946' MSL.

Trees beginning 2938' from DER, 185' right of centerline, up to 86' AGL/949' MSL.

Trees beginning 2989' from DER, 98' right of centerline, up to 96' AGL/952' MSL.

Trees beginning 3112' from DER, 7' left of centerline, up to 102' AGL/948' MSL.

Trees beginning 3243' from DER, 613' right of centerline, up to 961' MSL.

Rwy 10, tree 51' from DER, 444' left of centerline, 843' MSL.

Tree 83' from DER, 346' left of centerline, 852' MSL.

Trees beginning 106' from DER, 104' left of centerline, up to 24' AGL/856' MSL.

Tree 337' from DER, 239' right of centerline, 857' MSL.

Trees beginning 354' from DER, 38' left of centerline, up to 869' MSL.

Trees beginning 377' from DER, 145' right of centerline, up to 867' MSL.

Tree 473' from DER, 387' right of centerline, 874' MSL.

Tree 473' from DER, 163' right of centerline, 81' AGL/882' MSL.

Trees beginning 482' from DER, 112' right of centerline, up to 87' AGL/885' MSL.

Trees beginning 536' from DER, 17' left of centerline, up to 888' MSL.

Trees beginning 573' from DER, 106' right of centerline, up to 100' AGL/892' MSL.

Tree, tank, stack, tower beginning 625' from DER, 114' right of centerline, up to 893' MSL.

CON’T
PARKERSBURG, WV (CONT’)

Mid-Ohio Valley Rgnl (Pkb) (Cont’)

Rwy 21, tree 50’ from DER, 488’ left of centerline, 805’ MSL.
Tree, sign beginning 65’ from DER, 168’ left of centerline, up to 811’ MSL.
Trees beginning 91’ from DER, 312’ right of centerline, up to 26’ AGL/1818’ MSL.
Trees beginning 192’ from DER, 405’ left of centerline, up to 840’ MSL.
Tree 678’ from DER, 654’ right of centerline, 831’ MSL.
Tree 903’ from DER, 685’ right of centerline, 843’ MSL.
Tree 957’ from DER, 614’ right of centerline, 848’ MSL.
Trees beginning 966’ from DER, 614’ right of centerline, up to 860’ MSL.
Tree 1323’ from DER, 828’ left of centerline, 843’ MSL.
Tree 2738’ from DER, 1142’ left of centerline, 872’ MSL.
Trees beginning 2806’ from DER, 1065’ right of centerline, up to 880’ MSL.
Tree 2894’ from DER, 1016’ right of centerline, 882’ MSL.
Tree 2935’ from DER, 1246’ right of centerline, 897’ MSL.
Trees beginning 2974’ from DER, 996’ right of centerline, up to 911’ MSL.
Trees beginning 3049’ from DER, 182’ left of centerline, up to 53’ AGL/885’ MSL.
Trees beginning 3084’ from DER, 816’ right of centerline, up to 944’ MSL.
Tree 3112’ from DER, 301’ left of centerline, 54’ AGL/886’ MSL.
Trees beginning 3120’ from DER, 193’ left of centerline, up to 49’ AGL/889’ MSL.
Trees beginning 3231’ from DER, 175’ left of centerline, up to 44’ AGL/891’ MSL.
Trees beginning 3246’ from DER, 400’ right of centerline, up to 945’ MSL.
Tree 3334’ from DER, 1015’ right of centerline, 946’ MSL.
Trees beginning 3348’ from DER, 2’ right of centerline, up to 103’ AGL/969’ MSL.
Trees beginning 3376’ from DER, 248’ left of centerline, up to 42’ AGL/895’ MSL.
Trees beginning 3443’ from DER, 202’ left of centerline, up to 49’ AGL/897’ MSL.
Trees beginning 3637’ from DER, 428’ left of centerline, up to 910’ MSL.
Trees beginning 3764’ from DER, 373’ left of centerline, up to 912’ MSL.
Tree 3907’ from DER, 921’ left of centerline, 921’ MSL.
Trees beginning 3941’ from DER, 445’ left of centerline, up to 929’ MSL.
Trees beginning 4053’ from DER, 3’ left of centerline, up to 937’ MSL.
Tree 1 NM from DER, 2126’ right of centerline, 956’ MSL.

Rwy 28, tree 32’ from DER, 418’ right of centerline, 843’ MSL.
Tree 76’ from DER, 292’ left of centerline, 838’ MSL.
Tree 96’ from DER, 402’ right of centerline, 862’ MSL.
Tree, fence beginning 114’ from DER, 341’ right of centerline, up to 75’ AGL/881’ MSL.
Trees beginning 221’ from DER, 298’ left of centerline, 841’ MSL.
Trees beginning 403’ from DER, 490’ right of centerline, 882’ MSL.
Trees beginning 522’ from DER, 22’ right of centerline, up to 885’ MSL.
Tree 560’ from DER, 14’ left of centerline, 18’ AGL/846’ MSL.
Trees beginning 594’ from DER, 12’ left of centerline, up to 35’ AGL/859’ MSL.
Trees beginning 637’ from DER, 5’ left of centerline, up to 39’ AGL/863’ MSL.
Trees beginning 809’ from DER, 158’ left of centerline, up to 48’ AGL/864’ MSL.
Tower beginning 2.3 NM from DER, 935’ left of centerline, up to 319’ AGL/1326’ MSL.
Tower 2.4 NM from DER, 3118’ left of centerline, 207’ AGL/1215’ MSL.

PERKASIE, PA

PENNRIDGE (CKZ)

Takeoff Minimums and (Obstacle) Departure Procedures

Amdt 1 30jan20 (20030) (FAA)

Takeoff Minimums:

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

Departure Procedure:

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

Takeoff Obstacle Notes:

Rwy 8, fence 25’ from DER, 2’ left of centerline, 11’ AGL/576’ MSL.
Tree 68’ from DER, 315’ left of centerline, 616’ MSL.
Tree, building, pole beginning 89’ from DER, 277’ right of centerline, up to 652’ MSL.
Trees beginning 134’ from DER, 252’ left of centerline, up to 629’ MSL.
Trees beginning 242’ from DER, 31’ left of centerline, up to 642’ MSL.
Trees, poles beginning 783’ from DER, 79’ right of centerline, up to 655’ MSL.
Trees beginning 880’ from DER, 175’ right of centerline, up to 660’ MSL.
Trees, poles beginning 957’ from DER, 9’ right of centerline, up to 664’ MSL.
Trees beginning 1681’ from DER, 43’ left of centerline, up to 647’ MSL.
Trees beginning 1723’ from DER, 93’ left of centerline, up to 654’ MSL.
Tree 1848’ from DER, 223’ left of centerline, 659’ MSL.
Trees beginning 1894’ from DER, 2’ left of centerline, up to 661’ MSL.
Trees beginning 1946’ from DER, 1’ left of centerline, up to 665’ MSL.
Trees beginning 2480’ from DER, 14’ left of centerline, up to 666’ MSL.

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

PERKASIE, PA (CON’T)

PENNRIDGE (CKZ) (CON’T)

Rwy 26, tree 12’ from DER, 501’ right of centerline, 572’ MSL.
Sign 18’ from DER, 116’ left of centerline, 522’ MSL.
Trees beginning 72’ from DER, 18’ right of centerline, up to 585’ MSL.
Vegetation 75’ from DER, 328’ left of centerline, 523’ MSL.

Trees beginning 307’ from DER, 14’ left of centerline, up to 582’ MSL.
Trees beginning 677’ from DER, 437’ left of centerline, up to 583’ MSL.

Trees, poles beginning 693’ from DER, 50’ left of centerline, up to 600’ MSL.
Trees, buildings beginning 1258’ from DER, 0’ left of centerline, up to 601’ MSL.

PETERSBURG, WV

GRANT COUNTY (W99)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  19SEP13  (13262)  (FAA)

TAKEOFF MINIMUMS:

Rwys 13, 31, 2400-3 for climb in visual condition.

DEPARTURE PROCEDURE:

For climb in visual conditions, cross Grant County airport Northeast bound at or above 3200. Then climb to 5000 on ESL R-214 direct ESL VOR/DME. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 13, trees 517’ from DER, 609’ left of centerline, up to 70’ AGL/1029’ MSL.

Trees beginning 3042’ from DER, 1304’ right of centerline, up to 100’ AGL/1099’ MSL.

Rwy 31, trees 182’ from DER, 546’ right of centerline, up to 100’ AGL/1099’ MSL.

Vehicles on road 1651’ from DER, 927’ right of centerline, up to 15’ AGL/1054’ MSL.

Building 2553’ from DER, 414’ right of centerline, 30’ AGL/1029’ MSL.

Trees beginning 3642’ from DER, 651’ left of centerline, up to 100’ AGL/1139’ MSL.

PHILADELPHIA, PA

NORTHEAST PHILADELPHIA (PNE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  14FEB08  (23082)  (FAA)

TAKEOFF MINIMUMS:

Rwys 33, 200-1¼ or std. w/min. climb of 223’ per NM to 400, or alternatively, with std. takeoff minimums and a normal 200’/NM climb gradient, takeoff must occur no later than 1600’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees 1355’ from DER, 803’ left of centerline, 58’ AGL/179’ MSL.

Trees 1576’ from DER, 835’ left of centerline, 44’ AGL/165’ MSL.

Rwy 15, vehicles on roads beginning 540’ from DER, on centerline, up to 15’ AGL/134’ MSL.

Trees beginning 592’ from DER, 42’ left of centerline, up to 74’ AGL/166’ MSL.

Trees beginning 928’ from DER, 213’ right of centerline, up to 64’ AGL/173’ MSL.

Rwy 24, vehicles on road 450’ from DER, on centerline, 15’ AGL/134’ MSL.

Tank and trees beginning 2343’ from DER, 577’ left of centerline, up to 91’ AGL/200’ MSL.

Bushes and trees beginning 118' from DER, 182' right of centerline, up to 26' AGL/137' MSL.

Trees beginning 1325’ from DER, 220’ right of centerline, up to 77’ AGL/197’ MSL.

Rwy 33, vehicle on road 2050’ from DER, on centerline, 15’ AGL/174’ MSL.

Bushes and trees beginning 491’ from DER, 29’ left of centerline, up to 66’ AGL/225’ MSL.

Obstruction light transmission towers, beginning 5872’ from DER, 401’ left of centerline, up to 125’ AGL/284’ MSL.

Bushes and trees beginning 636’ from DER, 185’ right of centerline, up to 57’ AGL/215’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PHILADELPHIA, PA (CON'T)
PHILADELPHIA INTL (PHL)

AMDT 11 25FEB21  (21056)  (FAA)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

TAKEOFF MINIMUMS:
- Rwys 26, NA - ATC request.
- Rwys 8, 8 std. w/ min. climb of 300' per NM to 1500.
- Rwys 9L, std. w/ min. climb of 280' per NM to 1500.
- Rwys 9R, std. w/ min. climb of 250' per NM to 1500.
- Rwys 17, 300-1 or std. w/ min. climb of 611' per NM to 300.
- Rwys 35, std. w/ min. climb of 280' per NM to 1500.

TAKEOFF OBSTACLE NOTES:
- Rwys 8, poles beginning 5' from DER, 15' left of centerline, up to 1' AGL/37' MSL.
  - Poles beginning 10' from DER, 13' right of centerline, up to 1' AGL/37' MSL.
- General utility and fence beginning 52' from DER, 250' right of centerline, up to 10' AGL/42' MSL.
- Tree 276' from DER, 563' left of centerline, 57' AGL/58' MSL.
- Tree 446' from DER, 54' right of centerline, 43' AGL/50' MSL.
- Trees beginning 506' from DER, 536' right of centerline, up to 49' AGL/56' MSL.
- Trees beginning 612' from DER, 75' right of centerline, up to 68' AGL/74' MSL.
- Tree 2834' from DER, 702' right of centerline, 114' AGL/119' MSL.
- Rwys 9L, poles beginning 9' from DER, 15' right of centerline, up to 2' AGL/12' MSL.
  - Poles beginning 9' from DER, 14' left of centerline, up to 1' AGL/12' MSL.
- Asde pole and general utility beginning 103' from DER, 460' right of centerline, up to 8' AGL/15' MSL.
  - Tree 600' from DER, 619' left of centerline, 23' AGL/28' MSL.
  - Tree 969' from DER, 655' left of centerline, 35' AGL/35' MSL.
  - Pole 1014' from DER, 736' right of centerline, 29' AGL/36' MSL.
  - Tree 1431' from DER, 784' right of centerline, 40' AGL/47' MSL.
  - Tree 1943' from DER, 985' right of centerline, 55' AGL/69' MSL.
  - Tree 2043' from DER, 993' right of centerline, 53' AGL/62' MSL.
  - Trees beginning 2118' from DER, 970' right of centerline, up to 61' AGL/73' MSL.
- Vertical structure 3543' from DER, 1120' right of centerline, 94' AGL/103' MSL.
- Rwys 9R, lighting 154' from DER, on centerline, 7' AGL/15' MSL.
- Trees beginning 1067' from DER, 1007' right of centerline, 54' AGL/67' MSL.
- Vertical structure 3736' from DER, 1217' right of centerline, 109' MSL.
- Antenna 3845' from DER, 1052' right of centerline, 143' AGL/143' MSL.
- Tower and antenna beginning 3887' from DER, 658' right of centerline, up to 140' AGL/144' MSL.
- Rwys 17, pole 2' from DER, 55' right of centerline, 1' AGL/13' MSL.
- Terrain and lighting beginning 2' from DER, 113' left of centerline, up to 20' MSL.
- Lighting 37' from DER, 112' left of centerline, 4' AGL/14' MSL.
- Terrain 86' from DER, 61' left of centerline, 20' MSL.
- Terrain 202' from DER, 483' right of centerline, 23' MSL.
- Tree and vehicle on road beginning 630' from DER, 647' left of centerline, up to 34' AGL/48' MSL.
- Tree, pole, and vehicle on road beginning 701' from DER, 341' left of centerline, up to 45' AGL/58' MSL.
- Trees beginning 985' from DER, 521' left of centerline, up to 51' AGL/61' MSL.
- Tree and pole beginning 1005' from DER, 228' left of centerline, up to 55' AGL/68' MSL.
- Tree 1097' from DER, 390' right of centerline, 46' MSL.
- Tree and pole beginning 1127' from DER, 11' left of centerline, up to 60' AGL/73' MSL.
- Tree 1299' from DER, 126' right of centerline, 37' AGL/50' MSL.
- Trees beginning 1310' from DER, 63' right of centerline, up to 38' AGL/51' MSL.
- Tree 1382' from DER, 194' right of centerline, 46' AGL/54' MSL.
- Tree 1387' from DER, 171' right of centerline, 48' AGL/55' MSL.
- Tree 1388' from DER, 214' right of centerline, 46' AGL/57' MSL.
- Trees beginning 1400' from DER, 5' right of centerline, up to 49' AGL/60' MSL.
- Tree 1744' from DER, 931' right of centerline, 63' AGL/70' MSL.
- Terrain and pole beginning 2323' from DER, 2' right of centerline, 190' AGL/190' MSL.
- Rwys 27L, pole and vehicle on road beginning abeam DER, 14' left of centerline, up to 1' AGL/21' MSL.
  - Vehicle on road and pole beginning 6' from DER, 20' right of centerline, up to 21' MSL.
  - Trees beginning 234' from DER, 531' right of centerline, up to 42' AGL/47' MSL.
  - Trees beginning 313' from DER, 391' right of centerline, up to 45' AGL/51' MSL.
  - Trees beginning 831' from DER, 619' left of centerline, up to 41' AGL/41' MSL.
  - Trees beginning 873' from DER, 609' right of centerline, up to 39' AGL/54' MSL.
  - Tree 2440' from DER, 644' right of centerline, 76' AGL/82' MSL.
  - Tree 2631' from DER, 1156' right of centerline, 101' AGL/105' MSL.
- Rwys 27R, terrain and pole beginning 2' from DER, 24' right of centerline, up to 20' MSL.
  - Poles beginning 4' from DER, 5' left of centerline, up to 3' AGL/14' MSL.
  - Terrain 78' from DER, 111' left of centerline, up to 20' MSL.
  - Rwys 35, terrain and pole beginning 3' from DER, 35' left of centerline, up to 10' MSL.
  - Poles beginning 15' from DER, 4' right of centerline, up to 2' AGL/9' MSL.
  - Fence beginning 115' from DER, 382' left of centerline, up to 10' AGL/17' MSL.
  - Pole and building beginning 341' from DER, 360' left of centerline, up to 23' AGL/29' MSL.
  - Fence 444 from DER, 2' right of centerline, 13' AGL/20' MSL.
  - Pole 480' from DER, 587' right of centerline, 21' AGL/25' MSL.
  - Poles beginning 532' from DER, 458' right of centerline, up to 22' AGL/26' MSL.
- Pole, tree, vehicle on road, and sign beginning 595' from DER, 299' left of centerline, up to 53' AGL/58' MSL.

CON'T
PHILADELPHIA, PA (CON’T)
PHILADELPHIA INTL (PHL) (CON’T)

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

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

PHILADELPHIA, PA (CON’T)

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

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

WINGS FLD (LOM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2  23SEP10  (22083)  (FAA)

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 54’ from DER, 103’ left of centerline, up to 106’ AGL/389’ MSL.

Rwy 26, trees beginning 504’ from DER, 220’ left of centerline, up to 100’ AGL/1779’ MSL.

PHILIPPI, WV

PHILIPPI/BARBOUR COUNTY RGNL (79D)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG  05JUN08  (08157)  (FAA)

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 108’ from DER, 276’ right of centerline, up to 2004’ MSL.

Rwy 26, trees beginning 983’ from DER, 535’ left of centerline, 1983’ MSL.

PHILIPSBURG, PA

MID-STATE (PSB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2A  08SEP22  (22251)  (FAA)

TAKEOFF MINIMUMS:

Rwy 6, std. w/min. climb of 250’ per NM to 2600 or 1300-3 for climb in visual conditions.

Rwy 16, 400-2 or std. w/min. climb of 330’ per NM to 2500.

Rwy 24, 800-3 or std. w/min. climb of 308’ per NM to 2400.

DEPARTURE PROCEDURE:

Rwy 6, climbing left turn heading 340° to 2900 before proceeding on course.

Rwy 16, climb on heading 167° to 2800 before proceeding on course.

Rwy 24, climb on heading 240° to 2800 before proceeding on course.

Rwy 34, climb on heading 347° to 2800 before proceeding on course.

VCOA:

Rwy 6, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Mid-State airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 24’ from DER, 182’ right of centerline, up to 1959’ MSL.

Rwy 16, trees beginning 336’ from DER, 14’ left of centerline, up to 1940’ MSL.

Rwy 24, trees beginning 536’ from DER, 252’ left of centerline, up to 1950’ MSL.

Rwy 34, trees beginning 1183’ from DER, 17’ left of centerline, up to 1995’ MSL.

Pole 1 NM from DER, 104’ left of centerline, 53’ AGL/2097’ MSL.

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

PHILIPSBURG, PA (CON’T)
MID-STATE (PSB) (CON’T)

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

**TAKEOFF MINIMUMS:**

**Rwy 16 (CONT),** tree 1.1 NM from DER, 980’ left of centerline, 2165’ MSL.

**Tree 1.2 NM from DER, 194’ left of centerline, 2175’ MSL.**

**Pole, tree beginning 1.6 NM from DER, 5’ right of centerline, up to 2294’ MSL.**

**Rwy 24,** trees beginning 83’ from DER, 130’ left of centerline, up to 1918’ MSL.

**Tree 172’ from DER, 165’ right of centerline, 1882’ MSL.**

**Tree 574’ from DER, 162’ right of centerline, 1890’ MSL.**

**Trees beginning 972’ from DER, 145’ left of centerline, up to 1952’ MSL.**

**Tree 4702’ from DER, 95’ right of centerline, 2011’ MSL.**

**Tree 5153’ from DER, 829’ right of centerline, 2052’ MSL.**

**Tree 5266’ from DER, 438’ left of centerline, 2043’ MSL.**

**Tree 5381’ from DER, 859’ left of centerline, 2079’ MSL.**

**Rwy 34,** vehicles on road 70’ from DER, 456’ right of centerline, 1954’ MSL.

**Terrain 196’ from DER, 496’ left of centerline, 1953’ MSL.**

**Vegetation 404’ from DER, 298’ left of centerline, 1958’ MSL.**

**Tree 494’ from DER, 518’ left of centerline, 1973’ MSL.**

**Tree 847’ from DER, 651’ right of centerline, 1972’ MSL.**

**Tree 1273’ from DER, 691’ left of centerline, 1985’ MSL.**

**Tree 2939’ from DER, 780’ left of centerline, 2022’ MSL.**

**PINEVILLE, WV**

**KEE FLD (I16)**

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

**AMDT 2 20JUN19 (21280) (FAA)**

**TAKEOFF MINIMUMS:**

**Rwy 8,**

700-2½ w/min. climb of 330’ per NM to 2900, or 1600-3 for VCOA.

**Rwy 26,**

400-2.

**DEPARTURE PROCEDURE:**

**Rwy 8,**

climb heading 075° to 2600 before proceeding on course.

**Rwy 26,**

climb heading 255° to 2600 before proceeding on course.

**VCOA:**

**Rwy 8,**

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

**TAKEOFF OBSTACLE NOTES:**

**Rwy 8,**

trees beginning 5’ from DER, 11’ left of centerline, up to 135’ AGL/1964’ MSL.

Tree 140’ from DER, 272’ right of centerline, 135’ AGL/1894’ MSL.

Tree 366’ from DER, 357’ right of centerline, 135’ AGL/1910’ MSL.

Trees beginning 472’ from DER, 72’ right of centerline, up to 135’ AGL/1940’ MSL.

Trees beginning 579’ from DER, 211’ left of centerline, 135’ AGL/1976’ MSL.

Trees beginning 685’ from DER, 126’ left of centerline, up to 135’ AGL/1999’ MSL.

Trees beginning 819’ from DER, 241’ right of centerline, up to 135’ AGL/1986’ MSL.

Trees beginning 911’ from DER, 42’ left of centerline, up to 135’ AGL/2055’ MSL.

Trees beginning 1045’ from DER, 41’ right of centerline, up to 135’ AGL/2071’ MSL.

Trees beginning 1244’ from DER, 242’ left of centerline, up to 135’ AGL/2101’ MSL.

Trees beginning 1271’ from DER, 11’ left of centerline, up to 135’ AGL/2101’ MSL.

Trees beginning 1576’ from DER, 157’ left of centerline, up to 135’ AGL/2104’ MSL.

Trees beginning 1802’ from DER, 73’ left of centerline, up to 135’ AGL/2134’ MSL.

Trees beginning 2028’ from DER, 273’ left of centerline, up to 135’ AGL/2183’ MSL.

Trees beginning 2254’ from DER, 19’ left of centerline, up to 135’ AGL/2193’ MSL.

Tree 2388’ from DER, 464’ right of centerline, 135’ AGL/2114’ MSL.

Trees beginning 2402’ from DER, 179’ right of centerline, up to 135’ AGL/2117’ MSL.

Trees 2614’ from DER, 548’ right of centerline, 135’ AGL/2186’ MSL.

Trees beginning 2628’ from DER, 264’ right of centerline, up to 135’ AGL/2193’ MSL.

Trees beginning 2840’ from DER, 64’ right of centerline, up to 135’ AGL/2252’ MSL.

Trees beginning 3162’ from DER, 25’ right of centerline, up to 135’ AGL/2302’ MSL.

Trees beginning 1.4 NM from DER, 721’ left of centerline, up to 135’ AGL/2242’ MSL.

Trees beginning 1.4 NM from DER, 469’ right of centerline, up to 135’ AGL/2337’ MSL.

Trees beginning 1.4 NM from DER, 636’ left of centerline, up to 135’ AGL/2284’ MSL.

Trees beginning 1.4 NM from DER, 921’ left of centerline, up to 135’ AGL/2311’ MSL.

Trees beginning 1.5 NM from DER, 1121’ left of centerline, up to 135’ AGL/2324’ MSL.

Trees beginning 1.5 NM from DER, 1405’ left of centerline, up to 135’ AGL/2337’ MSL.

Trees beginning 1.5 NM from DER, 1689’ left of centerline, up to 135’ AGL/2363’ MSL.

Trees beginning 1.5 NM from DER, 638’ right of centerline, up to 135’ AGL/2340’ MSL.

Trees beginning 1.5 NM from DER, 24’ left of centerline, up to 135’ AGL/2390’ MSL.

Tree 1.6 NM from DER, 2597’ right of centerline, 135’ AGL/2383’ MSL.

Trees beginning 1.6 NM from DER, 144’ right of centerline, up to 135’ AGL/2414’ MSL.

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

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

Rwy 8 (CON’T), tree 2.6 NM from DER, 349’ left of centerline, 135’ AGL/2307’ MSL.
Rwy 26, trees beginning 20’ from DER, 25’ right of centerline, up to 135’ AGL/2014’ MSL.
Trees beginning 82’ from DER, 58’ left of centerline, up to 135’ AGL/1848’ MSL.
Trees beginning 308’ from DER, 174’ left of centerline, up to 135’ AGL/1864’ MSL.
Trees beginning 867’ from DER, 5’ left of centerline, up to 135’ AGL/1891’ MSL.
Trees 1319’ from DER, 289’ left of centerline, 135’ AGL/1930’ MSL.
Trees 1425’ from DER, 573’ left of centerline, 135’ AGL/1983’ MSL.

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

TAKEOFF MINIMUMS:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, vertical point 2’ from DER, 75’ right of centerline, 1’ AGL/1251’ MSL.
Tree 3525’ from DER, 746’ left of centerline, 85’ AGL/1341’ MSL.
Tree 3750’ from DER, 518’ left of centerline, 72’ AGL/1353’ MSL.

Rwy 13, pole 175’ from DER, 335’ right of centerline, 26’ AGL/1264’ MSL.
Tree 362’ from DER, 295’ right of centerline, 3’ AGL/1296’ MSL.
Vertical point 460’ from DER, 588’ right of centerline, 60’ AGL/1296’ MSL.
Tree 912’ from DER, 527’ right of centerline, 73’ AGL/1312’ MSL.

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

PITTSBURGH, PA
PITTSBURGH INTL (PIT)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5 15SEP16 (16259) (FAA)

TAKEOFF MINIMUMS:

Rwy 10L, 300-1¼ or std. w/min. climb of 215’ per NM to 1400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1400’ prior to DER.
Rwy 32, 300-1½ or std. w/ min. climb of 255’ per NM to 1500.

TAKEOFF OBSTACLE NOTES:

Rwy 10, vertical structures beginning 24’ from DER, 5’ right of centerline, 2’ AGL/1175’ MSL.
Vertical structures beginning 24’ from DER, 4’ left of centerline, up to 2’ AGL/1175’ MSL.
Aircraft on ramps beginning 199’ from DER, 250’ right of centerline, up to 64’ AGL/1232’ MSL.
Tree 1380’ from DER, 724’ left of centerline, 70’ AGL/1229’ MSL.
Trees beginning 1386’ from DER, 672’ left of centerline, up to 1233’ MSL.
Tower 4175’ from DER, 863’ left of centerline, 112’ AGL/1282’ MSL.
Water tower 1.0 NM from DER, 1786’ right of centerline, 200’ AGL/1340’ MSL.

Rwy 10L, vertical structures beginning 9’ from DER, 40’ right of centerline, up to 2’ AGL/1123’ MSL.
Vertical structures beginning 9’ from DER, 40’ left of centerline, up to 2’ AGL/1124’ MSL.
Screws beginning 55’ from DER, 307’ left of centerline, 3’ AGL/1125’ MSL.
Tree 415’ from DER, 586’ left of centerline, 10’ AGL/1137’ MSL.
Tree 2905’ from DER, 673’ left of centerline, 1200’ MSL.

Poles beginning 4568’ from DER, 1146’ right of centerline, up to 1252’ MSL.
Poles beginning 4587’ from DER, 1124’ left of centerline, up to 49’ AGL/1241’ MSL.

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

PITTSBURGH, PA (CON’T)

PITTSBURGH INTL (PIT) (CON’T)

Rwy 10R (CON’T), trees beginning 4595’ from DER, 151’ right of centerline, up to 70’ AGL/1255’ MSL. Trees beginning 5041’ from DER, 101’ right of centerline, up to 50’ AGL/1257’ MSL. Tree 5069’ from DER, 306’ right of centerline, 1261’ MSL. Trees beginning 5080’ from DER, 296’ right of centerline, up to 68’ AGL/1263’ MSL. Tree 5103’ from DER, 35’ left of centerline, 62’ AGL/1251’ MSL. Tree 5259’ from DER, 252’ right of centerline, 69’ AGL/1264’ MSL. Tree 5304’ from DER, 101’ right of centerline, 77’ AGL/1266’ MSL. Tree 5317’ from DER, 165’ right of centerline, 74’ AGL/1268’ MSL. Aircraft on taxiways beginning 267’ from DER, 489’ right of centerline, up to 41’ AGL/1149’ MSL. 

Rwy 28L, tree 2’ from DER, 497’ left of centerline, 46’ AGL/1137’ MSL. Tree 39’ from DER, 497’ left of centerline, 1144’ MSL. Tree 2271’ from DER, 1109’ left of centerline, 1223’ MSL. 

Rwy 28R, vertical structures beginning 9’ from DER, 4’ left of centerline, up to 1’ AGL/1204’ MSL. Vertical structures beginning 9’ from DER, on centerline, up to 1’ AGL/1204’ MSL. Tree 21’ from DER, 490’ right of centerline, 19’ AGL/1214’ MSL. Bush 71’ from DER, 477’ right of centerline, 1215’ MSL. Pole 643’ from DER, 632’ left of centerline, 25’ AGL/1223’ MSL. Tree 1808’ from DER, 912’ right of centerline, 1223’ MSL. Tree 1989’ from DER, 190’ left of centerline, 64’ AGL/1224’ MSL. Aircraft on taxiway and tree beginning 2166’ from DER, 8’ right of centerline, up to 64’ AGL/1221’ MSL. 

Rwy 32, vertical structures beginning 10’ from DER, 55’ left of centerline, up to 2’ AGL/1149’ MSL. Vertical structures beginning 10’ from DER, 55’ left of centerline, up to 2’ AGL/1149’ MSL. Tree 80’ from DER, 376’ left of centerline, 40’ AGL/1151’ MSL. Pole 453’ from DER, 515’ right of centerline, 37’ AGL/1173’ MSL. Aircraft on taxiway 1372’ from DER, 8’ right of centerline, 64’ AGL/1214’ MSL. Aircraft on taxiways beginning 1612’ from DER, 13’ right of centerline, up to 64’ AGL/1216’ MSL. Aircraft on taxiway 1989’ from DER, 190’ left of centerline, 64’ AGL/1224’ MSL. Aircraft on taxiway and tree beginning 2166’ from DER, 8’ right of centerline, up to 64’ AGL/1221’ MSL. 

Rwy 25, climb heading 082° to 1500 before proceeding on course. 

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

TAKEOFF OBSTACLE NOTES: 

Rwy 7, trees beginning 13’ from DER, 242’ left of centerline, up to 70’ AGL/709’ MSL. Trees beginning 95’ from DER, 179’ right of centerline, up to 67’ AGL/706’ MSL. Trees 1.3 NM from DER, 442’ right of centerline, up to 53’ AGL/832’ MSL. 

Rwy 25, trees beginning abeam DER, 255’ left of centerline, up to 100’ AGL/759’ MSL. Vehicles on road and trees beginning 292’ from DER, 20’ right of centerline, up to 100’ AGL/739’ MSL. Trees 1.43’ from DER, 490’ left of centerline, up to 100’ AGL/799’ MSL. Tower 2.1 NM from DER, 598’ right of centerline, 155’ AGL/964’ MSL.
POTTSTOWN, PA
HERITAGE FLD (PTW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 06DEC18 (21280) (FAA)
TAKEOFF MINIMUMS:
  Rwy 10, 300-1/4 or std. w/min. climb of 290’ per NM to 600.
  Rwy 28, 500-2
DEPARTURE PROCEDURE:
  Rwy 28, climb heading 276° to 900 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
  Rwy 10, tree, pole beginning 58’ from DER, 18’ right of centerline, up to 365’ MSL.
  Tree, building beginning 403’ from DER, 136’ left of centerline, up to 25’ AGL/339’ MSL.
  Tree 1573’ from DER, 11’ right of centerline, 376’ MSL.
  Tree 1620’ from DER, 248’ right of centerline, 379’ MSL.
  Tree 1701’ from DER, 136’ right of centerline, 384’ MSL.
  Tree 2004’ from DER, 239’ right of centerline, 388’ MSL.
  Tree 2127’ from DER, 11’ right of centerline, 398’ MSL.
  Trees beginning 2198’ from DER, 71’ left of centerline, up to 410’ MSL.
  Tree, building beginning 2414’ from DER, 19’ left of centerline, up to 416’ MSL.
  Tree, building beginning 2486’ from DER, 22’ right of centerline, up to 425’ MSL.
  Tank, water tower beginning 1 NM from DER, 349’ right of centerline, up to 111’ AGL/477’ MSL.

POTTSTOWN MUNI (N47)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2B 21JUN18 (18172) (FAA)
TAKEOFF MINIMUMS:
  Rwy 8, 600-3 w/min. climb of 241’ per NM to 1300, or 1300-2½ for climb in visual conditions.
  Rwy 26, std. w/min. climb of 288’ per NM to 1600, or 1300-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
  Rwy 8, climb heading 076° to 1300 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.
  Rwy 26, climb heading 271° to 1100 before proceeding on course. For climb in visual conditions: cross Pottstown Muni Airport at or above 1400 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
  Rwy 8, terrain 2761’ from DER, 124’ right of centerline, 0’ AGL/319’ MSL.
  Multiple trees beginning 5919’ from DER, 854’ left of centerline, up to 100’ AGL/559’ MSL.
  Terrain 10’ from DER, 246’ left of centerline, 0’ AGL/279’ MSL.
  Trees beginning 1138’ from DER, 53’ right of centerline, up to 372’ MSL.
  Tower 1.3 NM from DER, 1680’ left of centerline, 295’ AGL/544’ MSL.

POTTSVILLE, PA
SCHUYKILL COUNTY/JOE ZERBEY (ZER)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 31DEC20 (20366) (FAA)
TAKEOFF MINIMUMS:
  Rwys 4, 22, NA - Environmental.
TAKEOFF OBSTACLE NOTES:
  Rwy 11, terrain 11’ from DER, 5’ right of centerline, 1707’ MSL.
  Lighting 17’ from DER, 112’ left of centerline, 5’ AGL/1709’ MSL.
  Lighting 18’ from DER, 111’ right of centerline, 6’ AGL/1708’ MSL.
  Trees beginning 56’ from DER, 322’ right of centerline, up to 37’ AGL/1716’ MSL.
  Multiple trees beginning 1.3 NM from DER, 616’ right of centerline, up to 100’ AGL/759’ MSL.
  Rwy 26, tree 400’ from DER, on centerline, 35’ AGL/295’ MSL.
  Terrain 10’ from DER, 246’ left of centerline, 0’ AGL/279’ MSL.
  Trees beginning 1 NM from DER, on centerline, up to 100’ AGL/295’ MSL.
  Multiple trees beginning 1 NM from DER, 2009’ right of centerline, up to 100’ AGL/579’ MSL.
  Trees beginning 11’ from DER, 28’ left of centerline, 37’ AGL/1740’ MSL.
  Trees beginning 162’ from DER, 349’ right of centerline, up to 35’ AGL/1745’ MSL.
  Tree 373’ from DER, 520’ left of centerline, 37’ AGL/1751’ MSL.
  Tree 510’ from DER, 515’ left of centerline, 40’ AGL/1756’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

PUNXSUTAWNEY, PA
PUNXSUTAWNEY MUNI (N35)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 30NOV23 (23334) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA-Environmental.
Rwy 6, 400-2½ or std w/min climb of 344'/NM to 2000.
DEPARTURE PROCEDURE:
Rwy 6, climb on heading 067° to 2000 before proceeding on course.
Rwy 24, climb on heading 247° to 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, aircraft on taxiway 4' from DER, 171' right of centerline, up to 10' AGL/1447' MSL.
Trees beginning 285' from DER, 304' left of centerline, up to 100' AGL/1542' MSL.
Vehicle on road 505' from DER, 304' left of centerline, up to 15' AGL/1457' MSL.
Building 732' from DER, 685' right of centerline, up to 40' AGL/1480' MSL.
Vehicle on road 733' from DER, 352' right of centerline, up to 100' AGL/1499' MSL.
Rwy 24, buildings beginning 192' from DER, 57' right of centerline, up to 30' AGL/1489' MSL.
Trees beginning 1015' from DER, 310' right of centerline, up to 100' AGL/1559' MSL.

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

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

READING, PA
READING RNGL/ CARL A SPAATZ FLD (RDG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 5A 19JUL18 (21112) (FAA)
TAKEOFF MINIMUMS:
Rwy 13, std. w/min. climb of 445' per NM to 1700.
Rwy 31, 500-2% or std. w/min. climb of 430' per NM to 900.
Rwy 36, 400-2 or std. w/min. climb of 360' per NM to 510.
DEPARTURE PROCEDURE:
Rwy 18, climb heading 184° to 1400 before turning left.
Rwy 31, climb heading 313° to 900 before turning right.
Rwy 36, climb heading 004° to 1100 before turning right.
TAKEOFF OBSTACLE NOTES:
Rwy 13, NAVAID 9' from DER, 54' left of centerline, 1' AGL/330' MSL.
Pole 67' from DER, 413' right of centerline, 23' AGL/354' MSL.
Tower 96' from DER, 476' right of centerline, 40' AGL/372' MSL.
Antenna, building beginning 96' from DER, 377' right of centerline, up to 41' AGL/373' MSL.
Trees beginning 871' from DER, 512' right of centerline, up to 378' MSL.
Tree 1690' from DER, 282' left of centerline, 376' MSL.
Tree 2521' from DER, 330' left of centerline, 398' MSL.
Rwy 18, NAVAID 8' from DER, 54' left of centerline, 1' AGL/343' MSL.
Building 61' from DER, 498' right of centerline, 6' AGL/352' MSL.
Tree 915' from DER, 663' left of centerline, 385' MSL.
Rwy 31, NAVAID 10' from DER, 55' right of centerline, 1' AGL/344' MSL.
Trees beginning 5385' from DER, 1761' right of centerline, up to 518' MSL.
Tree, pole beginning 5671' from DER, 1937' right of centerline, up to 548' MSL.
Tree, pole beginning 6045' from DER, 1640' right of centerline, up to 568' MSL.
Trees beginning 1 NM from DER, 1224' right of centerline, up to 582' MSL.
Trees beginning 1 NM from DER, 1273' right of centerline, up to 655' MSL.
Tree 1.1 NM from DER, 1972' right of centerline, 666' MSL.
Tree, terrain, electrical_system, windmill beginning 1.1 NM from DER, 465' right of centerline, up to 702' MSL.
Trees beginning 1.8 NM from DER, 1753' right of centerline, up to 709' MSL.
Tree 1.8 NM from DER, 2179' right of centerline, 727' MSL.
Tree, building beginning 1.8 NM from DER, 1645' right of centerline, up to 752' MSL.
Trees beginning 1.9 NM from DER, 887' right of centerline, up to 776' MSL.
Rwy 36, NAVAID 10' from DER, 54' left of centerline, 1' AGL/292' MSL.
NAVAID, terrain beginning 10' from DER, 55' right of centerline, up to 2' AGL/292' MSL.
Terrain 57' from DER, 55' right of centerline, 299' MSL.
Terrain beginning 89' from DER, 174' left of centerline, up to 306' MSL.
Trees beginning 485' from DER, 210' left of centerline, up to 341' MSL.
Trees beginning 734' from DER, 682' right of centerline, up to 338' MSL.
Tree 908' from DER, 601' right of centerline, 345' MSL.
Trees beginning 1049' from DER, 0' of centerline, up to 346' MSL.
Trees beginning 1385' from DER, 269' left of centerline, up to 355' MSL.
Trees beginning 1497' from DER, 124' left of centerline, up to 357' MSL.
Tree 2543' from DER, 336' right of centerline, 356' MSL.
Tree 2581' from DER, 165' right of centerline, 358' MSL.
Tree 3410' from DER, 96' left of centerline, 382' MSL.
Trees beginning 3555' from DER, 161' right of centerline, up to 450' MSL.
Tree 1.3 NM from DER, 2599' left of centerline, 537' MSL.
Tree 1.4 NM from DER, 2528' left of centerline, 575' MSL.
Trees beginning 1.4 NM from DER, 2402' left of centerline, up to 603' MSL.
Tree 1.4 NM from DER, 2508' left of centerline, 613' MSL.
Trees beginning 1.4 NM from DER, 2042' left of centerline, up to 631' MSL.
Trees beginning 1.5 NM from DER, 1982' left of centerline, up to 672' MSL.
Tree 1.5 NM from DER, 2193' left of centerline, 545' MSL.
REEDSVILLE, PA
MIFFLIN COUNTY (RVL)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3  05JUN08 (08157)  (FAA)
TAKEOFF MINIMUMS:
Rwy 6, std. w/min. climb of 287' per NM to 3000 or 2200-3 for climb in visual conditions.
Rwy 24, std. w/min. climb of 242' per NM to 2800 or 2200-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 6, climb heading 059° to 3000 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.
Rwy 24, climb heading 239° to 2800 before proceeding on course or for climb in visual conditions cross Mifflin County Airport at or above 3000 MSL before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 6, fence beginning 59’ from DER, 497’ right of centerline, up to 6’ AGL/825’ MSL.
Bushes 449’ from DER, 422’ right of centerline, up to 10’ AGL/829’ MSL.
Rwy 24, ground 171’ from DER, 481’ left of centerline, 0’ AGL/830’ MSL.
Fence 207’ from DER, 288’ left of centerline, 15’ AGL/834’ MSL.
Trees 1189’ from DER, 198’ right of centerline, up to 100’ AGL/933’ MSL.
Trees 2,168’ from DER, 407’ left of centerline, up to 100’ AGL/908’ MSL.

ST. MARYS, PA
ST MARYS MUNI (OYM)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A  13SEP18  (18256)  (FAA)
TAKEOFF MINIMUMS:
Rwy 10, std. w/min. climb of 230’ per NM to 2800, or 1000-3 for VCOA.
VCOA:
Rwy 10, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross St Marys Muni airport at or above 2800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, vehicles on road, terrain beginning 197’ from DER, 275’ left of centerline, up to 1952’ MSL.
Pole, tree beginning 410’ from DER, 211’ right of centerline, up to 37’ AGL/1963’ MSL.
Pole, building beginning 690’ from DER, 411’ left of centerline, up to 36’ AGL/1978’ MSL.
Tree 1023’ from DER, 680’ right of centerline, 1987’ MSL.
Tree 1280’ from DER, 723’ right of centerline, 102’ AGL/2030’ MSL.
Tree 1984’ from DER, 728’ right of centerline, 2045’ MSL.
Tree 2238’ from DER, 303’ left of centerline, 67’ AGL/2006’ MSL.
Trees beginning 2452’ from DER, 62’ right of centerline, up to 91’ AGL/2056’ MSL.
Trees beginning 2475’ from DER, 686’ left of centerline, up to 98’ AGL/2027’ MSL.
Rwy 28, trees beginning 12’ from DER, 213’ right of centerline, up to 1948’ MSL.
Pole 91’ from DER, 263’ left of centerline, 23’ AGL/1928’ MSL.
Tree, NAVAID beginning 466’ from DER, on centerline, up to 1967’ MSL.
Pole, NAVAID, tree beginning 544’ from DER, 255’ left of centerline, up to 33’ AGL/1954’ MSL.
Tree 659’ from DER, 451’ right of centerline, 75’ AGL/1968’ MSL.
Tree 2194’ from DER, 25’ left of centerline, 73’ AGL/1965’ MSL.

SELINSGROVE, PA
PENN VALLEY (SEG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A  01FEB18  (18032)  (FAA)
TAKEOFF MINIMUMS:
Rwy 17, std. w/min. climb of 500’ per NM to 1500 or 1500-2½ for VCOA.
Rwy 35, 500-2 w/min. climb of 500’ per NM to 1300 or 1500-2½ for VCOA.
DEPARTURE PROCEDURE:
Rwy 17, climbing right turn direct SEG VOR/DME before proceeding on course. Do not exceed 180K until SEG VOR/DME.
Rwy 35, climb heading 350° to 1900 before proceeding on course.
VCOA: All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Penn Valley Airport at or above 1800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, trees beginning 1.8 NM from DER, 1068’ left of centerline, up to 100’ AGL/819’ MSL.
Trees beginning 29’ from DER, 151’ left of centerline, up to 100’ AGL/559’ MSL.
Pole 2520’ from DER, 84’ right of centerline, 58’ AGL/508’ MSL.
Rwy 35, trees beginning 273’ from DER, 75’ left of centerline, up to 100’ AGL/539’ MSL.
Trees beginning 1947’ from DER, 624’ right of centerline, up to 100’ AGL/899’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

SHAMOKIN, PA
NORTHUMBERLAND COUNTY (N79)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 01FEB18 (18032) (FAA)
TAKEOFF MINIMUMS:
- Rw 8, 400-2 or std. w/ min. climb of 540’ per NM to 1600.
- Rw 26, 400-2½ or std. w/ min. climb of 270’ per NM to 1400.
DEPARTURE PROCEDURE:
- Rw 8, climb to 1600 then climbing left turn to 4000 direct SEG VOR/DME.
- Rw 26, climb to 1400 then climb to 4000 on SEG R-088 to SEG VOR/DME.
TAKEOFF OBSTACLE NOTES:
- Rw 8, trees beginning 33' from DER, 366' left of centerline, up to 70' AGL/950' MSL.
- Pole 68' from DER, 459' right of centerline, 39' AGL/910' MSL.
- Vehicles on roadway beginning 279' from DER, left and right of centerline, up to 15' AGL/952' MSL.
- Trees beginning 1548' from DER, 197' left of centerline, up to 80' AGL/1171' MSL.
- Buildings beginning 2831' from DER, 870' left of centerline, up to 38' AGL/1164' MSL.
- Fence beginning 5683' from DER, 1796' left of centerline, up to 6' AGL/1099' MSL.
- Pole 1.1 NM from DER, 1662' left of centerline, 23' AGL/1091' MSL.
- Rw 26, trees beginning 10' from DER, 242' left of centerline, up to 13' AGL/865' MSL.
- Trees beginning 84' from DER, 184' right of centerline, up to 20' AGL/872' MSL.
- Trees beginning 2.1 NM from DER, 2621' right of centerline, up to 80' AGL/1240' MSL.

SOMERSET, PA
SOMERSET COUNTY (2G9)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20DEC07 (07354) (FAA)
TAKEOFF MINIMUMS:
- Rwys 14, 32, NA-Environmental.
DEPARTURE PROCEDURE:
- Rw 7, climb heading 066° to 3000 before turning south.
- Rw 25, climb heading 246° to 2800 before turning south.
TAKEOFF OBSTACLE NOTES:
- Rw 7, trees beginning 57' from DER, 178' right of centerline, up to 79' AGL/2285' MSL.
- Tree 1291' from DER, 76' left of centerline, 59' AGL/2238' MSL.
- Buildings beginning 639' from DER, 348' left of centerline, up to 40' AGL/2222' MSL.
- Rw 25, trees beginning 480' from DER, 152' right of centerline, up to 67' AGL/2346' MSL.
- Antenna on building 283' from DER, 204' right of centerline, 30' AGL/2290' MSL.
- Tree 584' from DER, 211' left of centerline, 55' AGL/2287' MSL.
- Obstruction light on localizer 291' from DER, on centerline, 20' AGL/2284' MSL.

SPENCER, WV
BOGGS FLD (USW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 20SEP12 (22083) (FAA)
TAKEOFF MINIMUMS:
- Rw 10, 300-2 or std. w/min. climb of 447' per NM to 1300.
- Rw 28, 400-2½ or std. w/min. climb of 332' per NM to 1400.
DEPARTURE PROCEDURE:
- Rw 10, climb heading 100° to 1400 before proceeding on course.
- Rw 28, climb heading 280° to 1600 before turning south.
TAKEOFF OBSTACLE NOTES:
- Rw 10, vegetation beginning 14' from DER, left and right of centerline, up to 13' AGL/932' MSL.
- Terrain and trees beginning 500' from DER, 3' right of centerline, up to 60' AGL/1079' MSL.
- Terrain, trees and buildings beginning 3169' from DER, 14' left of centerline, up to 60' AGL/1079' MSL.
- Tree 4288' from DER, 236' right of centerline, up to 88' AGL/1167' MSL.
- Tree 1.2 NM from DER, 1867' left of centerline, up to 35' AGL/1194' MSL.
- Tree 1.7 NM from DER, 1510' right of centerline, up to 63' AGL/1182' MSL.
- Rw 28, terrain, trees, fences and pole beginning 13' from DER, 17' right of centerline, up to 74' AGL/1073' MSL.
- Trees beginning 764' from DER, 14' left of centerline, up to 76' AGL/1055' MSL.
- Tree 3587' from DER, 1432' right of centerline, up to 82' AGL/1081' MSL.
- Tree 1.8 NM from DER, 3390' left of centerline, up to 63' AGL/1242' MSL.
- Tree 2 NM from DER, 3063' left of centerline, up to 63' AGL/1252' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

STATE COLLEGE, PA
STATE COLLEGE RGNL (UNV)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 05NOV98 (23278) (FAA)
TAKEOFF MINIMUMS:
- Rwys 16, 34, NA.
- DEPARTURE PROCEDURE:
  - Rwys 6, 24, climb runway heading to 2600 before proceeding on course.

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

SUTTON, WV
BRAXTON COUNTY (48I)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 21JUL16 (22279) (FAA)
TAKEOFF MINIMUMS:
- Rwy 2, 300-1.
- Rwy 20, 500-2½ w/min. climb of 290' per NM to 2400 or 1200-3 for climb in visual conditions.
- DEPARTURE PROCEDURE:
  - Rwy 2, climb via heading 016° to 2200 before turning left.
  - VCOA:
  - Rwy 20, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Sutton County airport at or above 2300 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
- Rwy 2, terrain, fences, and vehicles on road beginning 61' from DER, 90' right of centerline, up to 15' AGL/1311' MSL.
- Terrain, fences, and vehicles on road beginning 77' from DER, 48' left of centerline, up to 15' AGL/1307' MSL.
- Pole and trees beginning 56' from DER, 298' right of centerline, up to 90' AGL/1409' MSL.
- Trees beginning 22' from DER, 244' left of centerline, up to 78' AGL/1417' MSL.
- Terrain and trees beginning 556' from DER, 223' left of centerline, up to 80' AGL/1399' MSL.
- Trees beginning 1015' from DER, 260' right of centerline, up to 106' AGL/1435' MSL.
- Trees beginning 889' from DER, 233' left of centerline, up to 116' AGL/1445' MSL.
- Trees 4508' from DER, 1011' left of centerline, up to 65' AGL/1484' MSL.
- Rwy 20, fences, vehicles on road, poles, and trees beginning 197' from DER, 40' left of centerline, up to 49' AGL/1337' MSL.
- Trees beginning 468' from DER, 1' right of centerline, up to 45' AGL/1324' MSL.
- Terrain and trees beginning 72' from DER, 264' left of centerline, up to 76' AGL/1435' MSL.
- Trees beginning 26' from DER, 311' right of centerline, up to 97' AGL/1376' MSL.
- Trees beginning 1123' from DER, 54' right of centerline, up to 96' AGL/1515' MSL.
- Trees beginning 4425' from DER, 47' left of centerline, up to 93 AGL/1529 MSL.
- Trees beginning 1.5 NM from DER, left and right of centerline, up to 111' AGL/1590' MSL.
- Trees 2.4 NM from DER, 3786' left of centerline, up to 100' AGL/1739' MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

TITUSVILLE, PA
TITUSVILLE (6G1)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG-A 08SEP22 (22251) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 1, trees, vehicles on road beginning 21' from DER, 31' left of centerline, up to 1657' MSL.
Vehicle on road 64' from DER, 40' right of centerline, 1616' MSL.
Vehicle on road 76' from DER, 152' right of centerline, 1618' MSL.
Building, vehicle on road beginning 97' from DER, 263' right of centerline, up to 21' AGL/1625' MSL.
Buildings beginning 156' from DER, 469' right of centerline, up to 29' AGL/1632' MSL.
Trees, pole beginning 385' from DER, 201' left of centerline, up to 1663' MSL.
Trees, tree beginning 1041' from DER, 273' right of centerline, 1633' MSL.
Tree 1990' from DER, 665' right of centerline, 1642' MSL.

TOUGHKENAMON, PA
NEW GARDEN (N57)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwy 6, 300-1.

DEPARTURE PROCEDURE:
Rwy 6, climb on heading 055° to 900 before proceeding on course.
Rwy 24, climb on heading 235° to 900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, tree 4' from DER, 162' right of centerline, 16' AGL/433' MSL.
Tree, pole beginning 185' from DER, 91' left of centerline, up to 92' AGL/521' MSL.
Tree, pole, tower, building, tank beginning 953' from DER, 58' right of centerline, up to 110' AGL/569' MSL.

