Federal Aviation Administration

U.S. Terminal Procedures Publication

Northeast (NE) Vol 3 of 4

Effective: 0901Z

12 JUN 2025

to: 0901Z

07 AUG 2025

Consult the Change Notice (CN) effective 10 JUL 2025 for revised Instrument Procedure Charts for this volume

Consult NOTAMs for latest information

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CORRECTIONS, COMMENTS AND/OR PROCUREMENT

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

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

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

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

INOP COMPONENTS 25051

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

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

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

(1) ILS, PAR, LPV, GLS minima

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

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

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

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

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

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

(4) Sidestep minima (CAT C-D)

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

(5) All Approach Types, All lines of minima

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

INOP COMPONENTS 25051

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A1

TERMS/LANDING MINIMA DATA 20142

IFR LANDING MINIMA

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

LANDING MINIMA FORMAT

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

Visibility (RVR 100's of feet) — DA — Aircraft Approach Category — HAT

CATEGORY	A	B	C	D
S-ILS 27	1352/24		200 (200-½)	
S-LOC 27	1440/24	288	(300-½)	1440/50 288 (300-1)
CIRCLING	1540-1 361 (400-1)	1640-1 461 (500-1)	1640-1½ 461 (500-1½)	1740-2 561 (600-2)

Straight-in ILS to Runway 27

Straight-in with Glide Slope Inoperative or not used to Runway 27

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

MDA — HAA — Visibility in Statute Miles

COPTER MINIMA ONLY

CATEGORY	COPTER
H-176°	680-½ 363 (400-½)

Copter Approach Direction — Height of MDA/DA Above Landing Area (HAL) — No circling minimums are provided

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

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

COLD TEMPERATURE AIRPORTS

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

COLD TEMPERATURE ERROR TABLE

HEIGHT ABOVE AIRPORT IN FEET

REPORTED TEMP °C	200	300	400	500	600	700	800	900	1000	1500	2000	3000	4000	5000
+10	10	10	10	10	20	20	20	20	20	30	40	60	80	90
0	20	20	30	30	40	40	50	50	60	90	120	170	230	280
-10	20	30	40	50	60	70	80	90	100	150	200	290	390	490
-20	30	50	60	70	90	100	120	130	140	210	280	420	570	710
-30	40	60	80	100	120	140	150	170	190	280	380	570	760	950
-40	50	80	100	120	150	170	190	220	240	360	480	720	970	1210
-50	60	90	120	150	180	210	240	270	300	450	590	890	1190	1500

AIRCRAFT APPROACH CATEGORIES

Aircraft approach category indicates a grouping of aircraft based on a speed of VREF, if specified, or if VREF not specified, 1.3 VSO at the maximum certificated landing weight. VREF, VSO, and the maximum certificated landing weight are those values as established for the aircraft by the certification authority of the country of registry. Helicopters are Category A aircraft. An aircraft shall fit in only one category. When necessary to operate the aircraft at an airspeed in excess of the maximum airspeed of its certified aircraft approach category, pilots should use the applicable higher category minima. For additional options and to ensure the aircraft remains within protected airspace, consult the AIM. See following category limits:

MANEUVERING TABLE

Approach Category	A	B	C	D	E
Speed (Knots)	0-90	91-120	121-140	141-165	Abv 165

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TERMS/LANDING MINIMA DATA 25163

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 table below. The resultant arcs are then connected tangentially to define the protected area.

CIRCLING APPROACH MANEUVERING AIRSPACE RADIUS

Circling MDA protected areas 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.

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

Users may ignore the presence of C symbols on charts which will be removed on a day-forward basis. All circling areas within this volume have been evaluated for the circling MDA protected area radius shown in the table above.

Comparable Values of RVR and Visibility

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

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

RADAR MINIMA

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

Visibility (RVR 100's of feet)

Visibility in Statute Miles

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

Radar Minima:

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

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

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

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

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

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

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GENERAL INFORMATION

This publication is issued every 56 days and includes Standard Instrument Approach Procedures (SIAPS), Standard Instrument Departures (SIDs), Standard Terminal Arrivals (STARs), IFR Takeoff Minimums and (Obstacle) Departure Procedures (ODPs), IFR Alternate Minimums, and Radar Instrument Approach Minimums for use by civil and military aviation. The organization responsible for SIAPs, Radar Minimums, SIDs, STARs and graphic ODPs is identified in parentheses in the top margin of the procedure; e.g., (FAA), (FAA-O), (USA), (USAF), (USN). SIAPS with the (FAA) and (FAA-O) designation are regulated under 14 CFR, Part 97. SIAPs with the (FAA-O) designation have been developed 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
FAA Procedure Amendment Number → Amdt 2B 12MAR09 ← Procedure Amendment Effective Date

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

MISCELLANEOUS

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

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

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

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

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STANDARD TERMINAL ARRIVALS AND DEPARTURE PROCEDURES

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

PROCEDURE PBN/EQUIPMENT REQUIREMENTS

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

IAP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	From WINRZ, LIBGE: RNAV-1 GPS, RNAV-1GPS from MAP to YARKU.
Equipment Requirements Box →	DME required for LOC only.
Standard Procedure Notes Box →	T Circling to Rwy 25 NA at night. #For inop MALSR increase S-ILS 16R all cats visibility to 2½ SM.

RNAV STAR and DP PBN/Equipment Requirements Notes Box

PBN Requirements Box →	RNAV 1 - DME/DME/IRU or GPS
Equipment Requirements Box →	RADAR required

PILOT CONTROLLED AIRPORT LIGHTING SYSTEMS

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 contolled lighting, e.g., A1, V

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

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

KEY MIKE	FUNCTION
7 times within 5 seconds	Highest intensity available
5 times within 5 seconds	Medium or lower intensity (Lower REIL or REIL-off)
3 times within 5 seconds	Lowest intensity available (Lower REIL or REIL-off)

ABBREVIATIONS 25107

AAF	Army Air Field
AAUP	Attention All Users Page
ADF	Automatic Direction Finder
ADIZ	Air Defense Identification Zone
AFAUX	Air Force Auxiliary
AFB	Air Force Base
AFRC	Armed Forces Reserve Center/Air Force Reserve Command
AGL	Above Ground Level
AFHP	Air Force Heliport
AFIS	Automatic Flight Information Service
AHP	Army Heliport
ALF	Auxiliary Landing Field
ALS	Approach Light System
ALSF	Approach Light System with Sequenced Flashing Lights
ANGB	Air National Guard Base
ANGS	Air National Guard Station
Ant	Antenna
AOB	At or Below
AP	Autopilot System
APCH	Approach
APP CON	Approach Control
AR	Authorization Required
ARB	Air Reserve Base
ARPT	Airport
ARR	Arrival
AS	Air Station
ASOS	Automated Surface Observing System
ASR	Airport Surveillance RADAR
ASSC	Airport Surface Surveillance Systems
ATC	Air Traffic Control
ATCT	Airport Traffic Control Tower
ATIS	Automatic Terminal Information Service
AUNICOM	Automated UNICOM
AWOS	Automated Weather Observing System
Baro-VNAV	Barometric Vertical Navigation
BC	Back Course
brg	Bearing
CAPT	Captain
CAT	Category
CCW	Counterclockwise
CDI	Course Deviation Indicator
CGAS	Coast Guard Air Station
Chan	Channel
CIR	Circling
CL	Centerline Lighting System
CLNC DEL	Clearance Delivery
CNF	Computer Navigation Fix
CPDLC	Controller Pilot Data Link Communications
CTAF	Common Traffic Advisory Frequency
CW	Clockwise
D-ATIS	Digital-Automatic Terminal Information Service
DA	Decision Altitude
DEP	Departure
DEP CON	Departure Control
DER	Departure End of Runway
DH	Decision Height
DME	Distance Measuring Equipment
DP	Departure Procedure
DTHR	Displaced Runway Threshold
DVA	Diverse Vector Area
ELEV	Elevation
EMAS	Engineered Material Arresting System
EXEC	Executive
FAF	Final Approach Fix
FD	Flight Director System
FL	Flight Level
FLD	Field
FM	Fan Marker
FMS	Flight Management System
GBAS	Ground Based Augmentation System
GCA	Ground Control Approach
GCO	Ground Communication Outlet
GLS	Ground Based Augmentation System Landing System
GP	Glidepath
GPS	Global Positioning System
GS	Glide Slope
HAA	Height Above Airport
HAL	Height Above Landing
HAT	Height Above Touchdown
HATh	Height Above Threshold
HCH	Heliport Crossing Height
hdg	Heading
HIRL	High Intensity Runway Lights
HUD	Head-up Display
IAF	Initial Approach Fix
IAP	Instrument Approach Procedure
ICAO	International Civil Aviation Organization
IF	Intermediate Fix
IFR	Instrument Flight Rules
ILS	Instrument Landing System
IM	Inner Marker
INC	Incorporated
Inop	Inoperative
INT	Intersection
INTCNTL	Intercontinental
INTL	International
JNGB	Joint National Guard Base
JRB	Joint Reserve Base
K	Knots
KIAS	Knots Indicated Airspeed
LAAS	Local Area Augmentation System

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ABBREVIATIONS 25107

LDA	Localizer Type Directional Aid
Ldg	Landing
LIRL	Low Intensity Runway Lights
LNAV	Lateral Navigation
LOA	Letter of Agreement/ Authorization
LOC	Localizer
LOM	Locator Outer Marker
LP	Localizer Performance
LPV	Localizer Performance with Vertical Guidance
LR	Lead Radial
LRRS	Long Range RADAR Station
MAA	Maximum Authorized Altitude
MALS	Medium Intensity Approach Lighting System
MALSF	Medium Approach Lighting System with Sequenced Flashers
MALSR	Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
MAP	Missed Approach Point
MCAF	Marine Corps Air Facility
MCALF	Marine Corps Auxiliary Landing Filed
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
MCOLF	Marine Corps Outlying Field
MDA	Minimum Descent Altitude
MEA	Minimum Enroute Altitude
MEML	Memorial
METRO	Metropolitan
MIRL	Medium Intensity Runway Lights
MM	Middle Marker
MOCA	Minimum Obstruction Clearance Altitude
MRA	Minimum Reception Altitude
MSL	Mean Sea Level
MSPEC	Management Specification
MUNI	Municipal
N/A	Not Applicable
NA	Not Authorized
NAAS	Naval Auxiliary Air Station
NAF	Naval Air Facility
NALF	Naval Auxiliary Landing Field
NAS	Naval Air Station
NDB	Nondirectional Radio Beacon
NM	Nautical Mile
NOLF	Naval Outlying Field
NoPT	No Procedure Turn
NOTAM	Notice to Airmen
NS	Naval Station
NTL	National
ODALS	Omnidirectional Approach Lighting System
ODP	Obstacle Departure Procedure
OM	Outer Marker
OPSPEC	Operations Specification
PAR	Precision Approach Radar
PDC	Pre-Departure Clearance
PRM	Precision Runway Monitor
Pvt	Private
R	Radial
RA	Radio Altimeter setting height
RAIL	Runway Alignment Indicator Lights
RCLS	Runway Centerline Light System
REIL	Runway End Identifier Lights
RF	Radius to Fix
RGNL	Regional
RLLS	Runway Lead-in Light System
RNAV	Area Navigation
RNP	Required Navigation Performance
RPI	Runway Point of Interception)
RVR	Runway Visual Range
RWY	Runway
S	Straight-in
SALS	Simplified Short Approach Light System
SALSF	Short Approach Lighting System with Sequenced Flashing Lights
SDF	Simplified Directional Facility
SFB	Space Force Base
SID	Standard Instrument Departure
SM	Statute Mile
SR-SS	Sunrise-Sunset
SSALF	Short Approach Lighting System with Sequenced Flashing Lights
SSALR	Simplified Short Approach Light System with Runway Alignment Indicator Lights
SSALS	Simplified Short Approach Lighting System
ST	Saint
STE	Sainte
STAR	Standard Terminal Arrival
TAA	Terminal Arrival Area
TACAN	Tactical Air Navigation
TCH	Threshold Crossing Height
TDZ	Touchdown Zone
TDZE	Touchdown Zone Elevation
TDZ/CL	Touchdown Zone and Runway Centerline Lighting
TDZL	Touchdown Zone Lights
THR	Threshold
TODA	Takeoff Distance Available
TORA	Takeoff Run Available
tr	Track
TRML	Terminal
TWR	Tower
UNICOM	Universal Communications Station
USA	United States Army
USAF	United States Air Force

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ABBREVIATIONS 25107

USCG…….	United States Coast Guard
USMC…….	United States Marine Corps
USN……	United States Navy
USSF……..	United States Space Force
VASI……	Visual Approach Slope Indicator
VCOA……	Visual Climb Over Airport
VDA……	Vertical Descent Angle
VDP……	Visual Descent Point
VFR……...	Visual Flight Rules
VGSI……..	Visual Glide Slope Indicator
VNAV…….	Vertical Navigation
VOR……...	Very High Frequency Omni-Directional Range
VORTAC……...	Very High Frequency Omni-Directional Range/Tactical Air Navigation
WAAS……	Wide Area Augmentation System
WP/WPT……...	Waypoint

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LEGEND 23334 INSTRUMENT APPROACH PROCEDURES (CHARTS)

PLANVIEW SYMBOLS

ROUTES

Procedure Track

Feeder Route

Missed Approach

Visual Flight Path

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

Minimum Route Altitude → 3100 NoPT to LOM
045°
Mileage → (14.2)

HOLDING PATTERNS

Hold-in-lieu of Procedure Turn

HOLD 10000/8000
090°
(IAS)
270°
4 NM

HOLD 10000/8000
090°
1 min
270°

Missed Approach
090°
270°

Arrival
HOLD 8000
090°
270°

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

GLGHR INT — Intersection

Waypoint

MAP WP (Flyby)

MYLES
I-LVF 14.9 — (Distance From Facility)

MAP WP (Flyover)

DME

Flyover Point

x (CFTSP) — 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

ALTITUDES

5500 Mandatory Altitude
2500 Minimum Altitude
4300 Maximum Altitude
3000 Recommended Altitude
5000 Mandatory Block
3000 Altitude

INDICATED AIRSPEED

175K	120K	250K	180K
Mandatory Airspeed	Minimum Airspeed	Maximum Airspeed	Recommended Airspeed

RADIO AIDS TO NAVIGATION

110.1 Underline indicates No Voice transmitted on this frequency

VOR
VORTAC
TACAN
VOR/DME
DME
NDB
NDB/DME
LOM (Compass locator at Outer Marker)
Marker Beacon

Marker beacons that are not specifically part of the procedure.

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

Localizer Back Course
Left side shading- Back Course

SDF Course

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

Primary NAVAID
LIMA
114.5 LIM
Chan 92

Secondary NAVAID
LOM
AKRON
362 AK

TACAN or DME NAVAID
SCOTT
Chan 59
SKE
(112.2)
VHF Paired Frequency

NE-3, 12 JUN 2025 to 07 AUG 2025

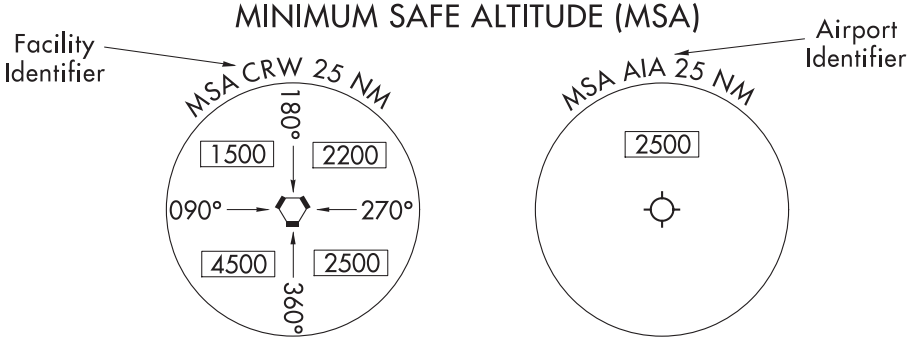
NE-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 23110

INSTRUMENT APPROACH PROCEDURES (CHARTS)

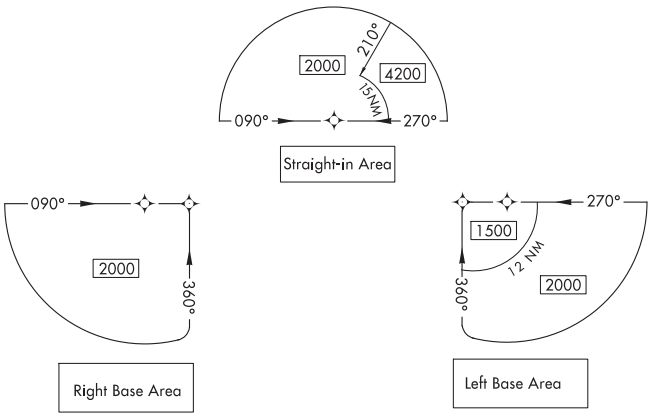
PLANVIEW SYMBOLS

MINIMUM SAFE ALTITUDE (MSA)



(arrows on distance circle identify sectors)

TERMINAL ARRIVAL AREA (TAA)



MISCELLANEOUS

VOR Changeover Point

RWY 15 S12° 00.52′ W77° 06.91′ — End of Rwy Coordinates (DoD only)

Distance not to scale

International Boundary

Air Defense Identification Zone

SPECIAL USE AIRSPACE

R-352

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

AIRPORTS

Primary and Secondary (named in planview)

Civil

Seaplane Base

Heliport

Joint (Civil-Military)

OBSTACLES

Spot Elevation

Highest Spot Elevation

Obstacle

Group of Obstacles

Highest Obstacle

Doubtful accuracy

NE-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 23110

LEGEND 24361

INSTRUMENT APPROACH PROCEDURES (CHARTS)

PROFILE VIEW

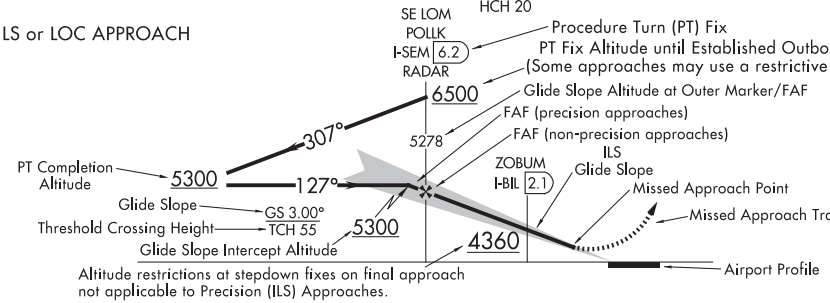
Three different methods are used to depict either electronic or vertical guidance: "GS", "GP", or "VDA".

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

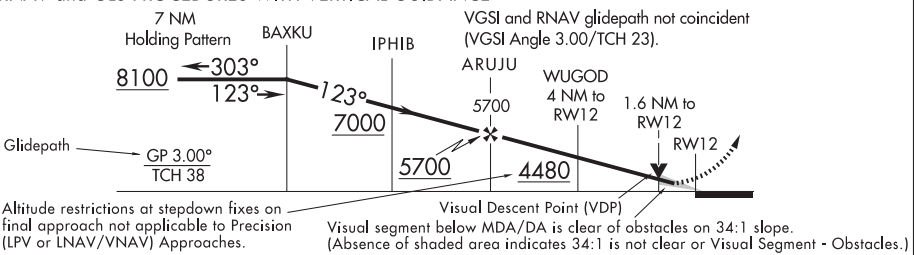
2. "GP" on GLS and RNAV procedures indicates that either electronic vertical guidance (via Wide Area Augmentation System - WAAS or Ground Based Augmentation System - GBAS) or barometric vertical guidance is provided. GLS and RNAV procedures with a published decision altitude (DA/H) depict a GP angle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

3. An advisory vertical descent angle (VDA) is provided on non-vertically guided conventional procedures and RNAV procedures with only a minimum descent altitude (MDA) to assist in preventing controlled flight into terrain. On Civil (FAA) procedures, this information is placed above or below the procedure track following the fix it is based on. Absence of a VDA or a note that the VDA is not authorized indicates that the prescribed obstacle clearance surface is not clear and the VDA must not be used below MDA. VDA is depicted in the following format: ∠3.00°/TCH 55. On Copter procedures this is depicted in the following format: ∠7.30°/HCH 20

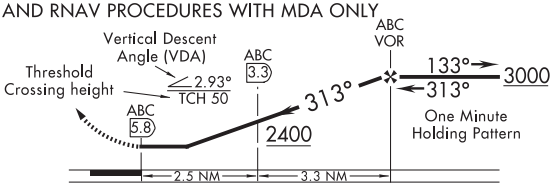
ILS or LOC APPROACH



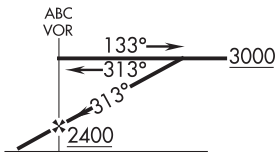
RNAV and GLS PROCEDURES WITH VERTICAL GUIDANCE



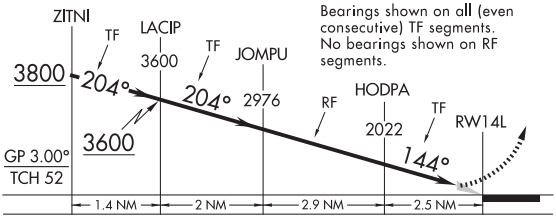
NON-VERTICALLY GUIDED CONVENTIONAL PROCEDURES AND RNAV PROCEDURES WITH MDA ONLY



DESCENT FROM HOLDING PATTERN



RNP APPROACH WITH TF AND RF SEGMENTS



ALTITUDES

5500	Mandatory Altitude	3000	Recommended Altitude
2500	Minimum Altitude	5000/3000	Mandatory Block Altitude
4300	Maximum Altitude		

PROFILE SYMBOLS

2400 — Glide Slope/Glidepath Intercept Altitude and final approach fix for vertically guided approach procedures.

▼ Visual Descent Point (VDP)

- - - → Visual Flight Path

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

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NE-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 23334 STANDARD TERMINAL ARRIVAL (STAR) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

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

Non-Compulsory:

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

Reporting Point (Compulsory)

Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

x (CFTSP) 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

270° Arrival Route

(65) 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

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000
12000
Block Altitude

Altitude change at other than Radio Aids to Navigation

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

MISCELLANEOUS

Changeover Point

Air Defense Identification Zone

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

Ldg KLAS and KHND

Ldg Rwys 16L/C/R

Terminus identifier

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 23334 DEPARTURE PROCEDURE (DP) CHARTS

RADIO AIDS TO NAVIGATION

Compulsory:

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

Non-Compulsory:

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

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

LOM (Compass locator at outer marker)

Marker Beacon

Localizer Front Course

BACK COURSE

Localizer Back Course (Shading on left)

(T) indicates frequency protection range

ORLANDO
112.25 (T) ORL
Chan 59(Y)

Underline indicates no voice transmitted on this frequency

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

TACAN or DME NAVAID Box

SCOTT
Chan 59
SKE
(112.2)

VHF Paired Frequency

FIXES/ATC REPORTING REQUIREMENTS

Unnamed DME fix

Reporting Point (Compulsory)

Reporting Point (Non-Compulsory)

Obvious DME (DME mileage matches route mileage)

75 DME Mileage (when not obvious)

Waypoint (Compulsory)

Waypoint (Non-Compulsory)

Flyover Point

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

MISCELLANEOUS

Changeover Point

Distance not to scale

International Boundary

Sector Boundary

Air Defense Identification Zone

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

ROUTES

4500 MEA-Minimum Enroute Altitude

*3500 MOCA-Minimum Obstruction Clearance Altitude

270° Departure Route

(65) Mileage between Radio Aids, Reporting Points, and Route Breaks

Transition Route

R-275 Radial line and value

Lost Communications Track

Visual Flight Path

V12 J80 Airway/Jet Route Identification

(IAS) Holding Pattern

Lost Comm Holding Pattern

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

SPECIAL USE AIRSPACE

R-352

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

ALTITUDES

5500 Mandatory Altitude (Cross at)

2300 Minimum Altitude (Cross at or above)

4800 Maximum Altitude (Cross at or below)

15000 / 12000 Block Altitude

TOP ALTITUDE: 5000 Top altitude restriction

INDICATED AIRSPEED

175K Mandatory Airspeed

120K Minimum Airspeed

250K Maximum Airspeed

AIRPORTS

H Heliport

Civil

Military

Joint (Civil-Military)

MINIMUM SAFE ALTITUDE (MSA)

Facility Identifier

MSA CRW 25 NM
180°
4500
4100
090°
270°
5300
4700
360°

Airport Identifier

MSA AIA 25 NM
2500

(arrows on distance circle identify sectors)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 23334

24249

LEGEND

INSTRUMENT APPROACH PROCEDURES (CHARTS)

AIRPORT DIAGRAM/AIRPORT SKETCH

Runways

Hard Surface | Other Than Hard Surface | Taxiways, Parking Areas | Stopways, Overruns, Blast Pads | Metal Surface

Closed Runway | Closed Surface | Non-Movement | Under Construction | Water Runway

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

uni-directional | bi-directional | Jet Barrier

ARRESTING SYSTEM (EMAS)

REFERENCE FEATURES

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

Unlit Lit
Wind Cone
Landing Tee
Tetrahedron

When Control Tower and Rotating Beacon are co-located, Beacon symbol will be used and further identified as TWR.

See appropriate Chart Supplement for information.

Runway Weight Bearing Capacity or Pavement Classification Number (PCN)/Pavement Classification Rating (PCR) is shown as a codified expression. Refer to the appropriate Supplement/Directory for applicable codes e.g., RWY 14-32 PCR 560 R/B/W/T; S-75, D-185, 2D-325, 2D/2D2-1120

Helicopter Alighting Areas

Negative Symbols used to identify Copter Procedures landing point

NOTE:
Landmark features depicted on Copter Approach insets and sketches are provided for visual reference only.

Runway TDZ elevation.....TDZE 123

Runway Slope..... ← 0.3% Down.....0.8% UP →
(shown when rounded runway slope is ≥ 0.3%)

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

U.S. Navy Optical Landing System (OLS) "OLS" location is shown because of its height of approximately 7 feet and proximity to edge of runway may create an obstruction for some types of aircraft.

Approach light symbols are shown in the Flight Information Handbook.

Airport diagram scales are variable.

True/magnetic North orientation may vary from diagram to diagram

Coordinate values are shown in 1 or ½ minute increments. They are further broken down into 6 second ticks, within each 1 minute increments.

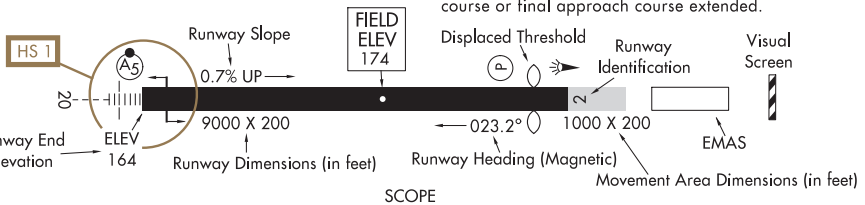
Positional accuracy within ± 600 feet unless otherwise noted on the chart.

Runway length depicted is the physical length of the runway (end-to-end, including displaced thresholds if any) but excluding areas designated as stopways.

A D symbol is shown to indicate runway declared distance information available, see appropriate Chart Supplement for distance information.

NOTE:
All new and revised airport diagrams are shown referenced to the World Geodetic System (WGS) (noted on appropriate diagram), and may not be compatible with local coordinates published in DoD FLIP. (Foreign Only)

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



SCOPE

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.

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 22195

INSTRUMENT APPROACH PROCEDURES (CHARTS)

APPROACH LIGHTING SYSTEM - UNITED STATES

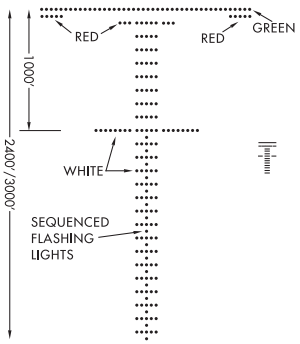
Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, e.g., A2, V, etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., A1. Negative symbology, e.g., A1, V indicates Pilot Controlled Lighting (PCL).

CATEGORY I APPROACH LIGHTING SYSTEM

A1

ALSF-1

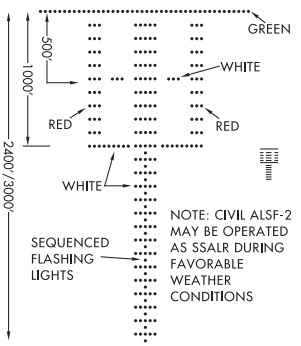


(High Intensity)
LENGTH 2400/3000 FEET

CATEGORY II APPROACH LIGHTING SYSTEM

A

ALSF-2

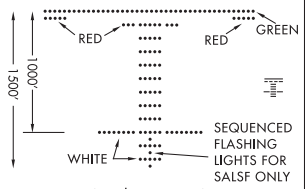


(High Intensity)
LENGTH 2400/3000 FEET

SHORT APPROACH LIGHTING SYSTEM

A2 A2

SALS/SALSF



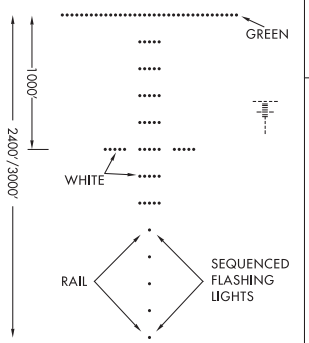
(High Intensity)
LENGTH 1500 FEET

SIMPLIFIED SHORT APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A3

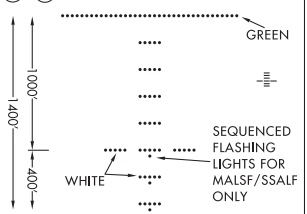
SSALR



(High Intensity)
LENGTH 2400/3000 FEET

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

A4 A4



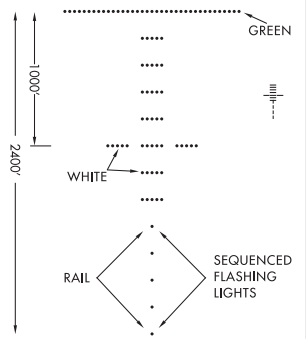
LENGTH 1400 FEET

MEDIUM INTENSITY APPROACH LIGHTING SYSTEM

with Runway Alignment Indicator Lights

A5

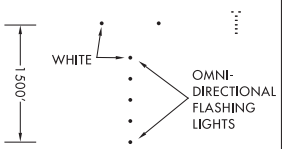
MALSR



LENGTH 2400 FEET

OMNIDIRECTIONAL APPROACH LIGHTING SYSTEM

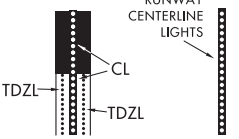
ODALS



LENGTH 1500 FEET

RUNWAY TOUCHDOWN ZONE AND CENTERLINE LIGHTING SYSTEMS

TDZ/CL



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

NE-3, 12 JUN 2025 to 07 AUG 2025

LEGEND 22195

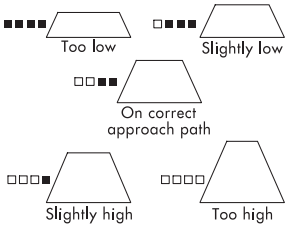
INSTRUMENT APPROACH PROCEDURES (CHARTS)
APPROACH LIGHTING SYSTEM - UNITED STATES

Approach lighting and visual glide slope systems are indicated on the airport sketch by an identifier, (A2), (V) etc.

A dot " ● " portrayed with approach lighting letter identifier indicates sequenced flashing lights (F) installed with the approach lighting system e.g., (A1). Negative symbology, e.g., (A1), (V) indicates Pilot Controlled Lighting (PCL).

(P) PRECISION APPROACH PATH INDICATOR

PAPI



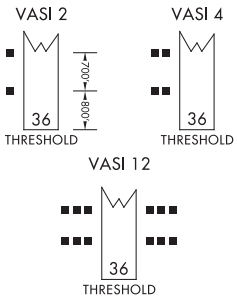
Legend: □ White ■ Red

(V) VISUAL APPROACH SLOPE INDICATOR

VASI

VISUAL APPROACH SLOPE INDICATOR WITH STANDARD THRESHOLD CLEARANCE PROVIDED.

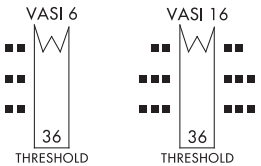
ALL LIGHTS WHITE — TOO HIGH
FAR LIGHTS RED, NEAR LIGHTS WHITE — ON GLIDE SLOPE
ALL LIGHTS RED — TOO LOW



(V3) VISUAL APPROACH SLOPE INDICATOR

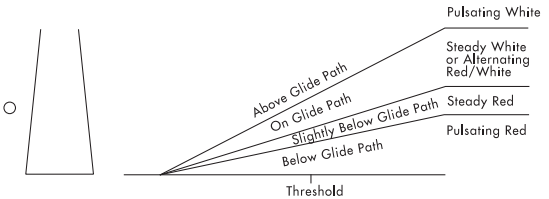
VASI

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



(V2) PULSATING VISUAL APPROACH SLOPE INDICATOR

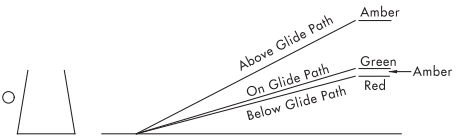
PVASI



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

(V4) TRI-COLOR VISUAL APPROACH SLOPE INDICATOR

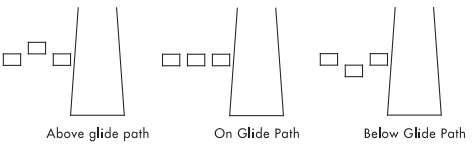
TRCV



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

(V5) ALIGNMENT OF ELEMENTS SYSTEMS

APAP



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

NE-3, 12 JUN 2025 to 07 AUG 2025

SUPPLEMENTAL TABLES 25107

FREQUENCY PAIRING TABLE

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

See the Chart Supplement for a complete listing.

SUPPLEMENTAL TABLES 25107

NE-3, 12 JUN 2025 to 07 AUG 2025

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF CLIMB TABLE
(ft per min)

The rate of climb table is provided for use in planning and executing climbs with a known or approximate ground speed. Rates of climb in ft per min are monitored with a vertical speed indicator (VSI). The use of a climb rate should not be used if it will exceed the aircraft's operational limitations.

ft/NM	%	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
152	2.50	152	228	304	380	456	532	608	684	760	836	912
200	3.29	200	300	400	500	600	700	800	900	1000	1100	1200
210	3.46	210	315	420	525	630	735	840	945	1050	1155	1260
220	3.62	220	330	440	550	660	770	880	990	1100	1210	1320
230	3.79	230	345	460	575	690	805	920	1035	1150	1265	1380
240	3.95	240	360	480	600	720	840	960	1080	1200	1320	1440
250	4.11	250	375	500	625	750	875	1000	1125	1250	1375	1500
260	4.28	260	390	520	650	780	910	1040	1170	1300	1430	1560
270	4.44	270	405	540	675	810	945	1080	1215	1350	1485	1620
280	4.61	280	420	560	700	840	980	1120	1260	1400	1540	1680
290	4.77	290	435	580	725	870	1015	1160	1305	1450	1595	1740
300	4.94	300	450	600	750	900	1050	1200	1350	1500	1650	1800
310	5.10	310	465	620	775	930	1085	1240	1395	1550	1705	1860
320	5.27	320	480	640	800	960	1120	1280	1440	1600	1760	1920
330	5.43	330	495	660	825	990	1155	1320	1485	1650	1815	1980
340	5.60	340	510	680	850	1020	1190	1360	1530	1700	1870	2040
350	5.76	350	525	700	875	1050	1225	1400	1575	1750	1925	2100
360	5.92	360	540	720	900	1080	1260	1440	1620	1800	1980	2160
370	6.09	370	555	740	925	1110	1295	1480	1665	1850	2035	2220
380	6.25	380	570	760	950	1140	1330	1520	1710	1900	2090	2280
390	6.42	390	585	780	975	1170	1365	1560	1755	1950	2145	2340
400	6.58	400	600	800	1000	1200	1400	1600	1800	2000	2200	2400
450	7.41	450	675	900	1125	1350	1575	1800	2025	2250	2475	2700
500	8.23	500	750	1000	1250	1500	1750	2000	2250	2500	2750	3000
550	9.05	550	825	1100	1375	1650	1925	2200	2475	2750	3025	3300

SUPPLEMENTAL TABLES 25107

NE-3, 12 JUN 2025 to 07 AUG 2025

SUPPLEMENTAL TABLES 25107

INSTRUMENT TAKEOFF AND APPROACH PROCEDURE CHARTS
RATE OF DESCENT TABLE

The rate of descent table is provided for use in planning and executingdescents with a known or approximate ground speed. The descent chart may also be used to calculate a constant rate of descent in the final segment on a non-precision approach. This rate of descent is advisory only. Rates of descent in ft per min are monitored with a vertical speed indicator (VSI). The use of a descent rate should not be used if it will exceed the aircraft's operational limitations.

ANGLE	ft/NM	GROUND SPEED (knots)										
		60	90	120	150	180	210	240	270	300	330	360
2.0	212	212	318	424	530	637	743	849	955	1061	1167	1273
2.5	265	265	398	531	663	796	929	1061	1194	1326	1459	1592
2.6	276	276	414	552	690	828	966	1104	1242	1380	1518	1655
2.7	287	287	430	573	716	860	1003	1146	1289	1433	1576	1719
2.8	297	297	446	594	743	892	1040	1189	1337	1486	1634	1783
2.9	308	308	462	616	770	923	1077	1231	1385	1539	1693	1847
3.0	318	318	478	637	796	955	1115	1274	1433	1592	1751	1911
3.1	329	329	494	658	823	987	1152	1316	1481	1645	1810	1974
3.2	340	340	510	679	849	1019	1189	1359	1529	1699	1868	2038
3.3	350	350	526	701	876	1051	1226	1401	1577	1752	1927	2102
3.4	361	361	541	722	902	1083	1263	1444	1624	1805	1985	2166
3.5	372	372	557	743	929	1115	1301	1487	1672	1858	2044	2230
3.6	382	382	573	765	956	1147	1338	1529	1720	1911	2103	2294
3.7	393	393	589	786	982	1179	1375	1572	1768	1965	2161	2358
3.8	404	404	605	807	1009	1211	1413	1614	1816	2018	2220	2421
3.9	414	414	621	828	1036	1243	1450	1657	1864	2071	2278	2485
4.0	425	425	637	850	1062	1275	1487	1700	1912	2124	2337	2549
4.5	478	478	717	956	1196	1435	1674	1913	2152	2391	2630	2869
5.0	532	532	797	1063	1329	1595	1861	2126	2392	2658	2924	3190
5.5	585	585	878	1170	1463	1755	2048	2340	2633	2925	3218	3510
6.0	639	639	958	1277	1597	1916	2235	2555	2874	3193	3512	3832
6.5	692	692	1038	1385	1731	2077	2423	2769	3115	3461	3808	4154
7.0	746	746	1119	1492	1865	2238	2611	2984	3357	3730	4103	4476
7.5	800	800	1200	1600	2000	2400	2800	3200	3600	4000	4400	4800
8.0	854	854	1281	1708	2135	2562	2989	3416	3843	4270	4697	5124
8.5	908	908	1362	1816	2270	2724	3178	3632	4086	4540	4994	5448
9.0	962	962	1444	1925	2406	2887	3368	3849	4331	4812	5293	5774
9.5	1017	1017	1525	2034	2542	3050	3559	4067	4576	5084	5592	6101
10.0	1071	1071	1607	2143	2678	3214	3750	4286	4821	5357	5893	6428

SUPPLEMENTAL TABLES 25107

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ABERDEEN PROVING GROUND, MD
---SEE PHILLIPS AAF

ABINGDON, VA
VIRGINIA HIGHLANDS(VJI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
IAPS ..... RNAV (GPS) RWY 06 1
RNAV (GPS) RWY 24 2
LOC RWY 24 3

ACCOMACK COUNTY
---SEE MELFA, VA

ALLAN C PERKINSON/BLACKSTONE AAF
---SEE BLACKSTONE, VA

ANNAPOLIS, MD
LEE(ANP)
TAKEOFF MINIMUMS L
IAPS ..... RNAV (GPS)-A 4

BALTIMORE, MD
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL(BWI)
TAKEOFF MINIMUMS L
ALTERNATE MINIMUMS ..... M
STARS ..... ANTHM FIVE (RNAV) Z1
MIIDY THREE (RNAV) Z24
RAVNN EIGHT (RNAV) Z32
TRISH FOUR (RNAV) Z41
WESTMINSTER SEVEN Z50
IAPS ..... ILS OR LOC RWY 10 5
ILS OR LOC RWY 15L 6
ILS OR LOC RWY 15R 7
ILS OR LOC RWY 28 8
ILS OR LOC RWY 33L 9
ILS OR LOC RWY 33R 10
ILS RWY 10 (SA CAT I) 11
ILS RWY 33L (SA CAT I - II) 12
ILS RWY 10 (CAT II - III) 13
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RNAV (RNP) Z RWY 15R 16
RNAV (RNP) Z RWY 28 17
RNAV (RNP) Z RWY 33L 18
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BAY BRIDGE
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ALTERNATE MINIMUMS ....M
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RNAV (GPS) RWY 31 51
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DPS ..... BEMAR THREE (RNAV) 53
SETHY FIVE (RNAV) 54

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BLUEGRASS(9VA5)
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COPTER VOR/DME OR TACAN 056 61

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BOWIE, MD
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RNAV (GPS) RWY 36 63

BRIDGEWATER, VA
BRIDGEWATER AIR PARK(VBW)
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ALTERNATE MINIMUMS ....M
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RNAV (GPS) RWY 33 65

BROOKNEAL, VA
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CREWE, VA		
CREWE MUNI(W81)		
TAKEOFF MINIMUMS		L
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IAPS	RNAV (GPS)-A	87
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CRISFIELD, MD		
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IAPS	RNAV (GPS)-B	89
CULPEPER, VA		
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TAKEOFF MINIMUMS		L
ALTERNATE MINIMUMS		M
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	TIKEE FOUR (RNAV)	Z40
	TRSTN FOUR (RNAV)	Z43
IAPS	RNAV (GPS) RWY 04	90
	RNAV (GPS) RWY 22	91
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CUMBERLAND, MD		
GREATER CUMBERLAND RGNL(CBE)		
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	RNAV (GPS) RWY 23	96
	LOC/DME RWY 23	97
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ALTERNATE MINIMUMS		M
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	RNAV (GPS) RWY 02	99
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DAVISON AAF(KDAA)		
FORT BELVOIR, VA		
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	NUMMY THREE	Z26
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IFR TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

Civil Airports and Selected Military Airports

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

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

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

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

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

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

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

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 6, 300-1½ w/min climb of 225'/NM to 5500 or std w/min climb of 739'/NM to 2400, or 2100-3 for VCOA.

Rwy 24, 300-1 w/min climb of 295'/NM to 5500 or std w/min climb of 401'/NM to 4200, or 2100-3 for VCOA.

VCOA:

All runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Virginia Highlands airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, light poles at DER, 112' left of centerline, 2088' MSL.
Tree 39' from DER, 449' left of centerline, 2113' MSL.
Tree, terrain beginning 66' from DER, 352' left of centerline, up to 2114' MSL.
Sign 141' from DER, 481' right of centerline, 2094' MSL.
Tree, terrain, vehicle on road, electrical system beginning 176' from DER, 314' left of centerline, up to 29' AGL/2128 ' MSL.
Tree 214' from DER, 548' right of centerline, 2111' MSL.
Pole, building beginning 602' from DER, 602' right of centerline, up to 2123' MSL.
Poles, vehicle on road, terrain, vegetation beginning 617' from DER, 318' left of centerline, up to 2147' MSL.
Tree 1304' from DER, 607' right of centerline, 2147' MSL.
Tree 1324' from DER, 713' right of centerline, 2151' MSL.
Trees beginning 1374' from DER, 438' right of centerline, up to 2193' MSL.
Fence, terrain beginning 1496' from DER, 748' left of centerline, up to 2154' MSL.
Tree, vehicle on road beginning 1619' from DER, 408' left of centerline, up to 2171' MSL.
Tree, terrain beginning 1773' from DER, 718' left of centerline, up to 2247' MSL.
Trees, pole, vegetation, building, terrain beginning 1876' from DER, 131' left of centerline, up to 2250' MSL.
Trees, buildings, vehicle on road, terrain, poles beginning 2004' from DER, 44' left of centerline, up to 2272' MSL.
Trees beginning 2197' from DER, 784' right of centerline, up to 2196' MSL.
Trees beginning 2400' from DER, 412' right of centerline, up to 2199' MSL.
Trees beginning 2470' from DER, 768' right of centerline, up to 2204' MSL.
Trees, pole beginning 2776' from DER, 234' right of centerline, up to 2206' MSL.
Trees, pole beginning 3529' from DER, 280' right of centerline, up to 76' AGL/2211' MSL.
Trees, building beginning 3689' from DER, 369' right of centerline, up to 2226' MSL.
Trees, building, sign beginning 3821' from DER, 277' right of centerline, up to 84' AGL/2234' MSL.
Trees beginning 5667' from DER, 1483' left of centerline, up to 2279' MSL.

CON'T

ABINGDON, VA (CON'T)

VIRGINIA HIGHLANDS (VJI) (CON'T)

Rwy 6 (CON'T), trees, fence, terrain beginning 1 NM from DER, 1161' left of centerline, up to 2344' MSL.
Tree 1.1 NM from DER, 1998' left of centerline, 2270' MSL.
Rwy 24, poles beginning 9' from DER, 474' left of centerline, up to 43' AGL/2086' MSL.
Tree, pole beginning 140' from DER, 442' left of centerline, up to 2088' MSL.
Vegetation 167' from DER, 496' right of centerline, 2071' MSL.
Terrain beginning 254' from DER, 548' right of centerline, up to 2075' MSL.
Building 401' from DER, 401' right of centerline, 30' AGL/2091' MSL.
Pole 631' from DER, 647' right of centerline, 2101' MSL.
Pole, vehicle on road beginning 720' from DER, 457' right of centerline, up to 2106' MSL.
Pole 1047' from DER, 551' right of centerline, 2109' MSL.
Trees, pole, vegetation, fence beginning 1191' from DER, 5' right of centerline, up to 2168' MSL.
Trees beginning 2195' from DER, 8' left of centerline, up to 77' AGL/2131' MSL.
Trees beginning 2397' from DER, 14' left of centerline, up to 2142' MSL.
Trees beginning 2603' from DER, 9' left of centerline, up to 58' AGL/2146' MSL.
Tree, fence beginning 2899' from DER, 65' right of centerline, up to 68' AGL/2169' MSL.
Trees beginning 2929' from DER, 79' right of centerline, up to 2178' MSL.
Trees, poles, buildings, vehicle on road beginning 2950' from DER, 49' right of centerline, up to 2209' MSL.
Trees beginning 2990' from DER, 67' left of centerline, up to 58' AGL/2158' MSL.
Tree 3049' from DER, 223' left of centerline, 69' AGL/2159' MSL.
Trees beginning 3050' from DER, 50' left of centerline, up to 59' AGL/2164' MSL.
Trees beginning 3613' from DER, 195' right of centerline, up to 2210' MSL.
Tree 3844' from DER, 1284' right of centerline, 2218' MSL.
Trees beginning 3900' from DER, 420' right of centerline, up to 2224' MSL.
Trees beginning 3989' from DER, 11' left of centerline, up to 2187' MSL.
Trees beginning 4040' from DER, 19' right of centerline, up to 2229' MSL.
Trees beginning 4146' from DER, 109' right of centerline, up to 2234' MSL.
Tree 4727' from DER, 1717' right of centerline, 2231' MSL.
Tree 4777' from DER, 1427' left of centerline, 106' AGL/2198' MSL.

ANNAPOLIS, MD

LEE (ANP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 27DEC01 (01361) (FAA)

TAKEOFF MINIMUMS:
Rwy 30, 300-1 or std. with a min. climb of 410' per NM to 400.

DEPARTURE PROCEDURE:
Rwy 12, climb runway heading to 700 before proceeding on course.
Rwy 30, climb runway heading to 1000 before proceeding right on course. Climb runway heading to 700 before proceeding left on course.

TAKEOFF OBSTACLE NOTES:
Rwy 12, cross DER at or above 35' AGL/66' MSL.
Rwy 30, trees, 1433' from DER, 85' left of centerline, 100' AGL/139' MSL.
Cross DER at or above 35' AGL/66' MSL.

BALTIMORE, MD

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 10A 21MAY20 (20142) (FAA)

TAKEOFF MINIMUMS:
Rwy 33L, std. w/min. climb of 268' per NM to 1900.
Rwy 33R, std. w/min. climb of 255' per NM to 2000.

DEPARTURE PROCEDURE:
Rwy 28, climb heading 285° to 900' before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 10, lighting 9' from DER, 54' left of centerline, 1' AGL/127' MSL.
Lighting 9' from DER, 54' right of centerline, 1' AGL/127' MSL.
Building beginning 51' from DER, 319' left of centerline, up to 10' AGL/133' MSL.
Tree 1143' from DER, 549' left of centerline, 65' AGL/157' MSL.
Trees beginning 1190' from DER, 457' left of centerline, up to 67' AGL/160' MSL.
Tree 1210' from DER, 452' left of centerline, 68' AGL/161' MSL.
Trees beginning 1230' from DER, 384' left of centerline, up to 70' AGL/163' MSL.
Rwy 15L, tree 615' from DER, 641' left of centerline, 47' AGL/131' MSL.
Trees beginning 646' from DER, 608' left of centerline, up to 52' AGL/136' MSL.
Tree 748' from DER, 624' left of centerline, 69' AGL/148' MSL.
Trees beginning 773' from DER, 647' left of centerline, up to 73' AGL/152' MSL.
Pole, tree beginning 920' from DER, 617' left of centerline, up to 79' AGL/161' MSL.
Trees beginning 962' from DER, 706' left of centerline, up to 77' AGL/162' MSL.
Antenna 1067' from DER, 640' left of centerline, 68' AGL/164' MSL.
Pole, tree beginning 1068' from DER, 548' left of centerline, up to 75' AGL/169' MSL.
Pole, antenna beginning 1762' from DER, 941' right of centerline, up to 61' AGL/179 MSL.
Trees beginning 1872' from DER, 750' right of centerline, up to 68' AGL/181' MSL.

CON'T

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

BALTIMORE, MD (CON'T)

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

Rwy 15L(CON'T), trees beginning 2237' from DER, 660' right of centerline, up to 183' MSL.
Tree 2712' from DER, 1182' right of centerline, 73' AGL/194' MSL.
Tree 2740' from DER, 1117' right of centerline, 74' AGL/198' MSL.
Trees beginning 2770' from DER, 1061' right of centerline, up to 207' MSL.
Rwy 15R, NAVAID 1' from DER, 85' right of centerline, 2' AGL/130' MSL.
Tree 1086' from DER, 755' right of centerline, 65' AGL/173' MSL.
Trees beginning 1126' from DER, 752' right of centerline, up to 77' AGL/184' MSL.
Rwy 28, lighting 50' from DER, 6' left of centerline, 2' AGL/141' MSL.
Lighting 50' from DER, 6' right of centerline, 2' AGL/141' MSL.
Pole 150' from DER, 40' right of centerline, 4' AGL/143' MSL.
Tree 1293' from DER, 842' left of centerline, 79' AGL/174' MSL.
Trees beginning 1389' from DER, 252' left of centerline, up to 87' AGL/182' MSL.
Trees beginning 1582' from DER, 299' left of centerline, up to 96' AGL/188' MSL.
Trees beginning 1632' from DER, 264' left of centerline, up to 197' MSL.
Tree 2830' from DER, 871' right of centerline, 134' AGL/211' MSL.
Trees beginning 2834' from DER, 839' right of centerline, up to 135' AGL/212' MSL.
Rwy 33L, fence 161' from DER, 528' right of centerline, 10' AGL/145' MSL.
Fence 203' from DER, 520' right of centerline, 18' AGL/149' MSL.
Pole 516' from DER, 573' right of centerline, 33' AGL/156' MSL.
Tree 910' from DER, 595' left of centerline, 82' AGL/165' MSL.
Trees beginning 1662' from DER, 852' right of centerline, up to 41' AGL/187' MSL.
Tree 1715' from DER, 888' right of centerline, 34' AGL/188' MSL.
Trees beginning 1716' from DER, 904' right of centerline, up to 34' AGL/190' MSL.
Trees beginning 2189' from DER, 940' right of centerline, up to 63' AGL/205' MSL
Trees beginning 2228' from DER, 877' right of centerline, up to 73' AGL/214' MSL.
Building, antenna, bldg_twr beginning 4693' from DER, 877' right of centerline, up to 146' AGL/265' MSL.
Rwy 33R, fence 400' from DER, 601' left of centerline, 1' AGL/157' MSL.
Fence 629' from DER, 600' left of centerline, 2' AGL/159' MSL.
Pole 758' from DER, 677' left of centerline, 19' AGL/176' MSL.
Building 880' from DER, 654' left of centerline, 25' AGL/181' MSL.
Building, pole beginning 951' from DER, 611' left of centerline, up to 29' AGL/184' MSL.
Trees beginning 1072' from DER, 518' right of centerline, up to 54' AGL/188' MSL.
Tree 1530' from DER, 807' right of centerline, 56' AGL/202' MSL.
Building, sign beginning 1556' from DER, 916' left of centerline, up to 42' AGL/198' MSL.
Tree 1565' from DER, 849' right of centerline, 63' AGL/212' MSL.
Tree 1582' from DER, 759' right of centerline, 64' AGL/213' MSL.
Trees beginning 1593' from DER, 779' right of centerline, up to 68' AGL/218' MSL.
Trees beginning 1662' from DER, 794' right of centerline, up to 63' AGL/220' MSL.
Trees beginning 1748' from DER, 791' right of centerline, up to 62' AGL/223' MSL.
Trees beginning 1785' from DER, 846' right of centerline, up to 64' AGL/226' MSL.
Tree 1866' from DER, 849' right of centerline, 59' AGL/230' MSL.
Tree 1907' from DER, 923' right of centerline, 60' AGL/236' MSL.
Trees beginning 1930' from DER, 858' right of centerline, up to 72' AGL/250' MSL.
Trees beginning 1985' from DER, 903' right of centerline, up to 68' AGL/253' MSL.
Trees beginning 2200' from DER, 967' right of centerline, up to 69' AGL/260' MSL.
Tree 2241' from DER, 1052' right of centerline, 75' AGL/261' MSL.
Tree pole beginning 2243' from DER, 15' right of centerline, up to 76' AGL/265' MSL.
Electrical_system 2452' from DER, 903' left of centerline, 44' AGL/204' MSL.
Trees beginning 2574' from DER, 685' left of centerline, up to 49' AGL/209' MSL.
Tree 2894' from DER, 902' left of centerline, 64' AGL/217' MSL.
Trees beginning 2908' from DER, 908' left of centerline, up to 69' AGL/220' MSL.
Trees beginning 2949' from DER, 348' left of centerline, up to 65' AGL/222' MSL.
Trees beginning 2984' from DER, 201' left of centerline, up to 79' AGL/231' MSL.
Trees beginning 3121' from DER, 154' left of centerline, up to 79' AGL/235' MSL.
Trees beginning 3151' from DER, 409' left of centerline, up to 84' AGL/237' MSL.
Trees beginning 3165' from DER, 89' left of centerline, up to 73' AGL/238' MSL.
Trees beginning 3185' from DER, 49' left of centerline, up to 73' AGL/241' MSL.
Trees beginning 3242' from DER, 122' left of centerline, up to 71' AGL/242' MSL.
Trees beginning 3252' from DER, 87' left of centerline, up to 73' AGL/244' MSL.
Trees beginning 3283' from DER, 50' left of centerline, up to 65' AGL/246' MSL.
Trees beginning 3373' from DER, 78' left of centerline, up to 62' AGL/248' MSL.
Trees beginning 3397' from DER, 2' left of centerline, up to 59' AGL/250' MSL.
Tree, pole beginning 3791' from DER, 20' left of centerline, up to 80' AGL/252' MSL.
Trees beginning 4001' from DER, 92' left of centerline, up to 75' AGL/255' MSL.
Trees beginning 4024' from DER, 312' right of centerline, up to 80' AGL/266' MSL.
Tree, pole beginning 4032' from DER, 55' right of centerline, up to 66' AGL/274' MSL.
Tree 4060' from DER, 1206' left of centerline, 85' AGL/257' MSL.
Trees beginning 4062' from DER, 34' left of centerline, up to 86' AGL/264' MSL.
Tree, pole beginning 4071' from DER, 2' right of centerline, up to 74' AGL/280' MSL.
Trees beginning 4157' from DER, 26' left of centerline, up to 75' AGL/268' MSL.
Trees beginning 4373' from DER, 333' left of centerline, up to 79' AGL/272' MSL.
Trees beginning 4384' from DER, 82' left of centerline, up to 68' AGL/275' MSL.
CON'T

BALTIMORE, MD (CON'T)

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

Rwy 33R (CON'T), trees beginning 4469' from DER, 87' left of centerline, up to 84' AGL/281' MSL.
Trees beginning 4511' from DER, 39' left of centerline, up to 73' AGL/282' MSL.
Trees beginning 4564' from DER, 610' right of centerline, up to 76' AGL/281' MSL.
Trees beginning 4600' from DER, 843' left of centerline, up to 65' AGL/283' MSL.
Trees beginning 4606' from DER, 213' left of centerline, up to 82' AGL/284' MSL.
Trees beginning 4635' from DER, 121' left of centerline, up to 85' AGL/289' MSL.
Trees beginning 5250' from DER, 345' left of centerline, up to 96' AGL/291' MSL.
Tree 1 NM from DER, 1991' left of centerline, 88' AGL/300' MSL.

MARTIN STATE (MTN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 05MAR15 (15064) (FAA)

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

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

TAKEOFF OBSTACLE NOTES:
Rwy 15, trees 625' from DER, 184' right of centerline, up to 20' AGL/29' MSL.
Pole and trees beginning 1689' from DER, 580' left of centerline, up to 89' AGL/97' MSL.
Trees beginning 2568' from DER, 68' right of centerline, up to 92' AGL/103' MSL.
Trees beginning 2906' from DER, 550' left of centerline, up to 100' AGL/109' MSL.
Rwy 33, terrain 91' from DER, 482' right of centerline, 0' AGL/25' MSL.
Poles and trees beginning 1170' from DER, 3' left of centerline, up to 84' AGL/133' MSL.
Poles and trees beginning 1175' from DER, 10' right of centerline, up to 79' AGL/128' MSL.
Trees beginning 3108' from DER, 8' left of centerline, up to 86' AGL/145' MSL.
Trees beginning 2843' from DER, 14' right of centerline, up to 96' AGL/175' MSL.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXEC (BCB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 10SEP20 (21280) (FAA)

TAKEOFF MINIMUMS:
Rwy 13, 400-1½ or std. w/min. climb of 460' per NM to 2600.

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

TAKEOFF OBSTACLE NOTES:
Rwy 13, trees, lighting, sign beginning abeam DER, 71' right of centerline, up to 2187' MSL.
Terrain 69' from DER, 497' left of centerline, 2134' MSL.
Tree, terrain beginning 82' from DER, 209' left of centerline, up to 2180' MSL.
Trees, terrain beginning 261' from DER, 216' left of centerline, up to 2184' MSL.
Trees beginning 775' from DER, 294' left of centerline, up to 2212' MSL.
Trees, antenna beginning 891' from DER, 256' left of centerline, up to 2216' MSL.
Tree 2907' from DER, 50' right of centerline, 2195' MSL.
Tree 3068' from DER, 73' right of centerline, 2201' MSL.
Tree 3114' from DER, 190' right of centerline, 2208' MSL.
Tree 4019' from DER, 1535' left of centerline, 2226' MSL.
Tree 4324' from DER, 1403' left of centerline, 2228' MSL.
Tree 4362' from DER, 1533' left of centerline, 2233' MSL.
Tree 4370' from DER, 1248' left of centerline, 2238' MSL.
Tree 4466' from DER, 1637' left of centerline, 2240' MSL.
Trees beginning 4472' from DER, 1157' left of centerline, up to 2260' MSL.
Trees beginning 5031' from DER, 1039' left of centerline, up to 2269' MSL.
Tree 5059' from DER, 1538' left of centerline, 2288' MSL.
Trees beginning 5186' from DER, 1256' left of centerline, up to 2307' MSL.
Trees beginning 5214' from DER, 1591' left of centerline, up to 2314' MSL.
Trees beginning 5336' from DER, 1199' left of centerline, up to 2327' MSL.
Trees beginning 5366' from DER, 1693' left of centerline, up to 2343' MSL.
Trees beginning 5411' from DER, 1149' left of centerline, up to 2356' MSL.
Trees beginning 5535' from DER, 1150' left of centerline, up to 2366' MSL.
Trees beginning 5668' from DER, 1097' left of centerline, up to 2404' MSL.
Trees beginning 5816' from DER, 1264' left of centerline, up to 2414' MSL.
Trees beginning 5862' from DER, 1018' left of centerline, up to 2435' MSL.
Trees beginning 5960' from DER, 1178' left of centerline, up to 2453' MSL.
Trees, building, terrain, transmission line beginning 5983' from DER, 855' left of centerline, up to 2459' MSL.
Tree 1.2 NM from DER, 1203' left of centerline, 2322' MSL.
Rwy 31, pole 22' from DER, 168' right of centerline, 52' AGL/2149' MSL.
Pole 92' from DER, 75' left of centerline, 40' AGL/2140' MSL.
Pole 139' from DER, 61' right of centerline, 57' AGL/2150' MSL.
Tree 157' from DER, 487' left of centerline, 2149' MSL.
Pole 402' from DER, 600' right of centerline, 73' AGL/2157' MSL.
Poles, trees beginning 571' from DER, 28' right of centerline, up to 78' AGL/2162' MSL.

BLACKSTONE, VA

ALLEN C PERKINSON/BLACKSTONE AAF (BKT)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 03APR14 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwys 1, 19, NA - Environmental.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 4, sign and trees beginning 12' from DER, 177' left of centerline, up to 100' AGL/511' MSL.
Trees beginning 779' from DER, 707' right of centerline, up to 100' AGL/508' MSL.
Rwy 22, terrain, trees beginning 178' from DER, 426' left of centerline, up to 100' AGL/507' MSL.
Trees beginning 2624' from DER, 325' right of centerline, up to 100' AGL/507' MSL.

NOTE: Do not overfly ammunition dump 1.1 NM south southwest of runway 4.

BLUEGRASS (9VA5)

BLUEMONT, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 08SEP22 (22251) (USN)

DEPARTURE PROCEDURE:

NA.

BOWIE, MD

FREEWAY (W00)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 22JUN17 (17173) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-2 or std. w/min. climb of 391' per NM to 400.
Rwy 36, 300-2 or std. w/min. climb of 726' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 18, tree 134' from DER, 505' right of centerline, 100' AGL/225' MSL.
Trees beginning 174' from DER, 38' right of centerline, up to 100' AGL/228' MSL.
Trees 254' from DER, 195' left of centerline, 100' AGL/232' MSL.
Trees beginning 293' from DER, 144' left of centerline, up to 100' AGL/242' MSL.
Trees beginning 513' from DER, 89' right of centerline, up to 100' AGL/235' MSL.
Tree 593' from DER, 378' left of centerline, 100' AGL/245' MSL.
Tree 632' from DER, 611' left of centerline, 100' AGL/251' MSL.
Trees beginning 812' from DER, 140' right of centerline, up to 100' AGL/245' MSL.
Trees beginning 852' from DER, 93' left of centerline, up to 100' AGL/255' MSL.
Tree 932' from DER, 560' left of centerline, 100' AGL/258' MSL.
Trees beginning 1111' from DER, 8' right of centerline, up to 100' AGL/248' MSL.
Trees beginning 1151' from DER, 42' left of centerline, up to 100' AGL/265' MSL.
Trees beginning 1271' from DER, 123' left of centerline, up to 100' AGL/268' MSL.
Trees beginning 1533' from DER, 30' right of centerline, up to 100' AGL/279' MSL.
Trees beginning 2388' from DER, 72' left of centerline, up to 100' AGL/271' MSL.
Trees beginning 2467' from DER, 20' left of centerline, up to 100' AGL/274' MSL.
Trees beginning 2807' from DER, 203' left of centerline, up to 100' AGL/281' MSL.
Trees beginning 3146' from DER, 152' left of centerline, up to 100' AGL/284' MSL.
Trees beginning 3485' from DER, 1087' left of centerline, up to 100' AGL/297' MSL.
Trees beginning 3590' from DER, 50' left of centerline, up to 100' AGL/319' MSL.
Rwy 36, trees beginning 58' from DER, 190' right of centerline, up to 100' AGL/274' MSL.
Vehicles on road beginning 112' from DER, on centerline, 15' AGL/167' MSL.
Tree 138' from DER, 42' left of centerline, 100' AGL/271' MSL.
Trees beginning 178' from DER, 121' left of centerline, up to 100' AGL/274' MSL.
Trees beginning 357' from DER, 8' right of centerline, up to 100' AGL/281' MSL.
Trees beginning 1116' from DER, 355' left of centerline, up to 100' AGL/278' MSL.
Trees beginning 1335' from DER, 163' right of centerline, up to 100' AGL/291' MSL.
Trees beginning 1375' from DER, 70' left of centerline, up to 100' AGL/288' MSL.
Trees beginning 1634' from DER, 32' right of centerline, up to 100' AGL/294' MSL.
Trees beginning 1674' from DER, 18' left of centerline, up to 100' AGL/294' MSL.
Trees beginning 2272' from DER, 83' right of centerline, up to 100' AGL/297' MSL.
Trees beginning 2393' from DER, 616' left of centerline, up to 100' AGL/297' MSL.
Trees beginning 2531' from DER, 4' right of centerline, up to 100' AGL/301' MSL.
T-L tower, trees beginning 2587' from DER, 3' left of centerline, up to 133' AGL/382' MSL.

BRIDGEWATER, VA

BRIDGEWATER AIRPARK (VBW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, std w/min climb of 290'/NM to 5500, or 2400-3 for VCOA.

Rwy 33, 700-2½ w/min climb of 340'/NM to 5700 or std w/min climb of 490'/NM to 4300, or 2400-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 15, climb on heading 152° to 1600.

Rwy 33, climb on heading 347° to 5700.

VCOA:

All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Bridgewater Air Park airport at or above 3400 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, silo, tree beginning 1059' from DER, 211' right of centerline, up to 1279' MSL.
Bldg 1764' from DER, 18' left of centerline, 1259' MSL.
Silo 3654' from DER, 821' right of centerline, 1300' MSL.
Tree 1.9 NM from DER, 3332' right of centerline, 1520' MSL.

Rwy 33, trees beginning 31' from DER, 272' left of centerline, up to 1259' MSL.
Tree 33' from DER, 386' right of centerline, 1240' MSL.
Trees beginning 71' from DER, 368' right of centerline, up to 1259' MSL.
Trees beginning 409' from DER, 343' right of centerline, up to 1300' MSL.
Trees beginning 1934' from DER, 369' left of centerline, up to 1280' MSL.
Trees beginning 1.5 NM from DER, 16' left of centerline, up to 1719' MSL.
Trees beginning 1.6 NM from DER, 1454' right of centerline, up to 1579' MSL.
Trees beginning 1.8 NM from DER, 1285' left of centerline, up to 1819' MSL.
Tree 2.1 NM from DER, 1515' right of centerline, 100' AGL/1495' MSL.

BROOKNEAL, VA

BROOKNEAL/CAMPBELL COUNTY (0V4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17OCT13 (13290) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 6, multiple trees beginning 48' from DER, 314' left of centerline, up to 100' AGL/626' MSL.
Multiple trees beginning 31' from DER, 341' right of centerline, up to 100' AGL/673' MSL.
Fence beginning 162' from DER, 379' right of centerline, up to 8' AGL/607' MSL.

Rwy 24, multiple trees beginning 61' from DER, 8' left of centerline, up to 100' AGL/692' MSL.
Multiple trees beginning 1938' from DER, 27' right of centerline, up to 100' AGL/677' MSL.

BUMPASS, VA

LAKE ANNA (7W4)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15DEC11 (11349) (FAA)

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 8, trees beginning 32' from DER, 114' right of centerline, up to 100' AGL/469' MSL.
Buildings beginning 162' from DER, 152' left of centerline, up to 25' AGL/384' MSL.

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

CAMBRIDGE, MD

CAMBRIDGE-DORCHESTER RGNL (CGE)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 21JUL16 (16203) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, railroad 81' from DER, 375' right of centerline, 40' MSL.
Road 224' from DER, 397' right of centerline, 33' MSL.
Tree 1558' from DER, 546' left of centerline, 102' MSL.
Tree 1923' from DER, 298' left of centerline, 89' MSL.
Tree 1993' from DER, 380' left of centerline, 92' MSL.
Tree 2062' from DER, 575' left of centerline, 96' MSL.

Rwy 34, tree 331' from DER, 534' left of centerline, 73' MSL.
Pole 637' from DER, 323' left of centerline, 37' AGL/55' MSL.
Tree 861' from DER, 329' left of centerline, 97' MSL.
Tree 892' from DER, 340' left of centerline, 104' MSL.
Tree 953' from DER, 755' right of centerline, 98' MSL.
Tree 1151' from DER, 713' right of centerline, 113' MSL.
Tree 1286' from DER, 599' left of centerline, 106' MSL.
Tree 1517' from DER, 401' right of centerline, 97' MSL.
Tree 1981' from DER, 277' left of centerline, 124' MSL.
Tree 2178' from DER, 658' left of centerline, 116' MSL.

CON'T

CAMBRIDGE, MD (CON'T)
CAMBRIDGE-DORCHESTER RGNL (CGE) (CON'T)
Rwy 34 (CON'T), tree 2824' from DER, 9' left of centerline, 98' MSL.
Tree 3106' from DER, 362' left of centerline, 108' MSL.
Tree 3178' from DER, 512' right of centerline, 103' MSL.
Tree 3204' from DER, 516' right of centerline, 109' MSL.

CAMP PEARY LNDG STRIP (KW94)
WILLIAMSBURG, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 17APR25 (25107) (USA)
TAKEOFF OBSTACLE NOTES:
Rwy 5, bldg 678' from DER, 333' left of centerline, 28' AGL/58' MSL.
Rwy 23, pylon 384' from DER, 597' right of centerline, 42' AGL/77' MSL.
Pylon 354' from DER, 581' right of centerline, 28' AGL/76' MSL.
Pylon 413' from DER, 523' right of centerline, 31' AGL/75' MSL.

CHARLOTTESVILLE, VA
CHARLOTTESVILLE-ALBEMARLE (CHO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 11 16MAY24 (24137) (FAA)
TAKEOFF MINIMUMS:
Rwy 3, 600-3 or std w/min climb of 340'/NM to 1400, or 2300-3 for VCOA.
DEPARTURE PROCEDURE:
Rwy 3, climb on heading 030° to 1500 then climbing right turn direct GVE VORTAC before proceeding on course.
Rwy 21, climb on heading 210° to 1400 then climbing left turn direct GVE VORTAC before proceeding on course.
VCOA:
Rwy 3, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Charlottesville-Albemarle airport at or above 2800 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 3, antenna 78' from DER, 250' right of centerline, 9' AGL/621' MSL.
Tree 1295' from DER, 789' right of centerline, 659' MSL.
Tree 1490' from DER, 809' right of centerline, 664' MSL.
Tree 2 NM from DER, 3616' right of centerline, 1068' MSL.
Trees beginning 2.1 NM from DER, 2792' right of centerline, up to 1143' MSL.
Antenna 2.2 NM from DER, 3440' right of centerline, 103' AGL/1162' MSL.
Towers, trees beginning 2.2 NM from DER, 2904' right of centerline, up to 107' AGL/1197' MSL.
Rwy 21, tree 1603' from DER, 593' left of centerline, 681' MSL.

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

CHURCHVILLE, MD
HARFORD COUNTY (0W3)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1A 05NOV20 (20310) (FAA)
TAKEOFF MINIMUMS:
Rwys 1, 19, NA - Environmental.
Rwy 10, 300-2 or std. w/ min. climb of 210' per NM to 800, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
TAKEOFF OBSTACLE NOTES:
Rwy 28, trees beginning 665' from DER, left and right of centerline, up to 100' AGL/516' MSL.
Rwy 10, vehicles on road beginning 328' from DER, left and right of centerline, up to 17' AGL/416' MSL.
Trees beginning 690' from DER, 271' left of centerline, up to 100' AGL/499' MSL.
Trees beginning 2226' from DER, 454' right of centerline, up to 100' AGL/519' MSL.
Rising terrain beginning 1.6 NM from DER, 2510' left of centerline, up to 639' MSL.

CLARKSVILLE, VA

LAKE COUNTRY RGNL (W63)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08APR10 (10098) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 5' from DER, 438' left of centerline, up to 100' AGL/539' MSL.
Building 27' from DER, 94' right of centerline, 20' AGL/449' MSL.
Vehicles on road beginning 200' from DER, from left to right of centerline, up to 15' AGL/444' MSL.
Warehouse 313' from DER, on centerline, 75' AGL/495' MSL.
Building 385' from DER, 257' right of centerline, 20' AGL/439' MSL.
Trees beginning 444' from DER, 518' right of centerline, up to 100' AGL/509' MSL.
Rwy 22, trees beginning 3' from DER from 452' left of centerline to 547' right of centerline, up to 100' AGL/422' MSL.
Trees beginning 1624' from DER, from 632' left of centerline to 535' right of centerline, up to 100' AGL/485' MSL.

COLLEGE PARK, MD

COLLEGE PARK (CGS)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 12JUN25 (25163) (FAA)

TAKEOFF MINIMUMS:

Rwy 15, 300-1 w/min climb of 300'/NM to 600, or 1100-3 for VCOA.
Rwy 33, 500-3 w/min climb of 211'/NM to 700 or std w/min climb of 399'/NM to 400, or 1100-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 33, climb on heading 329° to 600 before turning left.

VCOA:

All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross College Park airport at or above 1000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 15, tree 1' from DER, 201' left of centerline, 102' AGL/142' MSL.
Trees, fence, beginning 12' from DER, 87' right of centerline, up to 113' AGL/153' MSL.
Trees, beginning 243' from DER, 274' left of centerline, up to 108' AGL/180' MSL.
Trees, buildings, poles, beginning 448' from DER, 26' left of centerline, up to 97' AGL/216' MSL.
Trees, beginning 1188' from DER, 266' right of centerline, up to 115' AGL/154' MSL.
Trees, poles, building, beginning 1393' from DER, 33' right of centerline, up to 118' AGL/157' MSL.
Trees, beginning 2794' from DER, 238' left of centerline, up to 112' AGL/217' MSL.
Trees, beginning 2953' from DER, 671' left of centerline, up to 108' AGL/223' MSL.
Tree 3167' from DER, 780' left of centerline, 97' AGL/226' MSL.
Trees, buildings, beginning 3172' from DER, 502' left of centerline, up to 105' AGL/235' MSL.
Trees, beginning 3368' from DER, 701' left of centerline, up to 101' AGL/239' MSL.
Trees, buildings, beginning 3431' from DER, 580' left of centerline, up to 100' AGL/243' MSL.
Trees, beginning 3610' from DER, 1150' left of centerline, up to 160' AGL/250' MSL.
Trees, buildings, beginning 3648' from DER, 748' left of centerline, up to 167' AGL/258' MSL.
Trees, beginning 4086' from DER, 167' right of centerline, up to 118' AGL/252' MSL.
Tower 1.1 NM from DER, 148' left of centerline, 167' AGL/270' MSL.
Tree 1.5 NM from DER, 3038' left of centerline, 200' AGL/371' MSL.
Tree 1.5 NM from DER, 2770' right of centerline, 200' AGL/335' MSL.
Trees, beginning 1.6 NM from DER, 2037' right of centerline, up to 200' AGL/348' MSL.
Tree 1.6 NM from DER, 2837' left of centerline, 200' AGL/374' MSL.
Trees, beginning 1.6 NM from DER, 387' left of centerline, up to 200' AGL/404' MSL.
Trees, beginning 1.6 NM from DER, 1103' right of centerline, up to 200' AGL/388' MSL.
Trees, beginning 1.6 NM from DER, 547' right of centerline, up to 200' AGL/414' MSL.
Highway, building, trees, beginning 1.6 NM from DER, 8' left of centerline, up to 200' AGL/414' MSL.
Building, trees, beginning 1.6 NM from DER, 10' right of centerline, up to 200' AGL/417' MSL.
Trees, highway, buildings, beginning 2.1 NM from DER, 166' left of centerline, up to 200' AGL/420' MSL.
Buildings, beginning 2.4 NM from DER, 3275' left of centerline, up to 200' AGL/407' MSL.
Rwy 33, trees, beginning 48' from DER, 251' right of centerline, up to 100' AGL/150' MSL.
Pole 63' from DER, 238' left of centerline, 8' AGL/67' MSL.
Pole, railroad, beginning 114' from DER, 82' left of centerline, up to 22' AGL/81' MSL.
Trees, beginning 136' from DER, 62' left of centerline, up to 100' AGL/156' MSL.
Trees, fence, railroad, beginning 206' from DER, 81' right of centerline, up to 100' AGL/156' MSL.
Trees, buildings, poles, beginning 432' from DER, 2' right of centerline, up to 100' AGL/160' MSL.
Trees, beginning 451' from DER, 17' left of centerline, up to 100' AGL/160' MSL.
Trees, beginning 871' from DER, 214' left of centerline, up to 117' AGL/166' MSL.
Trees, beginning 954' from DER, 29' left of centerline, up to 118' AGL/168' MSL.
Trees, beginning 1038' from DER, 12' left of centerline, up to 124' AGL/174' MSL.
Trees, pole, beginning 1482' from DER, 164' left of centerline, up to 124' AGL/175' MSL.
Trees, beginning 1772' from DER, 67' left of centerline, up to 129' AGL/184' MSL.
Trees, beginning 2196' from DER, 617' right of centerline, up to 100' AGL/163' MSL.
Trees, beginning 2281' from DER, 61' right of centerline, up to 113' AGL/169' MSL.
Trees, beginning 2463' from DER, 45' right of centerline, up to 126' AGL/183' MSL.
Trees, building, beginning 2581' from DER, 66' right of centerline, up to 128' AGL/186' MSL.
Trees, building, beginning 2590' from DER, 3' left of centerline, up to 136' AGL/194' MSL.
Trees, building, beginning 2876' from DER, 111' right of centerline, up to 100' AGL/196' MSL.
Buildings, trees, beginning 2892' from DER, 15' left of centerline, up to 126' AGL/198' MSL.
Trees, building, beginning 3260' from DER, 136' right of centerline, up to 100' AGL/215' MSL.

CON'T

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

COLLEGE PARK, MD (CON'T)

COLLEGE PARK (CGS) (CON'T)

Rwy 33 (CON'T), trees, beginning 3645' from DER, 161' right of centerline, up to 100' AGL/219' MSL.
Trees, building, beginning 3871' from DER, 539' right of centerline, up to 100' AGL/228' MSL.
Buildings, trees, beginning 4018' from DER, 9' right of centerline, up to 188' AGL/249' MSL.
Building, trees, beginning 4581' from DER, 344' left of centerline, up to 137' AGL/201' MSL.
Trees, beginning 5012' from DER, 875' left of centerline, up to 100' AGL/205' MSL.
Trees, beginning 5169' from DER, 1052' left of centerline, up to 100' AGL/215' MSL.
Trees, beginning 5396' from DER, 850' left of centerline, up to 100' AGL/225' MSL.
Trees, beginning 5553' from DER, 1027' left of centerline, up to 100' AGL/228' MSL.
Trees, beginning 5711' from DER, 624' left of centerline, up to 100' AGL/235' MSL.
Building, trees, beginning 1 NM from DER, 397' left of centerline, up to 121' AGL/250' MSL.
Trees, beginning 1.1 NM from DER, 170' left of centerline, up to 100' AGL/288' MSL.
Trees, beginning 1.2 NM from DER, 145' left of centerline, up to 100' AGL/294' MSL.
Trees, beginning 1.5 NM from DER, 2604' right of centerline, up to 200' AGL/296' MSL.
Trees, beginning 1.6 NM from DER, 3' right of centerline, up to 200' AGL/368' MSL.
Trees, beginning 1.6 NM from DER, 172' left of centerline, up to 200' AGL/391' MSL.
Trees, beginning 1.7 NM from DER, 28' right of centerline, up to 200' AGL/404' MSL.
Trees, buildings, beginning 1.7 NM from DER, 53' left of centerline, up to 200' AGL/397' MSL.
Trees beginning 1.8 NM from DER, 78' right of centerline, up to 200' AGL/394' MSL.
Trees, poles, tower, transmission_line, building, beginning 1.8 NM from DER, 23' left of centerline, up to 200' AGL/420' MSL.
Trees, beginning 1.9 NM from DER, 128' right of centerline, up to 200' AGL/424' MSL.
Trees, beginning 2 NM from DER, 153' right of centerline, up to 200' AGL/427' MSL.
Trees, beginning 2 NM from DER, 376' left of centerline, up to 200' AGL/430' MSL.
Trees, transmission_lines, pole, beginning 2.1 NM from DER, 1' right of centerline, up to 200' AGL/433' MSL.
Trees, beginning 2.1 NM from DER, 150' left of centerline, up to 200' AGL/447' MSL.
Trees, beginning 2.2 NM from DER, 51' right of centerline, up to 200' AGL/443' MSL.
Building, trees, beginning 2.2 NM from DER, 100' left of centerline, up to 200' AGL/456' MSL.
Building, trees beginning 2.3 NM from DER, 75' left of centerline, up to 200' AGL/466' MSL.
Trees, beginning 2.5 NM from DER, 25' left of centerline, up to 200' AGL/470' MSL.
Trees, beginning 2.5 NM from DER, adjacent of centerline, up to 200' AGL/447' MSL.
Tree 2.6 NM from DER, 378' right of centerline, 200' AGL/447' MSL.

CREWE, VA

CREWE MUNI (W81)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees beginning 140' from DER, 464' left of centerline, up to 100' AGL/449' MSL.
Trees beginning 406' from DER, 448' right of centerline, up to 100' AGL/509' MSL.
Rwy 33, trees beginning 985' from DER, 587' left of centerline, up to 100' AGL/539' MSL.
Trees beginning 520' from DER, 513' right of centerline, up to 100' AGL/529' MSL.

CRISFIELD, MD

CRISFIELD-SOMERSET COUNTY AIRPORT (W41)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 20AUG15 (15232) (FAA)

TAKEOFF MINIMUMS:

Rwys 6, 24, NA-obstacles

DEPARTURE PROCEDURE:

Rwy 14, climb via heading 142° to 900 before proceeding on course.
Rwy 32, climb via heading 322° to 900 before proceeding on course.

CULPEPER, VA

CULPEPER RGNL (CJR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 20DEC07 (07354) (FAA)

DEPARTURE PROCEDURE:

Rwy 22, climb heading 218° to 1000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 4, tree 79' from DER, 418' left of centerline 86' AGL/337' MSL.
Vehicle on road 207' from DER, 367' left of centerline, 15' AGL/330' MSL.
Tree 3396' from DER, 514' right of centerline, 91' AGL/410' MSL.
Rwy 22, tree 128' from DER, 332' left of centerline, 25' AGL/334' MSL.
Multiple trees beginning 272' from DER, 179' right of centerline up to 22' AGL/341' MSL.
Pole 1480' from DER, 68' left of centerline, 27' AGL/356' MSL.

CUMBERLAND, MD
GREATER CUMBERLAND RGNL (CBE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 7 31MAR16 (16091) (FAA)

TAKEOFF MINIMUMS:
Rwy 11, 29, NA - obstacles.
Rwy 5, 700-3 w/min. climb of 310' per NM to 3200 or std. w/min. climb of 370' per NM to 2600 or 2500-3 for climb in visual conditions.
Rwy 23, 1000-3 w/min. climb of 480' per NM to 2000 or std. w/min. climb of 925' per NM to 1900 or 2500-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 5, climb heading 049° to 2900 before proceeding on course..
Rwy 23, climb heading 214° to 3400 before proceeding on course.

VCOA:
Obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Greater Cumberland Rgnl Airport at or above 3100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 146' from DER, 388' left of centerline, up to 50' AGL/798' MSL.
Trees beginning 511' from DER, 466' right of centerline, up to 48' AGL/821' MSL.
Trees 2.3 NM from DER, 4178' right of centerline, up to 100' AGL/1439' MSL.
Rwy 23, NAVAID 169' from DER, 269' left of centerline, 22' AGL/732' MSL.
Trees 53' from DER, 497' right of centerline, up to 42' AGL/751' MSL.
Trees beginning 1188' from DER, 422' right of centerline, up to 67' AGL/836' MSL.
Tower 2029' from DER, 757' right of centerline, 99' AGL/958' MSL.
Trees 2.4 NM from DER, 729' right of centerline, up to 100' AGL/1679' MSL.

DANVILLE, VA
DANVILLE RGNL (DAN)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 28APR16 (16119) (FAA)

TAKEOFF MINIMUMS:
Rwy 13, 300-1¼ or std. w/ min. climb of 232' per NM to 800.

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 285' from DER, 455' right of centerline, up to 22' AGL/587' MSL.
Rwy 20, tree 1328' from DER, 633' right of centerline, 30' AGL/569' MSL.
Rwy 13, trees beginning 189' from DER, 90' right of centerline, up to 100' AGL/711' MSL.
Building 1310' from DER, 194' right of centerline, 10' AGL/562' MSL.
Pole 1496' from DER, 277' right of centerline, 29' AGL/590' MSL.
Trees beginning at DER, 8' left of centerline, up to 74' AGL/613' MSL.
Rwy 31, Trees beginning 823' from DER, 6' left of centerline, up to 85' AGL/699' MSL.
Pole 1185' from DER, 253' left of centerline, 30' AGL/608' MSL.
Pole 2056' from DER, 253 left of centerline, 38' AGL/626' MSL.
Sign 2196' from DER, 328' left of centerline, 36' AGL/628' MSL.
Tower 1165' from DER, 416' left of centerline, 64' AGL/641' MSL.
Building 568' from DER, 455' left of centerline, 37' AGL/612' MSL.
Building 395' from DER, 573' left of centerline, 28' AGL/602' MSL.
Trees beginning 1358' from DER. 24' right of centerline, up to 73' AGL/700' MSL.
Pole 1540' from DER, 111' right of centerline, 44' AGL/613' MSL.
Pole 1365' from DER, 131' right of centerline, 32' AGL/606' MSL.
Pole 3042' from DER, 174' right of centerline, 75' AGL/681' MSL.
Pole 2897' from DER, 284' right of centerline, 75' AGL/682' MSL.
Building 2308' from DER, 584' right of centerline, 40' AGL/647' MSL.
Sign 1839' from DER, 104' right of centerline, 30' AGL/636' MSL.

DAVISON AAF (KDAA)
FORT BELVOIR, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 07SEP23 (23250) (USA)

TAKEOFF MINIMUMS:
Rwy 14, 300-1½.
Rwy 32, 400-3, or std w/min climb of 360'/NM to 600.

TAKEOFF OBSTACLE NOTES:
Rwy 14, terrain 1.2 NM from DER, 1996' left of centerline, 261' MSL.
Terrain 2334' from DER, 1034' right of centerline, 138' MSL.
Rwy 32, pole 2090' from DER, 741' right of centerline, 35' AGL/132' MSL.
Twr 2090' from DER, 741' right of centerline, 35' AGL/132' MSL.
Bldg 139' from DER, 520' right of centerline, 28' AGL/75' MSL.
Bldg 167' from DER, 521' right of centerline, 31' AGL/75' MSL.

DOVER AFB (KDOV)

DOVER, DE

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

28MAR19 (19087)

TAKEOFF OBSTACLE NOTES:

Rwy 1, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just left of rwy cntrln, up to 65' AGL/89' MSL.
Rwy 14, no obstacles penetrate the obstacle departure surface.
Rwy 19, possible C-5 aircraft/vehicles positioned in the DER, hammerhead just right of rwy cntrln, up to 65' AGL/92' MSL.
Rwy 32, building 945 3739' from DER, 614' left of cntrln, 67' AGL/113' MSL.
Multiple C-5s parked on ramp beginning 2047' thru 2529' from DER, 1010' left of cntrln, up to 65' AGL/92' MSL.
Possible large aircraft 2800' from DER, on Twy G just left of cntrln, up to 65' AGL/98' MSL.
Possible taxiing C-5 1091' from DER, 744' left of cntrln, 65' AGL/88' MSL.
Pylon 4876' from DER, 1755' left of cntrln, 85' AGL/120' MSL.
Pylon 5078' from DER, 724' left of cntrln, 85' AGL/124' MSL.

DOVER/CHESWOLD, DE

DELAWARE AIRPARK (33N)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 12OCT17 (17285) (FAA)

TAKEOFF OBSTACLE NOTES:

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

DUBLIN, VA

NEW RIVER VALLEY (PSK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 12MAR09 (09071) (FAA)

TAKEOFF MINIMUMS:

Rwy 24, 200-1½ or std. w/min. climb of 310' per NM to 2400.

DEPARTURE PROCEDURE:

Rwy 6, climbing right turn heading 150° to intercept PSK VORTAC R-120 outbound to 5200 before proceeding on course.
Rwy 24, climb heading 238° to 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, tree 321' from DER, 493' left of centerline, 100' AGL/2112' MSL.
Terrain 122' from DER, 460' left of centerline, up to 2105' MSL.
Rwy 24, pole 1223' from DER, 671' right of centerline, 42' AGL/2161' MSL.
Pole 669' from DER, 558' right of centerline, 18' AGL/2137' MSL.
Pole 4851' from DER, 1170' left of centerline, 32' AGL/2231' MSL.
Tower 5078' from DER 1017' left of centerline, 101' AGL/2300' MSL.
Trees 226' from DER, 271' left of centerline, up to 103' AGL/2302' MSL.
Terrain 68' from DER, 281' right of centerline, up to 2116' MSL.

EASTON, MD

EASTON/NEWNAM FLD (ESN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 22, 300-2 or std. w/min. climb of 245' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 4, pole and vehicles on road beginning 199' from DER, 278' right of centerline, up to 21' AGL/91' MSL.
Poles beginning 834' from DER, 27' right of centerline, up to 34' AGL/100' MSL.
Trees beginning 1508' from DER, 38' left of centerline, up to 37' AGL/116' MSL.
Trees beginning 1484' from DER, 45' right of centerline, up to 54' AGL/133' MSL.
Rwy 15, fence 2' from DER, 410' left of centerline, 8' AGL/57' MSL.
Poles beginning 720' from DER, 331' left of centerline, up to 36' AGL/92' MSL.
Trees beginning 861' from DER, 621' left of centerline, up to 89' AGL/148' MSL.
Poles and trees beginning 827' from DER, 514' right of centerline, up to 57' AGL/116' MSL.
Trees beginning 1924' from DER, 237' right of centerline, up to 94' AGL/153' MSL.
Pole and trees beginning 2017' from DER, 182' left of centerline, up to 89' AGL/148' MSL.
Rwy 22, trees 1250' from DER, 785' right of centerline, up to 56' AGL/95' MSL.
Trees beginning 1322' from DER, 759' left of centerline, up to 90' AGL/129' MSL.
Tower 1.6 NM from DER, 2374' left of centerline, 276' AGL/290' MSL.
Rwy 33, vehicles on road and trees beginning 9' from DER, 405' right of centerline, up to 49' AGL/88' MSL.
Pole 887' from DER, 409' left of centerline, 34' AGL/58' MSL.
Trees 1497' from DER, 19' right of centerline, up to 48' AGL/87' MSL.
Trees beginning 1884' from DER, 209' right of centerline, up to 99' AGL/158' MSL.
Trees 2889' from DER, 682' left of centerline, up to 69' AGL/118' MSL.

ELKTON, MD

CLAREMONT (58M)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 08JAN15 (15008) (FAA)

TAKEOFF MINIMUMS:

Rwy 31, 600-2¼ or std. w/min. climb of 360' per NM to 900.

DEPARTURE PROCEDURE:

Rwy 31, climb heading 308° to 900 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 13, poles beginning 9' from DER, 39' left of centerline, up to 30' AGL/95' MSL.
Trees beginning 22' from DER, 55' left of centerline, up to 47' AGL/107' MSL.
Trees beginning 154' from DER, 145' left of centerline, up to 93' AGL/153' MSL.
Trees beginning 389' from DER, 14' left of centerline, up to 117' AGL/177' MSL.
Trees beginning 873' from DER, 56' left of centerline, up to 107' AGL/157' MSL.
Poles beginning 37' from DER, 21' right of centerline, up to 36' AGL/86' MSL.
Trees beginning 119' from DER, 34' right of centerline, up to 83' AGL/143' MSL.
Trees beginning 470' from DER, 33' right of centerline, up to 83' AGL/153' MSL.
Tires beginning 1379' from DER, 59' right of centerline, up to 92' AGL/142' MSL.
Rwy 31, trees beginning 2' from DER, 231' left of centerline, up to 84' AGL/184' MSL.
Trees beginning 177' from DER, 152' left of centerline, up to 101' AGL/201' MSL.
Trees beginning 655' from DER, 8' left of centerline, up to 99' AGL/199' MSL.
Trees beginning 2214' from DER, 10' left of centerline, up to 109' AGL/189' MSL.
Antenna 1.9 NM from DER, 3436' left of centerline, 345' AGL/620' MSL.
Terrain beginning 6' from DER. 67' right of centerline, 117' MSL.
Trees beginning 256' from DER, 81' right of centerline, up to 60' AGL/170' MSL.
Trees beginning 776' from DER, 23' right of centerline, up to 91' AGL/201' MSL.
Trees beginning 1965' from DER, 15' right of centerline, up to 81' AGL/261' MSL.

EMPORIA, VA

EMPORIA-GREENSVILLE RGNL (EMV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 03APR14 (14093) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees beginning 188' from DER, 433' left of centerline, up to 42' AGL/141' MSL.
Rwy 34, trees beginning 56' from DER, 489' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 2290' from DER, 250' right of centerline, up to 111' AGL/230' MSL.
Trees beginning 2131' from DER, 106' left of centerline, up to 101' AGL/220' MSL.
Trees beginning 1276' from DER, 459' left of centerline, up to 66' AGL/195' MSL.
Trees beginning 1889' from DER, 9' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 1804' from DER, 136' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 1982' from DER, 83' left of centerline, up to 60' AGL/189' MSL.
Trees beginning 571' from DER, 5' right of centerline, up to 23' AGL/152' MSL.
Trees beginning 565' from DER, 57' left of centerline, up to 14' AGL/143' MSL.
Trees beginning 3423' from DER, 256' left of centerline, up to 105' AGL/214' MSL.
Trees beginning 3444' from DER, 140' left of centerline, up to 105' AGL/214' MSL.
Trees beginning 3508' from DER, 44' right of centerline, up to 105' AGL/214' MSL.

FARMVILLE, VA

FARMVILLE RGNL (FVX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 15SEP16 (16259) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 3, tree 35' from DER, 406' right of centerline, 436' MSL.
Trees beginning 56' from DER, 403' right of centerline, up to 437' MSL.
Trees beginning 56' from DER, 334' left of centerline, up to 491' MSL.
Trees beginning 66' from DER, 295' left of centerline, up to 496' MSL.
Trees beginning 148' from DER, 332' right of centerline, up to 440' MSL.
Tree 453' from DER, 561' right of centerline, 456' MSL.
Trees beginning 460' from DER, 409' right of centerline, up to 459' MSL.
Trees beginning 518' from DER, 414' right of centerline, up to 467' MSL.
Trees beginning 623' from DER, 413' right of centerline, up to 468' MSL.
Trees beginning 647' from DER, 504' right of centerline, up to 476' MSL.
Trees beginning 661' from DER, 452' right of centerline, up to 480' MSL.
Trees beginning 752' from DER, 402' right of centerline, up to 495' MSL.
Trees beginning 757' from DER, 402' right of centerline, up to 498' MSL.
Trees beginning 837' from DER, 398' right of centerline, up to 502' MSL.
Trees beginning 994' from DER, 295' left of centerline, up to 506' MSL.
Trees beginning 1136' from DER, 153' left of centerline, up to 513' MSL.
Rwy 21, terrain and tree beginning abeam DER, 90' right of centerline, up to 471' MSL.
Vehicles on road beginning 2' from DER, 475' left of centerline, up to 413' MSL.
Vehicles on road beginning 22' from DER, 475' left of centerline, up to 414' MSL.
Vehicles on road beginning 116' from DER, 475' left of centerline, up to 415' MSL.
Terrain and vehicles on road beginning 163' from DER, 213' left of centerline, up to 416' MSL.
Terrain, pole, and vehicles on road beginning 199' from DER, 14' left of centerline, up to 26' AGL/429' MSL.
Trees beginning 298' from DER, 427' right of centerline, up to 478' MSL.
Trees beginning 399' from DER, 480' right of centerline, up to 479' MSL.
Tree 450' from DER, 496' right of centerline, 480' MSL.
Trees beginning 482' from DER, 454' right of centerline, up to 483' MSL.
Pole and vehicles on road beginning 506' from DER, 475' left of centerline, up to 30' AGL/438' MSL.
Tree 538' from DER, 539' left of centerline, 471' MSL.
Tree, pole, and vehicles on road beginning 553' from DER, 21' left of centerline, up to 474' MSL.
Tree and fence beginning 570' from DER, 5' right of centerline, up to 489' MSL.
Trees beginning 1798' from DER, 59' left of centerline, up to 475' MSL.
Tree 2118' from DER, 476' left of centerline, 479' MSL.
Trees beginning 2127' from DER, 258' left of centerline, up to 482' MSL.
Trees beginning 2363' from DER, 379' left of centerline, up to 483' MSL.
Trees beginning 2465' from DER, 436' left of centerline, up to 491' MSL.

FOREST, VA

NEW LONDON (W90)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:

Rwy 18, 300-1 or std. w/min. climb of 511' per NM to 1000.

DEPARTURE PROCEDURE:

Rwy 18, climb heading 176° to 2200 before proceeding on course.
Rwy 36, climbing right turn heading 066° and on LYH R-005 outbound to 3500 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 18, trees beginning at DER, left and right of centerline, up to 100' AGL/ 919' MSL.
Rwy 36, trees beginning at DER, left and right of centerline, up to 100' AGL/979' MSL.
Vehicle on roadway, 19' from DER, 186' left of centerline, up to 15' AGL/ 894' MSL.

FORT MEADE (ODENTON), MD

TIPTON (FME)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 31OCT24 (24305) (FAA)

TAKEOFF MINIMUMS:

Rwy 28, 400-2¾ or std w/min climb of 320' per NM to 500, or 1100-3 for VCOA.

VCOA:

Rwy 28, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Tipton airport at or above 1100 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 10, light poles 19' from DER, 87' left of centerline, 3' AGL/151' MSL.
Vegetation beginning 39' from DER, 184' right of centerline, up to 155' MSL.
Vegetation beginning 165' from DER, 138' right of centerline, up to 162' MSL.
Vegetation 228' from DER, 128' left of centerline, 156' MSL.
Vegetation beginning 297' from DER, 83' left of centerline, up to 158' MSL.
Vegetation 334' from DER, 225' right of centerline, 163' MSL.
Vegetation 345' from DER, 583' right of centerline, 169' MSL.
Tree 477' from DER, 531' left of centerline, 201' MSL.

CON'T

FORT MEADE (ODENTON), MD (CON'T)

TIPTON (FME) (CON'T)

Rwy 10 (CON'T), vegetation beginning 532' from DER, 2' right of centerline, up to 175' MSL.
Trees beginning 597' from DER, 477' left of centerline, up to 219' MSL.
Trees beginning 844' from DER, 479' right of centerline, up to 220' MSL.
Tree 898' from DER, 568' left of centerline, 220' MSL.
Tree 989' from DER, 630' left of centerline, 237' MSL.
Trees beginning 1027' from DER, 386' right of centerline, up to 225' MSL.
Trees beginning 1070' from DER, 522' left of centerline, up to 240' MSL.
Trees beginning 1144' from DER, 51' right of centerline, up to 229' MSL.
Trees beginning 1213' from DER, 150' left of centerline, up to 244' MSL.
Trees beginning 1497' from DER, 20' left of centerline, up to 245' MSL.
Trees beginning 1646' from DER, 33' right of centerline, up to 248' MSL.
Trees beginning 1761' from DER, 77' left of centerline, up to 246' MSL.
Trees beginning 1771' from DER, 652' right of centerline, up to 263' MSL.
Trees beginning 1810' from DER, 157' right of centerline, up to 275' MSL.
Trees beginning 1902' from DER, 3' right of centerline, up to 277' MSL.
Trees beginning 1952' from DER, 18' left of centerline, up to 251' MSL.
Trees beginning 2370' from DER, 77' left of centerline, up to 260' MSL.
Trees beginning 2452' from DER, 14' left of centerline, up to 264' MSL.
Transmission lines, tree beginning 3005' from DER, 351' left of centerline, up to 128' AGL/267' MSL.
Rwy 28, trees beginning 9' from DER, 282' left of centerline, up to 175' MSL.
Light poles 17' from DER, 87' right of centerline, 3' AGL/121' MSL.
Trees beginning 327' from DER, 306' left of centerline, up to 181' MSL.
Trees beginning 835' from DER, 409' left of centerline, up to 184' MSL.
Tree 978' from DER, 473' right of centerline, 163' MSL.
Trees beginning 1022' from DER, 187' right of centerline, up to 177' MSL.
Trees beginning 1045' from DER, 15' left of centerline, up to 186' MSL.
Trees beginning 1070' from DER, 114' right of centerline, up to 192' MSL.
Trees beginning 1112' from DER, 120' left of centerline, up to 188' MSL.
Trees beginning 1183' from DER, 18' right of centerline, up to 201' MSL.
Trees beginning 1305' from DER, 7' right of centerline, up to 204' MSL.
Trees beginning 1353' from DER, 36' left of centerline, up to 189' MSL.
Trees beginning 1388' from DER, 376' left of centerline, up to 206' MSL.
Trees beginning 1400' from DER, 70' left of centerline, up to 217' MSL.
Tree 2097' from DER, 819' left of centerline, 220' MSL.
Trees beginning 2117' from DER, 5' left of centerline, up to 229' MSL.
Trees beginning 2214' from DER, 27' right of centerline, up to 210' MSL.
Trees beginning 2548' from DER, 128' right of centerline, up to 213' MSL.
Trees beginning 2634' from DER, 46' right of centerline, up to 226' MSL.
Trees beginning 2773' from DER, 14' right of centerline, up to 229' MSL.
Trees beginning 2885' from DER, 16' right of centerline, up to 232' MSL.
Trees beginning 2953' from DER, 144' left of centerline, up to 231' MSL.
Trees beginning 3084' from DER, 242' left of centerline, up to 251' MSL.
Tree 3271' from DER, 771' left of centerline, 255' MSL.
Trees beginning 3293' from DER, 6' left of centerline, up to 266' MSL.
Trees beginning 3473' from DER, 56' right of centerline, up to 245' MSL.
Trees beginning 3731' from DER, 33' right of centerline, up to 248' MSL.
Trees beginning 4169' from DER, 211' left of centerline, up to 270' MSL.
Trees beginning 4268' from DER, 100' left of centerline, up to 276' MSL.
Trees beginning 4348' from DER, 94' left of centerline, up to 279' MSL.
Trees beginning 4354' from DER, 2' right of centerline, up to 260' MSL.
Trees beginning 4449' from DER, 63' left of centerline, up to 296' MSL.
Trees beginning 4449' from DER, 403' right of centerline, up to 265' MSL.
Trees beginning 4499' from DER, 24' right of centerline, up to 266' MSL.
Tree 4888' from DER, 1332' left of centerline, 299' MSL.
Trees beginning 4890' from DER, 1446' left of centerline, up to 300' MSL.
Trees beginning 4918' from DER, 13' left of centerline, up to 310' MSL.
Trees beginning 5067' from DER, 39' right of centerline, up to 268' MSL.
Trees beginning 5367' from DER, 33' right of centerline, up to 275' MSL.
Trees beginning 1 NM from DER, 801' left of centerline, up to 311' MSL.
Trees beginning 1.1 NM from DER, 1073' left of centerline, up to 334' MSL.
Pole 1.4 NM from DER, 2738' right of centerline, 154' AGL/352' MSL.
Terrain beginning 1.5 NM from DER, 3029' right of centerline, 200' AGL/433' MSL.
Terrain beginning 1.5 NM from DER, 3059' left of centerline, up to 200' AGL/414' MSL.
Terrain beginning 1.6 NM from DER, 49' left of centerline, up to 200' AGL/447' MSL.
Terrain beginning 1.6 NM from DER, 1481' right of centerline, up to 200' AGL/463' MSL.
Terrain beginning 1.6 NM from DER, 1562' left of centerline, up to 200' AGL/437' MSL.
Terrain, electrical system, transmission lines beginning 1.6 NM from DER, 236' right of centerline, up to 200' AGL/470' MSL.
Terrain beginning 1.7 NM from DER, 150' right of centerline, up to 200' AGL/476' MSL.
Terrain beginning 1.7 NM from DER, 110' left of centerline, up to 200' AGL/460' MSL.
Terrain beginning 1.9 NM from DER, 350' right of centerline, up to 200' AGL/483' MSL.
Terrain beginning 2.1 NM from DER, 636' right of centerline, up to 200' AGL/499' MSL.
Terrain 2.2 NM from DER, 3024' right of centerline, 200' AGL/466' MSL.

FRANKLIN, VA

FRANKLIN RGNL (FKN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 05DEC19 (19339) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 9, tree 159' from DER, 306' right of centerline, 69' MSL.
Tree 233' from DER, 315' right of centerline, 73' MSL.
Trees beginning 235' from DER, 386' right of centerline, up to 96' MSL.
Tree and vehicle on road beginning 432' from DER, 191' right of centerline, up to 102' MSL.
Trees beginning 944' from DER, 621' left of centerline, up to 106' MSL.
Trees beginning 1191' from DER, 594' left of centerline, up to 109' MSL.
Trees beginning 1279' from DER, 79' left of centerline, up to 117' MSL.
Trees beginning 1877' from DER, 178' right of centerline, up to 118' MSL.
Tree 2341' from DER, 770' right of centerline, 128' MSL.
Trees beginning 2386' from DER, 931' right of centerline, up to 139' MSL.
Trees beginning 2523' from DER, 312' right of centerline, up to 144' MSL.
Trees beginning 3122' from DER, 901' right of centerline, up to 149' MSL.
Trees beginning 3203' from DER, 415' right of centerline, up to 151' MSL.
Trees beginning 3484' from DER, 107' right of centerline, up to 159' MSL.
Tree 3573' from DER, 20' left of centerline, 131' MSL.
Tree 4245' from DER, 157' left of centerline, 149' MSL.
Rwy 27, trees beginning abeam DER, 362' left of centerline, up to 119' MSL.
Trees beginning 211' from DER, 121' right of centerline, up to 55' MSL.
Pole and tree beginning 559' from DER, 470' right of centerline, up to 33' AGL/63' MSL.
Pole 596' from DER, 299' right of centerline, 43' AGL/68' MSL.
Trees beginning 606' from DER, 298' right of centerline, up to 71' MSL.
Tree 946' from DER, 550' right of centerline, 96' MSL.
Trees beginning 997' from DER, 593 ' right of centerline, up to 107' MSL.
Trees beginning 1017' from DER, 24' right of centerline, up to 109' MSL.

FREDERICK, MD

FREDERICK MUNI (FDK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 30JAN20 (20030) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 300-2 or std. w/min. climb of 260' per NM to 600.
Rwy 12, 500-2¾ or std. w/min. climb of 410' per NM to 800.
Rwy 30, std. w/min. climb of 285' per NM to 900 or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 5, climbing left turn heading 340° and on FDK VOR R-010 to 2100 before proceeding on course.
Rwy 12, climb heading 124° to 900 before proceeding westbound.
Rwy 23, climb heading 229° to 1200 before turning right.
Rwy 30, climbing right turn heading 040° and on FDK R-010 to 2400 before proceeding on course.

VCOA:

Rwy 30, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Frederick Muni airport at or above 1700 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, light and sign beginning 44' from DER, 123' left of centerline, up to 3' AGL/286' MSL.
Trees beginning 1467' from DER, 630' right of centerline, up to 90' AGL/389' MSL.
Trees beginning 2645' from DER, 610' left of centerline, up to 75' AGL/394' MSL.
Trees beginning 4525' from DER, 597' left of centerline, up to 75' AGL/434' MSL.
Elevator and trees beginning 4824' from DER, 341' right of centerline, up to 76' AGL/435' MSL.
Trees 1.2 NM from DER, 1562' right of centerline, up to 95' AGL/514' MSL.
Trees 1.4 NM from DER, 936' right of centerline, up to 89' AGL/508' MSL.
Rwy 12, wall and trees beginning 45' from DER, 283' right of centerline, up to 14' AGL/308' MSL.
Trees beginning 1312' from DER, 228' left of centerline, up to 82' AGL/391' MSL.
Trees beginning 1667' from DER, 75' right of centerline, up to 83' AGL/362' MSL.
Building and trees beginning 3292' from DER, 45' left of centerline, up to 113' AGL/552' MSL.
Tower, pole, grain silos, and trees beginning 3365' from DER, 41' from DER, up to 101' AGL/520' MSL.
Trees 2.1 NM from DER, 1377' left of centerline, up to 90' AGL/779' MSL.
Trees 2.3 NM from DER, 2711' left of centerline, up to 107' AGL/636' MSL.
Rwy 23, vehicles on road and trees beginning 134' from DER, 376' right of centerline, up to 21' AGL/327' MSL.
Pole, buildings, and trees beginning 737' from DER, 286' right of centerline, up to 47' AGL/362' MSL.
Poles and trees beginning 1477' from DER, 41' left of centerline, up to 72' AGL/411' MSL.
Trees beginning 1701' from DER, 55' right of centerline, up to 78' AGL/397' MSL.
Rwy 30, poles and trees beginning 4' from DER, 320' right of centerline, up to 22' AGL/316' MSL.
Antenna on building and trees beginning 1255' from DER, 750' left of centerline, up to 56' AGL/335' MSL.
Trees beginning 1096' from DER, 351' right of centerline, up to 77' AGL/336' MSL.
Trees 1962' from DER, 105' right of centerline, up to 77' AGL/356' MSL.

FREDERICKSBURG, VA

SHANNON (EZF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10MAR11 (11069) (FAA)

TAKEOFF MINIMUMS:

Rwys 15,33, NA- Environmental.

Rwy 6, 300-2¼ or std. w/min. climb of 270' per NM to 500.

Rwy 24, 400-3 or std. with a min. climb of 380' per NM to 600.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, hanger abeam DER, 208' left of centerline, 25' AGL/119' MSL.
Trees abeam DER. 154' right of centerline, up to 100' AGL/189' MSL.
Power lines abeam DER, 193' right of centerline, up to 75' AGL/164' MSL.
Buildings abeam DER, 237' right of centerline, up to 25' AGL/114' MSL.
Vehicle on road 237' from DER, left and right of centerline, up to 15' AGL/104' MSL.
Building 449' from DER, 234' left of centerline, 25' AGL/124' MSL.
Building 382' from DER, 180' left of centerline, 25' AGL/104' MSL.
Light poles beginning 439' from DER, 162' left of centerline, 75' AGL/154' MSL.
Power lines beginning 315' from DER, 308' left of centerline, up to 75' AGL/154' MSL.
Power lines beginning 613' from DER, left and right of centerline, up to 75' AGL/144' MSL.
Building 668' from DER, 169' left of centerline, 25' AGL/104' MSL.
Tower 4876' from DER, 1092' left of centerline, 210' AGL/250' MSL.
Rwy 24, trees beginning abeam DER, left and right of centerline, up to 100' AGL/369' MSL.
Train 10' from DER, left and right of centerline, 23' AGL/112' MSL.
Rising terrain beginning 5161' from DER, left and right of centerline, up to 269' MSL.
Power lines beginning 7248' from DER, left and right of centerline, up to 125' AGL/374' MSL.

FRIENDLY, MD

POTOMAC AIRFIELD (VKX)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG-A 07APR11 (11097) (FAA)

TAKEOFF MINIMUMS:

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

Rwy 24, 300-1.

TAKEOFF OBSTACLE NOTES:

Rwy 6, 50' AGL trees 300' left of DER, 75' AGL trees 320' right of DER.
Tower 1.9 NM from DER, on centerline 301' AGL/550' MSL.
Rwy 24, 80' AGL trees 200' right of DER, 75' AGL.
Trees 200' left of DER, 30' AGL hanger 200' from DER, 190' right of centerline.

FRONT ROYAL, VA

FRONT ROYAL-WARREN COUNTY (FRR)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29JUL10 (10210) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1¼ or std. w/ min. climb of 415' per NM to 1100.

Rwy 28, NA-obstacles.

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

Rwy 10, vehicles on roadway beginning 221' from DER, left and right of centerline, up to 17' AGL/736' MSL.
Power lines beginning 835' from DER, left and right of centerline, up to 79' AGL/828' MSL.
Trees beginning 1060' from DER, 51' left of centerline, up to 100' AGL/779' MSL.
Trees beginning 1660' from DER, 550' right of centerline, up to 100' AGL/939' MSL.

GAITHERSBURG, MD

MONTGOMERY COUNTY AIRPARK (GAI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 05MAR15 (15064) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 14, building, pole, and trees beginning 217' from DER, 81' right of centerline, up to 52' AGL/601' MSL.
Building, poles, and trees beginning 244' from DER, 196' left of centerline, up to 51' AGL/610' MSL.
Trees 1323' from DER, 841' right of centerline, up to 117' AGL/656' MSL.
Trees beginning 1965' from DER, 628' left of centerline, up to 104' AGL/663' MSL.
Rwy 32, trees beginning 26' from DER, 181' left of centerline, up to 77' AGL/556' MSL.
Trees beginning 72' from DER, 202' right of centerline, up to 53' AGL/532' MSL.
Trees beginning 3350' from DER, 903' right of centerline, up to 93' AGL/592' MSL.

GALAX HILLSVILLE, VA
TWIN COUNTY (HLX)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 31MAY12 (24137) (FAA)

TAKEOFF MINIMUMS:
Rwy 1, 300-1 or std w/min climb of 310' per NM to 2900.

DEPARTURE PROCEDURE:
Rwy 19, climb heading 187° to 3300 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 1, vehicles on roadway beginning 122' from DER, left and right of centerline, up to 15' AGL/2674' MSL.
Tree 195' from DER, 432' right of centerline, 49' AGL/2669' MSL.
Trees beginning 1215' from DER, left and right of centerline, up to 107' AGL/2699' MSL.
Trees beginning 2098' from DER, left and right of centerline, up to 105' AGL/2768' MSL.
Trees beginning 4071' from DER, 1192' left of centerline, up to 79' AGL/2799' MSL.
Rwy 19, trees beginning 135' from DER, 455' left of centerline, up to 108' AGL/2748' MSL.
Trees beginning 314' from DER, 434' right of centerline, up to 100' AGL/2760' MSL.
Tree 925' from DER, 254' left of centerline, 80' AGL/2720' MSL.
Trees beginning 1470' from DER, 248' right of centerline, up to 113' AGL/2753' MSL.

GEORGETOWN, DE
DELAWARE COASTAL (GED)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4B 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:
Rwy 22, 200-1¼ or std. w/min. climb of 201' per NM to 300, or alternatively with standard takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1100' prior to DER.

TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 7' from DER, 459' left of centerline, up to 74' AGL/118' MSL.
Tree 2322' from DER, 428' right of centerline, 61' AGL/109' MSL.
Tree 5161' from DER, 710' left of centerline, 180' MSL.
Rwy 10, vehicle on road 94' from DER, 446' left of centerline, 15' AGL/59' MSL.
Trees and pole beginning 443' from DER, 87' left of centerline, up to 100' AGL/144' MSL.
Trees beginning 641' from DER, 109' right of centerline, up to 100' AGL/144' MSL.
Tree 3732' from DER, 37' left of centerline, 100' AGL/149' MSL.
Rwy 22, tree 2035' from DER, 781' left of centerline, 172' MSL.
Tower 1 NM from DER, 465' left of centerline, 215' MSL.
Rwy 28, trees beginning 358' from DER, 567' left of centerline, up to 100' AGL/149' MSL.
Trees beginning 1299' from DER, 686' right of centerline, up to 100' AGL/149' MSL.
Trees beginning 1595' from DER, 647' right of centerline, up to 100' AGL/154' MSL.
Trees beginning 1892' from DER, crossing centerline, up to 100' AGL/154' MSL.
Tank 4498' from DER, 219' right of centerline, 180' MSL.

GORDONSVILLE, VA
GORDONSVILLE MUNI (GVE)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:
Rwy 5, 500-2½ or std. w/min. climb of 317' per NM to 1100.
Rwy 23, 300-2½ or std. w/min. climb of 384' per NM to 700.

DEPARTURE PROCEDURE:
Rwy 5, climb heading 048° to 1500 before proceeding on course.
Rwy 23, climb heading 213° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 341' from DER, 529' right of centerline, up to 100' AGL/699' MSL.
Vehicles on roadway 738' from DER, 477' left of centerline, up to 17' AGL/476' MSL.
Trees beginning 789' from DER, 507' left of centerline, up to 100' AGL/939' MSL.
Railroad 1111' from DER, 255' right of centerline, up to 23' AGL/482' MSL.
Rwy 23, trees beginning 300' from DER, 199' right of centerline, up to 100' AGL/739' MSL.
Trees beginning 805' from DER, 423' left of centerline, up to 100' AGL/739' MSL.
Rising terrain beginning 2.9 NM from DER, 2.5 NM right of centerline, up to 2039' MSL.

HAGERSTOWN, MD
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 6 17OCT13 (21336) (FAA)

DEPARTURE PROCEDURE:
Rwy 9, climbing left turn to intercept HGR VOR R-084 to 2500 before proceeding on course.
Rwy 27, climb on heading 272° to 2300 before turning right.

TAKEOFF OBSTACLE NOTES:
Rwy 2, pole 22' from DER, 434' right of centerline, 20' AGL/719' MSL.
Telephone pylon 98' from DER, 351' right of centerline, 30' AGL/729' MSL.
Pole 100' from DER, 352' right of centerline, 31' AGL/730' MSL.

CON'T

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

HAGERSTOWN, MD (CON'T)

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR) (CON'T)

Rwy 2 (CON'T), catenary 113' from DER, 515' right of centerline, 32' AGL/731' MSL.
Antenna 190' from DER, 392' right of centerline, 38' AGL/737' MSL.
Building 1115' from DER, 289' left of centerline, 10' AGL/749' MSL.
Road 1215' from DER, 8' right of centerline, 3' AGL/742' MSL.
Trees beginning 1295' from DER, left and right of centerline, up to 99' AGL/838' MSL.
Rwy 9, MALSR 6' from DER, 5' left of centerline, 48' AGL/687' MSL.
Tree 963' from DER, 754' left of centerline, 75' AGL/714' MSL.
Rwy 20, light and poles beginning 334' from DER, left and right of centerline, up to 40' AGL/734' MSL.
Tree 1504' from DER, 342' left of centerline, 36' AGL/735' MSL.
Silo 1590' from DER, 93' left of centerline, 34' AGL/733' MSL.
Tree 2051' from DER, 592' left of centerline, 100' AGL/759' MSL.
Tree 2540' from DER, 722' left of centerline, 100' AGL/779' MSL.
Rwy 27, trees beginning 668' from DER, 515' left of centerline, up to 80' AGL/719' MSL.
Building 1895' from DER, 510' left of centerline, 73' AGL/713' MSL.

HOT SPRINGS, VA

INGALLS FLD (HSP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 13JAN11 (21224) (FAA)

DEPARTURE PROCEDURE:

Rwy 25, climb heading 247° to 4400 before turning left.

TAKEOFF OBSTACLE NOTES:

Rwy 7, tree 52' from DER, 395' left of centerline, 64' AGL/3784' MSL.
Rwy 25, trees, building, and terrain beginning 172' from DER, 167' left of centerline, up to 60' AGL/3860' MSL. Obstacle light on pipe 376' from DER, 421' left of centerline, up to 28' AGL/3828' MSL.

INDIAN HEAD, MD

MARYLAND (2W5)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 24JUL14 (14205) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, trees beginning at DER, 208' right of centerline up to 100' AGL/279' MSL.
Trees beginning 1103' from DER, 366' left of centerline up to 100' AGL/279' MSL.
Trees beginning 1564' from DER, left and right of centerline up to 100' AGL/279' MSL.
Building beginning 1255' from DER, 759' right of centerline, 25' AGL/204' MSL.
Rwy 20, trees beginning 404' from DER, 25' right of centerline up to 100' AGL/259' MSL.
Trees beginning at DER, 243' left of centerline up to 100' AGL/249' MSL.
Trees beginning 1069' from DER, 316' right of centerline up to 100' AGL/279' MSL.
Trees beginning 1388' from DER, 332' left of centerline up to 100' AGL/279' MSL.
Building 1401' from DER, 744' right of centerline, 25' AGL/194' MSL.

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

CAMP SPRINGS, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

20FEB25 (25051) (USAF)

TAKEOFF OBSTACLE NOTES:

Rwy 1L, tree 3761' from DER, 1564' left of centerline, 362' MSL.
Tree 3073' from DER, 907' right of centerline, 352' MSL.
Tree 2960' from DER, 767' right of centerline, 351' MSL.
Tree 2842' from DER, 1082' right of centerline, 344' MSL.
Tree 2373' from DER, 742' left of centerline, 335' MSL.
Rwy 1R, crane 5460' from DER, 892' right of centerline, 381' MSL.
Stadium light 3036' from DER, 1020' right of centerline, 361' MSL.
Tree 2879' from DER, 362' left of centerline, 349' MSL.
Tree 2626' from DER, 1093' left of centerline, 352' MSL.
Tree 2395' from DER, 918' left of centerline, 344' MSL.
Tree 2355' from DER, 478' right of centerline, 335' MSL.
Tree 1659' from DER, 507' left of centerline, 326' MSL.
Tree 1551' from DER, 641' right of centerline, 327' MSL.
Tree 1585' from DER, 536' right of centerline, 322' MSL.
Tree 1665' from DER, 521' left of centerline, 320' MSL.
Tree 1509' from DER, 857' right of centerline, 333' MSL.
Rwy 19L, tree 3696' from DER, 499' left of centerline, 341' MSL.
Tree 3660' from DER, 784' left of centerline, 353' MSL.
Tree 2877' from DER, 1111' right of centerline, 314' MSL.
Tree 2654' from DER, 944' right of centerline, 311' MSL.
Tree 2653' from DER, 1107' right of centerline, 314' MSL.
Tree 1706' from DER, 700' left of centerline, 320' MSL.
Tree 1454' from DER, 852' left of centerline, 317' MSL.
Terrain 270' from DER, 581' left of centerline, 260' MSL.

CON'T

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

JOINT BASE ANDREWS (ANDREWS AFB) (KADW) (CON'T)

CAMP SPRINGS, MD (CON'T)

Rwy 19R, twr 4659' from DER, 1650' right of centerline, 355' MSL.
Twr 4624' from DER, 1663' right of centerline, 372' MSL.
Twr 4561' from DER, 1658 right of centerline, 359' MSL.
Twr 4529' from DER, 1590' right of centerline, 358' MSL.
Twr 4473' from DER, 1553' right of centerline, 360' MSL.
Twr 4386' from DER, 1659' right of centerline, 355' MSL.
Tree 2868' from DER, 888' left of centerline, 314' MSL.
Tree 2645' from DER, 891' left of centerline, 314' MSL.
Tree 2645' from DER, 1054' left of centerline, 331' MSL.
Trees beginning 2645' from DER, 1054' left of centerline, 331' MSL.

JONESVILLE, VA

LEE COUNTY (0VG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 23NOV06 (06327) (FAA)

TAKEOFF MINIMUMS:
Rwy 7, std. w/ min. climb of 467' per NM to 3800, or 1900-3 for climb in visual conditions.
Rwy 25, std. w/ min. climb of 442' per NM to 3500, or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwys 7, 25, for climb in visual conditions cross Lee County Airport at or above 3200 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 7, terrain 116' from DER, 72' right of centerline, 1439' MSL.
Terrain 691' from DER, 53' right of centerline, 1459' MSL.
Terrain 267' from DER, 190' left of centerline, 1439' MSL.
Terrain 479' from DER, 68' left of centerline, 1459' MSL.

KENBRIDGE, VA

LUNENBURG COUNTY (W31)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 13JAN11 (11013) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 2, trees beginning 219' from DER, left and right of centerline, up to 100' AGL/639' MSL.
Vehicles on roadway, beginning 561' from DER, 519' right of centerline, up to 15' AGL/544' MSL.
Rwy 20, trees at DER, left and right of centerline, up to 100' AGL/599' MSL.

LANGLEY AFB (KLFI)

HAMPTON, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17APR25 (25107) (USAF)

Rwy 8, climb on hdg between 360° CW to 078° from DER.

TAKEOFF OBSTACLE NOTES:
Rwy 8, water, boat 1808' from DER, 553' right of centerline, 60' AGL/60' MSL.
Rwy 26, trees 4080' from DER, 1242' left of centerline, 100' AGL/116' MSL.
Trees 4051' from DER, 689' left of centerline, 99' AGL/115' MSL.
Trees 3807' from DER, 1180' right of centerline, 100' AGL/113' MSL.
Trees 4154' from DER, 338' right of centerline, 100' AGL/113' MSL.
Trees 3866' from DER, 1357' left of centerline, 100' AGL/113' MSL.
Trees 4092' from DER, 83' left of centerline, 99' AGL/111' MSL.
Trees 4038' from DER, 619' right of centerline, 100' AGL/109' MSL.

LAUREL, DE

LAUREL (N06)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 05APR12 (12096) (FAA)

TAKEOFF MINIMUMS:
Rwy 15, 600-2¾ or std. w/min. climb of 286' per NM to 800.

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

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

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

LEESBURG, VA
LEESBURG EXEC (JYO)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 23SEP10 (21112) (FAA)
DEPARTURE PROCEDURE:
Rwy 35, climb heading 351° to 1200 before proceeding on course.
TAKEOFF OBSTACLE NOTES:
Rwy 17, vehicle on roadway, 320' from DER, 565' left of centerline, up to 15' AGL/414' MSL.
Building 167' from DER, 360' left of centerline, 22' AGL/401' MSL.
Pole 958' from DER, 373' left of centerline, 32' AGL/421' MSL.
Trees beginning 138' from DER, left and right of centerline, up to 100' AGL/464' MSL.
Rwy 35, terrain 96' from DER, 453' left of centerline, 381' MSL.
Tree 1078' from DER, 525' left of centerline, up to 100' AGL/413' MSL.
Pole 638' from DER, 642' right of centerline, 49' AGL/428' MSL.

LEONARDTOWN, MD
ST MARY'S COUNTY RGNL (2W6)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 26DEC24 (24361) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 11, trees beginning 6' from DER, 274' left of centerline, up to 60' AGL/166' MSL.
Trees beginning 13' from DER, 388' right of centerline, up to 74' AGL/189' MSL.
Trees beginning 264' from DER, 266' left of centerline, up to 68' AGL/172' MSL.
Trees, building beginning 314' from DER, 34' right of centerline, up to 95' AGL/200' MSL.
Tree 708' from DER, 591' left of centerline, 70' AGL/175' MSL.
Trees beginning 850' from DER, 12' left of centerline, up to 83' AGL/186' MSL.
Trees beginning 1717' from DER, 173' left of centerline, up to 89' AGL/196' MSL.
Trees beginning 2036' from DER, 175' left of centerline, up to 101' AGL/203' MSL.
Trees beginning 2372' from DER, 123' left of centerline, up to 97' AGL/209' MSL.
Trees beginning 2456' from DER, 360' left of centerline, up to 82' AGL/212' MSL.
Tree 2558' from DER, 783' left of centerline, 216' MSL.
Trees beginning 2581' from DER, 186' left of centerline, up to 88' AGL/220' MSL.
Trees beginning 2677' from DER, 145' left of centerline, up to 102' AGL/221' MSL.
Trees beginning 2723' from DER, 89' left of centerline, up to 102' AGL/222' MSL.
Trees beginning 2785' from DER, 252' left of centerline, up to 105' AGL/226' MSL.
Trees beginning 2816' from DER, 127' left of centerline, up to 109' AGL/229' MSL.
Trees beginning 2821' from DER, 106' right of centerline, up to 73' AGL/201' MSL.
Trees beginning 2834' from DER, 95' right of centerline, up to 75' AGL/204' MSL.
Trees beginning 2851' from DER, 5' right of centerline, up to 77' AGL/211' MSL.
Trees beginning 2851' from DER, 25' left of centerline, up to 111' AGL/233' MSL.
Trees beginning 2872' from DER, 5' right of centerline, up to 79' AGL/219' MSL.
Rwy 29, tree 34' from DER, 326' right of centerline, 50' AGL/171' MSL.
Trees beginning 50' from DER, 266' left of centerline, up to 54' AGL/171' MSL.
Tree 108' from DER, 371' right of centerline, 180' MSL.
Trees beginning 131' from DER, 314' right of centerline, up to 68' AGL/187' MSL.
Trees beginning 288' from DER, 27' right of centerline, up to 82' AGL/198' MSL.
Trees beginning 877' from DER, 100' left of centerline, up to 63' AGL/173' MSL.
Trees beginning 995' from DER, 31' left of centerline, up to 92' AGL/209' MSL.
Trees beginning 1300' from DER, 37' right of centerline, up to 90' AGL/200' MSL.
Trees beginning 1453' from DER, 266' right of centerline, up to 97' AGL/208' MSL.
Tree 1587' from DER, 584' right of centerline, 212' MSL.
Trees beginning 1606' from DER, 245' right of centerline, up to 96' AGL/219' MSL.
Tree 1854' from DER, 361' left of centerline, 221' MSL.

LOUISA, VA
LOUISA COUNTY/FREEMAN FLD (LKU)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29JUL10 (21280) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, trees beginning abeam DER, 316' right of centerline, up to 100' AGL/589' MSL.
Trees beginning 765' from DER, 644' left of centerline, up to 95' AGL/545' MSL.
Trees beginning 889' from DER, 150' right of centerline, up to 59' AGL/519' MSL.
CON'T

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOUISA, VA (CON'T)

LOUISA COUNTY/FREEMAN FLD (LKU) (CON'T)

Rwy 27, trees beginning abeam DER, 350' right of centerline, up to 100' AGL/569' MSL.
Trees beginning 212' from DER, 133' right of centerline, up to 100' AGL/569' MSL.
Trees beginning 70' from DER, 513' left of centerline, up to 100' AGL/569' MSL.
Building 148' from DER, 440' left of centerline, 14' AGL/484' MSL.
Trees beginning 587' from DER, left and right of centerline, up to 100' AGL/549' MSL.

LURAY, VA

LURAY CAVERNS (LUA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2A 26MAR20 (20086) (FAA)

TAKEOFF MINIMUMS:
Rwy 4, std. w/min. climb of 400' per NM to 3900 or 3200-3 for VCOA.
Rwy 22, std. w/min. climb of 400' per NM to 4000 or 3200-3 for VCOA.

DEPARTURE PROCEDURE:
Rwy 4, climb heading 044° to intercept bearing 044° from LUA NDB to 4000 before proceeding on course.
Rwy 22, climbing left turn heading 200° to intercept LDN VORTAC R-230 to 5000 before proceeding on course.

VCOA:
All Runways, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Luray Caverns airport at or above 4000 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 4, trees, traverse ways, pole, antennas, and building beginning 113' from DER, 138' right of centerline, up to 44' AGL/938' MSL.
Tree 1080' from DER, 584' right of centerline, 941' MSL.
Trees beginning 1099' from DER, 280' right of centerline, up to 942' MSL.
Trees and poles beginning 1282' from DER, 103' right of centerline, up to 959' MSL.
Trees beginning 1596' from DER, 220' right of centerline, up to 964' MSL.
Trees beginning 1693' from DER, 178' right of centerline, up to 967' MSL.
Trees beginning 1807' from DER, 22' right of centerline, up to 968' MSL.
Trees beginning 2247' from DER, 254' right of centerline, up to 972' MSL.
Tree 2306' from DER, 88' right of centerline, 983' MSL.
Tree 2331' from DER, 187' right of centerline, 985' MSL.
Trees beginning 2360' from DER, 5' left of centerline, up to 976' MSL.
Trees beginning 2422' from DER, 14' right of centerline, up to 987' MSL.
Trees beginning 2459' from DER, 33' right of centerline, up to 93' AGL/995' MSL.
Rwy 22, trees beginning 23' from DER, 313' right of centerline, up to 34' AGL/929' MSL.
Tree 68' from DER, 304' left of centerline, 905' MSL.
Tree 135' from DER, 186' left of centerline, 910' MSL.
Trees beginning 261' from DER, 26' left of centerline, up to 65' AGL/955' MSL.
Trees beginning 333' from DER, 184' right of centerline, up to 936' MSL.

LYNCHBURG, VA

FALWELL (W24)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 05JUL07 (07186) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, 1100-2½ for climb in visual conditions.
Rwy 28, NA-obstacle.

DEPARTURE PROCEDURE:
Rwy 10, for climb in visual conditions: cross Falwell Airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 10, multiple trees 9' from DER, 87' right of centerline, up to 100' AGL/899' MSL.
Multiple power lines 2896' from DER, 1192' right of centerline, up to 149' AGL/968' MSL.

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 8 13MAR08 (22083) (FAA)

TAKEOFF MINIMUMS:
Rwy 17, 300-2¼ or std. w/min. climb of 232' per NM to 1500.
Rwy 35, std. w/min. climb of 350' per NM to 3000, or 1700-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 4, climb heading 036° to 2200 before proceeding on course.
Rwy 17, climb heading 169° to 1800 before turning right.
Rwy 22, climb heading 216° to 1800 before turning right.
Rwy 35, climb heading 349° to 3000 before turning left, or for climb in visual conditions: cross Lynchburg Rgnl/Preston Glenn Fld at or above 2500' MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 4, trees beginning 2029' from DER, 62' right of centerline up to 81' AGL/999' MSL.
Trees beginning 1422' from DER, 3' left of centerline up to 76' AGL/995' MSL.
Poles beginning 427' from DER, 483' right of centerline up to 44' AGL/1044' MSL.
Obstruction lights on fence beginning 2' from DER, 500' right of centerline up to 30' AGL/ 948' MSL.
Antenna on building 395' from DER, 277' right of centerline 15' AGL/954' MSL.

CON'T

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LYNCHBURG, VA (CON'T)

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH) (CON'T)

Rwy 4 (CON'T), light 606' from DER, 599' right of centerline, 18' AGL/982' MSL.
Building 400' from DER, 345' right of centerline, 12' AGL/951' MSL.
Rwy 17, trees beginning 284' from DER, 77' left of centerline up to 277' AGL/1195' MSL.
Trees beginning 265' from DER, 178' right of centerline up to 57' AGL/969' MSL.
Obstruction light on pole 9326' from DER 333' left of centerline, 270' AGL/1188MSL.
Rwy 22, trees beginning 274' from DER, 245' right of centerline up to 41' AGL/979' MSL.
Trees beginning 2616' from DER, 206' left of centerline up to 41' AGL/ 979' MSL.
Poles beginning 2872' from DER, 603' right of centerline up to 44' AGL/982' MSL.
Rwy 35, trees beginning 2955' from DER, 140' right of centerline up to 96' AGL/ 1014' MSL.
Trees beginning 722' from DER, 71' left of centerline up to 119' AGL/1037' MSL.
Pole 36' from DER 98' left of centerline, 25' AGL/ 943' MSL.

MARION/WYTHEVILLE, VA

MOUNTAIN EMPIRE (MKJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 26JUL12 (12208)

TAKEOFF MINIMUMS:
Rwy 8, 300-1¾.
Rwy 26, std. w/min. climb of 265' per NM to 3400 or 4600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 8, climb heading 079° to 4100 before proceeding on course.
Rwy 26, climb heading 259° to 4400 before proceeding on course or for climb in visual conditions: cross Mountain Empire airport at or above 4600' MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 8, trees beginning 58' from DER, left and right of centerline, up to 100' AGL/2819' MSL.
Vehicles beginning 225' from DER, left and right of centerline, up to 17' AGL/2540' MSL.
Poles beginning 703' from DER, left and right of centerline, up to 123' AGL/2537' MSL.
Rwy 26, trees and vehicles beginning 250' from DER, left and right of centerline, up to 100' AGL/3039' MSL.

MARTINSVILLE, VA

BLUE RIDGE (MTV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3A 31DEC20 (20366) (FAA)

TAKEOFF MINIMUMS:
Rwy 13, std. w/ min. climb of 249' per NM to 2100 or 1900-3 for climb in visual conditions.
Rwy 31, std. w/ min. climb of 321' per NM to 4300 or 1900-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 13, climb heading 125° to 2200 before proceeding on course. For climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.
Rwy 31, for climb in visual conditions: cross Blue Ridge airport at or above 2700 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 13, trees beginning 316' from DER, 320' left of centerline, up to 47' AGL/956' MSL.
Trees beginning 38' from DER, 380' right of centerline, 82' AGL/941' MSL.
Rwy 31, trees beginning 82' from DER, 9' right of centerline, up to 100' AGL/1058' MSL.
Vehicle on road 638' from DER, 418' right of centerline, 15' AGL/974' MSL.
Obstruction light on DME 1031' from DER, 304' right of centerline, 18' AGL/977' MSL.
Fence 947' from DER, 400' right of centerline, 12' AGL/971' MSL.
Trees beginning 102' from DER, 94' left of centerline, up to 77' AGL/1047' MSL.

MELFA, VA

ACCOMACK COUNTY (MFV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25OCT07 (07298) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 3, multiple trees beginning 41' from DER, 221' right of centerline, up to 84' AGL/128' MSL.
Truck on road 204' from DER, 231' left of centerline, 15' AGL/61' MSL.
Multiple trees beginning 249' from DER, 14' left of centerline, up to 106' AGL/155' MSL.
Truck on road 494' from DER, 228' left of centerline, 15' AGL/62' MSL.
Rod on obstruction light tower 862' from DER, 402' left of centerline, 55' AGL/99' MSL.
Rwy 21, multiple trees beginning 27' from DER, 395' right of centerline, up to 91' AGL/135' MSL.
Multiple trees 504' from DER, 403' left of centerline, up to 110' AGL/144' MSL.

MIDDLETOWN, DE

SUMMIT (EVY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2B 20JUN19 (19171) (FAA)

TAKEOFF MINIMUMS:

Rwys 11, 29, NA-Environmental.

Rwy 35, 300-1⅛ or std. w/min. climb of 300' per NM to 400.

TAKEOFF OBSTACLE NOTES:

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

MONETA, VA

SMITH MOUNTAIN LAKE (W91)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18SEP14 (14261) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, 400-2¼ or std. w/min. climb of 565' per NM to 1200.

DEPARTURE PROCEDURE:

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

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

TAKEOFF OBSTACLE NOTES:

Rwy 5, trees beginning abeam DER, 144' right of centerline, up to 100' AGL/1019' MSL.
Vehicles on road beginning 3' from DER, left and right of centerline, up to 15' AGL/1034' MSL.
Aircraft on taxiway, 132' left of centerline, up to 20' AGL/939' MSL.
Trees beginning 303' from DER, 211' left of centerline, up to 100' AGL/1039' MSL.
Trees beginning 3234' from DER, 44' right of centerline, up to 100' AGL/1119' MSL.
Trees beginning 2954' from DER, 83' left of centerline, up to 100' AGL/1099' MSL.
Rwy 23, trees beginning 13' from DER, 149' left of centerline, up to 100' AGL/979' MSL.
Vehicles on road beginning 19' from DER, left and right of centerline, up to 15' AGL/894' MSL.
Trees beginning 622' from DER, 316' right of centerline, up to 100' AGL/979' MSL.

NEWPORT NEWS, VA

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 26MAY16 (16147) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, REIL 15' from DER, 150' left of centerline, 43' MSL.
Tree and airport sign beginning 21' from DER, 259' left of centerline, up to 50' MSL.
Trees beginning 45' from DER, 386' right of centerline, up to 51' MSL.
Trees beginning 212' from DER, 375' right of centerline, up to 53' MSL.
Tree 366' from DER, 597' right of centerline, 55' MSL.
Tree 439' from DER, 487' right of centerline, 56' MSL.
Tree 689' from DER, 652' right of centerline, 60' MSL.
Pole 840' from DER, 625' left of centerline, 78' MSL.
Poles beginning 840' from DER, 522' left of centerline, up to 37' AGL/80' MSL.
Trees beginning 898' from DER, 723' right of centerline, up to 124' MSL.
Tree and pole beginning 935' from DER, 427' left of centerline, up to 131' MSL.
Trees beginning 1067' from DER, 253' right of centerline, up to 135' MSL.
Tree and pole beginning 1183' from DER, 498' right of centerline, up to 140' MSL.
Trees beginning 1399' from DER, 428' left of centerline, up to 150' MSL.
Trees beginning 1629' from DER, 413' right of centerline, up to 151' MSL.
Tree and t-l tower beginning 1704' from DER, 47' left of centerline, up to 156' MSL.
T-l towers and trees beginning 3347' from DER, 5' left of centerline, up to 163' MSL.
Rwy 7, signs beginning 55' from DER, 282' left of centerline, up to 8' AGL/42' MSL.
Tree 368' from DER, 588' left of centerline, 73' MSL.
Tree 1557' from DER, 906' right of centerline, 95' MSL.

CON'T

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NEWPORT NEWS, VA (CON'T)

NEWPORT NEWS/WILLIAMSBURG INTL (PHF) (CON'T)

Rwy 7 (CON'T), trees beginning 1557' from DER, 904' right of centerline, up to 96' MSL.
Tree 2279' from DER, 932' right of centerline, 99' MSL.
Trees beginning 2477' from DER, 909' right of centerline, up to 110' MSL.
Tree 3535' from DER, 1395' left of centerline, 140' MSL.
Trees beginning 3535' from DER, 1291' left of centerline, up to 141' MSL.
Trees beginning 3884' from DER, 965' left of centerline, up to 144' MSL.
Trees beginning 3927' from DER, 315' left of centerline, up to 147' MSL.
Trees beginning 3958' from DER, 235' left of centerline, up to 153' MSL.
Tree 4288' from DER, 454' right of centerline, 154' MSL.
T-l towers beginning 5621' from DER, 1337' left of centerline, up to 189' MSL.
Rwy 20, airport sign 41' from DER, 310' right of centerline, 39' MSL.
Bush 96' from DER, 290' left of centerline, 52' MSL.
Trees beginning 1038' from DER, 489' left of centerline, up to 90' MSL.
Trees beginning 2779 ' from DER, 1002' right of centerline, up to 111' MSL.
Rwy 25, tree 357' from DER, 563' right of centerline, 48' MSL.
Tree 539' from DER, 594' right of centerline, 59' MSL.
Trees beginning 623' from DER, 550' right of centerline, up to 71' MSL.
Tree 719' from DER, 580' right of centerline, 79' MSL.
Trees beginning 776' from DER, 581' right of centerline, up to 86' MSL.
Trees beginning 853' from DER, 600' right of centerline, up to 91' MSL.
Trees beginning 1021' from DER, 587' right of centerline, up to 97' MSL.
Tree 1046' from DER, 672' right of centerline, 112' MSL.
Tree 1121' from DER, 726' right of centerline, 115' MSL.
Tree 1121' from DER, 745' right of centerline, 119' MSL.
Trees beginning 1125' from DER, 335' right of centerline, up to 123' MSL.
Tree 3437' from DER, 1126' right of centerline, 139' MSL.

NEW MARKET, VA

NEW MARKET (8W2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 31MAY12 (12152) (FAA)

TAKEOFF MINIMUMS:
Rwy 6, 1100-3 w/ min. climb of 376' per NM to 3700 or 2600-3 for climb in visual conditions.
Rwy 24, 1100-3 w/ min. climb of 290' per NM to 3700 or 2600-3 for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 6, climb heading 048° to 3700 before proceeding on course or for climb in visual conditions: cross New Market airport at or above 3400 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 24, climb heading 243° to 3700 before proceeding on course or for climb in visual conditions: cross New Market airport at or above 3400 MSL before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:
Rwy 6, train beginning 2' from DER, 396' left of centerline, up to 23' AGL/1002' MSL.
Vehicles on road beginning 57' from DER, left and right of centerline, up to 15' AGL/994' MSL.
Trees beginning 754' from DER, 522' left of centerline, up to 100' AGL/1279' MSL.
Rwy 24, train beginning 11' from DER, 404' right of centerline, up to 23' AGL/1002' MSL.
Trees beginning 564' from DER, 257' right of centerline, up to 100' AGL/1319' MSL.

NORFOLK, VA

CHESAPEAKE RGNL (CPK)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 3 09FEB12 (12040) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, trees beginning 143' from DER, left and right of centerline, up to 100' AGL/108' MSL.
Rwy 23, trees beginning 153' from DER, left and right of centerline, up to 105' AGL/122' MSL.

HAMPTON ROADS EXEC (PVG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 18SEP14 (21224) (FAA)

TAKEOFF MINIMUMS:
Rwy 10, std. w/min. climb of 210' per NM to 600, or alternatively with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER or 1700-2½ for climb in visual conditions.

DEPARTURE PROCEDURE:
Rwy 2, climb heading 019° to 1600 before turning west.
Rwy 10, climb heading 102° to 1000 before proceeding on course, or for climb in visual conditions, cross Hampton Roads Exec airport at or above 1600 before proceeding on course. When executing VCOA, notify ATC prior to departure.
Rwy 20, climb heading 199° to 900 before turning North.
Rwy 28, climb heading 282° to 1500 before turning North.

TAKEOFF OBSTACLE NOTES:
Rwy 2, vehicles on roadway beginning 213' from DER, left and right of centerline, up to 15' AGL/39' MSL.
Trees beginning 663' from DER, left and right of centerline, up to 100' AGL/124' MSL.
Rwy 10, aircraft on taxiway beginning 9' from DER, 390' right of centerline, up to 26' AGL/49' MSL.
Bushes beginning 30' from DER, 156' right of centerline, up to 5' AGL/26' MSL.

CON'T

NE-3, 12 JUN 2025 to 07 AUG 2025
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NORFOLK, VA (CON'T)

HAMPTON ROADS EXEC (PVG) (CON'T)

Rwy 10 (CON'T), bushes beginning 96' from DER, 486' left of centerline, up to 12' AGL/33' MSL.
Trees beginning 2086' from DER, 19' left of centerline, up to 103' AGL/124' MSL.
Trees beginning 2103' from DER, 13' right of centerline, up to 113' AGL/134' MSL.
Rwy 20, aircraft on taxiway and buildings beginning 11' from DER, 144' right of centerline, up to 40' AGL/50' MSL.
Vehicles on roadway beginning 97' from DER, 14' left of centerline, up to 23' AGL/47' MSL.
Trains on railroad tracks and trees beginning 333' from DER, 571' left of centerline, up to 100' AGL/124' MSL.
Trains on railroad tracks and trees beginning 796' from DER, 90' right of centerline, up to 100' AGL/124' MSL.
Rwy 28, trees beginning 2267' from DER, 1071' left of centerline, up to 100' AGL/121' MSL.
Trees beginning 3793' from DER, 408' left of centerline, up to 113' AGL/134' MSL.

NORFOLK INTL (ORF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 29MAY14 (14149) (FAA)

TAKEOFF OBSTACLE NOTES:
Rwy 5, multiple trees beginning 1521' from DER, 628' right of centerline, up to 85' AGL/95' MSL.
Towers beginning 2974' from DER, 773' right of centerline, up to 127' AGL/131' MSL.
Mobile crane 4334' from DER, 1106' right of centerline, 162' AGL/163' MSL.
Sign 82' from DER, 301' left of centerline, 11' AGL/19' MSL.
Pole 2696' from DER, 1063' left of centerline, 87' AGL/91' MSL.
Multiple towers beginning 2938' from DER, 927' left of centerline, up to 145' AGL/146' MSL.
Rwy 14, vehicle on road 2' from DER, 450' right of centerline, up to 10' AGL/36' MSL.
Multiple trees beginning 1193' from DER, 117' right of centerline, up to 82' AGL/97' MSL.
Multiple trees beginning 1755' from DER, 413' right of centerline, up to 85' AGL/100' MSL.
Numerous trees beginning 2109' from DER, 150' right of centerline, up to 121' AGL/136' MSL.
Tree 3323' from DER, 308' right of centerline, 101' AGL/121' MSL.
Poles beginning 1307' from DER, 255' right of centerline, up to 43' AGL/62' MSL.
Numerous trees beginning 1230' from DER, 40' left of centerline, up to 84' AGL/104' MSL.
Pole 1567' from DER, 95' left of centerline, 42' AGL/62' MSL.
Multiple trees beginning 2347' from DER, 57' left of centerline, up to 83' AGL/103' MSL.
Multiple trees beginning 3086' from DER, 235' left of centerline, up to 101' AGL/121' MSL.
Rwy 23, trees beginning 324' from DER, 484' right of centerline, up to 28' AGL/43' MSL.
Trees beginning 1989' from DER, 26' right of centerline, up to 61' AGL/76' MSL.
Pole 1012' from DER, 650' right of centerline, 62' AGL/73' MSL.
Pole 2166' from DER, 840' right of centerline, 41' AGL/74' MSL.
Vehicle on road 128' from DER, 508' left of centerline, 10' AGL/31' MSL.
Multiple trees beginning 619' from DER, 560' left of centerline, up to 66' AGL/76' MSL.
Pole 1434' from DER, 739' left of centerline, 57' AGL/71' MSL.
Multiple trees beginning 1801' from DER, 46' left of centerline, up to 65' AGL/85' MSL.
Trees beginning 2797' from DER, 448' left of centerline, up to 103' AGL/113' MSL.
Rwy 32, multiple trees beginning 17' from DER, 459' right of centerline, up to 92' AGL/112' MSL.
Vehicles on road beginning 207' from DER, 231' right of centerline, up to 15' AGL/29' MSL.
Tree 317' from DER, 183' right of centerline, 24' AGL/31' MSL.
Trees 775' from DER, 54' right of centerline, up to 61' AGL/71' MSL.
Multiple trees beginning 1085' from DER, 698' right of centerline, up to 88' AGL/98' MSL.
Multiple trees beginning 1696' from DER, 1' right of centerline, up to 85' AGL/95' MSL.
Numerous trees beginning 2128' from DER, 1' right of centerline, up to 103' AGL/113' MSL.
Multiple trees beginning 3955' from DER, 936' right of centerline, up to 124' AGL/134' MSL.
Vehicles on road beginning 265' from DER, on centerline, up to 15' AGL/26' MSL.
Tree 9' from DER, 414' left of centerline, 25' AGL/35' MSL.
Tree 166' from DER, 264' left of centerline, 17' AGL/27' MSL.
Towers beginning 201' from DER, 86' left of centerline, 12' AGL/27' MSL.
Vehicle on road 217' from DER, 81' left of centerline, 10' AGL/27' MSL.
Trees beginning 677' from DER, 568' left of centerline, up to 60' AGL/70' MSL.
Trees beginning 764' from DER, 109' left of centerline, up to 40' AGL/47' MSL.
Poles beginning 846' from DER, 223' left of centerline, up to 41' AGL/51' MSL.
Multiple trees beginning 1110' from DER, 181' left of centerline, up to 49' AGL/59' MSL.
Tree 1359' from DER, 817' left of centerline, 93' AGL/103' MSL.
Multiple trees located 1566' from DER, 7' left of centerline, up to 85' AGL/95' MSL.
Trees beginning 3528' from DER, 186' left of centerline, up to 106' AGL/113' MSL.

NORFOLK NS (CHAMBERS FLD) (KNGU)

NORFOLK, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 26JAN23 (24193) (USN)

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

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

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NORFOLK NS HELIPORT (KNHU)
NORFOLK, VA
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 1 30NOV23 (23334) (USN)
TAKEOFF MINIMUMS:
H01, std w/min climb of 500'/NM to 500.
DEPARTURE PROCEDURE:
Diverse departures NA.

OAKLAND, MD
GARRETT COUNTY (2G4)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 10APR08 (08101) (FAA)
TAKEOFF OBSTACLE NOTES:
Rwy 9, Multiple trees beginning 75' from DER, 94' left of centerline, up to 100' AGL/2939' MSL.
Multiple trees beginning 76' from DER, 47' right of centerline, up to 100' AGL/2939' MSL.
Rwy 27, Multiple trees beginning 15' from DER, 334' left of centerline, up to 100' AGL/3019' MSL.
Multiple trees beginning 19' from DER, 107' right of centerline, up to 100' AGL/3019' MSL.

OCEAN CITY, MD
OCEAN CITY MUNI (OXB)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 4 30NOV23 (23334) (FAA)
TAKEOFF MINIMUMS:
Rwy 2, 300-1 or std w/min climb of 275'/NM to 300.
Rwy 32, 400-2 or std w/min climb of 275'/NM to 500.
TAKEOFF OBSTACLE NOTES:
Rwy 2, light poles 9' from DER, 16' right of centerline, 2' AGL/13' MSL.
Light poles 9' from DER, 16' left of centerline, 2' AGL/13' MSL.
Tree 1008' from DER, 554' right of centerline, 66' MSL.
Trees beginning 1029' from DER, 518' left of centerline, up to 104' MSL.
Trees, pole beginning 1096' from DER, 442' right of centerline, up to 77' MSL.
Trees, pole beginning 1163' from DER, 17' left of centerline, up to 107' MSL.
Trees beginning 1373' from DER, 173 ' right of centerline, up to 92' MSL.
Tree 1633' from DER, 389' right of centerline, 93' MSL.
Trees beginning 1649' from DER, 25' right of centerline, up to 99' MSL.
Trees beginning 2907' from DER, 39' right of centerline, up to 109 ' MSL.
Trees beginning 3238' from DER, 56' right of centerline, up to 114' MSL.
Tank 4707' from DER, 1599' right of centerline, 160' AGL/169' MSL.
Water tower, tower beginning 4707' from DER, 1598' right of centerline, up to 162' AGL/170' MSL.
Rwy 20, trees beginning at DER, 216' right of centerline, up to 52' MSL.
Tree 179' from DER, 476' left of centerline, 33' MSL.
Tree 187' from DER, 518' left of centerline, 43' MSL.
Trees beginning 332' from DER, 457' left of centerline, up to 48' MSL.
Trees beginning 596' from DER, 298' left of centerline, up to 56' MSL.
Trees beginning 604' from DER, 224' right of centerline, up to 56' MSL.
Trees beginning 1267' from DER, 620' right of centerline, up to 76' MSL.
Trees beginning 1420' from DER, 3' right of centerline, up to 80' MSL.
Tree 1722' from DER, 250' left of centerline, 63' MSL.
Rwy 32, tree 353' from DER, 550' left of centerline, 52' MSL.
Tree, pole beginning 557' from DER, 544' left of centerline, up to 58' MSL.
Poles beginning 725' from DER, 492' left of centerline, up to 50' AGL/61' MSL.
Tree 1214' from DER, 73' right of centerline, 72' MSL.
Trees beginning 1236' from DER, 139' left of centerline, up to 78' MSL.
Tree 1252' from DER, 257' right of centerline, 83' MSL.
Trees beginning 1339' from DER, 66' right of centerline, up to 100' MSL.
Trees beginning 1355' from DER, 551' left of centerline, up to 80' MSL.
Tree, pole beginning 1384' from DER, 65' left of centerline, up to 82' MSL.
Trees beginning 1432' from DER, 180' left of centerline, up to 86' MSL.
Trees beginning 1477' from DER, 53' right of centerline, up to 107' MSL.
Tree 1563' from DER, 374' left of centerline, 89' MSL.
Trees beginning 1564' from DER, 5' left of centerline, up to 92' MSL.
Trees beginning 1682' from DER, 63' left of centerline, up to 105' MSL.
Antenna, tower beginning 1.6 NM from DER, 928' right of centerline, up to 352' AGL/358' MSL.

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

VIRGINIA BEACH, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 27JAN22 (22083) (USN)

TAKEOFF OBSTACLE NOTES:

Rwy 5L, trees 3707' from DER, 98' right of centerline, 91' AGL/114' MSL.
Rwy 5R, trees 3706' from DER, 602' left of centerline, 91' AGL/114' MSL.
Trees 966' from DER, 598' right of centerline, 0' AGL/47' MSL.
Rwy 14R, trees 286' from DER, 527' right of centerline, 45' MSL.
Rwy 32L, terrain 0' from DER, 500' left of centerline, 20' MSL.
Trees 2792' from DER, 6' left of centerline, 89' AGL/104' MSL.
Rwy 32R, terrain 0' from DER, 484' right of centerline, 20' MSL.
Trees 2791' from DER, 709' left of centerline, 89' AGL/104' MSL.

ORANGE, VA

ORANGE COUNTY (OMH)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 29MAY14 (14149) (FAA).

DEPARTURE PROCEDURE:

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

TAKEOFF OBSTACLE NOTES:

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

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

PATUXENT RIVER, MD

TAKEOFF MINIMUMS AND (OBSTACLE)DEPARTURE PROCEDURES

02DEC21 (21336) (USN)

TAKEOFF OBSTACLE NOTES:

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

PETERSBURG, VA

TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 25APR19 (22363) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, fence 160' from DER, 472' right of centerline, 13' AGL/196' MSL.
Tree 910' from DER, 705' left of centerline, 244' MSL.
Tree 1855' from DER, 551' left of centerline, 252' MSL.
Tree 2342' from DER, 600' left of centerline, 254' MSL.
Rwy 23, fence 10' from DER, 475' left of centerline, 10' AGL/199' MSL.
Tree 819' from DER, 658' left of centerline, 253' MSL.
Tree 1040' from DER, 643' left of centerline, 265' MSL.
Tree 1452' from DER, 802' left of centerline, 276' MSL.
Trees beginning 2614' from DER, 534' right of centerline, up to 276' MSL.
Trees beginning 3145' from DER, 69' right of centerline, up to 289' MSL.
Tree 3151' from DER, 527' left of centerline, 281' MSL.

PHILLIPS AAF (KAPG)

ABERDEEN PROVING GROUND, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15JUN23 (23166) (USA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, vehicle on road 1059' from DER, on centerline, 10' AGL/86' MSL.
Rwy 22, vehicle on road 234' from DER, 27' right of centerline, 10' AGL/49' MSL.

NE-3, 12 JUN 2025 to 07 AUG 2025

QUANTICO MCAF (TURNER FLD) (KNYG)

QUANTICO, VA

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 03NOV22 (22307) (USN)

DEPARTURE PROCEDURE:

Rwy 2, diverse departures authorized only from 026° CW to 205° std. w/min. civil climb of 302' per NM to 600, min. military climb of 277' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 2, terrain 5117' from DER, 1871' left of centerline, 151' MSL.
Terrain 5470' from DER, 1723' left of centerline, 157' MSL.
Camera pole 115' from DER, 192' left of centerline, 23' MSL.
Light pole 158' from DER, 297' left of centerline, 30' MSL.
Light pole 173' from DER, 349' left of centerline, 30' MSL.
Light pole 186' from DER, 398' left of centerline, 31' MSL.
Light pole 216' from DER, 280' left of centerline, 30' MSL.
Light pole 273' from DER, 265' left of centerline, 30' MSL.
Light pole 288' from DER, 315' left of centerline, 30' MSL.
Light pole 302' from DER, 366' left of centerline, 31' MSL.
Light pole 3078' from DER, 1139' left of centerline, 116' MSL.
Light pole 2314' from DER, 876' left of centerline, 61' AGL/94' MSL.
Top of brush 1025' from DER, 96' left of centerline, 42' MSL.
Top of brush 1249' from DER, 209' left of centerline, 42' MSL.
Top of brush 909' from DER, 91' right of centerline, 43' MSL.
Top of brush 967' from DER, 123' right of centerline, 43' MSL.
Tree 806' from DER, 344' left of centerline, 50' MSL.
Tree 821' from DER, 302' left of centerline, 52' MSL.
Tree 875' from DER, 318' left of centerline, 51' MSL.
Bldg corner 101' from DER, 413' left of centerline, 22' MSL.
Bldg corner 104' from DER, 420' left of centerline, 19' MSL.
Bldg corner 115' from DER, 459' left of centerline, 19' MSL.
Bldg corner 123' from DER, 260' left of centerline, 20' MSL.
Bldg corner 161' from DER, 397' left of centerline, 20' MSL.
Bldg corner 163' from DER, 404' left of centerline, 19' MSL.
Bldg corner 174' from DER, 443' left of centerline, 19' MSL.
Bldg corner 57' from DER, 466' left of centerline, 25' MSL.
Bldg corner 64' from DER, 276' left of centerline, 22' MSL.
Bldg corner 97' from DER, 455' left of centerline, 25' MSL.
Bldg peak 135' from DER, 411' left of centerline, 26' MSL.
Bldg peak 145' from DER, 451' left of centerline, 26' MSL.
Rwy 20, terrain 0' from DER, 419' right of centerline, 39' MSL.
Terrain 0' from DER, 500' right of centerline, 40' MSL.
Camera pole 9' from DER, 457' right of centerline, 29' MSL.
Electric box 7' from DER, 283' right of centerline, 13' MSL.
Jetty 393' from DER, 273' right of centerline, 27' MSL.
Top of brush 287' from DER, 439' right of centerline, 33' MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

AMDT 1 03NOV22 (22307) (USN)

Rwy 2, hdgs as assigned by ATC; requires min. civilian climb of 301' per NM to 500, min. military climb of 301' per NM to 700.

QUINTON, VA

NEW KENT COUNTY (W96)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 19SEP13 (13262) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 11, trees beginning abeam DER, 189' right of centerline, up to 100' AGL/199' MSL.
Trees beginning abeam DER, 113' left of centerline, up to 100' AGL/209' MSL.
Trees beginning 257' from DER, left and right of centerline, up to 100' AGL/199' MSL.
Rwy 29, trees beginning abeam DER, 183' right of centerline, up to 100' AGL/189' MSL.
Trees beginning abeam DER, 209' left of centerline, up to 100' AGL/219' MSL.
Fence 246' from DER, 8' AGL/127' MSL.
Trees beginning 247' from DER, 153' right of centerline up to 100' AGL/199' MSL.
Vehicles on roadway 269' from DER, left and right of centerline, 15' AGL/134' MSL.
Trees beginning 396' from DER, 5' right of centerline, up to 100' AGL/239' MSL.

RICHLANDS, VA

TAZEWELL COUNTY (JFZ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 15DEC11 (11349) (FAA)

TAKEOFF MINIMUMS:

Rwy 7, std. w/min. climb of 630' per NM to 3200 or 300-1½ w/ min. climb of 235' per NM to 5000 or 2000-2½ for climb in visual conditions.

Rwy 25, std. w/min. climb of 713' per NM to 2900 or 300-1 w/ min. climb of 220' per NM to 5000 or 2000-2 ½ for climb in visual conditions.

DEPARTURE PROCEDURE:

Rwy 7, climb heading 072° to 5000 before proceeding on course, or for climb in visual conditions: cross Tazewell County airport at or above 4500 before proceeding on course. When executing VCOA, notify ATC prior to departure.

Rwy 25, climb heading 252° to 5000 before proceeding on course or for climb in visual conditions: cross Tazewell County airport at or above 4500 before proceeding on course. When executing VCOA, notify ATC prior to departure.

TAKEOFF OBSTACLE NOTES:

Rwy 7, rising terrain beginning at DER, left and right of centerline, up to 2773' MSL.
Vehicles on road beginning at DER, 425' right of centerline, up to 15' AGL/2682' MSL.
Trees beginning at DER, left and right of centerline, up to 100' AGL/2939' MSL.
Rwy 25, trees beginning 116' from DER, left and right of centerline, up to 100' AGL/2828' MSL.
DME facility 176' from DER, 256' left of centerline, 28' AGL/2668' MSL.
Fence beginning 566' from DER, 363' left of centerline, up to 10' AGL/2734' MSL.
Rising terrain beginning 620' from DER, 361' left of centerline, up to 2669' MSL.

RICHMOND, VA

RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4 02MAY13 (21336) (FAA)

DEPARTURE PROCEDURE:

Rwy 33, climb heading 316° to 2000 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 15, vehicles on roadway and trees beginning abeam DER, 260’ right of centerline, up to 59’ AGL/260’ MSL.
Trees beginning 99’ from DER, 266’ left of centerline, up to 57’ AGL/258’ MSL.
Rwy 33, rising terrain, trees and pole beginning 62’ from DER, 29’ right of centerline, up to 37’ AGL/278’ MSL.
Trees beginning 1844’ from DER, 660’ left of centerline, up to 95’ AGL/306’ MSL.

RICHMOND INTL (RIC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 05DEC19 (19339) (FAA)

TAKEOFF MINIMUMS:

Rwy 2, 300-1¼ or std. w/min. climb of 230’ per NM to 400, or alternatively, with std. takeoff minimums and a normal 200’ per NM climb gradient, takeoff must occur no later than 1700’ prior to DER.

TAKEOFF OBSTACLE NOTES:

Rwy 2, lighting 40’ from DER, 115’ left of centerline, 4’ AGL/168’ MSL.
Lighting 40’ from DER, 115’ right of centerline, 3’ AGL/168’ MSL.
Sign, lighting beginning 47’ from DER, 204’ right of centerline, up to 4’ AGL/169’ MSL.
Tree 2340’ from DER, 335’ left of centerline, 224’ MSL.
Tree 2360’ from DER, 327’ left of centerline, 229’ MSL.
Trees beginning 2377’ from DER, 316’ left of centerline, up to 235’ MSL.
Tree 2460’ from DER, 813’ right of centerline, 232’ MSL.
Trees beginning 2483’ from DER, 201’ left of centerline, up to 236’ MSL.
Trees beginning 2540’ from DER, 993’ right of centerline, up to 241’ MSL.
Tree 2557’ from DER, 959’ right of centerline, 245’ MSL.
Trees beginning 2623’ from DER, 42’ right of centerline, up to 253’ MSL.
Trees beginning 2643’ from DER, 1’ left of centerline, up to 249’ MSL.
Trees beginning 2916’ from DER, 17’ right of centerline, up to 259’ MSL.
Trees beginning 3051’ from DER, 37’ left of centerline, up to 251’ MSL.
Trees beginning 3135’ from DER, 357’ right of centerline, up to 263’ MSL.
Trees beginning 3382’ from DER, 462’ right of centerline, up to 270’ MSL.
Trees beginning 3385’ from DER, 119’ right of centerline, up to 275’ MSL.
Tree 3428’ from DER, 368’ left of centerline, 252’ MSL.
Tower 5423’ from DER, 1710’ left of centerline, 157’ AGL/321’ MSL.
Rwy 16, lighting 2’ from DER, 80’ right of centerline, 2’ AGL/161’ MSL.
Lighting 2’ from DER, 80’ left of centerline, 2’ AGL/161’ MSL.
Trees beginning 1671’ from DER, 776’ right of centerline, up to 214’ MSL.
Tree 2873’ from DER, 1218’ left of centerline, 241’ MSL.
Rwy 20, lighting 3’ from DER, 5’ right of centerline, 1’ AGL/160’ MSL.
Lighting 4’ from DER, 4’ left of centerline, 1’ AGL/160’ MSL.
Building 724’ from DER, 680’ right of centerline, 35’ AGL/195’ MSL.
Building 816’ from DER, 654’ right of centerline, up to 53’ AGL/212’ MSL.
Tree 2304’ from DER, 1111’ right of centerline, 219’ MSL.
Trees beginning 2367’ from DER, 986’ left of centerline, up to 241’ MSL.
Trees beginning 2567’ from DER, 724’ right of centerline, up to 253’ MSL.
Tree 2616’ from DER, 1189’ right of centerline, 257’ MSL.

CON’T

RICHMOND, VA (CON'T)

RICHMOND INTL (RIC) (CON'T)

Rwy 20 (CON'T), tree, pole beginning 2637' from DER, 281' right of centerline, up to 264' MSL.
Trees beginning 3013' from DER, 1046' left of centerline, up to 251' MSL.
Rwy 34, lighting beginning 1' from DER, 4' left of centerline, up to 1' AGL/168' MSL.
Terrain 3' from DER, 6' right of centerline, 167' MSL.
Sign 40' from DER, 413' right of centerline, 3' AGL/168' MSL.
Pole 1262' from DER, 732' left of centerline, 41' AGL/200' MSL.
Tree 2256' from DER, 1090' right of centerline, 231' MSL.
Trees beginning 2458' from DER, 952' left of centerline, up to 240' MSL.
Tree 2602' from DER, 998' left of centerline, 250' MSL.
Tree 2604' from DER, 1172' left of centerline, 251' MSL.
Trees beginning 2674' from DER, 952' left of centerline, up to 252' MSL.

RICHMOND/ASHLAND, VA

HANOVER COUNTY MUNI (OFP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 30JAN20 (20030) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 34, tree 410' from DER, 567' left of centerline, 278' MSL.
Tree 1125' from DER, 750' left of centerline, 279' MSL.
Trees beginning 1402' from DER, 445' right of centerline, up to 290' MSL.
Tree 1502' from DER, 774' left of centerline, 292' MSL.
Trees beginning 1836' from DER, 739' left of centerline, up to 293' MSL.
Trees beginning 2731' from DER, 487' right of centerline, up to 304' MSL.

RIDGELY, MD

GOODEN AIRPARK (RJD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 02AUG07 (21168) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 12, multiple trees beginning 592' from DER, 6' left of centerline, up to 100' AGL/160' MSL.
Multiple trees beginning 239' from DER, 338' right of centerline, up to 100' AGL/160' MSL.

ROANOKE, VA

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 11A 15AUG19 (22027) (FAA)

TAKEOFF MINIMUMS:

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

DEPARTURE PROCEDURE:

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

VCOA:

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

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees and bushes beginning 88' from DER, 340' right of centerline, up to 59' AGL/1159' MSL.
Trees 238' from DER, 540' right of centerline, up to 71' AGL/1171' MSL.
Trees beginning 1536' from DER, 298' right of centerline, up to 100' AGL/1219' MSL.
Trees beginning 2.7 NM from DER, 2645' left of centerline, up to 84' AGL/1864' MSL.
Trees beginning 2.8 NM from DER, 2912' left of centerline, up to 51' AGL/2271' MSL.
Towers beginning 2.9 NM from DER, 3455' left of centerline, up to 216' AGL/2407' MSL.
Rwy 16, sign 40' from DER, 252' left of centerline, 18' AGL/1144' MSL.
Trees on hilltop 1.1 NM from DER, 2211' left of centerline, up to 56' AGL/1336' MSL.
Rwy 24, sign 42' from DER, 249' left of centerline, 13' AGL/1154' MSL.
Tree 2872' from DER, 1246' left of centerline, 92' AGL/1232' MSL.

SALISBURY, MD

SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 18NOV10 (10322) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 5, terrain and trees beginning 21' from DER, right and left of centerline, up to 100' AGL/148' MSL.
Poles beginning 1213' from DER, 664' right of centerline, up to 36' AGL/85' MSL.
Antenna on building 1388' from DER, 49' left of centerline, 36' AGL/86' MSL.
Rwy 14, trees beginning 1539' from DER, right and left of centerline, up to 100' AGL/153' MSL.
Rwy 23, trees beginning 22' from DER, right and left of centerline, up to 100' AGL/163' MSL.
Vehicles on road beginning 220' from DER, right and left of centerline, up to 17' AGL/60' MSL.
Antenna on building 1141' from DER, 304' right of centerline, 47' AGL/83' MSL.
Rwy 32, trees beginning 14' from DER, right and left of centerline, up to 100' AGL/134' MSL.
Hangars beginning 121' from DER, 510' left of centerline, up to 23' AGL/72' MSL.
Trailer 396' from DER, 275' left of centerline, 10' AGL/59' MSL.

SALUDA, VA

HUMMEL FLD (W75)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 26DEC24 (24361) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, trees 141' from DER, 311' left of centerline, 100' AGL/120' MSL.
Trees beginning 142' from DER, 69' left of centerline, up to 100' AGL/123' MSL.
Trees beginning 143' from DER, 168' right of centerline, up to 100' AGL/120' MSL.
Trees beginning 752' from DER, 158' right of centerline, up to 100' AGL/123' MSL.
Rwy 19, trees 41' from DER, 429' left of centerline, 100' AGL/127' MSL.
Trees, building, transmission line beginning 43' from DER, 64' left of centerline, up to 100' AGL/130' MSL.
Trees beginning 44' from DER, 49' right of centerline, up to 100' AGL/130' MSL.
Trees, transmission line beginning 957' from DER, 6' right of centerline, up to 100' AGL/133' MSL.
Trees, transmission line beginning 1256' from DER, 193' left of centerline, up to 100' AGL/133' MSL.
Trees beginning 3072' from DER, 205' left of centerline, up to 100' AGL/137' MSL.

SOUTH BOSTON, VA

WILLIAM M TUCK (W78)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3B 14JUL22 (22195) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 300-1.
Rwys 6, 24, NA.

TAKEOFF OBSTACLE NOTES:

Rwy 1, tree, terrain beginning 17' from DER, 352' right of centerline, up to 470' MSL.
Tree, terrain, antenna, building beginning 52' from DER, 359 ' right of centerline, up to 484' MSL.
Vegetation beginning 111' from DER, 188' left of centerline, up to 432' MSL.
Vegetation beginning 138' from DER, 225' left of centerline, up to 434' MSL.
Trees beginning 197' from DER, 481' right of centerline, up to 487' MSL.
Trees, terrain, buildings beginning 240' from DER, 115' right of centerline, up to 496' MSL.
Vegetation 300' from DER, 329' left of centerline, 435' MSL.
Tower, trees, building, vegetation beginning 334' from DER, 230' left of centerline, up to 72' AGL/501' MSL.
Tree 536' from DER, 537' right of centerline, 504' MSL.
Trees, terrain, poles, vehicles on roads, building beginning 550' from DER, 6' right of centerline, up to 510' MSL.
Trees, vegetation, pole beginning 846' from DER, 26' left of centerline, up to 505' MSL.
Tree, pole, vegetation, vehicles on roads beginning 921' from DER, 7' left of centerline, up to 518' MSL.
Trees, poles beginning 1352' from DER, 42' left of centerline, up to 522' MSL.
Trees beginning 2423' from DER, 749' right of centerline, up to 513' MSL.
Trees beginning 2554' from DER, 802' right of centerline, up to 518' MSL.
Tree 2679' from DER, 832' right of centerline, 519' MSL.
Trees beginning 2733' from DER, 708' right of centerline, up to 525' MSL.
Tree 2741' from DER, 1163' left of centerline, 528' MSL.
Trees beginning 2801' from DER, 67' left of centerline, up to 536' MSL.
Trees beginning 2857' from DER, 663' right of centerline, up to 527' MSL.
Trees beginning 2996' from DER, 335' right of centerline, up to 532' MSL.
Trees beginning 3111' from DER, 1168' left of centerline, up to 538' MSL.
Trees beginning 3147' from DER, 544' left of centerline, up to 553' MSL.
Trees beginning 3255' from DER, 948' left of centerline, up to 555' MSL.
Trees beginning 3275' from DER, 535' left of centerline, up to 561' MSL.
Rwy 19, tree 39' from DER, 307' right of centerline, 405' MSL.
Trees beginning 42' from DER, 278' right of centerline, up to 411' MSL.
Trees beginning 415' from DER, 337' right of centerline, up to 430' MSL.
Trees beginning 457' from DER, 337' right of centerline, up to 433' MSL.
Trees beginning 509' from DER, 451' left of centerline, up to 398' MSL.
Tree 694' from DER, 454' left of centerline, 403' MSL.

SOUTH HILL, VA

MECKLENBURG-BRUNSWICK RGNL (AVC)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 29JUL10 (10210) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 1, train on tracks 118' from DER, 514' left of centerline, 23' AGL/452' MSL.
Trees beginning 181' from DER, 408' left of centerline, up to 80' AGL/500' MSL.
Trees beginning 1858' from DER, 600' right of centerline, up to 71' AGL/500' MSL.
Rwy 19, trees beginning 191' from DER, 13' left of centerline, up to 77' AGL/457' MSL.
Trees beginning 1176' from DER, 57' right of centerline, up to 76' AGL/500' MSL.

STAFFORD, VA

STAFFORD RGNL (RMN)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 16MAY24 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 33, 300-1⅝ or std w/min climb of 404'/NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 15, light poles 9' from DER, 10' right of centerline, 2' AGL/174' MSL.
Tree 136' from DER, 495' left of centerline, 184' MSL.
Tree 225' from DER, 467' left of centerline, 192' MSL.
Tree 450' from DER, 496' left of centerline, 206' MSL.
Tree 596' from DER, 535' right of centerline, 202' MSL.
Trees beginning 718' from DER, 498' right of centerline, up to 203' MSL.
Tree 1999' from DER, 907' left of centerline, 238' MSL.
Rwy 33, NAVAID 3' from DER, on and left of centerline, 6' AGL/224' MSL.
Tree 11' from DER, 192' right of centerline, 230' MSL.
Trees beginning 35' from DER, 234' right of centerline, up to 248' MSL.
Trees beginning 110' from DER, 295' right of centerline, up to 253' MSL.
NAVAID 119' from DER, 237' left of centerline, 16' AGL/229' MSL.
Tree, terrain beginning 261' from DER, 26' right of centerline, up to 255' MSL.
Tree 359' from DER, 496' left of centerline, 259' MSL.
Tree 364' from DER, 472' left of centerline, 264' MSL.
Tree, terrain beginning 443' from DER, 61 ' left of centerline, up to 268' MSL.
Trees, terrain beginning 582' from DER, 59' left of centerline, up to 269' MSL.
Terrain, tree beginning 759' from DER, 142' right of centerline, up to 257' MSL.
Trees, terrain beginning 781' from DER, 105' left of centerline, up to 283' MSL.
Terrain beginning 841' from DER, 243' right of centerline, up to 259' MSL.
Tree, terrain beginning 870' from DER, 26' right of centerline, up to 264' MSL.
Terrain beginning 962' from DER, 133' right of centerline, up to 265' MSL.
Terrain beginning 1042' from DER, 278' right of centerline, up to 268' MSL.
Terrain, tree beginning 1083' from DER, 34' right of centerline, up to 9' AGL/278' MSL.
Trees, terrain, pole beginning 1163' from DER, 42' right of centerline, up to 293' MSL.
Trees beginning 1431' from DER, 196' left of centerline, up to 298' MSL.
Tree 1592' from DER, 458' left of centerline, 306' MSL.
Trees beginning 1602' from DER, 134' left of centerline, up to 309' MSL.
Trees beginning 2349' from DER, 10' left of centerline, up to 310' MSL.
Trees beginning 2408' from DER, 88' left of centerline, up to 325' MSL.
Trees beginning 2431' from DER, 67' right of centerline, up to 315' MSL.
Trees beginning 2533' from DER, 1045' left of centerline, up to 327' MSL.
Trees beginning 2597' from DER, 135' left of centerline, up to 336' MSL.
Trees beginning 2740' from DER, 223' right of centerline, up to 353' MSL.
Trees beginning 2771' from DER, 25' left of centerline, up to 342' MSL.
Trees beginning 2860' from DER, 101' right of centerline, up to 360' MSL.
Trees beginning 2962' from DER, 866' left of centerline, up to 347' MSL.
Trees beginning 2975' from DER, 49' left of centerline, up to 354' MSL.
Trees beginning 3089' from DER, 538' right of centerline, up to 366' MSL.
Trees beginning 3162' from DER, 1151' right of centerline, up to 374' MSL.
Trees beginning 3211' from DER, 43' right of centerline, up to 381' MSL.
Trees beginning 3887' from DER, 550' left of centerline, up to 360' MSL.
Trees beginning 4112' from DER, 169' left of centerline, up to 363' MSL.
Trees beginning 4235' from DER, 6' left of centerline, up to 373' MSL.
Tree 5392' from DER, 946' left of centerline, 377' MSL.
Trees beginning 5426' from DER, 230' left of centerline, up to 387' MSL.
Tree 5880' from DER, 1881' right of centerline, 382' MSL.
Tree 5935 ' from DER, 1528' right of centerline, 384' MSL.
Trees beginning 5968' from DER, 1432' right of centerline, up to 389' MSL.
Trees beginning 1 NM from DER, 11' right of centerline, up to 406' MSL.
Trees beginning 1 NM from DER, 55' left of centerline, up to 402' MSL.
Trees beginning 1.1 NM from DER, 376' left of centerline, up to 415' MSL.
Tower 1.3 NM from DER, 356' left of centerline, 151' AGL/467' MSL.
Antenna 1.3 NM from DER, 350' left of centerline, 152' AGL/468' MSL.

STAUNTON/WAYNESBORO/HARRISONBURG, VA

SHENANDOAH VALLEY RGNL (SHD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6A 11AUG22 (24137) (FAA)

TAKEOFF MINIMUMS:

Rwy 5, std w/min climb of 285' per NM to 3800 or 2200-3 for VCOA.

Rwy 23, std. or 2200-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 5, climb heading 047° to 3400 before turning right.

Rwy 23, climb heading 227° to 4400 before proceeding on course.

VCOA:

Rwys 5, 23, obtain ATC approval for VCOA when requesting IFR clearance. Climb in visual conditions to cross Shenandoah Valley Rgnl airport at or above 3300 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 5, tree 1812' from DER, 971' right of centerline, 1247' MSL.
Tree 1887' from DER, 893' right of centerline, 1253' MSL.
Tree 2052' from DER, 1025' right of centerline, 1257' MSL.
Tree 2159' from DER, 928' right of centerline, 1259' MSL.
Tree 2271' from DER, 928' right of centerline, 1265' MSL.
Rwy 23, general utility 11' from DER, 98' right of centerline, 3' AGL/1176' MSL.
Tree 595' from DER, 647' left of centerline, 1195' MSL.
Tree 693' from DER, 620' left of centerline, 1216' MSL.
Tree 807' from DER, 647' left of centerline, 1222' MSL.
Trees beginning 920' from DER, 597' left of centerline, up to 60' AGL/1231' MSL.
Tree 1115' from DER, 670' left of centerline, 57' AGL/1237' MSL.
Trees beginning 1198' from DER, 497' left of centerline, up to 57' AGL/1240' MSL.
Tree 3379' from DER, 1394' left of centerline, 1266' MSL.
Tree 5409' from DER, 1586' left of centerline, 1310' MSL.
Tree 5523' from DER, 1521' left of centerline, 1317' MSL.

STEVENSVILLE, MD

BAY BRIDGE (W29)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10NOV16 (16315) (FAA)

TAKEOFF MINIMUMS:

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

TAKEOFF OBSTACLE NOTES:

Rwy 11, tree 109' from DER, 513' right of centerline, 71' MSL.
Tree, parking lot, vehicles on road, building, and sign beginning 150' from DER, 23' right of centerline, up to 79' MSL.
Tree 193' from DER, 488' left of centerline, 25' MSL.
Tree 221' from DER, 489' left of centerline, 27' MSL.
Pole and tree beginning 318' from DER, 157' left of centerline, up to 37' MSL.
Tree and vehicles on road beginning 350' from DER, 54' left of centerline, up to 44' MSL.
Pole, vehicles on road, and tree beginning 611' from DER, 120' left of centerline, up to 51' MSL.
Pole and tree beginning 751' from DER, 334' left of centerline, up to 54' MSL.
Pole and tree beginning 876' from DER, 445' left of centerline, up to 83' MSL.
Pole, tree, and building beginning 1195' from DER, 22' left of centerline, up to 87' MSL.
Tree 2141' from DER, 53' left of centerline, 90' MSL.
Rwy 29, windsock 14' from DER, 161' left of centerline, 18' MSL.
Trees beginning 17' from DER, 329' left of centerline, up to 46' MSL.
Tree 93' from DER, 502' left of centerline, 52' MSL.
Bridge 2.2 NM from DER, 3052' right of centerline, 377' AGL/377' MSL.

SUFFOLK, VA

SUFFOLK EXEC (SFQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 5 02MAY13 (22083) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 4' from DER, 462' right and 428' left of centerline, up to 100' AGL/173' MSL.
Trees beginning 1052' from DER, 783' right and 554' left of centerline, up to 100' AGL/173' MSL.
Transmission poles and T-L towers beginning 1291' from DER, 600' right of centerline, up to 65' AGL/130' MSL.
Rwy 7, trees beginning 10' from DER, 541' right and 400' left of centerline, up to 100' AGL/161' MSL.
Trees beginning 1004' from DER 689' right of and 1280' left of centerline, up to 100' AGL/160' MSL.
Transmission poles and T-L towers beginning 1152' from DER, right and left of centerline, up to 65' AGL/130' MSL.
Rwy 22, trees beginning 44' from DER, 342' right and 494' left of centerline, up to 100' AGL/174' MSL.
Trees beginning 1005' from DER, 1078' right and 481' left of centerline, up to 100' AGL/174' MSL.
Vehicles on road beginning 483' from DER, right and left of centerline, up to 15' AGL/80' MSL.
Rwy 25, vehicles on road beginning 199' from DER, right and left of centerline, up to 17' AGL/84' MSL.
Trees beginning 231' from DER, right and left of centerline, up to 100' AGL/186' MSL.

TANGIER, VA

TANGIER ISLAND (TGI)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15JAN09 (09015) (FAA)

TAKEOFF OBSTACLE NOTES:

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

TAPPAHANNOCK, VA

TAPPAHANNOCK/ESSEX COUNTY (XSA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 25OCT07 (22027) (FAA)

TAKEOFF MINIMUMS:

Rwy 10, 300-1¼ or std. w/min. climb of 303' per NM to 500.
Rwy 28, 300-1 or std. w/min. climb of 366' per NM to 500.

TAKEOFF OBSTACLE NOTES:

Rwy 10, terrain 6' from DER, 20' left of centerline, up to 135' MSL.
Terrain 29' from DER, 281' left of centerline, up to 139' MSL.
Rwy 28, terrain beginning 12' from DER, 5' right of centerline, up to 151' MSL.

WALLOPS ISLAND, VA

WALLOPS FLIGHT FACILITY (WAL)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 07MAY09 (09127) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 4, trees beginning 1254' from DER, 741' left of centerline, up to 100' AGL/109' MSL.
Trees beginning 1814' from DER, 79' right of centerline, up to 100' AGL/134' MSL.
Rwy 10, trees beginning 1252' from DER, 818' left of centerline, up to 100' AGL/124' MSL.
Rwy 17, trees beginning 169' from DER, 218' left of centerline, up to 100' AGL/119' MSL.
Rwy 22, trees beginning 793' from DER, 315' left of centerline, up to 100' AGL/129' MSL.
Rwy 28, trees beginning 945' from DER, 495' right of centerline, up to 100' AGL/139' MSL.
Rwy 35, trees beginning 3' from DER, 394' left of centerline, up to 100' AGL/124' MSL.
Trees beginning 21' from DER, 219' right of centerline, up to 100' AGL/124' MSL.

WAKEFIELD, VA

WAKEFIELD MUNI (AKQ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 17AUG17 (17229) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 2, tree, vehicle beginning 54' from DER, 39' left of centerline, up to 183' MSL.
Tree 277' from DER, 83' right of centerline, 119' MSL.
Trees beginning 412' from DER, 41' right of centerline, up to 188' MSL.
Tree 802' from DER, 492' left of centerline, 187' MSL.
Trees beginning 1012' from DER, 117' left of centerline, up to 197' MSL.
Tree 3117' from DER, 210' right of centerline, 191' MSL.
Tree 3203' from DER, 522' right of centerline, 192' MSL.
Rwy 20, pole 16' from DER, 408' left of centerline, 140' MSL.
Tree, building beginning 67' from DER, 18' right of centerline, up to 170' MSL.
Tree, pole, beginning 103' from DER, 72' left of centerline, up to 179' MSL.
Trees beginning 460' from DER, 26' right of centerline, up to 179' MSL.
Tree 1265' from DER, 567' right of centerline, 193' MSL.
Trees beginning 1280' from DER, 499' left of centerline, up to 191' MSL.
Tree 1299' from DER, 463' right of centerline, 198' MSL.
Tree, transmission tower, utility line beginning 1344' from DER, 13' right of centerline, up to 206' MSL.
Tree, transmission tower beginning 1398' from DER, 40' left of centerline, up to 196' MSL.
Trees beginning 3250' from DER, 556' left of centerline, up to 200' MSL.
Tree 3919' from DER, 519' left of centerline, 207' MSL.

WARRENTON, VA

WARRENTON/FAUQUIER (HWY)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 09APR09 (22027) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 15, trees 436' from DER, 518' right of centerline, 100' AGL/439' MSL.
Vehicle on road 647' from DER, 649' right of centerline, 15' AGL/354' MSL.
Trees 1034' from DER, 763' left of centerline, 100' AGL/449' MSL.
Trees 1924' from DER, 781' right of centerline, 100' AGL/459' MSL.
Trees beginning 2239' from DER, 41' left of centerline, up to 100' AGL/459' MSL.
Rwy 33, trees beginning 1272' from DER, 59' right of centerline, up to 41' AGL/370' MSL.
Trees beginning 2610' from DER, 116' left of centerline, up to 74' AGL/413' MSL.

WASHINGTON, DC

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 4A 25JUN15 (21112) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 16L, trees beginning 1247' from DER, 178' left of centerline, up to 99' AGL/268' MSL.
Trees beginning 1810' from DER, 88' right of centerline, up to 73' AGL/272' MSL.
Trees beginning 2618' from DER, 4' left of centerline, up to 84' AGL/293' MSL.
Trees beginning 3414' from DER, 14' right of centerline, up to 75' AGL/284' MSL.
Trees beginning 3703' from DER, 145' left of centerline, up to 100' AGL/299' MSL.
Trees beginning 4193' from DER, 1343' left of centerline, up to 82' AGL/311' MSL.
Trees beginning 4677' from DER, 313' right of centerline, up to 89' AGL/303' MSL.
Rwy 16R, trees beginning 119' from DER, 473' right of centerline, up to 32' AGL/221' MSL.
Trees beginning 749' from DER, on centerline, up to 29' AGL/197' MSL.
Trees beginning 745' from DER, 85' right of centerline, up to 33' AGL/212' MSL.
Trees beginning 588' from DER, 536' right of centerline, up to 37' AGL/236' MSL.
Rwy 34L, terrain and sign beginning 1' from DER, 392' right of centerline, up to 5' AGL/192' MSL.
Trees and poles beginning 877' from DER, 616' left of centerline, up to 54' AGL/247' MSL.
Building and trees beginning 1573' from DER, 249' left of centerline, up to 39' AGL/252' MSL.
Trees beginning 1752' from DER, 187' right of centerline, up to 39' AGL/238' MSL.
Tower and trees beginning 2563' from DER, 182' left of centerline, up to 64' AGL/283' MSL.
Trees beginning 2563' from DER, 250' right of centerline, up to 56' AGL/279' MSL.
Rwy 34R, terrain, airfield light, and sign beginning 25' from DER, 92' right of centerline, up to 7' AGL/196' MSL.
Airfield light and vegetation beginning 26' from DER, 78' left of centerline, up to 9' AGL/197' MSL.
Vehicles on road and poles beginning 518' from DER, 595' right of centerline, up to 24' AGL/215' MSL.
Trees beginning 1759' from DER, 448' left of centerline, up to 39' AGL/238' MSL.
Trees 1859' from DER, 828' right of centerline, up to 39' AGL/248' MSL.
Trees beginning 2548' from DER, 828' left of centerline, up to 54' AGL/283' MSL.
Trees beginning 2653' from DER, 1082' right of centerline, up to 57' AGL/280' MSL.

RONALD REAGAN WASHINGTON NTL (DCA)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 8B 30JAN20 (21112) (FAA)

TAKEOFF MINIMUMS:

Rwy 1, 600-2 w/min. climb of 275' per NM to 1500 or std. w/min. climb of 460' per NM to 800.
Rwy 4, 300-2 or std. w/min. climb of 210' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1400' prior to DER.
Rwy 15, 300-1¾ or std. w/min. climb of 215' per NM to 400, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1500' prior to DER.
Rwy 19, 300-1½ or std. w/min. climb of 205' per NM to 300, or alternatively, with std. takeoff minimums and a normal 200' per NM climb gradient, takeoff must occur no later than 1200' prior to DER.
Rwy 22, 500-2¾ or std. w/min. climb of 305' per NM to 600.
Rwy 33, std. w/min. climb of 285' per NM to 700.

DEPARTURE PROCEDURE:

Rwy 1, climbing left turn as soon as practical to intercept DCA VOR/DME R-328. Maintain 5000 or as assigned.
Rwy 4, climbing right turn as soon as practical to intercept DCA VOR/DME R-070. Maintain 2000 or as assigned.
Rwy 15, climb on heading 154° to 5000 or as assigned.
Rwy 19, climb on heading 187° to 500 before turning right. Maintain 5000 or as assigned.
Rwy 22, climb on heading 217° to 3000 or as assigned.
Rwy 33, climb on DCA VOR/DME R-328. Maintain 5000 or as assigned.

TAKEOFF OBSTACLE NOTES:

Rwy 1, building beginning 118' from DER, 331' right of centerline, up to 22' AGL/23' MSL.
Fence 261' from DER, 514' left of centerline, 10' AGL/20' MSL.
Tree and pole beginning 995' from DER, 476' left of centerline, up to 47' AGL/49' MSL.
Trees beginning 1007' from DER, 152' left of centerline, up to 71' AGL/72' MSL.
Tree 1364' from DER, 333' right of centerline, 50' AGL/51' MSL.
Monument 1.6 NM from DER, 1785' right of centerline, 556' AGL/595' MSL.
Rwy 4, microwave sensor and terrain beginning 3' from DER, 334' right of centerline, up to 4' AGL/16' MSL.
Microwave sensor 206' from DER, 260' right of centerline, 7' AGL/18' MSL.
Sign 857' from DER, 681' left of centerline, 83' MSL.
Tower 860' from DER, 677' left of centerline, 72' AGL/84' MSL.
Spire 1.6 NM from DER, 206' right of centerline, 265' MSL.
Rwy 15, lighting beginning 178' from DER, 288' right of centerline, up to 11' AGL/20' MSL.
Tree 1.4 NM from DER, 12' right of centerline, up to 94' AGL/245' MSL.
Tree 1.5 NM from DER, 519' right of centerline, up to 80' AGL/239' MSL.
Rwy 19, pole 395' from DER, 549' right of centerline, 18' AGL/22' MSL.
Tree 3434' from DER, 1134' right of centerline, 105' MSL.
Building 1.1 NM from DER, 1911' right of centerline, 153' AGL/183' MSL.
Building 1.1 NM from DER, 1889' right of centerline, 172' AGL/190' MSL.
Stacks beginning 1.2 NM from DER, 1673' right of centerline, up to 162' AGL/197' MSL.
Building 1.2 NM from DER, 1691' right of centerline, 198' MSL.
Building 1.7 NM from DER, 2444' right of centerline, 272' MSL.

CON'T

WASHINGTON, DC (CON'T)

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

Rwy 22, pole 217' from DER, 478' left of centerline, 15' AGL/23' MSL.
Trees beginning 550' from DER, 498' right of centerline, up to 45' AGL/51' MSL.
Tree 661' from DER, 566' right of centerline, 56' AGL/57' MSL.
Tree 1325' from DER, 586' right of centerline, 59' AGL/61' MSL.
Tree 1351' from DER, 704' right of centerline, 67' AGL/93' MSL.
Tree, building, pole beginning 1411' from DER, 19' right of centerline, up to 82' AGL/110' MSL.
Tree 2899' from DER, 605' left of centerline, 102' MSL.
Building 3336' from DER, 513' right of centerline, 114' AGL/148' MSL.
Building and pole beginning 3440' from DER, 114' right of centerline, up to 118' AGL/153' MSL.
Crane 1.5 NM from DER, 1913' right of centerline, 240' AGL/276' MSL.
Building 2.3 NM from DER, 1067' right of centerline, 336' AGL/440' MSL.
Building 2.3 NM from DER, 1008' right of centerline, 324' AGL/443' MSL.
Rwy 33, sign 18' from DER, 191' left of centerline, 3' AGL/15' MSL.
Fence 27' from DER, 332' right of centerline, 8' AGL/18' MSL.
Pole 93' from DER, 423' right of centerline, 19' AGL/29' MSL.
Tree, vehicles on road beginning 365' from DER, 344' left of centerline, up to 70' MSL.
Pole 580' from DER, 481' right of centerline, 31' AGL/41' MSL.
Trees beginning 699' from DER, 78' right of centerline, up to 56' AGL/60' MSL.
Trees beginning 882' from DER, 349' left of centerline, up to 84' AGL/93' MSL.
Crane, tree, pole beginning 1389' from DER, 289' left of centerline, up to 82' AGL/95' MSL.
Tree 1665' from DER, 236' right of centerline, 62' AGL/62' MSL.
Tree 1691' from DER, 215' right of centerline, 59' AGL/68' MSL.
Tree 1715' from DER, 882' right of centerline, 79' MSL.
Building, pole, antenna beginning 1776' from DER, 247' left of centerline, up to 128' AGL/145' MSL.
Trees beginning 1784' from DER, 934' right of centerline, up to 79' AGL/83' MSL.
Pole 2917' from DER, 524' right of centerline, 102' MSL.
Pole 2925' from DER, 510' right of centerline, 79' AGL/106' MSL.
Antenna beginning 4608' from DER, 277' left of centerline, up to 115' AGL/151' MSL.
Tree 1.5 NM from DER, 3046' left of centerline, 81' AGL/254' MSL.
Pole 1.7 NM from DER, 2115' left of centerline, 101' AGL/308' MSL.
Trees beginning 1.8 NM from DER, 1912' left of centerline, up to 311' MSL.
Building and tower beginning 2.2 NM from DER, 1374' right of centerline, up to 353' AGL/420' MSL.
Building, crane, spire beginning 2.4 NM from DER, 1089' right of centerline, up to 387' AGL/470' MSL.
Building 2.4 NM from DER, 3481' left of centerline, 178' AGL/387' MSL.
Building 2.4 NM from DER, 3585' left of centerline, 185' AGL/392' MSL.
Buildings beginning 2.4 NM from DER, 154' left of centerline, up to 182' AGL/416' MSL.
Building, antenna beginning 2.4 NM from DER, 2457' left of centerline, up to 196' AGL/427' MSL.
NOTE: Prohibited area P-56 1.5 NM north of airport.

WASHINGTON DULLES INTL (IAD)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
AMDT 2 26JUL12 (12208) (FAA)

DEPARTURE PROCEDURE:
Rwy 12, climb heading 121° to 700 before turning left.

TAKEOFF OBSTACLE NOTES:
Rwy 1C, trees 2815' from DER, 1031' left of centerline, up to 80' AGL/345' MSL.
Sign 64' from DER, 303' right of centerline, 13' AGL/272' MSL.
Rwy 1L, tower 1917' from DER, 680' left of centerline, 51' AGL/330' MSL.
Rwy 19C, sign 100' from DER, 472' left of centerline, 4' AGL/289' MSL.
Vehicles on road 24' from DER, 274' right of centerline, up to 15' AGL/293' MSL.
Rwy 30, trees 2264' from DER, 1033' right of centerline, up to 72' AGL/383' MSL.

WAYNESBORO, VA

EAGLE'S NEST (W13)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
ORIG 30JUN11 (11181) (FAA)

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

DEPARTURE PROCEDURE:
Rwy 6, climb heading 061° to 3300 before proceeding on course, or for climb in visual conditions: cross Eagle's Nest Airport at or above 3400 MSL before proceeding on course.
Rwy 24, climb heading 241° to 3800 before proceeding on course. Or for climb in visual conditions: cross Eagle's Nest Airport at or above 3400 MSL before proceeding on course.

TAKEOFF OBSTACLE NOTES:
Rwy 6, hangar at DER, 220' left of centerline, 30' AGL/1469' MSL.
Trees beginning 35' from DER, 158' right of centerline, up to 100' AGL/1539' MSL.
Vehicles on road beginning 131' from DER. 201' left of centerline, up to 15' AGL/1454' MSL.
Trees beginning 263' from DER, 189' left of centerline, up to 100' AGL/1539' MSL.
Towers beginning 1.41NM from DER, 2539' right of centerline, 300' AGL/1670' MSL.
Rwy 24, Trees beginning at DER left and right of centerline up to 100' AGL/1579' MSL.
Trees beginning 1259' from DER, 143' right of centerline, up to 100' AGL/1730' MSL.

WEIDE AHP (ABERDEEN PROVING GROUNDS) (KEDG)

EDGEWOOD, MD

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1 10AUG23 (23222) (USA)

TAKEOFF MINIMUMS:

Rwys 1, 19, Std. Cross XUHSO at or above 800 for obstacle clearance. Rwy 19 N/A.

DEPARTURE PROCEDURE:

Use JIRET DEPARTURE. Departure visually to the IDF.

TAKEOFF OBSTACLE NOTES:

Rwy 1, bldg 1715' from DER, 954' right of cntrln, 80' AGL/99' MSL.
Pylon 3118' from DER, 934' right of cntrln, 49' AGL/93' MSL.
Pylon 3149' from DER, 799' right of cntrln, 49' AGL/103' MSL.
Pylon 3191' from DER, 652' right of cntrln, 49' AGL/101' MSL.
Pylon 3215' from DER, 556' right of cntrln, 49' AGL/99' MSL.
Pylon 3355' from DER, 568' right of cntrln, 49' AGL/104' MSL.
Pylon 3497' from DER, 566' right of cntrln, 49' AGL/102' MSL.
Terrain 3950' from DER, 1000' right of cntrln, 122' MSL.
Terrain 3990' from DER, 1000' left of cntrln, 129' MSL.

WEST POINT, VA

MIDDLE PENINSULA RGNL (FYJ)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 05JUN08 (08157) (FAA)

TAKEOFF OBSTACLE NOTES:

Rwy 10, multiple trees beginning 86' from DER, left and right of centerline, up to 100' AGL/129' MSL.
Rwy 28, multiple trees beginning 33' from DER, left and right of centerline, up to 100' AGL/119' MSL.
Ship mast 3427' from DER, left and right of centerline, 135' AGL/135' MSL.

WESTMINSTER, MD

CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 6 05MAR15 (21140) (FAA)

TAKEOFF MINIMUMS:

Rwy 16, 400-2¾ or std. w/min. climb of 255' per NM to 1400.

TAKEOFF OBSTACLE NOTES:

Rwy 16, trees 1995' from DER, 657' left of centerline, up to 59' AGL/838' MSL.
Tower 2.3 NM from DER, 2042' left of centerline, 195' AGL/1144' MSL.
Rwy 34, trees beginning 105' from DER, 423' left of centerline, up to 87' AGL/886' MSL.
Trees beginning 967' from DER, 395' right of centerline, up to 85' AGL/864' MSL.
Terrain and trees beginning 1851' from DER, 123' left of centerline, up to 63' AGL/902' MSL.
Trees beginning 2603' from DER, 470' right of centerline, up to 69' AGL/868' MSL.

CLEARVIEW AIRPARK (2W2)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 27AUG09 (09239) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, 300-2¼ or std. w/ min. climb of 290' per NM to 1200.

TAKEOFF OBSTACLE NOTES:

Rwy 14, vehicles and aircraft on road/taxiway 14' from DER, 47' right to left of centerline, 15' AGL/834' MSL.
Trees beginning 35' from DER, 200' left of centerline, up to 100' AGL/939' MSL.
Trees beginning 21' from DER, 90' right of centerline, up to 100' AGL/919' MSL.
Rwy 32, vehicle on road 191' from DER, 516' left of centerline, 15' AGL/774' MSL.
Trees beginning 8' from DER, 24' left of centerline, up to 100' AGL/959' MSL.
Trees beginning 60' from DER, 50' right of centerline, up to 100' AGL/859' MSL.

WILLIAMSBURG, VA

WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 2 15DEC11 (24361) (FAA)

DEPARTURE PROCEDURE:

Rwy 31, climb heading 311° to 700 before turning right.

TAKEOFF OBSTACLE NOTES:

Rwy 13, boat on creek 468' from DER, 608' left of centerline, up to 35' AGL/35' MSL.
Homes beginning 1399' from DER, 278' left of centerline, up to 25' AGL/94' MSL.
Trees beginning 712' from DER, left and right of centerline, up to 100' AGL/169' MSL.
Rwy 31, aircraft on tarmac 2' from DER, 209' right of centerline, up to 20' AGL/79' MSL.
Hanger 418' from DER, 268' right of centerline, up to 25' AGL/84' MSL.
Multiple buildings and homes beginning 320' from DER, left and right of centerline, up to 30' AGL/109' MSL.
Multiple trees beginning 1' from DER, left and right of centerline, up to 100' AGL/199' MSL.

WILMINGTON, DE

NEW CASTLE (ILG)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

ORIG 15MAR07 (07074) (FAA)

TAKEOFF MINIMUMS:

Rwy 19, 300-1 or std. w/ min. climb of 266' per NM to 300.

TAKEOFF OBSTACLE NOTES:

Rwy 1, multiple trees beginning 751' from DER, 32' left of centerline, up to 59' AGL/120' MSL.
Tree 1219' from DER, 482' right of centerline, 57' AGL/118' MSL.
Bush 118' from DER, 385' left of centerline, 4' AGL/65' MSL.
Rwy 9, multiple trees beginning 1229' from DER, 30' right of centerline up to 62' AGL/133' MSL.
Tree 975' from DER, 66' left of centerline, 53' AGL/124' MSL.
Light pole 948' from DER, 596' right of centerline, 44' AGL/115' MSL.
Tree 1740' from DER, 458' left of centerline, 83' AGL/134' MSL.
Light pole 945' from DER, 316' right of centerline, 38' AGL/109' MSL.
Rod on building 916' from DER, 457' left of centerline, 29' AGL/100' MSL.
Rwy 14, obstacle light 553' from DER, 440' left of centerline, 29' AGL/103' MSL.
Rod on obstacle light 606' from DER, 615' left of centerline, 19' AGL/93' MSL.
Rwy 19, antenna on obstruction light tower 4469' from DER, 1684' right of centerline, 153' AGL/228' MSL.
Tree 1575' from DER, 850' right of centerline, 45' AGL/120' MSL.
Obstruction light on sign 971' from DER, 448' left of centerline, 28' AGL/103' MSL.
Rwy 27, tree 697' from DER, 533' left of centerline, 68' AGL/147' MSL.
Tree 1110' from DER, 584' right of centerline, 38' AGL/117' MSL.
Pole 793' from DER, 615' right of centerline, 28' AGL/107' MSL.
Bush 408' from DER, 415' left of centerline, 12' AGL/91' MSL.
Rwy 32, tree 711' from DER, 207' right of centerline, 29' AGL/104' MSL.
Tree 1162' from DER, 83' right of centerline, 32' AGL/107' MSL.

WINCHESTER, VA

WINCHESTER RGNL (OKV)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 1A 11AUG22 (22223) (FAA)

TAKEOFF MINIMUMS:

Rwy 32, std. w/min. climb of 240' per NM to 1900, or 1300-3 for VCOA.

DEPARTURE PROCEDURE:

Rwy 32, climb on heading 339° to 2500 before turning left.

VCOA:

Rwy 32, obtain ATC approval for climb in visual conditions when requesting IFR clearance. Climb in visual conditions to cross Winchester Rgnl airport at or above 1900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 14, tree 496' from DER, 587' right of centerline, 720' MSL.
Tree 591' from DER, 561' left of centerline, 729' MSL.
Tree 594' from DER, 566' left of centerline, 730' MSL.
Tree 1490' from DER, 652' right of centerline, 739' MSL.
Tree 1491' from DER, 666' right of centerline, 743' MSL.
Tree 1971' from DER, 778' right of centerline, 753' MSL.
Tree 2048' from DER, 882' right of centerline, 761' MSL.
Trees beginning 2059' from DER, 876' right of centerline, up to 765' MSL.
Rwy 32, terrain beginning 2' from DER, 428' left of centerline, up to 729' MSL.
Tree 86' from DER, 508' left of centerline, 762' MSL.
Tree 94' from DER, 474' left of centerline, 763' MSL.
Tree 102' from DER, 478' left of centerline, 764' MSL.
Trees beginning 118' from DER, 209' left of centerline, up to 772' MSL.
Tree 374' from DER, 596' right of centerline, 774' MSL.
Trees beginning 452' from DER, 482' right of centerline, up to 776' MSL.
Tree 1589' from DER, 243' left of centerline, 774' MSL.
Trees beginning 1610' from DER, 248' left of centerline, up to 777' MSL.
Trees beginning 1718' from DER, 269' left of centerline, up to 782' MSL.
Tree 1754' from DER, 291' left of centerline, 786' MSL.
Tree 1760' from DER, 754' left of centerline, 791' MSL.
Trees beginning 1774' from DER, 27' left of centerline, up to 794' MSL.
Trees beginning 1974' from DER, 9' right of centerline, up to 787' MSL.
Trees beginning 2169' from DER, 625' right of centerline, up to 799' MSL.
Trees beginning 2255' from DER, 742' right of centerline, up to 805' MSL.

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

25163

WISE, VA

LONESOME PINE (LNP)

TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

AMDT 3 29JUL10 (10210) (FAA)

DEPARTURE PROCEDURE:

Rwy 6, climb on heading 062° to 3600 before proceeding on course.

Rwy 24, climb on heading 247° to 4900 before proceeding on course.

TAKEOFF OBSTACLE NOTES:

Rwy 6, trees beginning 775' from DER, left and right of centerline, up to 100' AGL/2801' MSL.
Terrain beginning 86' from DER, left and right of centerline, up to 2728' MSL.

Rwy 24, trees beginning 159' from DER, left and right of centerline, up to 100' AGL/2794' MSL.
Obstruction light on LOC 308' from DER 22' left of centerline, 8' AGL/2678' MSL.
Obstruction light on LOC 304' from DER 22' right of centerline, 8' AGL/2678' MSL.
Obstruction light on LOC/DME 306' from DER, 189' right of centerline, 15' AGL/2685' MSL.
Terrain 159' from DER, 363' left of centerline, 2676' MSL.

NE-3, 12 JUN 2025 to 07 AUG 2025

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

25163

INSTRUMENT APPROACH PROCEDURE CHARTS

IFR ALTERNATE AIRPORT MINIMUMS

Pilots must review the IFR Alternate Minimums Notes to determine alternate airport suitability. ▲NA designation on the approach chart means that pilots may not use that approach as an alternate due to unmonitored facility, absence of weather reporting service, or lack of adequate navigation coverage. Approaches with the ▲NA designation are not listed in this section. ▲ 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)

	Precision Approach	Non-Precision Approach
Standard	**600-2**	**800-2**
▲Non-Standard or restrictions	As indicated below	As indicated below
Helicopters	For the selected approach: Ceiling: 200' above published ceiling Visibility: the greater of 1 SM visibility or the published visibility	
US Military (USA/USN/USAF)	See Service Regulations	

Note: For alternate airport flight planning purposes, precision approach operations include: ILS, PAR, and GLS, and Non-Precision approach operations include: NDB, VOR, LOC, TACAN, LDA, SDF, ASR, RNAV (GPS) and RNAV (RNP).

NAME ALTERNATE MINIMUMS

ABINGDON, VA

VIRGINIA HIGHLANDS (VJI)……..**LOC Rwy 24**[1]
RNAV (GPS) Rwy 6[2]
RNAV (GPS) Rwy 24[2]

NA when local weather not available.
[1]Categories A, B, 900-2, Category C, 900-2½, Category D, 1000-3.
[2]Category C, 800-2¼, Category D, 1000-3.

BALTIMORE, MD

BALTIMORE-WASHINGTON INTL THURGOOD MARSHALL (BWI)…….....…**ILS or LOC Rwy 10**[1]
ILS or LOC Rwy 15R[1]
ILS or LOC Rwy 28[1]
ILS or LOC Rwy 33L[1]
RNAV (GPS) Y Rwy 10[2]
RNAV (GPS) Y Rwy 15R[2]
RNAV (GPS) Y Rwy 28[2]
RNAV (GPS) Y Rwy 33L[2]

[1]LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

NAME ALTERNATE MINIMUMS

BALTIMORE, MD (CON'T)

MARTIN STATE (MTN)…....…**ILS or LOC Rwy 33**[12]
LOC Rwy 15[13]
RNAV (GPS) Rwy 15[4]
RNAV (GPS) Rwy 33[4]
VOR or TACAN Rwy 15[5]

NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[4]Category D, 800-2¼.
[5]Categories A, B, 900-2; Category C, 900-2¾; Category D, 900-3.

BLACKSBURG, VA

VIRGINIA TECH/MONTGOMERY EXEC (BCB)……....…**RNAV (GPS) Rwy 13**
RNAV (GPS) Rwy 31

NA when local weather not available.
Category C, 900-2½.

BLACKSTONE, VA

ALLAN C PERKINSON/ BLACKSTONE AAF (BKT)..…….....**NBD-A**[1]
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22

NA when local weather not available.
[1]Categories A, B, C, 800-3.

NAME ALTERNATE MINIMUMS

BRIDGEWATER, VA
BRIDGEWATER AIR
PARK (VBW)……**RNAV (GPS) Rwy 33**
NA when local weather not available.

BROOKNEAL, VA
BROOKNEAL/CAMPBELL
COUNTY (0V4)……**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
NA when local weather not available.

BUMPASS, VA
LAKE
ANNA (7W4)……**RNAV (GPS) Rwy 8**
RNAV (GPS) Rwy 26
NA when local weather not available.
Categories A, B, 1100-3.

CAMBRIDGE, MD
CAMBRIDGE-DORCHESTER
RGNL (CGE)……**RNAV (GPS) Rwy 34**
RNAV (GPS)-A
Category D, 800-2½.
NA when local weather not available.

CHARLOTTESVILLE, VA
CHARLOTTESVILLE-
ALBEMARLE (CHO)……**ILS or LOC Rwy 3**[1]
RNAV (GPS) Rwy 3[2]
RNAV (GPS) Y Rwy 21[2]
RNAV (GPS) Z Rwy 21[3]
NA when local weather not available.
[1]LOC, Category C, 900-2½; Category D, 900-2¾.
[2]Category C, 900-2½; Category D, 900-2¾.
[3]Categories, A, B, C, D, 1000-4.

CHASE CITY, VA
CHASE CITY
MUNI (CXE)……**RNAV (GPS) Rwy 18**[1]
RNAV (GPS) Rwy 36[2]
NA when local weather not available.
[1]Categories A, B, 1100-3.
[2]Categories A, B, 1000-3.

CHURCHVILLE, MD
HARFORD COUNTY (0W3)……**RNAV (GPS)-B**
NA when local weather not available.

CLARKSVILLE, VA
LAKE COUNTRY
REGIONAL (W63)……**RNAV (GPS)-A**
RNAV (GPS)-B[1]
NA when local weather not available.
[1]Categories A, B, 1100-3.

NAME ALTERNATE MINIMUMS

CREWE, VA
CREWE
MUNI (W81)……**RNAV (GPS)-A**
RNAV (GPS)-B
NA when local weather not available.
Categories A, B, 1000-3.

CULPEPER, VA
CULPEPER RGNL (CJR)……**LOC Rwy 4**
NDB Rwy 4
RNAV (GPS) Rwy 4
RNAV (GPS) Rwy 22
VOR-A[1]
NA when local weather not available.
[1]Category D, 800-2½.

CUMBERLAND, MD
GREATER CUMBERLAND
RGNL (CBE)……**LOC/DME Rwy 23**[14]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[3]
NA when local weather not available.
[1]Category A, 1000-2; Category B, 1400-2; Category C 1500-3, Category D 1600-3.
[2]Category A, 1100-2; Category B, 1400-2; Category C, 1500-3; Category D, 1600-3.
[3]Category A, 1100-2; Category B, 1400-2; Category C, 1500-3.
[4]NA when CBE FBO closed.

DANVILLE, VA
DANVILLE RGNL (DAN)……**ILS or LOC Rwy 2**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 20
RNAV (GPS) Rwy 31
NA when local weather not available.

DOVER/CHESWOLD, DE
DELAWARE
AIRPARK (33N)……**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 27
NA when local weather not available.
Category C, 800-2¼; Category D, 800-2½.

DUBLIN, VA
NEW RIVER
VALLEY (PSK)……**RNAV (GPS) Rwy 6**
RNAV (GPS) Rwy 24
VOR/DME Rwy 6
NA when local weather not available.
Category D, 800-2¼.

EASTON, MD
EASTON/NEWNAM
FLD (ESN)……**ILS or LOC Rwy 4**[1]
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 22[2]
[1]ILS, LOC, NA when control tower closed.
[2]NA when local weather not available.

NAME ALTERNATE MINIMUMS

FARMVILLE, VA
FARMVILLE
RGNL (FVX).....**RNAV (GPS) Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

FELKER AAF (KFAF)
FORT EUSTIS, VA.....**RNAV (GPS) Rwy 14**
COPTER RNAV (GPS) Rwy 14
NA when control tower closed.

FORT MEADE (ODENTON), MD
TIPTON (FME).....**RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.
Category B, 900-2.

FRANKLIN, VA
FRANKLIN
RGNL (FKN).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

FREDERICK, MD
FREDERICK
MUNI (FDK).....**ILS or LOC Rwy 23**[123]
RNAV (GPS) Rwy 5[1]
RNAV (GPS) Y Rwy 23[4]
RNAV (GPS) Z Rwy 23[5]
[1]NA when local weather not available.
[2]NA when tower closed.
[3]LOC, Category C, 800-2½; Category D, 900-3.
[4]Category D, 800-2½.
[5]Category C, 800-2¼; Category D, 900-2¾.

FREDERICKSBURG, VA
SHANNON (EZF).....**RNAV (GPS) Rwy 24**
Categories A, B, C, 1100-3
NA when local weather not available.

FRONT ROYAL, VA
FRONT ROYAL-WARREN
COUNTY (FRR).....**RNAV (GPS)-A**
NA when local weather not available.
Categories A, B, 1200-2.

GAITHERSBURG, MD
MONTGOMERY COUNTY
AIRPARK (GAI).....**RNAV (GPS)-A**
RNAV (GPS) Rwy 14
NA when local weather not available.

GALAX HILLSVILLE, VA
TWIN COUNTY (HLX).....**RNAV (GPS) Rwy 1**
RNAV (GPS) Rwy 19
NA when local weather not available.
Category D, 800-2½.

NAME ALTERNATE MINIMUMS

GEORGETOWN, DE
DELAWARE
COASTAL (GED).....**RNAV (GPS) Rwy 4**
RNAV (GPS) Rwy 22
VOR Rwy 22
NA when local weather not available.

HAGERSTOWN, MD
HAGERSTOWN RGNL/RICHARD A
HENSON FLD (HGR).....**ILS or LOC Rwy 9**[1]
ILS or LOC Rwy 27[1]
RNAV (GPS) Rwy 9
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.
[1]NA when control tower closed.

HOT SPRINGS, VA
INGALLS FLD (HSP).....**RNAV (GPS) Rwy 7**[1]
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Categories A, B, 1000-2; Category C, 1000-2¾, Category D, 1000-3.
[2]Category C, 800-2¼; Category D, 800-2½.

JONESVILLE, VA
LEE COUNTY (0VG).....**RNAV (GPS) Rwy 7**[1]
RNAV (GPS) Rwy 25[2]
NA when local weather not available.
[1]Category C, 1200-3.
[2]Categories A, B, 900-2; Category C, 1200-3.

KENBRIDGE, VA
LUNENBURG
COUNTY (W31).....**RNAV (GPS)-A**
RNAV (GPS)-B[1]
NA when local weather not available.
[1]Categories A, B, 1100-3.

LAWRENCEVILLE, VA
BRUNSWICK COUNTY (LVL).....**RNAV (GPS)-A**
RNAV (GPS)-B
NA when local weather not available.
Categories A, B, 1100-3.

LEESBURG, VA
LEESBURG
EXEC (JYO).....**RNAV (GPS) Rwy 17**
NA when local weather not available.
Category D, 1000-3.

LOUISA, VA
LOUISA COUNTY/
FREEMAN FLD (LKU).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
NA when local weather not available.

NAME ALTERNATE MINIMUMS

LURAY, VA
LURAY CAVERNS (LUA).....**RNAV (GPS) Rwy 4[1]**
RNAV (GPS) Rwy 22[2]
VOR/DME-B[3]
NA when local weather not available.
[1]Categories A, B, 1400-2, Category C, 1400-3.
[2]Categories A, B, 1000-2, Category C, 1000-2¾.
[3]Categories A, B, 1300-2, Category C, 1300-3.

LYNCHBURG, VA
LYNCHBURG RGNL/PRESTON GLENN
FLD (LYH).....**ILS or LOC Rwy 4[1]**
RNAV (GPS) Rwy 4[2]
RNAV (GPS) Rwy 17[3]
RNAV (GPS) Rwy 22[4]
RNAV (GPS) Rwy 35[3]
VOR Rwy 22[5]
[1]LOC, Category B, 900-2, Category C, 900-2½, Category D, 900-2¾.
[2]Category B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[3]Category B, 900-2.
[4]Categories A, B, 1100-2; Categories C, D, 1100-3.
[5]Categories A, B, 900-2; Category C, 900-2½, Category D, 900-2¾.

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

MARTINSVILLE, VA
BLUE RIDGE (MTV).....**LOC Rwy 31[1]**
RNAV (GPS) Rwy 13
RNAV (GPS) Rwy 31
Category D, 900-2¾.
NA when local weather not available.
[1]NA when MTV FBO closed.

MELFA, VA
ACCOMACK COUNTY (MFV).....**LOC Rwy 3**
RNAV (GPS) Rwy 21
NA when local weather not available.

MIDDLETOWN, DE
SUMMIT (EVY).....**RNAV (GPS) Rwy 17**
RNAV (GPS) Y Rwy 35
RNAV (GPS) Z Rwy 35
NA when local weather not available.

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

NEWPORT NEWS, VA
NEWPORT NEWS/WILLIAMSBURG
INTL (PHF).....**ILS or LOC Rwy 7[123]**
ILS or LOC Rwy 25[3]
LOC Rwy 20[14]
RNAV (GPS) Rwy 2[4]
RNAV (GPS) Rwy 7[4]
RNAV (GPS) Rwy 20[4]
[1]NA when control tower closed.
[2]NA when local weather not available.
[3]LOC, Category D, 800-2¼.
[4]Category D, 800-2¼.

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

HAMPTON ROADS
EXEC (PVG).....**RNAV (GPS) Rwy 10**
Category C, 800-2¼.

NORFOLK
INTL (ORF).....**ILS or LOC Rwy 5[1]**
ILS or LOC Rwy 23[1]
RNAV (GPS) Rwy 14[2]
RNAV (GPS) Rwy 32[2]
RNAV (GPS) Z Rwy 5[2]
RNAV (GPS) Z Rwy 23[2]
VOR Rwy 14[2]
VOR/DME Rwy 32[2]
[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

OAKLAND, MD
GARRETT
COUNTY (2G4).....**RNAV (GPS) Rwy 9**
RNAV (GPS) Rwy 27
VOR Rwy 9
NA when local weather not available.

OCEAN CITY, MD
OCEAN CITY
MUNI (OXB).....**LOC Rwy 32[12]**
RNAV (GPS) Rwy 2
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 32
NA when local weather not available.
[1]Category D, 800-2½.
[2]NA when FBO closed.

ORANGE, VA
ORANGE
COUNTY (OMH).....**RNAV (GPS) Rwy 8[1]**
RNAV (GPS) Rwy 26[1]
VOR/DME-A[2]
NA when local weather not available.
[1]Categories A, B, 900-2.
[2]Categories A, B, 1600-2.

NAME ALTERNATE MINIMUMS

PETERSBURG, VA
TRI CITIES EXEC/DINWIDDIE
COUNTY (PTB)……**LOC Rwy 5[1]**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 23
VOR Rwy 23
NA when local weather not available.
[1]NA when arpt unattended.

PHILLIPS AAF (KAPG)
ABERDEEN PROVING
GROUND, MD……**RNAV (GPS) Rwy 22**
NA when control tower closed.

QUINTON, VA
NEW KENT
COUNTY (W96)……**RNAV (GPS) Rwy 11**
RNAV (GPS) Rwy 29
NA when local weather not available.

RICHLANDS, VA
TAZEWELL
COUNTY (JFZ)……**LOC/DME Rwy 25**
RNAV (GPS) Rwy 7
RNAV (GPS) Rwy 25
NA when local weather not available.

RICHMOND, VA
RICHMOND INTL (RIC)……**ILS or LOC Rwy 16**
LOC, Categories C, D, 800-2½.

RICHMOND/ASHLAND, VA
HANOVER COUNTY
MUNI (OFP)……**LOC Rwy 16[1]**
RNAV (GPS) Rwy 16
RNAV (GPS) Rwy 34[1]
VOR Rwy 16
Category D, 900-2¾.
[1]NA when local weather not available.

ROANOKE, VA
ROANOKE/BLACKSBURG RGNL
(WOODRUM FLD) (ROA)……**ILS or LOC Rwy 34[1]**
LDA Y Rwy 6[2]
RNAV (GPS) Y Rwy 6[3]
RNAV (GPS) Y Rwy 24[4]
RNAV (GPS) Y Rwy 34[5]
RNAV (RNP) Z Rwy 34[6]
[1]ILS, Categories A, B, C, D, 900-4. LOC, Categories A, B, 1000-2; Category C, 1300-3; Category D, 1700-3.
[2]LDA/GS, Categories A, B, 800-2; Category C, 1300-3; Category D, 1700-3. LDA, Category C 1300-3, Category D, 1700-3.
[3]Categories A, B, 900-2; Category C, 1300-3; Category D, 1700-3.
[4]Categories A, B, 1900-2; Categories C, D, 1900-3.
[5]Categories A, B, C 1500-5; Category D, 1700-5.
[6]Categories A, B, C, D 1000-4.

NAME ALTERNATE MINIMUMS

SALISBURY, MD
SALISBURY-OCEAN CITY
WICOMICO RGNL (SBY)……**ILS or LOC Rwy 32**
RNAV (GPS) Rwy 5
RNAV (GPS) Rwy 14
RNAV (GPS) Rwy 23
RNAV (GPS) Rwy 32
VOR Rwy 5
NA when local weather not available.

SALUDA, VA
HUMMEL FLD (W75)……**RNAV (GPS) Rwy 1**
NA when local weather not available.
Categories A, B, 1100-3.

SOUTH BOSTON, VA
WILLIAM M TUCK (W78)……**RNAV (GPS) Rwy 1**
VOR-A[1]
NA when local weather not available.
[1]Category C 800-2¼.

SOUTH HILL, VA
MECKLENBURG-
BRUNSWICK RGNL (AVC)……**LOC Rwy 1**
NA when AVC FBO closed.

STAFFORD, VA
STAFFORD
RGNL (RMN)……**ILS or LOC Rwy 33[1]**
RNAV (GPS) Rwy 33[2]
NA when local weather not available.
[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

STAUNTON/WAYNESBORO/ HARRISONBURG, VA
SHENANDOAH VALLEY
RGNL (SHD)……**ILS or LOC Rwy 5[1]**
NDB Rwy 5[2]
RNAV (GPS) Rwy 5[2]
RNAV (GPS) Rwy 23[2]
NA when local weather not available.
[1]LOC, Category D, 900-2¾.
[2]Category D, 900-2¾.

STEVENSVILLE, MD
BAY BRIDGE (W29)……**RNAV (GPS) Rwy 29**
NA when local weather not available.

SUFFOLK, VA
SUFFOLK
EXEC (SFQ)……**RNAV (GPS) Rwy 7**
RNAV (GPS) Rwy 22
RNAV (GPS) Rwy 25
NA when local weather not available.

NAME — ALTERNATE MINIMUMS

TAPPAHANNOCK, VA
TAPPAHANNOCK/
ESSEX COUNTY (XSA)..... **RNAV (GPS) Rwy 10**
RNAV (GPS) Rwy 28
NA when local weather not available.

WAKEFIELD, VA
WAKEFIELD
MUNI (AKQ)..... **RNAV (GPS) Rwy 20**
Categories A, B, C, D, 1100-3.

WALLOPS ISLAND, VA
WALLOPS FLIGHT
FACILITY (WAL)..... **RNAV (GPS) Rwy 4[2]**
RNAV (GPS) Rwy 10[2]
RNAV (GPS) Rwy 17[2]
RNAV (GPS) Rwy 22[2]
RNAV (GPS) Rwy 28[2]
RNAV (GPS) Rwy 35[2]
VOR/DME or TACAN Rwy 10[1]
VOR or TACAN Rwy 17[2]
NA when local weather not available.
[1]Categories A, B, 900-2; Category C, 900-2½; Category D, 900-2¾.
[2]Category D, 900-2¾.

WARRENTON, VA
WARRENTON/
FAUQUIER (HWY)..... **RNAV (GPS) Rwy 15**
RNAV (GPS) Rwy 33
VOR Rwy 15[1]
NA when local weather not available.
[1]Category D 800-2¼.

WASHINGTON, DC
MANASSAS RGNL/HARRY P DAVIS
FLD (HEF)..... **ILS or LOC Rwy 16L[1]**
RNAV (GPS) Rwy 16L[2]
RNAV (GPS) Rwy 16R[2]
RNAV (GPS) Rwy 34L[2]
RNAV (GPS) Rwy 34R[2]
NA when local weather not available.
[1]ILS, Category C, 700-2; Category D, 700-2¼. LOC, Category D, 800-2¼.
[2]Category D, 800-2¼.

RONALD REAGAN WASHINGTON
NTL (DCA)..... **ILS or LOC Rwy 1[1]**
LDA Y Rwy 19[2]
LDA Z Rwy 19[3]
RNAV (GPS) Rwy 15[3]
RNAV (GPS) Y Rwy 19[4]
[1]LOC, Category B, 900-2; Category C, 900-2¾; Category D, 900-3.
[2]Categories A, B, C, D, 1100-3.
[3]Category C, 900-2½; Category D, 900-3.
[4]Categories A, B, C, D, 800-2½.

NAME — ALTERNATE MINIMUMS

WASHINGTON, DC (CON'T)
WASHINGTON DULLES
INTL (IAD)..... **ILS or LOC Rwy 1C[1]**
ILS or LOC Rwy 1L[1]
ILS or LOC Rwy 1R[1]
ILS or LOC Rwy 19C[1]
ILS or LOC Rwy 19R[1]
ILS or LOC/DME Rwy 12[2]
RNAV (GPS) Rwy 12[3]
RNAV (GPS) Y Rwy 1C[4]
RNAV (GPS) Y Rwy 1L[4]
RNAV (GPS) Y Rwy 1R[4]
RNAV (GPS) Y Rwy 19R[4]
RNAV (GPS) Y Rwy 19C[4]
RNAV (GPS) Y Rwy 19L[4]
RNAV (GPS) Y Rwy 30[4]
VOR/DME Rwy 12[3]
[1]LOC, Category D, 900-2¾.
[2]LOC, Category D, 800-2½.
[3]Category D, 800-2½.
[4]Category D, 900-2¾.

WEST POINT, VA
MIDDLE PENINSULA
RGNL (FYJ)..... **RNAV (GPS)-B**
RNAV (GPS) Rwy 10
VOR-A
NA when local weather not available.

WESTMINSTER, MD
CARROLL COUNTY RGNL/JACK B POAGE
FLD (DMW)..... **RNAV (GPS) Rwy 34**
NA when local weather not available.

WILLIAMSBURG, VA
WALTRIP WILLIAMSBURG
EXEC AIRPORT (JGG)..... **RNAV (GPS)-C**
VOR-B
NA when local weather not available.
Categories A, B, C, 1100-3.

WILMINGTON, DE
NEW CASTLE (ILG)..... **ILS or LOC Rwy 1[12]**
RNAV (GPS) Rwy 1[3]
RNAV (GPS) Rwy 9[3]
RNAV (GPS) Rwy 19[3]
RNAV (GPS) Rwy 27[3]
VOR Rwy 9[4]
VOR Rwy 27[3]
NA when local weather not available.
[1]NA when control tower closed.
[2]LOC, Category D, 800-2¼.
[3]Category D, 800-2¼.
[4]Category C, D, 800-2½.

NAME	ALTERNATE MINIMUMS	NAME	ALTERNATE MINIMUMS
WINCHESTER, VA			
WINCHESTER RGNL (OKV)	**RNAV (GPS) Rwy 14**[1] **RNAV (GPS) Rwy 32** **VOR/DME-A**		
NA when local weather not available. [1]Category D, 800-2½.			
WISE, VA			
LONESOME PINE (LNP)	**RNAV (GPS) Rwy 6** **RNAV (GPS) Rwy 24**		
NA when local weather not available. Category D, 900-2¾.			

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK NS (CHAMBERS FLD) (KNGU), Norfolk, VA Amdt 9 23MAR23

(24193) (USN) ELEV **15**

RADAR - (E) 119.2x 120.2x 279.525 322.525 335.8 353.55 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	10[2 3]	3.0°/54/1020	ABCDE	**114**-¼	100	(100-¼)
	28[4]	3.0°/37/719	ABCDE	**316**-¾	302	(400-¾)
PAR W/O GS[1]	28[5 6]		ABCDE	**380**-¾	366	(400-¾)
	10[7 8 9]		AB	**440**-½	426	(500-½)
			CDE	**440**-¾	426	(500-¾)
ASR	28[6 10 11]		AB	**420**-¾	406	(500-¾)
			CDE	**420**-1	406	(500-1)
	10[12]		AB	**720**-½	706	(800-½)
			CDE	**720**-1⅝	706	(800-1⅝)
C CIR PAR W/O GS[13 14]	10		A	**480**-1	465	(500-1)
			B	**540**-1	525	(600-1)
			C	**540**-1½	525	(600-1½)
			D	**580**-2	565	(600-2)
			E	**580**-2	565	(600-2)
	28		A	**480**-1	465	(500-1)
			B	**540**-1	525	(600-1)
			C	**540**-1½	525	(600-1½)
			D	**580**-2	565	(600-2)
			E	**580**-2	565	(600-2)
C CIR ASR[13 14]	28		A	**480**-1	465	(500-1)
			B	**540**-1	525	(600-1)
			C	**540**-1½	525	(600-1½)
			D	**580**-2	565	(600-2)
			E	**580**-2	565	(600-2)
	10		AB	**720**-1	705	(800-1)
			C	**720**-2	705	(800-2)
			D	**720**-2¼	705	(800-2¼)
			E	**720**-2½	705	(800-2½)

[1]No-NOTAM MP Mon 1030-1430Z++.
[2]When ALS inop, increase CAT ABCDE vis to ½ mile.
[3]PAPI RRP/TCH 669/35 not coincident with PAR RPI/TCH 1020/54.
[4]When ALS inop, increase CAT ABCDE vis to ⅞ mile.
[5]When ALS inop, increase CAT ABCDE vis to 1 mile.
[6]Helicopter vis reduction below ¾ mile not authorized.
[7]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
[8]VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 35).
[9]Step down fix at 3 NM from RPI, 960 min.
[10]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
[11]Step down fix at 3 NM from thld, 1000 min.
[12]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 2 miles.
[13]Cir not auth south of Rwy 10-28.
[14]Norfolk NS Heliport lctd 1 NM NW, use caution in cir aprch.

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Virginia Beach, VA Amdt 8 12JUN25 (25163) (USN) ELEV **22**

RADAR[1] **- (E)** 124.825 310.8 328.4 346.4 348.75 352.1 363.1 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/	CEIL-VIS
PAR	5R[2]	3.0°/50/947	ABCDE	**119**-¼	100	(100-¼)
	23L[2]	3.0°/50/962	ABCDE	**121**-¼	100	(100-¼)
	32L[2]	3.0°/50/952	ABCDE	**122**-¼	100	(100-¼)
	5L	3.0°/50/956	ABCDE	**120**-½	100	(100-½)
	23R	3.0°/50/959	ABCDE	**120**-½	100	(100-½)
	32R	3.0°/50/955	ABCDE	**120**-½	100	(100-½)
ASR[3]	5R[4]		AB	**420**-½	401	(400-½)
			CDE	**420**-¾	401	(400-¾)
	23L[4]		AB	**440**-½	419	(500-½)
			CDE	**440**-¾	419	(500-¾)
	32L[4]		AB	**440**-½	418	(500-½)
			CDE	**440**-¾	418	(500-¾)
	5L		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
	14L		AB	**440**-1	421	(500-1)
			CDE	**440**-1¼	421	(500-1¼)
	14R		AB	**440**-1	419	(500-1)
			CDE	**440**-1⅛	419	(500-1⅛)
	23R		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
	32R		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
SIDESTEP[5]	5L		AB	**440**-1	420	(500-1)
			C	**440**-1½	420	(500-1½)
			DE	**440**-2	420	(500-2)
	23L		AB	**440**-1	419	(500-1)
			C	**440**-1½	419	(500-1½)
			DE	**440**-2	419	(500-2)
	23R		AB	**440**-1	420	(500-1)
			C	**440**-1½	420	(500-1½)
			DE	**440**-2	420	(500-2)
	32R		AB	**440**-1	420	(500-1)
			C	**440**-1½	420	(500-1½)
			DE	**440**-2	420	(500-2)
CIR	ALL RWY		AB	**500**-1	478	(500-1)
			C	**600**-1½	578	(600-1½)
			D	**600**-2	578	(600-2)
			E	**900**-3	878	(900-3)

[1]No-NOTAM preventive maint 1100-1300Z++ Tue.
[2]When ALS inop, increase CAT ABCDE vis to ½ mile.
[3]Step Down Fix at 3 NM from thld, 1020' min.
[4]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅛ miles.
[5]Sidestep ASR only.

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK), Patuxent River, MD

Amdt 2 02DEC21 (22111) (USN) ELEV **39**

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

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
PAR[1]	6[2 3]	3.0°/46/986	ABCDE	**139**-¼	100	(100-¼)
	24[4]	3.0°/44/828	ABCDE	**120**-½	100	(100-½)
	14[5]	3.0°/41/809	ABCDE	**127**-½	100	(100-½)
	32	3.0°/48/889	ABCDE	**268**-¾	250	(300-¾)
PAR W/O GS	14[6]		ABCDE	**380**-1	353	(400-1)
	24		ABCDE	**380**-1	360	(400-1)
	32		ABCDE	**360**-1	342	(400-1)
	6[7]		AB	**500**-⅝	461	(500-⅝)
			CDE	**500**-1	461	(500-1)
ASR	14[8]		ABCDE	**400**-1	373	(400-1)
	32		AB	**400**-1	382	(400-1)
			CDE	**400**-1⅛	382	(400-1⅛)
	6[7 8]		AB	**520**-½	481	(500-½)
			CDE	**520**-1	481	(500-1)
	24		AB	**440**-1	420	(500-1)
			CDE	**440**-1⅛	420	(500-1⅛)
CIR	6-24, 14-32		A	**560**-1	521	(600-1)
			B	**600**-1	561	(600-1)
			C	**620**-1½	581	(600-1½)
			D	**680**-2	641	(700-2)
			E	**800**-2¾	761	(800-2¾)

[1]PAR No-NOTAM preventive maint period Wed 1300-1700Z++.
[2]When ALS inop, increase CAT ABCDE vis to ½ mile.
[3]CAUTION: TCH (46 feet) is less than the min TCH (50 feet).
[4]CAUTION: TCH (44 feet) is less than the min TCH (50 feet).
[5]CAUTION: TCH (41 feet) is less than the min TCH (50 feet).
[6]Step Down Fix at 2NM from RPI, 640' min.
[7]When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
[8]Step Down Fix at 2NM from thld, 680' min.

NE-3, 12 JUN 2025 to 07 AUG 2025

QUANTICO MCAF (TURNER FLD) (KNYG), Quantico, VA Amdt 8

07SEP23 (23250) (USN) ELEV **10**

RADAR[1] **-** 120.925 351.95 353.65 363.15 T

	RWY	GS/TCH/RPI	CAT	DH/ MDA-VIS	HAT/ HATh/ HAA	CEIL-VIS
ASR[2]	2		AB	**560-**1½	551	(600-1½)
			CD	**560-**1⅝	551	(600-1⅝)
C CIR ASR[3]	2		A	**560-**1½	550	(600-1½)
			B	**660-**1½	650	(700-1½)
			C	**700-**2	690	(700-2)
			D	**740-**2¼	730	(800-2¼)

[1]GCA avbl daily during published field opr hours. Ctc twr for freq asgn.
[2]VGSI and final descent angle not coincident.
[3]Circling NA W of Rwy 2-20.

NE-3, 12 JUN 2025 to 07 AUG 2025

RADAR INSTRUMENT APPROACH MINIMUMS
RADAR MINS
25163
N4

LAND AND HOLD-SHORT OPERATIONS (LAHSO)

LAHSO is an acronym for "Land and Hold-Short Operations." These operations include landing and holding short of an intersection runway, an intersecting taxiway, or other predetermined points on the runway other than a runway or taxiway. Measured distance represents the available landing distance on the landing runway, in feet.

Specific questions regarding these distances should be referred to the air traffic manager of the facility concerned. The Aeronautical Information Manual contains specific details on hold-short operations and markings.

CITY/AIRPORT	LDG RWY	HOLD-SHORT POINT	AVBL LDG DIST
NEWPORT NEWS, VA			
NEWPORT NEWS/WILLIAMSBURG NTL (PHF)	20	07-25	5,200 feet
	25	02-20	6,550 feet
WILMINGTON, DE			
NEW CASTLE (ILG)	01	09-27	4,050 feet
	14	01-19	4,450 feet
	19	14-32	5,750 feet
	32	09-27	3,600 feet

NE-3, 12 JUN 2025 to 07 AUG 2025

24361

HOT SPOTS

An "airport surface hot spot" is a location on an aerodrome movement area with a history or potential risk of collision or runway incursion, and where heightened attention by pilots/drivers is necessary.

A "hot spot" is a runway safety related problem area on an airport that presents increased risk during surface operations. Typically it is a complex or confusing taxiway/taxiway or taxiway/runway intersection. The area of increased risk has either a history of or potential for runway incursions or surface incidents, due to a variety of causes, such as but not limited to: airport layout, traffic flow, airport marking, signage and lighting, situational awareness, and training. Hot spots are depicted on airport diagrams as open circles or ellipses designated as "HS 1", "HS 2", etc. and tabulated in the list below with a brief description of each hot spot. Hot spots will remain charted on airport diagrams until such time the increased risk has been reduced or eliminated.

CITY/AIRPORT	HOT SPOT	DESCRIPTION*
DOVER, DE		
DOVER AFB (DOV)	HS 1	Intersecting of Rwy 01-19, Rwy 14-32 and Twy D between the runways can create confusion. Query tower if lost or need help.
	HS 2	Rwy 01-19 between Twy B and Twy E has had an increased number of rwy incursions.
	HS 3	Rwy 14-32 between C Twy has had an increased number of rwy incursions.
EASTON, MD		
EASTON/NEWNAM FLD (ESN)	HS 1	Twy A and Twy B int in close proximity to the rwy.
FREDERICK, MD		
FREDERICK MUNI (FDK)	HS 1	Int of Twy A and Twy B.
	HS 2	Potential for inadvertent entry onto Rwy 30.
	HS 3	Potential for inadvertent entry onto Rwy 23.
HAGERSTOWN, MD		
HAGERSTOWN RGNL/ RICHARD A HENSON FLD (HGR)	HS 1	Maintain vigilance congestion area and close proximity to rwys.
NEWPORT NEWS, VA		
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)	HS1	Int of Rwy 07-25 and Rwy 02-20.
	HS2	Rwy 07 and Rwy 02 thlds in close proximity.
RICHMOND, VA		
RICHMOND INTL (RIC)	HS 1	Wrong rwy departure risk. Frequent rwy crossings due to aircraft exiting Rwy 34.
WASHINGTON, DC		
RONALD REAGAN WASHINGTON NTL (DCA)	HS 1	Twy N, Twy K, Twy L, and Twy J, Rwy 15-33.
	HS 2	Maintain awareness of Hold Line position for Rwy 19 from the Hold Bay and while approaching Rwy 19 on Twy J.
	HS 3	Twy J, Twy G, Twy M and Rwy 01-19.
WILMINGTON, DE		
NEW CASTLE (ILG)	HS 1	Twy F intersects Rwy 09-27 which is in close proximity to the thld of Rwy 14-32.
	HS2	Rwy incursion risk. Risk of surface incident and loss of situational awareness due to taxiway geometry at the intersection of Twy K6 and Rwy 14.

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

24361

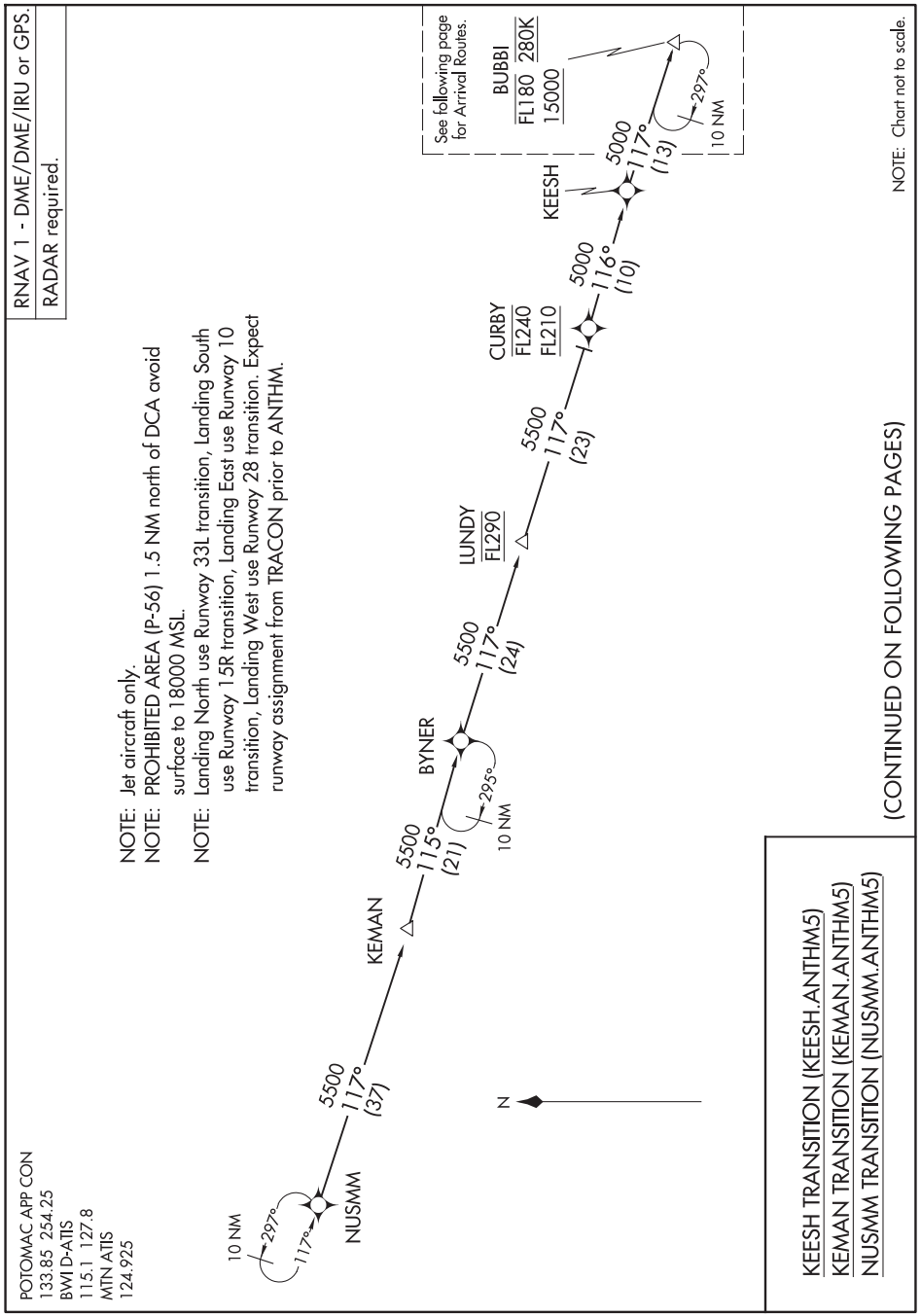
NE-3, 12 JUN 2025 to 07 AUG 2025

ANTHM FIVE ARRIVAL (RNAV) Transition Routes

BALTIMORE, MARYLAND

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

NOTE: Jet aircraft only.
NOTE: PROHIBITED AREA (P-56) 1.5 NM north of DCA avoid surface to 18000 MSL.
NOTE: Landing North use Runway 33L transition, Landing South use Runway 15R transition, Landing East use Runway 10 transition, Landing West use Runway 28 transition. Expect runway assignment from TRACON prior to ANTHM.



KEESH TRANSITION (KEESH.ANTHM5)
KEMAN TRANSITION (KEMAN.ANTHM5)
NUSMM TRANSITION (NUSMM.ANTHM5)

(CONTINUED ON FOLLOWING PAGES)

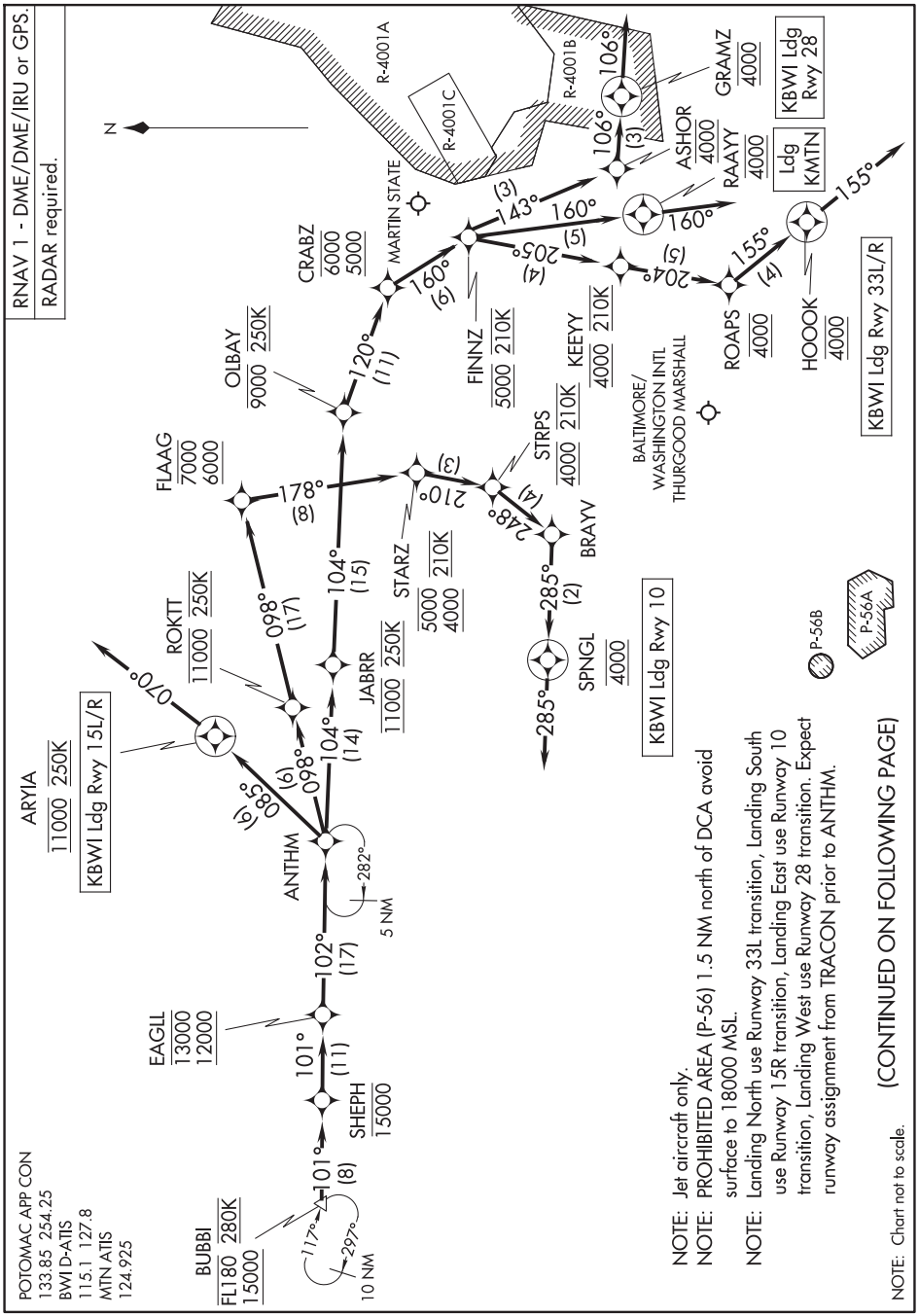
NOTE: Chart not to scale.

ANTHM FIVE ARRIVAL (RNAV) Transition Routes

BALTIMORE, MARYLAND

ANTHM FIVE ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ANTHM FIVE ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

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

LANDING BWI RUNWAY 10: From ANTHM on track 098° to cross ROKTT at 11000 and at 250K, then on track 098° to cross FLAAG between 6000 and 7000, then on track 178° to cross STARZ between 4000 and 5000 and at 210K, then on track 210° to cross STRPS at 4000 and at 210K, then on track 248° to BRAYV, then on track 285° to cross SPNGL at 4000, then on heading 285°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 15L/R: From ANTHM on track 085° to cross ARYIA at 11000 and at 250K, then on heading 070°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 28: From ANTHM on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000 and at 210K, then on track 143° to cross ASHOR at 4000, then on track 106° to cross GRAMZ at 4000, then on track 106°. Expect RADAR vectors to final approach course.

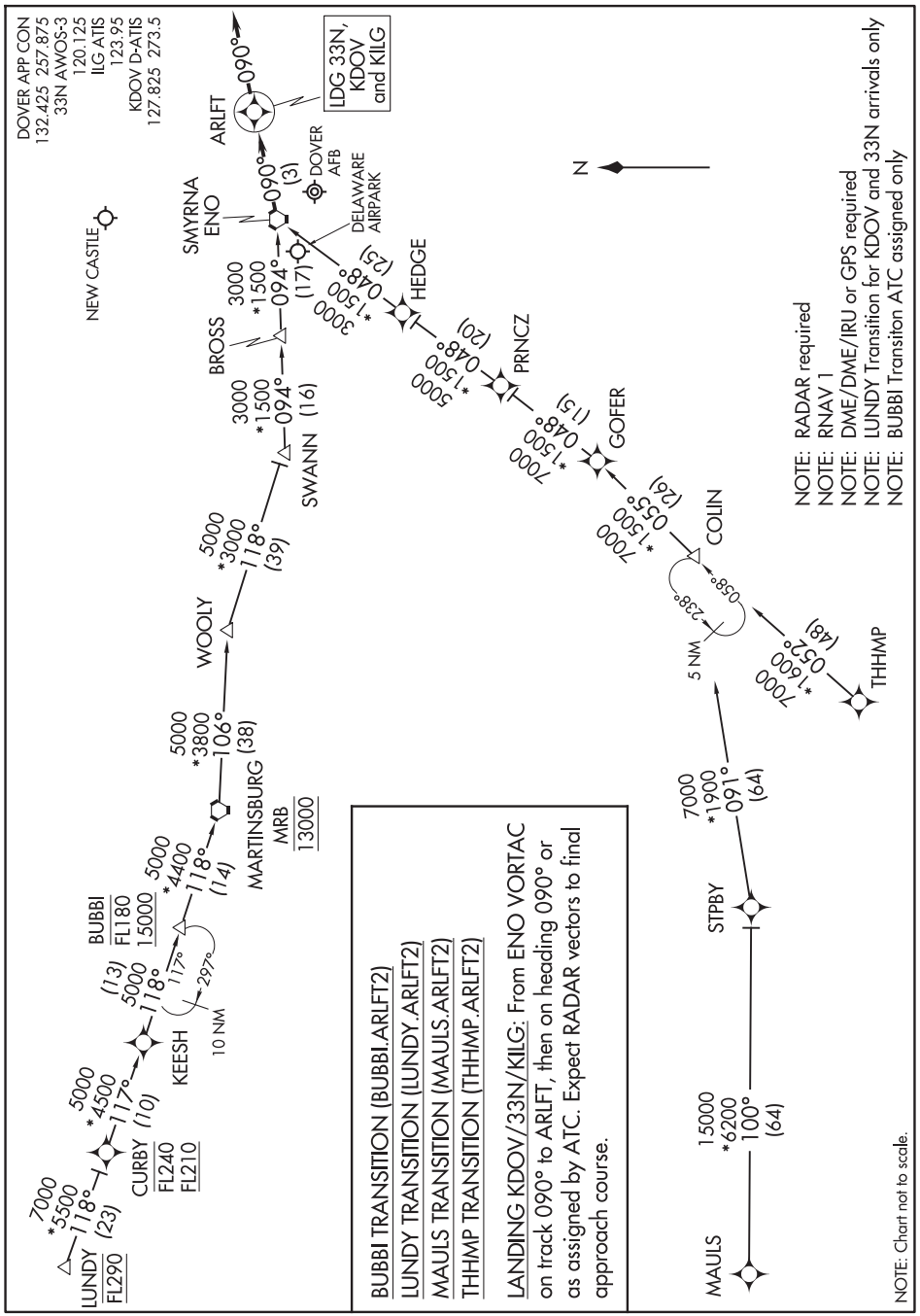
LANDING BWI RUNWAY 33L/R: From ANTHM on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000 and at 210K, then on track 205° to cross KEEYY at 4000 and at 210K, then on track 204° to cross ROAPS at 4000, then on track 155° to cross HOOOK at 4000, then on track 155°. Expect RADAR vectors to final approach course.

LANDING MTN: From BUBBI on track 101° to cross SHEPH at or below 15000, then on track 101° to cross EAGLL between 12000 and 13000, then on track 102° to ANTHM, then on track 104° to cross JABRR at 11000 and at 250K, then on track 104° to cross OLBAY at or below 9000 and at 250K, then on track 120° to cross CRABZ between 5000 and 6000, then on track 160° to cross FINNZ at 5000 and at 210K, then on track 160° to cross RAAYY at 4000, then on track 160°. Expect RADAR vectors to final approach course.

NE-3, 12 JUN 2025 to 07 AUG 2025

ARLFT TWO ARRIVAL (RNAV)

DOVER/CHESWOLD, DELAWARE



ARLFT TWO ARRIVAL (RNAV)

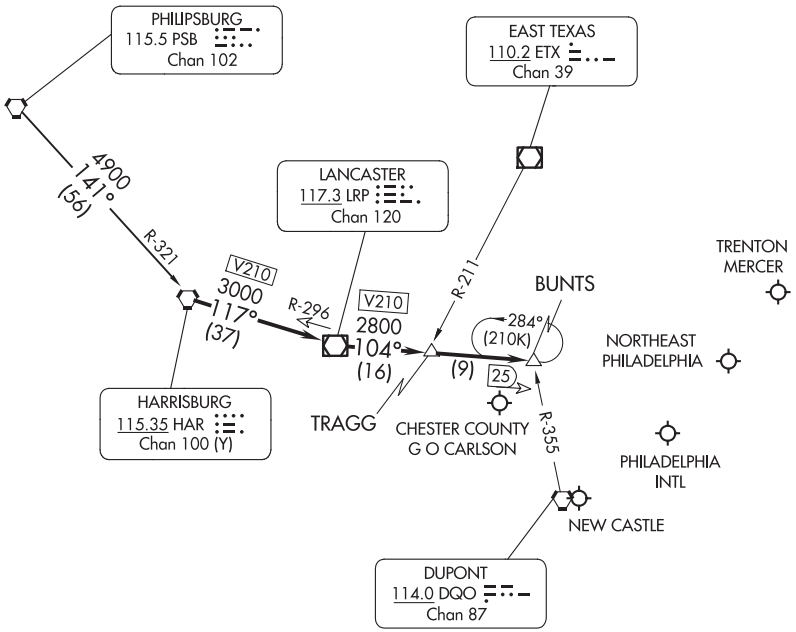
DOVER/CHESWOLD, DELAWARE

(HAR.BUNTS3) 24305

BUNTS THREE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

PHILADELPHIA APP CON
128.4 272.575
ILG ATIS 123.95
PHL ARR D-ATIS 133.4
PNE ATIS 121.15
TTN 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.

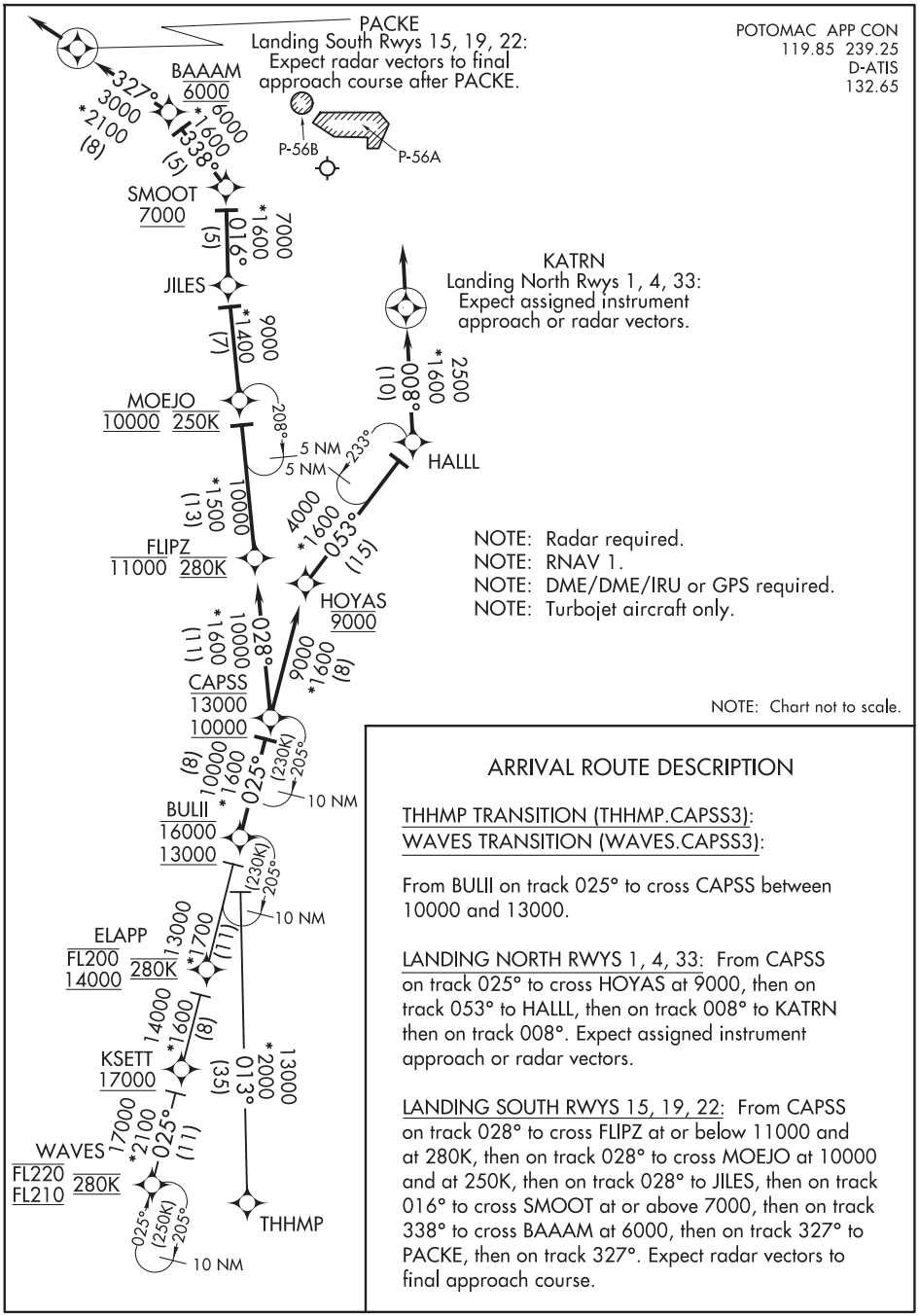
NE-3, 12 JUN 2025 to 07 AUG 2025

BUNTS THREE ARRIVAL

PHILADELPHIA, PENNSYLVANIA

(HAR.BUNTS3) 05OCT23

CAPSS THREE ARRIVAL (RNAV) AL-443 (FAA)



ARRIVAL ROUTE DESCRIPTION

THHMP TRANSITION (THHMP.CAPSS3):
WAVES TRANSITION (WAVES.CAPSS3):

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

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

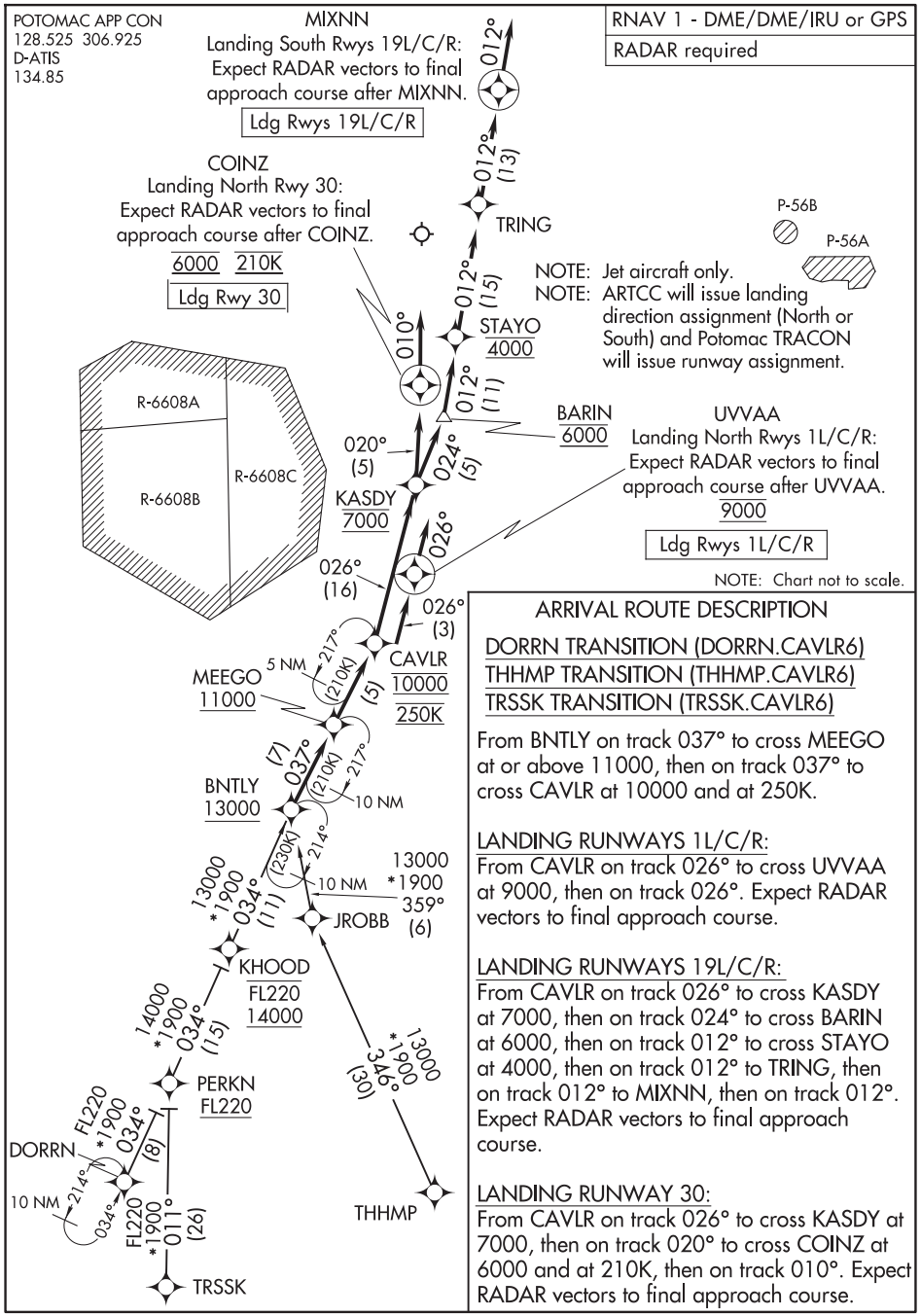
LANDING SOUTH RWYS 15, 19, 22: From CAPSS on track 028° to cross FLIPZ at or below 11000 and at 280K, then on track 028° to cross MOEJO at 10000 and at 250K, then on track 028° to JILES, then on track 016° to cross SMOOT at or above 7000, then on track 338° to cross BAAAM at 6000, then on track 327°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

(BNTLY.CAVLR6) 24193

CAVLR SIX ARRIVAL (RNAV)

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

DORRN TRANSITION (DORRN.CAVLR6)
THHMP TRANSITION (THHMP.CAVLR6)
TRSSK TRANSITION (TRSSK.CAVLR6)

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

LANDING RUNWAYS 1L/C/R:
From CAVLR on track 026° to cross UVVAA at 9000, then on track 026°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 19L/C/R:
From CAVLR on track 026° to cross KASDY at 7000, then on track 024° to cross BARIN at 6000, then on track 012° to cross STAYO at 4000, then on track 012° to TRING, then on track 012° to MIXNN, then on track 012°. Expect RADAR vectors to final approach course.

LANDING RUNWAY 30:
From CAVLR on track 026° to cross KASDY at 7000, then on track 020° to cross COINZ at 6000 and at 210K, then on track 010°. Expect RADAR vectors to final approach course.

NE-3, 12 JUN 2025 to 07 AUG 2025

CAVLR SIX ARRIVAL (RNAV)

(BNTLY.CAVLR6) 11JUL24

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

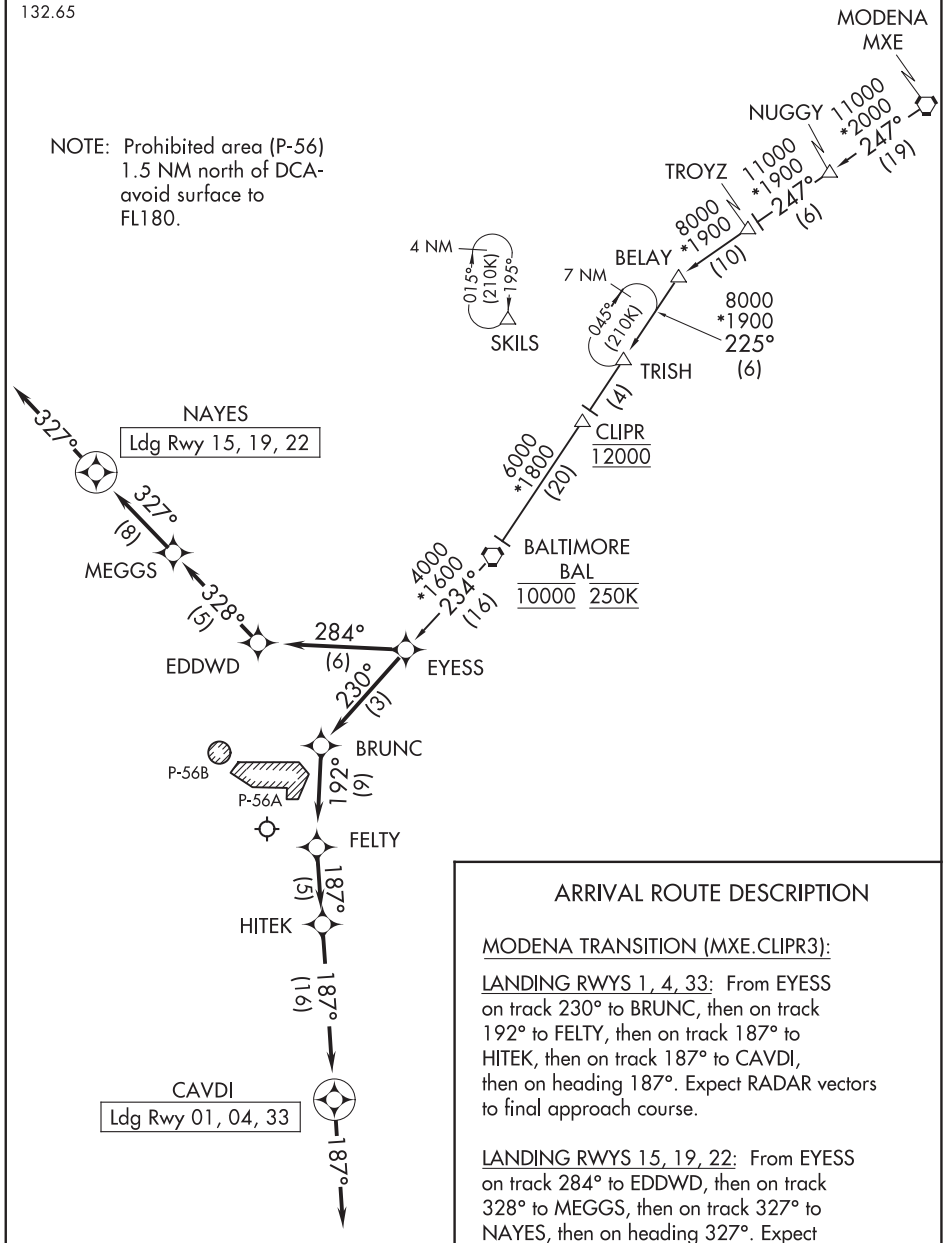
CLIPR THREE ARRIVAL (RNAV)

AL-443 (FAA)

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

POTOMAC APP CON
128.7 307.9
D-ATIS
132.65

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



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

MODENA TRANSITION (MXE.CLIPR3):

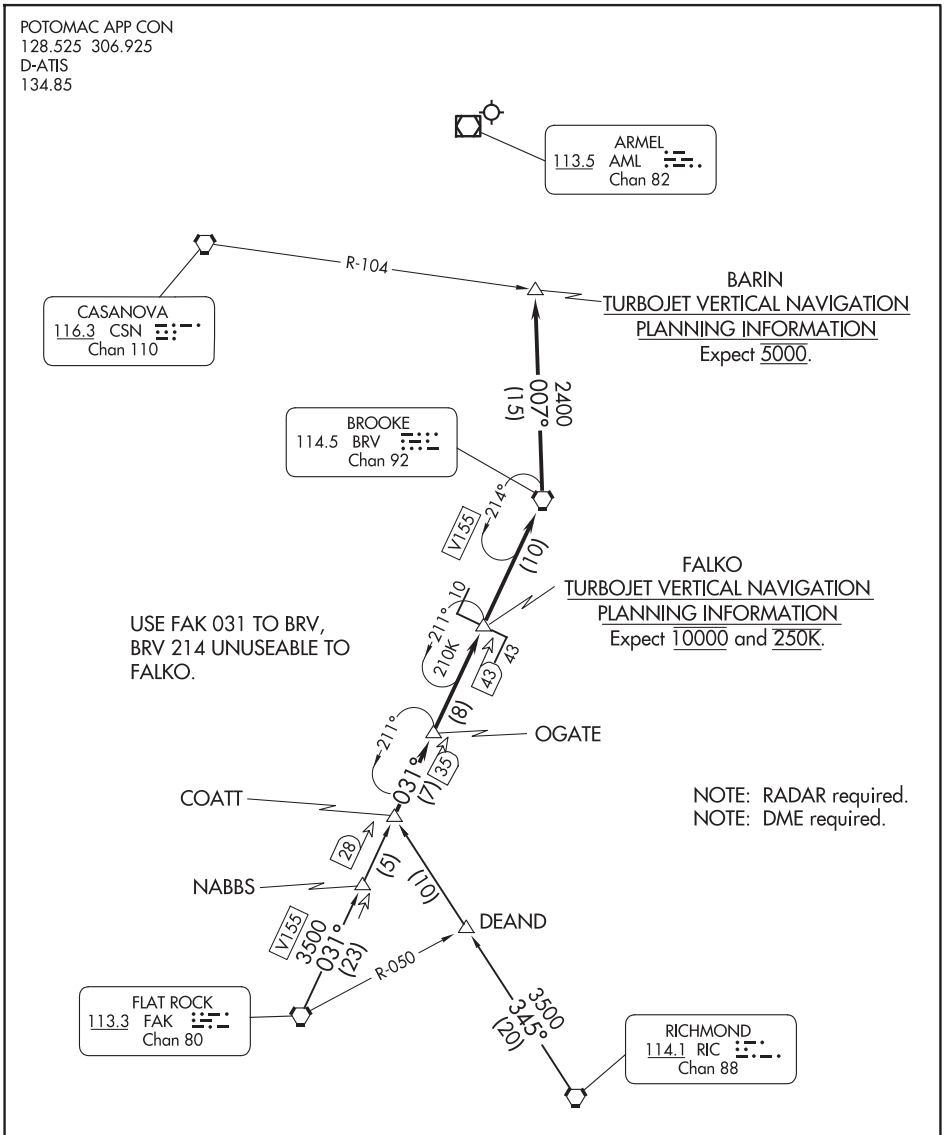
LANDING RWYS 1, 4, 33: From EYESS on track 230° to BRUNC, then on track 192° to FELTY, then on track 187° to HITEK, then on track 187° to CAVDI, then on heading 187°. Expect RADAR vectors to final approach course.

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

(COATT.COATT5) 24025 AL-5100 (FAA)

COATT FIVE ARRIVAL

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



NOTE: Chart not to scale.

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

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

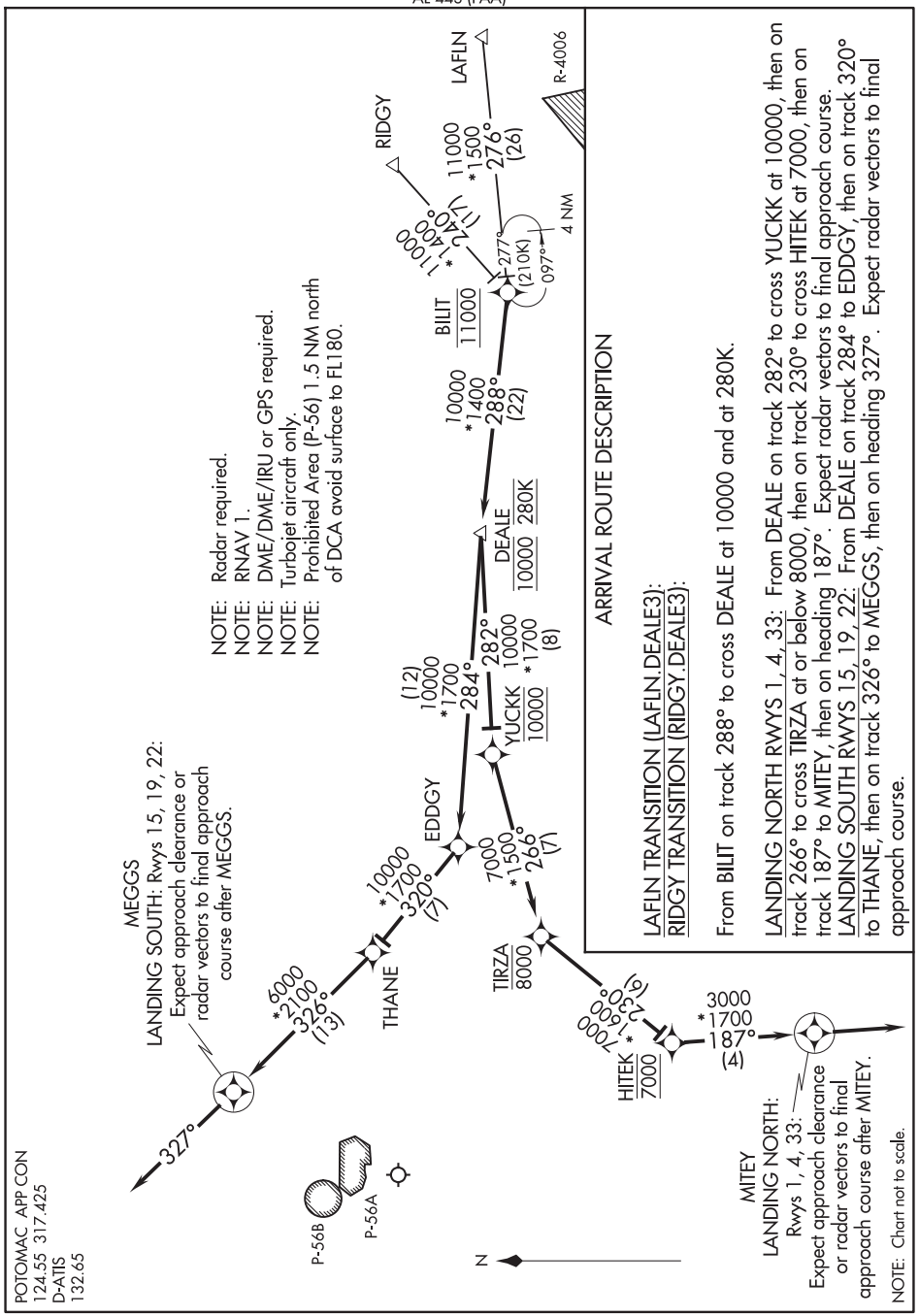
. . . . From over COATT on FAK R-031 to BRV VORTAC, then on BRV R-007 to BARIN. Expect radar vectors to final approach course after BARIN.

NE-3, 12 JUN 2025 to 07 AUG 2025

COATT FIVE ARRIVAL

(COATT.COATT5) 07DEC17

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

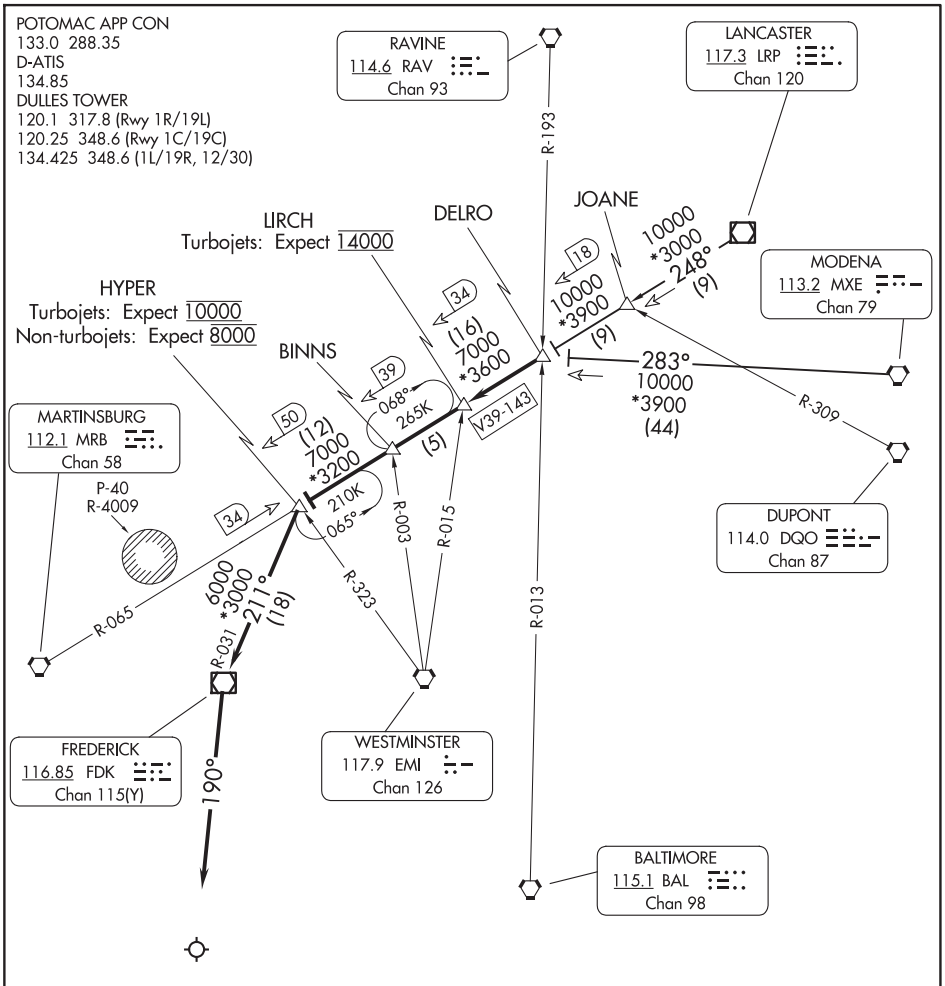

POTOMAC APP CON
124.55 317.425
D-ATIS
132.65
NOTE: Radar required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aircraft only.
NOTE: Prohibited Area (P-56) 1.5 NM north of DCA avoid surface to FL180.
MEGGS
LANDING SOUTH: Rwys 15, 19, 22:
Expect approach clearance or radar vectors to final approach course after MEGGS.
327°
6000
*2100
326°
(13)
THANE
10000
*1700
320°
(7)
EDDGY
(12)
10000
*1700
284°
YUCKK
10000
10000
282°
*1700
(8)
DEALE
10000 280K
10000
*1400
288°
(22)
BILIT
11000
11000
*1400
240°
(17)
RIDGY
277°
(210K)
097°
4 NM
11000
*1500
276°
(26)
LAFLN
R-4006
7000
*1500
266°
(7)
TIRZA
8000
7000
*1600
230°
(6)
HITEK
7000
3000
*1700
187°
(4)
MITEY
LANDING NORTH:
Rwys 1, 4, 33:
Expect approach clearance or radar vectors to final approach course after MITEY.
P-56B
P-56A
N
NOTE: Chart not to scale.
ARRIVAL ROUTE DESCRIPTION
LAFLN TRANSITION (LAFLN.DEALE3):
RIDGY TRANSITION (RIDGY.DEALE3):
From BILIT on track 288° to cross DEALE at 10000 and at 280K.
LANDING NORTH RWYS 1, 4, 33: From DEALE on track 282° to cross YUCKK at 10000, then on track 266° to cross TIRZA at or below 8000, then on track 230° to cross HITEK at 7000, then on track 187° to MITEY, then on heading 187°. Expect radar vectors to final approach course.
LANDING SOUTH RWYS 15, 19, 22: From DEALE on track 284° to EDDGY, then on track 320° to THANE, then on track 326° to MEGGS, then on heading 327°. Expect radar vectors to final approach course.

(DELRO.DELRO5) 25163

AL-5100 (FAA)

DELRO FIVE ARRIVAL

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



NOTE: Chart not to scale.

NOTE: RADAR required.
NOTE: For aircraft capable of 180K or greater.

ARRIVAL ROUTE DESCRIPTION

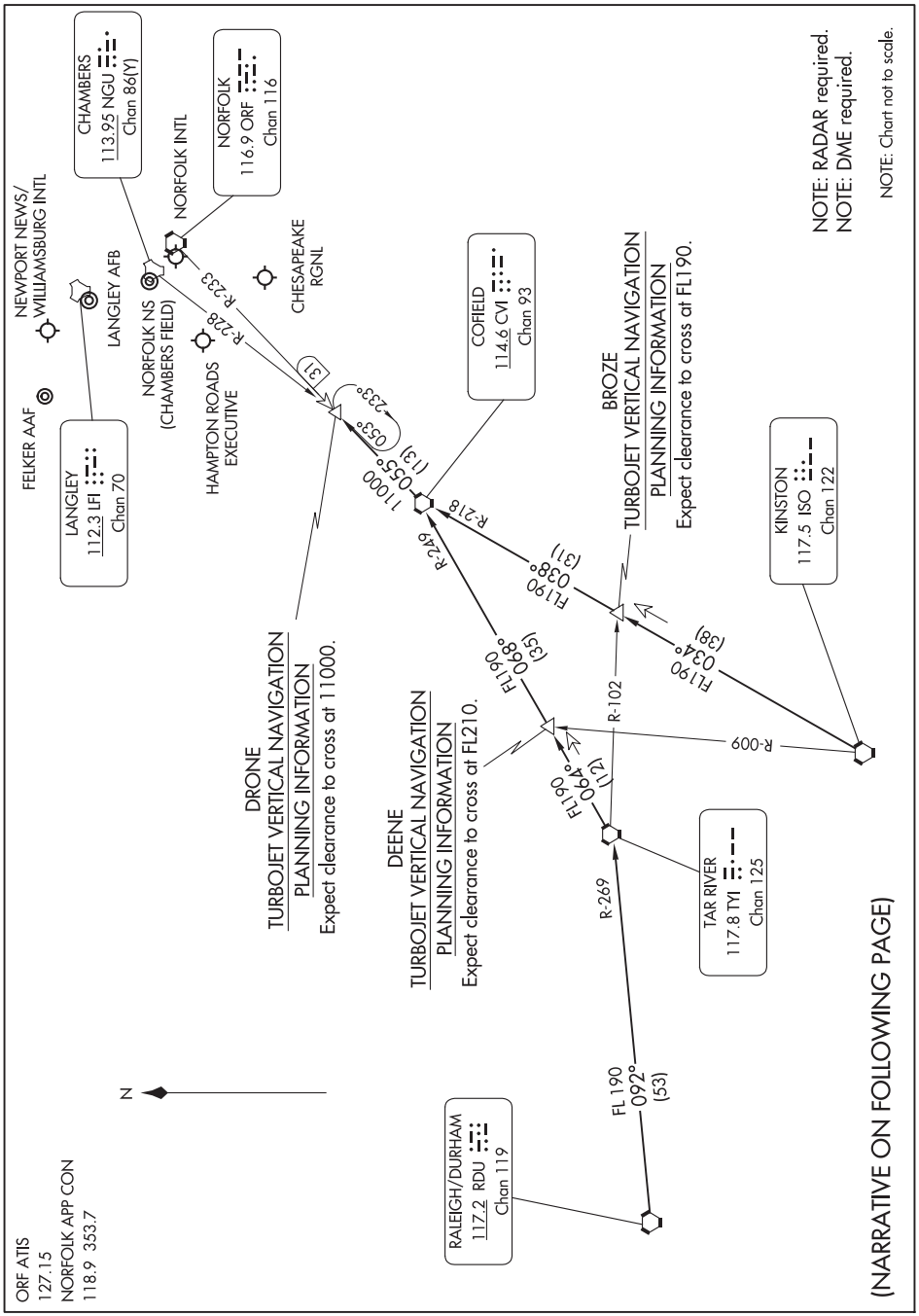
LANCASTER TRANSITION (LRP.DELRO5): From over LRP VOR/DME on LRP R-248 to DELRO. Thence....
MODENA TRANSITION (MXE.DELRO5): From over MXE VORTAC on MXE R-283 to DELRO. Thence....

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

NE-3, 12 JUN 2025 to 07 AUG 2025

DRONE TWO ARRIVAL

NORFOLK, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

DRONE TWO ARRIVAL

NORFOLK, VIRGINIA

ARRIVAL DESCRIPTION

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

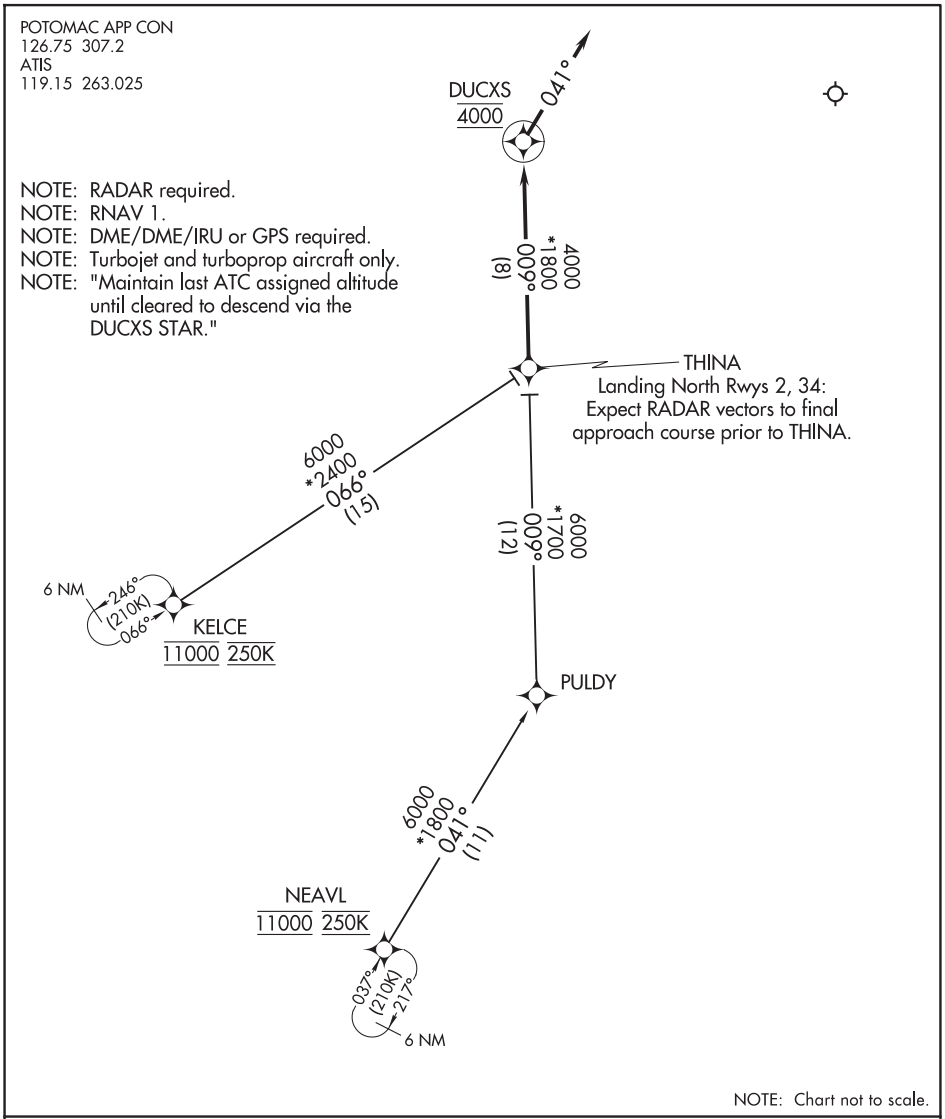
RALEIGH/DURHAM TRANSITION (RDU.DRONE2): From over RDU VORTAC on RDU R-092 and TYI R-269 to TYI VORTAC, then on TYI R-064 and CVI R-249 to CVI VORTAC, then on CVI R-055 to DRONE. Thence. . . .

....from over DRONE expect radar vectors to final approach course.

NE-3, 12 JUN 2025 to 07 AUG 2025

DUCXS FIVE ARRIVAL (RNAV)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA



ARRIVAL ROUTE DESCRIPTION

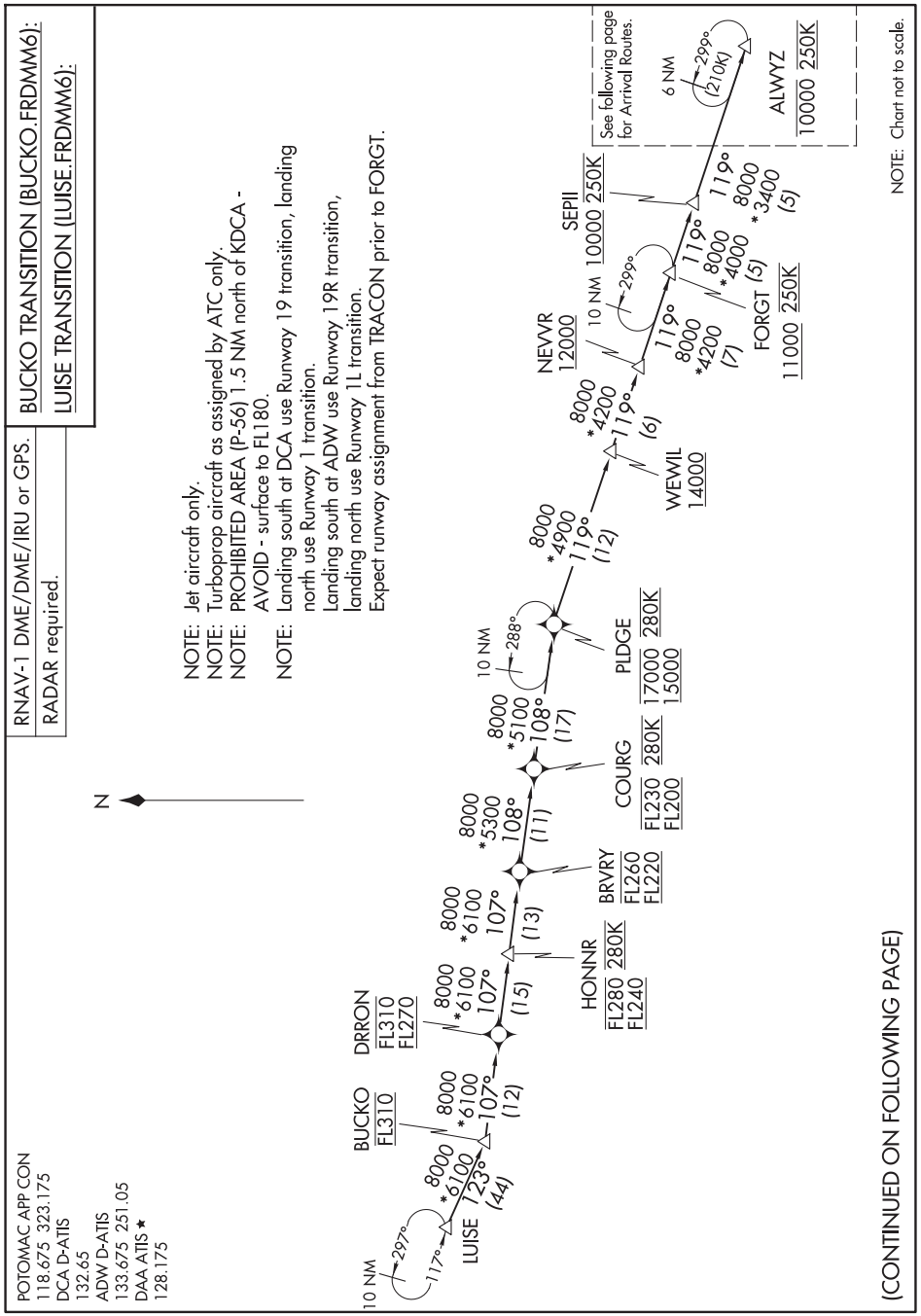
KELCE TRANSITION (KELCE.DUCXS5):
NEAVL TRANSITION (NEAVL.DUCXS5):

From THINA on track 009° to cross DUCXS at 4000, then on heading 041° or as assigned by ATC. Expect RADAR vectors to final approach course.

NE-3, 12 JUN 2025 to 07 AUG 2025

FRDMM SIX ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



NE-3, 12 JUN 2025 to 07 AUG 2025

FRDMM SIX ARRIVAL (RNAV) Transition Routes
WASHINGTON, DC

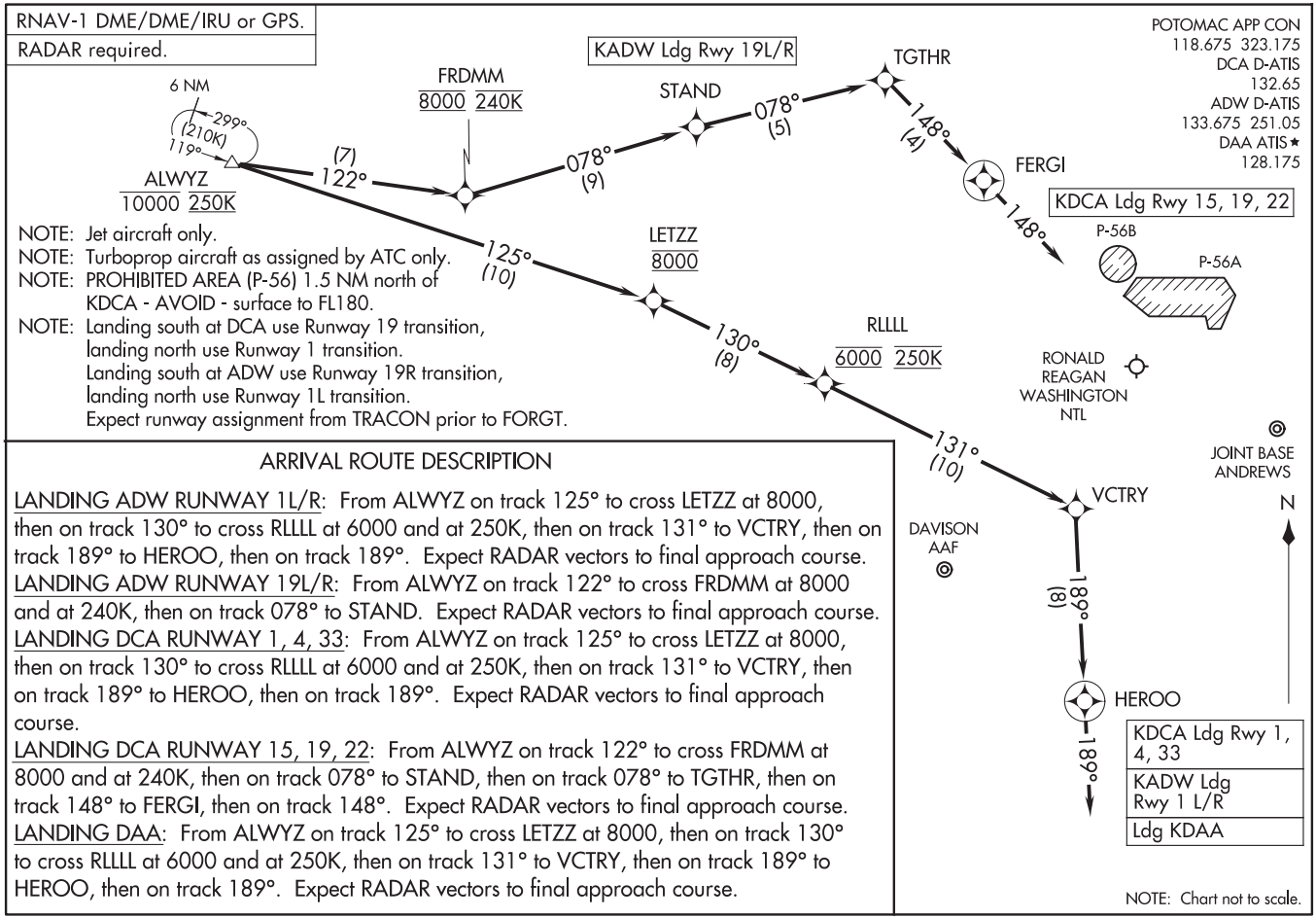
(ALWYZ.FRDMM6) 24137

FRDMM SIX ARRIVAL (RNAV) Arrival Routes

AL-443 (FAA)

WASHINGTON, DC

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



NOTE: Jet aircraft only.
NOTE: Turboprop aircraft as assigned by ATC only.
NOTE: PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
Expect runway assignment from TRACON prior to FORGT.

ARRIVAL ROUTE DESCRIPTION

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

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

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

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

LANDING DAA: From ALWYZ on track 125° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

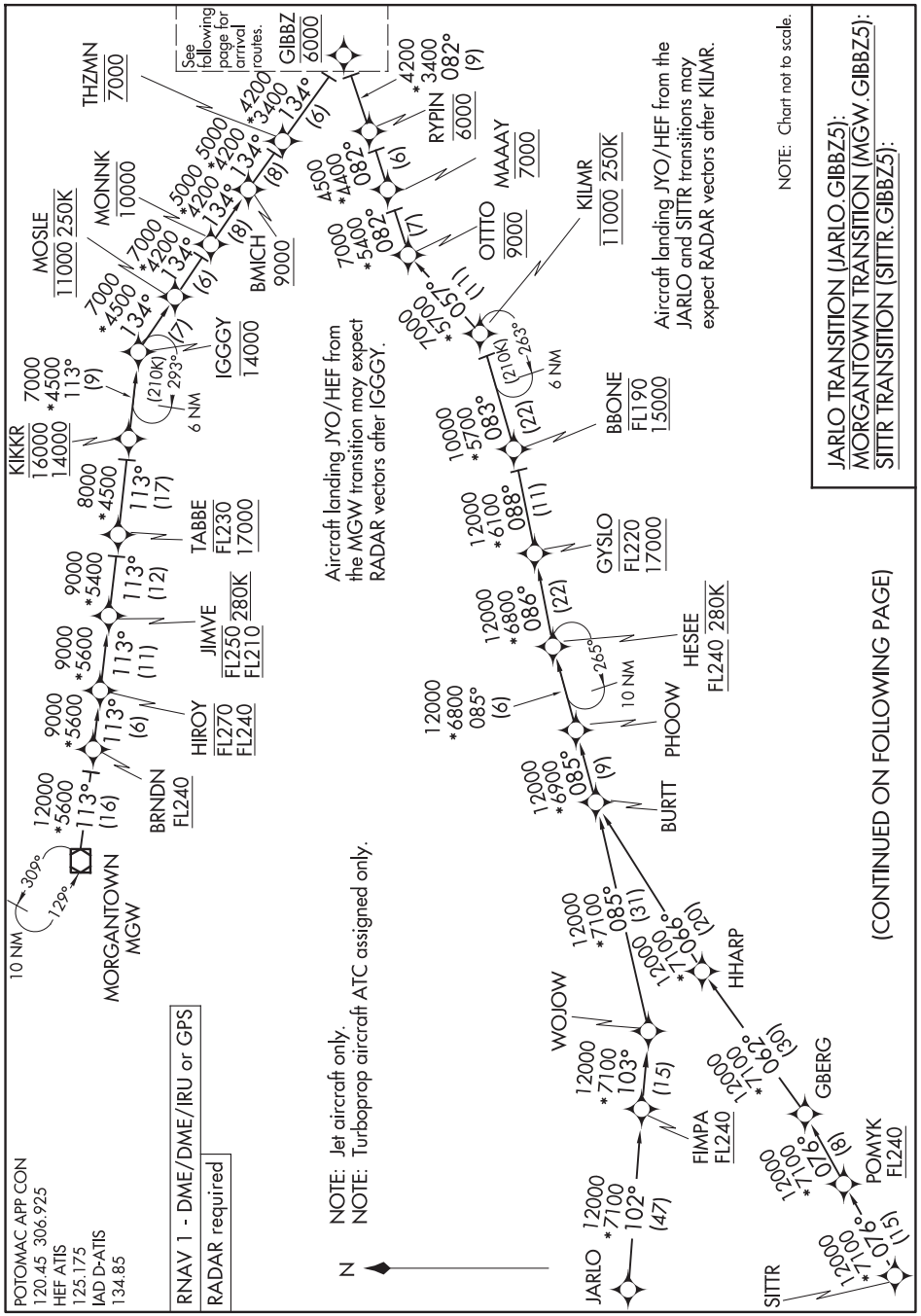
(ALWYZ.FRDMM6) 16MAY24

FRDMM SIX ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

GIBBZ FIVE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



GIBBZ FIVE ARRIVAL (RNAV) Transition Routes

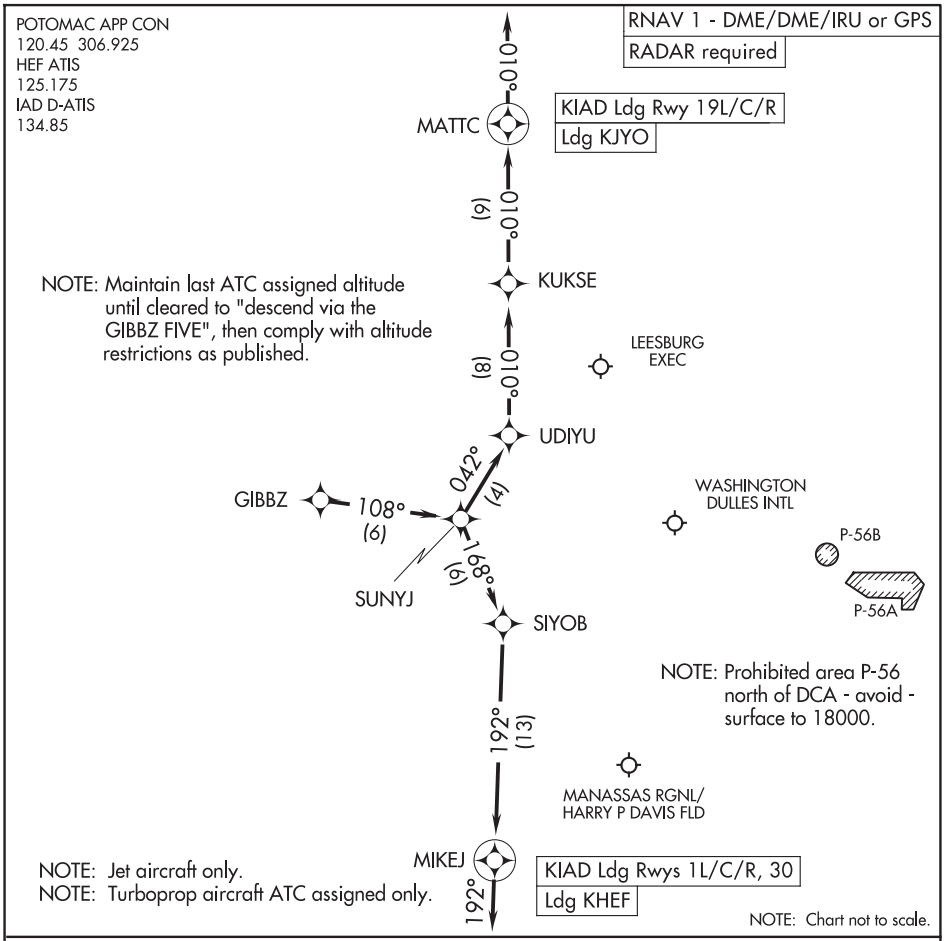
WASHINGTON, DC

(GIBBZ.GIBBZ5) 21MAR24

NE-3, 12 JUN 2025 to 07 AUG 2025

GIBBZ FIVE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

LANDING KIAD RUNWAYS 1L/C/R, 30: From GIBBZ on track 108° to SUNYJ, then on track 168° to SIYOB, then on track 192° to MIKEJ, then on track 192°.
Expect RADAR vectors to final approach course.

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

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

LANDING KJYO: From GIBBZ on track 108° to SUNYJ, then on track 042° to UDIYU, then on track 010° to KUKSE, then on track 010° to MATTC, then on track 010°.
Expect RADAR vectors to final approach course.

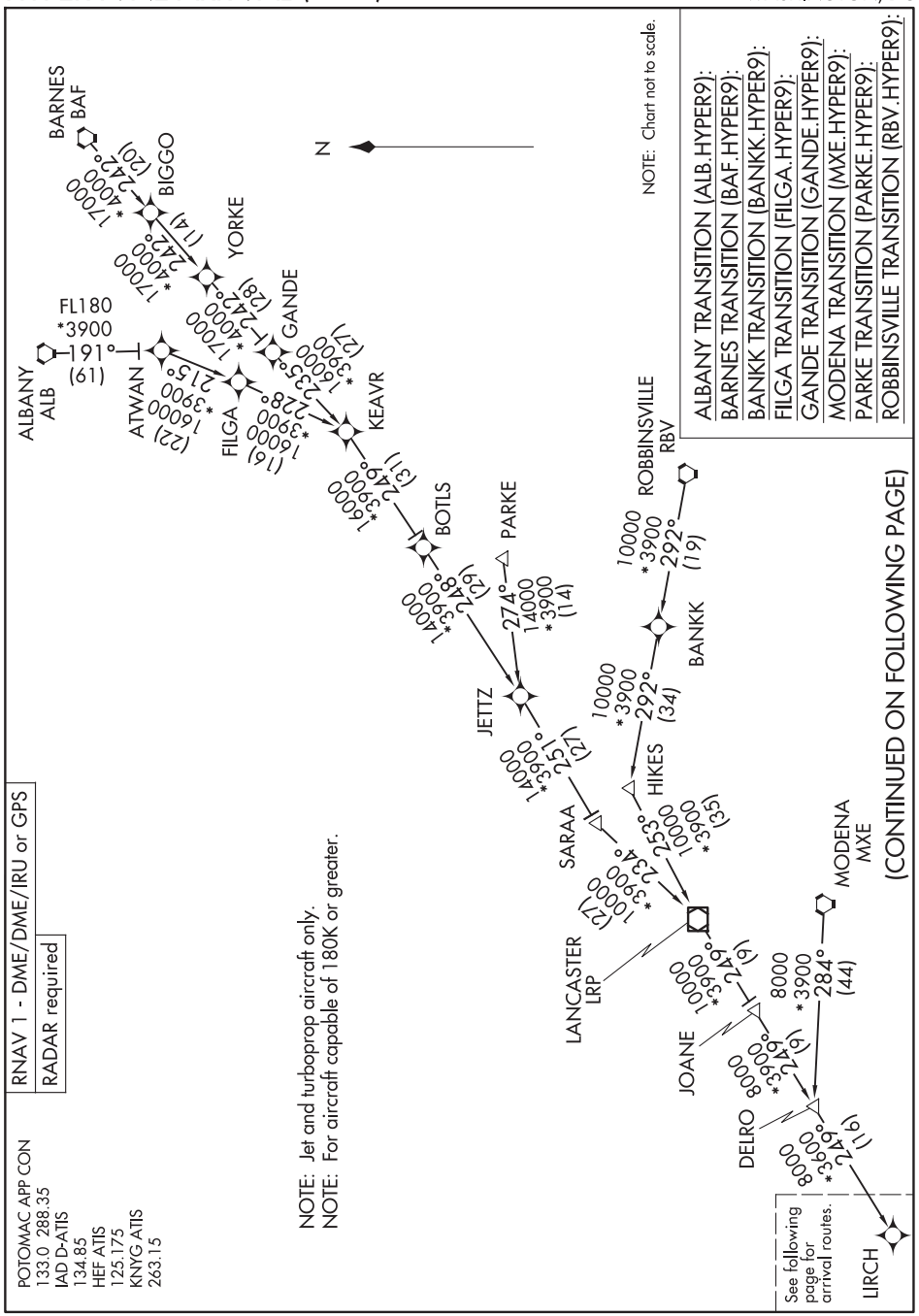
GIBBZ FIVE ARRIVAL (RNAV) Arrival Routes WASHINGTON, DC

NE-3, 12 JUN 2025 to 07 AUG 2025

(LIRCH.HYPER9) 24081 AL-5100 (FAA)

HYPER NINE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC



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NE-3, 12 JUN 2025 to 07 AUG 2025

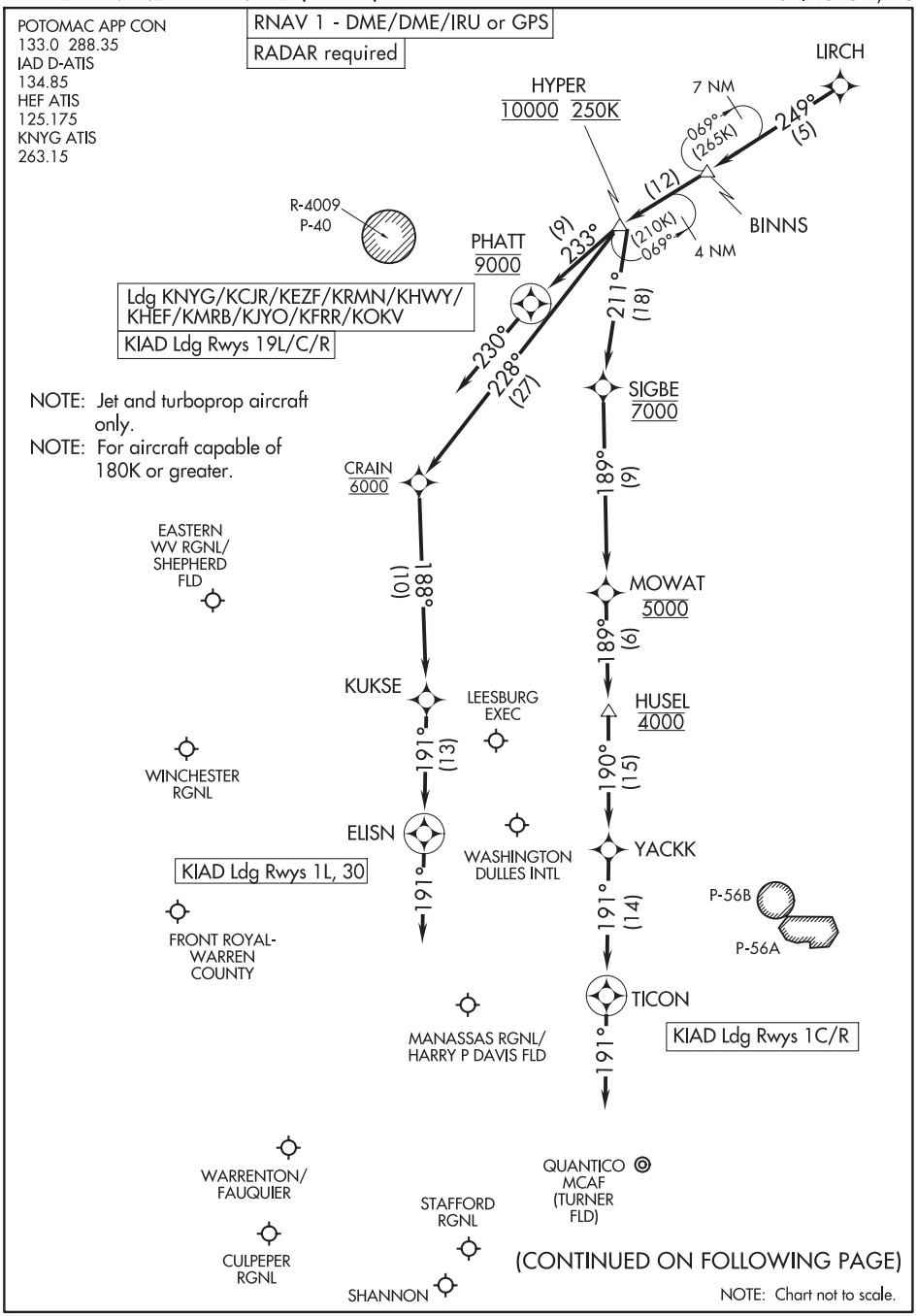
HYPER NINE ARRIVAL (RNAV) Transition Routes

WASHINGTON, DC

(LIRCH.HYPER9) 21MAR24

HYPER NINE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC



HYPER NINE ARRIVAL (RNAV) Arrival Routes

WASHINGTON, DC

NE-3, 12 JUN 2025 to 07 AUG 2025

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.

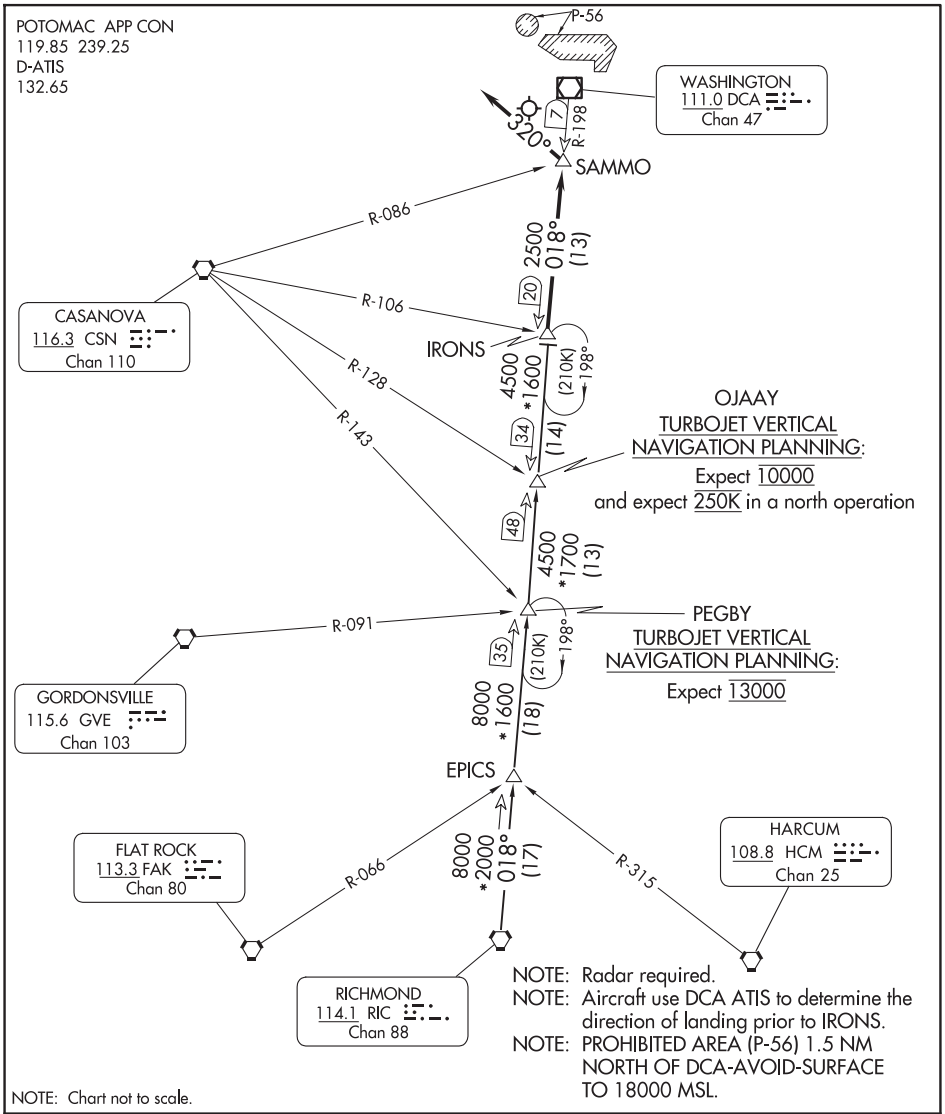
LANDING KIAD RWY 1L, 30: From HYPER on track 228° to cross CRAIN at 6000, then on track 188° to KUKSE, then on track 191° to ELISN, then on track 191°. Expect RADAR vectors to final approach course.

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.