Rwy 24, pole 8' from DER, 10' right of centerline, 2' AGL/435' MSL.
Pole 9' from DER, 10' left of centerline, 2' AGL/435' MSL.
Tree 26' from DER, 198' right of centerline, 49' AGL/471' MSL.
Tree, building, pole beginning 31' from DER, 171' left of centerline, up to 92' AGL/448' MSL.
Tree 189' from DER, 250' right of centerline, 64' AGL/482' MSL.

Rwy 5, pole and trees beginning 4' from DER, 267' right of centerline, up to 100' AGL/859' MSL.
Grain bin/silo and trees beginning 131' from DER, 475' left of centerline, up to 100' AGL/823' MSL.

TOWANDA, PA
BRADFORD COUNTY (N27)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 11OCT18 (18284) (FAA)
TAKEOFF MINIMUMS:
Rwy 5, 800-3 w/min. climb of 333' per NM to 2000, or std. w/min. climb of 461' per NM to 2000, or 2000-3 for VCOA.
Rwy 23, std. w/min. climb of 685' per NM to 2800, or 2000-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 5, climb heading 047° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 23, climbing heading 227° to 2000 before proceeding on course or for climb in visual conditions: cross Bradford County airport at or above 2600 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 5, pole and trees beginning 4' from DER, 267' right of centerline, up to 100' AGL/859' MSL.
Grain bin/silo and trees beginning 131' from DER, 475' left of centerline, up to 100' AGL/823' MSL.

TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)
NE-4, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WELLSBORO, PA
GRAND CANYON RGNL (N38)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3B 08SEP22 (22251) (FAA)
TAKEOFF MINIMUMS:
Rwy 28, std. w/min. climb of 265’ per NM to 2500.
Rwys 11, 29, NA-Environmental.
DEPARTURE PROCEDURE:
Rwy 10, climbing right turn direct SFK VOR/DME, thence...
Rwy 28, climbing heading 279° to 2600, then climbing left turn direct SFK VOR/DME, thence...
...climb in SFK VOR/DME holding pattern (SW, right turns, 036° inbound) to cross SFK VOR/DME at or above 4000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 10, building 32’ from DER, 245’ right of centerline, 22’ AGL/1903’ MSL.
Pole 33’ from DER, 353’ right of centerline, 22’ AGL/1904’ MSL.
Pole 149’ from DER, 352’ right of centerline, 25’ AGL/1906’ MSL.
Building and vehicles on road beginning 307’ from DER, 47’ right of centerline, up to 16’ AGL/1922’ MSL.

WEST CHESTER, PA
BRANDYWINE RGNL (OQN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 20JUN19 (19171) (FAA)
TAKEOFF MINIMUMS:
Rwy 27, 300-1 or std. w/min. climb of 393’ per NM to 700.
TAKEOFF OBSTACLE NOTES:
Rwy 9, pole 9’ from DER, 24’ left of centerline, 3’ AGL/463’ MSL.
Poles beginning 10’ from DER, 13’ right of centerline, up to 3’ AGL/463’ MSL.
Tree, pole beginning 65’ from DER, 96’ left of centerline, up to 39’ AGL/502’ MSL.
Tree 272’ from DER, 49’ right of centerline, 39’ AGL/471’ MSL.
Tree 1404’ from DER, 211’ left of centerline, 65’ AGL/505’ MSL.
Tree 1427’ from DER, 707’ left of centerline, 105’ AGL/545’ MSL.
Trees beginning 1507’ from DER, 56’ left of centerline, up to 114’ AGL/546’ MSL.
Tree, pole beginning 165’ from DER, 208’ right of centerline, 116’ AGL/523’ MSL.
Tree 2415’ from DER, 246’ right of centerline, 124’ AGL/535’ MSL.

Rwy 27, pole 7’ from DER, 24’ left of centerline, 3’ AGL/455’ MSL.
Poles beginning 8’ from DER, 5’ right of centerline, up to 3’ AGL/455’ MSL.
Trees beginning 50’ from DER, 103’ right of centerline, up to 37’ AGL/471’ MSL.
Tree, pole beginning 140’ from DER, 38’ left of centerline, up to 81’ AGL/530’ MSL.
Tree 313’ from DER, 134’ left of centerline, 43’ AGL/468’ MSL.
Tree, pole beginning 690’ from DER, 157’ left of centerline, up to 53’ AGL/486’ MSL.
Trees beginning 997’ from DER, 69’ left of centerline, up to 39’ AGL/487’ MSL.
Tree 1043’ from DER, 184’ left of centerline, 39’ AGL/490’ MSL.
Tree, pole, beginning building 1132’ from DER, 3’ left of centerline, up to 42’ AGL/496’ MSL.
Tree 1847’ from DER, 156’ left of centerline, 32’ AGL/499’ MSL.
Pole 1704’ from DER, 168’ left of centerline, 37’ AGL/504’ MSL.
Tree, pole beginning 1741’ from DER, 2’ left of centerline, up to 64’ AGL/531’ MSL.
Tree 1790’ from DER, 154’ left of centerline, 70’ AGL/534’ MSL.
Tree 1891’ from DER, 44’ left of centerline, 86’ AGL/540’ MSL.
Trees beginning 2037’ from DER, 217’ right of centerline, up to 78’ AGL/532’ MSL.
Tree 2051’ from DER, 202’ left of centerline, 92’ AGL/552’ MSL.
Trees beginning 2248’ from DER, 157’ left of centerline, up to 109’ AGL/568’ MSL.
Tree 2740’ from DER, 351’ right of centerline, 60’ AGL/534’ MSL.
Trees beginning 2929’ from DER, 11’ right of centerline, up to 86’ AGL/551’ MSL.
Tree 3105’ from DER, 413’ right of centerline, 100’ AGL/597’ MSL.
Trees beginning 3368’ from DER, 315’ right of centerline, up to 104’ AGL/614’ MSL.
Tree 3455’ from DER, 389’ right of centerline, 122’ AGL/623’ MSL.
Trees beginning 3517’ from DER, 84’ right of centerline, up to 120’ AGL/618’ MSL.
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WHEELING, WV
WHEELING OHIO COUNTY (HLG)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3A 31MAR16 (16091) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 3, tree 95' from DER, 315' right of centerline, 13' AGL/1213' MSL.
Tree 351' from DER, 264' left of centerline, 48' AGL/1227' MSL.
Obstruction light on antenna 96' from DER, 240' left of centerline, 9' AGL/1208' MSL.
Obstruction light on transmission tower 5596' from DER, 1128' right of centerline, 100' AGL/1341' MSL.
Rwy 16, pole 125' from DER, 241' left of centerline, 4' AGL/1203' MSL.
Pole 264' from DER, 261' right of centerline, 6' AGL/1205' MSL.
Post 267' from DER, 242' left of centerline, 19' AGL/1198' MSL.
Tree 299' from DER, 273' left of centerline, 46' AGL/1225' MSL.
Rwy 21, tree 9' from DER, 459' right of centerline, 39' AGL/1176' MSL.
Tree 69' from DER, 455' right of centerline, 39' AGL/1179' MSL.
Tree 69' from DER, 406' right of centerline, 40' AGL/1190' MSL.
Multiple trees beginning 77' from DER, 367' right of centerline, 37' AGL/1194' MSL.
Rwy 34, multiple trees beginning 460' from DER, 402' right of centerline, up to 46' AGL/1225' MSL.
Obstruction light on antenna 436' from DER, 599' left of centerline, 45' AGL/1224' MSL.

WILKES-BARRE/SCRANTON, PA
WILKES-BARRE/SCRANTON INTL (AVP)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 17OCT13 (13290) (FAA)
TAKEOFF MINIMUMS:
Rwy 10, NA-obstacles.
Rwy 4, 300-1/4 w/min. climb of 210' per NM to 2800 or std. w/min. climb of 220' per NM to 1800 or 2000-3 for climb in visual conditions.
Rwy 22, 500-3 w/min. climb of 240' per NM to 1800 or std. w/min. climb of 290' per NM to 1800 or 2000-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 4, heading 044° to 2800 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 22, climb heading 224° to 1400, then climbing right turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course. For climb in visual conditions: cross Wilkes-Barre/Scranton Intl airport at or above 2800 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 28, climbing left turn on heading 250° and LVZ VORTAC R-287 to 3000 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 4, trees 5847' from DER, 1632' left of centerline, up to 91' AGL/1070' MSL.
Rwy 22, trees 1.4 NM from DER, 2576' left of centerline, up to 100' AGL/1279' MSL.
Trees 2.4 NM from DER, 3790' left of centerline, up to 100' AGL/1419' MSL.

WILKES-BARRE WYOMING VALLEY (WBW)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 26JUL12 (12208) (FAA)
TAKEOFF MINIMUMS:
Rwy 7, std. w/min. climb of 280' per NM to 3300, or 2400-3 for climb in visual conditions.
Rwy 9, std. w/min. climb of 307' per NM to 2600, or 2400-3 for climb in visual conditions.
Rwy 25, std. w/min. climb of 320' per NM to 3100, or 2400-3 for climb in visual conditions.
Rwy 27, 1000-3 w/min. climb of 415' per NM to 2200, or 2400-3 for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwy 7, climb heading 066° to 3300 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.
Rwy 9, climb heading 089° to 2800 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.
Rwy 25, climb heading 246° to 3100 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.
Rwy 27, climb heading 269° to 2700 before proceeding on course or for climb in visual conditions cross Wilkes-Barre Wyoming Valley airport at or above 2800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 7, road beginning 182' from DER, 428' right of centerline, up to 15' AGL/579' MSL.
Trees and poles beginning 409' from DER, 32' left of centerline, up to 95' AGL/659' MSL.
Trees and poles beginning 639' from DER, 309' right of centerline, up to 100' AGL/699' MSL.
Dike 751' from DER, right and left of centerline, 0' AGL/564' MSL.
Building 3071' from DER, 873' left of centerline, up to 80' AGL/640' MSL.
Mobile crane 4526' from DER, up to 120' AGL/660' MSL.
High tension power pole 6003' from DER, 1843' right of centerline, up to 173' AGL/719' MSL.
Rwy 9, tree beginning 39' from DER, 47' right of centerline, up to 111' AGL/651' MSL.
Trees beginning 104' from DER, 344' left of centerline, up to 100' AGL/640' MSL.
Buildings beginning 1.44 NM from DER, 2517' right of centerline, up to 58' AGL/918' MSL.
CON’T
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

WILKES-BARRE/SCRANTON, PA (CON’T)

WILKES-BARRE WYOMING VALLEY (WBW) (CON’T)

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

23334 NE-4

Rwy 25, road beginning 17' from DER, 435' left of centerline, up to 15' AGL/577' MSL.
Trees beginning 553' from DER, 103' left of centerline, up 134' AGL/634' MSL.
Trees beginning 1668' from DER, 36' right of centerline, up to 107' AGL/647' MSL.

Tower 1.23 NM from DER, 1297' right of centerline, 203' AGL/753' MSL.

Rwy 27, trees 539' from DER, 380' left of centerline, up to 117' AGL/557' MSL.

Trees beginning 1285' from DER, left and right of centerline, up to 107' AGL/647' MSL.

Poles and trees beginning 1.18 NM from DER, 957' right of centerline, up to 52' AGL/1352' MSL.

WILLIAMSON, WV

SOUTHERN WEST VIRGINIA RGNL (EBD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 26JUL12 (22307) (FAA)

TAKEOFF MINIMUMS:

Rwy 8, 500-2¼.
Rwy 26, 300-2.

NOTE: NA at night.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees and high terrain beginning at DER, 77' right of centerline, up to 100' AGL/1998' MSL.

Trees beginning 347' from DER, 185' left of centerline, up to 100' AGL/1998' MSL.

Rwy 26, trees beginning 11' from DER, 35' left of centerline, up to 100' AGL/1927' MSL.

Trees beginning 864' from DER, 79' right of centerline, up to 100' AGL/1998' MSL.

WILLIAMSPORT, PA

WILLIAMSPORT RGNL (IPT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 9, std. w/min. climb of 300' per NM to 1500 or 2800-3 VCOA.

Rwy 12, std. w/min. climb of 475' per NM to 1000 or 2800-3 VCOA.

Rwy 27, std. w/min. climb of 470' per NM to 1000 or 2800-3 VCOA.

Rwy 30, std. w/min. climb of 375' per NM to 1500 or 2800-3 VCOA.

DEPARTURE PROCEDURE:

Rwy 9, climb heading 087° to 2600 before proceeding on course.

Rwy 12, climbing left turn heading 090° to 2500 before proceeding on course.

Rwy 27, climbing right turn heading 285° to 2800 before proceeding on course.

Rwy 30, climbing heading 296° to 2500 before proceeding on course.

VCOA:

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

TAKEOFF OBSTACLE NOTES:

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

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

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

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

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

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

Building, railroad, pole, light pole, tree, ALS, gen util beginning 616' from DER, 0' left of centerline, up to 47' AGL/576' MSL.

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

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

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

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

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

Tree 2290' from DER, 155' left of centerline, 590' MSL.

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

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

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

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

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

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

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

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

Tree 5057' from DER, 1058' right of centerline, 95' AGL/669' MSL.

Tree 5238' from DER, 1115' right of centerline, 89' AGL/677' MSL.

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

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

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

Tree, tower beginning 6072' from DER, 1608' right of centerline, up to 74' MSL.

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

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

WILLIAMSPORT, PA (CON’T)
WILLIAMSPORT RGNL (IPT) (CON’T)

Rwy 9 (CON’T), tree 6072’ from DER, 1620’ right of centerline, 98’ AGL/742’ MSL.
Tree 1 NM from DER, 1228’ left of centerline, 83’ AGL/711’ MSL.
Trees beginning 1.1 NM from DER, 1323’ left of centerline, up to 101’ AGL/745’ MSL.
Trees beginning 1.1 NM from DER, 1164’ left of centerline, up to 755’ MSL.
Tree 1.1 NM from DER, 1476’ left of centerline, 757’ MSL.
Tree, tower beginning 1.1 NM from DER, 1036’ left of centerline, up to 759’ MSL.
Tree 1.2 NM from DER, 1416’ left of centerline, 84’ AGL/760’ MSL.
Tree 1.3 NM from DER, 1357’ left of centerline, 95’ AGL/761’ MSL.
Trees beginning 1.3 NM from DER, 1208’ right of centerline, up to 90’ AGL/771’ MSL.
Tree 1.3 NM from DER, 1399’ right of centerline, 99’ AGL/767’ MSL.
Tree 1.3 NM from DER, 1470’ right of centerline, 93’ AGL/775’ MSL.
Tree 1.3 NM from DER, 1538’ left of centerline, 105’ AGL/767’ MSL.
Tree 1.3 NM from DER, 1387’ left of centerline, 92’ AGL/773’ MSL.
Tree, tower beginning 1.4 NM from DER, 1251’ right of centerline, up to 781’ MSL.
Tree 1.4 NM from DER, 1377’ left of centerline, 88’ AGL/777’ MSL.
Tree 1.4 NM from DER, 1247’ left of centerline, 91’ AGL/784’ MSL.
Tree 1.4 NM from DER, 1225’ left of centerline, 90’ AGL/788’ MSL.
Tree 1.4 NM from DER, 1220’ left of centerline, 788’ MSL.

Rwy 12, tree 12’ from DER, 369’ left of centerline, 536’ MSL.
ALS 284’ from DER, 499’ left of centerline, 17’ AGL/539’ MSL.
Gen util 285’ from DER, 498’ left of centerline, 23’ AGL/540’ MSL.

Trees beginning 324’ from DER, 3’ right of centerline, up to 553’ MSL.

Tree 1172’ from DER, 19’ right of centerline, 84’ AGL/760’ MSL.
Trees beginning 413’ from DER, 19’ right of centerline, up to 568’ MSL.
Tree 1690’ from DER, 283’ left of centerline, 574’ MSL.
Tree 1933’ from DER, 263’ left of centerline, 576’ MSL.
Tree 2686’ from DER, 191’ left of centerline, 600’ MSL.
Tree 2739’ from DER, 90’ right of centerline, 596’ MSL.
Trees beginning 2770’ from DER, 87’ left of centerline, up to 611’ MSL.
Tree 5134’ from DER, 1840’ left of centerline, 87’ AGL/676’ MSL.
Tree 5596’ from DER, 1885’ left of centerline, 94’ AGL/689’ MSL.
Trees beginning 6019’ from DER, 1596’ left of centerline, up to 740’ MSL.
Tree 6072’ from DER, 1736’ left of centerline, 98’ AGL/742’ MSL.
Tree, tower beginning 6072’ from DER, 1673’ left of centerline, up to 744’ MSL.
Pole beginning 1.5 NM from DER, 2216’ right of centerline, up to 50’ AGL/813’ MSL.

Rwy 27, ground, ALS beginning 7’ from DER, 55’ left of centerline, up to 515’ MSL.
ALS beginning 9’ from DER, 55’ right of centerline, up to 2’ AGL/515’ MSL.

NAVAID 437’ from DER, 0’ of centerline, 17’ AGL/525’ MSL.

Building beginning 517’ from DER, 305’ right of centerline, up to 16’ AGL/533’ MSL.
Building 531’ from DER, 302’ right of centerline, 21’ AGL/537’ MSL.
Tower 543’ from DER, 292’ right of centerline, 22’ AGL/540’ MSL.
Tree 669’ from DER, 467’ left of centerline, 25’ AGL/533’ MSL.
Trees beginning 1954’ from DER, 22’ left of centerline, up to 599’ MSL.

Tree 2350’ from DER, 46’ right of centerline, 86’ AGL/599’ MSL.
Trees beginning 2128’ from DER, 96’ right of centerline, up to 602’ MSL.
Trees beginning 2154’ from DER, 49’ left of centerline, up to 601’ MSL.
Trees beginning 2304’ from DER, 23’ left of centerline, up to 604’ MSL.
Tree 3309’ from DER, 133’ left of centerline, 97’ AGL/608’ MSL.
Trees beginning 3312’ from DER, 47’ left of centerline, up to 611’ MSL.
Tree 3455’ from DER, 28’ right of centerline, 616’ MSL.
Tree 3565’ from DER, 371’ left of centerline, 95’ AGL/613’ MSL.
Trees beginning 3566’ from DER, 152’ left of centerline, up to 614’ MSL.

Tree 4522’ from DER, 352’ left of centerline, 627’ MSL.

Trees beginning 4557’ from DER, 490’ left of centerline, up to 647’ MSL.
Trees beginning 4748’ from DER, 384’ left of centerline, up to 86’ AGL/649’ MSL.
Tree 4749’ from DER, 494’ left of centerline, 659’ MSL.
Trees beginning 4753’ from DER, 197’ left of centerline, up to 86’ AGL/661’ MSL.
Trees beginning 4963’ from DER, 478’ left of centerline, up to 672’ MSL.
Trees beginning 5068’ from DER, 417’ left of centerline, up to 91’ AGL/675’ MSL.
Trees beginning 5068’ from DER, 354’ left of centerline, up to 91’ AGL/675’ MSL.
Trees beginning 5068’ from DER, 164’ left of centerline, up to 678’ MSL.
Trees beginning 5280’ from DER, 96’ left of centerline, up to 686’ MSL.
Trees beginning 5596’ from DER, 378’ left of centerline, up to 706’ MSL.

Tower, T-L tower beginning 1.6 NM from DER, 1923’ left of centerline, up to 88’ AGL/940’ MSL.
T-L tower 2.1 NM from DER, 1893’ left of centerline, 94’ AGL/1040’ MSL.
Pole 2.1 NM from DER, 3626’ left of centerline, up to 103’ AGL/1572’ MSL.

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

WILLIAMSPORT, PA (CON’T)

WILLIAMSPORT RGNL (IPT) (CON’T)

Rwy 30, fence 98’ from DER, 348’ left of centerline, 8’ AGL/531’ MSL.
Road 210’ from DER, 12’ left of centerline, 539’ MSL.
Pole 428’ from DER, 494’ right of centerline, 69’ AGL/588’ MSL.
Tree 1643’ from DER, 177’ right of centerline, 600’ MSL.
Tree 1696’ from DER, 290’ right of centerline, 608’ MSL.

DEPARTURE PROCEDURE:

Rwy 30, climb heading 166° to 1100 before turning right.

WILKES-BARRE, PA (CON’T)

Rwy 23, fence 395’ from DER, 355’ left of centerline, 11’ AGL/613’ MSL.
Road 270’ from DER, 11’ right of centerline, 575’ MSL.

DEPARTURE PROCEDURE:

Rwy 23, climb heading 140° to 3000 before turning right.

WILLIAMSPORT, PA

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

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/ min. climb of 473’ per NM to 800.
Rwy 35, 300-1 or std. w/ min. climb of 393’ per NM to 800.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 166° to 1100 before turning right.

YORK, PA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1  13JAN11 (11013)  (FAA)

TAKEOFF MINIMUMS:

Rwy 17, 300-1½ or std. w/ min. climb of 473’ per NM to 800.
Rwy 35, 300-1 or std. w/ min. climb of 393’ per NM to 800.

DEPARTURE PROCEDURE:

Rwy 17, climb heading 166° to 1100 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 17, terrain, catenary ball, vehicles on road, poles, buildings, and trees beginning 2’ from DER, 9’ left of centerline, up to 46’ AGL/645’ MSL.
Terrain, vehicles on road, fences, poles, buildings, and trees beginning 38’ from DER, 12’ right of centerline, up to 41’ AGL/645’ MSL.
Trees 2680’ from DER, 467’ left of centerline, up to 54’ AGL/653’ MSL.
Trees 6013’ from DER, 974’ right of centerline, up to 84’ AGL/713’ MSL.

Trees 1 NM from DER, 710’ right of centerline, up to 71’ AGL/670’ MSL.
Rwy 35, terrain, building, poles, and trees beginning 32’ from DER, 5’ left of centerline up to 104’ AGL/623’ MSL.
Terrain, fence, building, and trees beginning 18’ from DER, 8’ right of centerline, up to 88’ AGL/627’ MSL.
Trees 3325’ from DER, 514’ right of centerline, up to 80’ AGL/639’ MSL.
Trees 3789’ from DER, 1049’ left of centerline, up to 101’ AGL/660’ MSL.
Trees 4121’ from DER, 763’ left of centerline, up to 109’ AGL/628’ MSL.

YORK (THV)

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024
TAKEOFF MINIMUMS, (OBSTACLE) DEPARTURE PROCEDURES, AND DIVERSE VECTOR AREA (RADAR VECTORS)

ZELIENOPLE, PA
ZELIENOPLE MUNI (PJC)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 25SEP08 (08269) (FAA)
TAKEOFF MINIMUMS:
Rwys 17, 35, 1100-2½ for climb in visual conditions.
DEPARTURE PROCEDURE:
Rwys 17, 35, for climb in visual conditions: cross Zelienople Muni at or above 1900’ before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, terrain and trees beginning 1.23 NM from DER, 1272’ left of centerline, up to 100’ AGL/1339’ MSL.
Vehicle on road beginning 18’ from DER, 378’ left of centerline, up to 15’ AGL/946’ MSL.
Brush 278’ from DER, 204’ left of centerline, 21’ AGL/921’ MSL.
Vehicle on road 451’ from DER, 593’ right of centerline, 15’ AGL/946’ MSL.
Trees beginning 2442’ from DER, 1110’ right of centerline, up to 100’ AGL/1299’ MSL.
Power lines beginning 3648’ from DER, 644’ right of centerline, up to 79’ AGL/1046’ MSL.
Trees beginning 1.27 NM from DER, 477’ right of centerline, up to 100’ AGL/1359’ MSL.
Rwy 35, terrain and trees beginning 1.04 NM from DER, 1400 left of centerline, up to 100’ AGL/1259’ MSL.
Trees 805’ from DER, 287’ right of centerline, 120’ AGL/1014’ MSL.
Vehicle on road 161’ from DER, 524’ right of centerline, 15’ AGL/946’ MSL.
### IFR Alternate Airport Minimums

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. **\textbf{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 **\textbf{NA}** designation are not listed in this section. **\textbf{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>ALLENTOWN, PA</strong></td>
<td><strong>LEHIGH VALLEY</strong></td>
</tr>
<tr>
<td>INTL (ABE).</td>
<td><strong>ILS or LOC Rwy 6</strong></td>
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<tr>
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<td><strong>ILS or LOC Rwy 13</strong></td>
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<tr>
<td></td>
<td><strong>ILS or LOC/DME Rwy 24</strong></td>
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<tr>
<td></td>
<td><strong>RNAV (GPS) Rwy 6</strong></td>
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<tr>
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<td><strong>RNAV (GPS) Rwy 13</strong></td>
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<td><strong>RNAV (GPS) Rwy 24</strong></td>
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<tr>
<td></td>
<td><strong>RNAV (GPS) Rwy 31</strong></td>
</tr>
<tr>
<td><strong>QUEEN CITY</strong></td>
<td>**MUNI (XLL).                       <strong>RNAV (GPS) Rwy 7</strong></td>
</tr>
<tr>
<td></td>
<td>Category C, 1000-2½.</td>
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<td></td>
<td>NA when local weather not available.</td>
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<tr>
<td><strong>ALTOONA, PA</strong></td>
<td><strong>ALTOONA/BLAIR COUNTY (AOO).</strong></td>
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<tr>
<td></td>
<td><strong>ILS or LOC Rwy 21</strong></td>
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<tr>
<td></td>
<td><strong>RNAV (GPS) Rwy 21</strong></td>
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<td><strong>RNAV (GPS) Y Rwy 3</strong></td>
</tr>
<tr>
<td></td>
<td>NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td><strong>LOC, Category C, 1300-3; Category D, 1400-3.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Category C, 1300-3; Category D, 1400-3.</strong></td>
</tr>
</tbody>
</table>

#### Notes:
- 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).
- **\textbf{A}** 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 **\textbf{A}** designation are not listed in this section.
- **\textbf{NA}** 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>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>BEAVER FALLS, PA</strong></td>
<td><strong>BEAVER COUNTY (BVI).</strong></td>
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<tr>
<td></td>
<td><strong>LOC Rwy 10</strong></td>
</tr>
<tr>
<td></td>
<td><strong>VOR Rwy 28</strong></td>
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<tr>
<td><strong>BECKLEY, WV</strong></td>
<td><strong>RALEIGH COUNTY MEML (BKW).</strong></td>
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<tr>
<td></td>
<td><strong>ILS or LOC Rwy 19</strong></td>
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<tr>
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<td><strong>RNAV (GPS) Rwy 1</strong></td>
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<td><strong>RNAV (GPS) Rwy 10</strong></td>
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<td><strong>RNAV (GPS) Rwy 19</strong></td>
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<td><strong>RNAV (GPS) Rwy 28</strong></td>
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<tr>
<td></td>
<td><strong>VOR Rwy 10</strong></td>
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<tr>
<td></td>
<td>NA when local weather not available.</td>
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<tr>
<td></td>
<td><strong>LOC, Category C, 900-2½; Category D, 1000-3.</strong></td>
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<tr>
<td></td>
<td><strong>LOC, Category C, 900-2½; Category D, 1000-3.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Category C, 1300-3; Category D, 1400-3.</strong></td>
</tr>
</tbody>
</table>

#### BEDFORD, PA

<table>
<thead>
<tr>
<th>Name</th>
<th>Alternate Minimums</th>
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<tbody>
<tr>
<td><strong>BEDFORD COUNTY (HMZ).</strong></td>
<td><strong>RNAV (GPS) Rwy 14</strong></td>
</tr>
<tr>
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<td><strong>RNAV (GPS) Rwy 32</strong></td>
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<tr>
<td></td>
<td><strong>LOC, Category C, 1100-3.</strong></td>
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<tr>
<td></td>
<td><strong>LOC, Category C, 1100-3.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>NA when local weather not available.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Categories A, B, 900-2; Category C, 1100-4.</strong></td>
</tr>
<tr>
<td></td>
<td><strong>Category C, 1800-4.</strong></td>
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<tr>
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<td><strong>Category C, 1100-3.</strong></td>
</tr>
</tbody>
</table>

#### Name: 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).
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
</thead>
</table>
| BLUEFIELD, WV                           | MERCER COUNTY (BLF)......................................RNAX (GPS) Rwy 23\(^{12}\)  
                                            |                                                      | RNAX (GPS) Rwy 23\(^{35}\)  
                                            |                                                      | VOR Rwy 23\(^{36}\)  
                                            |                                                      | 1LOC, NA when local weather not available.   
                                            |                                                      | 2LOC, Category C, 800-2\(\frac{1}{4}\); Category D, 1000-3.   
                                            |                                                      | 3NA when local weather not available.   
                                            |                                                      | 4Category D, 800-2\(\frac{1}{4}\).   
                                            |                                                      | 5Category C, 800-2\(\frac{1}{4}\); Category D, 800-2\(\frac{1}{2}\).   
                                            |                                                      | 6Category C, 800-2\(\frac{1}{4}\); Category D, 1000-3.   |
| BRADFORD, PA                            | BRADFORD RGNL (BFD)............................................RNAX (GPS) Rwy 14  
                                            |                                                      | RNAX (GPS) Rwy 32  
                                            |                                                      | NA when local weather not available.   |
| BUCKHANNON, WV                          | UPSHUR COUNTY RGNL (W22).....................................RNAX (GPS) Rwy 11  
                                            |                                                      | RNAX (GPS) Rwy 29\(^1\)  
                                            |                                                      | Category C, 800-2\(\frac{1}{4}\).   
                                            |                                                      | 1NA when local weather not available.   |
| BUTLER, PA                              | PITTSBURGH/BUTLER RGNL (BTP)................................RNAX (GPS) Rwy 8\(^{12}\)  
                                            |                                                      | RNAX (GPS) Rwy 8\(^{3}\)  
                                            |                                                      | RNAX (GPS) Rwy 26\(^{1}\)  
                                            |                                                      | 1NA when local weather not available.   
                                            |                                                      | 2LOC, Category C, 900-2\(\frac{1}{2}\); Category D, 900-2\(\frac{1}{4}\).   
                                            |                                                      | 3Category C, 900-2\(\frac{1}{2}\); Category D, 900-2\(\frac{1}{4}\).   |
| CHARLESTON, WV                          | WEST VIRGINIA INTL YEAGER (CRW).............................RNAX (GPS) Rwy 5\(^1\)  
                                            |                                                      | RNAX (GPS) Y Rwy 5\(^2\)  
                                            |                                                      | RNAX (GPS) Rwy 23\(^{3}\)  
                                            |                                                      | RNAX (RNP) Z Rwy 24\(^{3}\)  
                                            |                                                      | VOR-A\(^2\)  
                                            |                                                      | 1LOC, Category C, 900-2\(\frac{1}{2}\); Category D, 1000-3.   
                                            |                                                      | 2Category C, 900-2\(\frac{1}{2}\); Category D, 1000-3.   
                                            |                                                      | 3Category C, 900-2\(\frac{1}{2}\); Category D, 900-2\(\frac{1}{4}\).   
                                            |                                                      | 4NA when local weather not available.   |
| CLARKSBURG, WV                          | NORTH CENTRAL WEST VIRGINIA (CKB)........................RNAX (GPS) Rwy 21\(^{12}\)  
                                            |                                                      | RNAX (GPS) Rwy 3\(^{3}\)  
                                            |                                                      | RNAX (GPS) Rwy 21\(^{4}\)  
                                            |                                                      | VOR-A\(^{36}\)  
                                            |                                                      | 1NA when control tower closed.   
                                            |                                                      | 2LOC, Category B, 900-2; Categories C, D, 1100-3.   
                                            |                                                      | 3Category B, 900-2; Categories C, D, 1100-3.   
                                            |                                                      | 4Categories C, D, 1100-3.   
                                            |                                                      | 5Category D, 900-2\(\frac{1}{4}\).   
                                            |                                                      | 6NA when local weather not available.   |
| CLEARFIELD, PA                          | CLEARFIELD- LAWRENCE (FIG)................................RNAX (GPS) Rwy 12\(^{1}\)  
                                            |                                                      | RNAX (GPS) Rwy 30\(^2\)  
                                            |                                                      | NA when local weather not available.   
                                            |                                                      | 1Category C, 900-2\(\frac{1}{2}\).   
                                            |                                                      | 2Category C, 900-2\(\frac{1}{2}\); Category D, 1200-3.   |
| COATESVILLE, PA                         | CHESTER COUNTY G O CARLSON (MQS).........................RNAX (GPS) Rwy 11\(^{2}\)  
                                            |                                                      | RNAX (GPS) Rwy 29\(^2\)  
                                            |                                                      | NA when local weather not available.   
                                            |                                                      | 1LOC, Category D, 800-2\(\frac{1}{2}\).   
                                            |                                                      | 2Category D, 800-2\(\frac{1}{2}\).   |
| DOYLESTOWN, PA                          | DOYLESTOWN (DYL)............................................RNAX (GPS) Rwy 5  
                                            |                                                      | RNAX (GPS) Rwy 23  
                                            |                                                      | VOR-A\(^{1}\)  
                                            |                                                      | NA when local weather not available.   
                                            |                                                      | Categories A, B, 900-2.   |
| DUBOIS, PA                              | DUBOIS RGNL (DUJ)..........................................RNAX (GPS) Rwy 25  
                                            |                                                      | RNAX (GPS) Rwy 25  
                                            |                                                      | NA when local weather not available.   |
| ELKINS, WV                              | ELKINS/RANDOLPH COUNTY (JENNINGS RANDOLPH FLD) (EKN)....RNAX (GPS) Rwy 5\(^{2}\)  
                                            |                                                      | RNAX (GPS) Rwy 23\(^{3}\)  
                                            |                                                      | RNAX (GPS)-A\(^{4}\)  
                                            |                                                      | NA when local weather not available.   
                                            |                                                      | Categories A, B, 1200-2; Category C, 1800-3;  
                                            |                                                      | Category D, 2100-3.   
                                            |                                                      | 2Categories A, B, 1400-2; Category C, 1800-3;  
                                            |                                                      | Category D, 2100-3.   
                                            |                                                      | 3Categories A, B, 1200-2; Category C, 1800-3;  
                                            |                                                      | Category D, 1200-3.   
                                            |                                                      | 4Categories A, B, 1700-2; Category C, 1800-3.   |
| ERIE, PA                                | ERIE INTL/TOM RIDGE........................................RNAX (GPS) Rwy 6\(^{2}\)  
                                            |                                                      | RNAX (GPS) Rwy 24\(^{1}\)  
                                            |                                                      | RNAX (GPS) Rwy 24  
                                            |                                                      | NA when local weather not available.   
                                            |                                                      | 1NA when control tower closed.   |
| FRANKLIN, PA                            | VENANGO RGNL (FKL).........................................RNAX (GPS) Rwy 21  
                                            |                                                      | RNAX (GPS) Rwy 21  
                                            |                                                      | VOR Rwy 21  
                                            |                                                      | NA when local weather not available.   

**Notes:**
- LOC = Localizer
- Category C = Category C
- Category D = Category D
- Rwy = Runway
- VOR = VOR
- RNAV = RNAV
- GPS = GPS
- NE-4, 11 JUL 2024 to 05 SEP 2024
<table>
<thead>
<tr>
<th>NAME</th>
<th>ALTERNATE MINIMUMS</th>
</tr>
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<tbody>
<tr>
<td>HARRISBURG, PA</td>
<td></td>
</tr>
<tr>
<td>CAPITAL CITY (CXY)</td>
<td>ILS or LOC Rwy 8&lt;sup&gt;123&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 8&lt;sup&gt;125&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 26&lt;sup&gt;34&lt;/sup&gt;</td>
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<tr>
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<td>1 Categories A, 1000-2; Category B, 1400-2;</td>
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<td>Categories C, D, 1400-3.</td>
</tr>
<tr>
<td></td>
<td>2 NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>3 NA when local weather not available.</td>
</tr>
<tr>
<td></td>
<td>4 Category A, 1200-2; Category B, 1400-2;</td>
</tr>
<tr>
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<td>Categories C, D, 1400-3.</td>
</tr>
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<td></td>
<td>5 Categories A, 900-2; Category B, 1400-2;</td>
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<tr>
<td></td>
<td>Categories C, D, 1400-3.</td>
</tr>
<tr>
<td>HARRISBURG INTL (MDT)</td>
<td>ILS or LOC Rwy 13&lt;sup&gt;1&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 13&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 31&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>VOR Rwy 31&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>2 Categories A, B, C, D, 1300-5.</td>
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<td>3 Category C, 800-2¼; Category D, 1200-3.</td>
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<td>HUNTINGTON, WV</td>
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<td>TRI-STATE/MILTON J FERGUSON FLD (HTS)</td>
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<td>RNAV (GPS) Rwy 30&lt;sup&gt;3&lt;/sup&gt;</td>
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<td>VOR Rwy 30&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>2 Category D, 1000-3.</td>
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<tr>
<td>INDIANA, PA</td>
<td>RNAV (GPS) Rwy 11</td>
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<td>RNAV (GPS) Rwy 29</td>
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<td>NA when local weather not available.</td>
</tr>
<tr>
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<td>Categories C, D, 1300-3.</td>
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<tr>
<td>JOHNSTOWN, PA</td>
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<tr>
<td>JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)</td>
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<td>RNAV (GPS) Rwy 31&lt;sup&gt;4&lt;/sup&gt;</td>
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<td>1 LOC, Category D, 800-2¼.</td>
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<tr>
<td></td>
<td>2 NA when control tower closed.</td>
</tr>
<tr>
<td></td>
<td>3 LOC, Category D, 800-2¼.</td>
</tr>
<tr>
<td></td>
<td>4 Category D, 800-2¼.</td>
</tr>
<tr>
<td></td>
<td>5 Categories A, B, 1100-2; Categories C, D, 1100-3.</td>
</tr>
<tr>
<td>LANCASTER, PA</td>
<td>RNAV (GPS) Rwy 8&lt;sup&gt;2&lt;/sup&gt;</td>
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<td>RNAV (GPS) Rwy 13&lt;sup&gt;2&lt;/sup&gt;</td>
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<tr>
<td></td>
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<tr>
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<tr>
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<tr>
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</tr>
<tr>
<td></td>
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</tr>
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<td>4 LOC, Categories A, B, 1200-2; Categories C, D, 1200-3.</td>
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<td>NEW CASTLE MUNI (UCP)</td>
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<td>3} Categories A, B, 1200-2.</td>
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<td>4} Categories A, B, 2200-2.</td>
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<td>2} ILS, Category D, 700-2.</td>
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| PHILADELPHIA | ILS or LOC Rwy 9L<sup>1</sup>  
ILS or LOC Rwy 26<sup>2</sup>  
ILS or LOC Rwy 27L<sup>3</sup>  
ILS or LOC Rwy 27R<sup>4</sup>  
ILS Z or LOC Z Rwy 9R<sup>5</sup>  
ILS Z or LOC Rwy 17<sup>6</sup>  
RNAV (GPS) Rwy 17<sup>7</sup>  
RNAV (GPS) Rwy 27L<sup>8</sup>  
RNAV (GPS) Rwy 27R<sup>9</sup>  
RNAV (GPS) Rwy 35<sup>10</sup>  
RNAV (GPS) Y Rwy 9L<sup>11</sup>  
RNAV (GPS) Y Rwy 9R<sup>12</sup>  |
| **WINGS FLD (LOM)** | RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24  |
| **PITTSBURGH, PA** | |
| ALEGGHENY COUNTY (AGC) | ILS or LOC Rwy 10<sup>1</sup>  
ILS or LOC Rwy 28<sup>2</sup>  
RNAV (GPS) Rwy 10<sup>3</sup>  
RNAV (GPS) Rwy 28<sup>4</sup>  |
| **PITTSBURGH** | |
| INTL (PIT) | ILS or LOC Rwy 10L<sup>1</sup>  
ILS or LOC Rwy 10R<sup>2</sup>  
ILS or LOC Rwy 28L<sup>3</sup>  
ILS or LOC Rwy 28R<sup>4</sup>  
ILS or LOC Rwy 32<sup>5</sup>  
RNAV (GPS) Rwy 10L<sup>6</sup>  
RNAV (GPS) Rwy 10R<sup>7</sup>  
RNAV (GPS) Y Rwy 10C<sup>8</sup>  
RNAV (GPS) Y Rwy 10R<sup>9</sup>  
RNAV (GPS) Y Rwy 28C<sup>10</sup>  
RNAV (GPS) Y Rwy 28L<sup>11</sup>  
RNAV (GPS) Y Rwy 28R<sup>12</sup>  
RNAV (GPS) Y Rwy 32<sup>13</sup>  
RNAV (GPS) Z Rwy 10R<sup>14</sup>  |
| **REDESVILLE, PA** | |
| MIFFLIN COUNTY (RVL) | RNAV (GPS) Rwy 6<sup>1</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  |
| **ST MARYS, PA** | |
| ST MARYS | RNAV (GPS) Rwy 10<sup>1</sup>  
RNAV (GPS) Rwy 28<sup>2</sup>  |
| **SELINSGROVE, PA** | |
| PENN VALLEY (SEG) | RNAV (GPS) Rwy 17<sup>1</sup>  
RNAV (GPS) Rwy 35<sup>2</sup>  
VOR-A<sup>3</sup>  |

<sup>1</sup>LOC, Category D, 800-2¾.  
<sup>2</sup>ILS, Categories A, B, C, 800-2; Category D, 800-2¾.  
<sup>4</sup>LOC, Category D, 800-2¼.  
<sup>5</sup>Category D, 800-2¼.  
<sup>6</sup>NA when local weather not available.  
<sup>7</sup>ILS, Categories A, B, 1300-2; Category C, D, 1300-3.  
<sup>8</sup>Category D, 1100-3.  
<sup>9</sup>NA when local weather not available.  
<sup>10</sup>Categories A, B, 1300-2; Category C, D, 1300-3.  
<sup>11</sup>Category D, 1100-3.  
<sup>12</sup>Categories A, B, 1300-2; Category C, D, 1300-3.  
<sup>13</sup>NW when local weather not available.  
<sup>14</sup>NA when local weather not available.  
<sup>15</sup>NA when control tower closed.  
<sup>16</sup>LOC, Category C, 1300-2; Category D, 1400-3.  
<sup>17</sup>Category C, 1300-3; Category D, 1400-3.  
<sup>18</sup>Categories A, B, 1300-2; Category C, D, 1400-3.  
<sup>19</sup>NA when local weather not available.  
<sup>20</sup>Categories A, B, C, D, 1100-4.  
<sup>21</sup>Categories A, B, 900-2; Category C, 900-2½; Category D, 1000-3.  
<sup>22</sup>Classification A, B, 1000-2; Category C, 1000-2½; Category D, 1200-3.  
<sup>23</sup>Categories A, B, 1400-2; Categories C, D, 1400-3.  
<sup>24</sup>Categories A, B, 1000-2.
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THERE ARE NO RADAR PROCEDURES FOR NORTHEAST (NE-4)
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.

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<th>CITY/AIRPORT</th>
<th>LDG RWY</th>
<th>HOLD-SHORT POINT</th>
<th>AVBL LDG DIST</th>
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<td>26</td>
<td>12-30</td>
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<tr>
<td>LANCASTER (LNS)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA, PA</td>
<td>24</td>
<td>15-33</td>
<td>4,150 feet</td>
</tr>
<tr>
<td>NORTHEAST PHILADELPHIA (PNE)</td>
<td>33</td>
<td>06-24</td>
<td>3,600 feet</td>
</tr>
<tr>
<td>PITTSBURGH, PA</td>
<td>10</td>
<td>13-31</td>
<td>3,250 feet</td>
</tr>
<tr>
<td>ALLEGHENY COUNTY (AGC)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>READING, PA</td>
<td>13</td>
<td>18-36</td>
<td>5,200 feet</td>
</tr>
<tr>
<td>READING RGNL/Carl A Spaatz FLD (RDG)</td>
<td>18</td>
<td>13-31</td>
<td>3,050 feet</td>
</tr>
</tbody>
</table>
An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

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

<table>
<thead>
<tr>
<th>CITY/AIRPORT</th>
<th>HOT SPOT</th>
<th>DESCRIPTION*</th>
</tr>
</thead>
<tbody>
<tr>
<td>HARRISBURG, PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPITAL CITY (CXY)</td>
<td>HS 1</td>
<td>Rwy 26 LAHSO.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Rwy 08 ILS hold line.</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy C at Rwy 30 and Twy B.</td>
</tr>
<tr>
<td>HARRISBURG, PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>HARRISBURG INTL (MDT)</td>
<td>HS 1</td>
<td>Potential for inadvertent entry onto Rwy 13-31 at Twy D.</td>
</tr>
<tr>
<td>HUNTINGTON, WV</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TRI-STATE/MILTON J</td>
<td>HS 1</td>
<td>Twy A does not lead to the end of Rwy 12.</td>
</tr>
<tr>
<td>FERGUSON FLD (HTS)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA, PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PHILADELPHIA INTL (PHL)</td>
<td>HS 1</td>
<td>Twy Y and S int in close proximity of Rwy 09R-27L.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Maintain vigilance Twy K and Twy D close int to Rwy 35 and 27R</td>
</tr>
<tr>
<td>PITTSBURGH, PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ALLEGHENY COUNTY (AGC)</td>
<td>HS 1</td>
<td>Wide pavement int multiple rwys.</td>
</tr>
<tr>
<td></td>
<td>HS 2</td>
<td>Wide pavement int with ramps, twys, and rwy.</td>
</tr>
<tr>
<td>READING, PA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>READING RGNL/</td>
<td>HS 1</td>
<td>Hold lines on Twy B for Rwy 31 and Rwy 36 .</td>
</tr>
<tr>
<td>CARL A SPAATZ FLD (RDG)</td>
<td>HS 2</td>
<td>Twy H from Twy D to Rwy 18 hold line</td>
</tr>
<tr>
<td></td>
<td>HS 3</td>
<td>Twy A from terminal ramp to Rwy 36 hold line</td>
</tr>
<tr>
<td></td>
<td>HS 4</td>
<td>Maintain vigilance confusing twy configuration near adjacent ramp.</td>
</tr>
<tr>
<td>WILLIAMSPORT, PA</td>
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<tr>
<td>WILLIAMSPORT RGNL (IPT)</td>
<td>HS 1</td>
<td>Same hold Line for Rwy 27 and Rwy 30 at Twy B.</td>
</tr>
</tbody>
</table>

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

JOHNSTON TRANSITION (JST.BOJID4):
PHILIPSBURG TRANSITION (PSB.BOJID4):

From HAR VORTAC on track 119° to LRP VOR/DME, then on track 107° to TRAGG, then on track 107° to BUNTS.
LANDING RUNWAYS 9L/R: From BUNTS on track 105° to SCOOL, then on track 179° to KYILL, then on track 265° to EXPRS, then on track 267° to WHEYY, then on heading 265°. Expect RADAR vectors to final approach course.
LANDING RUNWAYS 27L/R: From BUNTS on track 105° to SCOOL, then on track 106° to BOJID, then on track 177° to HIFAL, then on track 086° to EYRIE, then on track 086° to FERUS, then on heading 085°. Expect RADAR vectors to final approach course.
PHILADELPHIA APP CON
128.4  272.575
ILG ATIS 123.95
PHIL ARR D-ATIS 133.4
PNE ATIS 121.15
TEN ATIS 126.775

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

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.
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

LEJOY TRANSITION (LEJOY.DEMME5):
VINSE TRANSITION (VINSE.DEMME5):

From NESTO on track 303° to DEMME.

LANDING RUNWAY 10L/C/R: From DEMME on track 309° to PENGN, then on track 281° to RIVRZ, then on track 281° to cross HEINZ at or above 6000, then on heading 281°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 28L/C/R: From DEMME on track 360° to LMBRT, then on track 360° to cross STILR at or above 6000, then on heading 071°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 32: From DEMME on track 303° to cross GRUNZ at or above 6000, then on heading 303°. Expect RADAR vectors to final approach course.
Expect radar vectors to final approach course.

on track 072° to GUINZ, then on track 101° to CYDNY, then on heading 101°.

BBLAK, then on track 072° to GOLDH, then on track 072° to JOEPA, then

LANDING RWY 28L/28C/28R: From FEWGA on track 055° to

then on track 145° to CRSBY, then fly heading 146°. Expect radar vectors to

to GOLDH, then on track 100° to FLURY, then on track 099° to MLKIN,

then on track 145° to CRSBY, then fly heading 146°. Expect radar vectors to

LANDING RWY 32: From FEWGA on track 055° to BBLAK, then on track 072°
to GOLDH, then on track 100° to FLURY, then on track 099° to MLKIN,
then on track 145° to CRSBY, then fly heading 146°. Expect radar vectors to

expected runway transition.

LANDING RWY 10L/10C/10R: From FEWGA on track 002° to

LEMEW, then on heading 301°. Expect radar vectors to final approach course.

LANDING RWY 28L/28C/28R: From FEWGA on track 055° to

BBLAK, then on track 072° to GOLDH, then on track 072° to JOEPA, then

on track 072° to GUINZ, then on track 101° to CYDNY, then on heading 101°.

Expect radar vectors to final approach course.

LANDING RWY 32: From FEWGA on track 055° to BBLAK, then on track 072°
to GOLDH, then on track 100° to FLURY, then on track 099° to MLKIN,
then on track 145° to CRSBY, then fly heading 146°. Expect radar vectors to

final approach course.

NOTE: Chart not to scale

NOTE: Radar required.

NOTE: RNAV 1.

NOTE: DME/DME/IRU or GPS required.

NOTE: CKB Transition: Aircraft do not file, for ATC
use only, flow control purposes.

ARRIVAL ROUTE DESCRIPTION

From WISKE on track 055° to FEWGA, thence on assigned runway transition.
ARRIVAL ROUTE DESCRIPTION

CLARION TRANSITION (CIP.HAYNZ7):
From GRACE on track 201° to HAYNZ, thence on assigned runway transition.

PHILIPSBURG TRANSITION (PSB.HAYNZ7):
From HAYNZ on track 236° to ROOSA, then on track 282° to TOWEL, thence on heading 282°. Expect radar vectors to final approach course.

SLATE RUN TRANSITION (SLT.HAYNZ7):
From HAYNZ on track 201° to MYRON, then on heading 211° to COPPE, then on heading 166°. Expect radar vectors to final approach course.

LANDING RUNWAYS 10L/10C/10R:
From GRACE on track 201° to HAYNZ, thence on assigned runway transition.

LANDING RUNWAYS 28L/28C/28R:
From HAYNZ on track 201° to MYRON, then on heading 211° to COPPE, then on heading 166°. Expect radar vectors to final approach course.

LANDING RUNWAYS 28L/28C/28R:
From HAYNZ on track 201° to MYRON, then on heading 211° to COPPE, then on heading 166°. Expect radar vectors to final approach course.

NOTE: DME/DME/IRU or GPS required.

NOTE: RNAV 1.

NOTE: RADAR required.

NOTE: Chart not to scale.

Expect radar vectors to final approach course.

PITTSBURGH APP CON

123.95 336.2
DAIS
127.25

PITTSBURGH INTL (PIT)
PITTSBURGH, PENNSYLVANIA

NE-4, 11 JUL 2024 to 05 SEP 2024

Z6
NOTE: Jet and turboprop aircraft only.
NOTE: For aircraft capable of 180K or greater.
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

AKRON TRANSITION (ACO JESEY4)
BRIGGS TRANSITION (BSV JESEY4)
YOUNGSTOWN TRANSITION (YNG JESEY4)

From CUTTA on track 147° to JESEY, thence on assigned runway transition.

LANDING RWY 10L/10C/10R: From JESEY on track 221° to YINZZ, then on heading 251°. Expect radar vectors to final approach course.

LANDING RWY 28L/28C/28R: From JESEY on track 148° to KRIKK, then on track 102° to SSOXX, then on track 102° to ROOSA, then on heading 102°. Expect radar vectors to final approach course.

LANDING RWY 32: From JESEY on track 148° to KRIKK, then on track 127° to PROGY, then on track 128° to PRUIT, then on heading 146°. Expect radar vectors to final approach course.

NOTE: BRIGGS Transition ATC assigned only.
NOTE: BRIGGS Transition
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
ARRIVAL ROUTE DESCRIPTION

**BRIGS TRANSITION (BRIGS.JIIMS4):**

DASHA TRANSITION (DASHA.JIIMS4):

ZJAAY TRANSITION (ZJAAY.JIIMS4):

**Landing PHL Rwy 9L/R:** From JIIMS on track 290° to WUDRR, then on track 307° to WEVVE, then on track 268° to ERNYY, 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 ZMRMN, 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 ZMRMN, 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.
NOTE: Jet aircraft only.

NOTE: HYTRA transition do not file - to be assigned by ATC.

NOTE: CAUTION: Parachute jumping 2.7 NM SE CHPMN,
1.5 NM radius of Cross Keys Airport, AOB 13500 (SR-SS).

(Continued on following page)
ARRIVAL ROUTE DESCRIPTION

KPHL: From ESSSO on track 046° to PAATS.

Landing PHL Rwy 9L/R: From PAATS on track 017° to TRNBL, then on track 350° to WEVVE, then on track 268° to ERNYY, then on track 268°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 17, 35: From PAATS on track 070° to TEBEE, then on track 055°. Expect RADAR vectors to final approach course.

Landing PHL Rwy 26, 27L/R: From PAATS on track 081° to RROLL, then on track 045° 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 MQS: From ESSSO on track 046° to PAATS, then on track 026° to RANSMS, then on track 352° to EBRLY, then on track 352°. Expect RADAR vectors to final approach course.

Landing TTN/KPNE: From ESSSO on track 046° to PAATS, then on track 026° to RANSMS, then on track 076° 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.
NOTE: Jet aircraft only.

NOTE: DME and RADAR required.

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 OVICEE, 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.
ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SLATT6): From over CFB VOR/DME on CFB R-169 to LECOR, then on LVZ R-349 to LVZ VORTAC. Thence....

DELANCEY TRANSITION (DNY.SLATT6): From over DNY VOR/DME on DNY R-222 to CORLE, then on LVZ R-041 to LVZ VORTAC. Thence....

....from over LVZ VORTAC on LVZ R-190 and ETX R-009 to SLATT, then on ETX R-009 to ETX VOR/DME, then on ETX VOR/DME R-133 to SPUDS. Thence on heading 170°. Expect RADAR vectors to final approach course.

NOTE: Jet aircraft only.
NOTE: RADAR required.

NOTE: CAUTION: Parachute jumping 7 NM SE SPUDS, 1.5 NM radius of Pennridge airport, AOB 14500 (SR-SS).

NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION

BINGHAMTON TRANSITION (CFB.SPUDS7):
DELANCEY TRANSITION (DNY.SPUDS7):

From LVZ VORTAC on track 192° to SLATT, then on track 192° to ETX VOR/DME, then on track 136° to SPUDS, then on track 168° to ANMAR then...

LANDING RUNWAY 27L/R: Then from ANMAR on track 168° to BOJID. Then on track 177° to HIFAL, then on track 086° to EYRIE. Then on track 086° to FERUS, then on heading 086°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 9L/R: Then from ANMAR on track 212° to SCOOL, then on track 179° to KYILL, then on track 265° to EXPRS. Then on track 267° to WHEYY, then on heading 267°. Expect RADAR vectors to final approach course.
ARRIVAL ROUTE DESCRIPTION

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

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

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

**NOTE:** Radar required.

**NOTE:** RNAV 1.

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

**TRSTN THREE ARRIVAL (RNAV)**

Turbojets: Expect FL190

Non-turbojets: Expect FL15000

TRSTN THREE ARRIVAL (RNAV) (TRSTN.TRSTN3) 04FEB16

WASHINGTON, D.C.

Z18
INTENTIONALLY
LEFT
BLANK
Circling NA south of Rwys 7 and 25. Rwy 7 helicopter visibility reduction below ¾ SM NA. Circling Rwy 15 NA at night.

Procedure NA for arrivals at PINNA on V30 westbound.

Procedure NA for arrivals at FLOAT on V39 southwest bound.

MISSED APPROACH: Climbing left turn to 3000 direct DOSTR and hold.

MIRL Rwys 7-25 and 15-33
For inoperative MALSR, increase IZKIP fix minimums S-LOC 13 Cat C/D visibility to 1 mile.

**MISSING APPROACH:** Climb to 1300 then climbing left turn to 3000 on heading 060° and on SBJ VOR/DME R-295 to LIZZI INT and hold.

### Category

**ALLENTOWN**, PENNSYLVANIA

**AL-15 (FAA)**

**LOC I-BXY 111.9 APP CRS 135°**  
Rwy Idg TDZE 5800 386 394  
Apt Elev

**GND CON** 121.9 257.95  
**CLNCE DEL** 124.05 257.95

**ATIS** 126.975

**ALLENTOWN TOWER** 120.5 257.95

**REIL Rwy 24 and 31**  
HIRL Rwy 6-24 and 13-31

**FAC to MAP 6.2 NM**

**Knots** 60 90 120 150 180

**Min:Sec** 6:12 4:08 3:06 2:29 2:04

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**ALLENTOWN, PENNSYLVANIA Amdt 8 28APR16**

**40°39’N-75°26’W**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.6°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1/2 SM.

Procedure NA for arrivals at DUMMR on V93 southwest bound, V162 westbound, and V276 northwest bound.

LPV DA
LNAV/VNAV DA
LNAV MDA
C CIRCLING

CIRCLING

LOCID
3000
135°
2400
3000
GP 3.00° TCH 56

MALS

KOCEC

MISSED APPROACH: Climb to 3000 direct KOCEC and on track 084° to LIZZI and hold.

ALLENTOWN TOWER
120.5 257.95

LEHIGH VALLEY INTL (ABE)

NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 24
LEHIGH VALLEY INTL (ABE)

ATIS 126.975
ALLENTOWN APP CON 119.65 124.45 351.8
ALLENTOWN TOWER 120.5 257.95
GND CON 121.9 257.95
CLNC DEL 124.05 257.95

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

Missed Approach: Climb to 3000 direct SURGE and on track 266° to ETX VOR/DME and hold.

Procedure NA for arrivals at DUMMR on V162 westbound, V93 southwest bound, and V276 northwest bound.

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

RNAP APCH - GPS.
**RNAV (GPS) RWY 31**

**LEHIGH VALLEY INTL (ABE)**

**ATIS**
126.975

**ALLENTOWN APP CON**
119.65 124.45 351.8

**ALLENTOWN TOWER**
120.5 257.95

**GND CON**
121.9 257.95

**CLNC DEL**
124.05 257.95

---

### RNP APCH - GPS

- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C. Rwy 31 helicopter visibility reduction below ¾ SM NA.**

### Procedure NA for arrivals

- at **DUMMR** on V162 westbound and V93 southwest bound.

### Procedure NA for arrivals on ARD

- VOR/DME airway radials 233 CW 057.

---

### Table

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
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<tbody>
<tr>
<td>LPV DA</td>
<td>633-3/4</td>
<td>250 (300-3/4)</td>
<td></td>
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</tr>
<tr>
<td>LNAV/VNAV DA</td>
<td>758-1/4</td>
<td>375 (400-1/4)</td>
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<tr>
<td>LNAV MDA</td>
<td>940-1</td>
<td>557 (600-1)</td>
<td>940-1 3/8</td>
<td>557 (600-1/8)</td>
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<tr>
<td>CIRCLING</td>
<td>940-1</td>
<td>546 (600-1)</td>
<td>1180-2 1/4</td>
<td>1600-3</td>
</tr>
</tbody>
</table>

**Ne-4, 11 JUL 2024 to 05 SEP 2024**

### Notes

- Amdt 2C 16MAY24
- NE-4, 11 JUL 2024 to 05 SEP 2024
0.0° E
ANNUAL RATE OF CHANGE
JANUARY 2020

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**ILS or LOC RWY 21**

**ALTOONA/BLAIR COUNTY (A00)**

**DME required.**

- Circling NA to Rwy 12 and 30. Circling NA for Cats C, D northwest of Rwy 12 and 21. For inop ALS increase S-LOC 21 visibility Cats C and D to 2 SM.

**ASOS**

- **ALTOONA, PENNSYLVANIA**

**Amdt 9 30NOV23**

**Landing Pattern**

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

**CIRCLING**

- **Rwy Idg**
- **TDZE**
- **Apt Elev**

**FAF to MAP 6 NM**

- **Knots**
- **Min:Sec**
  - 60
  - 90
  - 120
  - 150
  - 180
  - 2:24
  - 2:00

**LOCALIZER 111.1**

**CTAF**

- **ASOS**
- **JOHNSTON APP CON**
- **123.6**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
Circling NA to Rwys 12 and 30. Circling NA for Cats C, D northwest of Rwys 12 and 21. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. For inop ALS, increase LPV visibility all Cats to 1/2 SM.

MISSED APPROACH: Climb to 5000 дир YOLUP and on track 223° to CRYSS and hold, continue climb-in-hold to 5000.

For inop ALS, increase LPV visibility all Cats to 1 SM. systems, LNAV/VNAV NA below -17°C or above 54°C.

SYSTEMS, LNAV/VNAV NA below -17°C or above 54°C.

SOUTHWEST OF RWYS 12 AND 30. CIRCLING NA FOR CATS C, D.
RNAV (GPS) Y RWY 3
ALTOONA/BLAIR COUNTY (A00)

When local altimeter setting not received, use Bedford County altimeter setting, increase all MDA 100 feet. Increase LNAV and LP Cat C/D visibilities 1/2 SM and Circling Cat A 1/2 SM.
Rwy 3, helicopter visibility reduction below 1/2 SM NA. Circling NA to Rwys 12 and 30. VDP NA when using Bedford County altimeter setting.

MISSED APPROACH: Climb to 5000 direct COPDA on track 037° to GANEC and hold, continue climb-in-hold to 5000.

Final approach course offset 15.00 degrees.
RNAV (GPS) Z RWY 3
ALTOONA/BLAIR COUNTY (AOO)

**ASOS**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>DA</td>
<td>1828-1</td>
<td>325 (400-1)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CTAF**

123.6000

**VEN</p>
RNAV (GPS) RWY 10

BEAVER FALLS, PENNSYLVANIA

RNAV (GPS) RWY 10

BEAVER COUNTY (BVI)

Baro-VNAV and VDP NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ⅔ SM. Circling Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ⅔ SM NA.

**ATIS**
118.35

**PITTSBURGH APP CON**
124.75 338.2

**BEAVER COUNTY TOWER**
120.3 (CTAF)

**GND CON**
121.8

**CLNC DEL**
124.85

*(when twr closed)*

---

**Category**

- **LPV DA**
  - 1528-1 290 (300-1)
- **LNAV/ VNAV DA**
  - 1514-1 276 (300-1)
- **LNAV MDA**
  - 1580-1 342 (400-1)
- **Circling**
  - 1720-1 467 (500-1)
  - 1720-1½ 467 (500-1½)
  - 1820-2 567 (600-2)

**WAAS CH 62821 W10A**

**APP CRS**
101°

**Rwy Idg**
1237

**Apt Elev**
1253

**ELEV**
1253

**TDZE**
1237

**DEP CRS**
3000

**MIRL Rwy 10-28**

**RNAV (GPS) RWY 10**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 36°C (96°F). When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D ⅔ SM. Circling Rwy 28 NA at night. Rwy 10 helicopter visibility reduction below ⅔ SM NA.

---

**BEAVER FALLS, PENNSYLVANIA**

**Orig-C 19JUL18**

40°46’N-80°23’W
RNAV (GPS) RWY 28
BEAVER FALLS, PENNSYLVANIA

**BEAVER COUNTY** (BVI)

**Category**: B

**RNAV (GPS) RWY 28**

**BEAVER FALLS, PENNSYLVANIA**

**APP CRS**: 281°

**Rwy Idg**: TDZE 1253

**Apt Elev**: 1253

**ELEV**: 1253

**TDZE**: 1253

**118.35**

**PITTSBURGH APP CON**: 124.75 338.2

**BEAVER COUNTY TOWER**: 120.3 (CTAF) 0

**GND CON**: 121.8

**CLNC DEL**: 124.85 (when hwr closed)

**2.5 NM to RW28**

**ZILET**

**3000**

**(FAF)**

**VNAV**

**LNAV / LNAV MDA**

---

**MISSED APPROACH**: Climb to 3000 direct WOBUX and hold.

**Baro-VNAV and VDP NA when using Pittsburgh Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 26°C (78°F). When local altimeter setting not received, use Pittsburgh Intl altimeter setting; increase all DA 50 feet; increase all MDAs 60 feet and visibility LNAV Cats C and D 1/4 SM. Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1/2 SM NAV.**

**MISSED APCH FIX**

**4 NM**

**281°**

**WOBUX**

---

**NE-4, 11 JUL 2024 to 05 SEP 2024**

---

**4 NM Holding Pattern**

**3000**

**WOBUX**

**VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 43).**

**1.1 NM to RW28**

**0.4 NM to RW28**

**2.6 NM to 3000**

**7.1 NM**

**281°**

**1.1% U P**

**101°**

**281°**

**3000**

**4501 X 100**

**BEAVER FALLS, PENNSYLVANIA**

**Orig-C 19JUL18**

**40°46’N-80°23’W**

**BEAVER COUNTY** (BVT)
LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED

Rwy 10 helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Pittsburgh Intl alimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.

ATIS
PITTSBURGH APP CON
BEAVER COUNTY TOWER
GND CON
CINC DEL
118.35
124.75
338.2
120.3 (CTAF) o
121.8
124.85
(where twr closed)

HOLD 6000
3000

LOCALIZER 109.3
I-BVI
ELLWOOD CITY
115.8 EWC
Chan 105

LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED

Rwy 10 helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Pittsburgh Intl alimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.

ATIS
PITTSBURGH APP CON
BEAVER COUNTY TOWER
GND CON
CINC DEL
118.35
124.75
338.2
120.3 (CTAF) o
121.8
124.85
(where twr closed)

HOLD 6000
3000

LOCALIZER 109.3
I-BVI
ELLWOOD CITY
115.8 EWC
Chan 105

LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED

Rwy 10 helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Pittsburgh Intl alimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.

ATIS
PITTSBURGH APP CON
BEAVER COUNTY TOWER
GND CON
CINC DEL
118.35
124.75
338.2
120.3 (CTAF) o
121.8
124.85
(where twr closed)

HOLD 6000
3000

LOCALIZER 109.3
I-BVI
ELLWOOD CITY
115.8 EWC
Chan 105

LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED

Rwy 10 helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Pittsburgh Intl alimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.

ATIS
PITTSBURGH APP CON
BEAVER COUNTY TOWER
GND CON
CINC DEL
118.35
124.75
338.2
120.3 (CTAF) o
121.8
124.85
(where twr closed)

HOLD 6000
3000

LOCALIZER 109.3
I-BVI
ELLWOOD CITY
115.8 EWC
Chan 105

LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED

Rwy 10 helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Pittsburgh Intl alimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.

ATIS
PITTSBURGH APP CON
BEAVER COUNTY TOWER
GND CON
CINC DEL
118.35
124.75
338.2
120.3 (CTAF) o
121.8
124.85
(where twr closed)

HOLD 6000
3000

LOCALIZER 109.3
I-BVI
ELLWOOD CITY
115.8 EWC
Chan 105

LOC RWY 10
BEAVER COUNTY (BVI)

DME or RADAR REQUIRED

Rwy 10 helicopter visibility reduction below ¾ SM NA. When local alimeter setting not received, use Pittsburgh Intl alimeter setting and increase all MDAs 60 feet and visibility S-10 Cats C and D ¼ SM. Circling Rwy 28 NA at night.

MISSED APPROACH: Climb to 2000 then climbing left turn to 3000 direct EWC VOR/DME and hold.
When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase MDAs 60 feet and visibility Circling Cats A and D ¼ SM and ZUDLO fix minimums S-28 Cats C/D ¼ SM and Circling Cat C ¼ SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

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

ZUDLO fix minimums S-28 Cats C/D ½ SM and Circling Cat C ½ SM.

When local altimeter setting not received, use Pittsburgh Intl altimeter setting and increase MDAs 60 feet and visibility Circling Cats A and D ¼ SM and ZUDLO fix minimums S-28 Cats C/D ¼ SM and Circling Cat C ¼ SM. Straight-in Rwy 28 NA at night, Circling Rwy 28 NA at night. Rwy 28 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 then right turn direct EWC VOR/DME and hold.
JANUARY 2020 ANNUAL RATE OF CHANGE

FIELD ELEV 1253

102.9° 1.1% UP

ELEV 1204

TWR S-16, D-32

RWY 10-28

GND CON

CLNC DEL

124.85 (When Tower Closed)

ATIS

118.35 BEAVER COUNTY TOWER*

120.3

121.8

124.85 (When Tower Closed)

124.85 (When Tower Closed)

0.0° W

40°47.0’N

40°46.0’N

80°24.0’W

80°23.0’W

BEAVER FALLS, PENNSYLVANIA

BEAVER FALLS, PENNSYLVANIA

AIRPORT DIAGRAM

20086

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 1
RALEIGH COUNTY MEML (BKW)

Boro-VNAV NA when using Bluefield altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -15°C (-2°F) or above 28°C (82°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 3/4 SM NA. When local altimeter not received, use Bluefield altimeter setting and increase all DA 118 feet and all MDA 120 feet; increase LPV all Cats visibility 1/2 SM, LNAV/VNAV all Cats visibility 1/4 SM, LNAV Cat C/D visibility 1/2 SM, and Circling Cat A/C visibility 1/4 SM.

Procedure NA for arrivals at BKW VORTAC on V519 northbound and V258 northwest bound.

MISSED APPROACH:
Climb to 5200 direct YISUK and hold.

ASOS
121.55

CHARLESTON APP CON
125.4 269.125

UNICOM
123.0 (CTAF)

LPV  DA
2810-1 315 (400-1)

LNAV/ VNAV  DA
3093-2 598 (600-2 1/4)

LNAV MDA
3240-1 745 (800-1)
3240-1 745 (800-1 1/4)
3240-2 745 (800-2)
3240-2 1/4 816 (900-2 1/2)
3500-3 996 (1000-3)

CIRCLING
3240-1 736 (800-1)
3240-1 736 (800-1 1/4)
3240-1 736 (800-2 1/2)
3500-3 996 (1000-3)

BECKLEY, WEST VIRGINIA
Amdt 1C 16JUL20

37°47'N-81°07'W
**For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 28°C (82°F), DME/DME RNP-0.3 NA. VDP and Baro-VNAV NA when using Bluefield altimeter setting. When local altimeter not received, use Bluefield altimeter setting and increase all DA 118 feet and all MDA 120 feet; increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ½ SM, LNAV Cat C/D visibility ⅓ SM, and Circling Cat C visibility ¼ SM.**

**MISSED APPROACH:**
Climb to 5700 direct WIPGU and hold.

---

**Procedure NA for arrivals at BKW VORTAC on V258 southeast bound.**

**Procedure NA for arrivals at PINEE on V153 southeaster bound.**

---

**5 NM Holding Pattern**

**CIRCLING**

**BECKLEY, WEST VIRGINIA**
Amdt 1C 16JUL20

**37°47’N - 81°07'W**
RNAV (GPS) RWY 28
RALEIGH COUNTY MEML (BKW)

**MISSING APCH FIX**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>Apt Elev</th>
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<tr>
<td>284°</td>
<td>2504</td>
<td>2504</td>
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</table>

**ASOS**

<table>
<thead>
<tr>
<th>CHARLESTON APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.4</td>
<td>123.0  (CTAF)</td>
</tr>
</tbody>
</table>

**ATC Information**

- **ASOS**: 121.55
- **CHARLESTON APP CON**: 125.4 269.125
- **UNICOM**: 123.0 123.0 (CTAF)

**Procedure NA for arrivals at**

- **BKW VOR/DME on V59 northbound.**
- **MISSED APPROACH**: Climb to 5300 direct OTUCU and hold.

**Elevations**

- **BECKLEY, WEST VIRGINIA**
  - **ELEV**: 2504
  - **TDZE**: 2504

**RNAV (GPS) RWY 28**

**Holding Pattern**

- **5 NM**

**Visual Segment - Obstacles**

- **5700 to WIPGU 103° (13)**
- **5700 N0PT 199° (6.3)**
- **5700 N0PT 329° (20.9)**

**Holding Pattern**

- **5 NM**

**REMARKS**

- **RNAV (GPS) RWY 28**
- **RNAV (GPS) RWY 28**
- **RNAV (GPS) RWY 28**

**Visual Segment - Obstacles**

- **MISSED APPROACH**: Climb to 5300 direct OTUCU and hold.

**Category**

- **A**
  - **LP MDA**: 3320-1 816 (900-1)
  - **LNAV MDA**: 3320-1 816 (900-1)
  - **CIRCLING**: 3320-1 816 (900-1)
- **B**
  - **LP MDA**: 3320-1 /4 816 (900-1/4)
  - **LNAV MDA**: 3320-0 816 (900-0)
  - **CIRCLING**: 3320-1 816 (900-1)
- **C**
  - **LP MDA**: 3320-2 816 (900-2)
  - **LNAV MDA**: 3320-2 816 (900-2)
  - **CIRCLING**: 3320-2 816 (900-2)
- **D**
  - **LP MDA**: 3320-2 816 (900-2)
  - **LNAV MDA**: 3320-2 816 (900-2)
  - **CIRCLING**: 3320-2 816 (900-2)

**WIPGU**

- **5700 N0PT 329° (20.9)**
- **5700 N0PT 334° (6.3)**
- **5700 N0PT 342° (6.9)**

**ZOOMS**

- **3320-1 816 (900-1)**
- **3320-2 816 (900-2)**

**TDZE**

- **2504**
- **284°**

**Apt Elev**

- **3500-1**
- **3500-2**
- **3500-3**

**BECKLEY, WEST VIRGINIA**

- **Amdt 1D 07OCT21**
- **NE-4, 11 JUL 2024 to 05 SEP 2024**

**RALEIGH COUNTY MEML (BKW)**

- **RNAV (GPS) RWY 28**
- **RNAV (GPS) RWY 28**
- **RNAV (GPS) RWY 28**

**37°47'N-81°07'W**

**23278**
VOR RWY 10
RALEIGH COUNTY MEML (BKW)

ASOS
121.55
CHARLESTON APP CON
125.4  269.125
UNICOM
123.0 (CTAF)

Procedure NA for arrivals at CINDO via V45 northbound.

Visibility reduction by helicopters NA. When local altimeter not received, use Bluefield altimeter setting and increase all MDA 120 feet and S-10 Cats C/D ¾ SM and Circling Cat C visibility ¼ SM. VDP NA when using Bluefield altimeter setting.

MISSED APPROACH: Climb to 4600 then climbing left turn to 4900 direct BKW VORTAC and hold.

Remain within 10 NM

R-287

5000

UOZU INT
BKW

VGSIs and descent angles not coincident (VGSIs Angle 3.00/TCH 61).

S-10

Remain within 10 NM

5000

107°

5000

4000

287°

3.41°

TCH 51

4 NM

2.7 NM

0.9

0.4

CATEGORY

A

B

C

D

S-10

2960-1

458 (500-1)

2960-1 ½

458 (500-1 ½)

2960-1¼

458 (500-1¼)

CIRCLING

3120-1

616 (700-1)

3180-1

676 (700-1)

3320-2 ½

816 (900-2 ½)

3500-3

996 (1000-3)

BECKLEY, WEST VIRGINIA

Amdt 13A 16JUL20

RALEIGH COUNTY MEML (BKW)

VOR RWY 10

NE-4, 11 JUL 2024 to 05 SEP 2024

ATLANTIC AIRPORT
AL-788 (FAA)

2017

24137

VOR RWY 10

RALEIGH COUNTY MEML (BKW)

VOR RWY 10

RALEIGH COUNTY MEML (BKW)
RNAV (GPS) RWY 14

Bedford, Pennsylvania

Bedford County (HMZ)

For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -17°C or above 54°C.

Procedure NA for arrivals on JST VOR/DME airway radials 096 CW 125.

Procedure NA for arrivals on ESL VOR/DME airway radials 302 CW 085.

Category A

LPV DA 1640-15 483 (500-15)

LNAV/VNAV DA 2050-4 893 (900-4)

RNAV (GPS) RWY 14

Ne-4, 11 July 2024 to 05 Sep 2024

Bedford, Pennsylvania

Bedford County (HMZ)

Almt 2A 20 Jun 19

40°05'N-78°31'W

Amdt 2A 20 Jun 19

23334

RNAV (GPS) RWY 14

Bedford County (HMZ)
RNAV (GPS) RWY 32
BEDFORD COUNTY (HMZ)

**RNAV (GPS) RWY 32**

**BEDFORD, PENNSYLVANIA**

**AWOS-3** 123.675

**JOHNSTOWN APP CON** * 121.2 299.2

**UNICOM** 122.7 (CTAF)

**RNP APCH - GPS.**

- Rwy 32 helicopter visibility reduction below ½ SM NA. VDP NA when using Altoona altimeter setting. When local altimeter setting not received, use Altoona altimeter setting and increase all MDA 100 feet, increase LP Cat C visibility ½ SM, increase LNAV Cat B visibility ¼ SM and Cat C visibility 1/8 SM, and increase Circling Cats A and B visibility ¼ SM.

- **MISSING APPROACH:** Climb to 5000 direct ZAGOX and on track 359° to YEDUS and hold, continue climb-in-hold to 5000.

**V** Procedure NA for arrivals at WILTT on V106 eastbound and V210 westbound.

**WILTT**

- Procedure NA for arrival on ESL VOR/DME airway radials 061 CW 127.

- VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 53).

- ASUTE

**CATEGORY** | **A** | **B** | **C** | **D**
---|---|---|---|---
**LP MDA** | 1740-1 | 578 (600-1) | 1740-1½ | 578 (600-1%) | NA

**LNAV MDA** | 1860-1 | 698 (700-1) | 1860-2 | 698 (700-2) | NA

**C CIRCLING** | 1900-1 | 738 (800-1) | 1900-1 | 738 (800-1) | 2200-3 | 1038 (1100-3) | NA

**BEDFORD, PENNSYLVANIA**

Amdt 2A 05OCT23

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**REIL Rwy 14 and 32**

**MIRL Rwy 14:32**
RNAV (GPS) RWY 7
BELLEFONTE (N96)

DME/DME RNP-0.3 NA. Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all MDA 140 feet. Helicopter visibility reduction below 1 SM NA. Circling NA southeast of RW 7-25. Procedure NA at night.

UNV AWOS-3 127.65
NEW YORK CENTER 134.8 338.3
CLNC DEL 125.725
CLNC DEL 118.55 (When twr closed)
UNICOM 122.8 (CTAF) 122.7

MISSING APPROACH: Climb to 4600 direct WOMKO and hold, continue climb-in-hold to 4600.

UNV AWOS-3
State College Rgnl
continue climb-in-hold to 4600.
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
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MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
MISSED APPROACH: Climb to
4600 direct WOMKO and hold,
RNAV (GPS) RWY 25
BELLEFONTE (N96)

**Missed Approach:** Climb to 4800 direct ANXEG and hold, continue climb-in-hold 4800.

**Baro-VNAV NA. VDP NA with Clearfield altimeter setting. Use State College altimeter setting, when not received use Clearfield altimeter setting and increase all DA 129 feet and all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ½ mile. Circling NA southeast of Rwy 7-25. Procedure NA at night.

**NEW YORK CENTER**
UNICOM 122.8 (CTAF) 122.7
UNV AWOS-3 127.65
NEW YORK CENTER 134.8
CLNC DEL 125.725
CLNC DEL 118.55
UNICOM 122.8

**WANGEN 4800**
ANXEG

* LNAV only.

**State College Rgnl**
RNAV (GPS) RWY 11
POTOMAC AIRPARK (W35)

POTOMAC APP CON
126.825  239.025

CTAF
122.9

MISSED APPROACH:
Climb to 3500 direct BAATI and hold.

Procedure NA at night.  Rwy 11 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting and increase all MDAs 80 feet and increase LNAV and LP Cat B, C and D visibilities 1/2 SM and increase Circling Cat B visibility 1/4 SM.
RNAV (GPS) RWY 29

POTOMAC AIRPARK (W35)

Procedure NA at night. Rwy 29 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Martinsburg altimeter setting and increase all MDAs 80 feet and increase LNAV Cat A visibility ½ SM.

MISSED APPROACH: Climb to 3500 direct ALLAH and hold.

Procedure NA for arrival on HGR VOR airway radials 164 CW 291.

Procedure NA for arrival on MRB VORTAC airway radials 267 CW 065.

Visual Segment - Obstacles.

MRL Rwy 11-29

BERKELEY SPRINGS, WEST VIRGINIA

Amdt 1A 20JUN19

39°42'N-78°10'W

POTOMAC AIRPARK (W35)

RNAV (GPS) RWY 29

BERKELEY SPRINGS, WEST VIRGINIA

AL-5997 (FAA) 23054
Helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Williamsport altimeter setting.

**MISSED APPROACH:** Climbing left turn to 4000 direct MIP VORTAC and hold, continue climb-in-hold to 4000.

**UNICOM**

122.8 (CTAF)
Helicopter visibility reduction below 1 SM NA.
Procedure NA at night.
Use Williamsport altimeter setting.

MISSED APPROACH: Climbing left turn to 4000 direct MIP VORTAC and hold.

One Minute Holding Pattern

 CATEGORY  A  B  C  D

CIRCLING  1920-1¼  1920-1½  1439 (1500-1¼)  1439 (1500-1½)  NA

FAR 51.96

VOR-A BLOOMSBURG MUNI (N13)

BLOOMSBURG, PENNSYLVANIA

AL-5787 (FAA)

22139

NE-4, 11 JUL 2024 to 05 SEP 2024

VOR-A BLOOMSBURG MUNI (N13)

BLOOMSBURG, PENNSYLVANIA

Amdt 1B 01FEB18

41°00'N - 76°26'W
Autopilot coupled approach NA below 3600 MSL. When local altimeter setting not received, use Beckley altimeter setting and increase DA to 3600 feet and visibility to 2½ SM; increase all MDAs 460 feet and S-LOC 23 Cat A visibility to 1½ SM, Cat B to 1½ SM and Cats C and D to 3 SM; increase Circling visibility Cat A to 1½ SM, Circling Cat B to 1½ SM, Circling Cat C to 3 SM. Circling NA southeast of Rwy 5-23.

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 on heading 020° and BLF VOR/DME R-340 to KEGLY INT/BLF 11 DME and hold.

Procedure NA for arrivals at BKW VOR/DME on V258 northwest bound.

Use of BKW R-175 and BLF R-045 maybe necessary to locate DROWE intersection.
RNAV (GPS) RWY 5
MERCER COUNTY (BLF')

**APP CRS**
- **Rwy Idg**: 4743
- **TDZE**: 2850
- **Apt Elev**: 2857

**RNP APCH**
- Procedure NA at night.
- Rwy 5 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH**
- Climbing left turn to 6000 direct KENYA and hold.

**ASOS**
- **132.725**

**INDIANAPOLIS CENTER**
- **126.575**
- **257.85**

**CTAF**
- **122.9**

**ELEV**
- **2857**

**TDZE**
- **2850**

**Procedure NA** for arrivals at KENYA on V140 westbound.

**Procedure NA** for arrivals at TELOC on V519 southwest bound.

**OTONE**
- **6000**
- **093°**
- **5500**
- **WABIS**
- **VOCUG**
- **JUNAR**
- **2.7 NM to JOSOM**
- **3.10°**
- **TCH 45**
- **3.940**
- **JOSOM**
- **3.600**

**MISSED APPROACH**
- Climbing left turn to 6000 direct KENYA and hold.

**LNAV MDA**
- **3560-1**: 710 (800-1)
- **3560-2**: 710 (800-2)
- **3560-2½**: 710 (800-2½)

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

**NE-4, 11 JUL 2024 to 05 SEP 2024**
DME required.

When local altimeter setting not received, use Beckley altimeter setting and increase all MDAs 460 feet; increase S-23 visibility Cat A 1/2 SM, Cat B 1/2 SM, Cat C 1/2 SM, Cat D 1 1/2 SM; increase Circling visibility Cat A 1/2 SM, Cat B 1/2 SM, Cat C 3/4 SM. VDP NA when using Beckley altimeter setting. Circling NA southeast of Rwy 5-23.

VOR/DME BLF 115.05 BLF
Chan 97 (Y)

APP CRS 225°
Rwy Idg TDZE
Apt Elev 4743 2857
2857

MISSED APPROACH: Climb to 3800 then climbing right turn to 6000 on heading 020° and BLF R-340 to KEGLY/BLF 11 DME and hold.

B

C

D

ASOS 132.725
INDIANAPOLIS CENTER 126.575 257.85
CTAF 122.9

3800
6000
BLF

KEGLY

R-340

BLF VOR/DME

5600

045°

Remain within 10 NM

5100

4300

225°

4300

225° 3800

3519

VGSi and descent angles not coincident (VGSi Angle 3.00/ TCH 65).

38

NE-4, 11 JUL 2024 to 05 SEP 2024

BLUEFIELD, WEST VIRGINIA
AL-787 (FAA) 24137

VOR RWY 23
MERCER COUNTY (BLF)

NE-4, 11 JUL 2024 to 05 SEP 2024

BLUEFIELD, WEST VIRGINIA
Amdt 5D 07OCT21

37°18’N - 81°12’W
**OBERS FOUR DEPARTURE**

**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RUNWAY 5:** Climb via BLF R-074 to cross OBERS INT at or above 5000’ or altitude assigned by ATC. Thence . . . .

**TAKE-OFF RUNWAY 23:** Climbing right turn via BLF R-074 to cross OBERS INT at or above 5000’ or altitude assigned by ATC. Thence . . . .

. . . . via ATC assigned route.
ILS or LOC RWY 32
BRADFORD RGNL (BFD)

DME required

Inop table does not apply to S-ILS 32 and S-LOC 32 Cats A and B. For inop ALS, increase S-LOC 32 Cat C/D visibility to 1 1/2 SM.

Table:

<table>
<thead>
<tr>
<th>ASOS</th>
<th>CLEVELAND CENTER</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>133.825</td>
<td>124.325 353.85</td>
<td>123.075 (CTAF)</td>
</tr>
</tbody>
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MISSED APPROACH: Climb to 2600 then climbing left turn to 4500 on heading 310° and on JHW VOR/DME R-146 to KONBE/JHW 20.2 DME and hold.

SLATE RUN
113.9 SIT
Chan 86

ILS or LOC RWY 32
BRADFORD RGNL (BFD)

MIRL Rwy 5-23
HIRL Rwy 14-32
Rel L Rwy’s 5, 14 and 23

FAF to MAP 3.7 NM

Knots
Min:Sec
3-42 2:28 1:51 1:29 1:14

ELEV 2143 TDZE 2120

NE-4, 11 JUL 2024 to 05 SEP 2024
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (129°F). Baro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP 0.3 NA. Helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use St. Marys altimeter setting: increase LPV DA to 2454 feet and all visibilities ½ SM; increase LNAV/ VNAV DA to 2602 feet and all visibilities ¼ SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM, and LNAV Cats C and D and Circling Cat D ¾ SM.

CIRCLING

LPV DA
LNAV/VNAV DA
LNAV MDA
MIRL Rwy 5-23
HIRL Rwy 14-32
REIL Rwy 5, 14 and 23

GP 3.00°
TCH 55

VGSi and RNAV glidepath not coincident
(VGSi Angle 3.00/TCH 42).

4500 NIMEE

* LNAV only.

KONBE

4500

MOGUE

ROSE

LEPNE

GERVE

RW14

MOGUE

4500

30 NM to MOGUE

5 NM

30 NM to KONBE (NoPT)

30 NM to ROSLE

5 NM to KONBE (NoPT)

5 NM to ROSE

5 NM

5 NM

5 NM

5 NM

3.7 NM to RW14

3.7 NM to RW14

Points of Interest:

BRADFORD, PENNSYLVANIA
BRADFORD RGNL (BFD)

RNAV (GPS) RWY 14

BRADFORD RGNL (BFD)

RNAV (GPS) RWY 14

MISSED APPROACH:
Climb to 4500 direct
NIMEE and hold.

ASOS
CLEVELAND CENTER
UNICOM

133.825
124.325
124.325

353.85
133.825
133.825

123.075
123.075
123.075

LNAV MDA

CIRCLING

LPV      DA
VNAV
LNAV/DA

617 (700-2)

577 (600-1½)

2720-1

2517-1½

250 (300-1)

2369-1

2347-1

3700

3340

4500

3700

2412

2242

2305±

2347

3.7 NM to RW14

3.7 NM to RW14

6.1 NM

1.1 NM

2.4 NM

1.3 NM

1.3 NM

5 NM

1.1 NM

2.4 NM

1.3 NM

CATEGORY

A

B

C

D

LPV DA

2369-1

250 (300-1)

LNAV/ VNAV DA

2517-1½

398 (400-1½)

LNAV MDA

2586-1

441 (500-1)

2586-1½

441 (500-1½)

CIRCLING

2620-1

477 (500-1)

2720-1½

2760-2

41°48’N - 78°38’W

20210

RNAV (GPS) RWY 14

20210

41°48’N - 78°38’W

20210

Amdt 1D 25MAR21
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 54°C (130°F). Boro-VNAV and VDP NA when using St. Marys altimeter setting. DME/DME RNP-0.3 NA. Inop table does not apply to LPV and LNAV Cats A/B. For inop MALSR, increase LNAV/VNAV all Cats visibility to 1½ mile and LNAV Cats C/D visibility to 1¼ mile. When local altimeter setting not received, use St. Marys altimeter setting: increase LPV DA to 2455 feet; increase LNAV/VNAV DA to 2685 feet and all visibilities ½ SM; increase all MDAs 100 feet and Circling Cat C visibility ½ SM and Cat D ½ SM. For inop MALSR, when using St. Marys altimeter setting, increase LPV all Cats visibility to 1½ mile.
RNAV (GPS) RWY 11
UPSHUR COUNTY RGNL (W22)

AWOS-3
119.975

CLARKSBURG APP CON
121.15 284.65

UNICOM
122.8 (CTAF)

Rwy 11 helicopter visibility reduction below 3/4 SM NA.

Procedure NA for arrivals on CKB VOR/DME airway radials 163 CW 287.

Procedure NA for arrivals on EKN VORTAC airway radials 254 CW 023.

HOLD
4000

(IAF) ZOBIG

(FAF) HONVO

HONVO

MIRL Rwy 11-29

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024

Amdt 2E 05OCT23

80° 16’ W
RNAV (GPS) RWY 29
UPSHUR COUNTY RGNL (W22)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
Rwy 29 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrival at TYGAR on V469 northeast bound and V166 westbound.

Procedure NA for arrivals at VELLI on V103 southbound and V128 westbound.

LNAV only.

APPROACH:

1. CLARKSBURG APP CON *
   121.15 284.65

2. AWOS-3
   119.975

3. UNICOM
   122.8 (CTAF)

MISSED APPROACH:
Climb to 4000 direct HERIS and hold.

Procedure NA for arrival at TYGAR on V469 northeast bound and V166 westbound.

Procedure NA for arrivals at VELLI on V103 southbound and V128 westbound.

LNAV only.

*LNAV only.

*1.4 NM to RW29

RW29

ECUDO

FEMBU

2.2 NM to RW29

(FAF)

CURAC

MISSED APPROACH:
Climb to 4000 direct HERIS and hold.

Procedure NA for arrival at TYGAR on V469 northeast bound and V166 westbound.

Procedure NA for arrivals at VELLI on V103 southbound and V128 westbound.

LNAV only.

*1.4 NM to RW29

RW29

ECUDO

FEMBU

2.2 NM to RW29

(FAF)

CURAC

MISSED APPROACH:
Climb to 4000 direct HERIS and hold.

Procedure NA for arrival at TYGAR on V469 northeast bound and V166 westbound.

Procedure NA for arrivals at VELLI on V103 southbound and V128 westbound.

LNAV only.

*1.4 NM to RW29

RW29

ECUDO

MISSED APPROACH:
Climb to 4000 direct HERIS and hold.

Procedure NA for arrival at TYGAR on V469 northeast bound and V166 westbound.

Procedure NA for arrivals at VELLI on V103 southbound and V128 westbound.

LNAV only.
**ILS or LOC RWY 8**

**PITTSBURGH/BUTLER RGNL (BTP)**

- Rwy 8 helicopter visibility reduction below ¾ SM NA.
- Circling Rwy 26 NA at night. S-ILS 8 inop table does not apply.

**AWOS-3PT**
- 121.450

**PITTSBURGH APP CON**
- 124.75

**CLNC DEL**
- 119.4

**UNICOM**
- 123.05

**Circling**
- 180°
- 260°
- 080°

**LOCALIZER**
- 111.5
- 115.8

**ELEV**
- 1248

**EWC**
- 1315

**HOLD**
- 5000
- 3000

**GP 3.0°**
- TCH 54°
- 080°
- 260°
- 3000

**CIRCLING**
- 1820-1
- 572 (600-1)

**WOPOG**
- INT

**LOCALIZER**
- I-BTP

**Missed Approach**
- Climb to 1800 then climbing left turn to 3000 direct EWC VOR/DME and hold.

**Holding Pattern**
- One Minute

**AWOS-3PT**
- 22139

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

**S-ILS 8**
- 1497-3/4
- 250 (300-3/4)

**S-LOC 8**
- 1740-3/4
- 493 (500-3/4)

**Circling**
- 1820-1
- 572 (600-1)
- 2080-2 1/2
- 832 (900-2 1/2)

**WOPOG Fix Minimums**
- (Dual VOR Receivers Required)

**S-LOC 8**
- 1580-3/4
- 333 (400-3/4)

**Circling**
- 1820-1
- 572 (600-1)
- 2080-2 1/2
- 832 (900-2 1/2)

**FAF to MAP 5.4 NM**

**Knots**
- 60
- 90
- 120
- 150
- 180

**Min.Sec**
- 5:24
- 3:36
- 2:42
- 2:10
- 1:48

---

**AWOS-3PT**
- 22139
RNAV (GPS) RWY 8
PITTSBURGH/BUTLER RGNL (BTP)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rwy 8 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP 0.3 NA.

Category

- LPV DA 1497-3/4 250 (300-3/4)
- LNAV/VNAV DA 1604-1 357 (400-1)
- LNAV MDA 1680-3/4 433 (500-3/4) 1680-1 433 (500-1)
- CIRCLING 1820-1 572 (600-1) 2080-2 832 (900-2) 2080-2 832 (900-2/4)

- LNAV only
- MDA
- LNAV only
- 4 NM Holding Pattern

WOTID
ZUGOP
3100 DEFUL

1.3 NM to RW08

*1.3 NM to RW08

TDZE 1247

Amdt 2 07DEC17
RNAV (GPS) Rwy 26
PITTSBURGH/BUTLER RGNL (BTP)

Missed Approach: Climb to 3000 direct WOTID and hold.

AWOS-3PT
121.450

PITTSBURGH APP CON
124.75  338.2

CINC DEL
119.4

UNICOM
123.05

CTAF
123.05

Missed Approach Fix
WOTID

[Diagram showing approach and missed approach detailed coordinates]

3000
WOTID

VGSI and descent angles not coincident
(VGSI Angle 3.5°/TCH 52).

3000
WOTID

[Diagram showing approach and missed approach detailed coordinates]

3000
WOTID

Procedure NA for arrivals at TALLS on V119 southbound.

ELEV 1248
TDZE 1248

1248

AWOS-3PT
121.450

PITTSBURGH APP CON
124.75  338.2

CINC DEL
119.4

UNICOM
123.05

CTAF
123.05

Missed Approach Fix
WOTID

[Diagram showing approach and missed approach detailed coordinates]

3000
WOTID

VGSI and descent angles not coincident
(VGSI Angle 3.5°/TCH 52).

3000
WOTID

[Diagram showing approach and missed approach detailed coordinates]

3000
WOTID

Procedure NA for arrivals at TALLS on V119 southbound.
**RNAV (GPS)-A**

**CARLISLE (N94)**

**APP CRS**
- **090°**
- **Rwy Idg N/A**
- **TDZE N/A**
- **Apt Elev 510**

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

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**CXY ASOS**
- **134.95**

**HARRISBURG APP CON**
- **124.1 273.525**

**UNICOM**
- **122.8 (CTAF)**

**Rwy 28 helicopter visibility reduction below 1 SM NA.**
**DME/DME RNP-0.3 NA.**

**Use Capital City altimeter setting.**

**MISSED APPROACH: Climbing left turn to 4000 direct BADDI and hold. Continue climb-in-hold to 4000.**

**Holding Pattern**
- **4 NM**

**BADDI**
- **124.95**
- **Rwy 10-28**

**HUBDO**
- **760**

**090°**

**270°**

**2300**

**4000**

**5.6 NM**

**5.5 NM**

**TCH 55**

**4008 X 60**

**510**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**CARLISLE, PENNSYLVANIA**

**Orig 07DEC17**

**40°11’N-77°10’W**
Holding Pattern BRBER

BADDI and hold. Continue climb-in-hold to 4000.

MISSED APPROACH: Climbing left turn to 4000 direct.

Use Capital City altimeter setting.

DME/DME RNP-0.3 NA.

Rwy 28 helicopter visibility reduction below 1 SM NA.

280°

BADDI

4000
RNAV (GPS) RWY 6
FRANKLIN COUNTY RGNL (N68)

AWOS-3
120.725

HARRISBURG APP CON
124.1  273.525

CTAF
122.9

RNP APCH - GPS.

Circling to Rwy 24 NA at night. VDP NA when using Hagerstown, MD altimeter setting. When local altimeter setting not received, use Hagerstown, MD altimeter setting and increase all MDAs 40 feet, increase LNAV Cat C visibility 1/2 SM.

Procedure NA for arrival on HGR VOR airway radials 291 CW 052.

MISSED APPROACH: Climb to 4000 direct AZOFE and on track 051° to BADDI and hold, continue climb-in-hold to 4000.
Rwy 24 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Hagerstown, MD altimeter setting and increase all MDAs 40 feet, increase LNAV Cat C visibility ½ SM. Straight-in and Circling Rwy 24 NA at night.

MISSED APPROACH: Climb to 4000 direct AVOYO and on track 278° to CELAC and hold, continue climb-in-hold to 4000.

Procedures NA for arrivals at JUNEY on V12 and V10 westbound.

Procedures NA for arrivals at BADDI on V469 eastbound.

Procedures NA for arrivals at NOENO on V474 eastbound.

Visual Segment - Obstacles.

MISSED APPROACH: Climb to 4000 direct AVOYO and on track 278° to CELAC and hold, continue climb-in-hold to 4000.

Procedures NA for arrivals at BADDI on V469 eastbound.

Procedures NA for arrivals at NOENO on V474 eastbound.

Visual Segment - Obstacles.
Autopilot coupled approach NA below 1300.

Procedure NA for arrival on HVQ VOR/DME airway radials 119 CW 261.

MISSED APPROACH: Climb to 1800 then climbing left turn to 3500 direct HVQ VOR/DME and hold.

ATIS
127.6

CHARLESTON APP CON
124.1 269.125

CHARLESTON TOWER
125.7 257.8

GND CON
121.8 348.6

CLNC DEL
118.55

CHARLESTON, WEST VIRGINIA

ILS or LOC RWY 5
WEST VIRGINIA INTL YEAGER (CRW)

NE-4, 11 JUL 2024 to 05 SEP 2024

CHARLESTON, WEST VIRGINIA

AL-852 (FAA) 23278
**ILS or LOC RWY 23**

**WEST VIRGINIA INTL YEAGER (CRW)**

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<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>S-ILS 23</td>
<td>1181/40</td>
<td>250 (300-34)</td>
<td></td>
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<tr>
<td>S-LOC 23</td>
<td>1640/40</td>
<td>709 (700-34)</td>
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**APP CRS**

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**Rwy Idg**

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**TDZE**

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**Apt Elev**

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**ELEV**

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| TDZE | 931 |

**DME or RADAR required.**

*Autopilot coupled approach NA below 1700. Rwy 23 helicopter visibility reduction below RVR 4000 NA. Inop table does not apply to S-ILS 23. For inop ALS, increase S-LOC 23 Cat A/B visibility to RVR 5500, and Cat C/D to 2 SM.*

**ATIS**

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**CHARLESTON APP CON**

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<th>124.1 269.125</th>
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**CHARLESTON TOWER**

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<th>125.7 257.8</th>
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**ATIS**

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**CHARLESTON TOWER**

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**GND CON**

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**CLNC DEL**

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**MISSING APPROACH:**

Climb to 1800 then climbing right turn to 3000 direct HVQ VOR/DME and hold.

**HVQ VOR/DME airway radials 019° CW 119.**

**CHARLESTON, WEST VIRGINIA**

**WEST VIRGINIA INTL YEAGER (CRW)**

**CHARLESTON, WEST VIRGINIA**

**WEST VIRGINIA INTL YEAGER (CRW)**

**S-ILS 23**

**1181/40 250 (300-34)**

**S-LOC 23**

**1640/40 709 (700-34) 1640-1\( 1/2 \) 709 (700-1\( 1/2 \))**

**CHARLESTON, WEST VIRGINIA**

Amdt 31A 10SEP20

**CHARLESTON, WEST VIRGINIA**

Amdt 31A 10SEP20

**38°23'N-81°36'W**

**ILS or LOC RWY 23**

**WEST VIRGINIA INTL YEAGER (CRW)**

**CHARLESTON, WEST VIRGINIA**

Amdt 31A 10SEP20

**38°23'N-81°36'W**
RNAV (RNP) Z RWY 5
WEST VIRGINIA INTL YEAGER (CRW)

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

Procedure NA for arrivals at ENIVY on V35 northeast bound.
Procedure NA for arrivals at RULEY on V128 northwest bound.
Procedure NA for arrivals at DIPUH on V35 southbound.
Procedure NA for arrivals at SCRIB on V258 southeast bound.

MISSED APPROACH: Climb to 3000
on track 053° to ENIVY and hold.

AUTHORIZATION REQUIRED
**RNAV (GPS) Y RWY 5**

**WEST VIRGINIA INTL YEAGER (CRW)**

---

**RNAV (GPS) Y RWY 5**

**WEST VIRGINIA INTL YEAGER (CRW)**

---

**CHARLESTON, WEST VIRGINIA**

---

**ATIS**

127.6

**CHARLESTON APP CON**

124.1 269.125

**CHARLESTON TOWER**

125.7 257.8

**GND CON**

121.8 348.6

**CLNC DEL**

118.55

---

**WAAS Ch 87115 W05A**

**APP CRS** 053°

**Rwy Idg** 6215 947

**TDZE** 947

**Apt Elev** 947

---

**RNP APCH.**

- For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 54°C.

---

**ATIS**

127.6

**CHARLESTON APP CON**

124.1 269.125

**CHARLESTON TOWER**

125.7 257.8

**GND CON**

121.8 348.6

**CLNC DEL**

118.55

---

**CHARLESTON, WEST VIRGINIA**

---

**REIL Rwy 5**

**HIRL Rwy 5-23**

---

**CHARLESTON, WEST VIRGINIA**

---

**Amdt 3 03JAN19**

---

**CHARLESTON, WEST VIRGINIA**

---

**38°23'N 81°36'W**
One Minute Holding Pattern

10000  3000  264°  084°

HOLD

FOGAG HVQ 6

MACSA HVQ 8

1720

6 NM

2 NM

NE-4, 11 JUL 2024 to 05 SEP 2024
Baro-VNAV and VDP NA when using Dubois altimeter setting. Rwy 6 helicopter visibility reduction below \( \frac{3}{4} \) NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below \(-17^\circ\)C or above \(54^\circ\)C. When local altimeter setting not received, use Dubois altimeter setting and increase LPV DA to 1809 feet, LNAV/VNAV DA to 2093 feet, and all visibilities \( \frac{3}{4} \) SM; increase all MDAs 120 feet and LNAV visibility Cats C/D \( \frac{3}{2} \) SM, and Circling Cat C/D visibility \( \frac{1}{2} \) SM.

MISSED APPROACH: Climb to 3500 direct PUNCO and hold.

LPV DA
1701-1  250 (300-1)
LNAV/ VNAV DA
1985-1\( \frac{1}{2} \)  534 (600-1\( \frac{1}{2} \))
LNAV MDA
1920-1  469 (500-1)
2190-1\( \frac{3}{4} \)  469 (500-1\( \frac{1}{2} \))
2180-2\( \frac{3}{4} \)
CIRCLING
1980-1  522 (600-1)
2100-1\( \frac{3}{4} \)  642 (700-1\( \frac{1}{4} \))
2180-2\( \frac{3}{4} \)
2180-2\( \frac{3}{4} \)

Amdt 1C  15JUL21

WAAS CH 70606
APP CRS 055°
Rwy Idg 5003
TDZE 1451
Apt Elev 1458

RNAV (GPS) RWY 6

CLARION, PENNSYLVANIA
Amdt 1C  15JUL21

41°13'N-79°27'W
**RNAV (GPS) RWY 24**

**CLARION COUNTY (AXQ)**

**APP CRS**

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<th>C</th>
<th>D</th>
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<td>LNAV MDA</td>
<td>2100-1 642 (700-1)</td>
<td>2100-1½ 642 (700-1½)</td>
<td>2100-2</td>
<td>2100-2 642 (700-2)</td>
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<td>CIRCLING</td>
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<td>2100-1½ 642 (700-1½)</td>
<td>2180-2½</td>
<td>722 (800-2½)</td>
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</table>

**RNP APCH.**

- **RNAV (GPS) RWY 24**
- **RNAV (GPS) RWY 24**

**MISSLED APPROACH:**
Climb to 3100 direct LOCPI and hold.

**AWOS-3**
118.275

**CLEVELAND CENTER**
126.725 291.65

**UNICOM**
122.8 (CTAF)

**ELEV 1458**
**TDZE 1458**

**REIL Rwy 6 and 24**

**MIRL Rwy 6-24**

**SM, Circling Cat B visibility**
**SM, Cat D visibility**
**SM.**

When local altimeter setting not received, use Dubois altimeter setting and increase all MDA 120 feet and LNAV Cat B/C/D and Circling Cat C visibility ½ SM, Circling Cat B visibility ¾ SM, Cat D visibility ½ SM.
CLARKSBURG, WEST VIRGINIA

RNAV (GPS) RWY 3
NORTH CENTRAL WEST VIRGINIA (CKB)

MISSED APPROACH: Climb to 3800 direct FONTZ and hold.