NE-3, 12 JUN 2025 to 07 AUG 2025

IRONS SEVEN ARRIVAL



ARRIVAL ROUTE DESCRIPTION

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

....from IRONS:

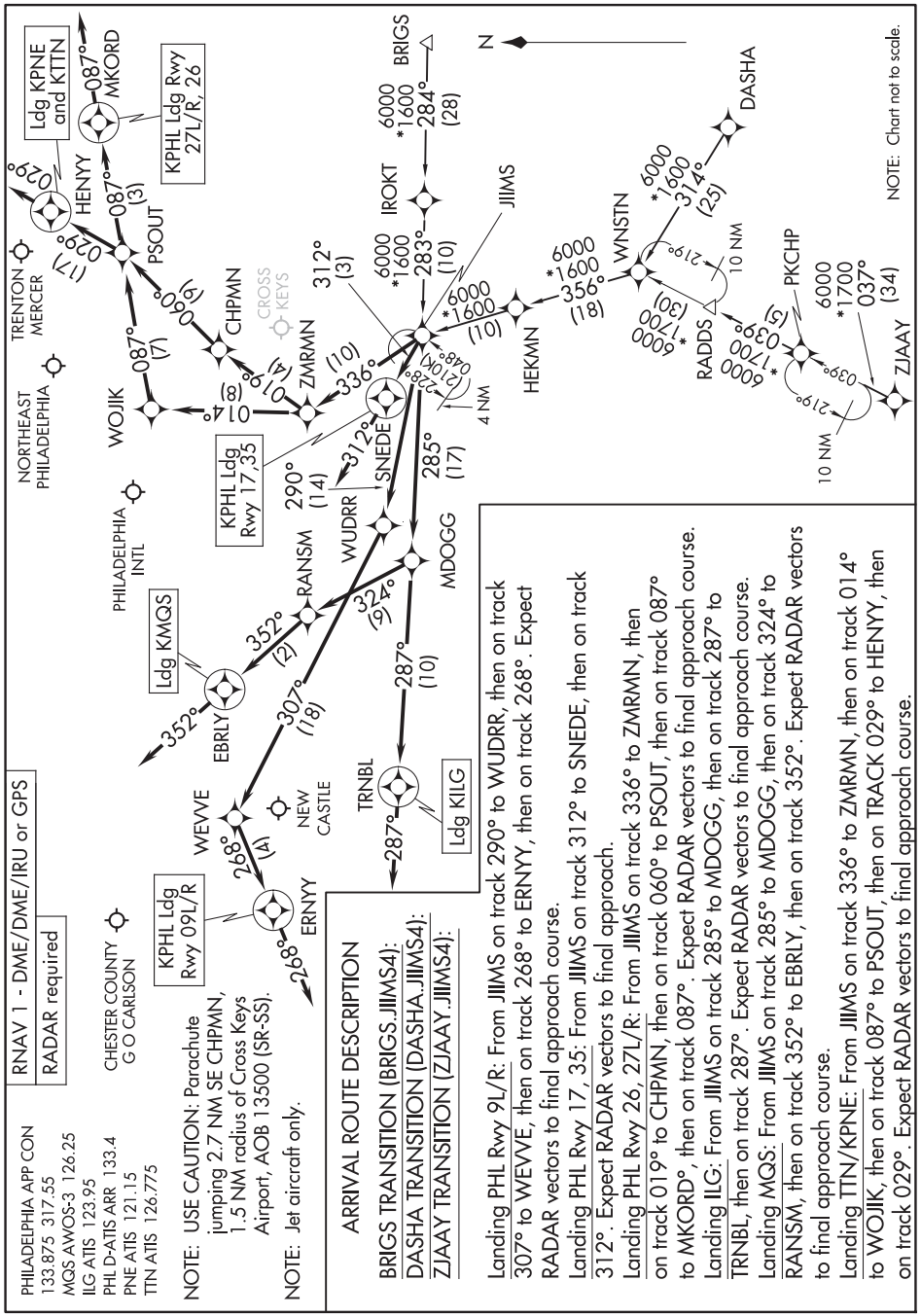
LANDING SOUTH: Then on DCA R-198 to SAMMO, then on 320° heading or assigned by ATC, expect radar vectors to final approach course.

LANDING NORTH: Expect radar vectors to final approach course.

NE-3, 12 JUN 2025 to 07 AUG 2025

JIIMS FOUR ARRIVAL (RNAV)

PHILADELPHIA, PENNSYLVANIA



PHILADELPHIA APP CON
133.875 317.55
MQS AWOS-3 126.25
ILG ATIS 123.95
PHL D-ATIS ARR 133.4
PNE ATIS 121.15
TTN ATIS 126.775

RNAV 1 - DME/DME/IRU or GPS

RADAR required

NOTE: USE CAUTION: Parachute jumping 2.7 NM SE CHPMN, 1.5 NM radius of Cross Keys Airport, AOB 13500 (SR-SS).

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

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.

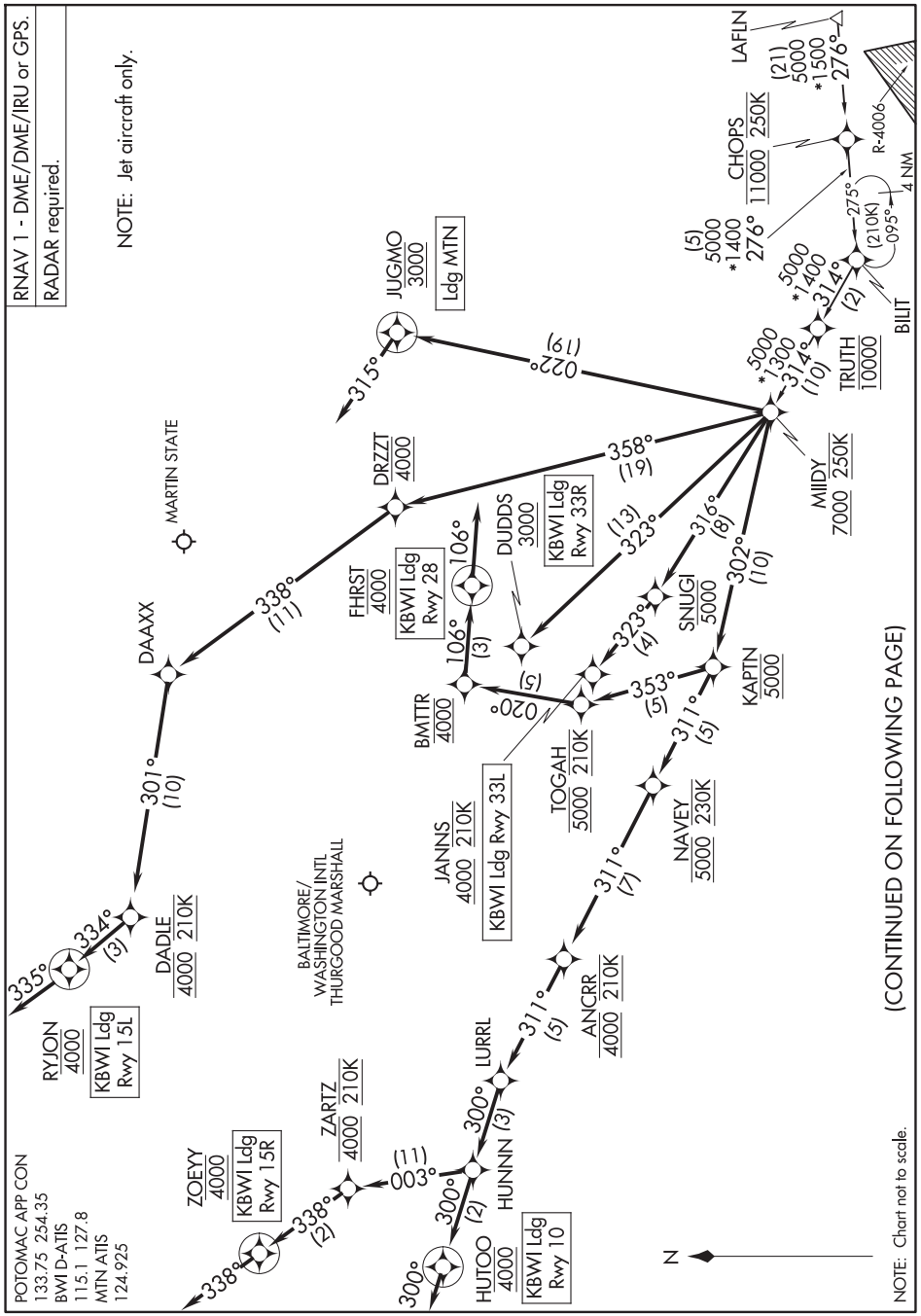
JIIMS FOUR ARRIVAL (RNAV)
PHILADELPHIA, PENNSYLVANIA

MIIDY THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

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

NOTE: Jet aircraft only.



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NE-3, 12 JUN 2025 to 07 AUG 2025

MIIDY THREE ARRIVAL (RNAV)

BALTIMORE, MARYLAND

ARRIVAL ROUTE DESCRIPTION

LAFLN TRANSITION (LAFLN.MIIDY3)

LANDING KBWI RUNWAY 10: From MIIDY on track 302° to cross KAPTN at 5000, then on track 311° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCRR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 300° to cross HUTOO at 4000, then on track 300°. Expect radar vectors to final approach course.

LANDING KBWI RUNWAY 15L: From MIIDY on track 358° to cross DRZZT at 4000, then on track 338° to DAAXX, then on track 301° to cross DADLE at 4000 and at 210K, then on track 334° to cross RYJON at 4000, then on track 335°. Expect radar vectors to final approach course.

LANDING KBWI RUNWAY 15R: From MIIDY on track 302° to cross KAPTN at 5000, then on track 311° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCRR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 003° to cross ZARTZ at 4000 and at 210K, then on track 337° to cross ZOEYY at 4000, then on track 338°. Expect radar vectors to final approach course.

LANDING KBWI RUNWAY 28: From MIIDY on track 302° to cross KAPTN at 5000, then on track 353° to cross TOGAH at 5000 and at 210K, then on track 020° to cross BMTTR at 4000, then on track 106° to cross FHRST at 4000, then on track 106°. Expect radar vectors to final approach course.

LANDING KBWI RUNWAY 33L: From MIIDY on track 316° to cross SNUGI at or below 5000, then on track 323° to cross JANNS at or above 4000 and at 210K. Expect ILS or LOC Rwy 33L approach.

LANDING KBWI RUNWAY 33R: From MIIDY on track 323° to cross DUDDS at or above 3000. Expect ILS or LOC Rwy 33R approach.

LANDING KMTN: From MIIDY on track 022° to cross JUGMO at 3000, then on heading 315°. Expect radar vectors to final approach course.

NUMMY THREE ARRIVAL

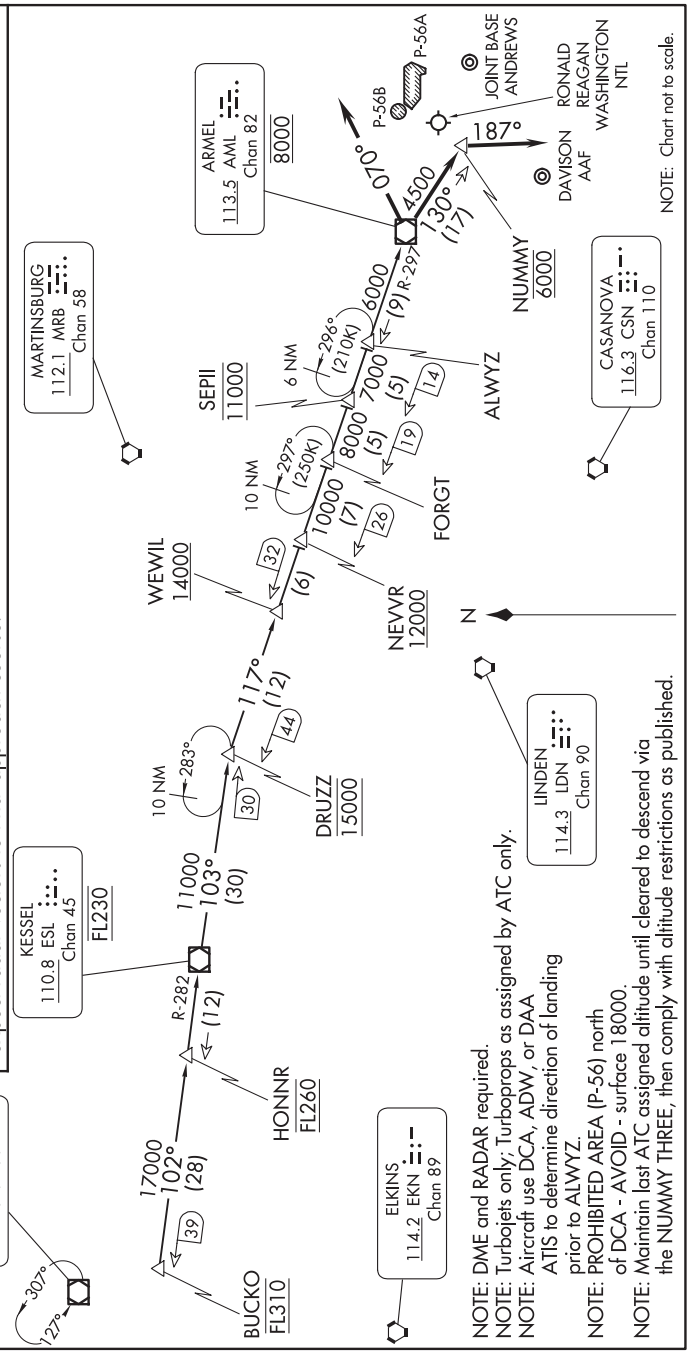
WASHINGTON, DC

ARRIVAL ROUTE DESCRIPTION

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

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

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



NOTE: DME and RADAR required.
NOTE: Turbojets only; Turboprops as assigned by ATC only.
NOTE: Aircraft use DCA, ADW, or DAA ATIS to determine direction of landing prior to ALWYZ.
NOTE: PROHIBITED AREA (P-56) north of DCA - AVOID - surface 18000.
NOTE: Maintain last ATC assigned altitude until cleared to descend via the NUMMY THREE, then comply with altitude restrictions as published.

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

NUMMY THREE ARRIVAL

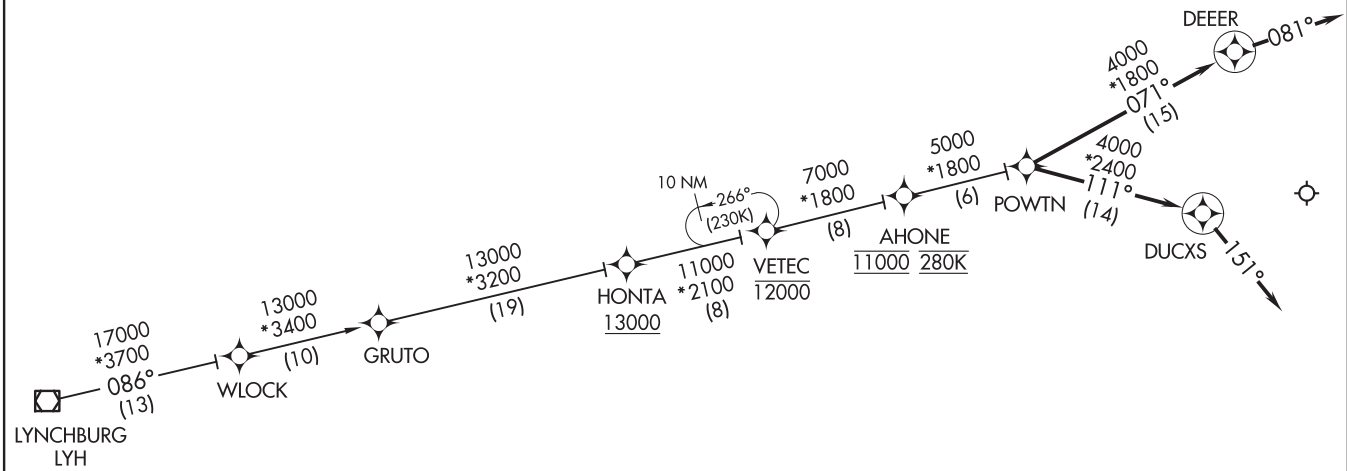
WASHINGTON, DC

POWTN FIVE ARRIVAL (RNAV)

(POWTN.POWTN5) 10SEP20

RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

POTOMAC APP CON
126.75 307.2
ATIS
119.15 263.025



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbojet aicraft only.
NOTE: Maintain last ATC assigned altitude until cleared to "descend via the POWTN STAR".
ARTCC will issue landing direction assignment (north or south) and Potomac TRACON will issue runway assignments.

N

NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LYNCHBURG TRANSITION (LYH.POWTN5)

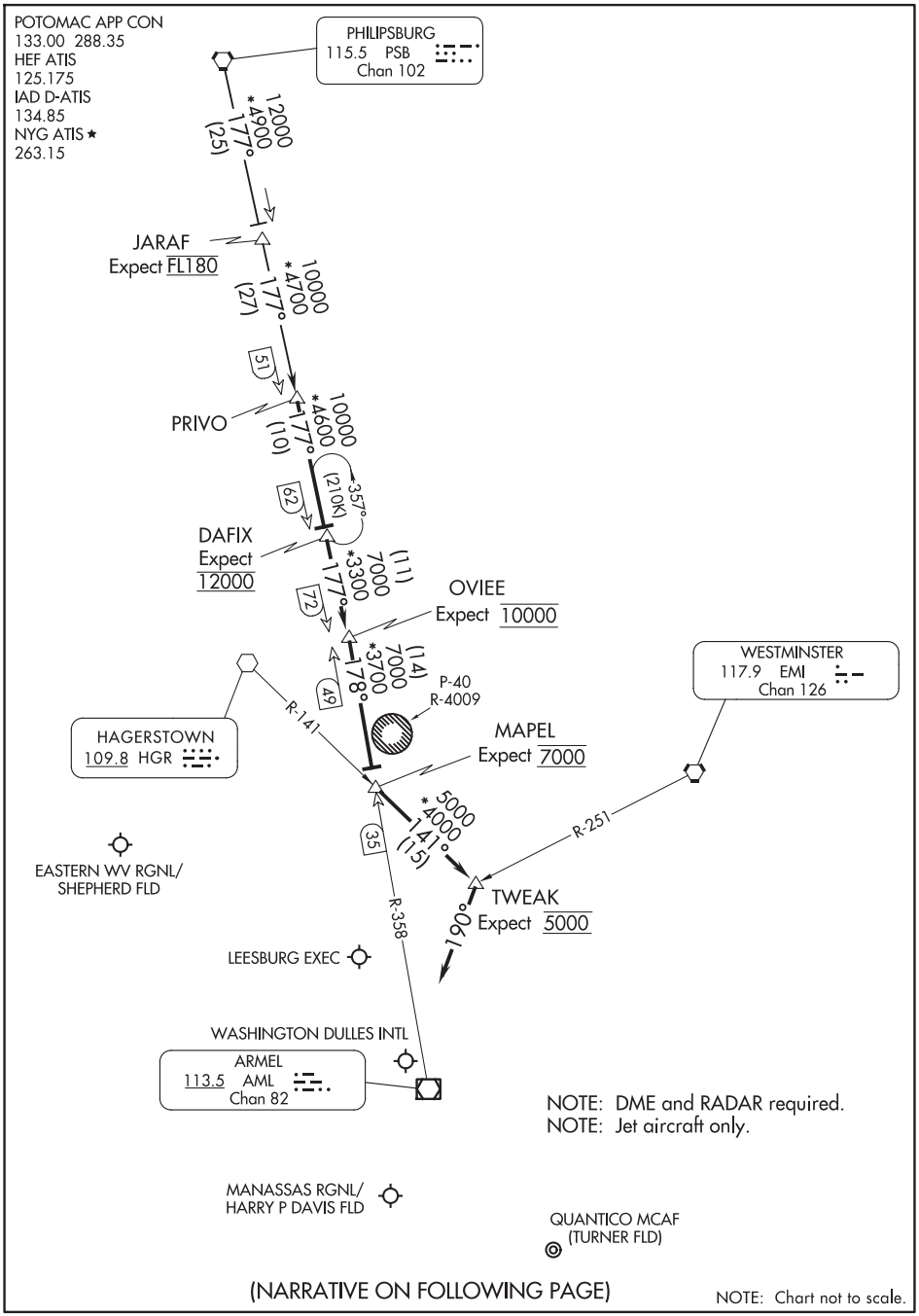
LANDING NORTH RUNWAYS 2, 34: From POWTN on track 111° to DUCXS, then on heading 151° or as assigned by ATC. Expect RADAR vectors to final approach course.

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

(POWTN.POWTN5) 20254
POWTN FIVE ARRIVAL (RNAV)
RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

PRIVO THREE ARRIVAL

WASHINGTON, DC



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

PRIVO THREE ARRIVAL

WASHINGTON, DC

NE-3, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

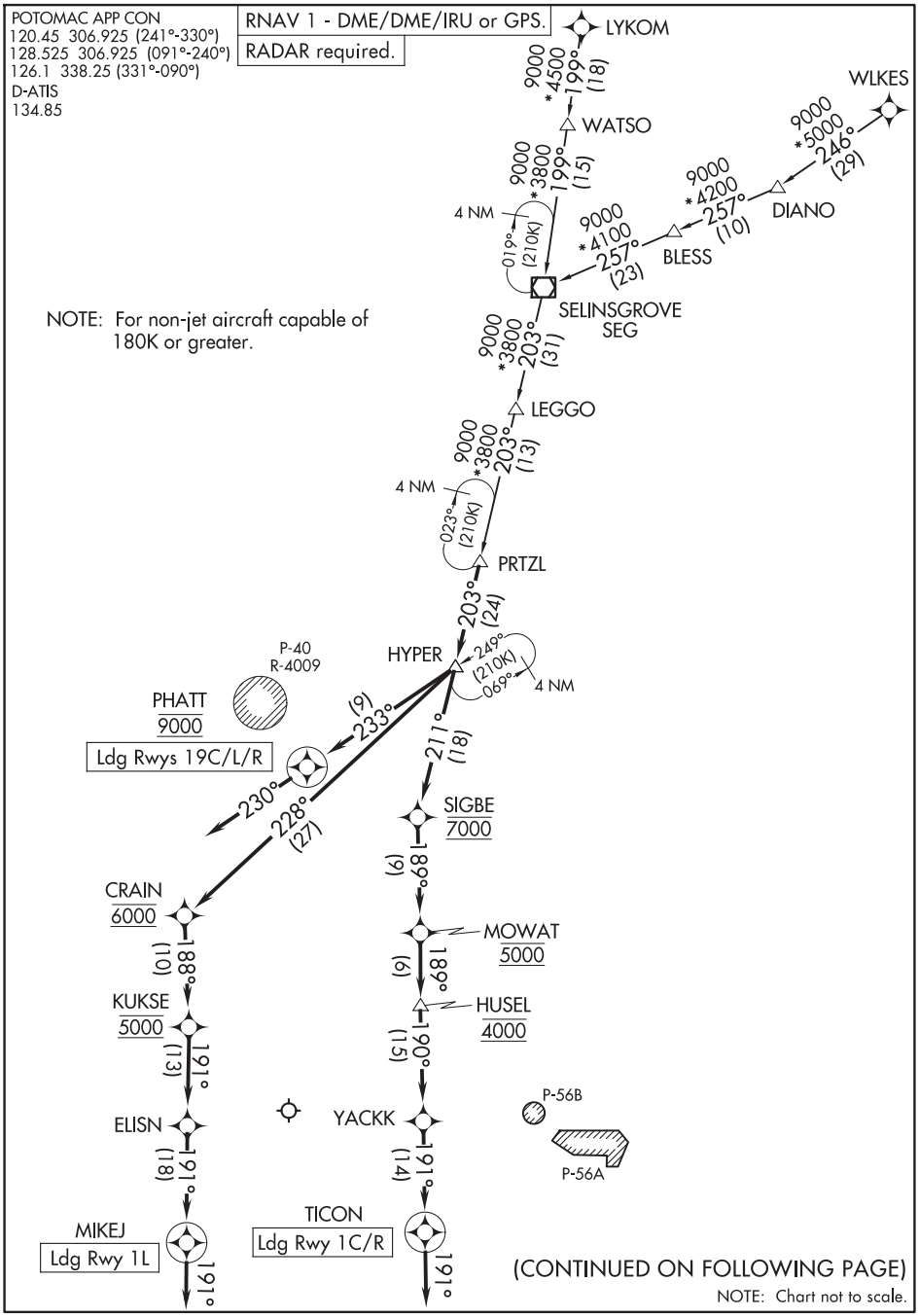
PHILIPSBURG TRANSITION (PSB.PRIVO3): From over PSB VORTAC on PSB R-177 to PRIVO. Thence....

....from PRIVO on PSB R-177 to DAFIX, then on PSB R-177 to OVIEE, then on AML R-358 to MAPEL. Then on HGR R-141 to TWEAK. Then on heading 190° or as assigned by ATC.

LANDING RWYS 1L/C/R and 30: Expect RADAR vectors to final approach course after TWEAK.
LANDING RWYS 19L/C/R and 12: Expect RADAR vectors to final approach course after MAPEL.
LANDING KHEF and KNYG: Expect RADAR vectors to destination airport after TWEAK.
LANDING KMRB and KJYO: Expect RADAR vectors to destination airport after MAPEL.

NE-3, 12 JUN 2025 to 07 AUG 2025

PRTZL ONE ARRIVAL (RNAV)



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NOTE: Chart not to scale.

PRTZL ONE ARRIVAL (RNAV)

ARRIVAL ROUTE DESCRIPTION

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

From PRTZL on track 203° to HYPER.

LANDING RUNWAYS 1C/R: From HYPER on track 211° to cross SIGBE at 7000, then on track 189° to cross MOWAT at 5000, then on track 189° to cross HUSEL at 4000, then on track 190° to YACKK, then on track 191° to TICON, then on track 191°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 1L, 30: From HYPER on track 228° to cross CRAIN at 6000, then on track 188° to cross KUKSE at 5000, then on track 191° to ELISN, then on track 191° to MIKEJ, then on track 191°. Expect RADAR vectors to final approach course.

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

NE-3, 12 JUN 2025 to 07 AUG 2025

RAVNN EIGHT ARRIVAL (RNAV) Transition Routes

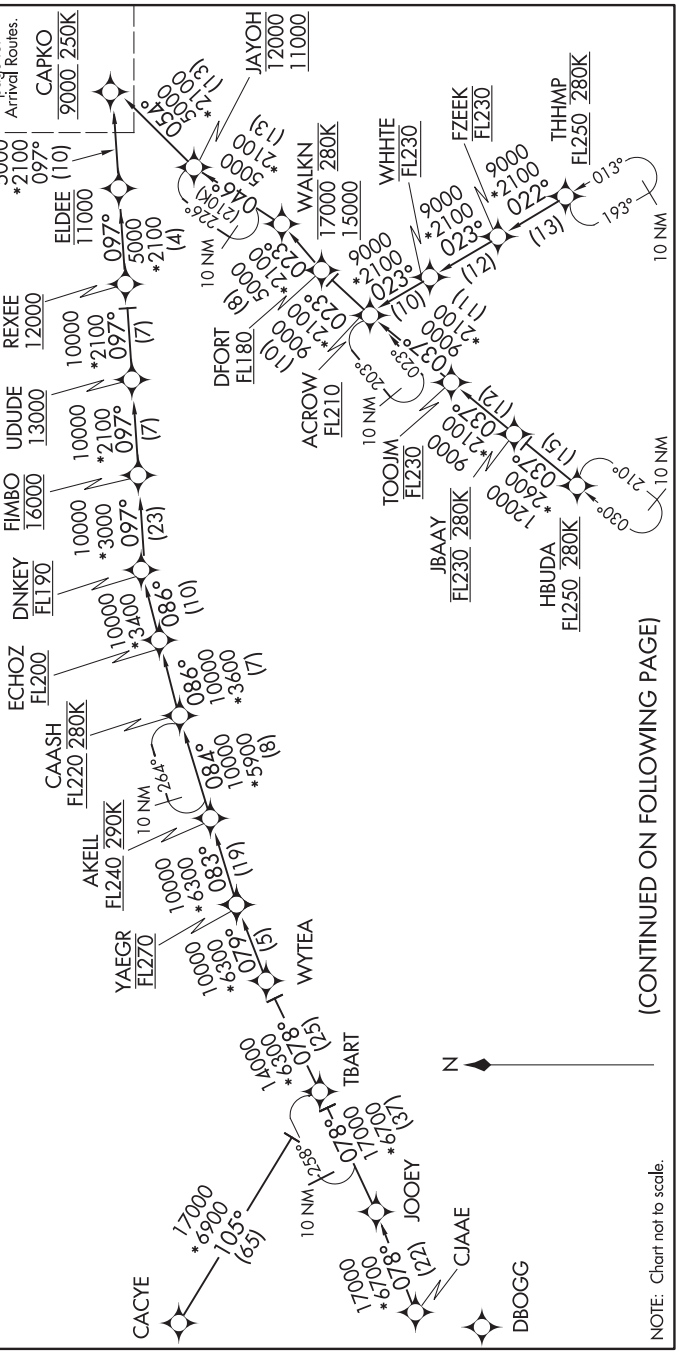
BALTIMORE, MARYLAND

CACYE TRANSITION (CACYE.RAVNN8)
CJAAE TRANSITION (CJAAE.RAVNN8)
HBUDA TRANSITION (HBUDA.RAVNN8): (ATC assigned only).
JOOEY TRANSITION (JOOEY.RAVNN8): (ATC assigned only).
THHMP TRANSITION (THHMP.RAVNN8)

POTOMAC APP CON
128.35 270.275
BWI D-ATIS
115.1 127.8
MTN ATIS 124.925

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

NOTE: Jet aircraft only.
NOTE: All part 91, 101, 103, 105, 125, 133, 135, and 137 flight operations are prohibited on the CACYE/CJAAE/JOOEY transitions.



NE-3, 12 JUN 2025 to 07 AUG 2025

RAVNN EIGHT ARRIVAL (RNAV) Transition Routes BALTIMORE, MARYLAND

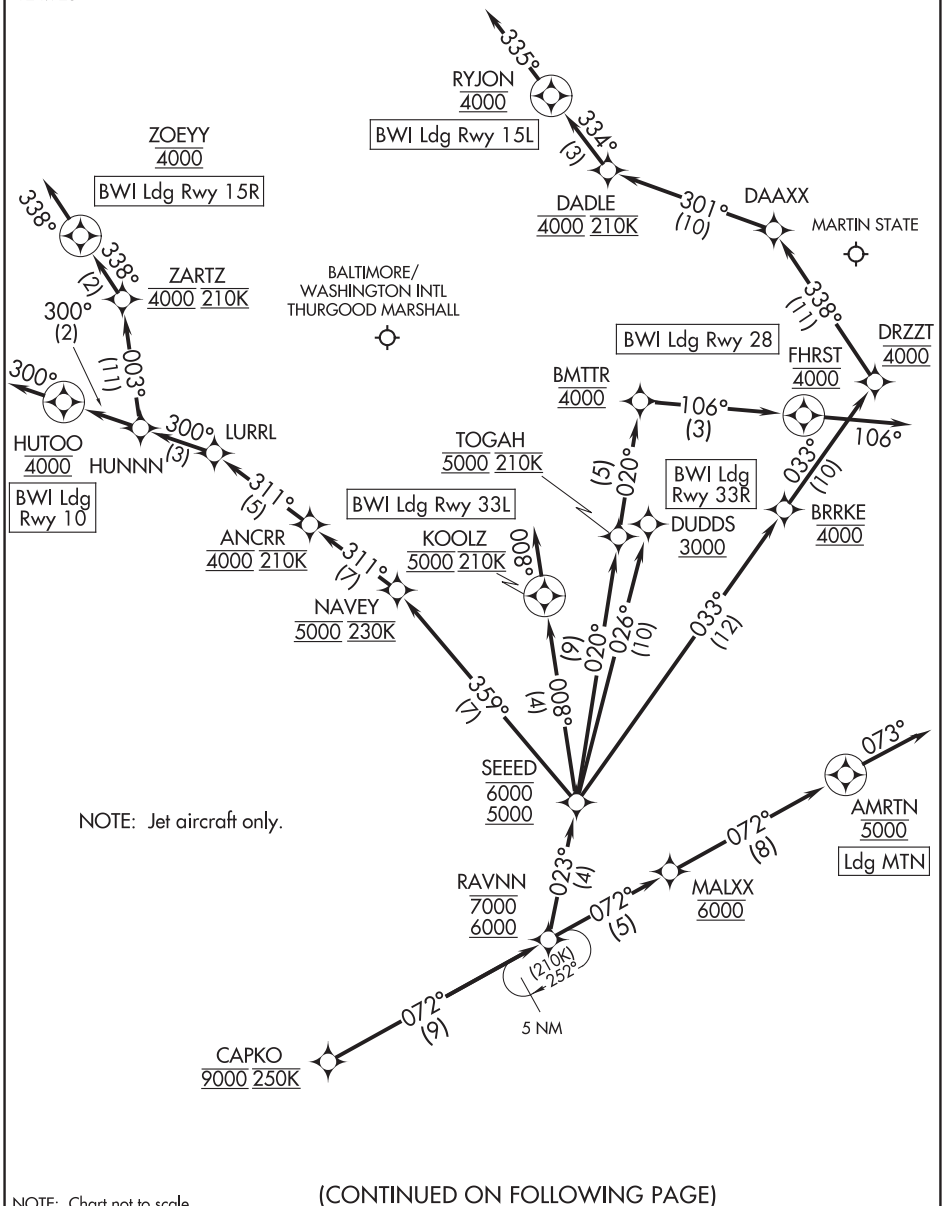
(CAPKO.RAVNN8) 25107 AL-804 (FAA)

RAVNN EIGHT ARRIVAL (RNAV) Arrival Routes

BALTIMORE, MARYLAND

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

POTOMAC APP CON
128.35 270.275
BWI D-ATIS
115.1 127.8
MTN ATIS
124.925



NOTE: Chart not to scale.

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NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

BWI: From CAPKO on track 072° to cross RAVNN between 6000 and 7000.

LANDING BWI RUNWAY 10: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 359° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCRR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 300° to cross HUTOO at 4000, then on track 300°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 15L: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 033° to cross BRRKE at 4000, then on track 033° to cross DRZZT at 4000, then on track 338° to DAAXX, then on track 301° to cross DADLE at 4000 and at 210K, then on track 334° to cross RYJON at 4000, then on track 335°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 15R: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 359° to cross NAVEY at 5000 and at 230K, then on track 311° to cross ANCRR at 4000 and at 210K, then on track 311° to LURRL, then on track 300° to HUNNN, then on track 003° to cross ZARTZ at 4000 and at 210K, then on track 338° to cross ZOEYY at 4000, then on track 338°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 28: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 020° to cross TOGAH at 5000 and at 210K, then on track 020° to cross BMTTR at 4000, then on track 106° to cross FHRST at 4000, then on track 106°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 33L: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 008° to cross KOOLZ at 5000 and at 210K, then on track 008°. Expect RADAR vectors to final approach course.

LANDING BWI RUNWAY 33R: From RAVNN on track 023° to cross SEEED between 5000 and 6000, then on track 026° to cross DUDDS at or above 3000. Expect ILS or LOC Rwy 33R approach.

LANDING MTN: From CAPKO on track 072° to cross RAVNN between 6000 and 7000, then on track 072° to to cross MALXX at 6000, then on track 072° to cross AMRTN at 5000, then on heading 073°. Expect RADAR vectors to final approach course.

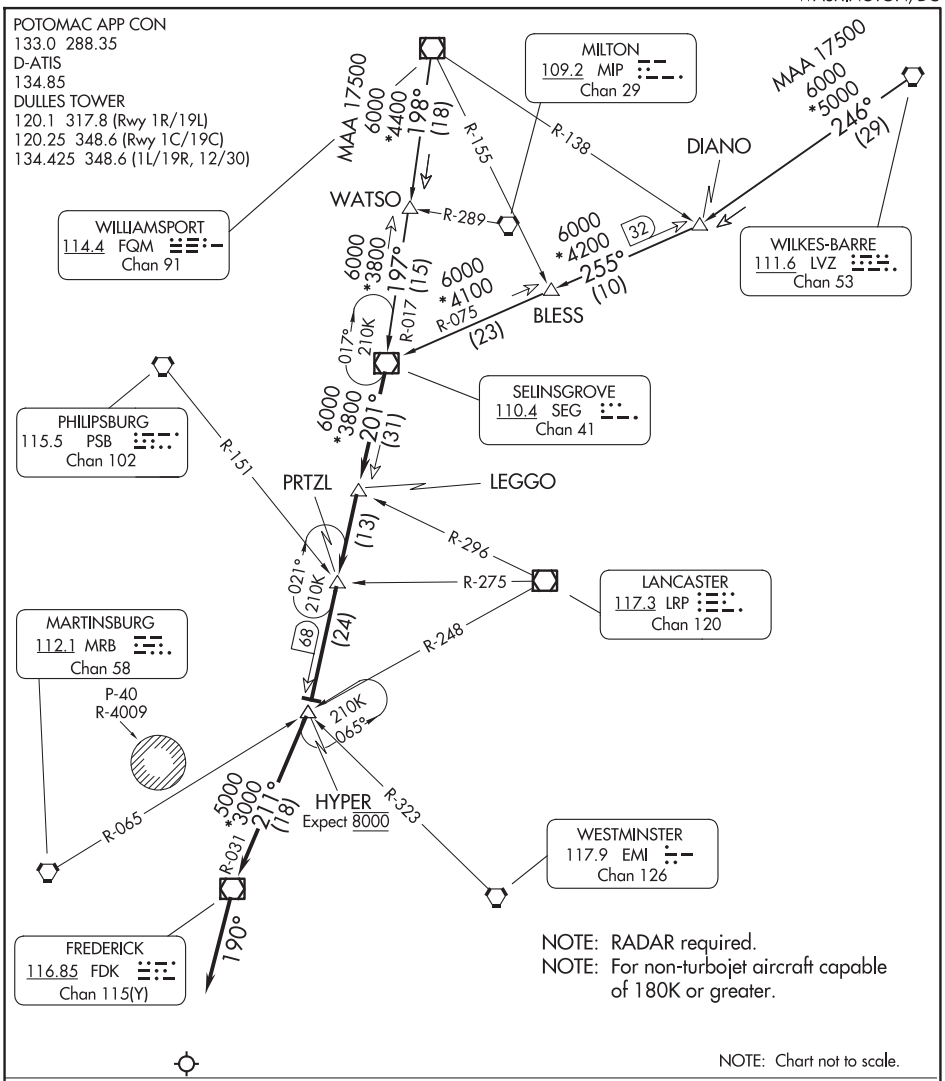
NE-3, 12 JUN 2025 to 07 AUG 2025

(SEG.SEG6) 25163

AL-5100 (FAA)

SELINSGROVE SIX ARRIVAL

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



ARRIVAL ROUTE DESCRIPTION

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

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

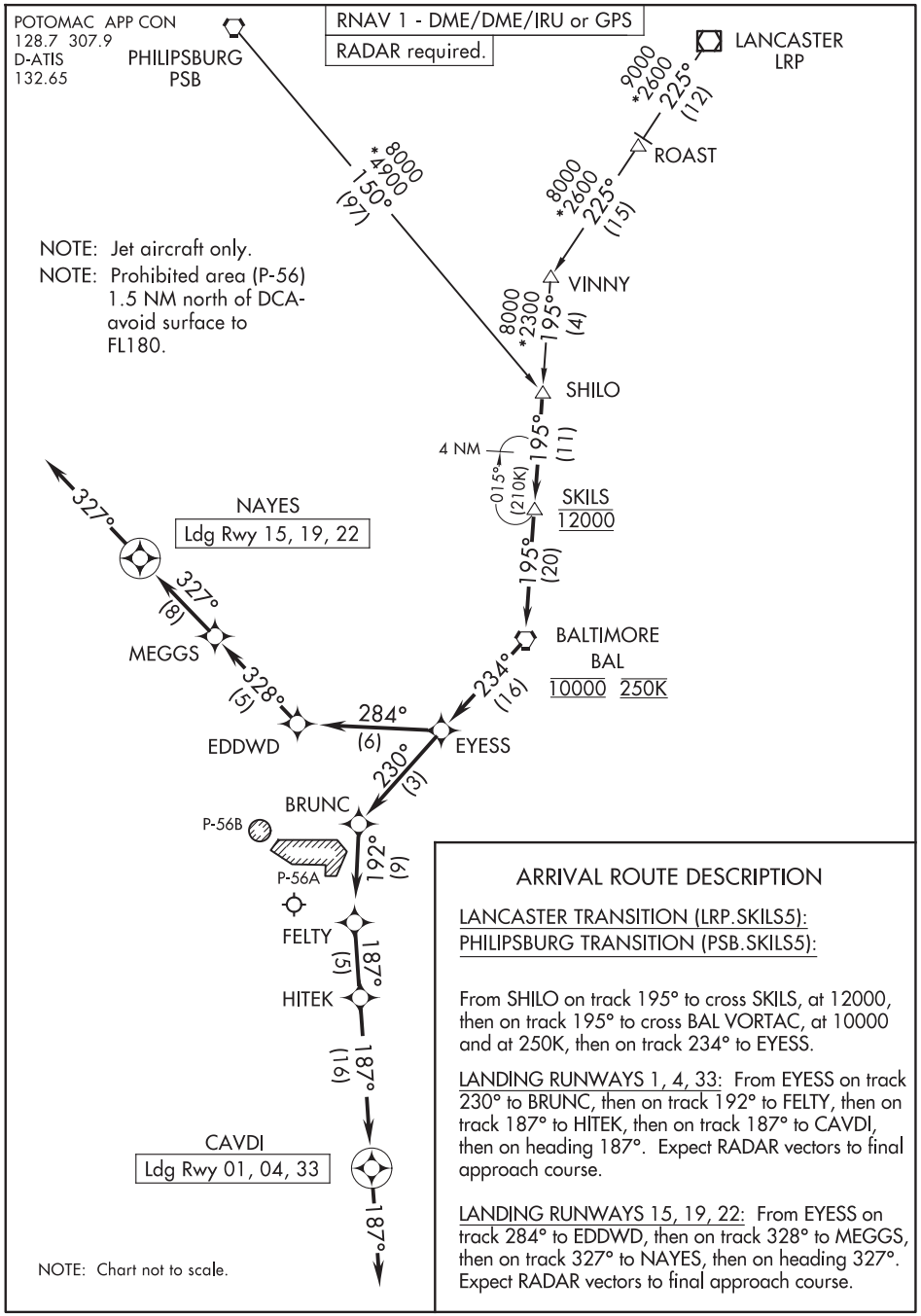
....From SEG VOR/DME on SEG R-201 to LEGGO, then on SEG R-201 to PRTZL, then on SEG R-201 to HYPER, then on FDK R-031 to FDK VOR/DME, then on heading 190° or as assigned by ATC. Expect RADAR vectors to final approach course.

SELINSGROVE SIX ARRIVAL

(SEG.SEG6) 28FEB19

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

NE-3, 12 JUN 2025 to 07 AUG 2025



ARRIVAL ROUTE DESCRIPTION

LANCASTER TRANSITION (LRP.SKILS5):
PHILIPSBURG TRANSITION (PSB.SKILS5):

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

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

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

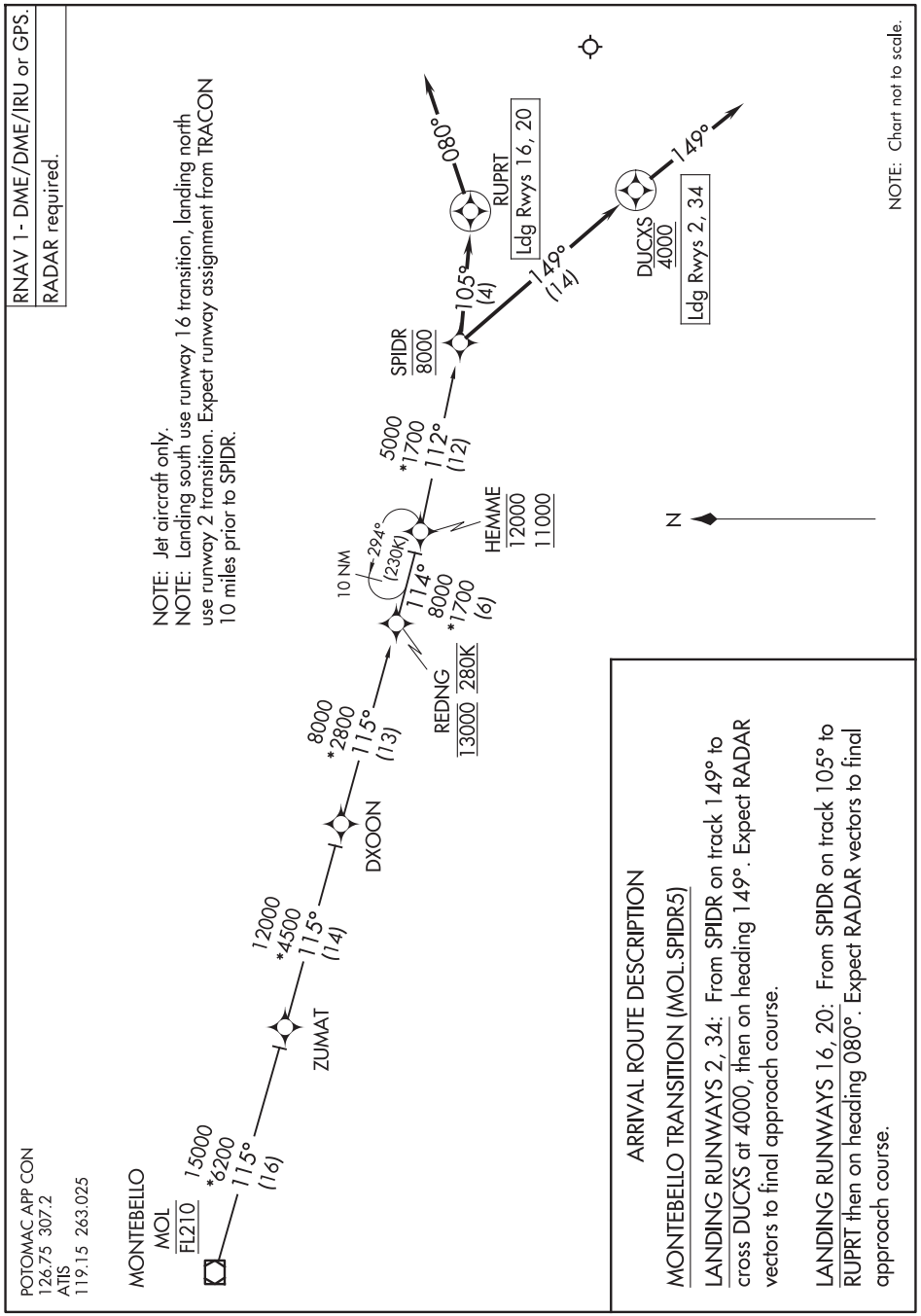
(SPIDR.SPIDR5) 25023

SPIDR FIVE ARRIVAL (RNAV)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

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

NOTE: Jet aircraft only.
NOTE: Landing south use runway 16 transition, landing north use runway 2 transition. Expect runway assignment from TRACON 10 miles prior to SPIDR.



ARRIVAL ROUTE DESCRIPTION

MONTEBELLO TRANSITION (MOL.SPIDR5)

LANDING RUNWAYS 2, 34: From SPIDR on track 149° to cross DUCXS at 4000, then on heading 149°. Expect RADAR vectors to final approach course.

LANDING RUNWAYS 16, 20: From SPIDR on track 105° to RUPRT then on heading 080°. Expect RADAR vectors to final approach course.

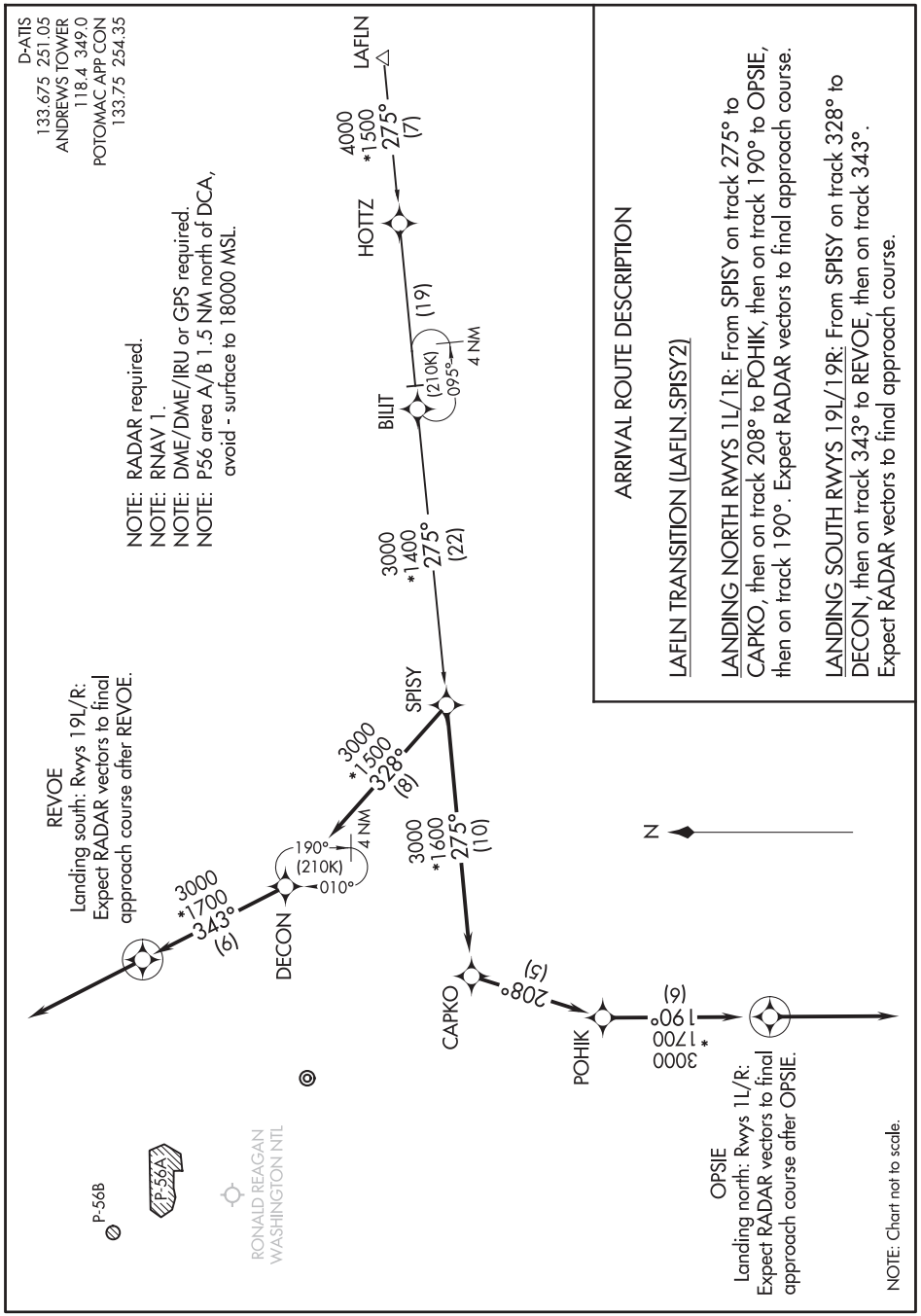
NE-3, 12 JUN 2025 to 07 AUG 2025

SPIDR FIVE ARRIVAL (RNAV)

(SPIDR.SPIDR5) 26DEC24

RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

SPISY TWO ARRIVAL (RNAV)

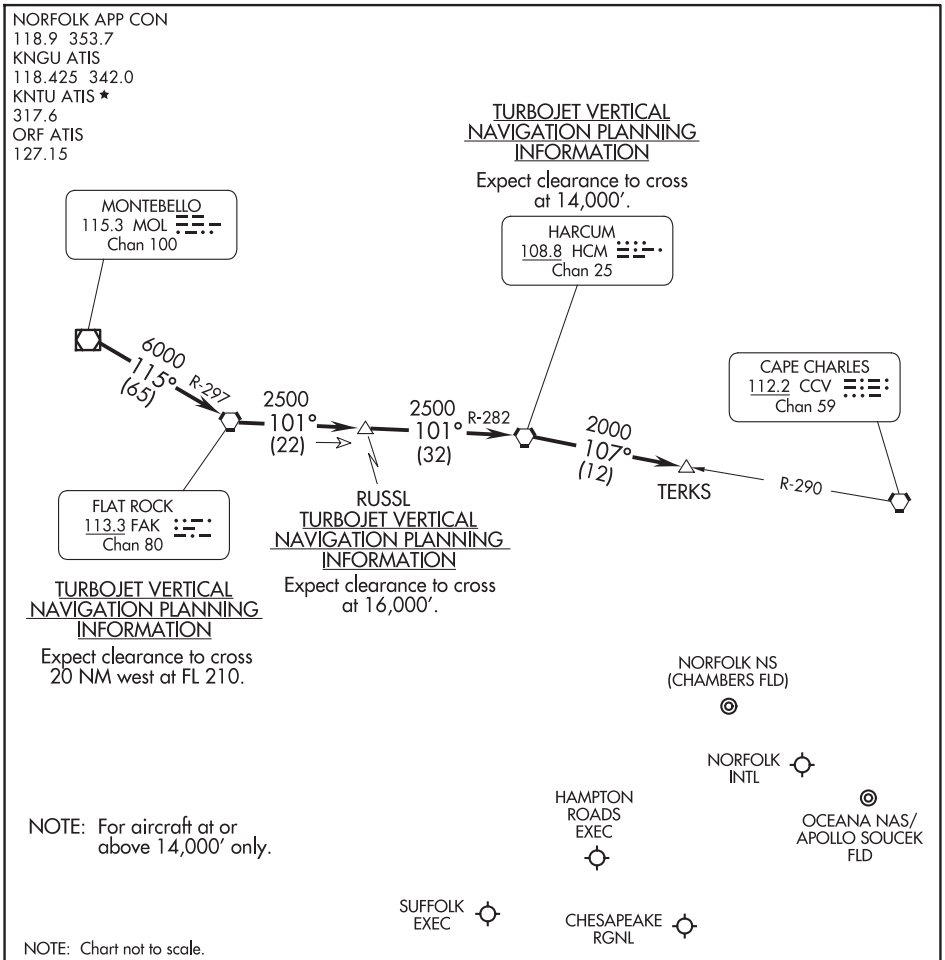


SPISY TWO ARRIVAL (RNAV)

(TERKS.TERKS2) 23334 AL-291 (FAA)

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA



ARRIVAL ROUTE DESCRIPTION

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

TERKS TWO ARRIVAL

NORFOLK, VIRGINIA

(TERKS.TERKS2) 13OCT94

NE-3, 12 JUN 2025 to 07 AUG 2025

TIKEE FOUR ARRIVAL (RNAV)

WASHINGTON, DC

POTOMAC APP CON
120.45 306.925
DCA D-ATIS
132.65
ADW D-ATIS
133.675 251.05
*DAA ATIS
128.175

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

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

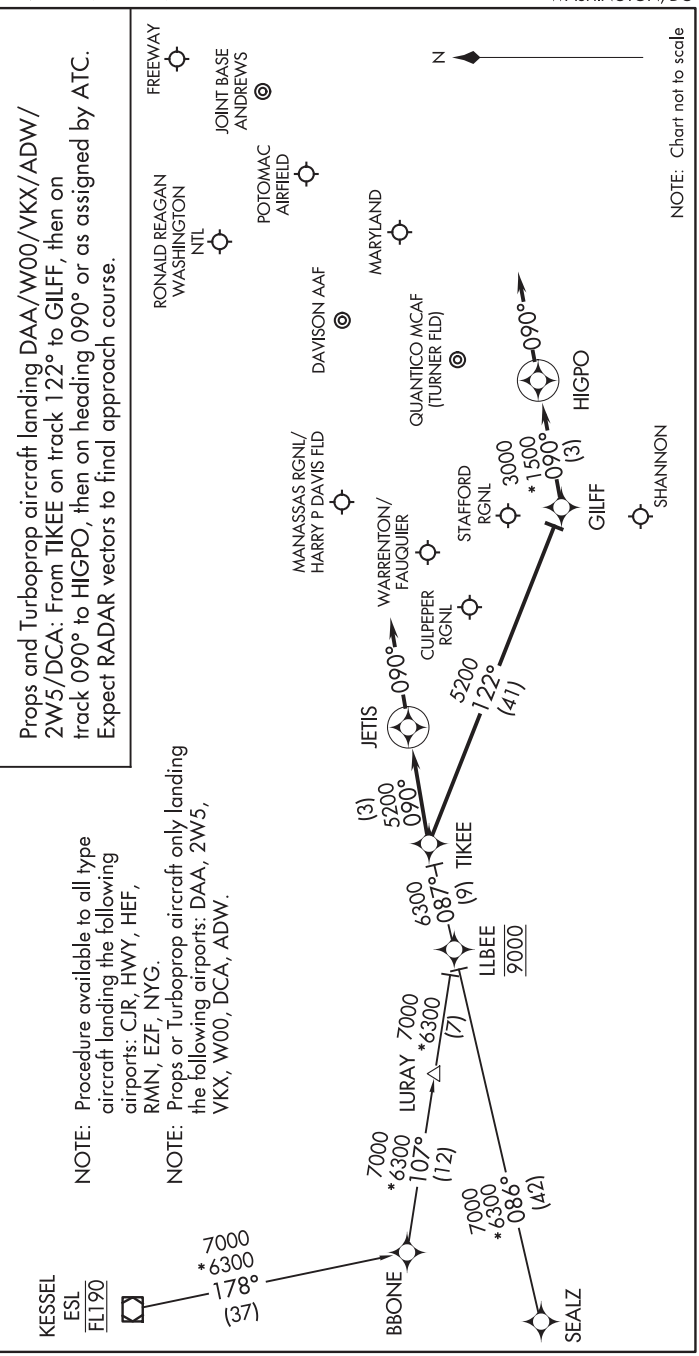
NOTE: Props or Turboprop aircraft only landing the following airports: DAA, 2W5, VKX, W00, DCA, ADW.

ARRIVAL ROUTE DESCRIPTION

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

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

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



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

TIKEE FOUR ARRIVAL (RNAV)

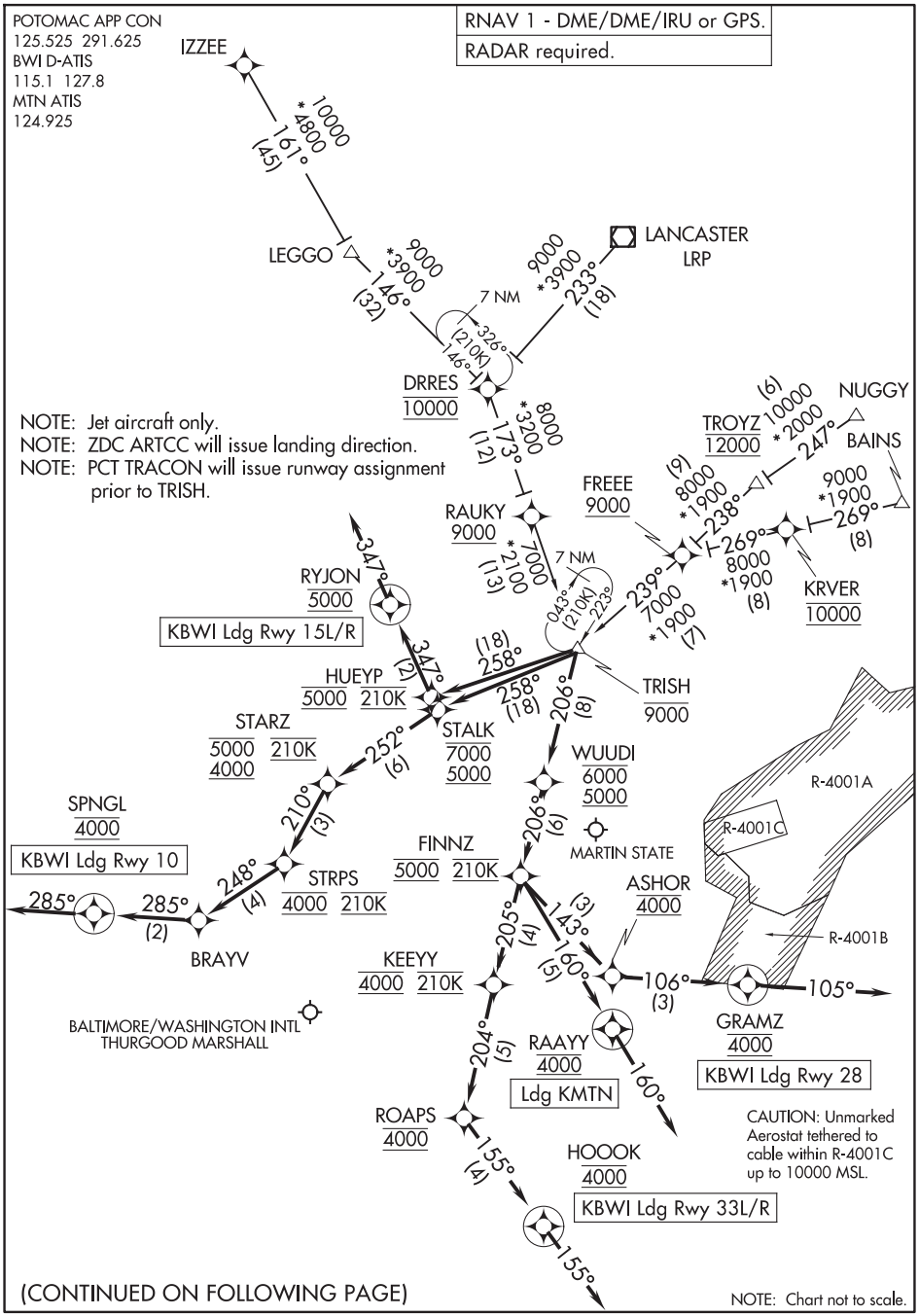
WASHINGTON, DC

(TRISH.TRISH4) 24249

AL-804 (FAA)

TRISH FOUR ARRIVAL (RNAV)

BALTIMORE, MARYLAND



(CONTINUED ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

BAINS TRANSITION (BAINS.TRISH4):
IZZEE TRANSITION (IZZEE.TRISH4):
LANCASTER TRANSITION (LRP.TRISH4):
NUGGY TRANSITION (NUGGY.TRISH4):

LANDING KBWI RUNWAY 10: From TRISH on track 258° to cross STALK between 5000 and 7000, then on track 252° to cross STARZ between 4000 and 5000 and at 210K, then on track 210° to cross STRPS at 4000 and at 210K, then on track 248° to BRAYV, then on track 285° to SPNGL at 4000, then on heading 285°. Expect RADAR vectors to final approach course.

LANDING KBWI RUNWAY 15L/R: From TRISH on track 258° to cross HUEYP at 5000 and at 210K, then on track 347° to cross RYJON at 5000, then on track 347°. Expect RADAR vectors to final approach course.

LANDING KBWI RUNWAY 28: From TRISH on track 206° to cross WUUDI between 5000 and 6000, then on track 206° to cross FINNZ at 5000 and at 210K, then on track 143° to cross ASHOR at 4000, then on track 105° to cross GRAMZ at 4000, then on heading 105°. Expect RADAR vectors to final approach course.

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

LANDING MTN: From TRISH on track 206° to cross WUUDI between 5000 and 6000, then on track 206° to cross FINNZ at 5000 and at 210K, then on track 160° to cross RAAYY at 4000, then on track 160°. Expect RADAR vectors to final approach course.

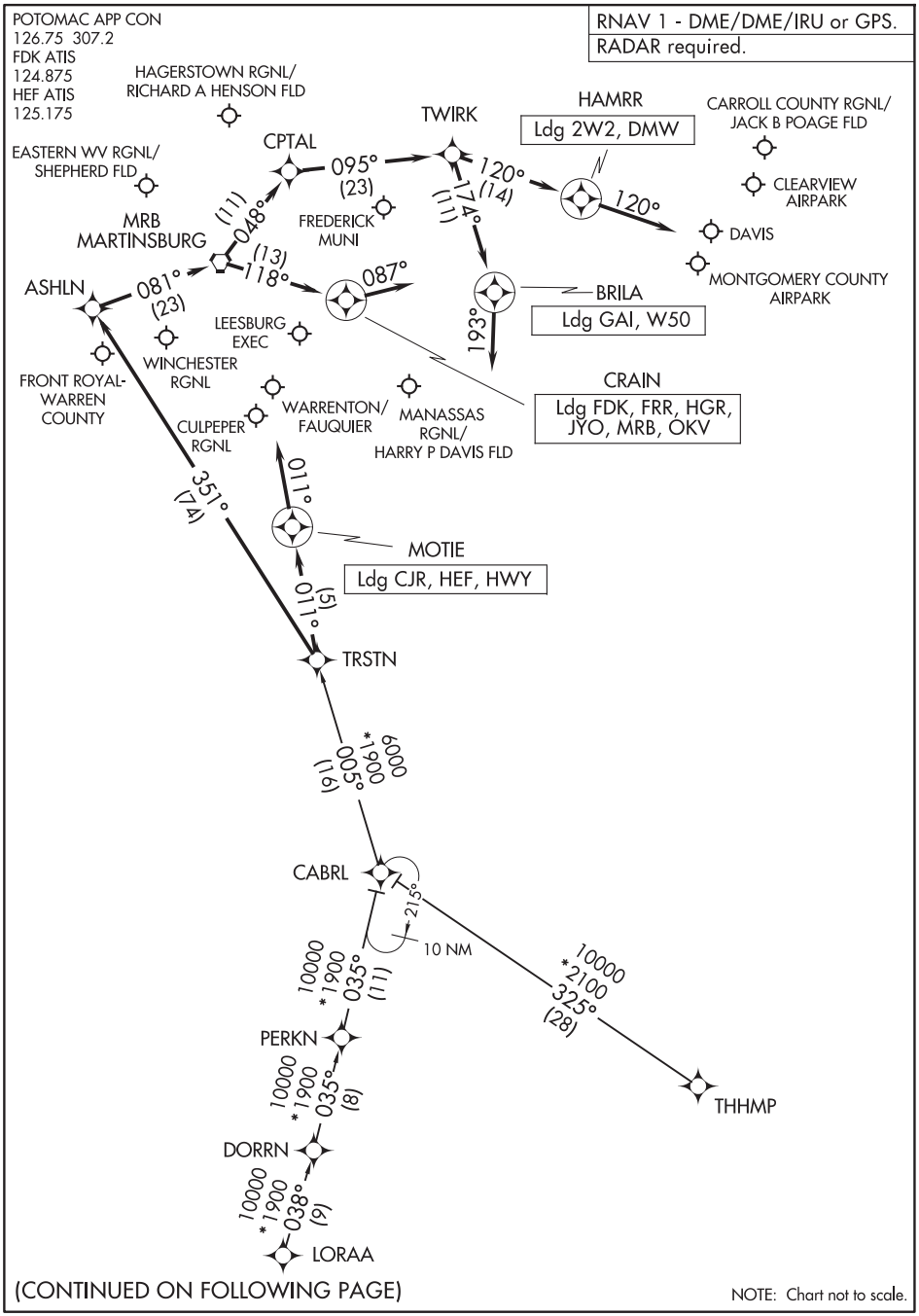
NE-3, 12 JUN 2025 to 07 AUG 2025

(TRSTN.TRSTN4) 25051

TRSTN FOUR ARRIVAL (RNAV)

AL-5326

WASHINGTON, D.C.



(CONTINUED ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

ARRIVAL ROUTE DESCRIPTION

LORAA TRANSITION (LORAA.TRSTN4):
THHMP TRANSITION (THHMP.TRSTN4):

LANDING DMW/2W2: From TRSTN on track 351° to ASHLN, then on track 081° to MRB VORTAC, then on track 048° to CPTAL, then on track 095° to TWIRK, then on track 120° to HAMRR, then on heading 120°.
Expect RADAR vectors to final approach course.

LANDING CJR/HWY/HEF: From TRSTN on track 011° to MOTIE, then on track 011°.
Expect RADAR vectors to final approach course.

LANDING FDK/MRB/JYO/FRR/HGR/OKV: From TRSTN on track 351° to ASHLN, then on track 081° to MRB VORTAC, then on track 118° to CRAIN, then on heading 087°.
Expect RADAR vectors to final approach course.

LANDING W50/GAI: From TRSTN on track 351° to ASHLN, then on track 081° to MRB VORTAC, then on track 048° to CPTAL, then on track 095° to TWIRK, then on track 174° to BRILA, then on heading 193°.
Expect RADAR vectors to final approach course.

NE-3, 12 JUN 2025 to 07 AUG 2025

TRUPS FIVE ARRIVAL (RNAV) Transition Routes

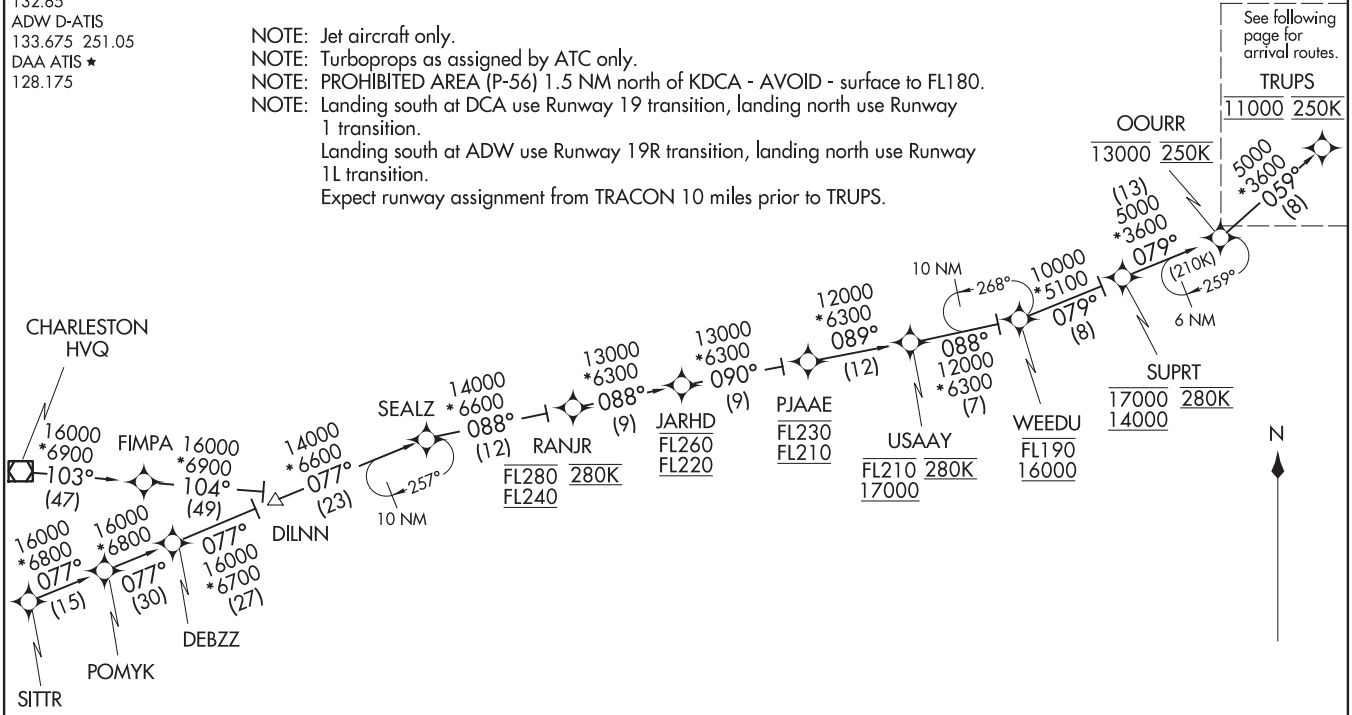
(TRUPS.TRUPS5) 16MAY24

WASHINGTON, DC

POTOMAC APP CON
118.675 323.175
DCA D-ATIS
132.65
ADW D-ATIS
133.675 251.05
DAA ATIS ★
128.175

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

NOTE: Jet aircraft only.
NOTE: Turboprops as assigned by ATC only.
NOTE: PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition.
Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition.
Expect runway assignment from TRACON 10 miles prior to TRUPS.



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CHARLESTON TRANSITION (HVQ.TRUPS5):
SITTR TRANSITION (SITTR.TRUPS5):

NOTE: Chart not to scale.

TRUPS FIVE ARRIVAL (RNAV) Transition Routes
(TRUPS.TRUPS5) 25051
WASHINGTON, DC

Z45
AL-443 (FAA)

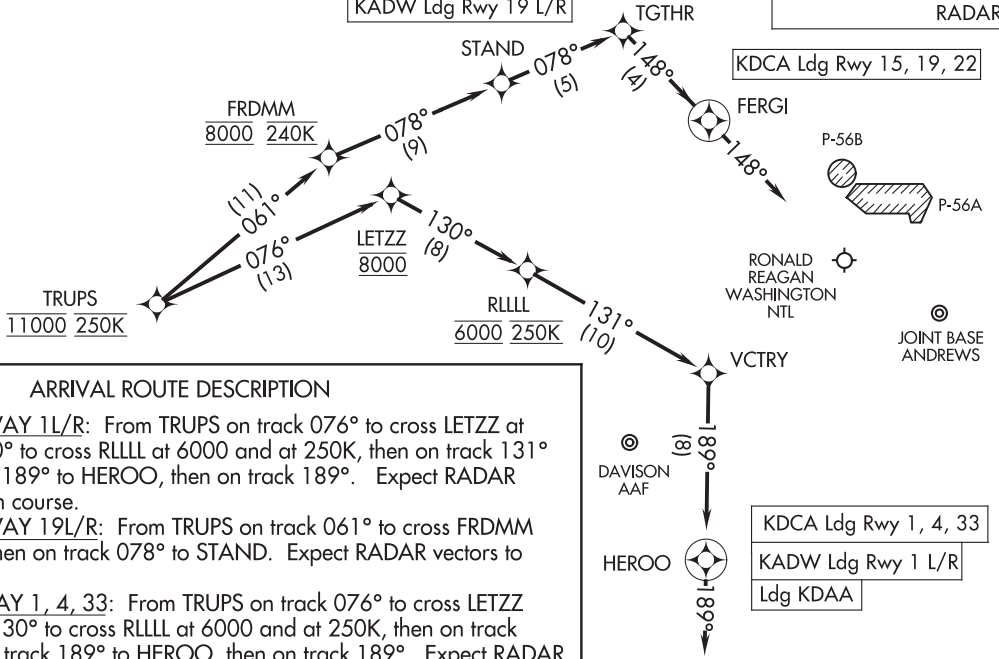
POTOMAC APP CON
118.675 323.175
DCA D-ATIS
132.65
ADW D-ATIS
133.675 251.05
DAA ATIS ★
128.175

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

KADW Ldg Rwy 19 L/R

KDCA Ldg Rwy 15, 19, 22

KDCA Ldg Rwy 1, 4, 33
KADW Ldg Rwy 1 L/R
Ldg KDAA



NOTE: Chart not to scale.

ARRIVAL ROUTE DESCRIPTION

LANDING ADW RUNWAY 1L/R: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

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

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

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

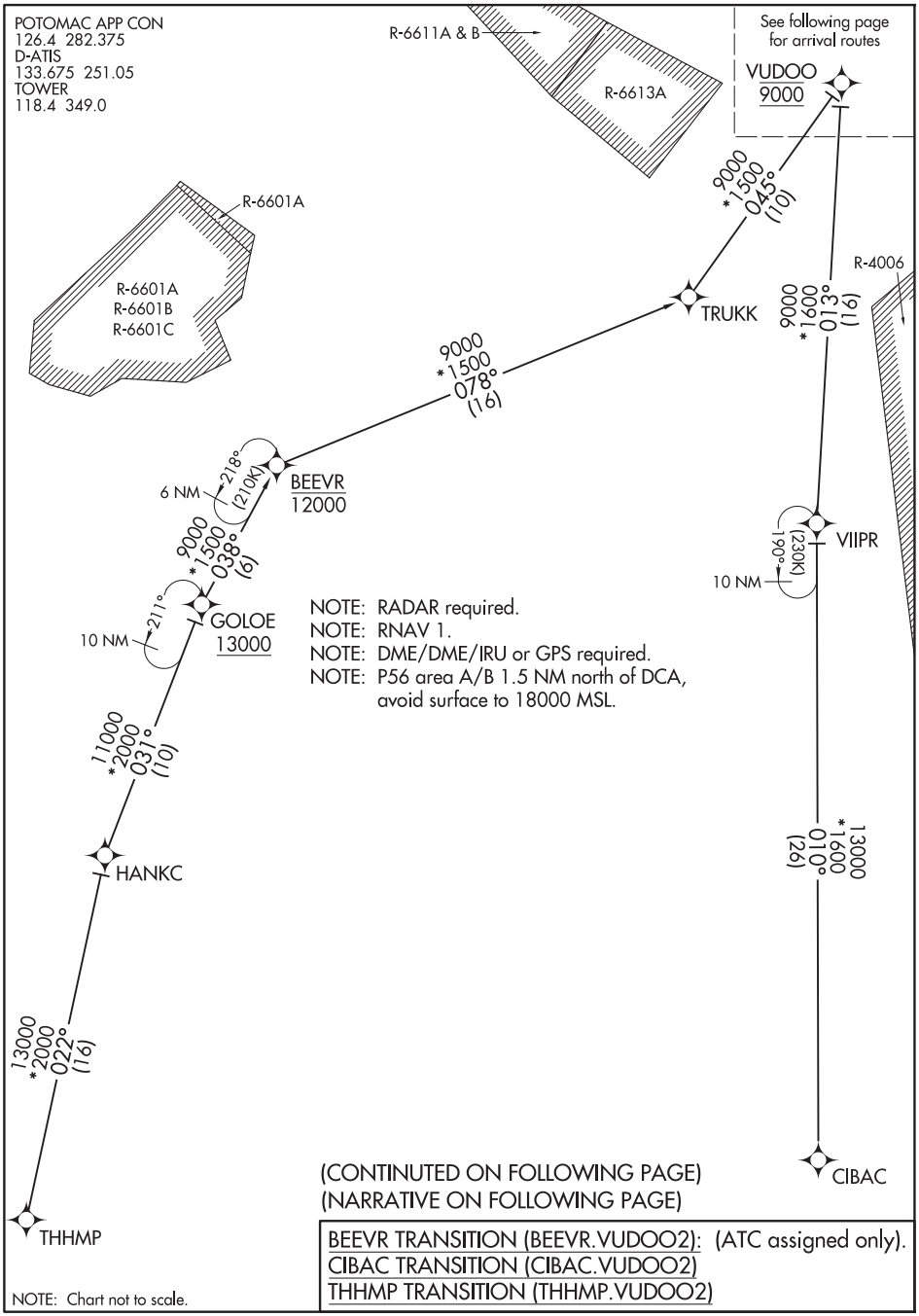
LANDING DAA: From TRUPS on track 076° to cross LETZZ at 8000, then on track 130° to cross RLLLL at 6000 and at 250K, then on track 131° to VCTRY, then on track 189° to HEROO, then on track 189°. Expect RADAR vectors to final approach course.

NOTE: Jet aircraft only.
NOTE: Turboprops as assigned by ATC only.
NOTE: PROHIBITED AREA (P-56) 1.5 NM north of KDCA - AVOID - surface to FL180.
NOTE: Landing south at DCA use Runway 19 transition, landing north use Runway 1 transition. Landing south at ADW use Runway 19R transition, landing north use Runway 1L transition. Expect runway assignment from TRACON 10 miles prior to TRUPS.

(VUDOO.VUDOO2) 24081 AL-561

VUDOO TWO ARRIVAL (RNAV) Transition Routes

JOINT BASE ANDREWS (ADW)
CAMP SPRINGS, MARYLAND



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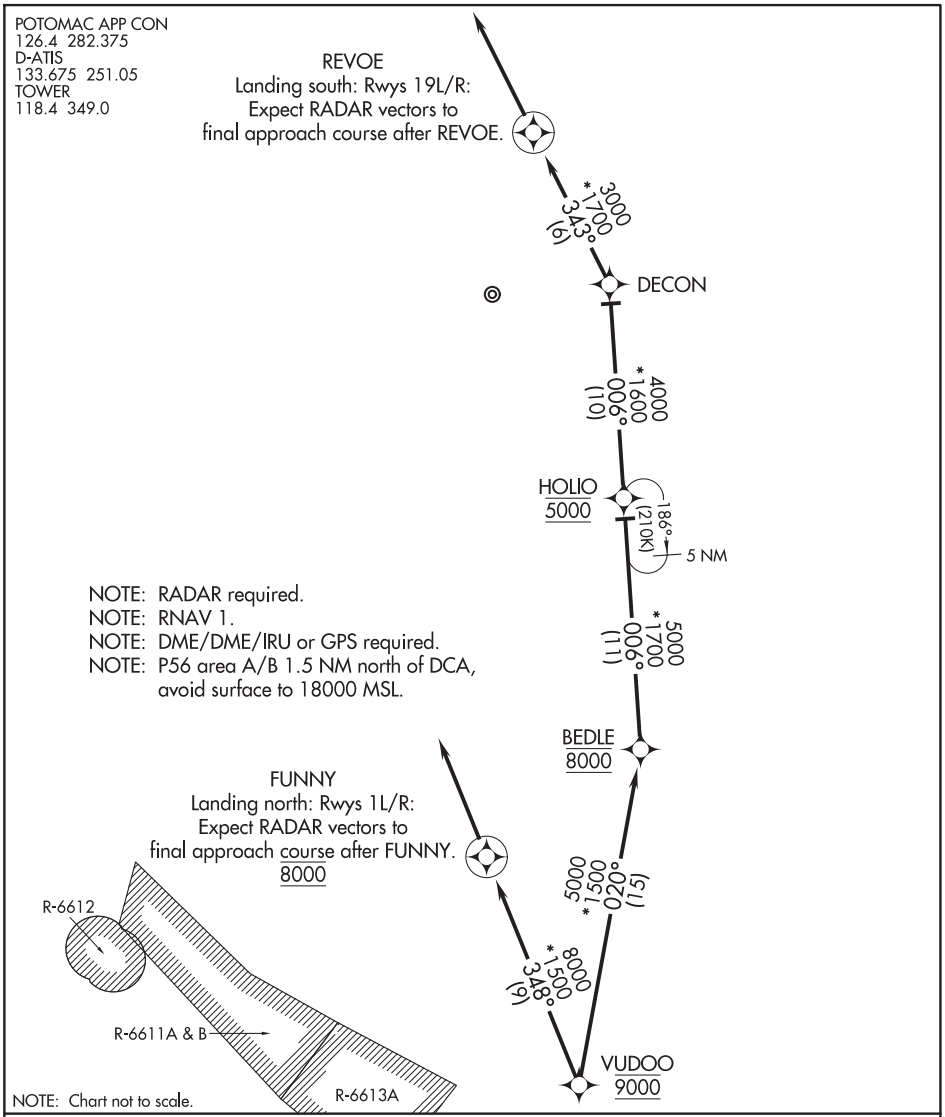
(NARRATIVE ON FOLLOWING PAGE)

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

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

VUDOO TWO ARRIVAL (RNAV) Arrival Routes



NOTE: RADAR required.
NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: P56 area A/B 1.5 NM north of DCA, avoid surface to 18000 MSL.

ARRIVAL ROUTE DESCRIPTION

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

LANDING SOUTH RWYS 19L/R: From VUDOO on track 020° to cross BEDLE at 8000, then on track 006° to cross HOLIO at 5000, then on track 006° to DECON, then on track 343° to REVOE, then on track 343°. Expect RADAR vectors to final approach course.

NE-3, 12 JUN 2025 to 07 AUG 2025

(PRIVO.WAYNZ1) 24081

AL-5100 (FAA)

WAYNZ ONE ARRIVAL (RNAV)

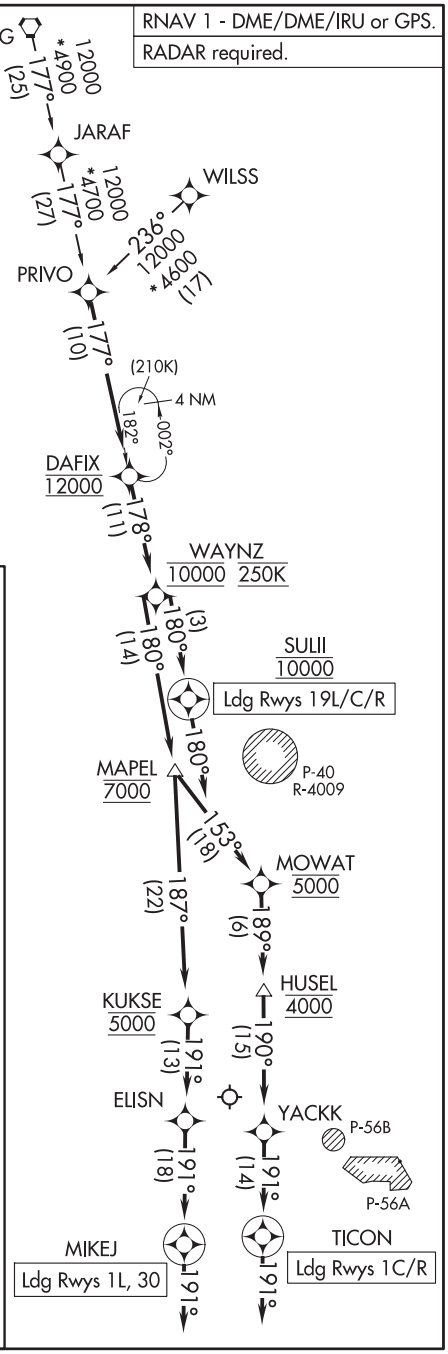
WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

POTOMAC APP CON
120.45 306.925 (241°-330°)
128.525 306.925 (091°-240°)
126.1 338.25 (331°-090°)
D-ATIS
134.85

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

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

NOTE: Chart not to scale.



ARRIVAL ROUTE DESCRIPTION

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

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

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

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

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

NE-3, 12 JUN 2025 to 07 AUG 2025

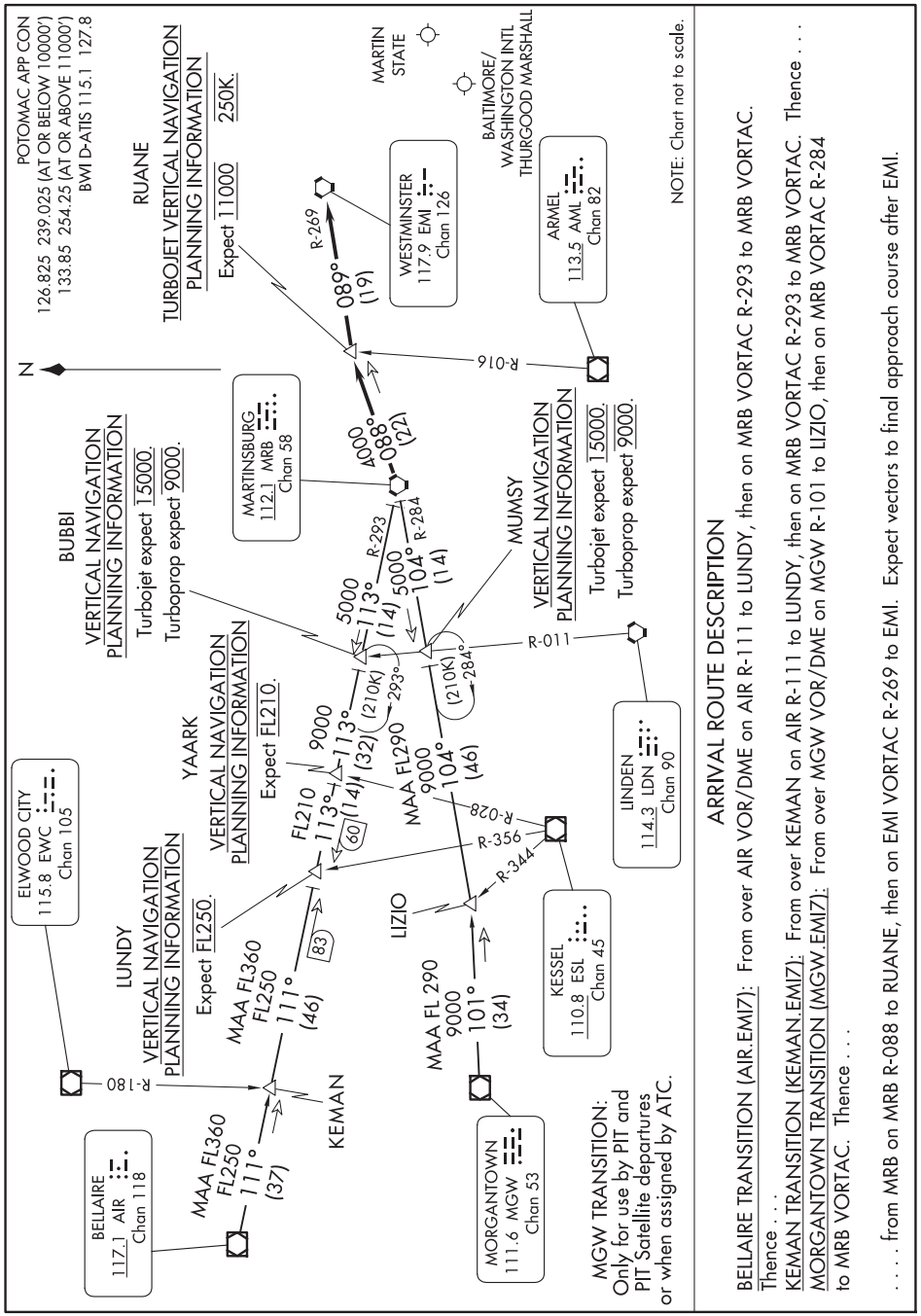
WAYNZ ONE ARRIVAL (RNAV)

(PRIVO.WAYNZ1) 21MAR24

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

WESTMINSTER SEVEN ARRIVAL

BALTIMORE, MARYLAND



(JOANZ.WIGOL3) 24081 AL-5100 (FAA)

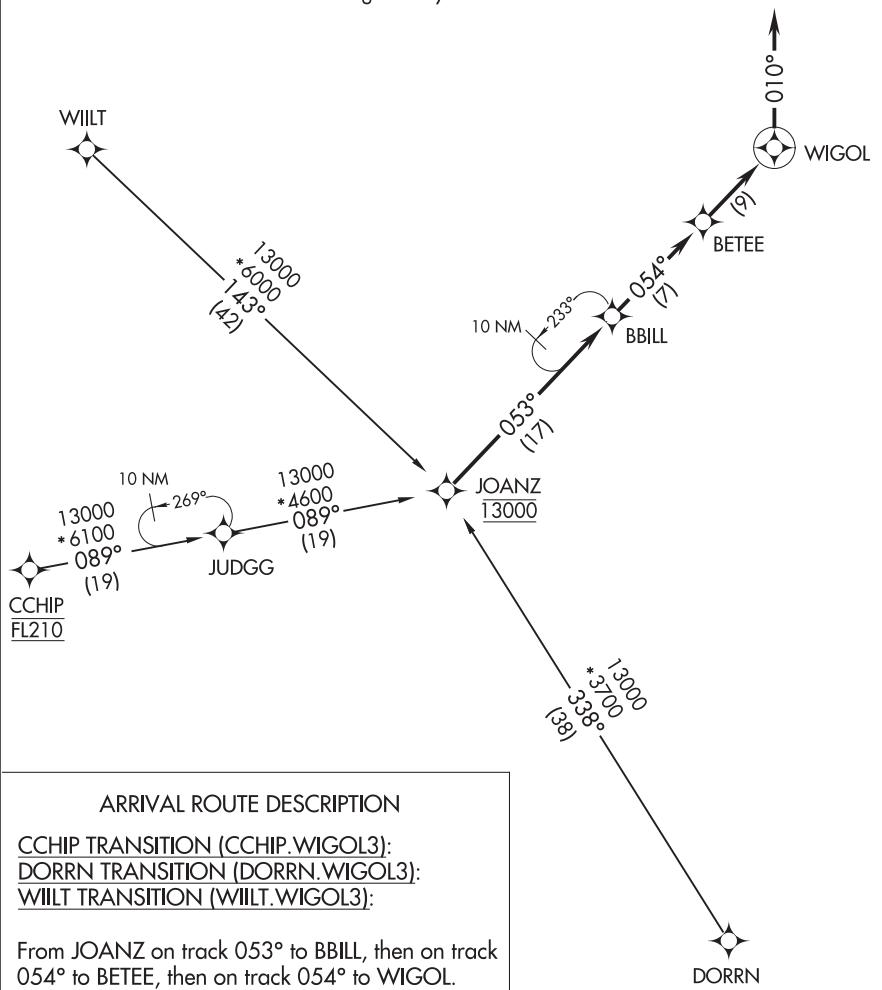
WIGOL THREE ARRIVAL (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

POTOMAC APP CON
132.85 323.125
D-ATIS
134.85

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

NOTE: Jet aircraft only.
NOTE: ATC assigned only.



ARRIVAL ROUTE DESCRIPTION

CCHIP TRANSITION (CCHIP.WIGOL3):
DORRN TRANSITION (DORRN.WIGOL3):
WIILT TRANSITION (WIILT.WIGOL3):

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

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

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

WIGOL THREE ARRIVAL (RNAV)
WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

(JOANZ.WIGOL3) 21MAR24

WAAS CH 82411 W06A	APP CRS 061°	Rwy ldg 5500 TDZE 2065 Apt Elev 2087

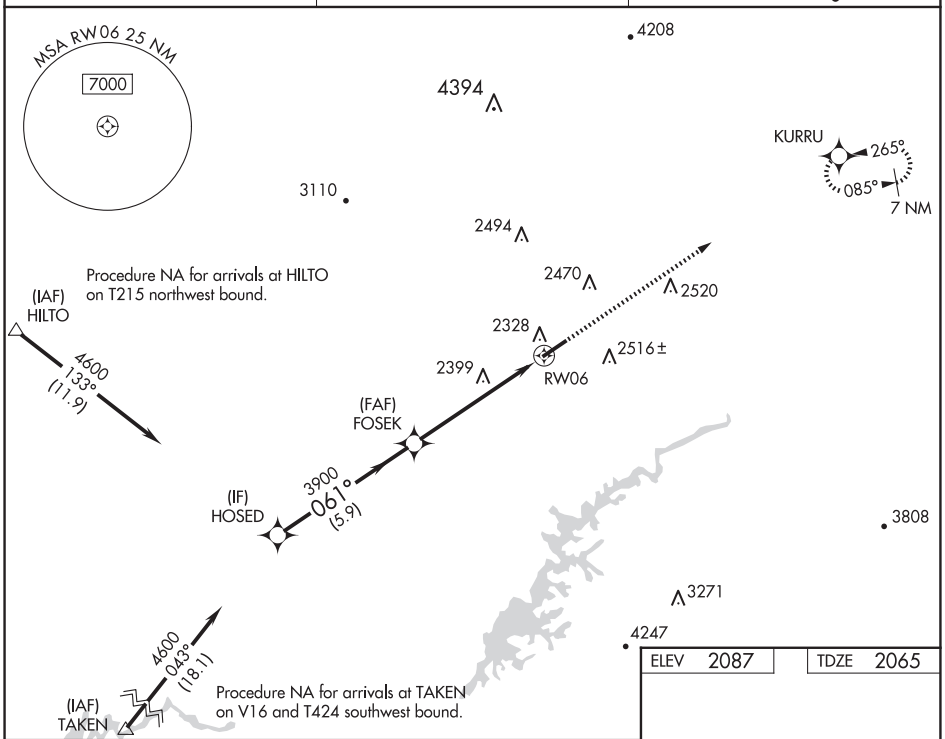
RNAV (GPS) RWY 6
VIRGINIA HIGHLANDS (VJI)

RNP APCH - GPS.

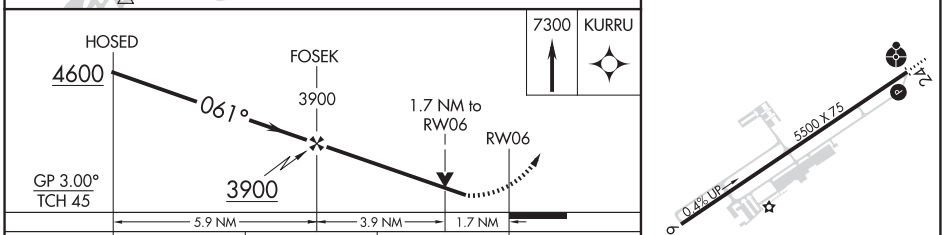
Rwy 6 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

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

AWOS-3	TRI CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L



ELEV 2087	TDZE 2065



CATEGORY	A	B	C	D
LPV DA	2456-1⅛ 391 (400-1⅛)			
LNAV/VNAV DA	2528-1⅜ 463 (500-1⅜)			
LNAV MDA	2660-1 595 (600-1)		2660-1¾ 595 (600-1¾)	
C CIRCLING	2860-1 773 (800-1)		2860-2¼ 773 (800-2¼)	3080-3 993 (1000-3)

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

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ABINGDON, VIRGINIA | AL-5719 (FAA) | 24361

WAAS CH 77827 W24A	APP CRS 241°	Rwy ldg 5500 TDZE 2087 Apt Elev 2087

RNAV (GPS) RWY 24
VIRGINIA HIGHLANDS (VJI)

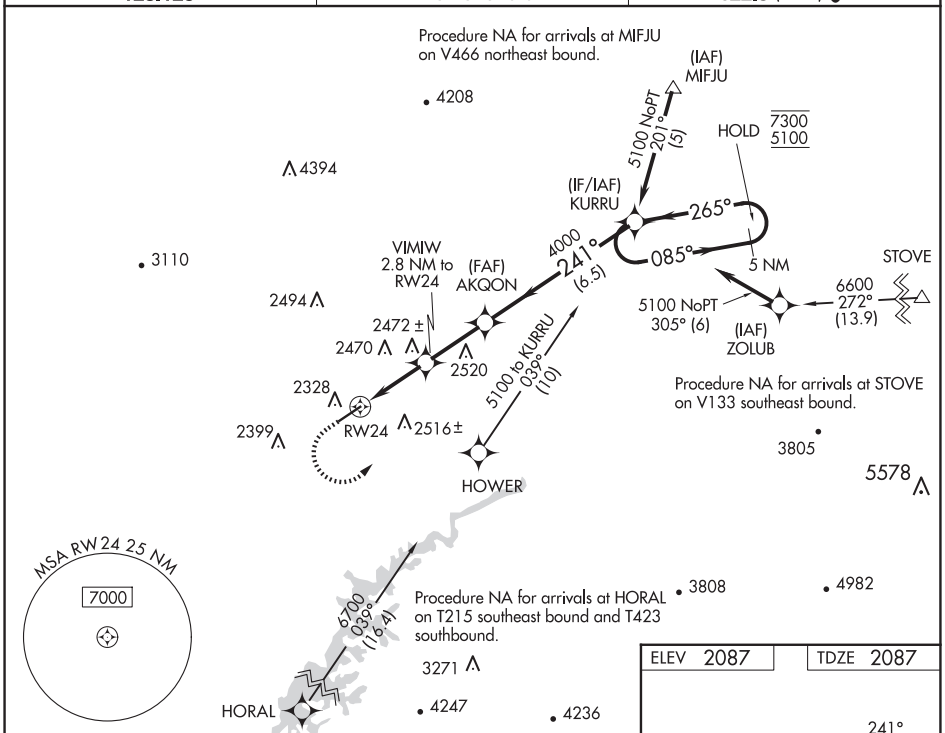
RNP APCH - GPS.

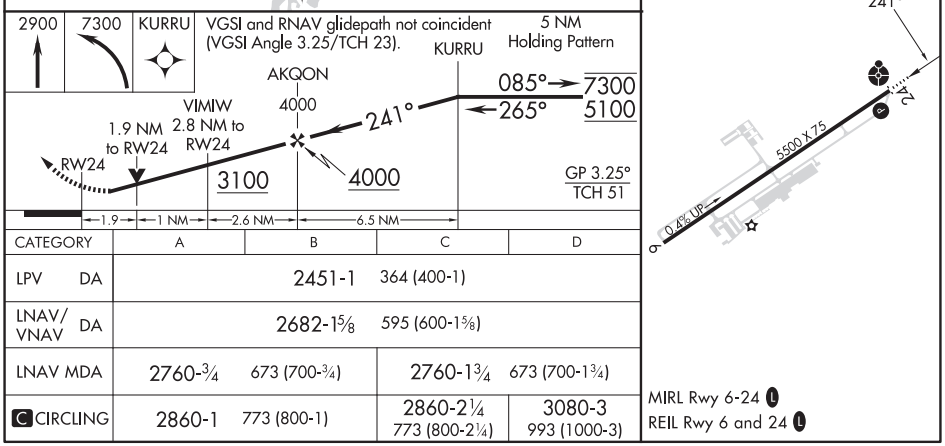
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1¾ SM.

ODALS

MISSED APPROACH: Climb to 2900 then climbing left turn to 7300 direct KURRU and hold, continue climb-in-hold.

AWOS-3	TRI CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2451-1 364 (400-1)			
LNAV/VNAV DA	2682-1⅝ 595 (600-1⅝)			
LNAV MDA	2760-¾ 673 (700-¾)		2760-1¾ 673 (700-1¾)	
C CIRCLING	2860-1 773 (800-1)		2860-2¼ 773 (800-2¼)	3080-3 993 (1000-3)

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

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-VJI 108.3 Chan 20	APP CRS 241°	Rwy ldg 5500 TDZE 2087 Apt Elev 2087

LOC RWY 24
VIRGINIA HIGHLANDS (VJI)

RNP APCH - GPS.

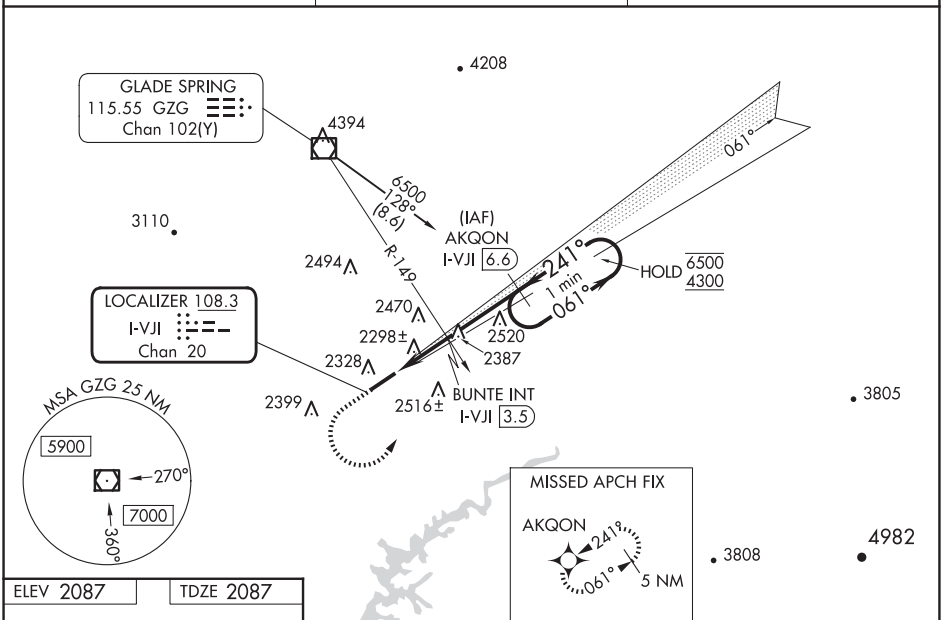
DME or RADAR required.

Rwy 24 helicopter visibility reduction below ¾ SM NA. VDP NA when using TRI altimeter setting. Inop table does not apply to S-LOC 24 Cat C and D. For inop ALS, increase BUNTE fix minimums S-LOC 24 Cat C and D visibility to 1⅝ SM.

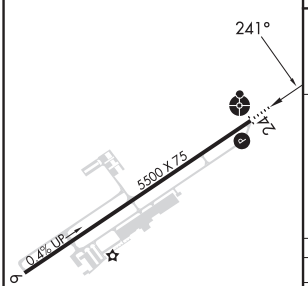
ODALS

MISSED APPROACH: (Do not exceed 210K until AKQON) Climb to 3900 then climbing left turn to 4800 direct AKQON and hold.

AWOS-3	TRI CITY APP CON ★	UNICOM
128.125	125.25 349.0	122.8 (CTAF) L



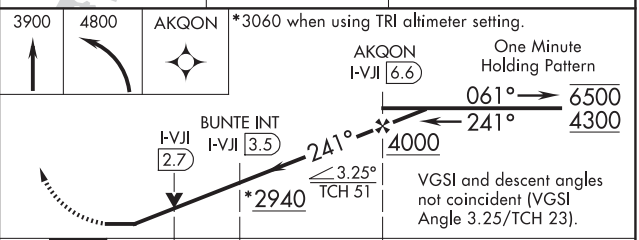
ELEV 2087 TDZE 2087



MIRL Rwy 6-24 L

REIL Rwy 6 and 24 L

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



CATEGORY	A	B	C	D
S-LOC 24*	2940-¾ 853 (900-¾)	2940-1 853 (900-1)	2940-2½	853 (900-2½)
C CIRCLING	2940-1¼	853 (900-1¼)	2940-2½ 853 (900-2½)	3080-3 993 (1000-3)
BUNTE FIX MINIMUMS				
S-LOC 24	2640-¾	553 (600-¾)	2640-1⅜	553 (600-1⅜)
C CIRCLING	2860-1	773 (800-1)	2860-2¼ 773 (800-2¼)	3080-3 993 (1000-3)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

ANNAPOLIS, MARYLAND

AL-9806 (FAA)

24305

RNAV (GPS)-A

LEE (ANP)

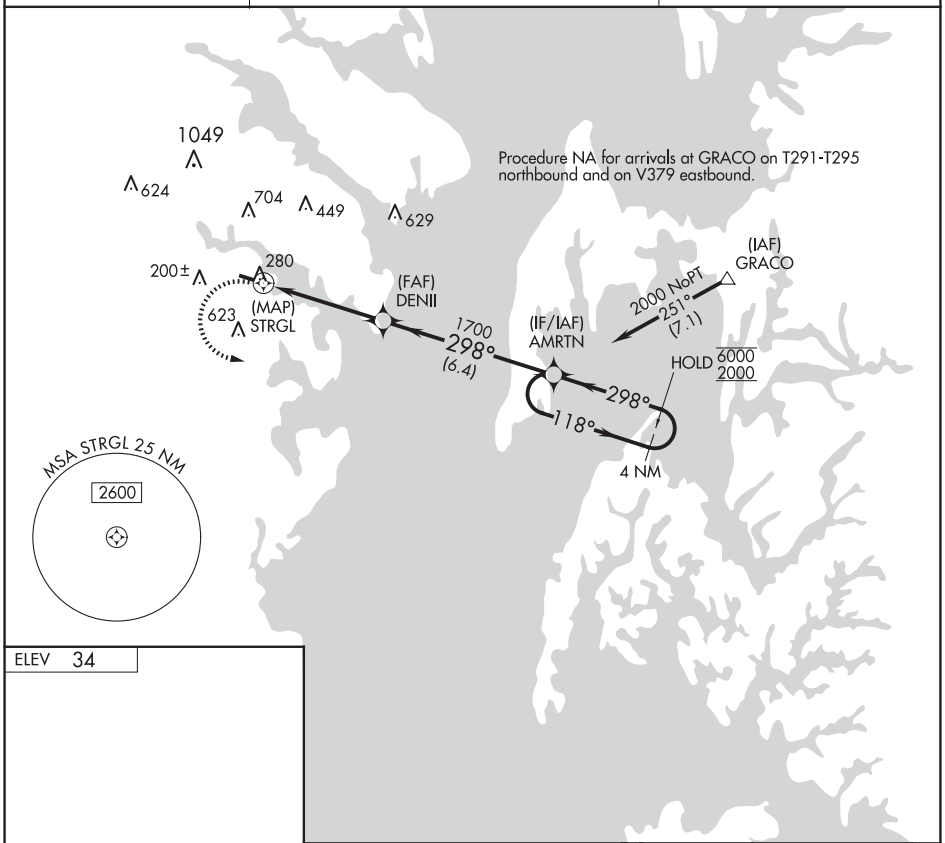
APP CRS	Rwy ldg	N/A
298°	TDZE	N/A
	Apt Elev	34

RNP APCH - GPS.

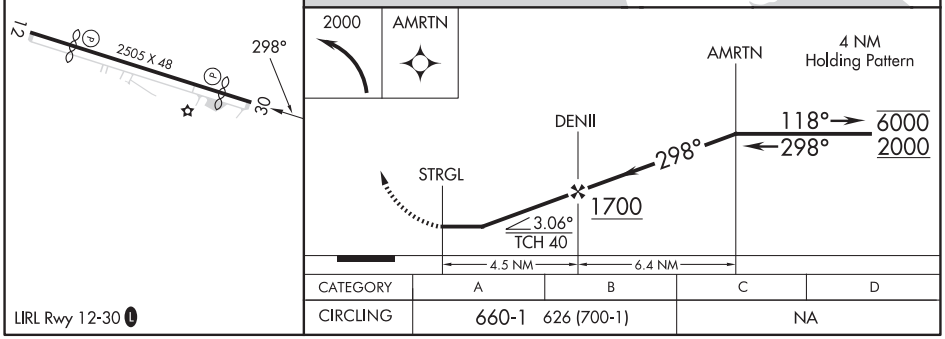
T A NA Procedure NA at night. Rwy 12, and 30 helicopter visibility reduction below 1 SM NA. Use BWI altimeter setting.

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

BWI ASOS	POTOMAC APP CON	CTAF
115.1 127.8	119.7 290.475	122.9 L



ELEV 34



CATEGORY	A	B	C	D
CIRCLING	660-1 626 (700-1)		NA	

LIRL Rwy 12-30 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-BAL	APP CRS	Rwy Ldg	9953
109.7	105°	TDZE	143
		Apt Elev	143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 10

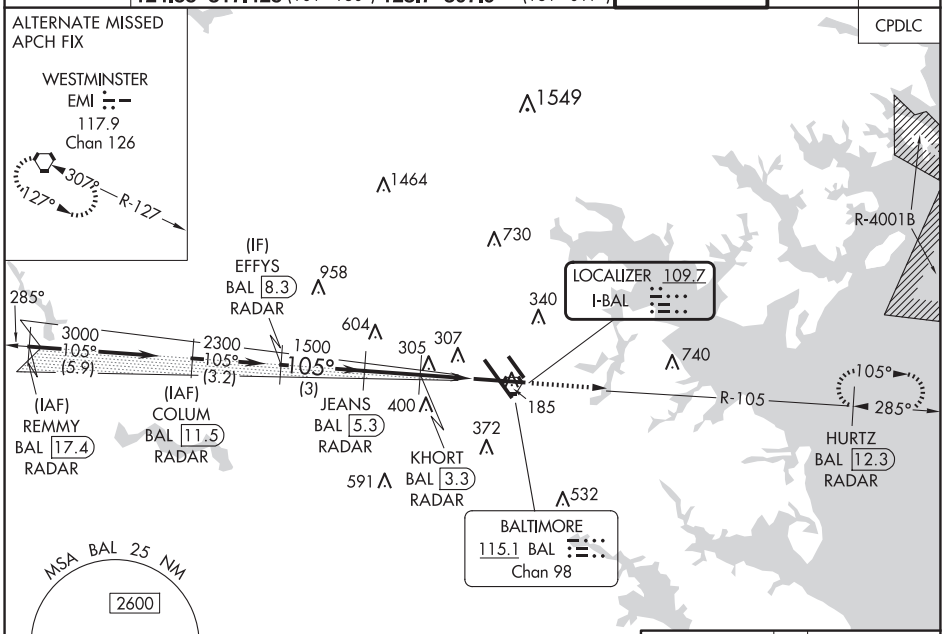
RADAR required for procedure entry.
DME or RADAR required.

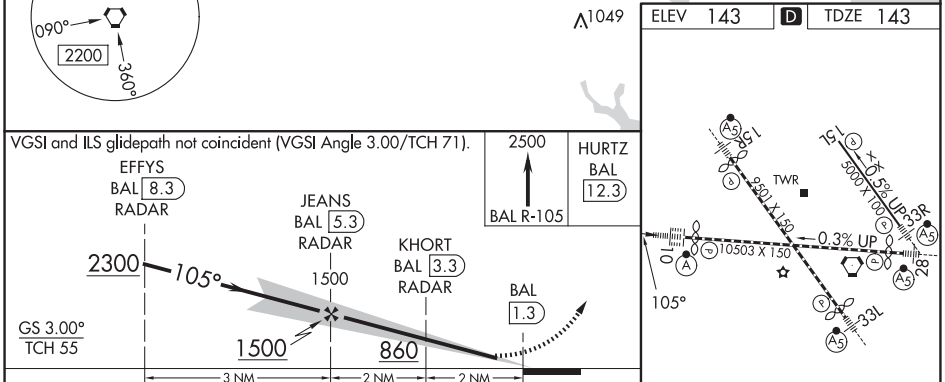
ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC





CATEGORY	A	B	C	D
S-ILS 10	343/18 200 (200-½)			
S-LOC 10	580/24 437 (500-½)		580/40 437 (500-¾)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

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

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-UQC	APP CRS	Rwy Ldg	5000
111.95	155°	TDZE	142
		Apt Elev	143

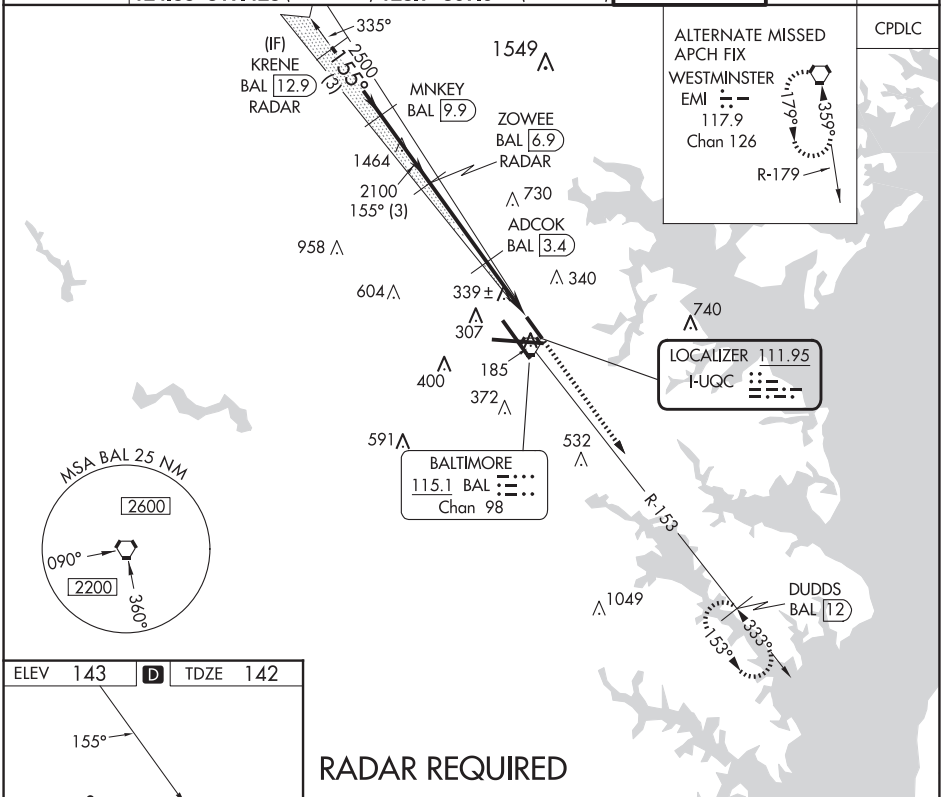
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 15L

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

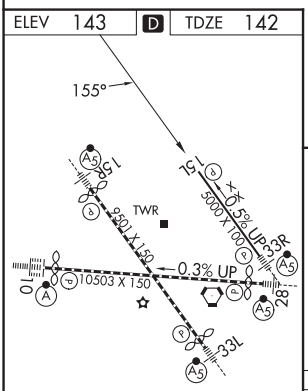
MISSED APPROACH: Climb to 2500 on heading 155° and BAL VORTAC R-153 to DUDDS/BAL 12 DME and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC

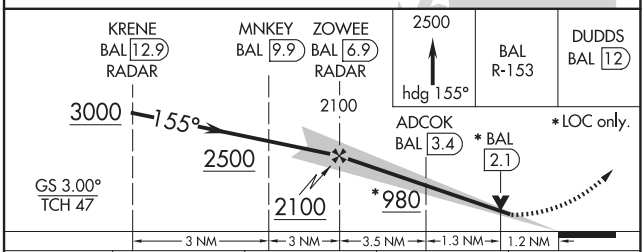


RADAR REQUIRED



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

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 15L	544-1⅜ 402 (500-1⅜)		NA	
S-LOC 15L	560/55 418 (500-1)		NA	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-FND	APP CRS	Rwy Ldg / TDZE / Apt Elev
111.7	155°	8301 / 138 / 143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 15R

RNP APCH - GPS. From HUEYP or ZARTZ.
DME or RADAR required. RADAR required for procedure entry at KYYLO or BMORE.

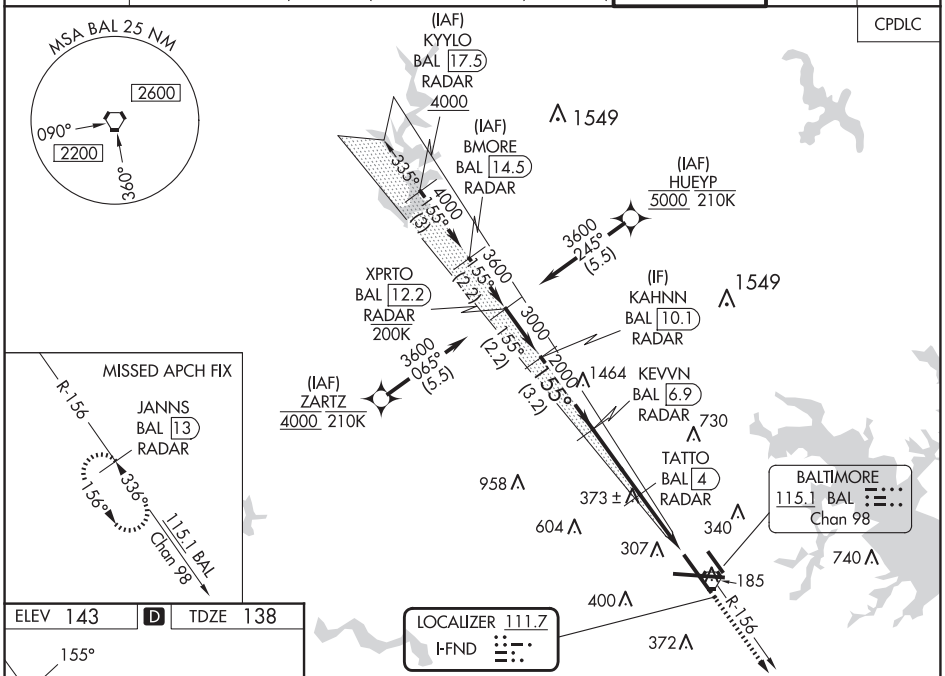
Simultaneous approach authorized with Rwy 15L. DME from BAL VORTAC.
For inop ALS, increase LOC Cat C/D visibility to 1⅜ SM.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

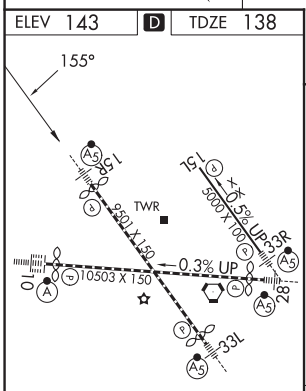
MALSR

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-156 to JANNS/BAL 13 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

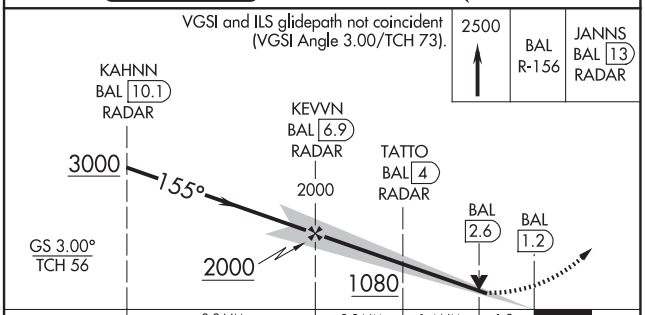
CPDLC





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

FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54



CATEGORY	A	B	C	D
S-ILS 15R*	338/24 200 (200-½)			
S-LOC 15R	640/24 502 (500-½)		640/55 502 (500-1)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-OEH	APP CRS	Rwy Ldg	9803
109.7	285°	TDZE	143
		Apt Elev	143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI)
ILS or LOC RWY 28

DME or RADAR required.

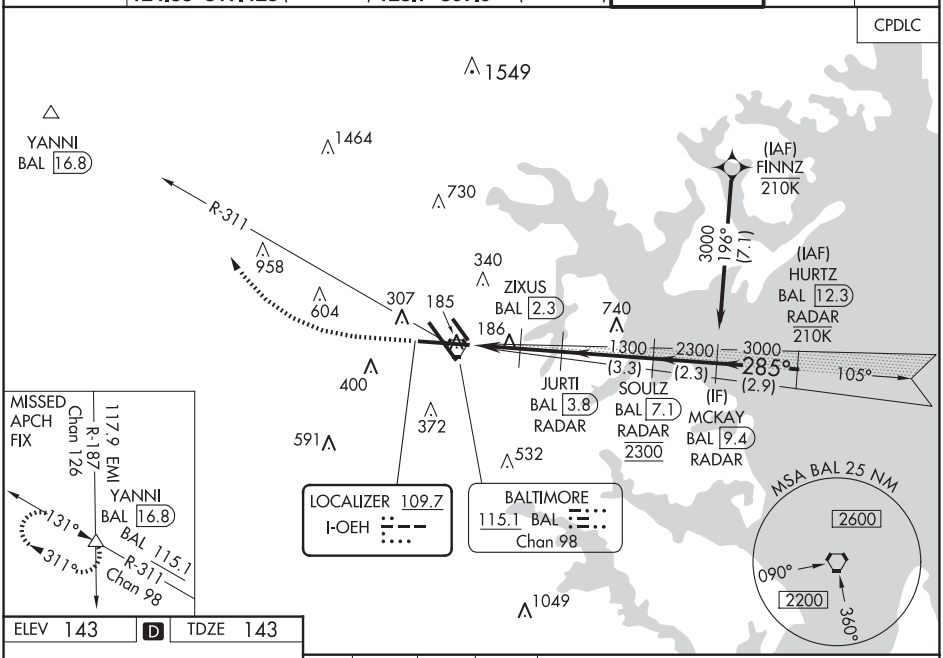
For inop ALS, increase S-LOC 28 Cat C/D visibility to 1⅜ SM and increase ZIXUS fix S-LOC 28 Cat C/D visibility to RVR 4500.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

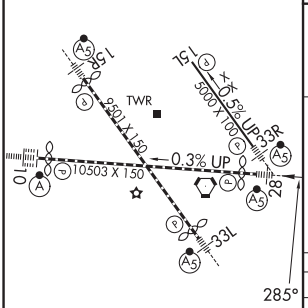
MISSED APPROACH: Climb to 1500 then climbing right turn to 2600 on heading 319° and BAL VORTAC R-311 to YANNI INT/ BAL 16.8 DME and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

CPDLC



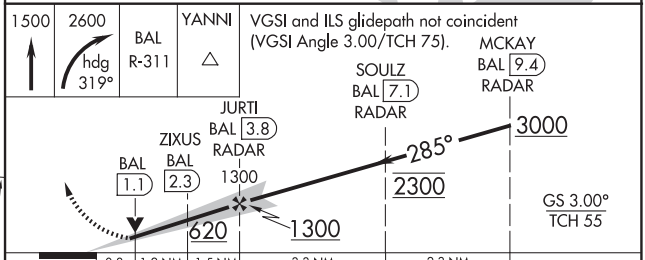
ELEV 143	D	TDZE 143



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

1500	2600 hdg 319°	BAL R-311	YANNI

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).



CATEGORY	A	B	C	D
S-ILS 28 *	343/24 200 (200-½)			
S-LOC 28	620/24 477 (500-½)		620/50 477 (500-1)	
C CIRCLING	660-1 517 (600-1)		700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)
ZIXUS FIX MINIMUMS (DME REQUIRED)				
S-LOC 28	460/24 317 (400-½)			
C CIRCLING	660-1 517 (600-1)		700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

FAF to MAP 3.5 NM					
Knots	60	90	120	150	180
Min:Sec	3:30	2:20	1:45	1:24	1:10

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-RUX	APP CRS	Rwy Ldg / TDZE / Apt Elev
111.7	335°	8301 / 143 / 143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 33L

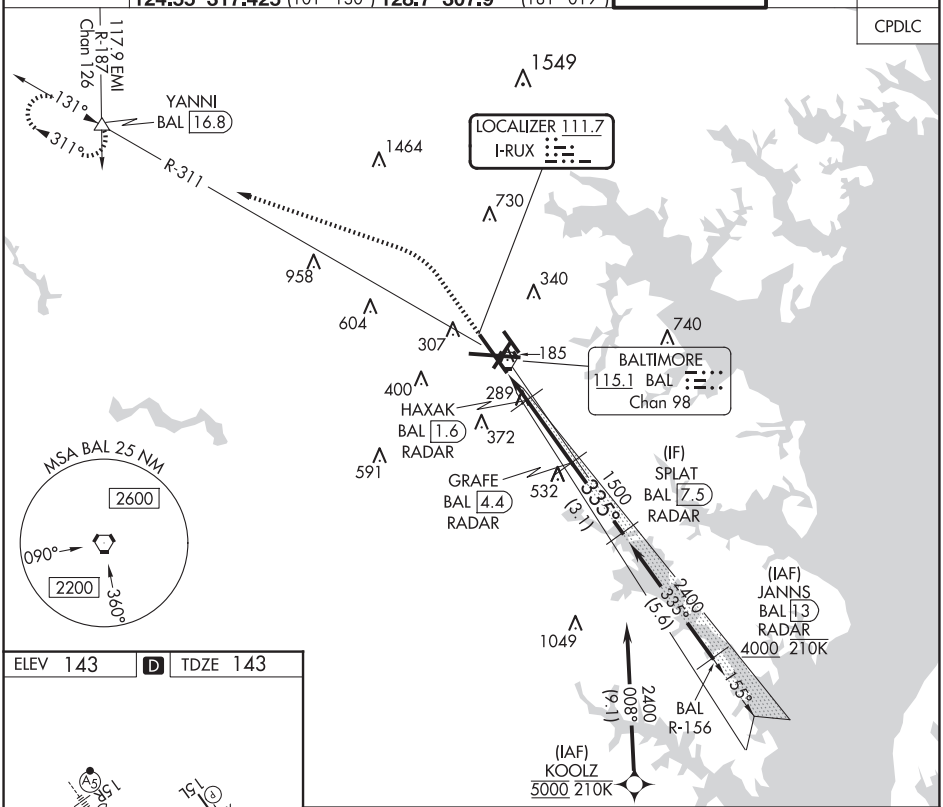
RNP APCH - GPS. From KOOLZ.
RADAR required for procedure entry. DME or RADAR required.
Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from BAL VORTAC. DME use requires simultaneous reception of I-RUX and BAL DME.

MALSR

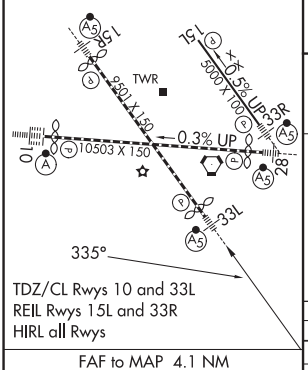
MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 300° and BAL VORTAC R-311 to YANNI INT/BAL 16.8 DME and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 124.55 317.425 (101°-130°) 119.7 290.475 (131°-180°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

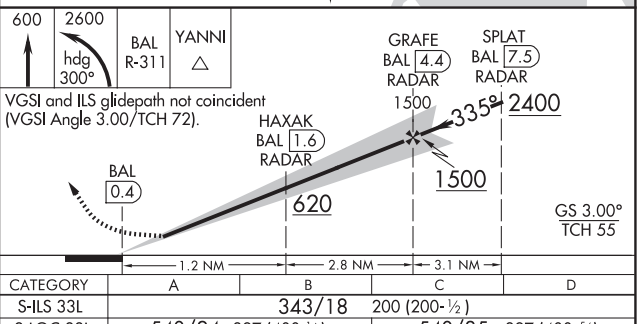
CPDLC



ELEV 143 | D | TDZE 143



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



CATEGORY	A	B	C	D
S-ILS 33L	343/18 200 (200-½)			
S-LOC 33L	540/24 397 (400-½)		540/35 397 (400-⅝)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

FAF to MAP 4.1 NM

Knots	60	90	120	150	180
Min:Sec	4:06	2:44	2:03	1:38	1:22

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-BWI	APP CRS	Rwy Ldg	5000
111.95	335°	TDZE	124
		Apt Elev	143

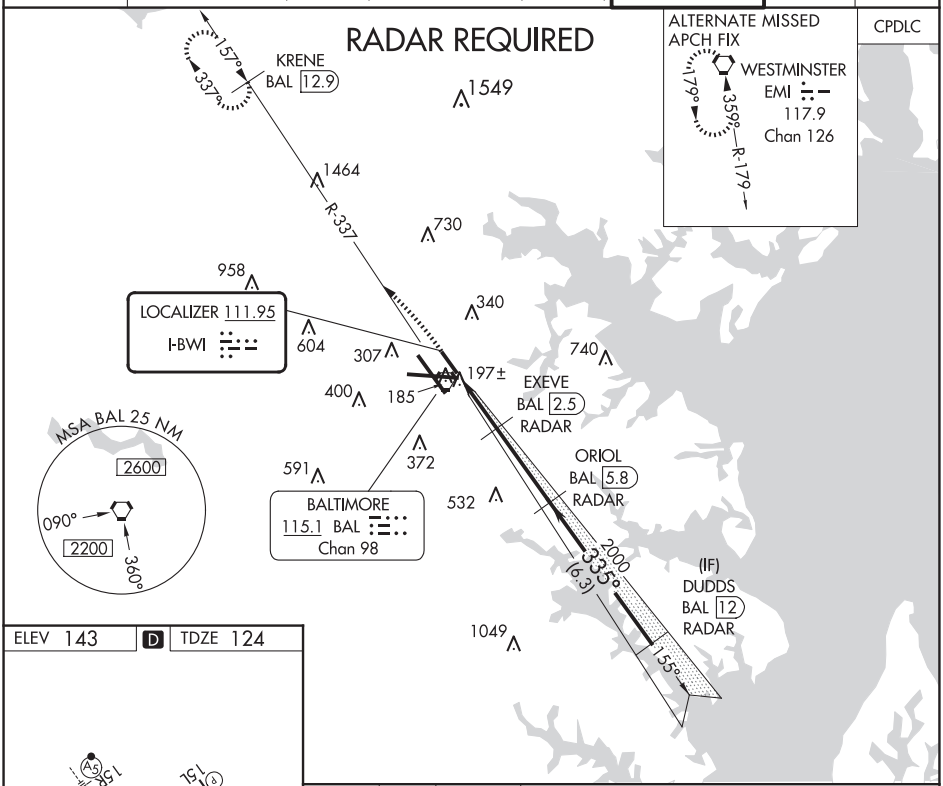
BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS or LOC RWY 33R

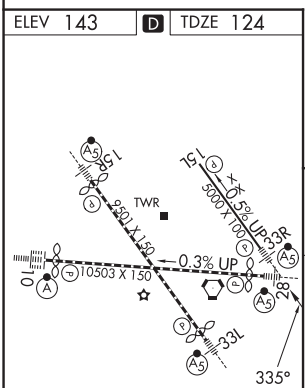
DME required. DME from BAL VORTAC. Simultaneous reception of I-BWI and BAL DME required. Simultaneous approach authorized with Rwy 33L. Inoperative table does not apply to S-ILS 33R. For inoperative MALSR, increase S-LOC 33R visibility to RVR 5000. Helicopter visibility reduction below RVR 4000 NA.

MALSR A5

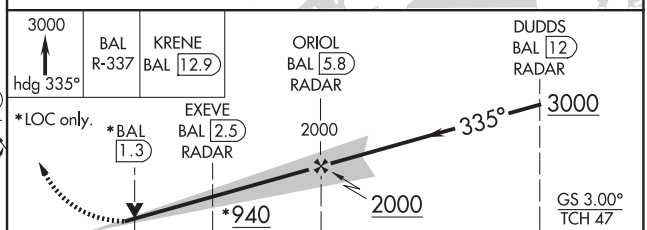
MISSED APPROACH: Climb to 3000 on heading 335° and BAL VORTAC R-337 to KRENE/ BAL 12.9 DME and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05





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



FAF to MAP 5.8 NM					
Knots	60	90	120	150	180
Min:Sec	5:48	3:52	2:54	2:19	1:56

CATEGORY	A	B	C	D
S-ILS 33R	333/40	209 (200-¾)	NA	
S-LOC 33R	540/40	416 (400-¾)	NA	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-BAL	APP CRS	Rwy Ldg / TDZE / Apt Elev
109.7	105°	9953 / 143 / 143

BALTIMORE/ WASHINGTON INTL THURGOOD MARSHALL (BWI) ILS RWY 10 (SA CAT I)

RADAR required for procedure entry.
DME or RADAR required.

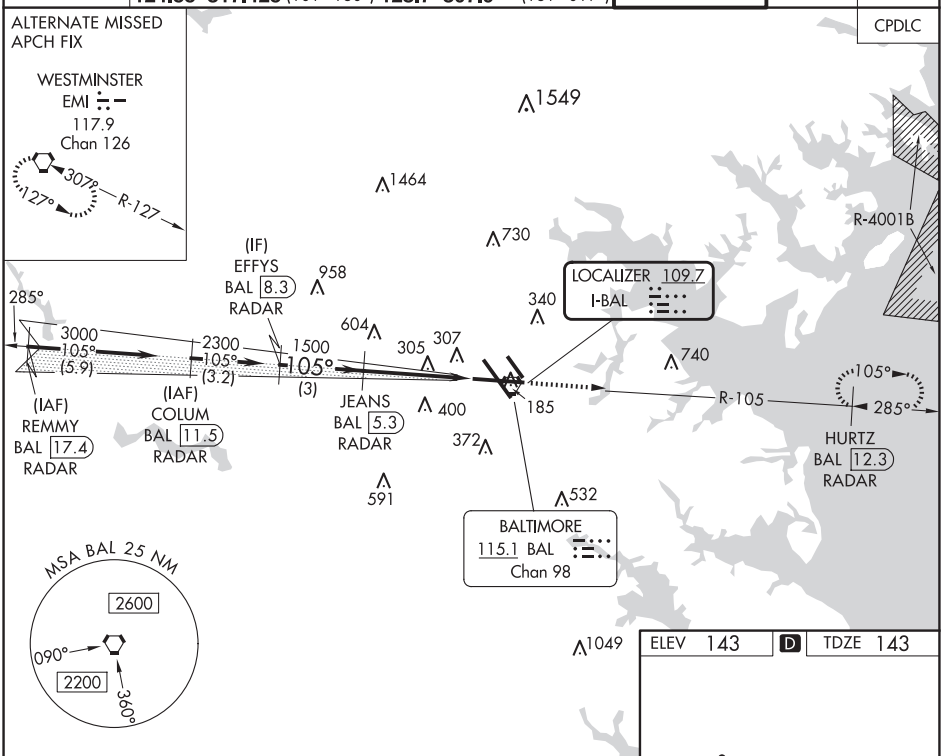
Requires specific OPSPEC, MSPEC, or LOA approval and use of HUD to DH.

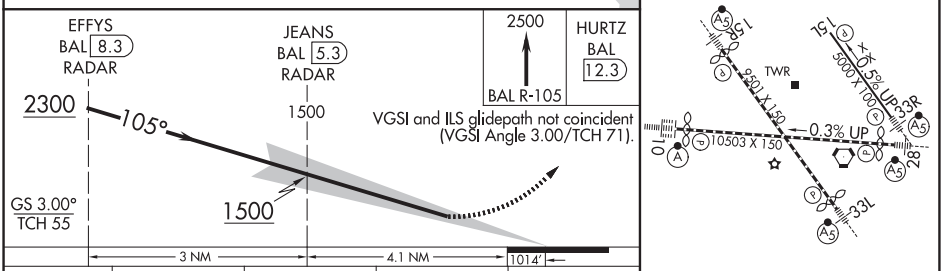
ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC





CATEGORY	A	B	C	D
S-ILS 10	RA 188/14 150 DA 293			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

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

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-RUX	APP CRS	Rwy Ldg / TDZE / Apt Elev
111.7	335°	8301 / 143 / 143

ILS RWY 33L (SA CAT I & II)
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS. From KOOLZ.
RADAR required for procedure entry. DME or RADAR required.

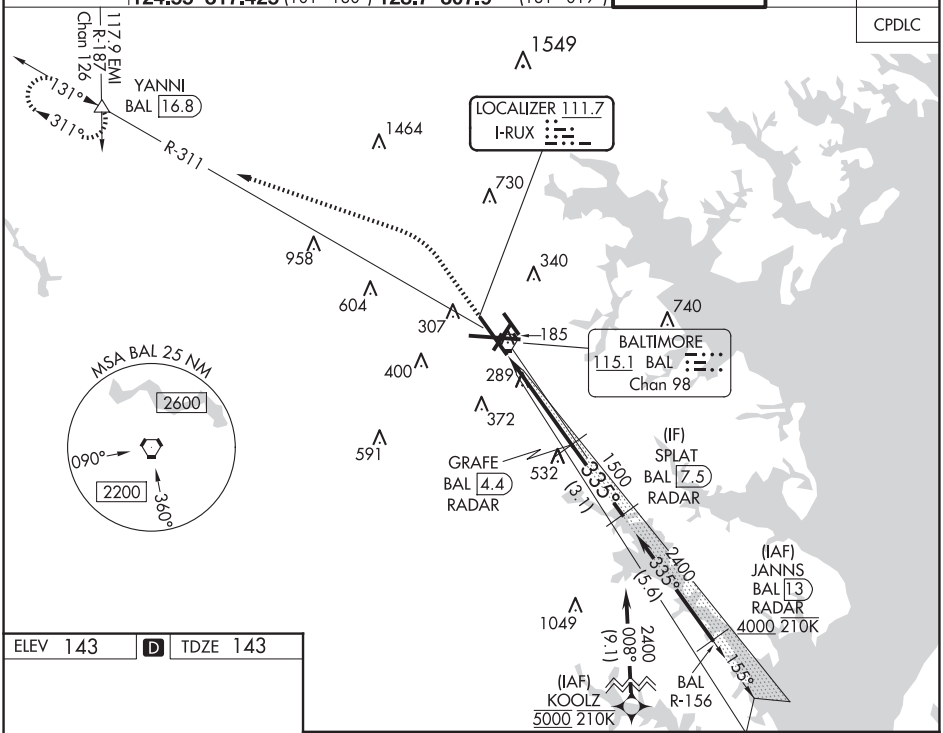
T Simultaneous approach authorized with ILS or LOC Rwy 33R. DME from BAL VORTAC. DME use requires simultaneous reception of I-RUX and BAL DME. SA Cat I & II: Requires specific OPSPEC, MSPEC, or LOA approval.

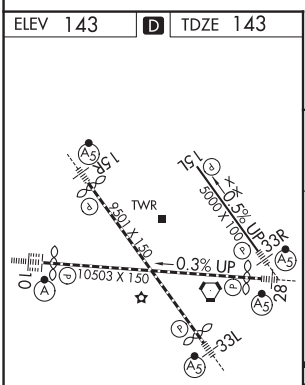
MALSR

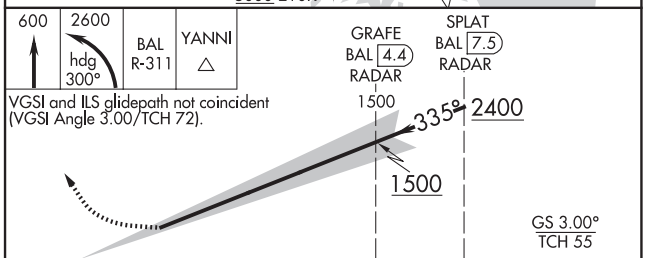
MISSED APPROACH: Climb to 600 then climbing left turn to 2600 on heading 300° and BAL VORTAC R-311 to YANNI INT/ BAL 16.8 DME and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC







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

CATEGORY	A	B	C	D
S-ILS 33L	SA CAT I RA 185/14 150 DA 293			
S-ILS 33L	SA CAT II RA 128/12 100 DA 243			

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

SA CATEGORY I & II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-BAL	APP CRS	Rwy Ldg	9953
109.7	105°	TDZE	143
		Apt Elev	143

BALTIMORE/ ILS RWY 10 (CAT II & III)
WASHINGTON INTL THURGOOD MARSHALL (BWI)

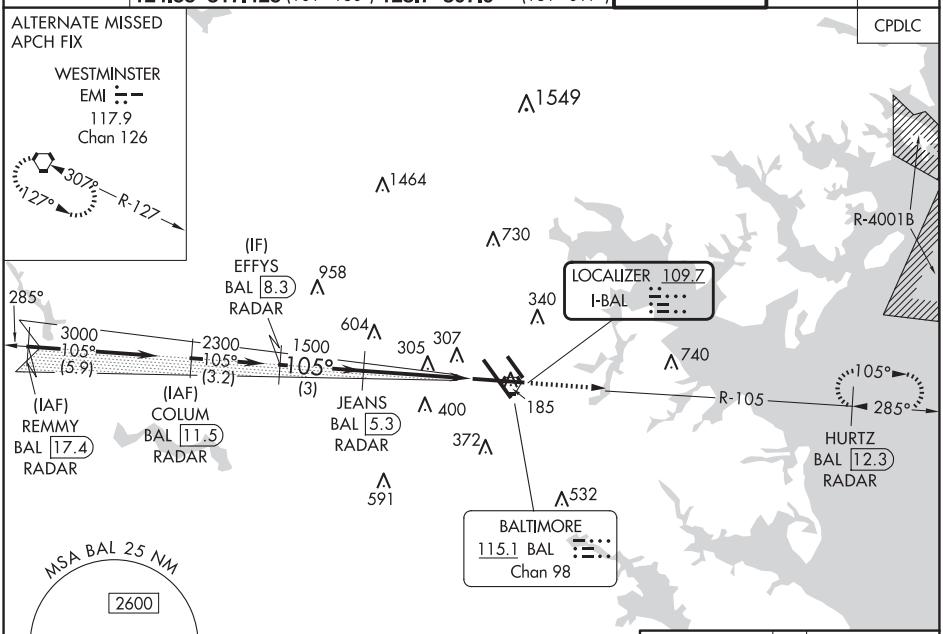
RADAR required for procedure entry.
DME or RADAR required.

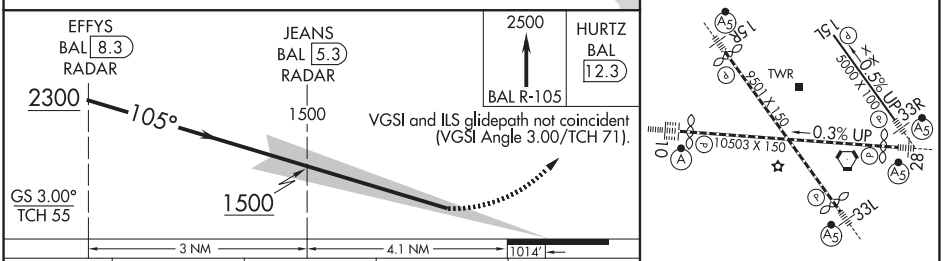
ALSF-2

MISSED APPROACH: Climb to 2500 on BAL VORTAC R-105 to HURTZ/BAL 12.3 DME/RADAR and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC





CATEGORY	A	B	C	D
S-ILS 10	CAT II RA 105/12 100 DA 243			
S-ILS 10	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV 143 D TDZE 143

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

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	8301
335°	TDZE	143
	Apt Elev	143

RNAV (RNP) X RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH - GPS, RF.

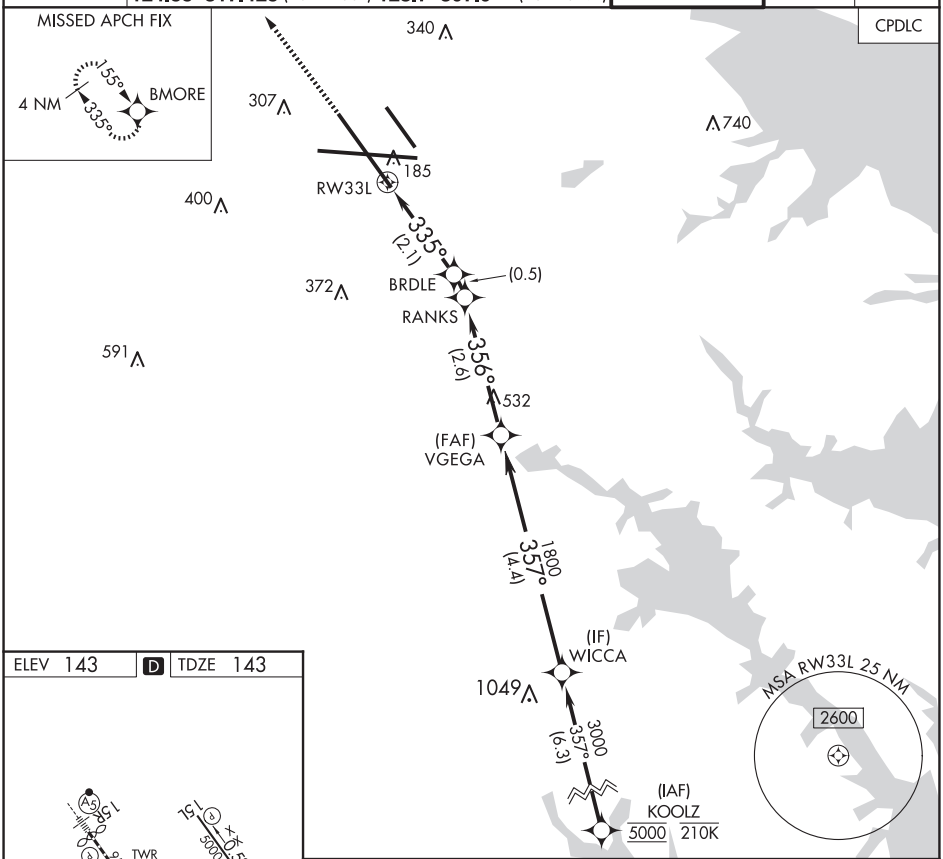
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

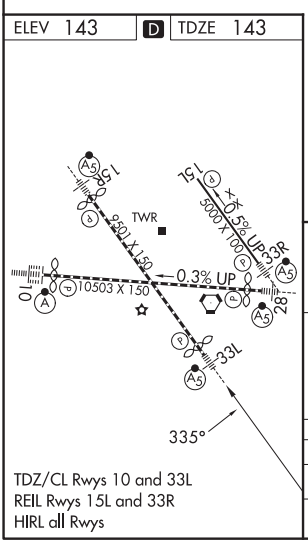
MALSR

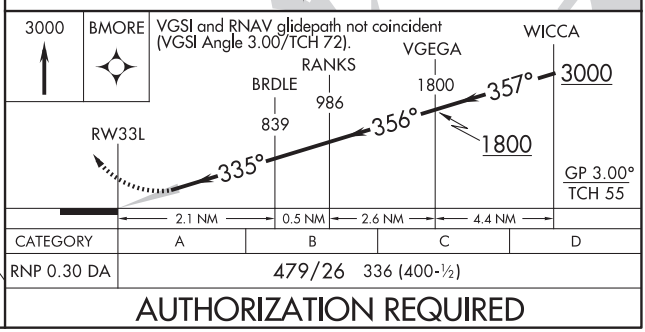
MISSED APPROACH: Climb to 3000 direct BMORE and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°)		119.4 257.8	121.9	118.05
	124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)				

CPDLC







CATEGORY	A	B	C	D
RNP 0.30 DA	479/26 336 (400-½)			

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	9953
105°	TDZE	143
	Apt Elev	143

RNAV (RNP) Z RWY 10

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH - GPS.

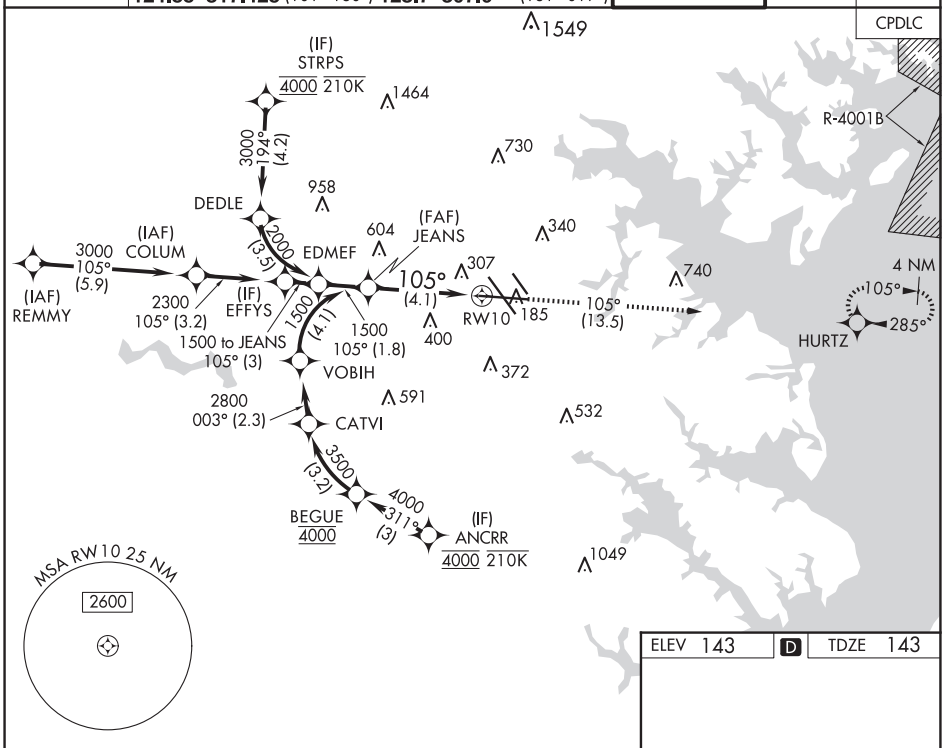
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500, increase RNP 0.30 all Cats visibility to 1⅜ SM.

ALSF-2

MISSED APPROACH: Climb to 2500 on track 105° to HURTZ and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

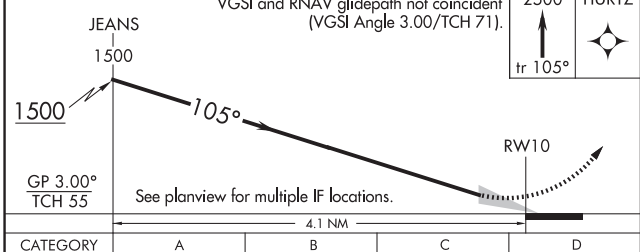
CPDLC



ELEV 143 D TDZE 143

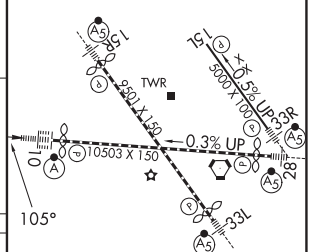
VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).

2500 tr 105° HURTZ



CATEGORY	A	B	C	D
RNP 0.11 DA	444/24 301 (400-½)			
RNP 0.30 DA	628/50 485 (500-1)			

AUTHORIZATION REQUIRED



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

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	8301
155°	TDZE	138
	Apt Elev	143

RNAV (RNP) Z RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH - GPS.

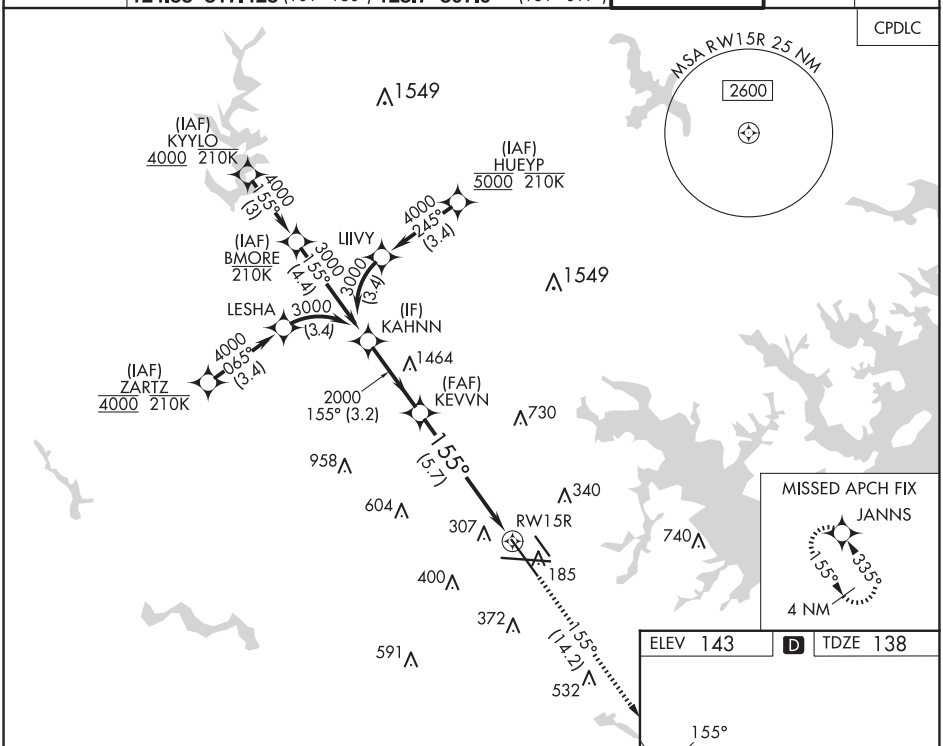
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.
Simultaneous approach authorized with Rwy 15L.
For inop ALS, increase RNP 0.11 DA all Cats visibility to RVR 5500.

MALSR

MISSED APPROACH: Climb to 2500 on track 155° to JANNS and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

CPDLC

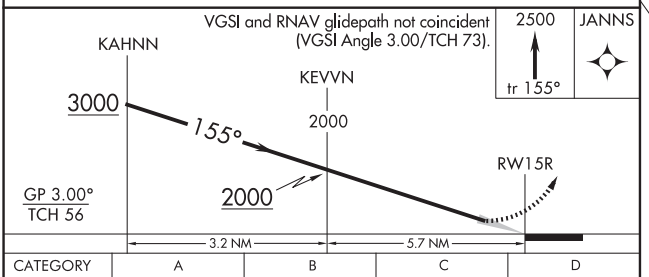


ELEV 143 | D | TDZE 138

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

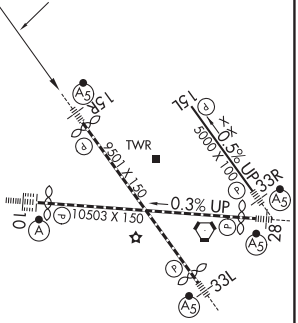
2500 JANNS

tr 155°



CATEGORY	A	B	C	D
RNP 0.11 DA	513/35		375 (400-⅝)	
RNP 0.30 DA	587/45		449 (500-⅞)	

AUTHORIZATION REQUIRED



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

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	9803
285°	TDZE	143
	Apt Elev	143

RNAV (RNP) Z RWY 28

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP AR APCH - GPS.

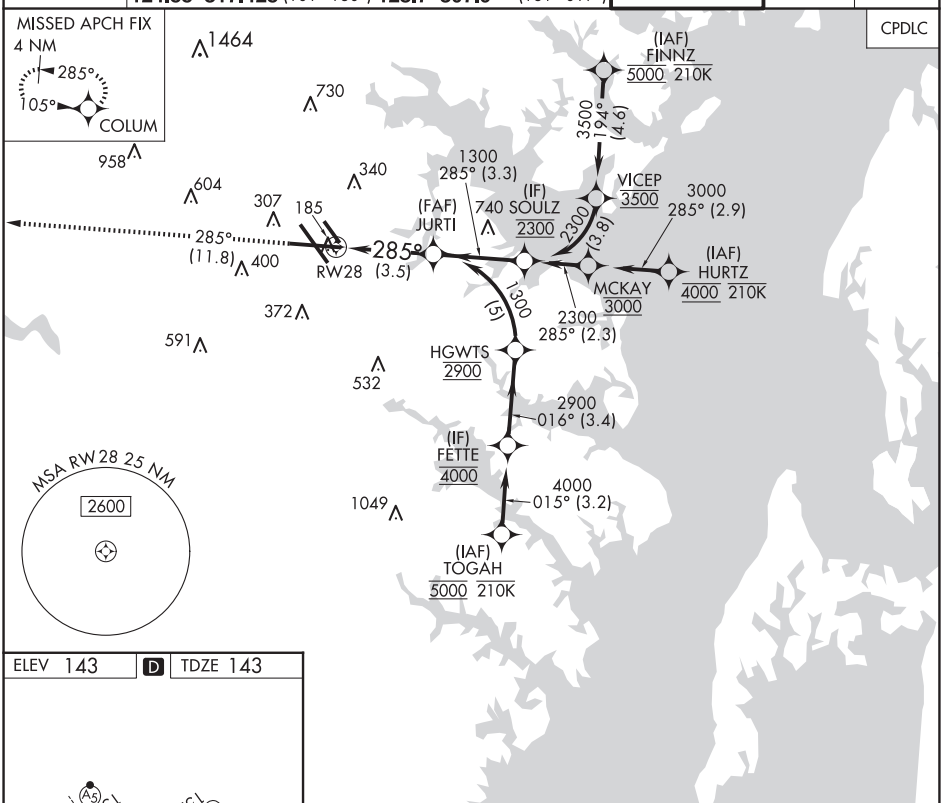
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.

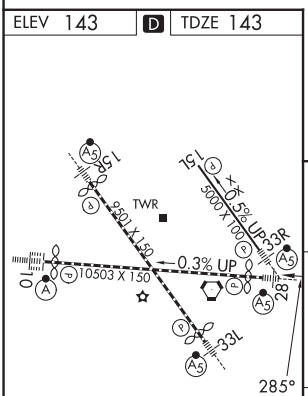
MALSR

MISSED APPROACH: Climb to 2500 on track 285° to COLUM and hold.

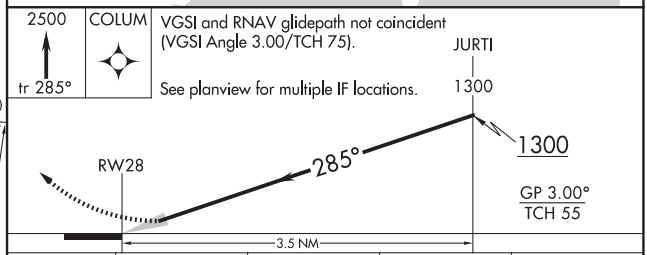
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC





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



CATEGORY	A	B	C	D
RNP 0.30 DA	521/35 378 (400-⅝)			

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	8301
335°	TDZE	143
	Apt Elev	143

RNAV (RNP) Z RWY 33L

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

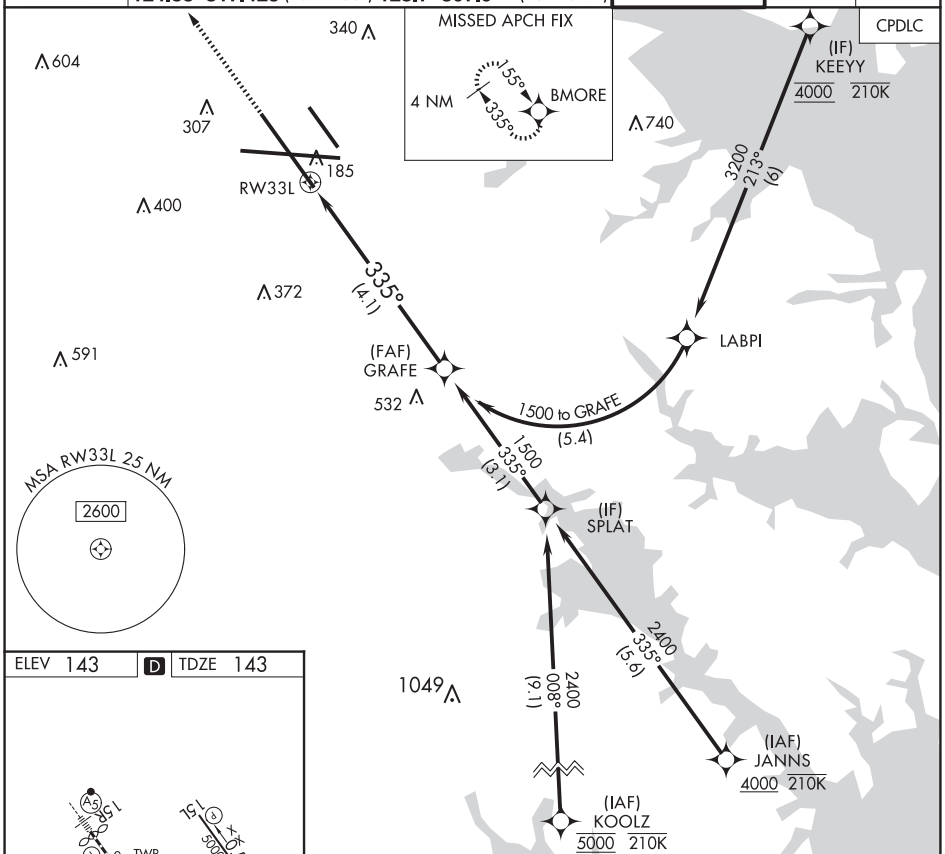
RNP APCH - GPS. From KEEYY: RF.

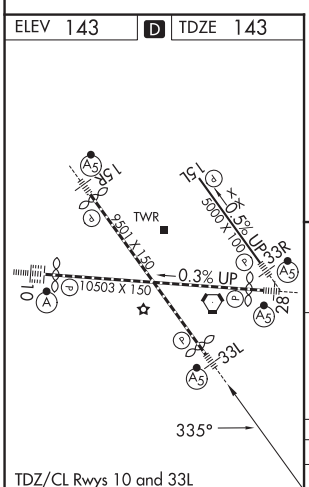
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to RVR 5500.

MALSR

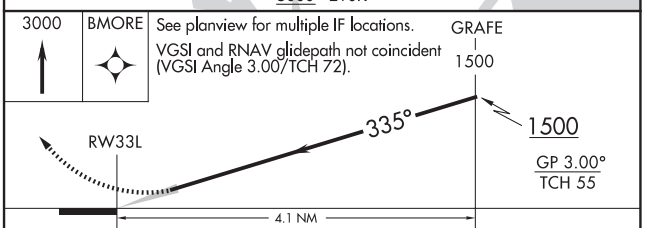
MISSED APPROACH: Climb to 3000 direct BMORE and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05





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



CATEGORY	A	B	C	D
RNP 0.30 DA	496/30 353 (400-⅝)			

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40108 W15A	APP CRS 155°	Rwy Ldg 5000 TDZE 142 Apt Elev 143

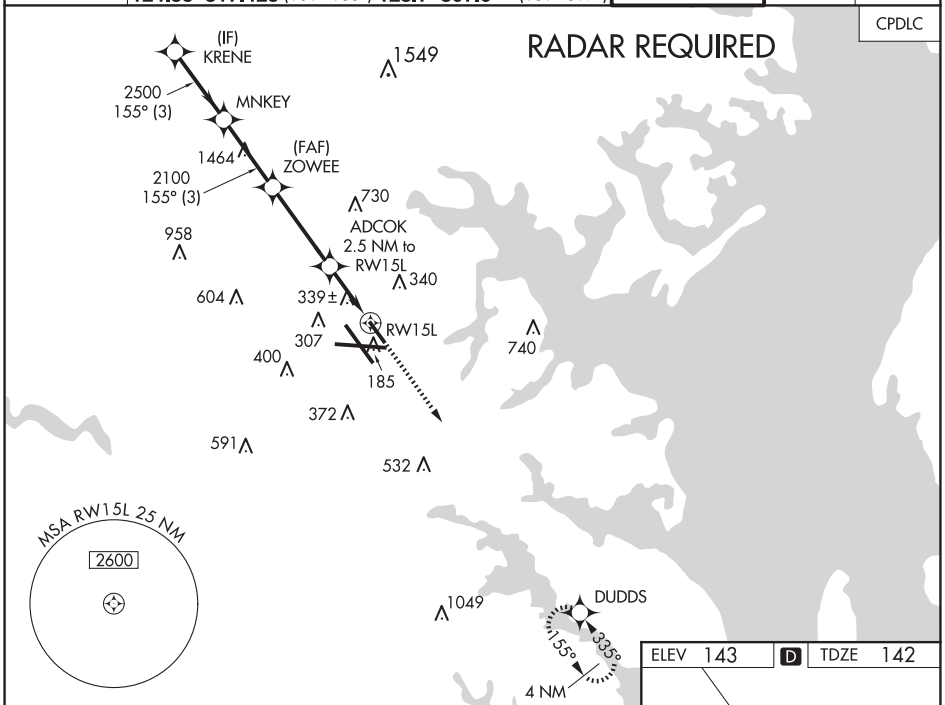
BALTIMORE/ RNAV (GPS) RWY 15L
WASHINGTON INTL THURGOOD MARSHALL (BWI)

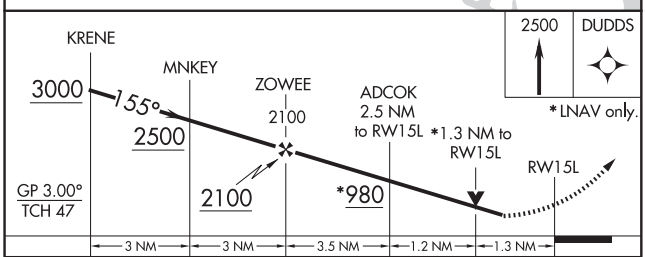
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below RVR 4000 NA. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations. LNAV procedure NA during simultaneous operations.

MISSED APPROACH: Climb to 2500 direct DUDDS and hold.

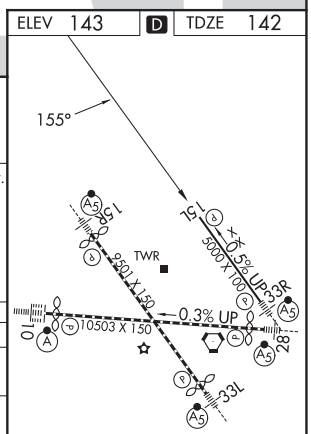
D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

CPDLC





CATEGORY	A	B	C	D
LPV DA	544-1⅜ 402 (500-1⅜)		NA	
LNAV/VNAV DA	656-1¾ 514 (600-1¾)		NA	
LNAV MDA	600/55 458 (500-1)		NA	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	



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

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 69208 W33B	APP CRS 335°	Rwy Ldg 5000 TDZE 124 Apt Elev 143

BALTIMORE/ RNAV (GPS) RWY 33R
WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.

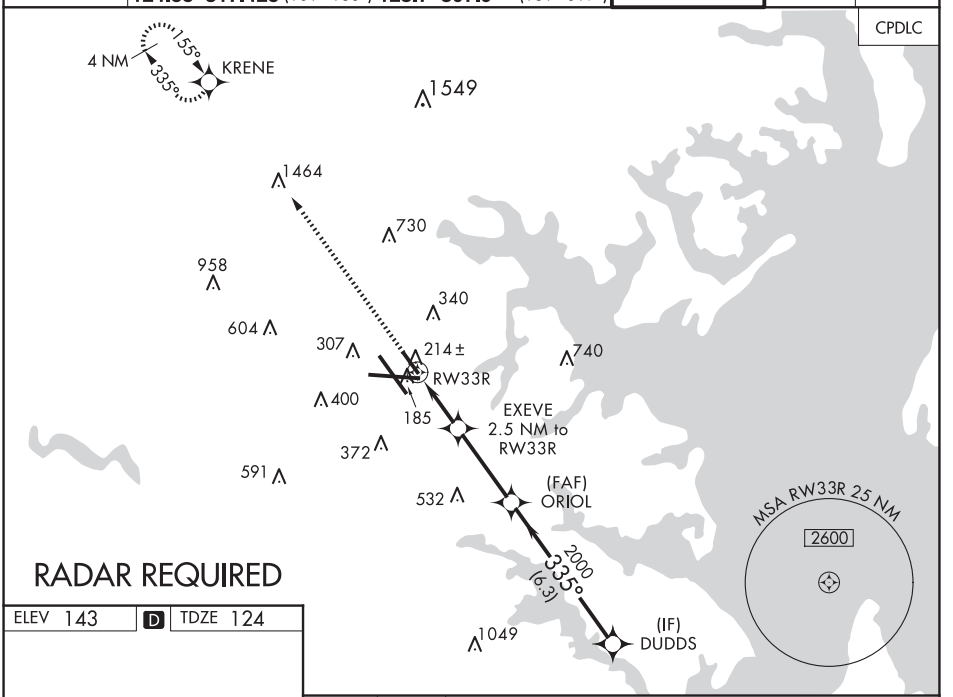
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop MALSR, increase LNAV/VNAV all Cats visibility to RVR 5000 and LNAV all Cats visibility to RVR 5500. Simultaneous approach authorized. Use of FD or AP providing RNAV track guidance required during simultaneous operations.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

MALSR

MISSED APPROACH: Climb to 3000 direct KRENE and hold.

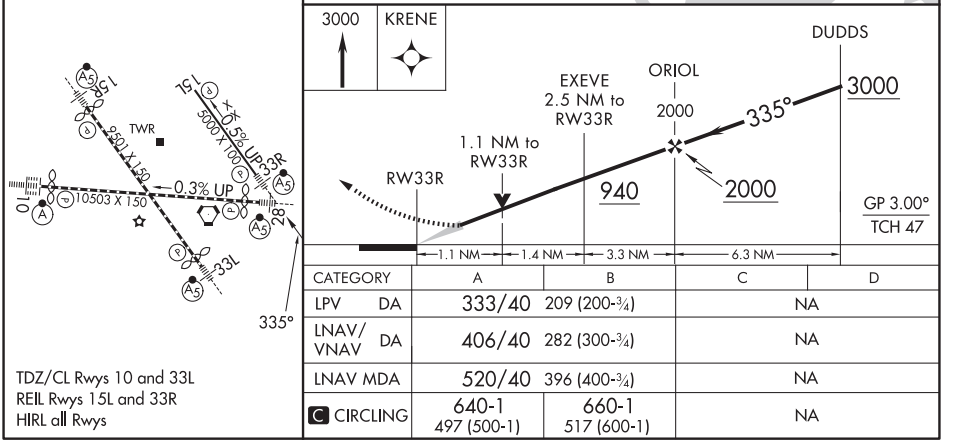
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 124.55 317.425 (101°-130°)	119.7 290.475 (131°-180°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

CPDLC



RADAR REQUIRED

ELEV 143 | D | TDZE 124



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

CATEGORY	A	B	C	D
LPV DA	333/40	209 (200-¾)	NA	
LNAV/VNAV DA	406/40	282 (300-¾)	NA	
LNAV MDA	520/40	396 (400-¾)	NA	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 53707 W10A	APP CRS 105°	Rwy Ldg 9953 TDZE 143 Apt Elev 143

RNAV (GPS) Y RWY 10
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.

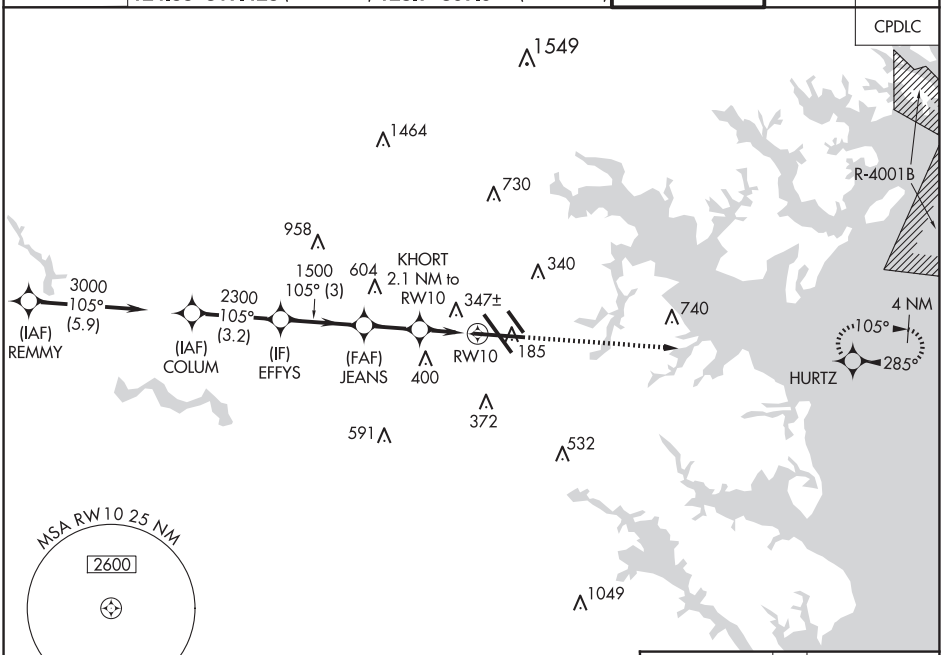
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

ALSF-2

MISSED APPROACH: Climb to 2500 direct HURTZ and hold.

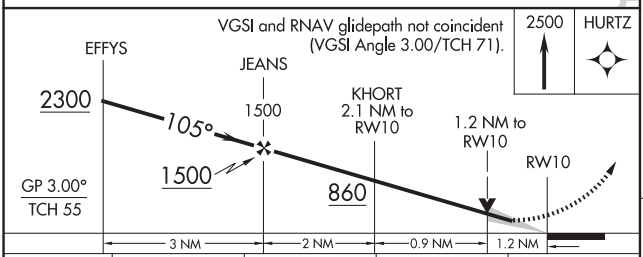
D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

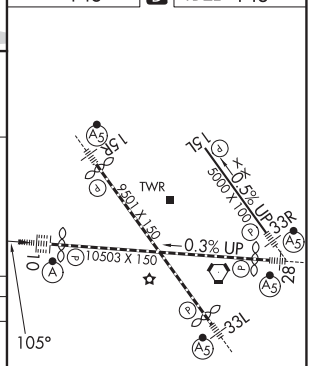
CPDLC



ELEV 143 D TDZE 143

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).





CATEGORY	A	B	C	D
LPV DA	343/18 200 (200-½)			
LNAV/VNAV DA	600/45 457 (500-⅞)			
LNAV MDA	600/24 457 (500-½)		600/45 457 (500-⅞)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

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

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 66007 W15B	APP CRS 155°	Rwy Ldg 8301 TDZE 138 Apt Elev 143

RNAV (GPS) Y RWY 15R

BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.

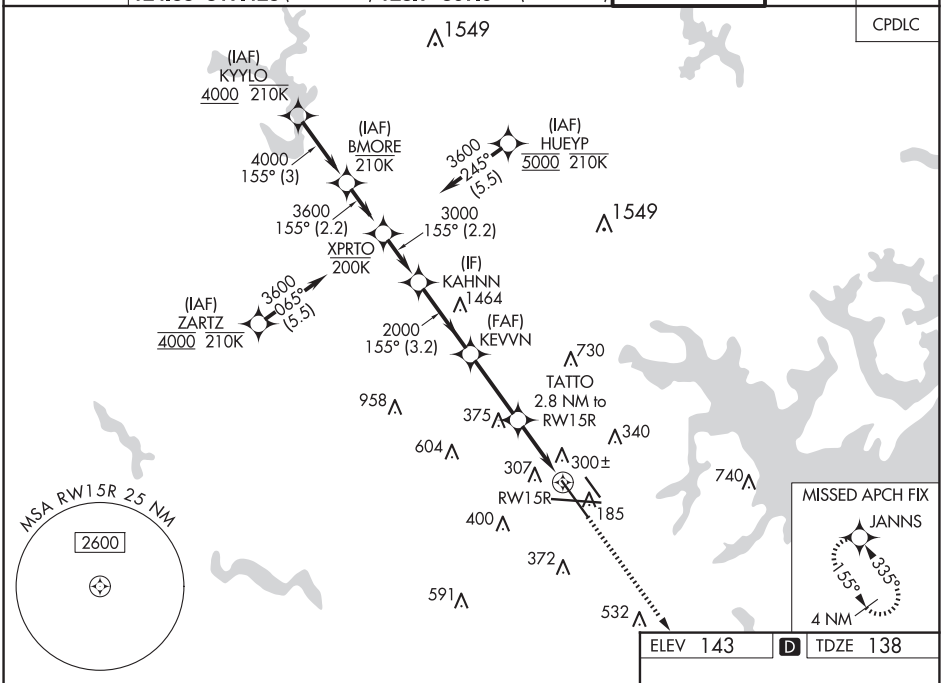
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
Simultaneous approach authorized with Rwy 15L. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000. * RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

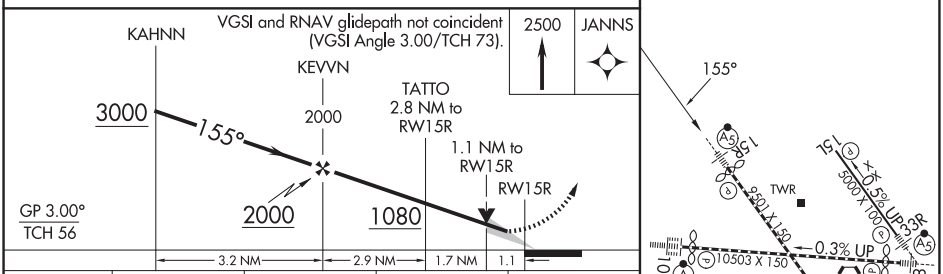
MISSED APPROACH: Climb to 2500 direct JANNS and hold.

D-ATIS	POTOMAC APP CON		BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)		119.4 257.8	121.9	118.05

CPDLC



ELEV 143 D TDZE 138



CATEGORY	A	B	C	D
LPV DA	*338/24 200 (200-½)			
LNAV/VNAV DA	557/40 419 (500-¾)			
LNAV MDA	560/24 422 (500-½)		560/40 422 (500-¾)	
C CIRCLING	640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

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

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 48808 W28A	APP CRS 285°	Rwy Ldg 9803 TDZE 143 Apt Elev 143

RNAV (GPS) Y RWY 28
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH - GPS.

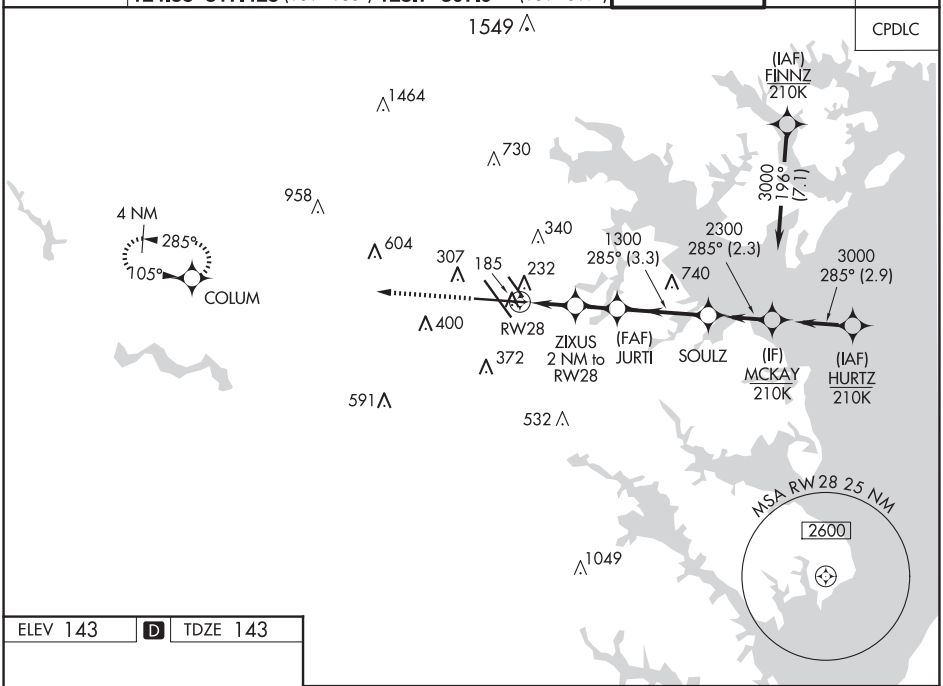
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4000 and LNAV Cats C and D visibility to RVR 5500.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

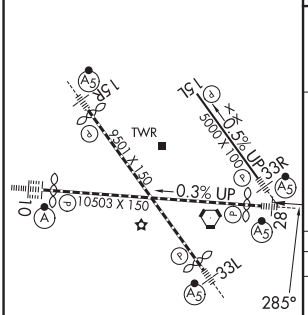
MISSED APPROACH: Climb to 2500 direct COLUM and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

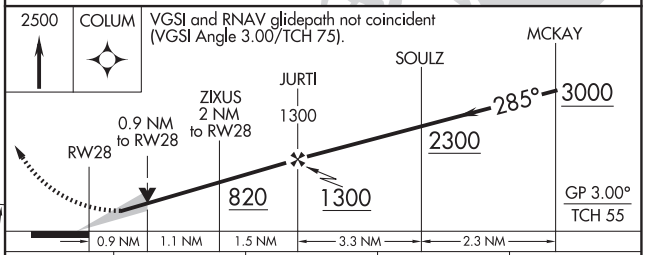
CPDLC



ELEV 143 D TDZE 143



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



CATEGORY	A	B	C	D
LPV DA *	343/24 200 (200-½)			
LNAV/VNAV DA	395/24 252 (300-½)			
LNAV MDA	500/24 357 (400-½)		500/30 357 (400-⅝)	
C CIRCLING	660-1 517 (600-1)		700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 82207 W33A	APP CRS 335°	Rwy Ldg 8301 TDZE 143 Apt Elev 143

RNAV (GPS) Y RWY 33L
BALTIMORE/WASHINGTON INTL THURGOOD MARSHALL (BWI)

RNP APCH-GPS.

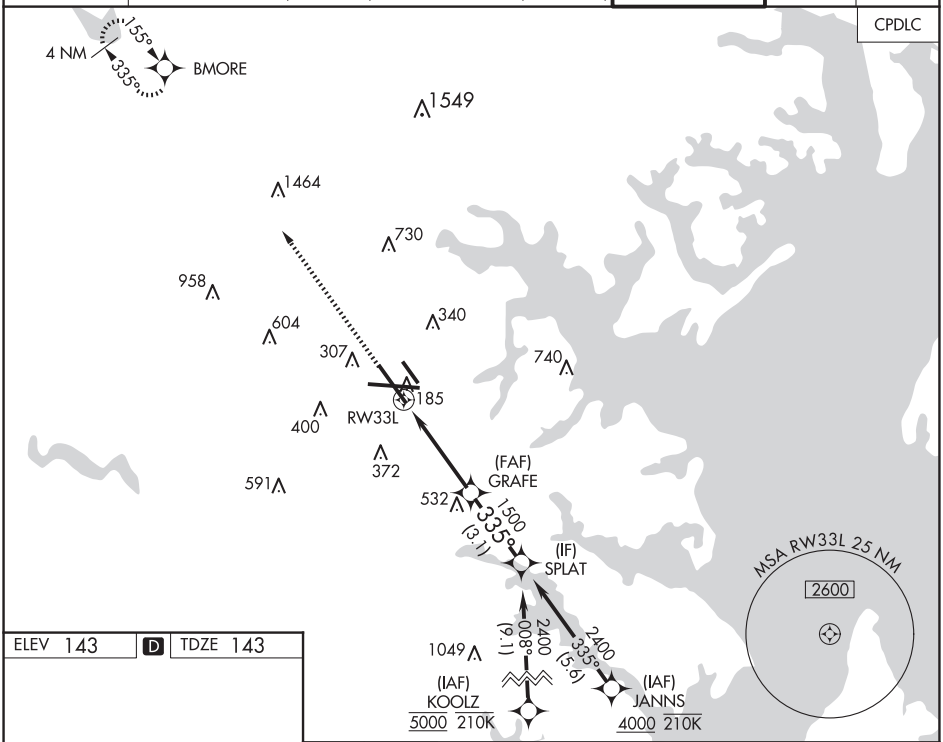
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

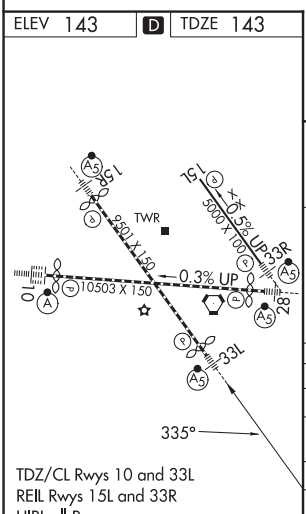
MALSR

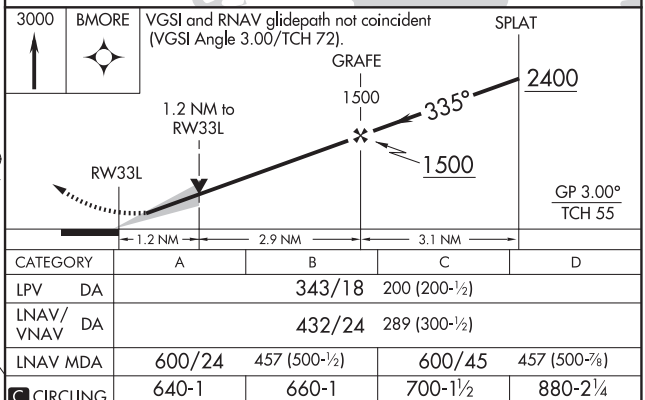
MISSED APPROACH: Climb to 3000 direct BMORE and hold.

D-ATIS	POTOMAC APP CON	BALTIMORE TOWER	GND CON	CLNC DEL
115.1 127.8	119.0 282.275 (020°-100°) 119.7 290.475 (131°-180°) 124.55 317.425 (101°-130°) 128.7 307.9 (181°-019°)	119.4 257.8	121.9	118.05

CPDLC

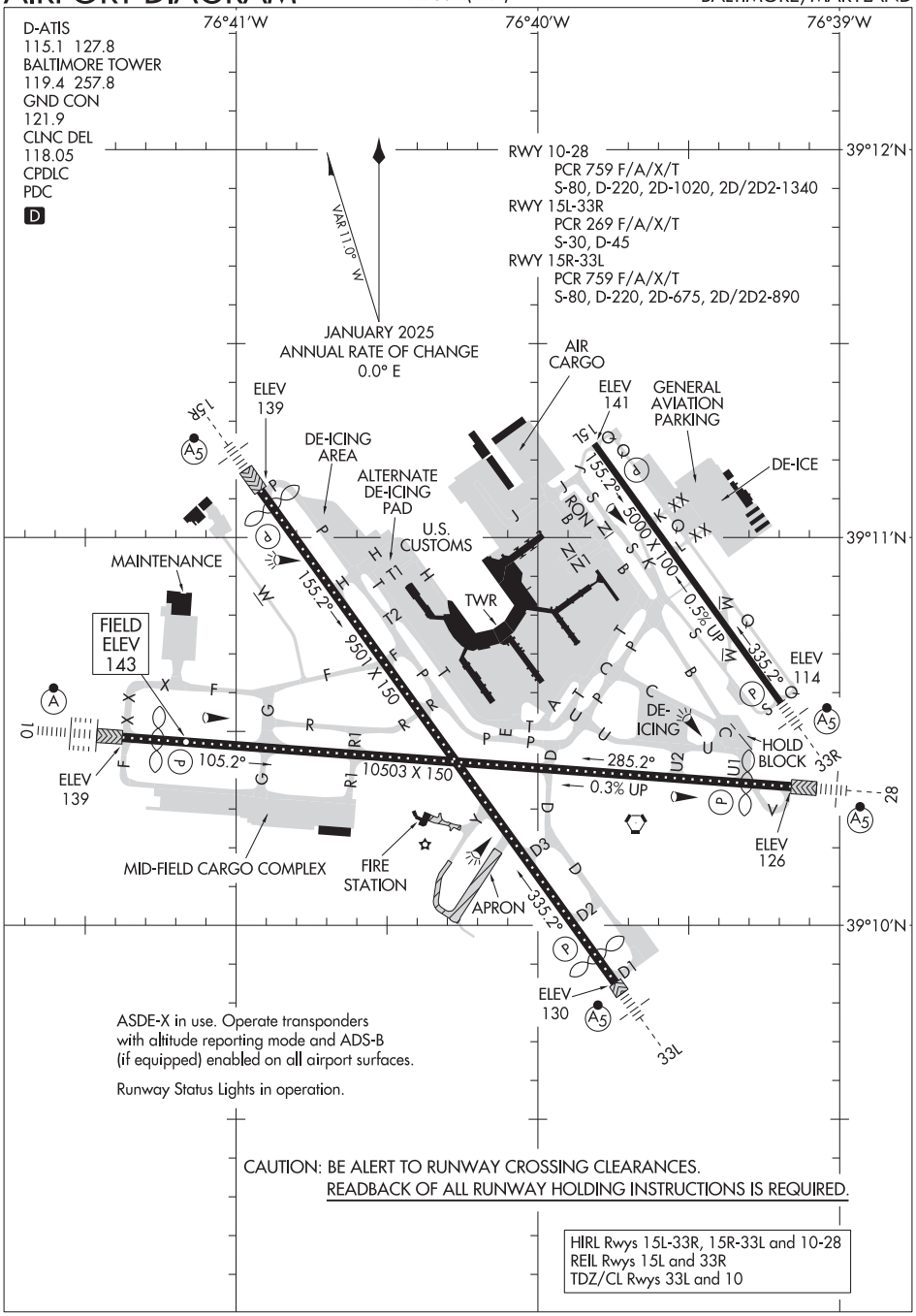






CATEGORY		A	B	C	D
LPV	DA	343/18 200 (200-½)			
LNAV/VNAV	DA	432/24 289 (300-½)			
LNAV	MDA	600/24 457 (500-½)		600/45 457 (500-⅞)	
C CIRCLING		640-1 497 (500-1)	660-1 517 (600-1)	700-1½ 557 (600-1½)	880-2¼ 737 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025



ASDE-X in use. Operate transponders with altitude reporting mode and ADS-B (if equipped) enabled on all airport surfaces.

Runway Status Lights in operation.

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

HIRL Rwys 15L-33R, 15R-33L and 10-28
REIL Rwys 15L and 33R
TDZ/CL Rwys 33L and 10

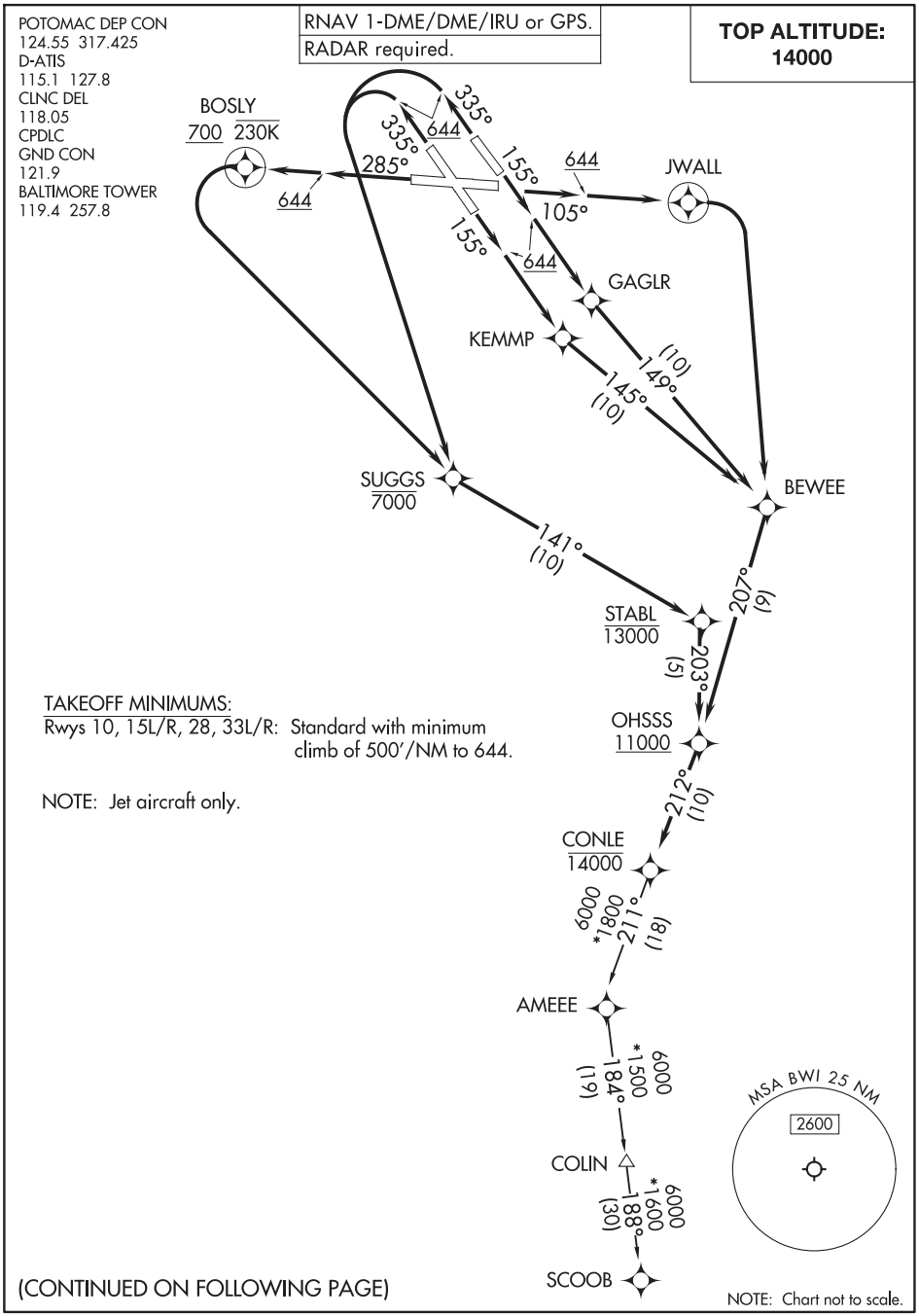
NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

(CONLE5.CONLE) 24193 AL-804 (FAA)

CONLE FIVE DEPARTURE (RNAV)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND



TAKEOFF MINIMUMS:
Rwys 10, 15L/R, 28, 33L/R: Standard with minimum climb of 500′/NM to 644.

NOTE: Jet aircraft only.

(CONTINUED ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

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

TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence....

TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence...

....on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 12 JUN 2025 to 07 AUG 2025

(DUKPN1.DUKPN) 24193 AL-804 (FAA)

DUKPN ONE DEPARTURE (RNAV)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

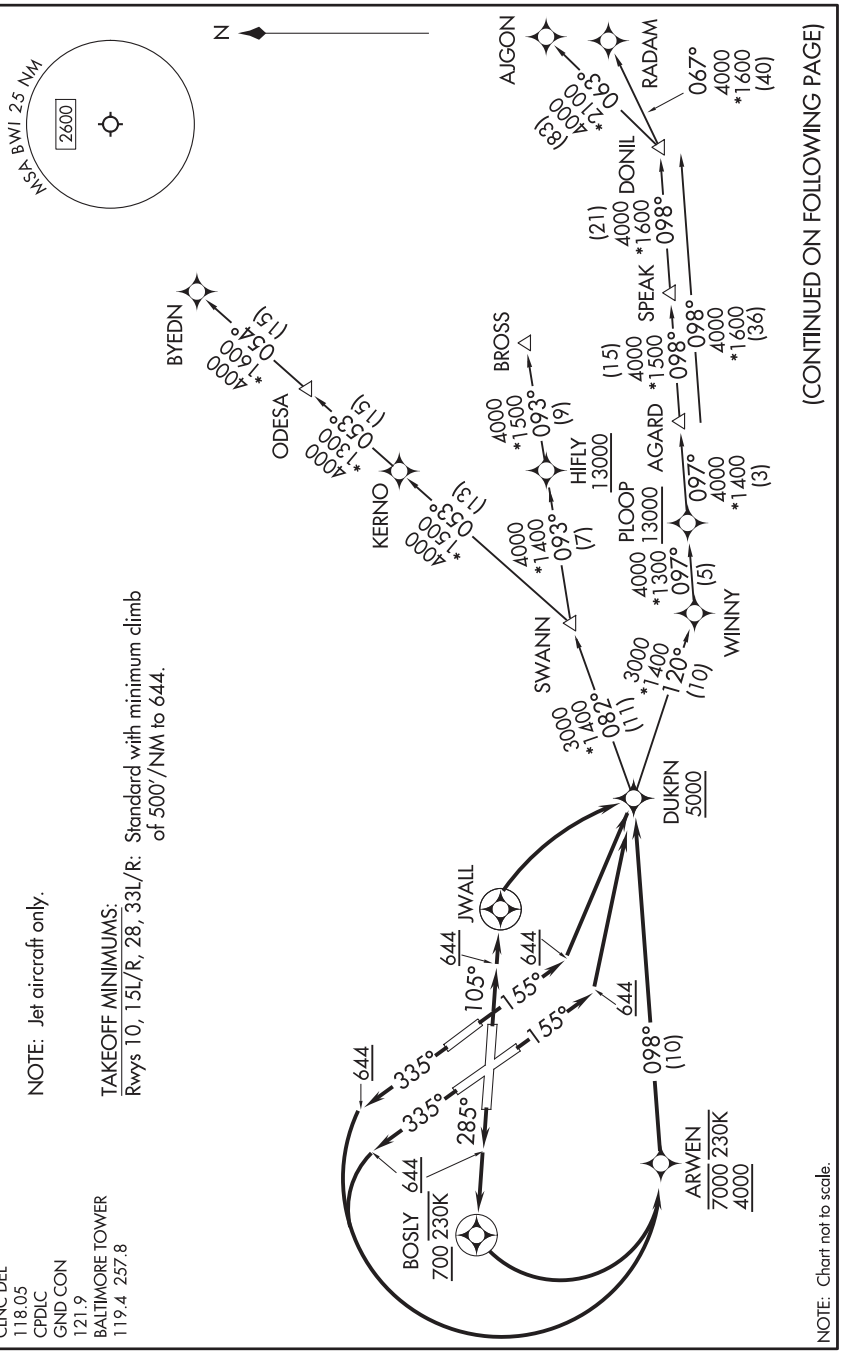
RNAV 1 - DME/DME/IRU or GPS.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 14000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 10, 15L/R, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.

POTOMAC DEP CON
124.55 317.425
D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8



NE-3, 12 JUN 2025 to 07 AUG 2025

DUKPN ONE DEPARTURE (RNAV)

(DUKPN1.DUKPN) 11JUL24

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct DUKPN to cross at or above 5000, thence...
TAKEOFF RUNWAYS 15L/R: Climb on heading 155° to 644, then left turn direct DUKPN to cross at or above 5000, thence...
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct ARWEN to cross between 4000 and 7000 and at or below 230K, then on track 098° to cross DUKPN at or above 5000, thence...
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct ARWEN to cross between 4000 and 7000 and at or below 230K, then on track 098° to cross DUKPN at or above 5000, thence...

...then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

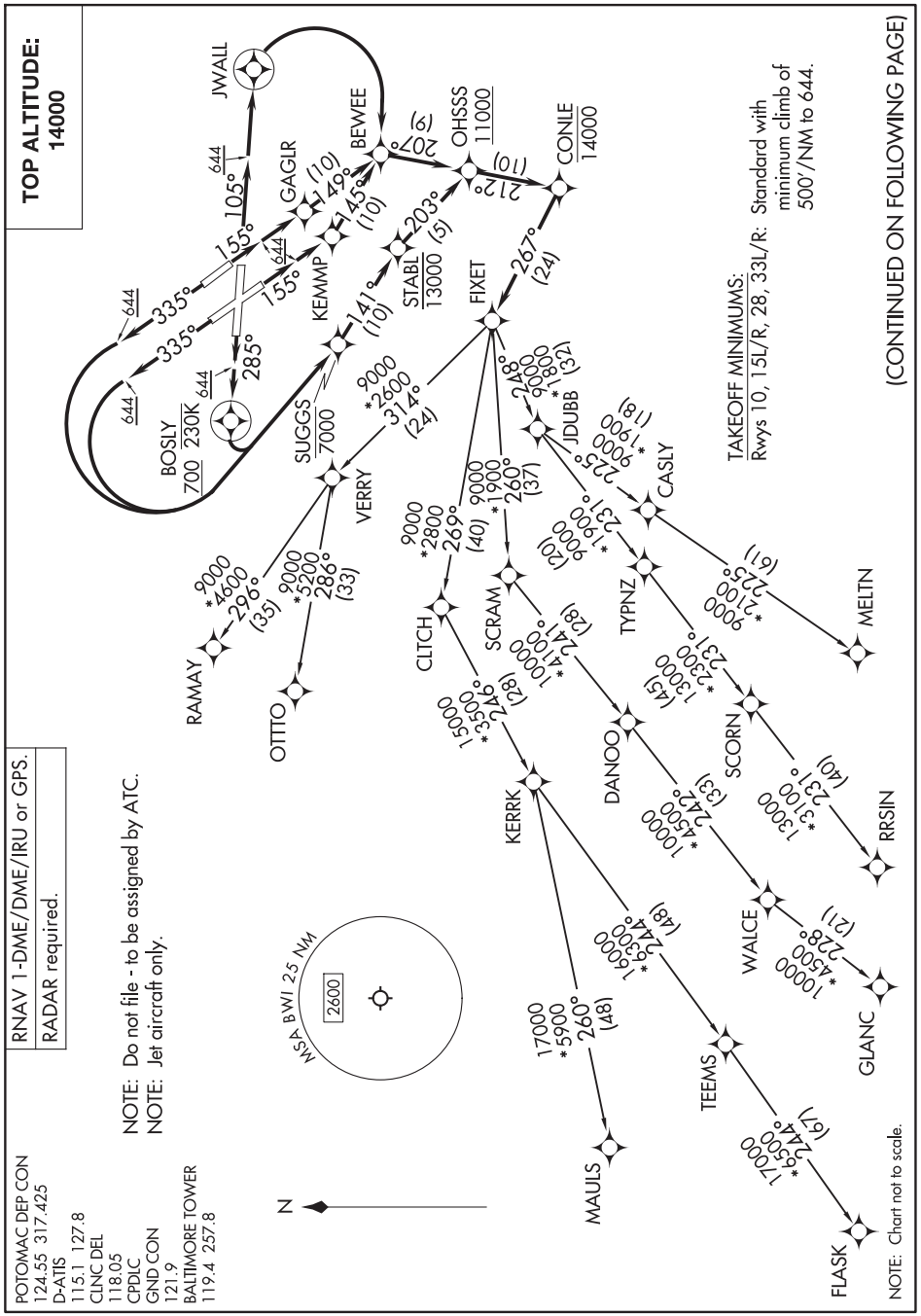
AJGON TRANSITION (DUKPN1.AJGON)
BROSS TRANSITION (DUKPN1.BROSS)
BYEDN TRANSITION (DUKPN1.BYEDN)
DONIL TRANSITION (DUKPN1.DONIL)
RADAM TRANSITION (DUKPN1.RADAM)
SPEAK TRANSITION (DUKPN1.SPEAK)
SWANN TRANSITION (DUKPN1.SWANN)

NE-3, 12 JUN 2025 to 07 AUG 2025

(FIXET5.FIXET) 25107 AL-804 (FAA)

FIXET FIVE DEPARTURE (RNAV)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND



NE-3, 12 JUN 2025 to 07 AUG 2025

FIXET FIVE DEPARTURE (RNAV)

(FIXET5.FIXET) 17APR25

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct GAGLR, then on track 149° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct KEMMP, then on track 145° to BEWEE, then on track 207° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct BOSLY to cross at or above 700 and at or below 230K, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence . . . .
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct SUGGS to cross at or below 7000, then on track 141° to cross STABL at or below 13000, then on track 203° to cross OHSSS at or above 11000, thence . . . .

. . . . on track 212° to cross CONLE at or below 14000, then on track 267° to FIXET, then on assigned transition. Maintain 14000. Expect clearance to filed altitude within 10 minutes after departure.

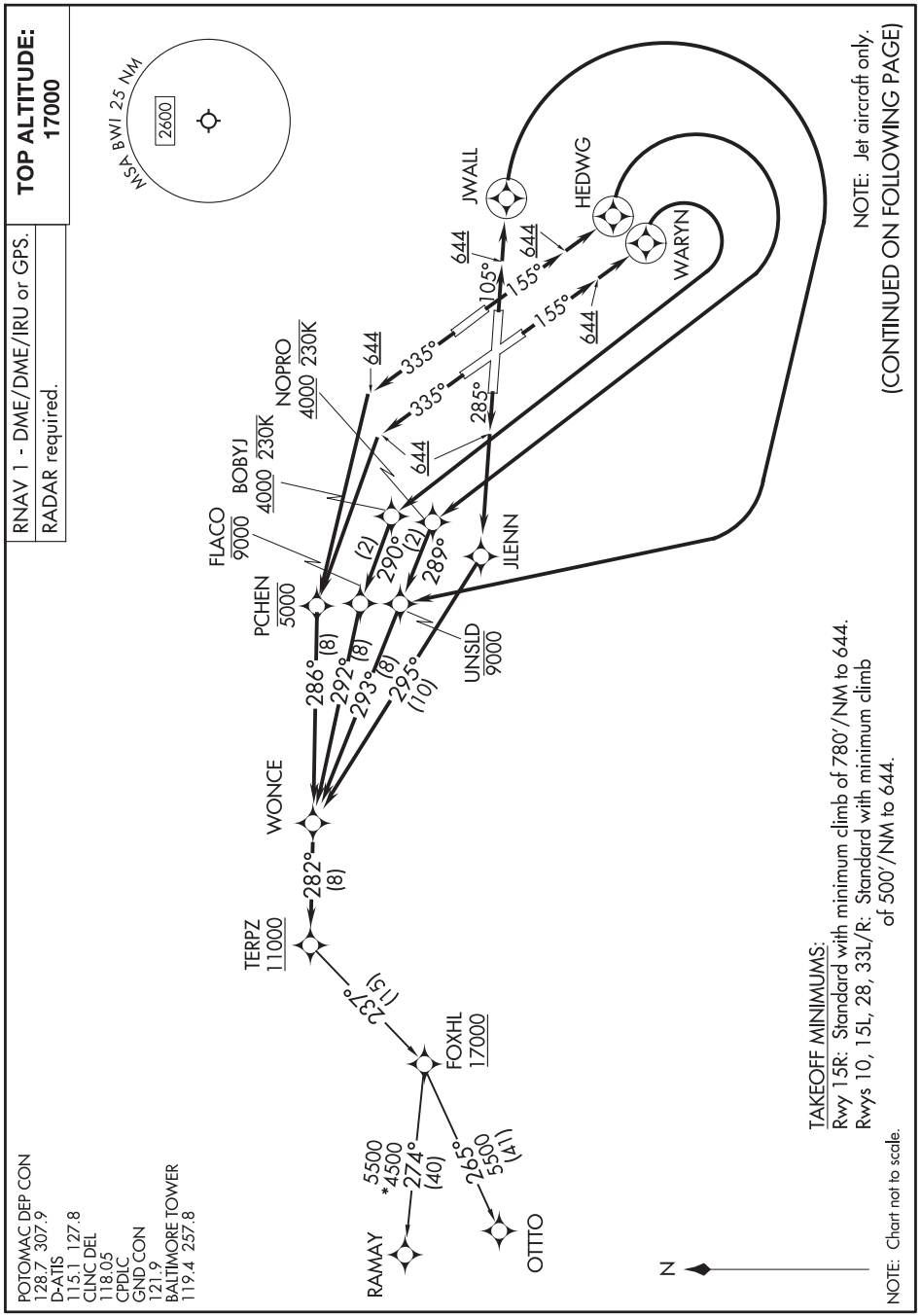
FLASK TRANSITION (FIXET5.FLASK):
GLANC TRANSITION (FIXET5.GLANC):
MAULS TRANSITION (FIXET5.MAULS):
MELTN TRANSITION (FIXET5.MELTN):
OTTTO TRANSITION (FIXET5.OTTTO):
RAMAY TRANSITION (FIXET5.RAMAY):
RRSIN TRANSITION (FIXET5.RRSIN):

NE-3, 12 JUN 2025 to 07 AUG 2025

(FOXHL1.FOXHL) 24193 AL-804 (FAA)

FOXHL ONE DEPARTURE (RNAV)

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND



NE-3, 12 JUN 2025 to 07 AUG 2025

FOXHL ONE DEPARTURE (RNAV)

(FOXHL1.FOXHL) 11JUL24

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)
BALTIMORE, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 293° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 and at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 293° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 292° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 295° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 285° to WONCE, then on track 282° to cross TERPZ at or above 11000, thence....

...then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate advise ATC prior to taxi. Runway 15R: 780'/NM to 644' MSL.

OTTTO TRANSITION (FOXHL1.OTTTO)
RAMAY TRANSITION (FOXHL1.RAMAY)

NE-3, 12 JUN 2025 to 07 AUG 2025

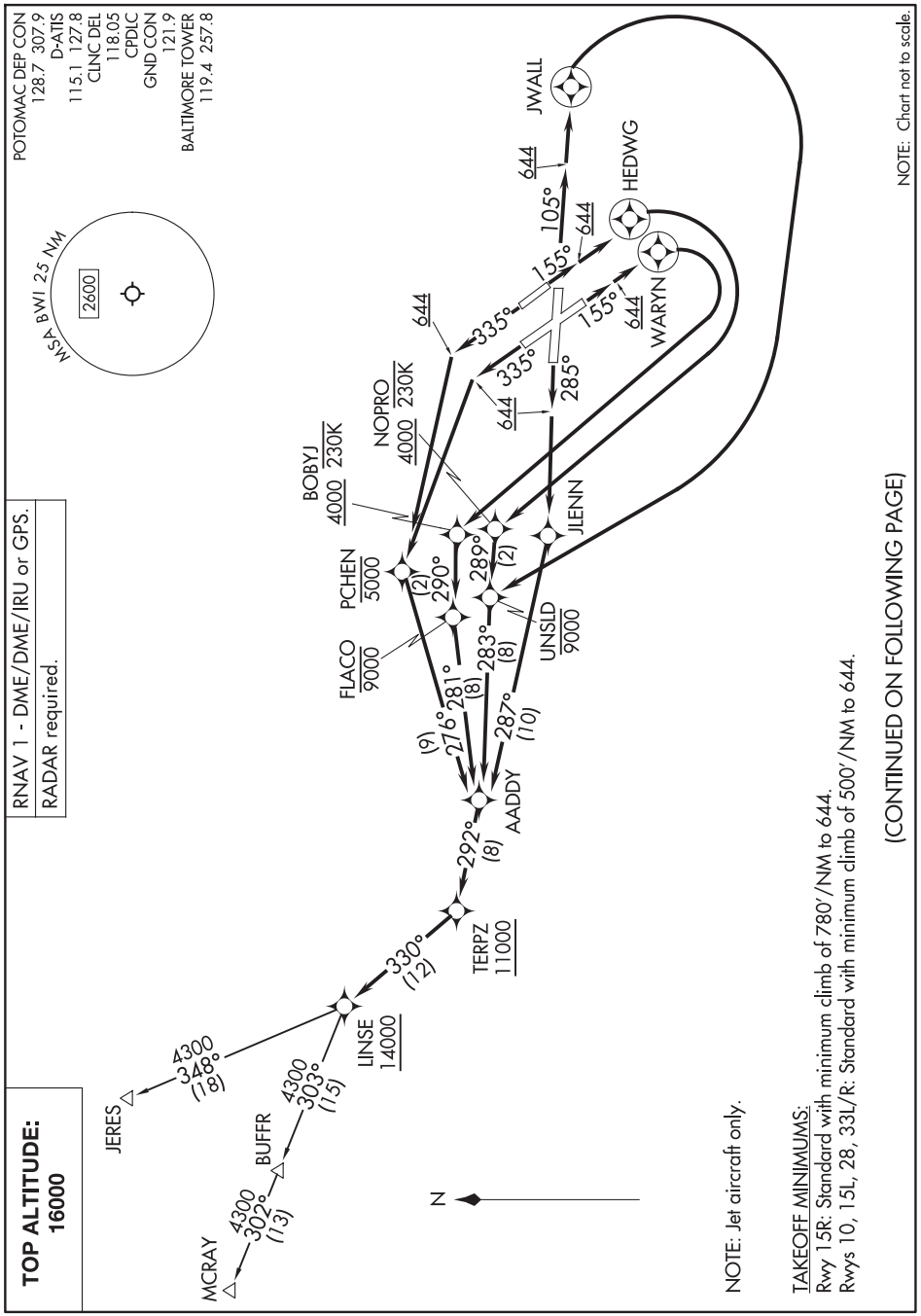
(LINSE2.LINSE) 25051

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)

LINSE TWO DEPARTURE (RNAV)

AL-804 (FAA)

BALTIMORE, MARYLAND



NE-3, 12 JUN 2025 to 07 AUG 2025

LINSE TWO DEPARTURE (RNAV)

(LINSE2.LINSE) 20FEB25

BALTIMORE/
WASHINGTON INTL THURGOOD MARSHALL (BWI)

BALTIMORE, MARYLAND

DEPARTURE ROUTE DESCRIPTION

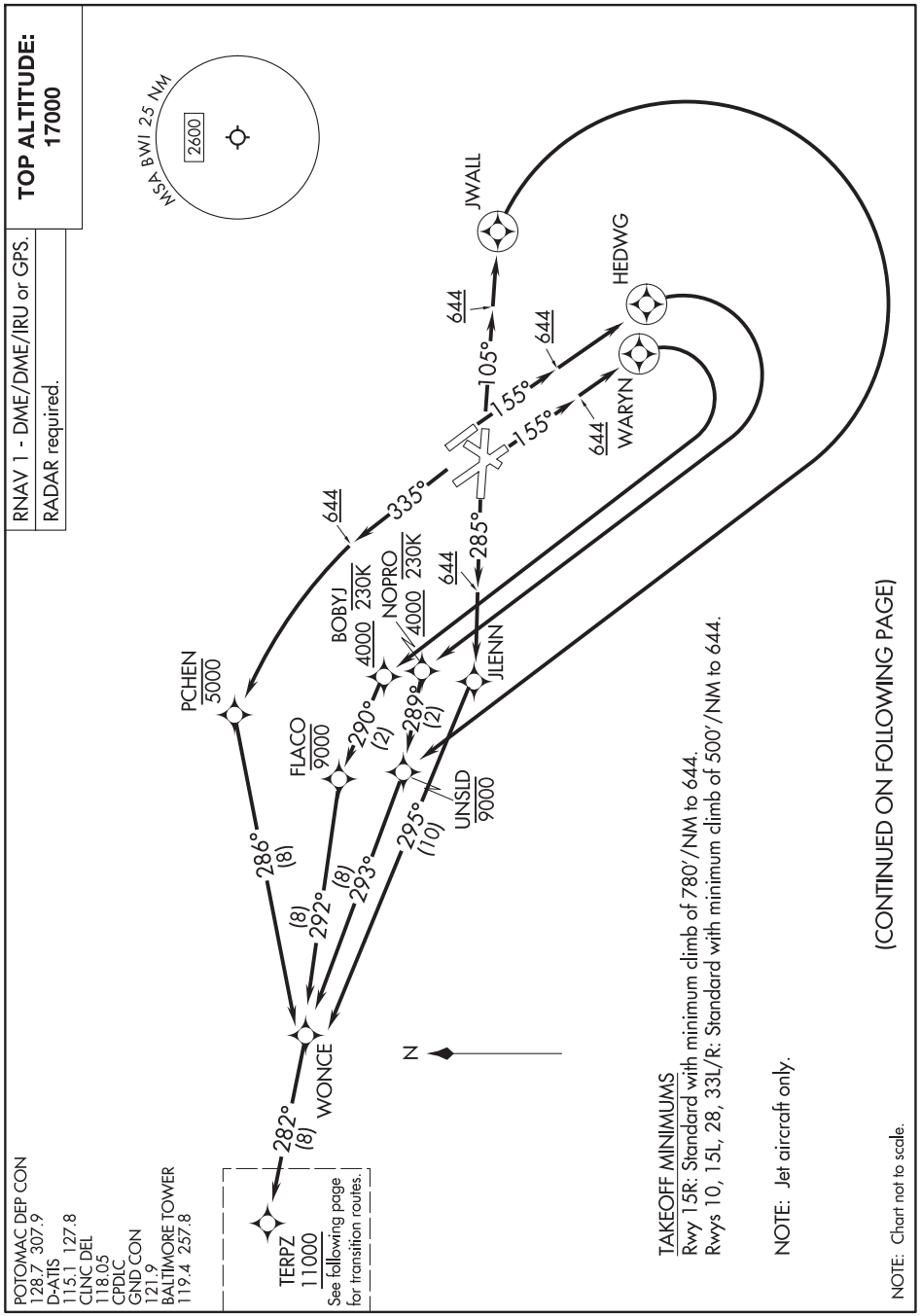
TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 283° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 and at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 283° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 281° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 287° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 276° to AADDY, then on track 292° to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

ALL AIRCRAFT ATC CLIMB GRADIENT: If unable to accept climb rate advise ATC prior to taxi. Rwy 15R: 780′/NM until 644′ MSL.

JERES TRANSITION (LINSE2.JERES)
MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 12 JUN 2025 to 07 AUG 2025


TOP ALTITUDE: 17000
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.
MSA BWI 25 NM
2600
JWALL
HEDWG
WARYN
644
105°
155°
155°
335°
285°
BOBYJ
4000 230K
NOPRO
4000 230K
JLENN
PCHEN
5000
FLACO
9000
UNSLD
9000
290°
(2)
289°
(2)
295°
(10)
293°
(8)
292°
(8)
286°
(8)
282°
(8)
WONCE
TERPZ
11000
See following page for transition routes.
N
POTOMAC DEP CON
128.7 307.9
D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8
TAKEOFF MINIMUMS
Rwy 15R: Standard with minimum climb of 780'/NM to 644.
Rwys 10, 15L, 28, 33L/R: Standard with minimum climb of 500'/NM to 644.
NOTE: Jet aircraft only.
NOTE: Chart not to scale.
(CONTINUED ON FOLLOWING PAGE)

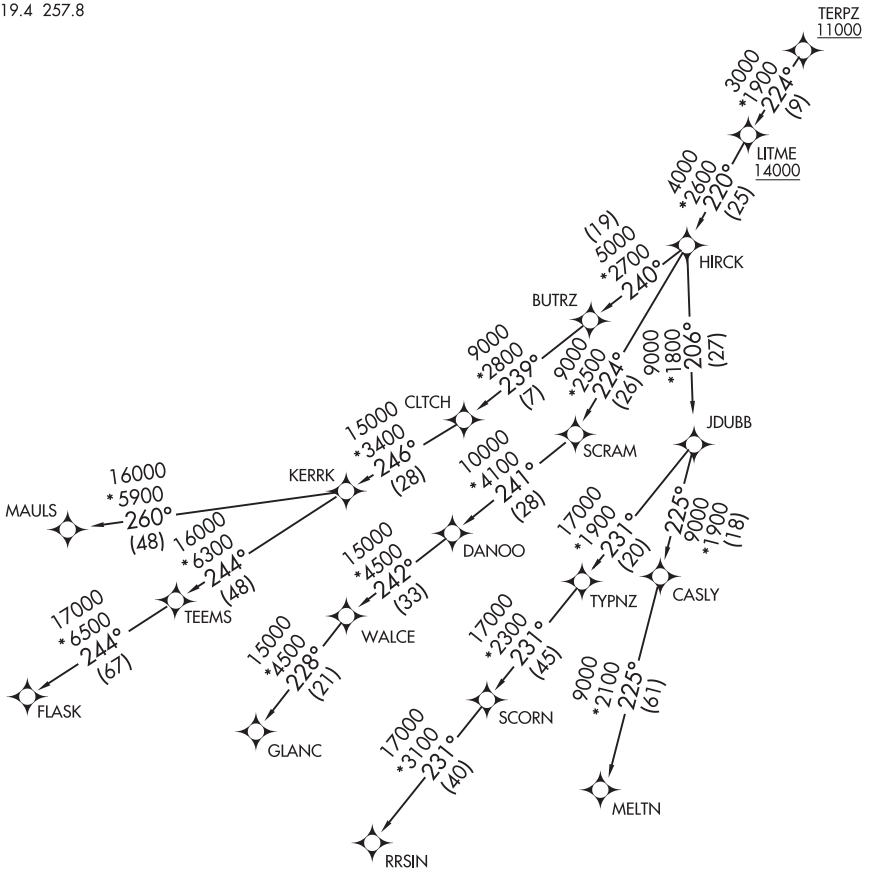
TERPZ EIGHT DEPARTURE (RNAV) Transition Routes

BALTIMORE, MARYLAND

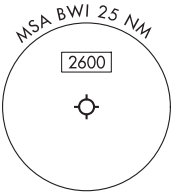
POTOMAC DEP CON
128.7 307.9
D-ATIS
115.1 127.8
CLNC DEL
118.05
CPDLC
GND CON
121.9
BALTIMORE TOWER
119.4 257.8

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

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.



NOTE: Chart not to scale.

(CONTINUED ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 10: Climb on heading 105° to 644, then direct JWALL, then right turn direct UNSLD at or below 9000, then on track 293° to WONCE, thence . . . .
TAKEOFF RUNWAY 15L: Climb on heading 155° to 644, then direct HEDWG, then right turn direct NOPRO at or above 4000 at or below 230K, then on track 289° to cross UNSLD at or below 9000, then on track 293° to WONCE, thence . . . .
TAKEOFF RUNWAY 15R: Climb on heading 155° to 644, then direct WARYN, then right turn direct BOBYJ at or above 4000 at or below 230K, then on track 290° to cross FLACO at or below 9000, then on track 292° to WONCE, thence . . . .
TAKEOFF RUNWAY 28: Climb on heading 285° to 644, then direct JLENN, then on track 295° to WONCE, thence . . . .
TAKEOFF RUNWAYS 33L/R: Climb on heading 335° to 644, then left turn direct PCHEN at or below 5000, then on track 286° to WONCE, thence . . . .

. . . . then on track 282° to cross TERPZ at or above 11000, then on (transition). Maintain 17000, expect filed altitude within 10 minutes after departure.

All aircraft ATC climb gradient: if unable to accept climb rate advise ATC prior to taxi. Rwy 15R: 780'/NM to 644 MSL.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

ILS or LOC RWY 33
MARTIN STATE (MTN)

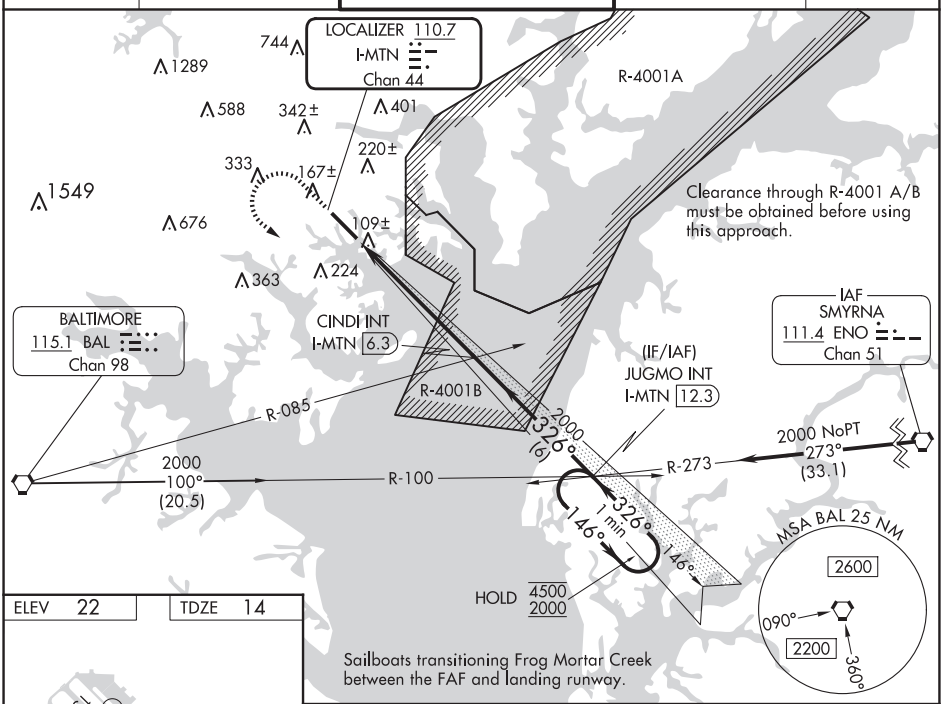
LOC/DME I-MTN	APP CRS	Rwy ldg	6997
110.7	326°	TDZE	14
Chan 44		Apt Elev	22

RADAR required.

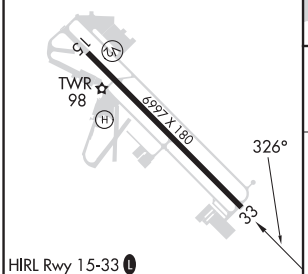
Circling NA for Cat D northeast of Rwy 15-33. Rwy 33 helicopter visibility reduction below ¾ SM NA. VDP NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase S-ILS 33 DA to 266 feet; increase all MDAs 60 feet and S-LOC 33 visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 2000 on heading 146° and on BAL VORTAC R-100 to JUGMO INT/I-MTN 12.3 DME and hold.

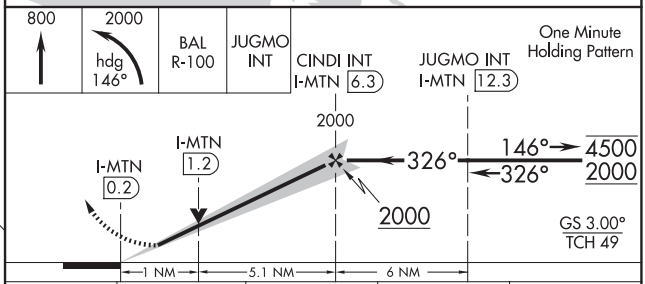
ATIS	POTOMAC APP CON	MARTIN TOWER★	GND CON	UNICOM
124.925	119.0 282.275	121.3(CTAF) L 254.425	121.8 253.4	122.95



ELEV 22	TDZE 14



HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)



FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-ILS 33		214-1	200 (200-1)	
S-LOC 33		380-1	366 (400-1)	
C CIRCLING	540-1	518 (600-1)	580-1½ 558 (600-1½)	740-2¼ 718 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025

BALTIMORE, MARYLAND AL-5222 (FAA) 24305

WAAS CH 45622 W15A	APP CRS 146°	Rwy ldg 6997 TDZE 22 Apt Elev 22

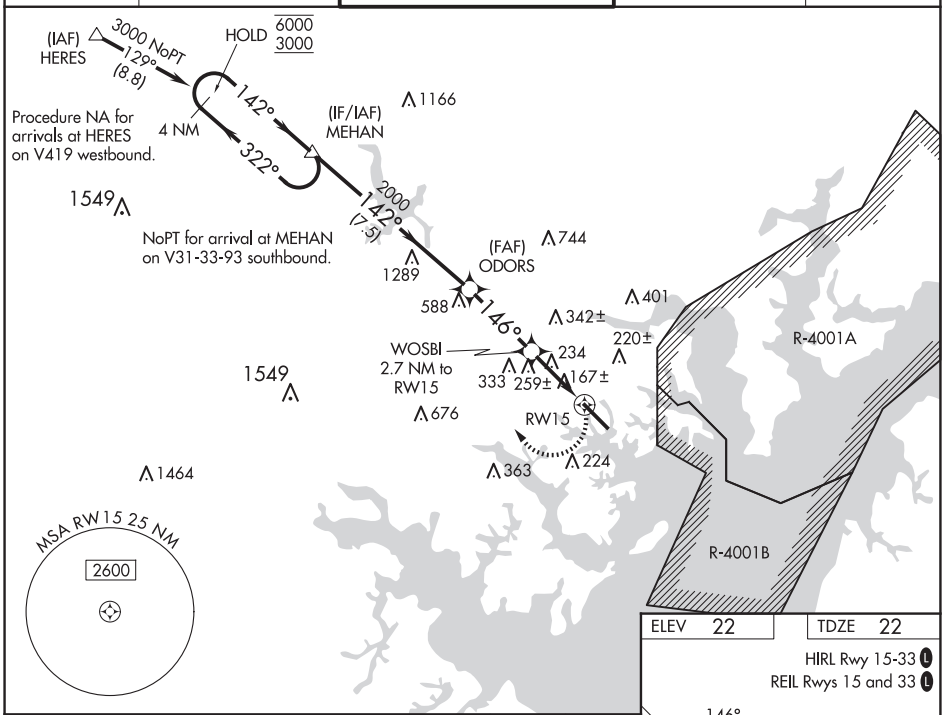
RNAV (GPS) RWY 15
MARTIN STATE (MTN)

RNP APCH.

Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase LP Cats C and D visibility ⅛ SM, LNAV Cats C and D visibility ¼ SM and Circling Cat C and D visibility ¼ SM. Circling Cat D NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 3000 direct MEHAN and hold.

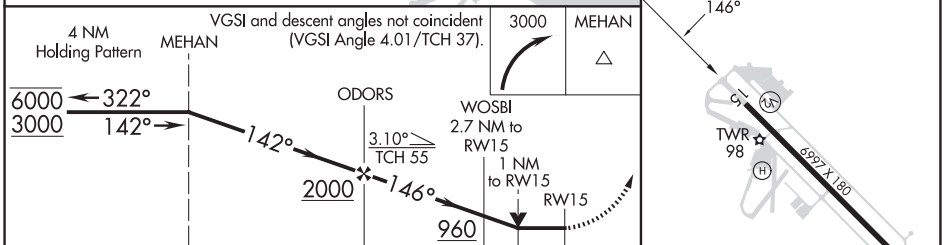
ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	122.95



NE-3, 12 JUN 2025 to 07 AUG 2025

ELEV 22 TDZE 22

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L



CATEGORY	A	B	C	D
LP MDA	500-1 478 (500-1)		500-1⅜ 478 (500-1⅜)	
LNAV MDA	520-1 498 (500-1)		520-1⅜ 498 (500-1⅜)	
CIRCLING	560-1 538 (600-1)		680-1¾ 658 (700-1¾)	740-2¼ 718 (800-2¼)

Rwy 33 ldg 8100′ (Military Operations Only)
Rwy 15 take-off 8100′ (Military Operations Only)

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40307 W33A	APP CRS 326°	Rwy ldg 6997 TDZE 14 Apt Elev 22

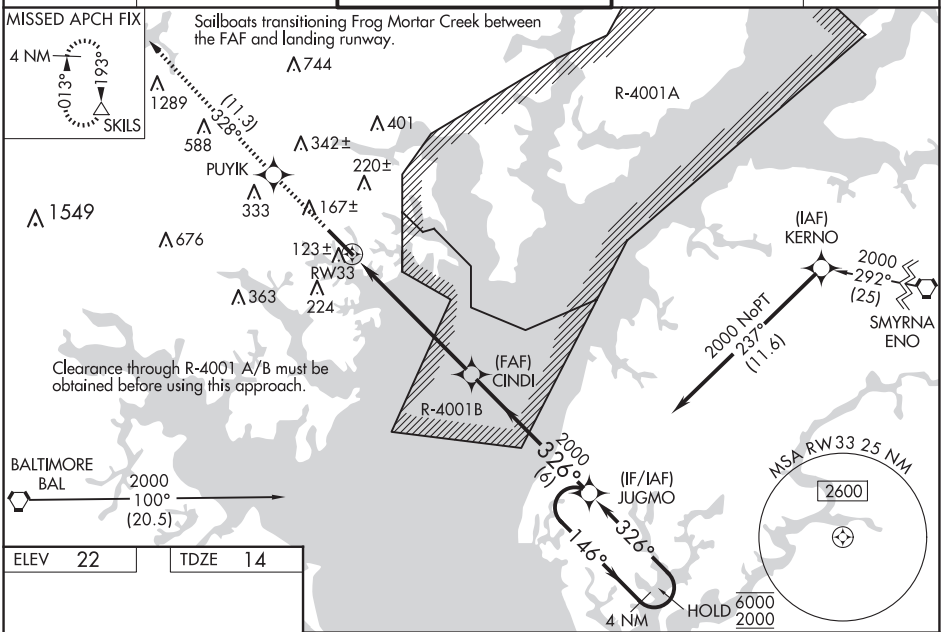
RNAV (GPS) RWY 33
MARTIN STATE (MTN)

RNP APCH - GPS.

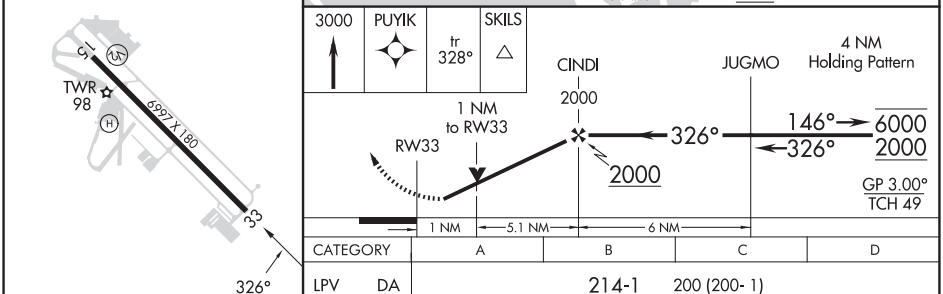
Circling NA for Cat D northeast of Rwy 15-33. Baro-VNAV and VDP NA when using Baltimore/Washington Intl Thurgood Marshall altimeter setting. Rwy 33 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting: increase LPV DA to 266 feet; increase LNAV/VNAV DA to 356 feet and all visibilities ⅛ SM; increase all MDAs 60 feet and LNAV visibility Cat C/D ¼ SM, and Circling visibility Cat C/D ¼ SM.

MISSED APPROACH: Climb to 3000 direct PUYIK and on track 328° to SKILS and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER *	GND CON	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	122.95



ELEV 22	TDZE 14



CATEGORY		A	B	C	D
LPV	DA	214-1	200 (200- 1)		
LNAV/VNAV	DA	304-1	290 (300- 1)		
LNAV MDA		380-1	366 (400-1)		
C CIRCLING		540-1	518 (600-1)	580-1½ 558 (600-1½)	740-2¼ 718 (800-2¼)

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L
Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

BALTIMORE, MARYLAND AL-5222 (FAA) 24305

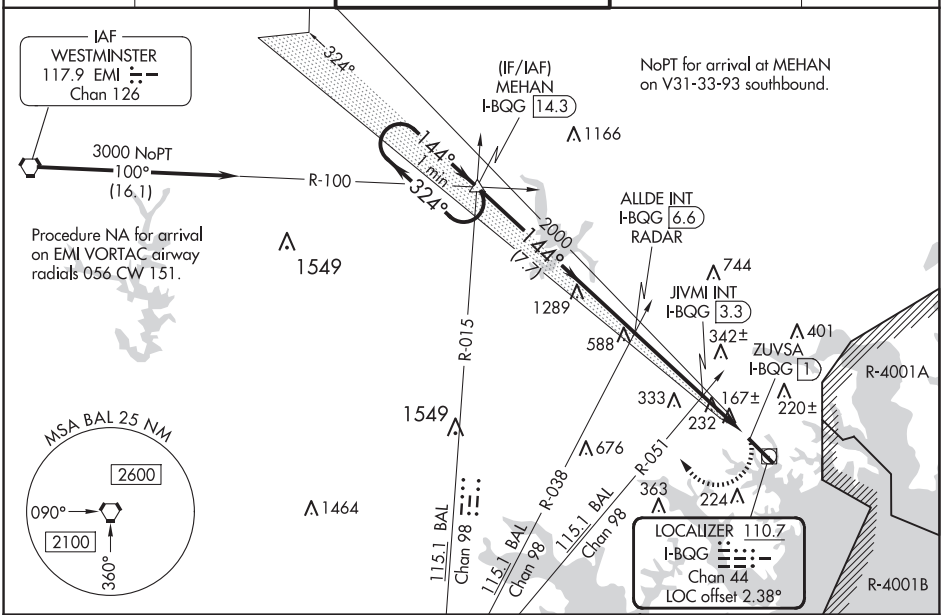
LOC RWY 15
MARTIN STATE (MTN)

LOC/DME I-BQG	APP CRS	Rwy ldg	6997
110.7	144°	TDZE	22
Chan 44		Apt Elev	22

When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting; increase all MDA 60 feet and increase S-15 Cat A and Circling Cats C and D visibility ¼ SM and increase JIVMI fix minimums S-15 Cats C and D visibility ⅛ SM and Circling Cat C and D visibility ¼ SM. Rwy 15 helicopter visibility reduction below ¾ SM NA. Circling Cat D NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 3000 on heading 312° and BAL VORTAC R-015 to MEHAN INT/I-BQG 14.3 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER *	GND CON	UNICOM
124.925	119.0 282.275	121.3(CTAF) L 254.425	121.8 253.4	122.95

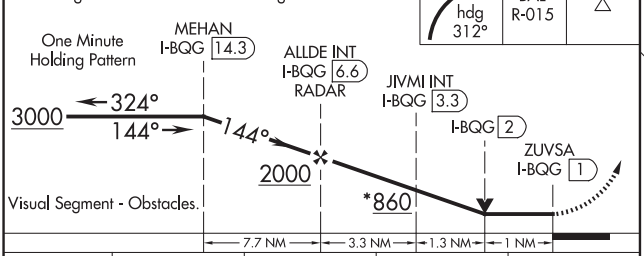


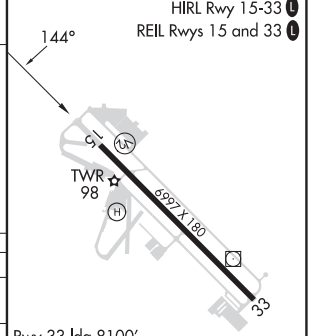
*920 when using Baltimore/Washington Intl Thurgood Marshall altimeter setting.

3000	BAL	MEHAN
hdg 312°	R-015	△

ELEV	22	TDZE	22

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L





Rwy 33 ldg 8100′
(Military Operations Only)
Rwy 15 take-off 8100′
(Military Operations Only)

CATEGORY	A	B	C	D
S-15	860-1 838 (900-1)	860-1¼ 838 (900-1¼)	860-2½ 838 (900-2½)	
CIRCLING	860-1¼ 838 (900-1¼)		860-2½ 838 (900-2½)	860-2¾ 838 (900-2¾)
JIVMI FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-15	500-1 478 (500-1)		500-1⅜ 478 (500-1⅜)	
CIRCLING	560-1 538 (600-1)		680-1¾ 658 (700-1¾)	740-2¼ 718 (800-2¼)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 12 JUN 2025 to 07 AUG 2025

VORTAC BAL	BAL	Rwy ldg 6997
115.1	14.7	TDZE 22
Chan 98	Arc	Apt Elev 22

VOR or TACAN RWY 15

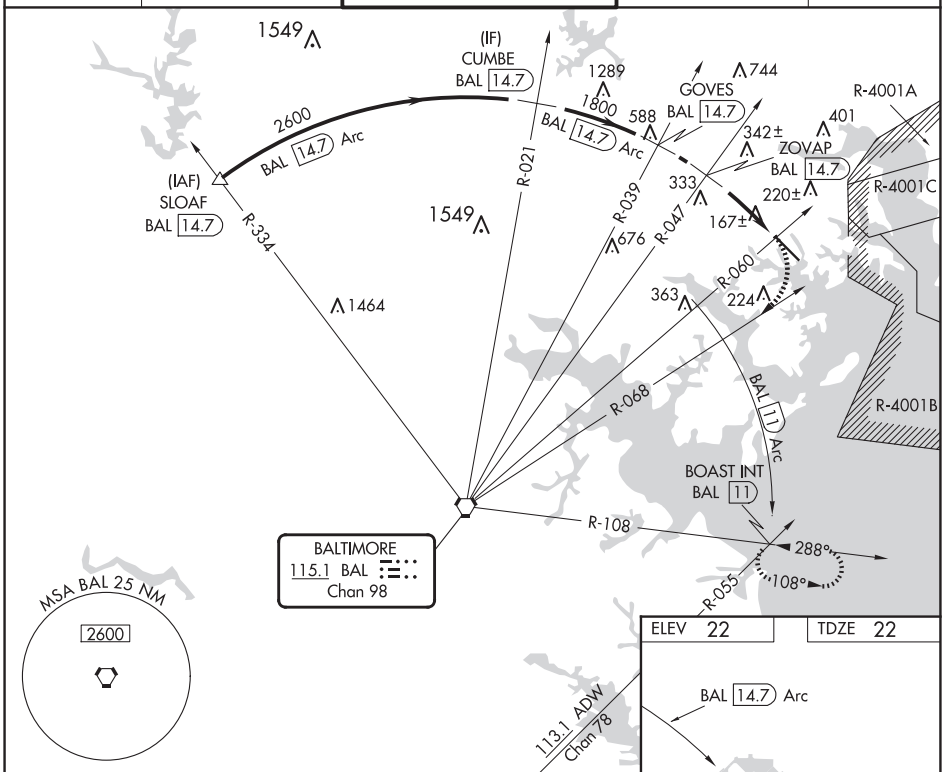
MARTIN STATE (MTN)

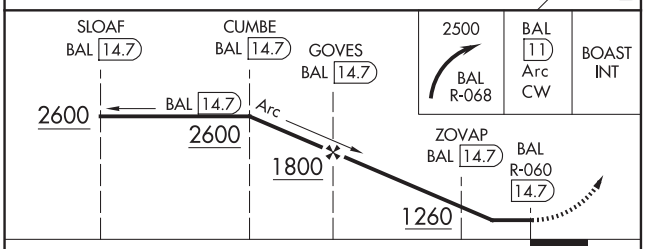
DME required.

Rwy 15 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore/Washington Intl Thurgood Marshall altimeter setting and increase all MDA 60 feet, and increase S-15 Cat B visibility ¼ SM, Cat C/D ½ SM and Circling Cats B/C ¼ SM. Circling NA northeast of Rwy 15-33.

MISSED APPROACH: Climbing right turn to 2500 on BAL VORTAC R-068 and BAL 11 DME Arc clockwise to BOAST INT/BAL 11 DME and hold.

ATIS	POTOMAC APP CON	MARTIN TOWER ★	GND CON	UNICOM
124.925	119.0 282.275	121.3 (CTAF) L 254.425	121.8 253.4	122.95





CATEGORY	A	B	C	D
S-15	920-1¼ 898 (900-1¼)		920-2½ 898 (900-2½)	
CIRCLING	920-1¼ 898 (900-1¼)		920-2¾ 898 (900-2¾)	920-3 898 (900-3)

Rwy 33 ldg 8100′ (Military Operations only)
Rwy 15 take-off 8100′ (Military Operations only)

HIRL Rwy 15-33 L
REIL Rwys 15 and 33 L

NE-3, 12 JUN 2025 to 07 AUG 2025

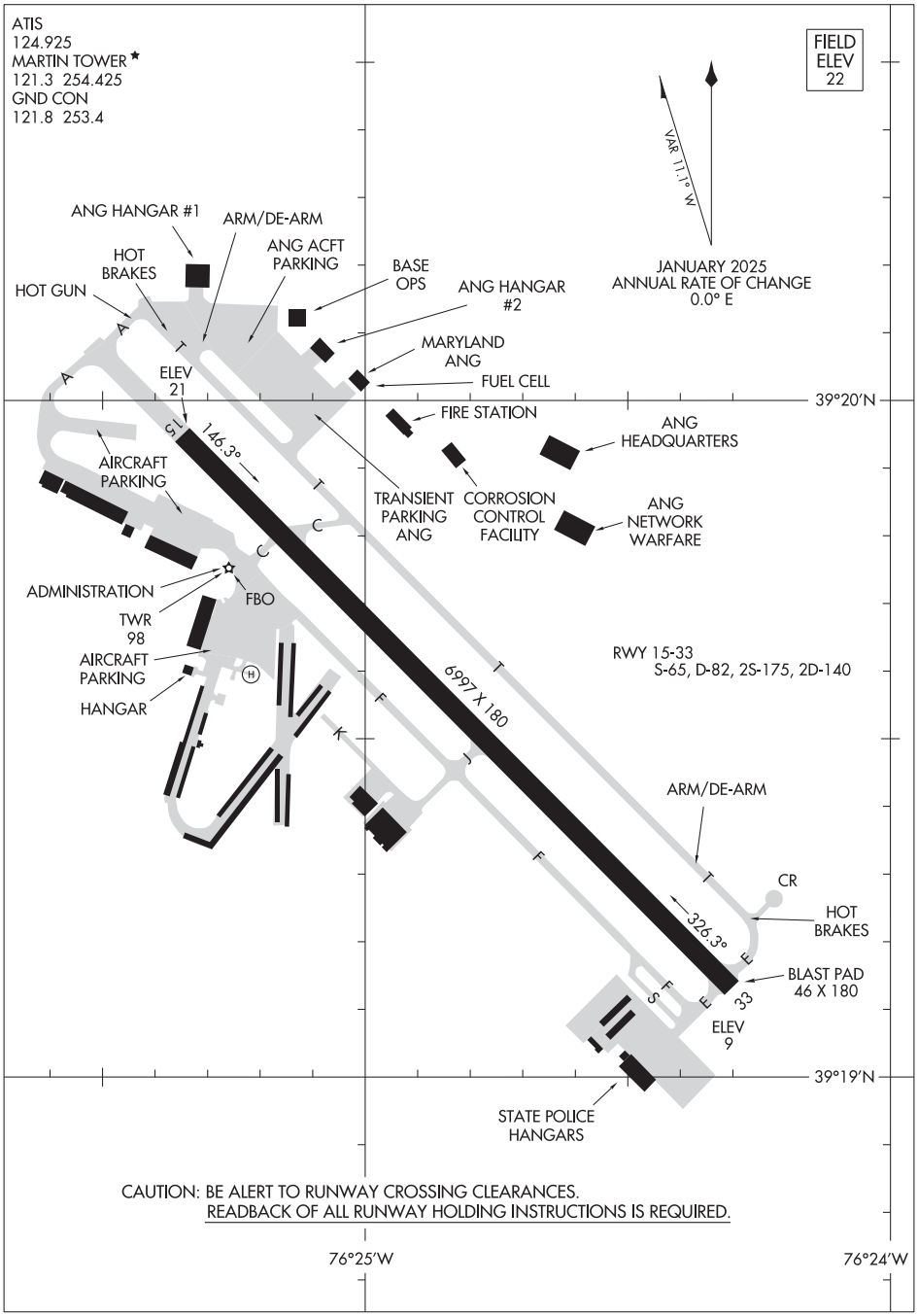
NE-3, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-5222 (FAA)

MARTIN STATE (MTN)
BALTIMORE, MARYLAND



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

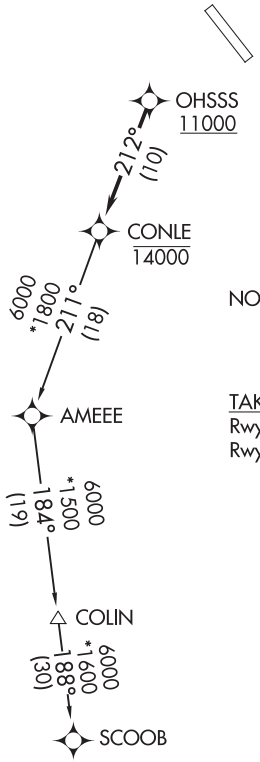
AIRPORT DIAGRAM
25107
BALTIMORE, MARYLAND
MARTIN STATE (MTN)

CONLE FIVE DEPARTURE (RNAV)

POTOMAC DEP CON
119.0 282.275
ATIS
124.925
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 (CTAF) 254.425

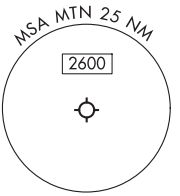
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215′ per NM to 1300.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 12 JUN 2025 to 07 AUG 2025

(FOXHL1.FOXHL) 24193 AL-5222 (FAA)

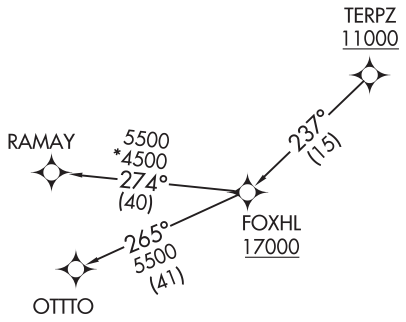
MARTIN STATE (MTN)
BALTIMORE, MARYLAND

FOXHL ONE DEPARTURE (RNAV)

POTOMAC DEP CON
119.0 282.275
ATIS
124.925
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 254.425

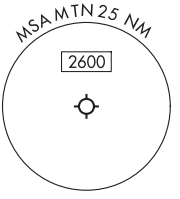
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215′/NM to 1300.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

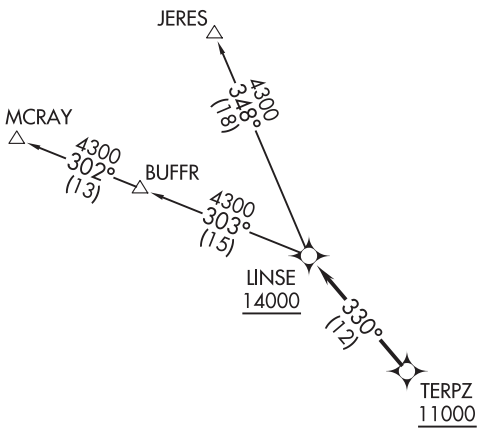
NE-3, 12 JUN 2025 to 07 AUG 2025

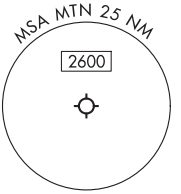
LINSE TWO DEPARTURE (RNAV)

POTOMAC DEP CON
119.0 282.275
ATIS
124.925
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 254.425

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

TOP ALTITUDE: 16000





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215′/NM to 1300.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

(TERPZ8.TERPZ) 24193 AL-5222 (FAA)

MARTIN STATE (MTN)
BALTIMORE, MARYLAND

TERPZ EIGHT DEPARTURE (RNAV)

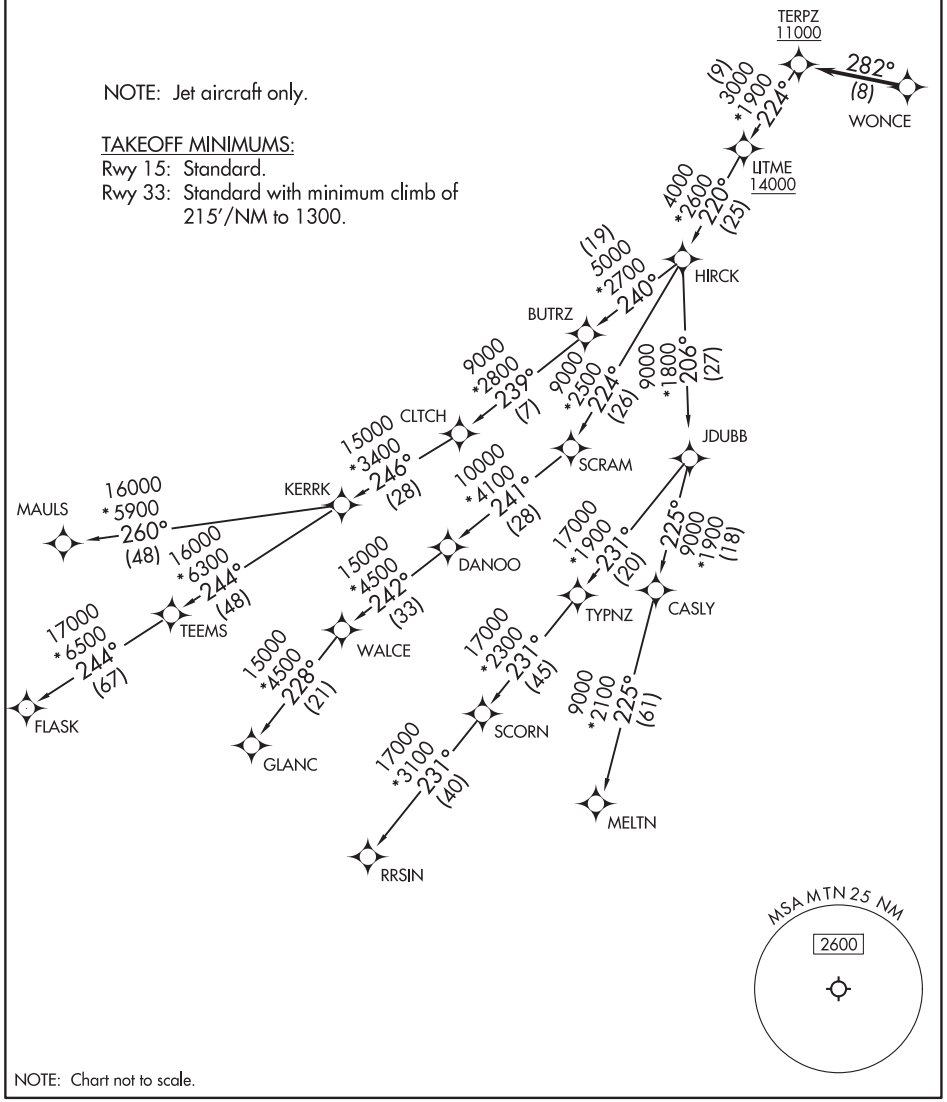
POTOMAC DEP CON
119.7 290.475
ATIS
124.925
GND CON
121.8 253.4
MARTIN TOWER ★
121.3 (CTAF) 254.425
UNICOM
122.95

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

TOP ALTITUDE: 17000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 15: Standard.
Rwy 33: Standard with minimum climb of 215'/NM to 1300.



NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

TERPZ EIGHT DEPARTURE (RNAV)
(TERPZ8.TERPZ) 11JUL24

BALTIMORE, MARYLAND
MARTIN STATE (MTN)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 12 JUN 2025 to 07 AUG 2025

BLACKSBURG, VIRGINIA

AL-5475 (FAA)

25163

RNAV (GPS) RWY 13
VIRGINIA TECH/MONTGOMERY EXEC (BCB)

WAAS CH 86712 W13A	APP CRS 125°	Rwy Ldg 5501 TDZE 2119 Apt Elev 2120

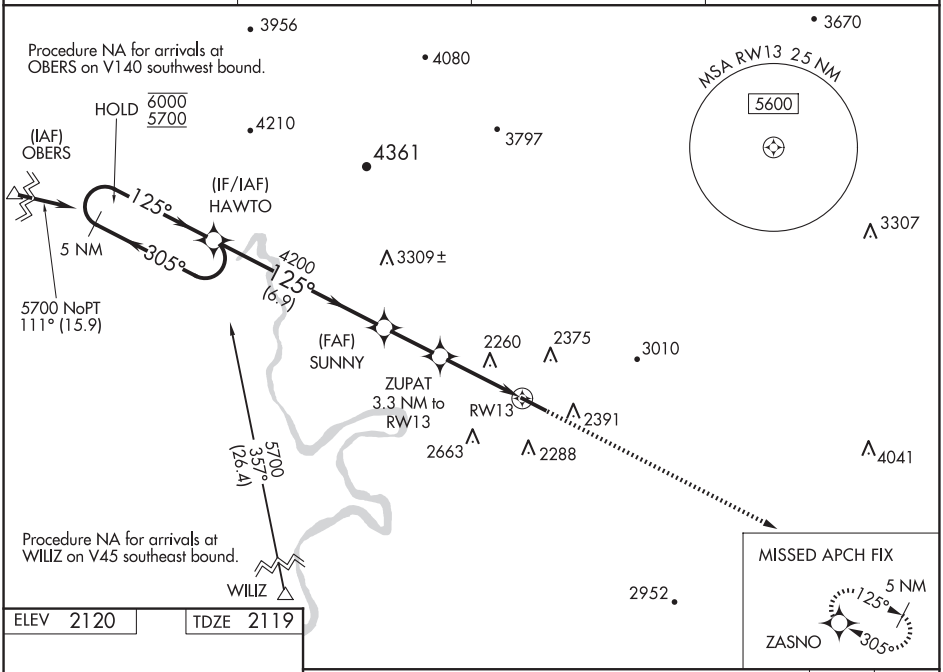
RNP APCH.

Rwy 13 helicopter visibility reduction below 1 SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats, and LNAV Cats A and B.

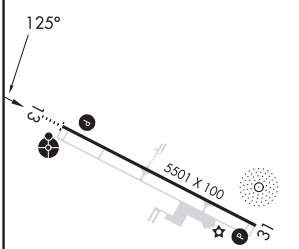
ODALS

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

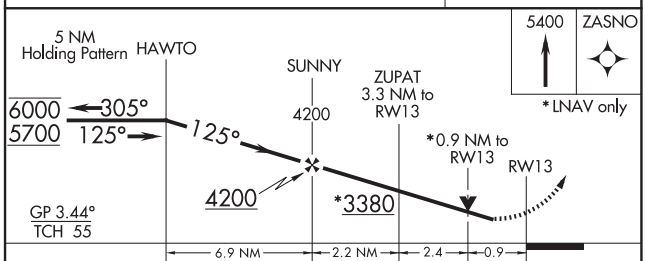
AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L



ELEV 2120 TDZE 2119



REIL Rwy 31 L
MIRL Rwy 13-31 L



CATEGORY	A	B	C	D
LPV DA	2389-1	270 (300-1)		NA
LNAV/VNAV DA	2419-1	300 (300-1)		NA
LNAV MDA	2520-1	401 (400-1)		NA
C CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86743 W31A	APP CRS 305°	Rwy Ldg 5501 TDZE 2120 Apt Elev 2120

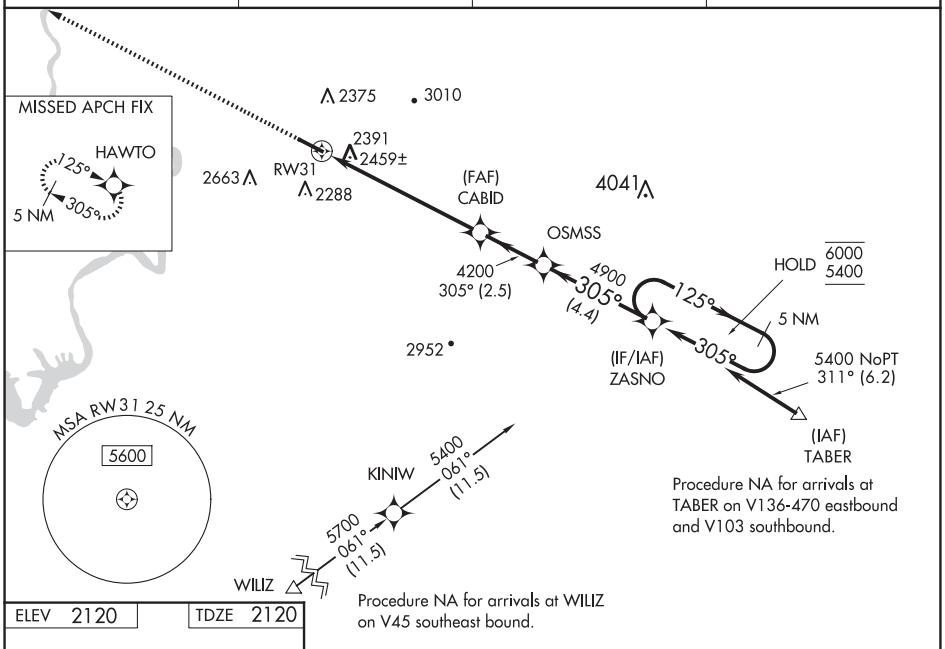
RNAV (GPS) RWY 31
VIRGINIA TECH/MONTGOMERY EXEC (BCB)

RNP APCH.

Rwy 31 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C.

MISSED APPROACH: Climb to 5900 direct HAWTO and hold, continue climb-in-hold to 5900.

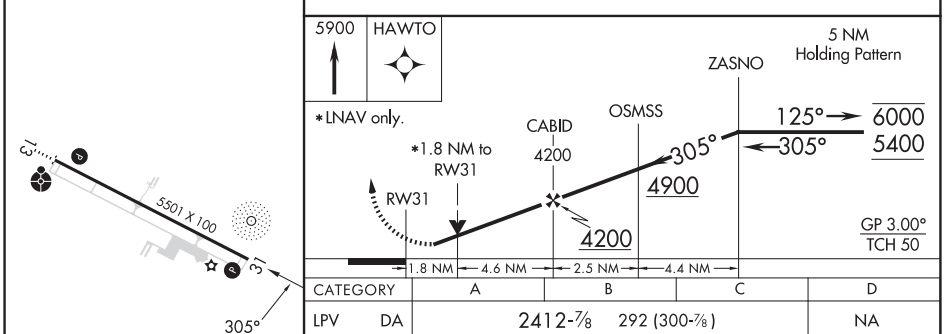
AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF) L



Procedure NA for arrivals at TABER on V136-470 eastbound and V103 southbound.

Procedure NA for arrivals at WILIZ on V45 southeast bound.

ELEV 2120 TDZE 2120



CATEGORY	A	B	C	D
LPV DA	2412-⅞ 292 (300-⅞)			NA
LNAV/VNAV DA	2740-1¾ 620 (700-1¾)			NA
LNAV MDA	2740-1 620 (700-1)		2740-1¾ 620 (700-1¾)	NA
C CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

REIL Rwy 31 L
MIRL Rwy 13-31 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

BLACKSBURG, VIRGINIA | AL-5475 (FAA) | 25163

LOC RWY 13
VIRGINIA TECH/MONTGOMERY EXEC (BCB)

LOC/DME I-BCB	APP CRS	Rwy Ldg	5501
109.1	125°	TDZE	2119
Chan 28		Apt Elev	2120

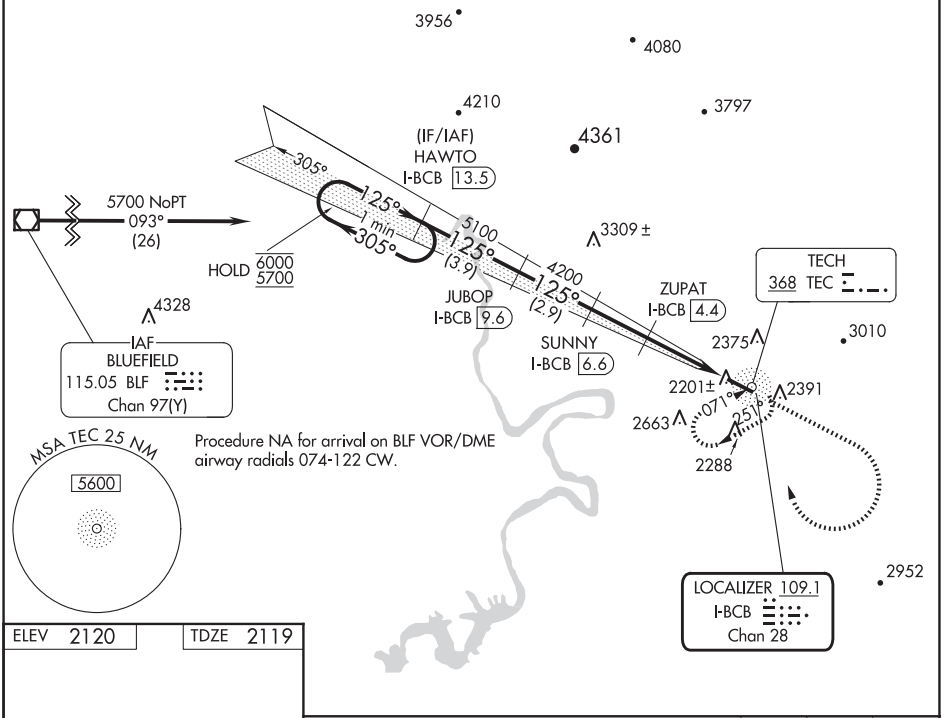
ADF and DME required.

NA — Rwy 13 helicopter visibility reduction below 1 SM NA. Inop table does not apply.

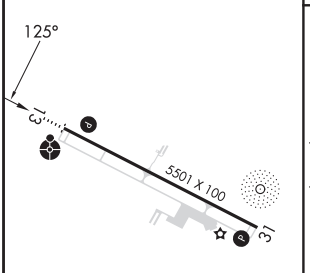
ODALS

MISSED APPROACH: Climb to 3600 then climbing right turn to 5700 direct TEC NDB and hold, continue climb-in-hold to 5700.

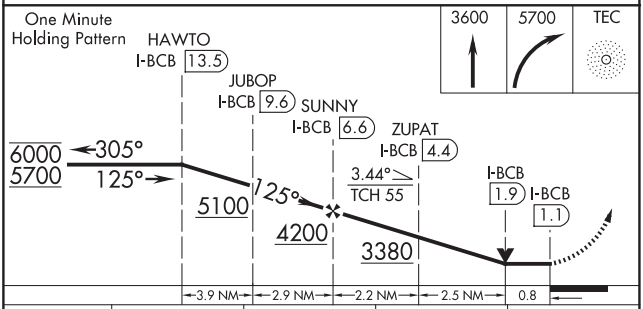
AWOS-3	ROANOKE APP CON	CLNC DEL	UNICOM
133.325	126.9 339.8	124.85	123.05 (CTAF)



ELEV 2120	TDZE 2119



REIL Rwy 31
MIRL Rwy 13-31



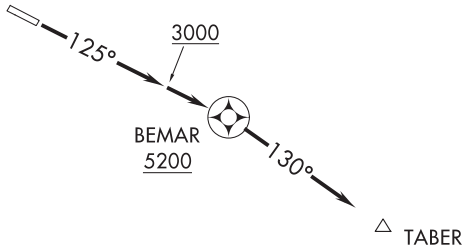
CATEGORY	A	B	C	D
S-13	2480-1 361 (400-1)			NA
C CIRCLING	2760-1 640 (700-1)	2820-1 700 (700-1)	2980-2½ 860 (900-2½)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025

BEMAR THREE DEPARTURE (RNAV)

TOP ALTITUDE: 6000

AWOS-3
133.325
CLNC DEL
124.85
ROANOKE DEP CON
126.9 339.8
CTAF
123.05



NOTE: GPS required.
NOTE: RNAV-1.
NOTE: RADAR required.

TAKEOFF MINIMUMS:
Rwy 31: NA-ATC.
Rwy 13: Standard with minimum climb of 500′ per NM to 3000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 13: Climb heading 125° to 3000, then direct BEMAR, cross BEMAR at or above 5200, then fly heading 130°or assigned by ATC, thence...

....For radar vectors to filed route, maintain 6000, expect clearance to filed altitude/ flight level 10 minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

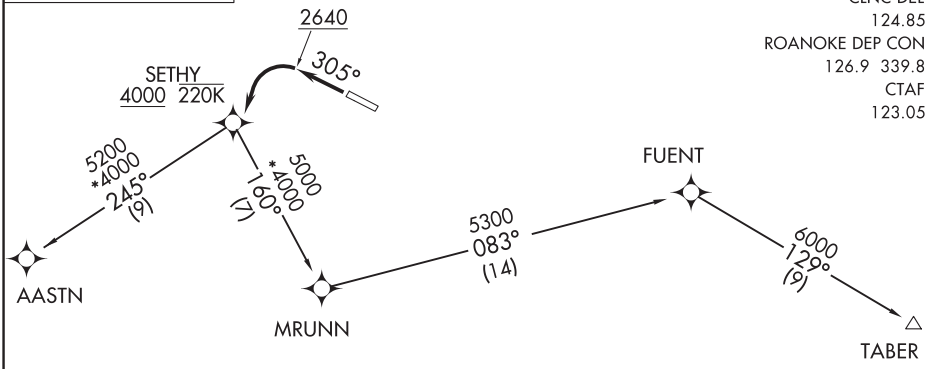
(SETHY5.SETHY) 21280

VIRGINIA TECH/MONTGOMERY EXEC (BCB)
BLACKSBURG, VIRGINIA

SETHY FIVE DEPARTURE (RNAV)

TOP ALTITUDE: 6000

AWOS-3
133.325
CLNC DEL
124.85
ROANOKE DEP CON
126.9 339.8
CTAF
123.05



NOTE: GPS Required.
NOTE: RNAV-1.
NOTE: RADAR Required.
NOTE: When in RADAR contact, vectors will be provided to filed/assigned route.

TAKEOFF MINIMUMS:

Rwy 13: NA-ATC.
Rwy 31: Standard with minimum climb of 300′ per NM to 2640 then minimum climb of 230′ per NM to 4000.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 31: Climb heading 305° to 2640, then left turn direct SETHY, cross SETHY at or above 4000, thence....

....On TABER transition. Maintain 6000. Expect clearance to filed altitude/flight level 10 minutes after departure.

....On AASTN transition. At AASTN fly heading 245° or assigned by ATC. Maintain 6000. RADAR vectors will be provided to filed route. Expect clearance to filed altitude/flight level within ten minutes after departure.

AASTN TRANSITION (SETHY5.AASTN):
TABER TRANSITION (SETHY5.TABER):

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42934 W04A	APP CRS 044°	Rwy Ldg 5333 TDZE 428 Apt Elev 437

RNAV (GPS) RWY 4

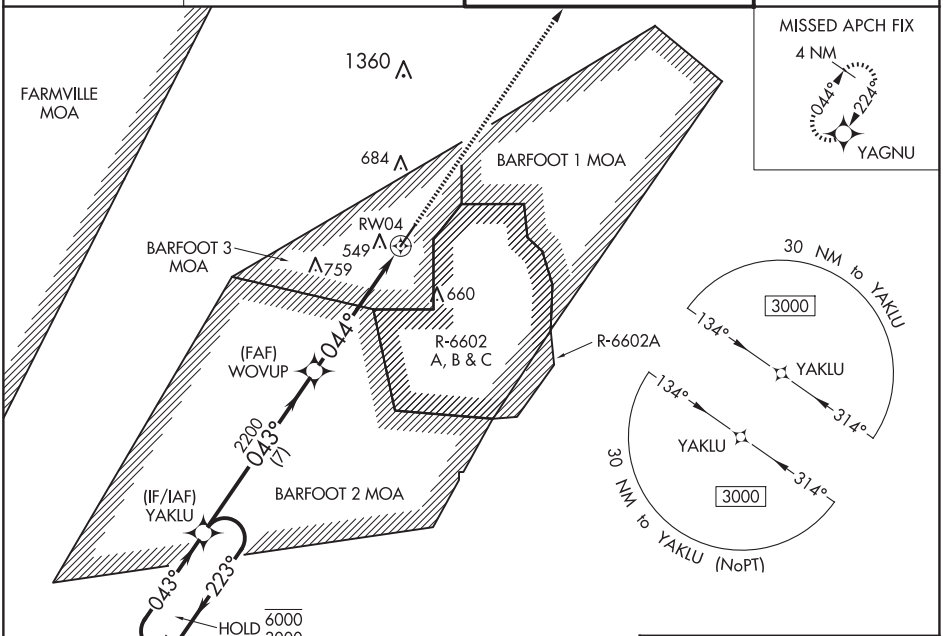
ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

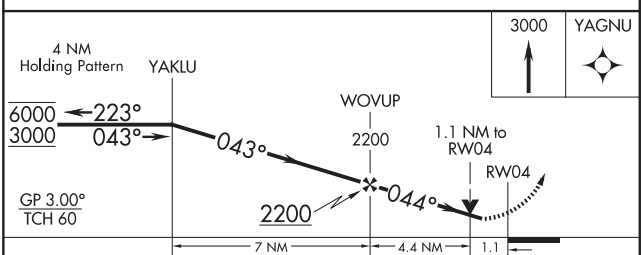
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.
Circling NA southeast of Rwy 4-22. Rwy 4 helicopter visibility reduction below ¾ SM NA.

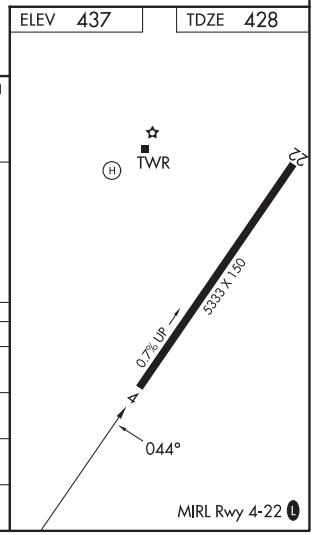
MISSED APPROACH: Climb to 3000 direct YAGNU and hold.

ATIS	WASHINGTON CENTER	BLACKSTONE TOWER ★	GND CON
119.225	118.75 377.1	134.7 (CTAF) L 292.7	127.625





CATEGORY	A	B	C	D
LPV DA	717-1 289 (300-1)			NA
LNAV/VNAV DA	699-1 271 (300-1)			NA
LNAV MDA	800-1 372 (400-1)		800-1½ 372 (400-1½)	NA
C CIRCLING	860-1 423 (500-1)	900-1 463 (500-1)	1000-1½ 563 (600-1½)	NA



NE-3, 12 JUN 2025 to 07 AUG 2025

BLACKSTONE, VIRGINIA | AL-52 (FAA) | 25163

RNAV (GPS) RWY 22
ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

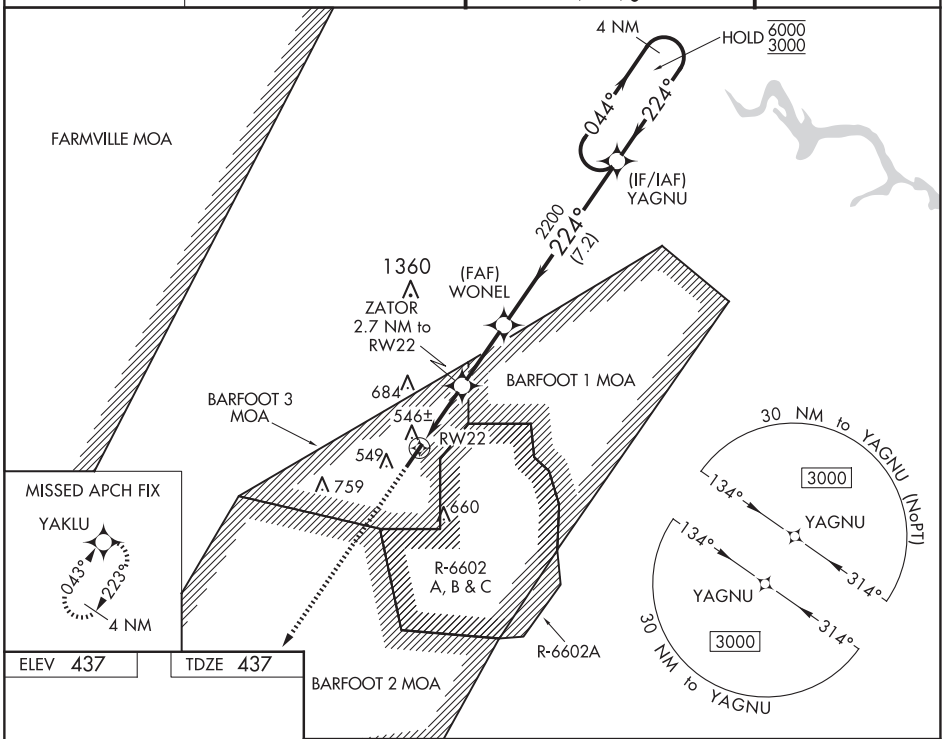
WAAS CH 53734 W22A	APP CRS 224°	Rwy Ldg 5333 TDZE 437 Apt Elev 437

RNP APCH - GPS.

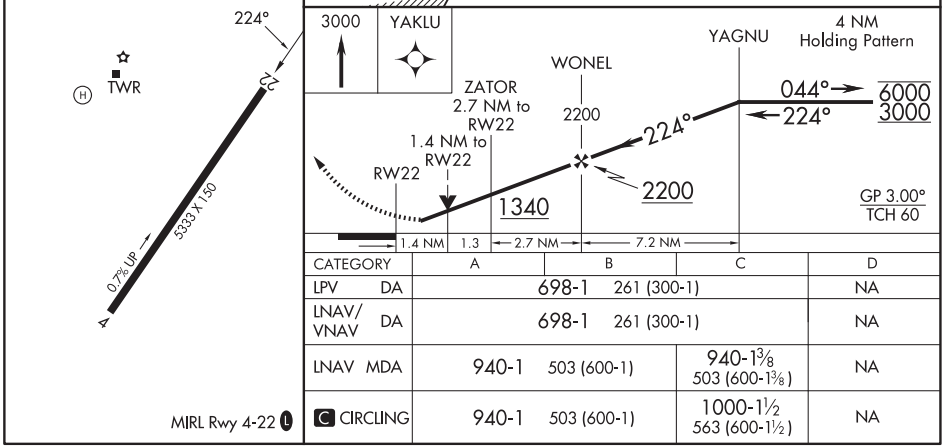
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling NA southeast of Rwy 4-22. Rwy 22 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct YAKLU and hold.

ATIS	WASHINGTON CENTER	BLACKSTONE TOWER ★	GND CON
119.225	118.75 377.1	134.7 (CTAF) L 292.7	127.625



ELEV 437 | TDZE 437



CATEGORY	A	B	C	D
LPV DA	698-1 261 (300-1)			NA
LNAV/VNAV DA	698-1 261 (300-1)			NA
LNAV MDA	940-1 503 (600-1)		940-1⅜ 503 (600-1⅜)	NA
C CIRCLING	940-1 503 (600-1)		1000-1½ 563 (600-1½)	NA

MIRL Rwy 4-22 L

BLACKSTONE, VIRGINIA
Amdt 1C 31OCT24

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)
37°04'N-77°57'W
RNAV (GPS) RWY 22

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

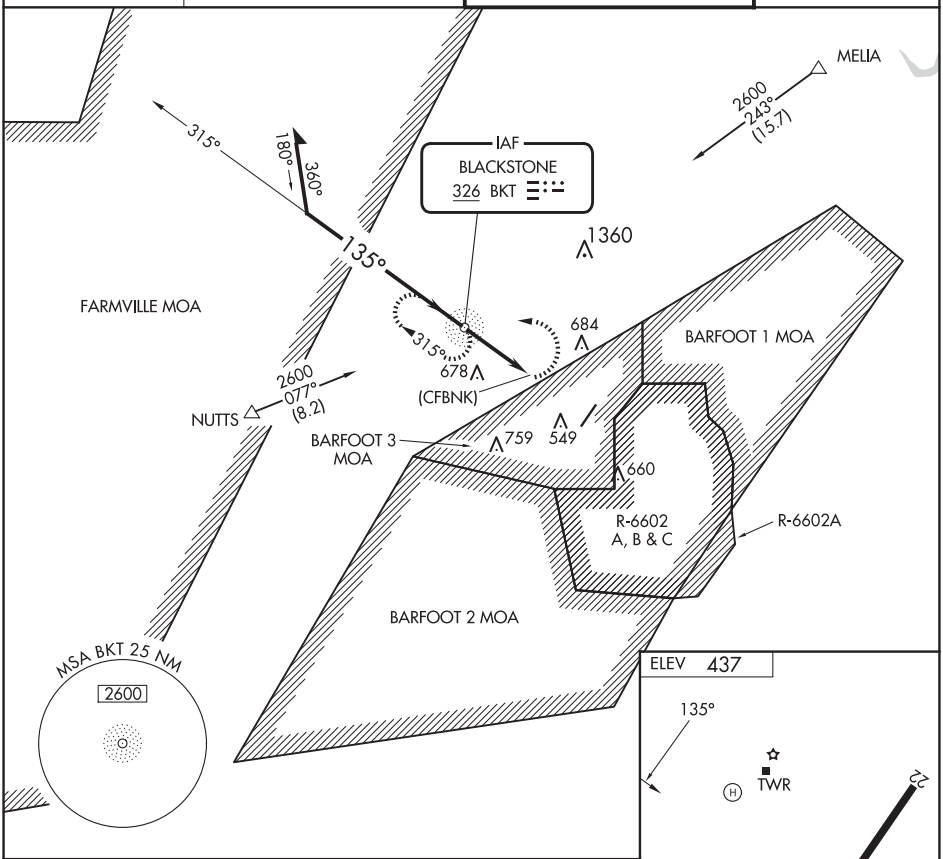
NDB BKT	APP CRS	Rwy Ldg / TDZE / Apt Elev
326	135°	N/A / N/A / 437

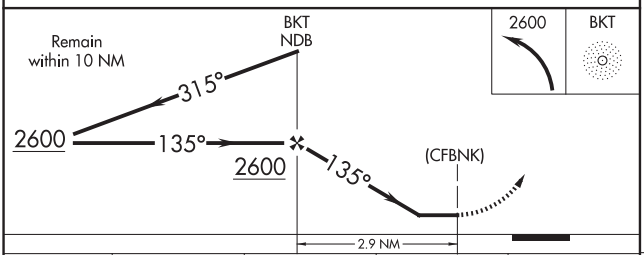
NDB-A
ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

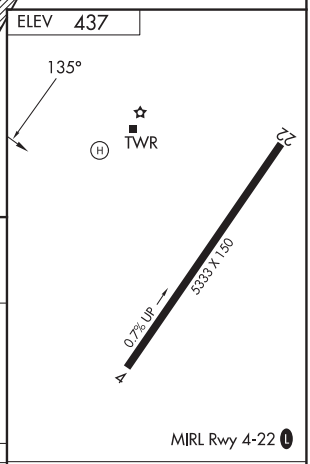
Circling NA east of Rwy 4-22.

MISSED APPROACH: Climbing left turn to 2600 direct BKT NDB and hold, continue climb-in-hold to 2600.

ATIS	WASHINGTON CENTER	BLACKSTONE TOWER ★	GND CON
119.225	118.75 377.1	134.7 (CTAF) L 292.7	127.625







CATEGORY	A	B	C	D
C CIRCLING	980-3 543 (600-3)		1000-3 563 (600-3)	NA

FAF to MAP 2.9 NM

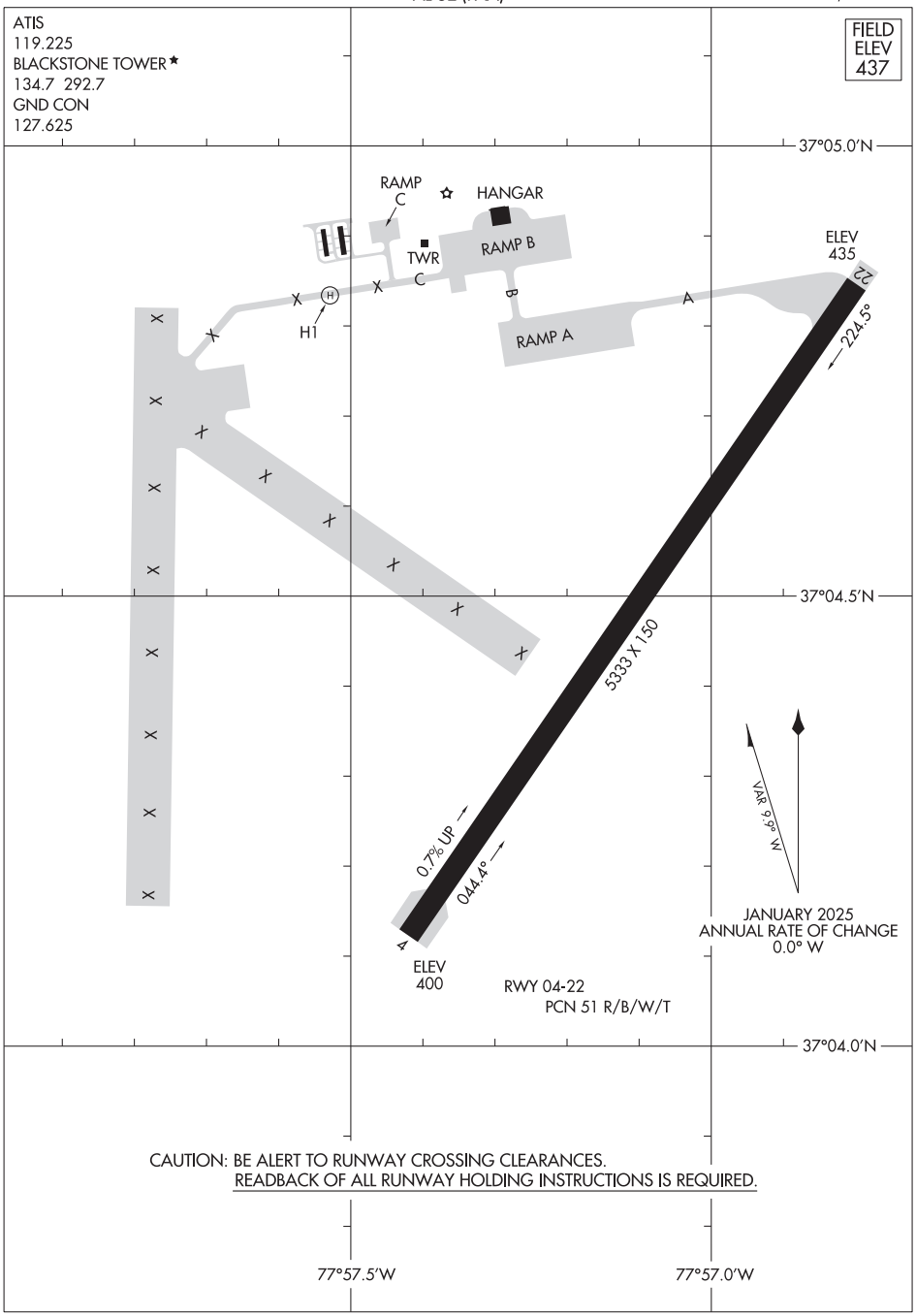
Knots	60	90	120	150	180
Min:Sec	2:54	1:56	1:27	1:10	0:58

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)
AL-52 (FAA)
BLACKSTONE, VIRGINIA



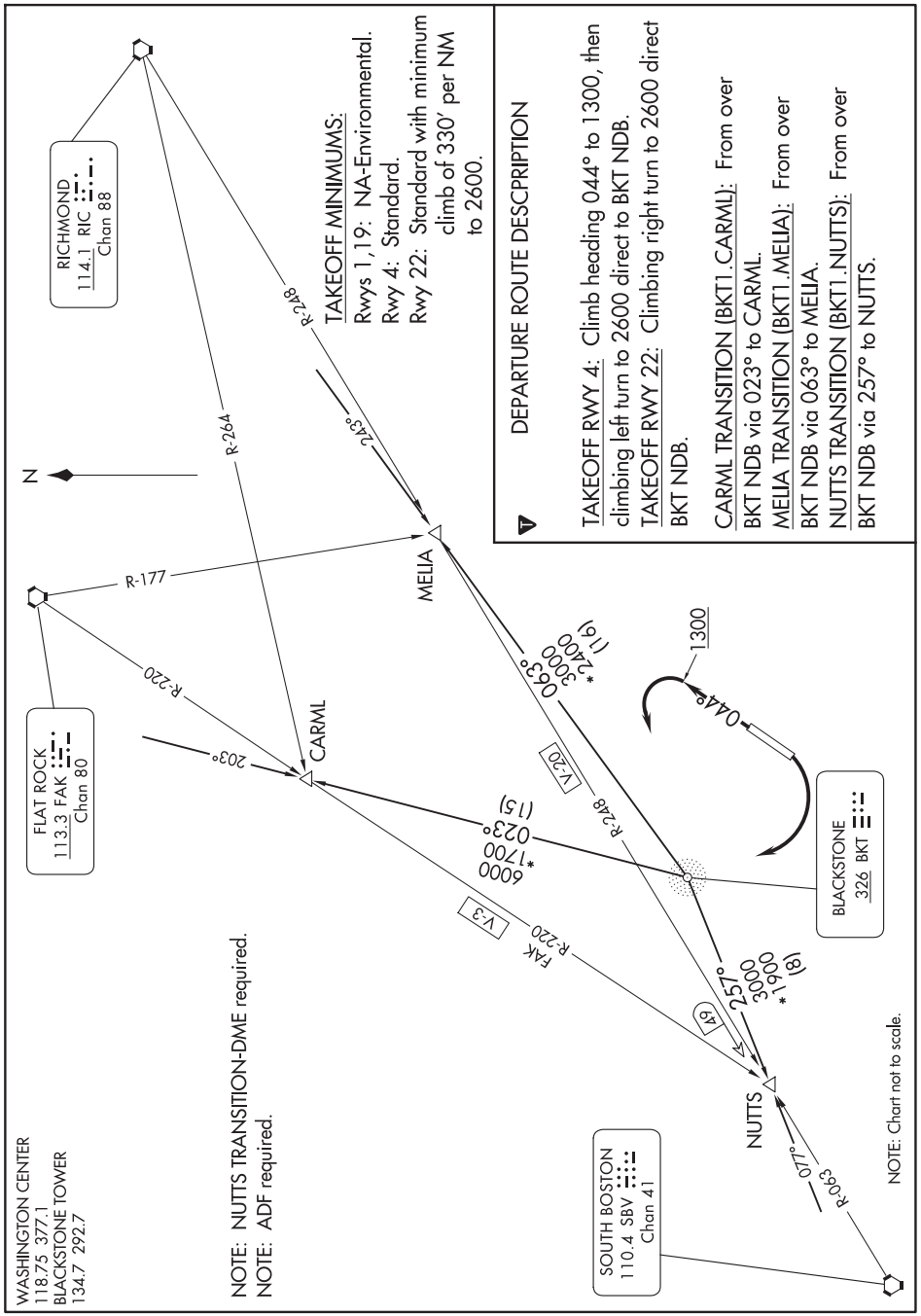
NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
BLACKSTONE, VIRGINIA
ALLAN C PERKINSON/BLACKSTONE AAF (BKT)
25163

BLACKSTONE ONE DEPARTURE

ALLAN C PERKINSON/BLACKSTONE AAF (BKT)
BLACKSTONE, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

BLACKSTONE ONE DEPARTURE
BLACKSTONE, VIRGINIA
ALLAN C PERKINSON/BLACKSTONE AAF (BKT)

22251

BLUEMONT, VIRGINIA

COPTER RNAV (GPS) 037°

APCH CRS	Rwy ldg	50
037°	TDZE	1707
	Arpt Elev	1707

AL-11678 [USN]

BLUEGRASS (9VA5)

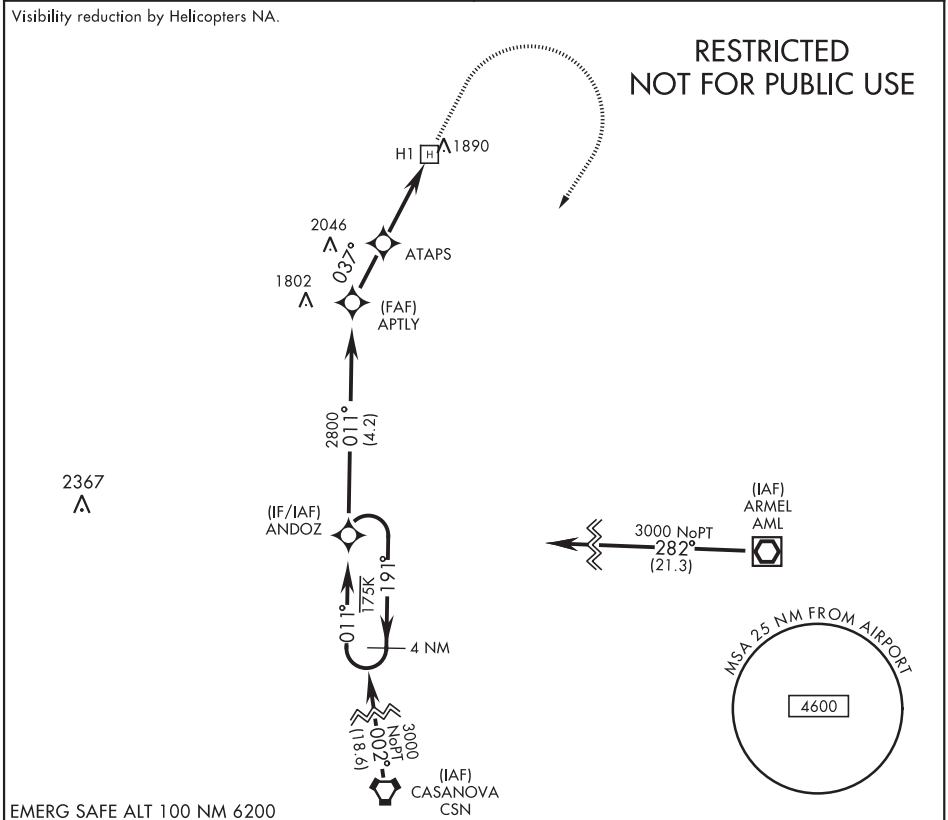
RNP APCH

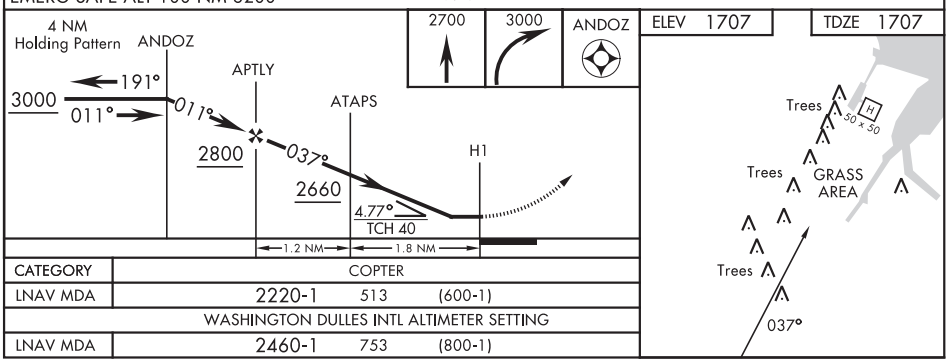
T Obtain local altimeter on Bluegrass Advsy, when not rcvd use DULLES Intl altimeter. FEMA SPECIAL FACILITY (Bluegrass) normal opr 0745-1630L Mon-Fri. Phone 504-542-3014 for PPR.

MISSED APPROACH: Climb to 2700 then climbing right turn to 3000 direct ANDOZ and hold.

POTOMAC APP CON	BLUEGRASS ADVISORY ★
120.45 306.925	126.2 241.0

Visibility reduction by Helicopters NA.





CATEGORY	COPTER		
LNAV MDA	2220-1	513	(600-1)
WASHINGTON DULLES INTL ALTIMETER SETTING			
LNAV MDA	2460-1	753	(800-1)

BLUEMONT, VIRGINIA 39°04′N-77°53′W BLUEGRASS (9VA5)

Amdt 1 08SEP22

COPTER RNAV (GPS) 037°

NE-3, 12 JUN 2025 to 07 AUG 2025

BLUEMONT, VIRGINIA

COPTER VOR/DME or TACAN 056°

VORTAC LDN	APCH CRS	Rwy ldg 50
114.3	056°	TDZE 1707
Chan 90		Arpt Elev 1707

AL-11678 [USN]

BLUEGRASS (9VA5)

Circling not authorized.
Visibility reduction by helicopter NA.

MISSED APPROACH: Climb to 4000, then right turn to intercept LDN VORTAC R-056 to WLCAT and hold.

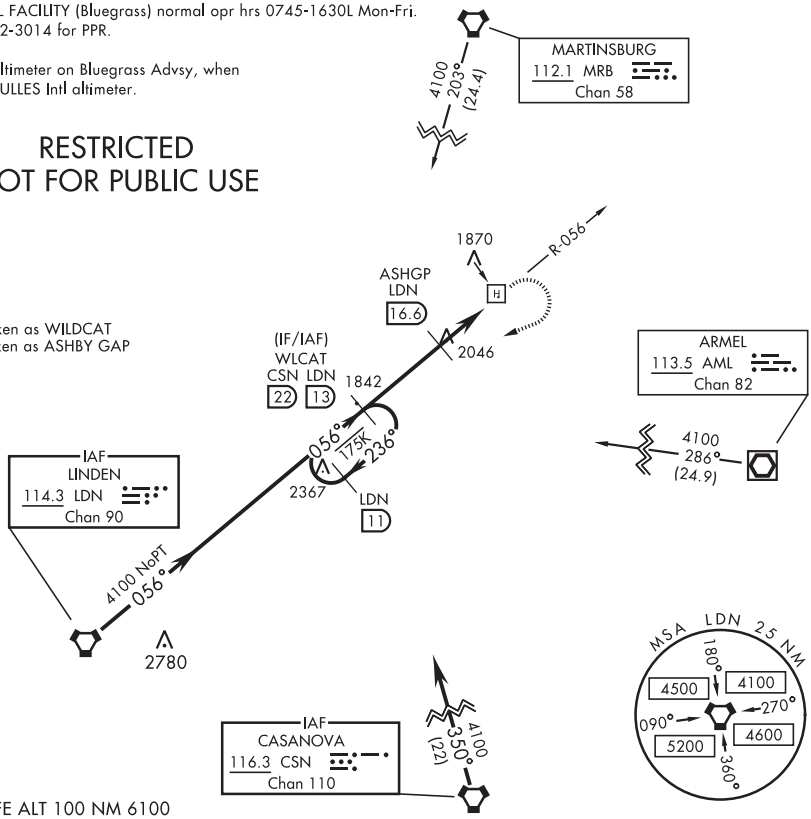
POTOMAC APP CON	BLUEGRASS ADVISORY ★
120.45 306.925	126.2 241.0

FEMA SPECIAL FACILITY (Bluegrass) normal opr hrs 0745-1630L Mon-Fri. Phone 540-542-3014 for PPR.

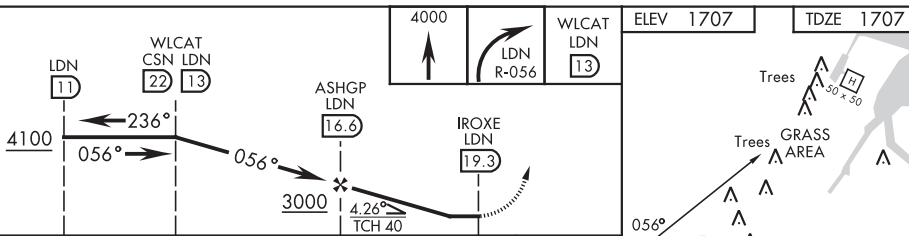
Obtain local altimeter on Bluegrass Advsy, when not rcvd use DULLES Intl altimeter.

RESTRICTED
NOT FOR PUBLIC USE

WLCAT - spoken as WILDCAT
ASHGP - spoken as ASHBY GAP



EMERG SAFE ALT 100 NM 6100



CATEGORY	COPTER		
H-056	2440-1	733	(800-1)
DULLES INTL ALTIMETER SETTING			
H-056	2680-1¼	973	(1000-1¼)

BLUEMONT, VIRGINIA
Amdt 6 08SEP22

39°04′N-77°53′W

BLUEGRASS (9VA5)

COPTER VOR/DME or TACAN 056°

NE-3, 12 JUN 2025 to 07 AUG 2025

BOWIE, MARYLAND

AL-6997 (FAA)

23054

RNAV (GPS) RWY 18

FREEWAY (W00)

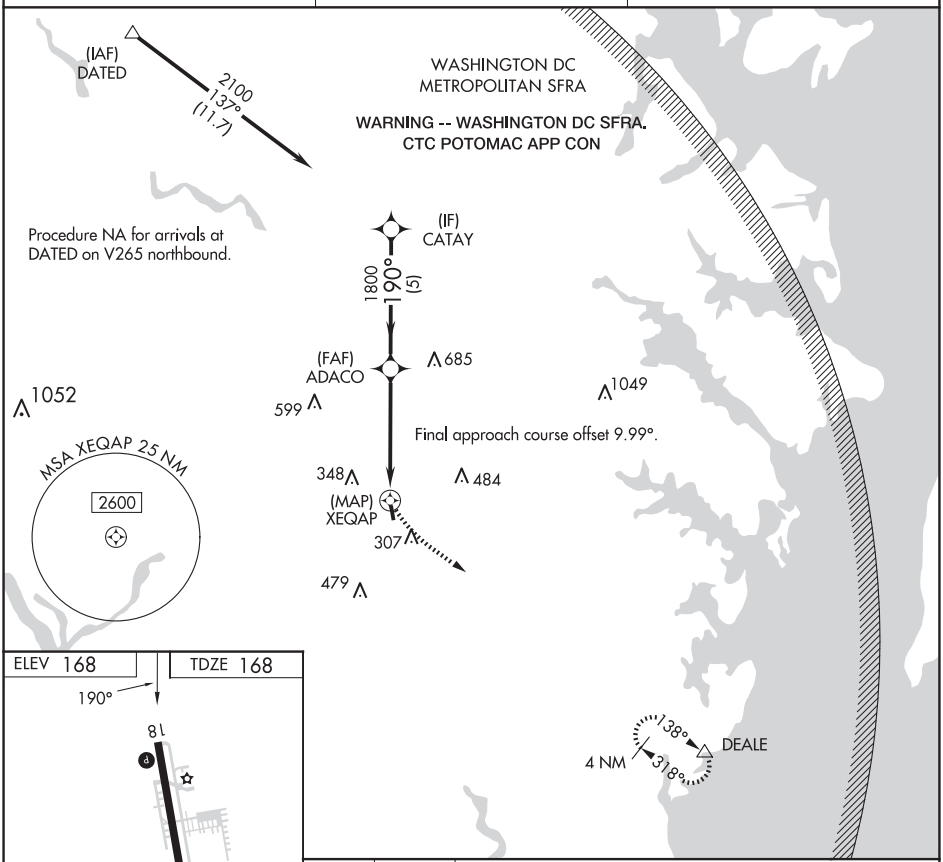
APP CRS	Rwy ldg	2420
190°	TDZE	168
	Apt Elev	168

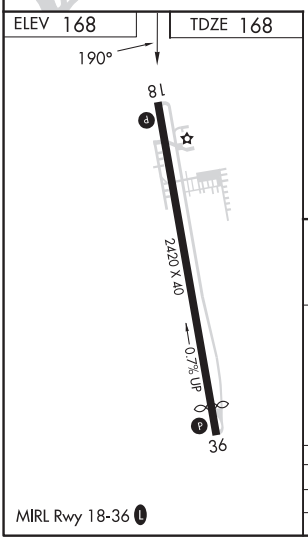
Rwy 18 helicopter visibility reduction below 1 SM NA. DME/DME RNP-0.3 NA. Procedure NA at night. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDA 20 feet.

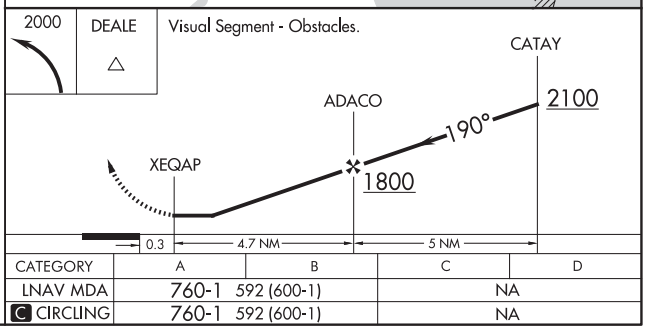
NA

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

FME AWOS-3	POTOMAC APP CON	UNICOM
123.925	128.0 335.5	123.075 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	760-1 592 (600-1)		NA	
C CIRCLING	760-1 592 (600-1)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 36
FREEWAY (W00)

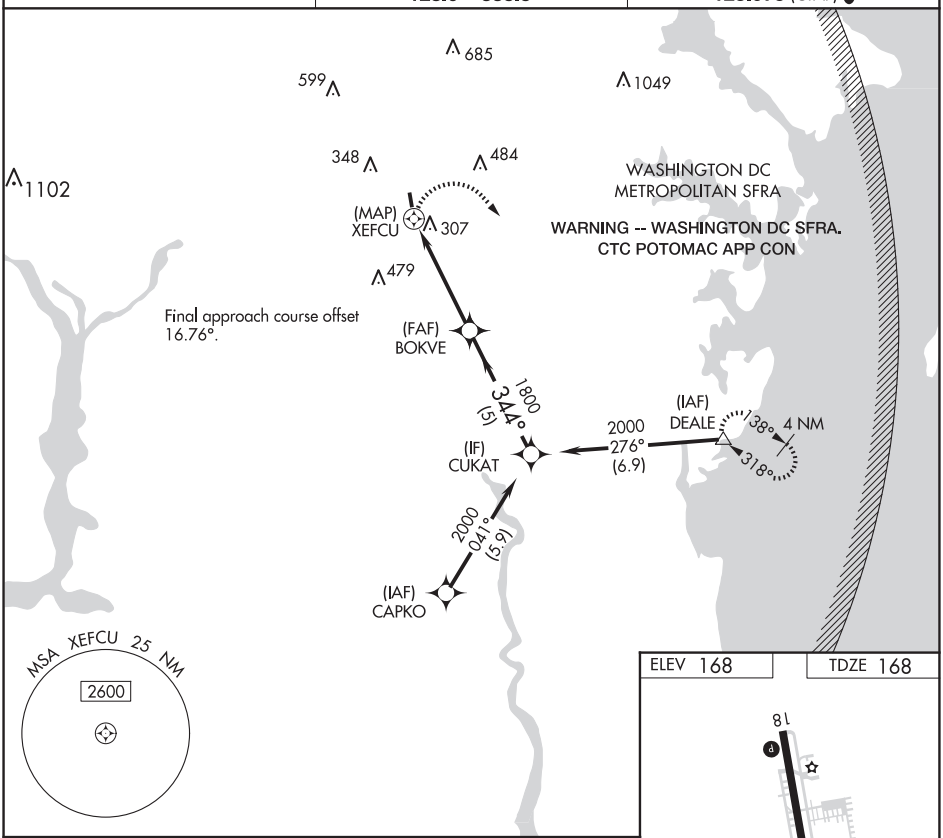
APP CRS	Rwy ldg	2190
344°	TDZE	168
	Apt Elev	168

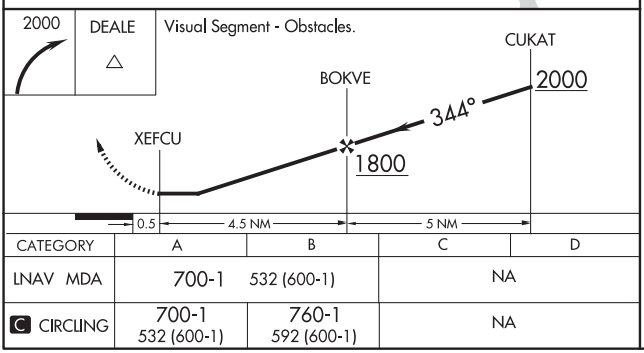
RNP APCH.

NA — Procedure NA at night. Rwy 36 helicopter visibility reduction below 1 SM NA. Use Fort Meade (Odenton) altimeter setting; when not received, use College Park altimeter setting and increase all MDAs 20 feet.

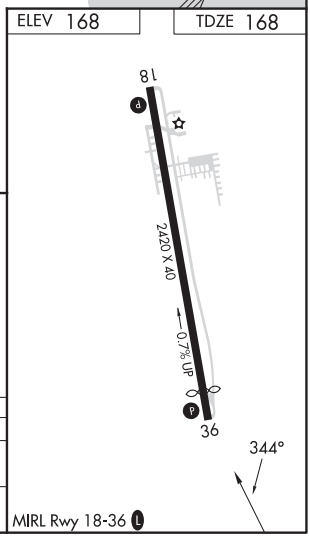
MISSED APPROACH: Climbing right turn to 2000 direct DEALE and hold.

FME AWOS-3	POTOMAC APP CON	UNICOM
123.925	128.0 335.5	123.075 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	700-1 532 (600-1)		NA	
C CIRCLING	700-1 532 (600-1)	760-1 592 (600-1)	NA	



NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

BRIDGEWATER, VIRGINIA | AL-5637 (FAA) | 24137

RNAV (GPS) RWY 15
BRIDGEWATER AIR PARK (VBW)

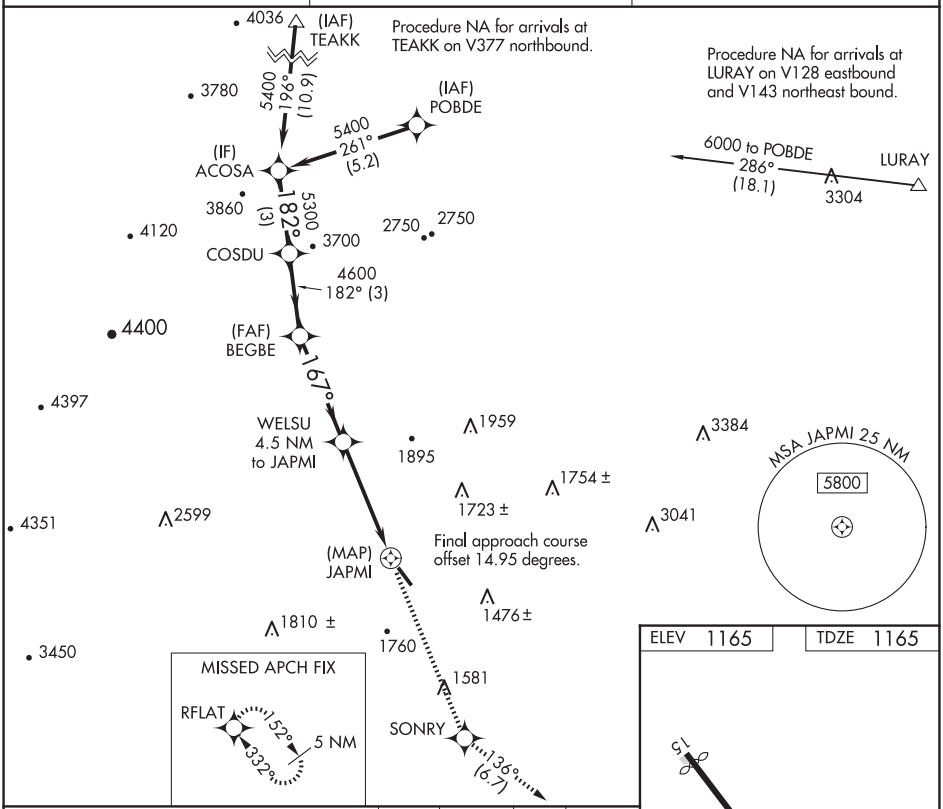
APP CRS	Rwy ldg	3889
167°	TDZE	1165
	Apt Elev	1165

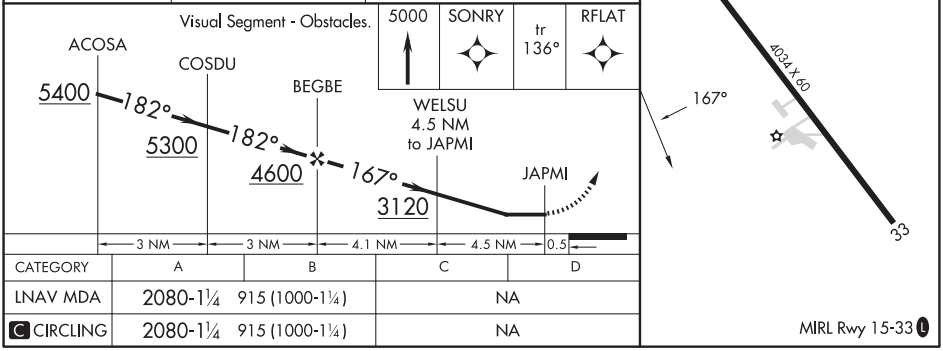
T
NA

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 40 feet and visibility Cat B ¼ mile.

MISSED APPROACH: Climb to 5000 direct SONRY and on track 136° to RFLAT and hold, continue climb-in-hold to 5000.

AWOS-3	POTOMAC APP CON	UNICOM
119.55	132.85 323.125	122.7 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	2080-1¼	915 (1000-1¼)	NA	
C CIRCLING	2080-1¼	915 (1000-1¼)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	4034
332°	TDZE	1163
	Apt Elev	1165

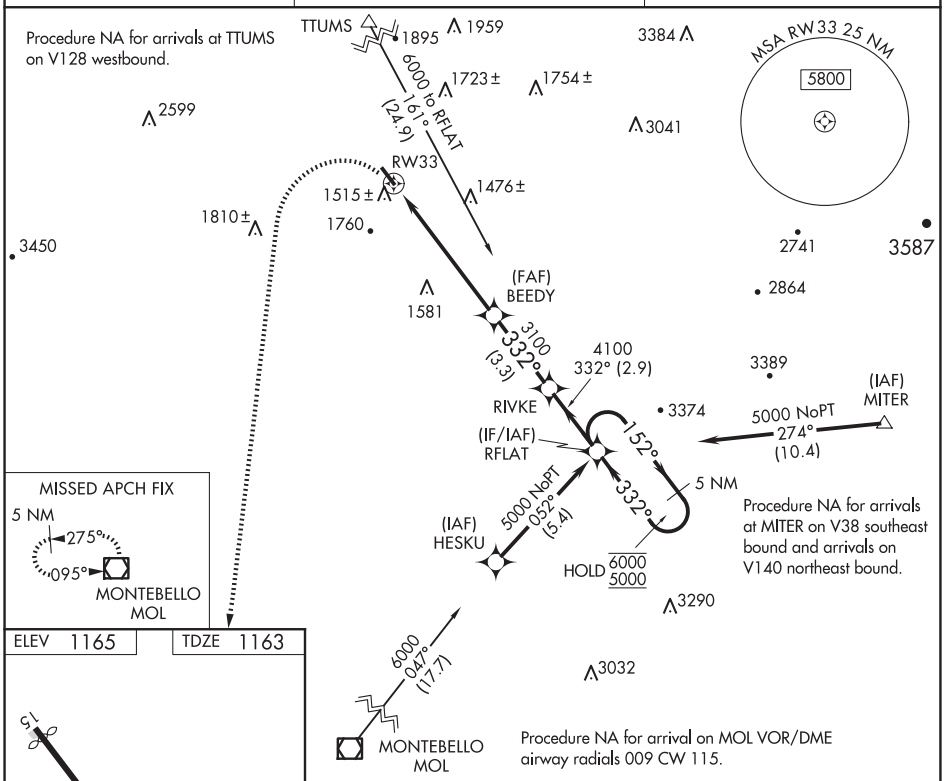
RNAV (GPS) RWY 33
BRIDGEWATER AIR PARK (VBW)

RNP APCH - GPS.

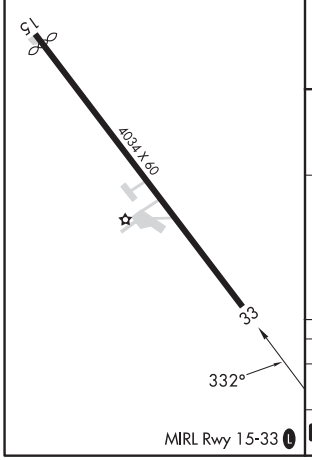
Procedure NA at night.
Rwy 33 helicopter visibility reduction below 1 SM NA.

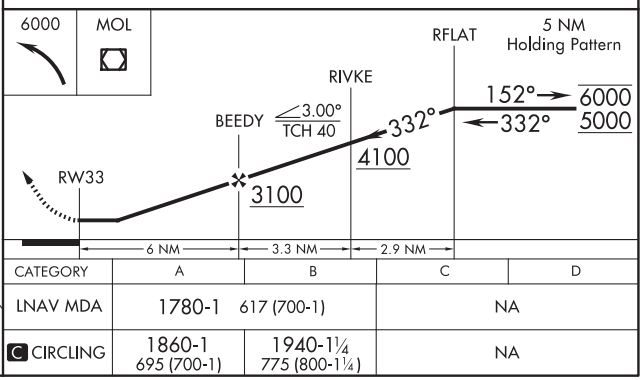
MISSED APPROACH: Climbing left turn to 6000 direct MOL VOR/DME and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.55	132.85 323.125	122.7 (CTAF) L



ELEV 1165 TDZE 1163





CATEGORY	A	B	C	D
LNAV MDA	1780-1 617 (700-1)		NA	
C CIRCLING	1860-1 695 (700-1)	1940-1¼ 775 (800-1¼)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

BROOKNEAL, VIRGINIA

AL-6852 (FAA)

23110

RNAV (GPS) RWY 6

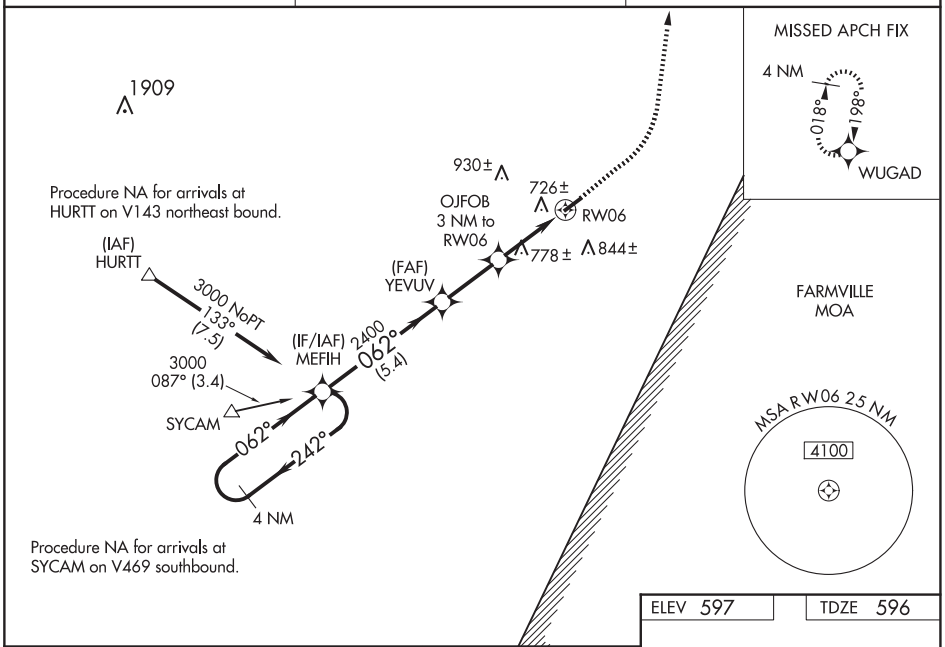
BROOKNEAL/CAMPBELL COUNTY (ØV4)

WAAS CH 82333 W06A	APP CRS 062°	Rwy ldg 3798	TDZE 596	Apt Elev 597

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (3°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all DA 81 feet and all MDA 100 feet, increase LPV all Cats visibility ⅛ mile, and increase LNAV/VNAV all Cats visibility ¼ mile. Rwy 6 helicopter visibility reduction below ¾ SM NA. Baro VNAV and VDP NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting.

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct WUGAD and hold.

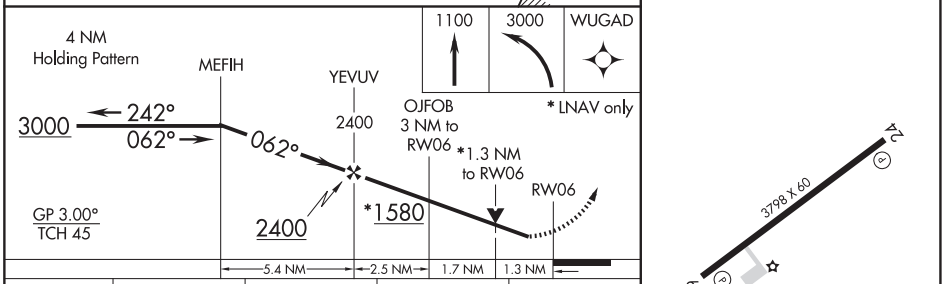
AWOS-3	ROANOKE APP CON	UNICOM
120.575	135.0 254.325	122.7 (CTAF) L



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ELEV 597 | TDZE 596



CATEGORY	A	B	C	D
LPV DA	868-1 272 (300-1)		NA	
LNAV/VNAV DA	1031-1½ 435 (500-1½)		NA	
LNAV MDA	1040-1 444 (500-1)		NA	
C CIRCLING	1120-1 523 (600-1)	1180-1 583 (600-1)	NA	

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

BROOKNEAL, VIRGINIA
Orig-B 22JUN17

37°09′N-79°01′W

BROOKNEAL/CAMPBELL COUNTY (ØV4)

RNAV (GPS) RWY 6

WAAS CH 97334 W24A	APP CRS 227°	Rwy ldg 3798 TDZE 596 Apt Elev 597

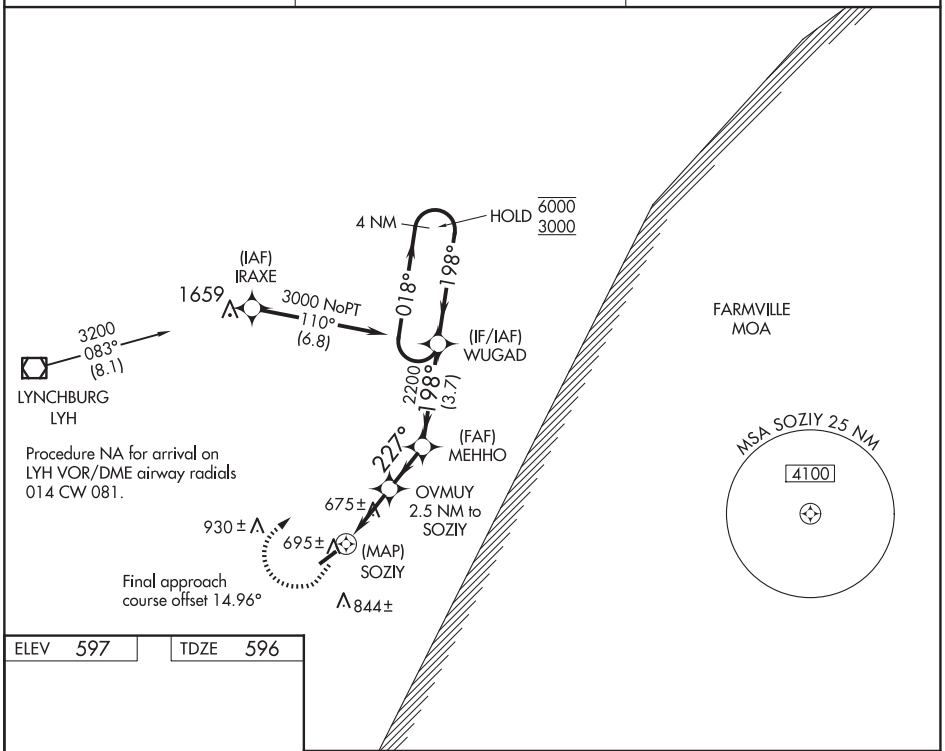
RNAV (GPS) RWY 24
BROOKNEAL/CAMPBELL COUNTY (ØV4)

RNP APCH.