Procedure NA for arrivals on MGW VOR/DME airway radial 201 CW 307.

Procedure NA for arrivals at BENZO on V35 southwest bound.

Procedure NA for arrivals on EKN VOR/DME airway radial 254 CW 346.

MISSED APCH FIX
4 NM

ATIS
127.825

CLARKSBURG APP CON
121.15 284.65

CLARKSBURG TOWER
126.7 (CTAF) 025.925

GND CON
121.9

UNICOM
123.0

RPN APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

ATIS
127.825

CLARKSBURG APP CON
121.15 284.65

CLARKSBURG TOWER
126.7 (CTAF) 025.925

GND CON
121.9

UNICOM
123.0

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

ATIS
127.825

CLARKSBURG APP CON
121.15 284.65

CLARKSBURG TOWER
126.7 (CTAF) 025.925

GND CON
121.9

UNICOM
123.0

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

ATIS
127.825

CLARKSBURG APP CON
121.15 284.65

CLARKSBURG TOWER
126.7 (CTAF) 025.925

GND CON
121.9

UNICOM
123.0

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

ATIS
127.825

CLARKSBURG APP CON
121.15 284.65

CLARKSBURG TOWER
126.7 (CTAF) 025.925

GND CON
121.9

UNICOM
123.0

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

ATIS
127.825

CLARKSBURG APP CON
121.15 284.65

CLARKSBURG TOWER
126.7 (CTAF) 025.925

GND CON
121.9

UNICOM
123.0

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

ATIS
127.825

CLARKSBURG APP CON
121.15 284.65

CLARKSBURG TOWER
126.7 (CTAF) 025.925

GND CON
121.9

UNICOM
123.0

RNP APCH.

Rwy 3 helicopter visibility reduction below ¾ SM NA.
Procedure NA for arrival on MGW VOR/DME airway radials 201 CW 307.

Procedure NA for arrival on EKN VORTAC airway radials 305 CW 077.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV C and D visibility to 1 1/2 SM.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. For inop ALS, increase LNAV C and D visibility to 1 1/2 SM.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM
CLARKSBURG, WEST VIRGINIA
NORTH CENTRAL WEST VIRGINIA (CKB)

ATIS
127.825
CLARKSBURG TOWER
126.7  257.925
GND CON
121.9

FIELD ELEV
1224

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W

NE-4, 11 JUL 2024 to 05 SEP 2024

RWY 03-21
PCN 46 F/B/X/U
S-80, D-125, 2D-180, 2D/2D2-180

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 12
CLEARFIELD-LAWRENCE (FIG)

RNAV (GPS) RWY 12
CLEARFIELD-LAWRENCE (FIG)

**RNP APCH - GPS.**

- Rwy 12 helicopter visibility reduction below ½ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA’s 100 feet; increase visibility LP Cat B ½ SM and Cat C ¾ SM, LNAV Cat C ½ SM and Circling Cat A and C ¾ SM.

**MISSED APPROACH:**
Climb to 4000 direct EBUFME and hold.

### ASOS
- **119.275**

### NEW YORK CENTER
- **134.8**
- **338.3**

### UNICOM
- **122.725** (CTAF)

---

**CLEARFIELD, PENNSYLVANIA**
Orig-C 11AUG22

41°03’N-78°25’W

**NE-4, 11 JUL 2024 to 05 SEP 2024**

---

**CLEARFIELD, PENNSYLVANIA**
AL-6207 (FAA) 24025

**RNAV (GPS) RWY 12**

**CLEARFIELD-LAWRENCE (FIG)**

**RNP APCH - GPS.**

- Rwy 12 helicopter visibility reduction below ½ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA’s 100 feet; increase visibility LP Cat B ½ SM and Cat C ¾ SM, LNAV Cat C ½ SM and Circling Cat A and C ¾ SM.

**MISSED APPROACH:**
Climb to 4000 direct EBUFME and hold.

### ASOS
- **119.275**

### NEW YORK CENTER
- **134.8**
- **338.3**

### UNICOM
- **122.725** (CTAF)

---

**CLEARFIELD, PENNSYLVANIA**
Orig-C 11AUG22

41°03’N-78°25’W

**NE-4, 11 JUL 2024 to 05 SEP 2024**

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**CLEARFIELD, PENNSYLVANIA**
AL-6207 (FAA) 24025

**RNAV (GPS) RWY 12**

**CLEARFIELD-LAWRENCE (FIG)**

**RNP APCH - GPS.**

- Rwy 12 helicopter visibility reduction below ½ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA’s 100 feet; increase visibility LP Cat B ½ SM and Cat C ¾ SM, LNAV Cat C ½ SM and Circling Cat A and C ¾ SM.

**MISSED APPROACH:**
Climb to 4000 direct EBUFME and hold.

### ASOS
- **119.275**

### NEW YORK CENTER
- **134.8**
- **338.3**

### UNICOM
- **122.725** (CTAF)

---

**CLEARFIELD, PENNSYLVANIA**
Orig-C 11AUG22

41°03’N-78°25’W

**NE-4, 11 JUL 2024 to 05 SEP 2024**

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**CLEARFIELD, PENNSYLVANIA**
AL-6207 (FAA) 24025

**RNAV (GPS) RWY 12**

**CLEARFIELD-LAWRENCE (FIG)**

**RNP APCH - GPS.**

- Rwy 12 helicopter visibility reduction below ½ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA’s 100 feet; increase visibility LP Cat B ½ SM and Cat C ¾ SM, LNAV Cat C ½ SM and Circling Cat A and C ¾ SM.

**MISSED APPROACH:**
Climb to 4000 direct EBUFME and hold.

### ASOS
- **119.275**

### NEW YORK CENTER
- **134.8**
- **338.3**

### UNICOM
- **122.725** (CTAF)

---

**CLEARFIELD, PENNSYLVANIA**
Orig-C 11AUG22

41°03’N-78°25’W

**NE-4, 11 JUL 2024 to 05 SEP 2024**

---

**CLEARFIELD, PENNSYLVANIA**
AL-6207 (FAA) 24025

**RNAV (GPS) RWY 12**

**CLEARFIELD-LAWRENCE (FIG)**

**RNP APCH - GPS.**

- Rwy 12 helicopter visibility reduction below ½ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA’s 100 feet; increase visibility LP Cat B ½ SM and Cat C ¾ SM, LNAV Cat C ½ SM and Circling Cat A and C ¾ SM.

**MISSED APPROACH:**
Climb to 4000 direct EBUFME and hold.

### ASOS
- **119.275**

### NEW YORK CENTER
- **134.8**
- **338.3**

### UNICOM
- **122.725** (CTAF)

---

**CLEARFIELD, PENNSYLVANIA**
Orig-C 11AUG22

41°03’N-78°25’W

**NE-4, 11 JUL 2024 to 05 SEP 2024**

---

**CLEARFIELD, PENNSYLVANIA**
AL-6207 (FAA) 24025

**RNAV (GPS) RWY 12**

**CLEARFIELD-LAWRENCE (FIG)**

**RNP APCH - GPS.**

- Rwy 12 helicopter visibility reduction below ½ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA’s 100 feet; increase visibility LP Cat B ½ SM and Cat C ¾ SM, LNAV Cat C ½ SM and Circling Cat A and C ¾ SM.

**MISSED APPROACH:**
Climb to 4000 direct EBUFME and hold.

### ASOS
- **119.275**

### NEW YORK CENTER
- **134.8**
- **338.3**

### UNICOM
- **122.725** (CTAF)

---

**CLEARFIELD, PENNSYLVANIA**
Orig-C 11AUG22

41°03’N-78°25’W

**NE-4, 11 JUL 2024 to 05 SEP 2024**

---

**CLEARFIELD, PENNSYLVANIA**
AL-6207 (FAA) 24025

**RNAV (GPS) RWY 12**

**CLEARFIELD-LAWRENCE (FIG)**

**RNP APCH - GPS.**

- Rwy 12 helicopter visibility reduction below ½ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA’s 100 feet; increase visibility LP Cat B ½ SM and Cat C ¾ SM, LNAV Cat C ½ SM and Circling Cat A and C ¾ SM.

**MISSED APPROACH:**
Climb to 4000 direct EBUFME and hold.

### ASOS
- **119.275**

### NEW YORK CENTER
- **134.8**
- **338.3**

### UNICOM
- **122.725** (CTAF)

---

**CLEARFIELD, PENNSYLVANIA**
Orig-C 11AUG22

41°03’N-78°25’W

**NE-4, 11 JUL 2024 to 05 SEP 2024**

---

**CLEARFIELD, PENNSYLVANIA**
AL-6207 (FAA) 24025

**RNAV (GPS) RWY 12**

**CLEARFIELD-LAWRENCE (FIG)**

**RNP APCH - GPS.**

- Rwy 12 helicopter visibility reduction below ½ SM NA. VDP NA when using Dubois altimeter setting. When local altimeter setting not received, use Dubois altimeter setting and increase all MDA’s 100 feet; increase visibility LP Cat B ½ SM and Cat C ¾ SM, LNAV Cat C ½ SM and Circling Cat A and C ¾ SM.

**MISSED APPROACH:**
Climb to 4000 direct EBUFME and hold.

### ASOS
- **119.275**

### NEW YORK CENTER
- **134.8**
- **338.3**

### UNICOM
- **122.725** (CTAF)
RNAV (GPS) RWY 30
CLEARFIELD-LAWRENCE (FIG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -8°C or above 54°C.

Procedure NA for arrival on PSB VORTAC airway radials 282 CW 349.

MIRL Rwy 12-30
REIL Rwy 30

CLEARFIELD, PENNSYLVANIA
Amdt 1D  11AUG22

41°03'N-78°25'W
CLEARFIELD-LAWRENCE (FIG)

**CLEARFIELD, PENNSYLVANIA**

**UNICOM**
122.725 (CTAF)

**NEW YORK CENTER**
134.8 338.3

**ASOS**
119.275

**ELEV**
1516

**TDZE**
1516

**CATEGORY**
B

**MISSED APPROACH:** Climbing left turn to 4000 via PSB R-303 to FAYRO Int and hold.

**FAYRO INT**
3500

**VOR RWY 30**

**FAYRO INT**
4000

**PSB R-303**
2300 ±

**ITEMS INT**

**DME MINIMUMS**

**CATEGORY**

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<td>CIRCLING</td>
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<td>2340-2½</td>
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<td>1184 (1200-3)</td>
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**FAYRO INT**
4000

**Procedure Turn**
NA

**Jane 116.0 ETG**

**1516**

**5.6 NM**

**CHANGE**

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<th>2220-2¼</th>
<th>2220-2½</th>
<th>2220-2¾</th>
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<tr>
<td>CIRCLING</td>
<td>2220-1</td>
<td>2220-1¼</td>
<td>2340-2½</td>
<td>2700-3</td>
<td>1184 (1200-3)</td>
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**CLEARFIELD-LAWRENCE (FIG)**

**VOR RWY 30**

**41°03'N - 78°25'W**

**Amdt 6B 30DEC21**
ILS or LOC RWY 29

Chester County G O Carlson (MQS)

Coatesville, Pennsylvania

AWOS-3 126.25
Philadelphia APP CON 124.35 319.15
CLNC DEL 125.6
UNICOM 122.7 (CTAF)

RADAR required for procedure entry.

Missed Approach: Climb to 1300 then climbing left turn to 3000 on heading 170° and PTW R-231 to GLOMO INT/PTW 28.8 DME and hold, continue climb-in-hold to 3000.

AWOS-3 126.25
Philadelphia APP CON 124.35 319.15
CLNC DEL 125.6
UNICOM 122.7 (CTAF)

Category

S-ILS 29 910-3/4 250 (300-3/4)
S-LOC 29 1040-1 380 (400-1)

Circling

1140-1 480 (500-1)
1240-1 580 (600-1)
1260-1 600 (600-1/2)
1420-2 760 (800-2/2)
Helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

**MISSED APPROACH:** Climb to 1300 then climbing right turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.

---

**AWOS-3**
- **126.25**

**PHILADELPHIA APP CON**
- **124.35**
- **319.15**

**CLNC DEL**
- **125.6**

**UNICOM**
- **122.7 (CTAF)**

---

**ELEV** 660

**TDZE** 644

---

**RNAV (GPS) RWY 11**

**CHESTER COUNTY G O CARLSON (MQS)**

---

**RNAV (GPS) RWY 11**

**CHESTER COUNTY G O CARLSON (MQS)**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

---

**COATESVILLE, PENNSYLVANIA**

---

**Amdt 1 07OCT21**

---

**RAAN (GPS) RWY 11**

**CHESTER COUNTY G O CARLSON (MQS)**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

---

**COATESVILLE, PENNSYLVANIA**

---

**Amdt 1 07OCT21**

---

**RNAV (GPS) RWY 11**

**CHESTER COUNTY G O CARLSON (MQS)**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

Procedure NA for arrivals on PTW VORTAC airway radials 205 CW 287.

Procedure NA for arrivals on DQO VORTAC airway radials 271 CW 080.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3000 direct GLOMO and hold, continue climb-in-hold to 3000.
RNAV (GPS) RWY 5

JOSEPH A HARDY CONNELLSVILLE (VVS)

MANEUVERS

Circling NA for Cat C south of Rwy 5-23. Circling Rwys 14, 23, 32 NA at night. Boro-VNAV and VDP NA when using Morgantown, WV altimeter setting. For uncompensated Boro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Morgantown altimeter setting and increase LPV DA to 1559 feet and all visibilities 1/8 SM. Increase LNAV/VNAV DA to 1579 feet and all visibilities 1/8 SM. Increase all MDAs 60 feet and LNAV visibility Cat C 1/8 SM.

LANV/VNAV NA below -17°C or above 54°C. When local altimeter setting not received, use Morgantown altimeter setting and increase LPV DA to 1559 feet and all visibilities 1/8 SM. Increase LNAV/VNAV DA to 1579 feet and all visibilities 1/8 SM. Increase all MDAs 60 feet and LNAV visibility Cat C 1/8 SM.

MISSING APPROACH: Climb to 2500 then climbing left turn to 4000 direct WITUV and track 190° to ZETGA and hold.

Limit missed approach to 200 KIAS.

Procedure NA for arrival on MGW VOR/DME airway radials 289 CW 101.

MISSED APPROACH: Climb to 2500 then climbing left turn to 4000 direct WITUV and track 190° to ZETGA and hold.

Limit missed approach to 200 KIAS.
**LOC RWY 5**  
**JOSEPH A HARDY CONNELLSVILLE (VVS)**

<table>
<thead>
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<th>MSA VVS</th>
<th>AWOS-3P</th>
<th>CLARKSBURG APP CON</th>
<th>UNICOM</th>
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</thead>
<tbody>
<tr>
<td>25 NM</td>
<td>133.325</td>
<td>119.425 284.65</td>
<td>122.8</td>
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**Localizer 110.7 I-VVS**

**Circling NA for Cat C south of Rwy 5-23. Rwy 14, 23, 32 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Morgantown WV altimeter setting and increase all MDA 60 feet and S-5 Cat C visibility ¾ SM.**

**MISSED APPROACH:** Climb to 2600 then climbing left turn to 4300 direct VVS NDB and hold, continue climb-in-hold to 4300.

**FAF to MAP 5.8 NM**

**CATEGORY** | A | B | C | D
---|---|---|---|---
S-5 | 1660-1 406 (400-1) | 1660-1 406 (400-1)  | 1660-1 406 (400-1) | NA
CIRCLING | 1920-1 656 (700-1) | 2260-1 996 (1000-1) | 2540-3 1276 (1300-3 | NA

**JOSEPH A HARDY CONNELLSVILLE (VVS)**

**Amdt 4C 15JUN23**

**Category B**

Morgantown WV altimeter setting and increase all MDA 60 feet and S-5 Cat C visibility ¾ SM.
RNAV (GPS) RWY 14
CORRY-LAWRENCE (8G2)

RNAP APCH-GPS.

Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Jamestown NY altimeter setting; when not received, use Meadville altimeter setting and increase all MDA 80 feet; increase LNAV Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 3600 direct CUXOM and hold.

JHW AWOS-3PT
118.425

BUFFALO APP CON *
121.0 257.8

UNICOM
122.8 (CTAF)

ELEV 1766
TDZE 1746

REIL Rwys 14 and 32
MIROL Rwy 14-32

CORRY, PENNSYLVANIA
Amdt 18 11AUG22
RNAV (GPS) RWY 32
Corry-Lawrence (8G2)

MISSED APPROACH: Climb to 3600 direct EKOYE and hold.

Baro-VNAV NA. Rwy 32 helicopter visibility reduction below ½ SM NA.
Use Jamestown NY altimeter setting; when not received, use Meadville altimeter setting and increase all DA 65 feet and all MDA 80 feet; increase LPV all Cats, LNAV/VNAV all Cats and LNAV Cat C visibility ½ SM.

JHW AWOS-3PT
118.425

BUFFALO APP CON *
121.0 257.8

UNICOM
122.8 (CTAF)

NE-4, 11 JUL 2024 to 05 SEP 2024

REIL Rwys 14 and 32 •
MIRL Rwy 14-32 •

CORRY, PENNSYLVANIA
Amdt 1A 07NOV19

41°54’N - 79°38’W
**RNAV (GPS) RWY 9**

**DANVILLE (8N8)**

**Category A**
- LP MDA: 1280-1½, 721 (800-1½)
- LNAV MDA: 1360-1½, 801 (900-1½)
- CIRCLING: 1480-1½, 921 (1000-1½)

**Category B**
- LP MDA: 1280-1½, 721 (800-1½)
- LNAV MDA: 1360-1½, 801 (900-1½)
- CIRCLING: 1480-1½, 921 (1000-1½)

**Category C**
- LP MDA: 1280-1½, 721 (800-1½)
- LNAV MDA: 1360-1½, 801 (900-1½)
- CIRCLING: 1480-1½, 921 (1000-1½)

**Category D**
- NA

**Notes**
- Rwy 9 helicopter visibility reduction below 1 SM NA.
- Procedure NA at night.
- Use Williamsport altimeter setting; when not received, procedure NA.

**MISSED APPROACH:** Climb to 4400 direct WOXAV and hold, continue climb-in-hold to 4400.

**IPT ASOS**
- 125.225

**WILKES-BARRE APP CON**
- 126.3 256.7

**UNICOM**
- 122.8 (CTAF)
DANVILLE, PENNSYLVANIA
AL-10661 (FAA) 24109

RNAV (GPS) RWY 27
DANVILLE (8N8)

RNP APCH - GPS

Use Williamsport altimeter setting: when not received, procedure NA.
Procedure NA at night.
Rwy 27 helicopter visibility reduction below 1 SM NA.

IPT ASOS
125.225

WILKES-BARRE APP CON
126.3 256.7

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4400 direct ZEBMU and hold, continue climb-in-hold 4400.

ZEBMU
118-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024

78
RNAV (GPS) RWY 5
DOYLESTOWN (DYL)

ASOS
118.875

PHILADELPHIA APP CON
123.8 291.7

CLNC DEL
118.55

UNICOM
122.975 (CTAF)

Doylestown, Pennsylvania

DME/DME RNP-0.3 NA. Rwy 5: helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Trenton altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct AWISA and hold.

NoPT for arrival at AWISA on V210 eastbound.

Orig-C 23APR20

RNAV (GPS) RWY 5
DOYLESTOWN (DYL)

40°20'N - 75°07'W
79
RNAV (GPS) RWY 23

DOYLESTOWN (DYL)

Amdt 1C 23APR20

40°20'N - 75°07'W

DOYLESTOWN, PENNSYLVANIA

RNAV (GPS) RWY 23

DOYLESTOWN (DYL)

Amdt 1C 23APR20

40°20'N - 75°07'W
DOYLESTOWN VOR-DME

SBJ VOR/DME 112.9
Chan 76

APP CRS 240°

Rwy Idg N/A

Apt Elev 394

ELEV 394

240° 4.9 NM from FAF

2200

GROOM SBJ 17.8

MIRL Rwy 5-23

REIL Rwy 23

MI-4, 11 JUL 2024 to 05 SEP 2024

Procedure NA for arrival on SBJ VOR/DME airway radials 237° CW 295°.

When local altimeter setting not received, use Trenton altimeter setting and increase all MDAs 80 feet.

MISSED APPROACH: Climbing right turn to 2200 on SBJ VOR/DME R-240 to GROOM/17.8 DME and hold.

ASOS 118.875

PHILADELPHIA APP CON 123.8 291.7

CLNC DEL 118.55

UNICOM 122.975 (CTAF)

DOYLESTOWN (DYL)

DOYLESTOWN, PENNSYLVANIA

Orig 25FEB21

40°20'N-75°07'W

DOYLESTOWN (DYL)

VOR-A

DME required.

Category A

B

C

D

1260-1 4 866 (900-1 4)

NA
**ILS or LOC RWY 25**

**DUBOIS RGNL (DUJ)**

**Circling NA for Cat D south of Rwy 7-25. For inop ALS, increase S-LOC 25 Cats C/D visibility to 1\% SM.**

**ASOS**

<table>
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<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<td>Min:Sec</td>
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<td>3:04</td>
<td>2:18</td>
<td>1:50</td>
<td>1:32</td>
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**Cleveland Center**

| 126.725 | 291.65 |

**Unicom**

123.0 (CTAF)

**Category**

A | B | C | D

**S-ILS 25**

2017-1/2 | 200 (200-1/2)

**S-LOC 25**

2280-1/2 | 463 (500-1/2) | 2280-1 | 463 (500-1)

**Circling**

2320-1 | 2360-1 | 2380-1/2 | 2400-2

503 (600-1) | 543 (600-1) | 563 (600-1/2) | 583 (600-2)

**HIRL Rwy 7-25**

**REIL Rwy 7**

**Localizer**

**MALSR**

**MISSED APPROACH:** Climb to 2900 then climbing left turn to 4200 on heading 060° and ETG VORTAC R-276 to HONLU/ETG 22 DME/RADAR and hold.

**Procedure NA for arrival on ETG VORTAC airway radials 276 CW 338.**
RNP APCH.

- Circling NA for Cat D south of Rwy 7-25. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C.
- MISSED APPROACH: Climb to 4200 direct CELSY and hold.

**ASOS**

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**CLEVELAND CENTER**

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<tr>
<td>126.725</td>
<td>291.65</td>
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**UNICOM**

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<tbody>
<tr>
<td>123.0</td>
<td>(CTAF) 1</td>
<td></td>
</tr>
</tbody>
</table>

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**RNP APCH.**

- **Category**
  - **A**
    - LPV DA
      - 2017-1/4
    - LNAV/VNAV DA
      - 2160-1
  - **B**
    - LNAV MDA
      - 2240-1
    - 423 (500-1)
  - **C**
    - CIRCLING
      - 2320-1
      - 503 (600-1)
      - 2380-1/2
      - 563 (600-1/2)
  - **D**
    - HIRL Rwy 7-25
      - 583 (600-2)

---

**DUBOIS, PENNSYLVANIA**

- **Amdt 3** 25FEB21
- **41°11'N-78°54'W**

---

**DUBOIS RGNL (DUJ)**

- **RNAV (GPS) RWY 7**
- **RW07**
  - LNAV MDA
  - 2240-1
  - 423 (500-1)
  - 2240-1/4
  - 423 (500-1/4)
  - 2320-1
  - 503 (600-1)
  - 2380-1/2
  - 563 (600-1/2)
  - 2400-2
  - 583 (600-2)

---

NE-4, 11 JUL 2024 to 05 SEP 2024.
**RNAV (GPS) RWY 25**

**DUBOIS RGNL (DUJ)**

**APP CRS** 252°

**Rwy Idg** 1817

**Apt Elev** 1817

**RNAV (GPS) RWY 25**

**UNICOM** 123.0 (CTAF)

**ASOS** 119.025

**CLEVELAND CENTER** 126.725 291.65

**MALSR**

**UNICOM** 123.0 (CTAF)

**5 NM to KASTY**

**30 NM to PEEDR**

**4800 PEEDR**

**5200**

**30 NM to CELSY (IAP)**

**30 NM to CELEY (IAP)**

**2060**

**2019**

**2032**

**2266**

**2203**

**252°**

**253°**

**5 NM to EYES**

**252°**

**4200**

**EYES**

**252°**

**5 NM to KEELY**

**3000 HOLD 4200**

**Circling NA for Cat D south of Rwy 7-25.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS increase LNAV Cat C/D visibility to 1/2 SM.

**CLEVELAND CENTER** 126.725 291.65

**UNICOM** 123.0 (CTAF)

**ASOS** 119.025

**CLEVELAND CENTER** 126.725 291.65

**UNICOM** 123.0 (CTAF)

**ELEV 1817**

**TDZE 1817**

**5200**

**KASTY**

**2019**

**2032**

**2266**

**2203**

**252°**

**253°**

**5 NM to KASTY**

**30 NM to PEEDR**

**4800 PEEDR**

**5200**

**30 NM to CELSY (IAP)**

**30 NM to CELEY (IAP)**

**2060**

**2019**

**2032**

**2266**

**2203**

**252°**

**253°**

**5 NM to EYES**

**252°**

**4200**

**EYES**

**252°**

**5 NM to KEELY**

**3000 HOLD 4200**

**Circling NA for Cat D south of Rwy 7-25.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS increase LNAV Cat C/D visibility to 1/2 SM.

**CLEVELAND CENTER** 126.725 291.65

**UNICOM** 123.0 (CTAF)

**ASOS** 119.025

**CLEVELAND CENTER** 126.725 291.65

**UNICOM** 123.0 (CTAF)

**ELEV 1817**

**TDZE 1817**

**5200**

**KASTY**

**2019**

**2032**

**2266**

**2203**

**252°**

**253°**

**5 NM to KASTY**

**30 NM to PEEDR**

**4800 PEEDR**

**5200**

**30 NM to CELSY (IAP)**

**30 NM to CELEY (IAP)**

**2060**

**2019**

**2032**

**2266**

**2203**

**252°**

**253°**

**5 NM to EYES**

**252°**

**4200**

**EYES**

**252°**

**5 NM to KEELY**

**3000 HOLD 4200**

**Circling NA for Cat D south of Rwy 7-25.**

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -21°C or above 54°C. For inop ALS increase LNAV Cat C/D visibility to 1/2 SM.
DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Allentown Lehigh Valley Intl altimeter setting; when not received, procedure NA.

**MISSED APPROACH:** Climbing right turn to 3000 direct ASMEC and hold.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<td>CIRCLING</td>
<td>1220-1</td>
<td>1220-1¼</td>
<td>823 (900-1)</td>
<td>NA</td>
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</table>

Procedure NA for arrivals on FJC VORTAC airway radials 115 CW 240.

Procedure NA for arrivals on SBJ VOR/DME airway radials 237 CW 309.

Allegheny County Rwy 18-36

Elev 397
RNAV (GPS) RWY 7

EBENSBURG (9G8)

AL-5497 (FAA)

Category: A

RNAV (GPS) RWY 7

JOHNSTOWN APP CON *
121.2  299.2

UNICOM
122.8 (CTAF) 0

ELEV 2099
TDZE 2088

NE-4, 11 JUL 2024 to 05 SEP 2024

HOLD 4400

6000  4400

246°  066°

5 NM Holding Pattern

BLAYR

BLAYR

40°28'N-78°47'W

EBENSBURG, PENNSYLVANIA
Orig-D 30NOV23

RNAV MDA

2600-1  512 (600-1)

2600-1  512 (600-1½)

MIRL Rwy 7-25 0

Procedure NA for arrival on JST VOR/DME airway radials 266 CW 274.

Visual Segment - Obstacles.

Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting and increase all MDAs 60 feet and visibility Cat C ¾ SM.

MISSED APPROACH: Climbing left turn to 4400 direct BLAYR and hold.
RNP APCH - GPS.

Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when not received, use Johnstown altimeter setting and increase all MDA 60 feet and visibility Cat C 1/2 SM.

MISSED APPROACH: Climbing right turn to 4100 direct EXPYR and hold.

RNAV (GPS) RWY 25
EBENSBURG (9G8)

JOHNSTOWN APP CON
121.2  299.2

UNICOM
122.8 (CTAF)

RNAV (GPS) RWY 25
EBENSBURG (9G8)

ELEV 2099  TDZE 2098

Procedure NA for arrival on JST VOR/DME airway radials 074 CW 125.

EBENSBURG, PENNSYLVANIA
Orig-F 30NOV23

40°28'N 78°47'W
87
**RNAV (GPS) RWY 5**

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

**APP CRS 032°**
- Rw 1dg
- TDZE
- 1972
- Apt Elev
- 1987

**RNP APCH:**
- **ASOS:** 119.275
- **CLARKSBURG APP CON:** 121.15 284.65
- **CTAF:** 123.6
- **122.9°**

**MISSED APCH FIX**
- **MUHAP**
- 5 NM
- 4020
- 4471
- 4445

**Circling RWY 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.**

**Straight-in minimums NA when using Buckhannon altimeter setting.**

**Rwy 5** NA helicopter visibility reduction below 3/4 SM NA.

**Procedure NA for arrivals at AHCI N on V103 north bound.**

**Final approach course offset 13.83 degrees.**

**3800 when using Buckhannon altimeter setting.**
**3460 when using Buckhannon altimeter setting.**

**Procedure NA for arrivals at AHCI N on V469 southeast bound and on V128 eastbound.**

**RNAV (GPS) RWY 5**

**ELKINS, WEST VIRGINIA**

**Orig-A 24MAY18**

**ELEV 1987**
**TDZE 1972**

**38°53'N-79°51'W**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 23

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

ASOS
119.275

CLARKSBURG APP CON
121.15 284.65

CTAF
123.6

RNAV (GPS) RWY 23

ELKINS, WEST VIRGINIA

Rwy ldg 4501
TDZE 1958
Apt Elev 1987

211°

procedure NA for arrival on CBK VOR/DME airway radials 050 CW 163.

6300 YUKNE fr 195°

Visual Segment - Obstacles.

TYGRT

MUHAP

6300 direct YUKNE and on track 195° to BEVFE and hold.

Final approach course offset 1.46 degrees.

MISSED APCH FIX

BEVFE

6.2

195°

-20°C

-20°C

increase all MDAs 100 feet. Rwy 23 helicopter visibility reduction below 1 SM NA.

LNAV MDA

RNAV (GPS) RWY 23 on V4 eastbound.

Visual Segment - Obstacles.

CATEGORY
A
B
C
D

CIRCLING

3160-1 1202 (1200-1 1202 (1200-1 1202 (1200-1)

3160-1 1173 (1200-1 1173 (1200-1 1173 (1200-1)

3160-3 1202 (1200-3 1202 (1200-3 1202 (1200-3)

3160-3 1202 (1200-3 1202 (1200-3 1202 (1200-3)

3720-3 1202 (1800-3 1202 (1800-3 1202 (1800-3)

3720-3 1202 (1800-3 1202 (1800-3 1202 (1800-3)

NA
Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

Procedure NA for arrival on EKN VORTAC airway radials 105 CW 202.

ASOS

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<tr>
<td>119.275</td>
<td>121.15</td>
<td>284.65</td>
<td>123.6</td>
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CLARKSBURG APP CON

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<tr>
<td>121.15</td>
<td>284.65</td>
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CTAF

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<td>123.6</td>
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<td>122.9</td>
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<tbody>
<tr>
<td>5 NM</td>
<td>4.2 NM</td>
<td>331°</td>
<td>330°</td>
</tr>
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UGJOB on V166 westbound.

Procedure NA for arrival at UGJOB on V166 westbound.

Missed Approach: Climb to 4500 feet direct POHIC and on track 325° to OBUNE and hold.
Circling Rwy 14, 23, 32 NA at night. When local altimeter setting not received, use Buckhannon altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 5000 on RQY NDB 200° then climbing right turn to 5500 direct EKN VORTAC and hold.

Procedure NA for arrivals at EKN VORTAC airway radials 023 CW 149.
TAKEOFF MINIMUMS
Rwys 5, 14, 32: NA - Obstacles.
Rwy 23: 700-3 with minimum climb of 340’ per NM to
4400 or Standard with minimum climb of 490’
per NM to 3700 or 2600-3 for VCOA.

TAKEOFF OBSTACLE NOTES
Rwy 23: Trees beginning 4’ from DER, 270’ right of centerline, up to 2028’ MSL. Trees, pole beginning
132’ from DER, 224’ left of centerline, up to 2021’ MSL. Trees, pole beginning 544’ from DER,
146’ left of centerline, up to 2049’ MSL. Tower 860’ from DER, 185’ left of centerline, 88’
AGL/2059’ MSL. Trees, building, elevators beginning 904’ from DER, 281’ left of centerline, up
to 2066’ MSL. Tree 1.1 NM from DER, 2195’ right of centerline, 2179’ MSL. Trees beginning 1.1
NM from DER, 1744’ right of centerline, up to 2210’ MSL. Trees beginning 1.2 NM from DER,
1786’ right of centerline, up to 2213’ MSL. Trees beginning 1.2 NM from DER, 1978’ right of
centerline, up to 2223’ MSL. Tree 1.2 NM from DER, 2157’ right of centerline, 2229’ MSL. Trees
beginning 1.2 NM from DER, 1980’ right of centerline, up to 2292’ MSL. Trees beginning 1.5 NM
from DER, 1394’ right of centerline, up to 2358’ MSL. Trees beginning 1.5 NM from DER, 2802’
right of centerline, up to 2364’ MSL. Trees beginning 1.5 NM from DER, 1180’ right of centerline,
up to 2383’ MSL. Trees beginning 1.5 NM from DER, 2201’ right of centerline, up to 2425’ MSL.

NOTE: Chart not to scale.
ERIE, PENNSYLVANIA

ILS or LOC RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

RADAR required for procedure entry. RNAV 1-GPS and DME required.

Circling Rwy 2, 20 NA at night.
Circling NA southeast of Rwy 6-24.

ATIS 120.35
BUFFALO APP CON* 121.0
ERIE TOWER* 118.1 (CTAF) 257.8
GND CON 121.9
CLNC DEL 126.8
UNICOM 122.95

MISSED APCH FIX
LADVE

4 NM

LOCALIZER 110.3
I-AWY
Chan 40

DEFJO
I-AWY 13.1

JONLI
I-AWY

MALSR
BUFFALO APP CON

HOLD 5200

MISSED APPROACH: Climb to 3000 direct
LADVE and hold (GPS required).

ERIE INTL/TOM RIDGE FLD (ERI)

CIRCLING

1.5

1 NM

2.5 NM

6.5 NM

HIRL Rwy 6-24
MIRL Rwy 2-20

CIRCLING

S-ILS 24
1120/24
942/24
212 (300-1/2)

S-LOC 24
1200-1
1120/35
390 (400-1/2)

D

468 (500-1/2)
608 (700-2)

MISSED APPROACH: Climb to 3000 direct
LADVE and hold (GPS required).

ERIE INTL/TOM RIDGE FLD (ERI)

42°05'N-80°10'W

ERIE, PENNSYLVANIA

Amdt 11 26MAR20

ERIE, PENNSYLVANIA

AL-139 (FAA) 23166

LOC/DME I-AWY
110.3
Chan 40

APP CRS
244°

Rwy Idg 7500
TDZE 730
Apt Elev 732

GS 3.00°
TCH 55

RADAR required for procedure entry. RNAV 1-GPS and DME required.

MALS

MISSED APPROACH: Climb to 3000 direct
LADVE and hold (GPS required).

Circling Rwy 2, 20 NA at night.
Circling NA southeast of Rwy 6-24.

ERIE TOWER

ELEV 732
TDZE 730

ERIE INTL/TOM RIDGE FLD (ERI)
RNAV (GPS) RWY 6
ERIE INTL/TOM RIDGE FLD (ERI)

ATIS
BUFFALO APP CON 120.35
ERIE TOWER 118.1 (CTAF) 257.8
GND CON 121.9
CLNC DEL 126.8
UNICOM 122.95

Circling NA southeast of Rwy 6-24. Circling Rwy 2, 20 NA at night. For uncompensated Baro-VNAV systems, UNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase UNAV Cats C and D visibility to 1% SM.

ERIE, PENNSYLVANIA

MALSR

MISSING APPROACH:
Climb to 3200 direct JONLI and hold.

WAAAS CH 77612
W06A

APP CRS 064°
Rwy Idg 7501
TDZE 732
Apt Elev 732

RNP APCH - GPS.

ERIE, PENNSYLVANIA

Amdt 2 27JAN22

42°05'N-80°10'W

95
Circling to Rwy 2 and 20 NA at night. Circling NA southeast of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to RVR 6000.

MALSR

MISSING APPROACH:
Climb to 3000 direct LADVE and hold.

ERIE, PENNSYLVANIA
AL-139 (FAA)

RNAV (GPS) RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ATIS
120.35
BUFFALO APP CON
121.0
ERIE TOWER
118.1 (CTAF)
GND CON
121.9
CLNC DEL
126.8
UNICOM
122.96

MISSING APCH FIX
LADVE

MALSR

ERIE INTL/TOM RIDGE FLD (ERI)
24°05'N-80°10'W

ERIE, PENNSYLVANIA

Amdt 2A 14JUL22

ERIE, PENNSYLVANIA
42°05'N-80°10'W

RNAV (GPS) RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA
AL-139 (FAA)

RNAV (GPS) RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ATIS
120.35
BUFFALO APP CON
121.0
ERIE TOWER
118.1 (CTAF)
GND CON
121.9
CLNC DEL
126.8
UNICOM
122.96

MISSING APCH FIX
LADVE

MALSR

ERIE INTL/TOM RIDGE FLD (ERI)
24°05'N-80°10'W

ERIE, PENNSYLVANIA
AL-139 (FAA)

RNAV (GPS) RWY 24
ERIE INTL/TOM RIDGE FLD (ERI)

ATIS
120.35
BUFFALO APP CON
121.0
ERIE TOWER
118.1 (CTAF)
GND CON
121.9
CLNC DEL
126.8
UNICOM
122.96

MISSING APCH FIX
LADVE

MALSR

ERIE INTL/TOM RIDGE FLD (ERI)
24°05'N-80°10'W
ERIE, PENNSYLVANIA

AL-139 (FAA)

ERIE INTL/TOM RIDGE FLD (ERI)

ATIS 120.35
ERIE TOWER * 118.1 257.8
GND CON 121.9
CLNC DEL 126.8

FAA

FIELD ELEV 732

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

ERIE INTL/TOM RIDGE FLD (ERI)

ERIE, PENNSYLVANIA

24193
RNAV (GPS) RWY 4
SEAMANS FLD (9N3)

DME/DME RNP-0.3 NA.
Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting.
VDP NA when using Wilkes-Barre/Scranton Intl altimeter setting.

WILKES-BARRE APP CON
120.95  256.7

UNICOM
122.7 (CTAF)

MISSED APPROACH: Climbing left turn to 4000 direct LOPEZ and hold.

CATEGORY

LNAV MDA
CIRCLING
WILKES-BARRE/SCRANTON INTL ALTIMETER SETTING MINIMUMS

RNAV (GPS) RWY 4
SEAMANS FLD (9N3)

FACTORYVILLE, PENNSYLVANIA
AL-6796 (FAA)

RNAV (GPS) RWY 4
SEAMANS FLD (9N3)

FACTORYVILLE, PENNSYLVANIA
Orig-A 14JUL22

41°35’N-75°45’W

NE-4, 11 JUL 2024 to 05 SEP 2024
NE-4, 11 JUL 2024 to 05 SEP 2024
NE-4, 11 JUL 2024 to 05 SEP 2024
NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
FAIRMONT MUNI-FRANKMAN FLD (4G7)

### RNAV Approach:

**Procedure NA at night.**
Rwy 23 helicopter visibility reduction below 1 SM NA.

- **FAIRMONT, WEST VIRGINIA**
- **APP CRS**
  - **226°**
- **Rwy Idg**
  - 2965
- **TDZE**
  - 1032
- **Apt Elev**
  - 1032

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

- **LNAV MDA**
  - **1840-1**
  - **808 (900-1)**

- **RNAV (GPS) RWY 23**

- **UNICOM**
  - **122.8 (CTAF)**

- **MISSED APPROACH:** Climbing right turn to 4000 direct TEDDS and hold.

- **Procedure NA for arrival on MGW VOR/DME airway radials 231 CW 015.**

- **Amdt 2 05DEC19**

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

- **RNAV (GPS) RWY 23**

- **39°27'N-80°10'W**

- **NE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS)-A
FINLEYVILLE AIRPARK (GØ5)

AGC ASOS 120.55
PITTSBURGH APP CON 119.35 285.575
UNICOM 123.0 (CTAF)

DME/DME RNP-0.3 NA. Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Allegheny County altimeter setting; when not received, use Pittsburgh Intl altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 4100 direct WAKOB and hold.

5 NM Holding Pattern

138° to RW14

RNAV (GPS)-A
FINLEYVILLE AIRPARK (GØ5)

FINLEYVILLE, PENNSYLVANIA
Orig 12OCT17

40°15'N-80°01'W
FRANKLIN, PENNSYLVANIA

ILS or LOC RWY 21
VENANGO RGNL (FKL)

RADAR required to define DACCA.
RADAR required for procedure entry.

For inop ALS, increase S-LOC 21 Cat C/D visibility to 1 SM.
Circling Rwy 12 NA at night.

AWOS-3PT
118.175

YOUNGSTOWN APP CON
126.25
322.3

CLNC DEL
126.25

UNICOM
122.7 (CTAF)

RADAR required to define DACCA.
RADAR required for procedure entry.

For inop ALS, increase S-LOC 21 Cat C/D visibility to 1 SM.
Circling Rwy 12 NA at night.

AWOS-3PT
118.175

YOUNGSTOWN APP CON
126.25
322.3

CLNC DEL
126.25

UNICOM
122.7 (CTAF)

RADAR required to define DACCA.
RADAR required for procedure entry.

For inop ALS, increase S-LOC 21 Cat C/D visibility to 1 SM.
Circling Rwy 12 NA at night.
### RNAV (GPS) RWY 3

**VENANGO RGNL (FKL)**

**Unicom**

122.7 (CTAF)

**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><strong>LNAV MDA</strong></td>
<td>1980-1</td>
<td>441 (500-1)</td>
<td>1980-1 3/8</td>
<td>441 (500-1/8)</td>
</tr>
<tr>
<td><strong>Circling</strong></td>
<td>1980-1</td>
<td>2000-1</td>
<td>2040-1 1/2</td>
<td>2100-2</td>
</tr>
<tr>
<td></td>
<td>440 (500-1)</td>
<td>460 (500-1)</td>
<td>500 (500-1 1/2)</td>
<td>560 (600-2)</td>
</tr>
</tbody>
</table>

**Category B**

<table>
<thead>
<tr>
<th>App CRS</th>
<th>Rw Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
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<tbody>
<tr>
<td>027°</td>
<td>5200</td>
<td>1539</td>
<td>1540</td>
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</tbody>
</table>

**AWOS:**

3PT

**APP CRS**

118.175

**YOUNGSTOWN APP CON**

126.25 322.3

**CLNC DEL**

126.25

**PROHIBITED"**

- Rwy 3 helicopter visibility reduction below 3/4 SM NA.
- Circling Rwy 12 NA at night.

**Missed Approach**:

- HIRL Rwy 3-21

**Procedure NA** for arrivals at VOLAN on V-10 northwest bound.

**Visual Segment-Obstacles**

- MSA RW03 25 NM

**Notes**

- Amdt 1D 04NOV21

**Apt Elev**

3200

**Rwy Idg**

6000

**TDZE**

1539

**Franklin, Pennsylvania**

41°23'N 79°52'W

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) RWY 3**

**VENANGO RGNL (FKL)**

**Franklin, Pennsylvania**

Amdt 1D 04NOV21
RNAV (GPS) RWY 21
VENANGO RGNL (FKL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 45°C (114°F). Circling Rwy 12 NA at night. For inop ALS, increase LPV all Cats visibility to ¾ SM and LNAV CATs C/D visibility to 1 SM.

Procedure NA for arrivals on FKL VOR airway radial 056.

MALSR

MISSED APPROACH: Climb to 3400 direct BUVCA and hold.

AWOS-3PT  118.175
YOUNGSTOWN APP CON  *  126.25  322.3
CLNC DEL  126.25
UNICOM  122.7 (CTAF)

**LNAV only.

1 NM TO AYUSU  3200

AYUSU  3200

BUVCA

DACCA

207°

3400

027°

033° (8.7)

1982

FRANKLIN

FKL

1670

RW21

1612

1733

3200

TCH 55

GP 3.00°

3200

4 NM

4 NM

6.9 NM

- 1 NM

207°

207°

4 NM

Holding Pattern

**LNAV only.

1 NM TO RW21

WP 1

027°

3400

**MISSED APPROACH

LPV DA  1803½  263 (300-½)

LNAV/ VNAV DA  1901½  361 (400-½)

LNAV MDA  1900½  360 (400-½)

CIRCLING  1960-1½  2000-1½  2040-1½  2100-2

420 (500-1½)  460 (500-1¼)  500 (500-1½)  560 (600-2)

41°23′N 79°52′W

VENANGO RGNL (FKL)
RNAV (GPS) RWY 14
McvillE (6P7)

**Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Pittsburgh/Butler Rgnl altimeter setting.**

**Missed Approach:** Climb to 4000 direct HUBIT and hold.

<table>
<thead>
<tr>
<th>WAAS CH</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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</thead>
<tbody>
<tr>
<td>97343</td>
<td>145°</td>
<td>2800</td>
<td>1105</td>
<td>1105</td>
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</tbody>
</table>

**FREEPORT, PENNSYLVANIA**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**AL-11585 (FAA)**

**FREEPORT, PENNSYLVANIA**

**Orig 08NOV18**

**RNP APCH:**

- BTP AWOS-3PT 121.45
- JOHNSTOWN APP CON 121.2
- UNICOM 123.0 (CTAF)

**Category:**

- A: LP MDA 1840-1, LNAV MDA 1840-1, CIRCLING 1860-1
- B: NA
- C: NA
- D: NA

**的高度**

- ELEV 1105
- TDZE 1105

**4 NM Holding Pattern**

- JIDAS
- FIDSO
- RW14

**Visual Segment - Obstacles**

- 4000 HUBIT
- 7.4 NM
- 5.8 NM

**CMC**

- 105

**FREEPORT, PENNSYLVANIA**

**AL-11585 (FAA)**

**FREEPORT, PENNSYLVANIA**

**Orig 08NOV18**

**RNP APCH:**

- BTP AWOS-3PT 121.45
- JOHNSTOWN APP CON 121.2
- UNICOM 123.0 (CTAF)

**Category:**

- A: LP MDA 1840-1, LNAV MDA 1840-1, CIRCLING 1860-1
- B: NA
- C: NA
- D: NA

**的高度**

- ELEV 1105
- TDZE 1105

**4 NM Holding Pattern**

- JIDAS
- FIDSO
- RW14

**Visual Segment - Obstacles**

- 4000 HUBIT
- 7.4 NM
- 5.8 NM

**CMC**

- 105
RNAV (GPS) RWY 32
MCVILLE (6P7)

BTP AWOS-3PT  
121.45

JOHNSTOWN APP CON  
121.2

UNICOM  
123.0 (CTAF)

Procedure NA at night. Rwy 32 helicopter visibility reduction below 1 SM NA.
Use Pittsburgh/Butler Rgnl altimeter setting.

MISSED APPROACH: Climb to 2200 then climbing right turn
to 4000 direct HUBIT and hold.

ELEV 1105	TDZE 1105

Use Pittsburgh/Butler Rgnl altimeter setting.

Category A B C D

LP MDA 1840-1 735 (800-1) NA
LNAV MDA 1840-1 735 (800-1) NA

NA

CIRCLING 1860-1 775 (800-1) 1880-1 775 (800-1)
RNAV (GPS)-A
GETTYSBURG RGNL (W05)

MISSED APPROACH: Climbing right turn to 2500 direct SUSLE and hold.

Procedure NA for arrivals at EMI VORTAC via airway radials 295 CW 003.
**RNAV (GPS)-B**

**GREENVILLE MUNI (4G1)**

**Category** A

**App Crs** 149°

**TDZE** N/A

**Apt Elev** 1206

**Rwy Idg** N/A

**MISSED APPROACH:** Climbing left turn to 2900 direct HAGAR and hold.

**UNICOM** 122.8 (CTAF)

**RNAV (GPS)-B**

**GREENVILLE MUNI (4G1)**

**ELEV 1206**

**149° to RW15**

**CIRCLING**

**1740-1**

**534 (600-1)**

**1840-1**

**634 (700-1)**

**NA**

**REIL Rwys 15 and 33**

**MIRL Rwy 1-33**
RNP APCH.

NA

Use Franklin altimeter setting; when not received, use New Castle altimeter setting.

<table>
<thead>
<tr>
<th>FKL AWOS 3-PT</th>
<th>YOUNGSTOWN APP CON *</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.175</td>
<td>133.95 322.3</td>
<td>122.725 (CTAF)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 4000 direct FENRU and hold.

GROVE CITY, PENNSYLVANIA

AL-6327 (FAA) 23110

RNAV (GPS) RWY 10
GROVE CITY (29D)

WAAS
CH 50432
W10A

APP CRS 101°
Rwy Idg TDZE
Apt Elev 4500 1370
1370

41°09'N - 80°10'W

GROVE CITY, PENNSYLVANIA

Amdt 1B 13SEP18

470 (500-1)

109

1840-1

1860-1

1920-1

NA

NA

NA

NA

CATEGORY
A
B
C
D

LP MDA
1840-1
1860-1
1920-1

MDA
470 (500-1)
490 (500-1)
550 (600-1)

NE-4, 11 JUL 2024 to 05 SEP 2024

REIL Rwys 10 and 28
MIRL Rwy 10-28

6.1 NM
TCH 37

5 NM

1.6% UP

4500 X 75

101°
When local altimeter setting not received, use Harrisburg Intl altimeter setting. For inop MALSR, increase S-ILS-8 all Cats visibility to 1½ mile and S-LOC-8 Cat A and HORVI FIX minimums Cat A and B visibility to 1 mile. Night landing Rwy 12, 30 NA. Helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 1100 then climbing right turn to 3000 on heading 087° and on RAV VORTAC R-193 to BAARN INT/RAV 15.7 DME and hold.

Radar Required

VGS and ILS glidepath not coincident (VGS Angle 3.00°/TCH 55).

Circling HIRL Rwys 8-26 (CFDRR)

MIRL Rwy 12-30

FAF to MAP 7.6 NM

HARRISBURG, PENNSYLVANIA

Amend 12A 19MAY22

40°13'N-76°51'W

111
RNAV (GPS) RWY 8
CAPITAL CITY (CXY)

**RADAR REQUIRED**

VGS and RNAV glidepath not coincident (VGS Angle 3.00°/TCH 55).

**MISSED APPROACH:** Climb to 3000 direct DAPNY and on track 074° to BAARN and hold.

**ATIS**

134.95

**HARRISBURG APP CON**

124.1 273.525

**CAPITAL CITY TOWER**

119.5 (CTAF) 257.8

**GND CON**

121.9

**UNICOM**

122.95

**HARRISBURG, PENNSYLVANIA**

**APP CRS**

RWy Idg 5000

TDZE 342

Apt Elev 347

**ELEV**

347

**TDZE**

342

**APA**

**W08A**

**RNAV (GPS) RWY 8**
When local altimeter setting not received, use Harrisburg Intl altimeter setting. Circling.

Rwy 12 NA at night. Rwy 26 helicopter visibility reduction below ¾ SM NA. Circling NA south of Rwy 8-26. VDP NA when using Harrisburg Intl altimeter setting.

Procedure NA for arrivals at KUPPS via V12 eastbound.

Procedure NA for arrivals at KUPPS via V12 eastbound.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC RWY 13
HARRISBURG INTL (MDT)

MISSING APPROACH: Climb to 900 then climbing left turn to 3000 on heading 070° and on ETX VOR/DME R-253 to KUPPS INT/ETX 39.3 DME and hold.

Procedure NA for arrival on HAR VORTAC airway radials 102 CW 157 and at HAR VORTAC on V12 eastbound.

MISSED APPROACH:

NE-4, 11 JUL 2024 to 05 SEP 2024
HARRISBURG INTL (MDT)  

**ILS RWY 13 (CAT II & III)**

**MISSING APPROACH:** Climb to 900 then climbing left turn to 3000 on heading 070° and on ETX VOR/DME R-253 to KUPPS INT/ETX 39.3 DME and hold.

**ATIS**  
118.8

**ALTERNATE**  
HARRISBURG
115.35  
Chan 100 (Y)

Procedure NA for arrival on HAR VORTAC airway radials 102 CW 157 and at HAR VORTAC on V12 eastbound.

**HARRISBURG APP CON**

- (080°-179°) 128.45 281.525
- (180°-329°) 124.1 273.525
- (330°-079°) 118.25 269.45

**HARRISBURG INTL TOWER**

124.8 269.35

**GND CON**

121.7 348.6

**LOCALIZER 110.9**

- IAF
- ENOLA  204 MD

**LOM/IAF**

- ETX 39.3
- 110°

**VGSI and ILS glidepath not coincident** (VGSI Angle 3.00°/TCH 75°)

**GS 3.00°**

- TCH 55
- 2500

**TWR**

- 450

**CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED**

**HARRISBURG, PENNSYLVANIA**

Amdt 3A  11JUL24

**40°12'N-76°46'W**

**HARRISBURG INTL (MDT)**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**118**
Circling NA south of Rwy 13-31. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

**HARRISBURG INTL (MDT)**

**MISSED APPROACH:** Climb to 3500 direct SAKEY and on track 332° to ITGUW and hold.

**HARRISBURG APP CON**

- **(080°-179°)**
  - 126.45
  - 281.525
- **(180°-329°)**
  - 124.1
  - 273.525
- **(330°-079°)**
  - 118.25
  - 269.45

**HARRISBURG INTL TOWER**

- 124.8
- 269.35

**ELEV**

- 310

**TDZE**

- 308

**RNP APCH - GPS.**

- RNAV (GPS) RWY 31

**HARRISBURG, PENNSYLVANIA**

**Amdt 1B   25JAN24**

**40°12'N-76°46'W**

**TDZ/CL Rwy 13**

- REIL Rwy 31
- HIRL Rwy 13-31

**Rwy Idg**

- 8129
- 308
- 310

**Apt Elev**

- 310

**APR CRS**

- 308°

**CH 78013**

- W31A

**4 NM**

- Holding Pattern

**VGS and RNAV glidepath not coincident (VGS Angle 3.00/TCH 51).**

- 558/50
- 250 (300-1)

**LNAV/VNAV DA**

- 921-2¼
- 613 (700-2¼)

**LNAV MDA**

- 1100/55
- 792 (800-1)
- 792 (800-1¼)
- 792 (800-2¼)
- 1100-2½
- 792 (800-2½)
- 1440-3
- 790 (800-2¼)
- 790 (800-1¼)
- 790 (800-1)
- 1130 (1200-3)

**CIRCLING**

- NE-4, 11 JUL 2024 to 05 SEP 2024

**APP CRS**

- GP 3.00°
- TCH 51

**TCH 51**

- 3.00°
- 51
HARRISBURG, PENNSYLVANIA

VOR RWY 31
HARRISBURG INTL (MDT)

ATIS
118.8

HARRISBURG APP CON

<table>
<thead>
<tr>
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<th>A</th>
<th>B</th>
<th>C</th>
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<td>FAF to MAP</td>
<td>4.3 NM</td>
<td>6 NM</td>
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<td>Category</td>
<td>A</td>
<td>B</td>
<td>C</td>
<td>D</td>
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<td>1260-3</td>
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<td>950 (1000-3)</td>
<td>1440-3</td>
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<td>950 (1000-1½)</td>
<td>950 (1000-1½)</td>
<td>1130 (1200-3)</td>
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</table>

HARRISBURG INTL TOWER

ELEV 310
TDZE 308

17°C

Circling NA south of Rwy 13-31. Rwy 31
helicopter visibility reduction below ½ SM NA.

MISSED APPROACH: Climb to 1500 then climbing right
turn to 3000 on heading 090° and RAV VORTAC
R-193 to BAARN INT/LRP 18 DME and hold.

Procedure NA for arrival on LRP VOR/DME
airway radials 248 CW 296.

KOORT INT (IF)

AIRPORT ORIGIN/TERM

HARRISBURG, PENNSYLVANIA
Amdt 2C 03Nov22
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

AIRPORT DIAGRAM

HARRISBURG INTL (MDT)
HARRISBURG, PENNSYLVANIA

NE-4, 11 JUL 2024 to 05 SEP 2024
LOC RWY 28
HAZLETON RGNL (HZL)

RNAV 1-GPS required for procedure entry.
RNAV 1-GPS required from MAP to ECEDI.

NA
Rwy 28 helicopter visibility reduction below ½ SM NA. Inop table does not apply to Cats A/B. For inop ALS, increase Cat C/D visibility to 1½ SM.

AWOS-3 119.975
WILKES-BARRE APP CON 126.3 256.7
CLNC DEL 121.7

UNICOM 123.0 (CTAF)

CIRCLING
3
4
2520-3

One Minute Holding Pattern

MISSED APPROACH:
Climb to 4400 direct ECEDI and hold.

LOCALIZER 110.5
I-HZL Chan 42

CATEGORY
A
B
C
D

S-LOC 28 2280-1 677 (700-1) 2280-1 2280-1 2400-1 2480-2 2520-3
677 (700-1) 797 (800-1) 877 (900-2½) 917 (1000-3)

FAF to MAP 4.9 NM

Knots
60 90 120 150 180
Min:Sec
4:54 3:16 2:27 1:58 1:38

MIN"S " LOC RWAY 28
HAZLETON, PENNSYLVANIA
AL-723 (FAA)
20142

HAZLETON, PENNSYLVANIA
Amdt 9 25APR19
40°59'N-76°00'W
125

NE-4, 11 JUL 2024 to 05 SEP 2024
DME/DME RNP-0.3 NA. Procedure NA at night. Obtain local altimeter setting on CTAF; when not received, use Wilkes-Barre/Scranton Intl altimeter setting, and increase MDA 320 feet and Cat A visibility ¼ mile.

MISSED APPROACH: Climbing right turn to 4000 direct TALLI and hold.

NoPT for arrivals at TALLI on V116-126-118 northwest bound.
HONESDALE, PENNSYLVANIA

VOR-A
CHERRY RIDGE (N30)

APP CRS
TDZE
Apt Elev

111.6
N/A
1357

MISSED APPROACH: Climbing right
turn to 4000 on LVZ VORTAC R-064
to MOSKO 11.8 DME and hold.

**Categories**

<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>2180-1¼</td>
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<tr>
<td></td>
<td>823 (900-1¼)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**UNICOM**

122.8 (CTAF)

**WILKES-BARRE APP CON**

120.95 256.7

**VORTAC LVZ**

111.6

**Cherry Ridge**

HOLD 4000 on LVZ VORTAC R-064

**Procedure NA**

for arrival on LVZ VORTAC

airway radials 047 CW 094.

One Minute
Holding Pattern

6000 4000

244°

064°

3200

MOSKO 11.8

LVZ R-064

MOSKO 11.8

ARIEL 18.4

**ELEV 1357**

**HOLD**

4000 6000

090°

3600

064°

2622

1729 A

2039

**VOR-A**

CHERRY RIDGE (N30)

Amdt 6A 03NOV22

41°31’N-75°15’W

HONESDALE, PENNSYLVANIA

AL-5895 (FAA) 22307

NE-4, 11 JUL 2024 to 05 SEP 2024
ILS or LOC RWY 12

TRI-STATE/MILTON J FERGUSON FLD (HTS)

MALSR

HUNTINGTON, WEST VIRGINIA

LOC/DME I-HTS
109.9

APP CRS
118°

Rwy Idg
TDZE
Apt Elev
6516
828
828

DME required. RADAR required for procedure entry.

For inop ALS, increase S-LOC 12 Cats C and D visibility to RVR 3500.

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

ATIS
125.2

HUNTINGTON APP CON
119.75

270.1

HUNTINGTON TOWER
118.5

270.1

GND CON
121.9

CLNC DEL
118.05

CAUTION: Fuel burning stacks 2 miles west of Rwy 12 may be mistaken for MALSR.

Rwy 12 may be mistaken for MALSR.

CAUTION: Fuel burning stacks 2 miles west of Rwy 12 may be mistaken for MALSR.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 on heading 005° and HVQ VOR/DME R-284 to MILLK/HVQ VOR/DME 34 DME and hold, continue to climb-in-hold to 4000.

MISSED APPROACH: Climb to 2800 then climbing left turn to 4000 on heading 005° and HVQ VOR/DME R-284 to MILLK/HVQ VOR/DME 34 DME and hold, continue to climb-in-hold to 4000.

For inop ALS, increase S-LOC 12 Cats C and D visibility to RVR 3500.

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

ATIS
125.2

HUNTINGTON APP CON
119.75

270.1

HUNTINGTON TOWER
118.5

270.1

GND CON
121.9

CLNC DEL
118.05

CAUTION: Fuel burning stacks 2 miles west of Rwy 12 may be mistaken for MALSR.
ILS or LOC RWY 30
TRI-STATE/MILTON J FERGUSON FLD (HTS)

DME required. RADAR required for procedure entry at HAITI.

ATIS  125.2
HUNTINGTON APP CON  119.75  270.1
HUNTINGTON TOWER  118.5  270.1
GND CON  121.9
CLNC DEL  118.05

MISSED APPROACH: Climb to 1300 then climbing right turn to 4000 heading 055° and on HVQ VOR/DME R-284 to MILLK/HVQ 34. DME and hold, continue climb-in-hold to 4000.

HUNTINGTON, WEST VIRGINIA

Amdt 10  15JUN23

TRI-STATE/MILTON J FERGUSON FLD (HTS)

ILS or LOC RWY 30

Amdt 10  15JUN23
RNAV (GPS) RWY 12
TRI-STATE/MILTON J FERGUSON FLD (HTS)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.4°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500.

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

** CAUTION: Fuel burning stacks 2 miles west Rwy 12 may be mistaken for MALSR.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 11
INDIANA COUNTY/JIMMY STEWART FLD (IDI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Allegheny County altimeter setting. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 2026 feet and LNAV/VNAV DA to 2156 feet; increase visibility LPV all Cat A to 2 ½ SM and LNAV/VNAV all Cats to 3 SM. Increase all MDA 120 feet and all Cat A and B visibility to 1 ¼ SM and LNAV Cat C and D visibility to 2 ½ SM.

MISSED APPROACH: Climb to 4800 direct UHGUS and hold.

AWOS-3 126.625
JOHNSTOWN APP CON 121.2 299.2
UNICOM 122.8 (CTAF)

INDIANA, PENNSYLVANIA
Orig-A 30MAR17

RNAV (GPS) RWY 11
INDIANA COUNTY/JIMMY STEWART FLD (IDI)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F).
Baro-VNAV and VDP NA when using Allegheny County altimeter setting. DME/DME RNP-0.3 NA. Rwy 11 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 2026 feet and LNAV/VNAV DA to 2156 feet; increase visibility LPV all Cat A to 2 ½ SM and LNAV/VNAV all Cats to 3 SM. Increase all MDA 120 feet and all Cat A and B visibility to 1 ¼ SM and LNAV Cat C and D visibility to 2 ½ SM.

MISSED APPROACH: Climb to 4800 direct UHGUS and hold.

AWOS-3 126.625
JOHNSTOWN APP CON 121.2 299.2
UNICOM 122.8 (CTAF)

INDIANA, PENNSYLVANIA
Orig-A 30MAR17
RNAV (GPS) RWY 29

INDIANA COUNTY/JIMMY STEWART FLD (IDI)

**AWOS-3**
126.625

**JOHNSTOWN APP CON**
121.2 299.2

**UNICOM**
122.8 (CTAF)

**Baro-VNAV and VDP NA when using Allegheny County altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Rwy 29 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase LPV DA to 1874 feet and all visibilities ¾ SM. Increase LNAV/VNAV DA to 2099 feet and all visibilities ¾ SM. Increase all MDAs 120 feet and LNAV visibility Cat C/D ¾ SM, and Circling visibility Cat A/B ¾ SM.**

**MISSED APPROACH:**
Climb to 3600 direct OMISE and hold.

**LNAV visibility Cat C/D SM, and Circling visibility Cat A/B SM.**

**UNUSED**

**TCH 46**

---

**INDIANA, PENNSYLVANIA**

**AL-5277 (FAA)**

23166
RNAV (GPS) RWY 15
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

ATIS 118.325  
JOHNSTOWN APP CON 121.2  
JOHNSTOWN TOWER 125.75 (CTAF)  
GND CON 121.6  
CLNC DEL 126.85  
UNICOM 122.95  

**RNAV (GPS) RWY 15**

**Baro-VNAV NA.**

**JoHNSTOWN TOWeR**

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
**GND CON** 121.6  
**CLNC DEL** 126.85  
**UNICOM** 122.95  

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
**GND CON** 121.6  
**CLNC DEL** 126.85  
**UNICOM** 122.95  

**RNAV (GPS) RWY 15**

**JoHNSTOWN TOWeR**

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
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**CLNC DEL** 126.85  
**UNICOM** 122.95  

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
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**UNICOM** 122.95  

**RNAV (GPS) RWY 15**

**JoHNSTOWN TOWeR**

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
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**CLNC DEL** 126.85  
**UNICOM** 122.95  

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
**GND CON** 121.6  
**CLNC DEL** 126.85  
**UNICOM** 122.95
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 29°C (84°F). When local altimeter setting not received, procedure NA.

RNAV (GPS) RWY 23
JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

JOHNSTOWN, PENNSYLVANIA
Amdt 2B 23APR20

JOHNSTOWN TOWER 125.75 (CTAF)  
GND CON 121.6

ATIS 118.325  
JOHNSTOWN APP CON 121.2  299.2

5 NM  
MISSP APCH FIX
WUBOG

4900  
WUBOG

* LNAV only.

*1.1 NM to RW23

RW23

4900

WUBOG

GP 3.00°  
TCH 45

CATEGORY

LV  
DA  2534-¼  250 (300-¼)

LNAV/  
VNAV  2584-1  300 (300-1)

LNAV MDA  2660-1  376 (400-1)

CIRCLING

2700-1  416 (500-1)

2880-1  596 (600-1)

2880-1½  596 (600-1½)

3000-2¼  716 (800-2¼)

ATIS 118.325  
JOHNSTOWN APP CON 121.2  299.2

5 NM  
MISSP APCH FIX
WUBOG

* LNAV only.

*1.1 NM to RW23

RW23

4900

WUBOG

GP 3.00°  
TCH 45

CATEGORY

LV  
DA  2534-¼  250 (300-¼)

LNAV/  
VNAV  2584-1  300 (300-1)

LNAV MDA  2660-1  376 (400-1)

CIRCLING

2700-1  416 (500-1)

2880-1  596 (600-1)

2880-1½  596 (600-1½)

3000-2¼  716 (800-2¼)

JOHNSTOWN, PENNSYLVANIA
Amdt 2B 23APR20

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

40°19’N-78°50’W
JOHNSTOWN, PENNSYLVANIA

AL-898 (FAA) 23334

VOR Z RWY 15

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 3000 then climbing left turn to 4500 on heading 300° and JST VOR/DME R-326 to EWARD /10 DME and hold.

DME required.

ATIS 118.325

JOHNSTOWN APP CON 121.2 299.2

JOHNSTOWN TOWER 125.75 (CTAF)

GND CON 121.6

CLNC DEL 126.85 235.775

UNICOM 122.95

ATIS 118.325

JOHNSTOWN APP CON 121.2 299.2

JOHNSTOWN TOWER 125.75 (CTAF)

GND CON 121.6

CLNC DEL 126.85 235.775

UNICOM 122.95

JOHNSTOWN, PENNSYLVANIA

Amrd 7B 30NOV23

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

40°19'N-78°50'W

VOR Z RWY 15

One Minute
Holding Pattern

6000 326° 4500 146°

HOLD

4500 to EWARD

326° (10)

JST 25 NM

MSA

4400

ELEV 2284 D TDZE 2276

TWR 2360

REIL Rwys 5 and 23

HIRL Rwy 15-33

MIRL Rwy 5-23

Procedure NA for arrivals at
JST VOR/DME on airway radials 266 CW 274.

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024
Rwy 5 helicopter visibility reduction below 3/4 SM NA.

ATIS 118.325
JOHNSTOWN APP CON 121.2 299.2
JOHNSTOWN TOWER 125.75 (CTAF) 121.6
GND CON 126.85 235.775
CLNC DEL 122.95 121.2
UNICOM 126.85 235.775

MISSED APPROACH: Climb to 4200 then left turn direct JST VOR/DME and hold.

During VFR conditions watch for opposing traffic on JST R-222.

Remain within 10 NM

CATEGORY  A  B  C  D
S-5  2880-1 596 (600-1) 2880-1 596 (600-1 1/4)
CIRCLING  2880-1 596 (600-1) 2880-1 596 (600-1 1/4) 3000-2 1/4 716 (800-2 1/4)

JOHNSTOWN, PENNSYLVANIA
Amdt 6A 15AUG19

JOHNSTOWN, PENNSYLVANIA
AL-898 (FAA)

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
MISSED APPROACH: Climb to 4300 then right turn direct JST VOR/DME and hold.

JOHNSTOWN, PENNSYLVANIA

JOHNSTOWN, PENNSYLVANIA

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

ATIS 118.325

JOHNSTOWN APP CON 121.2

JOHNSTOWN TOWER 125.75 (CTAF)

GND CON 121.6

CLNC DEL 126.85 235.775

UNICOM 122.95

40°19'N-78°50'W

JOHNSTOWN, PENNSYLVANIA

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 4300 then right turn direct JST VOR/DME and hold.

JOHNSTOWN, PENNSYLVANIA

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 4300 then right turn direct JST VOR/DME and hold.

JOHNSTOWN, PENNSYLVANIA

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 4300 then right turn direct JST VOR/DME and hold.

JOHNSTOWN, PENNSYLVANIA

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)

MISSED APPROACH: Climb to 4300 then right turn direct JST VOR/DME and hold.
Rwy 23 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 4200 then left turn direct JST VOR/DME and hold.

ATIS: 118.325
JOHNSTOWN APP CON: 121.2 299.2
JOHNSTOWN TOWER: 125.75 (CTAF)
GND CON: 121.6
CLNC DEL: 126.85 235.775
UNICOM: 122.95

JOHNSTOWN TOWER
JOHNSTOWN APP CON

LANLE FIX MINIMUMS

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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-23</td>
<td>2920-1</td>
<td>636 (700-1)</td>
<td>2920-1(\frac{3}{4})</td>
<td>2920-2</td>
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<td>636 (700-2)</td>
<td>3000-2(\frac{1}{4})</td>
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<td>2920-1</td>
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<td>2920-1(\frac{3}{4})</td>
<td>3000-2(\frac{1}{4})</td>
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<td>636 (700-1(\frac{3}{4}))</td>
<td>716 (800-2(\frac{1}{4}))</td>
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LANLE FIX MINIMUMS

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<tbody>
<tr>
<td>S-23</td>
<td>2660-1</td>
<td>376 (400-1)</td>
<td>2660-1(\frac{3}{4})</td>
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<td></td>
<td>376 (400-1(\frac{3}{4}))</td>
<td>376 (400-1)</td>
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</tr>
<tr>
<td>C CIRCLING</td>
<td>2700-1</td>
<td>416 (500-1)</td>
<td>2880-1</td>
<td>3000-2(\frac{1}{4})</td>
</tr>
<tr>
<td></td>
<td></td>
<td>596 (600-1)</td>
<td>596 (600-1(\frac{3}{4}))</td>
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</tbody>
</table>

JOHNSTOWN, PENNSYLVANIA
Amdt 8B 15AUG19

JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)
40°19'N-78°50'W

NE-4, 11 JUL 2024 to 05 SEP 2024
**JOHNSTOWN, PENNSYLVANIA**

**VOR Z RWY 23**

**JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)**

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2 299.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
**GND CON** 121.6  
**CLNC DEL** 126.85 235.775  
**UNICOM** 122.95

---

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VOR/DME R-050 to JUDEY/JST 10 DME/RADAR and hold.

---

**DME required.**

- Rwy 23 helicopter visibility reduction below ¾ SM NA.

---

**Procedure NA for arrival on JST VOR/DME airway radials 074 CW 096.**

---

**Amdt 4B 15AUG19**

---

**JOHNSTOWN, PENNSYLVANIA**

**VOR Z RWY 23**

**JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)**

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2 299.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
**GND CON** 121.6  
**CLNC DEL** 126.85 235.775  
**UNICOM** 122.95

---

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VOR/DME R-050 to JUDEY/JST 10 DME/RADAR and hold.

---

**DME required.**

- Rwy 23 helicopter visibility reduction below ¾ SM NA.

---

**Procedure NA for arrival on JST VOR/DME airway radials 074 CW 096.**

---

**Amdt 4B 15AUG19**

---

**JOHNSTOWN, PENNSYLVANIA**

**VOR Z RWY 23**

**JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)**

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2 299.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
**GND CON** 121.6  
**CLNC DEL** 126.85 235.775  
**UNICOM** 122.95

---

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VOR/DME R-050 to JUDEY/JST 10 DME/RADAR and hold.

---

**DME required.**

- Rwy 23 helicopter visibility reduction below ¾ SM NA.

---

**Procedure NA for arrival on JST VOR/DME airway radials 074 CW 096.**

---

**Amdt 4B 15AUG19**

---

**JOHNSTOWN, PENNSYLVANIA**

**VOR Z RWY 23**

**JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)**

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2 299.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
**GND CON** 121.6  
**CLNC DEL** 126.85 235.775  
**UNICOM** 122.95

---

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VOR/DME R-050 to JUDEY/JST 10 DME/RADAR and hold.

---

**DME required.**

- Rwy 23 helicopter visibility reduction below ¾ SM NA.

---

**Procedure NA for arrival on JST VOR/DME airway radials 074 CW 096.**

---

**Amdt 4B 15AUG19**

---

**JOHNSTOWN, PENNSYLVANIA**

**VOR Z RWY 23**

**JOHN MURTHA JOHNSTOWN/CAMBRIA COUNTY (JST)**

**ATIS** 118.325  
**JOHNSTOWN APP CON** 121.2 299.2  
**JOHNSTOWN TOWER** 125.75 (CTAF)  
**GND CON** 121.6  
**CLNC DEL** 126.85 235.775  
**UNICOM** 122.95

---

**MISSED APPROACH:** Climb to 3000 then climbing right turn to 4500 on heading 075° and JST VOR/DME R-050 to JUDEY/JST 10 DME/RADAR and hold.

---

**DME required.**

- Rwy 23 helicopter visibility reduction below ¾ SM NA.

---

**Procedure NA for arrival on JST VOR/DME airway radials 074 CW 096.**

---

**Amdt 4B 15AUG19**
JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° E

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

**NOTE:** Chart not to scale.

<table>
<thead>
<tr>
<th>DEPARTURE ROUTE DESCRIPTION</th>
</tr>
</thead>
</table>

**TAKEOFF RUNWAYS 5 and 15:** Turn right heading 240° to intercept JST R-222, Thence....

**TAKEOFF RUNWAY 23:** Climb heading 226° to intercept JST R-222, Thence....

**TAKEOFF RUNWAY 33:** Turn left heading 200° to intercept JST R-222, Thence....

...via JST R-222 to cross JENER/JST 16 DME at or above 5000. Thence via (assigned route).

---

**NOTE:** During VFR conditions watch for opposing traffic on JST R-222.
LILLI FIVE DEPARTURE

**DEPARTURE ROUTE DESCRIPTION**

**TAKEOFF RUNWAY 5:** Climb on heading 046° to intercept JST R-048, thence....

**TAKEOFF RUNWAY 15:** Climbing left turn heading 015° to intercept JST R-048, thence....

**TAKEOFF RUNWAY 23:** Climbing right turn heading 070° to intercept JST R-048, thence....

**TAKEOFF RUNWAY 33:** Climbing right turn heading 090° to intercept JST R-048, thence....

....on JST R-048 to cross LILLI/JST 12 DME at or above 5000 then on (assigned route).

**NOTE:** During VFR conditions watch for opposing traffic on JST R-048.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ½ mile, LNAV and Circling Cats C and D visibility ⅛ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting. Night landing: Rwy 13, 31 NA. For inoperative MALSR increase LNAV/VNAV all Cats visibility to 1 ½ mile, and LNAV Cats C/D visibility to 1 ½ mile. For inoperative MALSR when using Harrisburg Intl altimeter setting, increase LPV all Cats visibility to ½ mile, LNAV/VNAV all Cats visibility to ⅛ mile and LNAV Cats C/D visibility to 1 ½ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV all Cats visibility ½ mile, LNAV and Circling Cats C and D visibility ¼ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting. Night landing: Rwy 13, 31 NA. For inoperative MALSR increase LNAV/VNAV all Cats visibility to 1 ½ mile, and LNAV Cats C/D visibility to 1 ½ mile. For inoperative MALSR when using Harrisburg Intl altimeter setting, increase LPV all Cats visibility to ½ mile, LNAV/VNAV all Cats visibility to 1 ½ mile and LNAV Cats C/D visibility to 1 ½ mile.

Procedure NA for arrivals at BAARN on V12 westbound.

Procedure NA for arrivals at DELRO on V184-474 westbound and V39-143 westbound.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 direct KUPPS and hold.
RNAV (GPS) RWY 13
LANCASTER (LNS)

Night landing: Rw 13, 31 NA. Baro-VNAV NA when using Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 31°C (87°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats 1/2, and LNAV and Circling Cats C and D 1/2.

Category

LPV DA
LNAV/VNAV DA
LNAV MDA
Circling

MISSED APPROACH:
Climb to 900 then climbing right turn to 3000 direct GEERI and hold.

ATIS
HARRISBURG APP CON
LANCASTER TOWER
GND CON
UNICOM

125.675
126.45 281.525
120.9 (CTAF) 251.1
121.8
122.95

RADAR REQUIRED

ELEV 403
TDZE 402

LANCASTER, PENNSYLVANIA
AL-927 (FAA)
RNAV (GPS) RWY 26
LANCASTER (LNS)

Night landing: Rwy 13, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet, all MDA 80 feet, increase LPV and LNAV/VNAV visibility all Cats and LNAV and Circling Cat C and D visibility ½ mile. Baro-VNAV and VDP NA when using Harrisburg Intl altimeter setting.

ATIS 125.675
HARRISBURG APP CON 126.45 281.525
LANCASTER TOWER* 120.9 (CTAF) 0 251.1
GND CON 121.8
UNICOM 122.95

RADAR REQUIRED

LANCASTER, PENNSYLVANIA
AL-927 (FAA) 23334

RNAV (GPS) RWY 26
LANCASTER (LNS)

MISSED APPROACH:
Climb to 3000 direct FANRU and on track 331° to BAARN and hold.
RNAV (GPS) RWY 31
LANCASTER (LNS)

Night landing: Rwy 13, 31 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.5°C (5°F) or above 42°C (107°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 64 feet and all MDA 80 feet, increase LNAV/VNAV visibility all Cats and LNAV and Circling Cat C/D visibility ¼. Baro-VNAV NA when using Harrisburg Intl altimeter setting.

ATIS
125.675
HARRISBURG APP CON
126.45
LANCASTER TOWER *
120.9 (CTAF) 251.1
GND CON
121.8
UNICOM
122.95

Procedure NA for arrivals on LRP VOR/DME airway radials 054 CW 223.

Amdt 1C 07OCT21

LNAV and Circling Cat C/D visibility ½. Baro-VNAV NA when using Harrisburg Intl altimeter setting.

Category B C D
Circling Rwy 13, 31 NA at night. Inop table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet, and S-8 and Circling Cts C and D visibility 1/4 mile.

MISSED APPROACH: Climb to 1200 then climbing left turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

<table>
<thead>
<tr>
<th>ATIS</th>
<th>HARRISBURG APP CON</th>
<th>LANCASTER TOWER*</th>
<th>GND CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>125.675</td>
<td>126.45 281.525</td>
<td>120.9 (CTAF) 251.1</td>
<td>121.8</td>
<td>122.95</td>
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</tbody>
</table>

VOR/DME RWY 8
LANCASTER (LNS)

LANCASTER, PENNSYLVANIA

NE-4, 11 JUL 2024 to 05 SEP 2024

40°07'N-76°18'W

LANCASTER, PENNSYLVANIA

Amdt 6D 21APR22

153
**LANCASTER, PENNSYLVANIA**

**AL-927 (FAA)**

**VOR/DME RWY 26**

**LANCASTER (LNS)**

- **ATIS** 125.675
- **HARRISBURG APP CON** 126.45 281.525
- **LANCASTER TOWER** 120.9 (CTAF) 251.1
- **GND CON** 121.8
- **UNICOM** 122.95

**ELEV** 403  **TDZE** 384

**Night landing:** Rwy 13, 31 NA. Helicopter visibility reduction below ⅛ SM NA.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDA 80 feet and S-26 and Circling Cats C and D visibility ¼ mile.

**MISSED APPROACH:** Climbing right turn to 3000 via LRP VOR/DME R-333 to KUPPS INT/LRP 12.5 DME and hold.

- **ATIS** 125.675
- **HARRISBURG APP CON** 126.45 281.525
- **LANCASTER TOWER** 120.9 (CTAF) 251.1
- **GND CON** 121.8
- **UNICOM** 122.95

Procedure NA for arrivals at DETTE via V457 northeast bound.

- **ATIS** 125.675
- **HARRISBURG APP CON** 126.45 281.525
- **LANCASTER TOWER** 120.9 (CTAF) 251.1
- **GND CON** 121.8
- **UNICOM** 122.95

**LANCASTER, PENNSYLVANIA**

**Amdt 10B  15SEP16**

**40°07'N-76°18'W**
Night landing: Rwy 13, 31 NA. Inop table does not apply.
When local altimeter setting not received, use Harrisburg
Intl altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing left turn
to 3000 via LRP VOR/DME R-333 to
KUPPS INT/LRP 12.5 DME and hold.

ATIS 125.675
HARRISBURG APP CON 126.45 281.525
LANCASTER TOWER* 120.9 (CTAF) 251.1
GND CON 121.8
UNICOM 122.95

Remain within 10 NM

CATEGORY A B C D
S-8 1400-1 1/4
1001 (1000-1 1/4)
1400-1 1/2
1001 (1000-1 1/2)
1400-3 1001 (1000-3)
CIRCLING 1400-1 1/4
997 (1000-1 1/4)
1400-1 1/2
997 (1000-1 1/2)
1400-3 997 (1000-3)

LANCASTER, PENNSYLVANIA
AL-927 (FAA)

VOR RWY 8
LANCASTER (LNS)

NE-4, 11 JUL 2024 to 05 SEP 2024
**VOR RWY 31**

**LANCASTER (LNS)**

**ATIS**
- 125.675

**HARRISBURG APP CON**
- 126.45
- 281.525

**LANCASTER TOWER**
- 120.9 (CTAF) 251.1

**GND CON**
- 121.8

**UNIXCOM**
- 122.95

**VOR/DME LRP**
- 117.3
- Chan 120

**APP CRS**
- 319°

**Rwy Idg**
- 4102

**Apt Elev**
- 403

**Night landing: Rwy 13, 31 NA. Helicopter visibility reduction below 1 SM NA.**

**MISSED APPROACH:** Climb to 3000 via LRP VOR/DME R-333 to KUPPS INT/RAV 17.3 DME and hold.

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td>S-31</td>
<td>1060-1</td>
<td>657 (700-1)</td>
<td>1060-1 1/4</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>657 (700-1 1/4)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1060-1</td>
<td>657 (700-1)</td>
<td>1060-2 1/4</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>657 (700-2 1/4)</td>
</tr>
</tbody>
</table>

**Lancaster, Pennsylvania**

**Amdt 16B 15SEP16**

**1864 NE-4, 11 JUL 2024 to 05 SEP 2024**

**40°07'N-76°18'W**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA southeast of Rwy 6-24.
Rwy 6 helicopter visibility reduction below 3/4 SM NA. DME/DME RNP-0.3 NA.

MISSED APPROACH:
Climb to 4200 direct IGOCI and hold.

ATIS  118.375
JOHNSTOWN APP CON*  121.2 299.2
PALMER TOWER*  125.0 (CTAF)  0
GND CON  121.8

ELEV 1199  D TDZE 1199
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

JANUARY 2020
ANNUAL RATE OF CHANGE
0.0° W

FIELD ELEV 1135
TERMINAL
Rwy 06-24
PCN 56 F/B/X/T
S-120, D-198, 2D-321

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 7
KELLER BROTHERS (08N)

**Procedure NA at night, Rwy 7 helicopter visibility reduction below 1 SM NA. Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet.**

**MISSED APPROACH:** Climbing left turn to 3000 direct BAARN and hold.

**LNS ASOS**
125.675

**HARRISBURG APP CON**
126.45 281.525

**CTAF**
122.9

**121.9 [****]**

- **RNAV (GPS) RWY 7**
- **LNAV MDA**
- **3000**
- **BAARN**

**Procedure NA for arrivals at WILEN** on V210 northwest bound.

**Visual Segment - Obstacles**

**CATEGORY**
A  B  C  D

**LNAV MDA**
1640-1½  1640-1½  1640-1½  NA

**LIRL Rwy 7-25 [****]**

**LEBANON, PENNSYLVANIA**

**APP CRS**
068°

**Rwy Ldg**
1991

**TDZE**
547

**Apt Elev**
550

**ELEV 550**

**TDZE 547**

**068°**

**256°**

**076°**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 25

KELLER BROTHERS (88N)

Procedure NA at night. Rwy 7 helicopter visibility reduction below 1 SM NA.
Use Lancaster altimeter setting; when not received, use Reading altimeter setting and increase all MDA 40 feet.

Misplaced Approach: Climbing right turn to 3000 direct BAARN and hold.

Procedure NA for arrivals at DUMMR on V93 northeast bound, V162 eastbound and V276 southeast bound.

Table:

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LNAV MDA</td>
<td>1320-1</td>
<td>1320-1¼</td>
<td>773 (800-1½)</td>
<td>773 (800-1¼)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1440-1½</td>
<td>1580-1½</td>
<td>1030 (1100-1½)</td>
<td>NA</td>
</tr>
</tbody>
</table>
RNAV (GPS) RWY 26

JAKE ARNER MEML (22N)

AWOS-3PT
119.350

ALLENTOWN APP CON
119.65 124.45 351.8

UNICOM
123.05 (CTAF)

Procedure NA for arrivals at RACKI on V613 north bound.

Procedure NA for arrivals on ETX VOR/DME airway radials 324 CW 133.

Visual Segment - Obstacles.

MIRL Rwy 8-26
REIL Rwys 8 and 26

LEIGHTON, PENNSYLVANIA
AL-6582 (FAA)
Above 2700 for inop ALS increase S-ILS 4 all Cats visibility to 1/2 SM, increase S-LOC 4 Cats A/B to 1/2 SM.

Autopilot coupled approach NA below 2700. Rwy 4 helicopter visibility reduction below 3/4 SM NA. For inop ALS increase S-ILS 4 all Cats visibility to 3/4 SM, increase S-LOC 4 Cats A/B to 1/2 SM.
**RNAV (GPS) RWY 4**

**GREENBRIER VALLEY (LWB)**

**ATIS** 121.4  
**WASHINGTON CENTER** 134.4 353.9  
**LEWISBURG TOWER*** 118.9 (CTAF)  
**GND CON** 121.9  
**CLNC DEL** 125.725  
**UNICOM** 122.95  
**WASHINGTON CENTER** 121.4 353.9  
**GND CON** 121.9  
**ATIS** 121.4  
**WASHINGTON CENTER** 134.4 353.9  
**LEWISBURG TOWER** 118.9 (CTAF)  
**GND CON** 121.9  
**CLNC DEL** 125.725  
**UNICOM** 122.95  

**MISSING APCH FIX** 7 NM  
**HODFU**  

**RWY 4**  

**LEWISBURG, WEST VIRGINIA**  
**AL-5601 (FAA)**  
**24025**  

**RNP APCH.**  

**WAAAS CH 42613**  
**APR CRS 043°**  
**Rwy Idg 7003**  
**TDZE 2288**  
**Apt Elev 2302**  

**RWP 4 helicopter visibility reduction below 3/4 NA.**  
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.  
For inap ALS, increase LNAV Cat A/B visibilities to 1 SM, Cats C/D to 1/2 SM, and increase LPV all Cats visibilities to 1/2 SM.  

**MALSR**  
**MISSED APPROACH:**  
Climb to 6300 direct HODFU and hold, continue climb-in-hold to 6300.  

**CATEGORY**  
A  
B  
C  
D  

**LPV**  
DA  
2559-3/4 271 (300-34)  

**LNAV/VNAV**  
DA  
2738-3/8 450 (500-34)  

**LNAV MDA**  
2760-3/4 472 (500-34) 2760-1 472 (500-1)  

**CIRCLING**  
2840-1 3040-1 3280-3 3680-3  
538 (600-1) 738 (800-1) 978 (1000-3) 1378 (1400-3)  

**LEWISBURG, WEST VIRGINIA**  
Amdt 1 26MAR20  

**37°51’N-80°24’W**  

**GREENBRIER VALLEY (LWB)**  
**RNAV (GPS) RWY 4**  

**NE-4, 11 JUL 2024 to 05 SEP 2024**
Rwy 22 helicopter visibility reduction below ½ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1°C or above 52°C.

**MISSED APPROACH:** Climb to 5000 direct RUFYO and hold.

- **ATIS**: 121.4
- **WASHINGTON CENTER**: 134.4 353.9
- **LEWISBURG TOWER**: 118.9 (CTAF)
- **GND CON**: 121.9
- **CLNC DEL**: 125.725 (When twr closed)
- **UNICOM**: 122.95

**LEWISBURG, WEST VIRGINIA**

**GREENBRIER VALLEY (LWB)**

**ELEV 2302**

**TDZE 2302**

**HOLD 8000**

**6300**

**133°**

**5 NM**

**313°**

**HOLDING PATTERN**
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
Use Williamsport Rgnl altimeter setting.  
Procedure NA at night.  
DME/DME RNP-0.3 NA.  
Circling NA to Rwy 9R-27L.  
Circling NA south of Rwy 9L-27R.  

MISSED APPROACH: Climbing right turn to 5000 direct FAVUM WP and hold.

IPT ASOS
125.225

NEW YORK CENTER
134.8  338.3

UNICOM
122.8 (CTAF)

BLAZE \(\Lambda\) 2518
5000
123°
(22.9)

Procedure NA for arrivals at BLAZE on V35 southwest bound.

\(\Lambda\) 2050±

FAVUM
5000
93°
(21.5)

5 NM

2030

1790±

1457\(\Lambda\)

1047

1039±

1810•

2170

2050±

2452

\(\Lambda\) 2333

94°

274°

WILLIAM T PIPER MEML (LHV)

WILLIAM T PIPER MEML (LHV)

LOCK HAVEN, PENNSYLVANIA

LOCK HAVEN, PENNSYLVANIA

AL-9000 (FAA)

24193

RNAV (GPS)-A

RNAV (GPS)-A

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024

ELEV 556

MIRL Rwy 9L-27R
REIL Rwy 9L and 27R

LOCK HAVEN, PENNSYLVANIA

Orig-C 16MAY24

41°08'N-77°25'W

171
RNAV (GPS) RWY 6
LOGAN COUNTY (6L4)

LOGAN, WEST VIRGINIA
Amrdt 1B 16JUN22
37°51’N-81°55’W

RNAV (GPS) RWY 6
LOGAN COUNTY (6L4)

LOGAN, WEST VIRGINIA
AL-9378 (FAA)
23166

RNP APCH - GPS.

Rwy 6 helicopter visibility reduction below ½ SM NA. Baro-VNAV NA. When local
altimeter setting not received, use Pineville altimeter setting; increase LPV DA to 2079 feet
and LNAV/VNAV DA to 2032 feet and LPV and LNAV/VNAV all Cats visibilities ¼ SM;
increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ¼ SM.
VDP NA when using Pineville altimeter setting.

AWOS-3PT
119.375

CHARLESTON APP CON
119.2 269.125

CTAF
122.9

Procedure NA for arrivals at CELLI on V115
northeast bound and on V478 westbound.

Procedure NA for arrivals at LIENS on V178
eastbound and on V35 southbound.

Missed Approach: Climb to 4500 direct
LIENS and hold.

LOGAN, WEST VIRGINIA
Amdt 1B 16JUN22
37°51’S-81°55’W

RNAV (GPS) RWY 6
LOGAN COUNTY (6L4)

LOGAN, WEST VIRGINIA
AL-9378 (FAA)
23166

RNP APCH - GPS.

Rwy 6 helicopter visibility reduction below ½ SM NA. Baro-VNAV NA. When local
altimeter setting not received, use Pineville altimeter setting; increase LPV DA to 2079 feet
and LNAV/VNAV DA to 2032 feet and LPV and LNAV/VNAV all Cats visibilities ¼ SM;
increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ¼ SM.
VDP NA when using Pineville altimeter setting.

AWOS-3PT
119.375

CHARLESTON APP CON
119.2 269.125

CTAF
122.9

Procedure NA for arrivals at CELLI on V115
northeast bound and on V478 westbound.

Procedure NA for arrivals at LIENS on V178
eastbound and on V35 southbound.

Missed Approach: Climb to 4500 direct
LIENS and hold.

LOGAN, WEST VIRGINIA
Amdt 1B 16JUN22
37°51’S-81°55’W
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Pineville altimeter setting. DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 1985 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1988 feet and all visibilities ⅓ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ⅓ SM.

LNAV only.

Increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ⅓ SM. When local altimeter setting not received, use Pineville altimeter setting: increase LPV DA to 1985 feet and all visibilities ½ SM; increase LNAV/VNAV DA to 1988 feet and all visibilities ⅓ SM; increase all MDA 80 feet and LNAV Cat C visibility and Circling Cat B visibility ⅓ SM.

Procedure NA for arrivals at FEDEX on V133 northbound.

Procedure NA for arrivals at TERRN on V478 eastbound and on V45 southbound.

Amdt 1 20JUL17
For inoperative MALSR, increase S-ILS 26 Cat E visibility to ½ mile and S-LOC 26 Cat E visibility to ¾ mile. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and all MDA 80 feet; increase S-LOC 26 Cat C, D, E and Circling Cat C and D visibility ½ mile. For inoperative MALSR when using Hagerstown altimeter setting increase S-ILS 26 visibility all Cats to 1 mile and S-LOC 26 Cat E visibility to 1½ mile.
RNAV (GPS) RWY 8
EASTERN WV RGNL/SHEPHERD FLD (MRB)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C.

MISSED APPROACH: Climb to 3400 direct BURGY and hold.

**Category**
- A
- B
- C
- D
- E

**LPV DA**
- 815-2/4
- 250 (300-3/4)

**LNAV/ VNAV DA**
- 1059-1 3/8
- 494 (500-1 3/8)

**LNAV MDA**
- 1060-1 3/8
- 495 (500-1 3/8)

**Circling**
- 1100-1
- 535 (600-1)
- 1240-1
- 675 (700-1)
- 1240-2
- 675 (700-2)
- 1260-2/4
- 695 (700-2 1/4)
- 2140-3
- 1575 (1600-3)
RNAV (GPS) RWY 26
EASTERN WV RGNL/SHEPHERD FLD (MRB)

MARTINSBURG, WEST VIRGINIA

Category A
LPV DA 798-1/2 250 (300-1/2)
LNAV/VNAV DA 1213-1 665 (700-1)
LNAV MDA 980-1/2 432 (500-1/2) 980-3/4 432 (500-3/4) 980-1 432 (500-1)
Circling 1100-1 1240-1 1240-2 1260-2 1/4 2140-3
653 (600-1) 675 (700-1) 675 (700-2) 695 (700-2) 1/4 575 (1600-3)

Procedure NA for arrivals at MRB VORTAC via airway radials 088 CW 101.

**RNP ACH**

Baro-VNAV NA when using Hagerstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). VDP NA when using Hagerstown altimeter setting. When local altimeter setting not received, use Hagerstown altimeter setting and increase all DA 70 feet and all MDA 80 feet, increase LNAV/VNAV all Cats, LNAV Cats C, D, E and Circling Cat C and D visibility 1/4 mile. For inoperative MALSR increase LPV Cat E visibility to 1/4 mile, LNAV/VNAV Cat E to 2 1/4 mile, LNAV Cat E to 1 1/2 mile. For inoperative MALSR when using Hagerstown altimeter setting increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat E visibility to 2 1/4 mile and LNAV Cat E visibility to 1 1/2 mile.

**MISSING APPROACH:**
Climb to 4100 direct JOSRU and hold, continue climb-in-hold to 4100.

**ASOS**

<table>
<thead>
<tr>
<th>ASOS</th>
<th>POTOMAC APP CON</th>
<th>MARTINSBURG TOWER</th>
<th>GND CON</th>
<th>CLNCC DEL</th>
<th>CLNCC DEL</th>
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<tbody>
<tr>
<td>119.925</td>
<td>126.825</td>
<td>239.025</td>
<td>124.3 (CTAF)</td>
<td>121.8</td>
<td>257.65</td>
</tr>
</tbody>
</table>

**MISS ED APCH FIX**

JOSRU

078°

7 NM

2231

1795°

7 NM

**UNICOM**

122.95

MISSED APPROACH:

1. Climb to 4100 direct JOSRU and hold, continue climb-in-hold to 4100.
2. For inoperative MALSR, when using Hagerstown altimeter setting, increase LPV all Cats visibility to 1 mile, LNAV/VNAV Cat E visibility to 2 1/4 mile and LNAV Cat E visibility to 1 1/2 mile.

**NAVIGATION AIDS**

- WAAS CH 53609 W26A
- ASOS 119.925 POTOMAC APP CON
- MARTINSBURG TOWER 124.3 (CTAF)
- GND CON 121.8
- CLNCC DEL 121.8
- CLNCC DEL 132.075

**ELEVATION**

565

**TDZE**

548

**WEATHER STATION**

ASOS 119.925

POTOMAC APP CON 126.825

MARTINSBURG TOWER 124.3 (CTAF)

GND CON 121.8

CLNCC DEL 121.8

CLNCC DEL 132.075

UNICOM 122.95

**AIRPORT CODES**

WAAS CH 53609 W26A

**APP CRS**

529°

**TDZE**

548

**Apt Elev**

565

**39°24'N-77°59''W**

**MARTINSBURG, WEST VIRGINIA**

Orig-C 06DEC18

**AL-249 (FAA)**

24193

**RNAV (GPS) RWY 26**

EASTERN WV RGNL/SHEPHERD FLD (MRB)

**ELEVATION**

565

**TDZE**

548

**RVR**

595

**ELEV**

565

**TDZE**

548

**TWR**

622

**Rwy Idg**

7815

**Apt Elev**

565

**Rwy Idg**

548

**MP**

548

**P**

8815 X 150

**RW26**

CEBER

BURGY

(IF/IF) BURGY

3400 NoPT

(FAF)

MALSR

MAPEL

7 NM

259°

**Holding Pattern**

7 NM

**GP**

3.0°

**TCH 52**

**CIRCLING**

1100-1 1240-1 1240-2 1260-2 1/4 2140-3

535 (600-1) 675 (700-1) 675 (700-2) 695 (700-2) 1/4 575 (1600-3)

**MAP**

176 NE-4, 11 JUL 2024 to 05 SEP 2024
When local altimeter setting not received, use Hagerstown altimeter setting and increase all MDA 80 feet and Cat C/D visibility 1/4 mile.

MISSED APPROACH: Climbing left turn to 3000 direct MRB VORTAC and hold, continue climb in hold to 3000.

RADAR REQUIRED for procedure entry at HARPP.

CATEGORY
C CIRCLING 1120-1 1240-1 1240-2 1260-2/4 2140-3
A
B
C
D
E

FAF to MAP 5.7 NM
Knots 60 90 120 150 180
Min:Sec 5:42 3:48 2:51 2:17 1:54
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**DEPARTURE ROUTE DESCRIPTION**

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence... . . .

... on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

**FLASK TRANSITION (CLTCH3.FLASK)**

MAULS TRANSITION (CLTCH3.MAULS)

**TAKEOFF MINIMUMS**

Rwy 8: Standard.

Rwy 26: Standard with a minimum climb of 225' per NM to 2100.

**NOTE:** Chart not to scale.
JDUBB FOUR DEPARTURE (RNAV)

**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.

**NOTE:** Chart not to scale.

**NOTE:** RNAV 1.
**NOTE:** RADAR required.
**NOTE:** DME/DME/IRU or GPS required.
**NOTE:** Turbo-jets only.
**NOTE:** Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.
**NOTE:** Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.

**TOP ALTITUDE:**
3000

**ASOS 119.925**
**CLNC DEL 121.8 257.65**
**132.075 269.075 (When twr closed)**
**GND CON 121.8 257.65**
**MARTINSBURG TOWER * 124.3 (CTAF) 233.7**
**POTOMAC DEP CON 126.825 239.025**

**TAKOFF MINIMUMS**
Rwy 8: Standard.
Rwy 26: Standard with a minimum climb of 225'/per NM to 2100.

**NOTE:** Takeoff Rwy 8: If issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.
**NOTE:** Takeoff Rwy 26: If issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.

**MELTN TRANSITION (JDUBB4.MELTN)**
**RRSIN TRANSITION (JDUBB4.RRSIN)**
ASOS 119.925  
CLNC DEL  
121.8 257.65  
132.075  269.075 (When Tower Closed)  
GND CON  
121.8 257.65  
MARTINSBURG TOWER *  
124.3 (CTAF)  233.7  
POTOMAC DEP CON  
126.825  239.025

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):

TAKOFF MINIMUMS
Rwy 8: Standard.  
Rwy 26: Standard with a minimum climb of 225' per NM to 2100.

NOTE: RNAV 1.  
NOTE: RADAR required.  
NOTE: DME/DME/IRU or GPS required.  
NOTE: Turbo-jets only.  
NOTE: Takeoff Rwy 8, if issued an ATC heading that requires a westbound turn, climb heading 081° to 1200 prior to turning for obstacle avoidance.  
NOTE: Takeoff Rwy 26, if issued an ATC heading that requires a right turn, climb heading 261° to 2400 prior to turning for obstacle avoidance.

NOTE: Chart not to scale.
TRIXY FIVE DEPARTURE

ASOS
119.925
CLNC DEL
121.8 257.65
132.075 269.075 (When Tower Closed)
GND CON
121.8 257.65
MARTINSBURG TOWER*
124.3 (CTAF) 233.7
POTOMAC DEP CON
126.825 239.025

NOTE: Chart not to scale.

TAKEOFF MINIMUMS
Rwy 8: Standard.
Rwy 26: Standard with minimum climb of 300’ per NM to 5000’.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 8: Climb heading 079° to 1600, then climbing right turn heading 260° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . . .

TAKEOFF RUNWAY 26: Climb heading 259° to intercept LDN VORTAC R-019 to cross TRIXY INT at 5000, then on transition or assigned route, thence . . . .

. . . . maintain 6000, expect filed altitude/flight level ten minutes after departure.

ARMEL TRANSITION (TRIXY.5.AML): From over TRIXY INT on AML R-300 to AML VOR/DME.
KESSEL TRANSITION (TRIXY.5.ESL): From over TRIXY INT on ESL R-103 to ESL VOR/DME.
LINDEN TRANSITION (TRIXY.5.LDN): From over TRIXY INT on LDN R-019 to LDN VORTAC.
Rwy 7 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 1900 then climbing left turn to 3100 direct DUCAT and hold.

ASOS
121.425

YOUNGSTOWN APP CON
133.95 322.3

CLNC DEL
124.95

UNICOM
123.0 (CTAF)
RNAV (GPS) RWY 25
PORT MEADVILLE (GKJ)

Misled Approach: Climb to 3000 direct DUCAT and hold.

Inop table does not apply to LP Cats A and B, and LNAV Cat A.
For inop ALS increase LNAV Cats C and D visibility to 2 SM.

RNAV (GPS) RWY 25
PORT MEADVILLE (GKJ)

MEADVILLE, PENNSYLVANIA
AL-5560 (FAA)

RNP APCH.

ASOS
121.425

YOUNGSTOWN APP CON
133.95 322.3

CLNC DEL
124.95

UNICOM
123.0 (CTAF)

ELEV 1399
TDZE 1399

Franklin FKL

Procedure NA for arrivals on FKL VOR airway radials 280 CW 055.

RNP APCH.

ASOS
121.425

YOUNGSTOWN APP CON
133.95 322.3

CLNC DEL
124.95

UNICOM
123.0 (CTAF)

ELEV 1399
TDZE 1399

Franklin FKL

Procedure NA for arrivals on FKL VOR airway radials 280 CW 055.

MEADVILLE, PENNSYLVANIA
Amdt 1F  30JAN20
LOC RWY 25
PORT MEADVILLE (GKJ)

- **Category B**
- **Elev 1399**
- **TDZE 1399**
- **Radial 108.5**
- **Localizer 108.5**
- **1-GKJ**

**ASOS**
- YOUNGSTOWN APP CON
  - Temp: 121.425
  - Temp: 133.95
  - Temp: 322.3

**CLNC DEL**
- Temp: 124.95
- Temp: 123.0 (CTAF)

**UNICOM**
- Temp: 124.95
- Temp: 133.95
- Temp: 322.3

**LOCALIZER**
- Temp: 108.5
- Temp: 1-GKJ

**MALS**
- Temp: 1399
- Temp: 249°

**FAF to MAP**
- Temp: 5.7 NM

**Knots**
- Temp: 60
- Temp: 90
- Temp: 120
- Temp: 150
- Temp: 180

**Min:Sec**
- Temp: 5:42
- Temp: 3:48
- Temp: 2:51
- Temp: 2:17
- Temp: 1:54

**RADAR**
- Temp: 4000 (SM NA)

**Inop table does not apply.**

**Rwy 25**
- Temp: Climbing left turn to 3600 on heading 125° and FKL VOR R-300 to FKL VOR and hold.

**MISSING APPROACH**
- Temp: Climb to 2000 then climbing left turn to 3600 on heading 125° and FKL VOR R-300 to FKL VOR and hold.