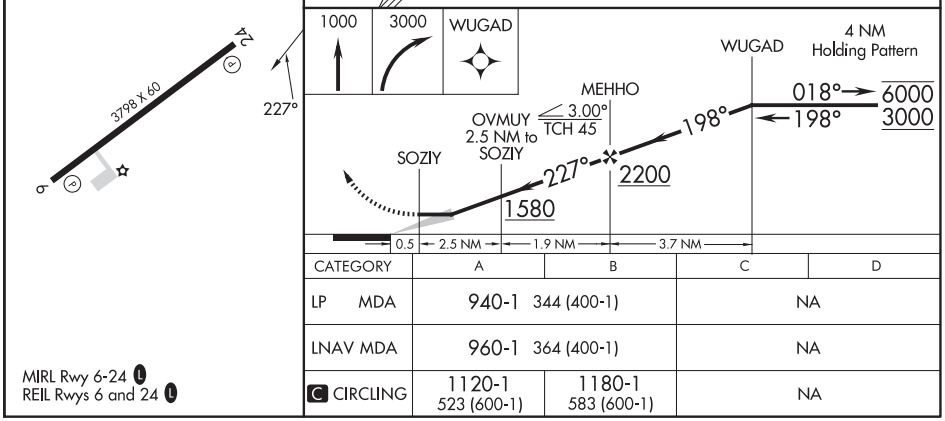
When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3000 direct WUGAD and hold.

AWOS-3	ROANOKE APP CON	UNICOM
120.575	135.0 254.325	122.7 (CTAF) L



ELEV 597	TDZE 596



CATEGORY	A	B	C	D
LP MDA	940-1 344 (400-1)		NA	
LNAV MDA	960-1 364 (400-1)		NA	
C CIRCLING	1120-1 523 (600-1)	1180-1 583 (600-1)	NA	

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

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

BUMPASS, VIRGINIA | AL-10652 (FAA) | 21084

APP CRS	Rwy ldg	2558
085°	TDZE	351
	Apt Elev	351

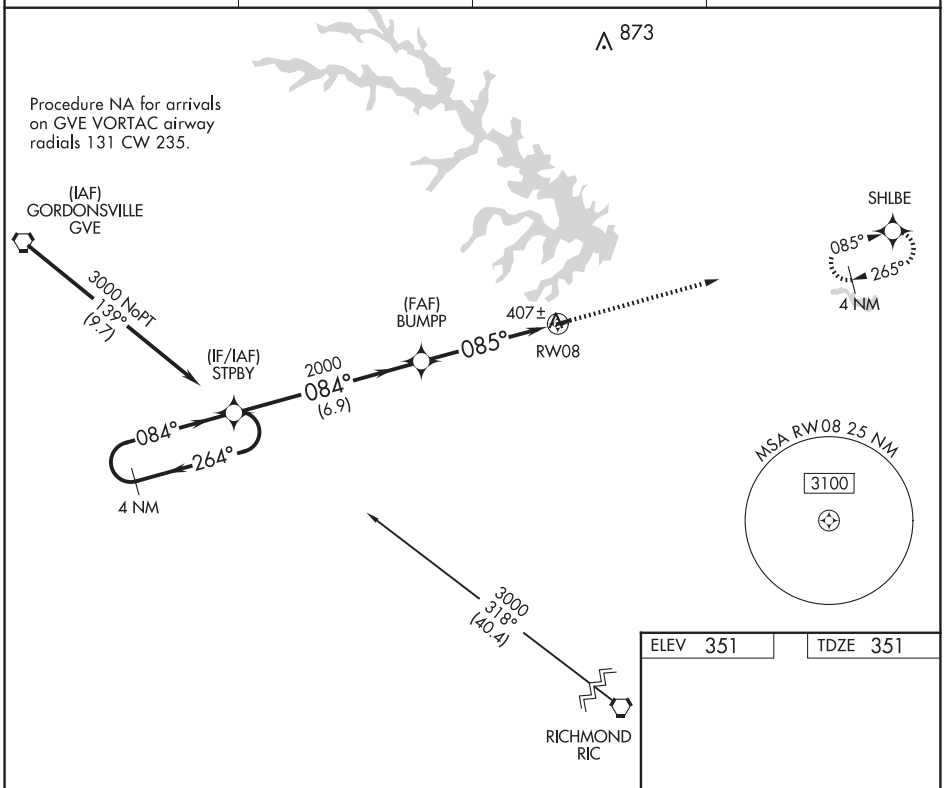
RNAV (GPS) RWY 8
LAKE ANNA (7W4)

RNP APCH.

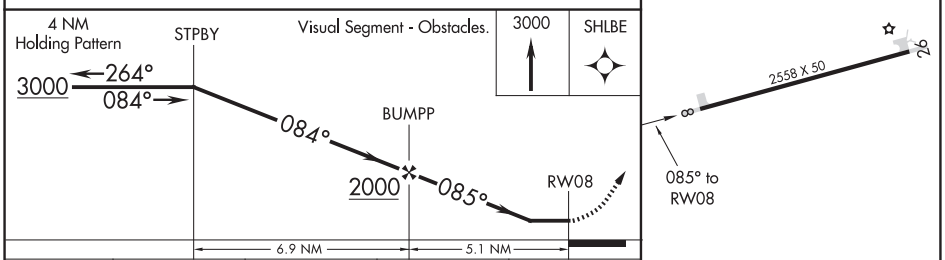
Procedure NA at night. When local altimeter setting not received, use Louisa altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3 SM NA.

MISSED APPROACH: Climb to 3000 direct SHLBE and hold.

AWOS-3	LKU AWOS-3	POTOMAC APP CON	CTAF
120.775	119.475	126.75 307.2	122.9 L



ELEV 351	TDZE 351



CATEGORY	A	B	C	D
LNAV MDA	1360-3	1009 (1100-3)	NA	
CIRCLING	1360-3	1009 (1100-3)	NA	

MIRL Rwy 8-26 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	2558
265°	TDZE	351
	Apt Elev	351

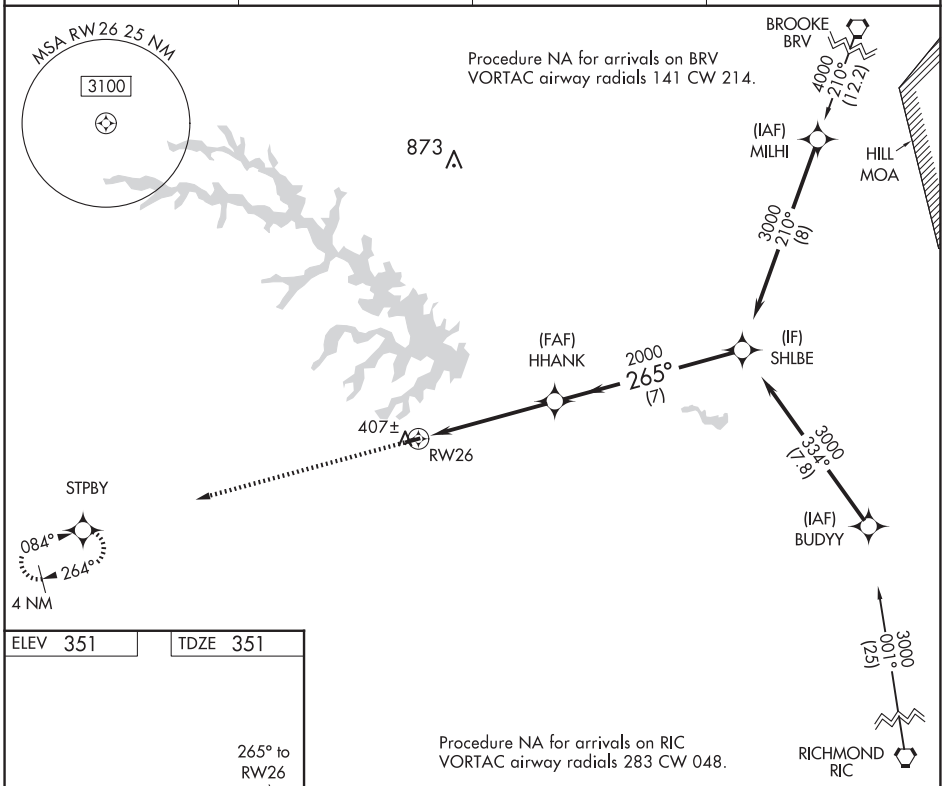
RNAV (GPS) RWY 26
LAKE ANNA (7W4)

RNP APCH.

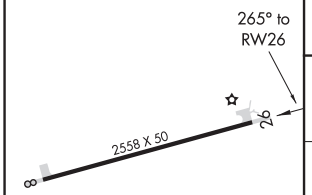
Procedure NA at night. When local altimeter setting not received, use Louisa altimeter setting and increase all MDA 60 feet. Helicopter visibility reduction below 3 SM NA.

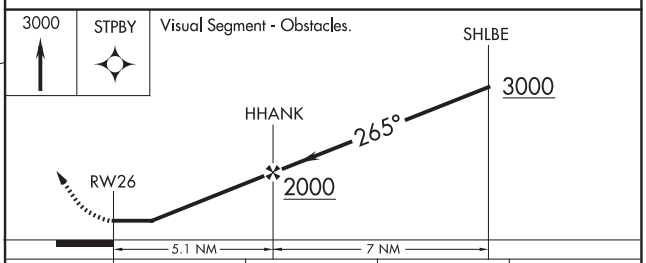
MISSED APPROACH: Climb to 3000 direct STPBY and hold.

AWOS-3	LKU AWOS-3	POTOMAC APP CON	CTAF
120.775	119.475	126.75 307.2	122.9 L



ELEV 351 TDZE 351





CATEGORY	A	B	C	D
LNAV MDA	1360-3	1009 (1100-3)	NA	
CIRCLING	1360-3	1009 (1100-3)	NA	

MIRL Rwy 8-26 L

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMBRIDGE, MARYLAND | AL-5571 (FAA) | 25051

WAAS CH 45540 W34A	APP CRS 334°	Rwy ldg 4477 TDZE 20 Apt Elev 20

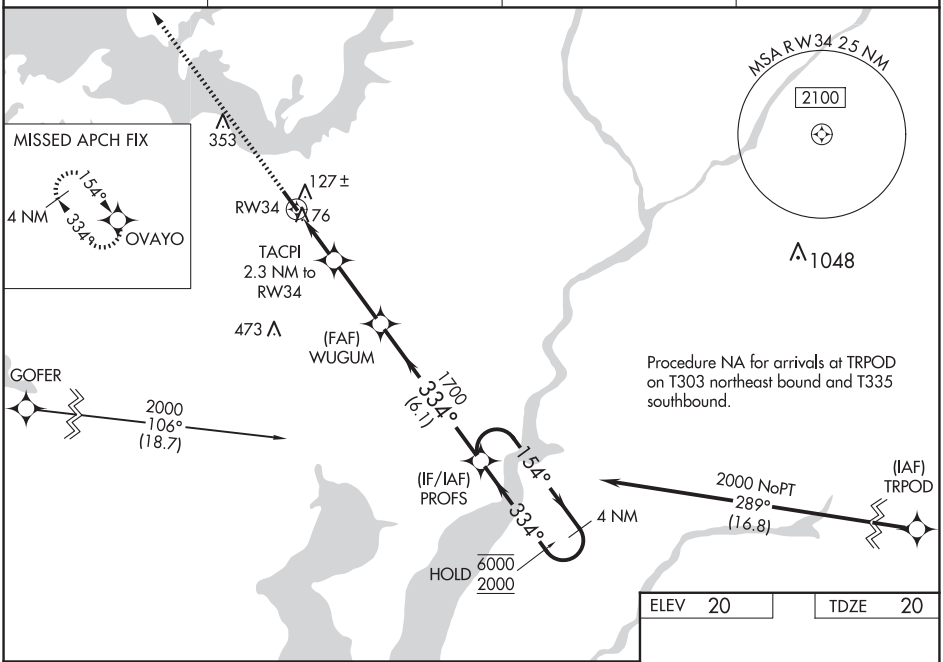
RNAV (GPS) RWY 34
CAMBRIDGE-DORCHESTER RGNL (CGE)

RNP APCH - GPS.

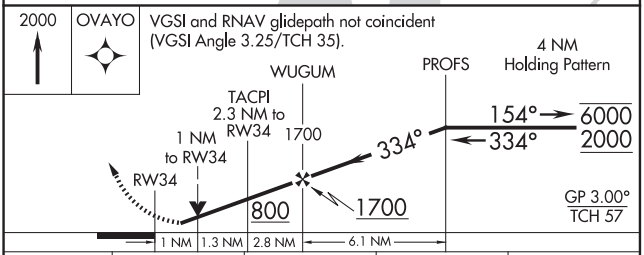
Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Circling Rwy 16 NA at night.

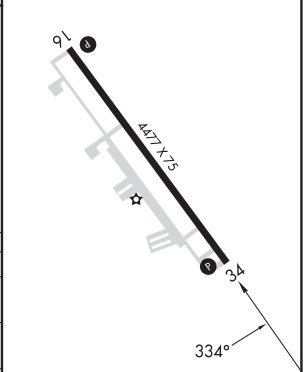
MISSED APPROACH: Climb to 2000 direct OVAYO and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L



ELEV 20	TDZE 20





CATEGORY	A	B	C	D
LPV DA	286-⅞ 266 (300-⅞)			
LNAV/VNAV DA	380-1 360 (400-1)			
LNAV MDA	380-1 360 (400-1)			
C CIRCLING	440-1 420 (500-1)	480-1 460 (500-1)	660-1¾ 640 (700-1¾)	780-2½ 760 (800-2½)

MIRL Rwy 16-34 L
REIL Rwys 16 and 34 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	N/A
154°	TDZE	N/A
	Apt Elev	20

RNAV (GPS)-A

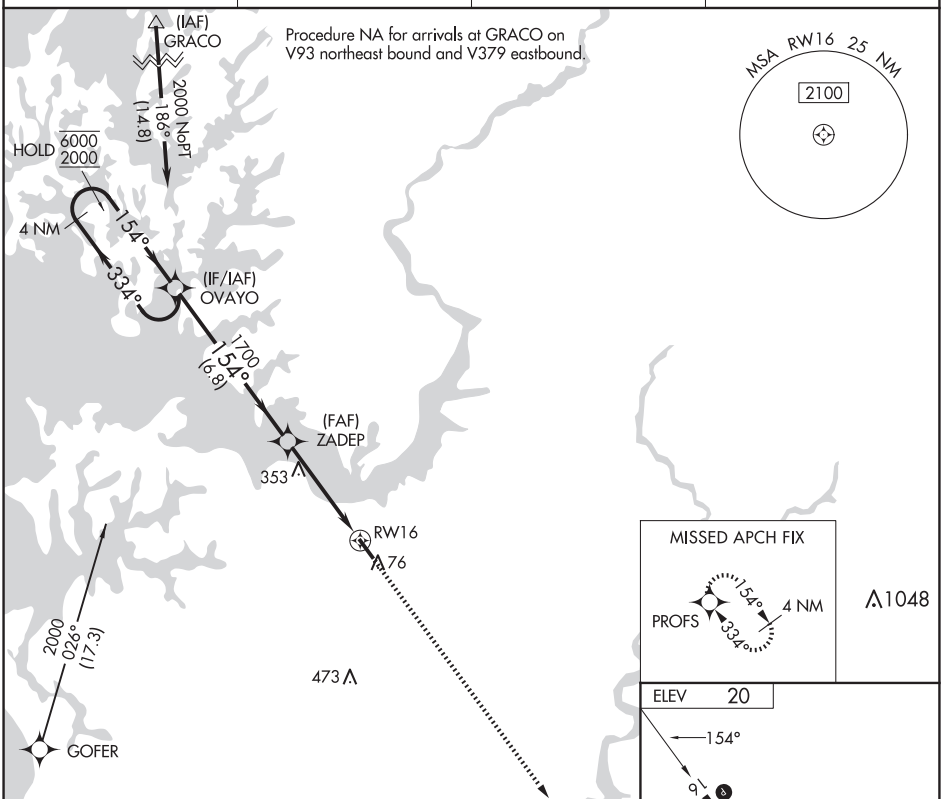
CAMBRIDGE-DORCHESTER RGNL (CGE)

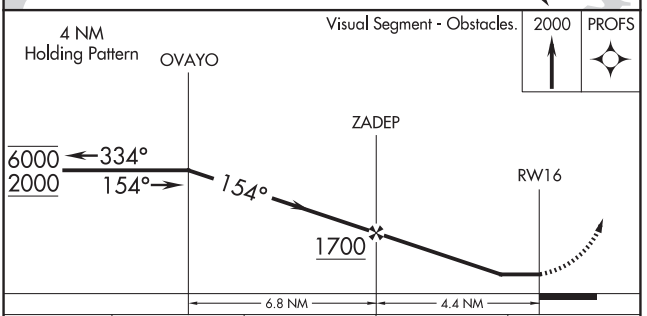
RNP APCH.

Circling Rwy 16 NA at night.
Rwy 16 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct PROFS and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM	
120.675	121.0 250.3	122.7 (CTAF)	121.9 L





CATEGORY	A	B	C	D
C CIRCLING	740-1	720 (800-1)	740-2 720 (800-2)	780-2½ 760 (800-2½)

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

24333

WILLIAMSBURG, VIRGINIA

RNAV (GPS) RWY 5

APCH CRS	Rwy ldg	5018
050°	TDZE	41
	Arpt Elev	41

[USA]

CAMP PEARY LNDG STRIP (KW94)

RNP APCH - GPS

Available Type Unknown

T Restricted airfield, PPR. Contact Camp Peary Ops prior to landing. Williamsburg Jamestown (KJGG) primary altimeter setting.

MISSED APPROACH: Climb to 2000 direct ITARE and hold.

WILLIAMSBURG-JAMESTOWN AWOS-3
120.625

NORFOLK APP CON
125.7 335.625

When primary altimeter setting (KJGG) not received, use Newport News Williamsburg Intl (KPHF) altimeter setting.

HARCUM HCM

180 5 NM 051° 231°

HOLD 6000 2000

ITARE

580

2000 203° (17.4)

NEW QUARTER

(IAF) HOPEWELL HPW

466

RW05

287

WILLIAMSBURG-JAMESTOWN

(FAF) DASYA

2000 NoPT 133° (18.5)

1700 050° (6.0)

Procedure NA for arrivals at HPW VORTAC via V189-260 northbound.
Visibility reduction by helicopters NA.
Procedure NA at night.

(IF/IAF) GAGVE 2000

050° 230°

HOLD 6000 2000

5 NM

MSA RW 05 25 NM 1700

2000 ITARE

5 NM Holding Pattern

GAGVE

6000 2000 230° 050°

DASYA

050°

RW05

1700

3.04° TCH 45

5.0 NM

ELEV 41 TDZE 41

Rwy 05-23 Lead-In SFL.

23 P 5018 x 151 P 5 050°

LIRL Rwy 5-23
REIL Rwy 5-23

CATEGORY	A	B	C	D
LNAV MDA	600-1 559 (600-1)		600-1⅝ 559 (600-1⅝)	
C CIRCLING	600-1 559 (600-1)	620-1 579 (600-1)	620-1⅝ 579 (600-1⅝)	760-2¼ 719 (800-2¼)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
LNAV MDA	640-1 599 (600-1)		640-1¾ 599 (600-1¾)	
C CIRCLING	640-1 599 (600-1)		640-1¾ 599 (600-1¾)	780-2¼ 739 (800-2¼)

WILLIAMSBURG, VIRGINIA 37°18′N-76°38′W CAMP PEARY LNDG STRIP (KW94)

Amdt 1 02NOV23

RNAV (GPS) RWY 5

NE-3, 12 JUN 2025 to 07 AUG 2025

WILLIAMSBURG, VIRGINIA

RNAV (GPS) RWY 23

APCH CRS	Rwy ldg	5018
230°	TDZE	34
	Arpt Elev	41

[USA]

CAMP PEARY LNDG STRIP (KW94)

RNP APCH - GPS

Available Type Unknown

T Restricted airfield, PPR. Contact Camp Peary Ops prior to landing. Williamsburg Jamestown (KJGG) Primary altimeter setting.

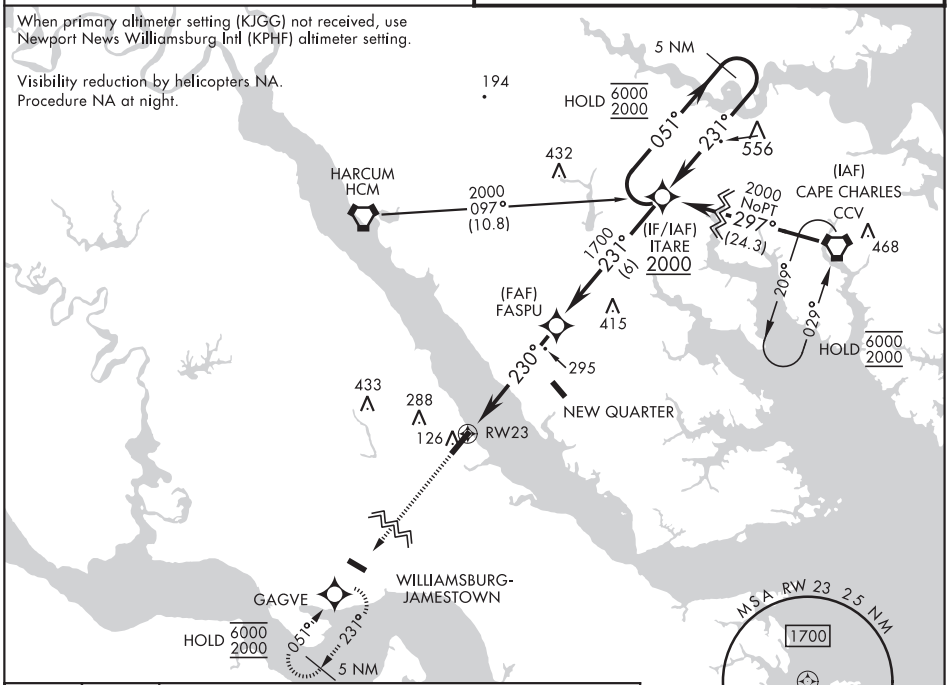
MISSED APPROACH: Climb to 2000 direct GAGVE and hold.

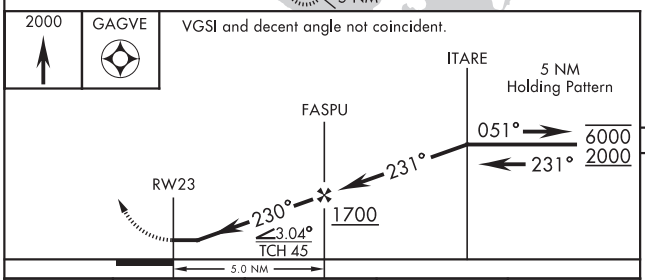
WILLIAMSBURG-JAMESTOWN AWOS-3
120.625

NORFOLK APP CON
125.7 335.625

When primary altimeter setting (KJGG) not received, use Newport News Williamsburg Intl (KPHF) altimeter setting.

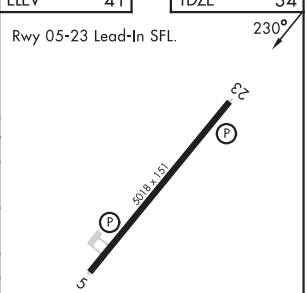
Visibility reduction by helicopters NA.
Procedure NA at night.





ELEV	41	TDZE	34

Rwy 05-23 Lead-In SFL.



LIRL Rwy 5-23
REIL Rwy 5, 23

CATEGORY	A	B	C	D
LNAV MDA	560-1 526 (600-1)		560-1½ 526 (600-1½)	
C CIRCLING	560-1 519 (600-1)	620-1 579 (600-1)	620-1½ 579 (600-1½)	760-2¼ 719 (800-2¼)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING MINIMUMS				
LNAV MDA	580-1 546 (600-1)		580-1⅝ 546 (600-1⅝)	
C CIRCLING	580-1 539 (600-1)	620-1 579 (600-1)	620-1⅝ 579 (600-1⅝)	780-2¼ 739 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025

24333

WILLIAMSBURG, VIRGINIA

VOR-A

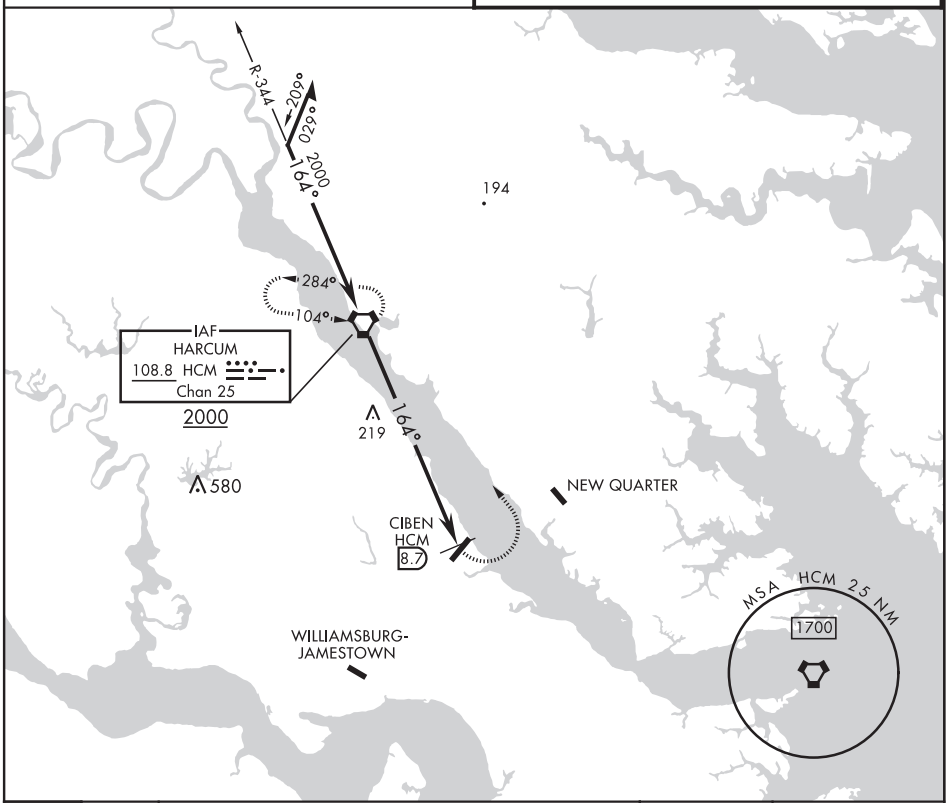
VORTAC HCM 108.8 Chan 25	APCH CRS 164°	Rwy ldg 5018 TDZE N/A Arpt Elev 41	[USA]	CAMP PEARY LNDG STRIP (KW94)

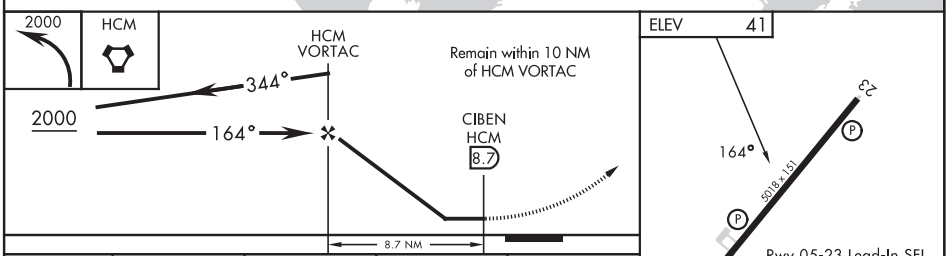
* Circling to Rwy 23 not authorized at night.
Restricted airfield, PPR. Contact Camp Peary Ops prior to landing.

Available Type Unknown

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

WILLIAMSBURG-JAMESTOWN AWOS-3	NORFOLK APP CON
120.625	125.7 335.625





CATEGORY	A	B	C	D
C CIRCLING*	620-1 579 (600-1)		620-1½ 579 (600-1½)	620-2 579 (600-2)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER SETTING				
C CIRCLING*	640-1 599 (600-1)		640-1½ 599 (600-1½)	640-2 599 (600-2)

FAF to MAP 8.7 NM					
Knots	60	90	120	150	180
Min:Sec	8:42	5:48	4:21	3:29	2:54

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 3
CHARLOTTESVILLE-ALBEMARLE (CHO)

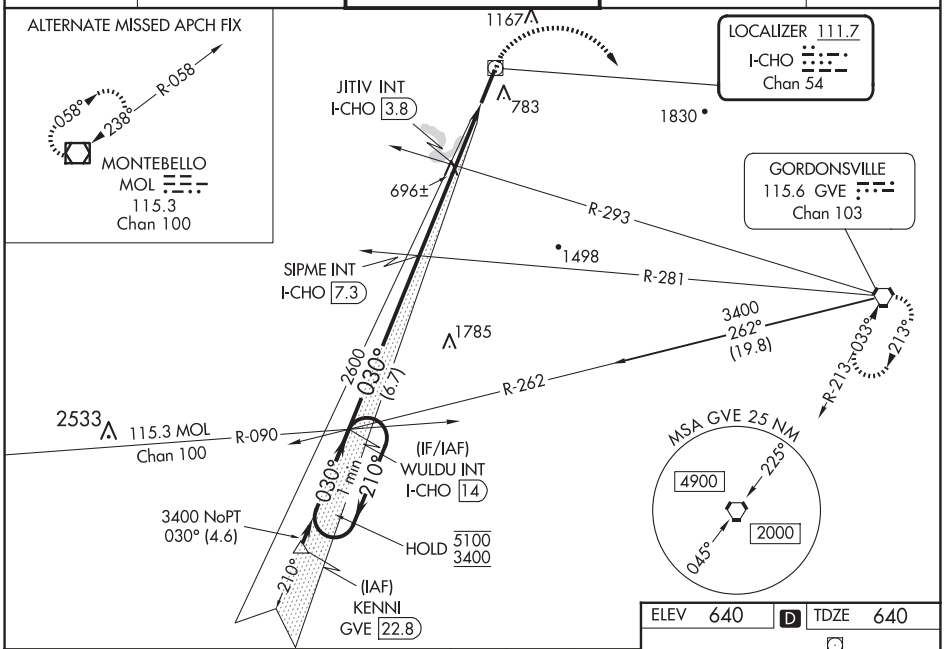
LOC/DME I-CHO	APP CRS	Rwy ldg	6801
111.7	030°	TDZE	640
Chan 54		Apt Elev	640

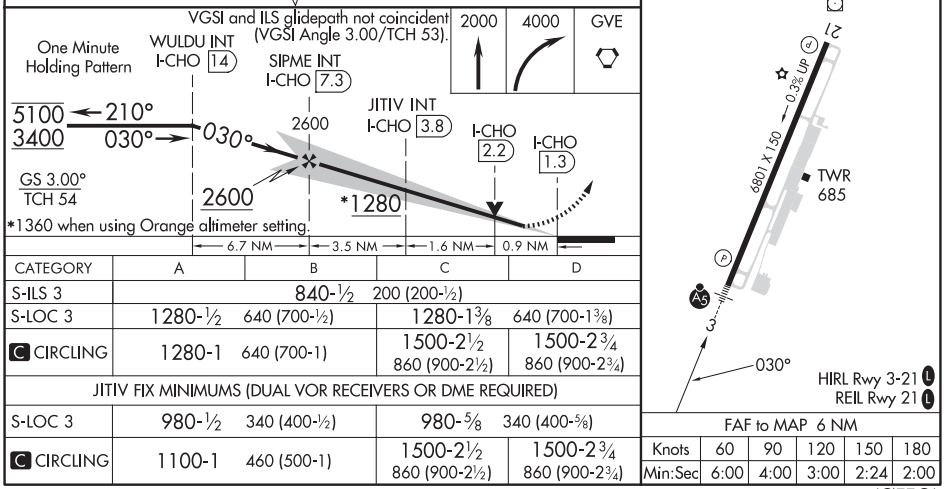
VDP NA when using Orange altimeter setting. When local altimeter setting not received, use Orange altimeter setting and increase S-ILS 3 DA to 911 and all MDA 80 feet; increase S-LOC 3 JITIV fix minimums Cats C/D, S-LOC 3 Cats C/D, Circling Cats C/D, and JITIV fix minimums Circling Cats C/D visibility ¼ SM. For inop ALS when using Orange altimeter setting, increase S-ILS 3 all Cats visibility to ⅞ SM, S-LOC 3 Cats C/D visibility to 2 SM, and S-LOC 3 JITIV fix minimums Cats C/D visibility to 1⅛ SM.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95





CATEGORY	A	B	C	D
S-ILS 3	840-½ 200 (200-½)			
S-LOC 3	1280-½ 640 (700-½)		1280-1⅜ 640 (700-1⅜)	
C CIRCLING	1280-1 640 (700-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)
JITIV FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-LOC 3	980-½ 340 (400-½)		980-⅝ 340 (400-⅝)	
C CIRCLING	1100-1 460 (500-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)

FAF to MAP 6 NM

Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00

NE-3, 12 JUN 2025 to 07 AUG 2025

CHARLOTTESVILLE, VIRGINIA

AL-765 (FAA)

23166

RNAV (GPS) RWY 3

CHARLOTTESVILLE-ALBEMARLE (CHO)

WAAS CH 61105 W03A	APP CRS 030°	Rwy ldg 6801 TDZE 640 Apt Elev 640

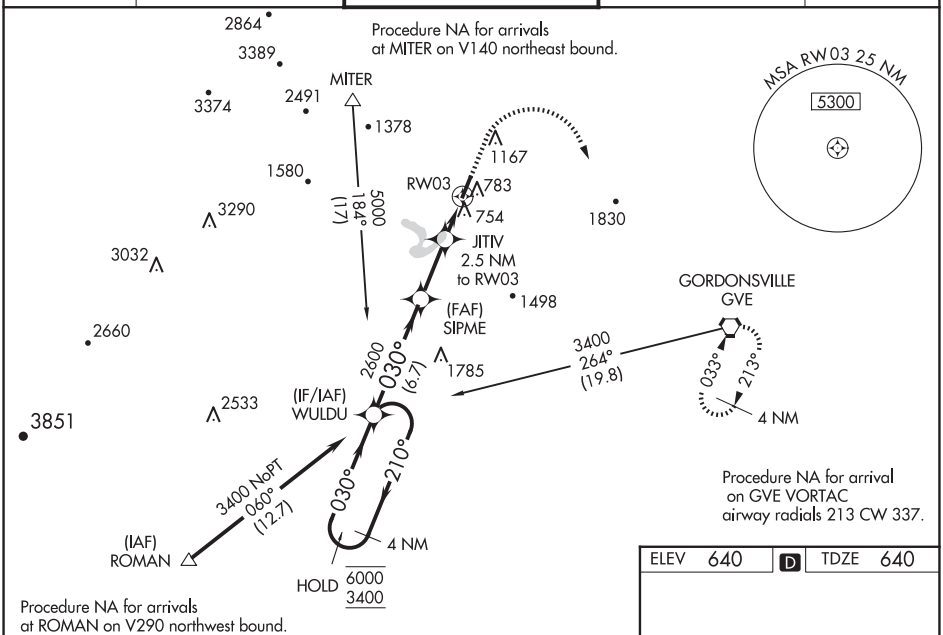
RNP APCH.

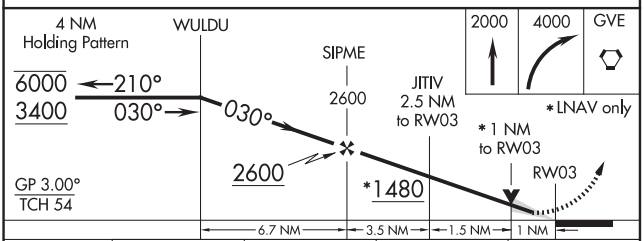
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -12°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 910, LNAV/VNAV DA to 985, and all MDA 80 feet; increase LNAV/VNAV all Cats visibility ⅛ SM, LNAV Cat C/D visibility ¼ SM and Circling Cats C/D visibility ¼ SM. Baro-VNAV and VDP NA when using Orange altimeter setting. For Inop ALS, increase LNAV/VNAV all Cats visibility to ⅞ SM and LNAV Cats C/D visibility to 1 SM. For inop ALS when using Orange altimeter setting, increase LPV all Cats visibility to ⅞ SM, and LNAV/VNAV all Cats visibility to 1 SM.

MALSR

MISSED APPROACH: Climb to 2000 then climbing right turn to 4000 direct GVE VORTAC and hold.

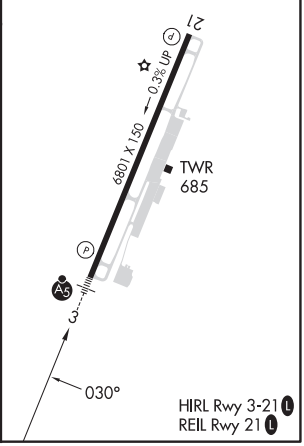
ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95





CATEGORY	A	B	C	D
LPV DA	840-½ 200 (200-½)			
LNAV/VNAV DA	915-½ 275 (300-½)			
LNAV MDA	1020-½ 380 (400-½)		1020-⅝ 380 (400-⅝)	
C CIRCLING	1100-1 460 (500-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)

ELEV 640 D TDZE 640



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

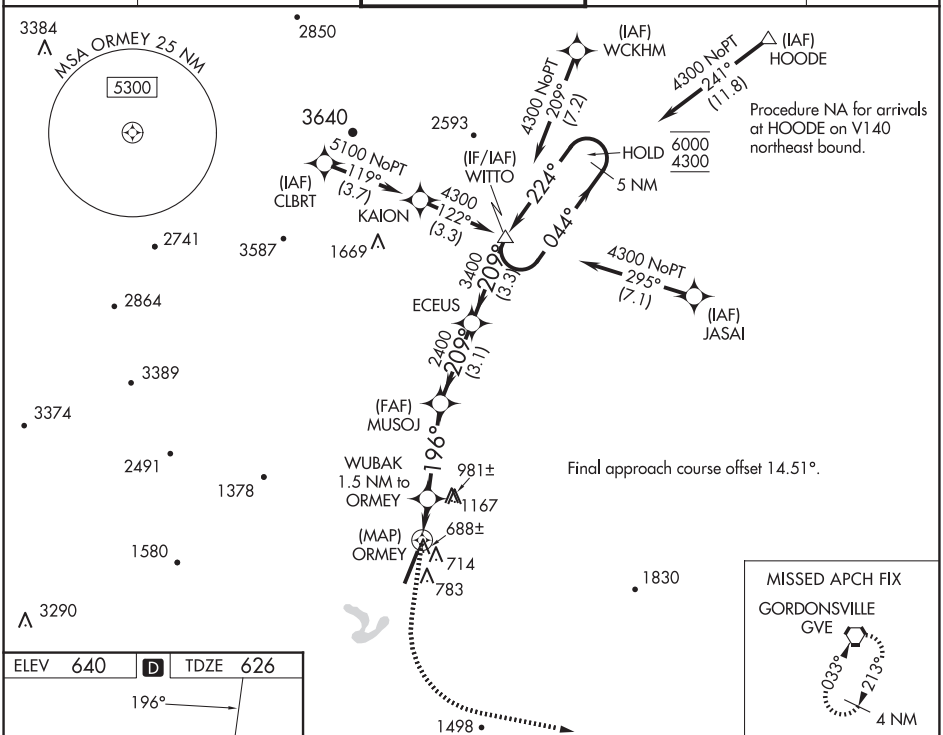
RNAV (GPS) Y RWY 21
CHARLOTTESVILLE-ALBEMARLE (CHO)

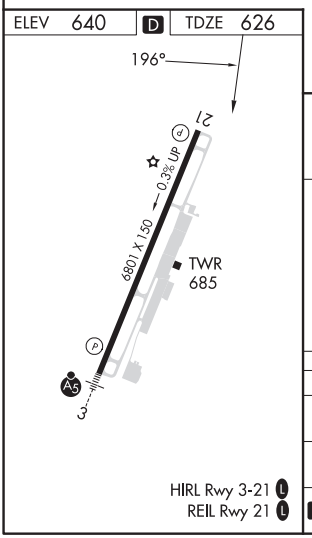
WAAS CH 62831 W21A	APP CRS 196°	Rwy ldg 6801 TDZE 626 Apt Elev 640

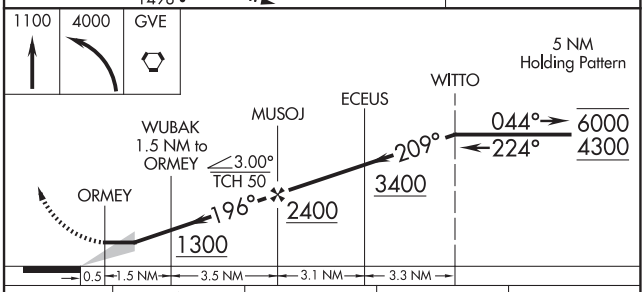
RNP APCH - GPS.

MISSED APPROACH: Climb to 1100 then climbing left turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) (L) 338.275	121.9 338.275	122.95







CATEGORY	A	B	C	D
LP MDA	960-1 334 (400-1)			
LNAV MDA	1100-1 474 (500-1)		1100-1⅜ 474 (500-1⅜)	
C CIRCLING	1100-1 460 (500-1)		1500-2½ 860 (900-2½)	1500-2¾ 860 (900-2¾)

HIRL Rwy 3-21 (L)
REIL Rwy 21 (L)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

CHARLOTTESVILLE, VIRGINIA | AL-765 (FAA) | 23166

RNAV (GPS) Z RWY 21
CHARLOTTESVILLE-ALBEMARLE (CHO)

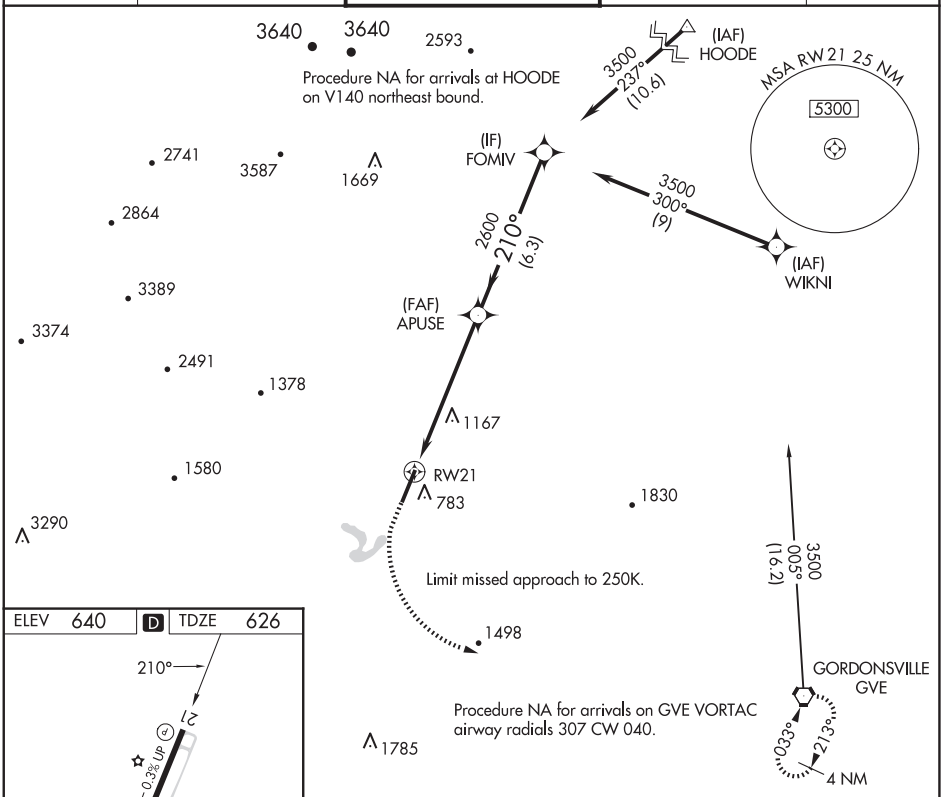
WAAS CH 45602 W21B	APP CRS 210°	Rwy ldg 6801 TDZE 626 Apt Elev 640

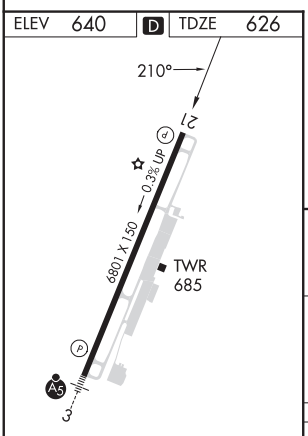
RNP APCH.

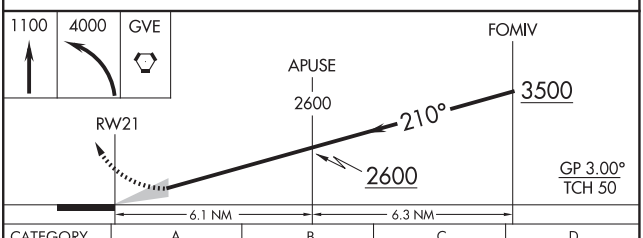
Baro-VNAV NA when using Staunton/Waynesboro/Harrisonburg altimeter setting.
For uncompensated Baro-VNAV systems, procedure NA below -16°C or above 54°C.
When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all DA 130 feet and LPV visibility ⅛ mile.

MISSED APPROACH: Climb to 1100, then climbing left turn to 4000 direct GVE VORTAC and hold.

ATIS	POTOMAC APP CON	CHARLOTTESVILLE TOWER ★	GND CON	UNICOM
118.425	132.85 323.125	124.5 (CTAF) L 338.275	121.9 338.275	122.95





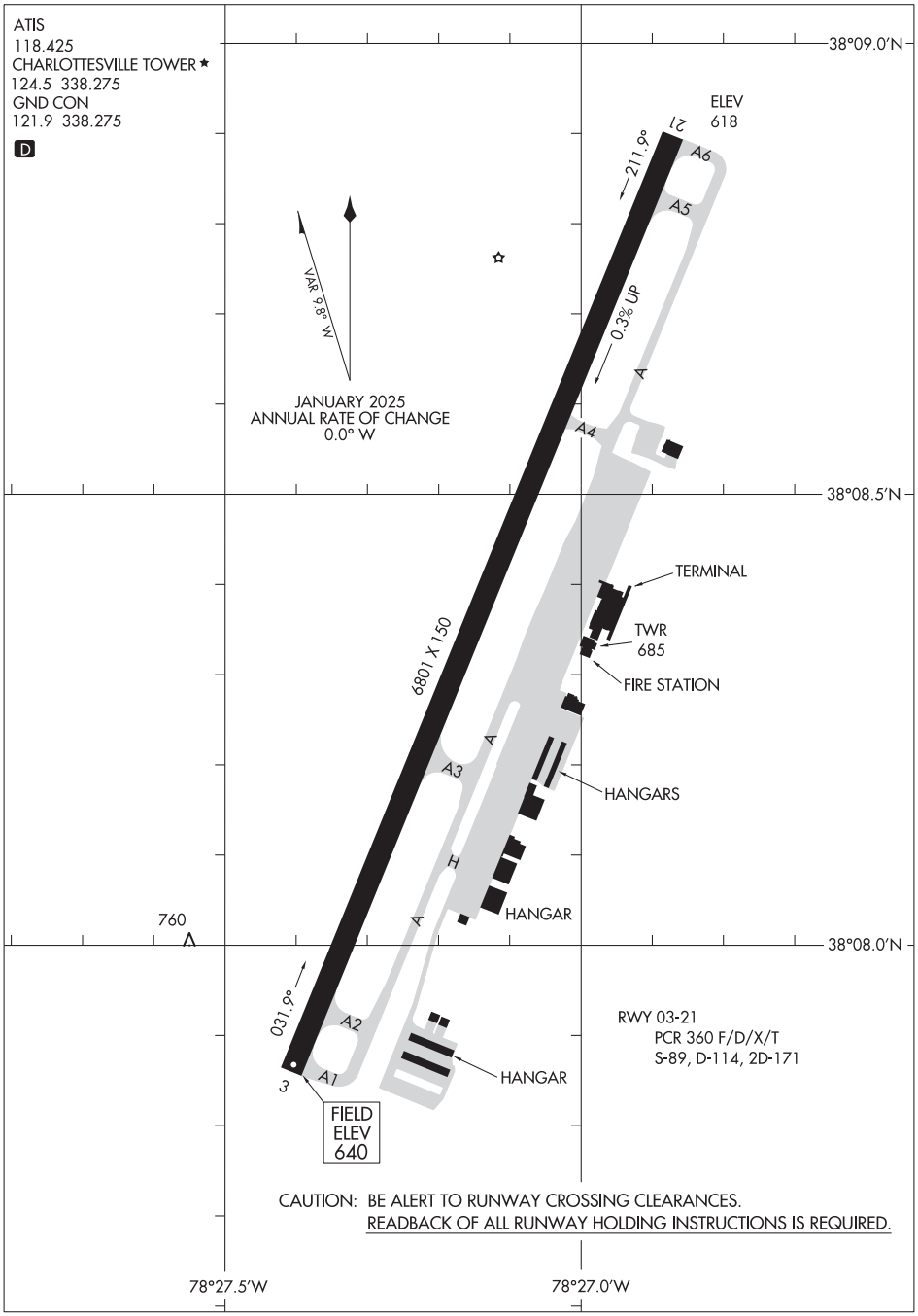


CATEGORY	A	B	C	D
LPV DA	826-1 200 (200-1)			
LNAV/VNAV DA	1588-4 962 (1000-4)			

HIRL Rwy 3-21 L
REIL Rwy 21 L

NE-3, 12 JUN 2025 to 07 AUG 2025

AL-765 (FAA)



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

CHASE CITY, VIRGINIA | AL-6263 (FAA) | 22307

APP CRS	Rwy ldg	3400
184°	TDZE	503
	Apt Elev	503

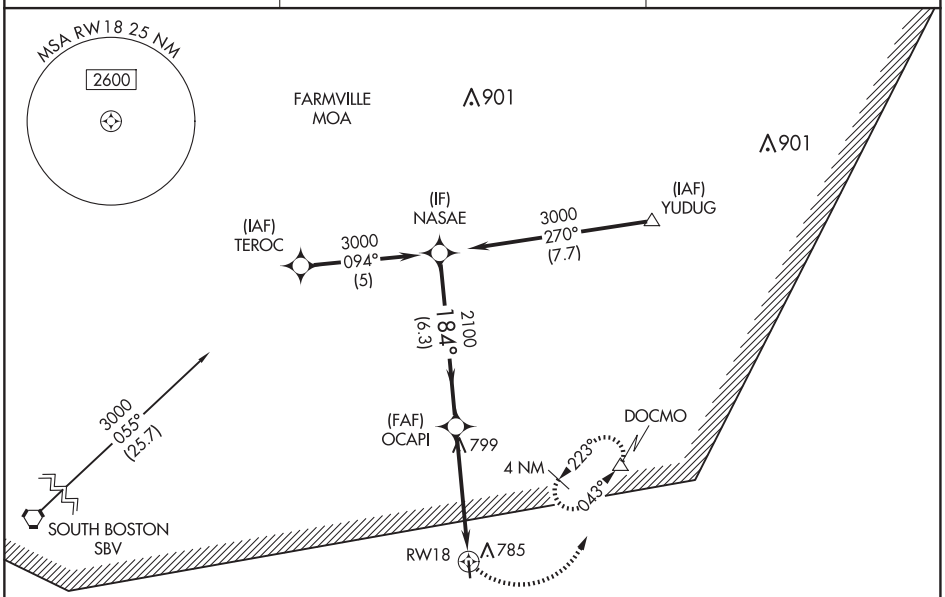
RNAV (GPS) RWY 18
CHASE CITY MUNI (CXE)

RNP APCH - GPS.

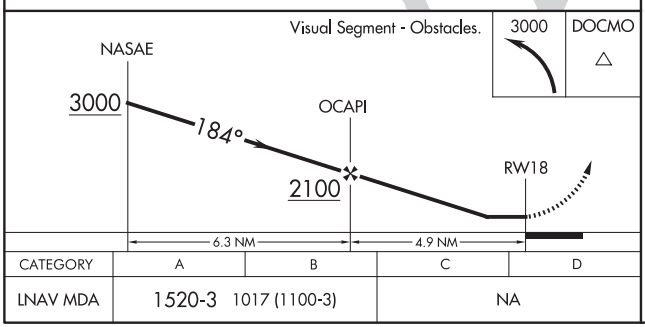
Procedure NA at night. Rwy 18 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct DOCMO and hold, continue climb-in-hold to 3000.

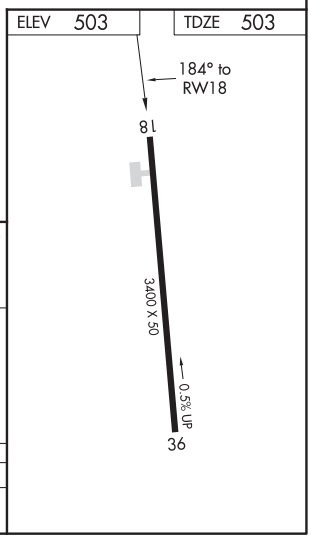
AWOS-3	WASHINGTON CENTER	CTAF
121.225	118.75 377.1	122.9



Procedure NA for arrival on SBV VORTAC airway radials 032 CW 086.



CATEGORY	A	B	C	D
LNAV MDA	1520-3 1017 (1100-3)		NA	



NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	3400
004°	TDZE	503
	Apt Elev	503

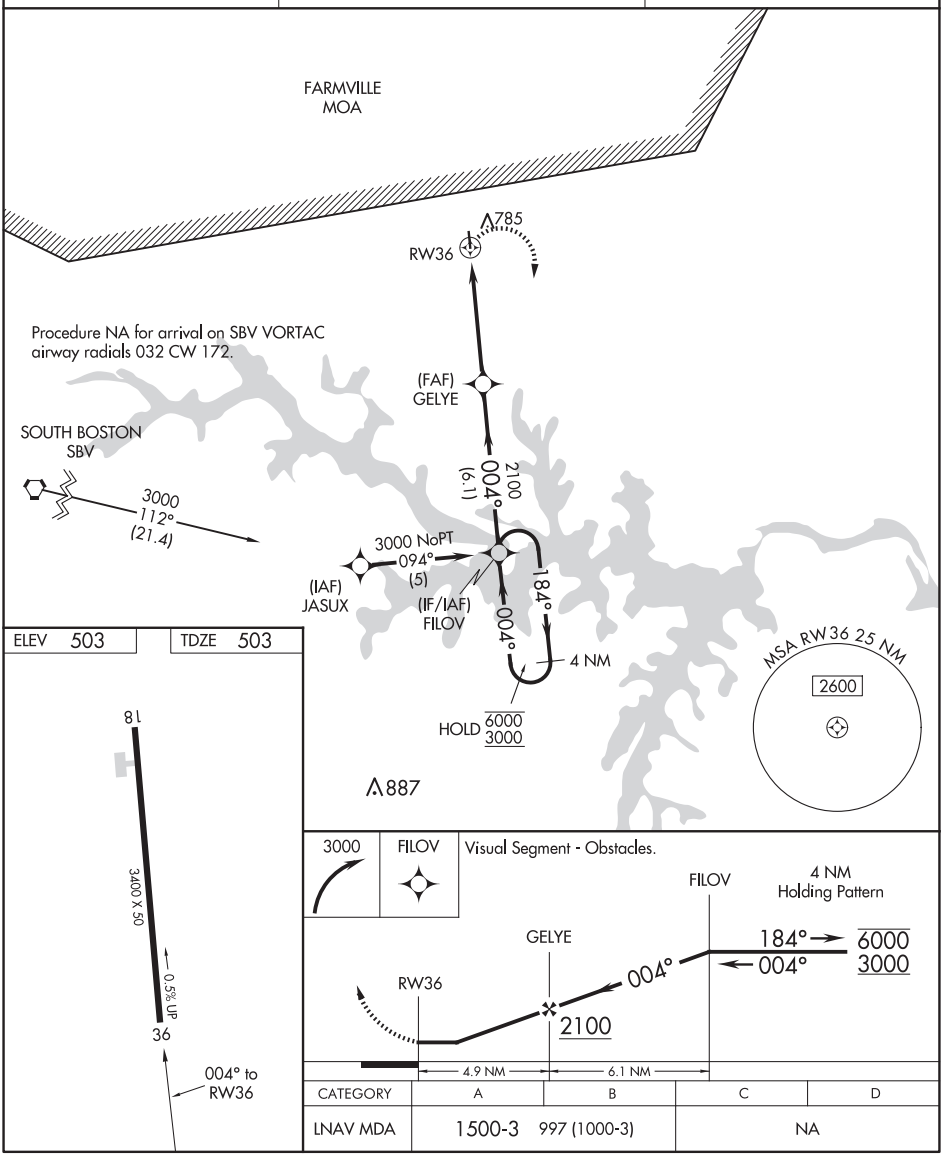
RNAV (GPS) RWY 36
CHASE CITY MUNI (CXE)

RNP APCH - GPS.

Procedure NA at night.
Rwy 36 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct FILOV and hold.

AWOS-3	WASHINGTON CENTER	CTAF
121.225	118.75 377.1	122.9



CATEGORY	A	B	C	D
LNAV MDA	1500-3 997 (1000-3)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

CHURCHVILLE, MARYLAND | AL-9277 (FAA) | 24305

APP CRS	Rwy ldg	N/A
104°	TDZE	N/A
	Apt Elev	412

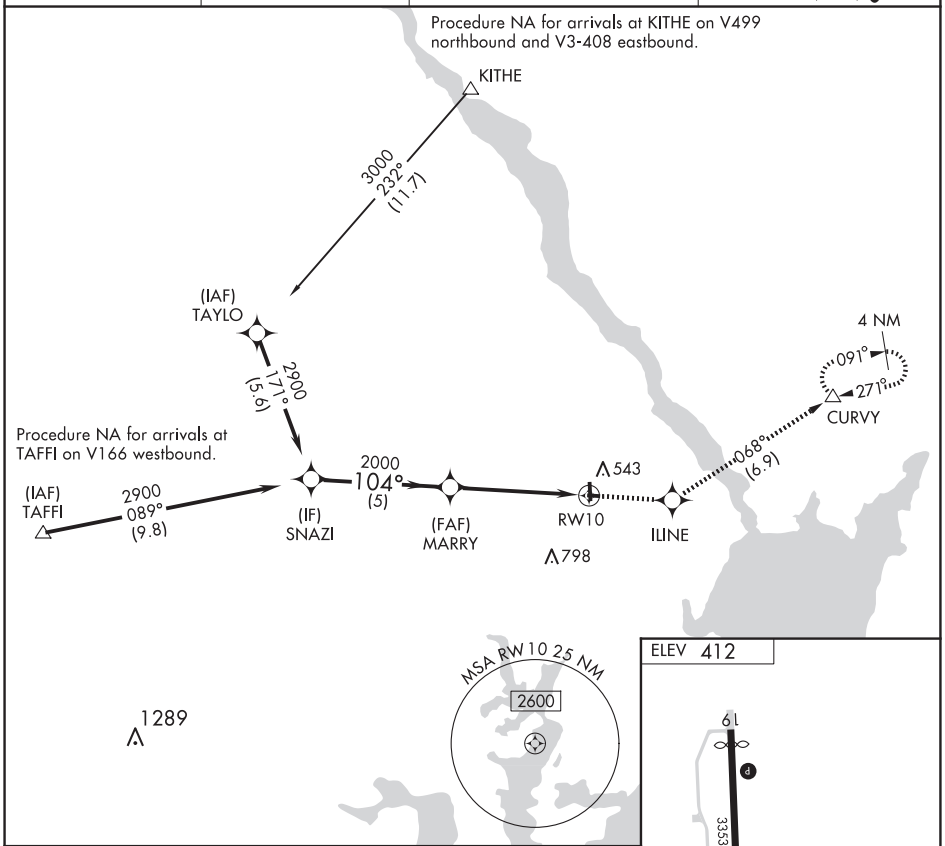
RNAV (GPS)-B
HARFORD COUNTY (ØW3)

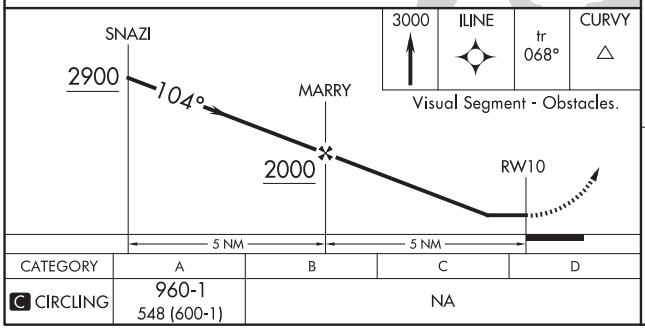
RNP APCH - GPS.

Rwy 1, 19, 10 and 28 helicopter visibility reduction below 1 SM NA.
When local altimeter setting not received, use Aberdeen Proving Grounds (Aberdeen) altimeter setting and increase all MDAs 80 feet.
Procedure NA at night.

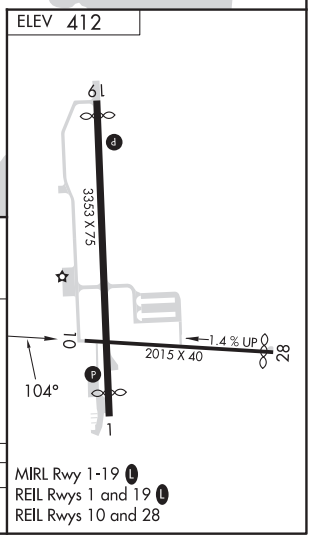
MISSED APPROACH: Climb to 3000 direct ILINE and on track 068° to CURVY and hold, continue climb-in-hold to 3000.

AWOS-3PT	KAPG ATIS ★	POTOMAC APP CON		UNICOM
132.725	124.425	125.525	291.625	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	960-1 548 (600-1)	NA		



MIRL Rwy 1-19 L
REIL Rwys 1 and 19 L
REIL Rwys 10 and 28

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	N/A
036°	TDZE	N/A
	Apt Elev	419

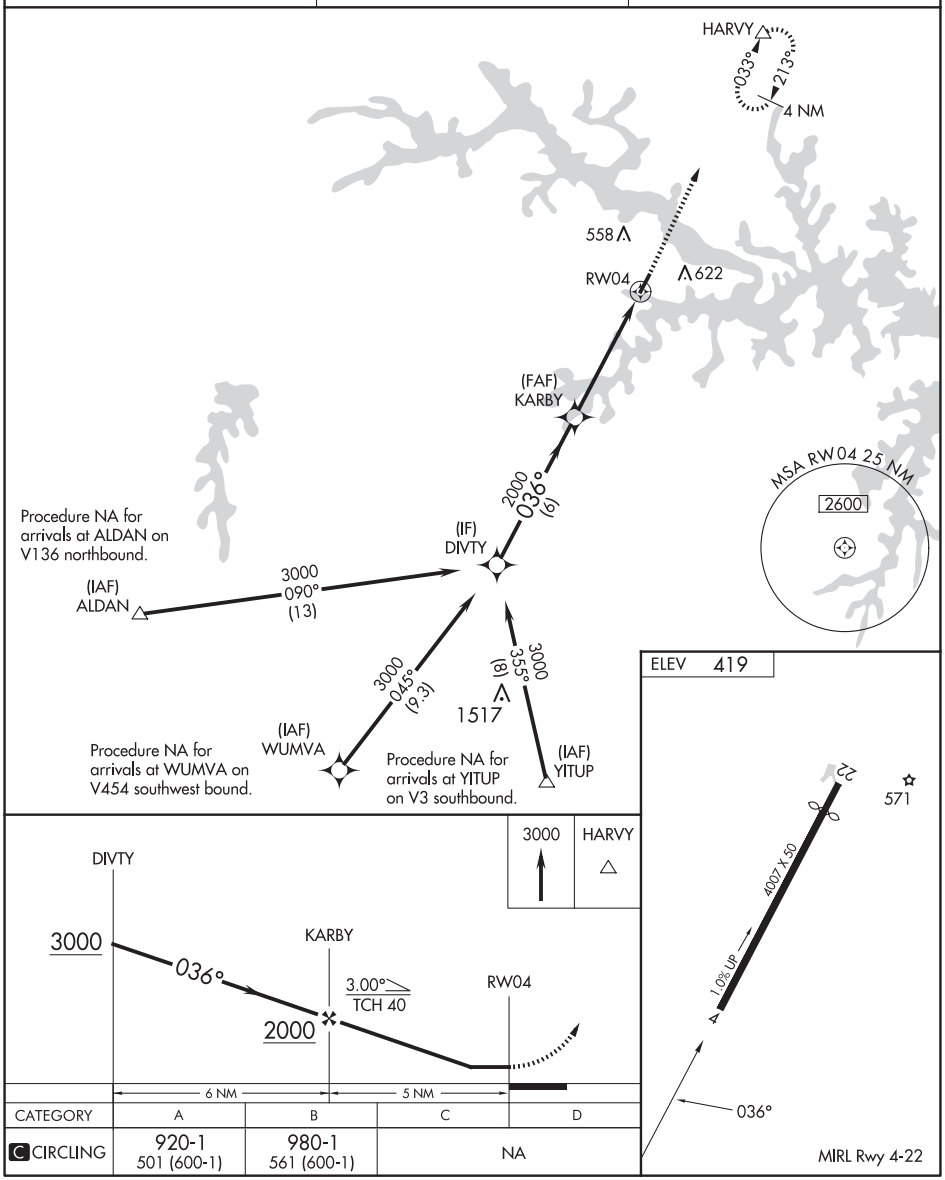
RNAV (GPS)-A

LAKE COUNTRY RGNL (W63)

T A DME/DME RNP-0.3 NA. When local altimeter setting not received, use Chase City altimeter setting and increase all MDA 40 feet. Night landing: Rwy 22 NA. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct HARVY and hold.

AWOS-3	WASHINGTON CENTER	CTAF
118.225	118.75 377.1	122.9



CATEGORY	A	B	C	D
C CIRCLING	920-1 501 (600-1)	980-1 561 (600-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

CLARKSVILLE, VIRGINIA | AL-9200 (FAA) | 24193

RNAV (GPS)-B
LAKE COUNTRY RGNL (W63)

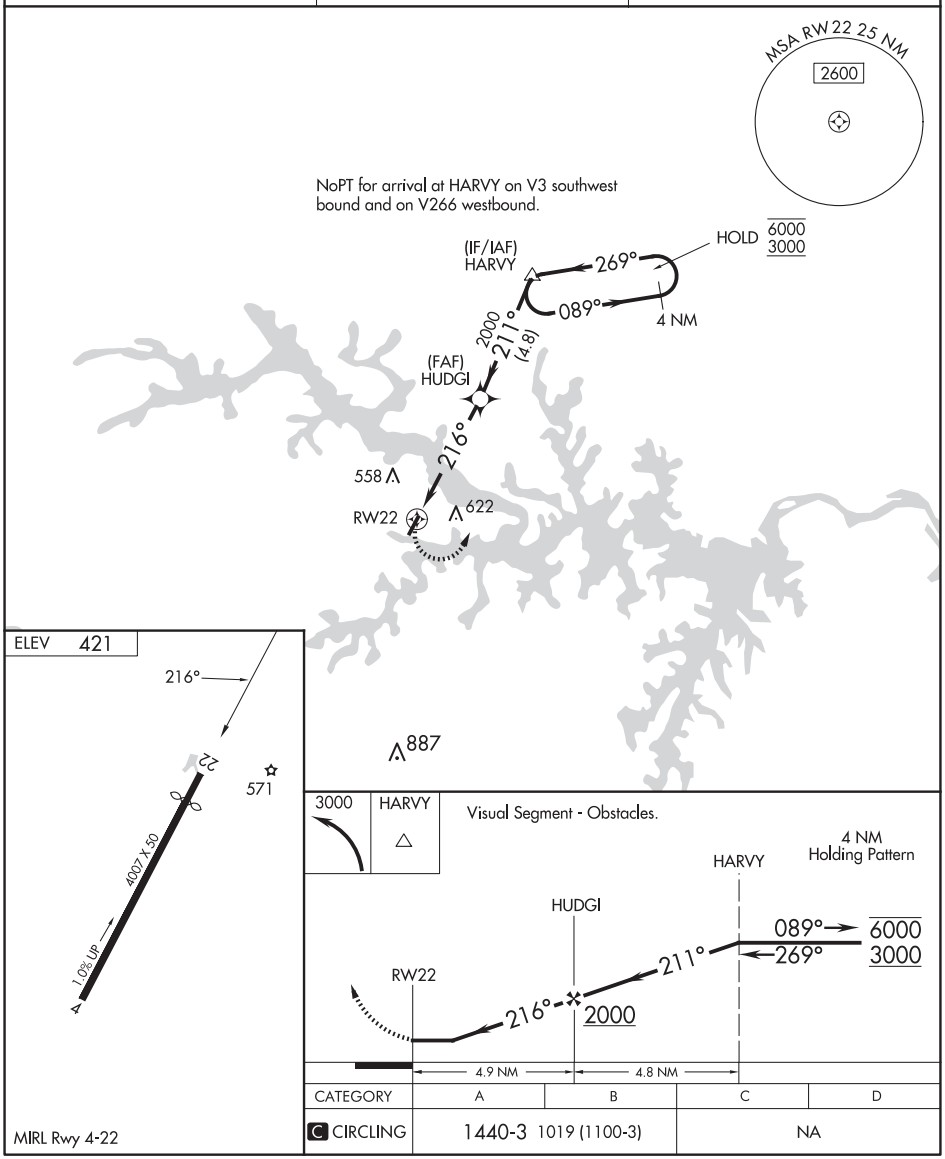
APP CRS	Rwy ldg	N/A
216°	TDZE	N/A
	Apt Elev	421

RNP APCH - GPS.

Rwy 22 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. When local altimeter setting not received, use Chase City altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing left turn to 3000 direct HARVY and hold.

AWOS-3	WASHINGTON CENTER	CTAF
118.225	118.75 377.1	122.9



CATEGORY	A	B	C	D
C CIRCLING	1440-3 1019 (1100-3)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS)-A
COLLEGE PARK (CGS)

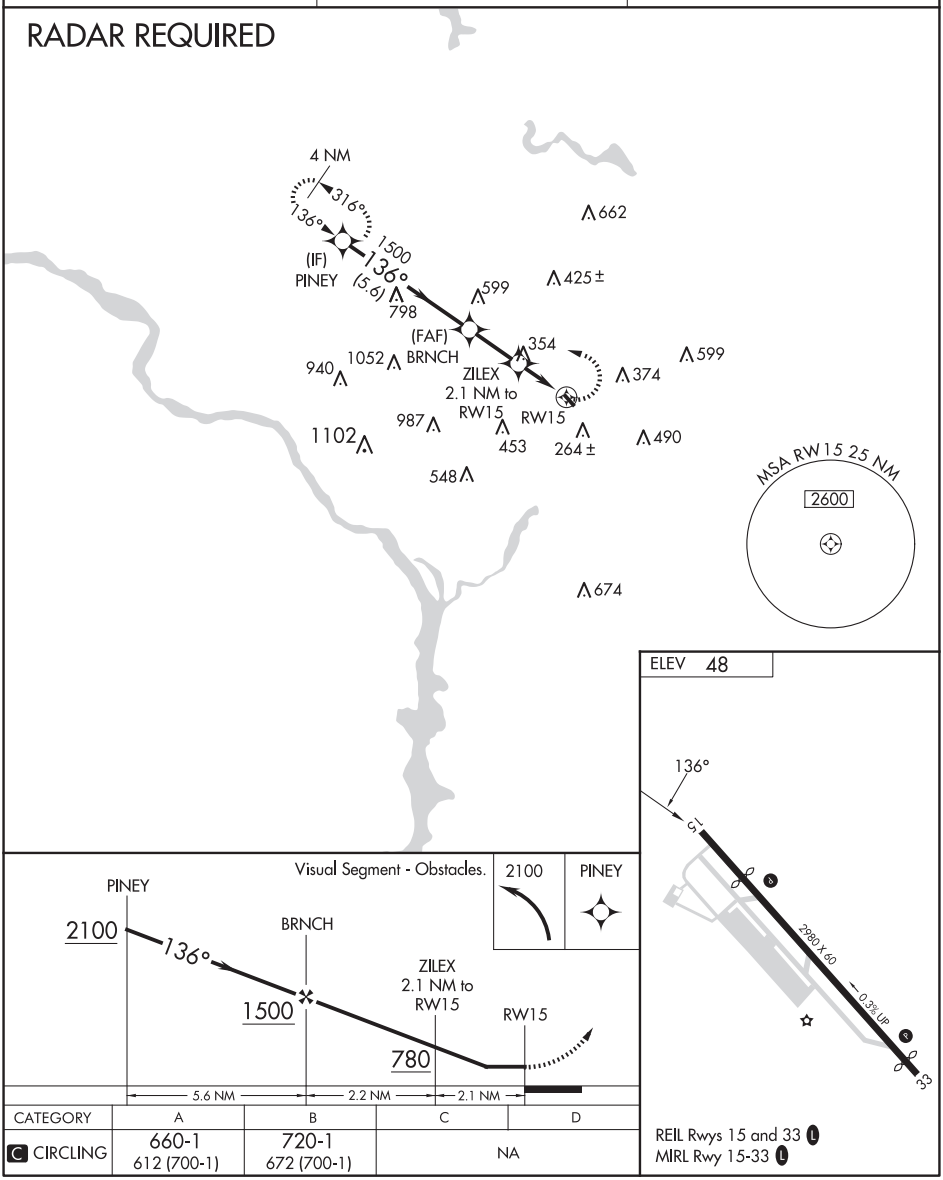
APP CRS	Rwy ldg	N/A
136°	TDZE	N/A
	Apt Elev	48

DME/DME RNP-0.3 NA.

MISSED APPROACH: Climbing left turn to 2100 direct PINEY and hold.

AWOS-3	POTOMAC APP CON	UNICOM
121.225	125.65 348.725	122.975 (CTAF) L

RADAR REQUIRED



CATEGORY	A	B	C	D
C CIRCLING	660-1 612 (700-1)	720-1 672 (700-1)	NA	

REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

COLLEGE PARK, MARYLAND

AL-6720 (FAA)

23278

RNAV (GPS)-B
COLLEGE PARK (CGS)

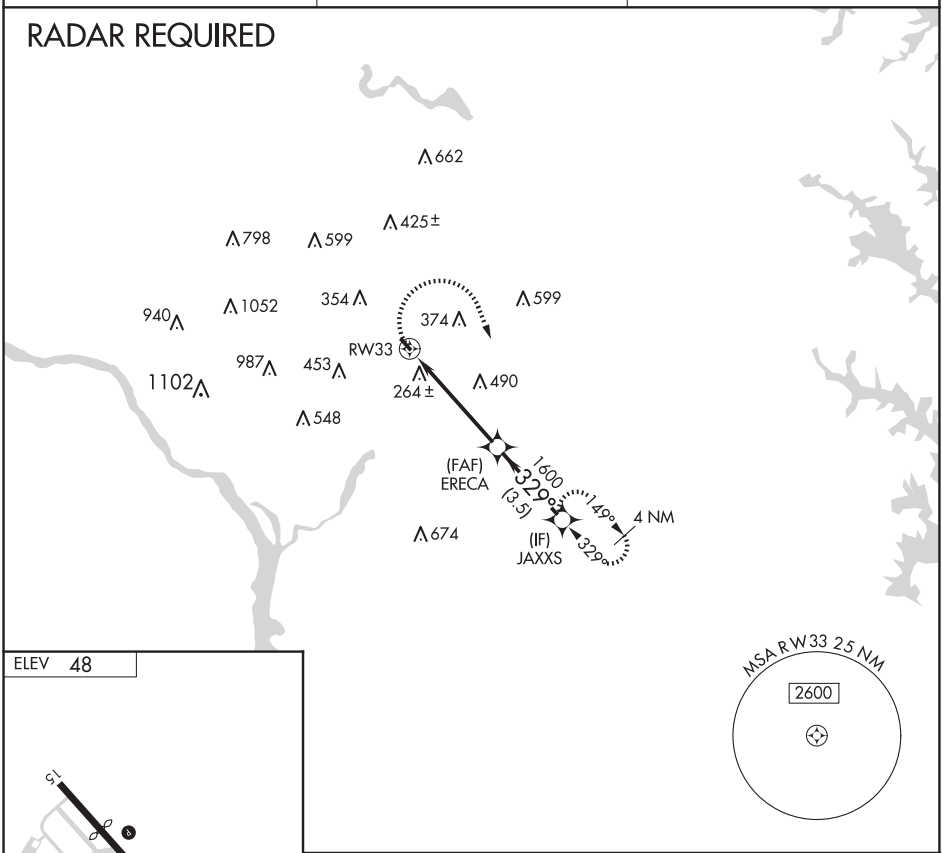
APP CRS	Rwy ldg	N/A
329°	TDZE	N/A
	Apt Elev	48

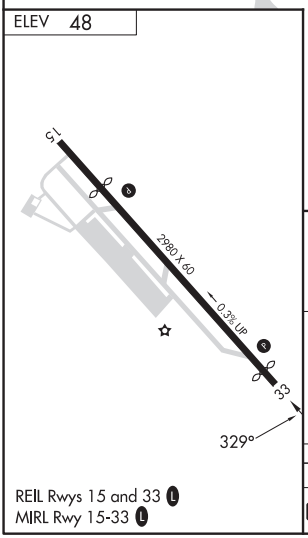
RNP APCH.

MISSED APPROACH: Climbing right turn to 2400 direct JAXXS and hold.

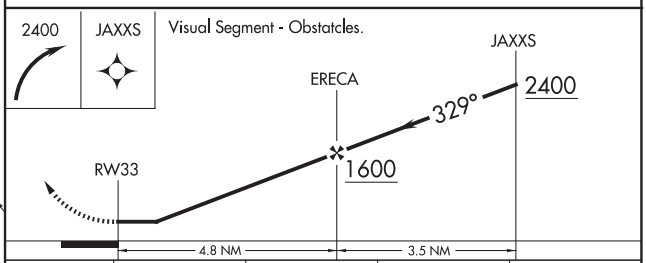
AWOS-3	POTOMAC APP CON		UNICOM
121.225	125.65	348.725	122.975 (CTAF) L

RADAR REQUIRED





REIL Rwys 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
C CIRCLING	680-1 632 (700-1)	720-1 672 (700-1)	NA	

APP CRS	Rwy ldg	N/A
150°	TDZE	N/A
	Apt Elev	422

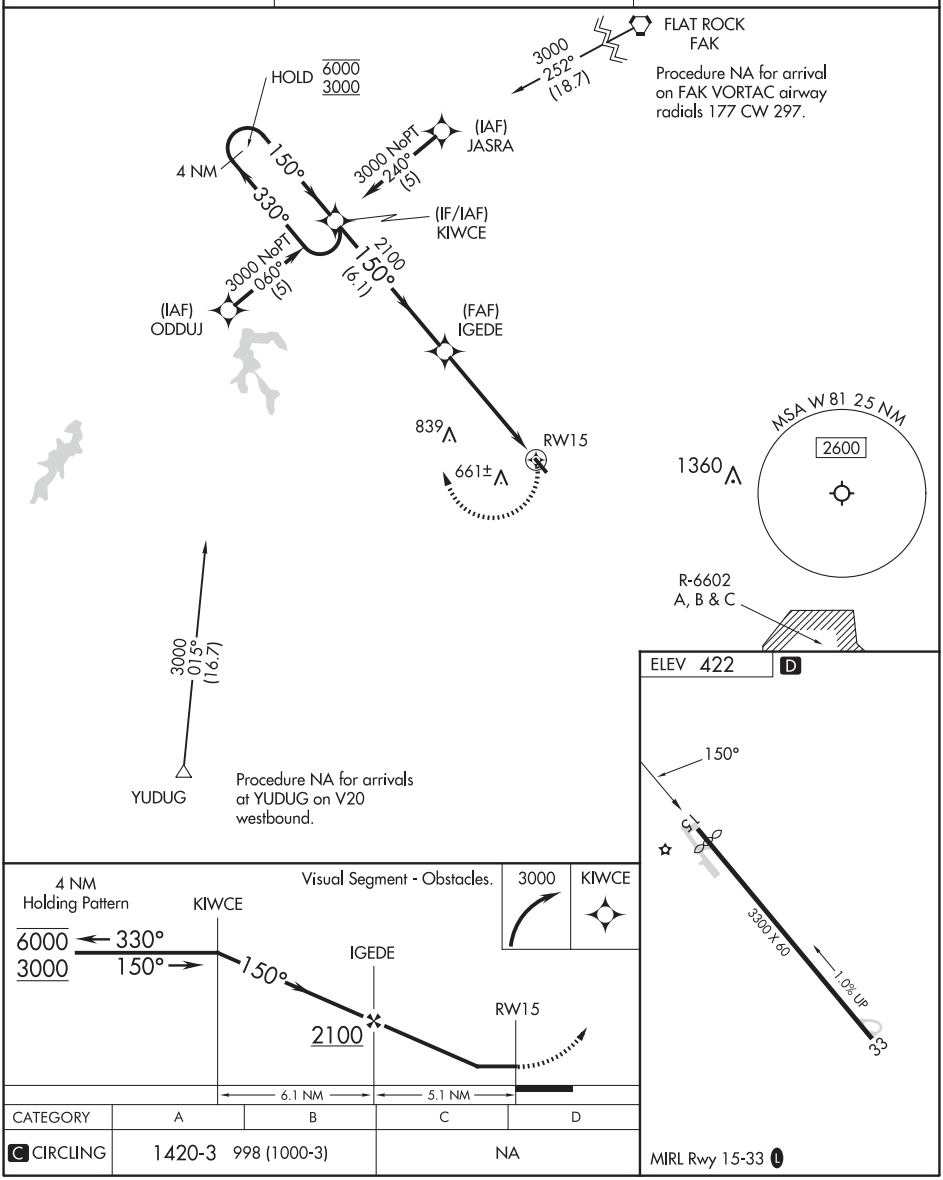
RNAV (GPS)-A
CREWE MUNI (W81)

RNP APCH - GPS.

Procedure NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 3000 direct KIWCE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.05	118.75 377.1	122.8 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1420-3	998 (1000-3)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

CREWE, VIRGINIA AL-10445 (FAA) 24193

APP CRS	Rwy ldg	N/A
315°	TDZE	N/A
	Apt Elev	422

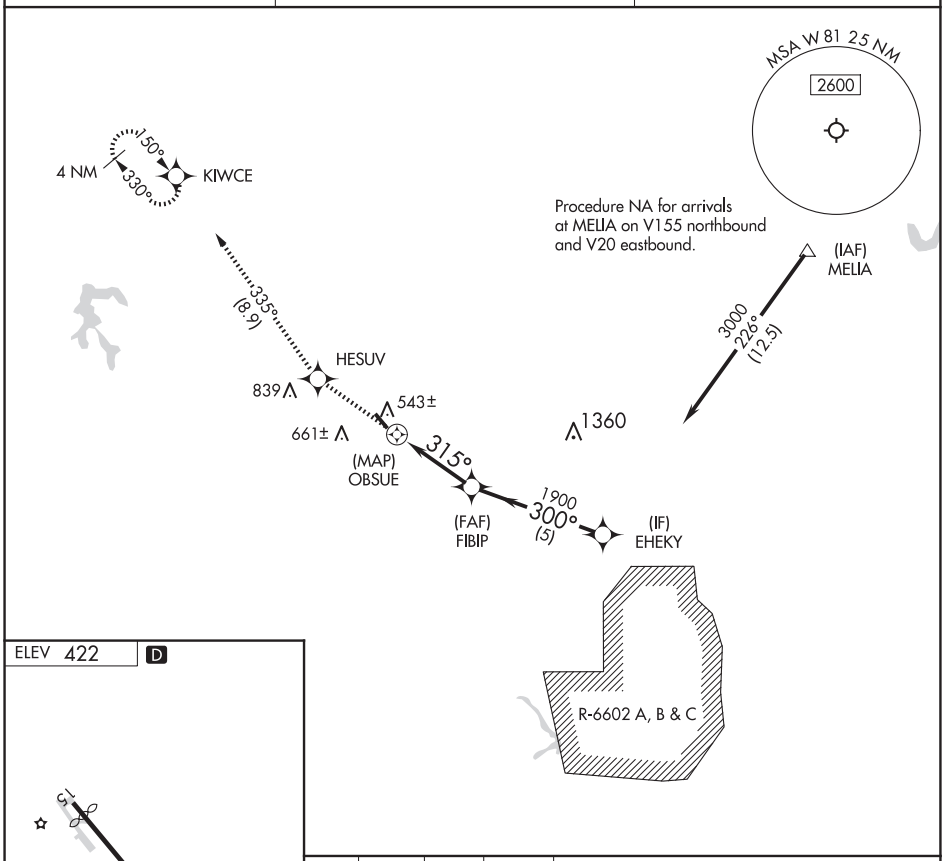
RNAV (GPS)-B
CREWE MUNI (W81)

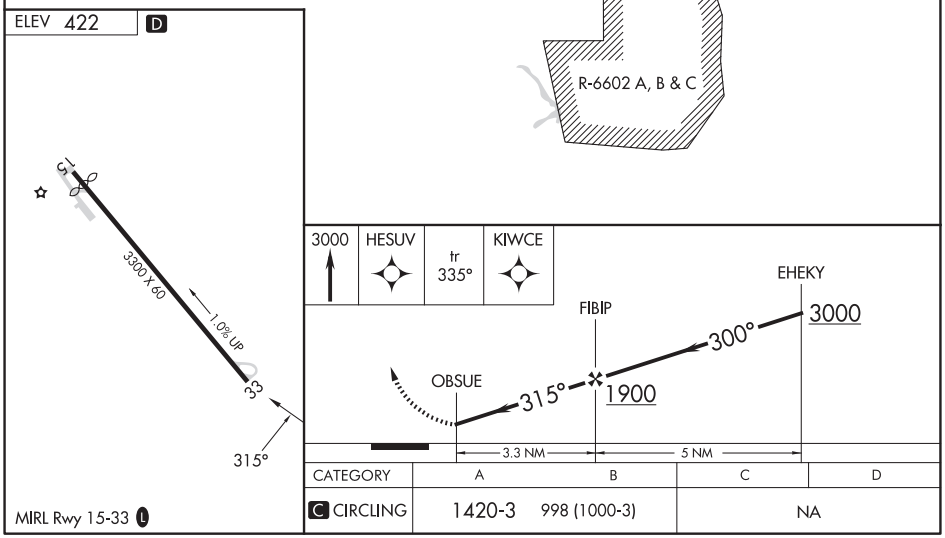
RNP APCH - GPS.

Procedure NA at night.
Rwy 15 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct HESUV and on track 335° to KIWCE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.05	118.75 377.1	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	1420-3	998 (1000-3)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
322°	TDZE	N/A
	Apt Elev	4

RNAV (GPS)-B

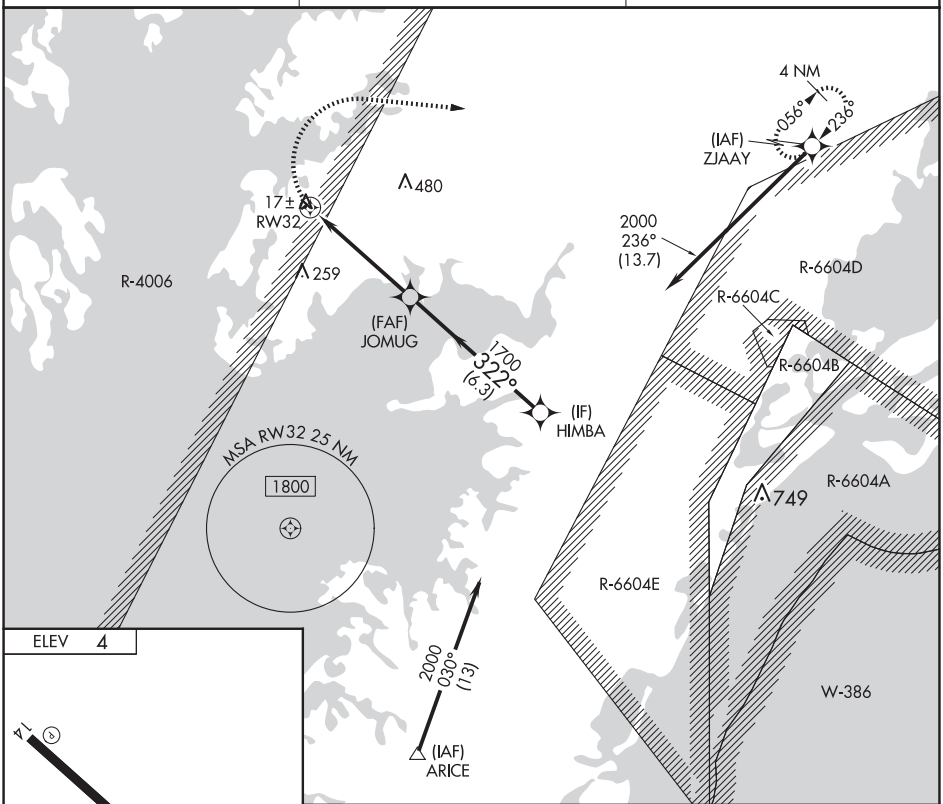
CRISFIELD-SOMERSET COUNTY (W41)

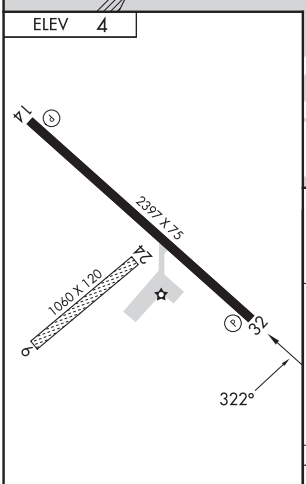
RNP APCH - GPS.

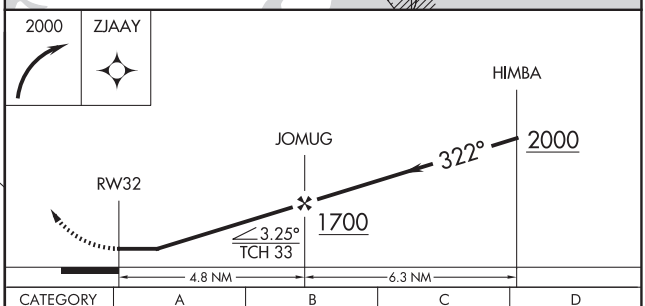
NA Circling NA to Rwys 6 and 24. Procedure NA at night. Use WAL altimeter setting. Rwy 14, 32 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct ZJAAY and hold.

WAL ASOS	PATUXENT APP CON ★	UNICOM
119.175	127.95 314.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	520-1 516 (600-1)	560-1 556 (600-1)	NA	

MIRL Rwy 14-32 L
REIL Rwys 14 and 32 L

NE-3, 12 JUN 2025 to 07 AUG 2025

CULPEPER, VIRGINIA | AL-5877 (FAA) | 25051

RNAV (GPS) RWY 4
CULPEPER RGNL (CJR)

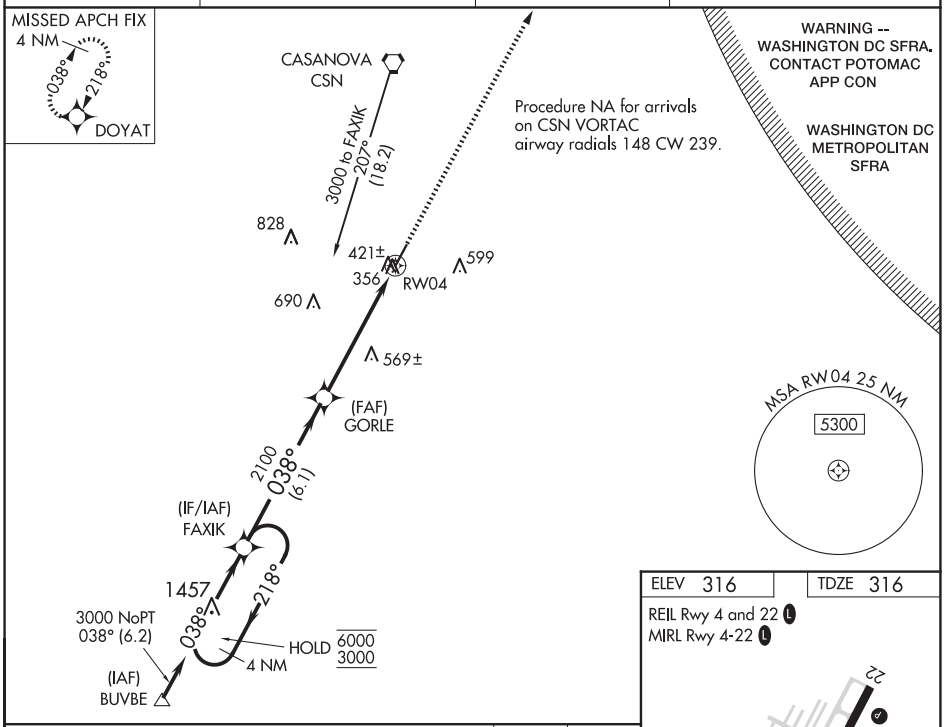
WAAS CH 77606 W04A	APP CRS 038°	Rwy ldg 5000 / TDZE 316 / Apt Elev 316

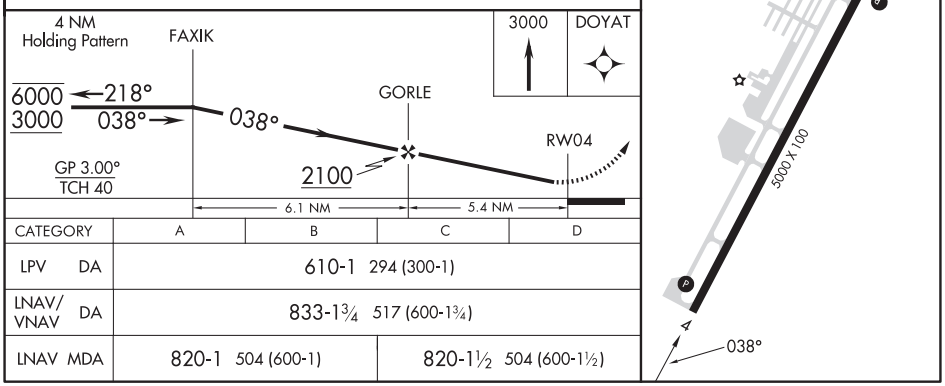
RNP APCH - GPS.

Rwy 4 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using IAD altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use IAD altimeter setting and increase LPV DA to 683 feet; increase LNAV/VNAV DA to 906 feet; increase all MDAs 80 feet and visibility Cats C/D ¼ SM. Straight-in Rwy 4 at night, Circling Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 3000 direct DOYAT and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	610-1 294 (300-1)			
LNAV/VNAV DA	833-1¾ 517 (600-1¾)			
LNAV MDA	820-1 504 (600-1)		820-1½ 504 (600-1½)	

CULPEPER, VIRGINIA
Orig-B 20FEB25

38°32'N-77°-52'W

CULPEPER RGNL (CJR)
RNAV (GPS) RWY 4

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56306 W22A	APP CRS 218°	Rwy ldg 5000 TDZE 315 Apt Elev 316

RNAV (GPS) RWY 22

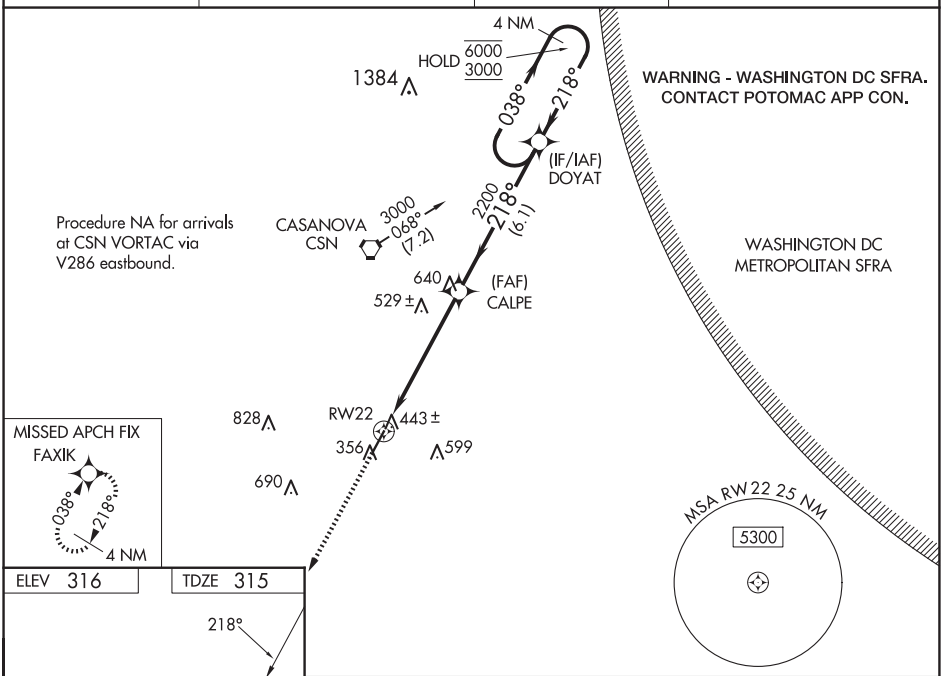
CULPEPER RGNL (CJR)

RNP APCH - GPS.

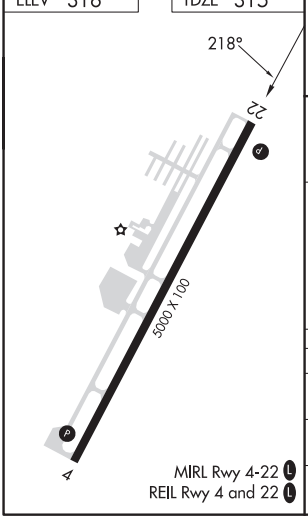
Rwy 22 helicopter visibility reduction below 1 SM NA. Baro-VNAV NA when using IAD altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C. When local altimeter setting not received, use IAD altimeter setting and increase LPV DA to 730 feet; increase LNAV/VNAV DA to 776 feet; increase all MDAs 80 feet and visibility Cats C ¼ SM and D ⅛ SM. Straight-in Rwy 22 at night, Circling Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

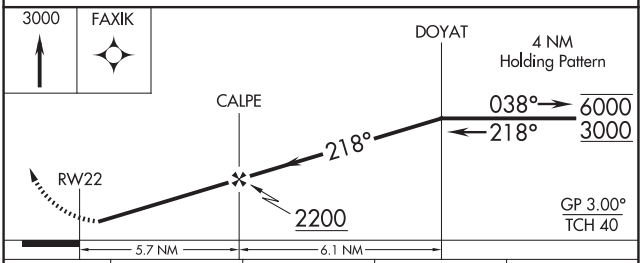
MISSED APPROACH: Climb to 3000 direct FAXIK and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L



ELEV 316 TDZE 315





CATEGORY	A	B	C	D
LPV DA	657-1¼ 342 (400-1¼)			
LNAV/VNAV DA	703-1½ 388 (400-1½)			
LNAV MDA	800-1 485 (500-1)		800-1¼ 485 (500-1¼)	800-1½ 485 (500-1½)

NE-3, 12 JUN 2025 to 07 AUG 2025

CULPEPER, VIRGINIA | AL-5877 (FAA) | 25051

LOC RWY 4
CULPEPER RGNL (CJR)

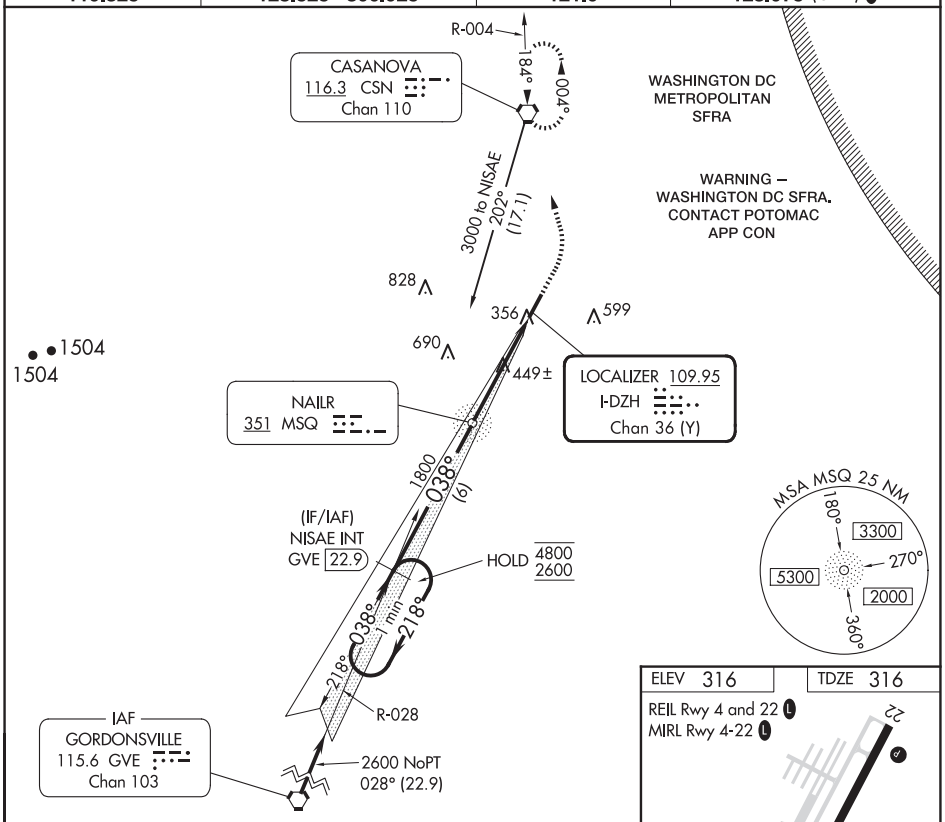
LOC/DME I-DZH	APP CRS	Rwy ldg	5000
109.95	038°	TDZE	316
Chan 36 (Y)		Apt Elev	316

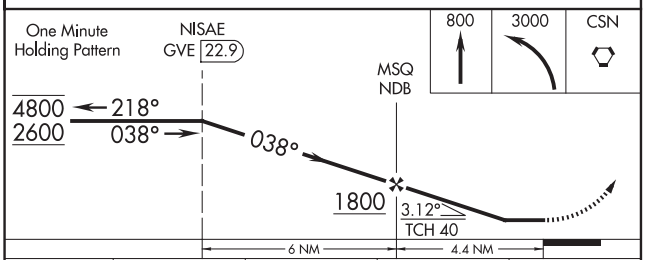
ADF required.

Straight-in Rwy 4 at night, Circling Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L

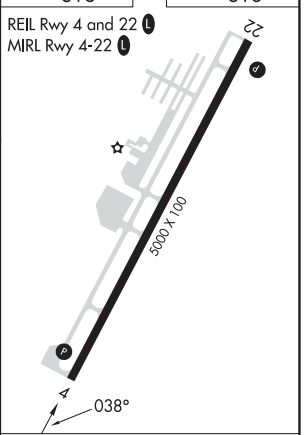




CATEGORY	A	B	C	D
S-4	700-1 384 (400-1)			NA
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	NA

ELEV 316 | TDZE 316

REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L



FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

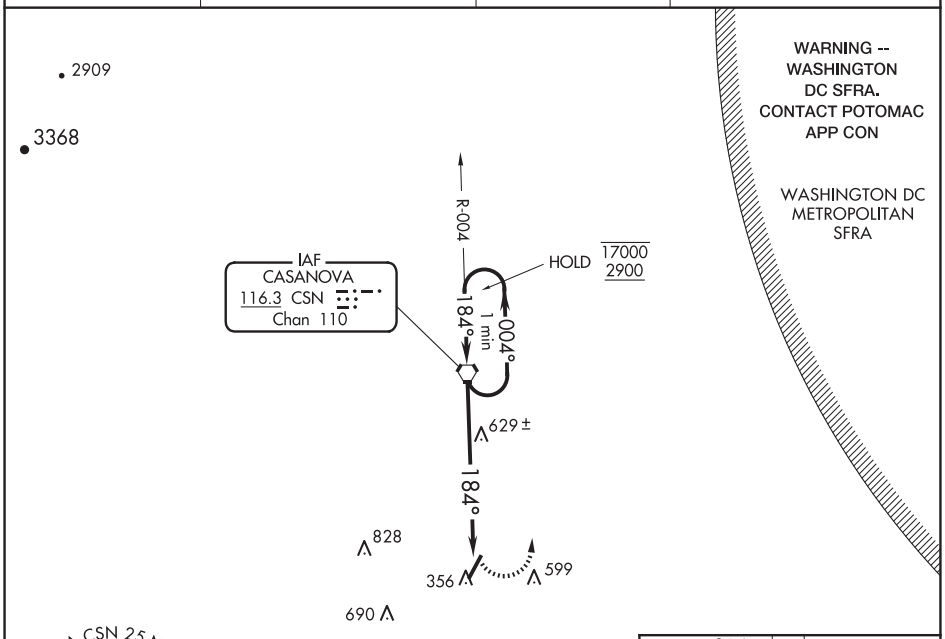
VOR-A
CULPEPER RGNL (CJR)

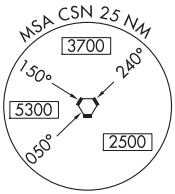
VORTAC CSN	APP CRS	Rwy ldg	N/A
116.3	184°	TDZE	N/A
Chan 110		Apt Elev	316

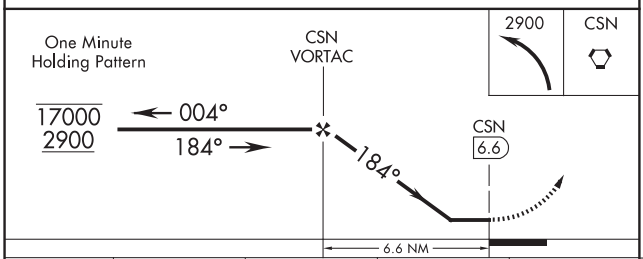
Rwy 4, 22 helicopter visibility reduction below 1 SM NA. When Circling to Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold. When local altimeter setting not received, use IAD altimeter setting and increase all MDAs 80 feet, Circling Cats C and D visibility ¼ SM.

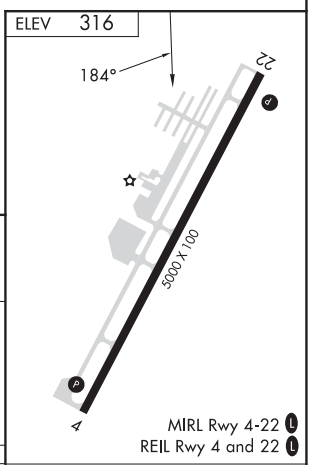
MISSED APPROACH: Climbing left turn to 2900 direct CSN VORTAC and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L









CATEGORY	A	B	C	D
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	1100-2½ 784 (800-2½)

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

CULPEPER, VIRGINIA | AL-5877 (FAA) | 25051

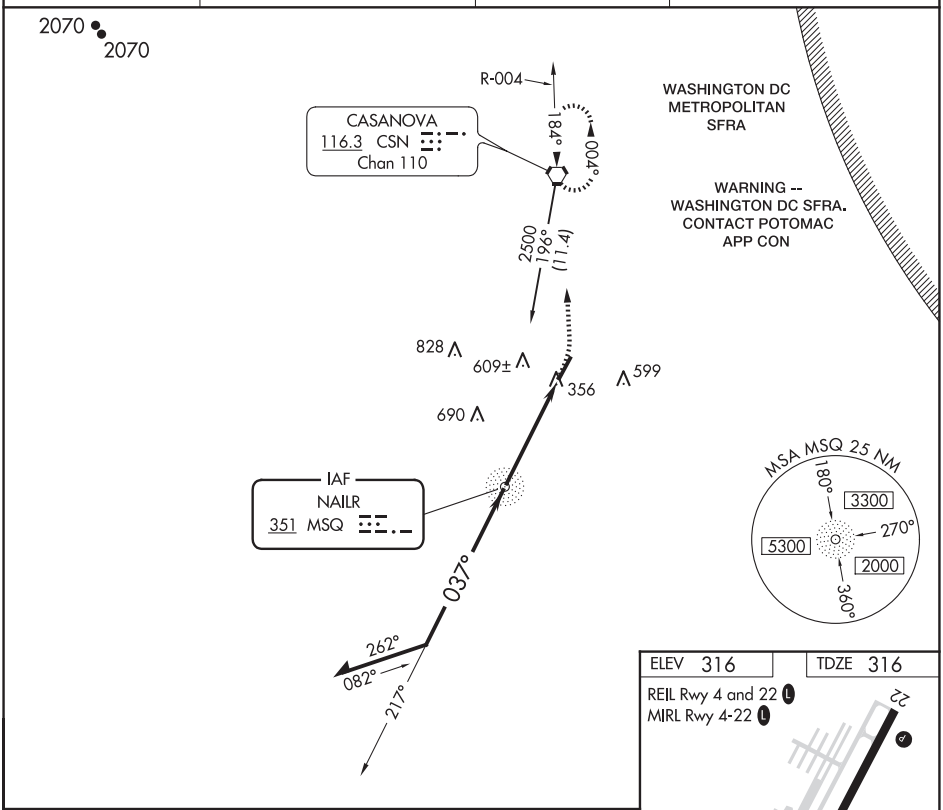
NDB MSQ	APP CRS	Rwy ldg	5000
351	037°	TDZE	316
		Apt Elev	316

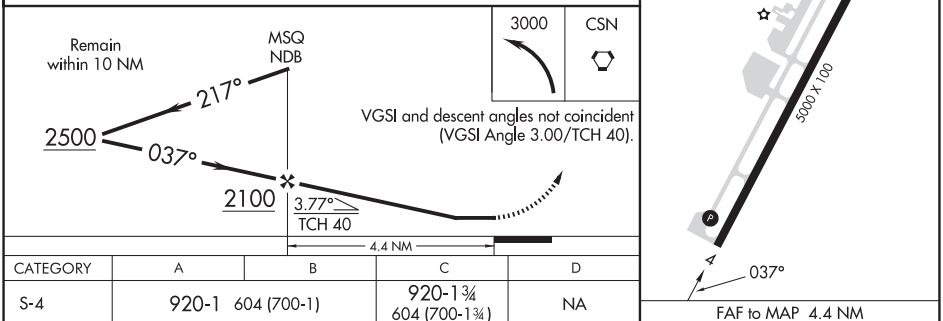
NDB RWY 4
CULPEPER RGNL (CJR)

Straight-in Rwy 4 at night, Circling Rwy 4, 22 at night, operational VGSI required, remain on or above VGSI glidepath until threshold.

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
119.325	128.525 306.925	121.6	123.075 (CTAF) L





CATEGORY	A	B	C	D
S-4	920-1 604 (700-1)		920-1¾ 604 (700-1¾)	NA
CIRCLING	920-1 604 (700-1)	960-1 644 (700-1)	960-1¾ 644 (700-1¾)	NA

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99336 W05A	APP CRS 029°	Rwy Ldg 5047 TDZE 746 Apt Elev 775

RNAV (GPS) RWY 5
GREATER CUMBERLAND RGNL (CBE)

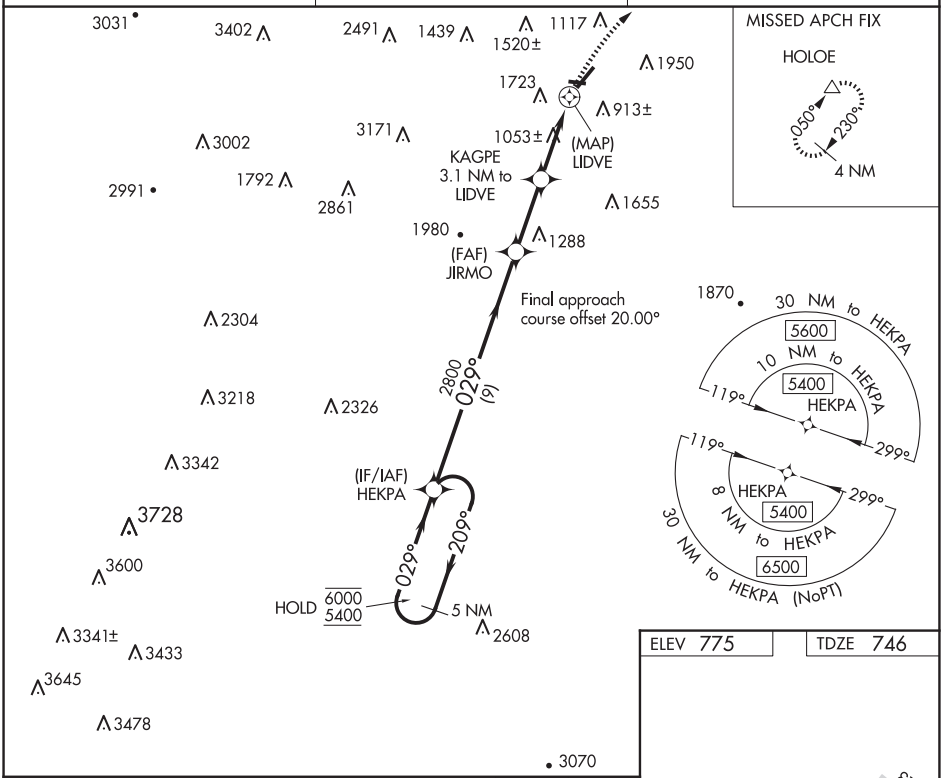
RNP APCH.

Circling NA northwest of Rwy 5-23. Rwy 5 helicopter visibility reduction below 1 SM NA. Straight-in Rwy 5 NA at night, Circling Rwy 5, 29 NA at night.

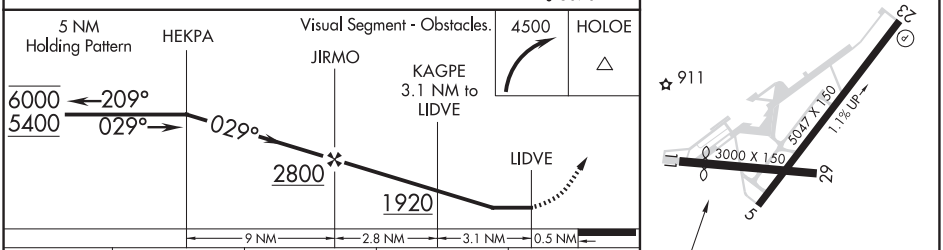
-14°C

MISSED APPROACH: Climbing right turn to 4500 direct HOLOE and hold, continue climb-in-hold to 4500.

AWOS-3	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L



ELEV 775	TDZE 746



CATEGORY	A	B	C	D
LP MDA	1420-1 674 (700-1)		1420-1⅞ 674 (700-1⅞)	
LNAV MDA	1820-1¼ 1074 (1100-1¼)	1820-1½ 1074 (1100-1½)	1820-3 1074 (1100-3)	
C CIRCLING	1820-1¼ 1045 (1100-1¼)	2140-1½ 1365 (1400-1½)	2260-3 1485 (1500-3)	2340-3 1565 (1600-3)

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

CUMBERLAND, MARYLAND AL-5263 (FAA) 25163

WAAS CH 63021 W23A	APP CRS 229°	Rwy Ldg 5047 TDZE 775 Apt Elev 775

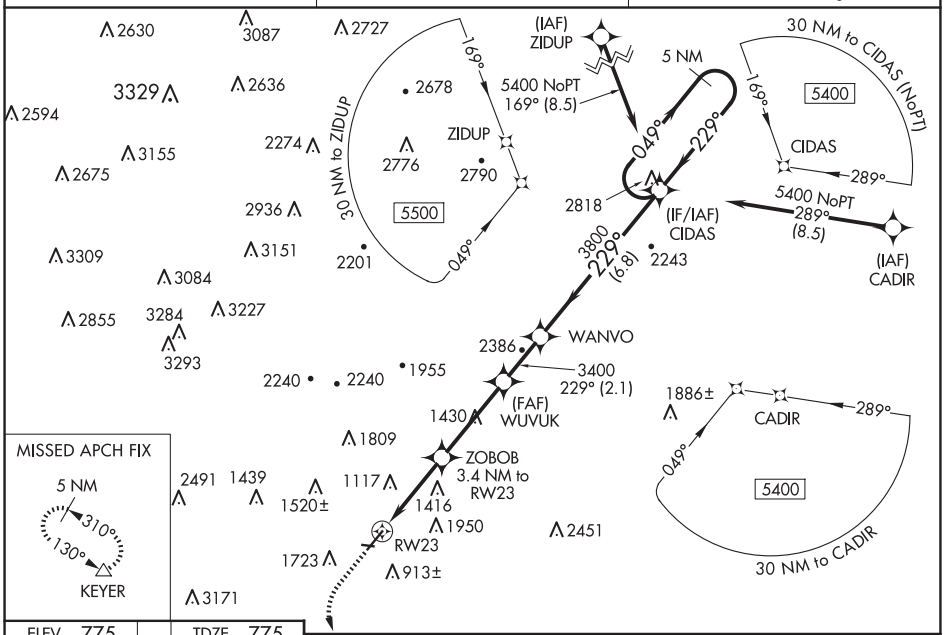
RNAV (GPS) RWY 23
GREATER CUMBERLAND RGNL (CBE)

Circling NA NW of Rwy 5-23. Baro-VNAV and VDP NA when using Winchester altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Winchester altimeter setting and increase all DAs/MDAs 100 feet; increase all LPV visibilities ¼ SM. Rwy 5, 29 helicopter visibility reduction below 1 SM NA. Circling Rwy 5, 29 NA at night. # Missed approach requires minimum climb of 424 feet per NM to 1950.

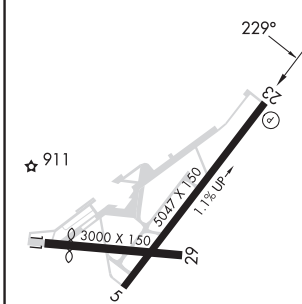
-14°C

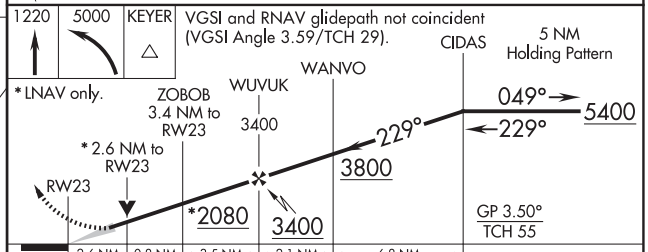
MISSED APPROACH: Climb to 1220 then climbing left turn to 5000 direct KEYER and hold, continue climb-in-hold to 5000.

AWOS-3	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L



ELEV 775 TDZE 775





CATEGORY		A	B	C	D
#LPV	DA	NA		1088-⅞ 313 (400-⅞)	NA
LPV	DA	1025-¾ 250 (300-¾)		2168-5 1393 (1400-5)	NA
LNAV/VNAV	DA	1930-4 1155 (1200-4)			NA
LNAV	MDA	1780-1¼ 1005 (1100-1¼)	1780-1½ 1005 (1100-1½)	1780-3 1005 (1100-3)	NA
C CIRCLING		1780-1¼ 1005 (1100-1¼)	2140-1½ 1365 (1400-1½)	2260-3 1485 (1500-3)	NA

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-CBE	APP CRS	Rwy Ldg	5047
110.5	228°	TDZE	775
Chan 42		Apt Elev	775

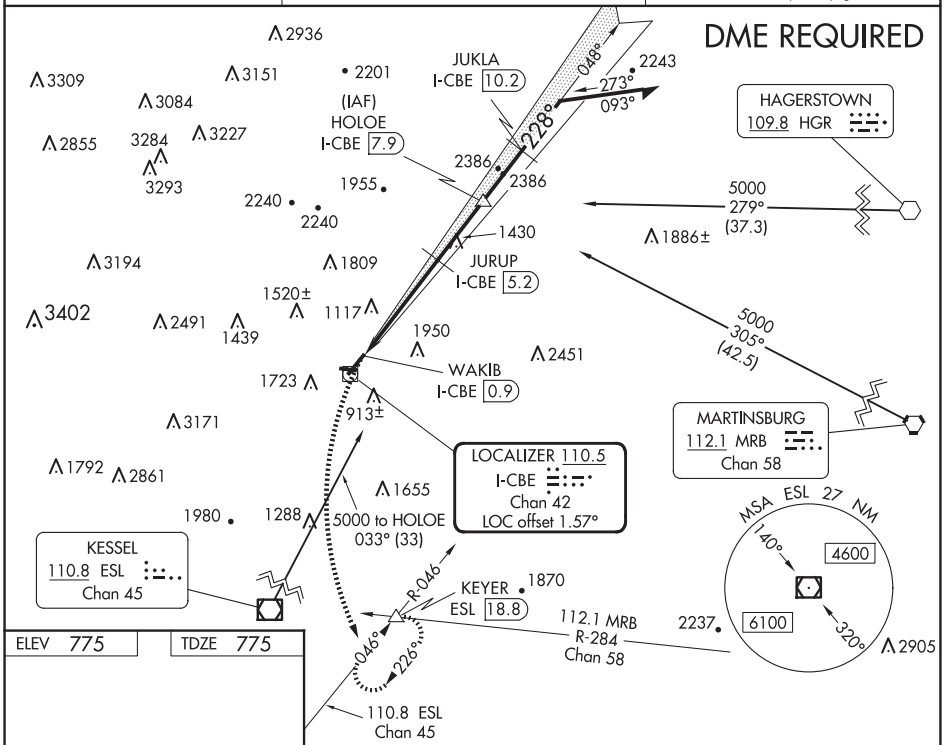
LOC/DME RWY 23
GREATER CUMBERLAND RGNL (CBE)

When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 100 feet, increase S-23 Cat B visibility ¼ mile, Cats C and D ½ mile. Night landing: Rwy 5, 11, 29 NA. Circling NA northwest of Rwy 5/23. Helicopter visibility reduction below ¾ SM NA.

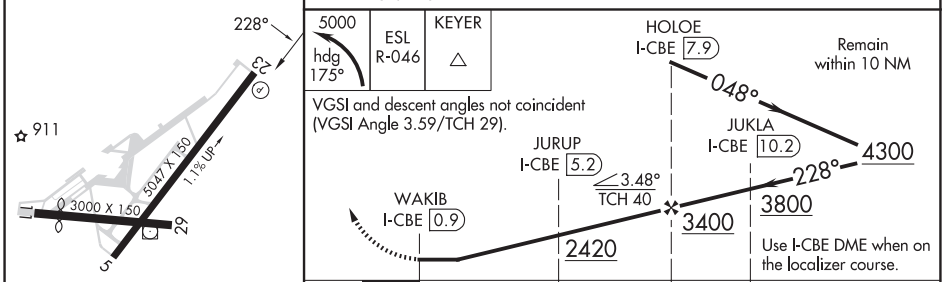
-14°C

MISSED APPROACH: Climbing left turn to 5000 on heading 175° and on ESL VOR/DME R-046 to KEYER/ESL 18.8 DME and hold, continue climb-in-hold to 5000.

AWOS-3	JOHNSTOWN APP CON ★	UNICOM
128.625	121.2 299.2	122.8 (CTAF) L



ELEV 775	TDZE 775



CATEGORY	A	B	C	D
S-23	1680-1¼ 905 (1000-1¼)		1680-2½	905 (1000-2½)
C CIRCLING	1680-1¼ 905 (1000-1¼)	2140-1½ 1365 (1400-1½)	2260-3 1485 (1500-3)	2360-3 1585 (1600-3)

REIL Rwy 23 L
LIRL Rwy 11-29 L
HIRL Rwy 5-23 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DANVILLE, VIRGINIA | AL-599 (FAA) | 24249

ILS or LOC RWY 2
DANVILLE RGNL (DAN)

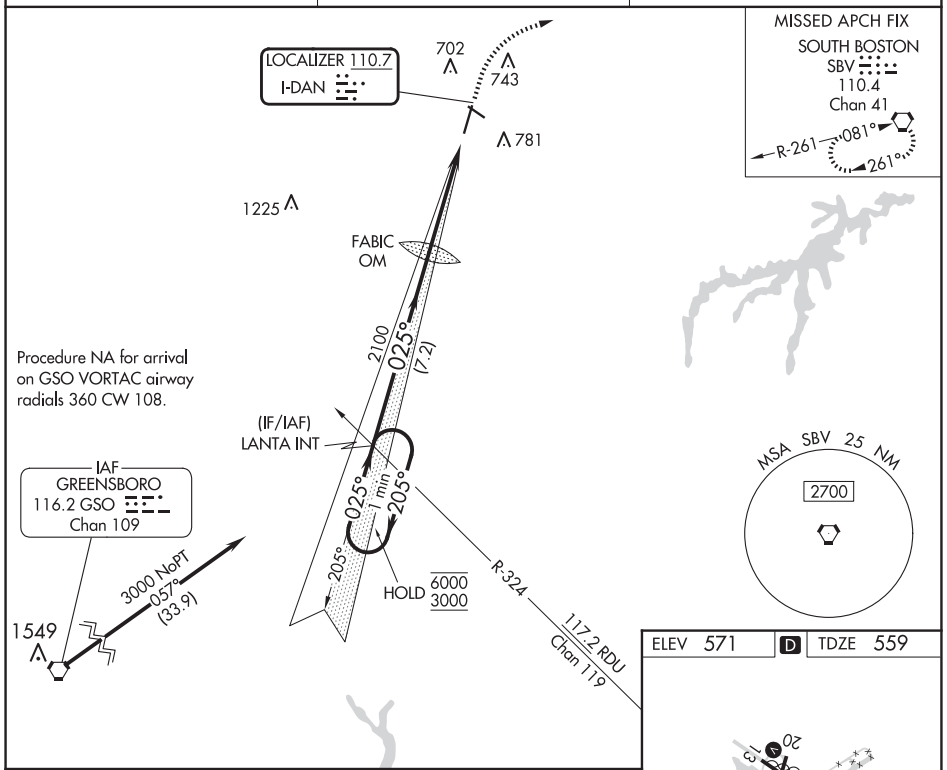
LOC I-DAN	APP CRS	Rwy ldg	5600
110.7	025°	TDZE	559
		Apt Elev	571

For inop ALS, increase S-LOC 2 Cat C/D visibility to 1⅜ SM.

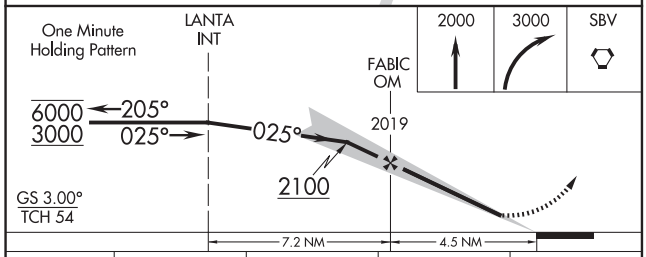
MALSR

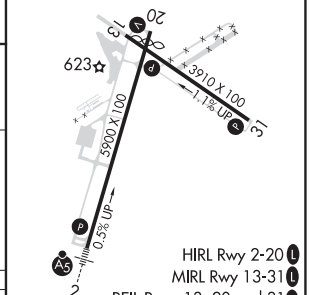
MISSED APPROACH: Climb to 2000 then climbing right turn to 3000 direct SBV VORTAC and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 352.0	123.05 (CTAF)



ELEV 571 | D | TDZE 559





HIRL Rwy 2-20
MIRL Rwy 13-31
REIL Rwys 13, 20 and 31

CATEGORY	A	B	C	D
S-ILS 2	759-½ 200 (200-½)			
S-LOC 2	1020-½ 461 (500-½)		1020-1 461 (500-1)	
CIRCLING	1120-1 549 (600-1)		1120-1½ 549 (600-1½)	1200-2 629 (700-2)

FAF to MAP 4.5 NM					
Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 42916 W02A	APP CRS 025°	Rwy ldg 5600 TDZE 559 Apt Elev 571

RNAV (GPS) RWY 2
DANVILLE RGNL (DAN)

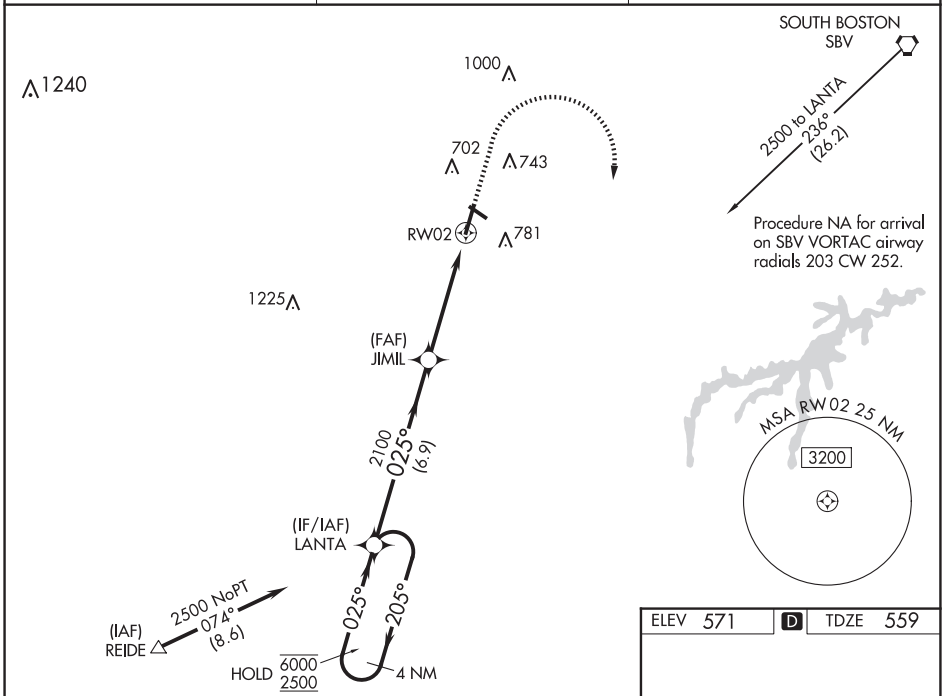
RNP APCH.

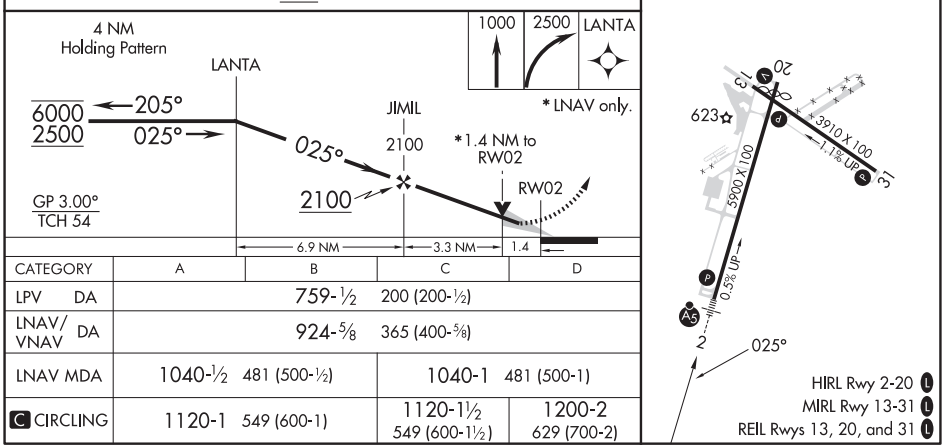
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. For inop ALS increase LNAV/VNAV all Cats visibility to 1 SM. Increase LNAV Cats C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 1000 then climbing right turn to 2500 direct LANTA and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 352.0	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	759-½ 200 (200-½)			
LNAV/VNAV DA	924-⅝ 365 (400-⅝)			
LNAV MDA	1040-½ 481 (500-½)		1040-1 481 (500-1)	
C CIRCLING	1120-1 549 (600-1)		1120-1½ 549 (600-1½)	1200-2 629 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

DANVILLE, VIRGINIA | AL-599 (FAA) | 24249

WAAS CH 87116 W20A	APP CRS 205°	Rwy ldg 5600 TDZE 568 Apt Elev 571

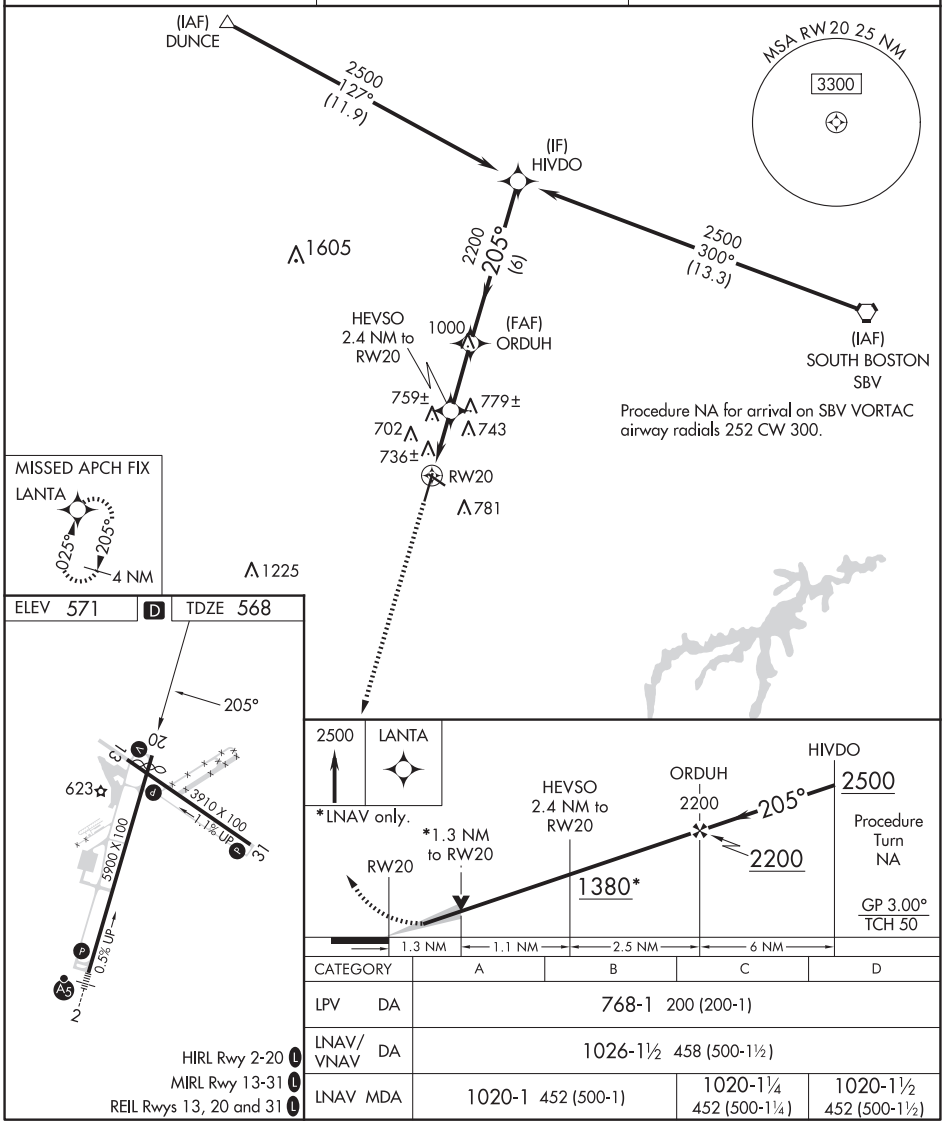
RNAV (GPS) RWY 20
DANVILLE RGNL (DAN)

RNP APCH.

Baro-VNAV NA when using Roxboro, NC altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. When local altimeter setting not received, use Roxboro, NC altimeter setting and increase all DA 62 feet and all MDA 80 feet; increase LPV and LNAV/VNAV all Cats visibility ¼ mile and LNAV Cats C and D ¼ mile. VDP NA with Roxboro, NC altimeter setting.

MISSED APPROACH: Climb to 2500 direct LANTA and hold.

ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 352.0	123.05 (CTAF) L



CATEGORY		A	B	C	D
LPV	DA	768-1 200 (200-1)			
LNAV/VNAV	DA	1026-1½ 458 (500-1½)			
LNAV	MDA	1020-1 452 (500-1)		1020-1¼ 452 (500-1¼)	1020-1½ 452 (500-1½)

HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20 and 31 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 93631 W31A	APP CRS 314°	Rwy ldg 3910 TDZE 561 Apt Elev 571

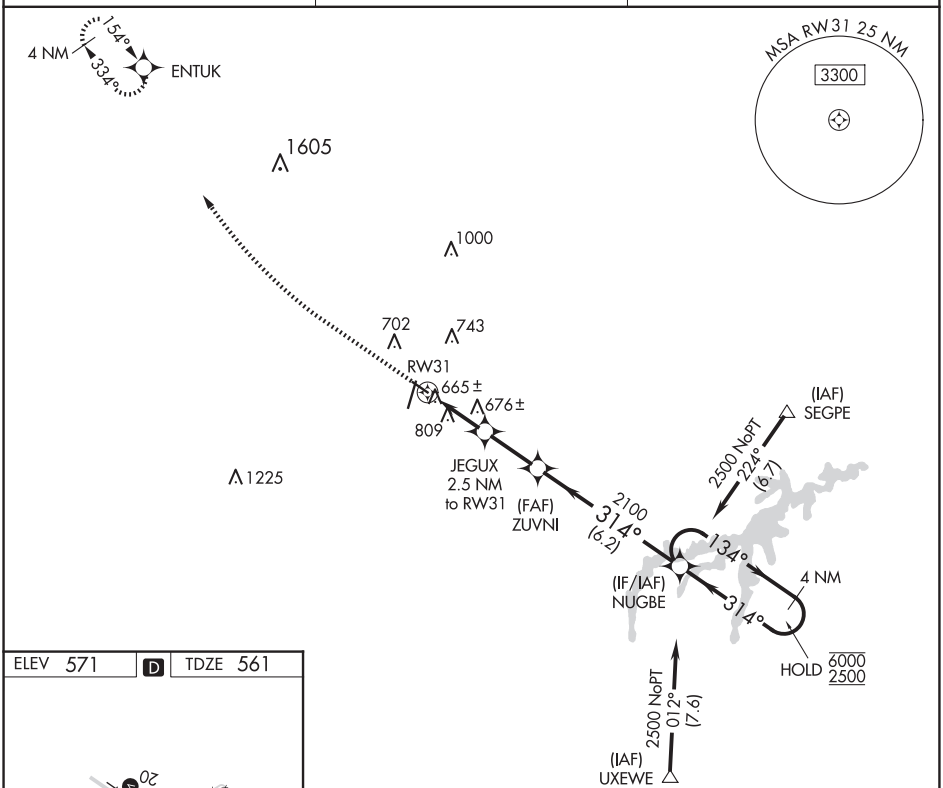
RNAV (GPS) RWY 31
DANVILLE RGNL (DAN)

RNP APCH.

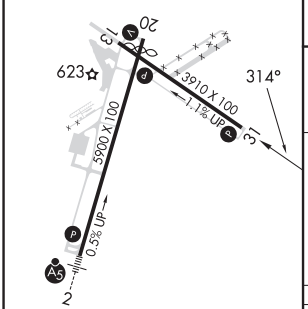
Rwy 31 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 direct ENTUK and hold.

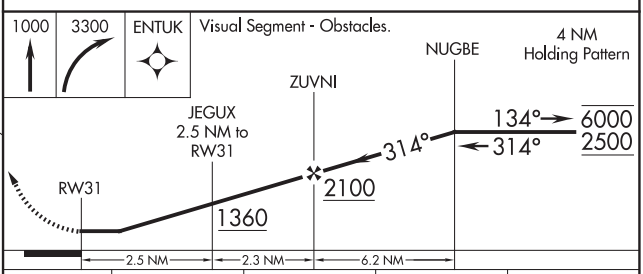
ASOS	WASHINGTON CENTER	UNICOM
128.125	124.05 352.0	123.05 (CTAF) L



ELEV 571 D TDZE 561



HIRL Rwy 2-20 L
MIRL Rwy 13-31 L
REIL Rwys 13, 20 and 31 L



CATEGORY	A	B	C	D
LP MDA	920-1 359 (400-1)		NA	
LNAV MDA	1060-1 499 (500-1)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

25135

FORT BELVOIR, VIRGINIA

ILS or LOC RWY 32

LOC/DME I-DAA	APCH CRS	Rwy ldg	4529
108.9	322°	TDZE	68
Chan 26		Arpt Elev	74

[USA] DAVISON AAF (KDAA)

RADAR required for procedure entry from DCA VOR.

T * When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 3/8 miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1 5/8 miles.

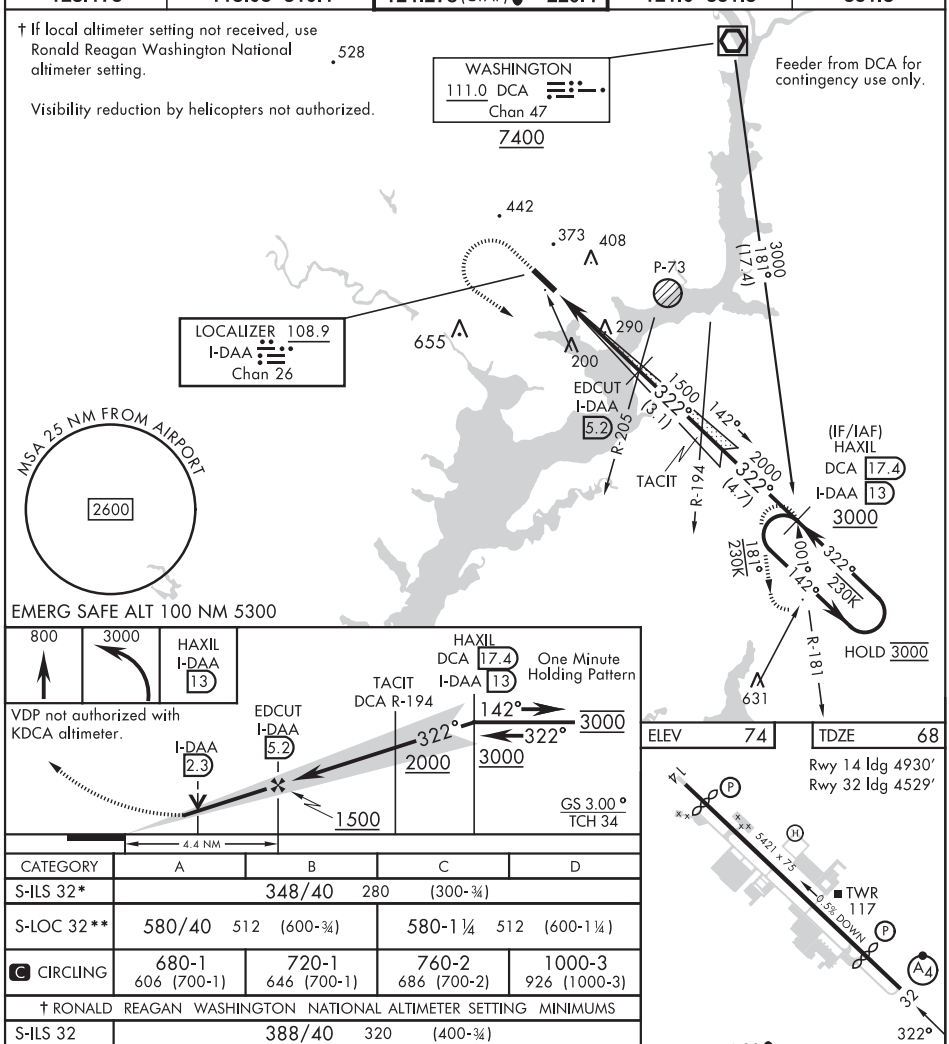
MALSF

MISSED APPROACH: Climb to 800, then climbing left turn to 3000 direct to HAXIL (DCA R-181/ 17.4 DME) and hold. Continue climb in hold to 3000.

ATIS	POTOMAC APP CON	TOWER ★	GND CON	CLNC DEL
128.175	118.95 319.1	124.275 (CTAF) L 229.4	121.9 351.8	351.8

† If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

Visibility reduction by helicopters not authorized.



CATEGORY	A	B	C	D
S-ILS 32*	348/40 280 (300-¾)			
S-LOC 32**	580/40 512 (600-¾)		580-1¼ 512 (600-1¼)	
C CIRCLING	680-1 606 (700-1)	720-1 646 (700-1)	760-2 686 (700-2)	1000-3 926 (1000-3)
† RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
S-ILS 32	388/40 320 (400-¾)			
S-LOC 32***	620/40 552 (600-¾)		620-1⅜ 552 (600-1⅜)	
C CIRCLING	720-1 646 (700-1)	760-1 686 (700-1)	800-2 726 (800-2)	1040-3 966 (1000-3)

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

FORT BELVOIR, VIRGINIA

RNAV (GPS) RWY 14

DAVISON AAF (KDAA)

APCH CRS 142°	Rwy ldg 4930 TDZE 60 Arpt Elev 74

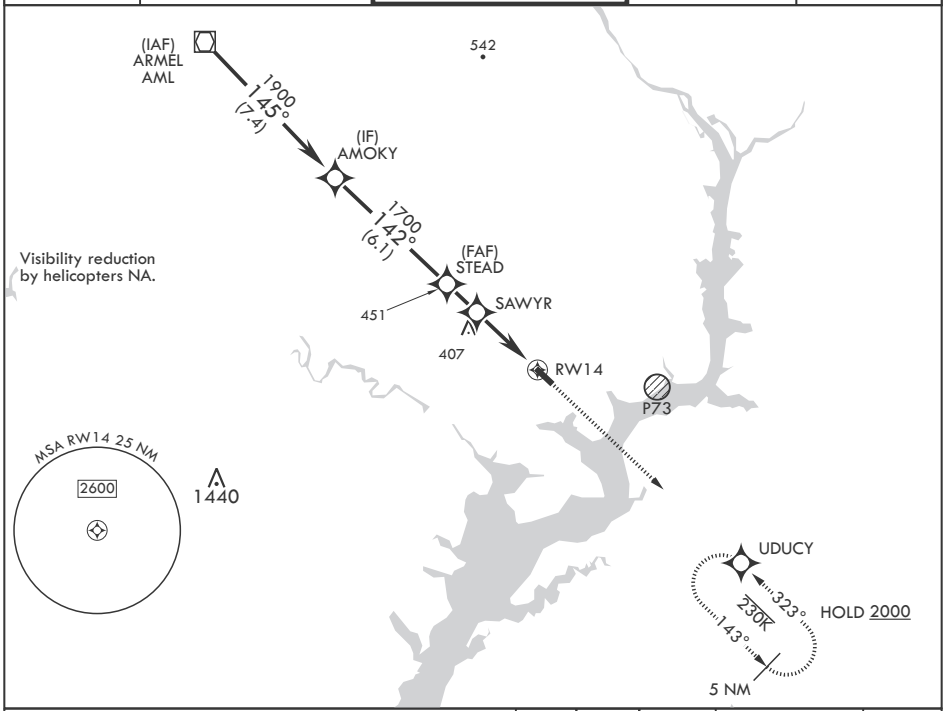
- (USA)

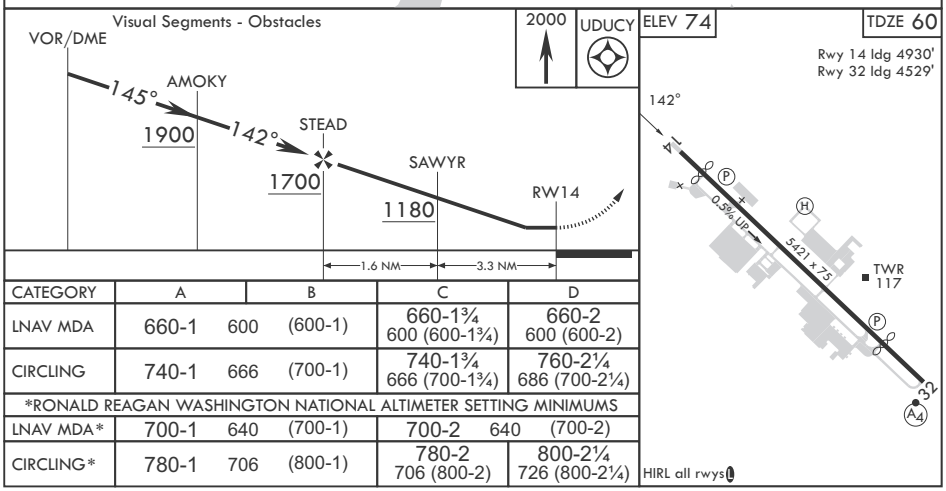
RNP APCH - GPS

* If local altimeter setting not received, use Ronald Reagan Washington National altimeter setting.

MISSED APPROACH: Climb to 2000 direct UDUCY and hold.

ATIS	POTOMAC APP CON	TOWER*	GND CON	CLNC DEL
128.175	118.95 319.1	124.275 (CTAF) 229.4	121.9 351.8	351.8





CATEGORY	A	B	C	D
LNAV MDA	660-1 600 (600-1)		660-1¾ 600 (600-1¾)	660-2 600 (600-2)
CIRCLING	740-1 666 (700-1)		740-1¾ 666 (700-1¾)	760-2¼ 686 (700-2¼)
*RONALD REAGAN WASHINGTON NATIONAL ALTIMETER SETTING MINIMUMS				
LNAV MDA*	700-1 640 (700-1)		700-2 640 (700-2)	
CIRCLING*	780-1 706 (800-1)		780-2 706 (800-2)	800-2¼ 726 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25135

FORT BELVOIR, VIRGINIA

RNAV (GPS) RWY 32

WAAS CH 91281 W32A	APCH CRS 323°	Rwy ldg 4529 TDZE 68 Arpt Elev 74

- (USA)

DAVISON AAF (KDAA)

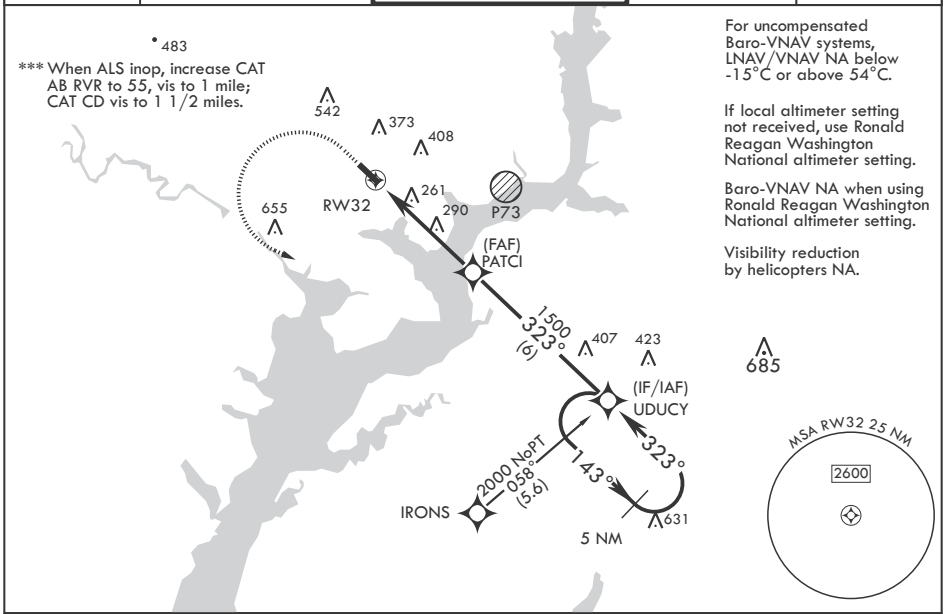
RNP APCH-GPS

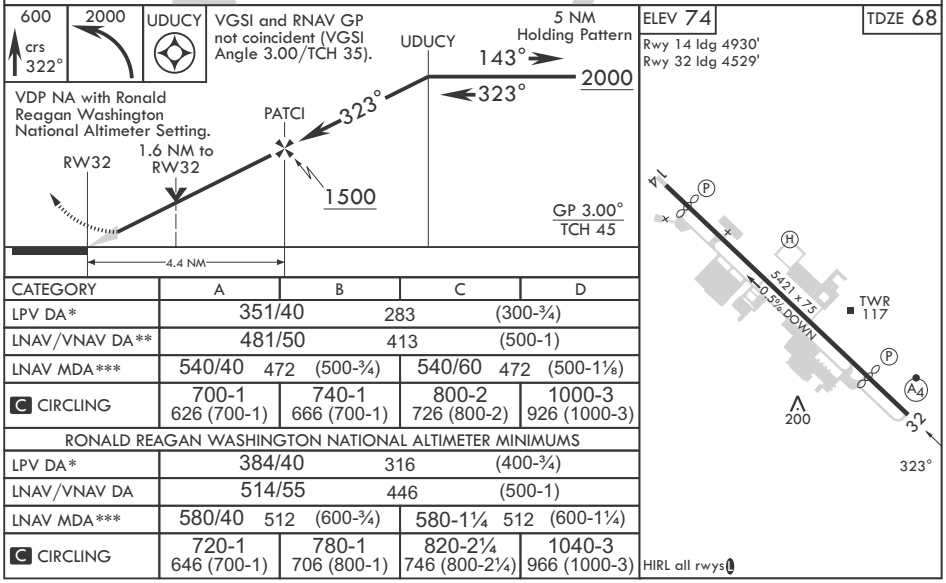
T * When ALS inop, increase RVR to 45, vis to 7/8 mile.
** When ALS inop, increase vis to 1 3/8 miles.

MALS A4

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct UDUCY and hold.

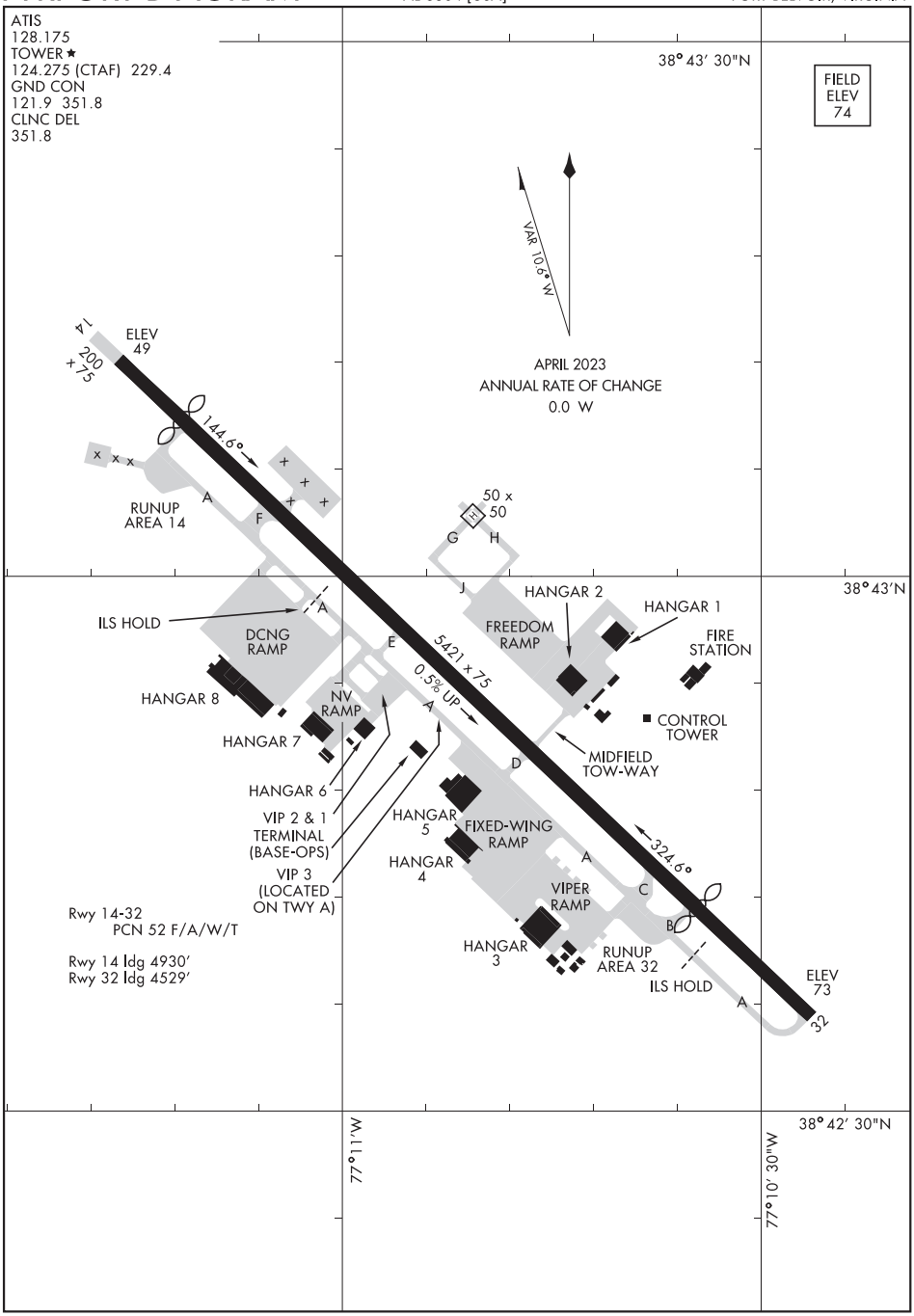
ATIS	POTOMAC APP CON	TOWER★	GND CON	CLNC DEL
128.175	118.95 319.1	124.275 (CTAF) L 229.4	121.9 351.8	351.8





CATEGORY	A	B	C	D
LPV DA*	351/40 283 (300-¾)			
LNAV/VNAV DA**	481/50 413 (500-1)			
LNAV MDA***	540/40 472 (500-¾)		540/60 472 (500-1⅛)	
C CIRCLING	700-1 626 (700-1)	740-1 666 (700-1)	800-2 726 (800-2)	1000-3 926 (1000-3)
RONALD REAGAN WASHINGTON NATIONAL ALTIMETER MINIMUMS				
LPV DA*	384/40 316 (400-¾)			
LNAV/VNAV DA	514/55 446 (500-1)			
LNAV MDA***	580/40 512 (600-¾)		580-1¼ 512 (600-1¼)	
C CIRCLING	720-1 646 (700-1)	780-1 706 (800-1)	820-2¼ 746 (800-2¼)	1040-3 966 (1000-3)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

(CLTCH3.CLTCH) 24193 AL-5504 (FAA)

CLTCH THREE DEPARTURE (RNAV)

DAVISON AAF (DAA)
FORT BELVOIR, VIRGINIA

POTOMAC DEP CON
118.95 257.2
ATIS
128.175
CLNC DEL
351.8
GND CON
121.9 351.8
DAVISON TOWER ★
124.275 (CTAF) 229.4

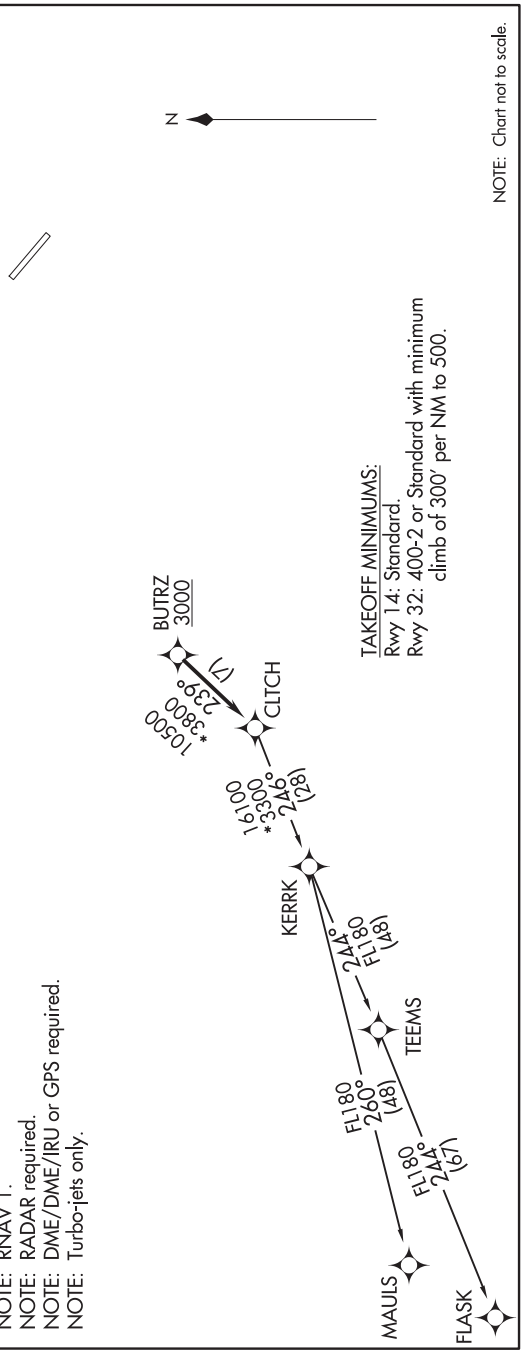
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence....

....on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.



TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or Standard with minimum climb of 300' per NM to 500.

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

CLTCH THREE DEPARTURE (RNAV)

(CLTCH3.CLTCH) 31DEC20

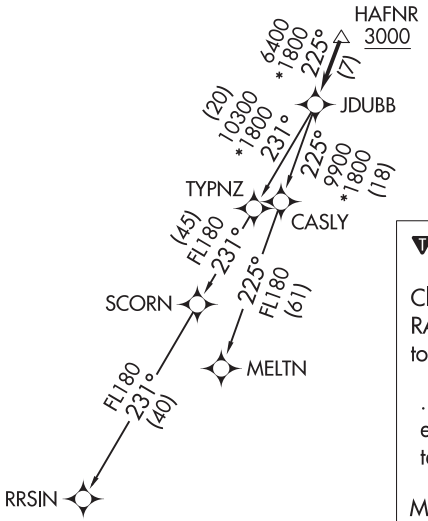
FORT BELVOIR, VIRGINIA
DAVISON AAF (DAA)

JDUBB FOUR DEPARTURE (RNAV)

ATIS
128.175
CLNC DEL
351.8
GND CON
121.9 351.8
DAVISON TOWER ★
124.275 (CTAF) 229.4
POTOMAC DEP CON
118.95 257.2

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or standard with minimum climb of 300′ per NM to 500.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence....

....on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

NOTE: Chart not to scale.

(SCRAM6.SCRAM) 22251

SCRAM SIX DEPARTURE (RNAV)

AL-5504 (FAA)

DAVISON AAF (DAA)
FORT BELVOIR, VIRGINIA

ATIS
128.175
CLNC DEL
351.8
GND CON
121.9 351.8
DAVISON TOWER ✱
124.275 (CTAF) 229.4
POTOMAC DEP CON
118.95 257.2

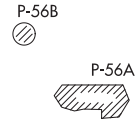
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence....

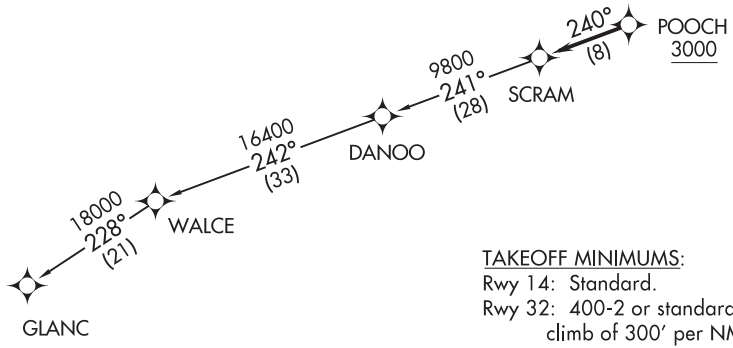
....as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

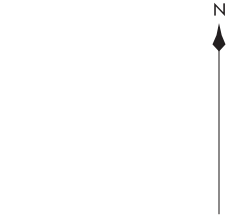
GLANC TRANSITION (SCRAM6.GLANC):

TOP ALTITUDE: 3000



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.





TAKEOFF MINIMUMS:
Rwy 14: Standard.
Rwy 32: 400-2 or standard with minimum climb of 300′ per NM to 500.

NOTE: Chart not to scale.

(SCRAM6.SCRAM) 31DEC20

SCRAM SIX DEPARTURE (RNAV)

FORT BELVOIR, VIRGINIA
DAVISON AAF (DAA)

DOVER, DELAWARE

ILS or LOC or RNAV (GPS) RWY 1

DOVER AFB (KDOV)

[USAF]

WAAS CH 52207 W01A	APCH CRS 015°	Rwy ldg 9602 TDZE 25 Arpt Elev 29

RNP APCH. RNAV1-GPS or RADAR required for ILS, LOC.

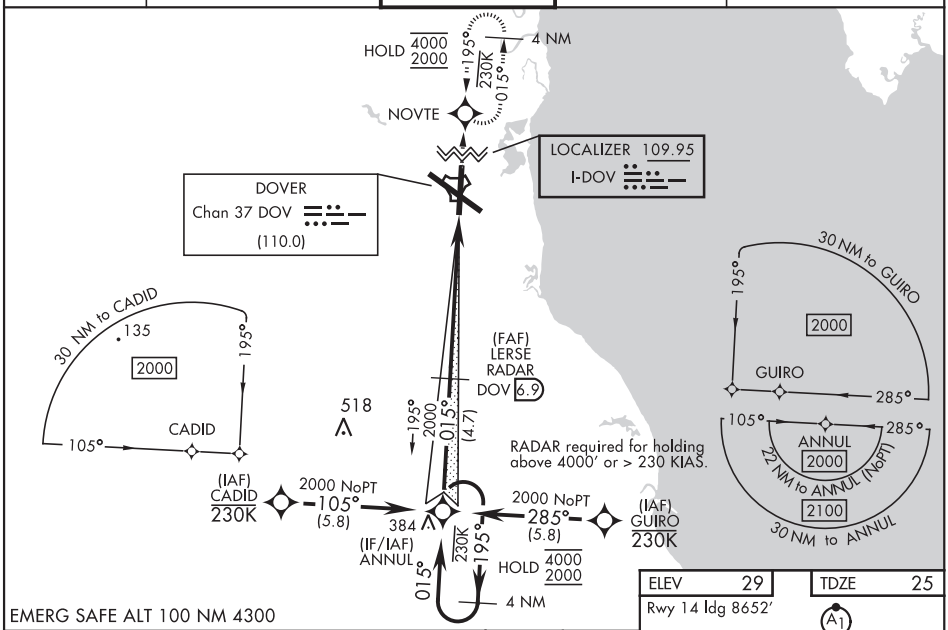
* When TDZL/CL inop, increase RVR to 24, RVR of 18 authorized with use of FD or AP or HUD to DA. When ALS inop, increase RVR to 40, vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1⅜ miles.

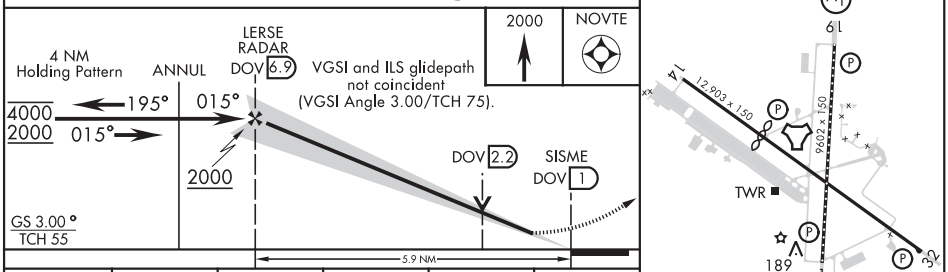
ALSF-2

MISSED APPROACH: Climb to 2000 direct NOVTE and hold.

ALTERNATE MISSED APPROACH: Fly runway heading, climb and maintain 2000, expect radar vectors from ATC.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4





CATEGORY	A	B	C	D	E
S-ILS 1*	225/18		200	(200-½)	
LPV DA*	225/18		200	(200-½)	NA
S-LOC 1**	500/24 475 (500-½)		500/50 475		(500-1)
LNAV MDA***	500/24 475 (500-½)		500/50 475	(500-1)	NA
C CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051(1100-3)

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

DOVER, DELAWARE 39° 08'N-75° 28'W DOVER AFB (KDOV)

Amdt 2 26DEC24

ILS or LOC or RNAV (GPS) RWY 1

NE-3, 12 JUN 2025 to 07 AUG 2025

24361

DOVER, DELAWARE

ILS or LOC or RNAV (GPS) RWY 19

DOVER AFB (KDOV)

[USAF]

WAAS CH 52208 W19A	APCH CRS 195°	Rwy ldg 9602 TDZE 23 Arpt Elev 29

RNP APCH. RNAV1- GPS or RADAR required for ILS, LOC

T

* When ALS inop, increase RVR to 40, vis to ¾ mile. RVR of 18 authorized with use of FD or AP or HUD to DA.

** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1⅜ miles.

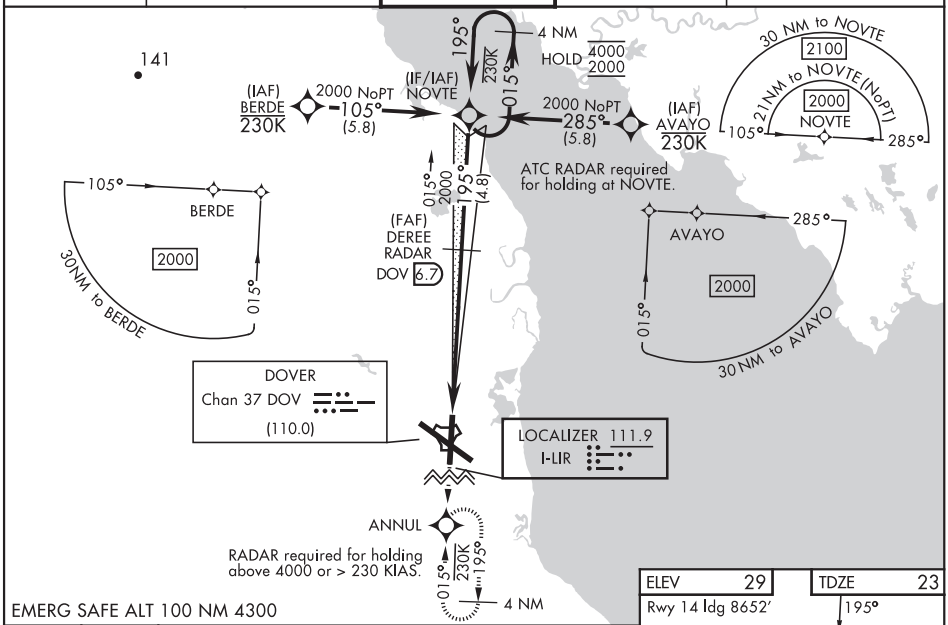
*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CD vis to 1⅜ miles.

ALSF-1 A1

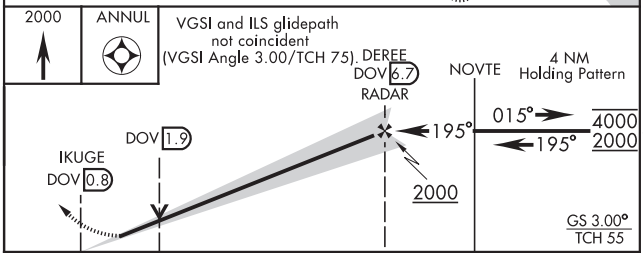
MISSED APPROACH: Climb to 2000 direct ANNUL and hold.

ALTERNATE MISSED APPROACH: Fly runway heading, climb and maintain 2000, expect radar vectors from ATC.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



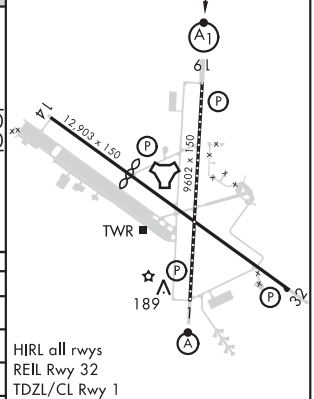
EMERG SAFE ALT 100 NM 4300



CATEGORY	A	B	C	D	E
S-ILS 19*	223/24		200	(200-½)	
LPV DA*	223/24		200	(200-½)	NA
S-LOC 19**	480/24 457 (500-½)		480/45 457 (500-⅞)		
LNAV MDA***	480/24 457 (500-½)		480/45 457 (500-⅞)		NA
C CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051(1100-3)

ELEV 29 | TDZE 23

Rwy 14 ldg 8652'



HIRL all rwys
REIL Rwy 32
TDZL/CL Rwy 1

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

DOVER, DELAWARE

ILS RWY 1 (CAT II)

DOVER AFB (KDOV)

LOC I-DOV	APCH CRS	Rwy ldg 9602 TDZE 25 Arpt Elev 29
109.95	015°	

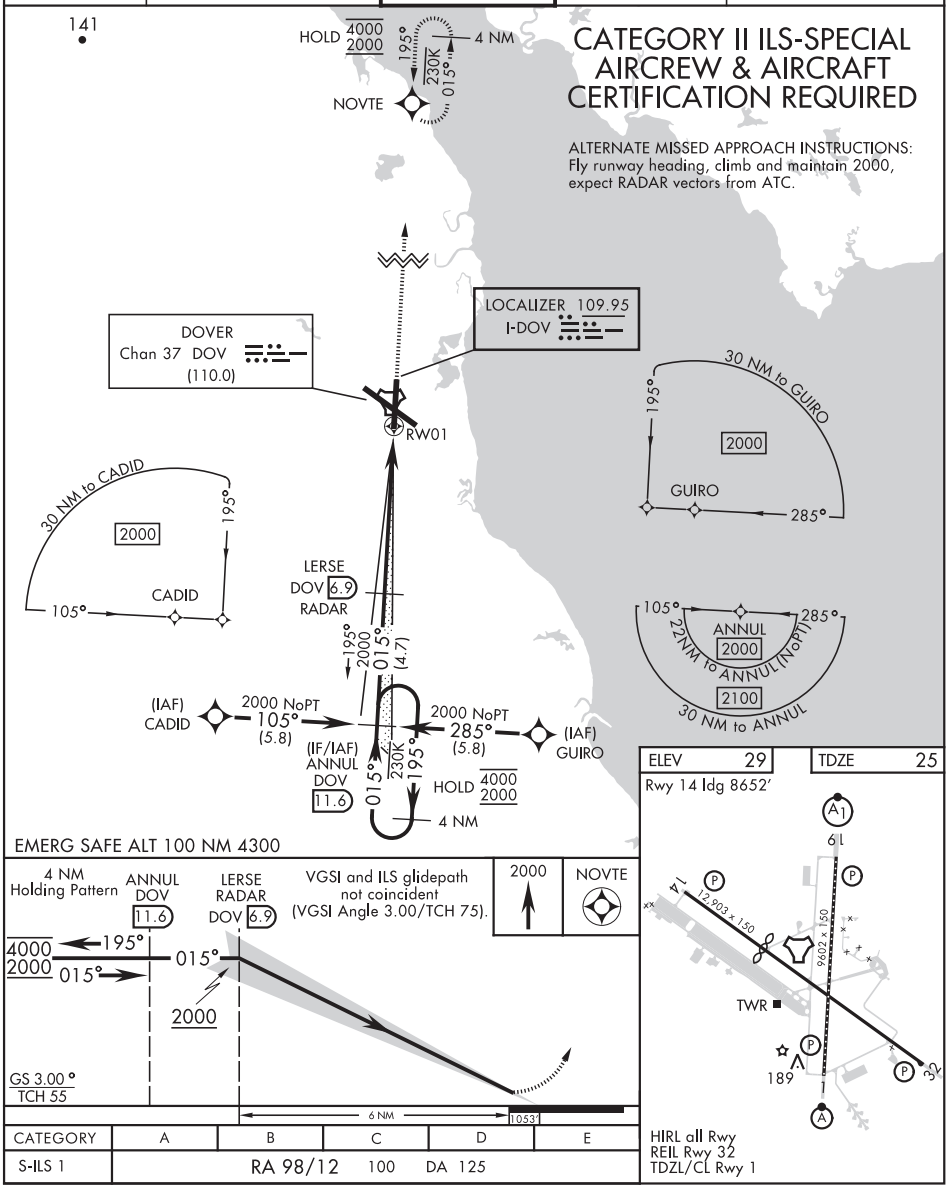
[USAF]

RNAV1-GPS or RADAR required for procedure entry.

ALSF-2

MISSED APPROACH: Climb to 2000 direct NOVTE and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



CATEGORY	A	B	C	D	E
S-ILS 1	RA 98/12	100	DA 125		

DOVER, DELAWARE 39°08'N-75°28'W DOVER AFB (KDOV)

Amdt 1 26DEC24

ILS RWY 1 (CAT II)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25051

DOVER, DELAWARE

RNAV (GPS) RWY 32

WAAS CH **91360** **W32A**	APCH CRS **318°**	Rwy ldg **12,903** TDZE **26** Arpt Elev **29**

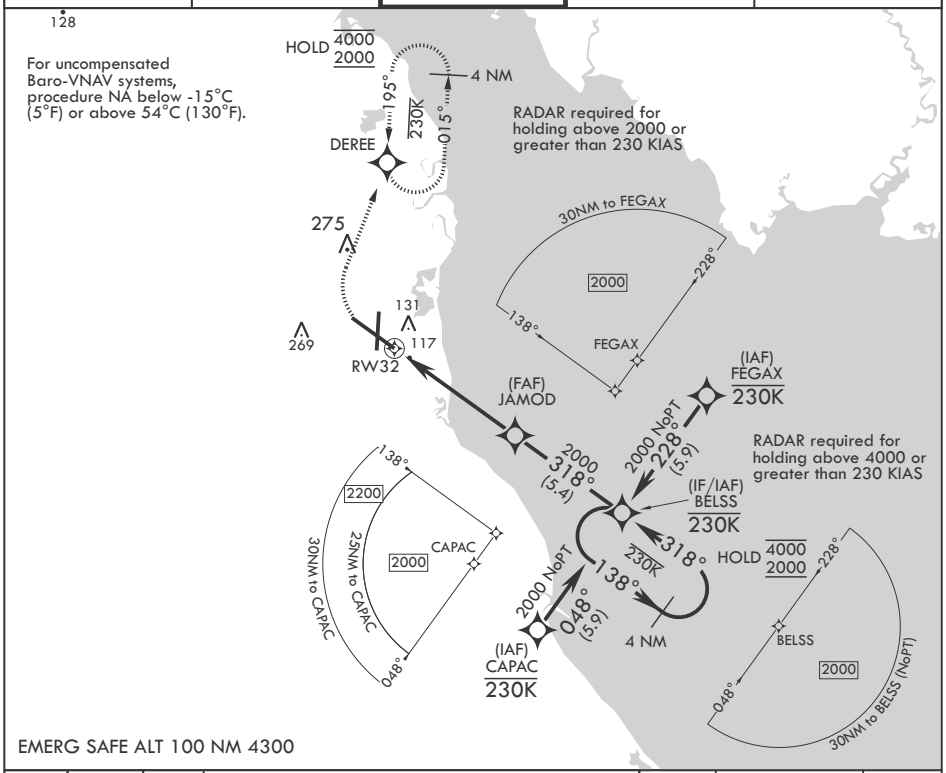
- (USAF)

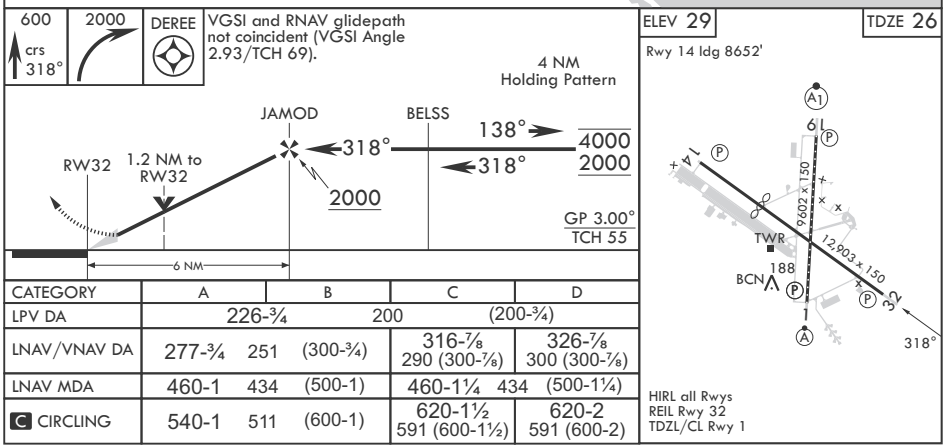
DOVER AFB (KDOV)

RNP APCH-GPS

MISSED APPROACH: (Do not exceed 230 KIAS) Climb to 600 then climbing right turn to 2000 direct DEREE and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	**132.425 257.875**	**126.35 279.625**	**118.875 225.4**	**125.55 289.4**





CATEGORY	A	B	C	D
LPV DA	226-¾	200 (200-¾)		
LNAV/VNAV DA	277-¾ 251 (300-¾)		316-⅞ 290 (300-⅞)	326-⅞ 300 (300-⅞)
LNAV MDA	460-1 434 (500-1)		460-1¼ 434 (500-1¼)	
C CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)

DOVER, DELAWARE

Amdt 6 26DEC24

39°08'N - 75°28'W

DOVER AFB (KDOV)

RNAV (GPS) RWY 32

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DOVER, DELAWARE

TACAN RWY 1

DOVER AFB (KDOV)

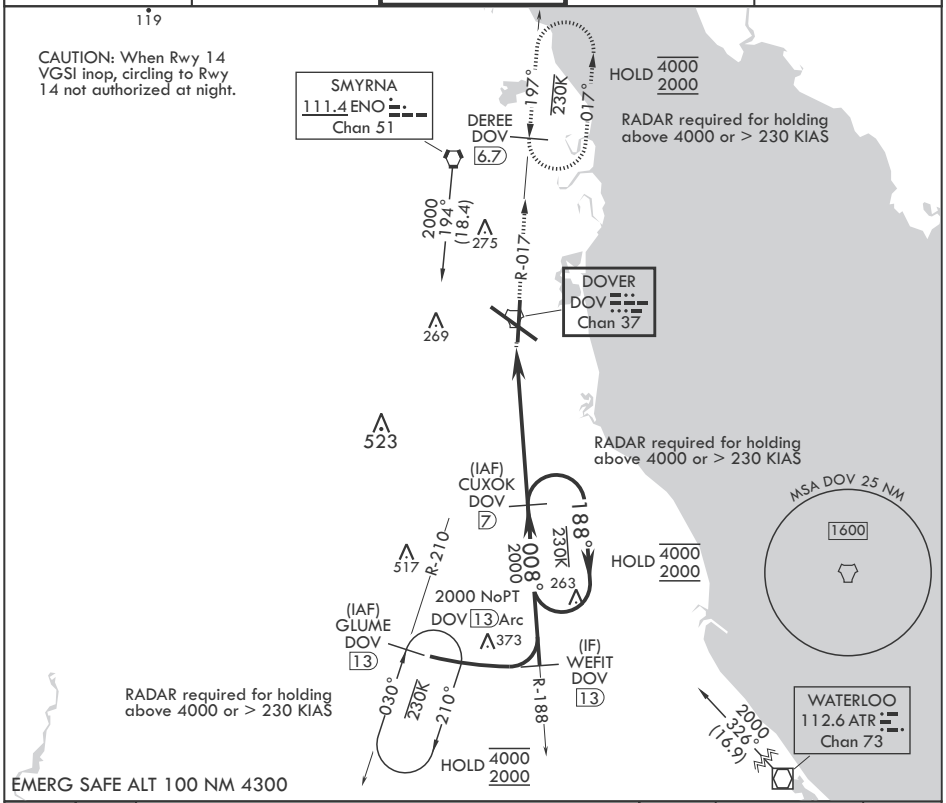
TACAN DOV Chan 37	APCH CRS 008°	Rwy ldg 9602 TDZE 25 Arpt Elev 29	- (USAF)

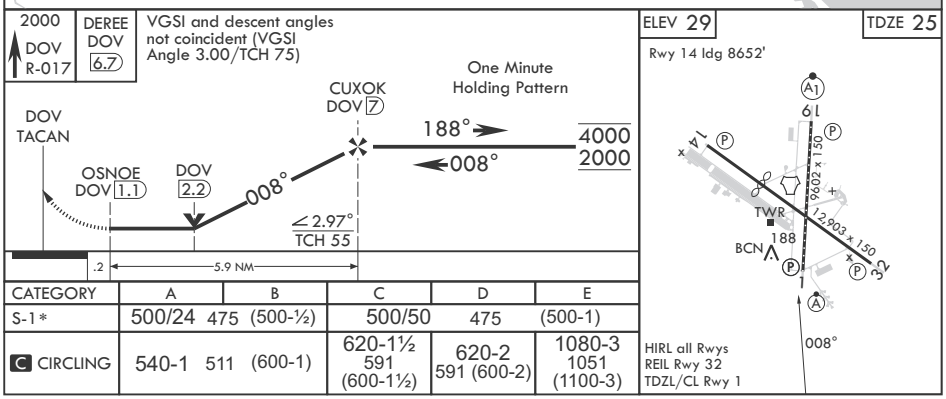
* When ALS inop, increase CAT AB to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-2

MISSED APPROACH: Climb to 2000 via DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4





CATEGORY	A	B	C	D	E
S-1*	500/24 475 (500-½)		500/50 475 (500-1)		
C CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

DOVER, DELAWARE

Amdt 4 26DEC24

39°08'N - 75°28'W

DOVER AFB (KDOV)

TACAN RWY 1

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

24361

DOVER, DELAWARE

TACAN RWY 19

DOVER AFB (KDOV)

TACAN DOV Chan **37**	APCH CRS **204°**	Rwy ldg **9602** TDZE **23** Arpt Elev **29**

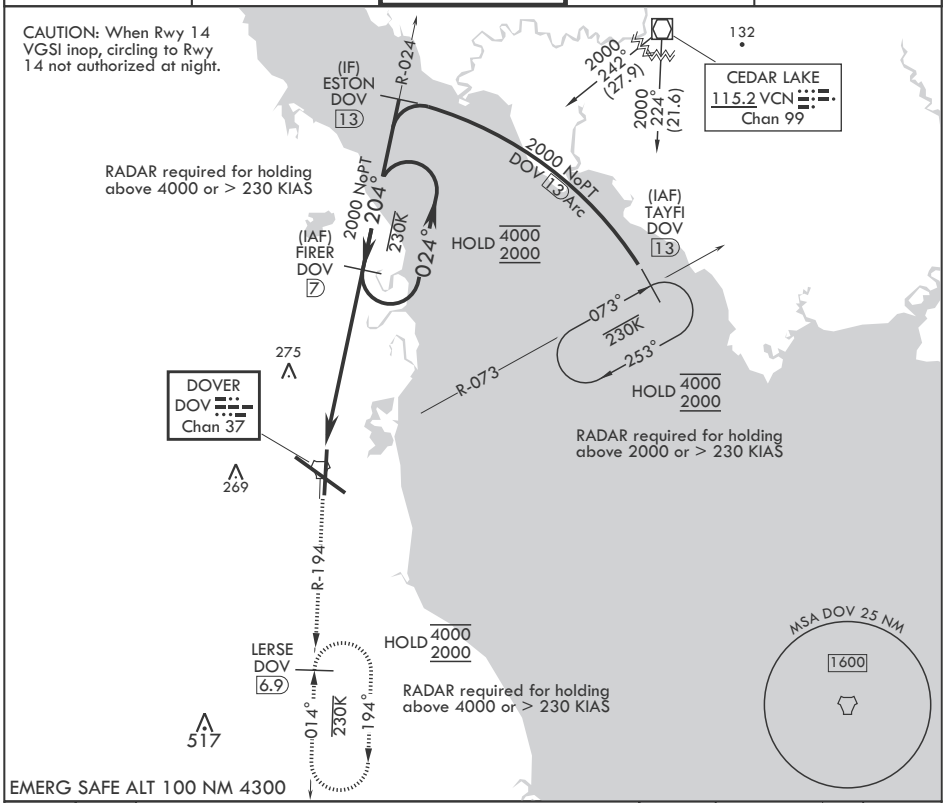
- (USAF)

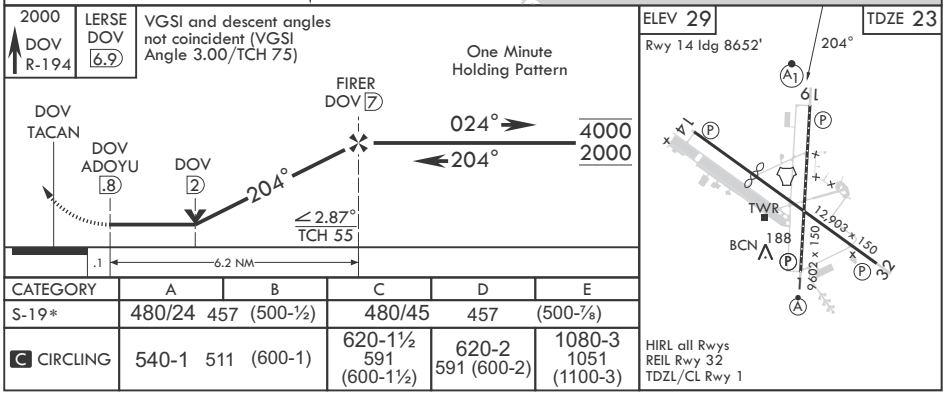
T * When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2000 via DOV TACAN R-194 to LERSE/DOV 6.9 DME and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	**132.425 257.875**	**126.35 279.625**	**118.875 225.4**	**125.55 289.4**





CATEGORY	A	B	C	D	E
S-19*	480/24 457 (500-½)		480/45	457	(500-⅞)
C CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

HIRL all Rwys
REIL Rwy 32
TDZL/CL Rwy 1

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DOVER, DELAWARE

TACAN RWY 32

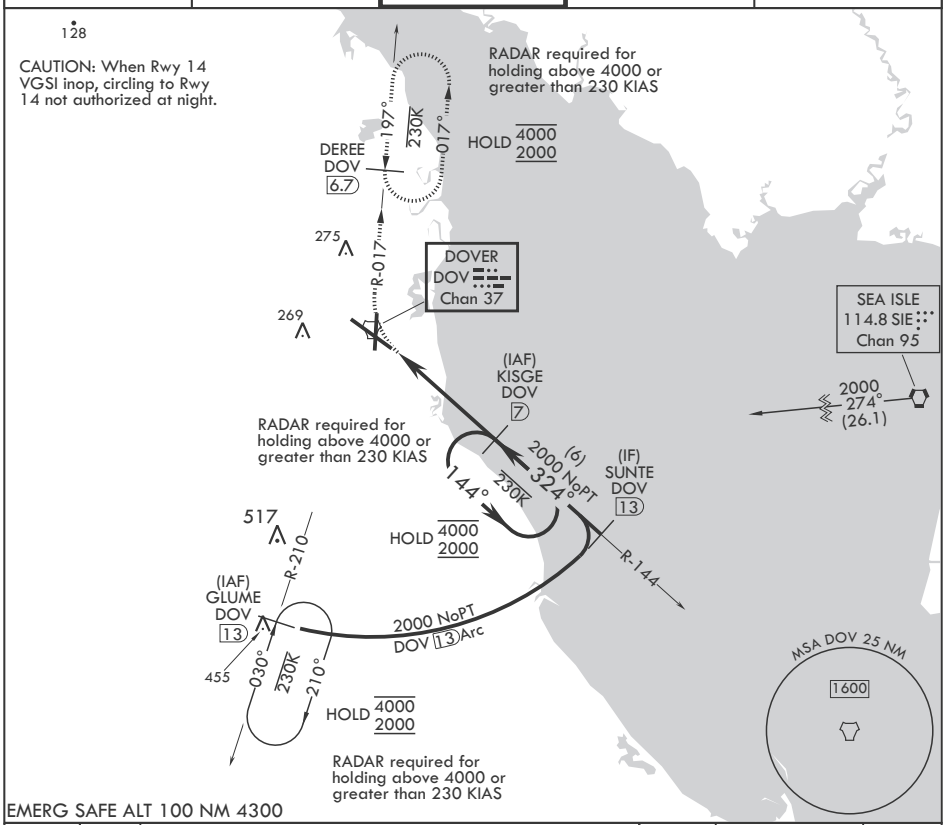
DOVER AFB (KDOV)

TACAN DOV Chan 37	APCH CRS 324°	Rwy ldg 12,903 TDZE 26 Arpt Elev 29

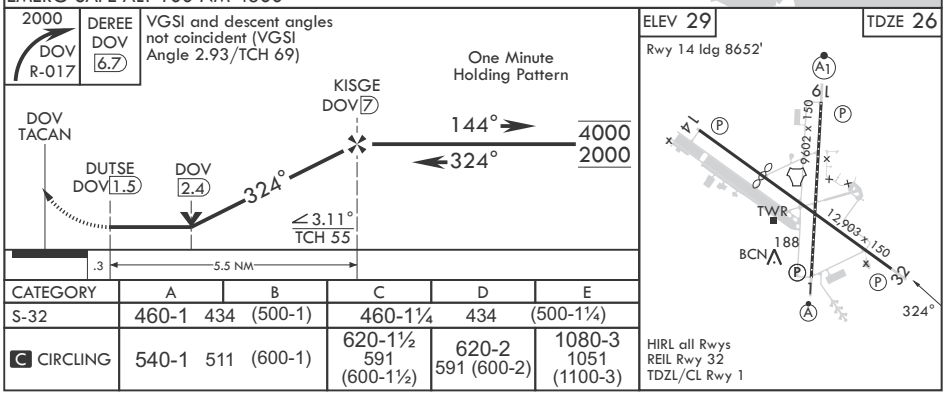
- (USAF)

MISSED APPROACH: Climbing right turn to 2000, intercept DOV TACAN R-017 to DEREE/DOV 6.7 DME and hold.

ATIS	APP CON	TOWER	GND CON	CLNC DEL
127.825 273.5	132.425 257.875	126.35 279.625	118.875 225.4	125.55 289.4



EMERG SAFE ALT 100 NM 4300



CATEGORY	A	B	C	D	E
S-32	460-1 434 (500-1)		460-1¼ 434 (500-1¼)		
C CIRCLING	540-1 511 (600-1)		620-1½ 591 (600-1½)	620-2 591 (600-2)	1080-3 1051 (1100-3)

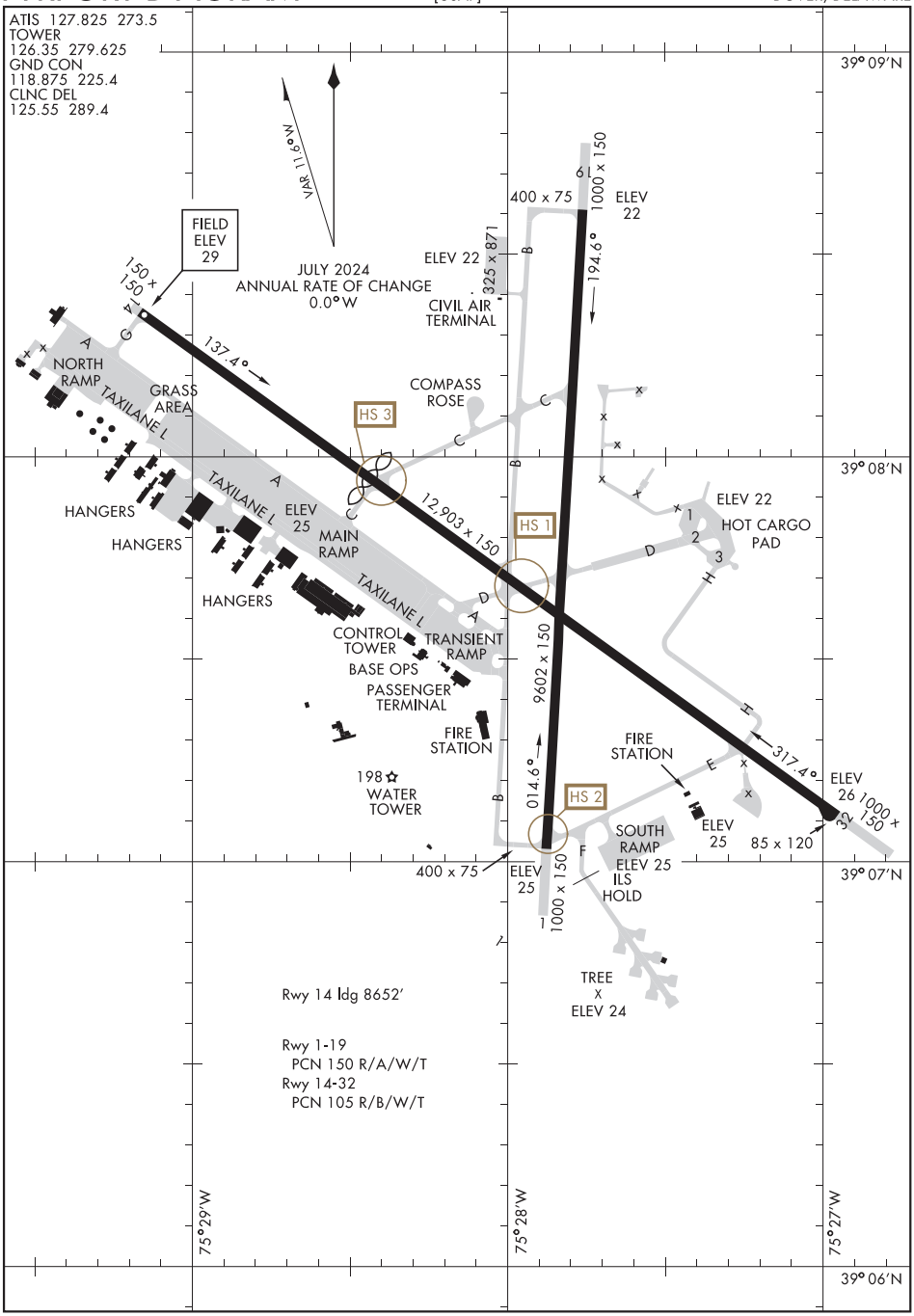
NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

24193

AIRPORT DIAGRAM

[USAF]

DOVER AFB (KDOV)
DOVER, DELAWARE



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

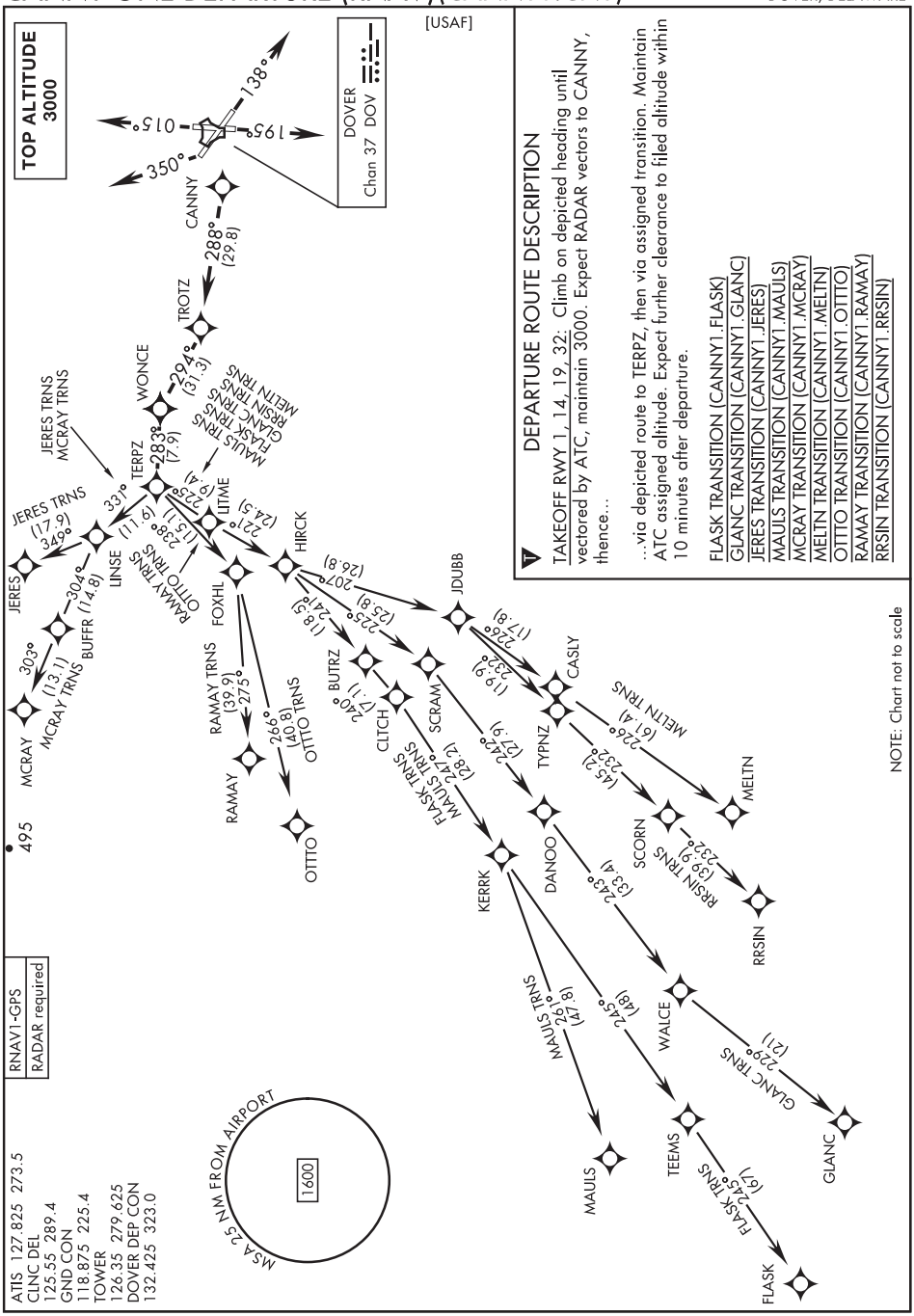
AIRPORT DIAGRAM

DOVER, DELAWARE
DOVER AFB (KDOV)

CANNY ONE DEPARTURE (RNAV)(CANNY1.CNY)

DOVER, DELAWARE

[USAF]



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 14, 19, 32: Climb on depicted heading until vectored by ATC, maintain 3000. Expect RADAR vectors to CANNY, thence...

...via depicted route to TERPZ, then via assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

FLASK TRANSITION (CANNY1.FLASK)
GLANC TRANSITION (CANNY1.GLANC)
JERES TRANSITION (CANNY1.JERES)
MAULS TRANSITION (CANNY1.MAULS)
MCRAY TRANSITION (CANNY1.MCRAY)
MELTN TRANSITION (CANNY1.MELTN)
OTTO TRANSITION (CANNY1.OTTO)
RAMAY TRANSITION (CANNY1.RAMAY)
RRSIN TRANSITION (CANNY1.RRSIN)

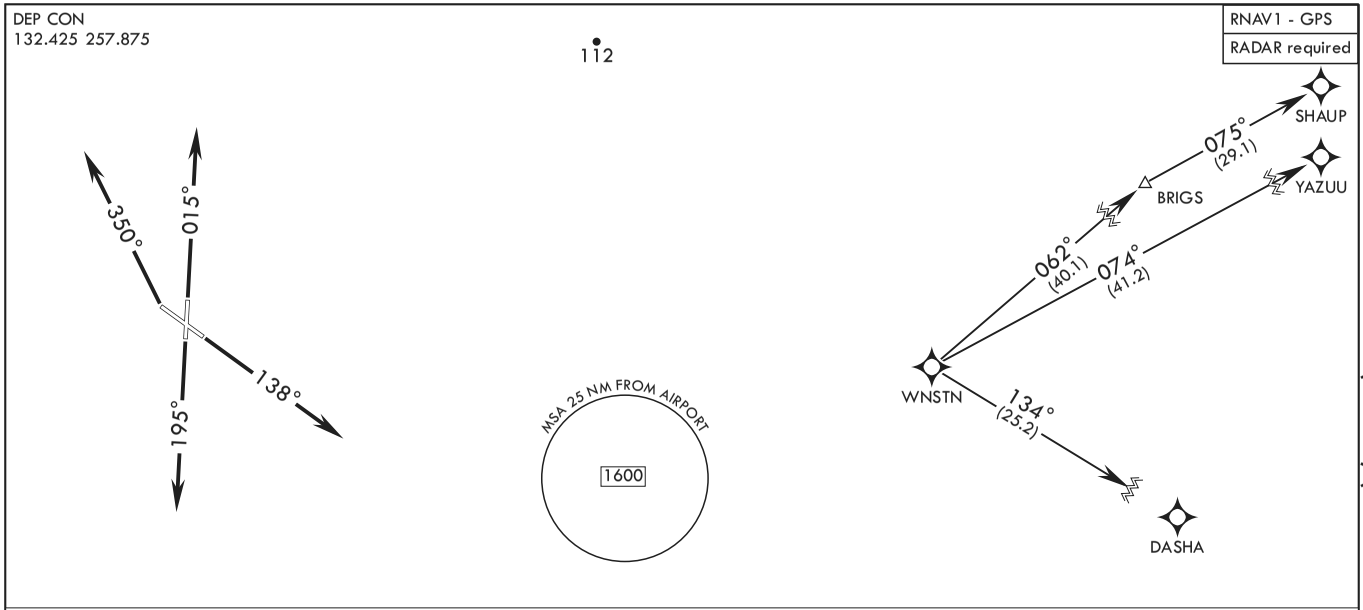
NOTE: Chart not to scale

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WNSTN ONE DEPARTURE (RNAV) (WNSTN1.WNSTN)

DOVER AFB (KDOV)
DOVER, DELAWARE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1, 14, 19, 32: Climb on depicted heading until vectored by ATC, maintain 3000. Expect RADAR vectors direct WNSTN, thence...

...track as depicted via assigned transition. Maintain ATC assigned altitude. Expect further clearance to filed altitude within 10 minutes after departure.

BRIGS TRANSITION (WNSTN1.BRIGS):

DASHA TRANSITION (WNSTN1.DASHA):

SHAUP TRANSITION (WNSTN1.SHAUP):

YAZUU TRANSITION (WNSTN1.YAZUU):

WNSTN ONE DEPARTURE (RNAV) (WNSTN1.WNSTN)
DOVER AFB (KDOV)
DOVER, DELAWARE
Orig 21MAR24

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 9
DELAWARE AIRPARK (33N)

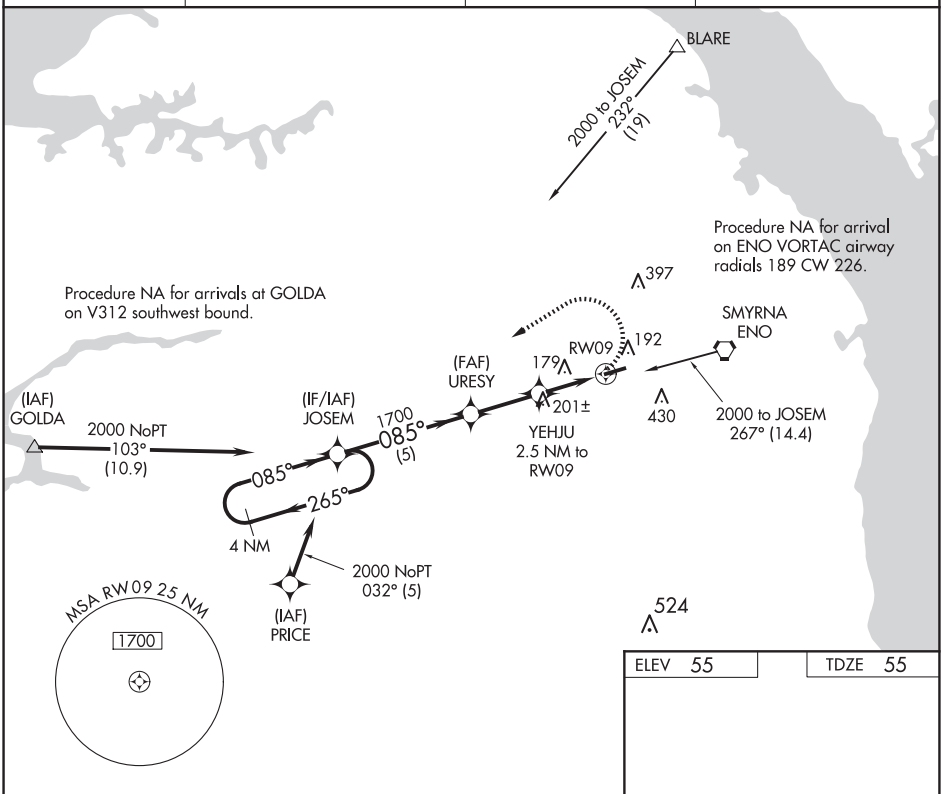
APP CRS	Rwy ldg	4201
085°	TDZE	55
	Apt Elev	55

RNP APCH.

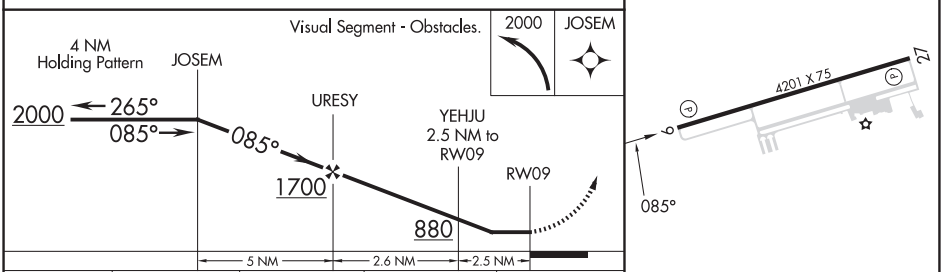
When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 9 helicopter visibility reduction below ¾ SM NA.

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

AWOS-3	DOVER APP CON	CLNC DEL	UNICOM
120.125	132.425 257.875	125.55	123.075 (CTAF) L



ELEV 55 TDZE 55



CATEGORY	A	B	C	D
LNAV MDA	460-1 405 (500-1)		460-1⅛ 405 (500-1⅛)	
C CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DOVER/CHESWOLD, DELAWARE AL-5365 (FAA) 24109

WAAS CH 78041 W27A	APP CRS 265°	Rwy ldg 4201 TDZE 55 Apt Elev 55

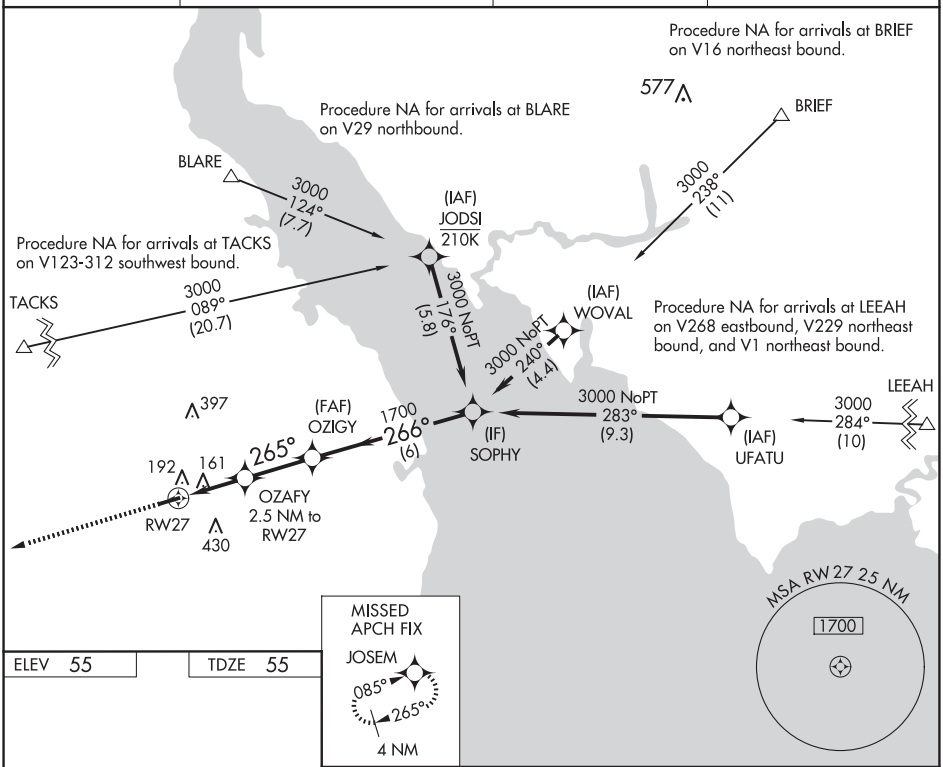
RNAV (GPS) RWY 27
DELAWARE AIRPARK (33N)

RNP APCH.

When local altimeter setting not received, use Dover AFB altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct JOSEM and hold.

AWOS-3	DOVER APP CON	CLNC DEL	UNICOM
120.125	132.425 257.875	125.55	123.075 (CTAF) L



ELEV 55 TDZE 55

CATEGORY	A	B	C	D
LP MDA	440-1 385 (400-1)		440-1⅛ 385 (400-1⅛)	
LNAV MDA	480-1 425 (500-1)		480-1¼ 425 (500-1¼)	
C CIRCLING	520-1 465 (500-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

VOR RWY 27
DELAWARE AIRPARK (33N)

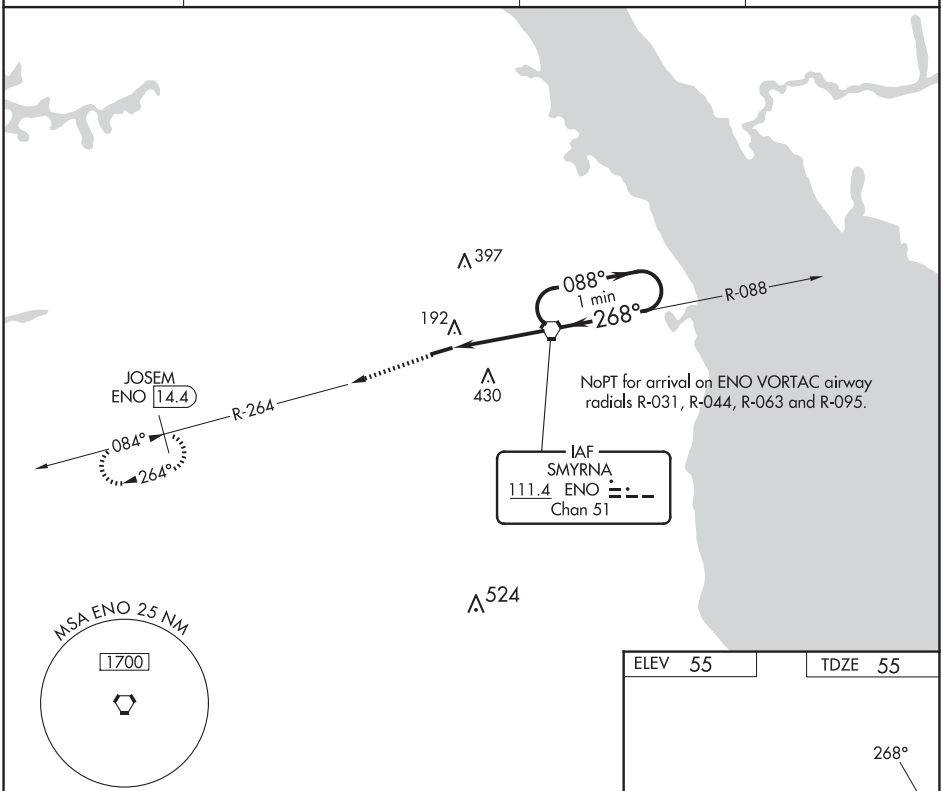
VORTAC ENO	APP CRS	Rwy ldg	4201
111.4	268°	TDZE	55
Chan 51		Apt Elev	55

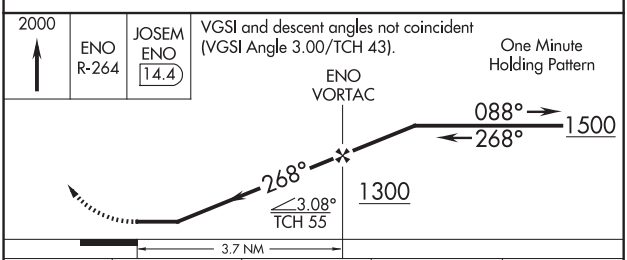
DME required.

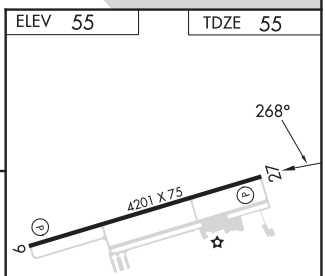
When local altimeter setting not recieved, use Dover AFB altimeter setting. Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 on ENO VORTAC R-264 to JOSEM/14.4 DME and hold.

AWOS-3	DOVER APP CON	CLNC DEL	UNICOM
120.125	132.425 257.875	125.55	123.075 (CTAF) L







REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-27	700-1 645 (700-1)		700-1⅞ 645 (700-1⅞)	
C CIRCLING	700-1 645 (700-1)	820-1 765 (800-1)	820-2¼ 765 (800-2¼)	820-2½ 765 (800-2½)

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DUBLIN, VIRGINIA

AL-5084 (FAA)

25163

ILS or LOC Y RWY 6
NEW RIVER VALLEY (PSK)

LOC I-PSK	APP CRS	Rwy Ldg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

DME required.

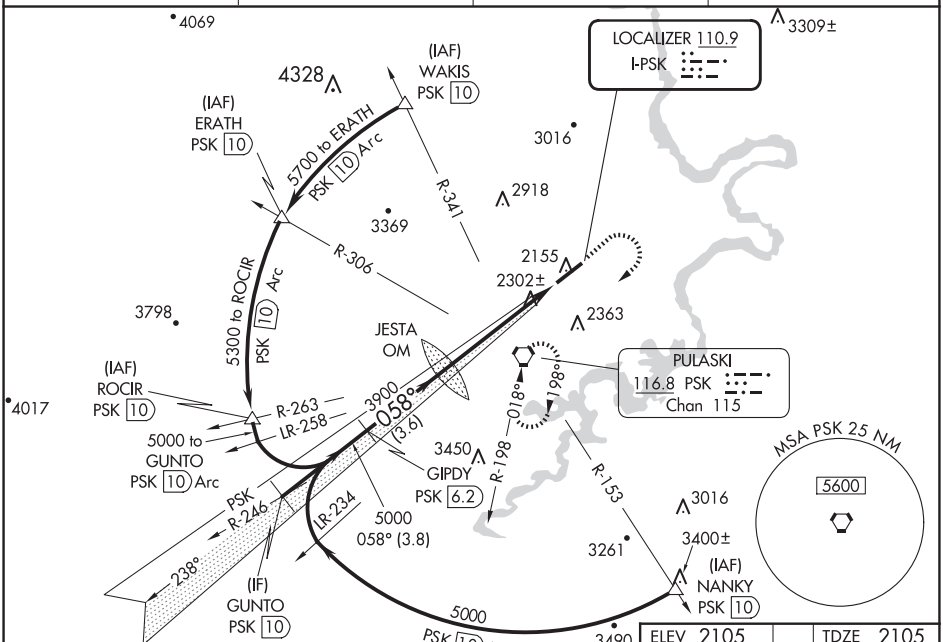
NA

Circling NA for Cat D northwest of Rwy 6-24. Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1⅜ SM.

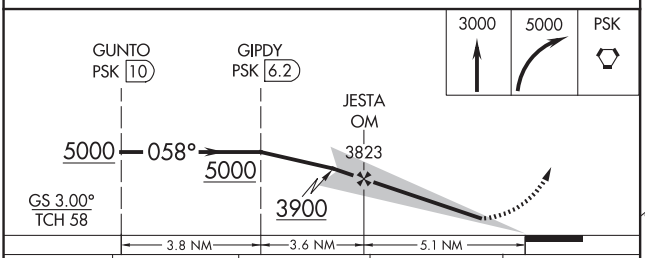
MALSR

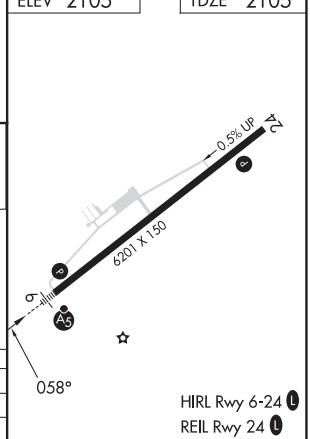
MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF)



ELEV 2105	TDZE 2105





HIRL Rwy 6-24

REIL Rwy 24

CATEGORY	A	B	C	D
S-ILS 6	2305-1 200 (200-1)			
S-LOC 6	2560-1 455 (500-1)			
C CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

FAF to MAP 5.1 NM

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

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-PSK	APP CRS	Rwy Ldg	6201
110.9	058°	TDZE	2105
		Apt Elev	2105

ILS or LOC Z RWY 6
NEW RIVER VALLEY (PSK)

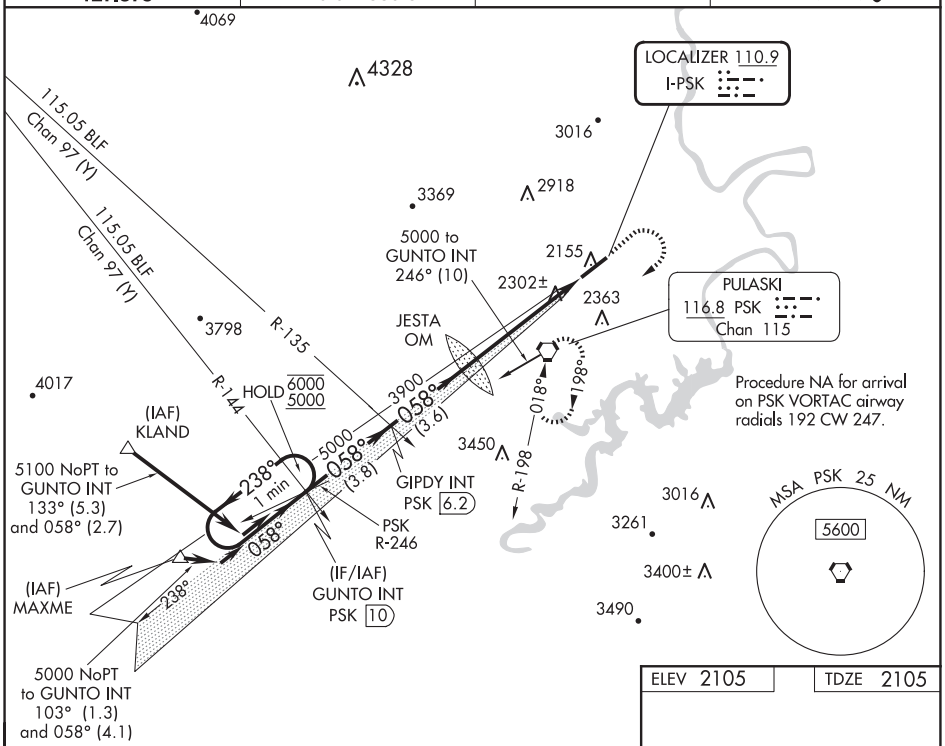
T
A NA

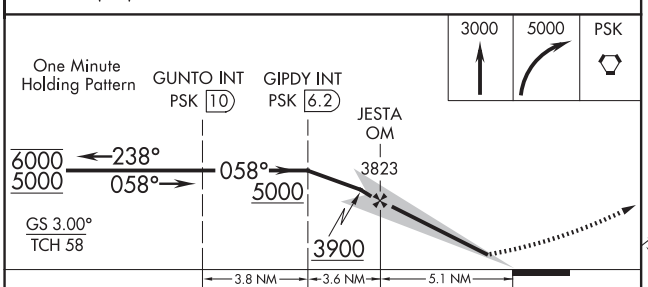
Inop table does not apply to S-ILS 6 all Cats and S-LOC 6 Cats A and B. For inop ALS, increase S-LOC 6 Cat C/D visibility to 1⅜ SM. Circling NA for Cat D northwest of Rwy 6-24.

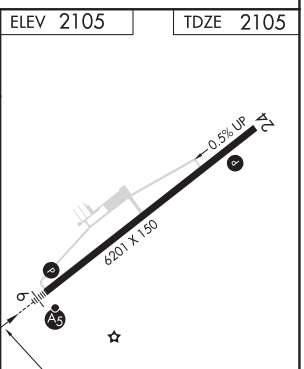
MALSR

MISSED APPROACH: Climb to 3000 then climbing right turn to 5000 direct PSK VORTAC and hold, continue climb-in-hold to 5000.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L







HIRL Rwy 6-24 L
REIL Rwy 24 L

CATEGORY	A	B	C	D
S-ILS 6	2305-1 200 (200-1)			
S-LOC 6	2560-1 455 (500-1)			
C CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

FAF to MAP 5.1 NM

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

NE-3, 12 JUN 2025 to 07 AUG 2025

DUBLIN, VIRGINIA

AL-5084 (FAA)

25163

RNAV (GPS) RWY 6
NEW RIVER VALLEY (PSK)

WAAS CH 87015 W06A	APP CRS 058°	Rwy Ldg 6201 TDZE 2105 Apt Elev 2105

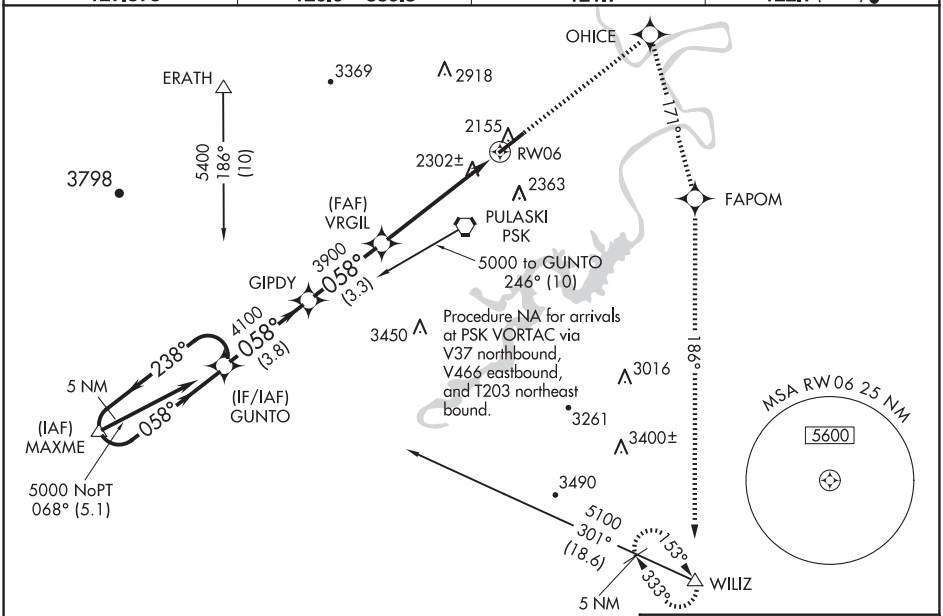
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 44°C. When local altimeter setting not received, use Blacksburg altimeter setting and increase all DA 36 feet, and all MDA 40 feet. VDP and Baro-VNAV NA when using Blacksburg altimeter setting. Inop table does not apply to LPV all Cats and LNAV Cats A and B. For inop MALSR, increase LNAV Cat C visibility to 1¼ SM. Circling NA for Cat D northwest of Rwy 6-24.

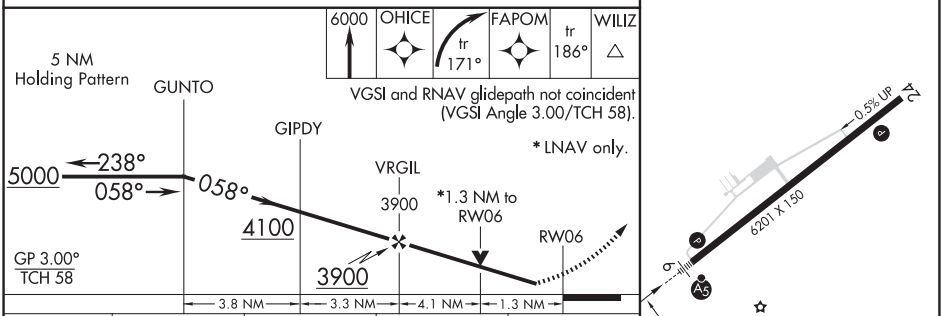
MALSR

MISSED APPROACH: Climb to 6000 direct OHICE and right turn via track 171° to FAPOM and via track 186° to WILIZ and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L



ELEV 2105 | TDZE 2105



CATEGORY	A	B	C	D
LPV DA	2305-1 200 (200-1)			
LNAV/VNAV DA	2597-1¼ 492 (500-1¼)			
LNAV MDA	2560-1 455 (500-1)			
CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86227 W24A	APP CRS 238°	Rwy Ldg 6201 TDZE 2087 Apt Elev 2105

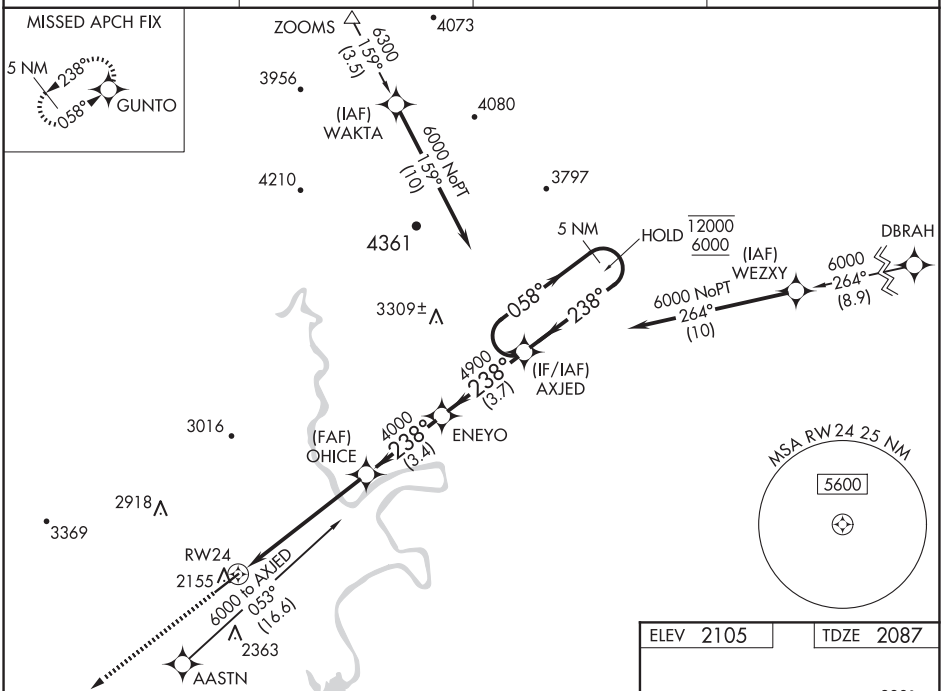
RNAV (GPS) RWY 24
NEW RIVER VALLEY (PSK)

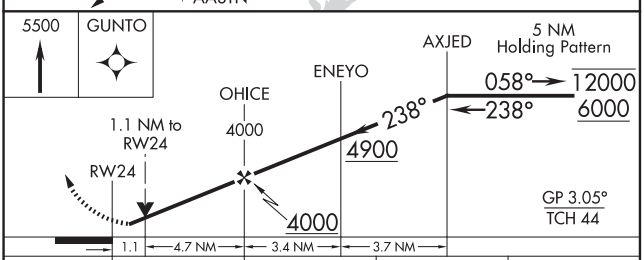
RNP APCH - GPS.

Circling NA for Cat D northwest of Rwy 6-24. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -19°C or above 54°C. Rwy 24 helicopter visibility reduction below ¾ SM NA. Baro-VNAV and VDP NA when using BCB altimeter setting.

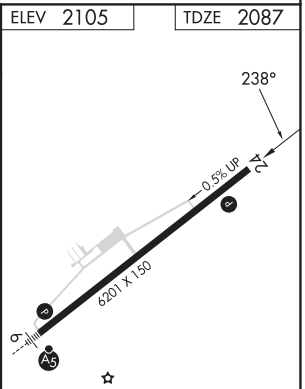
MISSED APPROACH: Climb to 5500 direct GUNTO and hold, continue climb-in-hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2337-1 250 (300-1)			
LNAV/VNAV DA	2502-1⅛ 415 (400-1⅛)			
LNAV MDA	2480-1 393 (400-1)		2480-1⅛ 393 (400-1⅛)	
CIRCLING	2640-1 535 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)



NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

DUBLIN, VIRGINIA

AL-5084 (FAA)

25163

VOR/DME RWY 6
NEW RIVER VALLEY (PSK)

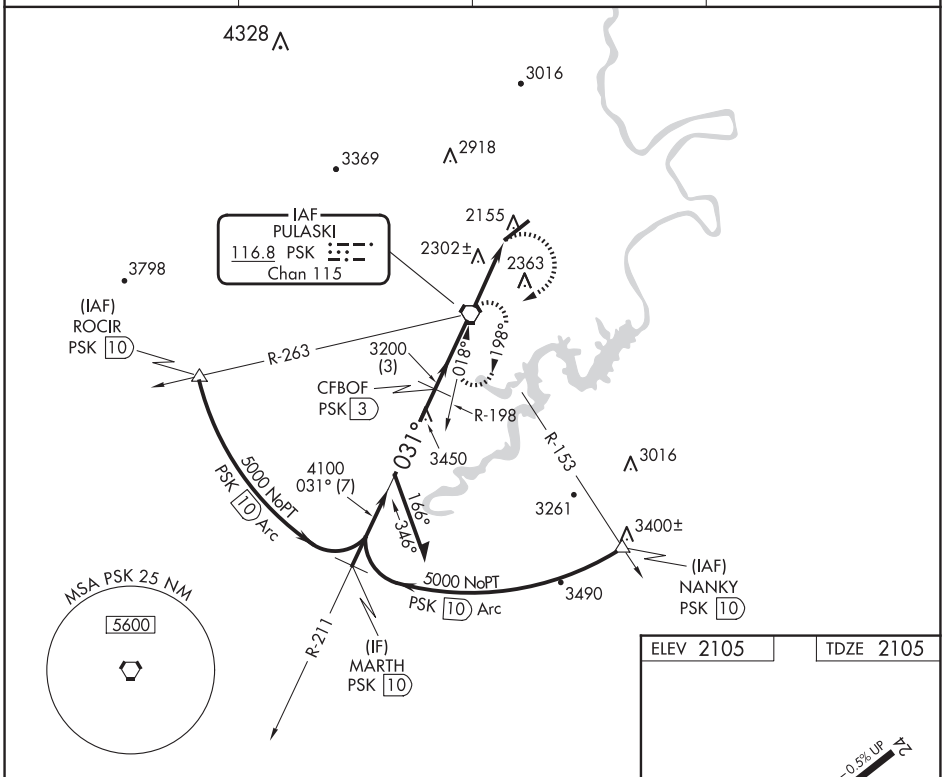
VORTAC PSK	APP CRS	Rwy Ldg	6201
116.8	031°	TDZE	2105
Chan 115		Apt Elev	2105

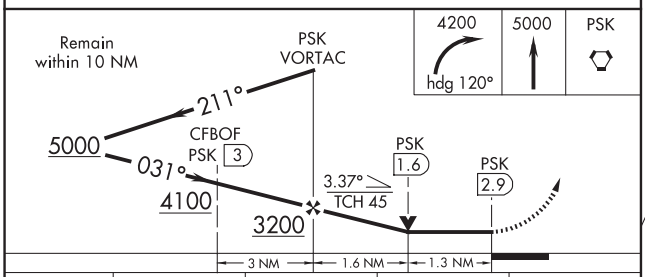
Inoperative table does not apply. Visibility reduction by helicopters NA. When local altimeter setting not received, use Blacksburg altimeter setting and increase all MDA 40 feet. VDP NA when using Blacksburg altimeter setting. Circling NA for Cat D northwest of Rwy 6-24.

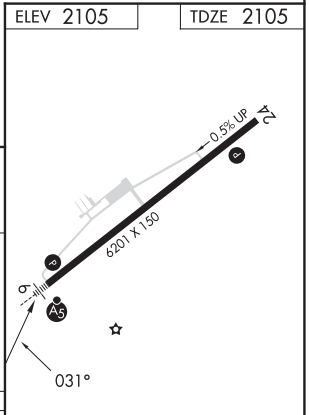
MALSR

MISSED APPROACH: Climbing right turn to 4200 via heading 120° then climb to 5000 direct PSK VORTAC and hold.

AWOS-3	ROANOKE APP CON	ROANOKE CLNC DEL	UNICOM
127.375	126.0 339.8	121.7	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-6	2620-1 515 (600-1)		2620-1½ 515 (600-1½)	2620-1¾ 515 (600-1¾)
CIRCLING	2620-1 515 (600-1)	2680-1 575 (600-1)	2780-2 675 (700-2)	2780-2¼ 675 (700-2¼)

HIRL Rwy 6-24 L
REIL Rwy 24 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-FGH 109.35 Chan 30 (Y)	APP CRS 041°	Rwy ldg 4775 TDZE 58 Apt Elev 72

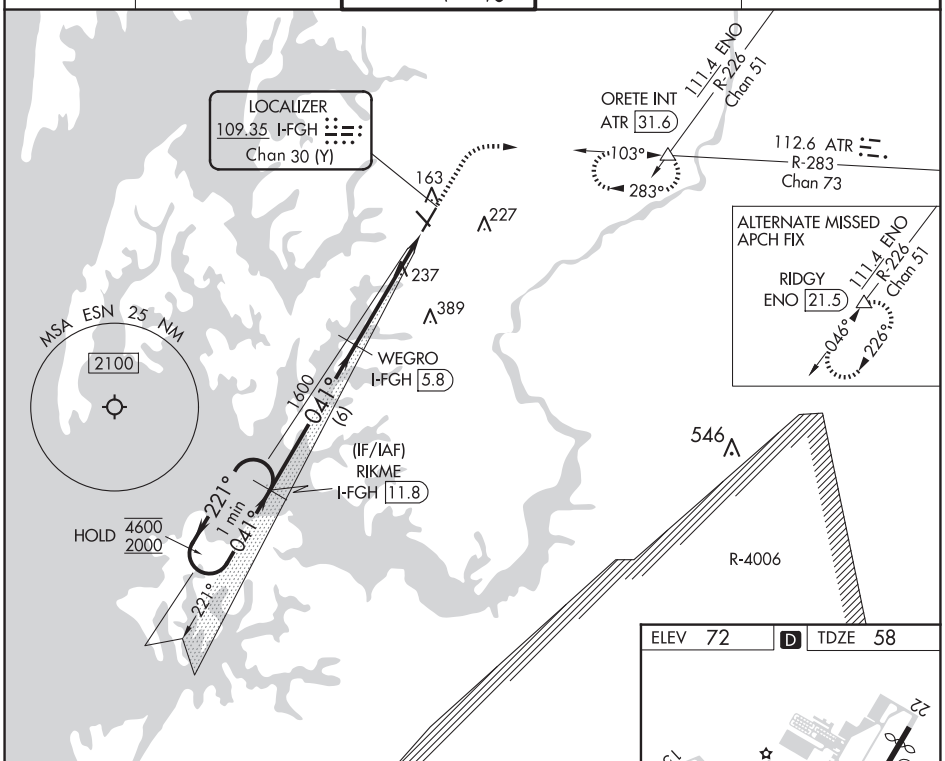
ILS or LOC RWY 4
EASTON/NEWNAM FLD (ESN)

RADAR and DME required for procedure entry. DME required for LOC only.

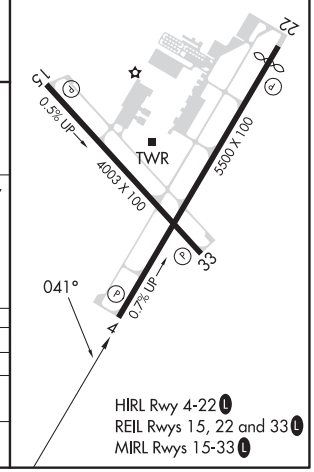
Circling Rwy 15, 33 NA at night. Autopilot coupled approach NA below 1000.

MISSED APPROACH: Climb to 2000 on heading 041° and on ATR VOR/DME R-283 to ORETE INT/ATR 31.6 DME and hold.

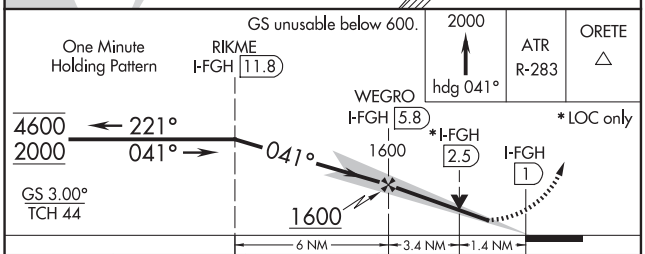
ATIS	POTOMAC APP CON	EASTON TOWER*	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075



ELEV 72	D	TDZE 58



HIRL Rwy 4-22 L
REIL Rwys 15, 22 and 33 L
MIRL Rwys 15-33 L



CATEGORY	A	B	C	D
S-ILS 4	600-1⅝ 542 (600-1⅝)			
S-LOC 4	540-1 482 (500-1)		540-1⅜ 482 (500-1⅜)	
C CIRCLING	540-1 468 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2¼ 668 (700-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

EASTON, MARYLAND AL-5596 (FAA) 23110

WAAS CH 86905 W04A	APP CRS 040°	Rwy ldg 4775 TDZE 58 Apt Elev 72

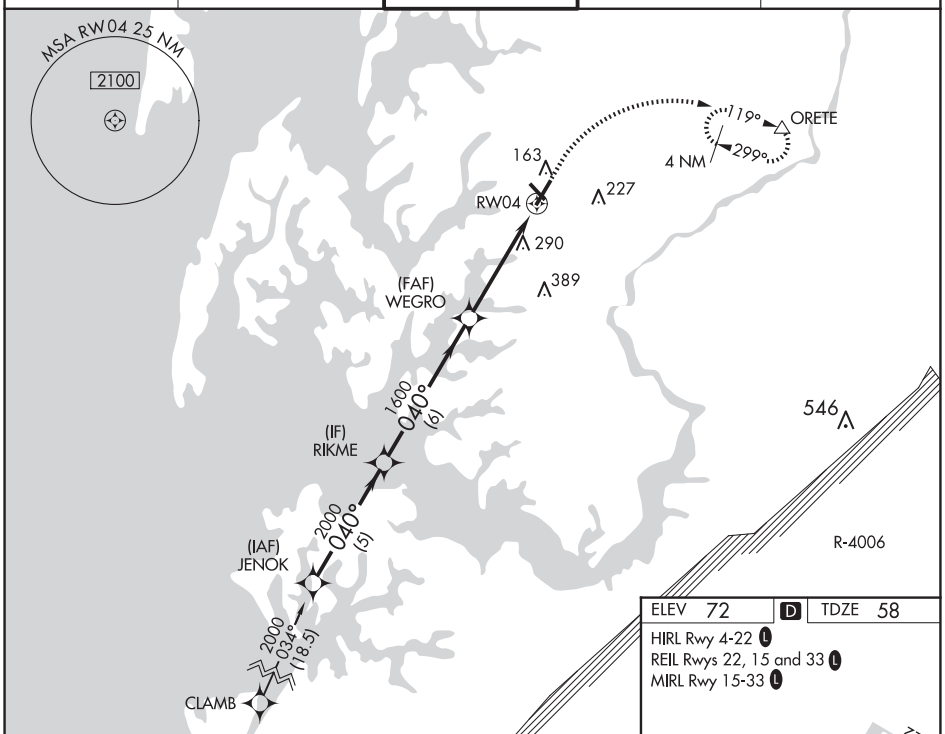
RNAV (GPS) RWY 4
EASTON/NEWNAM FLD (ESN)

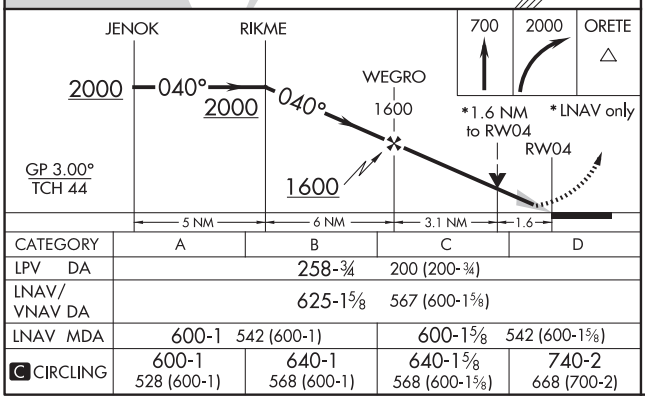
RNP APCH - GPS.

When local altimeter setting not received, use Cambridge altimeter setting; increase LPV DA to 303 feet, LNAV/VNAV DA to 670 feet and visibility ⅛ SM; increase all MDAs 60 feet and visibility LNAV Cat C/D and Circling Cat C ⅛ SM, and Circling Cat D ¼ SM. VDP and Baro-VNAV NA when using Cambridge altimeter setting. Circling Rwy 15, 33 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

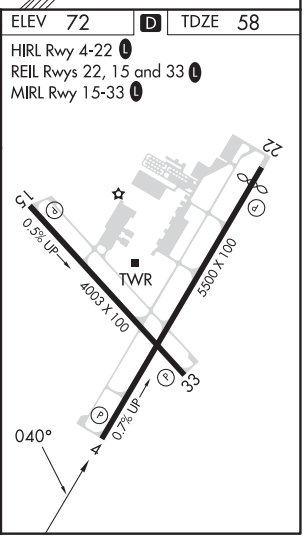
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 direct ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075





CATEGORY	A	B	C	D
LPV DA	258-¾ 200 (200-¾)			
LNAV/VNAV DA	625-1⅝ 567 (600-1⅝)			
LNAV MDA	600-1 542 (600-1)		600-1⅝ 542 (600-1⅝)	
C CIRCLING	600-1 528 (600-1)	640-1 568 (600-1)	640-1⅝ 568 (600-1⅝)	740-2 668 (700-2)



NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	4003
148°	TDZE	47
	Apt Elev	72

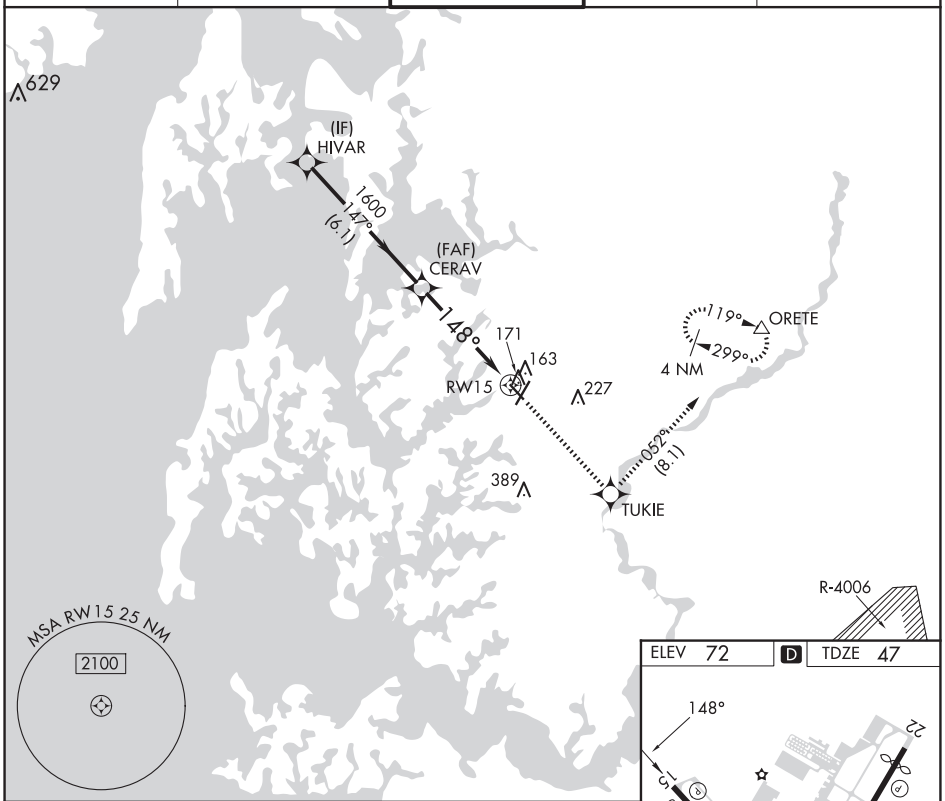
RNAV (GPS) RWY 15
EASTON/NEWNAM FLD (ESN)

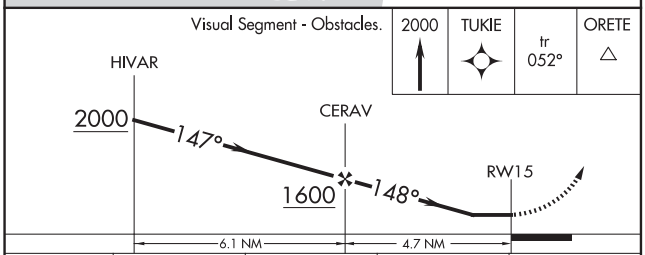
RNP APCH.

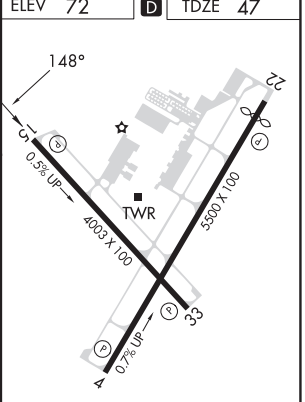
Rwy 15 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 15 NA at night, Circling Rwy 15, 33 NA at night.

MISSED APPROACH: Climb to 2000 direct TUKIE and on track 052° to ORETE and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075







CATEGORY	A	B	C	D
LNAV MDA	440-1 393 (400-1)		440-1⅛ 393 (400-1⅛)	440-1¼ 393 (400-1¼)
C CIRCLING	480-1 408 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2 668 (700-2)

HIRL Rwy 4-22 L
REIL Rwys 15, 22 and 33 L
MIRL Rwys 15-33 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

EASTON, MARYLAND | AL-5596 (FAA) | 23110

WAAS CH 40207 W22A	APP CRS 221°	Rwy ldg 5175 TDZE 72 Apt Elev 72

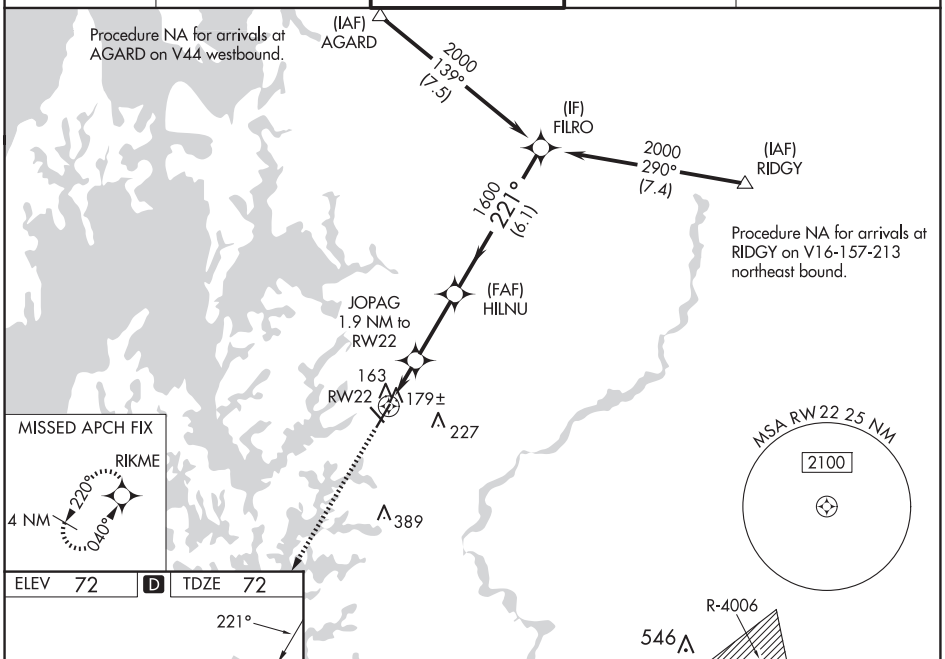
RNAV (GPS) RWY 22
EASTON/NEWNAM FLD (ESN)

RNP APCH.

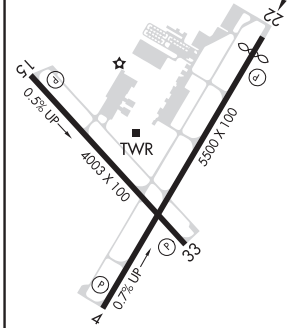
Baro-VNAV NA when using Baltimore altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Baltimore altimeter setting and increase all DA 93 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ SM, increase LNAV/VNAV all Cats visibility ¼ SM, and increase LNAV Cats C and D ¼ SM.

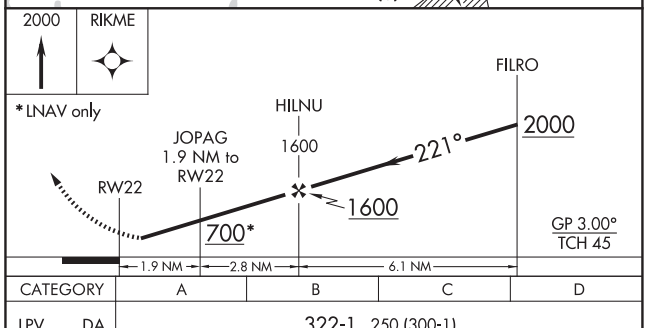
MISSED APPROACH: Climb to 2000 direct RIKME and hold.

ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075



ELEV 72	D	TDZE 72





CATEGORY	A	B	C	D
LPV DA	322-1 250 (300-1)			
LNAV/VNAV DA	362-1 290 (300-1)			
LNAV MDA	440-1 368 (400-1)			

HIRL Rwy 4-22 L
REIL Rwys 22, 15 and 33 L
MIRL Rwy 15-33 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	4003
328°	TDZE	51
	Apt Elev	72

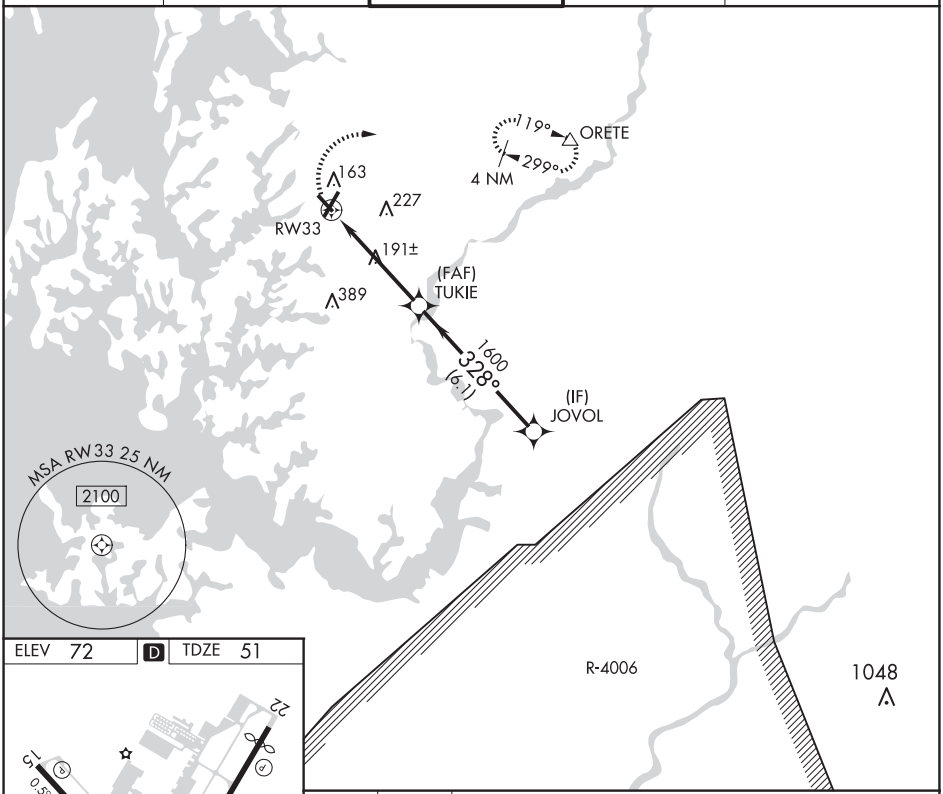
RNAV (GPS) RWY 33
EASTON/NEWNAM FLD (ESN)

RNP APCH.

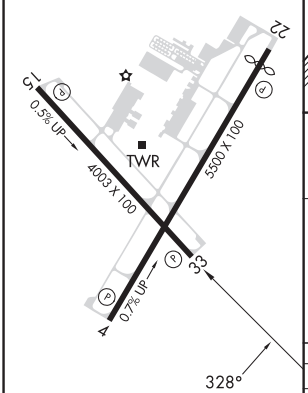
Straight-in Rwy 33 NA at night, Circling Rwy 15, 33 NA at night.
Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH:
Climbing right turn to 2000 direct ORETE and hold.

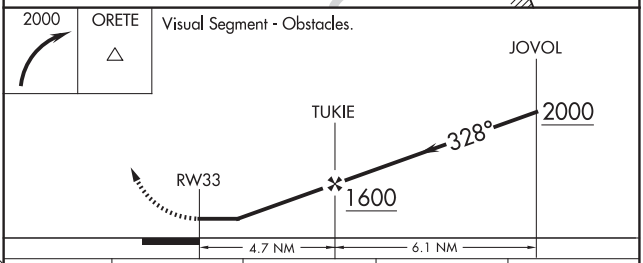
ATIS	POTOMAC APP CON	EASTON TOWER ★	GND CON	CLNC DEL
124.475	133.75 254.35	118.525 (CTAF) L	119.075	119.075



ELEV 72 | D | TDZE 51



HIRL Rwy 4-22 L
REIL Rwys 22, 15 and 33 L
MIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LNAV MDA	520-1 469 (500-1)		520-1 3/8 469 (500-1 3/8)	520-1½ 469 (500-1½)
C CIRCLING	520-1 448 (500-1)	640-1 568 (600-1)	640-1½ 568 (600-1½)	740-2 668 (700-2)

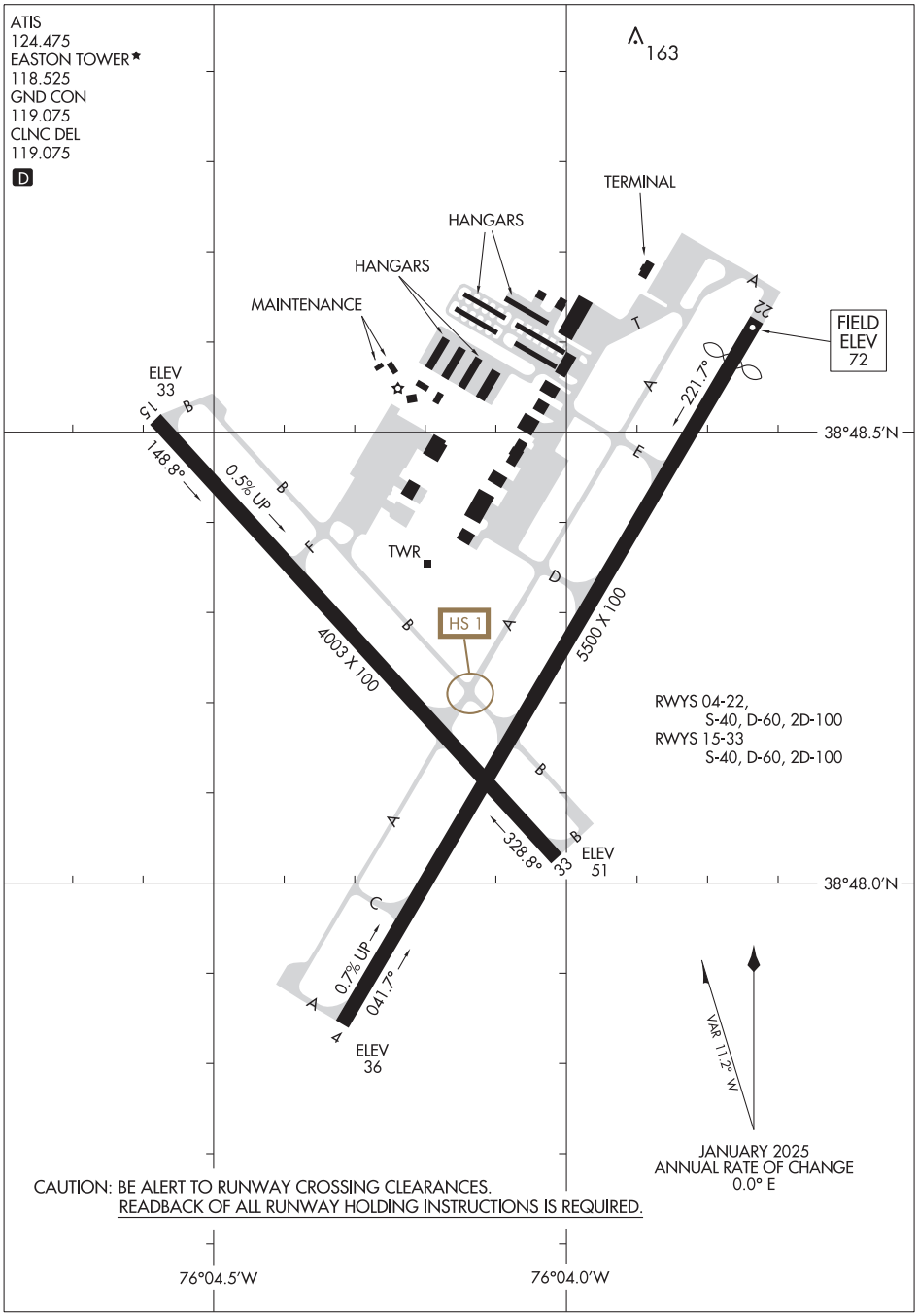
NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-5596 (FAA)

EASTON/NEWNAM FLD (ESN)
EASTON, MARYLAND



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

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
EASTON, MARYLAND
EASTON/NEWNAM FLD (ESN)

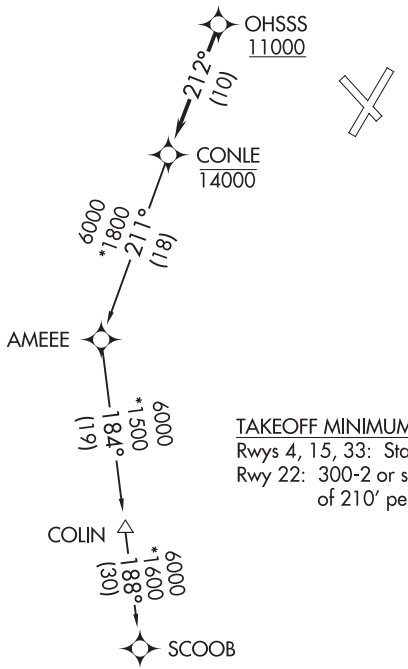
CONLE FIVE DEPARTURE (RNAV)

POTOMAC DEP CON
133.75 254.35
ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525 (CTAF)

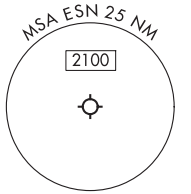
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Jet aircraft only.



TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or standard with minimum climb of 210′ per NM to 400.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 12 JUN 2025 to 07 AUG 2025

(FOXHL1.FOXHL) 24193 AL-5596 (FAA)

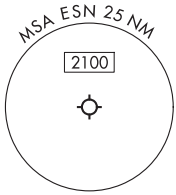
EASTON/NEWNAM FLD (ESN)
EASTON, MARYLAND

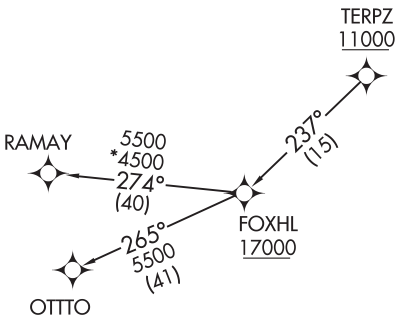
FOXHL ONE DEPARTURE (RNAV)

POTOMAC DEP CON
133.75 254.35
ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525

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

TOP ALTITUDE: 17000





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or Standard with minimum climb of 210'/NM to 400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

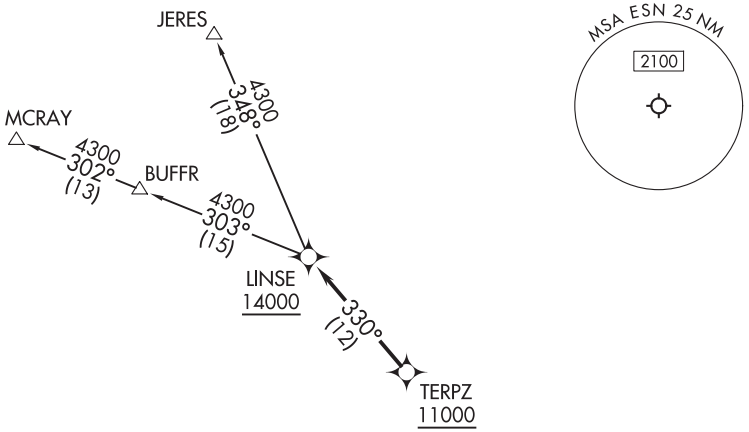
NE-3, 12 JUN 2025 to 07 AUG 2025

LINSE TWO DEPARTURE (RNAV)

POTOMAC DEP CON
133.75 254.35
ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525

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

TOP ALTITUDE: 16000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or standard with minimum climb of 210'/NM to 400.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 12 JUN 2025 to 07 AUG 2025

(TERPZ8.TERPZ) 24193 AL-5596 (FAA)

EASTON/NEWNAM FLD (ESN)
EASTON, MARYLAND

TERPZ EIGHT DEPARTURE (RNAV)

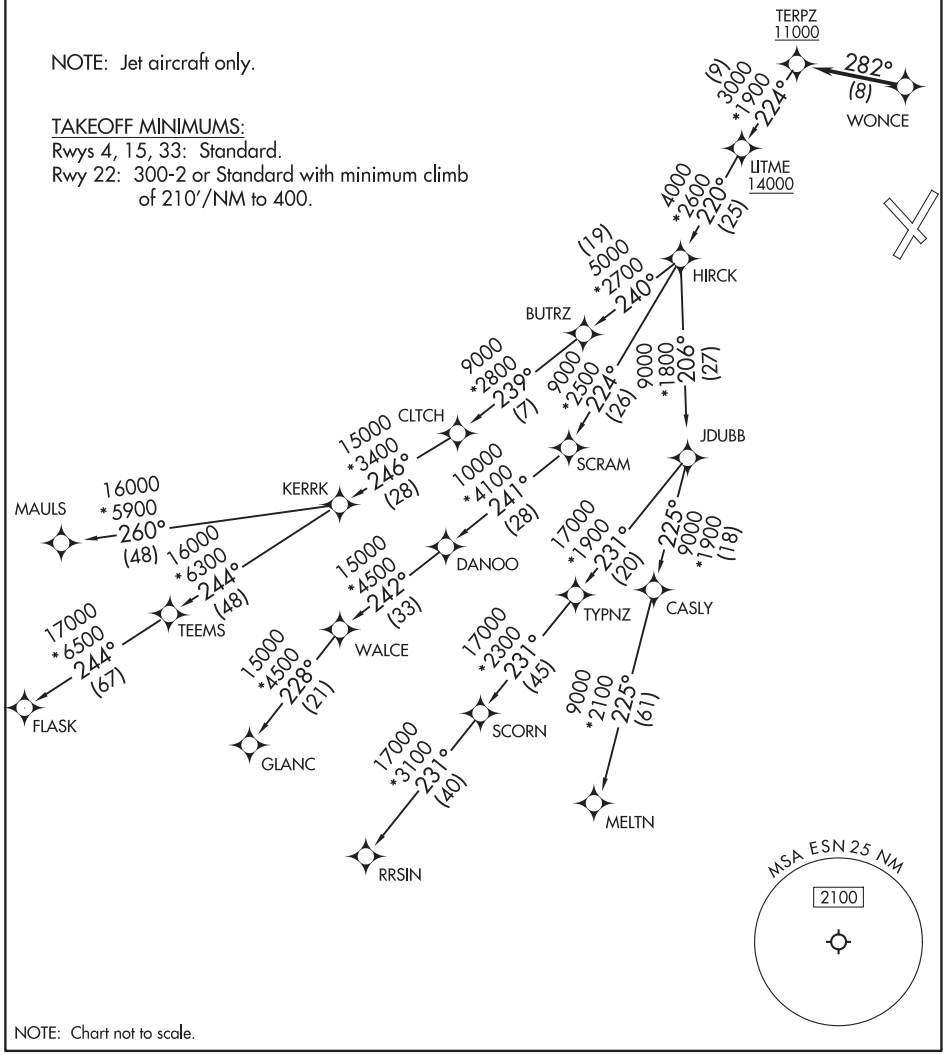
POTOMAC DEP CON
133.75 254.35
ATIS
124.475
CLNC DEL
119.075
GND CON
119.075
EASTON TOWER ★
118.525 (CTAF)

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

TOP ALTITUDE: 17000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 4, 15, 33: Standard.
Rwy 22: 300-2 or Standard with minimum climb of 210'/NM to 400.



NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

TERPZ EIGHT DEPARTURE (RNAV)
(TERPZ8.TERPZ) 11JUL24

EASTON, MARYLAND
EASTON/NEWNAM FLD (ESN)

TERPZ EIGHT DEPARTURE (RNAV)

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 12 JUN 2025 to 07 AUG 2025

ELKTON, MARYLAND | AL-9807 (FAA) | 24137

RNAV (GPS)-B
CLAREMONT (58M)

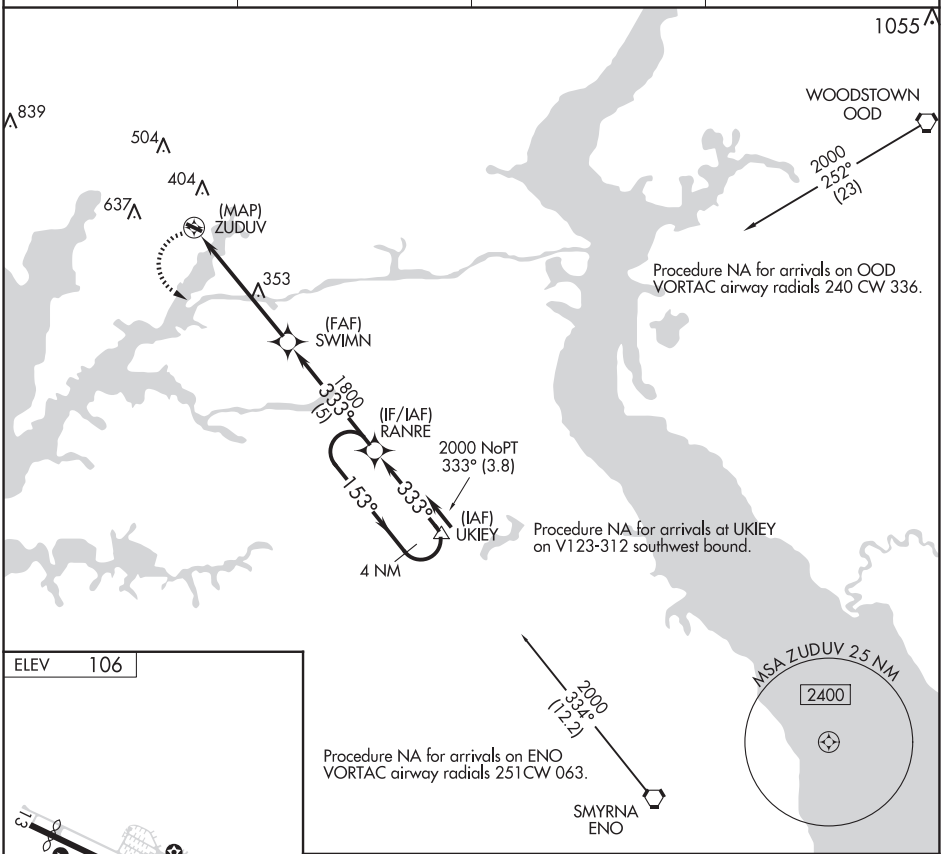
APP CRS	Rwy ldg	NA
333°	TDZE	NA
	Apt Elev	106

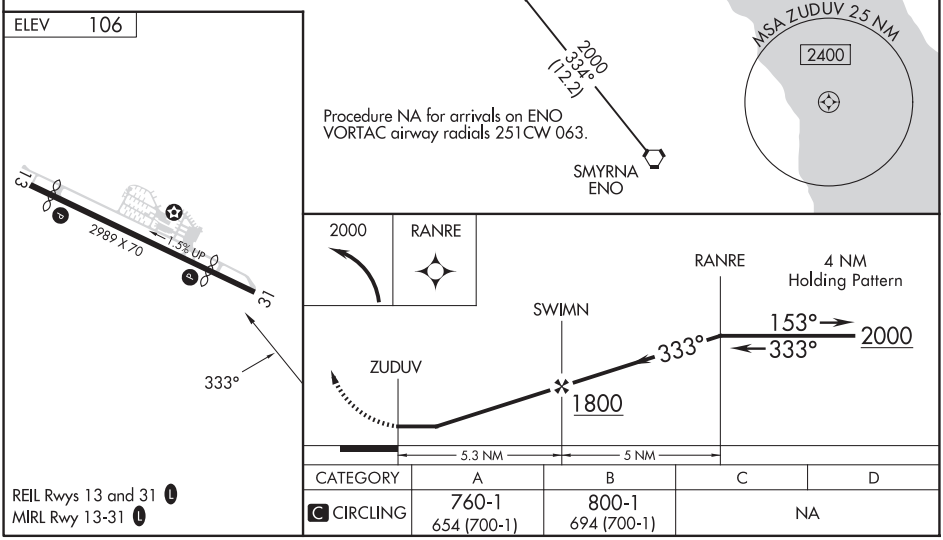
T A NA

DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA. Use Middletown, DE altimeter setting; when not received use Wilmington, DE altimeter setting and increase all MDA 20 feet.

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

EVY AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.8 (CTAF)	123.0 L





CATEGORY	A	B	C	D
C CIRCLING	760-1 654 (700-1)	800-1 694 (700-1)	NA	

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	5010
155°	TDZE	127
	Apt Elev	127

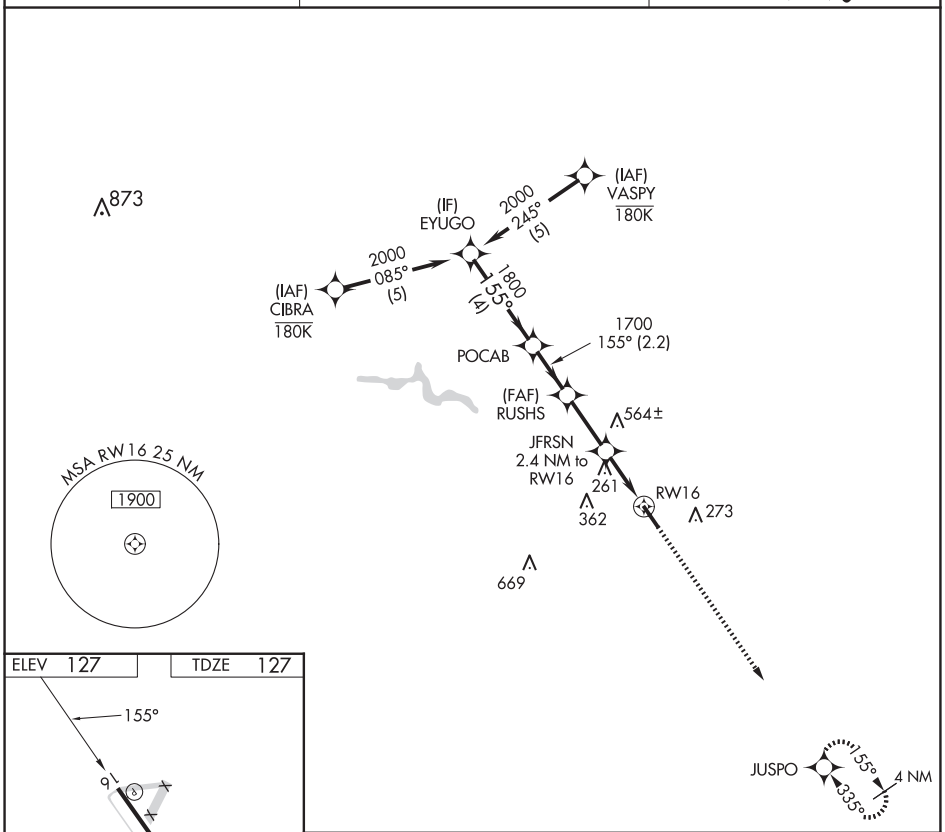
RNAV (GPS) RWY 16
EMPORIA-GREENSVILLE RGNL (EMV)

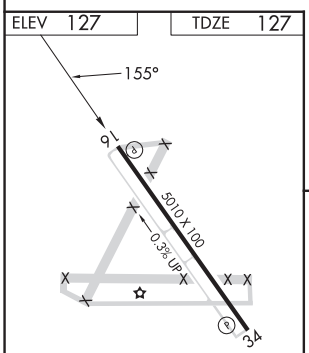
RNP APCH.

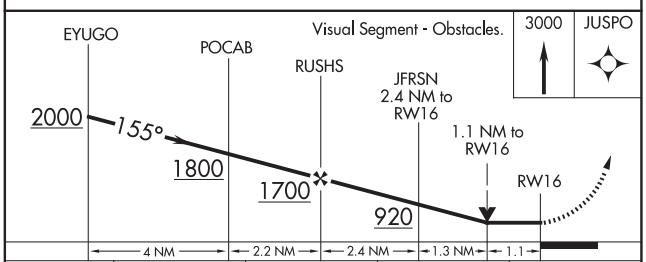
Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 3000 direct JUSPO and hold.

AWOS-3	WASHINGTON CENTER		UNICOM
124.175	132.025	290.425	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	520-1	393 (400-1)	NA	
C CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 12 JUN 2025 to 07 AUG 2025

EMPORIA, VIRGINIA | AL-5534 (FAA) | 22363

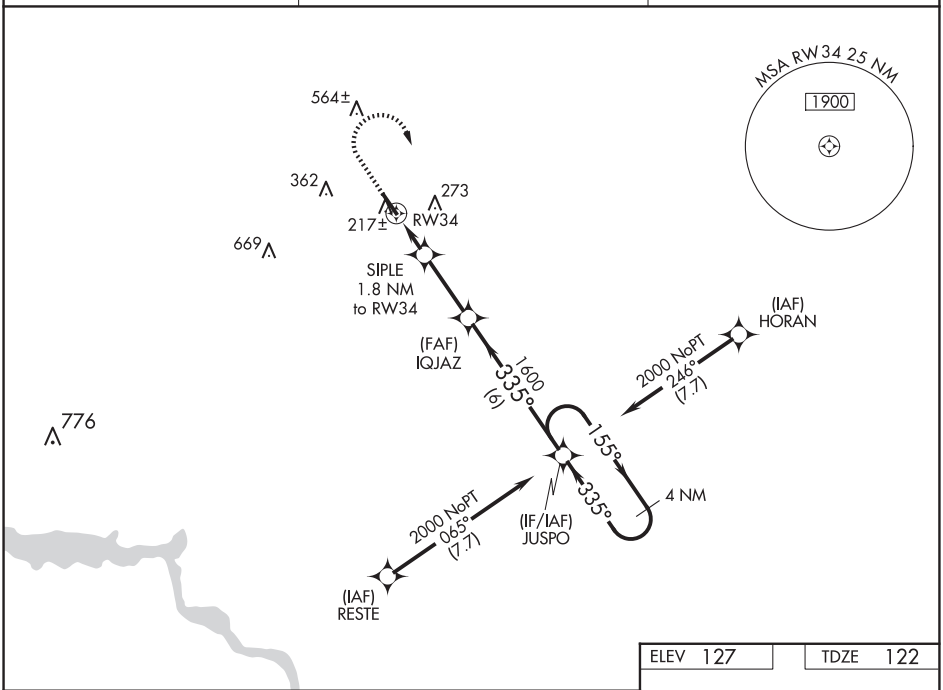
WAAS CH 63226 W34A	APP CRS 335°	Rwy ldg 5010 TDZE 122 Apt Elev 127

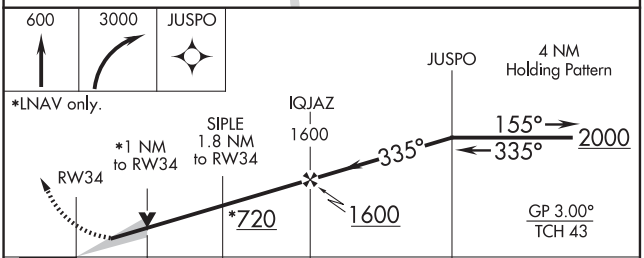
RNAV (GPS) RWY 34
EMPORIA-GREENSVILLE RGNL (EMV)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 3000 direct JUSPO and hold, continue climb-in-hold to 3000.

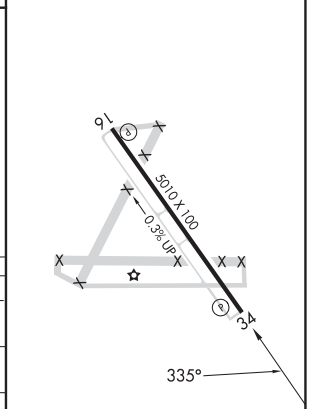
AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 290.425	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	372-1	250 (300-1)	NA	
LNAV/VNAV DA	372-1	250 (300-1)	NA	
LNAV MDA	480-1	358 (400-1)	NA	
C CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

ELEV 127 | TDZE 122



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-EMV	APP CRS	Rwy ldg	5010
108.75	335°	TDZE	122
Chan 24(Y)		Apt Elev	127

LOC RWY 34

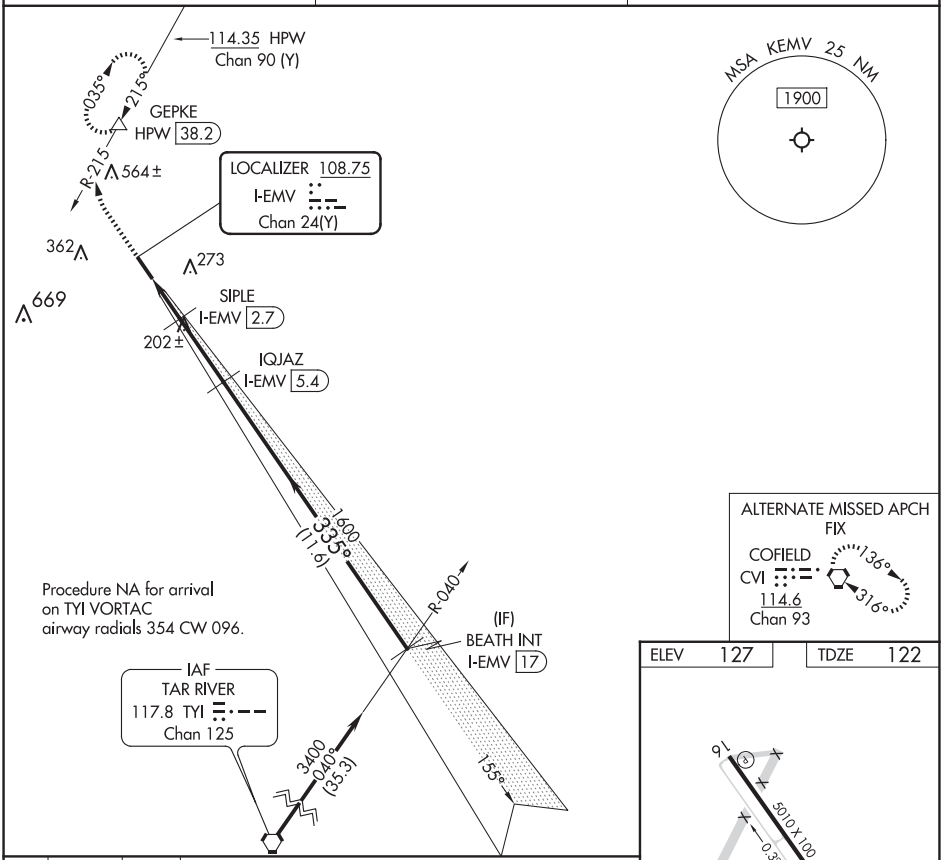
EMPORIA-GREENSVILLE RGNL (EMV)

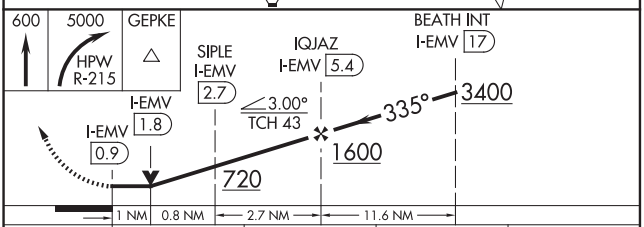
DME required.

NA

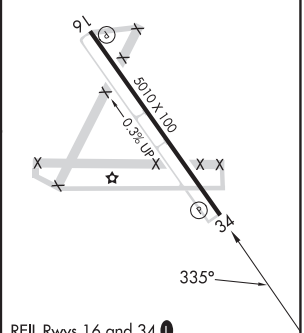
MISSED APPROACH: Climb to 600 then climbing right turn to 5000 on HPW VORTAC R-215 to GEPKE/HPW 38.2 DME and hold, continue climb-in-hold to 5000.

AWOS-3	WASHINGTON CENTER	UNICOM
124.175	132.025 290.425	123.0 (CTAF) L





ELEV 127	TDZE 122



REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-LOC 34	460-1	338 (400-1)	NA	
C CIRCLING	580-1	453 (500-1)	680-1½ 553 (600-1½)	NA

FAF to MAP 4.6 NM

Knots	60	90	120	150	180
Min:Sec	4:36	3:04	2:18	1:50	1:32

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

FARMVILLE, VIRGINIA | AL-5805 (FAA) | 23222

WAAS CH 49017 W03A	APP CRS 029°	Rwy ldg 4400 TDZE 410 Apt Elev 416

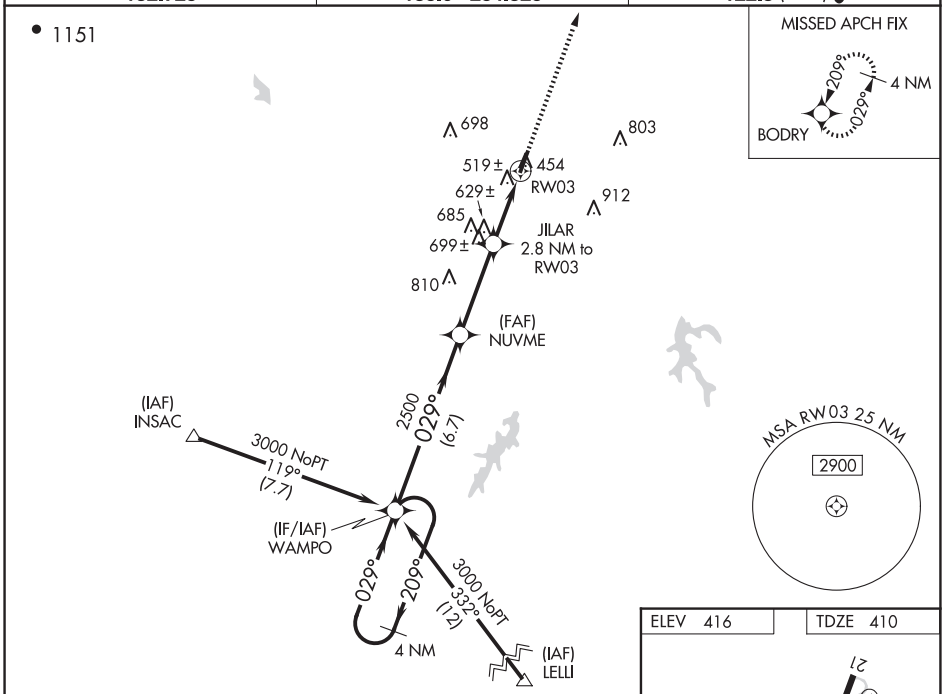
RNAV (GPS) RWY 3
FARMVILLE RGNL (FVX)

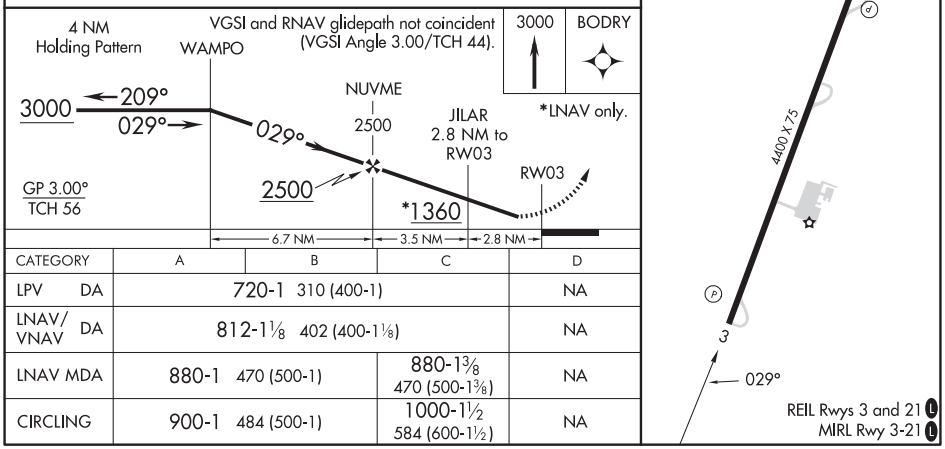
RNP APCH-GPS.

Baro-VNAV NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Straight-in/Circling Rwy 3 procedure NA at night. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase LPV DA to 878 feet and all visibilities ⅜ SM. Increase LNAV/VNAV DA to 970 feet and all visibilities ½ SM. Increase all MDAs 160 feet and LNAV visibility Cat C ¼ SM, and Circling visibility Cat C ½ SM. Rwy 3 helicopter visibiliy reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct BODRY and hold.

AWOS-3	ROANOKE APP CON	UNICOM
132.725	135.0 254.325	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	720-1 310 (400-1)			NA
LNAV/VNAV DA	812-1⅛ 402 (400-1⅛)			NA
LNAV MDA	880-1 470 (500-1)		880-1⅜ 470 (500-1⅜)	NA
CIRCLING	900-1 484 (500-1)		1000-1½ 584 (600-1½)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70517 W21A	APP CRS 209°	Rwy ldg 4400 TDZE 416 Apt Elev 416

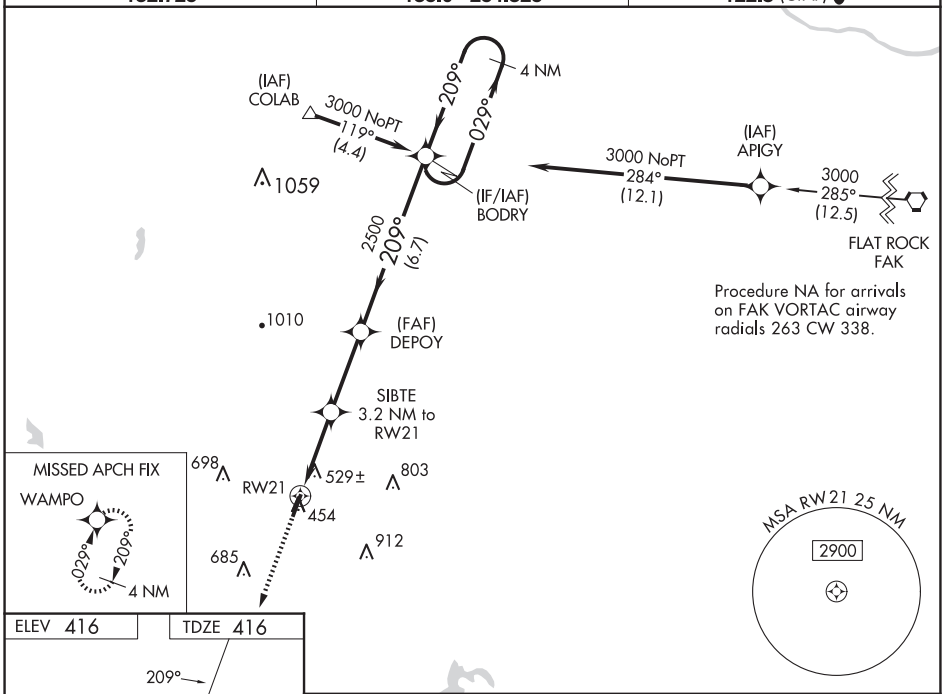
RNAV (GPS) RWY 21
FARMVILLE RGNL (FVX)

RNP APCH-GPS.

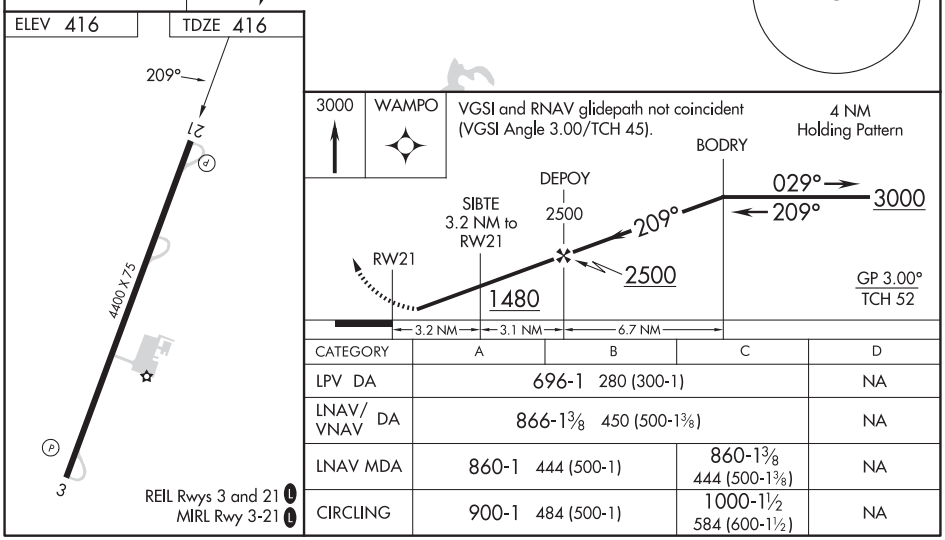
Baro-VNAV NA when using Lynchburg Rgnl/Preston Glenn Fld altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Lynchburg Rgnl/Preston Glenn Fld altimeter setting and increase LPV DA to 854 feet and all visibilities ¼ SM, increase LNAV/VNAV DA to 1024 feet and all visibilities ⅜ SM, increase all MDAs 160 feet and LNAV visibility Cat C ⅜ SM. Circling Rwy 3 NA at night. Rwy 21 helicopter visibiliy reduction below 1 SM NA.

MISSED APPROACH: Climb to 3000 direct WAMPO and hold.

AWOS-3	ROANOKE APP CON	UNICOM
132.725	135.0 254.325	122.8 (CTAF) L



Procedure NA for arrivals on FAK VORTAC airway radials 263 CW 338.



CATEGORY	A	B	C	D
LPV DA	696-1 280 (300-1)			NA
LNAV/VNAV DA	866-1⅜ 450 (500-1⅜)			NA
LNAV MDA	860-1 444 (500-1)		860-1⅜ 444 (500-1⅜)	NA
CIRCLING	900-1 484 (500-1)		1000-1½ 584 (600-1½)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025

24137

FORT EUSTIS, VIRGINIA

RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	3025
139°	TDZE	12
	Arpt Elev	12

[USA]

FELKER AAF (KFAF)

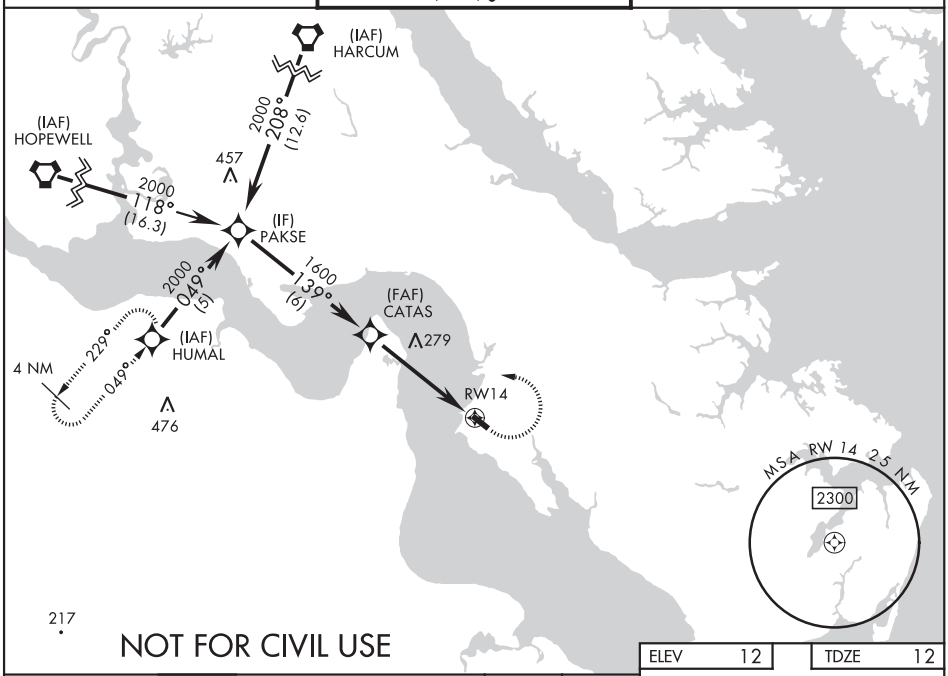
RNP APCH - GPS

Procedure NA at night.
When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting. Rwy 14 helicopter visibility reduction below 1 SM NA.

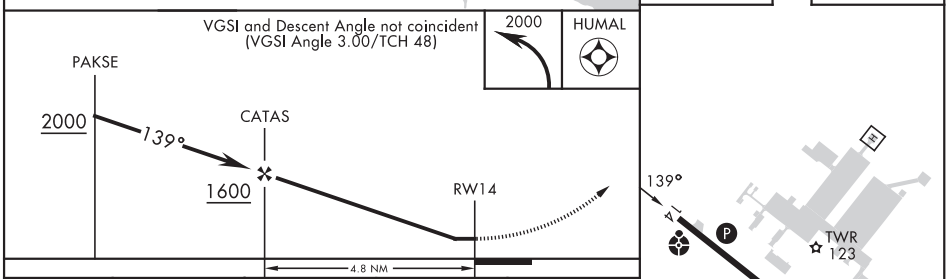
ODALS

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

NORFOLK APP CON	TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4



ELEV	12	TDZE	12



CATEGORY	A	B	C	D
LNAV MDA	480-1 468 (500-1)		NA	
CIRCLING	480-1 468 (500-1)	560-1 548 (600- 1)	NA	
NEWPORT NEWS /WILLIAMSBURG INTL ALTIMETER				
LNAV MDA	500-1 488 (500-1)		NA	
CIRCLING	500-1 488 (500-1)	580-1 568 (600-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

FORT EUSTIS, VIRGINIA

COPTER RNAV (GPS) RWY 14

APCH CRS	Rwy ldg	3025
139°	TDZE	12
	Arpt Elev	12

[USA]

FELKER AAF (KFAF)

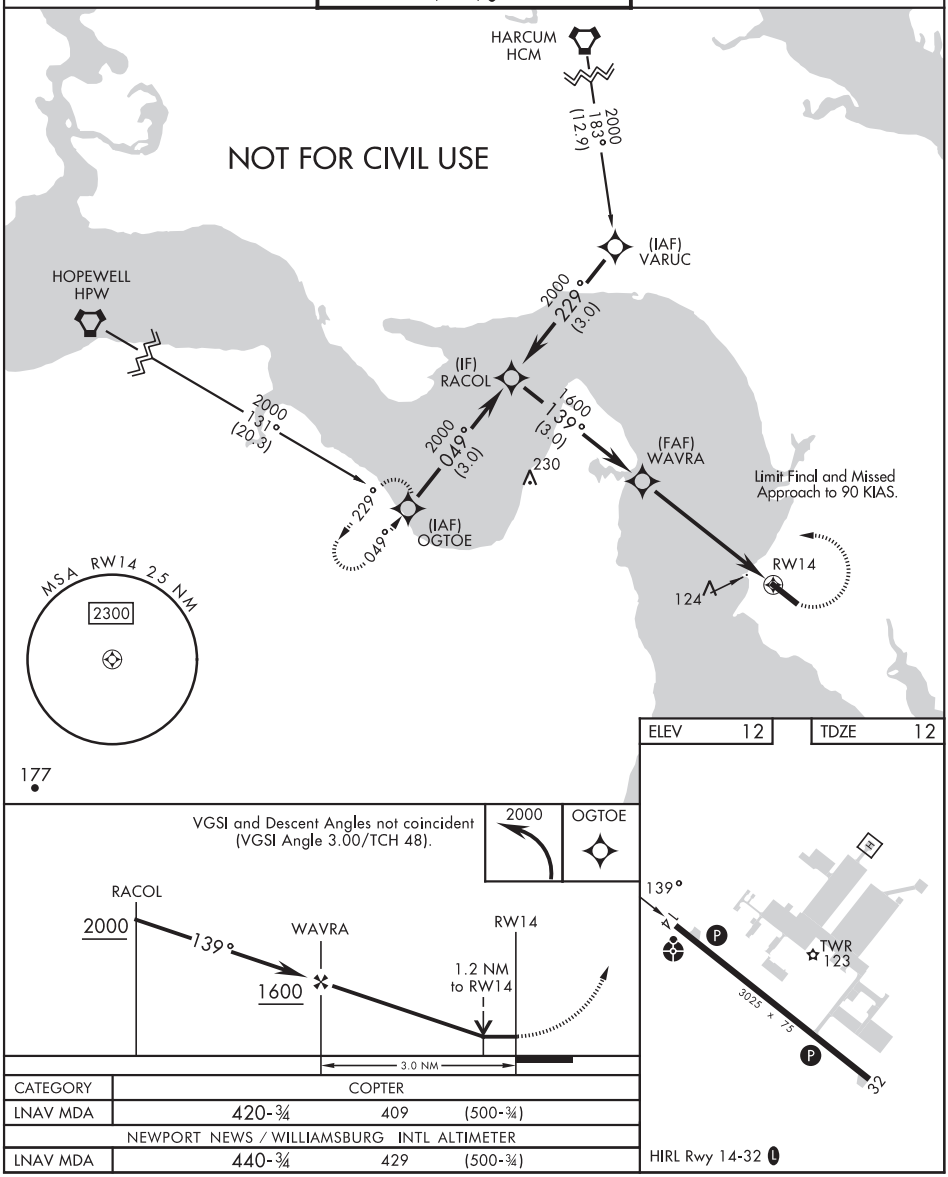
RNP APCH - GPS

When local altimeter setting not received, use Newport News/Williamsburg Intl altimeter setting.
VDP NA when using Newport News/Williamsburg Intl altimeter setting.
Procedure NA at night.

ODALS

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

NORFOLK APP CON	FELKER TOWER ★	GND CON
125.7 335.625	126.3 (CTAF) L 269.25	121.35 229.4



CATEGORY	COPTER		
LNAV MDA	420-¾	409	(500-¾)
NEWPORT NEWS / WILLIAMSBURG INTL ALTIMETER			
LNAV MDA	440-¾	429	(500-¾)

HIRL Rwy 14-32 L

FORT EUSTIS, VIRGINIA 37°08′N-76°37′W FELKER AAF (KFAF)

Amdt 1 30NOV23

COPTER RNAV (GPS) RWY 14

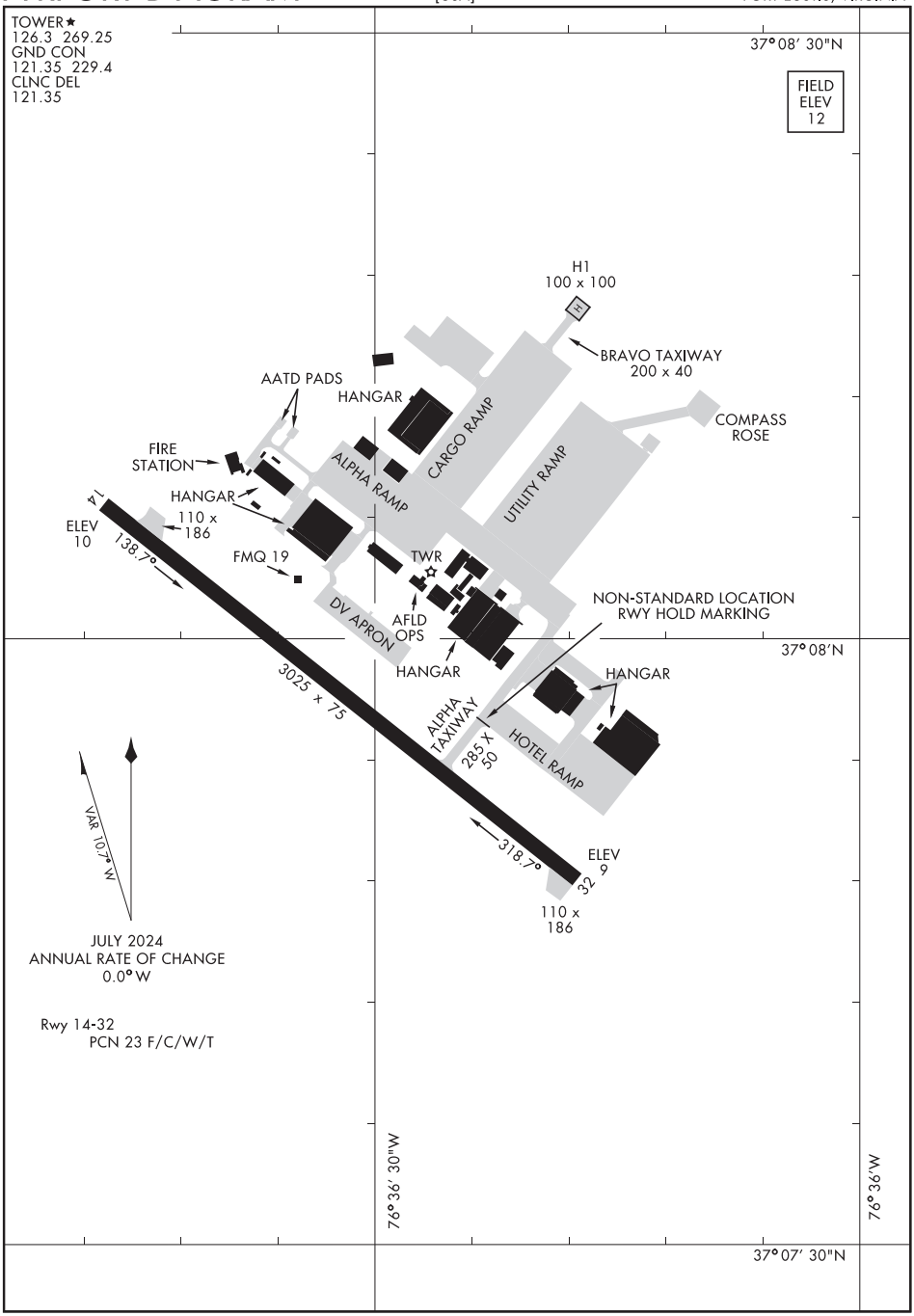
NE-3, 12 JUN 2025 to 07 AUG 2025

25163

AIRPORT DIAGRAM

[USA]

FELKER AAF (KFAF)
FORT EUSTIS, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

FORT EUSTIS, VIRGINIA
FELKER AAF (KFAF)

RNAV (GPS) RWY 18
NEW LONDON (W9Ø)

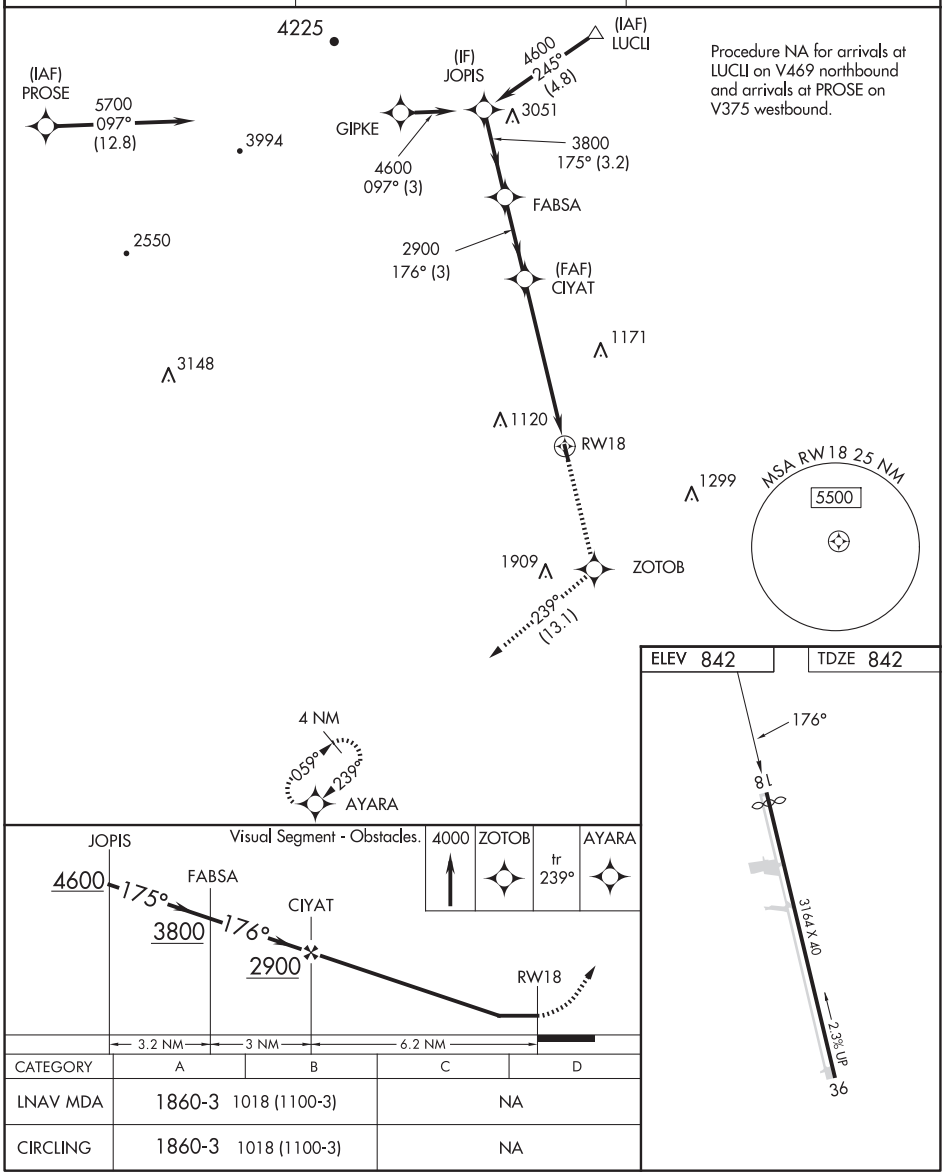
APP CRS	Rwy Ldg	3049
176°	TDZE	842
	Apt Elev	842

RNP APCH.

Rwy 18 helicopter visibility reduction below 1 SM NA. Procedure NA at night. Use Lynchburg altimeter setting.

MISSED APPROACH: Climb to 4000 direct ZOTOB and on track 239° to AYARA and hold.

LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	122.8 (CTAF)



Procedure NA for arrivals at LUCLI on V469 northbound and arrivals at PROSE on V375 westbound.

CATEGORY	A	B	C	D
LNAV MDA	1860-3 1018 (1100-3)		NA	
CIRCLING	1860-3 1018 (1100-3)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

FOREST, VIRGINIA

AL-10610 (FAA)

23222

RNAV (GPS) RWY 36
NEW LONDON (W9Ø)

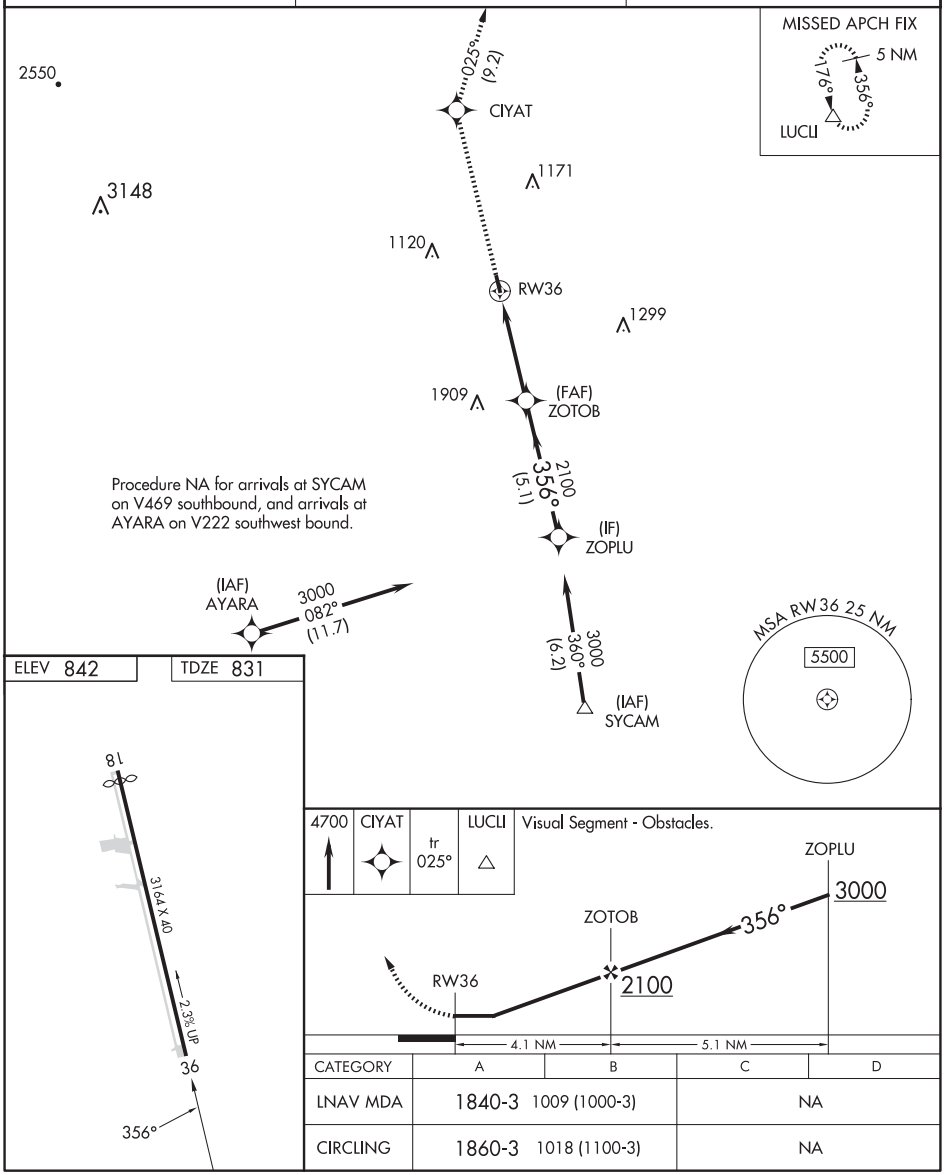
APP CRS	Rwy ldg	3164
356°	TDZE	831
	Apt Elev	842

RNP APCH.

Rwy 36 helicopter visibility reduction below 1 SM NA. Use Lynchburg altimeter setting. Procedure NA at night.

MISSED APPROACH: Climb to 4700 direct CIYAT and on track 025° to LUCLI and hold.

LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	122.8 (CTAF)



CATEGORY	A	B	C	D
LNAV MDA	1840-3 1009 (1000-3)		NA	
CIRCLING	1860-3 1018 (1100-3)		NA	

FOREST, VIRGINIA
Orig-B 30JAN20

37°16′N-79°20′W

NEW LONDON (W9Ø)
RNAV (GPS) RWY 36

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	3000
109°	TDZE	150
	Apt Elev	150

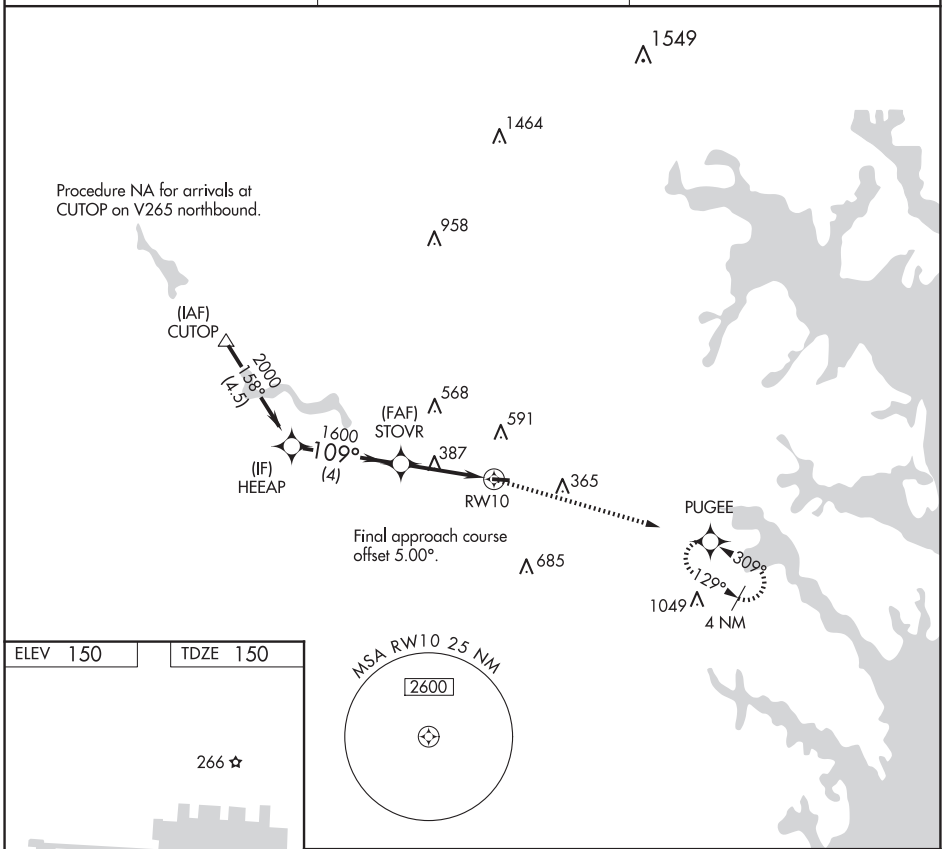
RNAV (GPS) RWY 10
TIPTON (FME)

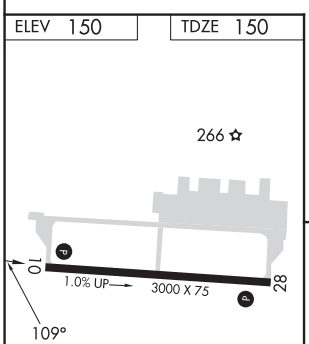
RNP APCH - GPS.

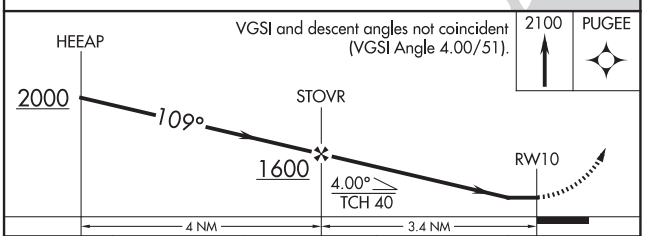
Rwy 10 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 10 NA at night, Circling Rwy 10 NA at night.