**MISSED APPROACH**
- Temp: Climb to 2000 then climbing left turn to 3600 on heading 125° and FKL VOR R-300 to FKL VOR and hold.

**FAF to MAP**
- Temp: 5.7 NM

**MEADVILLE, PENNSYLVANIA**
- Temp: 41°38'N-80°13'W
- Temp: 185
### RNAV (GPS) RWY 26

**MIFFLINTOWN**

**APP CRS**
- **Rwy Idg**: 2627
- **TDZE**: 545
- **Apt Elev**: 545

**RNP APCH - GPS**

- **RNAV (GPS)** RWY 26
- **RNAV (GPS)** RWY 26 (P34)

**RNP**
- **RNAV (GPS)** RWY 26 (P34)

**MISSED APPROACH**: Climbing left turn to 4000 direct WOBKA and hold, continue climb-in-hold to 4000.

**Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA.**

**Final approach course offset 9.99°.**

---

**AL-10300**

**NEW YORK APP CON**
- **UNICOM**: 122.8 (CTAF)

**SEG ASOS**
- 123.975

**NEW YORK APP CON**
- 134.8
- 338.3

**UNICOM**
- 122.8 (CTAF)

---

**ELEV**: 545

**TDZE**: 545
**DEPARTURE ROUTE DESCRIPTION**

**TAKE-OFF RUNWAY 8:** Climb on heading 077° to 1060, then climbing right turn direct WOBKA. Maintain 4000 or ATC assigned altitude.

**NOTE:** GPS required.

**NOTE:** RNAV-1.

**TAKE-OFF MINIMUMS:**
- Rwy 26: NA - Obstacles.
- Rwy 8: Standard with minimum climb of 265’ per NM to 1200.

**TOP ALTITUDE:**
- 4000

**SEG ASOS**
- 123.975
- CTAF
- 122.8
- NEW YORK DEP CON
- 134.8 338.2

**NOTE:** Chart not to scale.
RNAV (GPS)-A
ONA AIRPARK (12V)

MILTON, WEST VIRGINIA
AL-6971 (FAA)

RNAV APCH.

Circling NA northwest of Rwy 07-25. Procedure NA at night. Use Huntington altimeter setting; when not received, use Point Pleasant altimeter setting.

HTS ASOS | CHARLESTON APP CON | HUNTINGTON APP CON | UNICOM
---|---|---|---
125.2 | 124.1 269.125 (EAST) | 119.75 270.1 (WEST) | 122.8 (CTAF)

RNAV (GPS)-A

MISSED APPROACH: Climbing right turn to 3200 direct RULEY and hold, continue climb-in-hold to 3200.

NE-4, 11 JUL 2024 to 05 SEP 2024

Milton, West Virginia
Orig-B 10SEP20

38°26'N - 82°12'W
RNAV (GPS) RWY 8
ROSTRAVER (FWQ)

When VGS inop, Straight-in/Circling Rw 8 procedure NA at night. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Allegheny County altimeter setting and increase all MDA 40 feet; increase LNAV Cats C/D visibility ½ mile. Rw 8 helicopter visibility reduction below 1 SM NA. Rw 26 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH:
Climb to 3700 direct FURIX and hold.

AWOS-3
118.475

PITTSBURGH APP CON
119.35 337.4

UNICOM
122.8 (CTAF)

Procedure NA for arrivals at AKSAR on V37 northbound.

(A) AFS
AKSAR

[IF] EROCU

[IF] EYOPO

Procedure NA for arrivals at AKSAR on V37 northbound.

ELEV 1228
TDZE 1228

Category
A
B
C
D

LNAV MDA
1720-1 492 (500-1)
1720-1 492 (500-1)
1720-1 492 (500-1)
1720-1 492 (500-1)

CIRCLING
1720-1 492 (500-1)
1760-1 532 (600-1)
1760-1 532 (600-1)
1920-2 692 (700-2 ¼)

MIRL Rwy 8-26
REIL Rwys 8 and 26

MONONGAHELA, PENNSYLVANIA
AL-5624 (FAA)

40°13'N - 79°50'W

ROSTRAVER (FWQ)

NE-4, 11 JUL 2024 to 05 SEP 2024

MONONGAHELA, PENNSYLVANIA
Amdt 1B 04NOV21
### RNAV (GPS) RWY 26

**ROSTRAVER (FWQ)**

**MONONGAHELA, PENNSYLVANIA**

**AL-5624 (FAA)**

**WAAS CH 56208 W26A**

**APP CRS** 257°

**Rwy Idg** 4002

**TDZE** 1224

**Apt Elev** 1228

---

**DME/DME RNP-0.3 NA.** When local altimeter setting not received, use Allegheny County altimeter setting and increase all DA/MDA 40 feet, and increase LNAV Cats C and D visibility to 1½ mile. Rwy 26 helicopter visibility reduction below ¾ SM NA. Rwy 8 helicopter visibility reduction below 1 SM NA. Circling Rwy 8 NA at night.

**MISSLED APPROACH:** Climb to 3000 direct DECSA, and right turn via 327° track to AGC VOR/DME and hold.

---

<table>
<thead>
<tr>
<th>AWOS-3</th>
<th>PITTSBURGH APP CON</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>118.475</td>
<td>119.35 337.4</td>
<td>122.8 (CTAF)</td>
</tr>
</tbody>
</table>

---

**Procedure NA for arrivals at MILWO via V12 eastbound and at HOMEE via V119 northbound.**

---

**MONONGAHELA, PENNSYLVANIA**

**Orig-D 04NOV21**

**3000 DECSA 327° tr AGC O**

**3000 DECSA 327° tr AGC OSSAR 257°**

**3000 DECSA 327° tr OSSAR 257°**

**3000 DECSA 327° tr OSSAR 257°**

**3000 DECSA 327° tr OSSAR 257°**

**3000 DECSA 327° tr OSSAR 257°**

**3000 DECSA 327° Tr OSSAR 257°**

**CIRCLING 1700-1 532 (600-1) 532 (600-1½) 1920-2½**

**LPV DA 1500-1 276 (300-1)**

**LNAV/VNAV DA NA**

**LNAV MDA 1600-1 376 (400-1)**

**MIRL Rwy 8-26**

**REIL Rwy 8 and 26**

---

**40°13’N - 79°50’W**

---

**NE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 36
MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)

MISSED APPROACH: Climb to 1700 then climbing left turn to 4000 direct TEDDS and hold.

Procedure NA for arrivals at TEDDS on V144 westbound and V37 northbound.

Final approach course offset 15.39°.

Category A

LP MDA 1640-1 396 (400-1) 1640-1/6 396 (400-1/6)
LNAV MDA 1720-1 476 (500-1) 1720-1/3 476 (500-1/3)
CIRCLING 1800-1 556 (600-1) 1840-1 2180-2 3/4 936 (1000-2 3/4) 2640-3 1396 (1400-3)

MORGANTOWN, WEST VIRGINIA
AL-479 (FAA)
**RNAV (GPS) Y RWY 18**

**MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)**

**App CRS** 181°

**Rwy Idg** 5199

**TDZE** 1240

**Apt Elev** 1244

**MISSED APPROACH:** Climbing right turn to 4000 direct OBEID and hold.

**ASOS** 120.675

**CLARKSBURG APP CON** 121.15 284.65

**MORGANTOWN TOWER** 125.1 (CTAF) 257.8

**GND CON** 121.7

**UNICOM** 122.95

**Category** A B C D

<table>
<thead>
<tr>
<th>LNAV MDA</th>
<th>1760-½ 520 (600-½)</th>
<th>1760-1 520 (600-1)</th>
<th>1760-1¼ 520 (600-1¼)</th>
<th>1760-1½ 520 (600-1½)</th>
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</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1800-1 556 (600-1)</td>
<td>2180-2¾ 936 (1000-2¾)</td>
<td>2640-3 1396 (1400-3)</td>
<td></td>
</tr>
</tbody>
</table>

**procedure NA for arrivals at MGW VOR/DME on airway radials 307 CW 048.**

**TEDDS**

**MGW**

**RW18**

**MORGANTOWN MUNI/WALTER L BILL HART FLD (MGW)**

**Orig-D 11AUG22**
AIRPORT DIAGRAM

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 6
MARSHALL COUNTY (MPG)

Procedure NA for arrivals at BEALL on V117 southwest bound.

Procedure NA for arrivals at BURGS on V119 eastbound, V103-309 southbound, and V309 northeast bound.

Missted Approach: Climb to 3100 direct EWBUF and hold.
RNAV (GPS) RWY 24
MARSHALL COUNTY (MPG)

MOUNDSVILLE, WEST VIRGINIA

APP CRS
240°

Rwy Idg
3301

TDZE
1213

Apt Elev
1215

RNP APCH.

When local altimeter setting not received, use Wheeling altimeter setting and increase all MDA 60 feet. Rwy 24 helicopter visibility reduction below 3/4 SM NA.

MISSED APPROACH: Climb to 3000 direct MEHIF and hold.

AWOS-3
119.05

CLEVELAND CENTER
126.95 239.30

UNICOM
122.7 (CTAF)

LNAV MDA

747 (800-1)
747 (800-1¼)
747 (800-2¼)

NA

NA

NA

745 (800-1)
745 (800-1¼)
745 (800-2¼)

1215

3100 (8.9)

3400 (MPG)

MARSHALL COUNTY

AL-6834 (FAA)

23222

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 28
DONEGAL SPRINGS AIRPARK (N71)

Procedure NA at night. Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet.

NA

Procedure NA for arrivals at LRP VOR/DME on airway radials 190 CW 296.

NA

LNAV MDA

CIRCLING

GRAMO and hold.

direct OSAKE and via 231° track to

MISSED APPROACH: Climb to 3000 direct OSAKE and via 231° track to
GRAMO and hold.

GRAMO
Donegal Springs Airpark (N71)

MOUNT JOY/MARIETTA, PENNSYLVANIA
AL-6668 (FAA)

VOR RWY 28

DME required.

Use Harrisburg Intl altimeter setting; when not received, use Fort Indiantown Gap altimeter setting and increase all MDAs 20 feet. Rwy 28 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 2600 then climbing left turn to 3000 on RAV R-204 to GRAMO/RAV 36.4 DME and hold.

Procedure NA for arrivals at LRP VOR/DME on airway radials 223 CW 296.

Category A
- S-28 940-1 482 (500-1) NA

Category B
- CIRCLING 940-1 482 (500-1) 960-1 502 (600-1) NA

Amdt 2 30NOV23
Boro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -1.8°C (0°F) or above 45°C (113°F). DME/DME RNP-0.3 NA. Rw 5 helicopter visibility reduction below 1/2 SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2339 feet, LNAV/VNAV DA to 2431 feet and all visibilities 1/4 SM; increase all MDAs 180 feet and visibility Cat C and D 1/2 SM. Circling Rwy 23 NA at night.

Procedure NA for arrivals at WHITT on V29-147 northbound.

Procedure NA for arrivals at BEERS on V221, V149 southbound and V232 eastbound.

Procedure NA for arrivals at WIBUM on V29-147 northbound.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18° C (0° F) or above 54° C (130° F).

Baro-VNAV and VDP NA when using Wilkes-Barre/Scranton altimeter setting. Rwy 13 helicopter visibility reduction below 1/2 SM NA. DME/DME RNP 0.3 NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2450 feet, LNAV/VNAV DA to 2537 feet and all visibilities 1/2 SM; increase all MDAs 180 feet and visibility LNAV Cat C/D 1/2 SM and Circling Cat C/D 1/2 SM. Circling Rwy 23 NA at night.

ASOS
120.275

WILKES-BARRE APP CON
126.3 256.7

CLNC DEL
125.3

UNICOM
122.7 (CTAF)

POCONO MOUNTAINS RNGL (MPO)
RNAV (GPS) RWY 13

MOUNT POCONO, PENNSYLVANIA

POCONO MOUNTAINS RNGL (MPO)
RNAV (GPS) RWY 13

MOUNT POCONO, PENNSYLVANIA

1.0%  UPP

APP CRS 128°

Rwy Idg 4500

TDZE 1885

Apt Elev 1915

23334

RNAV (GPS) RWY 13

MISSED APPROACH:
Climb to 3000 then climbing right turn to 4200 direct WHITT and hold.

1915

ELEV

TDZE

1885

ELEV 1915

TDZE 1885

128°

3400

2309

3000

4200

WHITT

* LNAV only.

1.3 NM to RW13

3.3 NM

6 NM

CUTKO

3400

128°

4200

GP 3.00° TCH 40°

DEGDE

CUTKO

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 44).

3000

4200

WHITT

* LNAV only.

1.3 NM to RW13

3.3 NM

6 NM

CUTKO

3400

128°

4200

GP 3.00° TCH 40°

DEGDE

CUTKO

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 44).

3000

4200

WHITT

* LNAV only.

1.3 NM to RW13

3.3 NM

6 NM

CUTKO

3400

128°

4200

GP 3.00° TCH 40°

DEGDE

CUTKO

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 44).

3000

4200

WHITT

* LNAV only.

1.3 NM to RW13

3.3 NM

6 NM

CUTKO

3400

128°

4200

GP 3.00° TCH 40°

DEGDE

CUTKO

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 44).

3000

4200

WHITT

* LNAV only.

1.3 NM to RW13

3.3 NM

6 NM

CUTKO

3400

128°

4200

GP 3.00° TCH 40°

DEGDE

CUTKO

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 44).

3000

4200

WHITT

* LNAV only.

1.3 NM to RW13

3.3 NM

6 NM

CUTKO

3400

128°

4200

GP 3.00° TCH 40°

DEGDE

CUTKO

VGS1 and RNAV glidepath not coincident (VGS1 Angle 3.00/TCH 44).

3000

4200

WHITT

* LNAV only.
RNAV (GPS) RWY 31  
POcono Mountains RGNL (MPO)

Baro-VNAV NA when using Wilkes-Barre/Scranton altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Rwy 31 helicopter visibility reduction below ½ SM NA, DME/DME RNP-0.3 NA.

When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting: increase LPV DA to 2403 feet and visibility ½ SM, LNAV/VNAV DA to 2446 feet and visibility ¾ SM; increase all MDAs 180 feet and visibility LNAV Cat C/D ¾ SM and Circling Cat C/D ½ SM. Circling Rwy 23 NA at night.

Procedure NA for arrivals at SCOUP on V162 northeast bound and V226 southeast bound.

Procedure NA for arrivals at BEERS on T221, V149 northbound and on V232 northwest bound.

Missed approach: Climb to 4200 direct RYANF and on track 228° to WHITT and hold.

MISSED APPROACH: Climb to 4200 direct RYANF and on track 228° to WHITT and hold.

ASOS  WILKES-BARRE APP CON  CINC DEL  UNICOM
120.275  126.3  256.7  125.3  122.7 (CTAF)
Circling Rwy 23 NA at night. Helicopter visibility reduction below ⅓ SM NA. When local altimeter setting not received, use Wilkes-Barre/Scranton altimeter setting and increase all MDA 180 feet; increase S-13 Cat B and Circling Cat B visibility ¼ mile, S-13 Cats C/D visibility ½ mile, and Circling Cats C/D visibility ½ mile.

MISSED APPROACH: Climbing right turn to 4000 direct LVZ VORTAC and hold.

Procedure NA for arrivals on LVZ VORTAC airway radials 094 CW 190.
NOT FOR CIVIL USE

CAUTION: 1300' ridge running SW to NE 1 mile north of airport.
When local altimeter setting not received, use Harrisburg INTL altimeter and increase MDA by 80 ft and ceiling by 100 ft.

Procedure NA for arrivals at HWANG via V162 east bound and V170 southeast bound.

Limit all segments to 90 KIAS.

VGSi and descent angles not coincident.
NOT FOR CIVIL USE

CAUTION: 1300 ft ridge running SW to NE 1 mile north of airport.

Limit all segments to 90 KIAS.

Remain within 5 NM.
DEPARTURE ROUTE DESCRIPTION

DEPARTURE EAST PAD: Fly heading 070° with climbing right turn as soon as practicable to 2000 via 170° bearing from BZJ NDB. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

DEPARTURE WEST PAD: Fly heading 240° to 2000. Thence via (transition) or (assigned route) to 3000. Expect clearance to assigned altitude ten minutes after departure.

BOBSS TRANSITION (MUI3 BOBSS): Fly heading 215° to intercept V162 to BOBSS INTERSECTION.

HWANG TRANSITION (MUI3 HWANG): Fly heading 125° to intercept V162 to HWANG INTERSECTION.

LANCASTER TRANSITION (MUI3 LRP): Proceed direct to LRP VORTAC.

RAVINE TRANSITION (MUI3 RAV): Turn left heading 070° to intercept the RAV R-160. Thence via RAV R-160 to RAVINE VORTAC.
RNAV (GPS) RWY 19

**AWOS:** 118.45  **RDG ASOS:** 127.1  **HARRISBURG APP CON:** 118.25 269.45  **UNICOM:** 122.8 (CTAF)

**Procedure**

For arrivals at RAV VORTAC on airway radials 114 CW 131, arrivals at JUPAS on V499 northbound, and arrivals at BAARN on V12 westbound.

**MISSED APPROACH:**

Climb to 4000 direct JUKUL and climbing right turn on track 285° to BAARN and hold.

**AWOS:** 118.45

**RDG ASOS:** 127.1

**HARRISBURG APP CON:** 118.25 269.45

**UNICOM:** 122.8 (CTAF)

**Pilots should** use the following procedure for arrivals at RAV VORTAC on airway radials 114 CW 131, arrivals at JUPAS on V499 northbound, and arrivals at BAARN on V12 westbound.

**Procedure:**

- **Hold on 3300° WSpR over WASUR**
- **Climb to 4000 direct JUKUL and hold.**

**MISSED APPROACH:**

- **Climb to 4000 direct JUKUL and hold.**

**Reading Altimeter Setting:**

- When local altimeter setting not received, use Reading altimeter setting.

**Retaining Altitude:**

- Retain 3300° WSpR over WASUR when local altimeter is not received.

**CAUTION:**

- When local altimeter setting not received, use Reading altimeter setting.

**AIRPORT INFORMATION:**

- **ELEV:** 523
- **TDZE:** 523

**CATEGORY:**

- **LPV** - DA 837-1 314 (400-1) NA
- **LNAV MDA** - 1200-1 677 (700-1) 1200-2 677 (700-2) NA
- **CIRCLING** - 1200-1 677 (700-1) 1240-1 717 (800-1) 1240-2 717 (800-2) NA

**TUBE**: NE-4, 11 JUL 2024 to 05 SEP 2024

**JA**
Use Harrisburg Intl, PA altimeter setting. If not received, procedure NA. Circling Rwy 1 NA at night.

MISSED APPROACH: Climbing right turn to 3000, intercept the ETX VORTAC R-253 to KUPPS INT and hold.

AWOS-2  118.45
RDG ASOS   127.1
HARRISBURG APP CON  118.25 269.45
UNICOM   122.8 (CTAF)

REIL Rwys 1 and 19

MIRL Rwy 1-19

NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 23
NEW CASTLE MUNI (UCP)

**AWOS-3PT**
**124.175**

**YOUNGSTOWN APP CON**
**133.95 322.3**

**UNICOM**
**123.0 (CTAF)**

---

**WASHINGTON**
**CH 45605**
**W23A**

**APP CRS**
**229°**

**Rwy Idg**
**TDZE 1027**

**Apt Elev**
**1072**

---

**MISSING APPROACH:** Climb to 3600 direct FIVEG and hold.

---

**VC**
VDP NA when using Youngstown/Warren Rgnl altimeter setting. When local altimeter setting not received, use Youngstown/Warren Rgnl altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LNAV Cat C and Circling Cat C visibility 1/2 SM.

---

**NEW CASTLE, PENNSYLVANIA**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**NEW CASTLE MUNI (UCP)**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**41°02'N - 080°25'W**

**215**
RNAV (GPS)-A

PALMYRA, PENNSYLVANIA
Orig-A 14JUL22

**Category**

- **A**: 1260-1
- **B**: 771 (800-1)
- **C**: 1320-1
- **D**: 831 (900-1¼)
- **NA**

**NA**

- **RNAV (GPS)-A**
- **ELEV 489**
- **360°**

**HARRISBURG APP CON**

- **118.25**
- **269.45**
- **126.45**
- **261.525**
- **124.1**
- **273.525**

**UNICOM**

- **122.8 (CTAF)**

**LIRL Rwy 13-31**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**40°17’N-76°35’W**

**23110**

**RNAV (GPS)-A**

**REIGLE FLD (58N)**

**PALMYRA, PENNSYLVANIA**

**AL-10579 (FAA)**

**Procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. Use Harrisburg Intl altimeter setting, when not received, use Fort Indiantown Gap altimeter setting.**

**MISSED APPROACH: Climb to 1680 then climbing right turn to 3000 direct KUPPS and hold.**
**RNAV (GPS) RWY 3**

**MID-OHIO VALLEY RGNL (PKB)**

- **ATIS**: 124.35
- **INDIANAPOLIS CENTER**: 126.45
- **PARKERSBURG TOWER**: 125.65
- **GND CON**: 125.7
- **UNICOM**: 122.95

**Procedure NA for arrivals at JPU VOR/DME**

- On V59 north bound and V44 northeast bound.

**RNAV (GPS) RWY 3**

- **LNAV only.**
- **Circling Rwy 10, 28 NA at night.** Rwy 3 helicopter visibility reduction below RVR 4000 NA.

**MALSR**

- **MISSED APPROACH:** Climb to 3000 direct Owave and hold.

**ATIS** 124.35

**INDIANAPOLIS CENTER** 126.45

**PARKERSBURG TOWER** 125.7

**GND CON** 125.65

**UNICOM** 122.95

**ATIS** 124.35

**INDIANAPOLIS CENTER** 126.45

**PARKERSBURG TOWER** 125.7

**GND CON** 125.65

**UNICOM** 122.95

**ATIS** 124.35

**INDIANAPOLIS CENTER** 126.45

**PARKERSBURG TOWER** 125.7

**GND CON** 125.65

**UNICOM** 122.95
RNAV (GPS) RWY 10
MID-OHIO VALLEY RGNL (PKB)

RNP APCH:
- Rwy 10 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase visibility LP all Cats, LNAV all Cats and Circling Cat D ½ SM, and Circling Cats A/C ¼ SM. Straight-in Rwy 10 NA at night, Circling Rwy 10, 28 NA at night.
- MISSED APPROACH: Climb to 3000 direct CAPNA and hold.

ATIS
124.35

INDIANAPOLIS CENTER
125.55 317.475

PARKERSBURG TOWER *
123.7 (CTAF) 257.8

GND CON
126.45

UNICOM
122.95

Procedures for arrivals at FARLN on V133 northbound.

Visual Segment - Obstacles.

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
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<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1580-1 749 (800-1)</td>
<td>1580-1 ⅓ 749 (800-1 ⅓)</td>
<td>1580-2 749 (800-2)</td>
<td></td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1600-1 769 (800-1)</td>
<td>1600-1 ⅓ 769 (800-1 ⅓)</td>
<td>1600-2 ½ 769 (800-2 ½)</td>
<td></td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1600-1 741 (800-1)</td>
<td>1600-1 ⅓ 741 (800-1 ⅓)</td>
<td>1640-2 ½ 781 (800-2 ½)</td>
<td></td>
</tr>
</tbody>
</table>

PARKERSBURG, WEST VIRGINIA
Orig-D 02DEC21

39°21’N-81°26’W
219
RNAV (GPS) RWY 28

MID-OHIO VALLEY RGNL (PKB)

ATIS 124.35
INDIANAPOLIS CENTER 125.55 317.475
PARKERSBURG TOWER 123.7 (CTAF) 257.8
GND CON 126.45
UNICOM 122.95

PARKERSBURG JPU

ATIS 124.35
INDIANAPOLIS CENTER 125.55 317.475
PARKERSBURG TOWER 123.7 (CTAF) 257.8
GND CON 126.45
UNICOM 122.95

MISSED APCH FIX

Procedure NA for arrival on JPU VOR/DME airway radials 070 CW 220.

MISSAPCH FIX

Procedure NA for arrivals at JULEA on V309 northeast bound.

Procedure NA for arrivals

MISSED APPROACH: Climb to 3000 direct FASAT and hold.

ATIS 124.35
INDIANAPOLIS CENTER 125.55 317.475
PARKERSBURG TOWER 123.7 (CTAF) 257.8
GND CON 126.45
UNICOM 122.95

PARKERSBURG JPU

ATIS 124.35
INDIANAPOLIS CENTER 125.55 317.475
PARKERSBURG TOWER 123.7 (CTAF) 257.8
GND CON 126.45
UNICOM 122.95

MISSED APCH FIX

Procedure NA for arrival on JPU VOR/DME airway radials 070 CW 220.

MISSAPCH FIX

Procedure NA for arrivals at JULEA on V309 northeast bound.

Procedure NA for arrivals
NE-4, 11 JUL 2024 to 05 SEP 2024

Circling Rwy 10, 28 NA at night. Rwy 21 helicopter visibility reduction below ½ SM NA. VDP NA when using Athens/Albany altimeter setting. When local altimeter setting not received, use Athens/Albany altimeter setting and increase all MDA 100 feet, increase S-21 and Circling Cats C/D visibility ½ SM.

MISSED APPROACH: Climb to 2600 on JPU VOR/DME R-207 to VERSI LOM/JPU 12.3 DME and hold.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 8
PENNRIDGE (CKZ)

AWOS-3

PHILADELPHIA APP CON

CLNC DEL

UNICOM

APP CRS

Rwy Idg

TDZE

Apt Elev

3945

559

568

126.325

123.8

291.7

118.55

123.0 (CTAF)

RNP ACH.

Rwy 8 helicopter visibility reduction below ¾ SM NA.

Procedure NA for arrival on PTW VORTAC airway radials 354 CW 095.

MISSED APPROACH:
Climbing right turn to 2700 direct CEXIR and hold.

PERKASIE, PENNSYLVANIA

AL-6753 (FAA)

PERKASIE, PENNSYLVANIA

Amdt 1D 31JAN19

40°23'N - 75°17'W

NE-4, 11 JUL 2024 to 05 SEP 2024

PENNRIDGE (CKZ)
RNAV (GPS) RWY 26
PENN RIDGE (CKZ)

Rwy 26 helicopter visibility reduction below 1 SM NA.

### AWOS-3

| CATEGORY | 126.325 |

### PHILADELPHIA APP CON

| ELEV | TDZE | 123.8 | 291.7 |

### CLNC DEL

| 118.55 |

### UNICOM

| 123.0 [CTAF] |

Procedure NA for arrivals at BIGGY on V3-419 northeast bound.

### RNP APCH.

- **APP CRS**: 262°
- **Rwy Idg**: 3860
- **TDZE**: 565
- **Apt Elev**: 568

**ELEV 568 TDZE 565**

**EYMON**

Visual Segment - Obstacles.

**ZALGA**

NA

**Rwy 26**

**MIRL Rwy B-26**

**PERKASIE, PENNSYLVANIA**

Orig-D 31JAN19

**40°23'N-75°17'W**

**RNAV (GPS) RWY 26**

**PERKASIE, PENNSYLVANIA**

**AL-6753 (FAA)**
RNAV (GPS) Y RWY 31
GRANT COUNTY (W99)

WPNAP-CHG

Rwy 31 helicopter visibility reduction below 3/4 SM NA.
When local altimeter setting not received, procedure NA.

* 8°C

RNAV (GPS) Y RWY 31
GRANT COUNTY (W99)

AWOS-3
124.475

WASHINGTON CENTER
133.55 322.55

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climbing right turn
to 5000 direct ESL VOR/DME and hold.

FEKUP 5.2 NM to
YIKRU

3.76°
TCH 46

1.9 NM to
YIKRU

YIKRU
5.2 NM to
YIKRU

3.1 NM

5000 ESL

VGS and descent angles not coincident
(VGS Angle 6.50/TCH 46).

LP MDA
2620-1½
2620-1½
NA

LNAV MDA
2740-1½
2740-1½
NA

CIRCLING
2740-1½
2740-1½
NA

5700
Holding Pattern

WOLUB 5 NM

PETERSBURG, WEST VIRGINIA
Orig-C  15JUN23

GRANT COUNTY (W99)

RNAV (GPS) Y RWY 31

5000 X 75
0.3° Up

295°

0.5
1.9
3.3 NM
7 NM

3.1 NM

0.5
1.9
3.3 NM
7 NM

0.5
1.9
3.3 NM
7 NM

0.5
1.9
3.3 NM
7 NM
RNAV (GPS) Z RWY 31
GRANT COUNTY (W99)

**Missed Approach:** Climb to 2200 then climbing right turn to 5000 direct ESL VOR/DME and hold.

- Missed approach requires minimum climb of 410 feet per NM to 3300, if unable to meet climb gradient, see RNAV (GPS) Y RWY 31.

**Final approach course offset 1.5°.**

- Final approach course 957°.
- Final approach course offset 15.1°.

**Category:** A

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA*</td>
<td>2020-1/4</td>
<td>1063 (1100-13/4)</td>
<td>1063 (1100-13/4)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA*</td>
<td>2120-1/4</td>
<td>1163 (1200-13/4)</td>
<td>1163 (1200-13/4)</td>
<td>NA</td>
</tr>
</tbody>
</table>

** misalignment of RNAV (GPS) Y RWY 31.**

- RNAV (GPS) Z RWY 31.
When local altimeter setting not received, procedure NA.

MISSING APPROACH: Climb to 2900 then climbing left turn to 5000 direct ESL VOR/DME and hold.

Procedure NA for arrival on ESL VOR/DME airway radials 190 CW 302.
**AWOS-3**

**WASHINGTON CENTER**

**UNICOM**

- ESL 13
- ESL 15.6
- ESL 13
- ESL 8
- ESL 15.6
- ESL 13
- ESL 8
- ESL 15.6
- ESL 13
- ESL 8
- ESL 15.6

**ELEV 963**

**5000 ESL**

**GNATT I/F-AIF**

**EJOCU ESL 8**

**WUKVO ESL 15.6**

**One Minute Holding Pattern**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>3100-1 1/4</td>
<td>3100-1 1/2</td>
<td>2137 (2200-1 1/4)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**MISSING APPROACH:** Climbing left turn to 5000 direct ESL VOR/DME and hold.

**ELEV 963**

**REIL Rwys 13 and 31**

**MIRL Rwys 13-31**

**AWOS-3**

**WASHINGTON CENTER**

**UNICOM**

- 124.475
- 133.55
- 322.55
- 122.8 (CTAF)

**NoPT for arrival on ESL VOR/DME airway radials 061 CW 103.**

**AWOS-3**

**WASHINGTON CENTER**

**UNICOM**

- 124.475
- 133.55
- 322.55
- 122.8 (CTAF)

**NoPT for arrival on ESL VOR/DME airway radials 061 CW 103.**

**AWOS-3**

**WASHINGTON CENTER**

**UNICOM**

- 124.475
- 133.55
- 322.55
- 122.8 (CTAF)

**NoPT for arrival on ESL VOR/DME airway radials 061 CW 103.**
RNP APCH.

When local altimeter setting not received, procedure NA.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 1380 then climbing right turn to 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

MISSING APCH FIX

KESSEL ESL 2.5 NM

MIPKE 5000 direct MIPKE and on track 057° to ESL VOR/DME and hold.

At 4 NM turn south to ESL VOR/DME.

Increase to 90K upon reaching the missed approach altitude.

Limit final and missed approach to 70K.

When local altimeter setting not received, procedure NA.
RNAV (GPS) RWY 6
NORTHEAST PHILADELPHIA (PNE)

Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

MISSED APPROACH: Climb to 2900 direct FLITS and hold.

ATIS
121.15

PHILADELPHIA APP CON
123.8 291.7

NORTHEAST PHILADELPHIA TOWER
126.9 (CTAF) 278.8

GND CON
121.7

CLNC DEL
127.25

UNICOM
122.95

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

REIL Rwys 6, 15 and 33
HIRL Rwy 6-24
 corridors, LNAV/VNAV NA below -12°C or above 54°C.
RNAV (GPS) RWY 15
NORTHEAST PHILADELPHIA (PNE)

Amdt 1C 06OCT22

RNAV (GPS) RWY 15

When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase all MDAs 60 feet and LNAV visibility Cat C/D ½ SM and Circling visibility Cat C/D ¼ SM. DME/DME RNP-0.3 NA.

Procedure NA for arrivals on PTW VORTAC airway radial 059 CW 095.

ATIS 121.15
PHILADELPHIA APP CON 123.8 291.7
NORTHEAST PHILADELPHIA TOWER* 126.9 (CTAF) 278.8
GND CON 121.7
CLNC DEL 127.25
UNICOM 122.95

Procedure NA for arrivals at MAZIE on V147 northwest bound and V3-419 northeast bound.

MISSED APPROACH: Climb to 2000 direct EPECU and hold.

RNAV (GPS) RWY 15
NORTHEAST PHILADELPHIA (PNE)

PHILADELPHIA, PENNSYLVANIA
AL-528 (FAA)
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 430 feet and LNAV/VNAV DA to 450 feet and all LPV and LNAV/VNAV visibilities ½ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM and Circling visibility Cat C/D ½ SM. DME/DME RNP-0.3 NA.

**MISSED APPROACH:**
Climb to 2500 direct PACKS and on track 003° to MAZIE and hold.

------------------------------------------------------------------------------------------------------------------
**ATIS** | PHILADELPHIA APP CON | NORTHEAST PHILADELPHIA TOWER* | GND CON | CLNC DEL | UNICOM |
---|---|---|---|---|---|
121.15 | 123.8 | 291.7 | 126.9 (CTAF) | 278.8 | 121.7 | 127.25 | 122.95 |
------------------------------------------------------------------------------------------------------------------
**ELEV** | 120 | 120 | TDZE | 108 | 108 |
------------------------------------------------------------------------------------------------------------------
**PHILADELPHIA, PENNSYLVANIA** | **AL-528 (FAA)** | **23110** | **RNAV (GPS) RWY 33** | **NORTHEAST PHILADELPHIA (PNE)** | **236** | **NE-4, 11 JUL 2024 to 05 SEP 2024** | **RNAV (GPS) RWY 33** | **NORTHEAST PHILADELPHIA (PNE)** | **236** | **NE-4, 11 JUL 2024 to 05 SEP 2024** | **RNAV (GPS) RWY 33** | **NORTHEAST PHILADELPHIA (PNE)** | **236** | **NE-4, 11 JUL 2024 to 05 SEP 2024**
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

ANNUAL RATE OF CHANGE
JANUARY 2020
0.0° E

060.5°
117
ELEV
108

40°04.5’N
RWY 06-24
PCN 80 F/A/X/T
S-120, D-250, 2D-550
RWY 15-33
S-40, D-55

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
ILS or LOC RWY 26
PHILADELPHIA INTL (PHL)

D-M or RADAR required.

For inop ALS, increase S-ILS all cats visibility to RVR 4500 and
S LOC Cats A and B visibility to RVR 5500 and Cat C to 1/3 SM.
Rwy 26 helicopter visibility reduction below RVR 4000 NA.

MISSED APPROACH: Climb to 800 then climbing right turn to 3000
direct PTW VORTAC and hold.

Procedure NA for arrivals at HOLEY
on V123-157-213 northeast bound.
ILS or LOC RWY 27R
PHILADELPHIA INTL (PHL)

DME required.

For inop ALS, increase S-LOC 27R Cat C/D visibility to 1 1/2 SM.

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

Procedure NA for arrivals at MENGE on V479 northbound.

Procedure NA for arrivals at ENZEW on V123-157-213 northeast bound.

** DME required.

Loc only.

LOC or ILS 27R NE-4, 11 JUL 2024 to 05 SEP 2024

** S-LOC 27R

S-ILS 27R

SIDESTEP 27L

CIRCLING

NE-4, 11 JUL 2024 to 05 SEP 2024
ILS Z or LOC Z RWY 9R
PHILADELPHIA INTL (PHL)

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.
PHILADELPHIA, PENNSYLVANIA

LOC/DME I-PHL
109.3
Chan 30

APP CRS
Rwy Idg 12000
TDZE 21
Apt Elev 36

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

PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)

PHILADELPHIA APP CON
124.35 319.15

ALSF-2

MISSED APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

Procedure NA for arrivals on MXE VORTAC airway radials 129 CW 177.

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
ILS Z RWY 9R (CAT II & III)
PHILADELPHIA INTL (PHL)

ALTERNATE MISSED APCH FIX
- DUPONT
- ASOCI INT
- KELEE INT

Proper procedure for arrivals on MXE VORTAC airway radial 129 CW 177.

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON
124.35 319.15

PHILADELPHIA TOWER
118.5 327.05
(Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05
(Rwy 9R/27L)

GND CON
121.9 348.6
118.85 348.6

CLNC DEL

MISSING APPROACH: Climb to 1500 then climbing right turn to 3000 direct OOD VORTAC and hold.

AL-320 (FAA)

ILS Z RWY 9R (CAT II & III)
PHILADELPHIA INTL (PHL)

CATEGORIES II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED
ILS V RWY 9R (CONVERGING)
PHILADELPHIA INTL (PHL)

RADAR required.

Simultaneous approach authorized. For inop ALS, increase S-ILS 9R all Cats visibility to RVR 6000.

MISSING APPROACH: Climbing right turn to 3000 direct OOD VORTAC and hold.

**D-ATIS**

**PHILADELPHIA APP CON**

**PHILADELPHIA TOWER**

**GND CON**

**CLNC DEL**

**LOCALIZER 109.3**

**MSA OOD 25 NM**

**ALSF-2**

**CPDLC**

**PHILADELPHIA, PENNSYLVANIA**

**AL-320 (FAA)**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
ILS V RWY 17 (CONVERGING)

PHILADELPHIA INTL (PHL)

LOC/DME I-MYY 108.75 (Y)
Channel 24

APP CRS 171°
TDZE 10

Rwy Idg 6500
Apt Elev 36

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

RADAR required:

Simultaneous approach authorized. Rwy 17 helicopter visibility
reduction below 3/4 SM NA.

MALSF

MISSING APPROACH: Climbing
left turn to 3000 direct ARD
VOR/DME and hold.

D-ATIS

ARR 133.4
DEP 135.925

PHILADELPHIA APP CON 124.35 319.15
135.1 327.05

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

GND CON 121.9 348.6
CINC DEL 118.85 348.6

MIREAPCH FIX

YARDLEY 108.2
ARD Chan 19

Procedure NA for arrival
on ARD VOR/DME airway
radials 200 CW 304.

ALTERNATE MISSED
APCH FIX

BRAND RBV

WOODSTOWN 112.8 OOD
Channel 75

I-MYY

LOCALIZER 108.75
113.2 MXE
Channel 79

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

MISSING APPROACH: Climbing
left turn to 3000 direct ARD
VOR/DME and hold.

D-ATIS

ARR 133.4
DEP 135.925

PHILADELPHIA APP CON 124.35 319.15
135.1 327.05

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

GND CON 121.9 348.6
CINC DEL 118.85 348.6

MIREAPCH FIX

YARDLEY 108.2
ARD Chan 19

Procedure NA for arrival
on ARD VOR/DME airway
radials 200 CW 304.

ALTERNATE MISSED
APCH FIX

BRAND RBV

WOODSTOWN 112.8 OOD
Channel 75

I-MYY

LOCALIZER 108.75
113.2 MXE
Channel 79

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

MISSING APPROACH: Climbing
left turn to 3000 direct ARD
VOR/DME and hold.

D-ATIS

ARR 133.4
DEP 135.925

PHILADELPHIA APP CON 124.35 319.15
135.1 327.05

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

GND CON 121.9 348.6
CINC DEL 118.85 348.6

MIREAPCH FIX

YARDLEY 108.2
ARD Chan 19

Procedure NA for arrival
on ARD VOR/DME airway
radials 200 CW 304.

ALTERNATE MISSED
APCH FIX

BRAND RBV

WOODSTOWN 112.8 OOD
Channel 75

I-MYY

LOCALIZER 108.75
113.2 MXE
Channel 79

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

MISSING APPROACH: Climbing
left turn to 3000 direct ARD
VOR/DME and hold.

D-ATIS

ARR 133.4
DEP 135.925

PHILADELPHIA APP CON 124.35 319.15
135.1 327.05

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

GND CON 121.9 348.6
CINC DEL 118.85 348.6

MIREAPCH FIX

YARDLEY 108.2
ARD Chan 19

Procedure NA for arrival
on ARD VOR/DME airway
radials 200 CW 304.

ALTERNATE MISSED
APCH FIX

BRAND RBV

WOODSTOWN 112.8 OOD
Channel 75

I-MYY

LOCALIZER 108.75
113.2 MXE
Channel 79

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

MISSING APPROACH: Climbing
left turn to 3000 direct ARD
VOR/DME and hold.

D-ATIS

ARR 133.4
DEP 135.925

PHILADELPHIA APP CON 124.35 319.15
135.1 327.05

PHILADELPHIA TOWER 118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)
135.1 327.05 (Rwy 9R/27L)

GND CON 121.9 348.6
CINC DEL 118.85 348.6

MIREAPCH FIX

YARDLEY 108.2
ARD Chan 19

Procedure NA for arrival
on ARD VOR/DME airway
radials 200 CW 304.
RNAV (RNP) Z RWY 9L

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, procedure NA below -12°C (10°F) or above 54°C (130°F). GPS required.

For inop ALS, increase RNP 0.11 visibility all Cats to RVR 6000 and RNP 0.30 visibility all Cats to 1½ SM.

MISSED APPROACH: Climb to 3000 on track 087° to CUBUT and on track 173° to FIDAX and on track 259° to OOD VORTAC and hold.

Procedure NA for arrival on DQO VORTAC airway radials 358 CW 110.

Procedure NA below

<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>382/35</td>
<td>369 (400-½)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RNP 0.30 DA</td>
<td>434/45</td>
<td>421 (400-½)</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 9R

PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, procedure NA below -12°C or above 54°C. For inop ALS, increase RNP 0.16 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to 1/2 SM.

MISSED APPROACH: Climb to 3000 on track 087° to ASGEW and on track 169° to CIPOK, and on track 259° to OOD VORTAC and hold.

PHILADELPHIA TOWER

GND CON

121.9 348.6

CLNC DEL

118.85 348.6

PHILADELPHIA APP CON

118.5 327.05 327.05 (Rwy 9R/27L)

115.3

135.1 327.05 (Rwy 9L/27R, 8/26 and 17/35)

PHILA RW09R 25 NM

MISSED APPROACH: Climb to 3000 on track 087° to ASGEW and on track 169° to CIPOK, and on track 259° to OOD VORTAC and hold.
Inop table does not apply to LPV and LNAV/VNAV all Cats and LNAV Cats A/B. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C.

Rwy 17 helicopter visibility reduction below RVR 4000 NA.

Climb to 3000 direct JEPUG and hold.

Procedure NA for arrival on ARD VOR/DME airway radials 200 CW 304.

Procedure NA for arrival on FTW VORTAC airway radials 059 CW 205.
RNAV (GPS) RWY 27L
PHILADELPHIA INTL (PHL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

** MISSpED APPROACH: Climb to 500 then climbing left turn to 3000 direct WUDRR and hold. **

** CPDLC **

** PHILADELPHIA TOWER **

GND CON  CLNC CON

121.9  348.6
118.85  348.6

** PHILADELPHIA APP CON **

(Rwys 9L/27R, 8/26 and 17/35)

124.35  319.15
135.1  327.05

** MALSR **

10  36

** WAAS CH 97322 **

W27A

APP CRS 9912
TDZE 10
Apt Elev 36

** RNAV (GPS) RWY 27L **

PHILADELPHIA INTL (PHL)

** NE-4, 11 JUL 2024 to 05 SEP 2024 **

** ADTIS **

ARR  133.4
DEP  135.925

** CPDLC **

** PHILADELPHIA, PENNSYLVANIA **

AL-320 (FAA)

9000 18000

** RNAV (GPS) RWY 27L **

PHILADELPHIA INTL (PHL)

39°52'N-75°14'W

** PHILADELPHIA, PENNSYLVANIA **

Amdt 4  25JAN24

123 50
268° (2.5)
3000

** RNAV (GPS) RWY 27L **

PHILADELPHIA INTL (PHL)

39°52'N-75°14'W

** PHILADELPHIA, PENNSYLVANIA **

Amdt 4  25JAN24

123 50
268° (2.5)
3000

** RNAV (GPS) RWY 27L **

PHILADELPHIA INTL (PHL)

39°52'N-75°14'W

** PHILADELPHIA, PENNSYLVANIA **

Amdt 4  25JAN24

123 50
268° (2.5)
3000
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C (11°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. For inop ALS, increase LNAV/VNAV all Cats visibility to 1 1/4 SM and LNAV Cat C/D to 2 SM.

MISSING APPROACH: Climb to 3000 direct LANDI and on track 294° to MXE VORTAC and hold.

#3000 when authorized by ATC.
RNP APCH.

Rwy 35 helicopter visibility reduction below RVR 4000 NA.

DATIS

ARR 133.4

DEP 135.925

PHILADELPHIA APP CON

118.5 327.05 (Rwys 9L/27R, 8/26 and 17/35)

135.1 327.05 (Rwy 9R/27L)

PHILADELPHIA TOWER

124.35 319.15

121.9 348.6

118.85 348.6

GND CON

CNC DEL

MISSED APCH FIX

4 NM

MUDNE

CPDLC

RNP APCH.

PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 35

W35A

APP CRS 351°

Rwy Idg 6500

TDZE 13

Apt Elev 36

PHILADELPHIA, PENNSYLVANIA

AL-320 (FAA)

24193

PHILADELPHIA INTL (PHL)

RNAV (GPS) RWY 35

MISSED APPROACH: Climb to 3000 direct WERDI and on track 333° to MUDNE and hold.

Procedure NA for arrivals at ALBEK on V312 northeast bound.

PHILADELPHIA, PENNSYLVANIA

TDZE/CL Rwy 9R

HIRL all Rwys

REIL Rwys 9L and 35

NE-4, 05 SEP 2024
PHILADELPHIA, PENNSYLVANIA

FREEDOM VISUAL RWY 9L

Expect radar vectors to the MXE R-107.

Proceed Southeast on the MXE R-107 inbound for Rwy 9L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/13 DME; then proceed visually to Rwy 9L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 9R during this operation.

Weather Minimums: 3000’ ceiling and 7 mile visibility.

FREEDOM VISUAL RWY 9L

Orig 25MAR99
Radar Required

Weather Minimums: 3000’ ceiling and 7 mile visibility.

LIBERTY VISUAL RWY 27L

Expect radar vectors to the MXE R-107.

Proceed Northwest on the MXE R-107 inbound for Rwy 27L.

Report the airport in sight to final controller.

Aircraft must remain on the MXE R-107 until the MXE R-107/27 DME; then proceed visually to Rwy 27L or as assigned by the tower.

Expect aircraft to be utilizing a simultaneous visual or ILS approach to Rwy 27R during this operation.
RADAR REQUIRED

Vertical Guidance
Navaid and Angle:
Rwy 9L VASI 3°.

Weather Minimums: 4500 foot ceiling and 3 mile visibility.

Expect RADAR vectors to the DQO R-061.
Aircraft may proceed to the DQO R-061/5.0 DME, then descend from 4000 feet over the Delaware River and follow the river to the airport.
ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.
NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 8, 9L/R, 17, 27L/R, 35: Climb heading assigned by ATC, thence....
EXCEPTION: TAKEOFF RUNWAYS 27L/R (2200L-0600L): Climbing left turn heading 245°, thence....
...expect RADAR vectors to first navaid/fix. Maintain 5000 or assigned lower altitude. Expect clearance to filed altitude/flight level within ten (10) minutes after departure.

SPECIAL INSTRUCTIONS: All aircraft routed via MXE VORTAC, STOEN, PTW VORTAC, FJC VORTAC, ARD VOR/DME: departure control frequency 124.35.
All aircraft routed via OOD VORTAC, DITCH, DQO VORTAC, RUUTH, RBV VORTAC: departure control frequency 119.75.
RNAV (GPS) RWY 6
WINGS FLD (LOM)

Procedure NA for arrival at PTW VORTAC on V403-405 northeast bound.

Procedure NA for arrival at MXE VORTAC on V3-419 southwest bound.
RNAV (GPS) RWY 24
WINGS FLD (LOM)

Baro-VNAV NA when using Pottstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Pottstown altimeter setting and increase all DA 35 feet and all MDA 40 feet. Rwy 24 helicopter visibility reduction below 1/2 SM NA.

Procedure NA for arrival on ARD VOR/DME airway radials 233 CW 304.

* LNAV only.

**AWOS-3**
**PHILADELPHIA APP CON**
**CLNC DEL**
**UNICOM**

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>LPV DA</th>
<th>LNAV/VNAV DA</th>
<th>LNAV MDA</th>
<th>CIRCLING</th>
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<tr>
<td></td>
<td>567-1</td>
<td>775-1\frac{1}{4}</td>
<td>740-1</td>
<td>780-1</td>
</tr>
<tr>
<td></td>
<td>272 (300-1)</td>
<td>480 (500-1\frac{1}{4})</td>
<td>445 (500-1)</td>
<td>478 (500-1)</td>
</tr>
<tr>
<td></td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 2200 direct PHILA and hold.

- **AWOS-3**: 118.925
- **PHILADELPHIA APP CON**: 126.85 263.125
- **CLNC DEL**: 118.55
- **UNICOM**: 123.0 (CTAF)

**NE-4, 11 JUL 2024 to 05 SEP 2024**
### RNAV (GPS) RWY 16

**MID-S TATE (PSB)**

#### WAAS
- **CH**: 97521
- **APP CRS**: 116°
- **Rwy Idg**: 5711
- **TDZE**: 1948
- **Apt Elev**: 1948

#### RNP ACH.
- **Δ NA**: Rwy 16 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA. Straight-in Rwy 16 NA at night. Circling Rwy 16, 24, NA at night. Use State College altimeter setting, when not received use Clearfield altimeter setting. Circling NA for Cat D east of Rwy 16-34.
- **AWOS-3**: 127.525
- **UNV AWOS-3**: 127.65
- **NEW YORK CENTER**: 134.8 338.3
- **CTAF**: 122.9
- **CTAF**: 122.9

#### Holding Pattern
- **HOLD**: 6000 NAP (10,000)
- **5 NM**: 2800 (4400)
- **167°**: 347°
- **Jekur**: 2320 A
- **Procedure NA for arrival on ETG VORTAC airway radials 276 CW 290.
- **JEKUR**: 2518

#### Procedure NA for arrival on PSB VORTAC airway radials 282 CW 039.
- **2800**: 4400
- **JEKUR**: 2518
- **5711 X 100**: 23222

#### Category
- **A**: 2323-1 2375 (400-1)
- **B**: 2332-1 384 (400-1)
- **C**: 2520-1 572 (600-1)
- **D**: 2520-1 572 (600-1)

#### MIRL Rwys 6-24 and 16-34
- **269**

---

**Orig-E 22APR21**
Use State College altimeter setting, when not received use Clearfield altimeter setting.

Procedure NA at night. Circling NA for Cat D east of Rwy 16-34.

Rwy 24 helicopter visibility reduction below 1 SM NA.

VOR RWY 24
MID-STATE (PSB)

AWOS-3 127.525
UNV AWOS-3 127.65
NEW YORK CENTER 134.8 338.3
CTAF 122.9
RNAV (GPS) RWY 8

KEE FLD (116)

Rwy 8 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrival on HVQ VOR/DME airway radials 119 CW 261.

Procedure NA for arrival on BLF VOR/DME airway radials 239 CW 010.

MISSED APPROACH: Climb to 5000 direct OGINY and hold.

Procedure NA at night.

RNP APCH - GPS.

AWOS-3 120.625
CHARLESTON APP CON 125.4 269.125
UNICOM 122.8 (CTAF)

RNAV (GPS) RWY 8

KEE FLD (116)

RNAV (GPS) RWY 8

KEE FLD (116)

RNAV (GPS) RWY 8

KEE FLD (116)

RNAV (GPS) RWY 8

KEE FLD (116)
ILS or LOC RWY 10
ALLEGHENY COUNTY (AGC)

Circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGC VOR/DME and hold, continue climb-in hold to 3000.

Procedure NA for arrivals at AGC VOR/DME on V12 eastbound.

Circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct AGC VOR/DME and hold, continue climb-in hold to 3000.

Procedure NA for arrivals at AGC VOR/DME on V12 eastbound.
For inoperative MALS, increase S-LOC Cats C and D visibility to RVR 6000. Circling Rwy 13 NA at night.

**ILS or LOC RWY 28**

**ALLEGHENY COUNTY (AGC)**

**ATIS** 120.55  
**PITTSBURGH APP CON** 119.35 285.575  
**ALLEGHENY TOWER** 121.1 239.0  
**GND CON** 121.7

**Radar Required**

**LOCALIZER 109.1**  
**1-AGC**  
**LOC offset 1.98°**

**ALLEGHENY**

110.0 AGC  
Chan 37

**HULDO**

**INT**

**GUGTE**

**RADAR**

**GS 3.0°**  
**TCH 51**

**CATEGORY**

A  
B  
C  
D

<table>
<thead>
<tr>
<th>FAF to MAP 3.8 NM</th>
<th>S-ILS 28</th>
<th>S-LOC 28</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SF</strong> 1501/24</td>
<td>1660/24</td>
<td>1660/40</td>
</tr>
<tr>
<td><strong>LO</strong> 409 (500-1/2°)</td>
<td>409 (500-1/2°)</td>
<td>409 (500-1/2°)</td>
</tr>
</tbody>
</table>

**CIRCLING**

1720-1  
468 (500-1)

**Apt Elev** 1251  
**MALS**

**Missed Approach:** Climb to 2000 then climbing left turn to 3000 direct AGC VOR/DME and hold, continue climb-in-hold to 3000.

**AUTOMATIC TERMINAL INFORMATION SERVICE**

**PITTSBURGH, PENNSYLVANIA**

Amdt 29D 03NOV22

**NE-4, 11 JUL 2024 to 05 SEP 2024**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 13 NA at night.

MISSED APPROACH: Climb to 3100 direct LENLE and on track 166° to NESTO and hold.
RNAV (GPS) RWY 28
ALLEGHENY COUNTY (AGC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 13 NA at night. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV/VNAV all Cats visibility to RVR 5500.

**ATIS**
120.55

**PITTSBURGH APP CON**
119.35 285.575

**ALLEGHENY TOWER**
121.1 239.0

**GND CON**
121.7

Procedure NA for arrivals at HOME at V119 northbound, and arrivals at MILWO via V12 eastbound.

**TP28/TP3000**
3000

**CIRCLING**
1720-1 1/4 468 (500-1/4)

**CIRCLE**
1720-1/4 468 (500 - 1/4)

**LNAV MDA**
1700/24 449 (500 - 1/2)

**LNAV/ VNAV DA**
1625/35 374 (400 - 1/2)

**LNAV DA**
1563/24 312 (400 - 1/2)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. Circling Rwy 13 NA at night. For inop ALS, increase LPV all Cats visibility to RVR 4500 and LNAV/VNAV all Cats visibility to RVR 5500.

**REIL**
Rwy 10-28 and 13-31

**HIRL**
Rwy 10-28 and 13-31

**MDA**
276
NOTE: RADAR required.

TAKEOFF MINIMUMS
Rwys 10, 28, 31: Standard.
Rwy 13: Standard with minimum climb of 205’ per NM to 1800.

DEPARTURE ROUTE DESCRIPTION
TAKEOFF RUNWAY 10: Climb heading 099° until 1700 thence....
TAKEOFF RUNWAY 13: Climb heading 129° until 1700 thence....
TAKEOFF RUNWAY 28: Climb heading 279° until 1700 thence....
TAKEOFF RUNWAY 31: Climb heading 099° until 1700 thence....

....expect vectors to assigned route/fix. Maintain 3000. Expect further clearance to requested altitude 10 minutes after departure.
Simultaneous approach authorized. DME or RADAR required. For inop ALS, increase S-ILS Cat E visibility to RVR 4000 and S-LOC 10L Cats C/D/E visibility to 1 ½ SM. DME from MMJ DME. Simultaneous reception of I-LXB and MMJ DME required.

MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct EWC VOR/DME and hold.

One Minute Holding Pattern
- VGS1 and ILS glidepath not coincident (VGS1 Angle 3.00°/TCH 83).
- Procedure NA for arrivals at AGC VOR/DME on V12 eastbound.

WISNO
AGC  28.1

MOBILE
Treatment

W-290

ARPT
ELEV

HOLDING

PITTSBURGH, PENNSYLVANIA

AL-570 (FAA) 24193

ILS or LOC RWY 10L
PITTSBURGH INTL (PIT)

D-ATIS
ARR 127.25
DEP 135.9

PITTSBURGH APP CON
123.95 360.8

PITTSBURGH TOWER
128.3 291.7

GND CON
SOUTH 121.9 348.6
NORTH 127.8 348.6

CLNC DEL
126.75 353.7

ALT MISSED APCH FIX

S-LOC 10L
1700/24 497 (500-½)
1700/50 497 (501-1)

CIRCLING
1700-1 497 (500-1)
1880-2 677 (700-2)
1880-2½ 677 (700-2½)
1880-2½ 677 (700-2½)

MIN:SEC
5:30 3:40 2:45 2:12

KNOTS
60 90 120 150 180

LOCALIZER
111.7

LOCALIZER
AGC

LOCALIZER
AGC

LOCALIZER
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LOCALIZER
AGC
ILS or LOC RWY 10R
PITTSBURGH INTL (PIT)

Simultaneous approach authorized with Rwy 10L.
For inop ALS, increase S-ILS 10R Cat E visibility to
RVR 4000. For inop ALS, increase S-LOC 10R Cat
C, D, E visibility to 1/2 SM.

MISSED APPROACH: Climb to 1900 then climbing
ground right turn to 5000 direct AGC VOR/DME and hold,
continue climb-in-hold to 5000.

LOCALIZER 108.9

One Minute
Holding Pattern

GS 3.0°
TCH 51

CATEGORY
A  B  C  D  E

S-ILS 10R
1335/18  200 (200-1/2)  1335/24  200 (200-1/2)

S-LOC 10R
1620/24  485 (500-1/2)  1620/50  485 (500-1/4)

SIDESTEP
10C
1620/50  479 (500-1)  1620-1/2  479 (500-1/2)

CIRCLING
1700-1  497 (500-1)  1880-2  677 (700-2)

PITTSBURGH, PENNSYLVANIA
Amrd 10G 01FEB18

40°29'N-80°14'W

ILS or LOC RWY 10R
PITTSBURGH INTL (PIT)
Simultaneous approach authorized. For inop ALS, increase S-ILS 28L Cat E visibility to RVR 4000 and S-LOC 28L.
Cats C, D, E visibility to 1/8 SM. DME from MMJ DME. Simultaneous reception of I-PFS and MMJ DME required.

Missed Approach: Climb to 4000 on heading 280° and HLG VOR/DME R 043 to HLG VOR/DME and hold.

Radar required for procedure entry from PEETE.

Alternate Missed Approach Fix

Simultanous reception of I-PFS and MMJ DME required.
Cats C, D, E visibility to 1/8 SM. DME from MMJ DME.

V GS 3.00° TCH 54
One Minute Holding Pattern
From NASTY: Radar required for procedure entry. Radar required for LOC only.

Simultaneous approach authorized. For inop ALS, increase S-ILS 28R Cat E visibility to RVR 4000 and S-LOC 28R Cats C/D/E visibility to RVR 5500. DME from MMJ DME. Simultaneous reception of I-HFE and MMJ DME required.

MALSR

**MISS ALTERED APPROACH**: Climb to 1800 then climbing right turn to 5000 direct EWC VOR/DME and hold.

**CIRCLING**

**CPDLC**

**ALT:**

**MIN:**

**MAX:**

**MIN:**

**MAX:**

**MIN:**

**MAX:**

**MIN:**

**MAX:**

**MIN:**

**MAX:**

**MIN:**

**MAX:**

**MIN:**
ILS RWY 10R (CAT II & III)

PITTSBURGH INTL (PIT)

SIMULTANEOUS APPROACH AUTHORIZED WITH RWY 10L.

MISSING APPROACH: Climb to 1900 then climbing right turn to 5000 direct AGC VOR/DME and hold, continue climb-in-hold to 5000.

One Minute Holding Pattern: VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 71).
For uncompensated Baro-VNAV systems, procedure NA below -17°C (1°F) or above 46°C (116°F). GPS Required. Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat II), ILS Rwy 10L (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSED APPROACH: Climb to 4000 on track 101° to HAVRU and on track 147° to JAPAV and on track 198° to AGC VOR/DME and hold.

Authorization Required
RNAV (RNP) Z RWY 10R
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, procedure NA below -17°C or above 46°C.

For inop ALS, increase RNP 0.14 all Cats visibility to RVR 6000, RNP 0.20 all Cats visibility to 1/2 SM, RNP 0.30 all Cats visibility to 2/3 SM. Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat II), ILS Rwy 10L (Cat III). Use of FD or AP providing RNAV track guidance required during simultaneous operations.

MISSAPPROACH: Climb to 4000 on track 101° to KADEC and on track 143° to JAPAV and on track 198° to AGC VOR/DME and hold.

MISSED APCH FIX

ALLEGHENY AGC

REIL Rwy 10C
HIRL all Rwys
TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

AUTHORIZATION REQUIRED
RNAV (RNP) Z RWY 28C
PITTSBURGH INTL (PIT)

MISSED APPROACH: Climb to 4000 on track 281° to EPONE and on track 251° to JAKNO and on track 210° to HLG VOR/DME and hold.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized.
RNAV (RNP) Z RWY 28L
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.13 all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 4000 on track 281° to CAKAT and track 256° to ELALE and track 223° to BOPGE and track 210° to HLG VOR/DME and hold.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.13 all Cats visibility to RVR 6000.

RNAV (RNP) Z RWY 28L
PITTSBURGH INTL (PIT)

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.13 all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 4000 on track 281° to CAKAT and track 256° to ELALE and track 223° to BOPGE and track 210° to HLG VOR/DME and hold.

For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.13 all Cats visibility to RVR 6000.

MISSED APPROACH: Climb to 4000 on track 281° to CAKAT and track 256° to ELALE and track 223° to BOPGE and track 210° to HLG VOR/DME and hold.
RNAV (RNP) Z RWY 28R
PITTSBURGH INTL (PIT)

V Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -18°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1/4 SM.

- ReIL Rwy 10C
- HIRL all Rwys
- TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32

AUTHORIZATION REQUIRED

RNAV (RNP) Z RWY 28R
PITTSBURGH INTL (PIT)

Amdt 2 10AUG23

40°29’N-80°14’W
RNAV (RNP) Z RWY 32
PITTSBURGH INTL (PIT)

**RNAV (RNP) Z RWY 32**

For uncompensated Baro-VNAV systems, procedure NA below -18°C (0°F) or above 54°C (130°F).

**MISSED APPROACH:** Climb to 4000 on track 325° to JAVET and track 355° to ASIWU and track 035° to EWC VOR/DME and hold.

MALS

**CLNC DEL** 126.75 353.7

**TDZE** 1124

**DEP** 135.9

**ARR** 127.25

**PITTSBURGH TOWER** 128.3 291.7

**PITTSBURGH APP CON** 123.95 360.8

**PITTSBURGH, PENNSYLVANIA**

**RNP AR APCH - GPS.**

**GND CON**

**SOUTH** 121.9 348.6

**NORTH** 127.8 348.6

**APP CRS** 325°

**Rwy Idg** 7466

**TDZE** 1124

**Apt Elev** 1203

**ELEV** 1203

**AMT 2A** 15JUN23

**TDZH**

**CLNC DEL**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (RNP) Z RWY 32**

**PITTSBURGH INTL (PIT)**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**RNP AR APCH - GPS.**

**GND CON**

**SOUTH** 121.9 348.6

**NORTH** 127.8 348.6

**APPL CRS** 325°

**Rwy Idg** 7466

**TDZE** 1124

**Apt Elev** 1203

**ELEV** 1203

**AMT 2A** 15JUN23

**TDZH**

**CLNC DEL**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (RNP) Z RWY 32**

**PITTSBURGH INTL (PIT)**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C (0°F) or above 54°C (130°F). Simultaneous approach authorized. DME/DME RNP-0.3 NA. For inop ALS, increase LNAV Cats C/D visibility to RVR 6000. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

MISSED APPROACH: Climb to 1900 then climbing left turn to 4000 direct EWC VOR/DME and hold.

Procedure NA for arrivals at CUTTA on V40 eastbound.

Procedure NA for arrivals at EWC VOR/DME on V37 northbound.

Procedure NA for arrivals at AGC VOR/DME on V12 eastbound.

VPNAV glidepath not coincident (VPNAV Angle 3.00°/TCH 83).

* LNAV only

SUMMARY

BERKLEY D-ATIS
ARR 0152.26 135.9
DEP 123.95 360.8

PITTSBURGH TOWER
128.3 291.7

GND CON
SOUTH 121.9 348.6
NORTH 127.8 348.6

CLNC DEL
126.75 353.7

landing area

6 NM Holding Pattern

4000
281°
101°

GP 3.00°
TCH 59°

3000

281°
101°

6.3 NM
3 NM
1.5 NM
1 NM

LVY DA 1403/18 200 (200-1/2)
LNAV/ VNAV DA 1635/40 432 (500-3/4)
LNAV MDA 1620/24 417 (500-1/2)
LNAV MDA 1620/40 417 (500-3/4)
CIRCLING 1700-1 497 (500-1)
1880-2 677 (700-2)
1880-2 677 (700-2)
1/4

PITTSBURGH, PENNSYLVANIA
Amdt 4 01FEB18

40°29'N-80°14'W

PITTSBURGH INTL (PIT)

RNAV (GPS) RWY 10L
PITTSBURGH INTL (PIT)

RNAV (GPS) RWY 10L

RNAV (GPS) RWY 10L

RNAV (GPS) RWY 10L
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Rw 14 helicopter visibility reduction below RVR 4000 NA. DME/DME RNP: 0.3 NA.

**MISSING APPROACH:** Climb to 4000 direct JAKMA and on track 159° to AGC VOR/DME and hold.

**MISSING APCH FIX**

**AGC**

**ALLEGENY**

**HALBA**

**CALIV**

**REL Rwy 10CC**

**HIRL all Rwys**

**TDZ/CL Rwys 10L, 10R, 28L, 28R, 28C, and 32**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**PITTSBURGH, PENNSYLVANIA**

**RNAV (GPS) RWY 14**

**PITTSBURGH INTL (PIT)**

**40°29’N-80°14’W**

**295**
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Simultaneous approach authorized with ILS or LOC Rwy 10L, ILS Rwy 10L (Cat II), ILS Rwy 10L (Cat III).

LNAV procedure NA during simultaneous operations. Use of FD or AP providing RNAV track guidance required during simultaneous operations.

**MISSED APPROACH:**
Climb to 4000 direct GUBLE and right turn on track 170° to AGC VOR/DME and hold.

**RNAV (GPS) Y RWY 10C**

**PITTSBURGH INTL (PIT)**

**D-ATIS**
ARR 127.25
DEP 135.9

**PITTSBURGH APP CON**
123.95 360.8

**PITTSBURGH TOWER**
SOUTH 121.9 348.6
NORTH 127.8 348.6

**GND CON**
126.75 353.7

**CLNC DEL**

**ELEV** 1203 **TDZE** 1141

**4 NM Holding Pattern**

**CATEGORY**
LPV DA
1438/50 297 (300-1)

LNAV/VNAV DA
1634-1½ 493 (500-1½)

LNAV MDA
1660/55 519 (500-1)
1660-1½ 519 (500-1½)
1660-1¼ 519 (500-1¾)

CIRCLING
1700-1 497 (500-1)
1880-2 677 (700-2)
1880-2½ 677 (700-2½)

**PITTSBURGH, PENNSYLVANIA**

**AL-570 (FAA)**

**ANL**

Amdt 4B 01FEB18

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) Y RWY 10C**

**PITTSBURGH INTL (PIT)**

**296**

**40°29'N-80°14'W**

**PITTSBURGH, PENNSYLVANIA**

**AL-570 (FAA)**

**ANL**

Amdt 4B 01FEB18

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**RNAV (GPS) Y RWY 10C**

**PITTSBURGH INTL (PIT)**

**296**

**40°29'N-80°14'W**
**RNAV (GPS) Y RWY 28C**

**PITTSBURGH INTL (PIT)**

**RNP APCH - GPS.**

- **Circling Rwy 14 NA at night. Rwy 28C helicopter visibility reduction below RVR 4000 NA.**

- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.**

- **Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.**

- **Use of FD or AP required during simultaneous operations.**

**MISSAP APPROACH:**

- **Climb to 4000 direct EPONE and on track 220° to HLG VOR/DME and hold.**

**ARR 127.25**

**DEP 135.9**

**PITTSBURGH APP CON 123.95 360.8**

**PITTSBURGH TOWER**

- **SOUTH 121.9 348.6**
- **NORTH 127.8 348.6**

**CLNC DEL 126.75 353.7**

**ELEV 1203**

**TDZE 1134**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**PITTSBURGH, PENNSYLVANIA**

**Amendment 5 10AUG23**

**40°29'N-80°14'W**
RNAV (GPS) Y RWY 28R
PITTSBURGH INTL (PIT)

- **D-ATIS**
  - **ARR** 127.25
  - **DEP** 135.9

- **PITTSBURGH APP CON**
  - 123.95 360.8

- **PITTSBURGH TOWER**
  - **SOUTH** 121.9 348.6
  - **NORTH** 127.8 348.6

- **CLNC DEL**
  - 126.75 353.7

- **MALSR**
  - **MISSED APPROACH**: Climb to 1800 then climbing right turn to 4000 direct EWC VOR/DME and hold.

- **ELEV 1203**
  - **TDZE 1174**

- **RNAV (GPS) Y RWY 28R**
  - **Category A**
  - **B**
  - **C**
  - **D**

- **LPV DA**
  - 1374/18 200 (200-½)

- **RNAV/ VNAV DA**
  - 1629/45 455 (500-½)

- **RNAV MDA**
  - 1640/24 466 (500-½)
  - 1640/50 466 (500-1)

- **CIRCLING**
  - 1700-1 497 (500-1)
  - 1880-2 677 (700-2)
  - 1880-2½ 677 (700-2½)

- **MISSING APCH FIX**
  - 6 NM

- **ELLWOOD CITY EWC**

- **AIRPORT INFORMATION**
  - **PITTSBURGH, PENNSYLVANIA**
  - **AL-570 (FAA)**
  - **24193**

- **NE-4, 11 JUL 2024 to 05 SEP 2024**
ASSC in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

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

TAKEOFF RUNWAYS 10L, 10C, 10R: Climb heading 101° until leaving 1700 thence. . . .
TAKEOFF RUNWAYS 28L, 28C, 28R: Climb heading 281° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 14: Climb heading 145° until leaving 1700 thence. . . .
TAKEOFF RUNWAY 32: Climb heading 325° until leaving 1700 thence. . . .

. . . . make no turns except as assigned by ATC or vectored to assigned route/fix.

JETS: Maintain 5000 or requested altitude if lower.
PROPS: Maintain 4000 or requested altitude if lower.
Expect further clearance to requested altitude 10 minutes after departure.
RNAV (GPS) RWY 7
MASON COUNTY (3I2)

**CIRCLING NA NW of Rwy 7-25. Rwy 7 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all MDA 80 feet. Straight-in and Circling NA at night to Rwy 7.**

**AWOS-3**
119.675

**UNICOM**
122.8 (CTAF)

**HUNTINGTON APP CON**
128.4 270.1

**RNAV (GPS) RWY 7**

**Apt Elev**
643

**APP CRS**
072°

**Rwy Idg**
4000

**Category**
A  B  C  D

**RNAV MDA**
1880-1/4 1880-1/2 1880-3 1237 (1300-3)
1237 (1300-1/4) 1237 (1300-1/2) 1237 (1300-3)

**CIRCLING**
1880-1/4 1880-1/2 1880-3 1237 (1300-3)
1237 (1300-1/4) 1237 (1300-1/2) 1237 (1300-3)

**ELEV**
643

**TDZE**
643
RNAV (GPS) RWY 25
MASON COUNTY (3I2)

Circling NA NW of Rwy 7-25. Baro-VNAV NA when using Athens/Albany, OH altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 25 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Athens/Albany, OH altimeter setting and increase all DA 61 feet and all MDA 80 feet; increase LPV all Cats visibility ½ mile and increase LNAV-VNAV all Cats visibility 1 mile. VDP NA when using Ohio University altimeter setting.

AWOS-3 119.675 HUNTINGTON APP CON 128.4 270.1 UNICOM 122.8 (CTAF) 0

ELEV 643 TDZE 643

REIL Rwys 7 and 25
MIRL Rwy 7-25

RNAV (GPS) RWY 25
MASON COUNTY (3I2)
Circling NA south of Rwy 10-28. DME/DME RNP 0.3 NA. VDP and Baro-VNAV NA when using Wings Fld altimeter setting. When local altimeter setting not received, use Wings Fld altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LPV all Cats visibilities ½ mile. Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).

ASOS

<table>
<thead>
<tr>
<th>ASOS</th>
<th>PHILADELPHIA APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
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<tbody>
<tr>
<td>119.425</td>
<td>126.85 263.125</td>
<td>118.55</td>
<td>122.7 (CTAF)</td>
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<tr>
<th>WAAS CH 40235 W28A</th>
<th>APP CRS 276° Rwy Idg 3181 TDZE 308 Apt Elev 308</th>
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</thead>
</table>

**Missed Approach:**
Climb to 2600 direct EZABO and hold.

**RNAV (GPS) RWY 28 HERITAGE FLD (PTW)**

**Terrain:**

- 2600 ELEV
- TDZE 308

**Methods:**

- LNAV only
- VDP
- Baro-VNAV

**Categories:**

- LPV DA 652-1 344 (400-1) NA
- LNAV/VNAV DA 779-1 779-1 471 (500-1%) NA
- LNAV MDA 820-1 512 (600-1) NA
- CIRCLING 940-1 632 (700-1) NA

**Handbook on the Cover:**

- Orig-B 18AUG16
- NE-4, 11 JUL 2024 to 05 SEP 2024
- 40°14'N-75°33'W

**Notes:**

- NE-4, 11 JUL 2024 to 05 SEP 2024
- Wings Fld altimeter setting. When local altimeter setting not received, use Wings Fld altimeter setting and increase all DA 35 feet and all MDA 40 feet, increase LPV all Cats visibilities ½ mile. Helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F).
RNAV (GPS)-A
HERITAGE FLD (PTW)

**RNAV (GPS)-A**

**APP CRS**

- **096°**

**Rwy Idg**

- N/A

**TDZE**

- N/A

**Apt Elev**

- 308

**ASOS**

- 119.425

**PHILADELPHIA APP CON**

- 126.85
- 263.125

**CLNC DEL**

- 118.55

**UNICOM**

- 122.7 (CTAF)

**MISSED APPROACH:** Climb to 2200 direct IZIWA and hold.

- When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet. Circling NA south of Rwy 10-28.

**Visual Segment - Obstacles.**

- 2200 IZIWA

**Procedure Turn NA**

- 096°

**Procedures**

- 1020-1 712 (800-1)

**Category**

- A
- B
- C
- D

**CIRCLING**

- 1020-1 712 (800-1)
Circling NA south of Rwy 10-28. When local altimeter setting not received, use Wings Fld altimeter setting and increase all MDA 40 feet. Rwy 28 helicopter visibility reduction below 1/2 SM NA.

Asos
119.425

Philadelphia App Con
126.85 263.125

Clnc Del
118.55

Unicom
122.7 (CTAF)

Amdt 3A 07DEC17

40°14'N-75°33'W
POTTSTOWN, PENNSYLVANIA

<table>
<thead>
<tr>
<th>VORTAC PTW</th>
<th>APP CRS</th>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
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<tbody>
<tr>
<td>116.5</td>
<td>211°</td>
<td>N/A</td>
<td>N/A</td>
<td>308</td>
</tr>
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</table>

Circling NA south of Rwy 10 and 28 of Rwy.
When local altimeter setting not received, use Wings Fld
altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to
2300 via PTW VORTAC R-031 to ZOBAD
Int/PTW 5 DME/RADAR and hold.

ASOS
PHILADELPHIA APP CON
CLNC DEL
UNICOM
119.425
126.85 263.125
118.55
122.7 (CTAF)

RADAR REQUIRED

MSA PTW 25 NM

ELEV 308

MIRL Rwy 10-28
REIL Rwy 10 and 28

Visual Segment - Obstacles.

CATEGORY
A
B
C
D
CIRCLING
980-1
672 (700-1)
NA

HERITAGE FLD (PTW)

VOR/DME-A

VOR/DME-A
HERITAGE FLD (PTW)

Amdt 4B 11AUG22

40°14'N-75°33'W

309
RNAV (GPS) RWY 26
POTTSTOWN MUNI (N47)

**Rwy 26**
- Helicopter visibility reduction below 1 SM NA.
- Use Heritage Field altimeter setting. Procedure NA at night.

**Procedure NA**
- For arrival on PTW VORTAC airway radials 354 CW 095.
- Use Heritage Field altimeter setting. Procedure NA at night.

**MISSED APPROACH:** Climbing right turn to 3000 direct RUSDE and hold.

**RNAV (GPS) RWY 26**
- LNAV MDA
- CIRCLING
- Rwy 8-26
- Holding Pattern
- 3000 MDA
- 4 NM

**Location:**
- 40°16'N - 75°40'W
- POTTSTOWN MUNI (N47)

**Categories:**
- A: 1040-1
- B: 1040-1 1/4
- C: 1040-2 1/2
- D: 1040-2 3/4

**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 MDA</td>
<td>784 (800-1)</td>
<td>784 (800-1 1/4)</td>
<td>784 (800-2 1/2)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>784 (800-1)</td>
<td>824 (900-1 1/4)</td>
<td>884 (900-2 3/4)</td>
<td>NA</td>
</tr>
</tbody>
</table>
POTTSTOWN, PENNSYLVANIA

**VOR-B**

**POTTSTOWN MUNI (N47)**

**AL-5088 (FAA)**

**Amdt 5B  12AUG21**

**Use Heritage Field altimeter setting. Procedure NA at night. Rwy 26 helicopter visibility reduction below 1 SM NA.**

**Category**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
<tr>
<td><strong>Circling</strong></td>
<td>1100-1½</td>
<td>844 (900-1½)</td>
<td>1140-2½</td>
<td>NA</td>
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<tr>
<td><strong>Hydra Fix Minimums</strong></td>
<td>1020-1</td>
<td>1080-1½</td>
<td>1140-2½</td>
<td>NA</td>
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**FAF to MAP 5.4 NM**

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
</tr>
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<tbody>
<tr>
<td>Min/Sec</td>
<td>5:24</td>
<td>3:36</td>
<td>2:42</td>
<td>2:10</td>
<td>1:48</td>
</tr>
</tbody>
</table>

**Hydra Fix:**

- **HYDRA PTW:** 1100 303°
- **3.6 NM**
- **3.6 NM**
- **1.8 NM**

**One Minute Holding Pattern**

- **2100 PTW**
- **3.6 NM**
- **R-123**
- **MISSED APPROACH:** Climbing left turn to 2100 direct PTW VORTAC and hold.

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

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**NE-4, 11 JUL 2024 to 05 SEP 2024**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 11
SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

RNAV (GPS) RWY 11
SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

**Circling NA to Rwy 4 and 22. Boro-VNAV NA when using Selinsgrove altimeter setting.**
For uncompensated Boro-VNAV Systems, LNAV/VNAV NA below -18°C or above 54°C. When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 2191 feet, LNAV/VNAV DA to 2281 feet and all MDAs 280 feet. Increase LPV all Cats visibility ½ SM, LNAV/VNAV all Cats visibility ¾ SM, LNAV Cats C/D visibility ½ SM and Circling Cats C/D visibility ¾ SM. VDP NA when using Selinsgrove altimeter setting.

**AWOS-3**
127.575

**HARRISBURG APP CON**
118.25 269.45

**UNICOM**
123.075 (CTAF)
Circling NA to Rwys 4 and 22. Baro-VNAV NA when using Selinsgrove altimeter setting.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -18°C or above 54°C.
VDP NA when using Selinsgrove altimeter setting. When local altimeter setting not received, use Selinsgrove altimeter setting: increase LPV DA to 2156 feet and visibility ½ SM; LNAV/VNAV DA to 2376 feet and visibility ¾ SM; increase all MDAs 240 feet and visibility LNAV Cats C/D ½ SM and Circling Cats C/D ½ SM.

MISSED APPROACH: Climb to 4000 direct IRCIT and hold.

AWOS-3
127.575

HARRISBURG APP CON
118.25 269.45

UNICOM
123.075 (CTAF)

ELEV 1730
TDZE 1724

CATEGORY

LPV DA
1924-3/4
200 (200-3/4)

LNAV/VNAV DA
2144-1/8
420 (500-1/8)

LNAV MDA
2120-1
396 (400-1)
2120-1/8
396 (400-1/8)

CIRCLING
2160-1
430 (500-1)
2180-1
450 (500-1)
2180-1/2
2280-2
450 (500-1/2)
550 (600-2)

SCOTTVILLE, PENNSYLVANIA
40°42’N-76°22’W
RPN APCH - GPS.

RNAV (GPS) RWY 29
SCHUYLKILL COUNTY/JOE ZERBEY (ZER)

RNP APCH - GPS.

RNAV (GPS) RWY 29
SCHUYLKILL COUNTY/JOE ZERBEY (ZER)
Circling to Rwy 4, 22 NA at night. DME required.
When local altimeter setting not received, use Penn Valley altimeter setting and increase all MDAs 280 feet and visibility Cat C and D 3/4 SM.

MISSED APPROACH: Climbing right turn to 4000 direct RAV VORTAC and hold.

NoPT for arrival on RAV VORTAC airway radials 290 CW 329.
RNAV (GPS) RWY 11
QUAKERTOWN (UKT)

Procedure NA at night.
Rwy 11 helicopter visibility reduction below 1 SM NA.

Procedure NA for arrival on ETX VOR/DME airway radials 104 CW 260.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct LIZZI and hold.

Category A B C D
LP MDA 920-1 395 (400-1) 920-1 395 (400-1) 395 (400-1) NA
LNAV MDA 1020-1 495 (500-1) 1020-1 495 (500-1) 495 (500-1) NA
CIRCLING 1040-1 515 (600-1) 1080-1 555 (600-1) 1220-2 695 (700-2) NA
**RNAV (GPS) RWY 4**

**RAVENSWOOD, WEST VIRGINIA**

<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>1400-1</td>
<td>1400-1/8</td>
<td>1400-1/6</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>647 (700-1)</td>
<td>647 (700-1/8)</td>
<td>647 (700-1/6)</td>
<td>NA</td>
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<tr>
<td>CIRCLING</td>
<td>1600-1</td>
<td>1600-2/3</td>
<td>842 (900-1/4)</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>1600-1/4</td>
<td>842 (900-1/3)</td>
<td>842 (900-2/5)</td>
<td>NA</td>
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**NE-4, 11 JUL 2024 to 05 SEP 2024**

**APP CRS 037°**

- **Rwy Idg**: 4000
- **TDZE**: 753
- **Apt Elev**: 758

**AWOS-2**: 121.3

**HUNTINGTON APP CON**: 128.4 270.1

**UNICOM**: 122.8 (CTAF)

**MISSED APPROACH**: Climb to 2700 direct GEMEH and hold.

- **RNAV (GPS) RWY 4**
  - Rwy 4 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 60 feet; increase LNAV Cat C visibility 1/2 SM and Circling Cat C visibility 1/2 SM. Straight-in Rwy 4 NA at night, Circling Rwy 4 NA at night.

**0.5%**

**ELEV 758**

**TDZE 753**

**MISSED APCH FIX**

- **4 NM**: GEMEH
- **217°**: VUNJU
- **037°**: ERFAM

**HP 5000/2600 037°**

**2700 GEMEH**

**2600 NoPT (6.7)**

**037°**: CUSTO

**1229RW04**

**1060**

**1336**

**941**

**1425**

**1136**

**1297**

**217°**: RW04

**217°**: ERFAM

**3.00°**: RW04 TCH 50

**3.00°**: CUSTO V133 southbound

**PROcedure NA for arrivals at MORAN on V115 northbound.**

**PROcedure NA for arrivals at CUSTO on V133 southbound.**

**AWOS-2**: 121.3

**HUNTINGTON APP CON**: 128.4 270.1

**UNICOM**: 122.8 (CTAF)

**Climb to 2700 direct GEMEH and hold.**

**0.5%**
**RAVENSWOOD, WEST VIRGINIA**

**APP CRS** 217°

**RDZ** 758

**Apt Elev** 758

---

**RNAV (GPS) RWY 22**

**JACKSON COUNTY (I18)**

**AWOS-2** 121.3

**HUNTINGTON APP CON** 128.4 270.1

**UNICOM** 122.8 (CTAF)

---

**RNAV (GPS) RWY 22**

---

**ELEV 758**

**TDZE 758**

---

**MISSED APCH FIX**

**VUNJU**

**NOCPO**

**GEMEH**

---

**CATEGOR Y**

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1280-1</td>
<td>522 [600-1]</td>
<td>1280-[1½</td>
<td>522 [600-1½]</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1540-1</td>
<td>1540-[1½</td>
<td>1540-[2½</td>
<td>782 [800-1]</td>
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<tr>
<td>CIRCLING</td>
<td>1600-1½</td>
<td>842 [900-1½]</td>
<td>1600-[2½</td>
<td>842 [900-2]</td>
</tr>
</tbody>
</table>

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**RNP APCH**

When local altimeter setting not received, use Point Pleasant altimeter setting and increase all MDA 60 feet; increase LP and LNAV Cat C visibility ½ mile. Circling Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ½ SM NA.

**MISSED APPROACH:**

Climb to 2600 direct VUNJU and hold.

Procedure NA for arrivals at FARLN on V133 northbound.

Procedure NA for arrivals at MORAN on V115 northbound.

VGSI and descent angles not coincident (VGSI Angle 4.00/TCH 50).

Rwy 4 NA at night. Rwy 22 helicopter visibility reduction below ½ SM NA.
Circling RWY 18, 31 NA at night. Helicopter visibility reduction below ½ SM NA. VDP NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 13 Cat A DA to 637 feet and visibility ½ SM, Cat B DA to 652 feet and visibility ½ SM, Cat C and D DA to 687 feet and visibility ½ SM, and increase all MDA 100 feet and S-LOC 13 Cat C visibility ½ SM, Circling Cats B and C visibility ½ SM.

Missed Approach: Climb to 900 then climbing right turn to 3200 on heading 280° and LRP VOR/DME R-020 to OUTLT INT/I-VXO 12.7 DME and hold.

NoPT for arrival at OUTLT on V-276 southeast bound.

Procedure NA for arrival on LRP VOR/DME airway radials 234 CW 292.

Procedure NA for arrival on ETX VOR/DME airway radials 012 CW 067.

ATIS 127.1
READING APP CON * 125.15 257.9
READING TOWER * 119.9 (CTAF) 288.3
GND CON 121.9
UNICOM 122.95

ELEV 344 0 D TDZE 344

Loc/DM/1-VXO 110.55 (Y) 133° 6350 X 150 5151 X 150

S-ILS 13 544-¾ 200 (200-¾) 559-¾ 215 (300-¾) 594-¾ 250 (300-¾)

S-LOC 13 980-1 636 (700-1) 980-1 636 (700-1) 980-1 636 (700-2) 1280-2 1500-3 1660-3

Circling 1020-1 676 (700-1) 1080-1 736 (800-1) 1280-2 3½ 936 (1000-2½) 1316 (1400-3)

Reading, Pennsylvania

Amdt 1E 17JUN21

Reading RGNL/Carl A Spaatz Fld (RDG)

ILS or LOC RWY 13

40° 23' N-75° 58' W

NE-4, 11 Jul 2024 to 05 Sep 2024

NE-4, 11 Jul 2024 to 05 Sep 2024

NE-4, 11 Jul 2024 to 05 Sep 2024

NE-4, 11 Jul 2024 to 05 Sep 2024

NE-4, 11 Jul 2024 to 05 Sep 2024
Night Landing: Rwy 18, 31 NA. Inoperative table does not apply. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase S-ILS 36 DA to 686 feet and all Cats visibility ¾ SM, and increase all MDAs 100 feet, and S-LOC 36 Cats C and D and Circling Cats B and C visibility ¾ SM.

MISSED APPROACH: Climb to 3000 on heading 004° and RAY VORTAC R-114 to DUMMR INT/RAV 22.9 DME and hold, continue climb-in-hold to 3000.
NoPT for arrival at OUTLT on V-276 southeast bound.

Procedure NA for arrival at HWANG via V-162 westbound.

Procedure NA for arrival on ETX VOR/DME airway radials 234 CW 324.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.

LNAV/VNAV NA when using Harrisburg Intl altimeter setting. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all DA 93 feet and visibility ½ SM all Cats and increase all MDAs 100 feet, increase LNAV Cat B/C/D and Circling Cat B/C visibility ¼ SM.
RNAV (GPS) RWY 18
READING RGNL/ CARL A SPAATZ FLD (RDG)

ATIS 127.1
READING APP CON * 125.15 257.9
READING TOWER * 119.9 (CTAF) 288.3
GND CON 121.9
UNICOM 122.95

Procedure NA for arrival at RAV VORTAC via V-170 northwest bound.

Night landing: Rw 18, 31 NA, DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 100 feet, and increase LNAV Cat B visibility ½ SM and Cat C and D visibility 1/2 SM, and increase Circling Cats B and C visibility 1/2 SM.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

Procedure NA for arrival at ETX VOR/DME airway radials 234 CW 324.

Reading, Pennsylvania

ATIS 127.1
READING APP CON * 125.15 257.9
READING TOWER * 119.9 (CTAF) 288.3
GND CON 121.9
UNICOM 122.95

Procedure NA for arrival at RAV VORTAC via V-170 northwest bound.

Night landing: Rw 18, 31 NA, DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase all MDAs 100 feet, and increase LNAV Cat B visibility ½ SM and Cat C and D visibility 1/2 SM, and increase Circling Cats B and C visibility 1/2 SM.

MISSED APPROACH: Climb to 3000 direct COTAX and via 258° track to BOYER and hold, continue climb-in-hold to 3000.

Procedure NA for arrival at ETX VOR/DME airway radials 234 CW 324.
RNAV (GPS) RWY 36

Procedure NA for arrival on ETX VOR/DME airway radials 234 CW 260.

Procedure NA for arrival on PTW VORTAC airway radials 238 CW 025.

Procedure NA for arrival on MXE VORTAC airway radials 283 CW 025.

MISSED APPROACH: Climb to 3000 direct YEWSU and via 303° to DUMMR and hold, continue climb-in-hold to 3000.

When local altimeter setting not received, use Harrisburg Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F).

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ SM, increase LNAV/VNAV DA to 928 feet and visibility ¼ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ SM, increase LNAV/VNAV DA to 928 feet and visibility ¼ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.

When local altimeter setting not received, use Harrisburg Intl altimeter setting and increase LPV DA to 715 feet and visibility ¼ SM, increase LNAV/VNAV DA to 928 feet and visibility ¼ SM and increase all MDAs 100 feet, and LNAV Cats C and D and Circling Cats B and C visibility ¼ SM.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
**RNAV (GPS) RWY 6**

**MIFFLIN COUNTY (RVL)**

**REEDSVILLE, PENNSYLVANIA**

**AL-5979 (FAA)**

<table>
<thead>
<tr>
<th>Rwy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
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<tbody>
<tr>
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**WAAS**

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<th>CH</th>
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<tbody>
<tr>
<td>86444</td>
<td>W06A</td>
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**RNAV APCH - GPS.**

- Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

**AWOS-3PT**

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<tr>
<th>REEDSVILLE, PENNSYLVANIA</th>
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<tbody>
<tr>
<td>PHILIPSBURG</td>
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<tr>
<td>PSB</td>
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<tr>
<td>2329</td>
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<td>Procedure NA for arrivals on PSB VORTAC airway radials 108 CW 188.</td>
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**NEW YORK CENTER**

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<th>123.85</th>
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**UNICOM**

| 134.8 | 338.3 | 122.7 |

**MISSING APCH FIX**

- Climb to 4000 direct OCPUC and hold.

**HOLD**

| 4.7 NM to RW06 |
| 4.7 NM to RW06 |

**VGS and RNAV glidespath not coincident**

- 4000 OCPUC

**4 NM Holding Pattern**

- LUCKS

**CATEGORY**

<table>
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<th>C</th>
<th>D</th>
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<tr>
<td>6.1 NM</td>
<td>2.8 NM</td>
<td>3.1 NM</td>
<td>1.7</td>
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**LPV DA**

- 1314-1 1/8 495 (500-1/8)

**LNAV/ VNAV DA**

- 1506-2 687 (700-2)

**LNAV MDA**

- 1580-1 761 (800-1)

**40°41'N-77°38'W**

**327**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**327**

**PHILIPSBURG**

**RW06**

- 4.7 NM to STROH

**REEDSVILLE, PENNSYLVANIA**

**Amdt 1 06OCT22**

**40°41'N-77°38'W**

**327**
RNAV (GPS) RWY 24
MIFFLIN COUNTY (RVL)

Rwy 24 helicopter visibility reduction below ¾ SM NA. Baro-VNAV NA.

AWOS-3PT 123.85
NEW YORK CENTER 134.8 338.3
UNICOM 122.7 (CTAF)

Procedure NA for arrivals on PSB VORTAC airway radials 039 CW 188.

Procedure NA for arrivals at SEG VOR/DME on airway radials 204 CW 320.

Reedsville, Pennsylvania
Amdt 1 06OCT22

RNAV (GPS) RWY 24
MIFFLIN COUNTY (RVL)

NE-4, 11 JUL 2024 to 05 SEP 2024

RNAV (GPS) RWY 24
MIFFLIN COUNTY (RVL)

NE-4, 11 JUL 2024 to 05 SEP 2024
Reedsdale, Pennsylvania

LOC RWY 6
Mifflin County (RVL)

APCH FIX
ALTERNATE MISSED APCH FIX

AWOS-3PT
123.85

NEW YORK CENTER
134.8 338.3

UNICOM
122.7 (CTAF)

Rwy 6 helicopter visibility reduction below 1/2 SM NA. VDP NA with State College altimeter setting. When local altimeter setting not received, use State College altimeter setting and increase all MDAs 100 feet.

MISSED APPROACH: Climb to 3000 then climbing right turn to 4000 on heading 147° and RAV VORTAC R-290 to HERDA INT/RAY 30 DME and hold.

Missed APCH Fix

---

**AWOS-3PT**

**NEW YORK CENTER**

**UNICOM**

122.7 (CTAF)
### RNP APCH - GPS

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<tr>
<td>101°</td>
<td>4300</td>
<td>1909</td>
<td>1934</td>
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**Rwy 10:** Helicopter visibility reduction below ¾ SM NA, VDP NA when using Bradford altimeter setting. When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, and LNAV visibility Cat A/B ½ SM, visibility Cat C/D ¾ SM, and Circling visibility Cat A/B ½ SM, visibility Cat C ¾ SM.

**AWOS-3P**
- CLEVELAND CENTER: 118.05
- ALTOONA CLNC DEL: 291.65
- UNICOM: 122.4

**UNICOM**
- 122.7 (CTAF)

**RNAV (GPS) RWY 10**

**ST MARYS MUNI (OYM)**

**MISSED APPROACH:**
- Climb to 4000 direct MINSK and hold.

**DUKE MOA**

**Rw 10**
- 2 NM to 6.1 NM
- 281°
- 101°

**Category**

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<td>671 (700-1)</td>
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<td>671 (700-1½)</td>
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<tr>
<td>Circling</td>
<td>2620-1</td>
<td>686 (700-1)</td>
<td>2700-2½</td>
<td>766 (800-2¼)</td>
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**Notes:**
- Amdt 1D 30NOV23
- NE-4, 11 JUL 2024 to 05 SEP 2024

**AWOS-3P**
- 12.3°C
- 2840-3

**CIMLO (IF)**
- 281°
- 23334

**AWOS-3P**
- 12.3°C
- 2840-3

**Category**
- Cat C/D
- SM, and Circling visibility Cat A/B
- SM, visibility Cat C

**AWOS-3P**
- 12.3°C
- 2840-3

**Email:**
- 330
RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

MISSED APPROACH: Climb to 4000 direct PUNKS and hold.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.

AWOS-3P 118.05
CLEVELAND CENTER 126.725 291.65
ALTOONA CLNC DEL 122.4
UNICOM 122.7 (CTAF)

ELEV 1934 TDZE 1934

RNAV (GPS) RWY 28
ST MARYS MUNI (OYM)

APP CRS 281° Rwy Idg 4300 TDZE 1934
Apt Elev 1934

836°C

Rwy 28 helicopter visibility reduction below 3/4 SM NA. Inop table does not apply to LNAV Cat A. VDP NA when using Bradford altimeter setting. When local altitude setting not received, use Bradford altimeter setting and increase all MDA 240 feet, LNAV visibility Cats B/C/D 1/2 SM, and Circling visibility Cats B/C 1/2 SM.

For inop ALS increase LNAV visibility Cat C/D to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase LNAV visibility Cat C/D to 3 SM.
Inop table does not apply to Cat A. Rwy 28 helicopter visibility reduction below 3/4 SM.

Procedure NA for arrivals at ETG VORTAC on airway radials 290 CW 338.

Procedure NA for arrivals at SLT VORTAC on airway radials 289 CW 308.

Missed Approach: Climbing right turn to 4000 on I-OYM east course to MINSK INT/11.9 DME and hold.

-36°C for inop ALS, increase S-28 Cat C/D visibility to 2 1/2 SM. For inop ALS when using Bradford altimeter setting, increase S-28 Cat C/D visibility to 3 SM.

MALS =

AWOS-3P  118.05  
CLEVELAND CENTER  126.725  291.65  
ALTOONA CLNC DEL  122.4  
UNICOM  122.7 (CTAF)  

I-OYM 11.9  
MINSK INT 107

MINSK INT I-OYM 11.9

LYCEE I-OYM 5.9  
FETKU I-OYM 4.1

LOCALIZER 108.9  
I-OYM  3.2 (IF/IAF)

KEATING

TCH 39

MIN SK INT

One Minute Holding Pattern

I-OYM 0.8

LOC/DME  I-OYM 108.9  
Chan 26

APP CRS 281°  
Rwy Idg 4300  
TDZE 1934  
Apt Elev 1934

DME required.

ST MARYS, PENNSYLVANIA  
ST MARYS MUNI (OYM)  
AL-5500 (FAA)  
23110

LOC RWY 28  
ST MARYS MUNI (OYM)  

2725 ±

2455

2724
### Night landing: Rwy 28 NA. Helicopter visibility reduction below 1 SM NA.

When local altimeter setting not received, use Bradford altimeter setting and increase all MDA 240 feet, and S-28 Cat B and Circling Cat B/C visibility 1/4 mile and S-28 Cat C/D visibility 1/2 mile. Inoperative table does not apply to Cats C/D.

### MISSED APPROACH:
Climbing right turn to 3900 via SLT R-264 to EMPOR INT/18.4 DME and hold.

### Category Table

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<td>S-28</td>
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<td>2820-2½</td>
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<td>CIRCLING</td>
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### Diagram

- **VOR Rwy 28**
- **ST MARYS MUNI (OYM)**

- **IAP**
- **EMPOR INT**
- **One Minute Holding Pattern**

- **ST MARYS, PENNSYLVANIA**

- **NE-4, 11 Jul 2024 to 05 Sep 2024**

- **AL-5500 (FAA)**

- **Amdt 7B 18AUG16**
Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night. When Circling to Rwy 35 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

**MISSING APPROACH:** Climb to 3900 directly GEPGE and on track 194° to KACGE and hold, continue climb-in to 3900.

**ASOS:** 123.975
**HARRISBURG APP CON:** 118.25 269.45
**UNICOM:** 122.7 (CTAF)
Final approach course offset 020°.

Category

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<td>LP MDA</td>
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<td>1200-1½ 755 (800-1½)</td>
<td>1200-2 755 (800-2)</td>
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<td>LNAV MDA</td>
<td>1840-1 1395 (1400-1½)</td>
<td>1840-1½ 1395 (1400-1½)</td>
<td>1840-3 1395 (1400-3)</td>
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<tr>
<td>CIRCLING</td>
<td>1840-1 1376 (1400-1½)</td>
<td>1840-1½ 1376 (1400-1½)</td>
<td>1840-3 1376 (1400-3)</td>
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</tbody>
</table>

External References
- RNP APCH.
- ASOS 123.975
- HARRISBURG APP CON 118.25 269.45
- UNICOM 122.7 (CTAF)
**Circling to Rwy 17 NA at night. When circling to Rwy 35 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.**

**MISSED APPROACH:** Climbing left turn to 3400 direct SEG VOR/DME and hold, continue climb-in-hold to 3400.

**Procedure NA for arrivals at SEG VOR/DME on V106 eastbound.**

**Remain within 10 NM**

**ELEV 464**

**CIRCLING** 1400-1½ 936 (1000-1½) NA

**CATEGORY** A B C D

**CSELINGROVE, PENNSYLVANIA**

**PENN VALLEY (SEG)**

**AL-5273 (FAA)**

**Amdt 7D 15AUG19**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
**RNAV (GPS) RWY 8**

**NORTHUMBERLAND COUNTY (N79)**

**AWOS-3** 119.175

**HARRISBURG APP CON** 118.25 269.45

**UNICOM** 122.8 (CTAF)

**ELEV 881**

**TDZE 879**

**Uncompensated Baro-VNAV Systems:** LPV DA increased to 1221 feet; LNAV/VNAV DA increased to 1695 feet and all visibilities are ½ SM. Increase all MDA 100 feet and LNAV visibility Cat C ½ SM.

**Climbing Right Turn to SEG VOR/DME:**

- **HOLD 4000**
- **4 NM**
- **094°**
- **274°**
- **2500**
- **094° (10.1)**
- **YANUB**
- **3 NM to RW08**
- **1391**
- **1291**
- **1177**
- **1946**
- **1959**
- **1814**
- **1851**

**SEG VOR/DME:**

- **2300**
- **4000**

**MISSED APPROACH:** Climb to 2300 then climbing right turn to 4000 direct SEG VOR/DME and hold.

**ADJUSTMENTS:**

- **Meeting Point for Arrival on SEG VOR/DME airway radials 204 CW 047:**
- **094°**
- **274°**
- **1339**
- **1808**
- **1851**
- **1814**

**NOPT for Arrival on SEG VOR/DME airway radials:**

- **40°50’N-76°33’W**

**NOTE:**

- **GPS Approach - GPS.**
- **Baro-VNAV and VDP NA when using Selinsgrove altimeter setting. Rwy 8 helicopter visibility reduction below ½ SM NA.**
- **For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 1221 feet; increase LNAV/VNAV DA to 1695 feet and all visibilities ½ SM. Increase all MDAs 100 feet and LNAV visibility Cat C ½ SM.**
RNAV (GPS) RWY 26
NORTHUMBERLAND COUNTY (N79)

Procedure NA for arrivals at DIANO on V164 northeast bound and on T212 eastbound.

Procedure NA for for arrival on SEG VOR/DME airway radials 020 CW 146.

Baro-VNAV and VDP NA when using Selinsgrove altimeter setting. Rwy 26 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Selinsgrove altimeter setting and increase LPV DA to 1529 feet and all visibilities ¼ SM. Increase LNAV/VNAV DA to 1651 feet and all visibilities ¼ SM. Increase all MDAs 100 feet and LNAV visibility Cat C ¼ SM.

AWOS-3 119.175
HARRISBURG APP CON 118.25 269.45
UNICOM 122.8 (CTAF) 121.8 0

3400 YUTYO

USIGY Holding Pattern

Category A B C D
LPV DA 1437-1¾ 556 [600-1¾] NA
LNAV/VNAV DA 1559-1¾ 678 [700-1¾] NA
LNAV MDA 1480-1 599 [600-1] 1480-1¾ 599 [600-1¾] NA

Increased all MDAs 100 feet and LNAV visibility Cat C ¼ SM.

NE-4, 11 JUL 2024 to 05 SEP 2024

NE-4, 11 JUL 2024 to 05 SEP 2024
DME required.

Rwy 8 helicopter visibility reduction below 3/4 SM NA. When local altimeter setting not received, use Selinsgrove altimeter setting and increase all MDAs 100 feet.

**MISSING APPROACH:** Climbing left turn to 4000 direct SEG VOR/DME and hold.

---

**AWOS-3**

119.175

**HARRISBURG APP CON**

118.25 269.45

**UNICOM**

122.8 (CTAF) 121.8

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**VOR RWY 8**

**NORTHUMBERLAND COUNTY (N79)**

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**CATEGORY**

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<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-8</td>
<td>1960-1½</td>
<td>1960-1½</td>
<td>1960-3</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>1081 (1100-1½)</td>
<td>1081 (1100-1½)</td>
<td>1081 (1100-3)</td>
<td>NA</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1960-1½</td>
<td>1960-1½</td>
<td>2120-3</td>
<td>NA</td>
</tr>
<tr>
<td></td>
<td>1079 (1100-1½)</td>
<td>1079 (1100-1½)</td>
<td>1239 (1300-3)</td>
<td>NA</td>
</tr>
</tbody>
</table>

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**NE-4, 11 JUL 2024 to 05 SEP 2024**

**339**
Baro-VNAV and VDP NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Circling Rwy 25 NA at night. Circling to Rwy 14-32 NA.

When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ¼ mile.