MISSED APPROACH: Climb to 2100 direct PUGEE and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	780-1	630 (700-1)	NA	
CIRCLING	820-1 670 (700-1)	960-1 810 (900-1)	NA	

REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L

NE-3, 12 JUN 2025 to 07 AUG 2025

FORT MEADE (ODENTON), MARYLAND AL-5225 (FAA) 24305

RNAV (GPS) RWY 28
TIPTON (FME)

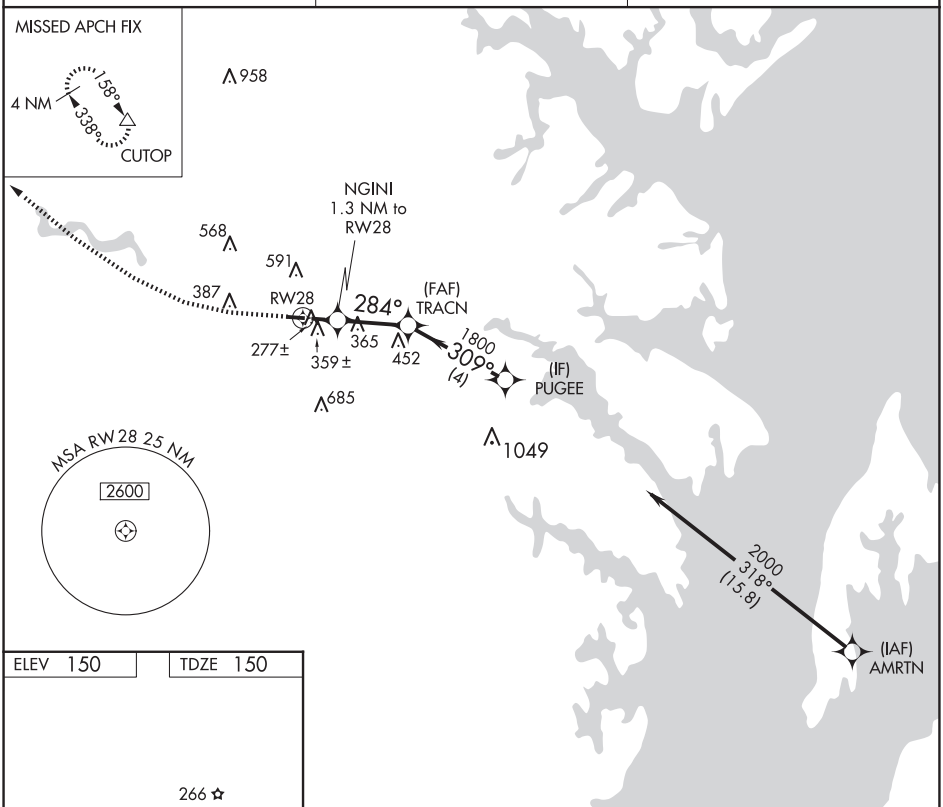
WAAS CH 56347 W28A	APP CRS 284°	Rwy ldg 3000 TDZE 150 Apt Elev 150

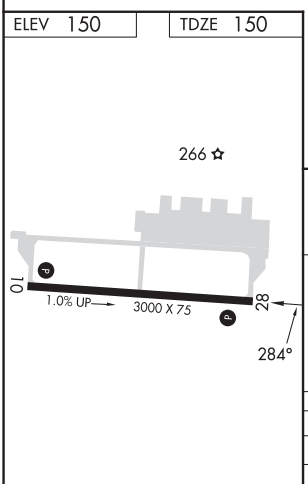
RNP APCH - GPS.

Rwy 28 helicopter visibility reduction below ¾ SM NA. Circling Rwy 10 NA at night.

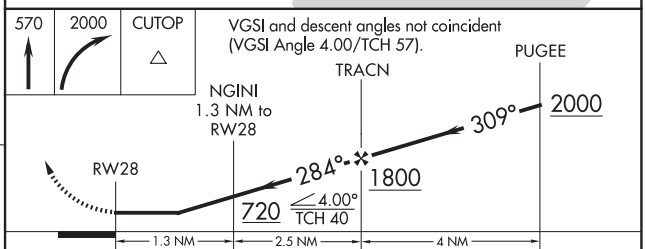
MISSED APPROACH: Climb to 570 then climbing right turn to 2000 direct CUTOP and hold.

AWOS-3	POTOMAC APP CON	UNICOM
123.925	119.7 290.475	123.05 (CTAF) L





REIL Rwys 10 and 28 L
MIRL Rwy 10-28 L



CATEGORY	A	B	C	D
LP MDA	540-1	390 (400-1)	NA	
LNAV MDA	620-1	470 (500-1)	NA	
CIRCLING	820-1 670 (700-1)	960-1 810 (900-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	4977
090°	TDZE	35
	Apt Elev	40

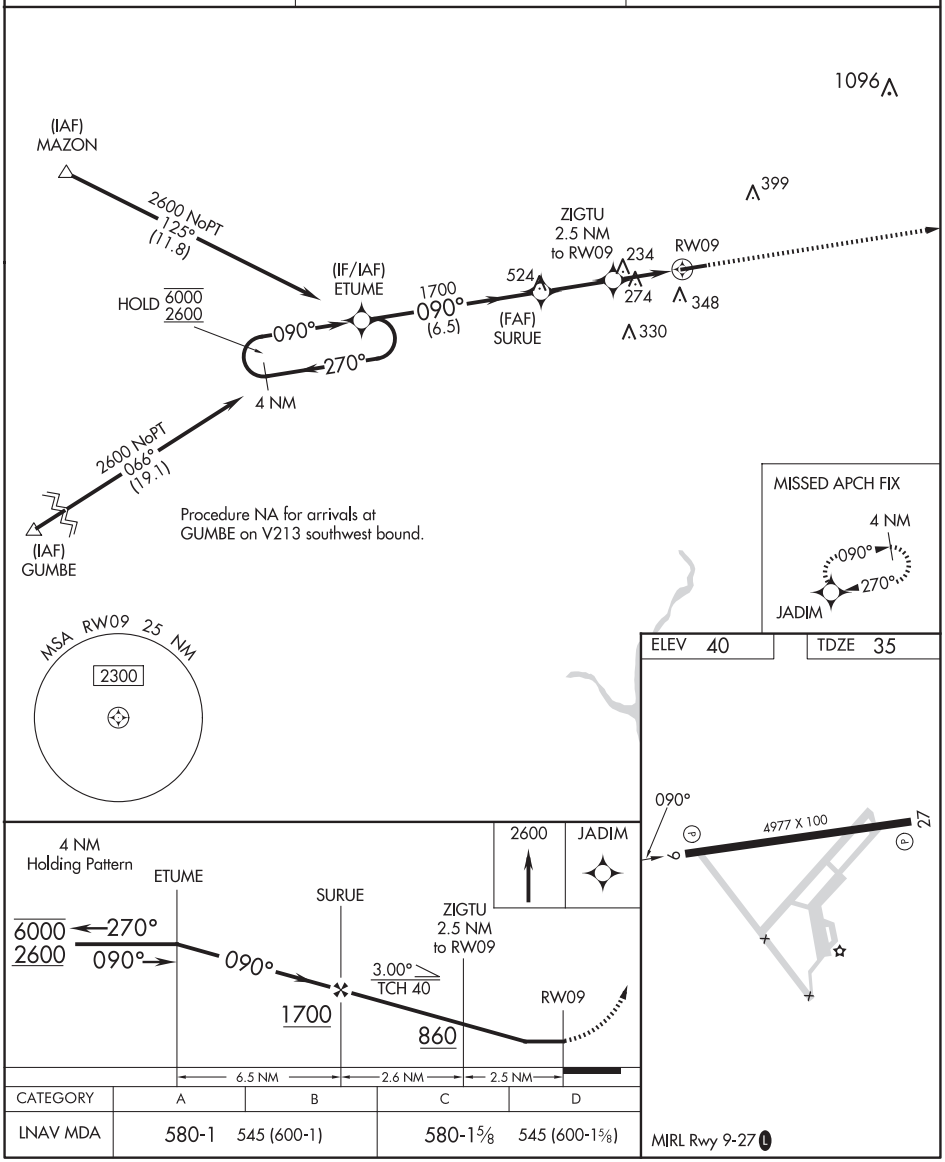
RNAV (GPS) RWY 9
FRANKLIN RGNL (FKN)

RNP APCH - GPS.

Procedure NA at night. Rwy 9 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2600 direct JADIM and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
124.675	127.9 269.425	122.8 (CTAF) L



CATEGORY	A	B	C	D
LNAV MDA	580-1 545 (600-1)		580-1⅝ 545 (600-1⅝)	

NE-3, 12 JUN 2025 to 07 AUG 2025

FRANKLIN, VIRGINIA | AL-5025 (FAA) | 24249

APP CRS	Rwy ldg	4977
270°	TDZE	40
	Apt Elev	40

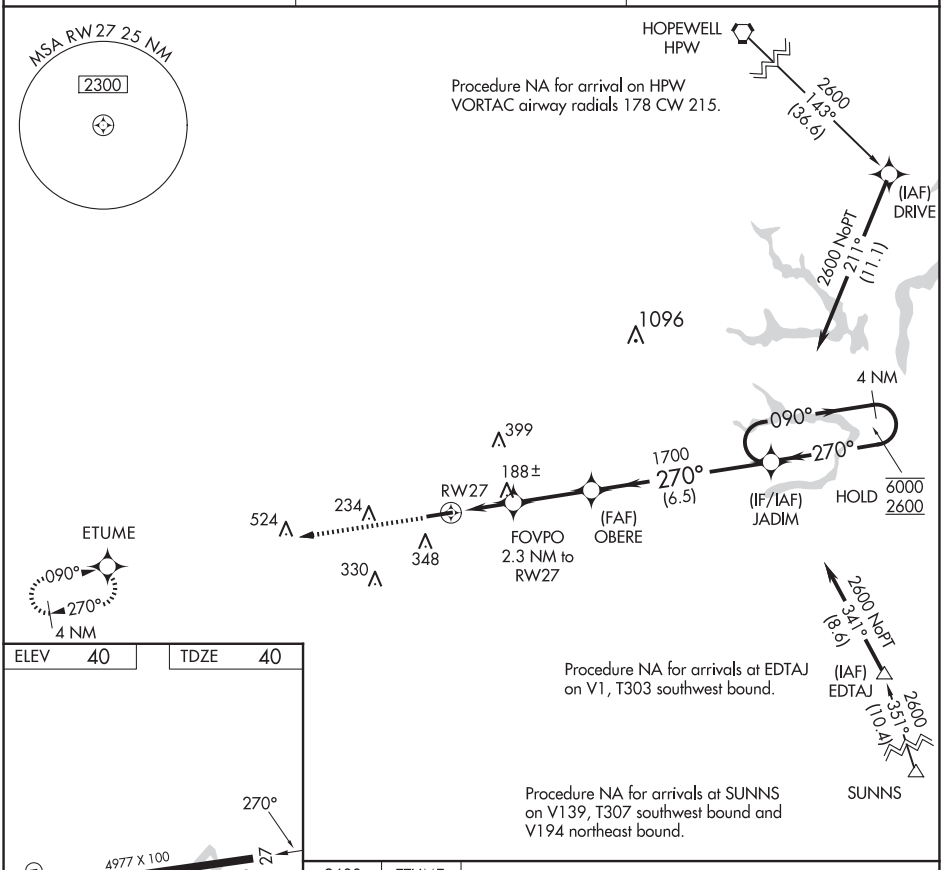
RNAV (GPS) RWY 27
FRANKLIN RGNL (FKN)

RNP APCH - GPS.

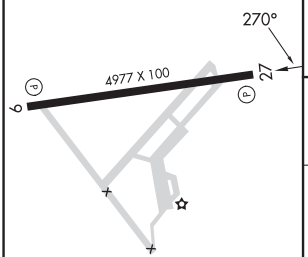
Rwy 27 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2600 direct ETUME and hold.

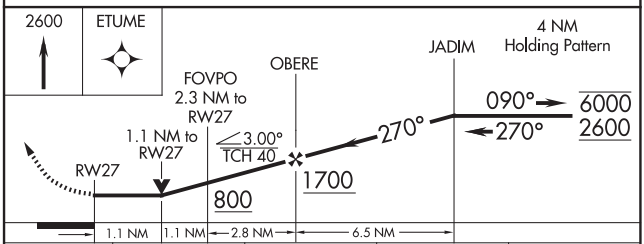
AWOS-3PT	NORFOLK APP CON	UNICOM
124.675	127.9 269.425	122.8 (CTAF) L



ELEV	40	TDZE	40



MIRL Rwy 9-27 L



CATEGORY	A	B	C	D
LNAV MDA	440-1 400 (400-1)		440-1⅛ 400 (400-1⅛)	

FRANKLIN, VIRGINIA
Amdt 2 05SEP24

36°42′N-76°54′W

FRANKLIN RGNL (FKN)
RNAV (GPS) RWY 27

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 23

FREDERICK MUNI (FDK)

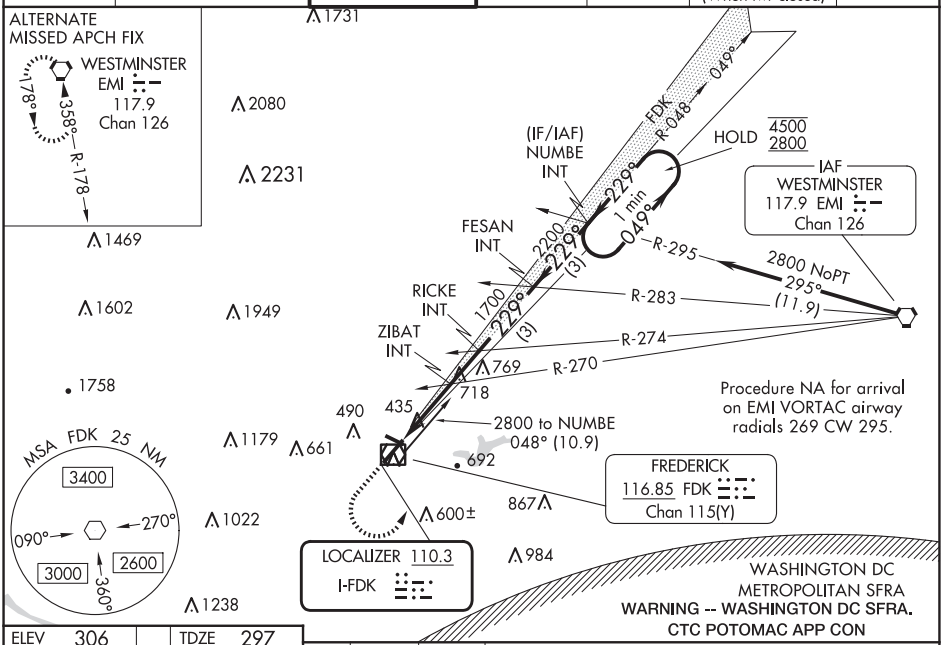
LOC I-FDK	APP CRS	Rwy Ldg / TDZE / Apt Elev
110.3	229°	5819 / 297 / 306

Circling Rwy 30 NA at night. Rwy 23 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-ILS 23 Cat A/B visibility to 1⅛ SM. For inop ALS, increase S-LOC 23 Cat C/D visibility to 2½ SM. ZIBAT fix minimums: Inop table does not apply to S-LOC 23 Cats C/D.

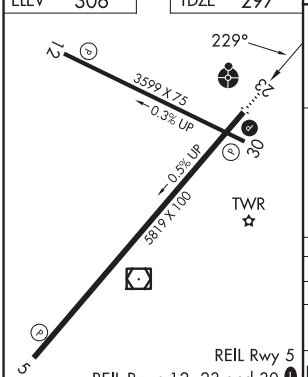
ODALS

MISSED APPROACH: Climb to 1300 then climbing left turn to 2800 on FDK VOR R-048 and hold.

ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.875	126.1 338.25	132.4 (CTAF)	127.425	127.425	126.9 (When twr closed)	122.95

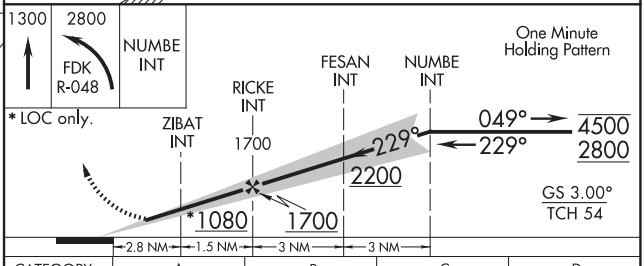


ELEV 306 TDZE 297



REIL Rwy 5
REIL Rwys 12, 23 and 30
HIRL Rwy 5-23
MIRL Rwy 12-30

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26



CATEGORY	A	B	C	D
S-ILS 23	689-1		392 (400-1)	
S-LOC 23	1080-¾ 783 (800-¾)	1080-1 783 (800-1)	1080-2 783 (800-2)	
C CIRCLING	1080-1 774 (800-1)	1080-1¼ 774 (800-1¼)	1100-2½ 794 (800-2½)	1140-2¾ 834 (900-2¾)
ZIBAT FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 23	1020-¾ 723 (800-¾)		1020-2 723 (800-2)	
C CIRCLING	1020-1 714 (800-1)		1100-2¼ 794 (800-2¼)	1140-2¾ 834 (900-2¾)

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NE-3, 12 JUN 2025 to 07 AUG 2025

FREDERICK, MARYLAND AL-5089 (FAA) 25163

RNAV (GPS) RWY 5
FREDERICK MUNI (FDK)

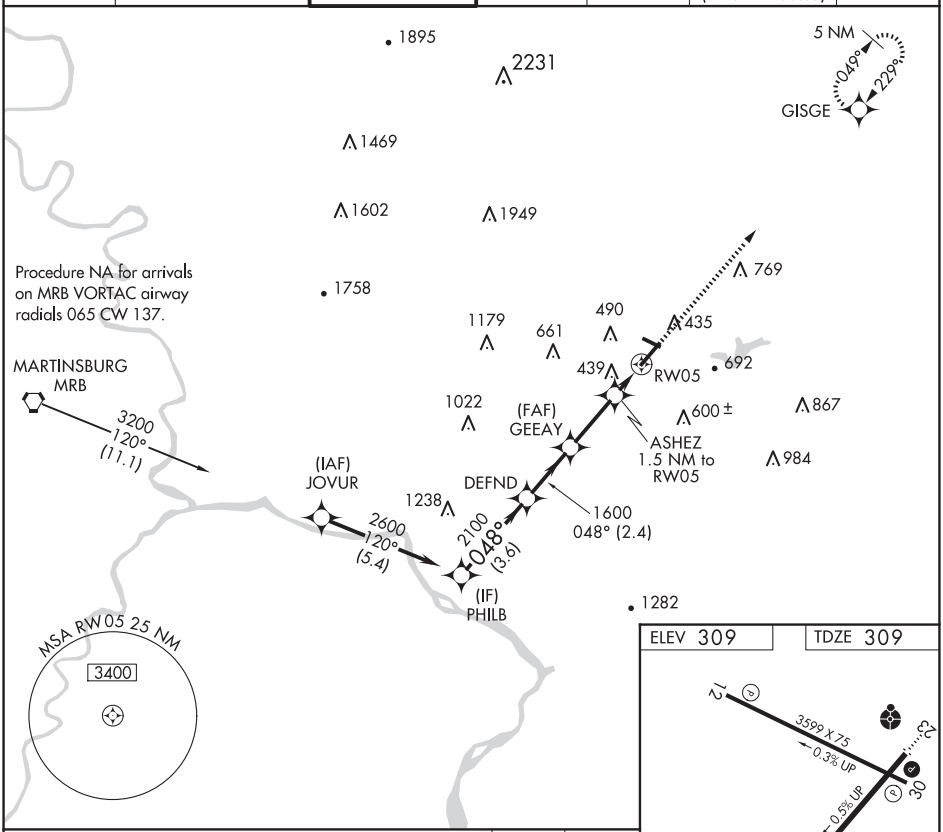
APP CRS	Rwy Ldg	5819
048°	TDZE	309
	Apt Elev	309

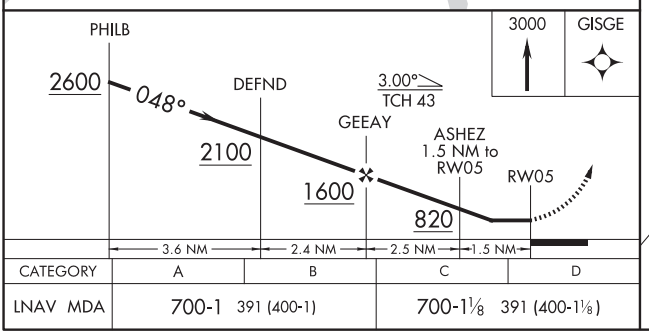
RNP APCH - GPS.

Rwy 5 helicopter visibility reduction below ¾ SM NA.

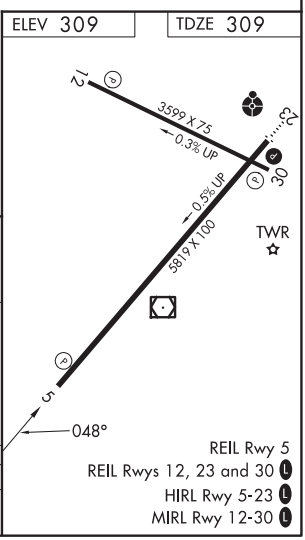
MISSED APPROACH: Climb to 3000 direct GISGE and hold, continue climb-in-hold to 3000.

ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.875	126.1 338.25	132.4 (CTAF)	127.425	127.425	126.9 (When twr closed)	122.95





CATEGORY	A	B	C	D
LNAV MDA	700-1 391 (400-1)		700-1⅛ 391 (400-1⅛)	



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	5819
229°	TDZE	296
	Apt Elev	306

RNAV (GPS) Y RWY 23
FREDERICK MUNI (FDK)

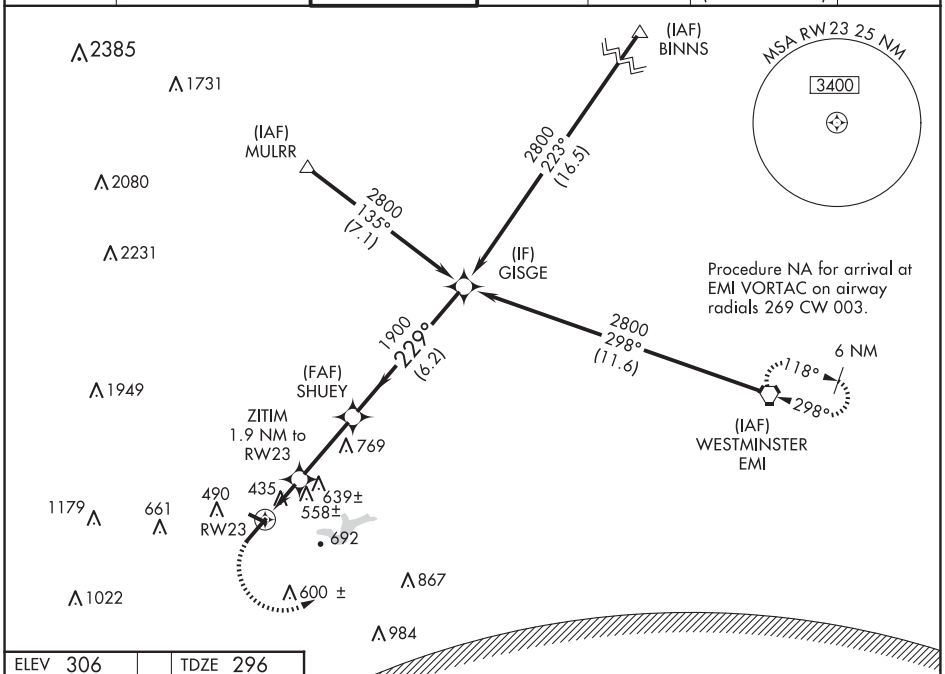
RNP APCH.

Inop table does not apply to Cat C. Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 30 NA at night.

ODALS

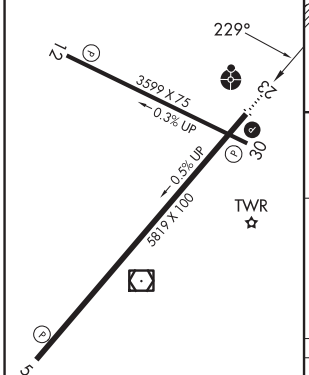
MISSED APPROACH: Climbing left turn to 3000 direct EMI VORTAC and hold.

ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.875	126.1 338.25	132.4 (CTAF) L	127.425	127.425	126.9 (When twr closed)	122.95



NE-3, 12 JUN 2025 to 07 AUG 2025

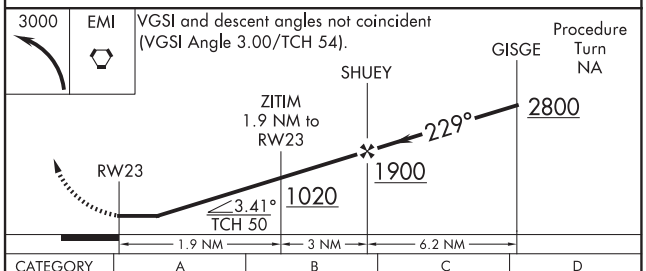
ELEV 306 TDZE 296



REIL Rwy 5
REIL Rwys 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L

3000 EMI

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 54).



CATEGORY	A	B	C	D
LNAV MDA	820-¾ 524 (600-¾)		820-1½ 524 (600-1½)	820-1¾ 524 (600-1¾)
C CIRCLING	920-1 614 (700-1)		1100-2¼ 794 (800-2¼)	1200-2¾ 894 (900-2¾)

FREDERICK, MARYLAND AL-5089 (FAA) 25163

WAAS CH 81802 W23A	APP CRS 229°	Rwy Ldg 5819 TDZE 296 Apt Elev 306

RNAV (GPS) Z RWY 23
FREDERICK MUNI (FDK)

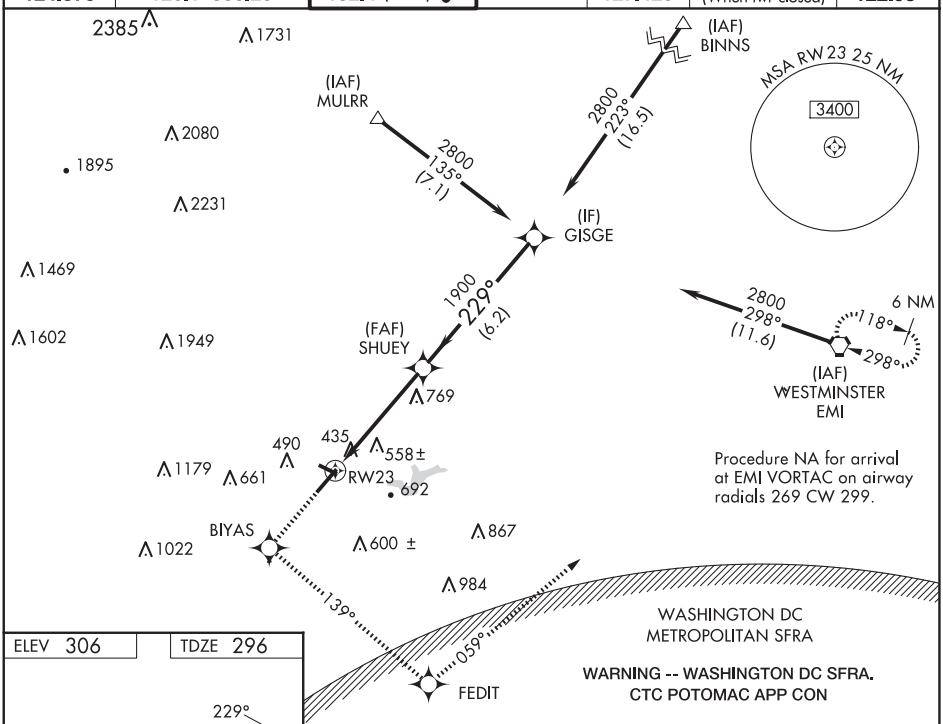
RNP APCH.

Rwy 23 helicopter visibility reduction below ¾ SM NA. Circling Rwy 30 NA at night. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV all Cats, and LNAV Cat C.

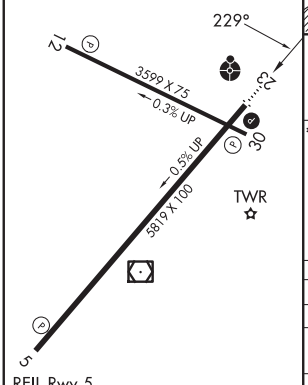
ODALS

MISSED APPROACH: Climb to 3000 direct BIYAS WP and via 139° track to FEDIT WP and via 059° track to EMI VORTAC and hold.

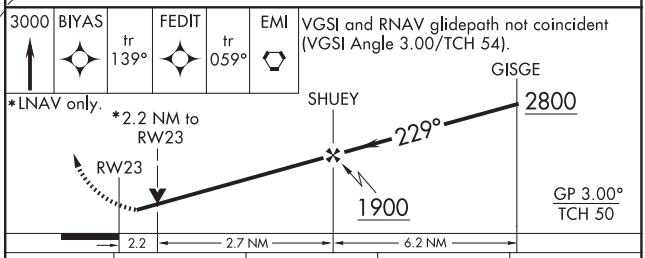
ATIS	POTOMAC APP CON	FREDERICK TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
124.875	126.1 338.25	132.4 (CTAF) L	127.425	127.425	126.9 (When twr closed)	122.95



ELEV 306 TDZE 296



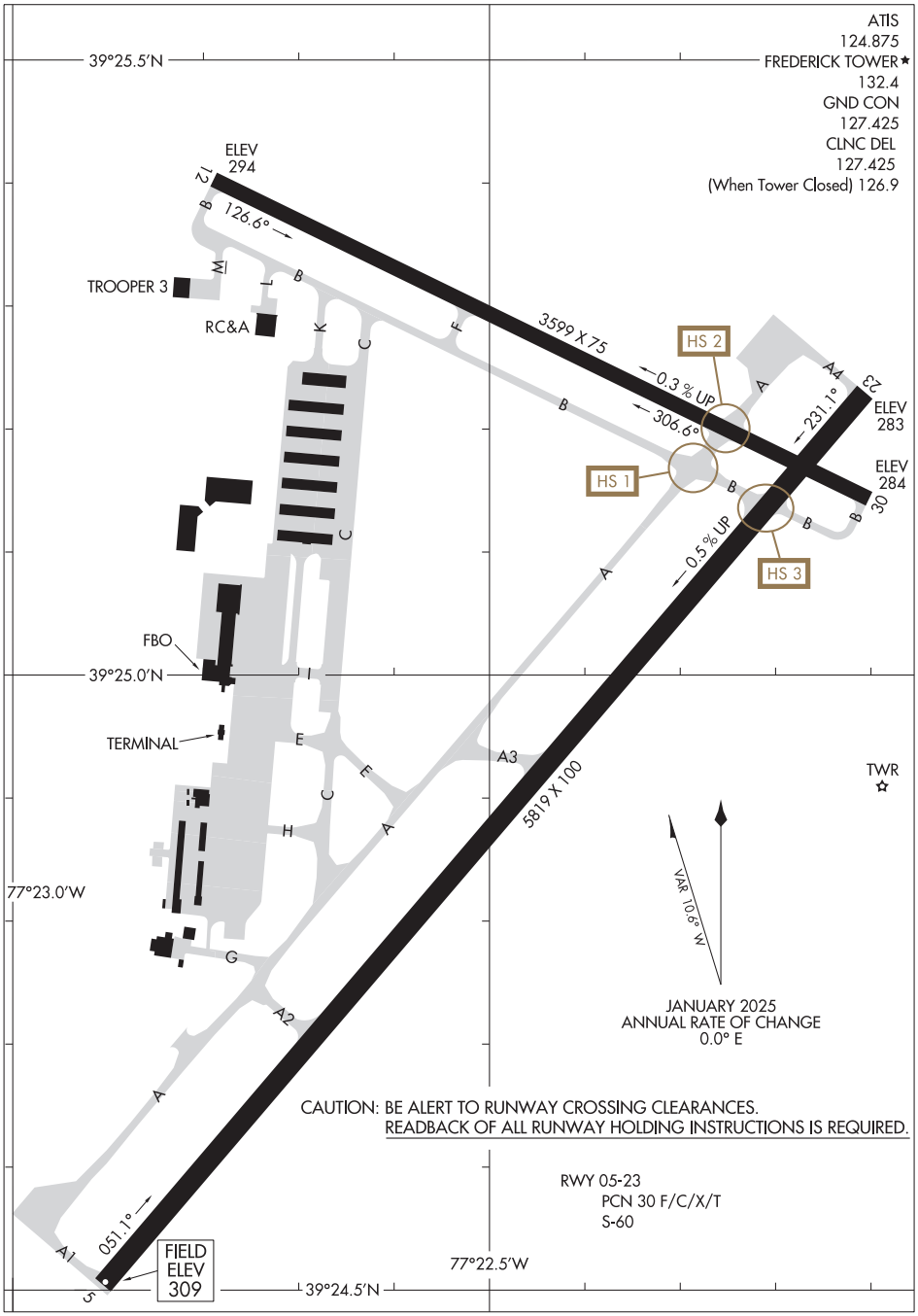
REIL Rwy 5
REIL Rwys 12, 23 and 30 L
HIRL Rwy 5-23 L
MIRL Rwy 12-30 L



CATEGORY	A	B	C	D
LPV DA	690-1½ 394 (400-1½)			
LNAV/VNAV DA	1020-2½ 724 (800-2½)			
LNAV MDA	1020-¾ 724 (800-¾)		1020-2 724 (800-2)	1020-2¼ 724 (800-2¼)
C CIRCLING	1020-1 714 (800-1)		1100-2¼ 794 (800-2¼)	1200-2¾ 894 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025


ATIS
124.875
FREDERICK TOWER★
132.4
GND CON
127.425
CLNC DEL
127.425
(When Tower Closed) 126.9
39°25.5'N
39°25.0'N
39°24.5'N
77°23.0'W
77°22.5'W
ELEV
294
12
126.6°
TROOPER 3
RC&A
3599 X 75
0.3 % UP
306.6°
HS 2
HS 1
HS 3
231.1°
23
ELEV
283
ELEV
284
30
0.5% UP
FBO
TERMINAL
5819 X 100
TWR
VAR 10.6° W
JANUARY 2025
ANNUAL RATE OF CHANGE
0.0° E
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.
RWY 05-23
PCN 30 F/C/X/T
S-60
051.1°
FIELD
ELEV
309
5
NE-3, 12 JUN 2025 to 07 AUG 2025

(CONLE5.CONLE) 24193 AL-5089 (FAA)

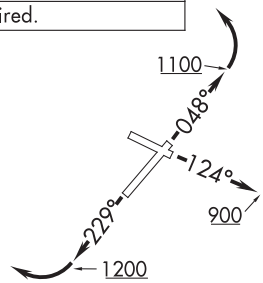
CONLE FIVE DEPARTURE (RNAV)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

POTOMAC DEP CON
126.1 338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (when twr closed)
GND CON
127.425
FREDERICK TOWER ★
132.4 (CTAF)

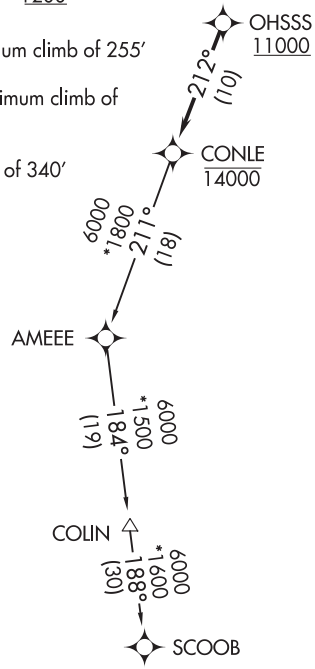
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

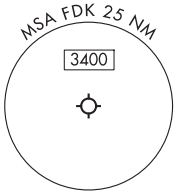
TOP ALTITUDE: ASSIGNED BY ATC



TAKEOFF MINIMUMS:
Rwy 5: 400-3 or standard with minimum climb of 255′ per NM to 600.
Rwy 12: 500-2¾ or standard with minimum climb of 410′ per NM to 800.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340′ per NM to 2400.

NOTE: Jet aircraft only.





NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)

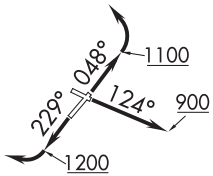
NE-3, 12 JUN 2025 to 07 AUG 2025

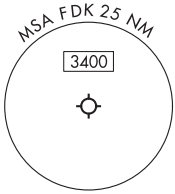
FOXHL ONE DEPARTURE (RNAV)

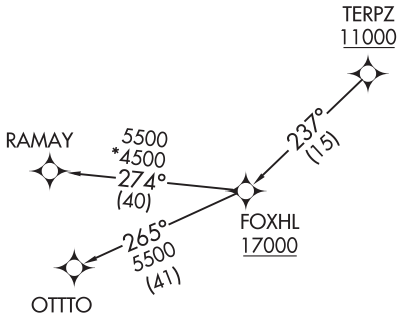
POTOMAC DEP CON
126.1 338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (When twr closed)
GND CON
127.425
FREDERICK TOWER ★
132.4

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

TOP ALTITUDE: 17000







TAKEOFF MINIMUMS:
Rwy 5: 400-3 or Standard with minimum climb of 255′/NM to 600.
Rwy 12: 500-2¾ or Standard with minimum climb of 410′/NM to 800.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340′/NM to 2400.

NOTE: Jet aircraft only.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

(LINSE2.LINSE) 25051 AL-5089 (FAA)

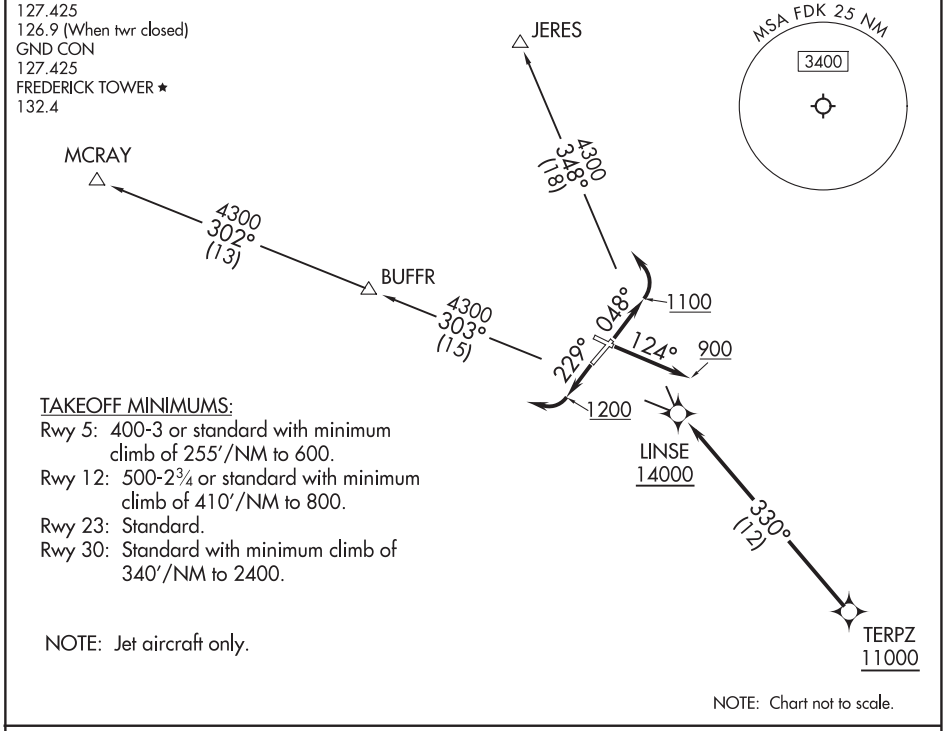
LINSE TWO DEPARTURE (RNAV)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

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

TOP ALTITUDE: 16000

POTOMAC DEP CON
126.1 338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (When twr closed)
GND CON
127.425
FREDERICK TOWER ★
132.4



TAKEOFF MINIMUMS:
Rwy 5: 400-3 or standard with minimum climb of 255′/NM to 600.
Rwy 12: 500-2¾ or standard with minimum climb of 410′/NM to 800.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340′/NM to 2400.

NOTE: Jet aircraft only.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

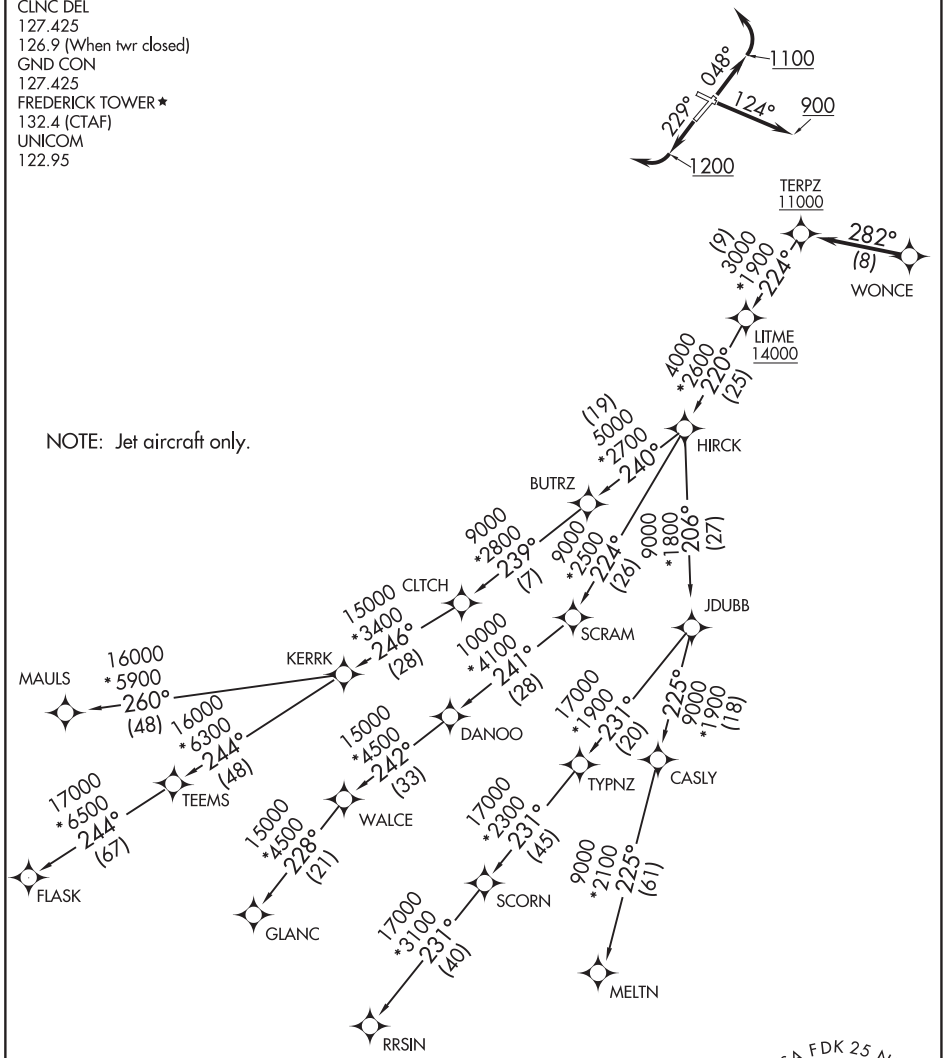
NE-3, 12 JUN 2025 to 07 AUG 2025

TERPZ EIGHT DEPARTURE (RNAV)

POTOMAC DEP CON
126.1 338.25
ATIS
124.875
CLNC DEL
127.425
126.9 (When twr closed)
GND CON
127.425
FREDERICK TOWER ★
132.4 (CTAF)
UNICOM
122.95

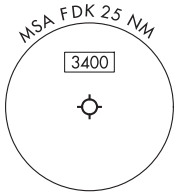
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 5: 400-3 or Standard with minimum climb of 255′/NM to 600.
Rwy 12: 500-2¾ or Standard with minimum climb of 410′/NM to 2400.
Rwy 23: Standard.
Rwy 30: Standard with minimum climb of 340′/NM to 2400.



NOTE: Chart not to scale.

(TERPZ8.TERPZ) 24193 AL-5089 (FAA)

TERPZ EIGHT DEPARTURE (RNAV)

FREDERICK MUNI (FDK)
FREDERICK, MARYLAND

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb on heading 048° to 1100 before turning left.
TAKEOFF RUNWAY 12: Climb on heading 124° to 900 before proceeding westbound.
TAKEOFF RUNWAY 23: Climb on heading 229° to 1200 before turning right.

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	2822
235°	TDZE	85
	Apt Elev	85

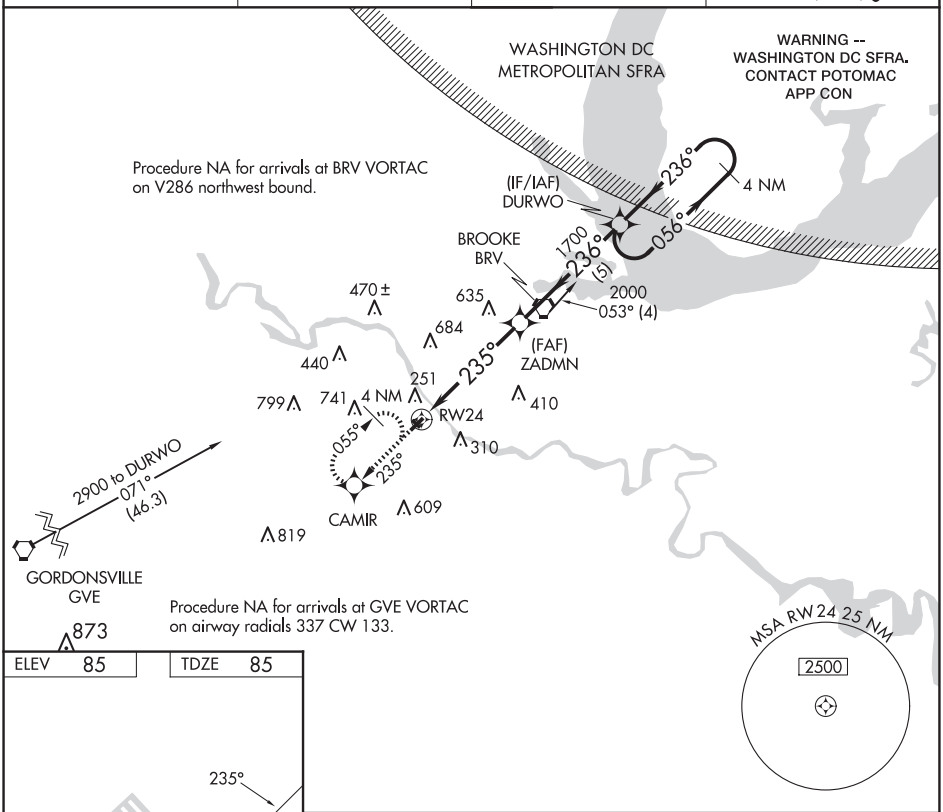
RNAV (GPS) RWY 24
SHANNON (EZF)

RNP APCH.

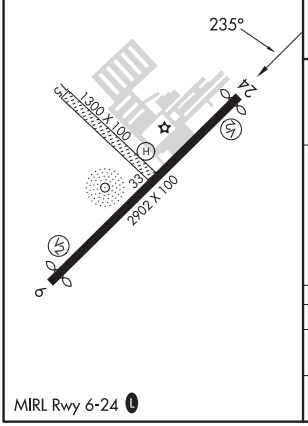
Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Stafford altimeter setting and increase all MDA 40 feet. Procedure NA at night. Circling NA to Rwy 15-33.

MISSED APPROACH: Climb to 2000 direct CAMIR and hold.

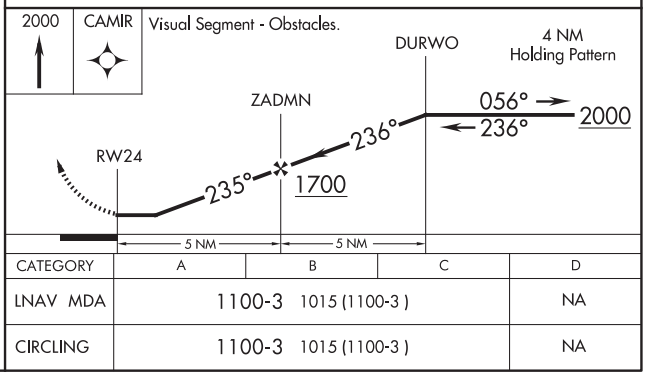
AWOS-3	QUANTICO APP CON ★	GCO	UNICOM
128.125	127.05 290.375	135.075	122.8 (CTAF) L



ELEV	85	TDZE	85



MIRL Rwy 6-24 L



CATEGORY	A	B	C	D
LNAV MDA	1100-3 1015 (1100-3)			NA
CIRCLING	1100-3 1015 (1100-3)			NA

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

FREDERICKSBURG, VIRGINIA | AL-5172 (FAA) | 25163

NDB RWY 24
SHANNON (EZF)

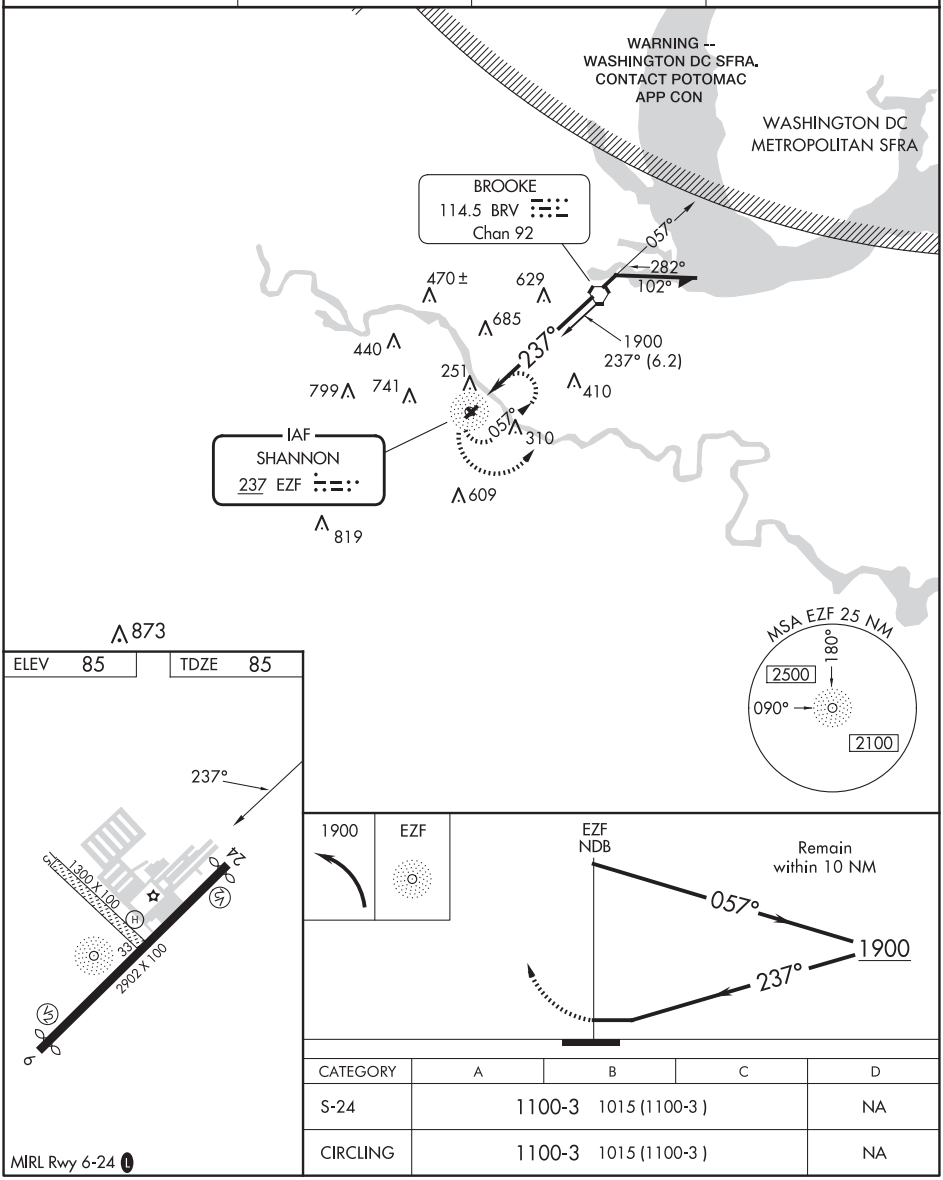
NDB EZF	APP CRS	Rwy Ldg	2822
237	237°	TDZE	85
		Apt Elev	85

Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received use Stafford altimeter setting and increase all MDA 40 feet. Procedure NA at night. Circling NA to Rwy 15-33.

NA

MISSED APPROACH: Climbing left turn to 1900 in EZF NDB holding pattern.

AWOS-3	QUANTICO APP CON ★	GCO	UNICOM
128.125	127.05 290.375	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
S-24	1100-3	1015 (1100-3)		NA
CIRCLING	1100-3	1015 (1100-3)		NA

MIRL Rwy 6-24 L

FREDERICKSBURG, VIRGINIA
Amdt 3A 11DEC14

38°16′N-77°27′W

SHANNON (EZF)
NDB RWY 24

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	2289
059°	TDZE	118
	Apt Elev	118

RNAV (GPS) RWY 6
POTOMAC AIRFIELD (VKX)

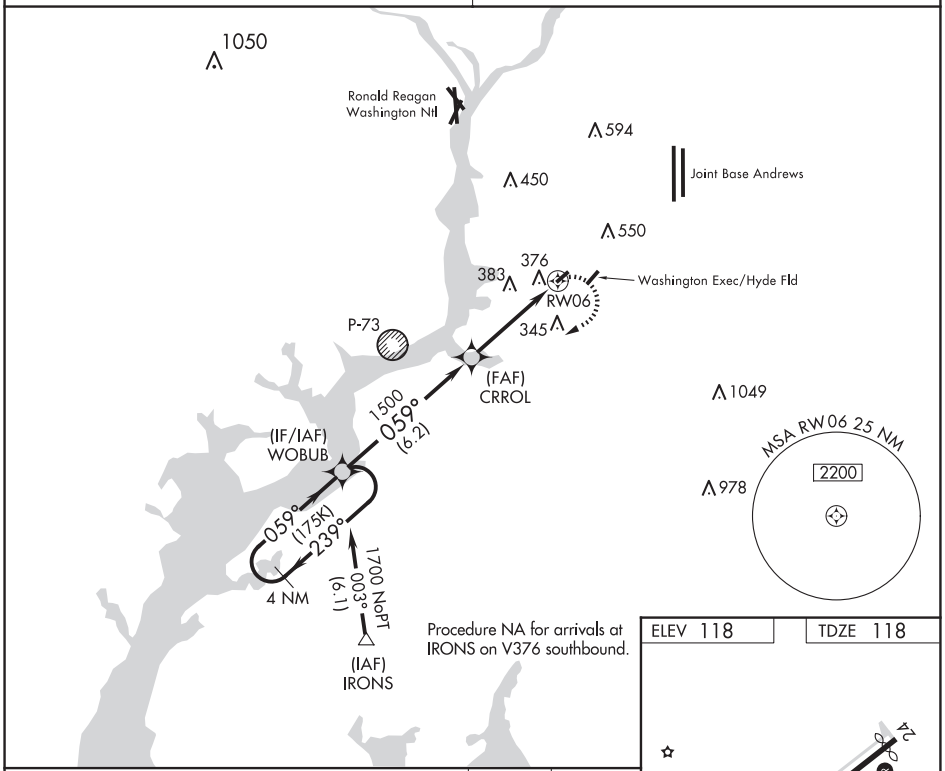
RNP APCH - GPS.

NA

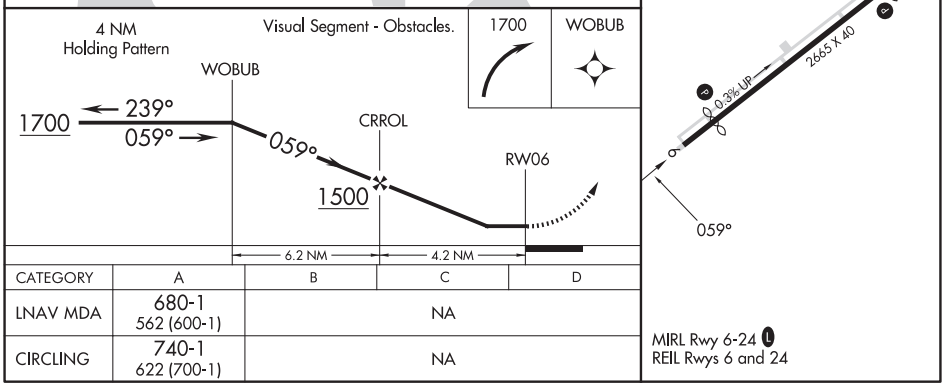
Circling NA SE of Rwy 6-24. Circling Rwy 24 NA at night. If local altimeter setting not received, use Joint Base Andrews altimeter setting and increase all MDAs 40 feet. Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 1700 direct WOBUB and hold.

POTOMAC APP CON	UNICOM
124.7 338.2	122.8 (CTAF) L



ELEV 118 TDZE 118



CATEGORY	A	B	C	D
LNAV MDA	680-1 562 (600-1)	NA		
CIRCLING	740-1 622 (700-1)	NA		

MIRL Rwy 6-24 L
REIL Rwys 6 and 24

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

FRONT ROYAL, VIRGINIA | AL-10327 (FAA) | 24193

RNAV (GPS) -A

FRONT ROYAL-WARREN COUNTY (FRR)

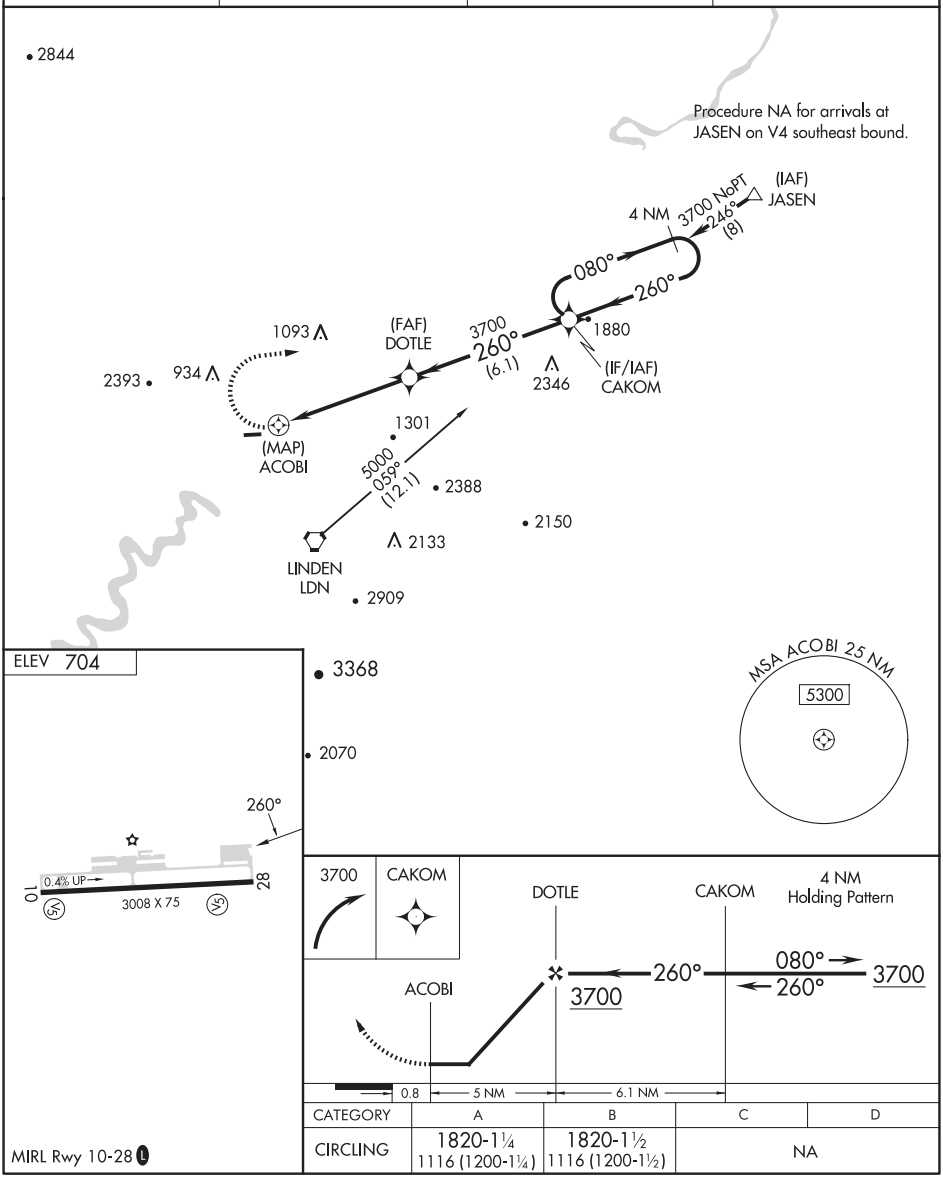
APP CRS	Rwy ldg	N/A
260°	TDZE	N/A
	Apt Elev	704

RNP APCH.

Procedure NA at night. When local altimeter setting not received, use Winchester altimeter setting and increase all MDA 40 feet.

MISSED APPROACH: Climbing right turn to 3700 direct CAKOM and hold.

AWOS-3	OKV AWOS-3	POTOMAC APP CON	UNICOM
121.85	124.85	120.45	123.0 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1820-1¼ 1116 (1200-1¼)	1820-1½ 1116 (1200-1½)	NA	

MIRL Rwy 10-28 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77502 W14A	APP CRS 136°	Rwy Ldg 4202 TDZE 520 Apt Elev 539

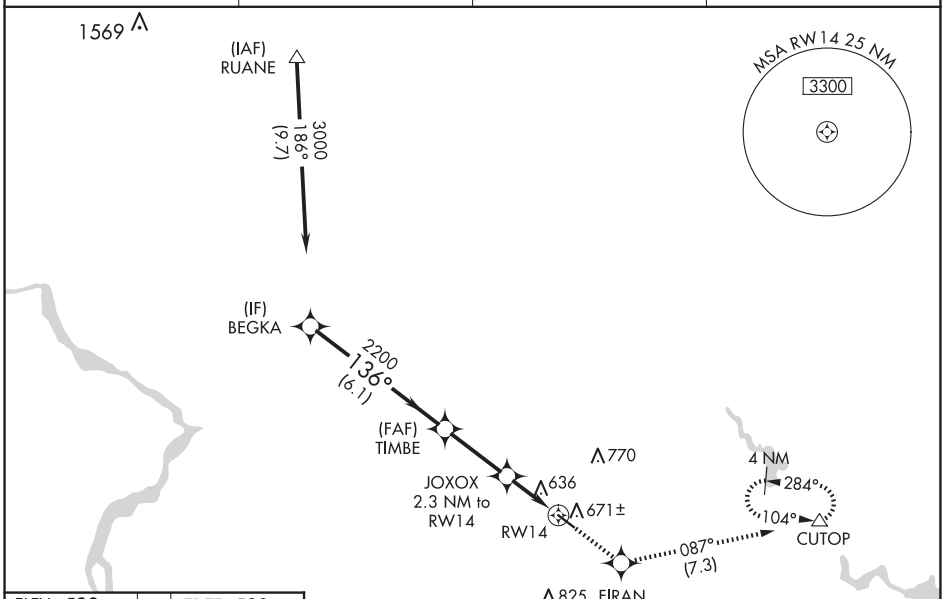
RNAV (GPS) RWY 14
MONTGOMERY COUNTY AIRPARK (GAI)

RNP APCH.

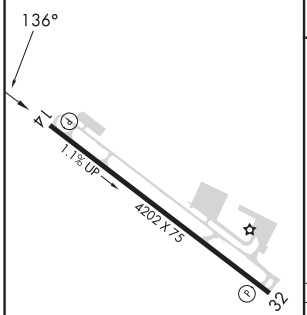
Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 36°C. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all DA/MDAs 80 feet and all visibilities ¼ mile. Rwy 14 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2100 direct FIRAN and on track 087° to CUTOP and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 307.9	121.6	123.075 (CTAF) L



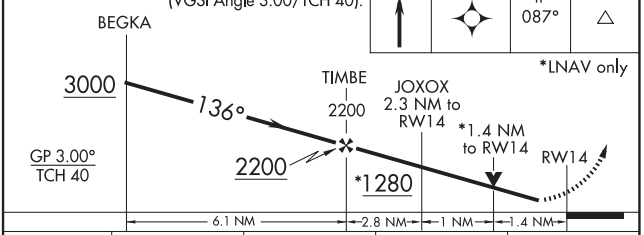
ELEV 539	TDZE 520



REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

2100	FIRAN	tr 087°	CUTOP



*LNAV only

CATEGORY	A	B	C	D
LPV DA	789-1 269 (300-1)			
LNAV/VNAV DA	919-1½ 399 (400-1½)			
LNAV MDA	980-1 460 (500-1)		980-1⅜ 460 (500-1⅜)	980-1½ 460 (500-1½)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

GAITHERSBURG, MARYLAND AL-5212 (FAA) 25163

APP CRS	Rwy Ldg	N/A
220°	TDZE	N/A
	Apt Elev	539

RNAV (GPS)-A

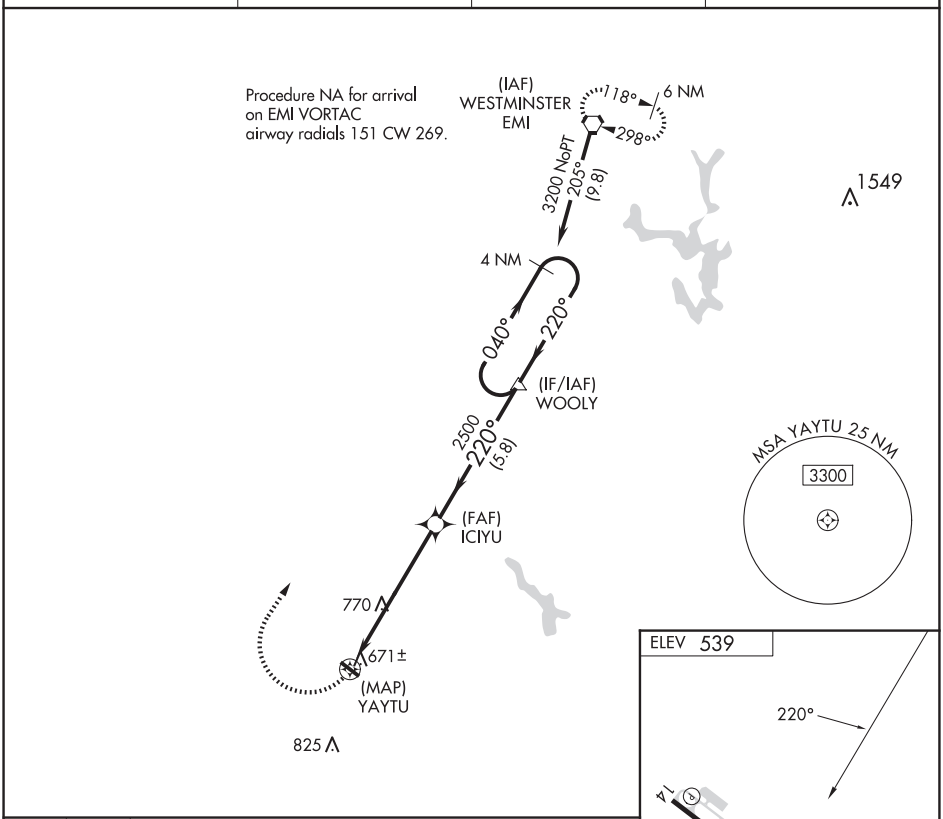
MONTGOMERY COUNTY AIRPARK (GAI)

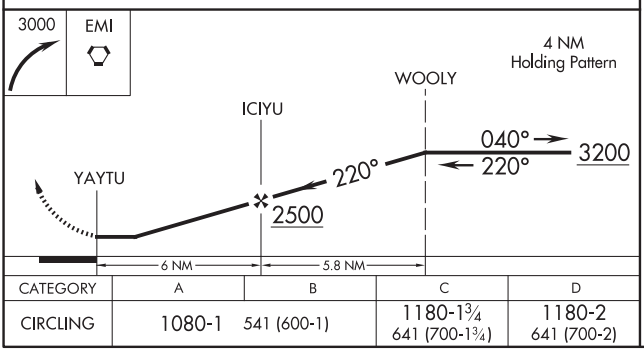
RNP APCH.

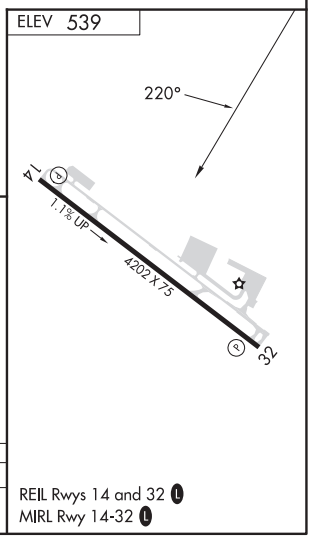
When local altimeter setting not received use Washington Dulles Intl altimeter setting and increase all MDA 80 feet and Circling Cats C/D visibility ¼ SM.

MISSED APPROACH: Climbing right turn to 3000 direct EMI VORTAC and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.275	128.7 307.9	121.6	123.075 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	1080-1	541 (600-1)	1180-1¾ 641 (700-1¾)	1180-2 641 (700-2)

REIL Rwys 14 and 32 L
MIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

CONLE FIVE DEPARTURE (RNAV)

MONTGOMERY COUNTY AIRPARK (GAI)
GAITHERSBURG, MARYLAND

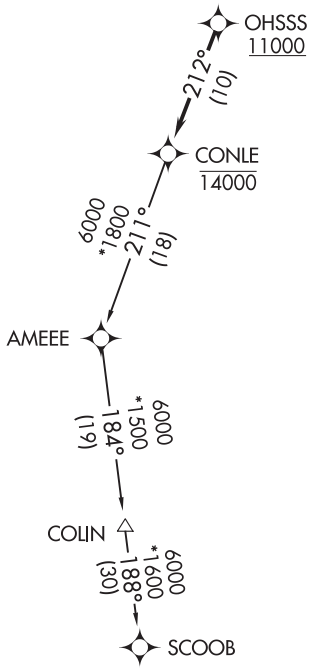
POTOMAC DEP CON
128.7 307.9
AWOS-3PT
128.275
CLNC DEL
121.6

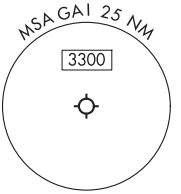
RNAV 1-DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: ASSIGNED BY ATC

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwys 14, 32: Standard.





NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)
SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

(FOXHL1.FOXHL) 24193 AL-5212 (FAA)

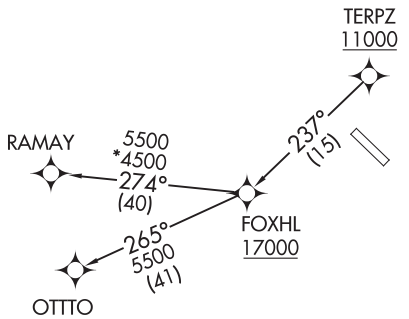
FOXHL ONE DEPARTURE (RNAV)

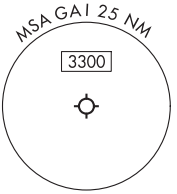
MONTGOMERY COUNTY AIRPARK (GAI)
GAITHERSBURG, MARYLAND

POTOMAC DEP CON
128.7 307.9
AWOS-3PT
128.275
CLNC DEL
121.6

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

TOP ALTITUDE: 17000





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTO TRANSITION (FOXHL1.OTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

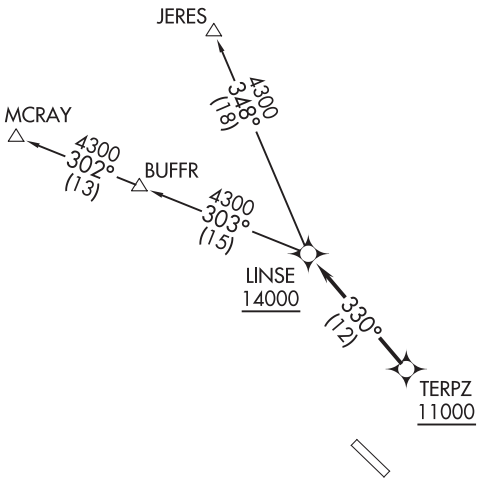
NE-3, 12 JUN 2025 to 07 AUG 2025

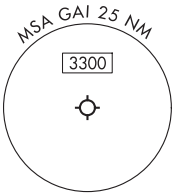
LINSE TWO DEPARTURE (RNAV)

POTOMAC DEP CON
128.7 307.9
AWOS-3PT
128.275
CLNC DEL
121.6

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

TOP ALTITUDE: 16000





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 12 JUN 2025 to 07 AUG 2025

(TERPZ8.TERPZ) 24193 AL-5212 (FAA)

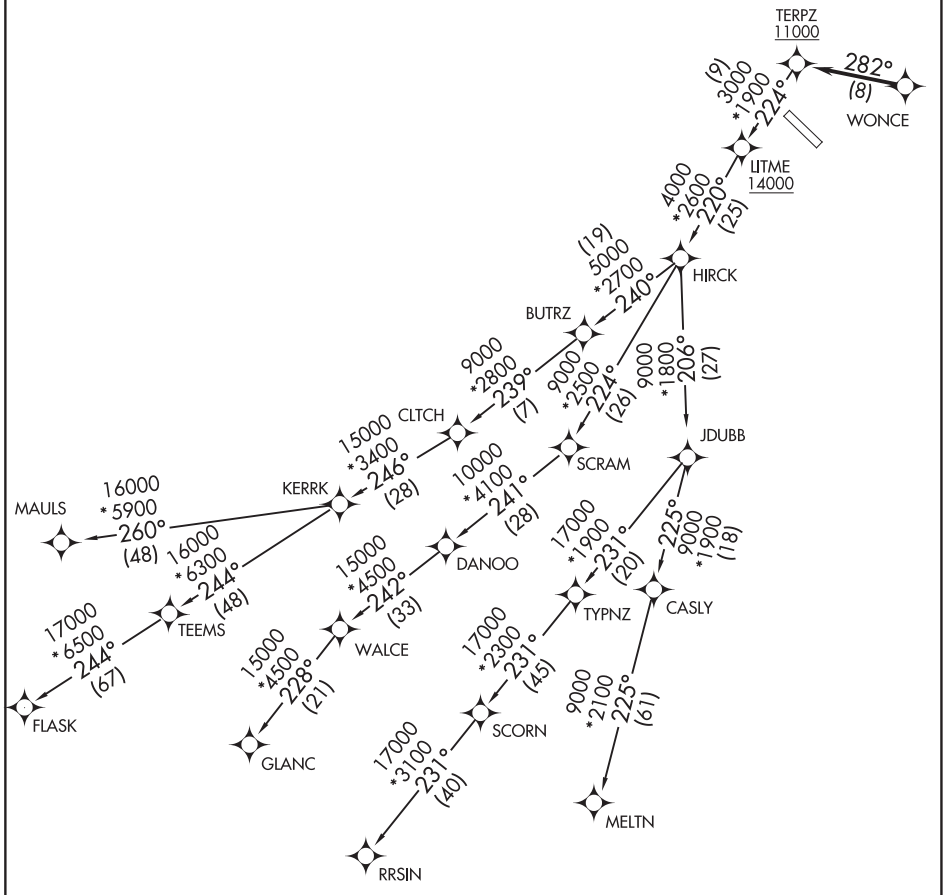
MONTGOMERY COUNTY AIRPARK (GAI)
GAITHERSBURG, MARYLAND

TERPZ EIGHT DEPARTURE (RNAV)

POTOMAC DEP CON
128.7 307.9
AWOS-3PT
128.275
CLNC DEL
121.6
UNICOM
123.075 (CTAF)

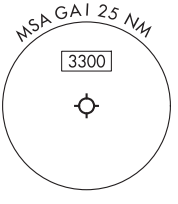
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 14, 32: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 12 JUN 2025 to 07 AUG 2025

GALAX HILLSVILLE, VIRGINIA

AL-5631 (FAA)

25107

RNAV (GPS) RWY 1
TWIN COUNTY (HLX)

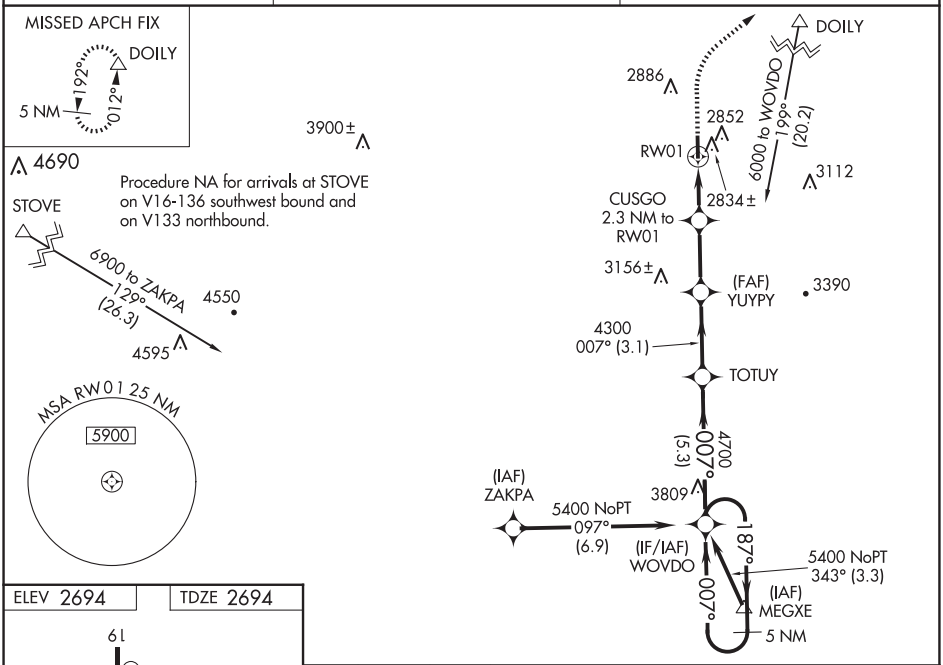
WAAS CH 69527 W01A	APP CRS 007°	Rwy ldg 4151 TDZE 2694 Apt Elev 2694

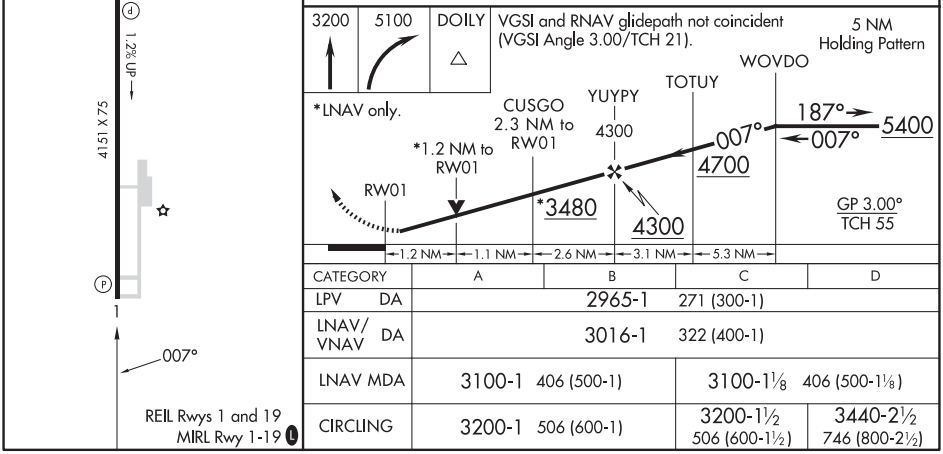
RNP APCH - GPS.

Baro-VNAV NA when using Dublin altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Rwy 1 helicopter visibility reduction below ¾ SM NA. VDP NA with Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting: increase LPV DA to 3103 feet and all visiblities ½ SM; increase LNAV/VNAV DA to 3154 feet and all visibilities ½ SM; increase all MDAs 140 feet and visibility LNAV Cats C and D ½ SM and Circling Cat C ¼ SM and Cat D ½ SM.

MISSED APPROACH: Climb to 3200 then climbing right turn to 5100 direct DOILY and hold, continue climb-in-hold to 5100.

AWOS-3	ROANOKE APP CON	UNICOM
118.375	126.0 339.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	2965-1 271 (300-1)			
LNAV/VNAV DA	3016-1 322 (400-1)			
LNAV MDA	3100-1 406 (500-1)		3100-1⅛ 406 (500-1⅛)	
CIRCLING	3200-1 506 (600-1)		3200-1½ 506 (600-1½)	3440-2½ 746 (800-2½)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58027 W19A	APP CRS 187°	Rwy ldg 4151 TDZE 2687 Apt Elev 2694

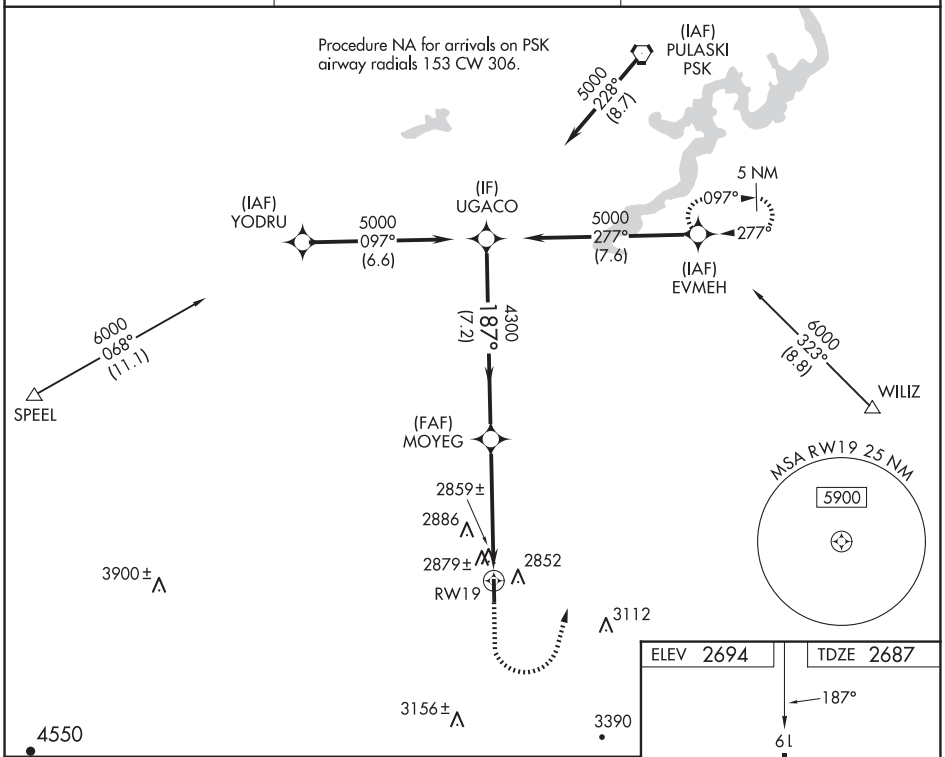
RNAV (GPS) RWY 19
TWIN COUNTY (HLX)

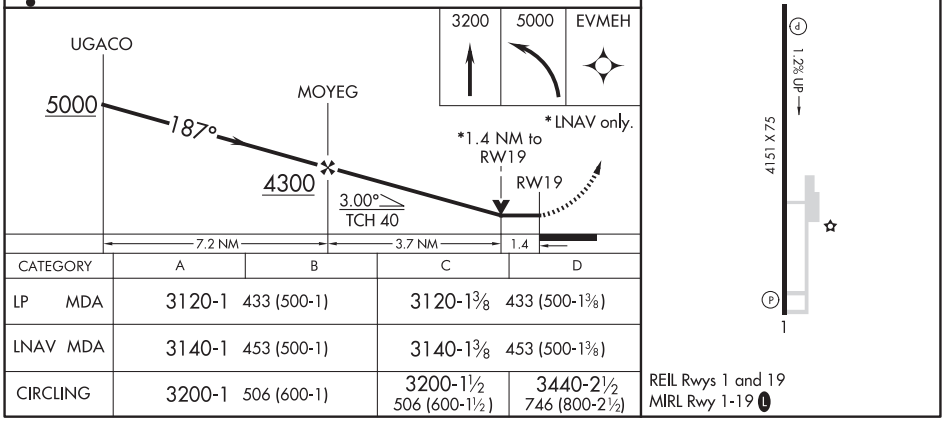
RNP APCH - GPS.

Rwy 19 helicopter visibility reduction below ¾ SM NA. VDP NA with Dublin altimeter setting. When local altimeter setting not received, use Dublin altimeter setting: increase all MDAs 140 feet and visibility LP Cats C and D ⅜ SM and Circling Cat C ¼ SM and Cat D ½ SM.

MISSED APPROACH: Climb to 3200 then climbing left turn to 5000 direct EVMEH and hold.

AWOS-3	ROANOKE APP CON	UNICOM
118.375	126.0 339.8	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	3120-1 433 (500-1)		3120-1⅜ 433 (500-1⅜)	
LNAV MDA	3140-1 453 (500-1)		3140-1⅜ 453 (500-1⅜)	
CIRCLING	3200-1 506 (600-1)		3200-1½ 506 (600-1½)	3440-2½ 746 (800-2½)

REIL Rwys 1 and 19
MIRL Rwy 1-19 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

GEORGETOWN, DELAWARE AL-935 (FAA) 23334

WAAS CH 65621 W04A	APP CRS 045°	Rwy ldg 5130 TDZE 51 Apt Elev 53

RNAV (GPS) RWY 4
DELAWARE COASTAL (GED)

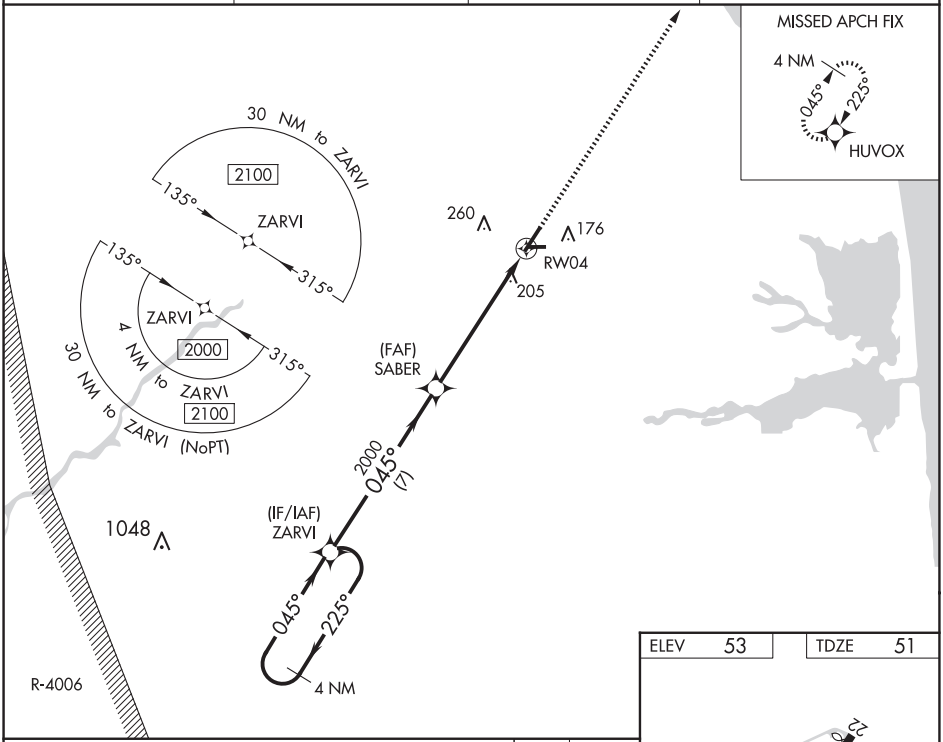
RNP APCH - GPS.

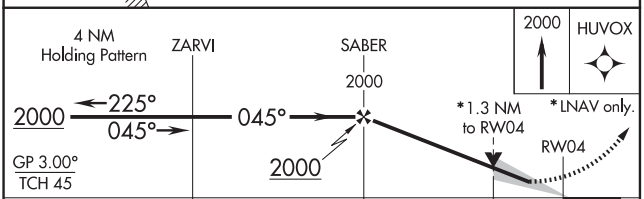
Rwy 4 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. For inop ALS, increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile.

MALS A4

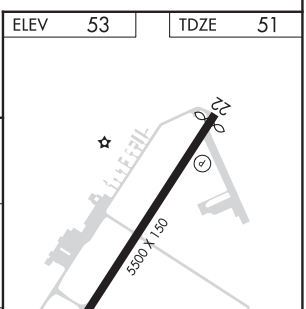
MISSED APPROACH: Climb to 2000 direct HUVOX and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	355-¾ 304 (400-¾)			
LNAV/VNAV DA	503-1¼ 452 (500-1¼)			
LNAV MDA	520-¾ 469 (500-¾)		520-1⅛ 469 (500-1⅛)	
C CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	720-1¾ 667 (700-1¾)	720-2 667 (700-2)



REIL Rwys 4, 22, 10, and 28 L
MIRL Rwys 4-22 and 10-28 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 60921 W22A	APP CRS 225°	Rwy ldg 5331 TDZE 51 Apt Elev 53

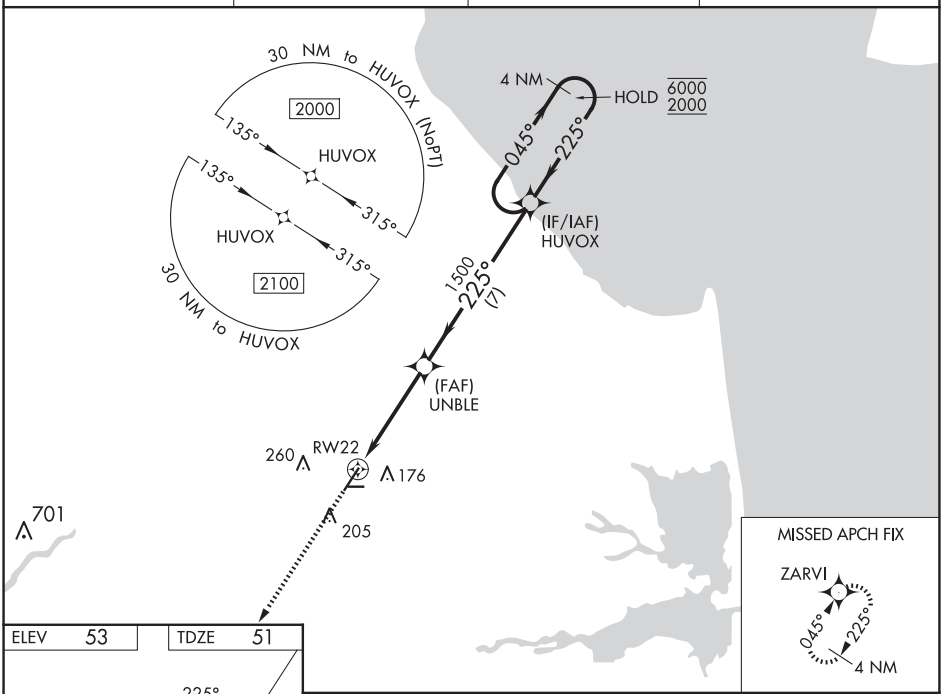
RNAV (GPS) RWY 22
DELAWARE COASTAL (GED)

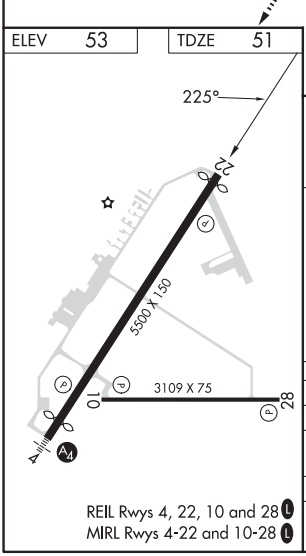
RNP APCH.

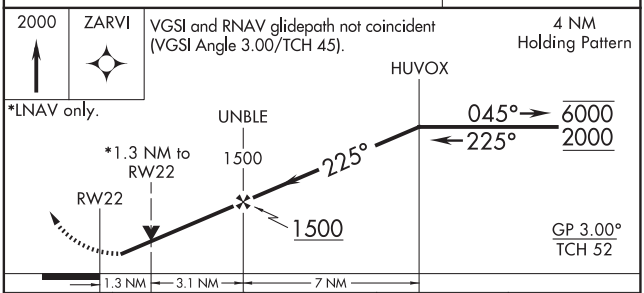
Rwy 22 helicopter visibility reduction below ¾ NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C .

MISSED APPROACH: Climb to 2000 direct ZARVI and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	321-⅞ 270 (300-⅞)			
LNAV/VNAV DA	446-1⅛ 395 (400-1⅛)			
LNAV MDA	500-1 449 (500-1)		500-1⅜ 449 (500-1⅜)	
C CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	720-1¾ 667 (700-1¾)	720-2 667 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

GEORGETOWN, DELAWARE — AL-935 (FAA) — 25163

VOR RWY 4
DELAWARE COASTAL (GED)

VOR/DME ATR	APP CRS	Rwy Ldg	5130
112.6	053°	TDZE	51
Chan 73		Apt Elev	53

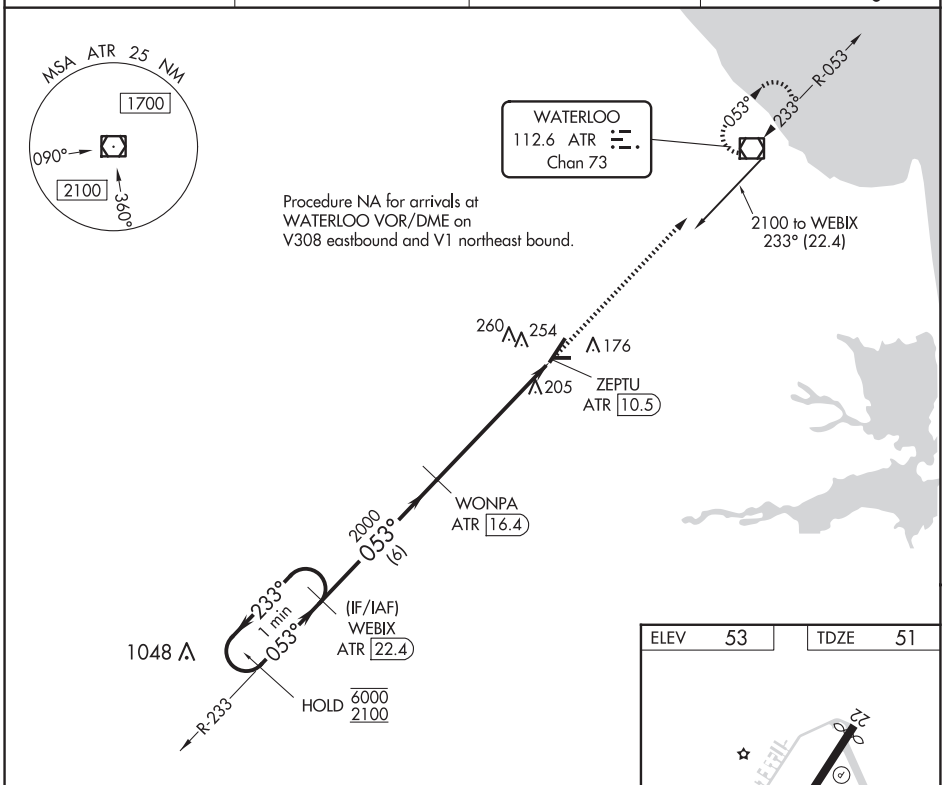
DME required.

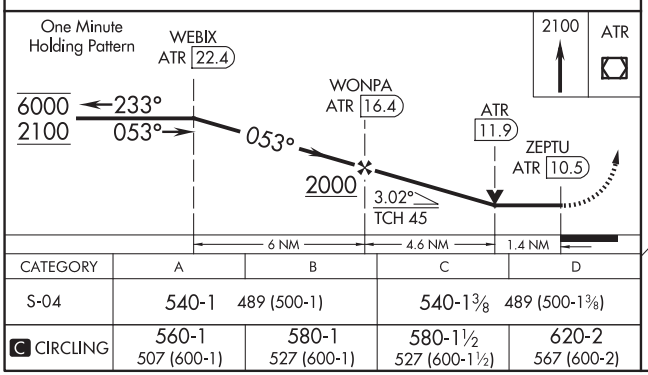
Rwy 4 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting increase all MDA 60 feet; increase S-4 Cats C/D visibility ⅛ mile, and Cat C Circling visibility ⅜ SM. Inop table does not apply.

MALS

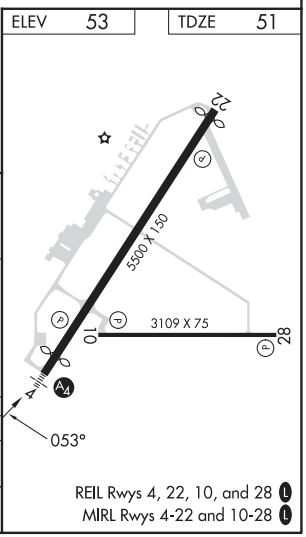
MISSED APPROACH: Climb to 2100 direct ATR VOR/DME and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF)





CATEGORY	A	B	C	D
S-04	540-1 489 (500-1)		540-1⅜ 489 (500-1⅜)	
C CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	580-1½ 527 (600-1½)	620-2 567 (600-2)



REIL Rwys 4, 22, 10, and 28
MIRL Rwys 4-22 and 10-28

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

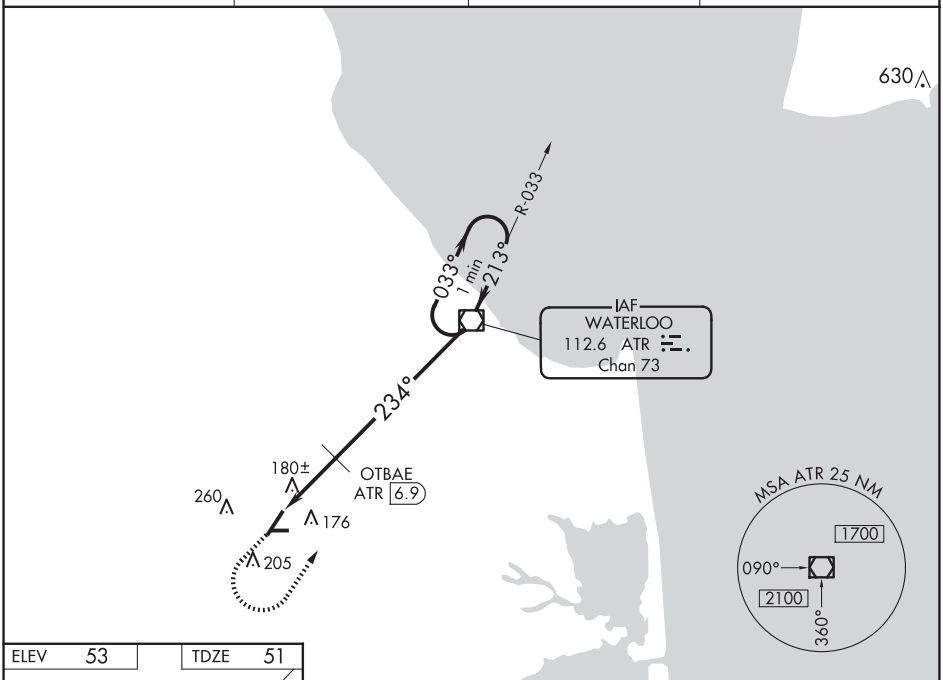
VOR RWY 22
DELAWARE COASTAL (GED)

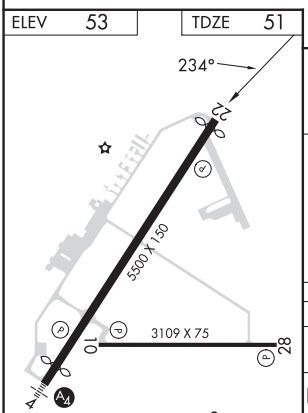
VOR/DME ATR	APP CRS	Rwy ldg 5331
112.6	234°	TDZE 51
Chan 73		Apt Elev 53

Rwy 22 helicopter visiblity reduction below 1 SM NA.
Rwy 22 Straight-In and Circling minimums NA at night.

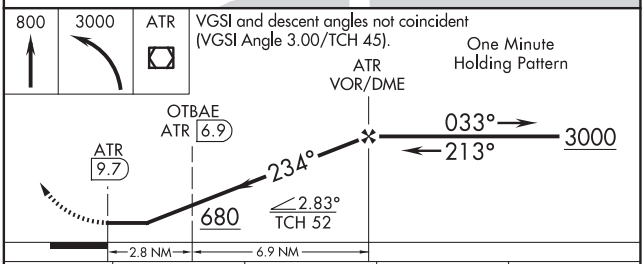
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ATR VOR/DME and hold.

ASOS	DOVER APP CON	GCO	UNICOM
118.375	132.425 257.875	125.55	123.0 (CTAF) L





FAF to MAP 9.7 NM					
Knots	60	90	120	150	180
Min:Sec	9:42	6:28	4:51	3:53	3:14



CATEGORY	A	B	C	D
S-22	680-1 629 (700-1)		680-1¾ 629 (700-1¾)	
C CIRCLING	680-1 627 (700-1)		720-1¾ 667 (700-1¾)	720-2 667 (700-2)
OTBAE FIX MINIMUMS				
S-22	440-1 389 (400-1)		440-1⅛ 389 (400-1⅛)	
C CIRCLING	560-1 507 (600-1)	580-1 527 (600-1)	720-1¾ 667 (700-1¾)	720-2 667 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

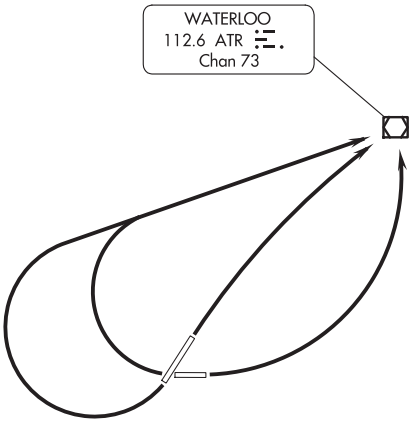
(GED1.ATR) 24025

GEORGETOWN ONE DEPARTURE

DELAWARE COASTAL (GED)
GEORGETOWN, DELAWARE

DOVER APP CON
132.425 257.875
DOVER CLNC DEL
125.55
ASOS
118.375
UNICOM
123.0

TOP ALTITUDE: 2000



TAKEOFF MINIMUMS:
Rwys 4, 10, 28: Standard.
Rwy 22: 200-1¼ or standard with a minimum climb of 201′ per NM to 300, or alternatively with standard takeoff minimums and a normal 200′ per NM climb gradient, takeoff must occur no later than 1100′ prior to DER.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Turn right direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 10: Turn left direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 22: Turn right direct ATR VOR/DME, thence . . .
TAKEOFF RUNWAY 28: Turn right direct ATR VOR/DME, thence . . .
. . . maintain 2000. Expect clearance to filed altitude three (3) minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	N/A
048°	TDZE	N/A
	Apt Elev	454

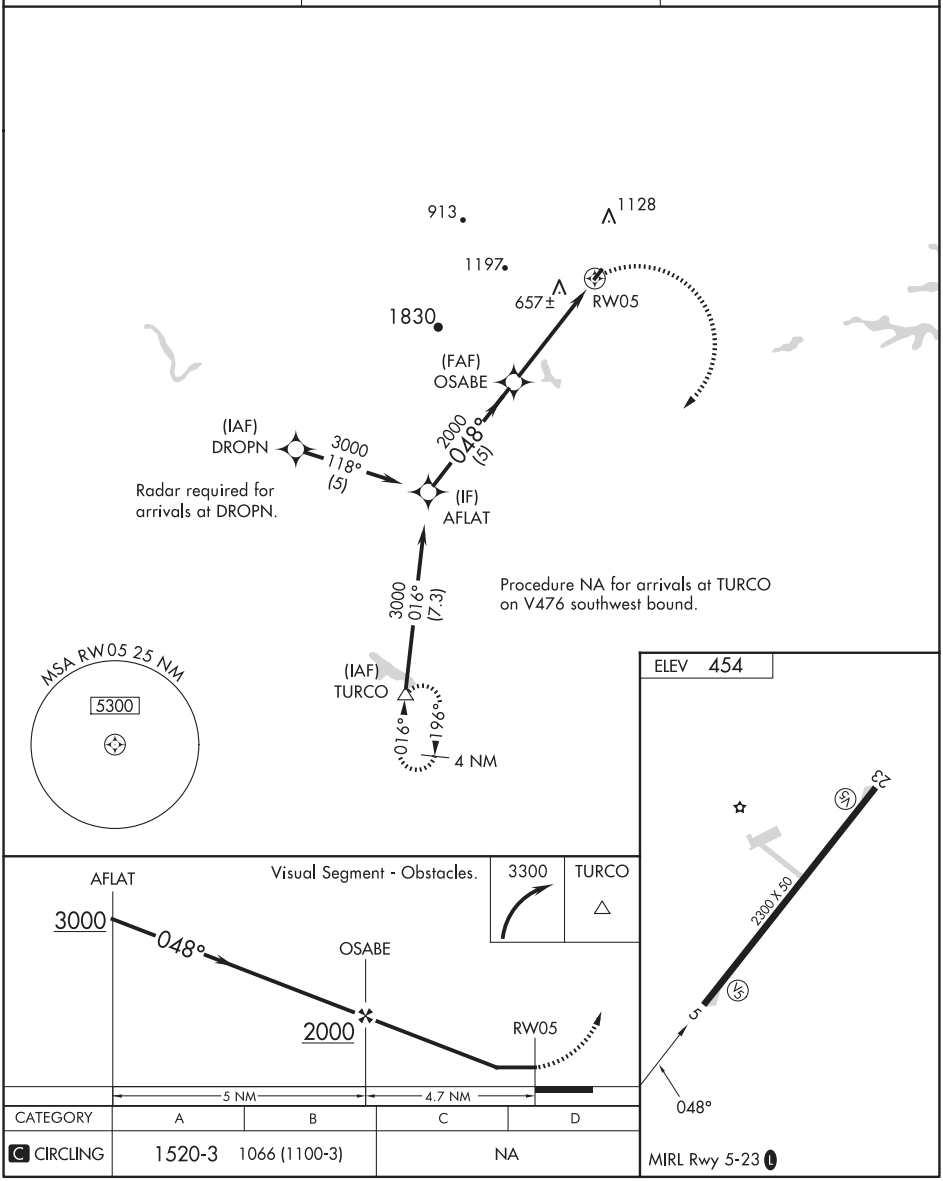
RNAV (GPS)-A
GORDONSVILLE MUNI (GVE)

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climbing right turn to 3300 direct TURCO and hold.

AWOS-3	POTOMAC APP CON		UNICOM
120.225	132.85	323.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1520-3	1066 (1100-3)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

GORDONSVILLE, VIRGINIA

AL-10643 (FAA)

25051

RNAV (GPS)-B

GORDONSVILLE MUNI (GVE)

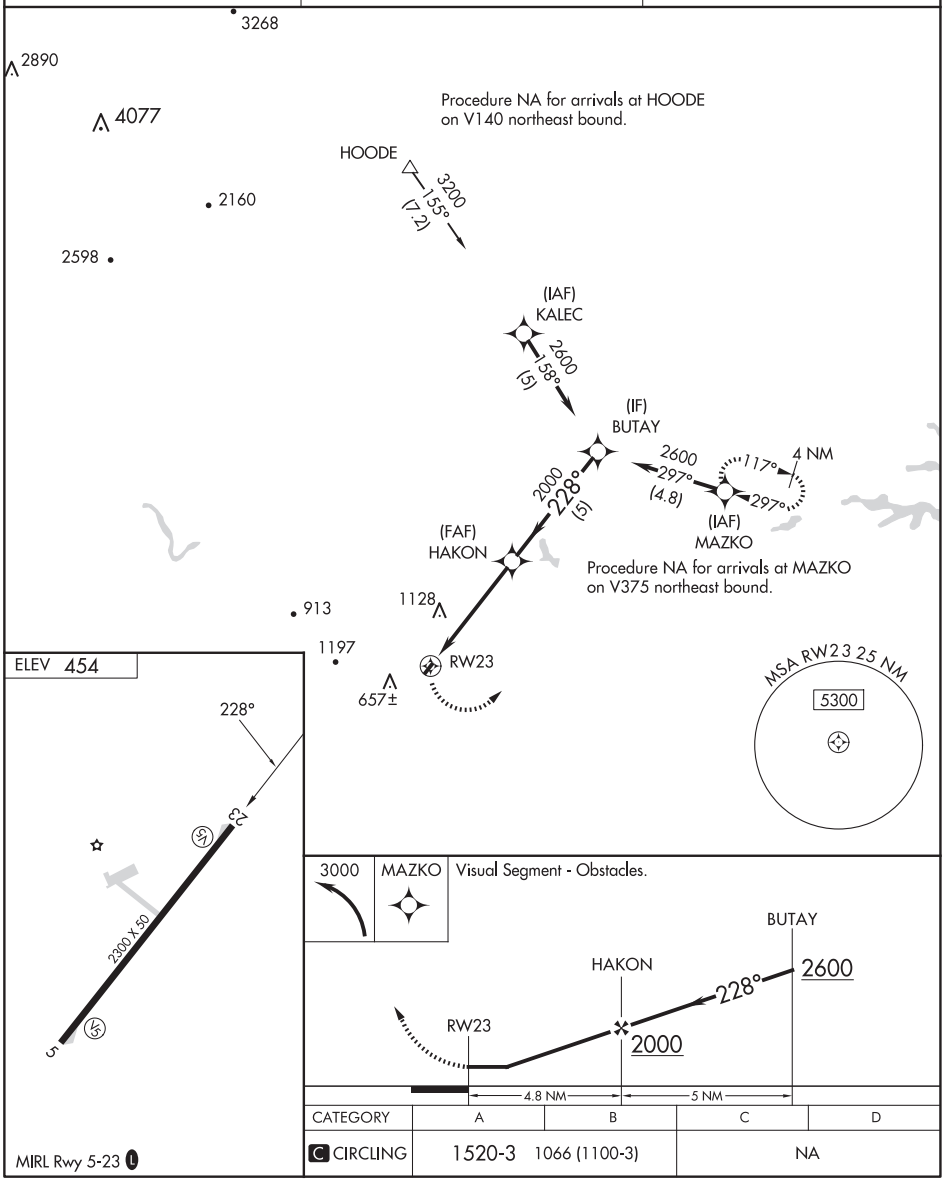
APP CRS	Rwy ldg	N/A
228°	TDZE	N/A
	Apt Elev	454

When local altimeter setting not received, use Orange County altimeter setting and increase all MDA 20 ft. DME/DME RNP-0.3 NA. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

NA

MISSED APPROACH: Climbing left turn to 3000 direct MAZKO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.225	132.85 323.125	123.0 (CTAF) L



CATEGORY	A	B	C	D
C CIRCLING	1520-3	1066 (1100-3)	NA	

MIRL Rwy 5-23 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

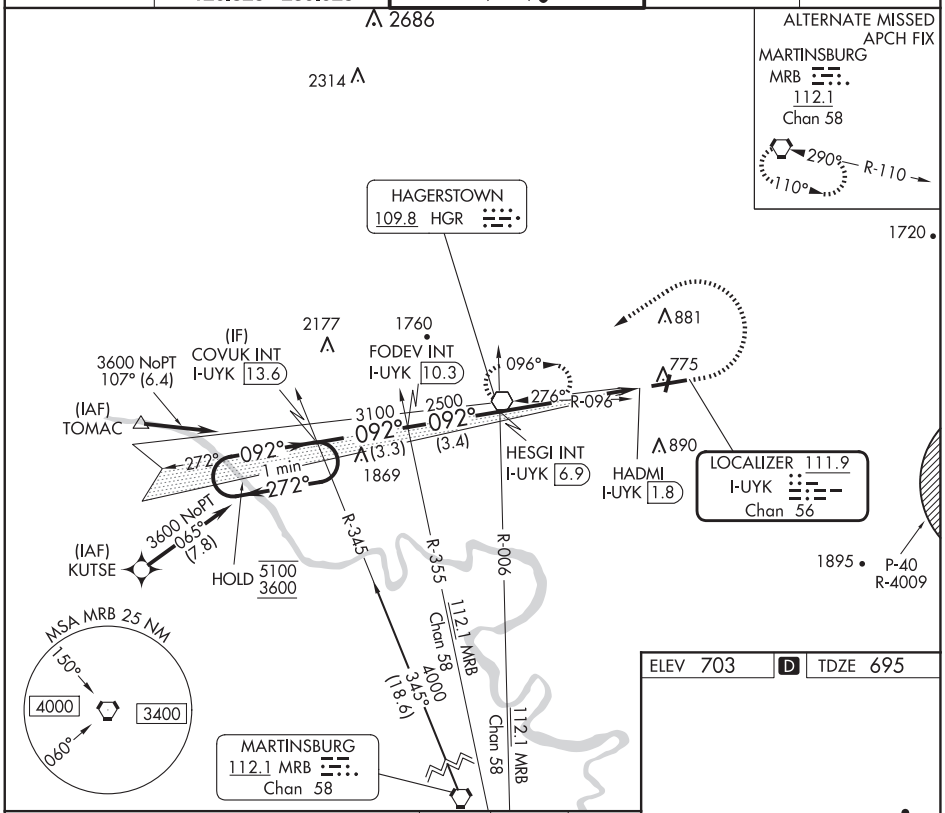
ILS or LOC RWY 9
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

LOC/DME I-UYK	APP CRS	Rwy ldg	7000
111.9	092°	TDZE	695
Chan 56		Apt Elev	703

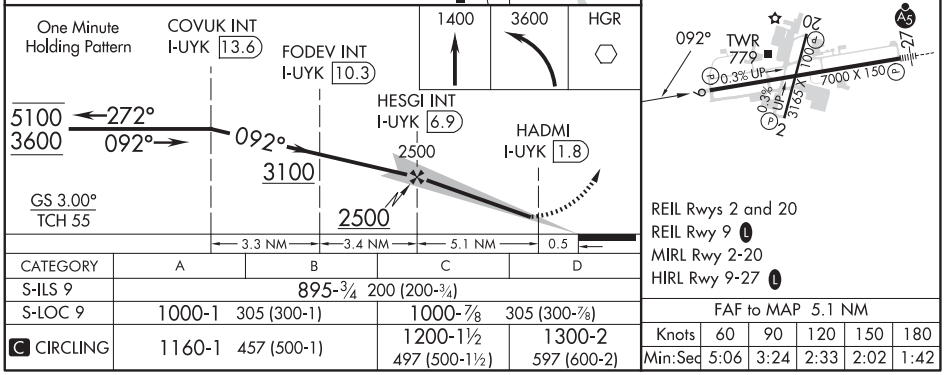
RNP APCH - GPS.

MISSED APPROACH: Climb to 1400 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95



NE-3, 12 JUN 2025 to 07 AUG 2025



CATEGORY	A	B	C	D
S-ILS 9	895-¾ 200 (200-¾)			
S-LOC 9	1000-1 305 (300-1)		1000-⅞ 305 (300-⅞)	
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1300-2 597 (600-2)

FAF to MAP 5.1 NM

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

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-HGR	APP CRS	Rwy Ldg 7000
111.9	272°	TDZE 701
Chan 56		Apt Elev 703

ILS or LOC RWY 27

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

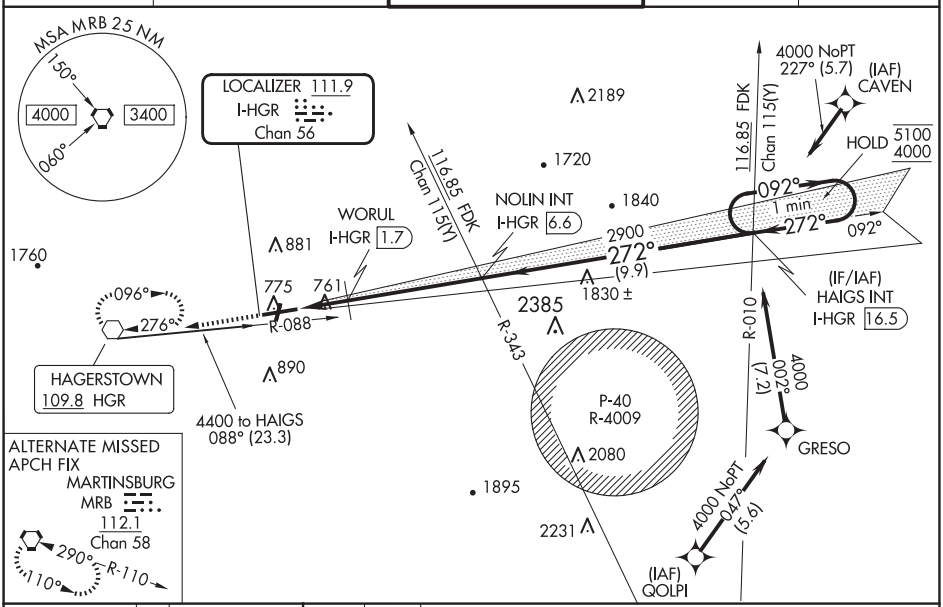
RNP APCH - GPS.

T
A

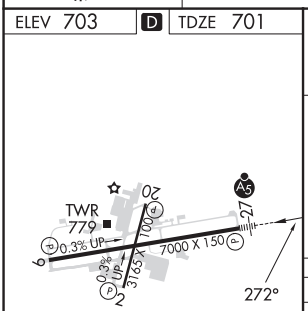
MALSR

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

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95

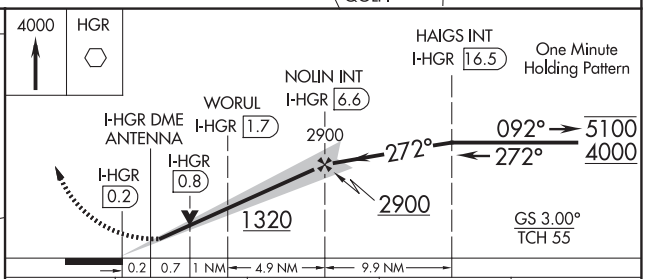


ELEV 703 D TDZE 701



REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

FAF to MAP 6.8 NM					
Knots	60	90	120	150	180
Min:Sec	6:48	4:32	3:24	2:43	2:16



CATEGORY	A	B	C	D
S-ILS 27	901-½ 200 (200-½)			
S-LOC 27	1320-½ 619 (700-½)		1320-1⅜ 619 (700-1⅜)	
C CIRCLING	1320-1 617 (700-1)		1320-1¾ 617 (700-1¾)	1320-2 617 (700-2)
WORUL FIX MINIMUMS				
S-LOC 27	1040-½ 339 (400-½)			
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1300-2 597 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 49011 W09A	APP CRS 091°	Rwy ldg 7000 TDZE 695 Apt Elev 703

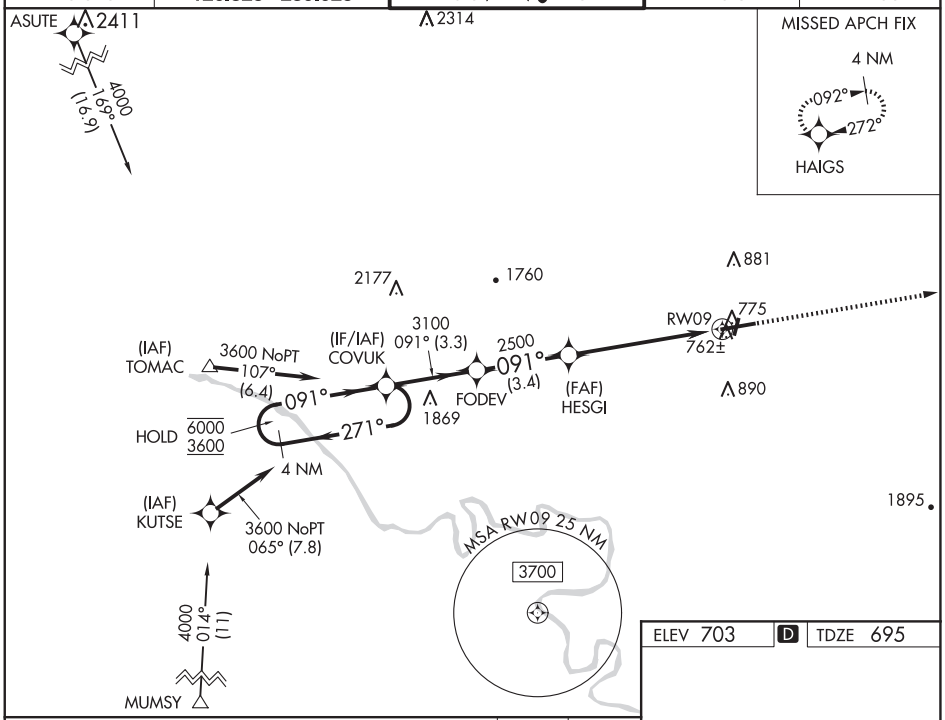
RNAV (GPS) RWY 9
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

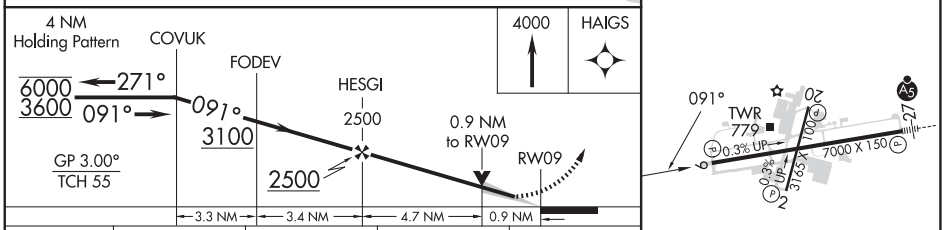
RNP APCH - GPS.

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

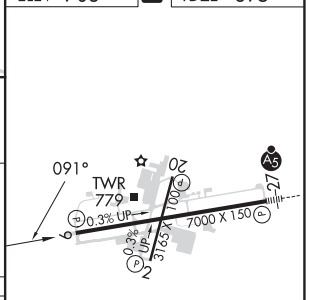
MISSED APPROACH: Climb to 4000 direct HAIGS and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95





ELEV 703 D TDZE 695



REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
LPV DA	895-¾ 200 (200-¾)			
LNAV/VNAV DA	945-¾ 250 (300-¾)			
LNAV MDA	1020-1 325 (400-1)			
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1300-2 597 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

HAGERSTOWN, MARYLAND AL-5114 (FAA) 25107

WAAS CH 86911 W27A	APP CRS 272°	Rwy ldg 7000 TDZE 701 Apt Elev 703

RNAV (GPS) RWY 27
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

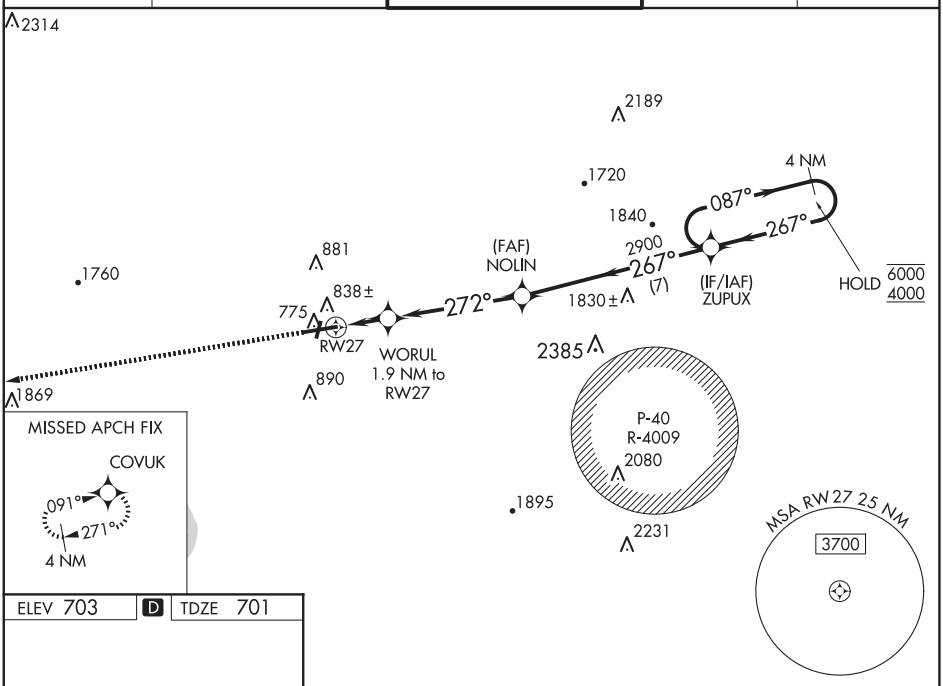
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

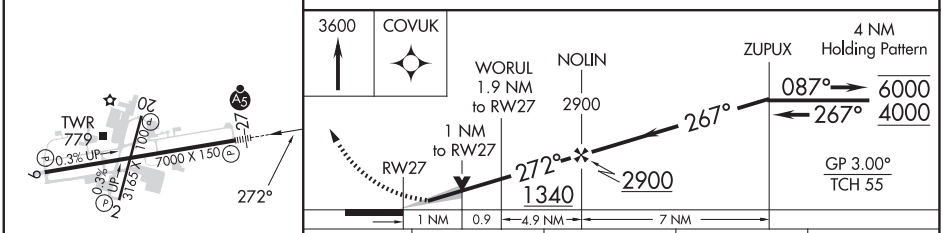
MALSR

MISSED APPROACH: Climb to 3600 direct COVUK and hold, continue climb-in-hold to 3600.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95



ELEV 703 D TDZE 701



CATEGORY	A	B	C	D
LPV DA	901-½ 200 (200-½)			
LNAV/VNAV DA	986-½ 285 (300-½)			
LNAV MDA	1060-½ 359 (400-½)		1060-⅝ 359 (400-⅝)	
C CIRCLING	1160-1 457 (500-1)		1200-1½ 497 (500-1½)	1300-2 597 (600-2)

REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

VOR HGR	APP CRS	Rwy ldg / TDZE / Apt Elev
109.8	091°	7000 / 695 / 703

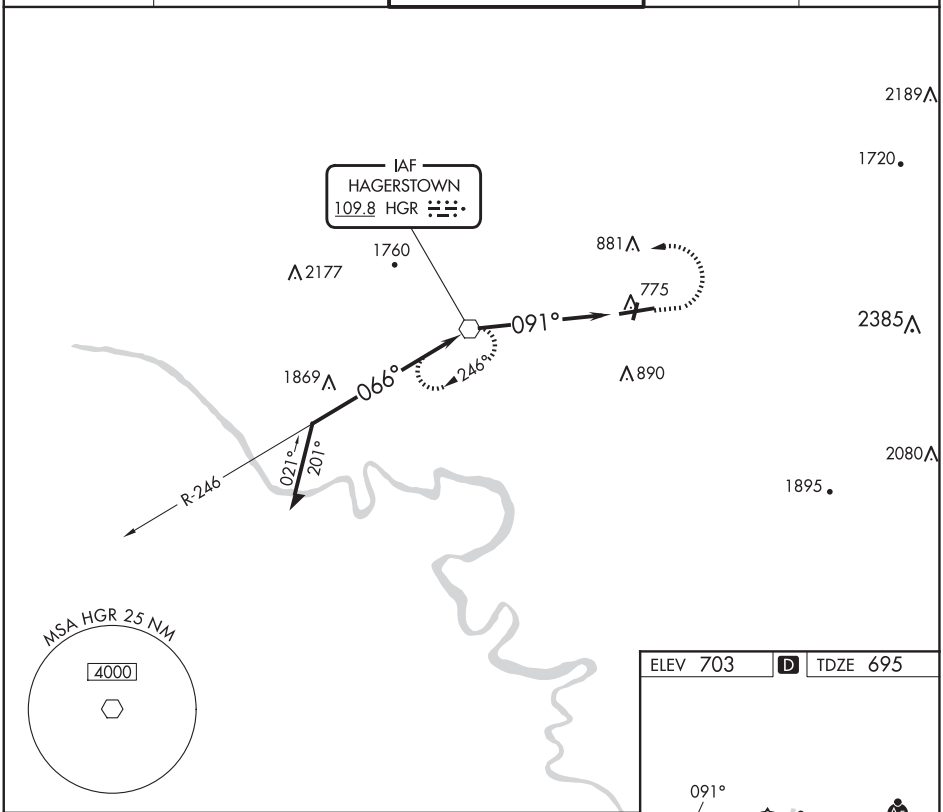
VOR RWY 9

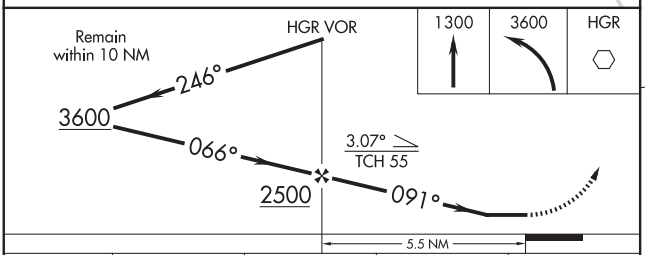
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

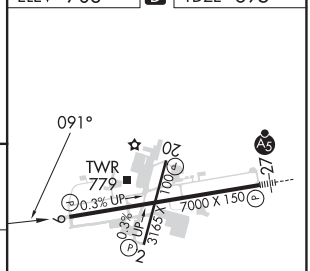
T A Circling Rwy 20 NA at night.

MISSED APPROACH: Climb to 1300 then climbing left turn to 3600 direct HGR VOR and hold, continue climb-in-hold to 3600.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95







REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

CATEGORY	A	B	C	D
S-9	1080-1	385 (400-1)	1080-1⅛	385 (400-1⅛)
C CIRCLING	1160-1	457 (500-1)	1200-1½ 497 (500-1½)	1320-2 617 (700-2)

FAF to MAP 5.5 NM

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

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

HAGERSTOWN, MARYLAND AL-5114 (FAA) 25107

APP CRS	Rwy ldg	7000
091°	TDZE	695
	Apt Elev	703

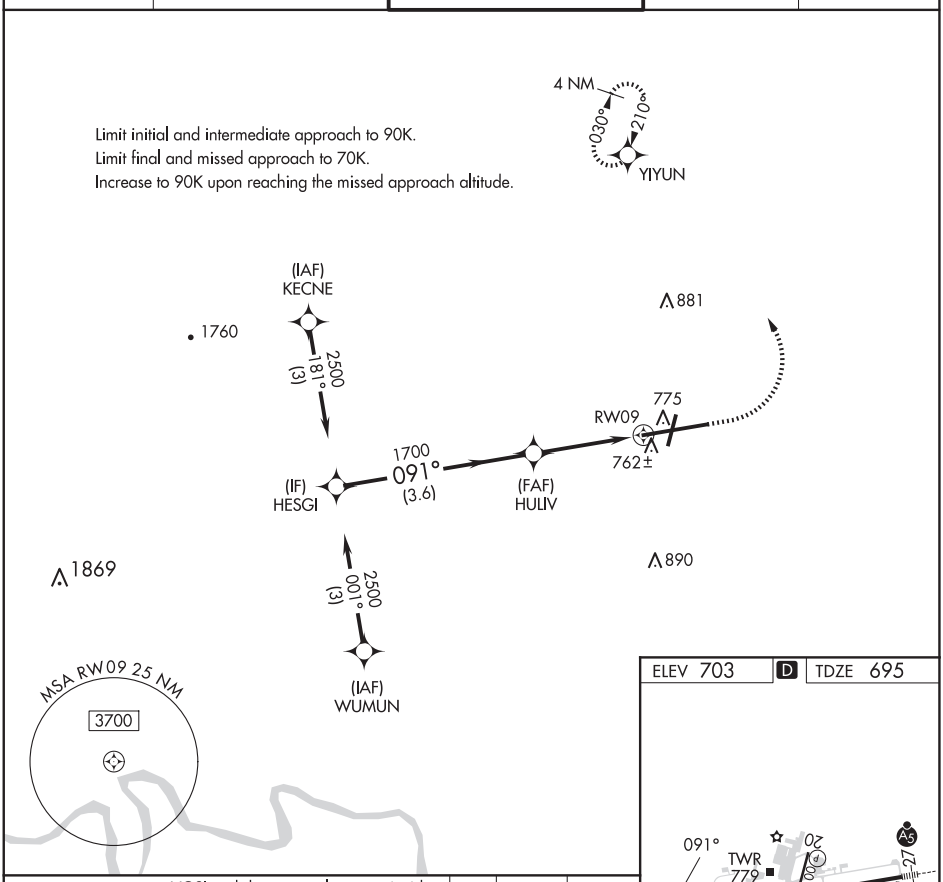
COPTER RNAV (GPS) RWY 9

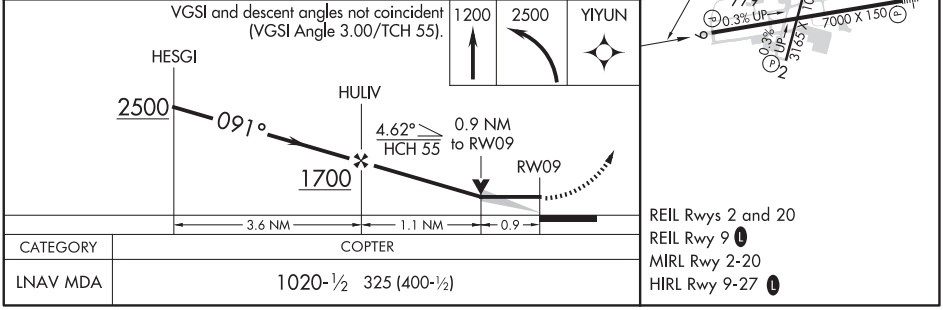
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting. When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

MISSED APPROACH: Climb to 1200 then climbing left turn to 2500 direct YIYUN and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95





REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

CATEGORY	COPTER
LNAV MDA	1020-½ 325 (400-½)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	7000
272°	TDZE	701
	Apt Elev	703

COPTER RNAV (GPS) RWY 27

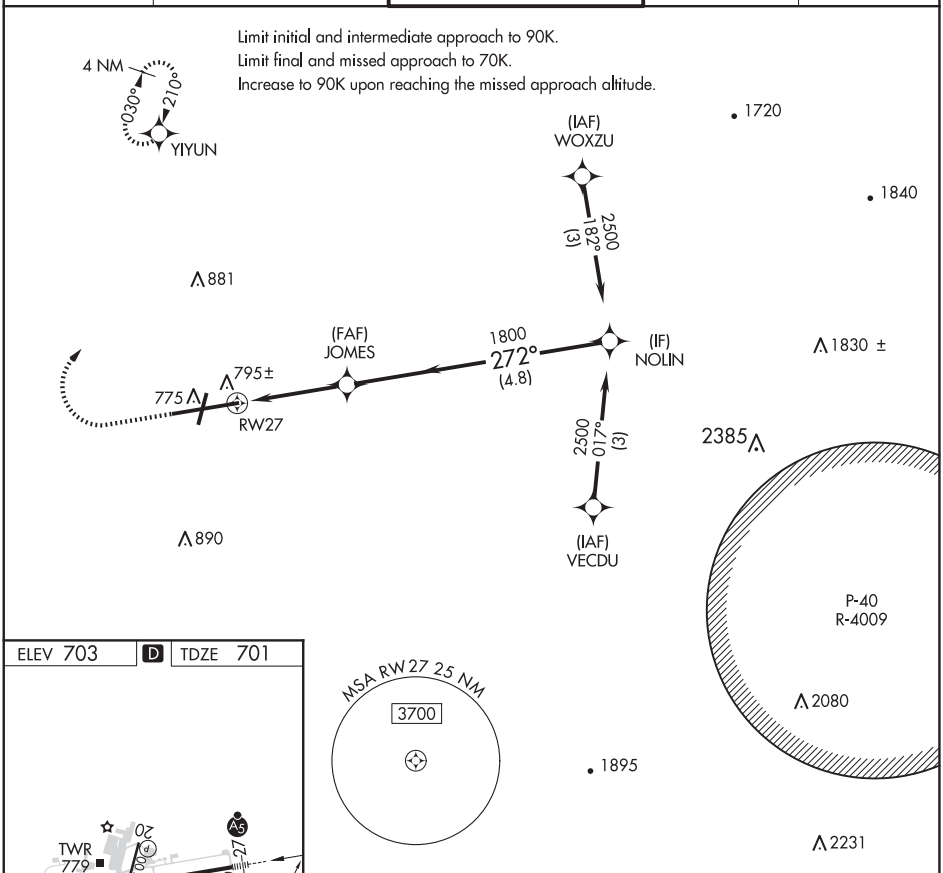
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

Inop table does not apply.
DME/DME RNP-0.3 NA. VDP NA with Martinsburg altimeter setting.
When local altimeter setting not received, use Martinsburg altimeter setting and increase MDA 80 feet.

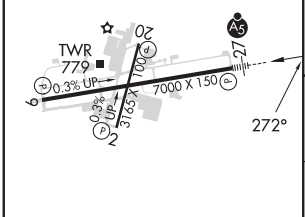
MALSR

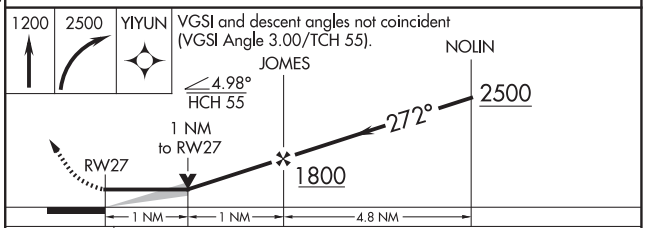
MISSED APPROACH: Climb to 1200 then climbing right turn to 2500 direct YIYUN and hold.

ASOS	POTOMAC APP CON	HAGERSTOWN TOWER ★	GND CON	UNICOM
126.375	126.825 239.025	120.3 (CTAF) L 225.4	120.8	122.95



ELEV 703 D TDZE 701





REIL Rwys 2 and 20
REIL Rwy 9 L
MIRL Rwy 2-20
HIRL Rwy 9-27 L

CATEGORY	COPTER
LNAV MDA	1060-½ 359 (400-½)

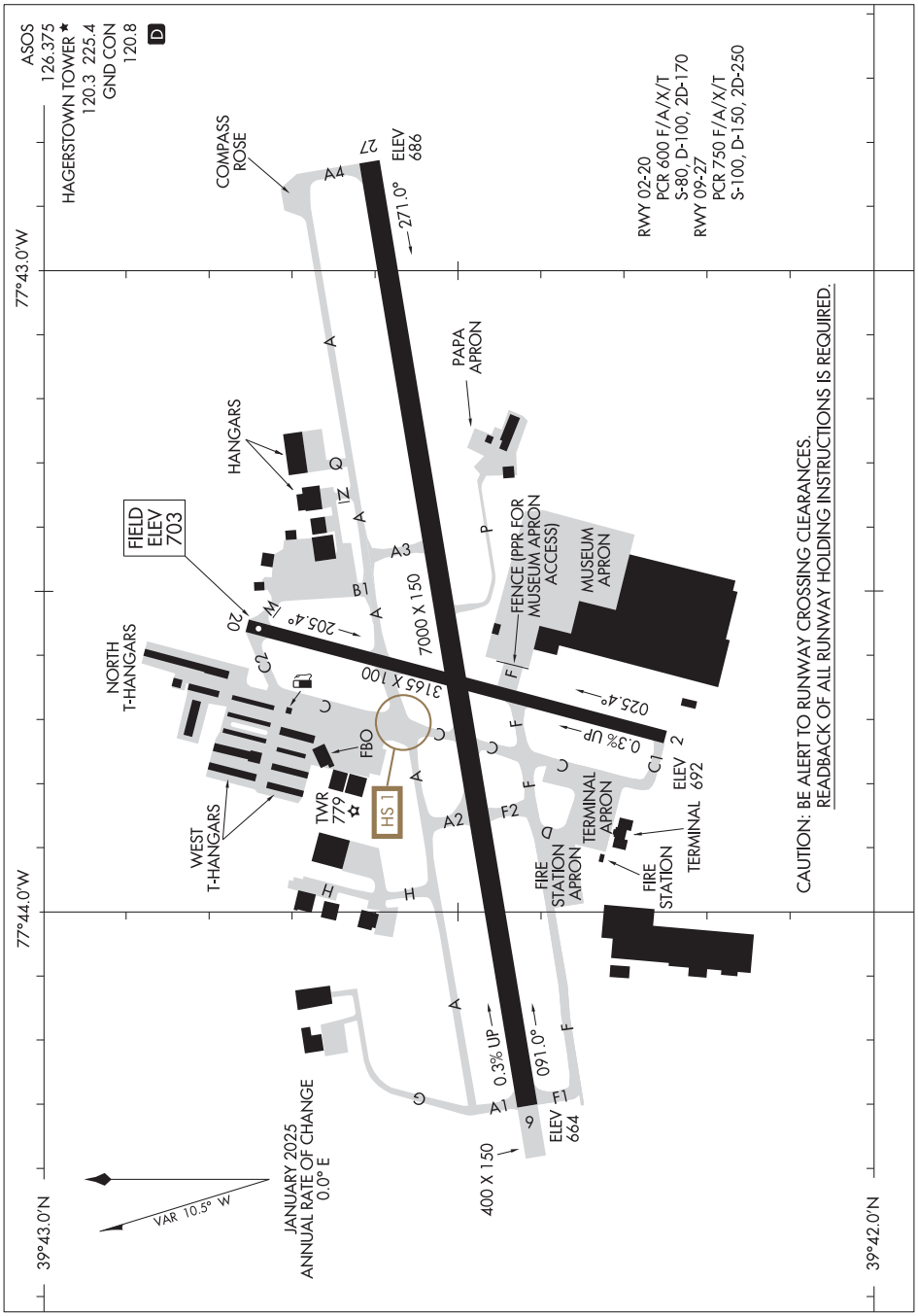
HAGERSTOWN, MARYLAND
Orig-A 22JUN17
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)
39°43′N-77°44′W COPTER RNAV (GPS) RWY 27
189

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)
AL-5114 (FAA)
HAGERSTOWN, MARYLAND



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
HAGERSTOWN, MARYLAND
HAGERSTOWN RGNL/RICHARD A HENSON FLD (HGR)

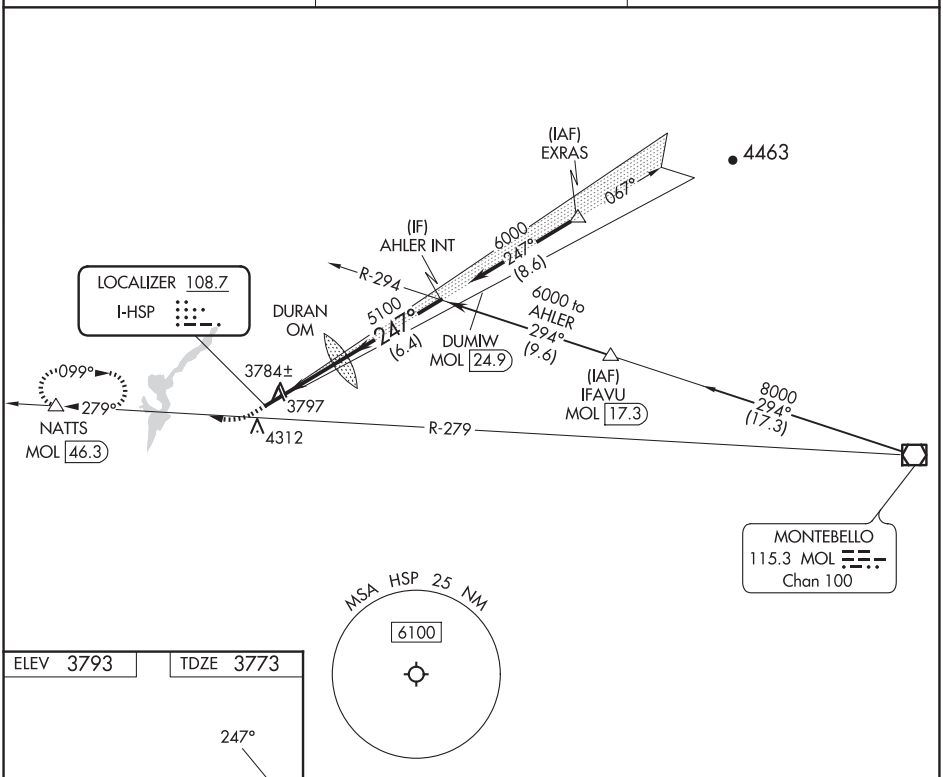
LOC I-HSP	APP CRS	Rwy ldg / TDZE / Apt Elev
108.7	247°	5600 / 3773 / 3793

ILS or LOC RWY 25
INGALLS FLD (HSP)

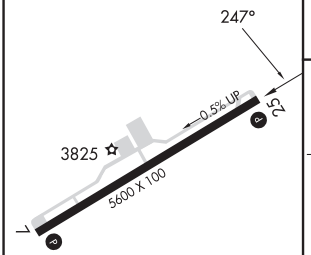
DME required.
T Circling to Rwy 7 NA at night.
A NA Circling NA southeast of Rwy 7-25.

MISSED APPROACH: Climb to 4360, then climbing right turn to 6200 on heading 270° and MOL R-279 to NATTS/MOL 46.3 DME and hold. (DME required).

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L

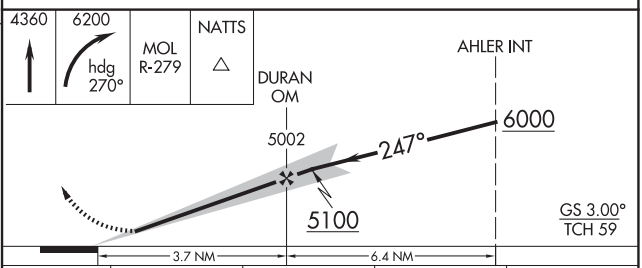


ELEV 3793	TDZE 3773



REIL Rwy 25 L
HIRL Rwy 7-25 L

FAF to MAP 3.7 NM					
Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14



CATEGORY	A	B	C	D
S-ILS 25	4073-⅞ 300 (300-⅞)			
S-LOC 25	4240-1 467 (500-1)		4240-1⅜ 467 (500-1⅜)	
C CIRCLING	4440-1 647 (700-1)	4480-1 687 (700-1)	4480-2 687 (700-2)	4480-2¼ 687 (700-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

HOT SPRINGS, VIRGINIA

AL-5246 (FAA)

21224

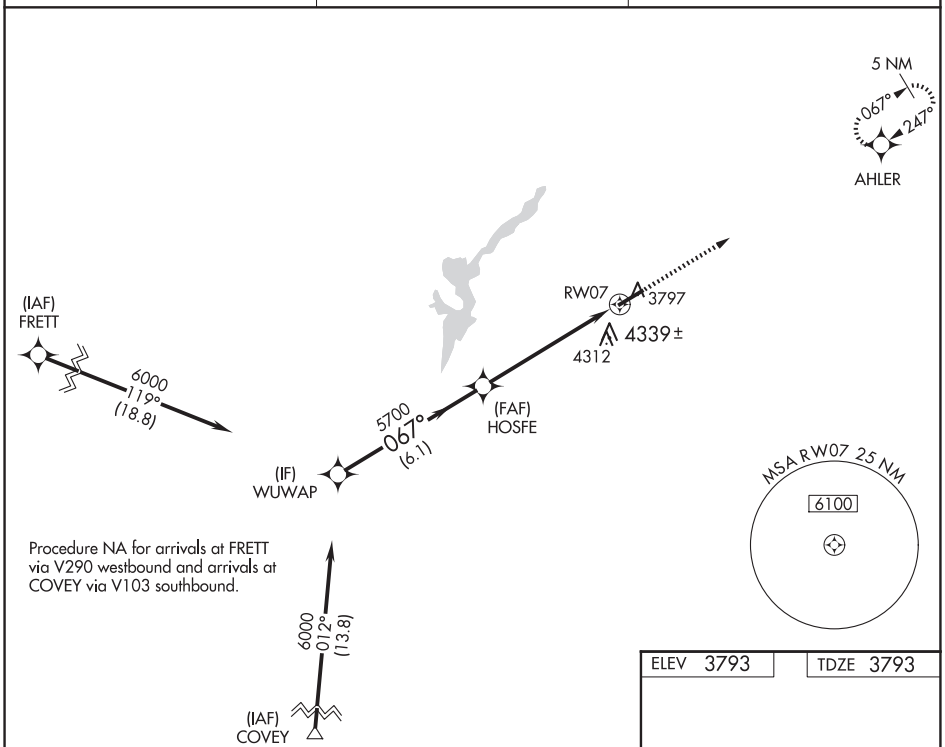
RNAV (GPS) RWY 7
INGALLS FLD (HSP)

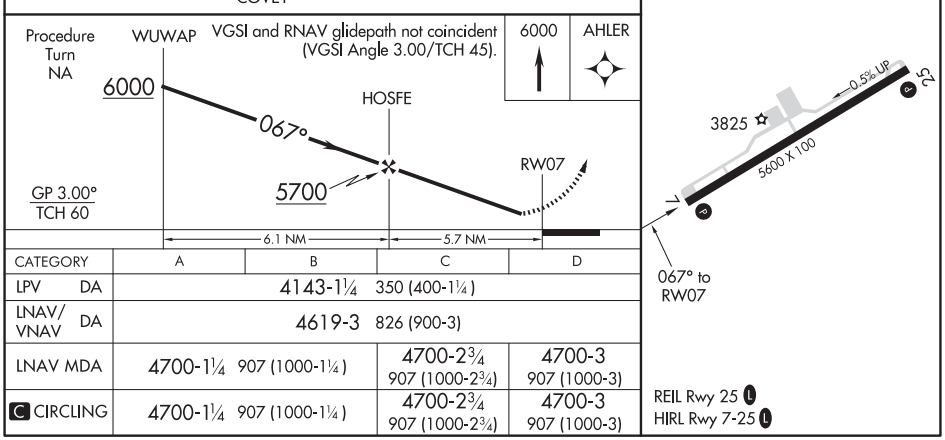
WAAS CH 86813 W07A	APP CRS 067°	Rwy ldg 5600 TDZE 3793 Apt Elev 3793

Circling NA southeast of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct AHLER and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	4143-1¼ 350 (400-1¼)			
LNAV/VNAV DA	4619-3 826 (900-3)			
LNAV MDA	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)
C CIRCLING	4700-1¼ 907 (1000-1¼)		4700-2¾ 907 (1000-2¾)	4700-3 907 (1000-3)

NE-3, 12 JUN 2025 to 07 AUG 2025

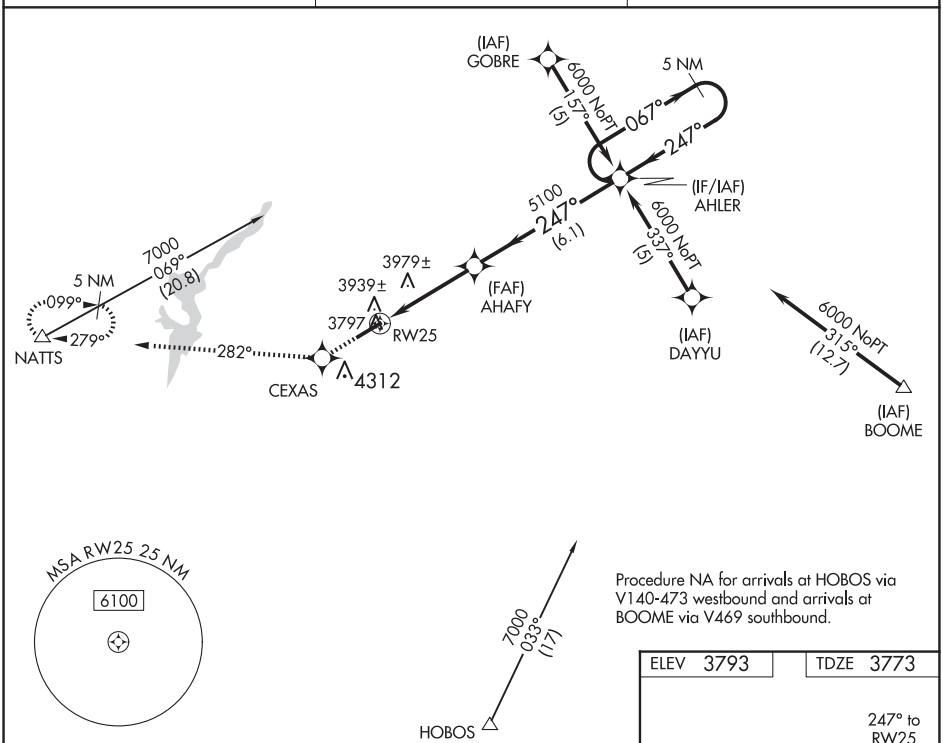
RNAV (GPS) RWY 25
INGALLS FLD (HSP)

WAAS CH 53713 W25A	APP CRS 247°	Rwy ldg 5600 TDZE 3773 Apt Elev 3793

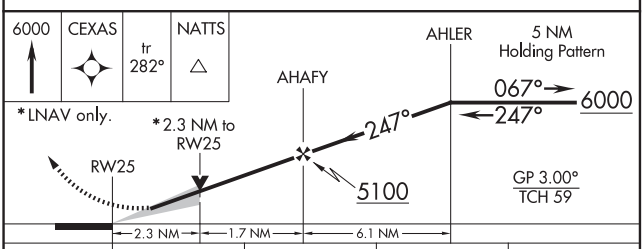
Circling NA SE of Rwy 7-25. Baro-VNAV NA.
DME/DME RNP-0.3 NA.
When local altimeter setting not received, procedure NA.

MISSED APPROACH: Climb to 6000 direct CEXAS and via track 282° to NATTS and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.8	134.4 353.9	123.0 (CTAF) L

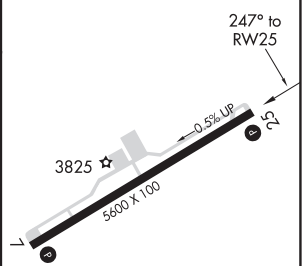


Procedure NA for arrivals at HOBOS via V140-473 westbound and arrivals at BOOME via V469 southbound.



CATEGORY	A	B	C	D
LPV DA	4164-1¼ 391 (400-1¼)			
LNAV/VNAV DA	4309-2 536 (600-2)			
LNAV MDA	4560-1 787 (800-1)	4560-1¼ 787 (800-1¼)	4560-2¼ 787 (800-2¼)	4560-2½ 787 (800-2½)
C CIRCLING	4560-1 767 (800-1)	4560-1¼ 767 (800-1¼)	4560-2¼ 767 (800-2¼)	4560-2½ 767 (800-2½)

ELEV 3793 TDZE 3773



REIL Rwy 25 L
HIRL Rwy 7-25 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

INDIAN HEAD, MARYLAND — AL-9370 (FAA) — 24025

RNAV (GPS) RWY 2
MARYLAND (2W5)

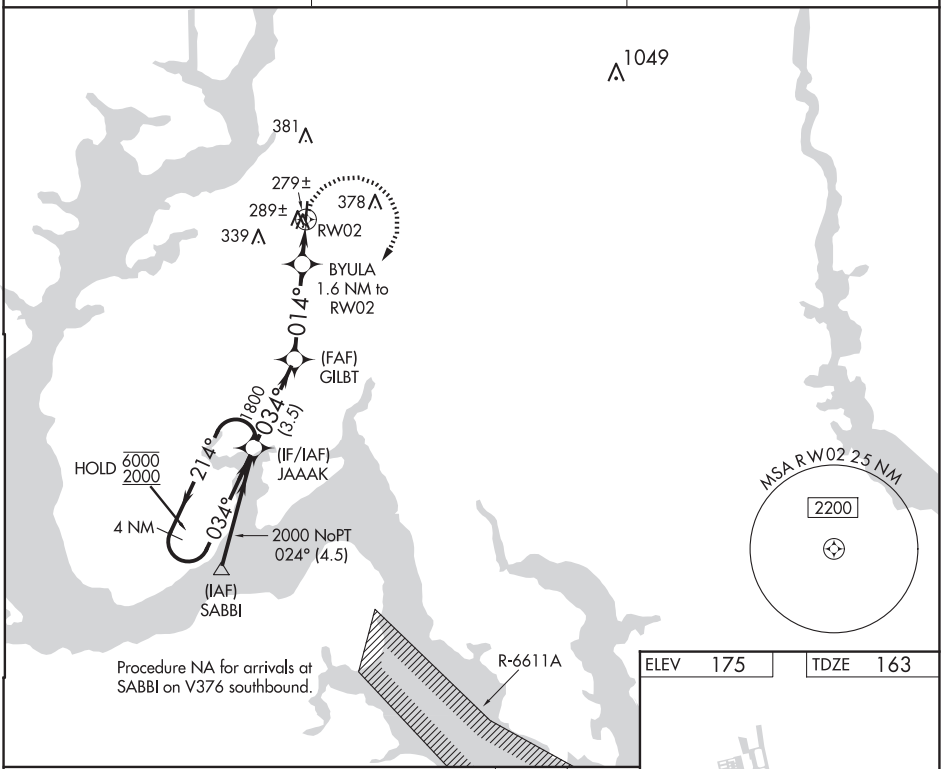
WAAS CH 78036 W02A	APP CRS 014°	Rwy ldg 3740 TDZE 163 Apt Elev 175

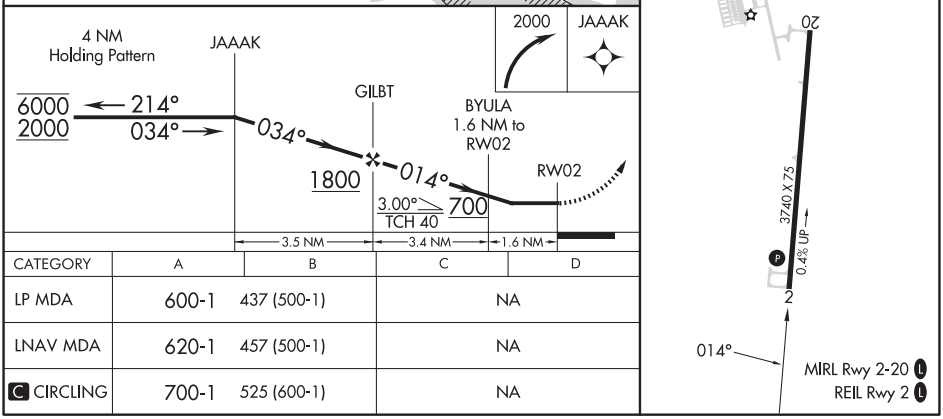
RNP APCH.

T A NA — Circling Rwy 20 NA at night. Rwy 2 helicopter visibility reduction below ¾ SM NA. Use Ronald Reagan Washington Ntl altimeter setting.

MISSED APPROACH: Climbing right turn to 2000 direct JAAAK and hold.

DCA ASOS	POTOMAC APP CON	UNICOM
132.65	124.7 338.2	122.7 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	600-1	437 (500-1)	NA	
LNAV MDA	620-1	457 (500-1)	NA	
C CIRCLING	700-1	525 (600-1)	NA	

INDIAN HEAD, MARYLAND
Amdt 1B 13SEP18

38°36′N-77°04′W

MARYLAND (2W5)
RNAV (GPS) RWY 2

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 1L

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LOC I-RWS	APCH CRS	Rwy ldg	9318
111.5	010°	TDZE	261
		Arpt Elev	280

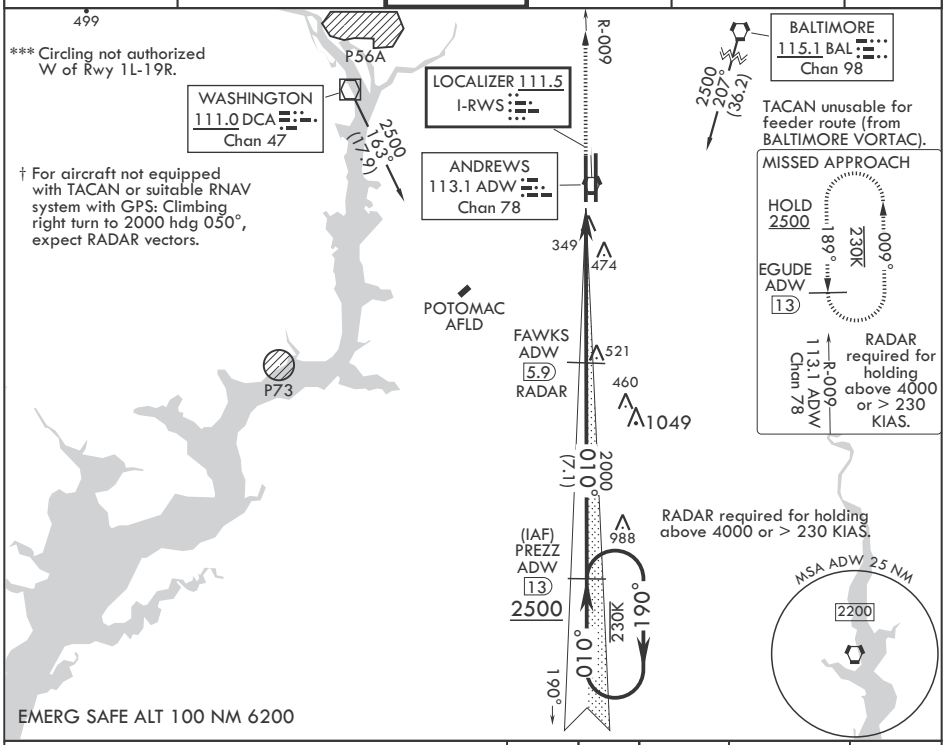
RADAR or DME required

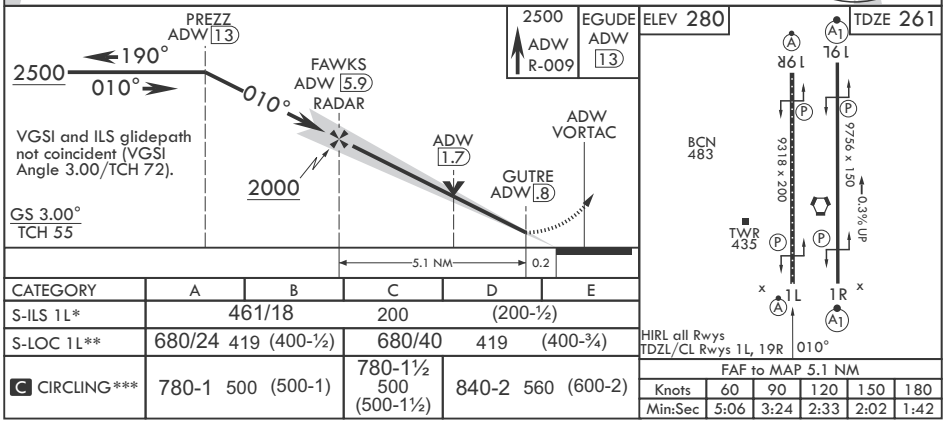
* When ALS inop increase RVR to 40, vis to 3/4 mile. When TDZL/CL inop, increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-2

† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-ILS 1L*	461/18		200	(200-½)	
S-LOC 1L**	680/24	419 (400-½)	680/40	419	(400-¾)
C CIRCLING***	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

FAF to MAP 5.1 NM

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

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25051

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 1R

LOC I-VJM	APCH CRS	Rwy ldg	9756
110.5	010°	TDZE	265
		Arpt Elev	280

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

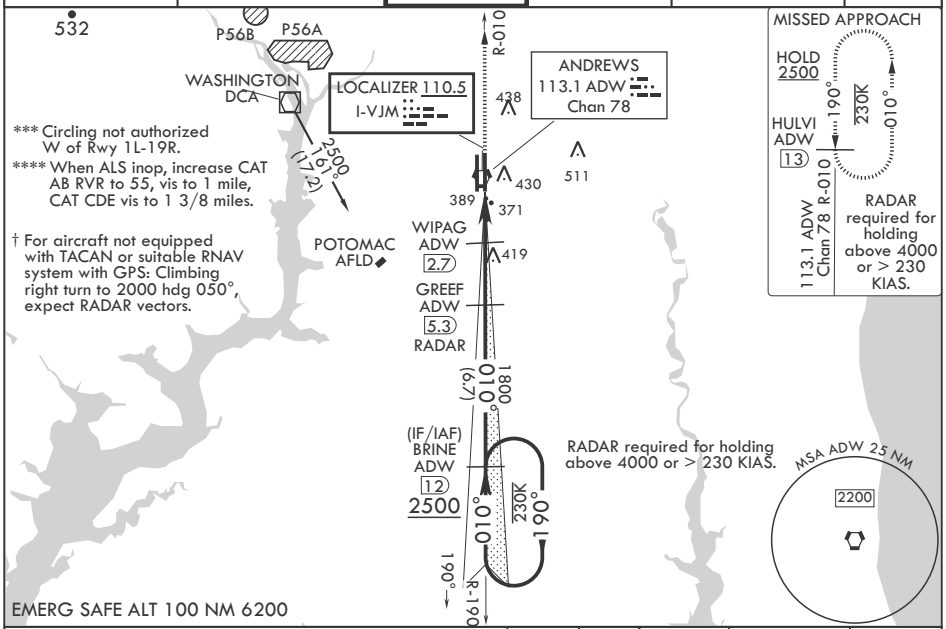
RADAR required
RADAR or DME required at FAF

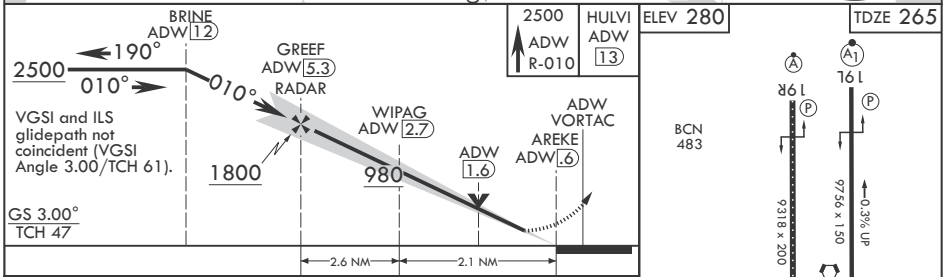
T * When ALS inop, increase RVR to 40, vis to 3/4 mile. RVR 18 authorized with use of Flight Director System or Autopilot System or Heads-Up-Display to DA.
** When ALS inop, increase RVR to 55, vis to 1 mile.

ALSF-1

† MISSED APPROACH: Climb to 2500 via ADW VORTAC R-010 to HULVI/ADW 13 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-ILS 1R*	465/24		200	(200-½)	
S-LOC 1R**	640/24 375 (400-½)		640/35 375 (400-⅝)		
C CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	
NON-DME					
S-LOC 1R****	720/24 455 (500-½)		720/45 455 (500-⅞)		
C CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 19L

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LOC I-GQZ	APCH CRS	Rwy ldg	9756
110.5	190°	TDZE	279
		Arpt Elev	280

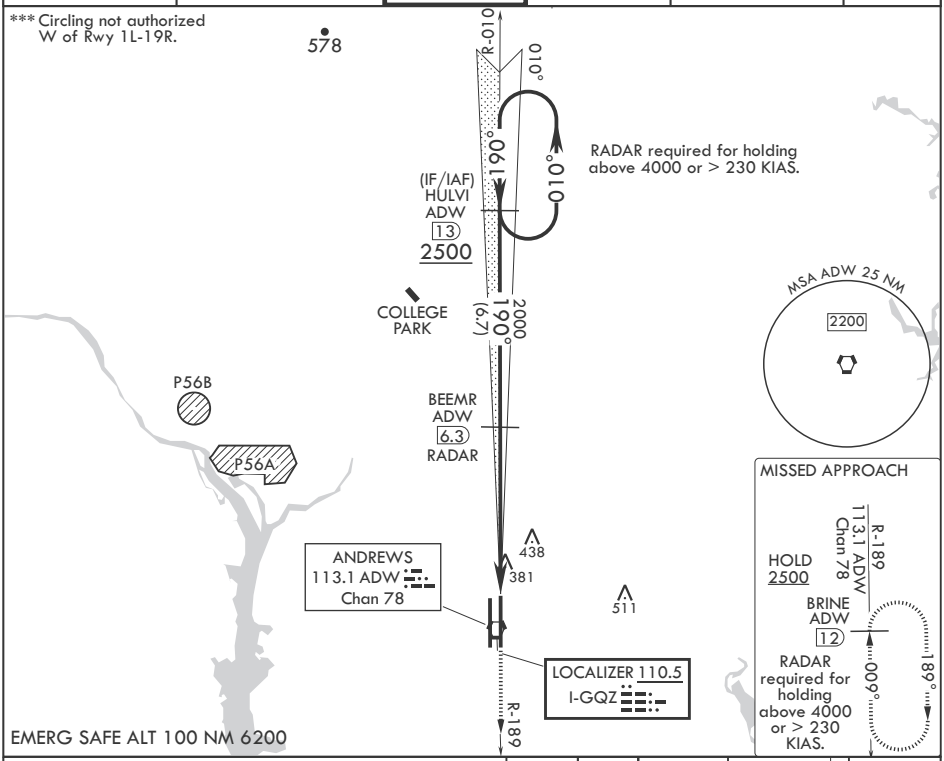
RADAR or DME required at FAF

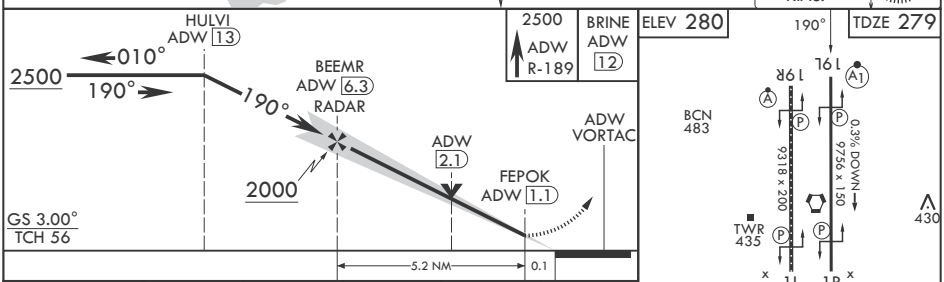
T * When ALS inop, increase RVR to 40, vis to 3/4.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE RVR to 60, vis to 1 1/8 mile.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2500 via ADW R-189 to BRINE/ADW 12 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-ILS 19L*	479/24		200	(200-½)	
S-LOC 19L**	680/24 401 (400-½)		680/40	401	(400-¾)
C CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

FAF to MAP 5.2 NM					
Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

ILS or LOC RWY 19R

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LOC I-MXK	APCH CRS	Rwy ldg	9318
111.5	190°	TDZE	274
		Arpt Elev	280

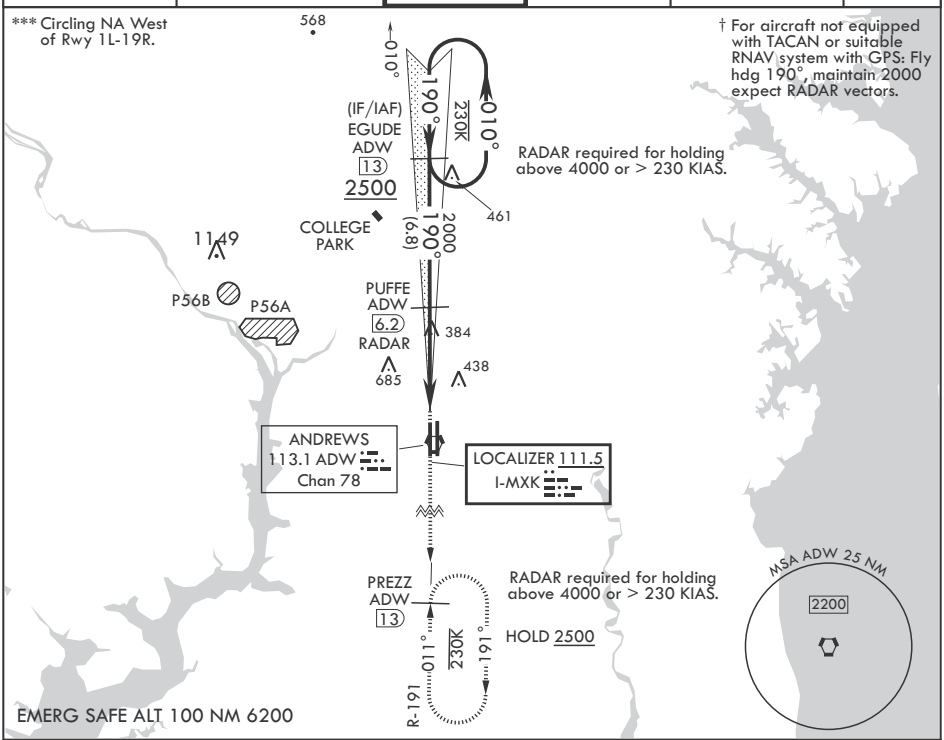
RADAR or DME required

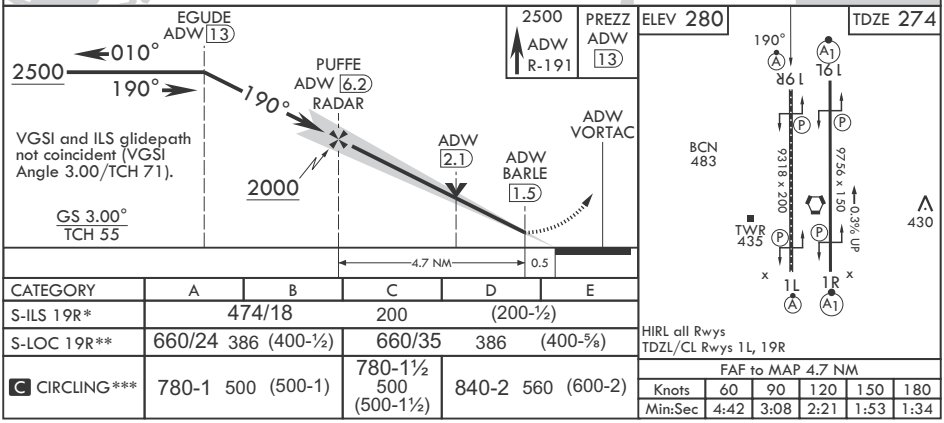
T * When ALS inop, increase RVR to 40, vis to 3/4 mile. When TDZL/CL inop, increase RVR to 24.
** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE RVR to 60, vis to 1 1/8 miles.

ALSF-2

† MISSED APPROACH: Climb to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-ILS 19R*	474/18		200	(200-½)	
S-LOC 19R**	660/24 386 (400-½)		660/35 386 (400-⅝)		
C CIRCLING***	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

ILS RWY 1L (CAT II & III)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LOC I-RWS	APCH CRS	Rwy ldg / TDZE / Arpt Elev
111.5	010°	9318 / 261 / 280

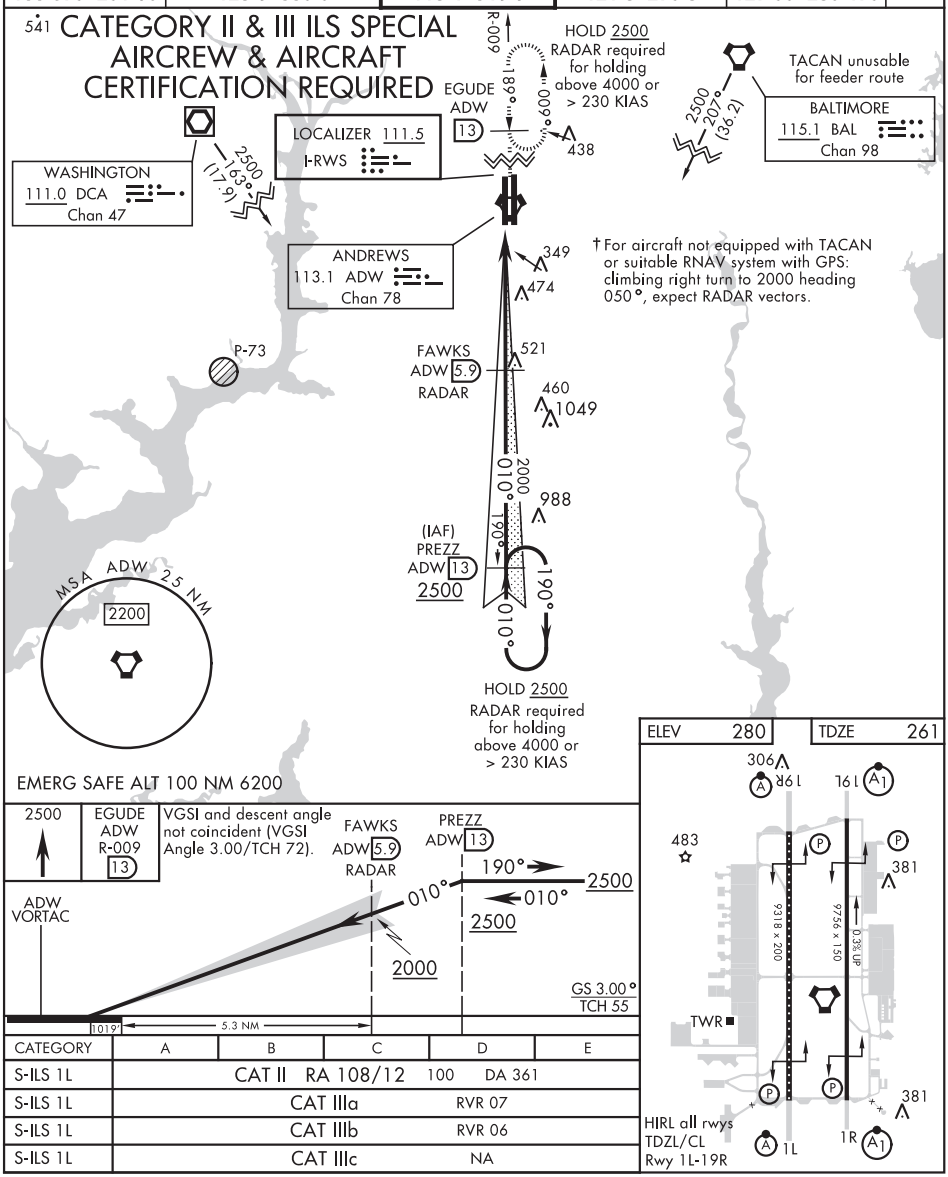
[USAF]

RADAR or DME required

ALSF-2

†MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-009 to EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



CATEGORY	A	B	C	D	E
S-ILS 1L	CAT II RA 108/12		100	DA 361	
S-ILS 1L	CAT IIIa		RVR 07		
S-ILS 1L	CAT IIIb		RVR 06		
S-ILS 1L	CAT IIIc		NA		

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25051

CAMP SPRINGS, MARYLAND

ILS RWY 19R (CAT II & III)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

LOC I-MXK	APCH CRS	Rwy ldg 9318
111.5	190°	TDZE 274
		Arpt Elev 280

[USAF]

RADAR or DME required

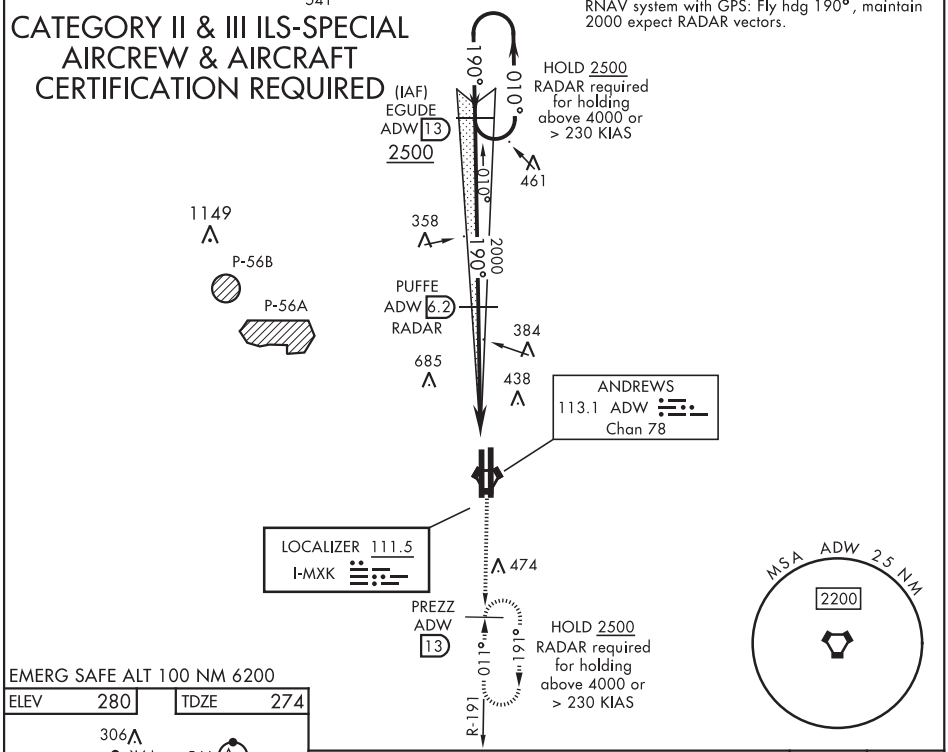
ALSF-2

† MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-191 to PREZZ and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

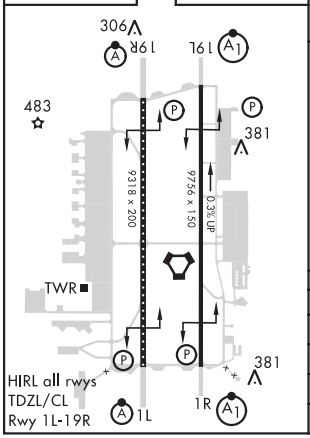
† For aircraft not equipped with TACAN or suitable RNAV system with GPS: Fly hdg 190°, maintain 2000 expect RADAR vectors.

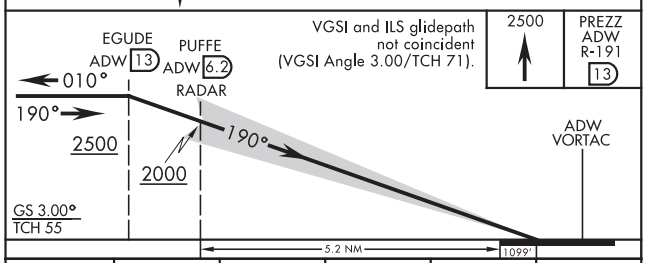
CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



EMERG SAFE ALT 100 NM 6200

ELEV 280	TDZE 274





CATEGORY	A	B	C	D	E
S-ILS 19R	CAT II	RA 99/12	100	DA 374	
S-ILS 19R	CAT IIIa	RVR 07			
S-ILS 19R	CAT IIIb	RVR 06			
S-ILS 19R	CAT IIIc	NA			

CAMP SPRINGS, MARYLAND 38°49'N-76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Orig 06OCT22

ILS RWY 19R (CAT II & III)

NE-3, 12 JUN 2025 to 07 AUG 2025

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CAMP SPRINGS, MARYLAND

RNAV (RNP) Y RWY 01L

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

APCH CRS	Rwy ldg	9318
010°	TDZE	261
	Arpt Elev	280

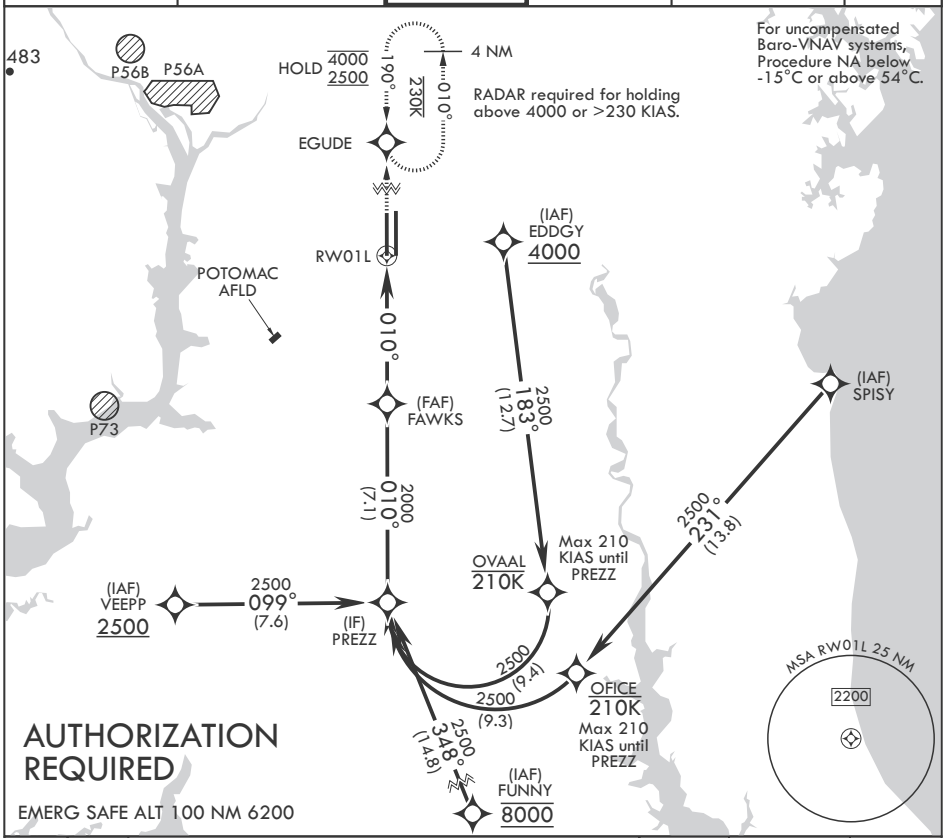
RNP AR APCH. From SPISY, EDDGY: RF.

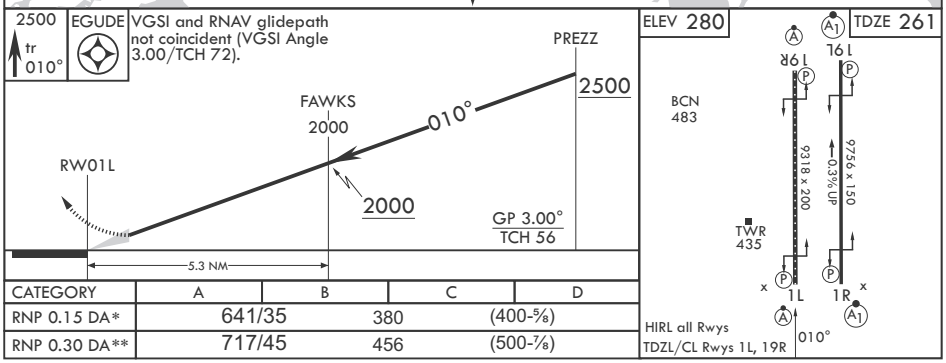
T * When ALS inop, increase RVR to 55, vis to 1 mile.
** When ALS inop, increase vis to 1 3/8 miles.

ALSF-2

MISSED APPROACH: Climb to 2500 on track 010° to EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D
RNP 0.15 DA*	641/35	380	(400-⅝)	
RNP 0.30 DA**	717/45	456	(500-⅞)	

CAMP SPRINGS, MARYLAND

38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 2 18MAY23

RNAV (RNP) Y RWY 01L

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 1R

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

WAAS CH 52206 W01B	APCH CRS 010°	Rwy ldg 9756 TDZE 265 Arpt Elev 280

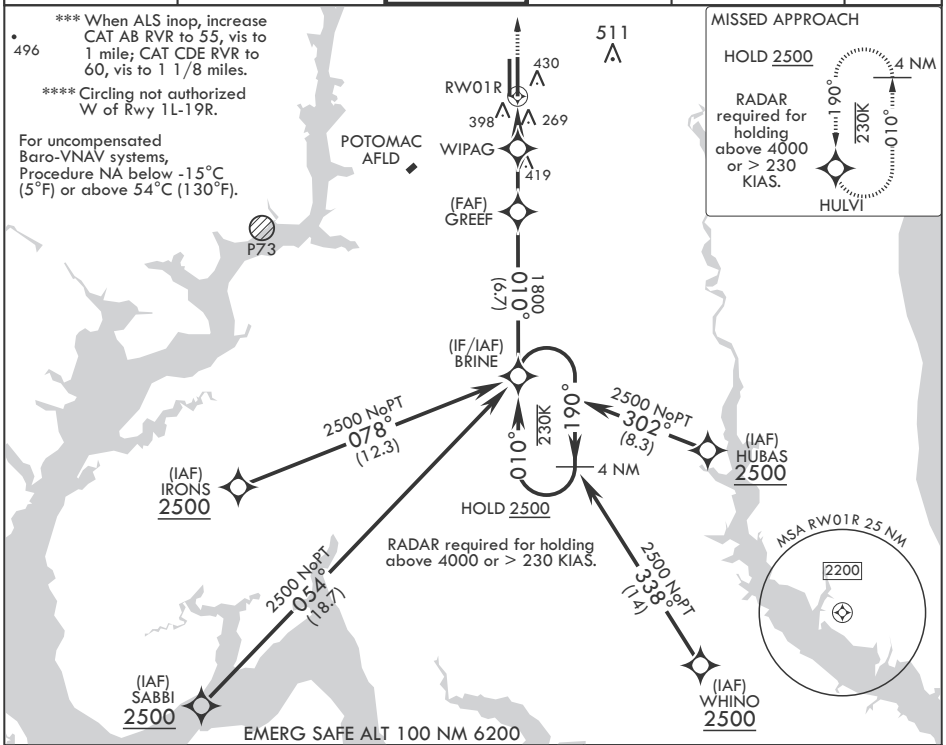
DME/DME RNP-0.3 NA

T * When ALS inop increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

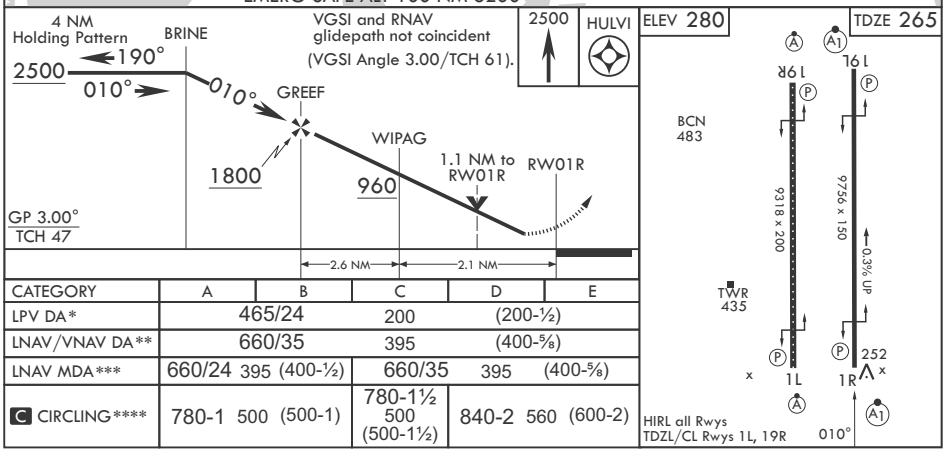
ALSF-1

MISSED APPROACH: Climb to 2500 direct HULVI and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	



EMERG SAFE ALT 100 NM 6200



CATEGORY	A	B	C	D	E
LPV DA*	465/24		200	(200-½)	
LNAV/VNAV DA**	660/35		395	(400-⅝)	
LNAV MDA***	660/24	395 (400-½)	660/35	395	(400-⅝)
C CIRCLING****	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 19L

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

WAAS CH 52203 W19A	APCH CRS 190°	Rwy ldg 9756 TDZE 279 Arpt Elev 280

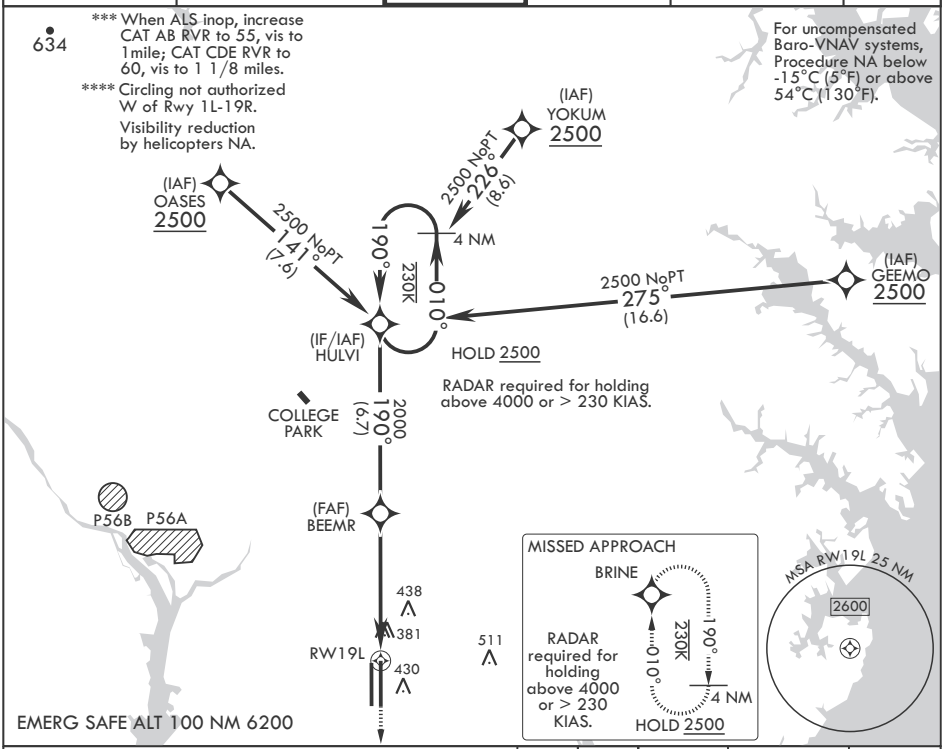
DME/DME RNP-0.3 NA

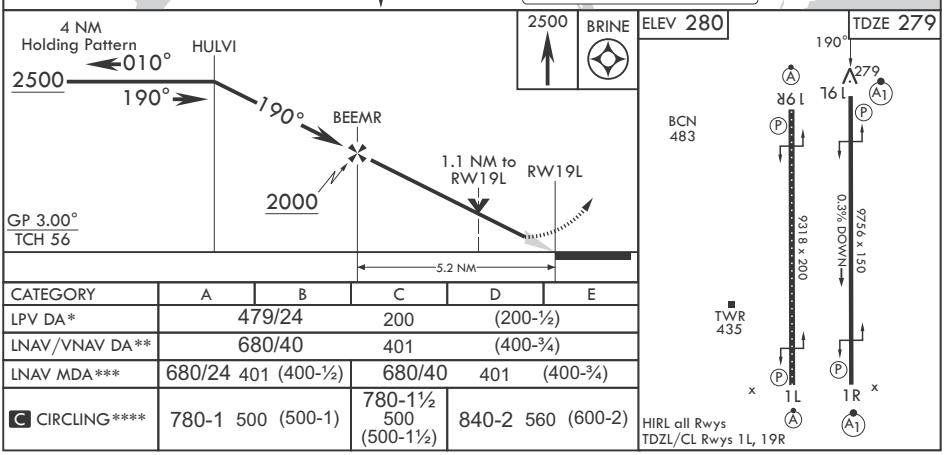
T * When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 60, vis to 1 1/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2500 direct BRINE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
LPV DA*	479/24		200	(200-½)	
LNAV/VNAV DA**	680/40		401	(400-¾)	
LNAV MDA***	680/24	401 (400-½)	680/40	401	(400-¾)
C CIRCLING****	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

CAMP SPRINGS, MARYLAND — 38°49'N - 76°52'W — JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 1 18MAY23

RNAV (GPS) RWY 19L

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NE-3, 12 JUN 2025 to 07 AUG 2025

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CAMP SPRINGS, MARYLAND

RNAV (GPS) RWY 19R

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

WAAS CH 52204 W19B	APCH CRS 190°	Rwy ldg 9318 TDZE 274 Arpt Elev 280

DME/DME RNP-0.3 NA

T * When ALS inop, increase RVR to 40, vis to 3/4. When TDZ/CL lights inop, increase RVR to 24.
** When ALS inop, increase vis to 1 1/4 miles.

ALSF-2

MISSED APPROACH: Climb to 2500 direct PREZZ and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	

*** When ALS inop, increase CAT AB RVR to 55, vis to 1 mile; CAT CDE vis to 1 1/4 miles.

**** Circling not authorized W of Rwy 1L-19R.

(IAF) YOKUM

2500 NoPT 228° (8.8)

4 NM

190° 230K 010°

(IAF) OASES 578

2500 NoPT 143° (7.3)

2500 NoPT 275° (17)

(IAF) GEEMO

(IF/IAF) EGUDE

HOLD 2500

RADAR required for holding above 4000 or > 230 KIAS.

For uncompensated Baro-VNAV systems, Procedure NA below -15°C (5°F) or above 52°C (125°F).

2000 190° (6.8)

P56B

P56A

(FAF) PUFFE

620

MISSED APPROACH

HOLD 2500

PREZZ

RADAR required for holding above 4000 or > 230 KIAS.

190° 230K 010° 4 NM

MSA RW19R 25 NM

2600

438

511

RW19R 381

430

EMERG SAFE ALT 100 NM 6200

4 NM Holding Pattern

010°

2500

190°

EGUDE

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 70.62).

2500

PREZZ

190°

PUFFE

2000

1.1 NM to RW19R

RW19R

GP 3.00°

TCH 55

5.2 NM

ELEV 280

TDZE 274

190°

BCN 483

19R

19L

9318 x 200

9756 x 150

0.3% UP

TWR 435

1L

1R

HIRL all Rwys

TDZL/CL Rwys 1L, 19R

CATEGORY	A	B	C	D	E
LPV DA*	474/18		200	(200-½)	
LNAV/VNAV DA**	697/40		423	(500-¾)	
LNAV MDA***	700/24	426 (500-½)	700/40	426 (500-¾)	
C CIRCLING****	780-1	500 (500-1)	780-1½ 500 (500-1½)	840-2	560 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

RNAV (GPS) Z RWY 1L

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

WAAS CH **52205** **W01A**	APCH CRS **010°**	Rwy ldg **9318** TDZE **261** Arpt Elev **280**

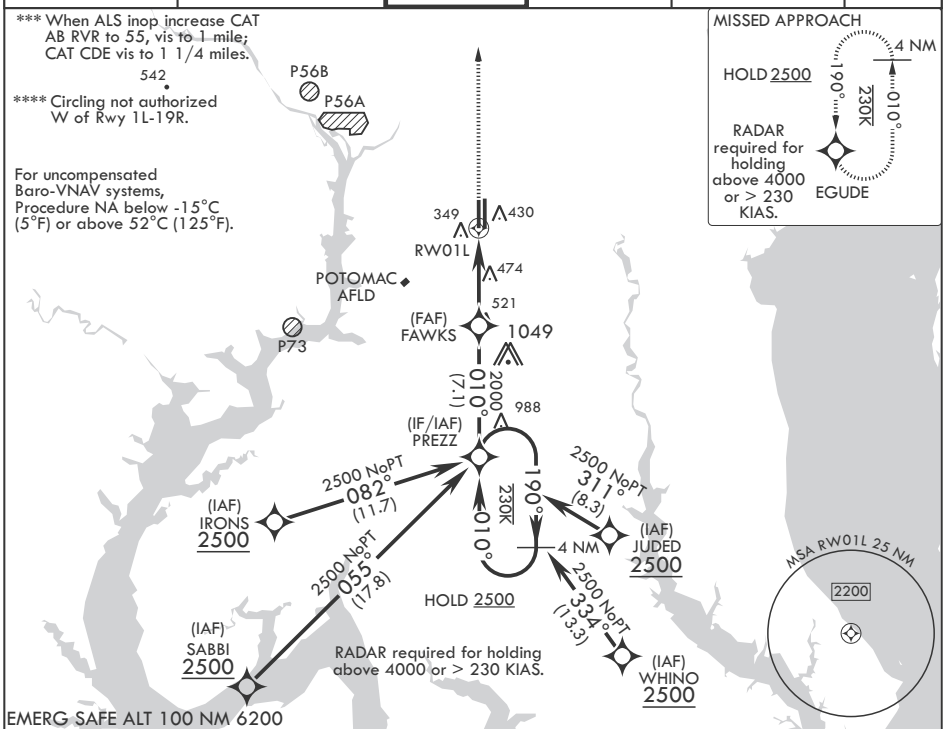
DME/DME RNP-0.3 NA

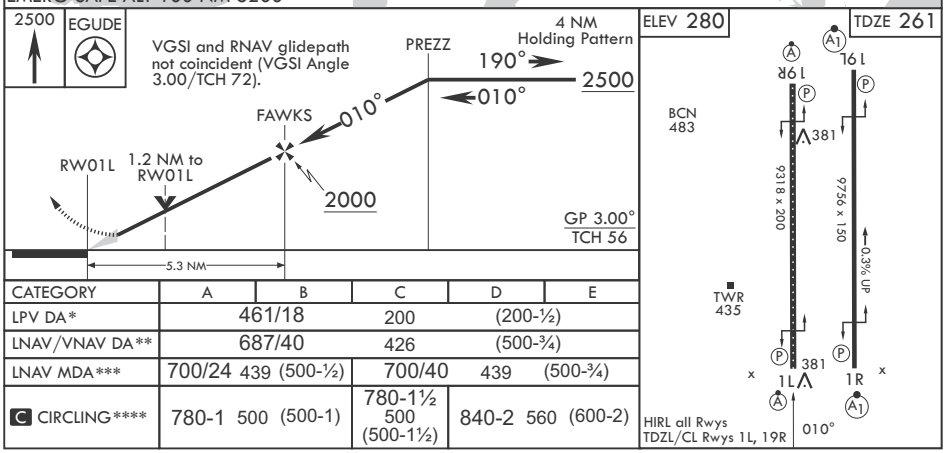
T * When ALS inop, increase RVR to 40, vis to ¾. When TDZ/CL lights inop, increase RVR to 24.
** When ALS inop increase vis to 1 1/4 miles.

ALSF-2

MISSED APPROACH: Climb to 2500 direct EGUDE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	**128.0 335.5**	**118.4 349.0**	**121.8 275.8**	**127.55 285.475**	





CATEGORY	A	B	C	D	E
LPV DA*	461/18 200 (200-½)				
LNAV/VNAV DA**	687/40 426 (500-¾)				
LNAV MDA***	700/24 439 (500-½)		700/40 439 (500-¾)		
C CIRCLING****	780-1 500 (500-1)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

NE-3, 12 JUN 2025 to 07 AUG 2025

25051

CAMP SPRINGS, MARYLAND

RNAV (GPS)-A

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

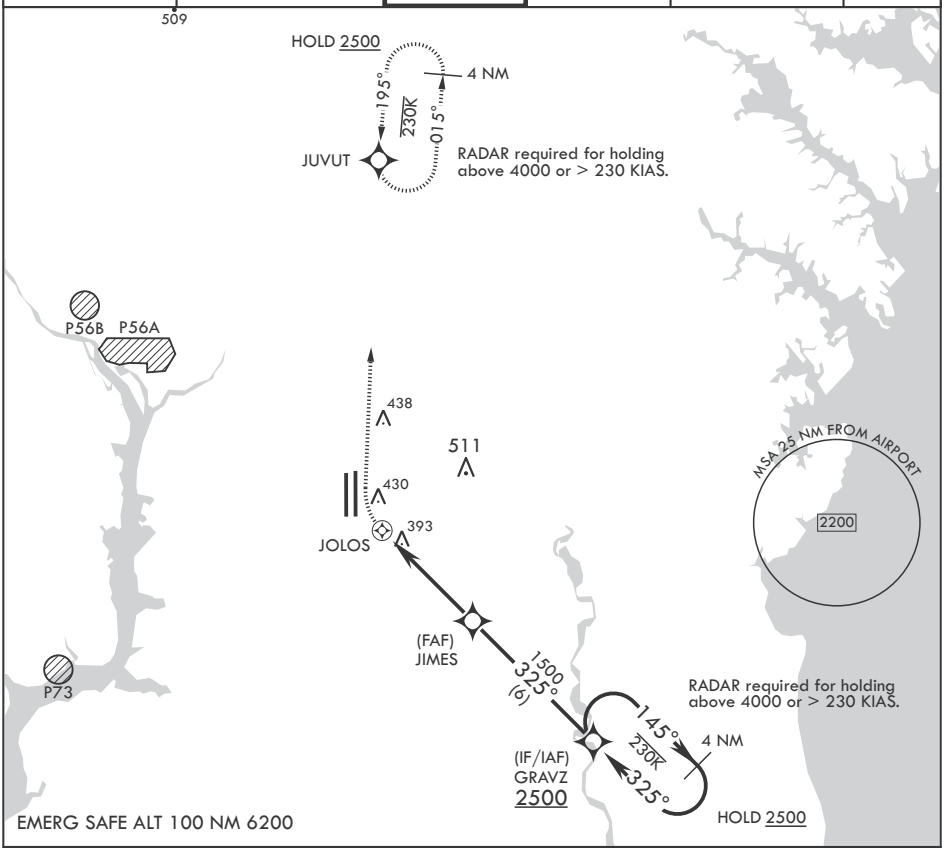
APCH CRS	Rwy ldg	N/A
325°	TDZE	N/A
	Arpt Elev	280

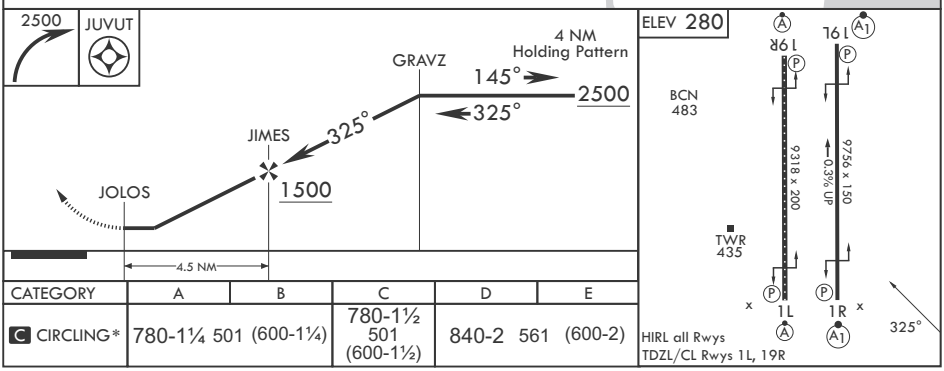
DME/DME RNP - 0.3 NA

* Circling not authorized W of Rwy 1L-19R.

MISSED APPROACH: Climbing right turn to 2500 direct JUVUT and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
C CIRCLING*	780-1¼ 501 (600-1¼)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

TACAN RWY 1L

VORTAC ADW 113.1 Chan 78	APCH CRS 021°	Rwy ldg 9318 TDZE 261 Arpt Elev 280

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

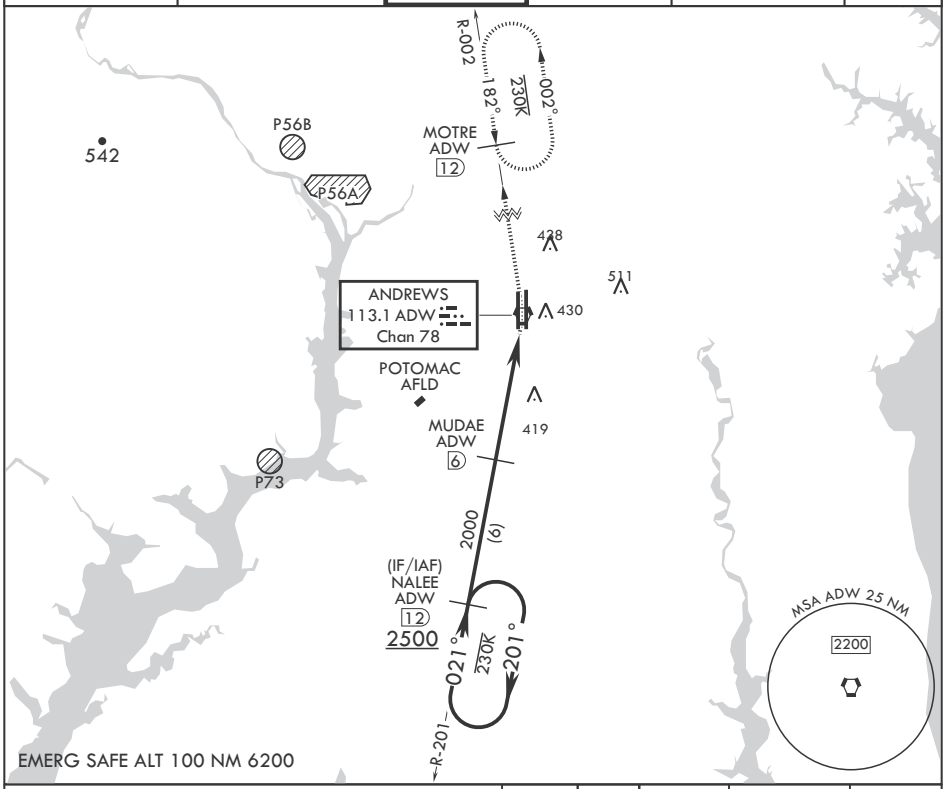
RADAR required

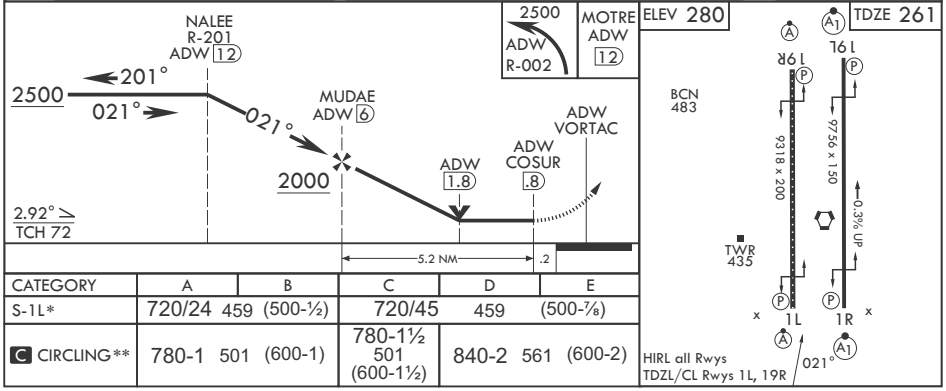
T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climb to 2500 via ADW VORTAC R-002 to MOTRE/ADW 12 DME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-1L*	720/24 459 (500-½)		720/45 459 (500-⅞)		
C CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

NE-3, 12 JUN 2025 to 07 AUG 2025

25051

CAMP SPRINGS, MARYLAND

TACAN RWY 1R

VORTAC ADW 113.1 Chan 78	APCH CRS 003°	Rwy ldg 9756 TDZE 265 Arpt Elev 280

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

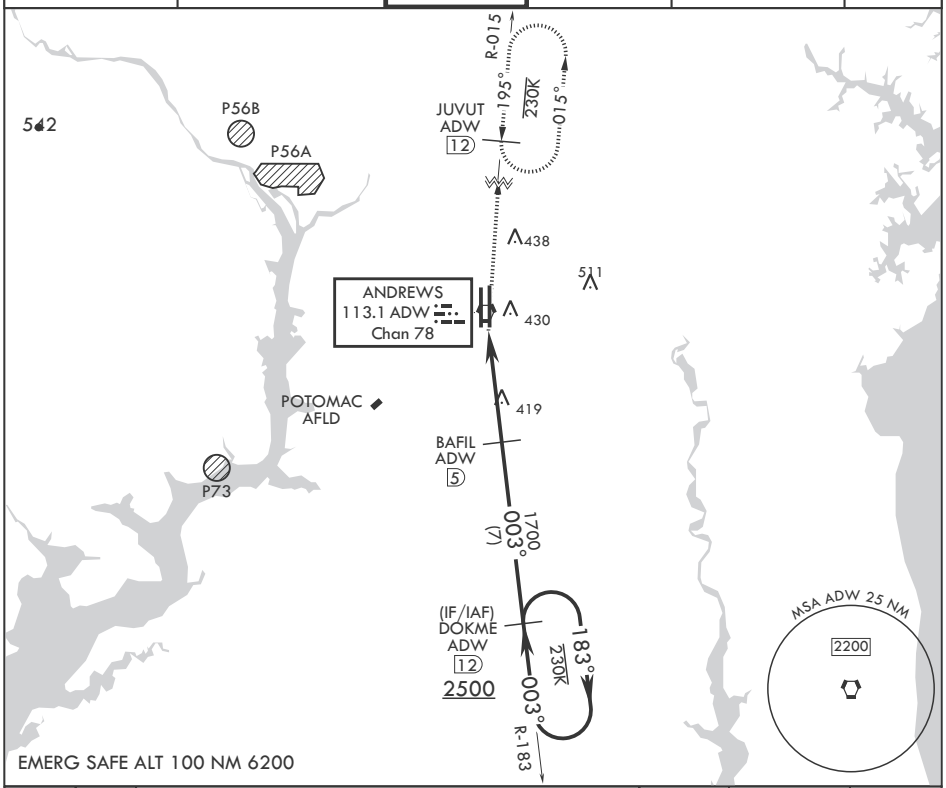
RADAR required

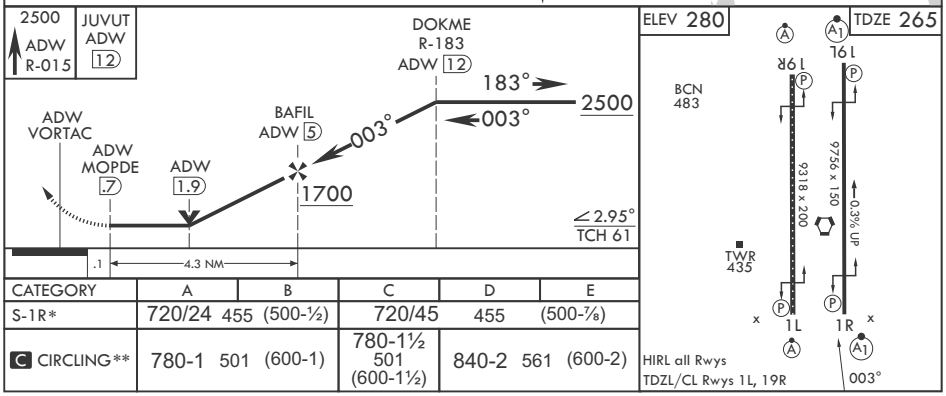
T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1

MISSED APPROACH: Climb to 2500 via ADW VORTAC R-015 to JUVUT and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-1R*	720/24 455 (500-½)		720/45 455 (500-⅞)		
C CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

TACAN RWY 19L

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

VORTAC ADW 113.1 Chan 78	APCH CRS 195°	Rwy ldg 9756 TDZE 279 Arpt Elev 280	- (USAF)

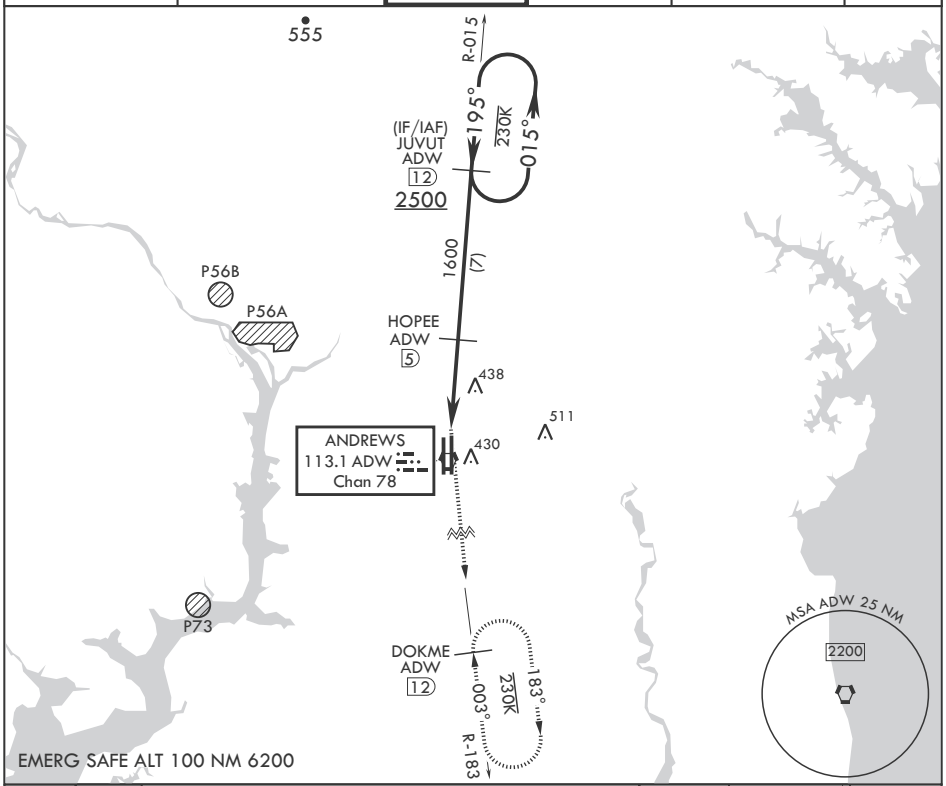
RADAR required

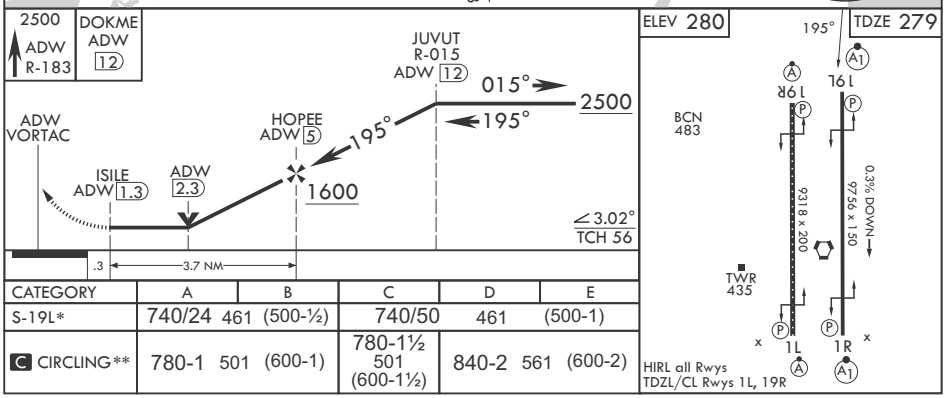
T * When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-1 (A1)

MISSED APPROACH: Climbing to 2500 via ADW VORTAC R-183 to DOKME and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-19L*	740/24 461 (500-½)		740/50 461 (500-1)		
C CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

CAMP SPRINGS, MARYLAND 38°49'N - 76°52'W JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

Amdt 3 18MAY23

TACAN RWY 19L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25051

CAMP SPRINGS, MARYLAND

TACAN RWY 19R

VORTAC ADW 113.1 Chan 78	APCH CRS 182°	Rwy ldg 9318 TDZE 274 Arpt Elev 280

- (USAF)

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

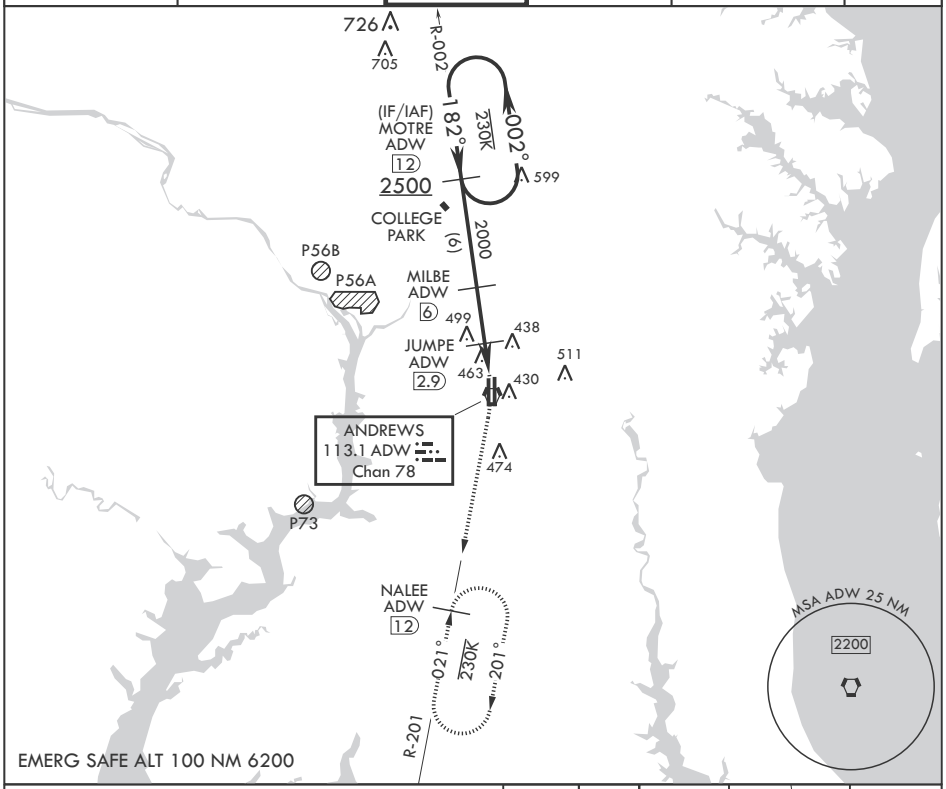
RADAR required

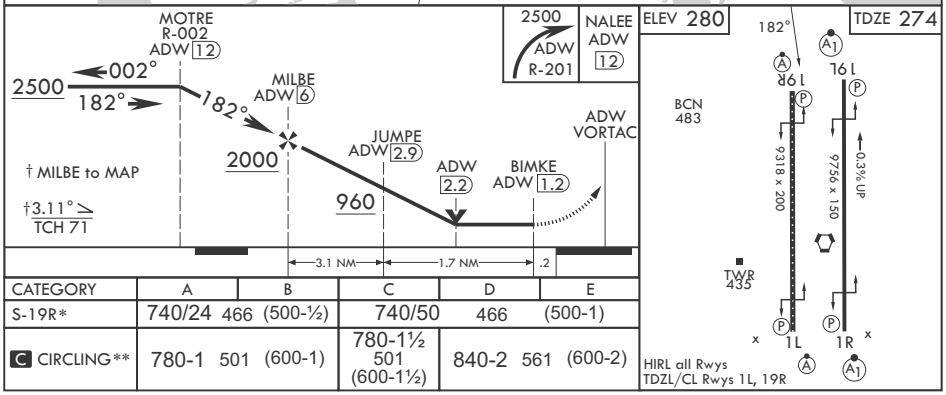
* When ALS inop, increase CAT AB RVR to 55, vis to 1 mile, CAT CDE vis to 1 3/8 miles.
** Circling not authorized W of Rwy 1L-19R.

ALSF-2

MISSED APPROACH: Climbing to 2500, intercept ADW VORTAC R-201 to NALEE and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
S-19R*	740/24 466 (500-½)		740/50 466 (500-1)		
C CIRCLING**	780-1 501 (600-1)		780-1½ 501 (600-1½)	840-2 561 (600-2)	

NE-3, 12 JUN 2025 to 07 AUG 2025

CAMP SPRINGS, MARYLAND

TACAN-B

VORTAC ADW 113.1 Chan 78	APCH CRS 325°	Rwy ldg N/A TDZE N/A Arpt Elev 280

- (USAF)

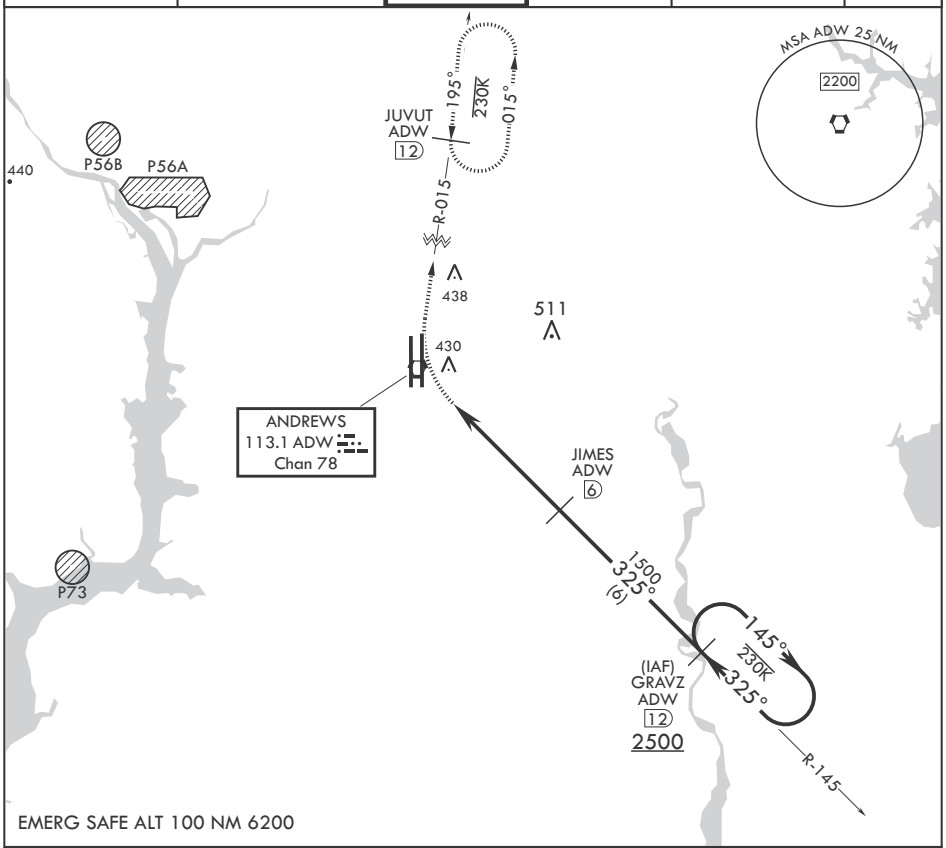
JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

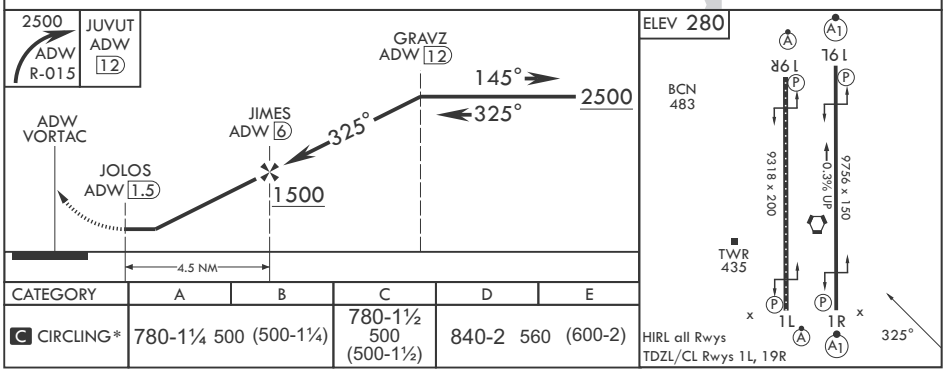
RADAR required

T * Circling not authorized west of Rwy 1L-19R.

MISSED APPROACH: Climbing right turn to 2500 via ADW R-015 to JUVUT and hold.

ATIS	POTOMAC APP CON	TOWER	GND CON	CLNC DEL	CPDLC
133.675 251.05	128.0 335.5	118.4 349.0	121.8 275.8	127.55 285.475	





CATEGORY	A	B	C	D	E
C CIRCLING*	780-1¼ 500 (500-1¼)		780-1½ 500 (500-1½)	840-2 560 (600-2)	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

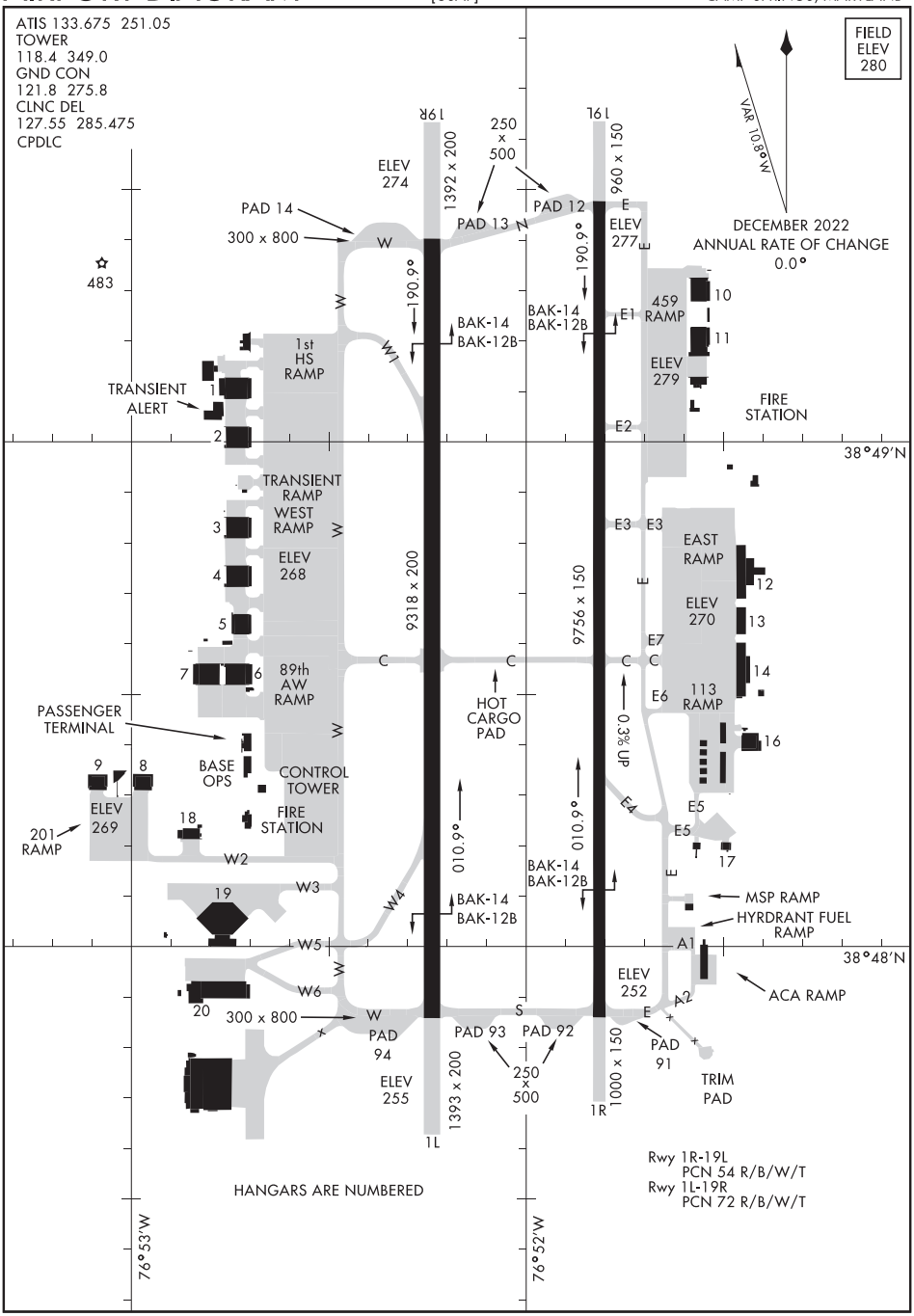
25051

AIRPORT DIAGRAM

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

[USAF]

CAMP SPRINGS, MARYLAND



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

CAMP SPRINGS, MARYLAND

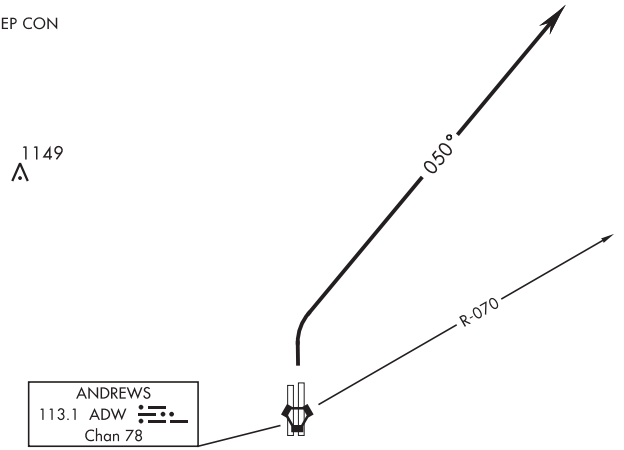
JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

ANDREWS ONE DEPARTURE (ADW1.ADW)

RADAR required

ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
125.65 348.725

587 [USAF]



RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/1R: Climbing right turn to 3000 heading 050°. Expect radar vectors to intercept ADW VORTAC R-070.

25051

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

CAMP SPRINGS ONE DEPARTURE (CAMP1.ADW) [USAF]

CAMP SPRINGS, MARYLAND

ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
118.95 257.2

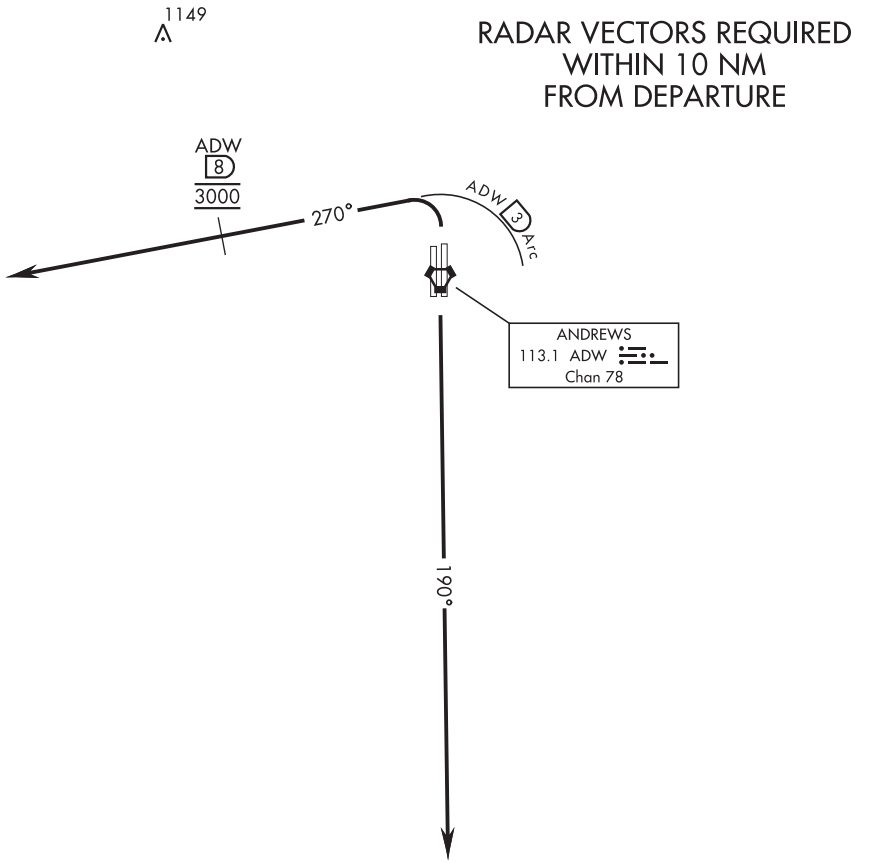
RADAR required

554

Rwy	Knots	60	120	180	240	300	360
1L/R	V/V(fpm)	380	760	1140	1540	1900	2280

ATC Climb Rate to 3000

If unable to make published climb gradient advise ATC prior to departure.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/1R: Turn left climb on heading 270° within 3 DME of ADW VORTAC, cross ADW 8 DME at 3000. Expect radar vectors.

TAKEOFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the west.

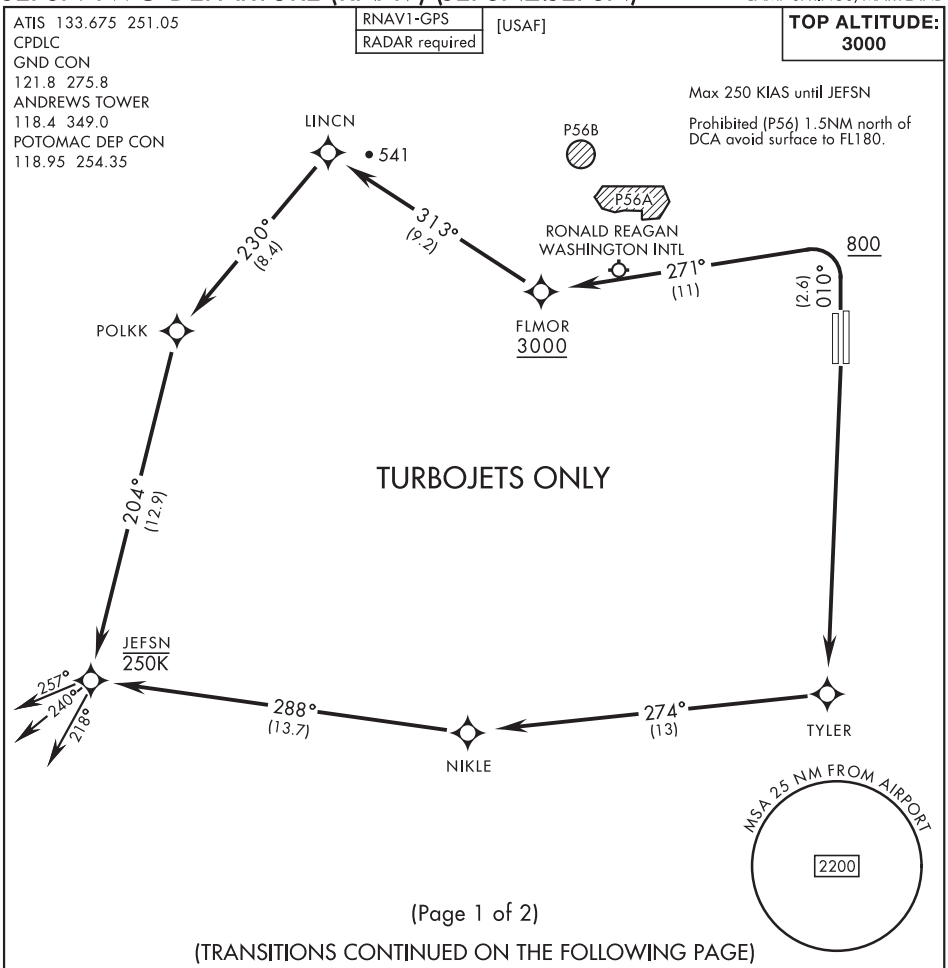
CAMP SPRINGS ONE DEPARTURE (CAMP1.ADW)

CAMP SPRINGS, MARYLAND

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

NE-3, 12 JUN 2025 to 07 AUG 2025

JEFSN TWO DEPARTURE (RNAV) (JEFSN2.JEFSN)



(Page 1 of 2)

(TRANSITIONS CONTINUED ON THE FOLLOWING PAGE)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/R: Climb on heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to JEFSN, thence...

TAKEOFF RWY 19L/R: Climb direct TYLER then via depicted route to JEFSN, thence...

... on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

FLASK TRANSITION (JEFSN2.FLASK)
GLANC TRANSITION (JEFSN2.GLANC)
MAULS TRANSITION (JEFSN2.MAULS)
MELTN TRANSITION (JEFSN2.MELTN)
RRSIN TRANSITION (JEFSN2.RRSIN)

25051

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

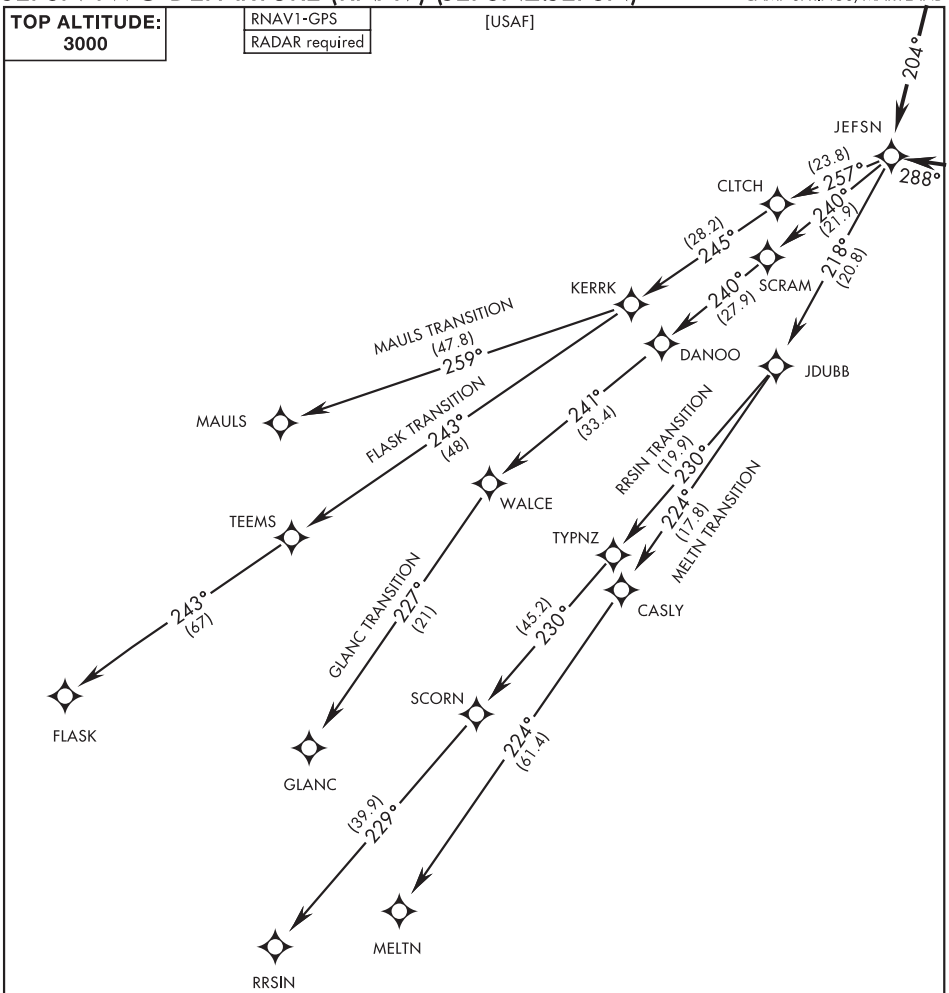
JEFSN TWO DEPARTURE (RNAV) (JEFSN2.JEFSN)

CAMP SPRINGS, MARYLAND

TOP ALTITUDE: 3000

RNAV1-GPS
RADAR required

[USAF]



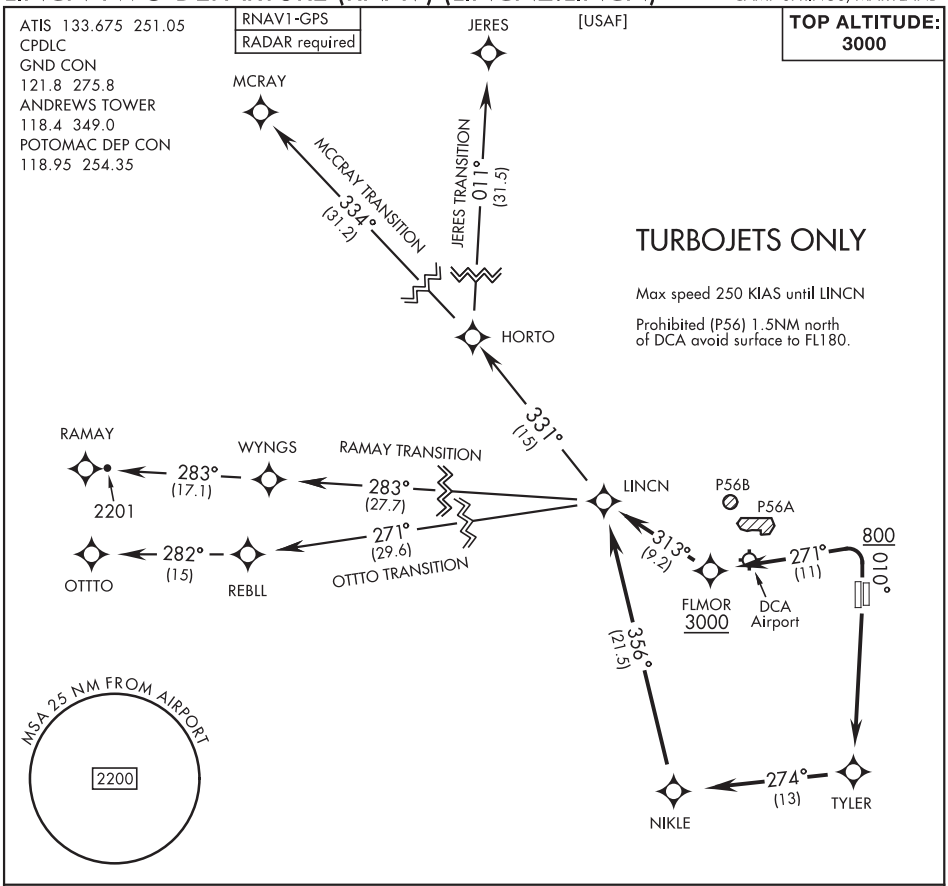
(Page 2 of 2)

NOTE: Chart not to scale

TURBOJETS ONLY

NE-3, 12 JUN 2025 to 07 AUG 2025

LINCN TWO DEPARTURE (RNAV) (LINCN2.LINCN)



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 01L/R: Climb heading 010° to 800, then climbing left turn to 3000 direct FLMOR. Then via depicted route to LINCN, thence...

TAKEOFF RWY 19L/R: Climb direct TYLER then via depicted route to LINCN, thence...

...on assigned transition. Maintain 3000, expect further clearance to filed alt within ten (10) minutes after departure.

JERES TRANSITION (LINCN2.JERES)

MCCRAY TRANSITION (LINCN2.MCRAY)

OTTTO TRANSITION (LINCN2.OTTTO)

RAMAY TRANSITION (LINCN2.RAMAY)

25051

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

MORNINGSIDE ONE DEPARTURE (MRNG1.ADW)

CAMP SPRINGS, MARYLAND

RADAR required

ATIS 133.675 251.05
CPDLC
GND CON
121.8 275.8
ANDREWS TOWER
118.4 349.0
POTOMAC TRACON DEP CON
125.65 348.725

587°

[USAF]

1149

010°

ANDREWS
113.1 ADW
Chan 78

RADAR VECTORS REQUIRED
WITHIN 10 NM
FROM DEPARTURE

190°

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/1R: Climb on heading 010° to 3000. Expect radar vectors.

TAKEOFF RWY 19R/19L: Climb on heading 190° to 3000. Expect radar vectors to the South or East.

MORNINGSIDE ONE DEPARTURE (MRNG1.ADW)

Orig 12OCT17

CAMP SPRINGS, MARYLAND

JOINT BASE ANDREWS (ANDREWS AFB) (KADW)

NE-3, 12 JUN 2025 to 07 AUG 2025

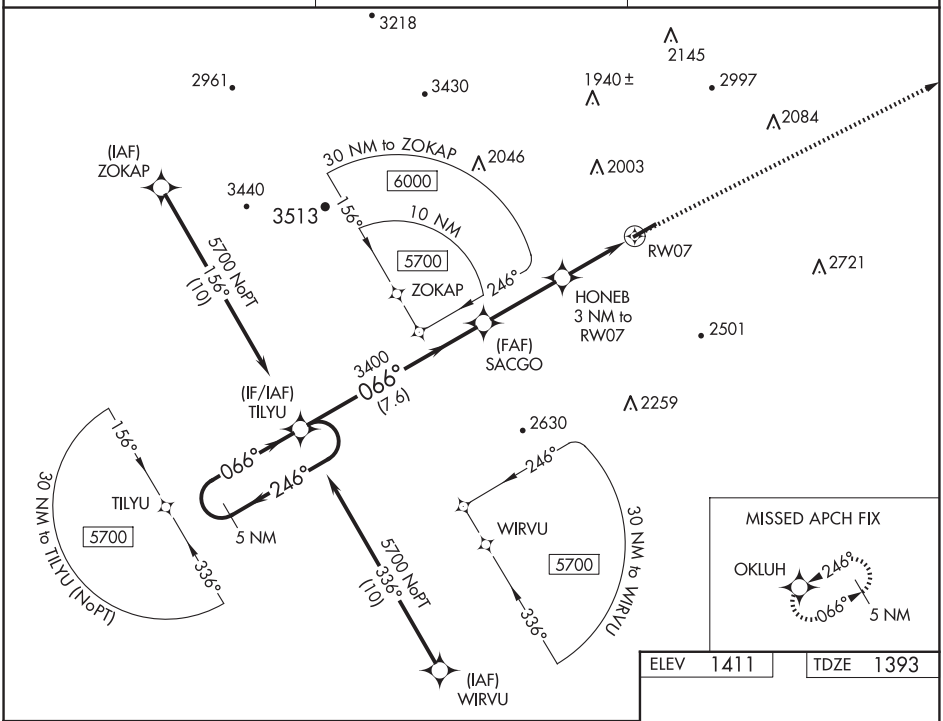
WAAS CH 78430 W07A	APP CRS 066°	Rwy ldg 5003 TDZE 1393 Apt Elev 1411

RNAV (GPS) RWY 7
LEE COUNTY (ØVG)

DME/DME RNP-0.3 NA. Rwy 07 helicopter visibility reduction below ¾ SM NA.
** Missed approach requires minimum climb gradient of 240 feet per NM to 3400.

MISSED APPROACH: Climb to 5600 direct OKLUH and hold, continue climb-in-hold to 5600.

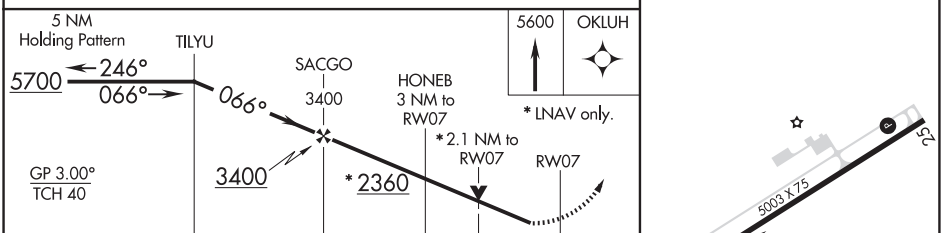
AWOS-3	ATLANTA CENTER	CTAF
120.125	127.55 269.50	122.9 L

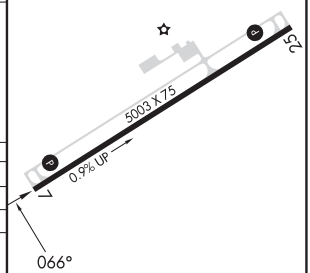


NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ELEV 1411	TDZE 1393





CATEGORY	A	B	C	D
LPV DA	** 1643-1 250 (300-1)			NA
LPV DA	1881-1¾ 488 (500-1¾)			NA
LNAV/VNAV DA	2024-2½ 631 (700-2½)			NA
LNAV MDA	2080-1 687 (700-1)		2080-1¾ 687 (700-1¾)	NA
C CIRCLING	2140-1 729 (800-1)	2180-1 769 (800-1)	2600-3 1189 (1200-3)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

JONESVILLE, VIRGINIA | AL-9373 (FAA) | 24305

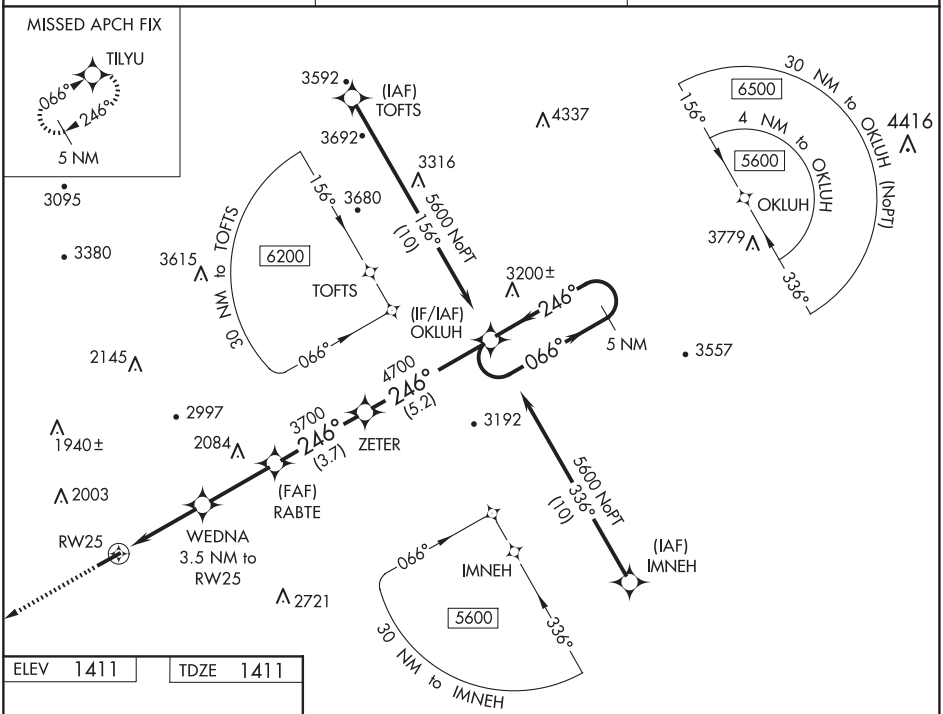
WAAS CH 82717 W25A	APP CRS 246°	Rwy ldg 5003 TDZE 1411 Apt Elev 1411

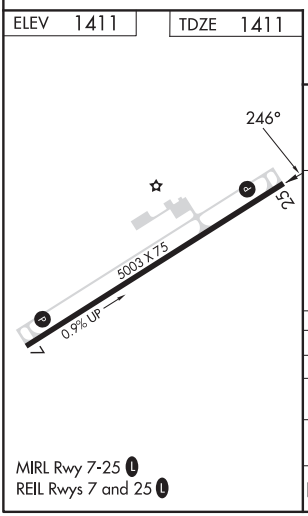
RNAV (GPS) RWY 25
LEE COUNTY (ØVG)

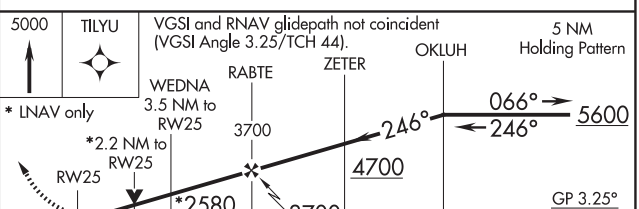
Helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

MISSED APPROACH: Climb to 5000 direct TILYU and hold, continue climb-in-hold to 5000.

AWOS-3	ATLANTA CENTER	CTAF
120.125	127.55 269.50	122.9 L







CATEGORY	A	B	C	D
LPV DA	1714-1 303 (400-1)			NA
LNAV/VNAV DA	2284-3 873 (900-3)			NA
LNAV MDA	2220-1 809 (900-1)	2220-1¼ 809 (900-1¼)	2220-2½ 809 (900-2½)	NA
C CIRCLING	2220-1 809 (900-1)		2600-3 1189 (1200-3)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

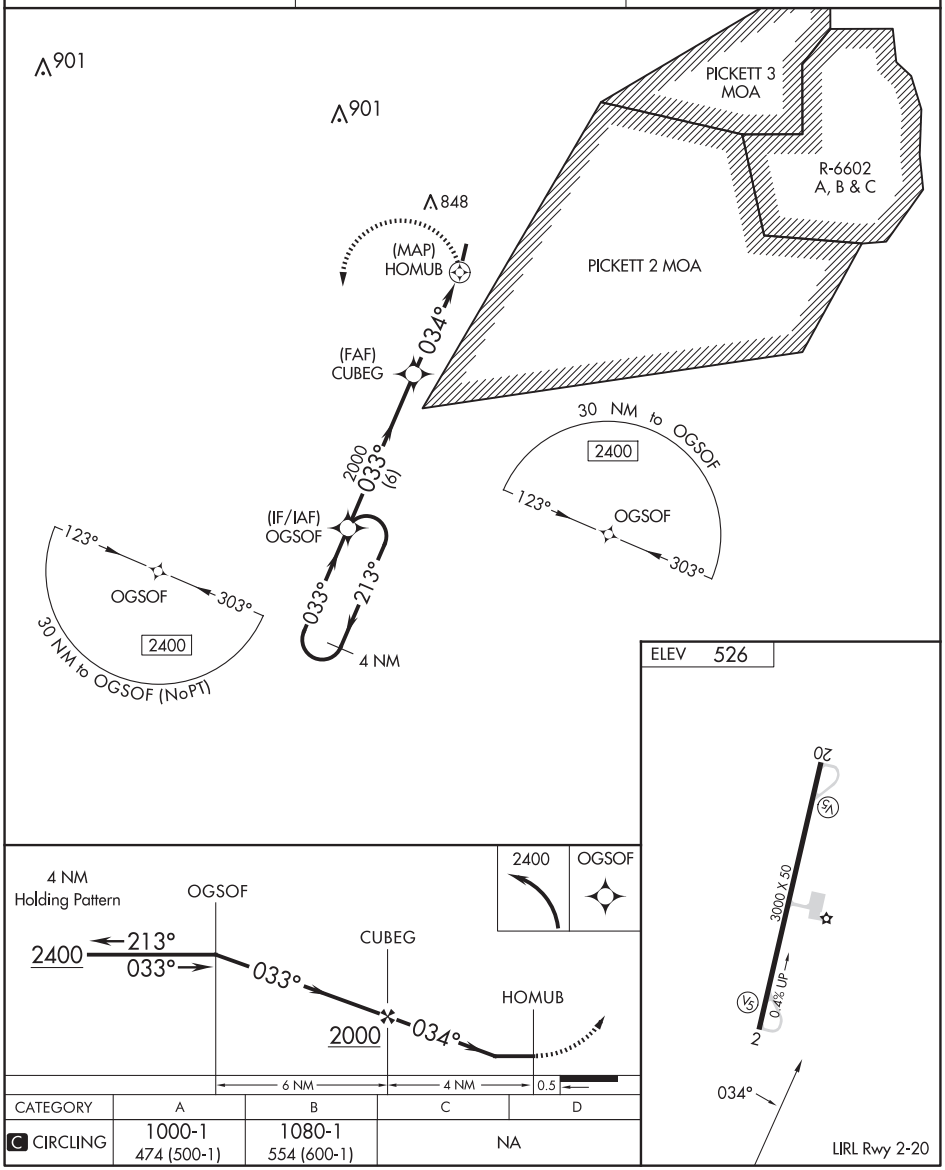
APP CRS	Rwy ldg	N/A
034°	TDZE	N/A
	Apt Elev	526

RNAV (GPS)-A
LUNENBURG COUNTY (W31)

Helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 2400 direct OGSOF and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
123.875	118.75 377.1	122.7 (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	1000-1 474 (500-1)	1080-1 554 (600-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

KENBRIDGE, VIRGINIA AL-10440 (FAA) 24137

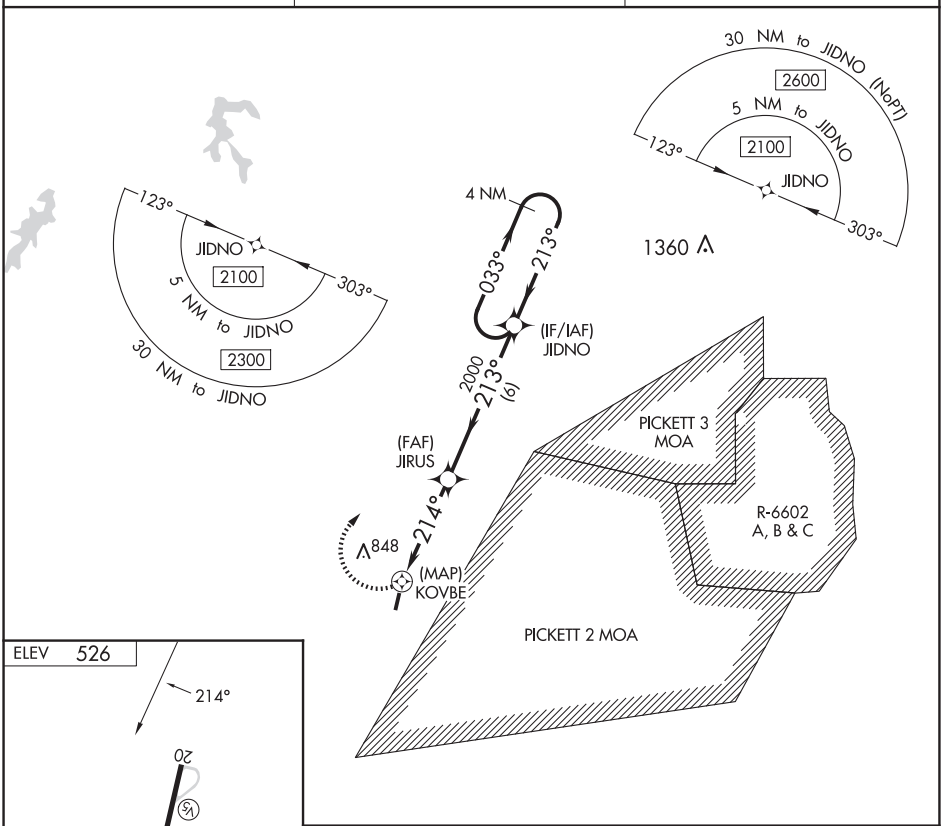
APP CRS	Rwy ldg	N/A
214°	TDZE	N/A
	Apt Elev	526

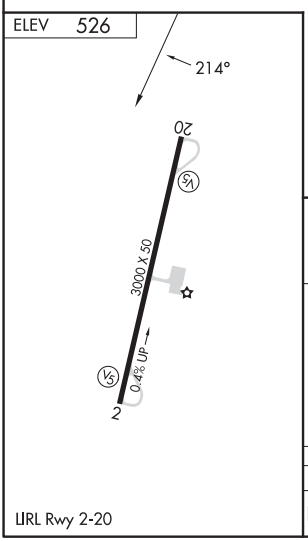
RNAV (GPS)-B
LUNENBURG COUNTY (W31)

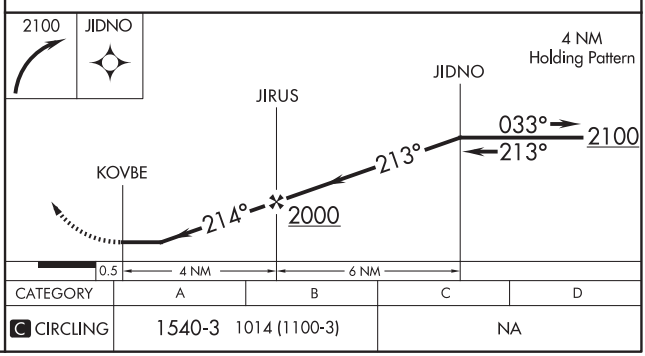
Helicopter visibility reduction below 1 SM NA.
DME/DME RNP-0.3 NA. Procedure NA at night.
When local altimeter setting not received, use Blackstone altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing right turn to 2100 direct JIDNO and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
123.875	118.75 377.1	122.7 (CTAF)







CATEGORY	A	B	C	D
C CIRCLING	1540-3 1014 (1100-3)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

HAMPTON, VIRGINIA

ILS or LOC Y RWY 8

LOC I-LFI	APCH CRS	Rwy ldg 10,002 TDZE 8 Arpt Elev 8
109.9	078°	

[USAF] LANGLEY AFB (KLFI)

RADAR or DME required

T * When ALS inop, increase RVR to 40 and vis to ¾ mile.
** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.

ALSF-1 A1

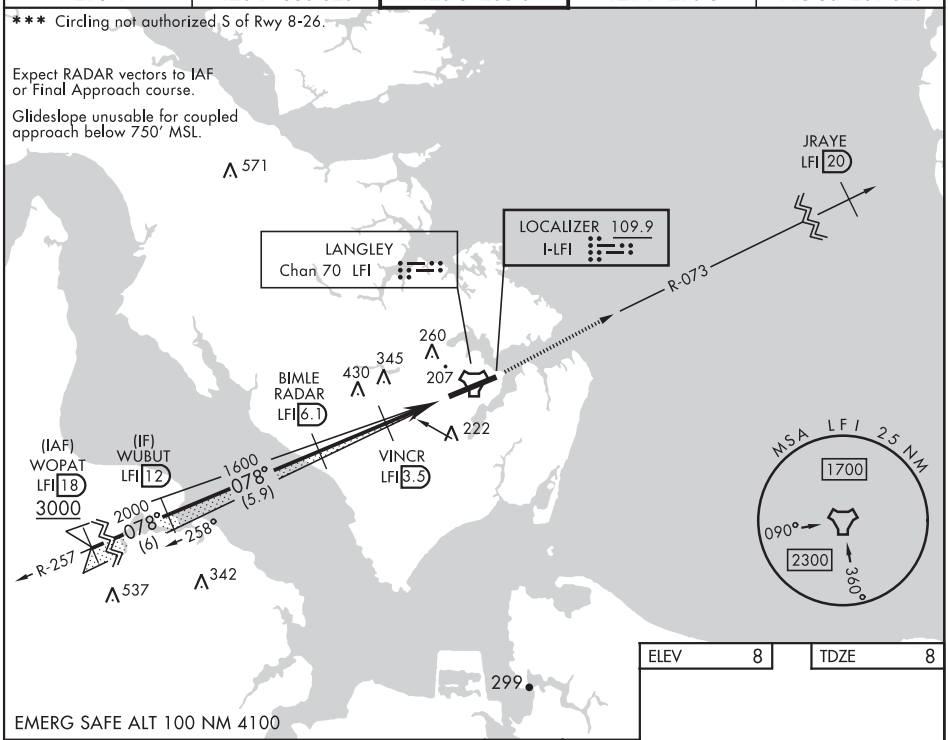
MISSED APPROACH: Climb to 3000 on LFI TACAN R-073 to JRAYE LFI 20 DME, then as instructed by ATC.

ATIS ★	NORFOLK APP CON	TOWER ★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

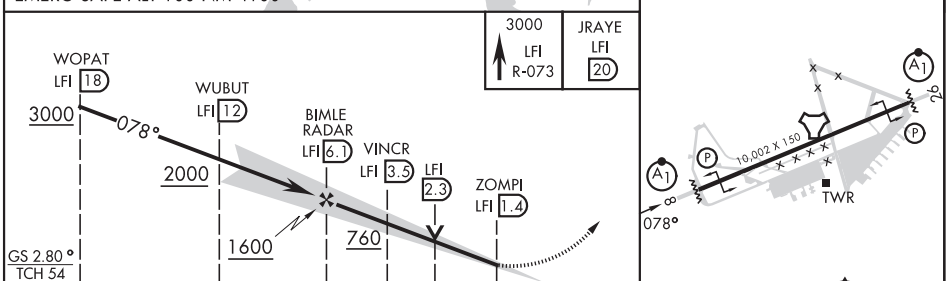
*** Circling not authorized S of Rwy 8-26.

Expect RADAR vectors to IAF or Final Approach course.

Glideslope unusable for coupled approach below 750′ MSL.



ELEV	8	TDZE	8



HIRL Rwy 8-26

CATEGORY	A	B	C	D	E
S-ILS 8 *	208/24		200	(200-½)	
S-LOC 8 **	480/24	472 (500-½)	480/50	472 (500-1)	
C CIRCLING ***	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 12 JUN 2025 to 07 AUG 2025

25107

HAMPTON, VIRGINIA

ILS or LOC Y RWY 26

LOC I-ABM	APCH CRS	Rwy ldg 10,002 TDZE 8 Arpt Elev 8
109.9	258°	

[USAF] LANGLEY AFB (KLFI)

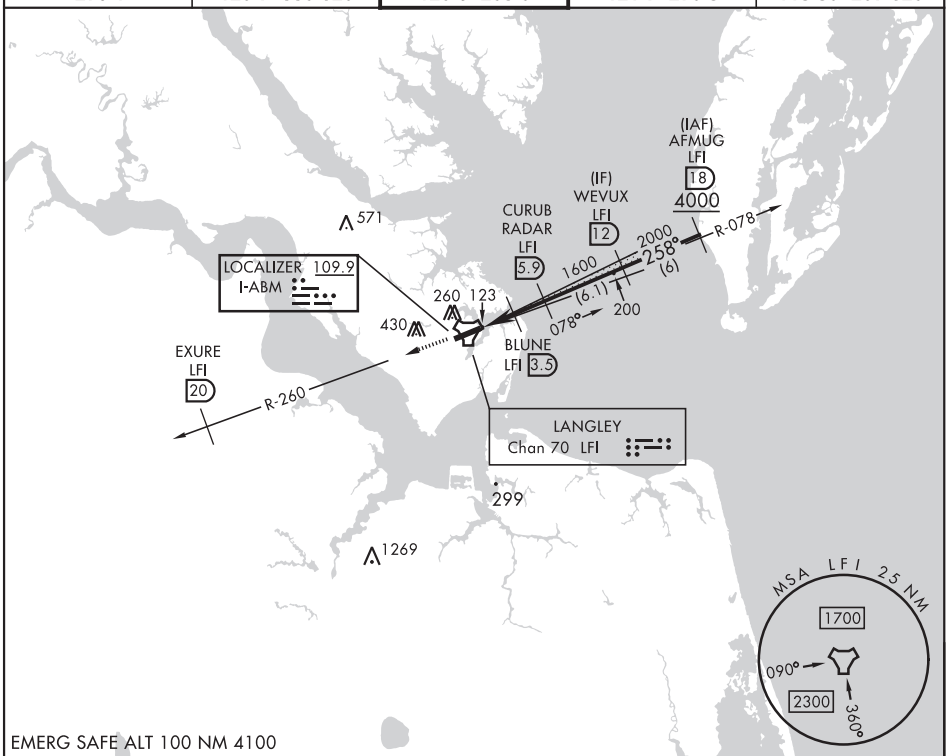
RADAR or DME required

T * When ALS inop, increase RVR to 40 and vis to ¾ miles.
** When ALS inop, increase RVR to 55 and vis to 1 mile.
*** Circling S of Rwy 8-26 not authorized.

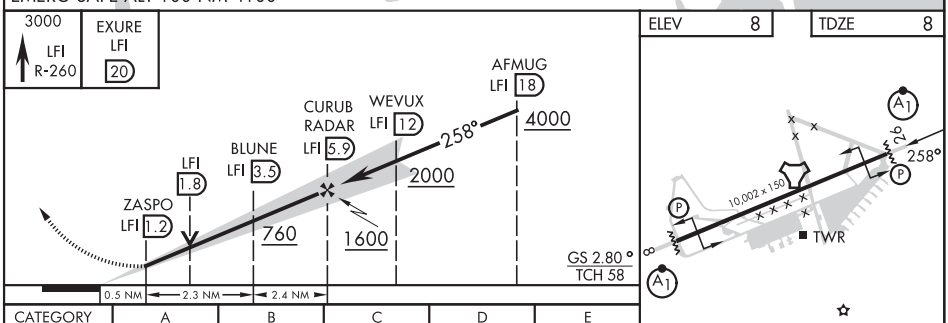
ALSF-1

MISSED APPROACH: Climb to 3000 on LFI TACAN R-260 to EXURE LFI 20 DME, then as instructed by ATC.

ATIS ★	NORFOLK APP CON	TOWER ★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625



EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D	E
S-ILS 26*	208/24		200	(200-½)	
S-LOC 26**	380/24	372 (400-½)	380/35	372	(400-⅝)
C CIRCLING ***	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

FAF to MAP 4.7 NM					
Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

HAMPTON, VIRGINIA

RNAV (GPS) RWY 8

LANGLEY AFB (KLFI)

WAAS CH 41170 W08A	APCH CRS 078°	Rwy ldg 10,002 TDZE 8 Arpt Elev 8	- (USAF)

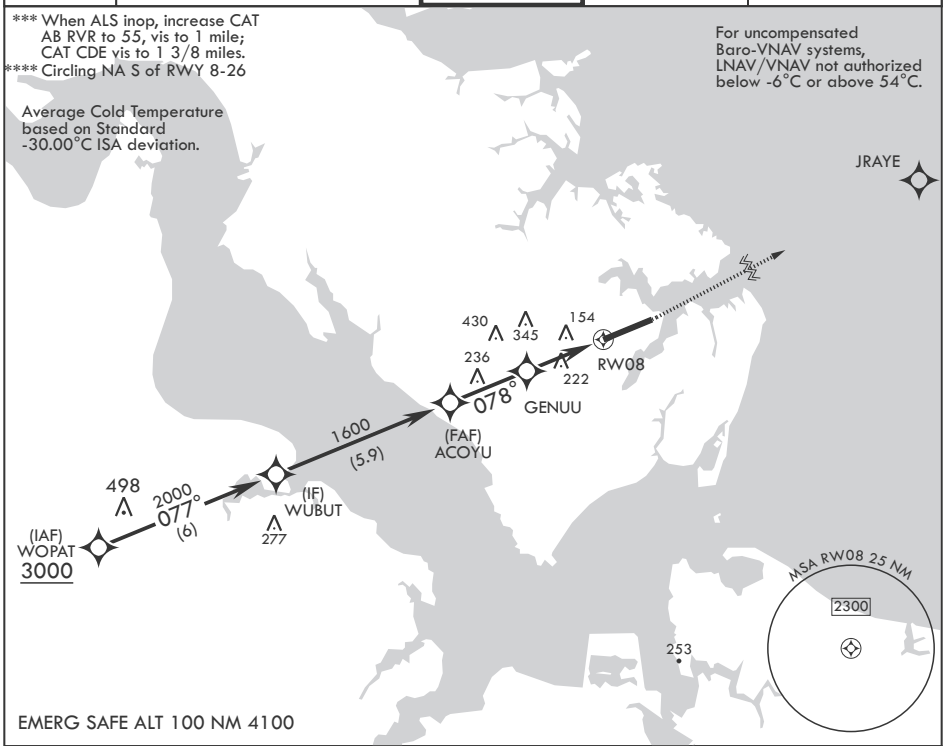
RNP APCH-GPS

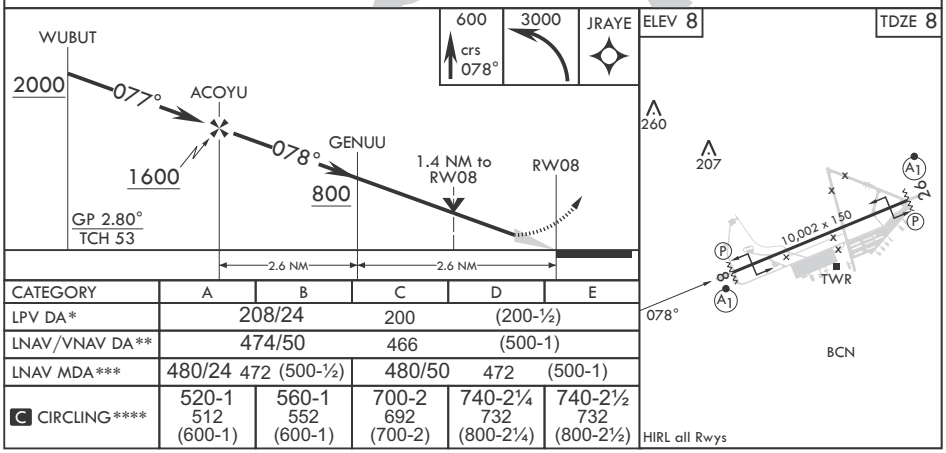
T * When ALS inop, increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase vis to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 600 then climbing to 3000 direct JRAYE, then as instructed by ATC.

ATIS★	NORFOLK APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625





CATEGORY	A	B	C	D	E
LPV DA*	208/24		200	(200-½)	
LNAV/VNAV DA**	474/50		466	(500-1)	
LNAV MDA***	480/24 472 (500-½)		480/50 472 (500-1)		
C CIRCLING****	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

NE-3, 12 JUN 2025 to 07 AUG 2025

25107

HAMPTON, VIRGINIA

RNAV (GPS) RWY 26

LANGLEY AFB (KLFI)

WAAS CH 41171 W26A	APCH CRS 258°	Rwy ldg 10,002 TDZE 8 Arpt Elev 8	- (USAF)

RNP APCH-GPS

T * When ALS inop increase RVR to 40, vis to 3/4 mile.
** When ALS inop, increase RVR to 55, vis to 1 mile.

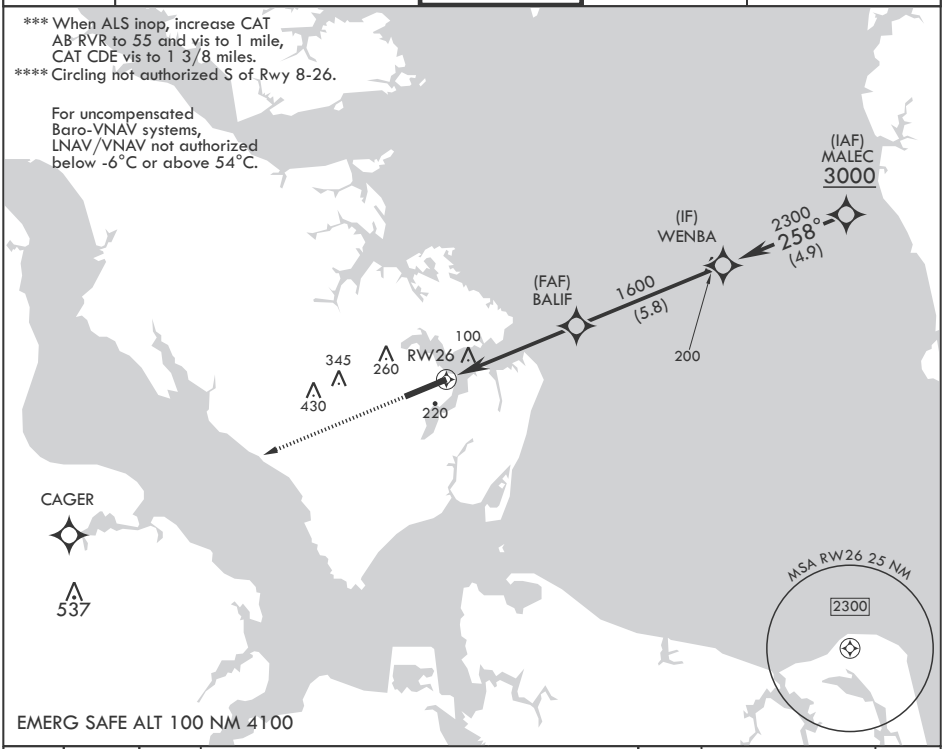
ALSF-1 (A1)

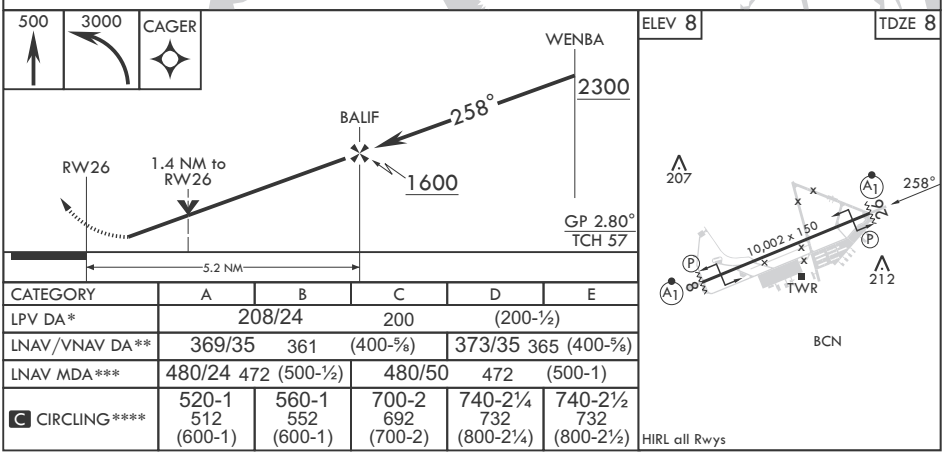
MISSED APPROACH: Climb to 500 then climbing left to 3000 direct CAGER, then as instructed by ATC.

ATIS★	NORFOLK APP CON/DEP CON	TOWER★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

*** When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1 3/8 miles.
**** Circling not authorized S of Rwy 8-26.

For uncompensated Baro-VNAV systems, LNAV/VNAV not authorized below -6°C or above 54°C.





CATEGORY	A	B	C	D	E
LPV DA*	208/24 200 (200-½)				
LNAV/VNAV DA**	369/35 361 (400-⅝)			373/35 365 (400-⅝)	
LNAV MDA***	480/24 472 (500-½)		480/50 472 (500-1)		
C CIRCLING****	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

HAMPTON, VIRGINIA

TACAN Y RWY 8

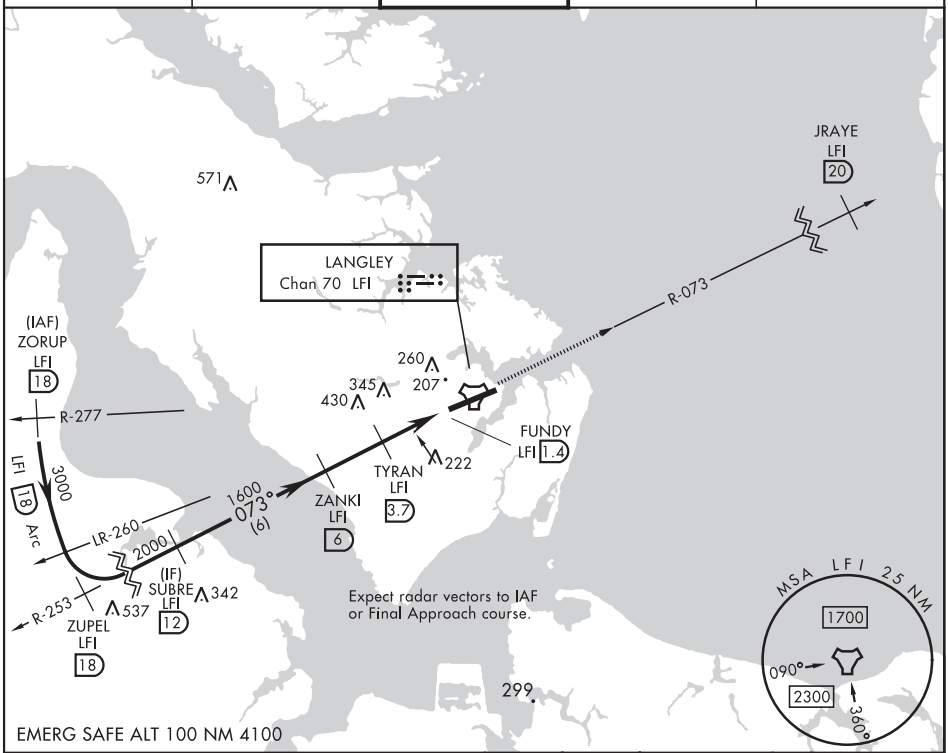
TACAN LFI Chan 70	APCH CRS 073°	Rwy ldg 10,002 TDZE 8 Arpt Elev 8	[USAF]	LANGLEY AFB (KLFI)

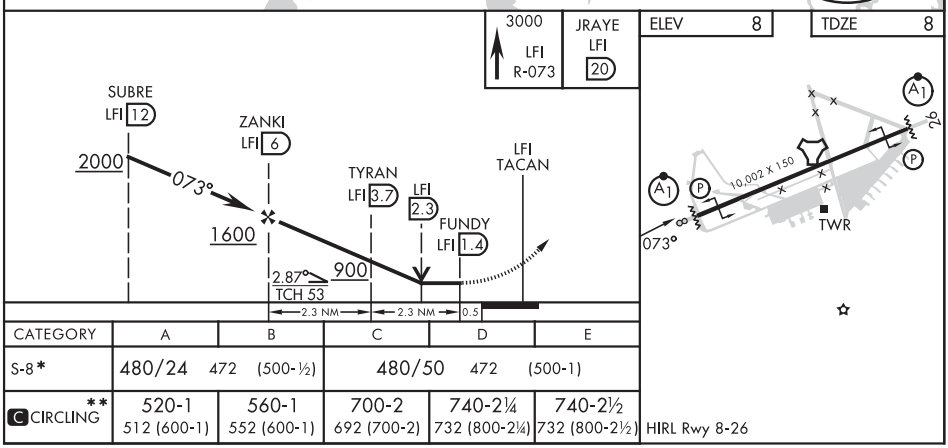
*When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
**Circling not authorized S of Rwy 8-26.

ALSF-1

MISSED APPROACH: Climb to 3000 on LFI TACAN R-073 to JRAYE LFI 20 DME, then as instructed by ATC.

ATIS ★	NORFOLK APP CON	TOWER ★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625





CATEGORY	A	B	C	D	E
S-8*	480/24 472 (500-½)		480/50 472 (500-1)		
C CIRCLING**	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

HAMPTON, VIRGINIA 37°05′N-76°22′W LANGLEY AFB (KLFI)

Amdt 7 17APR25

TACAN Y RWY 8

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25107

HAMPTON, VIRGINIA

TACAN Y RWY 26

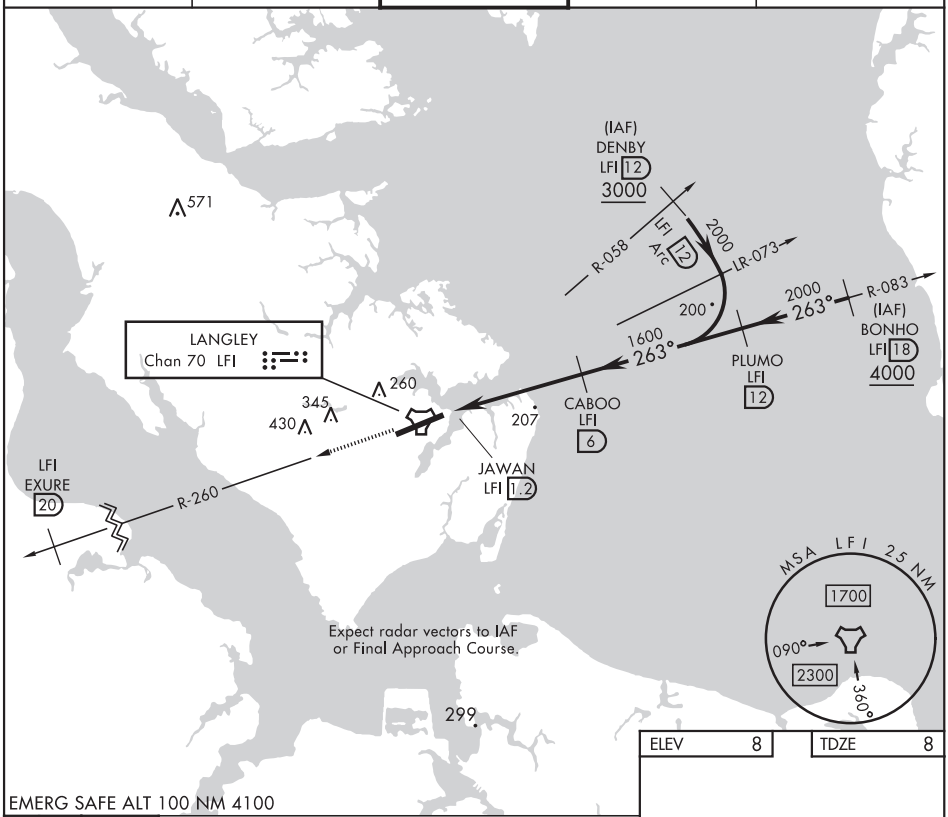
TACAN LFI Chan 70	APCH CRS 263°	Rwy ldg 10,002 TDZE 8 Arpt Elev 8	[USAF]	LANGLEY AFB (KLFI)

T *When ALS inop, increase CAT AB RVR to 55 and vis to 1 mile, CAT CDE vis to 1⅜ miles.
**Circling not authorized S of Rwy 8-26.

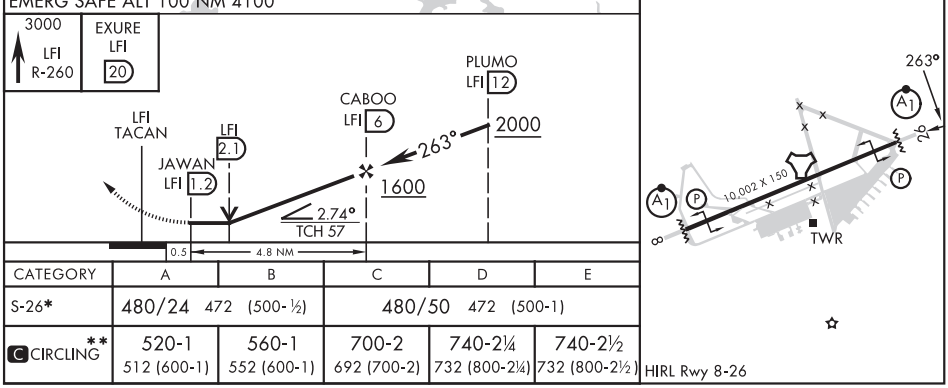
ALSF-1

MISSED APPROACH: Climb to 3000 on LFI TACAN R-260 to EXURE LFI 20 DME, then as instructed by ATC.

ATIS ★	NORFOLK APP CON	TOWER ★	GND CON	CLNC DEL
270.1	125.7 335.625	125.0 253.5	121.7 275.8	118.85 257.625

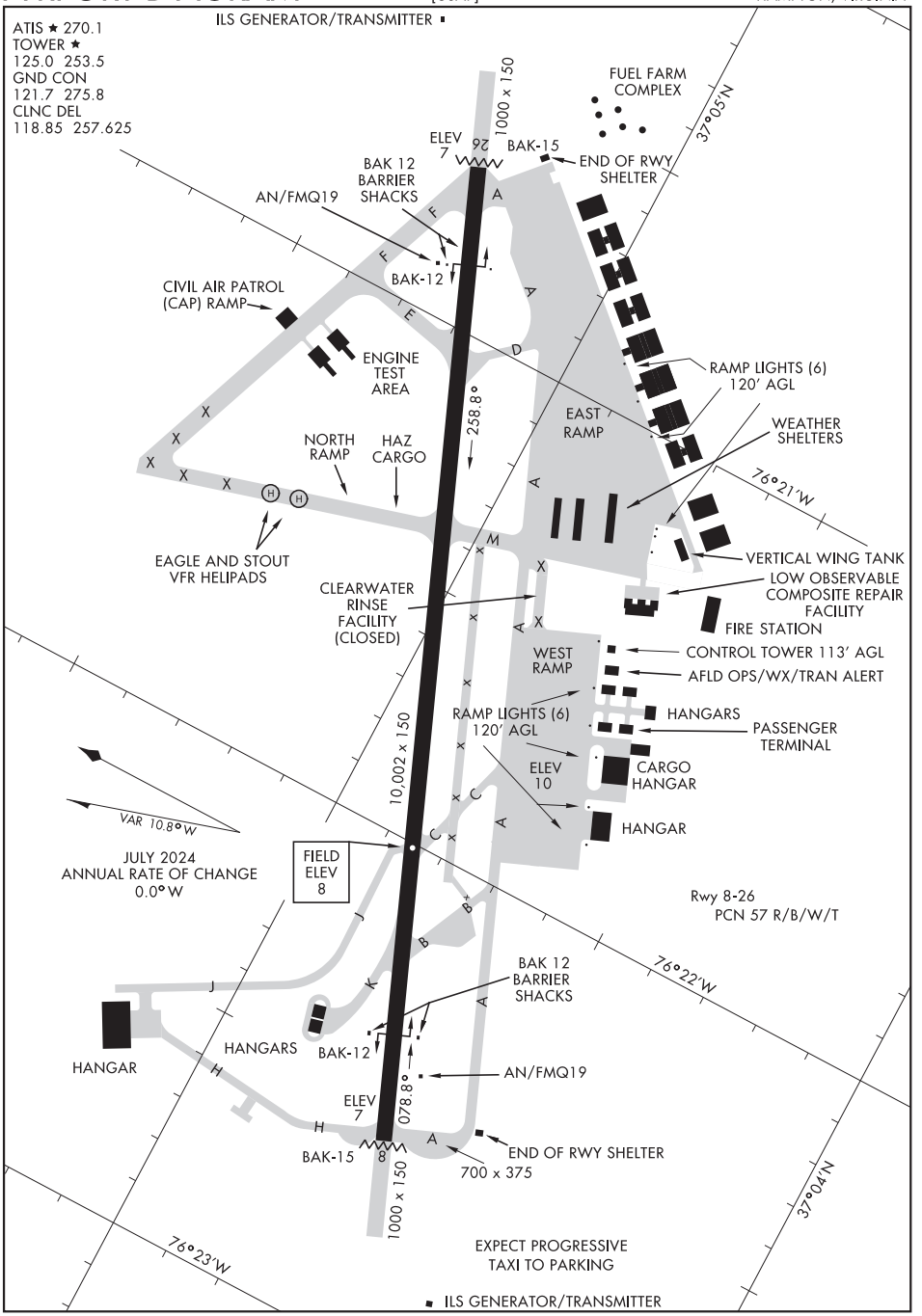


EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D	E
S-26*	480/24 472 (500-½)		480/50 472 (500-1)		
C CIRCLING**	520-1 512 (600-1)	560-1 552 (600-1)	700-2 692 (700-2)	740-2¼ 732 (800-2¼)	740-2½ 732 (800-2½)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025


ILS GENERATOR/TRANSMITTER
ATIS ★ 270.1
TOWER ★
125.0 253.5
GND CON
121.7 275.8
CLNC DEL
118.85 257.625
1000 x 150
FUEL FARM COMPLEX
37°05'N
ELEV 7
26
BAK-15
END OF RWY SHELTER
BAK 12 BARRIER SHACKS
AN/FMQ19
BAK-12
CIVIL AIR PATROL (CAP) RAMP
ENGINE TEST AREA
258.8°
RAMP LIGHTS (6) 120' AGL
EAST RAMP
WEATHER SHELTERS
NORTH RAMP
HAZ CARGO
76°21'W
EAGLE AND STOUT VFR HELIPADS
VERTICAL WING TANK
LOW OBSERVABLE COMPOSITE REPAIR FACILITY
CLEARWATER RINSE FACILITY (CLOSED)
FIRE STATION
WEST RAMP
CONTROL TOWER 113' AGL
AFLD OPS/WX/TRAN ALERT
RAMP LIGHTS (6) 120' AGL
HANGARS
PASSENGER TERMINAL
10,002 x 150
ELEV 10
CARGO HANGAR
VAR 10.8°W
HANGAR
JULY 2024
ANNUAL RATE OF CHANGE
0.0°W
FIELD ELEV 8
Rwy 8-26
PCN 57 R/B/W/T
76°22'W
BAK 12 BARRIER SHACKS
HANGAR
HANGARS
BAK-12
AN/FMQ19
ELEV 7
078.8°
BAK-15
8
END OF RWY SHELTER
700 x 375
1000 x 150
37°04'N
76°23'W
EXPECT PROGRESSIVE TAXI TO PARKING
ILS GENERATOR/TRANSMITTER

LAUREL, DELAWARE

AL-6983 (FAA)

24193

RNAV (GPS)-A

LAUREL (NØ6)

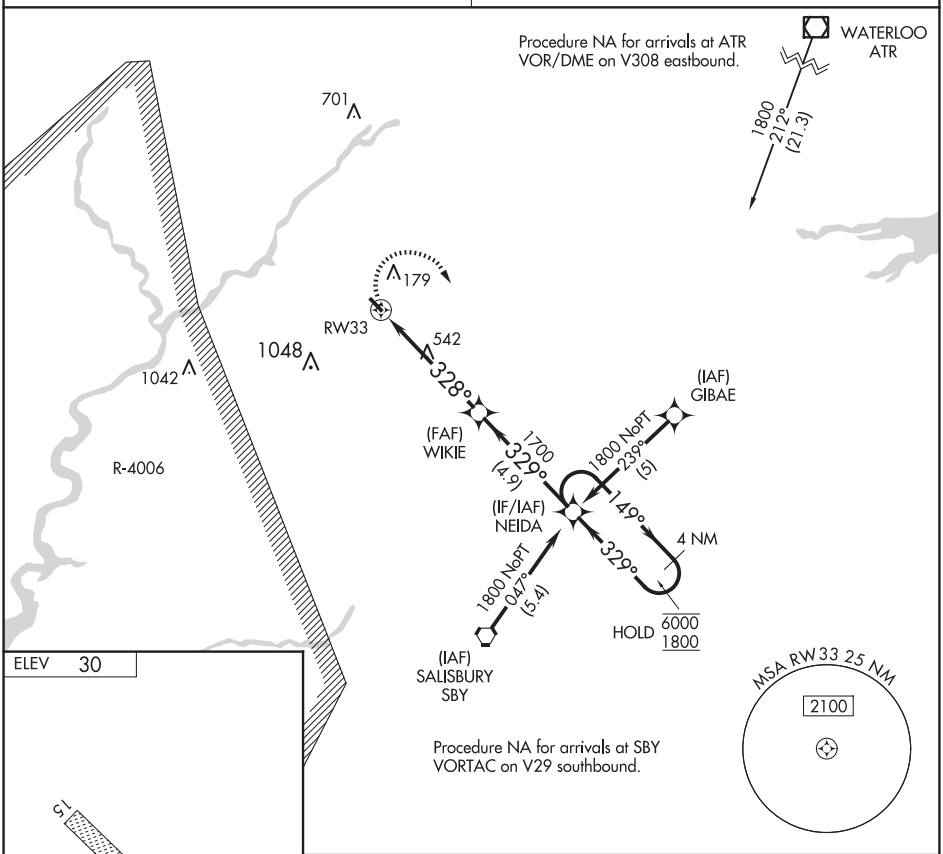
APP CRS	Rwy ldg	N/A
328°	TDZE	N/A
	Apt Elev	30

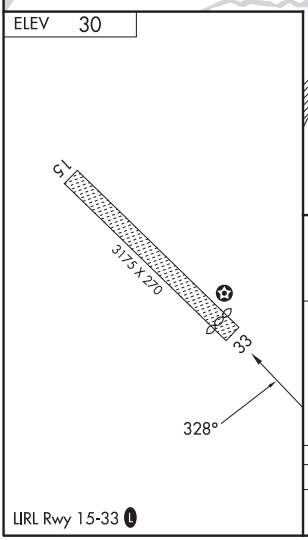
RNP APCH.

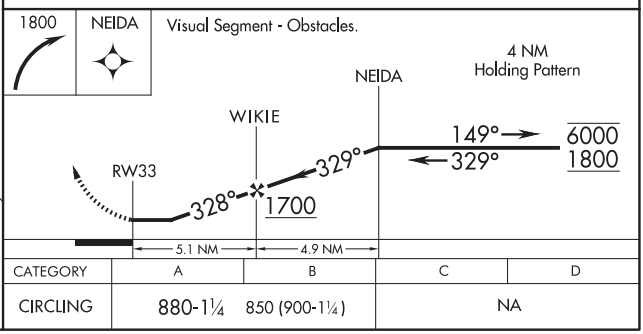
Procedure NA at night. Use Salisbury altimeter setting; when not received, use Georgetown altimeter setting.

MISSED APPROACH: Climbing right turn to 1800 direct NEIDA and hold.

PATUXENT APP CON ★	UNICOM
127.95 314.0	122.8 (CTAF) L







CATEGORY	A	B	C	D
CIRCLING	880-1¼ 850 (900-1¼)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	N/A
180°	TDZE	N/A
	Apt Elev	329

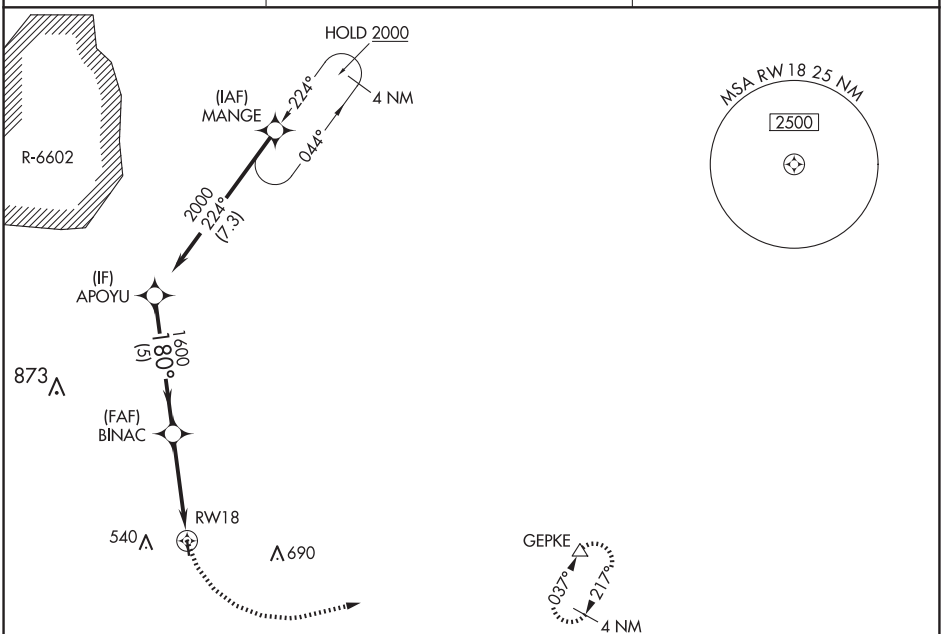
RNAV (GPS)-A
BRUNSWICK COUNTY (LVL)

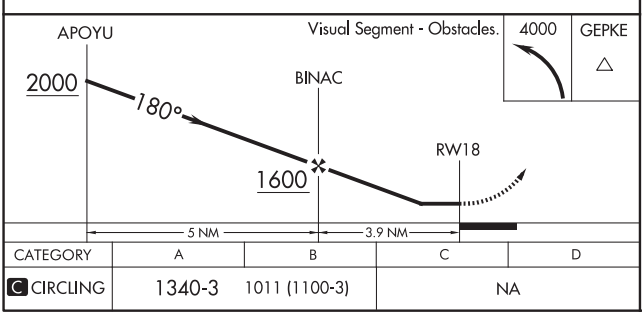
RNP APCH.

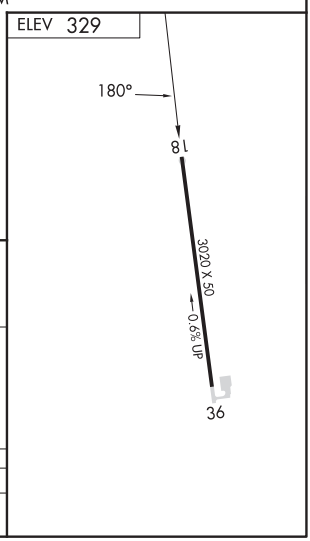
Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 4000 direct GEPKE and hold, continue climb-in-hold to 4000.

AWOS-3	WASHINGTON CENTER	UNICOM
119.625	118.75 377.1	122.8 (CTAF)







CATEGORY	A	B	C	D
C CIRCLING	1340-3	1011 (1100-3)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

LAWRENCEVILLE, VIRGINIA | AL-5359 (FAA) | 25135

APP CRS	Rwy Ldg	N/A
001°	TDZE	N/A
	Apt Elev	329

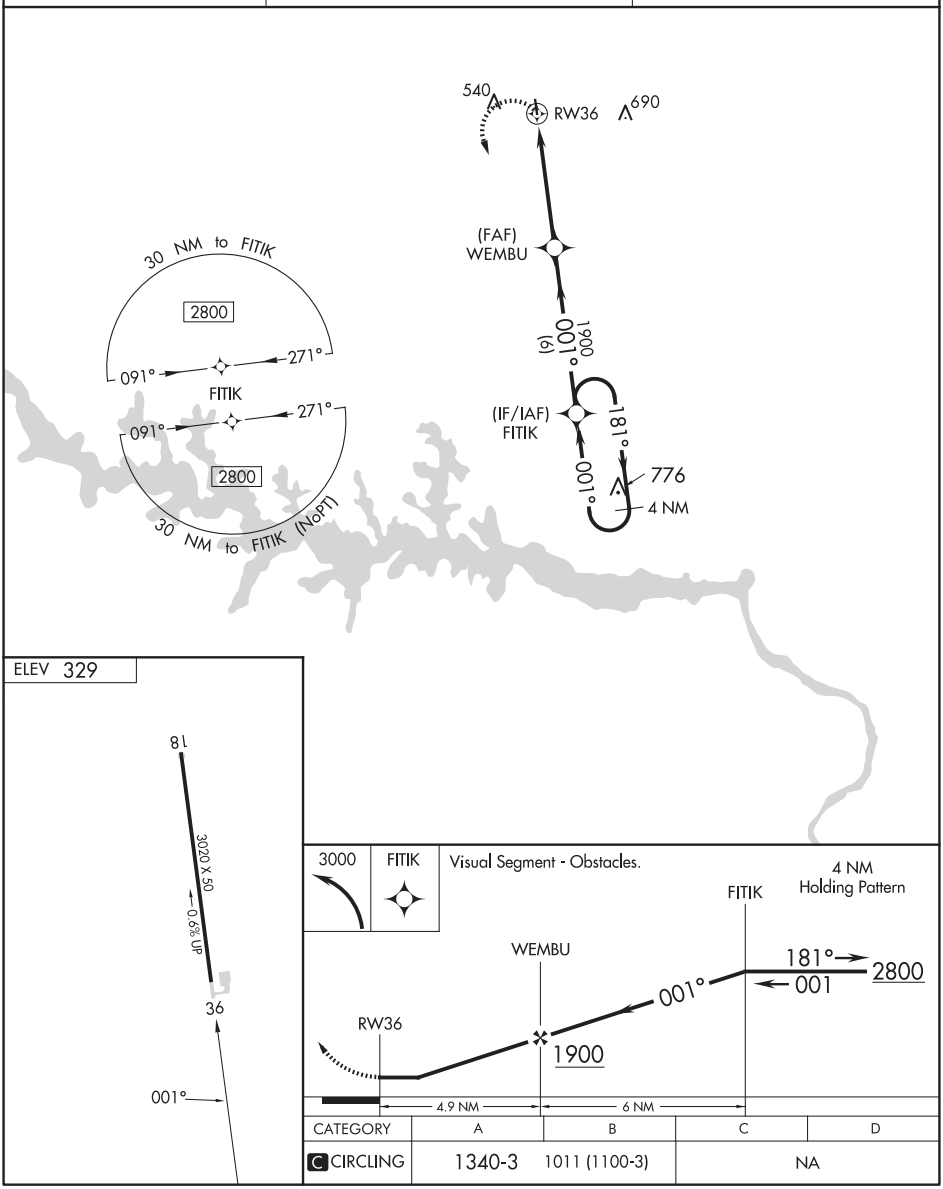
RNAV (GPS)-B
BRUNSWICK COUNTY (LVL)

RNP APCH.

Procedure NA at night. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use South Hill altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climbing left turn to 3000 direct FITIK and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.625	118.75 377.1	122.8 (CTAF)



CATEGORY	A	B	C	D
C CIRCLING	1340-3	1011 (1100-3)		NA

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 17
LEESBURG EXEC (JYO)

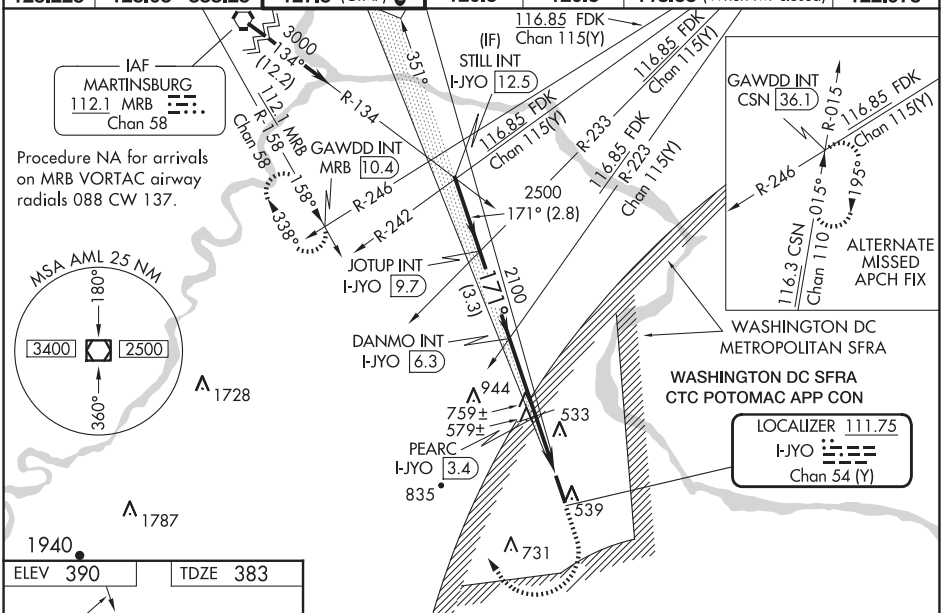
LOC/DME I-JYO	APP CRS	Rwy Ldg	5500
111.75	171°	TDZE	383
Chan 54 (Y)		Apt Elev	390

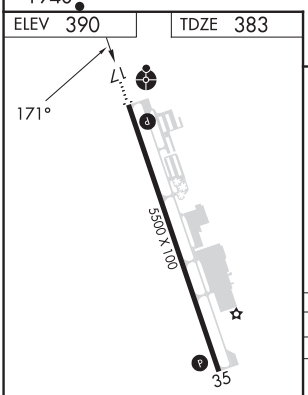
T A NA Inop table does not apply to S-ILS 17 all Cats and S-LOC 17 Cats C/D. For inop ALS when using Washington Dulles Intl altimeter setting, increase visibility S-ILS 17 Cats A/B to ⅞ SM and inop table does not apply to S-LOC 17 Cats C/D. When local altimeter setting not received, use Washington Dulles Intl altimeter setting: increase S-ILS 17 DA to 665 feet; increase all MDA 40 feet and visibility S-LOC 17 Cat A and Circling Cat C ¼ SM and PEARC fix minimums S-LOC 17 Cat C/D ⅛ SM and Circling Cat C ¼ SM. For inop ALS, increase PEARC fix minimums S-LOC 17 Cats C/D visibility to 1⅜.

ODALS

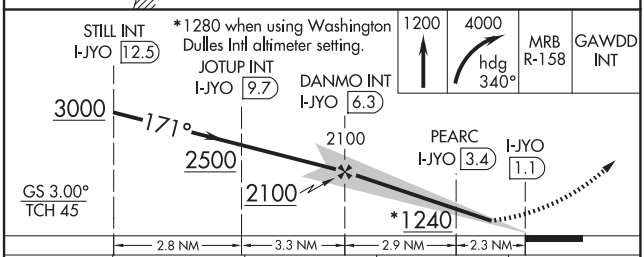
MISSED APPROACH: Climb to 1200 then climbing right turn to 4000 on heading 340° and MRB VORTAC R-158 to GAWDD INT/MRB 10.4 DME and hold, continue climb-in hold to 4000.

AWOS-3	POTOMAC APP CON	LEESBURG TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
125.225	125.05 338.25	127.5 (CTAF) L	120.5	120.5	118.55 (When twr closed)	122.975





REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L



CATEGORY	A	B	C	D
S-ILS 17	633-¾ 250 (300-¾)			
S-LOC 17	1240-¾ 857 (900-¾)	1240-1 857 (900-1)	1240-2½ 857 (900-2½)	
CIRCLING	1240-1¼ 850 (900-1¼)		1240-2½ 850 (900-2½)	1300-3 910 (1000-3)
PEARC FIX MINIMUMS				
S-LOC 17	840-¾ 457 (500-¾)		840-1⅛ 457 (500-1⅛)	
CIRCLING	860-1 470 (500-1)		1040-1¾ 650 (700-1¾)	1300-3 910 (1000-3)

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

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LEESBURG, VIRGINIA | AL-5288 (FAA) | 23166

WAAS CH 60902 W17A	APP CRS 171°	Rwy ldg 5500 TDZE 383 Apt Elev 390

RNAV (GPS) RWY 17
LEESBURG EXEC (JYO)

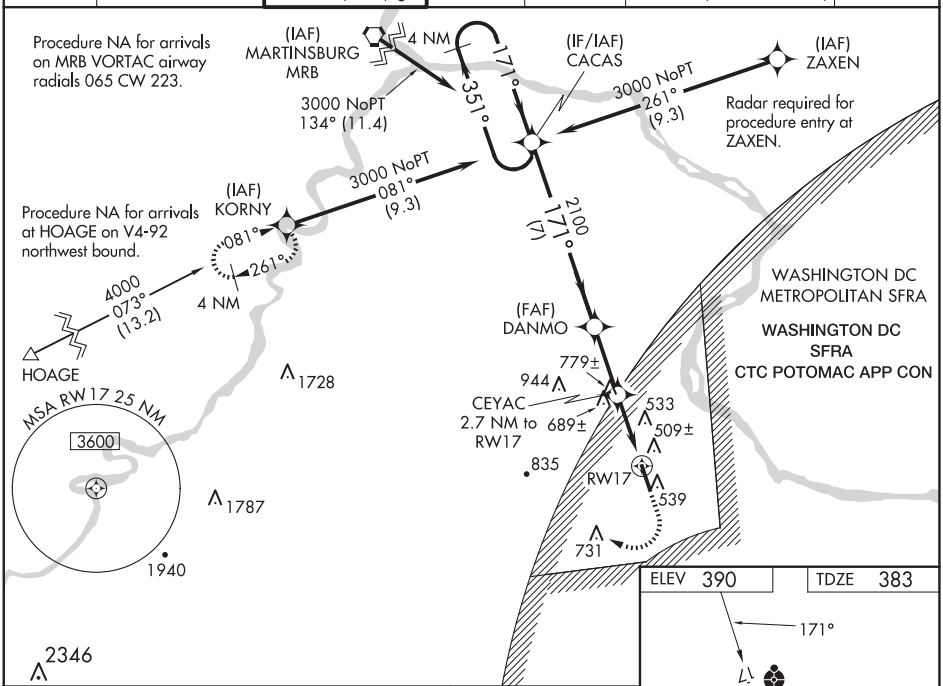
RNP APCH - GPS.

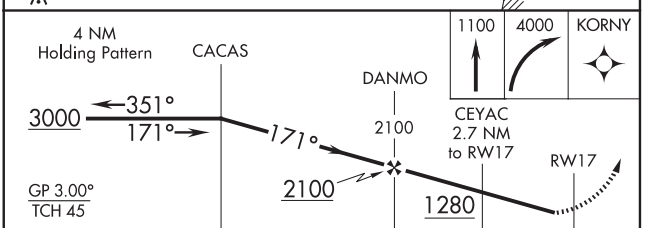
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 41°C. When local altimeter setting not received, use Washington Dulles Intl altimeter setting: increase LPV DA to 665 feet; increase LNAV/VNAV DA to 757 feet and increase all visibilities ⅛ SM; increase all MDA 40 feet and visibility LNAV Cat C/D and Circling Cat C ¼ SM. Inop table does not apply to LPV all Cats. For inop ALS when using Washington Dulles Intl altimeter setting, increase visibility LPV Cats A/B to ⅞ SM and inop table does not apply to LNAV/VNAV all Cats. Baro-VNAV NA when using Washington Dulles Intl altimeter setting. For inop ALS, increase visibility LNAV/VNAV Cats A/B to 1 and LNAV Cats C/D to 1⅝.

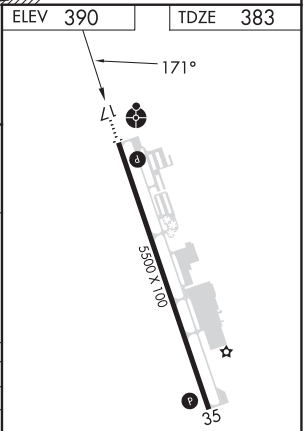
ODALS

MISSED APPROACH: Climb to 1100 then climbing right turn to 4000 direct KORNY and hold.

AWOS-3	POTOMAC APP CON	LEESBURG TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
125.225	125.05 338.25	127.5 (CTAF) L	120.5	120.5	118.55 (When twr closed)	122.975







CATEGORY	A	B	C	D
LPV DA	633-¾ 250 (300-¾)			
LNAV/VNAV DA	725-⅞ 342 (400-⅞)			
LNAV MDA	940-¾ 557 (600-¾)		940-1⅜ 557 (600-1⅜)	
CIRCLING	940-1 550 (600-1)		1040-1¾ 650 (700-1¾)	1300-3 910 (1000-3)

REIL Rwys 17 and 35 L
HIRL Rwy 17-35 L

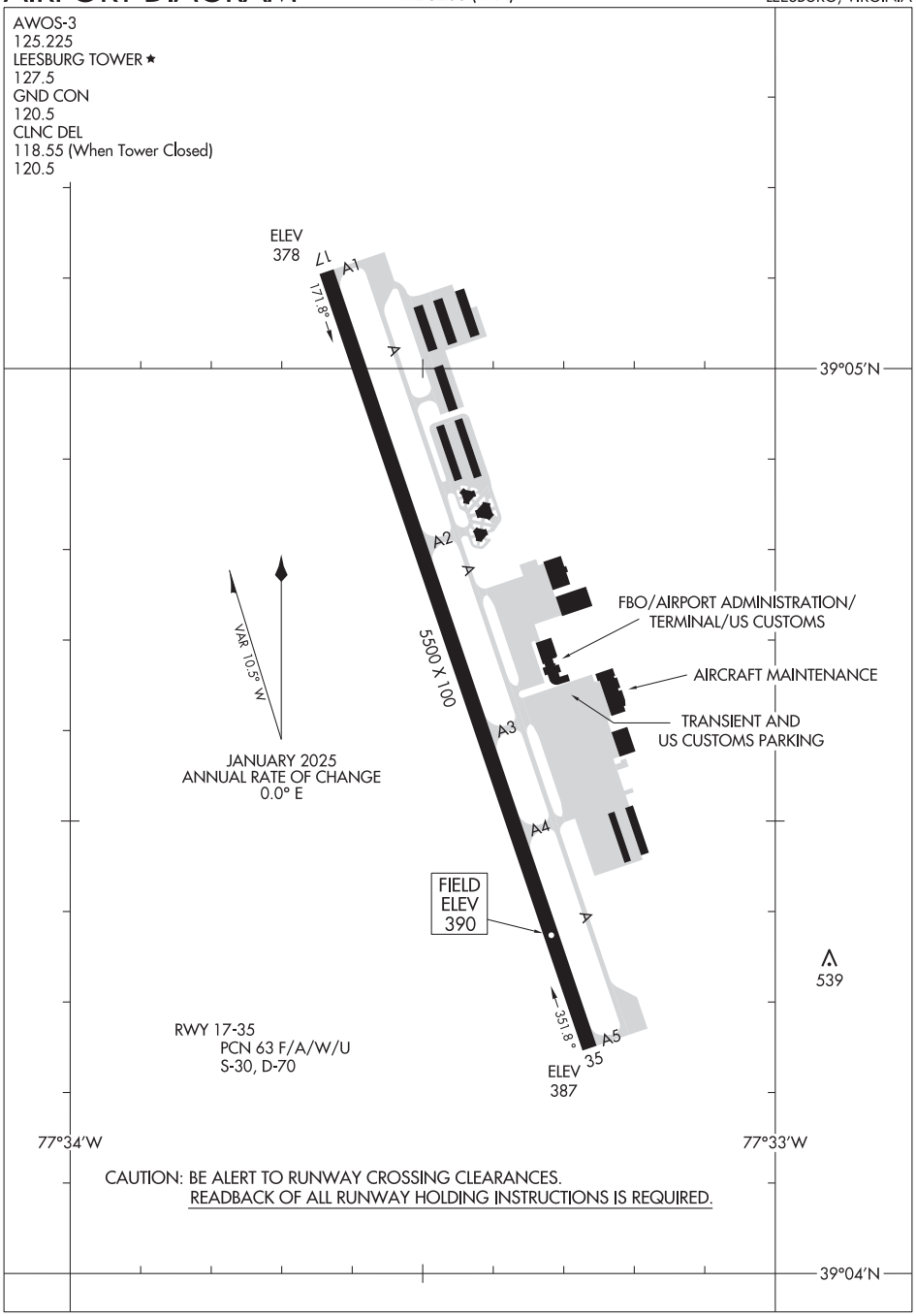
LEESBURG, VIRGINIA
Amdt 3C 06OCT22

39°05'N-77°33'W

LEESBURG EXEC (JYO)
RNAV (GPS) RWY 17

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025



NE-3, 12 JUN 2025 to 07 AUG 2025

POTOMAC DEP CON
125.05 350.2
AWOS-3
125.225
CLNC DEL
120.5
118.55 (When twr closed)
GND CON
120.5
LEESBURG TOWER ★
127.5 (CTAF)
UNICOM
122.975

N

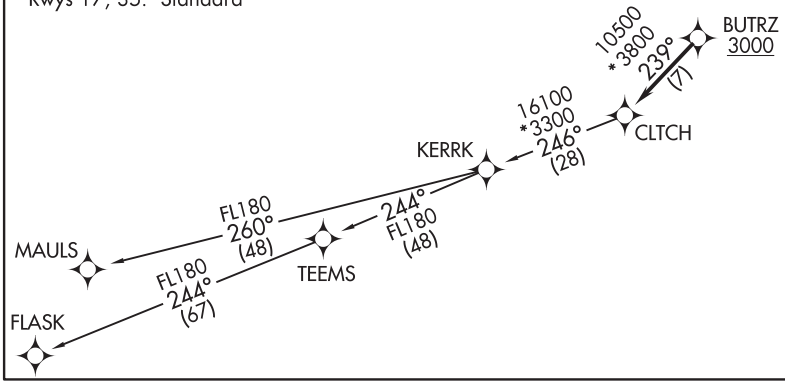
TOP ALTITUDE: 3000

P-56B

P-56A

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.

TAKEOFF MINIMUMS:
Rwys 17, 35: Standard



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

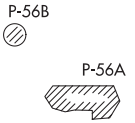
. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

JDUBB FOUR DEPARTURE (RNAV)

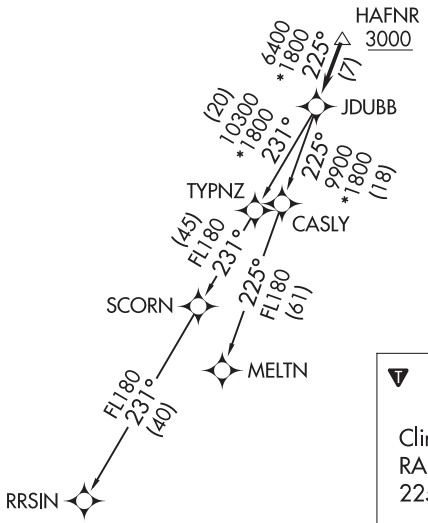
AWOS-3
125.225
CLNC DEL
120.5
118.55 (When twr closed)
GND CON
120.5
LEESBURG TOWER★
127.5 (CTAF)
UNICOM
122.975
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000



TAKEOFF MINIMUMS:
Rwys 17, 35: Standard

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . . on assigned transition, maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

NE-3, 12 JUN 2025 to 07 AUG 2025

AWOS-3 125.225
CLNC DEL
120.5
118.55 (When twr closed)
GND CON 120.5
LEESBURG TOWER ★
127.5 (CTAF)
UNICOM
122.975
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000

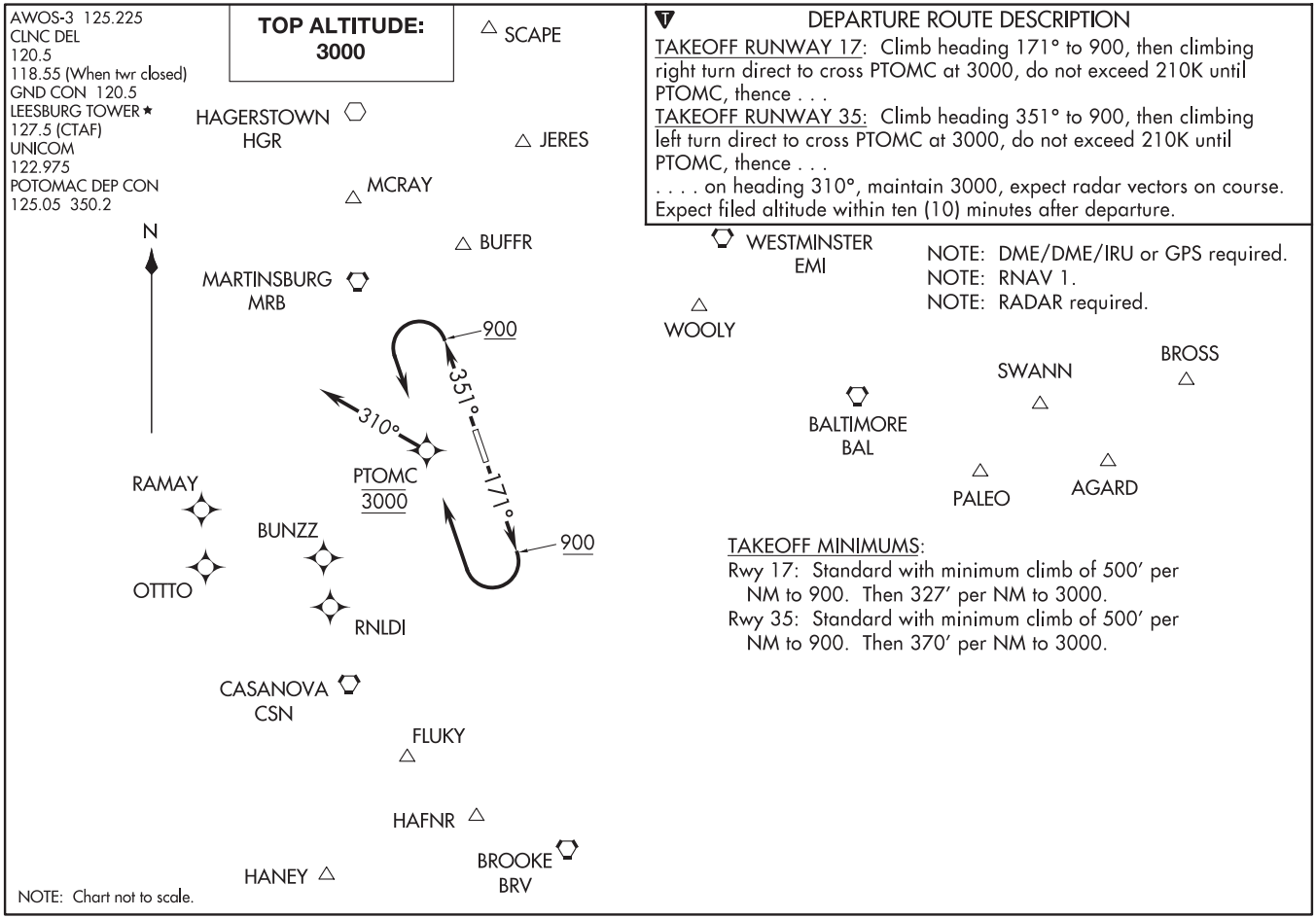
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 17: Climb heading 171° to 900, then climbing right turn direct to cross PTOMC at 3000, do not exceed 210K until PTOMC, thence . . .

TAKEOFF RUNWAY 35: Climb heading 351° to 900, then climbing left turn direct to cross PTOMC at 3000, do not exceed 210K until PTOMC, thence . . .

. . . . on heading 310°, maintain 3000, expect radar vectors on course. Expect filed altitude within ten (10) minutes after departure.

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required.



NOTE: Chart not to scale.

TAKEOFF MINIMUMS:
Rwy 17: Standard with minimum climb of 500′ per NM to 900. Then 327′ per NM to 3000.
Rwy 35: Standard with minimum climb of 500′ per NM to 900. Then 370′ per NM to 3000.

SCRAM SIX DEPARTURE (RNAV)
(SCRAM6.SCRAM) 31DEC20

LEESBURG, VIRGINIA
LEESBURG EXEC (JYO)

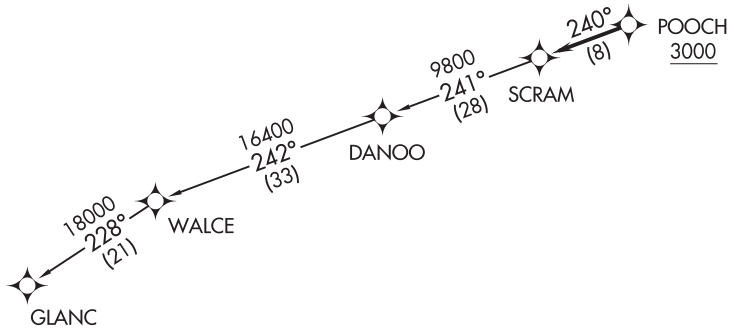
239

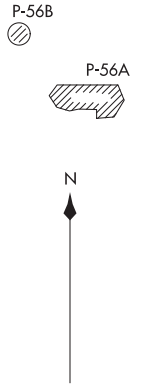
AWOS-3
125.225
CLNC DEL
120.5
118.55 (When twr closed)
GND CON
120.5
LEESBURG TOWER ★
127.5 (CTAF)
UNICOM
122.975
POTOMAC DEP CON
125.05 350.2

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 35 requires a climb to 1200 on heading 353° before proceeding on the ATC assigned heading for obstacle avoidance.

TAKEOFF MINIMUMS:
Rwys 17, 35: Standard

TOP ALTITUDE: 3000





NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .

. . . . as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):

(SCRAM6.SCRAM) 21112
SCRAM SIX DEPARTURE (RNAV)
AL-5288 (FAA)
LEESBURG EXEC (JYO)
LEESBURG, VIRGINIA

LEONARDTOWN, MARYLAND

AL-6344 (FAA)

24361

RNAV (GPS) RWY 11
ST MARY'S COUNTY RGNL (2W6)

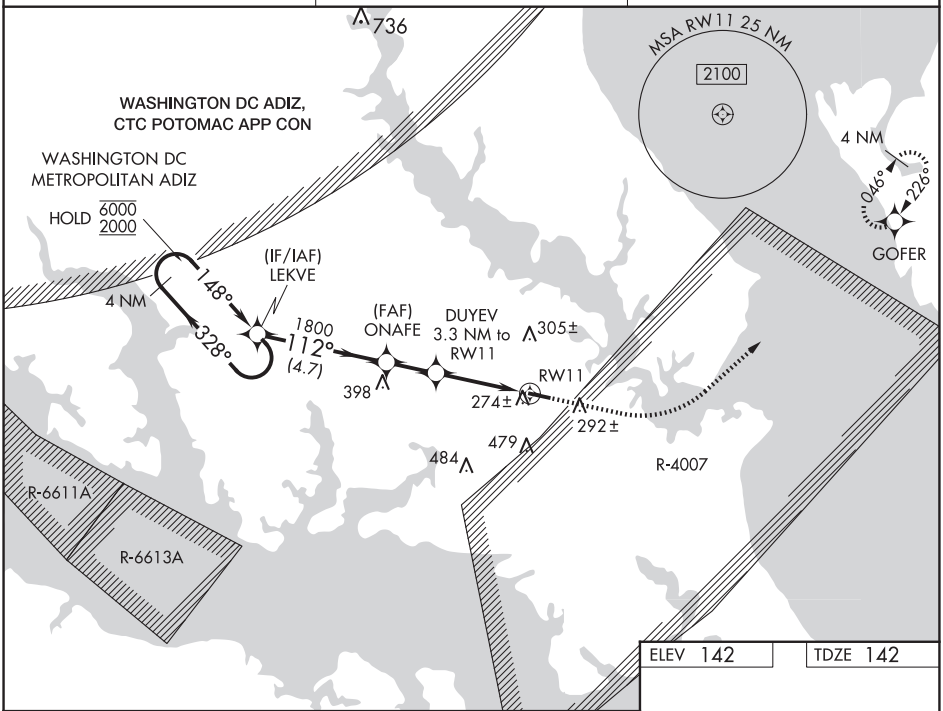
WAAS CH 70502 W11A	APP CRS 112°	Rwy ldg 5350 TDZE 142 Apt Elev 142

RNP APCH - GPS.

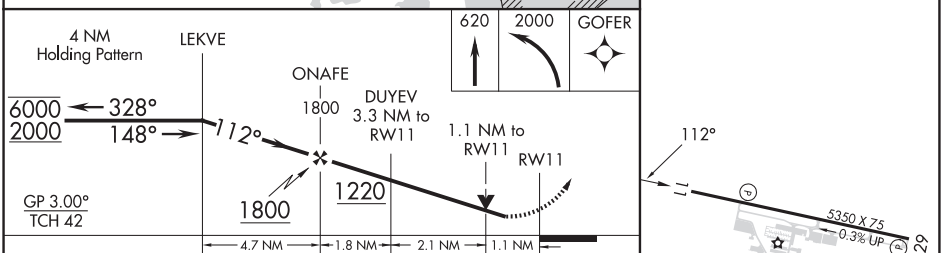
Circling Rwy 29 NA at night. Rwy 11 helicopter visibility reduction below ¾ SM NA.
NA For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 620 then climbing left turn to 2000 direct GOFER and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L



ELEV 142	TDZE 142



CATEGORY	A	B	C	D
LPV DA	419-1 277 (300-1)			
LNAV/VNAV DA	503-1 361 (400-1)			
LNAV MDA	540-1 398 (400-1)		540-1⅛ 398 (400-1⅛)	
CIRCLING	660-1 518 (600-1)		840-2 698 (700-2)	840-2¼ 698 (700-2¼)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61313 W29A	APP CRS 292°	Rwy ldg 5350 TDZE 137 Apt Elev 142

RNAV (GPS) RWY 29
ST MARY'S COUNTY RGNL (2W6)

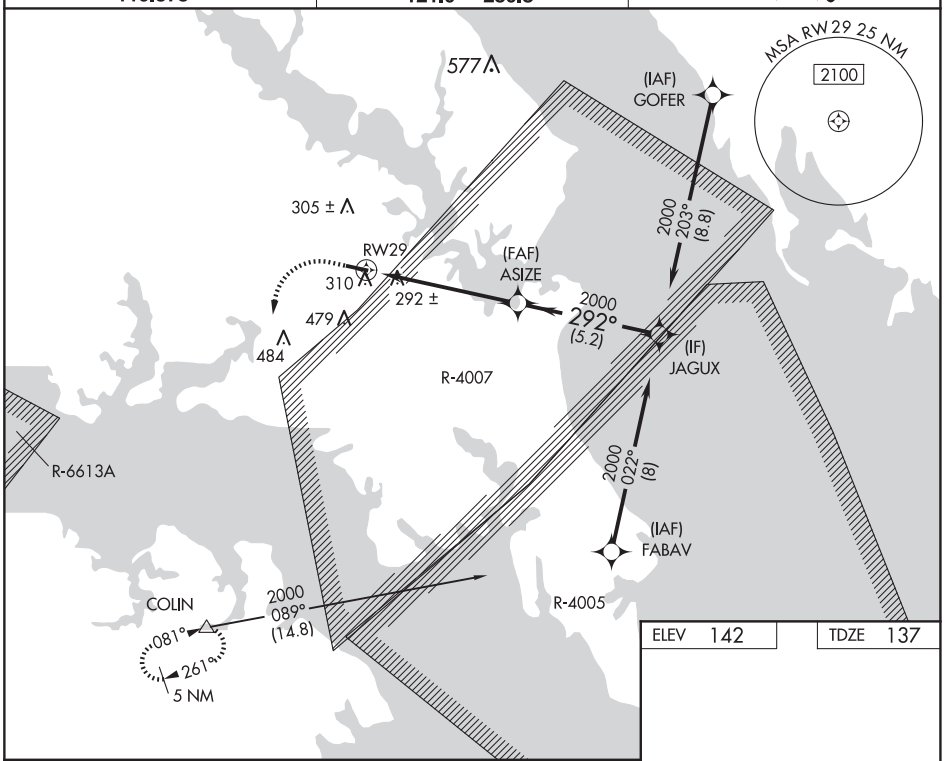
RNP APCH - GPS.

T A NA

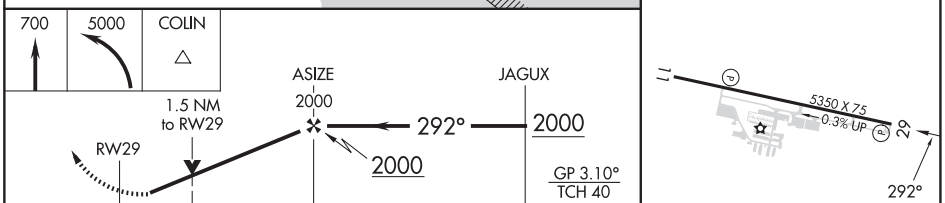
Rwy 29 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Patuxent River altimeter setting: increase LPV DA to 475 feet and all visibilities ⅛ SM, increase LNAV/VNAV DA to 688 feet and all visibilities ¼ SM. Increase all MDAs 40 feet and LNAV visibility Cats C/D ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 5000 direct COLIN and hold, continue climb in hold to 5000.

AWOS-3	PATUXENT APP CON ★	UNICOM
119.575	121.0 250.3	123.0 (CTAF) L



ELEV 142	TDZE 137



CATEGORY	A	B	C	D
LPV DA	441-⅞ 304 (300-⅞)			
LNAV/VNAV DA	654-1⅜ 517 (600-1⅜)			
LNAV MDA	620-1 483 (500-1)		620-1⅜ 483 (500-1⅜)	
C CIRCLING	660-1 518 (600-1)		840-2 698 (700-2)	840-2¼ 698 (700-2¼)

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOUISA, VIRGINIA | AL-6909 (FAA) | 23278

WAAS CH 48843 W09A	APP CRS 092°	Rwy ldg 4300 TDZE 489 Apt Elev 494

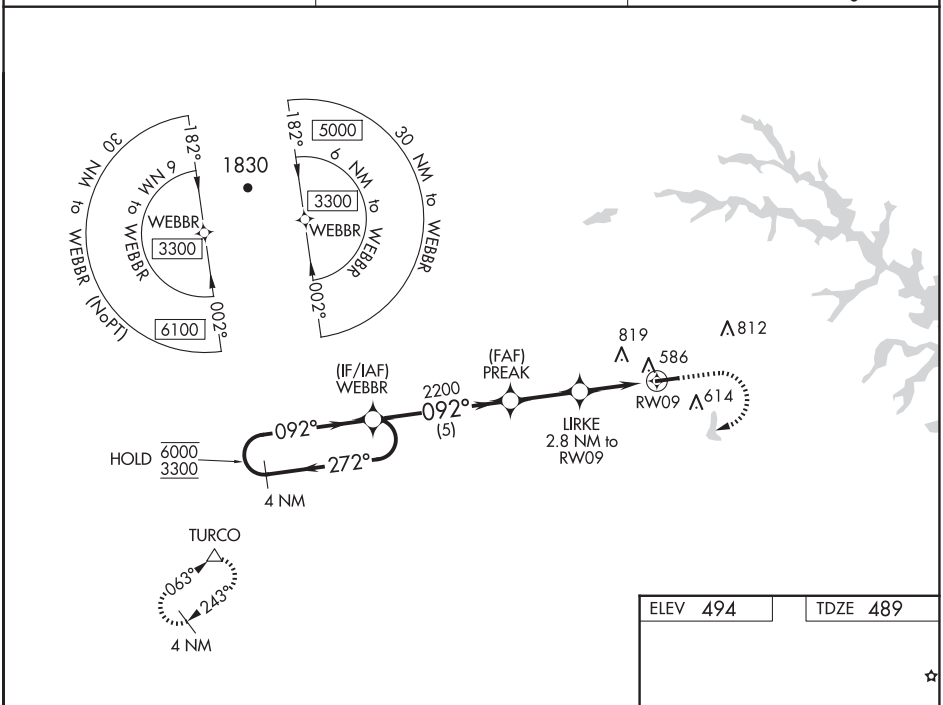
RNAV (GPS) RWY 9
LOUISA COUNTY/FREEMAN FLD (LKU)

RNP APCH.

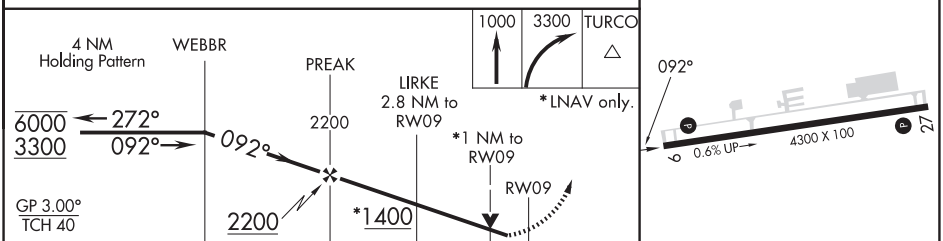
Circling NA north of Rwy 9-27. Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54° C. When local altimeter setting not received, use Orange altimeter setting and increase LPV DA to 775 feet, LNAV/VNAV DA to 784 feet and MDA 40 feet; increase LPV and LNAV/VNAV visibility ⅛ SM. Baro-VNAV and VDP NA when using Orange altimeter setting.

MISSED APPROACH: Climb to 1000 then climbing right turn to 3300 direct TURCO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 323.125	122.975 (CTAF) L



ELEV 494 | TDZE 489



CATEGORY	A	B	C	D
LPV DA	739-¾	250 (300-¾)	NA	
LNAV/VNAV DA	748-¾	259 (300-¾)	NA	
LNAV MDA	840-1	351 (400-1)	NA	
C CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58318 W27A	APP CRS 272°	Rwy ldg 4300 TDZE 494 Apt Elev 494

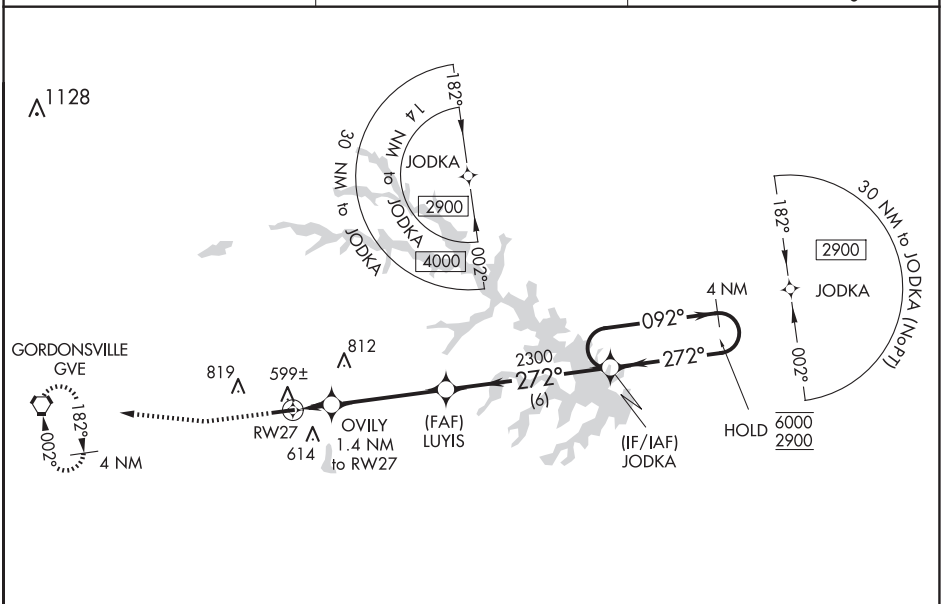
RNAV (GPS) RWY 27
LOUISA COUNTY/FREEMAN FLD (LKU)

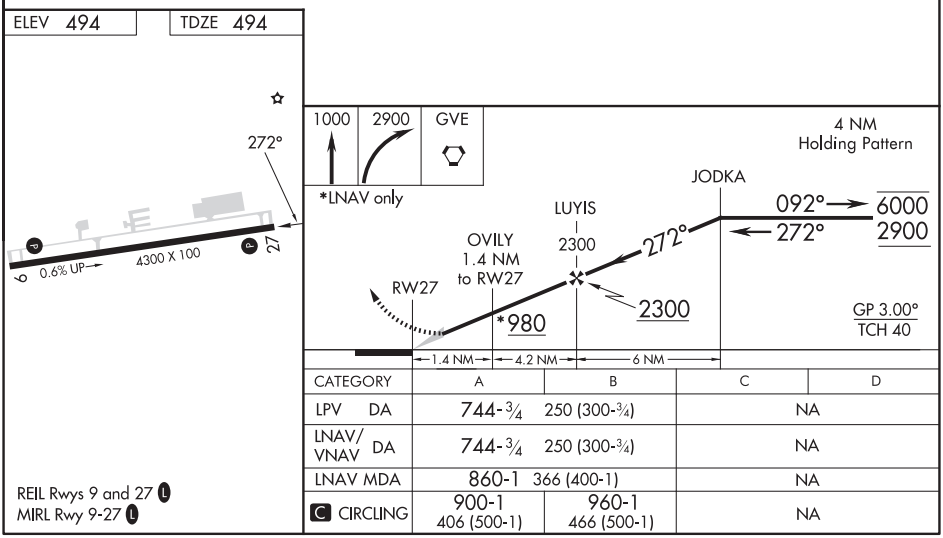
RNP APCH.

Circling NA north of Rwy 9-27. Baro-VNAV NA when using Orange altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Orange altimeter setting and increase all DA to 780 feet and all MDA 40 feet and increase LPV and LNAV/VNAV visibility ⅛ SM.

MISSED APPROACH: Climb to 1000 then climbing right turn to 2900 direct GVE VORTAC and hold, continue climb-in-hold to 2900.

AWOS-3	POTOMAC APP CON	UNICOM
119.475	132.85 323.125	122.975 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	744-¾ 250 (300-¾)		NA	
LNAV/VNAV DA	744-¾ 250 (300-¾)		NA	
LNAV MDA	860-1 366 (400-1)		NA	
C CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025

LOUISA, VIRGINIA
Amdt 2 15AUG19
38°01'N - 77°58'W
LOUISA COUNTY/FREEMAN FLD (LKU)
RNAV (GPS) RWY 27
243

LOUISA, VIRGINIA | AL-6909 (FAA) | 23278

LOC RWY 27

LOUISA COUNTY/FREEMAN FLD (LKU)

LOC I-LKU	APP CRS	Rwy ldg	4300
108.55	272°	TDZE	494
		Apt Elev	494

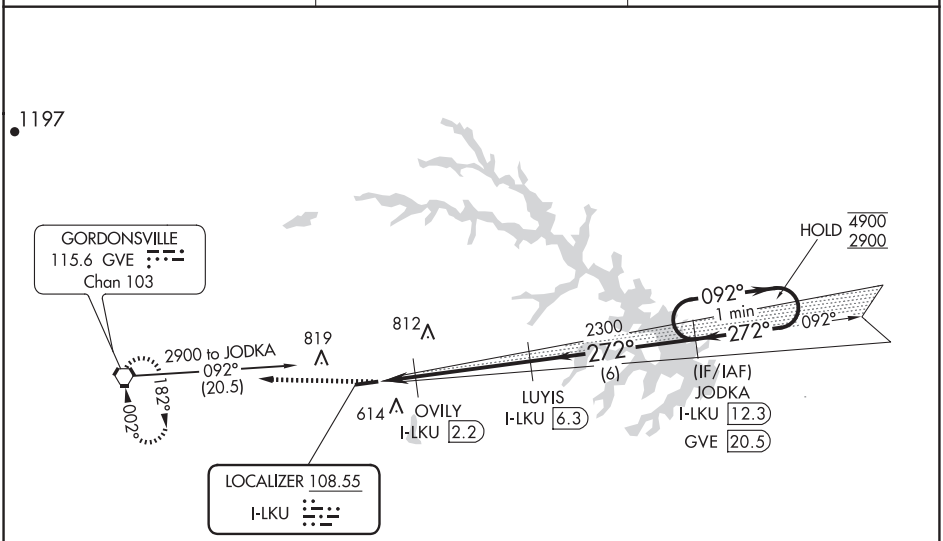
DME required.

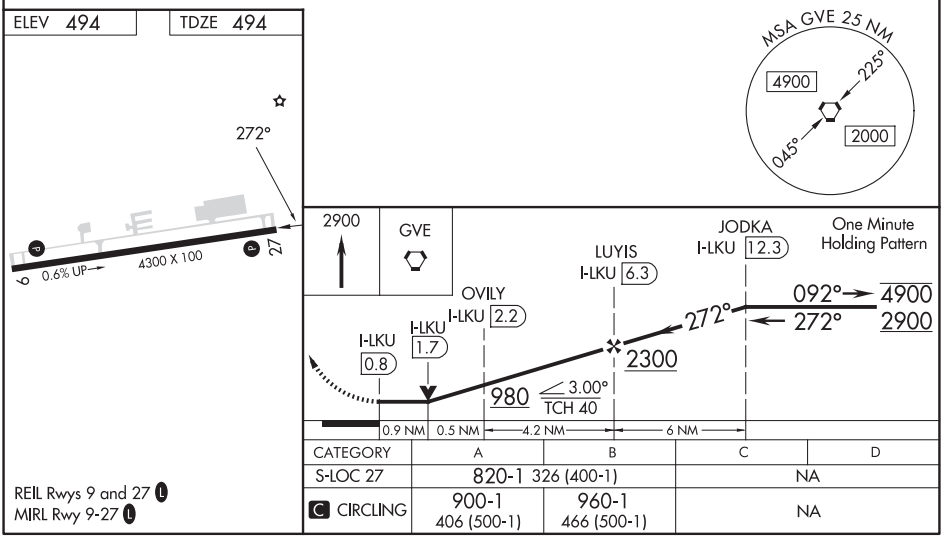
NA

Circling NA north of Rwy 9-27. When local altimeter setting not received, use Orange altimeter setting and increase all MDA 40 feet. VDP NA when using Orange altimeter setting.

MISSED APPROACH: Climb to 2900 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON		UNICOM
119.475	132.85	323.125	122.975 (CTAF) L





CATEGORY	A	B	C	D
S-LOC 27	820-1 326 (400-1)		NA	
C CIRCLING	900-1 406 (500-1)	960-1 466 (500-1)	NA	

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025

LOUISA, VIRGINIA
Amdt 4 15AUG19

38°01′N-77°58′W

LOUISA COUNTY/FREEMAN FLD (LKU)

LOC RWY 27

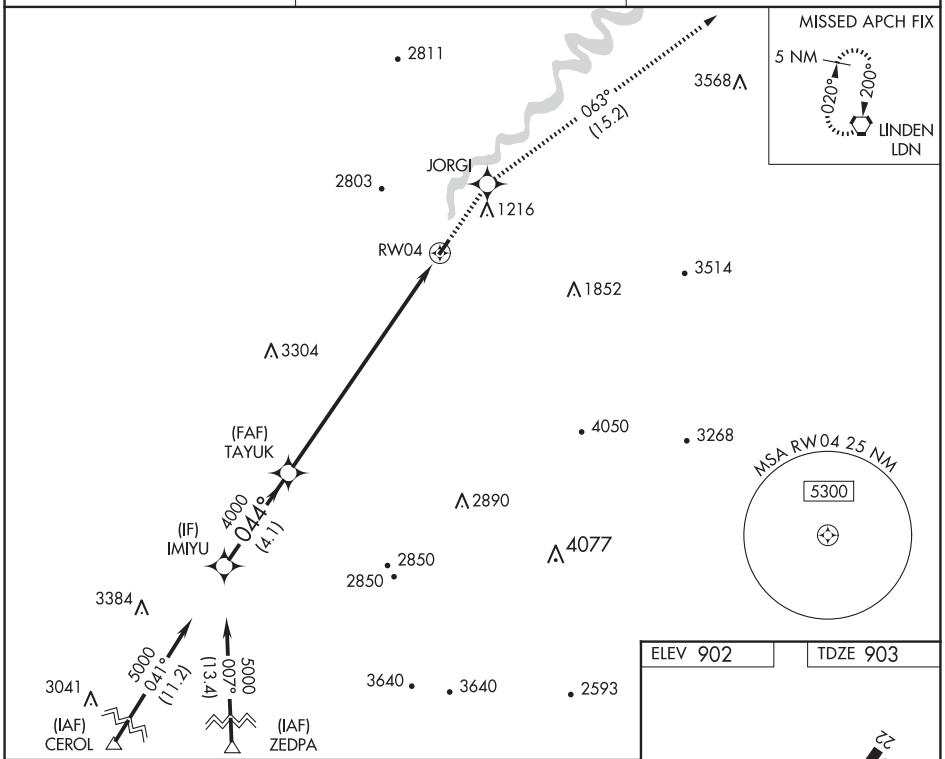
WAAS CH 65727 W04A	APP CRS 044°	Rwy ldg 3126 TDZE 903 Apt Elev 902

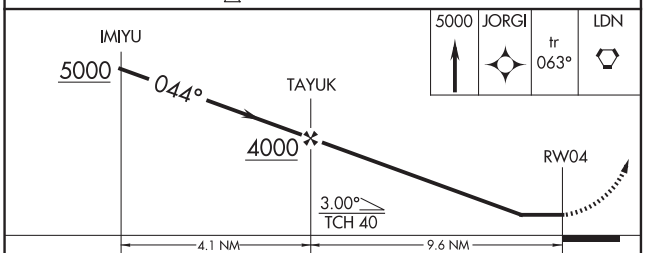
RNAV (GPS) RWY 4
LURAY CAVERNS (LUA)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet.

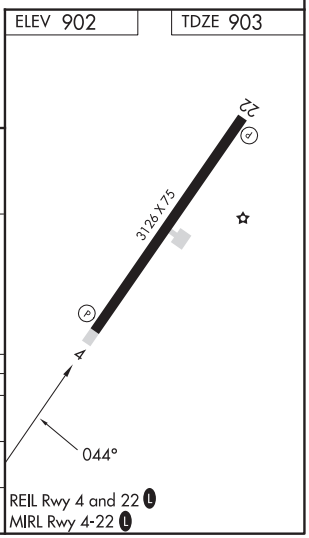
MISSED APPROACH: Climb to 5000 direct JORGI and on track 063° to LDN VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	2180-1¼ 1277 (1300-1¼)	2180-1½ 1277 (1300-1½)	NA	NA
LNAV MDA	2240-1¼ 1337 (1400-1¼)	2240-1½ 1337 (1400-1½)	NA	NA
CIRCLING	2240-1¼ 1338 (1400-1¼)	2240-1½ 1338 (1400-1½)	NA	NA



REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L

NE-3, 12 JUN 2025 to 07 AUG 2025

LURAY, VIRGINIA

AL-6229 (FAA)

24081

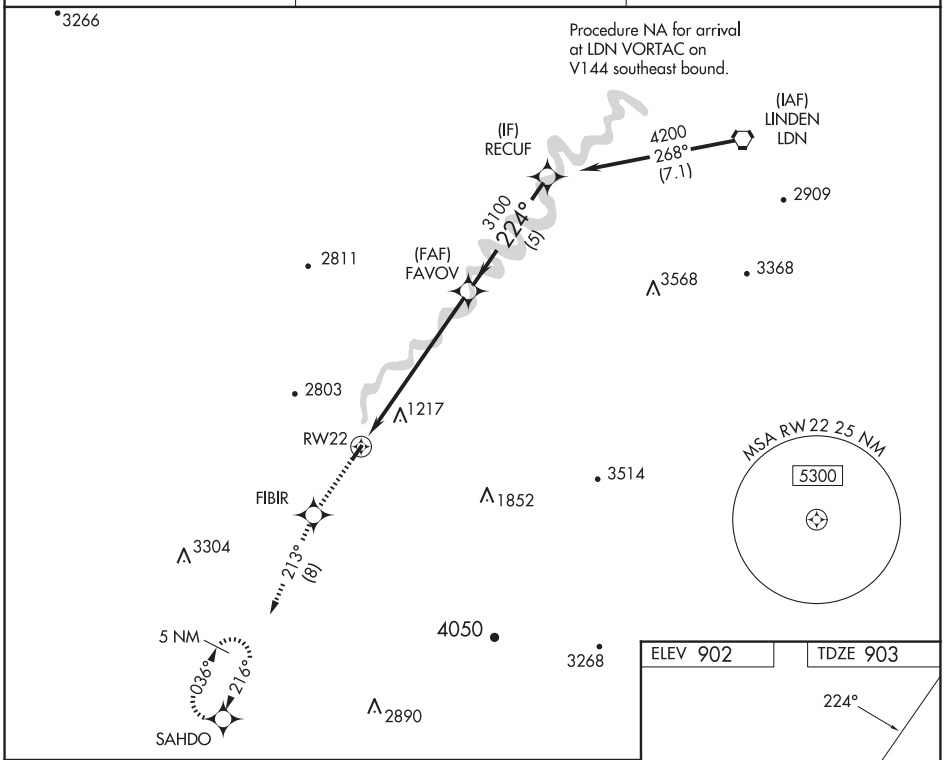
RNAV (GPS) RWY 22
LURAY CAVERNS (LUA)

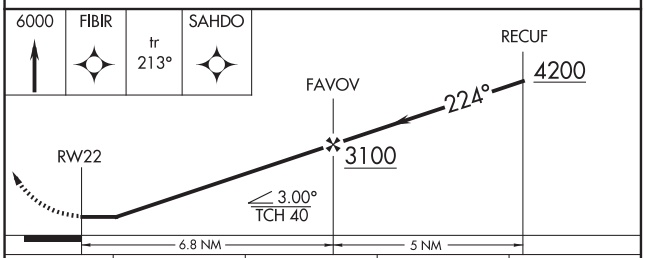
WAAS CH 77627 W22A	APP CRS 224°	Rwy ldg 3126 TDZE 903 Apt Elev 902

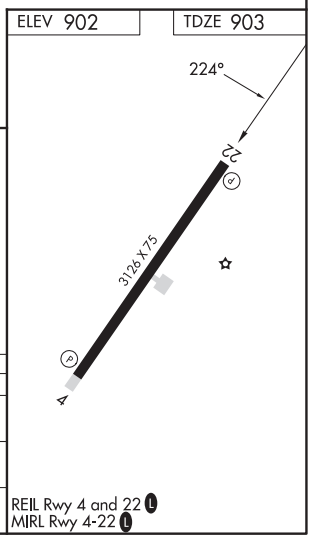
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 120 feet; increase LNAV Cat B and Circling Cat B visibility ¼ mile.

MISSED APPROACH: Climb to 6000 direct FIBIR and on track 213° to SAHDO and hold, continue climb-in-hold to 6000.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	1460-1	557 (600-1)	NA	NA
LNAV MDA	1820-1¼	917 (1000-1¼)	NA	NA
CIRCLING	1820-1¼	918 (1000-1¼)	NA	NA

REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

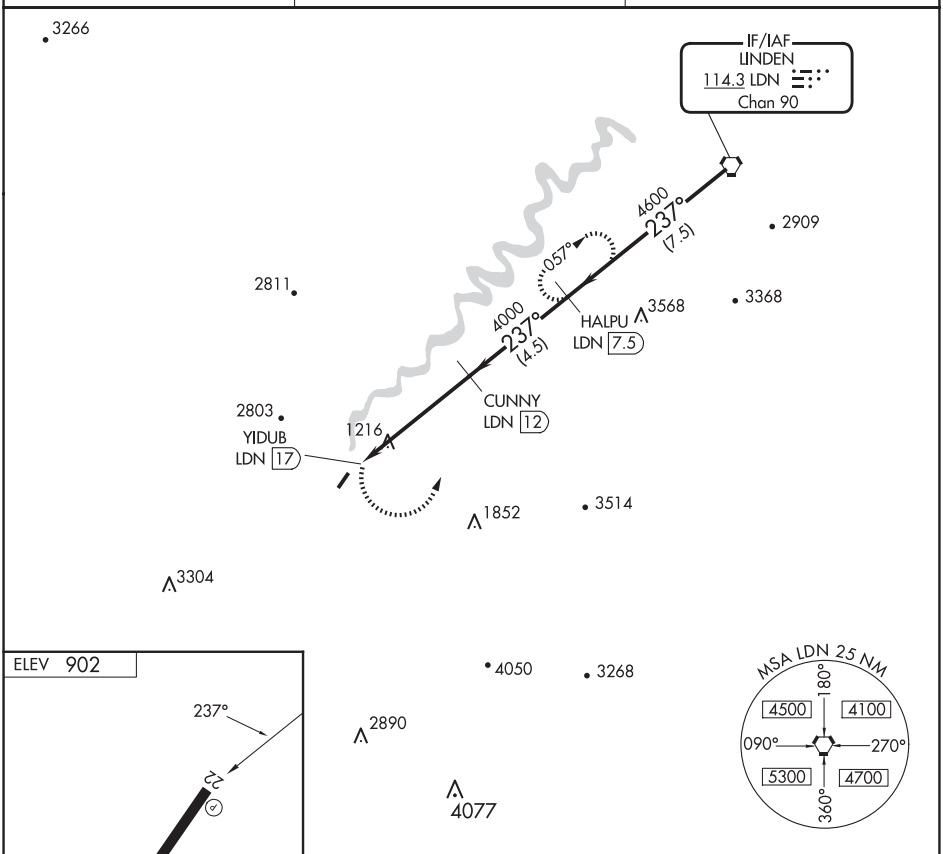
VOR/DME-B
LURAY CAVERNS (LUA)

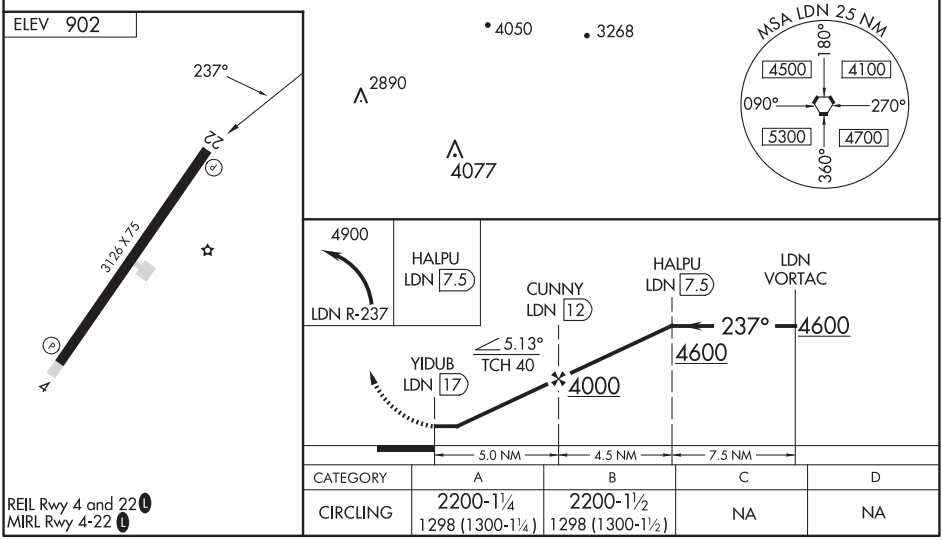
VORTAC LDN	APP CRS	Rwy ldg	N/A
114.3	237°	TDZE	N/A
Chan 90		Apt Elev	902

Visibility reduction by helicopters NA. When local altimeter setting not received, use Staunton/Waynesboro/Harrisburg altimeter setting and increase all MDA 120 feet.

MISSED APPROACH: Climbing left turn to 4900 on LDN VORTAC R-237 to HALPU/LDN 7.5 DME and hold, continue climb-in-hold to 4900.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L





CATEGORY	A	B	C	D
CIRCLING	2200-1¼ 1298 (1300-1¼)	2200-1½ 1298 (1300-1½)	NA	NA

REIL Rwy 4 and 22 L
MIRL Rwy 4-22 L

NE-3, 12 JUN 2025 to 07 AUG 2025

LURAY, VIRGINIA

AL-6229 (FAA)

24081

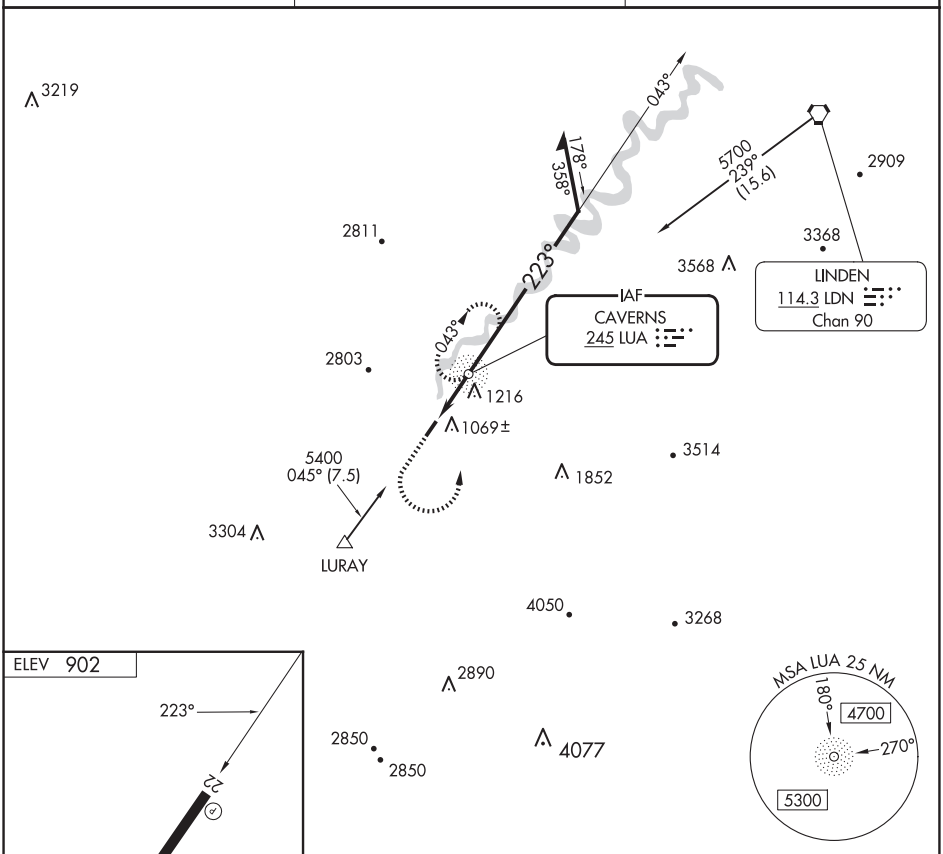
NDB-A
LURAY CAVERNS (LUA)

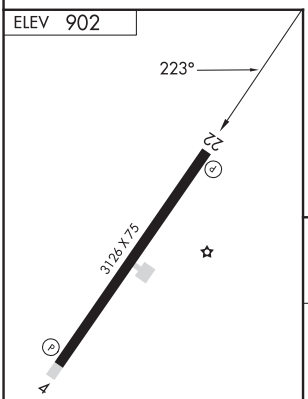
NDB LUA	APP CRS	Rwy ldg / TDZE / Apt Elev
245	223°	N/A / N/A / 902

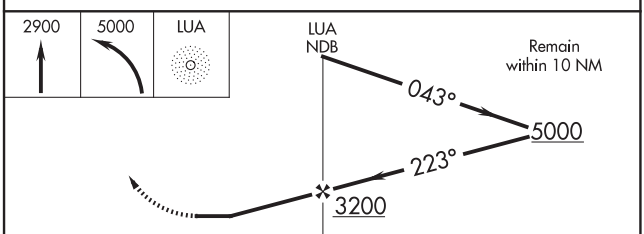
T
A NA Rwy 22 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2900 then climbing left turn to 5000 direct LUA NDB and hold, continue climb-in-hold to 5000.

AWOS-3	WASHINGTON CENTER	UNICOM
118.275	133.2 282.2	122.8 (CTAF) L







FAF to MAP 2.1 NM					
Knots	60	90	120	150	180
Min:Sec	2:06	1:24	1:03	0:50	0:42

CATEGORY	A	B	C	D
C CIRCLING	2360-1¼ 1458 (1500-1¼)	2360-1½ 1458 (1500-1½)	NA	

LURAY, VIRGINIA
Amdt 7C 08SEP22

38°40′N-78°30′W

LURAY CAVERNS (LUA)
NDB-A

NE-3, 12 JUN 2025 to 07 AUG 2025

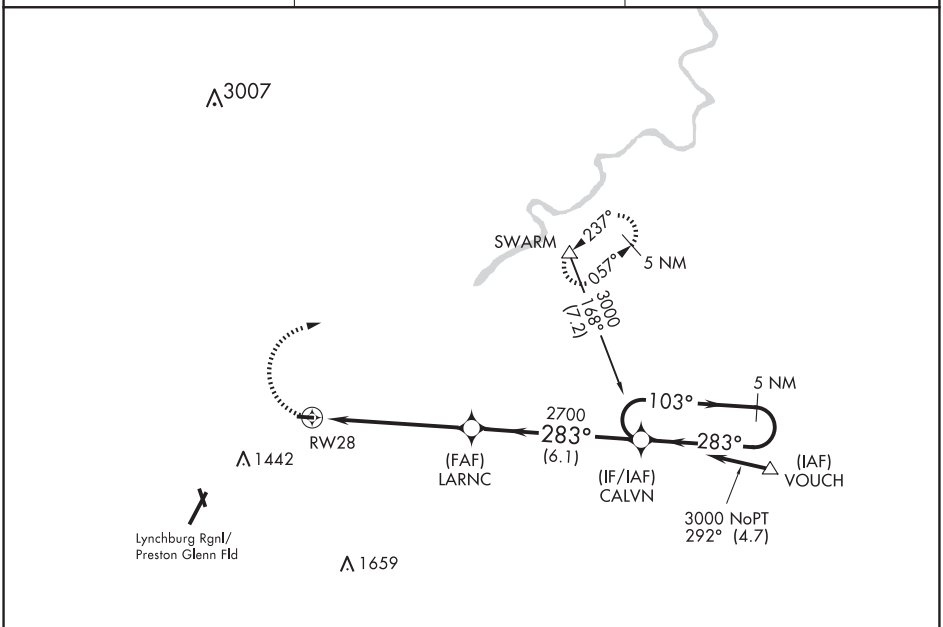
APP CRS	Rwy ldg	2932
283°	TDZE	939
	Apt Elev	939

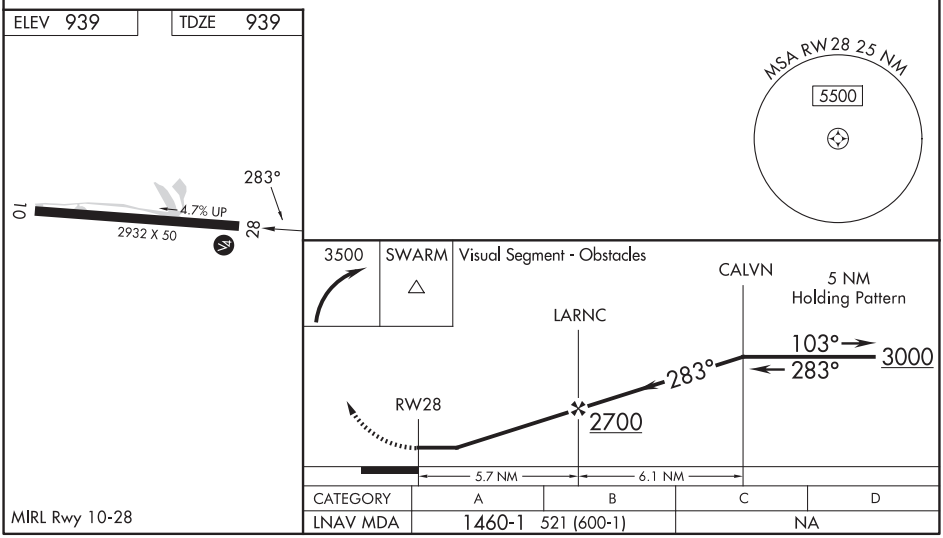
RNAV (GPS) RWY 28
FALWELL (W24)

DME/DME RNP-0.3 NA. Use Lynchburg Regional/Preston Glenn Fld altimeter setting, when not received use Farmville altimeter setting and increase all MDA 160 feet. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 3500 direct SWARM and hold.

LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	123.0 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1460-1 521 (600-1)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

LYNCHBURG, VIRGINIA | AL-499 (FAA) | 23110

ILS or LOC RWY 4

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

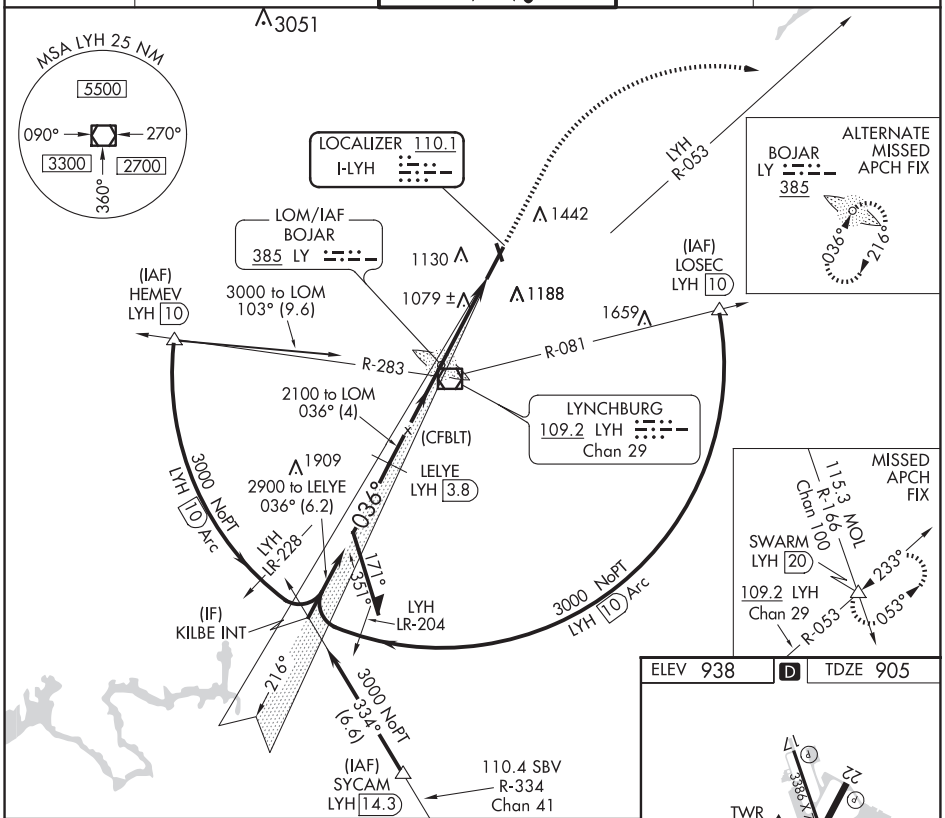
LOC I-LYH	APP CRS	Rwy ldg	6800
110.1	036°	TDZE	905
		Apt Elev	938

ADF required for LOC only. DME required.
Circling Rwy 17 NA at night. DME from LYH VOR/DME.
Simultaneous reception of I-LYH and LYH DME required.
** RVR 1800 authorized with use of FD or AP or HUD to DA.

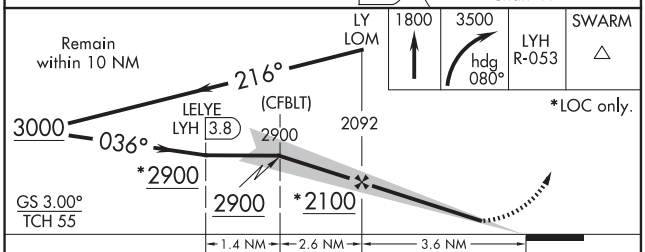
MALSR

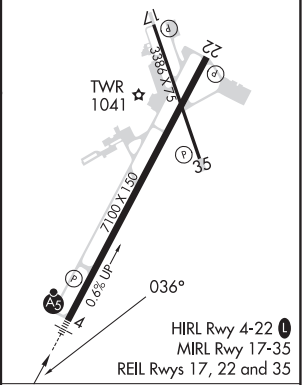
MISSED APPROACH: Climb to 1800 then climbing right turn to 3500 on heading 080° and on LYH VOR/DME R-053 to SWARM INT/LYH 20 DME and hold.

ATIS	ROANOKE APP CON		LYNCHBURG TOWER ★		GND CON	UNICOM
119.8	135.0	254.325	127.65 (CTAF) L	257.8	121.9	122.95



ELEV 938 | D | TDZE 905





HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17, 22 and 35

CATEGORY	A	B	C	D
S-ILS 4 **	1105/24 200 (200-½)			
S-LOC 4	1320/24 415 (400-½)		1320/40 415 (400-¾)	
C CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58205 W04A	APP CRS 036°	Rwy ldg 6800 TDZE 905 Apt Elev 938

RNAV (GPS) RWY 4

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

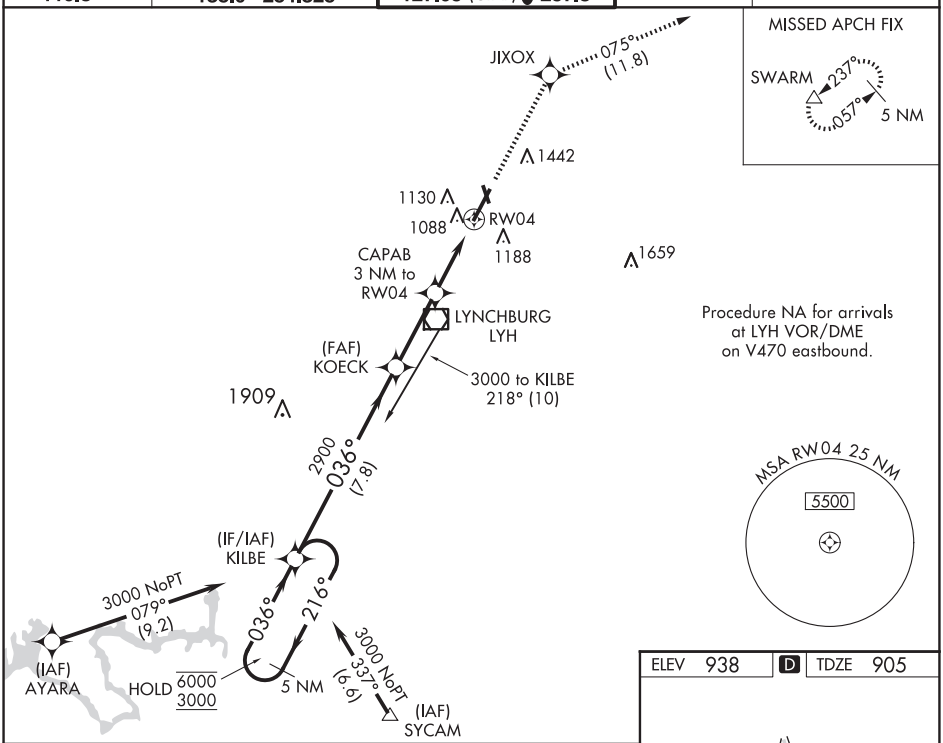
RNP APCH.

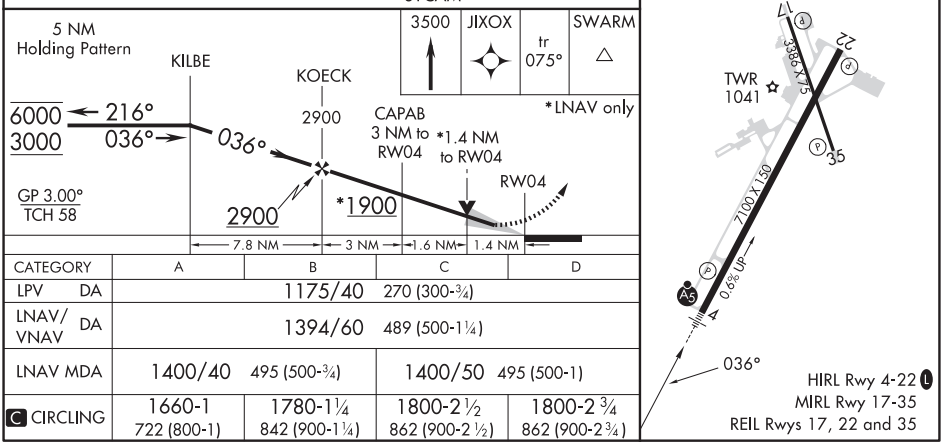
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. For inop ALS, increase LNAV Cat A and B visibility to RVR 5000. Circling Rwy 17 NA at night.

MALSR

MISSED APPROACH: Climb to 3500 direct JIXOX and track 075° to SWARM and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1175/40 270 (300-¾)			
LNAV/VNAV DA	1394/60 489 (500-1¼)			
LNAV MDA	1400/40 495 (500-¾)		1400/50 495 (500-1)	
C CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

LYNCHBURG, VIRGINIA AL-499 (FAA) 23110

WAAS CH 48934 W17A	APP CRS 169°	Rwy ldg 3386 TDZE 933 Apt Elev 938

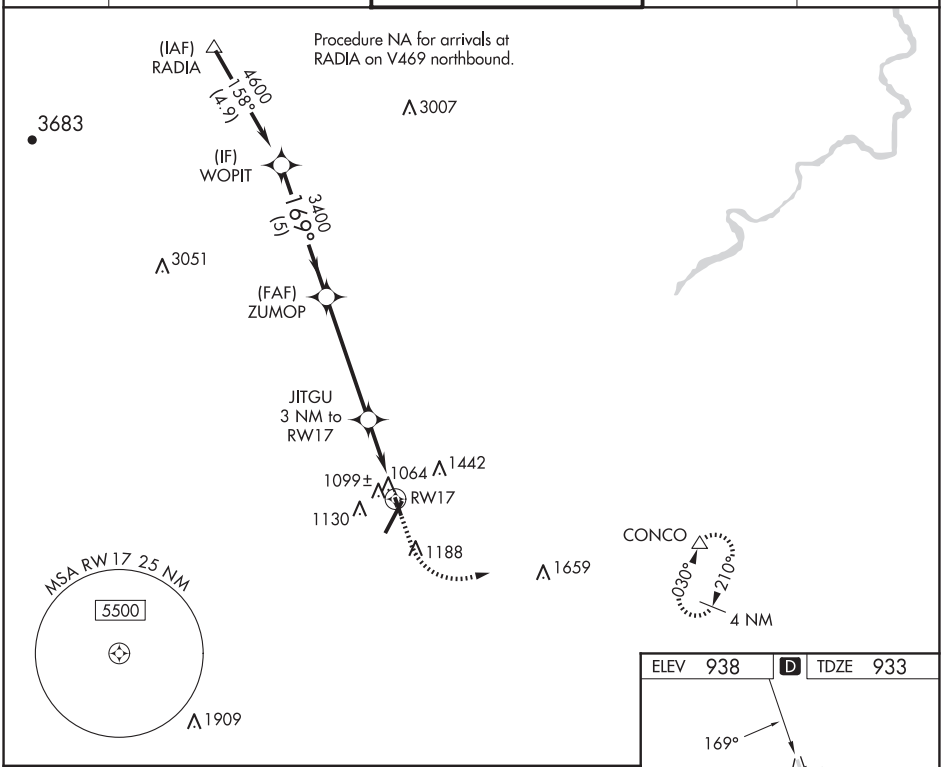
RNAV (GPS) RWY 17
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

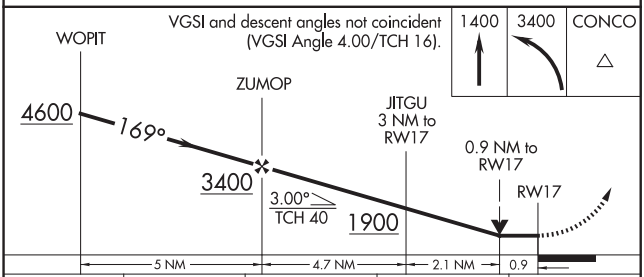
RNP APCH.

Procedure NA at night.
Rwy 17 helicopter visibility reduction below 1 SM NA.

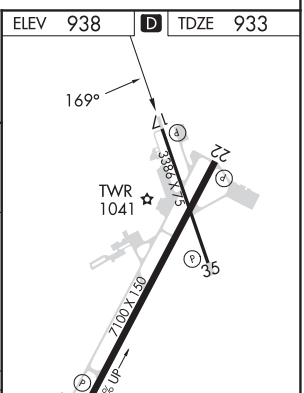
MISSED APPROACH: Climb to 1400 then climbing left turn to 3400 direct CONCO and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LP MDA	1320-1 387 (400-1)		NA	
LNAV MDA	1360-1 427 (500-1)		NA	
C CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	NA	



HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17, 22 and 35

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 97705 W22A	APP CRS 216°	Rwy ldg 7100 TDZE 938 Apt Elev 938

RNAV (GPS) RWY 22

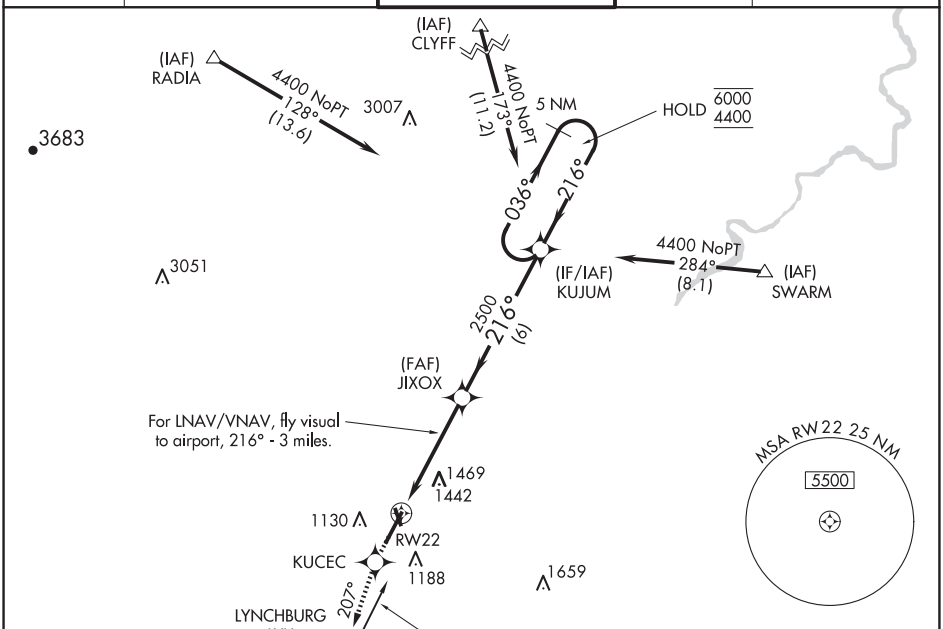
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

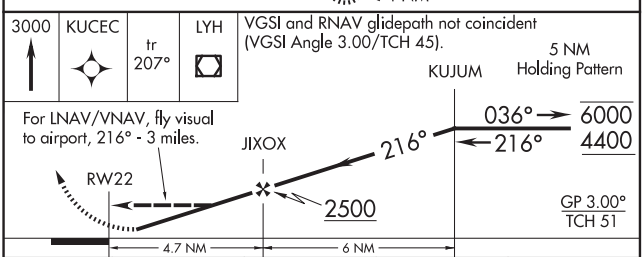
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C. Rwy 22 helicopter visibility reduction below ¾ SM NA. Circling Rwy 17 NA at night.

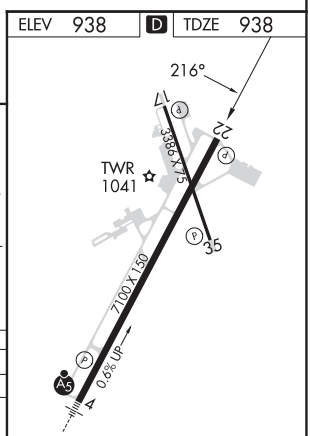
MISSED APPROACH: Climb to 3000 direct KUCEC and track 207° to LYH VOR/DME and hold, continue climb-in hold to 3000.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LPV DA	1250-1 312 (400-1)			
LNAV/VNAV DA	1939-2 1001 (1100-2)		1939-3 1001 (1100-3)	
LNAV MDA	1720-1 782 (800-1)	1720-1 ¼ 782 (800-1¼)	1720-2 ¼ 782 (800-2 ¼)	1720-2 ½ 782 (800-2 ½)
C CIRCLING	1720-1 782 (800-1)	1780-1 ¼ 842 (900-1¼)	1800-2 ½ 862 (900-2 ½)	1800-2 ¾ 862 (900-2 ¾)



HIRL Rwy 4-22 L
MIRL Rwy 17-35
REIL Rwys 17, 22 and 35

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LYNCHBURG, VIRGINIA | AL-499 (FAA) | 23110

RNAV (GPS) RWY 35
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

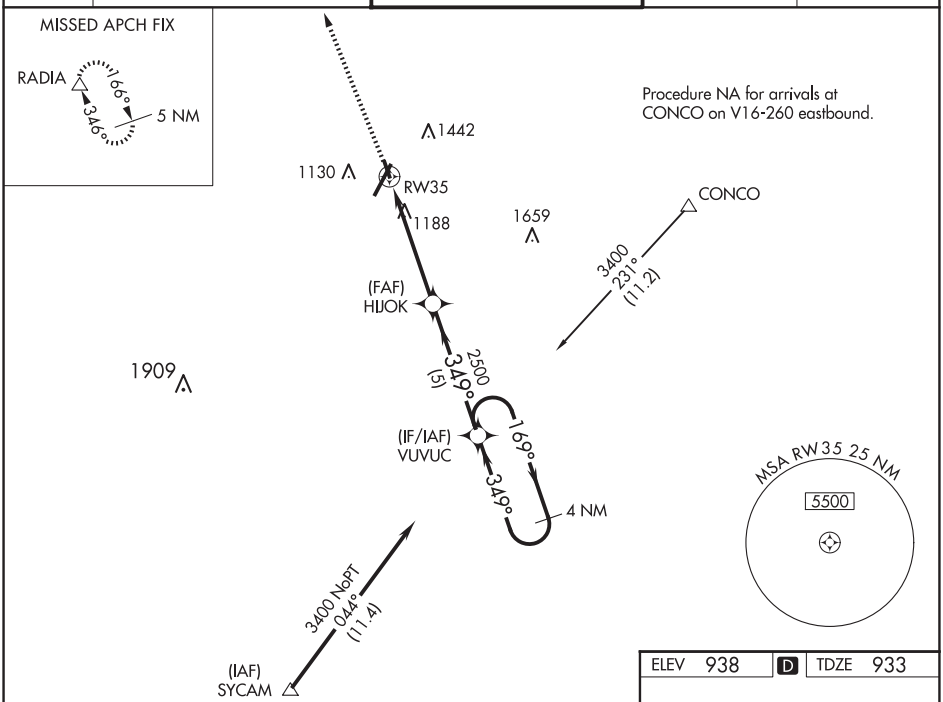
WAAS CH 93634 W35A	APP CRS 349°	Rwy ldg 3386 TDZE 933 Apt Elev 938

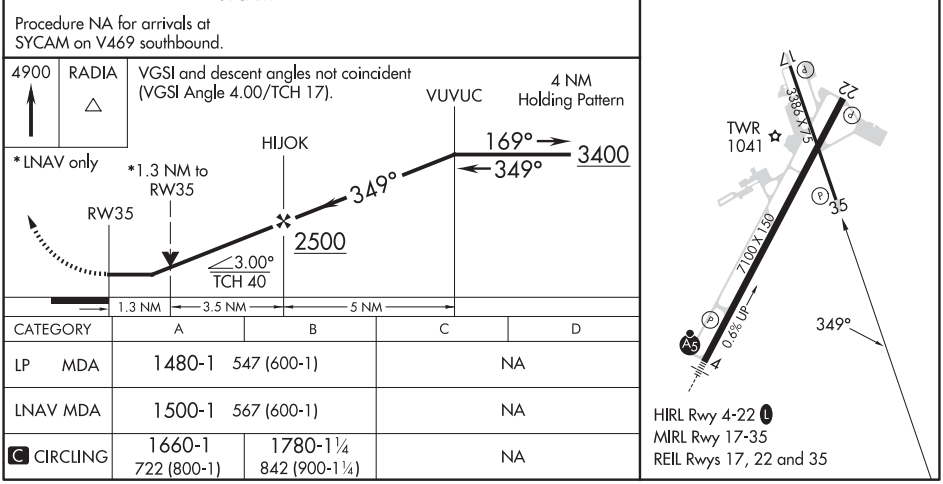
RNP APCH.

Circling Rwy 17 NA at night.
Rwy 35 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 4900 direct RADIA and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER *	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95





CATEGORY	A	B	C	D
LP MDA	1480-1 547 (600-1)		NA	
LNAV MDA	1500-1 567 (600-1)		NA	
C CIRCLING	1660-1 722 (800-1)	1780-1¼ 842 (900-1¼)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

VOR RWY 22

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

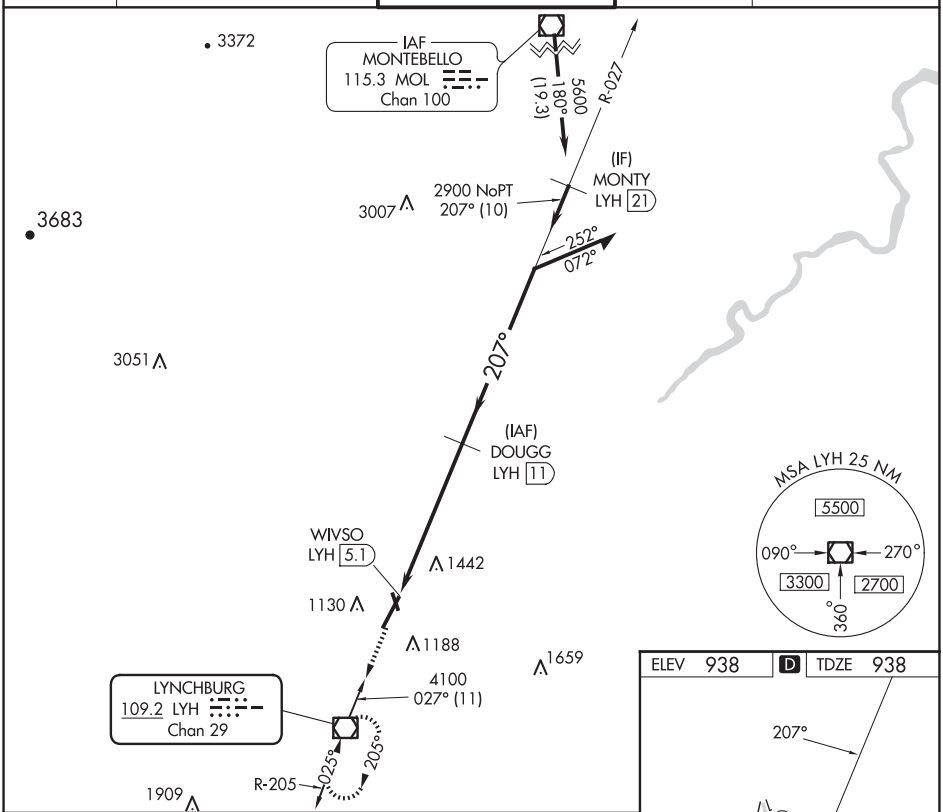
VOR/DME LYH 109.2 Chan 29	APP CRS 207°	Rwy ldg 7100 TDZE 938 Apt Elev 938

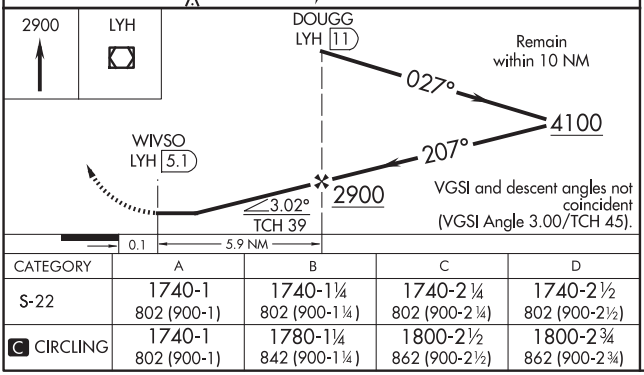
DME required.

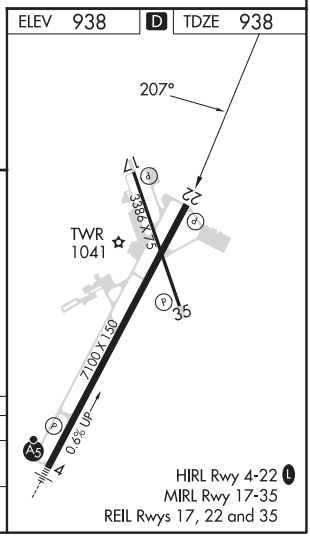
Rwy 22 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 17 NA at night.

MISSED APPROACH: Climb to 2900 direct LYH VOR/DME and hold.

ATIS	ROANOKE APP CON	LYNCHBURG TOWER ★	GND CON	UNICOM
119.8	135.0 254.325	127.65 (CTAF) L 257.8	121.9	122.95







CATEGORY	A	B	C	D
S-22	1740-1 802 (900-1)	1740-1¼ 802 (900-1¼)	1740-2¼ 802 (900-2¼)	1740-2½ 802 (900-2½)
C CIRCLING	1740-1 802 (900-1)	1780-1¼ 842 (900-1¼)	1800-2½ 862 (900-2½)	1800-2¾ 862 (900-2¾)

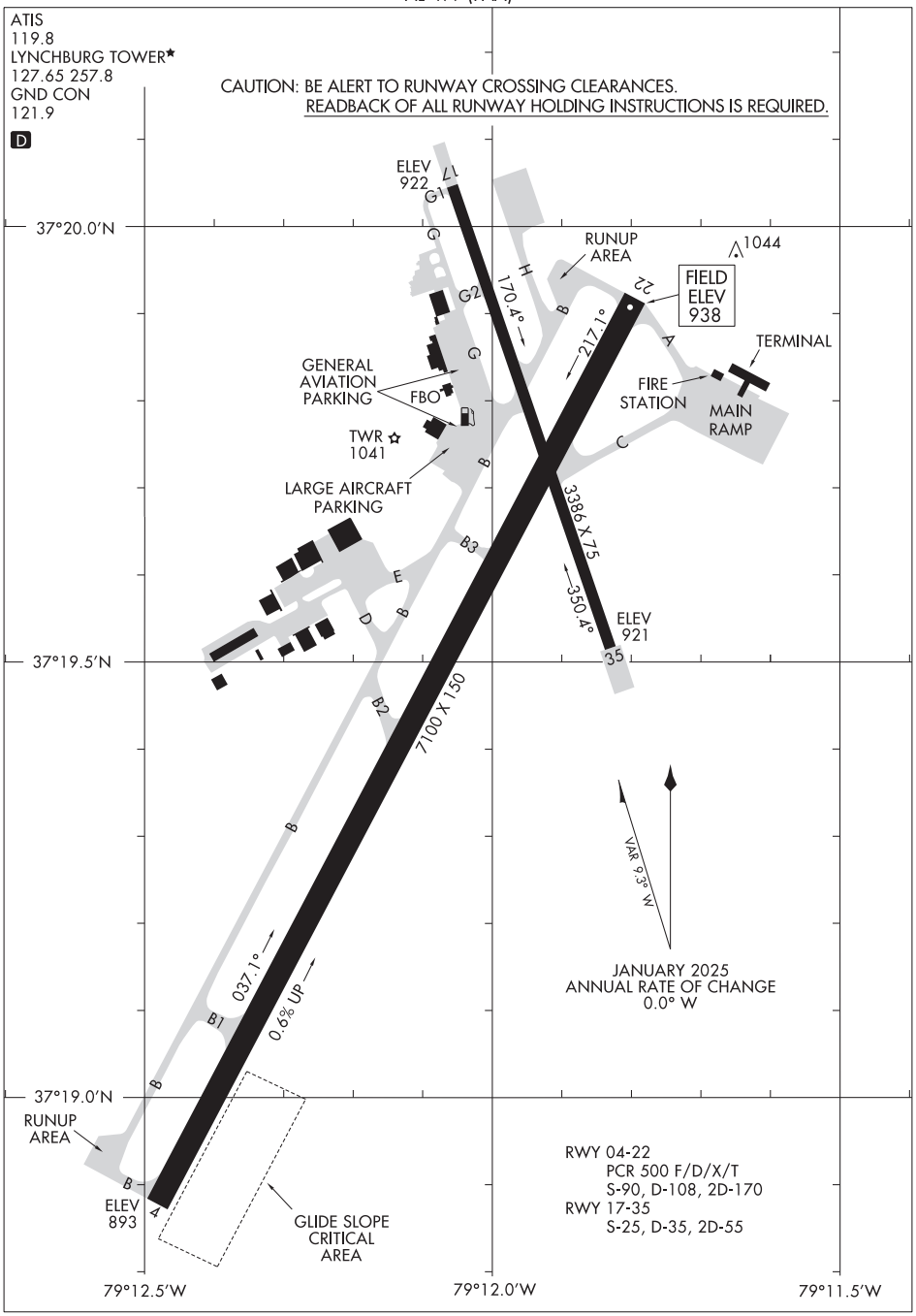
NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)
AL-499 (FAA)
LYNCHBURG, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
LYNCHBURG, VIRGINIA
LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)

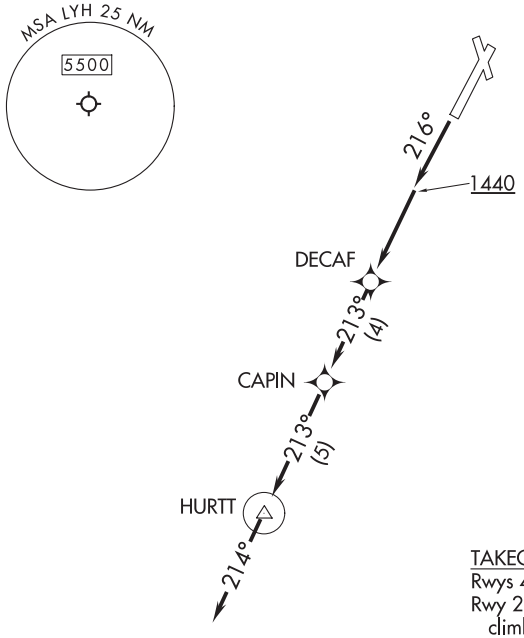
HURTT FIVE DEPARTURE (RNAV)

ROANOKE DEP CON
135.0 254.325
ATIS 119.8
GND CON
121.9
LYNCHBURG TOWER ★
127.65 (CTAF) 257.8

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

RADAR required.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 4000



TAKEOFF MINIMUMS:
Rwys 4, 17, 35: NA-ATC.
Rwy 22: Standard with minimum climb of 500′ per NM to 1440.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 22: Climb on heading 216° to 1440, then direct DECAF, then on depicted route to HURTT, then on heading 214° for RADAR vectors. Maintain 4000, expect filed altitude within 10 minutes after departure.

(LIBRT3.LIBRT) 22083 AL-499 (FAA)

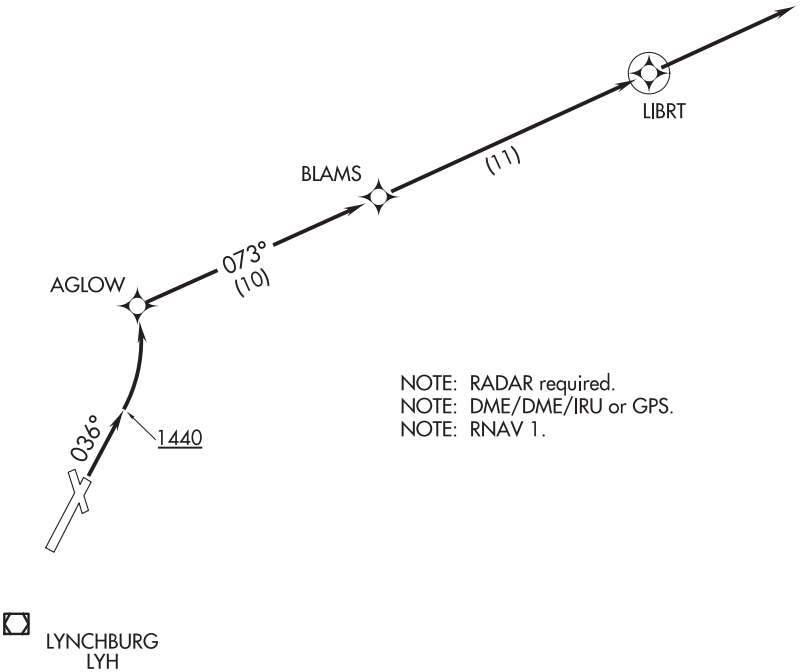
LIBRT THREE DEPARTURE (RNAV)

LYNCHBURG RGNL/PRESTON GLENN FLD (LYH)
LYNCHBURG, VA

TOP ALTITUDE: 4000

ATIS 119.8
GND CON
121.9
LYNCHBURG TOWER ★
127.65 (CTAF) 257.8
ROANOKE DEP CON
135.0 254.325

TAKEOFF MINIMUMS:
Rwys 17, 22, 35: NA-ATC.
Rwy 4: Standard with minimum climb of 500′ per NM to 4000.



NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS.
NOTE: RNAV 1.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 4: Climb heading 036° to 1440, then left turn direct AGLOW, then on depicted route to LIBRT, then on heading 073°, expect vectors on course. Maintain 4000 or as assigned by ATC. Expect filed altitude 10 minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

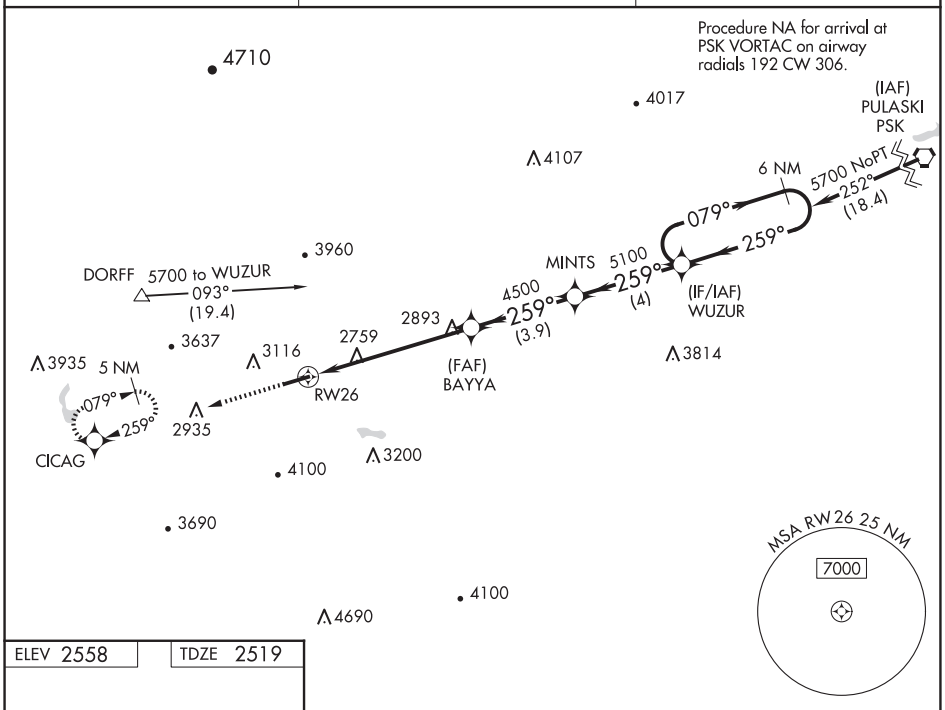
WAAS CH 72802 W26A	APP CRS 259°	Rwy Ldg 5252 TDZE 2519 Apt Elev 2558

RNAV (GPS) RWY 26
MOUNTAIN EMPIRE (MKJ)

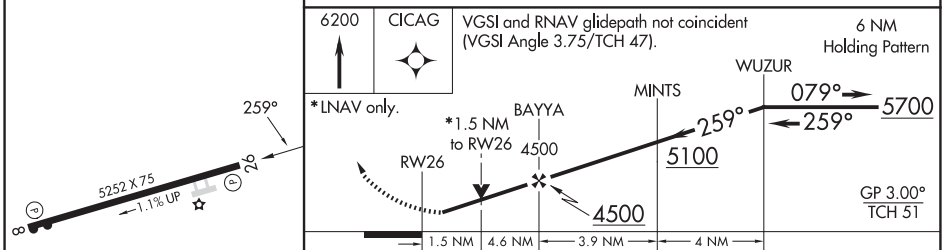
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). Circling NA north of Rwy 8-26. Rwy 26 helicopter visibility reduction below ¾ SM NA. DME/DME RNP-0.3 NA.

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

AWOS-3	ATLANTA CENTER	UNICOM
123.875	127.85 269.3	122.7 (CTAF) L



ELEV 2558	TDZE 2519



CATEGORY	A	B	C	D
LPV DA	3096-2 577 (600-2)			NA
LNAV/VNAV DA	3159-2½ 640 (700-2½)			NA
LNAV MDA	3140-1 621 (600-1)		3140-1¾ 621 (600-1¾)	NA
C CIRCLING	3260-1 702 (800-1)		4440-3 1882 (1900-3)	NA

REIL Rwys 8 and 26
MIRL Rwy 8-26 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

MARION/WYTHEVILLE, VIRGINIA | AL-6416 (FAA) | 25163

LOC/DME I-MKJ	APP CRS	Rwy Ldg	5252
110.5	259°	TDZE	2519
Chan 42		Apt Elev	2558

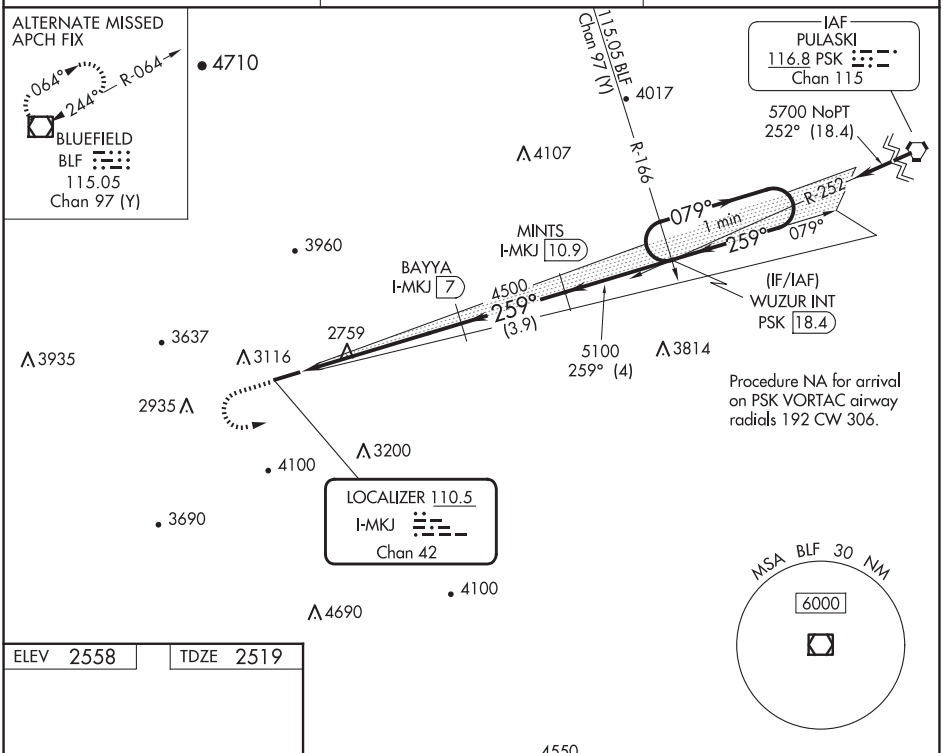
LOC RWY 26
MOUNTAIN EMPIRE (MKJ)

Circling NA north of Rwy 8-26.
Helicopter visibility reduction below ¾ SM NA.
DME required.

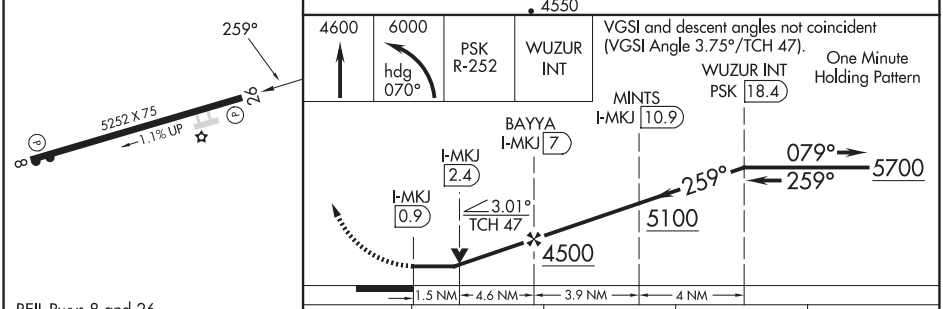
NA

MISSED APPROACH: Climb to 4600 then climbing left turn to 6000 on heading 070° and PSK VORTAC R-252 to WUZUR INT and hold.

AWOS-3	ATLANTA CENTER	UNICOM
123.875	127.85 269.3	122.7 (CTAF) L



ELEV 2558	TDZE 2519



REIL Rwys 8 and 26
MIRL Rwy 8-26 L

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-26	3160-1	641 (700-1)	3160-1⅞ 641 (700-1⅞)	NA
C CIRCLING	3260-1	702 (800-1)	4440-3 1882 (1900-3)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 50218 W13A	APP CRS 125°	Rwy ldg 5002 TDZE 941 Apt Elev 941

RNAV (GPS) RWY 13
BLUE RIDGE (MTV)

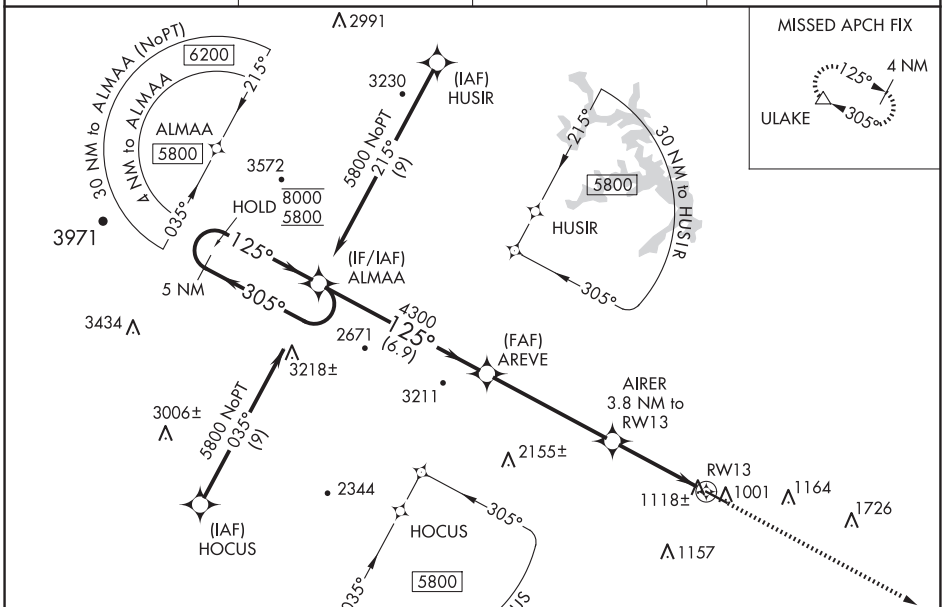
RNP APCH-GPS.

Rwy 13 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 46°C.

-17°C

MISSED APPROACH: Climb to 3000 direct ULAKE and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF)



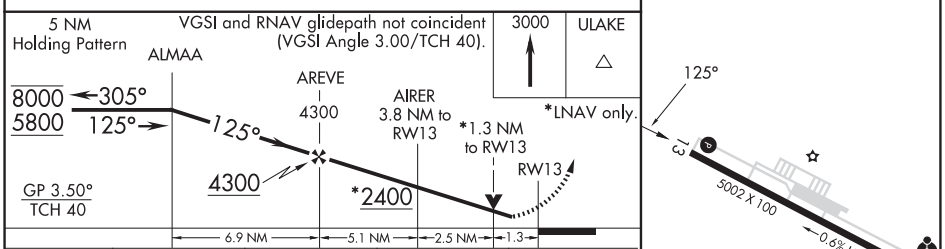
ELEV 941 TDZE 941

5 NM Holding Pattern

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 40).

3000 ULAKE

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	1301-1 360 (400-1)			
LNAV/VNAV DA	1324-1⅛ 383 (400-1⅛)			
LNAV MDA	1380-1 439 (500-1)		1380-1¼ 439 (500-1¼)	
C CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1½ 599 (600-1½)	1800-2¾ 859 (900-2¾)

MIRL Rwy 13-31
REIL Rwys 13 and 31

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

MARTINSVILLE, VIRGINIA | AL-5648 (FAA) | 24081

RNAV (GPS) RWY 31
BLUE RIDGE (MTV)

WAAS CH 65802 W31A	APP CRS 305°	Rwy ldg 5002 TDZE 925 Apt Elev 941

RNP APCH - GPS.

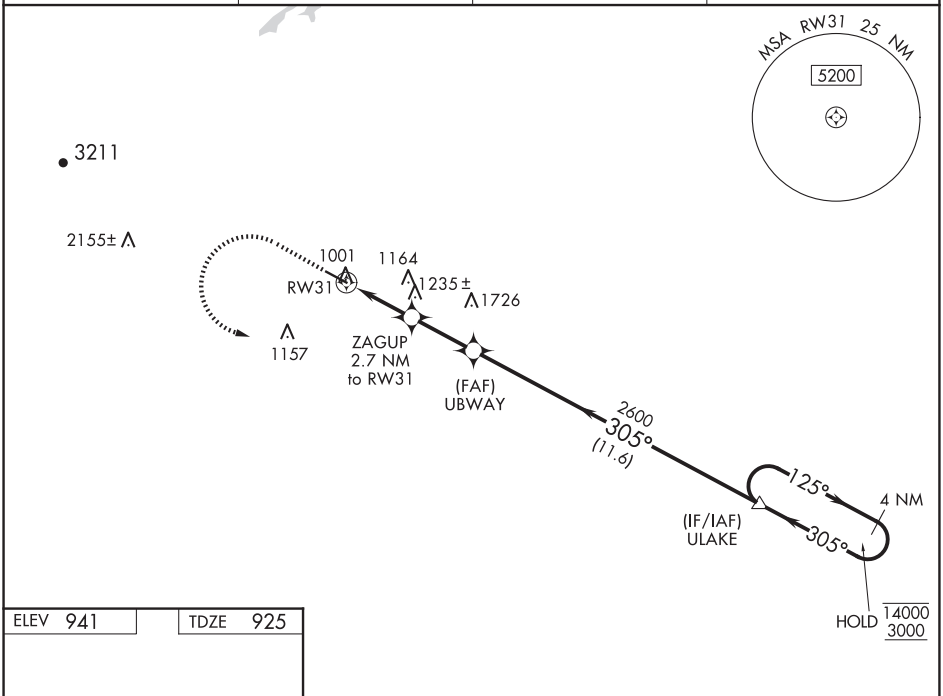
Rwy 31 helicopter visibility reduction below ¾ SM NA. Inop table does not apply to LPV and LNAV/VNAV all Cats. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

-17°C

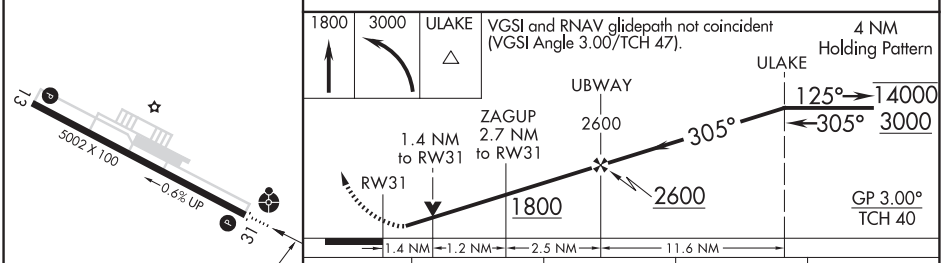
ODALS

MISSED APPROACH: Climb to 1800, then climbing left turn to 3000 direct ULAKE and hold.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L



ELEV 941 | TDZE 925



CATEGORY	A	B	C	D
LPV DA	1175-¾ 250 (300-¾)			
LNAV/VNAV DA	1432-1⅜ 507 (500-1⅜)			
LNAV MDA	1420-¾ 495 (500-¾)		1420-1¼ 495 (500-1¼)	
C CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1½ 599 (600-1½)	1800-2¾ 859 (900-2¾)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOC RWY 31
BLUE RIDGE (MTV)

LOC/DME I-UVM	APP CRS	Rwy ldg	5002
111.3	305°	TDZE	925
Chan 50		Apt Elev	941

ADF or DME required for procedure entry. ADF required.

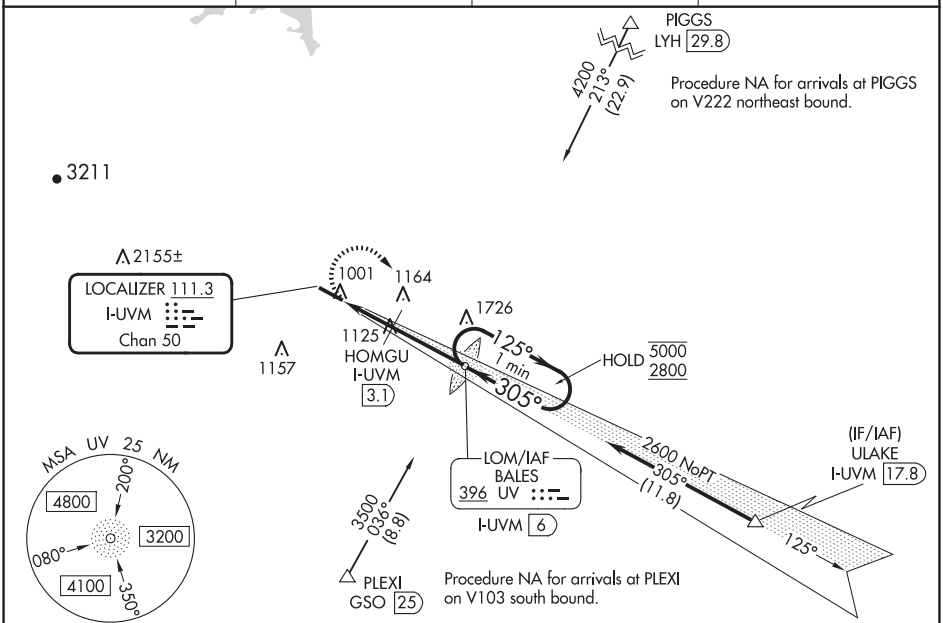
Rwy 31 helicopter visibility reduction below ¾ SM NA. For inop ALS while using HOMGU fix minimums, increase Cat C/D visibility to 1⅜ SM.

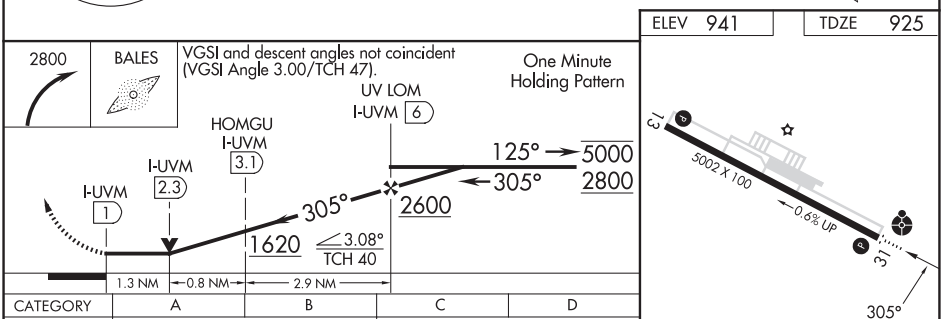
-17°C

ODALS

MISSED APPROACH: Climbing right turn to 2800 direct BALES LOM/I-UVM 6 DME and hold, continue climb in hold to 2800.

AWOS-3	GREENSBORO APP CON	CLNC DEL	UNICOM
118.45	124.35 269.225	124.85	122.7 (CTAF) L





ELEV 941 TDZE 925

CATEGORY	A	B	C	D
S-31	1620-¾	695 (700-¾)	1620-1⅞	695 (700-1⅞)
C CIRCLING	1620-1	679 (700-1)	1620-2 679 (700-2)	1800-2¾ 859 (900-2¾)
HOMGU FIX MINIMUMS				
S-31	1380-¾	455 (500-¾)	1380-1⅛	455 (500-1⅛)
C CIRCLING	1420-1 479 (500-1)	1440-1 499 (500-1)	1540-1½ 599 (600-1½)	1800-2¾ 859 (900-2¾)

MIRL Rwy 13-31 L
REIL Rwys 13 and 31 L

FAF to MAP 5 NM

Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

MELFA, VIRGINIA

AL-5598 (FAA)

22251

RNAV (GPS) RWY 3
ACCOMACK COUNTY (MFV)

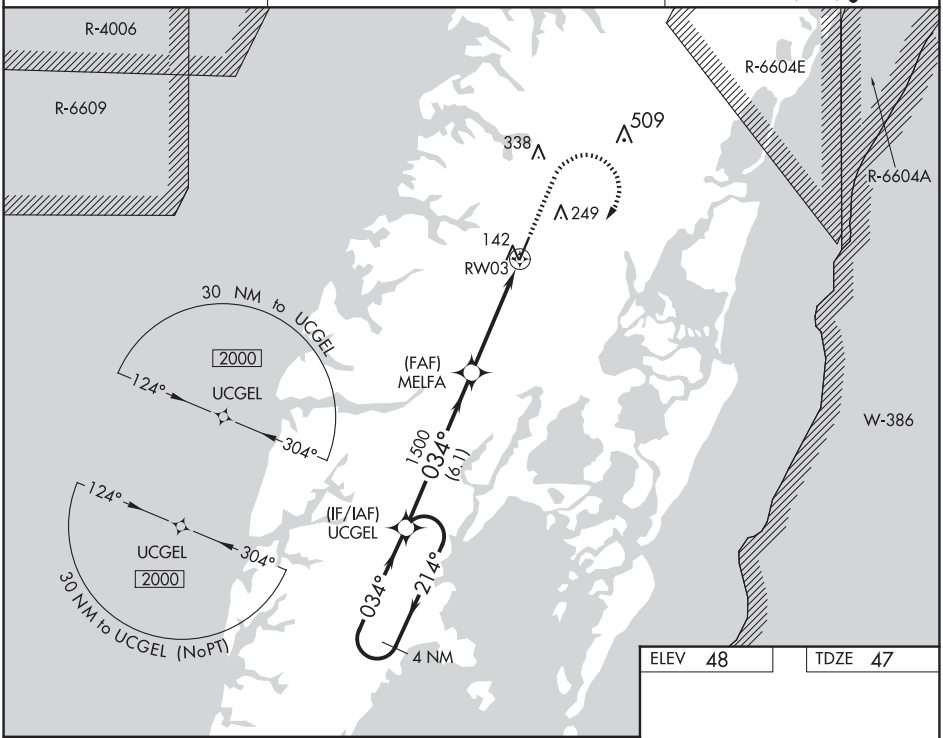
WAAS CH 42905 W03A	APP CRS 034°	Rwy ldg 5000 TDZE 47 Apt Elev 48

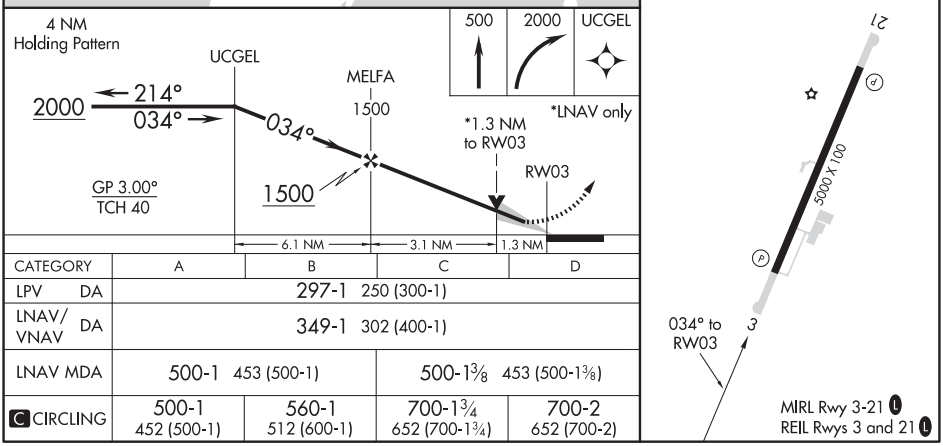
RNP APCH-GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON*	UNICOM
118.175	127.95 314.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	297-1 250 (300-1)			
LNAV/VNAV DA	349-1 302 (400-1)			
LNAV MDA	500-1 453 (500-1)		500-1⅜ 453 (500-1⅜)	
C CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	5000
214°	TDZE	48
	Apt Elev	48

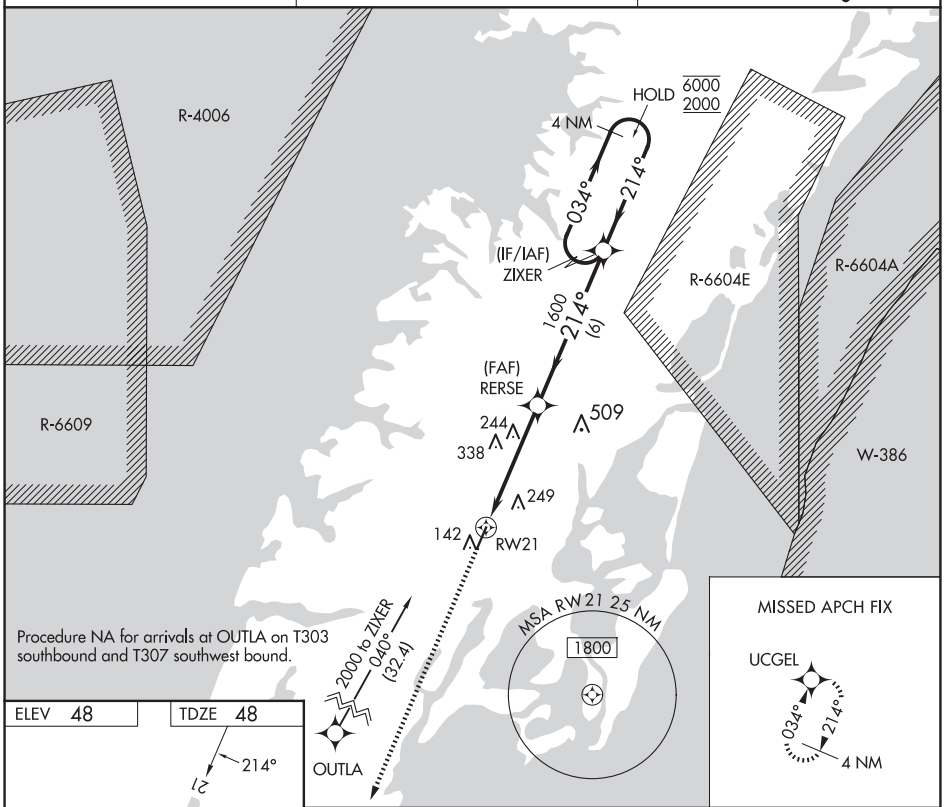
RNAV (GPS) RWY 21
ACCOMACK COUNTY (MFV)

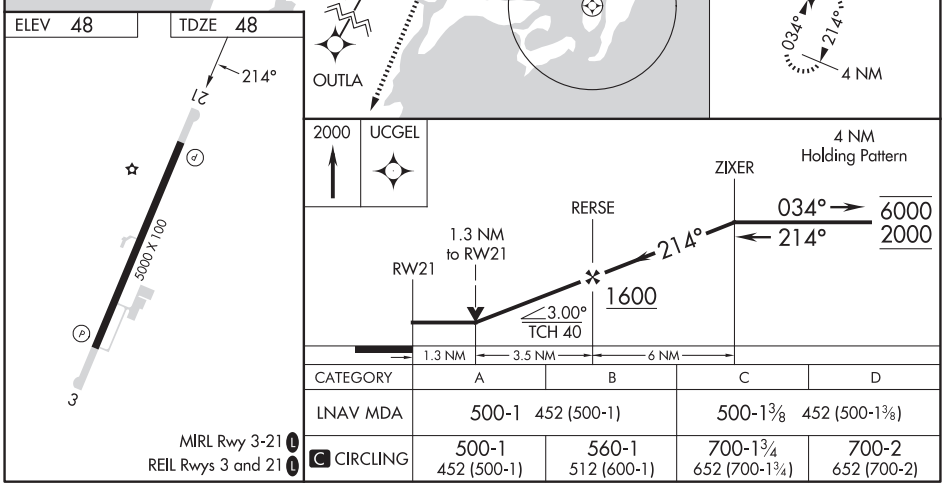
RNP APCH - GPS.

Rwy 21 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 direct UCGEL and hold.

AWOS-3	PATUXENT APP CON ★	UNICOM
118.175	127.95 314.0	122.8 (CTAF)





MIRL Rwy 3-21
REIL Rwys 3 and 21

CATEGORY	A	B	C	D
LNAV MDA	500-1 452 (500-1)		500-1⅜ 452 (500-1⅜)	
C CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

MELFA, VIRGINIA

AL-5598 (FAA)

24361

LOC RWY 3
ACCOMACK COUNTY (MFV)

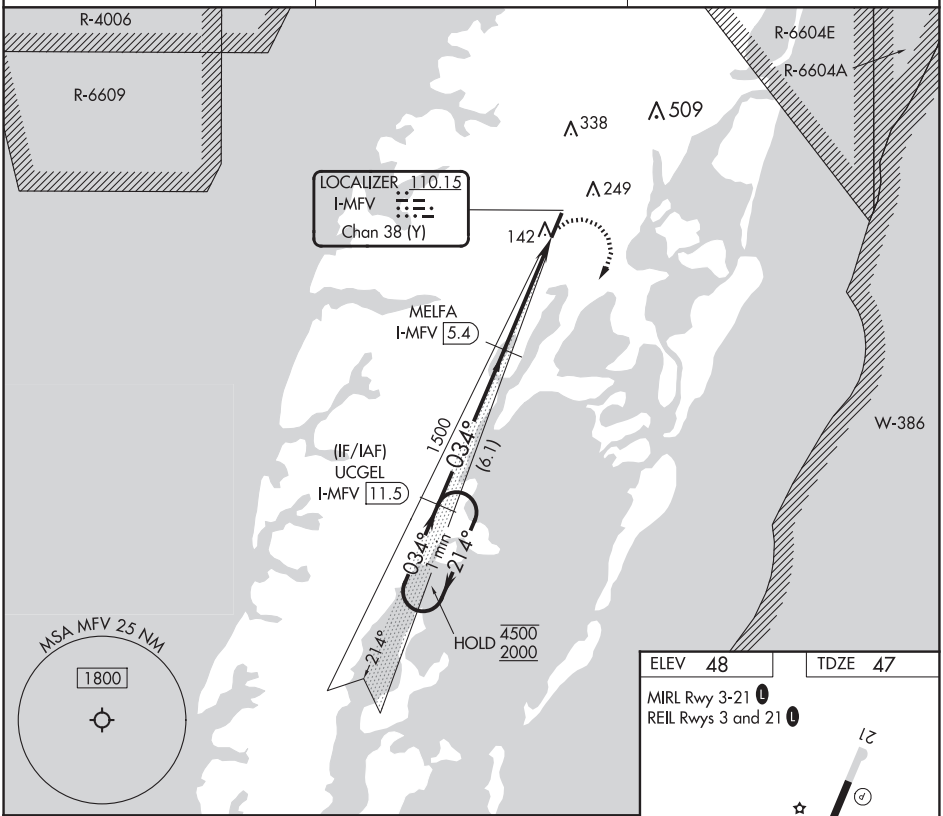
LOC/DME I-MFV	APP CRS	Rwy ldg	5000
110.15	034°	TDZE	47
Chan 38 (Y)		Apt Elev	48

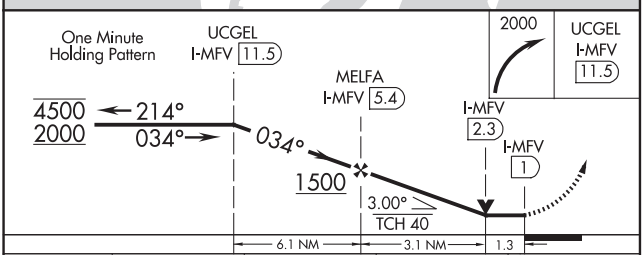
RNP APCH - GPS.

Rwy 3 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct UCGEL and hold.

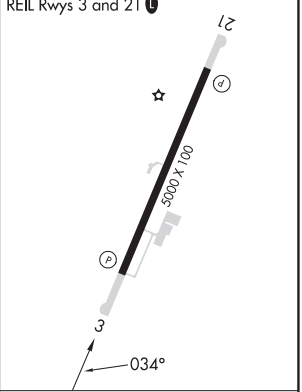
AWOS-3	PATUXENT APP CON ★	UNICOM
118.175	127.95 314.0	122.8 (CTAF) L





ELEV 48 | TDZE 47

MIRL Rwy 3-21 L
REIL Rwys 3 and 21 L



CATEGORY	A	B	C	D
S-3	500-1 453 (500-1)		500-1⅜ 453 (500-1⅜)	
C CIRCLING	500-1 452 (500-1)	560-1 512 (600-1)	700-1¾ 652 (700-1¾)	700-2 652 (700-2)

FAF to MAP 4.4 NM

Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 12 JUN 2025 to 07 AUG 2025

MELFA, VIRGINIA
Amdt 2 26DEC24

37°39′N-75°46′W

ACCOMACK COUNTY (MFV)
LOC RWY 3

WAAS CH 49002 W17A	APP CRS 175°	Rwy ldg 4488 TDZE 70 Apt Elev 70

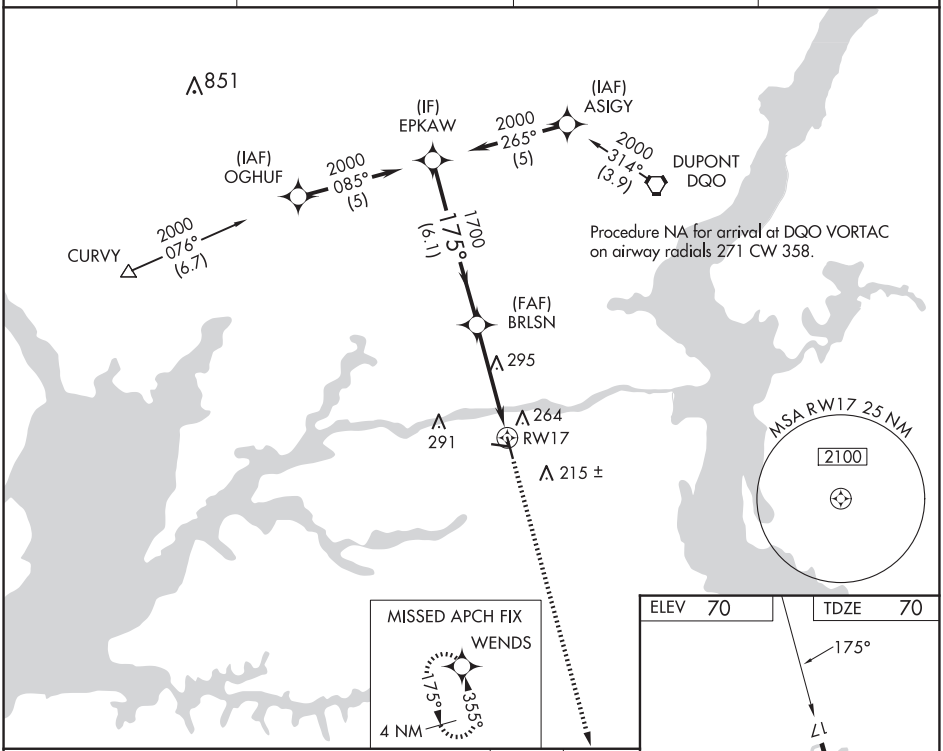
RNAV (GPS) RWY 17
SUMMIT (EVY)

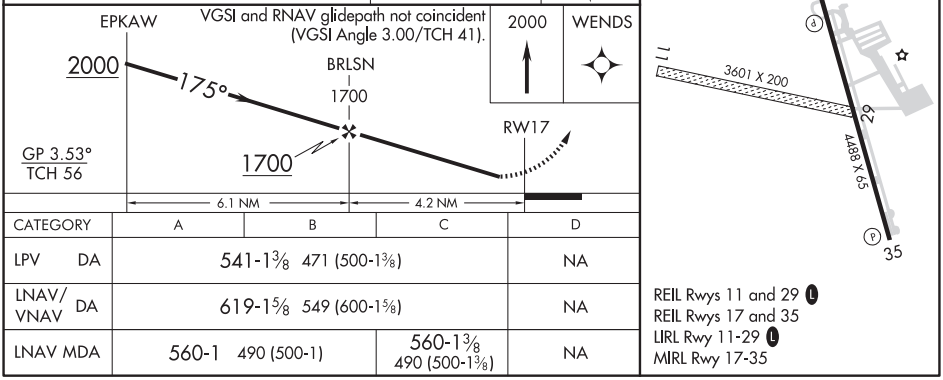
RNP APCH - GPS.

Procedure NA at night. Rwy 17 helicopter visibility reduction below 1 SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct WENDS and hold.

AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.725 (CTAF)	123.5 L





CATEGORY	A	B	C	D
LPV DA	541-1⅜ 471 (500-1⅜)			NA
LNAV/VNAV DA	619-1⅝ 549 (600-1⅝)			NA
LNAV MDA	560-1 490 (500-1)		560-1⅜ 490 (500-1⅜)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

MIDDLETOWN, DELAWARE AL-5392 (FAA) 24193

RNAV (GPS) Y RWY 35
SUMMIT (EVY)

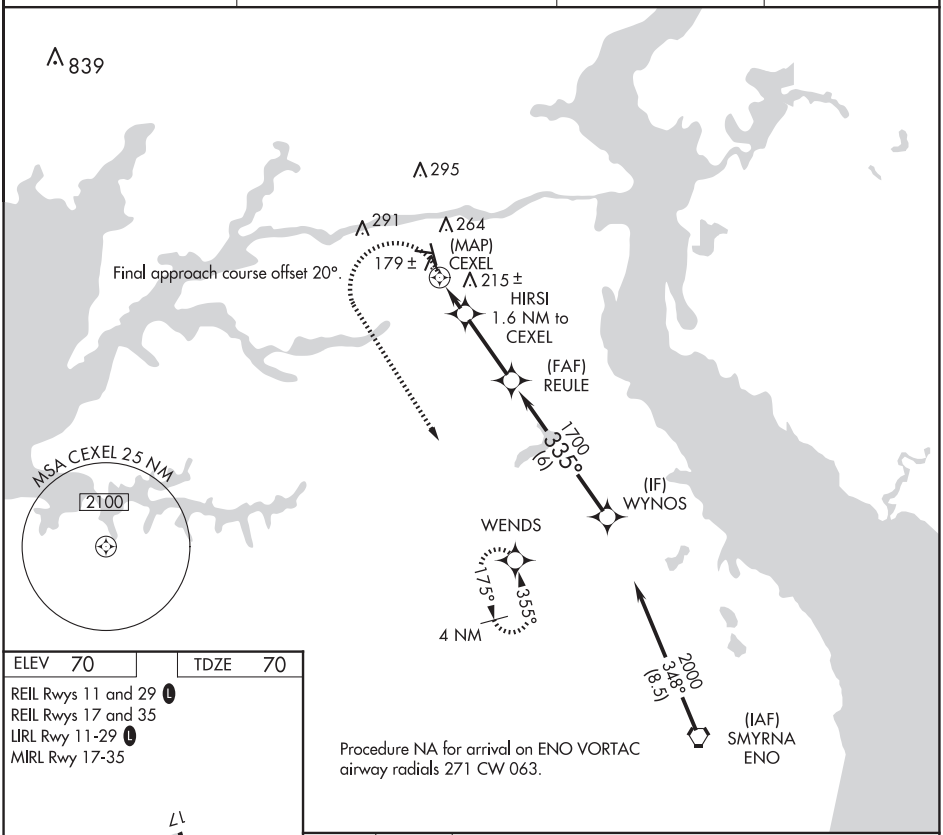
APP CRS	Rwy ldg	4488
335°	TDZE	70
	Apt Elev	70

RNP APCH - GPS.

Rwy 35 helicopter visibility reduction below ¾ SM NA.

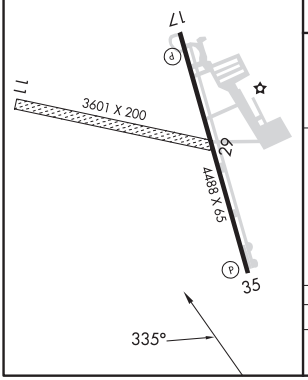
MISSED APPROACH: Climbing left turn to 2000 direct WENDS and hold.

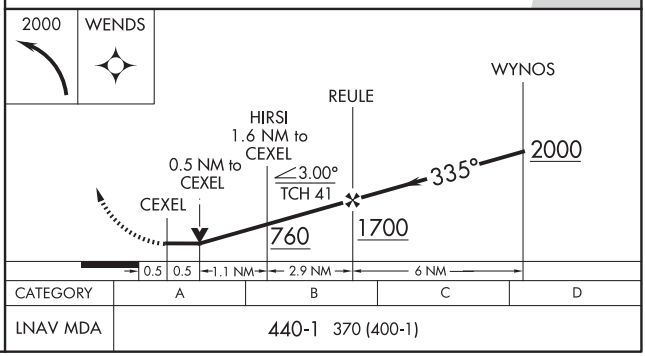
AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.725 (CTAF)	123.5 L



ELEV 70	TDZE 70

REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35





CATEGORY	A	B	C	D
LNAV MDA	440-1 370 (400-1)			

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 40302 W35A	APP CRS 355°	Rwy ldg 4488 TDZE 70 Apt Elev 70

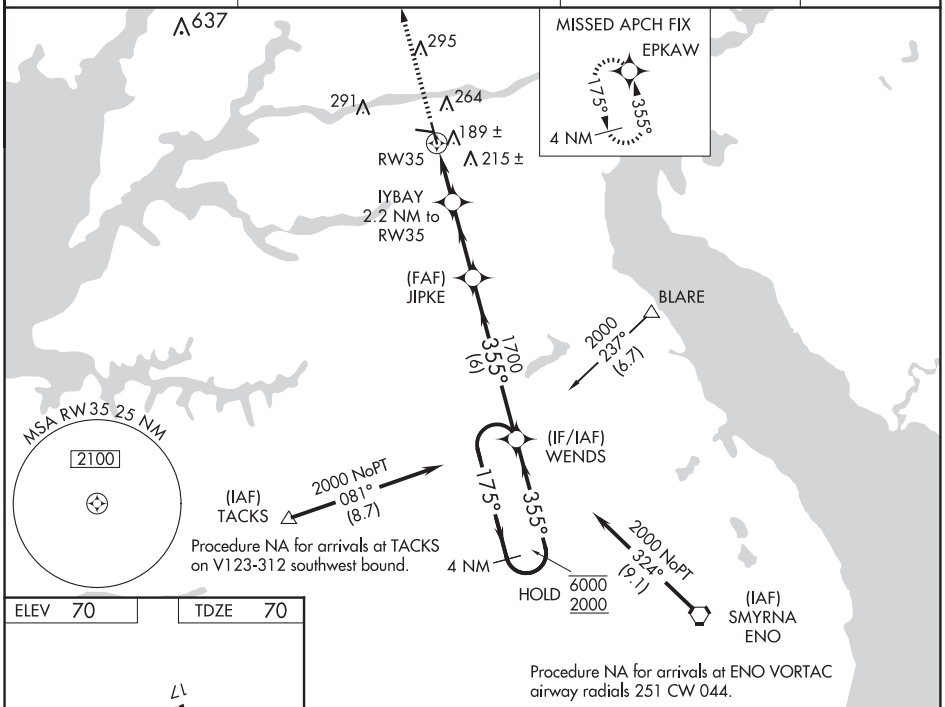
RNAV (GPS) Z RWY 35
SUMMIT (EVY)

RNP APCH - GPS.

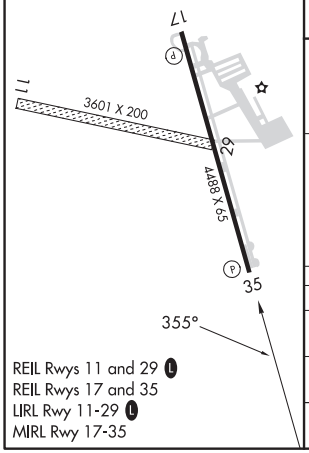
Rwy 35 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct EPKAW and hold.

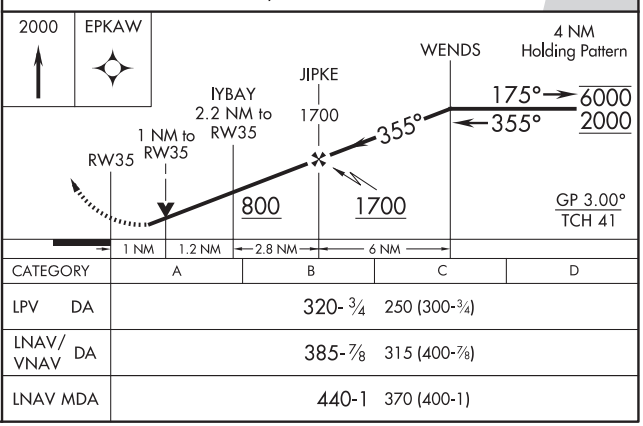
AWOS-3	PHILADELPHIA APP CON	UNICOM	
132.325	118.35 323.1	122.725 (CTAF)	123.5 L



ELEV 70	TDZE 70



REIL Rwys 11 and 29 L
REIL Rwys 17 and 35
LIRL Rwy 11-29 L
MIRL Rwy 17-35



CATEGORY	A	B	C	D
LPV DA	320- ¾	250 (300-¾)		
LNAV/VNAV DA	385-⅞	315 (400-⅞)		
LNAV MDA	440-1	370 (400-1)		

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

MONETA, VIRGINIA | AL-6865 (FAA) | 25051

RNAV (GPS) RWY 23
SMITH MOUNTAIN LAKE (W91)

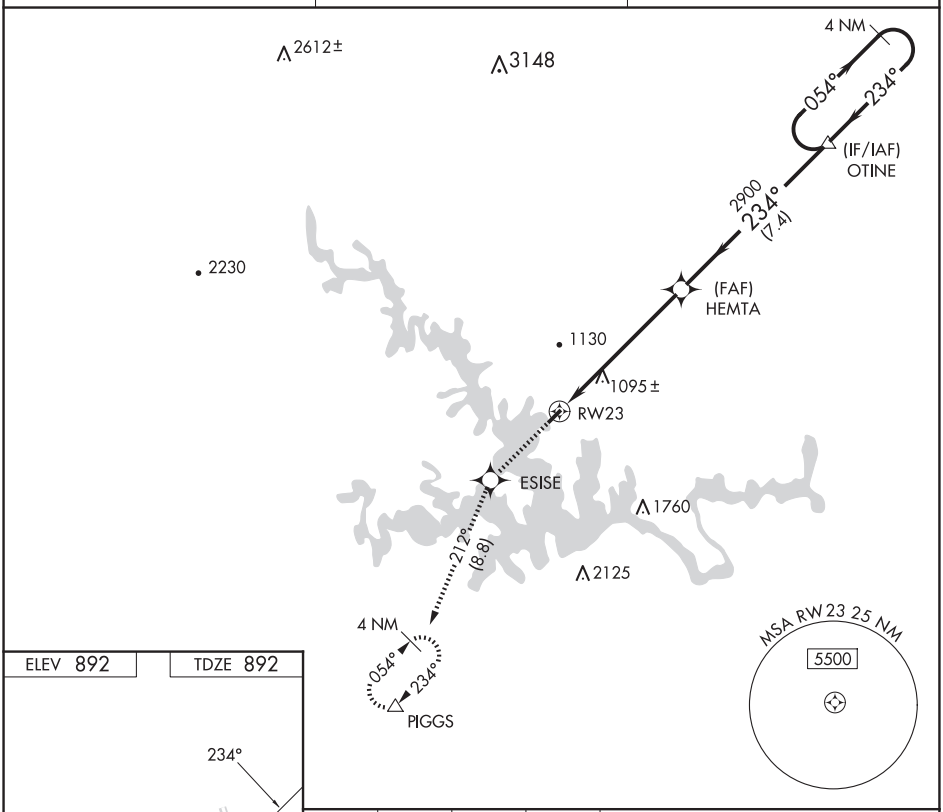
APP CRS	Rwy ldg	3058
234°	TDZE	892
	Apt Elev	892

NA

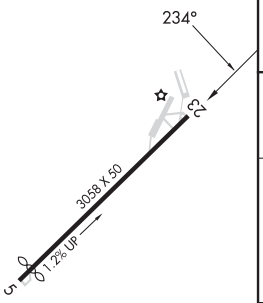
DME/DME RNP-0.3 NA. Use Lynchburg altimeter setting; when not received, use Roanoke altimeter setting and increase all MDA 40 feet. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 4000 direct ESISE and on track 212° to PIGGS and hold.

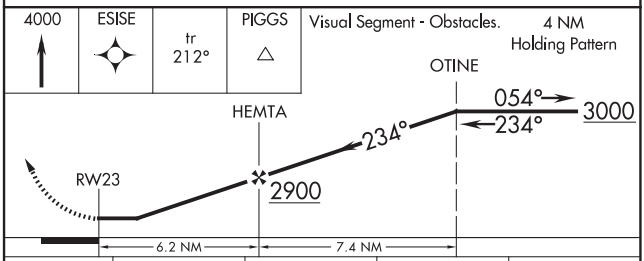
LYH ASOS	ROANOKE APP CON	UNICOM
119.8	135.0 254.325	122.975 (CTAF) L



ELEV 892	TDZE 892



MIRL Rwy 5-23 L



CATEGORY	A	B	C	D
LNAV MDA	1900-3 1008 (1100-3)		NA	
CIRCLING	1900-3 1008 (1100-3)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	NA
063°	TDZE	NA
	Apt Elev	963

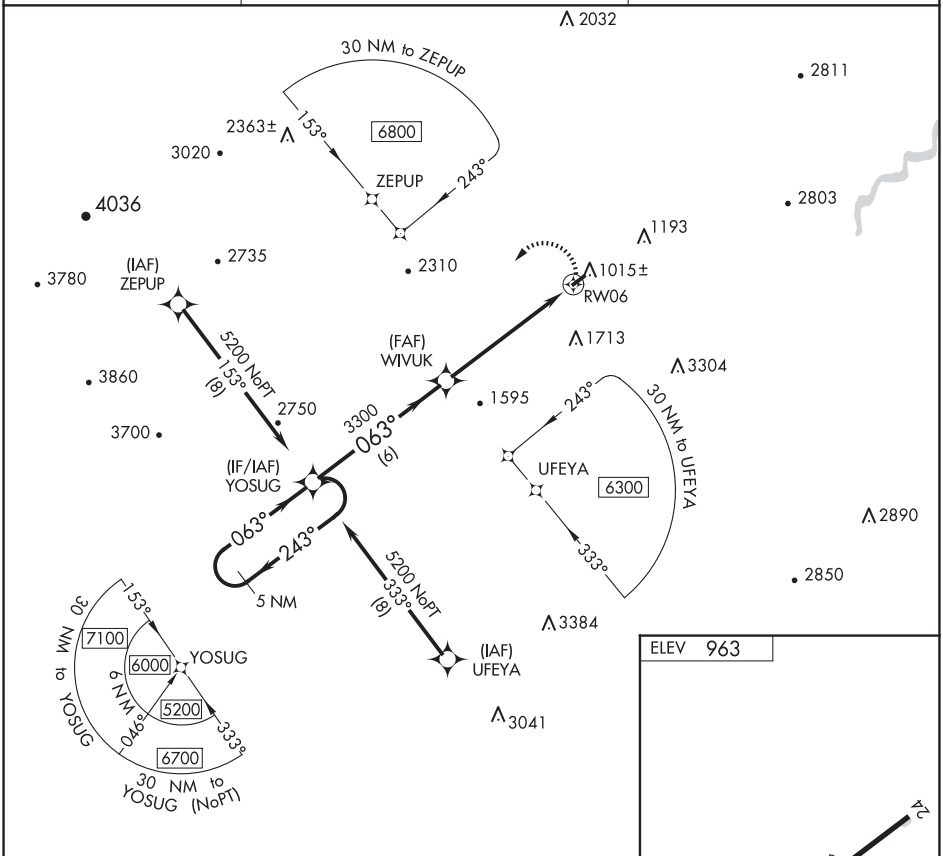
RNAV (GPS)-A
NEW MARKET (8W2)

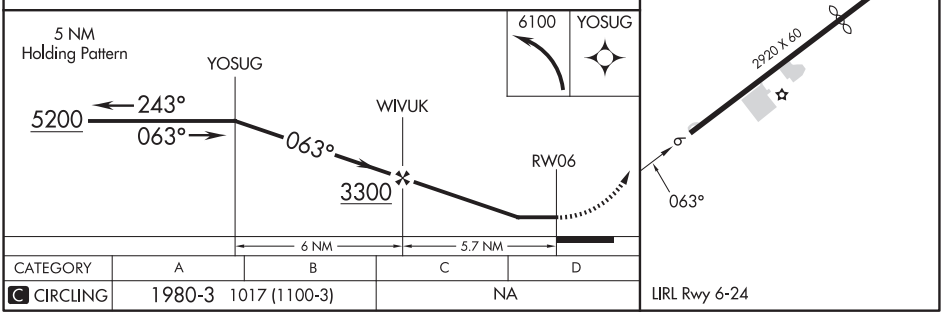
T A

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received, Use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing left turn to 6100 direct YOSUG and hold, continue climb-in-hold to 6100.

AWOS-3	WASHINGTON CENTER	UNICOM
118.175	133.2 282.2	122.8 (CTAF)





CATEGORY	A	B	C	D
C CIRCLING	1980-3 1017 (1100-3)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

NEW MARKET, VIRGINIA | AL-10650 (FAA) | 24193

APP CRS	Rwy ldg	NA
213°	TDZE	NA
	Apt Elev	963

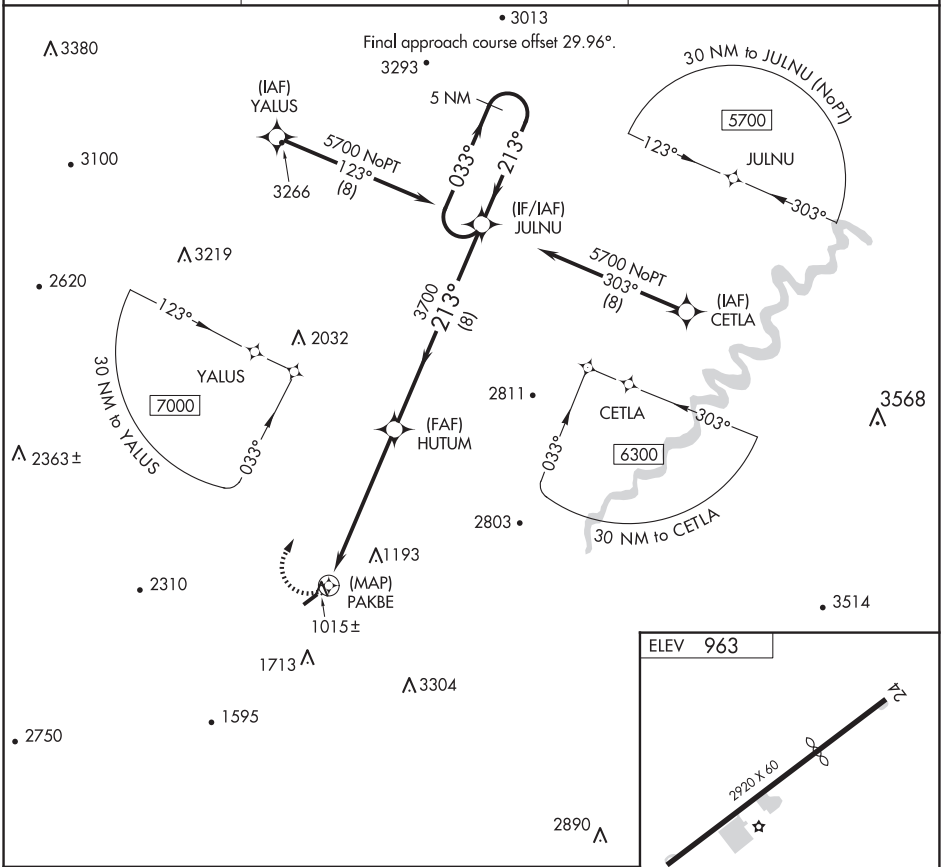
RNAV (GPS)-B
NEW MARKET (8W2)

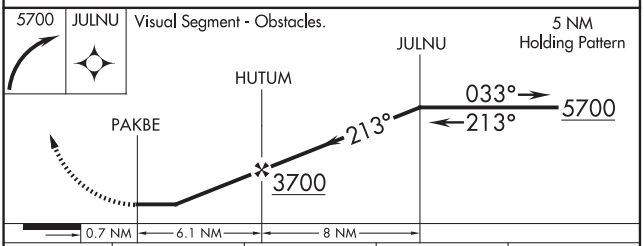
RNP APCH.

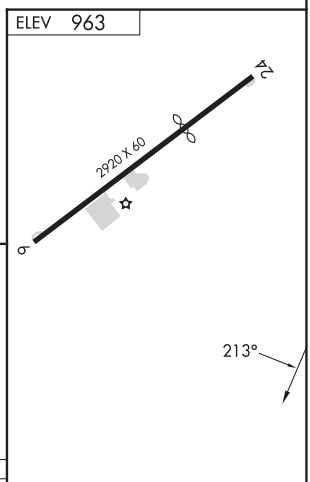
Procedure NA at night. When local altimeter setting not received, use Staunton/Waynesboro/Harrisonburg altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 5700 direct JULNU and hold, continue climb-in-hold to 5700.

AWOS-3	WASHINGTON CENTER	UNICOM
118.175	133.2 282.2	122.8 (CTAF)







CATEGORY	A	B	C	D
C CIRCLING	1980-3 1017 (1100-3)		NA	

LIRL Rwy 6-24

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-PHF	APP CRS	Rwy ldg 8003
110.1	067°	TDZE 40
Chan 38		Apt Elev 42

ILS or LOC RWY 7

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

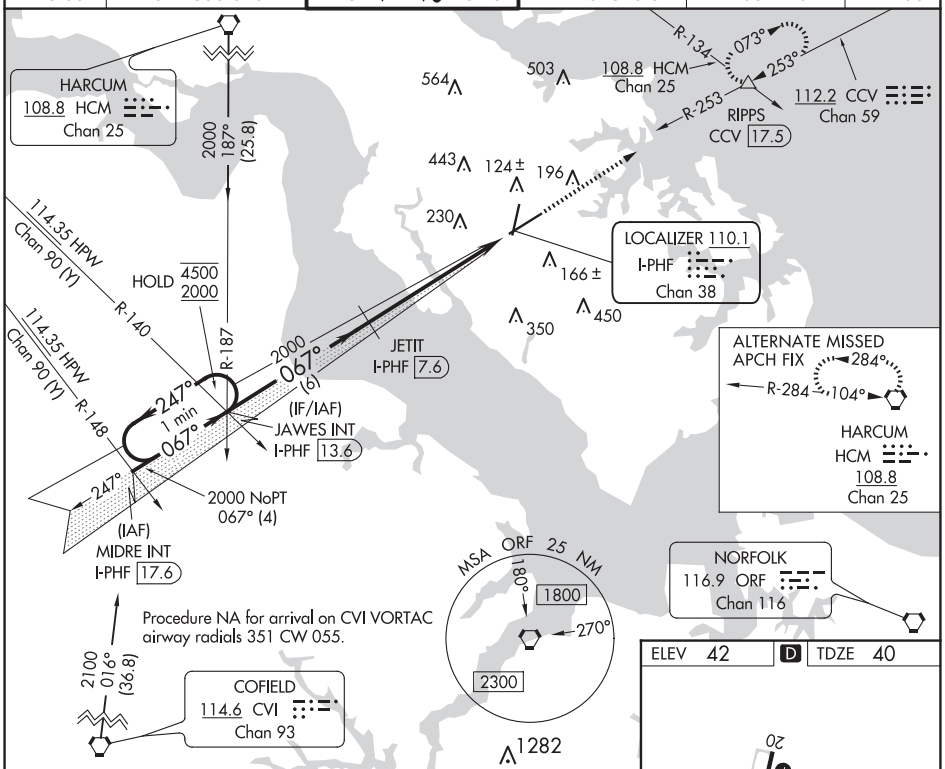
DME required.

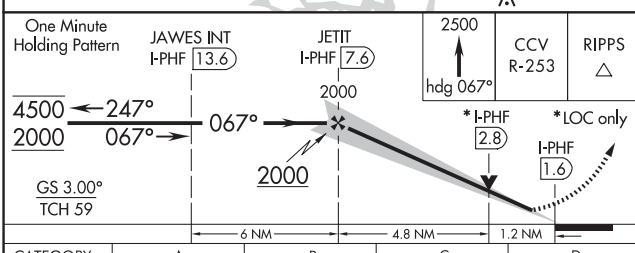
T A # RVR 1800 authorized with use of FD or AP or HUD to DA.

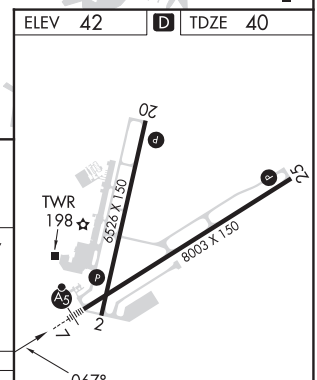
MALSR A5

MISSED APPROACH: Climb to 2500 on heading 067° and on CCV VORTAC R-253 to RIPPS INT/CCV 17.5 DME and hold, continue climb-in-hold to 2500.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-ILS 7 #	240/24 200 (200-½)			
S-LOC 7	480/24 440 (500-½)		480/40 440 (500-¾)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NEWPORT NEWS, VIRGINIA
Amdt 35 21MAY20
37°08'N-76°30'W
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
ILS or LOC RWY 7
273

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

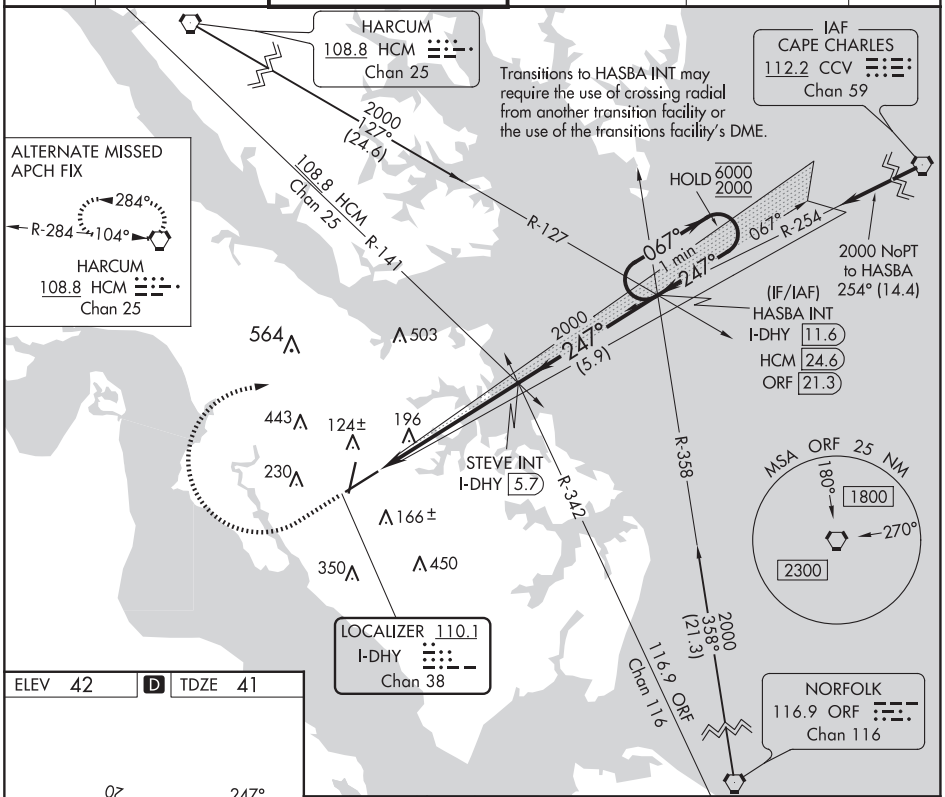
23278

ILS or LOC RWY 25
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

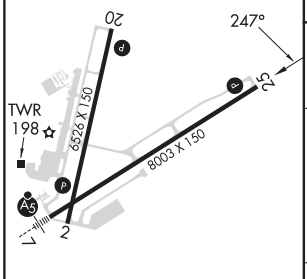
LOC/DME I-DHY	APP CRS	Rwy ldg	8003
110.1	247°	TDZE	41
Chan 38		Apt Elev	42

MISSED APPROACH: Climb to 500 then climbing right turn to 2500 on heading 080° and CCV VORTAC R-254 to HASBA INT/I-DHY 11.6 DME and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95

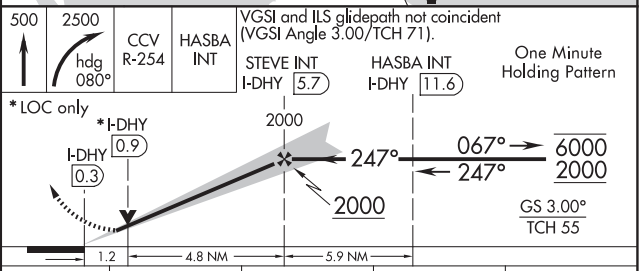


ELEV 42 | D | TDZE 41



REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

FAF to MAP 6 NM					
Knots	60	90	120	150	180
Min:Sec	6:00	4:00	3:00	2:24	2:00



CATEGORY	A	B	C	D
S-ILS 25	241-¾ 200 (200-¾)			
S-LOC 25	480-1 439 (500-1)		480-1¼ 439 (500-1¼)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61020 W02A	APP CRS 022°	Rwy ldg 6526 TDZE 38 Apt Elev 42

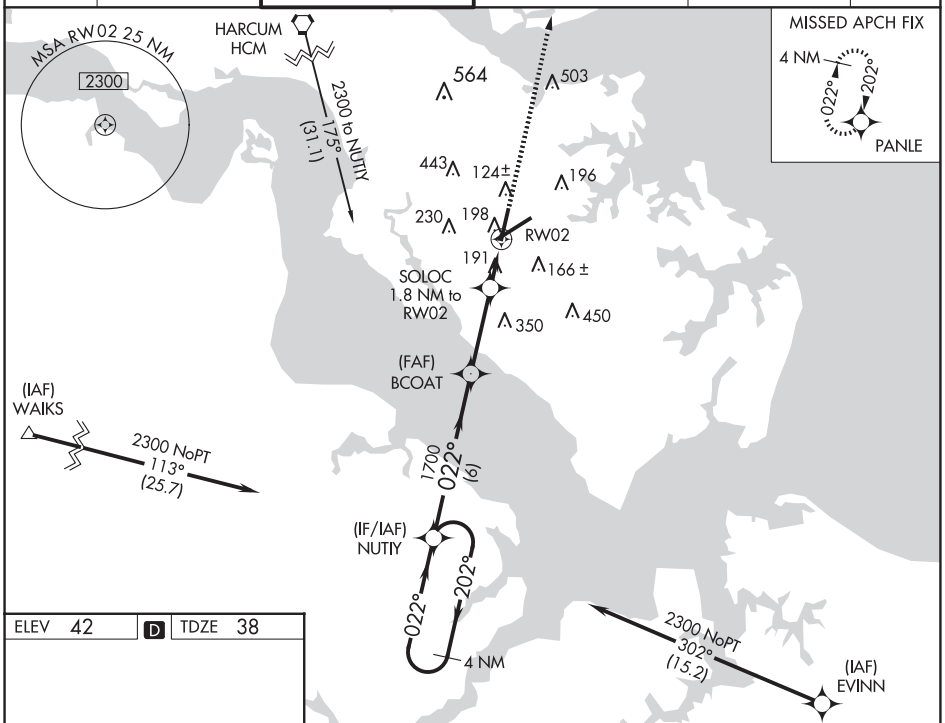
RNAV (GPS) RWY 2
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

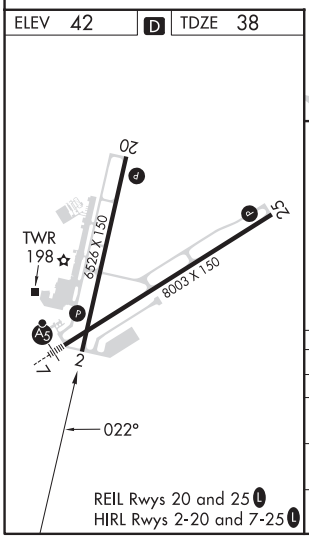
RNP APCH.

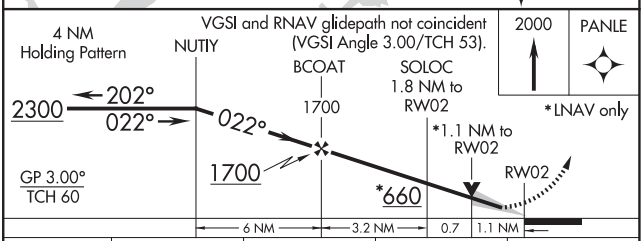
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct PANLE and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
LPV DA	241-1 203 (200-1)			
LNAV/VNAV DA	476-1½ 438 (500-1½)			
LNAV MDA	460-1 422 (500-1)		460-1¼ 422 (500-1¼)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

23278

WAAS CH 45607 W07A	APP CRS 067°	Rwy ldg 8003 TDZE 40 Apt Elev 42

RNAV (GPS) RWY 7

NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

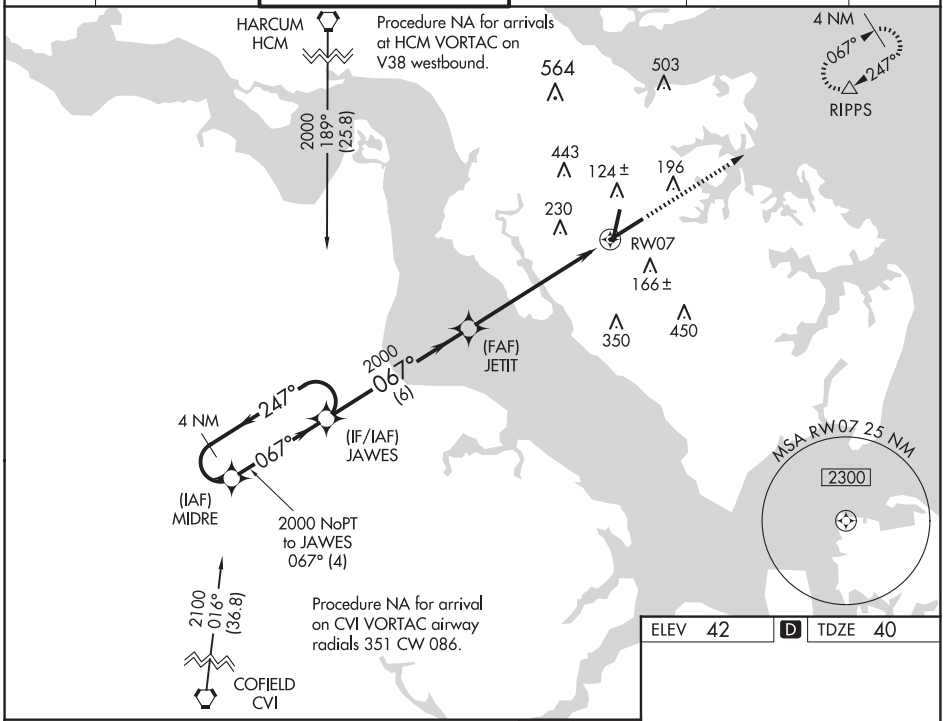
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
For inop MALSR, increase LNAV/VNAV all Cats visibility to 1⅜.

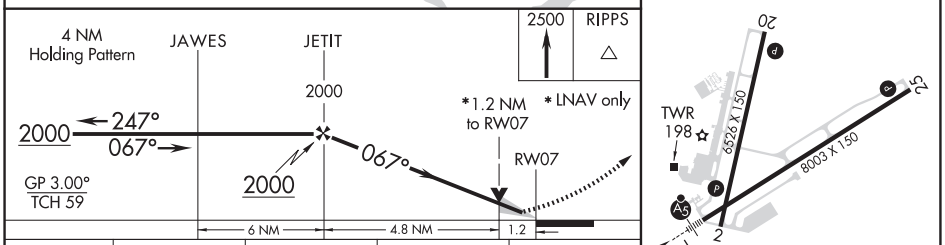
MALSR

MISSED APPROACH: Climb to 2500 direct RIPPS and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95



ELEV 42 | D | TDZE 40



CATEGORY	A	B	C	D
LPV DA	243/24 203 (300-½)			
LNAV/VNAV DA	474/50 434 (500-1)			
LNAV MDA	480/24 440 (500-½)		480/40 440 (500-¾)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 97420 W20A	APP CRS 202°	Rwy ldg 6526 TDZE 42 Apt Elev 42

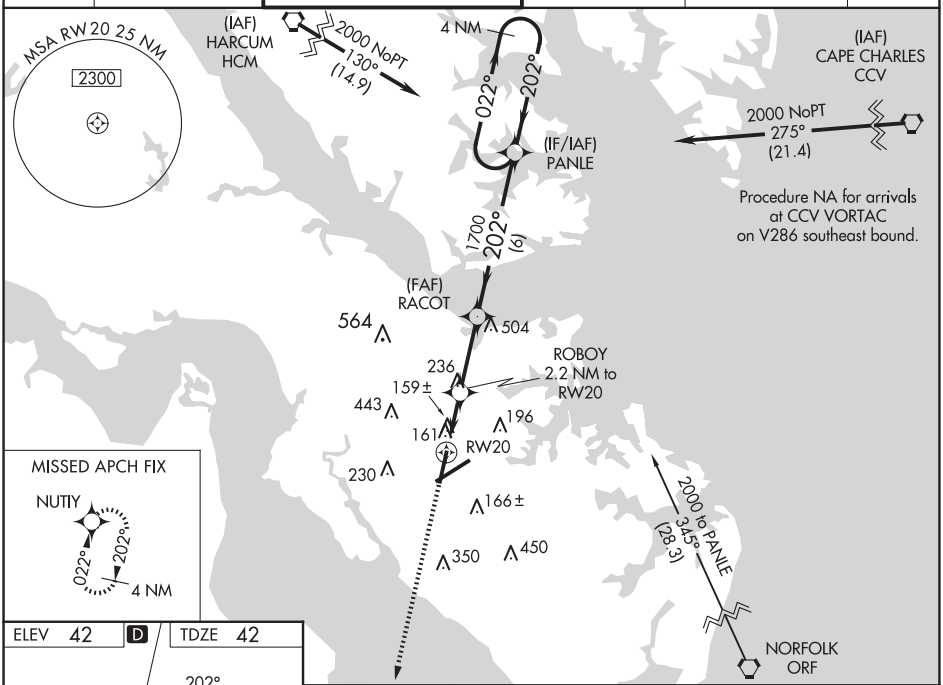
RNAV (GPS) RWY 20
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

RNP APCH.

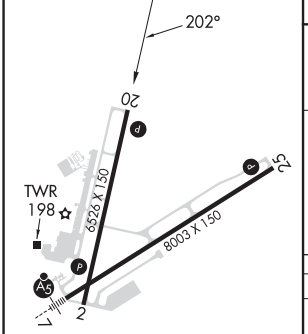
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.
Rwy 20 helicopter visibility reduction below ¾ SM NA.

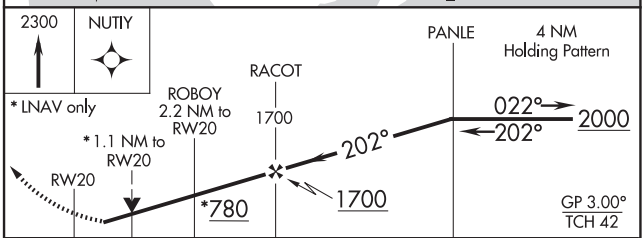
MISSED APPROACH: Climb to 2300 direct NUTIY and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER*	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95



ELEV 42 D TDZE 42





CATEGORY	A	B	C	D
LPV DA	379-1⅛ 337 (400-1⅛)			
LNAV/VNAV DA	474-1½ 432 (500-1½)			
LNAV MDA	440-1 398 (400-1)		440-1⅛ 398 (400-1⅛)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NEWPORT NEWS, VIRGINIA

AL-957 (FAA)

23278

RNAV (GPS) RWY 25
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

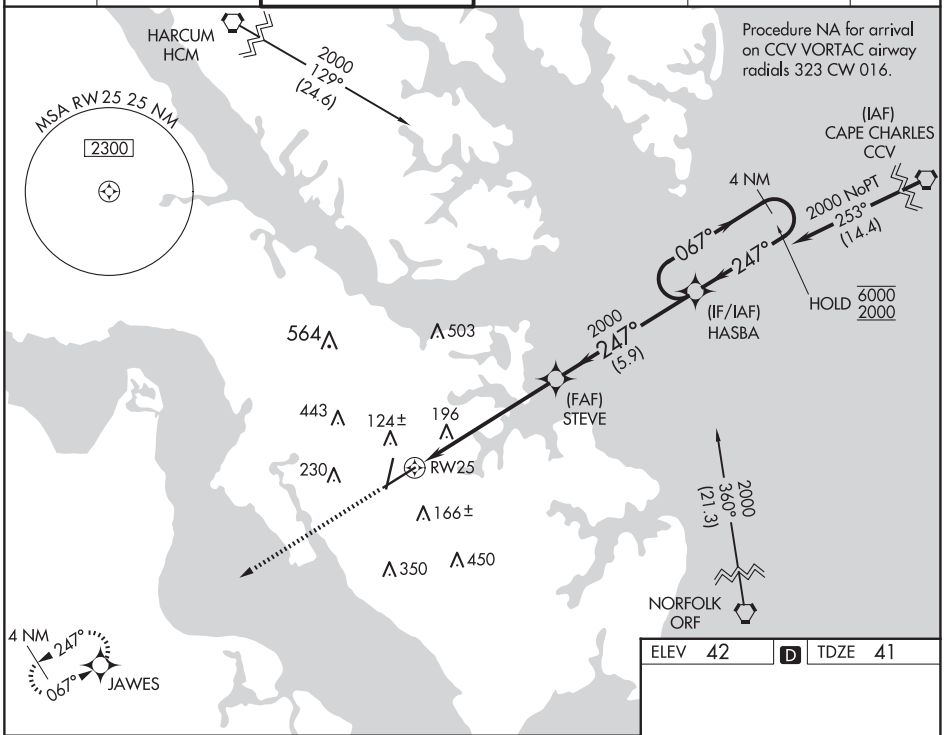
WAAS CH 45510 W25A	APP CRS 247°	Rwy ldg 8003 TDZE 41 Apt Elev 42

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11° C or above 54° C.

MISSED APPROACH: Climb to 2000 direct JAWES and hold.

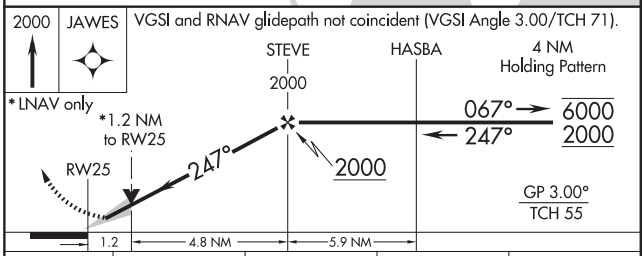
ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER ★	GND CON	CLNC DEL	UNICOM
128.65	125.7	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95



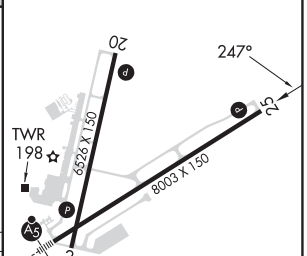
ELEV 42	D	TDZE 41

2000 JAWES

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 71).



*LNAV only



CATEGORY	A	B	C	D
LPV DA	241-¾ 200 (200-¾)			
LNAV/VNAV DA	516-1⅝ 475 (500-1⅝)			
LNAV MDA	480-1 439 (500-1)		480-1¼ 439 (500-1¼)	
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-FJQ 109.3 Chan 30	APP CRS 202°	Rwy ldg 6526 TDZE 42 Apt Elev 42

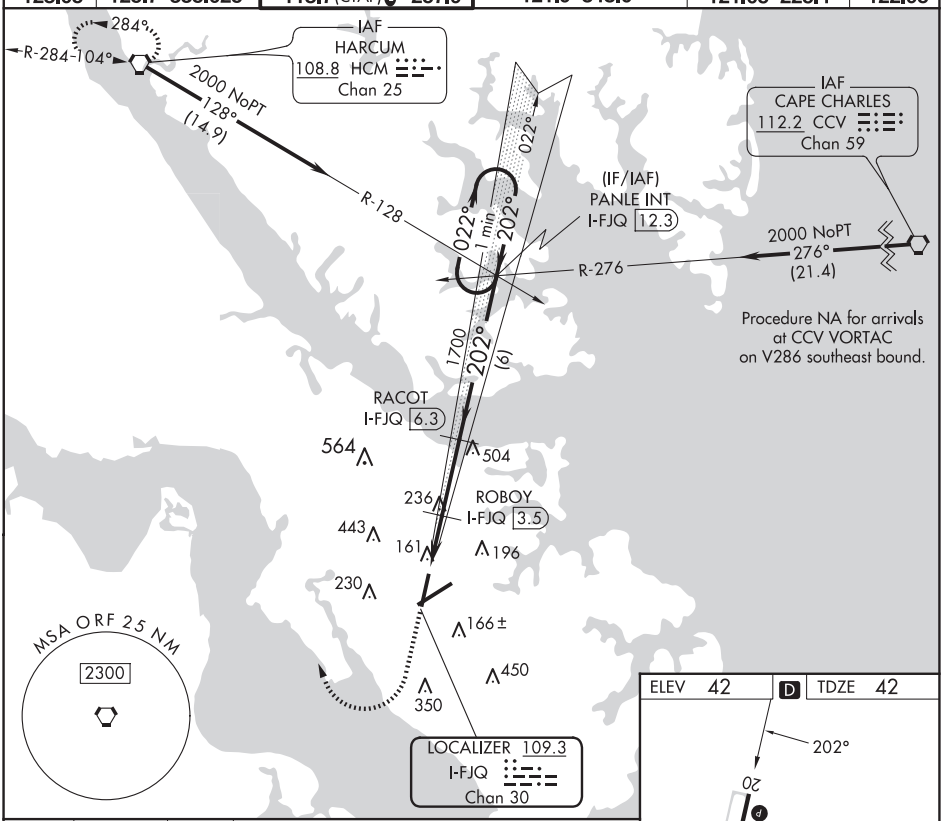
LOC RWY 20
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)

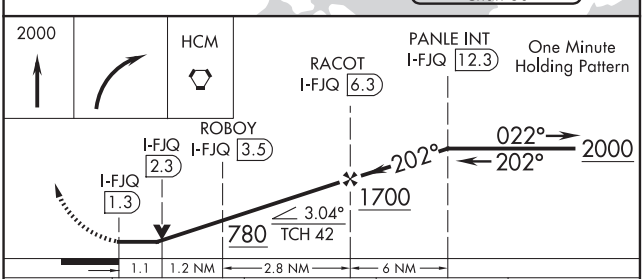
DME required.

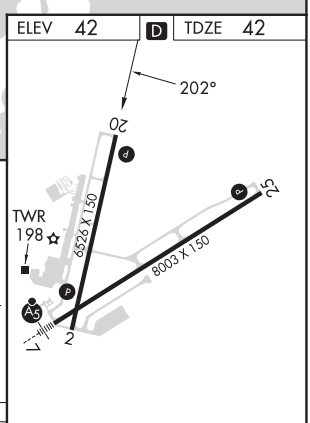
Rwy 20 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 then right turn direct HCM VORTAC and hold.

ATIS	NORFOLK APP CON	NEWPORT NEWS TOWER★	GND CON	CLNC DEL	UNICOM
128.65	125.7 335.625	118.7 (CTAF) L 257.9	121.9 348.6	121.65 225.4	122.95







CATEGORY	A	B	C	D
S-20	420-1 378 (400-1)			
C CIRCLING	520-1 478 (500-1)	540-1 498 (500-1)	760-2 718 (800-2)	780-2¼ 738 (800-2¼)

REIL Rwys 20 and 25 L
HIRL Rwys 2-20 and 7-25 L

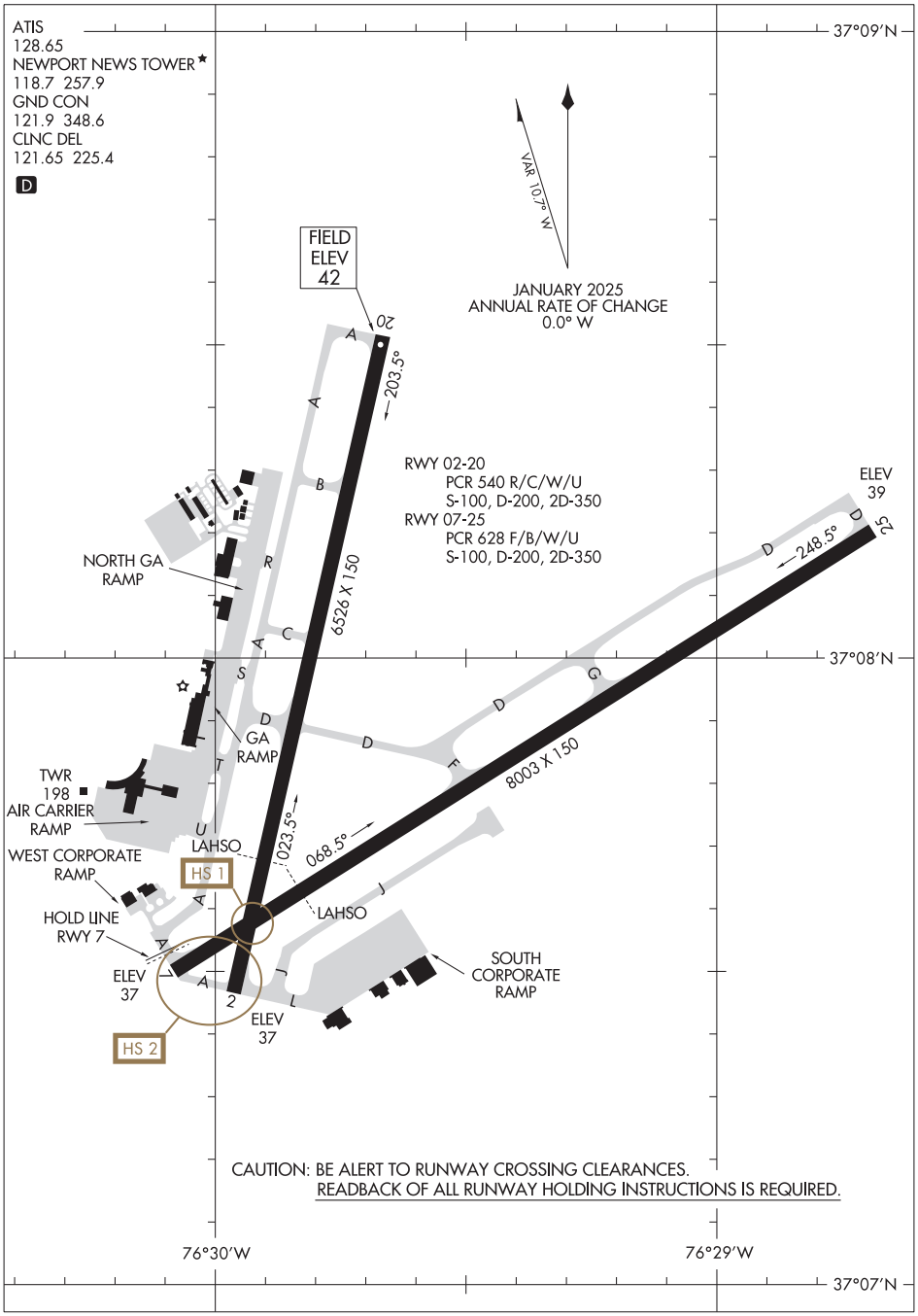
NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

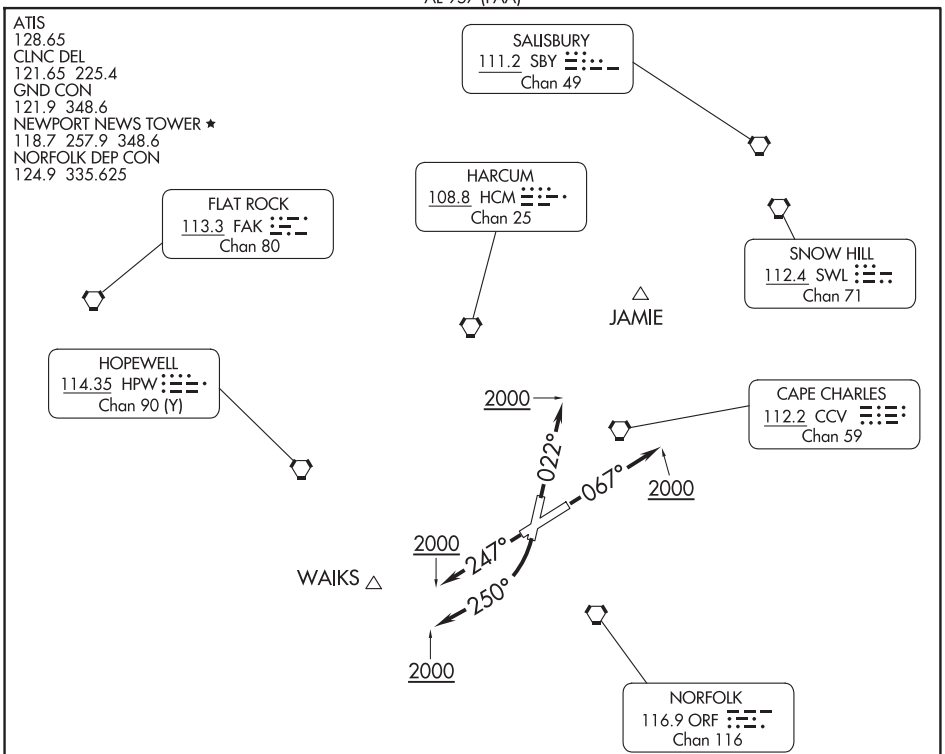
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)
AL-957 (FAA)
NEWPORT NEWS, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
NEWPORT NEWS, VIRGINIA
NEWPORT NEWS/WILLIAMSBURG INTL (PHF)



TAKEOFF MINIMUMS
Rwys 2, 7, 20, 25: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 022° to 2000, thence . . .
TAKEOFF RUNWAY 7: Climb heading 067° to 2000, thence . . .
TAKEOFF RUNWAY 20: Climbing right turn to 2000 on heading 250°, thence . . .
TAKEOFF RUNWAY 25: Climb heading 247° to 2000, thence . . .

. . . on vectors to assigned route/fix. Expect clearance to requested altitude 10 minutes after departure.

NORFOLK, VIRGINIA | AL-6488 (FAA) | 24025

ILS or LOC RWY 5
CHESAPEAKE RGNL (CPK)

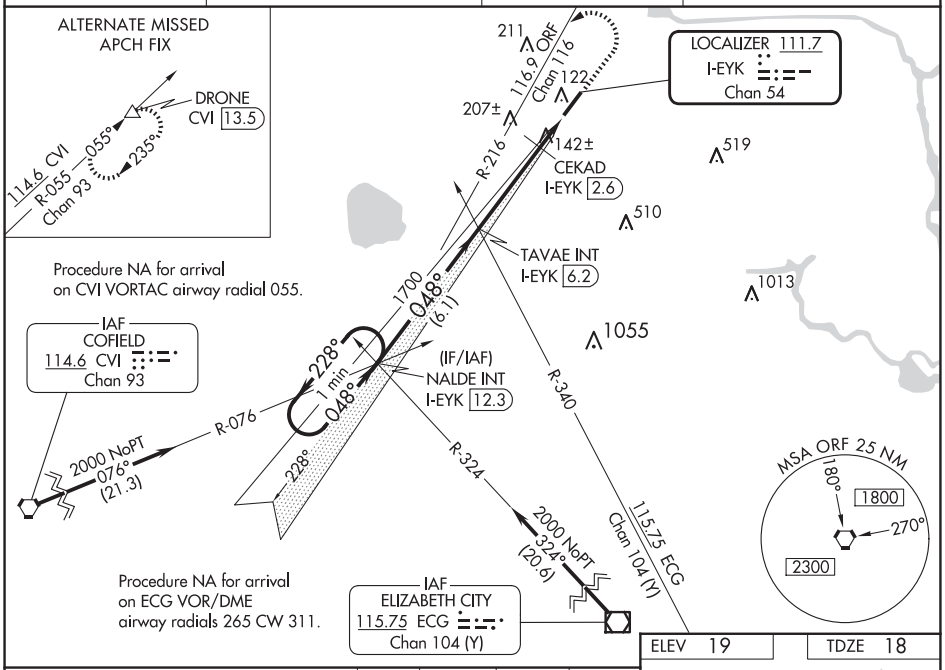
LOC/DME I-EYK	APP CRS	Rwy ldg 5500
111.7	048°	TDZE 18
Chan 54		Apt Elev 19

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase CEKAD Fix Minimums S-LOC 5 Cats C and D visibility ⅛ mile. For inoperative MALSR, increase S-LOC 5 Cats C and D visibility to 1⅜ mile.

MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2000 on ORF VORTAC R-216 to NALDE INT/I-EYK 12.3 DME and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF)

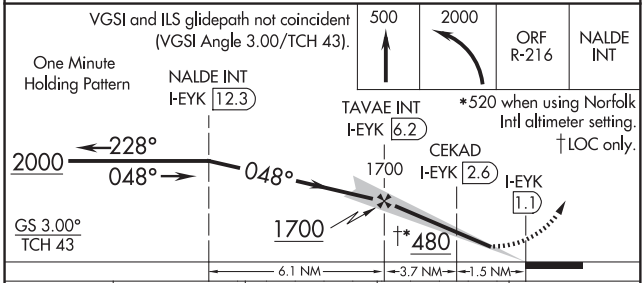


ELEV 19	TDZE 18

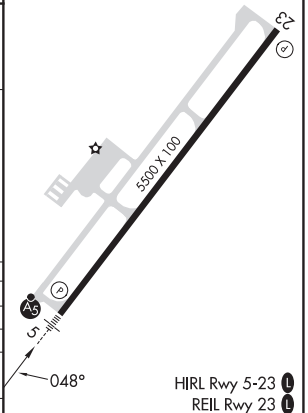
VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 43).

500	2000	ORF R-216	NALDE INT

One Minute Holding Pattern



*520 when using Norfolk Intl altimeter setting.
†LOC only.



HIRL Rwy 5-23
REIL Rwy 23

CATEGORY	A	B	C	D
S-ILS 5	218-½ 200 (200-½)			
S-LOC 5	480-½ 462 (500-½)		480-1 462 (500-1)	
CIRCLING	480-1 461 (500-1)		520-1½ 501 (600-1½)	580-2 561 (600-2)
CEKAD FIX MINIMUMS				
S-LOC 5	400-½ 382 (400-½)		400-⅝ 382 (400-⅝)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	520-1½ 501 (600-1½)	580-2 561 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78222 W05A	APP CRS 048°	Rwy ldg 5500 TDZE 18 Apt Elev 19

RNAV (GPS) RWY 5
CHESAPEAKE RGNL (CPK)

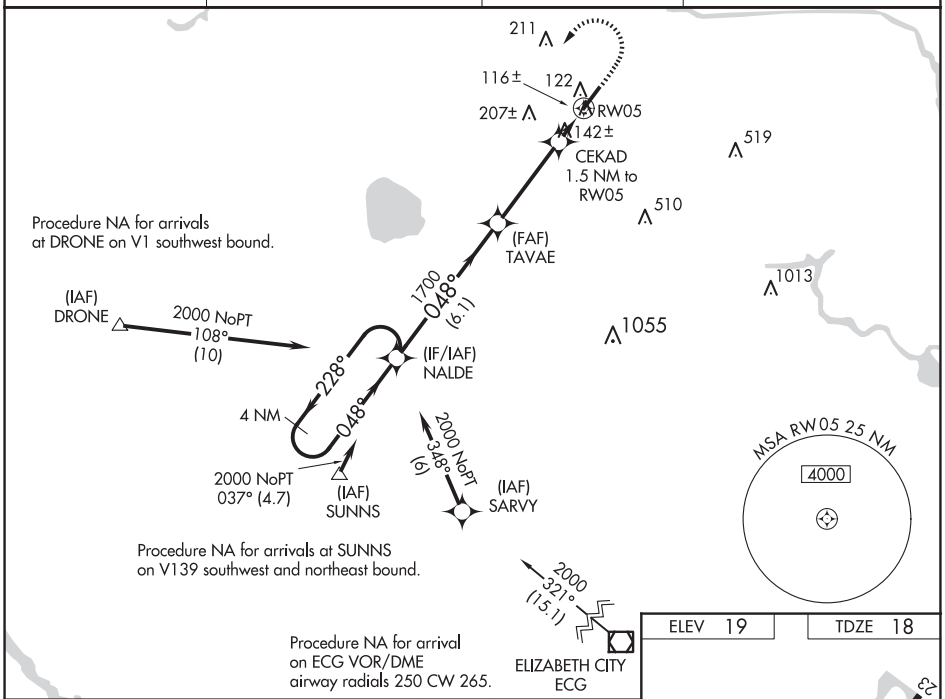
RNP APCH.

When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet; increase LNAV Cats C and D visibility ⅛ mile. Baro-VNAV NA when using Norfolk Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 43°C (109°F). For inoperative MALSR, increase LNAV/VNAV all Cats visibility to ⅞ mile.

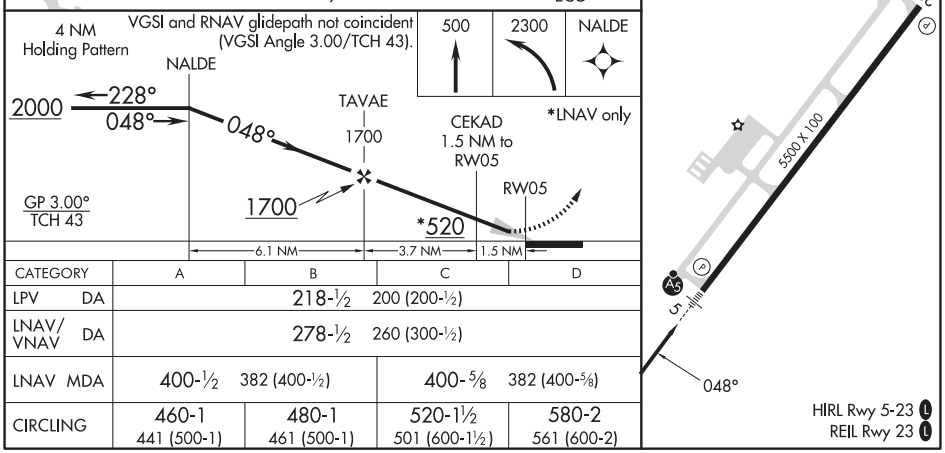
MALSR

MISSED APPROACH: Climb to 500 then climbing left turn to 2300 direct NALDE and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L



ELEV 19	TDZE 18



CATEGORY	A	B	C	D
LPV DA	218-½ 200 (200-½)			
LNAV/VNAV DA	278-½ 260 (300-½)			
LNAV MDA	400-½ 382 (400-½)		400-⅝ 382 (400-⅝)	
CIRCLING	460-1 441 (500-1)	480-1 461 (500-1)	520-1½ 501 (600-1½)	580-2 561 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA | AL-6488 (FAA) | 24025

RNAV (GPS) RWY 23
CHESAPEAKE RGNL (CPK)

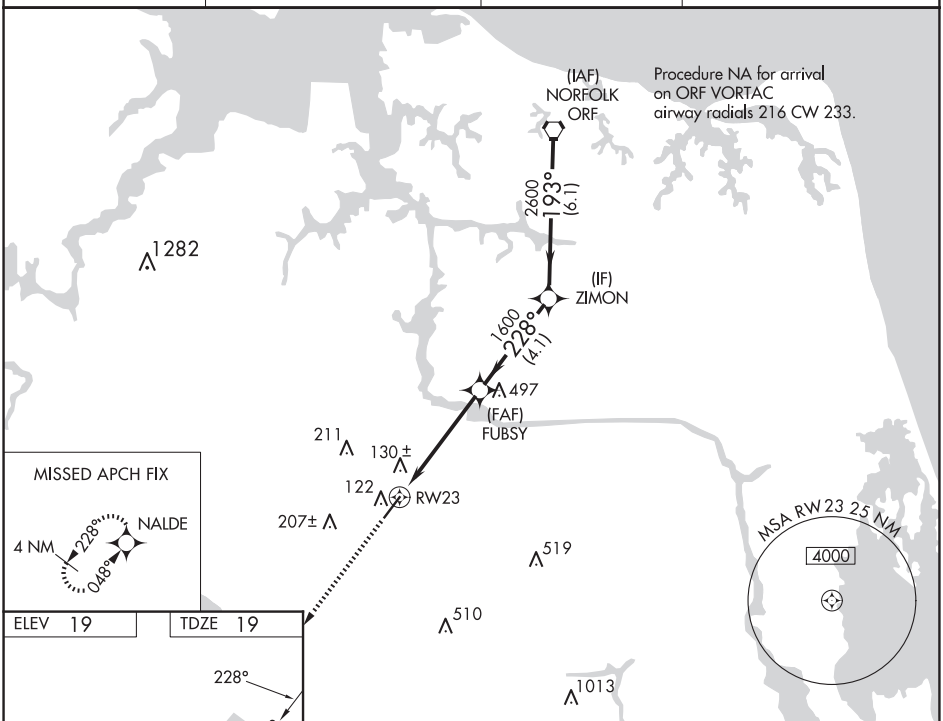
WAAS CH 65922 W23A	APP CRS 228°	Rwy ldg 5500 TDZE 19 Apt Elev 19

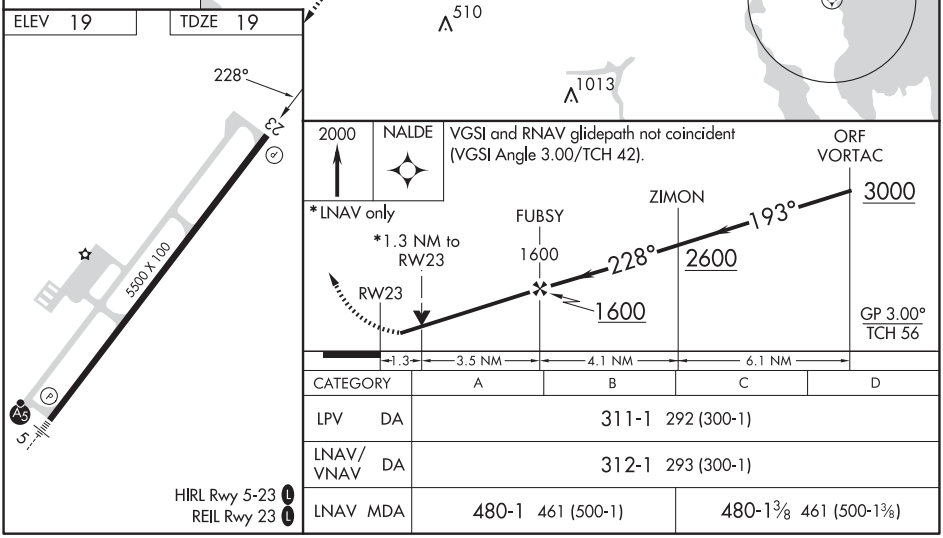
RNP APCH.

Rwy 23 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all DA 36 feet and all MDA 40 feet. Baro-VNAV and VDP NA with Norfolk Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C.

MISSED APPROACH: Climb to 2000 direct NALDE and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
123.675	118.9 353.7	135.075	123.075 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	311-1 292 (300-1)			
LNAV/VNAV DA	312-1 293 (300-1)			
LNAV MDA	480-1 461 (500-1)		480-1⅜ 461 (500-1⅜)	

HIRL Rwy 5-23 L
REIL Rwy 23 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-PVG	APP CRS	Rwy ldg	5350
110.75	102°	TDZE	28
Chan 44 (Y)		Apt Elev	28

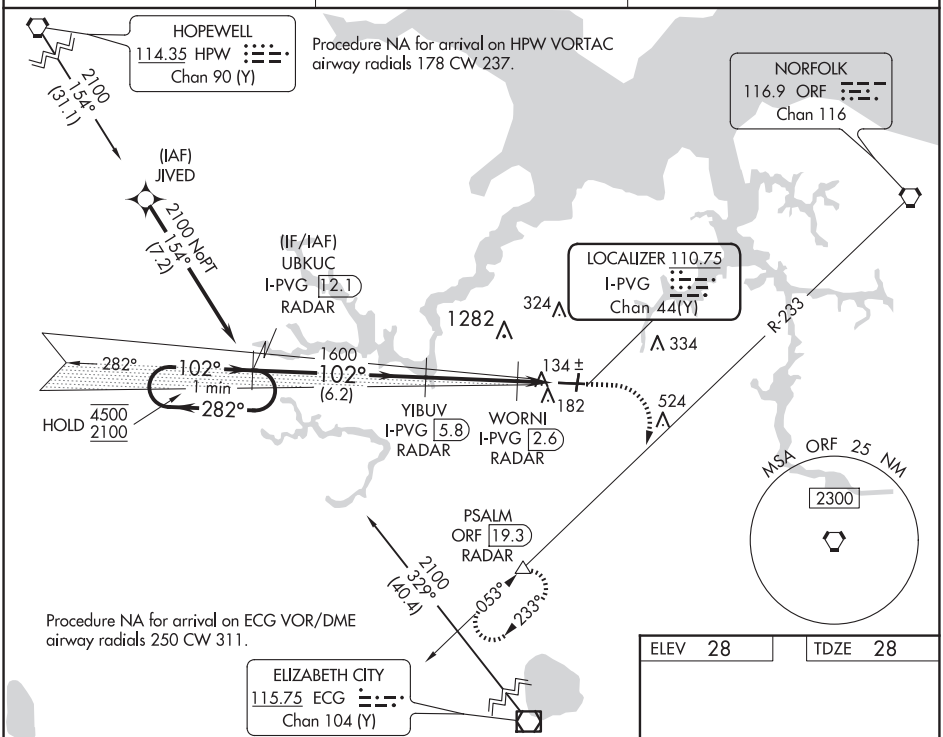
ILS or LOC RWY 10
HAMPTON ROADS EXEC (PVG)

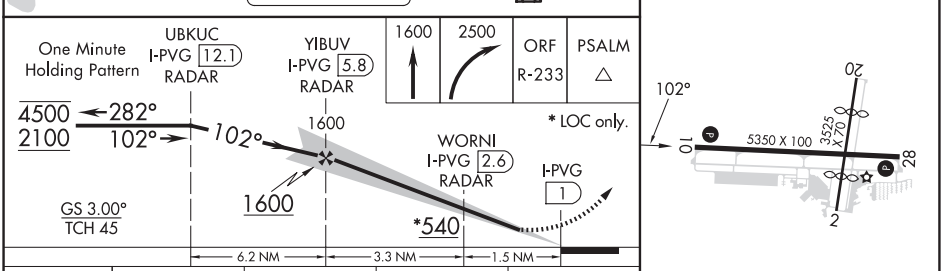
RNAV 1-GPS or RADAR required for procedure entry. DME or RADAR required.

T A NA Circling NA to Rwys 2 and 20. Circling NA for Cat C north of Rwys 10-28. Autopilot coupled approach NA below 800.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 on ORF VORTAC R-233 to PSALM/ORF 19.3 DME/RADAR and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L





CATEGORY	A	B	C	D
S-ILS 10	228-¾ 200 (200-¾)			NA
S-LOC 10	400-1 372 (400-1)			NA
C CIRCLING	500-1 472 (500-1)		780-2¼ 752 (800-2¼)	NA

HIRL Rwy 10-28 L
REIL Rwys 10 and 28 L
MIRL Rwys 2-20 L

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA | AL-5870 (FAA) | 23278

WAAS CH 58236 W10A	APP CRS 102°	Rwy ldg 5350 TDZE 28 Apt Elev 28

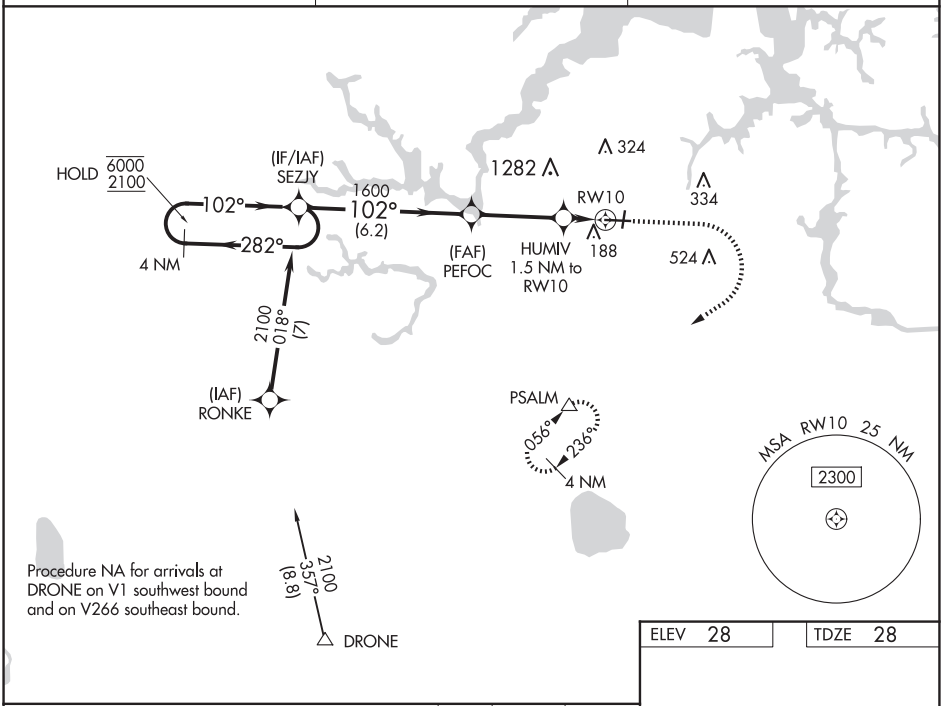
RNAV (GPS) RWY 10
HAMPTON ROADS EXEC (PVG)

RNP APCH.

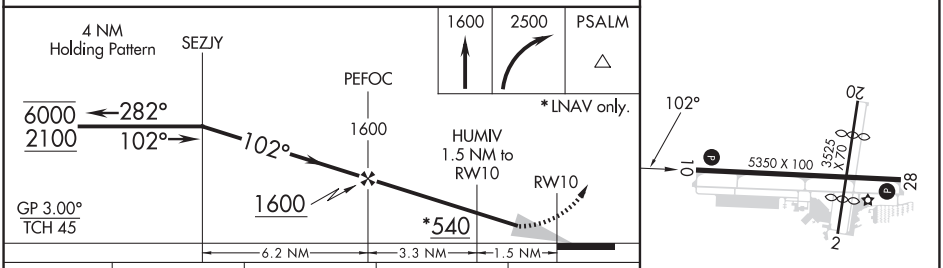
Circling NA to Rwys 2 and 20. Circling Cat C NA north of Rwy 10-28. Rwy 10 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 1600 then climbing right turn to 2500 direct PSALM and hold.

AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L



ELEV 28	TDZE 28



CATEGORY	A	B	C	D
LPV DA	228-¾ 200 (200-¾)			NA
LNAV/VNAV DA	338-⅞ 310 (400-⅞)			NA
LNAV MDA	420-1 392 (400-1)		420-1⅛ 392 (400-1⅛)	NA
C CIRCLING	500-1 472 (500-1)		780-2¼ 752 (800-2¼)	NA

HIRL Rwy 10-28 L
REIL Rwys 10 and 28 L
MIRL Rwy 2-20 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	5350
282°	TDZE	25
	Apt Elev	28

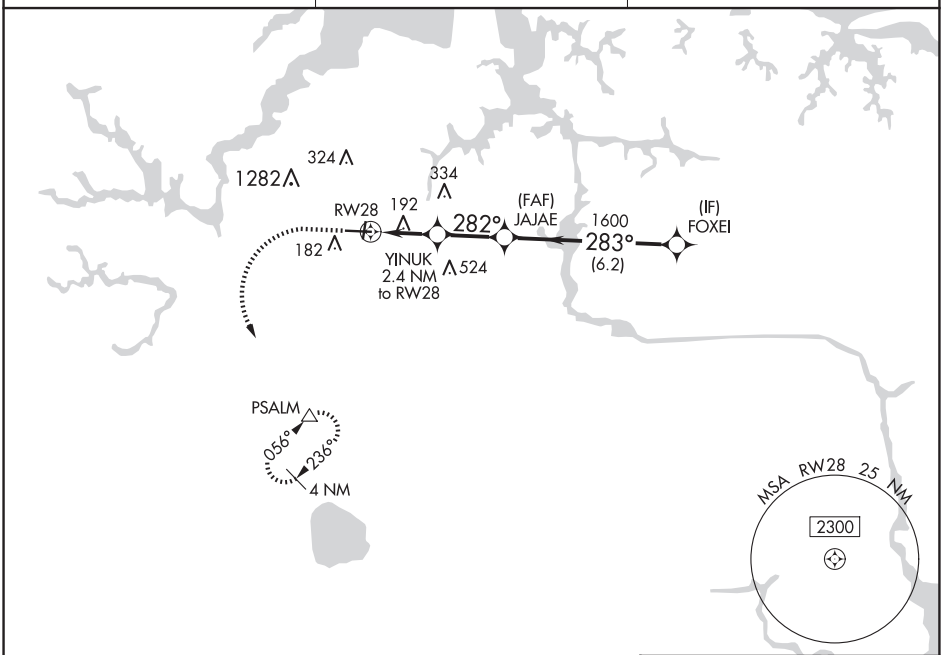
RNAV (GPS) RWY 28
HAMPTON ROADS EXEC (PVG)

RNP APCH.

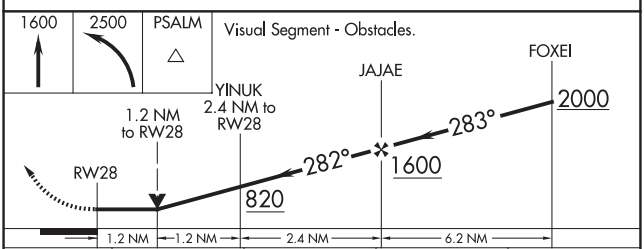
Circling NA to Rwys 2 and 20.
Circling Cat C NA north of Rwy 10-28.
Rwy 28 helicopter visibility reduction below 1 SM NA.

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

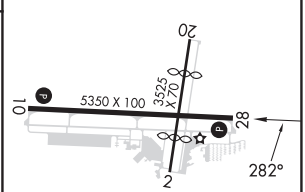
AWOS-3PT	NORFOLK APP CON	UNICOM
118.375	118.9 353.7	122.725 (CTAF) L



ELEV	28	TDZE	25



CATEGORY	A	B	C	D
LNAV MDA	460-1	435 (500-1)	460-1¼ 435 (500-1¼)	NA
C CIRCLING	500-1	472 (500-1)	780-2 752 (800-2)	NA



HIRL Rwy 10-28 L
MIRL Rwy 2-20 L
REIL Rwys 10 and 28 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA AL-291 (FAA) 25163

ILS or LOC RWY 5
NORFOLK INTL (ORF)

LOC/DME I-ORF	APP CRS	Rwy Ldg	7809
109.1	047°	TDZE	26
Chan 28		Apt Elev	27

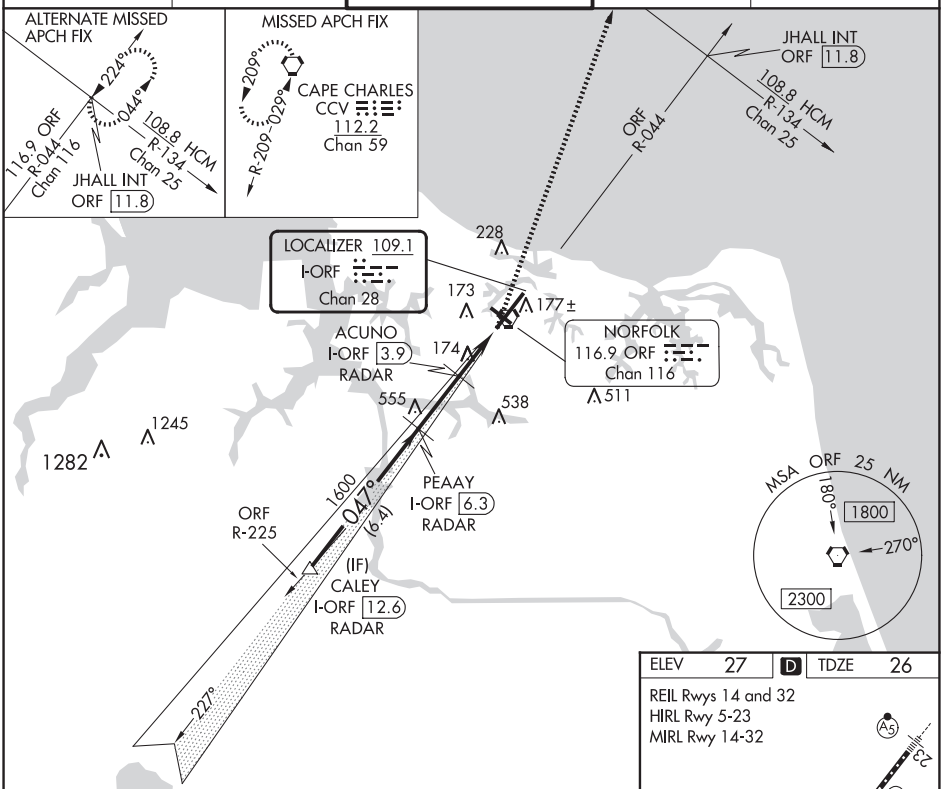
DME or RADAR required. RADAR required for procedure entry.

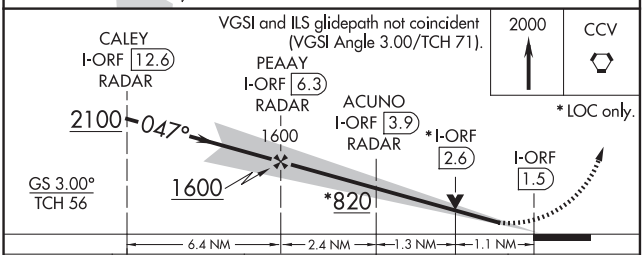
Autopilot coupled approach NA below 1180. For inop ALS, increase S-LOC 5 Cat C and D visibility to RVR 6000. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 direct CCV VORTAC and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5

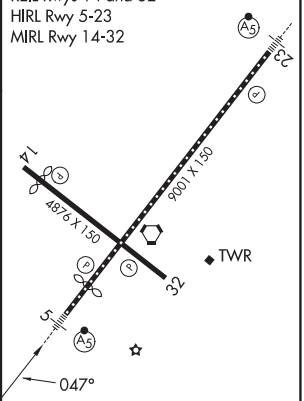




CATEGORY	A	B	C	D
S-ILS 5 **	226/24 200 (200-½)			
S-LOC 5	440/24 414 (500-½)		440/40 414 (500-¾)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

ELEV 27 D TDZE 26

REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32



FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 23
NORFOLK INTL (ORF)

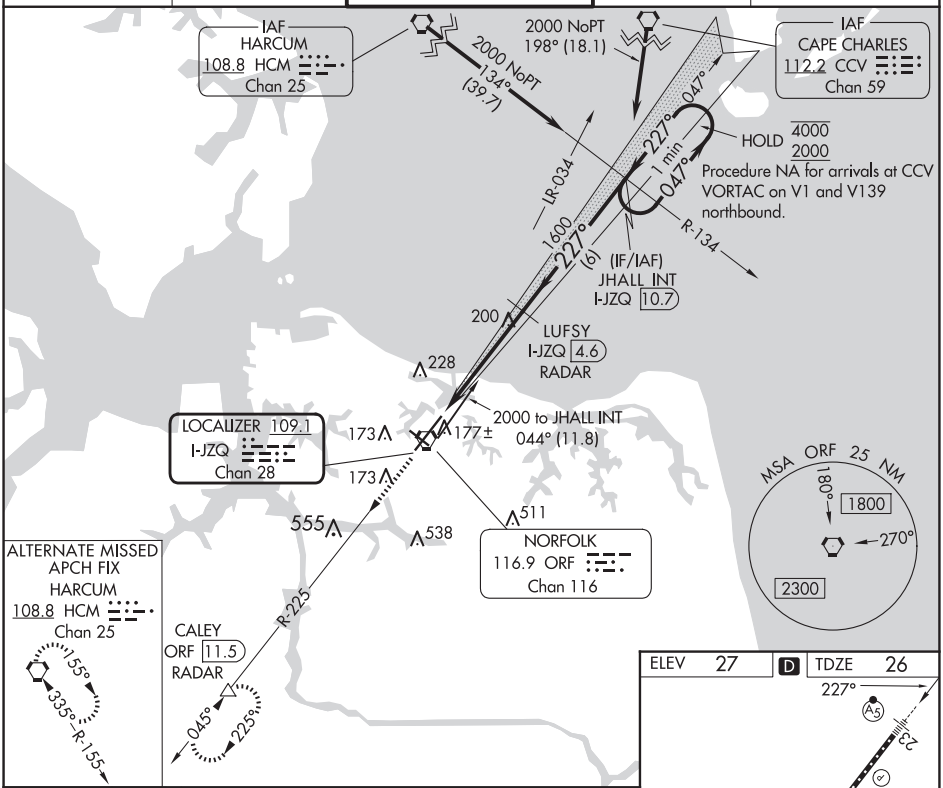
LOC/DME I-JZQ	APP CRS	Rwy Ldg	8995
109.1	227°	TDZE	26
Chan 28		Apt Elev	27

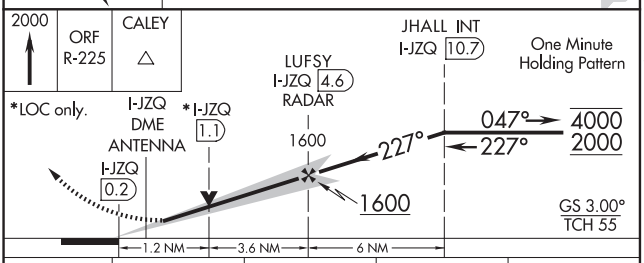
DME or RADAR required.

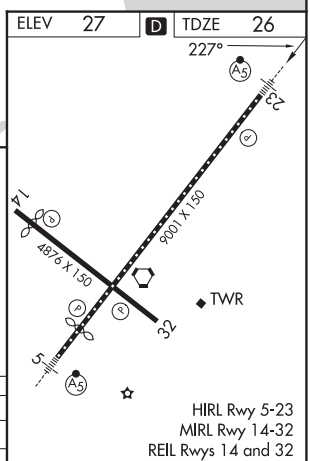
MALSR

MISSED APPROACH: Climb to 2000 on ORF VORTAC R-225 to CALEY/ORF 11.5 DME/RADAR and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-ILS 23	226-½ 200 (200-½)			
S-LOC 23	460-½ 434 (500-½)		460-¾ 434 (500-¾)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

FAF to MAP 4.8 NM

Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	7809
047°	TDZE	26
	Apt Elev	27

RNAV (RNP) Y RWY 5

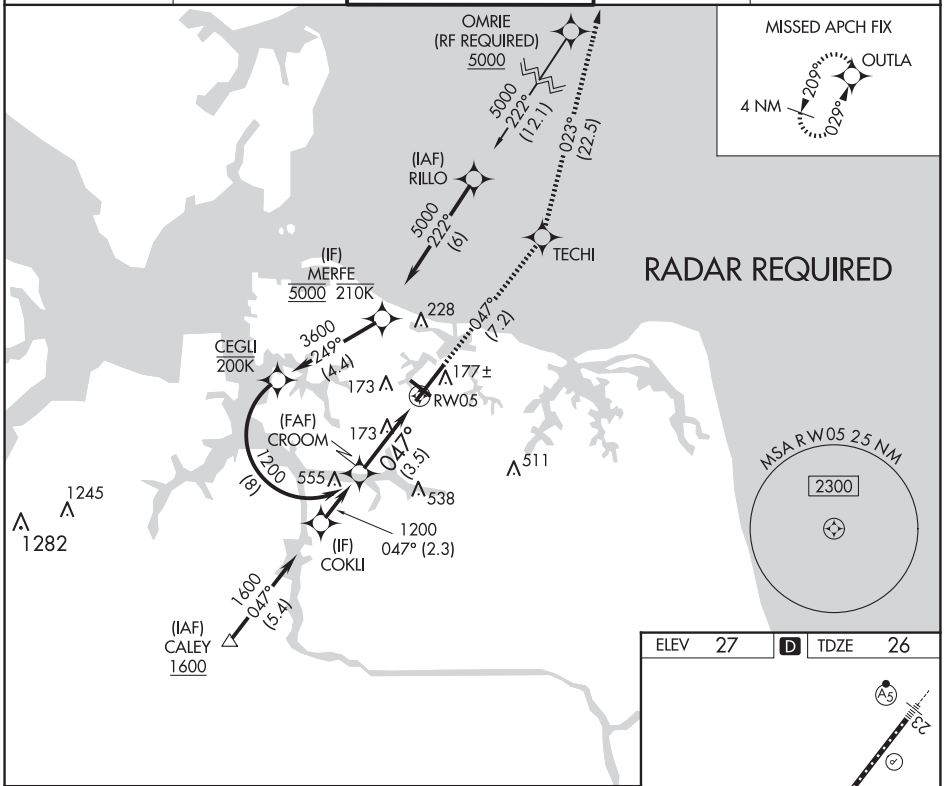
NORFOLK INTL (ORF)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F). GPS required.

MALSR

MISSED APPROACH: Climb to 2000 on track 047° to TECHI and on track 023° to OUTLA and hold.

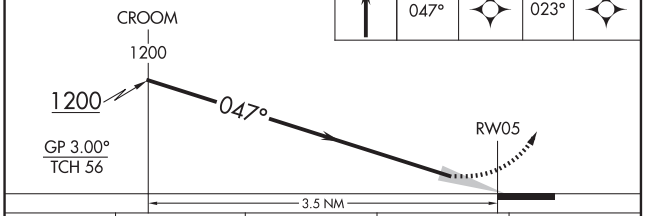
ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5



NE-3, 12 JUN 2025 to 07 AUG 2025

See planview for multiple IF locations.

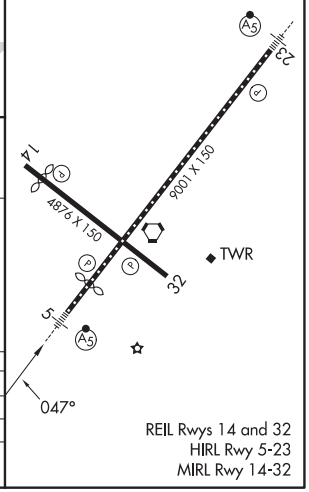
2000	tr 047°	TECHI	tr 023°	OUTLA



CATEGORY	A	B	C	D
RNP 0.10 DA	350/26		324 (400-½)	
RNP 0.30 DA	454/40		428 (500-¾)	

AUTHORIZATION REQUIRED

ELEV	27	D	TDZE	26



REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	8995
227°	TDZE	26
	Apt Elev	27

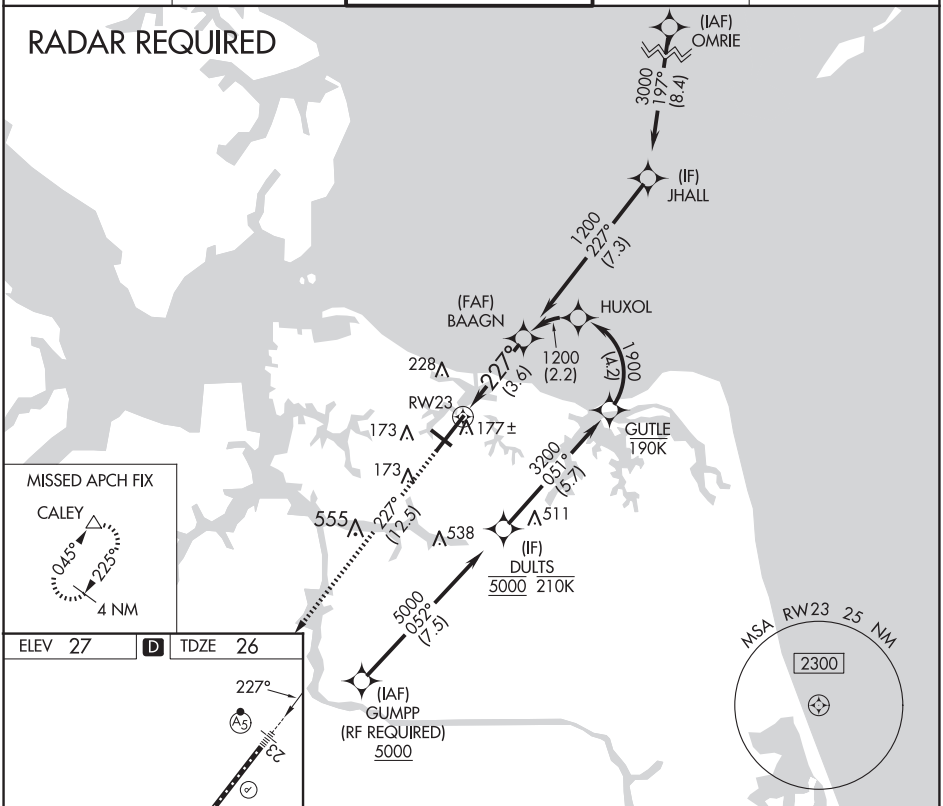
RNAV (RNP) Y RWY 23
NORFOLK INTL (ORF)

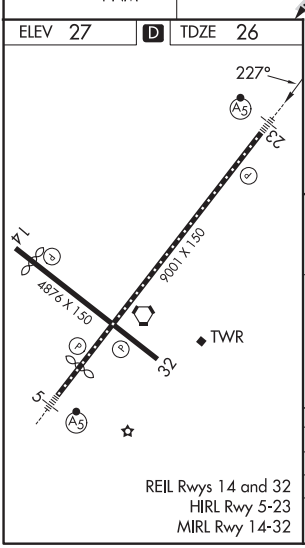
For uncompensated Baro-VNAV systems, procedure NA below -9°C (16°F) or above 54°C (130°F). GPS required. For inop ALS, increase RNP 0.10 DA visibility all Cats to 1⅛ SM, increase RNP 0.30 DA visibility all Cats to 1⅜ SM.

MALSR

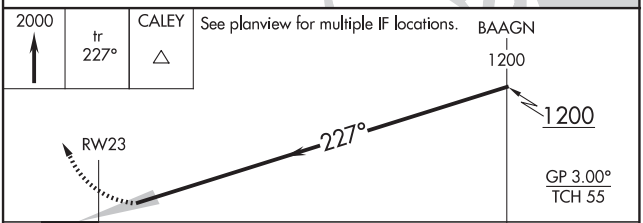
MISSED APPROACH: Climb to 2000 on track 227° to CALEY and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32



CATEGORY	A	B	C	D
RNP 0.10 DA	432-¾ 406 (500-¾)			
RNP 0.30 DA	491-1 465 (500-1)			

AUTHORIZATION REQUIRED

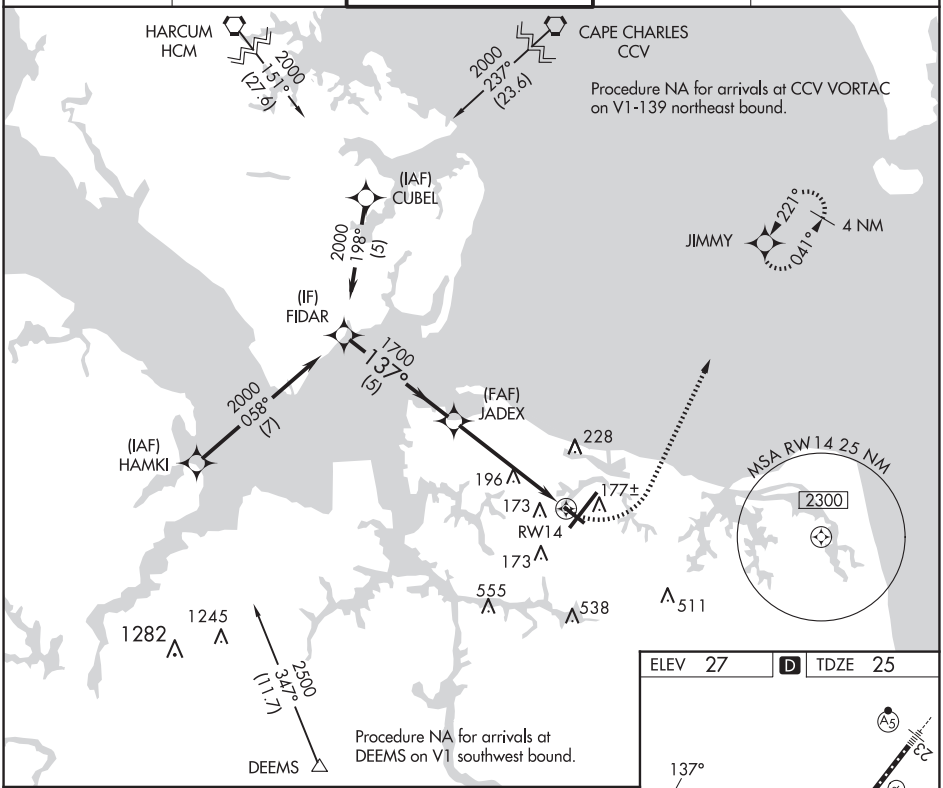
RNAV (GPS) RWY 14
NORFOLK INTL (ORF)

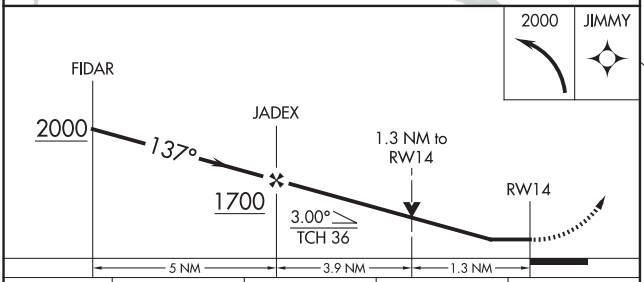
APP CRS	Rwy Ldg	4301
137°	TDZE	25
	Apt Elev	27

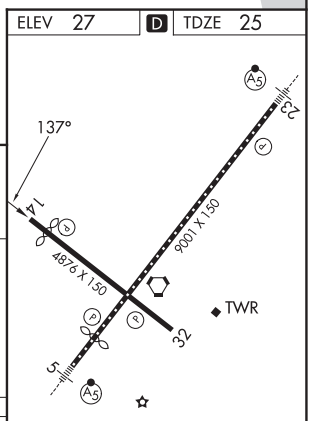
Rwy 14 helicopter visibility reduction below ¾ SM NA.
DME/DME RNP-0.3 NA.

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

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

CATEGORY	A	B	C	D
LNAV MDA	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

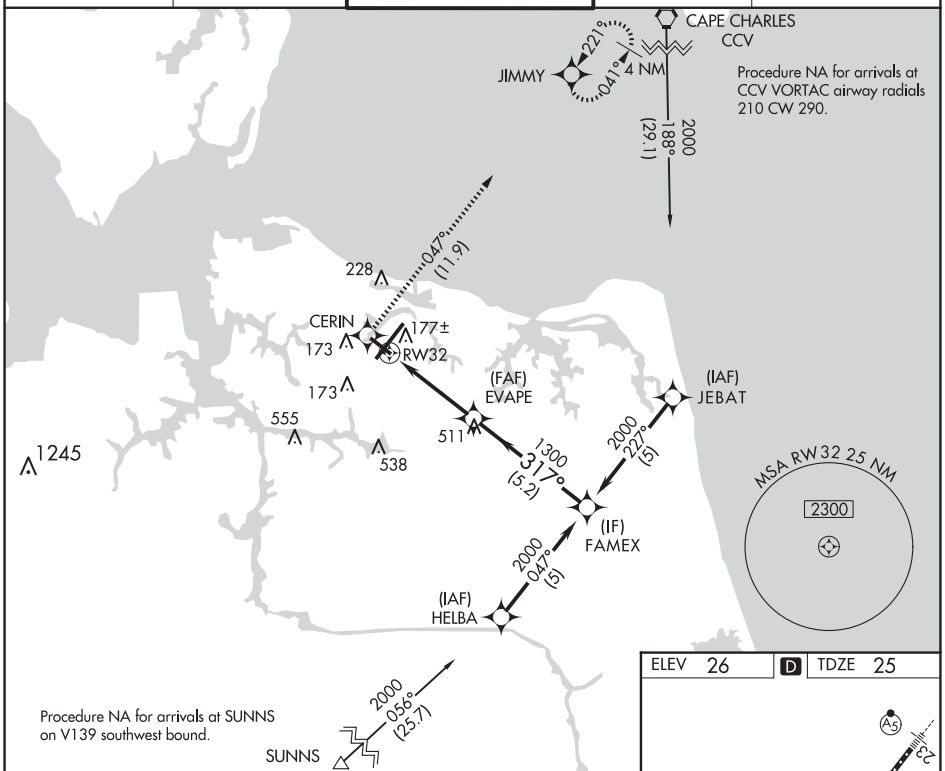
APP CRS	Rwy Ldg	3901
317°	TDZE	25
	Apt Elev	26

RNAV (GPS) RWY 32
NORFOLK INTL (ORF)

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA.

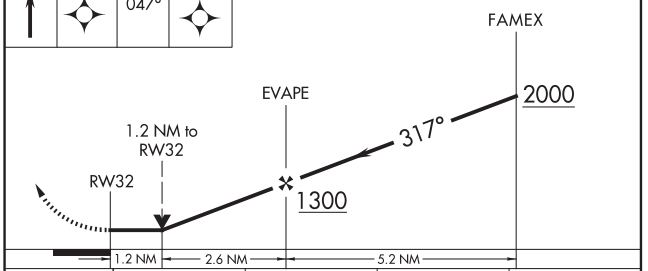
MISSED APPROACH: Climb to 2000 direct CERIN and on track 047° to JIMMY and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5



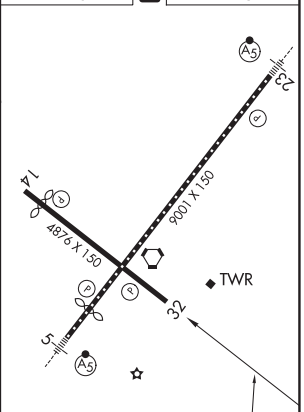
2000	CERIN	tr 047°	JIMMY

Visual Segment - Obstacles.



CATEGORY	A	B	C	D
LNAV MDA	440-1 415 (500-1)		440-1⅛ 415 (500-1⅛)	
C CIRCLING	480-1 454 (500-1)	540-1 514 (600-1)	540-1½ 514 (600-1½)	900-2¾ 874 (900-2¾)

ELEV 26 D TDZE 25



REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA | AL-291 (FAA) | 25163

RNAV (GPS) Z RWY 5
NORFOLK INTL (ORF)

WAAS CH 50222 W05A	APP CRS 047°	Rwy Ldg 7809 TDZE 26 Apt Elev 27

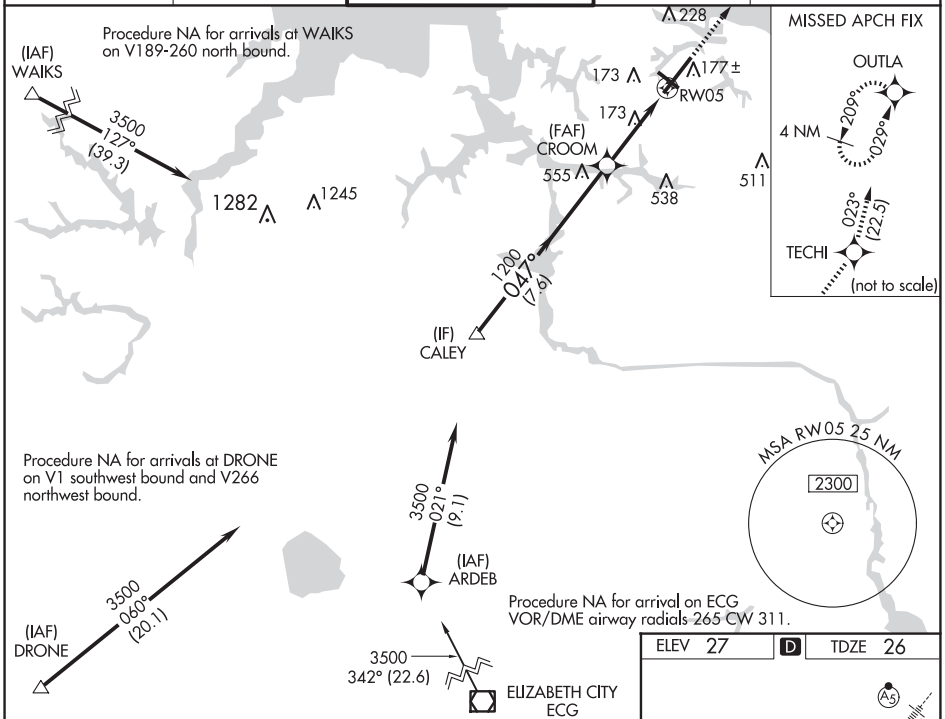
RNP APCH.

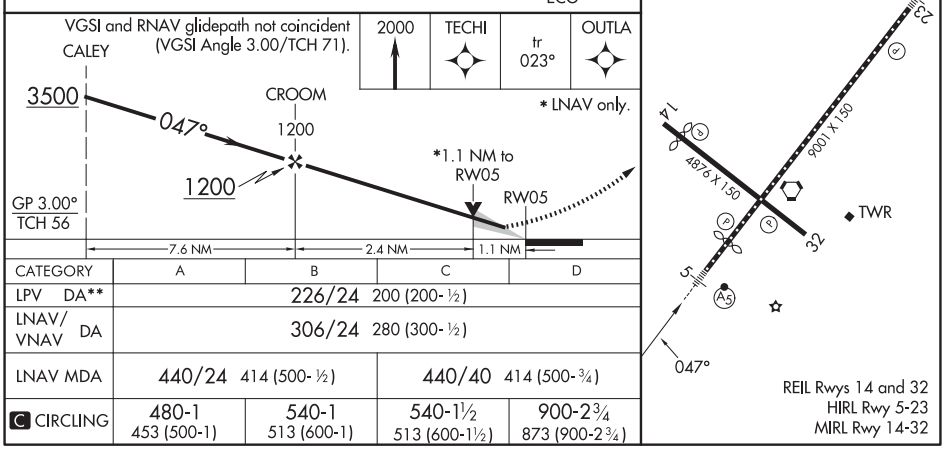
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C or above 54°C.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 4500 and LNAV Cats C and D visibility to RVR 6000.**RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

MISSED APPROACH: Climb to 2000 direct TECHI then on track 023° to OUTLA and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
LPV DA**	226/24 200 (200-½)			
LNAV/VNAV DA	306/24 280 (300-½)			
LNAV MDA	440/24 414 (500-½)		440/40 414 (500-¾)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA
Amdt 2A 10OCT19

36°54'N-76°12'W

NORFOLK INTL (ORF)
RNAV (GPS) Z RWY 5

RNAV (GPS) Z RWY 23
NORFOLK INTL (ORF)

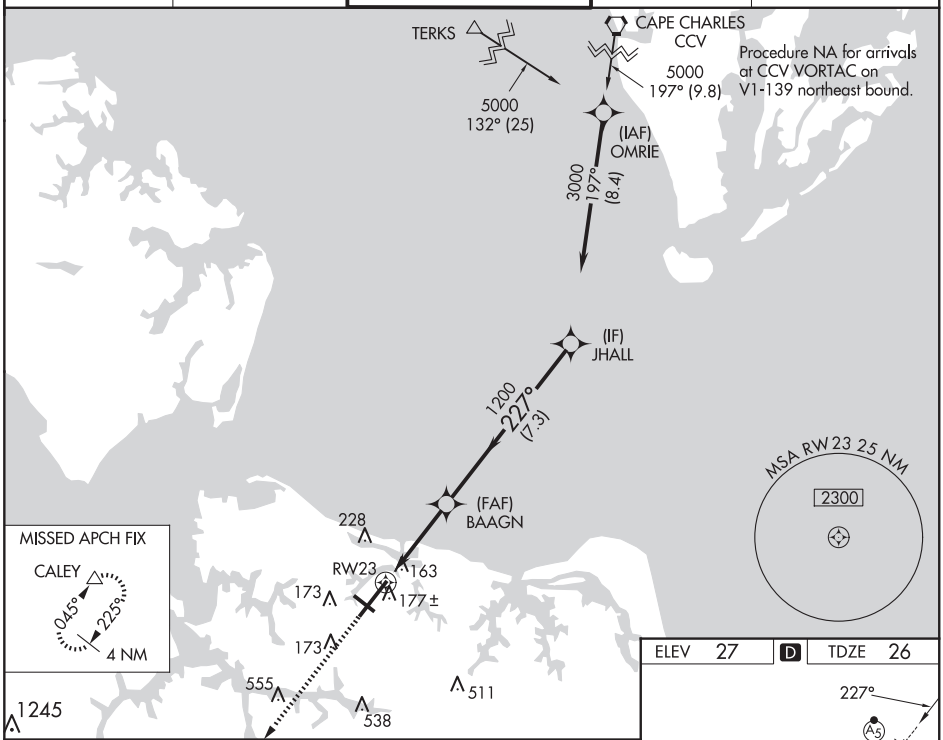
WAAS CH 56322 W23A	APP CRS 227°	Rwy Ldg 8995 TDZE 26 Apt Elev 27

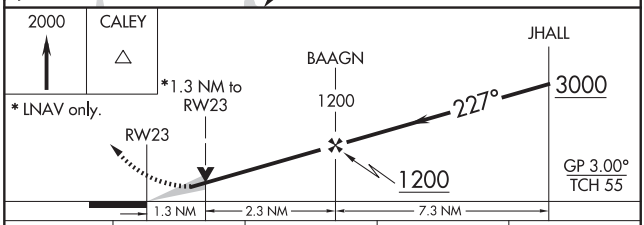
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -9°C (16°F) or above 54°C (130°F).
DME/DME RNP-0.3 NA.

MALSR

MISSED APPROACH: Climb to 2000 direct CALEY and hold.

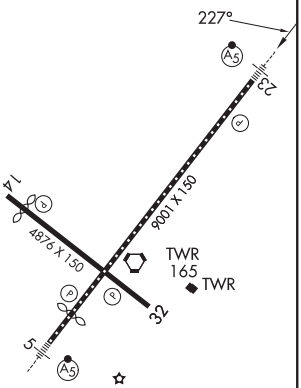
ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





CATEGORY	A	B	C	D
LPV DA	226-½ 200 (200-½)			
LNAV/VNAV DA	403-¾ 377 (400-¾)			
LNAV MDA	480-½ 454 (500-½)		480-⅞ 454 (500-⅞)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

ELEV 27 D TDZE 26



REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA

AL-291 (FAA)

25163

VOR/DME RWY 32

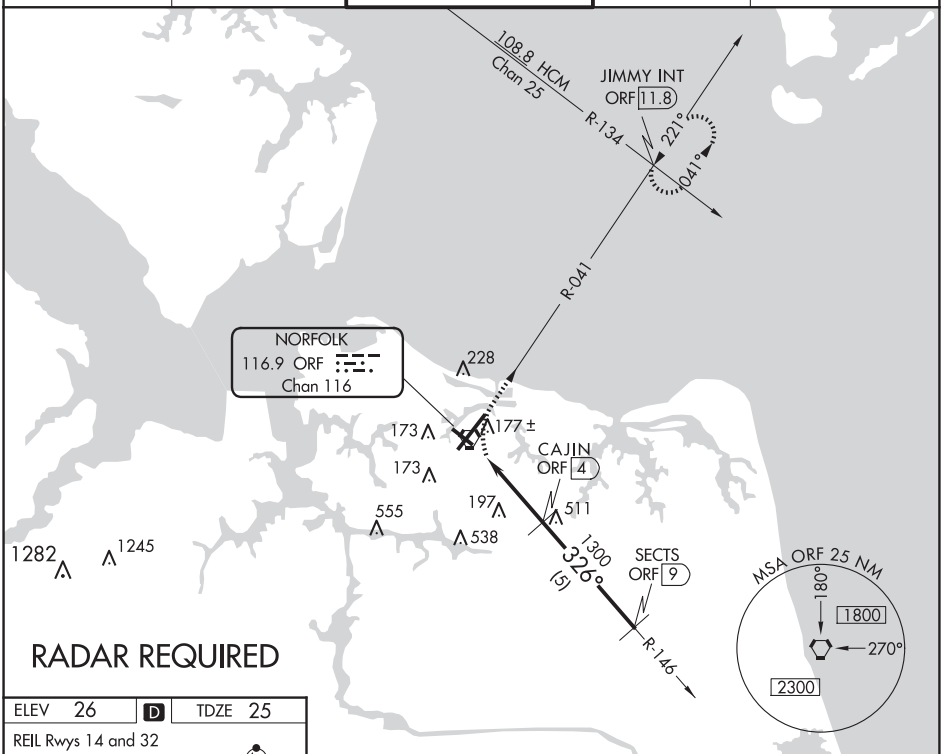
NORFOLK INTL (ORF)

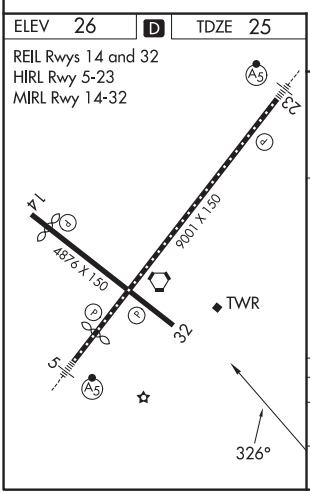
VORTAC ORF	APP CRS	Rwy Ldg 3901
116.9	326°	TDZE 25
Chan 116		Apt Elev 26

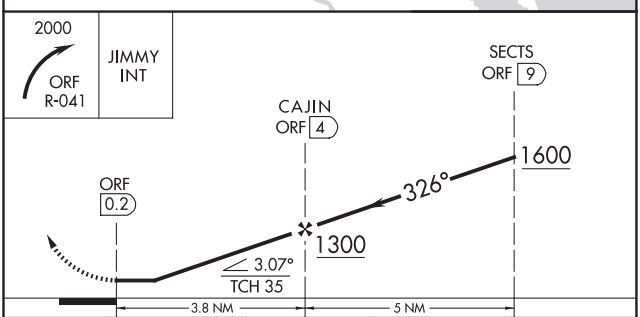
Visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 via ORF R-041 to JIMMY Int/11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5







CATEGORY	A	B	C	D
S-32	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	460-1½ 435 (500-1½)
C CIRCLING	480-1 454 (500-1)	540-1 514 (600-1)	540-1½ 514 (600-1½)	900-2¾ 874 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

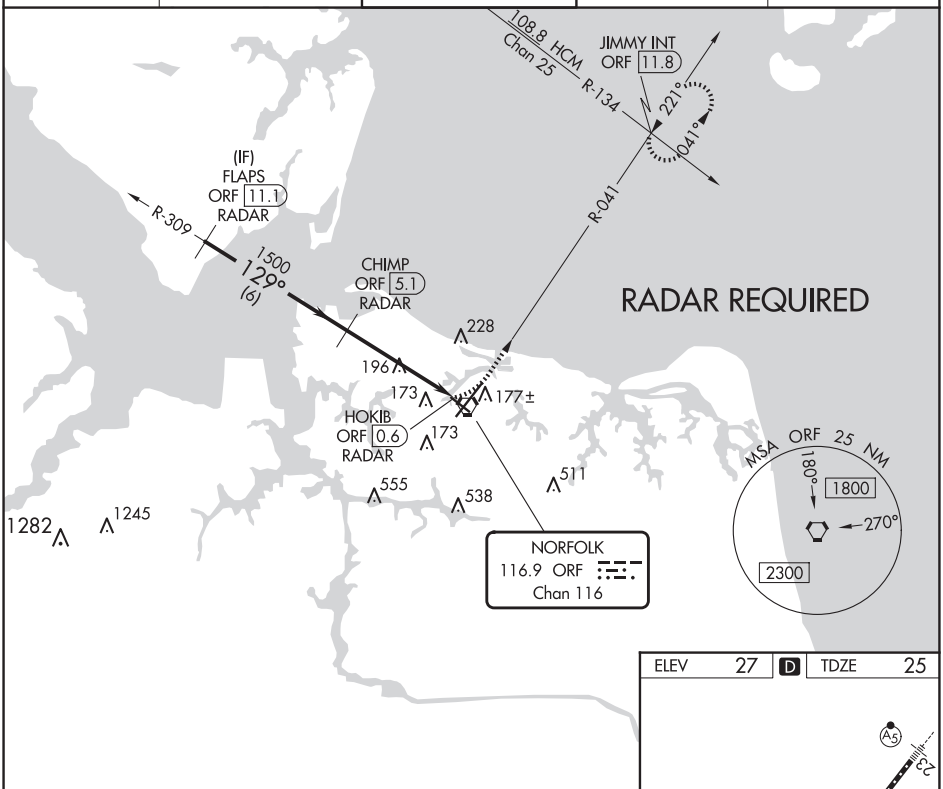
VOR RWY 14
NORFOLK INTL (ORF)

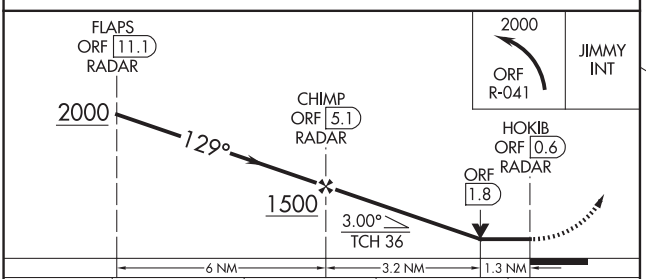
VORTAC ORF	APP CRS	Rwy Ldg	4301
116.9	129°	TDZE	25
Chan 116		Apt Elev	27

Rwy 14 helicopter visibility reduction below ¾ SM NA.
DME required.

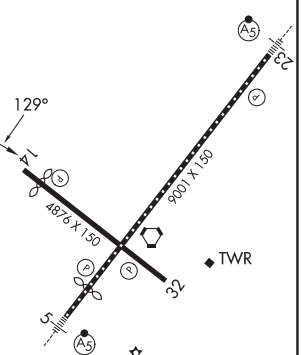
MISSED APPROACH: Climbing left turn to 2000 on ORF VORTAC R-041 to JIMMY INT/ORF 11.8 DME and hold.

ATIS	NORFOLK APP CON	NORFOLK TOWER	GND CON	CLNC DEL
127.15	118.9 353.7	120.8 257.8	121.9	118.5





ELEV 27 D TDZE 25



REIL Rwys 14 and 32
HIRL Rwy 5-23
MIRL Rwy 14-32

CATEGORY	A	B	C	D
S-14	460-1 435 (500-1)		460-1¼ 435 (500-1¼)	
C CIRCLING	480-1 453 (500-1)	540-1 513 (600-1)	540-1½ 513 (600-1½)	900-2¾ 873 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

Orig-A 23334

RIVER VISUAL RWY 5

AL-291 (FAA)

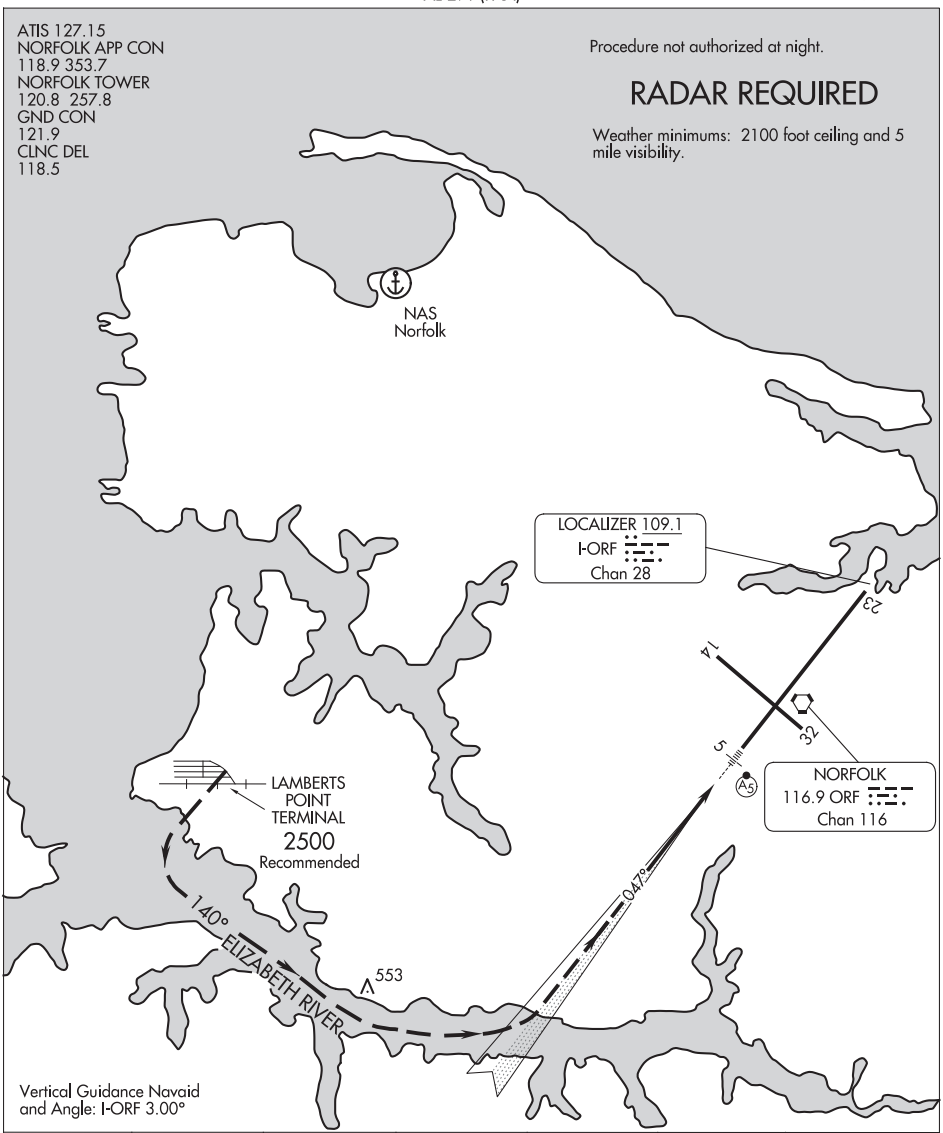
NORFOLK INTL (ORF)
NORFOLK, VIRGINIA

ATIS 127.15
NORFOLK APP CON
118.9 353.7
NORFOLK TOWER
120.8 257.8
GND CON
121.9
CLNC DEL
118.5

Procedure not authorized at night.

RADAR REQUIRED

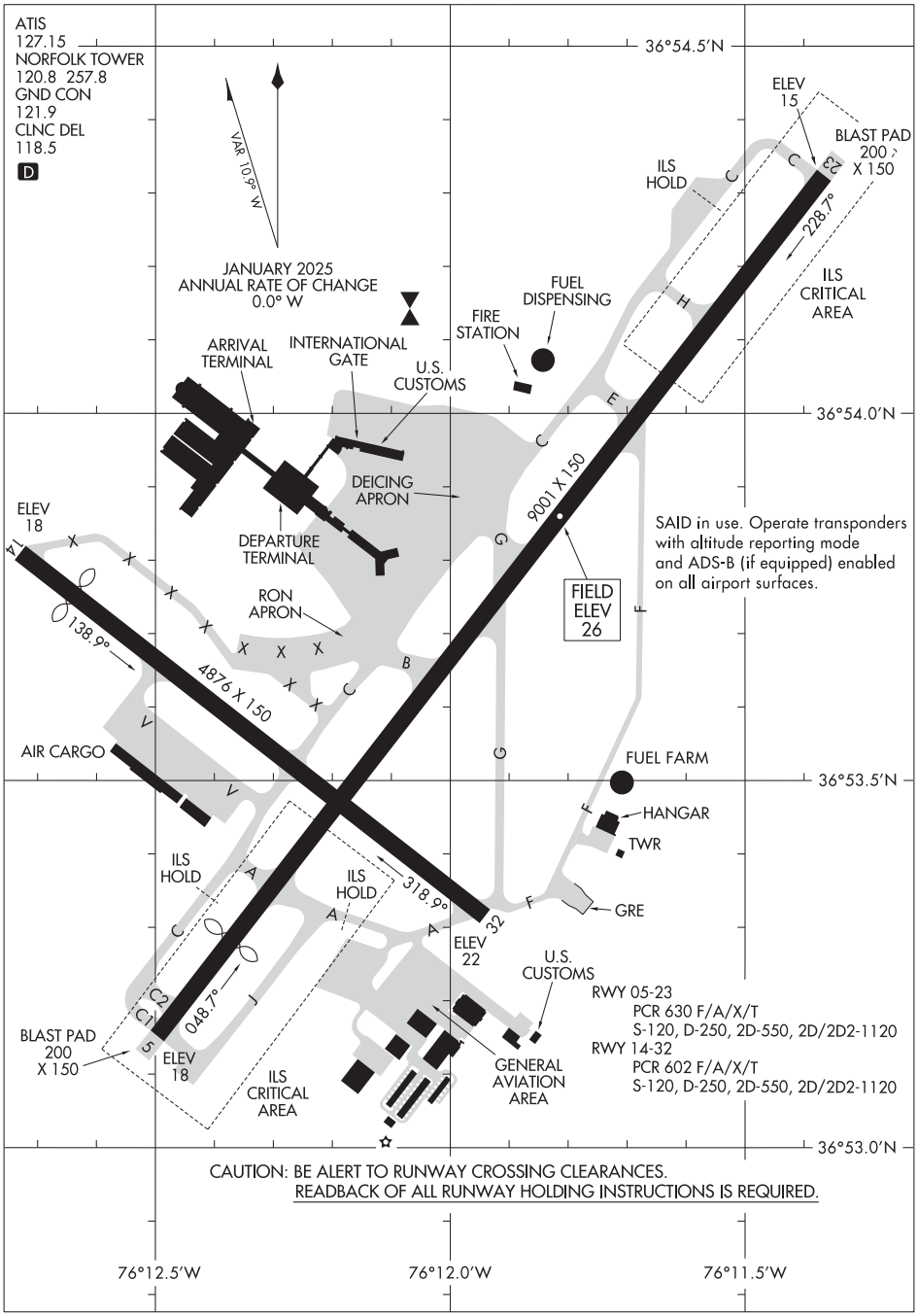
Weather minimums: 2100 foot ceiling and 5 mile visibility.



RIVER VISUAL RWY 5

RADAR vectors will be provided to the Lamberts Point Terminal. Proceed visually along the Elizabeth River to the extended centerline of Rwy 5. The I-ORF and MALSR are available for supplemental guidance.

NE-3, 12 JUN 2025 to 07 AUG 2025

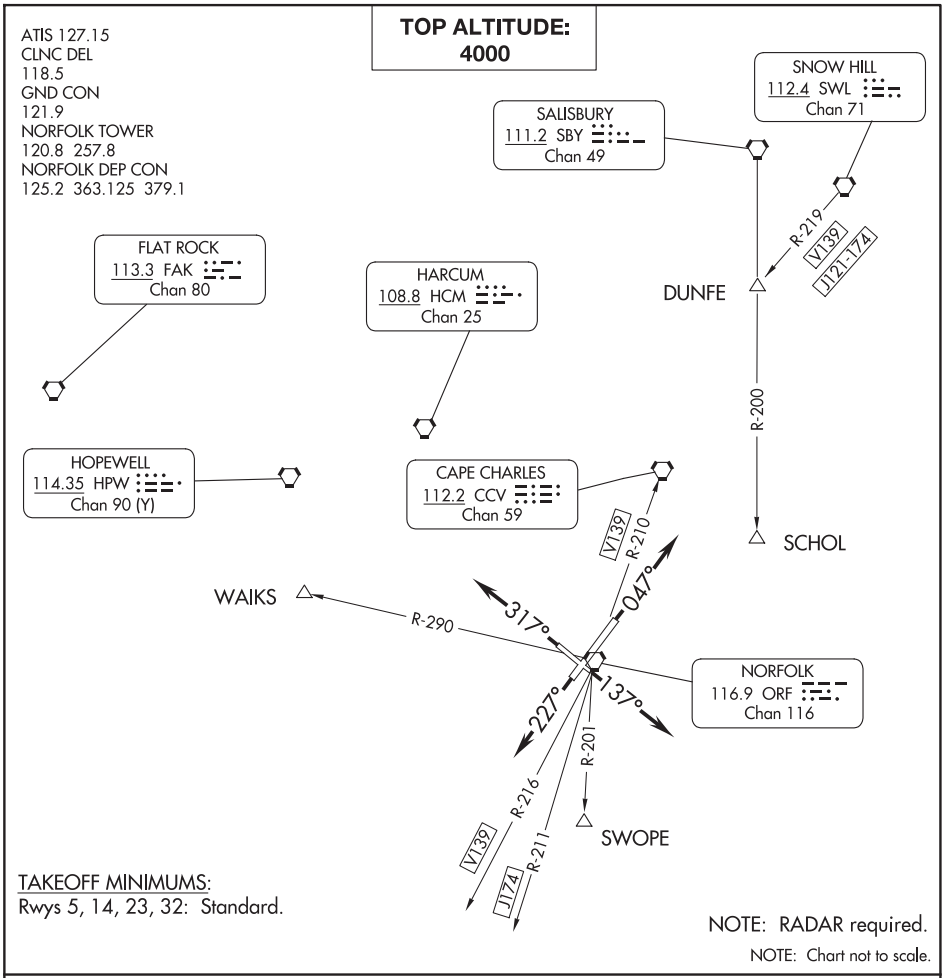

ATIS
127.15
NORFOLK TOWER
120.8 257.8
GND CON
121.9
CLNC DEL
118.5
D
VAR 10.9° W
JANUARY 2025
ANNUAL RATE OF CHANGE
0.0° W
36°54.5'N
36°54.0'N
36°53.5'N
36°53.0'N
76°12.5'W
76°12.0'W
76°11.5'W
ELEV
15
BLAST PAD
200
X 150
23
228.7°
ILS
HOLD
ILS
CRITICAL
AREA
FUEL
DISPENSING
FIRE
STATION
INTERNATIONAL
GATE
ARRIVAL
TERMINAL
U.S.
CUSTOMS
DEICING
APRON
DEPARTURE
TERMINAL
9001 X 150
FIELD
ELEV
26
SAID in use. Operate transponders
with altitude reporting mode
and ADS-B (if equipped) enabled
on all airport surfaces.
ELEV
18
14
138.9°
4876 X 150
RON
APRON
AIR CARGO
FUEL FARM
HANGAR
TWR
GRE
ILS
HOLD
ILS
HOLD
318.9°
32
ELEV
22
U.S.
CUSTOMS
RWY 05-23
PCR 630 F/A/X/T
S-120, D-250, 2D-550, 2D/2D2-1120
RWY 14-32
PCR 602 F/A/X/T
S-120, D-250, 2D-550, 2D/2D2-1120
048.7°
BLAST PAD
200
X 150
ELEV
18
ILS
CRITICAL
AREA
GENERAL
AVIATION
AREA
CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

(KISRR3.ORF) 23334

AL-291 (FAA)

KISRR THREE DEPARTURE

NORFOLK INTL (ORF)
NORFOLK, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5: Climb heading 047°. Expect radar vectors to assigned departure route/fix. Thence . . . .
TAKEOFF RWY 14: Climb heading 137°. Expect radar vectors to assigned departure route/fix. Thence . . . .
TAKEOFF RWY 23: Climb heading 227°. Expect radar vectors to assigned departure route/fix. Thence . . . .
TAKEOFF RWY 32: Climb heading 317°. Expect radar vectors to assigned departure route/fix. Thence . . . .

. . . . maintain 4000 feet, expect clearance to requested altitude 10 minutes after departure.

NORFOLK, VIRGINIA

ILS or LOC/DME RWY 10

LOC I-NGU	APCH CRS	Rwy ldg	8071
108.95	101°	TDZE	14
		Arpt Elev	15

[USN] NORFOLK NS (CHAMBERS FLD) (KNGU)

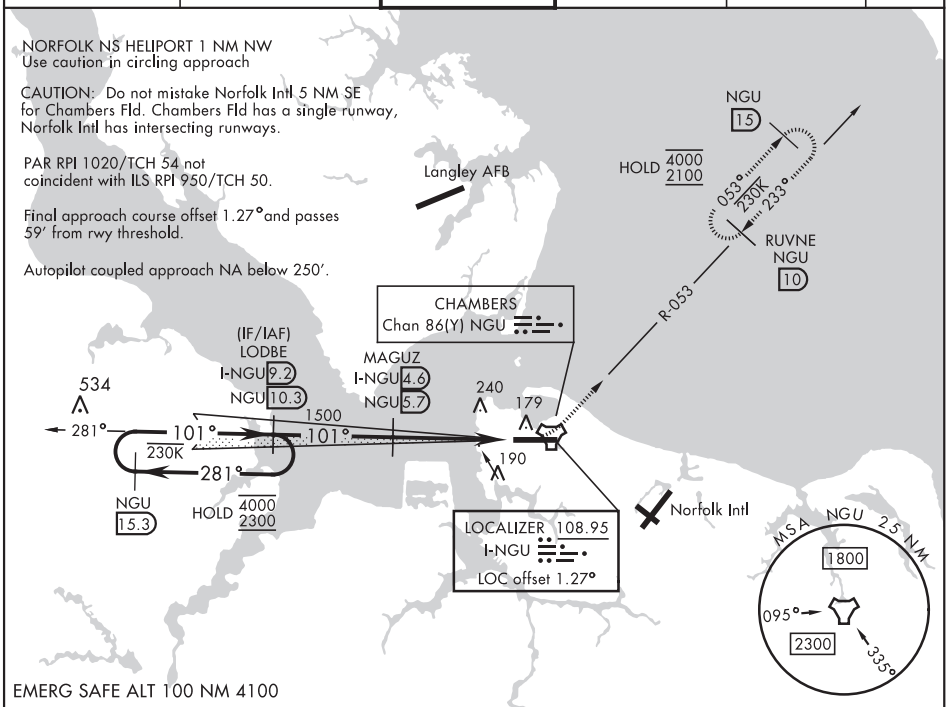
TACAN required

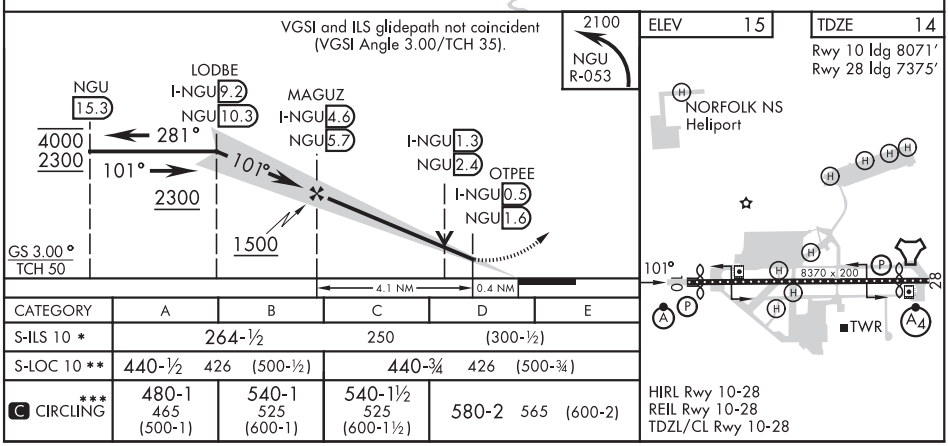
T * When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1¼ miles.
*** Circling not authorized S of Rwy 10-28.

ALSF-2

MISSED APPROACH: Climbing left turn to 2100 via NGU TACAN R-053 to RUVNE and hold.

ATIS	APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	120.7 339.8	





CATEGORY	A	B	C	D	E
S-ILS 10 *	264-½		250	(300-½)	
S-LOC 10 **	440-½ 426 (500-½)		440-¾ 426 (500-¾)		
*** C CIRCLING	480-1 465 (500-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	580-2 565 (600-2)	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

24193

NORFOLK, VIRGINIA

RNAV (GPS) RWY 10

WAAS Chan 44826 W10A	APCH CRS 100°	Rwy ldg 8071 TDZE 14 Arpt Elev 15	[USN]	NORFOLK NS (CHAMBERS FLD) (KNGU)

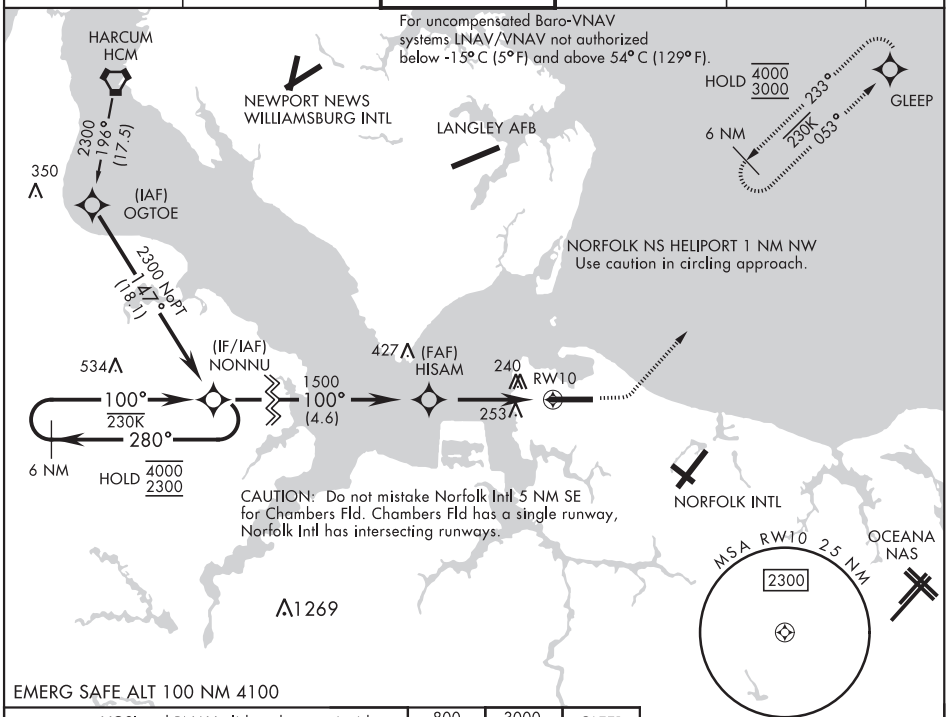
RNP APCH

T *When ALS inop, increase vis to ¾ mile.
**When ALS inop, increase vis to 1⅜ miles.
***When ALS inop, increase CAT AB vis to 1 mile, CAT CDE vis to 1⅜ miles.
****Circling not authorized S of Rwy 10-28.

ALSF-2

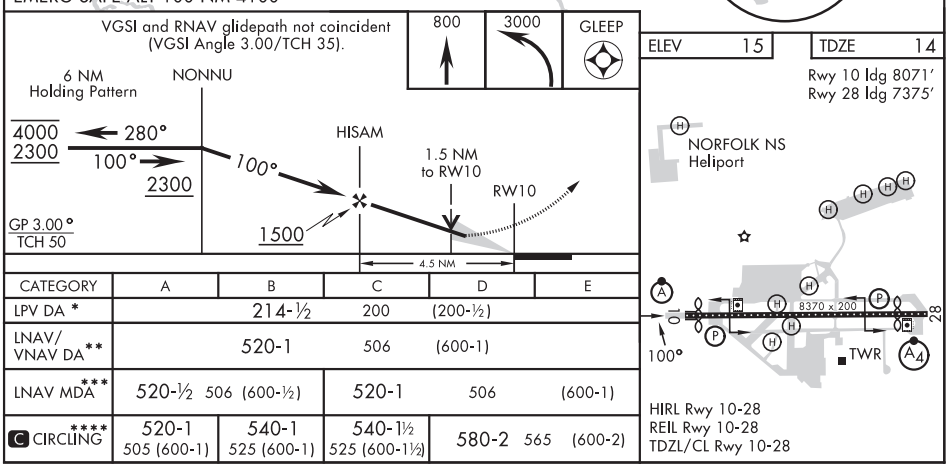
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct GLEEP and hold.

ATIS	APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	120.7 339.8	



EMERG SAFE ALT 100 NM 4100

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 35).



CATEGORY	A	B	C	D	E
LPV DA *	214-½ 200 (200-½)				
LNAV/VNAV DA**	520-1 506 (600-1)				
LNAV MDA***	520-½ 506 (600-½)		520-1 506 (600-1)		
C CIRCLING****	520-1 505 (600-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	580-2 565 (600-2)	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA

RNAV (GPS) RWY 28

APCH CRS	Rwy ldg	7375
280°	TDZE	14
	Arpt Elev	15

[USN] NORFOLK NS (CHAMBERS FLD) (KNGU)

RNP APCH

*When ALS inop, increase vis to 7/8 mile. Helicopter vis reduction below 3/4 NA.
**When ALS inop, increase CAT AB vis to 1 mile; CAT CDE vis to 1 1/4 miles.
***Circling not authorized S of Rwy 10-28.

SSALF

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

ATIS	APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	120.7 339.8	

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

NORFOLK NS HELIPORT 1 NM NW
Use caution in circling approach.

CAPE CHARLES CCV
2300 191° (10.5)
590
Newport News Williamsburg Intl
6 NM
HOLD 4000 2300
022° 230K 202°
Langley AFB
(IAF) ELMER
(IAF) SCHOL
CAUTION:
Do not mistake Norfolk Intl 5 NM SE for Chambers Fld. Chambers Fld has a single rwy, Norfolk Intl has intersecting runways.
2300 202° (14.4)
2300 239° (22.3)
240
NONNU
RW28
(FAF) MESLE
1100 280° (7)
(IF) MIMAE
236
MSA RW28 2.5 NM
2300
100° 230K 280°
6 NM
HOLD 4000 3000
Norfolk Intl
EMERG SAFE ALT 100 NM 4100

3000 NONNU

VGSI and RNAV glidepath not coincident (VGSI angle 3.00/TCH 36).

MIMAE 2300
MESLE 280° 1100
1.2 NM to RW28
RW28
GP 3.00° TCH 45
3.3 NM

ELEV 15 TDZE 14
Rwy 10 ldg 8071'
Rwy 28 ldg 7375'
NORFOLK NS Heliport
280°
8370 x 200
10 28
TWR 172
HIRL Rwy 10-28
REIL Rwy 10-28
TDZL/CL Rwy 10-28

CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	303-3/4 289 (300-3/4)	314-3/4 300 (300-3/4)	322-3/4 308 (400-3/4)	333-3/4 319 (400-3/4)	
LNAV MDA**	440-3/4 426 (500-3/4)		440-1 426 (500-1)		
C CIRCLING***	480-1 465 (500-1)	540-1 525 (600-1)	540-1 1/2 525 (600-1 1/2)	580-2 565 (600-2)	

NORFOLK, VIRGINIA
Amdt 6 26JAN23

36° 56'N-76° 17'W

NORFOLK NS (CHAMBERS FLD) (KNGU)

RNAV (GPS) RWY 28

NE-3, 12 JUN 2025 to 07 AUG 2025

24193

NORFOLK, VIRGINIA

TACAN Z RWY 10

TACAN NGU Chan 86Y	APCH CRS 097°	Rwy ldg 8071 TDZE 14 Arpt Elev 15

[USN] NORFOLK NS (CHAMBERS FLD) (KNGU)

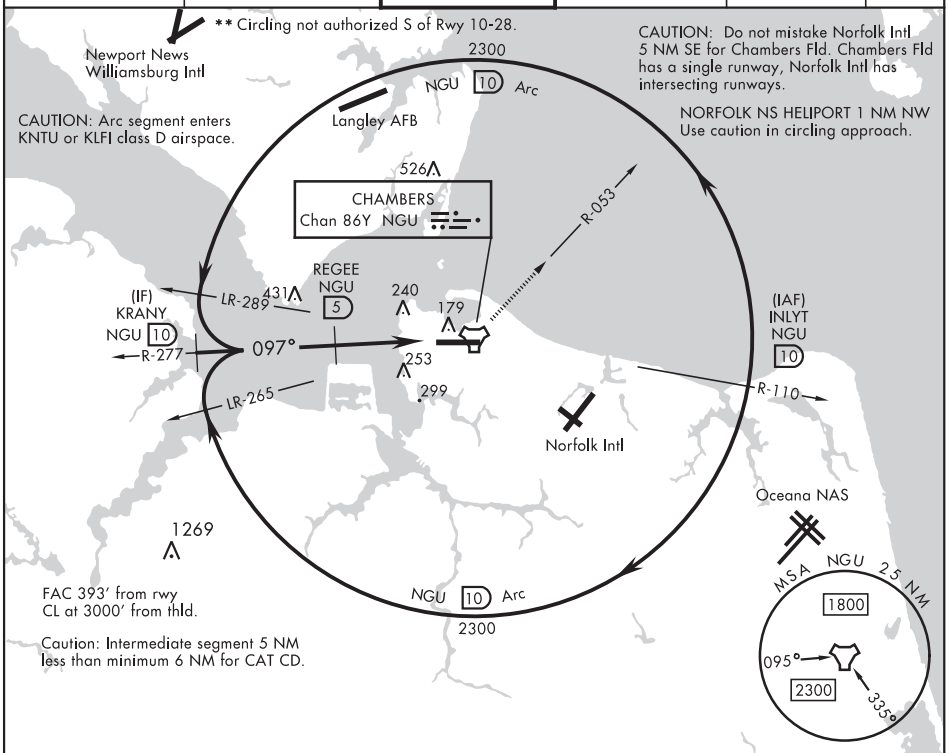
RADAR required

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

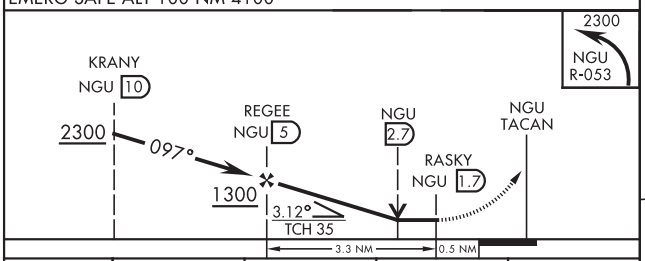
ALSF-2

MISSED APPROACH: Climbing left turn to 2300 on NGU TACAN R-053 then as directed by ATC.

ATIS	APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	120.7 339.8	



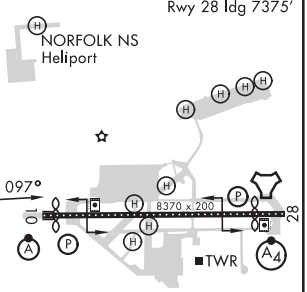
EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
S-10*	520-½ 506 (600-½)		520-1 506 (600-1)	
C CIRCLING**	520-1 505 (600-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	580-2 565 (600-2)

ELEV 15 TDZE 14

Rwy 10 ldg 8071'
Rwy 28 ldg 7375'



HIRL Rwy 10-28
REIL Rwy 10-28
TDZL/CL Rwy 10-28

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA 36° 56'N-76° 17'W NORFOLK NS (CHAMBERS FLD) (KNGU)

Orig 26JAN23

TACAN Z RWY 10

NORFOLK, VIRGINIA

TACAN Z RWY 28

TACAN NGU Chan 86Y	APCH CRS 290°	Rwy ldg 7375 TDZE 14 Arpt Elev 15	[USN]	NORFOLK NS (CHAMBERS FLD) (KNGU)

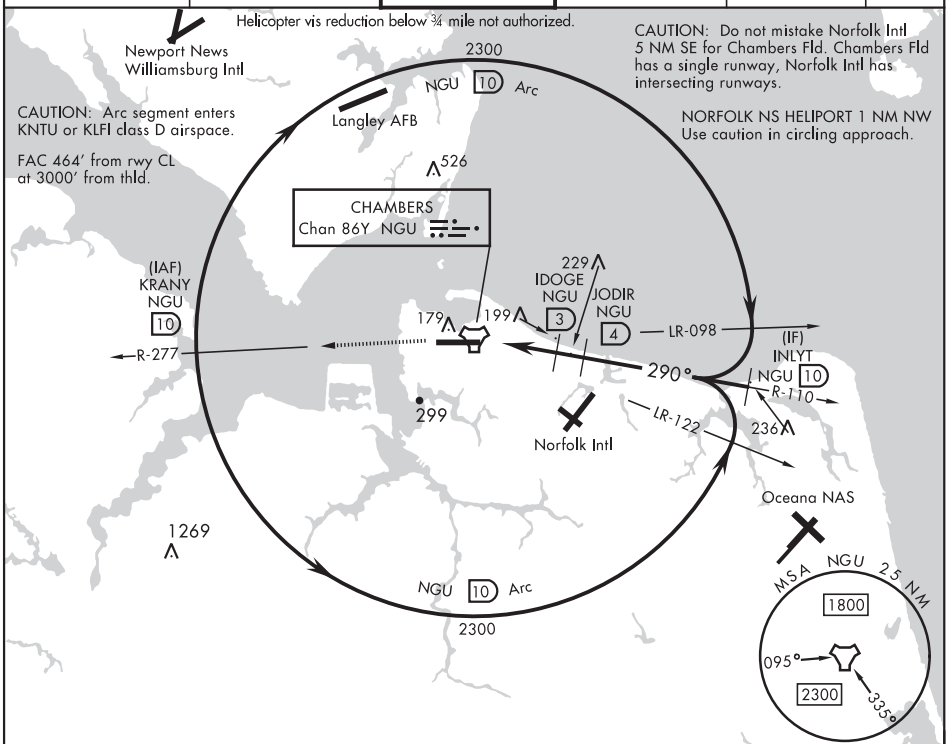
RADAR required

T * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅜ miles.
** Circling not authorized S of Rwy 10-28.

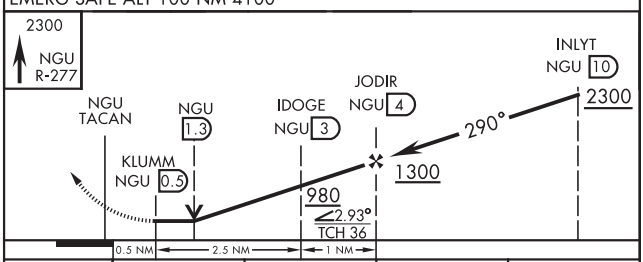
SSALF

MISSED APPROACH: Climb to 2300 on NGU TACAN R-277 then as directed by ATC.

ATIS	APP CON	CHAMBERS TOWER	GND CON	CLNC DEL	ASR/PAR
118.425 338.225	118.9 273.475	124.3 379.15	121.8 370.85	120.7 339.8	



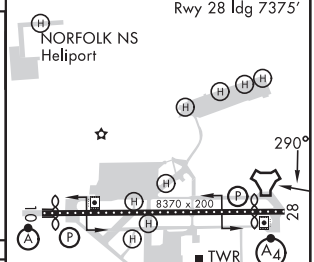
EMERG SAFE ALT 100 NM 4100



CATEGORY	A	B	C	D
S-28 *	460-¾ 446 (500-¾)		460-1 446 (500-1)	
C CIRCLING **	480-1 465 (500-1)	540-1 525 (600-1)	540-1½ 525 (600-1½)	580-2 565 (600-2)

ELEV 15 | TDZE 14

Rwy 10 ldg 8071′
Rwy 28 ldg 7375′



HIRL Rwy 10-28
REIL Rwy 10-28
TDZL/CL Rwy 10-28

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

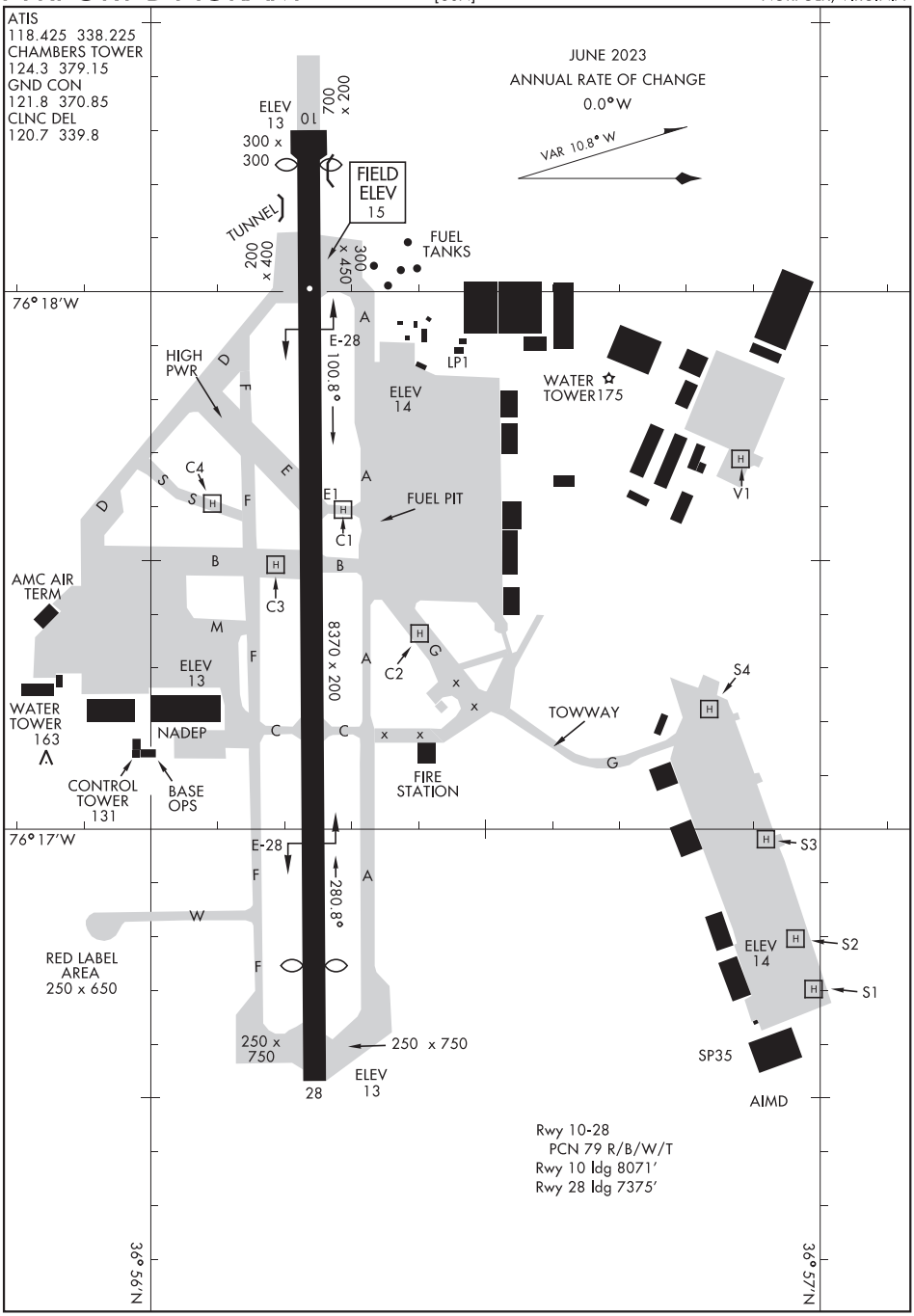
24193

AIRPORT DIAGRAM

NORFOLK NS (CHAMBERS FLD) (KNGU)

[USN]

NORFOLK, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

NORFOLK, VIRGINIA

NORFOLK NS (CHAMBERS FLD) (KNGU)

CHAMBERS TWO DEPARTURE (OBSTACLE) (NGU2.NGU)

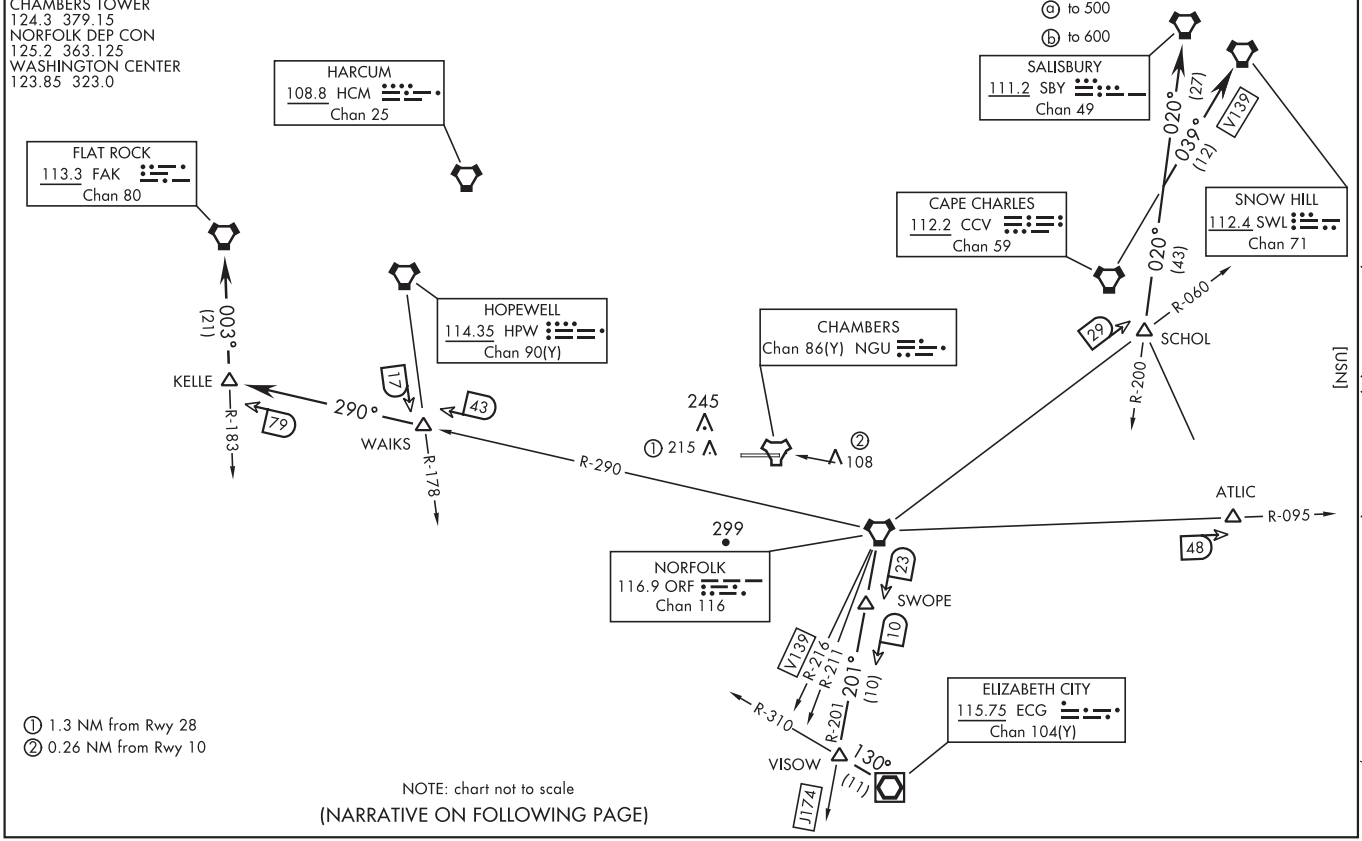
Rwy	Knots	60	120	180	240	300	360
†10 ⓐ	V/V(fpm)	400	800	1200	1600	2000	2400
*28 ⓑ	V/V(fpm)	240	480	720	960	1200	1440

* Minimum † ATC Climb Rate

ⓐ to 500
ⓑ to 600

RADAR required

ATIS
118.425 338.225
CLNC DEL
120.7 339.8
GND CON
121.8 370.85
CHAMBERS TOWER
124.3 379.15
NORFOLK DEP CON
125.2 363.125
WASHINGTON CENTER
123.85 323.0



① 1.3 NM from Rwy 28
② 0.26 NM from Rwy 10

NOTE: chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025
CHAMBERS TWO DEPARTURE (OBSTACLE) (NGU2.NGU)
NORFOLK NS (CHAMBERS FLD) (KNGU)
NORFOLK, VIRGINIA

Amdt 1 11JUL24

[USN]

T

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 10: Climbing left turn heading 050°. Thence...

TAKEOFF RWY 28: Climb heading 280°. Thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NGU2.ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NGU2.CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NGU2.ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NGU2.FAK): Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NGU2.HCM): Via vectors to HCM VORTAC.

HOPEWELL TRANSITION (NGU2.HPW): Via vectors to HPW VORTAC.

J174 TRANSITION (NGU2.ORF): Via vectors to J174.

SALISBURY TRANSITION (NGU2.SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NGU2.SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NGU2.ORF): Via vectors to V139.

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA

COPTER RNAV (GPS) 141°

APCH CRS	Rwy ldg	N/A
141°	TDZE	N/A
	Arpt Elev	10

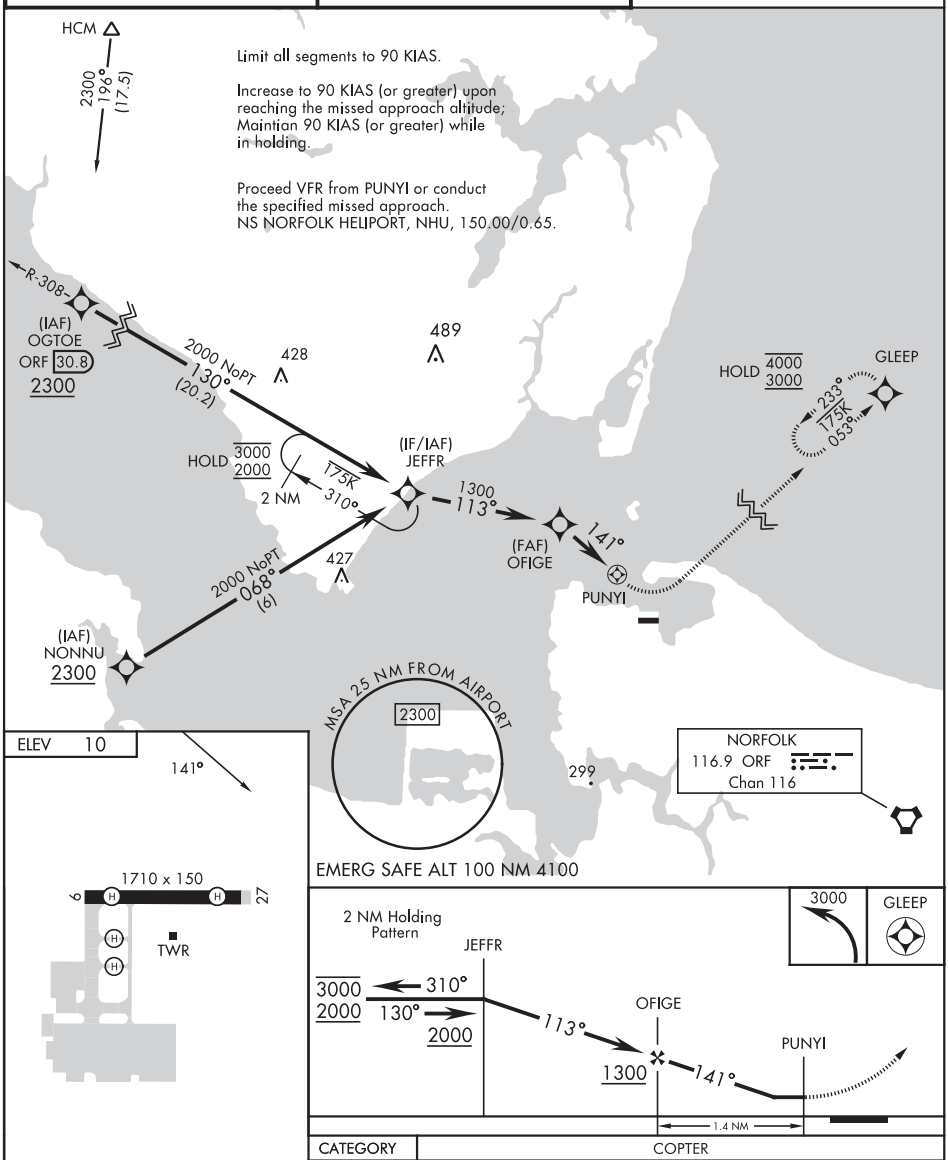
[USN] NORFOLK NS HELIPORT (KNHU)

RNP APCH

Circling visibility reduction by helicopters NA.

MISSED APPROACH: Climbing left turn to 3000 direct GLEEP and hold.

CHAMBERS TOWER	NAVY NORFOLK HEL TOWER	GND CON
124.3 379.15	126.375 290.5	298.95



MIRL all rwys

CATEGORY	COPTER		
C CIRCLING	540-1	530	(600-1)

NORFOLK, VIRGINIA 36° 57′N - 76° 18′W NORFOLK NS HELIPORT (KNHU)

Amdt 1 30NOV23

COPTER RNAV (GPS) 141°

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

23334

NORFOLK, VIRGINIA

COPTER RNAV (GPS) 276°

APCH CRS	Rwy ldg	N/A
276°	TDZE	N/A
	Arpt Elev	10

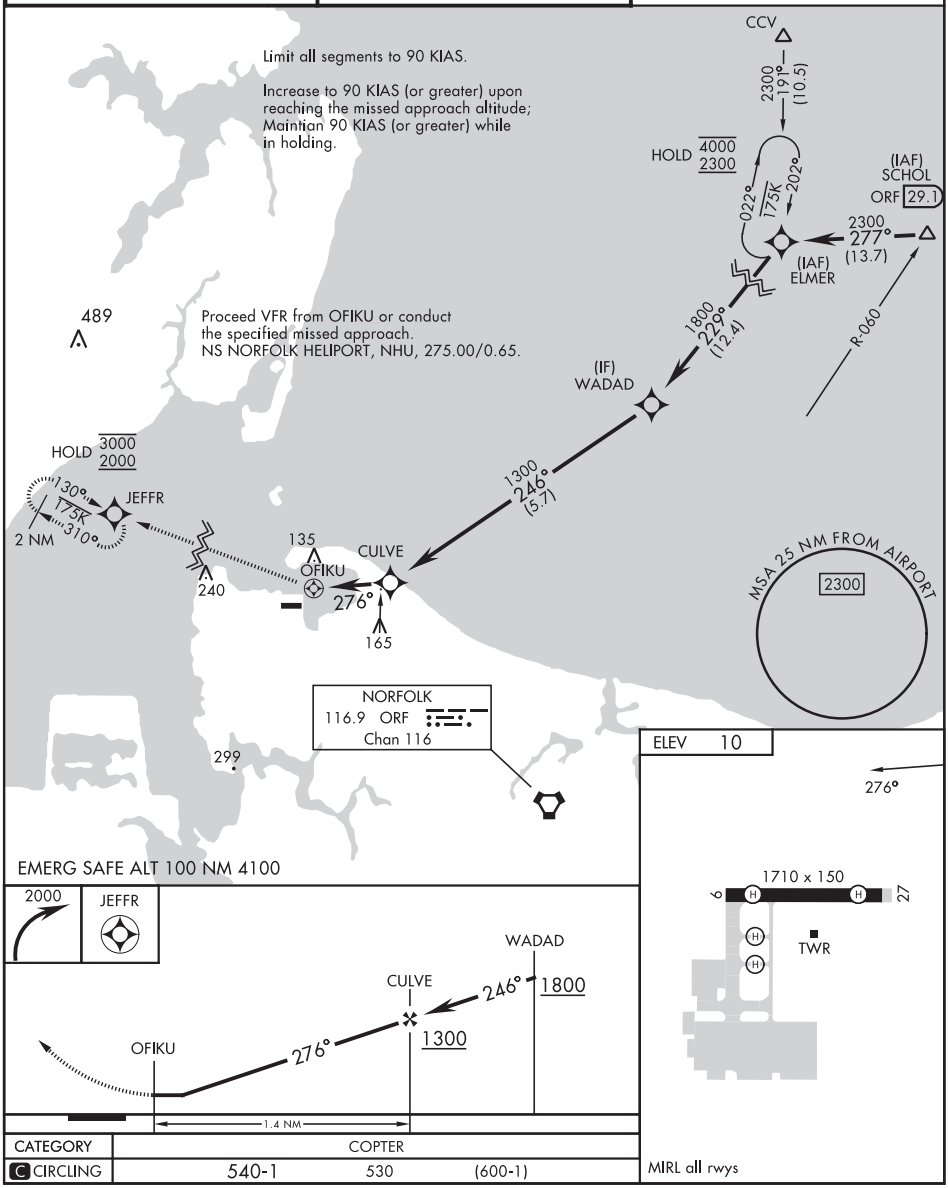
[USN] NORFOLK NS HELIPORT (KNHU)

RNP APCH

Circling visibility reduction by helicopters NA.

MISSED APPROACH: Climbing right turn to 2000 direct JEFFR and hold.

CHAMBERS TOWER	NAVY NORFOLK HEL TOWER	GND CON
124.3 379.15	126.375 290.5	298.95



CATEGORY	COPTER		
C CIRCLING	540-1	530	(600-1)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA

COPTER TACAN 310

TACAN NGU Chan 86(Y)	APCH CRS 130°	Rwy ldg N/A TDZE N/A Arpt Elev 10

[USN]

NORFOLK NS HELIPORT (KNHU)

Circling not authorized S of H2.

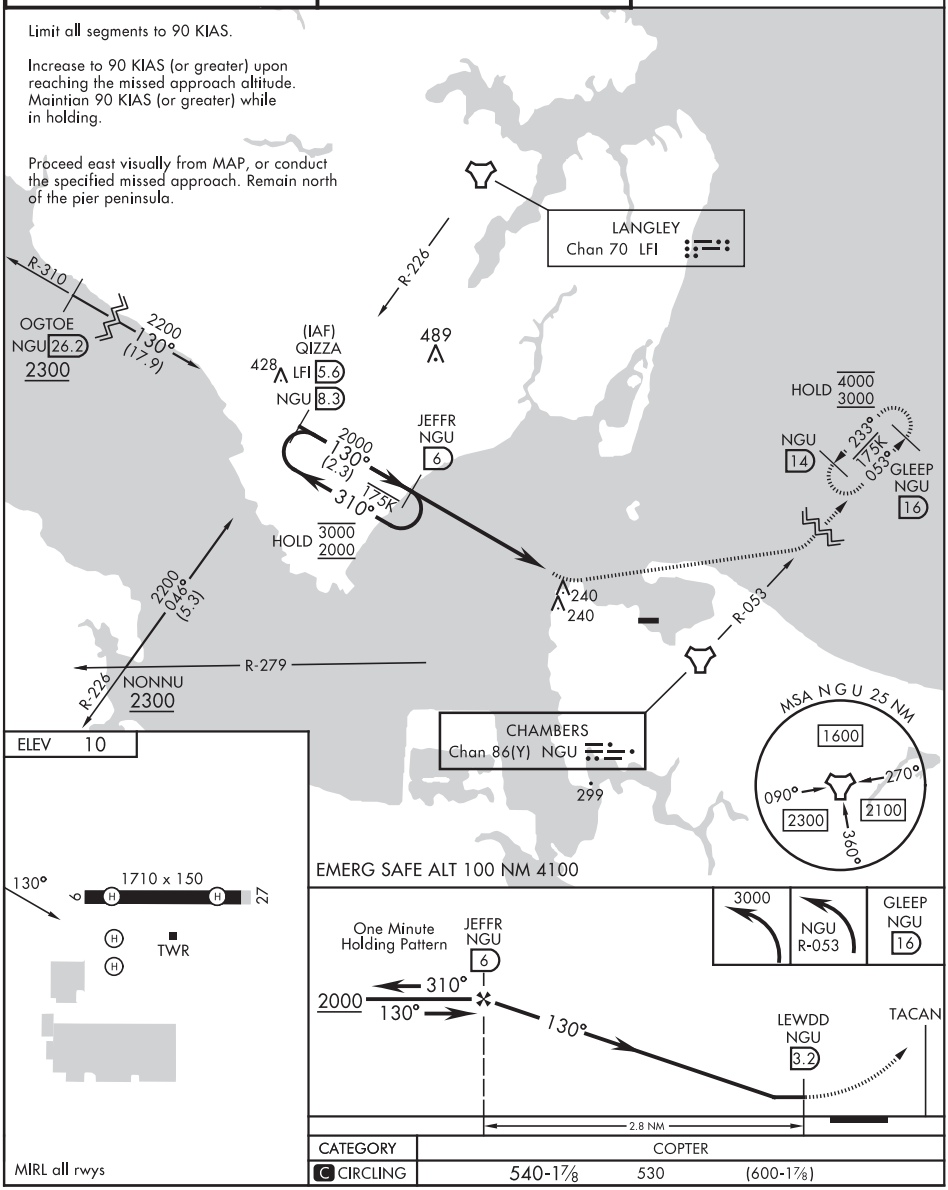
MISSED APPROACH: Climbing left turn to 3000 to intercept NGU TACAN R-053 to GLEEP and hold.

CHAMBERS TOWER	NAVY NORFOLK HEL TOWER	GND CON
124.3 379.15	126.375 290.5	298.95

Limit all segments to 90 KIAS.

Increase to 90 KIAS (or greater) upon reaching the missed approach altitude. Maintian 90 KIAS (or greater) while in holding.

Proceed east visually from MAP, or conduct the specified missed approach. Remain north of the pier peninsula.



CATEGORY	COPTER		
C CIRCLING	540-1⅞	530	(600-1⅞)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

NORFOLK, VIRGINIA

Orig 30NOV23

36° 57′N - 76° 18′W

NORFOLK NS HELIPORT (KNHU)

COPTER TACAN 310

25107

NORFOLK NS HELIPORT (KNHU)

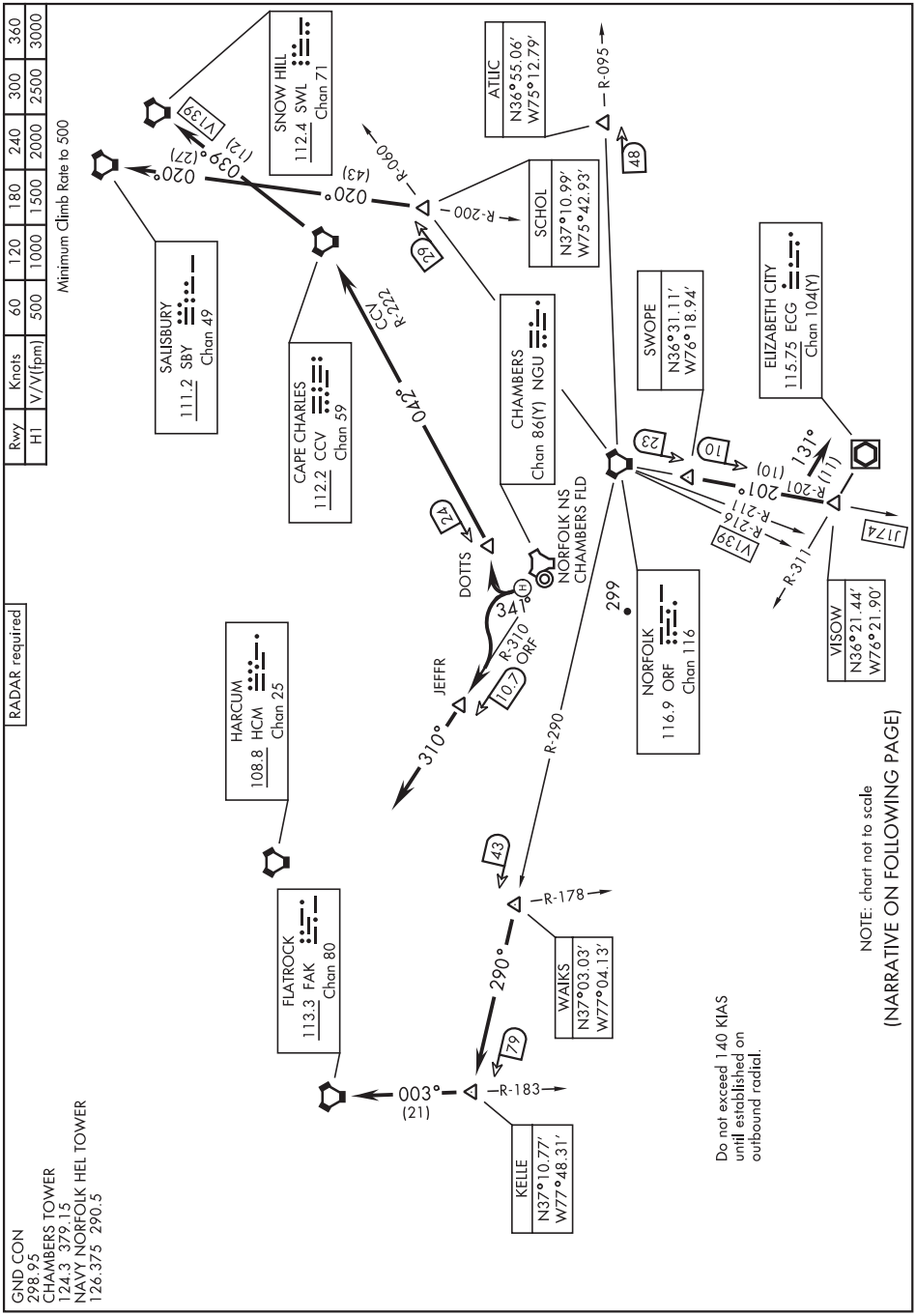
COPTER PRIDE TWO DEPARTURE (NHU2.NHU) [USN]

NORFOLK, VIRGINIA

Rwy	Knots	60	120	180	240	300	360
H1	V/V(fpm)	500	1000	1500	2000	2500	3000

Minimum Climb Rate to 500

RADAR required



GND CON
298.95
CHAMBERS TOWER
124.3 379.15
NAVY NORFOLK HEL TOWER
126.375 290.5

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF HELIPORT WESTBOUND: Climb heading 341° then climbing left turn to JEFFR, minimum climb rate 500 ft/NM to 500, thence...

TAKEOFF HELIPORT EASTBOUND: Climb heading 341° then climbing right turn to DOTTS, minimum climb rate 500 ft/NM to 500, thence...

...via RADAR vectors to assigned transition. Maintain 2000 or assigned altitude. Expect clearance to requested altitude/flight level 10 minutes after departure.

ATLIC TRANSITION (NHU2.ATLIC): Via vectors to ATLIC.

CAPE CHARLES TRANSITION (NHU2.CCV): Via vectors to CCV VORTAC. (NOTE: For altitudes 5000 and below).

ELIZABETH CITY TRANSITION (NHU2.ECG): Via vectors to SWOPE, then via ORF VORTAC R-201 to VISOW (ORF R-201/33 DME), then direct ECG VOR/DME.

FLAT ROCK TRANSITION (NHU2.FAK): Via vectors to WAIKS, then via ORF VORTAC R-290 to KELLE, then direct FAK VORTAC.

HARCUM TRANSITION (NHU2.HCM): Via vectors to HCM VORTAC.

SALISBURY TRANSITION (NHU2.SBY): Via vectors to SCHOL, then SBY R-200 to SBY VORTAC.

SNOW HILL TRANSITION (NHU2.SWL): Via vectors to SCHOL, thence SBY R-200 to V139 to SWL VORTAC.

V139 TRANSITION (NHU2.ORF): Via vectors to V139.

NOTE: Transitions are part of the Preferred Departure Route (PDR) system and established as an Air Traffic flow procedure from the Norfolk Terminal Area. These fixes are to be used as the initial filing point out of NS Norfolk.

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

OAKLAND, MARYLAND | AL-5876 (FAA) | 25163

WAAS CH 69624 W09A	APP CRS 088°	Rwy Ldg 5000 TDZE 2933 Apt Elev 2933

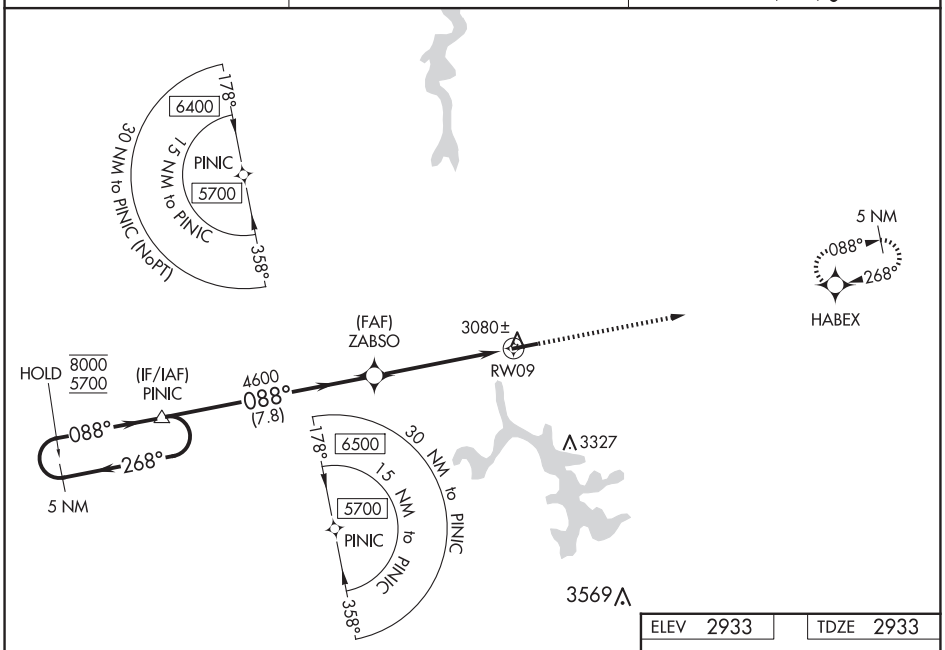
RNAV (GPS) RWY 9
GARRETT COUNTY (2G4)

RNP APCH - GPS.

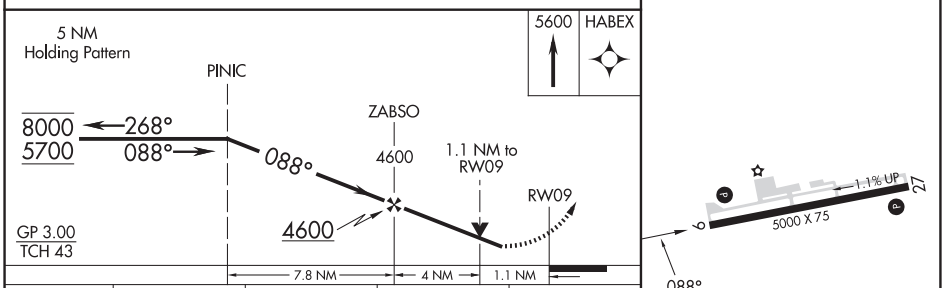
Rwy 9 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using MGW altimeter setting. When local altimeter setting not received, use MGW altimeter setting and increase LPV DA to 3483 feet and all visibilities ⅞ SM. Increase LNAV/VNAV DA to 3538 feet and all visibilities ⅞ SM; increase all MDAs 300 feet and LNAV visibility Cat C ⅞ SM, and Circling visibility Cat C 1 SM.

MISSED APPROACH: Climb to 5600 direct HABEX and hold, continue climb-in-hold to 5600.

AWOS-3	CLARKSBURG APP CON ★	UNICOM
120.125	119.425 284.65	123.0 (CTAF) L



ELEV 2933	TDZE 2933



CATEGORY	A	B	C	D
LPV DA	3183-¾ 250 (300-¾)			NA
LNAV/VNAV DA	3238-⅞ 305 (400-⅞)			NA
LNAV MDA	3340-1 407 (500-1)		3340-1⅛ 407 (500-1⅛)	NA
C CIRCLING	3380-1 447 (500-1)	3400-1 467 (500-1)	3500-1½ 567 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86524 W27A	APP CRS 268°	Rwy Ldg 5000 TDZE 2925 Apt Elev 2933

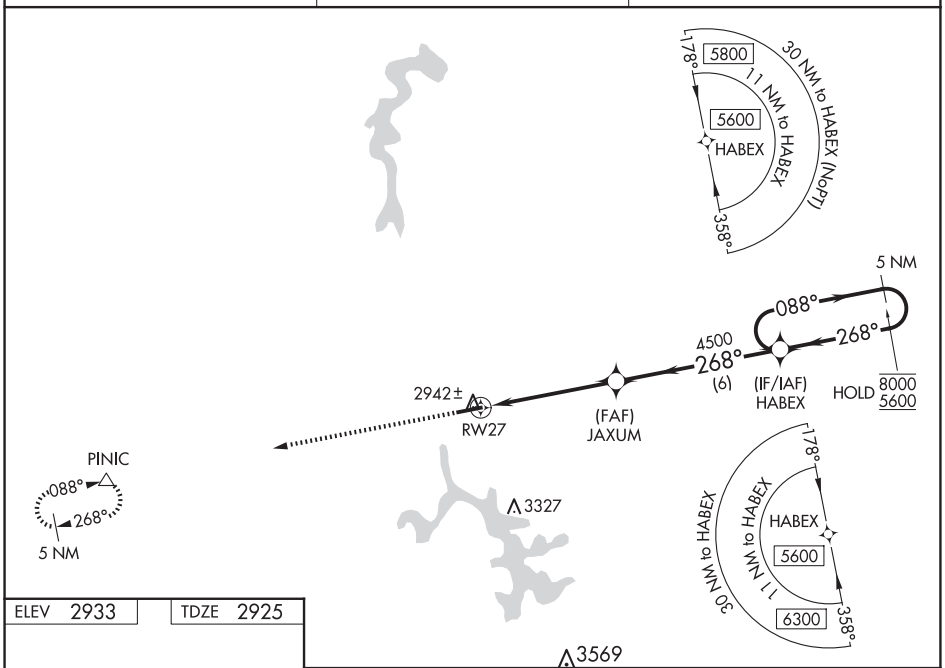
RNAV (GPS) RWY 27
GARRETT COUNTY (2G4)

RNP APCH - GPS.

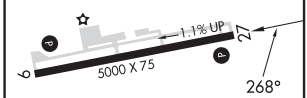
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Baro-VNAV and VDP NA when using MGW altimeter setting. When local altimeter setting not received, use MGW altimeter setting and increase LPV DA to 3425 feet and all visibilities ⅜ SM. Increase LNAV/VNAV DA to 3475 feet and all visibilities ⅝ SM; increase all MDAs 300 feet and LNAV visibility Cat C ⅝ SM, and Circling visibility Cat C 1 SM.

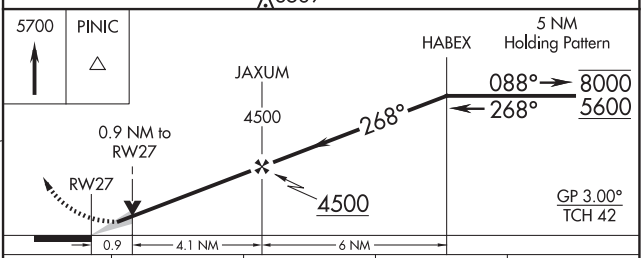
MISSED APPROACH: Climb 5700 direct PINIC and hold.

AWOS-3	CLARKSBURG APP CON ★	UNICOM
120.125	119.425 284.65	123.0 (CTAF) L



ELEV 2933 TDZE 2925





CATEGORY	A	B	C	D
LPV DA	3125-1 200 (200-1)			NA
LNAV/VNAV DA	3175-1 250 (300-1)			NA
LNAV MDA	3200-1 275 (300-1)			NA
C CIRCLING	3380-1 447 (500-1)	3400-1 467 (500-1)	3500-1½ 567 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

OAKLAND, MARYLAND AL-5876 (FAA) 25163

VOR RWY 9

GARRETT COUNTY (2G4)

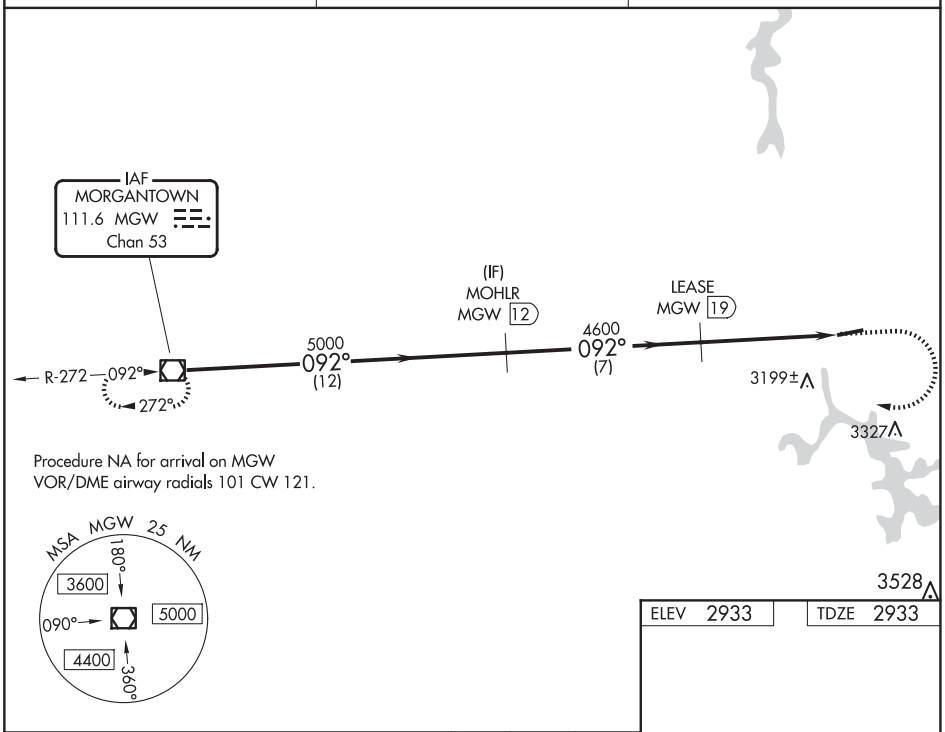
VOR/DME MGW	APP CRS	Rwy Ldg	5000
111.6	092°	TDZE	2933
Chan 53		Apt Elev	2933

DME required.

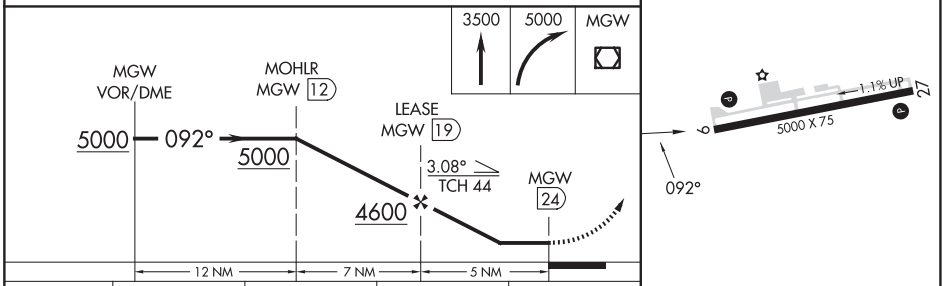
T A Rwy 09 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Morgantown altimeter setting and increase all MDA 300 feet; increase S-09 Cat B and Circling Cat A and B visibility ¼ SM and S-09 and Circling Cat C visibility 1 SM.

MISSED APPROACH: Climb to 3500 then climbing right turn to 5000 direct MGW VOR/DME and hold.

AWOS-3	CLARKSBURG APP CON ★	UNICOM
120.125	119.425 284.65	123.0 (CTAF) L



ELEV 2933	TDZE 2933



CATEGORY	A	B	C	D
S-09	3460-1 527 (600-1)		3460-1½ 527 (600-1½)	NA
C CIRCLING	3460-1 527 (600-1)		3500-1½ 567 (600-1½)	NA

REIL Rwys 9 and 27 L
MIRL Rwy 9-27 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 2
OCEAN CITY MUNI (OXB)

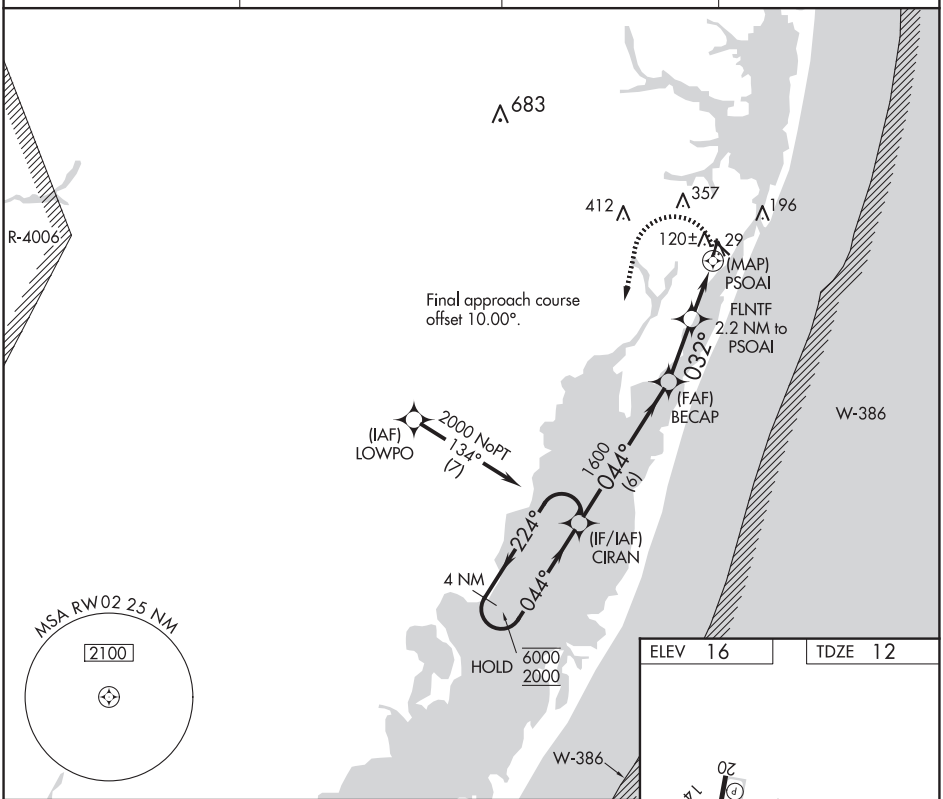
APP CRS	Rwy Ldg	3204
032°	TDZE	12
	Apt Elev	16

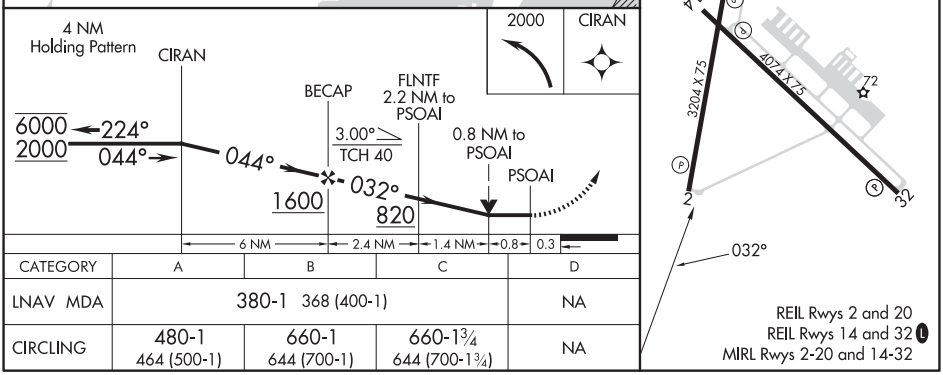
RNP APCH - GPS.

Rwy 2 helicopter visibility reduction below ¾ SM NA.
Circling Rwy 14, 20 NA at night.

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

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	380-1 368 (400-1)			NA
CIRCLING	480-1 464 (500-1)	660-1 644 (700-1)	660-1¾ 644 (700-1¾)	NA

REIL Rwys 2 and 20
REIL Rwys 14 and 32 L
MIRL Rwys 2-20 and 14-32

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

OCEAN CITY, MARYLAND

AL-5284 (FAA)

23334

RNAV (GPS) RWY 14
OCEAN CITY MUNI (OXB)

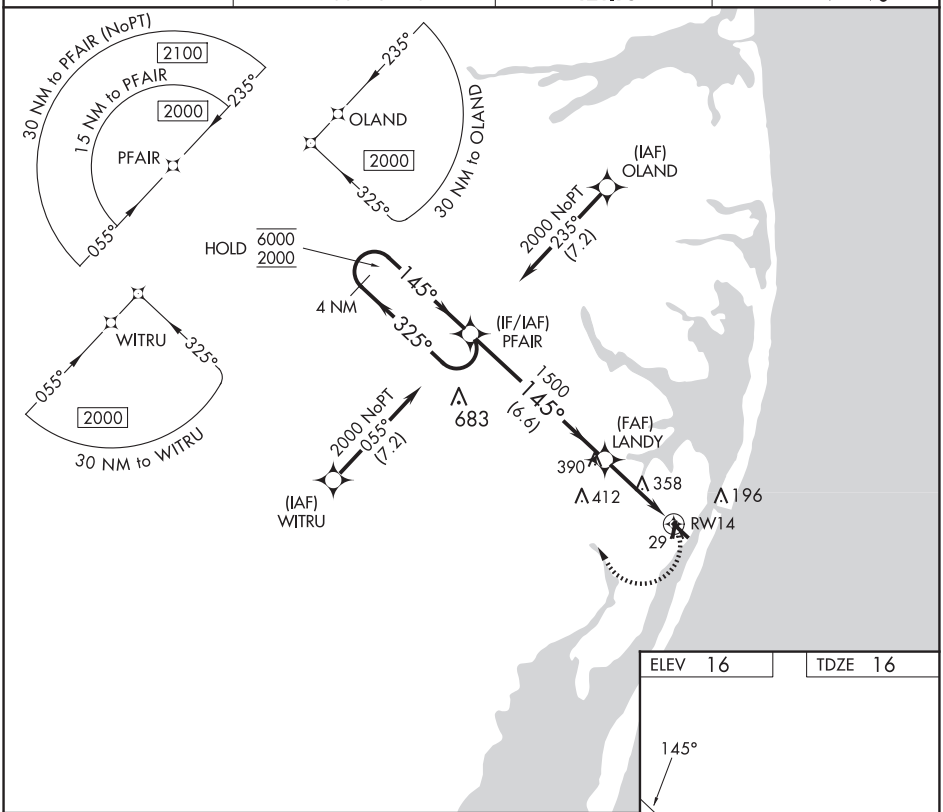
APP CRS	Rwy ldg	4074
145°	TDZE	16
	Apt Elev	16

RNP APCH - GPS.

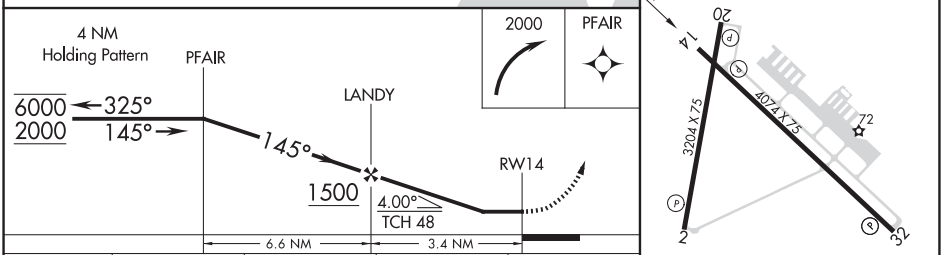
Rwy 14 helicopter visibility reduction below 1 SM NA.
Straight-in Rwy 14 NA at night, Circling Rwy 14, 20 NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L



ELEV 16 | TDZE 16



CATEGORY	A	B	C	D
LNAV MDA	700-1 684 (700-1)		NA	
CIRCLING	700-1 684 (700-1)		NA	

REIL Rwys 2 and 20
REIL Rwys 14 and 32 L
MIRL Rwys 2-20 and 14-32

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 61246 W32A	APP CRS 325°	Rwy ldg 4074 TDZE 11 Apt Elev 16

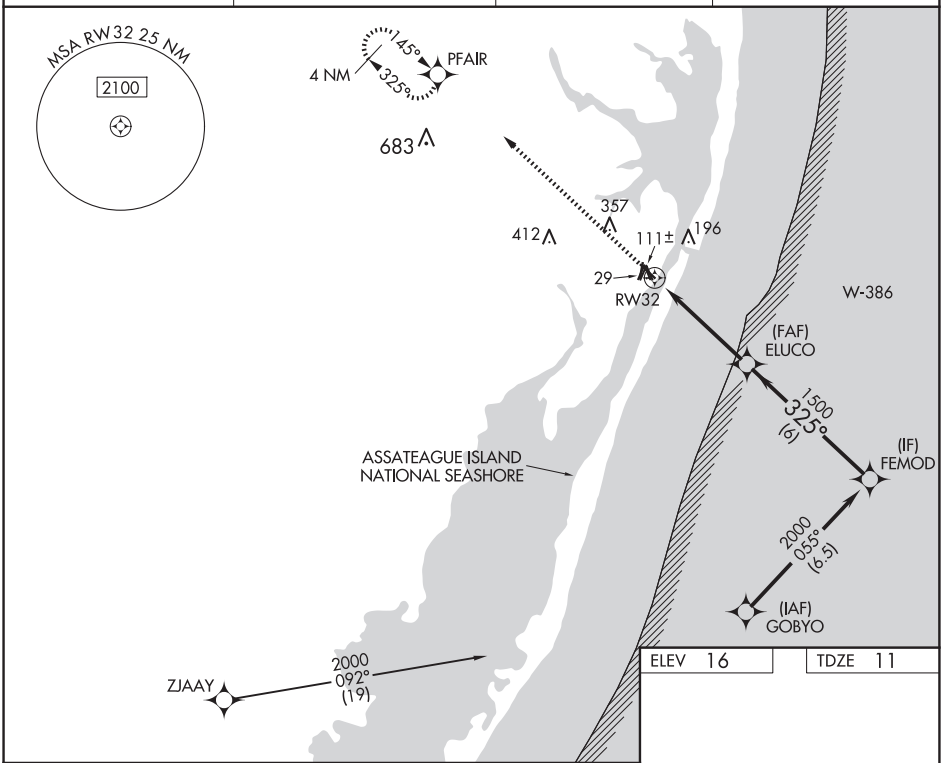
RNAV (GPS) RWY 32
OCEAN CITY MUNI (OXB)

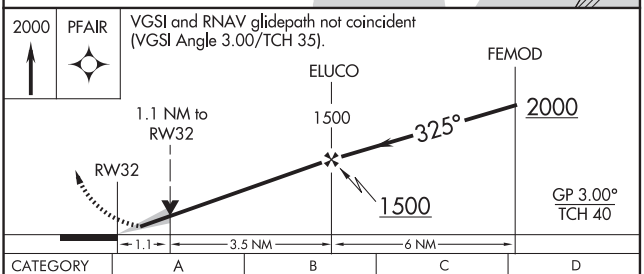
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54° C.