**AWOS-3P**

**JOHNTOWN APP CON** *

**UNICOM**

**WAAS CH 66005 W07A**

**APP CRS 066°**

**Rwy Idg 5002 TDZE 2275 Apt Elev 2275**

**Somerset, Pennsylvania**

**RNAV (GPS) RWY 7**

**Somerset County (2G9)**

**RNAV (GPS) RWY 7**

**Somerset County (2G9)**

**Amdt 1A 29MAR18**

**340**

**NE-4, 11 Jul 2024 to 05 Sep 2024**

**Aircraft holding patterns**

**Baro-VNAV and VDP NA when using Johnstown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C (-2°F) or above 53°C (128°F). DME/DME RNP-0.3 NA. Circling Rwy 25 NA at night. Circling to Rwy 14-32 NA. When local altimeter setting not received, use Johnstown altimeter setting and increase all DA 44 feet and all MDA 60 feet. Increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility ¼ mile.**

**Circling**

**Airport Holding Pattern**

**KAVGY**

**SATKE**

**SOMRE**

**IZYUR**

**MISSED APPROACH:**

Climb to 5200 direct IZYUR and hold.
RNAV (GPS) RWY 25  
SOMERSET COUNTY (2G9)

CIRCLING 2820-1 545 (600-1)  
2920-1 645 (700-1)  
3460-3 1185 (1200-3)  
3520-3 1245 (1300-3)

MIRL Rwy 7-25  
REIL Rwys 7 and 25

CH 82205  
WAAS 246°

AWOS-3P  
JOHNSTOWN APP CON  
UNICOM

*(CTAF)

Amdt 1  13NOV14

341
**LOC RWY 25**

**SOMERSET, PENNSYLVANIA**

**AL-5992 (FAA)**

**LOC I-SOZ** 108.7

**APP CRS** 246°

**Rwy Idg** 5002

**TDZE** 2240

**Apt Elev** 2275

**AWOS-3P** 133.8

**JOHNSTOWN APP CON** 121.2 299.2

**UNICOM** 122.8 (CTAF)

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>S-25</td>
<td>2700-1</td>
<td>460 (500-1)</td>
<td>2700-1½</td>
</tr>
<tr>
<td>2700-1½</td>
<td>460 (500-1½)</td>
<td>460 (500-1½)</td>
<td>1245 (1300-3)</td>
</tr>
</tbody>
</table>

**CIRCLING**

| 2820-1 | 2920-1 | 3520-3 |
| 545 (600-1) | 645 (700-1) | 1245 (1300-3) |

**ELEV** 2275

**TDZE** 2240

**MISSED APPROACH:** Climb to 4500 then right turn direct SYS NDB and hold.

- **Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 14 and 32.**

**ADF required.**

**AWOS-3P** 133.8

**JOHNSTOWN APP CON** 121.2 299.2

**UNICOM** 122.8 (CTAF)

**CATEGORY**

<table>
<thead>
<tr>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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<tbody>
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<td>460 (500-1½)</td>
<td>460 (500-1½)</td>
<td>1245 (1300-3)</td>
</tr>
</tbody>
</table>

**CIRCLING**

| 2820-1 | 2920-1 | 3520-3 |
| 545 (600-1) | 645 (700-1) | 1245 (1300-3) |

**ELEV** 2275

**TDZE** 2240

**MISSED APPROACH:** Climb to 4500 then right turn direct SYS NDB and hold.

- **Procedure NA at night. Rwy 25 helicopter visibility reduction below 1 SM NA. Circling NA to Rwys 14 and 32.**

**ADF required.**

**AWOS-3P** 133.8

**JOHNSTOWN APP CON** 121.2 299.2

**UNICOM** 122.8 (CTAF)

**CATEGORY**

<table>
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<td>460 (500-1½)</td>
<td>460 (500-1½)</td>
<td>1245 (1300-3)</td>
</tr>
</tbody>
</table>

**CIRCLING**

| 2820-1 | 2920-1 | 3520-3 |
| 545 (600-1) | 645 (700-1) | 1245 (1300-3) |
RNAV (GPS) RWY 10

BOGGS FLD (USW)

Circling Rwy 28 NA at night. Baro-VNAV and VDP NA when using Charleston altimeter setting. Rwy 10 helicopter visibility reduction below 3/4 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C. When local altimeter setting not received, use Charleston altimeter setting, increase LPV DA to 1247 feet, LNAV/VNAV DA to 1730 feet, and LNAV/VNAV visibility all Cats by 1/2 SM; increase all MDAs 80 feet and LNAV visibility Cat B 1/4 SM and Cat C and D 1/2 SM, and Circling visibility Cats C and D by 1/4 SM.

AWOS-3
118.575

CHARLESTON APP CON
124.1  269.125

UNICOM
122.725 (CTAF)

HOLD 6000 (IF/IAF) WILHI
4 NM
280°
100°
2700 (6.9)
100°
1130

[FAF] WIKON
1419

RW10
1070

WILHI (Ntep)
4600
3500
3900

RAPGE
4 NM

3200

100°

ELEV 928
TDZE 928

CIRCLING
1620-1
692 (700-1)

692 (700-1)

1760-1
832 (900-1/4)

28°
344

AL-10386 (FAA)

SPENCER, WEST VIRGINIA
WAAS

23166

4549
APP CRS
CH 62928
TDZE
928
280° Apt Elev
928
W28A
Rwy Idg

RNAV (GPS) RWY 28
(USW)

BOGGS FLD

RNP APCH.
MISSED APPROACH:

Rwy 28 helicopter visibility reduction below 1 SM NA. Rwy 28 Straight-in and Circling

Climb to 3500 direct

minimums NA at night. When local altimeter setting not received, use Charleston altimeter
1
8

setting and increase all MDA's 80 feet, LP and LNAV Cats C and D visibility

SM.* 1780 when using Charleston altimeter setting.

AWOS-3

CHARLESTON APP CON

118.575

124.1 269.125

UNICOM

190°

E

o RAP
M t
GE

3800
RAPGE
RAPGE

ZODSA

M
N

6

010°

010°

N

M

N
30

3200

T)
oP
t
o RA PG E (N

122.725 (CTAF) L

G
t
o RAP

Circling Cats C and D visibility

WILHI and hold.

SM and

190°

1
4

4900

0

T
A NA

3

2.4 NM to
RW28

1
0
0
°

1070

1
0
0
°

2
8
0
0

1183

2
8
0
°

1530

2
8
0
°

RW28
1419

4 NM

2
8
0
°

(
6
.
9
)

(FAF)

1325

1445

(IF/IAF)

WUNES

RAPGE
HOLD

6000
3200

1863
ELEV

TDZE

928

928

280°

3500

WILHI

Visual Segment - Obstacles.

4 NM

RAPGE

Holding Pattern
WUNES
10

4
5
4
9X7
5

28

NE-4, 11 JUL 2024 to 05 SEP 2024

1130

100°

ZODSA

°
0
8
2

2.4 NM to
RW28

280°

6000
3200

RW28

2800
1720*
2.4 NM

CATEGORY

LP

MDA

LNAV MDA
MIRL Rwy 10-28

L

C CIRCLING

3.4 NM

A

1520-1 592 (600-1)
1520-1 592 (600-1)
1560-1
632 (700-1)

SPENCER, WEST VIRGINIA
Amdt 1C 25FEB21

6.9 NM

B

1760-114
1
4 )
832 (900-1

C

D

1520-134

592 (600-134 )

1520-134

592 (600-134 )

1760-212

1760-234

832 (900-212 )

832 (900-234 )

BOGGS FLD
38°49'N-81°21'W

(USW)

RNAV (GPS) RWY 28

NE-4, 11 JUL 2024 to 05 SEP 2024

4 NM

1252
WILHI


Circling NA northwest of Rwy 6-24.
- RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Clearfield altimeter setting).

DME required.

MISSED APPROACH: Climb to 2600, then climbing left turn to 4100 on heading 112°, and PSB VORTAC R-142 to RASHE and hold.

NE-4, 11 JUL 2024 to 05 SEP 2024

M SA PSB 25 NM

HOLD 6000 4900

GS 3.0°
TCH 55

Faf to Map 6.8 NM

<table>
<thead>
<tr>
<th>Knots</th>
<th>60</th>
<th>90</th>
<th>120</th>
<th>150</th>
<th>180</th>
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<td>6:48</td>
<td>4:32</td>
<td>3:24</td>
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<td>2:16</td>
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</table>

STATE COLLEGE, PENNSYLVANIA

24137

ILS or LOC RWY 24
STATE COLLEGE RGNL (UNV)
RNAV (GPS) RWY 6
STATE COLLEGE RGNL (UNV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.
When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ¾ SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ¾ SM and Circling Cat C ½ SM.

Procedure NA for arrival on PSB VORTAC airway radials 141 CW 188.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.
When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ¾ SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ¾ SM and Circling Cat C ½ SM.

5 NM Holding Pattern

HIMAB

Procedure NA for arrival on PSB VORTAC airway radials 141 CW 188.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.
When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ¾ SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ¾ SM and Circling Cat C ½ SM.

RNAV (GPS) RWY 6
STATE COLLEGE RGNL (UNV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.
When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ¾ SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ¾ SM and Circling Cat C ½ SM.

Procedure NA for arrival on PSB VORTAC airway radials 141 CW 188.

MISSED APPROACH: Climb to 4000 direct HUXET and hold.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.
Circling NA NW of Rwy 6-24. Baro-VNAV and VDP NA when using Clearfield altimeter setting.
When local altimeter setting not received, use Clearfield altimeter setting: increase LPV DA to 1537 feet, LNAV/VNAV DA to 1626 feet and all visibilities ¾ SM; increase all MDAs 120 feet and visibility LNAV Cats C/D ¾ SM and Circling Cat C ½ SM.

Procedure NA for arrival on PSB VORTAC airway radials 141 CW 188.
RNAV (GPS) RWY 24
STATE COLLEGE RGNL (UNV)

D-ATIS
127.65
NEW YORK CENTER
134.8
338.3
UNIVERSITY PARK
128.475
(GTAF)
GND CON
125.725
CLNC DEL
118.55
(CLNC DEL)
(When TWR closed)
UNICOM
122.95

Procedure NA for arrival on PSB VORTAC airway radials 039 CW 141.

Procedure NA for arrival at RASHE on V106 and T212 westbound.

RNAV (GPS) RWY 24
STATE COLLEGE RGNL (UNV)

RNP APCH - GPS.

Circling NA northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54° C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000.

* RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Clearfield altimeter setting)

MALS

MISSING APPROACH: Climb to 4400 direct HIMAB and hold, continue climb-in-hold to 4400.
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS)-A
SUMMERSVILLE (SXL)

CRW ASOS 127.6 | CHARLESTON APP CON 119.2 269.125 | UNICOM 122.8 (CTAF)

DME/DME RNP 0.3 NA. Procedure NA at night. Use Charleston altimeter setting.

MISSED APPROACH: Climb to 4500 direct KAYRU and on track 020° to BITES and hold.

Rwy 4, 22 helicopter visibility reduction below 1 SM NA.

Holding Pattern 5 NM

5000 Napt 224° 044°

Procedure NA for arrival on BKW VORTAC airway radials 292 CW 359.

Use Charleston altimeter setting. Procedure NA at night.

RNAV (GPS)-A

NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 20
BRAXTON COUNTY (48I)

AWOS-3P
118.225

CLARKSBURG APP CON
121.15 284.65

CTAF
122.9

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA 260 feet. Increase LNAV Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct DOYEV and hold.

AWOS-3P 118.225
CLARKSBURG APP CON 121.15 284.65
CTAF 122.9

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Clarksburg altimeter setting and increase all MDA 260 feet. Increase LNAV Cat A/B visibility ¼ mile, LNAV Cat C visibility ½ mile, and Circling Cat A visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 4000 direct DOYEV and hold.
**RNAV (GPS) RWY 1**

**TITUSVILLE (6G1)**

**MFIS APCH Fix**

- **5 NM**
  - **EVEPE**
  - **ZATNO**
  - **HOLSA**
  - **KARBE**

**CTAF**

- **122.9°**

**RNAV (GPS) RWY 1**

**Category**

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

**LPV DA**

- **1864-1**
- **293 (300-1)**

**LNAV/ VNAV DA**

- **1926-1½**
- **355 (400-1¼)**

**LNAV MDA**

- **1980-1½**
- **409 (400-1½)**

**Circling**

- **2100-1**
- **500 (500-1)**
- **2200-1½**
- **600 (600-1½)**
- **2280-2¼**
- **680 (700-2¼)**

**TITUSVILLE, PENNSYLVANIA**

**AL-5780 (FAA)**

**23306**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
RNAV (GPS) RWY 6
NEW GARDEN (N57)

VDP NA when using New Castle altimeter setting. Obtain local altimeter setting on CTAF; when local altimeter setting not received, use New Castle altimeter setting and increase all MDA 80 feet. Increase LP Cat C visibility ½ SM, RNAV Cat C visibility ¼ SM and Circling Cat C visibility ¼ SM.

MISSED APPROACH: Climb to 2200 direct ZEYNU and hold.

PHILADELPHIA APP CON
124.35 319.15

CLNC DEL
125.6

UNICOM
123.05 (CTAF)

CATEGORY
LP MDA
800-1 365 (400-1) NA

LNAV MDA
820-1 385 (400-1) 820-1½ 385 (400-1½) NA

CIRCLING
960-1 525 (600-1) 960-1½ 525 (600-1½) NA
RNAV (GPS) RWY 24

NEW GARDEN (N57)

PHILADELPHIA APP CON
124.35 319.15

CLNC DEL
125.6

UNICOM
123.05 (CTAF)

RWP 24

HOLD
5000
2200

IF/IAF
ZEYNU

(FAF)
ENIKE

4 NM

MIRL Rwy 6-24

Rwy 24 helicopter visibility reduction below 1 SM NA. Obtain local altimeter setting on CTAF; when local altimeter not received, use New Castle altimeter setting and increase all MDA 80 feet. Increase LP Cat C visibility 3/4 SM, LNAV Cat C visibility 3/4 SM and Circling Cat C visibility 3/4 SM. Increase LP Cat C visibility 3/4 SM, LNAV Cat C visibility 3/4 SM and Circling Cat C visibility 3/4 SM.

MISSER APPROACH: Climb to 2200 direct DELFA and hold.

COTHERNAMON, PENNSYLVANIA

AL-5801 (FAA)

RNP APCH.

WAAS
CH 70743
W24A

APP CRS
Rwy Idg
TDZE
Apt Elev
3693
435
435

CLEC DEL

Apt Elev

TDZE

ELEV
435

TDZE

ELEV
435

1127

PT

NEWGARDEN

N57

NE-4, 11 JUL 2024 to 05 SEP 2024

39°50'N-75°46'W
RNAV (GPS) RWY 23
BRADFORD COUNTY (N27)

When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 40 feet. GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.

Night landing: RWY 5 NA. Helicopter visibility reduction below 1/2 SM NA.

MISSED APPROACH: Climbing right turn to 3500 direct OKZUS WP and hold.

AWOS-3  119.925
BINGHAMTON APP CON *  118.6  257.625
UNICOM  123.0 (CTAF)

ELEV  730  TDZE  726

TOWANDA, PENNSYLVANIA
Orig B  05NOV20

BRADFORD COUNTY (N27)
41°44'N-76°27'W
355
RNAV (GPS)-A
BRADFORD COUNTY (N27)

AWOS-3  119.925  BINGHAMTON APP CON  118.6  257.625  UNICOM  123.0 (CTAF)

When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 120 feet. Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at ORDMO on T216 eastbound.

MISSED APPROACH: Climb to 3500 direct WITAD and on track 034° to OKZUS and hold.

When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 120 feet. Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at ORDMO on T216 eastbound.

MISSED APPROACH: Climb to 3500 direct WITAD and on track 034° to OKZUS and hold.

When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 120 feet. Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at ORDMO on T216 eastbound.

MISSED APPROACH: Climb to 3500 direct WITAD and on track 034° to OKZUS and hold.

When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 120 feet. Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

Procedure NA for arrivals at ORDMO on T216 eastbound.

MISSED APPROACH: Climb to 3500 direct WITAD and on track 034° to OKZUS and hold.

When local altimeter setting not received, use Elmira altimeter setting and increase all MDAs 120 feet. Rwy 5 helicopter visibility reduction below 1 SM NA. Procedure NA at night.
**RNAV (GPS)-A**

**BENDIGO (74N)**

**DA**

- **NA**
- **DME/DME RNP-0.3 NA.** Procedure NA at night.
- **Visibility reduction by helicopters NA.**
- **When Harrisburg Intl altimeter setting not received, use Capital City altimeter setting.**

**HARRISBURG APP CON**

<table>
<thead>
<tr>
<th>APP CRS</th>
<th>RWy Idg</th>
<th>TDZE</th>
<th>Apt Elev</th>
</tr>
</thead>
<tbody>
<tr>
<td>234°</td>
<td>N/A</td>
<td>N/A</td>
<td>791</td>
</tr>
</tbody>
</table>

**CTAF**

- **122.9**

**Procedure NA for arrivals at RAV VORTAC via V276 northwest bound.**

**MISSED APPROACH:** Climbing right turn to 3500 direct SEILR and hold.

**RNAV (GPS)-A**

**TOWER CITY, PENNSYLVANIA**

**TOWER CITY, PENNSYLVANIA**

**Rwy Idg**

- **N/A**

**TDZE**

- **N/A**

**Apt Elev**

- **791**

**Category**

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

**CIRCLING**

- **2460-1/4**
- **2460-1/2**
- **NA**

**APP CRS**

- **234°**

**Rwy Idg**

- **N/A**

**TDZE**

- **N/A**

**Apt Elev**

- **791**

**APP CRS**

- **234°**

**Rwy Idg**

- **N/A**

**TDZE**

- **N/A**

**Apt Elev**

- **791**

**HARRISBURG APP CON**

- **126.45**
- **269.45**

**CTAF**

- **122.9**

**RNAV (GPS)-A**

**BENDIGO (74N)**

**ELEV 791**

**MIRL Rwy 5-23**

**NE-4, 11 JUL 2024 to 05 SEP 2024**
WASHINGTON, PENNSYLVANIA
AL-5148 (FAA)

ILS or LOC RWY 27
WASHINGTON COUNTY (AFJ)

AWOS-3PT
119.175

PITTSBURGH APP CON
119.35  285.575

CLNC DEL
127.3

UNICOM
122.975 (CTAF)

V


MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

AWOS-3PT
119.175

PITTSBURGH APP CON
119.35  285.575

CLNC DEL
127.3

UNICOM
122.975 (CTAF)

NA


MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

AWOS-3PT
119.175

PITTSBURGH APP CON
119.35  285.575

CLNC DEL
127.3

UNICOM
122.975 (CTAF)

V


MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

AWOS-3PT
119.175

PITTSBURGH APP CON
119.35  285.575

CLNC DEL
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CLNC DEL
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119.175

PITTSBURGH APP CON
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CLNC DEL
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CLNC DEL
127.3

UNICOM
122.975 (CTAF)

V


MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.

AWOS-3PT
119.175

PITTSBURGH APP CON
119.35  285.575

CLNC DEL
127.3

UNICOM
122.975 (CTAF)

V


MISSED APPROACH: Climb to 1700 then climbing right turn to 3300 direct HLG VOR/DME and hold.
RNAV (GPS) RWY 27
WASHINGTON COUNTY (AFJ)

Circling NA for Cat D N of Rwy 9-27. Rwy 27 helicopter visibility reduction below 0.3 SM NA.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C.

Circling Rwy 9 NA at night.

AWOS-3PT 119.175
PITTSBURGH APP CON 119.35 285.575
CLNC DEL 127.3
UNICOM 122.975 (CTAF) 0

Hold 6000
3000

MCA RW 27 25 NM NE

1700 3300 HLG

VGSI and RNAV glideslope not coincident
(VGSI Angle 3.09°/TCH 62).

4 NM Holding Pattern

1700 3300 HLG

2.3 NM to RW27

3.1 NM

6.1 NM

273°

HILR Rwy 9-27 0
REIL Rwy 27 0

WASHINGTON, PENNSYLVANIA
Amdt 1C 02DEC21

WAAS CH 90107 W27A APP CRS 273° Rwy Idg 5004 TDZE 1184 Apt Elev 1184

RNAV (GPS) RWY 27
WASHINGTON, PENNSYLVANIA AL-5148 (FAA)

NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 27
GREENE COUNTY (WAY)

**APP CRS**
- 268°

**Rwy Idg**
- 3500

**Apt Elev**
- 1069

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

**LNAV MDA**
- 2100-1/4
- 2100-1/2
- 2100-3
- NA

**CIRCLING**
- 2100-1/4
- 2220-1/2
- 2280-3
- NA

**RNAV (GPS) RWY 27**

**WAYNESBURG, PENNSYLVANIA**
AL-10357 (FAA)

**WAYNESBURG, PENNSYLVANIA**
NE-4, 11 JUL 2024 to 05 SEP 2024

**TDZE**
- 1069

**ELEV**
- 1069

**UNICOM**
- 122.8 (CTAF)

**AFJ AWOS-3PT**
- 119.175

**CLARKSBURG APP CON**
- 121.15 284.65

**Visual Segment - Obstacles.**

**ZUNKO**

**RIPEE**

**TIKKU**

**GALLS**

**Holding Pattern**

**Rwy 27**

**RNAV (GPS) RWY 27**

**WAYNESBURG, PENNSYLVANIA**
Orig:D 21MAR24

39°54'N-80°08'W
NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) Z RWY 9

WAYNESBURG, PENNSYLVANIA
AL-10357 (FAA)

APP CRS
088°

Rwy Idg
3500

TDZE
1069

Apt Elev
1069

RNAV (GPS) - Z RWY 9

ELEV 1069

TDZE 1069

WAYNESBURG, PENNSYLVANIA
NE-4, 11 JUL 2024 to 05 SEP 2024

WAYNESBURG, PENNSYLVANIA
39°54'N-80°08'W

RNAV (GPS) Z RWY 9
GREENE COUNTY (WAY)

CIRCLING
1880-1½
811 (900-1¼)

2220-1½
1151 (1200-1½)

2280-3
1211 (1300-3)

NA

CATEGORY
A
B
C
D

LNAV MDA
1760-1
691 (700-1)

1760-2
691 (700-2)

NA

NA

NA

NA

NA

Visual Segment - Obstacles.

HOLD 088° 6000 4000

088° 6000 4000

PUNIY

WONAT 2.7 NM to RW09

ZUNKO 088° 268° 088°

4 NM

3000

1940

6 NM

3.3 NM

2.7 NM

Procedure NA at night. RW 9 helicopter visibility reduction below 1 SM NA. Use Washington altimeter setting.

Procedure NA for arrivals at BURGS on V103-309 and V114 southeast bound.

MISSED APCH FIX
4 NM
RIPEE

{1744

{1869

{1480 ±

{1441

{1667

{1689

{1762

{1991

{1722

{4200

{3500 X 75

Procedure NA for arrivals at BURGS on V103-309 and V114 southeast bound.

ABJ AWOS:3PT
119.175

CLARKSBURG APP CON
121.15

284.65

UNICOM
122.8 (CTAF)

Categoria
A
B
C
D

LNAV MDA
1760-1
691 (700-1)

1760-2
691 (700-2)

NA

NA

NA

NA

RNAV (GPS) Z RWY 9
GREENE COUNTY (WAY)

Amdt 1B 21MAR24

RADAR Facilities
AFJ AWOS:3PT
119.175

CLARKSBURG APP CON
121.15

284.65

UNICOM
122.8 (CTAF)

MISSED APPROACH: Climb to 4000 direct RIPEE and hold, continue climb-in-hold to 4000.
COPTER RNAV (GPS) Y RWY 9

**WAYNESBURG, PENNSYLVANIA**

**GREENE COUNTY (WAY)**

**APP CRS**

- **Rwy Idg**: 3500
- **TDZE**: 1069
- **Apt Elev**: 1069

**RNP APCH - GPS.**

**NA**

Use Washington altimeter setting. Procedure NA at night.

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

**AFJ AWOS-3PT**

- **119.175**

**CLARKSBURG APP CON**

- **121.15**
- **284.65**

**UNICOM**

- **122.8** (CTAF)

**MISSING APCH FIX**

- **TIKKU**
- **088°**
- **268°**
- **4 NM**

**MISSED APCH FIX**

- **YOVIZ**
- **1441**
- **1667**

**Limit final and missed approach airspeed to 70K.**

Increase to 90K upon reaching the missed approach altitude; maintain 90K while in holding.

**AMT 1A  11JUL24**

- **NE-4, 11 JUL 2024 to 05 SEP 2024**
- **363**

**WAYNESBURG, PENNSYLVANIA**

- **LNAV MDA**
  - **1560-1**
  - **491 (500-1)**
Circling NA to Rwys 11 and 29. Procedure NA at night. Rw 10 helicopter visibility reduction below 1 SM NA.

**AWOS-3PT**
120.925

**ELMIRA APP CON**
128.425 257.8

**UNICOM**
122.8 (CTAF)

**RNAV (GPS) RWY 10**

**GRAND CANYON RGNL (N38)**

**WELLSBORO, PENNSYLVANIA**

**AL-5279 (FAA)**

### 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>LP MDA</td>
<td>868 (900-1)</td>
<td>868 (900-1 ¼)</td>
<td>868 (900-2 ½)</td>
<td>NA</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>868 (900-1)</td>
<td>868 (900-1 ¼)</td>
<td>868 (900-2 ½)</td>
<td>NA</td>
</tr>
</tbody>
</table>

**CIRCLING**
2760-1 ½ 868 (900-1 ½) 2760-2 ½ 868 (900-2 ½) NA
RNAV (GPS) RWY 28
GRAND CANYON RGNL (N38)

AWOS-3PT 120.925
ELMIRA APP CON 128.425 257.8
UNICOM 122.8 (CTAF)

**Circling NA to Rwy 11 and 29. Procedure NA at night.**
Rwy 28 helicopter visibility reduction below 1 SM NA.

**MISSED APPROACH:** Climbing right turn to 4500 direct WUDUL and hold.

**Visual Segment - Obstacles.**

**CATEGORY** | **A** | **B** | **C** | **D**
--- | --- | --- | --- | ---
LP MDA | 2300-1 | 408 (500-1) | 2300-1/8 | 408 (500-1/4) | NA
LNAV MDA | 2420-1 | 528 (600-1) | 2420-1/2 | 528 (600-1/2) | NA
CIRCLING | 2680-1 | 788 (800-1) | 2740-2/3 | 848 (900-2/3) | NA
RNAP (GPS) RWY 27
BRANDYWINE RGNL (OQN)

Rwy 27 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.

Procedure NA for arrivals at DASDE on V3-419 northeast bound.

Procedure NA for arrivals on MXE VORTAC airway radials 025 CW 129.

MISSED APPROACH: Climb to 1500 then climbing right turn to 2900 direct GONVE and hold.

1.7 NM to GEEKS 1.1 NM to RW27

GONVE

GEEKS

(FAF)

CELPA

269°

1180±

714±

625±

670

RW27

3.3 NM

TDZE 465

ELEV 465

2.9 NM

269°

2900 to GONVE

269°

0.6 NM

1.1 NM

1168

1547

1500

2900

2100

269°

(5)

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 20).

Increase all MDAs 60 feet. Altimeter setting not received, use Coatesville altimeter setting and Rwy 27 helicopter visibility reduction below ¾ SM NA. When local Rwy Idg 3098

TDZE 465

Apt Elev 465

AWOS-3T

121.4

PHILADELPHIA APP CON

124.35 319.15

CLNC DEL

125.6

UNICOM

123.075 (CTAF)

WAAS CH 86637 W27A

Rwy Idg

TDZE

Apt Elev

APP CRS

269°

2900

2900

269°

W 8.5 NM

269°

1180±

714±

625±

670

RW27

1.7 NM to

GEEKS

1.1 NM to

RW27

1.7 NM to RW27

1.1 NM

TCH 45

1040

2100

089°

269°

6000

4 NM

2900

GONVE

HOLD

6000

2900

GONVE

2100

269°

089°

6000

2900

GONVE

Holding Pattern

Procedure NA for arrivals on MXE VORTAC airway radials 025 CW 129.

LP

MDA

820-1 355 (400-1)

LNAV MDA

860-1 395 (400-1)

CIRCLING

1080-1 615 (700-1)

CATEGORY

A

B

C

D

366
Rwy 9 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.

**RNP APCH - GPS.**

**AWOS-3T**
- West Chester, Pennsylvania
- 121.4

**PHILADELPHIA APP CON**
- 124.35
- 319.15

**CLNC DEL**
- 125.6

**UNICOM**
- 123.075 (CTAF)

*Procedure NA for arrival on PTW VORTAC airway radials 205 CW 287.*

**LNAV MDA**
- 880-1
- 415 (500-1)
- NA

**CIRCLING**
- 1020-1
- 555 (600-1)
- NA

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

**LIRL Rwy 9-27**

**RNAV (GPS) Y RWY 9**

**BRANDYWINE RGNL (OQN)**

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**Amdt 2A 10AUG23**

**39°59'N-75°35'W**

**367**
RNAP APCH - GPS.

Rwy 9 helicopter visibility reduction below ½ SM NA. When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.

Procedure NA for arrival on PTW VORTAC airway radials 205 CW 287.

Procedure NA for arrivals at GLOMO on V403-405 southwest bound and on V3-408 westbound.

VT[485]

[IAF] GLOMO

[IAF] ECZEL

[IF] WACCSY

[FAF] WACCSY

[IF] LYTTA

[FAF] LYTTA

[IF] RW09

[FAF] RW09

[IF] DASDE

[FAF] DASDE

[IF] CELPA

[FAF] CELPA

[IF] PTW

[FAF] PTW

Procedure NA for arrival on PTW VORTAC airway radials 205 CW 287.
When local altimeter setting not received, use Coatesville altimeter setting and increase all MDAs 60 feet.

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

<table>
<thead>
<tr>
<th>AWOS-3T</th>
<th>PHILADELPHIA APP CON</th>
<th>CLNC DEL</th>
<th>UNICOM</th>
</tr>
</thead>
<tbody>
<tr>
<td>121.4</td>
<td>124.35 319.15</td>
<td>125.6</td>
<td>123.075 (CTAF)</td>
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</tbody>
</table>

One Minute Holding Pattern

<table>
<thead>
<tr>
<th>CATEGORY</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>CIRCLING</td>
<td>1080-1</td>
<td>615 (700-1)</td>
<td>NA</td>
<td></td>
</tr>
</tbody>
</table>

39°59'N 75°35'W
Procedure NA for arrival on AIR VOR/DME airway radials 334 CW 051.

**Category**

<table>
<thead>
<tr>
<th>Category</th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1520-1</td>
<td>342 (400-1)</td>
<td>442 (500-1)</td>
<td>442 (500-1)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1620-1</td>
<td>442 (500-1)</td>
<td>1620-1-1/2</td>
<td>1620-1-1/2</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1720-1</td>
<td>1740-1</td>
<td>1920-2</td>
<td>1920-2-1/4</td>
</tr>
</tbody>
</table>

**MISSED APPROACH:** Climb to 1700 then climbing right turn to 3100 direct AIR VOR/DME and hold.
WHEELING, WEST VIRGINIA

RNP APCH.

- Rwys 21 and 34: 213°

ASOS
127.375
PITTSBURGH APP CON
125.275
285.575
WHEELING TOWER *
118.1 (CTAF) 125.78
GND CON
121.75
CLNC DEL
125.275
UNICOM
122.95

MISSING APCH FIX
BELLAIRE AIR

HORIZONTAL NAVIGATION AID

- LPV: DA 1444/50, 250 (300-1)
- LNAV/VNAV: DA 1653-1/8, 459 (500-1/3)
- LNAV MDA: 1700/55, 506 (600-1)
- CIRCLING: 526 (600-1), 726 (800-2)

Baro-VNAV systems, procedure NA below -17°C or above 54°C.

MISSED APPROACH: Climb to 1700 then climbing right turn to 3100 direct AIR VOR/DME and hold.

Category
A
B
C
D

- CATEGORY 2: 373
- CATEGORY 3: 373
- CATEGORY 4: 373

WHEELING, WEST VIRGINIA

Amdt 1A 07OCT21

40°11'N-80°39'W
WHEELING, WEST VIRGINIA

RNAV (GPS) RWY 34
WHEELING OHIO COUNTY (HLG)

Category A

<table>
<thead>
<tr>
<th></th>
<th>A</th>
<th>B</th>
<th>C</th>
<th>D</th>
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</thead>
<tbody>
<tr>
<td>LP MDA</td>
<td>1620-1</td>
<td>429 (500-1)</td>
<td>1620-1¼</td>
<td>429 (500-1¼)</td>
</tr>
<tr>
<td>LNAV MDA</td>
<td>1740-1</td>
<td>549 (600-1)</td>
<td>1740-1½</td>
<td>549 (600-1½)</td>
</tr>
<tr>
<td>CIRCLING</td>
<td>1740-1</td>
<td>546 (600-1)</td>
<td>1920-2</td>
<td>726 (800-2)</td>
</tr>
</tbody>
</table>

MISSED APPROACH: Climb to 3300 direct PIDYY and hold, continue climb-in-hold to 3300.

Procedure NA for arrival on AIR VOR/DME airway radials 051 CW 158.

AIR BELLAIRE
40°11'N-80°39'W

WAAS
CH 69540
W34A

APP CRS 338°
Rwy Ldg 4499
TDZE 1191
Apt Elev 1194

RNP APCH.

ASOS
127.375
PITTSBURGH APP CON 125.275 285.575
WHEELING TOWER * 118.1
GND CON 121.75
CLNC DEL 125.275
UNICOM 122.95

(when twr closed)

ELEV 1194
TDZE 1191

PIDYY
158° (17.5)
1672±
4 NM

3100 to CEPGI

1367 ± 3000
1600
1412
1350±
1369±

XACJE
2.2 NM to RW34

(IF/IAF)
CEPGI

3100 NoPT
3100 to CEPGI

HOLD 6000
3100

3100 (8.1)

158°
338°

HOLD 6000
3100

(EF/IAF)
CEPGI

3100 NoPT
3100 ± PIDYY

317°
(IAF)
CEPGI

3100 ± XACJE

3.00°
TCH 42

338°

1.2 RM to RW34

1.2 RM to RW34

2.2 NM to RW34

4 NM

1920
3000

338°

338°

4 NM

6 NM

6000
3100

WHEELING, WEST VIRGINIA

Amdt 1B 07OCT21

NE-4, 11 Jul 2024 to 05 Sep 2024

NE-4, 11 Jul 2024 to 05 Sep 2024

NE-4, 11 JUL 2024 to 05 SEP 2024
Rwy 21 helicopter visibility reduction below RVR 4000 NA.

Missed Approach: Climbing right turn to 3100 direct HLG VOR/DME and hold.

ASOS: 127.375
PITTSBURGH APP CON: 125.275 285.575
WHEELING TOWER: 118.1 (CTAF) 257.8
GND CON: 121.75
CLNC DEL: 125.275 (when twr closed)
UNICOM: 122.95

Category "A" 1700/55 506 (600-1) 1700-1½ 506 (600-1½)
Category "B" 1720-1 1740-1 1920-2 1920-2½
Category "C" 526 (600-1) 546 (600-1) 726 (800-2) 726 (800-2½)
Category "D" 526 (600-1) 726 (800-2)
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
RNAV (GPS) RWY 7
WILKES-BARRE WYOMING VALLEY (WBW)

Rwy 7 helicopter visibility reduction below 1 SM NA. Use Wilkes-Barre/Scranton altimeter setting. Circling NA NW of Rwy 7-25. Procedure NA at night.

Procedure NA for arrivals at MEATS on V499 northbound.

Procedure NA for arrivals at LYTEL on V232 eastbound and on V93 southwest bound.

RNAV (GPS) RWY 7
WILKES-BARRE WYOMING VALLEY (WBW)

ELEV 544
TDZE 543

NE-4, 11 JUL 2024 to 05 SEP 2024
### DME or RADAR REQUIRED

<table>
<thead>
<tr>
<th>Holding Pattern</th>
<th>VGS1 and ILS glideslope not coincident (VGS1 Angle 3.00°/TCH 58)</th>
<th>Category</th>
</tr>
</thead>
<tbody>
<tr>
<td>HEAPP</td>
<td>I-APV 17.7, LOC 15.3, Radar</td>
<td>A</td>
</tr>
<tr>
<td>JISAG</td>
<td>I-APV 10.1, ZEXES</td>
<td>B</td>
</tr>
<tr>
<td></td>
<td>I-APV 6.7, TUYOT</td>
<td>C</td>
</tr>
<tr>
<td></td>
<td>I-APV 3.8, FEVOR</td>
<td>D</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GS 3.00°</th>
<th>TCH 58</th>
<th>3000</th>
<th>4000</th>
<th>LVZ</th>
</tr>
</thead>
<tbody>
<tr>
<td>4000</td>
<td>225°</td>
<td>045°</td>
<td>045°</td>
<td></td>
</tr>
<tr>
<td>3900</td>
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<tr>
<td>2820</td>
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<td></td>
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</tr>
<tr>
<td>1900</td>
<td>1900</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**CATEGORY**

- **A**: 7.6 NM
- **B**: 3.4 NM
- **C**: 2.9 NM
- **D**: 1.2 NM
- **E**: 1.6 NM

**One Minute Holding Pattern**

- **S-ILS 4**: 1262/24, 300 (300-1)
- **S-LOC 4**: 1540/24, 578 (600-1)

**CIRCLING**

- **S-LOC 4**: 878 (900-1½), 1018 (1100-1½), 1018 (1100-3), 1318 (1400-3)

**AMPHET**

- **VOR-TAC**
- **VOR-DME**
- **VOR**
- **LOC**
- **ILS**
- **DME**

**WILKES-BARRE/SCRANTON INTL (AVP)**

**Missed Approach**

- Climb to 3000 then climbing right turn to 4000 direct LVZ VORTAC and hold.

**ATIS**

- **WILKES-BARRE APP CON**: 120.95, 256.7 (280°-100°), 126.3, 256.7 (101°-279°)
- **WILKES-BARRE TOWER**: 120.1, 257.8
- **GND CON**: 121.9

**Circling to Rwy 10, 28 NA at night. Circling NA for Cats C and D southeast of Rwy 4-22. Autopilot coupled approach NA below 2530. DME required. For inop ALS, increase S-ILS 4 all Cats visibility to RVR 5000, and S-LOC 4 Cat C/D visibility to 1½ SM.**
MISSING APPROACH: Climb to 1500 then climbing right turn to 4000 on heading 275° and SEG VOR/DME R-060 to MEGSS/SEG 38.7° DME and hold.

1.4 NM
1.1
3.3 NM
3.3 NM

120.1  257.8
121.9

Apt Elev 962
TDZE 933

120.95 256.7 (280°-100°)
126.3 256.7 (10°-279°)

LOCALIZER 109.9
I-ZK 110.4
Ch 36
LOC offset 1.82°

HOLD 5400
4000

VGSI and ILS glidepath not coincident (VGSI Angle 3.00°/TCH 54).

Localizer 109.9
I-ZK 110.4
Ch 36
LOC offset 1.82°

WILKES-BARRE INTL (AVP)

ILS or LOC RWY 22

WILKES-BARRE/SCRANTON PENNSYLVANIA

WILKES-BARRE/SCRANTON, PENNSYLVANIA

MISSING APPROACH: Climb to 1500 then climbing right turn to 4000 on heading 275° and SEG VOR/DME R-060 to MEGSS/SEG 38.7° DME and hold.

RADAR required for procedure entry. DME required.

Circling NA for Cats C and D southeast of Rwy 4-22.
Circling Rwy 28 NA at night.

WILKES-BARRE APP CON

WILKES-BARRE TOWER

GND CON

126.3
257.8
120.1

135.75

110.4
seg . .
I-ZK
Ch 36
LOC offset 1.82°

V 1600
1000
2000

NE-4, 11 JUL 2024 to 05 SEP 2024

RADAR required for procedure entry. DME required.

Circling NA for Cats C and D southeast of Rwy 4-22.
Circling Rwy 28 NA at night.
WILKES-BARRE/SCRANTON, PENNSYLVANIA

RNAV (GPS) RWY 22
WILKES-BARRE/SCRANTON INTL (AVP)

ATIS
135.75

WILKES-BARRE APP CON
120.95 256.7 (280°-100°)
126.3 256.7 (10°-279°)

WILKES-BARRE TOWER
120.1 257.8

GND CON
121.9

ATIS
135.75

WILKES-BARRE APP CON
120.95 256.7 (280°-100°)
126.3 256.7 (10°-279°)

WILKES-BARRE TOWER
120.1 257.8

GND CON
121.9

ELEV 962  TDZE 933

HIRL Rwy 4-22
MIRL Rwy 10-28
REIL Rws 10, 22 and 28

 CATEGORY
A
B
C
D

LPV DA
1178/40
245 (200-3/4)

LNAV/ VNAV DA
1392-1/2
459 (500-1/2)

LNAV MDA
1500/55
567 (600-1)
1500-13/4  567 (600-1/2)

CIRCLING
1840-13/4
878 (900-1/4)
1980-13/4
1018 (1100-1/3)
1980-3
1018 (1100-3)
2280-3
1318 (1400-3)

* LNAV only.
* 1.8 NM to RW22

NW LANDING: Rwy 10, 28 NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). When local altimeter setting is received, procedure NA. Circling NA for Cats C and D southeast of Rwy 22. DME/DME RNP-0.3 NA.

Electronically produced by NAVcen/FAA 2024.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.

WILKES-BARRE/SCRANTON INTL (AVP)
WILKES-BARRE/SCRANTON, PENNSYLVANIA
TAKEOFF MINIMUMS:
Rwy 10: NA - Obstacles.
Rwy 4: Standard with minimum climb of 400’ per NM to 2700.
Rwy 22: Standard with minimum climb of 290’ per NM to 3100.
Rwy 28: Standard with minimum climb of 270’ per NM to 2100.

NOTE: Chart not to scale.

TAKEOFF RUNWAY 4: Climb heading 044° to 5000, thence....
TAKEOFF RUNWAY 22: Climb heading 224° to 5000, thence....
TAKEOFF RUNWAY 28: Climb heading 283° to 5000, thence....

....expect radar vectors to assigned route/navaid/fix, expect filed altitude
10 minutes after departure.

NOTE: RADAR required.
RAV (GPS) RWY 8
SOUTHERN WEST VIRGINIA RGNL (EBD)

**APP CRS**

- **Rwy Ldg**: 5001
- **TDZE**: 1863
- **Apt Elev**: 1883

**RNP APCH - GPS.**

- **Category**: A/B
- **LNAV MDA**: 2580-1
  - 717 (700-1)
- **Sideslip**: Increase all MDAs 140 feet and visibility LNAV Cat C/D and Circling Cat A/B 1/2 SM and Circling Cat C 1 1/2 SM.

**INDIANAPOLIS CENTER**

- **Unicom**: 122.8 (CTAF)

**MISS PRRCH**: Climb to 5000 direct NEGVE and hold.

**Holding Pattern**

- **SEPBU**: 257°
- **UBIRE**: 257°
- **RW08**: 077°
- **TCH 40**: 3.05°

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS CENTER**

- **Unicom**: 122.8 (CTAF)

**MISS PRRCH**: Climb to 5000 direct NEGVE and hold.

**Holding Pattern**

- **SEPBU**: 257°
- **UBIRE**: 257°
- **RW08**: 077°
- **TCH 40**: 3.05°

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS CENTER**

- **Unicom**: 122.8 (CTAF)

**MISS PRRCH**: Climb to 5000 direct NEGVE and hold.

**Holding Pattern**

- **SEPBU**: 257°
- **UBIRE**: 257°
- **RW08**: 077°
- **TCH 40**: 3.05°

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS CENTER**

- **Unicom**: 122.8 (CTAF)

**MISS PRRCH**: Climb to 5000 direct NEGVE and hold.

**Holding Pattern**

- **SEPBU**: 257°
- **UBIRE**: 257°
- **RW08**: 077°
- **TCH 40**: 3.05°

**NE-4, 11 JUL 2024 to 05 SEP 2024**

**INDIANAPOLIS CENTER**

- **Unicom**: 122.8 (CTAF)

**MISS PRRCH**: Climb to 5000 direct NEGVE and hold.

**Holding Pattern**

- **SEPBU**: 257°
- **UBIRE**: 257°
- **RW08**: 077°
- **TCH 40**: 3.05°
RNAV (GPS) RWY 26
SOUTHERN WEST VIRGINIA RGNL (EID)

MISSED APPROACH: Climb to 5000
direct SEPBU and hold.

Obtain local altimeter setting on CTAF; when not received, use Beckley altimeter setting: increase all MDAs 140 feet and visibility LNAV Cat A and Circling Cat A/B ¼ SM and Circling Cat C ½ SM.

RNAV (GPS) RWY 26
SOUTHERN WEST VIRGINIA RGNL (EID)
ILS or LOC RWY 27
WILLIAMSPORT RGNL (IPT)

MISSED APPROACH: Climb to 980 then climbing right turn to 4500 on heading 290° and on MIP VORTAC R-314 to ZIMEL INT/FQM 19.1 DME and hold, continue climb-in-hold to 4500.

S-ILS 27
1500-1/4 973 (1000-1/4) 1500-1 973 (1000-1) 1500-2/1 973 (1000-2/1)
S-LOC 27
1500-1/4 972 (1000-1/4) 1500-1 972 (1000-1) 1840-3 1312 (1400-3) 2060-3 1532 (1600-3)

CIRCLING
1500-1/4 972 (1000-1/4) 1500-1 972 (1000-1) 1840-3 1312 (1400-3) 2060-3 1532 (1600-3)

RNAV 1-GPS or RADAR AND DME REQUIRED

ELEV 528 TDZE 527
RNAV (GPS) RWY 9
WILLIAMSPORT RGNL (IPT)

**WILLIAMSPORT, PENNSYLVANIA**

**APP CRS**
- **CH**: 86924
- **W09A**: 087°
- **Rwy Idg**: 6073
- **TDZE**: 521
- **Apt Elev**: 528

**ASOS**
- NEW YORK CENTER: 125.225
- WILLIAMSPORT TOWER*: 119.1 (CTAF) 257.8
- GND CON: 121.9
- UNICOM: 122.95

**MISSED APPROACH**: Climb to 4300 direct EPEYI and on track 087° to ZUMEV and hold, continue climb-in-hold to 4300.

**DME/DME RNP-0.3 NA.**
Circling Rwy 12, 30 NA at night.
Circling NA south of Rwy 9 and southwest of Rwy 30.
Rwy 9 helicopter visibility reduction below 3/4 SM NA.

**Procedure NA for arrivals at FAVUM on V226 westbound and V170 northeast bound.**

**NoPT for arrival at ZAGTI on T216 and V58-576 northeast bound.**

**Holding Pattern**
- 4 NM
- GP 3.50° TCH 56

**CATEGORY**
- **LPV DA**: 1036-1 1/2 515 (600-1 1/2) NA
- **LNAV MDA**: 2040-1 1/2 1519 (1600-1 1/2) 1519 (1600-3) NA
- **CIRCLING**: 2040-1 1/2 1512 (1600-1 1/2) 1512 (1600-3) NA

**UNICOM**
- **NEW YORK CENTER**: 124.9
- **WILLIAMSPORT TOWER**: 119.1
- **GND CON**: 121.9
- **UNICOM**: 122.95

**ELEV**
- **528**

**TDZE**
- **521**

**NOTE**
- NE-4, 11 JUL 2024 to 05 SEP 2024

**Amdt 1 22JUN17**

**NE-4, 11 JUL 2024 TO 05 SEP 2024**

**WILLIAMSPORT, PENNSYLVANIA**

**41°15'N-76°55'W**
Procedure NA for arrivals at FAVUM on 226 westbound and V170 northwest bound.

NoPT for arrival at ZAGTI on T216 and V58-576 northeast bound.

Final approach course offset 15.99°.

MISSED APPROACH: Climb to 4300 direct GECVE then on track 087° to ZUMEV and hold, continue climb-in-hold to 4300.
RNAV (GPS) RWY 27
WILLIAMSPORT RGNL (IPT)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C (2°F) or above 54°C (130°F). Circling NA.
S of Rwy 9 and SW of Rwy 30. Circling Rwy 12, 30 NA at night.
Rwy 27 helicopter visibility reduction below 7/8 SM NA. DME/ EML APRN-0.3 NA. For inop ALS, increase LPV all CATs visibility to 7/8 SM. Inop table does not apply to LPV DA# all CATs and LNAV CATs C and D.

MISSING APCH FIX
5 NM
-094° or 274°
ZIMEL

LNAV only.

\[
\begin{array}{c|c|c|c|c|c}
\text{CATEGORY} & \text{A} & \text{B} & \text{C} & \text{D} \\
\hline
\text{LPV DA#} & 777-\frac{3}{4} & 250 (300-3½) \\
\text{LPV DA} & 811-\frac{3}{4} & 284 (300-3½) \\
\text{LNAV/VNAV DA} & 1296-2\frac{1}{2} & 769 (800-2½) \\
\text{LNAV MDA} & 2280-\frac{3}{4} & 2280-1 & 2280-3 & 1753 (1800-3) \\
\hline
\text{CIRCLING} & 2280-\frac{1}{2} & 2280-1\frac{1}{2} & 2280-3 & 1752 (1800-3) \\
\end{array}
\]

REIL Rwy 9 (IAF)
MIRL Rwy 12-30 (FAF)
HIRL Rwy 9-27 (IF)
RNAV (GPS) RWY 30
WILLIAMSPORT RGNL (IPT)

Procedure NA for arrivals at MUNCI on V188-226 eastbound.

Procedure NA for arrival on MIP VORTAC airway radial 289.

4500 ZIMEL Triangle

VGSI and RNAV glideslope not coincident (VGSI Angle 4.00/TCH 41).

5.5 NM 6.1 NM

CATEGORY A B C D

LPV DA 843-1 315 (400-1) NA

LNAV/VNAV DA 2212-5 1684 (1700-5) NA

LNAV MDA 2020-1/4 1492 (1500-1/4) 2020-1/2 1492 (1500-1/2) NA

CIRCLING 2020-1/4 1492 (1500-1/4) 2020-1/2 1492 (1500-1/2) NA

RNAV (GPS) RWY 30
WILLIAMSPORT RGNL (IPT)

41°15'N-76°55'W
391
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES. READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RNAV (GPS) RWY 17

YORK (THV)

ASOS 119.275  HARRISBURG APP CON 124.1  273.525  CLNC DEL 121.65  UNICOM 123.0 (CTAF)

Rwy 17 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 17 NA at night, Circling Rwy 17 NA at night.

MISSED APPROACH: Climbing left turn to 3300 direct WABEP and hold, continue climb-in-hold to 3300.

RNAV (GPS) RWY 17

YORK, PENNSYLVANIA

ELEV 495  TDZE 478

Category

LP MDA  960-1 482 (500-1)  960-1.8 482 (500-1.8)

LNAV MDA  960-1 482 (500-1)  960-1.8 482 (500-1.8)

CIRCLING  1220-1 725 (800-1)  1260-1 765 (800-1)  1260.2 765 (800-2.4)

MIRL Rwy 17-35

REIL Rwys 17 and 35

Amdt 3 10AUG23

39°55'N-76°52'W

393
RNP APPROACH - GPS.

Rwy 35 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 17 NA at night.

MISSING APCH FIX

ASOS
119.275

HARRISBURG APP CON
124.1 273.525

CLNC DEL
121.65

UNICOM
123.0 (CTAF)

MISSED APPROACH: Climb to 3300 direct WABEP and hold.

MISSED APPROACH FIX

4 NM

ELEV 495

TDZE 485

30 NM to PAYCO

30 NM to XOPPA (IAPF)

PAYCO

3500

30 NM to PAYCO

3500

2800

3000

HOLD 6000 WABEP

3300 WABEP

YOKRI

346°

727

Rwy Idg
4449

TDZE
485

Apt Elev
495

LA-5137 (FAA)

RNAV (GPS) RWY 35

YORK (THV)

NE-4, 11 JUL 2024 to 05 Sep 2024

RNAV (GPS) RWY 35

YORK (THV)

NE-4, 11 JUL 2024 to 05 SEP 2024
RNAV (GPS) RWY 17

ZELIENOPLE MUNI (PJC)

Category B

APP CRS 174°

Rwy Idg 4381
TDZE 897
Apt Elev 898

RNP APCH.

Δ NA

Rwy 17 helicopter visibility reduction below 1 SM NA.
Procedure NA at night.

AWOS-3PT 118.45

PITTSBURGH APP CON 124.75 338.2

CTAF 122.9

MISSED APPROACH: Climb to 3100 direct EDAPY and hold.

RADAR REQUIRED

EDAPY

Visual Segment - Obstacles.

DEUSO

AJAPA

HODOS

3.2 NM to RW17

4 NM

HOLDING PATTERN

3000 354°

174°

3000

174°

1960

RW17

3.2 NM

3.2 NM

3.2 NM

3.2 NM

174°

174°

5.1 NM

3000

MISSED APCH FIX

EDAPY

DEUSO

AJAPA

HODOS

3.2 NM to RW17

4 NM

HOLDING PATTERN

3000 354°

174°

3000

174°

1960

RW17

3.2 NM

3.2 NM

3.2 NM

3.2 NM

174°

174°

5.1 NM

3000

NE-4, 11 JUL 2024 to 05 SEP 2024

396
INTENTIONALLY LEFT BLANK
A rate of climb/descent table is provided for use in planning and executing climbs or descents under known or approximate ground speed conditions. It will be especially useful for approaches when the localizer only is used for course guidance. A best speed, power, altitude combination can be programmed which will result in a stable glide rate and altitude favorable for executing a landing if minimums exist upon breakout. Care should always be exercised so that minimum descent altitude and missed approach point are not exceeded.

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