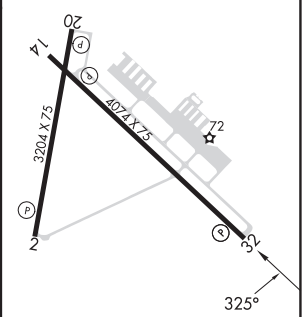
MISSED APPROACH: Climb to 2000 direct PFAIR and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	261-1 250 (300-1)			
LNAV/VNAV DA	289-1 278 (300-1)			
LNAV MDA	380-1 369 (400-1)			



REIL Rwys 2 and 20
REIL Rwys 14 and 32 L
MIRL Rwys 2-20 and 14-32

NE-3, 12 JUN 2025 to 07 AUG 2025

OCEAN CITY, MARYLAND AL-5284 (FAA) 25163

LOC RWY 32
OCEAN CITY MUNI (OXB)

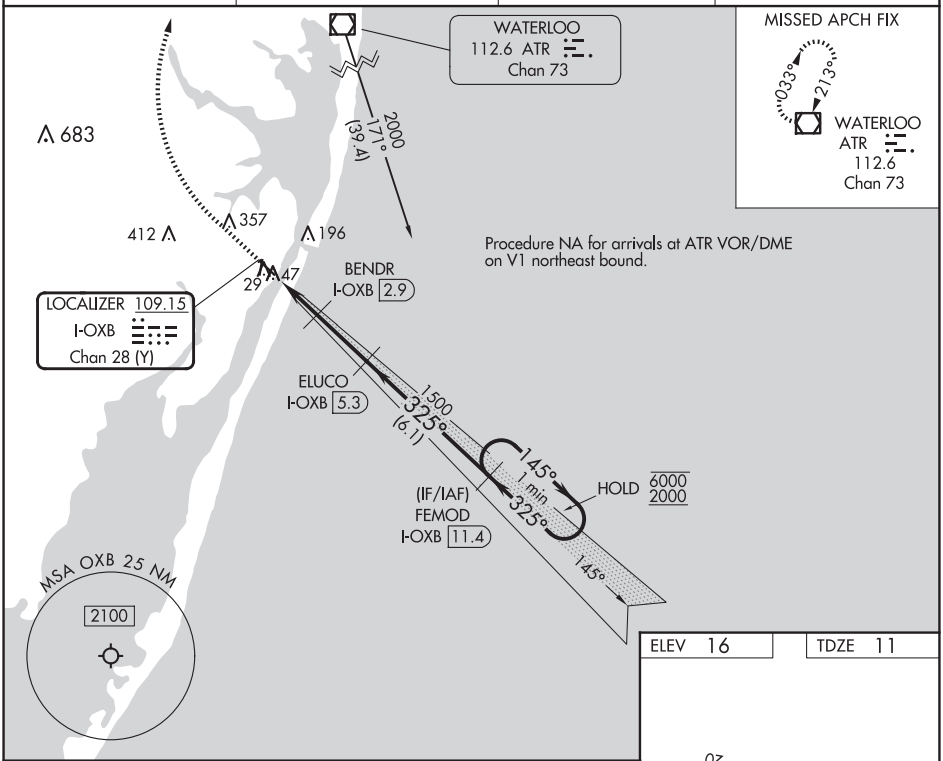
LOC/DME I-OXB	APP CRS	Rwy Ldg	4074
109.15	325°	TDZE	11
Chan 28 (Y)		Apt Elev	16

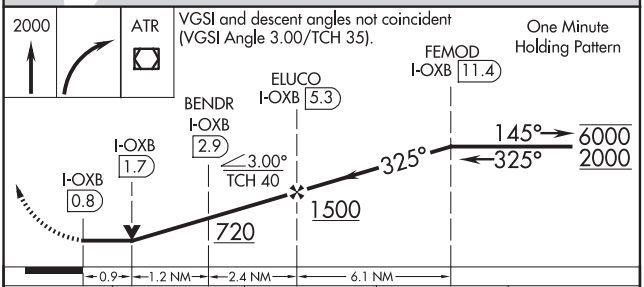
DME required.

Circling Rwy 14, 20 NA at night.

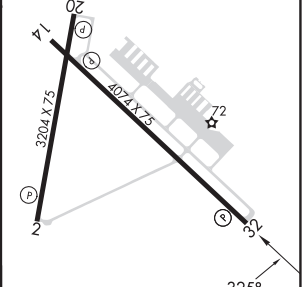
MISSED APPROACH: Climb to 2000 then climbing right turn direct ATR VOR/DME and hold.

ASOS	PATUXENT APP CON ★	CLNC DEL	UNICOM
119.025	127.95 314.0	121.75	123.05 (CTAF) L





ELEV 16 TDZE 11



REIL Rwys 2 and 20
REIL Rwys 14 and 32 L
MIRL Rwys 2-20 and 14-32

CATEGORY	A	B	C	D
S-LOC 32	340-1 329 (400-1)			
C CIRCLING	480-1 464 (500-1)	660-1 644 (700-1)	660-1¾ 644 (700-1¾)	780-2½ 764 (800-2½)

NE-3, 12 JUN 2025 to 07 AUG 2025

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 5L

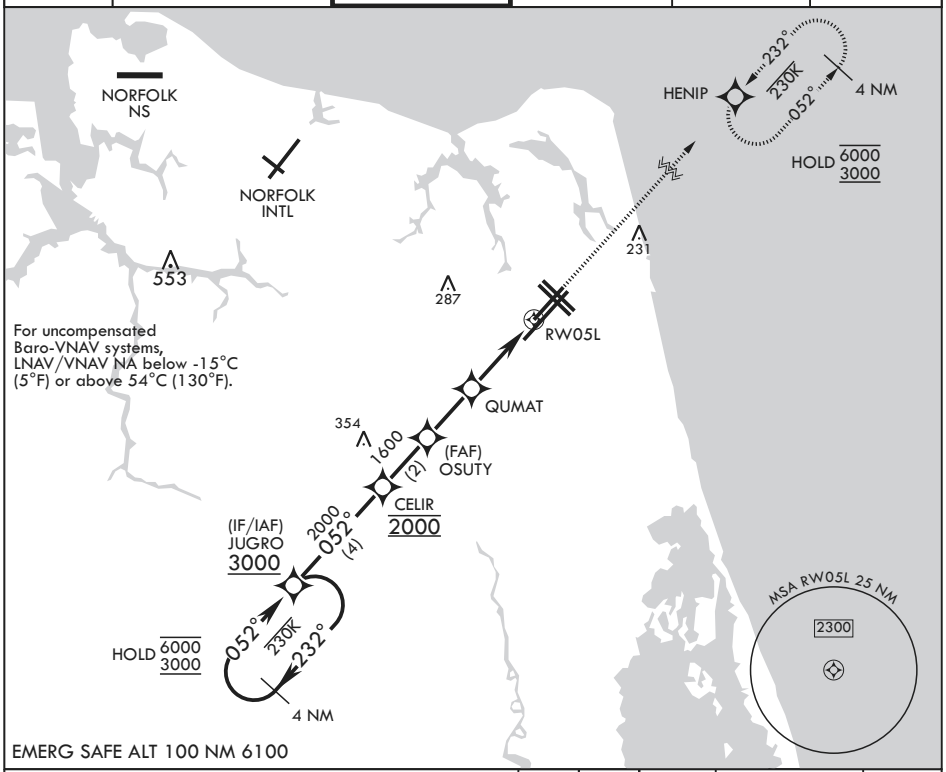
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU) - (USN)

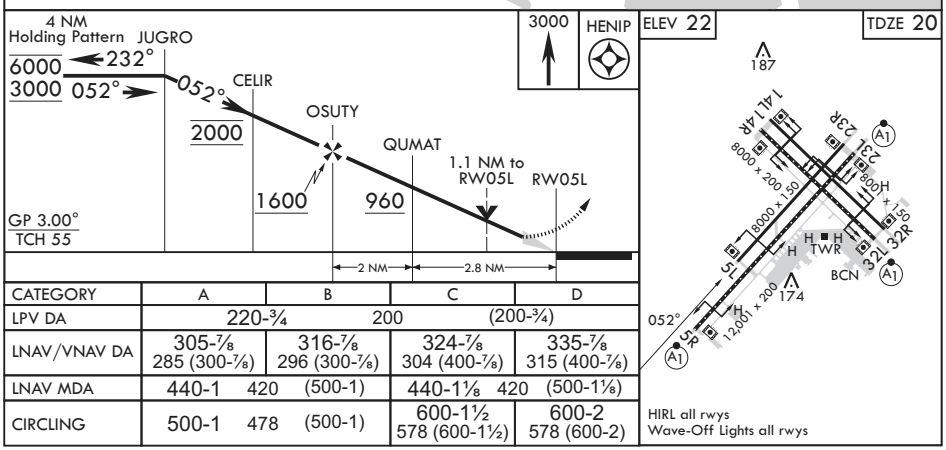
WAAS CH 63997 W05A	APCH CRS 052°	Rwy ldg 8000 TDZE 20 Arpt Elev 22

RNP APCH-GPS

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

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	





CATEGORY	A	B	C	D
LPV DA	220-¾ 200 (200-¾)			
LNAV/VNAV DA	305-⅞ 285 (300-⅞)	316-⅞ 296 (300-⅞)	324-⅞ 304 (400-⅞)	335-⅞ 315 (400-⅞)
LNAV MDA	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

25163

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 5R

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

WAAS CH 69870 W05B	APCH CRS 052°	Rwy ldg 12,001 TDZE 19 Arpt Elev 22	- (USN)

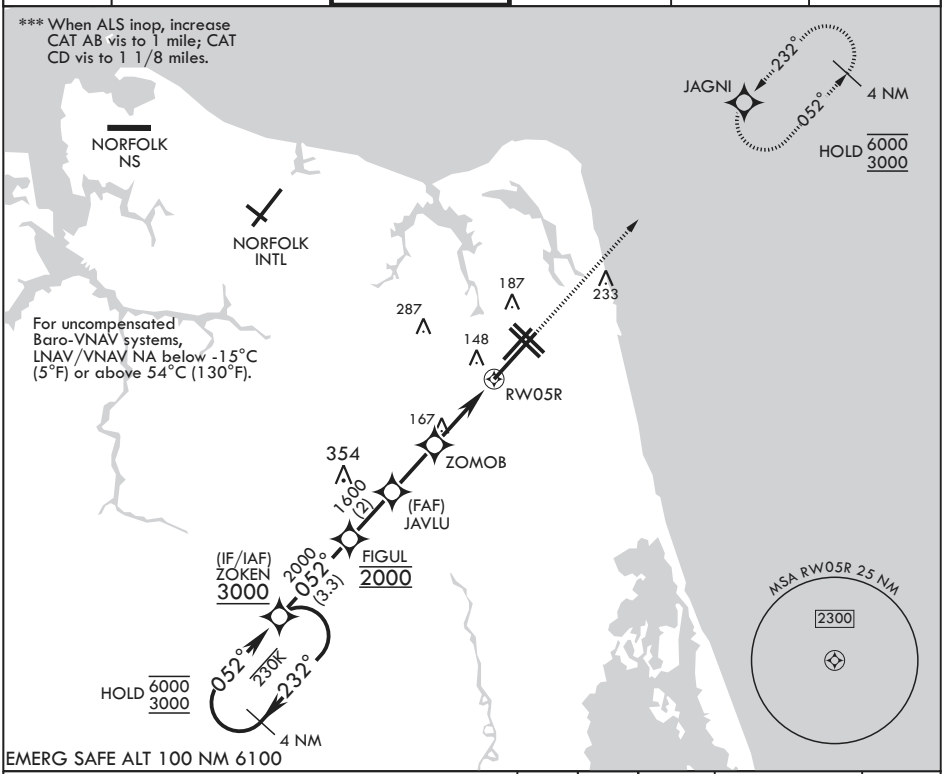
RNP APCH-GPS

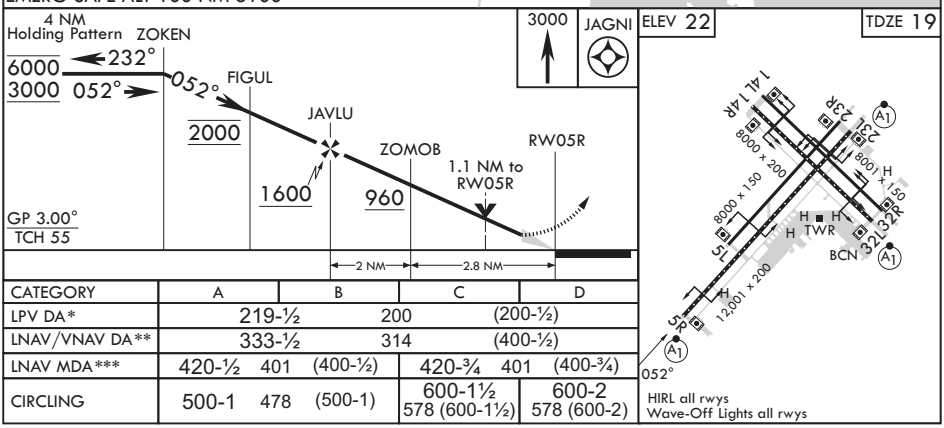
* When ALS inop increase vis to 3/4 mile.
** When ALS inop increase vis to 7/8 mile.

ALSF-1

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

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	





CATEGORY	A	B	C	D
LPV DA*	219-½ 200 (200-½)			
LNAV/VNAV DA**	333-½ 314 (400-½)			
LNAV MDA***	420-½ 401 (400-½)		420-¾ 401 (400-¾)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 23L

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

WAAS CH 67300 W23A	APCH CRS 232°	Rwy ldg 12,001 TDZE 21 Arpt Elev 22	- (USN)

RNP APCH-GPS

T * When ALS inop, increase vis to 3/4 mile.
** When ALS inop, increase vis to 7/8 mile.

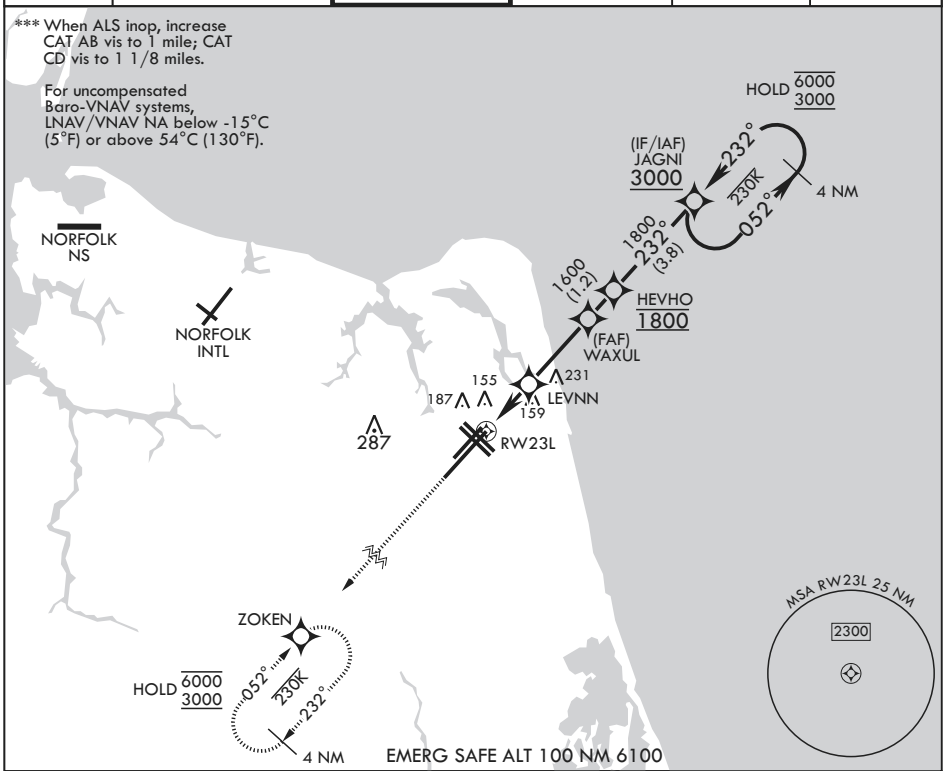
ALSF-1

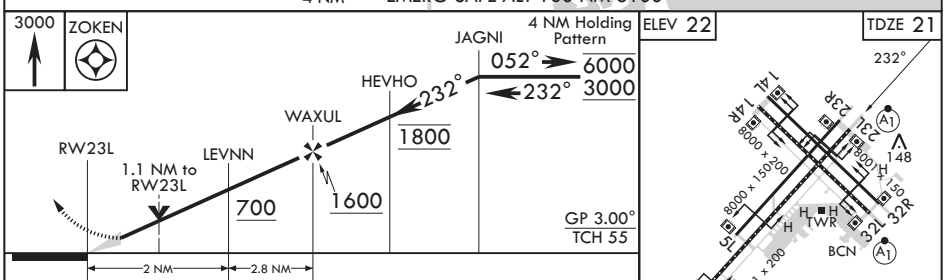
MISSED APPROACH: Climb to 3000 direct ZOKEN and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	

*** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1 1/8 miles.

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





CATEGORY	A	B	C	D
LPV DA*	221-½ 200 (200-½)			
LNAV/VNAV DA**	324-½ 303 (400-½)			
LNAV MDA***	420-½ 399 (400-½)		420-⅝ 399 (400-⅝)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

HIRL all rwys
Wave-Off Lights all rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

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VIRGINIA BEACH, VIRGINIA

RNAV (GPS) RWY 23R

WAAS CH 71079 W23B	APCH CRS 232°	Rwy ldg 8000 TDZE 20 Arpt Elev 22

- (USN) OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

RNP APCH-GPS

MISSED APPROACH: Climb to 3000 direct JUGRO and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	

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

HOLD 6000 3000

(IF/IAF) HENIP 3000

232° 230K 052° 4 NM

1800 232° (3.8)

1600 (1.2)

ZENUK 1800

(FAF) COXOG

NORFOLK NS

NORFOLK INTL

287

187 180 219

SUTUE

RW23R

JUGRO

HOLD 6000 3000

052° 230K 232° 4 NM

EMERG SAFE ALT 100 NM 6100

MSA RW23R 25 NM

2300

3000 JUGRO

4 NM Holding Pattern

HENIP 052° 6000 3000

232° 3000

ZENUK 232° 1800

COXOG

RW23R

SUTUE

1.1 NM to RW23R

700

1600

GP 3.00°
TCH 55

2 NM 2.8 NM

ELEV 22

TDZE 20

232°

14L 14R

23L 23R

8000 x 150

8000 x 200

H 008

H 150

15

H H TWR

H

32L 32R

BCN

12,001 x 200

5R

A1

HIRL all rwys
Wave-Off Lights all rwys

CATEGORY	A	B	C	D
LPV DA	220-¾ 200 (200-¾)			
LNAV/VNAV DA	440-1⅛ 420 (500-1⅛)			
LNAV MDA	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 32L/R

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

APCH CRS 325°		32L	32R
	Rwy ldg	8000	8001
	TDZE	22	20
	Arpt Elev	22	

- (USN)

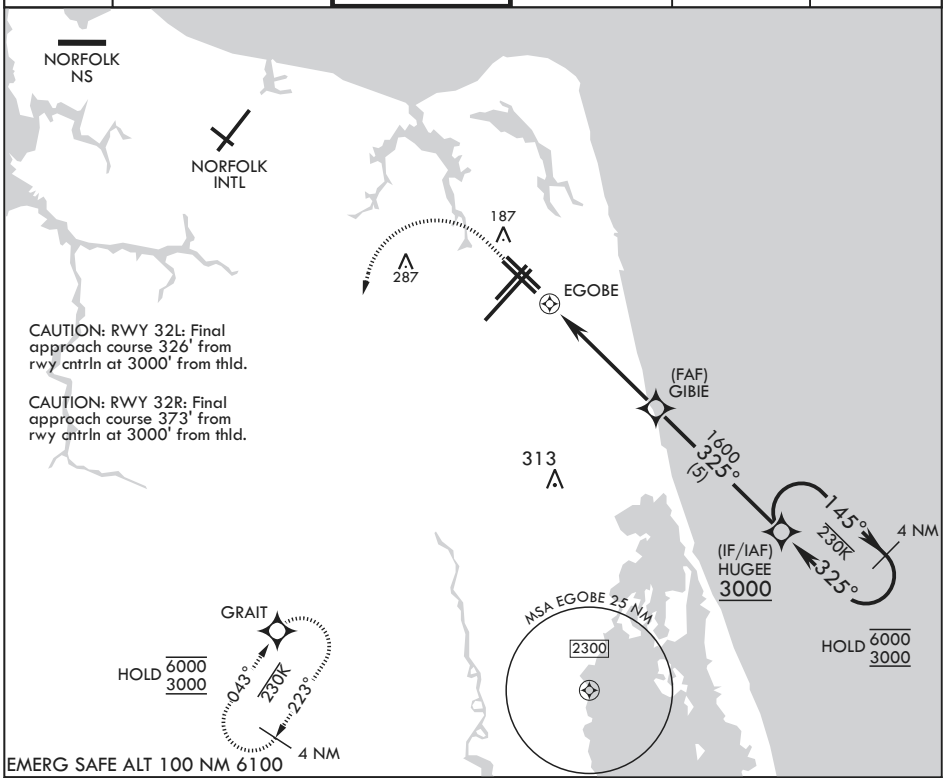
RNP APCH-GPS

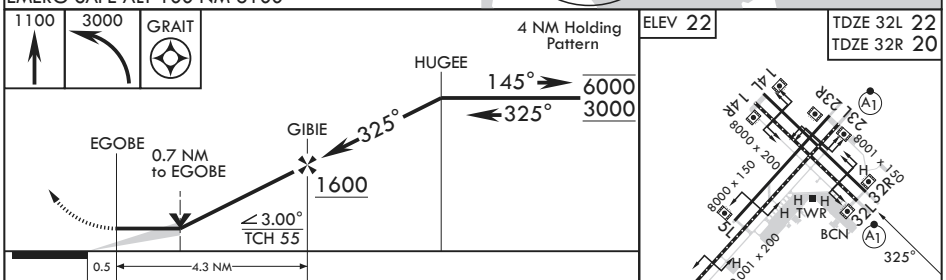
* When ALS inop increase CAT AB vis to 1 mile, CAT CD vis to 1 1/8 miles.

Rwy 32L ALSF-1

MISSED APPROACH: Climb to 1100 then climbing left turn to 3000 direct GRAIT and hold.

ATIS	APP CON/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	





CATEGORY	A		B	C		D
LNAV MDA 32R	460-1	440	(500-1)	460-1¼	440	(500-1¼)
LNAV MDA 32L*	460-½	438	(500-½)	460-¾	438	(500-¾)
CIRCLING	500-1	478	(500-1)	600-1½ 578 (600-1½)		600-2 578 (600-2)

HIRL all rwys
Wave-Off Lights all rwys

25163

VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 5L

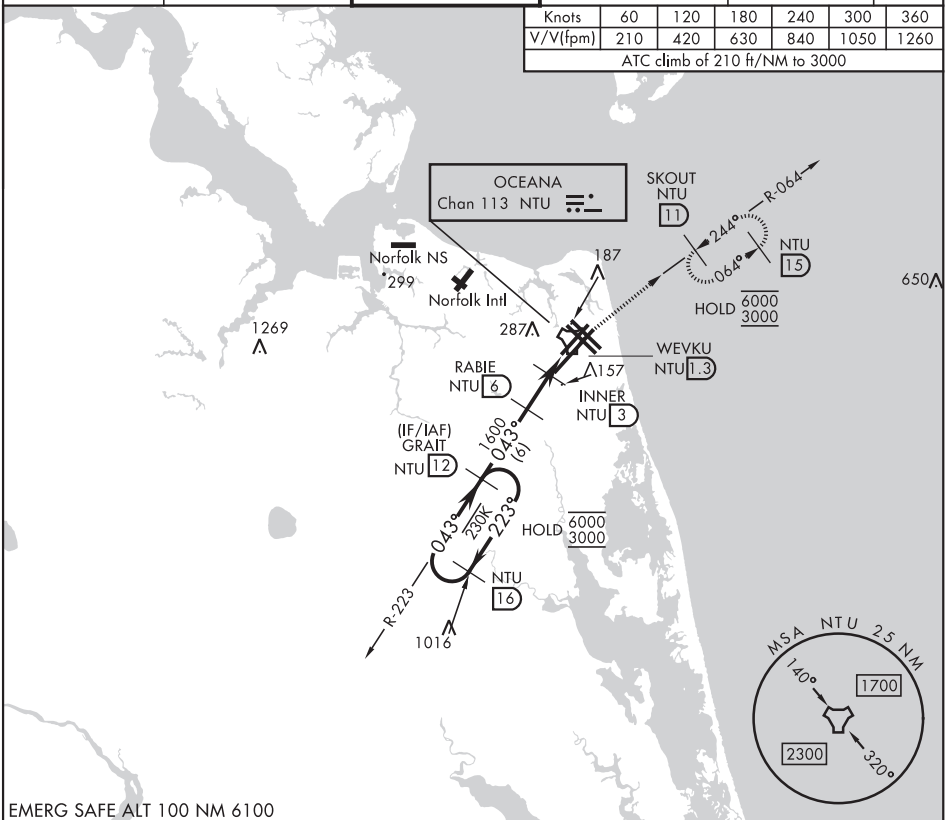
TACAN NTU Chan 113	APCH CRS 043°	Rwy ldg 8000 TDZE 20 Arpt Elev 22	[USN]	OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

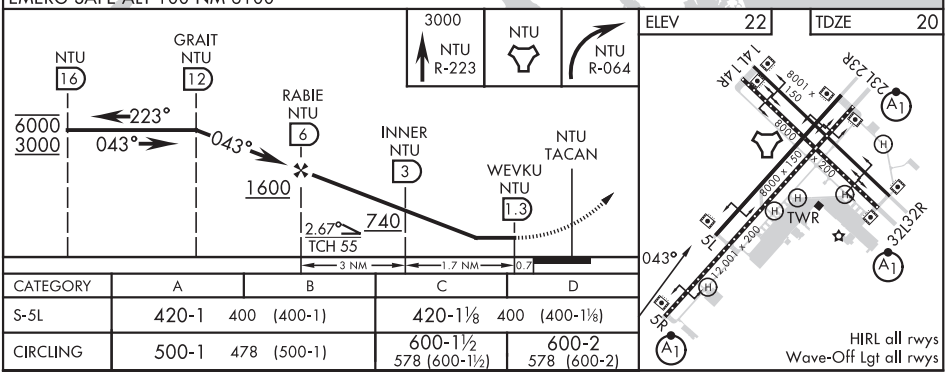
ATIS	APP/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	

Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260

ATC climb of 210 ft/NM to 3000



EMERG SAFE ALT 100 NM 6100



CATEGORY	A	B	C	D
S-5L	420-1 400 (400-1)		420-1⅛ 400 (400-1⅛)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

TACAN Y RWY 5R

TACAN NTU Chan 113	APCH CRS 043°	Rwy ldg 12,001 TDZE 19 Arpt Elev 22

[USN] OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

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

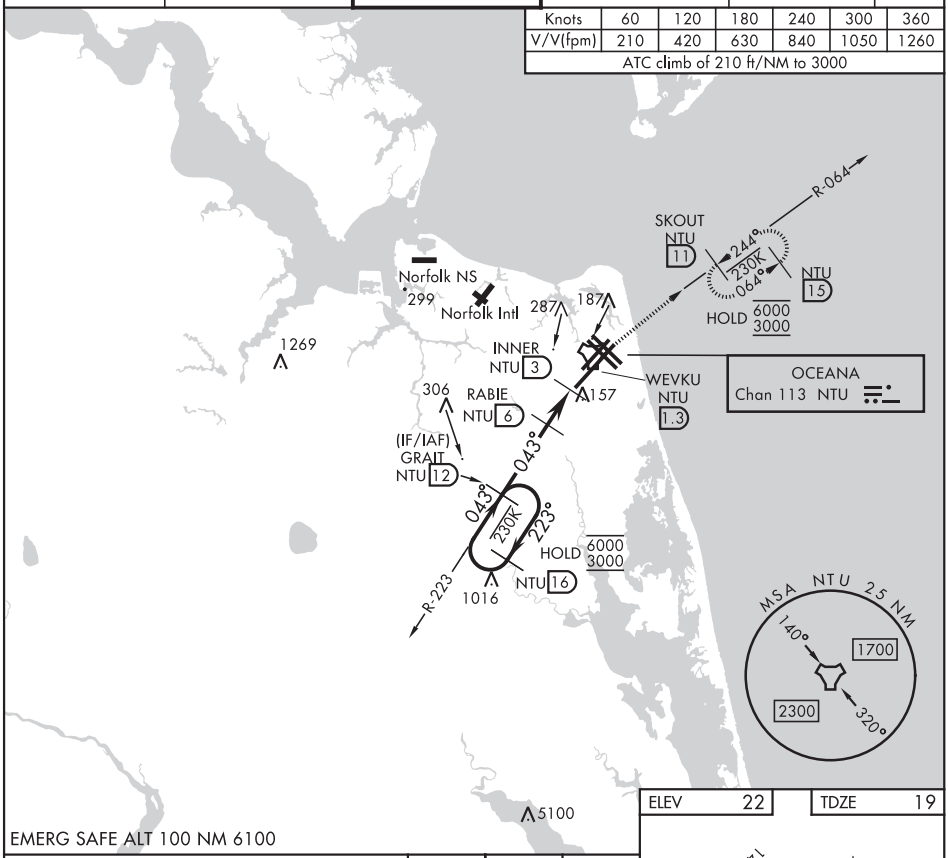
ALSF-1

MISSED APPROACH: Climb to 3000 via R-223 to NTU TACAN then via R-064 to SKOUT and hold.

ATIS	APP/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	

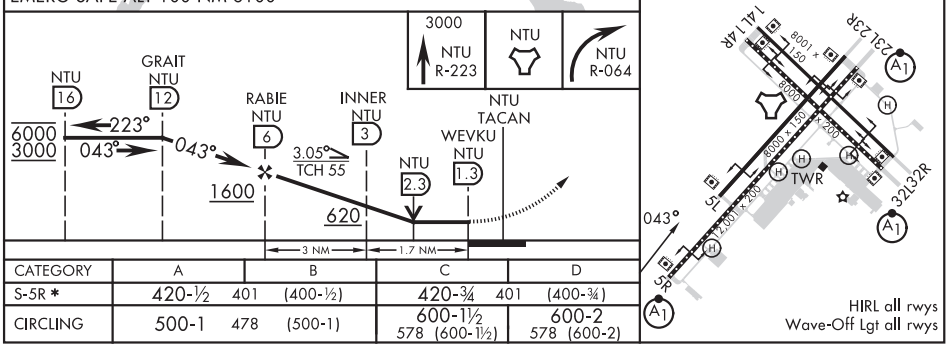
Knots	60	120	180	240	300	360
V/V(fpm)	210	420	630	840	1050	1260

ATC climb of 210 ft/NM to 3000



EMERG SAFE ALT 100 NM 6100

ELEV 22	TDZE 19



CATEGORY	A	B	C	D
S-5R *	420-½ 401 (400-½)		420-¾ 401 (400-¾)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

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VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 23L/R

[USN]
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

TACAN NTU Chan 113	APCH CRS 244°	Rwy ldg 23L 12,001 23R 8000 TDZE 23L 21 23R 20 Arpt Elev 22

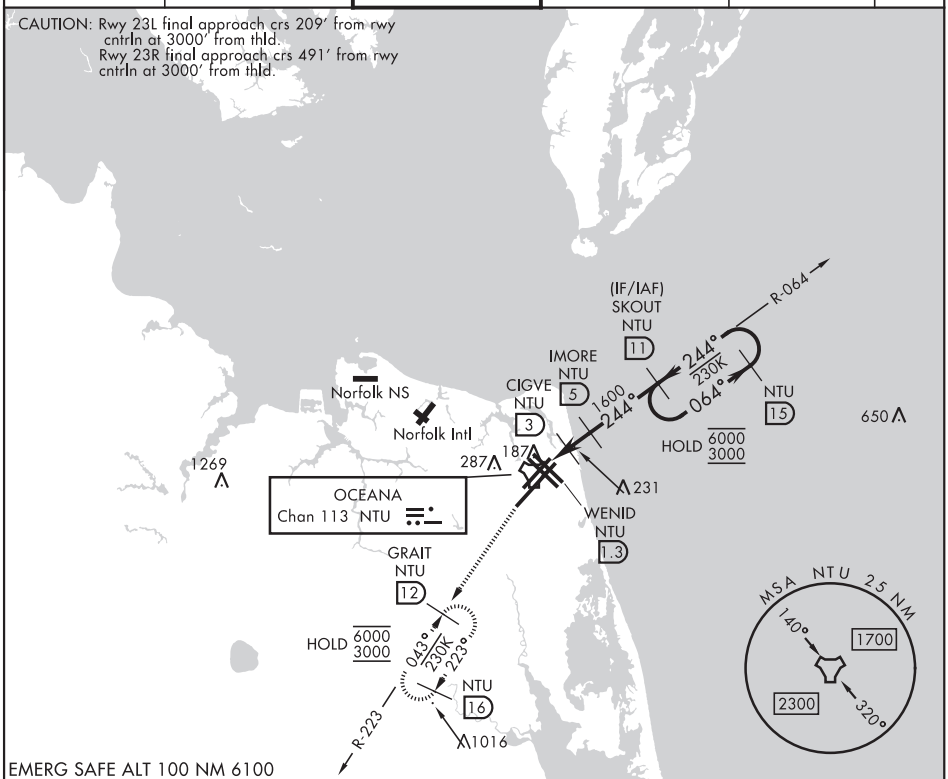
* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1⅛ miles.

ALSF-1

MISSED APPROACH: Climb to 3000 via R-064 to NTU TACAN then via R-223 to GRAIT and hold.

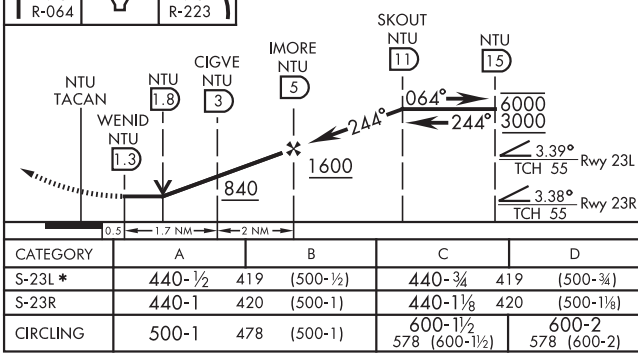
ATIS	APP/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	123.9 266.8	127.075 360.2	119.6 336.4	254.4	

CAUTION: Rwy 23L final approach crs 209′ from rwy cntrln at 3000′ from thld.
Rwy 23R final approach crs 491′ from rwy cntrln at 3000′ from thld.



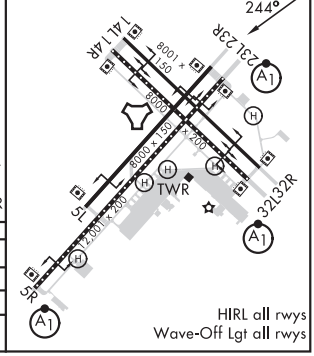
EMERG SAFE ALT 100 NM 6100

3000 NTU R-064	NTU	NTU R-223



ELEV 22

TDZE 23L 21
TDZE 23R 20



CATEGORY	A		B		C		D	
S-23L *	440-½	419	(500-½)		440-¾	419	(500-¾)	
S-23R	440-1	420	(500-1)		440-1⅛	420	(500-1⅛)	
CIRCLING	500-1	478	(500-1)		600-1½	578	(600-1½)	600-2 578 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

VIRGINIA BEACH, VIRGINIA

TACAN Y RWY 32L/R

[USN]
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

TACAN	APCH CRS	Rwy ldg				
NTU Chan **113**	**309°**		32L	**8000**	32R	**8001**
		TDZE	32L	**22**	32R	**20**
		Arpt Elev		**22**		

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

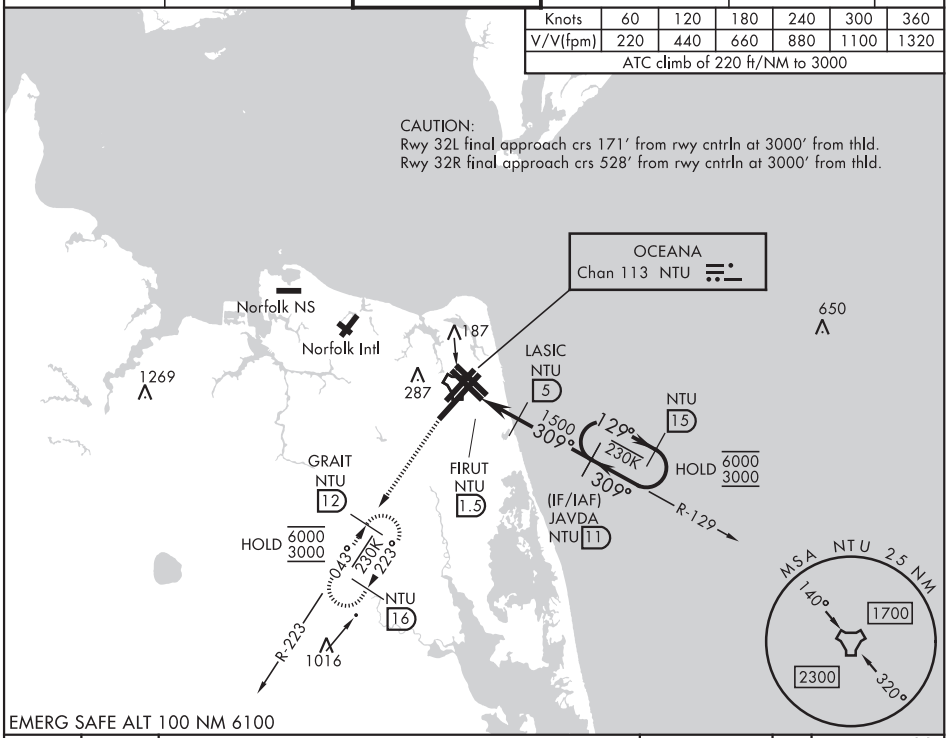
ALSF-1

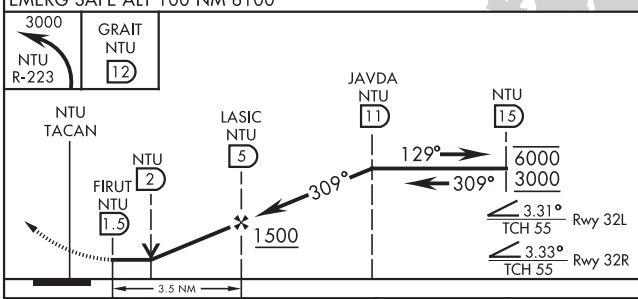
MISSED APPROACH: Climbing left turn to 3000, intercept NTU TACAN R-223 to GRAIT and hold.

ATIS	APP/DEP CON	TOWER	GND CON	CLNC DEL	ASR/PAR
317.6	**123.9 266.8**	**127.075 360.2**	**119.6 336.4**	**254.4**	

Knots	60	120	180	240	300	360
V/V(fpm)	220	440	660	880	1100	1320

ATC climb of 220 ft/NM to 3000

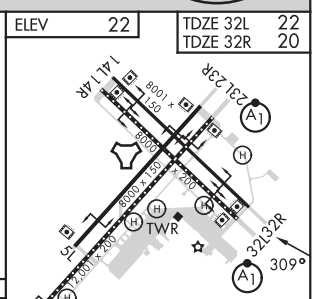




CATEGORY	A	B	C	D
S-32L*	460-½ 438 (500-½)		460-¾ 438 (500-¾)	
S-32R	460-1 440 (500-1)		460-1¼ 440 (500-1¼)	
CIRCLING	500-1 478 (500-1)		600-1½ 578 (600-1½)	600-2 578 (600-2)

ELEV	22

TDZE 32L	22
TDZE 32R	20



HIRL all rwys
Wave-Off Lgt all rwys

VIRGINIA BEACH, VIRGINIA 36°49′N-76°02′W OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

Amdt 1 12JUN25

TACAN Y RWY 32L/R

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

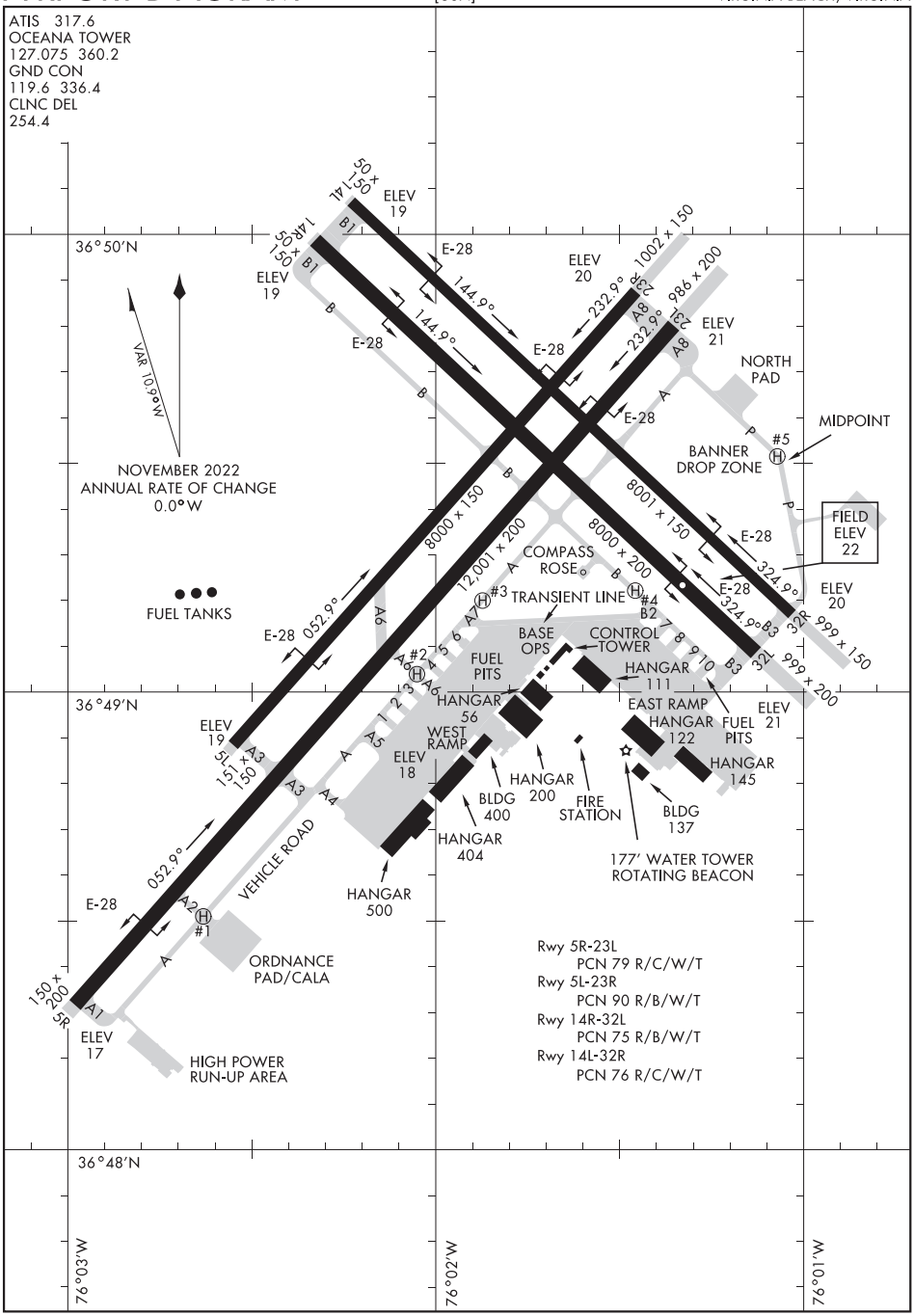
24081

AIRPORT DIAGRAM

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

[USN]

VIRGINIA BEACH, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

VIRGINIA BEACH, VIRGINIA

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

APOLLO FOUR DEPARTURE

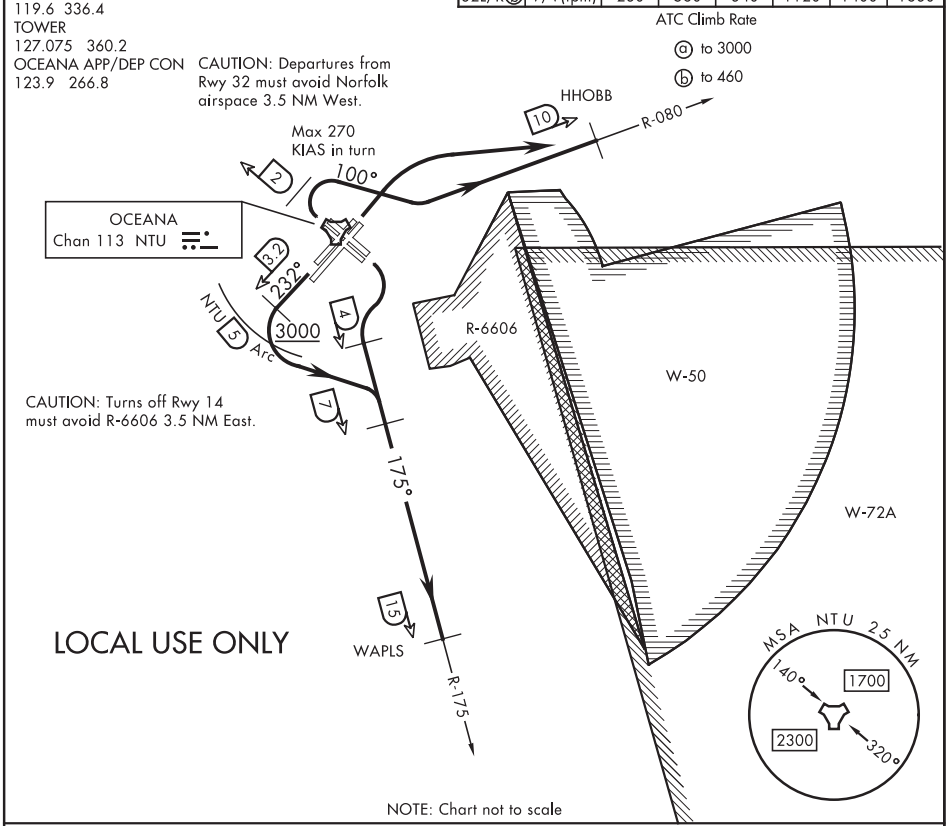
OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)
[USN] VIRGINIA BEACH, VIRGINIA

ATIS 317.6
CLNC DEL
254.4
GND CON
119.6 336.4
TOWER
127.075 360.2
OCEANA APP/DEP CON
123.9 266.8

TACAN required

Rwy	Knots	60	120	180	240	300	360
23L ⓐ	V/V(fpm)	805	1610	2415	3220	4025	4830
23R ⓐ	V/V(fpm)	683	1366	2049	2732	3415	4098
32L/R ⓑ	V/V(fpm)	280	560	840	1120	1400	1680

ATC Climb Rate
ⓐ to 3000
ⓑ to 460



LOCAL USE ONLY

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/R: Climbing right turn to intercept NTU TACAN R-080 to HHOBB.

TAKEOFF RWY 14L/R: Climbing right turn to intercept NTU TACAN R-175 no later than 4 DME to WAPLS.

TAKEOFF RWY 23L/R: Climb via heading 232°, crossing NTU TACAN 3.2 DME turn left to intercept NTU R-175 no later than 7 DME to WAPLS. Cross NTU 5 DME Arc at or above 3000.

TAKEOFF RWY 32L/R: Climbing right turn heading 100° within NTU TACAN 2 DME, intercept NTU R-080 to HHOBB. Do not exceed 270 KIAS on initial turn.

...Thence maintain 4000 or ATC assigned altitude.

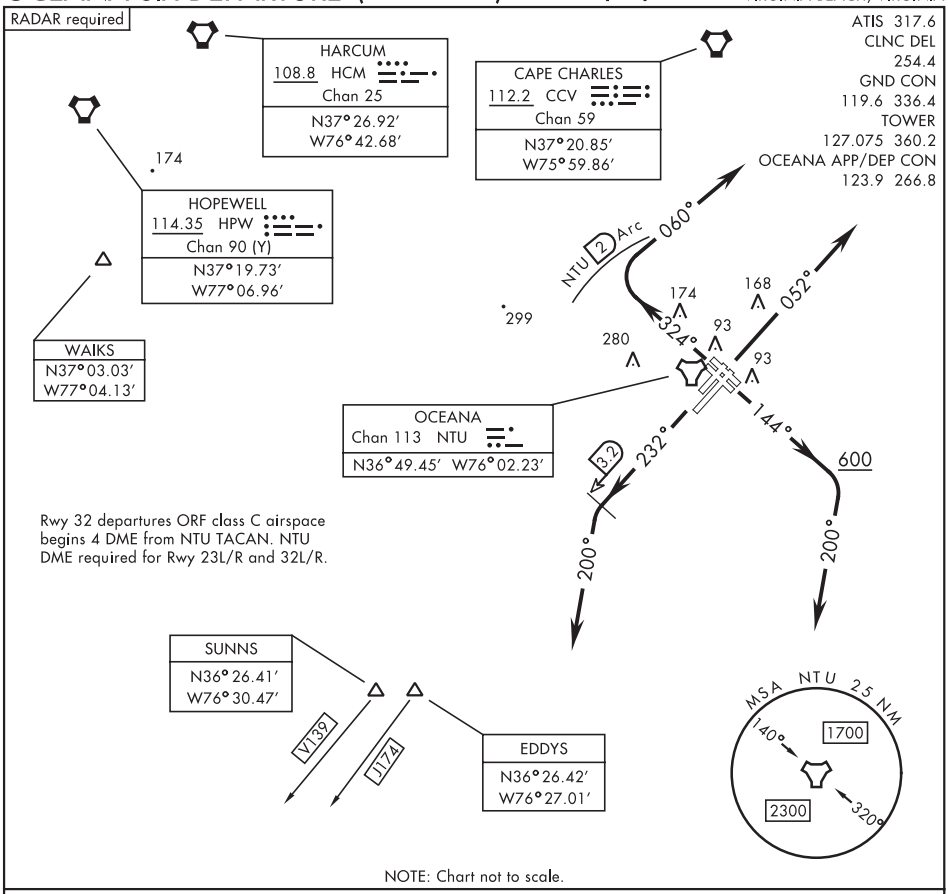
25163

OCEANA NAS (APOLLO SOUCEK FLD) (KNTU)

OCEANA SIX DEPARTURE (NTU6.NTU)

[USN]

VIRGINIA BEACH, VIRGINIA



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/R: Climb heading 052°. Thence...
TAKEOFF RWY 14L/R: Climb heading 144° to 600 then climbing right turn heading 200 °. Thence...
TAKEOFF RWY 23L/R: Climb heading 232°, crossing NTU TACAN 3.2 DME, turn left heading 200 °. Thence...
TAKEOFF RWY 32L/R: Climb heading 324° to assigned altitude, turn right heading 060 ° within NTU TACAN 2 DME. Thence...
...maintain 4000 or assigned lower altitude.

CAPE CHARLES TRANSITION (NTU6.CCV): Via RADAR vectors to CCV VORTAC.
EDDYS TRANSITION (NTU6.EDDYS): Via RADAR vectors to EDDYS.
HARCUM TRANSITION (NTU6.HCM): Via RADAR vectors to HCM VORTAC.
HOPEWELL TRANSITION (NTU6.HPW): Via RADAR vectors to HPW VORTAC. (At or below 17,000 only).
SUNNS TRANSITION (NTU6.SUNNS): Via RADAR vectors to SUNNS. (At or below 17,000 only).
WAIKS TRANSITION (NTU6.WAIKS): Via RADAR vectors to WAIKS.

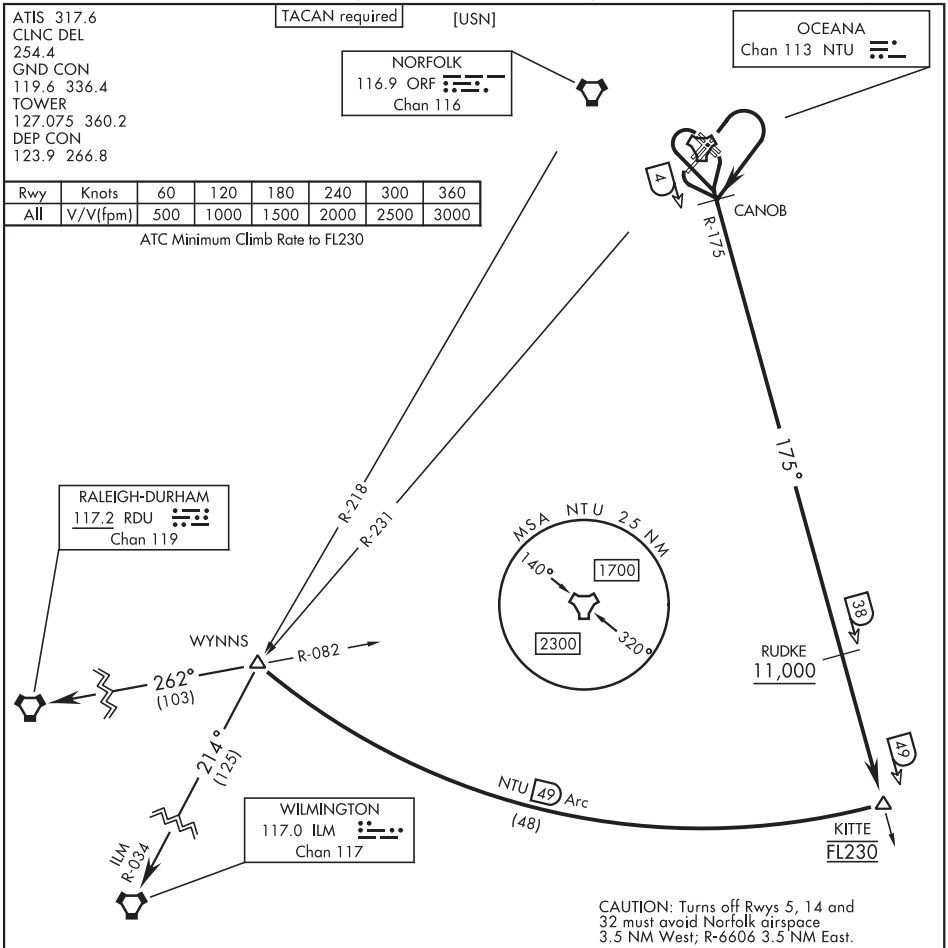
NE-3, 12 JUN 2025 to 07 AUG 2025

WYNNS FIVE DEPARTURE (WYNNS5.WYNNS)

ATIS 317.6
CLNC DEL
254.4
GND CON
119.6 336.4
TOWER
127.075 360.2
DEP CON
123.9 266.8

Rwy	Knots	60	120	180	240	300	360
All	V/V(fpm)	500	1000	1500	2000	2500	3000

ATC Minimum Climb Rate to FL230



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 5L/R or 14L/R: Climbing right turn to intercept NTU TACAN R-175 to CANOB. Thence...

TAKEOFF RWY 23L/R: Climbing left turn to intercept NTU TACAN R-175 to CANOB. Thence...

TAKEOFF RWY 32L/R: Climbing left turn within NTU TACAN 2 DME to intercept NTU R-175. Thence...

...via NTU R-175 to KITTE, arc south of NTU via the 49 mile arc to WYNNS. Cross RUDKE at or above 11,000. Cross KITTE at FL230, or as assigned. Thence...

RALEIGH-DURHAM TRANSITION (WYNNS5.RDU): ...via RDU VORTAC R-082 to RDU.

WILMINGTON TRANSITION (WYNNS5.ILM): ...via ILM VORTAC R-034 to ILM.

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

ORANGE, VIRGINIA AL-6565 (FAA) 23222

APP CRS	Rwy ldg	3200
075°	TDZE	461
	Apt Elev	464

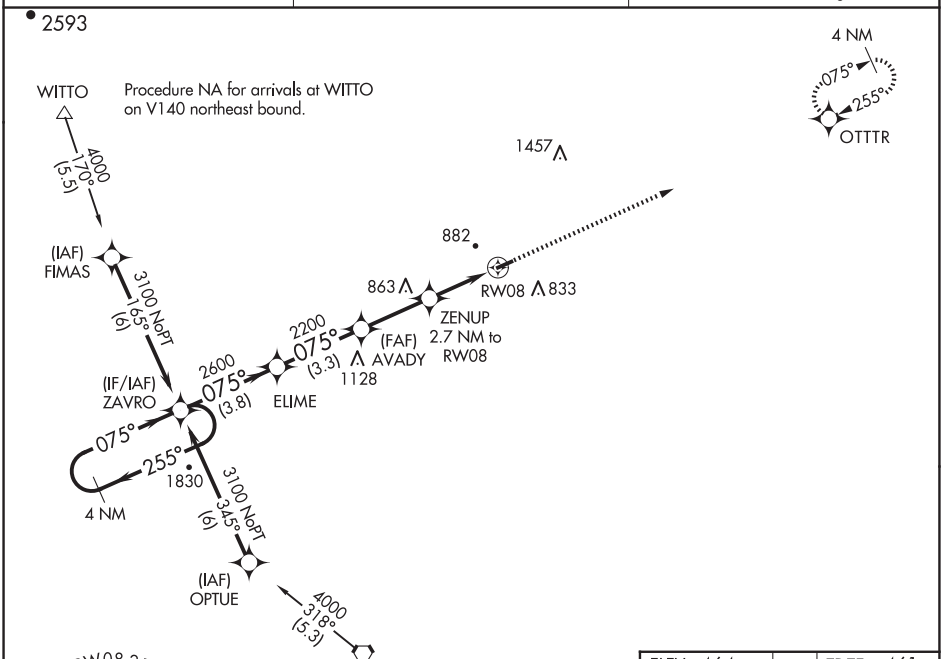
RNAV (GPS) RWY 8
ORANGE COUNTY (OMH)

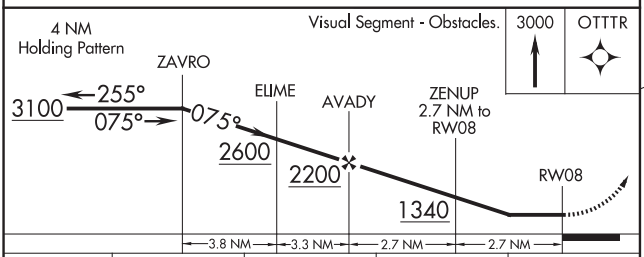
RNP APCH - GPS.

Circling Rwy 26 NA at night. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Rwy 8 helicopter visibility reduction below SM NA.

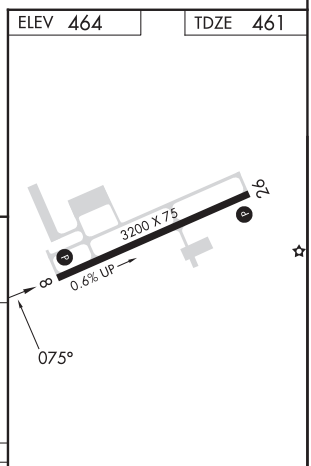
MISSED APPROACH: Climb to 3000 direct OTTTR and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	1040-1 579 (600-1)		NA	
C CIRCLING	1300-1¼ 836 (900-1¼)		NA	



MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56447 W26A	APP CRS 255°	Rwy Ldg 3200 TDZE 464 Apt Elev 464

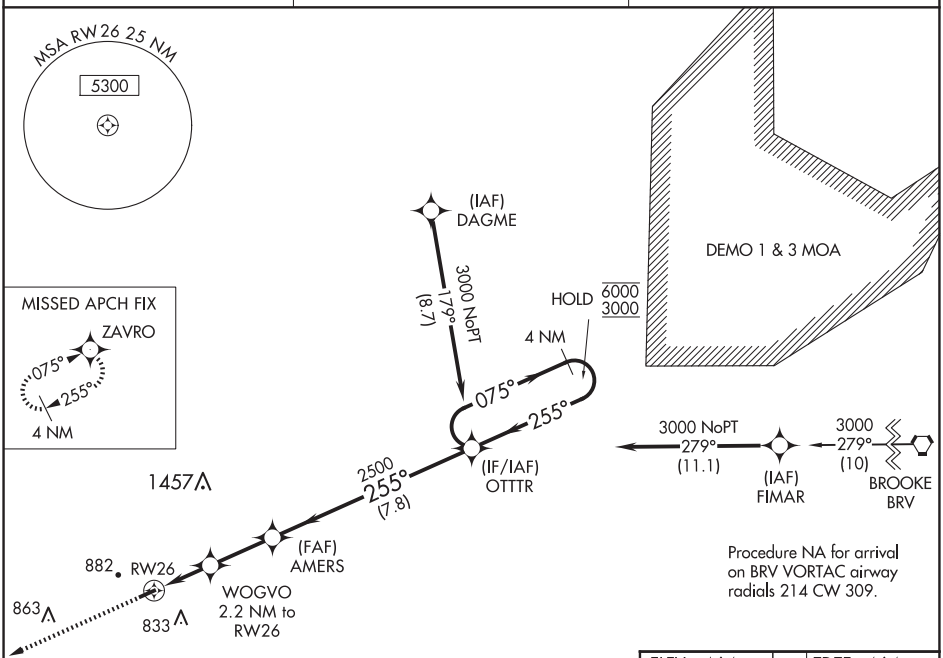
RNAV (GPS) RWY 26
ORANGE COUNTY (OMH)

RNP APCH - GPS.

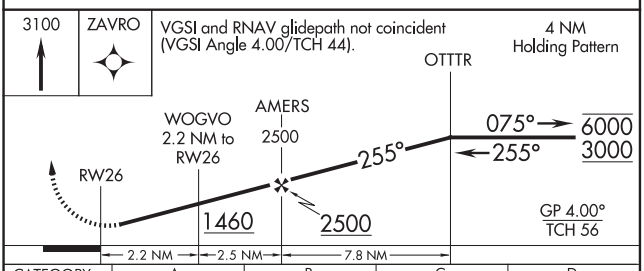
Procedure NA at night. Rwy 26 helicopter visibility reduction below 1SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

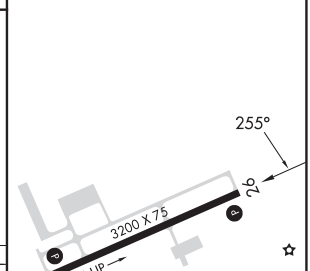
MISSED APPROACH: Climb to 3100 direct ZAVRO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L



ELEV 464	TDZE 464





CATEGORY		A	B	C	D
LPV	DA	808-1	344 (400-1)	NA	
LNAV/VNAV	DA	914-1⅜	450 (500-1⅜)	NA	
LNAV	MDA	1000-1	536 (600-1)	NA	
C CIRCLING		1320-1¼	856 (900-1¼)	NA	

MIRL Rwy 8-26 L
REIL Rwys 8 and 26 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ORANGE, VIRGINIA AL-6565 (FAA) 22363

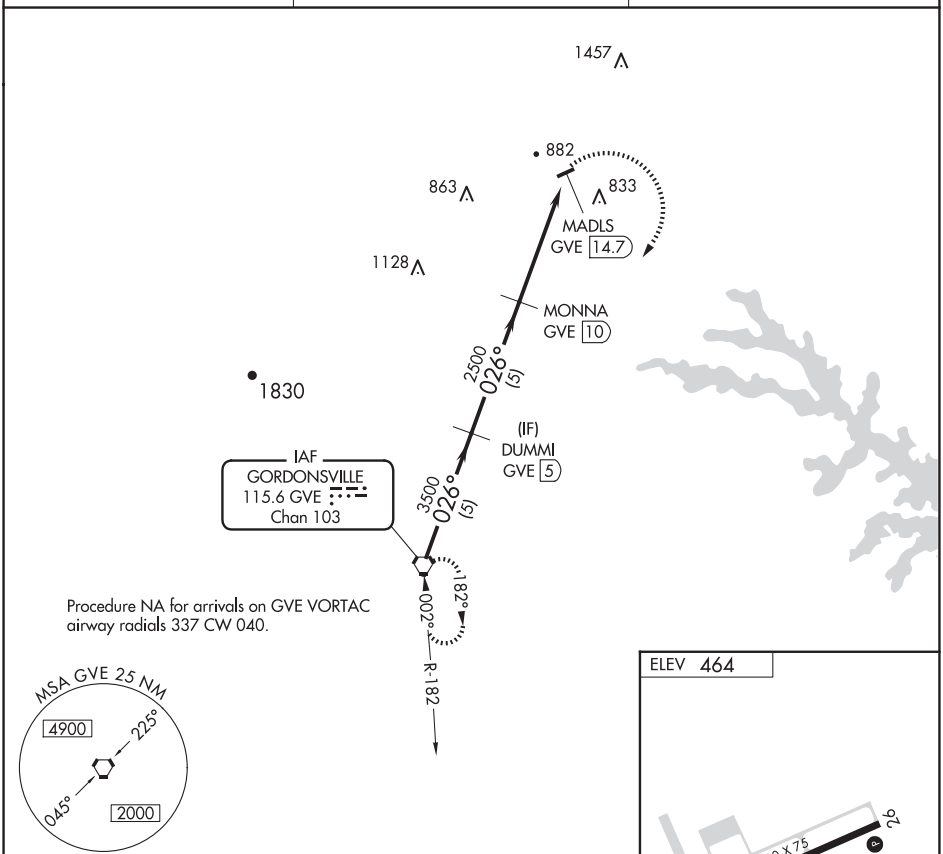
VORTAC GVE 115.6 Chan 103	APP CRS 026°	Rwy ldg N/A TDZE N/A Apt Elev 464

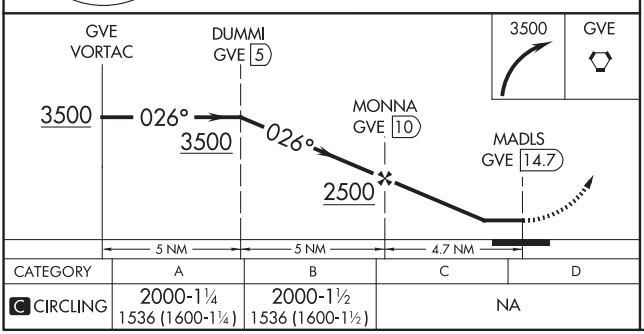
VOR/DME-A
ORANGE COUNTY (OMH)

Circling to Rwy 26 NA at night. When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDA 80 feet. Helicopter visibility reduction below 1 SM NA.

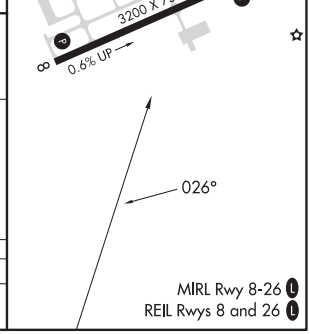
MISSED APPROACH: Climbing right turn to 3500 direct GVE VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
118.075	132.85 323.125	122.8 (CTAF) L





CATEGORY	A	B	C	D
C CIRCLING	2000-1¼ 1536 (1600-1¼)	2000-1½ 1536 (1600-1½)	NA	



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

PATUXENT RIVER, MARYLAND

ILS or LOC/DME RWY 6

LOC/DME I-NHK	APCH CRS	Rwy ldg 11,799
108.7	059°	TDZE 39
Chan 24		Arpt Elev 39

[USN]

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

* When ALS inop, increase vis to ¾ mile.
** When ALS inop, increase CAT AB vis to 1 mile; CAT CD vis to 1⅜ miles.

ALSF-1

MISSED APPROACH: Climb to 2500 heading 059° and intercept NHK TACAN R-055 to SPRIG and hold.

ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

*207

CAUTION: RWY 6 Auto-coupled approach NA below 380 ft MSL.

563

HOLD 8000 2500

NHK 16

055° 230K 235° R-055

SPRIG NHK 12

LOCALIZER 108.7 I-NHK Chan 24

339 291 202

DORME I-NHK 4.9

2500 to WETUT 240° (11.3)

NAS PATUXENT RIVER Chan 39(Y) NHK

(IF/IAF) WETUT I-NHK 10.9

1600 059° (6)

446

059° 230K 239° HOLD 8000 2500

239°

I-NHK 14.9

MSA NHK 25 NM 170° 2000 1600 025°

ELEV 39 TDZE 39

EMERG SAFE ALT 100 NM 5100

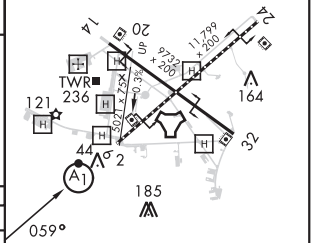
I-NHK 14.9 WETUT I-NHK 10.9 DORME I-NHK 4.9 I-NHK 1.5 MADSN I-NHK 0.7 TACAN

8000 2500 239° 059° 059° 1600

2500 NHK R-055 SPRIG NHK 12

GS 3.00° TCH 51

4.2 NM 0.5 NM



CATEGORY	A	B	C	D
S-ILS 6 *	239-½ 200 (200-½)			
S-LOC 6 **	500-½ 461 (500-½)		500-1 461 (500-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)

HIRL Rwy 6-24, 14-32
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

24305

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 6

APCH CRS	Rwy ldg	11,799
059°	TDZE	39
	Arpt Elev	39

- (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH

T * When ALS inop, increase vis to 1 3/8 miles.
** When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 3/8 miles.

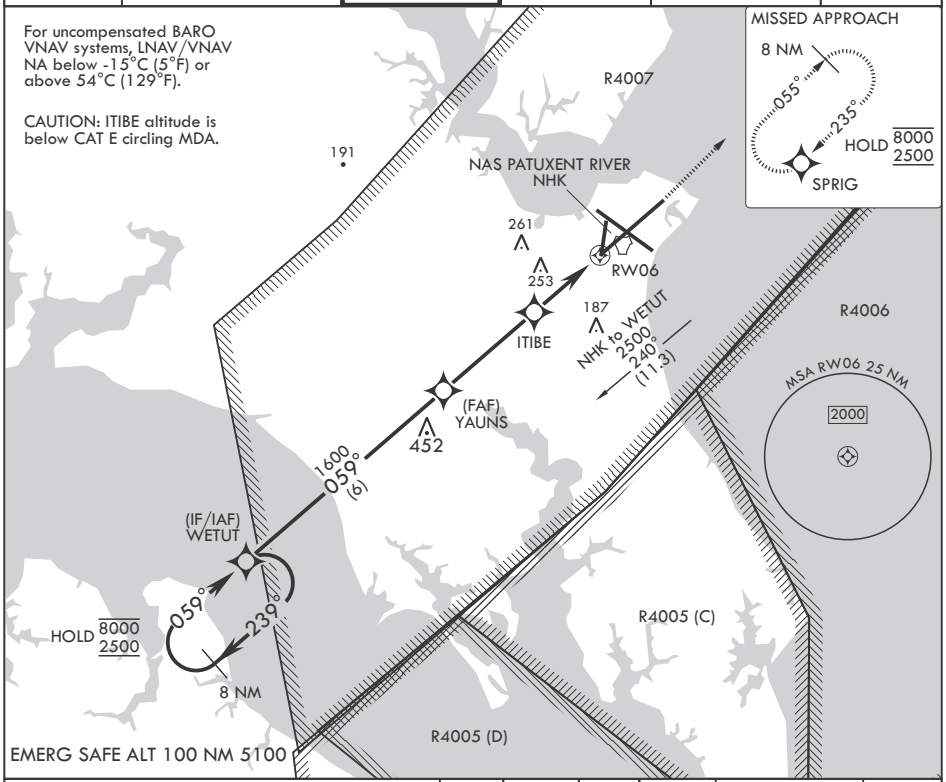
ALSF-1 (A1)

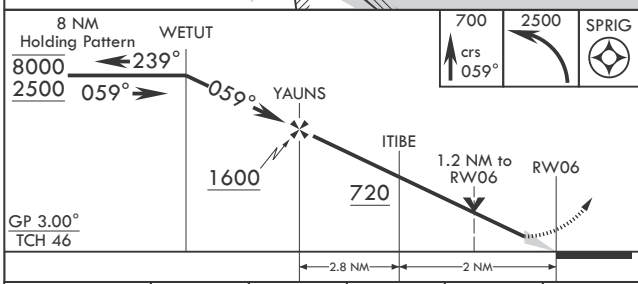
MISSED APPROACH: Climb to 700 then climbing left turn to 2500 direct SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

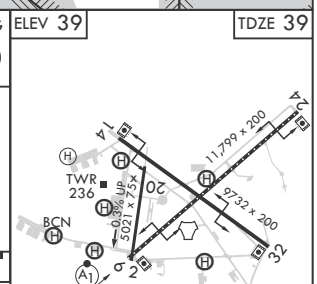
For uncompensated BARO VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (129°F).

CAUTION: ITIBE altitude is below CAT E circling MDA.





ELEV 39 TDZE 39



HIRL Rwys 6-24, 14-32
TDZL/CL Rwy 6

CATEGORY	A	B	C	D	E
LNAV/VNAV DA*	480-1⅜ 441 (500-1⅜)				
LNAV MDA**	480-1 441 (500-1)		480-1⅜ 441 (500-1⅜)		
C CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)	820-2¾ 781 (800-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 14

APCH CRS 136°	Rwy ldg 9732 TDZE 27 Arpt Elev 39

- (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

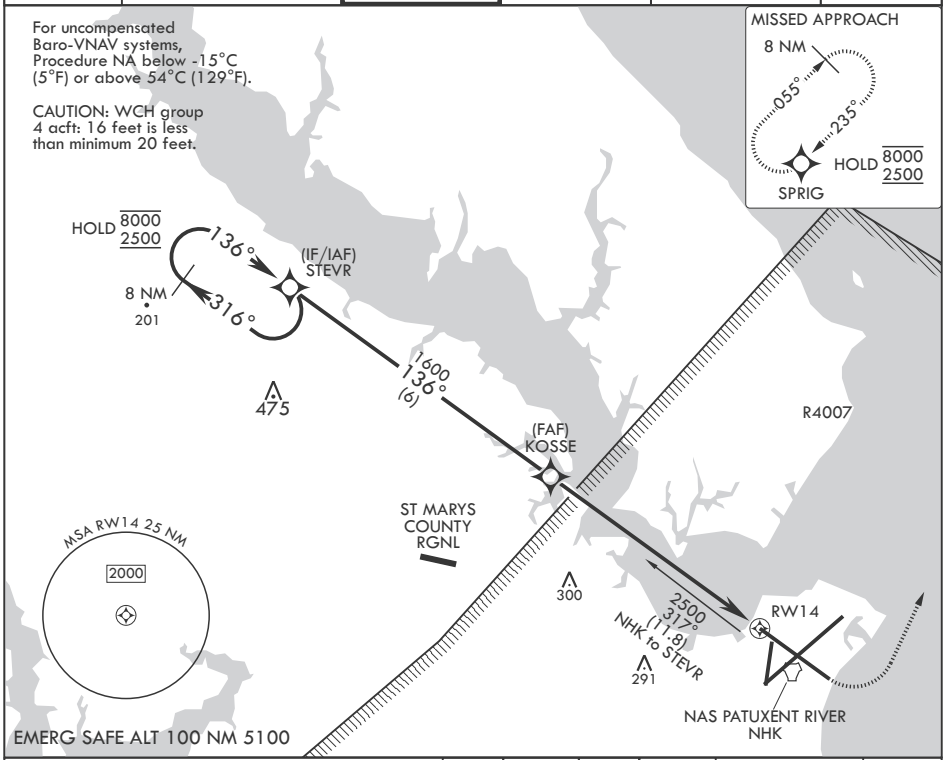
RNP APCH

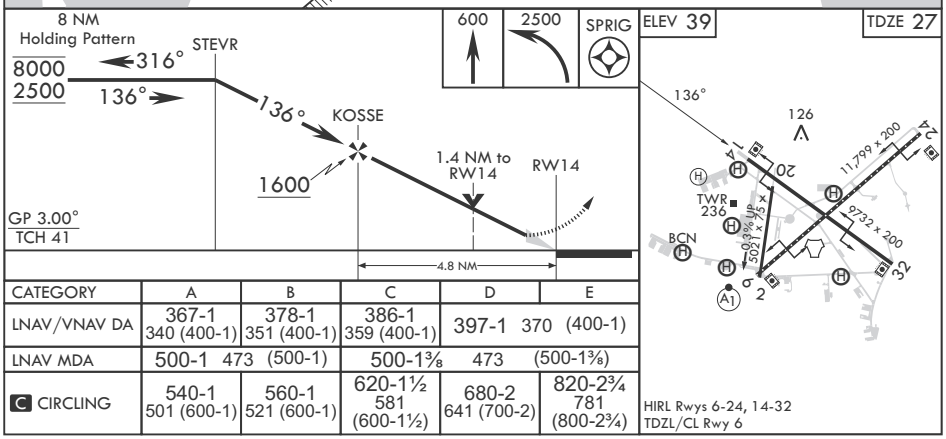
RADAR required

T

MISSED APPROACH: Climb to 600, then climbing left turn to 2500 direct SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D	E
LNAV/VNAV DA	367-1 340 (400-1)	378-1 351 (400-1)	386-1 359 (400-1)	397-1 370 (400-1)	
LNAV MDA	500-1 473 (500-1)		500-1⅜ 473 (500-1⅜)		
C CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24, 14-32
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 24

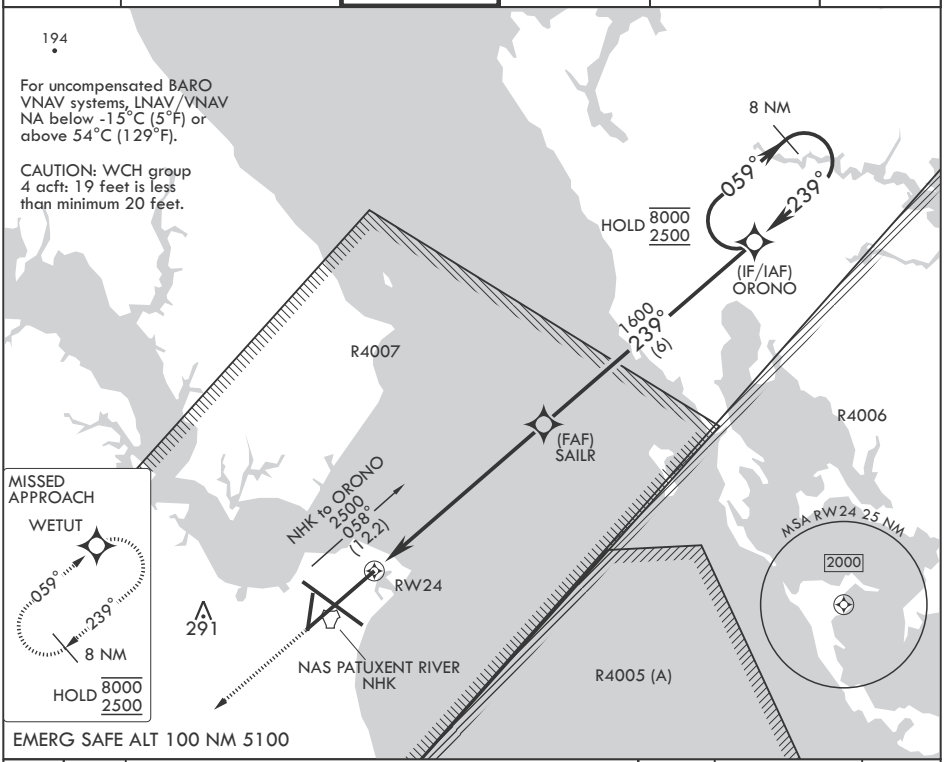
APCH CRS	Rwy ldg	11,799
239°	TDZE	20
	Arpt Elev	39

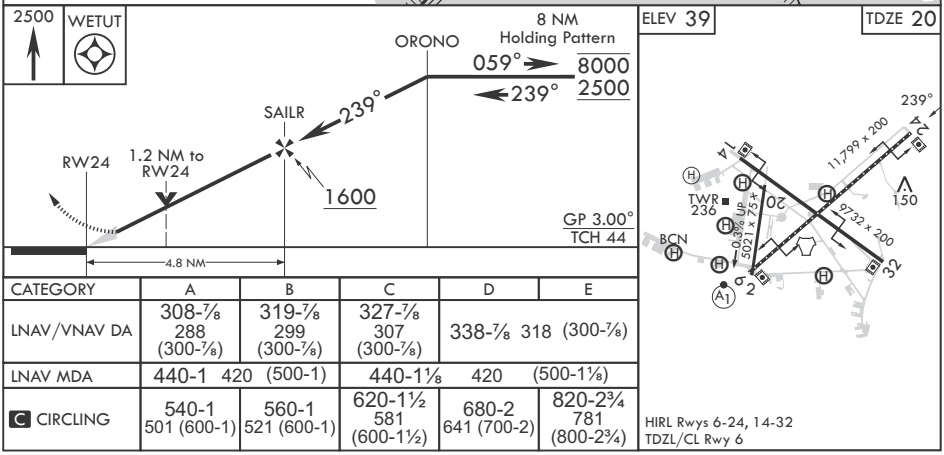
- (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH

MISSED APPROACH: Climb to 2500 direct WETUT and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D	E
LNAV/VNAV DA	308-⅞ 288 (300-⅞)	319-⅞ 299 (300-⅞)	327-⅞ 307 (300-⅞)	338-⅞ 318 (300-⅞)	
LNAV MDA	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)		
C CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24, 14-32
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

PATUXENT RIVER, MARYLAND

RNAV (GPS) RWY 32

APCH CRS 316°	Rwy ldg 9732	
	TDZE 18	
	Arpt Elev 39	

(USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

RNP APCH

MISSED APPROACH: Climb to 600, then climbing right turn to 2500 direct SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	

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

EMERG SAFE ALT 100 NM 5100

600 crs 316° 2500 SPRIG

8 NM Holding Pattern

ELEV 39 TDZE 18

CATEGORY	A	B	C	D	E
LNAV/VNAV DA	295-⅞ 277 (300-⅞)	306-⅞ 288 (300-⅞)	314-⅞ 296 (300-⅞)	325-⅞ 307 (300-⅞)	
LNAV MDA	420-1 402 (400-1)		420-1⅛ 402 (400-1⅛)		
C CIRCLING	540-1 501 (600-1)	560-1 521 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)	820-2¾ 781 (800-2¾)

HIRL Rwys 6-24, 14-32
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

24305

PATUXENT RIVER, MARYLAND

TACAN Z RWY 6

TACAN NHK Chan 39 (Y)	APCH CRS 067°	Rwy ldg 11,799 TDZE 39 Arpt Elev 39

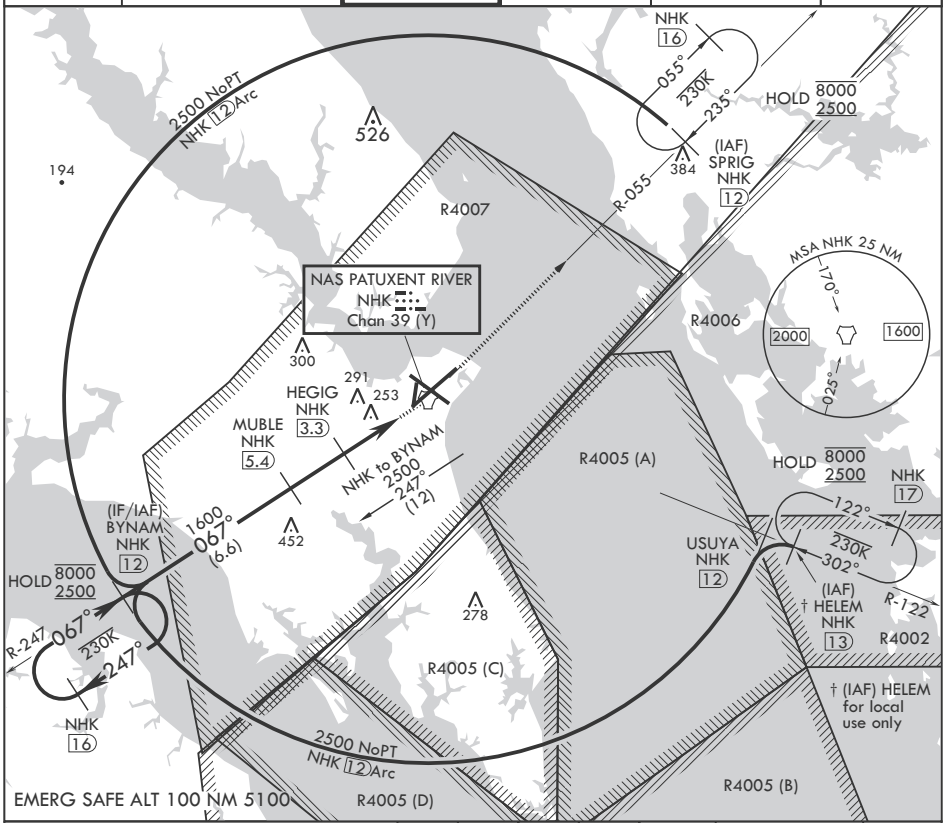
- (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

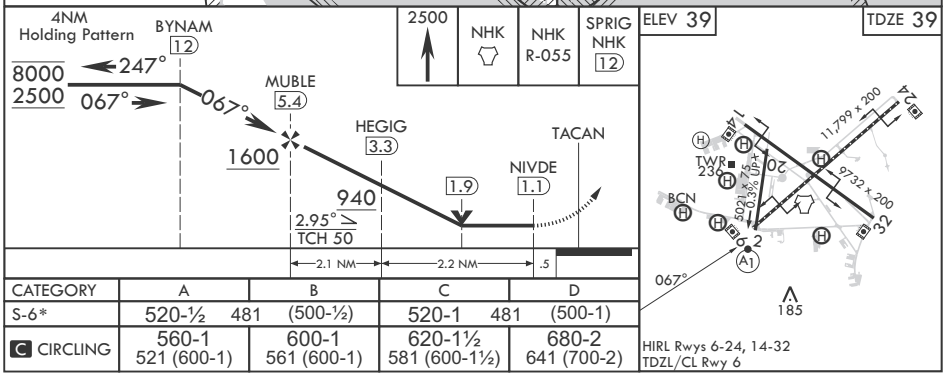
T * When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1 3/8 miles.

ALSF-1 (A1)

MISSED APPROACH: Climb to 2500 direct NHK TACAN and NHK R-055 to SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-6*	520-½ 481	(500-½)	520-1 481	(500-1)
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)

HIRL Rwys 6-24, 14-32
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

PATUXENT RIVER, MARYLAND

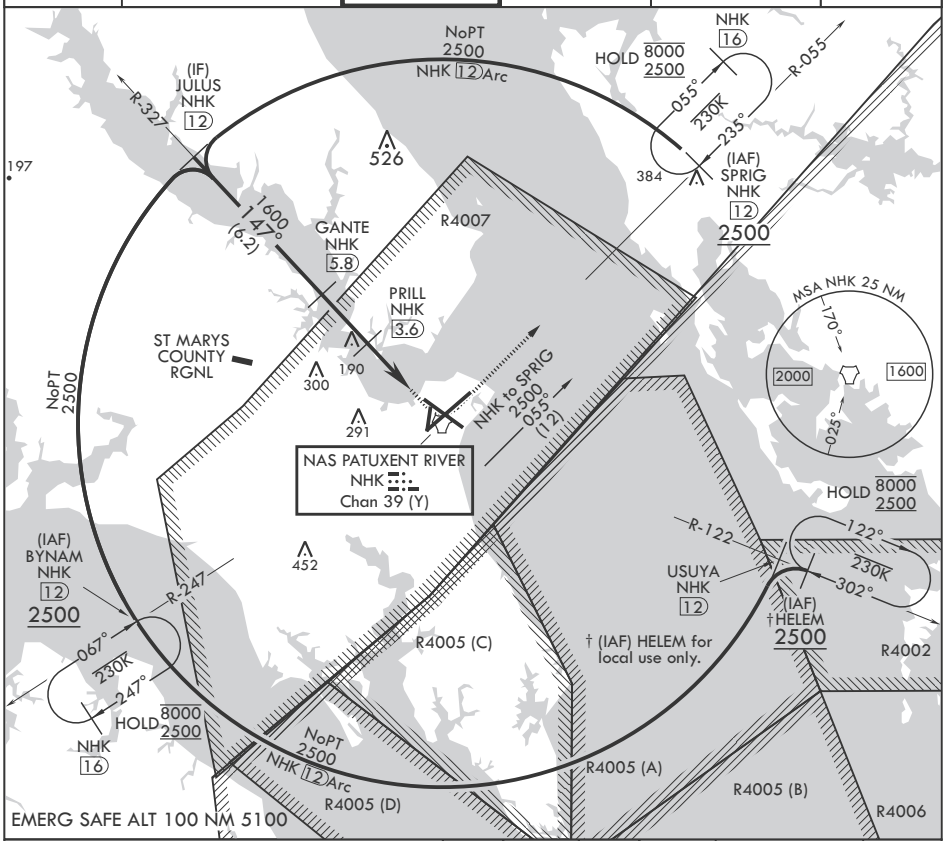
TACAN Z RWY 14

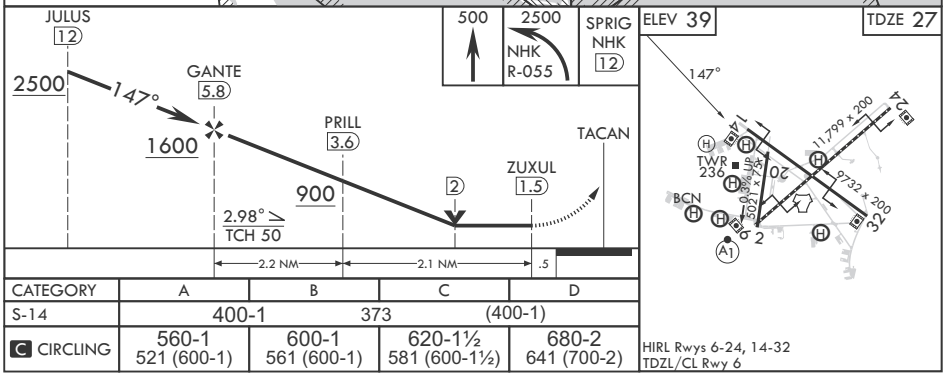
TACAN NHK Chan 39 (Y)	APCH CRS 147°	Rwy ldg 9732 TDZE 27 Arpt Elev 39

- (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing left turn to 2500 on NHK TACAN R-055 to SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-14	400-1	373	(400-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)

HIRL Rwys 6-24, 14-32
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

24305

PATUXENT RIVER, MARYLAND

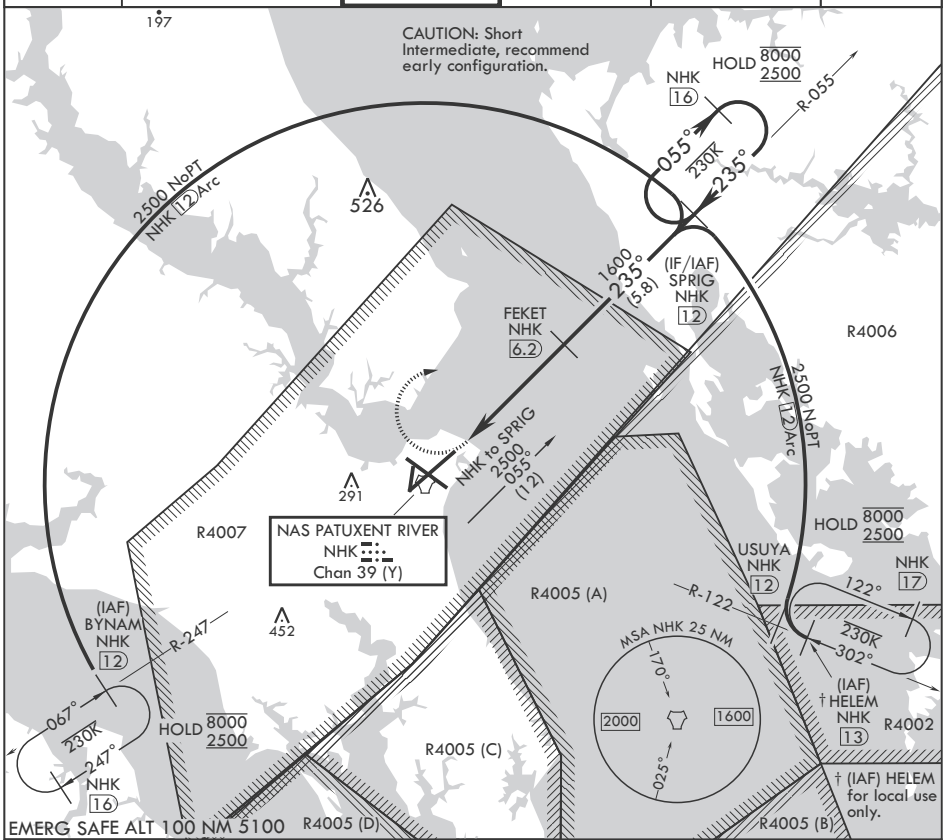
TACAN Z RWY 24

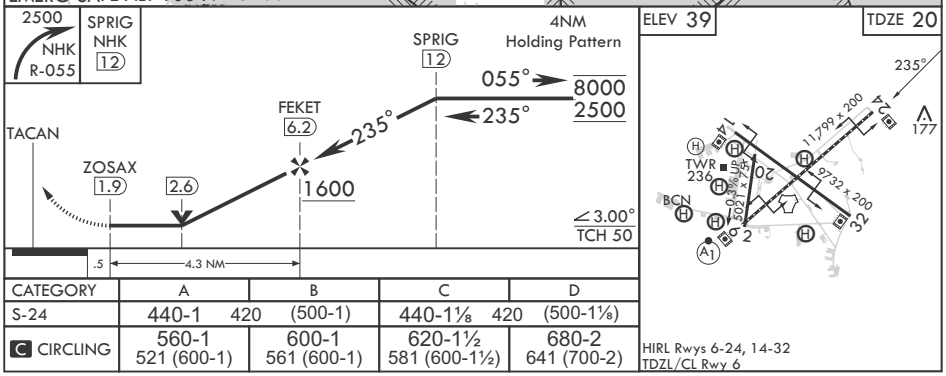
TACAN NHK Chan 39 (Y)	APCH CRS 235°	Rwy ldg 11,799 TDZE 20 Arpt Elev 39

- (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climbing right turn to 2500 and intercept NHK TACAN R-055 to SPRIG and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	





CATEGORY	A	B	C	D
S-24	440-1 420 (500-1)		440-1⅛ 420 (500-1⅛)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)

HIRL Rwys 6-24, 14-32
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

PATUXENT RIVER, MARYLAND

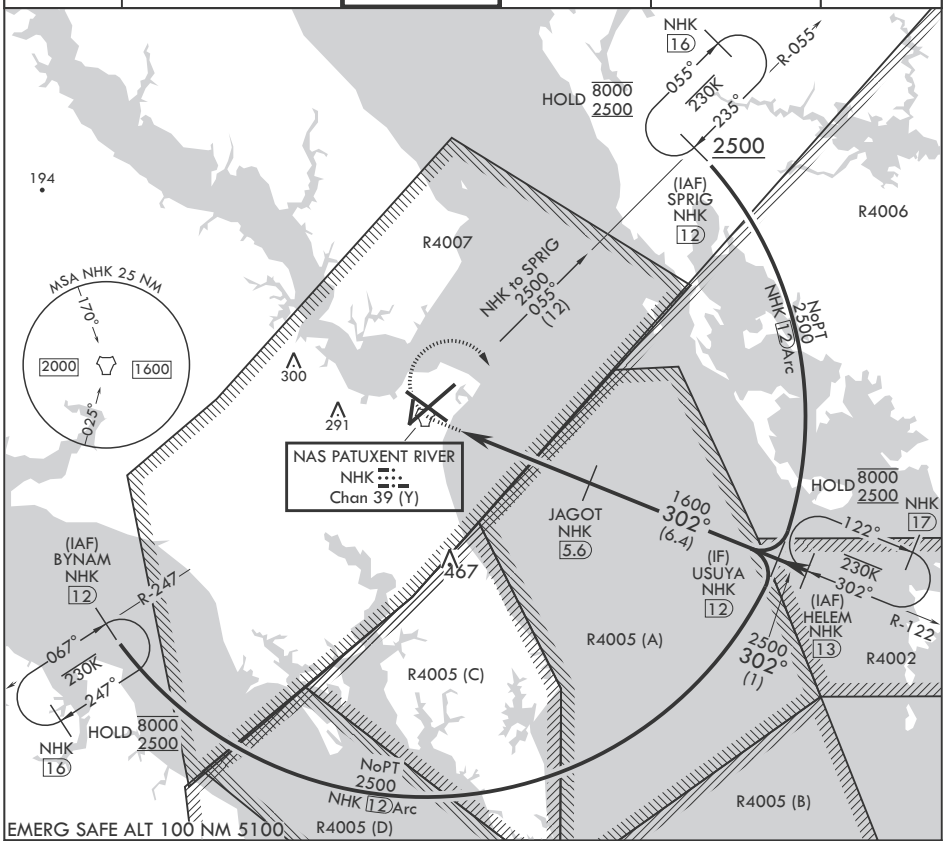
TACAN Z RWY 32

TACAN NHK Chan 39 (Y)	APCH CRS 302°	Rwy ldg 9732 TDZE 18 Arpt Elev 39

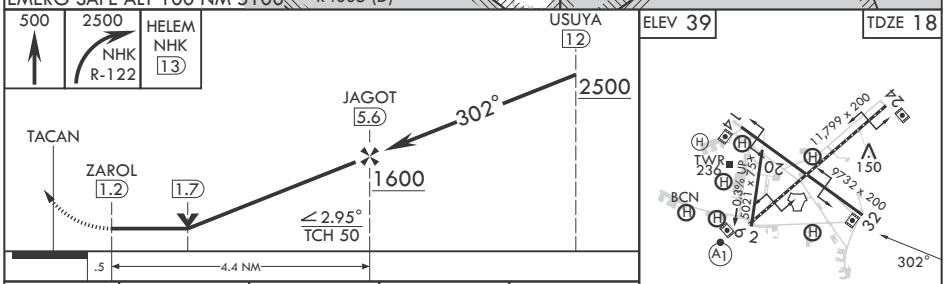
- (USN) PATUXENT RIVER NAS (TRAPNELL FLD) (KNHK)

MISSED APPROACH: Climb to 500, then climbing right turn to 2500 on NHK TACAN R-122 to HELEM and hold.

ATIS	APP CON/DEP CON★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



EMERG SAFE ALT 100 NM 5100



CATEGORY	A	B	C	D
S-32	400-1 382 (400-1)		400-1⅛ 382 (400-1⅛)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)

HIRL Rwys 6-24, 14-32
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

PATUXENT RIVER, MARYLAND

25107

NDB/DME RWY 6

NDB NHK	APCH CRS	Rwy ldg 11,799
400	065°	TDZE 39
		Arpt Elev 39

[USN] PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

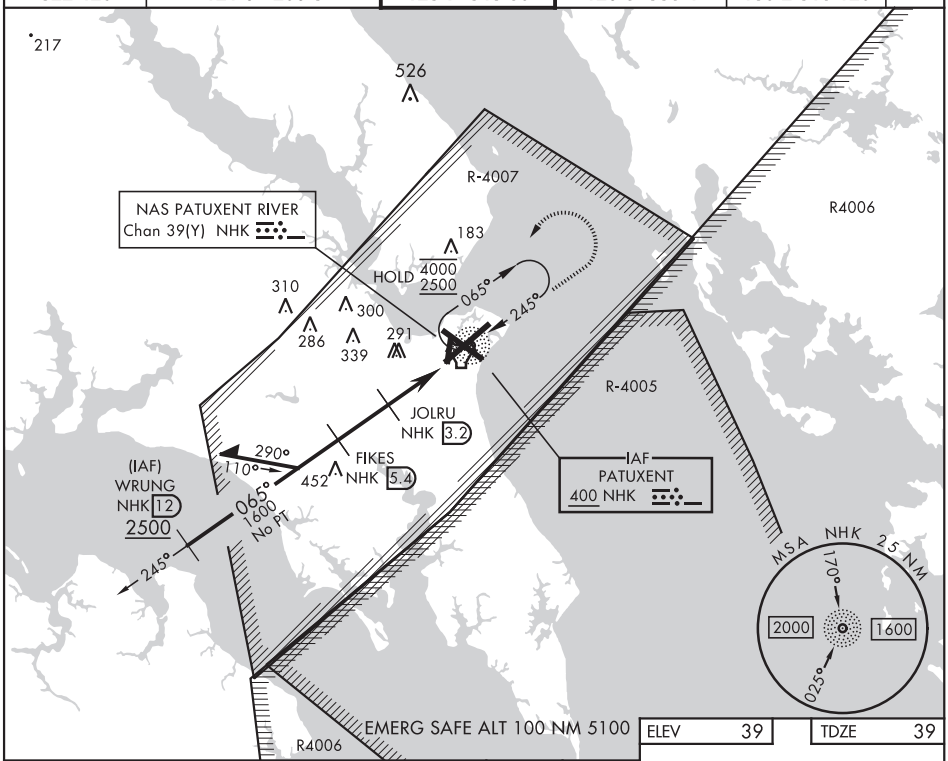
DME or RADAR required

* When ALS inop, increase CAT AB vis to 1 mile, CAT CD vis to 1½ miles.

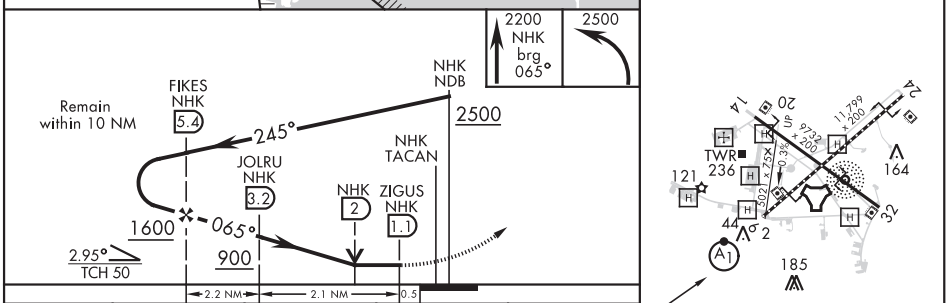
ALSF-1

MISSED APPROACH: Climb to 2200 on 065° bearing from NHK NDB, then climbing left turn to 2500 direct NHK NDB and hold.

ATIS	APP/DEP CON ★	TOWER	GND CON	CLNC DEL	ASR/PAR
322.425	121.0 250.3	123.7 343.65	120.6 336.4	135.2 316.125	



ELEV 39 TDZE 39

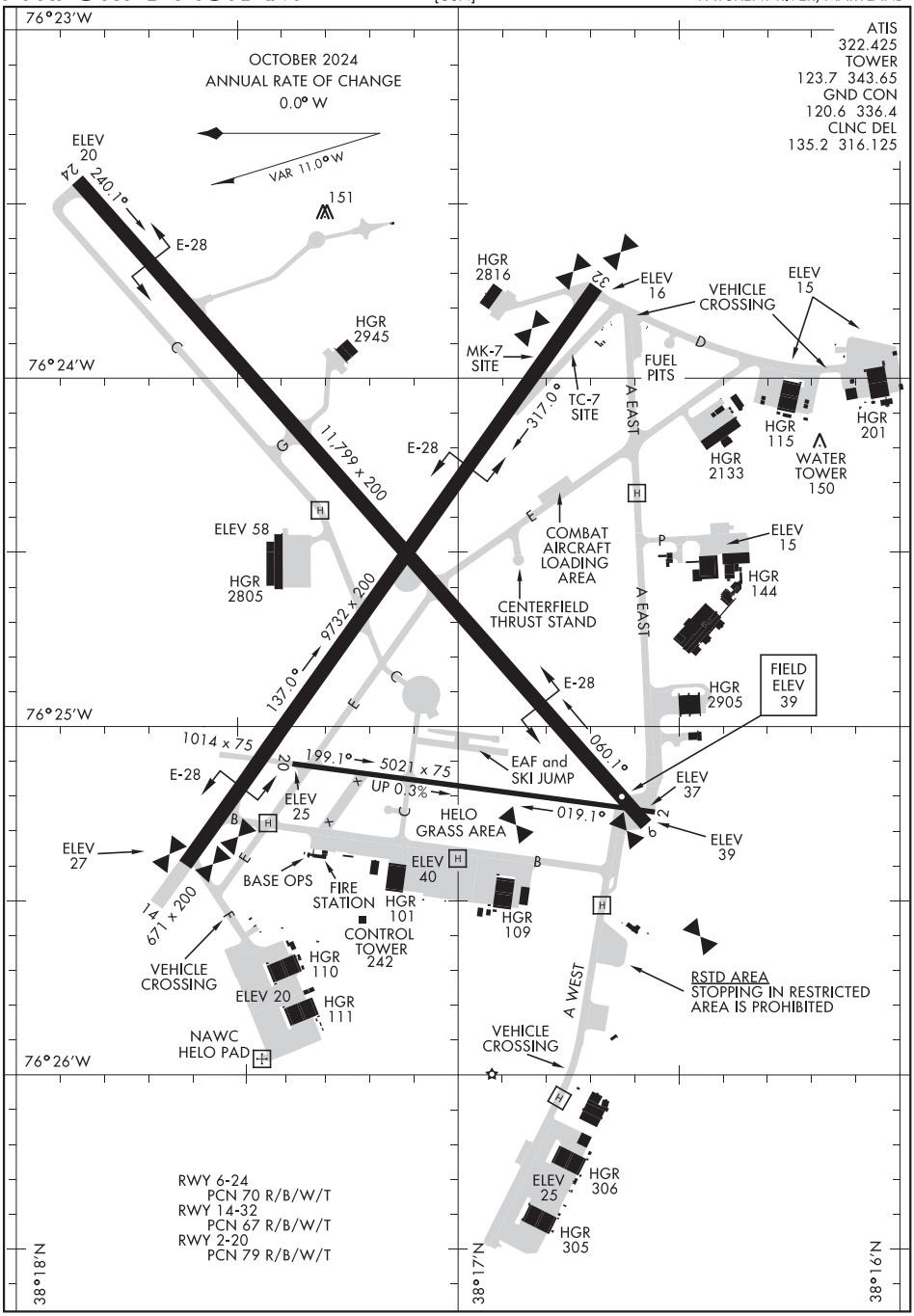


CATEGORY	A	B	C	D
S-6 *	560-¾ 521 (600-¾)		560-1 521 (600-1)	
C CIRCLING	560-1 521 (600-1)	600-1 561 (600-1)	620-1½ 581 (600-1½)	680-2 641 (700-2)

HIRL Rwy 14-32, 6-24
TDZL/CL Rwy 6

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25163

PATUXENT RIVER NAS (TRAPNELL FIELD) (KNHK)

SWABY NINE DEPARTURE (SWABY9.SWABY)

[USN] PATUXENT RIVER, MARYLAND

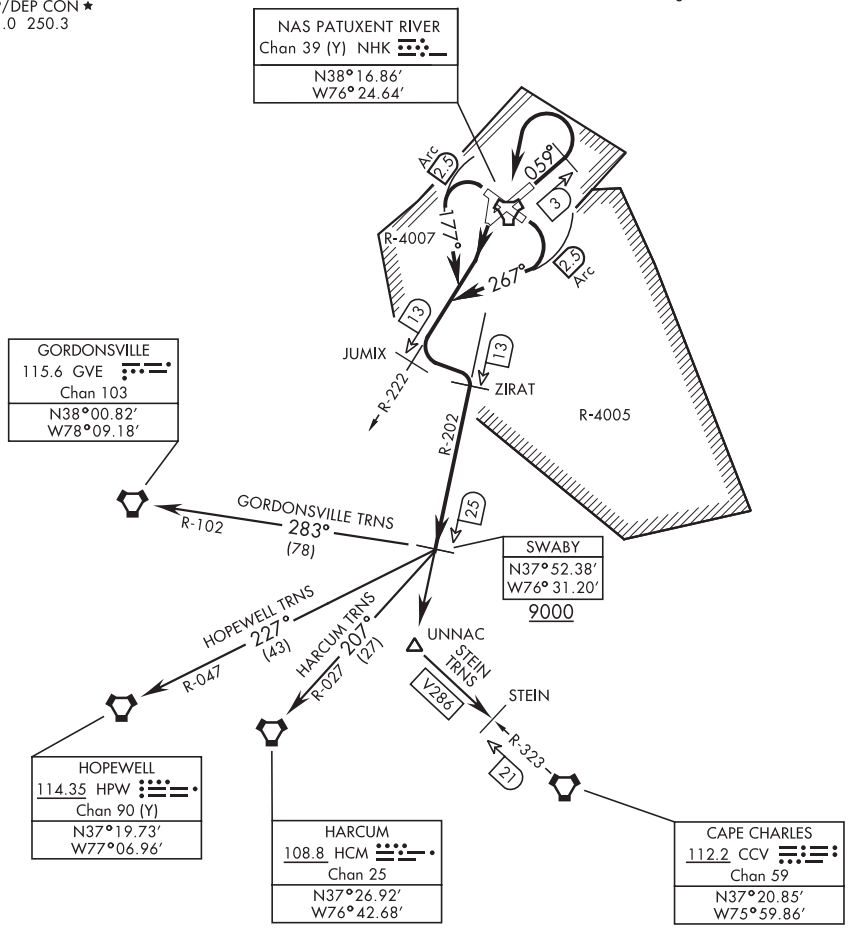
TACAN required

Knots	60	120	180	240	300	360
V/V(fpm)	310	620	930	1240	1550	1860

ATC Climb Rate to 9000

ATIS 322.425
CLNC DEL
135.2 316.125
GND CON
120.6 336.4
TOWER
123.7 343.65
APP/DEP CON ★
121.0 250.3

Departure Rwy 2-20 not authorized.
Minimum filing alt 10,000.



ATC BRIEF
REQUIRED
135.2 316.125

Note: Chart not to scale

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 6: Climb heading 059°, at NHK TACAN 3 DME turn left direct NHK thence...

TAKEOFF RWY 14: Climbing right turn heading 267° within NHK TACAN 2.5 DME to intercept NHK R-222, thence...

TAKEOFF RWY 24: Climbing left turn to intercept NHK TACAN R-222, thence...

TAKEOFF RWY 32: Climbing left turn heading 177°, to intercept NHK TACAN R-222, thence...

...Then on NHK R-222 to JUMIX. Climbing left turn to intercept 13 DME arc to ZIRAT, then turn right on R-202 to SWABY. Then on assigned transition or expect radar vectors.

GORDONSVILLE TRANSITION (SWABY9.GVE): Cross SWABY at or above 9,000, then on GVE VORTAC R-102 to GVE.

HARCUM TRANSITION (SWABY9.HCM): Cross SWABY at or above 9,000, then on HCM VORTAC R-027 to HCM.

HOPEWELL TRANSITION (SWABY9.HPW): Cross SWABY at or above 9,000, then on HPW VORTAC R-047 to HPW.

STEIN TRANSITION (SWABY9.STEIN): Cross SWABY at or above 9,000, then on NHK R-202 to UNNAC, then on CCV VORTAC R-323 to STEIN.

NE-3, 12 JUN 2025 to 07 AUG 2025

PETERSBURG, VIRGINIA | AL-5664 (FAA) | 24081

WAAS CH 70705 W05A	APP CRS 051°	Rwy ldg 5002 TDZE 193 Apt Elev 193

RNAV (GPS) RWY 5
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

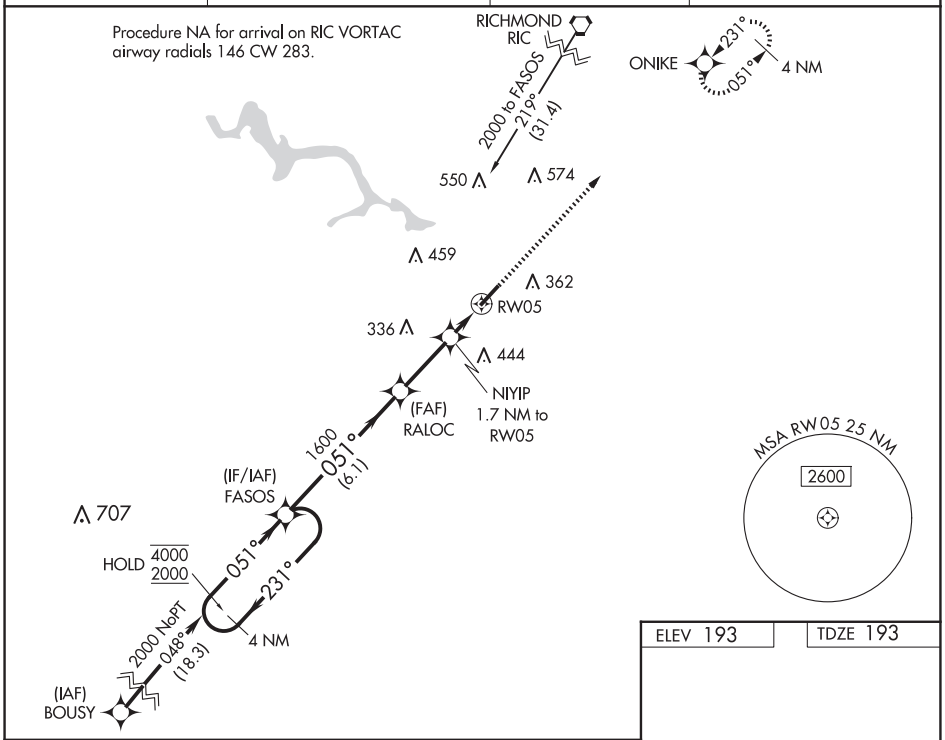
RNP APCH - GPS.

Inop table does not apply to LPV all Cats, LNAV/VNAV all Cats and LNAV Cat A and B. Rwy 5 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

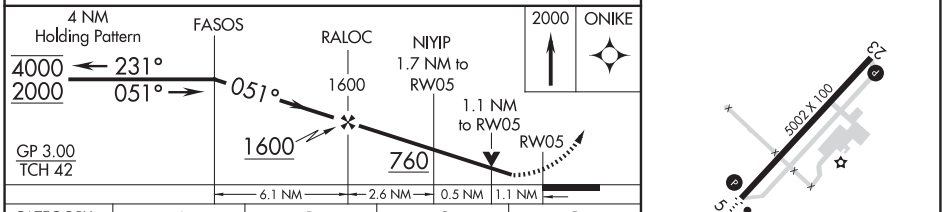
ODALS

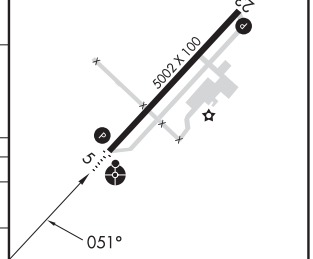
MISSED APPROACH: Climb to 2000 direct ONIKE and hold.

AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	126.75	307.2	135.075	122.7 (CTAF) L



ELEV 193	TDZE 193





CATEGORY	A	B	C	D
LPV DA	511-1	318 (400- 1)		NA
LNAV/VNAV DA	597-1	404 (500-1)		NA
LNAV MDA	600-1	407 (500-1)		NA
CIRCLING	680-1	487 (500- 1)	760-1½ 567 (600-1½)	NA

MIRL Rwy 5-23 L
REIL Rwy 23 L

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86706 W23A	APP CRS 231°	Rwy ldg 5002 TDZE 191 Apt Elev 193

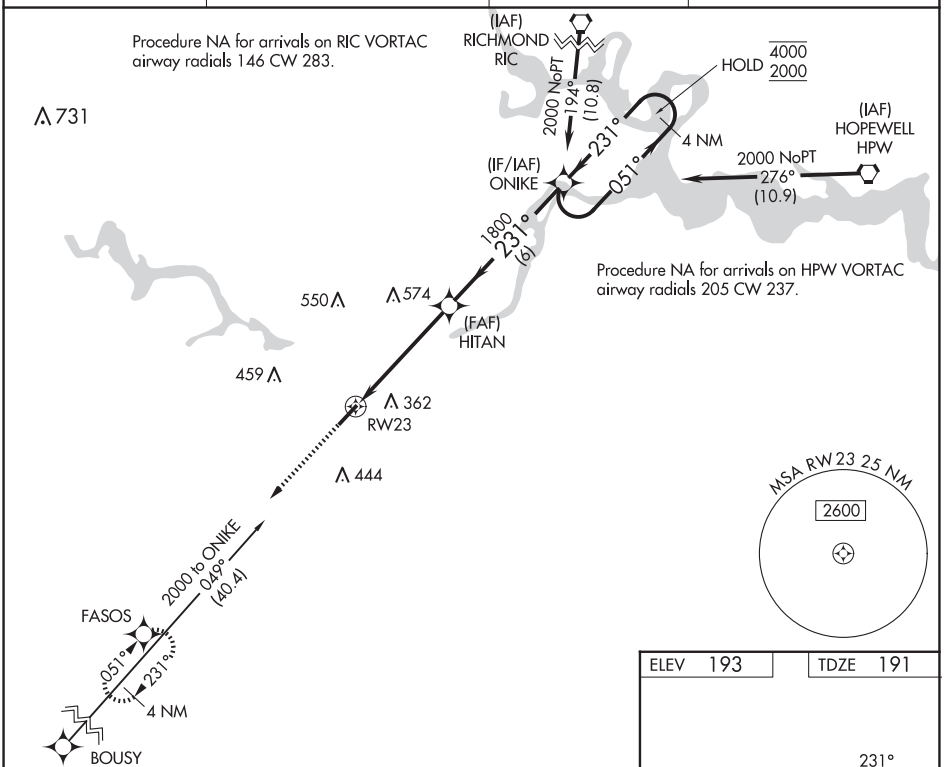
RNAV (GPS) RWY 23
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

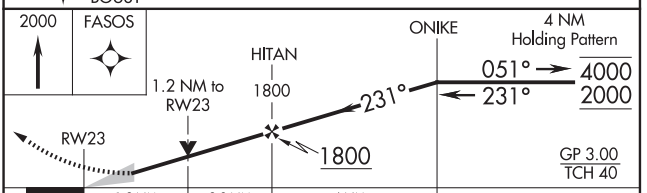
RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2000 direct FASOS and hold.

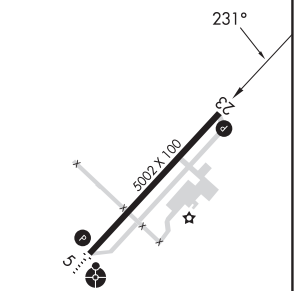
AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	126.75	307.2	135.075	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	441-¾ 250 (300-¾)			NA
LNAV/VNAV DA	490-⅞ 299 (300-⅞)			NA
LNAV MDA	600-1 409 (500- 1)		600-1 ⅛ 409 (500-1⅛)	NA
CIRCLING	680-1 487 (500- 1)		760-1½ 567 (600-1½)	NA

ELEV 193 TDZE 191



MIRL Rwy 5-23 L
REIL Rwy 23 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

PETERSBURG, VIRGINIA AL-5664 (FAA) 24025

LOC RWY 5

TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

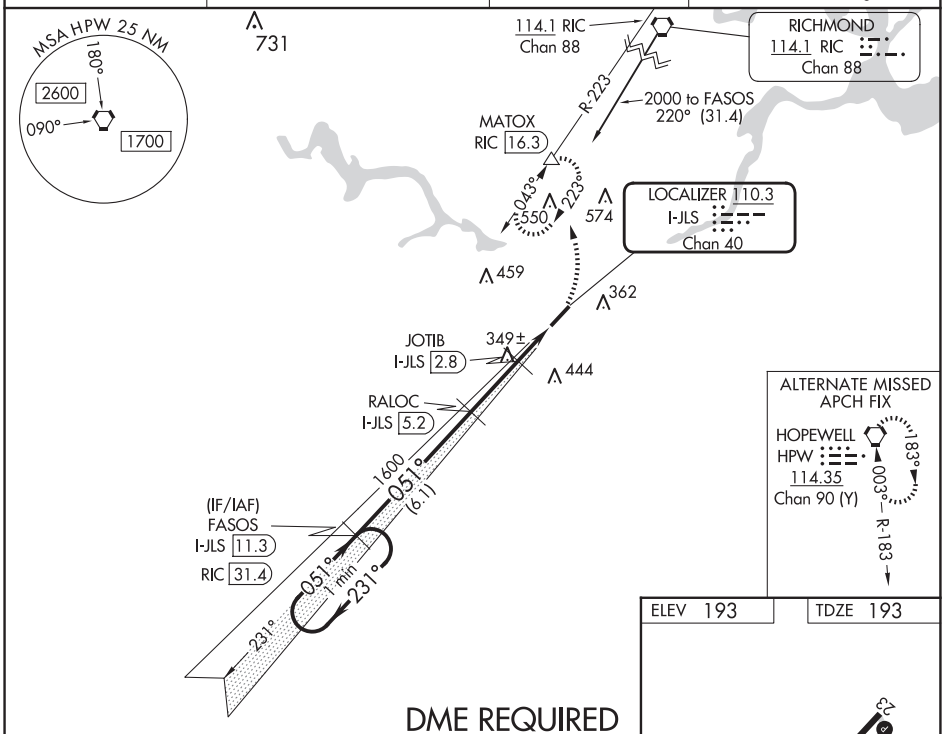
LOC/DME I-JLS	APP CRS	Rwy ldg	5002
110.3	051°	TDZE	193
		Apt Elev	193

DME required. Helicopter visibility reduction below ¾ SM NA. VDP NA when using Richmond Exec/Chesterfield County altimeter setting. When local altimeter setting not received, use Richmond Exec/Chesterfield County altimeter setting and increase all MDA 40 feet; increase S-LOC 5 Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. For inop ODALS, increase S-LOC 5 Cat C visibility to 1⅛ mile. Inop table does not apply to S-LOC 5 Cat A and B. Inop table does not apply to S-LOC Cat A and B when using Richmond Exec/Chesterfield County altimeter setting.

ODALS

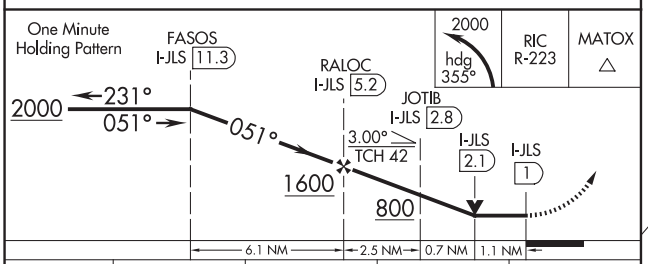
MISSED APPROACH: Climbing left turn to 2000 on heading 355° and on RIC VORTAC R-223 to MATOX/RIC 16.3 DME and hold.

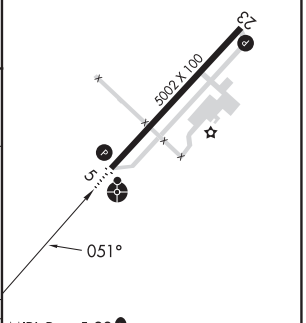
AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	126.75	307.2	135.075	122.7 (CTAF) L



DME REQUIRED

ELEV 193 TDZE 193





MIRL Rwy 5-23 L
REIL Rwy 23 L

CATEGORY	A	B	C	D
S-5	600-1 407 (500-1)			NA
C CIRCLING	680-1 487 (500-1)		760-1½ 567 (600-1½)	NA

FAF to MAP 4.3 NM					
Knots	60	90	120	150	180
Min:Sec	4:18	2:52	2:09	1:43	1:26

NE-3, 12 JUN 2025 to 07 AUG 2025

VOR RWY 23

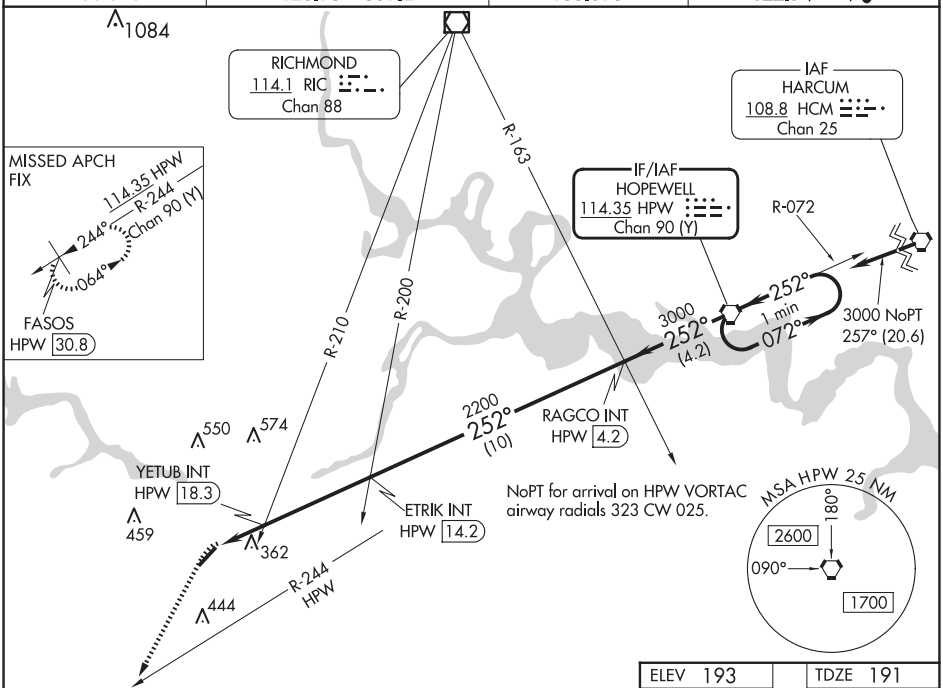
TRI CITIES EXEC/DINWIDDIE COUNTY (PTB)

VORTAC HPW	APP CRS	Rwy ldg	5002
114.35	252°	TDZE	191
Chan 90 (Y)		Apt Elev	193

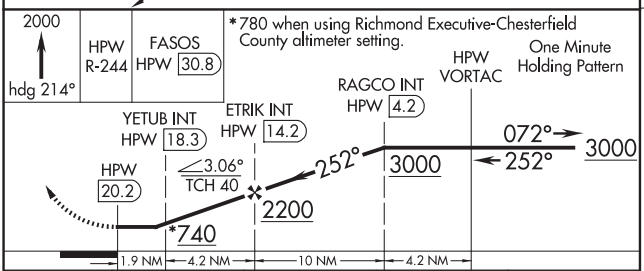
When local altimeter setting not received, use Richmond Exec/Chesterfield County altimeter setting and increase all MDA 40 feet; increase S-23 Cat C and Circling Cat C visibility ⅛ mile and YETUB fix minimums S-23 Cat C visibility ⅛ mile and Circling Cat C visibility ¼ mile. DME required.

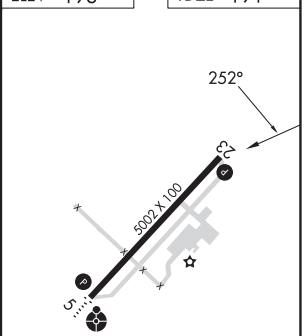
MISSED APPROACH: Climb to 2000 on heading 214° and HPW R-244 to FASOS/HPW 30.8 DME and hold.

AWOS-3	POTOMAC APP CON		GCO	UNICOM
133.325	126.75	307.2	135.075	122.7 (CTAF) L



ELEV 193 TDZE 191





MIRL Rwy 5-23 L
REIL Rwy 23 L

CATEGORY	A	B	C	D
S-23	740-1 549 (600-1)		740-1⅝ 549 (600-1⅝)	NA
C CIRCLING	740-1 547 (600-1)		760-1⅝ 567 (600-1⅝)	NA
YETUB FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-23	620-1 429 (500-1)		620-1¼ 429 (500-1¼)	NA
C CIRCLING	680-1 487 (500-1)		760-1½ 567 (600-1½)	NA

FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

25107

ABERDEEN, MARYLAND

RNAV (GPS) RWY 22

- (USA)

PHILLIPS AAF (ABERDEEN PROVING GROUND) (KAPG)

WAAS CH 70342 W22A	APCH CRS 218°	Rwy ldg 7998 TDZE 45 Arpt Elev 45

RNP APCH-GPS

T ** Circling NA SE of RWY 4-22.
A

MISSED APPROACH: Climb to 500, then climbing right turn to 2000 direct SUDOY and hold.

POTOMAC APP CON/DEP CON	ADVSY★
125.525 291.625	126.15 (CTAF) L

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C (9°F) or above 54°C (130°F).

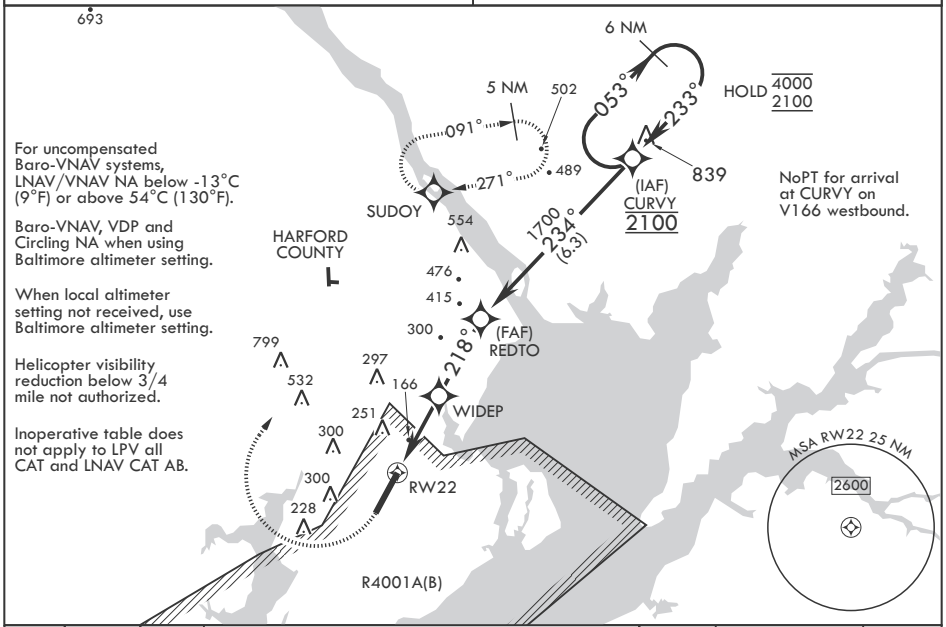
Baro-VNAV, VDP and Circling NA when using Baltimore altimeter setting.

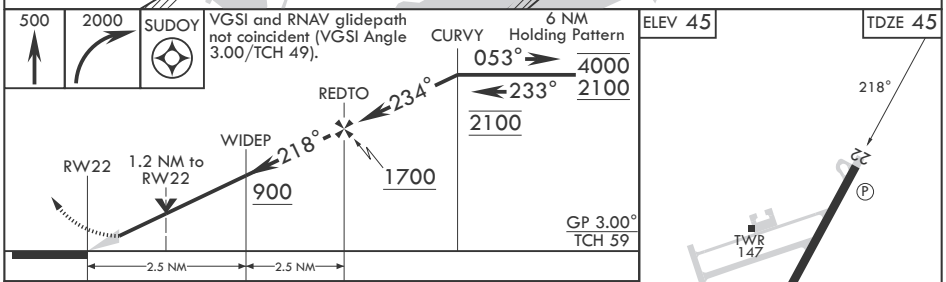
When local altimeter setting not received, use Baltimore altimeter setting.

Helicopter visibility reduction below 3/4 mile not authorized.

Inoperative table does not apply to LPV all CAT and LNAV CAT AB.

NoPT for arrival at CURVY on V166 westbound.





CATEGORY	A	B	C	D
LPV DA	295-1 250 (300-1)			
LNAV/VNAV DA	560-1⅜ 515 (600-1⅜)			
LNAV MDA	560-1 515 (600-1)		560-1⅜ 515 (600-1⅜)	
C CIRCLING**	560-1 515 (600-1)	640-1 595 (600-1)	680-1¾ 635 (700-1¾)	880-2¾ 835 (900-2¾)
BALTIMORE WASHINGTON INTL ALTIMETER SETTING MINIMUMS				
LPV DA	376-1¼ 281 (300-1¼)			
LNAV/VNAV DA	657-1¾ 612 (600-1¾)			
LNAV MDA	660-1¼ 515 (700-1¼)		660-1¾ 515 (700-1¾)	
C CIRCLING**	660-1 615 (700-1¼)	740-1¼ 695 (700-1¼)	780-2 735 (800-2)	961-3 916 (1000-3)

HIRL all Rwys L
REIL Rwy 22 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

QUANTICO, VIRGINIA

ILS or LOC/DME RWY 2

LOC/DME I-NYG	APCH CRS	Rwy ldg 4250
108.3	023°	TDZE 9
Chan 20		Arpt Elev 10

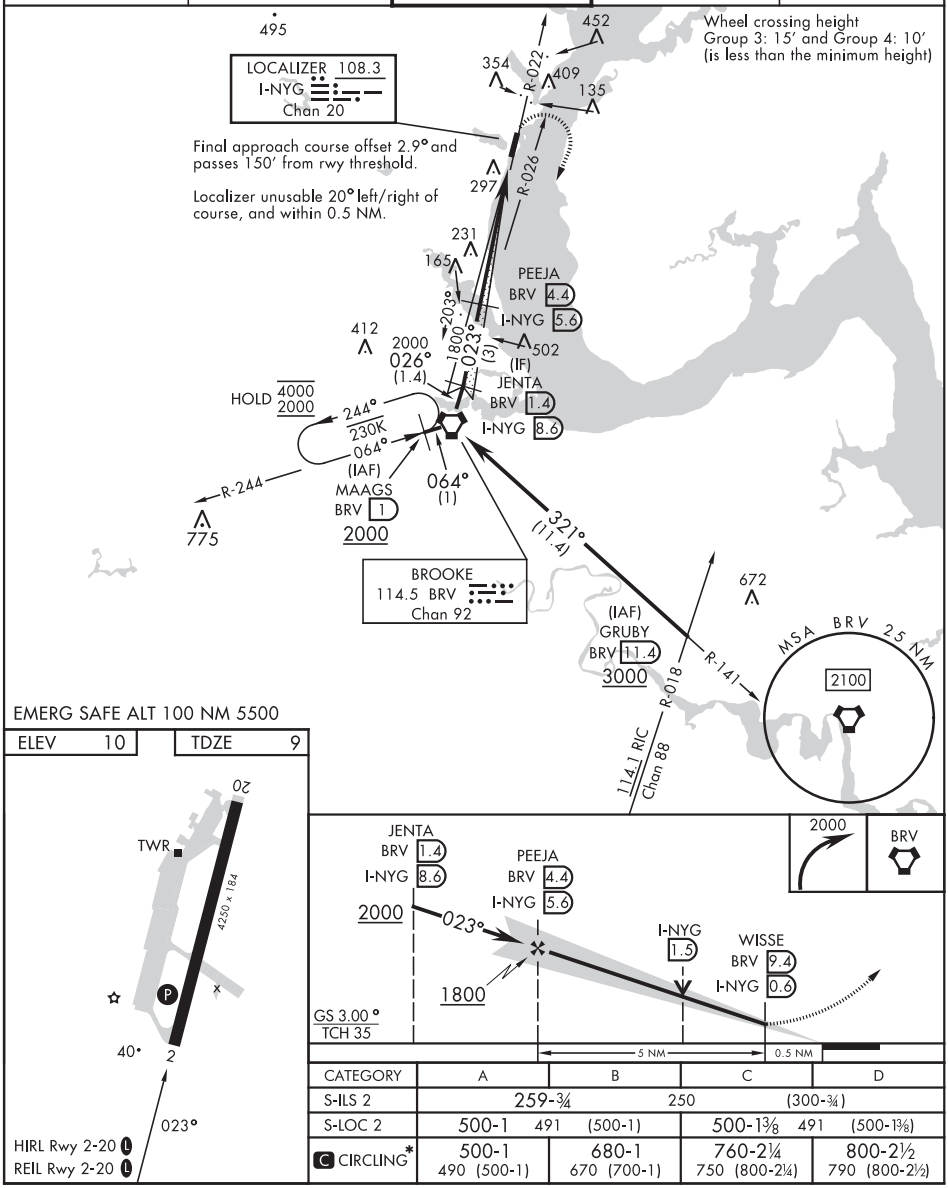
[USN] QUANTICO MCAF (TURNER FLD) (KNYG)

TACAN required.

* Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via BRV R-244 to MAGGS and hold.

ATIS	POTOMAC APP/DEP CON	TOWER *	GND CON	ASR
263.15	128.525 306.925	118.6 (CTAF) L 360.2	121.75 348.7	



CATEGORY	A	B	C	D
S-ILS 2	259-¾ 250 (300-¾)			
S-LOC 2	500-1 491 (500-1)		500-1⅜ 491 (500-1⅜)	
C CIRCLING*	500-1 490 (500-1)	680-1 670 (700-1)	760-2¼ 750 (800-2¼)	800-2½ 790 (800-2½)

QUANTICO, VIRGINIA 38°30′N-77°18′W QUANTICO MCAF (TURNER FLD) (KNYG)

Amdt 1 29DEC22

ILS or LOC/DME RWY 2

NE-3, 12 JUN 2025 to 07 AUG 2025

25051

QUANTICO, VIRGINIA

RNAV (GPS) RWY 2

QUANTICO MCAF (TURNER FLD) (KNYG)

APCH CRS	Rwy ldg	4250
026°	TDZE	9
	Arpt Elev	10

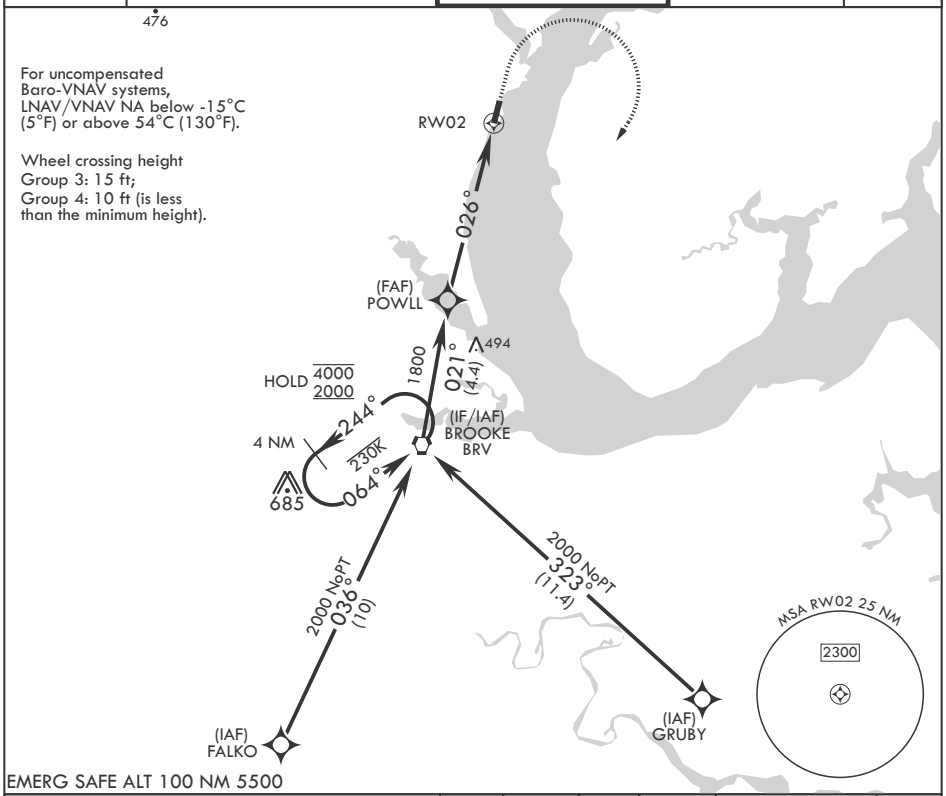
- (USN)

RNP APCH

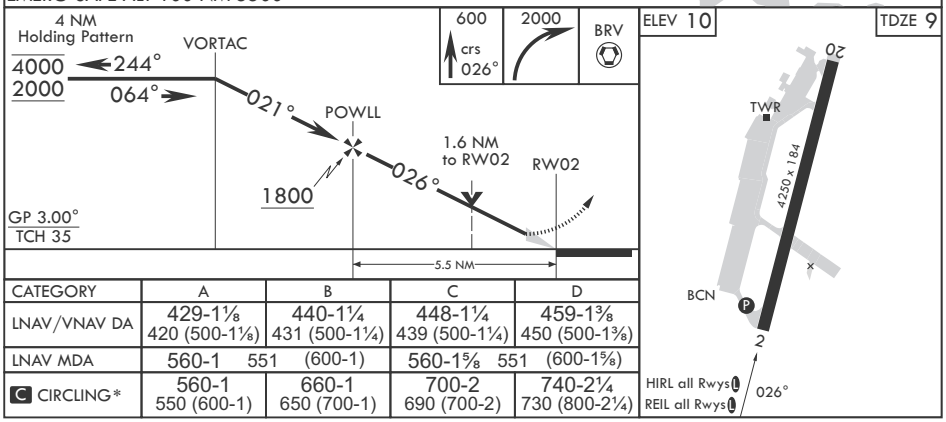
* Circling not authorized W of Rwy 2-20.

MISSED APPROACH: Climb to 600, then climbing right turn to 2000 direct BRV VORTAC and hold.

ATIS★	POTOMAC APP CON/DEP CON	TOWER★	GND CON	ASR
263.15	128.525 306.925	118.6 (CTAF) 360.2	121.75 348.7	



EMERG SAFE ALT 100 NM 5500



CATEGORY	A	B	C	D
LNAV/VNAV DA	429-1⅛ 420 (500-1⅛)	440-1¼ 431 (500-1¼)	448-1¼ 439 (500-1¼)	459-1⅜ 450 (500-1⅜)
LNAV MDA	560-1 551 (600-1)		560-1⅝ 551 (600-1⅝)	
C CIRCLING*	560-1 550 (600-1)	660-1 650 (700-1)	700-2 690 (700-2)	740-2¼ 730 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025

QUANTICO, VIRGINIA

TACAN RWY 2

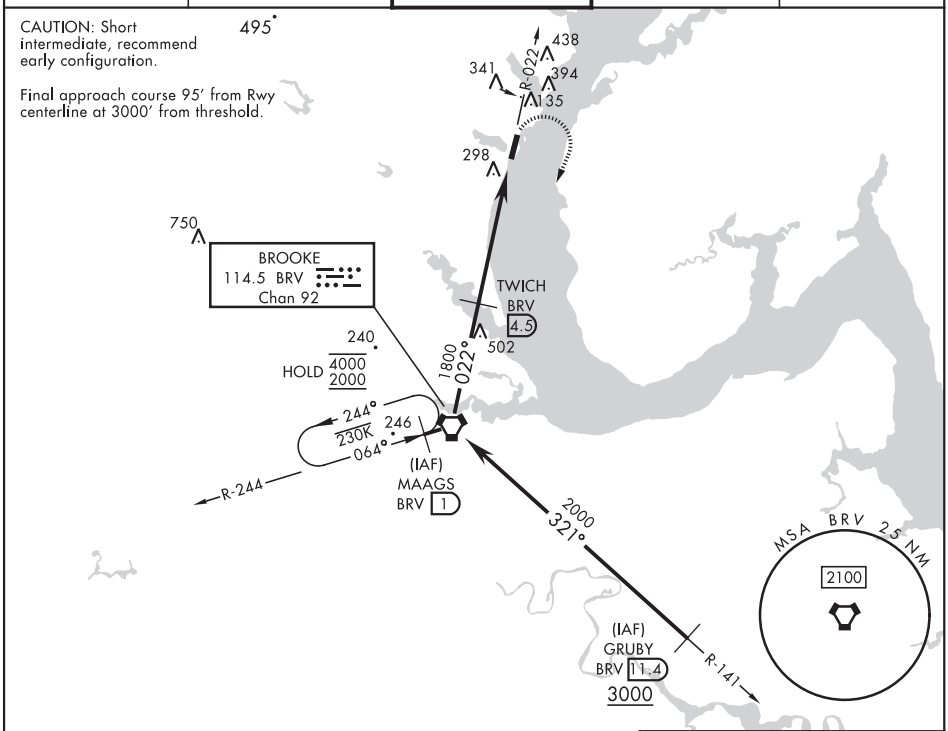
BRV VORTAC 114.5 Chan 92	APCH CRS 022°	Rwy ldg 4250 TDZE 9 Arpt Elev 10

[USN] QUANTICO MCAF (TURNER FLD) (KNYG)

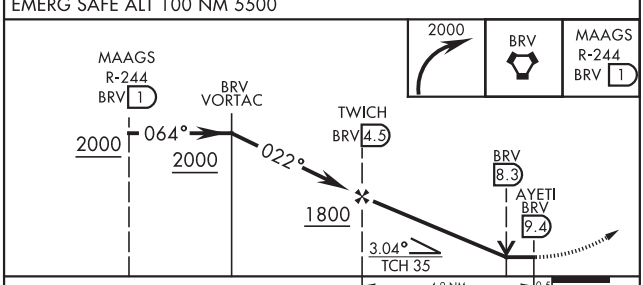
* Circling not authorized W of Rwy 2-20.

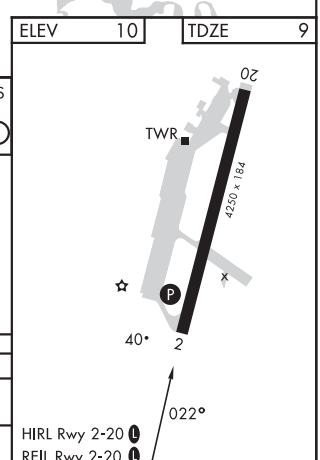
MISSED APPROACH: Climbing right turn to 2000 direct BRV VORTAC, then via BRV R-244 to MAAGS and hold.

ATIS	POTOMAC APP/DEP CON	TOWER ★	GND CON	ASR
263.15	128.525 306.925	118.6 (CTAF) L 360.2	121.75 348.7	



EMERG SAFE ALT 100 NM 5500





CATEGORY	A	B	C	D
S-2	560-1 551 (600-1)		560-1⅝ 551 (600-1⅝)	
C CIRCLING*	560-1 550 (600-1)	660-1 650 (700-1)	700-2 690 (700-2)	740-2¼ 730 (800-2¼)

QUANTICO, VIRGINIA 38°30′N-77°18′W QUANTICO MCAF (TURNER FLD) (KNYG)

Amdt 4 10AUG23

TACAN RWY 2

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

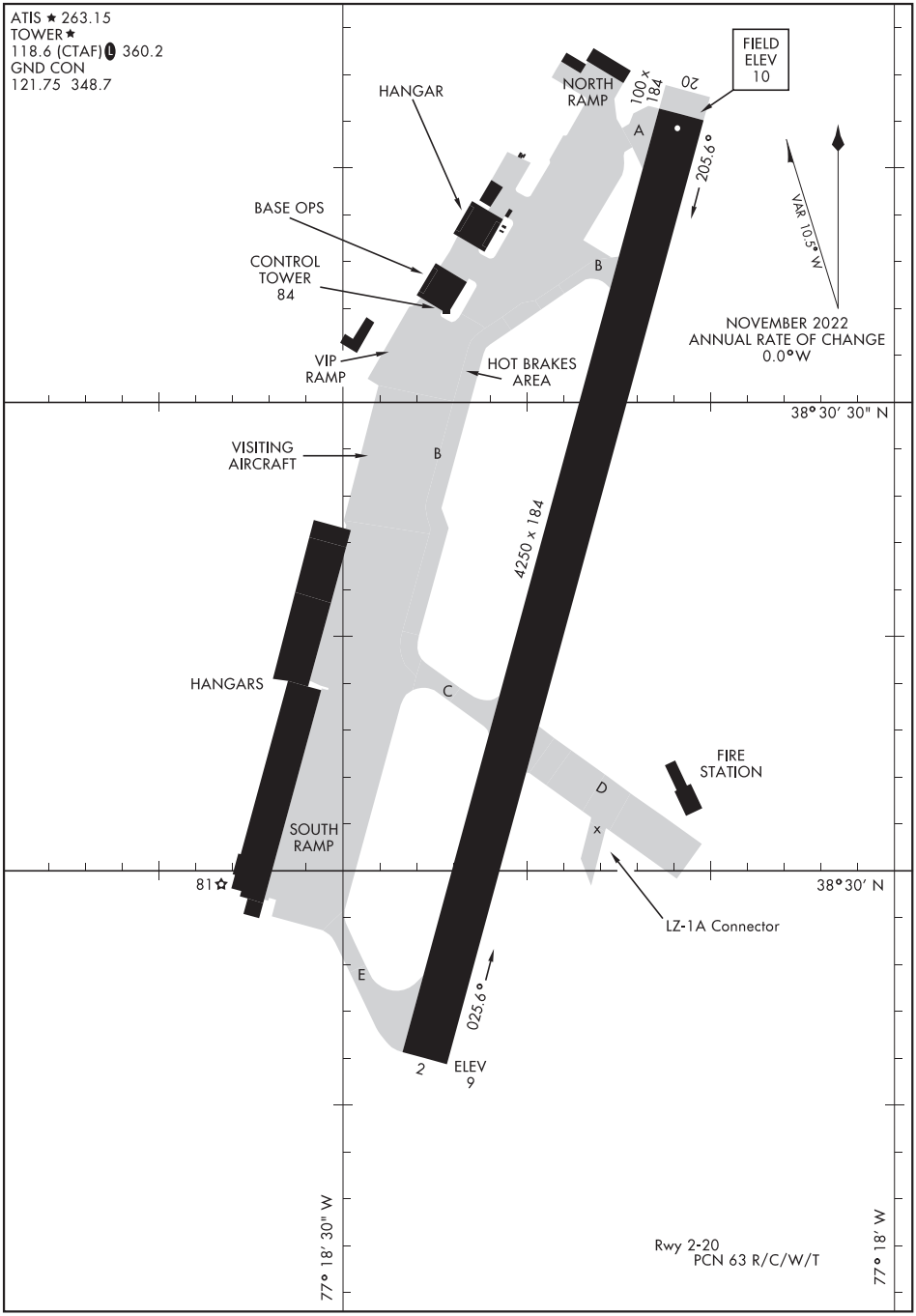
25051

AIRPORT DIAGRAM

[USN]

QUANTICO MCAF (TURNER FLD) (KNYG)

QUANTICO, VIRGINIA



AIRPORT DIAGRAM

QUANTICO, VIRGINIA

QUANTICO MCAF (TURNER FLD) (KNYG)

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH **45932** **W11A**	APP CRS **106°**	Rwy ldg **3602** TDZE **121** Apt Elev **121**

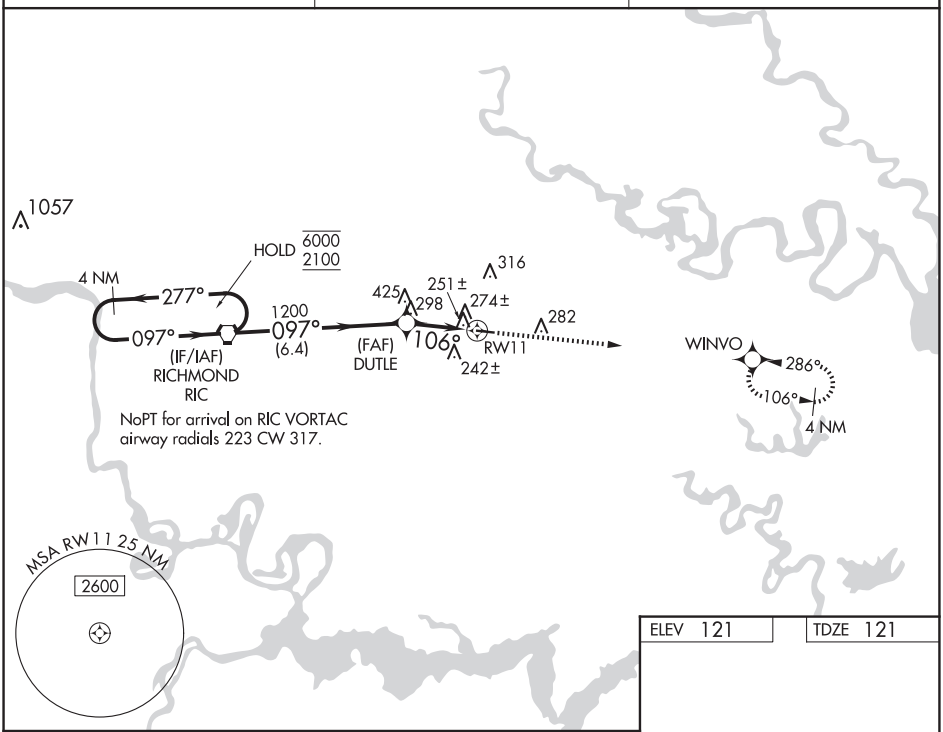
RNAV (GPS) RWY 11
NEW KENT COUNTY (W96)

RNP APCH - GPS.

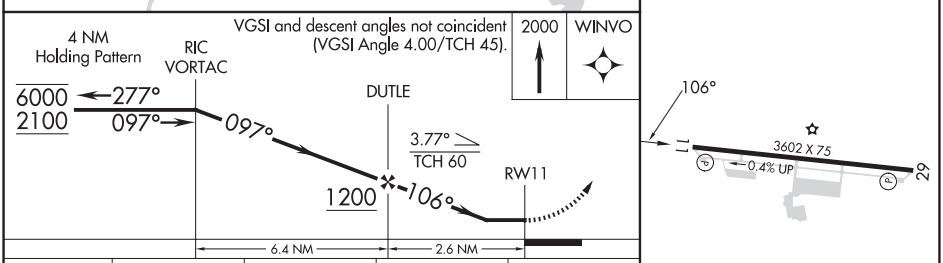
Procedure NA at night. Rwy 11 helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use RIC altimeter setting: increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM; increase LP and Circling visibility Cat C ¼ SM.

MISSED APPROACH: Climb to 2000 direct WINVO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.875	**126.4 282.375**	**122.8** (CTAF) L



ELEV 121 TDZE 121



CATEGORY	A	B	C	D
LP MDA	540-1	419 (500-1)	540-1⅛ 419 (500-1⅛)	NA
LNAV MDA	560-1	439 (500-1)	560-1¼ 439 (500-1¼)	NA
C CIRCLING	620-1	499 (500-1)	760-1¾ 639 (700-1¾)	NA

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

QUINTON, VIRGINIA | AL-6855 (FAA) | 24361

WAAS CH 90532 W29A	APP CRS 286°	Rwy ldg 3602 TDZE 120 Apt Elev 121

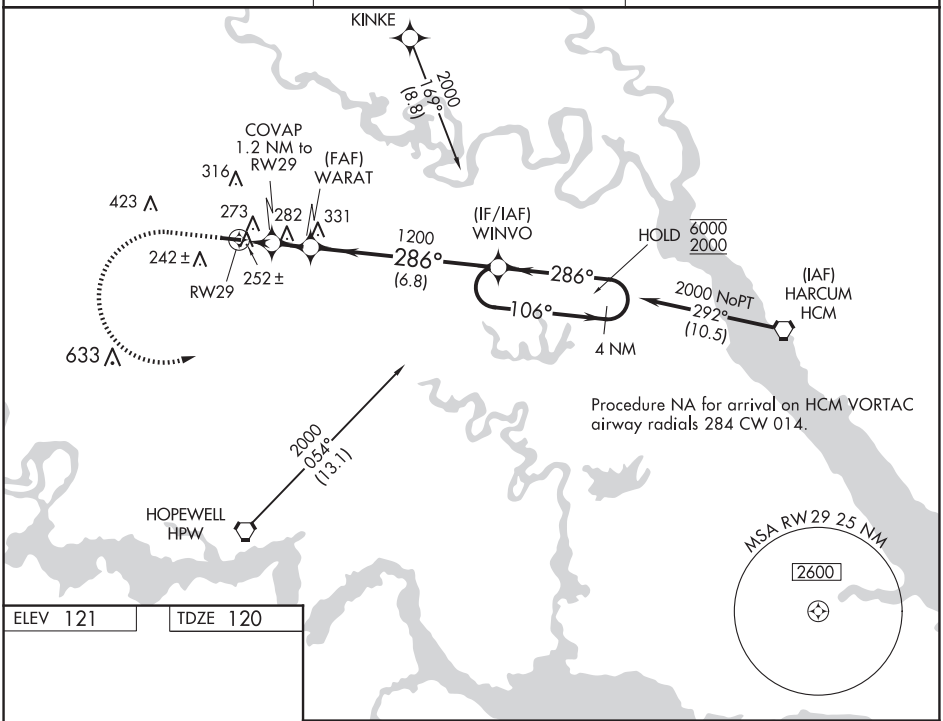
RNAV (GPS) RWY 29
NEW KENT COUNTY (W96)

RNP APCH - GPS.

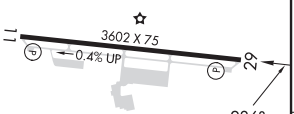
Rwy 29 helicopter visibility reduction below 1 SM NA.
Procedure NA at night. When local altimeter setting not received, use RIC altimeter setting: increase all MDAs 40 feet and LNAV visibility Cat C ⅛ SM; increase LP and Circling visibility Cat C ¼ SM.

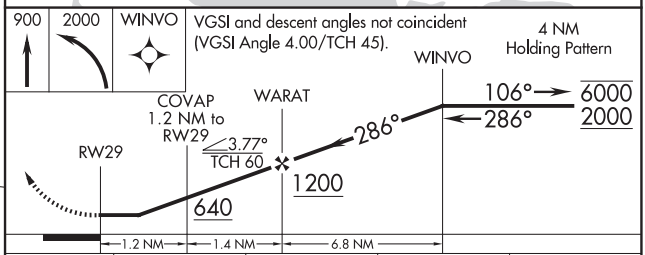
MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct WINVO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
119.875	126.4 282.375	122.8 (CTAF) L



ELEV 121 | TDZE 120





CATEGORY	A	B	C	D
LP MDA	540-1	420 (500-1)	540-1⅛ 420 (500-1⅛)	NA
LNAV MDA	560-1	440 (500-1)	560-1¼ 440 (500-1¼)	NA
C CIRCLING	620-1	499 (500-1)	760-1¾ 639 (700-1¾)	NA

MIRL Rwy 11-29 L
REIL Rwys 11 and 29 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

VORTAC HPW	APP CRS	Rwy ldg	N/A
114.35	003°	TDZE	N/A
Chan 90 (Y)		Apt Elev	121

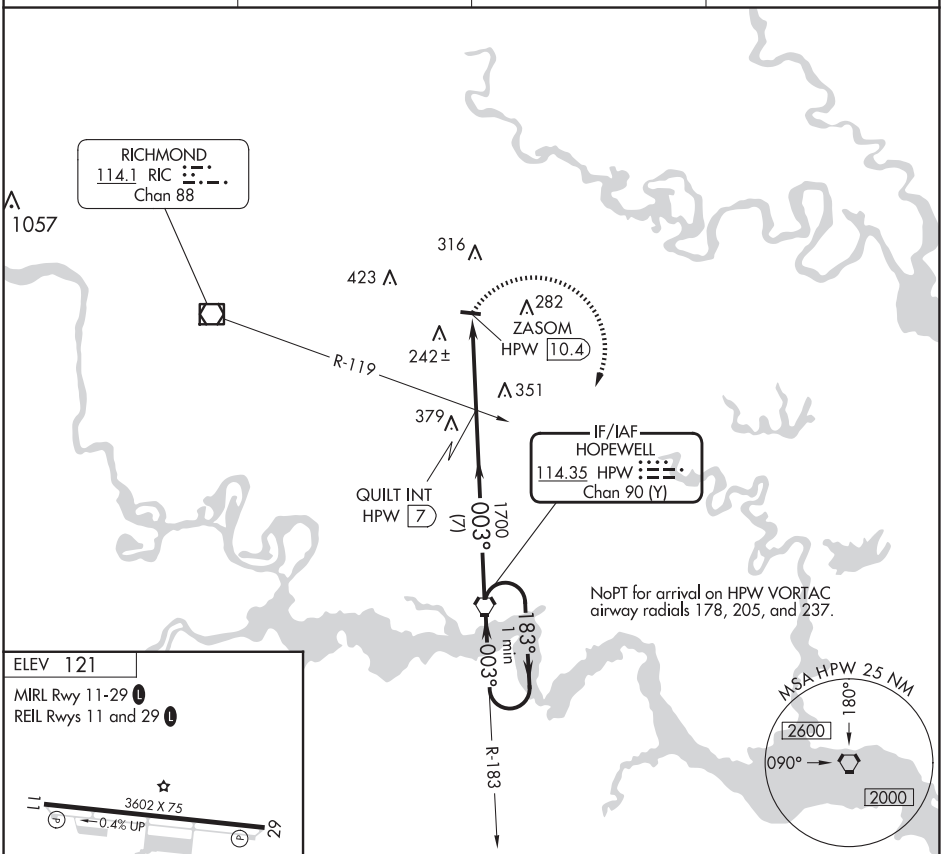
VOR-A
NEW KENT COUNTY (W96)

T A NA

Use Richmond Intl altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct HPW VORTAC and hold.

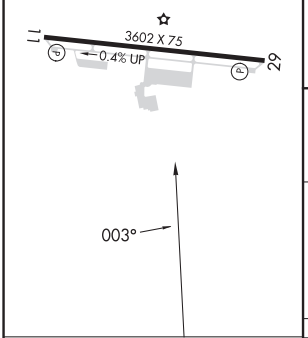
AWOS-3	RIC ASOS	POTOMAC APP CON	UNICOM
119.875	119.15 263.025	126.4 282.375	122.8 (CTAF) L

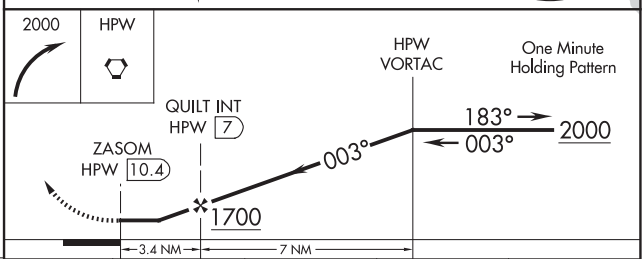


ELEV 121

MIRL Rwy 11-29 L

REIL Rwys 11 and 29 L





FAF to MAP 3.4 NM					
Knots	60	90	120	150	180
Min:Sec	3:24	2:16	1:42	1:22	1:08

CATEGORY	A	B	C	D
C CIRCLING	660-1 539 (600-1)		760-1¾ 639 (700-1¾)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

RICHLANDS, VIRGINIA AL-9221 (FAA) 23222

WAAS CH 63224 W07A	APP CRS 072°	Rwy ldg 4299 TDZE 2653 Apt Elev 2653

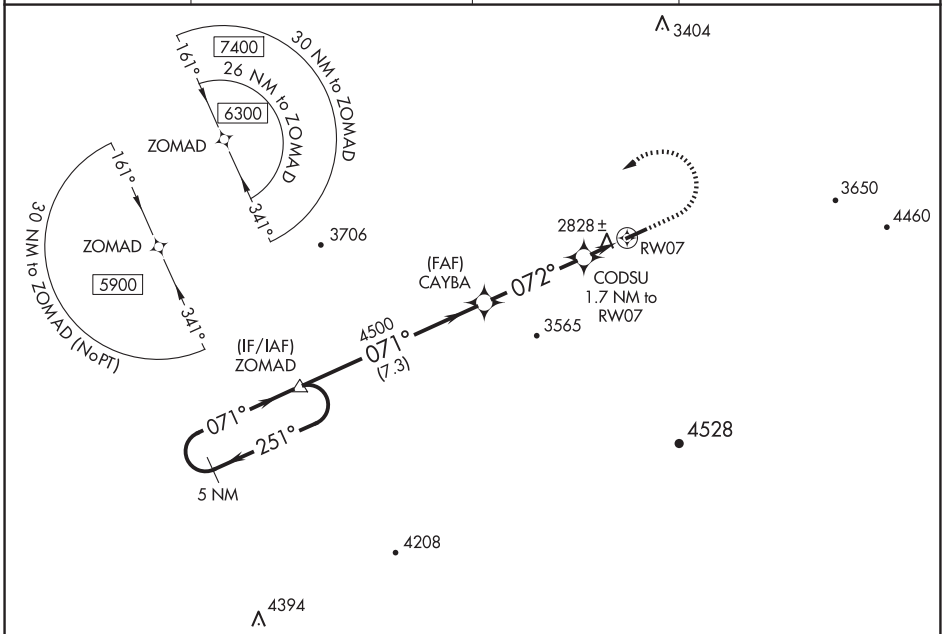
RNAV (GPS) RWY 7

TAZEWELL COUNTY (JFZ)

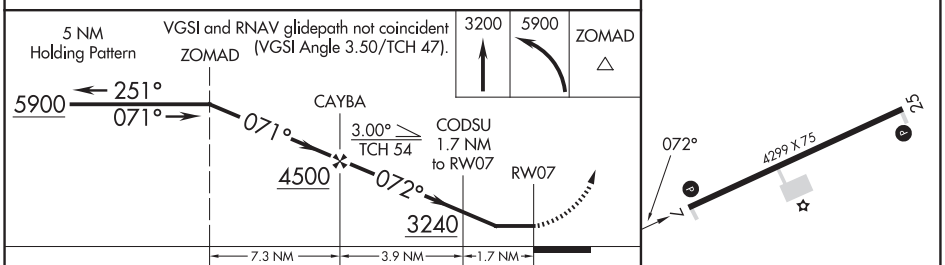
DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wise altimeter setting and increase all MDA 100 feet, increase LP and LNAV Cat C visibility ¼ mile and Circling Cat C visibility ½ mile. Procedure NA at night. Circling NA for Cat C south of Rwy 7-25.

MISSED APPROACH: Climb to 3200 then climbing left turn to 5900 direct ZOMAD and hold, continue climb-in-hold to 5900.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L



ELEV 2653	TDZE 2653



CATEGORY	A	B	C	D
LP MDA	3080-1 427 (500-1)		3080-1¼ 427 (500-1¼)	NA
LNAV MDA	3080-1 427 (500-1)		3080-1¼ 427 (500-1¼)	NA
C CIRCLING	3240-1 587 (600-1)		3240-1½ 587 (600-1½)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

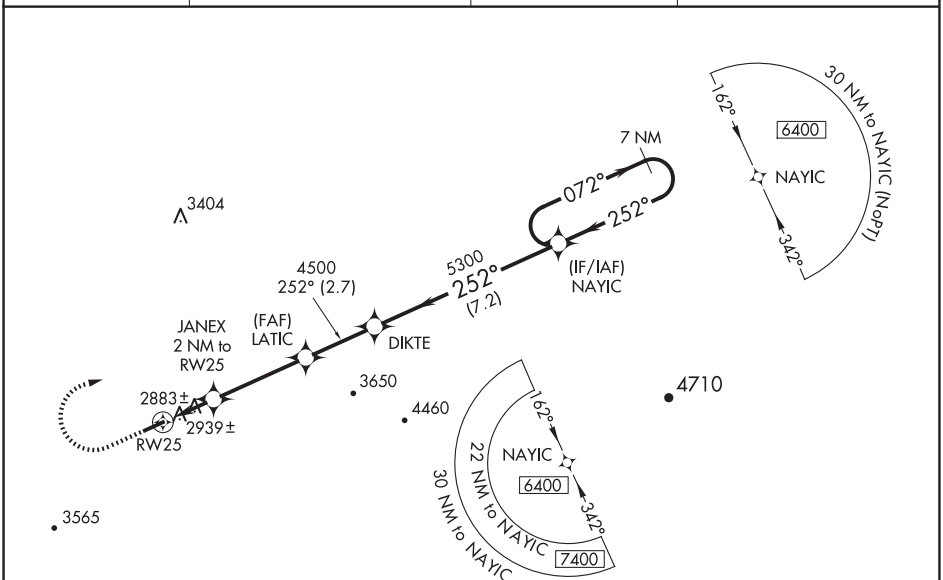
WAAS CH 53524 W25A	APP CRS 252°	Rwy ldg 4299 TDZE 2653 Apt Elev 2653

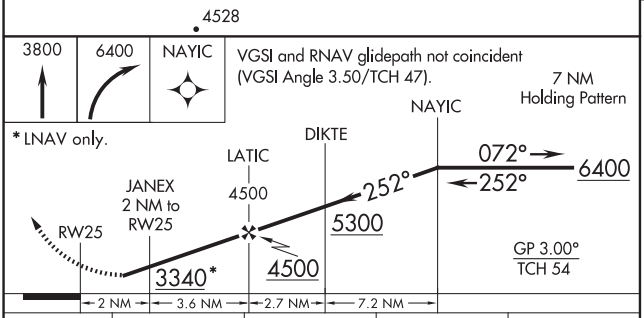
RNAV (GPS) RWY 25
TAZEWELL COUNTY (JFZ)

Baro-VNAV NA when using Wise altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C (-4°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Wise altimeter setting and increase all DA 86 feet and all MDA 100 feet, increase LPV and LNAV/VNAV all Cats and Circling Cat C visibility ⅜ mile, increase LNAV Cat C visibility ¼ mile. When VGSI inop, Straight-in/Circling Rwy 25 procedure NA at night. When VGSI inop, Circling Rwy 7 NA at night. Circling NA for Cat C south of Rwy 7-25.

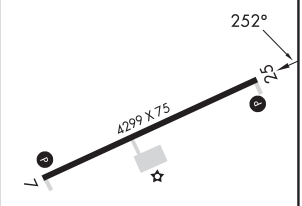
MISSED APPROACH: Climb to 3800 then climbing right turn to 6400 direct NAYIC and hold, continue climb-in-hold to 6400.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L





ELEV 2653	TDZE 2653



MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

CATEGORY	A	B	C	D
LPV DA	3201-1⅞ 548 (600-1⅞)			NA
LNAV/VNAV DA	3210-1⅞ 557 (600-1⅞)			NA
LNAV MDA	3200-1 547 (600-1)		3200-1⅝ 547 (600-1⅝)	NA
C CIRCLING	3240-1 587 (600-1)		3240-1⅝ 587 (600-1⅝)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025

RICHLANDS, VIRGINIA

AL-9221 (FAA)

24081

LOC/DME RWY 25

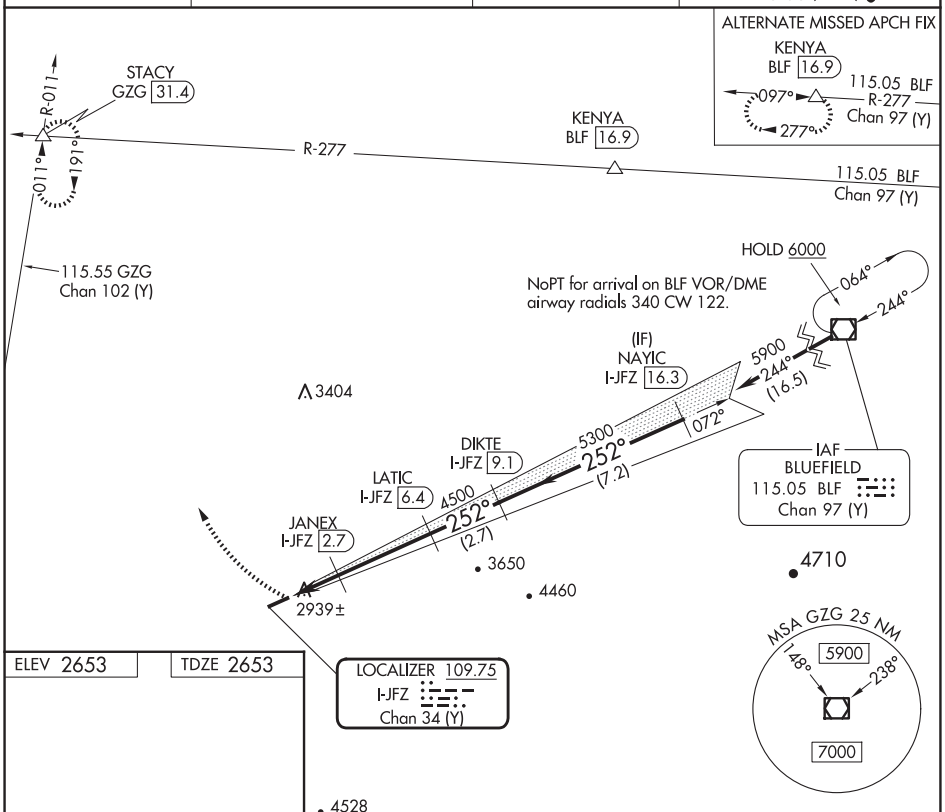
TAZEWELL COUNTY (JFZ)

LOC/DME I-JFZ	APP CRS	Rwy ldg	4299
109.75	252°	TDZE	2653
Chan 34 (Y)		Apt Elev	2653

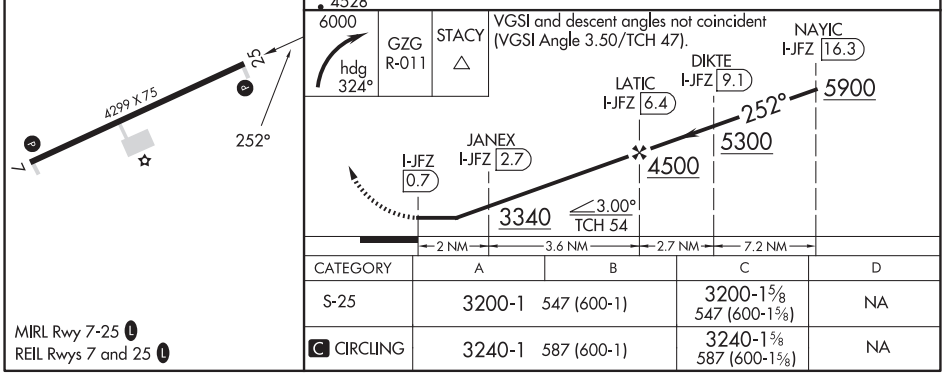
Visibility reduction by helicopters NA. When local altimeter setting not received use Wise altimeter setting and increase all MDA 100 feet, increase S-25 Cat C visibility ¼ mile and Circling Cat C visibility ⅜ mile. When VGSI inop, Straight-in/Circling Rwy 25 NA at night. When VGSI inop, Circling Rwy 7 NA at night. Circling NA for Cat C south of Rwy 7-25.

MISSED APPROACH: Climbing right turn to 6000 on heading 324° and GZG R-011 to STACY INT/GZG 31.4 DME and hold.

AWOS-3	ATLANTA CENTER	GCO	UNICOM
118.075	127.85 269.3	135.075	123.05 (CTAF) L



ELEV 2653	TDZE 2653



CATEGORY	A	B	C	D
S-25	3200-1	547 (600-1)	3200-1⅝ 547 (600-1⅝)	NA
C CIRCLING	3240-1	587 (600-1)	3240-1⅝ 587 (600-1⅝)	NA

MIRL Rwy 7-25 L
REIL Rwys 7 and 25 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-CFU	APP CRS	Rwy ldg	5500
108.3	331°	TDZE	217
Chan 20		Apt Elev	236

ILS or LOC RWY 33

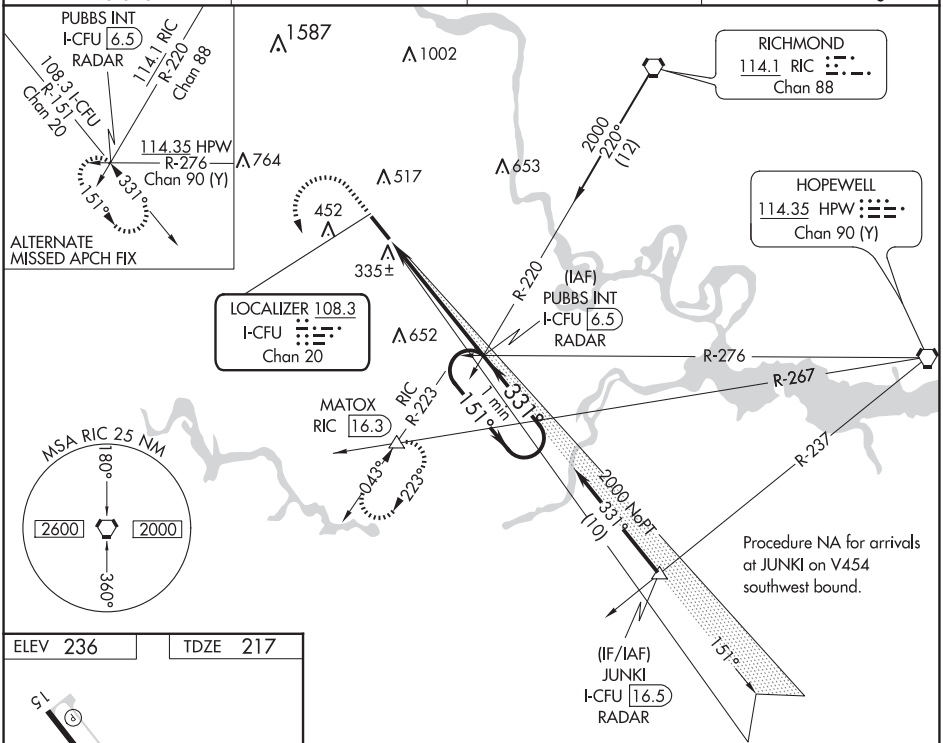
RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

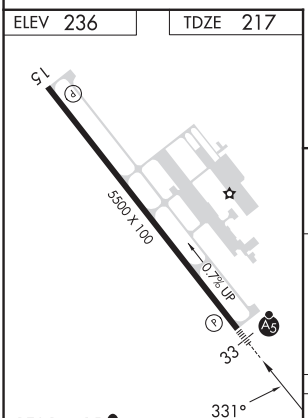
T A NA When local altimeter setting not received, use Richmond Intl altimeter setting; increase DA to 453 feet; increase all MDAs 40 feet and S-LOC 33 visibility Cat C/D ⅛ SM and Circling visibility Cat D ¼ SM. VDP NA with Richmond Intl altimeter setting.

MALSR A5

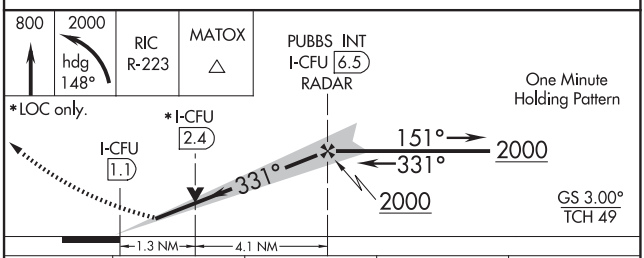
MISSED APPROACH: Climb to 800, then climbing left turn to 2000 via heading 148° and RIC VORTAC R-223 to MATOX INT/RIC 16.3 DME and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L





REIL Rwy 15 L
HIRL Rwy 15-33 L



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

CATEGORY	A	B	C	D
S-ILS 33	417-½ 200 (200-½)			
S-LOC 33	660-½ 443 (500-½)		660-⅞ 443 (500-⅞)	
CIRCLING	720-1 484 (500-1)	760-1 524 (600-1)	760-1½ 524 (600-1½)	1020-2½ 784 (800-2½)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND, VIRGINIA | AL-6066 (FAA) | 23278

WAAS CH 63216 W15A	APP CRS 151°	Rwy ldg 5500 TDZE 236 Apt Elev 236

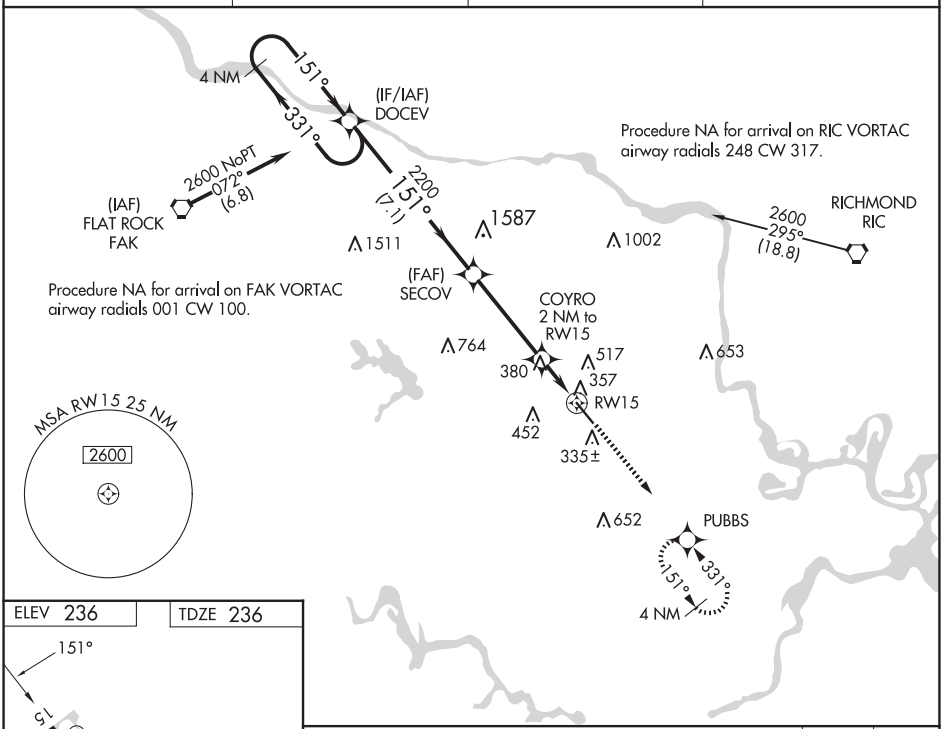
RNAV (GPS) RWY 15
RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

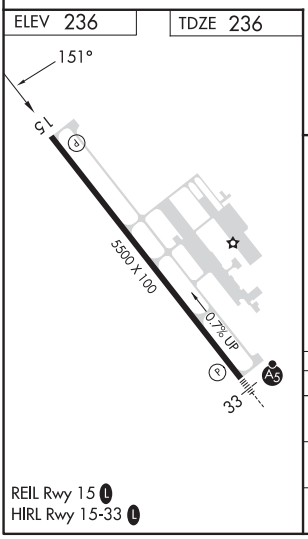
RNP APCH.

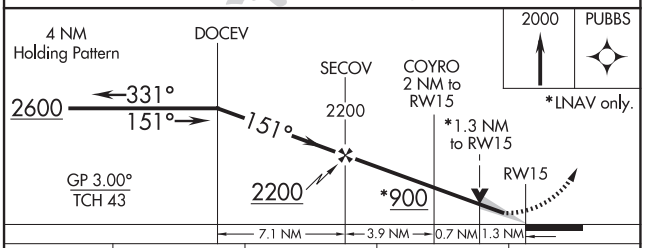
NA — For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 36 feet, and all MDA 40 feet, increase LNAV/VNAV all Cats visibility ¼ mile. VDP and Baro-VNAV NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 2000 direct PUBBS and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	486-1 250 (300-1)			
LNAV/VNAV DA	692-1½ 456 (500-1½)			
LNAV MDA	680-1 444 (500-1)		680-1⅜ 444 (500-1⅜)	680-1½ 444 (500-1½)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56221 W33A	APP CRS 331°	Rwy ldg 5500 TDZE 217 Apt Elev 236

RNAV (GPS) RWY 33
RICHMOND EXEC/CHESTERFIELD COUNTY (FCI)

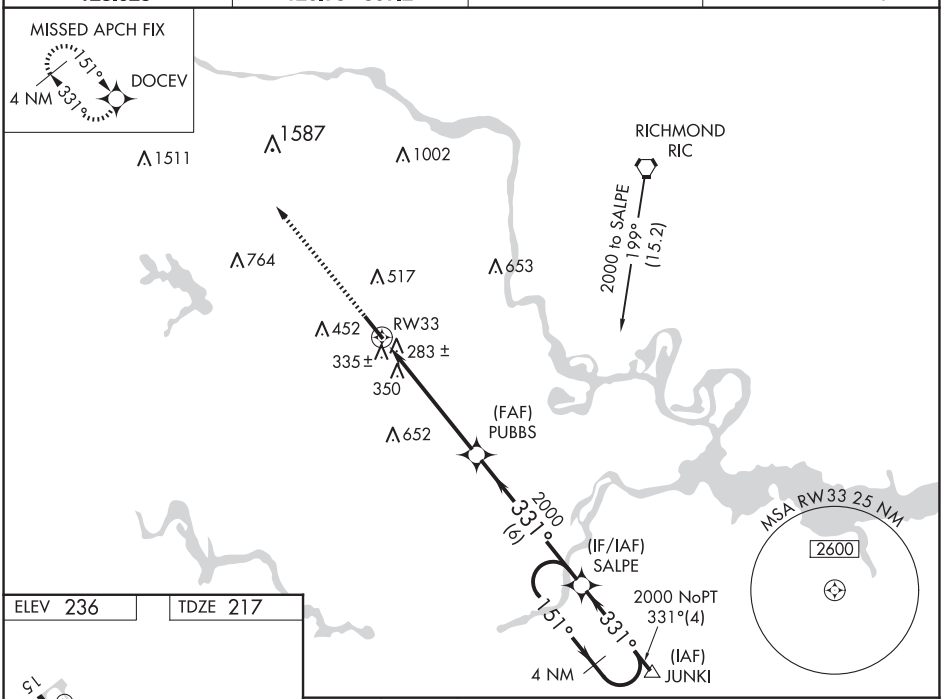
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). When local altimeter setting not received, use Richmond Intl altimeter setting; increase LPV DA to 546 feet and all visibilities ⅛ SM; increase LNAV/VNAV DA to 634 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and LNAV visibility Cat C/D ⅛ SM and Circling visibility Cat D ¼ SM. DME/DME RNP-0.3 NA. For inop MALSR, increase LPV all Cats visibility to 1 mile and LNAV Cat C/D to 1⅜ mile. For inop MALSR when using Richmond Intl altimeter setting, increase LPV all Cats visibility to 1⅛ mile. Baro-VNAV and VDP NA when using Richmond Intl altimeter setting.

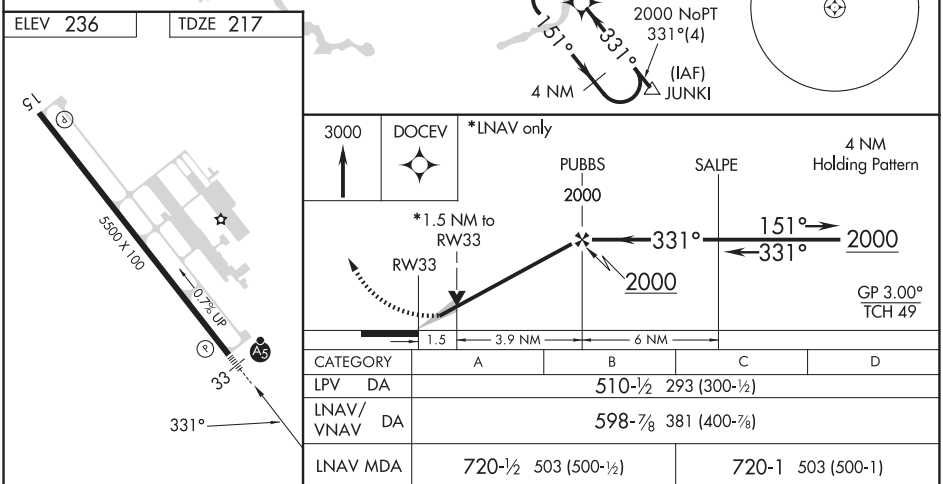
NA

MALSR

MISSED APPROACH: Climb to 3000 direct DOCEV and hold.

AWOS-3PT	POTOMAC APP CON	CLNC DEL	UNICOM
128.625	126.75 307.2	124.6	123.05 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	510-½ 293 (300-½)			
LNAV/VNAV DA	598-⅞ 381 (400-⅞)			
LNAV MDA	720-½ 503 (500-½)		720-1 503 (500-1)	
CIRCLING	720-1 484 (500-1)	760-1 524 (600-1)	760-1½ 524 (600-1½)	1020-2½ 784 (800-2½)

REIL Rwy 15 L
HIRL Rwy 15-33 L

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-EZD	APP CRS	Rwy ldg	6607
110.9	023°	TDZE	161
		Apt Elev	168

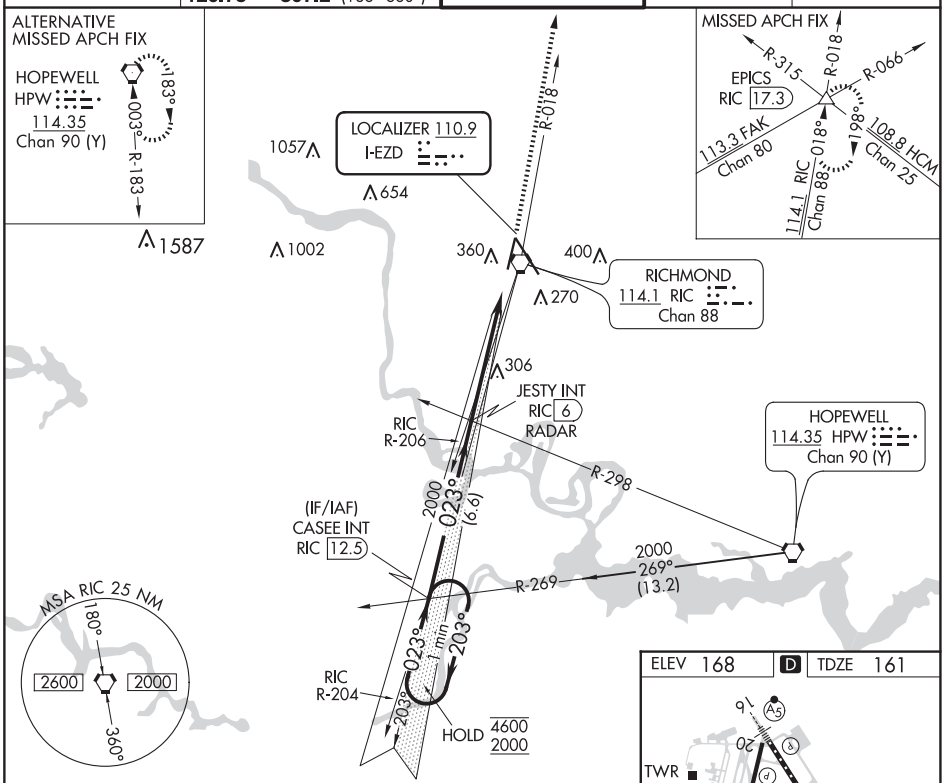
ILS or LOC RWY 2
RICHMOND INTL (RIC)

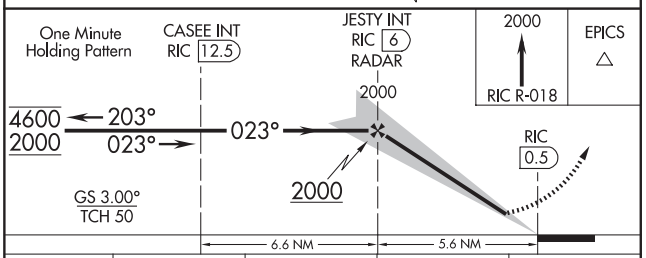
Rwy 2 helicopter visibility reduction below ¾ SM NA.
For inop ALS, increase S-ILS 2 all Cats visibility to ⅞ SM and S-LOC 2 Cats A and B visibility to 1 SM.

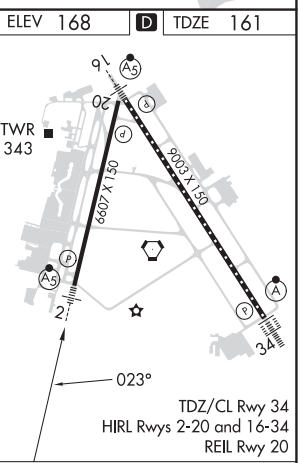
MALSR

MISSED APPROACH: Climb to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6







CATEGORY	A	B	C	D
S-ILS 2	457- ¾ 296 (300-¾)			
S-LOC 2	560- ¾ 399 (400-¾)			
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

FAF to MAP 5.6 NM

Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 16
RICHMOND INTL (RIC)

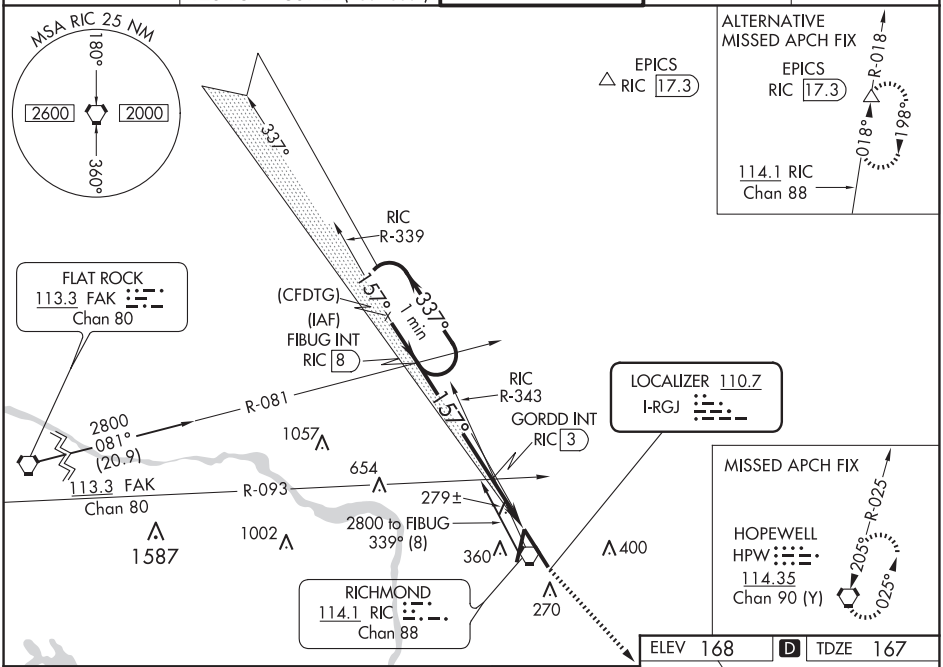
LOC I-RGJ	APP CRS	Rwy ldg	9003
110.7	157°	TDZE	167
		Apt Elev	168

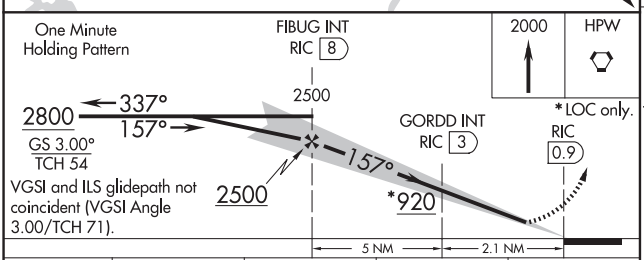
For inop ALS, increase S-LOC 16 Cats C and D visibility to 2 SM. GORDD Fix Minimums: for inop ALS, increase S-LOC 16 Cats C and D visibility to 1⅛ SM.
**RVR 1800 authorized with use of FD or AP or HUD to DA.
% DME from RIC VORTAC.

MALSR

MISSED APPROACH: Climb to 2000 direct HPW VORTAC and hold.

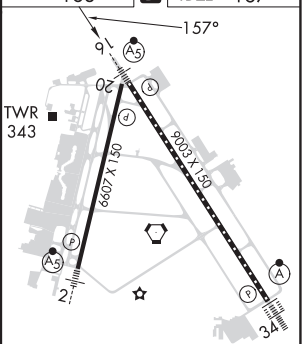
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
S-ILS 16 **	367/24 200 (200-½)			
S-LOC 16	920/24 753 (800-½)	920/40 753 (800-¾)	920-1¾ 753 (800-1¾)	
C CIRCLING	920-1 752 (800-1)	920-1¼ 752 (800-1¼)	920-2½ 752 (800-2½)	
GORDD FIX MINIMUMS %				
S-LOC 16	580/24 413 (500-½)		580/40 413 (500-¾)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

ELEV 168 | D | TDZE 167



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

FAF to MAP 7.2 NM					
Knots	60	90	120	150	180
Min:Sec	7:12	4:48	3:36	2:53	2:24

ILS or LOC RWY 34
RICHMOND INTL (RIC)

LOC I-BNE	APP CRS	Rwy ldg	9003
110.7	337°	TDZE	161
		Apt Elev	168

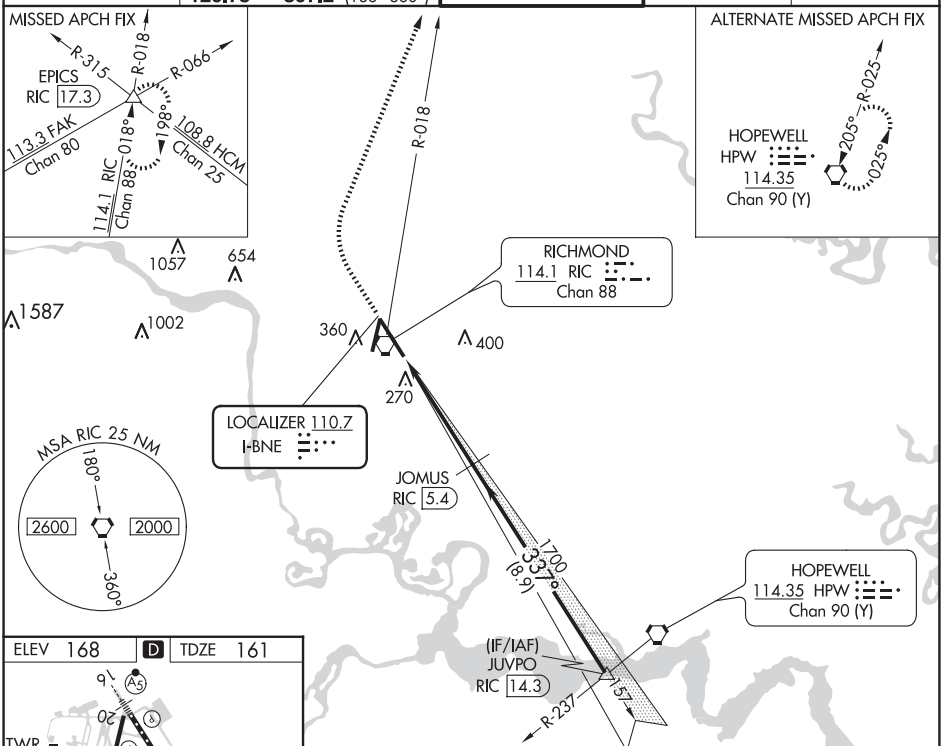
DME required for LOC only.

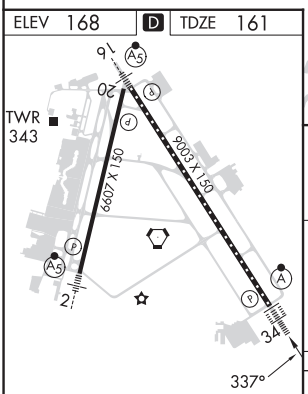
For inop ALS, increase S-ILS 34 Cat E visibility to RVR 4000 and S-LOC 34 Cat E visibility to 1⅜ SM. DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME.

ALSF-2

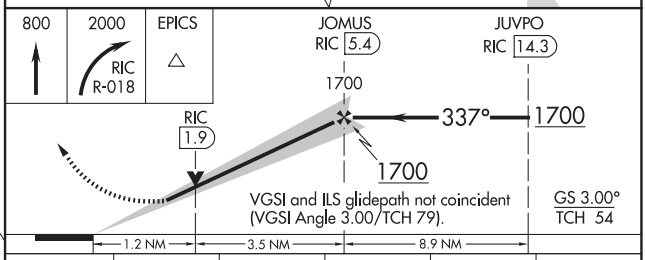
MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D	E
S-ILS 34	361/18 200 (200-½)				
S-LOC 34	620/24 459 (500-½)		620/45 459 (500-⅞)		
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)	740-2 572 (600-2)

FAF to MAP 4.7 NM

Knots	60	90	120	150	180
Min:Sec	4:42	3:08	2:21	1:53	1:34

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 34 (SA CAT I)
RICHMOND INTL (RIC)

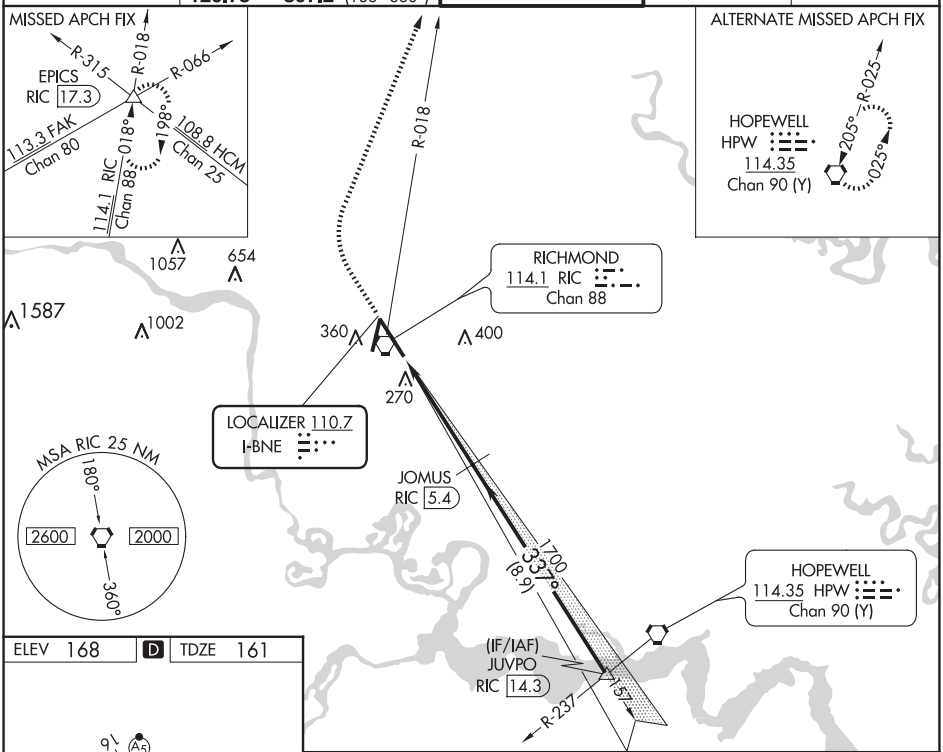
LOC I-BNE	APP CRS	Rwy ldg	9003
110.7	337°	TDZE	161
		Apt Elev	168

Requires specific OPSPEC, MSPEC, or LOA approval. DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME.

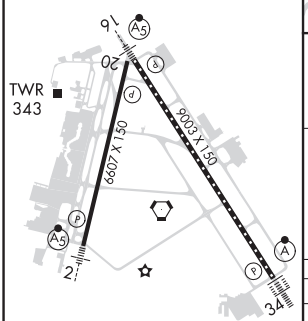
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

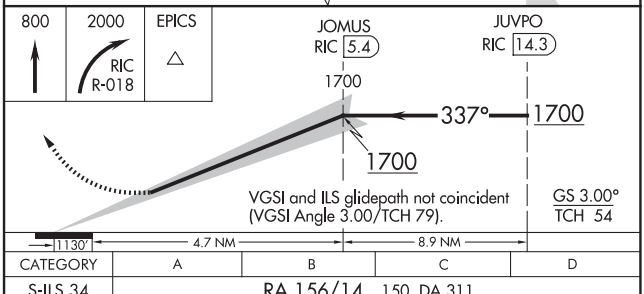
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 168 | D | TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
S-ILS 34	RA 156/14 150 DA 311			

SA CATEGORY I ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 34 (CAT II & III)
RICHMOND INTL (RIC)

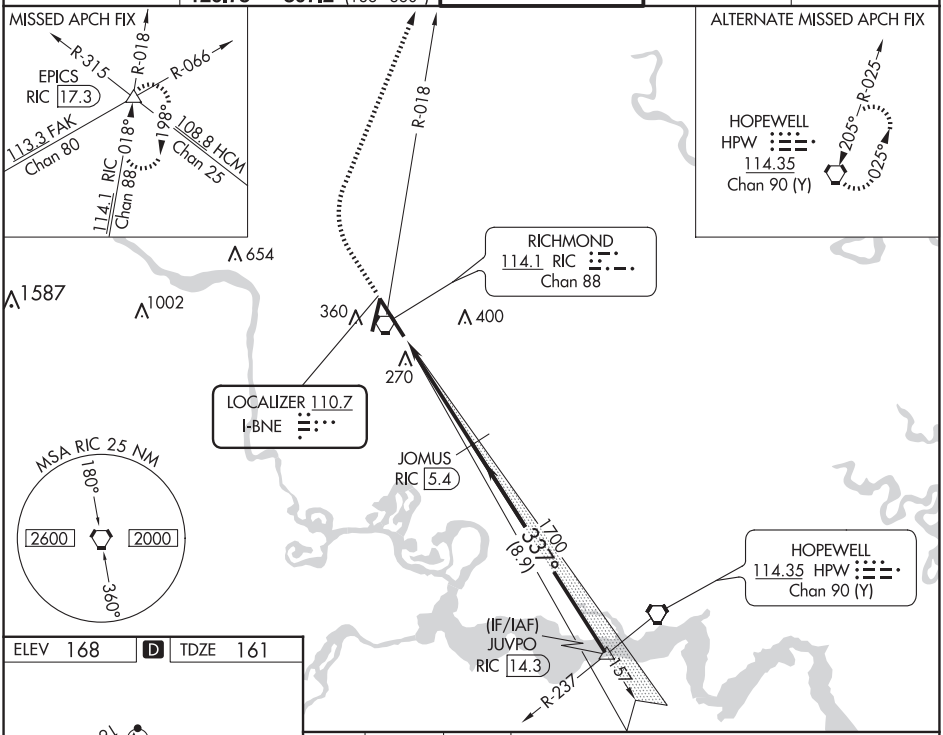
LOC I-BNE	APP CRS	Rwy ldg	9003
110.7	337°	TDZE	161
		Apt Elev	168

DME from RIC VORTAC. DME use requires simultaneous reception of I-BNE and RIC DME. CAT II: RVR 1000 authorized with specific OPSPEC, MSPEC, or LOA approval and use of autoland or HUD to touchdown.

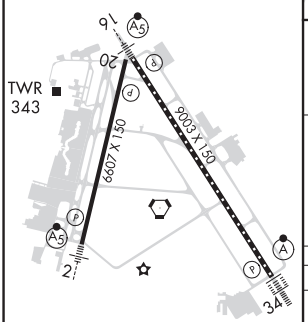
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 2000 on RIC VORTAC R-018 to EPICS INT/ RIC 17.3 DME and hold.

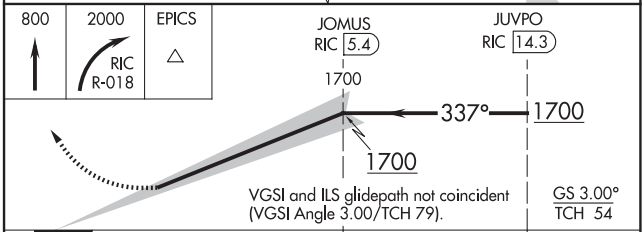
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 168 | D | TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
S-ILS 34	CAT II RA 101/12 100 DA 261			
S-ILS 34	CAT III RVR 07			

CATEGORY II & III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Y RWY 2
RICHMOND INTL (RIC)

APP CRS	Rwy ldg	6607
023°	TDZE	161
	Apt Elev	168

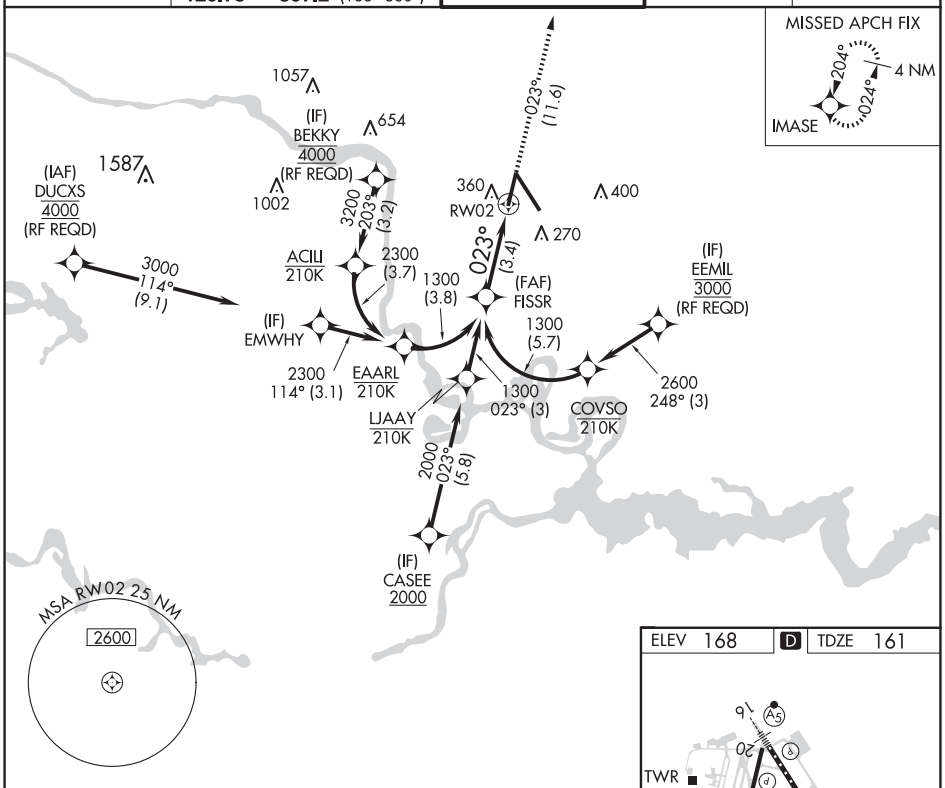
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase RNP 0.11 all Cats visibility to 1 SM and RNP 0.3 all Cats visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 2100 on track 023° to IMASE and hold.

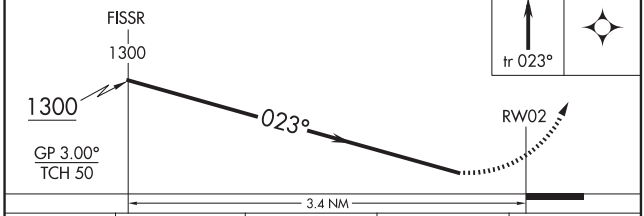
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



See planview for multiple IF locations.

2100 IMASE

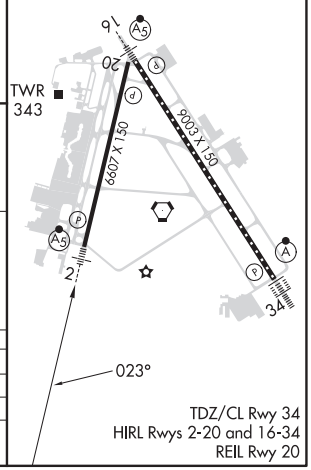
tr 023°



CATEGORY	A	B	C	D
RNP 0.11 DA	506-¾	345 (400-¾)		
RNP 0.30 DA	595-1	434 (500-1)		

AUTHORIZATION REQUIRED

ELEV 168 D TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND, VIRGINIA AL-347 (FAA) 23110

RNAV (RNP) Y RWY 16

RICHMOND INTL (RIC)

APP CRS	Rwy ldg	9003
157°	TDZE	167
	Apt Elev	168

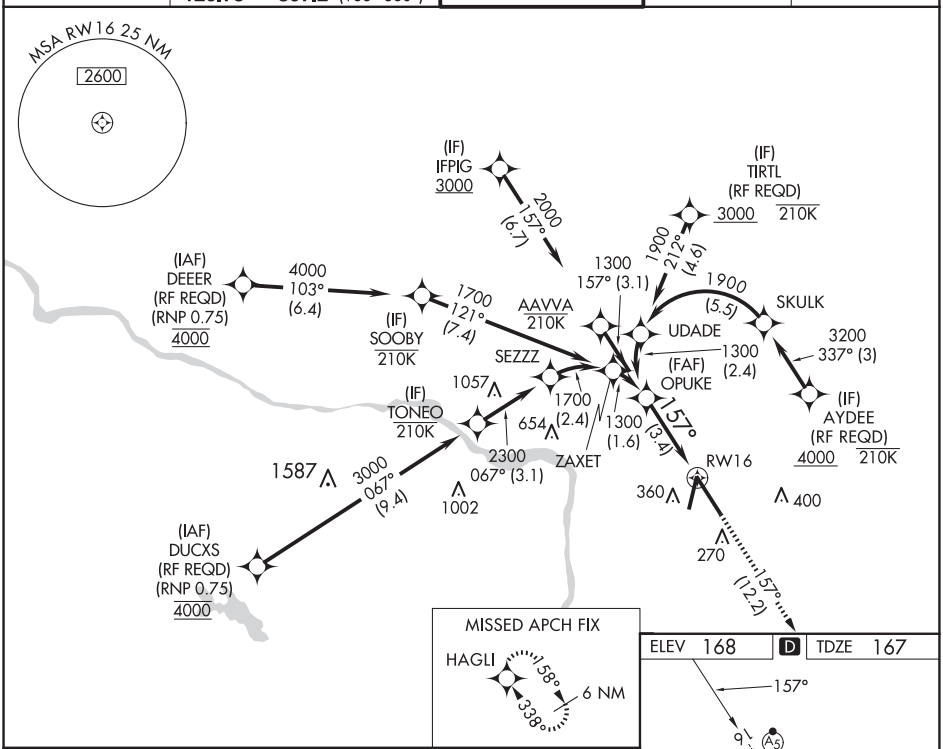
RNP AR APCH.

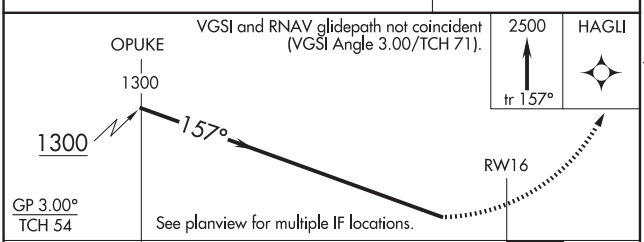
For uncompensated Baro-VNAV systems, procedure NA below -11°C (13°F) or above 54°C (130°F). For inop ALS, increase RNP 0.11 all Cats visibility to RVR 5500 and RNP 0.30 all Cats visibility to 1½ SM.

MALSR

MISSED APPROACH: Climb to 2500 on track 157° to HAGLI and hold.

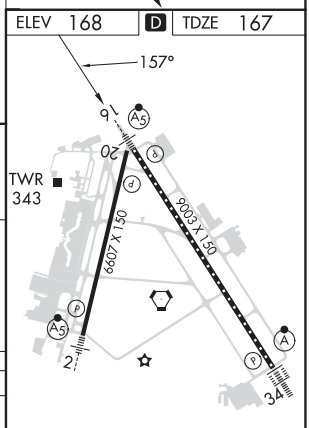
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
RNP 0.11 DA	506/40 339 (400-¾)			
RNP 0.30 DA	606/50 439 (500-1)			

AUTHORIZATION REQUIRED



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND, VIRGINIA
Orig-C 19JUL18

37°30'N-77°19'W

RICHMOND INTL (RIC)

RNAV (RNP) Y RWY 16

APP CRS	Rwy ldg	6607
203°	TDZE	168
	Apt Elev	168

RNAV (RNP) Y RWY 20

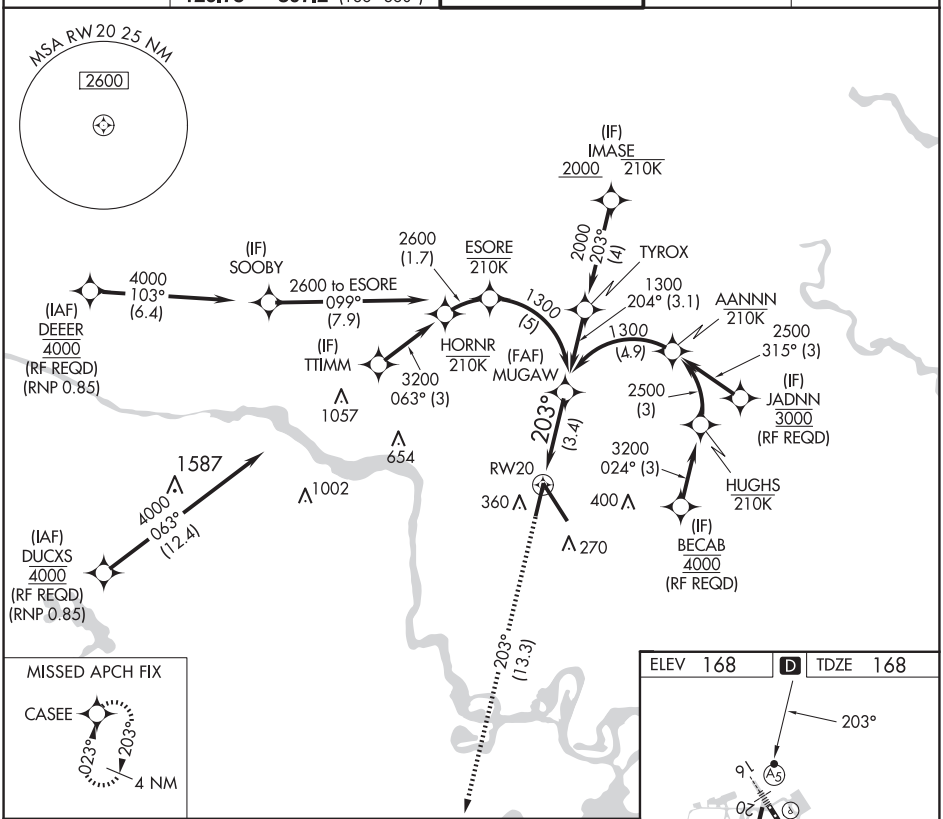
RICHMOND INTL (RIC)

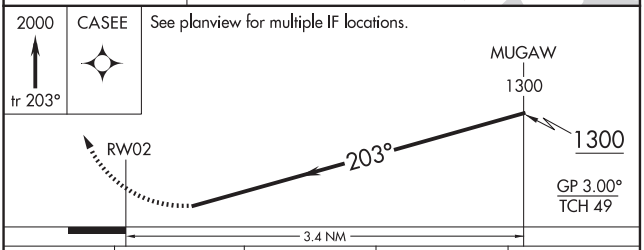
RNP AR APCH.

For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C.

MISSED APPROACH: Climb to 2000 on track 203° CASEE and hold.

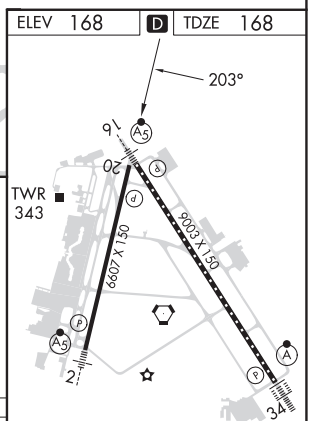
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
RNP 0.11 DA	505-1	337 (400-1)		
RNP 0.30 DA	613-1½	445 (500-1½)		

AUTHORIZATION REQUIRED



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND, VIRGINIA | AL-347 (FAA) | 23110

RNAV (RNP) Y RWY 34
RICHMOND INTL (RIC)

APP CRS	Rwy ldg	9003
337°	TDZE	161
	Apt Elev	168

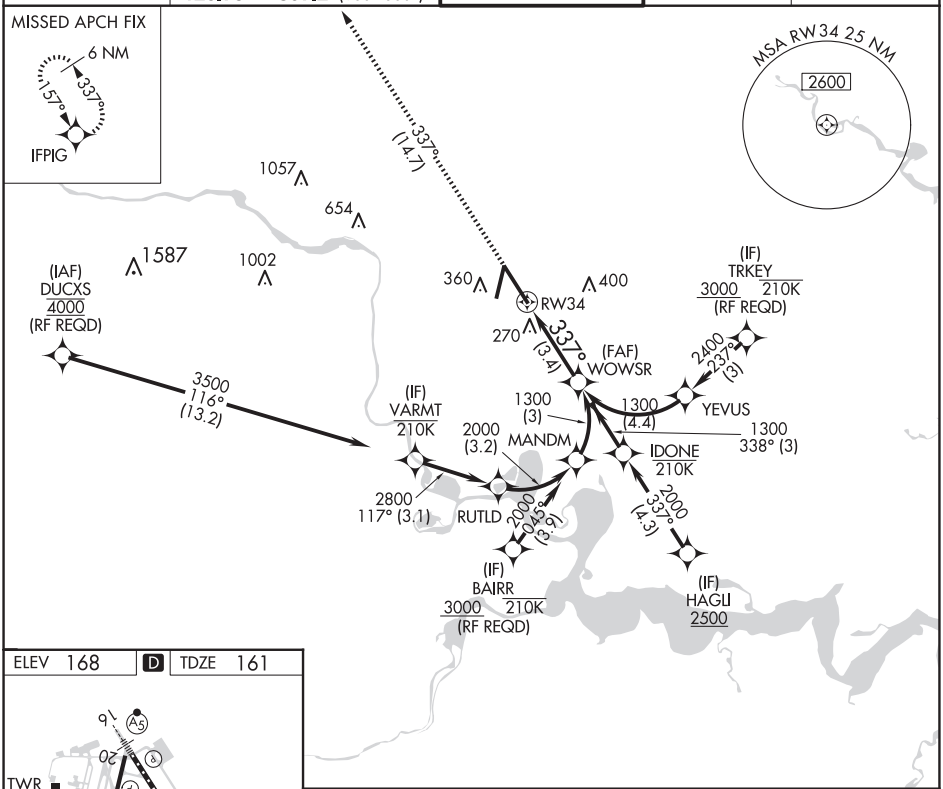
RNP AR APCH.

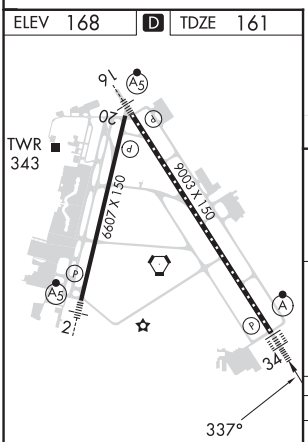
For uncompensated Baro-VNAV systems, procedure NA below -11°C or above 54°C. For inop ALS, increase RNP 0.30 all Cats visibility to 1¼ SM.

ALSF-2

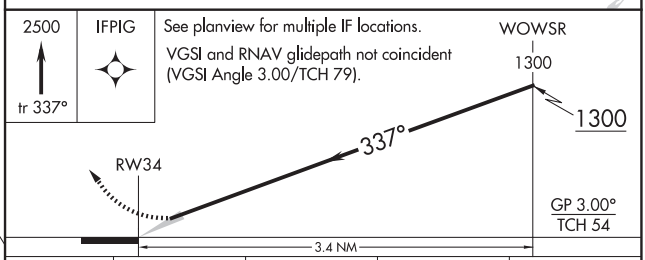
MISSED APPROACH: Climb to 2500 on track 337° to IFPIG and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
RNP 0.11 DA	482/26	321 (400-½)		
RNP 0.30 DA	596/49	435 (500-1)		

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Z RWY 2
RICHMOND INTL (RIC)

WAAS CH 72716 W02A	APP CRS 023°	Rwy ldg 6607 TDZE 161 Apt Elev 168

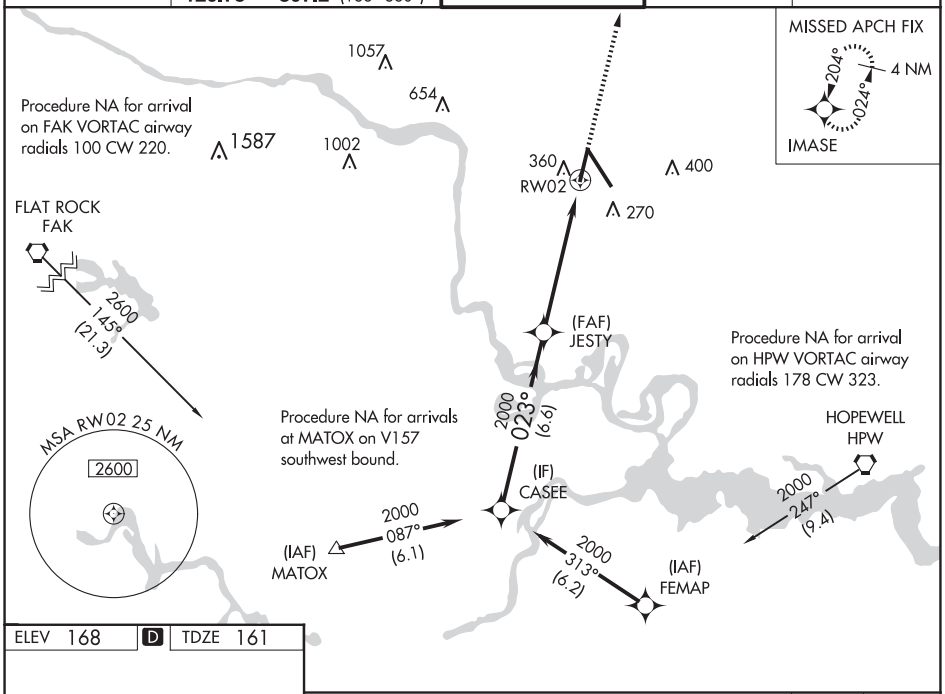
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).
Rwy 2 helicopter visibility reduction below ¾ SM NA.

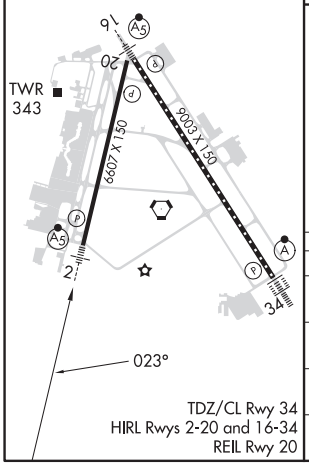
MALSR

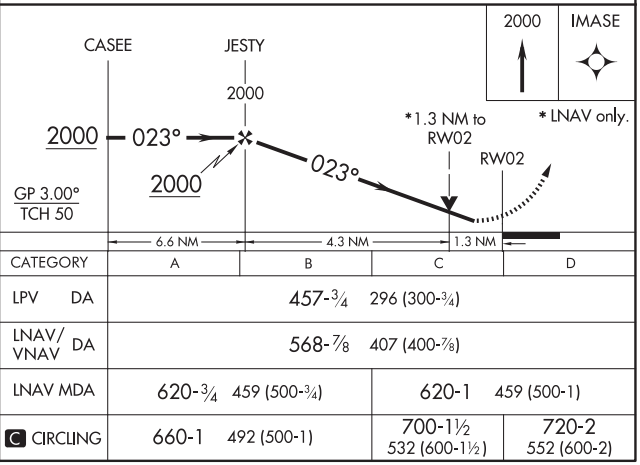
MISSED APPROACH: Climb to 2000 direct IMASE and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 168 | D | TDZE 161





CATEGORY	A	B	C	D
LPV DA	457-¾ 296 (300-¾)			
LNAV/VNAV DA	568-⅞ 407 (400-⅞)			
LNAV MDA	620-¾ 459 (500-¾)		620-1 459 (500-1)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND, VIRGINIA AL-347 (FAA) 23110

RNAV (GPS) Z RWY 16

RICHMOND INTL (RIC)

WAAS CH 72720 W16A	APP CRS 157°	Rwy ldg 9003 TDZE 167 Apt Elev 168

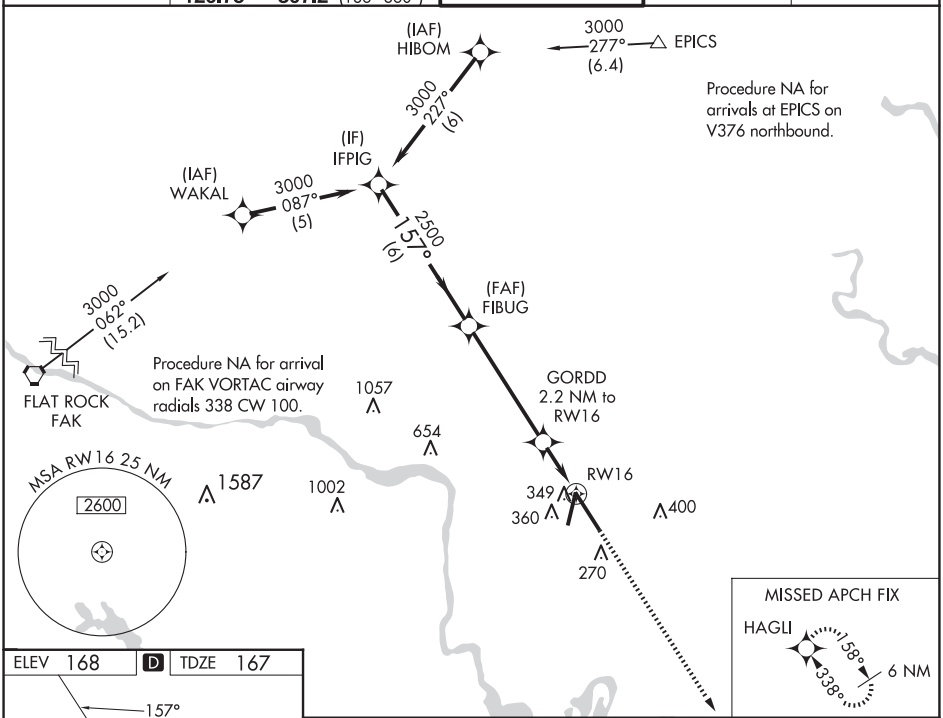
RNP APCH.

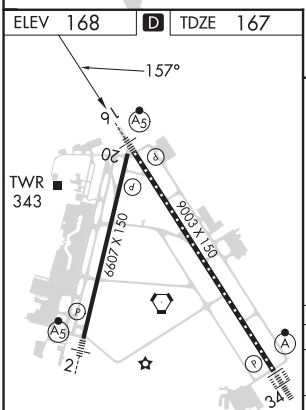
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). For inop ALS increase LNAV/VNAV all Cats visibility to RVR 5400. ** RVR 1800 authorized with use of FD or AP or HUD to DA.

MALSR

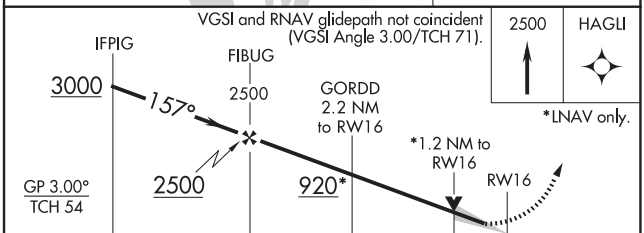
MISSED APPROACH: Climb to 2500 direct HAGLI and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
LPV DA **	367/24 200 (200-½)			
LNAV/VNAV DA	504/31 337 (400-⅝)			
LNAV MDA	600/24 433 (500-½)		600/40 433 (500-¾)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

RICHMOND, VIRGINIA
Amdt 1D 19JUL18

37°30'N-77°19'W

RICHMOND INTL (RIC)

RNAV (GPS) Z RWY 16

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) Z RWY 20
RICHMOND INTL (RIC)

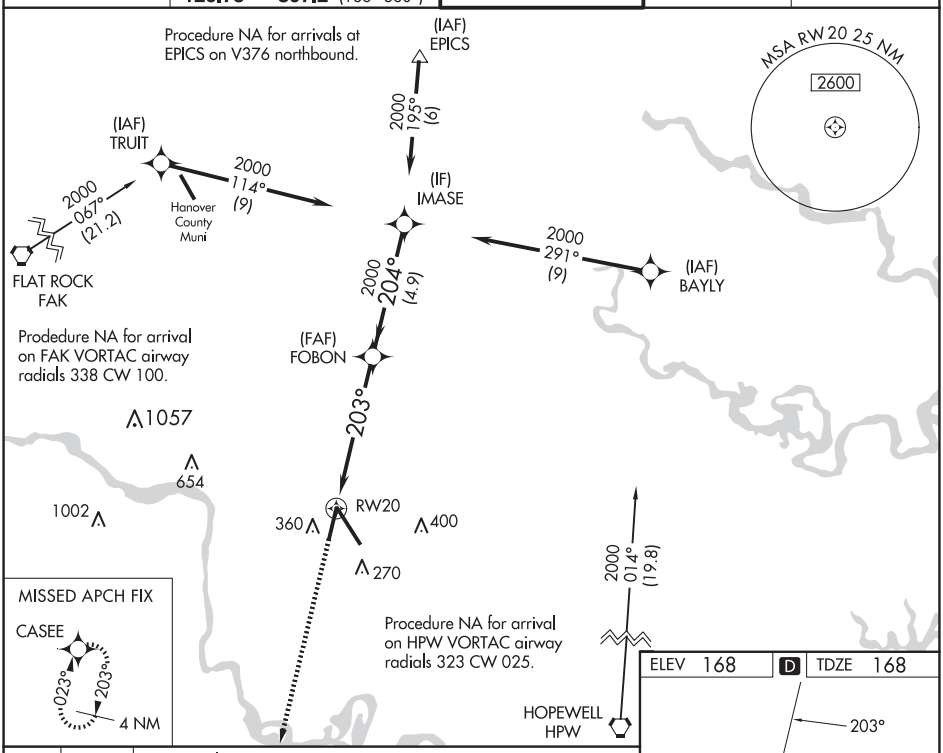
WAAS CH 69320 W20A	APP CRS 203°	Rwy ldg 6607 TDZE 168 Apt Elev 168

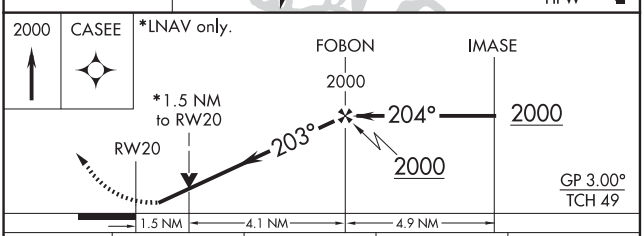
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). Rwy 20 helicopter visibility reduction below ¾ SM NA.

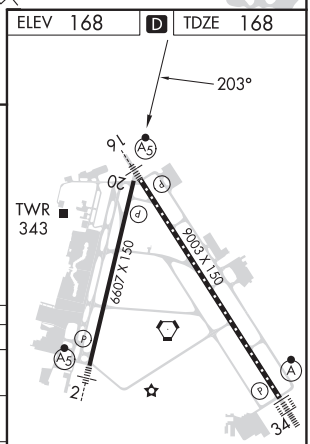
MISSED APPROACH: Climb to 2000 direct CASEE and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





CATEGORY	A	B	C	D
LPV DA	464-⅞ 296 (300-⅞)			
LNAV/VNAV DA	603-1½ 435 (500-1½)			
LNAV MDA	680-1 512 (600-1)		680-1⅜ 512 (600-1⅜)	
C CIRCLING	680-1 512 (600-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND, VIRGINIA — AL-347 (FAA) — 23110

RNAV (GPS) Z RWY 34
RICHMOND INTL (RIC)

WAAS CH 97520 W34A	APP CRS 338°	Rwy ldg 9003 / TDZE 161 / Apt Elev 168

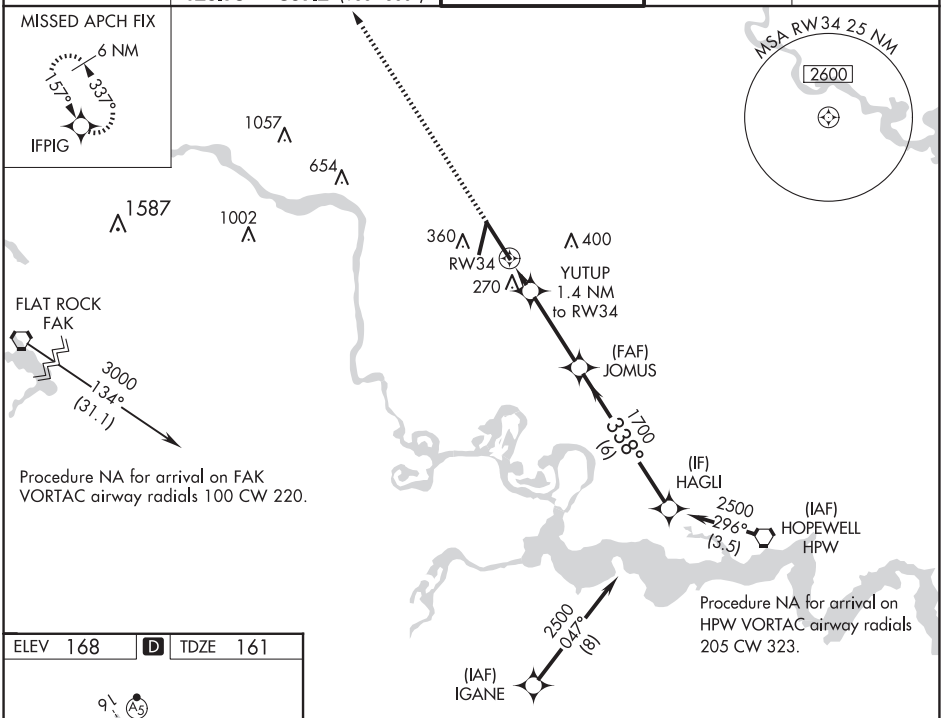
RNP APCH.

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 1¼ SM and LNAV Cats C and D visibility to RVR 5500.

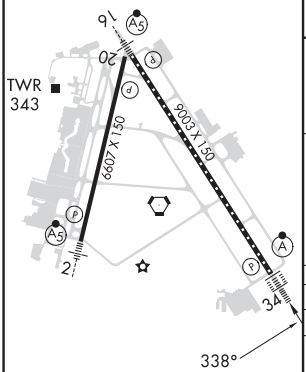
ALSF-2

MISSED APPROACH: Climb to 2500 direct IFPIG and hold.

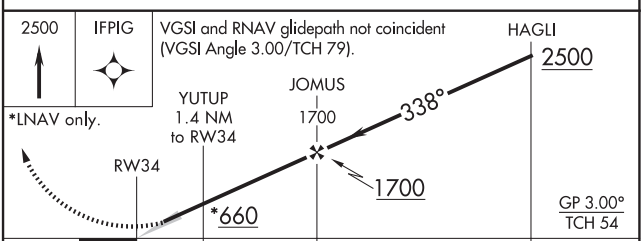
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 168 | D | TDZE 161



TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20



CATEGORY	A	B	C	D
LPV DA	361/18 200 (200-½)			
LNAV/VNAV DA	530/37 369 (400-¾)			
LNAV MDA	520/24 359 (400-½)		520/30 359 (400-⅝)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

RICHMOND, VIRGINIA
Amdt 1E 30JAN20

37°30'N-77°19'W

RICHMOND INTL (RIC)
RNAV (GPS) Z RWY 34

NE-3, 12 JUN 2025 to 07 AUG 2025

VOR RWY 2
RICHMOND INTL (RIC)

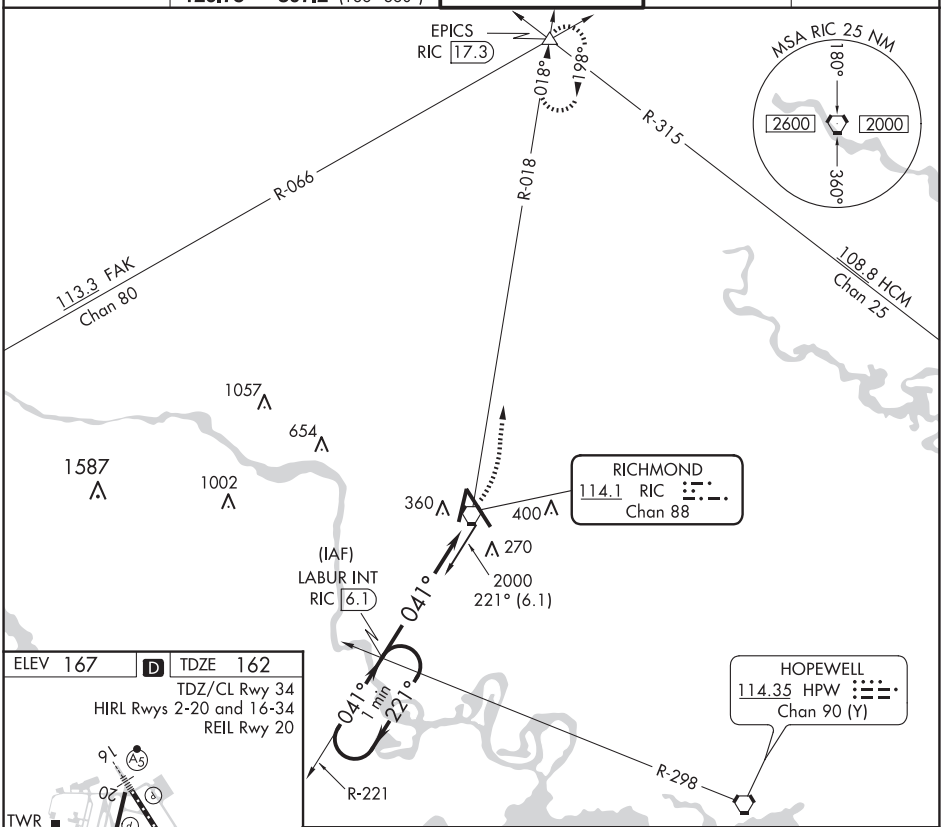
VORTAC RIC	APP CRS	Rwy ldg	6607
114.1	041°	TDZE	162
Chan 88		Apt Elev	167

T Rwy 2 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase S-2 Cat A/B visibility to 1 SM, and Cat C/D to 1⅜ SM.

MALSR A5

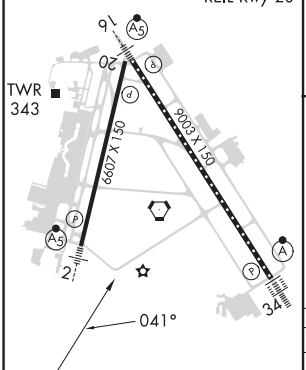
MISSED APPROACH: Climbing left turn to 2000 on RIC VORTAC R-018 to EPICS INT/RIC 17.3 DME and hold.

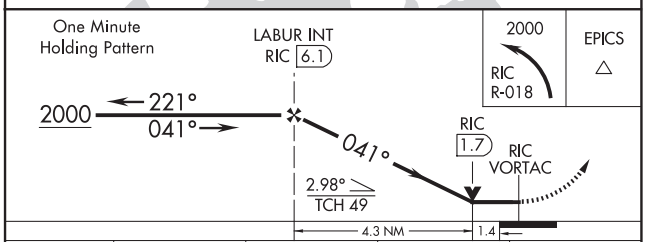
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



ELEV 167 D TDZE 162

TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20





FAF to MAP 6.1 NM					
Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

CATEGORY	A	B	C	D
S-2	640-¾ 478 (500-¾)		640-1 478 (500-1)	
C CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND, VIRGINIA | AL-347 (FAA) | 23278

VOR RWY 16
RICHMOND INTL (RIC)

VORTAC RIC	APP CRS	Rwy ldg	9003
114.1	171°	TDZE	167
Chan 88		Apt Elev	167

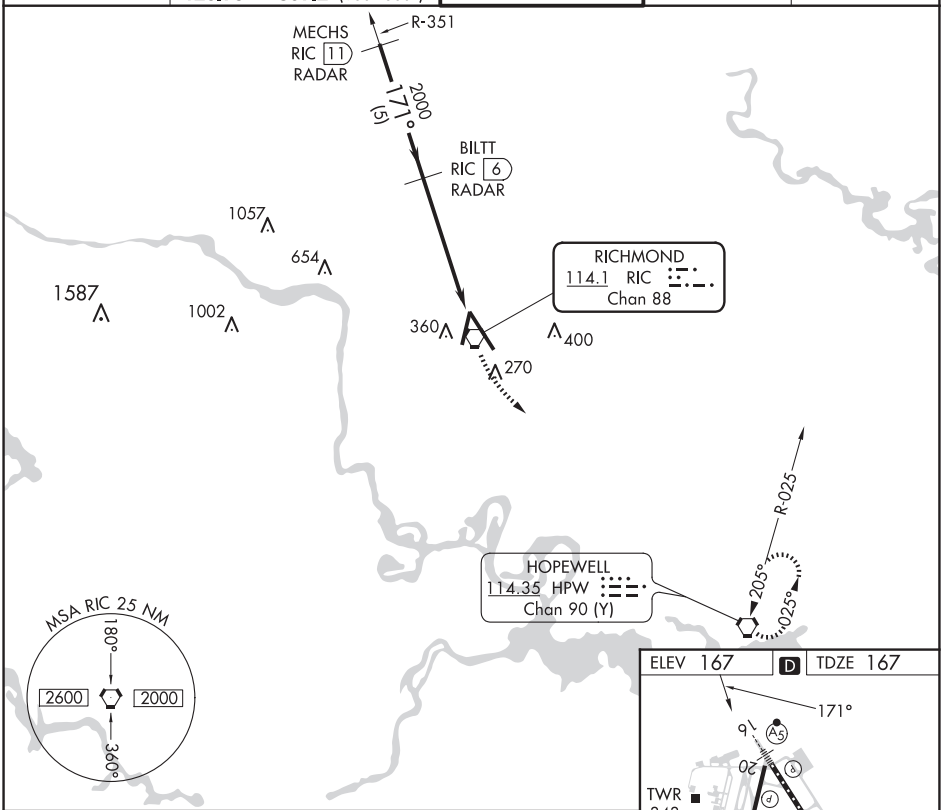
DME or RADAR required. RADAR required for procedure entry.

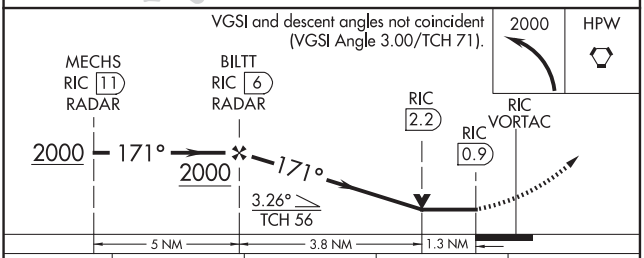
T Rwy 16 helicopter visibility reduction below RVR 4000 NA. For inop ALS, increase S-16 Cat A/B visbility to RVR 5500, and Cat C/D to 1⅜ SM.

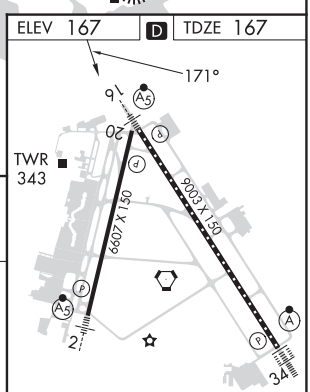
MALSR

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

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6







TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

CATEGORY	A	B	C	D
S-16	640/40 473 (500-¾)			640/50 473 (500-1)
C CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

FAF to MAP 5.1 NM

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

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

VOR RWY 20
RICHMOND INTL (RIC)

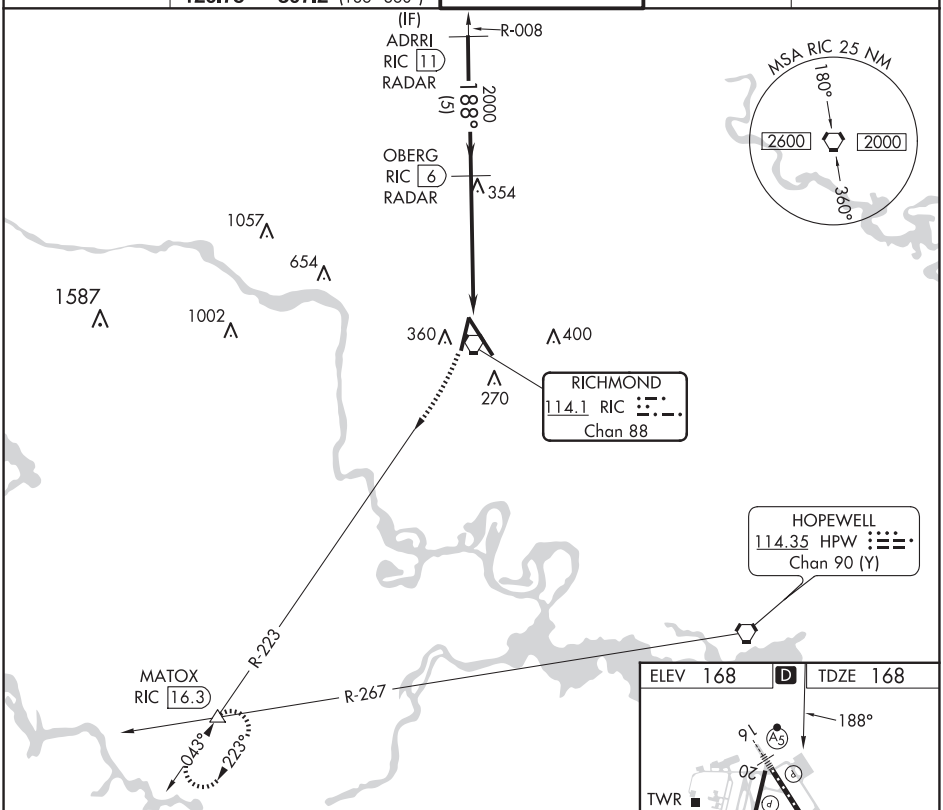
VORTAC RIC	APP CRS	Rwy ldg	6607
114.1	188°	TDZE	168
Chan 88		Apt Elev	168

RADAR required for procedure entry. DME or RADAR required.

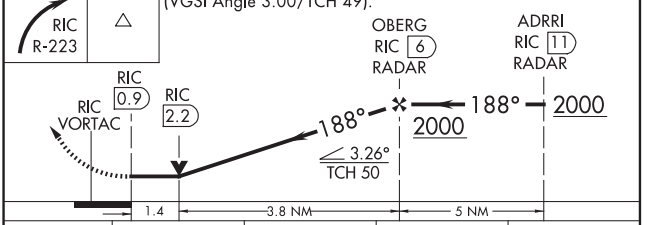
Rwy 20 helicopter visibility reduction below ¾ SM NA.

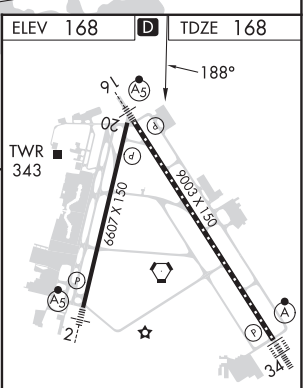
MISSED APPROACH: Climbing right turn to 2000 on RIC R-223 to MATOX INT/RIC 16.3 DME and hold.

ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6



2000	MATOX	VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 49).
RIC R-223	△	





TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

CATEGORY	A	B	C	D
S-20	660-1 492 (500-1)		660-1⅜ 492 (500-1⅜)	
C CIRCLING	660-1 492 (500-1)		700-1½ 532 (600-1½)	720-2 552 (600-2)

FAF to MAP 5.2 NM

Knots	60	90	120	150	180
Min:Sec	5:12	3:28	2:36	2:05	1:44

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND, VIRGINIA | AL-347 (FAA) | 23110

VOR RWY 34
RICHMOND INTL (RIC)

VORTAC RIC 114.1 Chan 88	APP CRS 323°	Rwy ldg 9003 TDZE 161 Apt Elev 167

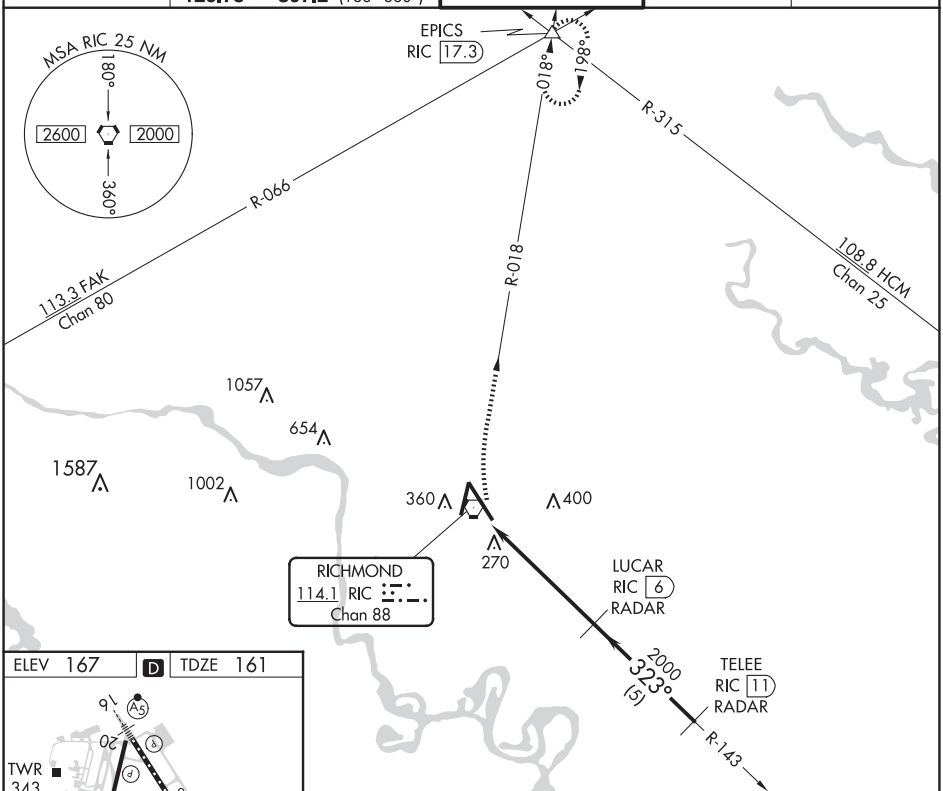
DME or RADAR required. RADAR required for procedure entry.

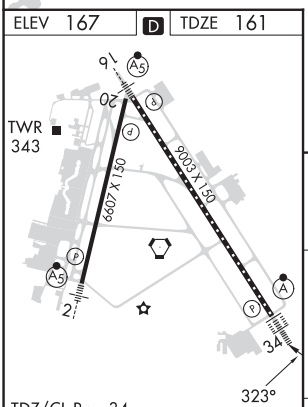
For inop ALS, increase S-34 Cat C/D visibility to RVR 5500.

ALSF-2

MISSED APPROACH: Climbing right turn to 2000 via RIC R-018 to EPICS INT and hold.

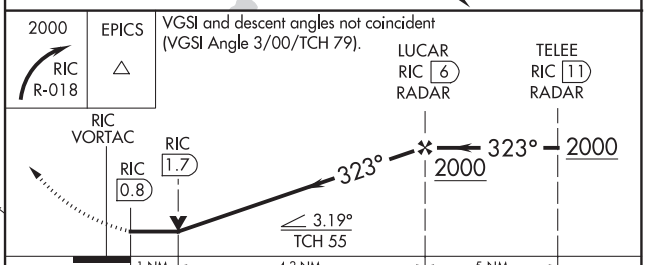
ATIS	POTOMAC APP CON	RICHMOND TOWER	GND CON	CLNC DEL
119.15 263.025	126.4 282.375 (001°-185°) 126.75 307.2 (186°-360°)	121.1 257.8	121.9 348.6	127.55 348.6





TDZ/CL Rwy 34
HIRL Rwys 2-20 and 16-34
REIL Rwy 20

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



CATEGORY	A	B	C	D
S-34	540/24 379 (400-½)		540/40 379 (400-¾)	540/50 379 (400-1)
C CIRCLING	660-1 493 (500-1)		700-1½ 533 (600-1½)	720-2 553 (600-2)

RICHMOND, VIRGINIA
Amdt 23C 30JAN20

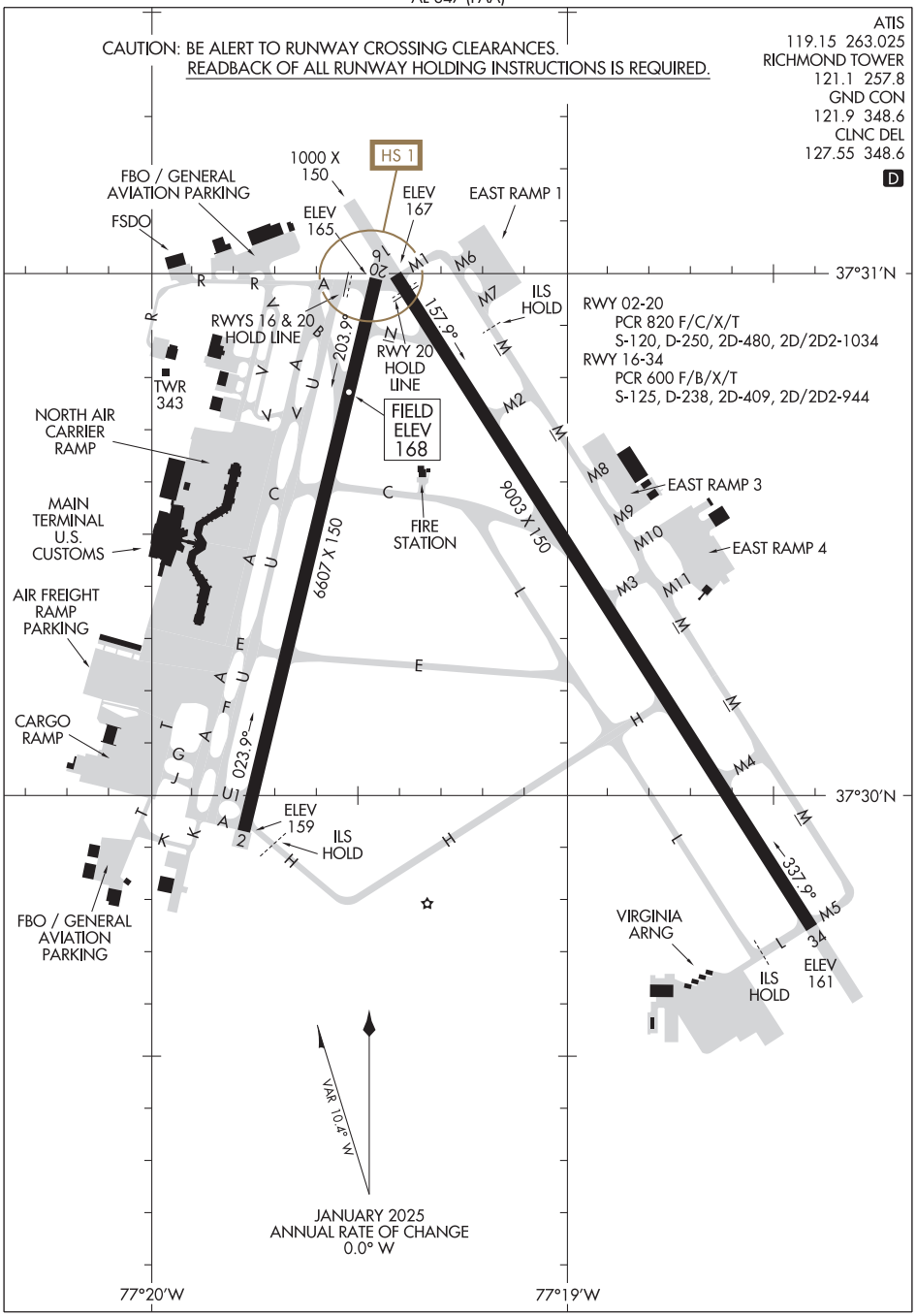
37°30′N-77°19′W

RICHMOND INTL (RIC)
VOR RWY 34

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

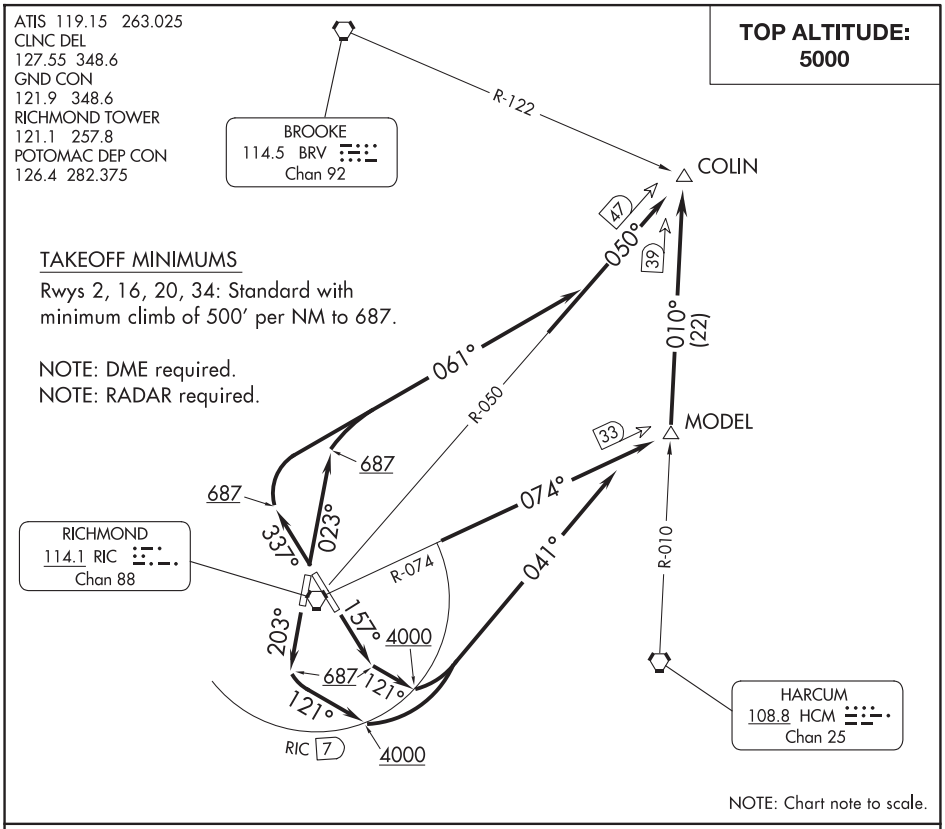
AL-347 (FAA)



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

COLIN EIGHT DEPARTURE



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . . .
TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . . .
TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing left turn heading 121° to cross RIC VORTAC 7 DME at or above 4000, then climbing left turn heading 041° to intercept RIC VORTAC R-074 to MODEL INT/RIC 33 DME, then on HCM VORTAC R-010 to COLIN INT/HCM 39 DME, thence . . . .
TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing right turn heading 061° to intercept RIC VORTAC R-050 to COLIN INT/RIC 47 DME, thence . . . .

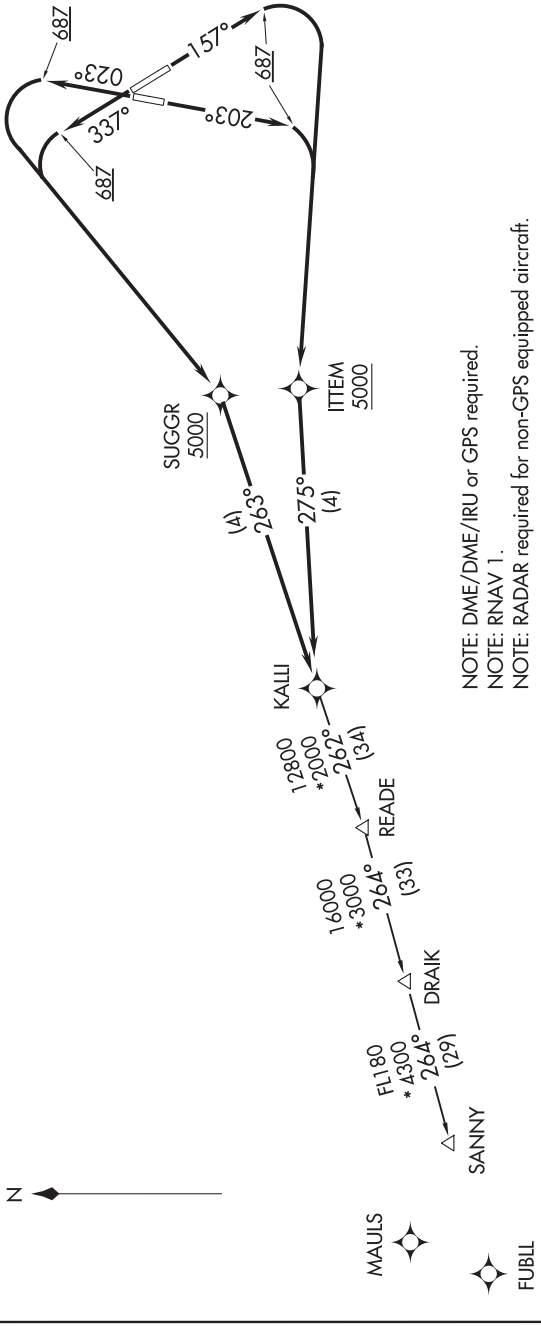
. . . . maintain 5000 or assigned altitude. Expect filed altitude within ten minutes after departure.

KALLI SEVEN DEPARTURE (RNAV)

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS
Rwys 2, 16, 20, 34: Standard with minimum climb of 500' per NM to 687.

ATIS
119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
126.75 307.2



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: RADAR required for non-GPS equipped aircraft.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb on heading 023° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence....
TAKEOFF RUNWAY 16: Climb on heading 157° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence....
TAKEOFF RUNWAY 20: Climb on heading 203° to 687, then climbing right turn direct to cross ITTEM at or above 5000, then on track 275° to KALLI, thence....
TAKEOFF RUNWAY 34: Climb on heading 337° to 687, then climbing left turn direct to cross SUGGR at or above 5000, then on track 263° to KALLI, thence....

....(transition). Maintain 5000, expect filed altitude ten minutes after departure.

DRAIK TRANSITION (KALLI7.DRAIK)
READE TRANSITION (KALLI7.READE)
SANNY TRANSITION (KALLI7.SANNY)

NE-3, 12 JUN 2025 to 07 AUG 2025

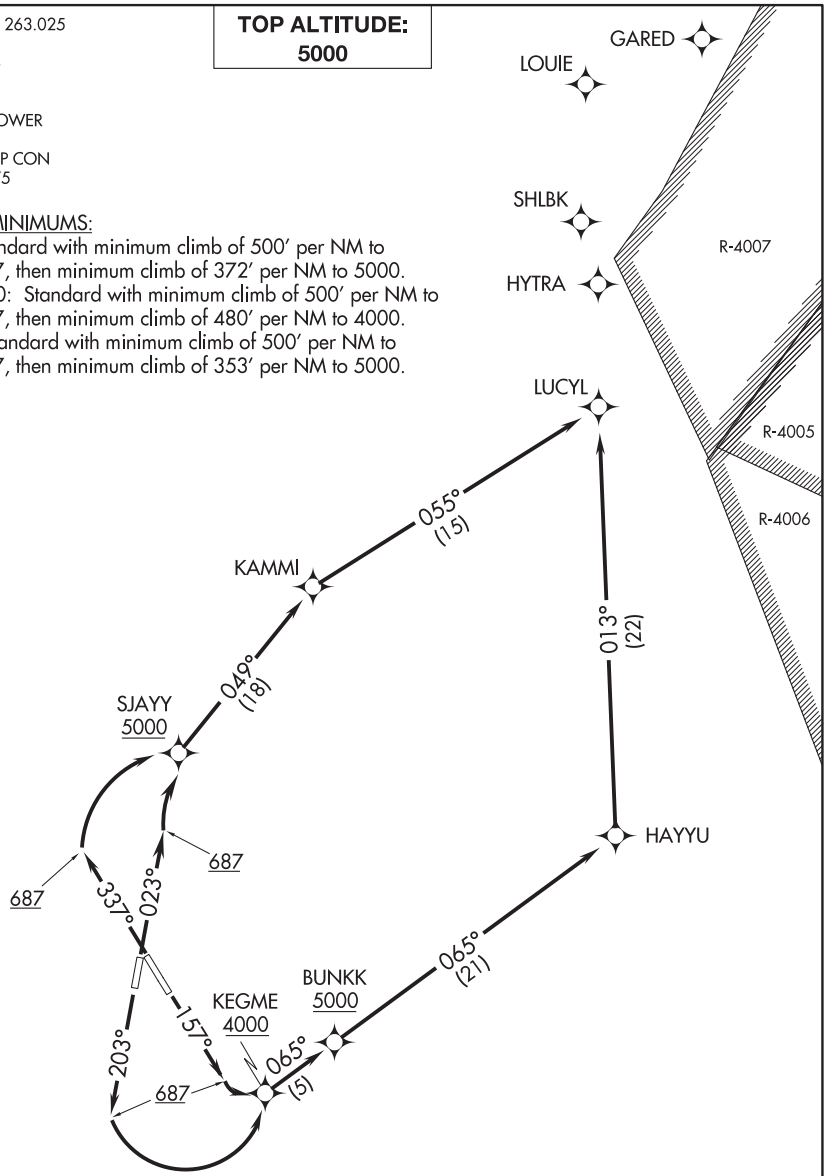
LUCYL SIX DEPARTURE (RNAV)

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA

ATIS 119.15 263.025
CLNC DEL
127.55 348.6
GND CON
121.9 348.6
RICHMOND TOWER
121.1 257.8
POTOMAC DEP CON
126.4 282.375

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwy 2: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 372′ per NM to 5000.
Rwys 16, 20: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 480′ per NM to 4000.
Rwy 34: Standard with minimum climb of 500′ per NM to 687, then minimum climb of 353′ per NM to 5000.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required for non-GPS equipped aircraft.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

LUCYL SIX DEPARTURE (RNAV)
RICHMOND, VIRGINIA
RICHMOND INTL (RIC)

DEPARTURE ROUTE DESCRIPTION

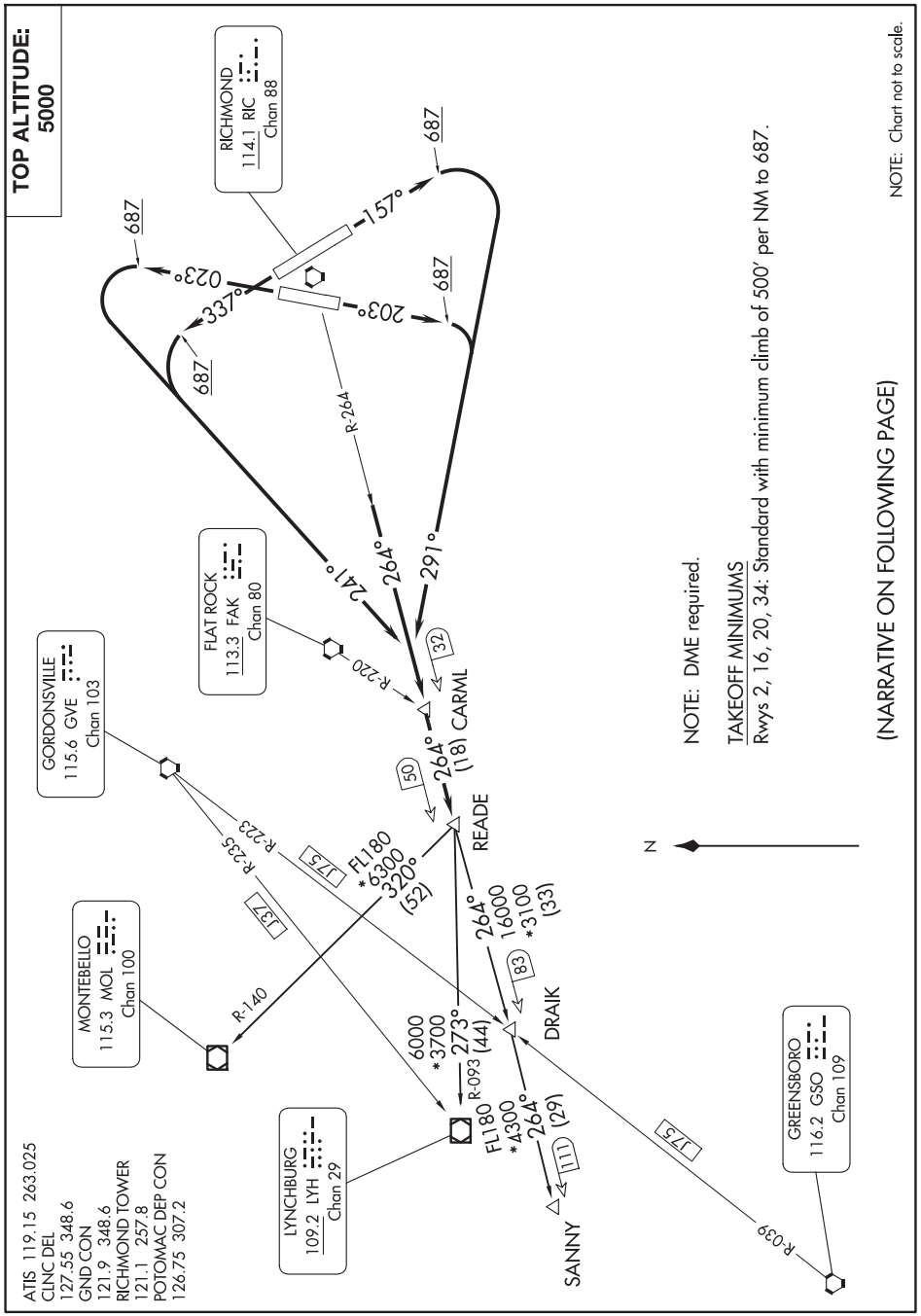
TAKEOFF RUNWAY 2: Climb on heading 023° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 16: Climb on heading 157° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 20: Climb on heading 203° to 687 MSL, then climbing left turn direct to cross KEGME at or above 4000, then on track 065° to cross BUNKK at or above 5000, then on depicted route to LUCYL, thence. . . .
TAKEOFF RUNWAY 34: Climb on heading 337° to 687 MSL, then climbing right turn direct to cross SJAYY at or above 5000, then on depicted route to LUCYL, thence. . . .

. . . .maintain 5000, expect filed altitude within ten (10) minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

READE SEVEN DEPARTURE

RICHMOND INTL (RIC)
RICHMOND, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 2: Climb heading 023° to 687, then climbing left turn heading 241°, thence . . . .
TAKEOFF RUNWAY 16: Climb heading 157° to 687, then climbing right turn heading 291°, thence . . . .
TAKEOFF RUNWAY 20: Climb heading 203° to 687, then climbing right turn heading 291°, thence . . . .
TAKEOFF RUNWAY 34: Climb heading 337° to 687, then climbing left turn heading 241°, thence . . . .

. . . . intercept RIC VORTAC R-264 to CARML INT/RIC 32 DME, then on RIC VORTAC R-264 to READE INT/RIC 50 DME, then on assigned transition, maintain 5000. Expect filed altitude within ten minutes after departure.

DRAIK TRANSITION (READE7.DRAIK): From over READE INT/RIC 50 DME on RIC R-264 to DRAIK INT.
LYNCHBURG TRANSITION (READE7.LYH): From over READE INT/RIC 50 DME on LYH R-093 to LYH VOR/DME.
MONTEBELLO TRANSITION (READE7.MOL): From over READE INT/RIC 50 DME on MOL R-140 to MOL VOR/DME.
SANNY TRANSITION (READE7.SANNY): From over READE INT/RIC 50 DME on RIC R-264 to SANNY.

WAAS CH **42904** **W16A**	APP CRS **159°**	Rwy ldg **5402** TDZE **207** Apt Elev **207**

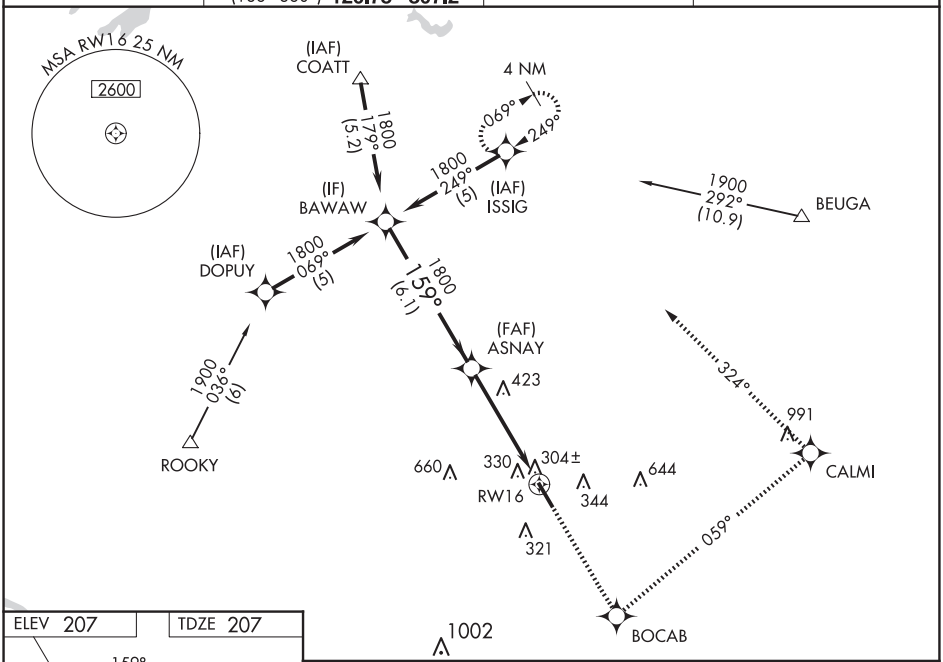
RNAV (GPS) RWY 16
HANOVER COUNTY MUNI (OFP)

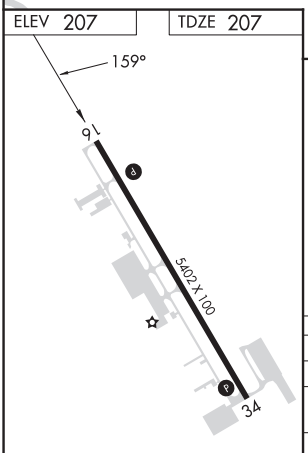
RNP APCH.

When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ¼ mile. Baro-VNAV NA when using Richmond Intl altimeter setting. For uncompensated Baro-VNAV systems LNAV/VNAV NA below -15°C or above 54°C. Rwy 16 helicopter visibility reduction below ¾ SM NA.

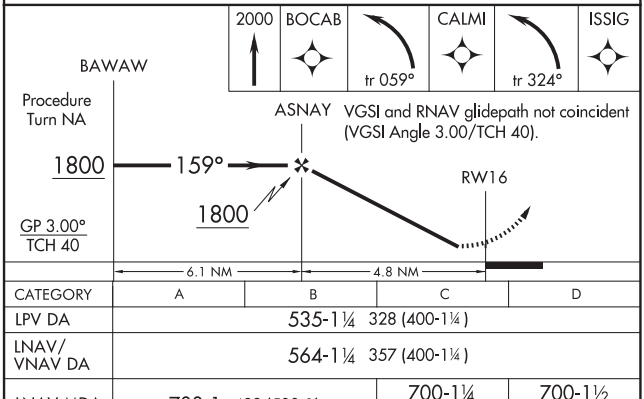
MISSED APPROACH: Climb to 2000 direct BOCAB and left turn via 059° track to CALMI and left turn via 324° track to ISSIG and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	(001°-185°) **126.4** **307.2** (186°-360°) **126.75** **307.2**	**125.4**	**122.7** (CTAF) L





REIL Rwys 16 and 34 L
HIRL Rwy 16-34 L



CATEGORY	A	B	C	D
LPV DA	535-1¼ 328 (400-1¼)			
LNAV/VNAV DA	564-1¼ 357 (400-1¼)			
LNAV MDA	700-1 493 (500-1)		700-1¼ 493 (500-1¼)	700-1½ 493 (500-1½)
C CIRCLING	700-1 493 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND/ASHLAND, VIRGINIA AL-5965 (FAA) 25107

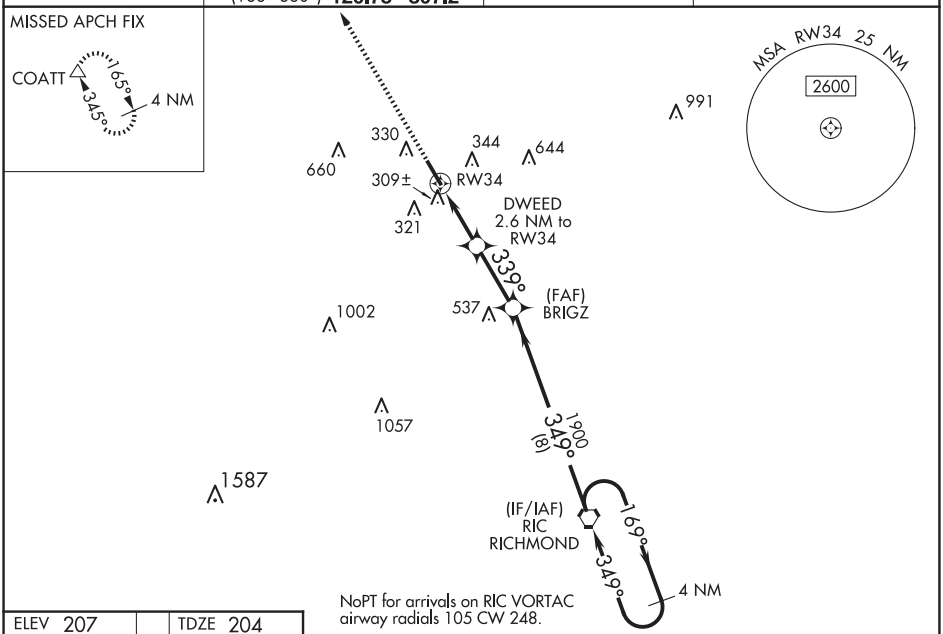
WAAS CH 72937 W34A	APP CRS 339°	Rwy ldg 5402 TDZE 204 Apt Elev 207

RNAV (GPS) RWY 34
HANOVER COUNTY MUNI (OFP)

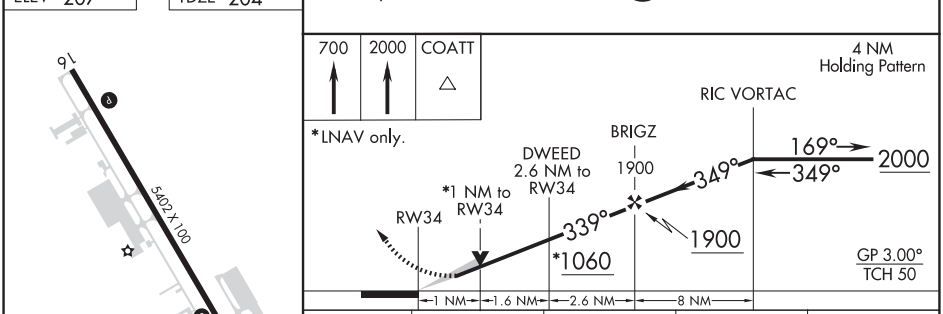
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all DA 37 feet and all MDA 40 feet; increase LNAV/VNAV all Cats and LNAV Cats C/D visibility ⅛ mile. Baro-VNAV and VDP NA when using Richmond Intl altimeter setting.

MISSED APPROACH: Climb to 700 then climb to 2000 direct COATT and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	(001°-185°) 126.4 307.2 (186°-360°) 126.75 307.2	125.4	122.7 (CTAF) L



ELEV 207 TDZE 204



CATEGORY	A	B	C	D
LPV DA	454-1	250 (300-1)		
LNAV/VNAV DA	493-1	289 (300-1)		
LNAV MDA	560-1	356 (400-1)		
C CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

REIL Rwys 16 and 34 L
HIRL Rwy 16-34 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

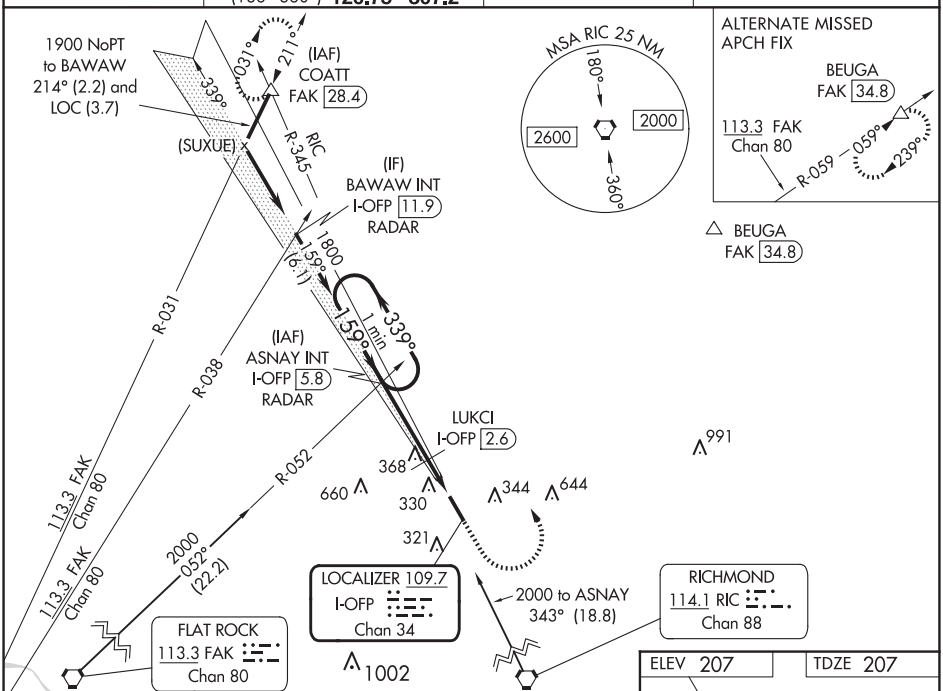
LOC/DME I-OFP	APP CRS	Rwy ldg	5402
109.7	159°	TDZE	207
Chan 34		Apt Elev	207

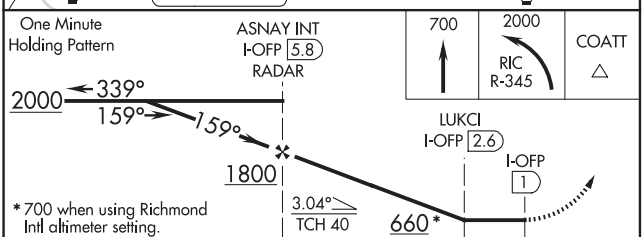
LOC RWY 16
HANOVER COUNTY MUNI (OFP)

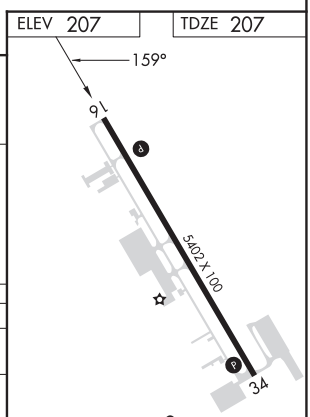
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDAs 40 feet; increase LUKCI fix minimums S-16 Cat C visibility ⅛ SM.

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 via RIC VORTAC R-345 to COATT INT and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	(001°-185°) 126.4 307.2 (186°-360°) 126.75 307.2	125.4	122.7 (CTAF) L







CATEGORY	A	B	C	D
S-16	660-1 453 (500-1)		660-1⅜ 453 (500-1⅜)	660-1½ 453 (500-1½)
C CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)
	LUKCI FIX MINIMUMS			
S-16	560-1 353 (400-1)			560-1¼ 353 (400-1¼)
C CIRCLING	660-1 453 (500-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 12 JUN 2025 to 07 AUG 2025

RICHMOND/ASHLAND, VIRGINIA AL-5965 (FAA) 25107

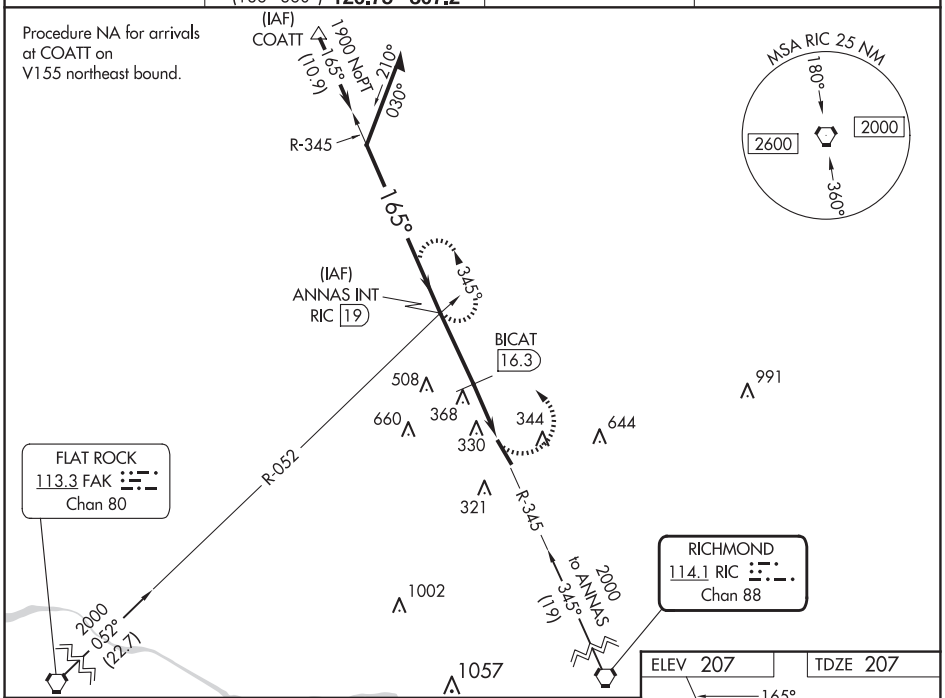
VORTAC RIC	APP CRS	Rwy ldg	5402
114.1	165°	TDZE	207
Chan 88		Apt Elev	207

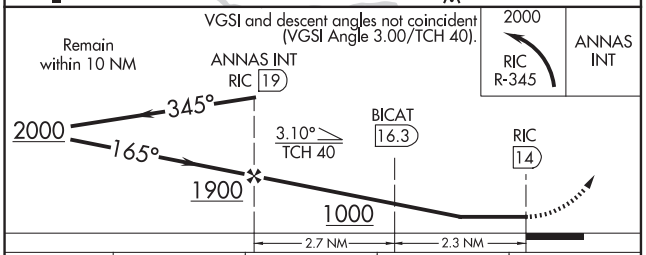
VOR RWY 16
HANOVER COUNTY MUNI (OFP)

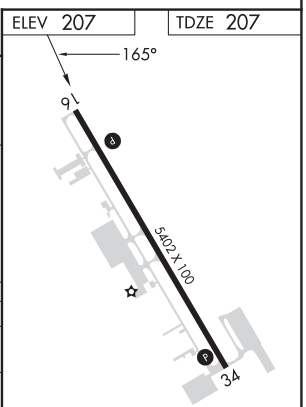
When local altimeter setting not received, use Richmond Intl altimeter setting and increase all MDA 40 feet. Rwy 16 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 via RIC R-345 to ANNAS INT/19 DME and hold.

ASOS	POTOMAC APP CON	CLNC DEL	UNICOM
119.025	(001°-185°) 126.4 307.2 (186°-360°) 126.75 307.2	125.4	122.7 (CTAF) L







REIL Rwys 16 and 34 L
HIRL Rwy 16-34 L

CATEGORY	A	B	C	D
S-16	1000-1 793 (800-1)	1000-1¼ 793 (800-1¼)	1000-2¼ 793 (800-2¼)	1000-2½ 793 (800-2½)
C CIRCLING	1000-1 793 (800-1)	1000-1¼ 793 (800-1¼)	1000-2¼ 793 (800-2¼)	1020-2¾ 813 (900-2¾)
BICAT FIX MINIMUMS (DME REQUIRED)				
S-16	820-1 613 (700-1)		820-1¾ 613 (700-1¾)	
C CIRCLING	820-1 613 (700-1)		900-2 693 (700-2)	1020-2¾ 813 (900-2¾)

FAF to MAP 5 NM					
Knots	60	90	120	150	180
Min:Sec	5:00	3:20	2:30	2:00	1:40

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	3214
121°	TDZE	64
	Apt Elev	64

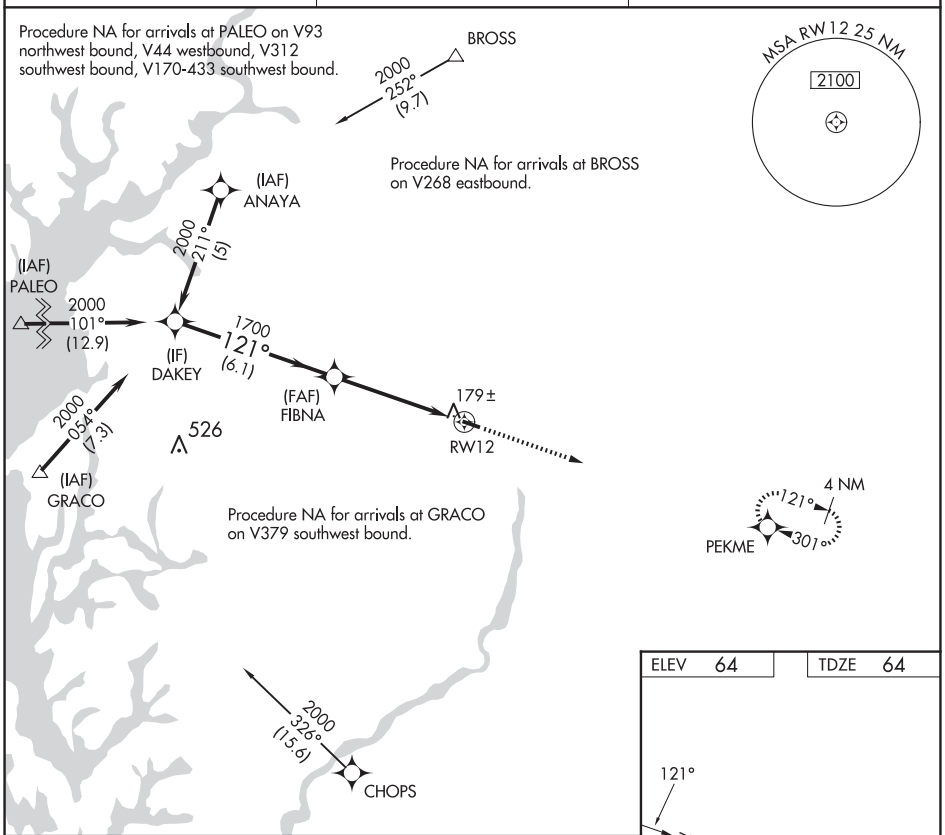
RNAV (GPS) RWY 12
GOODEN AIRPARK (RJD)

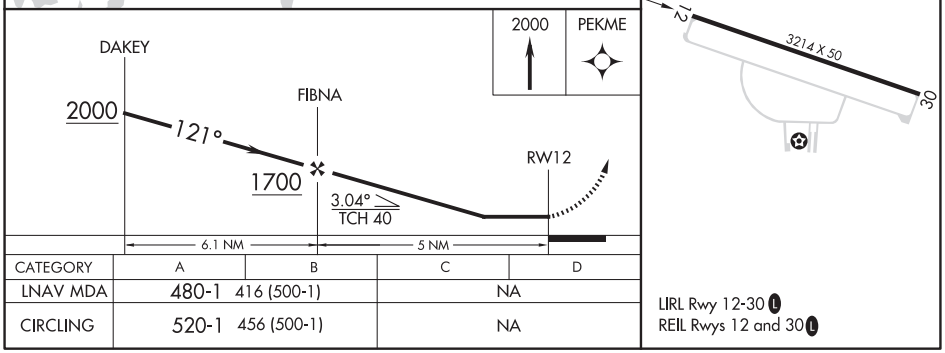
RNP APCH - GPS.

NA Procedure NA at night. Use Easton altimeter setting: when not received, procedure NA. Rwy 12 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 2000 direct PEKME and hold.

ESN AWOS-3PT	POTOMAC APP CON	UNICOM
124.475	124.55 317.425	122.8 (CTAF) L





CATEGORY	A	B	C	D
LNAV MDA	480-1 416 (500-1)		NA	
CIRCLING	520-1 456 (500-1)		NA	

LIRL Rwy 12-30 L
REIL Rwys 12 and 30 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

RIDGELY, MARYLAND

AL-10248 (FAA)

23250

RNAV (GPS) RWY 30
GOODEN AIRPARK (RJD)

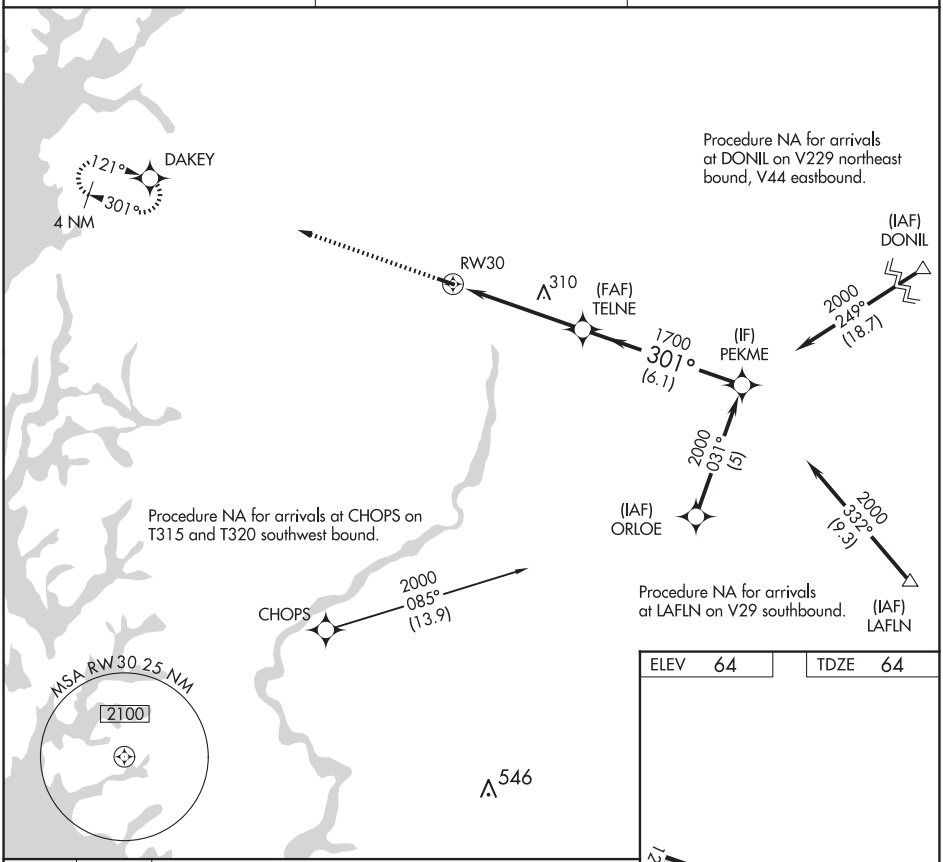
APP CRS	Rwy ldg	3214
301°	TDZE	64
	Apt Elev	64

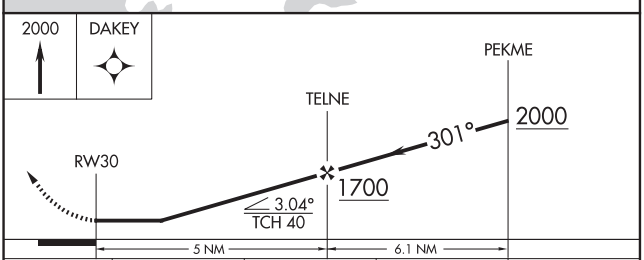
RNP APCH - GPS.

NA Procedure NA at night. Use Easton altimeter setting; when not received, procedure NA. Rwy 30 helicopter visibility reduction below 1 SM NA.

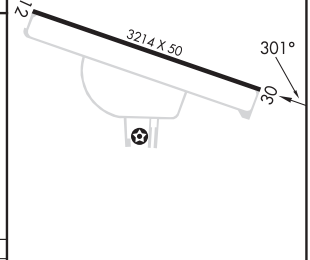
MISSED APPROACH: Climb to 2000 direct DAKEY and hold.

ESN AWOS-3PT	DOVER APP CON	UNICOM
124.475	132.425 257.875	122.8 (CTAF) L





ELEV	64	TDZE	64



CATEGORY	A	B	C	D
LNAV MDA	660-1	596 (600-1)	NA	
CIRCLING	660-1	596 (600-1)	NA	

LIRL Rwy 12-30 L
REIL Rwy 12 and 30 L

NE-3, 12 JUN 2025 to 07 AUG 2025

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ILS or LOC RWY 34

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

LOC I-ROA	APP CRS	Rwy ldg	5810
109.7	336°	TDZE	1160
		Apt Elev	1175

DME required for procedure entry. ADF or RADAR required.

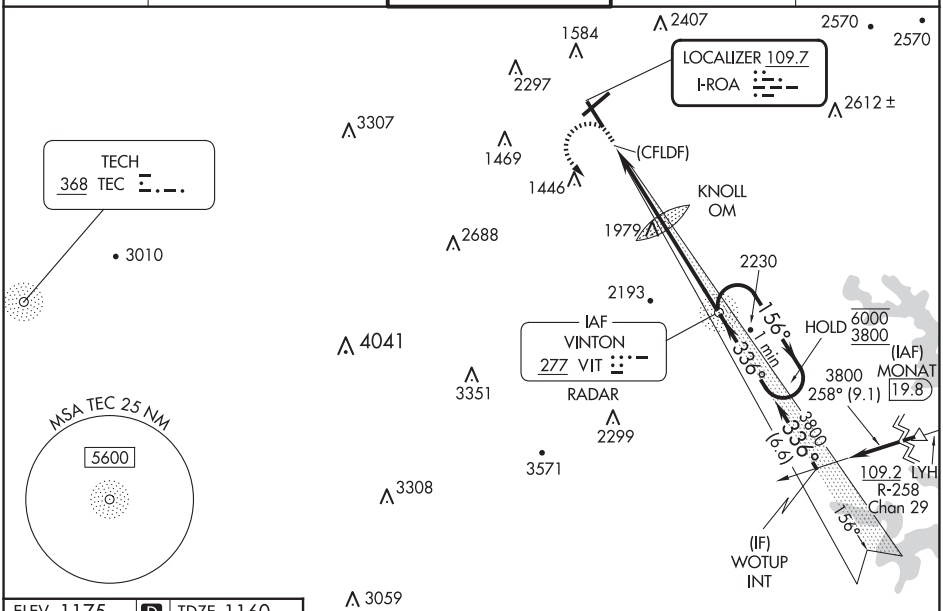
For inop ALS, increase S-ILS 34 # all Cats visibility to 1⅜ SM. Circling NA northwest of Rwy 6-24. Inop table does not apply to S-ILS 34 all Cats.

-13°C

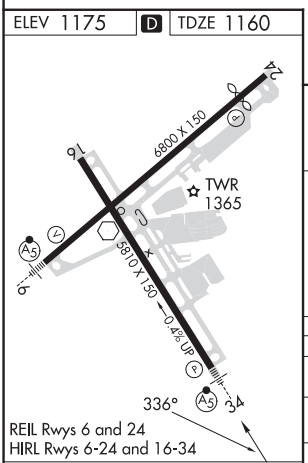
MALSR

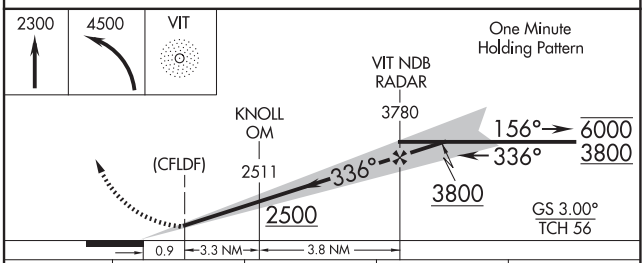
MISSED APPROACH: Climb to 2300 then climbing left turn to 4500 direct VIT NDB and hold. Continue climb-in-hold to 4500. # Missed approach requires minimum climb of 425 feet perNM to 3700.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



Procedure NA for arrivals at MONAT on V470 northeast bound.





FAF to MAP 7.1 NM					
Knots	60	90	120	150	180
Min:Sec	7:06	4:44	3:33	2:50	2:22

CATEGORY	A	B	C	D
S-ILS 34 #	1603-⅞ 443 (500-⅞)			
S-ILS 34	2040-4 880 (900-4)			
S-LOC 34	2140-¾ 980 (1000-¾)	2140-1 980 (1000-1)	2140-2½ 980 (1000-2½)	
CIRCLING	2140-1¼ 965 (1000-1¼)	2140-1½ 965 (1000-1½)	2460-3 1285 (1300-3)	2800-3 1625 (1700-3)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

ROANOKE, VIRGINIA | AL-349 (FAA) | 25163

APP CRS	Rwy Ldg	6800
058°	TDZE	1175
	Apt Elev	1175

RNAV (RNP) Z RWY 6

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

RNP AR APCH - GPS.

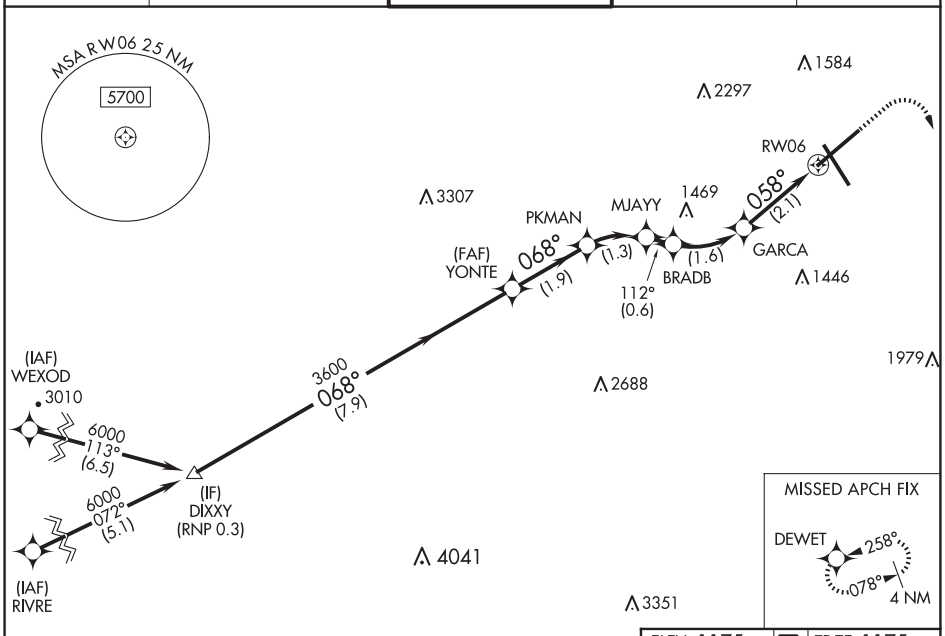
For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C. For inop ALS, increase RNP 0.20 all Cats visibility to ⅞ SM.

-13°C

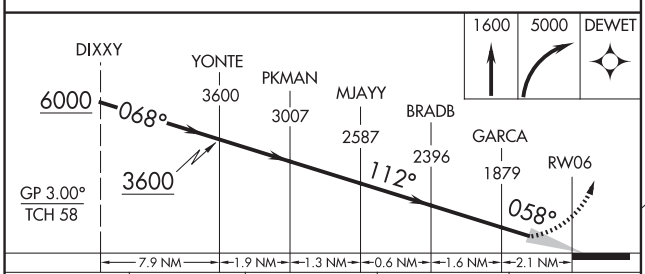
MALSR

MISSED APPROACH: (Do not exceed 240K until DEWET) Climb to 1600 then climbing right turn to 5000 direct DEWET and hold, continue climb-in-hold to 5000. *Missed approach requires minimum climb of 370 feet per NM to 2900.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7

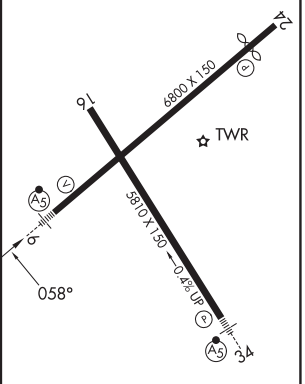


ELEV 1175 | D | TDZE 1175



CATEGORY	A	B	C	D
RNP 0.20 DA*	1444-½	269 (300-½)		
RNP 0.30 DA	1605-¾	430 (500-¾)		

AUTHORIZATION REQUIRED



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	6010
238°	TDZE	1170
	Apt Elev	1175

RNAV (RNP) Z RWY 24

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

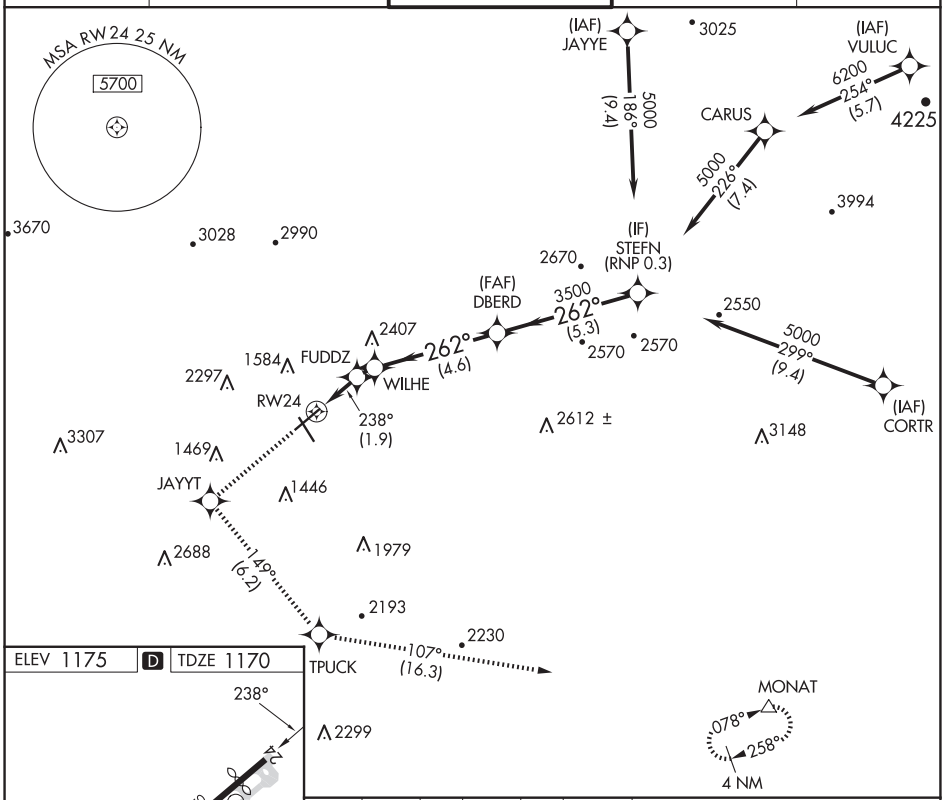
RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

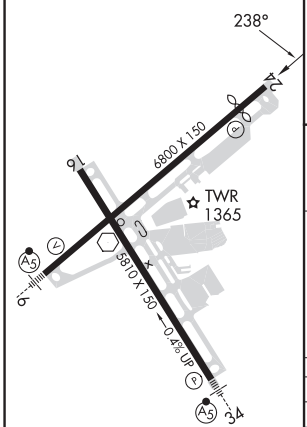
-13°C

MISSED APPROACH: Climb to 4000 direct JAYYT and on track 149° to TPUCK and on track 107° to MONAT and hold. # Missed approach requires minimum climb of 230 feet per NM to 3200.

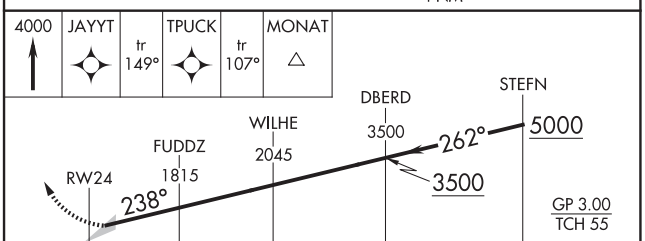
ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



ELEV 1175 | D | TDZE 1170



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34



CATEGORY	A	B	C	D
#RNP 0.15 DA	1491-1	321 (400-1)		
RNP 0.30 DA	1633-1⅛	463 (500-1⅛)		

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ROANOKE, VIRGINIA

AL-349 (FAA)

25163

RNAV (RNP) Z RWY 34

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

APP CRS	Rwy Ldg	5810
336°	TDZE	1160
	Apt Elev	1175

RNP AR APCH. RF required.

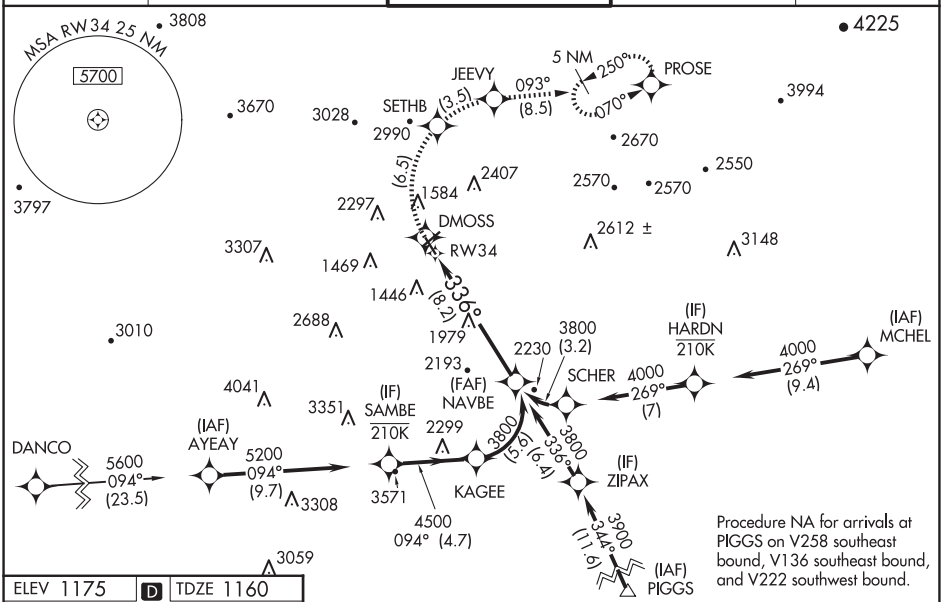
Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30* all Cats visibility to 1⅜ SM. Inop table does not apply to RNP 0.30. For uncompensated Baro-VNAV systems, procedure NA below -14°C or above 54°C.

-13°C

MALSR

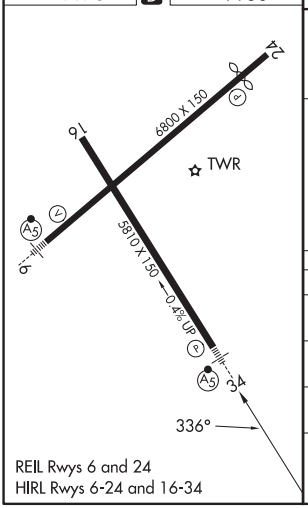
MISSED APPROACH: Climb to 6000 on track 336° to DMOSS, right turn to SETHB, right turn to JEEVY and on track 093° to PROSE and hold. * Missed approach requires minimum climb of 350 feet per NM to 4100. # Missed approach requires minimum climb of 415 feet per NM to 4100.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7

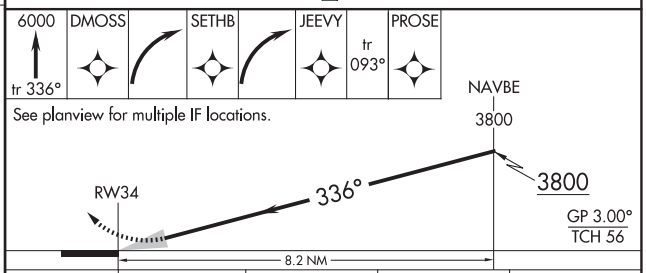


Procedure NA for arrivals at PIGGS on V258 southeast bound, V136 southeast bound, and V222 southwest bound.

ELEV 1175 | D | TDZE 1160



REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34



CATEGORY	A	B	C	D
RNP 0.15 DA #	1495-½ 335 (400-½)			
RNP 0.30 DA*	1646-1 486 (500-1)			
RNP 0.30 DA	2115-4 955 (1000-4)			

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	6800
072°	TDZE	1175
	Apt Elev	1175

RNAV (GPS) Y RWY 6
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

RNP APCH - GPS.

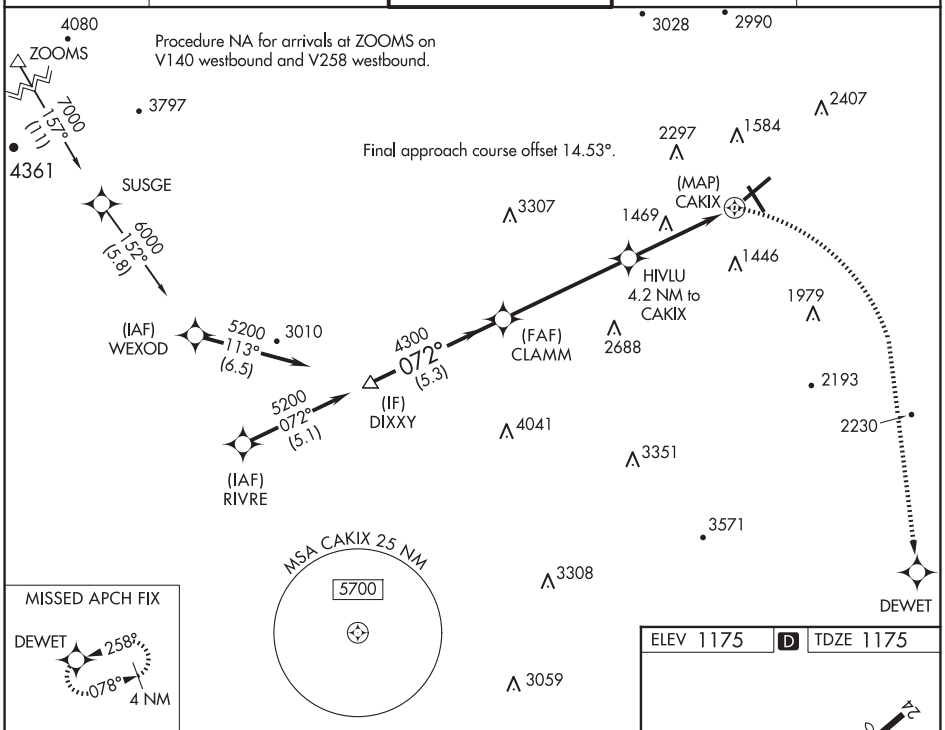
Circling NA northwest of Rwy 6-24.
For inop ALS, increase LNAV Cat C and D visibility to 2½ SM.

-13°C

MALSR

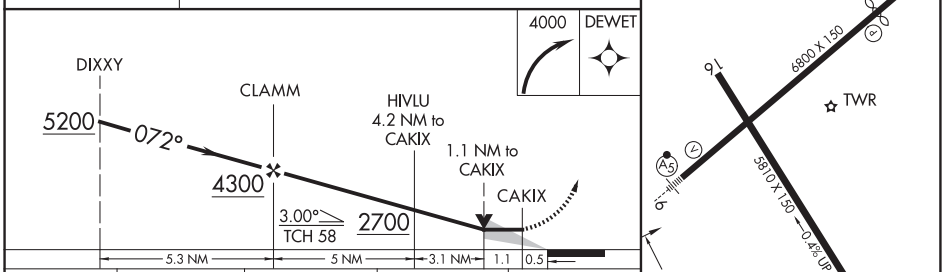
MISSED APPROACH: Climbing right turn to 4000 direct DEWET and hold.
** Missed approach requires minimum climb of 276 feet per NM to 2700.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



MISSED APCH FIX

ELEV 1175 | D | TDZE 1175



CATEGORY	A	B	C	D
LNAV MDA**	1720-½	545 (600-½)	1720-1⅛	545 (600-1⅛)
LNAV MDA	1980-½ 805 (900-½)	1980-¾ 805 (900-¾)	1980-1⅞	805 (900-1⅞)
C CIRCLING	1980-1 805 (900-1)	1980-1¼ 805 (900-1¼)	2460-3 1285 (1300-3)	2800-3 1625 (1700-3)

REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ROANOKE, VIRGINIA | AL-349 (FAA) | 25163

RNAV (GPS) Y RWY 24
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

WAAS CH 99522 W24A	APP CRS 238°	Rwy Ldg 6010 TDZE 1170 Apt Elev 1175

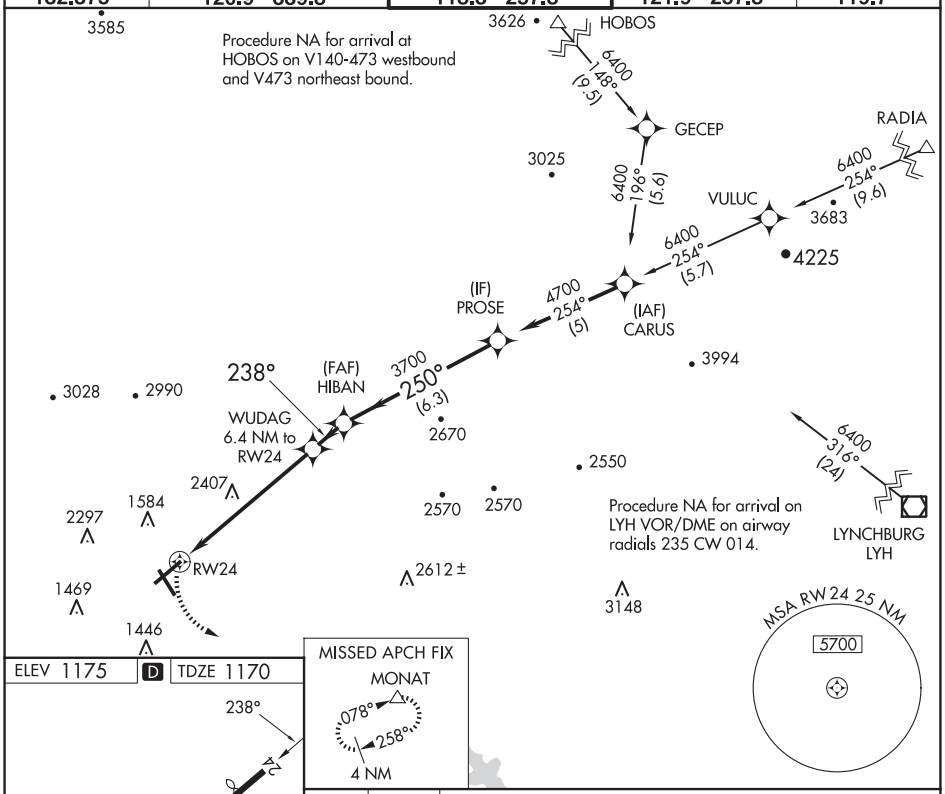
RNP APCH.

Circling NA northwest of Rwy 6-24.
Rwy 24 helicopter visibility reduction below ¾ SM NA.

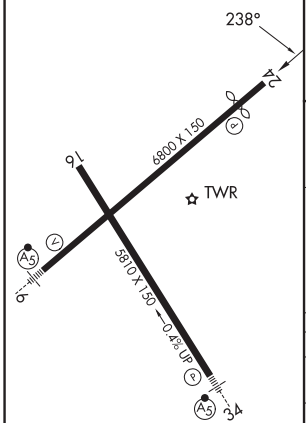
-13°C

MISSED APPROACH: Climbing left turn to 4000 direct MONAT and hold.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7

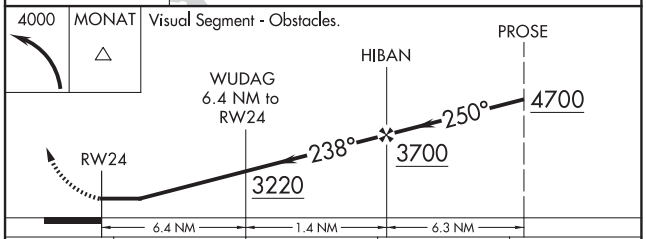


ELEV 1175 | D | TDZE 1170



MISSED APCH FIX
MONAT
078°
258°
4 NM

4000 | MONAT | Visual Segment - Obstacles.



CATEGORY	A	B	C	D
LP MDA	2500-1¼ 1330 (1400-1¼)	2500-1½ 1330 (1400-1½)	2500-3	1330 (1400-3)
LNAV MDA	3000-1¼ 1830 (1900-1¼)	3000-1½ 1830 (1900-1½)	3000-3	1830 (1900-3)
C CIRCLING	3000-1¼ 1825 (1900-1¼)	3000-1½ 1825 (1900-1½)	3000-3	1825 (1900-3)

REIL Rwys 6 and 24
HIRL Rwys 6-24 and 16-34

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70722 W34A	APP CRS 336°	Rwy Ldg 5810 TDZE 1160 Apt Elev 1175

RNAV (GPS) Y RWY 34
ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

RNP APCH.

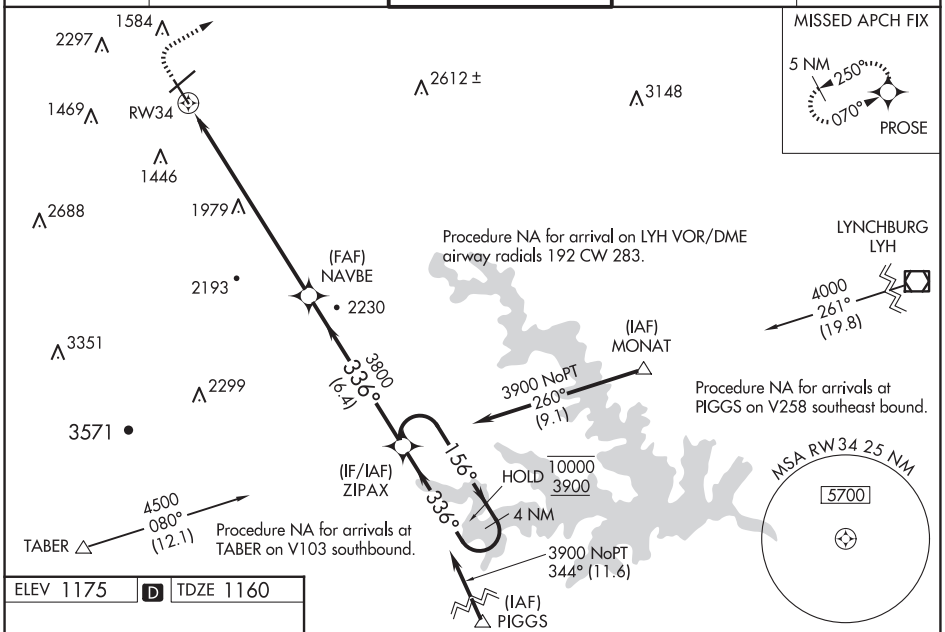
Circling NA northwest of Rwy 6-24. Rwy 34 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -14°C or above 54°C. Inop table does not apply to LPV, LNAV/VNAV or LNAV Cat C/D. For inop ALS, increase LPV# all Cats visibility to 1⅛ SM.

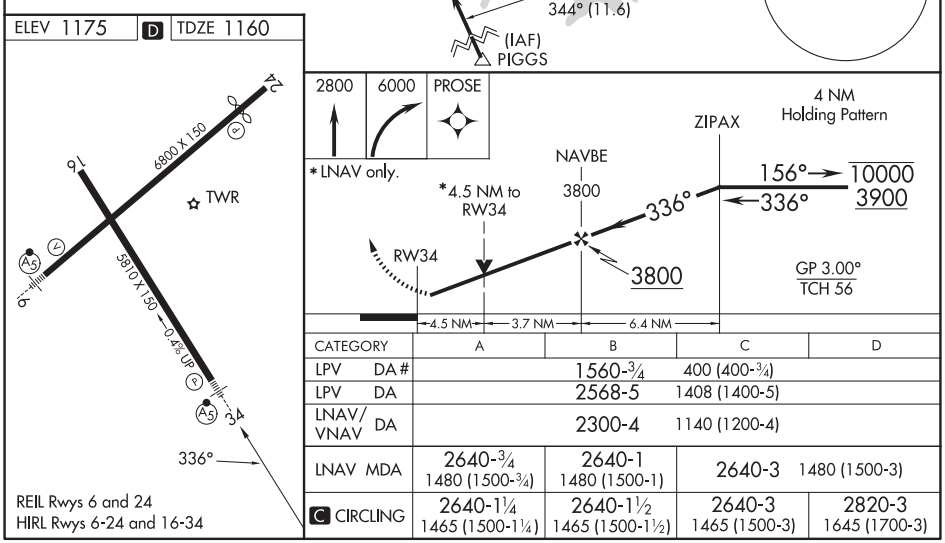
-13°C

MALSR

MISSED APPROACH: (Do not exceed 240K until PROSE) Climb to 2800 then climbing right turn to 6000 direct PROSE and hold, continue climb-in-hold to 6000. # Missed approach requires minimum climb of 405 feet per NM to 3900.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7





CATEGORY	A	B	C	D
LPV DA #	1560-¾ 400 (400-¾)			
LPV DA	2568-5 1408 (1400-5)			
LNAV/VNAV DA	2300-4 1140 (1200-4)			
LNAV MDA	2640-¾ 1480 (1500-¾)	2640-1 1480 (1500-1)	2640-3 1480 (1500-3)	
C CIRCLING	2640-1¼ 1465 (1500-1¼)	2640-1½ 1465 (1500-1½)	2640-3 1465 (1500-3)	2820-3 1645 (1700-3)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-SZK	APP CRS	Rwy ldg 6800
111.1	072°	TDZE 1175
Chan 48		Apt Elev 1175

LDA Y RWY 6

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

RADAR required for procedure entry. ADF required.
DME or RADAR required for LOC only.

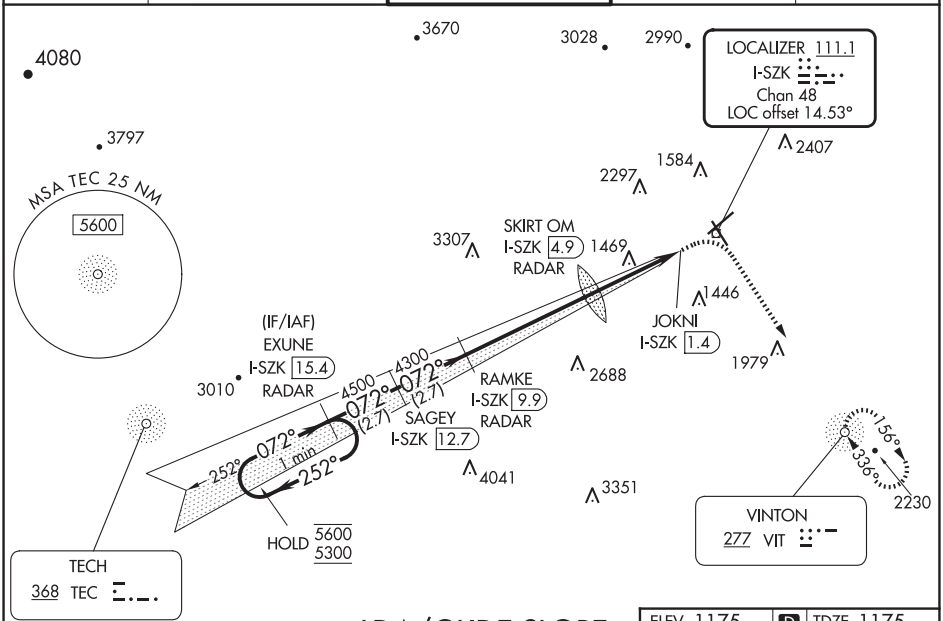
For inop ALS, increase S-LDA 6 visibility Cats A/B to 1⅜ SM. Circling NA northwest of Rwy 6-24. Inop table does not apply to S-LDA 6 Cats C and D. Inop table does not apply to S-LDA/GS 6 all Cats.

-13° C

MALSR

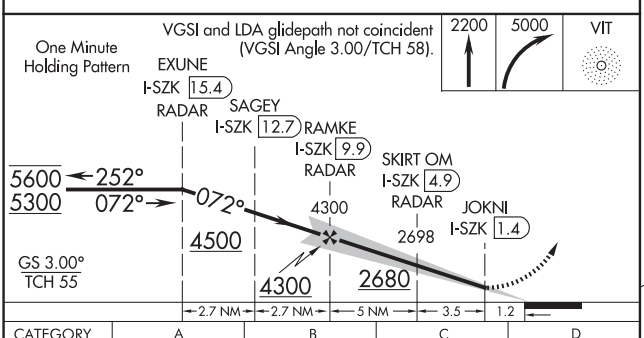
MISSED APPROACH: Climb to 2200 then climbing right turn to 5000 direct VIT NDB and hold, continue climb-in-hold to 5000.

ATIS	ROANOKE APP CON	ROANOKE TOWER	GND CON	CLNC DEL
132.375	126.9 339.8	118.3 257.8	121.9 257.8	119.7



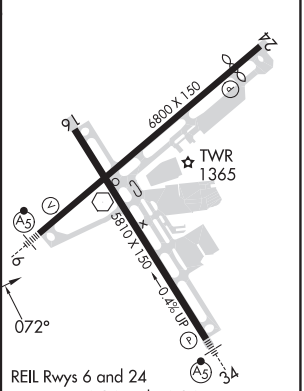
NE-3, 12 JUN 2025 to 07 AUG 2025

LDA/GLIDE SLOPE



CATEGORY	A	B	C	D
S-LDA/GS 6	1857-2 682 (700-2)			
S-LDA 6	1880-1 705 (800-1)		1880-2 705 (800-2)	
C CIRCLING	1880-1½ 705 (800-1½)		2460-3 1285 (1300-3)	2800-3 1625 (1700-3)

ELEV 1175 D TDZE 1175



FAF to MAP 8.5 NM					
Knots	60	90	120	150	180
Min:Sec	8:30	5:40	4:15	3:24	2:50

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-SZK	APP CRS	Rwy ldg 6800
111.1	072°	TDZE 1175
Chan 48		Apt Elev 1175

LDA Z RWY 6

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

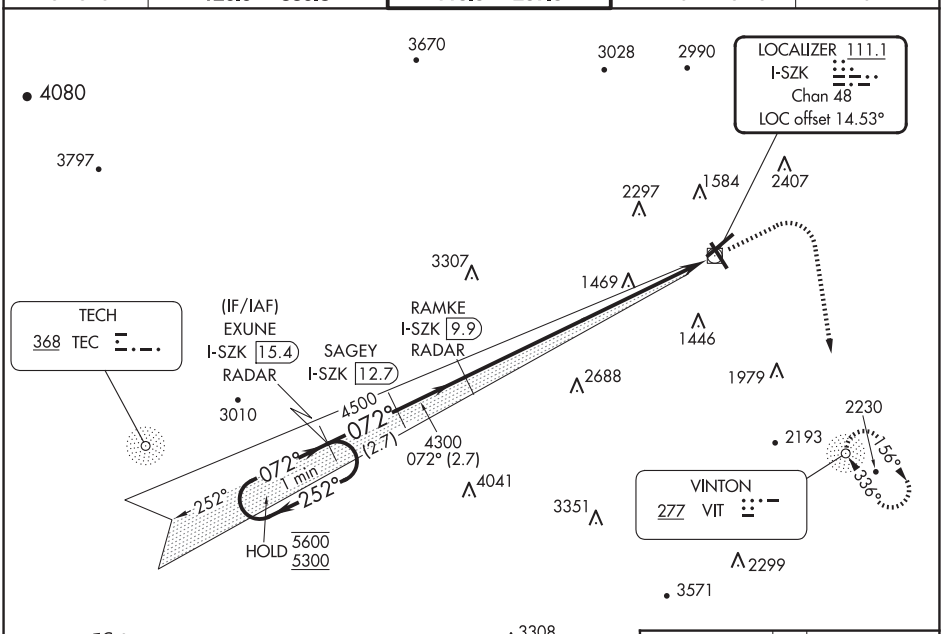
ADF required. RADAR required for procedure entry.

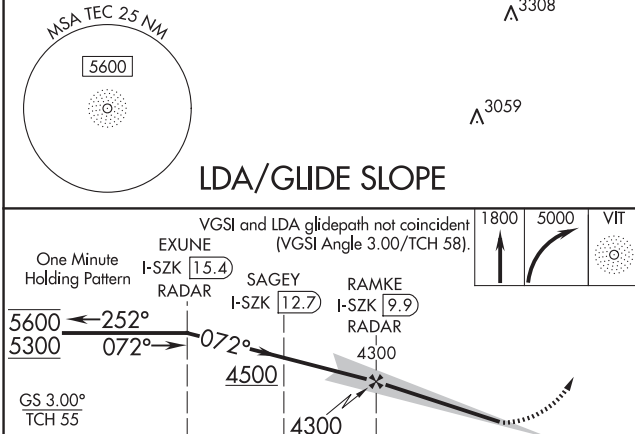
-13°C For inop ALS, increase S-LDA/GS 6 visibility all Cats to ⅞ SM.

MALSR

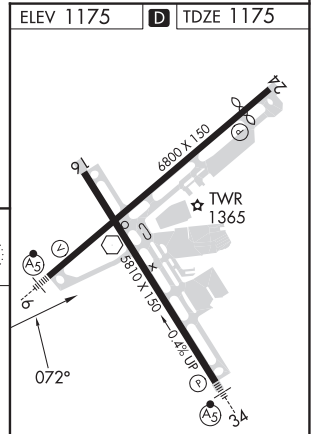
MISSED APPROACH: Climb to 1800 then climbing right turn to 5000 direct VIT NDB and hold, continue climb-in-hold to 5000. Missed approach requires minimum climb of 350 feet per NM to 3600.

ATIS	ROANOKE APP CON		ROANOKE TOWER		GND CON		CLNC DEL
132.375	126.9	339.8	118.3	257.8	121.9	257.8	119.7





CATEGORY	A	B	C	D
S-LDA/GS 6	1475-½	300 (300-½)		



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

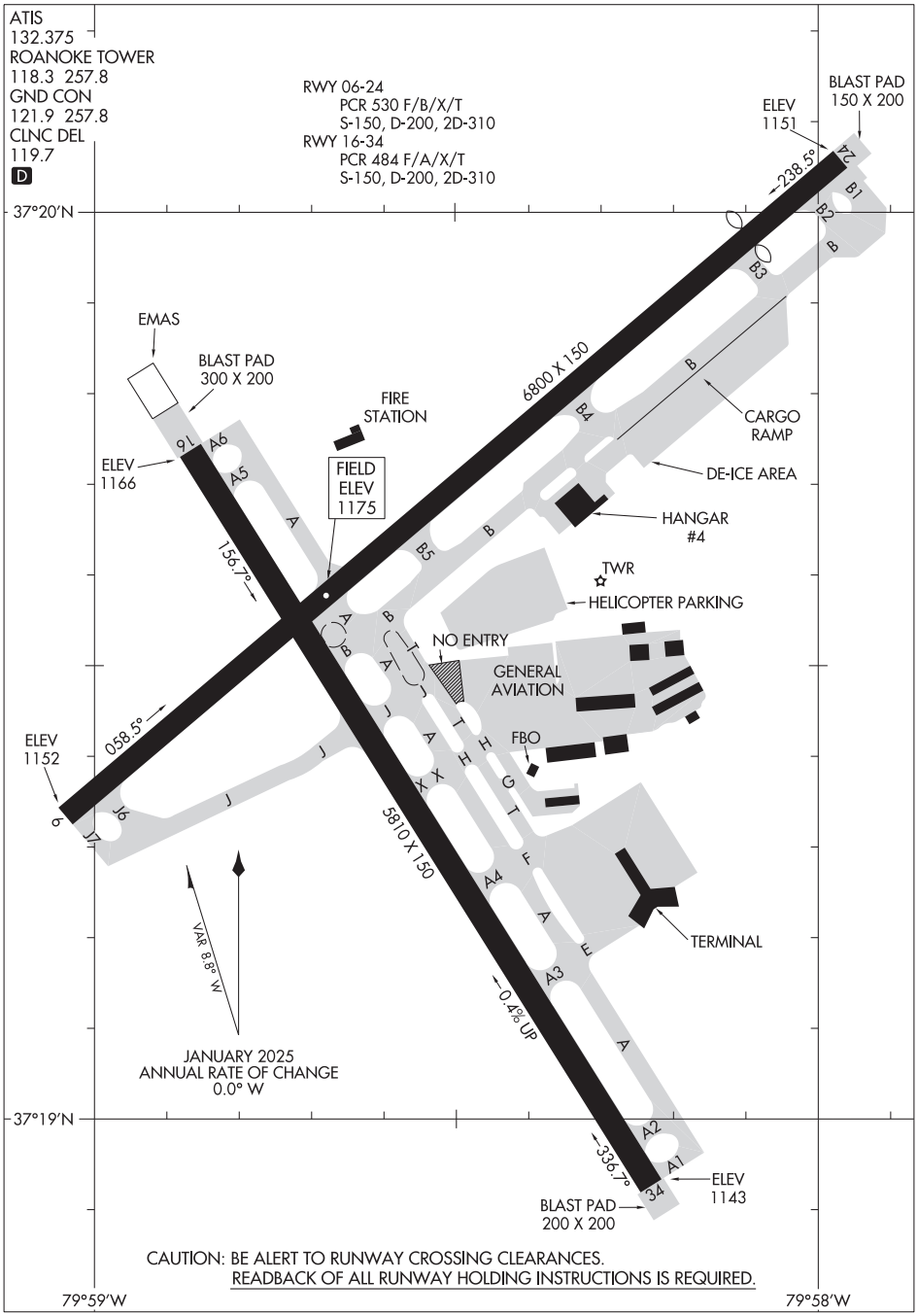
25163

AIRPORT DIAGRAM

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

AL-349 (FAA)

ROANOKE, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

ROANOKE, VIRGINIA

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

25163

BUFIY FOUR DEPARTURE (RNAV)

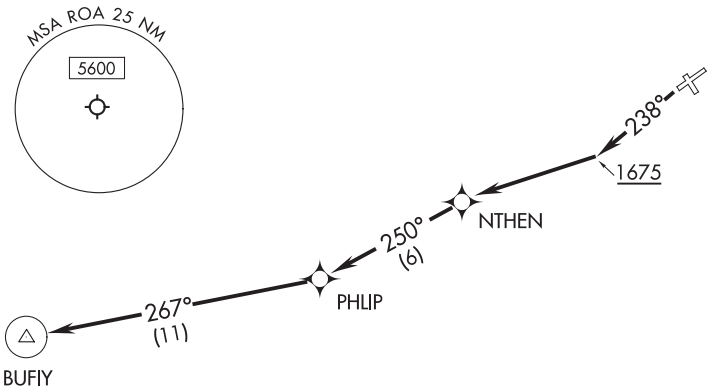
AL-349 (FAA)

ROANOKE, VIRGINIA

ATIS 132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
126.9 339.8
ROANOKE TOWER
118.3 257.8

RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 5000



TAKEOFF MINIMUMS:
Rwys 6, 16, 34: NA-Air Traffic.
Rwy 24: Standard with minimum climb of 500′ per NM to 1675.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on heading 238° to 1675, then direct NTHEN, then on track 250° to PHLIP, then on track 267° to BUFIY, thence...

...maintain 5000, expect filed altitude within 10 minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

(DIXXY8.DIXXY) 23334

DIXXY EIGHT DEPARTURE

ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

AL-349 (FAA)

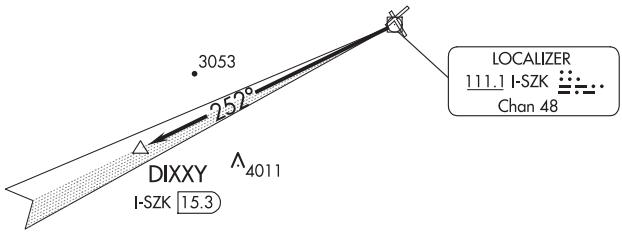
ROANOKE, VIRGINIA

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE TOWER
118.3 257.8
ROANOKE DEP CON
126.9 339.8

TOP ALTITUDE: 4200

NOTE: RADAR required.
NOTE: DME required.

TAKEOFF MINIMUMS:
Rwys 6, 16, 34: NA - ATC.
Rwy 24: Standard with minimum climb of 242′ per NM to 2800.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 24: Climb on I-SZK LDA Localizer west course to 4200 to DIXXY I-SZK 15.3 DME. Expect RADAR vectors to filed/assigned route.

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

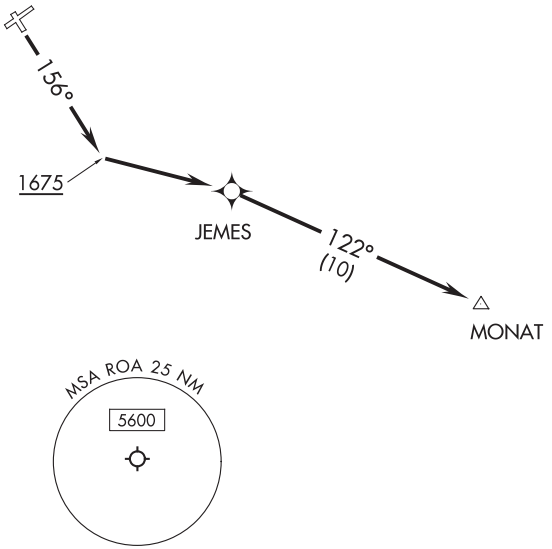
MONAT FOUR DEPARTURE (RNAV)

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
126.9 339.8
ROANOKE TOWER
118.3 257.8

RNAV 1 - DME/DME/IRU or GPS required.
RADAR required for non-GPS equipped aircraft.

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS:
Rwys 6, 24, 34: NA-Air Traffic.
Rwy 16: Standard with minimum climb of 500′ per NM to 1675.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 16: Climb on heading 156° to 1675, then left turn direct JEMES then on track 122° to MONAT, thence...

...maintain 5000, expect filed altitude within 10 minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

(SCUTA3.SCUTA) 22027 ROANOKE/BLACKSBURG RGNL (WOODRUM FLD) (ROA)

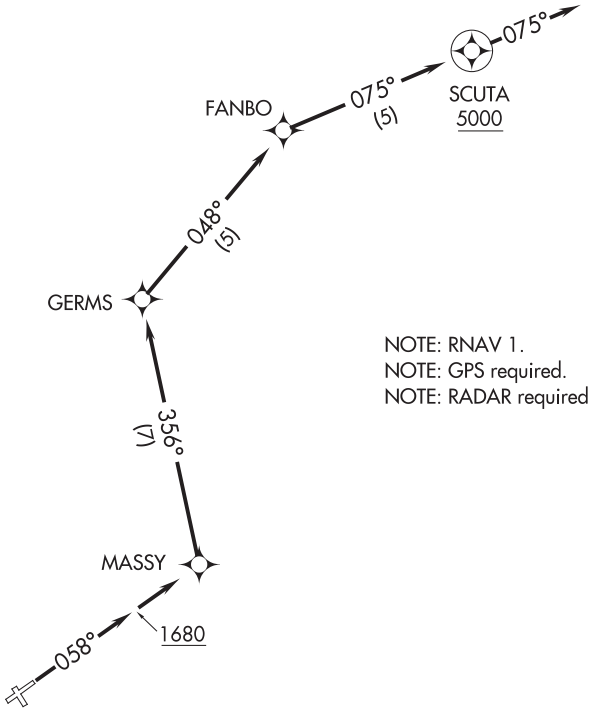
SCUTA THREE DEPARTURE (RNAV)

AL-349 (FAA) ROANOKE, VIRGINIA

ATIS
132.375
CLNC DEL
119.7
GND CON
121.9 257.8
ROANOKE DEP CON
126.9 339.8
ROANOKE TOWER
118.3 257.8

TOP ALTITUDE: 5000

TAKEOFF MINIMUMS
Rwys 16, 24, 34: NA - Air Traffic.
Rwy 6: Standard with minimum climb of 560′ per NM to 2900.



NOTE: RNAV 1.
NOTE: GPS required.
NOTE: RADAR required.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 6: Climb heading 058° to 1680, then direct MASSY. Then on depicted route to cross SCUTA at or above 5000 on heading 075° for RADAR vectors. Maintain 5000 or assigned altitude, expect clearance to filed altitude 10 minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 32
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

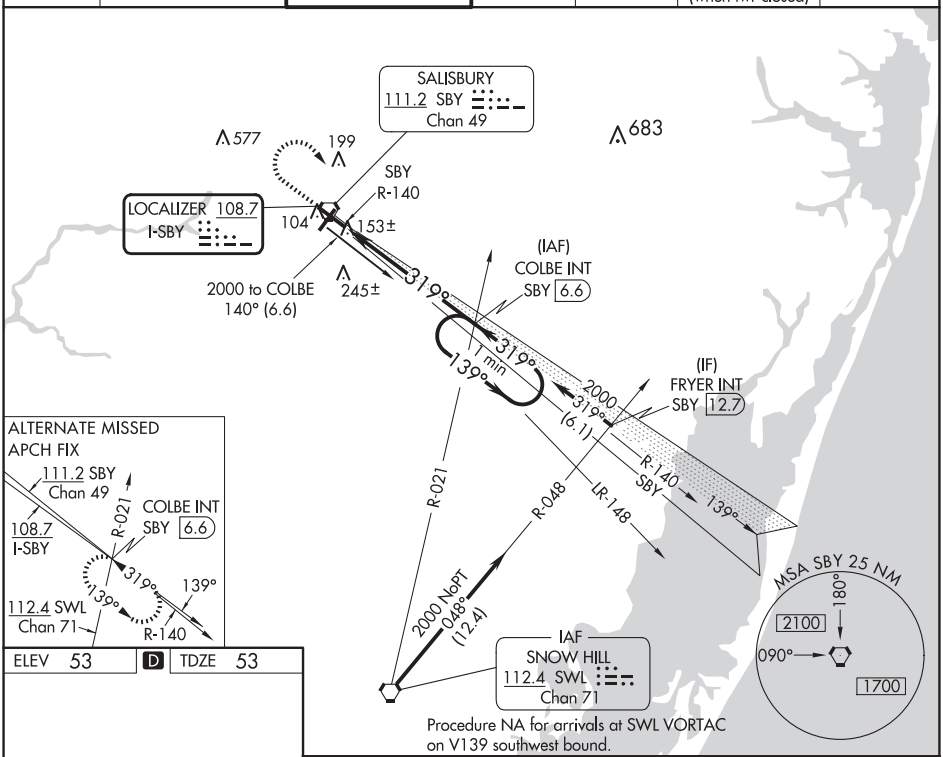
LOC I-SBY	APP CRS	Rwy ldg	6400
108.7	319°	TDZE	53
		Apt Elev	53

When local altimeter setting not received, use Georgetown altimeter setting: increase DA to 305 feet; increase all MDA 60 feet and S-LOC 32 Cat C and Circling Cat D visibility ¼ SM.

MALSR

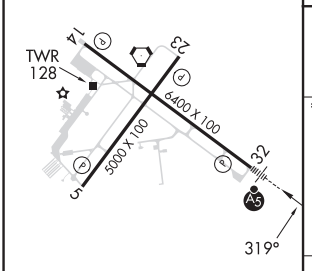
MISSED APPROACH: Climb to 700 then climbing right turn to 2000 on heading 170° and on SBY VORTAC R-140 to COLBE INT/SBY VORTAC 6.6 DME and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	CLNC DEL (when twr closed)	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	132.45	122.95



Procedure NA for arrivals at SWL VORTAC on V139 southwest bound.

ELEV 53	D	TDZE 53



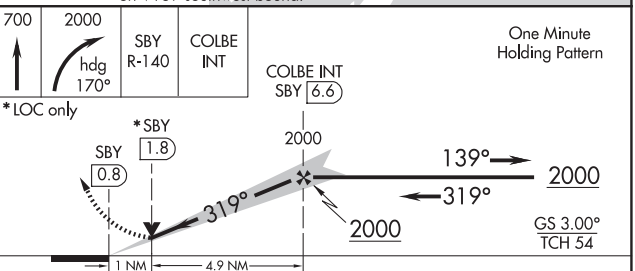
REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

700	2000	SBY R-140	COLBE INT
	hdg 170°		

*LOC only

One Minute Holding Pattern



CATEGORY	A	B	C	D
S-ILS 32	253-½ 200 (200-½)			
S-LOC 32	420-½ 367 (400-½)			420-¾ 367 (400-¾)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

SALISBURY, MARYLAND — AL-977 (FAA) — 25107

RNAV (GPS) RWY 5
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

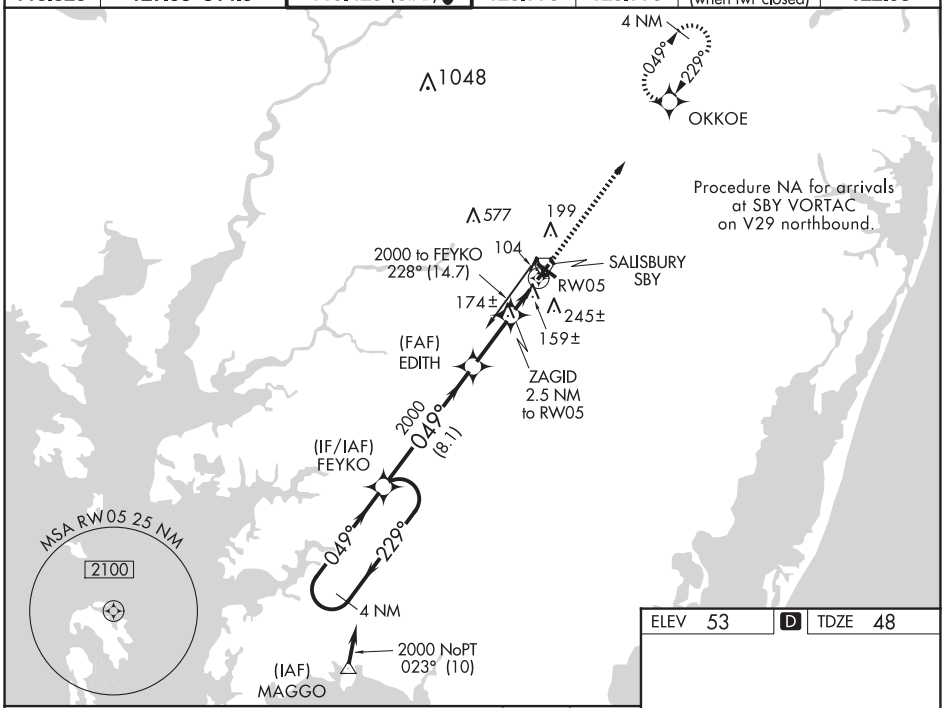
WAAS CH 62820 W05A	APP CRS 049°	Rwy ldg 5000 TDZE 48 Apt Elev 53

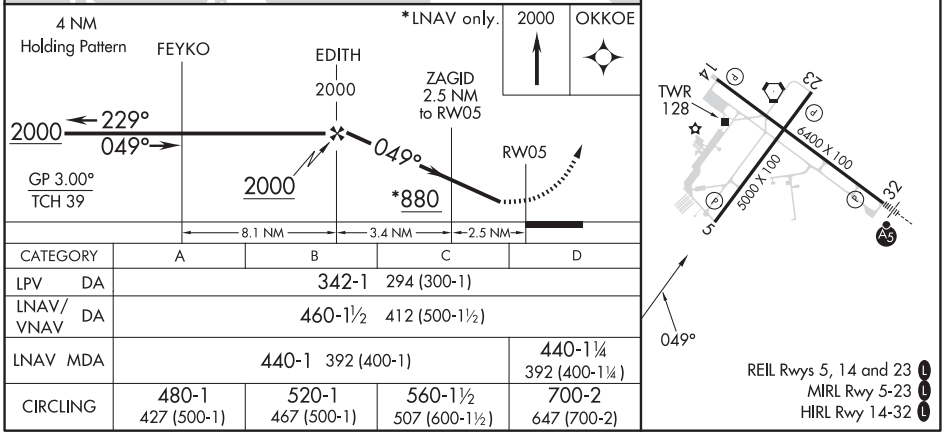
RNP APCH.

T A Baro-VNAV NA when using Georgetown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. Visibility reduction by helicopters NA. When local altimeter setting not received use Georgetown altimeter setting: increase LPV DA to 394 feet and increase all Cats visibility ¼ SM; increase LNAV/VNAV DA to 512 feet and all Cats visibility ¼ SM; increase all MDA 60 feet and LNAV Cat C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct OKKOE and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	132.45 (when twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	342-1 294 (300-1)			
LNAV/VNAV DA	460-1½ 412 (500-1½)			
LNAV MDA	440-1 392 (400-1)			440-1¼ 392 (400-1¼)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 14
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

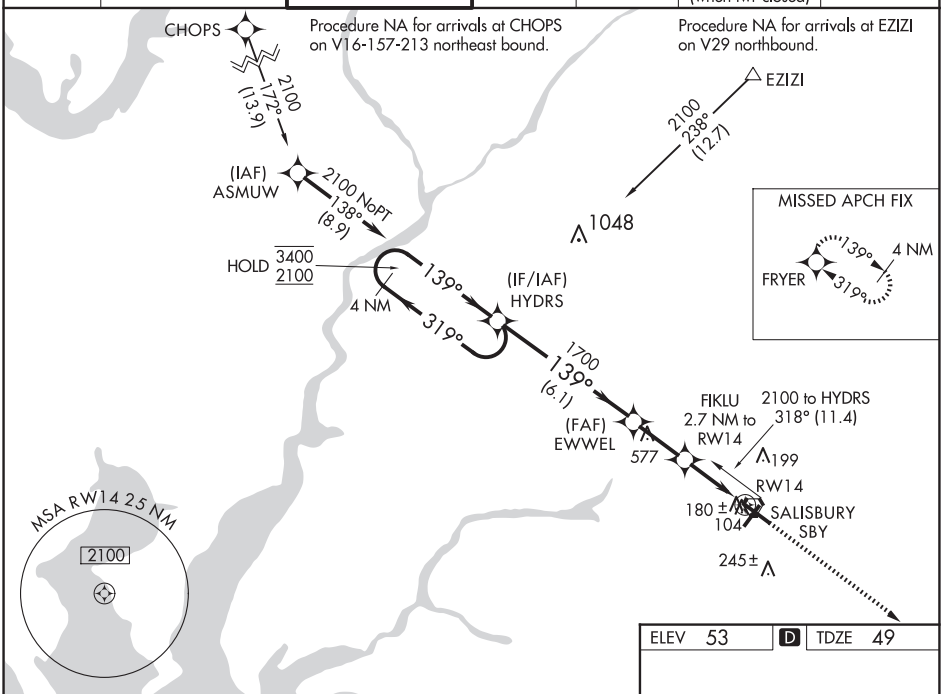
WAAS CH 56320 W14A	APP CRS 139°	Rwy ldg 6400 TDZE 49 Apt Elev 53

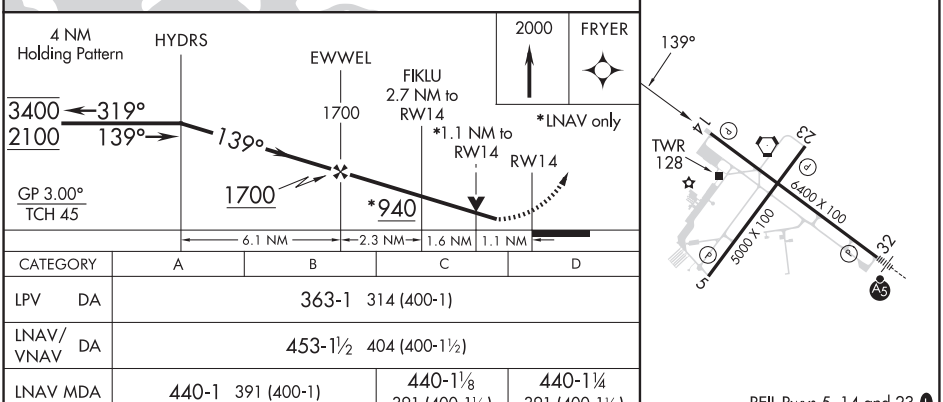
RNP APCH.

Rwy 14 helicopter visibility reduction below ¾ SM NA.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16° C or above 54° C.

MISSED APPROACH: Climb to 2000 direct FRYER and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	CLNC DEL	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	132.45 (when twr closed)	122.95





CATEGORY	A	B	C	D
LPV DA	363-1 314 (400-1)			
LNAV/VNAV DA	453-1½ 404 (400-1½)			
LNAV MDA	440-1 391 (400-1)		440-1⅛ 391 (400-1⅛)	440-1¼ 391 (400-1¼)
C CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

SALISBURY, MARYLAND AL-977 (FAA) 25107

RNAV (GPS) RWY 23
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

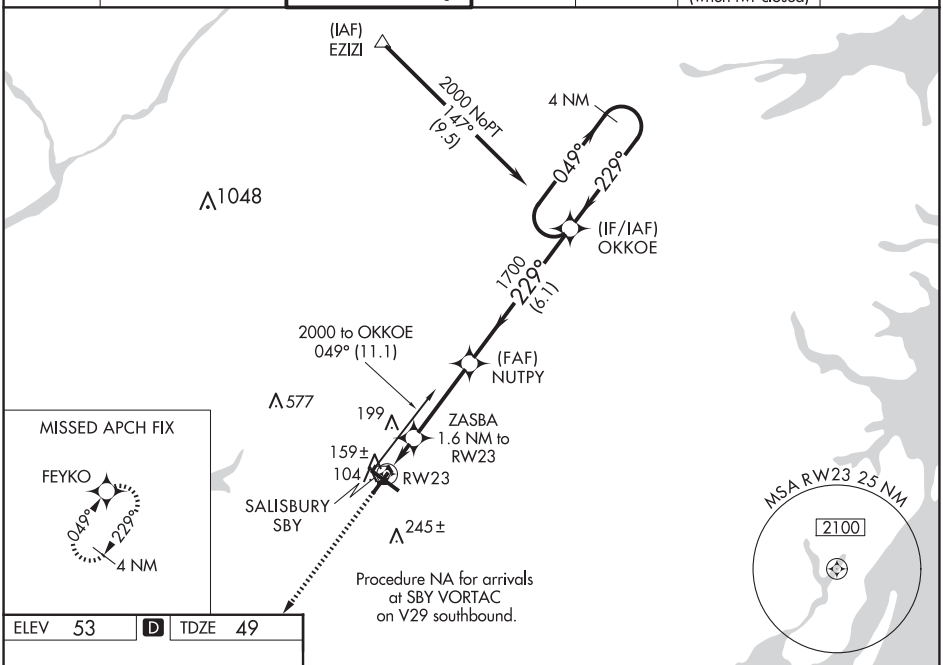
WAAS CH 78018 W23A	APP CRS 229°	Rwy ldg 5000 TDZE 49 Apt Elev 53

RNP APCH.

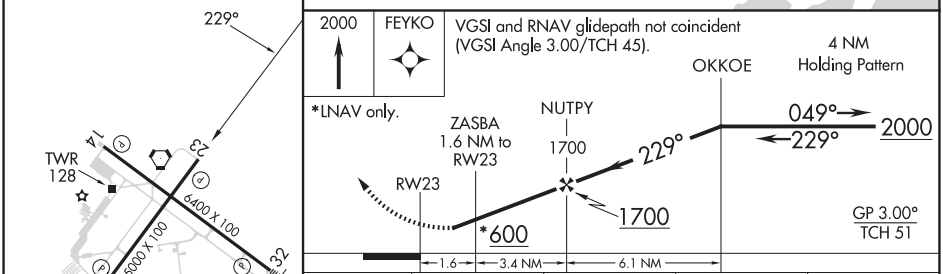
Baro-VNAV NA when using Georgetown altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 43°C. Rwy 23 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received use Georgetown altimeter setting: increase LPV DA to 426 feet and all Cats visibility ¼ SM; increase LNAV/VNAV DA to 503 feet; increase all MDA 60 feet and LNAV Cat C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct FEYKO and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	CLNC DEL (when twr closed)	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	132.45	122.95



ELEV 53	D	TDZE 49



CATEGORY	A	B	C	D
LPV DA	374-1 325 (400-1)			
LNAV/VNAV DA	451-1½ 402 (400-1½)			
LNAV MDA	420-1 371(400-1)			420-1¼ 371 (400-1¼)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 48912 W32A	APP CRS 319°	Rwy ldg 6400 TDZE 53 Apt Elev 53

RNAV (GPS) RWY 32
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

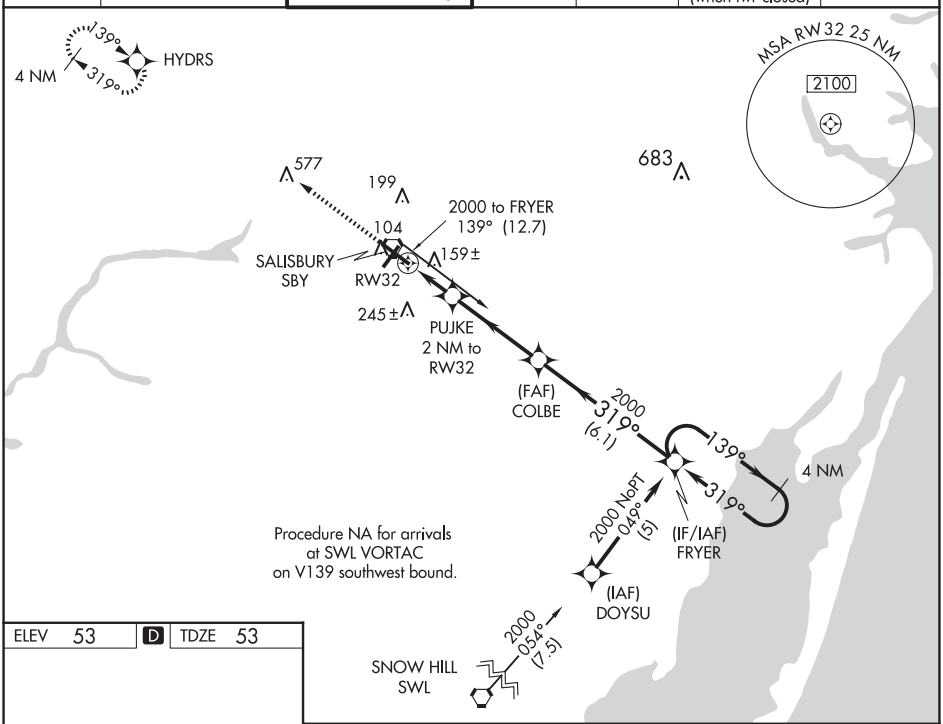
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 49°C. When local altimeter setting not received use Georgetown altimeter setting: increase LPV DA to 305 feet; increase LNAV/VNAV DA to 510; increase all MDA 60 feet and LNAV Cat C and Circling Cat D visibility ¼ SM. For inoperative MALSR, increase LNAV Cat D visibility to 1¼ SM. VDP and Baro-VNAV NA when using Georgetown altimeter setting.

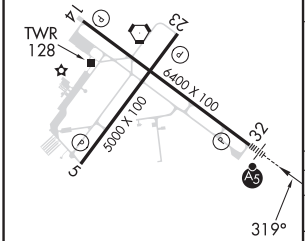
MALSR

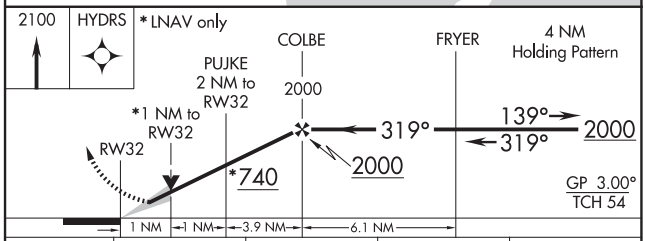
MISSED APPROACH: Climb to 2100 direct HYDRS and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	CLNC DEL (when twr closed)	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	132.45	122.95



ELEV 53 D TDZE 53





CATEGORY	A	B	C	D
LPV DA	253-½ 200 (200-½)			
LNAV/VNAV DA	458-1 405 (500-1)			
LNAV MDA	420-½ 367 (400-½)			420-1 367 (400-1)
CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

SALISBURY, MARYLAND — AL-977 (FAA) — 25107

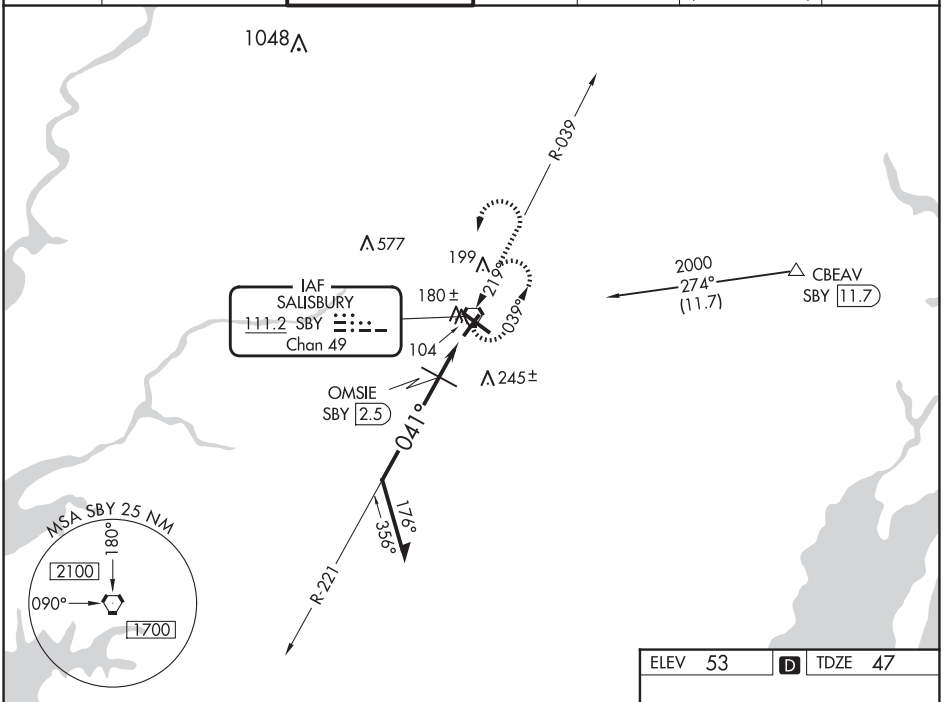
VOR RWY 5
SALISBURY-OCEAN CITY WICOMICO RGNL (SBY)

VORTAC SBY	APP CRS	Rwy ldg	5000
111.2	041°	TDZE	47
Chan 49		Apt Elev	53

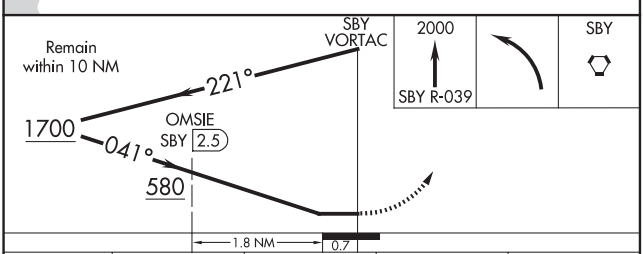
Rwy 5 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 2000 on SBY VORTAC R-039 then left turn direct SBY VORTAC and hold.

ASOS	PATUXENT APP CON ★	SALISBURY TOWER ★	GND CON	CLNC DEL	CLNC DEL (when twr closed)	UNICOM
118.325	127.95 314.0	119.425 (CTAF) L	123.775	123.775	132.45	122.95

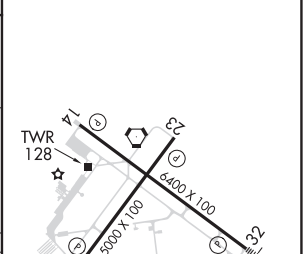


NE-3, 12 JUN 2025 to 07 AUG 2025



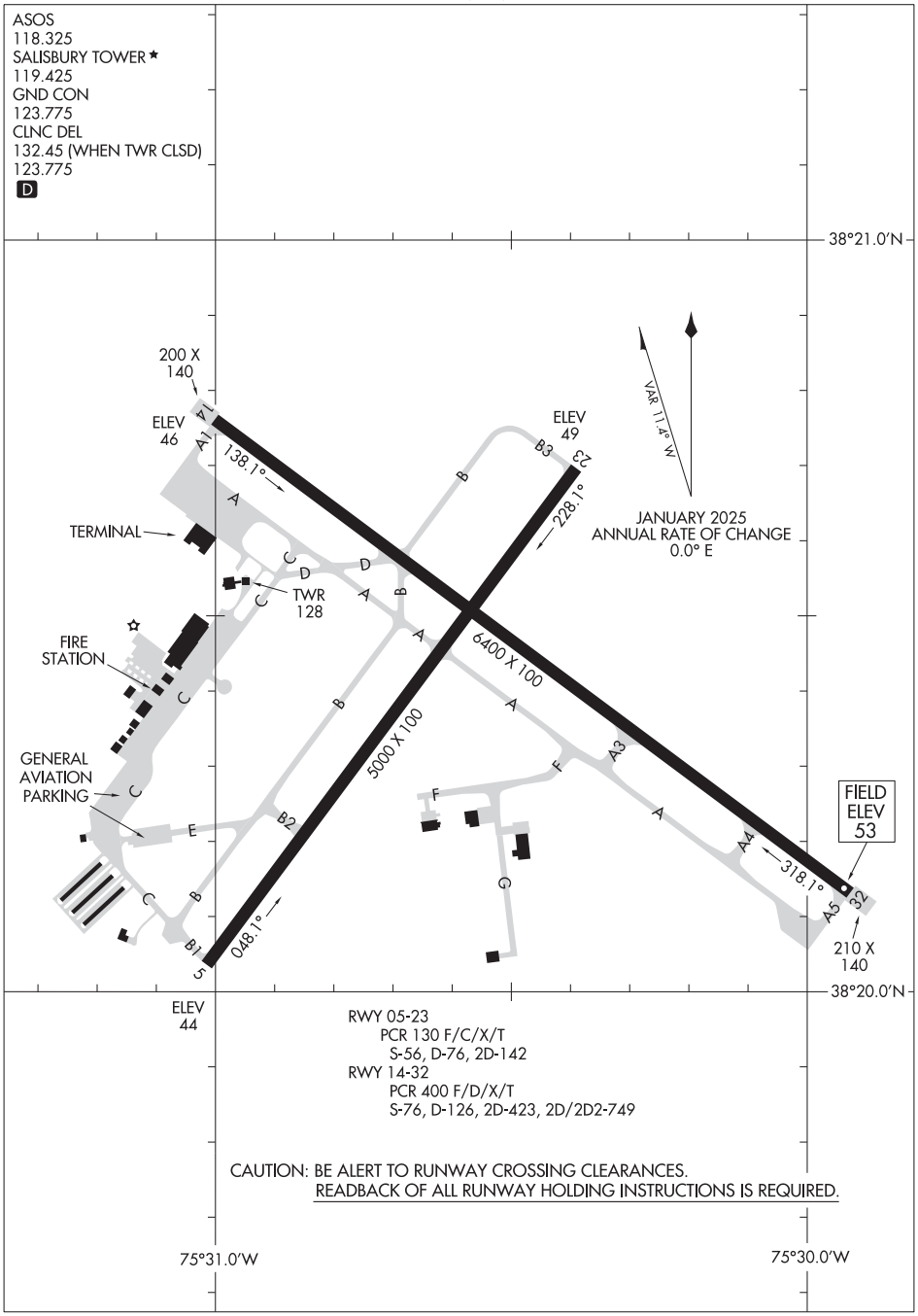
CATEGORY	A	B	C	D
S-5	580-1 533 (600-1)		580-1½ 533 (600-1½)	580-1¾ 533 (600-1¾)
C CIRCLING	580-1 527 (600-1)		580-1½ 527 (600-1½)	700-2 647 (700-2)
OMSIE FIX MINIMUMS				
S-5	440-1 393 (400-1)		440-1⅛ 393 (400-1⅛)	440-1¼ 393 (400-1¼)
C CIRCLING	480-1 427 (500-1)	520-1 467 (500-1)	560-1½ 507 (600-1½)	700-2 647 (700-2)

ELEV 53 — D — TDZE 47



REIL Rwys 5, 14 and 23 L
MIRL Rwy 5-23 L
HIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

SALUDA, VIRGINIA | AL-9364 (FAA) | 25163

RNAV (GPS) RWY 1
HUMMEL FLD (W75)

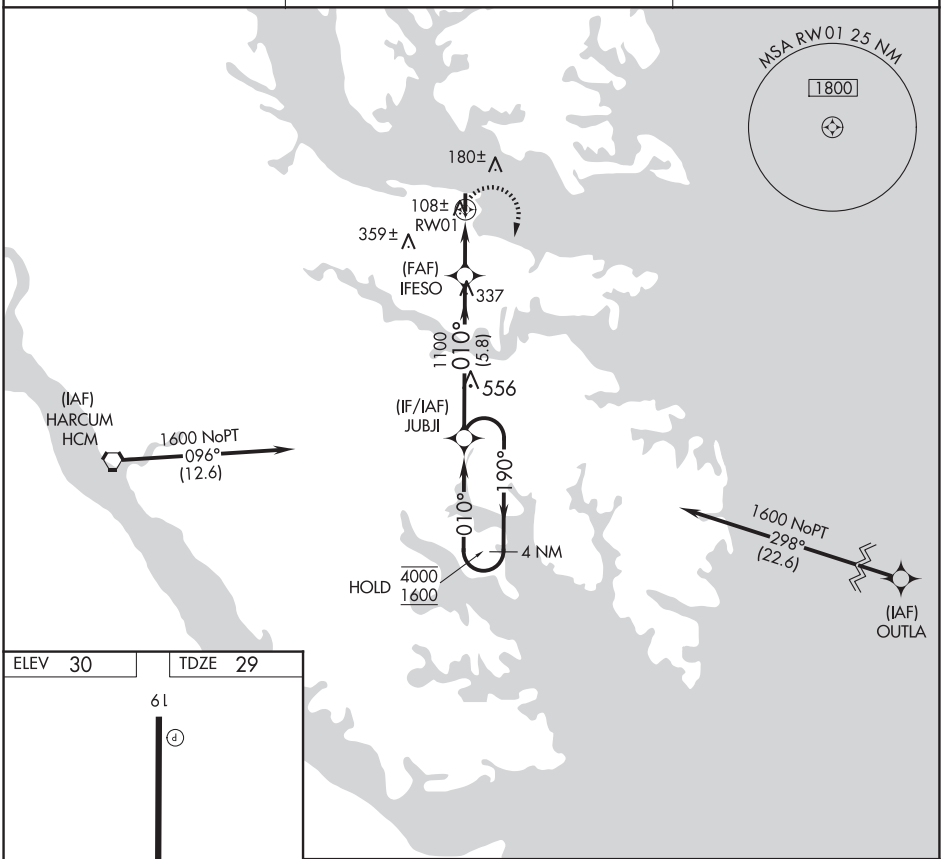
APP CRS	Rwy Ldg	3150
010°	TDZE	29
	Apt Elev	30

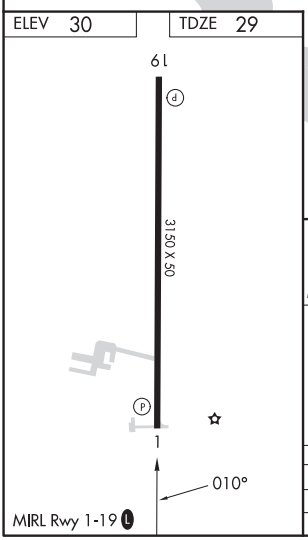
RNP APCH - GPS.

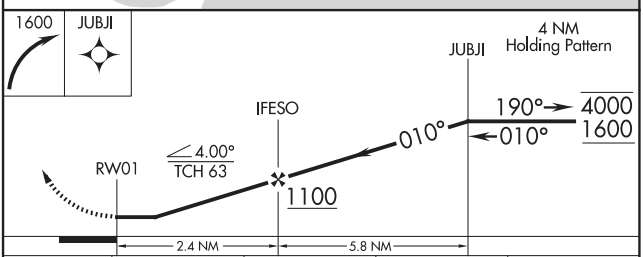
Procedure NA at night.
Rwy 1 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing right turn to 1600 direct JUBJI and hold.

AWOS-3	NORFOLK APP CON	UNICOM
118.45	126.05 370.925	123.0 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1040-3 1011 (1100-3)		NA	
CIRCLING	1040-3 1010 (1100-3)		NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

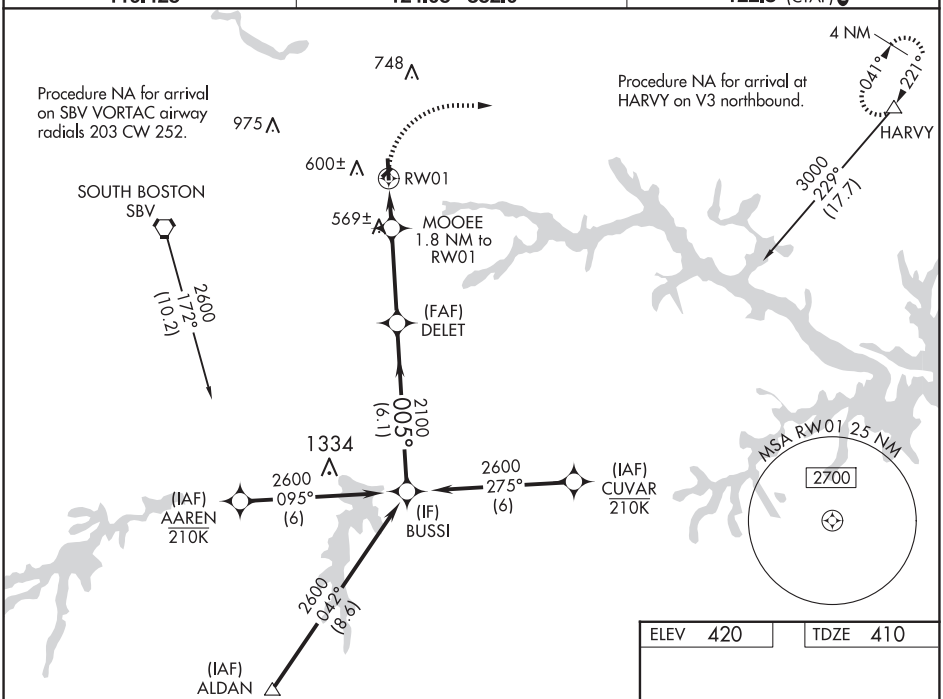
WAAS CH 77614 W01A	APP CRS 005°	Rwy Ldg 4003 TDZE 410 Apt Elev 420

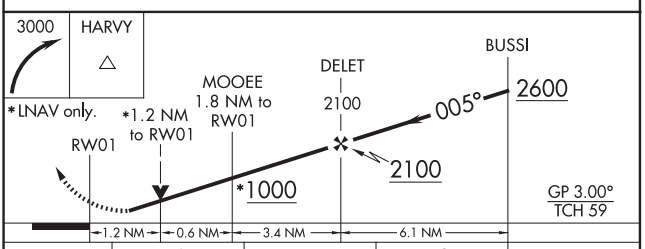
RNAV (GPS) RWY 1
WILLIAM M TUCK (W78)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Danville altimeter setting and increase LPV DA to 739 feet and LNAV/VNAV DA to 785 feet and all MDA 100 feet; increase LPV all Cats visibility ⅛ mile and LNAV/VNAV all Cats visibility and Circling Cat C visibility ¼ mile and LNAV Cat C visibility ½ mile. Night landing: Rwy 19 NA. Baro-VNAV and VDP NA when using Danville altimeter setting. Circling NA to Rwys 6-24.

MISSED APPROACH: Climbing right turn to 3000 direct HARVY and hold.

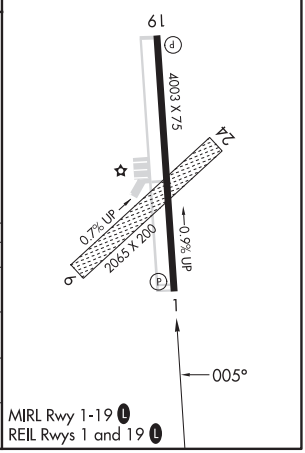
AWOS-3	WASHINGTON CENTER	UNICOM
119.425	124.05 352.0	122.8 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	660-1 250 (300-1)			NA
LNAV/VNAV DA	706-1 296 (300-1)			NA
LNAV MDA	820-1 410 (400- 1)		820-1⅛ 410 (400- 1⅛)	NA
C CIRCLING	960-1 540 (600- 1)		1060-1¾ 640 (700- 1¾)	NA

ELEV 420 TDZE 410



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

NE-3, 12 JUN 2025 to 07 AUG 2025

SOUTH BOSTON, VIRGINIA

AL-5112 (FAA)

25163

VOR-A

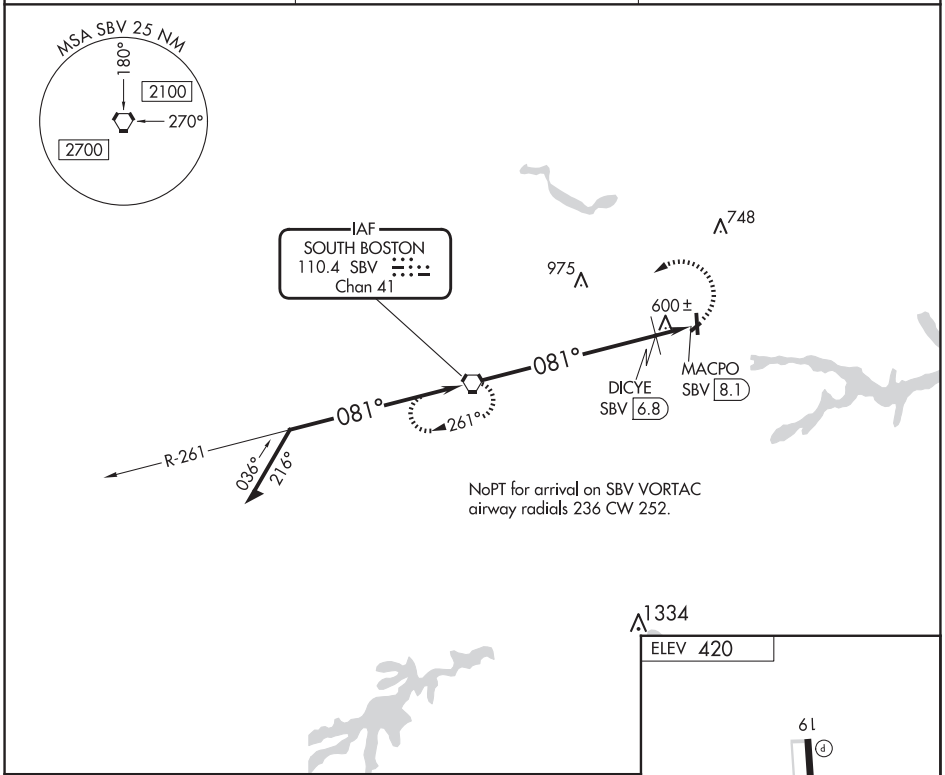
WILLIAM M TUCK (W78)

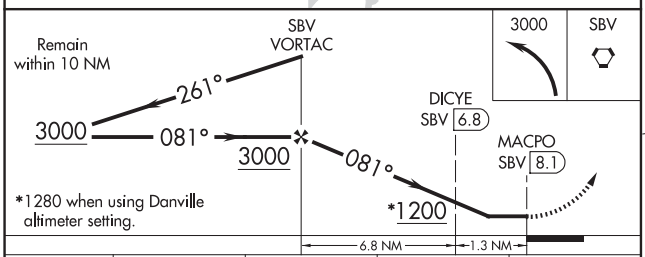
VORTAC SBV	APP CRS	Rwy Ldg	N/A
110.4	081°	TDZE	N/A
Chan 41		Apt Elev	420

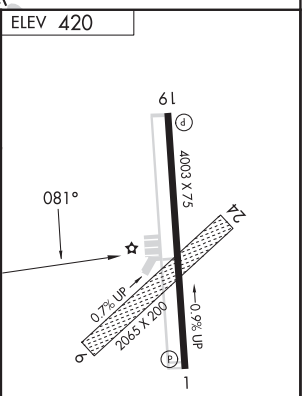
T A Night landing: Rwy 19 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Danville altimeter setting and increase all MDA 80 feet; increase all Cats visibility and DICYE fix minimums Cat C visibility ¼ mile. Circling NA to Rwy 6-24.

MISSED APPROACH: Climbing left turn to 3000 direct SBV VORTAC and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
119.425	124.05 352.0	122.8 (CTAF) L







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

CATEGORY	A	B	C	D
C CIRCLING	1200-1 780 (800-1)		1200-2¼ 780 (800-2¼)	NA
DICYE FIX MINIMUMS				
C CIRCLING	960-1 540 (600-1)		1060-1¾ 640 (700-1¾)	NA

FAF to MAP 8.1 NM

Knots	60	90	120	150	180
Min:Sec	8:06	5:24	4:03	3:14	2:42

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 63118 W01A	APP CRS 007°	Rwy ldg 5002 TDZE 417 Apt Elev 441

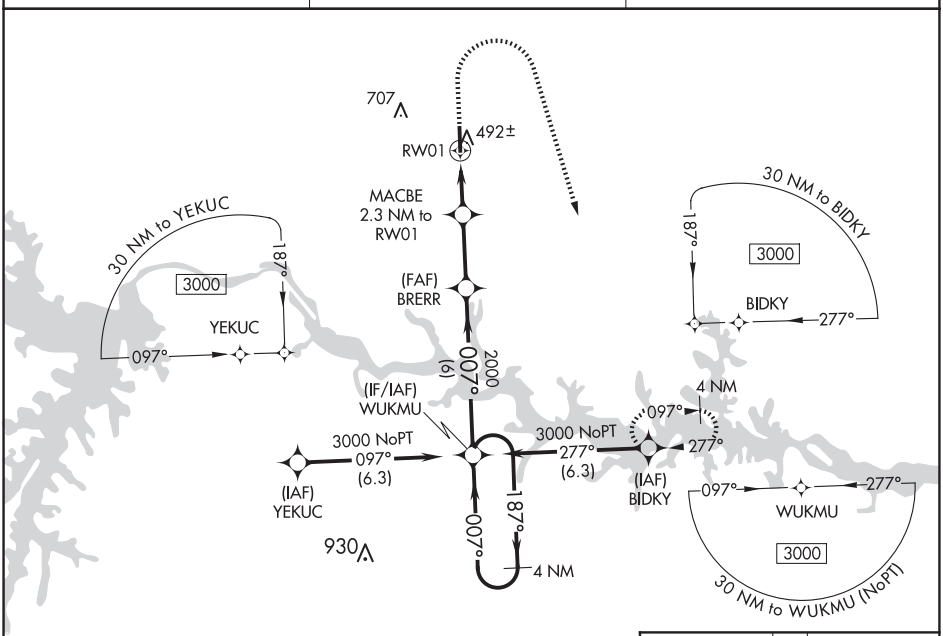
RNAV (GPS) RWY 1
MECKLENBURG-BRUNSWICK RGNL (AVC)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 1 helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LPV all visibility to 1⅛ SM.

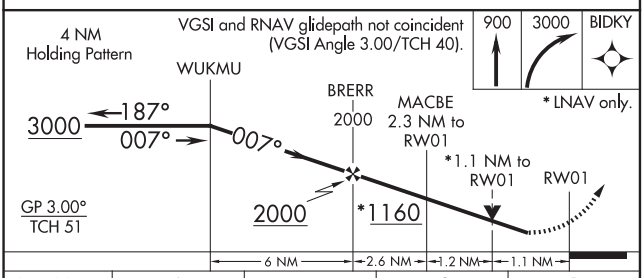
ODALS

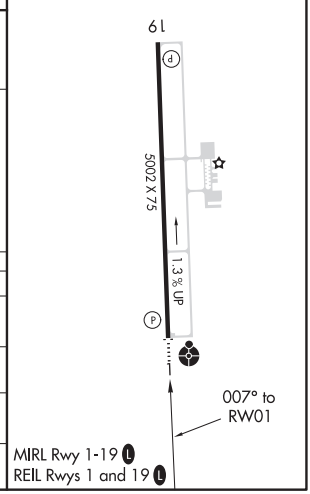
MISSED APPROACH: Climb to 900 then climbing right turn to 3000 direct BIDKY and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L



ELEV 441	TDZE 417





CATEGORY	A	B	C	D
LPV DA	714-1 297 (300-1)			
LNAV/VNAV DA	692-1 275 (300-1)			
LNAV MDA	760-1 343 (400-1)			
C CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

SOUTH HILL, VIRGINIA AL-6793 (FAA) 20198

RNAV (GPS) RWY 19

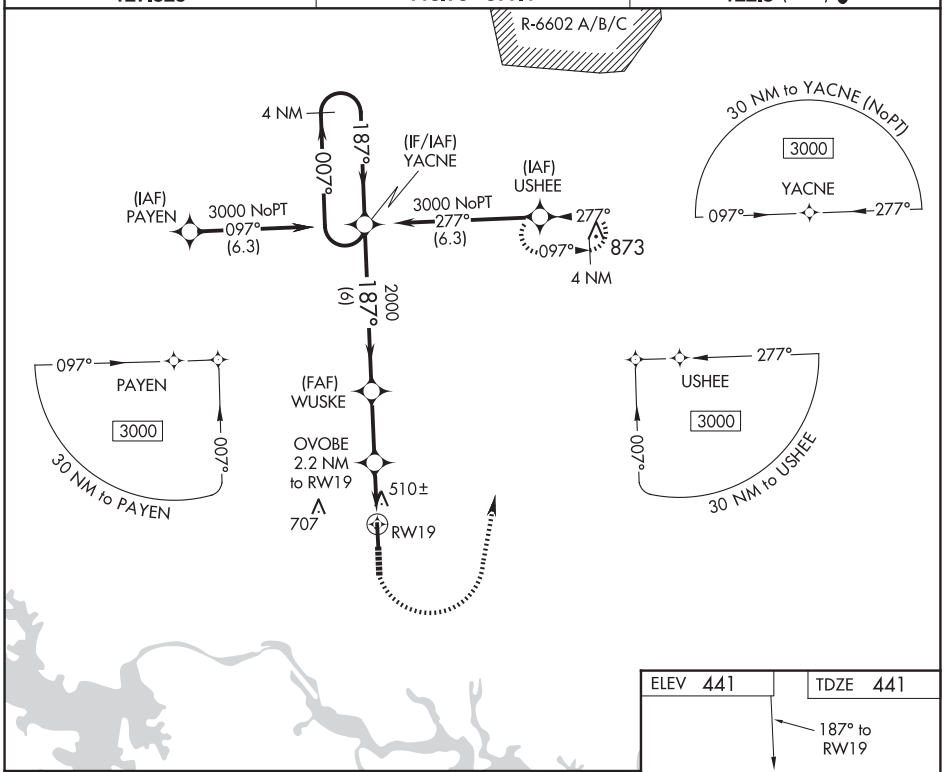
MECKLENBURG-BRUNSWICK RGNL (AVC)

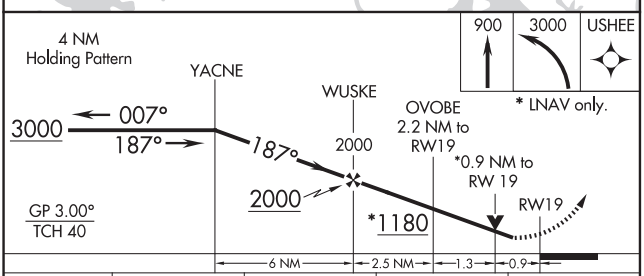
WAAS CH 93718 W19A	APP CRS 187°	Rwy ldg 5002 TDZE 441 Apt Elev 441

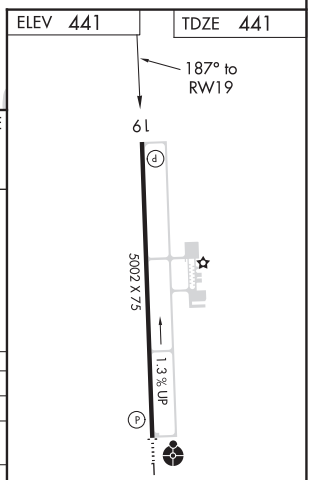
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Rwy 19 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 900 then climbing left turn to 3000 direct USHEE and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L







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

CATEGORY	A	B	C	D
LPV DA	691-1 250 (300-1)			
LNAV/VNAV DA	710-1 269 (300-1)			
LNAV MDA	760-1 319 (400-1)			
C CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

SOUTH HILL, VIRGINIA
Amdt 1 27APR17

36°41′N-78°03′W

MECKLENBURG-BRUNSWICK RGNL (AVC)

RNAV (GPS) RWY 19

LOC RWY 1
MECKLENBURG-BRUNSWICK RGNL (AVC)

LOC/DME I-AVC	APP CRS	Rwy ldg	5002
110.5	007°	TDZE	417
Chan 42		Apt Elev	441

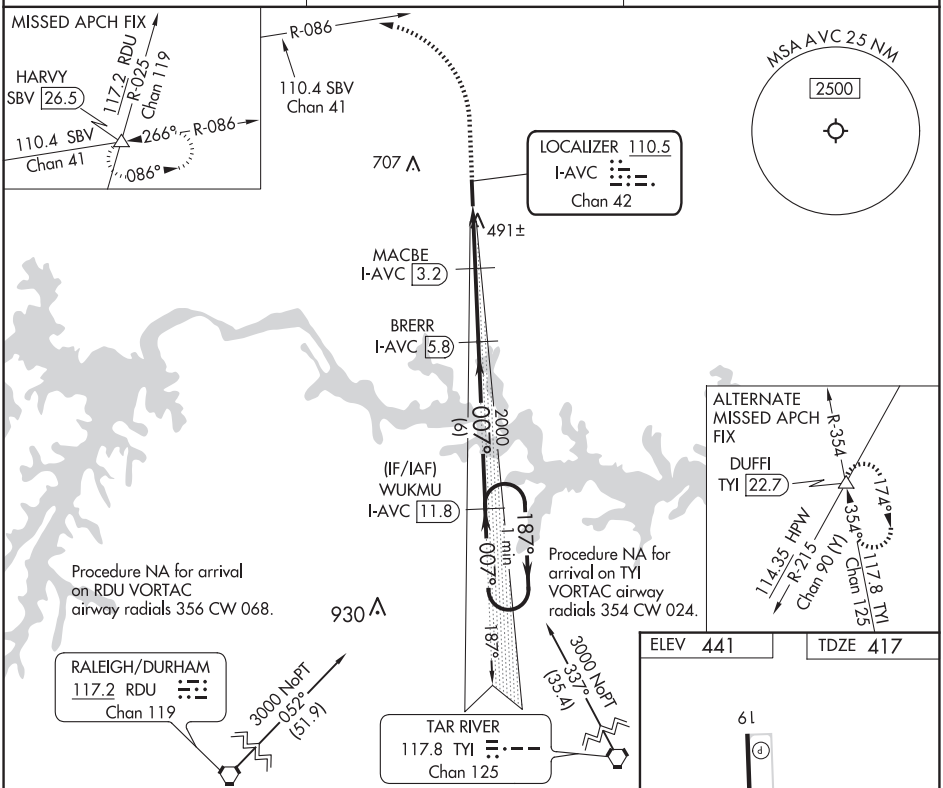
DME required.
DME required for procedure entry.

Rwy 1 helicopter visibility reduction below ¾ SM NA.
Inop table does not apply.

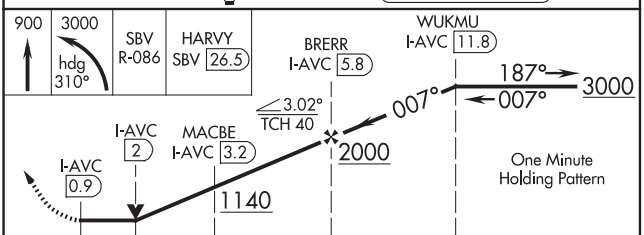
ODALS

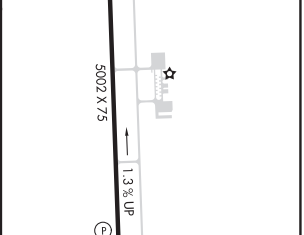
MISSED APPROACH: Climb to 900 then climbing left turn to 3000 on heading 310° and SBV VORTAC R-086 to HARVY INT/SBV 26.5 DME and hold.

AWOS-3	WASHINGTON CENTER	UNICOM
127.525	118.75 377.1	122.8 (CTAF) L



ELEV 441	TDZE 417





CATEGORY	A	B	C	D
S-01	760-1 343 (400-1)			
C CIRCLING	860-1 419 (500-1)	900-1 459 (500-1)	1060-1¾ 619 (700-1¾)	1060-2 619 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

STAFFORD, VIRGINIA | AL-9743 (FAA) | 24249

ILS or LOC RWY 33
STAFFORD RGNL (RMN)

LOC/DME I-RMN	APP CRS	Rwy ldg	6000
108.75	329°	TDZE	195
Chan 24 (Y)		Apt Elev	219

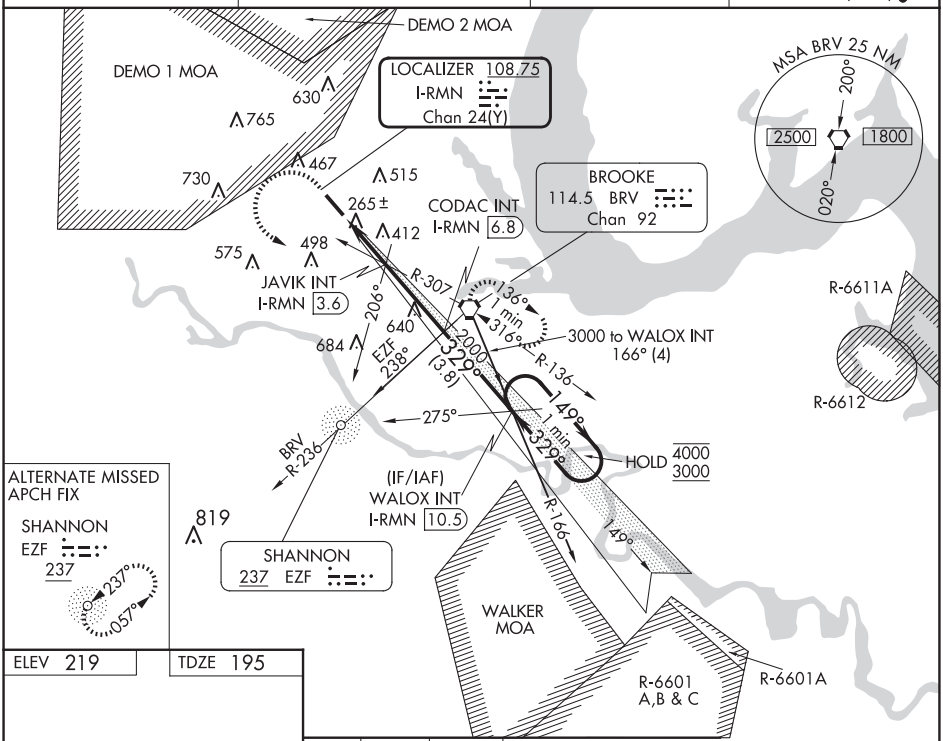
ADF or DME required.

Circling Rwy 15 NA at night. Inop table does not apply

MALS

MISSED APPROACH: Climb to 700 then climbing left turn to 2100 direct BRV VORTAC and hold, continue climb-in-hold to 2100.

AWOS-3	QUANTICO APP CON ★	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L



ELEV 219 | TDZE 195

REIL Rwy 15 L
HIRL Rwy 15-33 L

FAF to MAP 5.6 NM					
Knots	60	90	120	150	180
Min:Sec	5:36	3:44	2:48	2:14	1:52

CATEGORY	A	B	C	D
S-ILS 33	445-¾ 250 (300-¾)			
S-LOC 33	560-¾ 365 (400-¾)			
CIRCLING	720-1 501 (600-1)	820-1 601 (700-1)	820-1¾ 601 (700-1¾)	1040-2¾ 821 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 81805 W33A	APP CRS 329°	Rwy ldg 6000 TDZE 195 Apt Elev 219

RNAV (GPS) RWY 33
STAFFORD RGNL (RMN)

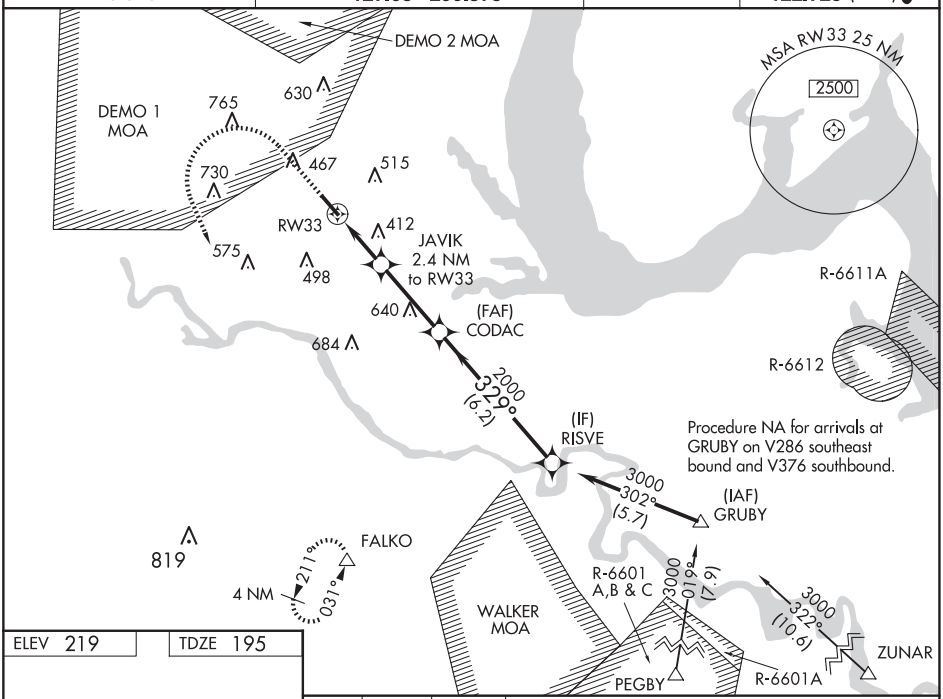
RNP APCH - GPS.

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

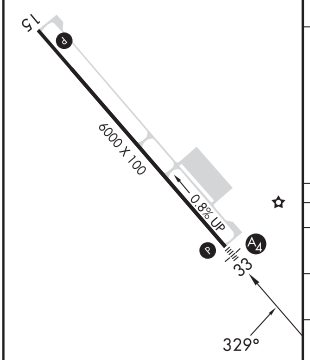
MALS

MISSED APPROACH: Climb to 700 then climbing left turn to 3000 direct FALKO and hold, continue climb-in-hold to 3000.

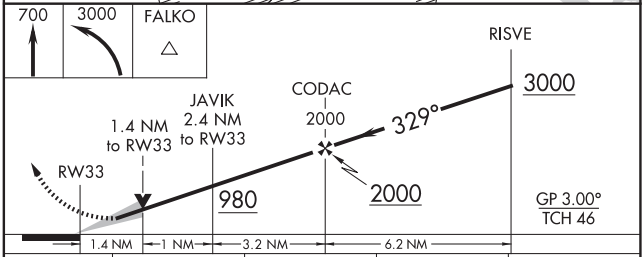
AWOS-3	QUANTICO APP CON ★	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L



ELEV 219 TDZE 195



REIL Rwy 15 L
HIRL Rwy 15-33 L



CATEGORY	A	B	C	D
LPV DA	445-¾ 250 (300-¾)			
LNAV/VNAV DA	680-1⅛ 485 (500-1⅛)			
LNAV MDA	680-¾ 485 (500-¾)		680-1⅛ 485 (500-1⅛)	
CIRCLING	720-1 501 (600-1)	820-1 601 (700-1)	820-1¾ 601 (700-1¾)	1040-2¾ 821 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

STAFFORD, VIRGINIA | AL-9743 (FAA) | 24249

VOR RWY 33
STAFFORD RGNL (RMN)

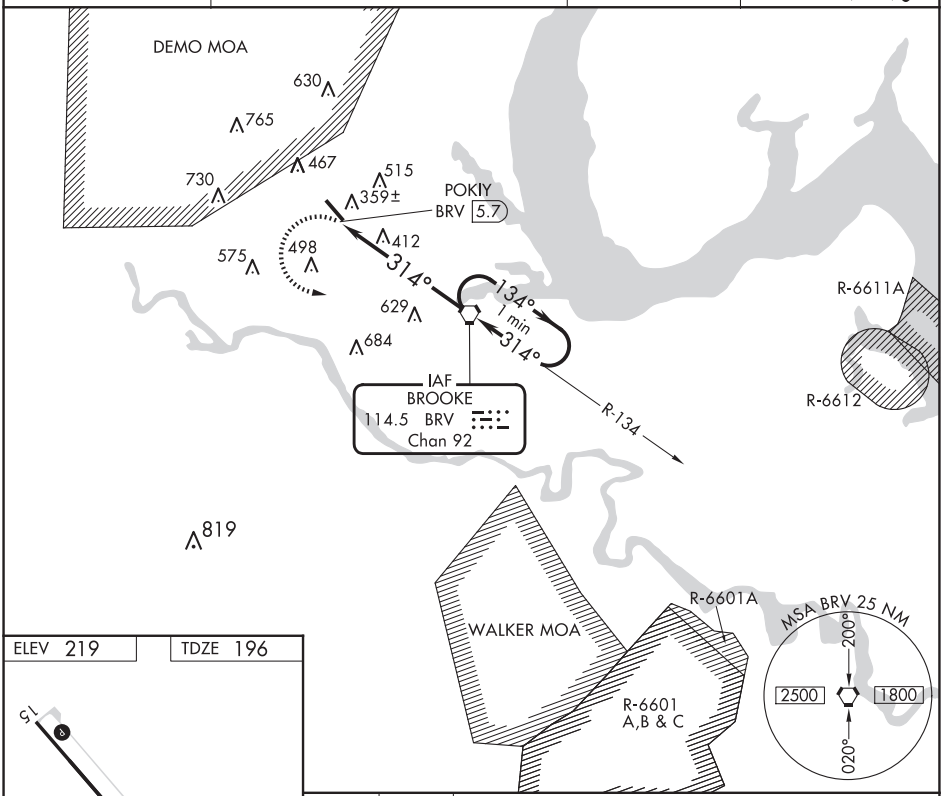
VORTAC BRV	APP CRS	Rwy ldg	6000
114.5	314°	TDZE	196
Chan 92		Apt Elev	219

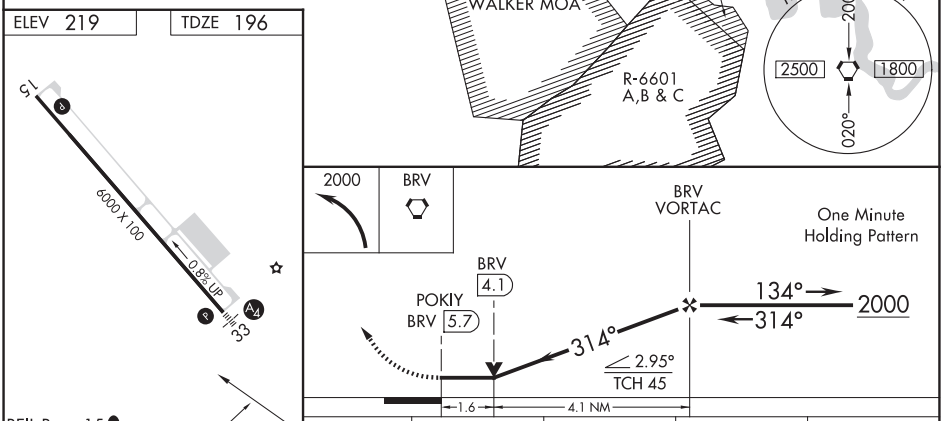
Inoperative table does not apply to Cat C.
Circling Rwy 15 NA at night.

MALS

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

AWOS-3	QUANTICO APP CON ★	GCO	UNICOM
126.325	127.05 290.375	135.075	122.725 (CTAF) L





FAF to MAP 5.7 NM					
Knots	60	90	120	150	180
Min:Sec	5:42	3:48	2:51	2:17	1:54

CATEGORY	A	B	C	D
S-33	740-¾ 544 (600-¾)		740-1½ 544 (600-1½)	740-1¾ 544 (600-1¾)
CIRCLING	740-1 521 (600-1)	820-1 601 (700-1)	820-1¾ 601 (700-1¾)	1040-2¾ 821 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-SHD	APP CRS	Rwy ldg	6002
109.5	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

ILS or LOC RWY 5
SHENANDOAH VALLEY RGNL (SHD)

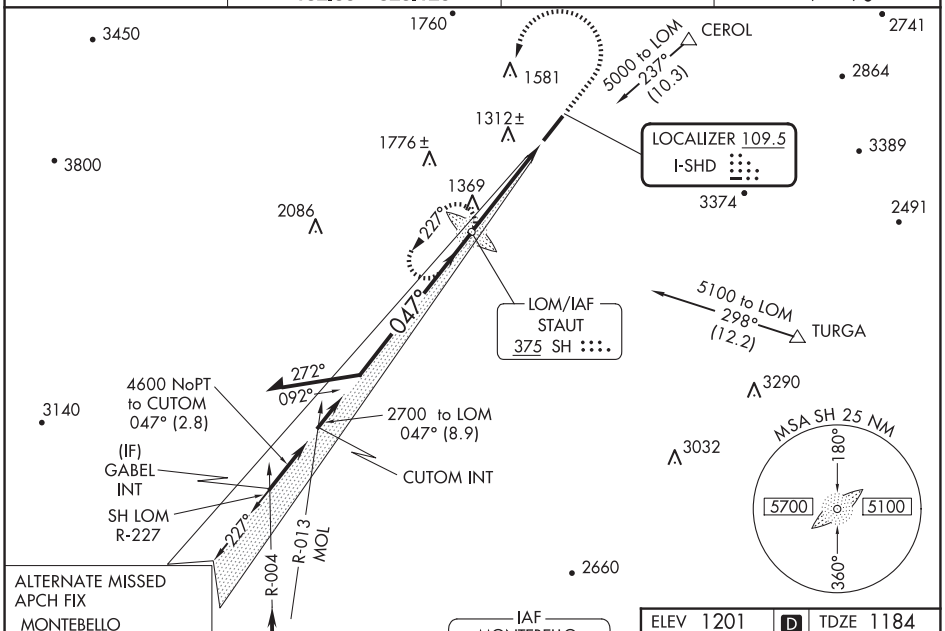
ADF required.

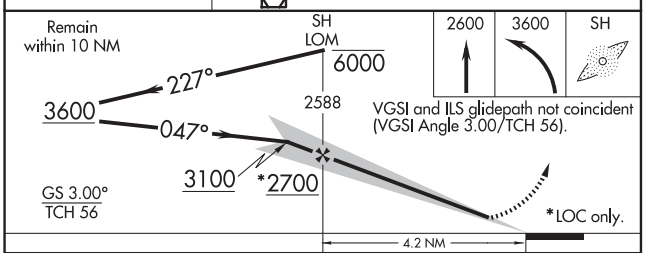
Autopilot coupled approach NA below 1533 feet. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase S-ILS visibility ¼ SM all Cats, S-LOC 5 visibility Cat C/D ¼ SM, Circling Cat C ½ SM, Cat D ¼ SM. For inop ALS when using Charlottesville altimeter setting, increase S-ILS 5 visibility to 1¼ SM.

MALSR

MISSED APPROACH: Climb to 2600 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON		CLNC DEL	UNICOM
124.925	132.85	323.125	118.35	123.0 (CTAF) L

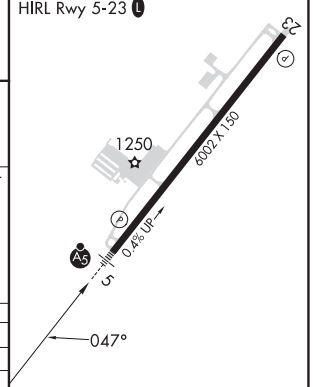




ELEV 1201 | D | TDZE 1184

REIL Rwy 23 L

HIRL Rwy 5-23 L



CATEGORY	A	B	C	D
S-ILS 5	1384-½ 200 (200-½)			
S-LOC 5	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

FAF to MAP 4.2 NM

Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

24137

AL-5369 (FAA)

RNAV (GPS) RWY 5
SHENANDOAH VALLEY RGNL (SHD)

WAAS CH 81913 W05A	APP CRS 047°	Rwy ldg 6002 TDZE 1184 Apt Elev 1201

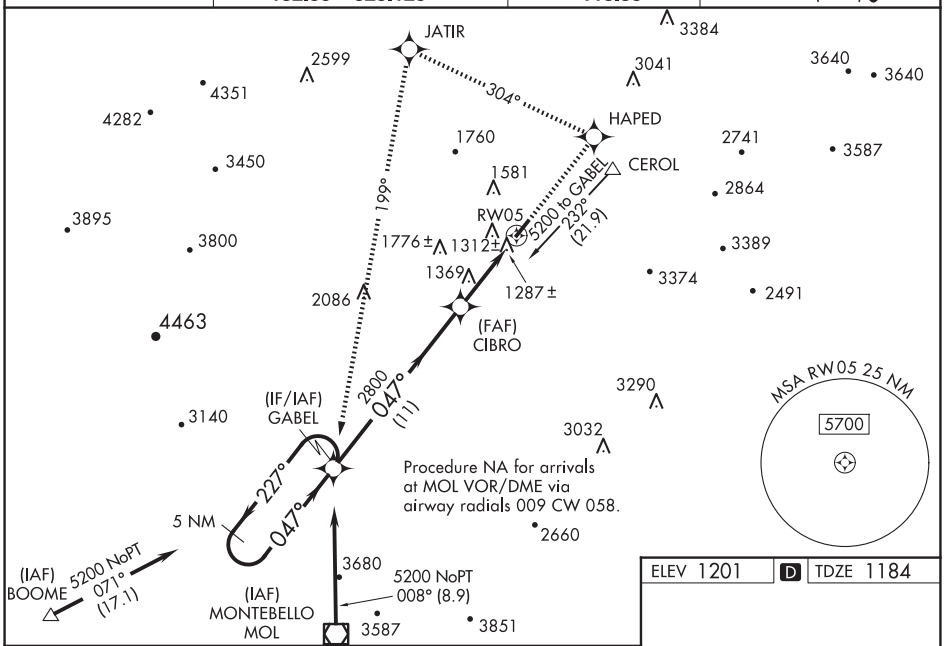
RNP APCH.

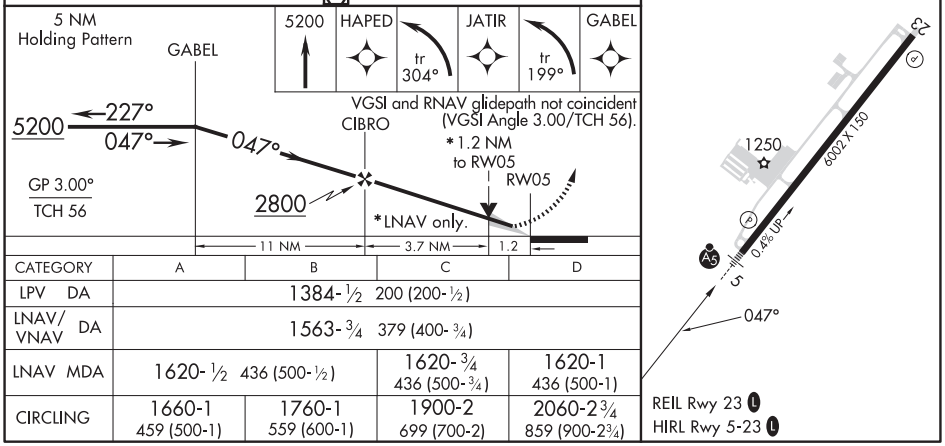
For inoperative MALSR when using Charlottesville altimeter setting, increase LPV visibility to 1¼ mile. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 46°C. Baro-VNAV and VDP NA when using Charlottesville altimeter setting. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV all Cats visibility ¼ SM, LNAV/VNAV all Cats ½ SM, LNAV Cat C/D ¼ SM, Circling Cat C ½ SM and Cat D ¼ SM.

MALSR

MISSED APPROACH: Climb to 5200 direct HAPED and left turn via track 304° to JATIR and left turn via track 199° to GABEL and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.925	132.85 323.125	118.35	123.0 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1384-½ 200 (200-½)			
LNAV/VNAV DA	1563-¾ 379 (400-¾)			
LNAV MDA	1620-½ 436 (500-½)		1620-¾ 436 (500-¾)	1620-1 436 (500-1)
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 78113 W23A	APP CRS 227°	Rwy ldg 6002 TDZE 1201 Apt Elev 1201

AL-5369 (FAA)

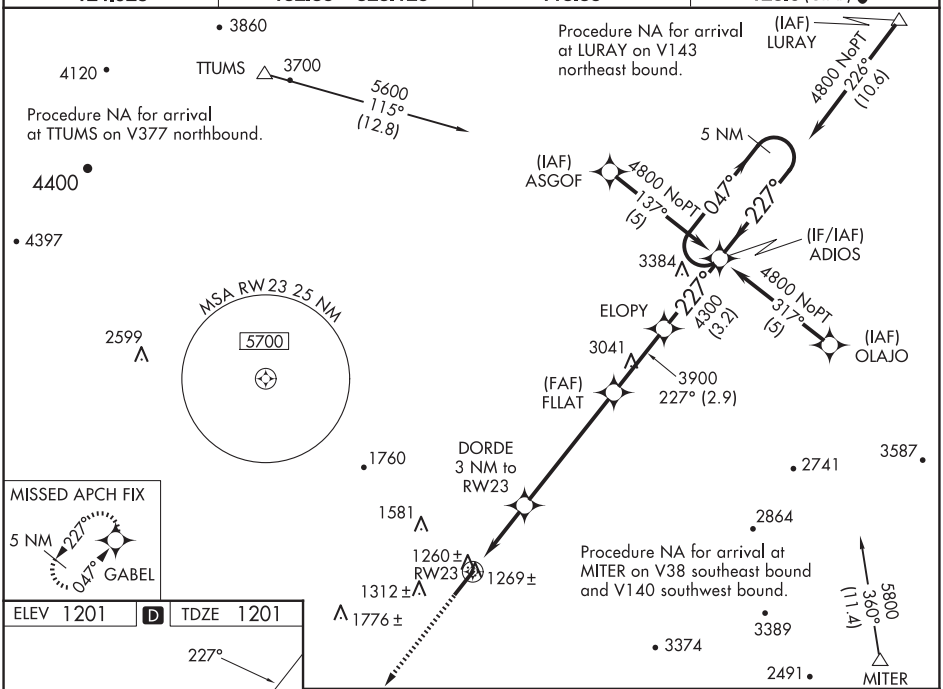
RNAV (GPS) RWY 23
SHENANDOAH VALLEY RGNL (SHD)

RNP APCH - GPS.

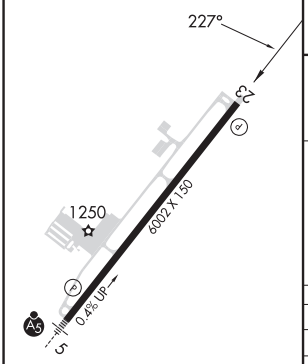
Baro-VNAV NA when using Charlottesville altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -17°C or above 54°C. Visibility reduction by helicopters NA. When local altimeter setting not received, use Charlottesville altimeter setting and increase all DA 130 feet and all MDA 140 feet. Increase LPV and LNAV/VNAV all Cats visibility ¼ SM, LNAV Cat C visibility ¼ SM, LNAV Cat D ½ SM, Circling Cat C ½ SM and Cat D ¼ SM.

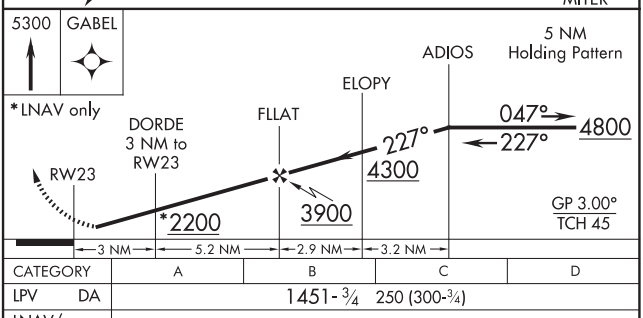
MISSED APPROACH: Climb to 5300 direct GABEL and hold, continue climb-in-hold to 5300.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.925	132.85 323.125	118.35	123.0 (CTAF) L



ELEV 1201	D	TDZE 1201





CATEGORY	A	B	C	D
LPV DA	1451-¾ 250 (300-¾)			
LNAV/VNAV DA	1530-1 329 (400-1)			
LNAV MDA	1580-1 379 (400-1)			
CIRCLING	1660-1 459 (500-1)	1760-1 559 (600-1)	1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

REIL Rwy 23 L
HIRL Rwy 5-23 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

24137

LOM SH	APP CRS	Rwy ldg	6002
375	047°	TDZE	1184
		Apt Elev	1201

AL-5369 (FAA)

NDB RWY 5

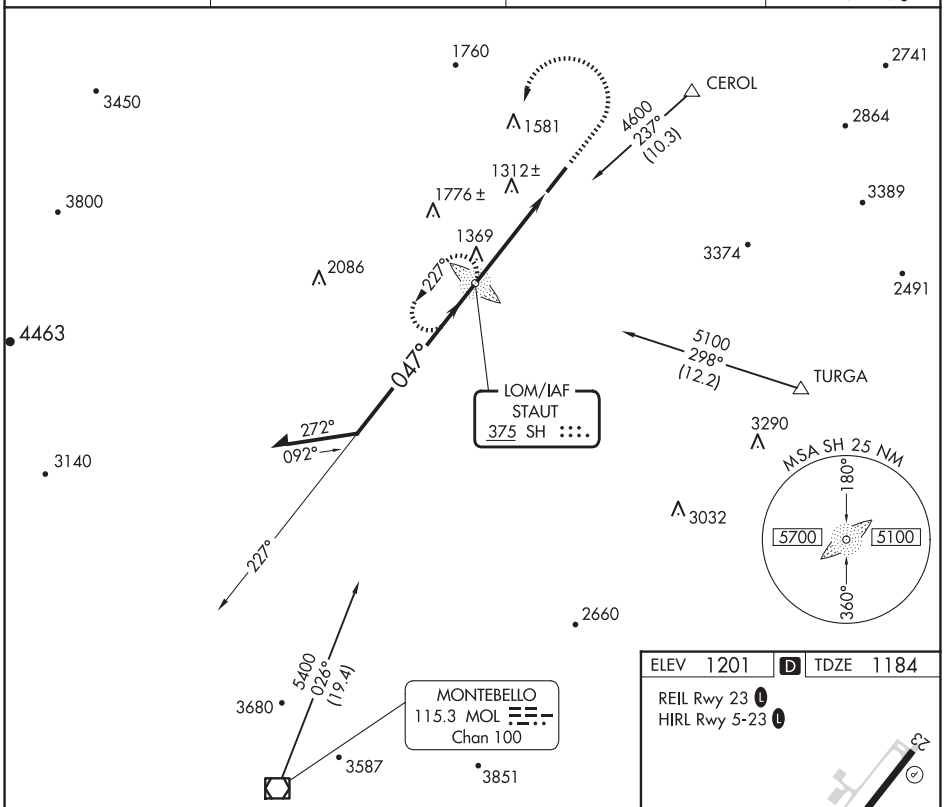
SHENANDOAH VALLEY RGNL (SHD)

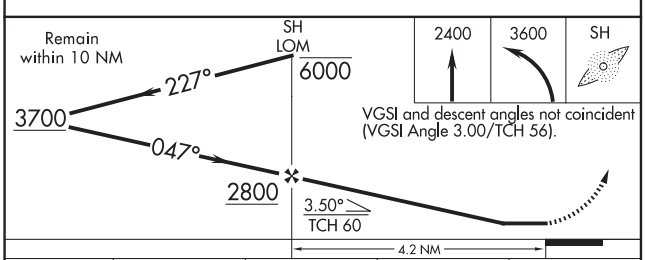
When local altimeter setting not received, use Charlottesville altimeter setting and increase all MDAs 140 feet and visibility S-5 and Circling Cat C ½ SM, Cat D ¼ SM.

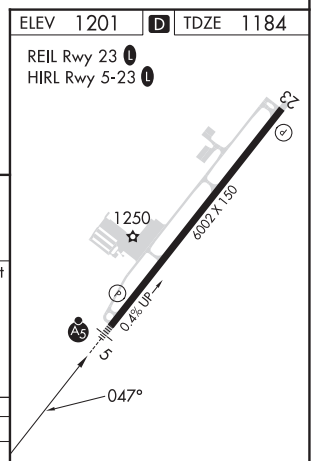
MALSR

MISSED APPROACH: Climb to 2400 then climbing left turn to 3600 direct SH LOM and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.925	132.85 323.125	118.35	123.0 (CTAF) L





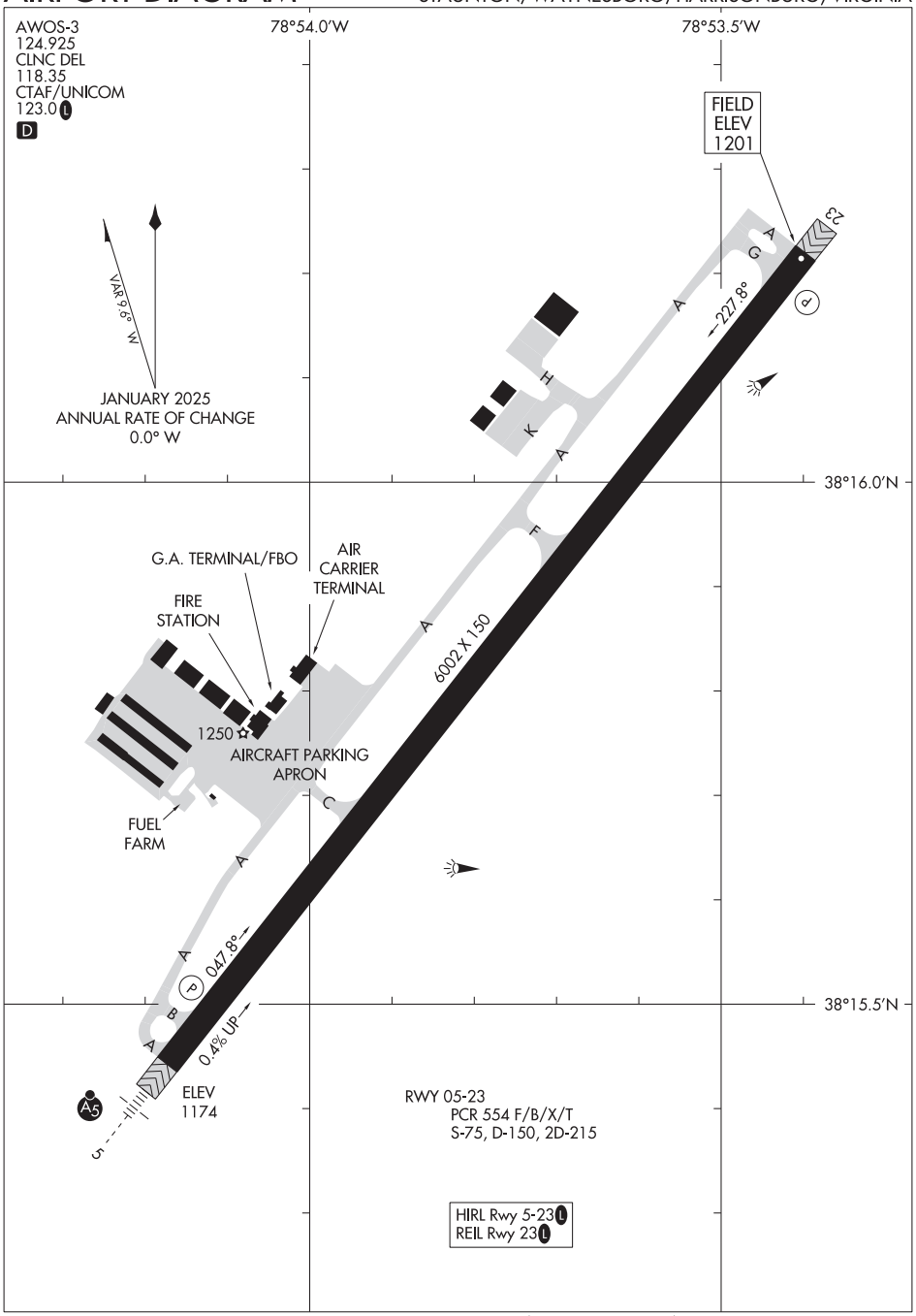


CATEGORY	A	B	C	D
S-5	1760-¾ 576 (600-¾)		1760-1 576 (600-1)	1760-1½ 576 (600-1½)
CIRCLING	1760-1 559 (600-1)		1900-2 699 (700-2)	2060-2¾ 859 (900-2¾)

FAF to MAP 4.2 NM					
Knots	60	90	120	150	180
Min:Sec	4:12	2:48	2:06	1:41	1:24

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

(SNDOA3.SNDOA) 24025 AL-5369 (FAA)

SHENANDOAH THREE DEPARTURE

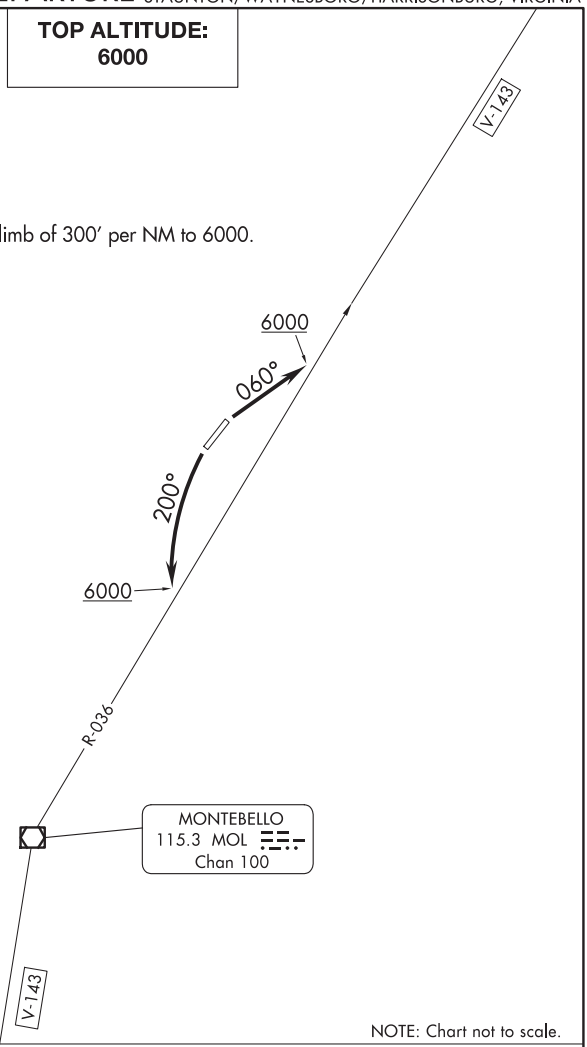
SHENANDOAH VALLEY RGNL (SHD)
STAUNTON/WAYNESBORO/HARRISONBURG, VIRGINIA

AWOS-3
124.925
CTAF
123.0
CLNC
118.35
POTOMAC DEP CON
132.85 323.125

TOP ALTITUDE: 6000

TAKEOFF MINIMUMS:
Rwys 5, 23: Standard with minimum climb of 300′ per NM to 6000.

NOTE: RADAR required.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 5: Climb heading 060° to 6000 to intercept MOL VOR/DME R-036 outbound, thence....
TAKEOFF RUNWAY 23: Climbing left turn to 6000 heading 200° to intercept MOL VOR/DME R-036 inbound, thence....

....expect radar vectors to filed/assigned route. Expect clearance to filed altitude/flight level 10 minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56639 W11A	APP CRS 114°	Rwy ldg 2714 TDZE 15 Apt Elev 15

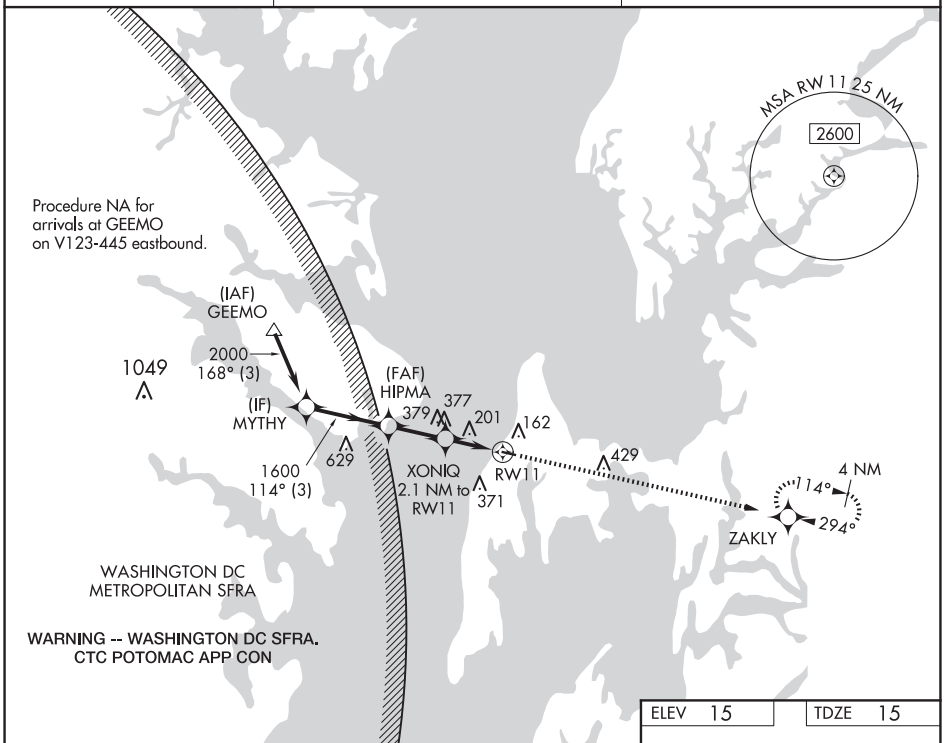
RNAV (GPS) RWY 11
BAY BRIDGE (W29)

RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 2100 direct ZAKLY and hold.

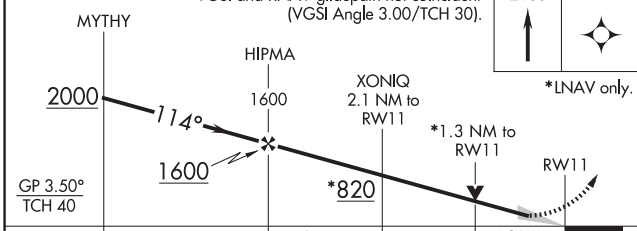
AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	122.725 (CTAF) L



VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 30).

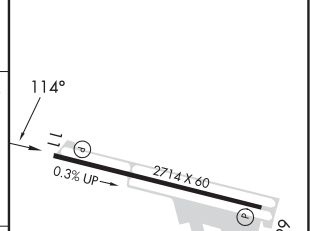
2100 ZAKLY

*LNAV only.



CATEGORY	A	B	C	D
LPV DA	265-1 250 (300-1)		NA	
LNAV/VNAV DA	489-1 3/8 474 (500-1 3/8)		NA	
LNAV MDA	460-1 445 (500-1)		NA	
C CIRCLING	500-1 485 (500-1)	800-1 785 (800-1)	NA	

ELEV 15 TDZE 15



REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

STEVENSVILLE, MARYLAND

AL-9148 (FAA)

24137

RNAV (GPS) RWY 29

BAY BRIDGE (W29)

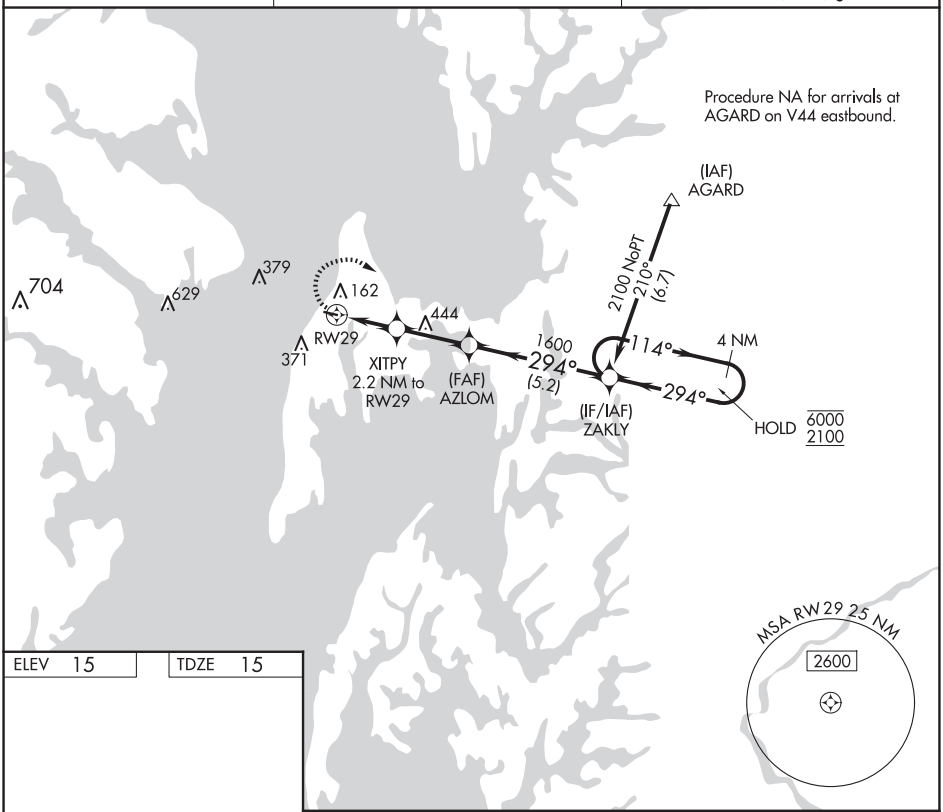
APP CRS	Rwy ldg	2714
294°	TDZE	15
	Apt Elev	15

RNP APCH.

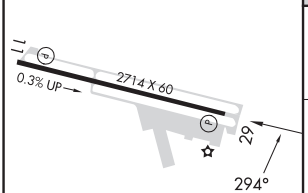
Rwy 29 helicopter visibility reduction below 1 SM NA.

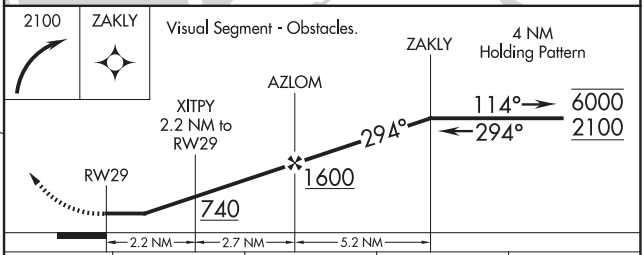
MISSED APPROACH: Climbing right turn to 2100 direct ZAKLY and hold.

AWOS-3	POTOMAC APP CON	UNICOM
120.575	119.0 282.275	122.725 (CTAF) L



ELEV 15 | TDZE 15





CATEGORY	A	B	C	D
LNAV MDA	480-1 465 (500-1)		NA	
C CIRCLING	500-1 485 (500-1)	800-1 785 (800-1)	NA	

REIL Rwys 11 and 29 L
MIRL Rwy 11-29 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 65824 W04A	APP CRS 040°	Rwy ldg 5007 TDZE 66 Apt Elev 70

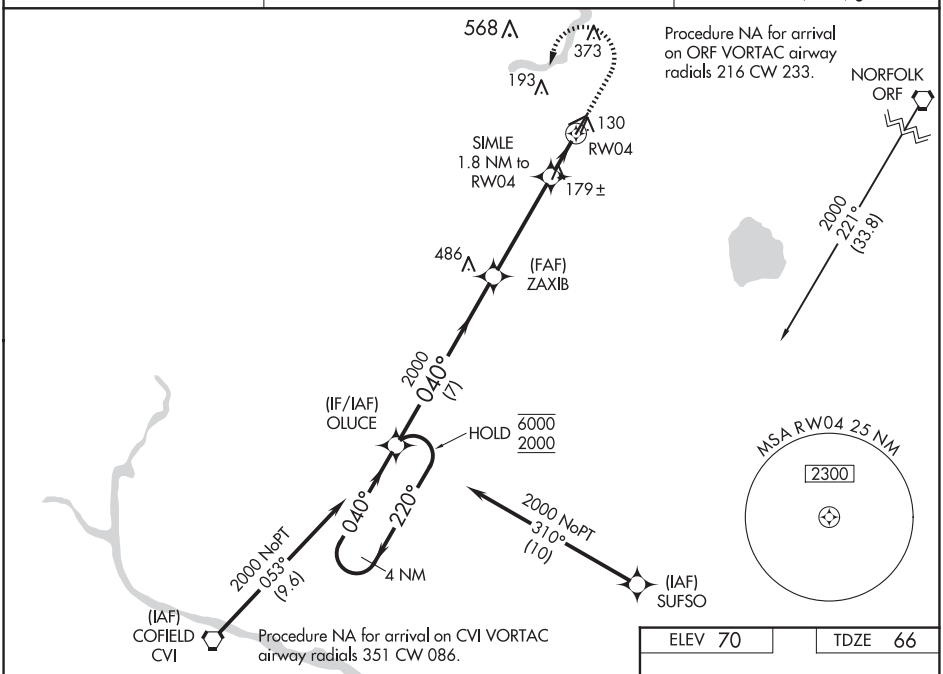
RNAV (GPS) RWY 4
SUFFOLK EXEC (SFQ)

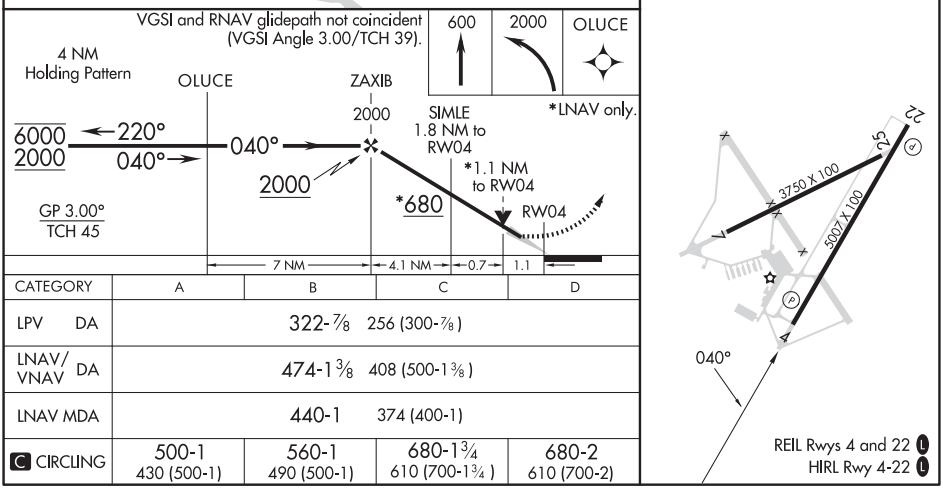
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH:
Climb to 600 then climbing left turn to 2000 direct OLUCE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	322-⅞ 256 (300-⅞)			
LNAV/VNAV DA	474-1⅜ 408 (500-1⅜)			
LNAV MDA	440-1 374 (400-1)			
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

SUFFOLK, VIRGINIA

AL-6498 (FAA)

25051

RNAV (GPS) RWY 7

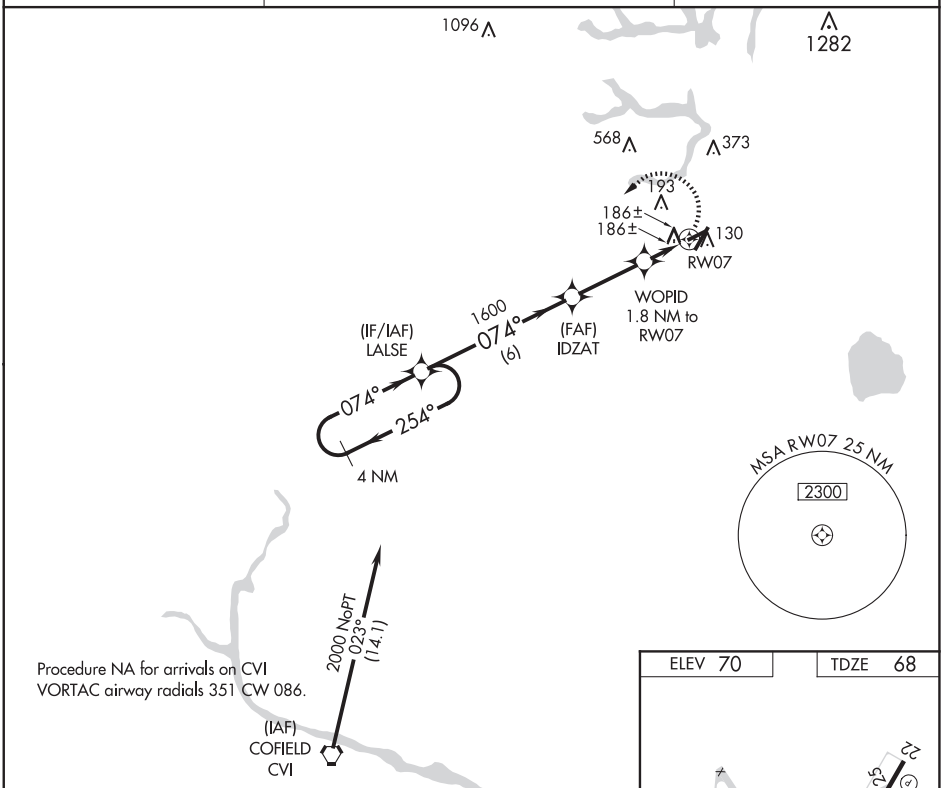
SUFFOLK EXEC (SFQ)

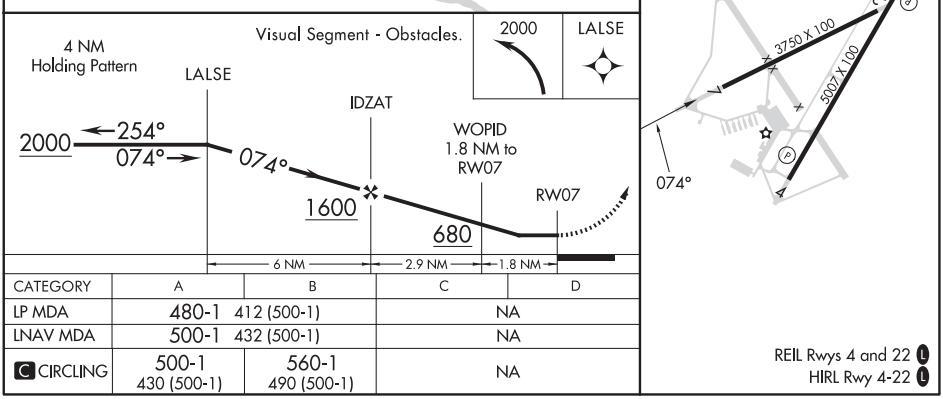
WAAS CH 78424 W07A	APP CRS 074°	Rwy ldg 3750 TDZE 68 Apt Elev 70

DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.

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

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L





CATEGORY	A	B	C	D
LP MDA	480-1 412 (500-1)		NA	
LNAV MDA	500-1 432 (500-1)		NA	
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

SUFFOLK, VIRGINIA
Amdt 1C 02MAR17

36°41′N-76°36′W

SUFFOLK EXEC (SFQ)
RNAV (GPS) RWY 7

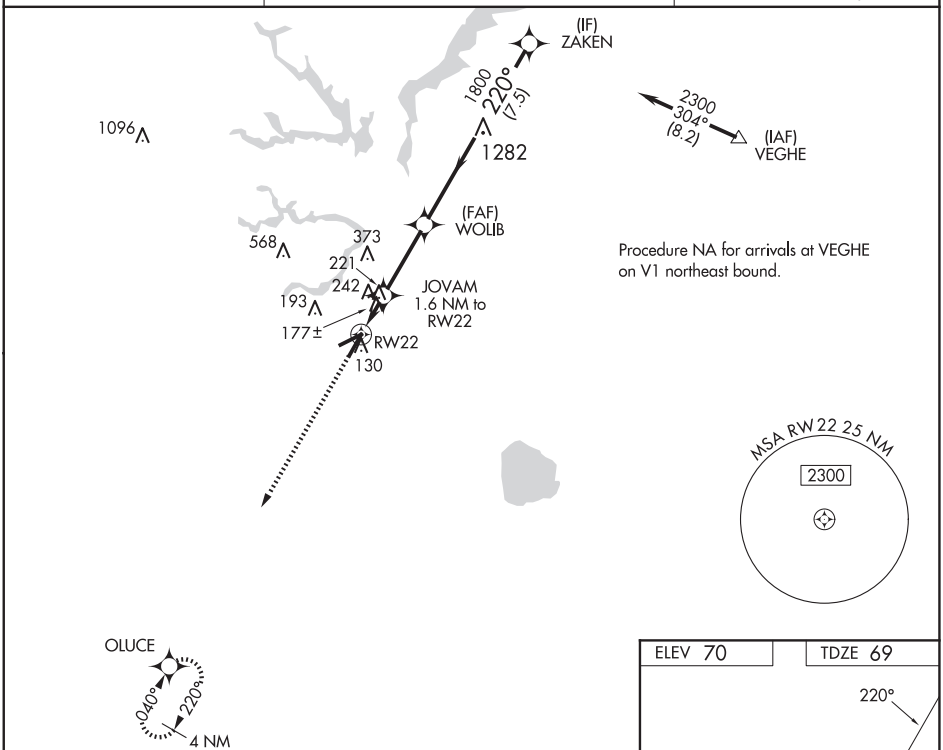
RNAV (GPS) RWY 22
SUFFOLK EXEC (SFQ)

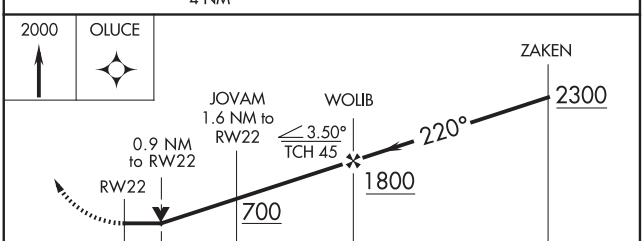
WAAS CH 99325 W22A	APP CRS 220°	Rwy ldg 5007 TDZE 69 Apt Elev 70

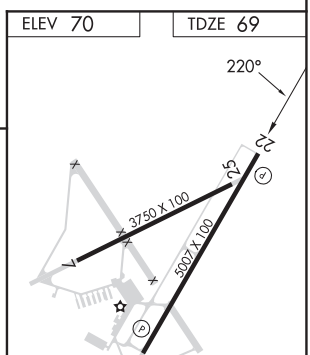
DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. VDP NA with Norfolk Intl altimeter setting. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet, and increase LP Cats C and D visibility ¼ mile and LNAV Cats C and D visibility ⅛ mile.

MISSED APPROACH: Climb to 2000 direct OLUCE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L







CATEGORY	A	B	C	D
LP MDA	440-1 371 (400-1)			
LNAV MDA	500-1 431 (500-1)		500-1¼ 431 (500-1¼)	
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

SUFFOLK, VIRGINIA | AL-6498 (FAA) | 25051

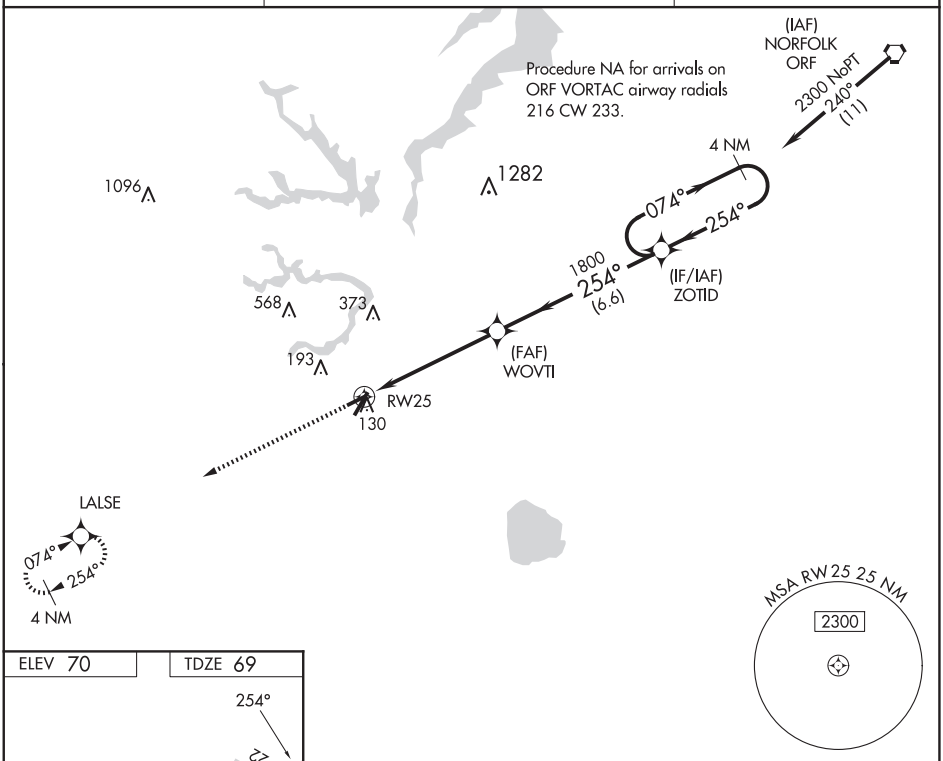
RNAV (GPS) RWY 25
SUFFOLK EXEC (SFQ)

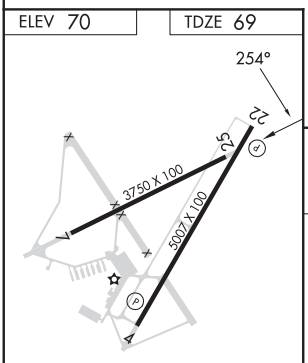
APP CRS	Rwy ldg	3750
254°	TDZE	69
	Apt Elev	70

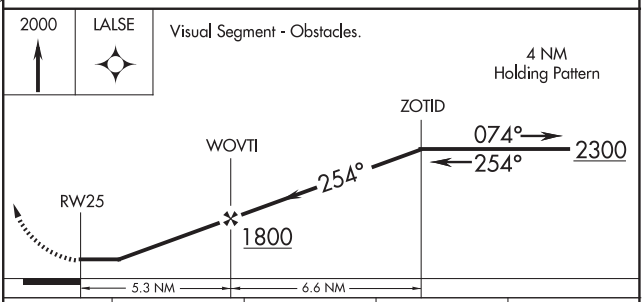
DME/DME RNP-0.3 NA. Helicopter visibility reduction below 1 SM NA. When local altimeter setting not received, use Norfolk Intl altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 2000 direct LALSE and hold.

AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	480-1 411 (500-1)		NA	
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	NA	

REIL Rwys 4 and 22 L
HIRL Rwy 4-22 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

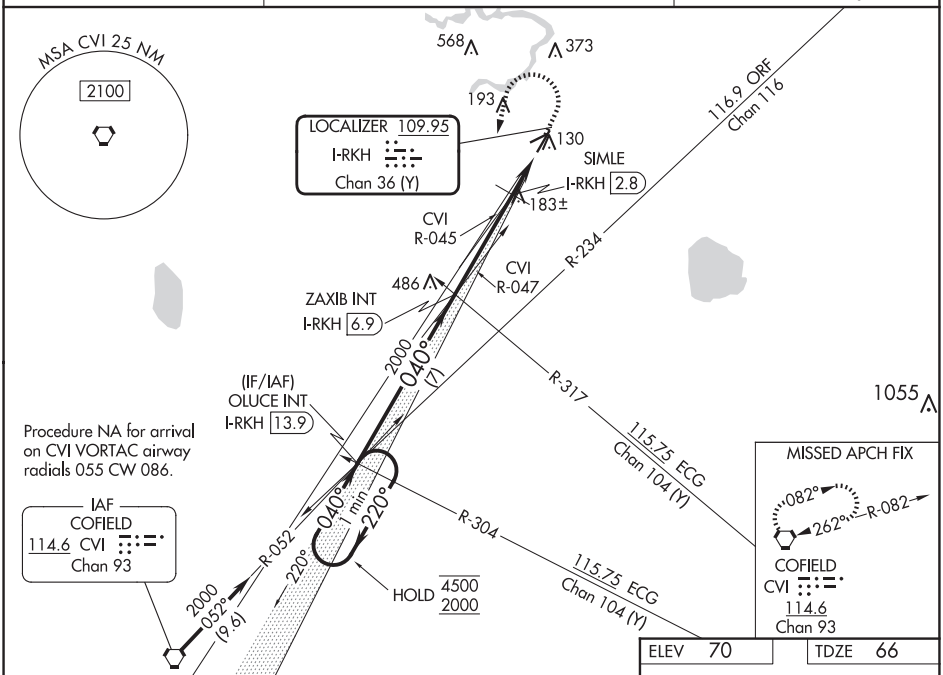
LOC/DME I-RKH	APP CRS	Rwy ldg 5007
109.95	040°	TDZE 66
Chan 36 (Y)		Apt Elev 70

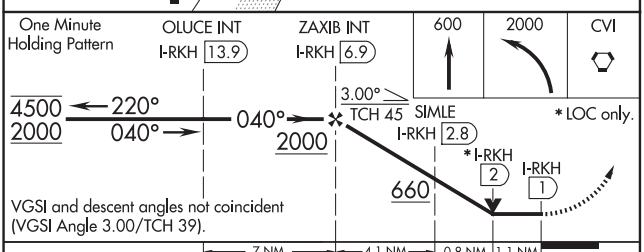
LOC RWY 4
SUFFOLK EXEC (SFQ)

T
A NA

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct CVI VORTAC and hold.

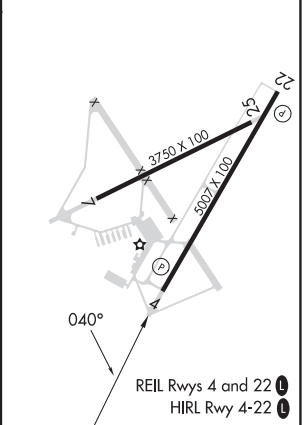
AWOS-3	NORFOLK APP CON	UNICOM
119.375	127.9 269.425	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-4	660-1 594 (600-1)		660-1¾ 594 (600-1¾)	
C CIRCLING	660-1 590 (600-1)		680-1¾ 610 (700-1¾)	680-2 610 (700-2)
SIMLE FIX MINIMUMS (DME REQUIRED)				
S-4	440-1 374 (400-1)			
C CIRCLING	500-1 430 (500-1)	560-1 490 (500-1)	680-1¾ 610 (700-1¾)	680-2 610 (700-2)

ELEV 70 TDZE 66



FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

TANGIER, VIRGINIA | AL-5751 (FAA) | 23278

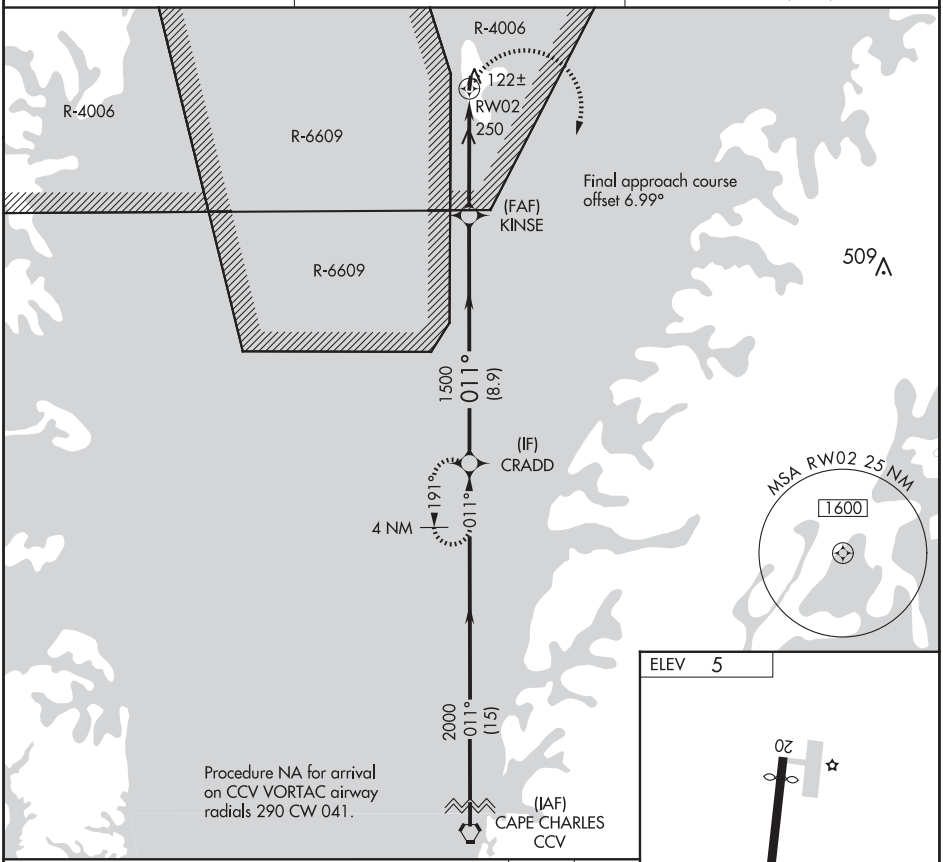
APP CRS	Rwy ldg	N/A
011°	TDZE	N/A
	Apt Elev	5

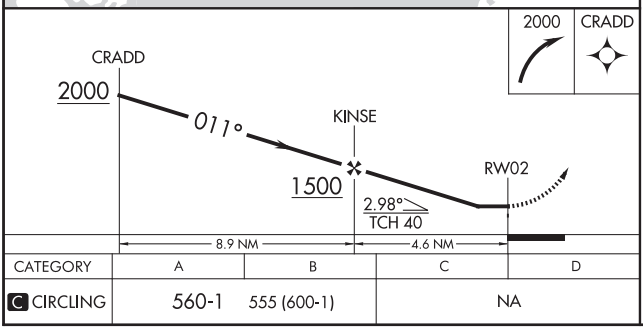
RNAV (GPS)-B
TANGIER ISLAND (TGI)

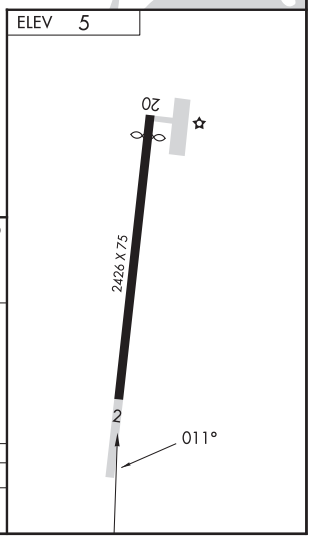
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Patuxent River NAS altimeter setting and increase all MDAs 100 feet. Specific clearance from Patuxent App Con required before proceeding northbound from CRADD. Approach is within R-6609 and underlies R-4006. Procedure NA at night.

MISSED APPROACH: Climbing right turn to 2000 direct CRADD and hold.

AWOS-3	PATUXENT APP CON ★		UNICOM
119.8	121.0	250.3	122.8 (CTAF)







CATEGORY	A	B	C	D
C CIRCLING	560-1	555 (600-1)	NA	

TANGIER, VIRGINIA
Amdt 1 27APR17

37°50′N-76° 00′W

TANGIER ISLAND (TGI)
RNAV (GPS)-B

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	4300
097°	TDZE	135
	Apt Elev	135

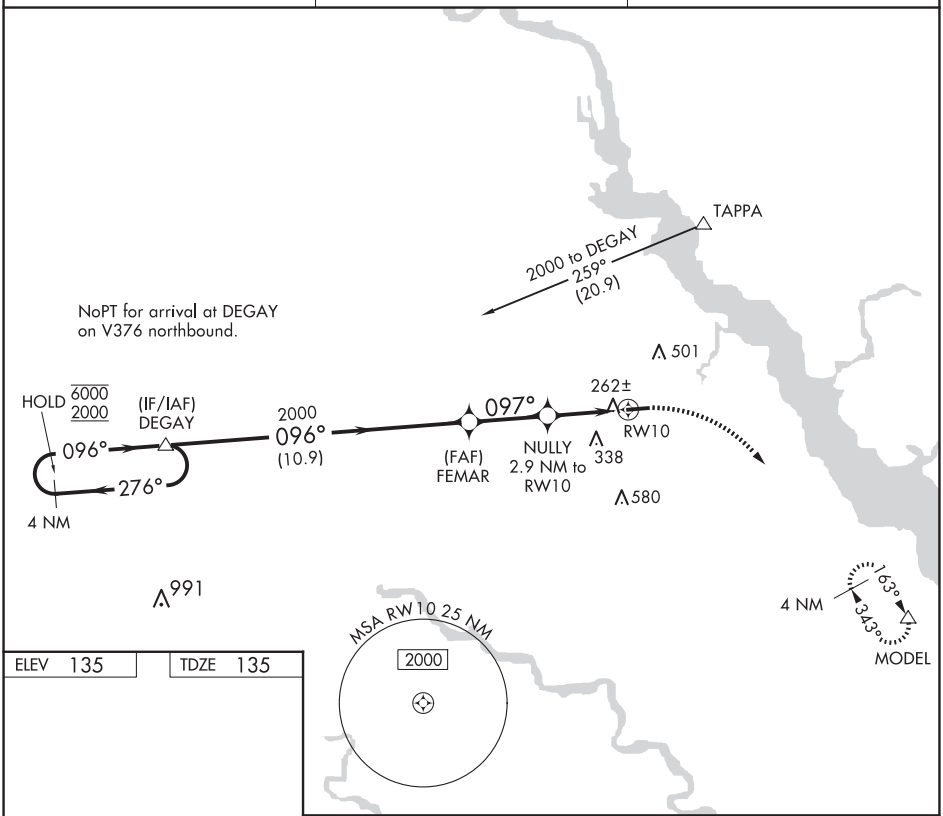
RNAV (GPS) RWY 10
TAPPAHANNOCK/ESSEX COUNTY (XSA)

RNP APCH - GPS.

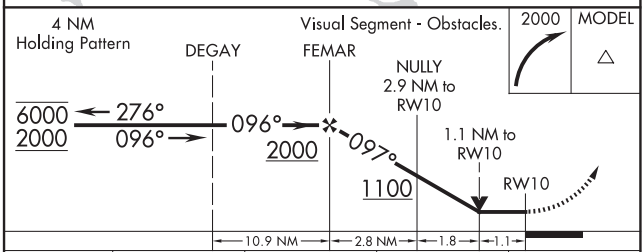
Rwy 10 helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing right turn to 2000 direct MODEL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L



ELEV 135	TDZE 135



CATEGORY	A	B	C	D
LNAV MDA	540-1 405 (500-1)		NA	
C CIRCLING	580-1 445 (500-1)	640-1 505 (600-1)	820-2 685 (700-2)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

TAPPAHANNOCK, VIRGINIA

AL-10331 (FAA)

24109

RNAV (GPS) RWY 28
TAPPAHANNOCK/ESSEX COUNTY (XSA)

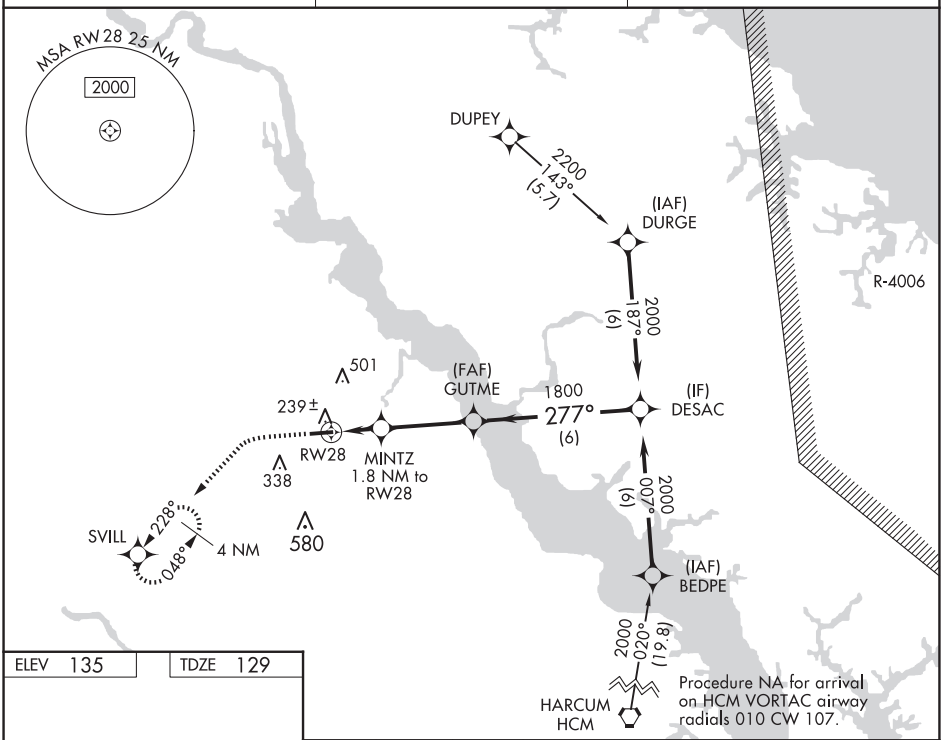
WAAS CH 99409 W28A	APP CRS 277°	Rwy ldg 4300 TDZE 129 Apt Elev 135

RNP APCH - GPS.

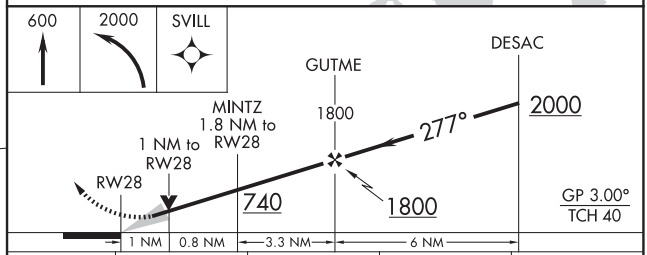
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct SVILL and hold.

AWOS-3	POTOMAC APP CON	UNICOM
125.775	126.4 282.375	122.8 (CTAF) L



ELEV 135 | TDZE 129



CATEGORY	A	B	C	D
LPV DA	379-1	250 (300-1)	NA	
LNAV/VNAV DA	402-1	273 (300-1)	NA	
LNAV MDA	500-1	371 (400-1)	NA	
C CIRCLING	580-1 445 (500-1)	640-1 505 (600-1)	820-2 685 (700-2)	NA

REIL Rwys 10 and 28
MIRL Rwy 10-28 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

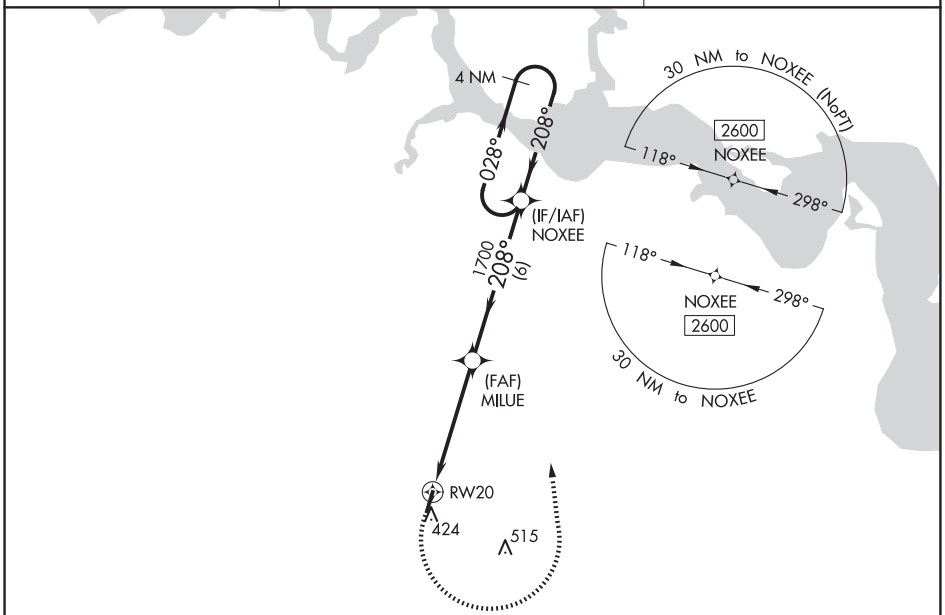
APP CRS	Rwy ldg	3866
208°	TDZE	110
	Apt Elev	111

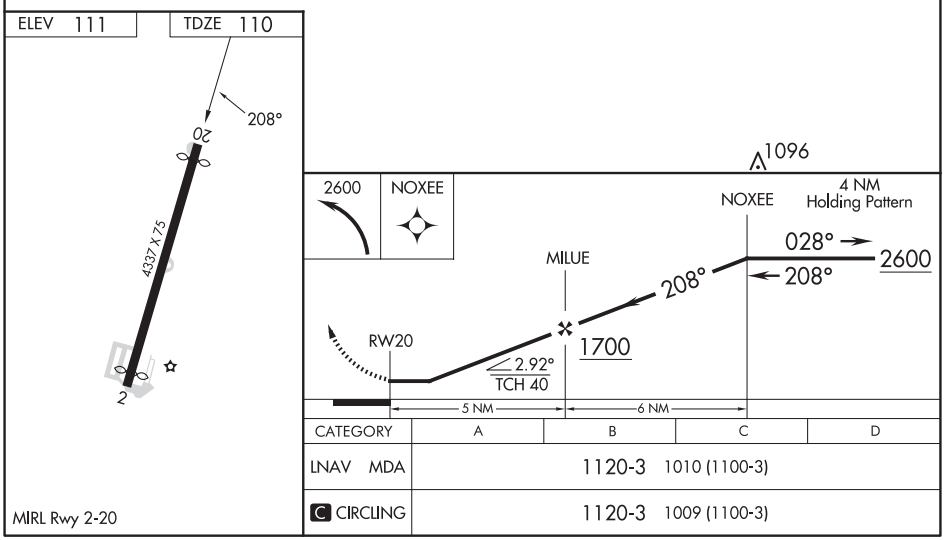
RNAV (GPS) RWY 20
WAKEFIELD MUNI (AKQ)

DME/DME RNP-0.3 NA.
Procedure NA at night.

MISSED APPROACH: Climbing left turn 2600 direct NOXEE and hold.

ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.425	122.8 (CTAF)





CATEGORY	A	B	C	D
LNAV MDA	1120-3 1010 (1100-3)			
C CIRCLING	1120-3 1009 (1100-3)			

MIRL Rwy 2-20

NE-3, 12 JUN 2025 to 07 AUG 2025

WAKEFIELD, VIRGINIA

AL-5781 (FAA)

23278

NDB RWY 20
WAKEFIELD MUNI (AKQ)

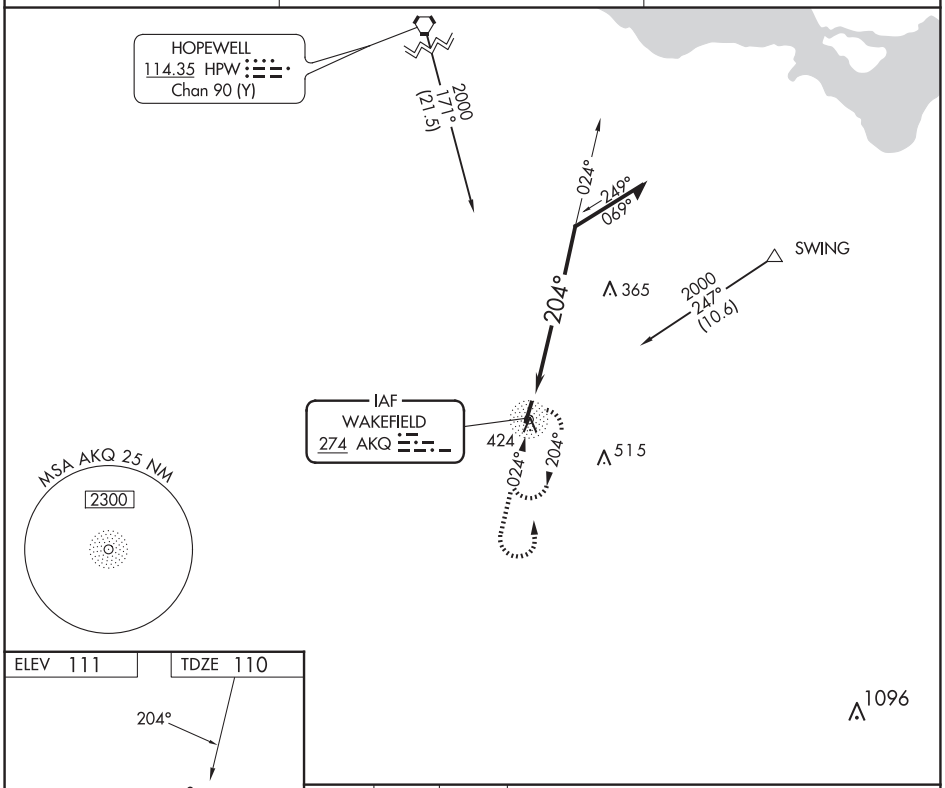
NDB AKQ	APP CRS	Rwy ldg	3866
274	204°	TDZE	110
		Apt Elev	111

NA

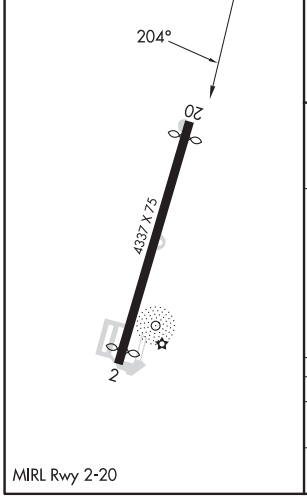
Procedure NA at night.

MISSED APPROACH: Climb to 1500 then climbing left turn to 2000 direct AKQ NDB and hold.

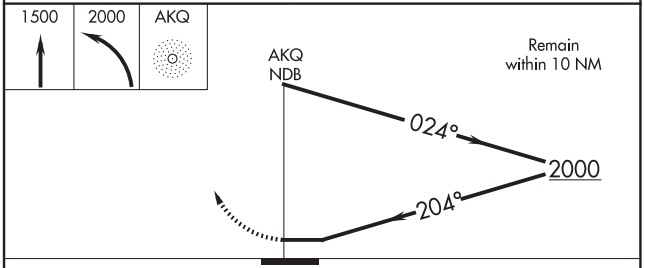
ASOS	NORFOLK APP CON	UNICOM
128.325	127.9 269.425	122.8 (CTAF)



ELEV 111 | TDZE 110



MIRL Rwy 2-20



CATEGORY	A	B	C	D
S-20		1120-3	1010 (1100-3)	
C CIRCLING		1120-3	1009 (1100-3)	

NE-3, 12 JUN 2025 to 07 AUG 2025

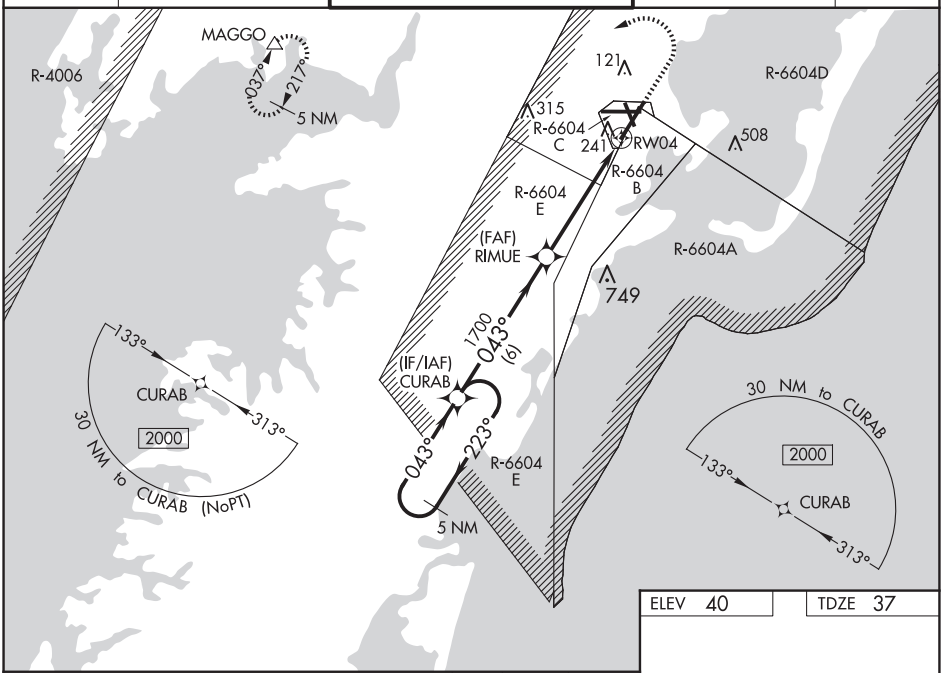
WAAS CH 56331 W04A	APP CRS 043°	Rwy ldg 8748 TDZE 37 Apt Elev 40

RNAV (GPS) RWY 4
WALLOPS FLIGHT FACILITY (WAL)

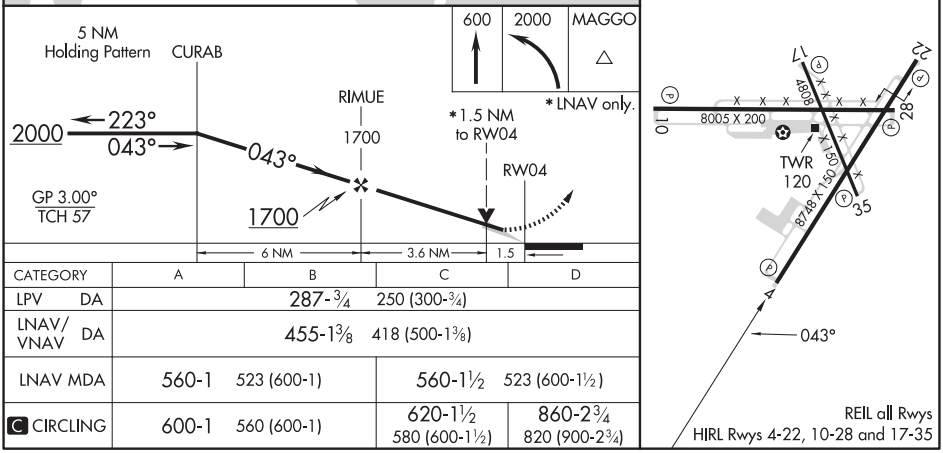
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 342 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 510 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7



NE-3, 12 JUN 2025 to 07 AUG 2025



CATEGORY	A	B	C	D
LPV DA	287-¾ 250 (300-¾)			
LNAV/VNAV DA	455-1⅜ 418 (500-1⅜)			
LNAV MDA	560-1 523 (600-1)		560-1½ 523 (600-1½)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

WALLOPS ISLAND, VIRGINIA | AL-639 (FAA) | 23054

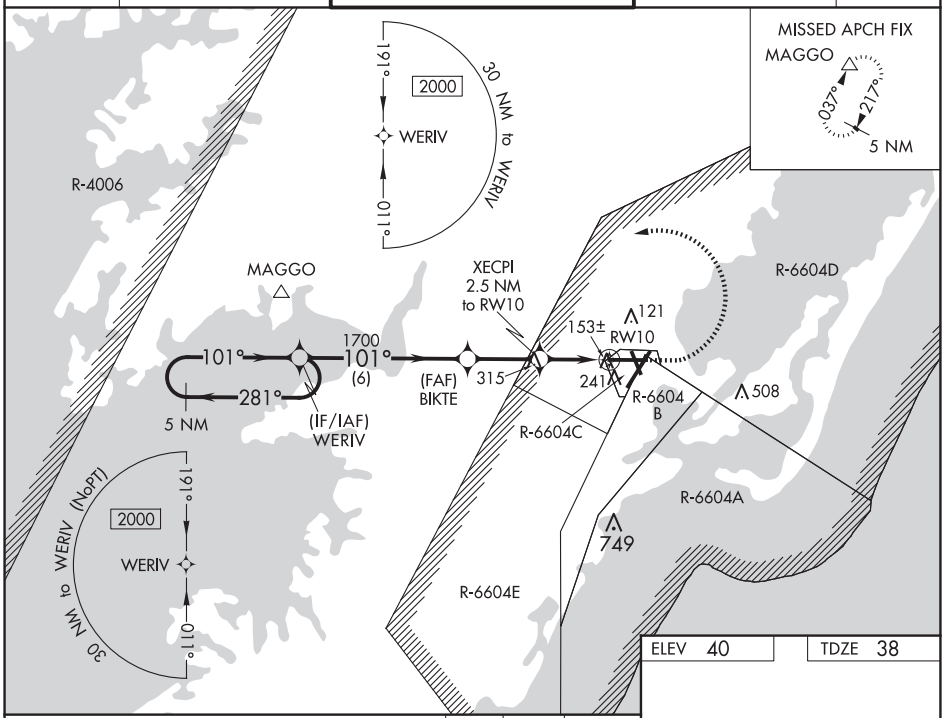
WAAS CH 99732 W10A	APP CRS 101°	Rwy ldg 8005 TDZE 38 Apt Elev 40

RNAV (GPS) RWY 10
WALLOPS FLIGHT FACILITY (WAL)

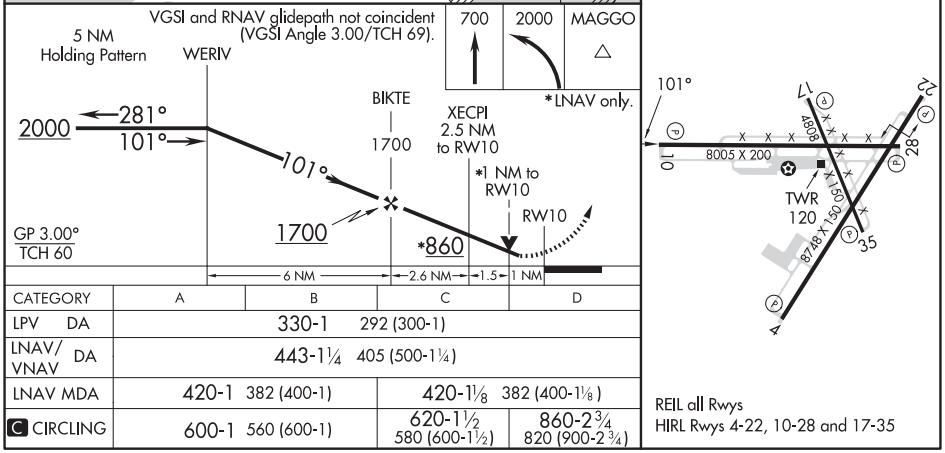
T A DME/DME RNP -0.3 NA. Rwy 10 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting and increase all DA 60 feet and all visibilities ¼ SM. Increase all MDA 60 feet and all Cat C and D visibilities ¼ SM. Baro-VNAV and VDP NA when using Salisbury altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 700 then climbing left turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON ★		WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95	314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7



ELEV 40 | TDZE 38



CATEGORY	A	B	C	D
LPV DA	330-1 292 (300-1)			
LNAV/VNAV DA	443-1¼ 405 (500-1¼)			
LNAV MDA	420-1 382 (400-1)		420-1⅛ 382 (400-1⅛)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

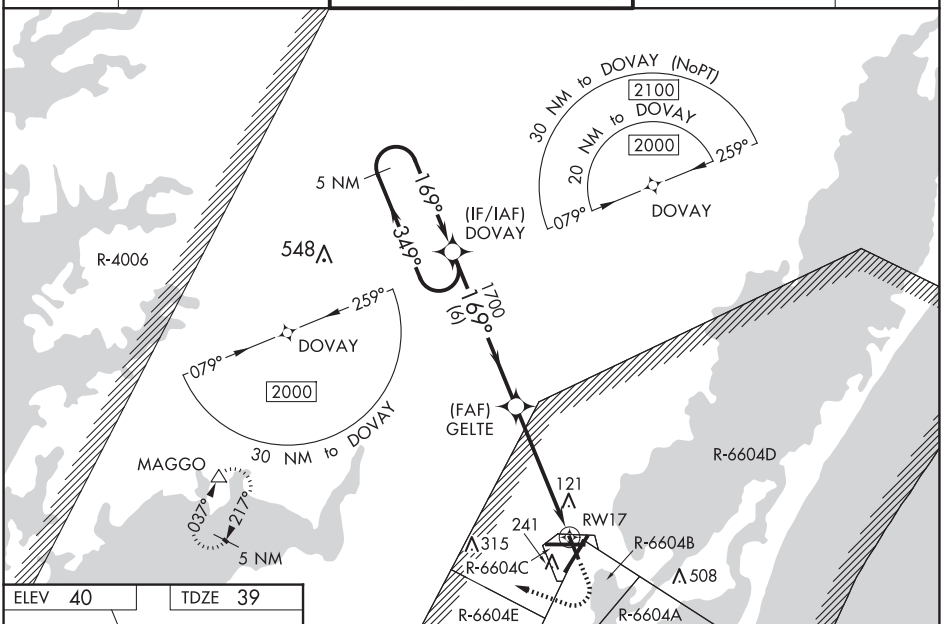
WAAS CH 69632 W17A	APP CRS 169°	Rwy ldg 4808 TDZE 39 Apt Elev 40

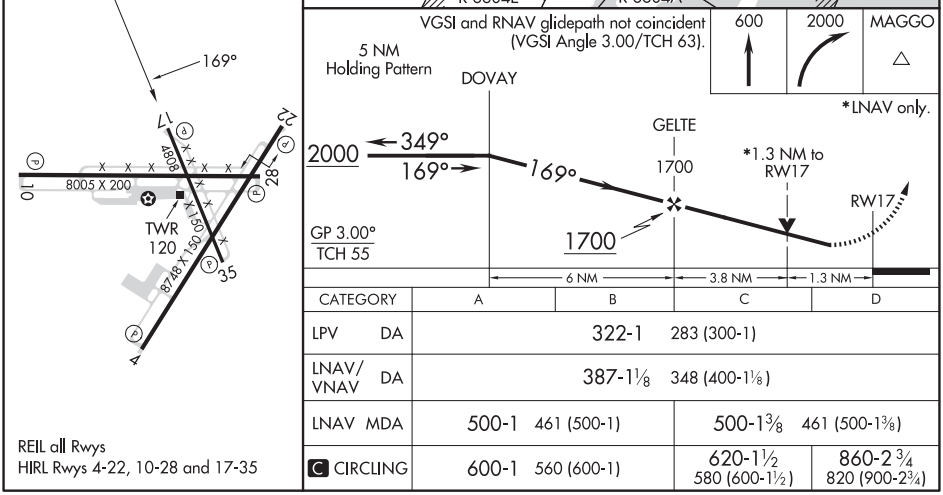
RNAV (GPS) RWY 17
WALLOPS FLIGHT FACILITY (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 372 and all Cats visibility ⅛ mile, increase LNAV/VNAV DA to 437 and all Cats visibility ¼ mile, increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON ★		WALLOPS TOWER ★	GND CON		CLNC DEL
119.175	127.95	314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875	269.325	121.7





CATEGORY	A	B	C	D
LPV DA	322-1 283 (300-1)			
LNAV/VNAV DA	387-1⅛ 348 (400-1⅛)			
LNAV MDA	500-1 461 (500-1)		500-1⅜ 461 (500-1⅜)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

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WALLOPS ISLAND, VIRGINIA | AL-639 (FAA) | 23054

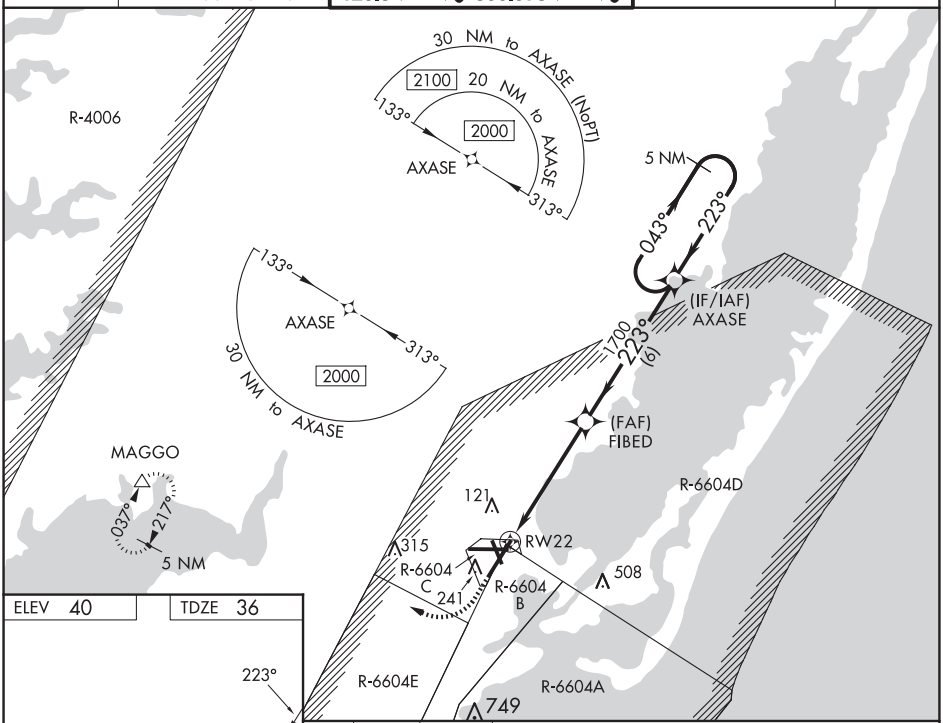
WAAS CH 86234 W22A	APP CRS 223°	Rwy ldg 8748 TDZE 36 Apt Elev 40

RNAV (GPS) RWY 22
WALLOPS FLIGHT FACILITY (WAL)

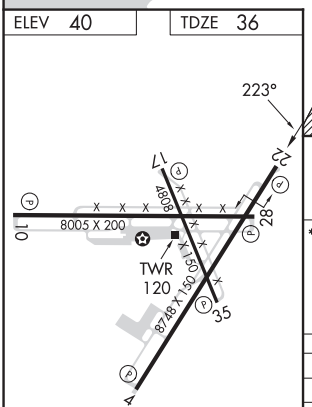
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME-RNP 0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 367 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 489 and all Cats visibility ⅛ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

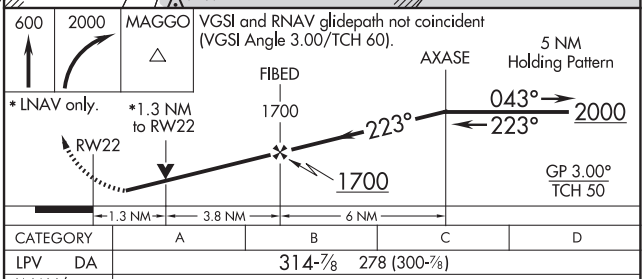
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7



ELEV 40 | TDZE 36





CATEGORY	A	B	C	D
LPV DA	314-⅞ 278 (300-⅞)			
LNAV/VNAV DA	436-1⅜ 400 (400-1⅜)			
LNAV MDA	500-1 464 (500-1)		500-1⅜ 464 (500-1⅜)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

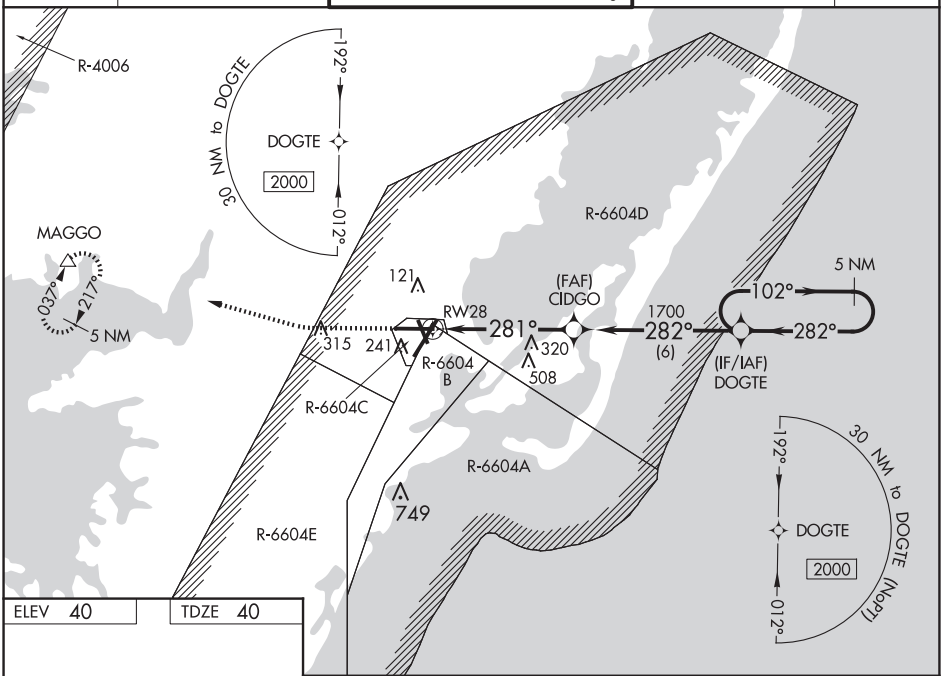
WAAS CH 45534 W28A	APP CRS 281°	Rwy ldg 8005 TDZE 40 Apt Elev 40

RNAV (GPS) RWY 28
WALLOPS FLIGHT FACILITY (WAL)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 343 and all Cats visibility ¼ mile; increase LNAV/VNAV DA to 453 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting.

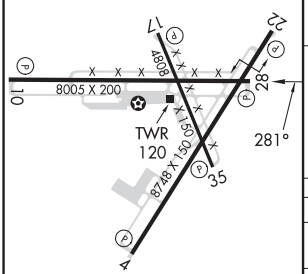
MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct MAGGO and hold.

ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) 306.975 (CTAF)	127.875 269.325	121.7

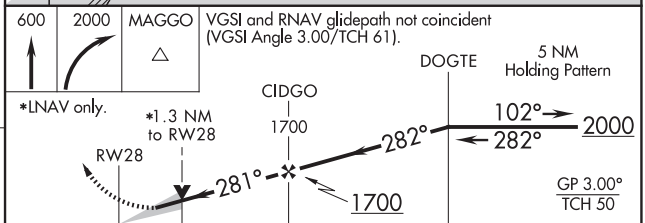


NE-3, 12 JUN 2025 to 07 AUG 2025

ELEV 40 TDZE 40



REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35



CATEGORY	A	B	C	D
LPV DA	290-¾ 250 (300-¾)			
LNAV/VNAV DA	400-1⅛ 360 (400-1⅛)			
LNAV MDA	520-1 480 (500-1)		520-1⅜ 480 (500-1⅜)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

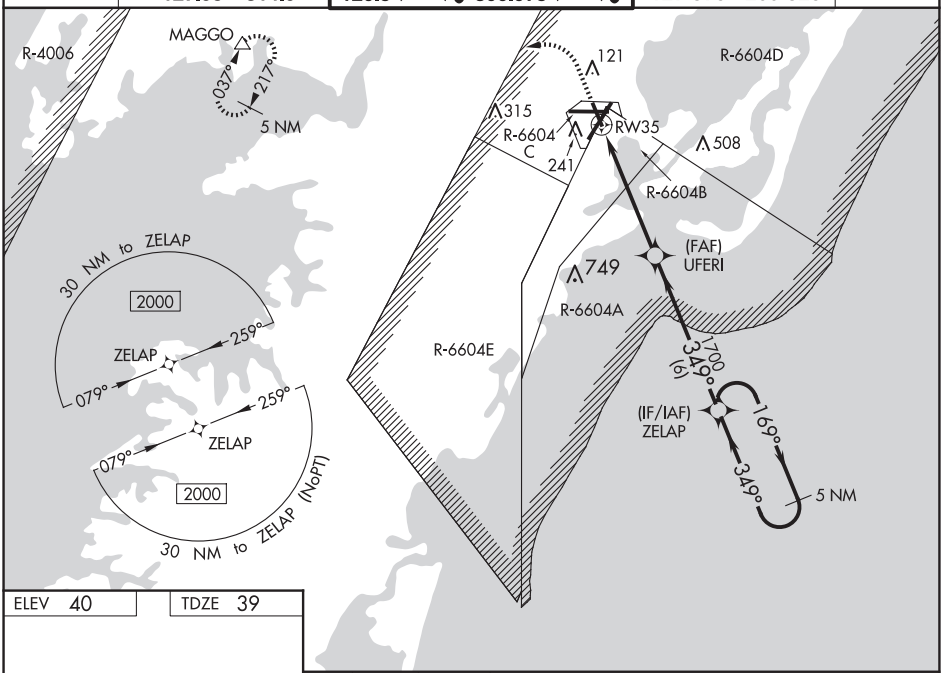
WAAS CH 53732 W35A	APP CRS 349°	Rwy ldg 4808 TDZE 39 Apt Elev 40

RNAV (GPS) RWY 35
WALLOPS FLIGHT FACILITY (WAL)

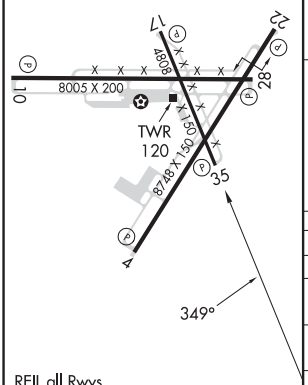
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 54°C (130°F). DME/DME RNP-0.3 NA. When local altimeter setting not received, use Salisbury altimeter setting: increase LPV DA to 343; increase LNAV/VNAV DA to 464 and all Cats visibility ¼ mile; increase all MDA 60 feet and LNAV Cats C/D visibility ⅛ mile and Circling Cat C visibility ¼ mile. Baro-VNAV and VDP NA when using Salisbury altimeter setting. Helicopter visibility reduction below ¾ SM NA. Procedure NA when R-6604 active.

MISSED APPROACH: Climb to 600 then climbing left turn to 2000 direct MAGGO and hold.

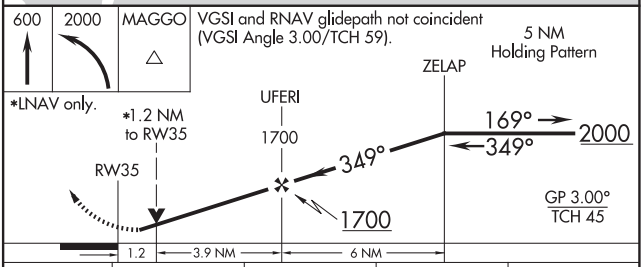
ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7



ELEV 40 TDZE 39



REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35



CATEGORY	A	B	C	D
LPV DA	289-1 250 (300-1)			
LNAV/VNAV DA	410-1¼ 371 (400-1¼)			
LNAV MDA	460-1 421 (500-1)		460-1¼ 421 (500-1¼)	
C CIRCLING	600-1 560 (600-1)		620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

VORTAC SBY	APP CRS	Rwy ldg	8005
111.2	SBY 24.1 Arc	TDZE	38
Chan 49		Apt Elev	40

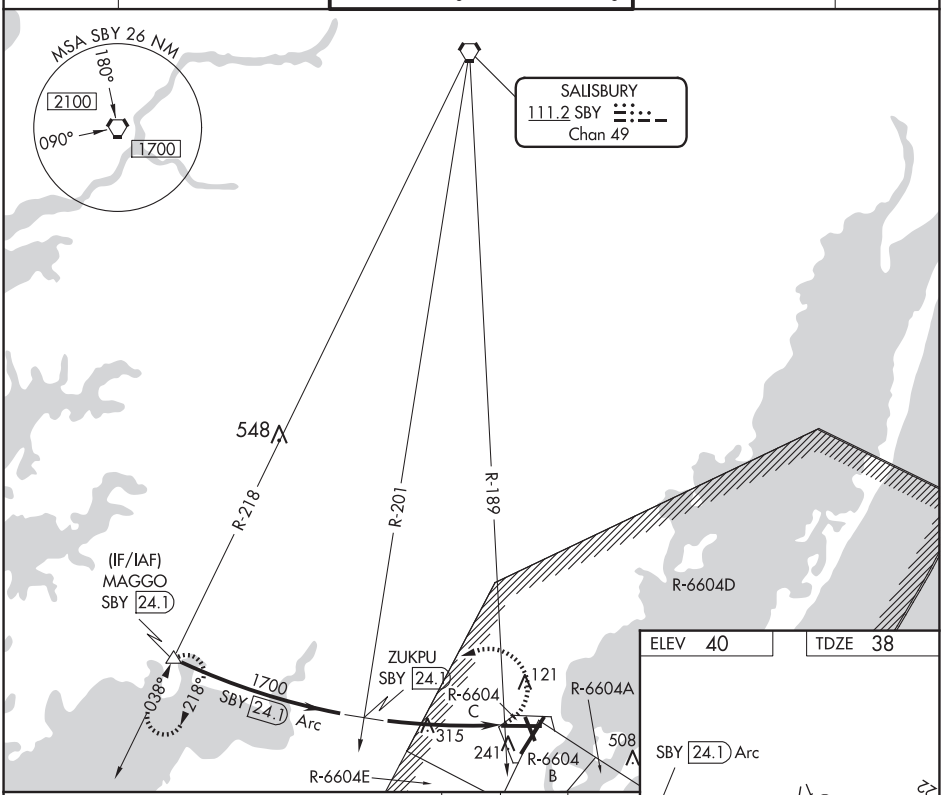
VOR/DME or TACAN RWY 10

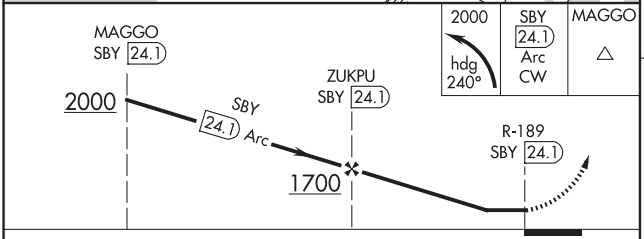
WALLOPS FLIGHT FACILITY (WAL)

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDA 60 feet and Circling Cats C/D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 2000 on heading 240° and SBY VORTAC 24.1 DME Arc clockwise to MAGGO/SBY 24.1 DME and hold.

ASOS	PATUXENT APP CON ★	WALLOPS TOWER ★	GND CON	CLNC DEL
119.175	127.95 314.0	126.5 (CTAF) L 306.975 (CTAF) L	127.875 269.325	121.7





CATEGORY	A	B	C	D
S-10	900-1¼	862 (900-1¼)	900-2½	862 (900-2½)
C CIRCLING	900-1¼	860 (900-1¼)	900-2½ 860 (900-2½)	900-2¾ 860 (900-2¾)

REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WALLOPS ISLAND, VIRGINIA | AL-639 (FAA) | 23054

VOR or TACAN RWY 17

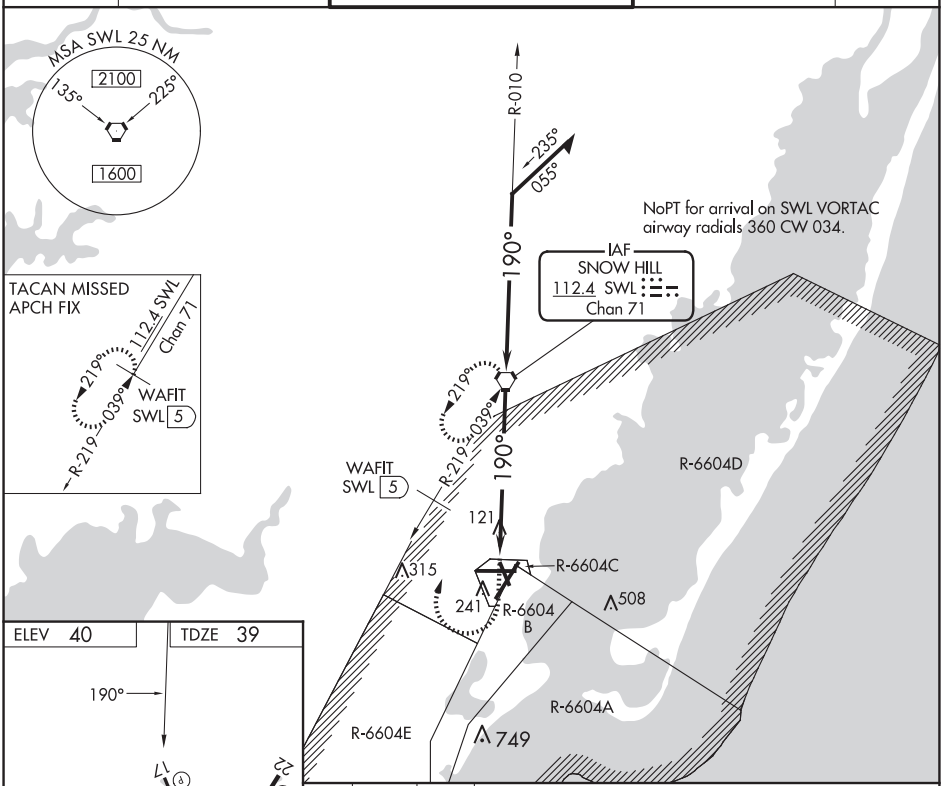
WALLOPS FLIGHT FACILITY (WAL)

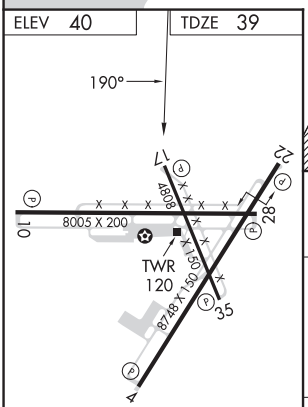
VORTAC SWL	APP CRS	Rwy ldg	4808
112.4	190°	TDZE	39
Chan 71		Apt Elev	40

When local altimeter setting not received, use Salisbury altimeter setting and increase all MDA 60 feet and S-17 Cats C/D and Circling Cat C visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climb to 600 then climbing right turn to 2000 direct SWL VORTAC and hold. (TACAN aircraft climb to 600 then climbing right turn to 2000 on heading 300° and SWL VORTAC R-219 to WAFIT/SWL 5 DME and hold SW, LT 039° inbound.)

ASOS	PATUXENT APP CON ★		WALLOPS TOWER ★		GND CON		CLNC DEL
119.175	127.95	314.0	126.5 (CTAF) L	306.975 (CTAF) L	127.875	269.325	121.7





REIL all Rwys
HIRL Rwys 4-22, 10-28 and 17-35

FAF to MAP 6.6 NM					
Knots	60	90	120	150	180
Min:Sec	6:36	4:24	3:18	2:38	2:12

CATEGORY	A	B	C	D
S-17	540-1	501 (500-1)	540-1⅜	501 (500-1⅜)
C CIRCLING	600-1	560 (600-1)	620-1½ 580 (600-1½)	860-2¾ 820 (900-2¾)

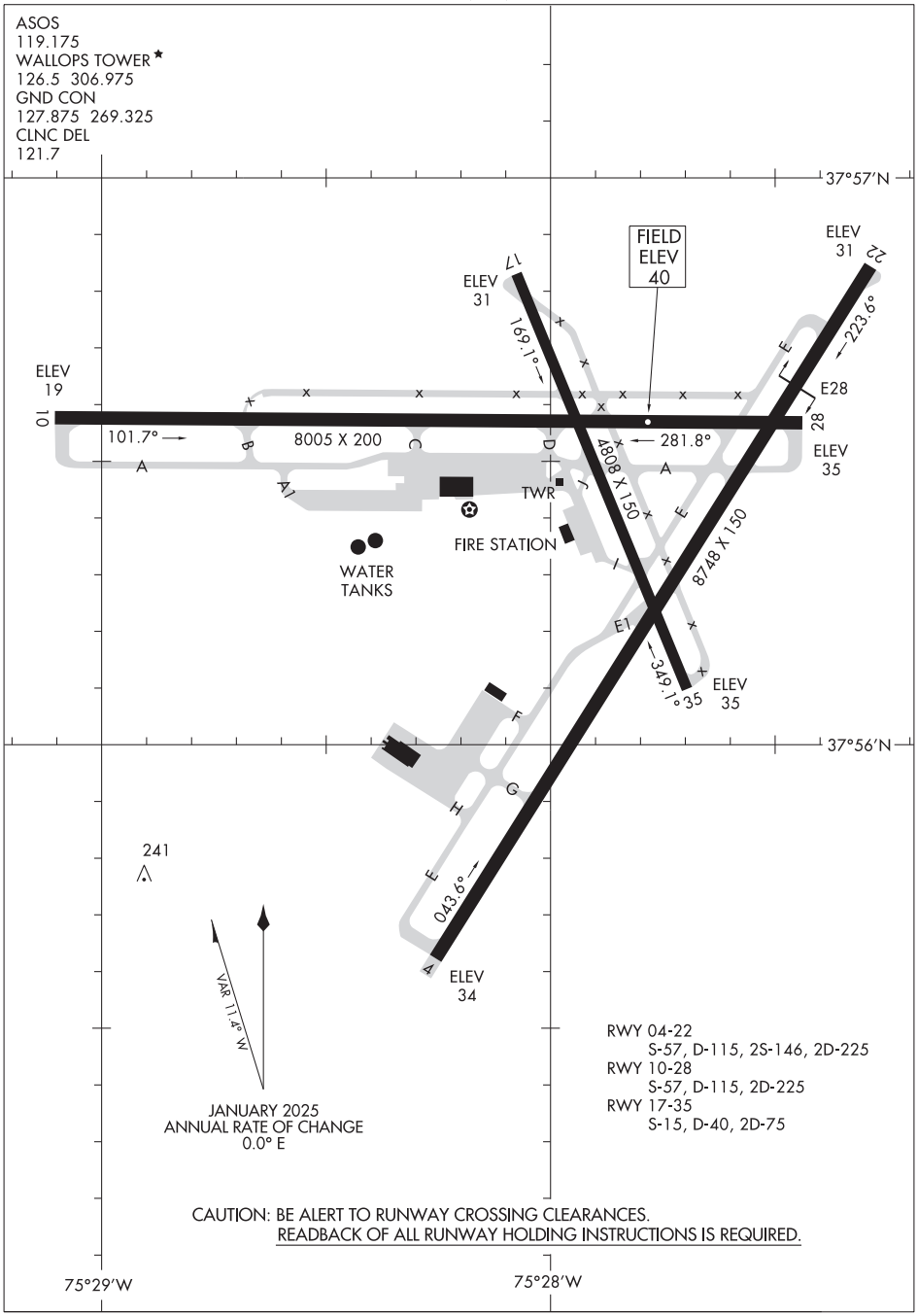
NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM

AL-639 (FAA)

WALLOPS FLIGHT FACILITY (WAL)
WALLOPS ISLAND, VIRGINIA



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
WALLOPS ISLAND, VIRGINIA
WALLOPS FLIGHT FACILITY (WAL)

WARRENTON, VIRGINIA AL-5747 (FAA) 23278

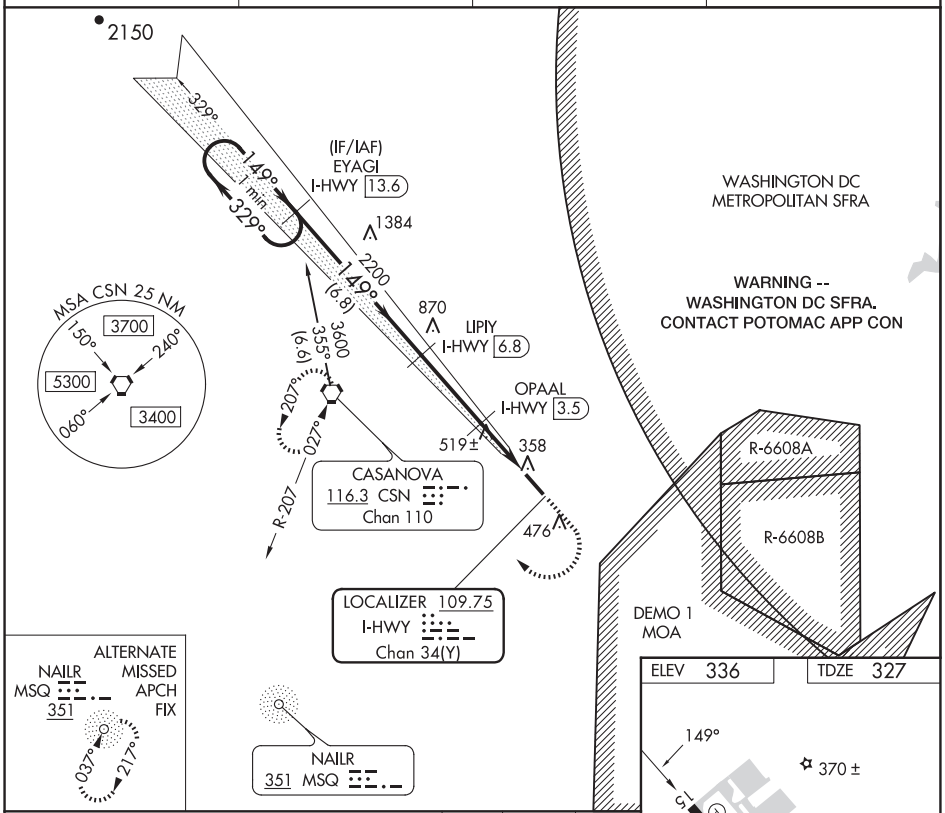
LOC/DME RWY 15
WARRENTON/FAUQUIER (HWY)

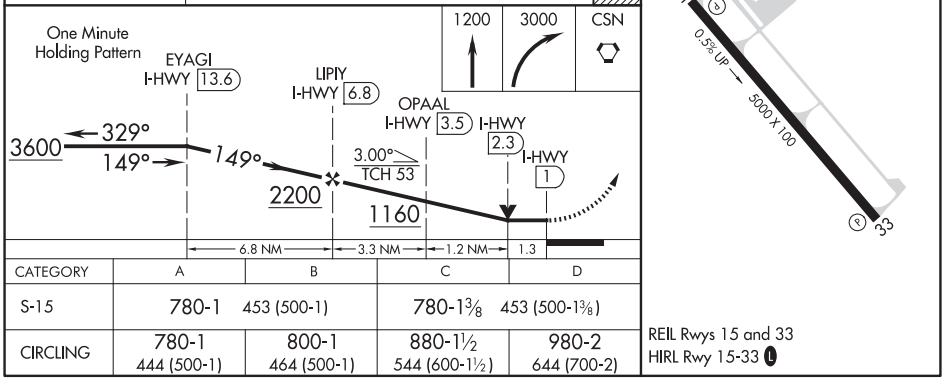
LOC/DME I-HWY	APP CRS	Rwy ldg	5000
109.75	149°	TDZE	327
Chan 34 (Y)		Apt Elev	336

Helicopter visibility reduction below ¾ SM NA. VDP NA with Culpeper altimeter setting. When local altimeter setting not received, use Culpeper altimeter setting and increase all MDAs 40 feet and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 3000 direct CSN VORTAC and hold.

AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.35	119.325	128.525 306.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
S-15	780-1 453 (500-1)		780-1⅜ 453 (500-1⅜)	
CIRCLING	780-1 444 (500-1)	800-1 464 (500-1)	880-1½ 544 (600-1½)	980-2 644 (700-2)

REIL Rwys 15 and 33
HIRL Rwy 15-33 L

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NE-3, 12 JUN 2025 to 07 AUG 2025

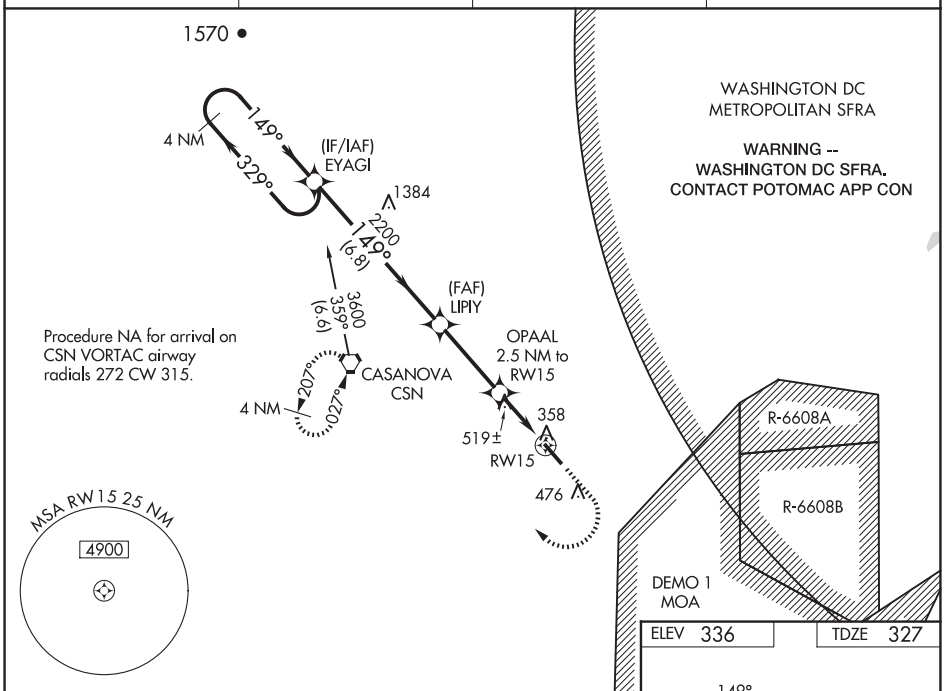
WAAS CH 81926 W15A	APP CRS 149°	Rwy ldg 5000 TDZE 327 Apt Elev 336

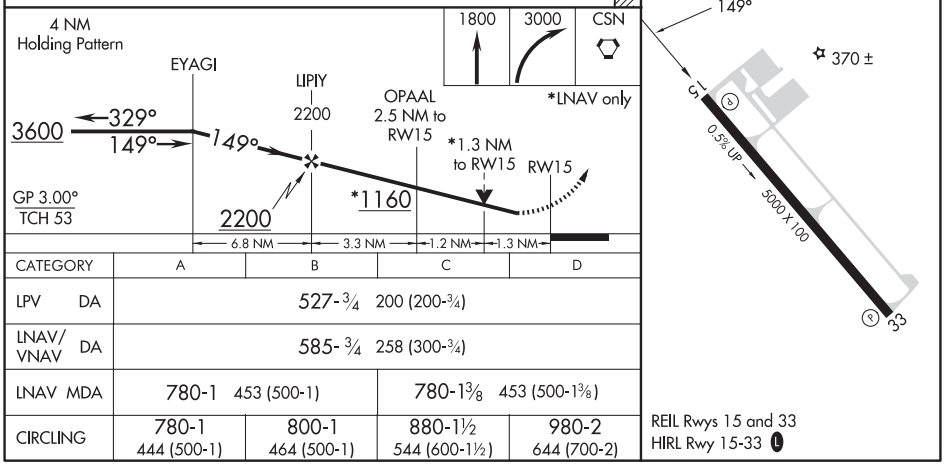
RNAV (GPS) RWY 15
WARRENTON/FAUQUIER (HWY)

Baro-VNAV NA when using Culpeper altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C (13°F) or above 41°C (105°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Culpeper altimeter setting: increase LPV DA to 549 feet; increase LNAV/VNAV DA to 607 feet and all visibilities ⅛ SM; increase all MDAs 40 feet and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 1800 then climbing right turn to 3000 direct CSN VORTAC and hold.

AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.35	119.325	128.525 306.925	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	527-¾ 200 (200-¾)			
LNAV/VNAV DA	585-¾ 258 (300-¾)			
LNAV MDA	780-1 453 (500-1)		780-1⅜ 453 (500-1⅜)	
CIRCLING	780-1 444 (500-1)	800-1 464 (500-1)	880-1½ 544 (600-1½)	980-2 644 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

WARRENTON, VIRGINIA AL-5747 (FAA) 23278

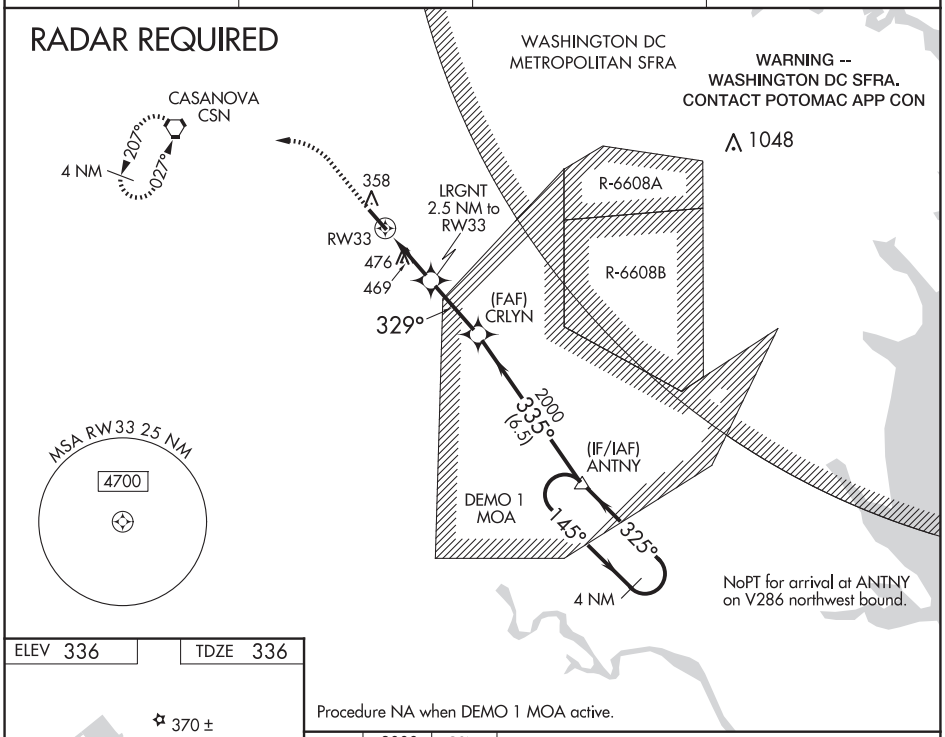
WAAS CH 70426 W33A	APP CRS 329°	Rwy ldg 5000 TDZE 336 Apt Elev 336

RNAV (GPS) RWY 33
WARRENTON/FAUQUIER (HWY)

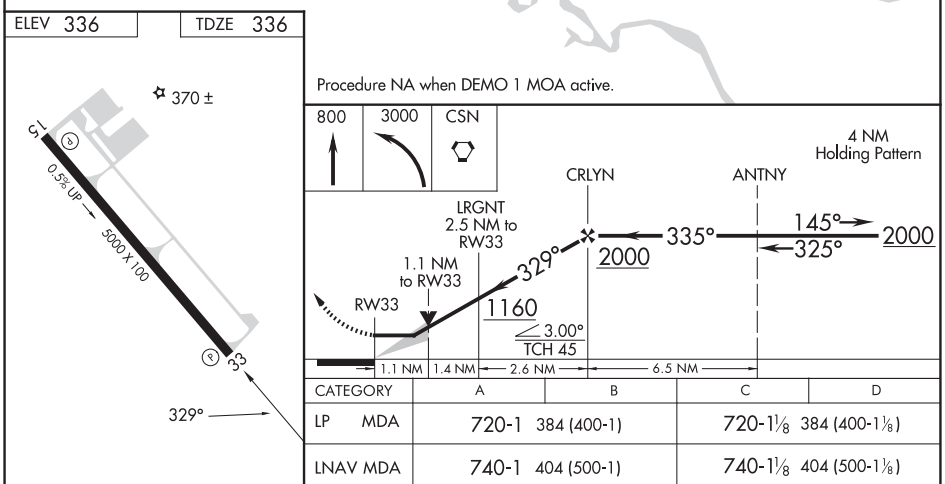
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Culpeper altimeter setting; increase all MDA 40 feet, increase LP Cat C/D visibility ⅛ SM, increase LNAV Cat C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct CSN VORTAC and hold, continue climb in hold to 3000.

AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.35	119.325	128.525 306.925	122.7 (CTAF) L



Procedure NA when DEMO 1 MOA active.



CATEGORY	A	B	C	D
LP MDA	720-1 384 (400-1)		720-1⅛ 384 (400-1⅛)	
LNAV MDA	740-1 404 (500-1)		740-1⅛ 404 (500-1⅛)	
CIRCLING	760-1 424 (500-1)	800-1 464 (500-1)	880-1½ 544 (600-1½)	980-2 644 (700-2)

NE-3, 12 JUN 2025 to 07 AUG 2025

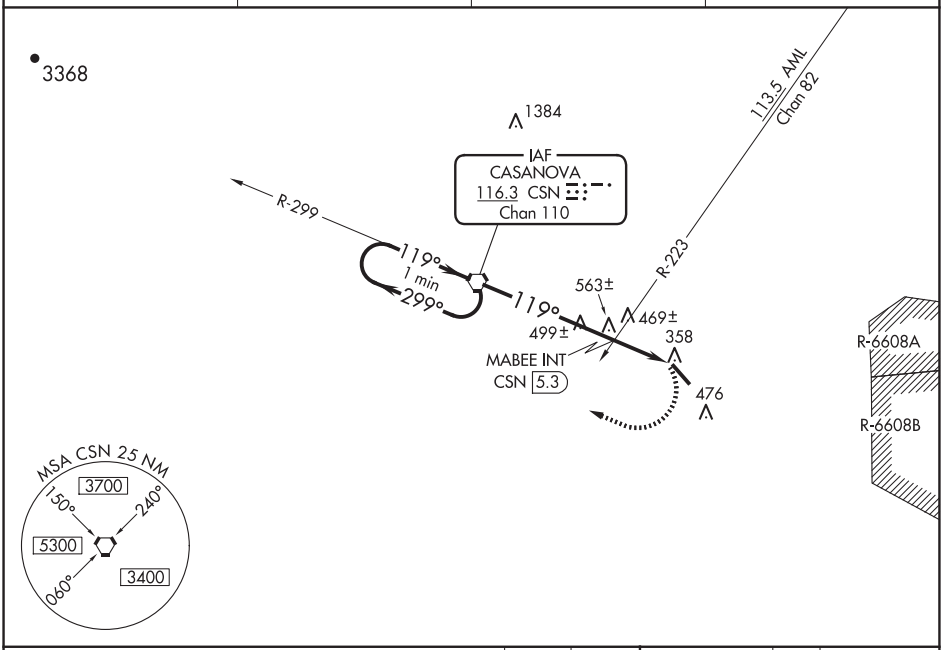
VORTAC CSN	APP CRS	Rwy ldg	5000
116.3	119°	TDZE	327
Chan 110		Apt Elev	336

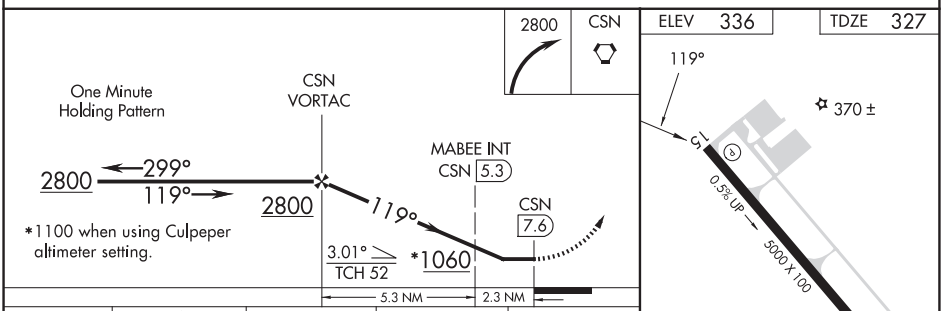
VOR RWY 15
WARRENTON/FAUQUIER (HWY)

When local altimeter setting not received, use Culpeper altimeter setting and increase all MDA 40 feet; increase S-15 Cats C/D and Circling Cats C/D visibility ½ SM; increase MABEE fix minimums S-15 Cats C/D and Circling Cat D visibility ¼ SM. Helicopter visibility reduction below ¾ SM NA.

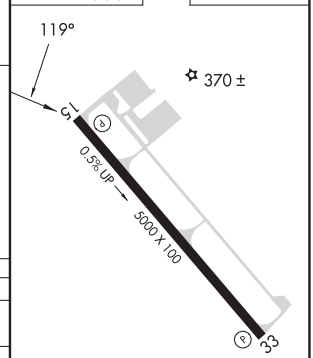
MISSED APPROACH: Climbing right turn to 2800 direct to CSN VORTAC and hold.

AWOS-3	CJR AWOS-3	POTOMAC APP CON	UNICOM
120.350	119.325	128.525 306.925	122.7 (CTAF) L





ELEV 336 TDZE 327



REIL Rwys 15 and 33
HIRL Rwy 15-33 L

CATEGORY	A	B	C	D
S-15	1060-1 733 (800-1)	1060-1¼ 733 (800-1¼)	1060-2 733 (800-2)	1060-2¼ 733 (800-2¼)
CIRCLING	1060-1 724 (800-1)		1060-2 724 (800-2)	1060-2¼ 724 (800-2¼)
MABEE FIX MINIMUMS (DUAL VOR RECEIVERS OR DME REQUIRED)				
S-15	820-1 493 (500-1)		820-1⅜ 493 (500-1⅜)	
CIRCLING	820-1 484 (500-1)		880-1½ 544 (600-1½)	980-2 644 (700-2)

FAF to MAP 7.6 NM

Knots	60	90	120	150	180
Min:Sec	7:36	5:04	3:48	3:02	2:32

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-HEF	APP CRS	Rwy Ldg / TDZE / Apt Elev
109.1	161°	6200 / 192 / 192

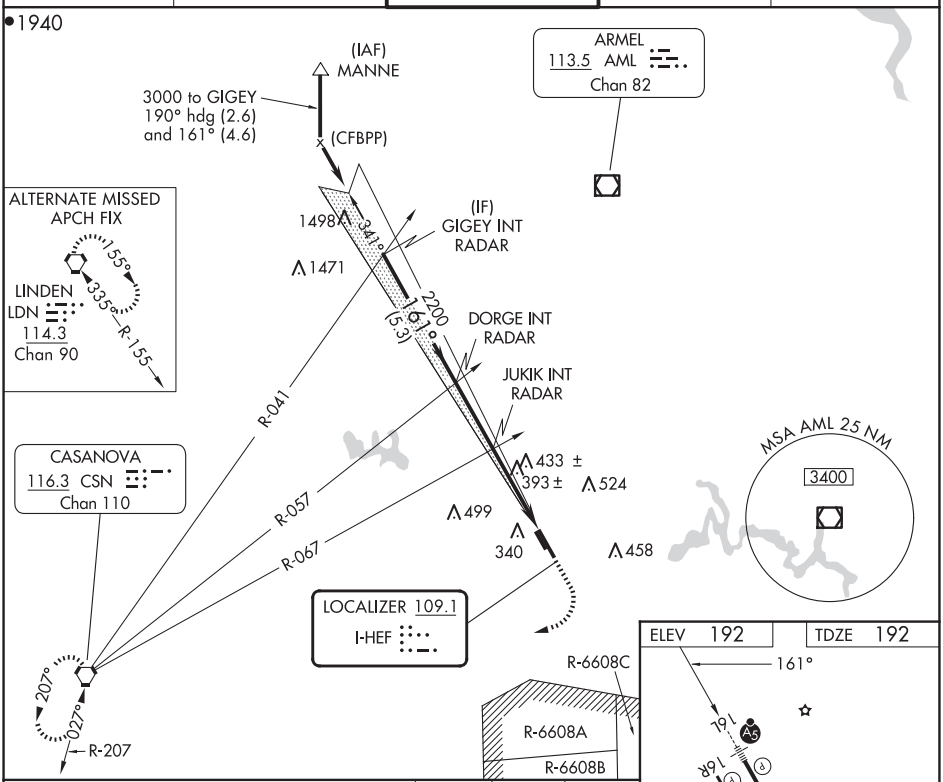
ILS or LOC RWY 16L
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

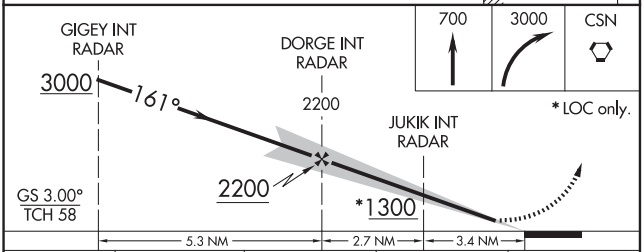
When local altimeter setting not received, use Dulles altimeter setting and increase DA 49 feet, all MDA 60 feet, and increase Cat C/D Circling visibility ¼ mile.

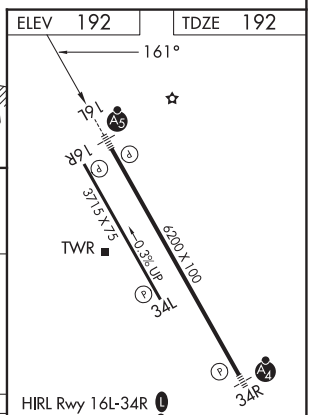
MALSR

MISSED APPROACH: Climb to 700, then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2







CATEGORY	A	B	C	D
S-ILS 16L	392-½ 200 (200-½)			
S-LOC 16L	660-½ 468 (500-½)		660-1 468 (500-1)	
C CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

FAF to MAP 6.1 NM

Knots	60	90	120	150	180
Min:Sec	6:06	4:04	3:03	2:26	2:02

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70302 W16A	APP CRS 161°	Rwy Ldg 6200 TDZE 192 Apt Elev 192

RNAV (GPS) RWY 16L
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

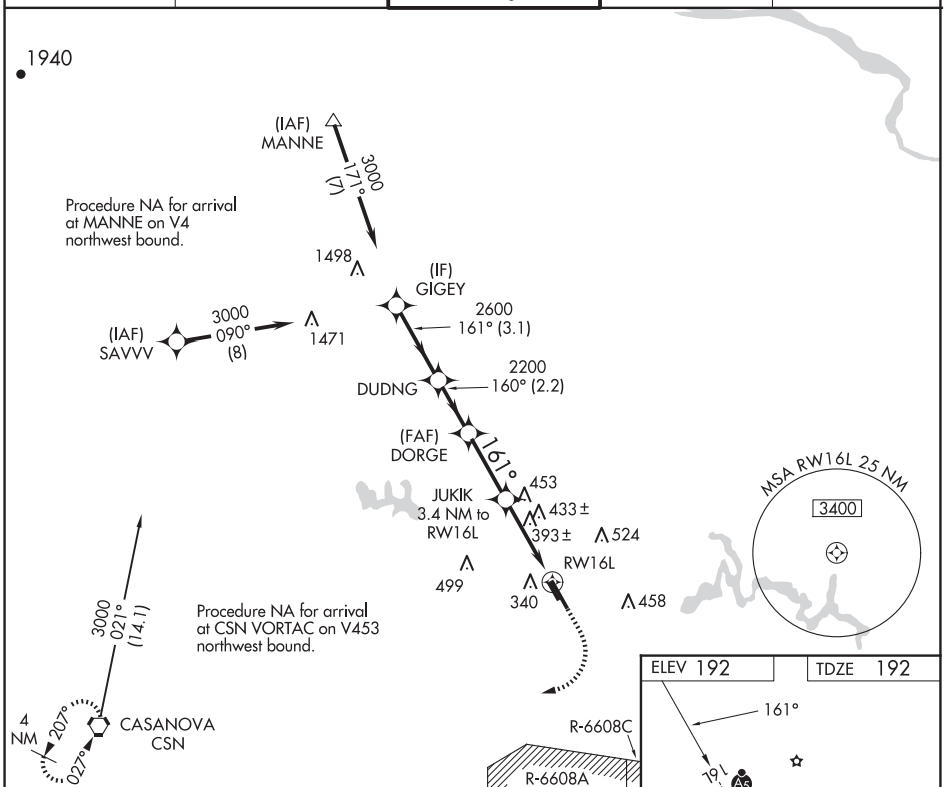
RNP APCH - GPS.

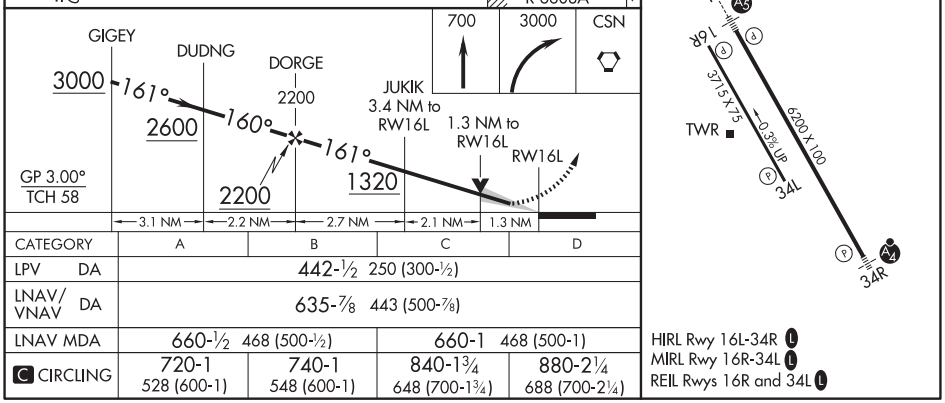
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C. For inop ALS, increase LNAV Cat C/D visibility to 1⅜ SM.

MALSR

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2





CATEGORY	A	B	C	D
LPV DA	442-½ 250 (300-½)			
LNAV/VNAV DA	635-⅞ 443 (500-⅞)			
LNAV MDA	660-½ 468 (500-½)		660-1 468 (500-1)	
C CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

WAAS CH 78035 W16B	APP CRS 161°	Rwy Ldg 3715 TDZE 186 Apt Elev 192

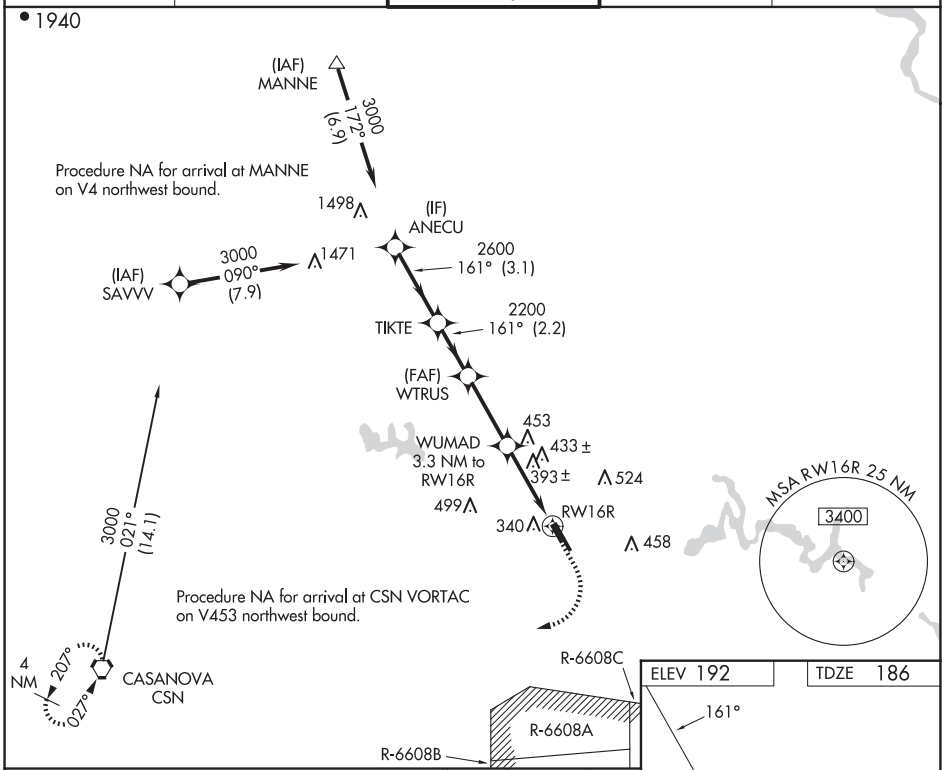
RNAV (GPS) RWY 16R
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

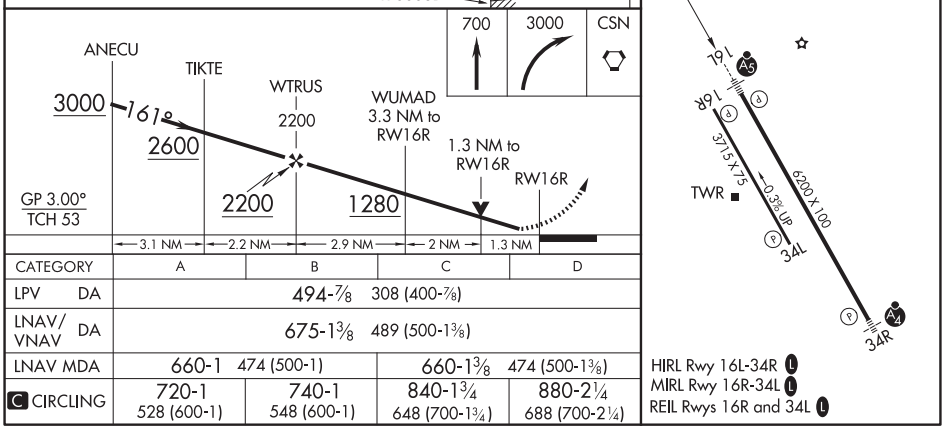
RNP APCH - GPS.

Rwy 16R helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 54°C.

MISSED APPROACH: Climb to 700 then climbing right turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2





CATEGORY	A	B	C	D
LPV DA	494-⅞ 308 (400-⅞)			
LNAV/VNAV DA	675-1⅜ 489 (500-1⅜)			
LNAV MDA	660-1 474 (500-1)		660-1⅜ 474 (500-1⅜)	
C CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL Rwys 16R and 34L L

NE-3, 12 JUN 2025 to 07 AUG 2025

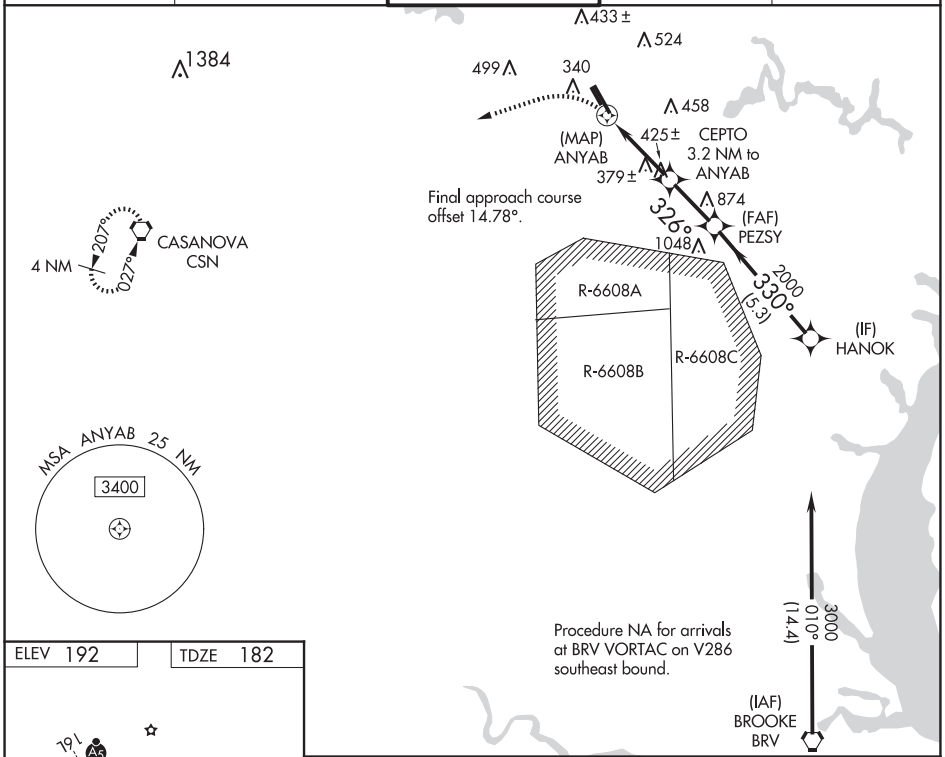
WAAS CH 56239 W34B	APP CRS 326°	Rwy Ldg 3715 TDZE 182 Apt Elev 192

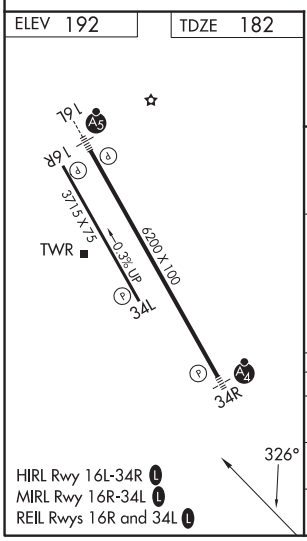
RNAV (GPS) RWY 34L
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

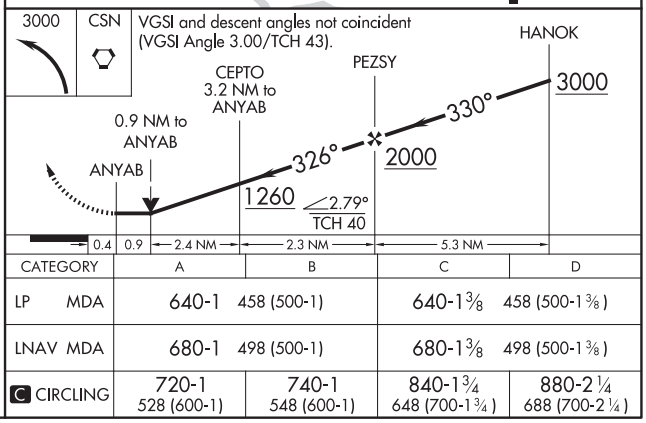
DME/DME RNP-0.3 NA. When local altimeter setting not received, use Washington Dulles Intl altimeter setting and increase all MDA 60 feet; increase LNAV Cat C/D and Circling Cat C and D visibility ¼ mile. Helicopter visibility reduction below ¾ SM NA.

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.

ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2







CATEGORY	A	B	C	D
LP MDA	640-1 458 (500-1)		640-1⅜ 458 (500-1⅜)	
LNAV MDA	680-1 498 (500-1)		680-1⅜ 498 (500-1⅜)	
C CIRCLING	720-1 528 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	880-2¼ 688 (700-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON D.C. AL-5326 (FAA) 25163

WAAS CH 63130 W34A	APP CRS 326°	Rwy Ldg 6200 TDZE 178 Apt Elev 192

RNAV (GPS) RWY 34R
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

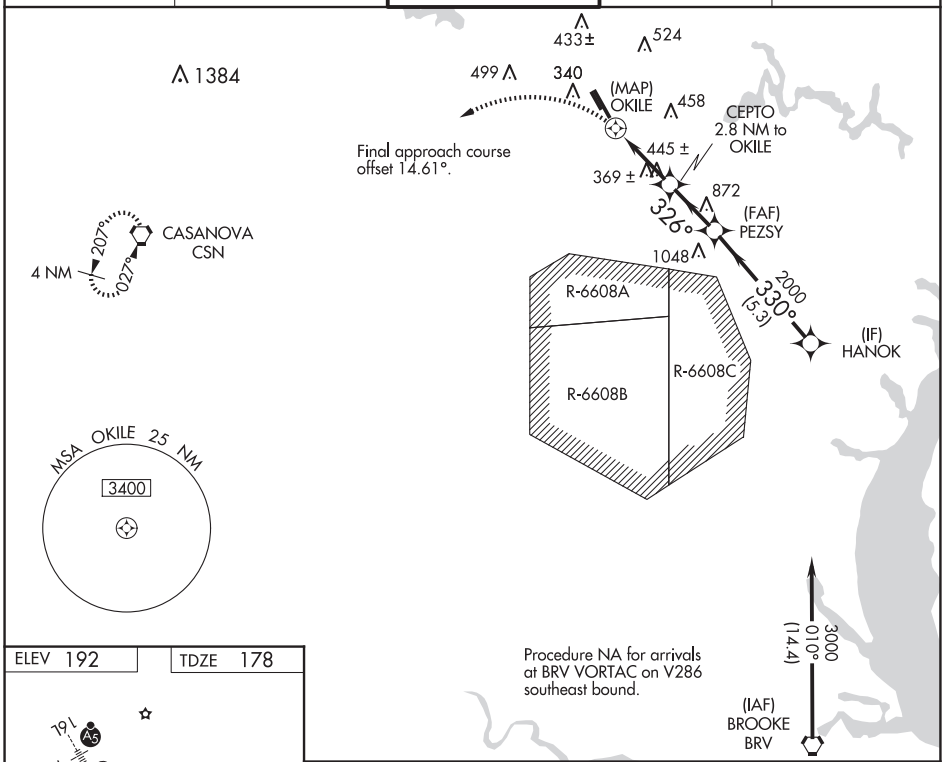
RNP APCH.

Rwy 34R helicopter visibility reduction below ¾ SM NA. For inop ALS, increase LP and LNAV Cats C/D visibility to 1⅜ SM.

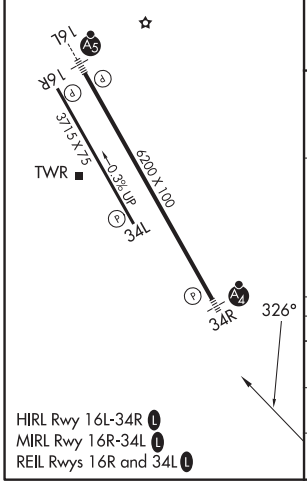
MALSF

MISSED APPROACH: Climbing left turn to 3000 direct CSN VORTAC and hold.

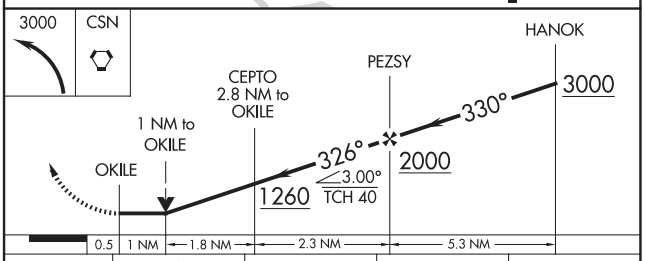
ATIS	POTOMAC APP CON	MANASSAS TOWER ★	GND CON	CLNC DEL
125.175	128.525 306.925	133.1 (CTAF) L 360.75	121.8	120.2



ELEV 192 TDZE 178

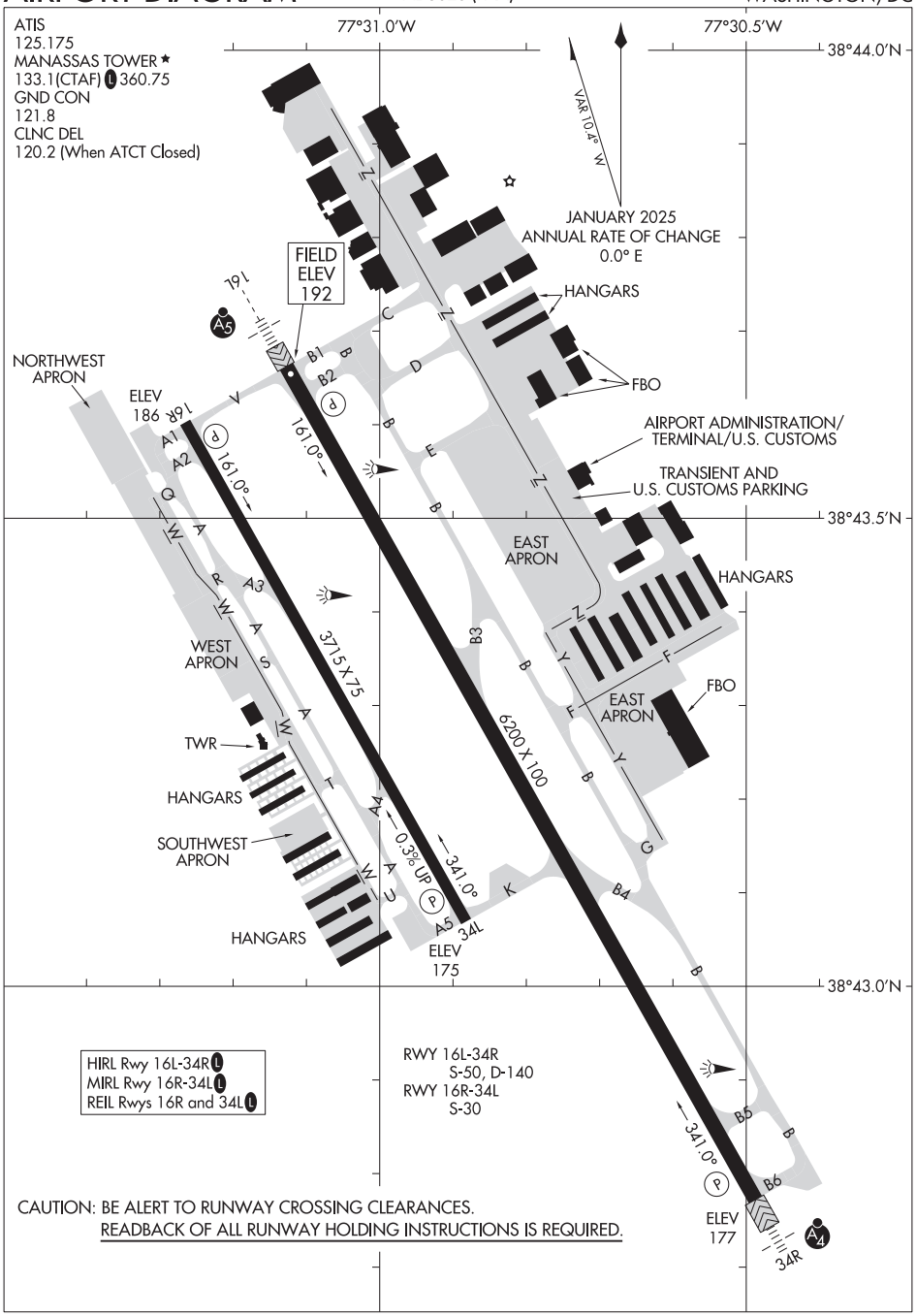


HIRL Rwy 16L-34R L
MIRL Rwy 16R-34L L
REIL Rwys 16R and 34L L



CATEGORY	A	B	C	D
LP MDA	620-1 442 (500-1)			
LNAV MDA	640-1 462 (500-1)		640-1⅛ 462 (500-1⅛)	
C CIRCLING	700-1 508 (600-1)	740-1 548 (600-1)	840-1¾ 648 (700-1¾)	920-2¼ 728 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025

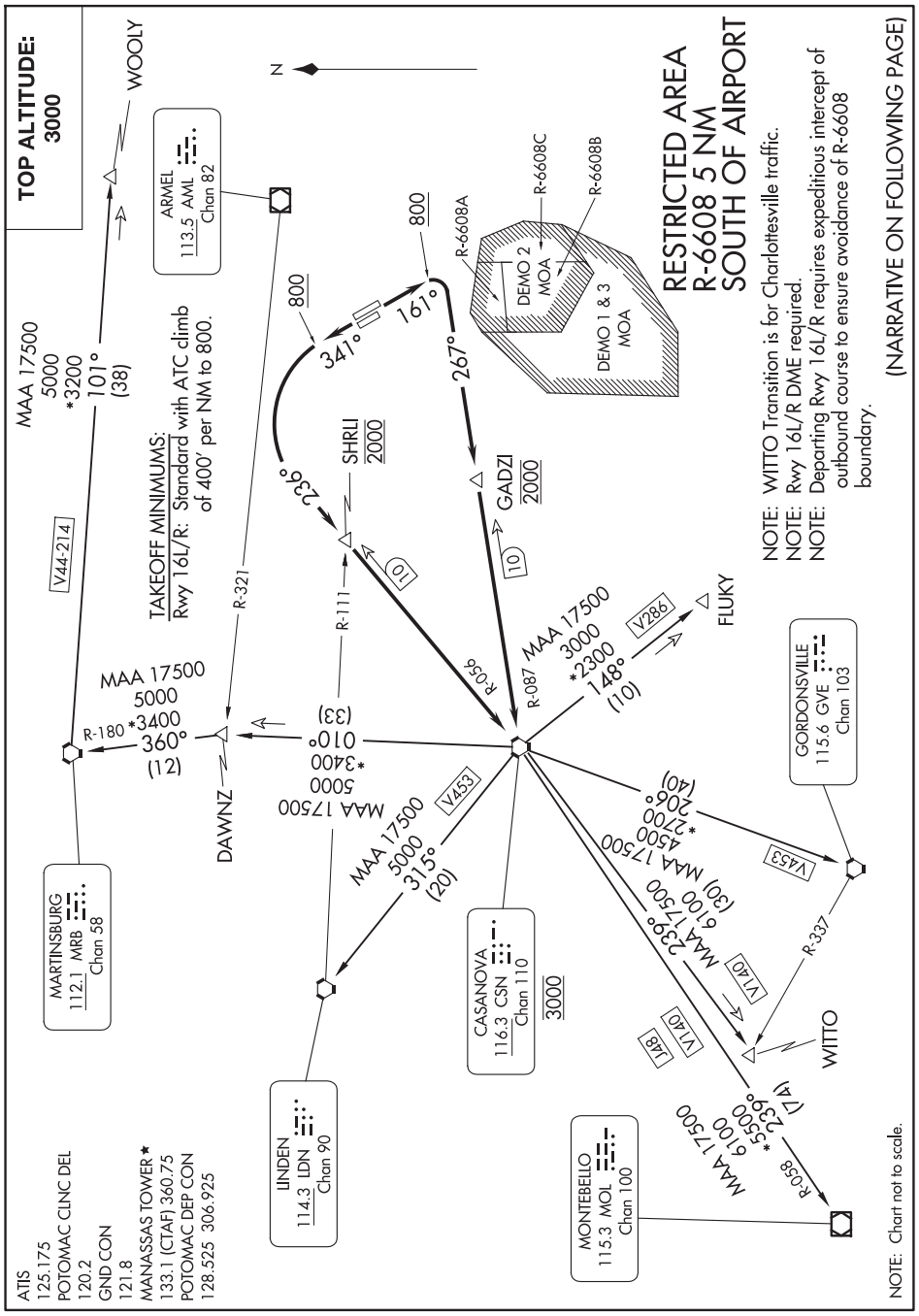


NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

(ARSNL5.CSN) 23334
ARSENAL FIVE DEPARTURE
AL-5326 (FAA)

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)
WASHINGTON, D.C.



NE-3, 12 JUN 2025 to 07 AUG 2025

ARSENAL FIVE DEPARTURE
(ARSNL5.CSN) 21JUL16
WASHINGTON, D.C.
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 34L/R: Climb heading 341° to 800, then climbing left turn on CSN VORTAC R-056. Cross SHRLI INT/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence....
TAKEOFF RWY 16L/R: Climb heading 161° to 800, then climbing right turn on CSN VORTAC R-087, cross GADZI/CSN 10 DME at 2000, cross CSN VORTAC at 3000. Thence....

....via assigned transition.

FLUKY TRANSITION (ARSNL5.FLUKY): From over CSN VORTAC on CSN R-148 to FLUKY INT.
GORDONSVILLE TRANSITION (ARSNL5.GVE): From over CSN VORTAC on CSN R-206 to GVE VORTAC.
LINDEN TRANSITION (ARSNL5.LDN): From over CSN VORTAC on CSN R-315 to LDN VORTAC.
MARTINSBURG TRANSITION (ARSNL5.MRB): From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC.
MONTEBELLO TRANSITION (ARSNL5.MOL): From over CSN VORTAC on CSN R-239 and MOL R-058 to MOL VOR/DME.
WITTO TRANSITION (ARSNL5.WITTO): From over CSN VORTAC on CSN R-239 to WITTO INT.
WOOLY TRANSITION (ARSNL5.WOOLY): From over CSN VORTAC on CSN R-010 to DAWNZ INT, then on MRB R-180 to MRB VORTAC, then on MRB R-101 to WOOLY INT.

(GABBE3.GABBE) 24193

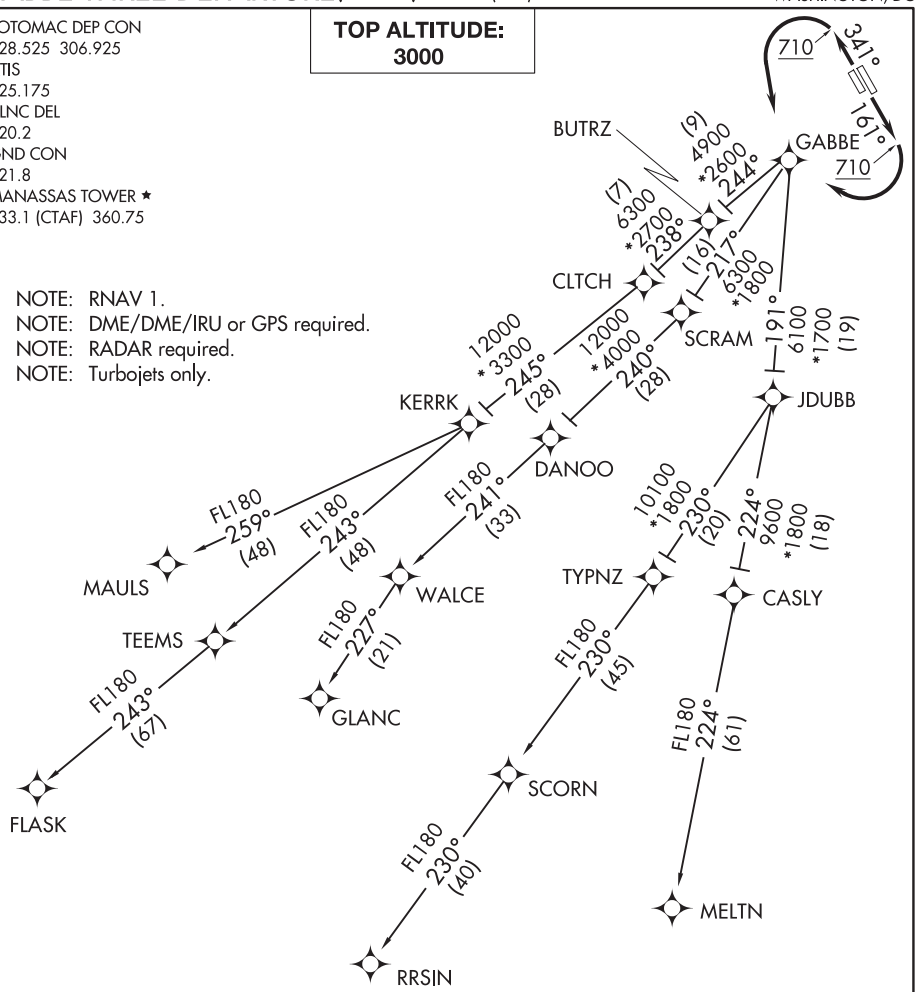
GABBE THREE DEPARTURE(RNAV) AL-5326 (FAA)

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)
WASHINGTON, DC

POTOMAC DEP CON
128.525 306.925
ATIS
125.175
CLNC DEL
120.2
GND CON
121.8
MANASSAS TOWER ★
133.1 (CTAF) 360.75

TOP ALTITUDE: 3000

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.



TAKEOFF MINIMUMS:
Rwys 16L/R, 34L/R: Standard with minimum climb of 500′ per NM to 710.

(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 16L/R: Climb on heading 161° to 710, then right turn direct GABBE, thence....
TAKEOFF RWY 34L/R: Climb on heading 341° to 710, then left turn direct GABBE, thence....

....on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

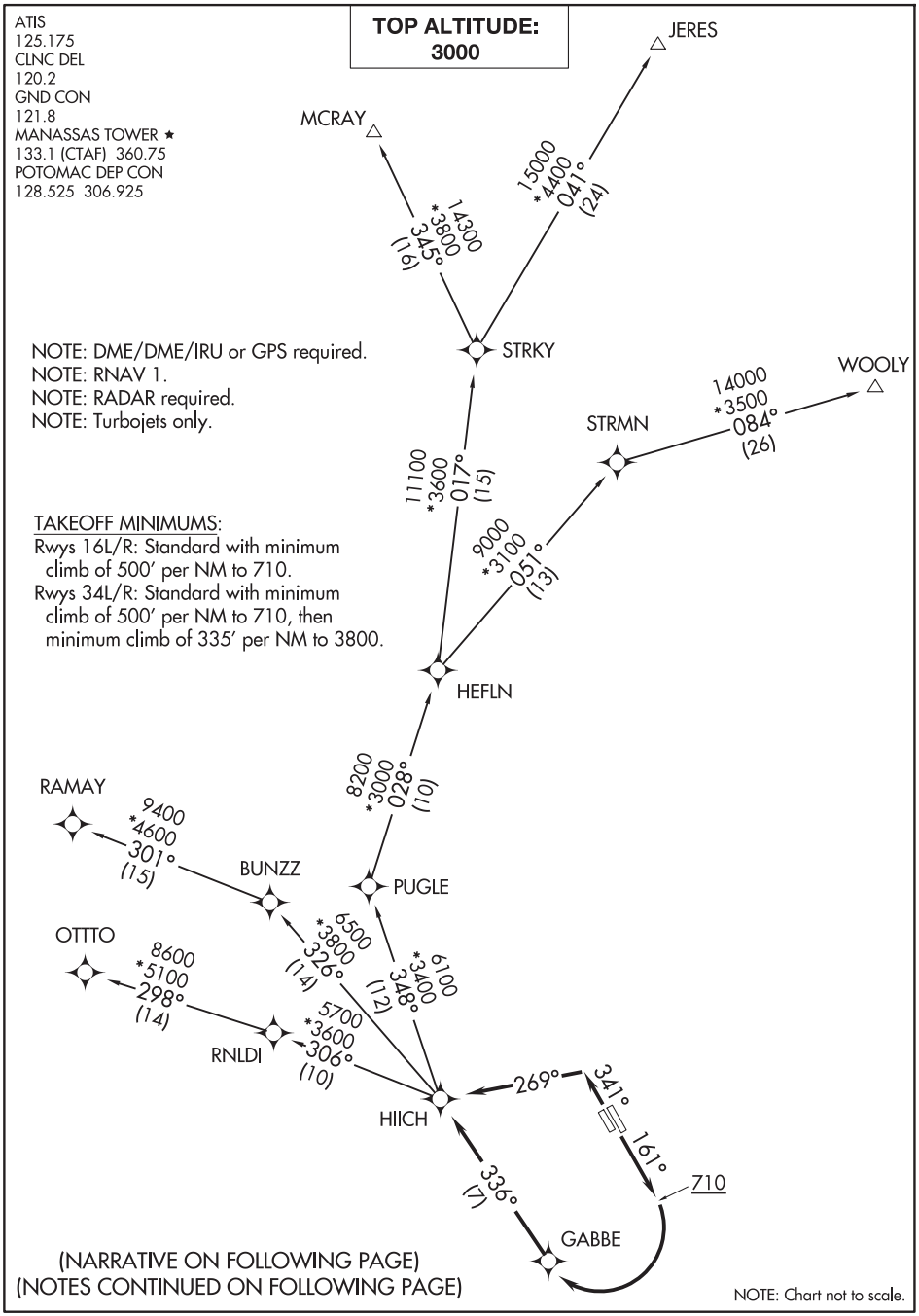
FLASK TRANSITION (GABBE3.FLASK):
GLANC TRANSITION (GABBE3.GLANC):
MAULS TRANSITION (GABBE3.MAULS):
MELTN TRANSITION (GABBE3.MELTN):
RRSIN TRANSITION (GABBE3.RRSIN):

(HIICH2.HIICH) 23334

HIICH TWO DEPARTURE (RNAV)

AL-5326

MANASSAS RGNL/HARRY P DAVIS FLD (HEF)
WASHINGTON, DC



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

HIICH TWO DEPARTURE (RNAV)

(HIICH2.HIICH) 31MAR16

WASHINGTON, DC
MANASSAS RGNL/HARRY P DAVIS FLD (HEF)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 16L/R: Climb heading 161° to 710, then right turn direct GABBE, then on track 336° to HIICH, thence . . . .
TAKEOFF RUNWAYS 34L/R: Climb heading 341° to intercept course 269° to HIICH, thence . . . .
. . . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

JERES TRANSITION (HIICH2.JERES)
MCRAY TRANSITION (HIICH2.MCRAY)
OTTTO TRANSITION (HIICH2.OTTTO)
RAMAY TRANSITION (HIICH2.RAMAY)
WOOLY TRANSITION (HIICH2.WOOLY)

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC AL-443 (FAA) 25163

LOC/DME I-DCA 109.9 Chan 36	APP CRS 007°	Rwy Ldg 6869 TDZE 14 Apt Elev 14

ILS or LOC RWY 1
RONALD REAGAN WASHINGTON NTL (DCA)

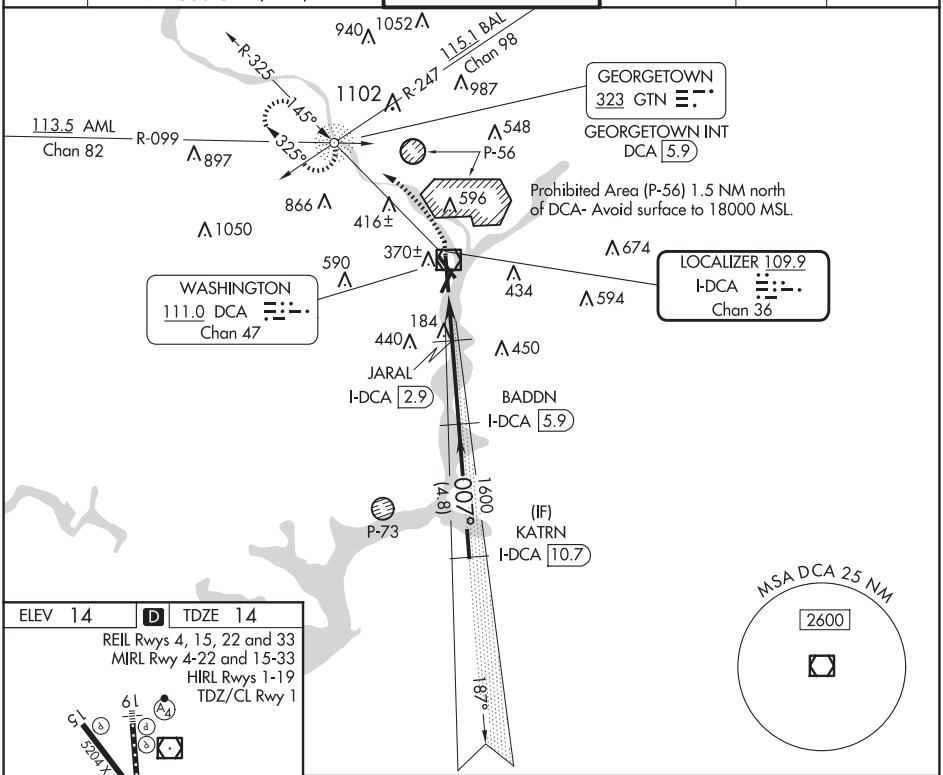
DME required. RADAR required for procedure entry.

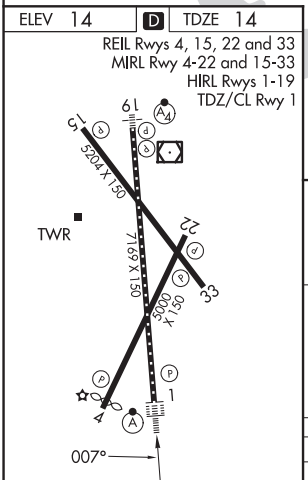
Circling NA northeast of Rwy 15-33.
For inop ALS, increase S-LOC 1 Cats C and D visibility to 1⅜ SM.

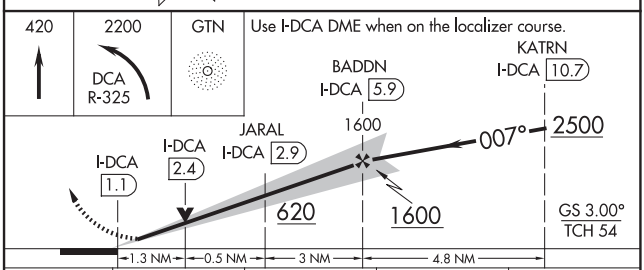
ALSF-2

MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	







FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

CATEGORY	A	B	C	D
S-ILS 1	214/18 200 (200-½)			
S-LOC 1	480/24 466 (500-½)		480/50 466 (500-1)	
C CIRCLING	720-1 706 (800-1)	900-1¼ 886 (900-1¼)	900-2¾ 886 (900-2¾)	900-3 886 (900-3)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 1 (SA CAT I)
RONALD REAGAN WASHINGTON NTL (DCA)

LOC/DME I-DCA	APP CRS	Rwy Ldg	6869
109.9	007°	TDZE	14
Chan 36		Apt Elev	14

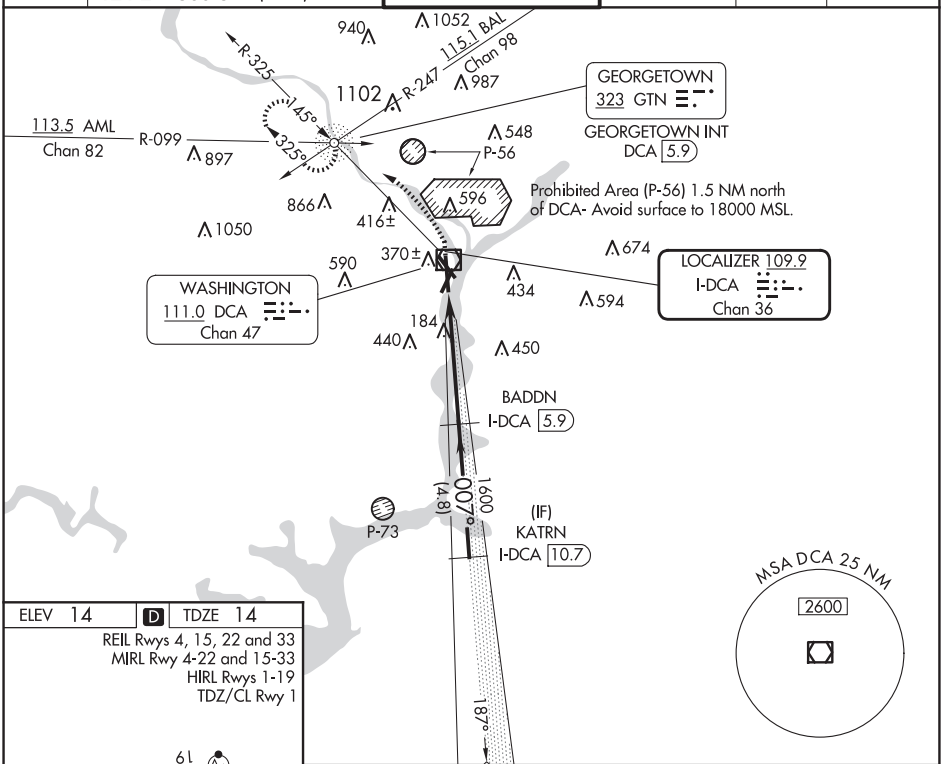
DME required. RADAR required for procedure entry.

Requires specific OPSPEC, MSPEC, or LOA approval.

ALSF-2

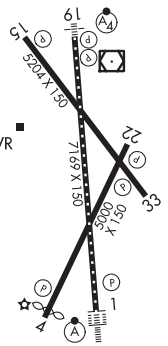
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

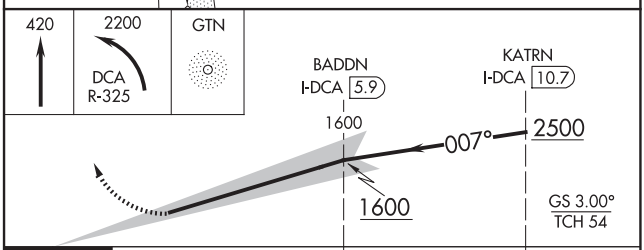
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	



ELEV 14 | D | TDZE 14

REIL Rwys 4, 15, 22 and 33
MIRL Rwy 4-22 and 15-33
HIRL Rwys 1-19
TDZ/CL Rwy 1





CATEGORY	A	B	C	D
S-ILS 1	RA 156/14 150 DA 164			

SA CATEGORY I ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WASHINGTON, DC

AL-443 (FAA)

25163

ILS RWY 1 (CAT II)
RONALD REAGAN WASHINGTON NTL (DCA)

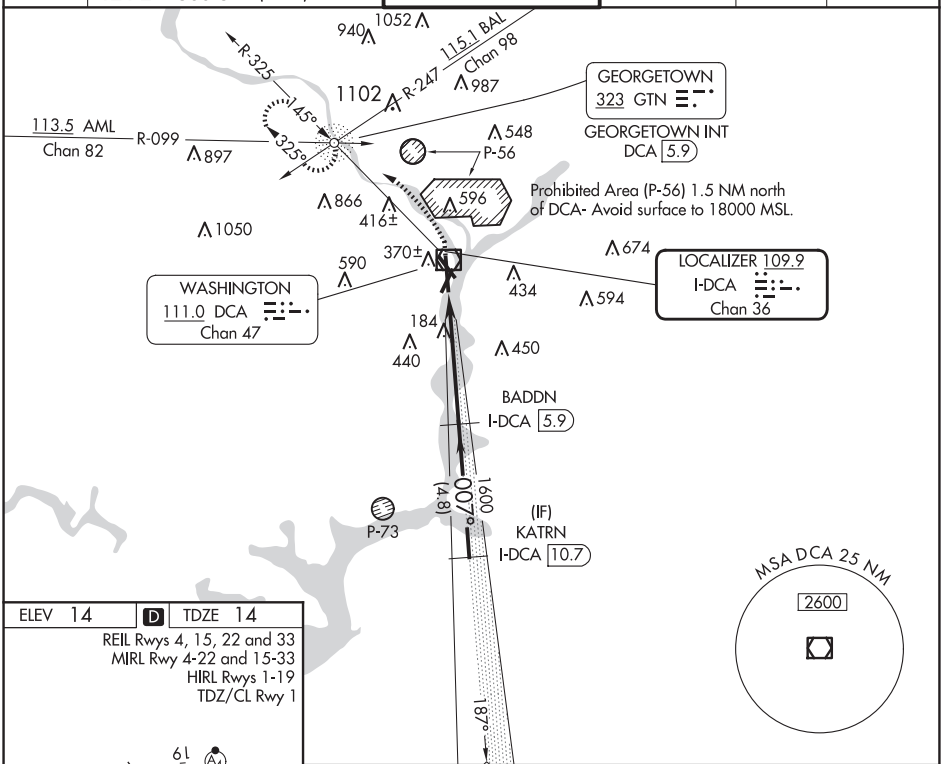
LOC/DME I-DCA	APP CRS	Rwy Ldg	6869
109.9	007°	TDZE	14
Chan 36		Apt Elev	14

DME required. RADAR required for procedure entry.

ALSF-2

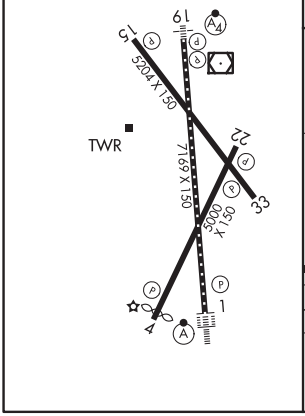
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

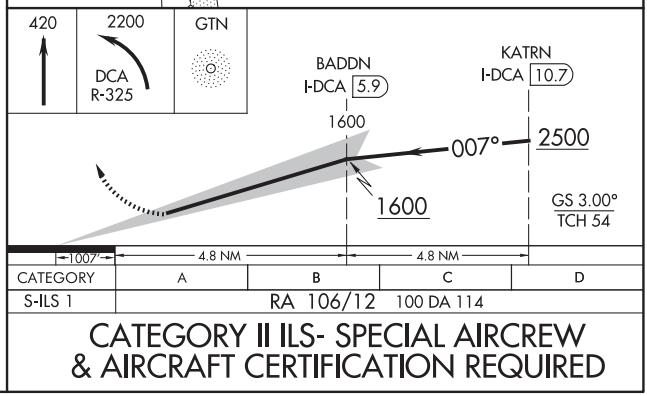
D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	



ELEV 14 | D | TDZE 14

REIL Rwys 4, 15, 22 and 33
MIRL Rwy 4-22 and 15-33
HIRL Rwys 1-19
TDZ/CL Rwy 1





CATEGORY	A	B	C	D
S-ILS 1	RA 106/12		100 DA 114	

CATEGORY II ILS- SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	6869
007°	TDZE	14
	Apt Elev	14

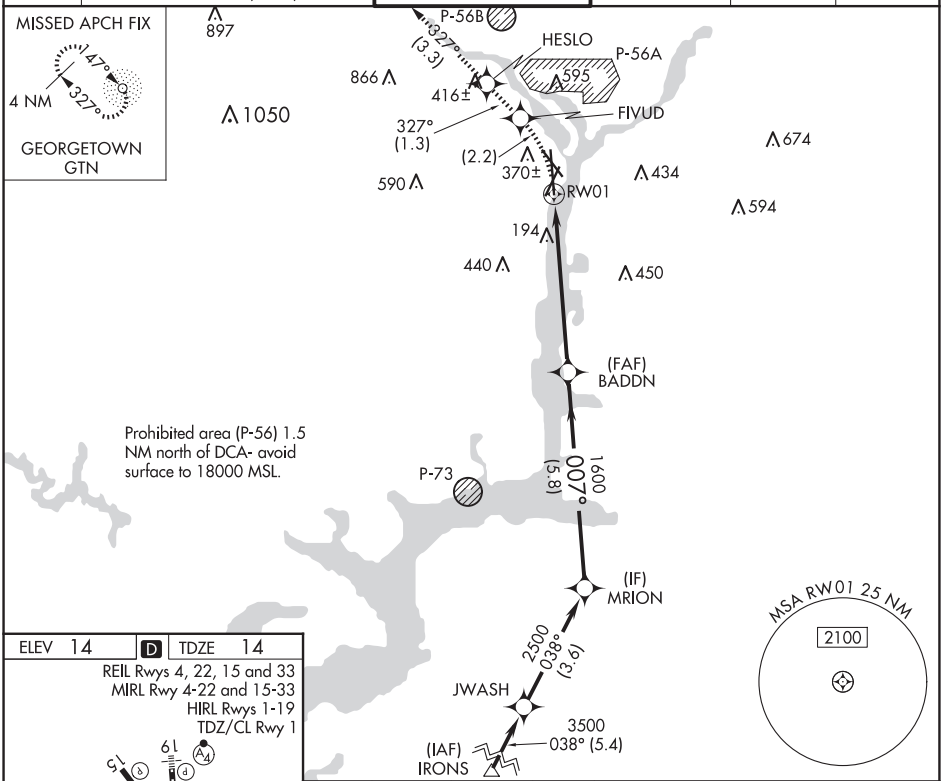
RNAV (RNP) RWY 1
RONALD REAGAN WASHINGTON NTL (DCA)

For uncompensated Baro-VNAV systems, procedure NA below -10°C (14°F) or above 48°C (120°F). RF required. GPS required. Missed approach requires RNP less than 1.0. For inop ALS, increase RNP 0.30 all Cats visibility to 1¾ mile.

ALSF-2

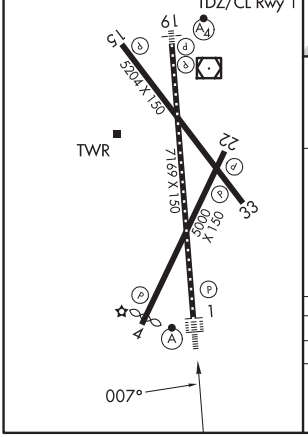
MISSED APPROACH: (Do not exceed 185K until FIVUD) Climb to 2200 left turn to FIVUD and on track 327° to HESLO and on track 327° to GTN NDB and hold.

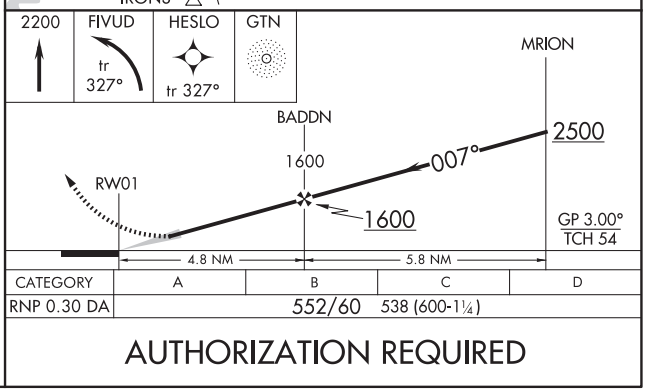
D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25	(WEST/SOUTH)	119.1 257.6	121.7 257.6	128.25	
	124.2 360.8	(EAST)				



ELEV 14	D	TDZE 14

REIL Rwys 4, 22, 15 and 33
MIRL Rwy 4-22 and 15-33
HIRL Rwys 1-19
TDZ/CL Rwy 1





CATEGORY	A	B	C	D
RNP 0.30 DA	552/60	538 (600-1¼)		

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC | AL-443 (FAA) | 25163

RNAV (RNP) Z RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

APP CRS	Rwy Ldg	6869
187°	TDZE	13
	Apt Elev	14

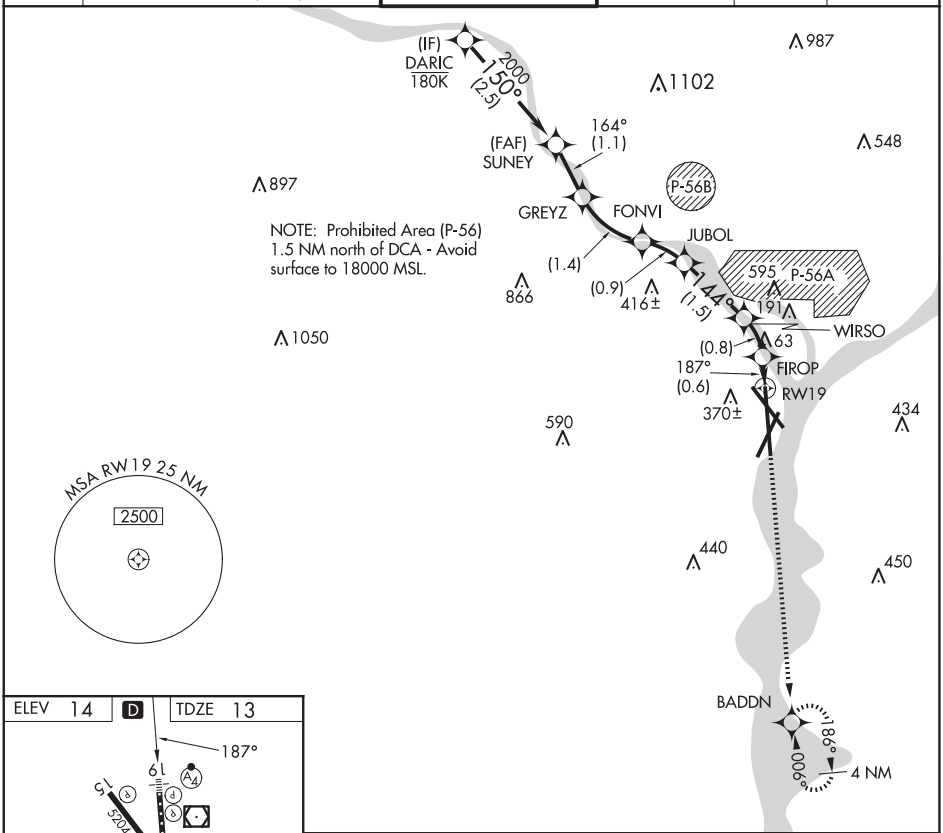
RNP AR APCH - GPS.

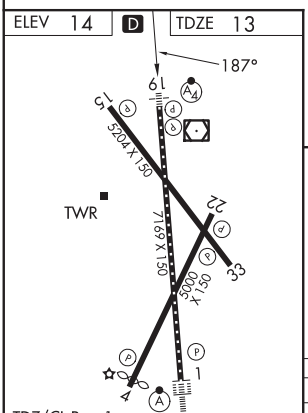
Inop table does not apply. For uncompensated Baro-VNAV systems, procedure NA below -8°C or above 54°C.

MALSF

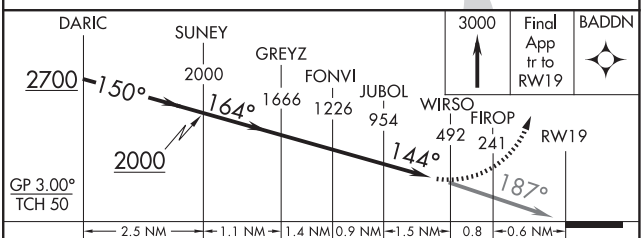
MISSED APPROACH: Climb to 3000 on the final approach track to RW19 then direct BADDN and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON			WASHINGTON TOWER	GND CON		CLNC DEL	CPDLC
132.65	119.85	239.25	(WEST/SOUTH)	119.1 257.6	121.7	257.6	128.25	
	124.2	360.8	(EAST)					





TDZ/CL Rwy 1
HIRL Rwys 1-19
MIRL Rwy 4-22 and 15-33
REIL Rwys 4, 22, 15 and 33



CATEGORY	A	B	C	D
RNP 0.11 DA	491/60 478 (500-1¼)			
RNP 0.30 DA	550-1½ 537 (600-1½)			

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 70737 W15A	APP CRS 151°	Rwy Ldg 5204 TDZE 14 Apt Elev 14

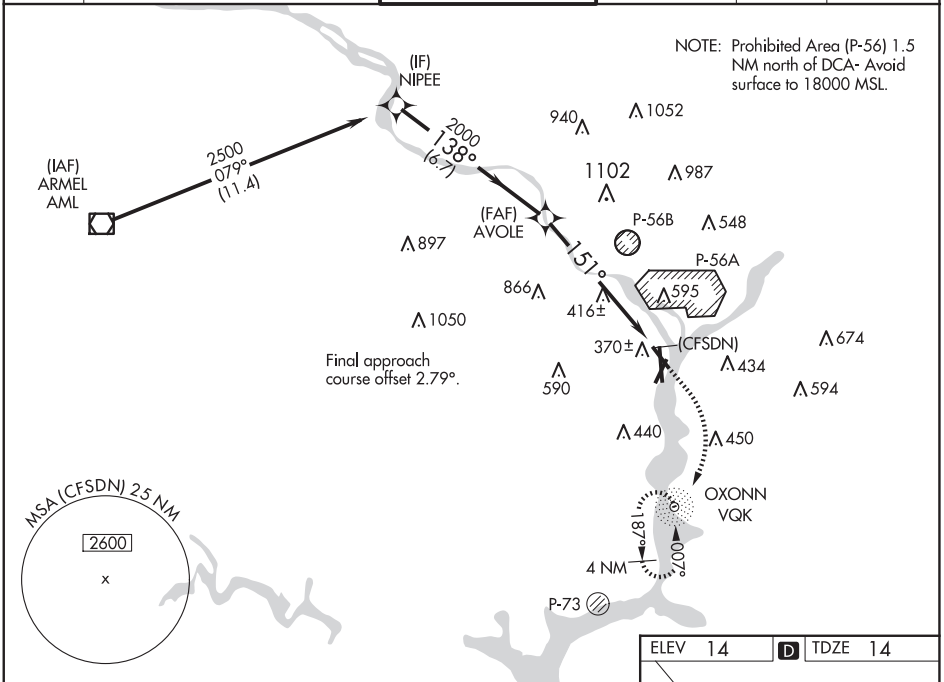
RNAV (GPS) RWY 15
RONALD REAGAN WASHINGTON NTL (DCA)

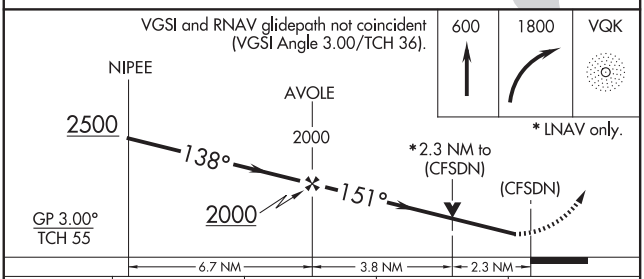
RNP APCH - GPS.

Circling NA northeast of Rwy 15-33. Rwy 15 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -11°C or above 54°C.

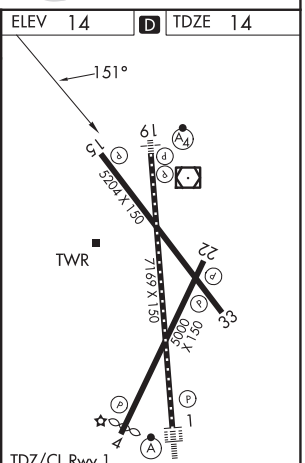
MISSED APPROACH: (Do not exceed 210K until reaching 600 feet MSL) Climb to 600 then climbing right turn to 1800 direct VQK NDB and hold.

D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25	(WEST/SOUTH)	119.1 257.6	121.7 257.6	128.25	
	124.2 360.8	(EAST)				





CATEGORY	A	B	C	D
LPV DA	395-1⅛ 381 (400-1⅛)			
LNAV/VNAV DA	749-2 735 (800-2)			
LNAV MDA	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	800-2½ 786 (800-2½)	
C CIRCLING	800-1 786 (800-1)	800-1¼ 786 (800-1¼)	840-2½ 826 (900-2½)	900-3 886 (900-3)



NE-3, 12 JUN 2025 to 07 AUG 2025

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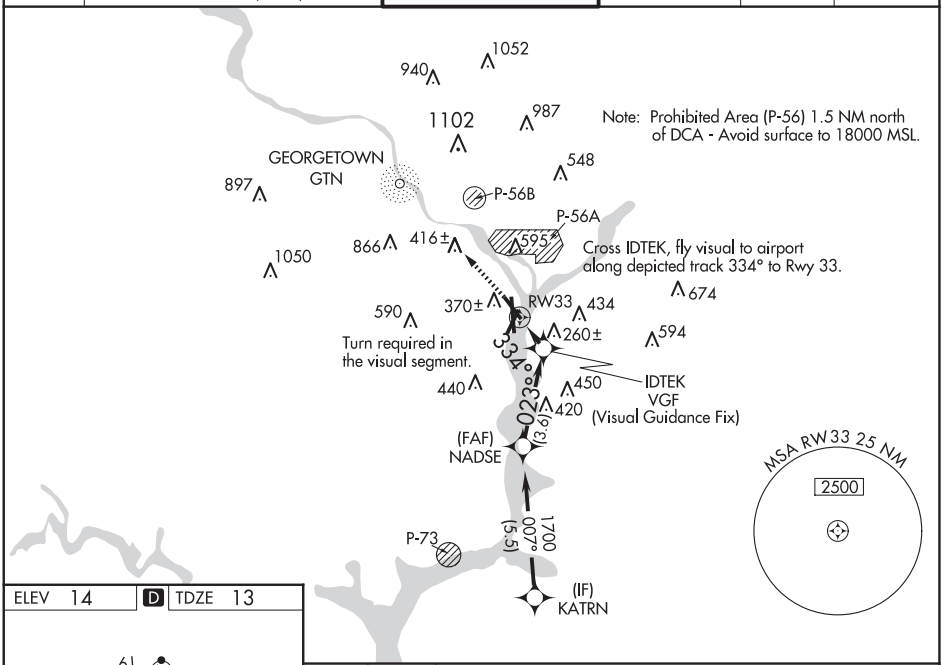
RNAV (GPS) RWY 33
RONALD REAGAN WASHINGTON NTL (DCA)

APP CRS	Rwy Ldg	5204
334°	TDZE	13
	Apt Elev	14

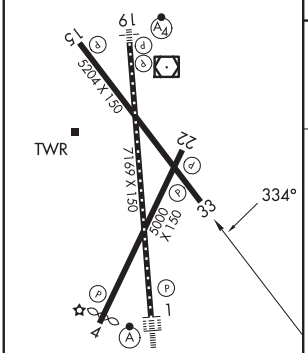
RNP APCH - GPS.
RADAR required.

MISSED APPROACH: (Do not exceed 210K until Rwy 33) Climb to 2200 on the FMS lateral path to Rwy 33 and direct to GTN NDB and hold, continue climb-in-hold to 2200.

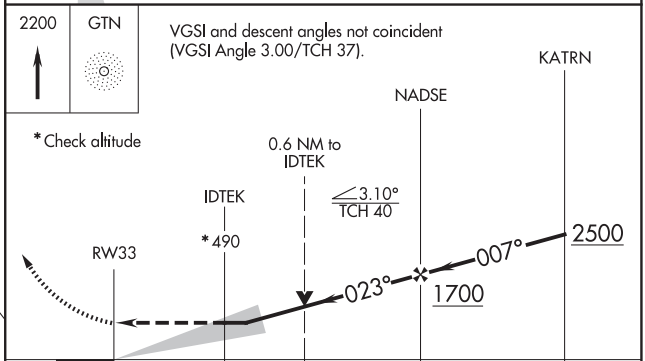
D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25	(WEST/SOUTH)	119.1 257.6	121.7 257.6	128.25	
	124.2 360.8	(EAST)				



ELEV 14 | D | TDZE 13



TDZ/CL Rwy 1
HIRL Rwys 1-19
MIRL Rwy 4-22 and 15-33
REIL Rwys 4, 15, 22 and 33



CATEGORY	A	B	C	D
LNAV MDA	680-2¼ 667 (700-2¼)			

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy Ldg	6869
187°	TDZE	13
	Apt Elev	14

RNAV (GPS) Y RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

RNP APCH - GPS.

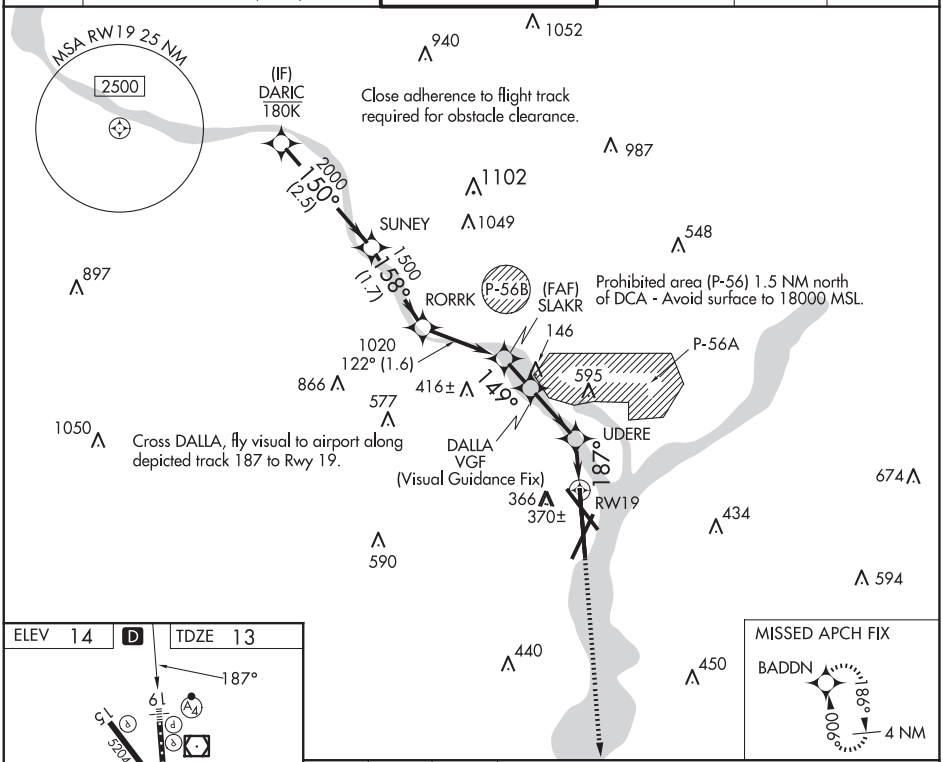
RADAR required.

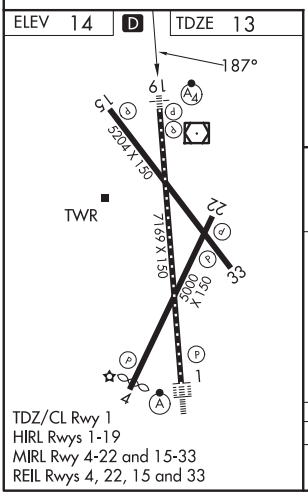
Rwy 19 helicopter visibility reduction below ¾ SM NA. Inop table does not apply.

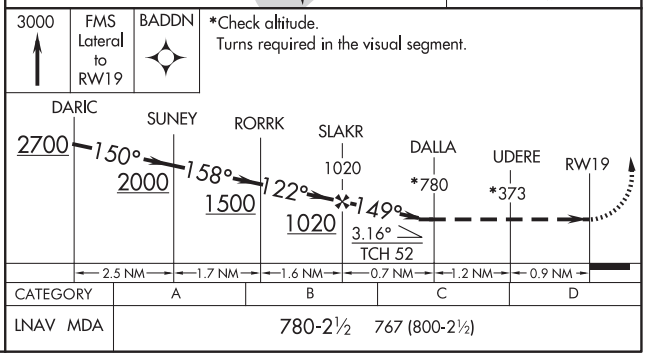
MALSF

MISSED APPROACH: (Do not exceed 165K until Rwy 19) Climb to 3000 on FMS lateral path to Rwy 19, then direct BADDN and hold, continue climb-in-hold to 3000. If unable to follow the FMS lateral path, climb to 3000 and turn to heading 187° direct BADDN and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25	(WEST/SOUTH)	119.1 257.6	121.7 257.6	128.25	
	124.2 360.8	(EAST)				







CATEGORY	A	B	C	D
LNAV MDA	780-2½ 767 (800-2½)			

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-ASO	APP CRS	Rwy Ldg	6869
109.9	149°	TDZE	13
Chan 36		Apt Elev	14

LDA Y RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

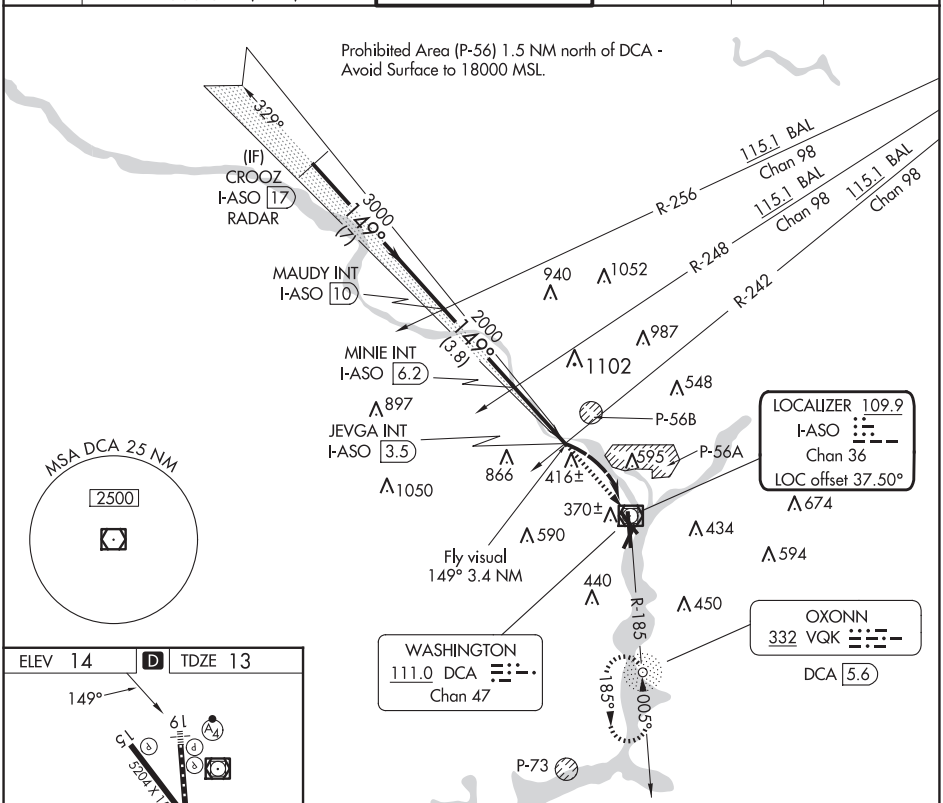
RADAR required for procedure entry. ADF or DME required.

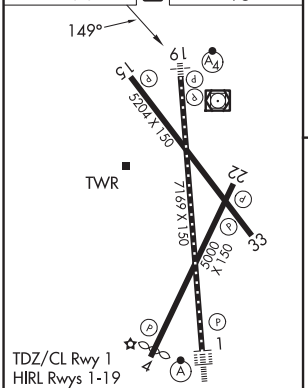
Circling NA northeast of Rwy 15-33. Inop table does not apply.
Rwy 19 helicopter visibility reduction below 1 SM NA.

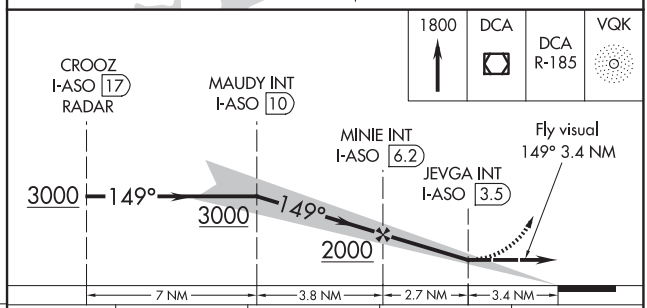
MALSF

MISSED APPROACH: Climb to 1800 direct DCA VOR/DME and on DCA VOR/DME R-185 to OXONN NDB/DCA 5.6 DME and hold.

D-ATIS	POTOMAC APP CON		WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25	(WEST/SOUTH)	119.1 257.6	121.7 257.6	128.25	
	124.2 360.8	(EAST)				







FAF to MAP 2.7 NM					
Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

CATEGORY	A	B	C	D
S-LDA 19	1100-3 1087 (1100-3)			
C CIRCLING	1100-3 1086 (1100-3)			

NE-3, 12 JUN 2025 to 07 AUG 2025

LDA Z RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)

LOC/DME I-VWH	APP CRS	Rwy Ldg 6869
111.35	147°	TDZE 13
Chan 50 (Y)		Apt Elev 14

DME required. RADAR required for procedure entry.

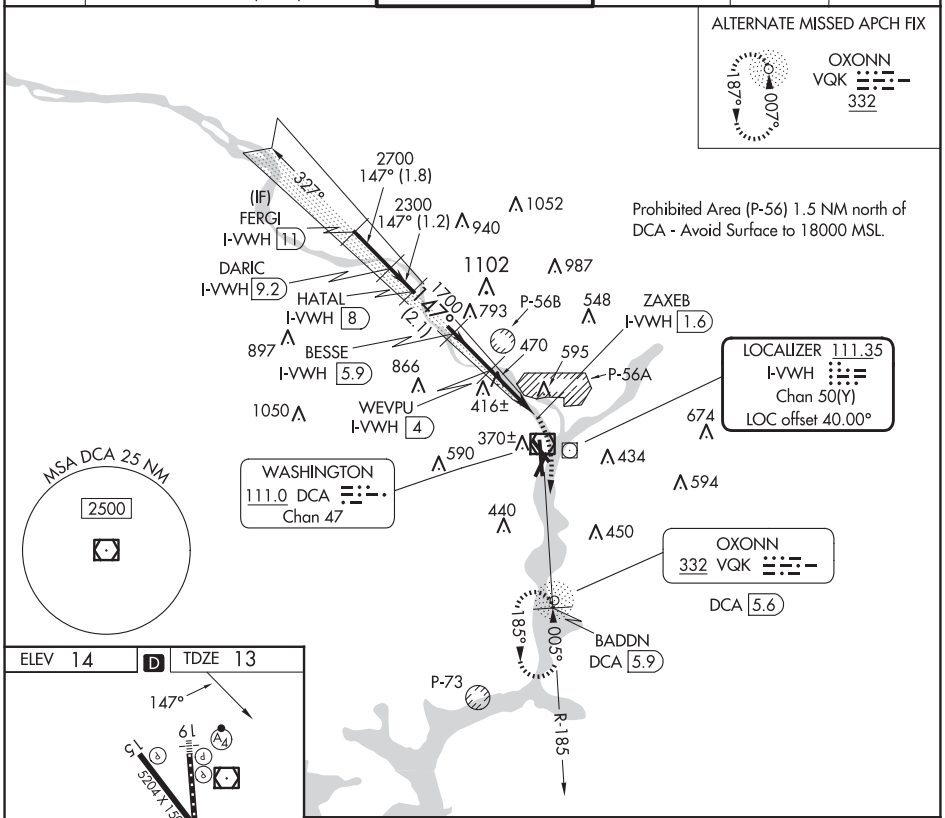
T Rwy 19 helicopter visibility reduction below 1 SM NA.

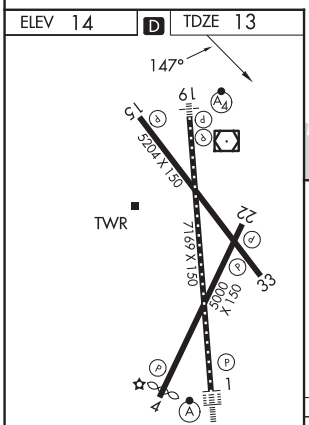
A Circling NA northeast of Rwy 15-33. Inop table does not apply.

MALSF

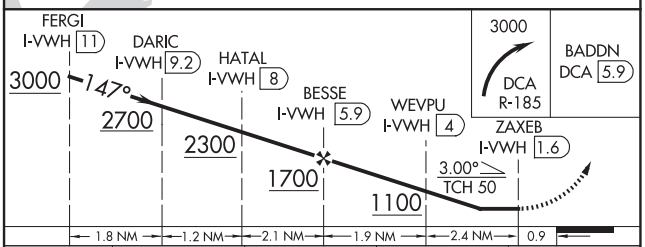
MISSED APPROACH: Climbing right turn to 3000 on DCA VOR/DME R-185 to BADDN/DCA VOR/DME 5.9 DME and hold, continue climb-in-hold to 3000.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	





REIL Rwys 4, 15, 22 and 33
TDZ/CL Rwy 1
HIRL Rwys 1-19
MIRL Rwy 4-22 and 15-33



CATEGORY	A	B	C	D
S-19	780/50 767 (800-1)	780/55 767 (800-1)	780-2½ 767 (800-2½)	
C CIRCLING	780-1 766 (800-1)	780-1¼ 766 (800-1¼)	840-2½ 826 (900-2½)	900-3 886 (900-3)

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NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC

AL-443 (FAA)

25163

COPTER ILS or LOC/DME RWY 1

RONALD REAGAN WASHINGTON NTL (DCA)

LOC/DME I-DCA	APP CRS	Rwy Ldg 6869
109.9	006°	TDZE 14
Chan 36		Apt Elev 15

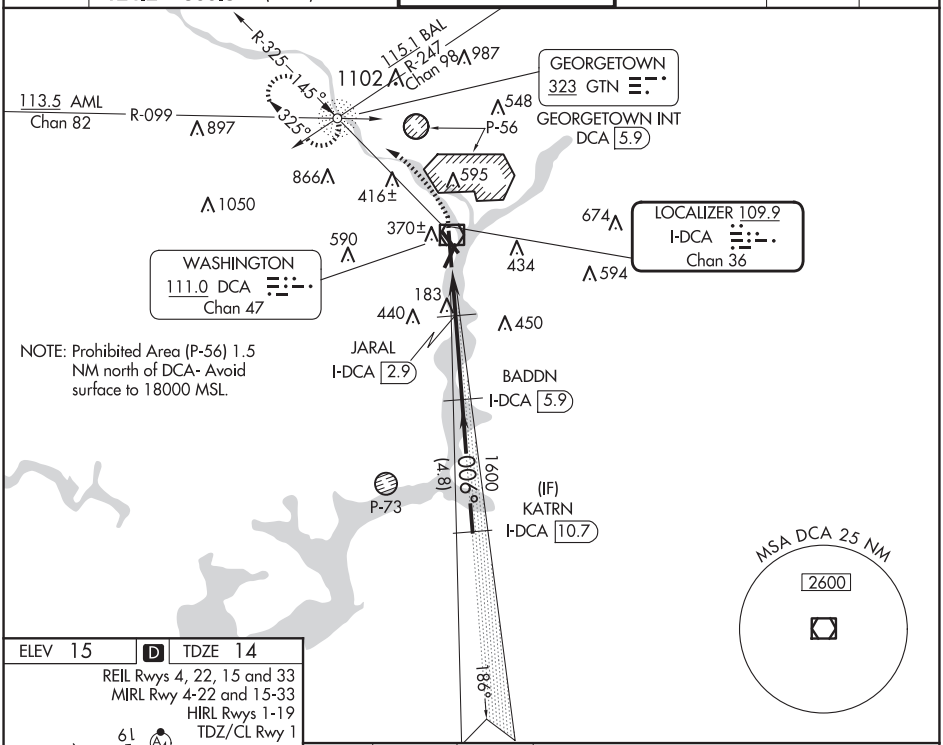
T

NA

ALSF-2

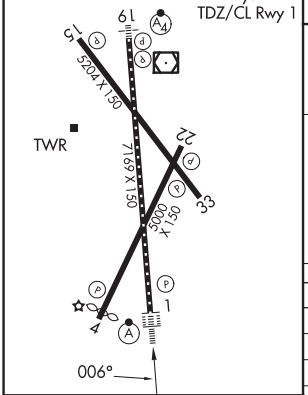
MISSED APPROACH: Climb to 420 then climbing left turn to 2200 on DCA VOR/DME R-325 to GTN NDB/INT/DCA 5.9 DME and hold.

D-ATIS	POTOMAC APP CON	WASHINGTON TOWER	GND CON	CLNC DEL	CPDLC
132.65	119.85 239.25 (WEST/SOUTH) 124.2 360.8 (EAST)	119.1 257.6	121.7 257.6	128.25	

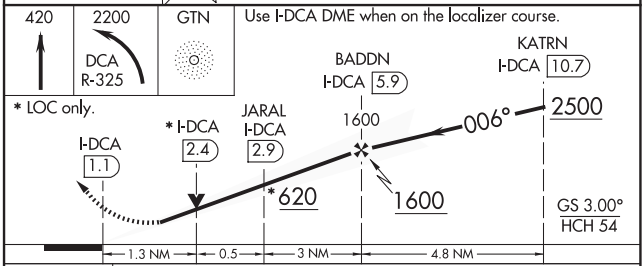


ELEV 15	D	TDZE 14

REIL Rwys 4, 22, 15 and 33
MIRL Rwy 4-22 and 15-33
HIRL Rwys 1-19
TDZ/CL Rwy 1



FAF to MAP 4.8 NM					
Knots	45	60	75	90	105
Min:Sec	6:24	4:48	3:50	3:12	2:45



CATEGORY	COPTER
H-ILS 1	114/12 100 (100-⅛)
H-LOC 1	480/24 466 (500-½)
H-ILS 1	CAT II RA 106

COPTER ILS CATEGORY II - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

WASHINGTON, DC
Amdt 1B 16JUN22

38°51'N-77°02'W

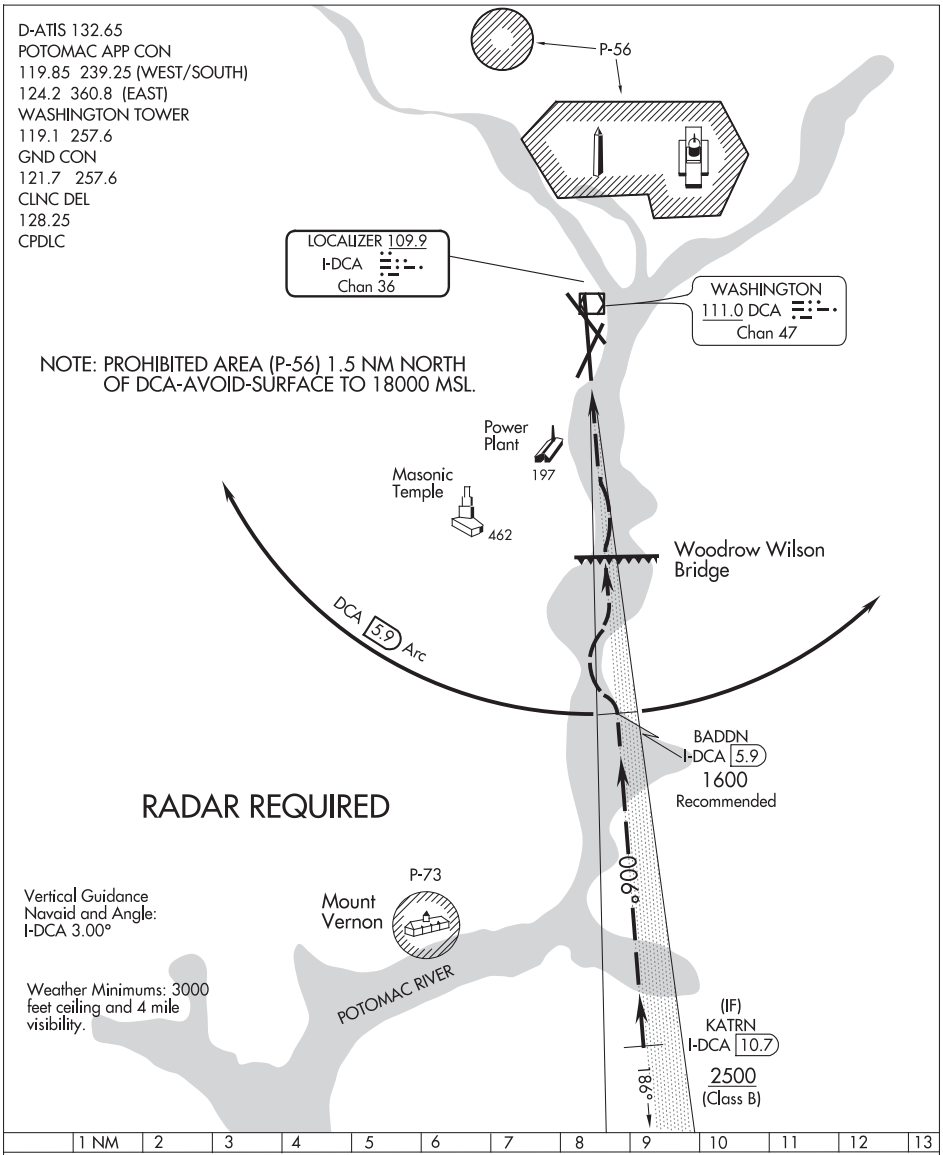
RONALD REAGAN WASHINGTON NTL (DCA)

COPTER ILS or LOC/DME RWY 1

NE-3, 12 JUN 2025 to 07 AUG 2025

MOUNT VERNON VISUAL RUNWAY 1

AL-443 (FAA) WASHINGTON, DC



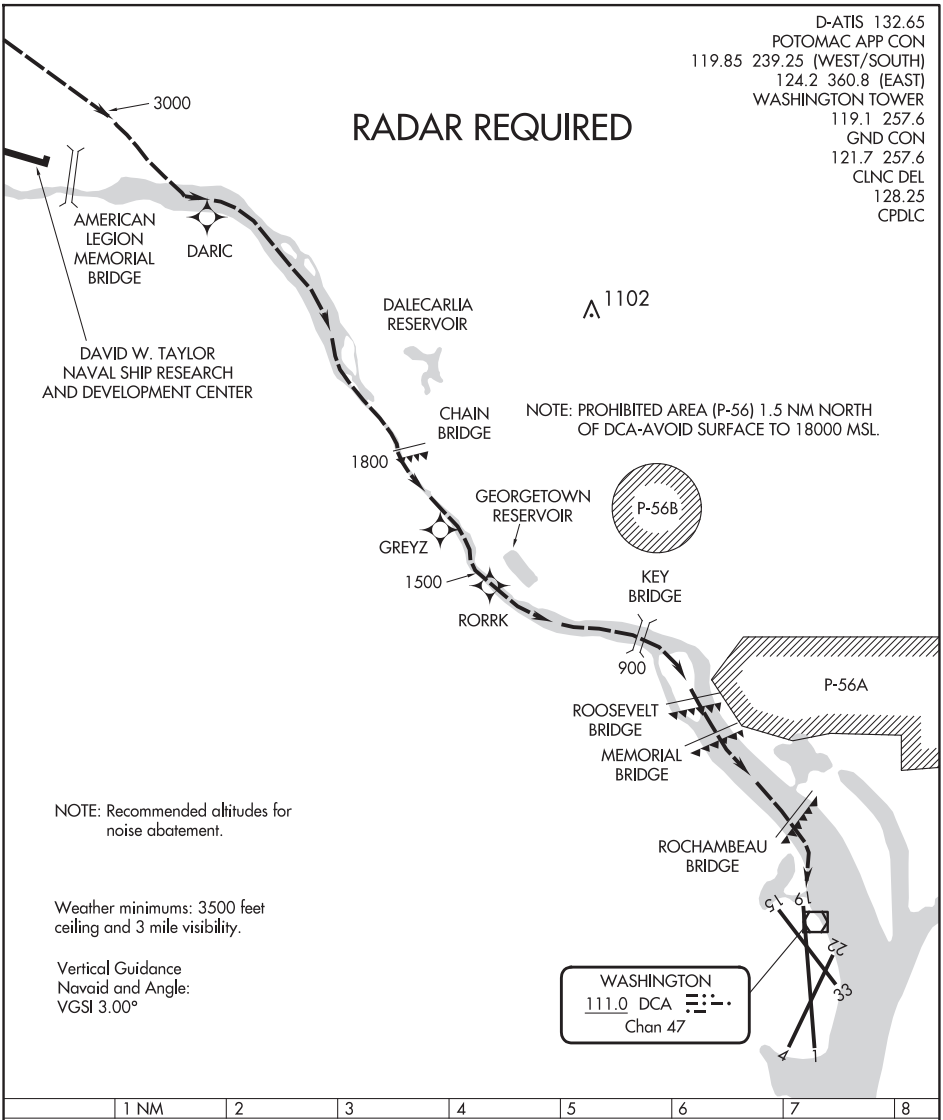
Aircraft may proceed via DCA VOR/DME R-185 (inbound 005°), or via the ILS or LOC/DME RWY 1 approach to 5.9 DME, then follow the Potomac River to the airport.

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

24193

RIVER VISUAL RWY 19

RONALD REAGAN WASHINGTON NTL (DCA)
AL-443 (FAA)
WASHINGTON, DC



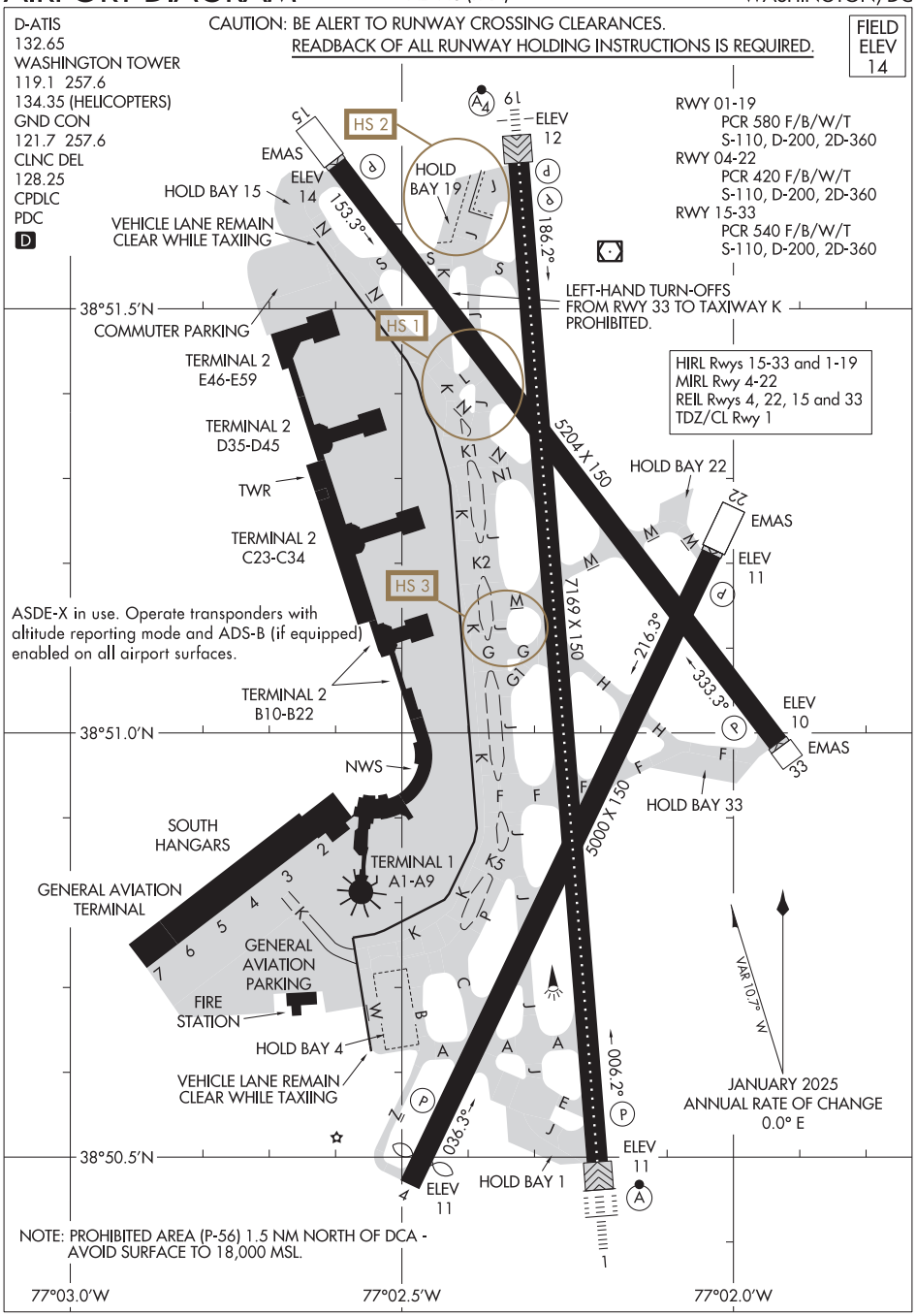
RIVER VISUAL RWY 19

Aircraft may visually follow the river to the airport, or may proceed via the RNAV (GPS) Y RWY 19 to RORRK, or via the RNAV (RNP) Z RWY 19 to GREYZ, then follow the river to the airport.

NOTE: Clearance for visual approach does not authorize penetration of P-56.

RIVER VISUAL RWY 19
Amdt 6 11JUL24
38°51′N-77°02′W
WASHINGTON, DC
RONALD REAGAN WASHINGTON NTL (DCA)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

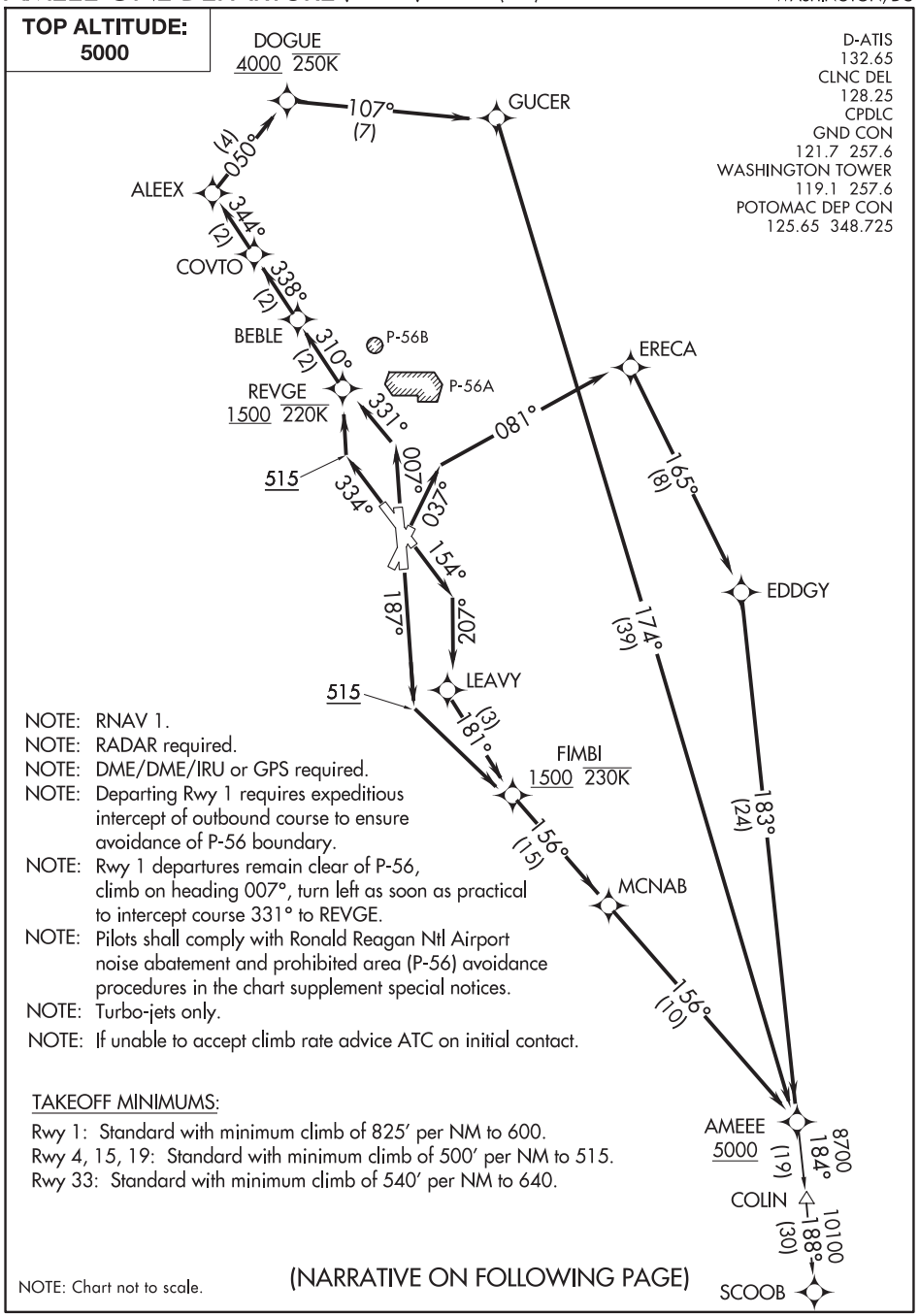
(AMEEE1.AMEEE) 23110

RONALD REAGAN WASHINGTON NTL (DCA)

AMEEE ONE DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures in the chart supplement special notices.
NOTE: Turbo-jets only.
NOTE: If unable to accept climb rate advice ATC on initial contact.

TAKEOFF MINIMUMS:

Rwy 1: Standard with minimum climb of 825′ per NM to 600.
Rwy 4, 15, 19: Standard with minimum climb of 500′ per NM to 515.
Rwy 33: Standard with minimum climb of 540′ per NM to 640.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025

AMEEE ONE DEPARTURE (RNAV)

WASHINGTON, DC

(AMEEE1.AMEEE) 31DEC20

RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 165° to EDDGY, then on track 183° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 156° to MCNAB, then on track 156° to AMEEE, cross AMEEE at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 107° to GUCER, then on track 174° to AMEEE, cross AMEEE at or above 5000, thence ....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (AMEEE1.COLIN):

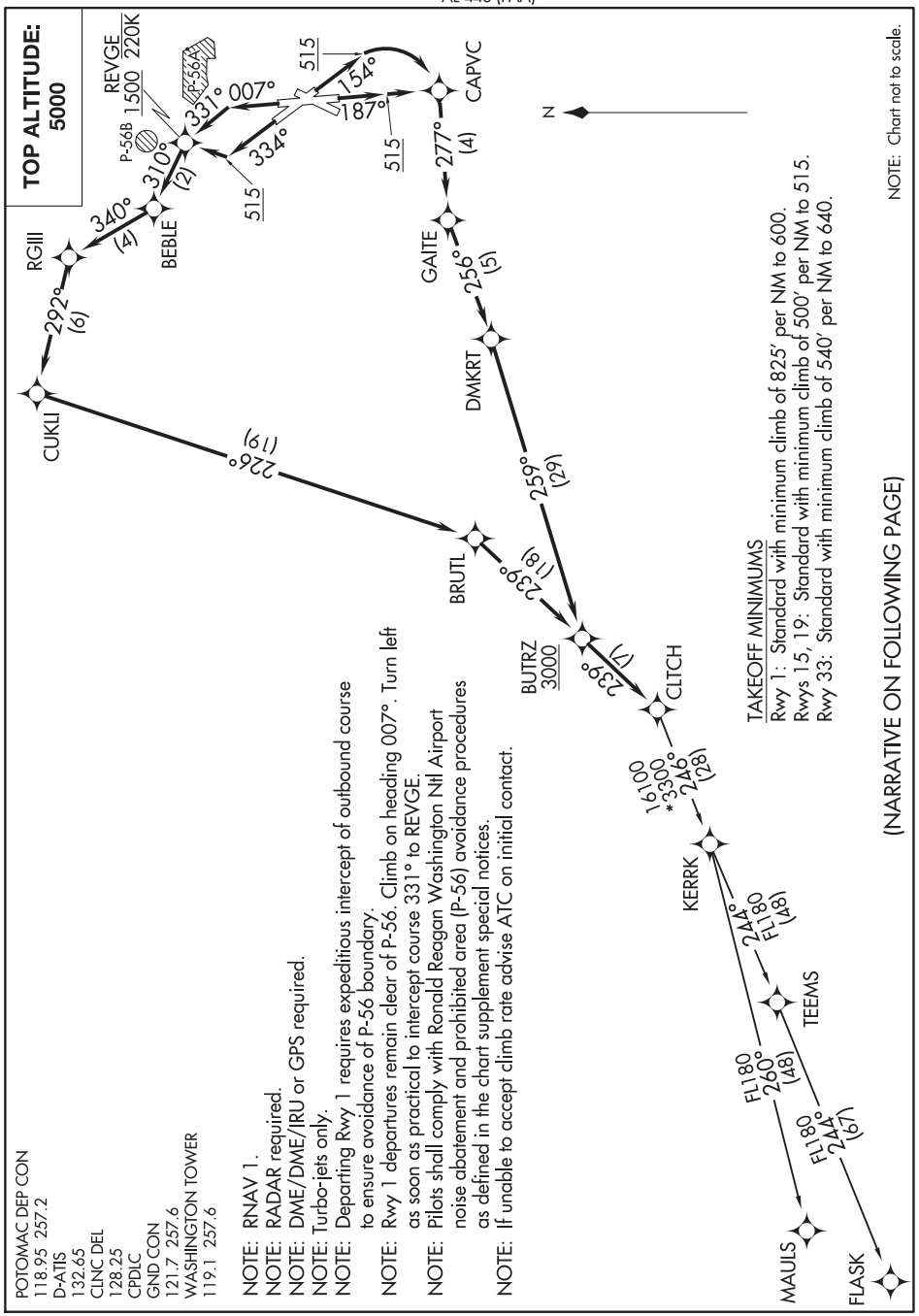
SCOOB TRANSITION (AMEEE1.SCOOB):

(CLTCH3.CLTCH) 24193

CLTCH THREE DEPARTURE (RNAV)

AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC



POTOMAC DEP CON
118.95 257.2
D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56. Climb on heading 007°. Turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the chart supplement special notices.
NOTE: If unable to accept climb rate advise ATC on initial contact.

TAKEOFF MINIMUMS
Rwy 1: Standard with minimum climb of 825' per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500' per NM to 515.
Rwy 33: Standard with minimum climb of 540' per NM to 640.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025

CLTCH THREE DEPARTURE (RNAV)

(CLTCH3.CLTCH) 31DEC20

WASHINGTON, DC
RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 259° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 226° to BRUTL, then on track 239° to BUTRZ, cross BUTRZ at or above 3000, then on track 239° to CLTCH, thence . . . .

. . . . on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

NE-3, 12 JUN 2025 to 07 AUG 2025

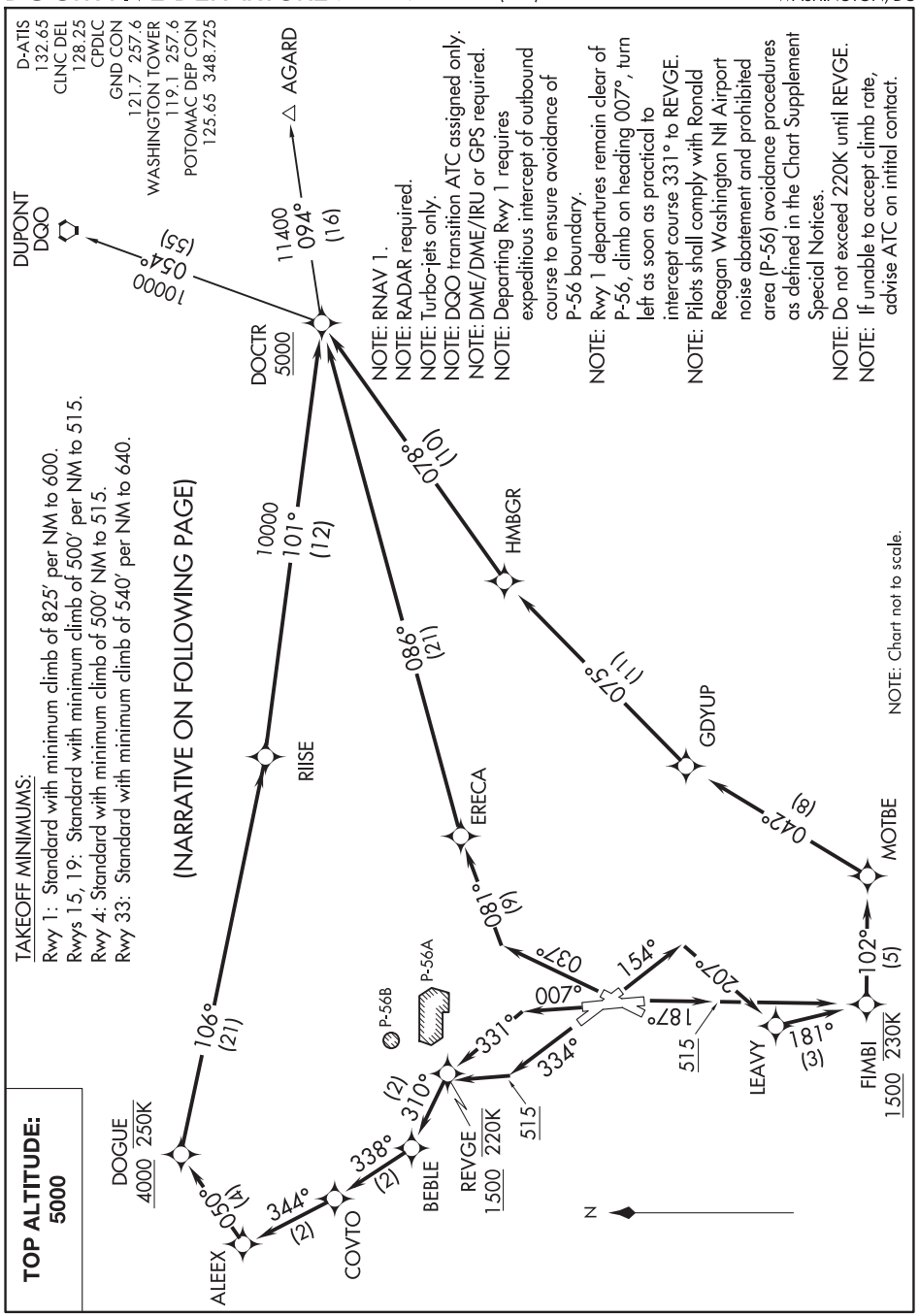
(DOCTR5.DOCTR) 21112

DOCTR FIVE DEPARTURE (RNAV)

RONALD REAGAN WASHINGTON NTL (DCA)

AL-443 (FAA)

WASHINGTON, DC



NE-3, 12 JUN 2025 to 07 AUG 2025

DOCTR FIVE DEPARTURE (RNAV)

(DOCTR5.DOCTR) 31DEC20

RONALD REAGAN WASHINGTON NTL (DCA)

WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344 to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 086° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230 K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 075° to HMBGR, then on track 078° to DOCTR, cross DOCTR at or above 5000, thence....

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 339° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 106° to RIISE, then on track 101° to DOCTR, cross DOCTR at or above 5000, thence....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (DOCTR5.AGARD)

DUPONT TRANSITION (DOCTR5.DQO)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

(HORTO4.HORTO) 21112

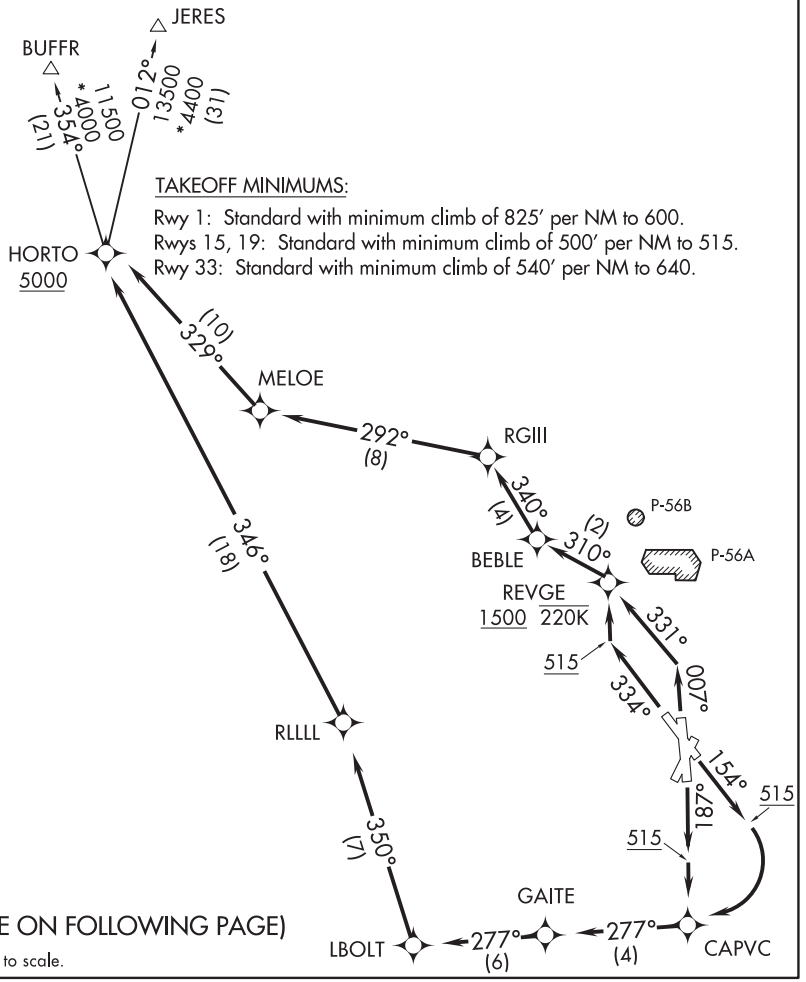
HORTO FOUR DEPARTURE (RNAV) AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

TOP ALTITUDE: 5000

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: Turbo-jets only.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 006°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement special notices.
NOTE: If unable to accept climb rate, advise ATC on initial contact.



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 329° to HORTO, cross HORTO at or above 5000, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 350° to RLLLL, then on track 346° to HORTO, cross HORTO at or above 5000, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 350° to RLLLL, then on track 346° to HORTO, cross HORTO at or above 5000, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 329° to cross HORTO at or above 5000, thence....

....on assigned transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

BUFFR TRANSITION (HORTO4.BUFFR):

JERES TRANSITION (HORTO4.JERES):

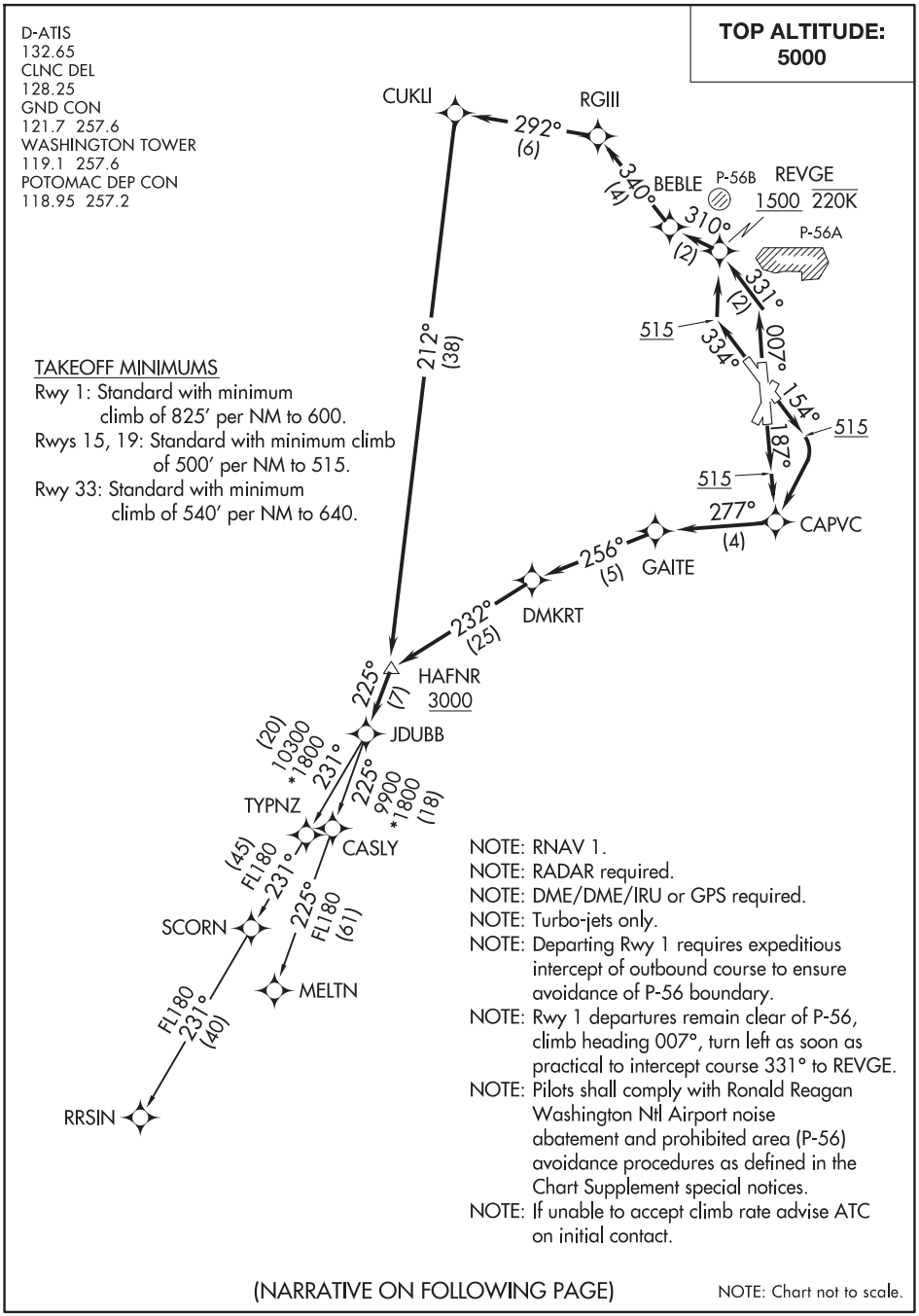
NE-3, 12 JUN 2025 to 07 AUG 2025

(JDUBB4.JDUBB) 21112

JDUBB FOUR DEPARTURE (RNAV)

AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC



(NARRATIVE ON FOLLOWING PAGE)

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

JDUBB FOUR DEPARTURE (RNAV)

(JDUBB4.JDUBB) 31DEC20

WASHINGTON, DC
RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000, thence . . . .
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000, thence...
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 232° to HAFNR, cross HAFNR at or above 3000, thence...
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340°to RGIII, then on track 292° to CUKLI, then on track 212° to HAFNR, cross HAFNR at or above 3000, thence . . . .

. . . . thence on track 225° to JDUBB, then on assigned transition. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

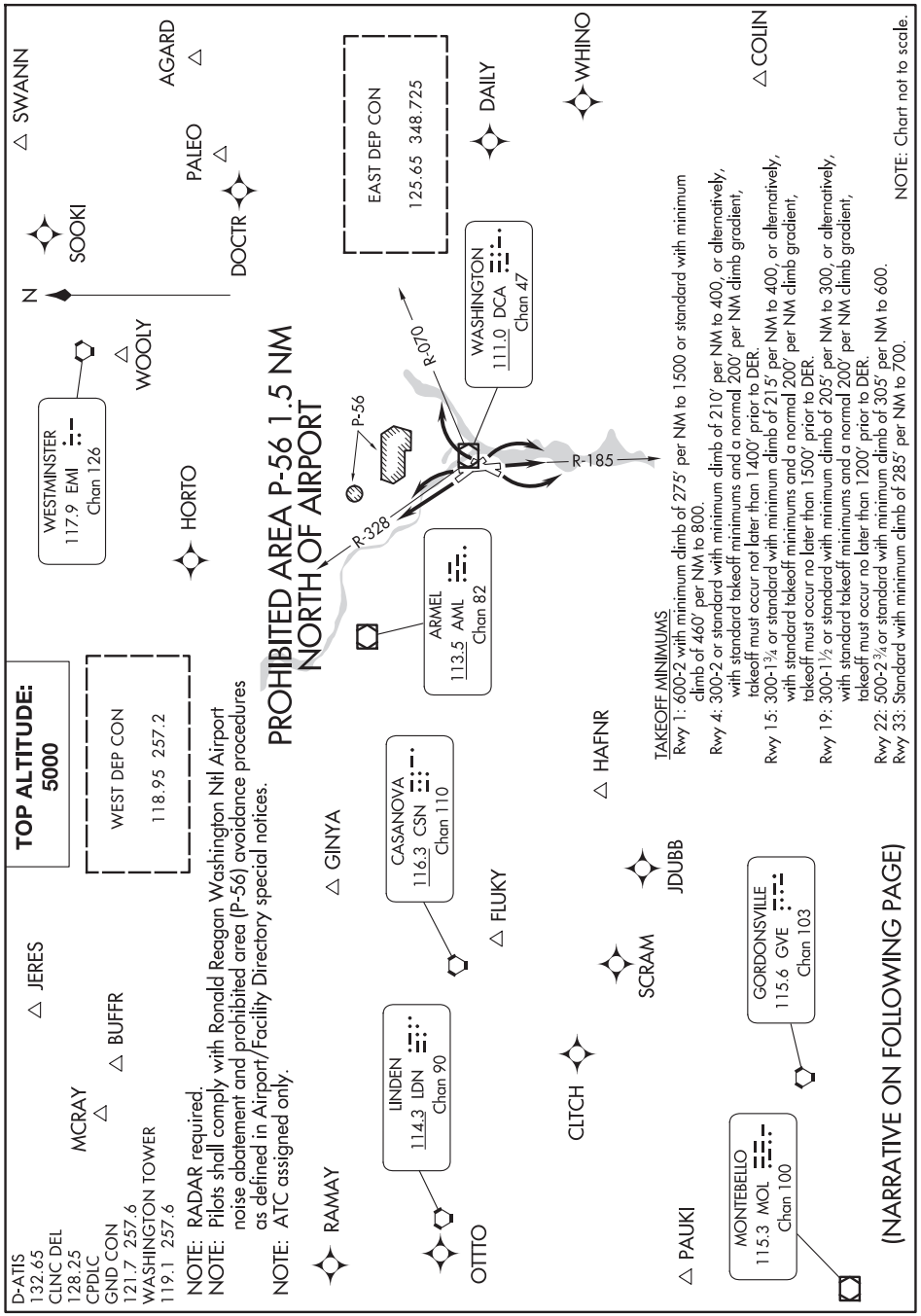
NE-3, 12 JUN 2025 to 07 AUG 2025

(NATNL8.NATNL) 23334

NATIONAL EIGHT DEPARTURE

AL-443 (FAA)

RONALD REAGAN WASHINGTON NTL (DCA)
WASHINGTON, DC



NE-3, 12 JUN 2025 to 07 AUG 2025

NATIONAL EIGHT DEPARTURE

(NATNL8.NATNL) 07OCT21

WASHINGTON, DC
RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climbing left turn as soon as practical to intercept DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 4: Climbing right turn as soon as practical to intercept DCA VOR/DME R-070 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 15: Climbing right turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 19: Climb on DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 22: Climbing left turn as soon as practical to intercept DCA VOR/DME R-185 to 5000 or as assigned, thence . . . .
TAKEOFF RUNWAY 33: Climb on DCA VOR/DME R-328 to 5000 or as assigned, thence . . . .

. . . . expect RADAR vectors to filed/assigned fix. Maintain 5000 or assigned alititude, expect clearance to filed altitude ten (10) minutes after departure.

NE-3, 12 JUN 2025 to 07 AUG 2025

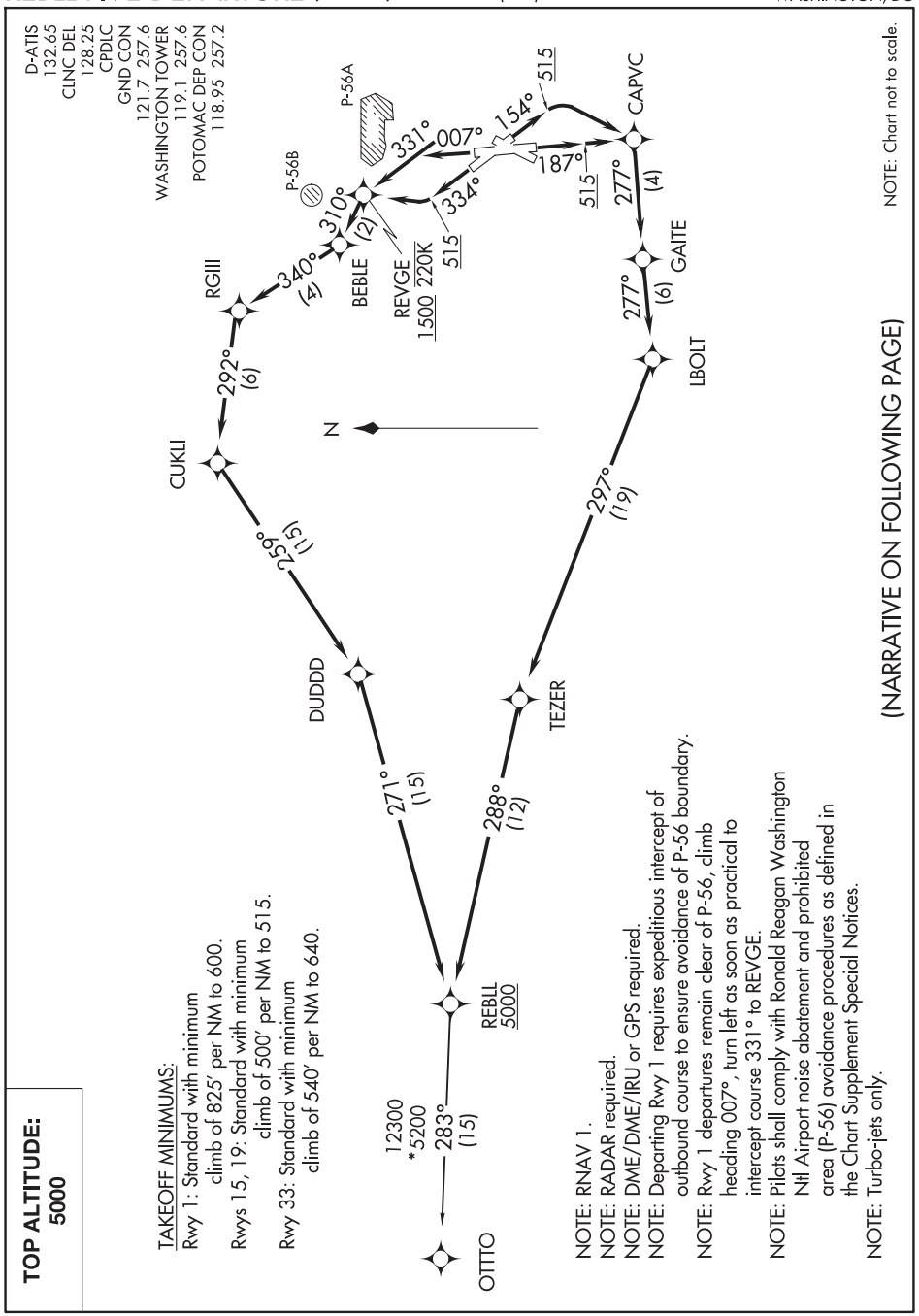
(REBLL5.REBLL) 21112

RONALD REAGAN WASHINGTON NTL (DCA)

REBLL FIVE DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC



NE-3, 12 JUN 2025 to 07 AUG 2025

REBLL FIVE DEPARTURE (RNAV)

WASHINGTON, DC

(REBLL5.REBLL) 31DEC20

RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGEat or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 259° to DUDDD, then on track 271° to REBLL, cross REBLL at or above 5000, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 268 to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 297° to TEZER, then on track 288° to REBLL, cross REBLL at or above 5000, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 259° to DUDDD, then on track 271° to REBLL, cross REBLL at or above 5000, thence....

....on OTTTO transition. Maintain 5000. Expect filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (REBLL5.OTTTO):

NE-3, 12 JUN 2025 to 07 AUG 2025

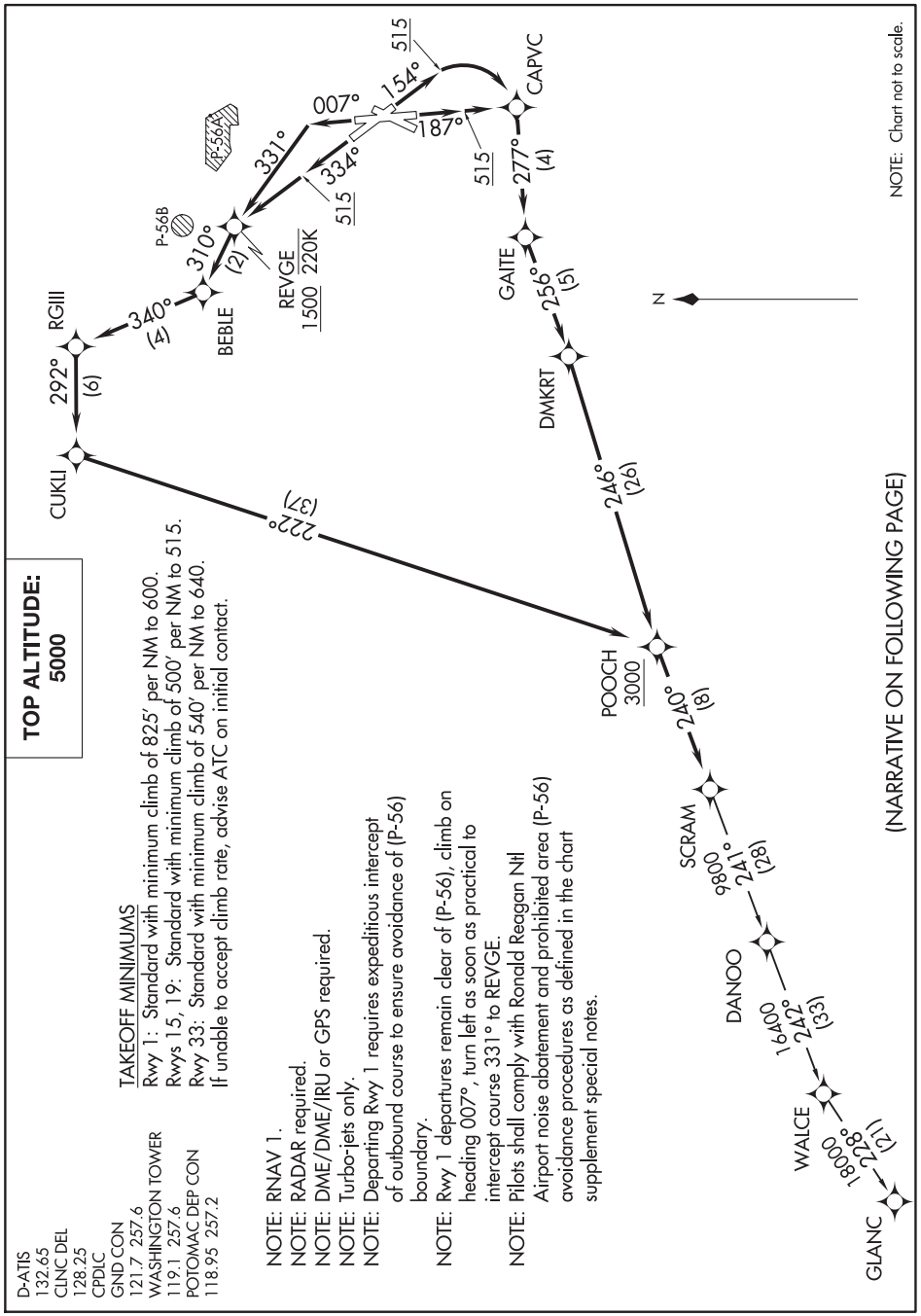
(SCRAM6.SCRAM) 21112

RONALD REAGAN WASHINGTON NTL (DCA)

SCRAM SIX DEPARTURE (RNAV)

AL-443 (FAA)

WASHINGTON, DC



NE-3, 12 JUN 2025 to 07 AUG 2025

SCRAM SIX DEPARTURE (RNAV)

(SCRAM6.SCRAM) 31DEC20

WASHINGTON, DC

RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to CUKLI, then on track 222° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 246° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 256° to DMKRT, then on track 246° to POOCH, cross POOCH at or above 3000, thence . . . .

TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292 ° to CUKLI, then on track 222° to POOCH, cross POOCH at or above 3000, thence . . . .

. . . . then on track 240° to SCRAM, then as depicted. Maintain 5000. Expect clearance to filed altitude within 10 minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):

NE-3, 12 JUN 2025 to 07 AUG 2025

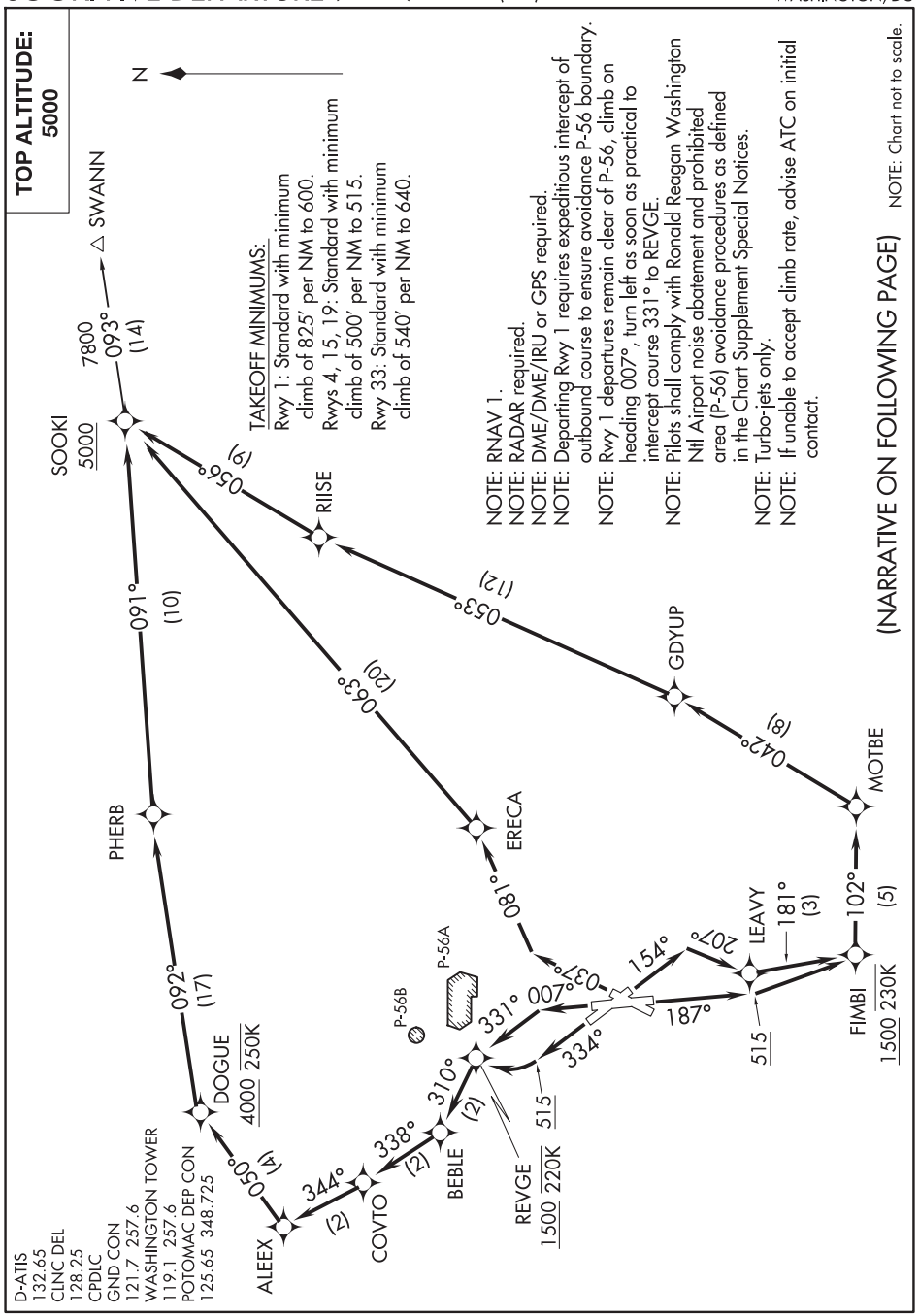
(SOOKI5.SOOKI) 21112

SOOKI FIVE DEPARTURE (RNAV)

RONALD REAGAN WASHINGTON NTL (DCA)

AL-443 (FAA)

WASHINGTON, DC



NE-3, 12 JUN 2025 to 07 AUG 2025

SOOKI FIVE DEPARTURE (RNAV)

WASHINGTON, DC

(SOOKI5.SOOKI) 31DEC20

RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 092° to PHERB, then on track 091°to SOOKI, cross SOOKI at or above 5000, thence....
TAKEOFF RUNWAY 4: Climb on heading 037° to intercept course 081° to ERECA, then on track 063° to SOOKI, cross SOOKI at or above 5000, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to intercept course 207° to LEAVY, then on track 181° to FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct FIMBI, cross FIMBI at or above 1500 and at or below 230K, then on track 102° to MOTBE, then on track 042° to GDYUP, then on track 053° to RIISE, then on track 056° to SOOKI, cross SOOKI at or above 5000, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 338° to COVTO, then on track 344° to ALEEX, then on track 050° to DOGUE, cross DOGUE at or above 4000 and at or below 250K, then on track 092° to PHERB, then on track 091° to SOOKI, cross SOOKI at or above 5000, thence....

....on SWANN transition. Maintain 5000. Expect files altitude within 10 minutes after departure.

SWANN TRANSITION (SOOKI5.SWANN)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

(WYNGS5.WYNGS) 21112 RONALD REAGAN WASHINGTON NTL (DCA)

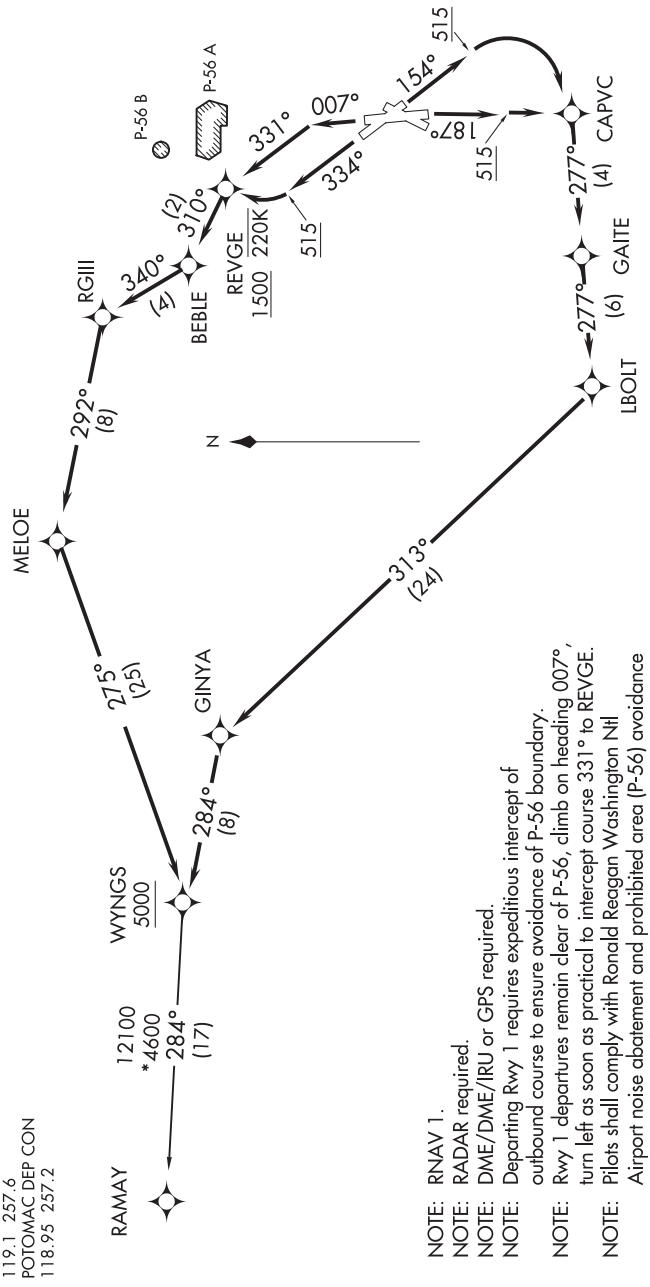
WYNGS FIVE DEPARTURE (RNAV)

AL-443 (FAA) WASHINGTON, DC

TOP ALTITUDE: 5000

D-ATIS
132.65
CLNC DEL
128.25
CPDLC
GND CON
121.7 257.6
WASHINGTON TOWER
119.1 257.6
POTOMAC DEP CON
118.95 257.2

TAKEOFF MINIMUMS:
Rwy 1: Standard with minimum climb of 825' per NM to 600.
Rwys 15, 19: Standard with minimum climb of 500' per NM to 515.
Rwy 33: Standard with minimum climb of 540' per NM to 640.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Departing Rwy 1 requires expeditious intercept of outbound course to ensure avoidance of P-56 boundary.
NOTE: Rwy 1 departures remain clear of P-56, climb on heading 007°, turn left as soon as practical to intercept course 331° to REVGE.
NOTE: Pilots shall comply with Ronald Reagan Washington Ntl Airport noise abatement and prohibited area (P-56) avoidance procedures as defined in the Chart Supplement Special Notices.
NOTE: Turbo-jets only.
NOTE: If unable to accept climb rate advise ATC on initial contact.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025

WYNGS FIVE DEPARTURE (RNAV) WASHINGTON, DC

(WYNGS5.WYNGS) 31DEC20 RONALD REAGAN WASHINGTON NTL (DCA)

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1: Climb on heading 007° to intercept course 331° to REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000, thence....
TAKEOFF RUNWAY 15: Climb on heading 154° to 515, then right turn direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on track 284° to WYNGS, cross WYNGS at or above 5000, thence....
TAKEOFF RUNWAY 19: Climb on heading 187° to 515, then direct CAPVC, then on track 277° to GAITE, then on track 277° to LBOLT, then on track 313° to GINYA, then on on track 284° to WYNGS, cross WYNGS at or above 5000, thence....
TAKEOFF RUNWAY 33: Climb on heading 334° to 515, then direct REVGE, cross REVGE at or above 1500 and at or below 220K, then on track 310° to BEBLE, then on track 340° to RGIII, then on track 292° to MELOE, then on track 275° to WYNGS, cross WYNGS at or above 5000, thence....

....on RAMAY transition. Maintain 5000. Expect clearance to filed altitude within ten (10) minutes after departure.

RAMAY TRANSITION (WYNGS5.RAMAY)

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-OSZ	APP CRS	Rwy ldg 11500
111.3	011°	TDZE 286
		Apt Elev 312

ILS or LOC RWY 1C
WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From HELMZ or HUFFF.

DME or RADAR required.
RADAR required for procedure entry at BRODY.

T Simultaneous approach authorized. DME from AML VOR/DME.
A DME use requires simultaneous reception of I-OSZ and AML DME.
For inop ALS, increase S-LOC Cats C/D visibility to RVR 5500.

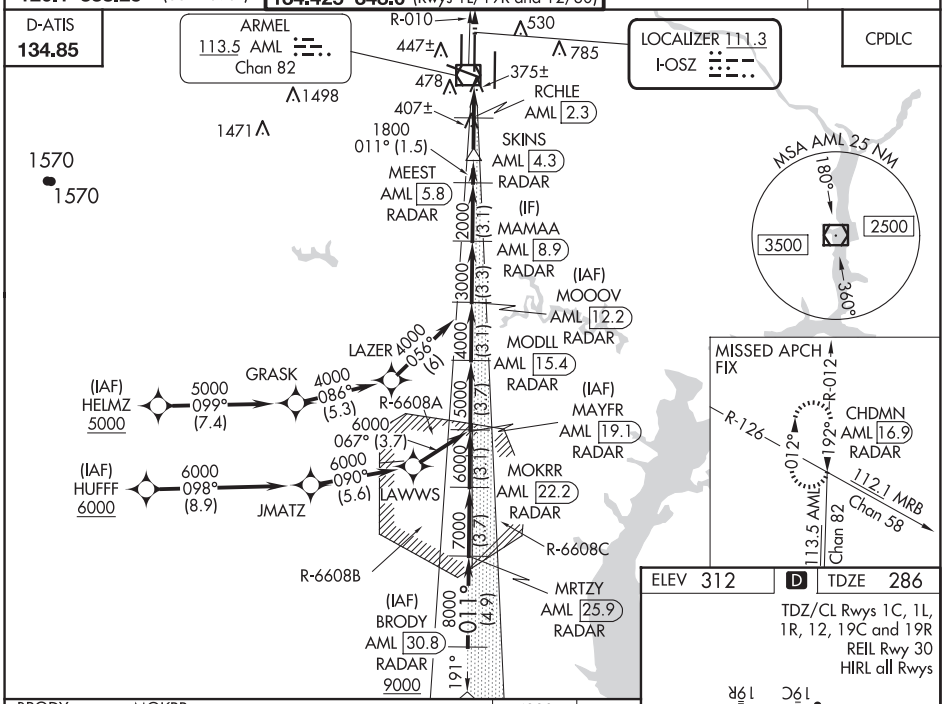
MALSR (A5)

MISSED APPROACH: Climb to 4000 on AML VOR/DME R-010 to CHDMN/AML 16.9 DME/RADAR and hold, continue climb-in-hold to 4000.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

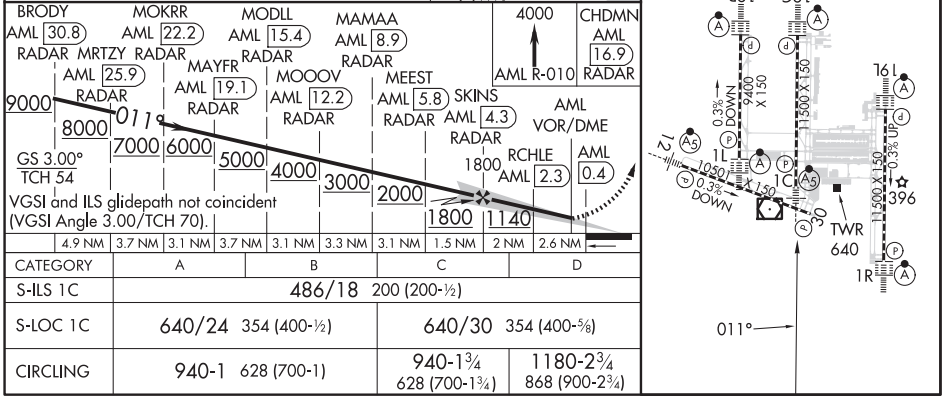
D-ATIS 134.85

CPDLC



ELEV 312 | D | TDZE 286

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 1C	486/18 200 (200-½)			
S-LOC 1C	640/24 354 (400-½)		640/30 354 (400-⅝)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-OIU	APP CRS	Rwy ldg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

ILS or LOC RWY 1L
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS. From HELMZ.
DME or RADAR required. DME required for LOC only.
RADAR required for procedure entry at WABER.

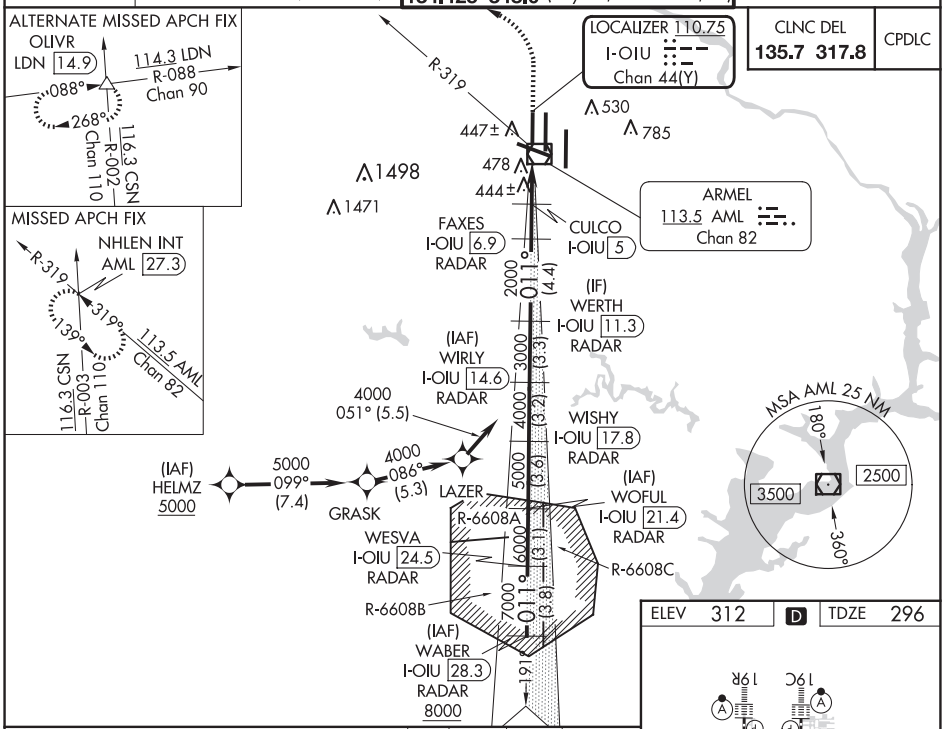
Simultaneous approach authorized.
For inop ALS, increase LOC Cats C/D visibility to RVR 5500.

ALSF-2

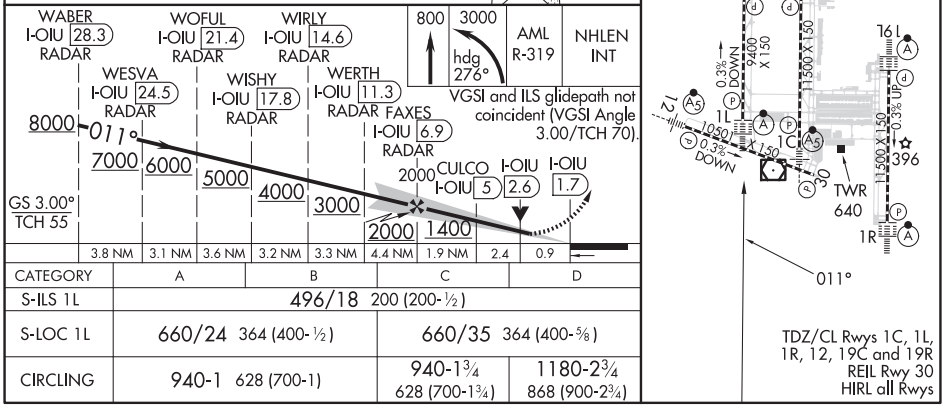
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 276° and on AML VOR/DME R-319 to NHLEN INT/AML 27.3 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



ELEV	312	D	TDZE	296



CATEGORY	A	B	C	D
S-ILS 1L	496/18 200 (200-½)			
S-LOC 1L	660/24 364 (400-½)		660/35 364 (400-⅝)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-IAD	APP CRS	Rwy ldg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

ILS or LOC RWY 1R
WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From HELMZ, or HUFFF.

DME or RADAR required. DME required for LOC only. RADAR required for procedure entry at EERRS.

Simultaneous approach authorized.

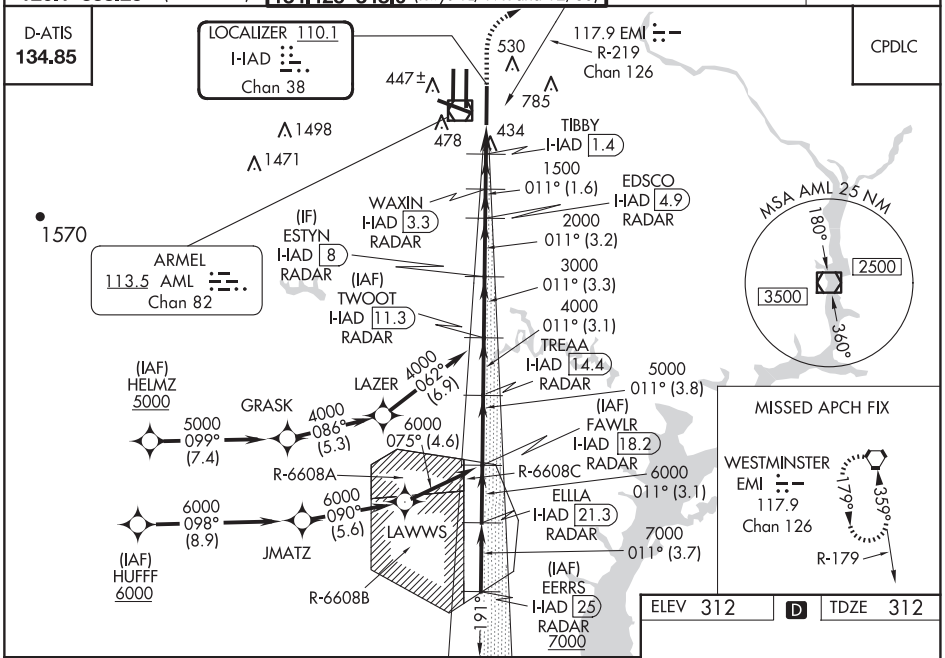
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 060° and EMI VORTAC R-219 to EMI VORTAC and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

CPDLC

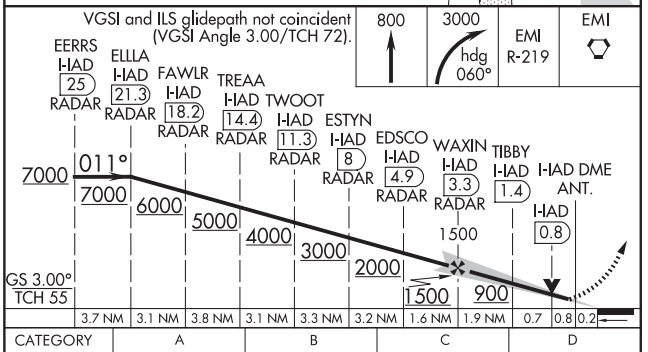


NE-3, 12 JUN 2025 to 07 AUG 2025

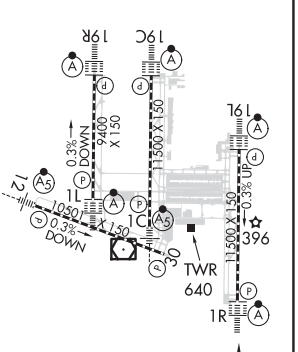
NE-3, 12 JUN 2025 to 07 AUG 2025

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

800	3000 hdg 060°	EMI R-219	EMI



ELEV 312 D TDZE 312



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 1R	512/18 200 (200-½)			
S-LOC 1R	700/24 388 (400-½)		700/35 388 (400-⅝)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

LOC I-DLX	APP CRS	Rwy ldg 11089
111.3	191°	TDZE 272
		Apt Elev 312

ILS or LOC RWY 19C
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.
RADAR required for procedure entry at NOOXX. DME or RADAR required.

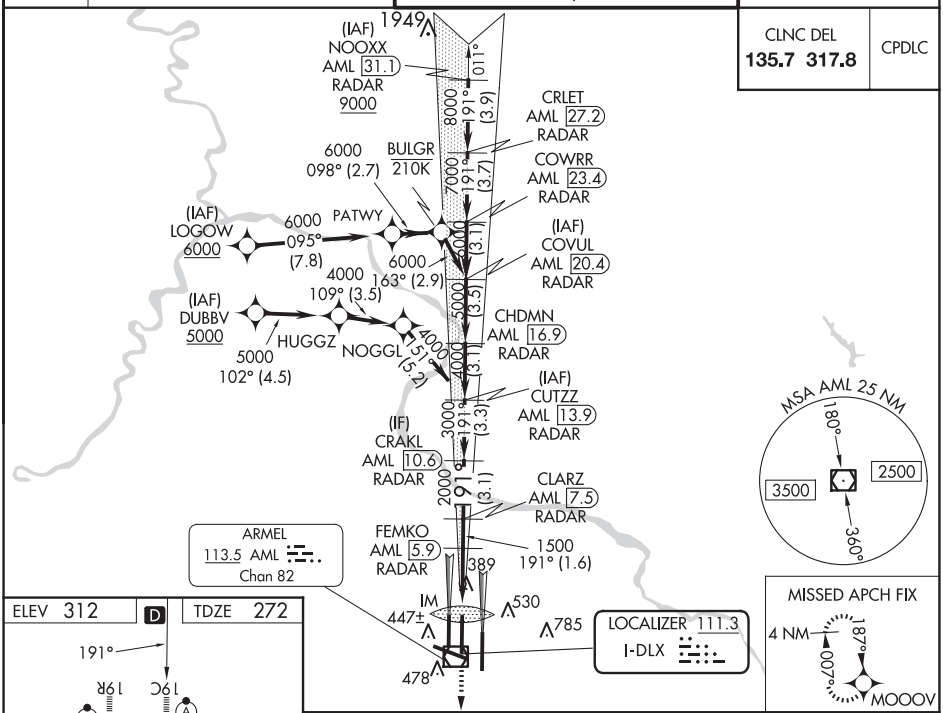
Simultaneous approach authorized. DME from AML VOR/DME.
DME use requires simultaneous reception of I-DLX and AML DME.
For inop ALS, increase S-LOC 19C Cat C and D visibility to RVR 5500.

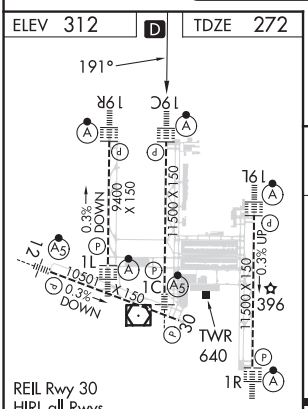
ALSF-2

MISSED APPROACH: Climb to 3000 direct MOOOV and hold.

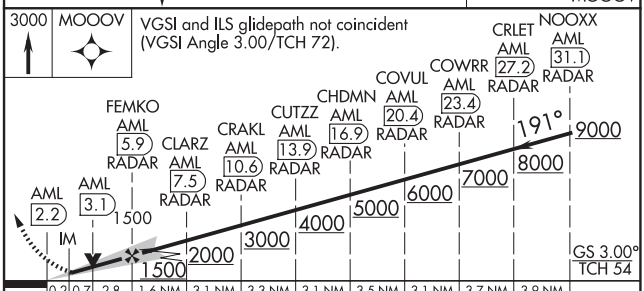
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	





REIL Rwy 30
HIRL all Rwys
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R



CATEGORY	A	B	C	D
S-ILS 19C	472/18 200 (200-½)			
S-LOC 19C	640/24 368 (400-½)		640/35 368 (400-⅝)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC | AL-5100 (FAA) | 25163

ILS or LOC RWY 19L
WASHINGTON DULLES INTL (IAD)

LOC/DME I-SGC	APP CRS	Rwy Ldg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 312

RNP APCH - GPS. From LOGOW, or DUBBV, or LEMIU.
DME or RADAR required. RADAR required for procedure entry at LEMIU.
Simultaneous approach authorized.
*RVR 1800 authorized with use of FD or AP or HUD to DA.

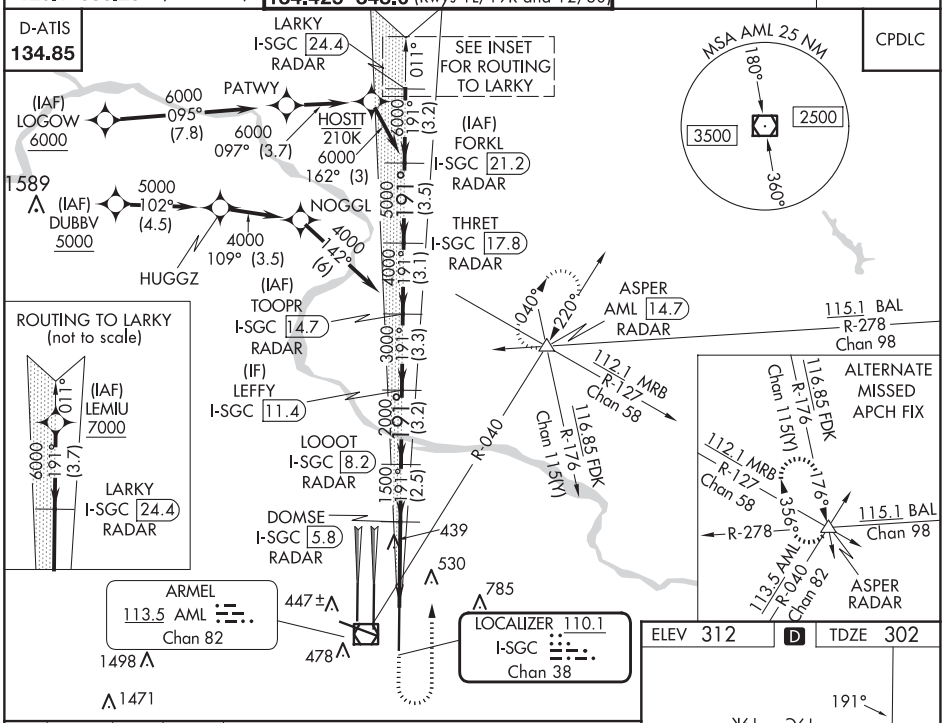
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and on AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

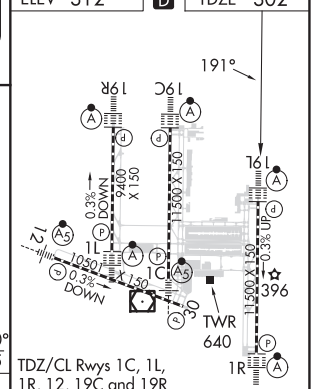
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

CPDLC



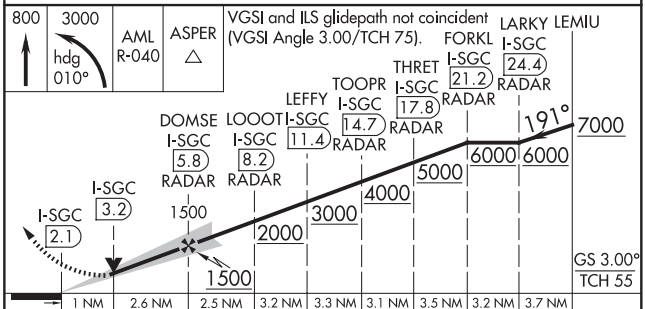
ELEV 312 | D | TDZE 302



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

800 | 3000 hdg 010° | AML R-040 | ASPER

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).



CATEGORY	A	B	C	D
S-ILS 19L *	502/24 200 (200-½)			
S-LOC 19L	700/24 398 (400-½)		700/35 398 (400-⅝)	

FAF to MAP 3.6 NM

Knots	60	90	120	150	180
Min:Sec	3:36	2:24	1:48	1:26	1:12

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC/DME I-ISU	APP CRS	Rwy ldg	9400
110.75	191°	TDZE	278
Chan 44 (Y)		Apt Elev	312

ILS or LOC RWY 19R
WASHINGTON DULLES INTL (IAD)

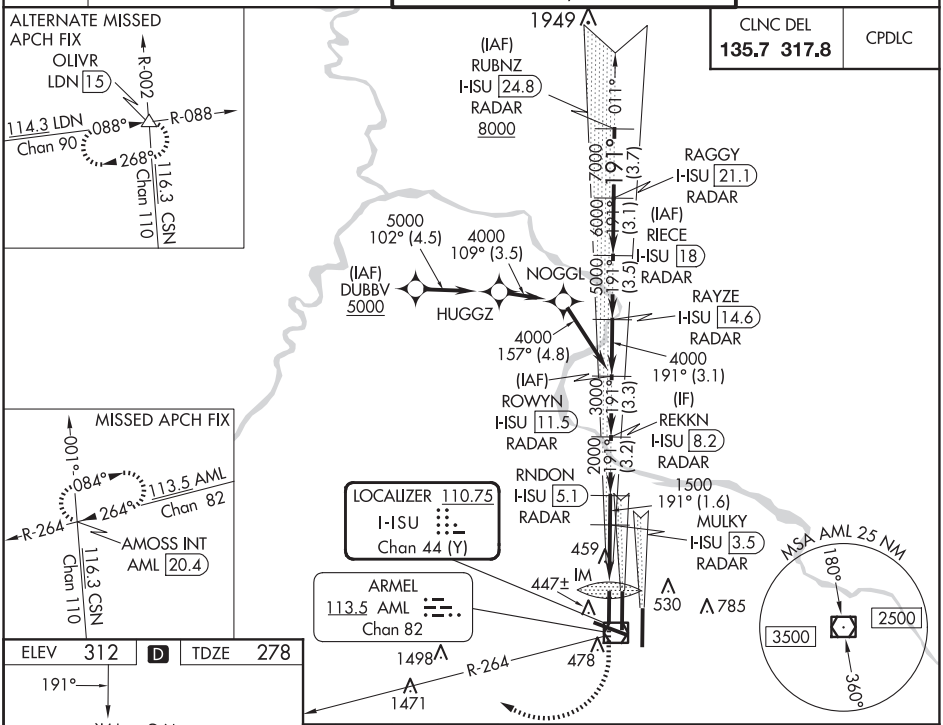
RNP APCH-GPS. From DUBBV.
DME or RADAR required. RADAR required for procedure entry at RUBNZ.
Simultaneous approach authorized.

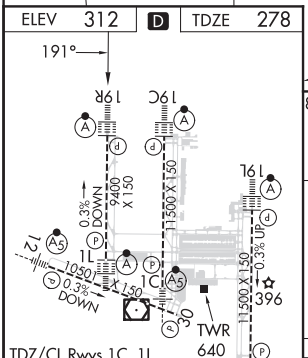
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 280° and AML VOR/DME R-264 to AMOSS INT/AML 20.4 DME and hold.

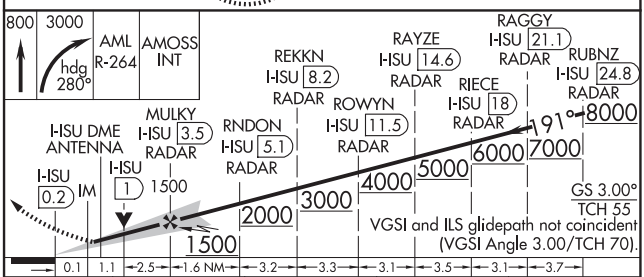
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	





TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
S-ILS 19R	478/18 200 (200-½)			
S-LOC 19R	720/24 442 (500-½)		720/45 442 (500-⅞)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

FAF to MAP 3.7 NM

Knots	60	90	120	150	180
Min:Sec	3:42	2:28	1:51	1:29	1:14

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-AJU	APP CRS	Rwy ldg	10501
109.3	121°	TDZE	310
		Apt Elev	312

ILS or LOC/DME RWY 12
WASHINGTON DULLES INTL (IAD)

DME required for LOC only.
DME from AML VOR/DME. Simultaneous reception of I-AJU and AML DME required.

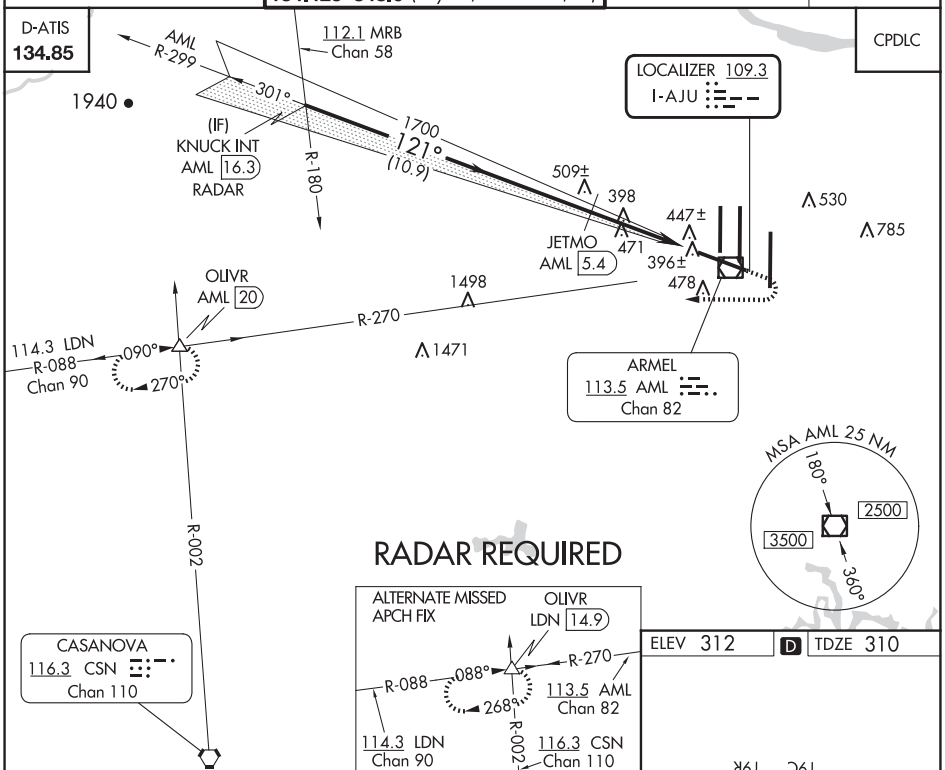
MALSR

MISSED APPROACH: Climb to 800 then climbing right turn to 5000 via heading 290° and AML VOR/DME R-270 to OLIVR INT/AML 20 DME and hold, continue climb-in-hold to 5000.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

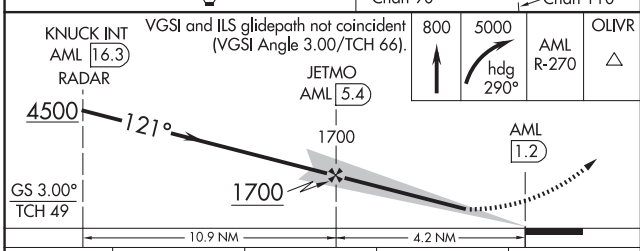
CPDLC

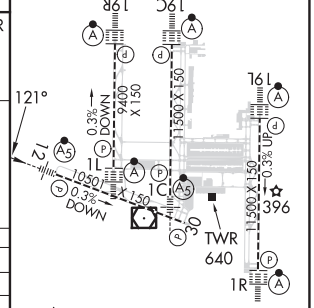


ELEV 312 D TDZE 310

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 66).

800	5000 hdg 290°	AML R-270	OLIVR





CATEGORY	A	B	C	D
S-ILS 12	510/18 200 (200- ½)			
S-LOC 12	740/24 430 (500- ½)		740/40 430 (500- ¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS RWY 1L (CAT II & III)
WASHINGTON DULLES INTL (IAD)

LOC/DME I-OIU	APP CRS	Rwy ldg	9400
110.75	011°	TDZE	296
Chan 44 (Y)		Apt Elev	312

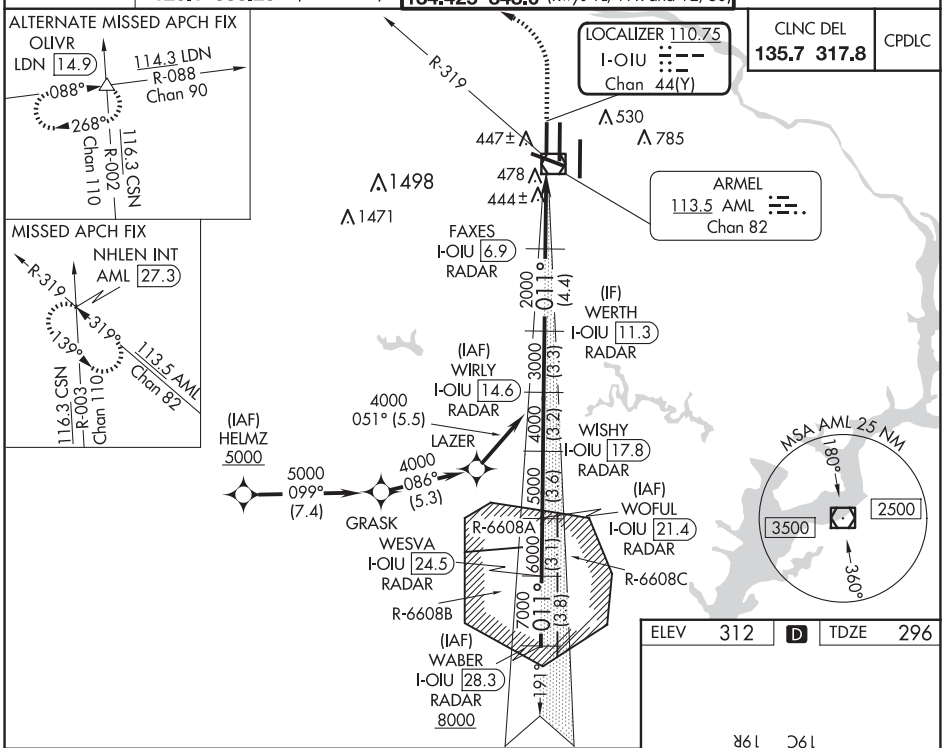
RNP APCH - GPS. From HELMZ.
DME or RADAR required.
RADAR required for procedure entry at WABER.
Simultaneous approach authorized.

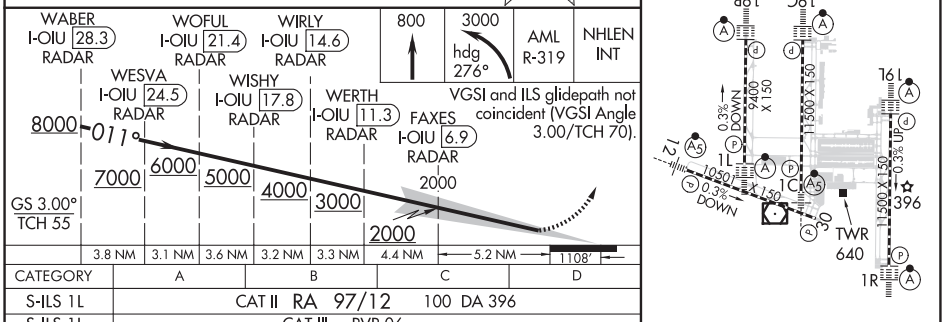
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 276° and on AML VOR/DME R-319 to NHLEN INT/AML 27.3 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	





CATEGORY	A	B	C	D
S-ILS 1L	CAT II RA 97/12 100 DA 396			
S-ILS 1L	CAT III RVR 06			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

ELEV	312	D	TDZE	296

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC | AL-5100 (FAA) | 25107

LOC/DME I-IAD	APP CRS	Rwy ldg 11500
110.1	011°	TDZE 312
Chan 38		Apt Elev 312

ILS RWY 1R (CAT II & III)
WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From HELMZ, or HUFFF.
DME or RADAR required.
RADAR required for procedure entry at EERRS.
Simultaneous approach authorized.

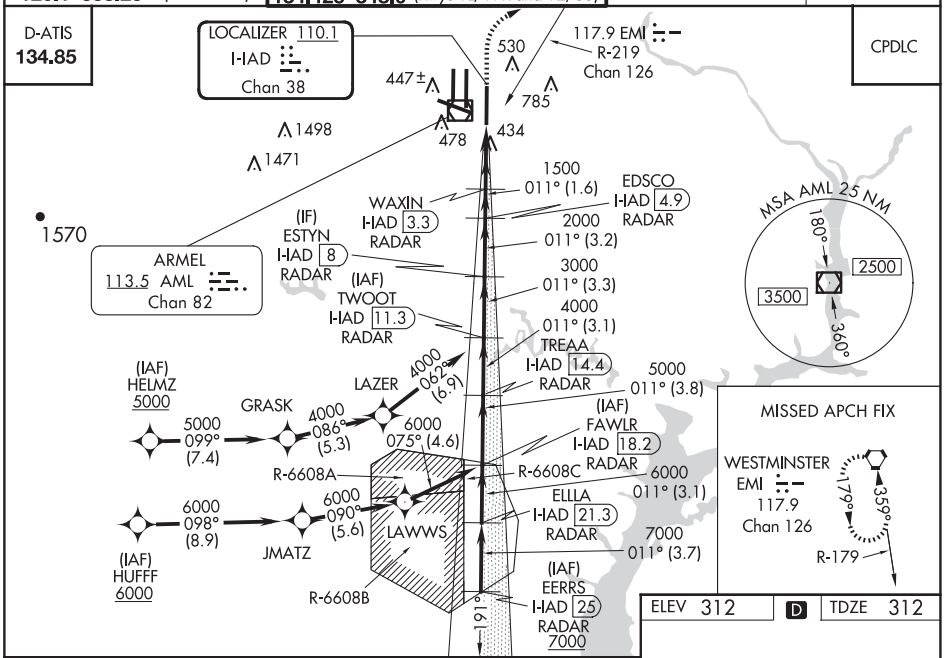
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 060° and EMI VORTAC R-219 to EMI VORTAC and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

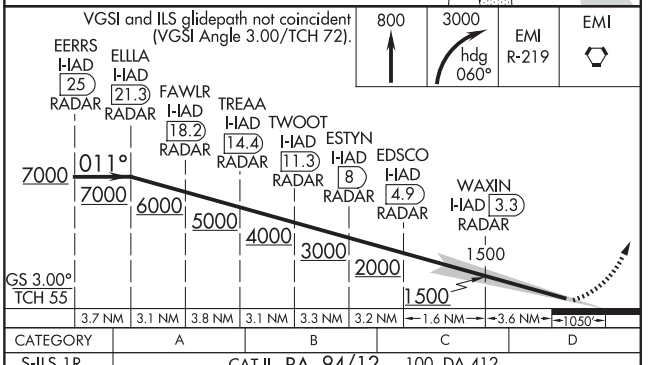
CPDLC

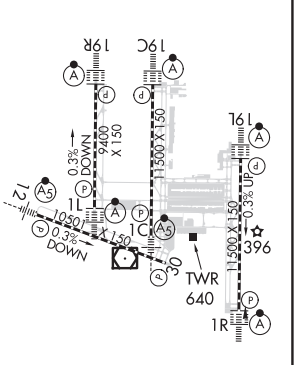


ELEV 312 | D | TDZE 312

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

800	3000 hdg 060°	EMI R-219	EMI





CATEGORY	A	B	C	D
S-ILS 1R	CAT II RA 94/12 100 DA 412			
S-ILS 1R	CAT III RVR 06			

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-DLX	APP CRS	Rwy ldg 11089
111.3	191°	TDZE 272
		Apt Elev 312

ILS RWY 19C (CAT II & III)
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.
RADAR required for procedure entry at NOOXX. DME or RADAR required.

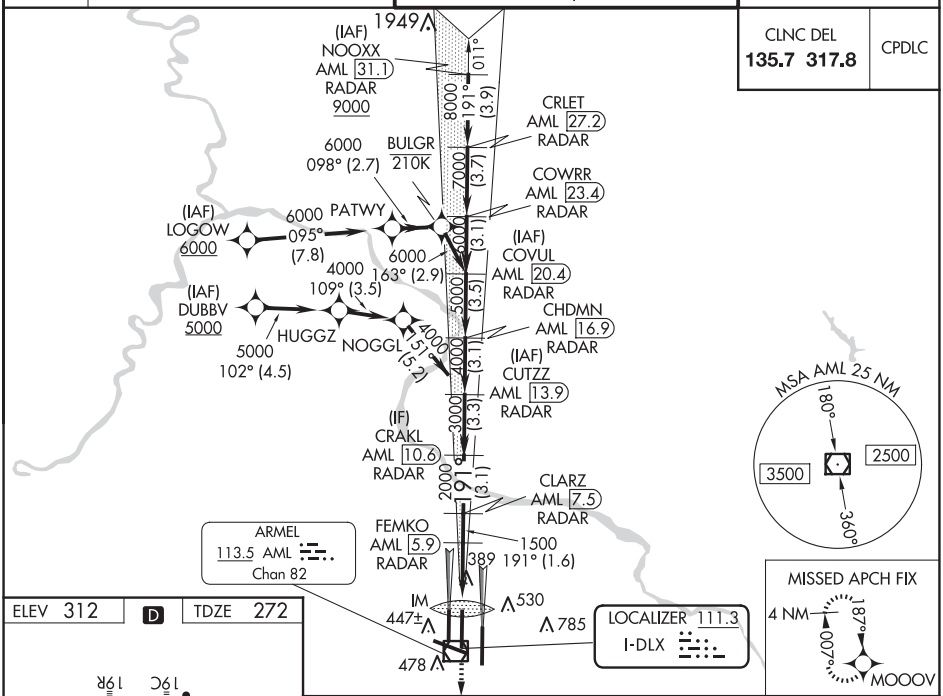
Simultaneous approach authorized. DME from AML VOR/DME. DME use requires simultaneous reception of I-DLX and AML DME.

ALSF-2

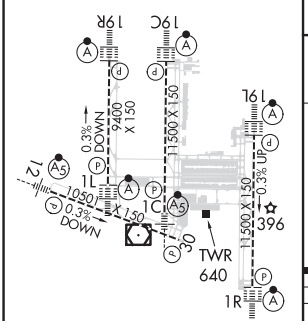
MISSED APPROACH: Climb to 3000 direct MOOOV and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



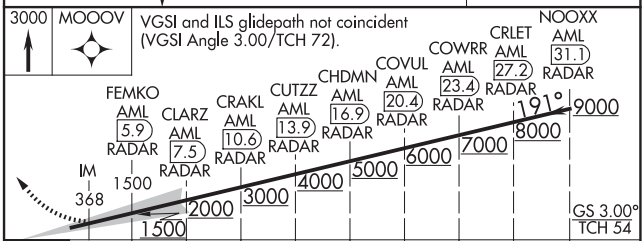
ELEV 312 D TDZE 272



REIL Rwy 30
HIRL all Rwys
TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R

3000 MOOOV

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



CATEGORY	A	B	C	D
S-ILS 19C	CAT II RA 110/12 100 DA 372			
S-ILS 19C	CAT IIIa RVR 07			
S-ILS 19C	CAT IIIb RVR 06			
S-ILS 19C	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC

AL-5100 (FAA)

24249

ILS RWY 19R (CAT II & III)
WASHINGTON DULLES INTL (IAD)

LOC/DME I-ISU 110.75 Chan 44 (Y)	APP CRS 191°	Rwy ldg 9400 TDZE 278 Apt Elev 312

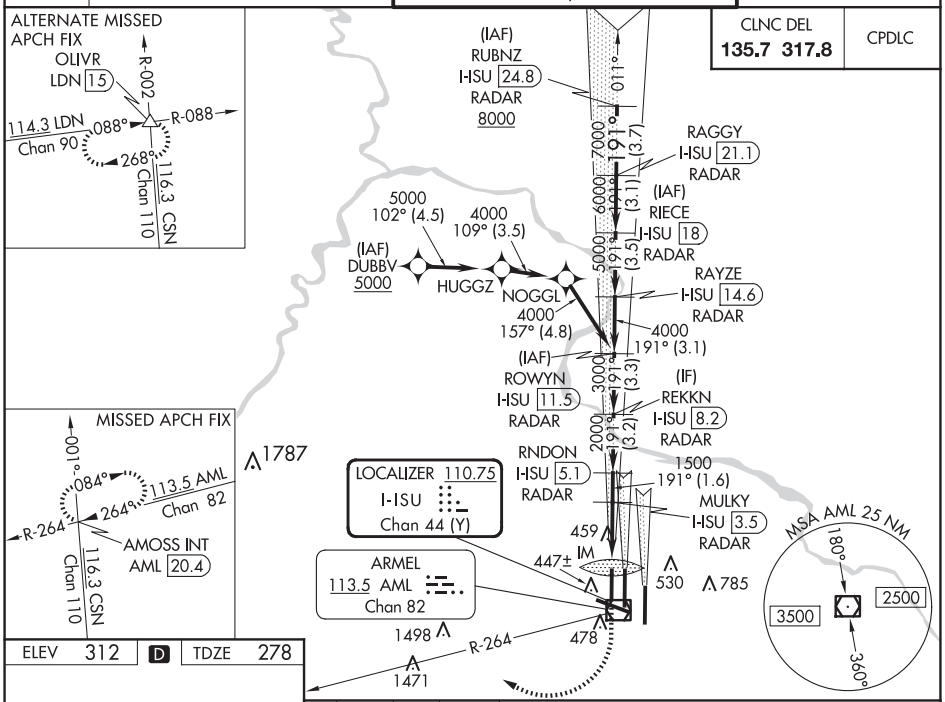
RNP APCH-GPS. From DUBBV.
DME or RADAR required. RADAR required for procedure entry at RUBNZ.
Simultaneous approach authorized.

ALSF-2

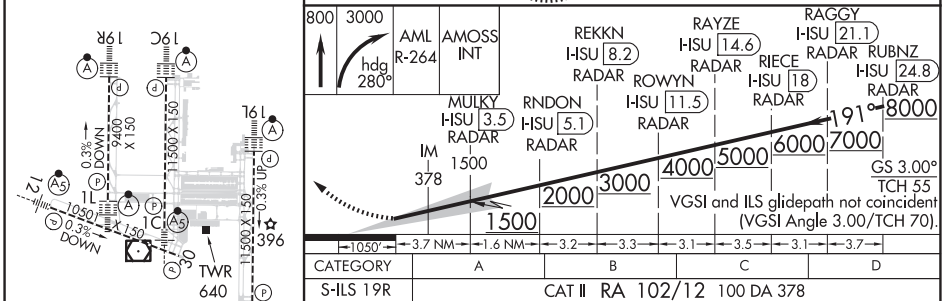
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 on heading 280° and AML VOR/DME R-264 to AMOSS INT/AML 20.4 DME and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



ELEV 312	D	TDZE 278



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
S-ILS 19R	CAT II RA 102/12 100 DA 378			
S-ILS 19R	CAT IIIa RVR 07			
S-ILS 19R	CAT IIIb RVR 06			
S-ILS 19R	CAT IIIc NA			

CATEGORY II & III ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

LOC I-OSZ	APP CRS	Rwy ldg 11500
111.3	011°	TDZE 286
		Apt Elev 312

ILS RWY 1C (SA CAT II)
WASHINGTON DULLES INTL (IAD)

RNP APCH-GPS. From HELMZ or HUFFF.

DME or RADAR required.
RADAR required for procedure entry at BRODY.

Simultaneous approach authorized. DME from AML VOR/DME.
DME use requires simultaneous reception of I-OSZ and AML DME.
Requires specific OPSPEC, MSPEC, or LOA approval.

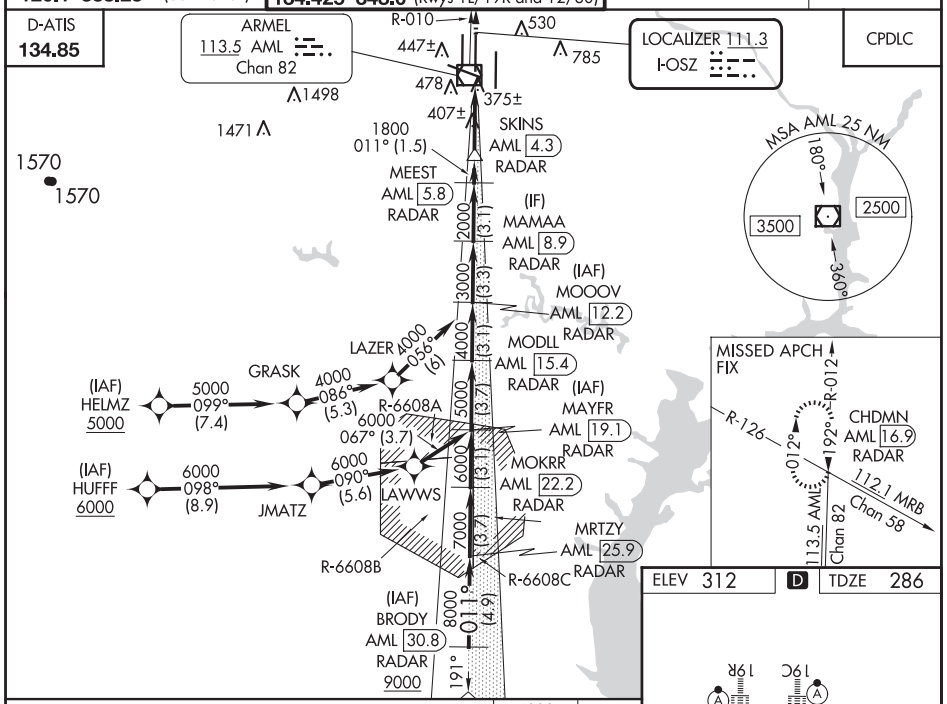
MALSR

MISSED APPROACH: Climb to 4000 on AML VOR/DME R-010 to CHDMN/AML 16.9 DME/RADAR and hold, continue climb-in-hold to 4000.

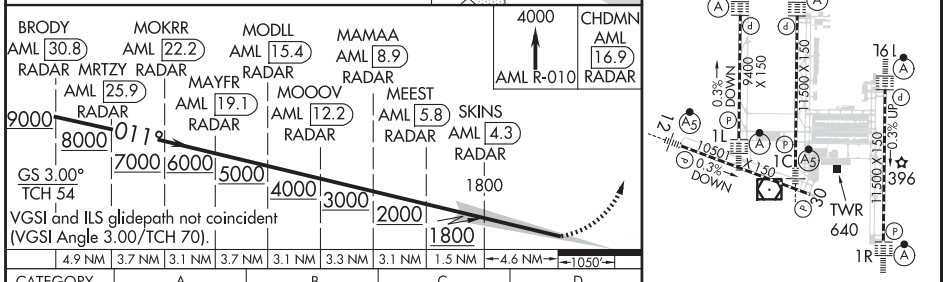
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

CPDLC

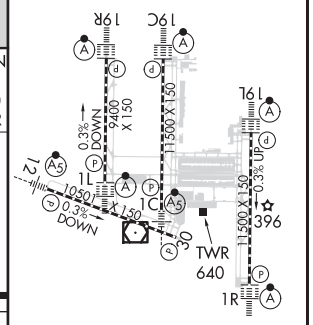


ELEV 312 D TDZE 286



CATEGORY	A	B	C	D
S-ILS 1C	RA 104/12 100 DA 386			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC | AL-5100 (FAA) | 25163

LOC/DME I-SGC	APP CRS	Rwy Ldg 11500
110.1	191°	TDZE 302
Chan 38		Apt Elev 312

ILS RWY 19L (SA CAT II)
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS. From LOGOW, or DUBBV, or LEMIU.
DME or RADAR required. RADAR required for procedure entry at LEMIU.
Simultaneous approach authorized.
Requires specific OPSPEC, MSPEC, or LOA approval.

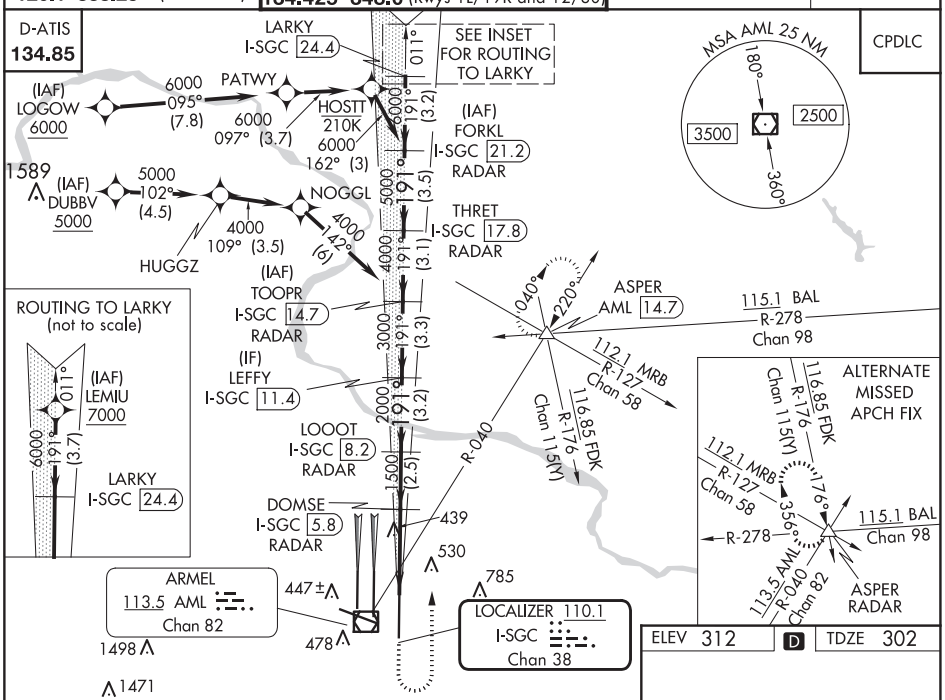
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 on heading 010° and on AML VOR/DME R-040 to ASPER INT/AML 14.7 DME and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°)	120.1 317.8 (Rwy 1R/19L)	121.9 317.8 (EAST)	135.7 317.8
128.525 306.925 (091°-240°)	120.25 348.6 (Rwy 1C/19C)	121.625 348.6 (WEST)	
126.1 338.25 (331°-090°)	134.425 348.6 (Rwys 1L/19R and 12/30)		

D-ATIS 134.85

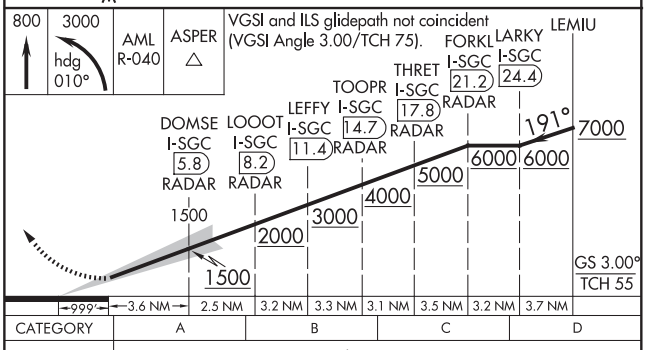
CPDLC

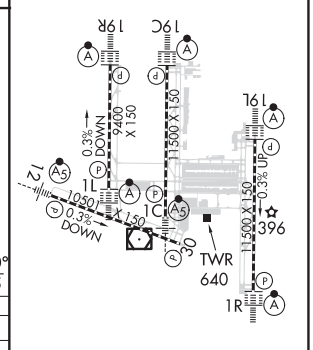


ELEV 312 | D | TDZE 302

800	3000 hdg 010°	AML R-040	ASPER △

VGSI and ILS glidepath not coincident (VGSI Angle 3.00/TCH 75).





CATEGORY	A	B	C	D
S-ILS 19L	RA 100/12 100 DA 402			

SA CATEGORY II ILS - SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	11500
011°	TDZE	286
	Apt Elev	312

RNAV (RNP) Z RWY 1C
WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS. Authorization required.

Simultaneous approach authorized. For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4000.

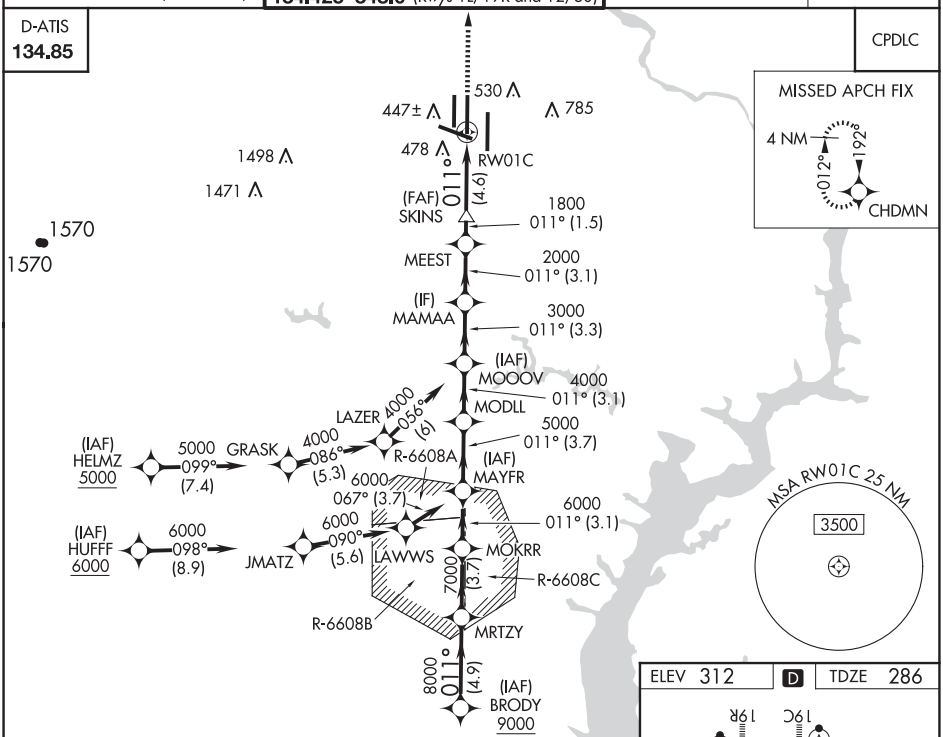
MALSR

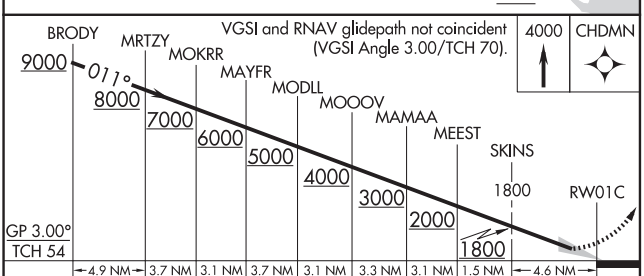
MISSED APPROACH: Climb to 4000 direct CHDMN and hold, continue climb-in-hold to 4000.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC

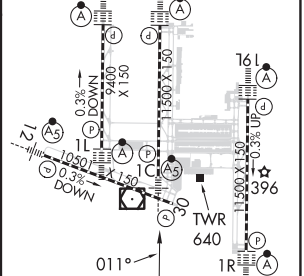




CATEGORY	A	B	C	D
RNP 0.11 DA	540/24 254 (300-½)			
RNP 0.30 DA	730/45 444 (500-⅞)			

AUTHORIZATION REQUIRED

ELEV 312 | D | TDZE 286



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC | AL-5100 (FAA) | 25107

APP CRS	Rwy ldg	9400
011°	TDZE	296
	Apt Elev	312

RNAV (RNP) Z RWY 1L
WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500 and RNP 0.30 all Cats visibility to RVR 6000.

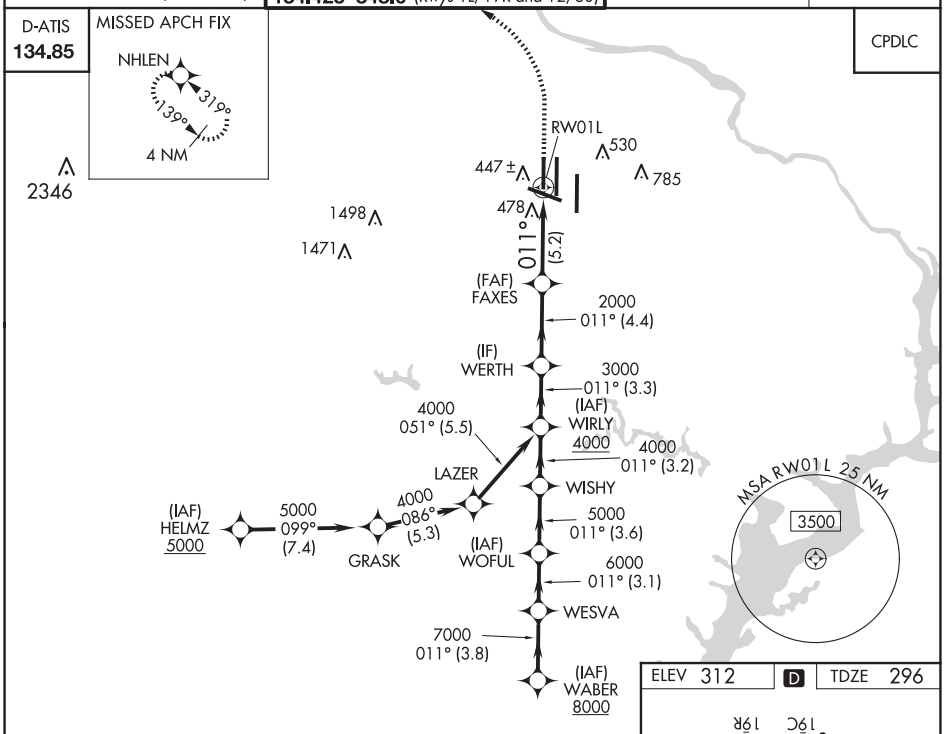
ALSF-2

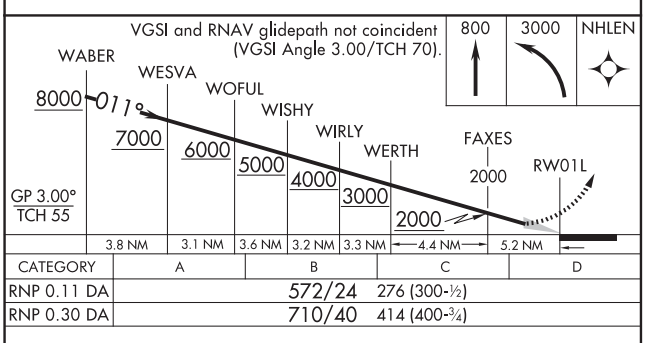
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC

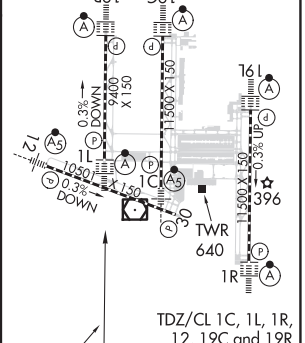




CATEGORY	A	B	C	D
RNP 0.11 DA	572/24	276 (300-½)		
RNP 0.30 DA	710/40	414 (400-¾)		

AUTHORIZATION REQUIRED

ELEV 312 | D | TDZE 296



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (RNP) Z RWY 1R
WASHINGTON DULLES INTL (IAD)

APP CRS	Rwy ldg	11500
011°	TDZE	312
	Apt Elev	312

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

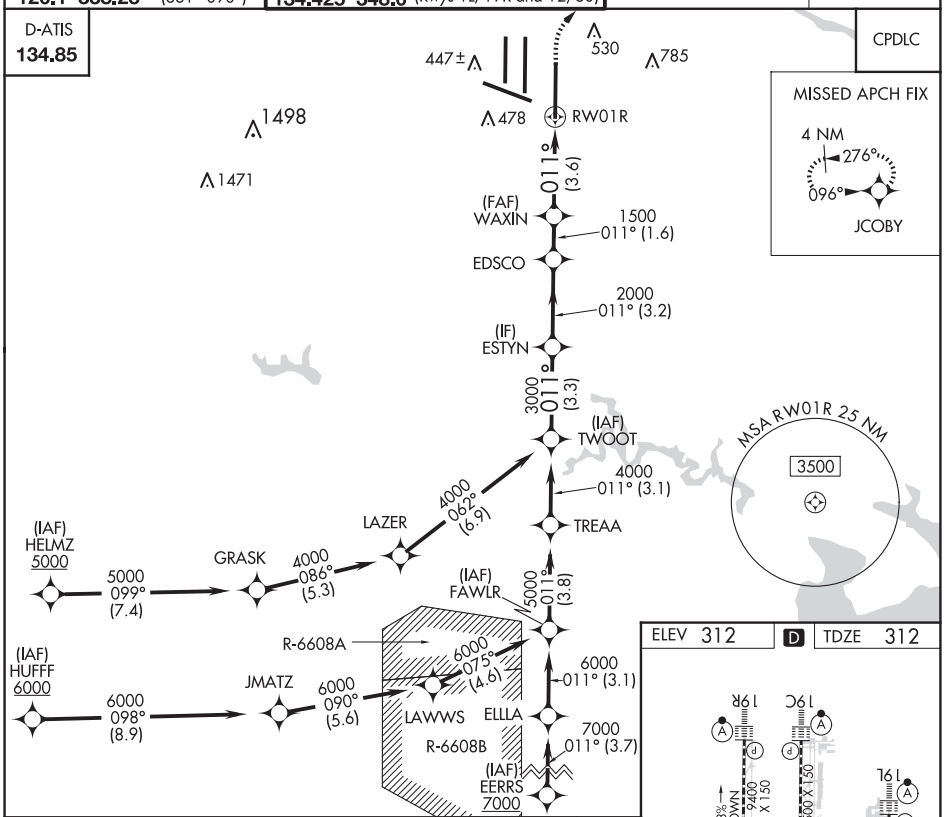
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct JCOBY and hold.

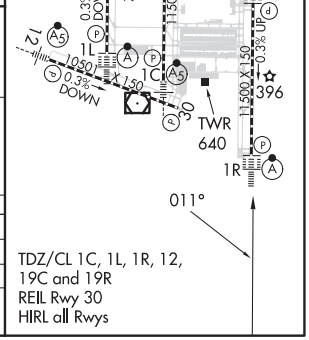
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC

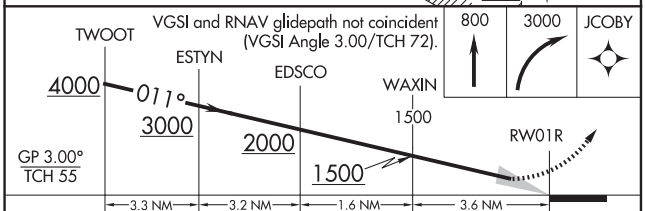


ELEV 312 | D | TDZE 312



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

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



CATEGORY	A	B	C	D
RNP 0.11 DA	625/24		313 (400-½)	
RNP 0.30 DA	770/45		458 (500-⅞)	

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	11089
191°	TDZE	272
	Apt Elev	312

RNAV (RNP) Z RWY 19C
WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 visibility all Cats to RVR 4500, and RNP 0.25 visibility all Cats to RVR 5500.

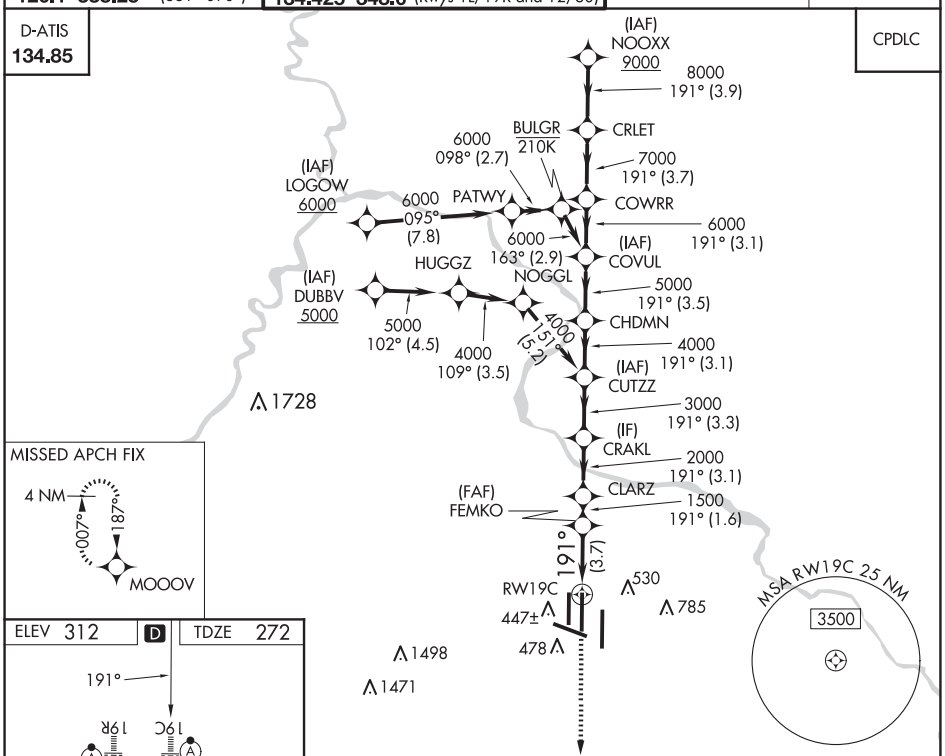
ALSF-2

MISSED APPROACH: Climb to 3000 direct MOOOV and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

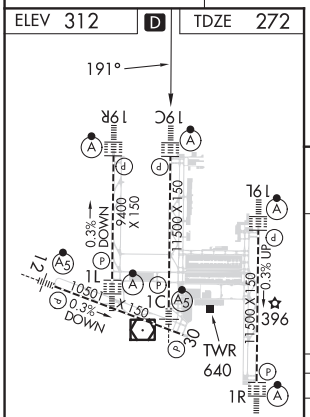
D-ATIS 134.85

CPDLC

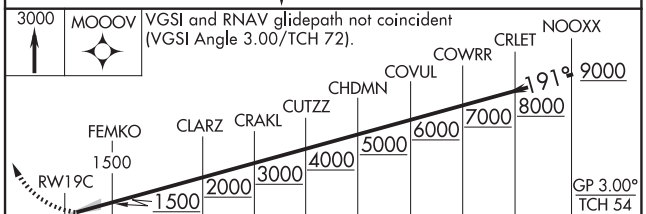


MISSED APCH FIX

ELEV 312 D TDZE 272



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
RNP 0.11 DA	554/24	282 (300-½)		
RNP 0.25 DA	624/30	352 (400-⅝)		
RNP 0.30 DA	702/40	430 (400-¾)		

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	11500
191°	TDZE	302
	Apt Elev	312

RNAV (RNP) Z RWY 19L
WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS.

For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.11 all Cats visibility to RVR 4500.

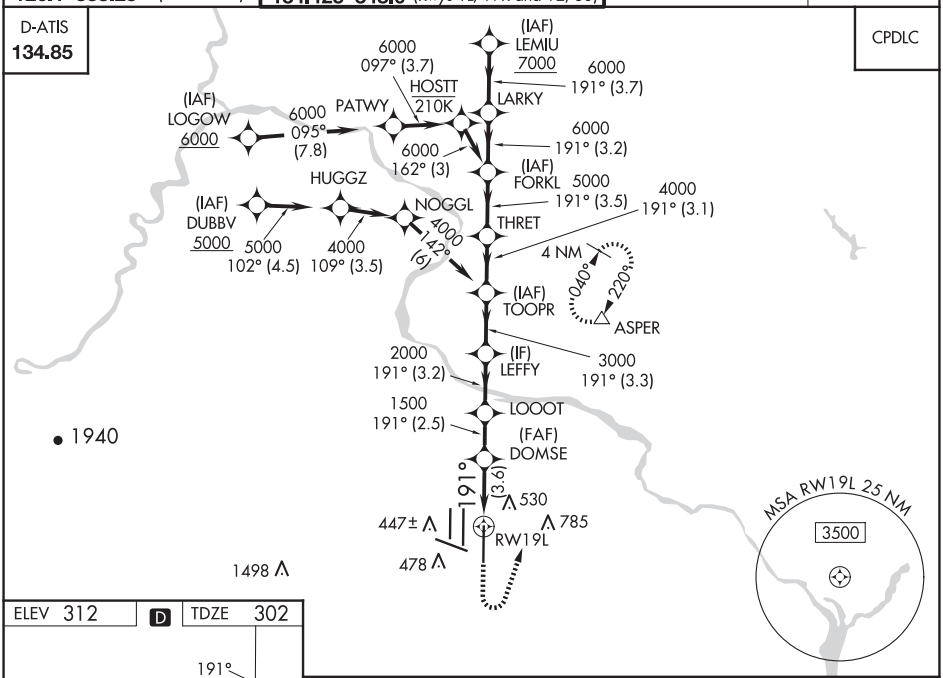
ALSF-2

MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ASPER and hold.

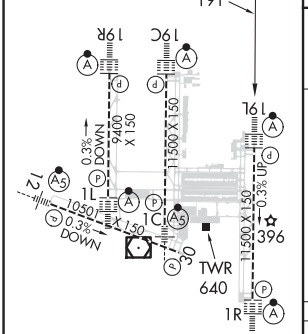
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC



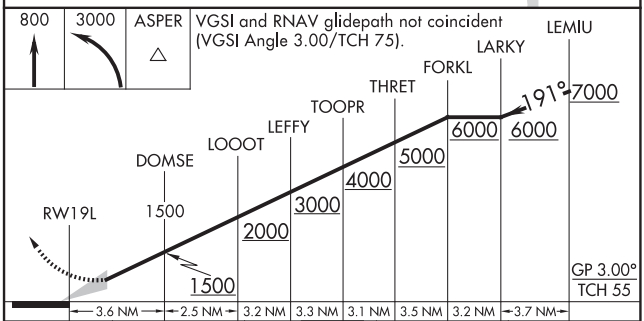
ELEV 312	D	TDZE 302



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL All Rwys

800	3000	ASPER

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 75).



CATEGORY	A	B	C	D
RNP 0.11 DA	620/24 318 (400-½)			
RNP 0.15 DA	684/35 382 (400-⅝)			
RNP 0.30 DA	730/40 428 (500-¾)			

AUTHORIZATION REQUIRED

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC

AL-5100 (FAA)

24249

RNAV (RNP) Z RWY 19R
WASHINGTON DULLES INTL (IAD)

APP CRS	Rwy ldg	9400
191°	TDZE	278
	Apt Elev	312

RNP AR APCH - GPS.

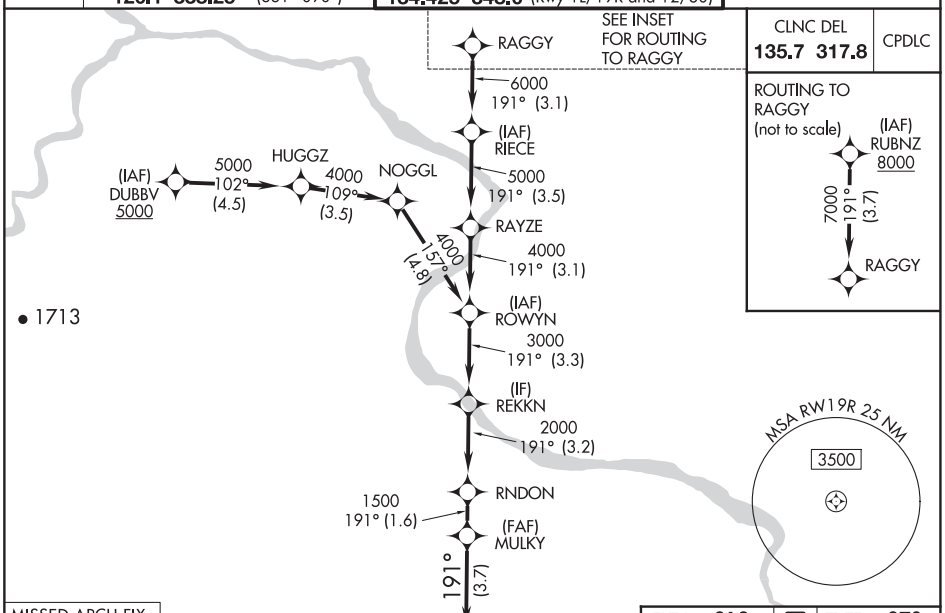
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C. Simultaneous approach authorized. For inop ALS, increase RNP 0.30 visibility all Cats to RVR 5500.

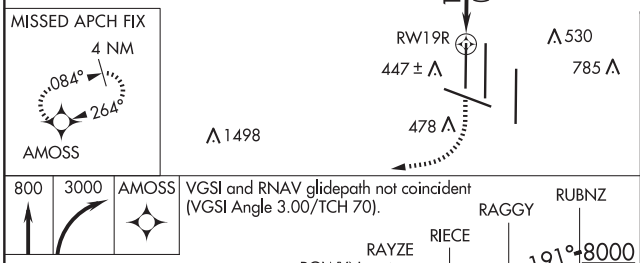
ALSF-2

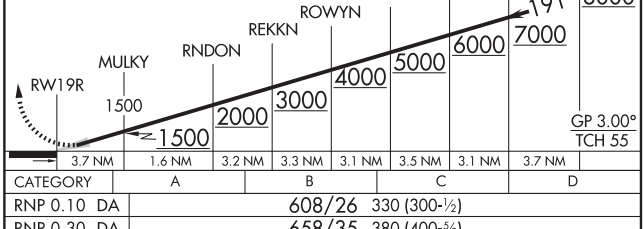
MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct AMOSS and hold.

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



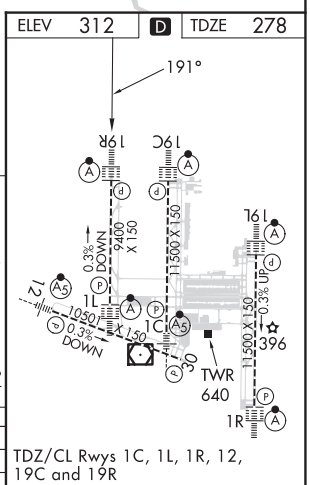




CATEGORY	A	B	C	D
RNP 0.10 DA	608/26 330 (300-½)			
RNP 0.30 DA	658/35 380 (400-⅝)			

AUTHORIZATION REQUIRED

ELEV 312 D TDZE 278



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R

REIL Rwy 30

HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC

Orig 16MAY24

38°57'N-77°28'W

WASHINGTON DULLES INTL (IAD)
RNAV (RNP) Z RWY 19R

APP CRS	Rwy ldg	10501
301°	TDZE	288
	Apt Elev	312

RNAV (RNP) Z RWY 30
WASHINGTON DULLES INTL (IAD)

RNP AR APCH - GPS.

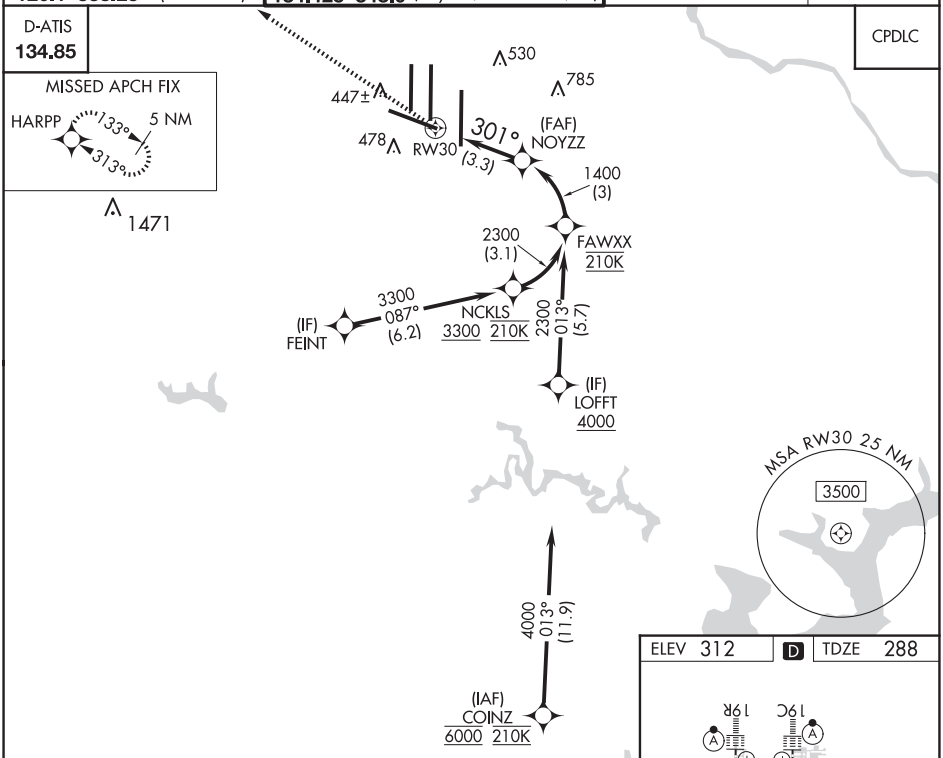
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.

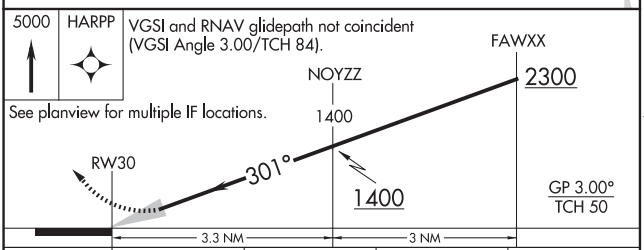
MISSED APPROACH: Climb to 5000 direct HARPP and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC

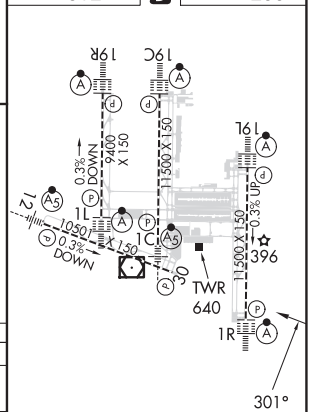




CATEGORY	A	B	C	D
RNP 0.11 DA	750-1⅜ 462 (500-1⅜)			
RNP 0.30 DA	808-1⅜ 520 (500-1⅜)			

AUTHORIZATION REQUIRED

ELEV 312 D TDZE 288



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 86310 W12A	APP CRS 121°	Rwy ldg 10501 TDZE 310 Apt Elev 312

RNAV (GPS) RWY 12
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

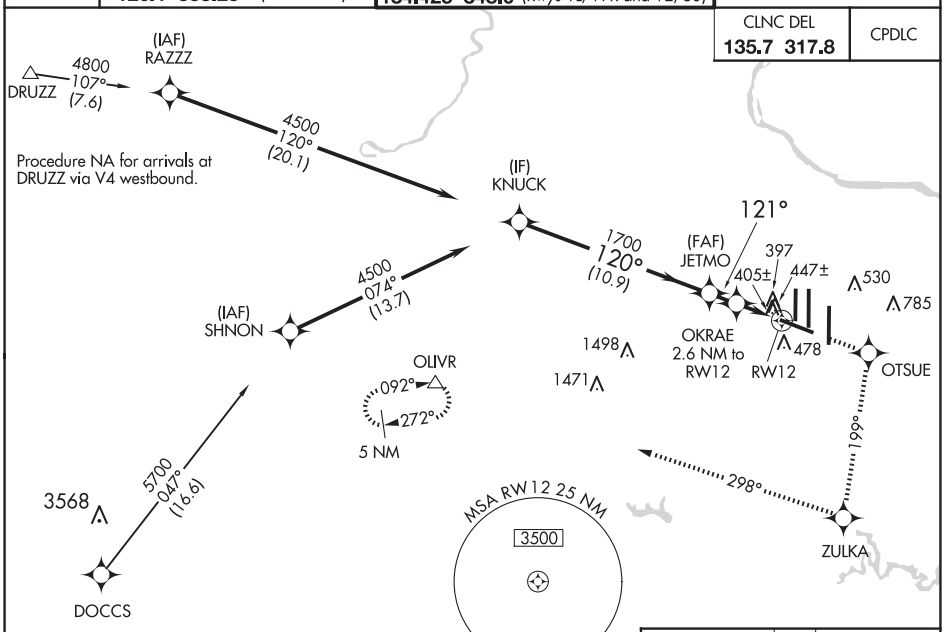
For inop ALS, increase LNAV Cats C/D visibility to RVR 6000.
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C or above 48°C.

MALSR

MISSED APPROACH: Climb to 5000 direct OTSUE and on track 199° to ZULKA and right turn on track 298° to OLIVR and hold.

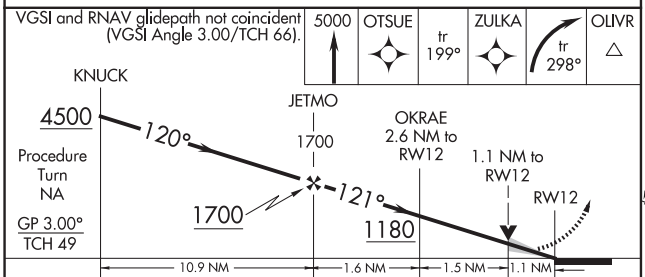
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

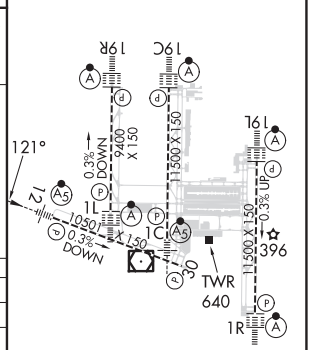
CLNC DEL	CPDLC
135.7 317.8	



ELEV 312	D	TDZE 310

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 66).





CATEGORY	A	B	C	D
LPV DA	510/18 200 (200-½)			
LNAV/VNAV DA	737/50 427 (500-1)			
LNAV MDA	720/24 410 (500-½)		720/40 410 (500-¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 97509 W01B	APP CRS 011°	Rwy ldg 11500 TDZE 286 Apt Elev 312

RNAV (GPS) Y RWY 1C
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

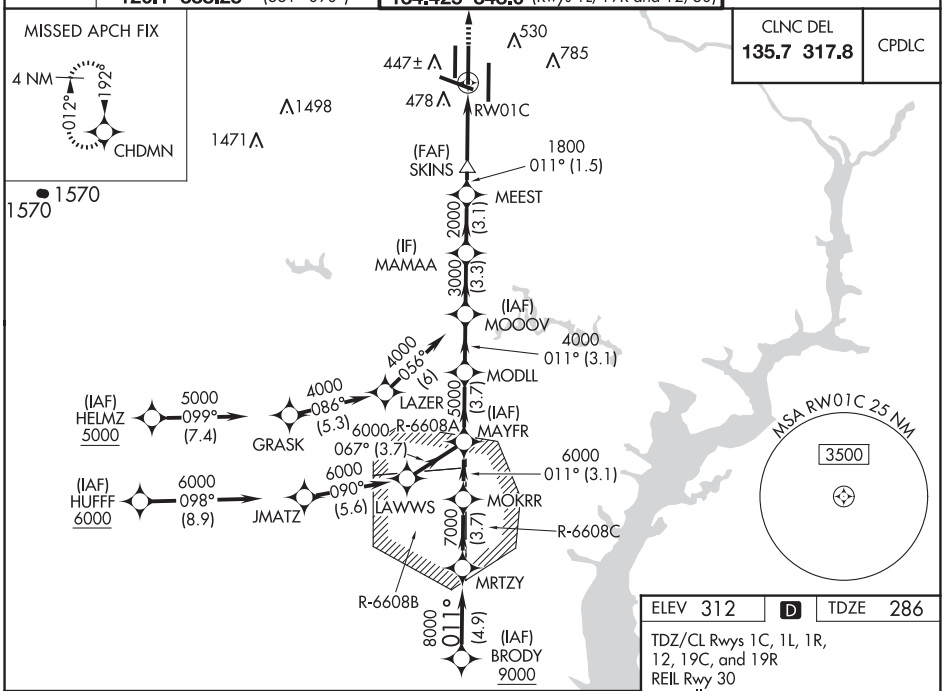
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized. For inop ALS, increase LNAV/VNAV all Cats visibility to 1⅜ SM. Increase LNAV Cat C/D visibility to 1¾ SM.

MALSR

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

D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL 135.7 317.8 | CPDLC

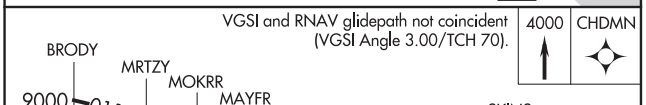


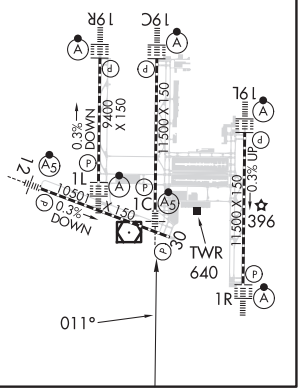
ELEV 312 | D | TDZE 286

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

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

4000 CHDMN





CATEGORY	A	B	C	D
LPV DA	486/18 200 (200-½)			
LNAV/VNAV DA	801/55 515 (500-1)			
LNAV MDA	900/24 614 (600-½)		900-1⅜ 614 (600-1⅜)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 99309 W01D	APP CRS 011°	Rwy ldg 9400 TDZE 296 Apt Elev 312

RNAV (GPS) Y RWY 1L
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

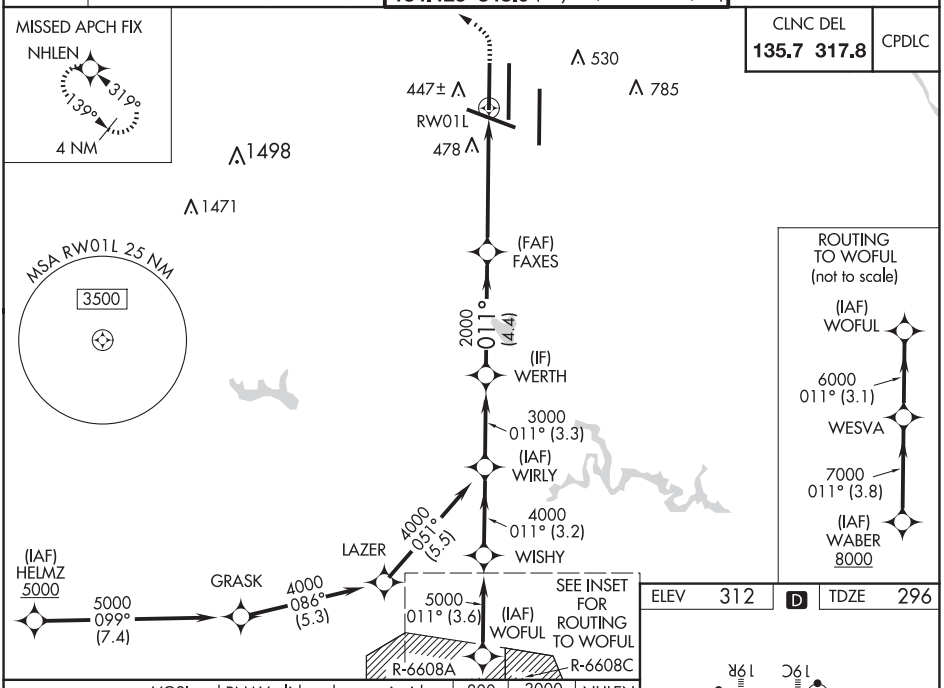
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Use of FD or AP required during simultaneous operations. LNAV procedure NA during simultaneous operations. Simultaneous approach authorized.
For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 5500. Increase LNAV Cat C/D visibility to 1⅜ SM.

ALSF-2

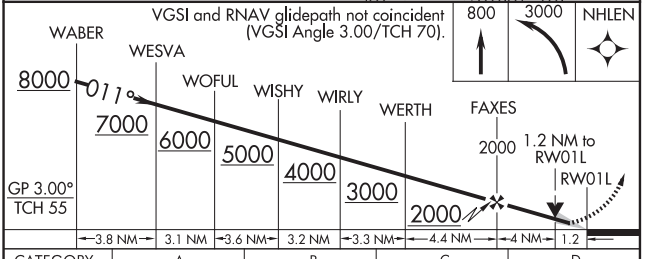
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct NHLEN and hold.

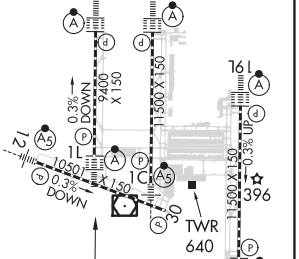
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL	CPDLC
135.7 317.8	



ELEV	312	D	TDZE	296





TDZ/CL Rwys 1C, 1L, 1R, 12, 19C, and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	496/18 200 (200-½)			
LNAV/VNAV DA	658/35 362 (400-⅝)			
LNAV MDA	760/24 464 (500-½)		760/50 464 (500-1)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 56409 W01A	APP CRS 011°	Rwy ldg 11500 TDZE 312 Apt Elev 312

RNAV (GPS) Y RWY 1R
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For inop ALS, increase LNAV/VNAV all Cats visibility to RVR 6000 and LNAV Cat C/D visibility to 1⅜ SM.

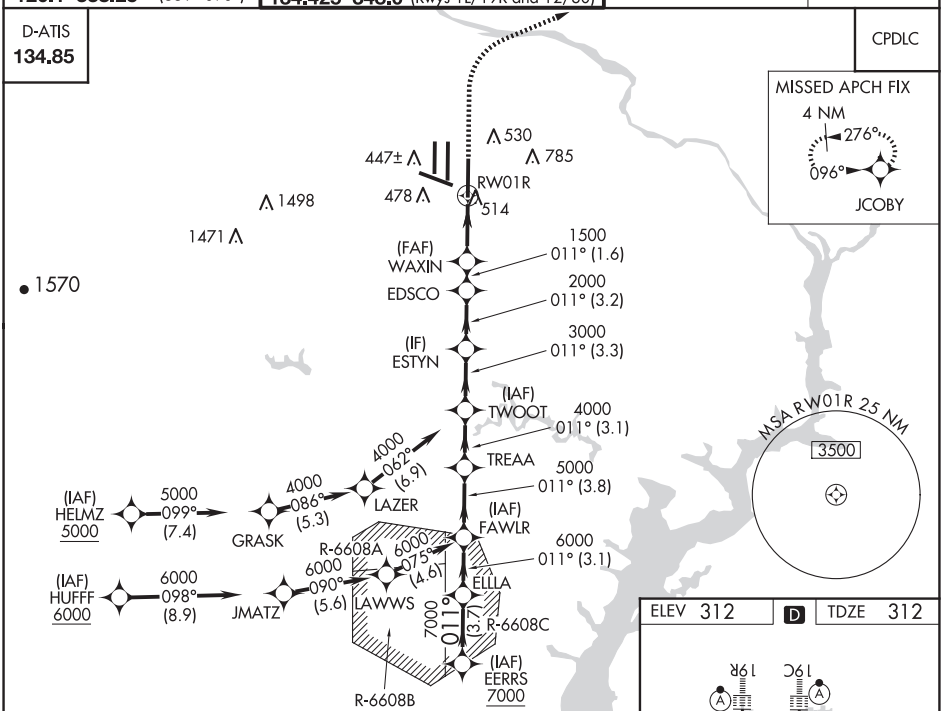
ALSF-2

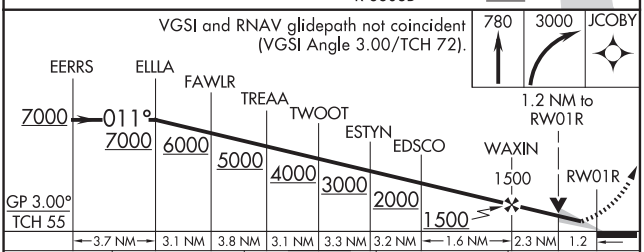
MISSED APPROACH: Climb to 780, then climbing right turn to 3000 direct JCOBY and hold.

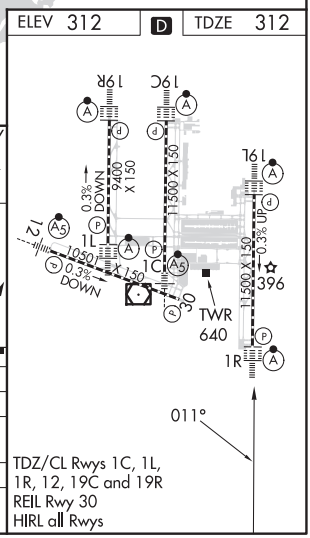
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

CPDLC







TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	512/18 200 (200-½)			
LNAV/VNAV DA	728/40 416 (500-¾)			
LNAV MDA	780/24 468 (500-½)		780/50 468 (500-1)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

WASHINGTON, DC
Amdt 2A 17APR25
38°57'N-77°28'W
WASHINGTON DULLES INTL (IAD)
RNAV (GPS) Y RWY 1R
529

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC | AL-5100 (FAA) | 24249

WAAS CH 40305 W19B	APP CRS 191°	Rwy ldg 11089 TDZE 272 Apt Elev 312

RNAV (GPS) Y RWY 19C
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

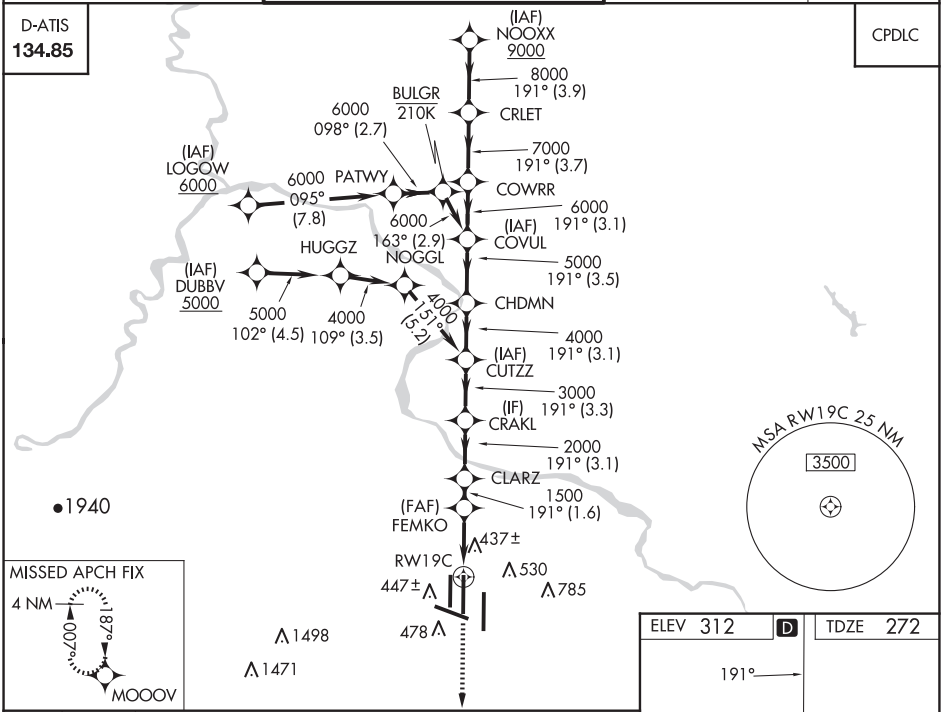
ALSF-2

MISSED APPROACH: Climb to 3000 direct MOOOV and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

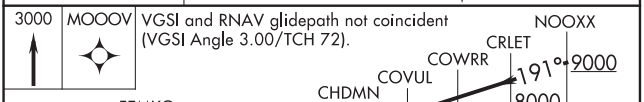
D-ATIS 134.85

CPDLC

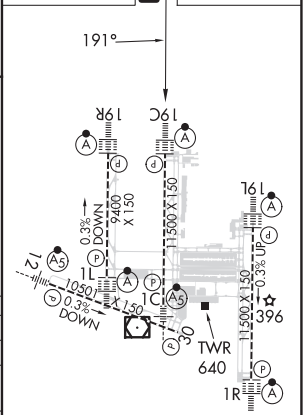


MISSED APCH FIX

3000 | MOOOV | VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 72).



ELEV 312 D TDZE 272



TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

CATEGORY	A	B	C	D
LPV DA	472/18 200 (200-½)			
LNAV/VNAV DA	700/40 428 (400-¾)			
LNAV MDA	700/24 428 (400-½)		700/40 428 (400-¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 58105 W19A	APP CRS 191°	Rwy ldg 11500 TDZE 302 Apt Elev 312

RNAV (GPS) Y RWY 19L
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

Simultaneous approach authorized. LNAV procedure NA during simultaneous operations.
For uncompensated Baro-VNAV systems, procedure NA below -13°C or above 54°C.
Use of FD or AP required during simultaneous operations.
* RVR 1800 authorized with use of FD or AP or HUD to DA.

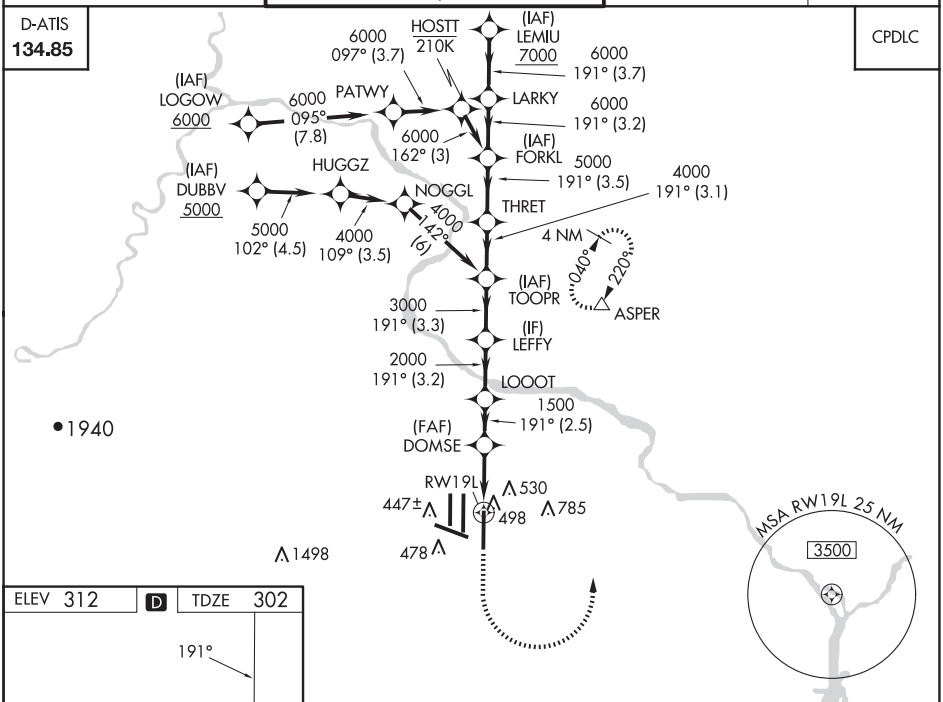
ALSF-2

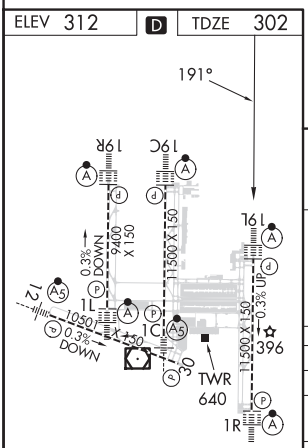
MISSED APPROACH: Climb to 800 then climbing left turn to 3000 direct ASPER and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

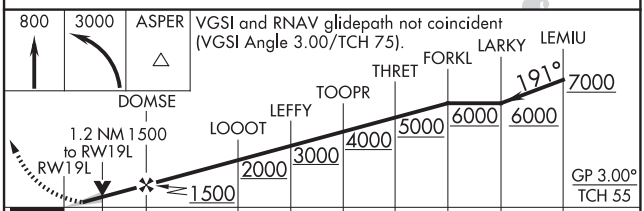
D-ATIS 134.85

CPDLC





TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys



CATEGORY	A	B	C	D
LPV DA*	502/24 200 (200-½)			
LNAV/VNAV DA	760/45 458 (500-⅞)			
LNAV MDA	760/24 458 (500-½)		760/45 458 (500-⅞)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC

AL-5100 (FAA)

24249

RNAV (GPS) Y RWY 19R
WASHINGTON DULLES INTL (IAD)

WAAS CH 86709 W19D	APP CRS 191°	Rwy ldg 9400 TDZE 278 Apt Elev 312

RNP APCH - GPS.

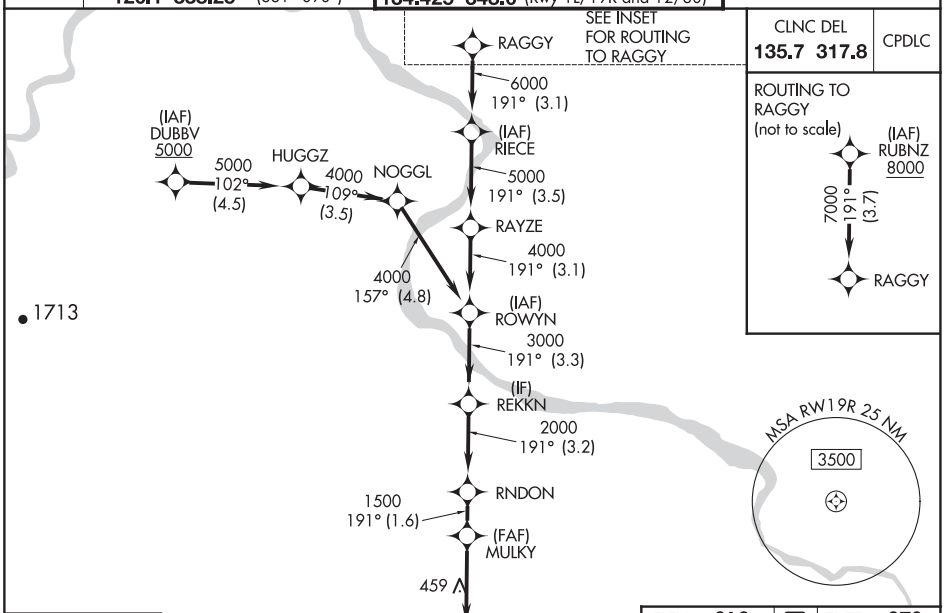
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C. Simultaneous approach authorized. LNAV procedure NA during simultaneous operations. Use of FD or AP required during simultaneous operations.

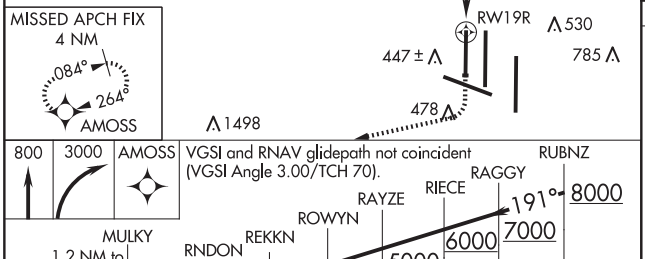
ALSF-2

MISSED APPROACH: Climb to 800 then climbing right turn to 3000 direct AMOSS and hold.

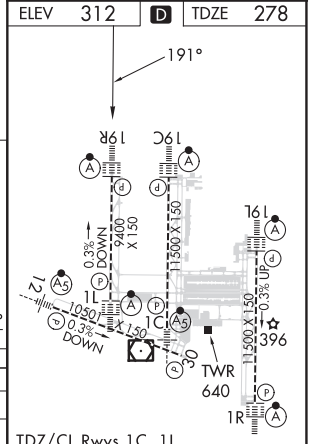
D-ATIS	POTOMAC APP CON	DULLES TOWER	GND CON
134.85	120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwy 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)

CLNC DEL 135.7 317.8 | CPDLC





ELEV 312 | D | TDZE 278



CATEGORY	A	B	C	D
LPV DA	478/18 200 (200-½)			
LNAV/VNAV DA	708/40 430 (400-¾)			
LNAV MDA	720/24 442 (500-½)		720/45 442 (500-⅞)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

TDZ/CL Rwys 1C, 1L, 1R, 12, 19C and 19R

REIL Rwy 30

HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

APP CRS	Rwy ldg	10501
301°	TDZE	288
	Apt Elev	312

RNAV (GPS) Y RWY 30
WASHINGTON DULLES INTL (IAD)

RNP APCH - GPS.

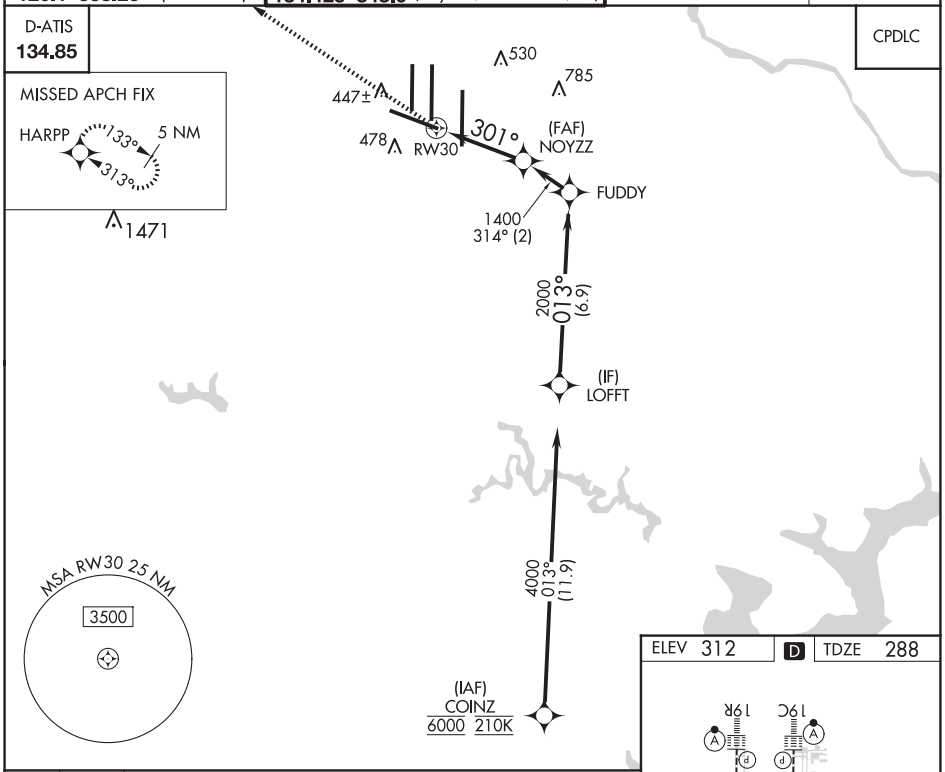
For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -13°C or above 54°C.

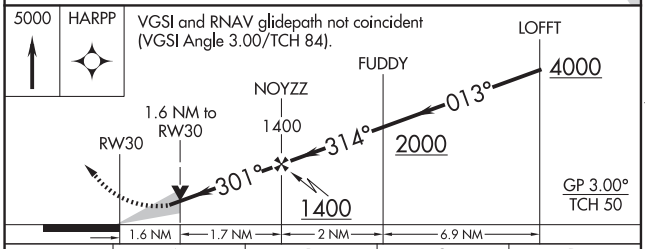
MISSED APPROACH: Climb to 5000 direct HARPP and hold.

POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

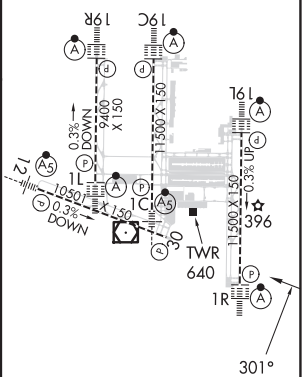
CPDLC





CATEGORY	A	B	C	D
LNAV/VNAV DA	801-1⅜ 513 (500-1⅜)			
LNAV MDA	900/55 612 (600-1)		900-1¾ 612 (600-1¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)

ELEV 312 D TDZE 288



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

WASHINGTON, DC | AL-5100 (FAA) | 24361

VOR/DME AML	APP CRS	Rwy ldg	10501
113.5	120°	TDZE	310
Chan 82		Apt Elev	312

VOR/DME RWY 12
WASHINGTON DULLES INTL (IAD)

MALSR

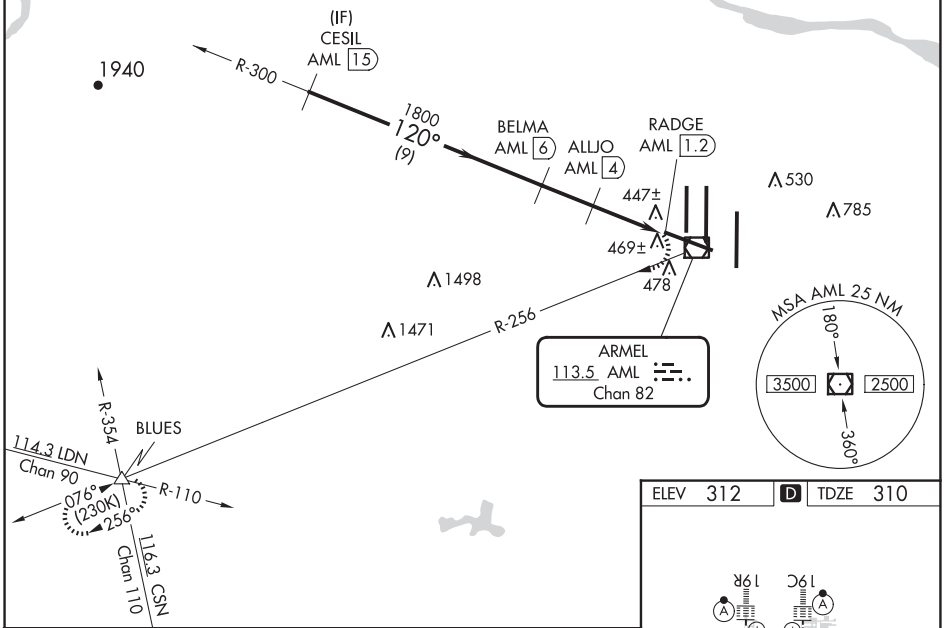
MISSED APPROACH: Climbing right turn to 4000 on AML VOR/DME R-256 to BLUES INT and hold.

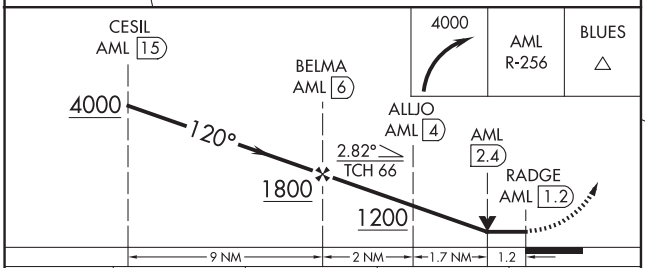
POTOMAC APP CON	DULLES TOWER	GND CON	CLNC DEL
120.45 306.925 (241°-330°) 128.525 306.925 (091°-240°) 126.1 338.25 (331°-090°)	120.1 317.8 (Rwy 1R/19L) 120.25 348.6 (Rwy 1C/19C) 134.425 348.6 (Rwys 1L/19R and 12/30)	121.9 317.8 (EAST) 121.625 348.6 (WEST)	135.7 317.8

D-ATIS 134.85

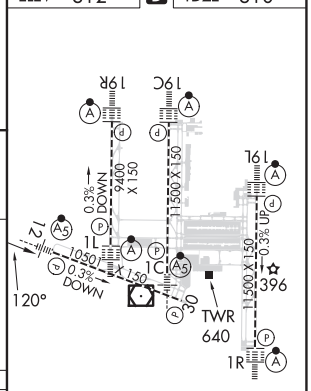
RADAR REQUIRED

CPDLC





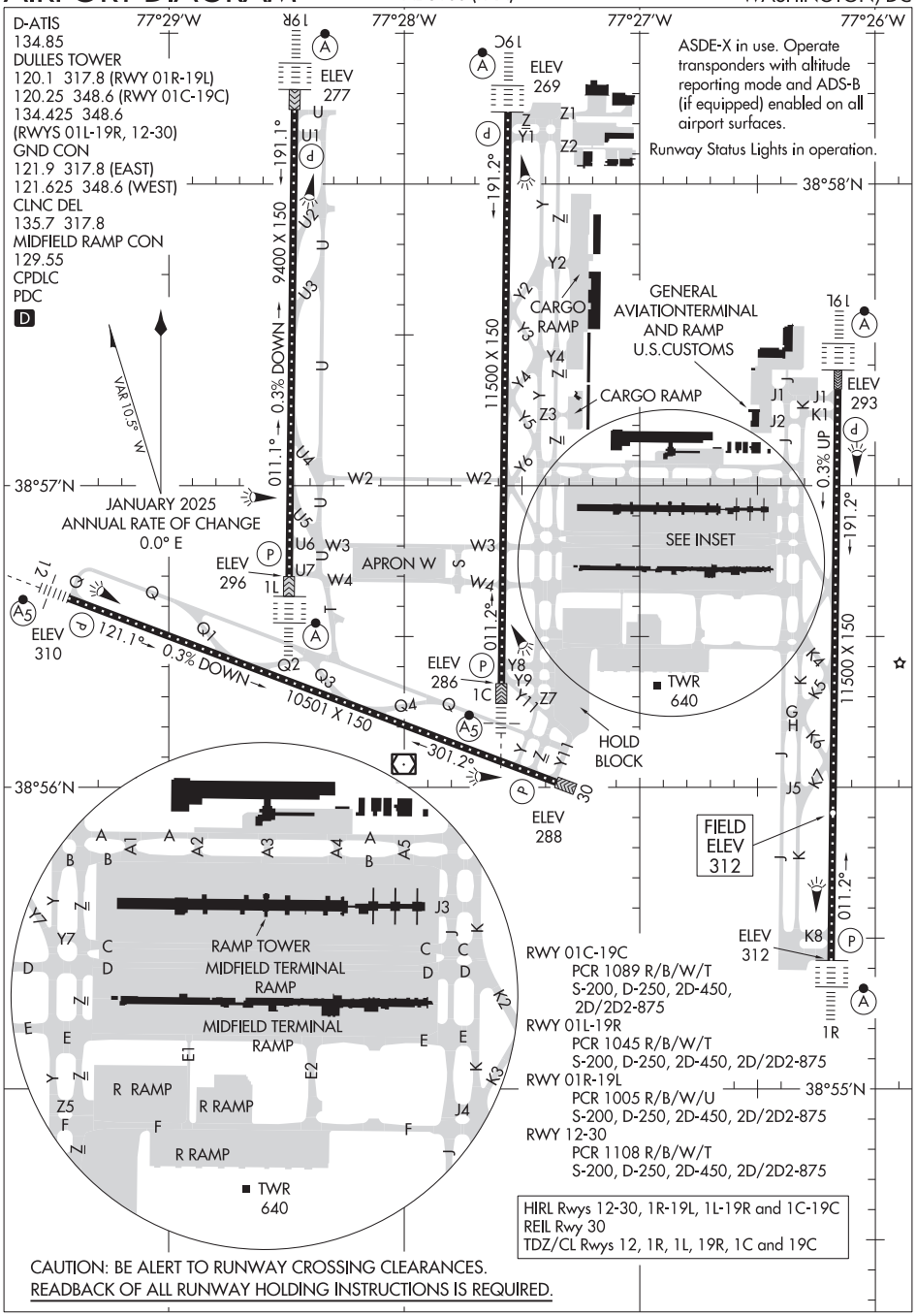
CATEGORY	A	B	C	D
S-12	740/24 430 (500-½)		740/40 430 (500-¾)	
CIRCLING	940-1 628 (700-1)		940-1¾ 628 (700-1¾)	1180-2¾ 868 (900-2¾)



TDZ/CL 1C, 1L, 1R, 12, 19C and 19R
REIL Rwy 30
HIRL all Rwys

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

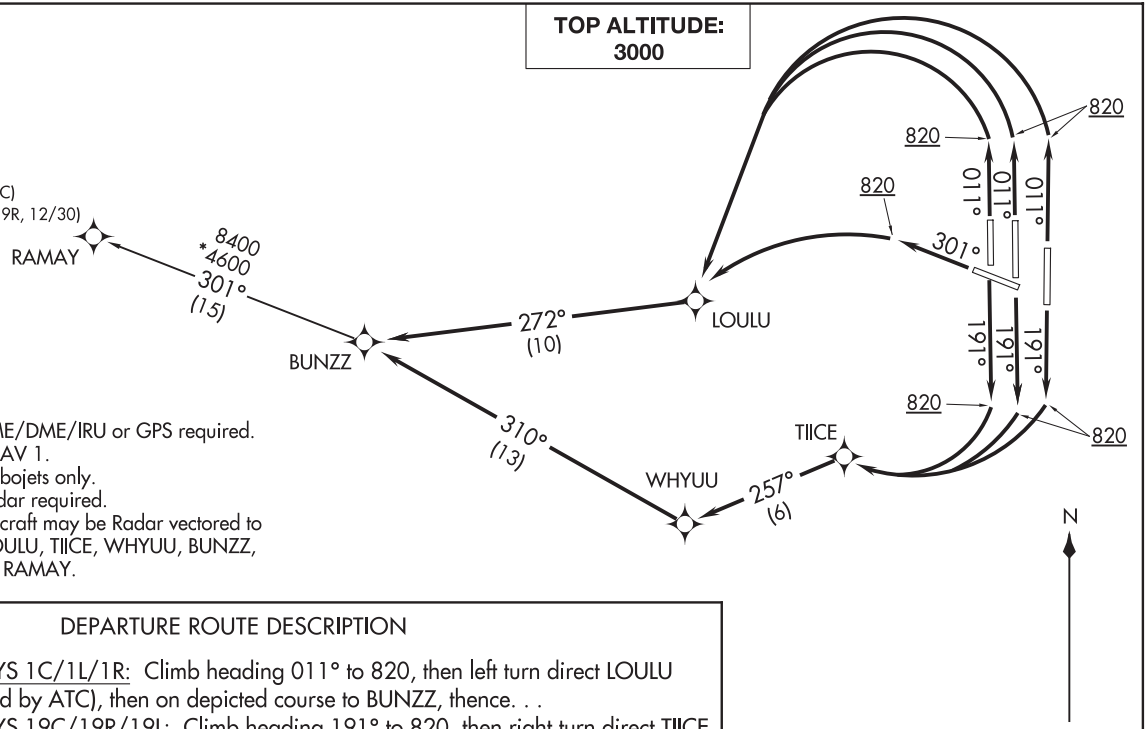


NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

D-ATIS 134.85
CLNC DEL 135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65

TOP ALTITUDE: 3000



NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: Radar required.
NOTE: Aircraft may be Radar vectored to LOULU, TIICE, WHYUU, BUNZZ, or RAMAY.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1C/1L/1R: Climb heading 011° to 820, then left turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
TAKEOFF RUNWAYS 19C/19R/19L: Climb heading 191° to 820, then right turn direct TIICE (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then left turn direct LOULU (or heading assigned by ATC), then on depicted course to BUNZZ, thence. . .
. . . Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

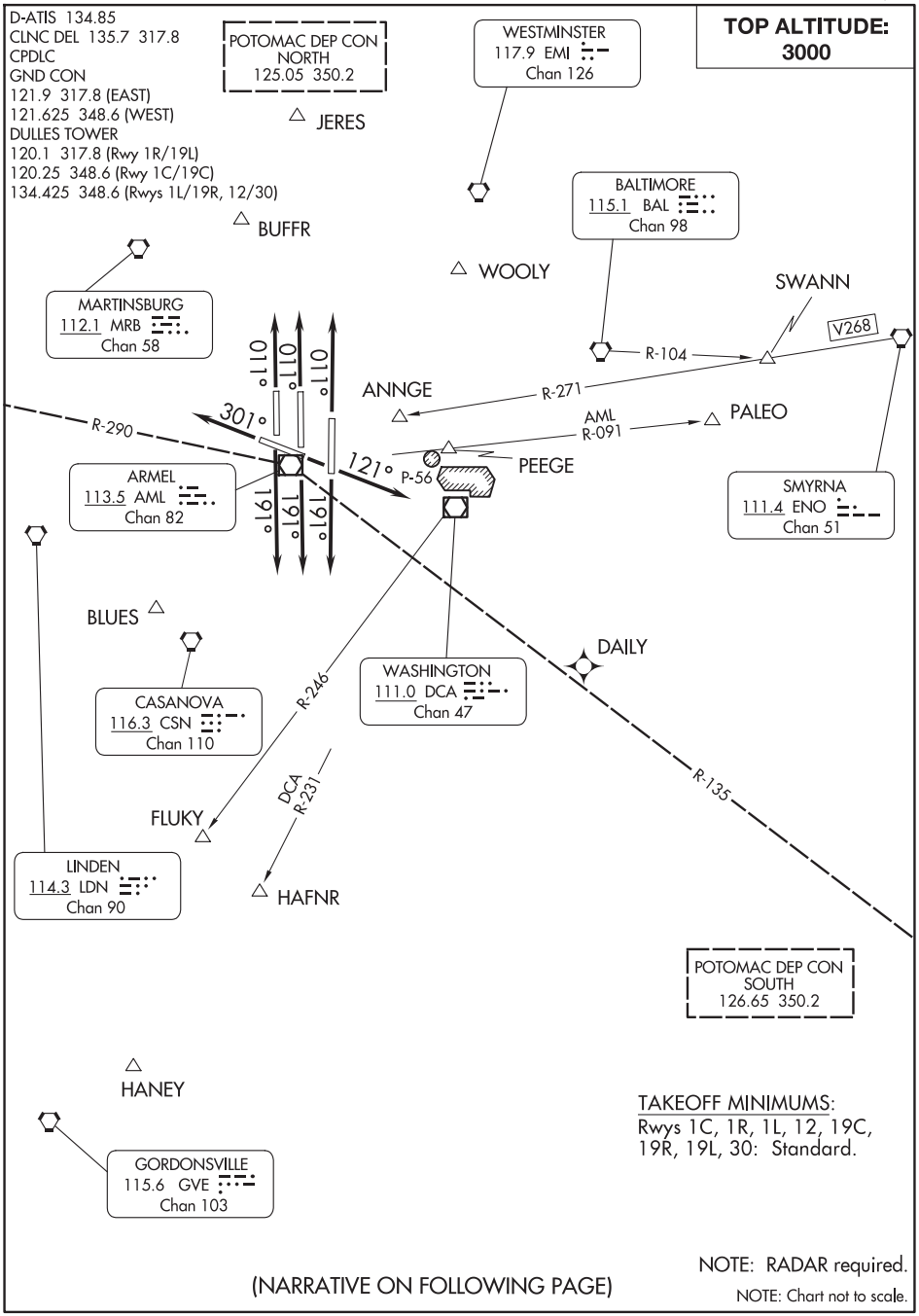
RAMAY TRANSITION (BUNZZ3.RAMAY)

TAKEOFF MINIMUMS:
Rwy 12: NA-ATC.
Rwy 1C, 1L, 1R, 19C, 19L, 19R, 30: Standard with minimum climb of 500′ per NM to 820.

NOTE: Chart not to scale.

CAPITAL ONE DEPARTURE

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC



TAKEOFF MINIMUMS:
Rwys 1C, 1R, 1L, 12, 19C, 19R, 19L, 30: Standard.

NOTE: RADAR required.

NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-3, 12 JUN 2025 to 07 AUG 2025

CAPITAL ONE DEPARTURE
(CPTAL1.IAD) 17AUG17
WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

DEPARTURE ROUTE DESCRIPTION

TAKE OFF RUNWAYS 1C, 1L, 1R: Climb heading 011° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAY 12: Climb heading 121° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAYS 19C, 19L, 19R: Climb heading 191° or as assigned by ATC, Thence. . . .
TAKE OFF RUNWAY 30: Climb heading 301° or as assigned by ATC, Thence. . . .

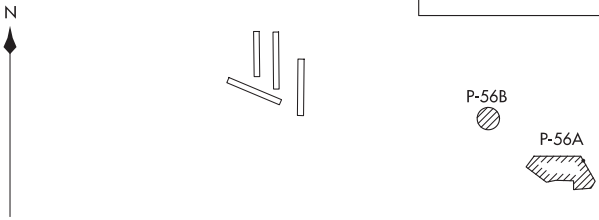
. . . .Expect radar vectors to filed/assigned route or depicted fix. Maintain 3000, expect clearance to filed altitude/flight level 10 minutes after departure.

SPECIAL INSTRUCTIONS: For appropriate departure control frequency, see graphic. Use frequency depicted within sector where your first Navaid/Fix/Route is located, or as assigned.

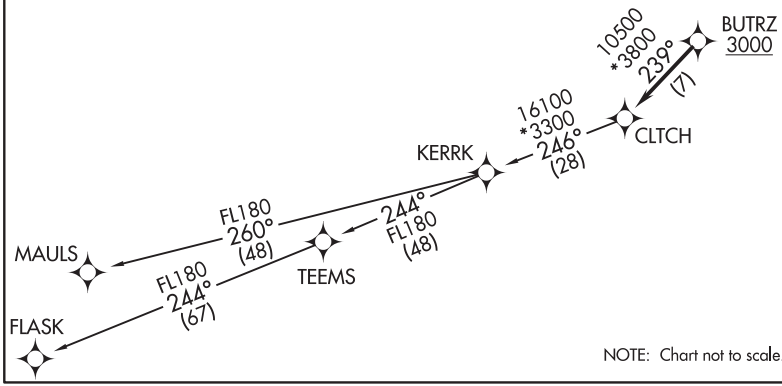
TOP ALTITUDE: 3000

POTOMAC DEP CON
126.65 350.2
D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

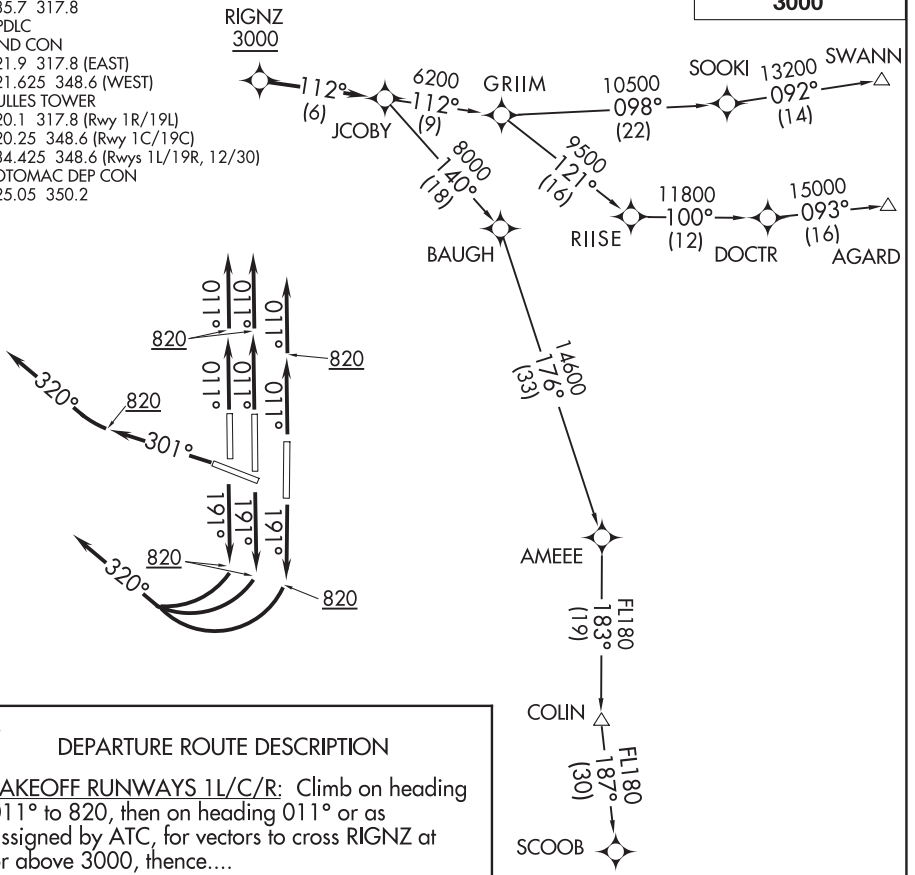
(JCOBY4.JCOBY) 20366 AL-5100 (FAA)

JCOBY FOUR DEPARTURE (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

D-ATIS 134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/C/R: Climb on heading 011° to 820, then on heading 011° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

TAKEOFF RUNWAYS 19L/C/R: Climb on heading 191° to 820, then turn right heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

TAKEOFF RUNWAY 30: Climb on heading 301° to 820, then turn right heading 320° or as assigned by ATC, for vectors to cross RIGNZ at or above 3000, thence....

....on track 112° to JCOBY. Then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (JCOBY4.AGARD):
COLIN TRANSITION (JCOBY4.COLIN):
SCOOB TRANSITION (JCOBY4.SCOOB):
SWANN TRANSITION (JCOBY4.SWANN):

TAKEOFF MINIMUMS
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.

NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.
NOTE: COLIN/SCOOB Transitions - Part 121 aircraft only.
NOTE: SWANN/AGARD Transitions - Part 121 and Part 129 aircraft only.

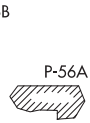
NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025

JDUBB FOUR DEPARTURE (RNAV)

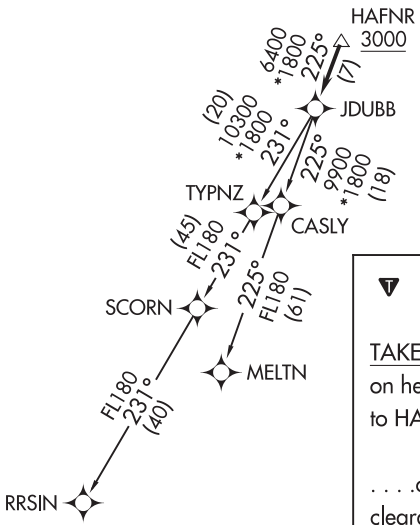
TOP ALTITUDE: 3000

D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2



TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . .on assigned transition. Maintain 3000. Expect clearance to filed altitude within 10 minutes after departure.

MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)

(JERES2.JERES) 18032 AL-5100 (FAA)

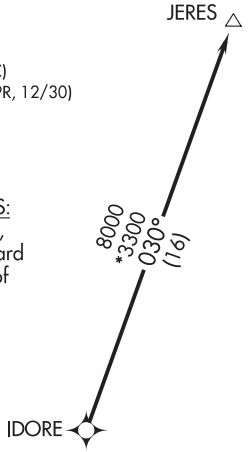
JERES TWO DEPARTURE (RNAV)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

D-ATIS 134.85
CLNC DEL 135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TOP ALTITUDE: 3000

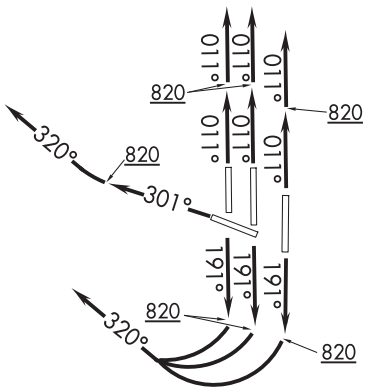
TAKEOFF MINIMUMS:
Rwys 1C, 1L, 1R, 19L, 19C, 19R, 30: Standard with minimum climb of 500′ per NM to 820.



DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1C/1L/1R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to IDORE, thence....
TAKEOFF RUNWAY 19L/19C/19R: Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to IDORE, thence....

.... on track 030° to JERES, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

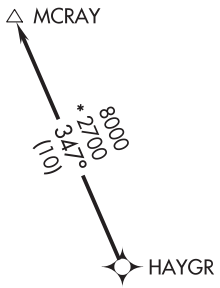
NOTE: Chart not to scale.

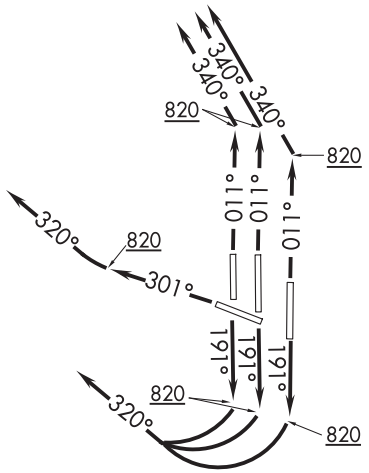
NE-3, 12 JUN 2025 to 07 AUG 2025

MCRAY TWO DEPARTURE (RNAV)

TOP ALTITUDE: 3000

D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2





NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 1L/C/R: Climb heading 011° to 820, then on heading 340° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then right turn heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

TAKEOFF RUNWAY 30: Climb heading 301° to 820, then on heading 320° or as assigned by ATC, expect RADAR vectors to HAYGR, thence . . . .

. . . . on track 347° to MCRAY, maintain 3000 or as directed by ATC. Expect clearance to filed altitude within ten (10) minutes after departure.

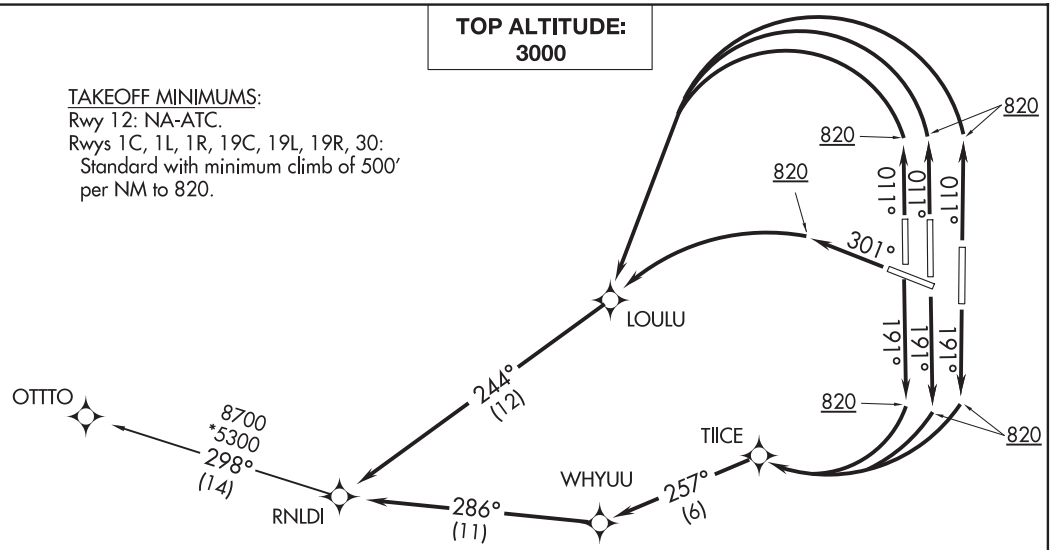
NE-3, 12 JUN 2025 to 07 AUG 2025

AL-5100 (FAA)

D-ATIS 134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2

TAKEOFF MINIMUMS:
Rwy 12: NA-ATC.
Rwys 1C, 1L, 1R, 19C, 19L, 19R, 30:
Standard with minimum climb of 500′ per NM to 820.

TOP ALTITUDE: 3000



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RWYS 1C/1L/1R: Climb heading 011° to 820, then climbing left turn direct LOULU (or assigned ATC heading), then on track 244° to RNLDI, thence...
TAKEOFF RWYS 19C/19R/19L: Climb heading 191° to 820, then climbing right turn direct TIICE (or assigned ATC heading), then on depicted route to RNLDI, thence...
TAKEOFF RWY 30: Climb heading 301° to 820, then climbing left turn direct LOULU (or assigned ATC heading), then on track 244° to RNLDI, thence...
... maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

OTTTO TRANSITION (RNLDI4.OTTTO):

NOTE: DME/DME/IRU or GPS required.
NOTE: RNAV 1.
NOTE: Turbojets only.
NOTE: RADAR required.
NOTE: Aircraft may be Radar vectored to LOULU, TIICE, WHYUU, RNLDI or OTTTO.

N

(RNLDI4.RNLDI) 25JUN15
RNLDI FOUR DEPARTURE (RNAV)
WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

TOP ALTITUDE: 3000

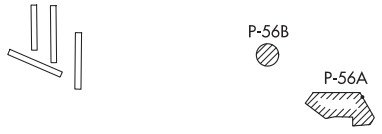
D-ATIS
134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwy 1L/19R, 12/30)
POTOMAC DEP CON
126.65 350.2

DEPARTURE ROUTE DESCRIPTION

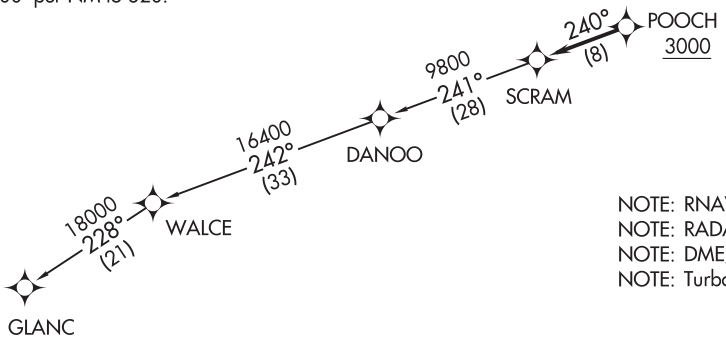
TAKEOFF RWY 1L/C/R, 19L/C/R, 30: Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .

. . . .as depicted. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

GLANC TRANSITION (SCRAM6.GLANC):



TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with a minimum climb of 500′ per NM to 820.



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.

N

NOTE: Chart not to scale.

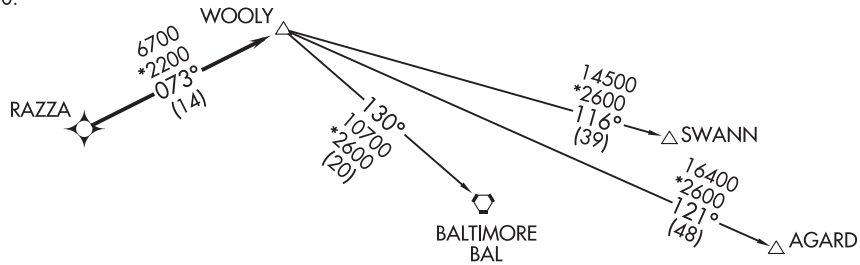
WOOLY TWO DEPARTURE (RNAV)
(WOOLY2.WOOLY) 02DEC21

WASHINGTON, DC
WASHINGTON DULLES INTL (IAD)

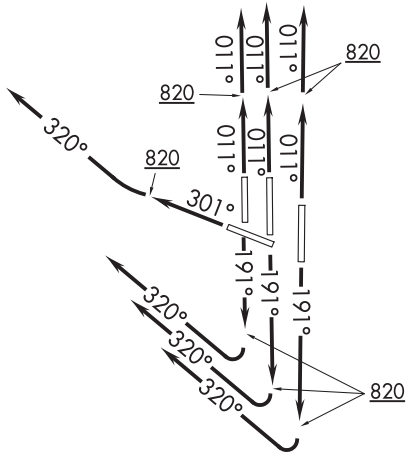
D-ATIS 134.85
CLNC DEL
135.7 317.8
CPDLC
GND CON
121.9 317.8 (EAST)
121.625 348.6 (WEST)
DULLES TOWER
120.1 317.8 (Rwy 1R/19L)
120.25 348.6 (Rwy 1C/19C)
134.425 348.6 (Rwys 1L/19R, 12/30)
POTOMAC DEP CON
125.05 350.2

TAKEOFF MINIMUMS:
Rwys 1L/C/R, 19L/C/R, 30:
Standard with minimum climb of 500′ per NM to 820.

TOP ALTITUDE: 3000



NOTE: RNAV 1.
NOTE: DME/DME/IRU or GPS required.
NOTE: RADAR required.
NOTE: Turbojets only.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAYS 1L/C/R: Climb heading 011° to 820, then on heading 011° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .
TAKEOFF RUNWAYS 19L/C/R: Climb heading 191° to 820, then right turn on heading 320° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .
TAKEOFF RUNWAY 30: Climb heading 301° to 820, then right turn on heading 320° or as assigned by ATC, expect RADAR vectors to RAZZA, thence . . . .

. . . . on track 073° to WOOLY, then on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

AGARD TRANSITION (WOOLY2.AGARD)
BALTIMORE TRANSITION (WOOLY2.BAL)
SWANN TRANSITION (WOOLY2.SWANN)

(WOOLY2.WOOLY) 21336
WOOLY TWO DEPARTURE (RNAV)

AL-5100 (FAA)

WASHINGTON DULLES INTL (IAD)
WASHINGTON, DC

APP CRS	Rwy ldg	2004
061°	TDZE	1436
	Apt Elev	1436

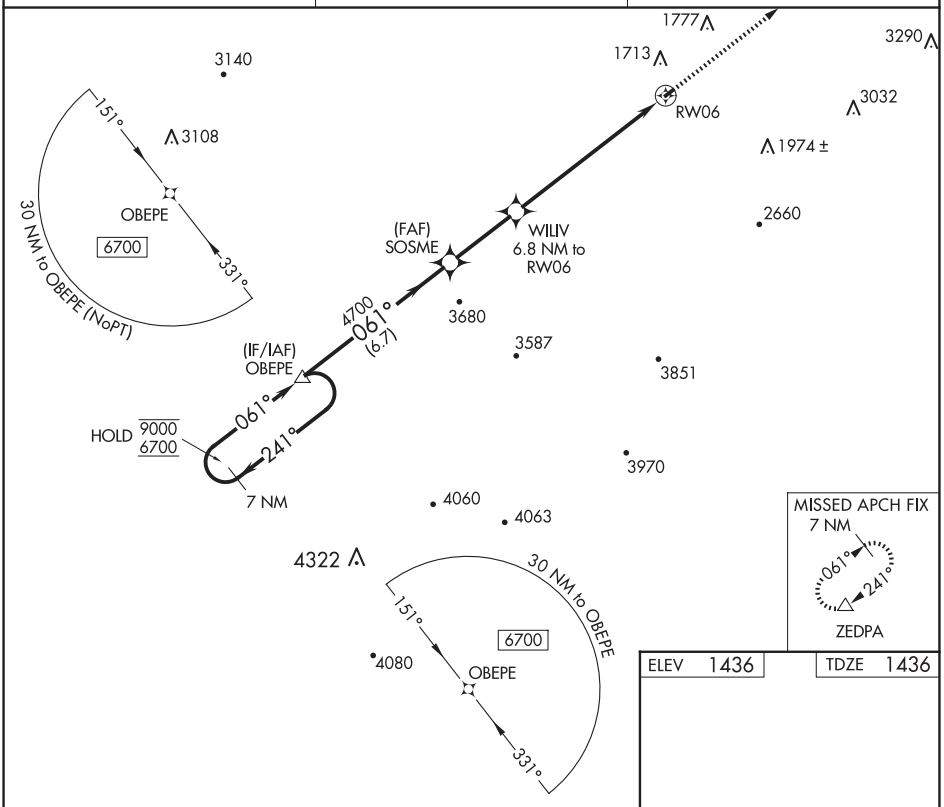
RNAV (GPS) RWY 6
EAGLE'S NEST (W13)

RNP APCH.

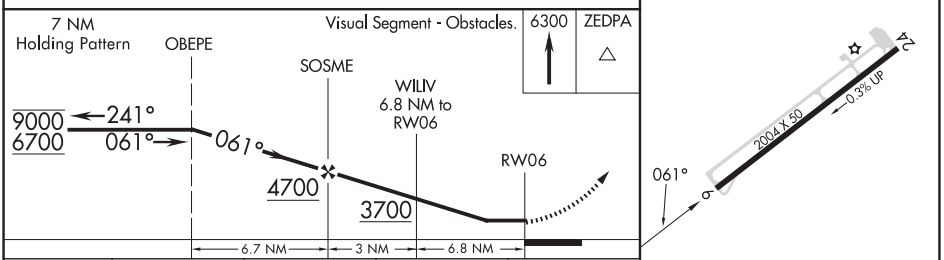
T A NA Rwy 6 helicopter visibility reduction below 1 SM NA. Procedure NA at night.

MISSED APPROACH: Climb to 6300 direct ZEDPA and hold, continue climb-in-hold to 6300.

AWOS-3PT	POTOMAC APP CON	UNICOM
118.625	132.85 323.125	123.05 (CTAF) L



ELEV 1436 TDZE 1436



CATEGORY	A	B	C	D
LNAV MDA	2440-3	1004 (1100-3)	NA	
C CIRCLING	2440-3	1004 (1100-3)	NA	

MIRL Rwy 6-24 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WAYNESBORO, VIRGINIA | AL-10584 (FAA) | 22363

APP CRS	Rwy ldg	2004
241°	TDZE	1436
	Apt Elev	1436

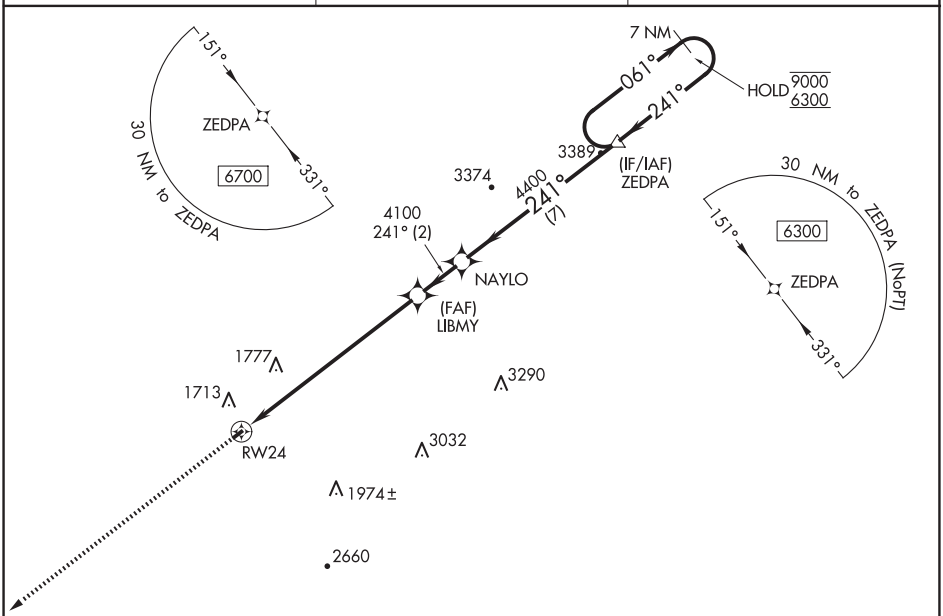
RNAV (GPS) RWY 24
EAGLE'S NEST (W13)

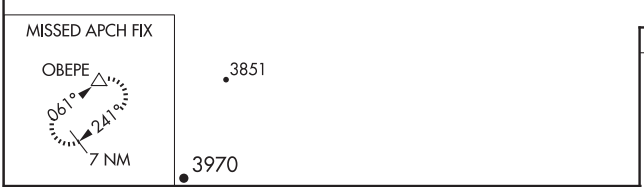
RNP APCH.

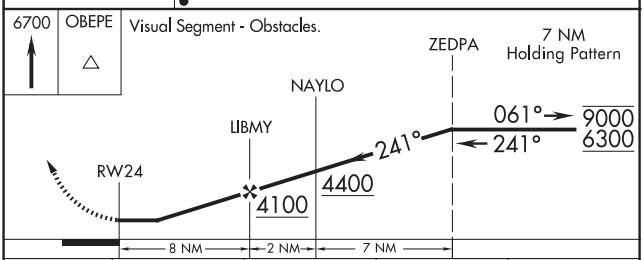
T A NA Procedure NA at night. Rwy 24 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 6700 direct OBEPE and hold, continue climb-in-hold to 6700.

AWOS-3PT	POTOMAC APP CON	UNICOM
118.625	132.85 323.125	123.05 (CTAF) L

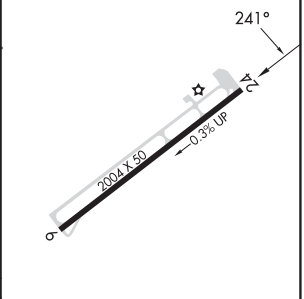






CATEGORY	A	B	C	D
LNAV MDA	2640-3	1204 (1300-3)	NA	
C CIRCLING	2640-3	1204 (1300-3)	NA	

ELEV 1436 | TDZE 1436



MIRL Rwy 6-24 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

EDGEWOOD, MARYLAND

COPTER RNAV (GPS) 185

AL-11589 (USA)

WEIDE AHP (ABERDEEN PROVING GROUND) (KEDG)

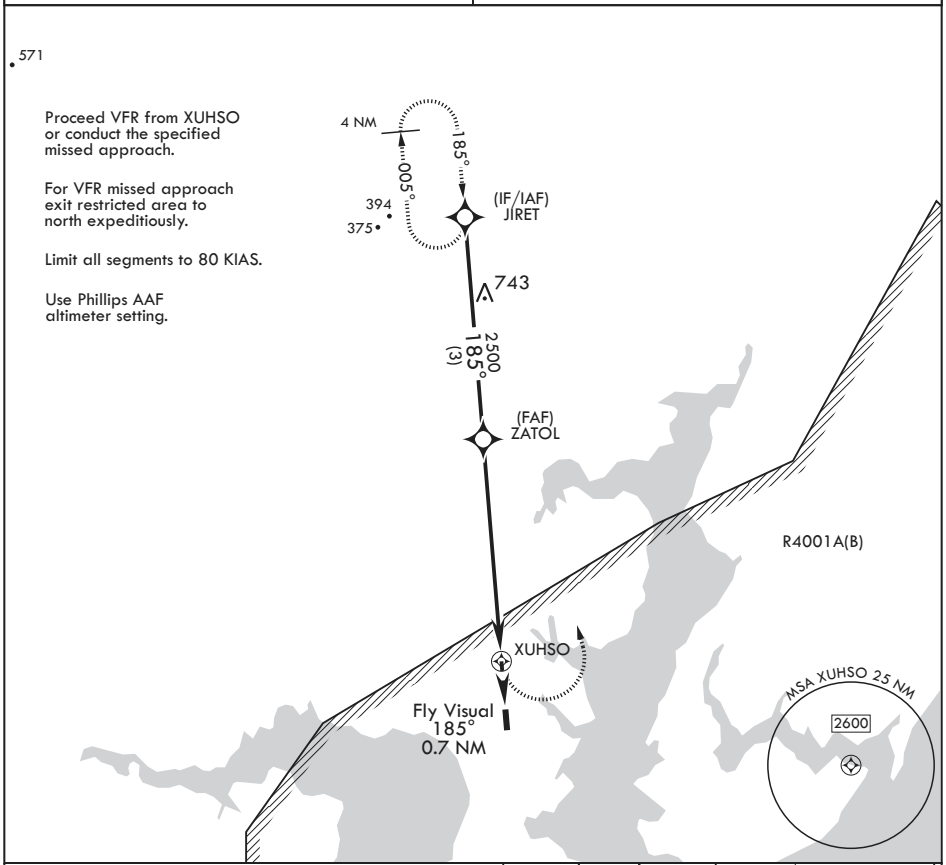
APCH CRS	Rwy ldg	1704
185°	TDZE	N/A
	Arpt Elev	21

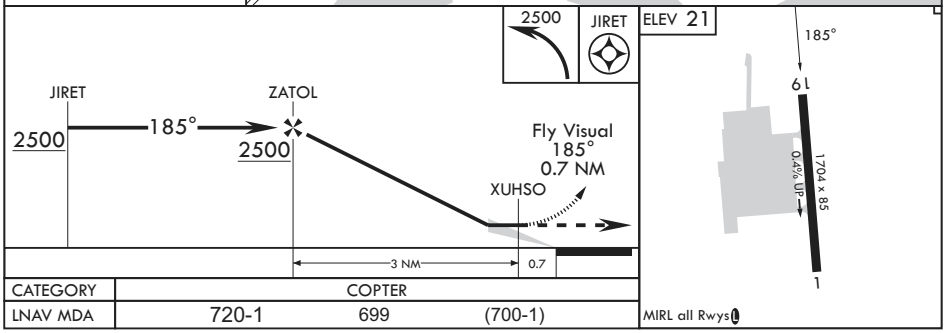
RNP APCH - GPS

T A NA

MISSED APPROACH: Climbing left turn to 2500 direct JIRET and hold.

AWOS-AV	POTOMAC APP CON/DEP CON
126.2 (CTAF)	**125.525 291.625**





CATEGORY	COPTER		
LNAV MDA	720-1	699	(700-1)

EDGEWOOD, MARYLAND 39°24'N - 76°17'W WEIDE AHP (ABERDEEN PROVING GROUND) (KEDG)

Amdt 1 23FEB23
TERPS

COPTER RNAV (GPS) 185

NE-3, 12 JUN 2025 to 07 AUG 2025

23082

WEIDE AHP (ABERDEEN PROVING GROUND) (KEDG)

JIRET ONE DEPARTURE (RNAV)

AL-11589 [USA]

EDGEWOOD, MARYLAND

741

POTOMAC APP CON/DEP CON
125.525 291.625
AWOS-AV
126.2 (CTAF)

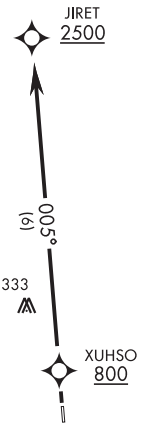
RNAV1-GPS	Rwy	Knots	60	120	180	240	300	360
	01	V/V(fpm)	374	748	1122	1496	1870	2244

ATC Climb Rate XUHSO to JIRET to 2500

Contact POTOMAC APP prior to departure.

Use Phillips AAF altimeter setting.

TOP ALTITUDE: ASSIGNED BY ATC



DEPARTURE ROUTE DESCRIPTION

VFR SEGMENT: From VFR climb to XUHSO, cross XUHSO at or above 800.

IFR SEGMENT: From XUHSO climb on track 005° to cross JIRET at or above 2500.

NE-3, 12 JUN 2025 to 07 AUG 2025

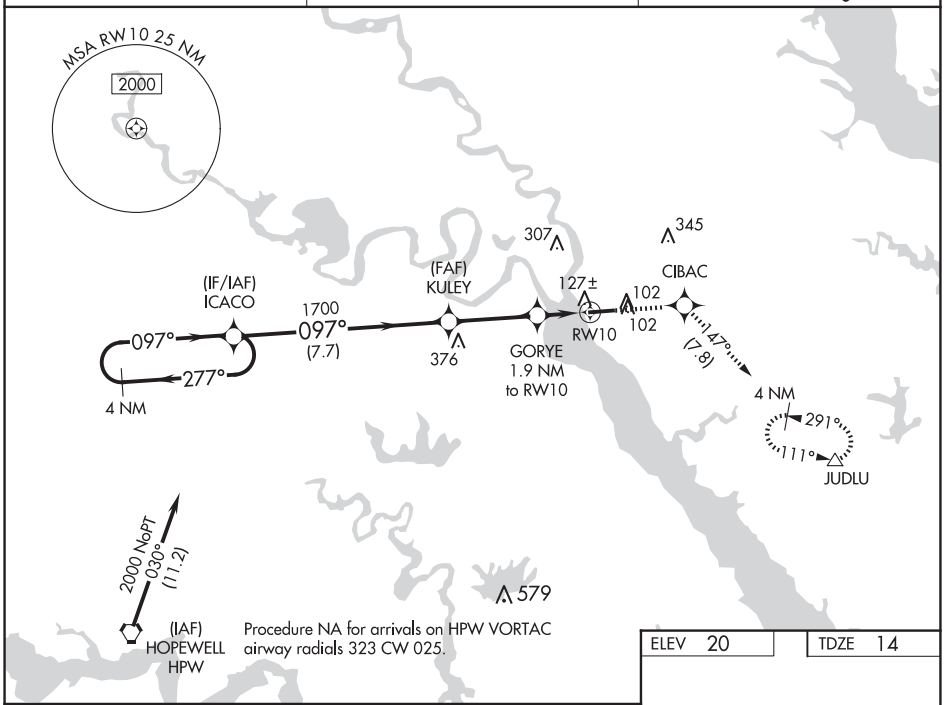
WAAS Ch 40317 W10A	APP CRS 097°	Rwy ldg 5000 TDZE 14 Apt Elev 20

RNAV (GPS) RWY 10
MIDDLE PENINSULA RGNL (FYJ)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 54°C (130°F). Baro-VNAV and VDP NA when using Newport News altimeter setting. DME/DME RNP-0.3 NA. When local altimeter setting not received, use Newport News altimeter setting: increase LPV DA to 329 feet; increase LNAV/VNAV DA to 420 feet and Cats A/B visibility ¼ SM; increase all MDA 80 feet.

MISSED APPROACH: Climb to 2000 direct CIBAC and on track 147° to JUDLU and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L

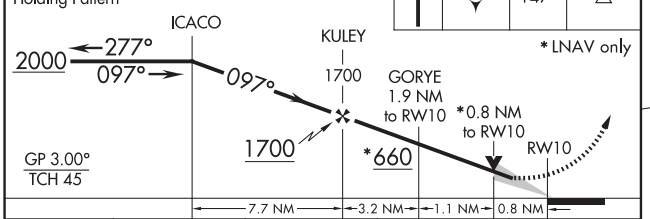


ELEV 20	TDZE 14

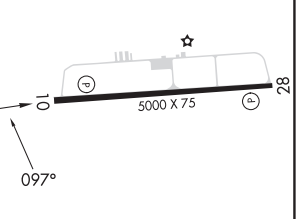
VGSI and RNAV glidepath not coincident (VGSI Angle 3.50/TCH 53).

2000	CIBAC	tr 147°	JUDLU

4 NM Holding Pattern



* LNAV only



CATEGORY	A	B	C	D
LPV DA	264-1	250 (300-1)	NA	
LNAV/VNAV DA	355-1¼	341 (400-1¼)	NA	
LNAV MDA	380-1	366 (400-1)	NA	
C CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WEST POINT, VIRGINIA | AL-5160 (FAA) | 22363

APP CRS	Rwy ldg	N/A
277°	TDZE	N/A
	Apt Elev	20

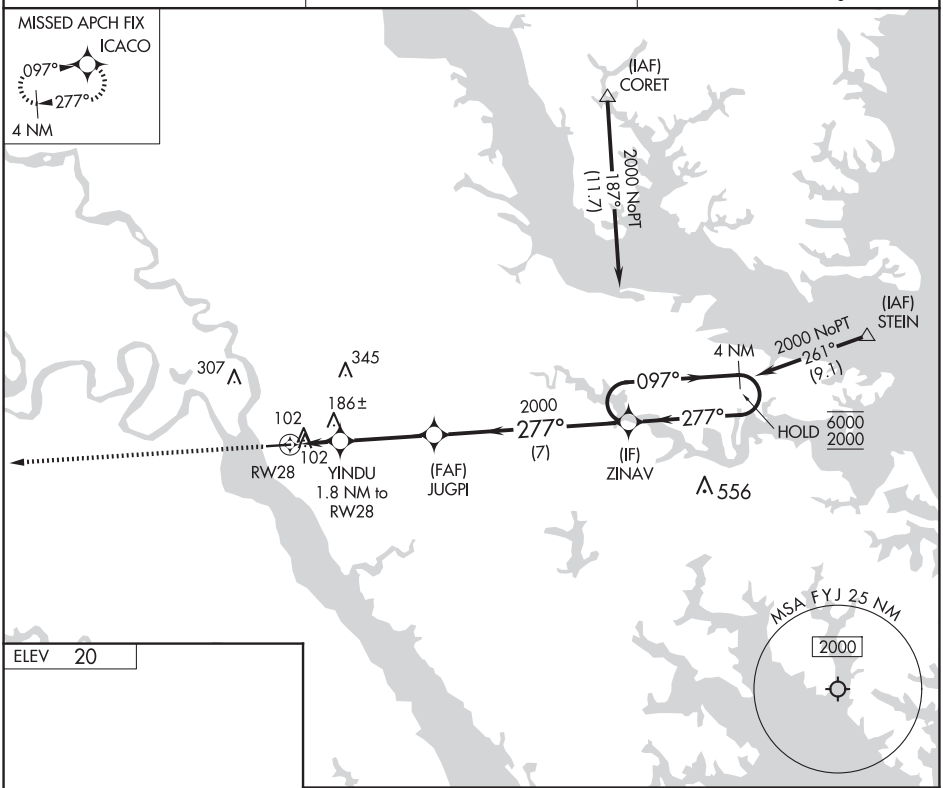
RNAV (GPS)-B

MIDDLE PENINSULA RGNL (FYJ)

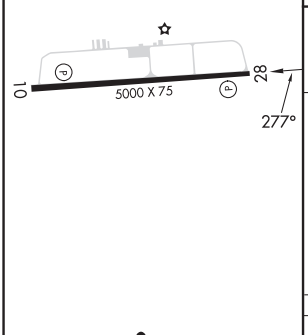
RNP APCH.

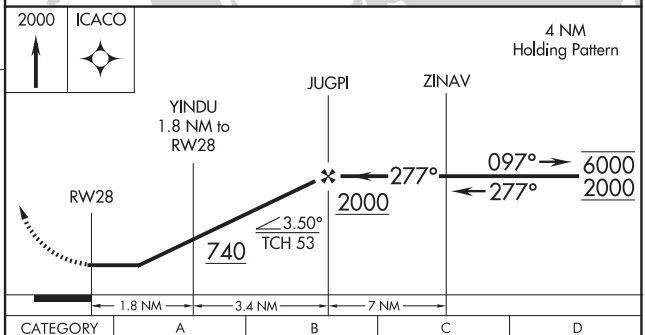
MISSED APPROACH: Climb to 2000 direct ICACO and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L



ELEV 20





MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

CATEGORY	A	B	C	D
C CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WEST POINT, VIRGINIA
Orig 10OCT19

37°31′N-76°46′W

MIDDLE PENINSULA RGNL (FYJ)
RNAV (GPS)-B

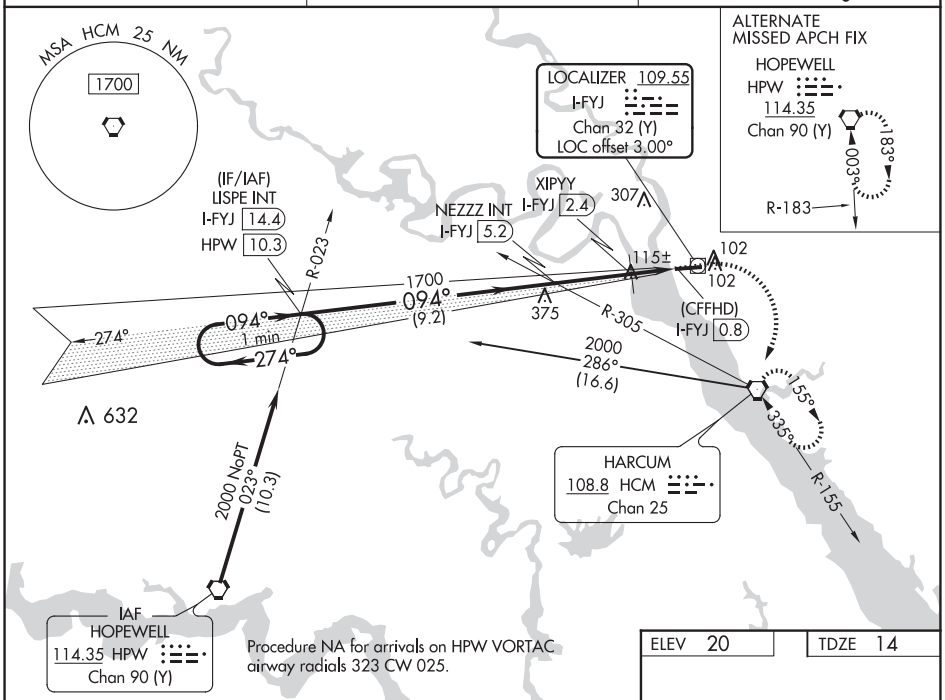
LOC/DME I-FYJ 109.55 Chan 32 (Y)	APP CRS 094°	Rwy ldg 5000 TDZE 14 Apt Elev 20

LOC RWY 10
MIDDLE PENINSULA RGNL (FYJ)

When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet and increase S-10 Cat B and Circling Cat B visibility ¼ SM. VDP NA when using Newport News altimeter setting.

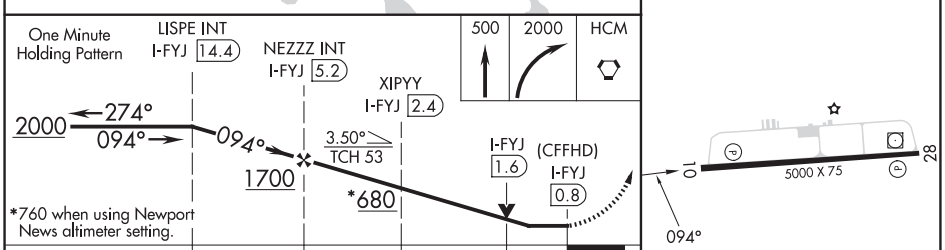
MISSED APPROACH: Climb to 500 then climbing right turn to 2000 direct HCM VORTAC and hold, continue climb-in-hold to 2000.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L



Procedure NA for arrivals on HPW VORTAC airway radials 323 CW 025.

ELEV 20	TDZE 14



CATEGORY	A	B	C	D
S-10	680-1	666 (700-1)	NA	
C CIRCLING	680-1	660 (700-1)	NA	
XIPYY FIX MINIMUMS				
S-10	380-1	366 (400-1)	NA	
C CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WEST POINT, VIRGINIA | AL-5160 (FAA) | 22363

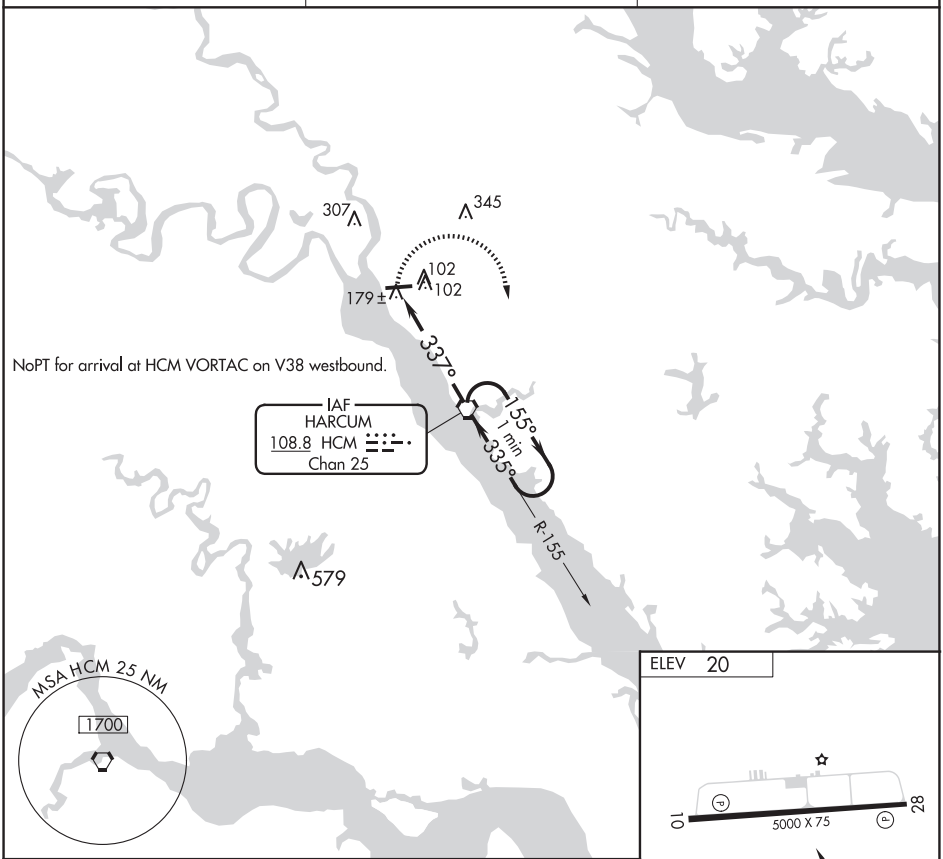
VOR-A
MIDDLE PENINSULA RGNL (FYJ)

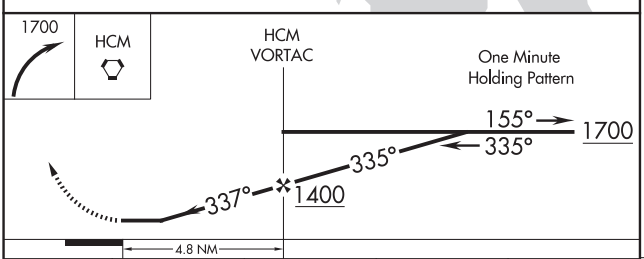
VORTAC HCM	APP CRS	Rwy ldg	N/A
108.8	337°	TDZE	N/A
Chan 25		Apt Elev	20

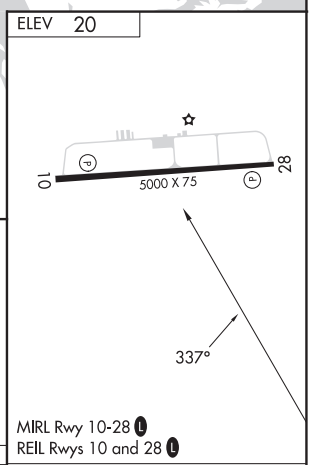
When local altimeter setting not received, use Newport News altimeter setting and increase all MDA 80 feet.

MISSED APPROACH: Climbing right turn to 1700 direct HCM VORTAC and hold.

AWOS-3	POTOMAC APP CON	UNICOM
132.825	126.4 282.375	123.0 (CTAF) L







MIRL Rwy 10-28 L
REIL Rwys 10 and 28 L

CATEGORY	A	B	C	D
C CIRCLING	480-1 460 (500-1)	620-1 600 (600-1)	NA	

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

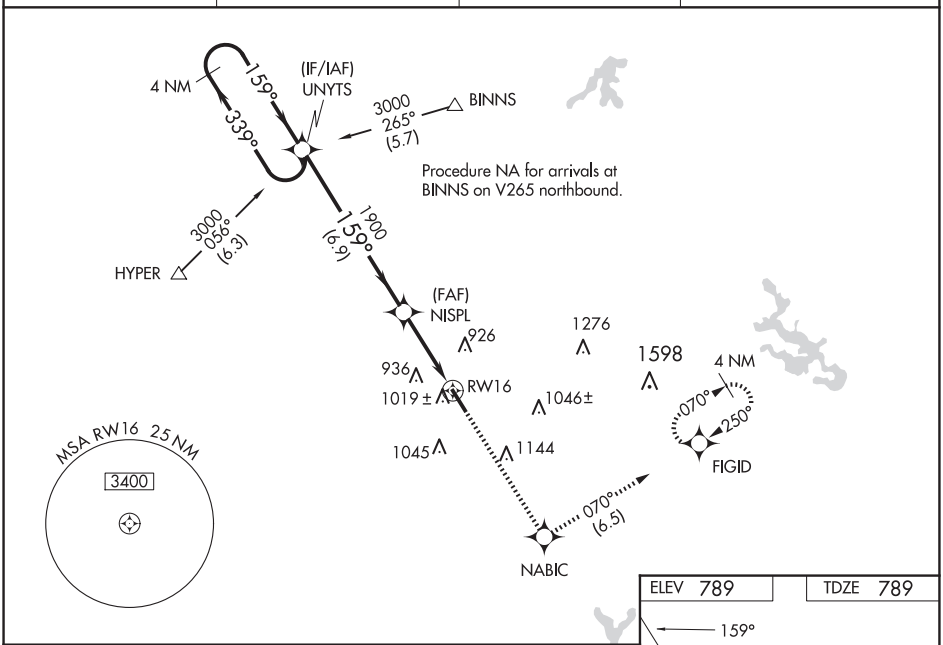
WAAS CH 65607 W16A	APP CRS 159°	Rwy ldg 5100 TDZE 789 Apt Elev 789

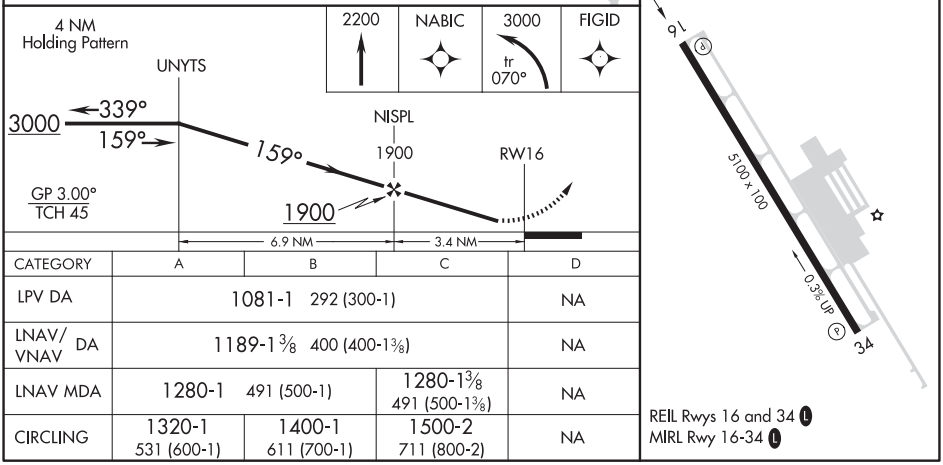
RNAV (GPS) RWY 16
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

Baro-VNAV NA when using Frederick altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F). When local altimeter setting not received, use Frederick altimeter setting and increase LPV DA to 1199 feet, LNAV/VNAV DA to 1307 feet, and all MDAs 120 feet; increase LPV all Cats visibility ⅛ SM, LNAV Cat C visibility ⅜ SM, and Circling Cat C visibility ½ SM. When VGSI inop, Straight-in/Circling Rwy 16 procedure NA at night. DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2200 direct NABIC then climbing left turn to 3000 on track 070° to FIGID and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	1081-1 292 (300-1)			NA
LNAV/VNAV DA	1189-1⅜ 400 (400-1⅜)			NA
LNAV MDA	1280-1 491 (500-1)		1280-1⅜ 491 (500-1⅜)	NA
CIRCLING	1320-1 531 (600-1)	1400-1 611 (700-1)	1500-2 711 (800-2)	NA

REIL Rwys 16 and 34 L
MIRL Rwy 16-34 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WESTMINSTER, MARYLAND

AL-5533 (FAA)

23222

WAAS CH 82117 W34A	APP CRS 339°	Rwy ldg 5100 TDZE 788 Apt Elev 789

RNAV (GPS) RWY 34

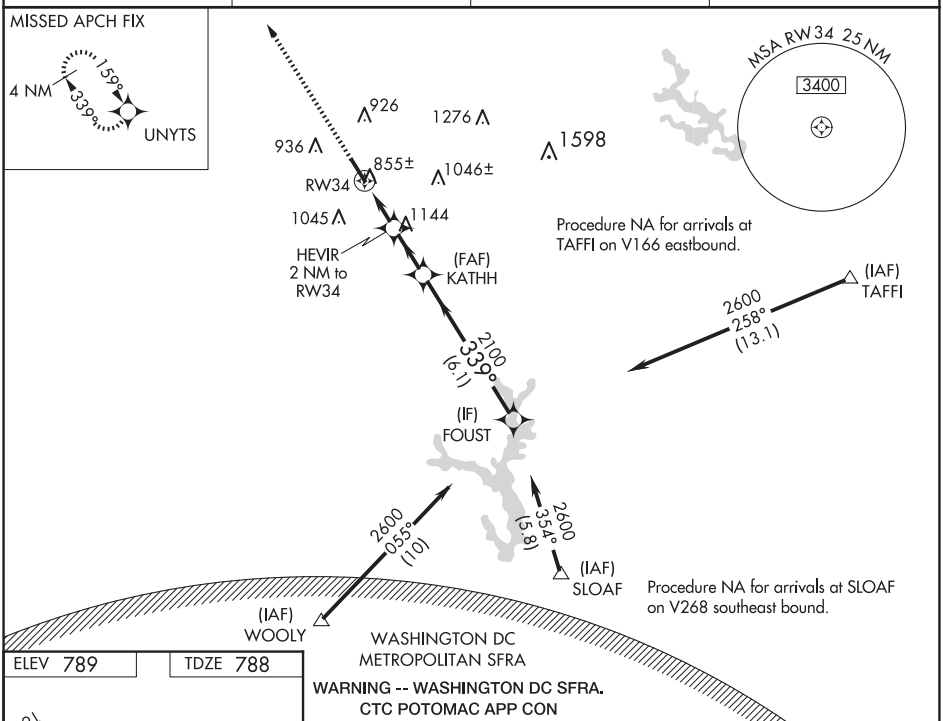
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

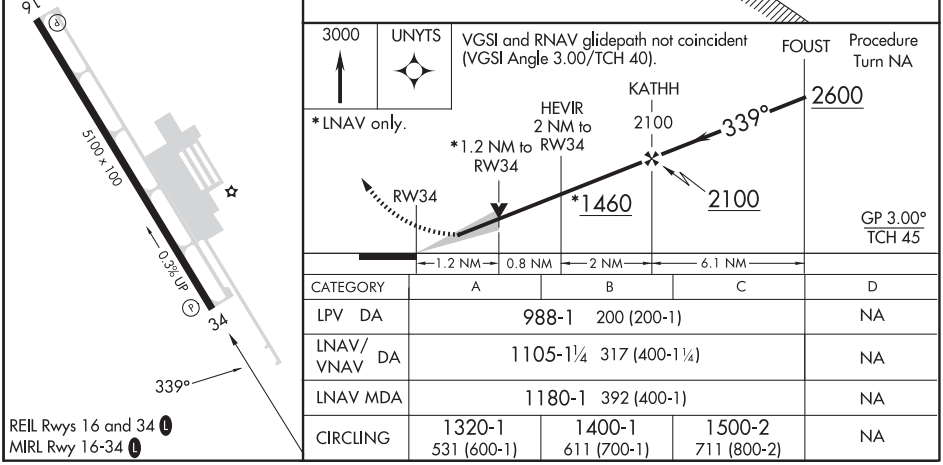
RNP APCH.

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 54°C (130°F).

MISSED APPROACH: Climb to 3000 direct UNYTS and hold

AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF) L





CATEGORY	A	B	C	D
LPV DA	988-1 200 (200-1)			NA
LNAV/VNAV DA	1105-1¼ 317 (400-1¼)			NA
LNAV MDA	1180-1 392 (400-1)			NA
CIRCLING	1320-1 531 (600-1)	1400-1 611 (700-1)	1500-2 711 (800-2)	NA

NE-3, 12 JUN 2025 to 07 AUG 2025

VORTAC EMI 117.9 Chan 126	APP CRS 358°	Rwy ldg 5100 TDZE 788 Apt Elev 789

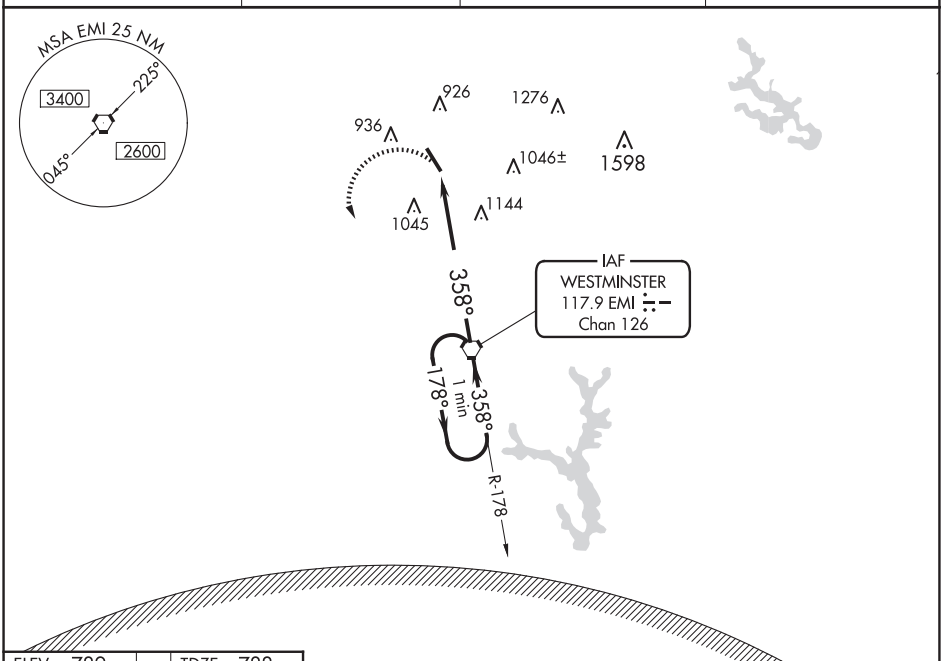
VOR RWY 34

CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

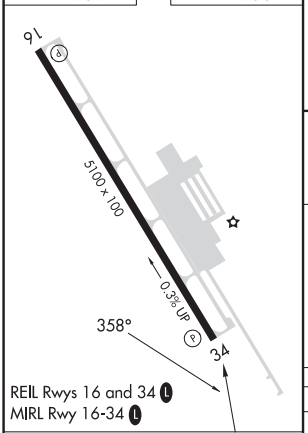
NA

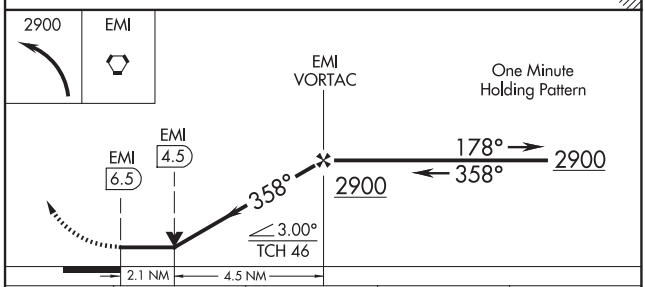
MISSED APPROACH: Climbing left turn to 2900 direct EMI VORTAC and hold.

AWOS-3	POTOMAC APP CON	GCO	UNICOM
121.25	125.525 291.625	121.725	122.7 (CTAF)



ELEV 789	TDZE 788





FAF to MAP 6.5 NM					
Knots	60	90	120	150	180
Min:Sec	6:30	4:20	3:15	2:36	2:10

CATEGORY	A	B	C	D
S-34	1480-1	692 (700-1)	1480-2 692 (700-2)	NA
CIRCLING	1480-1	691 (700-1)	1500-2 711 (800-2)	NA

(CONLE5.CONLE) 24193 AL-5533 (FAA)

CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)

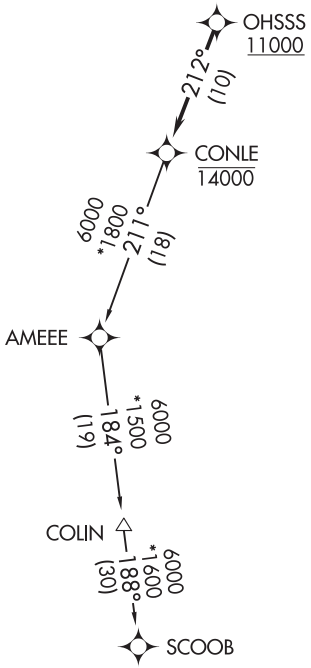
CONLE FIVE DEPARTURE (RNAV)

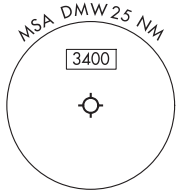
WESTMINSTER, MARYLAND

POTOMAC DEP CON
125.525 291.625
AWOS-3
121.25

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

TOP ALTITUDE: ASSIGNED BY ATC





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or standard with minimum climb of 225′ per NM to 1300.
Rwy 34: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross OHSSS at or above 11000, then on track 212° to cross CONLE at or below 14000, then on assigned transition. Maintain ATC assigned altitude. Expect clearance to filed altitude within 10 minutes after departure.

COLIN TRANSITION (CONLE5.COLIN)

SCOOB TRANSITION (CONLE5.SCOOB)

NE-3, 12 JUN 2025 to 07 AUG 2025

CONLE FIVE DEPARTURE (RNAV)
WESTMINSTER, MARYLAND
(CONLE5.CONLE) 11JUL24
CARROLL COUNTY RGNL/JACK B POAGE FLD (DMW)

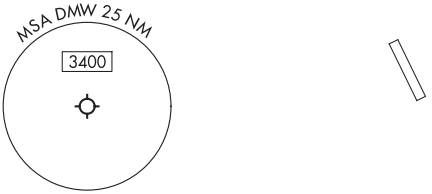
FOXHL ONE DEPARTURE (RNAV)

CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
WESTMINSTER, MARYLAND

POTOMAC DEP CON
125.525 291.625
AWOS-3
121.25

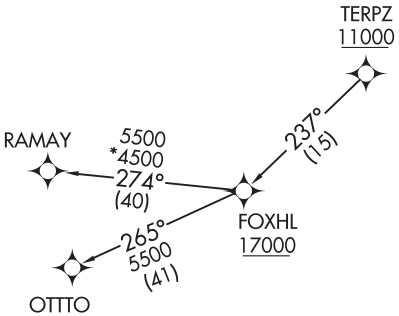
RNAV 1 - DME/DME/IRU or GPS.
RADAR required.

TOP ALTITUDE: 17000



NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or Standard with minimum climb of 225'/NM to 1300.
Rwy 34: Standard.



NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 237° to cross FOXHL at or above 17000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

OTTTO TRANSITION (FOXHL1.OTTTO)

RAMAY TRANSITION (FOXHL1.RAMAY)

(LINSE2.LINSE) 25051 AL-5533 (FAA)

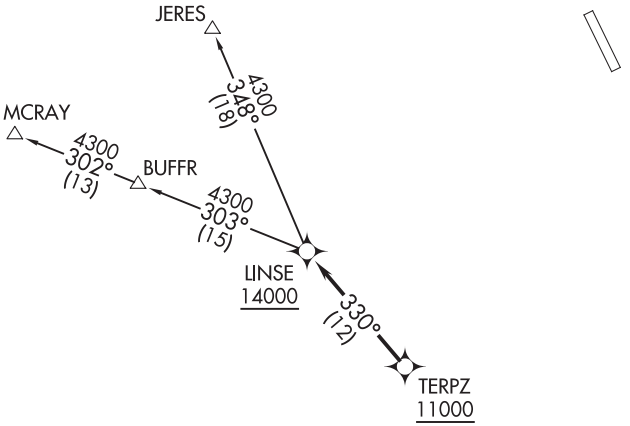
LINSE TWO DEPARTURE (RNAV)

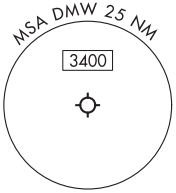
CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
WESTMINSTER, MARYLAND

POTOMAC DEP CON
125.525 291.625
AWOS-3
121.25

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

TOP ALTITUDE: 16000





NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or standard with minimum climb of 225′/NM to 1300.
Rwy 34: Standard.

NOTE: Chart not to scale.

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to cross TERPZ at or above 11000, thence....

....then on track 330° to cross LINSE at or above 14000. Then on assigned transition. Maintain 16000, expect filed altitude 10 minutes after departure.

JERES TRANSITION (LINSE2.JERES)

MCRAY TRANSITION (LINSE2.MCRAY)

NE-3, 12 JUN 2025 to 07 AUG 2025

TERPZ EIGHT DEPARTURE (RNAV)

CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
WESTMINSTER, MARYLAND

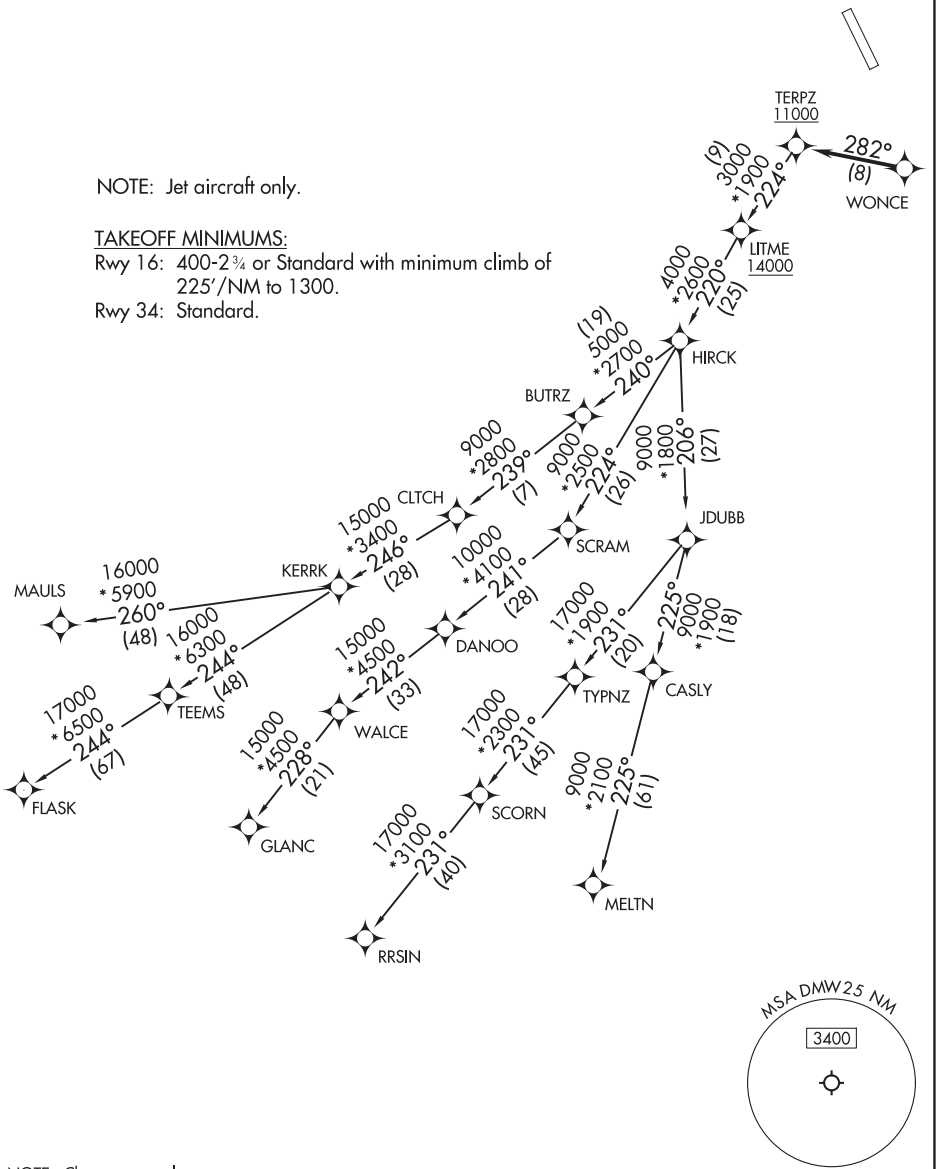
POTOMAC DEP CON
125.525 291.625
AWOS-3
121.25
UNICOM
122.7 (CTAF)

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

TOP ALTITUDE: 17000

NOTE: Jet aircraft only.

TAKEOFF MINIMUMS:
Rwy 16: 400-2¾ or Standard with minimum climb of 225'/NM to 1300.
Rwy 34: Standard.



NOTE: Chart not to scale.

TERPZ EIGHT DEPARTURE (RNAV)
CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
WESTMINSTER, MARYLAND

NE-3, 12 JUN 2025 to 07 AUG 2025

(TERPZ8.TERPZ) 24193 AL-5533 (FAA)

TERPZ EIGHT DEPARTURE (RNAV)

CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
WESTMINSTER, MARYLAND

DEPARTURE ROUTE DESCRIPTION

Climb on assigned heading for RADAR vectors to WONCE, thence. . . .

. . . then on track 282° to cross TERPZ at or above 11000, then on assigned transition. Maintain 17000, expect filed altitude 10 minutes after departure.

CLTCH TRANSITION (TERPZ8.CLTCH)
FLASK TRANSITION (TERPZ8.FLASK)
GLANC TRANSITION (TERPZ8.GLANC)
MAULS TRANSITION (TERPZ8.MAULS)
MELTN TRANSITION (TERPZ8.MELTN)
RRSIN TRANSITION (TERPZ8.RRSIN)

NE-3, 12 JUN 2025 to 07 AUG 2025

TERPZ EIGHT DEPARTURE (RNAV)
WESTMINSTER, MARYLAND
CARROLL COUNTY RGNL/JACK B POAGE FLD(DMW)
(TERPZ8.TERPZ) 11JUL24

APP CRS	Rwy ldg	1840
135°	TDZE	799
	Apt Elev	799

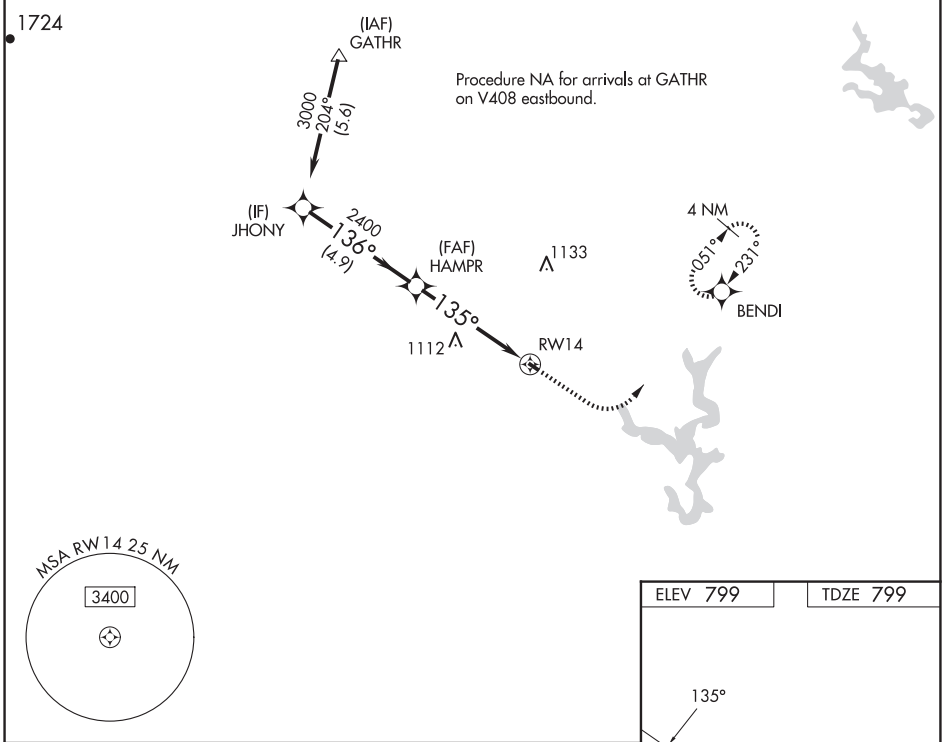
RNAV (GPS) RWY 14
CLEARVIEW AIRPARK (2W2)

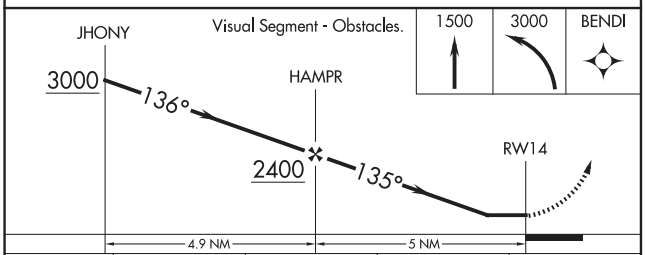
RNP APCH.

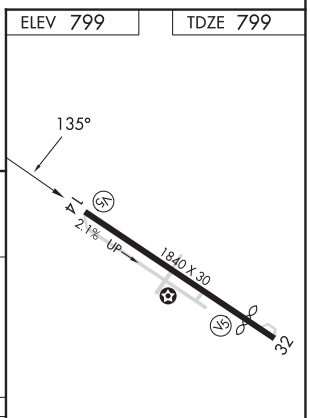
NA Procedure NA at night. Rwy 14 helicopter visibility reduction below 1 SM NA. Use Carroll County Rgnl/Jack B. Poage Fld altimeter setting, when not received, use Gaithersburg altimeter setting and increase all MDA 60 feet.

MISSED APPROACH: Climb to 1500 then climbing left turn to 3000 direct BENDI and hold.

DMW AWOS-3	POTOMAC APP CON	UNICOM
121.25	125.525 291.625	122.8 (CTAF) L







CATEGORY	A	B	C	D
LNAV MDA	1360-1 561 (600-1)	NA		
C CIRCLING	1360-1 561 (600-1)	NA		

LIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025

WESTMINSTER, MARYLAND AL-6188 (FAA) 24081

VOR-A

CLEARVIEW AIRPARK (2W2)

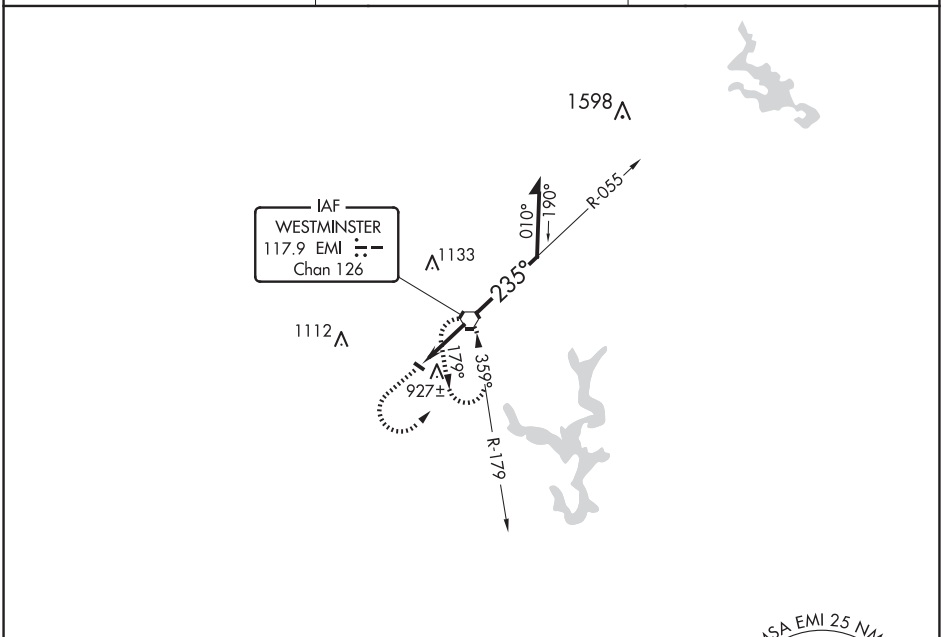
VORTAC EMI	APP CRS	Rwy ldg	N/A
117.9	235°	TDZE	N/A
Chan 126		Apt Elev	799

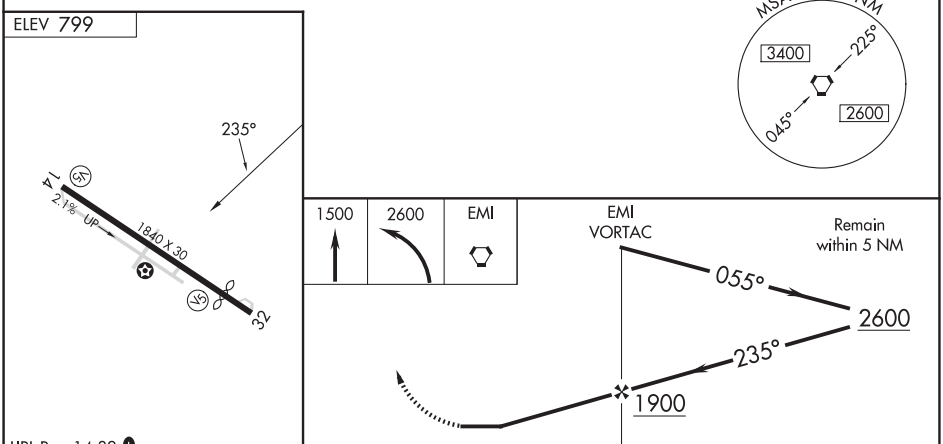
T A NA

Use Carroll County Rgnl/Jack B Poage Fld altimeter setting. Procedure NA at night. Helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climb to 1500, then climbing left turn to 2600 direct EMI VORTAC and hold.

DMW AWOS-3	POTOMAC APP CON	UNICOM
121.25	125.525 291.625	122.8 (CTAF) L





FAF to MAP 2.4 NM					
Knots	60	90	120	150	180
Min:Sec	2:24	1:36	1:12	0:58	0:48

CATEGORY	A	B	C	D
CIRCLING	1320-1 521 (600-1)	NA		

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

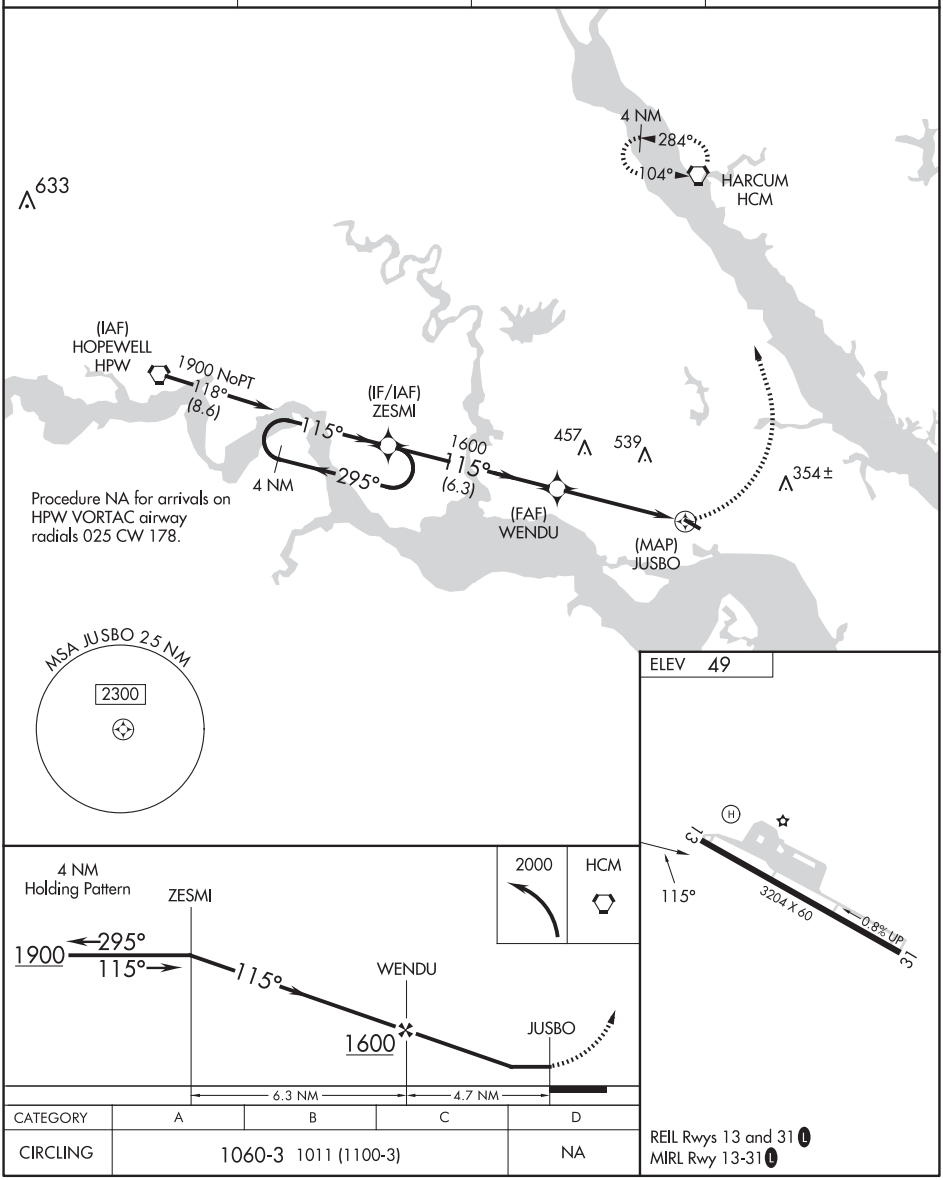
APP CRS	Rwy Ldg	N/A
115°	TDZE	N/A
	Apt Elev	49

RNAV (GPS)-C
WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

DME/DME RNP-0.3 NA. Procedure NA at night. Visibility reduction by helicopters NA. When local altimeter setting not received use Newport News altimeter setting and increase all MDA 40 feet.

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

AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L



CATEGORY	A	B	C	D
CIRCLING	1060-3 1011 (1100-3)			NA

REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WILLIAMSBURG, VIRGINIA

AL-6425 (FAA)

25163

VOR-B

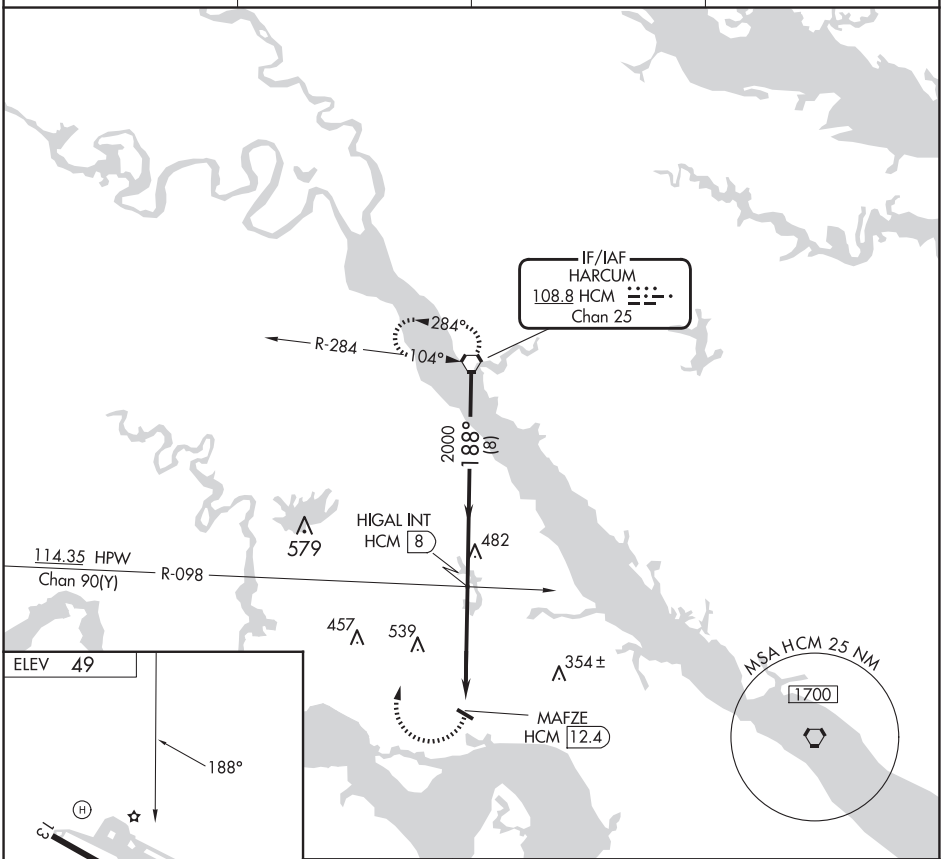
WALTRIP WILLIAMSBURG EXEC AIRPORT (JGG)

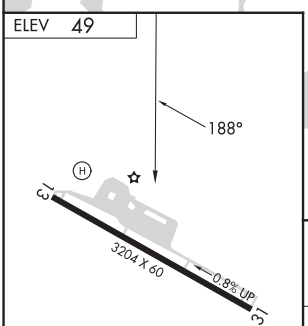
VORTAC HCM	APP CRS	Rwy Ldg	N/A
108.8	188°	TDZE	N/A
Chan 25		Apt Elev	49

Procedure NA at night.
Rwy 13, 31 helicopter visibility reduction below 1 SM NA.

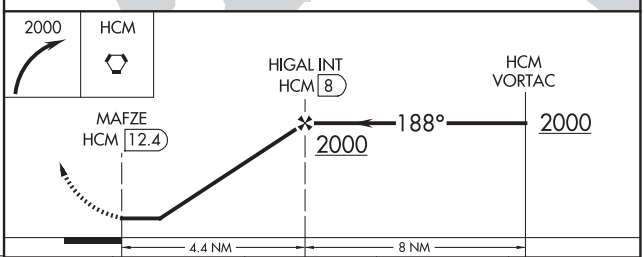
MISSED APPROACH: Climbing right turn to 2000 direct HCM VORTAC and hold.

AWOS-3	NORFOLK APP CON	GCO	UNICOM
120.625	119.45 360.6	135.075	122.8 (CTAF) L





REIL Rwys 13 and 31 L
MIRL Rwy 13-31 L



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28

CATEGORY	A	B	C	D
C CIRCLING	1060-3 1011 (1100-3)			NA

NE-3, 12 JUN 2025 to 07 AUG 2025

ILS or LOC RWY 1
NEW CASTLE (ILG)

LOC I-ILG	APP CRS	Rwy ldg 7012
110.3	015°	TDZE 76
		Apt Elev 80

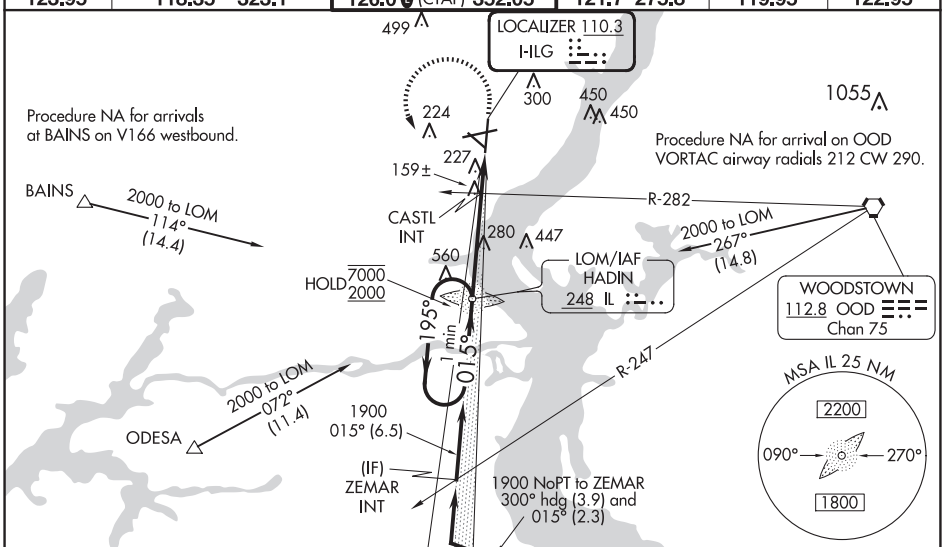
ADF required.
RADAR required to define BLARE.

When local altimeter setting not received, use Philadelphia altimeter setting increase all DA to 330 feet and all MDA 60 feet; increase S-LOC 1 Cats C/D visibility to 1¼ SM and Circling visibility Cat C to 1⅝ SM, Cat D to 2½ SM; increase CASTL fix minimums S-LOC 1 Cats C/D visibility to RVR 5000 and Circling Cat D to 2½ SM. For inop ALS increase S-LOC 1 Cat C/D to 1⅜ SM for CASTL fix minimums, increase S-LOC 1 Cats C/D visibility to 1⅛ SM. For inop ALS when using Philadelphia Intl altimeter setting, increase S-LOC 1 Cat C and D visibility to 1⅝ SM; CASTL fix minimums S-LOC 1 Cats C/D to 1⅜ SM. **RVR 1800 authorized with use of FD or AP or HUD to DA (NA when using Philadelphia Intl altimeter setting).

MALSR

MISSED APPROACH: Climb to 900 then climbing left turn to 2000 direct HADIN LOM and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER*	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 (CTAF) 352.05	121.7 275.8	119.95	122.95



ELEV	80	D	TDZE	76

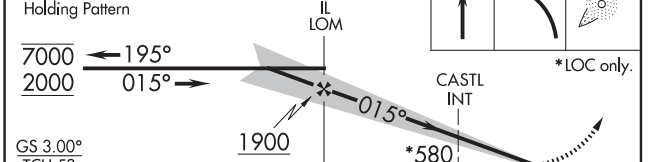
REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L

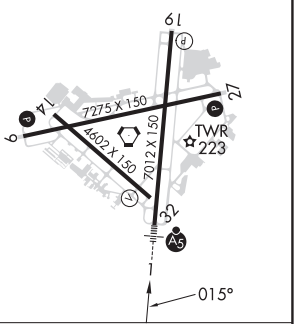
*640 when using Philadelphia Intl altimeter setting.

900	2000	HADIN

*LOC only.

One Minute Holding Pattern





CATEGORY	A	B	C	D
S-ILS 1**	276/24 200 (200-½)			
S-LOC 1	580/24 504 (500-½)		580/55 504 (500-1)	
C CIRCLING	580-1 500 (500-1)		600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)
CASTL FIX MINIMUMS (DUAL VOR RECEIVERS REQUIRED)				
S-LOC 1	480/24 404 (400-½)		480/40 404 (400-¾)	
C CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

FAF to MAP 5.3 NM

Knots	60	90	120	150	180
Min:Sec	5:18	3:32	2:39	2:07	1:46

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WILMINGTON, DELAWARE AL-458 (FAA) 24025

WAAS CH 65815 W01A	APP CRS 015°	Rwy ldg 7012 TDZE 76 Apt Elev 80

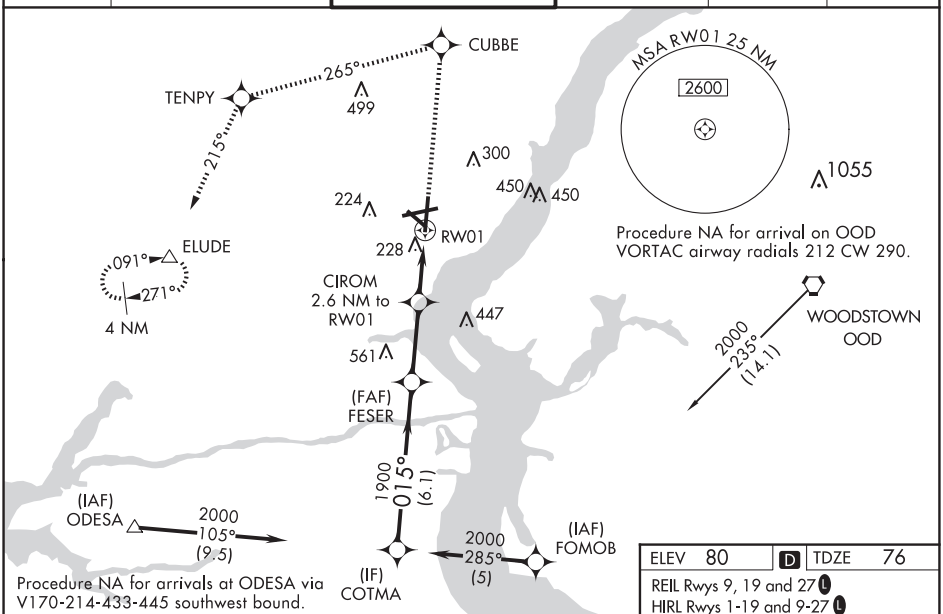
RNAV (GPS) RWY 1
NEW CASTLE (ILG)

Inoperative table does not apply to LPV all Cats and LNAV Cats A and B. Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 380, LNAV/VNAV DA to 579, and all MDAs 60 feet; increase LNAV/VNAV all Cats visibility to RVR 6000 and Circling Cat D visibility ¼ SM. For inoperative MALSR, increase LNAV Cats C and D visibility ¼ mile. For inoperative MALSR, when using Philadelphia Intl altimeter setting, increase LNAV visibility Cat C ¼ mile.

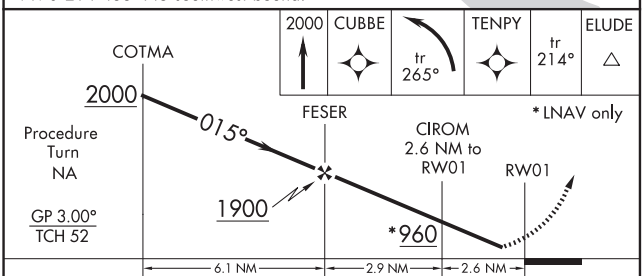
MALSR

MISSED APPROACH: Climb to 2000 direct CUBBE and left turn via track 265° to TENPY and via track 214°to ELUDE and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER*	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95



2000	CUBBE	tr 265°	TENPY	tr 214°	ELUDE

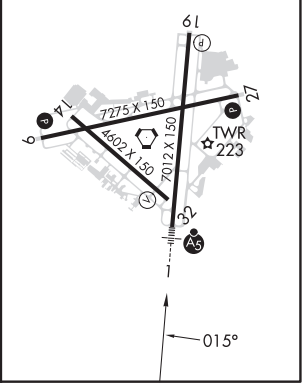


* LNAV only

CATEGORY	A	B	C	D
LPV DA	326/50 250 (300-1)			
LNAV/VNAV DA	525/50 449 (500-1)			
LNAV MDA	480/50 404 (400-1)			
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

ELEV 80	D	TDZE 76

REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L



NE-3, 12 JUN 2025 to 07 AUG 2025

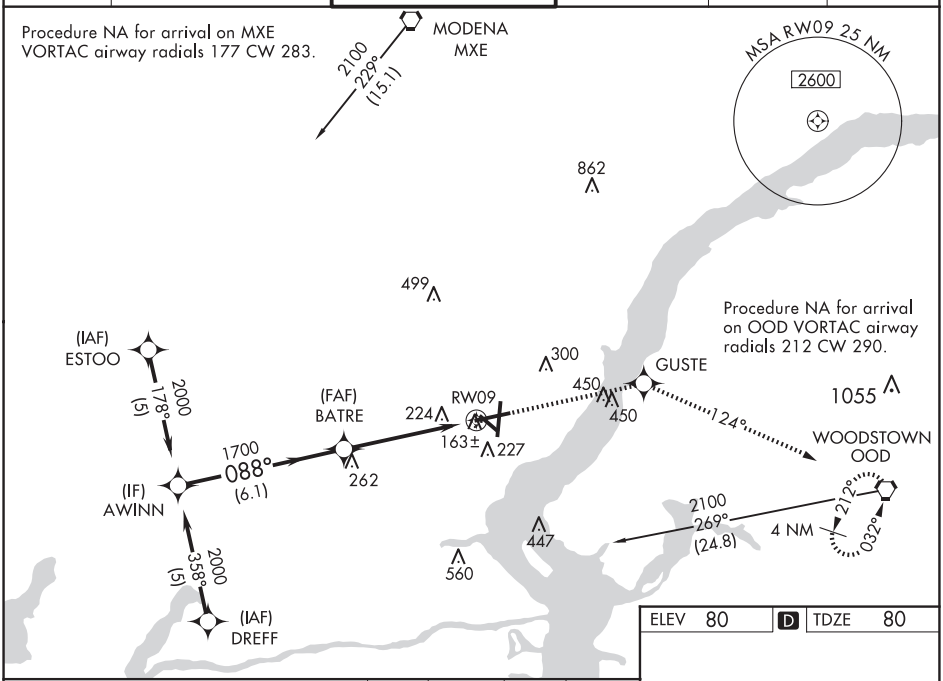
WAAS CH 49015 W09A	APP CRS 088°	Rwy ldg 7000 TDZE 80 Apt Elev 80

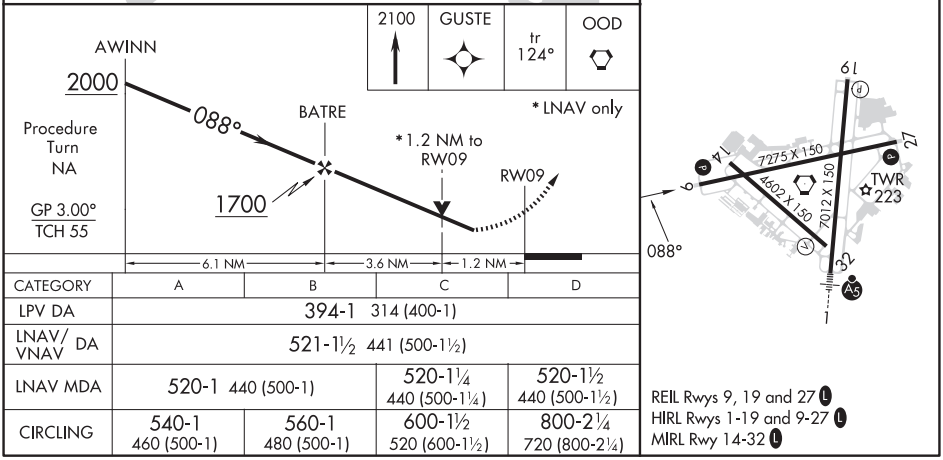
RNAV (GPS) RWY 9
NEW CASTLE (ILG)

For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 48°C (118°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ mile NA. VDP and Baro-VNAV NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 448, LNAV/VNAV DA to 568, and all MDAs 60 feet; increase LPV all Cats and Circling Cat D visibility ¼ SM and LNAV/VNAV all Cats visibility ½ SM.

MISSED APPROACH: Climb to 2100 direct GUSTE and via track 124° to OOD VORTAC and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER *	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95





CATEGORY	A	B	C	D
LPV DA	394-1 314 (400-1)			
LNAV/VNAV DA	521-1½ 441 (500-1½)			
LNAV MDA	520-1 440 (500-1)		520-1¼ 440 (500-1¼)	520-1½ 440 (500-1½)
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WILMINGTON, DELAWARE AL-458 (FAA) 24025

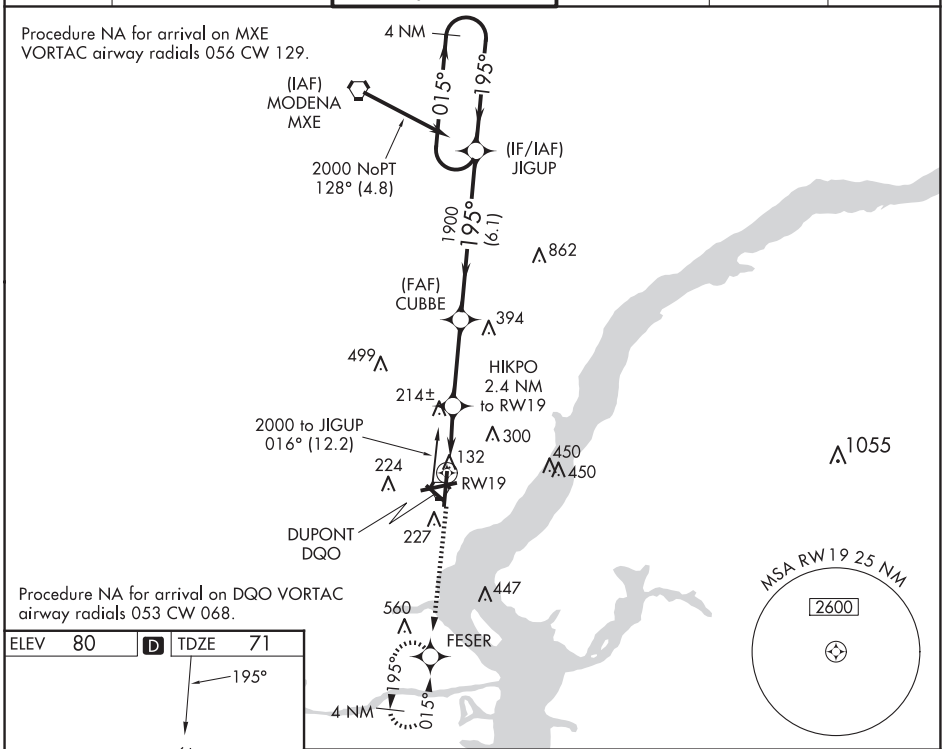
RNAV (GPS) RWY 19
NEW CASTLE (ILG)

WAAS CH 82115 W19A	APP CRS 195°	Rwy ldg 7012 TDZE 71 Apt Elev 80

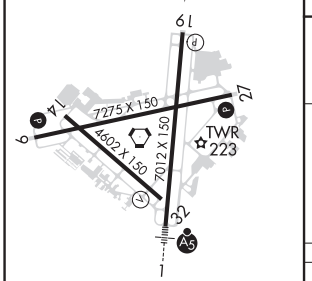
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -15°C (5°F) or above 49°C (120°F). DME/DME RNP-0.3 NA. Visibility reduction by helicopters NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 425, LNAV/VNAV DA to 592, and all MDAs 60 feet; increase LPV all Cats and LNAV and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct FESER and hold.

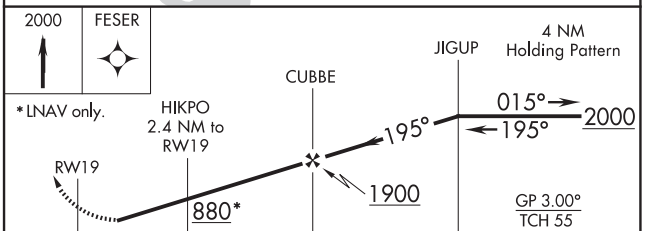
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER*	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95



ELEV 80	D	TDZE 71



REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	371-1 300 (300-1)			
LNAV/VNAV DA	538-1¾ 467 (500-1¾)			
LNAV MDA	480-1 409 (400-1)		480-1¼ 409 (400-1¼)	
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

NE-3, 12 JUN 2025 to 07 AUG 2025

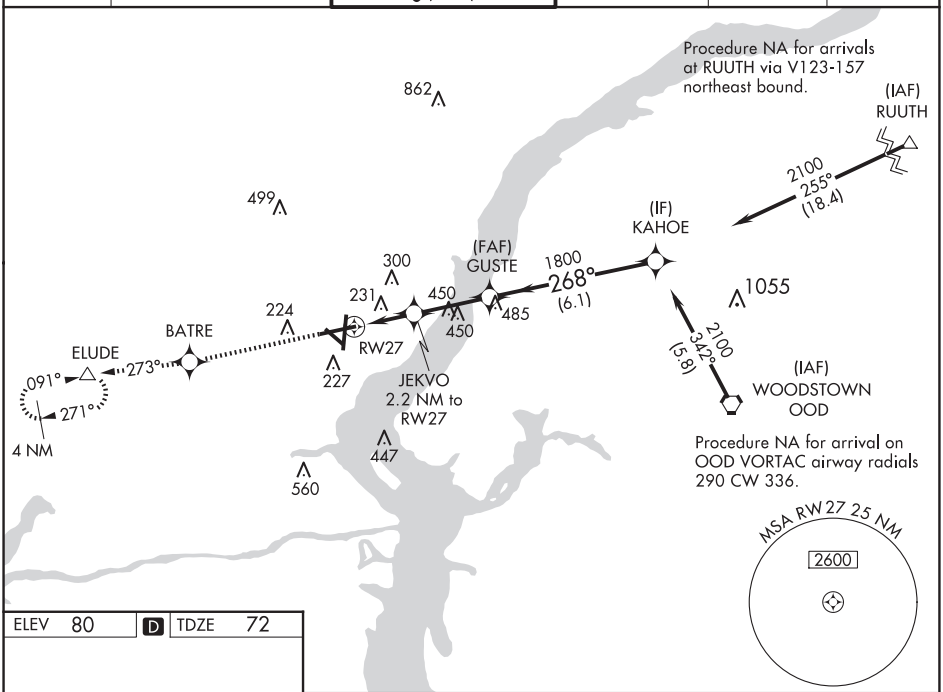
WAAS CH 53515 W27A	APP CRS 268°	Rwy ldg 7000 TDZE 72 Apt Elev 80

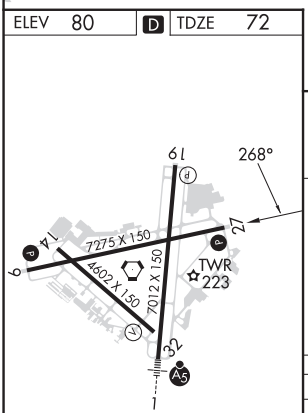
RNAV (GPS) RWY 27
NEW CASTLE (ILG)

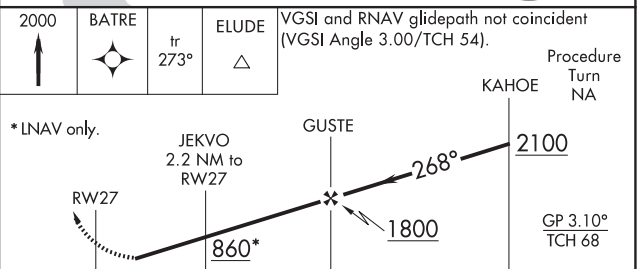
Baro-VNAV NA when using Philadelphia Intl altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV DA NA below -15°C (5°F) or above 39°C (102°F). DME/DME RNP-0.3 NA. Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting: increase LPV DA to 480, LNAV/VNAV DA to 584, and all MDAs 60 feet; increase LPV all Cats and LNAV Cat C/D visibility ⅛ SM and LNAV/VNAV all Cats and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 direct BATRE and via track 273° to ELUDE and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER*	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95







CATEGORY	A	B	C	D
LPV DA	426-1⅛ 354 (400-1⅛)			
LNAV/VNAV DA	530-1⅜ 458 (500-1⅜)			
LNAV MDA	500-1 428 (500-1)		500-1¼ 428 (500-1¼)	
CIRCLING	540-1 460 (500-1)	560-1 480 (500-1)	600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

WILMINGTON, DELAWARE AL-458 (FAA) 24137

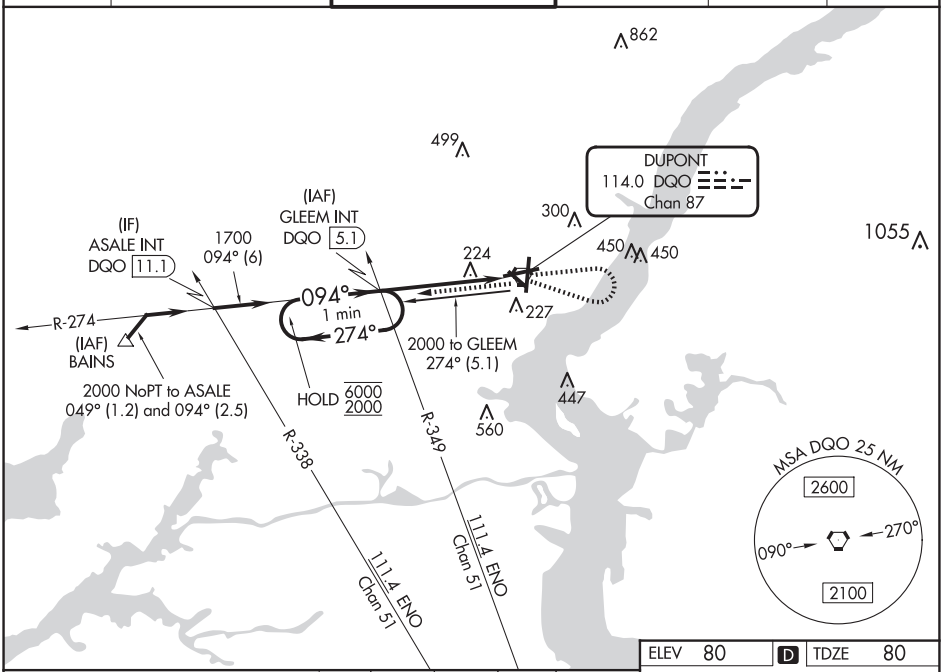
VOR RWY 9
NEW CASTLE (ILG)

VORTAC DQO	APP CRS	Rwy ldg 7000
114.0	094°	TDZE 80
Chan 87		Apt Elev 80

VDP NA when using Philadelphia Intl altimeter setting. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDAs 60 feet and Circling visibility Cats A and D ¼ SM.

MISSED APPROACH: Climb to 1200 then climbing right turn to 2000 direct DQO VORTAC then on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.

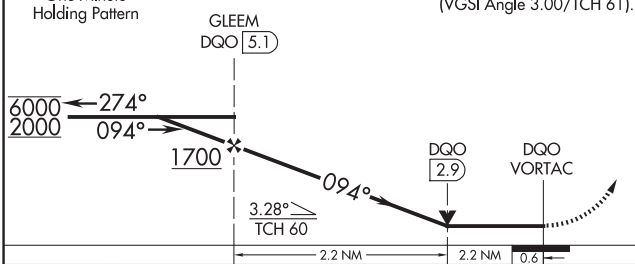
ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER ★	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95

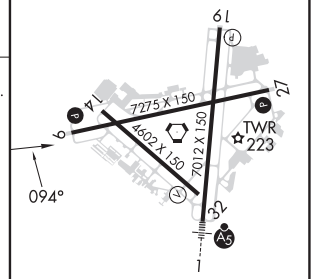


ELEV 80	D	TDZE 80

1200	2000	DQO	DQO R-274	GLEEM INT

VGSI and descent angles not coincident (VGSI Angle 3.00/TCH 61).





REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-9	860-1 780 (800-1)	860-1¼ 780 (800-1¼)	860-2½	780 (800-2½)
CIRCLING	860-1 780 (800-1)	860-1¼ 780 (800-1¼)	860-2½	780 (800-2½)

FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

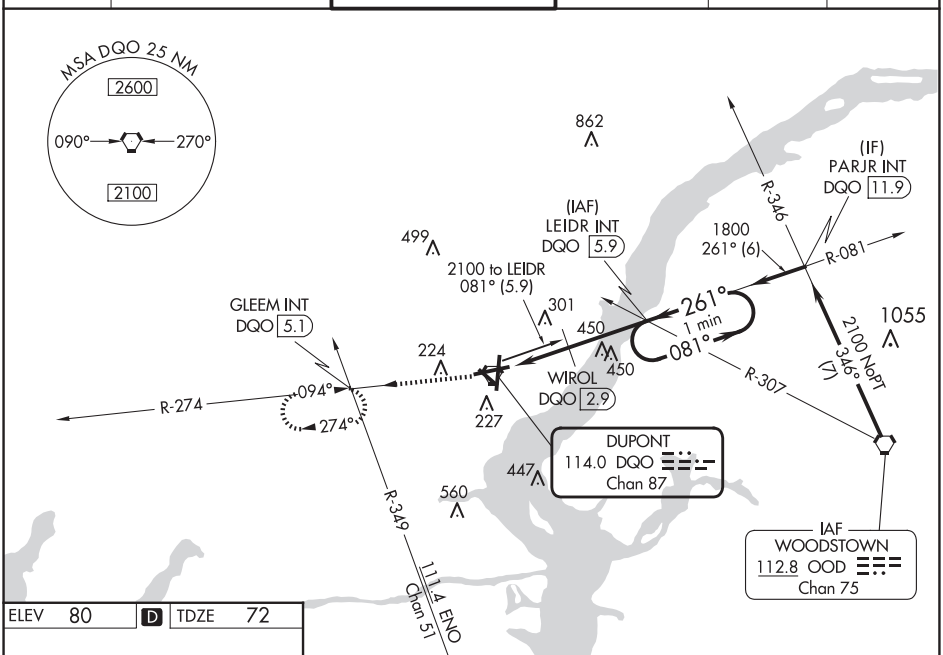
VOR RWY 27
NEW CASTLE (ILG)

VORTAC DQO	APP CRS	Rwy ldg 7000
114.0	261°	TDZE 72
Chan 87		Apt Elev 80

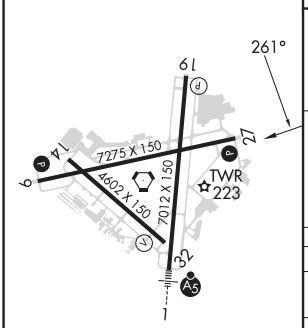
Helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Philadelphia Intl altimeter setting and increase all MDAs 60 feet; increase S-27 Cat B and Circling Cat C/D visibility ¼ SM and S-27 Cat C/D visibility ½ SM; WIROL fix minimums S-27 increase Cat C/D and Circling Cat D visibility ¼ SM.

MISSED APPROACH: Climb to 2000 on DQO VORTAC R-274 to GLEEM INT/DQO 5.1 DME and hold.

ATIS	PHILADELPHIA APP CON	WILMINGTON TOWER *	GND CON	CLNC DEL	UNICOM
123.95	118.35 323.1	126.0 L (CTAF) 352.05	121.7 275.8	119.95	122.95

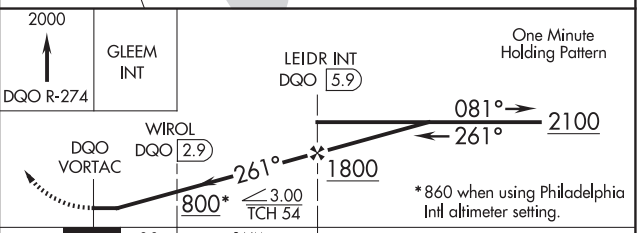


ELEV 80 | D | TDZE 72



REIL Rwys 9, 19 and 27 L
HIRL Rwys 1-19 and 9-27 L
MIRL Rwy 14-32 L

FAF to MAP 5.9 NM					
Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58



CATEGORY	A	B	C	D
S-27	800-1 728 (800-1)		800-2 728 (800-2)	
CIRCLING	800-1 720 (800-1)		800-2 720 (800-2)	800-2¼ 720 (800-2¼)
WIROL FIX MINIMUMS (DME REQUIRED)				
S-27	560-1 488 (500-1)		560-1⅜ 488 (500-1⅜)	
CIRCLING	560-1 480 (500-1)		600-1½ 520 (600-1½)	800-2¼ 720 (800-2¼)

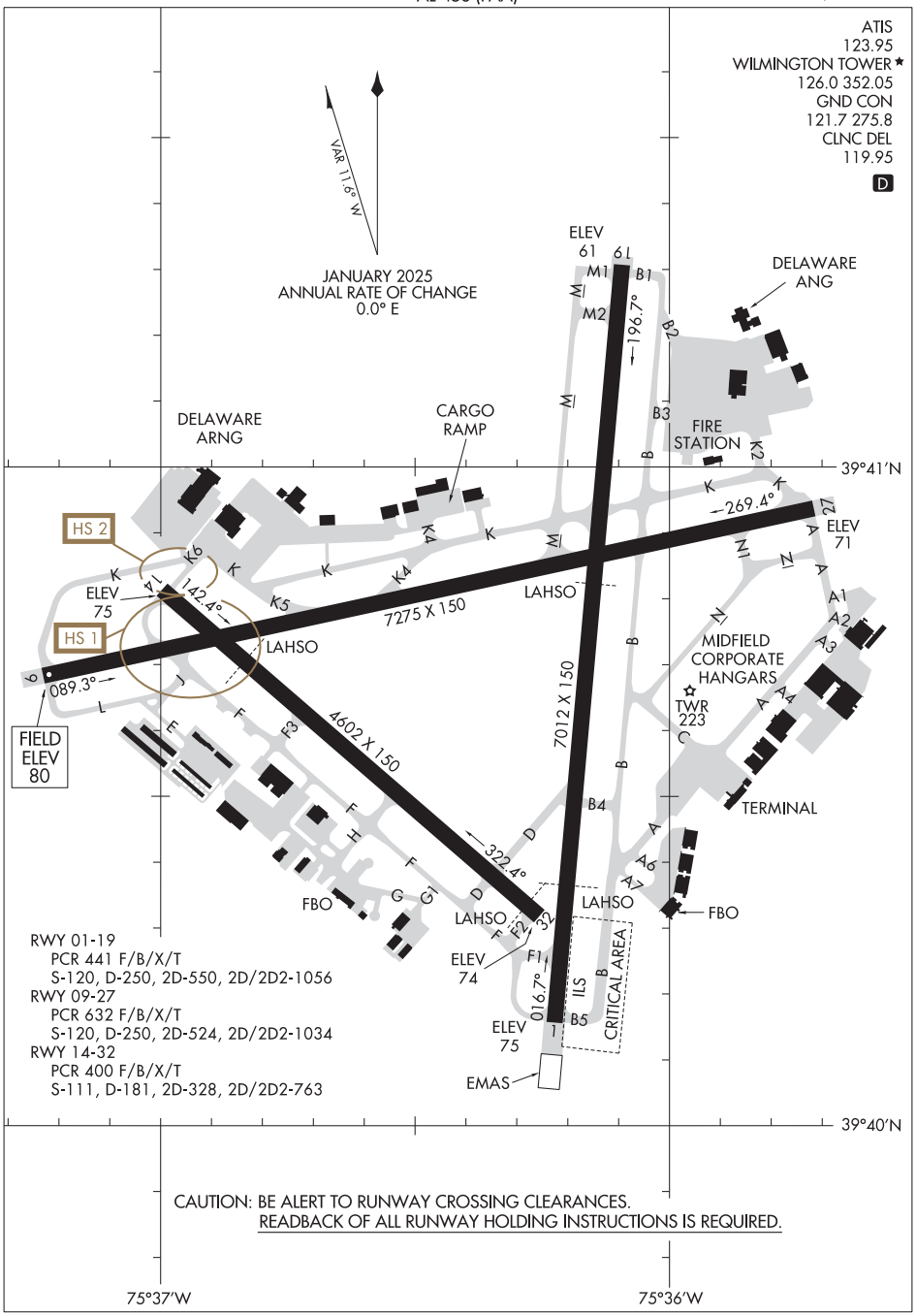
NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

25107

AIRPORT DIAGRAM

AL-458 (FAA)

NEW CASTLE (ILG)
WILMINGTON, DELAWARE



NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

AIRPORT DIAGRAM
25107
WILMINGTON, DELAWARE
NEW CASTLE (ILG)

LOC/DME I-TZX	APP CRS	Rwy ldg	5498
109.55	324°	TDZE	715
Chan 32 (Y)		Apt Elev	726

ILS or LOC RWY 32
WINCHESTER RGNL (OKV)

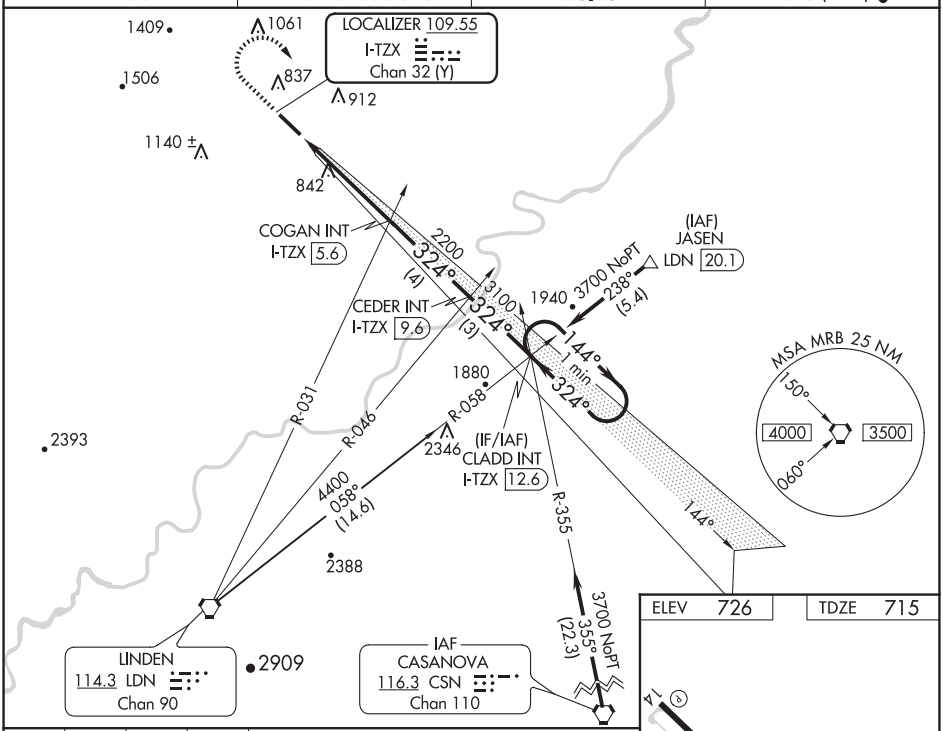
Rwy 32 helicopter visibility reduction below ¾SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase S-LOC 32 Cat C visibility to 1 mile. For inoperative MALSR when using Martinsburg altimeter setting, increase S-ILS 32 All Cats visibility ½ mile. VDP NA when using Martinsburg altimeter setting.

NA

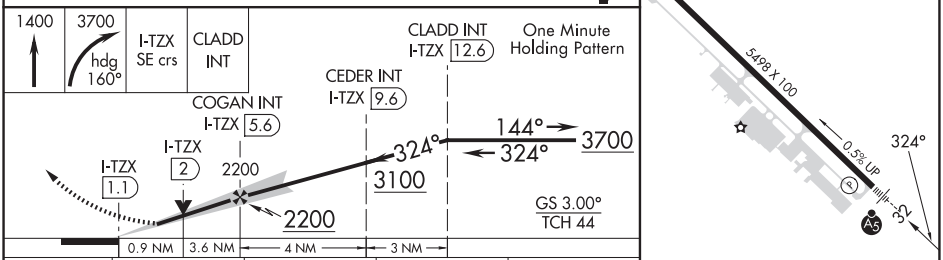
MALSR

MISSED APPROACH: Climb to 1400 then climbing right turn to 3700 via heading 160° and I-TZX SE course to CLADD INT/I-TZX 12.6 DME and hold.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.975 (CTAF) L



ELEV	726	TDZE	715



REIL Rwy 14 L
HIRL Rwy 14-32 L

CATEGORY	A	B	C	D
S-ILS 32	915-½ 200 (200-½)			
S-LOC 32	1040-½ 325 (400-½)			1040-¾ 325 (400-¾)
C CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

NE-3, 12 JUN 2025 to 07 AUG 2025

WINCHESTER, VIRGINIA | AL-5251 (FAA) | 23222

RNAV (GPS) RWY 14
WINCHESTER RGNL (OKV)

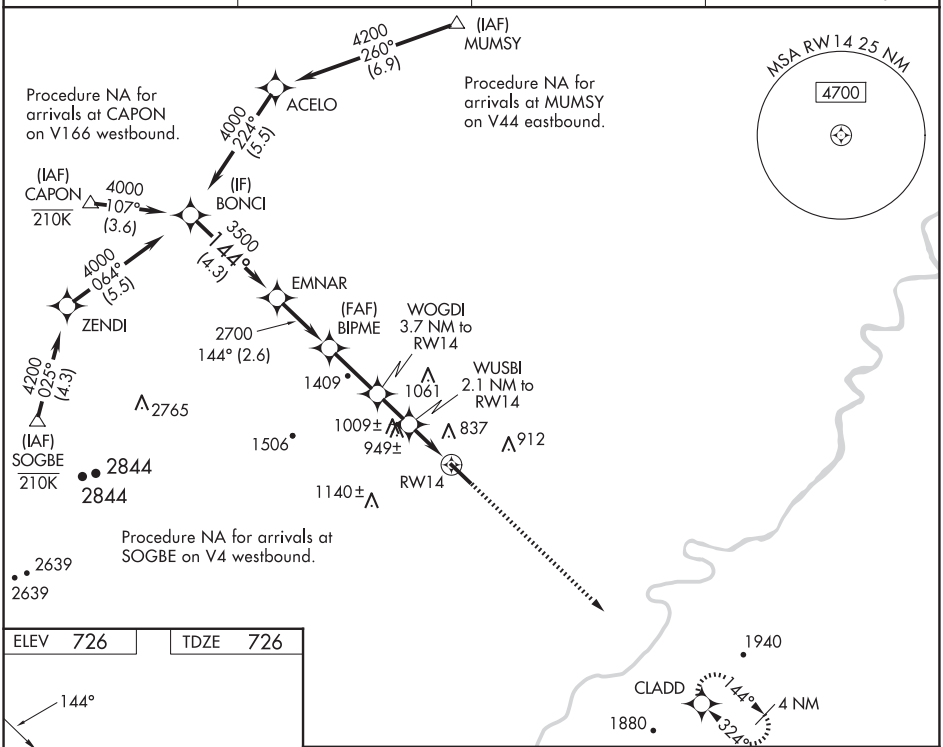
WAAS CH 70712 W14A	APP CRS 144°	Rwy ldg 5498 TDZE 726 Apt Elev 726

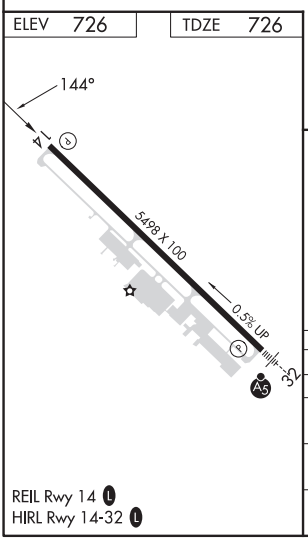
RNP APCH - GPS.

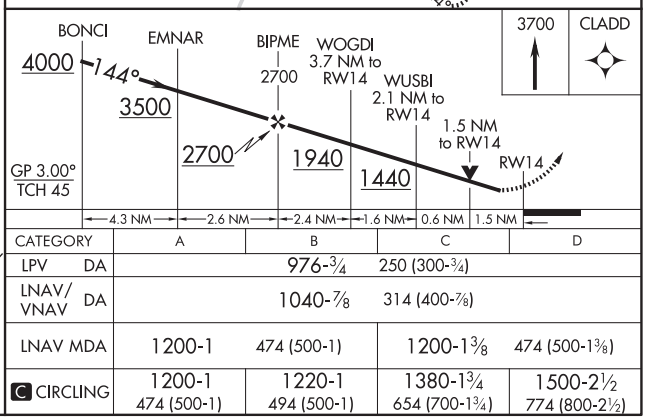
Rwy 14 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 54°C.

MISSED APPROACH: Climb to 3700 direct CLADD and hold, continue climb-in-hold to 3700.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.975 (CTAF) L







CATEGORY	A	B	C	D
LPV DA	976-¾ 250 (300-¾)			
LNAV/VNAV DA	1040-⅞ 314 (400-⅞)			
LNAV MDA	1200-1 474 (500-1)		1200-1⅜ 474 (500-1⅜)	
C CIRCLING	1200-1 474 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1500-2½ 774 (800-2½)

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

RNAV (GPS) RWY 32
WINCHESTER RGNL (OKV)

WAAS CH 97512 W32A	APP CRS 324°	Rwy ldg 5498	TDZE 715	Apt Elev 726

RNP APCH.

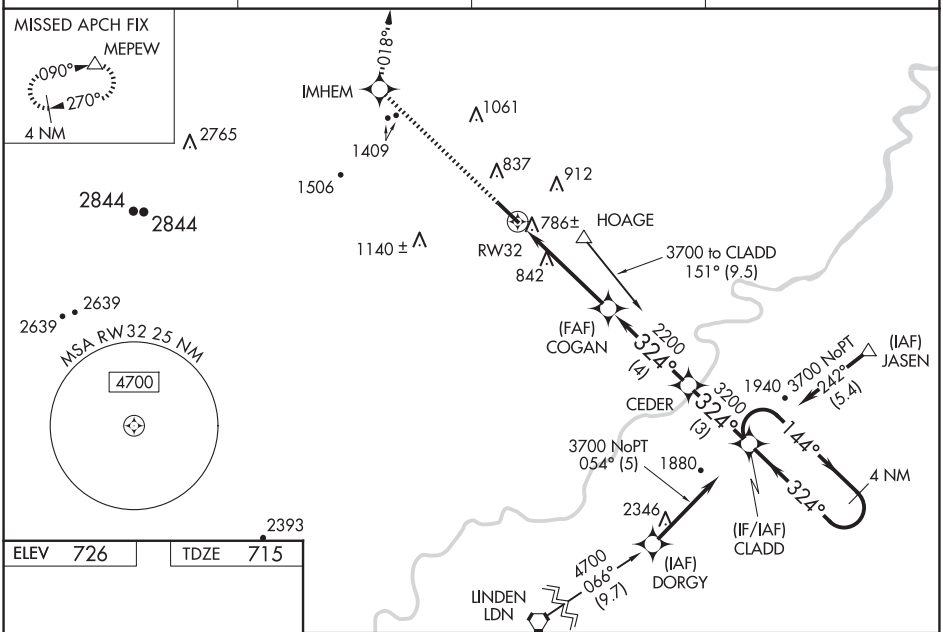
T Baro-VNAV NA when using Martinsburg altimeter setting. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C or above 47°C.

A Rwy 32 helicopter visibility reduction below ¾ SM NA. When local altimeter setting not received, use Martinsburg altimeter setting and increase all DA 63 feet and all MDA 80 feet, and LNAV/VNAV all Cats and Circling Cat C visibility ¼ mile. For inoperative MALSR, increase LNAV Cats A, B and C visibility to 1 mile and LNAV Cat D visibility to 1¼ mile. Inoperative table does not apply to LPV. For inoperative MALSR when using Martinsburg altimeter setting, increase LPV all Cats and LNAV Cats A and B visibility to 1 mile. VDP NA when using Martinsburg altimeter setting.

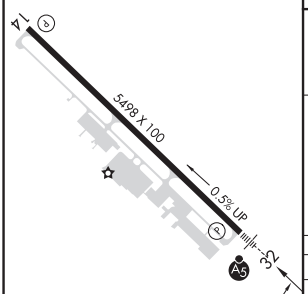
MALSR A5

MISSED APPROACH: Climb to 5000 direct IMHEM and via track 018° to MEPEW and hold, continue climb-in-hold to 5000.

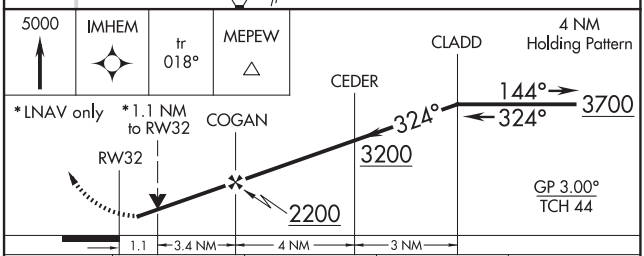
AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.975 (CTAF) L



ELEV 726	TDZE 715



REIL Rwy 14 L
HIRL Rwy 14-32 L



CATEGORY	A	B	C	D
LPV DA	915-¾ 200 (200-¾)			
LNAV/ VNAV DA	1056-¾ 341 (400-¾)			
LNAV MDA	1100-¾ 385 (400-¾)			1100-1 385 (400-1)
C CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

NE-3, 12 JUN 2025 to 07 AUG 2025

WINCHESTER, VIRGINIA AL-5251 (FAA) 22307

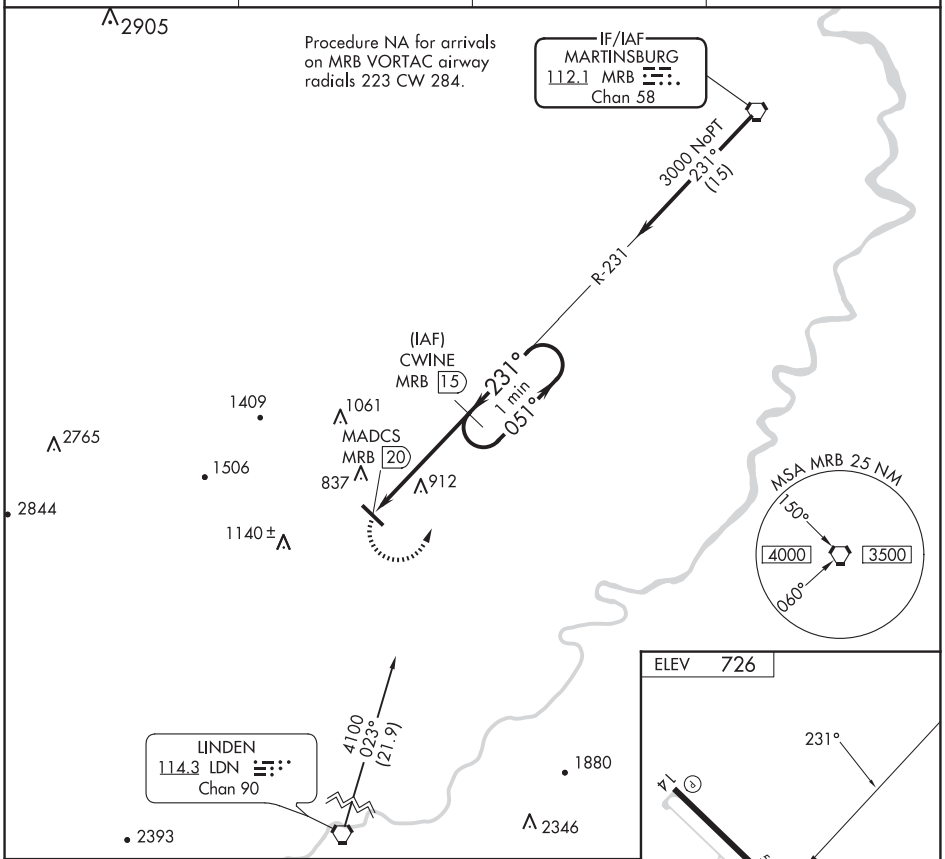
VOR/DME-A
WINCHESTER RGNL (OKV)

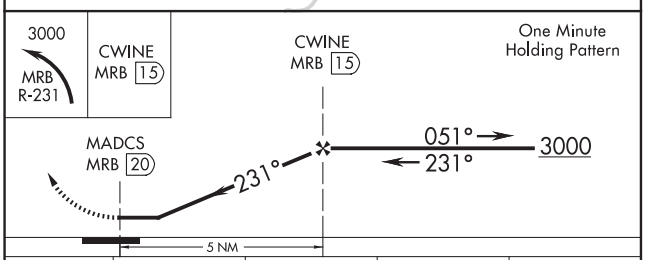
VORTAC MRB	APP CRS	Rwy ldg	N/A
112.1	231°	TDZE	N/A
Chan 58		Apt Elev	726

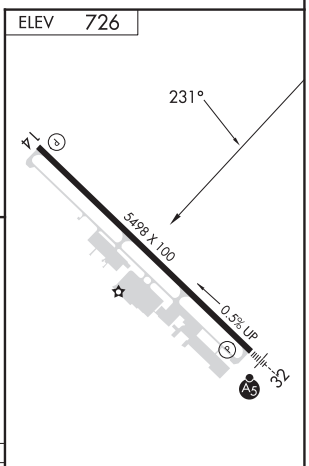
When local altimeter setting not received, use Martinsburg altimeter setting and increase all MDA 80 feet and Cat C visibility ¼ mile.

MISSED APPROACH: Climbing left turn to 3000 via MRB R-231 to CWINE/MRB 15 DME and hold, continue climb-in-hold to 3000.

AWOS-3	POTOMAC APP CON	CLNC DEL	UNICOM
124.85	120.45 306.925	126.15	122.975 (CTAF) L







CATEGORY	A	B	C	D
C CIRCLING	1180-1 454 (500-1)	1220-1 494 (500-1)	1380-1¾ 654 (700-1¾)	1480-2½ 754 (800-2½)

REIL Rwy 14 L
HIRL Rwy 14-32 L

NE-3, 12 JUN 2025 to 07 AUG 2025

NE-3, 12 JUN 2025 to 07 AUG 2025

TOP ALTITUDE: 3000

POTOMAC DEP CON
120.45 306.925
AWOS-3
124.85
CLNC DEL
126.15
UNICOM
122.975 (CTAF)

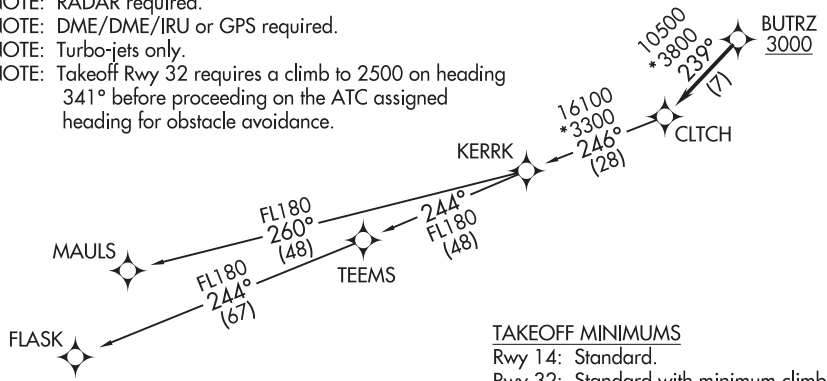
DEPARTURE ROUTE DESCRIPTION

Climb on heading assigned by ATC, expect RADAR vectors to BUTRZ, then on track 239° to CLTCH, thence. . . .

. . . . on assigned transition, maintain altitude assigned by ATC, expect clearance to filed altitude within ten (10) minutes after departure.

FLASK TRANSITION (CLTCH3.FLASK)
MAULS TRANSITION (CLTCH3.MAULS)

NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.



TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.

NOTE: Chart not to scale.

(JDUBB4.JDUBB) 23026

JDUBB FOUR DEPARTURE (RNAV)

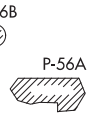
AL-5251 (FAA)

WINCHESTER RGNL (OKV)
WINCHESTER, VIRGINIA

POTOMAC DEP CON
120.45 306.925
AWOS-3
124.85
CLNC DEL
126.15
UNICOM
122.975 (CTAF)

TOP ALTITUDE: 3000

TAKEOFF MINIMUMS
Rwy 14: Standard
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.



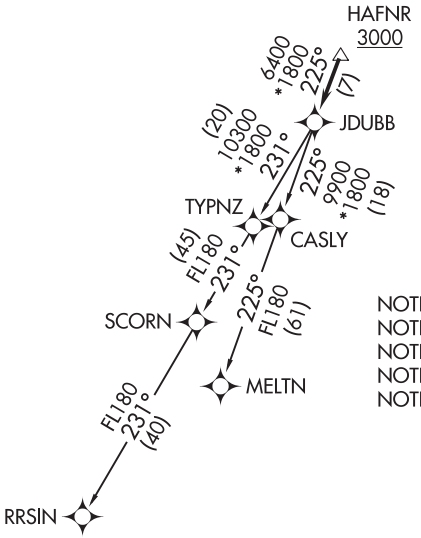
DEPARTURE ROUTE DESCRIPTION

TAKEOFF RUNWAY 14: Climb on heading 144° or as assigned by ATC. Expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

TAKEOFF RUNWAY 32: Climb on heading 324° or as assigned by ATC. Expect RADAR vectors to HAFNR, then on track 225° to JDUBB, thence. . . .

. . . . on assigned transition. Maintain 3000. Expect clearance to filed altitude within ten (10) minutes after departure.

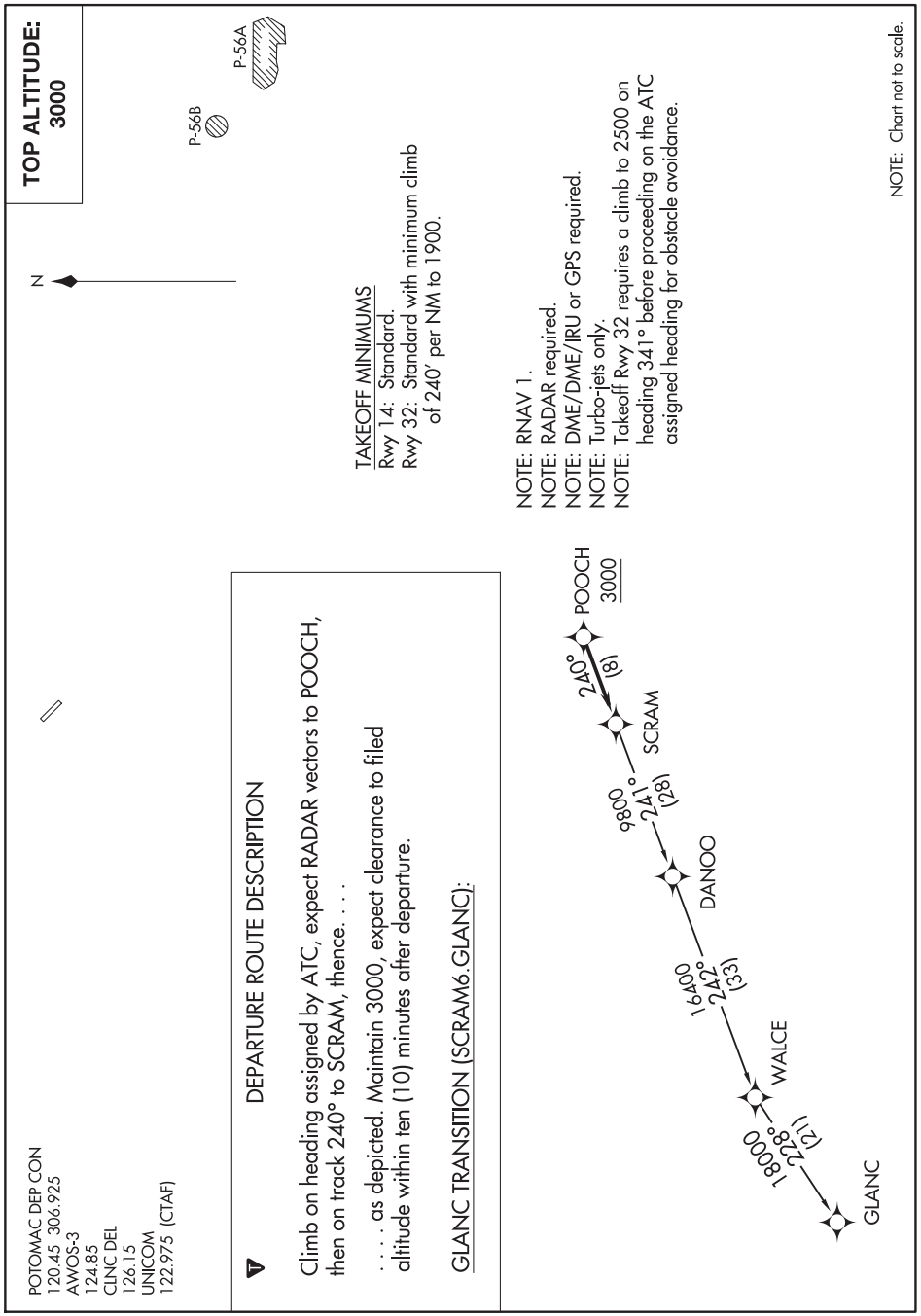
MELTN TRANSITION (JDUBB4.MELTN)
RRSIN TRANSITION (JDUBB4.RRSIN)



NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.

NOTE: Chart not to scale.

NE-3, 12 JUN 2025 to 07 AUG 2025


TOP ALTITUDE: 3000
N
P-56B
P-56A
POTOMAC DEP CON
120.45 306.925
AWOS-3
124.85
CLNC DEL
126.15
UNICOM
122.975 (CTAF)
DEPARTURE ROUTE DESCRIPTION
Climb on heading assigned by ATC, expect RADAR vectors to POOCH, then on track 240° to SCRAM, thence. . . .
. . . . as depicted. Maintain 3000, expect clearance to filed altitude within ten (10) minutes after departure.
GLANC TRANSITION (SCRAM6.GLANC):
TAKEOFF MINIMUMS
Rwy 14: Standard.
Rwy 32: Standard with minimum climb of 240′ per NM to 1900.
NOTE: RNAV 1.
NOTE: RADAR required.
NOTE: DME/DME/IRU or GPS required.
NOTE: Turbo-jets only.
NOTE: Takeoff Rwy 32 requires a climb to 2500 on heading 341° before proceeding on the ATC assigned heading for obstacle avoidance.
NOTE: Chart not to scale.
POOCH
3000
240°
(8)
SCRAM
9800
241°
(28)
DANOO
16000
242°
(33)
WALCE
18000
228°
(21)
GLANC
NE-3, 12 JUN 2025 to 07 AUG 2025
NE-3, 12 JUN 2025 to 07 AUG 2025

WISE, VIRGINIA | AL-5973 (FAA) | 25107

RNAV (GPS) RWY 6
LONESOME PINE (LNP)

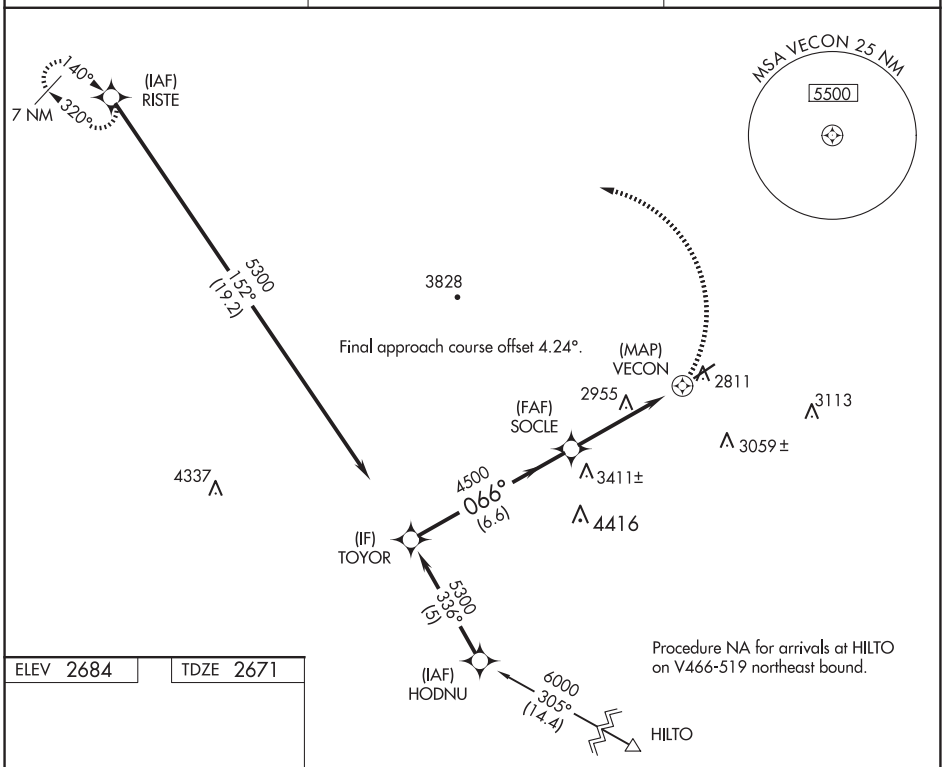
APP CRS	Rwy ldg	5131
066°	TDZE	2671
	Apt Elev	2684

RNP APCH.

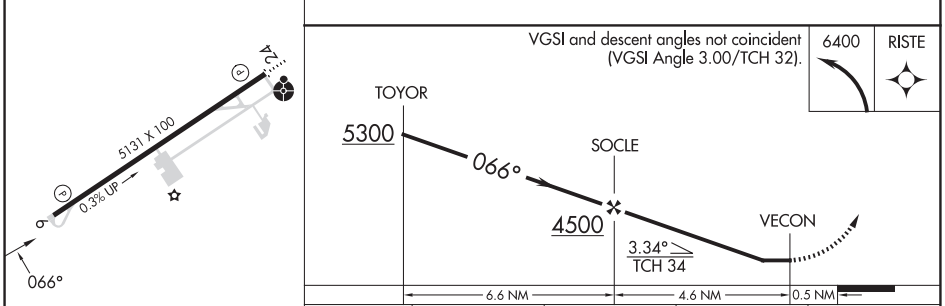
Procedure NA at night.
Rwy 6 helicopter visibility reduction below 1 SM NA.

MISSED APPROACH: Climbing left turn to 6400 direct RISTE and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 257.85	123.0 (CTAF) L



ELEV 2684	TDZE 2671



CATEGORY	A	B	C	D
LNAV MDA	3260-1	589 (600-1)	3260-1¾	589 (600-1¾)
C CIRCLING	3260-1 576 (600-1)	3360-1 676 (700-1)	3360-2 676 (700-2)	3560-2¾ 876 (900-2¾)

REIL Rwy 6 L
MIRL Rwy 6-24 L

NE-3, 12 JUN 2025 to 07 AUG 2025

WAAS CH 77602 W24A	APP CRS 242°	Rwy ldg 5131 TDZE 2684 Apt Elev 2684

RNAV (GPS) RWY 24
LONESOME PINE (LNP)

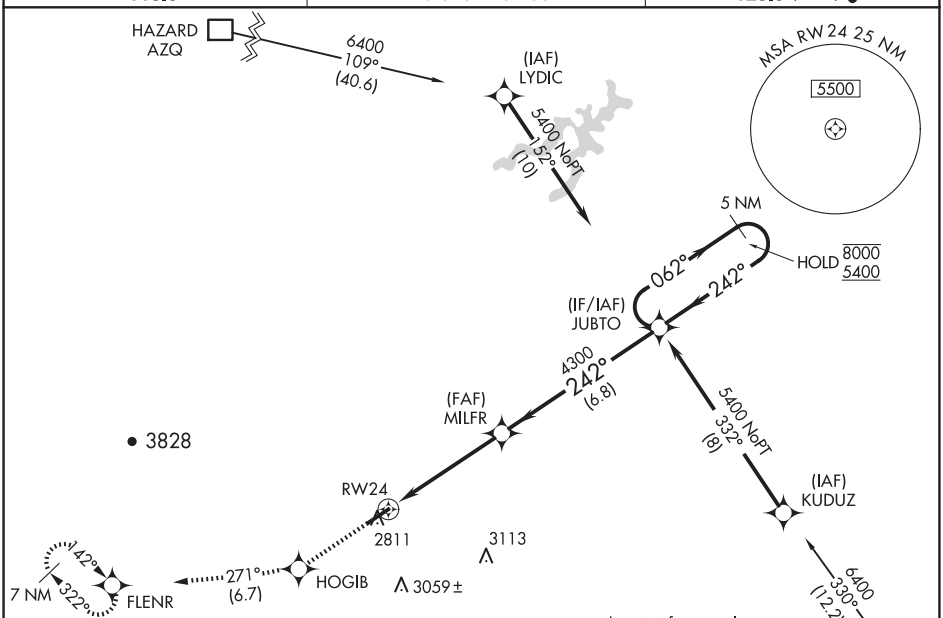
RNP APCH.

Circling to Rwy 6 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -20°C or above 54°C. Inop table does not apply to LPV all Cats and LNAV Cats A/B. For inop ALS, increase LNAV/VNAV Cat A/B visibility to 1¼ SM and LNAV Cat C/D visibility to 1⅜ SM.

ODALS

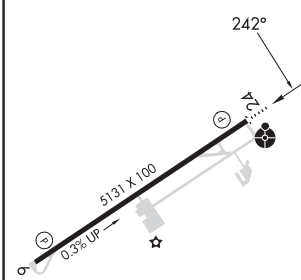
MISSED APPROACH: Climb to 6400 direct HOGIB and on track 271° to FLENR and hold, continue climb-in-hold to 6400.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 257.85	123.0 (CTAF) L



Procedure NA for arrival on GZG VOR/DME airway radials 248 CW 010.

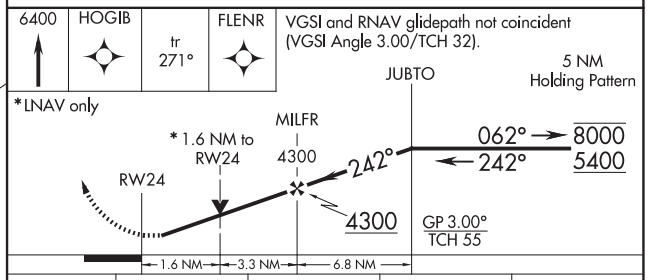
ELEV 2684 TDZE 2684



6400	HOGIB	tr 271°	FLENR

VGSI and RNAV glidepath not coincident (VGSI Angle 3.00/TCH 32).

*LNAV only



CATEGORY	A	B	C	D
LPV DA	2962-1 278 (300-1)			
LNAV/VNAV DA	3112-1⅛ 428 (500-1⅛)			
LNAV MDA	3140-1 456 (500-1)		3140-1⅛ 456 (500-1⅛)	
C CIRCLING	3240-1 556 (600-1)	3360-1 676 (700-1)	3360-2 676 (700-2)	3560-2¾ 876 (900-2¾)

REIL Rwy 6 L
MIRL Rwy 6-24 L

NE-3, 12 JUN 2025 to 07 AUG 2025

WISE, VIRGINIA | AL-5973 (FAA) | 25107

LOC RWY 24
LONESOME PINE (LNP)

LOC I-OWN	APP CRS	Rwy ldg	5131
110.7	242°	TDZE	2684
Chan 44		Apt Elev	2684

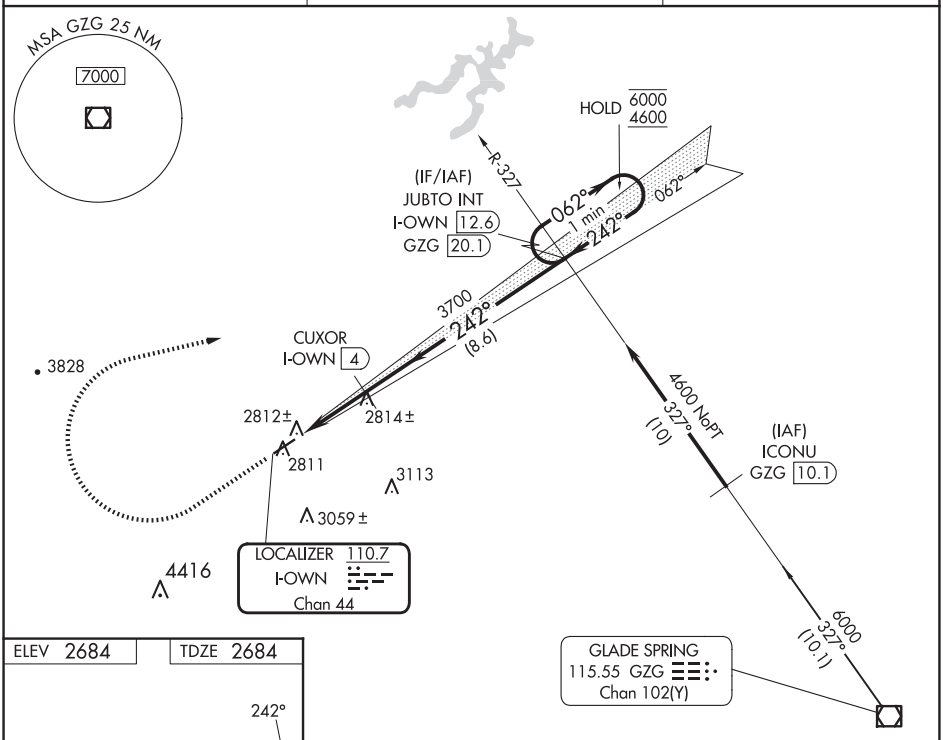
DME required. RNAV 1-GPS required.

T Circling to Rwy 6 NA at night. Rwy 24 helicopter visibility reduction below ¾ SM NA.
A NA

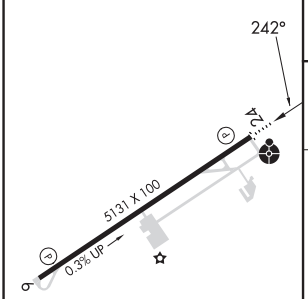
ODALS

MISSED APROACH: Climb to 3300 then climbing right turn to 4600 direct JUBTO and hold.

AWOS-3	INDIANAPOLIS CENTER	UNICOM
118.6	126.575 257.85	123.0 (CTAF) L



ELEV 2684 | TDZE 2684

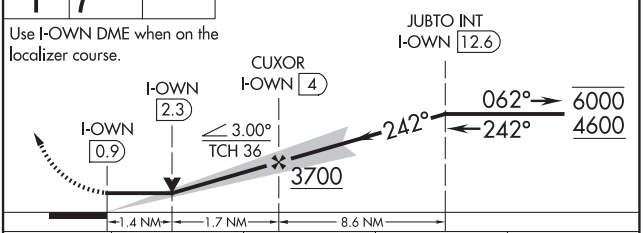


REIL Rwy 6 L
MIRL Rwy 6-24 L

3300	4600	JUBTO INT

Use I-OWN DME when on the localizer course.

One Minute Holiding Pattern



CATEGORY	A	B	C	D
S-LOC 24	3160-1 476 (500-1)		3160-1¼ 476 (500-1¼)	
C CIRCLING	3240-1 556 (600-1)	3360-1 676 (700-1)	3360-2 676 (700-2)	3560-2¾ 876 (900-2¾)

NE-3, 12 JUN 2025 to 07 AUG 2025

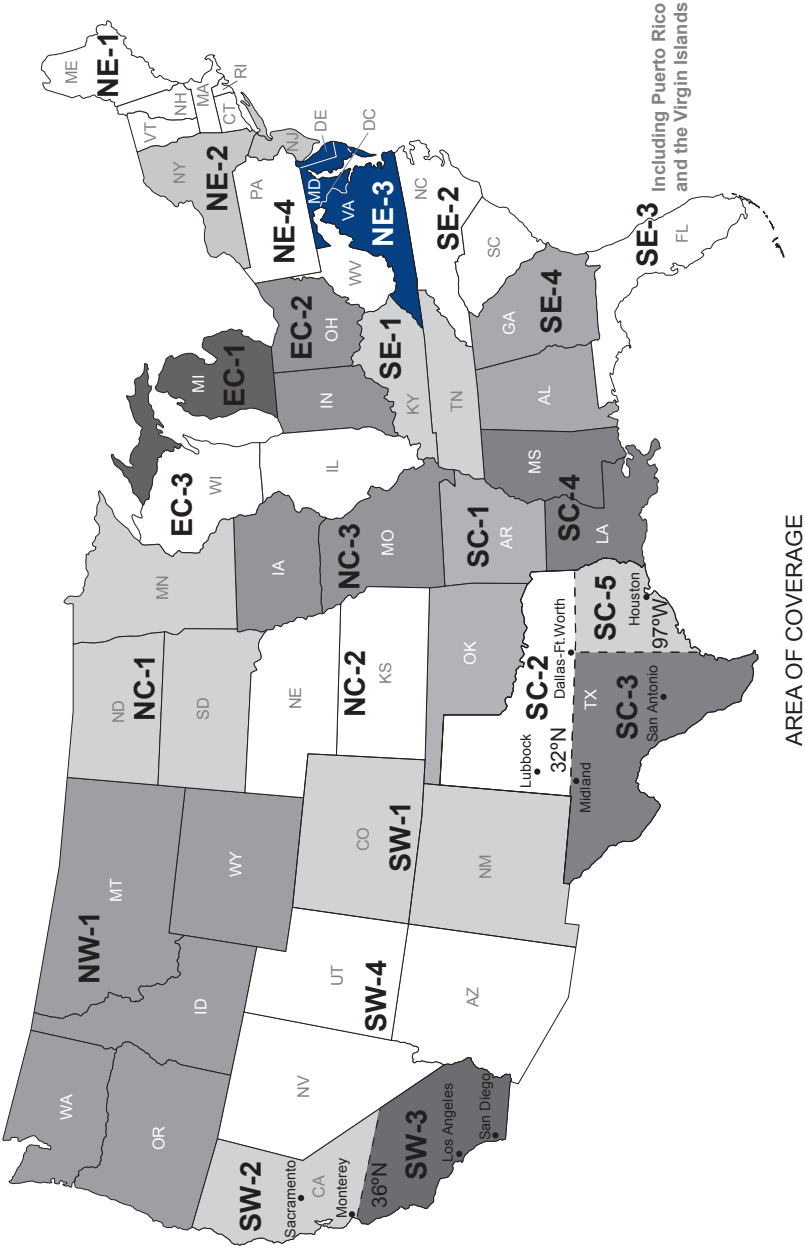
INSIDE BACK COVER

INTENTIONALLY

LEFT

BLANK

U.S. TERMINAL PUBLICATION VOLUMES



FAA Product ID: BTPPNE3

NSN 7641015059584

NGA REF. NO. OK-10-2859 TERMXFAABTPPNE3

EFF. DATE 25163